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AIP AMDT: AIRAC AMDT 001/2023

Effective Date: **18 May 2023****1. Amendment content:****GEN:**

GEN 1.1 – Aircraft Safety Investigation Authority Israel (AIAI) Name updated.
GEN 1.7 – Significant differences updated.
GEN 2.1 – Holiday added.
GEN 3.1 – General and contact information updated.
GEN 3.2 – New Aeronautical Charts added.
GEN 4.1 – Fees and Charges updated.

ENR:

ENR 1.14 - Aircraft Safety Investigation Authority Israel (AIAI) Name updated.
ENR 1.5 – ACC North and South frequencies and Call Sign updated.
ENR 2.1 – Frequencies updated.
ENR 3.1 – CDR2+CDR3 withdrawn. Q1, Q163, Y62, Y63, Y64, Y65, T99, Z85 added. **H14, J10**, J11, J14, J15, L53, **L609**, N134, P42, P68, **Q30**, Q31, Q32, **T80, T85, Y84**, Y85, Y335 updated. N11, N13 withdrawn.
ENR 4.1 – New limitation – Ilan and Asaf Ramon DVOR/DME should not be used from the east side.
ENR 4.4 – New WPTs, deletion of WPTs.
ENR 6.1 - Implementation of ENR 3.1 and ENR 4.4 updates.

AD:

AD 2 LLHA – General information, Apron Z details update, Aerodrome obstacles, Engine run-up Procedures, New emergency gate, Apron M and A locations updated in chart AD 2 LLHA APDC-1.
AD 2 LDBG – New declared remaining distances – 30-E, GND EAST and GND WEST frequencies updated, New Standby frequencies, Taxiway T1 permanently closed, Apron KOCHAV renamed to apron L, New aprons in EL-AL maintenance area, Cancel Starting Points in Terminal 3 chart, New charts – SID08 IVONA1B, RAPIV1B and RNAV TRANSITION TO RWY21,26.
AD 2 LLER – New training areas, aerodrome obstacles added, Bird concentrations chart withdrawn

2. Hand corrections to the following pages:

Nil

3. Record entry of amendment in GEN 0.2.**4. This AIP amendment incorporates information contained in the following publications:****NOTAM:**

A0002/23, A0004/23, A0114/23, A0180/23, A0016/23, A0018/23, A0019/23

5. Insert / remove the pages as shown in list on the next page:

PART 1 - GENERAL

GEN 0

GEN 0.1 DESIGNATED AUTHORITIES

1. Name of the Publishing Authority

The AIP of Israel is published by the Civil Aviation Authority.

2. Applicable ICAO documents

The AIP is prepared in accordance with the Standards and Recommended Practices (SRPs) of Annex 15 to the Convention on International Civil Aviation and the *Aeronautical Information Services Manual* (ICAO Doc 8126). Charts contained in the AIP are produced in accordance with Annex 4 to the Convention on International Civil Aviation and the *Aeronautical Chart Manual* (ICAO Doc 8697). Differences from ICAO Standards, Recommended Practice and Procedures are given in Subsection GEN 1.7.

3. The AIP structure and established regular amendment interval

3.1 *The AIP Structure*

The AIP forms part of the Integrated Aeronautical Information Package, details of which are given in subsection GEN 3.1. The principal AIP structure is shown in graphic form in figure 1.

The AIP is made up of three Parts, General (GEN), En-route (ENR) and Aerodromes (AD), each divided into sections and subsections as applicable, containing various types of information subjects.

3.1.1 *Part 1 - General (GEN)*

Part 1 consists of five sections containing information as briefly described hereafter.

GEN 0. - Preface; Record of AIP Amendments; Record of AIP Supplements; Checklist of AIP pages; List of hand amendments to the AIP; and the Table of Contents to Part 1.

GEN 1. National Regulations and Requirements - Designated authorities; Entry, transit and departure of aircraft; Entry, transit and departure of passengers and crew; Entry, transit and departure of cargo; Aircraft instruments, equipment and flight documents; Summary of national regulations and international agreements/conventions; and Differences from ICAO Standards, Recommended Practices and Procedures.

GEN 2. Tables and Codes - Measuring system, aircraft markings, holidays; Abbreviations used in AIS publications; Chart symbols; Location indicators; List of radio navigation aids; Conversion tables; and Sunrise/Sunset tables.

GEN 3. Services - Aeronautical information services; Aeronautical charts; Air traffic services; Communication services; Meteorological services; and Search and rescue.

GEN 4. Charges for Aerodromes and Air Navigation Services - Aerodrome charges; and Air navigation services charges.

3.1.2 *Part 2 - En-route (ENR)*

Part 2 consists of seven sections containing information as briefly described hereafter.

ENR 0. - Preface; Record of AIP Amendments; Record of AIP Supplements; Checklist of AIP pages; List of hand amendments to the AIP; and the Table of Contents to Part 2.

ENR 1. General Rules and Procedures - General rules; Visual flight rules, Instrument flight rules; ATS airspace classification; Holding, approach and departure procedures; Radar services and procedures; Altimeter setting procedures; Regional supplementary procedures; Air traffic flow management; Flight planning; Addressing of flight plan messages; Interception of civil aircraft; Unlawful interference; and Air traffic incidents.

ENR 2. Air Traffic Services Airspace - Detailed description of Flight Information Regions (FIR); Upper flight Information Regions (UIR); Terminal control areas (TMA); and Other regulated airspace.

ENR 3. ATS routes - Detailed description of Lower ATS routes; Upper ATS routes; Area navigation routes; Other routes; and En-route holding.

Note - Other types of routes which are specified in connection with procedures for traffic to and from aerodromes are described in the relevant sections and subsections of Part 3 - Aerodromes.

ENR 4. Radio Navigation Aids/Systems - Radio navigation aids - en-route; Special navigation systems; Name-code designators for significant points; and Aeronautical ground lights - en-route.

ENR 5. Navigation Warnings - Prohibited, restricted and danger areas; Other activities of a dangerous nature; and Bird migration and areas with sensitive fauna.

ENR 6. En-route Charts - En-route Chart - ICAO and index charts.

3.1.3 *Part 3 - Aerodromes (AD)*

Part 3 consists of four sections containing information as briefly described hereafter.

AD 0. - Preface; Record of AIP Amendments; Record of AIP Supplements; Checklist of AIP pages; List of hand amendments to the AIP; and the Table of Contents to Part 3.

AD 1. Aerodrome - Introduction - Aerodrome availability; Rescue and fire fighting services.

AD 2. Aerodromes - Detailed information about aerodromes, including helicopter landing areas, if located at the aerodromes.

3.2 ***Amendment Interval***

Amendments to the AIP will be issued approximately once every six months. The publication dates in accordance with the AIRAC system, (ref. GEN 3.1-3).

4. Service to contact in case of detected AIP errors or omissions

In the compilation of the AIP, care has been taken to ensure that the information contained therein is accurate and complete. Any errors and omissions which may nevertheless be detected, as well as any correspondence concerning the Integrated Aeronautical Information Package, should be referred to:

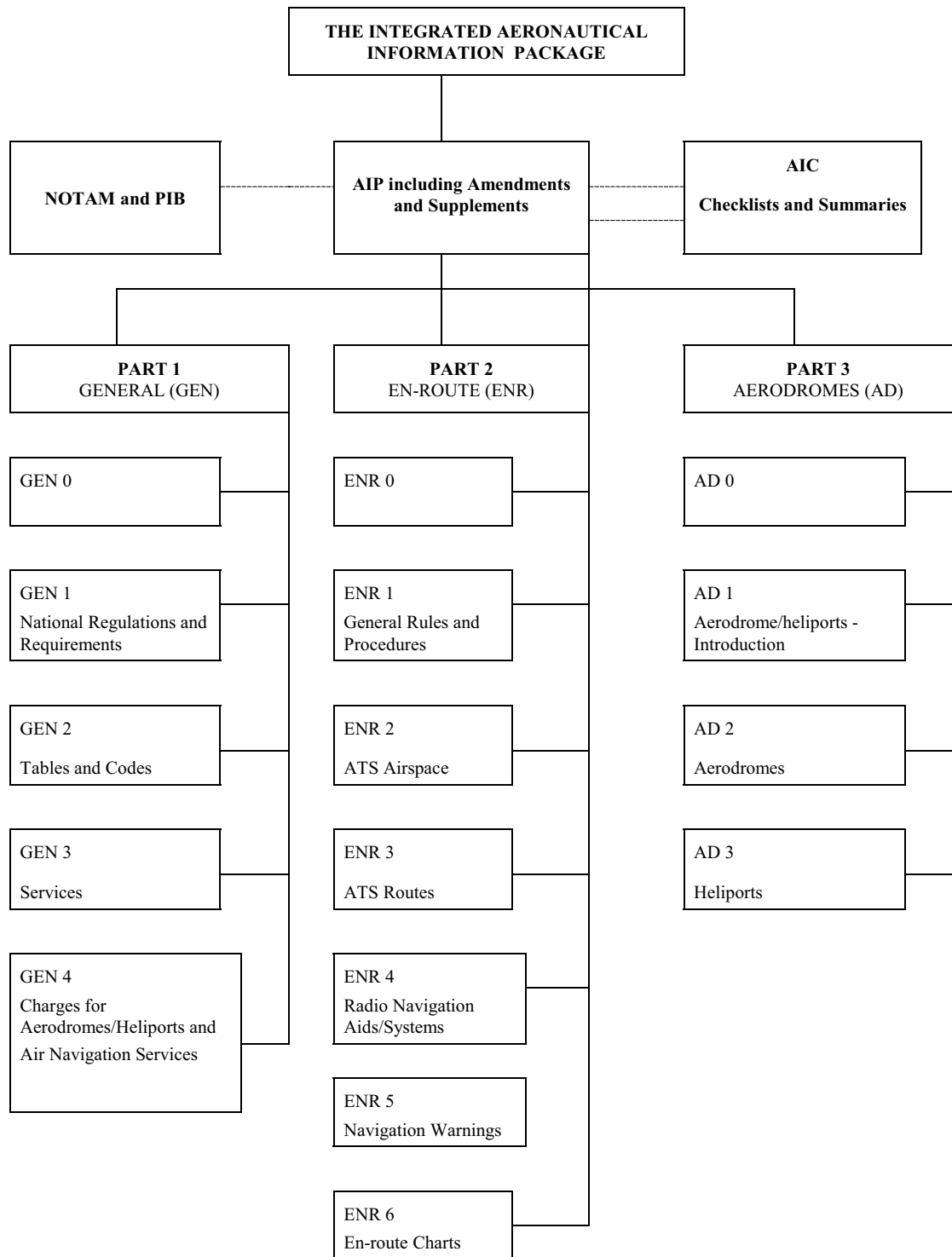
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Figure 1. THE INTEGRATED AERONAUTICAL INFORMATION PACKAGE



GEN 0.2 RECORD OF AIP AMENDMENTS

AIP AMENDMENT			
<i>NR/Year</i>	<i>Publication date</i>	<i>Date inserted</i>	<i>Inserted by</i>

AIRAC AIP AMENDMENT			
<i>NR/Year</i>	<i>Publication date</i>	<i>Date inserted</i>	<i>Inserted by</i>
001/2020		30-Jan-2020	
002/2020		26-Mar-2020	
003/2020		18-Jun-2020	
004/2020		03-Dec-2020	
005/2020		31-Dec-2020	
001/2021		28-Jan-2021	
002/2021		22-Apr-2021	
003/2021		17-Jun-2021	
004/2021	09-Sep-2021	04-Nov-2021	
001/2022	16-Dec-2021	27-Jan-2022	
002/2022	24-Mar-2022	19-May-2022	
003/2022	16-Jun-2022	11-Aug-2022	
004/2022	08-Sep-2022	03-Nov-2022	
001/2023	23-Mar-2023	18-May-2023	

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GEN 0.3 RECORD OF AIP SUPPLEMENTS

NR/Year	Subject	AIP Section(s) Affected	Period of Validity	Cancellation Record
001/2020			31-DEC-2020	

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Page	Date	Page	Date
GEN 0.4 CHECKLIST OF AIP PAGES			
PART 1 - GENERAL			
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GEN-0.1 - 1	11 AUG 2022	GEN-0.4 - 2	18-MAY-2023
GEN-0.1 - 2	11 AUG 2022	GEN-0.4 - 3	18-MAY-2023
GEN-0.1 - 3	11 AUG 2022	GEN-0.4 - 4	18-MAY-2023
GEN-0.1 - 4	11 AUG 2022	GEN-0.4 - 5	18-MAY-2023
GEN-0.2 - 1	18-MAY-2023	GEN-0.4 - 6	18-MAY-2023
GEN-0.2 - 2	03 NOV 2022	GEN-0.5 - 1	11 AUG 2022
GEN-0.3 - 1	11 AUG 2022	GEN-0.5 - 2	11 AUG 2022
GEN-0.3 - 2	11 AUG 2022	GEN-0.6 - 1	18-MAY-2023
GEN-0.4 - 1	18-MAY-2023	GEN-0.6 - 2	18-MAY-2023
GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS			
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GEN-1.1 - 4	11 AUG 2022	GEN-1.7 - 34	18-MAY-2023
GEN-1.2 - 1	11 AUG 2022	GEN-1.7 - 35	18-MAY-2023
GEN-1.2 - 2	11 AUG 2022	GEN-1.7 - 36	18-MAY-2023
GEN-1.2 - 3	11 AUG 2022	GEN-1.7 - 37	18-MAY-2023
GEN-1.2 - 4	11 AUG 2022	GEN-1.7 - 38	18-MAY-2023
GEN-1.2 - 5	11 AUG 2022	GEN-1.7 - 39	18-MAY-2023
GEN-1.2 - 6	11 AUG 2022	GEN-1.7 - 40	18-MAY-2023
GEN-1.3 - 1	11 AUG 2022	GEN-1.7 - 41	18-MAY-2023
GEN-1.3 - 2	11 AUG 2022	GEN-1.7 - 42	18-MAY-2023
GEN-1.4 - 1	11 AUG 2022	GEN-1.7 - 43	18-MAY-2023
GEN-1.4 - 2	11 AUG 2022	GEN-1.7 - 44	18-MAY-2023
GEN-1.5 - 1	11 AUG 2022	GEN-1.7 - 45	18-MAY-2023
GEN-1.5 - 2	11 AUG 2022	GEN-1.7 - 46	18-MAY-2023
GEN-1.6 - 1	11 AUG 2022	GEN-1.7 - 47	18-MAY-2023
GEN-1.6 - 2	11 AUG 2022	GEN-1.7 - 48	18-MAY-2023
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GEN-1.6 - 4	11 AUG 2022	GEN-1.7 - 50	18-MAY-2023
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GEN-1.7 - 2	18-MAY-2023	GEN-1.7 - 52	18-MAY-2023
GEN-1.7 - 3	18-MAY-2023	GEN-1.7 - 53	18-MAY-2023
GEN-1.7 - 4	18-MAY-2023	GEN-1.7 - 54	18-MAY-2023
GEN-1.7 - 5	18-MAY-2023	GEN-1.7 - 55	18-MAY-2023
GEN-1.7 - 6	18-MAY-2023	GEN-1.7 - 56	18-MAY-2023
GEN-1.7 - 7	18-MAY-2023	GEN-1.7 - 57	18-MAY-2023
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GEN-1.7 - 9	18-MAY-2023	GEN-1.7 - 59	18-MAY-2023
GEN-1.7 - 10	18-MAY-2023	GEN-1.7 - 60	18-MAY-2023
GEN-1.7 - 11	18-MAY-2023	GEN-1.7 - 61	18-MAY-2023
GEN-1.7 - 12	18-MAY-2023	GEN-1.7 - 62	18-MAY-2023
GEN-1.7 - 13	18-MAY-2023	GEN-1.7 - 63	18-MAY-2023
GEN-1.7 - 14	18-MAY-2023	GEN-1.7 - 64	18-MAY-2023
GEN-1.7 - 15	18-MAY-2023	GEN-1.7 - 65	18-MAY-2023
GEN-1.7 - 16	18-MAY-2023	GEN-1.7 - 66	18-MAY-2023
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GEN-1.7 - 18	18-MAY-2023	GEN-1.7 - 68	18-MAY-2023
GEN-1.7 - 19	18-MAY-2023	GEN-1.7 - 69	18-MAY-2023
GEN-1.7 - 20	18-MAY-2023	GEN-1.7 - 70	18-MAY-2023
GEN-1.7 - 21	18-MAY-2023	GEN-1.7 - 71	18-MAY-2023
GEN-1.7 - 22	18-MAY-2023	GEN-1.7 - 72	18-MAY-2023
GEN-1.7 - 23	18-MAY-2023	GEN-1.7 - 73	18-MAY-2023
GEN-1.7 - 24	18-MAY-2023	GEN-1.7 - 74	18-MAY-2023
GEN-1.7 - 25	18-MAY-2023	GEN-1.7 - 75	18-MAY-2023
GEN-1.7 - 26	18-MAY-2023	GEN-1.7 - 76	18-MAY-2023
GEN-1.7 - 27	18-MAY-2023	GEN-1.7 - 77	18-MAY-2023
GEN-1.7 - 28	18-MAY-2023	GEN-1.7 - 78	18-MAY-2023
GEN-1.7 - 29	18-MAY-2023	GEN-1.7 - 79	18-MAY-2023
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GEN-2.2 - 6	11 AUG 2022
GEN-2.2 - 7	11 AUG 2022
GEN-2.2 - 8	11 AUG 2022
GEN-2.2 - 9	11 AUG 2022
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GEN-2.2 - 11	11 AUG 2022
GEN-2.2 - 12	11 AUG 2022

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GEN-3.1 - 2	11 AUG 2022
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GEN-3.1 - 4	18-MAY-2023
GEN-3.1 - 5	18-MAY-2023
GEN-3.1 - 6	18-MAY-2023
GEN-3.2 - 1	11 AUG 2022
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GEN-3.2 - 3	11 AUG 2022
GEN-3.2 - 4	11 AUG 2022
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GEN-3.2 - 7	11 AUG 2022
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GEN-3.2 - 9	11 AUG 2022
GEN-3.2 - 10	11 AUG 2022
GEN-3.3 - 1	11 AUG 2022

GEN 4 CHARGES FOR AERODROMES/HELIPORTS AND AIR NAVIGATION SERVICES

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GEN-2.6 - 4	11 AUG 2022
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GEN-2.7 - 2	11 AUG 2022
GEN-2.7 - 3	11 AUG 2022
GEN-2.7 - 4	11 AUG 2022

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GEN-3.4 - 1	11 AUG 2022
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GEN-3.4 - 4	11 AUG 2022
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GEN-3.5 - 2	11 AUG 2022
GEN-3.5 - 3	11 AUG 2022
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GEN-3.5 - 7	11 AUG 2022
GEN-3.5 - 8	11 AUG 2022
GEN-3.6 - 1	11 AUG 2022
GEN-3.6 - 2	11 AUG 2022

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GEN-4.2 - 2	11 AUG 2022

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ENR-1.4 - 2	11 AUG 2022	ENR-1.12 - 2	11 AUG 2022
ENR-1.5 - 1	18-MAY-2023	ENR-1.12 - 3	11 AUG 2022
ENR-1.5 - 2	18-MAY-2023	ENR-1.12 - 4	11 AUG 2022
ENR-1.6 - 1	11 AUG 2022	ENR-1.13 - 1	11 AUG 2022
ENR-1.6 - 2	11 AUG 2022	ENR-1.13 - 2	11 AUG 2022
ENR-1.6 - 3	11 AUG 2022	ENR-1.14 - 1	11 AUG 2022
ENR-1.6 - 4	11 AUG 2022	ENR-1.14 - 2	18-MAY-2023
ENR-1.7 - 1	03 NOV 2022	ENR-1.14 - 3	11 AUG 2022
ENR-1.7 - 2	03 NOV 2022	ENR-1.14 - 4	11 AUG 2022
ENR-1.8 - 1	11 AUG 2022	ENR-1.14 - 5	11 AUG 2022
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ENR-3.1 - 2	18-MAY-2023	ENR-3.1 - 23	18-MAY-2023
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ENR-3.1 - 4	18-MAY-2023	ENR-3.1 - 25	18-MAY-2023
ENR-3.1 - 5	18-MAY-2023	ENR-3.1 - 26	18-MAY-2023
ENR-3.1 - 6	18-MAY-2023	ENR-3.1 - 27	18-MAY-2023
ENR-3.1 - 7	18-MAY-2023	ENR-3.1 - 28	18-MAY-2023
ENR-3.1 - 8	18-MAY-2023	ENR-3.1 - 29	18-MAY-2023
ENR-3.1 - 9	18-MAY-2023	ENR-3.1 - 30	18-MAY-2023
ENR-3.1 - 10	18-MAY-2023	ENR-3.1 - 31	18-MAY-2023
ENR-3.1 - 11	18-MAY-2023	ENR-3.1 - 32	18-MAY-2023
ENR-3.1 - 12	18-MAY-2023	ENR-3.1 - 33	18-MAY-2023
ENR-3.1 - 13	18-MAY-2023	ENR-3.1 - 34	18-MAY-2023
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ENR-3.1 - 15	18-MAY-2023	ENR-3.1 - 36	18-MAY-2023
ENR-3.1 - 16	18-MAY-2023	ENR-3.2 - 1	11 AUG 2022
ENR-3.1 - 17	18-MAY-2023	ENR-3.2 - 2	11 AUG 2022
ENR-3.1 - 18	18-MAY-2023	ENR-3.3 - 1	11 AUG 2022
ENR-3.1 - 19	18-MAY-2023	ENR-3.3 - 2	11 AUG 2022
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ENR-4.3 - 1	11 AUG 2022	ENR-4.4 - 7	18-MAY-2023
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AD-2-LLHA - 6	18-MAY-2023	AD-2-LLBG - 1	11 AUG 2022
AD-2-LLHA - 7	18-MAY-2023	AD-2-LLBG - 2	11 AUG 2022
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AD 2 LLHA ADC - 2	03 NOV 2022	AD-2-LLBG - 9	11 AUG 2022
AD 2 LLHA APDC - 1	18-MAY-2023	AD-2-LLBG - 10	18-MAY-2023
AD 2 LLHA APDC - 2	03 NOV 2022	AD-2-LLBG - 11	18-MAY-2023
AD 2 LLHA APDCG-2 - 1	26 MAR 2020	AD-2-LLBG - 12	18-MAY-2023
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AD 2 LLHA APDCN-3 - 1	09 NOV 2017	AD-2-LLBG - 14	11 AUG 2022
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AD 2 LLAG APDCT1 - 1	18-MAY-2023	AD 2 LLAG IAC-30ILS-1 - 2	26 MAR 2020
AD 2 LLAG APDCT1 - 2		AD 2 LLAG IAC-21LOC-1 - 1	03 DEC 2020
AD 2 LLAG APDCV - 1	18-MAY-2023	AD 2 LLAG IAC-21LOC-1 - 2	03 DEC 2020
AD 2 LLAG APDCV - 2		AD 2 LLAG IAC-08RNP-1 - 1	03 DEC 2020
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AD 2 LLAG APDCHX - 2		AD 2 LLAG IAC-21RNPY-2 - 1	19 MAY 2022
AD 2 LLAG AOC-03-21 - 1	27 JAN 2022	AD 2 LLAG IAC-21RNPY-2 - 2	19 MAY 2022
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AD 2 LLAG AOC-08-26 - 1	27 JAN 2022	AD 2 LLAG IAC-26RNP-2 - 2	22 APR 2021
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GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.1 DESIGNATED AUTHORITIES

The addresses of the designated authorities concerned with facilitation of international air navigation are as follows:

1. Civil Aviation

1.1 Ministry of Transport

Civil Aviation Authority
Director, Flight Regulations & Standards
GOLAN Building, Golan St. P.O.BOX 1101,
Airport-City, 70151. ISRAEL

Phone: 972-3-9774513

Fax: 972-3-9774598

AFS: LLADYAYX

1.2 Israel Airports Authority

Head Office/Operations Directorate
ATS Division / AIS Department
P.O.Box 137
Ben-Gurion Airport, 7015001 Israel

Phone: 972-3-9750195

Fax: 972-3-9750139

AFS: LLAAYYYX

2. Meteorology

Ministry of Transport

The Israel Meteorological Service (Meteorological
Watch office & Aerodrome Meteorological office)
P.O. Box 25
Bet-Dagan 50250, Israel

Phone: 972-3-9403116

Fax: 972-3-9604065

AFS: LLBDYMYX

Email: ims@ims.gov.il

3. Customs

Israel Custom Administration

Department of Customs & Excise
P.O.Box 50
Ben-Gurion Airport, 70100 Israel

Phone: 972-3-9751100

Fax: 972-3-9751104

AFS: NIL

4. Immigration

4.1 Ministry of Immigrant Absorption

Head Office

P.O.Box 1361 Jerusalem 91013

Phone: 972-2-6752668

Fax: 972-2-6750328

AFS: 25320 H EKY

4.2 Ministry of Immigrant Absorption

Ben-Gurion Airport

Terminal Building - Departures Hall

Phone: 972-3-9715757

Phone: 972-3-9754388

Fax: 972-3-9754395

AFS: 381019 H NHAEUKTY

5. Health

5.1 Ministry of Health - Head Office

P.O.Box 1176, Jerusalem 91010

Phone: 972-2-6705705

Phone: 972-2-6705706

Fax: 972-2-6783266

5.2 Ministry of Health - Ben-Gurion Airport

Maman building, room 1124

P.O.Box 197

Ben-Gurion Airport 70100

Phone: 972-3-9711169

Phone: 972-3-9732280

Fax: 972-3-9721501

AFS: NIL

6. En-Route and Aerodrome/Heliport Charges

Israel Airports Authority - Head Office

Revenue Department

P.O.Box 137

Ben-Gurion Airport, 70100 Israel

Phone: 972-3-9756502

Phone: 972-3-9756506

Fax: 972-3-9731966

AFS: LLAAYYYX

7. Agricultural Quarantine

Ministry of Agriculture

P.O.Box 78, Bet-Dagan
50250, Israel

Phone: 972-3-9681520

Fax: 972-3-9681579

Ben-Gurion Airport

P.O.Box 78, Bet-Dagan
50250, Israel

Phone: 972-3-9754311

Fax: 972-3-9754314

AFS: NIL

8. Veterinary services and animal health

P.O.Box 12, Bet-Dagan
50250, Israel

Phone: 972-3-9681649

Fax: 972-2-9605194

Ben-Gurion Airport

Phone: 972-3-9792240

Email: vs-airport@moag.gov.il

9. Aircraft Safety Investigation Authority Israel (AIAI)

9.1 Ministry of Transport

Aircraft Safety Investigation Authority Israel (AIAI) office
P.O.Box 120
Ben-Gurion Airport, 70100
Israel

9.2 *Chief investigator*

Phone: 972-3-9751380

Phone: 972-3-9751381

Phone: 972-50-6212757 (H24)

Fax: 972-3-6849879

Email: regevg@mot.gov.il

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GEN 1.2 ENTRY, TRANSIT AND DEPARTURE OF AIRCRAFT

1. General

1.1 International flights into, from or over Tel-Aviv FIR shall be subject to the current Israeli regulations relating to civil aviation (see GEN 1.6).

1.2 Aircraft flying to or departing from Tel-Aviv FIR shall make their first landing at, or last departure from, an international aerodrome (see, AD 2.2, AD 2.5 & AD 2.7).

1.3 Aircraft wishing to file one of the above aerodromes as "Alternate Aerodrome" shall notify the Aviation Security Operation Center (ASOC) of the Israeli MOT Security Department by FAX (+972 3 9599808) or by E-mail (asoc@int.gov.il) at least five working days prior to the beginning of each IATA season.

1.4 Aircraft flying to or departing from Tel-Aviv FIR shall depart from, or fly to, an aerodrome published in an AIC.

2. Commercial Scheduled flights

2.1 General

For international commercial scheduled flights operated by foreign operators into the State of Israel, the following requirements must be met:

The operator must be eligible to carry out the flights under the provisions of a bilateral or multilateral agreement to which the State of the Operator and the State of Israel are contracting parties and must have an operating permit to operate Commercial Scheduled flights into the State of Israel.

An application for an operating permit shall be submitted to:

Post: International Relations & Air Transport Division
Civil Aviation Authority,
GOLAN Building,
Golan St.,
P.O.BOX 1101,
Airport-City, 7019900
ISRAEL

Phone: + 972 3 9774551/521

Fax: + 972 3 9774594

The application may be submitted to the International Relations & Air Transport Division by an authorized organization or an authorized person.

An application for an operating permit shall be submitted in accordance with the provisions of Directive AT.1.1.400 "Granting an Operating Permit for Scheduled Flights to and from the State of Israel" and shall contain the following forms:

- a. Form ATF 1.1.400A - "Commercial specifications of a foreign Air Operator applying for an operating permit to and from Israel".
- b. Form ATF 1.1.400B - "Operational specifications of a foreign Air Operator applying for an operating permit to and from Israel".
- c. In case the application is to operate passenger or combination flights - Form ATF 1.1.400C - "Commitment to appoint a representative of an Air Operator at airports".
- d. A confirmation from the Aviation Authority of its State of Operator, according to which it is authorized to operate on its behalf scheduled flights on the applied route;
- e. Documents indicating of adequate insurance coverage to insure payment of compensation for damage, including third party liability, which could be caused consequent to the operation of the airplanes;
- f. In case the Air Operator plans to carry cargo in the airplane - a confirmation from the Aviation Authority of its State of Operator that it is authorized to transport general cargo and/or dangerous goods, according to the nature of the cargo.

- g. List of aircraft to be used on the services to and from the State of Israel signed by the competent authority of the State of the Operator, or the following aircraft certificates: registration, noise, airworthiness, radio station authorization.
- h. If relevant, application to operate wet leased aircraft.
- i. Schedule: flight numbers, aircraft type, number of weekly frequencies, destinations to be flown with indication of times, codeshare (if any) for the current IATA season. The operator shall submit its schedule in accordance with the time periods specified in Directive AT.1.1.400.

The International Relations & Air Transport Division will also forward the application to the Aviation Security Operation Center (ASOC) of the Israeli MOT Security Department for the approval of the Air Operator in the security aspect. During this process, additional documents may be required.

All applications must be made according to Directive AT.1.1.400 and submitted in the above prescribed forms obtainable at the CAAI website at:

<https://www.gov.il/he/Departments/DynamicCollectors/civil-aviation-authority-directives?skip=0&number=AT.1.1.400>

Any change in the above data provided by the operator, must be notified in advance by the operator to the CAA - International Relations & Air Transport Division.

Any schedule or operational change, such as modifications of departure and arrival times, cancellations of scheduled flights or operation of extra section flights, must be notified by the operator to the CAA - International Relations Division & Air Transport Division at least five days before the planned operation date.

2.2 Documentary requirements for clearance of aircraft

2.2.1 It is necessary that the undermentioned aircraft documents be submitted by the operator for clearance to enter and depart their aircraft to and from Israel. All documents listed below must follow the ICAO standard format as set forth in the relevant appendices to Annex 9 and are acceptable when furnished in Hebrew and English, and completed in legible handwriting. No visas are required in connection with such documents.

2.2.2 Aircraft documents required (arrival/departure)

Required by	General Declaration	Passenger Manifest	Cargo Manifest
Coordination Center	1		-
Customs	1		3
Immigration	1		-

2.3 Overflights and Non Traffic Stops

Prior permission is not required for commercial scheduled flights by aircraft registered in countries that are parties to the International Air Services Transit Agreement (IASTA) or where the relevant Israeli bilateral Air Services Agreement allows overflying the State of Israel or making stops for non-traffic purposes.

Prior permission is required for such flights by aircraft registered in countries that are not party to the IASTA or where the relevant bilateral Air Services Agreement does not provide for either first or second freedom rights, and should be sought in accordance with the procedure set out in paragraph 2.1.

Nevertheless, prior notification for all commercial flights shall be submitted to the Aviation Security Operation Center (ASOC) of the Israeli MOT Security Department by Fax (+972 3 9599808) or by E-mail (asoc@int.gov.il) at least five working days prior to the beginning of each IATA season.

3. Commercial Non-scheduled flights

3.1 Procedures

3.1.1 If an operator intends to carry out a (series of) charter flight(s) into the State of Israel for the purpose of taking on or discharging passengers, cargo or mail, must have an operating permit to operate Commercial Non-Scheduled charter flights into the State of Israel.

An application for an operating permit shall be submitted to:

Post: International Relations & Air Transport Division
Civil Aviation Authority,
GOLAN Building,
Golan St.,
P.O.BOX 1101,
Airport-City, 7019900
ISRAEL

Phone: + 972 3 9774523/551/521

Fax: + 972 3 9774594

An application for an operating permit shall be submitted at least four days prior to the intended landing to the CAA - International Relations Division if the operator intends to carry out up to a maximum of 4 charter flights to Israel in eight consecutive weeks. For an operator intending to operate more than 4 charter flights within eight consecutive weeks to Israel (traffic program), the application shall be submitted at least 30 days prior to the intended landing/effective date of the traffic program.

The applications may be transferred to the International Relations & Air Transport Division by an authorized organization or an authorized person.

An application for an operating permit shall be submitted in accordance with the provisions of Directive AT.1.1.402 "Granting an Operating Permit for Charter Flights to and from the State of Israel" and shall contain the following forms:

- a. Form ATF 1.1.402A - "Application for operation of Charter Flights".
- b. Form ATF 1.1.400A - "Commercial specifications of a foreign Air Operator applying for an operating permit to and from Israel".
- c. Form ATF 1.1.400B - "Operational specifications of a foreign Air Operator applying for an operating permit to and from Israel".
- d. In case the application is to operate passenger charter flights - Form ATF 1.1.400C - "Commitment to appoint a representative of an Air Operator at airports".
- e. Copy of the signed charter agreement between the Tour Operator or Charterer and the Air Operator;
- f. Documents indicating of adequate insurance coverage to insure payment of compensation for damage, including third party liability, which could be caused consequent to the operation of the airplanes;
- g. In case the Air Operator plans to carry cargo in the airplane - a confirmation from the Aviation Authority of its State of Operator that it is authorized to transport general cargo and/or dangerous goods, according to the nature of the cargo.
- h. List of aircraft to be used on the services to and from the State of Israel signed by the competent authority of the State of the Operator, or the following aircraft certificates: registration, noise, airworthiness, radio station authorization.
- i. If relevant, application to operate wet leased aircraft.

The International Relations & Air Transport Division will also forward the application to the Aviation Security Operation Center (ASOC) of the Israeli MOT Security Department for the approval of the Air Operator in the security aspect. During this process, additional documents may be required.

All applications must be made according to Directive AT.1.1.402 and submitted in the above prescribed forms obtainable at the CAAI website at:

<https://www.gov.il/he/Departments/DynamicCollectors/civil-aviation-authority-directives?skip=0&number=AT.1.1.402>

Any change in the above data provided by the operator, must be notified in advance by the operator to the CAA-International Relations & Air Transport Division.

3.2 Documentary requirements for clearance of aircraft

Same requirements as for commercial scheduled flights.

3.3 Overflights and Technical Stops

Prior permission is not required for commercial non-scheduled flights by aircraft registered in countries which are parties to the Chicago Convention (Contracting States), and which have diplomatic relations with the State of Israel, overflying the State of Israel or making stops for non-traffic purposes.

Prior permission is required for such flights by aircraft registered in countries which are not parties to the Chicago Convention or that do not have diplomatic relations with the State of Israel, and should be sought in accordance with the procedure set out in paragraph 3.1.

Nevertheless, prior notification for all commercial flights shall be submitted to the Aviation Security Operation Center (ASOC) of the Israeli MOT Security Department by Fax (No. +97239599808) or by E-mail (asoc@int.gov.il) at least five working days prior to the effective date of the flight.

4. General Aviation flights

4.1 Advance notification of arrival for Israeli licensed pilots

An Israeli licensed pilot, operating a general aviation (non-commercial) flight to Israel, may apply to the Aviation Security Operation Center (ASOC) of the Israeli MOT Security Department for a Security Registered Pilot (SRP) status.

An Israeli licensed pilot who wishes to apply for a 'SRP' status should contact the ASOC at 972-3-9599800.

An Israeli licensed pilot, who was granted a 'SRP' status, will receive a personal identification code. The personal identification code will enable the pilot to submit an 'Advance Notification of Arrival' to the ASOC. An Israeli licensed pilot, who did not apply for a 'SRP' status or was not granted a 'SRP' status, must obtain a Security Arrival Permit as detailed in Para 4.2.

Operators are herein notified that sending flight plans without accepting prior landing permission is strictly prohibited. Such flight plans will be rejected and aircraft will be denied entry into Tel-Aviv FIR.

When approaching Tel-Aviv FIR, the pilot must establish initial radio contact with the relevant ACC unit and provide the Security Entry Code allocated to him in advance, while awaiting clearance to enter the FIR. The detailed identification procedures are stipulated in ENR 1.5.

For further details contact the ASOC at +97239599800.

4.2 Advance notification of arrival for foreign licensed pilots

4.2.1 Each incoming general aviation (non-commercial) flight, flown by a non-Israeli licensed pilot, shall apply for an advance landing permit (Security Arrival Permit). Landing application shall be submitted to the ASOC through the aviation security interactive website: <http://asoc.mot.gov.il/> by the handling agency in Israel. The system will automatically verify that all the required information was submitted and generate an instantaneous confirmation of successful receipt. In case the pilot does not require the use of a handling agency (as stated in section 4.5) he/she may submit his/her notification of arrival in writing to Fax No. +972 3 9599808 or E-mail (asoc@int.gov.il) and wait for a written confirmation that his/her request has been successfully received. For submission of a landing application by Fax or Email the applicant must use the attached form (see above mentioned Website), and fill in at least the mandatory information designated in the form by (*). The application must be submitted in English.

Each application undergoes a thorough security clearance process for which the mandatory items of the application form are absolutely necessary. Therefore, failure to include any of the mandatory items of the application form may cause delay in the processing of the application, and may cause denial of approval if insufficient information is provided. The non-mandatory information items of the application form can assist the ASOC to expedite the processing of the application and therefore it is recommended to include it in the application.

It is the responsibility of the pilot-in-command to verify that all the information contained in the form is complete and accurate and certify it by clicking the 'submit' button at the bottom of the last page of the website form. Operators of large fleets of business and private aircraft may apply to the MOT Security Department for certifying specific managers for the submission and confirmation of arrival permit applications instead of the pilot-in-command. In any case it is the pilot-in-command's responsibility to verify that the flight to Israel is operated in compliance with the information submitted in this form.

Landing applications must be received by the ASOC as follows:

1. For flights scheduled to land in Israel between Saturday to Monday (inclusive) as well as on holidays and holiday eves

- Submission has to be made at least 96 hours prior to the planned departure of the flight.

2. For Flights scheduled to land in Israel between Tuesday to Friday (inclusive) - Submission has to be made at least 72 hours prior to the planned departure of the flight.

The ASOC will process the application within the time-frames stated above and will issue a pending approval or a denial notification to the applicant. The Pending Permission Notification or the Denial Permission Notification will be sent by Fax to the applicant's Fax number filled in the application. The ASOC will assign an application number for each application; the application number is clearly designated on the approval or denial notification which must be quoted in any correspondence related to that specific application. The pending approval will become a Final Security Arrival Permit only after the pilot has submitted an 'Entry Code' as described in Para. 4.2.2.

4.2.2 A non-Israeli licensed pilot having applied for an arrival permit into Tel-Aviv FIR, and obtained from the ASOC a Pending Permission Notification Form, shall submit a personal positive identification code ('Entry Code') for the Arrival Identification Procedure. The personal Entry Code shall be submitted to the aviation security interactive website of the Ministry of Transport: <http://asoc.mot.gov.il/>, not later than 6 hours before the intended departure to Tel-Aviv FIR. The system will automatically process the code submitted and generate an instantaneous confirmation. Upon successful receipt of the 'Entry Code', the Pending Permission will be processed to a Final Security Arrival Permit.

For any questions regarding this procedure pilots may call ASOC directly (No. +972 3 9599800).

Operators are herein notified that sending flight plans without obtaining prior overflight or landing permission is strictly prohibited. Such flight plans will be rejected and aircraft will be denied entry into Tel Aviv FIR.

When approaching Tel Aviv FIR, the pilot must establish initial radio communication with the relevant ACC unit, for identification and provide the Security Code allocated to him in advance, while awaiting clearance to enter the FIR. The detailed identification procedures are stipulated in ENR 1.5.

4.3 Documentary requirements for clearance of aircraft.

Same requirements as for commercial scheduled flights.

4.4 Maintenance Purposes Landing

Prior permission is required for landing in the State of Israel subject to a prior contract with an Israeli approved maintenance organization. However, holders of a valid operating permit in accordance with the process detailed in sections 2.1 or 3.0 need not apply for a separate permission for landing an aircraft for maintenance purposes if the aircraft is already included in their approved list of aircraft (see section 2.1(g) and 3.1.1(h)). The Operator shall submit an application for an approval to:

Flight Standards Division
Civil Aviation Authority,
GOLAN House, Golan St.
P.O.BOX 1101,
Airport City, 7019900.
ISRAEL

Phone: + 972 3 9774635

Fax: + 972 3 9774595

An application for such an approval shall be submitted at least three working days prior to the intended operation.

4.5 Requirements for handling agency

Non-commercial and own-use charter flights landing at the airports of Eilat and Tel-Aviv/Ben-Gurion are required to be represented at the airport by a handling agency. Operators which have no agency will be required to accept one of the authorized agencies.

Nevertheless, non-commercial flights are exempted from this requirement provided they carry less than four persons on board (crew excluded).

4.6 Transfer of passengers and crew to or from the terminal at Tel-Aviv/Ben-Gurion airport

Operators of general aviation flights at Tel-Aviv/Ben-Gurion airport are required to transfer their passengers and crew from the aircraft to the terminal and vice versa by buses provided by the airport administration, if not already represented by a handling agency. This is a mandatory safety requirement as a measure to avoid people crossing the aprons and taxiways by foot.

A fee is collected for this service.

5. State Aircraft flights

5.1 General

An operator of a State Aircraft must contact the relevant Israeli Governmental Ministry, and the Aviation Security Operation Center (ASOC) of the Israeli MOT Security Department, and obtain permission through diplomatic channels prior to operating a flight to or from an Israeli airport or entering Israeli airspace.

Such a notice should be given at least five days prior to the effective day of the flight.

5.2 Documentary requirements for clearance of aircraft

The State of the Operator must provide complete information about the flight in a diplomatic note to the Aviation Security Operation Center (ASOC) of the Israeli MOT Security Department, and include the following details:

- The name of the operator and the call sign of the flight or flights;
- The type of aircraft to be flown and the aircraft registration or identification;
- The proposed flight routing, including the last point of departure outside Israel; the first point of entry into Israel; the date and time of arrival at and departure from any Israeli airport or airports; and the place or places abroad where passengers and freight will be embarking and disembarking.
- A declaration regarding the Aircraft Noise Level, according to Volume I of Annex 16 of the ICAO Convention; and
- A declaration regarding the carriage of hazardous materials, as described in Annex 18 of the ICAO Convention.

Furthermore the State of the Operator must apply for an advance landing security permit (Security Arrival Permit) by submitting the application to the aviation security interactive website: <http://asoc.mot.gov.il/> (procedure mention in section 4.2) and get an approval to land in Israel or to operate an over flight

6. Public health measures applied to aircraft

No public health measures are required to be carried out in respect of aircraft entering the State of Israel, with the following exceptions:

The pilot-in-command or his designated representative must apply any information required by the health authorities as to the health conditions on board during the flight, especially when suspicion exists on the part of the crew of any health irregularities.

The health authorities may, on the basis of above information, decide what actions, if any, are necessary concerning the aircraft and its passenger

GEN 1.3 ENTRY, TRANSIT AND DEPARTURE OF PASSENGERS AND CREW

1. Customs requirements

1.1 Baggage or articles belonging to disembarking passengers and crew are immediately released except for those selected for inspection by the customs authorities. Such baggage will be cleared on the basis of an oral declaration except in the case of returning citizens.

1.2 No customs formalities are normally required on departure.

2. Immigration requirements

2.1 No documents or visas are required of passengers arriving and departing on the same through flight or transferring to another flight at the same airport.

2.2 A person entering the State of Israel for the purpose of immigration, must hold a valid passport and visa, the latter being granted at Israeli consulates. Exemption from visa requirements, apart from those states which have signed bilateral agreement with the state of Israel, may be granted on the basis of agreements between states. The same applies to passengers in transit.

2.3 As regards a flight-crew member on a commercial service, who retains his licence or flight crew member certificate in his possession when embarking and disembarking the cities adjacent thereto, and departs on the same aircraft or on his next regular flight out of Israel, his licence or flight crew member certificate is accepted in lieu of passport or visa.

2.4 No departure formalities are required for embarking passengers.

3. Public health requirements

3.1 Disembarking passengers are not required to present vaccination certificates except when coming directly from an area temporarily infected with cholera, yellow-fever or smallpox.

3.2 On departure, no health formalities are required.

4. Security requirements

4.1 On departure, passengers are required to make all their luggage and belongings available for security checks.

4.2 Passengers, accompanied by their luggage, are checked by security personnel prior to entering the departures hall.

4.3 Access to restricted zones within the airport, particularly the departures or/and arrivals halls and entire airside zone, is forbidden to all unauthorized persons.

4.4 Photographing within the airside zone is strictly prohibited, unless prior authorization has been granted by the airport administration

4.5 Same as in para. 4.3 above applies to vehicles, unless such have been issued on appropriate authorization made available upon request to the security guards at the entry check points to the airside zone.

4.6 Passengers embarking on domestic flights, either commercial air-transport or general-aviation, are required to be in possession of either an identification card in case of Israeli nationals or a valid passport in case of foreign nationals. Such passengers may be required to present identification documents to security personnel at all Israel aerodromes.

4.7 All operators and persons, including personnel providing services, are required to abide by rules, regulations, instructions and requirements issued by the Ministry of Transport, the Civil Aviation Administration, the Israel Airports Authority or the Security Authorities.

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GEN 1.4 ENTRY, TRANSIT AND DEPARTURE OF CARGO

1. Customs requirements concerning cargo and other articles

1.1 The following documents are required for the clearance of goods through customs:

- a. General declaration - one (1) copy
- b. Cargo manifest - three (3) copies

1.2 All air cargo shipments are free of consular formalities and charges.

1.3 As regards air cargo simply being transshipped from one flight to another at the same airport under customs supervision, no particular documents or procedures are required.

2. Agricultural quarantine requirements

Sanitary certificates or related documents are required for animal shipments. Import of any kind of plants and/or fruit is prohibited, unless prior authorization has been granted and with permit of the agricultural quarantine authorities.

3. Live animal

Importation of live animals and animal products is regulated by the veterinary services and animal health which should be contacted regarding the importation of live animals and products of animal origin.

In general, animals from all countries require a Veterinary Certificate sign and stamp by state veterinary officer.

Prior to arrival the Importer of live animals (other than dog/cat accompanied baggage) imported by air must submit or cause to be submitted to the veterinary services and animal health announcement of live animal import.

Commercial imports of animals and their products require veterinary checks at a Border Inspection station.

Products containing meat and milk are prohibited in travelers' luggage.

4. Cargo in Transit

Live animals transit are prohibited.

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GEN 1.5 AIRCRAFT INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS

Commercial air transport aircraft operating in Israel must adhere to the provisions of ICAO Annex 6 (operation of Aircraft), part I, chapter 6 (Aeroplane instruments, Equipment and Flight Documents), and chapter 7 (Aeroplane Communication and Navigation Equipment).

The above are the minimum requirements.

Additional instruments, navigation equipment and radio equipment, specific to the route to be flown, must be carried by the operator if so prescribed by the navigation or instrument charts, or for other reasons specified by national regulations or operational requirements.

In this respect, it is recommended that reference be made to the Air Navigation Regulations (Operation of Aircraft and Rules of Flight) - 1981, in particular chapter 2, paragraphs 21, 23 to 26 include., 33 and 36, and chapter 12 3rd section.

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GEN 1.6 SUMMARY OF NATIONAL LAWS AND REGULATIONS

1. Laws and Regulations in force in Israel

Following is a list of national laws and regulations in force in Israel.

It is essential that anyone engaged in air operations be acquainted with the relevant legislation.

Copies of these documents may be obtained from:

Gideon publishing house
23 Eyal Street, Prisma house
P.O.B 3229,
Kiryat Arie, Petach Tikva

Phone: 972-3-9248045

Fax: 972-3-9216871

1.1 **Laws**

The following is a list of Civil Aviation Laws in force:

- a. Air Navigation Law, 2011.
- b. Order-in-Council on Air Navigation (Applicability of Laws), 1937.
- c. Air Navigation Law (Offences and Jurisdiction), 1971.
- d. Air Navigation Law (Security in Civil Aviation), 1977.
- e. Licensing of Aviation Services Law, 1963.
- f. Airports Authority Law, 1977.
- g. Air Transportation Law, 1980.
- h. Civil Aviation Authority Law, 2005
- i. Aviation Services Law (Compensation and Assistance due to Cancellation of a Flight or Change of its Terms), 2012

1.2 **Air Navigation Regulations**

The following is the Air Navigation Regulations (ANR) in force:

- a. ANR (Charges for Registration, Certification and Documentation), 2009.
- b. ANR (Safety at Aerodromes of the Airports Authority), 1992.
- c. ANR (Transportation of Dangerous Materials), 1983.
- d. ANR (Monetary Sanctions Reduction and Spread of Installments), 2011
- e. ANR (Operation of Aircraft and Rules of Flight), 1981.
- f. ANR (Carriage of Inspectors in Air Transportation), 1980.
- g. ANR (Investigation of Aircraft Accidents and Incidents), 1984.
- h. ANR (Approved Maintenance Organizations), 2013
- i. ANR (Authorization Institutes), 1979.
- j. ANR (Air Fields), 1975.

- k. ANR (Procedures for Certification of Aircraft and Aircraft Parts), 1977.
- l. ANR (CAA Representatives), 1981.
- m. ANR (Registration and Marking of Aircraft), 1973.
- n. ANR (Aircraft Noise), 1977.
- o. ANR (Preservation of Order at Aerodromes and Air Fields), 1973.
- p. ANR (Personnel Licensing), 1981.
- q. ANR (Flight Time Limitations in Air Transport Services), 1971.
- r. ANR (Types of Serious Incidents), 2014
- s. ANR (Glider Aircraft), 2015
- t. ANR (Units of Measurement), 2016
- u. ANR (Safety Management System), 2017
- v. ANR (Insurance Requirements in Commercial Operation of Aircraft), 2017

1.3 ***Aviation Services Licensing Regulations***

The following is a list of Licensing of Aviation Services Regulations (LASR) in force:

- a. LASR (Aviation Instruction Schools), 1971.
- b. LASR (Monetary Sanctions Reduction and Spread of Installments), 2011
- c. LASR (Charter Flights), 1982.
- d. LASR (Licensing of Aircraft Operations and Leasing), 1963.
- e. LASR (Exemptions from Commercial Licensing), 2018.

1.4 ***Airport Authority Rules and Regulations***

The following is a list of the Airport Authority (AA) Regulations, Rules and Orders:

- a. AA Regulations (Charges), 1991.
- b. AA Rules (Transportation of Imported Consignments from the Cargo Terminal at Ben-Gurion International Aerodrome), 1988.
- c. AA Rules (Transportation of Passengers by Miniature Buses from Ben-Gurion Airport), 1996
- d. AA Rules (Stopping and Parking of Cars at Ben-Gurion International Aerodrome), 1982.
- e. AA Rules (Transportation of Passengers by Taxis from Ben-Gurion Airport), 1983
- f. AA Rules (Stopping and Parking of Cars at Aerodromes) - 1984.
- g. AA Rules (Entrance to Restricted Areas), 1983.
- h. AA Rules (Off-Loading and Loading of Aircraft), 1988.
- i. AA Rules (Preserving of Order at Aerodromes), 1984.
- j. AA Rules (Movement in the Operational Area at Ben-Gurion International Aerodrome), 1984.
- k. AA Order (Provision of Services at Dov Hoz (Tel-Aviv) Aerodrome), 1989.

- I. AA Order (Provision of Services at Ovda Aerodrome), 1989.

1.5 ***Air Transport Orders***

The following is a list of Air Transportation (AT) Orders and Notices in force:

- a. AT Order (Increase of the Damages Amounts), 1971.
- b. AT Order (Special Drawing Rights), 1978.
- c. AT Order (A ticket for Domestic Transportation), 1969.
- d. AT Order (A Group Ticket in Domestic Transportation), 1965.
- e. AT Notice (Entrance into Force of Protocols for Amendment of the Warsaw Convention), 1997.
- f. AT Notice (Entrance into Force of Protocol for Amendment of the Warsaw Convention), 2002.
- g. AT Notice (Entry into Force of Montreal Convention), 2011

1.6 ***Air Transport Regulations***

The following is a list of Air Transport Regulations in force:

- a. Transport equality regulations for persons with reduced mobility, 2003.

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GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES

ANNEX 1 - Personnel licensing (Amendment 178)			
Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 1 1.2.4.2	S	Less protective or partially implemented or not implemented	This issue is not addressed yet in the Israeli ANR
Chapter 1 1.2.4.3	S	Less protective or partially implemented or not implemented	This issue is not addressed yet in the Israeli ANR
Chapter 1 1.2.4.8.2	S	Less protective or partially implemented or not implemented	This issue is not addressed yet in the Israeli ANR
Chapter 1 1.2.8.1	S	Less protective or partially implemented or not implemented	Not implemented yet through regulations
Chapter 1 1.2.8.2	S	Less protective or partially implemented or not implemented	Annex 1 Appendix 2 and Annex 19 requirements are not implemented in the Israeli regulations yet
Chapter 1 1.2.8.3	S	Different in character or other means of compliance	The term approved training is not explicitly implemented in the ANRs. however, the ANRs follow the rational by recognizing only training by ATO for the purpose of reduced experience requirements
Chapter 1 1.2.8.4	S	Less protective or partially implemented or not implemented	Competency based training has not implemented yet through regulations
Chapter 1 1.2.8.5	S	Less protective or partially implemented or not implemented	Competency based training has not implemented yet through regulations
Chapter 1 1.2.8.6	S	Less protective or partially implemented or not implemented	Competency based training has not implemented yet through regulations
Chapter 1 1.2.9.1	S	Less protective or partially implemented or not implemented	Remote flight crew member regulations in compliance with Annex 1 have not been implemented yet
Chapter 1 1.2.9.5	S	Less protective or partially implemented or not implemented	Remote flight crew member regulations in compliance with Annex 1 have not been implemented yet
Chapter 2 2.1.1.1	S	Different in character or other means of compliance	Volume of an airship, and powered-lift license are not explicitly determined in the Israeli regulations
Chapter 2 2.1.2.1	S	Less protective or partially implemented or not implemented	Powered-lift category is not addressed in the Israeli ANRs. However, light aeroplane category is implemented
Chapter 2 2.1.2.3	S	Different in character or other means of compliance	Pilots seeking "lower" licenses with additional category rating will be issued separate licence
Chapter 2 2.1.3.1	S	Different in character or other means of compliance	There is no distinction between land and sea ratings, but only between single-engine and multi-engine.
Chapter 2 2.1.3.1.1	R	Less protective or partially implemented or not implemented	This recommendation is not yet implemented

ANNEX 1 - Personnel licensing (Amendment 178)			
Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 2 2.1.3.2	S	Less protective or partially implemented or not implemented	Each turbine powered aircraft requires that its operator will be issued an applicable type rating
Chapter 2 2.1.4.1.1	S	Less protective or partially implemented or not implemented	The state of Israel endorses SIC limiting privileges on the license, but not a Cruise Pilot limitation
Chapter 2 2.1.6	S	Different in character or other means of compliance	The CAAI does not qualify FSTD rather than approves them based on foreign CAA prior approval
Chapter 2 2.1.8.2	S	Different in character or other means of compliance	In Israel it is permitted only to a persons who hold appropriate license or rating
Chapter 2 2.1.9.2	S	More Exacting or Exceeds	Co-pilot is entitled to be credited with not more than 50 per cent of the co-pilot flight time towards the total flight time required for a higher grade of pilot license
Chapter 2 2.1.9.3	S	More Exacting or Exceeds	Co-pilot is entitled to be credited with not more than 50 per cent of the co-pilot flight time towards the total flight time required for a higher grade of pilot license
Chapter 2 2.1.9.4	S	Less protective or partially implemented or not implemented	This provision in only addressed only in commercial air transport of large aeroplanes.
Chapter 2 2.2.3	S	More Exacting or Exceeds	
Chapter 2 2.3.1.2	S	Different in character or other means of compliance	The use of Human Performance for threat and error management is examined and tested during all practical exams
Chapter 2 2.3.2.2	S	More Exacting or Exceeds	The ANRs administers a Night Rating, which is given after completion of a special training program and a skill test
Chapter 2 2.3.3.1.1	S	More Exacting or Exceeds	An Aeroplane category rating will be issued based on proven experience of 40 hours in approved training organization or 50 hours not in approved training organization
Chapter 2 2.3.3.1.2	S	More Exacting or Exceeds	The applicant shall complete not less than 15 hours of solo flight time appropriate to the class rating sought, under the supervision of an authorized flight instructor, including 3 hours of solo cross-country flight time with landing at various aerodromes and at least 2.5 hours cross-country flight in the course of which full-stop landings at two different aerodrome, distant 75 Km from one another, shall be made
Chapter 2 2.3.3.2	S	Different in character or other means of compliance	The use of Human Performance for threat and error management is examined and tested during all practical exams
Chapter 2 2.3.4.1.1	S	Different in character or other means of compliance	The applicant shall complete not less than 40 hours of flight time as a pilot of an aircraft, including not less than 15 hours of solo flight time in helicopters. No credit is granted for instruction in a synthetic flight trainer
Chapter 2 2.3.4.1.1.1	S	Less protective or partially implemented or not implemented	This standard is not implemented yet

ANNEX 1 - Personnel licensing (Amendment 178)			
Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 2 2.3.4.1.2	S	Less protective or partially implemented or not implemented	The applicant shall complete in helicopters not less than 15 hours of solo flight time, including 3 hours of solo cross-country flight time with at least one flight with landings at not less than three points, the distance between each of them is 40 km.
Chapter 2 2.3.4.2.1	S	Less protective or partially implemented or not implemented	The use of Human Performance for threat and error management is examined and tested during all practical exams Also, the ANRs does not specify any specific requirements regarding the minimum hours of dual instruction.
Chapter 2 2.3.4.2.1.1	R	Less protective or partially implemented or not implemented	This Recommendation is not yet implemented in the ANRs
Chapter 2 2.3.6.1	S	More Exacting or Exceeds	The applicant shall complete a total of 50 hours of flight time, of which 25 hours shall be as a pilot of airships
Chapter 2 2.3.6.2	S	Different in character or other means of compliance	The use of Human Performance for threat and error management is examined and tested during all practical exams
Chapter 2 2.4.1.2	S	Different in character or other means of compliance	The use of Human Performance for threat and error management is examined and tested during all practical exams
Chapter 2 2.4.2.1	S	Different in character or other means of compliance	The ANRs does not implement (2.4.2.1e)
Chapter 2 2.4.2.2	S	Different in character or other means of compliance	The ANRs administers a Night Rating, which is given after completion of a specific training program and a skill test
Chapter 2 2.4.3.1.1.1	S	Different in character or other means of compliance	The applicant shall complete 100 hours as pilot-in command, including at least 50 hours on an aeroplane and 50 hours of cross country flight time, each flight with a landing at an airport which is situated at least 100 km from the airport of departure, and at least one cross country flight with two full-stop landings at two airports, the distance between which is at least 300 km and 5 hours of night flight including 10 take-offs and landings. In order to exercise his privileges at night, the applicant shall hold a VFR night flight rating
Chapter 2 2.4.3.2.1	S	Different in character or other means of compliance	The use of Human Performance for threat and error management is examined and tested during all practical exams
Chapter 2 2.4.4.1.1	S	Different in character or other means of compliance	The applicant shall complete not less than 150 hours of flight time. No credit is granted for instruction in a synthetic flight trainer.
Chapter 2 2.4.4.1.1.1	S	Less protective or partially implemented or not implemented	The applicant shall have completed at least – 100 hours in motorized aircraft, including at least 50 hours in helicopters; 100 hours as pilot-in-command, including a cross-country flight in the course of which landings at 3 different points, the distance between each of them is at least 100 km, shall be made; 40 hours of instruction time at an authorized school, including at least 15 hours in helicopters; 10 hours as a pilot-in-command in helicopters, including 5 landings and take-offs at night, and landings and take-offs at 3 different airports and 3 different helicopter landing areas.

ANNEX 1 - Personnel licensing (Amendment 178)			
Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 2 2.4.4.2	S	Different in character or other means of compliance	The use of Human Performance for threat and error management is examined and tested during all practical exams
Chapter 2 2.4.6.1.1	S	More Exacting or Exceeds	200 hours of flight time as pilot on Airships is required
Chapter 2 2.4.6.1.1.1	S	More Exacting or Exceeds	The applicant shall have completed 50 hours of flight time in airships as pilot in command
Chapter 2 2.4.6.2	S	Different in character or other means of compliance	The use of Human Performance for threat and error management is examined and tested during all practical exams
Chapter 2 2.6.1.1	S	More Exacting or Exceeds	The applicant shall be not less than 23 years of age
Chapter 2 2.6.1.2.1	S	Less protective or partially implemented or not implemented	The use of Human Performance for threat and error management is examined and tested during all practical exams
Chapter 2 2.6.1.2.2	S	Different in character or other means of compliance	Power Lift category is not yet implemented
Chapter 2 2.6.3.1.1	S	Different in character or other means of compliance	The ANRs requires to complete 1500 hours of flight time as a pilot rather than a pilot of aeroplanes.
Chapter 2 2.6.3.1.1.1	S	Different in character or other means of compliance	Paragraphs a) The option of 500 hours as PIC is not addressed; and c) instrument ground time required is not more than 25 hours
Chapter 2 2.6.4.1.1	S	Different in character or other means of compliance	The ANRs regulation requires to complete 1500 hours of flight time as a pilot rather than a pilot of helicopters.
Chapter 2 2.6.4.1.1.1	S	Different in character or other means of compliance	a) the requirement is for 200 hours as a PIC in helicopters and additional 50 hours as a PIC under supervision b) the requirement is for 500 hours of cross-country flight time c) The requirement is for 75 hours of instrument flight time d) The requirement is for 100 hours of night flight time of which 15 hours in helicopters
Chapter 2 2.7.1.1	S	Less protective or partially implemented or not implemented	The use of Human Performance for threat and error management is examined and tested during all practical exams
Chapter 2 2.8.1.1	S	Different in character or other means of compliance	The regulations provide for flight instructor license rather than rating. The applicant shall pass successfully a theoretical training course for flight instructors, containing all the knowledge requirements of 2.1.1.1, and shall have demonstrated a level of knowledge appropriate to the holder of a flight instructor rating in the areas mentioned in 2.4.1.2 and other areas mentioned in Regulation 136. except 2.8.1.1k) since the use of Human Performance for threat and error management is examined and tested during all practical exams
Chapter 2 2.8.1.4	S	More Exacting or Exceeds	The ANRs mandates the applicant to complete a theoretical and practical flight instructor training courses
Chapter 2 2.8.2.1	S	Different in character or other means of compliance	Reg. 141 contains some restrictions on the privileges of the holder of a flight instructor license

ANNEX 1 - Personnel licensing (Amendment 178)			
Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 2 2.9.1.2.1	R	Different in character or other means of compliance	The knowledge requirements are those of private pilot license or commercial pilot license, as the case may be. The applicant for a private pilot license with a glider rating is exempted from knowledge requirements concerning use of navigational aids. Section 2.9.1.2g) is not implemented since the use of Human Performance for threat and error management is examined and tested during all practical exams
Chapter 2 2.9.1.3.1	S	Different in character or other means of compliance	The applicant shall have completed a different amount of flight time and solo time.
Chapter 2 2.9.1.3.2	S	Different in character or other means of compliance	The ANRs mandate a somewhat different set of areas of operational experience, being taught by a glider instructor.
Chapter 2 2.9.1.4	S	Different in character or other means of compliance	The use of Human Performance for threat and error management is examined and tested during all practical exams
Chapter 2 2.9.1.5	S	More Exacting or Exceeds	The applicant shall hold Class 1 or Class 2 medical certificate
Chapter 2 2.9.2.1	S	Less protective or partially implemented or not implemented	This standard is not yet implemented in the ANRs
Chapter 2 2.9.2.2	R	More Exacting or Exceeds	The license holder should have completed at least 30 hours of gliding, or 10 hours of gliding - if he/she holds an aeroplane rating as well.
Chapter 2 2.10.1.1	S	More Exacting or Exceeds	The applicant for a private pilot license shall be not less than 17 years of age and for CPL shall be not less than 18 years of age
Chapter 2 2.10.1.2.1	S	Less protective or partially implemented or not implemented	The use of Human Performance for threat and error management is examined and tested during all practical exams
Chapter 2 2.10.1.2.2	R	More Exacting or Exceeds	
Chapter 2 2.10.1.3.1	S	Different in character or other means of compliance	The applicant shall have completed a different amount of flight time as a pilot of free balloons.
Chapter 2 2.10.1.3.2	S	Different in character or other means of compliance	
Chapter 2 2.10.1.3.3	S	More Exacting or Exceeds	In order to exercise his privileges at night, the applicant shall hold a VFR night flight rating
Chapter 2 2.10.1.3.4	R	Different in character or other means of compliance	A flight conducted for the carriage of passengers for remuneration or hire mandates that the pilot in command must hold a CPL with a balloon rating
Chapter 2 2.10.1.4	S	Different in character or other means of compliance	
Chapter 2 2.10.2.1	S	Different in character or other means of compliance	The privileges of the holder of a private pilot license or commercial pilot license, with manned balloon rating are depicted in regulations 103 and 124
Chapter 2 2.10.2.2	S	More Exacting or Exceeds	In order to exercise his privileges at night, the applicant shall hold a VFR night flight rating

ANNEX 1 - Personnel licensing (Amendment 178)			
Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 3 3.2.1.1	S	More Exacting or Exceeds	The applicant shall be not less than 21 years of age
Chapter 3 3.2.1.2	S	Different in character or other means of compliance	Paragraphs 3.2.1.2 - b, c and e are not addressed.
Chapter 3 3.2.1.3.1	S	More Exacting or Exceeds	The ANRs are more exacting in the flight time demands of an applicant
Chapter 3 3.2.1.3.1.1	S	More Exacting or Exceeds	Experience required in the ANRs relates to a pilot in commercial air transport operations.
Chapter 3 3.2.1.4	S	Different in character or other means of compliance	The ANRs do not include the specific details of Paragraphs (a) & (e)
Chapter 3 3.2.1.5	S	More Exacting or Exceeds	The ANRs require a Class I Medical certificate
Chapter 3 3.2.2	S	Less protective or partially implemented or not implemented	The provision regarding privileges including radio telephony communication is not addressed in the ANRs.
Chapter 3 3.3.1.1	S	More Exacting or Exceeds	The applicant shall be not less than 21 years of age
Chapter 3 3.3.1.2.1	S	Less protective or partially implemented or not implemented	Paragraphs 3.3.1.2.1 (o), (r) and (t) are not addressed in the ANRs
Chapter 3 3.3.1.3.1	S	Different in character or other means of compliance	Credit for experience as a flight engineer in a flight simulator is limited to a maximum of 60 hours
Chapter 3 3.3.1.3.2	S	Less protective or partially implemented or not implemented	This standard is not implemented
Chapter 3 3.3.1.5	S	More Exacting or Exceeds	A class 1 medical assessment is required
Chapter 3 3.3.2.1	S	Different in character or other means of compliance	The privileges of the holder of a flight engineer license shall be to act as flight engineer of any class of aircraft on which he received his license, provided that within the period of 12 months preceding to that flight he has demonstrated, under the supervision of a pilot-in-command or a holder of a flight engineer license, his ability to act as a flight engineer, and the he specialized in the appropriate knowledge and accumulated the experience needed to perform his duties
Chapter 4 4.2.1.2	S	Less protective or partially implemented or not implemented	Paragraph (e) is not implemented.
Chapter 4 4.2.1.3	S	Less protective or partially implemented or not implemented	The ANRs depict different set of applicable rules with regards to experience required of the applicant
Chapter 4 4.2.1.4	R	Less protective or partially implemented or not implemented	The ANRs does not implement the demand for a course of training
Chapter 4 4.2.2.1	S	Different in character or other means of compliance	The privileges of a holder of an aircraft maintenance license are specified in the ANRs

ANNEX 1 - Personnel licensing (Amendment 178)			
Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 4 4.2.2.2	S	Different in character or other means of compliance	
Chapter 4 4.4.1.1	S	Less protective or partially implemented or not implemented	The applicant shall be of not less than 21 years of age, or 19 years if he was authorized as a controller by the Israel Air Force
Chapter 4 4.4.1.2	S	Less protective or partially implemented or not implemented	The requirement to demonstrate a level of knowledge in Human performance is not addressed in the ANRs, yet. However, it is implemented in practice through ATC knowledge tests.
Chapter 4 4.4.1.3.1	S	Less protective or partially implemented or not implemented	The ANR include an alternative option (serving as a pilot or flight navigator during the two years preceding the application date for ATC license) to the completion of approved training course.
Chapter 4 4.5.2.2.1	S	Different in character or other means of compliance	The current regulations requires demonstrating the required skills, under the supervision of an appropriately rated air traffic controller (ATC) which may not be On-the-job training instructor (OJTI). Nevertheless, it is the common practice to require the instructor to hold an OJTI rating
Chapter 4 4.5.2.3	S	Less protective or partially implemented or not implemented	Recognition and management of threats and errors is not addressed in the ANR. However, it is performed in practice.
Chapter 4 4.6.1.2	S	Less protective or partially implemented or not implemented	The ANRs mandate a somewhat different knowledge requirements that the applicant shall demonstrate
Chapter 4 4.6.1.3.1	S	More Exacting or Exceeds	A similar experience in regular military services is acceptable. The ANRs prescribe accumulated experience requirements rather than alternatives requirements
Chapter 4 4.6.1.3.2	S	Different in character or other means of compliance	The applicant shall have served as assistant of a flight operations officer for a minimum duration of one year.
Chapter 4 4.6.1.4	S	Less protective or partially implemented or not implemented	The ANRs mandate a somewhat different skills requirements that the applicant shall demonstrate
Chapter 4 4.7.1.1	S	Different in character or other means of compliance	The ANRs depict the provisions for a licensed AIS briefing officer
Chapter 4 4.7.1.2	S	Different in character or other means of compliance	The applicant shall be not less than 21 years of age
Chapter 4 4.7.1.3	S	Different in character or other means of compliance	The ANRs depict the provisions for a licensed AIS briefing officer
Chapter 4 4.7.1.4	S	Different in character or other means of compliance	The course should have completed within the preceding 6 months. Para. b) After completion of the course the applicant shall serve under supervision for two months
Chapter 4 4.7.1.5	S	Less protective or partially implemented or not implemented	

ANNEX 1 - Personnel licensing (Amendment 178)			
Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 4 4.7.2	S	Different in character or other means of compliance	The ANRs do not address 1.2.9
Chapter 4 4.8	Note	Less protective or partially implemented or not implemented	The relevant provision for Aeronautical meteorological personnel is depicted on the Israeli Meteorological Service procedures
Chapter 6 6.2.3.2	R	More Exacting or Exceeds	The distance from the applicant should be between 5 to 6 meters
Chapter 6 6.2.4.4	S	Less protective or partially implemented or not implemented	The Ishihara plate test is the only methods implemented as a color perception examination method
Chapter 6 6.2.4.4.1	R	Less protective or partially implemented or not implemented	This standard is not implemented
Chapter 6 6.3.2.2	S	Different in character or other means of compliance	The ANRs are more general and do not specify all psychiatric diagnoses
Chapter 6 6.3.2.5.1	S	Less protective or partially implemented or not implemented	This standard is not implemented
Chapter 6 6.3.2.20	S	Less protective or partially implemented or not implemented	This standard is not implemented
Chapter 6 6.3.2.21.1	R	Different in character or other means of compliance	The ANRs does not refer to the mentioned time period
Chapter 6 6.3.3.2.3	S	Less protective or partially implemented or not implemented	This standard is not implemented
Chapter 6 6.3.3.3	S	Less protective or partially implemented or not implemented	This standard is not implemented
Chapter 6 6.3.3.6.1	S	Less protective or partially implemented or not implemented	This standard is not implemented
Chapter 6 6.4.2.2	S	More Exacting or Exceeds	The ANRs are more general and do not specify all psychiatric diagnoses
Chapter 6 6.4.2.5.1	S	Less protective or partially implemented or not implemented	This standard is not implemented
Chapter 6 6.4.2.10	S	More Exacting or Exceeds	The Israeli regulations are more excessive. However, the possibility of investigation and evaluation set up this STD is implemented in practice
Chapter 6 6.4.2.11.1	S	Less protective or partially implemented or not implemented	This standard is not implemented
Chapter 6 6.4.2.13	S	Different in character or other means of compliance	According to the Israeli regulation the medical assessor may permit the applicant to use adequate support in such case
Chapter 6 6.4.2.16.1	S	More Exacting or Exceeds	Implemented without reference to oral anti diabetic medication

ANNEX 1 - Personnel licensing (Amendment 178)			
Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 6 6.4.2.20	S	Less protective or partially implemented or not implemented	This standard is not implemented
Chapter 6 6.4.2.21	S	More Exacting or Exceeds	Applicants who are pregnant shall be assessed as unfit
Chapter 6 6.4.2.21.1	R	Different in character or other means of compliance	The ANRs does not refer to the mentioned time period
Chapter 6 6.4.2.25.1	S	More Exacting or Exceeds	The applicant may need some additional examination
Chapter 6 6.4.3.2.3	R	Less protective or partially implemented or not implemented	This standard is not implemented
Chapter 6 6.4.3.3	S	Less protective or partially implemented or not implemented	This standard is not implemented
Chapter 6 6.5.2.5.1	S	Less protective or partially implemented or not implemented	This standard is not implemented
Chapter 6 6.5.2.5.2	S	Less protective or partially implemented or not implemented	This standard is not implemented
Chapter 6 6.5.2.14.1	R	Less protective or partially implemented or not implemented	This standard is not implemented
Chapter 6 6.5.2.20	S	Less protective or partially implemented or not implemented	This standard is not implemented
Chapter 6 6.5.2.21	S	Less protective or partially implemented or not implemented	This standard is not implemented
Chapter 6 6.5.2.21.1	R	Less protective or partially implemented or not implemented	This standard is not implemented
Chapter 6 6.5.2.21.2	R	Less protective or partially implemented or not implemented	This standard is not implemented
Chapter 6 6.5.2.22	S	Less protective or partially implemented or not implemented	This standard is not implemented
Chapter 6 6.5.3.2.3	S	Less protective or partially implemented or not implemented	This standard is not implemented
Chapter 6 6.5.3.3	S	Less protective or partially implemented or not implemented	This standard is not implemented
Chapter 6 6.5.4.1.1	S	Different in character or other means of compliance	Background noise is set to reproduce the one in a flight cockpit rather than air traffic control or remote pilot working environments.
Chapter 6 6.5.4.1.2	S	Different in character or other means of compliance	Background noise is set to reproduce the one in a flight cockpit rather than air traffic control or remote pilot working environments.

ANNEX 2 - Rules of the Air (Amendment 47)			
Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 3 3.1.3	S	Different in character or other means of compliance	Aircraft flying over land below FL350 shall remain under regional QNH, according to QNH which will be provided by ATC.
Chapter 4 4.7	S	Different in character or other means of compliance	The reference to Appendix 3 of Annex 1 shall be replaced with a reference to the AIP, page ENR 1.7-2, regarding table of cruising levels.
Chapter 5 5.2.2	S	Different in character or other means of compliance	The reference to Appendix 3 of Annex 1 shall be replaced with a reference to the AIP, page ENR 1.7-2, regarding table of cruising levels.
Chapter 5 5.3.1	S	Different in character or other means of compliance	The reference to Appendix 3 of Annex 1 shall be replaced with a reference to the AIP, page ENR 1.7-2, regarding table of cruising levels.

ANNEX 6 Volume I - Operation of Aircraft (Amendment 45)			
Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 1	Definition: Aerial work	Less protective or partially implemented or not implemented	Not implemented
Chapter 1	Definition: Aerodrome operating minima	Less protective or partially implemented or not implemented	The definition exists, but does not incorporate amendment 37 to Annex 6 regarding 2D/3D operations
Chapter 1	Definition: Agreement summary	Not applicable	Not implemented
Chapter 1	Definition: Aircraft tracking	Less protective or partially implemented or not implemented	Not implemented
Chapter 1	Definition: Air traffic service (ATS)	Less protective or partially implemented or not implemented	The term used is "Air traffic management services", and it includes also Flight plan approval
Chapter 1	Definition: Appropriate airworthiness requirements	Less protective or partially implemented or not implemented	Not implemented
Chapter 1	Definition: COMAT	Less protective or partially implemented or not implemented	Not implemented
Chapter 1	Definition: Combined vision system (CVS)	Less protective or partially implemented or not implemented	Not implemented
Chapter 1	Definition: Contaminated runway	Less protective or partially implemented or not implemented	Not implemented
Chapter 1	Definition: Continuing airworthiness records	Less protective or partially implemented or not implemented	Not implemented
Chapter 1	Definition: Continuous descent final approach (CDFA)	Less protective or partially implemented or not implemented	Not implemented

ANNEX 6 Volume I - Operation of Aircraft (Amendment 45)			
Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 1	Definition: Decision altitude (DA) or decision height (DH).	Less protective or partially implemented or not implemented	The definition exists, but does not incorporate amendment 44 to Annex 6 regarding 2D/3D operations
Chapter 1	Definition: Dry runway	Less protective or partially implemented or not implemented	Not implemented
Chapter 1	Definition: EDTO critical fuel	Less protective or partially implemented or not implemented	Not defined
Chapter 1	Definition: Fatigue	Less protective or partially implemented or not implemented	Not yet Defined
Chapter 1	Definition: Fatigue Risk Management System (FRMS)	Less protective or partially implemented or not implemented	Not defined
Chapter 1	Definition: Flight data analysis	Less protective or partially implemented or not implemented	Not defined
Chapter 1	Definition: Flight duty period	Different in character or other means of compliance	The term used in the regulations is "duty period" (not FDP), and includes the entire period of time when the crew member is required to attend at a given location specified by the operator.
Chapter 1	Definition: Flight operations officer/flight dispatcher	Less protective or partially implemented or not implemented	Not implemented
Chapter 1	Definition: Flight recorder	Less protective or partially implemented or not implemented	Not defined
Chapter 1	Definition: Flight simulation training device	Different in character or other means of compliance	A more general definition exists in regard to personnel licensing
Chapter 1	Definition: Head-up display (HUD)	Less protective or partially implemented or not implemented	Not implemented
Chapter 1	Definition: Instrument approach operations	Less protective or partially implemented or not implemented	Israeli operations regulations regarding instrument approach procedures meet the old classification before the changes implemented in amendment 37 to annex 6.
Chapter 1	Definition: Instrument approach procedure (IAP)	Less protective or partially implemented or not implemented	Israeli operations regulations regarding instrument approach procedures meet the old classification before the changes implemented in amendment 37 to annex 6.
Chapter 1	Definition: Landing distance available (LDA).	Less protective or partially implemented or not implemented	Regulation 340 adopts the definition of "effective length of runway listed in FAR 135.361 Regulation 406 adopts the relevant sections of subpart I part 121, which use the same definition in far 121.171
Chapter 1	Definition: Low-visibility operations (LVO)	Less protective or partially implemented or not implemented	Not implemented

ANNEX 6 Volume I - Operation of Aircraft (Amendment 45)			
Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 1	Definition: Maximum mass. Maximum certificated take-off mass	Less protective or partially implemented or not implemented	Not defined
Chapter 1	Definition: Minimum descent altitude (MDA) or minimum descent height (MDH)	Less protective or partially implemented or not implemented	The definition exists, but does not incorporate amendment 37 to Annex 6 regarding 2D/3D operations
Chapter 1	Definition: Navigation specification	Less protective or partially implemented or not implemented	Not implemented
Chapter 1	Definition: Obstacle clearance altitude (OCA) or obstacle clearance height (OCH)	Less protective or partially implemented or not implemented	Not defined
Chapter 1	Definition: Operator	Different in character or other means of compliance	The article defines operator: 1) For Commercial operations - a person who holds an AOC
Chapter 1	Definition: Rest period	Less protective or partially implemented or not implemented	Not defined
Chapter 1	Definition: Specific approval	Less protective or partially implemented or not implemented	Not implemented
Chapter 1	Definition: State of the Aerodrome	Different in character or other means of compliance	The requirement implemented in the pertaining regulations (referring to the appropriate authority).
Chapter 1	Definition: Synthetic vision system (SVS)	Less protective or partially implemented or not implemented	Not implemented
Chapter 1	Definition: Target level of safety (TLS)	Not Applicable	
Chapter 1	Definition: Total vertical error (TVE)	Less protective or partially implemented or not implemented	Not implemented
Chapter 1	Definition: Wet runway	Less protective or partially implemented or not implemented	Not Yet Defined
Chapter 3 3.1.1	S	Less protective or partially implemented or not implemented	Currently implemented only for operators operating large airplanes in commercial air transport (>5700 kg), excluding operators who operate only airplanes with a seating configuration numbering up to 30 seats and Maximum payload below 3400 kg.
Chapter 3 3.1.2	S	Less protective or partially implemented or not implemented	Currently implemented only for operators operating large airplanes in commercial air transport (>5700 kg), excluding operators who operate only airplanes with a seating configuration numbering up to 30 seats and Maximum payload below 3400 kg.

ANNEX 6 Volume I - Operation of Aircraft (Amendment 45)			
Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 3 3.1.4	S	Less protective or partially implemented or not implemented	Implemented for Large Operators, but not for small/medium operators - see remarks for 3.1.1
Chapter 3 3.1.5	S	Less protective or partially implemented or not implemented	Implemented for Large Operators, but not for small/medium operators - see remarks for 3.1.1
Chapter 3 3.1.7	S	Less protective or partially implemented or not implemented	Implemented for Large Operators, but not for small/medium operators - see remarks for 3.1.1
Chapter 3 3.3.1	R	Less protective or partially implemented or not implemented	Implemented for Large Operators, but not for small/medium operators - see remarks for 3.1.1
Chapter 3 3.3.3	S Note — Guidance on the establishment of flight data analysis programs is included in the Manual on Flight Data Analysis Programs (FDAP) (Doc 10000)	Less protective or partially implemented or not implemented	Implemented for Large Operators, but not for small/medium operators - see remarks for 3.1.1
Chapter 3 3.3.4	S	Less protective or partially implemented or not implemented	Implemented for Large Operators, but not for small/medium operators - see remarks for 3.1.1
Chapter 3 3.3.4	S	Less protective or partially implemented or not implemented	Under the relevant articles, the use of recordings in proceedings against crew members is subject to a judicial decision balancing the need to for justice against the needs to ensure the capabilities to conduct effective safety investigations
Chapter 3 3.3.5	S	Less protective or partially implemented or not implemented	Partially implemented: data collected in the framework of flight data analysis programs is protected under article 139(a) of Air Navigation law, 2011 - which means that such data can be used - (i) in the case of crew members - only in the context of corrective action.- (ii) in the case of large operators (see remarks for 3.1.1) – only in cases of increased danger to aviation safety.
Chapter 3 3.3.6	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.4	S	Less protective or partially implemented or not implemented	Problematic use is prohibited only for license holders who require a medical assessment (airmen and ATCOMs)
Chapter 3 3.5.1	S	Less protective or partially implemented or not implemented	The scope of regulation 46B is restricted to some categories of large aeroplanes
Chapter 3 3.5.2	R	Less protective or partially implemented or not implemented	Regulation 46B only applies to aeroplanes which are equipped with capability to provide a position additional to the secondary surveillance radar transponder or which are first issued with an individual on or after 31 December 2019

ANNEX 6 Volume I - Operation of Aircraft (Amendment 45)			
Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 3 3.5.3	S	Different in character or other means of compliance	Regulation 46B only applies to aeroplanes which are equipped with capability to provide a position additional to the secondary surveillance radar transponder or which are first issued with an individual on or after 31 December 2019. In addition, regulation 46B includes aeroplanes with MCTOM of more than 27 000 kg and a MOPSC of more than 19 as well as aeroplanes with MCTOM of over 45 500kg whatever their MOPSC. Third, regulation 46B requires tracking everywhere where ATC surveillance cannot track the aeroplane, not just in oceanic areas
Chapter 4 4.1.1	S	Less protective or partially implemented or not implemented	Implemented for Large Operators, but not for small/medium operators - see remarks for 3.1.1
Chapter 4 4.1.2	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 4 4.1.3	S	Less protective or partially implemented or not implemented	Implemented for Large Operators, but not for small/medium operators - see remarks for 3.1.1
Chapter 4 4.1.4	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 4 4.1.5	S	Less protective or partially implemented or not implemented	Implemented for Large Operators, but not for small/medium operators - see remarks for 3.1.1
Chapter 4 4.1.6	S	Less protective or partially implemented or not implemented	Implemented for Large Operators, but not for small/medium operators - see remarks for 3.1.1
Chapter 4 4.2.1.3.1	S	Less protective or partially implemented or not implemented	Current Regulations require an Air operator to develop and issue procedures for all personnel performing work on its behalf, but do not contain explicit reference for third parties, and do not require policies
Chapter 4 4.2.3.1	S	Less protective or partially implemented or not implemented	Currently implemented for operators operating large airplanes in commercial air transport (>5700 kg), but only partially implemented for operators who operate only airplanes with a seating configuration numbering up to 30 seats and Maximum payload below 3400 kg
Chapter 4 4.2.3.2	S	Less protective or partially implemented or not implemented	Currently implemented for operators operating large airplanes in commercial air transport (>5700 kg). For operators who operate only airplanes with a seating configuration numbering up to 30 seats and Maximum payload below 3400 kg - operations manuals are accepted by the CAAI, despite the fact that the general requirement to provide a copy for acceptance is not yet in place
Chapter 4 4.2.4.1	S	Less protective or partially implemented or not implemented	Implemented for Large Operators, but only partially implemented for small/medium operators - see remarks for 4.2.3.1
Chapter 4 4.2.4.3	R	Less protective or partially implemented or not implemented	Implemented for Large Operators, but only partially implemented for small/medium operators - see remarks for 4.2.3.1
Chapter 4 4.2.5	S	Less protective or partially implemented or not implemented	Implemented for Large Operators, but only partially implemented for small/medium operators - see remarks for 4.2.3.1

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Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 4 4.2.6	S	Less protective or partially implemented or not implemented	Implemented for Large Operators, but only partially implemented for small/medium operators - see remarks for 4.2.3.1
Chapter 4 4.2.7.1	S	Less protective or partially implemented or not implemented	Implemented for Large Operators, but not for small/medium operators - see remarks for 3.1.1
Chapter 4 4.2.7.2	S	Less protective or partially implemented or not implemented	Implemented for Large Operators, but not for small/medium operators - see remarks for 3.1.1
Chapter 4 4.2.7.3	R	Less protective or partially implemented or not implemented	Implemented for Large Operators, but not for small/medium operators - see remarks for 3.1.1
Chapter 4 4.2.7.4	R	Less protective or partially implemented or not implemented	Implemented for Large Operators, but not for small/medium operators - see remarks for 3.1.1
Chapter 4 4.2.8.1	S	Less protective or partially implemented or not implemented	Implemented for Large Operators, but only partially implemented for small/medium operators - see remarks for 3.3.1
Chapter 4 4.2.8.2	S	Less protective or partially implemented or not implemented	Implemented for Large Operators, but not for small/medium operators - see remarks for 3.1.1
Chapter 4 4.2.8.3	S	Less protective or partially implemented or not implemented	Air Navigation Regulations (Operation of Aircraft and Rules of Flight), 1981 still use the previous categorization of Instrument approach procedures
Chapter 4 4.2.8.4	S	Less protective or partially implemented or not implemented	Implemented for Large Operators, but not for small/medium operators - see remarks for 3.1.1: For Large operators, reg. 528A prohibits a pilot from performing instrument approach operations without RVR information
Chapter 4 4.2.8.5	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 4 4.2.8.6	R	Less protective or partially implemented or not implemented	Implemented for Large Operators, but not for small/medium operators - see remarks for 3.1.1
Chapter 4 4.2.8.7	S	Less protective or partially implemented or not implemented	Air Navigation Regulations (Operation of Aircraft and Rules of Flight), 1981 still use the previous categorization of Instrument approach procedures
Chapter 4 4.2.8.8	S	Less protective or partially implemented or not implemented	Air Navigation Regulations (Operation of Aircraft and Rules of Flight), 1981 still use the previous categorization of Instrument approach procedures
Chapter 4 4.2.9	S	Less protective or partially implemented or not implemented	Air Navigation Regulations (Operation of Aircraft and Rules of Flight), 1981 still use the previous categorization of Instrument approach procedures
Chapter 4 4.2.10.1	S	Less protective or partially implemented or not implemented	Implemented for Large Operators, but not for small/medium operators - see remarks for 3.1.1
Chapter 4 4.2.10.2	S	Less protective or partially implemented or not implemented	Implemented for Large Operators, but not for small/medium operators - see remarks for 3.1.1
Chapter 4 4.2.10.3	S	Less protective or partially implemented or not implemented	Implemented for Large Operators, but not for small/medium operators - see remarks for 3.1.1

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Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 4 4.2.11.2	S	Less protective or partially implemented or not implemented	Implemented for Large Operators, but not for small/medium operators - see remarks for 3.1.1
Chapter 4 4.2.12.3	S	Less protective or partially implemented or not implemented	Implemented for Large Operators, but not for small/medium operators - see remarks for 3.1.1
Chapter 4 4.3.2	S	Less protective or partially implemented or not implemented	Implemented for Large Operators, but not for small/medium operators - see remarks for 3.1.1
Chapter 4 4.3.3.2	S	Less protective or partially implemented or not implemented	Implemented for Large Operators, but not for small/medium operators - see remarks for 3.1.1
Chapter 4 4.3.4.1.1	S	Less protective or partially implemented or not implemented	Implemented for Large Operators, but only partially implemented for small/medium operators (see remarks for 3.1.1) - the language of regulation 307 does not fully match the standard
Chapter 4 4.3.4.1.2	S	Different in character or other means of compliance	Implemented for Large Operators. For small/medium operators (see remarks for 3.1.1.), a flat 1 hour of flight time limitation is imposed, limited to IFR operations
Chapter 4 4.3.4.2	S	Less protective or partially implemented or not implemented	Implemented for Large Operators, but not for small/medium operators - see remarks for 3.1.1: EDTO requirements are not yet implemented for small/medium operators.
Chapter 4 4.3.4.3.1	S	Less protective or partially implemented or not implemented	Implemented for Large Operators, but not for small/medium operators - see remarks for 3.1.1
Chapter 4 4.3.4.3.2	S	Less protective or partially implemented or not implemented	Implemented for Large Operators, but not for small/medium operators - see remarks for 3.1.1
Chapter 4 4.3.4.4	S	Different in character or other means of compliance	Operators may request an exemption from the relevant regulations, and are required to submit a risk-assessment to establish grounds for exemption
Chapter 4 4.3.5.1	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 4 4.3.5.2	S	Less protective or partially implemented or not implemented	Implemented for Large Operators, but not for small/medium operators - see remarks for 3.1.1.
Chapter 4 4.3.5.3	S	Less protective or partially implemented or not implemented	Implemented for Large Operators, but not for small/medium operators - see remarks for 3.1.1.
Chapter 4 4.3.5.4	S	Less protective or partially implemented or not implemented	Implemented for Large Operators, but not for small/medium operators - see remarks for 3.1.1.
Chapter 4 4.3.5.5	S	More Exacting or Exceeds	A flight to be operated in known or expected icing conditions shall not be commenced if those conditions are endangering flight safety.
Chapter 4 4.3.5.6	S	More Exacting or Exceeds	According to the current text, a flight to be operated in known or expected icing conditions shall not be commenced if those conditions are endangering flight safety.

