

**TEL AVIV (TLV/LLBG)**

Elevation 134ft

**CATEGORY B**

AV brief – not required

**GENERAL**

- Strict Israeli security procedures as followed.
  - Tel Aviv Air Defence Radar must be contacted (box2/3) not later than BGN180d. when arriving from the West Nicosia FIR (freq 122.750 or 132.0),
  - If entering via SOLIN contact Tel Aviv IDENT no later than 180 nm from BGN, Com 124.3 or 118.8,
  - The flight deck door should not be unlocked and opened even for authorized crew members from before reaching the identification reporting point,
  - All passengers must be seated and belts fastened, at least 30 minutes before landing in Israel and until landing and from pushback until 10 minutes after hand off to Nicosia.

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- Tel Aviv ATC expect aircraft to use “Heavy” in ATC Comms.

ALL

**Threats**

**CFIT**

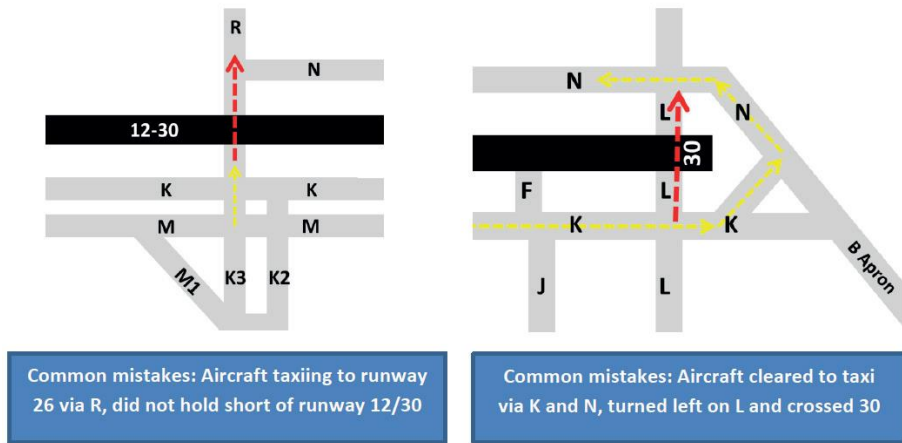
- Ridge of terrain E of airfield beginning approx 4 nm from airfield rising to 3850ft asl approx 19 nm from airfield.
- High ground to the E of the airfield continues for several hundred miles to the N and S of Tel Aviv following the coastline.

**Runway Excursion**

- Exercise caution when using Rwy 26 for departure as landing threshold markings are abeam holding point W1 which is not full-length entry point E.

**Runway Incursion**

- During 2014, 10 aircraft were involved in runway incursions at TLV:
  - 5 lined up without permission.
  - 5 crossed or started to cross an active runway without permission.



**Special Considerations**

- When circling, aircraft must remain within VOR 'BGN' 3.8d due to high ground to E of airfield. This can significantly reduce the available track miles to touchdown.
- ATC may impose inbound holding restrictions at short notice due to military activity.
- Additionally, if the runway in use is changed, aircraft may be vectored to a hold with no information on the expected delay.

**ROUTE**

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Not Applicable

A32N

Specific driftdown/depressurisation procedure may be required on routings to LLBG. Check A32N performance manual for guidance.

ALL

**ARRIVAL**

**Diversion Airports**

LARNACA	LCA/LCLK	184 nm/340°T	CAT B
PAFOS	PFO/LCPH	203 nm/324°T	CAT B
ATHENS	ATH/LGAV	646 nm/304°T	CAT A
RHODES	RHO/LGRP	429 nm/308°T	CAT B

- When approaching from the W and NW into Tel-Aviv FIR crews must contact 'Tel-Aviv Identification' Freq 124.30 or 118.80 MHZ not later than 180 nm from BGN VOR/DME. The frequency in use may be promulgated via the ATIS.
- If diverting to TLV contact as above as soon as possible before entry to TLV FIR.
- Approaches to Rwy 26 or 30 may be in use even when surface conditions would suggest the use of runway 12. ATC tend to favour RNAV (GNSS) approaches however they can change the approach type and landing Rwy at late notice, thus brief for all available eventualities and ask ATC early for the likely approach.
- At night the ILS 12 is favoured, even with a tailwind.
- During periods of conflict in Gaza expect approaches to ILS Rwy 21.
- Expect a change from ILS12 to RNP X 30 when traffic density is high.
- Laser Attacks on Rwy 26 Approach: Reports have been received of BA aircraft being targeted by a powerful green laser from 10d on approach to Rwy 26. Exercise caution as the laser very accurately targets the flight deck.