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Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 4 4.3.6.1	S	More Exacting or Exceeds	Implemented for Large Operators. For small/medium operators (see remarks for 3.1.1.), regulations 304, 310 define minimum required usable fuel in a different manner than 4.3.6.3
Chapter 4 4.3.6.2	S	More Exacting or Exceeds	Implemented for Large Operators. For small/medium operators (see remarks for 3.1.1.), regulations 304, 310 define minimum required usable fuel in a different manner than 4.3.6.3
Chapter 4 4.3.6.3	S	Less protective or partially implemented or not implemented	Implemented for Large Operators. For small/medium operators (see remarks for 3.1.1.), regulations 304, 310 define minimum required usable fuel in a different manner than 4.3.6.3
Chapter 4 4.3.6.4	R	Less protective or partially implemented or not implemented	Not implemented
Chapter 4 4.3.6.6	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 4 4.3.6.7	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 4 4.3.7.1	S	Less protective or partially implemented or not implemented	Implemented for Large Operators, but not for small/medium operators - see remarks for 3.1.1
Chapter 4 4.3.7.2	S	Less protective or partially implemented or not implemented	Implemented for Large Operators, but not for small/medium operators - see remarks for 3.1.1
Chapter 4 4.3.7.2.1	S	Less protective or partially implemented or not implemented	Implemented for Large Operators, but not for small/medium operators - see remarks for 3.1.1
Chapter 4 4.3.7.2.2	S	Less protective or partially implemented or not implemented	Implemented for Large Operators, but not for small/medium operators - see remarks for 3.1.1
Chapter 4 4.3.7.2.3	S	Less protective or partially implemented or not implemented	Implemented for Large Operators, but not for small/medium operators - see remarks for 3.1.1
Chapter 4 4.3.8.1	S	Less protective or partially implemented or not implemented	Implemented for Large Operators, but not for small/medium operators - see remarks for 3.1.1
Chapter 4 4.3.8.2	S	Less protective or partially implemented or not implemented	Implemented for Large Operators, but not for small/medium operators - see remarks for 3.1.1
Chapter 4 4.3.9	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 4 4.3.9.1	S	Less protective or partially implemented or not implemented	Regs. 288 and 411 require oxygen for all passengers only from 15,000 feet (not 13,000 feet)

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Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 4 4.3.9.2	S	Different in character or other means of compliance	Israeli oxygen requirements follow the US FARs. Main differences: regulations for operators of small or medium airplanes: regulation 288 requires When an airplane is not flown at a flight altitude above flight level 250, enough oxygen for 30 minutes for 10 percent of the passengers, if at any point along the route to be flown the airplane can safely descend to a flight altitude of 14,000 feet or less within four minutes. (b) For operators of large airplanes, - regulation 411 (adopting FARs 121.331 and 121.333) require When an airplane certificated to operate at flight altitudes up to and including flight level 250, can at any point along the route to be flown, descend safely to a flight altitude of 14,000 feet or less within four minutes, oxygen must be available at the rate prescribed by this part for a 30-minute period for at least 10 percent of the passenger cabin occupants. These requirements may or may not satisfy the standards requirement of "supply all the crew members and passengers... for any period that the atmospheric pressure... would be less than 700 hPa", depending on the operation. The additional requirement for a minimum of 10 minute supply for operations over FL250 or for operations in which the aircraft cannot descend within 4 minutes are met or exceeded
Chapter 4 4.3.10.1	R	Less protective or partially implemented or not implemented	Implemented only for EDTO - authorized operations
Chapter 4 4.4.1.1	S	Less protective or partially implemented or not implemented	Implemented for Large Operators, but not for small/medium operators - see remarks for 3.1.1.
Chapter 4 4.4.1.2	S	Less protective or partially implemented or not implemented	Fully implemented for large operators. For small/medium operators (see remarks for 3.1.1.), regulation 312(b) does not specify the minimum height 300 m or specify controlling RVR
Chapter 4 4.4.1.3	S	Less protective or partially implemented or not implemented	Fully implemented for Large operators. For (see remarks for 3.1.1). Partially implemented for small/ and medium operators (see remarks for 3.1.1.),- regulation 312(c) follows the standard, but misses text - regarding descent below 300 m reference to controlling RVR .
Chapter 4 4.4.2	S	Less protective or partially implemented or not implemented	Fully implemented for large operators (see remarks for 3.1.1). Partially implemented for small/ and medium operators (see remarks for 3.1.1) - regulation 253 does not refer directly to DOC 4444 as the reference for making meteorological reports.
Chapter 4 4.4.2.1	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 4 4.4.5.2	S	Different in character or other means of compliance	Implemented as stated for large operators, but differently implemented for small/medium operators (see remarks for 3.1.1) - regulation 23.1447(d)(2) allows quick donning OR automatic presentation of the mask to flight crew before the cabin pressure altitude exceeds 15,000 feet
Chapter 4 4.4.6.1	R	Less protective or partially implemented or not implemented	Implemented for Large operators, but not for small/ Medium Operators (see remarks for 3.1.1).

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Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 4 4.4.9.1	R	Less protective or partially implemented or not implemented	Although operator's Aeroplane operating procedures for noise abatement follow the provisions of PANS-OPS Vol. I, this requirement is not explicitly promulgated.
Chapter 4 4.4.9.2	R	Less protective or partially implemented or not implemented	Not implemented
Chapter 4 4.4.10.1	R	Less protective or partially implemented or not implemented	This recommendation is not currently implemented
Chapter 4 4.4.11	S	Less protective or partially implemented or not implemented	Not Yet Implemented
Chapter 4 4.5.2	S	Less protective or partially implemented or not implemented	Implemented for Large operators, but not for small/ Medium Operators (see remarks for 3.1.1).
Chapter 4 4.5.3	S	No Difference	
Chapter 4 4.5.4	S	Less protective or partially implemented or not implemented	Implemented for Large operators, but not for small/ Medium Operators (see remarks for 3.1.1).
Chapter 4 4.7.1.1	S	Less protective or partially implemented or not implemented	Implemented for Large operators, but not for small/ Medium Operators (see remarks for 3.1.1).
Chapter 4 4.7.1.2	S	Less protective or partially implemented or not implemented	Implemented for Large operators, but not for small/ Medium Operators (see remarks for 3.1.1).
Chapter 4 4.7.2.1	S	Less protective or partially implemented or not implemented	Implemented for Large Operators, but not for small/ medium operators - see remarks for 3.1.1: EDTO requirements are not yet implemented for small/medium operators.
Chapter 4 4.7.2.2	S	Less protective or partially implemented or not implemented	Implemented for Large Operators, but not for small/ medium operators - see remarks for 3.1.1: EDTO requirements are not yet implemented for small/medium operators.
Chapter 4 4.7.2.3	S	Less protective or partially implemented or not implemented	Implemented for Large Operators, but not for small/ medium operators - see remarks for 3.1.1: EDTO requirements are not yet implemented for small/medium operators.
Chapter 4 4.7.2.3.1	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 4 4.7.2.4	S	Less protective or partially implemented or not implemented	Implemented for Large Operators, but not for small/ medium operators - see remarks for 3.1.1: EDTO requirements are not yet implemented for small/medium operators
Chapter 4 4.7.2.5	S	Less protective or partially implemented or not implemented	Implemented for Large Operators, but not for small/ medium operators - see remarks for 3.1.1: EDTO requirements are not yet implemented for small/medium operators
Chapter 4 4.7.2.6	S	Less protective or partially implemented or not implemented	Implemented for Large Operators, but not for small/ medium operators - see remarks for 3.1.1: EDTO requirements are not yet implemented for small/medium operators

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Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 4 4.7.2.7	R	Not Applicable	This standard is no longer relevant to operations in Israel.
Chapter 4 4.8	S	Less protective or partially implemented or not implemented	Implemented for Large operators, but only partially implemented for small/Medium Operators (see remarks for 3.1.1). The regulation 262 excludes aircraft with fewer than 19 passengers.
Chapter 4 4.10.1	S	Less protective or partially implemented or not implemented	Flight time Limitations regulations only regulate Air crew flight time, but not cabin crew. The CAAI has chosen not to implement FRMS. the current prescriptive regulations are not based on updated scientific principles, knowledge and operational experience. Implemented for Large Operators, but only partially implemented for small/medium operators.
Chapter 4 4.10.2	S	Less protective or partially implemented or not implemented	Flight time Limitations regulations only regulate Air crew flight time, but not cabin crew. The CAAI has chosen not to implement FRMS. Implemented for Large Operators, but only partially implemented for small/medium operators.
Chapter 4 4.10.4	S	Not Applicable	The CAAI has chosen not to implement FRMS.
Chapter 4 4.10.5	S	Not Applicable	The CAAI has chosen not to implement FRMS.
Chapter 4 4.10.6	S	Not Applicable	The CAAI has chosen not to implement FRMS.
Chapter 4 4.10.7	R	Not Applicable	The CAAI has chosen not to implement FRMS.
Chapter 5 5.1.1	S	Less protective or partially implemented or not implemented	Implemented for Large Operators, but only partially implemented for small/medium operators - see remarks for 4.2.3.1 - chapter 12 regulations do not yet address operation of foreign-registered aircraft in this aspect.
Chapter 5 5.1.2	S	Less protective or partially implemented or not implemented	A single-engined aeroplane is not allowed to be operated by large Commercial Air Transport operators (see remarks for 3.1.1). The requirement is not yet implemented for small / medium operators
Chapter 5 5.1.3	R	Less protective or partially implemented or not implemented	Article 41 of the Convention is not implemented under Israeli Aviation Law.
Chapter 5 5.2.1	S	Different in character or other means of compliance	There is no distinction between aeroplanes certificated in accordance with Parts IIIA and IIIB of Annex 8 and other types of aeroplanes
Chapter 5 5.2.4	S	Different in character or other means of compliance	There is no specific provision in the regulations covering this obligation, but it is implemented.
Chapter 5 5.2.8.1	S	Different in character or other means of compliance	Israel does not have a specific regulation that requires the loss of Runway length be considered due to alignment of the airplane prior To takeoff. However, Israel does within its aircraft certification Regulations require aircraft performance be determined by using the point on the runway where takeoff is started when computing takeoff Distance. This same criteria is used when computing runway Available for accelerate / stop distance. Accounting for runway loss Due to alignment is done within each air carrier's approved Operations manual.

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Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 5 5.3.2	S	Less protective or partially implemented or not implemented	Implemented for Large operators, but not for small/ Medium Operators (see remarks for 3.1.1)
Chapter 6 6.1.4	S	Less protective or partially implemented or not implemented	Implemented for Large Operators, but only partially implemented for small/medium operators - see remarks for 4.2.3.1 - regulations 240 - 241 require the provision of an Operations manual which covers parts of the requirements of the standard. The requirement for design meeting Human Factors Principles is not implemented.
Chapter 6 6.1.5	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 6 6.1.5.1	S	Not Applicable	An aeroplane, when operating under an Article 83 bis agreement entered into between the State of Registry and the State of the Operator, shall carry a certified true copy of the agreement summary, in either an electronic or hard copy format. When the summary is issued in a language other than English, an English translation shall be included. Note — Guidance regarding the agreement summary is contained in the Manual on the Implementation of Article 83 bis of the Convention on International Civil Aviation (Doc 10059).
Chapter 6 6.1.5.2	S	Not Applicable	The agreement summary of an Article 83 bis agreement shall be accessible to a civil aviation safety inspector to determine which functions and duties are transferred under the agreement by the State of Registry to the State of the Operator, when conducting surveillance activities, such as ramp checks. Note — Guidance for the civil aviation safety inspector conducting an inspection of an aeroplane operated under an Article 83 bis agreement is contained in the Manual of Procedures for Operations Inspection, Certification and Continued Surveillance (Doc 8335)
Chapter 6 6.1.5.3	S	Not Applicable	The agreement summary shall be transmitted to ICAO together with the Article 83 bis agreement for registration with the ICAO Council by the State of Registry or the State of the Operator. Note — The agreement summary transmitted with the Article 83 bis agreement registered with the ICAO Council contains the list of all aircraft affected by the agreement. However, the certified true copy to be carried on board, as per 6.1.5.1, will need to list only the specific aircraft carrying the copy
Chapter 6 6.1.5.4	R	Not Applicable	Should contain specific aircraft 10, paragraph 2. Recommendation — The agreement summary the information in Appendix 10 for the and should follow the layout of Appendix

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Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 6 6.2.2	S	Less protective or partially implemented or not implemented	Regulations concerning seat and harness requirements for cabin crew are established in certification standards since 1996, but are not required retroactively in Operations regulations; Requirement regarding means of conveying instructions when seat belts are to be fastened is only required for airplanes carrying more than 19 passengers; Requirements regarding means of conveying use of oxygen system is not implemented for small operators (see remarks for 3.1.1.)
Chapter 6 6.3	S	Less protective or partially implemented or not implemented	The Specifications detailed in this standard are not recognized in Israeli Aviation Law
Chapter 6 6.3.1	S	Different in character or other means of compliance	The full list of parameters in FAR 121 Appendix M largely follows the list of parameters in annex 6 appendix 8. There are some variations in sampling parameters
Chapter 6 6.3.1.1.1	S	Less protective or partially implemented or not implemented	Aircraft under MTOW 5700 kg are operated according to chapter 12 of Air Navigation Regulations (Operation of aircraft and Rules of flight), 1981. Regulation 285A requires FDRs based on number of passengers, (10-19). The regulation does not require a Class C AIR and an ADRS
Chapter 6 6.3.1.1.2	R	Less protective or partially implemented or not implemented	Aircraft under MTOW 5700 kg are operated according to chapter 12 of Air Navigation Regulations (Operation of aircraft and Rules of flight), 1981. Regulation 285A requires FDRs based on number of passengers, (10-19). The regulation does not require a Class C AIR and an ADRS
Chapter 6 6.3.1.1.3	S	Different in character or other means of compliance	Airplanes over MTOW 27000 Kg are operated under chapter 13 to Air Navigation Regulations (operation of Aircraft and Rules of Flight). Regulation 411 of chapter 13 adopts FAR 121.344 for transport category airplanes, and provides for an effective date for the FDR rule as 11 October 1991 after which transport aircraft are required to equip an FDR with similar recording properties to Type 1, with progressively increasing requirements for later models. and the requirement is based on the number of passenger seats, rather than on weight.
Chapter 6 6.3.1.1.4	S	Less protective or partially implemented or not implemented	Airplanes with 5700 < MTOW < 27000 Kg are operated under chapter 12 or 13 to Air Navigation Regulations (operation of Aircraft and Rules of Flight). for chapter 13, Regulation 411 of chapter 13 adopts FAR 121.344 for transport category airplanes, which requires a FDR with similar properties to type II for airplanes manufactured before October 11, 1991, with progressively increasing requirements for later models. For chapter 12, regulation 285A uses october 1991 as the applicable date after which airplanes are required to equip a FDR with similar properties as type II, and also limits the requirements based on the number of passenger seats.
Chapter 6 6.3.1.1.5	R	Less protective or partially implemented or not implemented	Aircraft under MTOW 5700 kg are operated according to chapter 12 of Air Navigation Regulations (Operation of aircraft and Rules of flight), 1981. Regulation 285A requires FDRs based on number of passengers, (10-19). The regulation does not require a Class C AIR and an ADRS.

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Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 6 6.3.1.1.6	S	Different in character or other means of compliance	Airplanes over MTOW 5700 Kg are operated under chapter 13 to Air Navigation Regulations (operation of Aircraft and Rules of Flight). Regulation 411 of chapter 13 adopts FAR121.344 for transport category airplanes, and provides for an effective date for the FDR rule as 11 October 1991 after which transport aircraft are required to equip an FDR with similar recording properties to Type 1, with progressively increasing requirements for later models. For large turbine-powered airplanes that are not transport category, FAR 121.343(a) (chapter 13) and regulation 285A chapter 12) require an FDR with the relevant parameters
Chapter 6 6.3.1.1.7	R	Different in character or other means of compliance	Airplanes over MTOW 5700 Kg are operated under chapter 12 & chapter 13 to Air Navigation Regulations (operation of Aircraft and Rules of Flight). Regulation 411 of chapter 13 adopts FAR 121.344 for transport category airplanes, and provides for an effective date for the FDR rule as 11 October 1991 after which transport aircraft are required to equip an FDR with similar recording properties to Type 1, with progressively increasing requirements for later models. For large turbine-powered airplanes that are not transport category, FAR 121.343(a) (chapter 13) and regulation 285A chapter 12) require an FDR with the relevant parameters.
Chapter 6 6.3.1.1.8	S	Different in character or other means of compliance	Airplanes over MTOW 5700 Kg are operated under chapter 12 & chapter 13 to Air Navigation Regulations (operation of Aircraft and Rules of Flight). Regulation 411 of chapter 13 adopts FAR 121.344 for transport category airplanes, and provides for an effective date for the FDR rule as 11 October 1991 after which transport aircraft are required to equip an FDR with similar recording properties to Type 1, with progressively increasing requirements for later models. For large turbine-powered airplanes that are not transport category, FAR 121.343(a) (chapter 13) and regulation 285A chapter 12) require an FDR with the relevant parameters
Chapter 6 6.3.1.1.9	R	Different in character or other means of compliance	Airplanes over MTOW 5700 Kg are operated under chapter 12 & chapter 13 to Air Navigation Regulations (operation of Aircraft and Rules of Flight). Regulation 411 of chapter 13 adopts FAR 121.344 for transport category airplanes, and provides for an effective date for the FDR rule as 11 October 1991 after which transport aircraft are required to equip an FDR with similar recording properties to Type 1, with progressively increasing requirements for later models. For large turbine-powered airplanes that are not transport category, FAR 121.343(a) (chapter 13) and regulation 285A chapter 12) require an FDR with the relevant parameters

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Chapter 6 6.3.1.1.10	R	Less protective or partially implemented or not implemented	Airplanes over MTOW 5700 Kg are operated under chapter 12 & chapter 13 to Air Navigation Regulations (operation of Aircraft and Rules of Flight). Regulation 411 of chapter 13 adopts FAR 121.344 for transport category airplanes, and provides for an effective date for the FDR rule as 11 October 1991 after which transport aircraft are required to equip an FDR with similar recording properties to Type 1A. However, airplanes operated under chapter 12 are required by regulation 285A(a) & (b) to carry an FDR only if they are certificated to carry 10-19 and 20-30 passengers, respectively, and only require recording the parameters listed in FAR 135 appendix B and D, respectively, which do not meet type I requirements.
Chapter 6 6.3.1.1.11	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 6 6.3.1.1.12	R	Less protective or partially implemented or not implemented	Not implemented
Chapter 6 6.3.1.2	R	Less protective or partially implemented or not implemented	Not implemented
Chapter 6 6.3.1.3	S	Less protective or partially implemented or not implemented	Implemented for Large Operators, but not for small/ medium operators - see remarks for 3.1.1 - regulation 285A requires 8 hours recording time for aircraft carrying 10-19 passengers, and does not specify explicitly the duration required for aircraft carrying 20-30 passengers
Chapter 6 6.3.2.1.1	S	Less protective or partially implemented or not implemented	The regulation requires a CVR for every turbine-engines aeroplane which is capable to carry 6 passengers or more and is to be operated by 2 pilots
Chapter 6 6.3.2.1.2	R	Less protective or partially implemented or not implemented	The regulation requires a CVR for every turbine-engines aeroplane which is capable to carry 6 passengers or more and is to be operated by 2 pilots
Chapter 6 6.3.2.1.3	S	Less protective or partially implemented or not implemented	Implemented for Large Operators, but not for small/ medium operators - see remarks for 3.1.1 - regulation 285 requires a CVR for every turbine-engines aeroplane which is capable to carry 6 passengers or more and is to be operated by 2 pilots
Chapter 6 6.3.2.1.5	R	Less protective or partially implemented or not implemented	Implemented for Large Operators, but not for small/ medium operators - see remarks for 3.1.1 - regulation 285 requires a CVR for every turbine-engines aeroplane which is capable to carry 6 passengers or more and is to be operated by 2 pilots
Chapter 6 6.3.2.2	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 6 6.3.2.3.1	S	Less protective or partially implemented or not implemented	Implemented for Large Operators, but not for small/ medium operators - see remarks for 3.1.1: regulation 285 (applicable to medium aircraft operated in accordance with chapter 12) requires only 15 / 30 minutes recording time
Chapter 6 6.3.2.3.2	S	Less protective or partially implemented or not implemented	Not implemented

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Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 6 6.3.2.3.3	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 6 6.3.2.4.1	S	Less protective or partially implemented or not implemented	Implemented for Large Operators, but only partially implemented for small/medium operators - see remarks for 4.2.3.1- reg. 285(a)(1) does not have this requirement for airplanes certified to carry six passengers or more
Chapter 6 6.3.2.4.2	S	Less protective or partially implemented or not implemented	Regulation 411 (adopting FAR 121.359 & 25.1457) does not specifically require the forward CVR to be powered by the alternate source
Chapter 6 6.3.3.1.1	S	Less protective or partially implemented or not implemented	Implemented for Large Operators, but not for small/ medium operators - see remarks for 3.1.1 - chapter 12 operators are not required to record data link communications of the equipment is installed.
Chapter 6 6.3.3.1.2	S	Less protective or partially implemented or not implemented	Implemented for Large Operators, but not for small/ medium operators - see remarks for 3.1.1 - chapter 12 operators are not required to record data link communications of the equipment is installed.
Chapter 6 6.3.3.1.3	R	Less protective or partially implemented or not implemented	Not implemented
Chapter 6 6.3.3.2	S	Different in character or other means of compliance	The requirement is not explicitly stated in the regulations. However, (see FAA final rule document 121-338) Since the duration of any particular flight is variable, the FAA has established a minimum DLC recording duration of at least two hours to match the requirement for the CVR. Ground stations also record CPDLC messages, so any messages that occur outside of the 2-hour minimum could be retrieved from a ground source.
Chapter 6 6.3.3.3	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 6 6.3.4.1.1	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 6 6.3.4.1.2	R	Less protective or partially implemented or not implemented	Not implemented
Chapter 6 6.3.4.2	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 6 6.3.4.3	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 6 6.3.5.4	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 6 6.3.5.5.1	R	Less protective or partially implemented or not implemented	Not yet implemented
Chapter 6 6.3.5.5.2	S	Less protective or partially implemented or not implemented	Not yet implemented

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Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 6 6.3.5.5.3	R	Less protective or partially implemented or not implemented	Not implemented
Chapter 6 6.3.5.5.4	R	Less protective or partially implemented or not implemented	Not implemented
Chapter 6 6.3.6.1	S	Less protective or partially implemented or not implemented	Not yet implemented
Chapter 6 6.3.6.2	S	Less protective or partially implemented or not implemented	Not yet implemented
Chapter 6 6.4.1	S	Not Applicable	In Israel only controlled VFR flights are allowed
Chapter 6 6.4.2	S	Less protective or partially implemented or not implemented	All VFR flights in Israeli airspace are controlled flights. This standard is Implemented for Large operators, but only partially implemented for small operators (see remarks for 3.1.1): regulations 33 and 288A combined require the following equipment only required for IFR and not for CVFR: 1) an attitude indicator (artificial horizon); 2) a heading indicator (directional gyroscope); 3) a means of indicating whether the power supply to the gyroscopic instrument is adequate; 4) a rate-of-climb and descent indicator; and 5) The emergency power supply for the attitude indicator required by 6.9.2.1 for airplanes over 5700 kg. MTOW
Chapter 6 6.5.1	S	Less protective or partially implemented or not implemented	Implemented for Large Operators, but not for small/medium operators - see remarks for 3.1.1
Chapter 6 6.5.2.1	S	Less protective or partially implemented or not implemented	Implemented for Large Operators, but only partially implemented for small/medium operators - see remarks for 3.1.1:- Regulation 293 only requires life preservers for extended over-water operations, not for any operations over water; No reference is made to take off or approach paths over water
Chapter 6 6.5.3.2	S	Less protective or partially implemented or not implemented	Implemented for Large Operators, but only partially implemented for small/medium operators - see remarks for 4.2.3.1 - Regulation 293 requires a life jacket only for extended over-water operations, not for operations beyond gliding distance or in approach and take off over water
Chapter 6 6.6	S	Less protective or partially implemented or not implemented	Implemented for Large Operators, but not for small/medium operators - see remarks for 3.1.1
Chapter 6 6.7	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 6 6.7.4	R	Not Applicable	

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Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 6 6.7.5	S	Less protective or partially implemented or not implemented	Fully implemented for transport category aircraft. However, for FAR 23 aircraft, the requirement only demands that the dispensing units be immediately available for each occupant wherever seated. No requirement to exceed the number of occupants by 10 percent
Chapter 6 6.7.6	R	Less protective or partially implemented or not implemented	Implemented for Large Operators, but only partially implemented for small/medium operators - see remarks for 4.2.3.1 - the requirement is only valid for transport category aircraft, not all chapter 12 aircraft
Chapter 6 6.9.1	S	Less protective or partially implemented or not implemented	Implemented for Large Operators, but only partially implemented for small/medium operators - see remarks for 4.2.3.1 - Chapter 12 equipment require only one pressure altimeter.
Chapter 6 6.9.2.1	S	Less protective or partially implemented or not implemented	Implemented for Large Operators, but only partially implemented for small/medium operators - see remarks for 4.2.3.1 - Regulation 291 is missing text requiring minimum period of 30 minutes, and automatic operation
Chapter 6 6.10	S	Less protective or partially implemented or not implemented	Implemented for Large Operators, but only partially implemented for small/medium operators - see remarks for 4.2.3.1 - Regulation 289 & 290 only require certain equipment for aircraft carrying passengers at night, but not for those carrying cargo; portable light is required, but not for each crew member station
Chapter 6 6.11.1	R	Less protective or partially implemented or not implemented	Implemented for Large Operators, but only partially implemented for small/medium operators - see remarks for 4.2.3.1 - under regulations 296-297, small airplanes with a maximum passenger seating configuration under 10 are not required to carry airborne weather radars
Chapter 6 6.14	S	Less protective or partially implemented or not implemented	Implemented for Large Operators, but not for small/ medium operators - see remarks for 3.1.1 - a Mach Speed indicator is not required for small / medium airplanes operated under chapter 12
Chapter 6 6.15.4	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 6 6.16.1	S	Less protective or partially implemented or not implemented	Implemented for Large Operators, but only partially implemented for small/medium operators - see remarks for 4.2.3.1 - required by certification FARs 23.785 & 25.785 since 1996 and 1990, respectively, but not retroactively from 1981. Text of 25.785 does missing the 15 degrees requirement
Chapter 6 6.16.2.1	R	Less protective or partially implemented or not implemented	Implemented for Large Operators, but only partially implemented for small/medium operators - see remarks for 4.2.3.1 - required by certification FARs 23.785 & 25.785 since 1996 and 1990, respectively, but not retroactively from 1981. Text of 25.785 does missing the 15 degrees requirement
Chapter 6 6.17.1	R	Less protective or partially implemented or not implemented	Implemented for Large Operators, but not for small/ medium operators - see remarks for 3.1.1 - regulation 46 requires an ELT of any kind (not necessarily automatic for aeroplanes with maximum certified passenger seat of 19 or under who have first been issued a certificate of airworthiness before July 1st 2008

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Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 6 6.18.2	R	Less protective or partially implemented or not implemented	Regulation 46C applies only to aeroplanes with MCTOM of over 27,000 kg
Chapter 6 6.19.2	R	Less protective or partially implemented or not implemented	Regulation 25A does not require a ACAS II from airplanes below MTOW 5700 kg, or from Piston Powered airplanes
Chapter 6 6.20.1	S	Less protective or partially implemented or not implemented	The regulations require a Transponder meeting the requirements of TSO C112, which does not meet all the requirements of Annex 10 Volume IV
Chapter 6 6.20.2	S	Less protective or partially implemented or not implemented	The regulations require a transponder meeting TSO C112, but do not specifically require 25 ft resolution
Chapter 6 6.20.3	S	Less protective or partially implemented or not implemented	The regulations require a transponder meeting TSO C112, but do not specifically require 25 ft resolution
Chapter 6 6.20.4	R	Less protective or partially implemented or not implemented	Not yet implemented
Chapter 6 6.21	S	Less protective or partially implemented or not implemented	Only for those aircraft which are required, and equipped, to record the uninterrupted audio signals received by a boom or a mask microphone the flight crew members is required to use the boom microphone below 18,000 feet mean sea level
Chapter 6 6.22.1	R	Less protective or partially implemented or not implemented	Implemented for Large Operators, but not for small/medium operators - see remarks for 3.1.1
Chapter 6 6.22.2	R	Less protective or partially implemented or not implemented	Implemented for Large Operators, but not for small/medium operators - see remarks for 3.1.1
Chapter 6 6.24.1	S	Less protective or partially implemented or not implemented	Regulation 115D only requires approval of EVS for operational credit, not approval for safe operation
Chapter 6 6.24.2	S	Less protective or partially implemented or not implemented	Regulation 115D only requires approval of EVS for operational credit, not approval for safe operation. The regulation does not require a risk assessment
Chapter 6 6.25	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 7 7.1.1	S	Less protective or partially implemented or not implemented	Implemented for Large Operators, but only partially implemented for small/medium operators - see remarks for 4.2.3.1: Regulation 290 only specifies night CVFR operations, not daytime. Regulation 292 only specifies turbine aeroplanes in IFR or extended flights over water, and is missing the specific reference to meteorological information any time during flight
Chapter 7 7.1.2	S	Less protective or partially implemented or not implemented	Implemented for Large Operators, but not for small/medium operators - see remarks for 3.1.1: Regulation 33 does not specifically address this requirement
Chapter 7 7.1.3	S	Different in character or other means of compliance	Regulation 34 requires approval of RCP type, and refers to ICAO doc 9869 for guidance. The draft of ICAO doc 9869 includes references to manufacturer documentations and MEL in chapter 4.

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Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 7 7.1.4	S	Different in character or other means of compliance	Regulation 34 requires approval of RCP type, and refers to ICAO doc 9869 for guidance. The draft of ICAO doc 9869 includes the required state oversight
Chapter 7 7.2.1	S	Less protective or partially implemented or not implemented	Implemented for Large Operators, but only partially implemented for small/medium operators - see remarks for 4.2.3.1 - regulation 292 does not fully match the text of the standard. No reference to operational flight plan, ATS requirements, or VFR.
Chapter 7 7.2.2	S	Different in character or other means of compliance	Regulation 34A requires approval of RCP type, and refers to ICAO doc 9613 for guidance. ICAO doc 9613 includes references to manufacturer documentations and MEL in 3.4.2 and 3.4.3 (airworthiness and operational approval)
Chapter 7 7.2.3	S	Different in character or other means of compliance	Regulation 34 requires approval of RCP type, and refers to ICAO doc 9613 for guidance. The draft of ICAO doc 9613 includes references to manufacturer documentations and MEL in chapter 4
Chapter 7 7.2.4	S	Different in character or other means of compliance	Regulation 34 requires approval of RCP type, and refers to ICAO doc 9613 for guidance. The draft of ICAO doc 9613 includes references to manufacturer documentations and MEL in chapter 4
Chapter 7 7.2.11	S	Less protective or partially implemented or not implemented	Implemented for Large Operators, but not for small/medium operators - see remarks for 3.1.1 - this requirement is not specifically addressed in chapter 12 regulations
Chapter 7 7.2.12	S	Less protective or partially implemented or not implemented	Implemented for Large Operators, but not for small/medium operators - see remarks for 3.1.1 - this requirement is not specifically addressed in chapter 12 regulations
Chapter 8 8.1.4	S	Less protective or partially implemented or not implemented	Implemented for Large Operators, but only partially implemented for small/medium operators - see remarks for 4.2.3.1 - regulation 248 does not properly define the roles and responsibilities of the nominated pos holder in charge of "maintenance and inspection", but rather requires the AOC holder to specify his roles and responsibilities.
Chapter 8 8.2.1	S	Less protective or partially implemented or not implemented	Implemented for Large Operators, but not for small/medium operators - see remarks for 3.1.1 - regulation 240 & 241 requires an "operations manual which includes reference to "maintenance", but the regulations do not yet require an MCM in accordance with 11.2 for chapter 12 operators. The requirement to observe human factors principles is also only implemented for large operators' MCM.
Chapter 8 8.2.2	S	Less protective or partially implemented or not implemented	Implemented for Large Operators, but not for small/medium operators - see remarks for 3.1.1 - regulation 241 requires that the "operations manual" required in reg. 240 be amended as necessary, but does not yet refer to the MCM. (see remarks for 8.2.1.)

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Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 8 8.5.2	S	Less protective or partially implemented or not implemented	Implemented for Large Operators, but not for small/medium operators - see remarks for 3.1.1: Regulation 132 requires all operators to amend the maintenance program in accordance with all updates to maintenance data, which includes instructions for continuing airworthiness issued by the organizations in charge of type design or manufacturing of the aircraft. The requirement for an accepted procedure for assessing such information is placed in appendix 4 to Air Navigation Regulations, which is currently applicable only for large operators.
Chapter 8 8.7.1.1	S	Less protective or partially implemented or not implemented	Implemented for AMOs servicing airplanes operated by Large Operators, but not for small/medium operators - see remarks for 3.1.1
Chapter 8 8.7.1.3	S	Different in character or other means of compliance	Under the Israeli system, the Director General of the CAAI is able to suspend, limit or revoke an AMO license based on a finding of non-compliance, but the ceasure of the continued validity is not derived automatically from the non-compliance itself.
Chapter 8 8.8.2	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 8 8.8.3	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 9 9.3.1	S	Less protective or partially implemented or not implemented	Implemented for Large Operators, but only partially implemented for small/medium operators - see remarks for 4.2.3.1: CRM and Upset Prevention and Recovery Training are not yet required for small operators.
Chapter 9 9.4.1.1	S	Less protective or partially implemented or not implemented	Implemented for Large Operators, but only partially implemented for small/medium operators - see remarks for 4.2.3.1 - Regulation 317 only requires recent experience from PIC of aeroplanes transporting passengers - not for co-pilot, or for aeroplanes transporting cargo only.
Chapter 9 9.4.1.2	S	Less protective or partially implemented or not implemented	Implemented for Large Operators, but not for small/medium operators - see remarks for 3.1.1 - The regulations do not yet prescribe the conditions under which the requirements of 9.4.1.1 can be combined for chapter 12 operators.
Chapter 9 9.4.2.1	S	Less protective or partially implemented or not implemented	Implemented for Large Operators, but not for small/medium operators - see remarks for 3.1.1 - The regulations do not yet prescribe requirements for assigning a pilot in the capacity of Cruise relief pilot for chapter 12 operators.
Chapter 9 9.4.2.2	S	Less protective or partially implemented or not implemented	Implemented for Large Operators, but not for small/medium operators - see remarks for 3.1.1 - The regulations do not yet prescribe the conditions under which the requirements of 9.4.2.1 can be combined for chapter 12 operators.
Chapter 9 9.4.3.2	S	Less protective or partially implemented or not implemented	Implemented for Large Operators, but not for small/medium operators - see remarks for 3.1.1: Demonstration of knowledge specific to the route to be flown is not required for chapter 12 operators

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Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 9 9.4.3.3	S	Less protective or partially implemented or not implemented	Implemented for Large Operators, but not for small/medium operators - see remarks for 3.1.1: There is no requirement under Part 12 for the pilot-in-command to have made an actual approach into each aerodrome of landing on the route, accompanied by a pilot who is qualified for the aerodrome.
Chapter 9 9.4.3.5	S	Less protective or partially implemented or not implemented	Implemented for Large Operators, but not for small/medium operators - see remarks for 3.1.1 - chapter 12 regulations do not yet provide for specific routes or regions.
Chapter 9 9.4.3.6	S	Less protective or partially implemented or not implemented	Implemented for Large Operators, but not for small/medium operators - see remarks for 3.1.1 - chapter 12 regulations do not yet provide for specific routes or regions.
Chapter 9 9.4.4.1	S	Less protective or partially implemented or not implemented	Implemented for Large Operators, but only partially implemented for small/medium operators - see remarks for 4.2.3.1: small/medium operators are only required to hold a proficiency check once per year for each pilot. Large Operators: regulation 461 allows the successful completion of one Training course, administered by a check pilot, in an approved FTSD to substitute as one of the annual required proficiency checks.
Chapter 9 9.4.4.2	S	Less protective or partially implemented or not implemented	Implemented for Large Operators, but not for small/medium operators - see remarks for 3.1.1 - The regulations do not yet prescribe the conditions under which the requirements of 9.4.4.1 can be combined for chapter 12 operators.
Chapter 9 9.4.5.3	S	Less protective or partially implemented or not implemented	Not Yet Implemented The initial and recurrent flight training and pro- efficiency checks indicated in 9.3.1 and 9.4.4 shall be performed by the pilot-in-command in the single pilot role on the class of aeroplane in an environment representative of the operation.
Chapter 10 10.2	S	Less protective or partially implemented or not implemented	Large operators (see remarks for 3.1.1) are required to employ licensed flight operations officers in conjunction with the approved method for operational control under regulation 466(a). Small/medium operator's approved method of control does not require licensed flight operations officers. In accepting proof of qualifications other than the option of holding of a flight operations officer/flight dispatcher license, the State of the Operator, in accordance with the approved method of control and supervision of flight operations, shall require that, as a minimum, such persons meet the requirements specified in Annex 1 for the flight operations officer/flight dispatcher license.
Chapter 10 10.4	R	Less protective or partially implemented or not implemented	The State of Israel finds it impracticable to comply with this recommendation, as the meaning and implications of it are poorly defined or understood. Human knowledge and skills related to human performance are already required in standard 10.3 above.

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Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 11 11.1	S	Less protective or partially implemented or not implemented	Implemented for Large Operators, but only partially implemented for small/medium operators - see remarks for 4.2.3.1: regulation 259(3) only requires a small/medium chapter 12 operator to provide an "updated flight manual" to flight crew, but the regulations do not yet specify the mechanism and requirements for updating it. Large operators (chapter 13): fully implemented.
Chapter 11 11.2	S	Less protective or partially implemented or not implemented	Implemented for Large Operators, but only partially implemented for small/medium operators - see remarks for 4.2.3.1: Chapter 12 regulations require an "operational manual" with reference to maintenance procedures, and do not yet fully address all requirements of this standard.
Chapter 11 11.4.3	R	Less protective or partially implemented or not implemented	Implemented for Large Operators, but not for small/medium operators - see remarks for 3.1.1 - small/medium operators are not yet required to retain journey log book records
Chapter 11 11.5	S	Less protective or partially implemented or not implemented	Implemented for Large Operators, but not for small/medium operators - see remarks for 3.1.1 - small/medium operators are not yet required to retain records as per this Standard.
Chapter 11 11.6	S	Less protective or partially implemented or not implemented	The preservation of flight recorder records is require only for accidents and serious incidents.
Chapter 12 12.2	S	Less protective or partially implemented or not implemented	Implemented for Large Operators, but only partially implemented for small/medium operators - see remarks for 4.2.3.1 - regulation 8 requires cabin crew to fasten seat belts during take off and landing, but does not explicitly require cabin crew to occupy the seat during take-off and landing
Chapter 12 12.4	S TRAINING	Less protective or partially implemented or not implemented	The regulations concerning dangerous goods training programs (330 & 451) require that the operator shall establish a training program for each employee "involved with the transport of dangerous goods", and, if electing not to transport dangerous goods, shall ensure that crew members are qualified to identify dangerous goods. The specific reference to awareness of dangerous goods which may or may not be carried in the cabin is not explicitly expressed.
Chapter 13 13.2.1	S	Less protective or partially implemented or not implemented	Implemented for Large Operators, but not for small/medium operators - see remarks for 3.1.1
Chapter 13 13.2.4	R	Less protective or partially implemented or not implemented	The State of Israel finds it impracticable to meet the requirements of this recommendation.
Chapter 13 13.2.5	R	Less protective or partially implemented or not implemented	The State of Israel finds it impracticable to meet the requirements of this recommendation.
Chapter 13 13.3	S	Less protective or partially implemented or not implemented	Implemented for Large Operators, but only partially implemented for small/medium operators - see remarks for 4.2.3.1
Chapter 13 13.6.1	R	Less protective or partially implemented or not implemented	Not implemented

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Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 14 14.2	R	Less protective or partially implemented or not implemented	The regulations concerning dangerous goods training programs (330 & 451) require that an operator not eligible to transport dangerous goods, shall ensure that crew members are qualified to identify dangerous goods. However, the requirement to establish DG policies and procedures is not explicitly implemented.
Chapter 14 14.3	S	Less protective or partially implemented or not implemented	The regulations concerning dangerous goods training programs (330 & 451) require that an operator eligible to transport dangerous goods shall ensure that employees involved with the transport of DG shall undergo a training program. Appendix 5 requires DG policies and procedures. However, explicit reference to identification and rejection of undeclared & mis declared DG, or reporting requirements are not yet implemented.
Chapter 15 15.1	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 15 15.2.1	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 15 15.2.2	S	Less protective or partially implemented or not implemented	Not implemented

ANNEX 6 Volume II - Operation of Aircraft (Amendment 38)			
Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 1	Definition: Acts of unlawful interference	Less protective or partially implemented or not implemented	Not implemented
Chapter 1	Definition: Aerial work	Less protective or partially implemented or not implemented	Not implemented
Chapter 1	Definition: Agreement summary	Not applicable	Not implemented
Chapter 1	Definition: Appropriate airworthiness requirements	Less protective or partially implemented or not implemented	Not implemented
Chapter 1	Definition: Combined vision system (CVS)	Less protective or partially implemented or not implemented	Not implemented
Chapter 1	Definition: Continuing airworthiness records	Less protective or partially implemented or not implemented	Not implemented
Chapter 1	Definition: Continuous descent final approach (CDFA)	Less protective or partially implemented or not implemented	Not implemented

ANNEX 6 Volume II - Operation of Aircraft (Amendment 38)			
Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 1	Definition: Corporate aviation operation	Less protective or partially implemented or not implemented	Not implemented
Chapter 1	Definition: Flight simulation training device	Less protective or partially implemented or not implemented	Not implemented
Chapter 1	Definition: Head-up display (HUD)	Less protective or partially implemented or not implemented	Not implemented
Chapter 1	Definition: Industry codes of practice	Not applicable	Not implemented
Chapter 1	Definition: Instrument approach operations	Less protective or partially implemented or not implemented	Not implemented
Chapter 1	Definition: Low-visibility operations (LVO)	Less protective or partially implemented or not implemented	Not implemented
Chapter 1	Definition: Obstacle clearance altitude (OCA)	Less protective or partially implemented or not implemented	Not implemented
Chapter 1	Definition: Psychoactive substances	Different in character or other means of compliance	The ANR definition depicts drugs and alcoholic substances
Chapter 1	Definition: Specific approval	Less protective or partially implemented or not implemented	Not implemented
Chapter 1	Definition: State of the Aerodrome	Less protective or partially implemented or not implemented	Not implemented
Chapter 1	Definition: Synthetic vision system (SVS)	Less protective or partially implemented or not implemented	Not implemented
Chapter 1	Definition: Target level of safety (TLS)	Not applicable	Not implemented
Chapter 1	Definition: Total vertical error (TVE)	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.1.1.5	R	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.1.1.6	S	Different in character or other means of compliance	The ANR's refer to chapter 5, section II of Annex 10
Chapter 2 2.1.4	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.2.1	S	Less protective or partially implemented or not implemented	Not implemented for General Aviation

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Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 2 2.2.2.2.1	S	Different in character or other means of compliance	The aerodrome minima is expressed as an approach minima in the depicted ANR
Chapter 2 2.2.2.2.1.1	S	Less protective or partially implemented or not implemented	Credit may be approved only for EVS. In addition, there is no demand for Automatic landing system
Chapter 2 2.2.2.2.2	S	Less protective or partially implemented or not implemented	The ANR's depict the former version of the approach minima classification as CAT I,II,IIIA,B,C minimas.
Chapter 2 2.2.2.2.5	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.2.2.2.6	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.2.2.3.1	S	Less protective or partially implemented or not implemented	Applies to large aeroplanes and multi-turbin engines aeroplane only
Chapter 2	S	Less protective or partially implemented or not implemented	Applies to large aeroplanes and multi-turbin engines aeroplane only
Chapter 2 2.2.2.3.3	S	Less protective or partially implemented or not implemented	This standard is not currently implemented within the ANRs
Chapter 2 2.2.3.2	R	Less protective or partially implemented or not implemented	The ANR specify the need to obtain takeoff performance information, with emphasis on declared distances
Chapter 2 2.2.3.4.3	S	Different in character or other means of compliance	This standard is implemented for fuel requirements. In the ANR the criteria is established using 2 hours
Chapter 2 2.2.3.4.4	S	Less protective or partially implemented or not implemented	Applies to large aeroplanes and multi-engined aeroplanes with turbine engines (Part 8 of the ANRs).
Chapter 2 2.2.3.4.5	S	Less protective or partially implemented or not implemented	Applies to large aeroplanes and multi-engined aeroplanes with turbine engines (Part 8 of the ANRs).
Chapter 2 2.2.3.5	S	Different in character or other means of compliance	Not implemented
Chapter 2.2.3.6.1	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.2.3.6.2	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.2.3.7.1	R	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.2.3.7.2	R	Less protective or partially implemented or not implemented	Not implemented

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Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 2 2.2.4.1.1	S	Less protective or partially implemented or not implemented	Text of regulation does not match the requirements of the standard
Chapter 2 2.2.4.1.2	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.2.4.1.3	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.2.4.2.2	R	Less protective or partially implemented or not implemented	This standard is not currently implemented in the ANR's
Chapter 2 2.2.4.4.1	R	Less protective or partially implemented or not implemented	This standard is not currently implemented in the ANR's
Chapter 2 2.2.4.6.1	R	Different in character or other means of compliance	This standard is implemented by demanding a suitable amount of oxygen for use of crew and passengers
Chapter 2 2.2.4.7.1	S	Less protective or partially implemented or not implemented	This standard is not currently implemented in the ANR's
Chapter 2 2.2.4.7.2	S	Less protective or partially implemented or not implemented	This standard is only implemented in chapter 13 regulation 480b of the ANR's
Chapter 2 2.2.4.7.3	S	Less protective or partially implemented or not implemented	This standard is only implemented in chapter 13 regulation 480b of the ANR's
Chapter 2 2.2.5.2	S	Less protective or partially implemented or not implemented	This standard is not currently implemented in the ANR's
Chapter 2 2.2.6	S	Less protective or partially implemented or not implemented	Applies to large aeroplanes and multi-turbine engines aeroplane only
Chapter 2 2.3.1.3	S	Less protective or partially implemented or not implemented	The PIC shall acquire the information depicted in the standard. there is no requirement for determining the actual performance
Chapter 2 2.4.2.1	S	Less protective or partially implemented or not implemented	This standard is not currently implemented in the ANR's
Chapter 2 2.4.2.2	S	Less protective or partially implemented or not implemented	Applies to large aeroplanes and multi-turbine engines aeroplane only
Chapter 2 2.4.2.4	R	Less protective or partially implemented or not implemented	This standard is implemented only in chapter 13 (CAT) of the ANRs
Chapter 2 2.4.4.1	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.4.4.2	S	Less protective or partially implemented or not implemented	Not implemented

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Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 2 2.4.4.2.1	R	Less protective or partially implemented or not implemented	This recommendation is not currently implemented in the ANR's
Chapter 2 2.4.4.3.2	S	Less protective or partially implemented or not implemented	Applies to large aeroplanes and multi-turbine engines aeroplane only.
Chapter 2 2.4.5	S	Less protective or partially implemented or not implemented	This standard is implemented only in chapter 13 (CAT) of the ANRs
Chapter 2 2.4.6.1	S	Different in character or other means of compliance	This standard is implemented by means of requirements for the use of oxygen in different flight levels
Chapter 2 2.4.6.2	S	Less protective or partially implemented or not implemented	This standard is not implemented in the ANRs
Chapter 2 2.4.6.3.1	R	Less protective or partially implemented or not implemented	This recommendation is not implemented in the ANRs
Chapter 2 2.4.10	S	Less protective or partially implemented or not implemented	The ANRs implement this Standard only for CAT operations in chapter 13
Chapter 2 2.4.11.1	S	Less protective or partially implemented or not implemented	This standard is not implemented in the ANRs
Chapter 2 2.4.11.2	R	Less protective or partially implemented or not implemented	This recommendation is not implemented in the ANRs
Chapter 2 2.4.11.3	R	Less protective or partially implemented or not implemented	This recommendation is not implemented in the ANRs
Chapter 2 2.4.11.4	S	Less protective or partially implemented or not implemented	This standard is not implemented in the ANRs
Chapter 2 2.4.11.5	S	Less protective or partially implemented or not implemented	This standard is not implemented in the ANRs
Chapter 2 2.4.11.6	R	Less protective or partially implemented or not implemented	This recommendation is not implemented in the ANRs
Chapter 2 2.4.11.7	S	Less protective or partially implemented or not implemented	This standard is not implemented in the ANRs
Chapter 2 2.4.12.3	S	More Exacting or Exceeds	All airplanes required to be equipped with at least one AUTO ELT regardless of their airworthiness issue date
Chapter 2 2.4.13.1	S	Different in character or other means of compliance	The relevant provisions used in the ANRs are of part 21 to the F.A.R
Chapter 2 2.4.15.1	S	Less protective or partially implemented or not implemented	The ANR deals only with EVS. The provisions for HUD, SVS or CVS are not implemented.
Chapter 2 2.4.15.2	S	Less protective or partially implemented or not implemented	The need for a safety assessment is not mentioned in the ANR

ANNEX 6 Volume II - Operation of Aircraft (Amendment 38)			
Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 2 2.4.16	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.4.16.1.1.1	R	Different in character or other means of compliance	The regulation implements Schedule E of Part 91 of the FAR
Chapter 2 2.4.16.1.1.2	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.4.16.1.1.3	R	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.4.16.1.2	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.4.16.1.3	S	Less protective or partially implemented or not implemented	The regulation requires to retain the information recorded during at least the last 8 hours
Chapter 2 2.4.16.2.1	R	More Exacting or Exceeds	The regulation requires that any airplane having a passenger seating capacity of 6 or more and requires two pilot crew for its operation, will be equipped with CVRs
Chapter 2 2.4.16.2.2	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.4.16.2.3	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.4.16.2.3.1	S	Less protective or partially implemented or not implemented	The regulation requires retaining the information recorded at least 15 minutes of its operation
Chapter 2 2.4.16.2.3.2	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.4.16.3.1.1	S	Less protective or partially implemented or not implemented	This Standard is Not Implemented in the ANR
Chapter 2 2.4.16.3.1.2	S	Less protective or partially implemented or not implemented	This Standard is Not Implemented in the ANR
Chapter 2 2.4.16.3.1.3	R	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.4.16.3.2	S	Less protective or partially implemented or not implemented	This Standard is Not Implemented in the ANR
Chapter 2 2.4.16.3.3	S	Less protective or partially implemented or not implemented	This Standard is Not Implemented in the ANR
Chapter 2 2.4.16.4.1	S	Less protective or partially implemented or not implemented	The ANRs deals with multi-engined turbine powered aircraft

ANNEX 6 Volume II - Operation of Aircraft (Amendment 38)			
Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 2 2.4.17	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.4.18.1	S	Not Applicable	Not implemented
Chapter 2 2.4.18.2	S	Not Applicable	Not implemented
Chapter 2 2.4.18.3	S	Not Applicable	Not implemented
Chapter 2 2.4.18.4	R	Not Applicable	Not implemented
Chapter 2 2.5.1.2	S	Less protective or partially implemented or not implemented	Applies only to extended flights over water
Chapter 2 2.5.2.1	S	Less protective or partially implemented or not implemented	Applies only to IFR flights
Chapter 2 2.5.2.12	S	Less protective or partially implemented or not implemented	This standard is not currently implemented in the ANRs
Chapter 2 2.5.2.13	S	Less protective or partially implemented or not implemented	This standard is not currently implemented in the ANRs
Chapter 2 2.6.2.4	S	Less protective or partially implemented or not implemented	Partially implemented in Reg. 36 of Air Navigation Regulations (Approved Maintenance Organizations), 2013
Chapter 2 2.6.4.1	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.6.4.2	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.6.4.3	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.7.1	S	Less protective or partially implemented or not implemented	Not yet implemented for general aviation
Chapter 2 2.7.2.2	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.8.1	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.8.3	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.9.1	S	Less protective or partially implemented or not implemented	The Air Navigation Law (Offence and Jurisdiction), 1971 authorizes the PIC do deal with security related issues but does not define him responsible for the security of the aircraft during its operation

ANNEX 6 Volume II - Operation of Aircraft (Amendment 38)			
Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 3 3.1.1	S	Different in character or other means of compliance	section a) is the same as in the Israeli ANRs, but section b) is different: "Aeroplanes equipped with more than one turbine engine"
Chapter 3 3.1.2	R	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.2.0.1	R	Not Applicable	Not implemented
Chapter 3 3.3.1.1	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.3.1.2	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.3.1.3	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.3.1.4	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.3.1.5	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.3.2.1	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.3.2.2	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.4.2.1.1	S	Not Applicable	Not implemented
Chapter 3 3.4.2.1.2	S	Not Applicable	Not implemented
Chapter 3 3.4.2.2	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.4.2.3.1	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.4.2.3.2	R	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.4.2.4	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.4.2.5	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.4.2.8	S	Less protective or partially implemented or not implemented	Not implemented

ANNEX 6 Volume II - Operation of Aircraft (Amendment 38)			
Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 3 3.4.2.9.1	S	Less protective or partially implemented or not implemented	Regulation 14 addresses only seat belts
Chapter 3 3.4.2.9.2	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.4.2.9.3	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.4.3.2	R	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.4.3.4.1.1	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.4.3.4.1.2	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.4.3.4.1.3	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.4.3.5.2	S	Less protective or partially implemented or not implemented	Usable fuel in regulations 20 & 157 is based only on meteorological reports
Chapter 3 3.4.3.5.3	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.4.3.5.4	R	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.4.3.5.5	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.4.3.6.1	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.4.3.6.2	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.4.3.6.3	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.4.3.6.4	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.4.3.6.5	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.4.3.7.1	R	Less protective or partially implemented or not implemented	Not implemented

ANNEX 6 Volume II - Operation of Aircraft (Amendment 38)			
Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 3 3.4.3.8.1	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.4.3.8.2	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.4.3.9.1	S	Different in character or other means of compliance	The Israeli regulations use feet instead of hPa
Chapter 3 3.4.3.9.2	S	Different in character or other means of compliance	The Israeli regulations use feet instead of hPa
Chapter 3 3.4.4.1.1	R	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.4.4.2.2	S	Different in character or other means of compliance	The Israeli regulations use feet instead of hPa
Chapter 3 3.4.4.3.1	R	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.4.4.3.2	R	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.4.4.4.1	R	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.4.4.5	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.4.5.1	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.4.6	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.5.1.1	R	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.5.2.1	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.5.2.3	S	Different in character or other means of compliance	There is no specific provision in the regulations covering this obligation, but it is implemented.
Chapter 3 3.5.2.4	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.5.2.5	S	Less protective or partially implemented or not implemented	Not implemented

ANNEX 6 Volume II - Operation of Aircraft (Amendment 38)			
Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 3 3.5.2.6	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.5.2.7	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.5.2.7.1	S	Different in character or other means of compliance	Israel does not have a specific regulation that requires the loss of Runway length be considered due to alignment of the airplane prior To takeoff. However, Israel does within its aircraft certification Regulations require aircraft performance be determined by using the point on the runway where takeoff is started when computing takeoff Distance. This same criteria is used when computing runway Available for accelerate / stop distance. Accounting for runway loss Due to alignment is done within each air carrier's approved Operations manual.
Chapter 3 3.5.2.8	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.5.2.9	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.6.1.2	R	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.6.3.1.1.1	S	Different in character or other means of compliance	Israeli regulations categorizes airplanes by number of seats and not by weight
Chapter 3 3.6.3.1.1.2	S	Different in character or other means of compliance	Israeli regulations categorizes airplanes by number of seats and not by weight
Chapter 3 3.6.3.1.1.3	R	Different in character or other means of compliance	Israeli regulations categorizes airplanes by number of seats and not by weight
Chapter 3 3.6.3.2.1.1	S	Different in character or other means of compliance	Israeli regulations categorizes airplanes by number of seats and not by weight
Chapter 3 3.6.3.2.1.2	S	Different in character or other means of compliance	Israeli regulations categorizes airplanes by number of seats and not by weight
Chapter 3 3.6.3.2.1.3	R	Different in character or other means of compliance	Israeli regulations categorizes airplanes by number of seats and not by weight
Chapter 3 3.6.3.2.2.1	S	Less protective or partially implemented or not implemented	The regulation requires to retain the information recorded during at least the last 8 hours.
Chapter 3 3.6.3.3.0.1	R	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.6.3.4.1	S	Less protective or partially implemented or not implemented	Not implemented

ANNEX 6 Volume II - Operation of Aircraft (Amendment 38)			
Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 3 3.6.3.5.1	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.6.3.5.2	S	Different in character or other means of compliance	The Israeli regulations use feet instead of hPa
Chapter 3 3.6.3.5.3	S	Different in character or other means of compliance	The Israeli regulations use feet instead of hPa
Chapter 3 3.6.5.1	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.6.5.2.2	R	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.6.5.2.3	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.6.6	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.6.8.1	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.6.8.2.1	R	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.6.8.2.2	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.6.9.1	R	More Exacting or Exceeds	Not implemented
Chapter 3 3.6.9.2	S	More Exacting or Exceeds	Not implemented
Chapter 3 3.7.3.2	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.8.5.1	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.8.5.2	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.8.5.3	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.9.1.1	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.9.1.2	S	Less protective or partially implemented or not implemented	Not implemented

ANNEX 6 Volume II - Operation of Aircraft (Amendment 38)			
Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 3 3.9.2	S	Less protective or partially implemented or not implemented	Partially implemented - Reg. 147(b) doesn't include training
Chapter 3 3.9.3.1	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.9.3.2	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.9.3.3	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.9.3.4	R	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.9.3.4.1.2	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.9.4.2	S	Less protective or partially implemented or not implemented	Refers only to act as PIC when carrying passengers. No reference for a flight simulator
Chapter 3 3.9.4.3	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.10.0.1	R	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.11.1.0.1	R	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.11.1.0.2	R	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.12.2	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.12.4.1	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.12.4.2	R	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.13.1.0.1	R	Less protective or partially implemented or not implemented	Not implemented

ANNEX 6 Volume III - Operation of Aircraft (Amendment 23)			
Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 1	Definition Agreement summary	Not Applicable	

ANNEX 6 Volume III - Operation of Aircraft (Amendment 23)			
Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 1	Definition Air traffic service (ATS)	Different in character or other means of compliance	The term used is "Air traffic management services", and it includes also Flight plan approval
Chapter 1	Definition Approach and landing phase — helicopters	Less protective or partially implemented or not implemented	Not implemented
Chapter 1	Definition Appropriate Airworthiness requirements	Less protective or partially implemented or not implemented	Not implemented
Chapter 1	Definition Combined vision system (CVS)	Less protective or partially implemented or not implemented	Not implemented
Chapter 1	Definition Congested area	Less protective or partially implemented or not implemented	Not implemented
Chapter 1	Definition Congested hostile environment	Less protective or partially implemented or not implemented	Not implemented
Chapter 1	Definition Continuing airworthiness records	Less protective or partially implemented or not implemented	Not implemented
Chapter 1	Definition Continuous descent final approach (CDFA)	Less protective or partially implemented or not implemented	Not implemented
Chapter 1	Definition Decision altitude (DA) or decision height (DH)	Less protective or partially implemented or not implemented	The definition exists, but does not incorporate amendment 37 to Annex 6 regarding 2D/3D operations
Chapter 1	Definition Defined point after take-off (DPATO)	Less protective or partially implemented or not implemented	Not implemented
Chapter 1	Definition Defined point before landing (DPBL)	Less protective or partially implemented or not implemented	Not implemented
Chapter 1	Definition Elevated heliport	Less protective or partially implemented or not implemented	Not implemented
Chapter 1	Definition En-route phase	Less protective or partially implemented or not implemented	Not implemented
Chapter 1	Definition Fatigue	Less protective or partially implemented or not implemented	Not implemented
Chapter 1	Definition Fatigue Risk Management System (FRMS)	Less protective or partially implemented or not implemented	Not implemented

ANNEX 6 Volume III - Operation of Aircraft (Amendment 23)			
Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 1	Definition Final approach and take-off area (FATO)	Less protective or partially implemented or not implemented	Not implemented
Chapter 1	Definition Flight operations officer/flight dispatcher	Less protective or partially implemented or not implemented	Not implemented
Chapter 1	Definition Flight recorder	Less protective or partially implemented or not implemented	Not implemented
Chapter 1	Definition Flight safety documents system	Less protective or partially implemented or not implemented	The term is only defined and used for Operators of large Airplanes (Regulation 397B of Air Navigation Regulations (Operation of Aircraft and Rules of Flight), 1981, applicable only for chapter 13 operators).
Chapter 1	Definition Flight simulation training device	Different in character or other means of compliance	A more general definition exists in regard to personnel licensing
Chapter 1	Definition Head-up display (HUD)	Less protective or partially implemented or not implemented	Not implemented
Chapter 1	Definition Helideck	Less protective or partially implemented or not implemented	Not implemented
Chapter 1	Definition Heliport	Less protective or partially implemented or not implemented	Not implemented
Chapter 1	Definition Heliport Operating Minima	Less protective or partially implemented or not implemented	Not implemented
Chapter 1	Definition Hostile environment	Less protective or partially implemented or not implemented	Not implemented
Chapter 1	Definition Instrument approach operations	Less protective or partially implemented or not implemented	Not implemented
Chapter 1	Definition Instrument approach procedure (IAP)	Less protective or partially implemented or not implemented	Not implemented
Chapter 1	Definition Integrated survival suit	Less protective or partially implemented or not implemented	Not implemented
Chapter 1	Definition Landing decision point (LDP)	Less protective or partially implemented or not implemented	Not implemented
Chapter 1	Definition Low-visibility operations (LVO)	Less protective or partially implemented or not implemented	Not implemented

ANNEX 6 Volume III - Operation of Aircraft (Amendment 23)			
Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 1	Definition Maximum mass	Less protective or partially implemented or not implemented	Not implemented
Chapter 1	Definition Navigation specification	Less protective or partially implemented or not implemented	Not implemented
Chapter 1	Definition Non-congested hostile environment	Less protective or partially implemented or not implemented	Not implemented
Chapter 1	Definition Non-hostile environment	Less protective or partially implemented or not implemented	Not implemented
Chapter 1	Definition Offshore operations	Less protective or partially implemented or not implemented	Not implemented
Chapter 1	Definition Operation	Less protective or partially implemented or not implemented	Not implemented
Chapter 1	Definition Operations specifications	Less protective or partially implemented or not implemented	Not implemented
Chapter 1	Definition Psychoactive substances	Less protective or partially implemented or not implemented	Not implemented
Chapter 1	Definition Rest period	Less protective or partially implemented or not implemented	Not implemented
Chapter 1	Definition Safety management system (SMS)	Less protective or partially implemented or not implemented	Not implemented
Chapter 1	Definition Series of flights	Less protective or partially implemented or not implemented	Not implemented
Chapter 1	Definition Specific approval	Less protective or partially implemented or not implemented	Not implemented
Chapter 1	Definition State of the Aerodrome	Less protective or partially implemented or not implemented	Not implemented
Chapter 1	Definition State of the principal location of a general aviation operator	Less protective or partially implemented or not implemented	Not implemented
Chapter 1	Definition Synthetic vision system (SVS)	Less protective or partially implemented or not implemented	Not implemented
Chapter 1	Definition Take-off and initial climb phase	Less protective or partially implemented or not implemented	Not implemented

ANNEX 6 Volume III - Operation of Aircraft (Amendment 23)			
Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 1	Definition Take-off decision point (TDP)	Less protective or partially implemented or not implemented	Not implemented
Chapter 1	Definition VTOSS	Less protective or partially implemented or not implemented	Not implemented
Chapter 1 1.1.1	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 1 1.1.4	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 1 1.1.5	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 1 1.2.2	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 1 1.3.1	R	Less protective or partially implemented or not implemented	Not implemented
Chapter 1 1.3.2	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 1 1.3.4	S	Less protective or partially implemented or not implemented	Partially implemented - The use of such recordings or transcripts is not allowed unless the court of law determines that it is necessary for the purposes of investigation of an accident with no exceptions
Chapter 1 1.3.5	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 1 1.5	S	Less protective or partially implemented or not implemented	Problematic use is prohibited only for license holders who require a medical assessment (airmen and ATCOMs)
Chapter 2 2.1.1	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.1.2	S	Less protective or partially implemented or not implemented	Only addresses malfunction of navigation aids and requires reporting to local ATC
Chapter 2 2.2.3.1	S	Less protective or partially implemented or not implemented	The contents of the operations manual as specified in Regulation 241 do not fully meet the requirements of attachment G
Chapter 2 2.2.4.1	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.2.4.2	S	Less protective or partially implemented or not implemented	Current reg. does not specify if the purpose to be turned is for flight and does not specify training for personnel other than pilots
Chapter 2 2.2.4.3	R	Less protective or partially implemented or not implemented	Not implemented

ANNEX 6 Volume III - Operation of Aircraft (Amendment 23)			
Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 2 2.2.5	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.2.6	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.2.7.1	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.2.7.2	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.2.7.3	R	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.2.7.4	R	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.2.8.1	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.2.8.1 .1	S	Less protective or partially implemented or not implemented	Credit may be approved only for EVS. In addition, there is no demand for Automatic landing system
Chapter 2 2.2.8.2	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.2.8.3	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.2.8.4	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.2.8.6	R	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.2.8.7	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.2.8.8	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.2.9.2	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.2.11.1	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.2.11.2	S	Less protective or partially implemented or not implemented	Not implemented

ANNEX 6 Volume III - Operation of Aircraft (Amendment 23)			
Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 2 2.2.11.3	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.2.12	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.3.1	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.3.2	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.3.3.1	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.3.3.2	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.3.4.1.1	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.3.4.1.2	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.3.4.2.1	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.3.4.2.2	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.3.4.2.3	R	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.3.4.3	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.3.4.4	R	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.3.5.1	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.3.5.2	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.3.5.3	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.3.5.4	S	Less protective or partially implemented or not implemented	Not implemented

ANNEX 6 Volume III - Operation of Aircraft (Amendment 23)			
Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 2 2.3.5.5	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.3.6.1	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.3.6.2	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.3.6.3	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.3.6.3.1	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.3.6.3.2	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.3.6.3.3	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.3.6.4	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.3.6.5	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.3.7.1	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.3.7.2	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.3.7.3	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.3.7.4	R	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.3.7.5	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.3.7.6	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.3.8	S	Not Applicable	Not implemented
Chapter 2 2.3.8 .1	S	Not Applicable	Not implemented
Chapter 2 2.4.1.1	S	Less protective or partially implemented or not implemented	Not implemented

ANNEX 6 Volume III - Operation of Aircraft (Amendment 23)			
Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 2 2.4.1.2	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.4.1.3	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.4.2	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.4.3	S	Less protective or partially implemented or not implemented	Hazardous flight conditions apply only for inoperative nav aids
Chapter 2 2.4.6.1	R	Not Applicable	Not implemented
Chapter 2 2.4.7.2	S	Different in character or other means of compliance	Current reg 108 doesn't cover the requirements for IFR procedures outside of Israel. Article 172 prescribes a general requirement for Israeli air operators to comply with the local aviation law outside of Israel.
Chapter 2 2.4.8.1	R	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.4.9.1	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.4.9.2	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.4.9.3	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.4.9.4	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.5.2	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.5.4	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.6.1	S	Different in character or other means of compliance	Under Part 12 of Air navigation Regulations the flight operation manager performs the duties of the the flight dispatcher/flight operations officer
Chapter 2 2.6.2	S	Different in character or other means of compliance	Under Part 12 of Air navigation Regulations the flight operation manager performs the duties of the the flight dispatcher/flight operations officer
Chapter 2 2.7	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.8.1	S	Less protective or partially implemented or not implemented	Not implemented

ANNEX 6 Volume III - Operation of Aircraft (Amendment 23)			
Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 2 2.8.2	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.8.3	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.8.4	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.8.5	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.1.1	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.1.2	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.1.3	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.1.4	S	Not Applicable	CAAI does not permit IMC operations in performance Class 3
Chapter 3 3.1.5	R	Not Applicable	Not implemented in Israeli law
Chapter 3 3.2.1	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.2.2	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.2.5	S	Less protective or partially implemented or not implemented	Incorporated by reference to EASA CAT.POL.H in Regs 341C&D
Chapter 3 3.2.6	S	Less protective or partially implemented or not implemented	Incorporated by reference to EASA CAT.POL.H in Regs 341C&D
Chapter 3 3.2.7	S	Less protective or partially implemented or not implemented	Incorporated by reference to EASA CAT.POL.H in Regs 341C&D
Chapter 3 3.2.7.1.1	S	Less protective or partially implemented or not implemented	Incorporated by reference to EASA CAT.POL.H in Regs 341C&D
Chapter 3 3.2.7.1.2	S	Less protective or partially implemented or not implemented	Incorporated by reference to EASA CAT.POL.H in Regs 341C&D
Chapter 3 3.2.7.1.3	S	Less protective or partially implemented or not implemented	Incorporated by reference to EASA CAT.POL.H in Regs 341C&D
Chapter 3 3.2.7.2.1	S	Less protective or partially implemented or not implemented	Incorporated by reference to EASA CAT.POL.H in Regs 341C&D

ANNEX 6 Volume III - Operation of Aircraft (Amendment 23)			
Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 3 3.2.7.2.2	S	Less protective or partially implemented or not implemented	Incorporated by reference to EASA CAT.POL.H in Regs 341C&D
Chapter 3 3.2.7.3.1	S	Less protective or partially implemented or not implemented	Incorporated by reference to EASA CAT.POL.H in Regs 341C&D
Chapter 3 3.2.7.3.2	S	Less protective or partially implemented or not implemented	Incorporated by reference to EASA CAT.POL.H in Regs 341C&D
Chapter 3 3.2.7.3.3	S	Less protective or partially implemented or not implemented	Incorporated by reference to EASA CAT.POL.H in Regs 341C&D
Chapter 3 3.4.1	S	Not Applicable	CAAI does not permit IMC operations in performance Class 3
Chapter 3 3.4.2	S	Not Applicable	CAAI does not permit IMC operations in performance Class 3
Chapter 3 3.4.3	S	Not Applicable	CAAI does not permit IMC operations in performance Class 3
Chapter 3 3.4.3	R	Not Applicable	CAAI does not permit IMC operations in performance Class 3
Chapter 4 4.1.4	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 4 4.1.5.1	S	Not Applicable	Not implemented
Chapter 4 4.1.5.2	S	Not Applicable	Not implemented
Chapter 4 4.1.5.3	S	Not Applicable	Not implemented
Chapter 4 4.1.5.4	R	Not Applicable	Not implemented
Chapter 4 4.2.2	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 4 4.2.3	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 4 4.3.1.1.1	S	Different in character or other means of compliance	Aircraft under MTOW 3175 kg are operated according to chapter 12 of Air Navigation Regulations (Operation of aircraft and Rules of flight), 1981. Regulation 285A requires FDRs based on number of passengers, (10-19) and not based on MTOW
Chapter 4 4.3.1.1.2	S	Different in character or other means of compliance	Aircraft under MTOW 3175 kg are operated according to chapter 12 of Air Navigation Regulations (Operation of aircraft and Rules of flight), 1981. Regulation 285A requires FDRs based on number of passengers, (10-19) and not based on MTOW
Chapter 4 4.3.1.1.3	R	Less protective or partially implemented or not implemented	Not implemented

ANNEX 6 Volume III - Operation of Aircraft (Amendment 23)			
Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 4 4.3.1.1.4	S	Different in character or other means of compliance	Aircraft under MTOW 3175 kg are operated according to chapter 12 of Air Navigation Regulations (Operation of aircraft and Rules of flight), 1981. Regulation 285A requires FDRs based on number of passengers, (10-19) and not based on MTOW
Chapter 4 4.3.1.1.5	R	Less protective or partially implemented or not implemented	Not implemented
Chapter 4 4.3.1.1.6	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 4 4.3.1.1.7	R	Less protective or partially implemented or not implemented	Not implemented
Chapter 4 4.3.2.1.1	S	Different in character or other means of compliance	Not implemented
Chapter 4 4.3.2.1.2	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 4 4.3.2.3	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 4 4.3.3.1.1	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 4 4.3.3.1.2	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 4 4.3.3.1.3	R	Less protective or partially implemented or not implemented	Not implemented
Chapter 4 4.3.3.2	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 4 4.3.3.3	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 4 4.3.4.1	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 4 4.3.4.4	R	Less protective or partially implemented or not implemented	Not implemented
Chapter 4 4.4.2	S	Less protective or partially implemented or not implemented	Our future regs do not contain items (i) and (j)
Chapter 4 4.4.2.1	R	Less protective or partially implemented or not implemented	Not implemented
Chapter 4 4.4.3	S	Less protective or partially implemented or not implemented	Not implemented

ANNEX 6 Volume III - Operation of Aircraft (Amendment 23)			
Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 4 4.4.3 .1	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 4 4.4.4	R	Less protective or partially implemented or not implemented	Not implemented
Chapter 4 4.5.1	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 4 4.5.2.1	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 4 4.5.2.2	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 4 4.5.2.2.1	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 4 4.5.2.3	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 4 4.5.2.4	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 4 4.5.2.5	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 4 4.5.2.6	R	Less protective or partially implemented or not implemented	Not implemented
Chapter 4 4.5.2.7	R	Less protective or partially implemented or not implemented	Not implemented
Chapter 4 4.5.2.8	R	Less protective or partially implemented or not implemented	Not implemented
Chapter 4 4.5.3.1	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 4 4.5.3.2	R	Not Applicable	
Chapter 4 4.6	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 4 4.7.1	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 4 4.7.2	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 4 4.8.1	S	Not Applicable	

ANNEX 6 Volume III - Operation of Aircraft (Amendment 23)			
Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 4 4.8.3	S	Not Applicable	
Chapter 4 4.8.4	R	Not Applicable	
Chapter 4 4.9	S	Not Applicable	
Chapter 4 4.10.1	R	Less protective or partially implemented or not implemented	Not implemented
Chapter 4 4.12.1	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 4 4.12.2	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 4 4.13	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 4 4.14	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 4 4.15.1	R	Less protective or partially implemented or not implemented	Not implemented
Chapter 4 4.16.1	S	Less protective or partially implemented or not implemented	Credit may be approved only for EVS. In addition, there is no demand for Automatic landing system
Chapter 4 4.16.2	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 5 5.1.1	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 5 5.1.2	S	Less protective or partially implemented or not implemented	The regulation does not state the actual frequency, only the term "Emergency frequency"
Chapter 5 5.2.1	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 5 5.2.5	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 5 5.2.6	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 5 5.5.2	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 6 6.1.3	S	Not Applicable	

ANNEX 6 Volume III - Operation of Aircraft (Amendment 23)			
Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 6 6.2.1	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 6 6.2.2	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 6 6.2.3	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 6 6.2.4	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 6 6.3.2	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 6 6.4.1	S	Less protective or partially implemented or not implemented	Current reg 136 doesn't explicitly require retention of modifications and repairs for major helicopter components
Chapter 6 6.4.4	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 6 6.5.1	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 6 6.5.2	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 6 6.6	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 6 6.7.1	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 6 6.7.2	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 6 6.7.3	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 6 6.8.1	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 7 7.1.1	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 7 7.4	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 7 7.4.1.1	S	Less protective or partially implemented or not implemented	Not implemented

ANNEX 6 Volume III - Operation of Aircraft (Amendment 23)			
Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 7 7.4.2.1	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 7 7.4.2.2	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 7 7.4.2.3	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 7 7.4.2.5	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 7 7.4.3.1	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 7 7.4.3.2	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 8 8.1	S	Not Applicable	
Chapter 8 8.2	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 8 8.3	S	Not Applicable	
Chapter 8 8.4	R	Not Applicable	
Chapter 8 8.5	R	Not Applicable	
Chapter 9 9.1	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 9 9.3.1	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 9 9.4.3	R	Less protective or partially implemented or not implemented	Not implemented
Chapter 9 9.5	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 9 9.6	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 10 10.1	S	Not Applicable	
Chapter 10 10.2	S	Not Applicable	
Chapter 10 10.3	S	Not Applicable	

ANNEX 6 Volume III - Operation of Aircraft (Amendment 23)			
Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 11 11.2.1	S	Different in character or other means of compliance	Security training programs are guided by the Security Department of the Ministry of Transportation
Chapter 11 11.2.2	S	Different in character or other means of compliance	Security training programs are guided by the Security Department of the Ministry of Transportation
Chapter 11 11.3	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 11 11.3	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 1 1.1.5	R	Less protective or partially implemented or not implemented	Not implemented
Chapter 1 1.2	S Note 2— Article 35 of the Convention refers to certain classes of cargo restrictions	Less protective or partially implemented or not implemented	Not implemented
Chapter 1 1.3	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 1 1.4	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.1	S	Less protective or partially implemented or not implemented	Not implemented for General Aviation
Chapter 2 2.2.1	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.2.1.1	S	Different in character or other means of compliance	Credit may be approved only for EVS. In addition, there is no demand for Automatic landing system
Chapter 2 2.3.1	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.3.2	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.6.2.1	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.6.2.2	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.6.3.1	S	Less protective or partially implemented or not implemented	Not implemented

ANNEX 6 Volume III - Operation of Aircraft (Amendment 23)			
Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 2 2.6.3.2	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.6.3.3	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.6.4	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.7.1	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.7.2	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.7.3	R	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.8.1	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.8.2	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.8.3.1	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.8.3.2	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.8.3.3	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.8.4	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.8.5	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.9.1	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.9.2	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.9.3	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.10.1	S	Less protective or partially implemented or not implemented	Not implemented

ANNEX 6 Volume III - Operation of Aircraft (Amendment 23)			
Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 2 2.10.2	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.11	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.12	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.13.1	R	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.14.1	R	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.15	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.17.1	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.18	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.19.1	R	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.19.2	R	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.20	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.3	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 4 4.1.3.3	R	Less protective or partially implemented or not implemented	Not implemented
Chapter 4 4.2.2	S	Less protective or partially implemented or not implemented	Rate of climb indicator is not required for General Aviation
Chapter 4 4.2.2.1	R	Less protective or partially implemented or not implemented	Not implemented
Chapter 4 4.2.3	S	Less protective or partially implemented or not implemented	Rate of climb indicator is not required for General Aviation
Chapter 4 4.3.1	S	Less protective or partially implemented or not implemented	Not implemented

ANNEX 6 Volume III - Operation of Aircraft (Amendment 23)			
Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 4 4.3.2.1	S	Less protective or partially implemented or not implemented	Life-saving rafts are not required for GA
Chapter 4 4.3.2.2	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 4 4.3.2.3	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 4 4.3.2.4	R	Less protective or partially implemented or not implemented	Not implemented
Chapter 4 4.3.2.5	R	Less protective or partially implemented or not implemented	Not implemented
Chapter 4 4.3.2.6	R	Less protective or partially implemented or not implemented	Not implemented
Chapter 4 4.4	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 4 4.5.1	S	Different in character or other means of compliance	Applies to altitudes over 12,500 feet (MSL)
Chapter 4 4.5.2.1	R	Different in character or other means of compliance	Applies to altitudes over 12,500 feet (MSL)
Chapter 4 4.7	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 4 4.7.1	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 4 4.7.1.1.1	S	Different in character or other means of compliance	The Israeli regulation classifies helicopters by number of seats and not by weight
Chapter 4 4.7.1.1.2	S	Different in character or other means of compliance	The Israeli regulation classifies helicopters by number of seats and not by weight
Chapter 4 4.7.1.1.3	R	Different in character or other means of compliance	The Israeli regulation classifies helicopters by number of seats and not by weight
Chapter 4 4.7.1.2	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 4 4.7.1.3	S	Less protective or partially implemented or not implemented	8 Hours
Chapter 4 4.7.2.1.1	S	Less protective or partially implemented or not implemented	The Israeli regulation classifies helicopters by number of seats and not by weight

ANNEX 6 Volume III - Operation of Aircraft (Amendment 23)			
Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 4 4.7.2.1.2	R	Less protective or partially implemented or not implemented	The Israeli regulation classifies helicopters by number of seats and not by weight
Chapter 4 4.7.2.2	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 4 4.7.2.3	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 4 4.7.3.1.1	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 4 4.7.3.1.1.1	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 4 4.7.3.1.1.2	R	Less protective or partially implemented or not implemented	Not implemented
Chapter 4 4.7.3.2	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 4 4.7.3.3	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 4 4.7.4.2.2	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 4 4.7.4.3	Operational checks and evaluations of recordings from the flight recorder systems shall be conducted to ensure the continued serviceability of the recorders. Note.— Procedures for the inspections of the flight recorder systems are given in Appendix 4.	Less protective or partially implemented or not implemented	Not implemented
Chapter 4 4.7.4.4	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 4 4.8.1	S	Less protective or partially implemented or not implemented	There is no requirement for ELT(S) for flights over water
Chapter 4 4.8.2	S	Less protective or partially implemented or not implemented	There is no requirement for ELT(S) for flights over water

ANNEX 6 Volume III - Operation of Aircraft (Amendment 23)			
Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 4 4.11.1	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 4 4.11.2	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 4 4.13.1	S	Not Applicable	
Chapter 4 4.13.2	S	Not Applicable	
Chapter 4 4.13.3	S	Not Applicable	
Chapter 4 4.13.4	R	Not Applicable	
Chapter 5 5.1.2	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 5 5.2.1	S	Less protective or partially implemented or not implemented	No reference for visual landmarks under VFR
Chapter 5 5.2.7	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 6 6.2.3	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 6 6.2.4	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 6 6.4	S	Less protective or partially implemented or not implemented	Not yet implemented for general aviation
Chapter 6 6.5.1	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 6 6.5.2	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 6 6.5.3	S	Less protective or partially implemented or not implemented	Not implemented

ANNEX 8 Part II — Airworthiness (Amendment 109)			
Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 1 1.2.6	S	Less protective or partially implemented or not implemented	At this time, the Israeli regulations do not address this standard

ANNEX 8 Part II — Airworthiness (Amendment 109)			
Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 6 6.2.2	S	Less protective or partially implemented or not implemented	SMS requirements are Implemented for AMOs servicing airplanes operated by Large Operators - operators operating large airplanes in commercial air transport (>5700 kg), but not for small/medium operators operating aeroplanes with a seating configuration numbering up to 30 seats and Maximum payload below 3400 kg.
Chapter 6 6.2.3.1	R	Less protective or partially implemented or not implemented	The AMO certificate does not follow the template in the Appendix. Due Date - 2022

ANNEX 8 Volume IIIA — Airworthiness (Amendment 105) Note: Report on latest amendment 106 - TBD			
Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 4 4.1	S	Less protective or partially implemented or not implemented	The requirement to consider Human Factors principals is partially implemented by the addition of FAR 25.1302 (Installed systems and equipment for use by the flightcrew.), but is not fully implemented for the design and construction of all airplane parts, as required by the standard.
Chapter 4 4.1.8	S	Less protective or partially implemented or not implemented	The limit loads for Jacking and Tie-downs are provided, but the specific requirement to minimize risk of damage in ground operations is not specified.
Chapter 4 4.2.1.1	S	Less protective or partially implemented or not implemented	The responsibility for structural integrity programe is not met for Israeli designed aircraft over 5700 kg.
Chapter 9 9.2.4	S	Less protective or partially implemented or not implemented	This requirement is not specifically addressed in 9.2.4 FAR part 25

ANNEX 8 Volume IIIB — Airworthiness (Amendment 105) Note: Report on latest amendment 106 - TBD			
Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 3 3.1.2	S	Less protective or partially implemented or not implemented	The requirement regarding “the objective of avoiding hazardous failure” is not yet being addressed in the Israeli regulations and the FAR requirements.
Chapter 3 3.8.2	S	Less protective or partially implemented or not implemented	The requirements regarding failsafe principles and widespread fatigue damage is not yet being addressed in the Israeli regulations and the FAR requirements.
Chapter 4 4.1.1	S	Less protective or partially implemented or not implemented	Human Factors Performance are not yet required in the details of design and construction of aeroplane parts, except for instruments and systems required by far 25.1302
Chapter 4 4.7	S	Less protective or partially implemented or not implemented	The limit loads for Jacking and Tie-downs are provided, but the specific requirement to minimize risk of damage in ground operations is not specified
Chapter 6 6.1.5	S	Less protective or partially implemented or not implemented	Not Yet implemented

ANNEX 8 Volume IIIB — Airworthiness (Amendment 105) Note: Report on latest amendment 106 - TBD			
Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 7 7.2.5	S	Less protective or partially implemented or not implemented	This requirement is not covered by the ANR and the FAR.
Chapter 8 8.1	S	Less protective or partially implemented or not implemented	This requirement is not covered by the ANR and the FAR.

ANNEX 8 Volume IVA — Airworthiness (Amendment 105) Note: Report on latest amendment 106 - TBD			
Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 4 4.1	S	Less protective or partially implemented or not implemented	The requirement to consider Human Factors principals is not fully complied with.
Chapter 4 4.1.8	S	Less protective or partially implemented or not implemented	Ground Handling is not specifically addressed by the ANR and FAR Part 27\29 requirements. However, FAR Part 27.497 and Part 29.235 define taxing conditions. Therefore, there are some precautions identified.
Chapter 6 6.6	S	Less protective or partially implemented or not implemented	This requirement is covered only in FAR Part 29 and not in FAR Part 27.
Chapter 6 6.8.2	S	Less protective or partially implemented or not implemented	There is no requirement in FAR 29
Chapter 7 7.1	S	Less protective or partially implemented or not implemented	The requirement that the instrument and equipment design shall observe Human Factors principles is not fully complied with.
Chapter 7 7.4.2	S	Less protective or partially implemented or not implemented	Israeli regulations does not address the effect of aircraft lights on outside observers. However, visibility to other pilots and the lights effect on the flight crew are being addressed.

ANNEX 8 Volume IVB — Airworthiness (Amendment 105) Note: Report on latest amendment 106 - TBD			
Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 2 2.2.2	S	Less protective or partially implemented or not implemented	Human Factor consideration is no fully addressed in the ANR and the FAR.
Chapter 4 4.1.1	S	Less protective or partially implemented or not implemented	The requirement to follow human factors principles is not fully complied with
Chapter 4 4.7	S	Less protective or partially implemented or not implemented	Ground Handling is not specifically addressed by the ANR and FAR Part 27\29 requirements. However, FAR Part 27.497 and Part 29.235 define taxing conditions. Therefore, there are some precautions identified.
Chapter 6 6.1.1	S	Less protective or partially implemented or not implemented	Human Factors are not specifically addressed.

ANNEX 8 Volume IVB — Airworthiness (Amendment 105)			
Note: Report on latest amendment 106 - TBD			
Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 8 8.5	S	Less protective or partially implemented or not implemented	At this time, the Israeli ANR and FAR Part 29 require automatic activation upon loss of normal power/impact for helicopters certificated in Transport Category A only

ANNEX 8 Volume V — Airworthiness (Amendment 105)			
Note: Report on latest amendment 106 - TBD			
Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 6 6.1.1	S	Less protective or partially implemented or not implemented	The requirement to consider Human Factors principals is not fully complied with.
Chapter 6 6.5	S	Less protective or partially implemented or not implemented	This issue is not covered by the IANR or the FAR requirements. However, it is addressed by generic conditions ensuring an equivalent level of safety to this requirement.

ANNEX 8 Volume VI, VII, IX, X — Airworthiness (Amendment 105)			
Note: Report on latest amendment 106 - TBD			
Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
All other annex 8 definitions & SARPS introduced in 2020 regarding Design, Production and Airworthiness Certification of RPAS	Definitions/S/R	No Information provided	Not Yet Mapped to existing Israeli Regulations Due Date - 2024

ANNEX 10 Volume I — Radio Navigation Aids (Amendment 92)			
Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 1 1.1	Definition: Performance requirements in support of instrument approach operations	Less protective or partially implemented or not implemented	Not implemented
Chapter 1 1.1	Definition: Altitude	Less protective or partially implemented or not implemented	Not implemented
Chapter 1 1.2	Definition: Area Navigation (RNAV)	Less protective or partially implemented or not implemented	Not implemented
Chapter 1 1.3	Definition: Effective acceptance bandwidth	Less protective or partially implemented or not implemented	Not implemented

ANNEX 10 Volume I — Radio Navigation Aids (Amendment 92)			
Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 1 1.4	Definition: Effective adjacent channel rejection	Less protective or partially implemented or not implemented	Not implemented
Chapter 1 1.5	Definition: Elevation	Less protective or partially implemented or not implemented	Not implemented
Chapter 1 1.6	Definition: Essential radio navigation service	Less protective or partially implemented or not implemented	Not implemented
Chapter 1 1.7	Definition: Fan marker beacon	Less protective or partially implemented or not implemented	Not implemented
Chapter 1 1.8	Definition: Height	Less protective or partially implemented or not implemented	Not implemented
Chapter 1 1.9	Definition: Human Factors principles	Less protective or partially implemented or not implemented	Not implemented
Chapter 1 1.10	Definition: Mean power (of a radio transmitter)	Less protective or partially implemented or not implemented	Not implemented
Chapter 1 1.13	Definition: Pressure-altitude	Less protective or partially implemented or not implemented	Not implemented
Chapter 1 1.14	Definition: Protected service volume	Less protective or partially implemented or not implemented	Not implemented
Chapter 1 1.15	Definition: Radio navigation service	Less protective or partially implemented or not implemented	Not implemented
Chapter 1 1.16	Definition: Touchdown	Less protective or partially implemented or not implemented	Not implemented
Chapter 1 1.17	Definition: Z marker beacon	Less protective or partially implemented or not implemented	Not implemented
Chapter 2 2.1.4.2	R	Less protective or partially implemented or not implemented	Not specifically prescribed
Chapter 2 2.1.4.3	R	Less protective or partially implemented or not implemented	Not specifically prescribed
Chapter 2 2.1.6	R	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.1.4.1	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.1.4.2	S	Less protective or partially implemented or not implemented	Not implemented

ANNEX 10 Volume I — Radio Navigation Aids (Amendment 92)			
Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 3 3.3.8.1	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.3.8.2	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.5.3.5.1	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.5.3.5.2	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.5.3.6.2.2	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.5.4.2.3.3	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.5.5.1.1	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.5.5.1.2	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.5.5.1.3	R	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.5.5.1.4.1	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.5.5.1.4.2	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.5.5.1.4.3	R	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.5.5.1.4.4	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.5.5.1.4.5	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.5.5.1.5.1	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.5.5.1.5.2	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.5.5.1.5.3	S	Less protective or partially implemented or not implemented	Not implemented

ANNEX 10 Volume I — Radio Navigation Aids (Amendment 92)			
Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 3 3.5.5.1.6	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.5.5.1.7	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.5.5.1.8	R	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.5.5.2.1	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.5.5.2.2	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.5.5.2.3	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.5.5.2.4	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.5.5.2.5	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.5.5.3.1	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.5.5.3.2.1	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.5.5.3.2.2	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.5.5.3.2.3	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.5.5.3.2.4	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.5.5.3.3.1	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.5.5.3.3.2	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.5.5.3.3.3	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.5.5.3.4.1	S	Less protective or partially implemented or not implemented	Not implemented

ANNEX 10 Volume I — Radio Navigation Aids (Amendment 92)			
Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 3 3.5.5.3.4.2	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.5.5.3.4.3	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.5.5.3.5.1	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.5.5.3.5.2	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.5.5.3.5.3	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.5.5.4.1	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.5.5.4.2	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.5.5.4.3.1	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.5.5.4.3.2	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.5.5.4.4	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.7.3.6.1	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.7.4.1	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.7.5.1	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 3 3.9.1.1	S	Less protective or partially implemented or not implemented	Not implemented

ANNEX 10 Volume II — Radio Navigation Aids (Amendment 92)			
Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 1	Definition: Aircraft station (RR S1.83)	Less protective or partially implemented or not implemented	This definition is not implemented yet
Chapter 1	Definition: Communication centre	Less protective or partially implemented or not implemented	This definition is not implemented yet

ANNEX 10 Volume II — Radio Navigation Aids (Amendment 92)			
Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 1	Definition: Mobile surface station	Less protective or partially implemented or not implemented	This definition is not implemented yet
Chapter 1	Definition: Network station	Less protective or partially implemented or not implemented	This definition is not implemented yet
Chapter 1	Definition: Tributary station	Less protective or partially implemented or not implemented	This definition is not implemented yet
Chapter 1	Definition: Air-ground communication	Less protective or partially implemented or not implemented	This definition is not implemented yet
Chapter 1	Definition: Air-to-ground communication	Less protective or partially implemented or not implemented	This definition is not implemented yet
Chapter 1	Definition: Blind transmission	Less protective or partially implemented or not implemented	This definition is not implemented yet
Chapter 1	Definition: Interpilot air - to-air communication	Less protective or partially implemented or not implemented	This definition is not implemented yet
Chapter 1	Definition: Non-network communications	Less protective or partially implemented or not implemented	This definition is not implemented yet
Chapter 1	Definition: Radiotelephony network	Less protective or partially implemented or not implemented	This definition is not implemented yet
Chapter 1	Definition: Readback	Less protective or partially implemented or not implemented	This definition is not implemented yet
Chapter 1	Definition: Telecommunication (RR S1.3)	Less protective or partially implemented or not implemented	This definition is not implemented yet
Chapter 1	Definition: Automatic relay installation	Less protective or partially implemented or not implemented	This definition is not implemented yet
Chapter 1	Definition: Fully automatic relay installation	Less protective or partially implemented or not implemented	This definition is not implemented yet
Chapter 1	Definition: Message field	Less protective or partially implemented or not implemented	This definition is not implemented yet
Chapter 1	Definition: Semi-automatic relay installation	Less protective or partially implemented or not implemented	This definition is not implemented yet
Chapter 1	Definition: Teletypewriter tape	Less protective or partially implemented or not implemented	This definition is not implemented yet
Chapter 1	Definition: "Torn-tape" relay installation	Less protective or partially implemented or not implemented	This definition is not implemented yet

ANNEX 10 Volume II — Radio Navigation Aids (Amendment 92)			
Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 1	Definition: Aircraft operating agency	Less protective or partially implemented or not implemented	This definition is not implemented yet
Chapter 1	Definition: Primary frequency	Less protective or partially implemented or not implemented	This definition is not implemented yet
Chapter 1	Definition: Secondary frequency	Less protective or partially implemented or not implemented	This definition is not implemented yet
Chapter 1	Definition: Controller-pilot data link communications (CPDLC)	Less protective or partially implemented or not implemented	This definition is not implemented yet
Chapter 1	Definition: CPDLC message	Less protective or partially implemented or not implemented	This definition is not implemented yet
Chapter 1	Definition: CPDLC message set	Less protective or partially implemented or not implemented	This definition is not implemented yet
Chapter 1	Definition: Free text message element	Less protective or partially implemented or not implemented	This definition is not implemented yet
Chapter 1	Definition: Logon address	Less protective or partially implemented or not implemented	This definition is not implemented yet
Chapter 1	Definition: Standard message element	Less protective or partially implemented or not implemented	This definition is not implemented yet
Chapter 1	Definition: Air-report	Less protective or partially implemented or not implemented	This definition is not implemented yet
Chapter 1	Definition: Altitude	Less protective or partially implemented or not implemented	This definition is not implemented yet
Chapter 1	Definition: Flight level	Less protective or partially implemented or not implemented	This definition is not implemented yet
Chapter 1	Definition: Frequency channel	Less protective or partially implemented or not implemented	This definition is not implemented yet
Chapter 1	Definition: Height	Less protective or partially implemented or not implemented	This definition is not implemented yet
Chapter 1	Definition: Human performance	Less protective or partially implemented or not implemented	This definition is not implemented yet
Chapter 1	Definition: Meteorological operational channel	Less protective or partially implemented or not implemented	This definition is not implemented yet

ANNEX 10 Volume II — Radio Navigation Aids (Amendment 92)			
Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 1	Definition: Meteorological operational telecommunication network	Less protective or partially implemented or not implemented	This definition is not implemented yet
Chapter 1	Definition: Operational control communications	Less protective or partially implemented or not implemented	This definition is not implemented yet
Chapter 1	Definition: Route segment	Less protective or partially implemented or not implemented	This definition is not implemented yet
Chapter 1	Definition: Routing Directory	Less protective or partially implemented or not implemented	This definition is not implemented yet
Chapter 1	Definition: SNOWTAM	Less protective or partially implemented or not implemented	This definition is not implemented yet
Chapter 2 2.3.3	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 2 2.4.2	R	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 2 2.4.3	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 2 2.4.4	R	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 2 2.6	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 3 3.1	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 3 3.2.3	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 3 3.2.4	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 3 3.3.6.1	R	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 3 3.3.7	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 3 3.3.7.1	S	Less protective or partially implemented or not implemented	Not implemented yet

ANNEX 10 Volume II — Radio Navigation Aids (Amendment 92)			
Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 3 3.3.7.2	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 3 3.3.7.3	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 3 3.3.7.4	P	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 3 3.3.7.5	P	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 4 4.3	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 4 4.4.1.3.2	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 4 4.4.1.3.2.1	R	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 4 4.4.1.3.3	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 4 4.4.1.8.1	R	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 4 4.4.15.2.2.2	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 5 5.1.8.4	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 5 5.2.2.1.1.1	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 5 5.2.2.1.1.2	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 5 5.2.2.1.1.3	R	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 5 5.2.2.1.4	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 5 5.2.2.1.5	R	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 5 5.2.2.3.4	P	Less protective or partially implemented or not implemented	Not implemented yet

ANNEX 10 Volume II — Radio Navigation Aids (Amendment 92)			
Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 5 5.2.2.5.1	P	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 5 5.2.2.5.3	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 5 5.2.2.5.4	P	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 5 5.2.2.5.5	P	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 5 5.2.2.5.6	P	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 5 5.2.2.6.1	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 5 5.2.2.6.2	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 5 5.2.3.1.1	P	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 5 5.2.3.1.2	P	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 5 5.2.4.1.1	P	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 5 5.2.4.1.2	P	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 5 5.2.4.1.3	P	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 5 5.2.4.2.1	P	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 5 5.2.4.2.2	P	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 5 5.2.4.2.3	P	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 5 5.2.4.3.1	P	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 5 5.2.4.3.2	P	Less protective or partially implemented or not implemented	Not implemented yet

ANNEX 10 Volume II — Radio Navigation Aids (Amendment 92)			
Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 5 5.2.4.3.3	P	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 5 5.2.4.4.1	P	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 5 5.2.4.5.1	P	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 5 5.2.4.5.3	P	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 5 5.2.4.5.4	P	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 5 5.2.4.5.5	P	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 5 5.2.4.5.6	P	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 5 5.2.4.6.1	P	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 6 6.1.2.1	R	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 6 6.2.1	R	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 6 6.2.2.1	R	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 6 6.2.3	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 6 6.2.4	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 6 6.2.5	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 6 6.2.5.1	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 6 6.2.6	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 6 6.2.7	S	Less protective or partially implemented or not implemented	Not implemented yet

ANNEX 10 Volume II — Radio Navigation Aids (Amendment 92)			
Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 6 6.2.8	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 6 6.2.9	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 6 6.2.23	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 8 8.1.1.1.1	P	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 8 8.1.1.4.1	P	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 8 8.1.1.4.3	P	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 8 8.1.2.1	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 8 8.1.2.2	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 8 8.1.2.3	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 8 8.1.3.1	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 8 8.1.3.2	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 8 8.2.1	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 8 8.2.1.1	R	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 8 8.2.2	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 8 8.2.3	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 8 8.2.5	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 8 8.2.6	S	Less protective or partially implemented or not implemented	Not implemented yet

ANNEX 10 Volume II — Radio Navigation Aids (Amendment 92)			
Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 8 8.2.7	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 8 8.2.8.1	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 8 8.2.8.2	P	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 8 8.2.8.3	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 8 8.2.8.4	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 8 8.2.8.5	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 8 8.2.8.7.2	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 8 8.2.9.1	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 8 8.2.9.1.1	P	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 8 8.2.9.1.2	P	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 8 8.2.9.1.3	P	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 8 8.2.9.1.3.1	P	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 8 8.2.9.1.3.2	P	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 8 8.2.9.1.3.3	P	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 8 8.2.9.2	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 8 8.2.9.2.1	P	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 8 8.2.9.3	S	Less protective or partially implemented or not implemented	Not implemented yet

ANNEX 10 Volume II — Radio Navigation Aids (Amendment 92)			
Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 8 8.2.9.3.1	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 8 8.2.9.3.2	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 8 8.2.9.3.2.1	P	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 8 8.2.9.3.2.2	P	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 8 8.2.9.3.2.6	P	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 8 8.2.9.4	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 8 8.2.9.6.1	P	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 8 8.2.11.1	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 8 8.2.11.3	P	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 8 8.2.12.3	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 8 8.2.12.4.1	R	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 8 8.2.12.4.2	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 8 8.2.12.4.3	P	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 8 8.2.12.4.5	P	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 8 8.2.12.4.6	P	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 8 8.2.12.5.3	S	Less protective or partially implemented or not implemented	Not implemented yet

ANNEX 10 Volume III — Radio Navigation Aids (Amendment 91)			
Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
PART I			
Chapter 1	Definition: Aeronautical operational control (AOC).	Less protective or partially implemented or not implemented	This definition is not implemented yet
Chapter 1	Definition: Aeronautical telecommunication network (ATN)	Less protective or partially implemented or not implemented	This definition is not implemented yet
Chapter 1	Definition: Aircraft earth station (AES)	Less protective or partially implemented or not implemented	This definition is not implemented yet
Chapter 1	Definition: Automatic dependent surveillance — contract (ADS-C)	Less protective or partially implemented or not implemented	This definition is not implemented yet
Chapter 1	Definition: Flight information service (FIS)	Less protective or partially implemented or not implemented	This definition is not implemented yet
Chapter 1	Definition: Mode S subnetwork	Less protective or partially implemented or not implemented	This definition is not implemented yet
Chapter 1	Definition: Slotted aloha	Less protective or partially implemented or not implemented	This definition is not implemented yet
Chapter 3 3.3.2	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 3 3.4.6	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 3 3.8.3	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 3 3.8.4	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 5 5.2.3.1.4.1	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 5 5.2.8.3.1	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 9 9.1.1.1	R	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 11 11.3.1.6	S	Less protective or partially implemented or not implemented	Not implemented yet
PART II			

ANNEX 10 Volume III — Radio Navigation Aids (Amendment 91)			
Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 2 2.3.3.3	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 2 2.3.3.4	R	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 2 2.4.1	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 2 2.4.1.1.1	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 2 2.4.1.1.2	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 2 2.4.1.2.1	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 2 2.4.1.3.1	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 2 2.4.1.4.1	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 2 2.4.1.4.2	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 2 2.4.1.4.3	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 2 2.4.1.4.4	R	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 2 2.4.1.4.5	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 2 2.4.1.4.6	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 2 2.4.1.4.7	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 2 2.4.1.5.1	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 2 2.4.1.5.2	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 2 2.4.1.6.1	S	Less protective or partially implemented or not implemented	Not implemented yet

ANNEX 10 Volume III — Radio Navigation Aids (Amendment 91)			
Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 2 2.4.1.6.2	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 2 2.4.1.7.1	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 2 2.4.1.7.2	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 2 2.4.1.8.1	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 2 2.4.1.8.2	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 2 2.4.1.9	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 3 3.1	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 3 3.1.1	R	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 3 3.2	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 3 3.3	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 3 3.4	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 4 4.1.8	R	Less protective or partially implemented or not implemented	Not implemented yet

ANNEX 10 Volume IV — Radio Navigation Aids (Amendment 90)			
Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 1	Definition: Collision avoidance logic	Less protective or partially implemented or not implemented	This definition is not implemented yet
Chapter 1	Definition: Human Factors principles	Less protective or partially implemented or not implemented	This definition is not implemented yet
Chapter 1	Definition: Secondary surveillance radar (SSR)	Less protective or partially implemented or not implemented	This definition is not implemented yet

ANNEX 10 Volume IV — Radio Navigation Aids (Amendment 90)			
Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 1	Definition: Traffic information service - broadcast (TIS-B) IN	Less protective or partially implemented or not implemented	This definition is not implemented yet
Chapter 1	Definition: Traffic information service - broadcast (TIS-B) OUT	Less protective or partially implemented or not implemented	This definition is not implemented yet
Chapter 2 2.1.1	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 2 2.1.2.1	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 2 2.1.2.2	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 2 2.1.2.3	R	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 2 2.1.2.4.1	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 2 2.1.3.2.2	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 2 2.1.4.3	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 2 2.1.4.4	R	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 2 2.1.4.5	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 2 2.1.5.2	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 2 2.1.5.3	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 3 3.1.1.1.3	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 3 3.1.1.7.12.2.2	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 3 3.1.1.7.12.2.3	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 3 3.1.1.7.12.2.4	S	Less protective or partially implemented or not implemented	Not implemented yet

ANNEX 10 Volume IV — Radio Navigation Aids (Amendment 90)			
Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 3 3.1.1.8.1	S	Less protective or partially implemented or not implemented	For area control purposes, military secondary surveillance radars are used by civil ATM units. By 2024 all surveillance radars to be used by civil ATM units will be replaced by new, civil surveillance radars, fully comply with ICAO SARPs
Chapter 3 3.1.1.8.1.1	R	Less protective or partially implemented or not implemented	Refer to remark on 3.1.1.8.1
Chapter 3 3.1.1.8.2	R	Less protective or partially implemented or not implemented	Refer to remark on 3.1.1.8.1
Chapter 3 3.1.1.8.3	R	Less protective or partially implemented or not implemented	Refer to remark on 3.1.1.8.1
Chapter 3 3.1.1.9.1	R	Less protective or partially implemented or not implemented	Refer to remark on 3.1.1.8.1
Chapter 3 3.1.1.10.1	S	Less protective or partially implemented or not implemented	Refer to remark on 3.1.1.8.1
Chapter 3 3.1.1.10.2	R	Less protective or partially implemented or not implemented	Refer to remark on 3.1.1.8.1
Chapter 3 3.1.1.11.1	R	Less protective or partially implemented or not implemented	Refer to remark on 3.1.1.8.1
Chapter 3 3.1.1.11.2	R	Less protective or partially implemented or not implemented	Refer to remark on 3.1.1.8.1
Chapter 3 3.1.2.1	S	Less protective or partially implemented or not implemented	Refer to remark on 3.1.1.8.1
Chapter 3 3.1.2.1.1	S	Less protective or partially implemented or not implemented	Refer to remark on 3.1.1.8.1
Chapter 3 3.1.2.1.2	S	Less protective or partially implemented or not implemented	Refer to remark on 3.1.1.8.1
Chapter 3 3.1.2.1.3	S	Less protective or partially implemented or not implemented	Refer to remark on 3.1.1.8.1
Chapter 3 3.1.2.1.4	S	Less protective or partially implemented or not implemented	Refer to remark on 3.1.1.8.1
Chapter 3 3.1.2.1.4.1	S	Less protective or partially implemented or not implemented	Refer to remark on 3.1.1.8.1
Chapter 3 3.1.2.1.4.2	S	Less protective or partially implemented or not implemented	Refer to remark on 3.1.1.8.1
Chapter 3 3.1.2.1.4.2.1	S	Less protective or partially implemented or not implemented	Refer to remark on 3.1.1.8.1

ANNEX 10 Volume IV — Radio Navigation Aids (Amendment 90)			
Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 3 3.1.2.1.4.2.2	S	Less protective or partially implemented or not implemented	Refer to remark on 3.1.1.8.1
Chapter 3 3.1.2.1.5	S	Less protective or partially implemented or not implemented	Refer to remark on 3.1.1.8.1
Chapter 3 3.1.2.1.5.1.1	S	Less protective or partially implemented or not implemented	Refer to remark on 3.1.1.8.1
Chapter 3 3.1.2.1.5.1.1.1	S	Less protective or partially implemented or not implemented	Refer to remark on 3.1.1.8.1
Chapter 3 3.1.2.1.5.1.2	S	Less protective or partially implemented or not implemented	Refer to remark on 3.1.1.8.1
Chapter 3 3.1.2.1.5.1.3	S	Less protective or partially implemented or not implemented	Refer to remark on 3.1.1.8.1
Chapter 3 3.1.2.1.5.1.4	S	Less protective or partially implemented or not implemented	Refer to remark on 3.1.1.8.1
Chapter 3 3.1.2.1.5.2	S	Less protective or partially implemented or not implemented	Refer to remark on 3.1.1.8.1
Chapter 3 3.1.2.1.5.2.1	S	Less protective or partially implemented or not implemented	Refer to remark on 3.1.1.8.1
Chapter 3 3.1.2.1.5.2.2	S	Less protective or partially implemented or not implemented	Refer to remark on 3.1.1.8.1
Chapter 3 3.1.2.1.5.2.3	S	Less protective or partially implemented or not implemented	Refer to remark on 3.1.1.8.1
Chapter 3 3.1.2.1.5.2.4	S	Less protective or partially implemented or not implemented	Refer to remark on 3.1.1.8.1
Chapter 3 3.1.2.1.5.2.5	S	Less protective or partially implemented or not implemented	Refer to remark on 3.1.1.8.1
Chapter 3 3.1.2.6.11.3.4. 2.5	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 3 3.1.2.8.7.1	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 3 3.1.2.8.7.2	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 3 3.1.2.8.7.3	S	Less protective or partially implemented or not implemented	Not implemented yet

ANNEX 10 Volume IV — Radio Navigation Aids (Amendment 90)			
Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 3 3.1.2.8.7.3.1	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 3 3.1.2.8.7.3.2.1	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 3 3.1.2.8.7.3.2.2	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 3 3.1.2.8.7.3.2.3	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 3 3.1.2.8.7.3.2.4	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 3 3.1.2.8.7.3.2.5. 1	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 3 3.1.2.8.7.3.2.5. 2	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 3 3.1.2.8.7.3.3.1	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 3 3.1.2.8.7.3.3.2	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 3 3.1.2.8.7.3.3.2. 1	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 3 3.1.2.8.7.3.3.3	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 3 3.1.2.8.7.3.3.4	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 3 3.1.2.8.7.3.3.5	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 3 3.1.2.8.7.3.3.6	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 3 3.1.2.10.3.10.1	R	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 3 3.1.2.10.4.1	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 3 3.1.2.10.4.2	S	Less protective or partially implemented or not implemented	Not implemented yet

ANNEX 10 Volume IV — Radio Navigation Aids (Amendment 90)			
Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 3 3.1.2.10.4.2.1	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 3 3.1.2.10.5.1	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 3 3.1.2.10.5.1.1	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 3 3.1.2.10.5.1.2	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 3 3.1.2.10.5.1.3	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 3 3.1.2.10.5.1.4. 1	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 3 3.1.2.10.5.1.4. 2	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 3 3.1.2.10.5.1.4. 3	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 3 3.1.2.10.5.1.4. 4	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 3 3.1.2.10.5.2	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 4 4.3.9.3.1	R	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 4 4.3.9.3.3	R	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 5 5.1.1.1	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 5 5.1.1.1.1	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 5 5.1.1.1.2	R	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 5 5.1.1.2	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 5 5.1.1.3	S	Less protective or partially implemented or not implemented	Not implemented yet

ANNEX 10 Volume IV — Radio Navigation Aids (Amendment 90)			
Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 5 5.1.1.4.1	R	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 5 5.1.1.4.2	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 5 5.1.2.1	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 5 5.1.2.2	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 5 5.1.2.3	R	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 5 5.1.3.1	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 5 5.1.3.2	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 5 5.1.3.2.1	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 5 5.1.3.2.2	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 5 5.1.3.2.3	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 5 5.1.3.2.4	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 5 5.2.1.1	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 5 5.2.1.2	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 5 5.2.2.1	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 5 5.2.2.2	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 5 5.2.2.3	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 5 5.2.2.4	S	Less protective or partially implemented or not implemented	Not implemented yet

ANNEX 10 Volume IV — Radio Navigation Aids (Amendment 90)			
Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 5 5.2.3.1	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 5 5.2.3.2	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 5 5.2.3.3.1	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 5 5.2.3.3.2	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 5 5.2.3.3.3	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 5 5.2.3.3.4	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 5 5.2.3.3.5	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 5 5.2.3.4.1	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 5 5.2.3.4.2	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 5 5.2.3.4.3	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 5 5.2.3.4.4	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 5 5.2.3.4.5	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 5 5.2.3.4.5.1	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 5 5.2.3.5	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 5 5.2.3.5.1	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 5 5.2.3.5.2.1	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 5 5.2.3.6.1	S	Less protective or partially implemented or not implemented	Not implemented yet

ANNEX 10 Volume IV — Radio Navigation Aids (Amendment 90)			
Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 5 5.2.3.6.2	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 5 5.2.3.6.3	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 5 5.2.4	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 5 5.2.4.1	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 5 5.2.4.2	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 5 5.2.4.3	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 7 7.1.1.1.1	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 7 7.1.1.2.1	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 7 7.1.1.3.1	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 7 7.1.2.1	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 7 7.1.2.2	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 7 7.1.2.3	S	Less protective or partially implemented or not implemented	Not implemented yet

ANNEX 10 Volume V — Aeronautical Radio Frequency Spectrum (Amendment 89)			
Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 2 2.2.2	R	Less protective or partially implemented or not implemented	Not implemented
Chapter 4 4.1.2.3	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 4 4.1.3.1.1	S	Less protective or partially implemented or not implemented	Several purposes outlined in this provision are not detailed in Israeli regulations
Chapter 4 4.1.3.1.3	S	Less protective or partially implemented or not implemented	Not implemented

ANNEX 10 Volume V — Aeronautical Radio Frequency Spectrum (Amendment 89)			
Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 4 4.1.3.2.2	S	Less protective or partially implemented or not implemented	Not implemented
Chapter 4 4.4.3	S	Less protective or partially implemented or not implemented	Not implemented

ANNEX 18 — Dangerous Goods (Amendment 12)			
Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 1	Definition: Dangerous Goods Incident	Less protective or partially implemented or not implemented	Not yet implemented. Included in a draft amendment to the Air Navigation Regulations (Transportation of Dangerous Materials), 1983. Due Date – 2022
Chapter 2 2.4.2	S	Less protective or partially implemented or not implemented	The provision is not explicitly stated in the regulations. Included in a draft amendment to the Air Navigation Regulations (Transportation of Dangerous Materials), 1983. Due Date – 2022.
Chapter 6 6.2.2	S	Less protective or partially implemented or not implemented	The regulations do not currently forbid the marking of a packaging as meeting a specification unless it meets those specifications.
Chapter 9 9.6.1	S	Less protective or partially implemented or not implemented	Serious Incidents are not included. Included in a draft amendment to the Air Navigation Regulations (Transportation of Dangerous Materials), 1983. Due Date – 2022
Chapter 9 9.6.2	S	Less protective or partially implemented or not implemented	Not Yet implemented in the regulations. Included in a draft amendment to the Air Navigation Regulations (Transportation of Dangerous Materials), 1983. Due Date – 2022
Chapter 10 10.1	S	Less protective or partially implemented or not implemented	Implemented for Operators transporting Dangerous Goods and for ground handling/security staff operating on their behalf, but not yet implemented for other entities engaged in the transportation of Dangerous Goods.
Chapter 10 10.2.1	S	Less protective or partially implemented or not implemented	Implemented for Operators approved for transportation of Dangerous Goods, but only partially implemented for operators who choose not to transport Dangerous Goods. Due Date - 2019
Chapter 10 10.2.2	S	Less protective or partially implemented or not implemented	The CAAI and Ministry of Communications are discussing arrangements for requiring dangerous goods programs from all postal operators certificated or authorized by the Ministry of Communications
Chapter 10 10.2.3	R	Less protective or partially implemented or not implemented	The CAAI has not yet identified the appropriate national authority responsible for approving Training programs for entities other than operators and designated postal operators.
Chapter 11 11.1	S	Less protective or partially implemented or not implemented	The CAAI has not yet identified the national authority responsible for inspection of shippers, in accordance with TI part S-5, chapter 1
Chapter 11 11.4	S	Less protective or partially implemented or not implemented	The CAAI and Ministry of Communications are discussing arrangements for requiring dangerous goods programs from all postal operators certificated or authorized by the Ministry of Communications

ANNEX 19 — Safety Management (Amendment 1)			
Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 1	Definition: Accident	More exacting or exceeds	According to the definition of accident at the Israeli law, an accident is also an occurrence connected with the operation of an aircraft or with MRO activities in an aircraft, occurring during the aircraft operation or maintenance time.
Chapter 1	Definition: Incident	More exacting or exceeds	According to the definition of incident at the Israeli law, an incident is an occurrence which is not accident, connected with the operation of an aircraft or with MRO activities in an aircraft, occurring during the aircraft operation or maintenance time and affecting or liable to affect its safe operation.
Chapter 1	Definition: Safety Data	Less protective or partially implemented or not implemented	There is no distinction between safety data and safety information in the Israeli law.
Chapter 2	S	Less protective or partially implemented or not implemented	The Israeli SMS regulations are NOT applicable to the following service providers yet: Approved training organizations. Commercial air transport operators other than those of large aeroplanes, and their respective AMOs. Aircraft design and manufacture organizations
Chapter 3 3.2.1.1	S	Less protective or partially implemented or not implemented	Accident and incident investigation authority has not been established through primary legislation yet.
Chapter 3 3.3.2.1	S	Less protective or partially implemented or not implemented	The Israeli SMS regulations are NOT applicable to the following service providers yet: Approved training organizations. Commercial air transport operators other than those of large aeroplanes, and their respective AMOs. Aircraft design and manufacture organizations.
Chapter 3 3.3.2.3	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 3 3.3.2.4	S	Less protective or partially implemented or not implemented	Not implemented yet
Chapter 4 4.1.1-4.1.7	S	Less protective or partially implemented or not implemented	The Israeli SMS regulations are NOT applicable to the following service providers yet: Approved training organizations. Commercial air transport operators other than those of large aeroplanes, and their respective AMOs. Aircraft design and manufacture organizations.
Chapter 4 4.2	S	Less protective or partially implemented or not implemented	The Israeli SMS regulations are NOT applicable yet to international general aviation operators conducting operations of large or turbojet aeroplanes.
Chapter 5 5.1.1	S	Less protective or partially implemented or not implemented	National safety events reporting and analysis system is in place. However, it does not fully comply with ADREP taxonomy standard. CAAI is in process to establish a new, ADREP compliant system to replace our national system. In addition, CAAI is in process to establish a voluntary safety reporting system which does not exist yet.
Chapter 5 5.1.2	S	Less protective or partially implemented or not implemented	Nalsraeli mandatory safety reporting system does not comply with ADREP taxonomy.

ANNEX 19 — Safety Management (Amendment 1)			
Reference	S - Standard / R - Recommended Practice	Difference	Remarks (Reason for Difference)
Chapter 5 5.1.3	S	Less protective or partially implemented or not implemented	Voluntary safety reporting system is not in place yet
Chapter 5 5.3.1	S	Less protective or partially implemented or not implemented	Voluntary reports pertain to safety occurrences ONLY might be sent through the existing reporting system and addressed under the same protections related to the mandatory incident reports
Chapter 5 5.3.3	S	Different in character or other means of compliance	All safety data and information collected through reports are inadmissible in court of law. Exceptions allow DGCA and service provider management to use such data in their enforcement processes applied. Also, these exception are based on the occurrence severity and not on the intention of the violator

GEN 2 TABLES AND CODES**GEN 2.1 MEASURING SYSTEM, AIRCRAFT MARKINGS, HOLIDAYS****1. Units of measurement**

The table of units of measurement shown below will be used by aeronautical stations within Israel FIR for air and ground operations.

For measurement of	Units used
Distance (long – in excess of 4 000 m)	Nautical mile (NM) or Metre (m)
Distance (short – less than 4 000 m)	Metre (m)
Altitude, elevation and height	Feet (ft)
Horizontal speed including wind speed	Knot (kt) or MACH number (M)
Vertical speed	Feet per minute (ft/min)
Wind direction for landing and take-off	Degree magnetic
Wind direction, except for landing and take-off	Degree true
Visibility, including Runway Visual Range	Kilometre (km) or metre (m)
Altimeter setting	Hectopascal (hPa)
Temperature	Degrees Celsius
Gross Mass or Payload	Tonne or kilogram
Time	Hours, minutes, seconds beginning at midnight UTC unless local time is stated

2. Temporal reference system*General*

Co-ordinated Universal Time (UTC) is used by air navigation services and in publications issued by the Aeronautical Information Service. Reporting of time is expressed to nearest minute e.g. 12:40:35 is reported as: 12:41.

In the AIP and associated publications, the expression “summer period” will indicate that part of the year in which “daylight saving time” is in force. The other part of the year will be named the “winter period”. Daylight saving time in Israel is UTC plus 3 hours. The “winter period” in Israel is UTC plus 2 hours. The “summer period” will be introduced every year by NOTAM.

3. Horizontal reference system**3.1 Name/designation of system.**

All published geographical coordinates indicating latitude and longitude are expressed in terms of the World Geodetic System – 1984 (WGS-84) geodetic reference datum.

3.2 Ellipsoid

Ellipsoid is expressed in terms of the World Geodetic System – 1984 (WGS-84) ellipsoid

3.3 Datum

The World Geodetic System – 1984 (WGS-84) is used.

3.4 Area of application

The area of application for the published geographical coordinates coincides with the area of responsibility of the Aeronautical Information Service.

3.5 Use of an asterisk to identify published geographical coordinates.

An asterisk (*) will be used to identify those published geographical coordinates which have been transformed into WGS-84 coordinates but whose accuracy of original field work does not meet the requirements in ICAO Annex 11, Chapter 2 and ICAO Annex 14, Volumes I and II, Chapter 2. Specifications for determination and reporting of WGS-84 coordinates are given in ICAO Annex 11, Chapter 2 and in ICAO Annex 14, Volume I and II, Chapter 2.

4. Vertical reference system

4.1 Name/designation of system

The vertical reference system corresponds to mean sea level (MSL).

4.2 Geoid model

The geoid model used is the Earth Gravitational Model 1996 – (EGM-96).

5. Aircraft nationality and registration marks

The nationality mark for aircraft registered in the State of Israel are the letters 4X.

The nationality mark is followed by a hyphen and a registration mark consisting of 3 letters, e.g. 4X-AWH.

6. Public Holidays & Memorial Days

From 1.1.2022 to 31.12.2026 (Calendar source: http://tzura.co.il//thesite/hebrew_calendar.asp)

Name	2023	2024	2025	2026	2027
	Date / Day	Date / Day	Date / Day	Date / Day	Date / Day
Passover's eve ⁽⁵⁾⁽⁶⁾	05.04 Wednesday	22.04 Monday	12.04 Saturday	01.04 Wednesday	21.04 Wednesday
Passover ⁽⁶⁾	06.04 Thursday	23.04 Tuesday	13.04 Sunday	02.04 Thursday	22.04 Thursday
Passover's 7th Day ⁽⁵⁾⁽⁶⁾	12.04 Wednesday	29.04 Monday	19.04 Saturday	08.04 Wednesday	28.04 Wednesday
Holocaust Memorial Day ⁽³⁾	18.04 Tuesday	06.05 Monday	24.04 Thursday	14.04 Tuesday	04.05 Tuesday
Memorial Day's eve ^{(1) (3)}	24.04 Monday	12.05 Sunday	29.04 Tuesday	20.04 Monday	10.05 Monday
Memorial Day ⁽²⁾⁽⁶⁾	25.04 Tuesday	13.05 Monday	30.04 Wednesday	21.04 Tuesday	11.05 Tuesday
Independence Day ⁽⁵⁾⁽⁶⁾	26.04 Wednesday	14.05 Tuesday	01.05 Thursday	22.04 Wednesday	12.05 Wednesday
Shavuot eve ⁽⁵⁾⁽⁶⁾	25.05 Thursday	11.06 Tuesday	01.06 Sunday	21.05 Thursday	10.06 Thursday
Shavuot ⁽⁵⁾⁽⁶⁾	26.05 Friday	12.06 Wednesday	02.06 Monday	22.05 Friday	11.06 Friday
Jewish New Year's eve ⁽⁵⁾⁽⁶⁾	15.09 Friday	02.10 Wednesday	22.09 Monday	11.09 Friday	01.10 Friday
Jewish New Year's 1st Day ⁽⁵⁾⁽⁶⁾	16.09 Saturday	03.10 Thursday	23.09 Tuesday	12.09 Saturday	02.10 Saturday
Jewish New Year's 2nd Day ⁽⁵⁾⁽⁶⁾	17.09 Sunday	04.10 Friday	24.09 Wednesday	13.09 Sunday	03.10 Sunday
Yom Kippur's eve ^{(4) (5)(6)} (Day of Atonement eve)	24.09 Sunday	11.10 Friday	01.10 Wednesday	20.09 Sunday	10.10 Sunday
Yom Kippur ^{(4) (5)(6)} (Day of Atonement)	25.09 Monday	12.10 Saturday	02.10 Thursday	21.09 Monday	11.10 Monday
Sukkot's eve ⁽⁵⁾⁽⁶⁾	29.09 Friday	16.10 Wednesday	06.10 Monday	25.09 Friday	15.10 Friday
Sukkot ⁽⁶⁾	30.09 Saturday	17.10 Thursday	07.10 Tuesday	26.09 Saturday	16.10 Saturday
Sukkot's 8th Day Eve ⁽⁵⁾⁽⁶⁾	06.10 Friday	23.10 Wednesday	13.10 Monday	02.10 Friday	22.10 Friday
Sukkot's 8th Day ⁽⁵⁾⁽⁶⁾	07.10 Saturday	24.10 Thursday	14.10 Tuesday	03.10 Saturday	23.10 Saturday

Name	2023	2024	2025	2026	2027
	Date / Day	Date / Day	Date / Day	Date / Day	Date / Day
1.	During Memorial Day's eve: Tel-Aviv/Ben-Gurion Airport, as well as the western part of the TMA (from LLBG to the coastline) are closed to all flights (civil and military), between 20:00-21:00 local time.				
2.	During Memorial Day, between 11:00-12:00 local time, the aerodromes of Tel-Aviv/Ben Gurion, Haifa, and Eilat/Ilan and Asaf Ramon, and the western part of the TMA (from LLBG to the coastline) will be closed to all traffic (civil and military).				
3.	During the sounding of siren, denoting the Holocaust Memorial Day at 10:00 local time, the Memorial Day eve at 20:00 local time, and the Memorial Day at 11:00 local time, no flight shall take off or land within five minutes before and after the sounding of the siren.				
4.	On Day of Atonement, all services are brought to a complete standstill, including all air traffic in Tel-Aviv FIR, from Day of Atonement eve at 15:00 local time until Day of Atonement 20:00 local time.				
5.	During Jewish Holidays & Saturdays, administrative services, banks and other institutions are not available. On holiday's eve and Fridays, banks are not open, but some services may be partly available.				
6.	During public holidays, CDR-1 Airways will be available where stated PUB availability. These will be available also before/ after Tel-Aviv FIR closure for Yom Kippur (Day of Atonement)				

GEN 2.2 ABBREVIATIONS USED IN AIS
PUBLICATIONS

*	Abbreviation marked by an asterisk (*) are either different from or not contained in ICAO Doc 8400.
†	When radiotelephony is used, the abbreviations and terms are transmitted as spoken words.
‡	When radiotelephony is used, the abbreviations and terms are transmitted using the individual letters in non-phonetic form.
(~)	Signal is also available for use in communicating with stations of the maritime mobile service.
#	Signal for use in the teletypewriter service only.

A		ADVS	Advisory service
A	Amber	ADZ	Advise
AAA	Amended meteorological message (message type designator)	AES	Aircraft earth station
A/A	Air-to-air	AFIL	Flight plan filed in the air
AAD	Assigned altitude deviation	AFIS	Aerodrome flight information service
AAIM	Aircraft autonomous integrity monitoring	AFM	Yes or affirm or affirmative or that is correct
AAL	Above aerodrome level	AFS	Aeronautical fixed service
AAR	Air to air refueling	AFT...	After ... (time or place)
ABI	Advance boundary information	AFTN‡	Aeronautical fixed telecommunication network
ABM	Abeam	A/G	Air-to-ground
ABN	Aerodrome beacon	AGA	Aerodromes, air routes and ground aids
ABT	About	AGL	Above ground level
ABV	Above	AGN	Again
AC	Altocumulus	AIC	Aeronautical information circular
ACARS†	(to be pronounced "AY-CARS") Aircraft communication addressing and reporting system	AIDC	Air traffic services interfacility data communications
ACAS†	Airborne collision avoidance system	AIM	Aeronautical information management
ACC‡	Area control centre or area control	AIP	Aeronautical information publication
ACCID	Notification of an aircraft accident	AIRAC	Aeronautical information regulation and control
ACFT	Aircraft	AIREP†	Air-report
ACK	Acknowledge	AIRMET†	Information concerning en-route weather phenomena which may affect the safety of low-level aircraft operations
ACL	Altimeter check location	AIS	Aeronautical information services
ACN	Aircraft classification number	ALA	Alighting area
ACP	Acceptance (message type designator)	ALERFA†	Alert phase
ACPT	Accept or accepted	ALR	Alerting (message type designator)
ACT	Active or activated or activity	ALRS	Alerting service
AD	Aerodrome	ALS	Approach lighting system
ADA	Advisory area	ALT	Altitude
ADC	Aerodrome chart	ALTN	Alternate or alternating (light alternates in colour)
ADDN	Addition or additional	ALTN	Alternate (aerodrome)
ADF‡	Automatic direction-finding equipment	AMA	Area minimum altitude
ADIZ†	(to be pronounced "AY-DIZ") Air defense identification zone	AMD	Amend or amended (used to indicate amended meteorological message; message type designator)
ADJ	Adjacent	AMDT	Amendment (AIP Amendment)
ADO	Aerodrome office (specify service)	AMS	Aeronautical mobile service
ADR	Advisory route	AMSL	Above mean sea level
ADS~	The address (when this abbreviation is used to request a repetition, the question mark (IMI) precedes the abbreviation, e.g. IMI ADS) (to be used in AFS as a procedure signal)	AMSS	Aeronautical mobile satellite service
ADS-B‡	Automatic dependent surveillance — broadcast	ANC...	Aeronautical chart — 1:500 000 (followed by name/title)
ADS-C‡	Automatic dependent surveillance — contract	ANCS...	Aeronautical navigation chart — small scale (followed by name/title and scale)
ADSU	Automatic dependent surveillance unit	ANS	Answer
		AOC...	Aerodrome obstacle chart (followed by

	<i>type and name/title)</i>	AWTA	Advise at what time able
AO	Aircraft operator	AWY	Airway
AP	Airport	AZM	Azimuth
APAPI†	<i>(to be pronounced "AY-PAPI")</i> Abbreviated precision approach path indicator		
APCH	Approach		
APDC...	Aircraft parking/docking chart <i>(followed by name/title)</i>	B	
APN	Apron	B	Blue
APP	Approach control office or approach control or approach control service	BA	Braking action
APR	April	BARO-VNAV†	Barometric vertical navigation <i>(to be pronounced "BAA-RO-VEE-NAV")</i>
APRX	Approximate or approximately	BASE†	Cloud base
APSG	After passing	BCFG	Fog patches
APU	Auxiliary power unit	BCN	Beacon <i>(aeronautical ground light)</i>
APV	Approach procedure with vertical guidance	BCST	Broadcast
ARC	Area chart	BDRY	Boundary
ARNG	Arrange	BECMG	Becoming
ARO	Air traffic services reporting office	BFR	Before
ARP	Aerodrome reference point	BKN	Broken
ARP	Air-report <i>(message type designator)</i>	BL...	Blowing <i>(followed by DU = dust, SA = sand or SN = snow)</i>
ARQ	Automatic error correction	BLDG	Building
ARR	Arrival <i>(message type designator)</i>	BLO	Below clouds
ARR	Arrive or arrival	BLW...	Below...
ARS	Special air-report <i>(message type designator)</i>	BOMB	Bombing
ARST	Arresting <i>(specify (part of) aircraft arresting equipment)</i>	BR	Mist
AS	Altostratus	BRF	Short <i>(used to indicate the type of approach desired or required)</i>
ASAP	As soon as possible	BRG	Bearing
ASC	Ascend to or ascending to	BRKG	Braking
ASDA	Accelerate-stop distance available	BS	Commercial broadcasting station
ASE	Altimetry system error	BTL	Between layers
ASPEEDGAIN	Airspeed or headwind gain	BTN	Between
ASPEEDLOSS	Airspeed or headwind loss	BUFR	Binary universal form for the representation of meteorological data
ASPH	Asphalt		
AT...	At <i>(followed by time at which weather change is forecast to occur)</i>	C	
ATA‡	Actual time of arrival	...C	Centre <i>(preceded by runway designation number to identify a parallel runway)</i>
ATC‡	Air traffic control <i>(in general)</i>	C	Degrees Celsius <i>(Centigrade)</i>
ATD‡	Actual time of departure	CA	Course to an altitude
ATFM	Air traffic flow management	CAA	Civil Aviation Authority or Civil Aviation Administration
ATIS†	Automatic terminal information service	CAT	Category
ATM	Air traffic management	CAT	Clear air turbulence
ATN	Aeronautical telecommunication network	CAVOK†	<i>(to be pronounced "KAV-OH-KAY")</i> Visibility, cloud and present weather better than prescribed values or conditions
ATP...	At ... <i>(time or place)</i>		<i>(to be pronounced "CEE BEE")</i> Cumulonimbus
ATS	Air traffic services	CB‡	
ATTN	Attention	CC	Cirrocumulus
AT-VASIS†	<i>(to be pronounced "AY-TEE-VASIS")</i> Abbreviated T visual approach slope indicator system	CCA	<i>(or CCB, CCC...etc., in sequence)</i> Corrected meteorological message <i>(message type designator)</i>
ATZ	Aerodrome traffic zone	CCO	Continuous climb operations
AUG	August	CD	Candela
AUTH	Authorized or authorization	CDN	Coordination <i>(message type designator)</i>
AUTO	Automatic		
AUW	All up weight	CDO	Continuous descent operations
AUX	Auxiliary	CDR	Conditional route
AVBL	Available or availability		
AVG	Average		
AVGAS†	Aviation gasoline		
AWOS	Automated Weather Observation System		

CF Change frequency to...
 CF Course to a fix
 CFM~ Confirm or I confirm (*to be used in AFS as a procedure signal*)
 CGL Circling guidance light(s)
 CH Channel
 CH# This is a channel-continuity-check of transmission to permit comparison of your record of channel-sequence numbers of messages received on the channel (*to be used in AFS as a procedure signal*)
 CHEM Chemical
 CHG Modification (*message type designator*)
 CI Cirrus
 CIDIN† Common ICAO data interchange network
 CIV Civil
 CK Check
 CL Centre line
 CLA Clear type of ice formation
 CLBR Calibration
 CLD Cloud
 CLG Calling
 CLIMB-OUT Climb-out area
 CLR Clear(s) or cleared to ...or clearance
 CLRD Runway(s) cleared (*used in METAR/SPECI*)
 CLSD Close or closed or closing
 CM Centimetre
 CMB Climb to or climbing to
 CMPL Completion or completed or complete
 CNL Cancel or cancelled
 CNL Flight plan cancellation (*message type designator*)
 CNS Communications, navigation and surveillance
 COM Communications
 CONC Concrete
 COND Condition
 CONS Continuous
 CONST Construction or constructed
 CONT Continue(s) or continued
 COOR Coordinate or coordination
 COORD Coordinates
 COP Change-over point
 COR Correct or correction or corrected (*used to indicate corrected meteorological message; message type designator*)
 COT At the coast
 COV Cover or covered or covering
 CPDLC‡ Controller-pilot data link communications
 CPL Current flight plan (*message type designator*)
 CRC Cyclic redundancy check
 CRM Collision risk model
 CRP Compulsory reporting point
 CRZ Cruise
 CS Call sign
 CS Cirrostratus
 CTA Control area
 CTAM Climb to and maintain
 CTC Contact

CTL Control
 CTN Caution
 CTR Control zone
 CU Cumulus
 CUF Cumuliform
 CUST Customs
 CVFR* Controlled VFR
 CVR Cockpit voice recorder
 CW Continuous wave
 CWY Clearway

D

D Downward (*tendency in RVR during previous 10 minutes*)
 D... Danger area (*followed by identification*)
 DA Decision altitude
 D-ATIS† (*to be pronounced "DEE-ATIS"*) Data link automatic terminal information service
 DCD Double channel duplex
 DCKG Docking
 DCP Datum crossing point
 DCPC Direct controller-pilot communications
 DCS Double channel simplex
 DCT Direct (*in relation to flight plan clearances and type of approach*)
 DE~ From (*used to precede the call sign of the calling station*) (*to be used in AFS as a procedure signal*)
 DEC December
 DEG Degrees
 DEP Depart or departure
 DEP Departure (*message type designator*)
 DEPO Deposition
 DER Departure end of the runway
 DES Descend to or descending to
 DEST Destination
 DETRESFA† Distress phase
 DEV Deviation or deviating
 DF Direction finding
 DFDR Digital flight data recorder
 DFTI Distance from touchdown indicator
 DH Decision height
 DIF Diffuse
 DIST Distance
 DIV Divert or diverting
 DLA Delay or delayed
 DLA Delay (*message type designator*)
 DLIC Data link initiation capability
 DLY Daily
 DME‡ Distance measuring equipment
 DNG Danger or dangerous
 DOF Date Of Flight
 DOM Domestic
 DP Dew point temperature
 DPT Depth
 DR Dead reckoning
 DR... Low drifting (*followed by DU = dust, SA = sand or SN = snow*)
 DRG During
 DS Duststorm

DSB	Double sideband
DTAM	Descend to and maintain
DTG	Date-time group
DTHR	Displaced runway threshold
DTRT	Deteriorate or deteriorating
DTW	Dual tandem wheels
DU	Dust
DUC	Dense upper cloud
DUPE#	This is a duplicate message <i>(to be used in AFS as a procedure signal)</i>
DUR	Duration
D-VOLMET	Data link VOLMET
DVOR	Doppler VOR
DW	Dual wheels
DZ	Drizzle

EXC	Except
EXER	Exercises or exercising or to exercise
EXP	Expect or expected or expecting
EXTD	Extend or extending or Extended

E

E	East or eastern longitude
EAT	Expected approach time
EB	Eastbound
EDA	Elevation differential area
EDTO	Extended diversion time operations
EEE#	Error <i>(to be used in AFS as a procedure signal)</i>
EET	Estimated elapsed time
EFC	Expect further clearance
EFIS†	<i>(to be pronounced "EE-FIS")</i> Electronic flight instrument system
EGNOS†	<i>(to be pronounced "EGG-NOS")</i> European geostationary navigation overlay service
EHF	Extremely high frequency [30 000 to 300 000 MHz]
ELBA†	Emergency location beacon — aircraft
ELEV	Elevation
ELR	Extra long range
ELT	Emergency locator transmitter
EM	Emission
EMBD	Embedded in a layer <i>(to indicate cumulonimbus embedded in layers of other clouds)</i>
EMERG	Emergency
END	Stop-end <i>(related to RVR)</i>
ENE	East-north-east
ENG	Engine
ENR	En route
ENRC...	Enroute chart <i>(followed by name/title)</i>
EOBT	Estimated off-block time
EQPT	Equipment
ESE	East-south-east
EST	Estimate or estimated or estimation <i>(message type designator)</i>
ETA~‡	Estimated time of arrival or estimating arrival
ETD‡	Estimated time of departure or estimating departure
ETO	Estimated time over significant point
EUR RODEX	European regional OPMET data exchange
EV	Every
EVS	Enhanced vision system

F

F	Fixed
FA	Course from a fix to an altitude
FAC	Facilities
FAF	Final approach fix
FAL	Facilitation of international air transport
FAP	Final approach point
FAS	Final approach segment
FATO	Final approach and take-off area
FAX	Facsimile transmission
FBL	Light <i>(used to indicate the intensity of weather phenomena, interference or static reports, e.g. FBL RA = light rain)</i>
FC	Funnel cloud <i>(tornado or water spout)</i>
FCST	Forecast
FCT	Friction coefficient
FDPS	Flight data processing system
FEB	February
FEW	Few
FG	Fog
FIC	Flight information centre
FIR‡	Flight information region
FIS	Flight information service
FISA	Automated flight information service
FL	Flight level
FLD	Field
FLG	Flashing
FLR	Flares
FLT	Flight
FLTCK	Flight check
FLUC	Fluctuating or fluctuation or fluctuated
FLW	Follow(s) or following
FLY	Fly or flying
FM	Course from a fix to manual termination <i>(used in navigation database coding)</i>
FM	From
FM...	From <i>(followed by time weather change is forecast to begin)</i>
FMC	Flight management computer
FMS‡	Flight management system
FMU	Flow management unit
FNA	Final approach
FPAP	Flight path alignment point
FPL	Flight plan
FPU	Fix Power Unit
FPM	Feet per minute
FPR	Flight plan route
FR	Fuel remaining
FREQ	Frequency
FRI	Friday
FRNG	Firing
FRONT†	Front <i>(relating to weather)</i>
FROST†	Frost <i>(used in aerodrome warnings)</i>
FRQ	Frequent
FSL	Full stop landing
FSS	Flight service station

FST	First
FT	Feet (<i>dimensional unit</i>)
FTE	Flight technical error
FTP	Fictitious threshold point
FTT	Flight technical tolerance
FU	Smoke
FZ	Freezing
FZDZ	Freezing drizzle
FZFG	Freezing fog
FZRA	Freezing rain

G

G	Green
G...	Variations from the mean wind speed (gusts) (<i>followed by figures in METAR/SPECI and TAF</i>)
GA	Go ahead, resume sending (<i>to be used in AFS as a procedure signal</i>)
GA	General Aviation
G/A	Ground-to-air
G/A/G	Ground-to-air and air-to-ground
GAGAN†	GPS and geostationary earth orbit augmented navigation
GAMET	Area forecast for low-level flights
GARP	GBAS azimuth reference point
GBAS†	(<i>to be pronounced "GEE-BAS"</i>) Ground-based augmentation system
GCA‡	Ground controlled approach system or ground controlled approach
GEN	General
GEO	Geographic or true
GES	Ground earth station
GLD	Glider
GLONASS†	(<i>to be pronounced "GLO-NAS"</i>) Global orbiting navigation satellite system
GLS‡	GBAS landing system
GMC...	Ground movement chart (<i>followed by name/title</i>)
GND	Ground
GNDCK	Ground check
GNSS‡	Global navigation satellite system
GOV	Government
GP	Glide path
GPA	Glide path angle
GPIP	Glide path intercept point
GPS‡	Global positioning system
GPU	Ground power unit
GPWS‡	Ground proximity warning system
GR	Hail
GRAS†	(<i>to be pronounced "GRASS"</i>) Ground-based regional augmentation system
GRASS	Grass landing area
GRIB	Processed meteorological data in the form of grid point values expressed in binary form (<i>meteorological code</i>)
GRVL	Gravel
GS	Ground speed
GS	Small hail and/or snow pellets
GUND	Geoid undulation

H

H	High pressure area or the centre of high pressure
H...	Significant wave height (<i>followed by figures in METAR/SPECI</i>)
H24	Continuous day and night service
HA	Holding/racetrack to an altitude
HAT*	Height above threshold
HAPI	Helicopter approach path indicator
HBN	Hazard beacon
HDF	High frequency direction-finding station
HDG	Heading
HEL	Helicopter
HF‡	High frequency [3 000 to 30 000 kHz]
HF	Holding/racetrack to a fix
HGT	Height or height above
HJ	Sunrise to sunset
HLDG	Holding
HLS	Helicopter landing site
HM	Holding/racetrack to a manual termination
HN	Sunset to sunrise
HO	Service available to meet operational requirements
HOL	Holiday
HOSP	Hospital aircraft
HPA	Hectopascal
HLP	Heliport
HR	Hours
HS	Service available during hours of scheduled operations
HUD	Head-up display
HUM	Humanitarian
HURCN	Hurricane
HVDF	High and very high frequency direction finding stations (<i>at the same location</i>)
HVY	Heavy
HVY	Heavy (<i>used to indicate the intensity of weather phenomena, e.g. HVY RA = heavy rain</i>)
HX	No specific working hours
HYR	Higher
HZ	Haze
HZ	Hertz (<i>cycle per second</i>)

I

IAA*	Israel airports authority
IAC...	Instrument approach chart (<i>followed by name/title</i>)
IAF	Initial approach fix
IALS*	Intermediate approach lighting systems
IAO	In and out of clouds
IAP	Instrument approach procedure
IAR	Intersection of air routes
IAS	Indicated airspeed
IBN	Identification beacon
ICAO	International Civil Aviation Organization
ICE	Icing
ID	Identifier or identify
IDENT†	Identification

MAR	March	MSAS†	<i>(to be pronounced “EM-SAS”)</i> Multi-functional transport satellite (MTSAT)
MATF	Missed approach turning fix		satellite-based augmentation system
MATZ	Military aerodrome traffic zone		
MAX	Maximum	MSAW	Minimum safe altitude warning
MAY	May	MSG	Message
MBST	Microburst	MSL	Mean sea level
MCA	Minimum crossing altitude	MSR#	Message ... <i>(transmission identification)</i> has been misrouted <i>(to be used in AFS as a procedure signal)</i>
MCTR	Military control zone		
MCW	Modulated continuous wave		
MDA	Minimum descent altitude	MSSR	Monopulse secondary surveillance radar
MDF	Medium frequency direction-finding station	MT	Mountain
MDH	Minimum descent height	MTOM	Maximum take-off mass
MEA	Minimum en-route altitude	MTU	Metric units
MEDEVAC	Medical evacuation flight	MTW	Mountain waves
MEHT	Minimum eye height over threshold <i>(for visual approach slope indicator systems)</i>	MVDF	Medium and very high frequency direction finding stations <i>(at the same location)</i>
MET†	Meteorological or meteorology	MWO	Meteorological watch office
METAR†	Aerodrome routine meteorological report <i>(in meteorological code)</i>	MX	Mixed type of ice formation <i>(white and clear)</i>
MET REPORT	Local routine meteorological report <i>(in abbreviated plain language)</i>		
MF	Medium frequency [300 to 3 000 kHz]		
MHA	Minimum holding altitude		
MHDF	Medium and high frequency direction-finding stations <i>(at the same location)</i>		
MHVDF	Medium, high and very high frequency direction-finding stations <i>(at the same location)</i>		
MHZ	Megahertz		
MID	Mid-point <i>(related to RVR)</i>		
MIFG	Shallow fog		
MIL	Military		
MIN*	Minutes		
MIS	Missing ... <i>(transmission identification)</i> <i>(to be used in AFS as a procedure signal)</i>		
MKR	Marker radio beacon		
MLS‡	Microwave landing system		
MM	Middle marker		
MNM	Minimum		
MNPS	Minimum navigation performance specifications		
MNT	Monitor or monitoring or monitored		
MNTN	Maintain		
MOA	Military operating area		
MOC	Minimum obstacle clearance <i>(required)</i>		
MOCA	Minimum obstacle clearance altitude		
MOD	Moderate <i>(used to indicate the intensity of weather phenomena, interference or static reports, e.g. MODRA = moderate rain)</i>		
MON	Above mountains		
MON	Monday		
MOPS†	Minimum operational performance standards		
MOV	Move or moving or movement		
MPS	Metres per second		
MRA	Minimum reception altitude		
MRG	Medium range		
MRP	ATS/MET reporting point		
MS	Minus		
MSA	Minimum sector altitude		
		N	
		N	No distinct tendency <i>(in RVR during previous 10 minutes)</i>
		N	North or northern latitude
		NADP	Noise abatement departure procedure
		NALS*	NIL approach lighting systems
		NASC†	National AIS system centre
		NAT	North Atlantic
		NAV	Navigation
		NAVAID	Navigation aid
		NB	Northbound
		NBFR	Not before
		NC	No change
		NCD	No cloud detected <i>(used in automated METAR/SPECI)</i>
		NDB‡	Non-directional radio beacon
		NDV	No directional variations available <i>(used in automated METAR/SPECI)</i>
		NE	North-east
		NEB	North-eastbound
		NEG	No or negative or permission not granted or that is not correct
		NGT	Night
		NIL*†	None or I have nothing to send to you
		NM	Nautical miles
		NML	Normal
		NN	No name. unnamed
		NNE	North-north-east
		NNW	North-north-west
		NO	No (negative) <i>(to be used in AFS as a procedure signal)</i>
		NOF	International NOTAM office
		NONSTD	Non-standard
		NOSIG†	No significant change <i>(used in trend-type landing forecasts)</i>
		NOTAM†	A notice distributed by means of telecommunication containing information concerning the establishment, condition or change in any aeronautical facil-

ity, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations

NOTAMC	Cancelling NOTAM
NOTAMN	New NOTAM
NOTAMR	Replacing NOTAM
NOV	November
NOZ‡	Normal operating zone
NPA	Non-precision approach
NR	Number
NRH	No reply heard
NS	Nimbostratus
NSC	Nil significant cloud
NSE	Navigation system error
NSW	Nil significant weather
NTL	National
NTZ‡	No transgression zone
NW	North-west
NWB	North-westbound
NXT	Next

O	
OAC	Oceanic area control centre
OAS	Obstacle assessment surface
OBS	Observe or observed or observation
OBSC	Obscure or obscured or obscuring
OBST	Obstacle
OCA	Obstacle clearance altitude
OCA	Oceanic control area
OCC	Occulting (<i>light</i>)
OCH	Obstacle clearance height
OCNL	Occasional or occasionally
OCS	Obstacle clearance surface
OCT	October
OFZ	Obstacle free zone
OGN	Originate (<i>to be used in AFS as a procedure signal</i>)
OHD	Overhead
OIS	Obstacle identification surface
OK~	We agree or It is correct (<i>to be used in AFS as a procedure signal</i>)
OLDI†	On-line data interchange
OM	Outer marker
OPA	Opaque, white type of ice formation
OPC	Control indicated is operational control
OPMET†	Operational meteorological (<i>information</i>)
OPN	Open or opening or opened
OPR	Operator or operate or operative or operating or operational
OPS†	Operations
O/R	On request
ORD	Order
OSV	Ocean station vessel
OTP	On top
OTS	Organized track system
OUBD	Outbound
OVC	Overcast

P	
P...	Maximum value of wind speed or runway visual range (<i>followed by figures in METAR/SPECI and TAF</i>)
P...	Prohibited area (<i>followed by identification</i>)
PA	Precision approach
PALS	Precision approach lighting system (<i>specify category</i>)
PANS	Procedures for air navigation services
PAPI†	Precision approach path indicator
PAR‡	Precision approach radar
PARL	Parallel
PATC...	Precision approach terrain chart (<i>followed by name/title</i>)
PAX	Passenger(s)
PBC	Performance-based communication
PBN	Performance-based navigation
PBS	Performance-based surveillance
PCD	Proceed or proceeding
PCL	Pilot-controlled lighting
PCN	Pavement classification number
PCT	Per cent
PDC‡	Pre-departure clearance
PDG	Procedure design gradient
PER	Performance
PERM	Permanent
PIB	Pre-flight information bulletin
PJE	Parachute jumping exercise
PL	Ice pellets
PLA	Practice low approach
PLVL	Present level
PN	Prior notice required
PNR	Point of no return
PO	Dust/sand whirls (<i>dust devils</i>)
POB	Persons on board
POSS	Possible
PPI	Plan position indicator
PPR	Prior permission required
PPSN	Present position
PRFG	Aerodrome partially covered by fog
PRI	Primary
PRKG	Parking
PROB†	Probability
PROC	Procedure
PROP	Propeller
PROV	Provisional
PRP	Point-in-space reference point
PS	Plus
PSG	Passing
PSN	Position
PSP	Pierced steel plank
PSR‡	Primary surveillance radar
PSYS	Pressure system(s)
PTN	Procedure turn
PTS	Polar track structure
PWR	Power

Q	
QDL	Do you intend to ask me for a series of

	bearings? or I intend to ask you for a series of bearings <i>(to be used in radiotelegraphy as a Q Code)</i>	RASC†	ing
QDM‡	Magnetic heading <i>(zero wind)</i>	RASS	Regional AIS system centre
QDR	Magnetic bearing	RB	Remote altimeter setting source
QFE‡	Atmospheric pressure at aerodrome elevation <i>(or at runway threshold)</i>	RCA	Rescue boat
QFU	Magnetic orientation of runway	RCC	Reach cruising altitude
QGE	What is my distance to your station? or Your distance to my station is <i>(distance figures and units) (to be used in radiotelegraphy as a Q Code)</i>	RCF	Rescue coordination centre
QJH	Shall I run my test tape/a test sentence? or Run your test tape/a test sentence <i>(to be used in AFS as a Q Code)</i>	RCH	Radiocommunication failure <i>(message type designator)</i>
QNH‡	Altimeter sub-scale setting to obtain elevation when on the ground	RCL	Reach or reaching
QSP	Will you relay to ...free of charge? or I will relay to ...free of charge <i>(to be used in AFS as a Q Code)</i>	RCLL	Runway centre line
QTA	Shall I cancel telegram number...? or Cancel telegram number ... <i>(to be used in AFS as a Q Code)</i>	RCLR	Runway centre line light(s)
QTE	True bearing	RCP‡	Recleared
QTF	Will you give me the position of my station according to the bearings taken by the D/F stations which you control? or The position of your station according to the bearings taken by the D/F stations that I control was ...latitude ...longitude <i>(or other indication of position), class ...at ...hours (to be used in radiotelegraphy as a Q Code)</i>	RDOACT	Required communication performance
QUAD	Quadrant	RDH	Radioactive
QUJ	Will you indicate the TRUE track to reach you? or The TRUE track to reach me is ...degrees at ...hours <i>(to be used in radiotelegraphy as a Q Code)</i>	RDL	Reference datum height
		RDO	Radial
		RE	Radio
		REC	Recent <i>(used to qualify weather phenomena, e.g. RERA = recent rain)</i>
		REDL	Receive or receiver
		REF	Runway edge light(s)
		REG	Reference to ...or refer to...
		REIL*	Registration
		RENL	RWY end identifier lights
		REP	Runway end light(s)
		REQ	Report or reporting or reporting point
		RERTE	Request or requested
		RESA	Re-route
		RF	Runway end safety area
		RFFS	Constant radius arc to a fix
		RG	Rescue and firefighting services
		RHC	Range <i>(lights)</i>
		RIF	Right-hand circuit
		RIME†	Reclearance in flight
		RL	Rime <i>(used in aerodrome warnings)</i>
		RLA	Report leaving
		RLCE	Relay to
		RLLS	Request level change en route
		RLNA	Runway lead-in lighting system
		RMK	Request level not available
		RNAV†	Remark
			<i>(to be pronounced "AR-NAV")</i> Area navigation
...R	Right <i>(preceded by runway designation number to identify a parallel runway)</i>	RNG	Radio range
R	Rate of turn	RNP‡	Required navigation performance
R	Red	ROBEX†	Regional OPMET bulletin exchange <i>(scheme)</i>
R...	Restricted area <i>(followed by identification)</i>	ROC	Rate of climb
R...	Runway <i>(followed by figures in METAR/SPECI)</i>	ROD	Rate of descent
R~	Received <i>(acknowledgement of receipt) (to be used in AFS as a procedure signal)</i>	RON	Receiving only
R...	Radial from VOR <i>(followed by three figures)</i>	RPDS	Reference path data selector
RA	Rain	RPI‡	Radar position indicator
RA	Resolution advisory	RPL	Repetitive flight plan
RA*	Radio altimeter	RPLC	Replace or replaced
RAC	Rules of the air and air traffic services	RPS	Radar position symbol
RAG	Ragged	RPT~	Repeat or I repeat <i>(to be used in AFS as a procedure signal)</i>
RAG	Runway arresting gear	RQ~	Request <i>(to be used in AFS as a procedure signal)</i>
RAI	Runway alignment indicator	RQMNTS	Requirements
RAIM†	Receiver autonomous integrity monitor-	RQP	Request flight plan <i>(message type designator)</i>
		RQS	Request supplementary flight plan <i>(message type designator)</i>

RR	Report reaching	SEC	Seconds
RRA	(or RRB, RRC ...etc., in sequence) Delayed meteorological message (message type designator)	SECN	Section
		SECT	Sector
RSC	Rescue sub-centre	SELCAL†	Selective calling system
RSCD	Runway surface condition	SEP	September
RSP‡	Required surveillance performance	SER	Service or servicing or served
RSP	Responder beacon	SEV	Severe (used e.g. to qualify icing and turbulence reports)
RSR	En-route surveillance radar	SFC	Surface
RSS	Root sum square	SG	Snow grains
RTD	Delayed (used to indicate delayed meteorological message; message type designator)	SGL	Signal
		SH...	Shower (followed by RA = rain, SN = snow, PL = ice pellets, GR = hail, GS = small hail and/or snow pellets or combinations thereof, e.g. SHRASN = showers of rain and snow)
RTE	Route		
RTF	Radiotelephone		
RTG	Radiotelegraph		
RTHL	Runway threshold light(s)	SHF	Super high frequency [3 000 to 30 000 MHz]
RTN	Return or returned or returning	SI	International system of units
RTODAH	Rejected take-off distance available, helicopter	SID†	Standard instrument departure
RTS	Return to service	SIF	Selective identification feature
RTT	Radioteletypewriter	SIG	Significant
RTZL	Runway touchdown zone light(s)	SIGMET†	Information concerning en-route and other phenomena in the atmosphere that may affect the safety of aircraft operations
RUT	Standard regional route transmitting frequencies		
RV	Rescue vessel		
RVA	Radar vectoring area	SIMUL	Simultaneous or simultaneously
RVR‡	Runway visual range	SIWL	Single isolated wheel load
RVSM‡	Reduced vertical separation minimum (300 m (1 000 ft)) between FL 290 and FL 410	SKED	Schedule or scheduled
		SLP	Speed limiting point
RWY	Runway	SLW	Slow
		SMC	Surface movement control
		SMR	Surface movement radar
		SN	Snow
		SNOCLO	Aerodrome closed due to snow (used in METAR/SPECI)
S			
S	South or southern latitude	SNOWTAM†	Special series NOTAM notifying the presence or removal of hazardous conditions due to snow, ice, slush or standing water associated with snow, slush and ice on the movement area, by means of a specific format
S...	State of the sea (followed by figures in METAR/SPECI)		
SA	Sand		
SALS	Simple approach lighting system		
SAN	Sanitary	SOC	Start of climb
SAR	Search and rescue	SPECI†	Aerodrome special meteorological report (in meteorological code)
SARPS	Standards and Recommended Practices [ICAO]	SPECIAL†	Local special meteorological report (in abbreviated plain language)
SAT	Saturday		
SATCOM†	Satellite communication (used only when referring generally to both voice and data satellite communication or only data satellite communication)	SPI	Special position indicator
		SPL	Supplementary flight plan (message type designator)
SATVOICE†	Satellite voice communication	SPOC SAR	point of contact
SB	Southbound	SPOT†	Spot wind
SBAS†	(to be pronounced "ESS-BAS") Satellite-based augmentation system	SQ	Squall
		SQL	Squall line
SC	Stratocumulus	SR	Sunrise
SCT	Scattered	SRA	Surveillance radar approach
SD	Standard deviation	SRA*	Special Rules Area
SDBY	Stand by	SRE	Surveillance radar element of precision approach radar system
SDF	Step down fix		
SE	South-east	SRG	Short range
SEA	Sea (used in connection with sea-surface temperature and state of the sea)	SRR	Search and rescue region
SEB	South-eastbound	SRY	Secondary
		SRZ*	Special Rules Zone
		SS	Sandstorm

SS	Sunset	THU	Thursday
SSB	Single sideband	TIBA†	Traffic information broadcast by aircraft
SSE	South-south-east	TIL†	Until
SSR‡	Secondary surveillance radar	TIP	Until past ...(<i>place</i>)
SST	Supersonic transport	TKOF	Take-off
SSW	South-south-west	TL...	Till (<i>followed by time by which weather change is forecast to end</i>)
ST	Stratus	TLOF	Touchdown and lift-off area
STA	Straight-in approach	TMA‡	Terminal control area
STAR†	Standard instrument arrival	TN...	Minimum temperature (<i>followed by figures in TAF</i>)
STD	Standard	TNA	Turn altitude
STF	Stratiform	TNH	Turn height
STN	Station	TO...	To ...(<i>place</i>)
STNR	Stationary	TOC	Top of climb
STOL	Short take-off and landing	TODA	Take-off distance available
STS	Status	TODAH	Take-off distance available, helicopter
STWL	Stopway light(s)	TOP†	Cloud top
SUBJ	Subject to	TORA	Take-off run available
SUN	Sunday	TOX	Toxic
SUP	Supplement (<i>AIP Supplement</i>)	TP	Turning point
SUPPS	Regional supplementary procedures	TR	Track
SUPP*	Supplement or supplementary	TRA	Temporary reserved airspace
SVC	Service (<i>message type only</i>)	TRANS	Transmits or transmitter
SVCBL	Serviceable	TREND†	Trend forecast
SVFR*	Special Visual Flight Rules	TRL	Transition level
SW	South-west	TRG	Training
SWB	South-westbound	TROP	Tropopause
SWY	Stopway	TS	Thunderstorm (<i>in aerodrome reports and forecasts, TS used alone means thunder heard but no precipitation at the aerodrome</i>)

T

T	Temperature	TS...	Thunderstorm (<i>followed by RA = rain, SN = snow, PL = ice pellets, GR = hail, GS = small hail and/or snow pellets or combinations thereof, e.g. TSRASN = thunderstorm with rain and snow</i>)
...T	True (<i>preceded by a bearing to indicate reference to True North</i>)	TSUNAMI†	Tsunami (<i>used in aerodrome warnings</i>)
TA	Traffic advisory	TT	Teletypewriter
TA	Transition altitude	TUE	Tuesday
TAA	Terminal arrival altitude	TURB	Turbulence
TACAN†	UHF tactical air navigation aid	T-VASIS†	(<i>to be pronounced "TEE-VASIS"</i>) T visual approach slope indicator system
TAF†	Aerodrome forecast (<i>in meteorological code</i>)	TVOR	Terminal VOR
TA/H	Turn at an altitude/height	TWR	Aerodrome control tower or aerodrome control
TAIL†	Tail wind	TWY	Taxiway
TAR	Terminal area surveillance radar	TX...	Maximum temperature (<i>followed by figures in TAF</i>)
TAS	True airspeed	TXL	Taxilane
TAX	Taxiing or taxi	TXT~	Text (<i>when the abbreviation is used to request a repetition, the question mark (IMI) precedes the abbreviation, e.g. IMI TXT</i>) (<i>to be used in AFS as a procedure signal</i>)
TC	Tropical cyclone	TYP	Type of aircraft
TCAC	Tropical cyclone advisory centre	TYPH	Typhoon
TCAS RA†	(<i>to be pronounced "TEE-CAS-AR-AY"</i>) Traffic alert and collision avoidance system resolution advisory		
TCH	Threshold crossing height		
TCU	Towering cumulus		
TDO	Tornado		
TDZ	Touchdown zone		
TECR	Technical reason		
TEL	Telephone		
TEMPO†	Temporary or temporarily		
TF	Track to fix		
TFC	Traffic		
TGL	Touch-and-go landing		
TGS	Taxiing guidance system		
THR	Threshold		
THRU	Through		

U

U	Upward (<i>tendency in RVR during previous 10 minutes</i>)
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UA	Unmanned aircraft
UAB...	Until advised by...
UAC	Upper area control centre
UAR	Upper air route
UAS	Unmanned aircraft system
UDF	Ultra high frequency direction-finding station
UFN	Until further notice
UHDT	Unable higher due traffic
UHF‡	Ultra high frequency [300 to 3 000 MHz]
UIC	Upper information centre
UIR‡	Upper flight information region
ULM	Ultra-light motorized aircraft
ULR	Ultra long range
UNA	Unable
UNAP	Unable to approve
UNL	Unlimited
UNREL	Unreliable
UP	Unidentified precipitation (<i>used in automated METAR/SPECI</i>)
U/S	Unserviceable
UTA	Upper control area
UTC‡	Coordinated Universal Time

V

...V...	Variations from the mean wind direction (<i>preceded and followed by figures in METAR/SPECI, e.g. 350V070</i>)
VA	Heading to an altitude
VA	Volcanic ash
VAAC	Volcanic ash advisory centre
VAC...	Visual approach chart (<i>followed by name/title</i>)
VAL	In valleys
VAN	Runway control van
VAR	Magnetic variation
VAR	Visual-aural radio range
VASIS	Visual approach slope indicator systems
VC...	Vicinity of the aerodrome (<i>followed by FG = fog, FC = funnel cloud, SH = shower, PO = dust/sand whirls, BLDU = blowing dust, BLSA = blowing sand, BLSN = blowing snow, DS = duststorm, SS = sandstorm, TS = thunderstorm or VA = volcanic ash, e.g. VCFG = vicinity fog</i>)
VCY	Vicinity
VDF	Very high frequency direction-finding station
VER	Vertical
VFR‡	Visual flight rules
VHF‡	Very high frequency [30 to 300 MHz]
VI	Heading to an intercept
VIP‡	Very important person
VIS	Visibility
VLF	Very low frequency [3 to 30 kHz]
VLR	Very long range
VM	Heading to a manual termination
VMC‡	Visual meteorological conditions
VNAV‡	(<i>to be pronounced "VEE-NAV"</i>) Vertical

VOL	navigation
VOLMET‡	Volume (followed by I, II...)
VOR‡	Meteorological information for aircraft in flight
VORTAC‡	VHF omnidirectional radio range
VOT VOR	VOR and TACAN combination
VPA	airborne equipment test facility
VPT	Vertical path angle
VRB	Visual manoeuvre with prescribed track
VSA	Variable
VSP	By visual reference to the ground
VTF	Vertical speed
VTOL	Vector to final
VV...	Vertical take-off and landing
	Vertical visibility (<i>followed by figures in METAR/SPECI and TAF</i>)

W

W	West or western longitude
W	White
W...	Sea-surface temperature (<i>followed by figures in METAR/SPECI</i>)
WAAS‡	Wide area augmentation system
WAC...	World Aeronautical Chart — ICAO 1:1 000 000 (<i>followed by name/title</i>)
WAFAC	World area forecast centre
WB	Westbound
WBAR	Wing bar lights
WDI	Wind direction indicator
WDSR	Widespread
WED	Wednesday
WEF	With effect from or effective from
WGS-84	World Geodetic System — 1984
WI	Within
WID	Width or wide
WIE	With immediate effect or effective immediately
WILCO‡	Will comply
WIND	Wind
WIP	Work in progress
WKN	Weaken or weakening
WNW	West-north-west
WO	Without
WPT	Way-point
WRNG	Warning
WS	Wind shear
WSPD	Wind speed
WSW	West-south-west
WT	Weight
WTSPT	Waterspout
WWW	Worldwide web
WX	Weather
WXR	Weather radar

X

X	Cross
XBAR	Crossbar (<i>of approach lighting system</i>)
XNG	Crossing
XS	Atmospherics

Y

Y	Yellow
YCZ	Yellow caution zone (<i>runway lighting</i>)
YES~	Yes (affirmative) (<i>to be used in AFS as a procedure signal</i>)
YR	Your

Z

Z	Coordinated Universal Time (<i>in meteorological messages</i>)
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GEN 2.3 CHART SYMBOLS



Aerodromes	
Civil (land)	
Joint civil and military (land)	
Military (land)	
Heliport	
The aerodrome on which the procedure is based	
Aerodromes affecting the traffic pattern on the aerodrome on which the procedure is based	





Symbol Used on Aerodrome Charts	
Hard surface runway	
Unpaved runway	
Stopway	
Clearway	
Intermediate Holding Position	
Holding Position	
Aerodrome reference point (ARP)	
Taxiways and parking areas	
Control tower	
Point light	
Barrette	
Obstacle light	
Aeronautical ground light	
Wind direction indicator (lighted)	
Wind direction indicator (unlighted)	
Landing direction indicator (lighted)	
Landing direction indicator (unlighted)	



Air Traffic Services	
Terminal Area	
Control Zone	
Final Approach Fix	
Route Segment with Distance	
Track	
Route Compressed (not to scale)	
Procedure Track	
Upper and Lower Limit (on SID/STAR/IAC)	
"At or Below" Altitude (on SID/STAR/IAC)	
"At or Above" Altitude (on SID/STAR/IAC)	
Recommended Altitude (on SID/STAR/IAC)	
Speed Restrictions (on SID/STAR/IAC)	
Holding Procedure	
Way Point Details (on SID/STAR/IAC)	
OCA/OCH (profile view)	
Missed Approach (profile view)	
Minimum Sector Altitude	

Radio Navigation Aids	
VOR/DME	
VOR/DME Information details	
ILS Course (profile view)	
Marker Beacon	
PAPI	

Reporting Fly-by/Fly-over Functionality				
	On-request fly-by	Compulsory fly-by	On-request fly-over	Compulsory fly-over
Waypoint				
Intersection/VFR reporting points				

Topography	
Spot elevation in feet	• 1772
Elevation contour colours	
Highest elevation on chart	

Obstacles	
Lighted obstacle	
Group obstacles	
Lighted group obstacles	
Obstacle with elevation	651 

Miscellaneous	
Restricted airspace (prohibited, restricted or danger areas)	
Common boundary of two areas	
Transmission line or overhead cable	—T—T—
Isogonal	— 3° E —

GEN 2.4 LOCATION INDICATORS

The location indicators marked with an asterisk (*) cannot be used in the address component of AFS messages.

1. ENCODE		2. DECODE	
Location	Indicator	Indicator	Location
BEER-SHEBA/Hatzerim AB	LLHB*	LLHB*	BEER-SHEBA/Hatzerim AB
BEER-SHEBA/Teyman airstrip	LLBS*	LLBS*	BEER-SHEBA/Teyman airstrip
CIVIL AVIATION AUTHORITY	LLAD	LLAD	CIVIL AVIATION AUTHORITY
EILAT/Ilan & Asaf Ramon International Airport	LLER	LLER	EILAT/Ilan & Asaf Ramon International Airport
EIN SHEMER Airstrip	LLES*	LLES*	EIN SHEMER Airstrip
EYN-YAHAV airstrip	LLEY*	LLEY*	EYN-YAHAV airstrip
FIQ airstrip	LLFK*	LLFK*	FIQ airstrip
HABONIM airstrip	LLBO*	LLBO*	HABONIM airstrip
HAIFA/U. Michaeli airport	LLHA	LLHA	HAIFA/U. Michaeli airport
HATZOR AB	LLHS*	LLHS*	HATZOR AB
HERZLIA airfield	LLHZ	LLHZ	HERZLIA airfield
ISRAEL AIRPORTS AUTHORITY	LLAA	LLAA	ISRAEL AIRPORTS AUTHORITY
KIRYAT-SHMONA airstrip	LLKS*	LLKS*	KIRYAT-SHMONA airstrip
MEGGIDO airstrip	LLMG*	LLMG*	MEGGIDO airstrip
METEOROLOGICAL SERVICE	LLBD	LLBD	METEOROLOGICAL SERVICE
METZADA/I. Bar-Yehuda airstrip	LLMZ*	LLMZ*	METZADA/I. Bar-Yehuda airstrip
MINISTRY OF TRANSPORT	LLJM*	LLJM*	MINISTRY OF TRANSPORT
NEVATIM AB	LLNV*	LLNV*	NEVATIM AB
OVDA AB	LLOV*	LLOV*	OVDA AB
RAMAT-DAVID AB	LLRD*	LLRD*	RAMAT-DAVID AB
RAMON AB	LLRM*	LLRM*	RAMON AB
RISHON LEZION Airstrip	LLRS*	LLRS*	RISHON LEZION Airstrip
ROSH-PINA airport	LLIB	LLIB	ROSH-PINA airport
SOUTH-CONTROL ACC	LLSC	LLSC	SOUTH-CONTROL ACC
TEL-AVIV CONTROL ACC	LLTA	LLTA	TEL-AVIV CONTROL ACC
TEL-AVIV FIR/CTA/UTA	LLLL*	LLLL*	TEL-AVIV FIR/CTA/UTA
TEL-AVIV/Ben-Gurion airport	LLBG	LLBG	TEL-AVIV/Ben-Gurion airport
TEL-NOF/Ekron AB	LLEK*	LLEK*	TEL-NOF/Ekron AB

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GEN 2.5 LIST OF RADIO NAVIGATION AIDS

ID	Station name	Aid	Purpose	Station name	Aid	ID	Purpose
BA	Ben-Gurion	ILS/DME RWY 26	A	Beer-Sheba	VOR/DME	BSA	E
BC	Ben-Gurion	ILS/DME RWY 08	A	Ben-Gurion	ILS/DME RWY 26	BA	A
BD	Ben-Gurion	ILS/DME RWY 30	A	Ben-Gurion	ILS/DME RWY 08	BC	A
BG	Ben-Gurion	ILS/DME RWY 12	A	Ben-Gurion	ILS/DME RWY 30	BD	A
BN	Ben-Gurion	ILS/DME RWY 21	A	Ben-Gurion	ILS/DME RWY 12	BG	A
BGN	Ben-Gurion	VOR/DME	AE	Ben-Gurion	ILS/DME RWY 21	BN	A
BSA	Beer-Sheba	VOR/DME	E	Ben-Gurion	VOR/DME	BGN	AE
LOT	Eilat	VOR/DME	AE	Eilat/Ramon	ILS/DME RWY 01	RC	A
MZD	Metzada	VOR/DME	E	Eilat/Ramon	ILS/DME RWY 19	RB	A
NAT	Natania	VOR/DME	E	Eilat/Ramon	VOR/DME	RAM	AE
RC	Eilat/Ramon	ILS/DME RWY 01	A	Eilat	VOR/DME	LOT	AE
RAM	Eilat/Ramon	VOR/DME	AE	Metzada	VOR/DME	MZD	E
RB	Eilat/Ramon	ILS/DME RWY 19	A	Natania	VOR/DME	NAT	E
ROP	Rosh-Pina	VOR/DME	AE	Rosh-Pina	VOR/DME	ROP	AE
ZFR	Zofar	VOR/DME	E	Zofar	VOR/DME	ZFR	E

(E) EN-ROUTE
(A) AERODROME
(AE) BOTH

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GEN 2.6 CONVERSION TABLES

NM to KM		KM to NM		FT to M		M to FT	
1 NM = 1.852 KM		1 KM = 0.54 NM		1 FT = 0.3048 M		1 M = 3.281FT	
NM	KM	KM	NM	FT	M	M	FT
0.1	0.185	0.1	0.05	1	0.305	1	3.28
0.2	0.370	0.2	0.11	2	0.610	2	6.56
0.3	0.556	0.3	0.16	3	0.914	3	9.84
0.4	0.741	0.4	0.22	4	1.219	4	13.12
0.5	0.926	0.5	0.27	5	1.524	5	16.40
0.6	1.111	0.6	0.32	6	1.829	6	19.69
0.7	1.296	0.7	0.38	7	2.134	7	22.97
0.8	1.482	0.8	0.43	8	2.438	8	26.25
0.9	1.667	0.9	0.49	9	2.743	9	29.53
1	1.852	1	0.54	10	3.048	10	32.81
2	3.704	2	1.08	20	6.096	20	65.62
3	5.556	3	1.62	30	9.144	30	98.43
4	7.408	4	2.16	40	12.192	40	131.23
5	9.260	5	2.70	50	15.240	50	164.04
6	11.112	6	3.24	60	18.288	60	196.85
7	12.964	7	3.78	70	21.336	70	229.66
8	14.816	8	4.32	80	24.384	80	262.47
9	16.668	9	4.86	90	27.432	90	295.28
10	18.520	10	5.40	100	30.480	100	328.08
20	37.040	20	10.80	200	60.960	200	656.17
30	55.560	30	16.20	300	91.440	300	984.25
40	74.080	40	21.60	400	121.920	400	1312.34
50	92.600	50	27.00	500	152.400	500	1640.42
60	111.120	60	32.40	600	182.880	600	1968.50
70	129.640	70	37.80	700	213.360	700	2296.59
80	148.160	80	43.20	800	243.840	800	2624.67
90	166.680	90	48.60	900	274.320	900	2952.76
100	185.200	100	54.00	1000	304.800	1000	3280.84
200	370.400	200	107.99	2000	609.600	2000	6561.68
300	555.600	300	161.99	3000	914.400	3000	9842.52
400	740.800	400	215.98	4000	1219.200	4000	13123.36
500	926.000	500	269.98	5000	1524.000	5000	16404.20

NM to KM		KM to NM		FT to M		M to FT	
1 NM = 1.852 KM		1 KM = 0.54 NM		1 FT = 0.3048 M		1 M = 3.281FT	
NM	KM	KM	NM	FT	M	M	FT
				6000	1828.800		
				7000	2133.600		
				8000	2438.400		
				9000	2743.200		
				10000	3048.000		

From decimal minutes of an arc to seconds of an arc							
MIN	SEC	MIN	SEC	MIN	SEC	MIN	SEC
0.01	0.6	0.26	15.6	0.51	30.6	0.76	45.6
0.02	1.2	0.27	16.2	0.52	31.2	0.77	46.2
0.03	1.8	0.28	16.8	0.53	31.8	0.78	46.8
0.04	2.4	0.29	17.4	0.54	32.4	0.79	47.4
0.05	3.0	0.30	18.0	0.55	33.0	0.80	48.0
0.06	3.6	0.31	18.6	0.56	33.6	0.81	48.6
0.07	4.2	0.32	19.2	0.57	34.2	0.82	49.2
0.08	4.8	0.33	19.8	0.58	34.8	0.83	49.8
0.09	5.4	0.34	20.4	0.59	35.4	0.84	50.4
0.10	6.0	0.35	21.0	0.60	36.0	0.85	51.0
0.11	6.6	0.36	21.6	0.61	36.6	0.86	51.6
0.12	7.2	0.37	22.2	0.62	37.2	0.87	52.2
0.13	7.8	0.38	22.8	0.63	37.8	0.88	52.8
0.14	8.4	0.39	23.4	0.64	38.4	0.89	53.4
0.15	9.0	0.40	24.0	0.65	39.0	0.90	54.0
0.16	9.6	0.41	24.6	0.66	39.6	0.91	54.6
0.17	10.2	0.42	25.2	0.67	40.2	0.92	55.2
0.18	10.8	0.43	25.8	0.68	40.8	0.93	55.8
0.19	11.4	0.44	26.4	0.69	41.4	0.94	56.4
0.20	12.0	0.45	27.0	0.70	42.0	0.95	57.0
0.21	12.6	0.46	27.6	0.71	42.6	0.96	57.6
0.22	13.2	0.47	28.2	0.72	43.2	0.97	58.2
0.23	13.8	0.48	28.8	0.73	43.8	0.98	58.8
0.24	14.4	0.49	29.4	0.74	44.4	0.99	59.4
0.25	15.0	0.50	30.0	0.75	45.0		

From seconds of an arc to decimal minutes of an arc							
SEC	MIN	SEC	MIN	SEC	MIN	SEC	MIN
1	0.02	16	0.27	31	0.52	46	0.77
2	0.03	17	0.28	32	0.53	47	0.78
3	0.05	18	0.30	33	0.55	48	0.80
4	0.07	19	0.32	34	0.57	49	0.82
5	0.08	20	0.33	35	0.58	50	0.83
6	0.10	21	0.35	36	0.60	51	0.85
7	0.12	22	0.37	37	0.62	52	0.87
8	0.13	23	0.38	38	0.63	53	0.88
9	0.15	24	0.40	39	0.65	54	0.90
10	0.17	25	0.42	40	0.67	55	0.92
11	0.18	26	0.43	41	0.68	56	0.93
12	0.20	27	0.45	42	0.70	57	0.95
13	0.22	28	0.47	43	0.72	58	0.97
14	0.23	29	0.48	44	0.73	59	0.98
15	0.25	30	0.50	45	0.75		

GEN 2.7 SUNRISE/SUNSET TABLES

1. Background Information

1.1 Times are rounded to the nearest minute and match with those listed in the annual Astronomical Almanac by H.M. Nautical Almanac Office in the U.K. and the United States Naval Observatory. The following tables include 5 aerodromes which are being served by the Israeli air-traffic services.