**Approach**

**BAV Crew Reports**

- *During periods of conflict in Gaza, BA crews report that approaches have been routed from SIRON to the NAT VOR for radar vectors to ILS Rwy 26. Crew report that they were stepped down over the hills to the East before intercepting the ILS at 3,400ft.*

**RNAV (GNSS) Rwy 21, 26, 30**

- ATC may describe the RNAV Visual approaches as "RNAV Visual via XXX" (where XXX is the reporting point on the title of the respective Lido IAC). These can easily be confused for the RNAV (GNSS) approaches as they pass through the same respective point.
- Respect the speed constraints at the IAF and note that the platform altitude is very low.
- Due to the design of the RNAV procedures and the terrain to the east, the following configuration guidance is suggested. Overall a conservative approach is required, additionally careful energy management is required to avoid levelling and configuring into high drag configurations simultaneously to avoid low speed excursions.

Intermediate configuration (Conf 2/Flap 15) is suggested by:

- VATAT (Rwy21)
- RABIN (Rwy26)
- REBDO (Rwy30)

Landing configuration is suggested:

- Shortly after NAMIM/BG218 (Rwy21) due to the low platform altitude.
- At BAGID (Rwy26) due to rising terrain on base.
- Shortly after GAVRI (Rwy30) due rising terrain on base.

### RNAV Visual Approaches

- The use of appropriate AP/FD lateral modes (NAV, LNAV) is compulsory to ensure compliance with the prescribed tracks, which were designed to reduce workload compared to a conventional visual approach and prevent aircraft extending downwind towards the terrain (refer to FCOM and FCTM for guidance on RNAV Visual Approaches).
- These are visual approaches with additional guidance provided by RNAV waypoints. Crews must comply with the Visual Approach requirements listed in OM A.
- In addition crews should discuss the possible effects of high temperatures on the Managed vertical guidance during the latter stages of the approach.

### RNAV Visual Rwy 21

- The required coding is contained in the Navigation Database and as such VNAV guidance systems can be used (if approved on type). The coding prescribes the same path as the RNAV (GNSS) approach.
- Review the guidance for the RNAV (GNSS) Rwy21 above.

A32N

### Airbus

**Review AIS and OEBs to see if this approach/aircraft is affected by OEB42.**

ALL

### RNAV Visual GAVRI 30

- The vertical coding is contained in the Navigation Database and as such VNAV guidance systems can be used (if approved on type).
- From REDBO through to GAVRI an IDLE descent path is coded, thus the aircraft will descend and then fly a level segment, maintaining the minimum altitude prior to passing the next fix.
- A 3.25° final approach slope is coded to start at BG040.
- If using selected vertical guidance (FPA/V/S) respect the minimum altitudes at each fix and adjust the flight path to reach the required altitude at the fix to minimise levelling off.
- Review the configuration guidance for RNAV (GNSS) 30 above.

### RNAV Visual DONAG 30

- The vertical coding is contained in the Navigation Database and as such VNAV guidance systems can be used (if approved on type).
- From DONAG through to ROCAT an IDLE descent path is coded, thus the aircraft will descend and then fly a level segment, maintaining the minimum altitude prior to passing the next fix.
- A 3.25° final approach slope is coded to start at BG069.
- If using selected vertical guidance (FPA/V/S) respect the minimum altitudes at each fix and adjust the flight path to reach the required altitude at the fix to minimise levelling off.
- Review the configuration guidance for RNAV (GNSS) 30 above.

**ILS Approach**

- Rwy 26 ILS is available with excellent lighting. Expect a procedural approach via BGN.

**LDA Approach Rwy 30**

- This is an offset ILS approach and can be flown like a conventional ILS. However as the approach is offset 11° careful handling is required from MDA to align the aircraft with the Rwy centreline.

**GROUND**

- Expect to park at Terminal 3.
- No passenger boarding while refuelling.
- Airstart unreliable.
- Report any FOD on taxiways and stands to TWR.
- De-icing is not available in TLV. Consider risk of ice formation when tankering or carrying extra fuel. See OM A for additional guidance.

**DEPARTURE**

- The usual Rwy 26 departure point is intersection Twy W2.
- If Rwy 26 take-off required from full length, use performance data for intersection Start-point E, due to 120 degree turn on to runway. Use of performance for F/L (E1 Hold) will require a slight backtrack to reach F/L position.
- SID charts show altitude restrictions at DEENA, however these restrictions are routinely waived by ATC, giving unrestricted climb clearance on departure.
- Departure and Emergency Turn procedures are published for some SIDs. Refer to CARD/OPT/Performance Manuals for details.

**OPERATIONAL INFORMATION**

<b>Handling Agent</b>	QAS
<b>Handling Agent VHF</b>	130.05
<b>Potable Water</b>	Uplift Permitted

<b>IF ONLY Electrical Power is required</b>	Airport Authority usage restrictions are strictly enforced. Follow guidance in Lido AOI pages (crews shall turn off APU when on-block and connected to GPU/FPU)
<b>If BOTH electrical power and air conditioning is required:</b>	Airport Authority usage restrictions are strictly enforced. Follow guidance in Lido AOI pages (crews shall turn off APU when on-block and connected to GPU/FPU)