1.2 The times in the tables are given in UTC for beginning of civil morning twilight (TWIL FROM), sunrise (SR), sunset (SS) and end of civil evening twilight (TWIL TO) for the years 2022 to 2030.

1.3 The times given for the beginning of civil morning twilight and end of civil evening twilight are calculated for an altitude of the sun 6° below the horizon, as commonly used.

1.4 Table 3.1 is calculated for Tel-Aviv/Ben-Gurion airport and is used as a reference for the other airports. The entries in table 3.2 indicate the average deviation in minutes by airport and month from the time shown in table 3.1 (LLBG). Minus sign (-) means the number of minutes ahead of time indicated in table 3.1. Plus (+) sign means the number of minutes after the time indicated in table 3.1.

1.5 The tables are calculated for the year 2026, which is used as an “average year” for the years from 2022 to 2030. In this period, the times on an arbitrary date and place will deviate less than 2 minutes from the times on the same date and place in the “average year”.

2. Sunrise – Sunset tables
2.1 TEL-AVIV/BEN GURION

TEL-AVIV/BEN GURION LLBG																	
32° 00' 34"N 034° 52' 37"E																	
Month	Day	TWI L FRO M	SR	SS	TWI L TO	Month	Day	TWI L FRO M	SR	SS	TWI L TO	Month	Day	TWI L FRO M	SR	SS	TWI L TO
Jan	1	0415	0442	1447	1514	May	4	0226	0252	1624	1650	Sep	1	0251	0316	1605	1630
	5	0415	0442	1450	1517		8	0222	0249	1627	1653		5	0254	0319	1600	1624
	9	0416	0443	1453	1520		12	0219	0245	1630	1656		9	0257	0321	1555	1619
	13	0416	0442	1457	1523		16	0216	0243	1632	1659		13	0259	0324	1549	1614
	17	0415	0442	1500	1527		20	0213	0240	1635	1702		17	0302	0326	1544	1608
	21	0414	0441	1504	1530		24	0211	0238	1638	1705		21	0304	0329	1539	1603
	25	0413	0439	1508	1534		28	0209	0237	1640	1708		25	0307	0331	1533	1558
	29	0411	0437	1511	1537		Jun	1	0208	0235	1642		1710	29	0309	0334	1528
Feb	2	0409	0434	1515	1541	5		0207	0235	1645	1713	Oct	3	0312	0336	1523	1547
	6	0406	0432	1519	1544	9		0206	0234	1646	1715		7	0314	0339	1518	1542
	10	0403	0428	1522	1547	13		0206	0234	1648	1716		11	0317	0342	1513	1537
	14	0400	0425	1526	1551	17		0206	0234	1649	1718		15	0320	0345	1508	1533
	18	0356	0421	1529	1554	21		0207	0235	1650	1719		19	0323	0348	1504	1528
	22	0352	0417	1532	1557	25		0208	0236	1651	1719		23	0326	0351	1459	1524
	26	0348	0413	1536	1600	39		0209	0238	1651	1719		27	0329	0354	1455	1520
	29	0345	0409	1538	1603	Jul	3	0211	0239	1651	1719		31	0332	0357	1452	1517
Mar	2	0342	0407	1540	1604		7	0213	0241	1650	1718	Nov	4	0335	0400	1448	1514
	6	0338	0402	1543	1607		11	0215	0243	1650	1717		8	0338	0404	1445	1511
	10	0333	0357	1546	1610		15	0218	0245	1648	1716		12	0342	0407	1443	1508
	14	0328	0352	1548	1613		19	0220	0248	1646	1714		16	0345	0411	1440	1506
	18	0323	0347	1551	1616		23	0223	0250	1644	1711		20	0348	0414	1439	1505
	22	0318	0342	1554	1618		27	0226	0253	1642	1708		24	0352	0418	1437	1504
	26	0312	0337	1557	1621		31	0229	0256	1639	1705		28	0355	0421	1436	1503
	30	0307	0332	1559	1624	Aug	4	0232	0258	1635	1702		Dec	2	0358	0425	1436
Apr	3	0302	0327	1602	1627		8	0235	0301	1632	1658	6		0401	0428	1436	1503
	7	0257	0322	1605	1630		12	0238	0304	1628	1654	10		0404	0431	1437	1504
	11	0252	0317	1608	1633		16	0240	0306	1624	1649	14		0407	0434	1438	1505
	15	0247	0312	1610	1636		20	0243	0309	1619	1645	18		0409	0436	1439	1506
	19	0242	0307	1613	1639		24	0246	0311	1615	1640	22		0411	0438	1441	1508
	23	0237	0303	1616	1642		28	0249	0314	1610	1635	26		0413	0440	1443	1510
	27	0233	0259	1619	1645							30		0414	0441	1446	1513
	30	0230	0256	1621	1647												

2.2 Average Deviation

Month	HAIFA LLHA		EILAT/Ilan & Asaf Ramon LLER	
	32° 48' 30"N 035° 02' 34"E		29° 43' 38"N 035° 00' 51"E	
	SR	SS	SR	SS
Jan	+1	-3	-6	+5
Feb	0	-2	-3	+2
Mar	-1	-1	-1	0
Apr	-2	0	+2	-3
May	-3	+1	+4	-5
Jun	-4	+2	+6	-7
Jul	-4	+2	+5	-6
Aug	-3	0	+3	-4
Sep	-1	-1	0	-1
Oct	0	-2	-2	+2
Nov	+1	-3	-5	+4
Dec	+2	-4	-6	+5

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GEN 3 SERVICES

GEN 3.1 AERONAUTICAL INFORMATION SERVICES

1. Responsible service

1.1 The aeronautical information services, which forms part of the:

- a. AIS unit, in the office of the COO, within the Civil Aviation Authority (CAA) for supervising all AIS activities, publishing and disseminating AIP AMDTs, SUPs and AICs, as part of the Integrated Aeronautical Information Package.
- b. AIS Department within the Israel Airports Authority (IAA) for other ATS information.

Ensures the flow of information necessary for the safety, regularity and efficiency of international and national air navigation within the area of its responsibility as indicated under GEN 3.1.2 & 3.1.3 below. It consists of flight regulations & standards division, AIS headquarters, International NOTAM Office (NOF) and AIS units established at certain aerodromes as listed under GEN 3.1.3 para 5.

1.2 *Civil Aviation Authority*

Ministry of Transport - Civil Aviation Authority
GOLAN House,
Golan St.
P.O.BOX 1101,
Airport-City, 7019900

Phone: 972-3-9774568
Fax: 972-3-9774599
Email: aip@mot.gov.il
AFS: LLADYAYX

1.3 *AIS Department*

Israel Airports Authority - Head Office
Operations Directorate - AIS Department
P.O. Box 137
Ben-Gurion International Airport 7015001 - Israel

Phone: 972-3-9756209, 972-3-9756217
Email: notamoffice@iaa.gov.il, sonygr@iaa.gov.il
AFS: LLADZPZX

The AIS Department incorporates the International NOTAM Office (NOF) and provides pre-flight briefing and flight plan dispatch services for both international and domestic flights, in addition to the issuance of NOTAM Class I.

1.4 *Israel Airports Authority*

The Coordination Centre – AIS Unit
P.O.Box 7,
Ben-Gurion International Airport 7015001, Israel

1.4.1 International AIS Section

Phone: 972-3-9756217
Fax: 972-3-9756219
Email: fpl@iaa.gov.il
AFS: LLADZPZX

1.4.2 Domestic AIS Section

Phone: 972-3-9756215/6
Fax: 972-3-9756219
Email: fpl@iaa.gov.il
AFS: LLADZPZX

1.4.3 Coordination Centre - AIS Office

Phone: 972-3-9756242/3/4
Fax: 972-3-9756221/219
AFS: LLBGYFYX

The service is provided in accordance with the provisions contained in ICAO Annex 15 - Aeronautical Information Services.

The AIS Department is responsible for issuing NOTAM, and for the provision of pre-flight information services for international flights departing from the aerodromes of Haifa, and Tel-Aviv/Ben-Gurion. International flights departing Eilat/Ilan and Asaf Ramon aerodrome may receive pre-flight information services from Eilat/Ilan and Asaf Ramon AIS office:

1.4.4 Eilat Ilan and Assaf Ramon AIS Office

Israel Airports Authority
Eilat Ilan and Assaf Ramon International Airport
Ground Operations - AIS Office
P.O. Box 42
Eilat 8810001, Israel

Phone: 972-8-9553600
Fax: 972-8-9553619
Email: computerte@iaa.gov.il (Add as cc: sonygr@iaa.gov.il)
AFS: LLERZPZX
URL: <http://www.iaa.gov.il>

* The AIS Unit at the CAA and the AIS department at the IAA head office are available during normal working hours, Sundays through Thursdays between 0900-1500 local time. It is closed on Fridays, Saturdays, Holiday eves and Holidays.

2. Area of responsibility

The AIS unit of the CAA is responsible for the collection and dissemination of information for the entire territory of the State of Israel and for the airspace over the high seas encompassed by the Tel-Aviv Flight Information Region (FIR).

3. Aeronautical publications

3.1 The Aeronautical information is provided in the form of the Integrated Aeronautical Information Package consisting of the following elements:

- Aeronautical Information Publication (AIP);
- Amendment service to the AIP (AIP AMDT);
- Supplement to the AIP (AIP SUP);
- NOTAM and Pre-flight Information Bulletins (PIB);
- Aeronautical Information Circulars (AIC); and
- Checklists and summaries.

NOTAM, related monthly checklists and List of Valid NOTAM, are issued via the Aeronautical Fixed Service (AFS) and IAA web site, while PIB are made available at aerodrome AIS units.

All other elements of the package are available on the internet via: <https://e-aip.azurefd.net/history-en-GB.html> through "Publications" and "AIP", or in hardcopy via:

Cartography institute and studio Dan
Shevet Binyamin 17/1, Givat Zeev, Israel

URL: <http://www.studio-dan.biz>

Email: aip@studio-dan.biz

3.2 Aeronautical Information Publication (AIP)

The AIP is the basic aviation document intended primarily to satisfy international requirements for the exchange of permanent aeronautical information and long duration temporary changes essential for air navigation.

AIP ISRAEL is published in one volume.

AIP ISRAEL is published in two versions:

3.2.1 AIP ISRAEL, published in a loose-leaf form with text in English only for use in international operation, whether the flight is a commercial or a private one.

3.2.2 AIP DOMESTIC, published in the Hebrew language, contains aeronautical information of interest to domestic civil aviation in Israel, and differs in its contents, layout and format from ICAO guidelines.

3.3 Amendment Service to the AIP (AIP AMDT)

Amendments to the AIP are made by means of replacement sheets. The type of AIP AMDT is produced:

- AIRAC AIP Amendment (AIRAC AIP AMDT), issued in accordance with the AIRAC system (ref. GEN 3.1-3 section 4) and identified by a pink cover sheet, incorporates permanent changes into the AIP on the indicated publication date.

A brief description of the subjects affected by the amendment is given on the AIP Amendment cover sheet. New information included on the reprinted AIP pages is annotated or identified by a vertical line in the left or right margin of the change/addition.

Each AIP page and each AIP replacement page introduced by an amendment, including the amendment cover sheet, are dated. The date consists of the day, month (by name) and year of the publication date (regular AIP AMDT) of the information. Each AIP amendment cover sheet includes references to the serial number of those elements, if any, of the Integrated Aeronautical Information Package which have been incorporated in the AIP by the amendment and are consequently canceled.

Each AIP AMDT is allocated separate serial numbers, which are consecutive and based on the calendar year. The year, indicated by two digits, is a part of the serial number of the amendment, e.g. AIP AMDT 1/14.

A checklist of AIP pages containing page number/chart title and the publication or effective date (day, month by name and year) of the information is reissued with each amendment and is an integral part of the AIP.

3.4 Supplement to the AIP (AIP SUP)

Temporary changes of long duration (three months and longer) and information of short duration which consists of extensive text and/or graphics, supplementing the permanent information contained in the AIP, are published as AIP Supplements (AIP SUP).

AIP Supplements are separated by information subject (General - GEN, En-route - ENR and Aerodromes - AD) and are placed accordingly at the beginning of each AIP Part. Supplements are published on yellow paper to be conspicuous and to stand out from the rest of the AIP. Each AIP Supplement is allocated a serial number, which is consecutive and based on the calendar year, i.e. AIP SUP 1/14.

An AIP Supplement is kept in the AIP as long as all or some of its contents remain valid. The period of validity of the information contained in the AIP Supplement will normally be given in the supplement itself. Alternatively, NOTAM may be used to indicate changes to the period of validity or cancellation of the supplement.

The checklist of AIP Supplements currently in force is issued in the monthly printed plain-language summary of NOTAM in force – List of Valid NOTAM.

3.5 NOTAM and Pre-flight Information Bulletin (PIB)

NOTAM contain information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential for personnel concerned with flight operations. The text of each NOTAM contains the information in the order shown in the ICAO NOTAM Format and is composed of the signification/uniform abbreviated phraseology assigned to the ICAO NOTAM Code complemented by ICAO abbreviations, indicators, identifiers, designators, call signs, frequencies, figures and plain language. NOTAM are originated and issued for Israel FIR and are distributed in two series identified by the letters A and C.

Series A. General rules, en-route navigation and communication facilities, airspace restrictions and activities taking place above 6 000 FT and information concerning major international aerodromes.

Series C. Information on domestic flights

Pre-flight Information Bulletins (PIB), which contains a recapitulation or current NOTAM and other information of urgent character for the operator/flight crews, are available at the aerodrome AIS units. The extent of the information contained in the PIB is indicated under 5. of this subsection.

3.6 Aeronautical Information Circulars (AIC)

The Aeronautical Information Circulars (AIC) contain information on the long-term forecast of any major change in legislation, regulations, procedures or facilities; information of a purely explanatory or advisory nature liable to affect flight safety; and information or notification of an explanatory or advisory nature concerning technical, legislative or purely administrative matters. AICs are divided by subjects. AIC Series A contains information affecting international civil aviation and is given international distribution

Each AIC in numbered consecutively within each series on a calendar year basis. The year, indicated by two digits, is a part of the serial number of the AIC, e.g. AIC A 1/14. A checklist of AIC currently in force is issued as part of the List of Valid NOTAM.

3.7 Checklist and Summary of NOTAM

A list of valid NOTAMs is issued monthly by the NOF and is available on IAA and CAAI web-sites. The list contains a plain language (in English) presentation of the valid NOTAM and information about the latest issued AIP AMDTs/ SUPs and AICs.

3.8 Sale of Publications

On-line version:

The Integrated Aeronautical Information Package is available through the following internet site:

<https://e-aip.azurefd.net/history-en-GB.html>

Hardcopy version: Only EN-ROUTE chart available

Cartography institute and studio Dan,
Shevet Binyamin 17/1, Givat Ze'ev, Israel

URL: <http://www.studio-dan.biz>

Email: aip@studio-dan.biz

4. AIRAC System

4.1 In order to control and regulate the operationally significant changes requiring amendments to charts, route-manuals etc., such changes, whenever possible, will be issued on predetermined dates according to the AIRAC System. This type of information will be published as an AIRAC AIP AMDT or an AIRAC AIP SUP. If an AIRAC AMDT or SUP cannot be produced due to lack of time, NOTAM will be issued. Such NOTAM will be followed by an AMDT or SUP.

4.2 The table below indicates AIRAC effective dates for the coming years. AIRAC information will be issued so that the information will be received by the user not later than 28 days, and for major changes not later than 42 days, before the effective date. At AIRAC effective date, a trigger NOTAM will be issued giving a brief description of the contents, effective date and reference number of the AIRAC AIP AMDT or AIRAC AIP SUP that will become effective on that date. Trigger NOTAM will

remain in force as a reminder in the PIB until the new checklist/list is issued.
If no information was submitted for publication at the AIRAC date, a NIL notification will be issued by NOTAM.

Schedule of AIRAC effective dates

2023	2024	2025
26 January	25 January	23 January
23 February	22 February	20 February
23 March	21 March	20 March
20 April	18 April	17 April
18 May	16 May	15 May
15 June	13 June	12 June
13 July	11 July	10 July
10 August	08 August	07 August
07 September	05 September	04 September
05 October	03 October	02 October
02 November	31 October	30 October
30 November	28 November	27 November
28 December	26 December	25 December

5. Pre-flight information service at aerodromes

Pre-Flight information is available at aerodromes as detailed herein:

Aerodrome	Briefing coverage
Ben-Gurion/International	All states within the ICAO AFI EUR, MID, NAT & SAT regions & domestic flights
Eilat Ilan and Assaf Ramon/International	All states & domestic flights

Daily Pre-Flight Information Bulletins (PIB) - route bulletins and summaries are available for distribution at the aerodrome of Eilat/Ilan and Asaf Ramon. This aerodrome AIS unit is connected to the central NOTAM data bank at Tel-Aviv/ Ben-Gurion airport.

At Tel-Aviv/Ben-Gurion, pre-flight information in the form of PIB may be obtained at computer terminals in the aerodrome AIS unit and at two locations, which are clearly marked/identified, in the terminal building.

Instructions for use are available at each of the computer terminals.

NOTAM and weather summaries are available on the following web address:

<http://ext.iaa.gov.il/aeroinfo/>

6. Electronic terrain and obstacle data

6.1 Electronic obstacle data is available by contacting the Civil Aviation Authority of Israel
Ministry of Transport - Civil Aviation Authority
Infrastructure Division. Mrs. Nitzan Vainstain
GOLAN House,
Golan St.
P.O.BOX 1101,
Airport-City, 7019900

Phone: +972-3-9774568

Fax: +972-3-9774599

Email: aip@mot.gov.il

6.2 Electronic terrain data is available for purchase by contacting the Survey of Israel Company:
Survey of Israel
Lincoln 1 street. P.O.B 14171
TelAviv 6522000

Phone: +972-3-6237969

Fax: +972-3-6237958

Email: aviayet@mapi.gov.il

GEN 3.2 AERONAUTICAL CHARTS

1. Responsible services

The Civil Aviation Authority of the state of Israel (CAAI), provides a wide range of aeronautical charts for use by all types of civil aviation.

Charts, suitable for preflight planning and briefing, are available for reference at the CAAI eAIP: Israel eAIP <https://www.gov.il/en/Departments/Guides/aip-israel> and also at aerodrome AIS units, (AIS addresses can be found in GEN 3.1).

The charts are produced in accordance with the provisions contained in Annex 4 — Aeronautical Charts.

Differences to these provisions are detailed in subsection GEN 1.7.

2. Maintenance of charts

2.1 The aeronautical charts included in the AIP are kept up to date by amendments to the AIP. Information concerning the planning for or issuance of new maps and charts is notified, when applicable, by Aeronautical Information Circular.

2.2 If incorrect information detected on published charts is of operational significance, it is corrected by NOTAM.

3. Purchase arrangements

The charts as listed under 5. of this subsection may be obtained either from:

Israel Online eAIP at, (Free of charge):

<https://www.gov.il/en/Departments/Guides/aip-israel>

Or from (only ENR 6.1 chart):

Gideon Dan Cartography Design Studio
Shevet Binyamin 17/1
Givat Zeev 9091417
Israel

Phone: 972 2 6520464

URL: <https://www.studio-dan.biz/en/shop/>

4. Aeronautical chart series available

4.1 The following series of aeronautical charts are produced or will be produced in the future:

- a. Aerodrome/Heliport Chart — ICAO;
- b. Aerodrome Ground Movement Chart — ICAO;
- c. Aircraft Parking/Docking Chart — ICAO;
- d. Aerodrome Obstacle Chart — ICAO — Type A (for each runway);
- e. En-route Chart — ICAO;
- f. Area Chart — ICAO;
- g. Standard Departure Chart — Instrument (SID) — ICAO
- h. Standard Arrival Chart — Instrument (STAR) — ICAO
- i. Instrument Approach Chart — ICAO (for each runway and procedure type);
- j. Visual Approach Chart — ICAO.

The charts currently available are listed under 5. of this subsection.

4.2 General description of each series:

a. *Aerodrome/Heliport Chart — ICAO.*

This chart contains detailed aerodrome/heliport data to provide flight crews with information that will facilitate the ground movement of aircraft:

- from the aircraft stand to the runway; and
- from the runway to the aircraft stand;

and helicopter movement:

- from the helicopter stand to the touchdown and lift-off area and to the final approach and takeoff area;
- from the final approach and take-off area to the touchdown and lift-off area and to the helicopter stand;
- along helicopter ground and air taxiways; and
- along air transit routes.

It also provides essential operational information at the aerodrome/heliport.

b. *Aerodrome Ground Movement Chart- ICAO.*

This chart is produced for those aerodromes where, due to congestion of information, details necessary for the ground movement of aircraft along the taxiways to and from the aircraft stands and for the parking/docking of aircraft cannot be shown with sufficient clarity on the Aerodrome/Heliport Chart — ICAO.

c. *Aircraft Parking/Docking Chart — ICAO.*

This chart is produced for those aerodromes where, due to the complexity of the terminal facilities, the information to facilitate the ground movement of aircraft between the taxiways and the aircraft stands and the parking/docking of aircraft cannot be shown with sufficient clarity on the Aerodrome/Heliport Chart — ICAO or on the Aerodrome Ground Movement Chart — ICAO.

d. *Aerodrome Obstacle Chart — ICAO — Type A (operating limitations).*

This chart contains detailed information on obstacles in the take-off flight path areas of aerodromes. It is shown in plan and profile view.

This obstacle information, in combination with an Obstacle Chart — ICAO — Type C, provides the data necessary to enable an operator to comply with the operating limitations of Annex 6, Parts I and II, Chapter 5.

e. *Precision Approach Terrain Chart — ICAO.*

This chart provides detailed terrain profile information within a defined portion of the final approach so as to enable aircraft operating agencies to assess the effect of the terrain on decision height determination by the use of radio altimeters.

This chart is produced for all precision approach Cat II and III runways.

f. *En-route Chart — ICAO.*

This chart is produced for the entire Israel FIR, The aeronautical data include all aerodromes, prohibited, restricted and danger areas and the air traffic services system in detail. The chart provides the flight crew with information that will facilitate navigation along ATS routes in compliance with air traffic services procedures.

g. *Area Chart — ICAO.*

This chart is produced when the air traffic services routes or position reporting requirements are complex and cannot be shown on an En-route Chart — ICAO.

It shows, in more detail, those aerodromes that affect terminal routings, prohibited, restricted and danger areas and the air traffic services system.

This chart provides the flight crew with information that will facilitate the following phases of instrument flight:

- the transition between the en-route phase and the approach to an aerodrome;
- the transition between the take-Off/missed approach and the en-route phase of flight; and
- flights through areas of complex ATS routes or airspace structure.

- h. *ATC Surveillance Minimum Altitude Chart — ICAO.*
This chart is supplementary to the Area Chart and provides information which will enable flight crews to monitor and cross-check altitudes assigned while under radar control.
- i. *Standard Departure Chart -- Instrument (SID) — ICAO.*
This chart is produced whenever a standard departure route — instrument has been established and cannot be shown with sufficient clarity on the Area Chart — ICAO.
The aeronautical data shown include the aerodrome of departure, aerodrome(s) which affect the designated standard departure route — instrument, prohibited, restricted and danger areas and the air traffic services system.
This chart provides the flight crew with information that will enable them to comply with the designated standard departure route — instrument from the take-off phase to the en-route phase.
- j. *Standard Departure Route -- Visual.*
This chart is produced whenever a standard departure route — Visual has been established. A standard departure route is aimed for controlled VFR flights which terminate at a significant point. The aeronautical data shown include the aerodrome of departure, aerodrome(s) which affect the designated standard departure, prohibited, restricted and danger areas and the air traffic services system.
This chart provides the flight crew with information that will enable them to comply with the designated route, from the take-off phase to the en-route phase.
- k. *Standard Arrival Chart — Instrument (STAR) — ICAO.*
This chart is produced whenever a standard arrival route —instrument has been established and cannot be shown with sufficient clarity on the Area Chart — ICAO.
The aeronautical data shown include the aerodrome of landing, aerodrome(s) which affect the designated standard arrival route — instrument, prohibited, restricted and danger areas and the air traffic services system.
This chart provides the flight crew with information that will enable them to comply with the designated standard arrival route — instrument from the en-route phase to the approach phase.
- l. *Instrument Approach Chart — ICAO.*
This chart is produced for all aerodromes used by civil aviation where instrument approach procedures have been established. A separate Instrument Approach Chart — ICAO has been provided for each approach procedure.
The aeronautical data shown include information on aerodromes, prohibited, restricted and danger areas, radio communication facilities and navigation aids, minimum sector altitude, procedure track portrayed in plan and profile view, aerodrome operating minima, etc.
This chart provides the flight crew with information that will enable them to perform an approved instrument approach procedure to the runway of intended landing including the missed approach procedure and where applicable, associated holding patterns.
- m. *Visual Approach Chart — ICAO.*
This chart is produced for aerodromes used by civil aviation where:
- only limited navigation facilities are available; or
 - radio communication facilities are not available; or
 - no adequate aeronautical charts of the aerodrome and its surroundings at 1:500,000 or greater scale are available; or
 - visual approach procedures have been established.

The aeronautical data shown include information on aerodromes, obstacles, designated airspace, visual approach information, radio navigation aids and communication facilities, as appropriate.

5. List of aeronautical charts available

Those chart series marked by an asterisk (*) form part of the AIP

Those chart series marked by (**) the scale is approximated

Title of series	Scale	Name and/or number	Price (NIS)	Date
En-route Chart — ICAO*	1:400,000**	ENR 6-1	60.00	Ref. GEN 0.4

Title of series	Scale	Name and/or number	Price (NIS)	Date
Standard Departure Chart — Instrument (SID) — ICAO* or Standard Departure Route – Visual*	1:100,000**	Ben-Gurion (LLBG)		
		LLBG RWY 12,26,30 ORLEV 1C,1E,1F	Part of the IAip and NOT sold separately	Ref. GEN 0.4
		LLBG RWY 12,26,30 PIDET 2C,1E,1F, RIPUD 1E,1F		Ref. GEN 0.4
		LLBG RWY 08 MERVA 2B, SUVAS 1B, SALAM 4B, TOMAL 4B, DAFNA 1B		Ref. GEN 0.4
		LLBG RWY 08 IVONA 1B, RAPIV 1B		Ref. GEN 0.4
		LLBG RWY 12 MERVA 3C, SUVAS 2C,SALAM 5C, TOMAL 5C, DAFNA 2C		Ref. GEN 0.4
		LLBG RWY 26 MERVA 2E, SUVAS 1E, SALAM 4E, TOMAL 4E, DAFNA 1E		Ref. GEN 0.4
		LLBG RWY 30 MERVA 2F, SUVAS 1F, SALAM 4F, TOMAL 4F, DAFNA 1F		Ref. GEN 0.4
	LLBG RWY 03, 08, 12, 21 NAT 1A,1B,1D, SUVAS 1G	Ref. GEN 0.4		
	1:100,000**	Eilat/Ilan & Asaf Ramon (LLER)		
		LLER RWY 01 NURIT 1F	Part of the IAip and NOT sold separately	Ref. GEN 0.4
		LLER RWY 01 NURIT 1H		Ref. GEN 0.4
		LLER RWY 19 NURIT 1K		Ref. GEN 0.4
		LLER RWY 19 NURIT 1M		Ref. GEN 0.4
LLER RWY 19 NURIT 1J		Ref. GEN 0.4		
LLER RWY 19 NURIT 1N	Ref. GEN 0.4			

Title of series	Scale	Name and/or number	Price (NIS)	Date
Standard Arrival Chart — Instrument (STAR) — ICAO*	1:150,000**	Haifa (LLHA)		
		LLHA RWY 16,34 GALIM 1A 1B	Part of the IAip and NOT sold separately	Ref. GEN 0.4
		Ben-Gurion (LLBG)		
		LLBG RWY 08 PURLA 1	Part of the IAip and NOT sold separately	Ref. GEN 0.4
		LLBG RWY 12 AMMIT1B, SALAM 2B		Ref. GEN 0.4
		LLBG RWY 30 AMMOS 1E, AMMOS 1F, AMMIT 1E, SALAM 3E		Ref. GEN 0.4
		LLBG RWY 26 AMMOS 1C, AMMOS 1D, AMMIT 1C, SALAM 2C		Ref. GEN 0.4
		LLBG RWY 12, 30 NINET 1, GODED 2		Ref. GEN 0.4
		LLBG RWY 21 AMMOS 1A, AMMOS 1B, SALAM 2A, AMMIT 1A		Ref. GEN 0.4
		LLBG RWY 21, 26 RNAV TRANSITION		Ref. GEN 0.4
		Eilat/Ilan & Asaf Ramon (LLER)		
		LLER RWY 01 NURIT 1B	Part of the IAip and NOT sold separately	Ref. GEN 0.4
		LLER RWY 01 NURIT 1D		Ref. GEN 0.4

Title of series	Scale	Name and/or number	Price (NIS)	Date
Instrument Approach Chart — (IAC) - ICAO*	1:250,000**	Ben-Gurion (LLBG)		
		LLBG ILS RWY 12	Part of the IAip and NOT sold separately	Ref. GEN 0.4
		LLBG RNP RWY 12		Ref. GEN 0.4
		LLBG ILS RWY 08		Ref. GEN 0.4
		LLBG RNP RWY 08		Ref. GEN 0.4
		LLBG ILS RWY 21		Ref. GEN 0.4
		LLBG LOC RWY 21		Ref. GEN 0.4
		LLBG RNP Y RWY 21		Ref. GEN 0.4
		LLBG RNP X RWY 21		Ref. GEN 0.4
		LLBG ILS RWY 26		Ref. GEN 0.4
		LLBG RNP RWY 26		Ref. GEN 0.4
		LLBG ILS RWY 30		Ref. GEN 0.4
		LLBG RNP X RWY 30		Ref. GEN 0.4
		LLBG RNP W RWY 30		Ref. GEN 0.4
		LLBG RNP Y RWY 30 (AR)		Ref. GEN 0.4
		Eilat/Ilan & Asaf Ramon (LLER)		
		LLER RNP RWY 01	Part of the IAip and NOT sold separately	Ref. GEN 0.4
		LLER RNP RWY 19		Ref. GEN 0.4
		LLER ILS RWY 01		Ref. GEN 0.4
		LLER ILS RWY 19		Ref. GEN 0.4
		LLER (RNAV VIS) RWY 01		Ref. GEN 0.4
		LLER (RNAV VIS) RWY 19		Ref. GEN 0.4

Title of series	Scale	Name and/or number	Price (NIS)	Date
Visual Approach Chart — ICAO* (VAC)	1:250,000**	Haifa (LLHA)		
		LLHA VISUAL CIRCUIT CHART	Part of the IAip and NOT sold separately	Ref. GEN 0.4
		Ben-Gurion (LLBG)		
		LLBG NAMIM APCH RWY 21	Part of the IAip and NOT sold separately	Ref. GEN 0.4
		LLBG GAVRI APCH RWY 30		Ref. GEN 0.4
		LLBG ROMIE APCH RWY 30		Ref. GEN 0.4
		LLBG VISUAL APCH CHART		Ref. GEN 0.4

Title of series	Scale	Name and/or number	Price (NIS)	Date
Aerodrome/Heliport Chart — ICAO* (AC)	1:10,000**	Haifa (LLHA)		
		LLHA AERODROME CHART	Part of the IAip and NOT sold separately	Ref. GEN 0.4
		Ben-Gurion (LLBG)		
		LLBG AERODROME CHART	Part of the IAip and NOT sold separately	Ref. GEN 0.4
		Eilat/Ilan & Asaf Ramon (LLER)		
		LLER AERODROME CHART	Part of the IAip and NOT sold separately	Ref. GEN 0.4

Title of series	Scale	Name and/or number	Price (NIS)	Date	
Aircraft Parking/Docking Chart — ICAO* (APDC)	1:5,000**	Haifa (LLHA)			
		LLHA Aircraft Parking Chart	Part of the IAip and NOT sold separately	Ref. GEN 0.4	
		LLHA Aircraft Parking Chart Apron G		Ref. GEN 0.4	
		LLHA Aircraft Parking Chart Apron N		Ref. GEN 0.4	
		Ben-Gurion (LLBG)			
		LLBG Aircraft parking/docking chart Terminal 1	Part of the IAip and NOT sold separately	Ref. GEN 0.4	
		LLBG Aircraft parking/docking chart Apron V		Ref. GEN 0.4	
		LLBG Aircraft parking chart - Terminal 3		Ref. GEN 0.4	
		LLBG Aircraft parking chart - Terminal 3 – Apron H, X		Ref. GEN 0.4	
		LLBG Aircraft parking/docking chart - Apron N		Ref. GEN 0.4	
		Eilat/Ilan & Asaf Ramon (LLER)			
		LLER Aircraft Parking Chart Apron U	Part of the IAip and NOT sold separately	Ref. GEN 0.4	
		LLER Aircraft Parking Chart Apron R, S, T		Ref. GEN 0.4	
		LLER Aircraft Parking Chart Apron V		Ref. GEN 0.4	

Title of series	Scale	Name and/or number	Price (NIS)	Date
Aerodrome Obstacle Chart — Type A — ICAO* (for each runway);	1:10,000**	Haifa (LLHA)		
		LLHA AERODROME OBSTACLE CHART – TYPE A RWY 16/34	Part of the IAip and NOT sold separately	Ref. GEN 0.4
		Ben-Gurion (LLBG)		
		LLBG AERODROME OBSTACLE CHART – TYPE A RWY 03/21	Part of the IAip and NOT sold separately	Ref. GEN 0.4
		LLBG AERODROME OBSTACLE CHART – TYPE A RWY 08/26		Ref. GEN 0.4
		LLBG AERODROME OBSTACLE CHART – TYPE A RWY 12/30		Ref. GEN 0.4

6. Index to the World Aeronautical Chart (WAC) - ICAO 1:1 000 000

The state of Israel is currently NOT publishing WAC chart and chart index.

Please refer to GEN 1.7 - Difference from ICAO Standards, Recommended Practices and Procedures.

7. Topographical charts

To supplement the aeronautical charts, a wide range of topographical charts is available from:

Survey of Israel

Lincoln 1 St, Po. Box 14171

Tel Aviv 6522000.

Phone: +972-3-6231969

Fax: +972-3-6231958

Email: aviayet@mapi.gov.il

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GEN 3.3 AIR TRAFFIC SERVICES

1. Responsible service

The Operations Directorate of the Israel Airports Authority (IAA) is the responsible authority for the provision of air traffic services within the area indicated under 2. below.

Operations Headquarters
Israel Airport Authority - Head Office
Operation Directorate - Air Traffic Services Division
P.O. Box 137
Ben-Gurion International Airport 7015001 - ISRAEL

Phone: 972-3-9756242/3/4

Fax: 972-3-9756221
972-3-9756219

Email: assafbe2@iaa.gov.il

AFS: LLADZPZX

The services are provided in accordance with the provisions contained in the following ICAO documents:

- *Annex 2 - Rules of the Air*
- *Annex 11 - Air Traffic Services*
- *Doc 4444 - Procedures for Air Navigation Services - Rules of the Air and Air Traffic Services (PANS-ATM)*
- *Doc 8168 - Procedures for Air Navigation Services - Aircraft Operations (PANS-OPS)*
- *Doc 7030 - Regional Supplementary Procedures*

Differences to these provisions are detailed in subsection GEN 1.7.

2. Area of responsibility

Air traffic services are provided for the entire territory of the State of Israel, including its territorial waters as well as the airspace over the high seas within the Tel-Aviv FIR.

In some cases, in accordance with the regional air navigation agreement, air traffic services are provided, under the delegated authority, in the airspace within another bordering FIR. Details of such services are provided in section ENR 2.

3. Types of services

The following types of services are provided:

- Alerting Service (ALRS)
- Area Control (ACC); and
- Radar Control

With the exception of services provided at military air bases, the following types of services are provided at aerodromes:

- Approach Control;
- Aerodrome Control (TWR);
- Aeronautical Information Service (AIS); and
- Automatic Terminal Information Service (ATIS).

4. Co-ordination between the operator and ATS

Co-ordination between the operator and air traffic services is effected in accordance with 2.15 of ICAO Annex 11 and 2.1.1.4 and 2.1.1.5 of Part III of the *Procedures for Air Navigation Services - Rules of the Air and Air Traffic Services (DOC 4444, PANS-ATM)*

5. Minimum flight altitude

The minimum flight altitudes on the ATS routes, as presented in section ENR 3, have been determined so as to ensure a minimum vertical clearance above the controlling obstacle in the area concerned.

NOTE.– The navigation performance accuracy necessary for operation on air routes within Tel-Aviv FIR is expressed as an RNP type. RNP type is a containment value expressed as a distance in NM from the intended position within which flights would be for at least 95 percent of the total flying time.

6. ATS units addresses list

Unit Name	Postal Address	Telephone No.	Fax No.	AFS Address
1	2	3	4	5
Tel-Aviv/Ben-Gurion TMA + APP	C/O P.O. Box 137 Ben-Gurion Airport 7015001	972-3-9758110	972-3-9758108	LLTELEPC
Eilat Ilan and Assaf Ramon ATC	P.O. Box 42 Eilat Airport 8810001	972-8-955-3666	972-8-TBD	LLERZPZX
Haifa ATC	P.O. Box 10388 Haifa Airport, Haifa Bay 26110	972-4-8476120	972-4-8476122	LLHAZPZX
Tel-Aviv ATC				
a) Northern Sector	c/o P.O. Box 137 Ben-Gurion Airport 7015001	972-4-6166217	972-4-6980737	LLLNRZX
b) Southern Sector		972-4-6166222		
		972-8-6833222	972-8-6586795	LLLSZRZX

GEN 3.4 COMMUNICATION SERVICES

1. Responsible service

1.1 Radio Navigation and Aeronautical Systems

All radio navigation aids and aeronautical communication systems in Israel must meet the standards set out in ICAO Annex 10, "Aeronautical Telecommunications". Differences from the ICAO standards listed in GEN 1.7, "Differences from ICAO Standards, Recommended Practices and Procedures".

The Israel Airports Authority is responsible for installing, maintaining and operating all the telecommunication, navigation and surveillance facilities.

For information about the provision of CNS systems contact CNS Department at the following address or contact numbers during normal business hours:

CNS Dept.

Head CNS Dept.

P.O. Box 7

Ben-Gurion International Airport 7015001

Phone: 972-3-9758161

Fax: 972-3-9758170

AFS: LLBGYFYX, LLBGYTYX

Enquiries related to regulations and standards for CNS and ATM systems in Israel should addressed:

Civil Aviation Authority

Director, Aviation Infrastructure Division

Golan House

Golan St.

P.O.B 1101

Airport City 7019900

Fax: FAX +972-3-9774546

1.2 Air Traffic Services Message Handling

The Aeronautical Fixed Telecommunications Network (AFTN) is an integral part of a worldwide system of message switching centers and fixed circuits that allows for aeronautical data exchange between ICAO Member States.

Israeli ATC/ACC/AIS's and other aeronautical facilities interconnected by the AFTN.

Israeli contribution to the AFTN provided by the AFTN/AMHS Message Handling System, owned and operated by IAA at Ben-Gurion Airport. This centralized storage-and-forwarding message handling system provides for the real-time reception, storage and delivery of aeronautical data and all MET data nationwide (for the entire Tel-Aviv FIR), via AFTN stations.

Command and control of the AFTN Message Handling System provided by the COM Center at the IAA Facilities that are located at Ben-Gurion Airport. Queries on AFTN service directed to the IAA COM center.

Communication Centre

Chief Telecommunication Officer

P.O. Box 7

Ben-Gurion International Airport 7015001

Phone: 972-3-9756234, 9756236

Telex: 972-3-9712819

AFS: LLBGYFYX, LLBGYTYX

Israeli locations and location indicators listed in ICAO Doc 7910. Messages addressed to aeronautical stations not directly connected to the AFTN/AMHS Message Handling System are automatically routed to the nearest aeronautical facility for delivery.

The services outlined in this section provided in accordance with the following documentation:

- ICAO Annex 10 – Aeronautical Telecommunications;
- ICAO Annex 15 – Aeronautical Information Services;
- ICAO Doc 4444 – PANS-ATM;
- ICAO Doc 7030 – Regional Supplementary Procedures;
- ICAO Doc 7910 – Location Indicators;
- ICAO Doc 8400 – ICAO Abbreviations and Codes;
- ICAO Doc 8585 – Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services;

2. Area of Responsibility

The area of responsibility for which communication services provided includes the radio navigation aids and communication facilities available within the Israeli domestic airspace as well as international airspace assigned to Israeli control.

3. Types of Service

3.1 Radio Navigation Services

The following types of ground-based radio aids to navigation are available:

- VHF Direction Finding Station (VDF)
- VHF Omni Directional Radio Range (VOR)
- Distance Measuring Equipment (DME)
- Instrument Landing System Cat. I & II (ILS)
- Primary Surveillance Radar (PSR)
- Secondary Surveillance Radar (SSR)
- Wide Area Multilateration (WAM)

According to the judgement of the Direction-Finding station, bearings classified as follows:

- Class A - accurate within ± 2 degrees
- Class B - accurate within ± 5 degrees
- Class C - accurate within ± 10 degrees

Direction finding stations have authority to refuse to give bearing or headings to steer, when conditions are unsatisfactory, or when bearings do not fall within the calibrated limits of the station, stating the reason at the time of refusal.

All radio navigation aids are dual installations and equipped with secondary power supply.

Radio navigation facilities are regularly flight-checked and calibrated by the Israel Airports Authority

3.2 Mobile Service / Fixed Service

3.2.1 Mobile Service

3.2.1.1 Voice Services

The primary medium for aeronautical voice communications in Israel is VHF-amplitude modulation (AM) in the frequency range of 118 MHz to 137 MHz.

The standard VHF air-ground channel spacing in Israel is 25 kHz. A 760-channel transceiver is necessary for operation of 25 KHz channels

3.2.1.2 Pre Departure Clearance via Datalink Communications

The Israel Airports Authority provides Pre Departure Clearance in cooperation with SITA.

The Pre Departure Clearance via Datalink (ARINC Specification 620/622) is available at Ben-Gurion Airport (LLBG)

3.2.1.3 Broadcasting Service

Sub-area meteorological broadcasts (VOLMET radiotelegraphy broadcasts) are available for the use of aircraft in flight. Full details given in subsection GEN 3.5 "Meteorological Services".

3.2.2 ELT

For technical trials, Emergency Locator Transmitters (ELT) will be transmitting on the frequencies 121,5 and 243,0 MHZ from 00 to 05 MIN past the hour.

The ELT activation will be according to the manufacturer's maintenance manual.

3.2.3 Language used

Language used in air-ground communication is English within Tel-Aviv/Ben-Gurion TMA & CTR, Eilat/Ilan and Asaf Ramon CTR and Tel-Aviv Control ACC units (Northern & Southern Sectors). At Haifa CTR English is used at ATC discretion or when a non-Hebrew speaking pilot is using the frequency. Within other CTRs, Hebrew is the only language used.

3.2.4 Where detailed information can be obtained

The usable range and restrictions of the radio navigation aids indicated as coverage in ENR 4.1 "Radio Navigation Aids – En-Route".

Details of the facilities available at the individual aerodromes can be located in the relevant sections of Part 3 (AD). In cases where a facility is serving both the en-route traffic and the aerodromes, details are given in the relevant sections of Part 2 (ENR) and Part 3 (AD).

3.2.5 Aeronautical Fixed Service

Messages transmitted over the aeronautical fixed service (AFS) provided only on cases:

They satisfy the requirement of ICAO Annex 10, Vol II, Chapter 3.3.3;

They are prepared in the form specified in ICAO Annex 10;

The text of an individual message does not exceed 200 groups.

General aircraft operating agency messages are only accepted for transmission to countries that have agreed to accept Class "B" traffic.

AERONAUTICAL FIXED SERVICES - INTERNATIONAL AND NATIONAL CIRCUITS			
Station	Correspondent	Type of circuit	Remarks
1	2	3	5
TEL-AVIV COM CENTER LLBGYFYX	ACC NORTH LLLNZRZX	SIMPLEX AND IP	
TEL-AVIV COM CENTER LLBGYFYX	ROSH-PINA TWR LLIBZTZX	SIMPLEX	
TEL-AVIV COM CENTER LLBGYFYX	HERZLIA TWR LLHZTZX	SIMPLEX AND IP	

AERONAUTICAL FIXED SERVICES - INTERNATIONAL AND NATIONAL CIRCUITS			
Station	Correspondent	Type of circuit	Remarks
1	2	3	5
TEL-AVIV COM CENTER LLBGYFYX	CAA HQ ATS LLADYAYX	SIMPLEX AND IP	
TEL-AVIV COM CENTER LLBGYFYX	BEIT-DAGAN MET CENTER LLBDYMYX	IP	
TEL-AVIV COM CENTER LLBGYFYX	EL-AL OPS CONTROL LLBGELYW	SIMPLEX	
TEL-AVIV COM CENTER LLBGYFYX	EILAT-RAMON AIS LLERZPZX LLERPTCX	DUPLEX AND IP	
TEL-AVIV COM CENTER LLBGYFYX	EILAT-RAMON MET LLERPTMX	IP	
TEL-AVIV COM CENTER LLBGYFYX	EILAT-RAMON TWR LLERZTZX	SIMPLEX	
TEL-AVIV COM CENTER LLBGYFYX	ACC SOUTH LLSZRZX	SIMPLEX	
TEL-AVIV COM CENTER LLBGYFYX	BEN-GURION MET LLBGYMYX	DUPLEX	
TEL-AVIV COM CENTER LLBGYFYX	BEN-GURION AIS LLADZPZX	DUPLEX	
TEL-AVIV COM CENTER LLBGYFYX	BEN-GURION NOF EUECYIYN	DUPLEX	
TEL-AVIV COM CENTER LLBGYFYX	BEN-GURION TWR LLBGZTZX	SIMPLEX	
TEL-AVIV COM CENTER LLBGYFYX	HAIFA MET LLHABTMX	IP	
TEL-AVIV COM CENTER LLBGYFYX	HAIFA TWR LLHAZTZX	SIMPLEX AND IP	
TEL-AVIV COM CENTER LLBGYFYX	LONDON COM CENTER	CIDIN, DUPLEX AND X400	X400 Planned to be established till end of the year 2020
TEL-AVIV COM CENTER LLBGYFYX	NICOSIA COM CENTER	CIDIN	
TEL-AVIV COM CENTER LLBGYFYX	AMMAN COM CENTER	DUPLEX	
TEL-AVIV COM CENTER LLBGYFYX	CAIRO COM CENTER	DUPLEX	DISCONNECTED
TEL-AVIV COM CENTER LLBGYFYX	ATHENS COM CENTER	CIDIN AND X400	X400 Activation from 05-NOV-20

AERONAUTICAL FIXED SERVICES - TELEPHONE		
Station	Correspondent	Remarks
1	2	3
TEL-AVIV ACC NORTH	BEN-GURION TWR	
TEL-AVIV ACC NORTH	AMMAN ACC	
TEL-AVIV ACC NORTH	NICOSIA ACC	
TEL-AVIV ACC NORTH	SOUTH ACC	

AERONAUTICAL FIXED SERVICES - TELEPHONE		
Station	Correspondent	Remarks
1	2	3
TEL-AVIV ACC NORTH	CAIRO ACC	VIA SOUTH ACC

4. Requirements and conditions

The requirements for the mandatory carriage of radio equipment are contained in the Air navigation Regulations of Israel. The main provisions published in GEN-1.5 "Aircraft Instrument, Equipment and Flight Documents".

The aeronautical stations maintain a continuous watch on their stated frequencies during the published hours of service, unless otherwise notified.

An aircraft should communicate with the ATS unit that manages traffic in the area in which the aircraft is flying. Aircraft should maintain a continuous watch on the appropriate frequency of the ATS station and should not leave the frequency, except in an emergency, without informing the ATS unit.

If instructed to monitor a frequency, pilots must continuously monitor that frequency but are not required to check in.

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GEN 3.5 METEOROLOGICAL SERVICES

1. Responsible service

1.1 The meteorological forecast and warning services for civil aviation are provided by:

The Israel Meteorological Service (Meteorological Watch office & Aerodrome Meteorological office)
P.O. Box 25
Bet-Dagan 50250, Israel

Phone: 972-3-9403116

Fax: 972-3-9604065

AFS: LLBDYMYX

1.2 The meteorological observations at the airports are provided by:

The Israel Airport Authority (Aerodrome Meteorological stations)
Ben-Gurion International Airport 70100, Israel

Phone: 972-3-9756228/30

Email: T3ME@iaa.gov.il

AFS: LLADZPZX

The service is provided in accordance with the provisions contained in the following ICAO documents:

- Annex 3 - *Meteorological Service for International Air Navigation*
- Doc 7030 - *Regional Supplementary Procedures*

2. Area of responsibility

Meteorological service is provided within the Tel-Aviv FIR.

3. Meteorological observations and reports

Table GEN 3.5.3 Meteorological observations and reports					
Name of station/ Location indicator	Type & frequency of observation/ automatic observing equipment	Types of MET reports & availability of trend forecasts	Observation System & Site(s)	Hours of operation	Climatological information
1	2	3	4	5	6
TEL-AVIV/Ben-Gurion LLBG	Half hourly plus special observation	METAR, SPECI, TREND	Main meteorological mast measuring wind, temperature and humidity: See AD chart Two wind masts: See AD chart Pressure sensor and manual visibility assessment at the Meteorological Station: see AD chart RVR systems: see AD chart Ceilometers: see AD chart	H24	Climatological tables AVBL upon request

Table GEN 3.5.3 Meteorological observations and reports					
Name of station/ Location indicator	Type & frequency of observation/ automatic observing equipment	Types of MET reports & availability of trend forecasts	Observation System & Site(s)	Hours of operation	Climatological information
1	2	3	4	5	6
Eilat/Ramon LLER	Hourly plus special observation	METAR, SPECI	Northern & Southern meteorological mast with wind, temperature and humidity: see AD chart Pressure sensor: see AD chart Manual visibility assessment: MET Station Ceilometer: see AD chart	Sun-Thu: 0530-2330 Fri & holiday eve: 0600-1800 Sat & holidays: 0700- 2330 (Local Time)	Climatological tables AVBL upon request
Haifa LLHA	Hourly plus special observation	METAR, SPECI	Main meteorological mast: with wind, temperature and humidity: see AD chart Additional wind mast: see AD chart Pressure sensor: MET Station	Sunday, Monday, Wednesday, Thursday 0700-2000 Tuesday 0700-2230 Friday 0600-1900 Saturday 0600-2200 (Local Time)	Climatological tables AVBL upon request

4. Types of services

4.1 At all airports, a briefing of the Meteorological Watch Office can be established, via telephone, in the aerodrome meteorological station.

4.2 A digital format folders containing relevant MET data is available, upon request, for all airports via a ground handling office or upon request from LLBG meteorological observation office, by email or telephone.

At each aerodrome meteorological station there is also a meteorological information terminal, which provides the following information:

- Valid warnings and updated OPMET data
- SIGWX and T+W charts
- Weather Radar online display/animation
- Satellite images online display/animation
- Upper Air temperature & wind profiles derived from Israeli radiosonds and AMDAR reports
- 4 days weather outlooks for the international airports

4.3 The Israel Meteorological Watch office is issuing low level area forecasts of in-flight conditions from the surface and up to 15 000 ft, covering Israel and its vicinity in a form of Low Level SIGWX and Wind/Temperature Forecast Charts. The charts are available at all aerodrome meteorological stations and in the following web page:

http://www.ims.gov.il/IMSEng/All_tahazit/Aviation/

4.3.1 Routine Low Level Charts Schedule

The date and time of each low level chart is shown at the header of the Low-Level SIGWX and at the bottom of the Wind/Temperature chart. The routine schedule and validity times of the charts are listed in the following Tables A and Table

B.

Table A. Routine Low-Level SIGWX charts	
Issue time (UTC)	Validity time (UTC)
00	18
06	00
12	06
18	12

Table B. Routine Wind/Temperature Low-Level Charts		
Time of Base Model (UTC)	Issue Time (UTC)	Validity time (UTC)
00Z	06	12 (+12h), 18 (+18h), 00 (+24h)
12Z	18	00 (+12h), 06 (+18h), 12 (+24h)

4.3.2 Low Level Chart Amendments

- a. Amendments may appear as complete re-issues of the Low-Level SIGWX in which case the validity start time may be different from the routine issue.
- b. An amended chart is indicated by the word AMENDMENT at the top of the form.

4.3.3 The Low Level SIGWX Chart

- a. The fixed time weather charts for Israel and its vicinity are provided in the ICAO model SWL format (ICAO Annex 3, Appendix 1), each chart containing a map of SIGWX location and a table with the SIGWX description.
- b. In the SIGWX location map, zones of distinct significant low level weather are enclosed by continuous lines, each zone being identified by a letter. Surface fronts position forecasted for the chart fixed time are depicted on the chart by the usual symbols. The forecast weather conditions during the period of validity are given in the text to the right of the map, each zone being dealt with separately and completely.
- c. The following items are included in the SIGWX describing text:
 - Widespread mean surface wind speed above 30 KT (SFC WSPD)
 - Widespread areas affected by reduction of visibility to less than 5000 m (SFC VIS). Surface visibility is expressed in meters.
 - MT OBSC (mountains obscured): prevailing visibility less than 1,000 m and/or cloud base below 500 ft AGL in mountainous regions.
 - Weather phenomena: Rain, Thunderstorms, Dust, Mist, Fog, Snow, Mountain Waves, Low level Jet (LOW LEVEL JET implies winds of 30 KT at 1000 ft above ground AND significant low level wind shear).
 - cloud amount is described using the METAR code form, where FEW indicates 1 to 2 oktas, SCT (scattered) indicates 3 to 4 oktas, BKN (broken) indicates 5 to 7 oktas and OVC (overcast) indicates 8 oktas.
 - Cloud type is indicated only if CB or TCU. A forecast of thunderstorm (TS) and/or cumulonimbus (CB) implies hail and severe turbulence and icing;
 - If CB or TCU are expected, the cloud amount is described using the descriptors: ISOL (Isolated), OCNL (Occasional), FRQ (Frequent), EMBD (Embedded).
 - Cloud base, cloud top and freezing level altitudes are in hectofeet above MSL (Flight level). XXX indicates tops above 15,000 feet.
 - Moderate or severe Turbulence in clouds is indicated if forecasted. CAT regions are not indicated.

- Moderate or severe Icing in clouds is indicated if forecasted. Carburetor icing is not indicated.
- SFC WSPD, SFC VIS, MT OBSC, CLOUDS, TURBULENCE, ICING, FREEZING LEVEL are indicated only if relevant significant weather or clouds are expected.
- Predicted Mediterranean Sea surface temperature, sea state and significant wave height near the Israeli shore.

4.3.4 The Low Level Wind/Temperature chart

Wind and temperature information for Israel and its vicinity is provided for fixed times and for a selected range of flight levels: FL 030, FL 050, FL 100 and FL 180.

4.4 Aerodrome Forecast (TAF)

TAFs are routinely issued each 6 hours with a validity of 24 hours, as listed in Table C.

Table C.			
Validity for LLHA	Validity for LLBG, LLER	Start Time	Approx. Issue Time
00-00	00-00	00Z	23Z
06-06	06-06	06Z	05Z
12-12	12-12	12Z	11Z
18-18	18-18	18Z	17Z

5. Notification required from operators

Notification from operators in respect of briefing, consultation, flight documentation and other meteorological information needed by them (ref. ICAO Annex 3, 2.3) is normally required for new routes of more than 3500 km. Such notification should be received at least 3 hours before the expected time of departure.

6. Aircraft reports

6.1 Special aircraft observations should be made by commercial aircraft pilots whenever the following conditions are encountered or observed:

- Moderate or severe turbulence;
- Moderate or severe icing;
- Severe mountain wave;
- Thunderstorms that are obscured, embedded, widespread or in squall lines;
- Heavy dust storm or heavy sandstorm;
- Volcanic ash cloud;
- Pre-eruption volcanic activity or a volcanic eruption

6.2 When other meteorological conditions not listed under 6.1, e.g. wind shear, are encountered and, in the opinion of the pilot-in command, may affect the safety of other aircraft operations, the pilot-in-command should advise the appropriate air traffic service unit as soon as practicable.

6.3 Aircraft observations should be reported during flight at the time the observation is made or as soon thereafter as is practicable

6.4 Special aircraft observations should be reported to the appropriate air traffic service unit by voice communications, in the following special air-report format:

- AIREP SPECIAL
- AIRCRAFT IDENTIFICATION:
the aircraft radiotelephony call sign.
- POSITION:
position in latitude (degrees as 2 numerics or degrees and minutes as 4 numerics, followed by "North" or "South") and longitude (degrees as 3 numerics or degrees and minutes as 5 numerics, followed by "East" or "West"), or as a significant point identified by a coded designator (2 to 5 characters), or as a significant point followed by magnetic bearing (3 numerics) and distance in nautical miles from the point (e.g. "4620 North 07805 West", "HADDY" or "DUB 180 DEGREES 40 MILES").
- TIME:
time in hours and minutes UTC (4 numerics).
The time reported should be the actual time of the aircraft at the position and not the time of transmission of the report.
- FLIGHT LEVEL OR ALTITUDE:
flight level by 3 numerics (e.g. "FLIGHT LEVEL 310"), when on standard pressure altimeter setting.
Altitude in feet followed by "FEET", when on QNH.
- PHENOMENON PROMPTING A SPECIAL AIR-REPORT:
"Turbulence Moderate or Turbulence Severe", "Icing Moderate or Icing Severe", "Mountainwave Severe", "Thunderstorm or Thunderstorm With Hail", "Duststorm or Sandstorm Heavy", "Volcanic Ash Cloud", "Pre-Eruption Volcanic Activity or Volcanic Eruption"

6.5 Special and non-routine aircraft observations received by the air traffic control tower at the aerodrome are relayed to the aerodrome meteorological station which issues a SPECI containing the report as a RMK (e.g. REP AT 2130z 900FT-WIND 120/35kt).

6.6 Where wind shear conditions in the climb-out or approach phases of flight were reported or forecasted but not encountered, the pilot-in-command should advise the appropriate air traffic services unit as soon as practicable unless the pilot-in-command is aware that the appropriate air traffic service unit has already been so advised.

6.7 Post-flight report of volcanic activity should be delivered to the aerodrome meteorological station by the air operator or a flight crew member without delay, on the arrival of the flight to the aerodrome.

7. VOLMET service

Table GEN 3.5.7 VOLMET service						
Name of station	CALL SIGN Identification (EM)	Frequency	Broadcast period	Hours of service	Aerodromes/ Heliports included	Contents & format of REP and FCST & Remarks
1	2	3	4	5	6	7
BEN GURION	BEN GURION	126.800 MHZ	Updated at least once an hour at H+50min	H24	TEL-AVIV/Ben Gurion	METAR, TREND, SPECI, TAF
					Eilat/Ilan and Asaf Ramon	METAR, SPECI, TAF
					Haifa	TAF
			Daytime Only	Haifa	METAR, SPECI	
			As long as valid	H24	TEL-AVIV FIR	SIGMET
			The latest report is broadcasted when AVBL	When AVBL	LCLK	METAR
				OJAI	METAR	
VOLMET info available by dialing 972-3- 9730699						

8. SIGMET and AIRMET service

Table GEN 3.5.8 SIGMET and AIRMET Service						
Name of MWO/ location indicators	Hours	FIR or CTA served	Type of SIGMET/ validity	Specific procedure s	ATS unit served	Additional information
1	2	3	4	5	6	7
Israel Meteorological Service issues SIGMET/ AIRMET to TEL-AVIV FIR	H24	TLV FIR	SIGMET/AIRMET 4HR	NIL	Tel-Aviv ACC	NIL

8.1 General

For the safety of air traffic, an area meteorological watch and warning service is operated by the Israeli Meteorological Service. This service consists of a continuous weather watch within the lower and upper FIR and the issuance of appropriate area warnings (SIGMET/AIRMET). Furthermore, the Israeli Meteorological service forecasting center is also serving as the aerodrome meteorological office and thus is issuing aerodrome warnings (AD WRNG) and wind shear warnings (WS WRNG) for all Israeli aerodromes.

8.2 Area Warnings

The area meteorological watch service is performed by the following Meteorological Watch Office: Israel Meteorological Service MWO (LLBD).

8.2.1 The Israel Meteorological Service MWO issues information in the form of SIGMET messages about the occurrence or expected occurrence of one or several of the following significant meteorological phenomena:

- thunderstorms
[Area of widespread cumulonimbus clouds or -cumulonimbus along a line (squall line) with little or no space between individual clouds, or cumulonimbus embedded in cloud layers or obscured by haze.]
- severe turbulence
- severe icing
- severe mountain waves
- heavy sand storm/dust storm
- volcanic ash cloud

The SIGMETs are issued using ICAO abbreviations and are numbered consecutively for each day commencing at 0001. Their period of validity is limited to less than 4 hours.

SIGMET warnings are disseminated in the AFTN and in the VOLMET transmissions.

8.2.2 The Israel Meteorological Service MWO issues AIRMET warnings about the occurrence or expected occurrence of one or several of the following significant meteorological phenomena below flight level 150:

- Widespread surface wind speed above 30kt
- Widespread reduction of surface visibility to less than 5000 meter, including widespread mountain fog causing mountain obscuration
- Isolated and/or occasional CB/TCU/TS
- Widespread areas of broken/overcast clouds with height of base less than 1000ft AGL.
- moderate icing
- moderate turbulence
- moderate mountain wave

The AIRMETs are issued using ICAO abbreviations and are numbered consecutively for each day commencing at 0001. Their period of validity is limited to less than 4 hours.

8.3 Aerodrome and Windshear Warnings

Warnings relevant for the safety of arriving and departing aircraft, for the protection of parked and moored aircraft, or for the protection of other equipment at the airport are issued by the Israel Meteorological Service MWO, if one or several of the following phenomena are expected to occur at any of the Israeli airports:

- Wind Shear (typically issued when indication of a low level jet is received)
- Wind: issued when the mean speed of the surface wind is expected to exceed 20 kts or when in excess of 25 kts gusts.
- thunderstorm
- hail
- frost
[A "frost warning" will be issued when the air temperature is expected to fall below 0°C on those dates when protective measures have generally not yet been taken and also when a substantial deposit of hoar-frost, e.g. on wing surfaces, is expected.]
- sand/dust storm
- snow
- Visibility: reduction of surface visibility to less than 5000 meter at the aerodrome

The warnings are generally issued in English and are distributed to operators and aerodrome services in accordance with a pre-defined distribution list. In order to guarantee rapid dissemination of the warnings, the distribution list to be used shall, as far as possible, contain only one recipient for an interested group; this recipient will be responsible for the further dissemination of the warning within the group.

8.4 Warning RSS feed

Aviation warning RSS feed for the Tel-Aviv FIR is available at the following electronic address:
http://www.ims.gov.il/ims/rss/alert_feed12.xml

Warnings in this feed are issued in English.

9. Other automated meteorological services

9.1 Meteorological information for pre-flight planning is available on the Israel meteorological Service aviation page:
http://www.ims.gov.il/IMSEng/All_tahazit/Aviation/

9.2 Nevertheless, users should be aware of the risks of using the public internet in this regard. This includes, but not limited to, a browsers' cache facility not providing the user with the very latest information; delays to, or irregular update, of the internet site; or the receipt of falsified data purporting to have come from a legitimate provider.

9.3 Users should ensure, wherever possible, that the data is updated and consistent with the general weather situation.

10. GAFOR AREAS - TBD

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GEN 3.6 SEARCH AND RESCUE**1. Responsible services**

The search and rescue service in the State of Israel is provided by the Israel Airport Authority, in collaboration with the Ministry of Defense which has the responsibility for making the necessary facilities available.

The postal and telegraphic addresses of the Israel Airports Authority station are given on page GEN 1.1-1.

When SAR operations are needed, a Rescue Co-ordination Centre is established; the address is as follows:

Rescue Co-ordination Centre
Tel-Aviv/Ben-Gurion International Airport
P.O. Box 7 Ben-Gurion Airport, 70100
Phone: 972-3-9756242/9756243/9756244
Fax: 972-3-9756219
AFS: LLBGYCYX

The service is provided in accordance with the provisions contained in ICAO Annex 12 - *Search and Rescue*.

2. Area of responsibility

The search and rescue service is responsible for SAR operations within Tel-Aviv FIR.

3. Types of service

Detail of related rescue units are given in Table 3.6.3 - Search and Rescue Units. In addition, various elements of the State Police organization, the merchant marine and the armed forces are also available for search and rescue missions, when required.

The aeronautical, maritime and public telecommunication services are also available to the search and rescue organization.

All aircraft carry survival equipment, and capable of being dropped, consisting of inflatable rubber dinghies equipped with medical supplies, emergency rations and survival radio equipment. Aircraft and marine craft are equipped to communicate on 121.5 MHz, 243 MHz.

Ground rescue teams are equipped to communicate on 121.5 MHz.

SAR aircraft are equipped with direction-finding equipment and radar.

Table 3.6.3 Search and Rescue Units

Name	Location	Facilities	Remarks
1	2	3	4
EILAT (harbour)	29 32 30 N 034 57 10 E	Rescue vessels	May be alerted through the Eilat/Ilan and Asaf Ramon airport ATC.
HAIFA (harbour)	32 49 30 N 035 00 00 E	Rescue vessels	May be alerted through the Haifa airport ATC.
TEL-AVIV/Ben-Gurion Rescue Unit	32 06 26 N 034 46 57 E	Medium range aircraft: C-130 helicopters: CH-53, UH-60	Aircraft and helicopters deployed from different bases through the RCC only. Aircraft and helicopter types may vary according to mission requirements.

4. SAR agreements

Requests for the entry of aircraft, equipment and personnel from other States to engage in the search for aircraft in distress or to rescue survivors of aircraft accidents should be transmitted to the Rescue Co-ordination Centre. Instruction as

to the control which will be exercised on entry of such aircraft and/or personnel will be given by the Rescue Co-ordination Centre in accordance with a standing plan for the conduct of search and rescue in its area.

5. Conditions of availability

The SAR service and facilities in the State of Israel are available without charge to neighboring States upon request to the Israel Airports Authority at all times when they are not engaged in search and rescue operations in their home territory. All facilities are specialized in SAR techniques and functions.

6. Procedures and Signals Used

Procedures and Signals Used by Aircraft

Procedures for pilots-in-command observing an accident or intercepting a distress call and/or message are outlined in ICAO Annex 12, Chapter 5.

Communications

Transmission and reception of distress messages within the Israel Search and Rescue Area are handled in accordance with ICAO Annex 10, Volume II, Chapter 5, paragraph 5.3.

For communications during search and rescue operations, the codes and abbreviations published in ICAO Abbreviations and Codes (Doc 8400) are used.

The frequency 121.5 MHz is guarded continuously at all area control centers, all approach control units and all aerodrome control towers. All coast stations guard the international distress frequencies.

Search and rescue signals

The search and rescue signals to be used are those prescribed in ICAO Annex 12, Chapter 5.8.

Ground/air visual signal codes for use by survivors

No.	Message	Code Symbol
1	Require assistance	V
2	Require medical assistance	X
3	No or Negative	N
4	Yes or Affirmative	Y
5	Proceeding in this direction	ARROW SYMBOL

Instructions for use:
1. Make signals not less than 8 ft (2.5 m)
2. Take care to lay out signals exactly as shown.
3. Provide as much colour contrast as possible between signals and background
4. Make every effort to attract attention by other means such as radio, flares, smoke, reflected light.

GEN 4 CHARGES FOR AERODROMES/HELIPORTS AND AIR NAVIGATION SERVICES

GEN 4.1 AERODROME/HELIPORT CHARGES

1. International flights

1.1 Landing charges

Landing charges are divided into two categories, and differ from one aerodrome to another. The categories include aircraft with a MTOM of up to 1500 kg, and aircraft with a MTOM of more than 1500 kg, calculated for each additional 1000 kg thereof. The MTOM calculated is based on information supplied by the aircraft owner or operator, which must submit officially approved documents, such as a copy of the aircraft's Certificate of Airworthiness (C. of A.) or any similarly relevant document.

1.2 Method of payment

1.2.1 Scheduled and Non-Scheduled (charter) operators:

Commercial operators (except non-scheduled operators which perform a single flight) are charged according to agreements signed between the operator or his designated handling agency and the IAA (ref. GEN 1.2 for details).

1.2.2 Other operators:

Other operators (including non-scheduled operators which perform a single flight) and aircraft owners shall pay all the required fees and charges prior to take-off through the relevant airport administration.

1.2.3 Charges payment period:

The fees and charges pursuant to this procedure shall be paid to the IAA by the aircraft owner or operator not later than 15 days from submission of payment demand.

1.2.4 Payment of interest:

In case an aircraft owner or air operator failed to submit the payment pursuant to this procedure at the times prescribed in Para 1.2.3, an interest shall be added to the debt.

2. Domestic flights

2.1 Landing charges

Landing charges are divided into three categories, up to 1500 kg MTOM, from 1501 to 3000 kg MTOM and more than 3000 kg MTOM, the latter calculated for each additional 1000 kg or part thereof.

2.2 Test and training flights

An owner or an air operator shall be charged for landings performed during test and training flights the fee required for one single landing, regardless of the number of landings performed provided the flight did not exceed sixty minutes.

An air operator shall be charged for intermediate landings of a scheduled commercial flight, the fee required for one single landing.

3. List of fees and charges

The following fees and charges are collected from aircraft owners and air operators:

- a. Landing charges.
- b. Mooring and/or parking charges.
- c. Passenger baggage handling (porterage) charges.
- d. Cargo handling charges.
- e. Incoming Passenger charges.
- f. Air-Traffic Control (ATC) charges.

- g. Aircraft cleaning service charges.
- h. Departing Passenger airport tax.
- i. Overflight charges
- j. Tarmac charges.

3.1 Landing charges

Refer to Para. 1 and 2 above.

3.2 Mooring and/or parking charges

3.2.1 International flights:

An aircraft owner/operator is exempt from parking charges if the aircraft was parked less than three hours. For parking time over three hours a fee of 25% of the landing fee calculated from the time of arrival to the time of departure for each 24 hours of parking or part thereof shall be charged.

3.2.2 Domestic flights

3.2.2.1 General aviation aircraft owner/operator shall be charged an annual consolidated fee for the year commencing April 1st, for domestic landing and parking fees based on the aircraft's MTOM.

3.2.2.2 Should such an aircraft stay at an Israeli aerodrome less than twelve months during that same year, the owner/operator shall be charged for each month or part thereof one-twelfth part of the annual consolidated fee as required by Para. 3.2.2.1 above.

3.2.2.3 Should such an aircraft stay at an Israeli aerodrome less than seven days during the same month, the owner/operator shall be charged 25% of the annual consolidated fee which is payable in respect of a month as defined in Para. 3.2.2. above. For this purpose, an aircraft shall be deemed to have stayed in Israel for less than seven days during that same month, even if the duration of the said stay ends in the month following the one wherein the counting commenced.

3.3 Passenger baggage handling (portage) charges

The passenger baggage handling charges include transferring passenger baggage:

- From the aircraft to the terminal building or the Customs house;
- From the terminal building or the Customs house onto the aircraft.

A peak-hour surcharge will be levied between 0400-0800 UTC for each departing passenger on an international flight. An air operator is exempt from this fee for any passenger who declares that no baggage is in his or her possession provided the airport administration has been notified in writing at least 48 hours in advance.

3.4 Cargo handling charges

The cargo handling charges include the following services:

- a. Unloading of cargo from the aircraft, and its transfer to the Customs house or the terminal building.
- b. Transfer of cargo from the Customs house or the terminal building to a vehicle parked nearby and its loading onto that vehicle.
- c. Unloading of cargo from the aircraft and its loading onto a vehicle parked nearby the Customs house or the terminal building.
- d. Unloading of cargo from a vehicle parked nearby the Customs house or the terminal building onto the aircraft.
- e. Transfer of cargo from the Customs house or the terminal building to the aircraft and its loading onto the aircraft.
- f. Unloading of cargo from a vehicle parked nearby the Customs house or the terminal building, its transfer to an aircraft and its loading onto the aircraft.

3.5 Incoming passenger charges

An aircraft owner/operator shall be charged for each incoming passenger arriving on that aircraft on an international flight.

3.6 Air Traffic Control (ATC) charges

An aircraft arriving from a place outside Israel shall be charged an ATC fee as per the aircraft's MTOW. A detailed scale of fees per weight is provided further in this procedure.

3.7 Aircraft cleaning service charges

Upon request for the provision of cleaning services, an aircraft owner and/or operator shall be charged a fee as per the aircraft's MTOM. An aircraft in transit shall be charged 60% of the fee.

3.8 Departing passenger airport tax

3.8.1 A passenger departing on an international flight from the airports of Tel-Aviv/Ben-Gurion and Tel-Aviv/Sde-Dov shall be charged with a fee as specified in this procedure..

3.8.2 A passenger departing on an international flight from Haifa, Eilat, Eilat Ilan and Asaf Ramon and Ovda, airports, shall be charged a reduced fee as specified in this procedure.

3.8.3 A passenger departing any Israeli aerodrome to the Arab Republic of Egypt, shall be charged a reduced fee as specified in this procedure.

3.9 Overflight charges

3.9.1 An aircraft overflying Tel-Aviv FIR inbound to, or outbound from Amman F.I.R. on an international flight, shall be charged overflight fees as per the aircraft's MTOM, as specified in this procedure.

3.10 Tarmac charges

Passengers embarking/disembarking an international flight shall be bussed between the terminal building and the aircraft parking stand and vice-versa. For this service a fee will be collected based on the aircraft's seating capacity.

4. Reporting of flight statistics

For the purpose of the collection of charges, and recording of statistics, an aircraft owner/operator shall submit in writing either by electronic means or hand-written forms the complete data relating to aircraft, passengers, cargo and mail passing through the airport of the previous day. This information shall reach the IAA not later than 0600 UTC each day. For further details concerning means of information transfer the IAA's Income & Revenue Department should be contacted.

5. Exemption from the payment of fees and charges

5.1 The following types of flights are exempt from fees and charges, (aircraft cleaning charges excluded):

5.1.1 Engineless aircraft;

5.1.2 Aircraft used for non-commercial purposes by one of the following organizations:

- a. Foreign state diplomatic aircraft;
- b. United-Nations (UNO) or its special agencies;
- c. The International Red Cross (ICRC);
- d. The United-Nations Multi-National Peace Keeping Forces (MFO);
- e. The Israeli Police.

5.1.3 Aircraft engaged in Search and Rescue (SAR) operations.

5.1.4 Aircraft force-landing due to emergency at an aerodrome not designated as its aerodrome of final destination.

5.2 The following persons are exempt from departing passenger airport tax:

5.2.1 A passenger leaving Israel aboard an aircraft whose owner/operator is exempt from charges as per Para 5.1 above, and who holds a valid diplomatic passport, or documents identifying him as a member of the UNO or its special agencies, the ICRC, MFO or Israeli policemen on duty;

5.2.2 A passenger in transit;

5.2.3 A passenger who is an inspector of the Civil Aviation Administration on duty;

5.2.4 A crew member in possession of a valid crew member license or certificate;

5.2.5 Passengers who are under two years of age;

6. Reduced fees at Tel-Aviv/Ben-Gurion International Airport

Operators at Tel-Aviv/Ben-Gurion airport might be subjected to reduced fees in case where the IAA has calculated that income from that operator amounts to a certain percentage of its total income at that airport, as per Para 6.3 below.

At the end of each month, the IAA will calculate the total amount charged from the operator, and in case where it has reached the aforementioned percentage, an invoice will be issued to the operator reflecting the reduced fees.

The scale of reduction percentage is as follows:

Operator's Percentage of the IAA's total Income	Reduction Percentage
A	B
Between 10 - 20%	5%
Between 20 - 25%	10%
Between 25 - 30%	15%
30% and over	20%

Operators failing to pay for fees as per the invoice issued to them within 15 days following the period charged will be required to pay full fees and the reduced fees scheme shall not apply to them.

7. Scale of fees & charges (international flights) in US Dollars

	Tel Aviv – Ben-Gurion (LLBG)	HAIFA (LLHA)	EILAT-RAMON (LLER)
Landing Charges – per MTOM:			
Up to 1,500 kg or part thereof	21.12	21.12	14.34
For each additional 1,000 kg or part thereof	14.11	14.11	9.52
Aircraft Parking Fee			
Up to 3 hours	Free		
Over 3 hours	25% of the landing charge for each 24 hours period or part thereof		

	Tel Aviv – Ben-Gurion (LLBG)	HAIFA (LLHA)	EILAT-RAMON (LLER)
Air Traffic Control Charge – Landing Aircraft, per MTOM:			
Up to 5,700 kg	5.74	5.74	3.44
5,701 kg to 20,000 kg	19.27	19.27	11.56
20,001 kg to 50,000 kg	58.05	58.05	34.83
50,001 kg to 100,000 kg	96.60	96.60	57.96
100,001 kg to 200,000 kg	154.64	154.64	92.78
200,001 kg to 300,000 kg	231.84	231.84	139.11
Above 300,001 kg	328.43	328.43	197.06
Incoming Passenger Charges			
per each incoming passenger	5.85	5.85	3.51
Cargo Handling Charges			
for each 10 kg or part thereof	0.51	N/A	N/A

Departing Passenger Charges - per each departing passenger:	
From Ben-Gurion Airport – Terminal 3 ¹ :	29.68
From Ben-Gurion Airport – Terminal 1/EILAT-RAMON/HAIFA:	13.65
Departing Passengers from HAIFA, EILAT-RAMON Airports are exempt from airport tax.	

1.note: for departing passengers to the Arab Republic of Egypt, the departing passenger charge, per each departing passenger, is 22.68.

Passenger Baggage Handling Charge (departing and arriving):	
For each passenger at Ben-Gurion Airport – Terminal 3:	5.96
For each passenger at Ben-Gurion Airport – Terminal 1:	3.55
Additional charge per departing passenger between 04:00 UTC and 08:00 UTC:	3.58

Overflight Charges	
For each flight overflying Tel-Aviv F.I.R. without landing in Israel, per MTOM:	
Up to 50,000 KG	120.14
50,001 kg to 100,000 kg	142.66
100,001 kg to 150,000 kg	187.72
150,001 kg to 200,000 kg	217.75
200,001 kg to 300,000 kg	255.29
Above 300,001 kg	307.85

8. Further information

Further information regarding fees at Ben-Gurion Airport may be found at the following link to IAA web-site:

URL: <https://www.iaa.gov.il/en/about/aeronautical-information/fees/>

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GEN 4.2 AIR NAVIGATION SERVICES CHARGES

To be developed

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PART 2 - EN-ROUTE

ENR 0

ENR 0.1 PREFACE

NIL - Not-applicable

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ENR 0.2 RECORD OF AIP AMENDMENTS

NIL - Not-applicable

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ENR 0.3 RECORD OF AIP SUPPLEMENTS

NIL - Not-applicable

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ENR 0.4 CHECKLIST OF AIP PAGES

NIL

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NIL

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ENR 1 GENERAL RULES AND PROCEDURES

ENR 1.1 GENERAL RULES

1. Minimum safe height

Aircraft shall not be flown below the minimum safe height except when necessary for take-off and landing.

The minimum safe height is the height at which neither an unnecessary noise disturbance nor unnecessary hazards to persons and property in the event of an emergency landing are to be feared; however, over cities, other densely populated areas and assemblies of persons, this height shall be at least 1000 ft above the highest obstacle within a radius of 600 m, and elsewhere at least 500 ft above ground or water.

Gliders and balloons may be operated below a height of 150 m if necessary for the kind of operation if danger to persons and property is not to be feared.

Aircraft shall not be flown below bridges and similar constructions nor below overhead lines and antennas.

For flight conducted for special purposes, the Operation Division of the CAA may grant exemptions.

2. Dropping of objects

The dropping of spraying of objects or other substances out of or from aircraft is prohibited. This does not apply to ballast in the form of water or fine sand, fuel, tow ropes, tow banners and similar objects if dropped or discharged at places where no danger to persons or property exists.

The Operation Division of the CAA may grant exemptions to the interdiction if no danger to persons or property exists.

3. Acrobatic flying

Acrobatic flights are only permitted in visual meteorological conditions and with the explicit consent of all persons on board.

Acrobatic flights are prohibited at heights of less than 450 m (1500 ft) as well as over cities, other densely populated areas, assemblies of persons, and airports.

The Operation Division of the CAA may grant exemptions in individual cases.

Acrobatic flights conducted in the vicinity of aerodromes without an ATS unit require special permission in addition to the air traffic control clearance.

4. Towing and advertising flights

Advertising flights with towed objects required permission from the Operation Division of the CAA.

Permission shall be granted only if:

1. The pilot holds the rating for towing;
2. During the proposed flight not more than three aircraft are flying in formation, in which case a distance of at least 60m shall be maintained both between the towed object of the preceding aircraft and the following aircraft, as well as between the aircraft;
3. The legal liability insurance also explicitly covers the towing of objects.

The above applies to the towing of objects for other than advertising purposes and subpara. 2) does not apply to aerial work of rotorcraft. Towing of gliders does not require permission, as the rating for towing will suffice.

For reasons of public safety or order and in particular for noise abatement, the authority granting permission may impose conditions. This authority may assign higher minimum safe heights and impose time limitations.

Advertising flights, where advertising consists only on inscriptions on the aircraft, do not require permission. Flights for advertising with acoustical means are prohibited.

5. Times and units of measurement

Co-ordinated Universal Time (UTC) and the prescribed units of measurement shall be applied to flight operations. The Minister of Transport will establish the units of measurement to be used and they will be published in the Aeronautical Information Publication (AIP).

6. Airspace structure

For the performance of the flight information service and the alerting service, the Minister of Transport establishes flight information region which are published in the AIP. Within the flight information region, the Minister of Transport establishes the airspace of the state of Israel, including adjacent international waters comprises a single FIR (Tel-Aviv FIR), as a controlled airspace. CVFR flights may be prohibited completely or partly by the air traffic services with regard to limitation of space and time if urgently required by the degree of intensity of air traffic subject to air traffic control.

7. Prohibited areas and flight restrictions

The Minister of Transport establishes prohibited and restricted areas, if necessary, for the prevention of danger to public safety or order, especially for the safety of air traffic. The areas are published in the AIP.

8. Cloud flights with gliders

Cloud flights with gliders may be permitted by the air traffic services if the safety of air traffic can be maintained by appropriate measures. Conditions may be attached to the permission.

9. Take-offs and landings of aeroplanes, rotorcraft, airships, powered gliders and gliders outside aerodromes admitted for them

For take-offs and landings of aeroplanes, rotorcraft and airships, permission from the Operation Division of the CAA is required.

For take-offs of powered gliders and gliders outside designated aerodromes, permission the Operation Division of the CAA is required.

The authority granting permission may ask the applicant to produce evidence of the consent of the terrain owner or of other entitled parties.

10. Ascents of balloons, kites, self-propelled flying models and flying bodies

The ascent of a manned free balloon outside an aerodrome admitted for balloon ascents requires permission from the Operation Division of the CAA.

The ascent of captive balloons is permitted only with the consent of the Operation Division of the CAA. For kites, this consent is required if they are held by a rope of more than 300 ft in length. Kite ascents within the construction restriction zone of airports as well as within a distance of less than 3 km from the boundary of airfields and gliding sites are prohibited. The operation department of the CAA may grant exemptions.

The mooring rope of captive balloons and kites, the ascent of which requires permission, shall be marked, as spacing of 300 ft, by red/white flags during the day, and by red and white lights at night, in such a manner that it is recognizable to other aircraft from all directions.

The ascent of flying models of less than 5 kg weight requires no permission, with the exception of rocket-propelled models. The operation of flying models with combustion engines within a distance of less than 1.5 km from housing areas is permitted only with the consent of the Operation Division of the CAA. The same applies to flying models of all types within a distance of less than 1.5 km from the boundary of aerodromes. The operation of all types of flying models on aerodromes is permitted only with the consent of the air traffic services.

ENR 1.2 VISUAL FLIGHT RULES

1. Operating conditions

1.1 Except when operating as a special VFR flight, VFR flights shall be conducted so that the aircraft is flown in conditions of visibility and distance from clouds equal to or greater than those specified below.

1.2 VFR flights shall not take off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or traffic pattern:

- a. when the ceiling is less than 1500 ft; or
- b. when the ground visibility is less than 5 km.

1.3 VFR flights between sunset and sunrise, or such other period between sunset and sunrise as may be prescribed by the operation division of the CAA, shall be operated in accordance with the conditions prescribed by such authority.

1.4 Unless authorized by the operations division of the CAA, VFR flights shall not be operated:

- a. above 20000 FT (FL 200)
- b. at transonic and supersonic speeds.

1.5 Except when necessary for take-off or landing, or except by permission from the standards division of the CAA, a VFR flight shall not be flown.

- a. over the congested areas of cities, towns or settlements or over an open-air assembly of persons at a height less than 1000 ft above the highest obstacle within a radius of 600 M from the aircraft;
- b. Elsewhere than as specified in 5 a), at a height less than 500 ft above the ground or water.

1.6 Weather deterioration below the VMC. When it becomes evident that flight in VMC in accordance with its current flight plan will not be practicable, a VFR flight operated as a controlled flight shall:

- a. request an amended clearance enabling the aircraft to continue in VMC to destination or to an alternative aerodrome, or to leave the airspace within which an ATC clearance is required; or
- b. if no clearance in accordance with a) can be obtained, continue to operate in VMC and notify the appropriate ATC unit of the action being taken either to leave the airspace concerned or to land at the nearest suitable aerodrome; or
- c. request authorization to operate as a special VFR flight; or
- d. request clearance to operate in accordance with the instrument flight rules.

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ENR 1.3 INSTRUMENT FLIGHT RULES

1. Rules applicable to all IFR flights

1.1 Aircraft equipment

Aircraft shall be equipped with suitable instruments and with navigation equipment appropriate to the route to be flown.

1.2 Minimum levels

Except when necessary for take-off or landing or when specifically authorized by the Operation Division of the CAA, an IFR flight shall be flown at a level that is not below the minimum flight altitude established by the State whose territory is overflown, or, where no such minimum flight altitude has been established;

- a. Over high terrain or in mountainous areas, at a level which is at least 2 000 ft above the highest obstacle located within 8 km of the estimated position of the aircraft;
- b. Elsewhere than as specified in a), at a level which is at least 1 000 ft above the highest obstacle located within 8 km of the estimated position of the aircraft.

Note.— The estimated position of the aircraft will take account of the navigational accuracy which can be achieved on the relevant route segment, having regard to the navigational facilities available on the ground and in the aircraft.

1.3 Speed Limitation

250 KIAS below 10,000 FT AMSL except for:

- a. Aircraft arriving to TEL AVIV/BEN GURION from the west before crossing 25 BGN DME;
- b. Or when approved by ATC.

1.4 Change from IFR flight to VFR flight

1.4.1 An aircraft electing to change the conduct of its flight from compliance with the instrument flight rules to compliance with the visual flight rules shall, if a flight plan was submitted, notify the appropriate air traffic services unit specifically that the IFR flight is canceled and communicate thereto the changes to be made to its current flight plan.

1.4.2 When an aircraft operating under the instrument flight rules is flown in or encounters visual meteorological conditions, it shall not cancel its IFR flight unless it is anticipated, and intended, that the flight will be continued for a reasonable period of time in uninterrupted visual meteorological conditions.

2. Rules applicable to IFR flights within controlled airspace

2.1 IFR flights shall comply with the provisions of 3.6 of ICAO Annex 2 to the Convention on International Civil Aviation when operated in controlled airspace.

2.2 An IFR flight operating in cruising flight in controlled airspace shall be flown at a cruising level, or, if authorized to employ cruise climb techniques, between two levels or above a level.

2.3 Strategic Lateral Offset Procedure (SLOP):

2.3.1 South control airspace includes the following airways: J10, Q30/31/32, T80, T84, T85 and T94.

2.3.2 This procedure is applicable only for:

2.3.2.1 An IFR flight operating with-in South control airspace;

2.3.2.2 Traffic heading north-bound from ESHEL to SIVAK/ASSIF/BIRIM.

2.3.3 Aircraft shall deviate 0.6 NM to the **right** (EAST) of the route center, if unable to comply, fly offset of 1 NM to the right (EAST) of the center, if capable of being programmed with automatic offset.

2.3.4 Offset will not exceed 1 NM right of route center (radial); and must not be made to the left of the route center line.

2.3.5 An aircraft that cannot comply with the procedure must advise ATC and fly the route center.

2.3.6 There is no ATC clearance required for this procedure.

2.3.7 During the procedure the aircraft will maintain altitude as instructed by ATC, and report position as instructed, based on waypoints of the current ATC clearance and not the actual offset positions;

2.3.8 Offset positions coordinates (to be manually inserted in-to FMS as necessary):

Note – Distances from route center vary from 0.7NM to 1NM for optimal routing

EAST ESHEL	29°49'20"N 035°02'13"E
EAST NURIT	30°04'10"N 035°05'06"E
EAST SHANI	30°13'35"N 035°06'48"E
EAST SHAYO	30°19'18"N 035°07'53"E
EAST ZFR VOR	30°32'11"N 035°10'21"E
EAST KINAR	30°57'40"N 035°22'27"E
EAST MZD VOR	31°18'35"N 035°24'30"E
EAST AMMIT	31°37'20"N 035°28'30"E
EAST SIVAK	31°42'32"N 035°29'49"E
EAST NEOMI	31°35'04"N 035°18'39"E
EAST ASSIF	31°44'30"N 035°14'24"E

2.3.9 SLOP shall be terminated automatically after crossing EAST SIVAK/EAST ASSIF/ EAST BIRIM, such termination will be accompanied with further instructions with-in Ben-Gurion TMA airspace.

2.4 Clearance to fly while maintaining Own Separation and while In VMC under Radar Control:

When so requested by an aircraft or ATC and provided it is agreed by the pilots of both aircraft, an ATC unit may clear a controlled flight, operating in VMC during daylight hours, to maintain own separation from another aircraft

When a controlled flight is so cleared, the following shall apply:

2.4.1 Both aircraft are flying under radar control of South Sector ACC.

2.4.2 Both aircraft are flying in the same direction, at or below 22 000 feet (QNH).

2.4.3 The pilot of the succeeding aircraft maintains visual contact with the preceding aircraft during the period in which the separation minima has been reduced.

2.4.4 Horizontal distance between the aircraft shall not be less than 1NM during the reduction of vertical separation.

2.4.5 Only one aircraft shall climb or descend while the other maintains altitude.

2.4.6 Maximum IAS for each aircraft shall not exceed 250 kt below 10 000 ft and 300 kt above 10 000.

2.4.7 Unless when preceding aircraft is flying faster than the succeeding aircraft, relative speed between aircrafts shall not exceed 100 kt.

2.4.8 ATC shall provide essential traffic information to both aircraft.

2.4.9 Each aircraft shall be equipped with ACAS.

2.4.10 Each aircraft shall consider the effects of Wake Turbulence.

2.4.11 In case visual contact by the succeeding aircraft is lost, ATC shall be immediately informed.

3. Rules applicable to IFR flights outside controlled airspace

Not applicable

Note.- Air traffic services are provided for the entire territory of the State of Israel, as well as in the airspace over the high seas encompassed by the Tel-Aviv FIR.

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ENR 1.4 ATS airspace classification

1. Classification of airspaces

ATS airspaces in Tel-Aviv FIR are classified and designated in accordance with the requirement of ICAO (Annex 11).

Generally, airspace classifications of TMA's and AWY's have priority over general classifications. ATS routes have no effect on the airspace class, but adopt the class of surrounding airspace.

The requirements for the flights within each class of airspace which specified above are shown in the following tables.

Note - Classes of airspace B, E & F are not used in Tel-Aviv FIR.

1.1 Class A - Controlled airspace

The provision of class A airspace are shown below:

Class	Type of flight	Separation provided	Service provided	Speed limitation	Radio communication requirement	Subject to an ATC clearance
A	IFR only	All aircraft	Air traffic control service	250 KT IAS below 10 000 FT AMSL	Continuous two way	Yes
Class A airspace comprises: <ul style="list-style-type: none"> Northern sector (Tel Aviv control) airspace at and above 11 000 FT AMSL; Southern sector (South control) airspace at and above 5 000 FT AMSL; 						

1.2 Class C – Controlled airspace

The provisions of class C airspace are shown below:

Class	Type of flight	Separation provided	Service provided	Speed limitation	Radio communication requirement	Subject to an ATC clearance
C	IFR	IFR from IFR	Air traffic control service	250 KT IAS below 10 000 FT AMSL	Continuous two way	Yes
		IFR from VFR	Air traffic control service			
	VFR	VFR from IFR	1) Air traffic control service for Separation from IFR. 2) VFR/VFR traffic information (and avoidance advice on request).	250 KT IAS below 10 000 FT AMSL	Continuous two way	Yes
Class C airspace comprises: <ul style="list-style-type: none"> Northern sector (Tel Aviv control) airspace below 11 000 FT AMSL; Southern sector (South control) airspace below 5 000 FT AMSL; TMA/APP Ben-Gurion at and above 4 000 FT AMSL; 						

1.3 Class D – Controlled airspace

The provisions of class D airspace are shown below:

Class	Type of flight	Separation provided	Service provided	Speed limitation	Radio communication requirement	Subject to an ATC clearance
D	IFR	IFR from IFR	Air traffic control service 1) Air traffic control service , EXCEPT for those portions of the airspace where there is a CVFR or VFR infrastructure published in the AIP 2) Traffic information about VFR flights (and traffic avoidance advice on request)	250 KT IAS below 10 000 FT AMSL	Continuous two way	Yes
		IFR from VFR				
	VFR	VFR from IFR	Air traffic control service for separation from IFR EXCEPT for those portions of the airspace where there is a CVFR or VFR infrastructure published in the AIP	250 KT IAS below 10 000 FT AMSL	Continuous two way	Yes
		VFR from VFR	VFR/VFR traffic information (and traffic avoidance advice on request).			
Class D airspace comprises: <ul style="list-style-type: none"> • CTA Eilat/Ilan and Assaf Ramon; • CTR Ben-Gurion; • CTR Eilat/Ilan and Assaf Ramon; • CTR Haifa; • TMA/APP Ben-Gurion below 4 000 FT AMSL; 						

1.4 Class G – Non-Controlled airspace

The provisions of class G airspace are shown below:

Class	Type of flight	Separation provided	Service provided	Speed limitation	Radio communication requirement	Subject to an ATC clearance
G	IFR	IFR operations not authorized in Class G airspace within Tel Aviv FIR	NIL	NIL	NIL	NIL
	VFR	Not provided	Flight information services		Continuous two way	No
Class G airspace comprises: <ul style="list-style-type: none"> • Light sport aviation infrastructure only – see Domestic (Hebrew) AIP. 						

ENR 1.5 HOLDING, APPROACH AND DEPARTURE PROCEDURES

1. General

1.1 The holding, approach and departure procedures in use are based on those contained in the latest edition of ICAO Doc 8168 – Procedures for Air navigation Services – Aircraft Operations (PANS-OPS), unless where stated otherwise (see section 4 below).

1.2 The holding and approach procedures in use have been based on the values and factors contained in Parts III and IV of Vol. I of the PANS-OPS, unless where stated otherwise. The holding patterns should be flown at speeds as indicated below.

Flight Level (FL)	Category A and B aircraft	Jet aircraft	
		Normal conditions	Turbulence conditions
Up to 14 000 feet (4 250 M) inclusive	170 KT	230 KT (425 KM/H)	
Above 14 000 feet (4 250 M) to FL200 (6 100 M) inclusive		240 KT (445 KM/H)	280 KT (520 KM/H) or Mach 0.8, whichever is less
Above FL200 (6 100 M) to FL340 (10 350 M) inclusive		265 KT (490 KM/H)	
Above FL340 (10 350 M)		Mach 0.83	Mach 0.83

2. Reduced Vertical Separation Minimum (RVSM)

2.1 RVSM is applicable in that volume of airspace between FL290 and FL410 inclusive in the FIR's/UIR's specified in the ICAO EUR Regional Supplementary Procedures (Doc 7030-EUR), including Tel-Aviv FIR.

2.2 Only RVSM approved aircraft and non-RVSM state aircraft shall be permitted to operate within Tel-Aviv RVSM airspace.

3. Arriving flights

3.1 Pilots shall report ACFT Current level upon first contact with the appropriate ATC unit.

3.2 SECURITY IDENTIFICATION: Flights entering Tel-Aviv FIR shall contact the appropriate ACC unit as follows, and report, on first contact, squawk number, and entry code (if applicable):

a. From Amman FIR:

1. Departing traffic from Amman/Queen Alia, Amman/Marka, Al-Azraq AB and King Abdullah AB: contact "Tel-Aviv ID" freq: PRI 124.300 MHz, SRY 135.025 MHz, as soon as practical after takeoff, and not later than 10 NM east of position "TALMI"/ "SALAM" (for traffic VIA Ben Gurion TMA).
2. All other traffic not specified in 1: contact "Tel-Aviv ID" freq: PRI 124.300 MHz, SRY 135.025 MHz, while overflying Amman FIR, and not later than 75 NM before position "TALMI"/"SALAM"

b. From the Arab Republic of Egypt:

1. Minimum flight level - FL120. If unable to comply, special request must be submitted in advance to the ministry of transport, security division (ASOC).
2. Flight level allocation – ODD, except FL290
3. Contact "South Identification" freq: PRI 122.750 MHz. SRY 134.875 MHz:
 - 3.1 3.1 Along route R650: not later than 5 minutes before position "Sharm El Sheikh" (SHM VOR).
 - 3.2 Via "Nuweibaa" (NWB NDB): not later than position "SISIK".

3.3 Flights departing "Sharm El Sheikh" (SHM VOR): not later than position "DELNA".

c. From the West and North West contact "Tel-Aviv ID" freq: PRI 124.300 MHz. SRY 135.025 MHz not later than 180 NM from BGN VOR/DME.

3.3 Flights entering Tel-Aviv FIR, shall arrive at one of the following reporting points:

a. From Amman FIR – "RALNA" or "MUVIN".
Entry via "NALSO" is prohibited.

b. From Cairo FIR– "NALSO".
Entry via G183 is prohibited. Flight over NWB NDB is compulsory.

c. From Nicosia FIR – "KONFO" or "KEREN" or "MERVA".

d. Flights entering the FIR from points other than those above, or flying 'off-airways' direct from point to point outside published ATS routes, are prohibited, unless otherwise instructed by ATC.

4. Departing flights

4.1 IFR flights departing from controlled aerodromes, will receive initial ATC clearance from the local aerodrome control tower. The clearance limit will normally be the aerodrome of destination.

4.2 Pilots shall report ACFT Current level upon first contact with the appropriate ATC unit.

4.3 Flights departing Tel-Aviv FIR, shall exit at one of the following reporting points:

a. To Amman FIR – "SALAM".

b. To Cairo FIR– "NALSO" (See Para. 3.4).

c. To Nicosia FIR – "SUVAS" or "DAFNA" or "MERVA".

4.4 Flights from Tel-Aviv FIR (South Sector) to Cairo FIR via "NALSO":

ATS Route	COP	FL allocation	Special Conditions
R650	NALSO	FL260 or FL290 FL120	For flights departing LLBG. For flights departing LLER. For coordination purpose: All flights shall contact Cairo ACC 10 minutes before NALSO.

For coordination purpose: Flights shall contact Cairo ACC 10 minutes before NALSO.

5. Procedure Design Criteria

The following procedures were designed based on FAA TERPS rather than ICAO DOC 8168 PANS OPS:

LLBG	
	NAMIM and GAVRI APCH's
	RNP Y RWY30 (AR)

ENR 1.6 RADAR SERVICES AND PROCEDURES

1. Primary and secondary radar

1.1 Supplementary services

1.1.1 A radar unit operates as an integral part of the ATC units within the Israeli FIR and provides radar service to aircraft, to the maximum extent practicable, to meet the operational requirement. Many factors, such as radar coverage, controller workload and equipment capabilities, may affect these services. The radar controller shall determine the practicability of providing or continuing to provide radar services in any specific case.

1.1.2 For the provision of radar in air traffic services within the Tel-Aviv FIR, joint civil/military Area Control Centre (ACC) units have been established in order to meet operational requirements. The airspace of the State of Israel is defined as Tel-Aviv FIR being under constant radar control.

1.2 The application of radar control service

1.2.1 Radar control service may include:

1.2.1.1 Radar separation of arriving; departing and en-route traffic;

1.2.1.2 Radar monitoring of arriving; departing and en-route traffic to provide information on any significant deviation from normal flight path;

1.2.1.3 Radar vectoring whenever required;

1.2.1.4 Assistance to aircraft in emergency;

1.2.1.5 Warnings and position information on other aircraft considered to constitute a hazard;

1.2.1.6 Information on observed weather

1.2.2 Phraseology

The phraseology to be used shall conform to the phraseology prescribed in ICAO DOC 4444, ATM/501.

1.2.3 The minimum horizontal radar separation is

1.2.3.1 5 NM for flights controlled by TEL-AVIV CONTROL, SOUTH CONTROL, PLUTO CONTROL and HAGAV CONTROL;

1.2.3.2 3 NM for flights controlled by TEL-AVIV/BEN-GURION – APPROACH CONTROL and TMA CONTROL.

1.3 Radar failure procedures

In the event of radar equipment failure, the controller will immediately take action to establish standard Non-Radar separation between aircraft under his control.

1.4 Graphic portrayal of PAR and SSR radar coverage

All Tel-Aviv FIR is covered by primary and secondary radar.

2. Emergency procedures

2.1 Aircraft in emergency

Pilot of an aircraft encountering a state of emergency and who has previously been instructed by ATC to set the transponder on a specific code, this code setting shall be maintained until otherwise advised.

Notwithstanding the procedure above, a pilot may select Code 7700 whenever the nature of the emergency is such that this appears to be the most suitable course of action.

Note. –Mode A, Code 7700 is permanently monitored in the Tel-Aviv FIR.

2.2 Radio communication failure

2.2.1 Aircraft radio failure

2.2.1.1 The pilot shall select Code 7600.

Note. – Mode A, Code 7600 is permanently monitored in the Tel-Aviv FIR.

2.2.1.2 Attempt to establish communications with the appropriate air traffic control unit using all other available means.

2.2.2 OVER-FLIGHTS

2.2.2.1 Maintain the last assigned speed and level.

2.2.2.2 Proceed according to the current flight plan route.

2.2.3 DEPARTURES

2.2.3.1 Unless specified differently on a specific SID Chart:
Maintain the last assigned speed and level, or minimum flight altitude if higher, for a period of 7 minutes following:

- a. The time the last assigned level or minimum flight altitude is reached; or
- b. The time the transponder is set to Code 7600; or
- c. The aircraft's failure to report its position over a compulsory reporting point; whichever is later;
And thereafter adjust level and speed in accordance with the filed flight plan.

2.2.3.2 Destination Cairo FIR, Cross "NALSO" at flight-level 290.

2.2.3.3 International flights from "LLER"/"LLOV": after "NURIT" climb altitude 28,000 feet (to reach by "AMMIT") via "J10", "GOBRI", "L53" and flight plan route.
Only after crossing TEL-AVIV FIR boundary adjust level and speed in accordance with the filed flight plan.

2.2.4 ARRIVALS

2.2.4.1 From the west (TEL-AVIV CONTROL):

- a. Proceed to "KONFO" at the last flight level acknowledged. If above flight level 290, enter the hold over KONFO as published and descend to flight level 290 while holding.
- b. Over "KONFO":
 1. Destination "LLBG":
Descend to altitude 12,000 feet while holding. At altitude 12,000 feet join STAR "AMMOS 1C", for the ILS approach to runway 26.
 2. Destination "LLNV":
Descend to altitude 17,000 feet while holding. At altitude 17,000 feet proceed to "GODED", continue descend to altitude 11,000 feet, to be levelled by "GODED", and thence via flight plan route to "SIVAK". When crossing "SIVAK" descend to altitude 5,000 feet to reach by "MZD VOR". Proceed to "TAMAR" and thence according to airport radio failure procedure.
 3. Destination "LLRM":
Descend to altitude 17,000 feet while holding. At altitude 17,000 feet proceed to "GODED", continue descend to altitude 11,000 feet, to be levelled by "GODED", and thence via flight plan route to "SIVAK". When crossing "SIVAK" descend to altitude 7,000 feet to reach by "MZD VOR". Proceed to "KINAR" then "JIRAF" and thence according to airport radio failure procedure.
 4. Destination "LLER"/"LLOV":
Proceed Via "L609" – "N134", Maintain last acknowledged altitude, but not higher than 29,000 feet to "ADLOD", thence "J10" to "SIVAK".
After "SIVAK" follow the procedure prescribed in [2.2.4.2](#) below.

2.2.4.2 Flying south-bound along ATS Route J10 (SOUTH CONTROL):

- a. Maintain last assigned altitude to "ZFR VOR" and hold as published. Descend to altitude 7,000 feet while holding. At

altitude 7,000 feet proceed via flight plan route.

1. Destination "LLOV": Descend to altitude 4,000 feet to reach by "SHANI" cross "SHAYO" 5,000 feet or above.
 2. Destination "LLER": Descend to altitude 6,000 feet to reach by "NURIT" and thence to "RAM VOR".
- b. Proceed according to airport radio failure procedure.

2.2.4.3 Flying north-bound along ATS Route J10 (SOUTH CONTROL):

- a. Destination "LLRM":
1. Maintain last assigned altitude to "ZFR VOR". Descend to altitude 6,000 feet while holding. At altitude 6,000 feet proceed via flight plan route to "YELAD" thence to "JIRAF".
 2. Proceed according to airport radio failure procedures.
- b. Destination "LLNV":
1. maintain last assigned altitude to "ZFR VOR". Descend to altitude 6,000 feet while holding. At altitude 6,000 feet proceed via flight plan route to "OMMER" thence to "TAMAR".
 2. Proceed according to airport radio failure procedure.
- c. All other destinations:
1. If above altitude 24,000 feet: after "ZFR VOR" descend to altitude 24,000 feet to "MZD VOR",
 2. If at or below altitude 24,000 feet maintain altitude to "MZD VOR",
 3. Make 1 full Holding (left turns), and then descend in the Holding pattern to altitude 10,000 feet. At altitude 10,000 feet proceed to "SIVAK".
 4. If below altitude 10,000 feet: make 1 Holding over "MZD VOR" (left turns), and proceed to "SIVAK".
 5. Proceed according to destination airport radio failure procedure.

2.2.5 RADAR VECTORS

When being vectored or having been directed by ATC to proceed offset using RNAV without a specified limit, proceed in the most direct manner possible to rejoin the current flight plan route, no later than the next significant point, taking into consideration the applicable minimum flight altitude.

2.2.6 Ground communication failure

In the event of failure of ATC ground communications, pilot should immediately try to establish radio contact with the appropriate ATS Unit either on a secondary frequency or on the 121.5 MHZ.

2.3 Unlawful interference procedure

Pilots of aircraft subject to unlawful interference shall endeavor to set the transponder to Code 7500 to make the situation known.

Note. – Mode A, Code 7500 is permanently monitored in the Tel-Aviv FIR.

2.4 System of SSR code assignment

The following functional codes are to be used by aircraft entering or exiting the Tel-Aviv FIR:

PURPOSE	CODE ALLOCATION
Arriving flights from the South, unable to establish contact with South Control	42 (4200)

PURPOSE	CODE ALLOCATION
Domestic Flights along the ATS routes (see Domestic AIP, A-13)	50 (5001-5077)
Domestic Flights along the CVFR routes (see Domestic AIP, A-13)	51 (5101-5177)
Domestic flights - special OPS (see Domestic AIP, A-13)	52 (5201-5277)
Flights Southbound to CAIRO FIR	64 (6401-6407)
Flights Eastbound to AMMAN FIR	64 (6410-6477)
Over-flights westbound to Nicosia FIR	56 (5630-5677)
UAS datalink/Com.failure	74 (7400)

2.5 Use of mode S

Aircraft equipped with transponder mode "S", shall transmit mode S associated with aircraft callsign.

Aircraft entering from the south should transmit mode S after passing "Sharm-El-Sheikh".

ENR 1.7 ALTIMETER SETTING PROCEDURES

1. Introduction

The altimeter setting procedures in use conform to those published in ICAO Doc 8168 Vol. I (PANS OPS), Part III, Section 1, and are depicted below.

Transition altitudes are depicted on the relevant instrument approach charts only.

QNH reports and temperature information for use in determining adequate terrain clearance are provided in MET broadcasts and are also available from the air traffic services units. QNH values are given in hectopascals.

2. Basic altimeter setting procedure

2.1 General

2.1.1 Transition altitude within Tel-Aviv FIR is 18,000 ft. Transition level is at FL200.

2.1.2 When flying over land below FL330 Aircraft shall remain under regional QNH.

2.2 Take-off and climb

2.2.1 A QNH altimeter setting is made available by ATIS and by ATC prior to take-off.

2.2.2 Vertical positioning of aircraft during climb is expressed in terms of altitude until reaching the transition altitude, above which vertical positioning is expressed in terms of flight level.

2.3 En-route

2.3.1 Vertical separation during en-route phase of flight shall be expressed in terms of flight level, except while flying over land below FL330 (in such case vertical separation shall be expressed in terms of altitude according to QNH which will be provided by ATC).

2.4 Approach and landing

2.4.1 A QNH altimeter setting is made available by ATIS, ACC and in the approach clearance.

2.4.2 Aircraft arriving to Tel-Aviv FIR from the west shall set their altimeter so that the vertical position of the aircraft will be expressed in terms of altitude when descending through FL200, or when crossing the coastline, whichever earliest.

2.4.3 Aircraft arriving to Tel-Aviv FIR from the east shall set their altimeter so that the vertical position of the aircraft will be expressed in terms of altitude when crossing the FIR boundary

2.4.4 Aircraft arriving to Tel-Aviv FIR from the south shall set their altimeter so that the vertical position of the aircraft will be expressed in terms of altitude at "NURIT".

2.5 Missed approach

Nil.

3. Description of altimeter setting region

Nil.

4. Procedures applicable to operators (including pilots)

4.1 Flight planning

The levels at which a flight is to be conducted shall be specified in the flight plan, in accordance with Para. 2.1.

5. Table of cruising levels

The cruising levels to be observed when so required are listed in Table 5-1.

TABLE 5-1							
TRACK*							
From 000 degrees to 179 degrees**				From 180 degrees to 359 degrees**			
IFR Flights		CVFR Flights		IFR Flights		CVFR Flights	
FL	Feet	FL	Feet	FL	Feet	FL	Feet
-	-	-	-	-	-	-	-
-	-	-	3 000	-	4 000	-	4 000
-	5 000	-	5 000	-	6 000	-	6 000
-	7 000	-	7 000	-	8 000	-	8 000
-	9 000	-	9 000	-	10 000	-	10 000
-	11 000	-	11 000	-	12 000	-	12 000
-	13 000	-	13 000	-	14 000	-	14 000
-	15 000	-	15 000	-	16 000	-	16 000
-	17 000	-	17 000	-	18 000	-	18 000
190	19 000***	190	19 000***	200	20 000***	200	20 000***
210	21 000***	-	-	220	22 000***	-	-
230	23 000***			240	24 000***		
250	25 000***			260	26 000***		
270	27 000***			280	28 000***		
290	29 000***			300	30 000***		
310	31 000***			320	32 000***		
330	33 000***			340	34 000***		
350	-			360	-		
370	-			380	-		
390	-			400	-		
410	-			430	-		
450	-			470	-		
etc.	-			etc.	-		
* Magnetic Track							
** Except where from 090 to 269 degrees and from 270 to 089 degrees and specified in ENR 3.1 and ENR 3.3							
*** To be used when flying over land below FL350, according to QNH which will be provided by ATC							
Note – Between CVFR and IFR flights at least, 1 000 ft vertical separation must be maintained.							

ENR 1.8 REGIONAL SUPPLEMENTARY PROCEDURES (DOC 7030)

The supplementary procedures in force are given in their entirety. Differences are shown in quotation marks.

1. Visual flights rules (VFR) (ICAO Annex 2, 4.8)

TBD

2. Special application of instrument flight rules

TBD

3. Air traffic advisory service (PANS-RAC, Part vi, 1.4)

NIL

4. Adherence to ATC approved route (ICAO Annex 2, 3.6.2.2)

TBD

5. Air to air communication channel

NIL

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ENR 1.9 AIR TRAFFIC SLOT ALLOCATION PROCEDURE - TEL-AVIV BEN-GURION AIRPORT

1. Definitions

1.1 'Airport Slot'

A permission given by a coordinator for a planned operation to use the full range of airport infrastructure necessary to arrive or depart at a Level 3 airport on a specific date and time.

1.2 'Allocated Slot'

A slot allocated to a specific flight, identified by its flight number, date and time.

1.3 'Level 3 Airport'

An airport where it is necessary for all airlines and aircraft operators to have an allocated slot by a coordinator in order to arrive or depart at the airport as a mean of managing declared capacity.

1.4 'Slot Conference'

Forum organized by IATA for the coordination of planned operations at Level 2 and Level 3 airports, held twice each year for the summer and winter seasons.

1.5 'Historic flight'

Slots allocated on the basis of the principle whereby airlines are entitled to a series of slots that were operated at least 80% of the time during the period allocated in the previous equivalent season.

1.6 'Operator'

An owner of an aircraft including aircraft operating under lease, a handling agent of a pilot-in-command.

1.7 'Summer Season'

The season of the year starting on the last Sunday of March (from 00:00), terminating on the last Saturday of the month of October (at 23:59).

1.8 'Winter Season'

The season of the year starting on the last Sunday of the month of October (from 00:00), terminating the last Saturday of March (at 23:59).

1.9 'CAAI'

The Civil Aviation Authority of Israel is the statutory authority, which regulates aviation in Israel.

1.10 'Declared Capacity'

Coordination parameters for that airport at each season. On the basis of these parameters the declared capacity indicates the number of slots that the coordinator can allocate during the next season.

1.11 'UTC'

Universal Time Coordinated also referred to as Z or GMT.

2. Purpose

The purpose of this procedure is to determine a method for slot allocation, in order to assure an efficient flow of aircraft and passengers through Tel-Aviv/Ben-Gurion airport, at an appropriate service standard and in consideration with airline requirements.

3. General

The main goal of flight schedule planning is to ensure effective use of airport infrastructures, with the intention of acceding to the requests submitted by the many users and to prevent the waste of limited resources.

The coordination of airport slots is a means for managing air traffic capacity through the implementation of the set of regulations and directives as they appear in WSG - Worldwide Slot Guidelines.

Slots will be assigned according to the policy of World Slot Guidelines (Chapter 5). The Schedule Planning Department of Tel Aviv/Ben-Gurion International Airport (Level 3) will be “functionally and financially independent of any single interested party and act in neutral, transparent and non-discriminatory way”.

Key principles for slot allocation at Level 3 airport are described at Worldwide Slot Guidelines (WSG) Para 8.1.1 and are implemented Tel Aviv/Ben Gurion airport.

4. Slot allocation procedure

4.1 The planning process is done by the Tel Aviv/Ben Gurion Schedule Planning Department. It begins with the submission of slots request by airlines, and continues with the approval for the request of those slots by the coordinator based on the Airport's capacity.

(ref. <http://www.iaa.gov.il/en-us/rashot/pages/slotscoordination.aspx>)

4.2 The communication with the airlines is conducted according to IATA directives, which are specified in: SSIM – Standard Schedules Information Manual.

4.2.1 Requests for scheduled, charter and domestic flights are submitted in an SCR format, which can be found at Chapter 6 – Airport Coordination Procedures.

4.2.2 Requests for General/ Business Aviation flights (GA/BA) are submitted in a GCR format, which can be found in Appendix K of SSIM – Standard Schedules Information Manual.

4.3 Each commercial flight operating into or out Tel Aviv/Ben Gurion airport requires to be in possession of a Traffic Rights approval from the CAAI. Slots, which have been allocated to airlines whose schedule has not been approved by the CAAI, will be cancelled.

4.4 Each commercial flight operating into or out of Tel Aviv/Ben Gurion airport requires to hold an approval of an allocated slot from the Schedule Planning Department.

4.5 Whenever a slot has been allocated, permits and approvals have been granted, the operator has to abide by the allocated slot.

4.6 General priority for slot allocation:

4.6.1 A series of schedule services.

4.6.2 Ad hoc services.

4.6.3 Other operations.

4.7 Seasonal planning for summer and winter will be processed with accordance to IATA - 'Calendar of Coordination Activities' and Order of Preference as described in para 6 below.

4.8 All Requests shall be submitted to the Schedule Planning Department not later than 48 hours before the date of flight.

4.9 All requests shall be indicated in UTC times.

4.10 Tel Aviv/Ben Gurion Schedule Planning Department will reply in writing the applicant regarding the allocation of requested slot(s).

4.11 In case where it is not possible to allocate a slot as per the applicant's request, the Schedule Planning Department will reply to the applicant accordingly and propose an alternative slot.

4.12 “Slot offers” will be kept for up to one week and then annulled automatically.

5. Airport capacity

5.1 The airport capacity is determined after consideration has been given to the various infrastructure (runways, aprons, terminal buildings etc.), available ground equipment (apron buses, off/on loading equipment etc.) and available

personnel for the handling of the planned level of traffic.

5.2 The maximum capacity of Tel-Aviv/Ben-Gurion airport is determined in terms of number and seating capacity or aircraft per calendar hour, as defined from time to time by the airport manager and published accordingly.

5.3 The current capacity criteria of Tel-Aviv/Ben-Gurion airport, is calculated on the basis of the number of aircraft movement per calendar hour, and the aircraft seating capacity in respect to the carriage of passenger at that time.

5.4 The existing airport capacity is as detailed in Appendix 'A'.

6. Order of preference

6.1 Requests for whole-seasonal slots shall have preference over requests for partial seasonal slots, except where adjustments are inevitable due to the introduction and termination of summer time.

6.2 Requests for a series of flights shall have preference over single flight(s).

6.3 Slot for seasonal scheduled flight shall respect historic flights and no slot abuse process

6.4 In case where two requests have been submitted for the same slot by two scheduled flights operators, or two such request concerning other flight operators, preference

6.5 Requests for the same consecutive slot for several days within a week shall have preference over requests for single or twice weekly slot(s).

6.6 In case where Para. 6.4/6.5 above are not applicable the basis for allocation shall be 'first come, first served'.

7. Parking and Fees

7.1 During summer season, parking of aircraft for more than 24 hours will not be allowed. During winter season, parking of aircraft for more than 36 hours will not be allowed.

7.2 Landing fees and passenger charges have been decided by the Israeli Government. Information regarding them can be obtained on the Israeli Airports Authority website. <http://www.iaa.gov.il>

7.3 Aircraft of airlines, which operate from Terminal 1, will be parked in remote spots (hardstand).

8. Operations

See chapter AD LLBG 2.5

9. APPENDIX 'A' - AIRPORT CAPACITY CRITERIA

AIRPORT CODE	ARRIVALS			DEPARTURES			TOTAL		
TLV									
Time Interval Constraint	10 min	60 min	180 min	10 min	60 min	180 min	10 min	60 min	180 min
Runway Movements		17			22		5	32	
Terminal 3 Capacity		16			17	45			
Terminal 1 Capacity	No arrivals at this terminal				3	9	Not relevant		
Note - The above data is general and may vary according to the season, time of the days, days of activity during the week and runway operational configuration.									

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ENR 1.10 FLIGHT PLANNING

(RESTRICTION, LIMITATION OR ADVISORY INFORMATION)

1. Procedures for submission of a flight plan

(a) The State of Israel is a participant in the Integrated Initial Flight Plan Processing System (IFPS), which is an integral part of the EUROCONTROL Centralized Air Traffic Flow Management (ATFM) system.

IFPS is the sole source for the distribution of IFR/GAT flight plan information to ATS units within the participating European states, which collectively comprise the IFPS zone. IFPS will not handle CVFR flight plans or military OAT flights within Tel-Aviv FIR, but will process the GAT portions of a mixed OAT/GAT flight plan and the IFR portions of a CVFR/IFR flight plan, as well as military flights departing outside Tel-Aviv FIR.

(b) For contingency purposes, IFPS comprises two units sited within the EUROCONTROL facilities in Brussels, Belgium, and Paris, France. Consequently all IFR/GAT flight plans and associated messages must be addressed to both IFPS units (see ENR 1.11 - addressing of FPL messages). Following successful processing, the FPL will be delivered, at the appropriate time, to all the ATS units' addresses on the flight-profiled route within the IFPS zone.

When submitted flight plans for IFR/GAT flights directly to IFPS, pilots and aircraft operators shall comply with the procedures published in the EUROCONTROL Network Manager Handbook.

Pilots and aircraft operators are ultimately responsible for the complete filing of their flight plans and all associated messages. This encompasses compilation (including addressing), accuracy and submission of flight plan messages and also for the reception of the operational reply messages from IFPS.

Operational reply messages delivered by IFPS are the following:

- (b1) The FPL Acceptance Acknowledgement Message (ACK);
- (b2) Referred for Manual Treatment (MAN);
- (b3) Message Rejected (REJ).

IFPS is the responsible unit for accepting and distributing IFR/GAT flight plans for flights conducted within the IFPS zone. The originator of a flight plan message will be informed of the successful processing of flight plans and flight plan associated messages within IFPS by an ACK message. Flight plans, which cannot be processed by IFPS, will be passed on to the IFPS correction unit to be corrected manually (MAN). If flight plan and flight plan associated messages can be corrected manually, the originator will be informed by IFPS. If not, they will be returned to the originator to be corrected (REJ message).

Unless a flight plan has been received and accepted by IFPS (an ACK message has been received), the requirement to submit a flight plan for an IFR/GAT flight intending to operate within the IFPS zone will not have been satisfied and no ATC clearance will be issued for such a flight. A corrected flight plan must be refiled, without delay, to IFPS without the detected errors mentioned on the REJ message by IFPS.

Procedures for submission of a flight plan

A flight plan shall be submitted prior to operating:

- a. any IFR flight;
- b. any CVFR flight

Time of submission

Flight plan shall be submitted at least 60 minutes prior to departure, taking into account the requirements of ATS units in the airspace along the route to be flown for timely information, including requirements for early submission for Air Traffic Flow Management (AFTM) purposes which should be filed a minimum of 3 hours before EOBT.

The IFPS always calculates the DOF if none is given in the FPL. In doing so will assume the EOBT to be within the next 24 hours after the filing time. If a FPL is filed more than 24 hours in advance of the EOBT, the DOF must be indicated in item 18 of the FPL.

Note: The IFPS will not accept FPL's submitted more than 120 minutes (5 days) in advance of the flight taking

place.

Place of submission:

- a. FPLs shall be submitted at the Aeronautical information Services Office (AIS) at the departure aerodrome.
- b. In the absence of such an office at the departure aerodrome, a flight plan shall be submitted via Email to: Tel-Aviv/Ben-Gurion AIS office, AIS@iaa.gov.il or by TEL. 972-3-9756216/7
- c. Pilots or operators that have access to AFTN/AMHS can submit a flight plan to those systems.

Contents and form of an ATS flight plan

- a. ATS flight plan forms are available at AIS offices.
- b. Flight plans concerning IFR flights along ATS routes need not include FIR-boundary estimates. Inclusion of FIR-boundary estimates is, however, required for off-route IFR flights and international VFR flights. Flight plans concerning flights intended to operate off ATS routes shall be submitted in a special form, in accordance with the DOM AIP, part B, chapter B-08.
- c. When a flight plan is submitted by telephone, the sequence of items in the flight plan form shall be strictly followed.

Adherence to ATS route structure and Route Availability Document (RAD)

No flight plans shall be filed via "Tel-Aviv" FIR deviating from the state restrictions defined within the Route Availability Document (RAD).

This common European reference document contains all airspace utilization rules and availability for "Tel-Aviv" FIR and any reference to it shall be made via: [Http://www.nm.eurocontrol.int/RAD/index.html](http://www.nm.eurocontrol.int/RAD/index.html)

Adherence to flight plan

- a. Except as provided for in Para. e), an aircraft shall adhere to the current flight plan or the applicable portion of a current flight plan submitted for a controlled flight unless a request for a change has been made and clearance obtained from the appropriate air traffic control unit, or unless an emergency situation arises which necessitates immediate action by the aircraft, in which event as soon as circumstances permit, after such emergency authority is exercised, the appropriate air traffic services unit shall be notified of the action taken and that this action has been taken under emergency authority.
- b. Unless otherwise directed by the appropriate air traffic control unit, controlled flights shall, in so far as practicable:
 1. When on an ATS route, operate along the defined centre line of that route; or
 2. When on any other route, operate directly between the navigation facilities and/or points defining that route.
- c. Subject to the overriding requirement in Para. b), an aircraft operating along an ATS route segment defined by reference to very high frequency omnidirectional radio (VOR) ranges shall change over for its primary navigation guidance from the facility behind the aircraft to that ahead of it at, or as close as operationally feasible to, the changeover point, where established.
- d. Deviation from the requirements in Para. b) shall be notified to the appropriate air traffic services unit.
- e. Inadvertent changes. In the event that a controlled flight inadvertently deviates from its current flight plan, the following action shall be taken:
 1. Deviation from track: if the aircraft is off track, action shall be taken forthwith to adjust the heading of the aircraft to regain track as soon as practicable.
 2. Variation in true airspeed: if the average true airspeed at cruising level between reporting points varies or is expected to vary by plus or minus 5 per cent of the true airspeed, from that given in the flight plan, the appropriate air traffic services unit shall be so informed.
 3. Change in time estimate: if the time estimate for the next applicable reporting point, flight information region boundary or destination aerodrome, whichever comes first, is found to be in error in excess of 2 minutes from

that notified to air traffic services, a revised estimated time shall be notified as soon as possible to the appropriate air traffic services unit.

- f. Intended changes. Requests for flight plan changes shall include information as indicated hereunder:
1. Change of cruising level: aircraft identification; requested new cruising level. and cruising speed at this level (when applicable).
 2. Change of route:
 - i. Destination unchanged: aircraft identification; description of new route of flight beginning with the position from which requested change of route is to commence; and any other pertinent information.
 - ii. Destination changed: aircraft identification; description of revised route of flight to revised destination aerodrome including related flight plan data, beginning with the position from which requested change of route is to commence; and any other pertinent information.

Authorization for special flights

Flights of a specific character, such as survey flights, scientific research flights, etc., may be exempted from the restrictions specified above. A request for exemption shall be E-mailed to the Operation Division of the CAA (golane@mot.gov.il) at least one week before the intended day of the flight.

Maximum cruising levels for flights within Tel-Aviv FIR

Traffic from the Tel-Aviv/Ben-Gurion TMA with a destination in the southern sector should file MAX 29 000 FT.

2. Changes to the submitted flight plan

All changes to a flight plan submitted for an IFR flight or a controlled VFR flight shall be reported as soon as possible to the appropriate ATS unit or directly to IFPS. In the event of a delay in departure of 15 minutes (for international flights westbound) or 30 minutes (for domestic, and international flights east and southbound), or more for a flight for which a flight plan has been submitted, the flight plan shall be amended or a new flight plan shall be submitted after the old flight plan has been canceled.

Note - If a delay in departure of a controlled flight is not properly reported, the relevant flight plan data may no longer be readily available to the appropriate ATS unit when a clearance is ultimately requested, which will consequently result in extra delay for the flight.

Whenever a flight, for which a flight plan has been submitted, is canceled, the appropriate ATS unit or IFPS shall be informed immediately.

3. Termination of a flight plan

With reference to Art. 78 to the air navigation regulation. In the following aerodromes the termination of a flight plan is not required:

- Tel-Aviv/Ben Gurion
- Eilat/Ilan and Asaf Ramon
- Haifa

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ENR 1.11 ADDRESSING OF FLIGHT PLAN MESSAGES

Flight movement messages relating to traffic into or via the Tel-Aviv FIR, shall be addressed as stated below in order to warrant correct relay and delivery.

Note.- Flight movement messages in this context comprise flight plan messages, amendment messages relating thereto and flight plan cancellation messages (ICAO PANS-ATM, Doc. 4444, EUROCONTROL Network Operations Handbook and User Guides refers).

Category of Flight	Route (into, out of or via FIR/TMA)	Message Address
1	2	3
IFR Flights	Into, out of or via Tel-Aviv FIR/UIR (out of Tel-Aviv FIR/UIR - may be sent through AIS Office to LLADZPZX)	EUCHZMFP
		EUCBZMFP
VFR Flights Into Tel-Aviv FIR	Into Tel-Aviv FIR, destined to Ben-Gurion from the West	LLBGZTZX
		LLADZPZX
		LLLNZRZX
	Into Tel-Aviv FIR, destined to Ben-Gurion from the South	LLLSZRZX
		LLADZPZX
		LLBGZTZX
	Into Tel-Aviv FIR, destined to Eilat/Ilan and Asaf Ramon from the West	LLBGZTZX
		LLLNZRZX
		LLLSZRZX
		LLERZPZX
		LLERZTZX
	Into Tel-Aviv FIR, destined to Eilat/Ilan and Asaf Ramon from the South	LLLSZRZX
		LLERZPZX
		LLERZTZX
	Into Tel-Aviv FIR, destined to Haifa from the West	LLLNZRZX
LLHAZTZX		
LLADZPZX		
VER Flights From Tel- Aviv FIR	All airports except Eilat/Ilan and Asaf Ramon	LLADZPZX
	From Eilat/Ilan and Asaf Ramon	LLERZPZX
Mixed IFR/ VFR flights	Into, out of or via Tel-Aviv FIR/UIR	The IFR portion of a mixed mode (IFR/VFR) flight plan is to be addressed as for IFR flights; the VFR portion is to be addressed as for VFR flights.

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ENR 1.12 INTERCEPTION OF CIVIL AIRCRAFT

1. Interception procedures

1.1 The following procedures and visual signals apply over the territory and territorial waters of the State of Israel in the event of interception of an aircraft.

1.2 An aircraft which is intercepted by another aircraft shall immediately:

- a. follow the instructions given by the intercepting aircraft, interpreting and responding to visual signals in accordance with the specifications in Appendix 1 of ICAO Annex 2;
- b. notify, if possible, the appropriate air traffic services unit;
- c. attempt to establish radio communication with the intercepting aircraft or with the appropriate intercept control unit, by making a general call on the emergency frequency 121.5 MHz, giving the identity of the intercepted aircraft and the nature of the flight; if no contact has been established and if practicable, repeat this call on the emergency frequency 243 MHz;
- d. if equipped with SSR transponder, select Mode A, Code 7700, unless otherwise instructed by the appropriate air traffic services unit;
- e. if equipped with ADS-B or ADS-C, select the appropriate emergency functionality, if available, unless otherwise instructed by the appropriate air traffic services unit.

1.3 If radio contact is established during interception but communication in a common language is not possible, attempts shall be made to convey instruction, acknowledgment of instructions and essential information by using the phrases and pronunciations in the following table, transmitting each phrase twice:

Phrases for use by INTERCEPTED aircraft		
Phrase	Pronunciation ¹	Meaning
CALL SIGN (call sign) ²	<u>KOL</u> SA-IN (call sign)	My call sign is (call sign)
WILCO	<u>VILL</u> -KO	Understood. Will comply
CAN NOT	<u>KANN</u> NOTT	Unable to comply
REPEAT	REE- <u>PEET</u>	Repeat your instruction
AM LOST	<u>AM LOSST</u>	Position unknown
MAYDAY	<u>MAYDAY</u>	I am in distress
HIJACK ³	<u>HI-JACK</u>	I have been hijacked
LAND (place name)	<u>LAAND</u> (place name)	I request to land at (place name)
DESCEND	DEE- <u>SEND</u>	I require descent

¹ Syllables to be emphasized are underlined and printed in bold letters.
² The call sign required to be given is that used in radiotelephony communications with air traffic services units and corresponding to the aircraft identification in the flight plan.
³ Circumstances may not always permit, nor make desirable, the use of the phrase "HIJACK".

1.4 The phrases shown in the table below shall be used by the intercepting aircraft and transmitted twice in the circumstances described in the preceding paragraph.

1.5 If any instructions received by radio from any sources conflict with those given by the intercepting aircraft by visual signals, the intercepted aircraft shall request immediate clarification while continuing to comply with the visual instructions given by the intercepting aircraft.

1.6 If instructions received by radio from any sources conflict with those given by the intercepting aircraft by radio, the intercepted aircraft shall request immediate clarification while continuing to comply with the radio instructions given by the

interception aircraft.

The visual signals for use in the event of interception are detailed on page ENR 1.12-3.

Phrases for use by INTERCEPTING aircraft		
Phrase	Pronunciation ¹	Meaning
CALL SIGN	<u>KOL</u> SA-IN	What is your call sign?
FOLLOW	<u>FOL</u> -LO	Follow me
DESCEND	DEE- <u>SEND</u>	Descend for landing
YOU LAND	<u>YOU LAAND</u>	Land at this aerodrome
PROCEED	PRO- <u>SEED</u>	You may proceed

¹ Syllables to be emphasized are underlined and printed in bold letters.

2. SIGNALS FOR USE IN THE EVENT OF INTERCEPTION

Signals initiated by intercepting aircraft and responses by intercepted aircraft				
Series	INTERCEPTING Aircraft Signals	Meaning	INTERCEPTED Aircraft Responds	Meaning
1	<p>DAY or NIGHT - Rocking aircraft and flashing navigational lights at irregular intervals (and landing lights in the case of a helicopter) from a position slightly above and ahead of, and normally to the left of, the intercepted aircraft (or to the right if the intercepted aircraft is a helicopter) and, after acknowledgment, a slow level turn, normally to the left (or to the right in the case of a helicopter) on the desired heading.</p> <p>Note 1.- Meteorological conditions or terrain may require the intercepting aircraft to reverse the positions and direction of turn given above in Series 1.</p> <p>Note 2.- If the intercepted aircraft is not able to keep pace with the intercepting aircraft, the latter is expected to fly a sense of race-track patterns and to rock the aircraft each time it passes the intercepted aircraft.</p>	<p>You have been intercepted. Follow me.</p>	<p>DAY or NIGHT - Rocking aircraft, flashing navigational lights at irregular intervals and following.</p>	<p>Understood, will comply</p>
2	<p>DAY or NIGHT - An abrupt break-away maneuver from the intercepted aircraft consisting of a climbing turn of 90 degrees or more without crossing the line of flight of the intercepted aircraft.</p>	<p>You may proceed.</p>	<p>DAY or NIGHT - Rocking the aircraft.</p>	<p>Understood, will comply</p>
3	<p>DAY or NIGHT - Lowering landing gear (if fitted), showing steady landing lights and overflying runway in use or, if the intercepted aircraft is a helicopter, overflying the helicopter landing area. In the case of helicopters, the intercepting helicopter makes a landing approach, coming to hover near to the landing area.</p>	<p>Land at this aerodrome.</p>	<p>DAY or NIGHT - Lowering landing gear, (if fitted), showing steady landing lights and following the intercepting aircraft and, if after overflying the runway in use or helicopter landing area, landing is considered safe, proceeding to land.</p>	<p>Understood, will comply</p>

Signals initiated by intercepted aircraft and responses by intercepting aircraft				
Series	INTERCEPTED Aircraft Signals	Meaning	INTERCEPTING Aircraft Responds	Meaning
4	DAY or NIGHT - Raising landing gear (if fitted) and flashing landing lights while passing over runway in use or helicopter landing area at a height exceeding 300 m (1000 ft) but not exceeding 600 m (2000 ft) (in the case of a helicopter, at a height exceeding 50 m (170 ft) but not exceeding 100 m (330 ft)) above the aerodrome level, and continuing to circle runway in use or helicopter landing area. If unable to flash landing lights, flash any other lights available.	Aerodrome you have designated is inadequate.	DAY or NIGHT- If it is desired that the intercepted aircraft follow the intercepting aircraft to an alternate aerodrome, the intercepting aircraft raises its landing gear (if fitted) and uses the Series 1 signals prescribed for intercepting aircraft.	Understood, follow me.
			If it is decided to release the intercepted aircraft, the intercepting aircraft uses the Series 2 signals prescribed for intercepting aircraft.	Understood, you may proceed.
5	DAY or NIGHT - Regular switching on and off of all available lights but in such a manner as to be distinct from flashing lights.	Cannot comply.	DAY or NIGHT - Use Series 2 signals prescribed for intercepting aircraft.	Understood.
6	DAY or NIGHT - Irregular flashing of all available lights	In distress.	DAY or NIGHT - Use Series 2 signals prescribed for intercepting aircraft.	Understood.

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ENR 1.13 UNLAWFUL INTERFERENCE

1. General

The following procedures are intended for use by aircraft when unlawful interference occurs and the aircraft is unable to notify an ATS unit of this fact.

2. Procedures

2.1 Unless considerations aboard the aircraft dictate otherwise, the pilot-in-command should attempt to continue flying on the assigned track and at the assigned cruising level at least until notification to an ATS unit is possible or the aircraft is within radar coverage.

2.2 When an aircraft subjected to an act of unlawful interference must depart from its assigned track or its assigned cruising level without being able to make radiotelephony contact with ATS, the pilot-in-command should, whenever possible:

- a. attempt to broadcast warnings on the VHF emergency frequency and other appropriate frequencies, unless considerations aboard the aircraft dictate otherwise. Other equipment such as on-board transponders, data links, etc. should also be used when it is advantageous to do so and circumstances permit; and
- b. proceed in accordance with applicable special procedures for in-flight contingencies, where such procedures have been established and promulgated in Doc 7030 - Regional Supplementary Procedures; or
- c. if no applicable regional procedures have been established, proceed at a level which differs from the cruising levels normally used for IFR flight in the area by 500 ft.
- d. select transponder mode A code 7500.

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ENR 1.14 AIR TRAFFIC INCIDENTS

1. Definition of air traffic incidents

1.1 "Air traffic incident" is used to mean a serious occurrence related to the provision of air traffic services, such as:

- a. aircraft proximity (AIRPROX);
- b. serious difficulty resulting in a hazard to aircraft caused, for example, by:
 1. faulty procedures
 2. non-compliance with procedures, or
 3. failure of ground facilities.

1.1.1 Definitions for aircraft proximity and AIRPROX.

- *Aircraft proximity.*
A situation in which, in the opinion of the pilot or the air traffic services personnel, the distance between aircraft, as well as their relative positions and speed, has been such that the safety of the aircraft involved may have been compromised. Aircraft proximity is classified as follows:
- *Risk of collision.*
The risk classification of aircraft proximity in which serious risk of collision has existed.
- *Safety not assured.*
The risk classification of aircraft proximity in which the safety of the aircraft may have been compromised.
- *No risk of collision.*
The risk classification of aircraft proximity in which no risk of collision has existed.
- *Risk not determined.*
The risk classification of aircraft proximity in which insufficient information was available to determine the risk involved, or inconclusive or conflicting evidence precluded such determination.
- *AIRPROX.*
The code work used in air traffic incident report to designate aircraft proximity.

1.2 Air traffic incidents are designated and identified in reports as follows:

Type	Designation
Air traffic incident	Incident
as a) above	AIRPROX (aircraft proximity)
as b) 1) and 2) above	Procedure
as b) 3) above	Facility

2. Use of the Air-Traffic Incident Report Form

(See model on pages ENR 1.14-3 to 1.14-7)

The Air Traffic Incident Report Form is intended for use:

- a. by a pilot for filing a report on an air traffic incident after arrival or for confirming a report made initially by radio during flight.

Note.- The form, if available on board, may also be of use in providing a pattern for making the initial report in flight.

- b. by an ATS unit for recording an air traffic incident report received by radio, telephone, fax or E-mail.

Note.- The form may be used as the format for the text of a message to be transmitted over the AFS network.

3. Reporting procedures (including in-flight procedures)

3.1 The following are the procedures to be followed by a pilot who is or has been involved in an incident:

- a. during flight, use the appropriate air/ground frequency for reporting an incident of major significance, particularly if it involves other aircraft, so as to permit the facts to be ascertained immediately;
- b. as promptly as possible after landing, submit a completed Air Traffic Incident Report Form
 1. for confirming a report of an incident made initially as in a) above, or for making the initial report on such an incident if it has not been possible to report it by radio;
 2. for reporting an incident which did not require immediate notification at the time of occurrence.

3.2 An initial report made by radio should contain the following information:

- a. aircraft identification;
- b. type of incident, e.g. aircraft proximity;
- c. the incident; 1. a) and b); 2. a), b), c), d), n); 3. a), b), c), l); 4. a), b);
- d. miscellaneous: 1. e).

3.3 The confirmatory report of an incident of major significance initially reported by radio or the initial report on any other incident should be submitted to the following:

3.3.1 *Director General of Civil Aviation Authority*

GOLAN Building,
Golan St.
P.O.BOX 1101,
Airport-City, 7019900
ISRAEL

Phone: 972-3-9774555

Fax: 972-3-9774599

3.3.2 *Chief Investigator or Investigator*

See GEN 1.1 par. 8: Aircraft Safety Investigation Authority Israel (AIAI)

4. Purpose of reporting and handling of the form

4.1 The purpose of the reporting of aircraft proximity incidents and their investigation is to promote the safety of aircraft. The degree of risk involved in an aircraft proximity incident should be determined in the incident investigation and classified as "risk of collision", "safety not assured", "no risk of collision" or "risk not determined".

4.2 The purpose of the form is to provide investigatory authorities with as complete information on an air traffic incident as possible and to enable them to report back, with the least possible delay to the pilot or operator concerned, the result of the investigation of the incident and, if appropriate, the remedial action taken.

5. Removal of disabled aircraft from an accident site

Any aircraft involved in an accident shall be removed from the accident site only after obtaining permission of the chief investigator of aircraft accidents/incidents, or from the head of the investigation committee.

6. AIR TRAFFIC INCIDENT REPORT FORM

AIR TRAFFIC INCIDENT REPORT FORM

For use when submitting and receiving reports on air traffic incidents. In an initial report by radio, shaded items should be included.

A – AIRCRAFT IDENTIFICATION	B – TYPE OF INCIDENT
	AIRPROX / OBSTRUCTION ON RUNWAY / RUNWAY INCURSION / PROCEDURE / FACILITY*

C – THE INCIDENT

1. General

Date/time of incident..... UTC
Position.....

2. Own aircraft

a) Heading and route.....

b) True airspeed measured in () kt () km/h

c) Level and altimeter setting

d) Aircraft climbing or descending

() Level flight () Climbing () Descending

e) Aircraft bank angle

() Wings level () Slight bank () Moderate bank
() Steep bank () inverted () Unknown

f) Aircraft direction of bank

() Left () Right () Unknown

g) Restrictions to visibility (select as many as required)

() Sunglare () Windscreen pillar () Dirty windscreen
() Other cockpit structure () None

h) Use of aircraft lighting (select as many as required)

() Navigation lights () Strobe lights () Cabin lights
() Red anti-collision lights () Landing/taxi lights () Logo (tail fin) lights
() Other () None

i) Traffic avoidance advice issued by ATS

() Yes, based on radar () Yes, based on visual sighting () Yes, based on other information
() No

j) Traffic information issued

() Yes, based on radar () Yes, based on visual sighting () Yes, based on other information
() No

k) Airborne collision avoidance system - ACAS

() Not carried () Type () Traffic advisory issued
() Resolution advisory issued () Traffic advisory or resolution advisory not issued

l) Radar identification

() No radar available () Radar identification () No radar identification

m) Other aircraft sighted

() Yes () No () Wrong aircraft sighted

n) Avoiding action taken

() Yes () No

o) Type of flight plan IFR/VFR/none*

* Delete as appropriate

3. Other aircraft

a) Type and call sign/registration (if known)

b) If a) above not known, describe below

- | | | |
|--------------------------------------|--|------------------------------------|
| <input type="checkbox"/> High wing | <input type="checkbox"/> Mid wing | <input type="checkbox"/> Low wing |
| <input type="checkbox"/> Rotor craft | | |
| <input type="checkbox"/> 1 engine | <input type="checkbox"/> 2 engines | <input type="checkbox"/> 3 engines |
| <input type="checkbox"/> 4 engines | <input type="checkbox"/> More than 4 engines | |

Marking colour or other available details

.....
.....
.....
.....
.....

c) Aircraft climbing or descending

- | | | |
|---------------------------------------|-----------------------------------|-------------------------------------|
| <input type="checkbox"/> Level flight | <input type="checkbox"/> Climbing | <input type="checkbox"/> Descending |
| <input type="checkbox"/> Unknown | | |

d) Aircraft bank angle

- | | | |
|--------------------------------------|--------------------------------------|--|
| <input type="checkbox"/> Wings level | <input type="checkbox"/> Slight bank | <input type="checkbox"/> Moderate bank |
| <input type="checkbox"/> Steep bank | <input type="checkbox"/> Inverted | <input type="checkbox"/> Unknown |

e) Aircraft direction of bank

- | | | |
|-------------------------------|--------------------------------|----------------------------------|
| <input type="checkbox"/> Left | <input type="checkbox"/> Right | <input type="checkbox"/> Unknown |
|-------------------------------|--------------------------------|----------------------------------|

f) Lights displayed

- | | | |
|--|--|---|
| <input type="checkbox"/> Navigation lights | <input type="checkbox"/> Strobe lights | <input type="checkbox"/> Cabin lights |
| <input type="checkbox"/> Red anti-collision lights | <input type="checkbox"/> Landing/taxi lights | <input type="checkbox"/> Logo (tail fin) lights |
| <input type="checkbox"/> Other | <input type="checkbox"/> None | <input type="checkbox"/> Unknown |

g) Traffic avoidance advice issued by ATS

- | | | |
|--|--|--|
| <input type="checkbox"/> Yes, based on radar | <input type="checkbox"/> Yes, based on visual sighting | <input type="checkbox"/> Yes, based on other information |
| <input type="checkbox"/> No | <input type="checkbox"/> Unknown | |

h) Traffic avoidance advice issued

- | | | |
|--|--|--|
| <input type="checkbox"/> Yes, based on radar | <input type="checkbox"/> Yes, based on visual sighting | <input type="checkbox"/> Yes, based on other information |
| <input type="checkbox"/> No | <input type="checkbox"/> Unknown | |

i) Avoiding action taken

- | | | |
|------------------------------|-----------------------------|----------------------------------|
| <input type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> Unknown |
|------------------------------|-----------------------------|----------------------------------|

4. Distance

a) Closest horizontal distance

b) Closest vertical distance.....

* Delete as appropriate

5. Flight weather condition

- a) IMC/VMC*
- b) Above/below* clouds/fog/haze or between layers*
- c) Distance vertically from cloud m/ft* below m/ft* above
- d) In cloud/rain/snow/sleet/fog/haze*
- e) Flying into/out of* sun
- f) Flight visibility m/km*

6. Any other information considered important by the pilot-in-command

D – MISCELLANEOUS

1. Information regarding reporting aircraft

- a) Aircraft registration _____
- b) Aircraft type _____
- c) Operator _____
- d) Aerodrome of departure _____
- e) Aerodrome of first landing _____ destination _____
- f) Reported by radio or other means to _____ (name of ATS unit) at time _____ UTC
- g) Date/time/place of completion of form _____

2. Function, address and signature of person submitting report

- a) Function _____
- b) Address _____
- c) Signature _____
- d) Telephone number _____

3. Function and signature of person receiving report

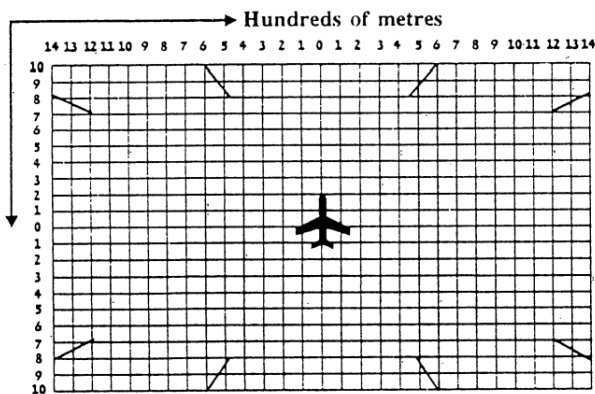
- a) Function _____
 - b) Signature _____
-

1. Receipt of report
 - a) Report received via AFTN/radio/telephone/other (specify)* _____
 - b) Report received by _____ (name of ATS unit) _____

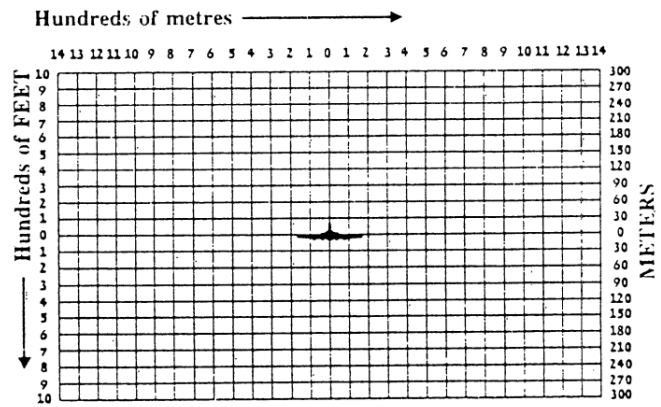
2. Details of ATS action
Clearance, incident seen (radar/visually, warning given, result of local inquiry, etc.)

DIAGRAMS OF AIRPROX

Mark passage of other aircraft relative to you, in plan on the left and in elevation on the right, assuming YOU are at the centre of each diagram. Include first sighting and passing distance.



VIEW FROM ABOVE



VIEW FROM ASTERN

Delete as appropriate

6.1 Instructions for the completion of the Air Traffic Incident Report Form

Item	
A	Aircraft identification of the aircraft filing the report.
B	An AIRPROX report should be filed immediately by radio.
C1	Date/time UTC and position in bearing and distance from a navigation aid or in LAT/LONG,
C2	Information regarding aircraft filing the report, tick as necessary.
C2 (c)	E.g. FL 350/1 013 hPa or 2 500 ft/QNH 1 007 hPa or 1 200 FT/QFE 998 hPa.
C3	Information regarding the other aircraft involved.
C4	Passing distance - state units used.
C6	Attach additional papers as required. The diagrams may be used to show aircraft's positions.
D1 (f)	State name of ATS unit and date/time in UTC.
D1 (g)	Date and time in UTC.
E2	Include details of ATS unit such as service provided, radiotelephony frequency, SSR codes assigned and altimeter setting. Use diagram to show the aircraft's position and attach additional papers as required.

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ENR 2 AIR TRAFFIC SERVICES AIRSPACE

ENR 2.1 FIR, TMA

1. TEL-AVIV FIR

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area & conditions of use Hours of service	Frequency/ Purpose	Remarks
1	2	3	4	5
<p>TEL-AVIV FIR 3306N 03506E - along the Israel/Lebanon and Syria cease-fire lines, and Israel/Jordan border to - 2928N 03457E - 2928N 03454E - along the Israel/Egypt border to - 3118N 03413E - 3150N 03400E, continuing clockwise on a half-circle of 46 NM centered on BGN VOR to - 3243N 03432E - thence following a line drawn 27 NM parallel to the coastline to - 3306N 03435E - 3306N 03506E</p> <p>UNL GND</p> <p>Class of airspace outside other regulated airspace: A, C and D</p>				

1.1 The Tel-Aviv FIR is divided into two sectors as follows:

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area & conditions of use Hours of service	Frequency/Purpose	Remarks
1	2	3	4	5
<p>NORTHERN SECTOR 314200N 0353100E - 314600N 0350800E - 315500N 0345300E - 315600N 0344200E - 315600N 0342900E northward - along Tel-Aviv FIR boundary, along the Israel/Lebanon and Syria cease-fire lines, and Israel/Jordan border line.</p> <p>The northern sector comprises the following sub-sectors:</p>				
1. Over the land area, controlling domestic IFR/CVFR traffic only.	IDFAF ACC	'PLUTO' control HEBREW H24	118.400 MHZ 119.150 MHZ/Secondary 121.500 MHZ/Emergency	Operated by IDFAF
2. Over the water area controlling IFR /CVFR traffic.	Northern sector ACC	'TEL-AVIV control' ENG H24 Tel-Aviv ID	Arrival: 121.400 MHZ 135.625 MHZ/Secondary Departure: 122.950 MHZ 122.150 MHZ/Secondary By ATC: 127.650 MHZ Ident: 124.300 MHZ 135.025 MHZ/Secondary	Civil unit
3. Over the land & water controlling IFR overflights to/from Amman FIR, as well as flights in the upper airspace region.		Tel-Aviv East ENG H24 Tel-Aviv ID	Arrival: 121.400 MHZ 135.625 MHZ/Secondary En-route: 132.050 MHZ 123.050 MHZ/Secondary By ATC: 127.650 MHZ Ident: 124.300 MHZ 135.025 MHZ/Secondary	Civil unit

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area & conditions of use Hours of service	Frequency/Purpose	Remarks
1	2	3	4	5
SOUTHERN SECTOR				
From that part of the Tel-Aviv FIR situated between the southern boundary of the northern sector, and the Tel-Aviv FIR boundary southward along the Israel/Jordan and Israel/Egypt borders.	Southern sector ACC	'SOUTH CONTROL' ENG H24 South Identification	120.900 MHZ 134.875 MHZ/Secondary Ident: 122.750 MHZ 134.875 MHZ/Secondary	Civil unit
Over the land area, controlling domestic IFR/ CVFR traffic only.	IDFAF ACC	'HAGAV' control HEBREW H24	128.350 MHZ 129.250 MHZ 121.500 MHZ/Emergency	Operated by IDFAF

2. TMA

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area & conditions of use Hours of service	Frequency/Purpose	Remarks
1	2	3	4	5
Ben-Gurion TMA	Ben-Gurion TMA/APP	Ben-Gurion ENG APP/DEP control H24	120.500 MHZ 131.10 MHZ/Secondary 121.500 MHZ/Emergency	
		TMA control ENG H24	119.500 MHZ 133.600 MHZ/Secondary 121.500 MHZ/Emergency	
Western Sector: 32°19'17"N 34°37'14"E - 32°19'21"N 34°45'32"E - 31°56'07"N 34°36'02"E - 31°56'04"N 34°28'58"E . 3 000 to 9 000 FT				
Northern Sea Route Sector: 32°19'21"N 34°45'32"E - 32°17'34"N 34°50'45"E - 32°06'22"N 34°46'26"E - 32°06'41"N 34°40'20"E . 2 500 to 8 000 FT				
Southern Sea Route Sector: 32°06'41"N 34°40'20"E - 32°06'22"N 34°46'26"E - 31°56'07"N 34°42'02"E - 31°56'07"N 34°36'02"E . 1 200 to 8 000 FT				
Northern Beach Sector: 32°17'34"N 34°50'45"E - 32°15'53"N 34°55'39"E - 32°09'05"N 34°53'44"E - 32°06'18"N 34°53'32"E - 32°06'00"N 34°50'51"E - 32°06'22"N 34°46'26"E . 2 500 to 8 000 FT				
Southern Beach Sector: 32°06'22"N 34°46'26"E - 32°06'00"N 34°50'51"E - 32°06'18"N 34°53'32"E - 31°55'04"N 34°52'59"E - 31°56'07"N 34°42'02"E . 2 000 to 8 000 FT				

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area & conditions of use Hours of service	Frequency/Purpose	Remarks
1	2	3	4	5
Northern Central Sector: 32°15'53"N 34°55'39"E - 32°13'50"N 35°00'15"E - 32°04'58"N 35°00'09"E - 32°06'18"N 34°53'32"E - 32°09'05"N 34°53'44"E . GND to 9 000 FT				
Southern Central Sector: 32°06'18"N 34°53'32"E - 32°04'58"N 35°00'09"E - 31°55'15"N 34°59'13"E - 31°49'58"N 35°01'48"E - 31°55'04"N 34°52'59"E. 2 000 to 9 000 FT				
Central Sector: 32°13'50"N 35°00'15"E - 32°09'28"N 35°10'03"E - 31°45'44"N 35°10'00"E - 31°46'04"N 35°07'59"E - 31°49'58"N 35°01'48"E - 31°55'15"N 34°59'13"E - 32°04'58"N 35°00'09"E . 6 000 to 9 000 FT				
Eastern Sector: 32°09'28"N 35°10'03"E - 32°00'04"N 35°31'59"E - 31°42'04"N 35°30'59"E - 31°45'44"N 35°10'00"E . 6 000 to 10 000 FT				

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ENR 2.2 OTHER REGULATED AIRSPACE

NIL

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ENR 3 CONVENTIONAL AND AREA NAVIGATION ROUTES

ENR 3.1 ATS ROUTES

1. Notes for ATS Routes

- 1.1 All times are UTC Winter time (IUTC Summer time).
- 1.2 Public Holidays (PUB HOL) are considered as weekends (dates are specified in GEN 2.1).
- 1.3 Airspace classification specified also in ENR 1.4.
- 1.4 Except for routes marked as "RNAV-5 Only" the routes may be flown conventional or RNAV5.

Route Designator {RNP Type}		[Route Usage Notes]						
Significant Point Name		Significant Point Coordinates					Remarks	
{RNP Type}	Track MAG	Dist (NM)	Upper limit / Lower limit	Minimum enroute altitude	Lateral limits (NM)	FL series		Controlling unit {Airspace class} Remarks
	↓ ↑					↓	↑	
H11 (RNAV 5)								
▲ NATANIA VOR/DME (NAT)		322002N 0345808E						
	284°	39.6	FL600 5 000		10	Even ⁽²⁾		Tel-Aviv ACC Freq: 121.400 MHz {Class A,C} (2) Only By ATC
▲ DAFNA		323236N 0341348E						
Route Remarks: North - westbound traffic only								

Route Designator {RNP Type}		[Route Usage Notes]						
Significant Point Name		Significant Point Coordinates					Remarks	
{RNP Type}	Track MAG	Dist (NM)	Upper limit / Lower limit	Minimum enroute altitude	Lateral limits (NM)	FL series		Controlling unit {Airspace class} Remarks
	↓ ↑					↓	↑	
H14 (RNAV 5)								
▲ NATANIA VOR/DME (NAT)		322002N 0345808E						
	316° 136°	15.0	FL600 5 000		10	Even ⁽²⁾	Odd ⁽²⁾	Tel-Aviv ACC Freq: 121.400 MHz {Class C} (2) Only By ATC
▲ PIDET		323146N 0344703E						
	316° 136°	5.5	FL600 5 000		10	Even ⁽²⁾	Odd ⁽²⁾	Tel-Aviv ACC Freq: 121.400 MHz {Class A,C} (2) Only By ATC
▲ YOSEF		323603N 0344259E						
	316° 136°	13.9	FL600 5 000		10	Even ⁽²⁾	Odd ⁽²⁾	Tel-Aviv ACC Freq: 121.400 MHz {Class A,C} (2) Only By ATC
▲ MERVA		324654N 0343238E						

Route Designator {RNP Type}		[Route Usage Notes]						
Significant Point Name		Significant Point Coordinates					Remarks	
{RNP Type}	Track MAG	Dist (NM)	Upper limit / Lower limit	Minimum enroute altitude	Lateral limits (NM)	FL series		Controlling unit {Airspace class} Remarks
	↓ ↑					↓	↑	
J10 (RNAV 5)								
▲ NATANIA VOR/DME (NAT)		322002N 0345808E						
	138° 318°	24.2	FL370 6 000		10	Odd ⁽⁵⁾ Odd ⁽⁴⁾	Even ⁽⁵⁾ Even ⁽⁴⁾	6 000 – 9 000: Ben-Gurion TMA ; Freq: 119.500 MHz 10 000 – FL370: Tel-Aviv ACC Freq: 121.400 MHz / 132.050 MHz {Class C - 6 000 – 10 000 A - 11 000 – FL370} (4) H24 (5) Only By ATC; 10 000 - FL370

Route Designator {RNP Type}		[Route Usage Notes]							
Significant Point Name		Significant Point Coordinates					FL series		Remarks
{RNP Type}	Track MAG	Dist (NM)	Upper limit / Lower limit	Minimum enroute altitude	Lateral limits (NM)	FL series		Controlling unit {Airspace class} Remarks	
	↓ ↑					↓	↑		
▲	ADLOD	320034N 0351509E							
		$\frac{138^\circ}{318^\circ}$	10.8	$\frac{FL370}{6\ 000}$		10	Odd ⁽⁴⁾ Odd ⁽⁸⁾ Odd ⁽⁹⁾	Even ⁽⁴⁾ Even ⁽⁸⁾ Even ⁽⁹⁾	6 000 – 10 000: Ben-Gurion TMA ; Freq: 119.500 MHz 11 000 – 37 000: Tel-Aviv ACC ; Freq: 121.400 MHz / 132.050 MHz {Class C - 6 000 – 10 000 A - 11 000 – FL370} (4) H24 (8)(9)
▲	GOBRI	315151N 0352244E							
		$\frac{138^\circ}{318^\circ}$	9.1	$\frac{FL370}{6\ 000}$		10	Odd ⁽⁴⁾ Odd ⁽⁸⁾ Odd ⁽⁹⁾	Even ⁽⁴⁾ Even ⁽⁸⁾ Even ⁽⁹⁾	6 000 – 10 000: Ben-Gurion TMA ; Freq: 119.500 MHz 11 000 – FL370: Tel-Aviv ACC ; Freq: 121.400 MHz {Class C - 6 000 – 10 000 A - 11 000 – FL370} (4) H24 (8)(9)
▲	TOMAL	314429N 0352906E							
		$\frac{187^\circ}{007^\circ}$	2.0	$\frac{FL370}{6\ 000}$		10	Odd ⁽⁴⁾ Odd ⁽⁸⁾ Odd ⁽⁹⁾	Even ⁽⁴⁾ Even ⁽⁸⁾ Even ⁽⁹⁾	6 000 – 10 000: Ben-Gurion TMA ; Freq: 119.500 MHz 11 000 – FL370: Tel-Aviv ACC ; Freq: 121.400 MHz {Class C - 6 000 – 10 000 A - 11 000 – FL370} (4) H24 (8)(9)
▲	SIVAK	314232N 0352837E							
		$\frac{186^\circ}{006^\circ}$	5.3	$\frac{FL370}{5\ 000}$		6	Odd ⁽⁶⁾ Odd ⁽⁴⁾	Even ⁽⁶⁾ Even ⁽⁴⁾	South ACC Freq: 120.900 MHz / 134.875 MHz {Class A} (4) H24 (6) Only By ATC; 5 000
▲	AMMIT	313720N 0352723E							

Route Designator {RNP Type}		[Route Usage Notes]						
Significant Point Name		Significant Point Coordinates					Remarks	
{RNP Type}	Track MAG	Dist (NM)	Upper limit / Lower limit	Minimum enroute altitude	Lateral limits (NM)	FL series		Controlling unit {Airspace class} Remarks
	↓ ↑					↓	↑	
	$\frac{186^\circ}{006^\circ}$	17.7	$\frac{FL370}{5\ 000}$		6	Odd ⁽⁶⁾ Odd ⁽⁴⁾	Even ⁽⁶⁾ Even ⁽⁴⁾	South ACC Freq: 120.900 MHz / 134.875 MHz {Class A} (4) H24 (6) Only By ATC; 5 000
▲	METZADA VOR/DME (MZD)	311954N 0352330E						
	$\frac{180^\circ}{360^\circ}$	16.0	$\frac{FL370}{5\ 000}$		6	Odd ⁽⁶⁾ Odd ⁽⁴⁾	Even ⁽⁶⁾ Even ⁽⁴⁾	South ACC Freq: 120.900 MHz / 134.875 MHz {Class A} (4) H24 (6) Only By ATC; 5 000
▲	MALUQ	310955N 0352227E						
	$\frac{180^\circ}{360^\circ}$	6.0	$\frac{FL370}{5\ 000}$		6	Odd ⁽⁶⁾ Odd ⁽⁴⁾	Even ⁽⁶⁾ Even ⁽⁴⁾	South ACC Freq: 120.900 MHz / 134.875 MHz {Class A} (4) H24 (6) Only By ATC; 5 000
△	SUKOT	310356N 0352150E						
	$\frac{180^\circ}{360^\circ}$	7.3	$\frac{FL370}{5\ 000}$		6	Odd ⁽⁶⁾ Odd ⁽⁴⁾	Even ⁽⁶⁾ Even ⁽⁴⁾	South ACC Freq: 120.900 MHz / 134.875 MHz {Class A} (4) H24 (6) Only By ATC; 5 000
▲	KINAR	305638N 0352105E						
	$\frac{198^\circ}{018^\circ}$	25.0	$\frac{FL370}{5\ 000}$		6	Odd ⁽⁶⁾ Odd ⁽⁴⁾	Even ⁽⁶⁾ Even ⁽⁴⁾	South ACC Freq: 120.900 MHz / 134.875 MHz {Class A} (4) H24 (6) Only By ATC; 5 000
▲	ZOFAR VOR/DME (ZFR)	303332N 0350943E						
	$\frac{185^\circ}{005^\circ}$	14.0	$\frac{FL370}{5\ 000}$		6	Odd ⁽⁶⁾ Odd ⁽⁴⁾	Even ⁽⁶⁾ Even ⁽⁴⁾	South ACC Freq: 120.900 MHz / 134.875 MHz {Class A} (4) H24 (6) Only By ATC; 5 000
▲	SHAYO	301943N 0350703E						

Route Designator {RNP Type}		[Route Usage Notes]						
Significant Point Name		Significant Point Coordinates						Remarks
{RNP Type}	Track MAG	Dist (NM)	Upper limit / Lower limit	Minimum enroute altitude	Lateral limits (NM)	FL series		Controlling unit {Airspace class} Remarks
	↓ ↑					↓	↑	
	184° 004°	6.2	FL370 4 000		6	Odd ⁽⁷⁾ Odd ⁽⁴⁾	Even ⁽⁷⁾ Even ⁽⁴⁾	South ACC Freq: 120.900 MHz / 134.875 MHz {Class A - at altitude 5 000 and above C - Below altitude 5 000} (4) H24 (7) Only By ATC; 4 000
△	SHANI	301335N 0350554E						
	185° 005°	9.6	FL370 4 000		6	Odd ⁽⁷⁾ Odd ⁽⁴⁾	Even ⁽⁷⁾ Even ⁽⁴⁾	South ACC Freq: 120.900 MHz / 134.875 MHz {Class A - At altitude 5 000 and above C - Below altitude 5 000} (4) H24 (7) Only By ATC; 4 000
▲	NURIT	300410N 0350357E						
	185° 005°	10.7	FL370 4 000		6	Odd ⁽⁴⁾	Even ⁽⁴⁾	Above altitude 4 000: South ACC Freq: 120.900 MHz / 134.875 MHz At altitude 4 000 and below: Eilat-Ramon TWR Freq: 119.000 MHz {Class A - At altitude 5 000 and above C - Below altitude 5 000 and above altitude 4 000 D - At altitude 4 000 and below} (4) H24
▲	RASAF	295335N 0350154E						
	185° 005°	4.3	FL370 4 000		6	Odd ⁽⁴⁾	Even ⁽⁴⁾	Above ALT 6 000: South ACC Freq: 120.900 MHz / 134.875 MHz ALT 6 000 and below: Eilat-Ramon TWR Freq: 119.000 MHz {Class A - Above ALT 6 000 D - ALT 6 000 and below} (4) H24
▲	ESHEL	294920N 0350104E						

Route Designator {RNP Type}		[Route Usage Notes]						
Significant Point Name		Significant Point Coordinates					Remarks	
{RNP Type}	Track MAG	Dist (NM)	Upper limit / Lower limit	Minimum enroute altitude	Lateral limits (NM)	FL series		Controlling unit {Airspace class} Remarks
	↓ ↑					↓	↑	
	185° 005°	13.0	FL370 4 000		6	Odd ⁽⁴⁾	Even ⁽⁴⁾	Above ALT 6 000: South ACC Freq: 120.900 MHz / 134.875 MHz ALT 6 000 and below: Eilat Ramon TWR Freq: 119.000 MHz {Class A - Above ALT 6 000 D - 6 000 and below} (4) H24
▲	EILOT VOR/DME (LOT)	293629N 0345834E						
	225° 045°	6.7	FL370 10 000		6	Odd ⁽⁴⁾	Even ⁽⁴⁾	South ACC Freq: 120.900 MHz / 134.875 MHz {Class A} (4) H24
▲	NALSO	293210N 0345242E						
<p>Route Remarks: {Minimum ROC 500 ft/min & ROD 1000 ft/min. If unable to comply, notify ATC in advance } {MZD VOR/DME – ESHEL segment: Authorized for aircraft with cruising speed of 140 KIAS or greater. ACFT with cruising speed less than 140 KIAS –Authorized Only on Fri, Sat & Holidays. On Sun-Thu only by “South Control” prior authorization} {Strategic lateral offset procedure (1 NM eastbound) is applicable for all northbound traffic between ESHEL and SIVAKIASSIF. see AIP ENR 1.3 (article 2.3). If unable, advise ATC} {In the last 1000 ft during climb and decent, vertical speed should not exceed 1000 ft/min.} {Formation flight, aerial photography flights and calibration flights only by prior approval from South Control ATC Manager} {Cruising levels do not comply with ICAO SARPS, see ENR 1.7-2 table 5-1}</p> <p>Point/Segment Remarks: (8) For flights to/from LLER and LLOV Altitudes 28 000 – 29 000 Available. For flights to/from LLNV altitude 11 000 -12 000 Available. (9) CDR1 16 000 - FL370 Sun 23:00 (22:00) - Mon 03:30 (02:30) Mon 23:00 (22:00) - Tue 03:30 (02:30) Tue 23:00 (22:00) - Wed 03:30 (02:30) Wed 23:00 (22:00) - Thu 03:30 (02:30) Thu 23:00 (22:00) - Fri 03:30 (02:30) Fri 12:00 (11:00) - SUN 04:30 (03:30) HOL-1 12:00 (11:00) - HOL+1 04:30 (03:30)</p>								

Route Designator {RNP Type}		[Route Usage Notes]						
Significant Point Name		Significant Point Coordinates					Remarks	
{RNP Type}	Track MAG	Dist (NM)	Upper limit / Lower limit	Minimum enroute altitude	Lateral limits (NM)	FL series		Controlling unit {Airspace class} Remarks
	↓ ↑					↓	↑	
J11 (RNAV 5)								
▲	BEN-GURION VOR/DME (BGN)	320047N 0345231E						

Route Designator {RNP Type}		[Route Usage Notes]						
Significant Point Name		Significant Point Coordinates						Remarks
{RNP Type}	Track MAG	Dist (NM)	Upper limit / Lower limit	Minimum enroute altitude	Lateral limits (NM)	FL series		Controlling unit {Airspace class} Remarks
	↓ ↑					↓	↑	
	$\frac{008^\circ}{188^\circ}$	6.0	$\frac{9\ 000}{4\ 000}$		10	Even ⁽²⁾	Odd ⁽²⁾	Ben-Gurion TMA ; Freq: 119.500 MHz {Class C} (2) Only By ATC; 7 000 - 9 000
▲	MESIL	320638N 0345405E						
	$\frac{010^\circ}{190^\circ}$	6.0	$\frac{9\ 000}{4\ 000}$		10	Even ⁽²⁾	Odd ⁽²⁾	Ben-Gurion TMA ; Freq: 119.500 MHz {Class C} (2) Only By ATC; 7 000 - 9 000
▲	KANER	321228N 0345555E						
	$\frac{009^\circ}{189^\circ}$	7.8	$\frac{9\ 000}{4\ 000}$		10	Even ⁽²⁾	Odd ⁽²⁾	Military ACC Freq: 118.400 MHz / 119.150 MHz {Class C} (2) Only By ATC; 7 000 - 9 000
▲	NATANIA VOR/DME (NAT)	322002N 0345808E						
Route Remarks: {Cruising levels do not comply with ICAO SARPS, see ENR 1.7-2 table 5-1}								

Route Designator {RNP Type}		[Route Usage Notes]						
Significant Point Name		Significant Point Coordinates						Remarks
{RNP Type}	Track MAG	Dist (NM)	Upper limit / Lower limit	Minimum enroute altitude	Lateral limits (NM)	FL series		Controlling unit {Airspace class} Remarks
	↓ ↑					↓	↑	
J14 (RNAV 5)								
▲	NATANIA VOR/DME (NAT)	322400N 0350344E						
	$\frac{039^\circ}{219^\circ}$	6.5	$\frac{7\ 000}{4\ 000}$		10	Even ⁽³⁾	Odd ⁽³⁾	Military ACC Freq: 118.400 MHz / 119.150 MHz {Class C} (3) Only By ATC; 7 000
▲	MOCEV	322400N 0350344E						
	$\frac{045^\circ}{225^\circ}$	15.2	$\frac{6\ 000}{5\ 000}$		10	Odd ⁽²⁾	Even ⁽²⁾	Military ACC Freq: 118.400 MHz / 119.150 MHz {Class C} (2) H24
△	GAFAZ	323344N 0351732E						

Route Designator {RNP Type}		[Route Usage Notes]						
Significant Point Name		Significant Point Coordinates					Remarks	
{RNP Type}	Track MAG	Dist (NM)	Upper limit / Lower limit	Minimum enroute altitude	Lateral limits (NM)	FL series		Controlling unit {Airspace class} Remarks
	↓ ↑					↓	↑	
	045° 225°	15.0	6 000 5 000		10	Odd ⁽²⁾	Even ⁽²⁾	Military ACC Freq: 118.400 MHz / 119.150 MHz {Class C} (2) H24
▲	FOLKU	324320N 0353112						
	005° 185°	6.9	5000 4 000		10	Odd ⁽²⁾	Even ⁽²⁾	Military ACC Freq: 118.400 MHz / 119.150 MHz {Class C} (2) H24
▲	BARZI	325011N 0353236E						
	005° 185°	8.9	5 000 4 000		10	Odd ⁽²⁾	Even ⁽²⁾	Rosh-Pina TWR Freq: 118.450 MHz {Class C} (2) H24
▲	ROSH-PINA VOR/DME (ROP)	325857N 0353422E						
Route Remarks: {Cruising levels do not comply with ICAO SARPS, see ENR 1.7-2 table 5-1}								

Route Designator {RNP Type}		[Route Usage Notes]						
Significant Point Name		Significant Point Coordinates					Remarks	
{RNP Type}	Track MAG	Dist (NM)	Upper limit / Lower limit	Minimum enroute altitude	Lateral limits (NM)	FL series		Controlling unit {Airspace class} Remarks
	↓ ↑					↓	↑	
J15 (RNAV 5)								
▲	NATANIA VOR/DME (NAT)	322002N 0345808E						
	348° 168°	15.3	7 000 4 000		10	Even ⁽³⁾	Odd ⁽³⁾	Military ACC Freq: 118.400 MHz / 119.150 MHz {Class C} (3) Only By ATC; 6 000 - 7 000
▲	RAPIV	323512N 0345554E						
	348° 168°	6.7	5 000 4 000		10	Even ⁽²⁾	Odd ⁽²⁾	Military ACC Freq: 118.400 MHz / 119.150 MHz {Class C} (2) H24

Route Designator {RNP Type}		[Route Usage Notes]							
Significant Point Name		Significant Point Coordinates					Remarks		
{RNP Type}	Track MAG	Dist (NM)	Upper limit / Lower limit	Minimum enroute altitude	Lateral limits (NM)	FL series		Controlling unit {Airspace class} Remarks	
	↓ ↑					↓	↑		
▲	ATLIT	324152N 0345455E							

Route Designator {RNP Type}		[Route Usage Notes]							
Significant Point Name		Significant Point Coordinates					Remarks		
{RNP Type}	Track MAG	Dist (NM)	Upper limit / Lower limit	Minimum enroute altitude	Lateral limits (NM)	FL series		Controlling unit {Airspace class} Remarks	
	↓ ↑					↓	↑		
L53 (RNAV 5 ONLY)									
▲	MUVIN	314858N 0353242E							
		282°	2.2	FL 600 6 000		10	Even ⁽⁸⁾ Even ⁽¹⁵⁾	(8) 6 000 - FL600 OJAC FIR (15)	
▲	TALMI	314936N 0353014E							
		284°	6.8	FL 600 6 000		10	Even ⁽¹⁾ Even ⁽¹²⁾ Even ⁽¹³⁾	6 000 – 10 000 Ben-Gurion TMA Freq: 119.500 MHz 11 000 – FL600 Tel-Aviv ACC Freq: 121.400 MHz {Class C: 6 000 - 10 000 ; A: 11 000 - FL600} (1) 11 000 - 15 000 Available H24 only for flights from OJAI/ OJAM/OJMS/OJHF/OJKA/ LLNV/LLRM (12)(13)	
▲	GOBRI	315151N 0352244E							
		284°	7.4	FL 600 6 000		10	Even ⁽¹⁾ Even ⁽¹²⁾ Even ⁽¹³⁾	6 000 – 10 000 Ben-Gurion TMA Freq: 119.500 MHz 11 000 – FL600 Tel-Aviv ACC Freq: 121.400 MHz {Class C: 6 000 - 10 000 A: 11 000 - FL600} (1) 11 000 - 15 000 Available H24 only for flights from OJAI/ OJAM/OJMS/OJHF/OJKA/ LLNV/LLRM (12)(13)	
▲	ABIMI	315417N 0351435							

Route Designator {RNP Type}		[Route Usage Notes]						
Significant Point Name		Significant Point Coordinates					Remarks	
{RNP Type}	Track MAG	Dist (NM)	Upper limit / Lower limit	Minimum enroute altitude	Lateral limits (NM)	FL series		Controlling unit {Airspace class} Remarks
	↓ ↑					↓	↑	
	284°	5.5	FL 600 6 000		10	Even ⁽¹⁾ Even ⁽⁹⁾ Even ⁽¹²⁾ Even ⁽¹³⁾		6 000 – 9 000 Ben-Gurion DEP Freq: 120.500 MHz 11 000 – FL600 Tel-Aviv ACC Freq: 121.400 MHz {Class C: 6 000 - 9 000 A: 11 000 - FL600} (1) 11 000 - 15 000 Available H24 only for flights from OJAI/ OJAM/OJMS/OJHF/OJKA/ LLNV/LLRM (9) Only By ATC; 10 000 (12)(13)
▲	ITERO	315604N 0350832E						
	284°	8.0	FL 600 6 000		10	Even ⁽²⁾ Even ⁽¹⁰⁾ Even ⁽¹²⁾ Even ⁽¹³⁾		6 000 – 9 000 Ben-Gurion DEP Freq: 120.500 MHz 14 000 – FL600 Tel-Aviv ACC Freq: 121.400 MHz {Class C: 6 000 - 9 000 A: 14 000 - FL600} (2) 14 000- 15 000 Available H24 only for flights from OJAI/ OJAM/OJMS/OJHF/OJKA/ LLNV/LLRM (10) Only By ATC; 10 000 - 13 000 (12)(13)
▲	YOGGA	315842N 0345939E						
	284°	6.4	FL 600 5 000		10	Even ⁽³⁾ Even ⁽¹⁰⁾ Even ⁽¹²⁾ Even ⁽¹⁴⁾		5 000 – 9 000 Ben-Gurion DEP Freq: 120.500 MHz 11 000 – FL600 Tel-Aviv ACC Freq: 121.400 MHz {Class C: 5 000 - 9 000 A: 14 000 - FL600} (3) 14 000 - 16 000 Available H24 only for flights from OJAI/ OJAM/OJMS/OJHF/OJKA/ LLNV/LLRM (10) Only By ATC; 10 000 - 13 000 (12)(14)
▲	BEN-GURION VOR/DME (BGN)	320047N 0345231E						

Route Designator {RNP Type}		[Route Usage Notes]						
Significant Point Name		Significant Point Coordinates						Remarks
{RNP Type}	Track MAG	Dist (NM)	Upper limit / Lower limit	Minimum enroute altitude	Lateral limits (NM)	FL series		Controlling unit {Airspace class} Remarks
	↓ ↑					↓	↑	
	269°	12.2	FL 600 5 000		10	Even ⁽³⁾ Even ⁽¹¹⁾ Even ⁽¹²⁾ Even ⁽¹⁴⁾		5 000 – 8 000 Ben-Gurion DEP Freq: 120.500 MHz 14 000 – FL600 Tel-Aviv ACC Freq: 121.400 MHz {Class C: 5 000 - 8 000 A: 14 000 - FL600} (3) 14 000 - 16 000 Available H24 only for flights from OJAI/ OJAM/OJMS/OJHF/OJKA/ LLNV/LLRM (11) Only By ATC; 9 000 - 13 000 (12)(14)
▲	ORLEV	320135N 0343812E						
	269°	5.8	FL 600 5 000		10	Even ⁽³⁾ Even ⁽¹¹⁾ Even ⁽¹²⁾ Even ⁽¹⁴⁾		5 000 – 8 000 Ben-Gurion DEP Freq: 120.500 MHz 14 000 – FL600 Tel-Aviv ACC Freq: 121.400 MHz {Class C: 5 000 - 8 000 A: 14 000 - FL600} (3) 14 000 - 16 000 Available H24 only for flights from OJAI/ OJAM/OJMS/OJHF/OJKA/ LLNV/LLRM (11) Only By ATC; 9 000 - 13 000 (12)(14)
▲	TAPUZ	320157N 0343124E						
	269°	15.0	FL 600 5 000		10	Even		Tel-Aviv ACC Freq: 121.400 MHz {Class A,C}
▲	PURLA	320256N 0341347E						
	296°	14.1	FL 600 5 000		10	Even		Tel-Aviv ACC Freq: 121.400 MHz {Class A,C}
▲	SUVAS	321010N 0335933E						

Route Designator {RNP Type}		[Route Usage Notes]						
Significant Point Name		Significant Point Coordinates				Remarks		
{RNP Type}	Track MAG	Dist (NM)	Upper limit / Lower limit	Minimum enroute altitude	Lateral limits (NM)	FL series		Controlling unit {Airspace class} Remarks
	↓ ↑					↓	↑	
Route Remarks:								
{For over flights see GEN 1.2}								
{Westbound traffic only}								
Regarding public holidays, times will be as follows:								
From the day before public holiday eve at 15:00 (14:00) until day after public holiday at 06:00 (05:00).								
(12) Altitude 28 000/FL280 available H24 Westbound, Only For over flights from:								
1. Airports within Amman FIR (excluding: OJAI, OJAM, OJMS,OJHF & OJKA);								
2. OR LLER & LLOV;								
3. OR Military Flights.								
4. OR Flights between AD within OBBD/OMAE FIR, and AD within LCCC/LGGG FIR.								
(13) CDR 1: 16 000 – FL 275 & FL 295 – FL 325:								
SUN 23:00(22:00) – MON 03:30(02:30)								
MON 23:00(22:00) – TUE 03:30(02:30)								
TUE 23:00(22:00) – WED 03:30(02:30)								
WED 23:00(22:00) – THU 03:30(02:30)								
THU 23:00(22:00) – FRI 03:30(02:30)								
FRI 12:00(11:00) – SUN 04:30(03:30)								
HOL-1 12:00 (11:00) - HOL+1 04:30 (03:30)								
&								
FL 325 – FL 600:								
SUN 21:00(20:00) – MON 05:00(04:00)								
MON 21:00(20:00) – TUE 05:00(04:00)								
TUE 21:00(20:00) – WED 05:00(04:00)								
WED 21:00(20:00) – THU 05:00(04:00)								
THU 15:00(14:00) – SUN 06:00(05:00)								
HOL-1 15:00 (14:00) - HOL+1 06:00 (05:00)								
(14) CDR 1: 17 000 – FL 275 & FL 295 – FL 325:								
SUN 23:00(22:00) – MON 03:30(02:30)								
MON 23:00(22:00) – TUE 03:30(02:30)								
TUE 23:00(22:00) – WED 03:30(02:30)								
WED 23:00(22:00) – THU 03:30(02:30)								
THU 23:00(22:00) – FRI 03:30(02:30)								
FRI 12:00(11:00) – SUN 04:30(03:30)								
HOL-1 12:00 (11:00) - HOL+1 04:30 (03:30)								
&								
FL 325 – FL 600:								
SUN 21:00(20:00) – MON 05:00(04:00)								
MON 21:00(20:00) – TUE 05:00(04:00)								
TUE 21:00(20:00) – WED 05:00(04:00)								
WED 21:00(20:00) – THU 05:00(04:00)								
THU 15:00(14:00) – SUN 06:00(05:00)								
HOL-1 15:00 (14:00) - HOL+1 06:00 (05:00)								
(15) For continuation refer to AIP of JORDAN.								

Route Designator {RNP Type}		[Route Usage Notes]						
Significant Point Name		Significant Point Coordinates						Remarks
{RNP Type}	Track MAG	Dist (NM)	Upper limit / Lower limit	Minimum enroute altitude	Lateral limits (NM)	FL series		Controlling unit {Airspace class} Remarks
	↓ ↑					↓	↑	
L609 (RNAV 5 ONLY)								
▲	KONFO	322542N 0340656E						
		149°	6.0	FL 370 5 000		10	Odd	Tel-Aviv ACC Freq: 121.400 MHz / 132.050 MHz {Class A,C}
▲	VOLFO	322018N 0341002E						
		134°	32.0	FL 600 FL 240		10	Odd ⁽¹⁾	South ACC Freq: 120.900 MHz / 134.875 MHz {Class A} (1) Only By ATC
▲	DONAG	315603N 0343448E						
		134°	25.2	FL 600 24 000		10	Odd ⁽¹⁾	South ACC Freq: 120.900 MHz / 134.875 MHz {Class A} (1) Only By ATC
▲	ODEDI	313642N 0345422E						
		119°	14.4	FL 600 18 000		10	Odd ⁽¹⁾	South ACC Freq: 120.900 MHz / 134.875 MHz {Class A} (1) Only By ATC
▲	DOCOR	312840N 0350820E						
		119°	8.2	FL 600 10 000		10	Odd ⁽¹⁾	South ACC Freq: 120.900 MHz / 134.875 MHz {Class A} (1) Only By ATC
▲	GEFEN	312406N 0351615E						
		119°	7.5	FL 600 10 000		10	Odd ⁽¹⁾	South ACC Freq: 120.900 MHz / 134.875 MHz {Class A} (1) Only By ATC
▲	METZADA VOR/DME (MZD)	311954N 0351729E						
Route Remarks: {Eastbound traffic only}								

Route Designator {RNP Type}		[Route Usage Notes]						
Significant Point Name		Significant Point Coordinates					Remarks	
{RNP Type}	Track MAG	Dist (NM)	Upper limit / Lower limit	Minimum enroute altitude	Lateral limits (NM)	FL series		Controlling unit {Airspace class} Remarks
	↓ ↑					↓	↑	
N134 (RNAV 5 ONLY)								
▲	KEREN	322232N 0340445E						
		111°	5.0	FL600 5 000		10	Odd ⁽¹⁴⁾	Tel-Aviv ACC Freq: 121.400 MHz / 132.050 MHz {Class A,C} (14)
▲	VOLFO	322018N 0341002E						
		112°	23.1	FL600 5 000		10	Odd ⁽¹¹⁾ Odd ⁽³⁾ Odd ⁽⁶⁾ Odd ⁽¹⁴⁾ Odd ⁽¹⁶⁾	5 000 - FL 600 Tel-Aviv ACC Freq: 121.400 MHz {Class A,C} (3) 5 000 - 8 000 Available H24 (6) 14 000 - 16 000 Available H24 only for flights to OJAI/OJAM/OJMS/OJHF/OJKA/LLNV/LLRM (11) Only By ATC; 9 000 - 13 000 (14)(16)
▲	GODED	320954N 0343422E						
		096°	17.0	FL600 5 000		10	Odd ⁽¹¹⁾ Odd ⁽³⁾ Odd ⁽⁶⁾ Odd ⁽¹⁵⁾ Odd ⁽¹⁶⁾	5 000 - 8 000 Ben-Gurion TMA Freq: 119.500 MHz 14 000 - FL 600 Tel-Aviv ACC Freq: 121.400 MHz {Class C: 5000 - 8000 A: 14000 - FL600} (3) 5 000 - 8 000 Available H24 (6) 14 000 - 16 000 Available H24 only for flights to OJAI/OJAM/OJMS/OJHF/OJKA/LLNV/LLRM (11) Only By ATC; 9 000 - 13 000 (15)(16)
▲	MESIL	320638N 0345405E						

Route Designator {RNP Type}		[Route Usage Notes]						
Significant Point Name		Significant Point Coordinates						Remarks
{RNP Type}	Track MAG	Dist (NM)	Upper limit / Lower limit	Minimum enroute altitude	Lateral limits (NM)	FL series		Controlling unit {Airspace class} Remarks
	↓ ↑					↓	↑	
	104°	15.2	FL600 6 000		10	Odd ⁽¹⁰⁾ Odd ⁽⁶⁾ Odd ⁽¹⁵⁾ Odd ⁽¹⁶⁾		6 000 - 9 000 Ben-Gurion TMA Freq: 119.500 MHz 14 000 - FL 600 Tel-Aviv ACC Freq: 121.400 MHz {Class C: 6000 - 9000 A: 14000 - FL600} (6) 14 000 - 16 000 Available H24 only for flights to OJAI/ OJAM/OJMS/OJHF/OJKA/ LLNV/LLRM (10) Only By ATC; 10 000 - 13 000 (15)(16)
▲	ORPAZ	320147N 0351100E						
	104°	3.7	FL600 6 000		10	Odd ⁽⁴⁾ Odd ⁽¹³⁾ Odd ⁽¹⁵⁾ Odd ⁽¹⁶⁾		6 000 - 9 000 Ben-Gurion TMA Freq: 119.500 MHz 11 000 - FL 600 Tel-Aviv ACC Freq: 121.400 MHz {Class C: 6000 - 9000 A: 11000 - FL600} (4) 11 000 - 15 000 Available H24 only for flights to OJAI/ OJAM/OJMS/OJHF/OJKA/ LLNV/LLRM (13) Only By ATC; 10 000 (15)(16)
▲	ADLOD	320034N 0351509E						
	104°	14.2	FL600 6 000		10	Odd ⁽⁴⁾ Odd ⁽¹⁵⁾ Odd ⁽¹⁶⁾		6 000 - 10 000 Ben-Gurion TMA Freq: 119.500 MHz 11 000 - FL 600 Tel-Aviv ACC Freq: 121.400 MHz {Class C: 6000 - 10000 A: 11000 - FL600} (4) 11 000 - 15 000 Available H24 only for flights to OJAI/ OJAM/OJMS/OJHF/OJKA/ LLNV/LLRM (15)(16)
▲	SALAM	315600N 0353100E						
	087°	1.3	FL600 6 000		10	Odd ⁽⁹⁾ Odd ⁽¹⁷⁾	Even ⁽⁹⁾ Even ⁽¹⁷⁾	(9) 6 000 - FL600 OJAC FIR (17)
▲	RALNA	315557N 0353233E						

Route Designator {RNP Type}		[Route Usage Notes]						
Significant Point Name		Significant Point Coordinates					Remarks	
{RNP Type}	Track MAG	Dist (NM)	Upper limit / Lower limit	Minimum enroute altitude	Lateral limits (NM)	FL series		Controlling unit {Airspace class} Remarks
	↓ ↑					↓	↑	
Route Remarks: {For over flights see GEN 1.2} Regarding public holidays times will be as follows: From the day before public holiday eve at 15:00 (14:00) until day after public holiday at 06:00 (05:00). (14) Descent from KEREN FL 330 to GODED FL 290 available H24 Eastbound, Only For over-flights to: 1. Airports within Amman FIR (excluding: OJAI, OJAM, OJMS,OJHF & OJKA); 2. OR LLER & LLOV; 3. OR Military Flights. 4. OR Flights between AD within LCCC/LGGG FIR and AD within OBBD/OMAE FIR. (15) Altitude 29 000/FL 290 available H24Eastbound, Only For over-flights to: 1. Airports within Amman FIR (excluding: OJAI, OJAM, OJMS,OJHF & OJKA); 2. OR LLER & LLOV; 3. OR Military Flights. 4. OR Flights between AD within LCCC/LGGG FIR and AD within OBBD/OMAE FIR. (16) CDR 1 17 000 – FL 275 & FL 295 – FL325 SUN 23:00(22:00) – MON 03:30(02:30) MON 23:00(22:00) – TUE 03:30(02:30) TUE 23:00(22:00) – WED 03:30(02:30) WED 23:00(22:00) – THU 03:30(02:30) THU 23:00(22:00) – FRI 03:30(02:30) FRI 12:00(11:00) – SUN 04:30(03:30) HOL-1 12:00 (11:00) - HOL+1 04:30 (03:30) & FL 325 – FL 600 SUN 21:00(20:00) – MON 05:00(04:00) MON 21:00(20:00) – TUE 05:00(04:00) TUE 21:00(20:00) – WED 05:00(04:00) WED 21:00(20:00) – THU 05:00(04:00) THU 15:00(14:00) – SUN 06:00(05:00) HOL-1 15:00 (14:00) - HOL+1 06:00 (05:00) (17) Bidirectional below ALT 10 500 ft. Eastbound above 10 500 ft. For continuation refer to AIP of JORDAN.								

Route Designator {RNP Type}		[Route Usage Notes]						
Significant Point Name		Significant Point Coordinates					Remarks	
{RNP Type}	Track MAG	Dist (NM)	Upper limit / Lower limit	Minimum enroute altitude	Lateral limits (NM)	FL series		Controlling unit {Airspace class} Remarks
	↓ ↑					↓	↑	
P42 (RNAV 5 ONLY)								
▲ TAPUZ		320157N 0343124E						
	356°	44.9	FL600 12 000		10	Even ⁽³⁾ Even ⁽⁴⁾ Even ⁽⁵⁾		Tel-Aviv ACC Freq: 121.400 MHz {Class A} (3) Only By ATC; FL375 - FL600 (4)(5)
▲ MERVA		324654N 0343238E						

Route Designator {RNP Type}		[Route Usage Notes]						
Significant Point Name		Significant Point Coordinates					Remarks	
{RNP Type}	Track MAG	Dist (NM)	Upper limit / Lower limit	Minimum enroute altitude	Lateral limits (NM)	FL series		Controlling unit {Airspace class} Remarks
	↓ ↑					↓	↑	
Route Remarks: {Northbound traffic only} (4) CDR1 12 000 - FL600 FRI 10:30 (09:30) - SUN 06:15 (05:15) HOL-1 10:30 (09:30) - HOL+1 06:15 (05:15) . (5) For FPL purposes plan to cross MERVA no later than 06:00 (05:00) on SUN or day after holiday.								

Route Designator {RNP Type}		[Route Usage Notes]							
Significant Point Name		Significant Point Coordinates					Remarks		
{RNP Type}	Track MAG	Dist (NM)	Upper limit / Lower limit	Minimum enroute altitude	Lateral limits (NM)	FL series		Controlling unit {Airspace class} Remarks	
	↓ ↑					↓	↑		
P68 (RNAV 5 ONLY)									
▲	GALIM	325000N 0345800E							
		257° 077°	8.0	FL 260 3 000		10	Even ⁽²⁾	Odd ⁽²⁾	Tel-Aviv ACC Freq: 121.400 MHz {Class C} (2) Only By ATC; 3 000 - 4 000; 6 000 - FL260
▲	ZAHAV	324852N 0344836E							
		257° 077°	13.6	FL 260 3 000		10	Even ⁽²⁾	Odd ⁽²⁾	Tel-Aviv ACC Freq: 121.400 MHz {Class C} (2) Only By ATC; 3 000 - 4 000; 6 000 - FL260
▲	MERVA	324654N 0343238E							

Route Designator {RNP Type}		[Route Usage Notes]						
Significant Point Name		Significant Point Coordinates					Remarks	
{RNP Type}	Track MAG	Dist (NM)	Upper limit / Lower limit	Minimum enroute altitude	Lateral limits (NM)	FL series		Controlling unit {Airspace class} Remarks
	↓ ↑					↓	↑	
Q1 (RNAV 5 ONLY)								
▲	YOSEF	323603N 0344259E						

Route Designator {RNP Type}		[Route Usage Notes]						
Significant Point Name		Significant Point Coordinates					Remarks	
{RNP Type}	Track MAG	Dist (NM)	Upper limit / Lower limit	Minimum enroute altitude	Lateral limits (NM)	FL series		Controlling unit {Airspace class} Remarks
	↓ ↑					↓	↑	
	230°	44.9	FL 420 11 000		10	Even ⁽¹⁾		Tel-Aviv ACC Freq: 121.400 MHz / 132.050 MHz {Class A} (1) Only By ATC
▲	SUVAS	321010N 0335933E						

Route Designator {RNP Type}		[Route Usage Notes]						
Significant Point Name		Significant Point Coordinates					Remarks	
{RNP Type}	Track MAG	Dist (NM)	Upper limit / Lower limit	Minimum enroute altitude	Lateral limits (NM)	FL series		Controlling unit {Airspace class} Remarks
	↓ ↑					↓	↑	
Q17 (RNAV 5 ONLY)								
▲	ZHAV	324852N 0344836E						
	$\frac{138^\circ}{318^\circ}$	8.8	$\frac{5\ 000}{4\ 000}$		10	Odd ⁽²⁾	Even ⁽²⁾	Military ACC Freq: 118.400 MHz / 119.150 MHz {Class C} (2) H24
▲	ATLIT	324152N 0345455E						
	$\frac{152^\circ}{332^\circ}$	19.3	$\frac{10\ 000}{4\ 000}$		10	Odd ⁽¹⁾	Even ⁽¹⁾	Military ACC Freq: 118.400 MHz / 119.150 MHz {Class C} (1) CDR 1: FRI 12:00(11:00) - SUN 03:00(02:00); HOL-1 12:00(11:00) - HOL+1 03:00(02:00)
▲	MOCEV	322400N 0350344E						
	$\frac{153^\circ}{333^\circ}$	25.3	$\frac{10\ 000}{6\ 000}$		10	Odd ⁽¹⁾	Even ⁽¹⁾	Ben-Gurion TMA Freq: 119.500 MHz {Class C} (1) CDR 1: FRI 12:00(11:00) - SUN 03:00(02:00); HOL-1 12:00(11:00) - HOL+1 03:00(02:00)
▲	ADLOD	320034N 0351509E						

Route Designator {RNP Type}		[Route Usage Notes]							
Significant Point Name		Significant Point Coordinates					Remarks		
{RNP Type}	Track MAG	Dist (NM)	Upper limit / Lower limit	Minimum enroute altitude	Lateral limits (NM)	FL series		Controlling unit {Airspace class} Remarks	
	↓ ↑					↓	↑		
Q28 (RNAV 5)									
▲ ATLIT		324152N 0345455E							
		013° 193°	8.5	5 000 3 000		10	Even	Odd ⁽¹⁾	Military ACC Freq: 118.400 MHz / 119.150 MHz {Class C} (1) 3 000 For southbound traffic only
▲ GALIM		325000N 0345800E							
Route Remarks: {Cruising levels do not comply with ICAO SARPS, see ENR 1.7-2 table 5-1}									

Route Designator {RNP Type}		[Route Usage Notes]							
Significant Point Name		Significant Point Coordinates					Remarks		
{RNP Type}	Track MAG	Dist (NM)	Upper limit / Lower limit	Minimum enroute altitude	Lateral limits (NM)	FL series		Controlling unit {Airspace class} Remarks	
	↓ ↑					↓	↑		
Q30 (RNAV 5 ONLY)									
▲ BEN-GURION VOR/DME (BGN)		320047N 0345231E							
		147° 327°	10.2	FL370 5 000		10	Odd ⁽¹⁾	Even ⁽⁶⁾	5 000 - 9 000 Ben-Gurion TMA Freq: 120.500 MHz 10 000 – FL370: Tel-Aviv ACC Freq: 121.400 MHz {Class C - 5 000 – 9 000 A - 10 000 – FL370} (1) CDR 1 ; Open from FRI 12:00(11:00) - SUN 04:00(03:00) HOL-1 12:00(11:00) - HOL+1 4:00(03:00); Southbound traffic (6) Only By ATC; Northbound traffic
▲ BIRIM		315142N 0345806E							

Route Designator {RNP Type}		[Route Usage Notes]						
Significant Point Name		Significant Point Coordinates					Remarks	
{RNP Type}	Track MAG	Dist (NM)	Upper limit / Lower limit	Minimum enroute altitude	Lateral limits (NM)	FL series		Controlling unit {Airspace class} Remarks
	↓ ↑					↓	↑	
	147° 327°	4.6	FL370 5 000		10	Odd ⁽²⁾ Odd ⁽⁷⁾	Even ⁽⁷⁾	South ACC Freq: 120.900 MHz / 134.875 MHZ {Class A} (2) CDR 1 ; 8 000 - FL370; Open from FRI 12:00(11:00) - SUN 04:00(03:00) HOL- 12:00(11:00) - HOL+1 04:00(03:00); Southbound traffic (7) Only By ATC; 5 000 - 7 000 Southbound traffic; 5 000 - FL370 northbound traffic
▲	BEXOM	314738N 0350042E						
	201° 021°	12.2	FL370 5 000		10	Odd ⁽²⁾ Odd ⁽⁷⁾	Even ⁽⁷⁾	South ACC Freq: 120.900 MHz / 134.875 MHz {Class A} (2) CDR 1 ; 8 000 - FL370; Open from FRI 12:00(11:00) - SUN 04:00(03:00) HOL- 12:00(11:00) - HOL+1 04:00(03:00); Southbound traffic (7) Only By ATC; 5 000 - 7 000 Southbound traffic; 5 000 - FL370 northbound traffic
▲	ODEDI	313642N 0345422E						
	201° 021°	2.4	FL370 5 000		10	Odd ⁽²⁾ Odd ⁽⁷⁾	Even ⁽⁷⁾	South ACC Freq: 120.900 MHz / 134.875 MHz {Class A} (2) CDR 1 ; 8 000 - FL370; Open from FRI 12:00(11:00) - SUN 04:00(03:00) HOL- 12:00(11:00) - HOL+1 04:00(03:00); Southbound traffic (7) Only By ATC; 5 000 - 7 000 Southbound traffic; 5 000 - FL370 northbound traffic
▲	BOFIR	313431N 0345307E						

Route Designator {RNP Type}		[Route Usage Notes]						
Significant Point Name		Significant Point Coordinates						Remarks
{RNP Type}	Track MAG	Dist (NM)	Upper limit / Lower limit	Minimum enroute altitude	Lateral limits (NM)	FL series		Controlling unit {Airspace class} Remarks
	↓ ↑					↓	↑	
	175° 355°	38.4	FL370 10 000		10	Odd ⁽¹⁾	Even ⁽⁶⁾	South ACC Freq: 120.900 MHz / 134.875 MHz {Class A} (1) CDR 1 ; Open from FRI 12:00(11:00) - SUN 04:00(03:00) HOL-1 12:00(11:00) - HOL+1 4:00(03:00); Southbound traffic (6) Only By ATC; Northbound traffic
▲	BOGER	305600N 0345300E						
	165° 345°	29.4	FL370 8 000		10	Odd ⁽¹⁾	Even ⁽⁶⁾	South ACC Freq: 120.900 MHz / 134.875 MHz {Class A} (1) CDR 1 ; Open from FRI 12:00(11:00) - SUN 04:00(03:00) HOL-1 12:00(11:00) - HOL+1 4:00(03:00); Southbound traffic (6) Only By ATC; Northbound traffic
▲	GEVES	302700N 0345915E						
	165° 345°	23.1	FL370 5 000		10	Odd ⁽¹⁾	Even ⁽⁶⁾	South ACC Freq: 120.900 MHz / 134.875 MHz {Class A} (1) CDR 1 ; Open from FRI 12:00(11:00) - SUN 04:00(03:00) HOL-1 12:00(11:00) - HOL+1 4:00(03:00); Southbound traffic (6) Only By ATC; Northbound traffic
▲	NURIT	300410N 0350357E						
Route Remarks: {Cruising levels do not comply with ICAO SARPS, see ENR 1.3-2 table 2.5} {Minimum ROC 500 ft/min & ROD 1000 ft/min. If unable to comply, notify ATC in advance } {Strategic lateral offset procedure is applicable for all northbound traffic. see AIP ENR 1.3 (article 2.3). If unable, advise ATC} {In the last 1000 ft during climb and decent, vertical speed should not exceed 1000 ft/min.} {Formation flight, aerial photography flights and calibration flights only by prior approval from South Control ATC Manager}								

Route Designator {RNP Type}		[Route Usage Notes]						
Significant Point Name		Significant Point Coordinates					Remarks	
{RNP Type}	Track MAG	Dist (NM)	Upper limit / Lower limit	Minimum enroute altitude	Lateral limits (NM)	FL series		Controlling unit {Airspace class} Remarks
	↓ ↑					↓	↑	
Q31 (RNAV 5 ONLY)								
▲ BOGER		305600N 0345300E						
	$\frac{156^\circ}{336^\circ}$	38.2	$\frac{FL370}{6\ 000}$		10	Odd ⁽¹⁾	Even ⁽³⁾	South ACC Freq: 120.900 MHz / 134.875 MHz {Class A} (1) CDR 1 ; Open from FRI 12:00(11:00) - SUN 04:00(03:00) HOL-1 12:00(11:00) - HOL+1 04:00(03:00); Southbound traffic (3) Only By ATC; Northbound traffic
▲ SHAYO		301943N 0350703E						

Route Designator {RNP Type}		[Route Usage Notes]						
Significant Point Name		Significant Point Coordinates					Remarks	
{RNP Type}	Track MAG	Dist (NM)	Upper limit / Lower limit	Minimum enroute altitude	Lateral limits (NM)	FL series		Controlling unit {Airspace class} Remarks
	↓ ↑					↓	↑	
Q32 (RNAV 5)								
▲ BOGER		305600N 0345300E						
	$\frac{142^\circ}{322^\circ}$	6.1	$\frac{FL370}{6\ 000}$		10	Odd ⁽¹⁾	Even ⁽³⁾	South ACC Freq: 120.900 MHz / 134.875 MHz {Class A} (1) CDR 1 ; Open from FRI 12:00(11:00) - SUN 04:00(03:00) HOL-1 12:00(11:00) - HOL+1 04:00(03:00); Southbound traffic (3) Only By ATC; Northbound traffic
▲ YELAD		305054N 0345648E						

Route Designator {RNP Type}		[Route Usage Notes]						
Significant Point Name		Significant Point Coordinates						Remarks
{RNP Type}	Track MAG	Dist (NM)	Upper limit / Lower limit	Minimum enroute altitude	Lateral limits (NM)	FL series		Controlling unit {Airspace class} Remarks
	↓ ↑					↓	↑	
	142° 322°	20.6	FL370 6 000		10	Odd ⁽¹⁾	Even ⁽³⁾	South ACC Freq: 120.900 MHz / 134.875 MHz {Class A} (1) CDR 1 ; Open from FRI 12:00(11:00) - SUN 04:00(03:00) HOL-1 12:00(11:00) - HOL+1 04:00(03:00); Southbound traffic (3) Only By ATC; Northbound traffic
▲	ZOFAR VOR/DME (ZFR)	303332N 0350943E						

Route Designator {RNP Type}		[Route Usage Notes]						
Significant Point Name		Significant Point Coordinates						Remarks
{RNP Type}	Track MAG	Dist (NM)	Upper limit / Lower limit	Minimum enroute altitude	Lateral limits (NM)	FL series		Controlling unit {Airspace class} Remarks
	↓ ↑					↓	↑	
Q163 (RNAV 5)								
▲	MALUQ	310955N 0352227E						
	297°	4.8	FL 600 10 000		10	Even ⁽¹⁾		South ACC Freq: 120.900 MHz / 134.875 MHz {Class A} (1) Only By ATC
▲	TILFA	311231N 0351741E						
	297°	12.7	FL 600 10 000		10	Even ⁽¹⁾		South ACC Freq: 120.900 MHz / 134.875 MHz {Class A} (1) Only By ATC
▲	MIRTA	311918N 0350511E						
	296°	16.0	FL 600 18 000		10	Even ⁽¹⁾		South ACC Freq: 120.900 MHz / 134.875 MHz {Class A} (1) Only By ATC
▲	FIKER	312742N 0344912E						

Route Designator {RNP Type}		[Route Usage Notes]						
Significant Point Name		Significant Point Coordinates					Remarks	
{RNP Type}	Track MAG	Dist (NM)	Upper limit / Lower limit	Minimum enroute altitude	Lateral limits (NM)	FL series		Controlling unit {Airspace class} Remarks
	↓ ↑					↓	↑	
	310°	40.0	FL 600 FL 240		10	Even ⁽¹⁾		South ACC Freq: 120.900 MHz / 134.875 MHz {Class A} (1) Only By ATC
▲	YOLCO	315606N 0341608E						
	310°	19.9	FL 600 FL 240		10	Even ⁽¹⁾		Tel-Aviv ACC Freq: 121.400 MHz / 132.050 MHz {Class A} (1) Only By ATC
▲	SUVAS	321010N 0335933E						
Route Remarks: {Westbound traffic only}								

Route Designator {RNP Type}		[Route Usage Notes]						
Significant Point Name		Significant Point Coordinates					Remarks	
{RNP Type}	Track MAG	Dist (NM)	Upper limit / Lower limit	Minimum enroute altitude	Lateral limits (NM)	FL series		Controlling unit {Airspace class} Remarks
	↓ ↑					↓	↑	
T80 (RNAV 5 ONLY)								
▲	ASSIF	314434N 0351342E						
	191° 011°	16.5	FL370 8 000		10	Odd ⁽²⁾	Even ⁽²⁾	South ACC Freq: 120.900 MHz / 134.875 MHz {Class A} (2) Only By ATC
▲	DOCOR	312840N 0350820E						
	191° 011°	9.7	FL370 8 000		10	Odd ⁽²⁾	Even ⁽¹⁾	South ACC Freq: 120.900 MHz / 134.875 MHz {Class A} (2) Only By ATC
▲	MIRTA	311918N 0350511E						
	318° 138°	19.3	FL370 11 000		10	Odd ⁽²⁾	Even ⁽²⁾	South ACC Freq: 120.900 MHz / 134.875 MHz {Class A} (2) Only By ATC

Route Designator {RNP Type}		[Route Usage Notes]							
Significant Point Name		Significant Point Coordinates					Remarks		
{RNP Type}	Track MAG	Dist (NM)	Upper limit / Lower limit	Minimum enroute altitude	Lateral limits (NM)	FL series		Controlling unit {Airspace class} Remarks	
	↓ ↑					↓	↑		
▲	OBAKO	310356N 0351845E							
Route Remarks: {Minimum ROC 500 ft/min & ROD 1000 ft/min. If unable to comply, notify ATC in advance } {Strategic lateral offset procedure is applicable for all northbound traffic. see AIP ENR 1.3 (article 2.3). If unable, advise ATC} {In the last 1000 ft during climb and decent, vertical speed should not exceed 1000 ft/min.} {Formation flight, aerial photography flights and calibration flights only by prior approval from South Control ATC Manager} {Cruising levels do not comply with ICAO SARPS, see ENR 1.7-2 table 5-1}									

Route Designator {RNP Type}		[Route Usage Notes]							
Significant Point Name		Significant Point Coordinates					Remarks		
{RNP Type}	Track MAG	Dist (NM)	Upper limit / Lower limit	Minimum enroute altitude	Lateral limits (NM)	FL series		Controlling unit {Airspace class} Remarks	
	↓ ↑					↓	↑		
T84 (RNAV 5)									
▲	ASSIF	314434N 0351342E							
		156° 336°	10.0	FL370 8 000		10	Odd ⁽¹⁾	Even ⁽¹⁾	South ACC Freq: 120.900 MHz / 134.875 MHz {Class A} (1) CDR 1 ; open from FRI 12:00(11:00) - SUN 04:00(03:00) HOL-1 12:00(11:00) - HOL+1 04:00(03:00)
△	NEOMI	313505N 0351729E							
		156° 336°	16.0	FL370 5 000		10	Odd ⁽¹⁾	Even ⁽¹⁾	South ACC Freq: 120.900 MHz / 134.875 MHz {Class A} (1) CDR 1 ; open from FRI 12:00(11:00) - SUN 04:00(03:00) HOL-1 12:00(11:00) - HOL+1 04:00(03:00)
▲	METZADA VOR/DME (MZD)	311954N 0352330E							
Route Remarks: {Minimum ROC 500 ft/min & ROD 1000 ft/min. If unable to comply, notify ATC in advance } {Strategic lateral offset procedure is applicable for all northbound traffic. see AIP ENR 1.3 (article 2.3). If unable, advise ATC} {In the last 1000 ft during climb and decent, vertical speed should not exceed 1000 ft/min.} {Formation flight, aerial photography flights and calibration flights only by prior approval from South Control ATC Manager} {Cruising levels do not comply with ICAO SARPS, see ENR 1.7-2 table 5-1}									

Route Designator {RNP Type}		[Route Usage Notes]						
Significant Point Name		Significant Point Coordinates					Remarks	
{RNP Type}	Track MAG	Dist (NM)	Upper limit / Lower limit	Minimum enroute altitude	Lateral limits (NM)	FL series		Controlling unit {Airspace class} Remarks
	↓ ↑					↓	↑	
T85 (RNAV 5 ONLY)								
▲ ASSIF		314434N 0351342E						
	$\frac{169^\circ}{349^\circ}$	20.5	$\frac{FL370}{8\ 000}$		10	Odd ⁽¹⁾	Even ⁽¹⁾	South ACC Freq: 120.900 MHz / 134.875 MHz {Class A} (1) CDR 1 ; open from FRI 12:00(11:00) - SUN 04:00(03:00) HOL-1 12:00(11:00) - HOL+1 04:00(03:00)
▲ GEFEN		312406N 0351615E						
	$\frac{169^\circ}{349^\circ}$	11.6	$\frac{FL370}{8\ 000}$		10	Odd ⁽¹⁾	Even ⁽¹⁾	South ACC Freq: 120.900 MHz / 134.875 MHz {Class A} (1) CDR 1 ; open from FRI 12:00(11:00) - SUN 04:00(03:00) HOL-1 12:00(11:00) - HOL+1 04:00(03:00)
▲ TILFA		311231N 0351741E						
	$\frac{169^\circ}{349^\circ}$	8.6	$\frac{FL370}{8\ 000}$		10	Odd ⁽¹⁾	Even ⁽¹⁾	South ACC Freq: 120.900 MHz / 134.875 MHz {Class A} (1) CDR 1 ; open from FRI 12:00(11:00) - SUN 04:00(03:00) HOL-1 12:00(11:00) - HOL+1 04:00(03:00)
▲ OBAKO		310356N 0351845E						
Route Remarks: {Minimum ROC 500 ft/min & ROD 1000 ft/min. If unable to comply, notify ATC in advance } {Authorized for aircraft with cruising speed of 140 KIAS or greater. ACFT with cruising speed less than 140 KIAS –Authorized Only on Fri, Sat & Holidays. On Sun-Thu only by prior approval from South Control ATC manager} {Strategic lateral offset procedure is applicable for all northbound traffic. see AIP ENR 1.3 (article 2.3). If unable, advise ATC} {In the last 1000 ft during climb and decent, vertical speed should not exceed 1000 ft/min.} {Formation flight, aerial photography flights and calibration flights only by prior approval from South Control ATC Manager} {Cruising levels do not comply with ICAO SARPS, see ENR 1.7-2 table 5-1}								

Route Designator {RNP Type}		[Route Usage Notes]							
Significant Point Name		Significant Point Coordinates						Remarks	
{RNP Type}	Track MAG	Dist (NM)	Upper limit / Lower limit	Minimum enroute altitude	Lateral limits (NM)	FL series		Controlling unit {Airspace class} Remarks	
	↓ ↑					↓	↑		
T94 (RNAV 5)									
▲	METZADA VOR/DME (MZD)	311954N 0352330E							
		189° 009°	16.4	FL370 6 000		6	Odd ⁽¹⁾	Even ⁽¹⁾	South ACC Freq: 120.900 MHz / 134.875 MHz {Class A} (1)
▲	OBAKO	310356N 0351845E							
		189° 009°	31.3	FL370 6 000		6	Odd ⁽¹⁾	Even ⁽¹⁾	South ACC Freq: 120.900 MHz / 134.875 MHz {Class A} (1)
▲	ZOFAR VOR/DME (ZFR)	303332N 0350943E							
<p>Route Remarks:</p> <p>{Minimum ROC 500 ft/min & ROD 1000 ft/min. If unable to comply, notify ATC in advance }</p> <p>{Authorized for aircraft with cruising speed of 140 KIAS or greater. ACFT with cruising speed less than 140 KIAS –Authorized Only on Fri, Sat & Holidays. On Sun-Thu only by prior approval from South Control ATC manager}</p> <p>{Strategic lateral offset procedure is applicable for all northbound traffic. see AIP ENR 1.3 (article 2.3). If unable, advise ATC}</p> <p>{In the last 1000 ft during climb and decent, vertical speed should not exceed 1000 ft/min.}</p> <p>{Formation flight, aerial photography flights and calibration flights only by prior approval from South Control ATC Manager}</p> <p>{Cruising levels do not comply with ICAO SARPS, see ENR 1.7-2 table 5-1}</p> <p>(1) CDR1 Sun 21:00 (20:00) - Mon 04:00 (03:00) Mon 21:00 (20:00) - Tue 04:00 (03:00) Tue 21:00 (20:00) - Wed 04:00 (03:00) Wed 21:00 (20:00) - Thu 04:00 (03:00) Thu 21:00 (20:00) - Sun 04:00 (03:00) HOL-1 21:00(20:00) - HOL+1 04:00(03:00)</p>									

Route Designator {RNP Type}		[Route Usage Notes]							
Significant Point Name		Significant Point Coordinates						Remarks	
{RNP Type}	Track MAG	Dist (NM)	Upper limit / Lower limit	Minimum enroute altitude	Lateral limits (NM)	FL series		Controlling unit {Airspace class} Remarks	
	↓ ↑					↓	↑		
T99 (RNAV 5)									
▲	VOLFO	322018N 0341002E							
		056°	32.0	FL 420 11 000		10	Odd ⁽¹⁾		Tel-Aviv ACC Freq: 121.400 MHz / 132.050 MHz {Class A} (1) Only By ATC

Route Designator {RNP Type}		[Route Usage Notes]							
Significant Point Name		Significant Point Coordinates						Remarks	
{RNP Type}	Track MAG	Dist (NM)	Upper limit / Lower limit	Minimum enroute altitude	Lateral limits (NM)	FL series		Controlling unit {Airspace class} Remarks	
	↓ ↑					↓	↑		
▲	YOSEF	323603N 0344259E							
		$\frac{089^\circ}{269^\circ}$	11.0	$\frac{FL\ 420}{11\ 000}$		10	Odd ⁽¹⁾	Even ⁽¹⁾	Tel-Aviv ACC Freq: 121.400 MHz / 132.050 MHz {Class A} (1) Only By ATC
▲	RAPIV	323512N 0345554E							
		$\frac{089^\circ}{269^\circ}$	18.3	$\frac{FL\ 420}{11\ 000}$		10	Odd ⁽¹⁾	Even ⁽¹⁾	Tel-Aviv ACC Freq: 121.400 MHz / 132.050 MHz {Class A} (1) Only By ATC
▲	GFAZ	323344N 0341732E							
		158°	39.4	$\frac{FL\ 420}{11\ 000}$		10	Odd ⁽¹⁾		Tel-Aviv ACC Freq: 121.400 MHz / 132.050 MHz {Class A} (1) Only By ATC
▲	SALAM	315600N 0353100E							
		$\frac{181^\circ}{001^\circ}$	6.4	$\frac{FL\ 420}{11\ 000}$		10	Odd	Even	Tel-Aviv ACC Freq: 121.400 MHz / 132.050 MHz {Class A}
▲	TALMI	314936N 0353014E							
		$\frac{186^\circ}{006^\circ}$	5.2	$\frac{FL\ 420}{11\ 000}$		10	Odd	Even	Tel-Aviv ACC Freq: 121.400 MHz / 132.050 MHz {Class A}
▲	TOMAL	314429N 0352906E							
Route remarks: {Above FL 295 - Authorized cruising speed of 250 KIAS or less}									

Route Designator {RNP Type}		[Route Usage Notes]						
Significant Point Name		Significant Point Coordinates						Remarks
{RNP Type}	Track MAG	Dist (NM)	Upper limit / Lower limit	Minimum enroute altitude	Lateral limits (NM)	FL series		Controlling unit {Airspace class} Remarks
	↓ ↑					↓	↑	
W13 (RNAV 5 ONLY)								
▲	TAPUZ	320157N 0343124E						

Route Designator {RNP Type}		[Route Usage Notes]						
Significant Point Name		Significant Point Coordinates						Remarks
{RNP Type}	Track MAG	Dist (NM)	Upper limit / Lower limit	Minimum enroute altitude	Lateral limits (NM)	FL series		Controlling unit {Airspace class} Remarks
	↓ ↑					↓	↑	
	348°	17.7	FL 600 12 000		10	Even ⁽²⁾		Tel-Aviv ACC Freq: 121.400 MHz {Class A} (2)
▲	JILET	321936N 0342900E						
	310°	18.3	FL 600 12 000		10	Even ⁽²⁾		Tel-Aviv ACC Freq: 121.400 MHz {Class A} (2)
▲	DAFNA	323236N 0341348E						
Route Remarks: {Northbound traffic only} (2) CDR1 12 000 - FL375: Sun/HOL+1 05:15 (04:15) - Fri/HOL-1 10:30 (09:30) & FL375 - FL600 Sun 21:00 (20:00) - Mon 05:00 (04:00) Mon 21:00 (20:00) - Tue 05:00 (04:00) Tue 21:00 (20:00) - Wed 05:00 (04:00) Wed 21:00 (20:00) - Thu 05:00 (04:00) Thu 15:00 (14:00) - Fri 10:30 (09:30)								

Route Designator {RNP Type}		[Route Usage Notes]						
Significant Point Name		Significant Point Coordinates						Remarks
{RNP Type}	Track MAG	Dist (NM)	Upper limit / Lower limit	Minimum enroute altitude	Lateral limits (NM)	FL series		Controlling unit {Airspace class} Remarks
	↓ ↑					↓	↑	
	194°	26.2	FL 600 10 000		10	Odd ⁽¹⁾	Even ⁽¹⁾	South ACC Freq: 120.900 MHz / 134.875 MHz {Class A} (1) Only By ATC
▲	AMMIT	313720N 0352723E						
▲	TILFA	311231N 0351741E						

Route Designator {RNP Type}		[Route Usage Notes]							
Significant Point Name		Significant Point Coordinates					Remarks		
{RNP Type}	Track MAG	Dist (NM)	Upper limit / Lower limit	Minimum enroute altitude	Lateral limits (NM)	FL series		Controlling unit {Airspace class} Remarks	
	↓ ↑					↓	↑		
Y63 (RNAV 5 ONLY)									
▲ GEFEN		312406N 0351615E							
		031°	16.3	FL 600 10 000		10	Odd ⁽¹⁾	Even ⁽¹⁾	South ACC Freq: 120.900 MHz / 134.875 MHz {Class A} (1) Only By ATC
▲ AMMIT		313720N 0352723E							

Route Designator {RNP Type}		[Route Usage Notes]							
Significant Point Name		Significant Point Coordinates					Remarks		
{RNP Type}	Track MAG	Dist (NM)	Upper limit / Lower limit	Minimum enroute altitude	Lateral limits (NM)	FL series		Controlling unit {Airspace class} Remarks	
	↓ ↑					↓	↑		
Y64 (RNAV 5 ONLY)									
▲ AMMIT		313720N 0352723E							
		222°	26.2	FL 600 10 000		10	Odd ⁽¹⁾	Even ⁽¹⁾	South ACC Freq: 120.900 MHz / 134.875 MHz {Class A} (1) Only By ATC
▲ MIRTA		311918N 0350511E							

Route Designator {RNP Type}		[Route Usage Notes]						
Significant Point Name		Significant Point Coordinates					Remarks	
{RNP Type}	Track MAG	Dist (NM)	Upper limit / Lower limit	Minimum enroute altitude	Lateral limits (NM)	FL series		Controlling unit {Airspace class} Remarks
	↓ ↑					↓	↑	
Y65 (RNAV 5 ONLY)								
▲ DOCOR		312840N 0350820E						

Route Designator {RNP Type}		[Route Usage Notes]						
Significant Point Name		Significant Point Coordinates						Remarks
{RNP Type}	Track MAG	Dist (NM)	Upper limit / Lower limit	Minimum enroute altitude	Lateral limits (NM)	FL series		Controlling unit {Airspace class} Remarks
	↓ ↑					↓	↑	
	057°	18.4	FL 600 10 000		10	Odd ⁽¹⁾	Even ⁽¹⁾	South ACC Freq: 120.900 MHz / 134.875 MHz {Class A} (1) Only By ATC
▲	AMMIT	313720N 0352723E						

Route Designator {RNP Type}		[Route Usage Notes]						
Significant Point Name		Significant Point Coordinates						Remarks
{RNP Type}	Track MAG	Dist (NM)	Upper limit / Lower limit	Minimum enroute altitude	Lateral limits (NM)	FL series		Controlling unit {Airspace class} Remarks
	↓ ↑					↓	↑	
Y82 (RNAV 5 ONLY)								
▲	JIRAF	304712N 0344118E						
	070° 250°	13.9	10 000 6 000		10	Odd ⁽¹⁾	Even ⁽¹⁾	Military ACC Freq: 132.700 MHz / 129.000 MHz {Class C} (1) For traffic to LLRM (Military AD) only, prior authorization from IAF required
▲	YELAD	305054N 0345648E						
	070° 250°	21.7	10 000 6 000		10	Odd ⁽¹⁾	Even ⁽¹⁾	Military ACC Freq: 132.700 MHz / 129.000 MHz {Class C} (1) For traffic to LLRM (Military AD) only, prior authorization from IAF required
▲	KINAR	305638N 0352105E						
Route Remarks: {Cruising levels do not comply with ICAO SARPS, see ENR 1.7-2 table 5-1}								

Route Designator {RNP Type}		[Route Usage Notes]							
Significant Point Name		Significant Point Coordinates					Remarks		
{RNP Type}	Track MAG	Dist (NM)	Upper limit / Lower limit	Minimum enroute altitude	Lateral limits (NM)	FL series		Controlling unit {Airspace class} Remarks	
	↓ ↑					↓	↑		
Y83 (RNAV 5 ONLY)									
▲	JIRAF	304712N 0344118E							
		$\frac{114^\circ}{294^\circ}$	28.0	$\frac{10\ 000}{6\ 000}$		10	Odd ⁽¹⁾	Even ⁽¹⁾	Military ACC Freq: 132.700 MHz / 129.000 MHz {Class C} (1) For traffic to LLRM (Military AD) only, prior authorization from IAF required
▲	ZOFAR VOR/DME (ZFR)	303332N 0350943E							
Route Remarks: {Cruising levels do not comply with ICAO SARPS, see ENR 1.7-2 table 5-1}									

Route Designator {RNP Type}		[Route Usage Notes]							
Significant Point Name		Significant Point Coordinates					Remarks		
{RNP Type}	Track MAG	Dist (NM)	Upper limit / Lower limit	Minimum enroute altitude	Lateral limits (NM)	FL series		Controlling unit {Airspace class} Remarks	
	↓ ↑					↓	↑		
Y84 (RNAV 5 ONLY)									
▲	ASSIF	314434N 0351342E							
		$\frac{235^\circ}{055^\circ}$	20.2	$\frac{9\ 000}{6\ 000}$		10	Odd ⁽¹⁾	Even ⁽¹⁾	Military ACC Freq: 132.700 MHz / 129.000 MHz {Class C} (1) For traffic to LLNV/LLHB (Military AD) only. Prior authorization from IAF required
▲	BOFIR	313431N 0345307E							
		$\frac{201^\circ}{021^\circ}$	7.6	$\frac{8\ 000}{5\ 000}$		10	Odd ⁽¹⁾	Even ⁽¹⁾	Military ACC Freq: 132.700 MHz / 129.000 MHz {Class C} (1) For traffic to LLNV/LLHB (Military AD) only. Prior authorization from IAF required
▲	FIKER	312742N 0344913E							

Route Designator {RNP Type}		[Route Usage Notes]						
Significant Point Name		Significant Point Coordinates						Remarks
{RNP Type}	Track MAG	Dist (NM)	Upper limit / Lower limit	Minimum enroute altitude	Lateral limits (NM)	FL series		Controlling unit {Airspace class} Remarks
	↓ ↑					↓	↑	
	201° 021°	4.1	8 000 5 000		10	Odd ⁽¹⁾	Even ⁽¹⁾	Military ACC Freq: 132.700 MHz / 129.000 MHz {Class C} (1) For traffic to LLNV/LLHB (Military AD) only. Prior authorization from IAF required
▲	RAHAT	312400N 0344706E						
	128° 308°	8.1	7 000 5 000		10	Odd ⁽¹⁾	Even ⁽¹⁾	Military ACC Freq: 132.700 MHz / 129.000 MHz {Class C} (1) For traffic to LLNV/LLHB (Military AD) only. Prior authorization from IAF required
▲	SOKET	311827N 0345404E						
Route Remarks: {Cruising levels do not comply with ICAO SARPS, see ENR 1.7-2 table 5-1}								

Route Designator {RNP Type}		[Route Usage Notes]						
Significant Point Name		Significant Point Coordinates						Remarks
{RNP Type}	Track MAG	Dist (NM)	Upper limit / Lower limit	Minimum enroute altitude	Lateral limits (NM)	FL series		Controlling unit {Airspace class} Remarks
	↓ ↑					↓	↑	
Y85 (RNAV 5 ONLY)								
▲	GALIM	325000N 0345800E						
	085° 265°	29.1	6 000 5 000		10	Even ⁽²⁾	Odd ⁽²⁾	Military ACC Freq: 118.400 MHz / 119.150 MHz {Class C} (2) Only By ATC
▲	BARZI	325011N 0353236E						
Route Remarks: {Cruising levels do not comply with ICAO SARPS, see ENR 1.7-2 table 5-1}								

Route Designator {RNP Type}		[Route Usage Notes]						
Significant Point Name		Significant Point Coordinates					Remarks	
{RNP Type}	Track MAG	Dist (NM)	Upper limit / Lower limit	Minimum enroute altitude	Lateral limits (NM)	FL series		Controlling unit {Airspace class} Remarks
	↓ ↑					↓	↑	
Y335 (RNAV 5)								
▲ NURIT		300410N 0350357E						
	040° 220°	8.8	9 000 5 000		10	Odd ⁽²⁾	Even ⁽²⁾	Ovda TWR Freq: 129.900 MHz {Class D} (2) Only By ATC; 6 000 - 9 000
▲ OVDAS		295758N 0345644E						
Route Remarks: {For traffic to LLOV (military AD) only, Prior authorization from IAF required} {Cruising levels do not comply with ICAO SARPS, see ENR 1.7-2 table 5-1}								

Route Designator {RNP Type}		[Route Usage Notes]						
Significant Point Name		Significant Point Coordinates					Remarks	
{RNP Type}	Track MAG	Dist (NM)	Upper limit / Lower limit	Minimum enroute altitude	Lateral limits (NM)	FL series		Controlling unit {Airspace class} Remarks
	↓ ↑					↓	↑	
Y690 (RNAV 5)								
▲ BOFIR		313431N 0345307E						
	321° 141°	10.9	11 000 6 000		10	Odd ⁽¹⁾	Even ⁽¹⁾	Military ACC Freq: 132.700 MHz / 129.000 MHz {Class D} (1) For traffic to LLOV (Military AD) only. Prior authorization from IAF required
▲ BOKEF		312530N 0350016E						
	321° 141°	7.5	11 000 6 000		10	Odd ⁽¹⁾	Even ⁽¹⁾	Military ACC Freq: 132.700 MHz / 129.000 MHz {Class D} (1) For traffic to LLOV (Military AD) only. Prior authorization from IAF required
▲ MIRTA		311918N 0350511E						
Route Remarks: {Cruising levels do not comply with ICAO SARPS, see ENR 1.7-2 table 5-1}								

Route Designator {RNP Type}		[Route Usage Notes]						
Significant Point Name		Significant Point Coordinates						Remarks
{RNP Type}	Track MAG	Dist (NM)	Upper limit / Lower limit	Minimum enroute altitude	Lateral limits (NM)	FL series		Controlling unit {Airspace class} Remarks
	↓ ↑					↓	↑	
Z85 (RNAV 5)								
▲ TALMI		314936N 0353014E						
	305°	16.9	FL 420 11 000		10	Even ⁽¹⁾		Ovda TWR Freq: 129.900 MHz {Class D} (1) Only By ATC
▲ ADLOD		320034N 0351509E						
	358°	33.2	FL 420 11 000		10	Even ⁽¹⁾		Ovda TWR Freq: 129.900 MHz {Class D} (1) Only By ATC
▲ GAFAZ		323344N 0351732E						
Route remarks: {Above FL 295 - Authorized cruising speed of 250 KIAS or less}								

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ENR 3.2 AREA NAVIGATION ROUTES

REF CONVENTIONAL AND AREA NAVIGATION ROUTES ENR 3.1

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ENR 3.3 OTHER ROUTES

NIL

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ENR 3.6 EN-ROUTE HOLDING

HLDG ID / FIX / WPT Coordinates	INBD TR (°MAG)	Direction of PTN	MAXIAS (KT)	NMN-MAX HLDG LVL FL/FT (MSL)	TIME (MIN) or DIST OUBD	Controlling unit and Frequency
1	2	3	4	5	6	7
ADLOD Natania NAT VOR/DME 320034N 0351509E	319	Left	230	6 000 FT - 10 000 FT	1	Ben-Gurion TMA 119.50 MHz
BEN GURION Ben-Gurion BGN VOR/DME 320047N 0345231E	270	Left	230	4 000FT - 8000 FT	1	Ben-Gurion APP 120.50 MHz
KONFO Ben-Gurion BGN VOR/DME 322542N 0340656E	128	Right		5 000 FT – FL 200	1	Tel-Aviv ACC 121.40 MHz
ZOFAR Zofar ZFR VOR/DME 303332N 0350943E	199	Right	230	6 000 FT - 14 000 FT	1	South Control ACC 120.90 MHz
	199	Right	240	15 000 FT - 20 000 FT	1:30	
	199	Right	265	21 000 FT - 34 000 FT	1:30	
NURIT Zofar ZFR VOR/DME 300410N 0350357E	185	Right	215	5 000 FT – 15 000 FT	1	South Control ACC 120.90 MHz
SHANI Zofar ZFR VOR/DME 301335N 0350554E	185	Right	230	5 000 FT – 10 000 FT	1	South Control ACC 120.90 MHz
EILOT Eilot LOT VOR/DME 293629N 0345834E	185	Right	230	4 000 FT – 9000 FT	1	Above altitude 7,000 ft: South Control ACC 120.90 MHz At or below altitude 6,000 ft. EILAT/ILAN AND ASAF RAMON TWR 119.00 MHz
METZADA Metzada MZD VOR/DME 311954N 0352330E	001	Left	230	10 000 FT – 14 000 FT	1	South Control ACC 120.90 MHz
			240	15 000 FT – 20 000 FT	1:30	
			265	21 000 FT – 24 000 FT	1:30	
			265	25 000 FT – 34 000 FT	1:30	
			0.83mach	35 000 FT – 37 000 FT	1:30	
NATANIA Natania NAT VOR/DME 322002N 0345808E	213	Right	230	4 000 FT – 6 000 FT	1	Military Control ACC 118.40 MHz

The en-route holdings may be used only when indicated as CLEARANCE LIMIT or after permission from ATC.

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ENR 4 RADIO NAVIGATION AIDS/SYSTEMS

ENR 4.1 RADIO NAVIGATION AIDS – EN-ROUTE

Name of Station Type (MAG VAR)	ID	Frequency (CH)	Hours of operation	Coordinates	ELEV DME antenna	Remarks
1	2	3	4	5	6	7
BEER-SHEBA VOR/DME (5 2019)	BSA	114.300 MHZ CH 90X	H24	311710N 0344318E	700 FT	Coverage 15 NM
BEN-GURION DVOR/DME (5 2019)	BGN	113.500 MHZ CH 82X	H24	320047N 0345231E	100 FT	Coverage 40 NM
EILOT VOR/DME (5 2019)	LOT	112.000 MHZ CH 57X	H24	293629N 0345834E	200 FT	1. Coverage limited to 30NM from facility 2. Not to be used between RDL010-RDL195 & RDL225-RDL355. Restriction: Authorized for use along ATS routes only
METZADA VOR/DME (5 2019)	MZD	115.000 MHZ CH 97X	H24	311954N 0352330E	-1200 FT	1. Coverage limited to 30NM from facility 2. Not to be used between RDL015-RDL175 and RDL200-RDL330 Except from RDL227-RDL247 where coverage limited to 10 NM from facility at MIN ALT of 4 000 QNH. Restriction: Authorized for use along ATS routes only
NATANIA VOR/DME (5 2019)	NAT	112.400 MHZ CH 71X	H24	322002N 0345808E	100 FT	Coverage 40 NM
ROSH-PINA VOR/DME (5 2019)	ROP	115.300 MHZ CH 100X	H24	325857N 0353422E	900 FT	Coverage 20 NM
ZOFAR VOR/DME (5 2019)	ZFR	115.600 MHZ CH 103X	H24	303332N 0350943E	100 FT	1. Coverage limited to 30NM from facility 2. Reliable only along RDL009, RDL018 and RDL185. .
ILAN AND ASAF RAMON DVOR/DME (5 2019)	RAM	113.850 MHZ CH 85Y	H24	294511N 0350114E	300 FT	The VOR/DME should not be used east side of the VOR/DME

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ENR 4.2 SPECIAL NAVIGATION SYSTEMS

NIL - Not-available

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ENR 4.3 GLOBAL NAVIGATION SATELLITE SYSTEM (GNSS)

The state of Israel has no restrictions on the use of the NAVSTAR global positioning system (GPS) in any phase of flight.

Name of GNSS element	Frequency	Coordinates Nominal SVC area Coverage area	Remarks
1	2	3	4
GPS	SPS L1 (1575.42 MHz)	All Israeli airspace	Nil

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ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS

Name-code Designator	Coordinates	ATS route or other route	Terminal Area
1	2	3	4
ABIMI	315417.00N 0351435.00E	L53	
ADIVI	294304.90N 0345757.20E		LLER: STAR, APCH
ADLOD	320034.00N 0351509.00E	J10, N134, Q17, Z85	
ALIQA	323449.80N 0350148.10E		LLBG: RNAV TRANSITION
AMMIT	313720.00N 0352723.00E	J10, Y62, Y63, Y64, Y65	
AMMOS	322330.00N 0341911.00E		LLBG: STAR
ANOZA	321750.95N 0350452.30E		LLBG: RNAV TRANSITION
ASSIF	314434.00N 0351342.00E	T80, T84, T85	LLBG: SID
ATLIT	324152.00N 0345455.00E	J15, Q17, Q28	LLHA: STAR
BAGAG	321438.00N 0343223.00E		LLBG: STAR
BARAQ	315910.27N 0344114.20E		LLBG: APCH
BARZI	325010.90N 0353236.20E	J14, Y85	
BAVLI	320229.00N 0342213.00E		LLBG: STAR
BETYO	321324.00N 0345508.00E		LLBG: STAR
BEXOM	314738.00N 0350042.00E	Q30	
BG002	315855.56N 0345542.64E		LLBG: APCH
BG005	315723.30N 0345840.20E		LLBG: APCH
BG040	315739.80N 0345808.20E		LLBG: APCH
BG050	320055.90N 0344405.90E		LLBG: APCH
BG055	320734.00N 0343858.00E		LLBG: APCH
BG060	315901.70N 0345531.50E		LLBG: APCH
BG065	320009.70N 0344419.30E		LLBG: APCH
BG070	320116.10N 0344419.60E		LLBG: APCH

Name-code Designator	Coordinates	ATS route or other route	Terminal Area
1	2	3	4
BG074	320736.81N 0345813.95E		LLBG: APCH
BG075	315501.30N 0345949.30E		LLBG: APCH
BG077	315932.27N 0344336.84E		LLBG: APCH
BG07E	320221.1N 0350201.10E		LLBG: APCH
BG07W	320441.70N 0344436.30E		LLBG: APCH
BG09W	320545.20N 0344233.80E		LLBG: APCH
BG111	315813.40N 0345706.50E		LLBG: APCH
BG112	315500.20N 0345336.00E		LLBG: APCH
BG113	315836.70N 0345036.60E		LLBG: APCH
BG13W	320737.60N 0343856.50E		LLBG: APCH
BG215	315824.60N 0345217.10E		LLBG: APCH
BG216	320350.70N 0345547.70E		LLBG: APCH
BG217	320503.80N 0345610.00E		LLBG: APCH
BG218	320915.20N 0345611.60E		LLBG: APCH
BG711	315618.00N 0345545.00E		LLBG: APCH
BG712	315825.70N 0345018.40E		LLBG: APCH
BG713	320242.00N 0344556.00E		LLBG: APCH
BG71W	315930.90N 0344327.50E		LLBG: APCH
BG800	315917.00N 0343823.00E		LLBG: APCH
BG810	320118.10N 0345507.50E		LLBG: APCH
BG94D	320544.00N 0344236.00E		LLBG: APCH
BG990	320050.30N 0345200.20E		LLBG: APCH
BG991	320032.80N 0344808.35E		LLBG: APCH

Name-code Designator	Coordinates	ATS route or other route	Terminal Area
1	2	3	4
BG992	315957.30N 0344500.00E		LLBG: APCH
BG993	320040.00N 0344206.90E		LLBG: APCH
BG999	320504.60N 0345310.00E		LLBG: APCH
BIRIM	315142.00N 0345806.00E	Q30	LLBG: SID
BOFIR	313431.00N 0345307.00E	Q30, Y84, Y690	
BOGER	305600.00N 0345300.00E	Q30, Q31, Q32	
BOKEF	312530.00N 0350016.00E	Y690	
DAFNA	323236.00N 0341348.00E	H11, W13	LLBG: SID
DER21(LLBG)	315946.40N 0345309.90E		LLBG: APCH, SID
DER30(LLBG)	320051.00N 0345200.00E		LLBG: APCH
DIRAN	321355.00N 0342727.00E	N134	LLBG: APCH, STAR
DIVLA	321703.00N 0344304.00E		LLBG: STAR
DOCOR	312840.30N 0350820.00E	L609, Y65	
DONAG	315603.10N 0343448.20E	L609	
DUBIT	294504.00N 0345837.00E		LLER: APCH
ELDAD	293749.00N 0345913.00E		LLER: APCH
ESHEL	294920.00N 0350104.00E	J10	LLER: STAR, APCH, SID
ERREZ	323301.10N 0343259.90E		LLBG: RNAV TRANSITION
ER007	295127.60N 0350240.00E		LLER: APCH
ER012	295628.20N 0350310.30E		LLER: APCH
ER122	293431.40N 0345342.30E		LLER: APCH
ER123	293155.70N 0345422.00E		LLER: APCH
ER124	293134.90N 0345728.70E		LLER: APCH

Name-code Designator	Coordinates	ATS route or other route	Terminal Area
1	2	3	4
ER125	293616.00N 0345847.10E		LLER: APCH
ER126	294837.40N 0350214.60E		LLER: APCH
ER127	295334.80N 0350315.60E		LLER: APCH
ER161	295331.00N 0350237.00E		LLER: SID
ER921	295609.30N 0350421.30E		LLER: APCH
ER922	295117.20N 0350259.30E		LLER: APCH
ER923	293306.30N 0345754.30E		LLER: APCH
FIKER	312742.00N 0344912.80E	Q163, Y84	
FOLKU	324320.00N 0353112.00E	J14	
GAFAZ	323344.00N 0351732.00E	J14, T99, Z85	LLBG: SID
GALGA	320925.10N 0345924.10E		LLBG: APCH, SID
GALIM	325000.00N 0345800.00E	P68, Y85, Q28	LLHA: STAR
GATVU	315642.00N 0351445.00E		LLBG: STAR
GAVRI	315335.10N 0345643.60E		LLBG: APCH
GEFEN	312406.00N 0351615.20E	L609, Y63	
GEMDA	320326.00N 0345948.00E		LLBG: APCH, STAR
GEVES	302700.00N 0345915.00E	Q30	
GINTU	320448.40N 0350958.20E		LLBG: APCH
GITAY	315955.40N 0350953.30E		LLBG: APCH
GOBRI	315151.00N 0352244.00E	J10, L53	
GODED	320954.00N 0343422.00E	N134	LLBG: APCH, STAR
HADAS	321213.00N 0345940.00E		LLBG: STAR, APCH
HILEL	314953.00N 0350401.90E		LLBG: APCH

Name-code Designator	Coordinates	ATS route or other route	Terminal Area
1	2	3	4
IBATI	320415.00N 0345603.00E		LLBG: APCH
INTRO	321043.00N 0344433.00E		LLBG: STAR
ITERO	315604.30N 0350831.68E	L53	
IVONA	323604.30N 0344400.00E		LLBG: SID, RNAV TRANSITION
JILET	321935.50N 0342859.60E	W13	LLBG:SID
JIRAF	304712.00N 0344118.00E	Y82, Y83	
KANER	321228.00N 0345555.00E	J11	LLBG: SID
KEREN	322232.00N 0340445.00E	N134	
KESEF	320211.90N 0342641.70E		LLBG: SID
KINAR	305638.00N 0352105.00E	J10, Y82	
KONFO	322542.00N 0340656.00E	L609	LLBG: STAR, RNAV TRANSITION
LAKIF	322817.20N 0351645.20E		LLBG: SID
LASRI	320312.40N 0350741.70E		LLBG: APCH
LEGOH	323353.10N 0351520.50E		LLBG: RNAV TRANSITION
LIMKO	320348.00N 0344618.00E		LLBG: APCH, STAR
LIRAZ	293823.00N 0345622.00E		LLER:APCH
MAGEL	320232.00N 0350312.00E		LLBG: SID
MALUQ	310955.00N 0352227.00E	J10, Q163	
MATOV	315926.00N 0344506.00E		LLBG: SID
MAZAL	315117.50N 0350704.30E		LLBG: APCH
MERVA	324654.00N 0343238.00E	H14, P42, P68	LLBG: SID ; LLHA: STAR
MESIL	320638.00N 0345405.00E	J11, N134	
MIRTA	311918.00N 0350511.00E	Q163, T80, Y64, Y690,	

Name-code Designator	Coordinates	ATS route or other route	Terminal Area
1	2	3	4
MOCEV	322400.00N 0350344.00E	J14	
MORIA	320118.93N 0350205.66E		LLBG: APCH
MOSHE	315351.30N 0350526.80E		LLBG: APCH
MUVIN	314858.00N 0353242.00E	L53	
NAMIM	320915.00N 0345609.00E		LLBG: APCH
NEOMI	313505.00N 0351729.00E	T84	
NEVEL	315708.10N 0345225.50E		LLBG: SID
NINET	321948.70N 0341712.50E		LLBG: STAR
NOGAH	315808.00N 0345219.00E		LLBG: APCH, SID
NURIT	300410.00N 0350357.00E	J10, Q30, Y335	LLER:APCH, STAR, SID
OBAKO	310356.00N 0351845.00E	T80, T85, T94	
ODEDI	313641.60N 0345422.30E	L609, Q30	
ORLEV	320135.00N 0343812.00E	L53	
ORPAZ	320146.52N 0351100.42E	N134	
OVDAS	295757.60N 0345644.00E	Y335	
PIDET	323146.00N 0344703.00E	H14	
PITAT	321333.00N 0343538.00E		LLBG: STAR
PURLA	320256.00N 0341347.00E	L53, N13	LLBG: SID, STAR
RABIN	320732.20N 0350720.90E		LLBG: APCH, STAR
RAHAT	312400.00N 0344706.00E	Y84	
RALNA	315557.00N 0353233.00E	N134	
RAPIV	323512.00N 0345554.00E	J15, T99	LLBG: SID, RNAV TRANSITION
RASAF	295335.00N 0350153.00E	J10	LLER: SID, STAR

Name-code Designator	Coordinates	ATS route or other route	Terminal Area
1	2	3	4
REBDO	315917.00N 0344904.00E		LLBG: APCH, STAR
RIPUD	315459.50N 0350205.00E		LLBG: SID
ROCAT	315619.80N 0350411.10E		LLBG: APCH
ROMIE	315718.50N 0350200.70E		LLBG: APCH
ROSSO	315346.00N 0350851.10E		LLBG: APCH
ROTEM	320003.00N 0344355.00E		LLBG: SID
RWY01 (LLER)	294241.03N 0350034.77E		LLER: APCH
RWY08 (LLBG)	320046.30N 0345139.10E		LLBG: APCH
RWY12 (LLBG)	320051.10N 0345200.60E		LLBG: APCH
RWY19 (LLER)	294434.60N 0350106.50E		LLER: APCH
RWY26 (LLBG)	320103.80N 0345333.90E		LLBG: APCH
RWY30 (LLBG)	315959.88N 0345339.10E		LLBG: APCH
SALAM	315600.00N 0353100.00E	N134, T99	LLBG: SID, STAR
SHANI	301335.00N 0350554.00E	J10	LLOV: APCH
SHAYO	301943.00N 0350703.00E	J10, Q31	
SHIRA	315655.00N 0350950.30E		LLBG: APCH
SIVAK	314232.00N 0352837.00E	J10	LLBG: STAR, SID
SOKET	311827.00N 0345404.00E	Y84	LLNV: APCH
SUKOT	310356.00N 0352150.00E	J10	
SUVAS	321010.00N 0335933.00E	L53, Q1, Q163	LLBG: SID
TADOV	321515.00N 0344800.00E		LLBG: APCH, STAR
TALMI	314936.00N 0353014.00E	L53, T99, Z85	LLBG: SID, STAR
TAPUZ	320157.00N 0343124.00E	P42, L53, W13	LLBG: SID, STAR, APCH

Name-code Designator	Coordinates	ATS route or other route	Terminal Area
1	2	3	4
THR21	320105.25N 0345400.81E		LLBG: APCH
TILFA	311230.60N 0351741.40E	Q163, T85, Y62	
TOMAL	314429.00N 0352906.00E	J10, T99	LLBG: SID, STAR
TOPPU	321507.80N 0350306.50E		LLBG: RNAV TRANSITION
VATAT	321300.00N 0345613.00E		LLBG: APCH, STAR
VETEK	322117.00N 0343124.00E		LLBG: STAR
VOLFO	322017.60N 0341001.81E	L609, N134, T99	
YAMIT	321400.00N 0344300.00E		LLBG: STAR
YANIV	294925.00N 0350228.00E		LLER: APCH
YARON	293204.10N 0345736.90E		LLER: APCH
YELAD	305054.00N 0345648.00E	Y82, Q32	
YOGGA	315841.76N 0345938.57E	L53	
YOLCO	315605.70N 0341608.00E	Q163	
YOSEF	323602.70N 0344259.10E	H14, Q1, T99	
YUVAL	321436.80N 0342820.00E		LLBG: SID
ZAHAV	324852.00N 0344836.00E	P68, Q17	LLHA: STAR
ZEMER	315648.60N 0345722.20E		LLBG: SID
ZUVES	315600.40N 0345246.20E		LLBG: APCH

ENR 4.5 AERONAUTICAL GROUND LIGHTS – EN-ROUTE

Name IDENT (coordinates)	Type and intensity (1 000 Candelas)	Characteristics	Operatin g hours	Remarks
1	2	3	4	5
TEL-AVIV BEN-GURION 315900N 0345300E	AD BCN W 1 800	ALT FLG GW(3) EV 15 SEC	HN XIMC	NIL

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ENR 5 NAVIGATION WARNINGS

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS

1. PROHIBITED AREAS

Identification, name and lateral limits	Upper limit / Lower limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
LLP03 325141N 0350521E - 325125N 0350501E - 325126N 0350344E - 325335N 0350426E - 325334N 0350504E - 325141N 0350521E	3000 FT ALT /0 FT	H24
LLP05 324043N 0345639E - 324045N 0345510E - 324232N 0345513E - 324230N 0345641E - 324043N 0345639E	2000 FT ALT /0 FT	H24
LLP07 A circle radius 1 KM centered on 322813N 0345311E	2000 FT ALT /0 FT	H24
LLP08 320938N 0345109E - 320934N 0345151E - 320800N 0345215E - 320759N 0345235E - 320737N 0345242E - 320714N 0345226E - 320718N 0345148E - 320741N 0345133E - 320757N 0345145E - 320817N 0345040E - 320938N 0345109E	1100 FT ALT /0 FT	H24
LLP11 A circle radius 1.5 KM centered on 314641N 0351409E	8000 FT ALT /0 FT	H24
LLP12 314452N 0345247E - 314223N 0345522E - 314215N 0345603E - 314236N 0345725E - 314451N 0345824E - 314533N 0345613E - 314726N 0345347E - 314819N 0345237E - 314623N 0345124E - 314456N 0345105E - 314452N 0345247E	3000 FT ALT /0 FT	H24
LLP13 A circle radius 6 KM centered on 314704N 0351234E	4000 FT ALT /0 FT	H24
LLP14 310757N 0345000E - 310828N 0345231E - 310806N 0345740E - 310736N 0345809E - 310553N 0345801E - 310509N 0345720E - 310428N 0345558E - 310428N 0345130E - 310757N 0345000E	7000 FT ALT /0 FT	H24
LLP15 310259N 0351049E - 310251N 0351051E - 310253N 0351100E - 310152N 0351145E - 305625N 0350845E - 305634N 0350650E then a clockwise arc radius 5 KM centered on 305819N 0350427E - 310059N 0350355E - 310100N 0350359E - 310113N 0350427E - 310056N 0350502E - 310212N 0350550E - 310217N 0350832E - 310259N 0351049E	FL 999 /0 FT	H24
LLP171 321347N 0352651E - 320357N 0352252E - 320926N 0351002E - 321356N 0345958E - 321513N 0350213E - 321732N 0345934E - 322019N 0345956E - 322207N 0350155E - 322342N 0350140E - 322710N 0350311E - 322916N 0350829E - 323045N 0350823E - 323313N 0351119E - 323404N 0351359E - 323150N 0351608E - 323212N 0352129E - 323104N 0352439E - 322754N 0352617E - 321347N 0352651E	6000 FT ALT /0 FT	H24

Identification, name and lateral limits	Upper limit / Lower limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
LLP172 314900N 0351537E then a counter-clockwise arc radius 6 KM centered on 314704N 0351234E - 314745N 0350851E - 314851N 0350516E - 315017N 0350413E - 315008N 0350255E - 315134N 0350121E - 315824N 0345806E - 320030N 0345926E - 320332N 0345843E - 320714N 0345935E - 320933N 0345709E - 321159N 0345630E - 321222N 0345712E - 321356N 0345958E - 320926N 0351002E - 320357N 0352252E - 315520N 0351923E - 314900N 0351537E	6000 FT ALT /0 FT	H24
LLP173 314428N 0351018E then a counter-clockwise arc radius 6 KM centered on 314704N 0351234E - 314442N 0351510E - 314443N 0351525E - 314356N 0351924E - 314309N 0351938E - 313901N 0351751E - 313408N 0351143E - 313105N 0351225E - 312517N 0351139E - 312044N 0350411E - 312202N 0345808E - 312030N 0345428E - 312120N 0345302E - 312531N 0345229E - 312940N 0345514E - 313253N 0345542E - 313955N 0345942E - 314428N 0351018E	6000 FT ALT /0 FT	H24
LLP18 315431N 0352738E - 315313N 0352753E - 315227N 0353019E - 314944N 0353045E - 314808N 0352921E - 314803N 0352605E - 314851N 0352500E - 315426N 0352455E - 315431N 0352738E	6000 FT ALT /0 FT	H24
LLP19 313858N 0342917E - 313836N 0343116E - 313421N 0343709E - 313305N 0343740E - 313140N 0343744E - 313037N 0343722E - 312929N 0343618E - 312735N 0343348E - 312705N 0343233E - 312602N 0343109E - 312427N 0342934E - 312144N 0342610E - 312058N 0342548E - 311817N 0342613E - 311555N 0342519E - 311423N 0342322E - 311150N 0341950E - 311023N 0341704E - 311125N 0341641E - 311747N 0341408E - 311922N 0341305E - 312032N 0341155E - 312114N 0341138E - 312217N 0341125E - 312733N 0341715E - 313210N 0342148E - 313641N 0342542E - 313834N 0342735E - 313858N 0342917E	FL 999 /0 FT	H24
LLP20 A circle radius 2.7 NM centered on 324602N 0352529E	20000 FT ALT /0 FT ALT	BALLOON H24

2. RESTRICTED AREAS

Identification, name and lateral limits	Upper limit / Lower limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
LLR01 330511N 0345455E - 325356N 0345459E - 322626N 0344629E - 322956N 0342629E - 323837N 0341926E then a clockwise arc radius 47 NM centered on 320051N 0345232E - 324452N 0343249E - 324636N 0343236E - 325148N 0343342E - 330518N 0343630E - 330600N 0344300E - 330511N 0345455E	40000 FT ALT /7000 FT ALT	TRG MIL Sun 06:15 (UTCW) - Fri 10:30 (UTCW) IDF/AF Training Areas Except holiday eve 10:30 (09:30) until day after holiday 06:15 (05:15)
LLR02 314214N 0342711E - 312458N 0341103E - 312408N 0341018E - 315035N 0335838E then a clockwise arc radius 47 NM centered on 320051N 0345232E - 320010N 0335719E - 315910N 0340501E - 315241N 0341608E - 314214N 0342711E	FL 400 /5000 FT ALT	TRG H24 IDF/AF Training Areas
LLR20 323954N 0345731E then a counter-clockwise arc radius 1.6 NM centered on 323900N 0345558E - 323756N 0345722E - 323954N 0345731E	12000 FT ALT /0 FT ALT	PARACHUTE H24 "Habonim" parachuting area.
LLR24 315809N 0343353E - 315838N 0344415E - 315556N 0344317E - 315455N 0343157E - 315809N 0343353E	FL 990 /0 FT ALT	MILOPS CIVIL Sun SR - Sun SS Mon SR - Mon SS Thu SR - Thu SS Wed SR - Wed SS Tue SR - Tue SS Except holiday eve until day after holiday at Sunrise
LLR27 293956N 0345202E - 294017N 0345600E - 293522N 0345849E - 293209N 0345723E - 292931N 0345415E - 293956N 0345202E	23000 FT ALT /0 FT	OTHER "Eilat" Restricted area. Activated by NOTAM
LLR309 312434N 0345139E - 312537N 0344751E - 313133N 0344744E - 313136N 0345153E - 313002N 0345233E - 313120N 0345419E - 313016N 0345619E - 312910N 0345620E - 312613N 0345342E - 312604N 0345149E - 312434N 0345139E	5000 FT ALT /0 FT	FIRE MIL Sun 04:00 (UTCW) - Thu 19:00 (UTCW) Except holiday eve. 12:00 (11:00) until day after holiday 04:00 (03:00)
LLR36 305717N 0344150E - 305359N 0344225E - 304851N 0344126E - 304735N 0344251E - 304503N 0344234E - 304556N 0344443E - 304250N 0344650E - 304035N 0344527E - 303709N 0344458E - 303539N 0344244E - 303614N 0344131E - 303712N 0344206E - 303731N 0343147E - 304652N 0342756E - 304735N 0343019E - 305155N 0342654E - 305451N 0342625E - 310841N 0341948E - 311103N 0342016E - 311142N 0342316E - 311146N 0342844E - 311045N 0343255E - 310948N 0343247E - 311032N 0343421E - 311153N 0343229E - 311305N 0343315E - 311304N 0343458E - 311233N 0344035E - 310905N 0344420E - 310749N 0344417E - 310625N 0344654E - 310234N 0344836E - 310054N 0344608E - 310554N 0344013E - 310410N 0343920E - 310253N 0344054E - 305935N 0344205E - 305728N 0344008E - 305717N 0344150E	99000 FT ALT /0 FT	Sun 04:00 (UTCW) - Thu 19:00 (UTCW) Except holiday eve. 12:00 (11:00) until day after holiday 04:00 (03:00)

Identification, name and lateral limits	Upper limit / Lower limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
LLR500 310329N 0345125E - 310509N 0345829E - 310410N 0345824E - 310345N 0345925E - 310150N 0345820E - 305958N 0345633E - 305950N 0345456E - 310329N 0345125E	14500 FT ALT /0 FT	FIRE MIL Sun 04:00 (UTCW) - Thu 19:00 (UTCW) Except holiday eve. 12:00 (11:00) until day after holiday 04:00 (03:00)
LLR502 310150N 0345820E - 310248N 0350214E - 310116N 0350233E - 310110N 0350355E - 305751N 0350237E - 305926N 0350030E - 305818N 0345816E - 310150N 0345820E	14500 FT ALT /0 FT	FIRE MIL Sun 04:00 (UTCW) - Thu 19:00 (UTCW) Except holiday eve. 12:00 (11:00) until day after holiday 04:00 (03:00)
LLR504 305841N 0345737E - 305748N 0345758E - 305502N 0345528E - 305610N 0345321E - 305835N 0345510E - 305841N 0345737E	14500 FT ALT /0 FT	FIRE MIL Sun 04:00 (UTCW) - Thu 19:00 (UTCW) Except holiday eve. 12:00 (11:00) until day after holiday 04:00 (03:00)
LLR520 304842N 0345104E - 304644N 0345115E - 304151N 0345515E - 303923N 0345024E - 304554N 0344758E - 304842N 0345104E	14500 FT ALT /0 FT	FIRE MIL Sun 04:00 (UTCW) - Thu 19:00 (UTCW) Except holiday eve. 12:00 (11:00) until day after holiday 04:00 (03:00)
LLR589 310103N 0344810E - 310054N 0345150E - 305803N 0345350E - 305326N 0344829E - 305941N 0344705E - 305945N 0344807E - 310103N 0344810E	14500 FT ALT /0 FT	FIRE MIL Sun 04:00 (UTCW) - Thu 19:00 (UTCW) Except holiday eve. 12:00 (11:00) until day after holiday 04:00 (03:00)
LLR618 305717N 0344150E - 305919N 0344546E - 305656N 0344711E - 305407N 0344625E - 305351N 0344509E - 305142N 0344411E - 305359N 0344225E - 305717N 0344150E	14500 FT ALT /0 FT	FIRE MIL Sun 04:00 (UTCW) - Thu 19:00 (UTCW) Except holiday eve. 12:00 (11:00) until day after holiday 04:00 (03:00)
LLR801 303343N 0345312E - 302902N 0344202E - 302426N 0343631E - 302322N 0343818E - 301823N 0344011E - 302034N 0345702E - 302942N 0345600E - 303343N 0345312E	11000 FT ALT /0 FT	MILOPS MIL Sun 04:00 (UTCW) - Thu 19:00 (UTCW) Except holiday eve. 12:00 (11:00) until day after holiday 04:00 (03:00)
LLR802 302942N 0345600E - 302034N 0345702E - 302118N 0350300E - 302648N 0350300E - 302942N 0345600E	11000 FT ALT /0 FT	MILOPS MIL Sun 04:00 (UTCW) - Thu 19:00 (UTCW) Except holiday eve. 12:00 (11:00) until day after holiday 04:00 (03:00)
LLR803 303343N 0345312E - 302902N 0344202E - 303343N 0343930E - 303144N 0343509E - 302521N 0343737E - 303343N 0345312E	11000 FT ALT /0 FT	MILOPS MIL Sun 04:00 (UTCW) - Thu 19:00 (UTCW) Except holiday eve. 12:00 (11:00) until day after holiday 04:00 (03:00)
LLR804 301213N 0345303E - 301018N 0345216E - 300726N 0345648E - 300332N 0345449E - 300332N 0345315E - 295945N 0345329E - 295759N 0345354E - 295639N 0345051E - 295647N 0344913E - 295207N 0345057E - 295037N 0345008E - 295038N 0344857E - 300250N 0344416E - 300604N 0344343E - 300956N 0344127E - 301213N 0344657E - 301110N 0344726E - 301122N 0345048E - 301213N 0345303E	99000 FT ALT /0 FT	MIL Sun 04:00 (UTCW) - Thu 19:00 (UTCW) Except holiday eve. 12:00 (11:00) until day after holiday 04:00 (03:00)

Identification, name and lateral limits	Upper limit / Lower limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
LLR805 301402N 0345322E - 301557N 0345922E - 300716N 0345934E - 300359N 0345911E - 300020N 0345722E - 295759N 0345354E - 295945N 0345329E - 300332N 0345315E - 300332N 0345449E - 300726N 0345648E - 301018N 0345216E - 301213N 0345303E - 301402N 0345322E	12500 FT ALT /0 FT	MIL Sun 04:00 (UTCW) - Thu 19:00 (UTCW) Except holiday eve. 12:00 (11:00) until day after holiday 04:00 (03:00)
LLR82 315556N 0344317E - 315543N 0344424E - 315409N 0344417E - 315225N 0344311E - 315153N 0344045E - 315051N 0344028E - 315107N 0343738E - 315237N 0343426E - 315505N 0343425E - 315556N 0344317E	4000 FT ALT /0 FT ALT	MILOPS CIVIL H24
LLR83 323302N 0352054E - 323043N 0352818E - 320502N 0352642E - 321118N 0351345E - 321540N 0350256E - 321726N 0350324E - 322234N 0350905E - 323302N 0352054E	11000 FT ALT /0 FT	MILOPS MIL Sun 04:00 (UTCW) - Thu 19:00 (UTCW) Except holiday eve. 12:00 (11:00) until day after holiday 04:00 (03:00)
LLR90 305557N 0351425E - 304122N 0350712E - 304914N 0345511E - 305526N 0350120E - 305606N 0350943E - 305557N 0351425E	11000 FT ALT /0 FT	FIRE MIL Sun 04:00 (UTCW) - Thu 19:00 (UTCW) Except holiday eve. 12:00 (11:00) until day after holiday 04:00 (03:00)
LLR921 312044N 0350719E - 311909N 0350657E - 311726N 0350839E - 311706N 0351055E - 311839N 0351605E - 312243N 0351740E - 312516N 0351739E - 312809N 0352200E - 313101N 0352044E - 313205N 0352216E - 313513N 0352107E - 313604N 0352156E - 313537N 0352313E - 314027N 0352502E - 314132N 0352434E - 314149N 0352545E - 314539N 0352739E - 314648N 0352700E - 314651N 0352527E - 314842N 0352225E - 314806N 0351959E - 314701N 0352037E - 314631N 0351847E - 314548N 0351824E - 314235N 0352023E - 314132N 0351950E - 314153N 0351856E - 314046N 0351936E - 313911N 0351841E - 313346N 0351940E - 312948N 0351711E - 312657N 0351420E - 312644N 0351244E - 312249N 0351413E - 312044N 0350719E	5000 FT ALT /0 FT	MIL Sun 04:00 (UTCW) - Thu 19:00 (UTCW) Except holiday eve. 12:00 (11:00) until day after holiday 04:00 (03:00)

3. DANGER AREAS

Identification, name and lateral limits	Upper limit Lower limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
NIL		

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ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS

NIL

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ENR 5.3 OTHER ACTIVITIES OF A DANGEROUS NATURE

NIL - Not-available

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ENR 5.4 AIR NAVIGATION OBSTACLES – EN-ROUTE

(Elevation/height 328 ft AGL or more)

Designation	Type of obstacle	Coordinates	ELEV (FT)	OBST LGT Type/Colour
1	2	3	4	5
Haifa	Bldg	324545.0N 0350105.0E	1870	OBST/R
Hadera	4 chimneys	322830.0N 0345330.0E	984	Hazard light/FLG W
Tel-Aviv	Chimney	320619.8N 0344643.9E	504	OBST/R
Tel-Aviv	Bldg	320351.2N 0344611.9E	481	OBST/R
Tel-Aviv	3 towers	320428.1N 0344729.7E	651	OBST/R Hazard light/FLG W Illuminated/(Flood light)
Tel Aviv	Bldg	320656.5N 0345034.7E	639	OBST/R
Tel Aviv	Bldg	320417.9N 0344717.3E	839	OBST/R
Ramat-Gan	Bldg	320500.5N 0344813.1E	846	OBST/R
Bnei Brak	Bldg	320554.0N 0344941.0E	568	Hazard light/FLG W
Bat-Yam	Bldg	320039.2N 0344425.3E	555	Hazard light/FLG R
Nesher	Chimney	315505.3N 0345348.2E	642	Hazard light/ Day FLG R Night FLG R + OBST/W
Nesharim	Bldg	315500.3N 0345347.9E	614	NIL
Givataym	Bldg	320356.0N 0344849.1E	527	OBST/R
Givataym	Bldg	320401.7N 0344811.6E	441	NIL
Petach-Tikva	Bldg	320419.6N 0345316.2E	502	OBST/R
Tel-Aviv	Bldg	320423.5N 0344751.7E	422	OBST/R
Tel-Aviv	Bldg	320426.2N 0344753.4E	397	NIL
Tel-Aviv	Bldg	320426.5N 0344752.3E	396	NIL
Tel-Aviv	Bldg	320437.3N 0344736.6E	693	NIL
Ramat-Gan	Bldg	320443.2N 0344840.4E	501	OBST/R
Ramat-Gan	Bldg	320448.8N 0344759.7E	581	NIL
Ramat-Gan	Bldg	320457.0N 0344802.9E	487	NIL
Ramat-Gan	Bldg	320456.9N 0344804.9E	550	NIL
Ramat-Gan	Bldg	320459.2N 0344819.6E	422	NIL
Ramat-Gan	Bldg	320501.0N 0344818.0E	547	NIL
Ramat-Gan	Bldg	320502.0N 0344807.5E	438	NIL

* The table lists obstacles known by the Civil Aviation Authority of Israel with a height of 328 ft (100 m) or more AGL.

An analysis performed on a subset of the Israeli obstacle database has shown that the "Air Navigation Obstacles - En-Route" database as a whole does not meet the quality requirements in the ICAO Annex 15 and DOC 10066 (PANS AIM), laying down common requirement for the provision of air navigation services.

It has also been noted that there are issues regarding completeness since some obstacles are missing. Users of the Israeli en-route obstacle data should consider this information.

Designation	Type of obstacle	Coordinates	ELEV (FT)	OBST LGT Type/Colour
1	2	3	4	5
Ramat-Gan	Bldg	320503.1N 0344816.4E	397	NIL
Ramat-Gan	Bldg	320504.3N 0344817.4E	397	NIL
Ramat-Gan	Bldg	320504.5N 0344758.3E	500	NIL
Ramat-Gan	Bldg	320507.1N 0344759.4E	392	NIL
Ramat-Gan	Bldg	320508.9N 0344812.5E	418	NIL
Ramat-Gan	Bldg	320510.1N 0344838.5E	403	NIL
Ramat-Gan	Bldg	320510.9N 0344800.9E	453	NIL
Tel-Aviv	Bldg	320514.3N 0344746.5E	376	OBST/W
Tel-Aviv	Bldg	320514.9N 0344751.7E	525	OBST/W
Tel-Aviv	Bldg	320516.3N 0344750.0E	556	OBST/W
Tel-Aviv	Bldg	320516.6N 0344746.9E	397	OBST/W
Ramat-Gan	Bldg	320521.0N 0344920.1E	451	OBST/R
Tel-Aviv	Bldg	320525.2N 0344849.7E	395	NIL
Petach-Tikva	Bldg	320529.8N 0345215.4E	435	OBST/R
Petach-Tikva	Bldg	320531.3N 0345215.7E	434	OBST/R
Petach-Tikva	Bldg	320536.9N 0345212.7E	479	OBST/R
Bnei Brak	Bldg	320537.0N 0344928.0E	697	NIL
Petach-Tikva	Bldg	320541.2N 0345213.8E	430	OBST/R
Bnei Brak	Bldg	320540.9N 0344927.2E	512	OBST/R
Petach-Tikva	Bldg	320543.2N 0345214.5E	451	OBST/R
Ramat-Gan	Bldg	320544.7N 0344917.5E	367	OBST/R
Petach-Tikva	Bldg	320545.0N 0345048.9E	396	OBST/R
Ramat-Gan	Bldg	320545.5N 0344919.3E	436	NIL
Haifa	Bldg	324858.4N 0350009.8E	400	NIL
Tzipori Industry Area	Chimney	324527.2N 0351913.2E	970	NIL
Tel-Aviv	Bldg	320525.9N 0344733.2E	442	NIL
Tel-Aviv	Bldg	320524.8N 0344751.0E	405	OBST/W
Tel-Aviv	Bldg	320357.0N 0344658.3E	437	NIL
Tel-Aviv	Bldg	320526.9N 0344738.2E	442	NIL
Tel-Aviv	Bldg	320523.0N 0344750.1E	386	OBST/W
Tel-Aviv	Bldg	320458.8N 0344710.7E	503	OBST/W

* The table lists obstacles known by the Civil Aviation Authority of Israel with a height of 328 ft (100 m) or more AGL.

An analysis performed on a subset of the Israeli obstacle database has shown that the "Air Navigation Obstacles - En-Route" database as a whole does not meet the quality requirements in the ICAO Annex 15 and DOC 10066 (PANS AIM), laying down common requirement for the provision of air navigation services.

It has also been noted that there are issues regarding completeness since some obstacles are missing. Users of the Israeli en-route obstacle data should consider this information.

Designation	Type of obstacle	Coordinates	ELEV (FT)	OBST LGT Type/Colour
1	2	3	4	5
Tel-Aviv	Bldg	320523.7N 0344746.8E	509	OBST/W
Tel-Aviv	Bldg	320526.3N 0344747.9E	466	NIL
Tel-Aviv	Bldg	320526.8N 0344735.4E	440	NIL
Tel-Aviv	Bldg	320525.8N 0344745.7E	514	OBST/W
Tel-Aviv	Bldg	320348.5N 0344627.5E	495	NIL
Tel-Aviv	Bldg	320422.6N 0344721.8E	590	OBST/W
Tel-Aviv	Bldg	320059.9N 0344420.7E	353	NIL
Tel-Aviv	Bldg	320457.1N 0344648.0E	363	NIL
Tel-Aviv	Bldg	320349.9N 0344647.5E	498	NIL
Tel-Aviv	Bldg	320342.2N 0344614.2E	451	OBST/W
Haifa	Bldg	324716.1N 0345756.1E	478	NIL
Tel-Aviv	Bldg	320334.9N 0344600.3E	533	NIL
Tel-Aviv	Bldg	320348.4N 0344624.4E	663	OBST/R
Tel-Aviv	Bldg	320417.4N 0344714.0E	501	OBST/W
Tel-Aviv	Bldg	320349.8N 0344647.5E	508	NIL
Tel-Aviv	Bldg	320341.9N 0344717.6E	555	NIL
Tel-Aviv	Bldg	320452.4N 0344604.9E	392	NIL
Tel-Aviv	Bldg	320417.4N 0344714.0E	501	OBST/W
Tzefat	Bldg	325813.6N 0353040.3E	3203	OBST/R
Tel-Aviv	Antenna	320419.5N 0344720.0E	837	OBST/W

* The table lists obstacles known by the Civil Aviation Authority of Israel with a height of 328 ft (100 m) or more AGL.

An analysis performed on a subset of the Israeli obstacle database has shown that the "Air Navigation Obstacles - En-Route" database as a whole does not meet the quality requirements in the ICAO Annex 15 and DOC 10066 (PANS AIM), laying down common requirement for the provision of air navigation services.

It has also been noted that there are issues regarding completeness since some obstacles are missing. Users of the Israeli en-route obstacle data should consider this information.

* The table lists obstacles known by the Civil Aviation Authority of Israel with a height of 328 ft (100 m) or more AGL.

An analysis performed on a subset of the Israeli obstacle database has shown that the "Air Navigation Obstacles - En-Route" database as a whole does not meet the quality requirements in the ICAO Annex 15 and DOC 10066 (PANS AIM), laying down common requirement for the provision of air navigation services. It has also been noted that there are issues regarding completeness since some obstacles are missing.

Users of the Israeli en-route obstacle data should consider this information.

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ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES

NIL

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ENR 5.6 BIRD MIGRATION AND AREAS WITH SENSITIVE FAUNA

1. Bird migration

1.1 As a result from Israel located at an intercontinental junction, many bird species and in great numbers pass annually across the country in high densities. This makes Israel one of the largest and most densely populated migration crossroads in the world.

Bird migration spreads over the whole year, but mainly from late August to mid November (autumn migration) and from early March to end of May (spring migration). It is estimated that several hundreds of millions of birds fly over Israel each year. Many of them fly in large dense flocks.

Most bird species fly, during migration, below 600 meters (2000 ft) while other flocks fly below 1000 m (3300 ft).

1.2 Autumn migration

The main migration path over Israel starts from Europe to Africa (generally from N to S). Another route starts from Asia to Africa (generally from NE to SW). Soaring birds (e.g. storks, birds of prey) make use of favorable soaring conditions during daytime, mainly until late September, and fly south in eastern parts of the country. Later in the season they have favorable conditions in western parts of the country along the Mediterranean shoreline.

Most birds are small songbirds (passerines). They migrate during the night in broad front across the whole country's mainland and above the Mediterranean. However some bigger birds, like cranes and herons, are also night migrants.

Pelicans fly over Israel in large flocks entering from NE and continue along the coastline. They may migrate late in the season, until December.

1.3 Spring migration

During the spring season, birds return from Africa to Europe in the S to N route and from Africa to Asia in the SW to NE route. For many bird species, migration paths over Israel differ in spring than those in autumn. Generally, these paths are geographically broader than in autumn.

1.4 Bird names directory

Below is a concise dictionary of bird names, applicable to those species common in Israel. It should be used in conjunction with the Bird Concentration, Movement and Migration Charts contained in the ENR & AD sections of the AIP - ISRAEL, and when submitting bird-strike reports.

Scientific Name	English Name	Hebrew Name
Falconiformes	Raptors	דורסים
Anatinae	Ducks	ברוזים
Laridae	Gulls	שחפים
Sterninae	Terns	שחפיות
Charadriiformes	Waders	חופמאים
Ciconia ciconia	White Stork	חסידה לבנה
Pelecanus onocrotalus	White Pelican	שקנאי מצוי
Corvus Corone Cornix	Hooded Crow	עורב אפור
Strunus vulgaris	Common Starling	זרזיר מצוי
Bubulcus ibis	Cattle Egret	אנפות בקר
Columba livia	Rock Dove / Feral Pigeon	יונת סלע/בית
Vanellus vanellus	Northern Lapwing	קיוויית מצויצת
Alectoris chukar	Partridge	חוגלה
Vanellus spinosus	Spur-winged Plover	סיקסק

Scientific Name	English Name	Hebrew Name
Apus apus	Common Swift	סיס חומות
Streptopelia turtur	Turtle Dove	תור מצוי
Streptopelia decaocto	Collard Dove	תור צווארון
Hirundo rustica	Barn Swallow	סנונית רפתות
Corvus monedula	Jackdaw	קאק
Burhinus oedicephalus	Stone Curlew	כרון
Alauda arvensis	Common Skylark	זרעית השדה
Grus grus	Common Crane	עגור אפור

1.5 Number of birds

TBD

1.6 Information on densities

TBD

1.7 Caution note

TDB

1.8 Reporting of bird strikes

A number of aerodromes in Israel are affected by large concentration of birds in their vicinity.

To enable efficient and speedy handling of bird strike occurrence, aircrews and operators are requested to forward bird strike reporting forms, (specimen copy is provided on page ENR 5.6-2), including feather remains, to the following address:

Israel Airports Authority
Wildlife Hazard Prevention Unit
P.O. Box 7
Ben-Gurion International Airport 70100

Phone: 972-50--9750752

Phone: 972-3-9758151

Fax: 972-3-9758154

Email: kerenbe@iaa.gov.il

2. Areas with sensitive fauna

TBD

3. BIRD STRIKE REPORTING FORM

*** PLACEHOLDER *** BIRD STRIKE REPORTING FORM ***

THIS INFORMATION IS REQUIRED FOR AVIATION SAFETY

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ENR 6 EN-ROUTE CHARTS

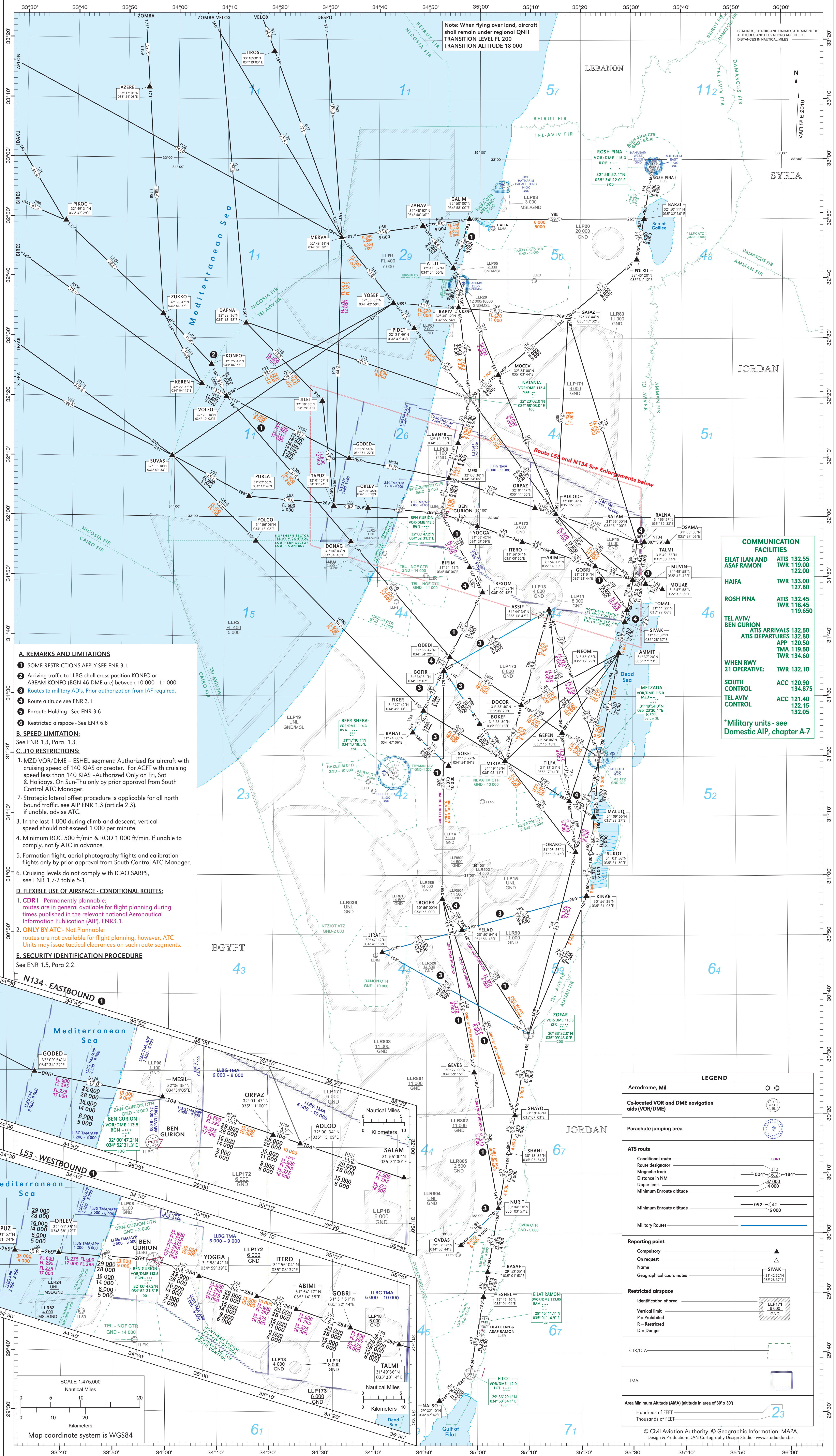
Chart name	Page
En-Route ATS routes and Area navigation (RNAV) chart	ENR 6.1
Air traffic service airspace - index chart	"TO BE DEVELOPED"
Prohibited, restricted and danger areas - index chart	ENR 6.6
Military training areas - index chart	"TO BE DEVELOPED"
Other activities of a dangerous nature	"NOT AVAILABLE"
Aerial sporting and recreational activities - index chart	"DEFINED IN THE DOMESTIC AIP"
Radio facility - index chart	"TO BE DEVELOPED"
Bird migration routes - index chart	ENR 6.11
Bird concentrations (OCT-FEB) - index chart	ENR 6.13
Bird concentrations (MAR-JUNE) - index chart	ENR 6.14

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ENROUTE CHART- ICAO

ATS ROUTES

FIR TEL AVIV

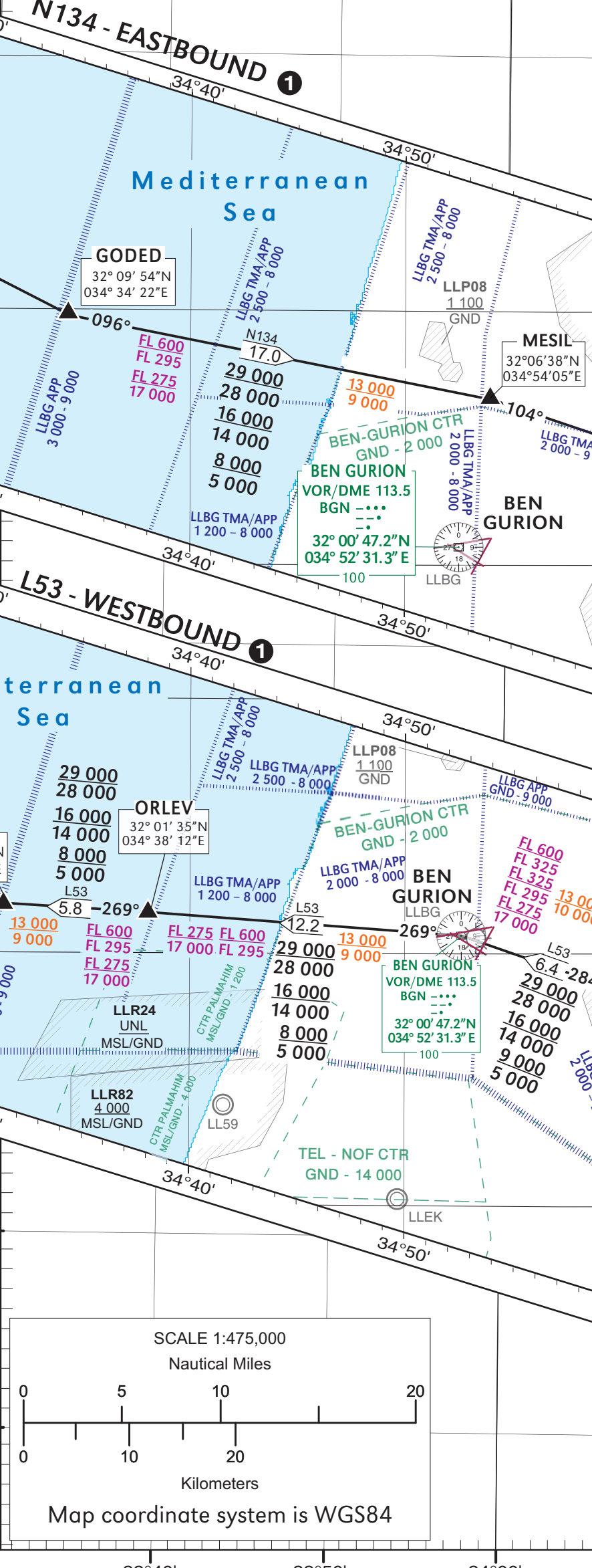


Note: When flying over land, aircraft shall remain under regional QNH
 Transition Level FL 200
 Transition Altitude 18 000

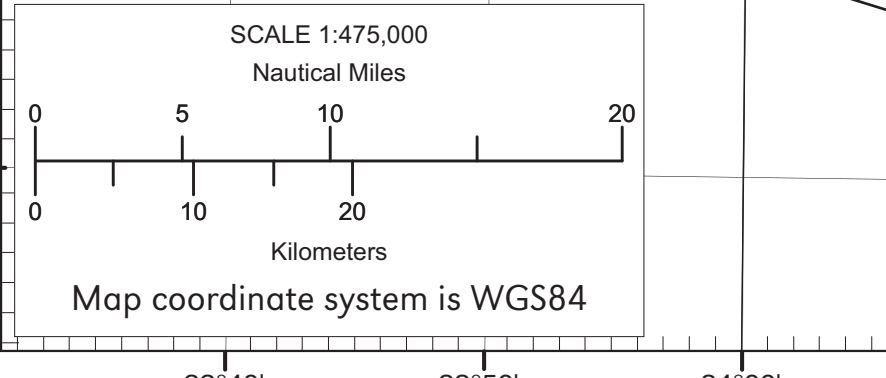
COMMUNICATION FACILITIES	
EILAT ILAN AND ASAF RAMON	ATIS 132.55 TWR 119.00 122.00
HAIFA	TWR 133.00 127.80
ROSH PINA	ATIS 132.45 TWR 118.45 119.650
TEL AVIV/ BEN GURION	ATIS ARRIVALS 132.50 ATIS DEPARTURES 132.80 APP 120.50 TMA 119.50 TWR 134.60
WHEN RWY 21 OPERATIVE:	TWR 132.10
SOUTH CONTROL	ACC 120.90 134.875
TEL AVIV CONTROL	ACC 121.40 122.15 132.05

*Military units - see Domestic AIP, chapter A-7

- A. REMARKS AND LIMITATIONS**
- SOME RESTRICTIONS APPLY SEE ENR 3.1
 - Arriving traffic to LBG shall cross position KONFO or ABEAM KONFO (BGN 46 DME arc) between 10 000 - 11 000.
 - Routes to military AD's. Prior authorization from IAF required.
 - Route altitude see ENR 3.1
 - Enroute Holding - See ENR 3.6
 - Restricted airspace - See ENR 6.6
- B. SPEED LIMITATION:**
See ENR 1.3, Para. 1.3.
- C. J10 RESTRICTIONS:**
- MZD VOR/DME - ESHEL segment: Authorized for aircraft with cruising speed of 140 KIAS or greater. For ACFT with cruising speed less than 140 KIAS - Authorized only on Fri, Sat & Holidays. On Sun-Thu only by prior approval from South Control ATC Manager.
 - Strategic lateral offset procedure is applicable for all north bound traffic. see AIP ENR 1.3 (article 2.3), if unable, advise ATC.
 - In the last 1 000 during climb and descent, vertical speed should not exceed 1 000 per minute.
 - Minimum ROC 500 ft/min & ROD 1 000 ft/min. If unable to comply, notify ATC in advance.
 - Formation flight, aerial photography flights and calibration flights only by prior approval from South Control ATC Manager.
 - Cruising levels do not comply with ICAO SARPS, see ENR 1.7.2 table 5-1.
- D. FLEXIBLE USE OF AIRSPACE - CONDITIONAL ROUTES:**
- CDR1 - Permanently plannable:**
routes are in general available for flight planning during times published in the relevant national Aeronautical Information Publication (AIP), ENR 3.1.
 - ONLY BY ATC - Not Plannable:**
routes are not available for flight planning, however, ATC Units may issue tactical clearances on such route segments.
- E. SECURITY IDENTIFICATION PROCEDURE**
See ENR 1.5, Para 2.2.



LEGEND	
Aerodrome, Mil.	
Co-located VOR and DME navigation aids (VOR/DME)	
Parachute jumping area	
ATS route	<ul style="list-style-type: none"> Conditional route Route designator Magnetic track Distance in NM Upper limit Minimum Enroute altitude
Minimum Enroute altitude	
Military Routes	
Reporting point	<ul style="list-style-type: none"> Compulsory On request Name Geographical coordinates
Restricted airspace	<ul style="list-style-type: none"> Identification of area Vertical limit F= Prohibited R= Restricted D= Danger
CTR, CTA	
TMA	
Area Minimum Altitude (AMA) (altitude in area of 30° x 30')	
Hundreds of FEET	
Thousands of FEET	



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AREA NAVIGATION (RNAV) ATS ROUTES

REF ATS ROUTES CHART ENR 6.1

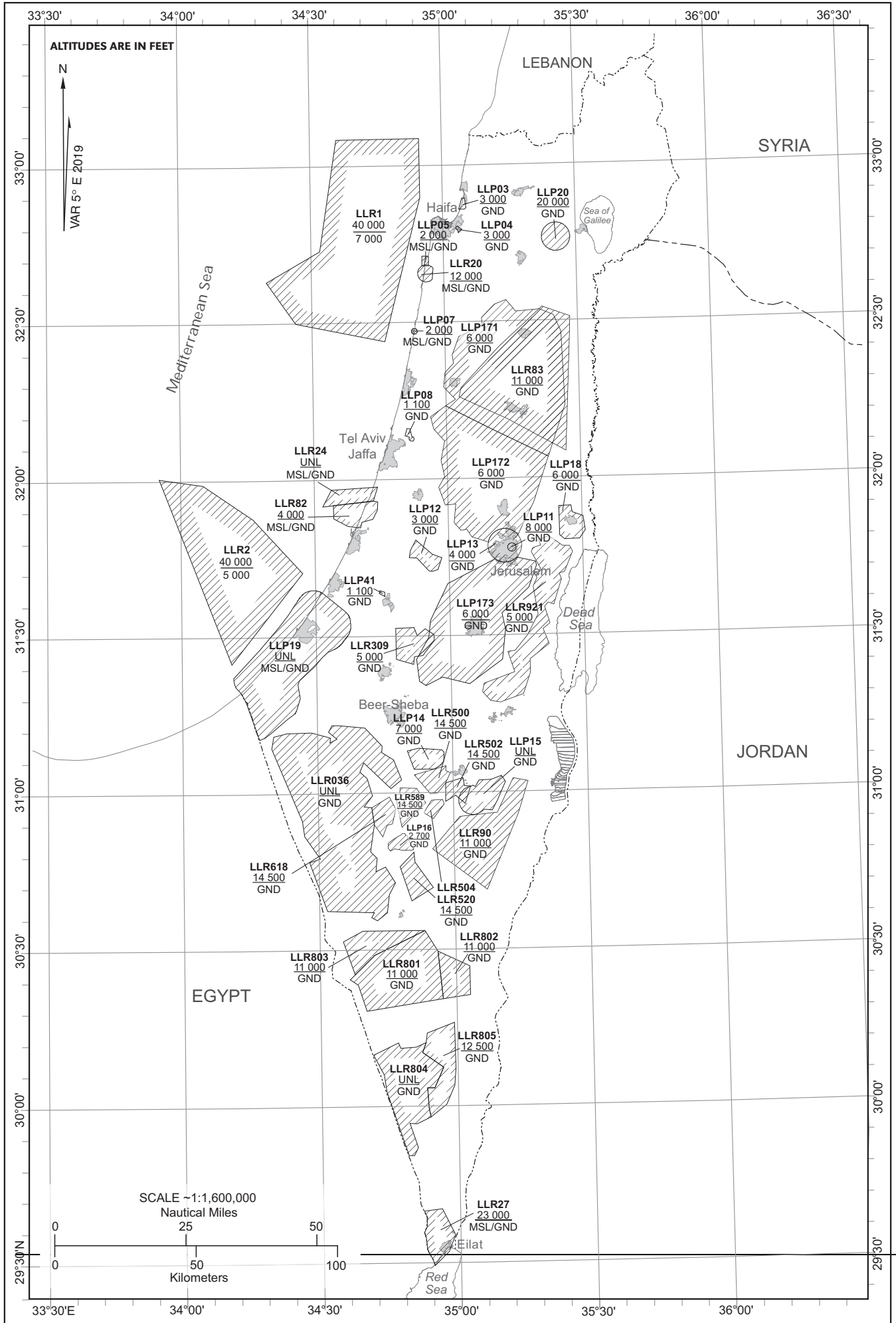
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ENR 6.5 AIR TRAFFIC SERVICE AIRSPACE - INDEX CHART

TO BE DEVELOPED

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PROHIBITED, RESTRICTED AND DANGER AREAS - INDEX CHART



CHANGES: LLR 83, LLR036, LLR618, LLR 500, LLR502, LLR504, LLR618, LLR804, LLR 805 - Added; LLR309, LLR921 - ALT changed; LLR1080 Deleted.

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MILITARY TRAINING AREAS - INDEX CHART

TO BE DEVELOPED

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OTHER ACTIVITIES OF A DANGEROUS NATURE - INDEX CHART

NOT AVAILABLE

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AERIAL AND RECREATIONAL ACTIVITIES - INDEX CHART

DEFINED IN THE DOMESTIC AIP

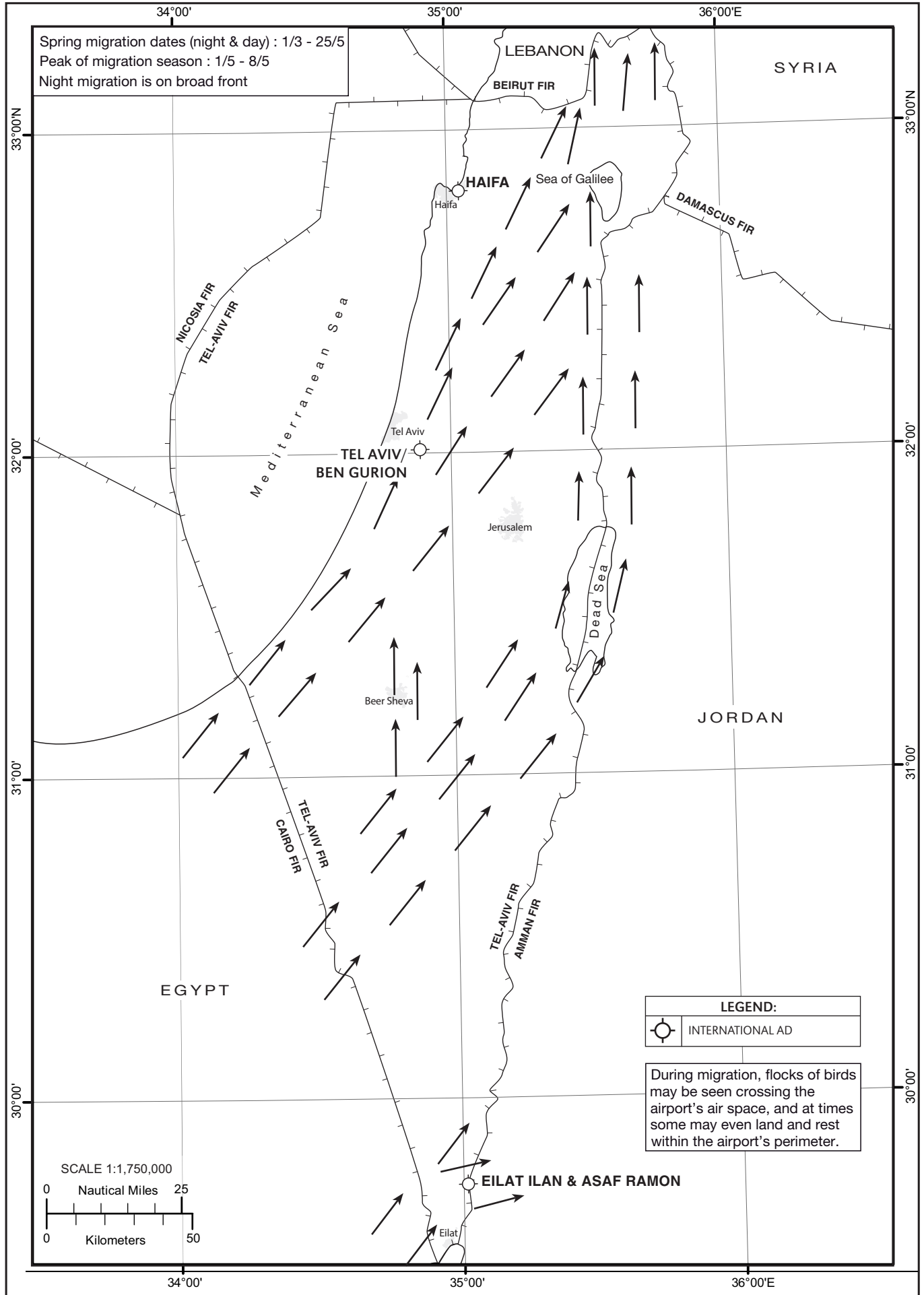
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RADIO FACILITY - INDEX CHART

TO BE DEVELOPED

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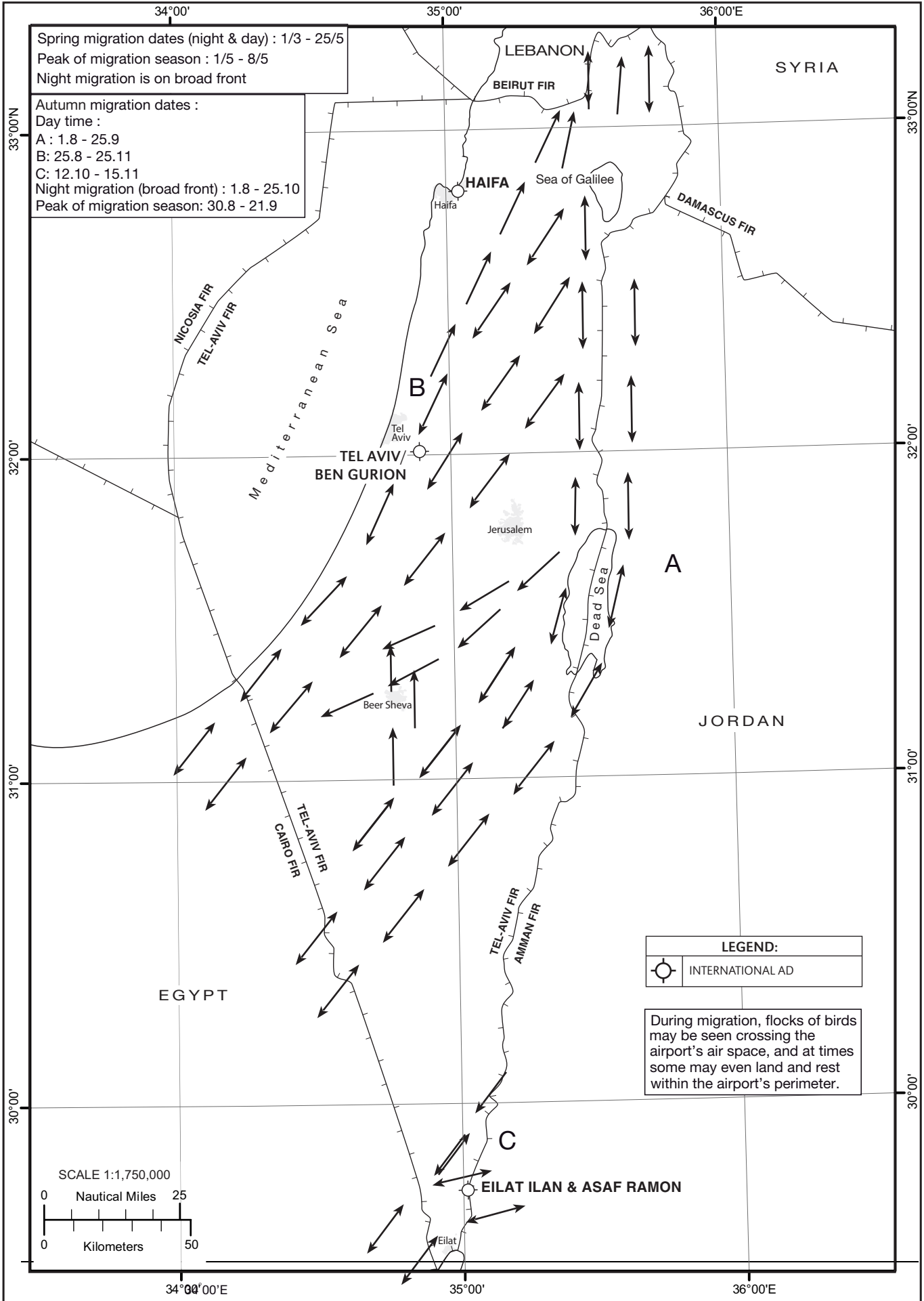
BIRD CONCENTRATIONS ROUTES DURING SPRING MIGRATION - INDEX CHART



CHANGES: Nevatim AD + Eilat AD, Sde-Dov AD, Ovda AD, National AD's withdrawn. Haifa AD changed to International AD only.

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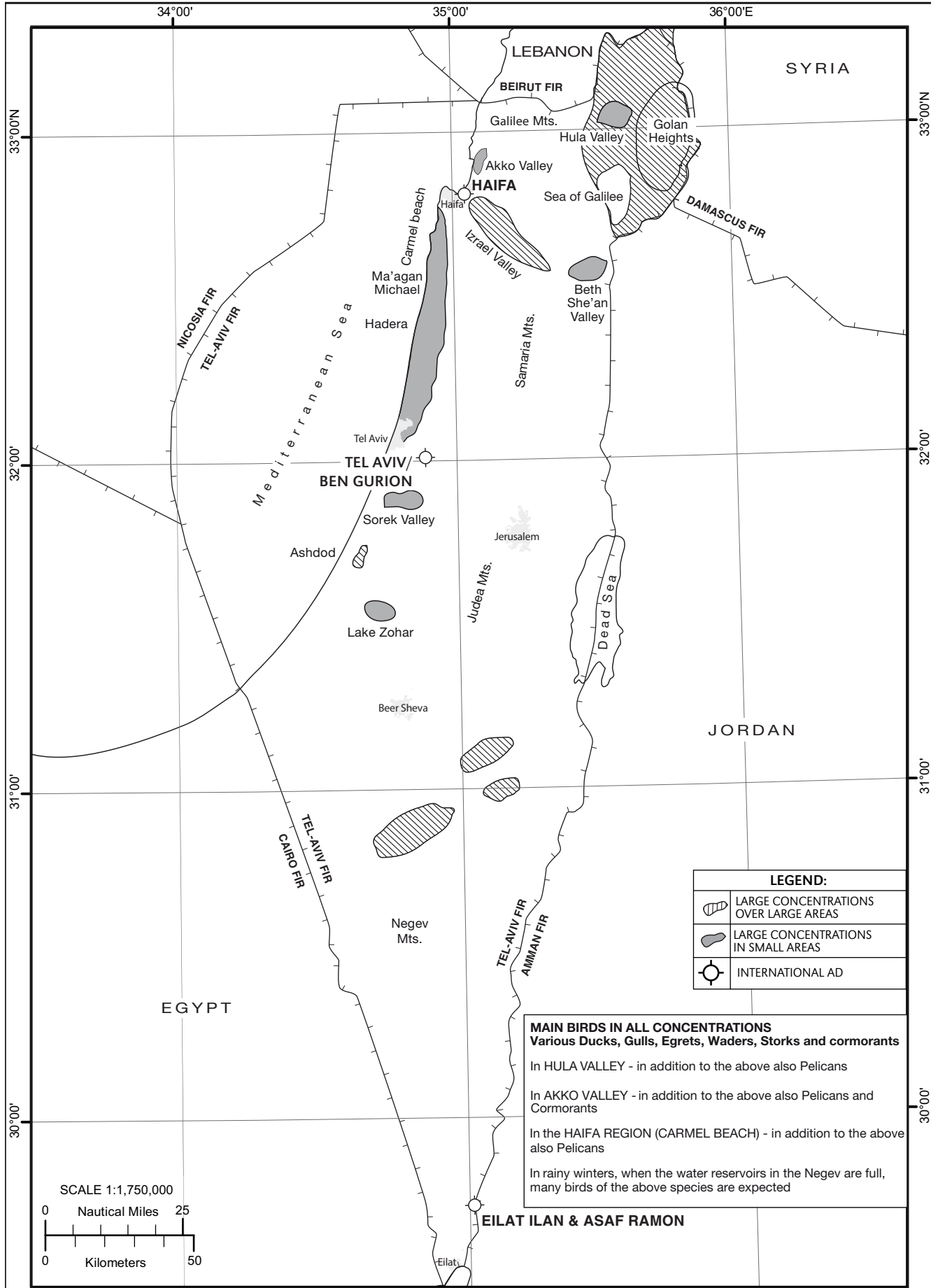
BIRD CONCENTRATIONS ROUTES DURING AUTUMN MIGRATION - INDEX CHART



CHANGES: Nevatim AD + Eilat AD, Sde-Dov AD, Ovda AD, National AD's withdrawn. Haifa AD changed to International AD only.

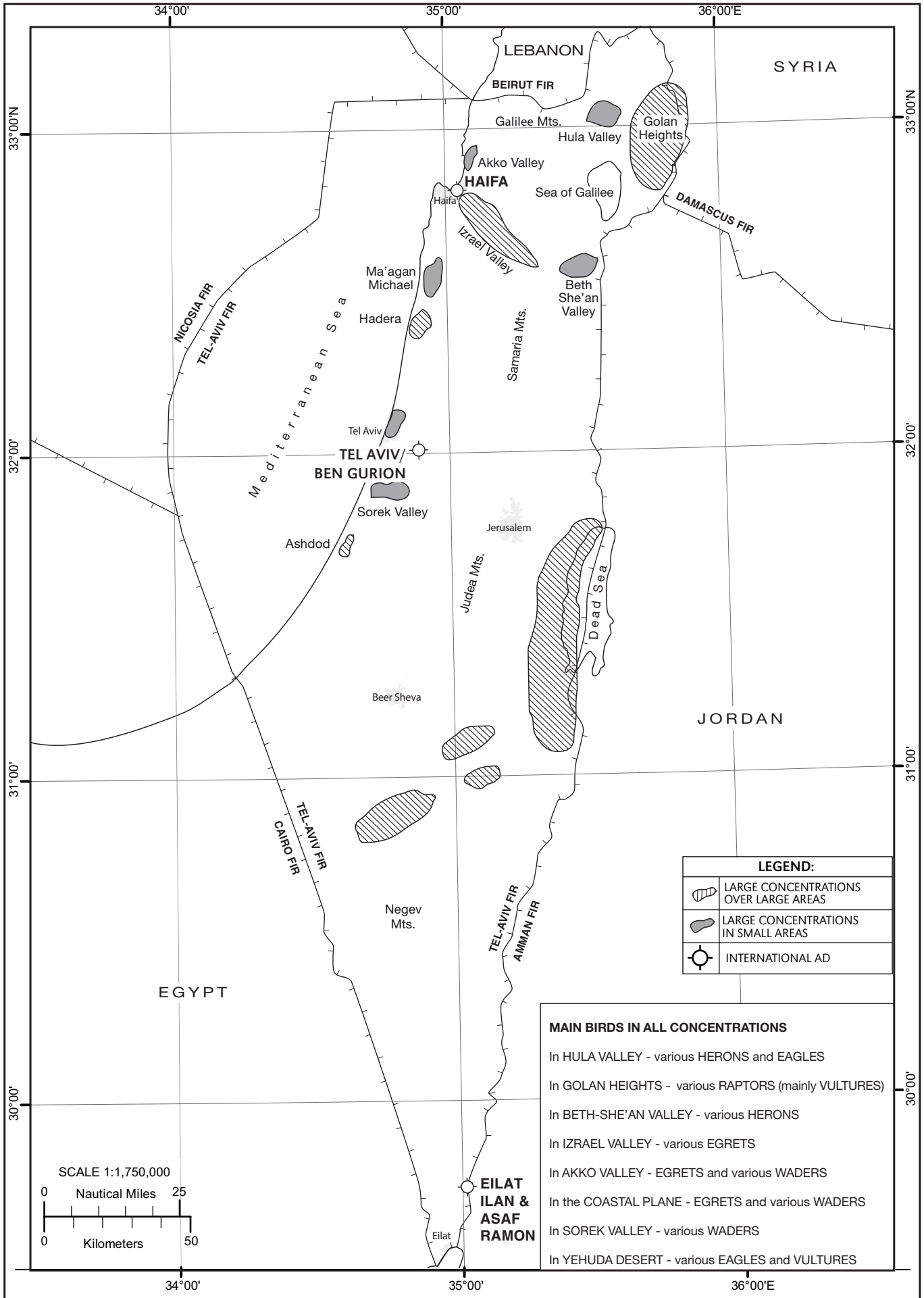
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BIRD CONCENTRATIONS AND AREAS WITH SENSITIVE FAUNA (OCT-FEB) - INDEX CHART



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BIRD CONCENTRATIONS AND AREAS WITH SENSITIVE FAUNA (MARCH-JUNE) - INDEX CHART



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PART 3 - AERODROMES (AD)

AD 0

AD 0.1 PREFACE

NIL - Not-applicable

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AD 0.2 RECORD OF AIP AMENDMENTS

NIL - Not-applicable

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AD 0.3 RECORD OF AIP SUPPLEMENTS

NIL - Not-applicable

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AD 0.4 CHECKLIST OF AIP PAGES

NIL - Not-applicable

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AD 0.5 LIST OF HAND AMENDMENTS TO THE AIP

NIL - Not-applicable

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AD 1 AERODROMES/HELIPORTS - INTRODUCTION

AD 1.1 AERODROME/HELIPORT AVAILABILITY

1. General conditions under which aerodromes/heliports and associated facilities are available for use

Commercial flights are not permitted to take off from or land at any aerodrome/heliport not listed in this AIP except in cases of real emergency or when special permission has been obtained from the Civil Aviation Authority.

In addition to the aerodromes/heliports available for public use listed in this AIP, a number of aerodromes/airfields/heliports are located throughout the country. These aerodromes/airfields/heliports are available only for domestic flights. Details about these aerodromes/airfields/heliports are defined in the domestic AIP.

Landing made other than at an international aerodrome/heliport or a designated alternate aerodrome/heliport

If a landing is made other than at an international aerodrome/heliport or a designated alternate aerodrome/heliport, the pilot-in-command shall report the landing as soon as practicable to the health, customs and immigration authorities at the international aerodrome/ heliport at which the landing was scheduled to take place. This notification may be made through any available communication link.

The pilot-in-command shall be responsible for ensuring that:

- a. if pratique has not been granted to the aircraft at the previous landing, contact between other persons on the one hand and passengers and crew on the other is avoided.
- b. cargo, baggage and mail are not removed from the aircraft except as provided below.
- c. any foodstuff of overseas origin or any plant material is not removed from the aircraft except where local food is unobtainable. All food refuse including peelings, cores, stones or fruit, etc. must be collected and returned to the galley refuse container, the contents of which should not be removed from the aircraft except for hygiene reasons; in that circumstance the contents must be destroyed either by burning or by deep burial.

Traffic of persons and vehicles on aerodromes

Demarcation of zones

The grounds of each aerodrome are divided into two zones:

- a. a public zone comprising the part of the aerodrome open to the public; and
- b. a restricted zone comprising the rest of the aerodrome/heliport.

Movement of persons

Access to the restricted zone is authorized only under the conditions prescribed by the special rules governing the aerodrome/heliport. The customs, police, and health inspection offices and the premises assigned to transit traffic are normally accessible only to passengers, to staff of the public authorities and airlines and to authorities and airlines and to authorized persons having access to the restricted zone of the aerodrome/heliport is subject to the conditions prescribed by the air navigation regulations and by the special rules laid down by the aerodrome administration.

Movement of vehicles

The movement of vehicles in the restricted zone is strictly limited to vehicles driven or used by persons carrying a traffic permit or an official card of admittance. Drivers of vehicles, of whatever type, operating within the confines of the aerodrome/heliport must respect the direction of the traffic, the traffic signs and the posted speed limits and generally comply with the provisions of the highway code and with the instructions given by the competent authorities.

Policing

Care and protection of aircraft, vehicles, equipment and goods used at the aerodrome are not the responsibility of the State or any concessionaire; they cannot be held responsible for loss or damage which is not incurred through action by them or their agents.

Landing, parking and storage of aircraft on aerodromes under the control of Israel Airports Authority

The conditions under which aircraft may land and be parked, housed or otherwise dealt with at any of the aerodromes under the control of the Israel Airports Authority are as follows:

- a. The fees and charges for the landing, parking or housing of aircraft shall be those published from time to time by the Israel Airport Authority (hereinafter referred to as "IAA") in the AIP or AIC.
The fees or charges for any supplies or services which may be furnished to aircraft by or on behalf of the IAA at any aerodrome under the control of the IAA shall, unless otherwise agreed before such fees or charges are incurred, be such reasonable fees and charges as may from time to time be determined by the IAA for that aerodrome. The fees and charges referred to shall occur from day to day and shall be payable to the IAA on demand.
- b. The IAA shall have a lien on the aircraft, its parts and accessories, for such fees and charges as aforesaid.
- c. If payment of such fees and charges is not made to the IAA within 14 days after a letter demanding payment thereof has been sent by post addressed to the registered owner of the aircraft, the IAA shall be entitled to sell, destroy or otherwise dispose of the aircraft and any of its parts and accessories and to apply the proceeds from so doing to the payment of such fees and charges.
- d. Neither the IAA nor any servant or agent to the government shall be liable for loss or damage to the aircraft, its parts or accessories or any property contained in the aircraft, howsoever such loss and damage may arise, occurring while the aircraft is on any aerodrome under the control of the IAA or is in the course of landing at or taking off from any such aerodrome.

2. Applicable ICAO Documents

The Standards and Recommended Practices of ICAO Annex 14, Volumes I and II, are applied without differences.

3. Civil use of military air bases

General

Flights, other than State- registered aircraft, are not permitted to take off from or land at any military aerodrome in Israel, unless prior permission has been obtained from the Civil Aviation Authority.

Email: teum_eilat@iaa.gov.il

Rules and conditions

Operations on the air base must be carried out in accordance with the rules and conditions stated below with due regard to such other conditions as may have been stipulated for each individual permission.

- a. A flight plan shall be submitted for each flight.
- b. The Commander of the military aerodrome establishes the rules applicable to flight crew members and passengers, concerning security measures, traffic and stays at the air base.
Photographing from the air as well as from the ground is prohibited. Flight crew members and ground personnel shall immediately report any violations.
- c. The Defense Forces shall not be liable for theft, fire, water damage to aircraft, its equipment, flight crew members, passengers, cargo, etc. caused during stays at the air base. The Defense Forces reserves the right to claim compensations for damage caused by civil aircraft, flight crew members or passengers to Air Force material, buildings and personnel within the area of an air base.
- d. Landing and other charges will be collected in accordance with the provisions of the current "Tariff Regulations applying to Public State-operated Air- ports", approved by the Ministry of Transport (see GEN 4).

4. CAT II/III Operations at Aerodromes

NIL.

5. Friction measuring device used and friction level, below which the runway is declared slippery when wet

The friction measuring device used in all the aerodromes is "GripTester MKII".

Where water is present on a runway and periodic measurements indicate that the friction level is 0.43 or less, the runway will be reported as being "Slippery wet".

6. Other information

NIL.

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AD 1.2 RESCUE AND FIRE FIGHTING SERVICES AND SNOW PLAN

1. Rescue and fire fighting services

At aerodromes approved for scheduled and/or non-scheduled traffic with aircraft carrying passengers, Rescue and Fire Fighting Services and, in some cases, also Sea Rescue Services are established in accordance with the regulations for civil aviation.

Note. - For heliports, special rules will apply.

Information about whether there is service and what the extent of that service is, is given on the relevant page for each aerodrome.

Scheduled or non-scheduled traffic with aircraft carrying passengers is not allowed to use aerodromes without Rescue and Fire Fighting Services.

Each individual service is categorized according to the table shown below.

Temporary changes will be published by NOTAM.

Rescue and fire fighting services	
Aerodrome Category	Amount of water in litres for production of performance level B foam
3	1 200
4	2 400
5	5 400
6	7 900
7	12 100
8	18 200
9	24 300
(Category 1, 2 and 10 are not used in the State of Israel) (should we add cat 10? Or level C foam?)	

2. Snow plan

In the rare case of meteorological conditions of snow, ice or slush at an aerodrome/runway, the aerodrome/runway will be temporary closed and the changes will be published by NOTAM.

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AD 1.3 INDEX TO AERODROMES AND HELIPORTS

1. Aerodromes

Aerodrome/heliport name Location indicator	Type of traffic permitted to use the aerodrome/heliport			Reference to AD Section and remarks
	International – National (INTL-NTL)	IFR-CVFR	S = Scheduled NS = Non - scheduled P = Private	
1	2	3	4	5
HAIFA LLHA	INTL-NTL	CVFR	S-NS-P	AD 2.2
TEL-AVIV/BEN-GURION LLBG	INTL-NTL	IFR-CVFR	S-NS-P	AD 2.5
EILAT/ILAN & ASAF RAMON LLER	INTL-NTL	IFR-CVFR	S-NS-P	AD 2.7

2. Heliports

NIL

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AD 1.4 GROUPING OF AERODROMES/HELIPORTS

The criteria applied by the State of Israel in grouping aerodromes/heliports for the provision of information in this AIP are as follows:

Primary/major international aerodrome/heliport

The aerodrome/heliport of entry and departure for international air traffic, where all the formalities concerning customs, immigration, health, animal and plant quarantine and similar procedures are carried out and where air traffic services are available on a regular basis.

Secondary/other international aerodrome/heliport

Another aerodrome/heliport available for the entry or departure of international traffic, where all the formalities concerning customs and similar procedures and air traffic services are made, on a restricted basis, to flights with prior approval only.

Nautical aerodrome/heliport

An aerodrome/heliport available only for domestic air traffic, including those military aerodromes/heliports where civil air traffic is allowed under certain conditions.

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AD 1.5 STATUS OF CERTIFICATION OF AERODROMES

Aerodrome name Location indicator	Date of certification	Validity of certification	Remark
1	2	3	4
EILAT/ILAN AND ASAF RAMON LLER	16/01/2019		
HAIFA LLHA	17/8/2014		
TEL-AVIV/BEN-GURION LLBG	30/9/2016		

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AD 2 AERODROMES

HAIFA AIRPORT / Uri MICHAELI AIRPORT

Note: The following sections in this chapter are intentionally left blank: AD-2.7, AD-2.21, AD-2.25

LLHA AD 2.1 Aerodrome Location Indicator And Name

LLHA - HAIFA AIRPORT / Uri MICHAELI AIRPORT

LLHA AD 2.2 Aerodrome Geographical And Administrative Data

1	ARP coordinates and site at AD	324830N 0350234E 163°/678 M from THR 16
2	Direction and distance from (city)	090°, 12 km from Haifa city center
3	Elevation/Reference temperature	28FT./31.5°C (August)
4	Geoid undulation at AD ELEV PSN	20.5 M
5	MAG VAR/Annual Change	5° E (2019)/0.08° increasing
6	AD Administration, address, telephone, telefax, telex, e-mail address, AFS, website address	Post: Israel Airports Authority (IAA) Haifa Airport 99 Julius Simon Rd. Haifa Phone: 972-4-8476100/1 after 16:00: 972-4-8476106 Fax: 972-4-8728657 Email: AD Administration: mail_haifaairport@iaa.gov.il Email: ATC Tower: migdalha@iaa.gov.il AFS: LLHAZPZX
7	In the event of communication failure, the pilot should call Air traffic control tower	Phone: Control tower: 972-4-8476120 in case of comm. failure: 972-4-8729361
8	Types of traffic permitted (IFR/VFR)	CVFR only
9	Remarks	

LLHA AD 2.3 Operational Hours

1	AD Administration	SUN-THU: 0800-1600 LT
2	Customs and immigration	Prior coordination with AD Administration required
3	Health and sanitation	NIL
4	AIS Briefing Office	By Ben-Gurion AIS office (See LLBG AD 2.2)
5	ATS Reporting Office (ARO)	NIL
6	MET Briefing Office	Israel Meteorological Service meteorological watch office, Bet Dagan (LLBD).
7	ATS	SUN, THU: 0800-2200 LT MON, TUE, WED: 0800-2000 LT FRI & HOL eve: 0700-1900 LT SAT & HOL: 0800-2000 LT

8	Fuelling	SUN-THU: 0700-1800 LT FRI & HOL eve: 0700-1400 LT SAT & HOL: PR 24H through AD Administration
9	Handling	SUN-THU: 0800-1630 LT FRI & HOL eve: 0800-1300 LT
10	Security	As AD administration
11	De-icing	NIL
12	Remarks	Landing and takeoff of Helicopters in medical evacuation or Israeli Police in operational emergency is allowed beyond operational hours for refuelling purposes only, and requires prior coordination with AD Administration.

LLHA AD 2.4 Handling Services And Facilities

1	Cargo-handling facilities	NIL
2	Fuel/oil types	Jet A-1 by prior coordination with AD Administration Tel: 972-4-8476100/1
3	Fuelling facilities/capacity	Self service 100LL & JET A-1, for local operators. Others to contact 'Aviation Services' , PR 24H in advance. Oil – NIL
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	Pilots shall coordinate ground handling services with AD administration, at least 24 hours before departure time.

LLHA AD 2.5 Passenger Facilities

1	Hotels	In the city of Haifa
2	Restaurants	Inside the terminal and in the city
3	Transportation	Taxis outside the terminal building
4	Medical facilities	First-aid at AD Hospitals in the city of Haifa
5	Bank and Post Office	Nil
6	Tourist Office	In the city of Haifa
7	Remarks	Nil

LLHA AD 2.6 Rescue And Fire Fighting Services

1	AD category for fire fighting	CAT 5
2	Rescue equipment	Fire fighting vehicles & Ambulance
3	Capability for removal of disabled aircraft	No equipment available
4	Remarks	Nil

LLHA AD 2.7 Seasonal Availability - Clearing

NIL

LLHA AD 2.8 Aprons, Taxiways And Check Locations/Positions Data

1	Designation, surface and strength of aprons	A: Surface: ASPH, Strength: 5/F/C/0.7Mpa/T
2	Designation, width, surface and strength of taxiways	A: Width: 30 m, Surface: ASPH, Strength: 5/F/C/0.7Mpa/T <ul style="list-style-type: none"> • TWY A/M, G: 30 M • TWYN1, N2,: 14.95 M • TWY - J 13.56 M • TWY L: 11.63 M Surface: Asphalt Strength: PCN APN A: 5/F/C/0.7Mpa/T
3	Location and elevation to the nearest metre or foot of altimeter checkpoints	Location: At Apron Elevation: 28 FT.
4	Location of VOR checkpoints	Nil
5	Position of INS checkpoints in degrees, minutes, seconds and hundredths of seconds	Nil
6	Remarks	Aprons details and instructions, see parking chart: <ul style="list-style-type: none"> • Parking for international flights shall be approved in advance by airport administration. • Apron A: In front of the terminal for commercial aircraft's and authorized helicopters. • Aprons A, M, J, L, Z: For general aviation fixed-wing aircraft's . • Apron G: For authorized helicopters only. • Apron N: For domestic aircraft (as detailed in Domestic AIP). • Apron Z: For authorized aircraft only. Taxi in: via taxiway Y-3, or follow tower instructions. Give way to traffic taxiing out of Apron Z. Taxi out: via Z-2, or follow tower instructions. • A/C parking stand shall be selected according to A/C WS, as detailed in parking charts. Parking small aircraft in large parking spot must be approved by airport administration.

LLHA AD 2.9 Surface Movement Guidance And Control System And Markings

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Taxiing guidance signs at all intersections with TWY and RWY and at all holding positions. Guide lines at apron. Nose-out guidance at aircraft stands.
2	RWY and TWY markings and LGT	RWY: Designation, THR centre line, edge runway end as appropriate, marked and lighted. TWY: Centre line, marked, unlighted.
3	Stop bars	Nil
4	Remarks	Nil

LLHA AD 2.10 Aerodrome Obstacles

In approach/TKOF areas			In circling area and at AD		Remarks
1			2		
RWY NR/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	3
16 / APCH 34 / TKOF	Flaming Chimney 276 ft LGTD	TBD	Silos 147 ft	324844N 0350216E	Populated and factory areas near AD
	Crane 220 ft	324959N 0345927E	Crane 151 ft	324900N 0350100E	
	Crane 220 ft	324949N 0345933E	6 Cranes at Haifa Port 348 ft Marked & Lighted	324916N 0350056E	
	University & Antenna 1870 ft	324545N 0350105E			
	Water tower 130 ft	324836N 0350253E			
	Chimney (Blue Band) 145 ft	TBD			
	Logistic support equipment compound 262 ft	324909N 0350229E			
	New Haifa Port: Cranes and facilities. maximum height of 131 ft within area detailed:	324924N0350203E - 324922N 0350200E - 324931N0350157E - 324931N 0350141E - 324945N0350139E - 324947N 0350158E - 324933N 0350202E			
	New Haifa Port: Cranes and facilities. maximum height of 476 ft within area detailed:	324928N0350141E - 324928N 0350136E - 324953N0350132E - 324953N 0350137E			
34 / APCH 16 / TKOF	Cooling tower 270 ft Nil	324736N 0350305E			
	Flaming stacks 338 ft Nil	TBD			Flames that may rise as high as 740 ft
	High-tension cables West of refineries area crossing final APP. path Nil	TBD			

LLHA AD 2.11 Meteorological Information Provided

1	Associated MET office	Israel Meteorological Service, Bet Dagan (LLBD)
2	Hours of service MET office outside hours	Observations commence one hour before AD resuming operation and continue until closure. Briefing available from LLBD 24H each day.
3	Office responsible for TAF preparation Periods of validity	Israel Meteorological Service 24 HR (Long TAF)
4	Type of landing forecast Interval of issuance	Nil
5	Briefing/consultation provided	Telephone briefing with the Meteorological Watch Office at Israel Meteorological Service, Bet Dagan, can be established in the aerodrome meteorological station.
6	Flight documentation Language(s) used	By request from the local MET station, a folder may be provided containing: Charts, OPMET information, SIGMET, Aerodrome Warnings and low level forecasts for TEL-AVIV FIR available in ICAO abbreviated text or in English
7	Charts and other information available for briefing or consulting	Low level and upper wind and temperature chart for standard isobaric surface. Significant weather chart (low level, medium and high level)
8	Supplementary equipment available for providing information	Meteorological information terminal available at meteorological station in the AD containing: weather radar, weather satellite image display and animation, Upper Air temperature & wind profiles derived from Israeli radiosonds and AMDAR reports , SIGWX and T+W charts and updated OPMET information
9	ATS units provided with information	Haifa Tower.
10	Additional information (limitation of service, etc.)	Local MET station Tel: 972-4-8476132

LLHA AD 2.12 Runway Physical Characteristics

Designations RWY NR	TRUE BRG	Dimensions of RWY (m)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY-SWY
1	2	3	4	5	6	7
16	159.80°	1 318 X 30	39F/C/Y/T Asphalt	THR 324855.55N 0350229.26E; RWY END 324817.81N 0350245.71E; GUND 20.5 M	THR 26 FT	-0.86%/ +Negligible (502 M) (785 M)
34	339.80°	1 318 X 30	39F/C/Y/T Asphalt	THR 324821.41N 0350244.14E; RWY END 324857.04N 0350228.58E; GUND 20.5 M	THR 16 FT	Negligible/ +0.86% (785 M) (502 M)

SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	Dimensions of RESA (m)	Location And Description Of Arresting System	OFZ	Remarks
8	9	10	11	12	13	14
Nil	90 X 80	1 318 X 80	RESARWY 16 – 30 X 60	Nil	Nil	RESA + CWY ARE PART OF THE RWY*
Nil	90 X 80	1 318 X 80	RESARWY 34 – 30 X 60	Nil	Nil	RESA + CWY ARE PART OF THE RWY

* Use of CWY for RWY 16 - coordination with ATC is required before line-up

LLHA AD 2.13 Declared Distances

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
16	1 228	1 228	1 228	1 138	Nil
16	1 228	1 318	1 228	1 138	By prior coordination*
34	1 198	1 288	1 198	1 083	Nil

* Use of CWY for RWY 16 - coordination with ATC is required before line-up

1. DECLARED REMAINING DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
16 – N2	1187				
16 – N1	1166				
16 – G	1092				
16 – M/Z	838				
16 – Y1	651				
16 – Y2	710				
16 – Y3	772				
16 – U	551				
34 – N2	NOT AUTHORIZED				
34 – N1	NOT AUTHORIZED				
34 – G	225				
34 – M/Z	479				
34 – Y1	667				
34 – Y2	637				
34 – Y3	546				

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
34 - U	766				

LLHA AD 2.14 Approach And Runway Lighting

RWY designator	APCH LGT type LEN INTST	THR LGT Colour WBAR	VASIS (MEHT) PAPI	TDZ,LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing Colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
16	Nil	Green	PAPI Left/3°	REIL	Nil	1 206 M 60 M White LIH	Red	Nil	Nil
34	Nil	Green	PAPI Left/4°	REIL	Nil	1 206 M 60 M White LIH	Red	Nil	Nil

LLHA AD 2.15 Other Lighting, Secondary Power Supply

1	ABN/IBN location, characteristics and hours of operation	ABN (Green/White) located on TWR, operating in IMC and at night.
2	LDI location and LGT	100 M SW of ARP lit.
	Anemometer location and LGT	TBD
3	TWY edge and centre line lighting	Edge only
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at AD. Switch-over time: 20 SEC
5	Remarks	Nil

LLHA AD 2.16 Helicopter Landing Area

Helicopters shall use RWY 16/34 for landing & take-off, following TWR instructions.
TWR may instruct helicopters to use short/long circuit (Ref. AD 2.2-15).
Helicopters may touch down at the intersection of their parking stand, if preferred.

LLHA AD 2.17 ATS Airspace

1	Designation and lateral limits	324511N 350418E - 325025N 350740E - 325039N 350602E - 325515N 350550E - 325525N 350455E - 325640N 350454E - 325644N 350421E - 324933N 345631E - 324740N 345631E - 324459N 350151E
2	Vertical limits	SFC/MSL - 3 000 FT MSL (3 500 FT during weekends)
3	Airspace classification	D
4	ATS unit call sign Language(s)	Haifa Tower English & Hebrew (See GEN. 3.4-2)
5	Transition altitude	NIL

6	Remarks	NIL
---	---------	-----

LLHA AD 2.18 ATS Communication Facilities

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
TWR	HAIFA TOWER	133.000 MHz	During AD operation hours	Primary frequency
		127.800 MHz		Secondary frequency
		121.500 MHz		Emergency freq.
ATIS	Haifa Information	135.400 MHz	During AD operation hours	Broadcast includes Local routine/special weather report of circuit area

LLHA AD 2.19 Radio Navigation And Landing Aids

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Location of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
Nil						-

LLHA AD 2.20 Local Traffic Regulations

1. Airport regulations

At Haifa Airport a number of local regulations apply. The regulations are collected in a manual which is available at the AD administration office. This manual includes, among other subjects, the following:

- a. the meaning of markings and signs;
- b. information about aircraft stands;
- c. information about taxiing from aircraft stands including taxi clearance;
- d. limitations in the operation of large aircraft including limitations in the use of aircraft's own power for taxiing.
- e. helicopter operations;
- f. engine start-up and use of APU;
- g. fuel spillage;
- h. precautions during extreme weather conditions;

Taxiing and manoeuvring shall be the sole responsibility of the pilot. Adherence to TWR instructions.

Further information about regulations can be obtained from the TWR.

2. Taxiing to and from stands

Parking arrangements to be coordinated in advance through AD administration.

Departing flight shall contact the TWR before start-up, report their parking position and obtain ATC clearance

before commencing taxi.

Departing and arriving aircrafts shall report received ATIS letter on initial contact with TWR.

Start up and taxi clearances shall be requested from TWR.

Taxi, air-taxi, or push-back in or out of two adjacent parking position simultaneously, is prohibited.

Pilots may request Runway intersection departure before line-up. See table 2.13A for RWY intersection's TORA.

A/C shall be ready for immediate departure upon line-up, and must not delay its take-off roll, unless otherwise approved by TWR.

3. Parking area for small aircraft (General aviation)

Parking at apron A, M, J, L, Z see AD 2 LLHA APDC.

Marshalling services are not provided.

Taxiing and manoeuvring shall be the sole responsibility of the pilot.
Request ATC instructions if required.

Parking at apron A by self manoeuvring. parking at other aprons by hand push only.

Parking on stand A4 or A3 by prior permission from Haifa aerodrome administration.

Parking stands M1-M3: No maintenance allowed.

4. Engines Run-ups:

Run up approval must be obtained by email from airport management.

Contact ATC tower for start-up clearance.

Company/Pilot responsible for the run-up, must secure the surrounding area and post a safety observer.

5. Parking area for helicopters

Parking at aprons G, A, see AD 2 LLHA APDC and AD 2 LLHA APDCG.

For helicopters parking, prior permission by airport administration is required.

Apron G: for helicopters with maximum helicopter length of 17.12 meters.

6. Apron - taxiing during winter conditions

Nil

7. Taxiing - limitations

Insufficient safety distances restrict large aircraft's use of taxiway when using their own power.

Pilots shall coordinate in advance the operations of large aircraft with AD administration.

Further information/instructions will be given by TWR.

8. School and training flights technical test flights - use of runways

Nil.

9. Helicopter traffic - limitation

Non-scheduled helicopter public air traffic is permitted only after prior approval from the Haifa Aerodrome Administration. Any contact concerning the above shall be made via the handling company or directly to the Airport Office

during the hours of service.

Any request for approval of traffic shall contain the following information:

- a. Owner/operator
- b. Type of helicopter, registration/call sign
- c. Date, arrival time/departure time, destination(s).

Furthermore, other details relevant to the evaluation of the request shall be given as required.

10. Removal of disabled aircraft from runways

When aircraft is wrecked on a runway, it is the duty of the owner or user of such aircraft to have it removed as soon as possible. If a wrecked aircraft is not removed from the runway as quickly as possible by the owner or user, the aircraft will be removed by the aerodrome authority at the owner's or user's expense.

LLHA AD 2.21 NOISE ABATEMENT MONITORING & PROCEDURES

NIL

LLHA AD 2.22 FLIGHT PROCEDURES

General

Flights within Haifa CTR shall be in accordance with Controlled Visual Flight Rules (CVFR) only, and conducted in accordance with CVFR routes chart.

Traffic pattern (see AD 2.2-Visual Circuit Chart)

- Fixed-wing A/C, "Long" circuit pattern. Altitude – 1000 ft.
 - RWY 34 – Right circuit, Base leg south of LLP04.
 - RWY 16 – Left circuit, extend Departure leg, Crosswind south of LLP04.
- Helicopters, "Short" circuit pattern, Altitude – 500 ft, day only.
 - RWY 34 – Right circuit, short Base leg north of LLP04.
 - RWY 16 – Left circuit, short departure leg, crosswind north of LLP04.

International flights – Arrivals

Before submitting arrival FPL, pilots shall receive Haifa AD administration approval at least 24 hours in advance, and coordinate any further changes.

Ultralight international flights – before submitting a FPL, shall also coordinate their arrival with the TWR.

Pilots shall report ETA to Haifa TWR, through Tel-Aviv Control (ACC), which will forward the information.

Arriving flights shall be transferred to Haifa TWR before GALIM 3000/5000 ft.

International flights – Departures

Pilots shall coordinate departure flights with AD administration at least 24 hours in advance, and before submitting a FPL.

Departure flights shall be transferred to Tel Aviv Control at GALIM, 3000/5000 ft.

Communication failure

In case of Communication failure the pilot should call the control tower 972-4-8729361 and act as follows:

- **Arriving A/C:**
 Proceed to GALIM via FPL Airway, unless previously cleared to another airway.

 After passing GALIM, proceed inbound Haifa airport while maintaining 3000 ft.
 Switch on the A/C landing lights.
 Determine the Runway in Use, observing traffic in the circuit and/or the wind direction indicator ("Wind Sac").
 Fly over the control TWR. Join down-wind leg while descending to 1000 ft.
 Land after receiving Green light from the TWR

- **Departing A/C:**
 Return to LLHA via GALIM at 3000 ft.

 After passing GALIM proceed, as described for arriving A/C.

LLHA AD 2.23 ADDITIONAL INFORMATION

Bird concentrations in the vicinity of the airport
 See AD 2 LLHA BIRD-1.

LLHA AD 2.24 Charts Related To An Aerodrome

Chart Name	Page
Aerodrome Chart - ICAO	AD 2 LLHA ADC
Aircraft Parking Chart	AD 2 LLHA APDC-1
Aircraft Parking Chart Apron G	AD 2 LLHA APDCG-1
Aircraft Parking Chart Apron N	AD 2 LLHA APDCN-1
Aircraft Parking Chart Apron Z	AD 2 LLHA APDCZ
Aerodrome Obstacle Chart – ICAO Type A (RWY 16/34)	AD 2 LLHA AOC-16-34
Standard Arrival Chart – Instrument (STAR) GALIM 1A, GALIM 1B	AD 2 LLHA STAR-1
Visual Circuit Chart	AD 2 LLHA VCC-1
Bird concentrations and movements	AD 2 LLHA BIRD-1

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AERODROME CHART - ICAO

32° 48' 30" N
035° 02' 34" E

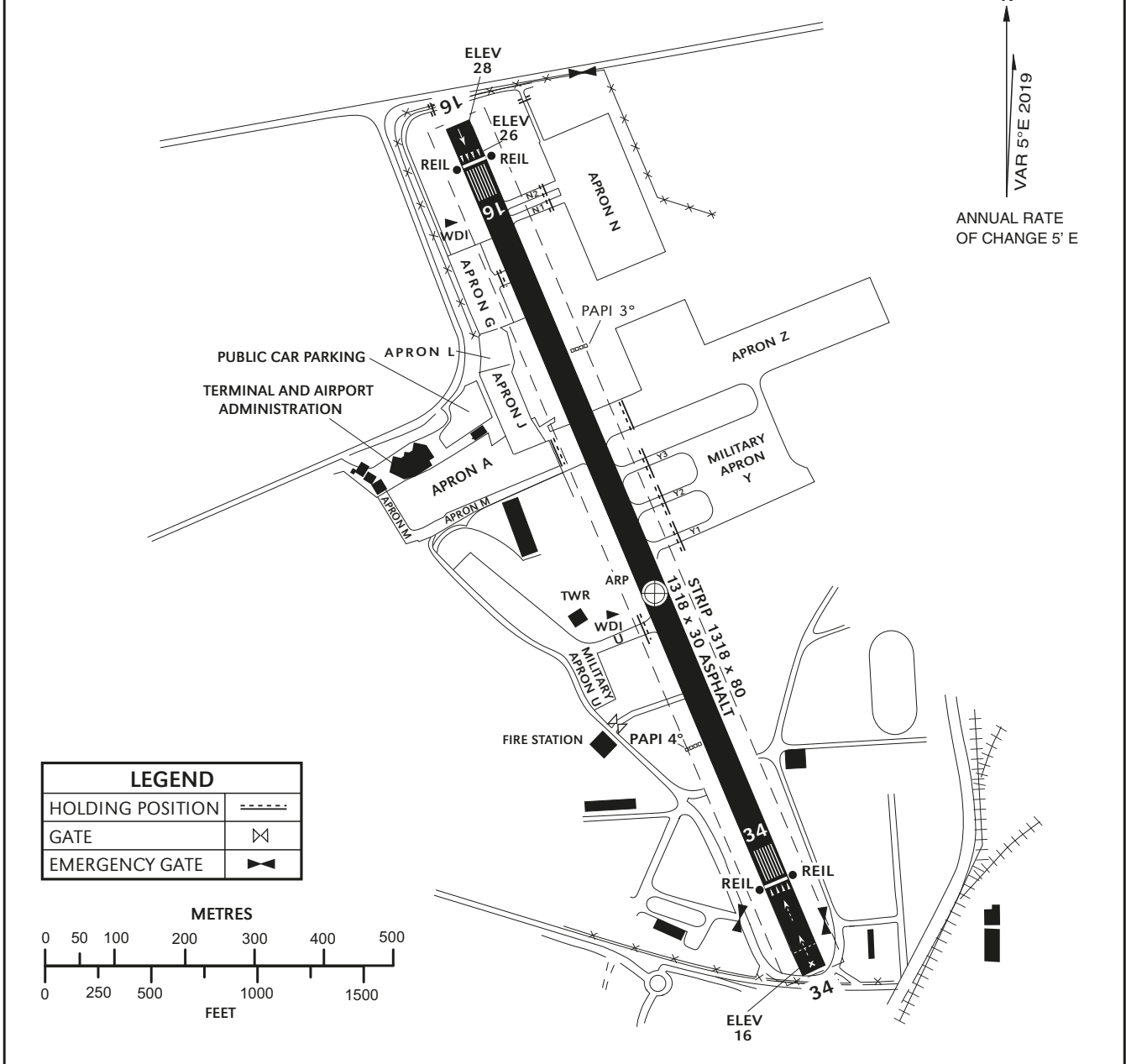
ELEV 28 ft

TWR 133.00
127.80

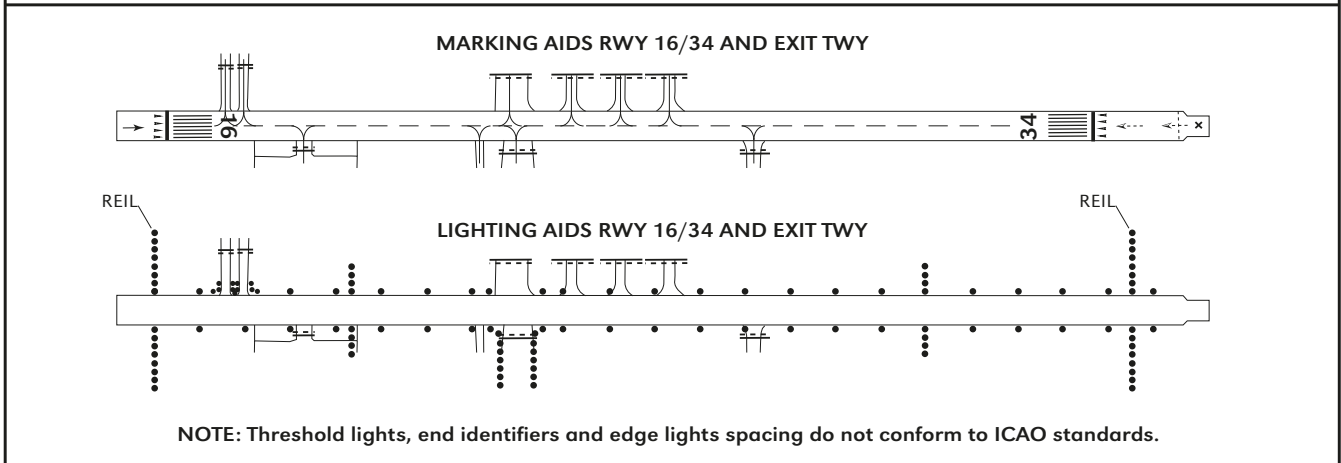
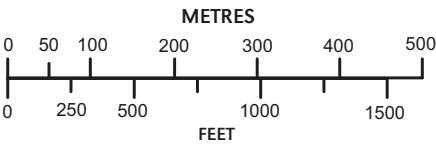
HAIFA (LLHA)

RWY	THR	BEARING STRENGTH
16	32° 48' 55.55"N 035° 02' 29"E	PCN 39/F/C/0.8Mpa/T
34	32° 48' 21.41"N 035° 02' 44.14"E	(PCN 39/F/C/0.8Mpa/T)

ELEVATIONS ARE IN FEET
DIMENSIONS ARE IN METRES
BEARINGS ARE MAGNETIC



LEGEND	
HOLDING POSITION	----
GATE	⊗
EMERGENCY GATE	⊕



CHANGES: Aprons A and M Location Updated, Gate Location, New Emergency Gate Icon

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AIRCRAFT
PARKING CHART - ICAO

APRON ELEV 28 ft

TWR	133.00
	127.80

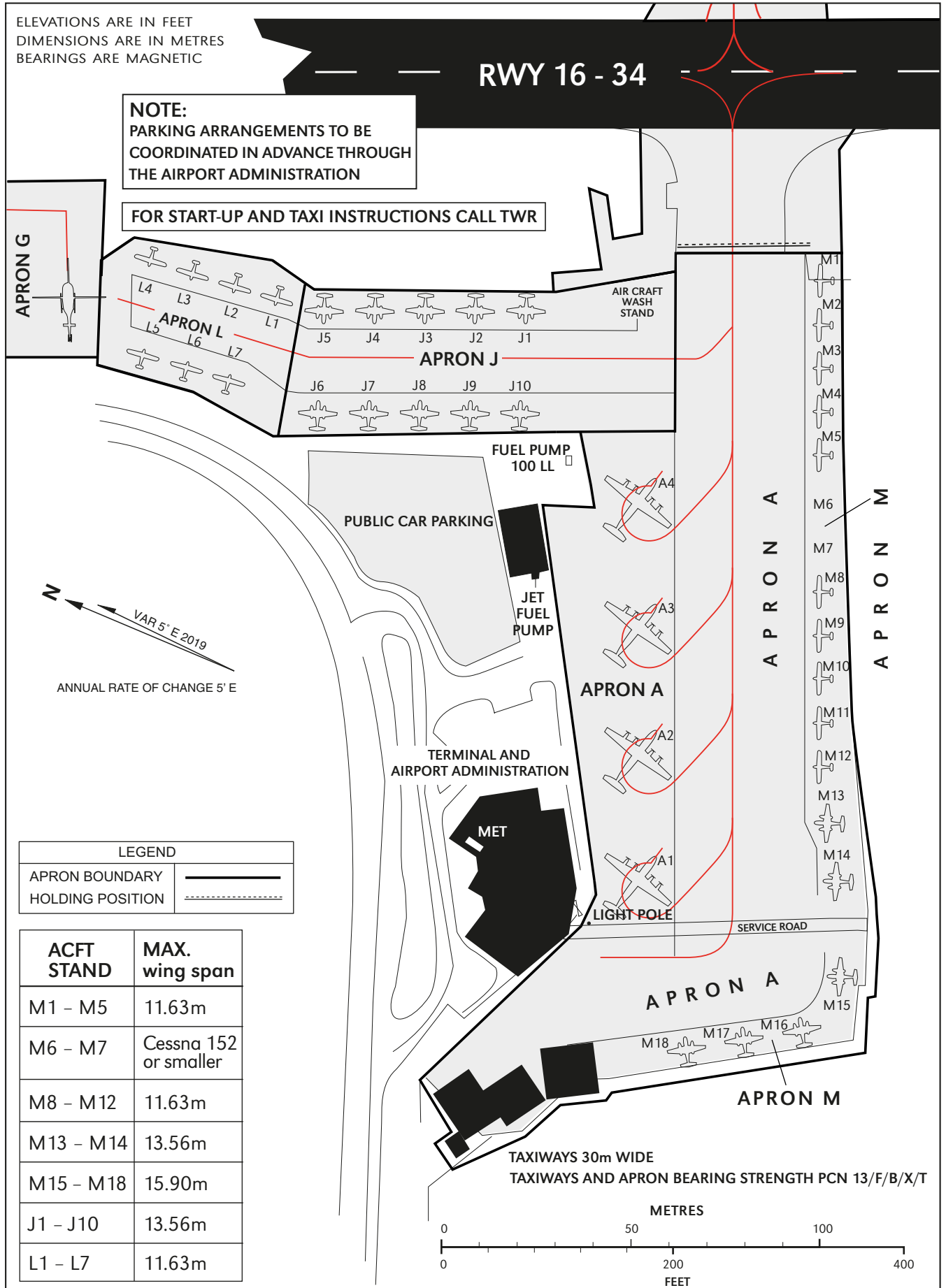
HAIFA (LLHA)

ELEVATIONS ARE IN FEET
DIMENSIONS ARE IN METRES
BEARINGS ARE MAGNETIC

RWY 16 - 34

NOTE:
PARKING ARRANGEMENTS TO BE
COORDINATED IN ADVANCE THROUGH
THE AIRPORT ADMINISTRATION

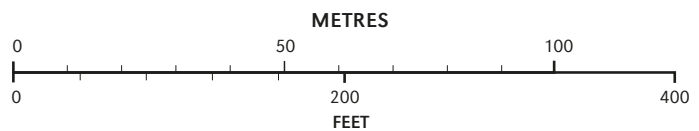
FOR START-UP AND TAXI INSTRUCTIONS CALL TWR



LEGEND	
APRON BOUNDARY	
HOLDING POSITION	

ACFT STAND	MAX. wing span
M1 - M5	11.63m
M6 - M7	Cessna 152 or smaller
M8 - M12	11.63m
M13 - M14	13.56m
M15 - M18	15.90m
J1 - J10	13.56m
L1 - L7	11.63m

TAXIWAYS 30m WIDE
TAXIWAYS AND APRON BEARING STRENGTH PCN 13/F/B/X/T



CHANGES: Aprons A and M Location Updated. Aprons Boundaries Updated

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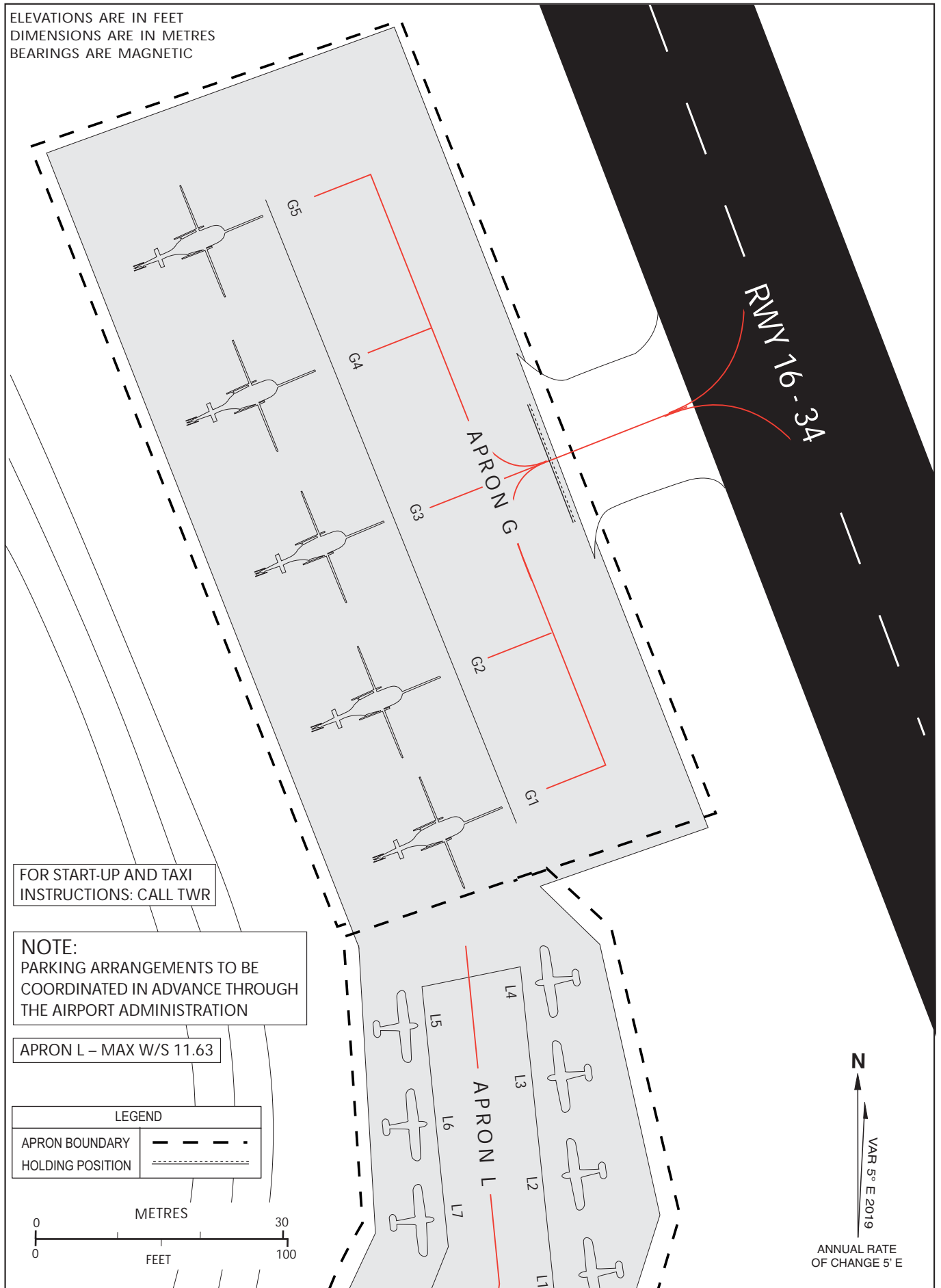
AIRCRAFT PARKING CHART
APRON G - ICAO

APRON ELEV 28 ft

TWR	133.00
	127.80

HAIFA (LLHA)

ELEVATIONS ARE IN FEET
DIMENSIONS ARE IN METRES
BEARINGS ARE MAGNETIC



CHANGES: Apron J stands 8-15 changed to Apron L. Wing span limitation added.

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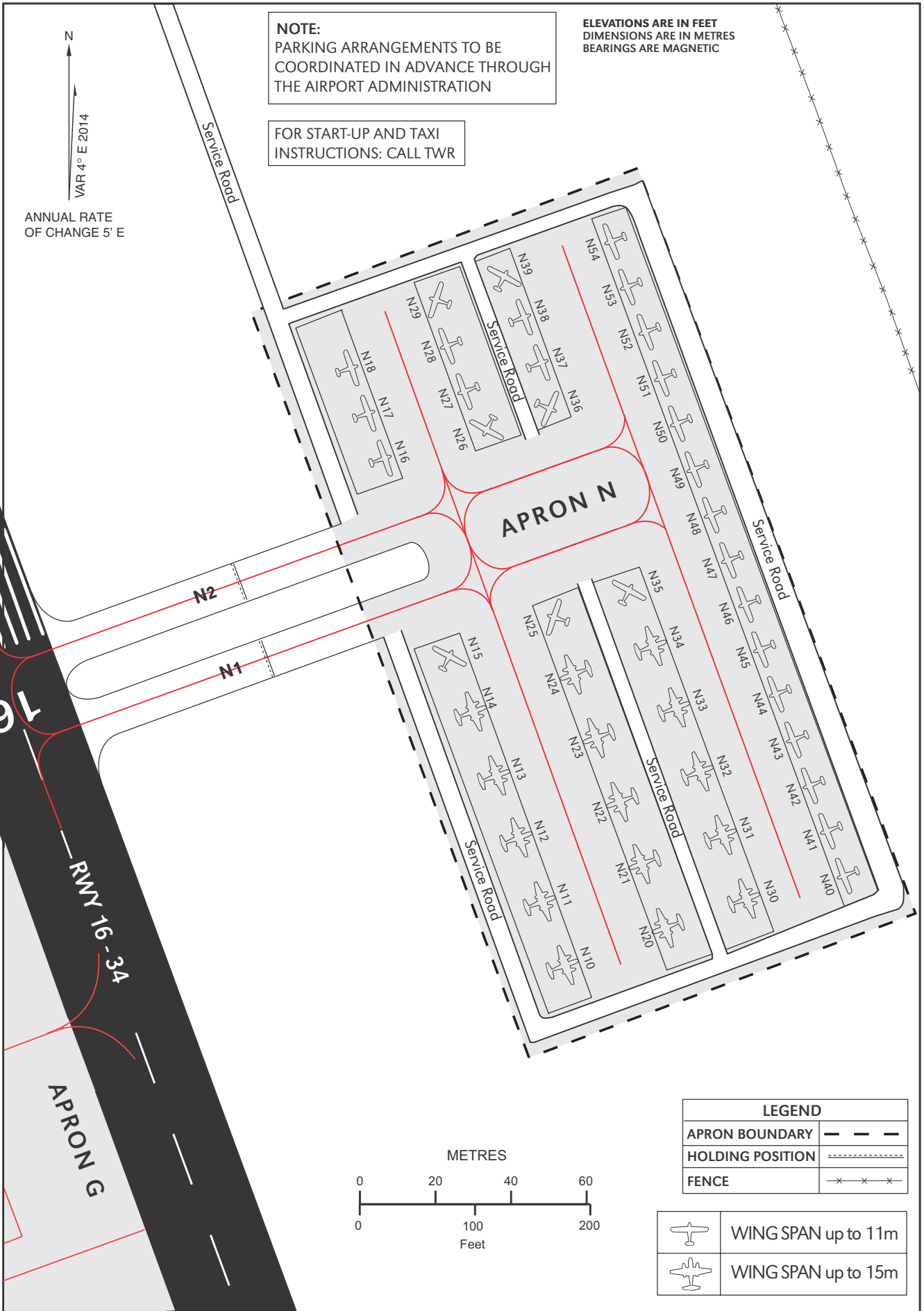
AIRCRAFT PARKING CHART
APRON N

32° 48' 30" N
035° 02' 34" E

APRON ELEV 28 ft

TWR 133.00
127.80

HAIFA (LLHA)



NOTE:
PARKING ARRANGEMENTS TO BE
COORDINATED IN ADVANCE THROUGH
THE AIRPORT ADMINISTRATION

FOR START-UP AND TAXI
INSTRUCTIONS: CALL TWR

ELEVATIONS ARE IN FEET
DIMENSIONS ARE IN METRES
BEARINGS ARE MAGNETIC

N
VAR 4° E 2014
ANNUAL RATE
OF CHANGE 5' E

LEGEND	
APRON BOUNDARY	---
HOLDING POSITION	----
FENCE	* * *

	WING SPAN up to 11m
	WING SPAN up to 15m

CHANGES: THR 16 changed, service road added

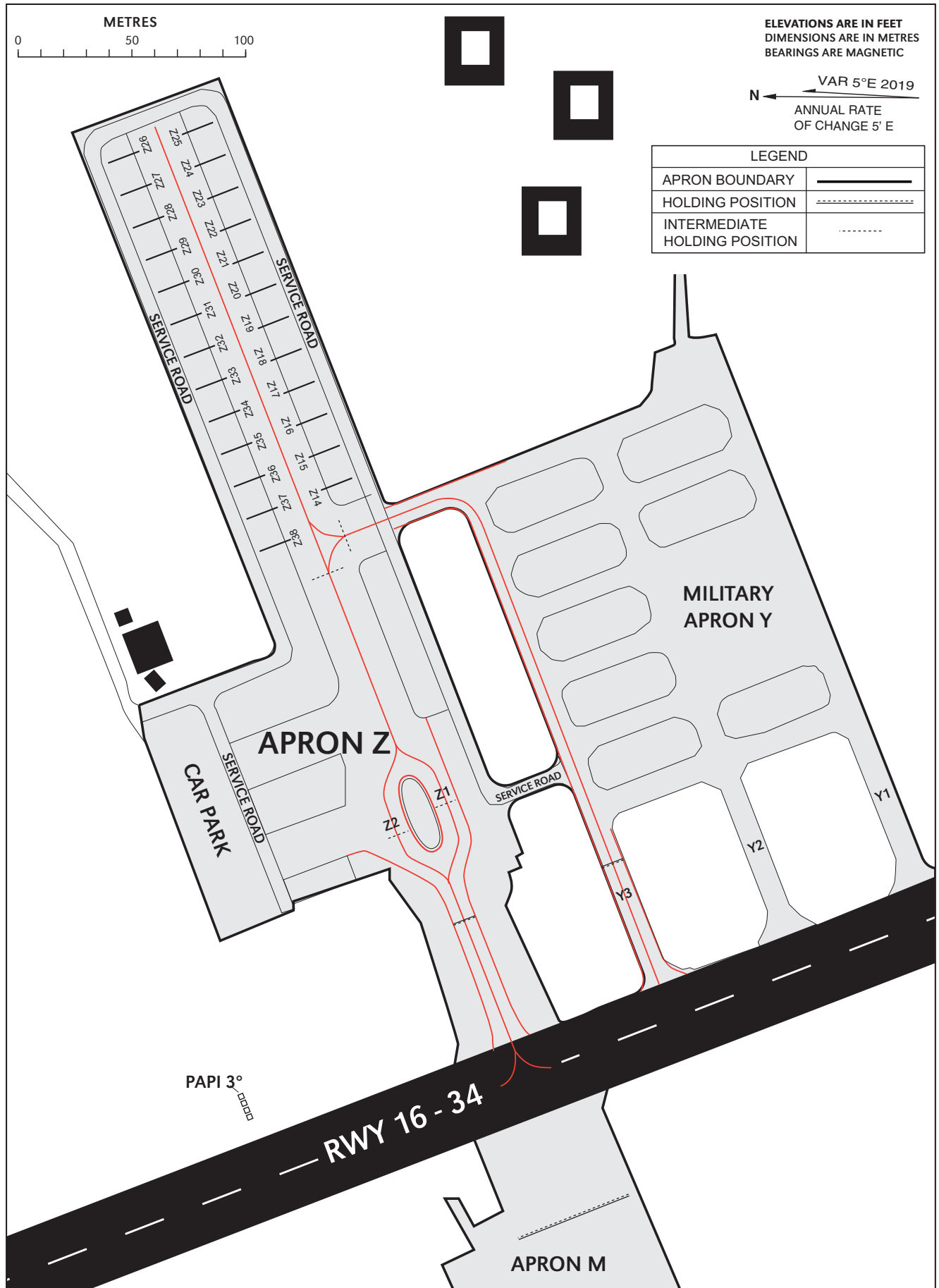
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AIRCRAFT PARKING CHART
APRON Z- ICAO

APRON ELEV 28 ft

ATIS	135.40
TWR	133.00
	127.80

HAIFA (LLHA)



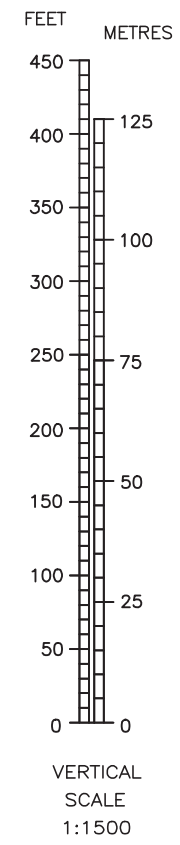
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DIMENSIONS AND ELEVATIONS IN METRES

AERODROME OBSTACLE CHART TYPE A

HAIFA
RWY 16 / 34

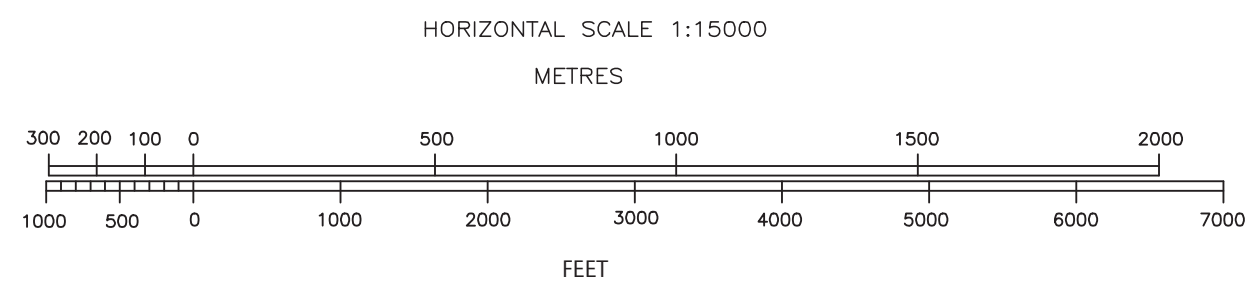
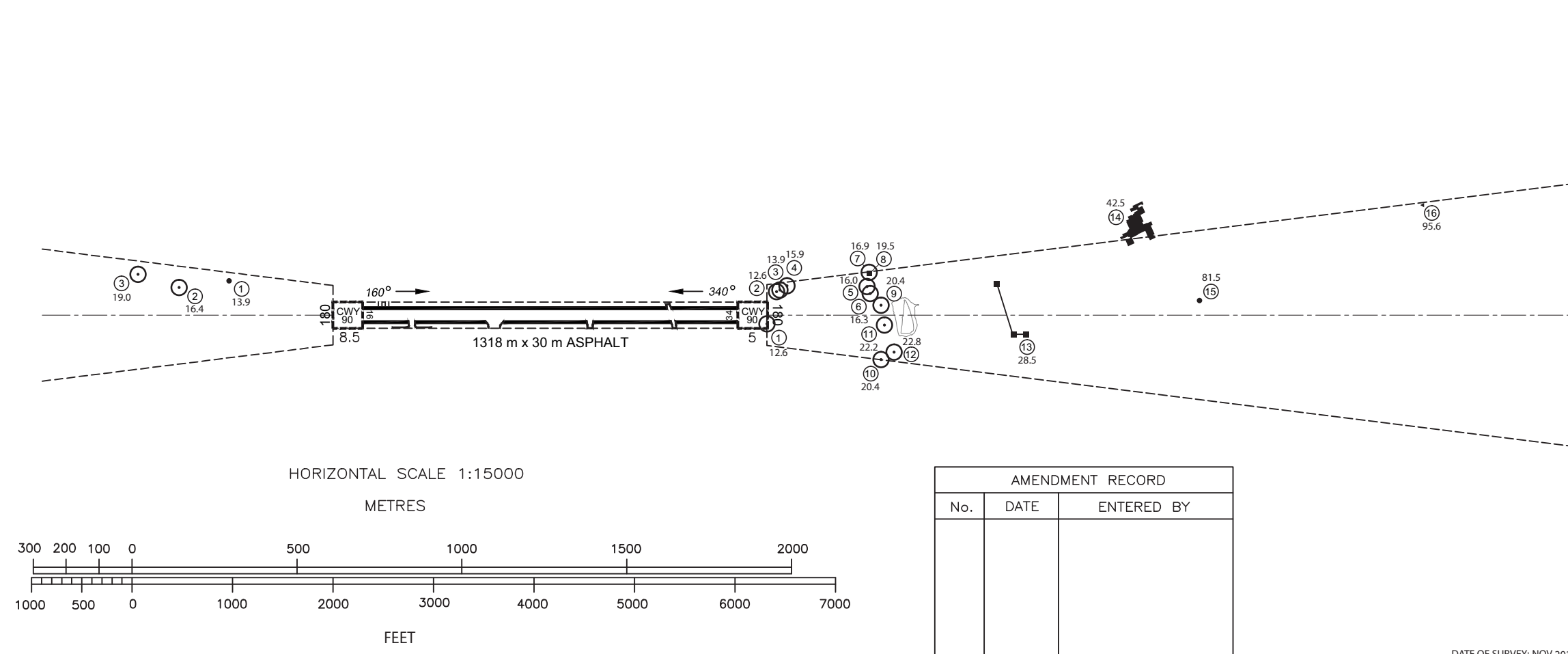
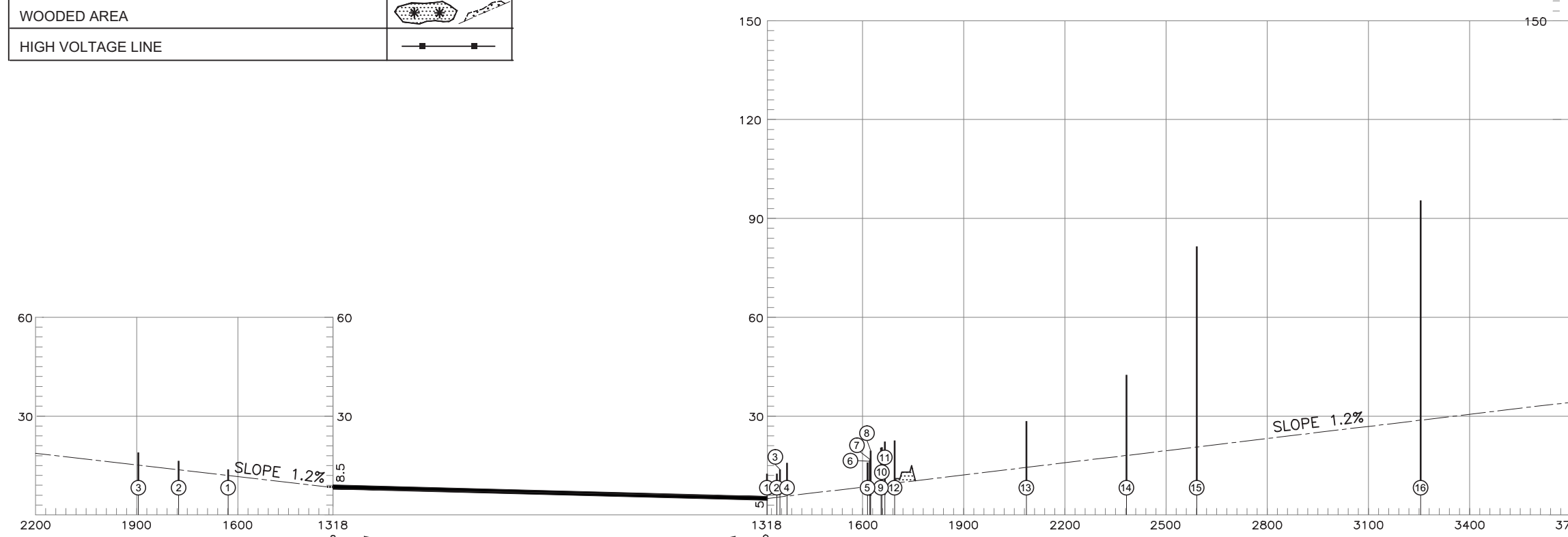
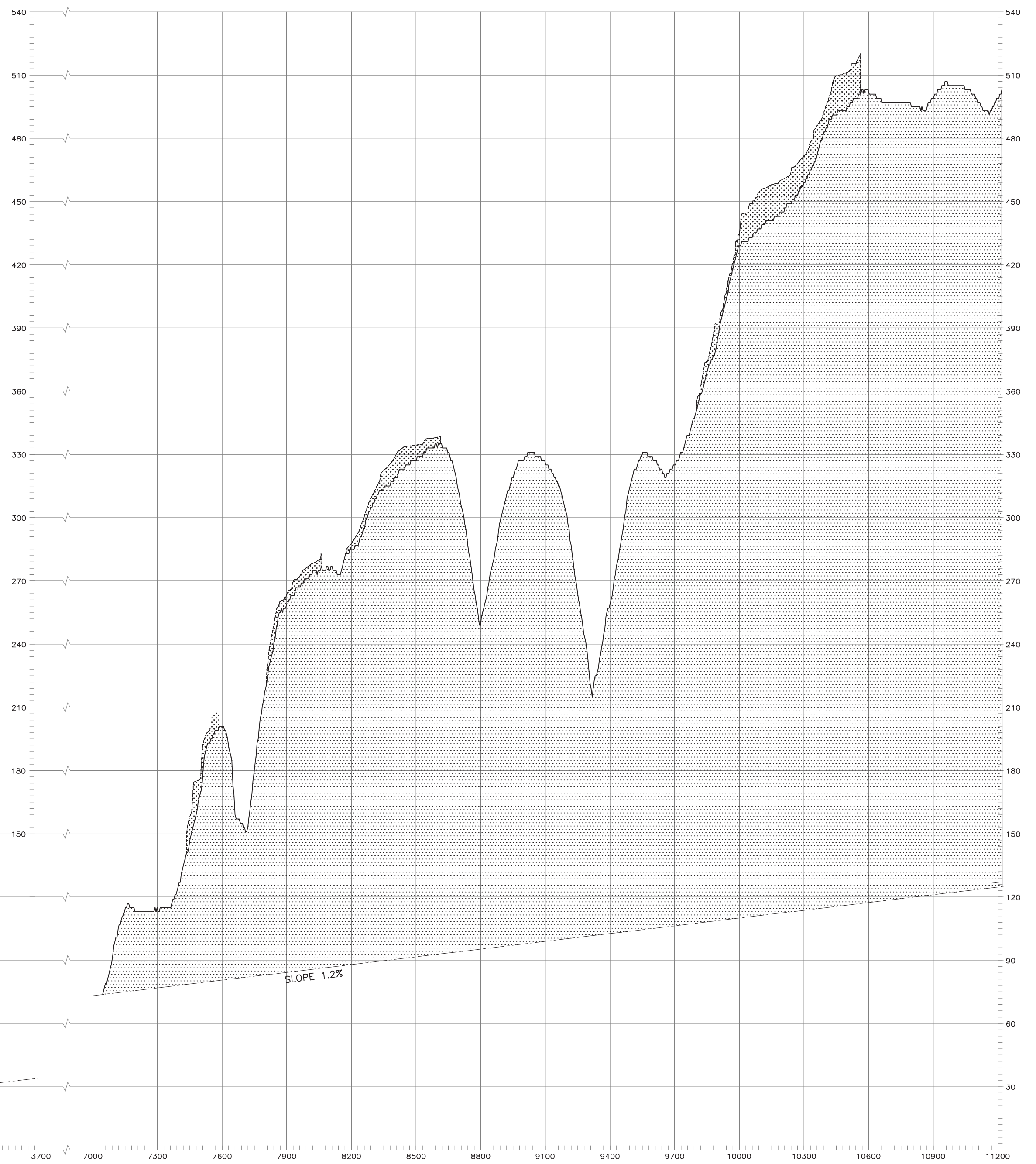
MAGNETIC VARIATION 5° (2019)



LEGEND	
IDENTIFICATION NUMBER	①
POLE, TOWER, SPIRE, ANTENNA, ETC.	⊙
BUILDING, SIGN OR LARGE STRUCTURE, REFINERY	■
CHIMNEY, TANK	•
TERRAIN CONTOUR	~
TERRAIN PENETRATING OBSTACLE PLANE	⬆
WOODED AREA	⊘
HIGH VOLTAGE LINE	—+—+—+—

RWY 16/34		
DECLARED DISTANCES		
RWY 16		RWY 34
1228	TAKE OFF RUN AVAILABLE	1198
1318*	TAKE OFF DISTANCE AVAILABLE	1288
1228	ACCELERATE STOP DISTANCE AVAILABLE	1198
1138	LANDING DISTANCE AVAILABLE	1083

*Use of CWY for RWY 16 - coordination with ATC after engine start-up is required prior Take-off



AMENDMENT RECORD		
No.	DATE	ENTERED BY

DATE OF SURVEY: NOV 2019

CHANGES: Update to obstacles

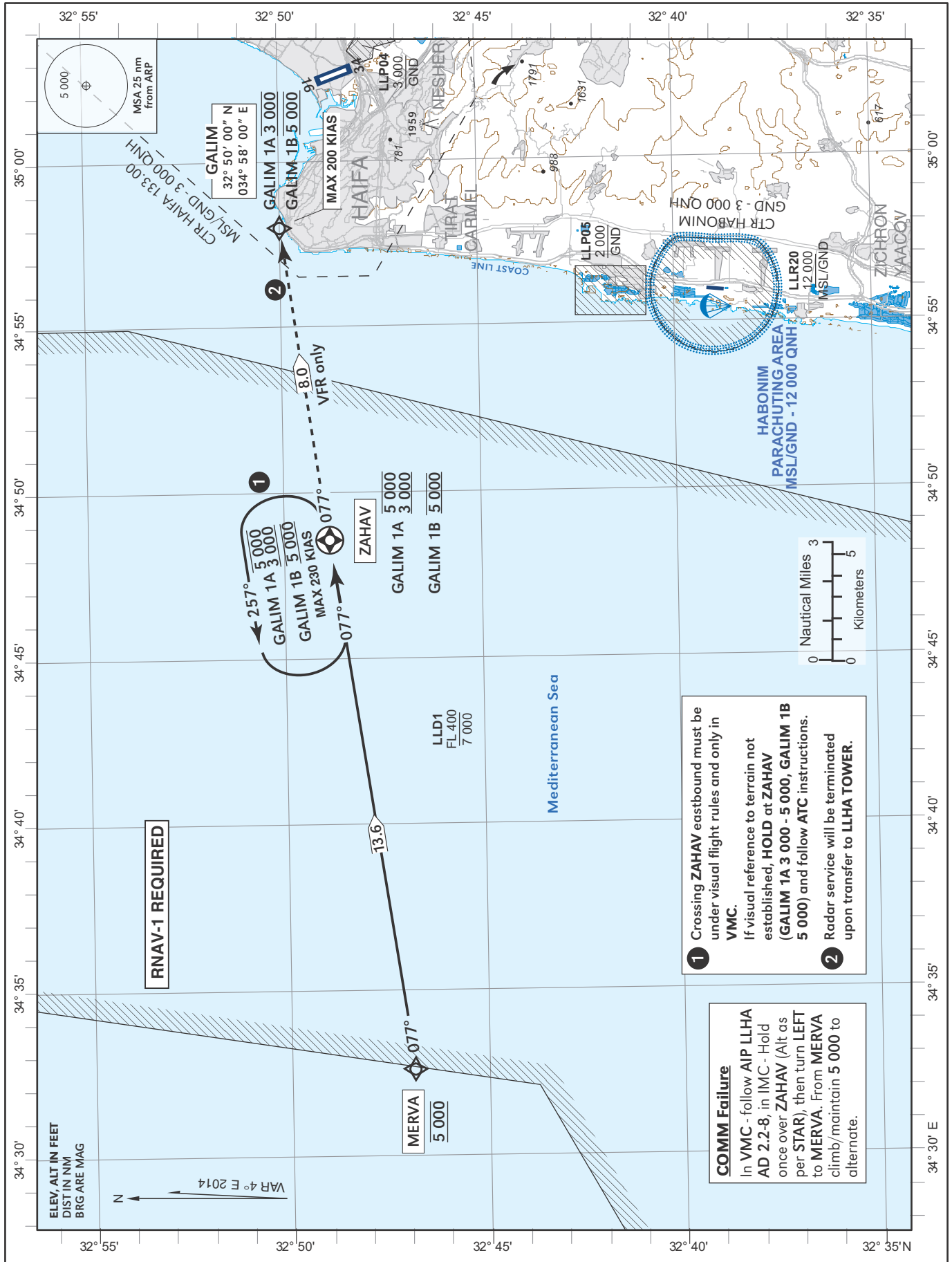
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STANDARD ARRIVAL
CHART INSTRUMENT
(STAR) - ICAO

TRANSITION ALT 18 000

ACC	121.40
IDENTIFICATION	124.30
HAIFA TWR	133.00
	127.80

HAIFA (LLHA)
GALIM 1A, GALIM 1B



1 Crossing ZAHAV eastbound must be under visual flight rules and only in VMC. If visual reference to terrain not established, HOLD at ZAHAV (GALIM 1A 3 000 - 5 000, GALIM 1B 5 000) and follow ATC instructions.

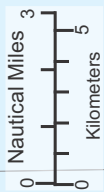
2 Radar service will be terminated upon transfer to LLHA TOWER.

COMM Failure
In VMC - follow AIP LLHA AD 2.2-8, in IMC - Hold once over ZAHAV (Alt as per STAR), then turn LEFT to MERVIA. From MERVIA climb/maintain 5 000 to alternate.

RNAV-1 REQUIRED

ELEV, ALT IN FEET
DIST IN NM
BRG ARE MAG

VAR 4° E 2014



CHANGES: New chart

GALIM 1A

Serial Number	Path descriptor (Recommendation)	Waypoint identifier	Flyover	Course °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed Limit (kt)	Navigation specification
001	IF	MERVA					@ 5 000		RNAV-1
002	TF	ZAHAV		77.4 (81.8)	13.6		3 000 + 5 000 -		
003	HM	ZAHAV	Y	77.4 (81.8)		L	3 000 + 5 000 -	230	

GALIM 1B

Serial Number	Path descriptor (Recommendation)	Waypoint identifier	Flyover	Course °M(°T)	Distance (NM)	Turn direction	Altitude (ft)	Speed Limit (kt)	Navigation specification
001	IF	MERVA					@ 5 000		RNAV-1
002	TF	ZAHAV		77.4 (81.8)	13.6		@ 5 000		
003	HM	ZAHAV	Y	77.4 (81.8)		L	@ 5 000	230	

WAYPOINT LIST

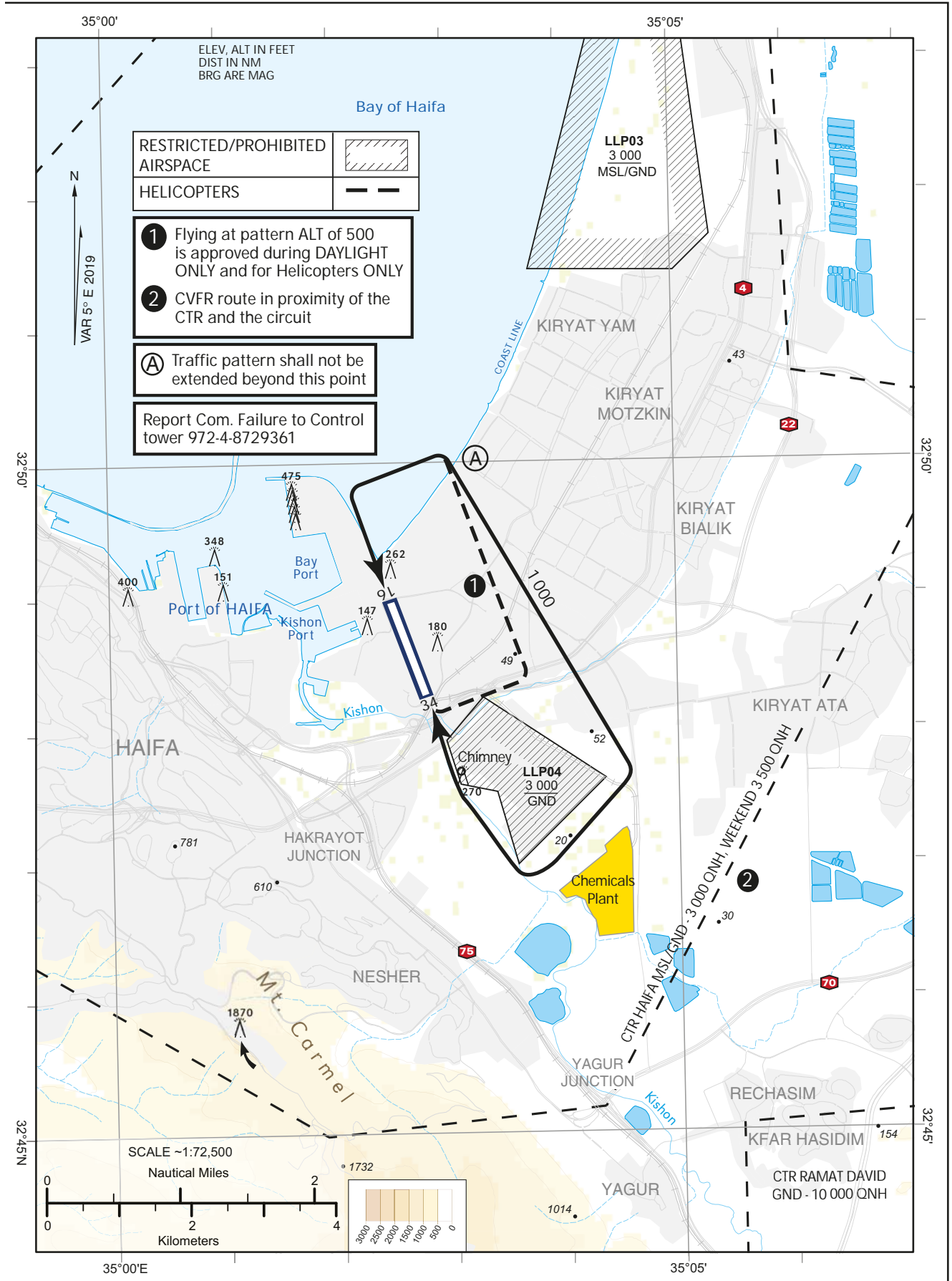
Waypoint	Latitude	Longitude
MERVA	32° 46' 54" N	034° 32' 38" E
ZAHAV	32° 48' 52" N	034° 48' 36" E

VISUAL CIRCUIT CHART

AD ELEV 28 ft

ATIS	135.40
TWR	133.00
	127.80

HAIFA / LLHA

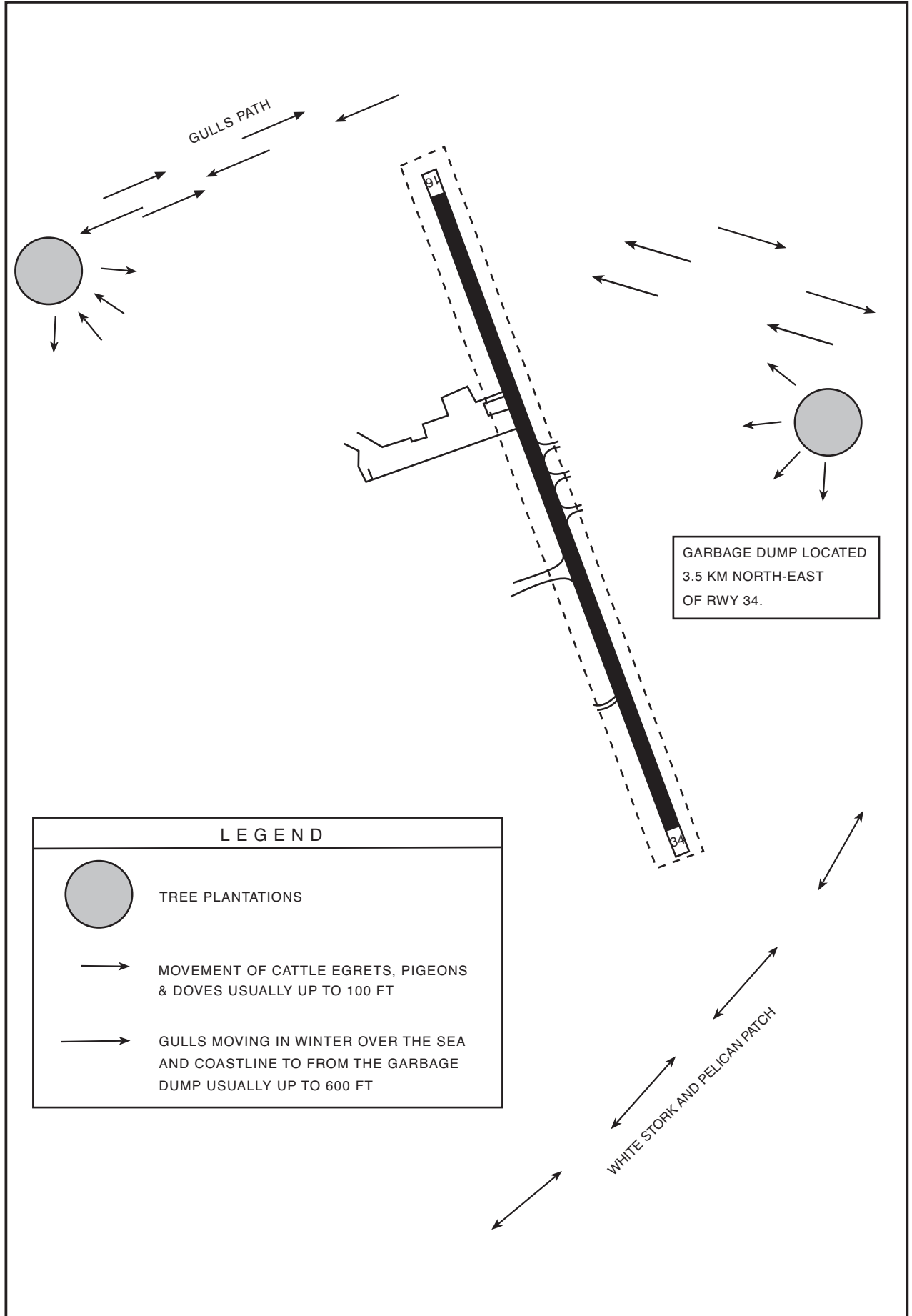


CHANGES: MIL Frequency Withdrawn.

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BIRD CONCENTRATIONS AND MOVEMENTS

HAIFA



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TEL-AVIV/BEN-GURION

LLBG AD 2.1 Aerodrome Location Indicator And Name

LLBG - TEL-AVIV/BEN-GURION

LLBG AD 2.2 Aerodrome Geographical And Administrative Data

1	ARP coordinates and site at AD	320034N 0345308E 316°/1 400 M from THR 30
2	Direction and distance from (city)	115°, 19 km from Tel-Aviv city center
3	Elevation/Reference temperature	134 ft/31.9°C (August)
4	Geoid undulation at AD ELEV PSN	19 M
5	MAG VAR/Annual Change	5°E (2019)/0.08° increasing
6	AD Administration, address, telephone, telefax, telex, e-mail address, AFS, website address	Israel Airports Authority (IAA) Post: Ben-Gurion Airport P.O.Box 7, Ben-Gurion International Airport 7015001 Phone: 972-3-9752000/1/2 Phone: 972-3-9756215/6/7 (AIS) Fax: 972-3-9752010 Email: ais@iaa.gov.il AFS: LLADZPZX
7	Types of traffic permitted (IFR/VFR)	IFR/CVFR
8	Remarks	See LLBG AD 2.22 FLIGHT PROCEDURES, para 10

LLBG AD 2.3 Operational Hours

1	AD Administration	H24
2	Customs and immigration	H24
3	Health and sanitation	H24
4	AIS Briefing Office	H24
5	ATS Reporting Office (ARO)	H24
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	H24
9	Handling	H24
10	Security	H24
11	De-icing	Nil
12	Remarks	See LLBG AD 2.22 FLIGHT PROCEDURES, para 10

LLBG AD 2.4 Handling Services And Facilities

1	Cargo-handling facilities	Trucks 2.5-3.5 tonnes. Up to 5 tonnes handling possible
2	Fuel/oil types	Jet A-1 & 100LL, oil, all types normally available.
3	Fuelling facilities/capacity	Fueling Dept: Tel: 972-3-9751354, 972-3-9774046, Mobile: 972-57-7263440, Fax: 972-3-9751392 Jet A-1 available through hydrants for all parking stands on aprons 'N', 'J' & 'L' and all parking stands on terminal 3 aprons. Refueling on parking stand J3 through Left wing only. Refueling through bowsers as required.
4	De-icing facilities	Nil
5	Hangar space for visiting aircraft	Available by prior coordination with:
6	Repair facilities for visiting aircraft	1. IAA/Bedek Division Tel: 972-3-9353822 Fax: 972-3-9357222 2. EL-AL Israel Airlines LTD. Tel: 972-3-9714006, Fax: 972-3-9714009 Telex: 381052 H TKGK IL
7	Remarks	Nil

LLBG AD 2.5 Passenger Facilities

1	Hotels	In Tel-Aviv city.
2	Restaurants	At AD and in Tel-Aviv city.
3	Transportation	Buses, taxis, train and car rental from the AD.
4	Medical facilities	First aid & ambulance at AD, hospitals in the vicinity of AD.
5	Bank and Post Office	At AD open within AD HR.
6	Tourist Office	At AD and in Tel-Aviv city.
7	Remarks	NIL

LLBG AD 2.6 Rescue And Fire Fighting Services

1	AD category for fire fighting	Within AD HR: CAT 9
2	Rescue equipment	Yes, ambulances
3	Capability for removal of disabled aircraft	IAA & ELAL Israel airline have common regulation for aircraft recovery. Hydraulic jacks available with MTOM up to 20 000 KG. For aircraft with a higher MTOM, IATA pool arrangement is available. Contacts numbers: EI Al aircraft Maintenance Division: +972-3-9714590, Ben-Gurion Airport Operations Center: +972-3-9756242, IAA Head ground operation manager: +972-50-9752243.
4	Remarks	Outside AD HR, fire fighting and ambulances to be requested if the situation needs.

LLBG AD 2.7 Seasonal Availability - Clearing

NIL

LLBG AD 2.8 Aprons, Taxiways And Check Locations/Positions Data

1	Designation, surface and strength of aprons	<p>EH: Surface: CONC/ASPH, strength: 77/R/C/X/T H: Surface: CONC/ASPH, Strength: 75/R/B/W/T J: Surface: CONC/ASPH, Strength: 77/F/C/X/U, 77/R/C/X/U L: Surface: CONC/ASPH, strength: 77/F/C/X/U, 77/R/C/X/U N: Surface: CONC/ASPH, Strength: 99/F/C/W/T, 110/R/B/W/T Q: Surface: CONC/ASPH, Strength: 34/F/C/X/U V: Surface: CONC/ASPH, Strength: 95/F/C/X/T WH: Surface: CONC/ASPH, Strength: 77/R/C/X/T X: Surface: CONC/ASPH, Strength: 75/R/B/W/T</p> <p>Terminal 3 - Concourse B Left: Surface: CONC, Strength: 66/R/C/X/T B Head: Surface: CONC, Strength:76/R/C/X/T B Right: Surface: CONC, Strength: 67/R/C/X/T C Left: Surface: CONC, Strength: 67/R/C/X/T C Head: Surface: CONC, Strength: 76/R/C/X/T C Right: Surface: CONC, Strength:68/R/C/X/T D Left: Surface: CONC, Strength: 54/R/C/X/T D Head: Surface: CONC, Strength: 72/R/C/X/T D Right: Surface: CONC, Strength: 67/R/C/X/T E Left: Surface: CONC, Strength: 65/R/B/W/T E Head: Surface: CONC, Strength: 98/R/B/W/T E Right: Surface: CONC, Strength: 65/R/B/W/T</p>
2	Designation, width, surface and strength of taxiways	<p>Width: 23-45 M Surface: ASPH</p> <p>Strength: K, M, Y, L, E, R, N: 90/F/C/W/T N – between L and K: 81/F/C/Y/T L – between K and Apron L: 74/R/C/X/T F: 75/F/C/X/T Z: 89/F/C/X/T W1-W4, S, E1-E5, T1-T4: 90/F/C/W/T</p>
3	ACL location and elevation	<p>Location: at apron Elevation: See the appropriate Aircraft Parking Chart</p>
4	VOR checkpoints	VOR: see the aerodrome chart
5	INS checkpoints	INS: see the aircraft parking charts
6	Remarks	NIL

LLBG AD 2.9 Surface Movement Guidance And Control System And Markings

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	<p>Taxiing guidance signs at all intersections with TWY and RWY and at all holding positions. Guide lines at apron. Nose-in guidance at aircraft stands.</p>
2	RWY and TWY markings and LGT	<p>RWY: Designation, THR, TDZ centre line, edge runway end as appropriate, marked and lighted</p> <p>TWY: Centre line, holding positions at all TWY/RWY intersections, marked and lighted.</p>
3	Stop bars	<p>TWY L, 90 M North and 75 M South of THR CL RWY 30.</p> <p>Stop Bar 08-26: On TWYs - S, K, W4, W3, W2, W1, E, E1</p> <p>Stop Bar 12-30: On TWYs – K, W4 , R , E, F, L</p> <p>Stop Bar 03-21: On TWYs – E1, E2, N , K , M , E4, E5, T1, T2, T3, T4.</p>
4	Remarks	See also LLBG AD 2.20 for taxiing to and from stands.

LLBG AD 2.10 Aerodrome Obstacles

In Area 2b, Area 2c and Area 2d	
Obstacle data for Area 2b, 2c and 2d is available by contacting the Civil Aviation Authority of Israel:	
Post:	Ministry of Transportation Civil Aviation Authority Infrastructure Div. Mr. Nadav Keiddar P.O.B 1101 Golan House, Golan st., Airport City 7019900, Israel.
Phone:	+972-3-9774569
Fax:	+972-3-9774599
Email:	aip@mot.gov.il
The following information can be provided:	
1.	Obstacle identification.
2.	Type of Obstacle.
3.	Latitude;
4.	Longitude;
5.	Elevation (nearest foot);
6.	Height above ground level (AGL) (nearest foot);
7.	Status of obstacles lighting and painting.
Obstacle Data effective: 04-NOV-2021	

In Area 2a and Area 3	
The information is not provided	

LLBG AD 2.11 Meteorological Information Provided

1	Associated MET office	Israel Meteorological Service Bet Dagan (LLBD)
2	Hours of service MET office outside hours	H24 -
3	Office responsible for TAF preparation Periods of validity	Israel Meteorological Service, Bet Dagan (LLBD) 24 HR (Long TAF)
4	Type of landing forecast Interval of issuance	Trend 2 HR
5	Briefing/consultation provided	Telephone and/or a video conference briefing with the Meteorological Watch Office at Israel Meteorological Service, Bet Dagan, can be established in the aerodrome meteorological station
6	Flight documentation Language(s) used	Charts, OPMET information, SIGMET, Aerodrome Warnings and low level forecasts for TEL-AVIV FIR available in ICAO abbreviated plain language text or in English
7	Charts and other information available for briefing or consulting	Low level and upper wind and temperature chart for standard isobaric surface. Significant weather charts (low level, medium and high level)
8	Supplementary equipment available for providing information	Meteorological information terminal available at the AD meteorological station containing: weather radar, weather satellite image display and animation, Upper Air temperature & wind profiles derived from Israeli radiosonds and AMDAR reports , SIGWX and T+W charts and updated OPMET information
9	ATS units provided with information	Ben-Gurion TWR Ben-Gurion APP

10	Additional information (limitation of service, etc.)	See AD chart transmission meters location
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LLBG AD 2.12 Runway Physical Characteristics

Designations RWY NR	TRUE BRG	Dimension s of RWY (m)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY-SWY
1	2	3	4	5	6	7
03	028.98°	2 772 X 60	90/F/C/W/T Asphalt	THR 315946.38N 0345309.89E; RWY END 320105.25N 0345400.81E; GUND 19.0 m	THR 134.31 ft TDZ - 134.38 ft	-0.73%520 m; 0%90 m; +0.27%960 m; 0%50 m; -0.1%350 m; 0%30 m; +0.18%770 m
21	208.98°	2 772 X 60	90/F/C/W/T Asphalt	THR 320105.25N 0345400.81E; RWY END 315946.38N 0345309.89E; GUND 19.0 m	THR 134.02 ft TDZ - 133.98 ft	-0.18%770 m; 0%30 m; +0.1%350 m; 0%50 m; -0.27%960 m; 0%90 m; +0.73%520 m
08	080.00°	4 062 X 45	90/F/C/X/T Asphalt	THR 320046.29N 0345139.14E; RWY END 320106.82N 0345353.47E; GUND 19.0 m	THR 96.78 ft TDZ - 108.62 ft	-0.35%/-0.45% (462 m) (3 600 m)
26	260.00°	4 062 X 45	90/F/C/X/T Asphalt	THR 320103.83N 0345333.88E; RWY END 320043.97N 0345124.02E; GUND 19.0 m	THR 124.31 ft TDZ - 124.31 ft	+0.45%/+0.35% (3 600 m) (462 m)
12	121.40°	3 112 X 45	90/F/C/W/T Asphalt	THR 320051.14N 0345200.56E; RWY END 315958.21N 0345342.31E; GUND 19.0 m	THR 102.36 ft TDZ - 111.54 ft	+0.25%/+0.3% (2 581 m) (531 m)
30	301.40°	3 112 X 45	90/F/C/W/T Asphalt	THR 315959.88N 0345339.12E; RWY END 320051.14N 0345200.56E GUND 19.0 m	THR 129.85 ft TDZ - 129.85 ft	-0.3%/-0.25% (531 m) (2 581 m)

SWY dimension s (m)	CWY dimension s (m)	Strip dimension s (m)	Dimensions of RESA (m)	Location And Description Of Arresting System	OFZ	Remarks
8	9	10	11	12	13	14
Nil	150 X 150	2 892 X 300	RESA RWY 03 – 232 X 120	Nil	Available	Nil
Nil	150 X 150	2 892 X 300	RESA RWY 21 – 218 X 120	Nil	Available	Nil
400 X 90	520 X 150	4 182 X 300	RESA RWY 08 – 255 X 90	Nil	Available	RESA + SWY + CWY are part of the RWY
Nil	150 X 150	4 182 X 300	RESA RWY 26 – 240 X 90	Nil	Available	Nil
60 X 90	150 X 150	3 292 X 300	RESA RWY 12 – 101 X 90	Nil	Available	Nil
Nil	150 X 150	3 292 X 300	RESA RWY 30 – 240 X 90	Nil	Available	Nil

LLBG AD 2.13 Declared Distances

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
03	2 772	2 922	2 772	2 772	Nil
21	2 772	2 922	2 772	2 772	Nil
21 – E2/T2	-	-	-	1 084	Distance from THR 21 to TXY E2/T2
21 – N	-	-	-	1 750	Distance from THR 21 to TXY N
21 – E3/T3	-	-	-	2 014	Distance from THR 21 to TXY E3/T3
21 – K	-	-	-	2 228	Distance from THR 21 to TXY K
21 – M	-	-	-	2 308	Distance from THR 21 to TXY M
21 – E4	-	-	-	2 360	Distance from THR 21 to TXY E4
08	3 600	4 120	4 000	3 580	TORA 08 for Noise Abatement Departure Procedure. RESA is part of the RWY
26	4 062	4 212	4 062	3 462	Nil
26 – W4	-	-	-	1 960	Distance from THR 26 to TXY W4
26 – K	-	-	-	2 584	Distance from THR 26 to TXY K
12	3 112	3 262	3 172	3 112	Nil
12 – Y	-	-	-	1 933	Distance from THR 12 to TXY Y
12 – F	-	-	-	2 720	Distance from THR 12 to TXY F
12 – L	-	-	-	3 100	Distance from THR 12 to TXY L
30	3 112	3 262	3 112	3 032	Nil
30 – R	-	-	-	1 553	Distance from THR 30 to TXY R
30 – Z	-	-	-	2 264	Distance from THR 30 to TXY Z

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
30 – W4	-	-	-	2 614	Distance from THR 30 to TXY W4

1. DECLARED REMAINING DISTANCES

RWY – RWY/TWY Intersection	RWY designator	TORA (m)	TODA (m)	ASDA (m)	Remarks
1	2	3	4	5	6
08 – 12	08	2 566	3 086	2 966	For purpose of Noise Restrictions by ATC
08 – K	08	2 736	3 256	3 136	For purpose of Noise Restrictions by ATC
26 – E	26	3 985	4 135	3 985	Nil
26 – W1	26	3 424	3 574	3 424	Nil
26 – W2	26	3 322	3 472	3 322	Nil
12 – Z	12	2 340	2 490	2 400	Nil
12 – W4	12	2 686	2 836	2 746	Nil
30 - E	30	2 370	2 520	2 370	Nil
30 – F	30	2 642	2 792	2 642	Nil
30 – Y	30	2 077	2 227	2 077	Nil

LLBG AD 2.14 Approach And Runway Lighting

RWY Designator	APCH LGT type LEN INTST	THR LGT colour, WBAR	PAPI (MEHT)	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing colour INTST	RWY End LGT colour	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
03	Nil	Nil	Nil	Nil	RCL - CAT II (Threshold-End) LGTD 2 772m; 1 872m - white; FM 1 872m to 2 472m - Alternate red/ white; FM 2 472m to 2 772m - red; Distance between lights - 30m; Interlined circuit; Light intensity - High	REL (Threshold-End) LGTD 2 772m; 2 172m - white; FM 2 172m to 2 772m - yellow; Distance between lights - 60m; Interlined circuit; Light intensity - High	Type - CAT II Figure 5.3.11.2 Color - RED; Distance between lights - 6m; Interlined circuit	Nil	Nil

RWY Designator	APCH LGT type LEN INTST	THR LGT colour, WBAR	PAPI (MEHT)	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing colour INTST	RWY End LGT colour	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
21	APCH LGT Type - CAT II Barrette LGT- 900m; Color - center line barrette - white; Color - Side row barrette - red; Crossbar's 146m & 290m from THR; distance between barrette - approximately 30m (approved installation tolerance of up to 2 m); RAIL (SFL - 900m from THR to 300m from THR); REIL Interlined circuit; Light intensity - High	THR+ WBAR Type - CAT-2 Figure 5.3.10.8 Color- green; Distance between light-1.5m Interlined circuit	PAPI Right& left 3° MEHT- 20.64m Interlined circuit	TDZ CAT-2 LGT- 900m Color – white; Interlined circuit	RCL - CAT II (Threshold-End) LGTD 2 772m; 1 872m - White; FM 1 872m to 2 472m - Alternate red/ white; FM 2 472m to 2 772m - red; Distance between lights - 30m; Interlined circuit; Light intensity - High	REL (Threshold-End) LGTD 2 772m; 2 172m - White; FM 2 172m to 2 772 - Yellow; Distance between lights - 60m; Interlined circuit; Light intensity - High	Type - CAT II Figure 5.3.11.2 Color- RED; Distance between lights - 5.5m; Interlined circuit	Nil	Nil
08	APCH LGT Type - SALS Barrette LGT- 420m; Color - center line barrette - white; Crossbar 300m from THR; distance between barrette - approximately 60m; REIL OMNI; Light intensity - High	Green	PAPI Left 3° MEHT- 20.32m	Nil	LGTD 4 062 m (Threshold-End); 3 162m - White; FM 3 162m to 3 762m - Alternate RED/ WHITE; FM 3 762m - RED; Distance between lights - 30m; Light intensity - High	REL (Threshold-End) LGTD 4 062 m; FM 08 to THR (403m) - RED; FM THR to 3 550m - WHITE; FM 3 550m - YELLOW; Distance between lights - 50m; Light intensity - High	Red	Nil	Nil
26	APCH LGT Type - CAT II Barrette LGT- 905m; Color - center line barrette - white; Color - Side row barrette - red; Crossbar's 150m & 300m from THR; distance between barrette - approximately 30m (approved installation tolerance of up to 2 m); REIL OMNI; Light intensity - High	Green	PAPI Right & Left/3° MEHT19.92 m	900 M	LGTD 4 062 m (Threshold-End); 3 162m - White; FM 3 162m to 3 762m - Alternate RED/ WHITE; FM 3 762m - RED; Distance between lights - 30m; Light intensity - High	REL (Threshold-End) LGTD 4 062 m; FM 26 to THR (600m) - RED; FM THR to 3 462m - WHITE; FM 3 462m – YELLOW; Distance between lights - 50m; Light intensity - High	Red	Nil	Nil

RWY Designator	APCH LGT type LEN INTST	THR LGT colour, WBAR	PAPI (MEHT)	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing colour INTST	RWY End LGT colour	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
12	APCH LGT Type - CAT I Barrette LGT- 916m; Colour - centre line barrette - white; Crossbar 306m from THR; distance between barrette - approximately 30m (approved installation tolerance of up to 6 m); Light intensity - High	Green	PAPI Right & Left/ 3.0° MEHT- 19.81m	Nil	LGTD 3 112 m; (Threshold-End) 2 220m - White; FM 2 220m to 2 820m - Alternate RED/ WHITE; FM 2 820m - RED; Distance between lights - 30m; Light intensity - High	REL (Threshold-End) LGTD 3 112m; FM 12 To 2 520m - WHITE; FM 2 520m - YELLOW; Distance between lights - 50m; Light intensity - High	Red	Nil	Nil
30	APCH LGT Type - CAT I Barrette LGT- 720m; Colour - centre line barrette - white; Crossbar 300m from THR distance between barrette - approximately 30m; REIL OMNI; Light intensity - High	Green	PAPI Right/3.2° MEHT- 20.36m	Nil	LGTD 3 112 m (Threshold-End); 2 220m - White; FM 2 220m to 2 820m - Alternate RED/ WHITE; FM 2 820m - RED; Distance between lights - 30m; Light intensity - High	REL (Threshold-End) LGTD 3 112 M; FM 12 To 2 520m - WHITE; FM 2 520m - YELLOW; Distance between lights - 50m; Light intensity - High	Red	Nil	CAT I LGT with only 720 m of barrettes

LLBG AD 2.15 Other Lighting, Secondary Power Supply

1	ABN/IBN location, characteristics and hours of operation	ABN: At tower building, FLG green/white in IMC and at night
2	LDI location and LGT	LDI: Nil
	Anemometer location and LGT	Anemometer: see AD chart
3	TWY edge and centre line lighting	Edge: All TWY Centre line: TWY K, L, N, S, R & W (green) intersections of RWYs 08/ 12 & 21/26 (in turns only) and TWY L
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at AD. Switch-over time: 1 SEC.
5	Remarks	Nil

LLBG AD 2.16 Helicopter Landing Area

Not available.

LLBG AD 2.17 ATS Airspace

1	Designation and lateral limits	Ben-Gurion CTR 320622N 344626E – 320600N 345051E – 320618N 345332E – 320453N 350008E – 315510N 345912E – 314953N 350147E – 315459N 345257E – 315601N 344201E
2	Vertical limits	SFC to 2 000 FT MSL
3	Airspace classification	Ben-Gurion TMA (See ENR 2.1-1)
4	ATS unit call sign Language(s)	(See ENR 2.1-1)
5	Transition altitude	See ENR 1.4
6	Remarks	Ben-Gurion Tower/Approach/ TMA English (See GEN. 3.4-2)

LLBG AD 2.18 ATS Communication Facilities

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Ben-Gurion Approach / Departure	120.500	H24	Primary freq. Departure freq.
	Ben-Gurion Arrival	131.100	By ATC	
TWR	Ben-Gurion Tower/Tower Departure	134.600	H24	Primary freq.
	Ben-Gurion Tower Arrival	132.100	When landing RWY 21	
TMA	Ben-Gurion TMA	119.500	H24	Primary freq.
ATIS (INF)	Ben-Gurion Arrival Information	132.500	H24	ATIS info available: Digital ATIS available via ACARS by dialling 972-3- 7755074
	Ben-Gurion Departure Information	132.800	H24	ATIS info available: Digital ATIS available via ACARS by dialling 972-3-7526243
GND EAST	Ben-Gurion Ground (East)	121.950	H24	East of RWY 21
GND WEST	Ben-Gurion Ground (West)	121.750	H24	West of RWY 21
CPT	Ben-Gurion Clearance	As published by ATIS (121.550)	H24	DCL available
VOLMET		126.800		VOLMET info available by dialling 972-3-9730699
EMERGENCY		121.500	H24	
SECONDARY	Ben-Gurion	119.350		As published by ATIS
STAND-BY Frequencies - By ATC only	Ben-Gurion	118.750 119.350 119.550 122.300 133.600 121.975		Stand-by Frequencies

LLBG AD 2.19 Radio Navigation And Landing Aids

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Location of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
LOC 21 ILS CAT I (5°E/2019)	BN	109.700 MHz	H24	315938.47N 0345304.79E	131 FT	
GP/DME 21 (5°E/2019)	Dots/ Dashes	333.200 MHz	H24	320058.78N 0345351.37E	126 FT	CH 34 X
DVOR/DME (5°E/2019)	BGN	113.500 MHz	H24	320047.2N 0345231.3E	100 FT	CH 82 X
LOC 12 ILS CAT I (5°E/2019)	BG	110.300 MHz	H24	315954.86N 0345348.76E	132 FT	
GP/DME 12 (5°E/2019)	Dots/ Dashes	335.000 MHz	H24	320042.51N 0345208.37E	141 FT	CH 40 X
LOC 26 ILS CAT I (5°E/2019)	BA	108.700 MHz	H24	320042.1N 0345111.7E		
GP/DME 26 (5°E/2019)	Dots/ Dashes	330.500 MHz	H24	320105.1N 0345321.1E	162 FT	CH 24 X
LOC 08 ILS CAT I (5°E/2019)	BC	110.900 MHz	H24	320108.6N 0345405.2E	134 FT	
GP/DME 08 (5°E/2019)	Dots/ Dashes	330.800 MHz	H24	320044.7N 0345151.1E	131 FT	CH 46 X
LOC 30 ILS CAT I (5°E/2019)	BD	111.900 MHz	H24	320056.39N 0345150.41E	100 FT	
GP/DME 30 (5°E/2019)	Dots/ Dashes	331.100 MHz	H24	320008.4N 0345331.5E	171 FT	CH 56 X

LLBG AD 2.20 Local Traffic Regulations**1. Airport Slot and Parking coordination**

1.1 All traffic ARR/DEP must have a fully coordinated slot. Applications must be applied for 48 HRS in advance (MON-THU) and 72 HRS in advance on FRI-SUN, to e-Mail: tlvacxh@iaa.gov.il

1.2 For contingency operations which require regulating arriving traffic flows and capacities, all carriers operating CARGO flights arriving at Tel-Aviv/Ben-Gurion airport, shall file their FPL with the following remark in field 18 - RMK/TERMINALARR CARGO.

1.3 General aviation wishing to stay beyond 36 hours should submit request to the Ben-Gurion Airport Operations Centre.

1.4 Parking beyond 72 HRS. for aircraft whose home base is not LLBG is prohibited. the above excludes state aircraft, hospital flights and flights approved by airport administration.

2. Aircraft Guidance and Procedures for Ground Operations**2.1 General:**

2.1.1 Aircraft shall cross active runway on TWR frequency.

2.1.2 Do not cross runway without specific authorization.

2.1.3 Marshaller assistance may be requested.

2.2 **Transponder Operation:**

Aircraft shall operate transponder on ALT/XPDR mode with the assigned MODE A code and MODE S aircraft identification using flight plan call sign:

- a. Departing aircraft: When ready for push-back or taxi clearance, whichever earliest.
- b. Arriving aircraft: Continuously until the aircraft has reached its final parking position.

2.3 **APU Operation:**

Pilots shall turn off APU when on-block and connected to GPU/FPU. APU shall be started no earlier than 15 minutes prior to EOBT.

2.4 **Arriving aircraft:**

2.4.1 In order to expedite traffic, unless otherwise advised by ATC, pilots are requested to vacate runways without delay as follows:

- a. RWY 26 via Exit Taxiway W4.
- b. RWY 08 via Rapid Exit Taxiway W3.
- c. RWY 30 via Rapid Exit Taxiway Z onto K.
- d. RWY 12 via Rapid Exit Taxiway Y onto M.
- e. RWY 21:
 - To terminal 3 and aprons X and H via Rapid Exit Taxiway E3 onto M.
 - To aprons J, L, N and V via Rapid Exit Taxiway T3 onto K.
- f. If unable, pilots shall notify ATC.

2.4.2 Parking position for arriving aircraft will be allocated by the control tower.

2.4.3 Guidance for parking stands of concourses B, C, D, E of Terminal 3 and apron H - by Advanced Visual Docking Guidance System (AVDGS). Guidance for other parking stands - by "Follow Me" vehicle and by the marshaller on the stand.

2.4.4 In order to enable the AVDGS systems early identification of aircraft and avoid misidentification, aircraft taxiing into the stand shall do so accurately on the C/L before during and after final turn into the stand. Taxi and landing lights should be turned off when not required due to possible AVDGS blinding.

2.4.5 In case of AVDGS malfunctioning, aircraft shall stop immediately and notify the tower. In such cases, aircraft shall be towed into the stands, unless otherwise instructed by the tower.

2.4.6 Whenever C-6 or D-6 are occupied, aircraft assigned parking stands C-5 or D-5 (respectively) shall be towed into stands.

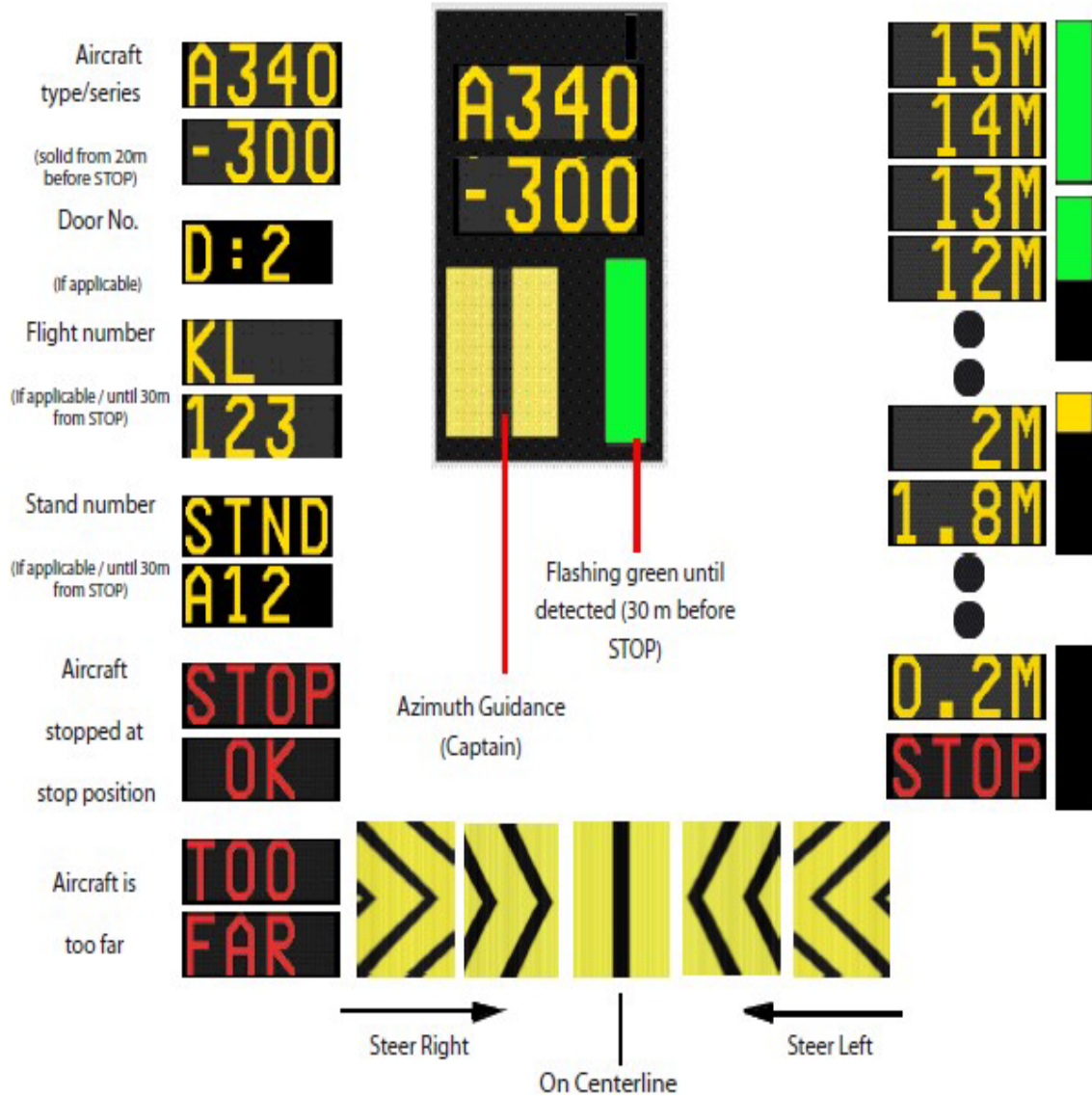
2.4.7 AVDGS displays as follows:

FMT APIS (Aircraft Parking and Information System).

Azimuth and stop guidance are provided on a display unit mounted in the extension of the center line.

Intercept the center line and follow the azimuth guidance display.

Check that correct aircraft type/series is shown on the APIS display unit.



CAUTION

ABORT DOCKING IF THE DISPLAY SHOWS ANY OF THE FOLLOWING INFORMATION
STOP

WRONG AIRCRAFT TYPE/SERIES

IF THE AZIMUTH GUIDANCE IS DEACTIVATED

2.5 Departing aircraft:

2.5.1 'Clearance prior to taxi' (CPT) is provided continuously via datalink (DCL) or by voice (Frequency published by ATIS).

2.5.2 Pilots shall contact CPT 15 minutes before start-up. Voice MSG - shall specify the following: ACFT call sign and type, stand number and ATIS letter.

2.5.3 DCL – Successful clearance must be accepted within 5 MIN. after receipt or a "Revert to voice" MSG will be received.

2.5.4 In order to adhere to SLOT times, aircraft will be cleared to pushback and taxi, not later than 10 minutes prior to calculated take off time (CTOT)

2.5.5 Push-back: From all parking positions: the crew shall request and obtain, from GND control, specific ATC 'push-back' approval. Aircraft receiving 'push-back' approval is expected to vacate the gate/stand within 2 minutes of the push-back approval.

2.5.6 Start-up procedure:

- a. From all aprons, except V1&V2, pilots are requested to start engines during push-back. Concourse B, C, D and E of terminal 3: Engine start-up while aircraft is connected to the gate id prohibited.
- b. From aprons V1&V2: Engine start-up on the parking stand is prohibited. Start up only at the assigned start-up position.
- c. Cross bleed start-up approved only at the release point.

2.5.7 Intersections Departures: Aircraft may depart from runway intersections, by tower approval. Ref. Remaining distances as specified in table LLBG AD 2.13A.

2.5.8 Line-Up: Pilots cleared to line-up shall be ready for immediate take-off; if unable, notify ATC in advance.

2.6 Towing procedures:

2.6.1 Aircraft being towed shall establish and maintain two-way VHF radio communication with ground control (see LLBG AD 2.18).

- a. From aprons J, L, N, V and Bedek with GND EAST.
- b. From terminal 3 and aprons H, X with GND WEST.
- c. When GND EAST and GND WEST are combined, with GND WEST.
- d. Towing using other means of communication as approved by airport regulation.

3. Taxiing - limitations

Taxilane H restricted to maximum wingspan of 36 meters.

4. School and training flights - technical test flights - use of runways

4.1 Training flights must only be performed after prior coordination/permission from Ben-Gurion Air Traffic Control.

4.2 A request for a training slot should be submitted directly to the Ben-Gurion ATC manager not later than Thursday, for flights on the following week. Request shall be submitted by the pilot or his/her designated representative:

Email: bgtrain@iaa.gov.il

Phone: 03-9758675

4.3 In addition to paragraph 4.2, pilots shall contact the ATC supervisor prior to the flight.

4.4 The ATC supervisor will approve or deny the training flight on real time traffic.

4.5 The following restrictions apply:

4.5.1 Training flights are permitted daily between 07:00-23:00 LT, except on Friday night/Holiday eve until 22:00 LT.

4.5.2 Only instrument training will be approved. VFR circuit, as part of the instrument training, is permitted.

4.5.3 Training flights will be approved subject to higher priority operations i.e commercial flights.

4.5.4 Training flights by Ultra-light aircraft & propeller driven parachutes are not permitted.

4.6 AIS office/"Briefing" will approve a training flight-plan only after confirming that the flight is authorized by the ATC manager/ATC supervisor.

4.7 Authorization of a training flight is not an authorization for a parking position which has to be coordinated separately with Ben-Gurion Airport Operations Centre.

5. Removal of disabled aircraft from runways

5.1 Aircraft involved in an accident shall be removed from the accident site only after obtaining permission of the chief investigator of aircraft accidents/incidents, or from the head of the investigation committee.

5.2 It is the duty of the owner or operator of a disabled aircraft in the runway to have it removed as soon as possible. If the owner or operator does not remove a disabled aircraft from the runway as quickly as possible, the aircraft will be removed by the aerodrome authority at the owner's or operator's expense.

6. Airport Limitations (All times are local times)

6.1 Due to traffic congestion, operation of general aviation, test and helicopter flights are not permitted at the airport during the following periods (except traffic approved by airport administration):

- Summer: Sunday-Friday: 05:00-08:00, 14:00-18:00 & 00:01-01:40.
- Winter: Sunday-Friday: 05:30-08:00, & 00:01-01:40.

6.2 Due to operational limitations landing of 4 engines aircraft is prohibited during the following periods (except traffic approved by airport administration):

- Winter: Sunday-Friday 12:00-20:00;
- Summer: Sunday-Friday 08:00-20:00.

6.3 YOM KIPPUR - Day of Atonement (See GEN 2.1) - Airport closed as follows:

- YOM KIPPUR's eve: Last ARR./DEP. At 14:00,
- YOM KIPPUR: First ARR. 22:30. First DEP. 23:30.

6.4 Airport closed for landings, daily 0100-0200.
Flights arriving from Nicosia FIR shall not cross KONFO before 01:40.

Note - Seasons are according to IATA definitions.

LLBG AD 2.21 NOISE ABATEMENT PROCEDURES

Every operator of ACFT arriving and departing LLBG shall ensure at all times that aircraft is operated in a manner calculated to cause the least disturbance practicable in areas surrounding the airport. The published procedures may at any time be departed from to the extent necessary for avoiding immediate danger or for complying with ATC instructions.

1. Departures

Jet aircraft irrespective of weight, shall commence the following Noise Abatement Climb (NADP-1).

This procedure involves a power or thrust reduction at or above the prescribed minimum altitude and the delay

of flap/slat retraction until the prescribed maximum altitude is attained. At the prescribed maximum altitude, the aircraft is accelerated and the flaps/slats are retracted on schedule while maintaining a positive rate of climb, to complete the transition to normal en-route climb speed. The initial climbing speed to the noise abatement initiation point is not less than V2 plus 10 kt:

- Take-off thrust to power reduction height (not lower than 950ft QNH) –
- Take-off thrust and Take-off flaps, climb at V2 + 10 kt (or as limited by body angle)
- At power reduction height (not lower than 950ft QNH) –
- Reduce thrust to not less than climb power
- Power reduction height to 3150ft (QNH) –
- Climb at V2 + 10 kt (or as limited by body angle)
- At 3150 (QNH) or at 3000ft (QNH), if restricted by ATC - Normal acceleration and en-route climb configuration.

2. Night Flight Restrictions

2.1 No restrictions imposed on:

2.1.1 Aircraft rendering medical assistance.

2.1.2 Fire-fighting aircraft.

2.1.3 Cloud seeding flights.

2.1.4 Other exceptional circumstances by prior permission from the CAAI.

2.2 Runway 30 is not available for take-off between 23:00-06:00 LT, unless approved for operational reasons, by IAA Headquarters.

2.3 Other runways: aircraft shall not take-off between 01:40-05:30 LT during winter and 01:40-05:00 LT during summer, (Seasons are according to IATA definitions).

2.4 Despite Para. 2.3, take-off between 01:40-02:00 LT shall be approved, only in exceptional circumstances, by airport manager.

2.5 Take-off between 05:30-06:00 LT during winter season, and 05:00-06:00 LT during summer season, shall be approved in one of the following conditions:

2.5.1 The noise level for all departing aircraft will not exceed a "Reduced Noise Level" as recorded by the Noise monitoring terminals (NMT).

2.5.2 "Reduced Noise Level", for this matter, is a noise level that will not exceed the maximum noise level, in dB(A), MINUS 3 dB(A), approved for departures of aircraft with maximum take-off mass of LESS than 300 tones. (Refer to the table "Noise monitoring terminals (NMT)" in this paragraph).

2.5.3 Flights, scheduled to depart before the night take-off restriction, and were delayed, may be approved by the airport manager, without the restriction in sub-para. 2.5.1.

3. Noise monitoring system

A noise monitoring system is operating at Tel-Aviv/Ben-Gurion airport. In conjunction with the system, the following procedures have been designed to avoid excessive aircraft noise in the area adjacent to the airport, and the areas overflown during take-off and landing.

The Standard Instrument Departure routes as shown on the Tel-Aviv/Ben-Gurion SID procedures charts have been designed so as to minimize the noise levels over the densely populated areas in the airport's vicinity.

4. Arrivals

CDA – On receipt of descent clearance, descent at the rate best suited to a continuous descent so as to join the

GS (or final segment) at the appropriate height for the distance without recourse to level flight.

The descent shall be arranged so as to maintain En-route configuration for as long as possible considering safety and ATC requirements. Speed reduction and extension of landing gear and high lift devices are to be planned in such a way, that landing configuration is established and correct approach speed is reached shortly prior to or at 4 miles final.

5. Reverse thrust

Reverse thrust, other than idle thrust, shall not be used between 23:00-06:00 LT, except for safety reasons.

6. Maintenance Run-ups

Run-ups for maintenance purposes are not permitted between 23:00-05:00 LT.

7. Noise monitoring terminals (NMT)

The following NMT are operating as part of the Noise Monitoring System:

NMT No.	Location (coordinates)	Location (geographical)	Max. noise levels in db (A)	
			For departures of a/c with maximum take-off mass of 300 tones or above	All other departures
1	Withdrawn	-	-	-
2	320146N 0345101E	OR-YEHUDA	93	91
3	320032N 0344945E	MISHMAR-HA'SHIV'AH	93	91
4	320001N 0344947E	BEYT-DAGAN	93	91
5	320022N 0344753E	KIRYAT-SHARET	88	85
6	315920N 0344725E	RISHON-LETZION	88	85
7	315953N 0344617E	KIRYAT BEN-GURION	88	85
8	315952N 0344426E	NEVE-HOF	88	85
9	320044N 0344742E	ESHKOL	88	85
10	320008N 0345123E	ZAFARIA	93	91
11	320015N 0344513E	BAT-YAM	88	85
12	315815N 0344932E	TNUOT	88	85

LLBG AD 2.22 FLIGHT PROCEDURES

1. Preferential runway system

1.1 Arrivals:

1.1.1 Runway 12 is the preferred runway assigned for landing aircraft, provided the tailwind component does not exceed 10 kt when runway is dry or 5 kt when runway is wet.

1.1.2 RWY 30 or RWY 21 will be preferred when high volume of traffic is expected.

1.2 Departures:

1.2.1 RWY 26 is the preferred runway assigned for departing aircraft, provided the tailwind component does not exceed 5 kt.

1.2.2 RWY 26 may be assigned with tailwind component greater than 5 kt subject to pilot request. Priority will be given to aircraft's utilizing the runway configuration in use.

2. Preferential Departure Routes

2.1 Departure westbound:

SUVAS

2.2 Departure north westbound:

- DAFNA - available from SUN 05:15 (04:15) until FRI 10:30 (09:30).
- MERVA - available from FRI 10:30 (09:15) until SUN 05:15 (04:15) and holiday eve. from 10:30 (09:30) until day after holiday 05:15 (04:15).
- Times based on EOBT.

2.3 Departure to Amman FIR:

SALAM

2.4 Departure Southbound:

TOMAL J10

2.5 SID's NAT, ORLEV, PIDET and RIPUD - assigned by ATC only.

3. Radar procedures

3.1 Initial call to Approach/Departure control:

Pilots shall report the following:

- a. Departing aircraft: current altitude.
- b. Arriving aircraft: current altitude and ATIS letter received.

3.2 Radar vectors will be issued on accordance with the SMAC (surveillance Minimum Altitude Chart).

3.3 Visual approach - in case of missed approach, pilots shall follow ATC instructions.

3.4 The inbound, transit and outbound routes shown on the charts may be varied at the discretion of ATC.

4. Communication Failure

4.1 General Procedures:

- 4.1.1 Set the transponder to Code 7600;
- 4.1.2 Keep Transmitting ("Blind Transmission") on tower/approach Frequency - or on 121.5 MHz;
- 4.1.3 If Able, Contact tower by Telephone (+972-3-9758110/666) and inform tower about your intentions;

4.2 Communication Failure - IFR Flights:

4.2.1 Arriving aircraft - STAR or approach clearance already received:

- a. Proceed and complete the approach accordingly;
- b. Land after receiving green light from the tower;
- c. In case of red light received from the tower, or flashing runway edge lights, perform a missed approach procedure.
- d. Unless a specific "Communication Failure" procedure is prescribed on the chart, perform the missed approach procedure, then proceed to the IAF at the IAF altitude and perform the same approach again.

4.2.2 Arriving aircraft - STAR or approach clearance not received:

- a. Join the appropriate STAR:
 - From KONFO: "AMMOS 1C".
 - From AMMIT: "AMMIT 1C".
 - From SALAM: "SALAM 2C".
- b. Perform ILS approach for RWY 26.
- c. Land after receiving green light from the tower.
- d. On case of red light received from the tower or flashing runway edge lights, perform a missed approach procedure.
- e. Unless a specific "Communication Failure" procedure is prescribed on the chart, perform the missed approach procedure, then proceed to the IAF at the IAF altitude and perform the same approach again.

4.2.3 Departing aircraft - if not returning to land:

Proceed to "ORLEV" then turn to "DIVLA" at 5 000 ft, join STAR "AMMOS 1C" and perform ILS approach for RWY 26.

4.2.4 Departing aircraft - if not returning to land:

Follow the SID with **all applicable restrictions** and thereafter adjust level and speed in accordance with the filed flight plan.

Note - Traffic departing via "SALAM" or "TOMAL" maintain 7 000 ft/9 000 ft to "SALAM" or "TOMAL".

4.3 Communication Failure - CVFR flights:

4.3.1 Fly over the tower and determine the runway in use, observing the traffic pattern and/or the wind direction indicator ("windsock").

4.3.2 Join downwind leg (according to para. 5.3) at 2 000 ft, considering the traffic in the vicinity of the aerodrome.

4.3.3 Land after receiving green light from the tower or flashing runway edge lights, go-around and join downwind leg.

5. Procedures for CVFR flights

5.1 CVFR flights are conducted according to controlled visual routes chart (see Domestic AIP, chapter A-07 & chapter B-03).

5.2 Circuit altitude:

- Category A and B – 1 200 feet,
- Category C and D – 2 000 feet.

5.3 Traffic pattern (unless instructed otherwise by ATC):

- Runways: 30, 26 and 21 – left hand pattern.
- Runways: 12 and 08 – right hand pattern.

6. Procedure for IFR flights to and from Amman FIR

6.1 Departure procedures:

As soon as practicable, but not later than 10 NM west of SALAM, the pilot shall contact Amman TACC on the second radio set.

6.2 Arrival procedures:

6.2.1 As soon as practicable, but not later than 10NM east of SALAM, two-way radio communication shall be established with Tel-Aviv ID on frequency: PRI 124.30 MHz, SRY 135.025 MHz for preliminary identification.

6.2.2 Flight departing from Amman shall not be permitted to enter Tel-Aviv FIR in the event of communication failure.

6.2.3 The aircraft shall maintain the assigned altitude by "Amman Control" 5 NM east of SALAM, before entering Tel-Aviv FIR.

6.2.4 The pilot shall contact Ben-Gurion not later than SALAM.

7. Low Visibility Procedure (LVP)

7.1 LVP will be implemented by TWR, and transmitted by ATIS, when RVR is below 800 meters (or visibility below 1200 meters).

7.2 Preferential Runway Configuration: RWY 21 will be used for arrivals and RWY 26 for departures.

7.3 During emergency in Low Visibility Conditions, RWY 26 will be the preferred runway for arrival.

7.4 Taxiway in the aprin area are not equipped with centre line lights. The taxiways guide lines may not be visible due to low visibility.

7.5 "Follow-me" service may be provided to aircraft upon pilot request or by ATC. However, this service will not be provided when visibility is less than 100 metres.

7.6 Due to greater separation applied in LVP, expect delays in the approach and departure.

7.7 Departing traffic shall report airborne.

8. Take off Minima for IFR Departures – ALL RUNWAYS

	HIRL, CL & RVR (minimum 2 transmission meters req.)	RCLM (DAY only) or CL & RWY END lights or HIRL
A, B, C, D	350 m	400 m

LLBG AD 2.23 ADDITIONAL INFORMATION

Bird concentration in the vicinity of the airport
See AD 2 LLBG BIRD-1 AND BIRD-2

LLBG AD 2.24 Charts Related To An Aerodrome

Chart Name	Page
Aerodrome Chart - ICAO	AD 2 LLBG ADC
Aircraft Parking Docking Chart - ICAO - Terminals 1	AD 2 LLBG APDCT1-4
Aircraft Parking Docking Chart - ICAO - Apron V	AD 2 LLBG APDCV-5
Aircraft Parking Chart - ICAO - Terminal 3	AD 2 LLBG APDCT3-1
Aircraft Parking Chart - ICAO - Terminal 3 - Apron H, X	AD 2 LLBG APDCHX-6
Aircraft Parking Chart - ICAO - Apron N	AD 2 LLBG APDCN-3
Aerodrome Obstacle chart - Type A - ICAO - RWY 03/21	AD 2 LLBG AOC-03-21
Aerodrome Obstacle chart - Type A - ICAO - RWY 08/26	AD 2 LLBG AOC-08-26
Aerodrome Obstacle chart - Type A - ICAO - RWY 12/30	AD 2 LLBG AOC-12-30
Precision Approach Terrain Chart - ICAO - RWY 12	AD 2 LLBG PATC-12

Chart Name	Page
Standard Departure Chart - instrument (SID) - ICAO - RWY 12, 26, 30 PIDET 2C, 1E, 1F, RIPUD 1E, 1F	AD 2 LLBG SID-12-26-30-1
Standard Departure Chart - instrument (SID) - ICAO - RWY 12, 26, 30 ORLEV 1C, 1E, 1F	AD 2 LLBG SID-12-26-30-2
Standard Departure Chart - instrument (SID) - ICAO - RWY 08 MERVA 2B, SUVAS 1B, SALAM 4B, TOMAL 4B, DAFNA1B	AD 2 LLBG SID-08-1
Standard Departure Chart - instrument (SID) - ICAO - RWY 08 IVONA 1B, RAPIV 1B	AD 2 LLBG SID-08-2
Standard Departure Chart - instrument (SID) - ICAO - RWY 12 MERVA 3C, SUVAS 2C, SALAM 5C, TOMAL 5C, DAFNA 2C	AD 2 LLBG SID-12-1
Standard Departure Chart - instrument (SID) - ICAO - RWY 26 MERVA 2E, SUVAS 1E, SALAM 4E, TOMAL 4E, DAFNA1E	AD 2 LLBG SID-26-1
Standard Departure Chart - instrument (SID) - ICAO - RWY 30 MERVA 2F, SUVAS 1F, SALAM 4F, TOMAL 4F, DAFNA1F	AD 2 LLBG SID-30-1
Standard Departure Chart - instrument (SID) - ICAO - RWY 03, 08, 12, 21 NAT 1A, 1B, 1D, SUVAS 1G	AD 2 LLBG SID-03-08-12-21
Standard arrival chart instrument (STAR) - ICAO - RWY 08 PURLA1	AD 2 LLBG STAR-08-1
Standard arrival chart instrument (STAR) - ICAO - RWY 12, 30 NINET1, GODED2	AD 2 LLBG STAR-12-30-1
Standard arrival chart instrument (STAR) - ICAO - RWY 12 AMMIT 1B, SALAM 2B	AD 2 LLBG STAR-12-1
Standard arrival chart instrument (STAR) - ICAO - RWY 21 AMMOS 1A, 1B, AMMIT 1A, SALAM 2A	AD 2 LLBG STAR-21-1
Standard arrival chart instrument (STAR) - ICAO - RWY 26 AMMOS 1C, 1D, AMMIT 1C, SALAM 2C	AD 2 LLBG STAR-26-1
Standard arrival chart instrument (STAR) - ICAO - RWY 30 AMMOS 1E, 1F, AMMIT 1E, SALAM 3E	AD 2 LLBG STAR-30-1
Instrument Approach Chart - ICAO - ILS RWY 08	AD 2 LLBG IAC-08ILS-2
Instrument Approach Chart - ICAO - ILS RWY 12	AD 2 LLBG IAC-12ILS-3
RNAV Transition to RWY 21, 26	AD 2 LLBG TRANS-21-26
Instrument Approach Chart - ICAO - ILS RWY 21	AD 2 LLBG IAC-21ILS-1
Instrument Approach Chart - ICAO - ILS RWY 26	AD 2 LLBG IAC-26ILS-1
Instrument Approach Chart - ICAO - ILS RWY 30	AD 2 LLBG IAC-30ILS-1
Instrument Approach Chart - ICAO - LOC RWY 21	AD 2 LLBG IAC-12LOC-1
Instrument Approach Chart - ICAO - RNP RWY 08	AD 2 LLBG IAC-08RNP-1
Instrument Approach Chart - ICAO - RNP RWY 12	AD 2 LLBG IAC-12RNP-2
Instrument Approach Chart - ICAO - RNP X RWY 21	AD 2 LLBG IAC-21RNPX-3
Instrument Approach Chart - ICAO - RNP Y RWY 21	AD 2 LLBG IAC-21RNPY-2
Instrument Approach Chart - ICAO - RNP RWY 26	AD 2 LLBG IAC-26RNP-2
Instrument Approach Chart - ICAO - RNP W RWY 30	AD 2 LLBG IAC-30RNPW-4
Instrument Approach Chart - ICAO - RNP X RWY 30	AD 2 LLBG IAC-30RNPX-3
Instrument Approach Chart - RNP Y RWY 30 (AR)	AD 2 LLBG IAC-30RNPY-5
Visual Approach Chart	AD 2 LLBG VAC
Visual Approach Chart - NAMIM APCH RWY 21	AD 2 LLBG VAC-21NAMIM-1
Visual Approach Chart - GAVRI APCH RWY 30	AD 2 LLBG VAC-30GAVRI-2-1
Visual Approach Chart - ROMIE APCH RWY 30	AD 2 LLBG VAC-30ROMIE-3
ATC Surveillance Minimum Altitude Chart - ICAO	AD 2 LLBG ATC-SMAC
Bird concentrations and movements	AD 2 LLBG BIRD-1
Bird concentrations and movements - (all year)	AD 2 LLBG BIRD-2

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AERODROME CHART - ICAO

32° 00' 34" N 034° 53' 08" E

ELEV 134 ft

ATIS Departure 132.80 ATIS Arrival 132.50 GND WEST 121.75 GND EAST 121.95 TWR 134.60
When RWY 21 Operative: BY ATC - TWR (ARR) 132.10

TEL-AVIV / BEN-GURION (LLBG)

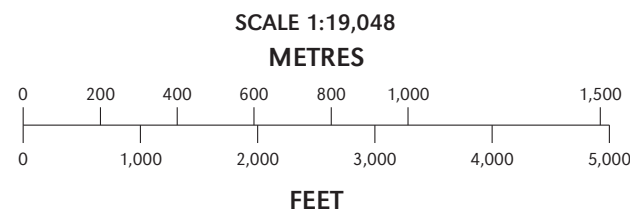
RWY	THR	BEARING	STRENGTH
03	31° 59' 46.38" N 034° 53' 09.89" E	PCN 90/F/C/W/T	
21	32° 01' 05.25" N 034° 54' 00.81" E		
08	32° 00' 46.29" N 034° 51' 39.14" E	PCN 90/F/C/X/T	
26	32° 01' 03.83" N 034° 53' 33.88" E		
12	32° 00' 51.14" N 034° 52' 00.56" E	PCN 90/F/C/W/T	
30	31° 59' 59.88" N 034° 53' 39.12" E		

ELEV, ALT IN FEET
DIMENSIONS ARE IN METERS
BRG ARE MAG

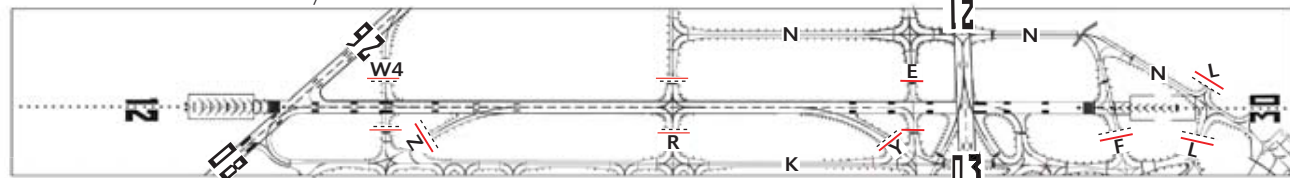
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LEGEND	
TAXIWAY	M
STARTING POINT	
GATE LEAD IN TAXILANE	RC
AIRCRAFT STAND	C-6
APRON NAME	WHS
INTERMEDIATE HOLDING POSITION	
HOLDING POSITION	SN2
TAXILANE AND DIRECTION	
APRON BOUNDARY	

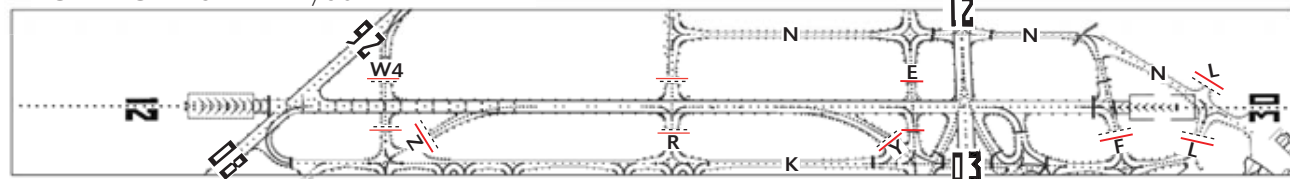
ANNUAL RATE OF CHANGE 5° E



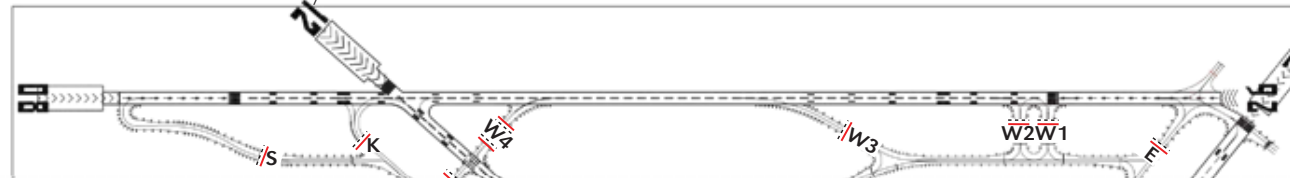
MARKING AIDS RWY 12/30 AND EXIT TWY



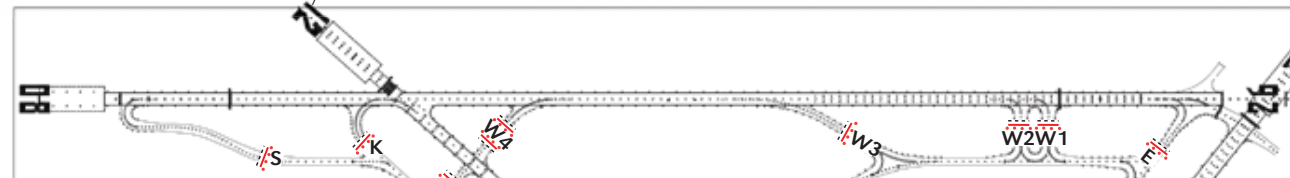
LIGHTING AIDS RWY 12/30 AND EXIT TWY



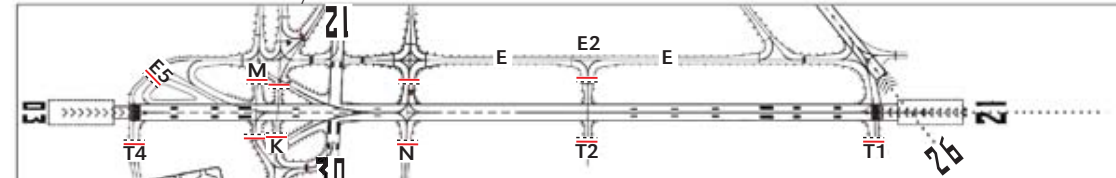
MARKING AIDS RWY 08/26 AND EXIT TWY



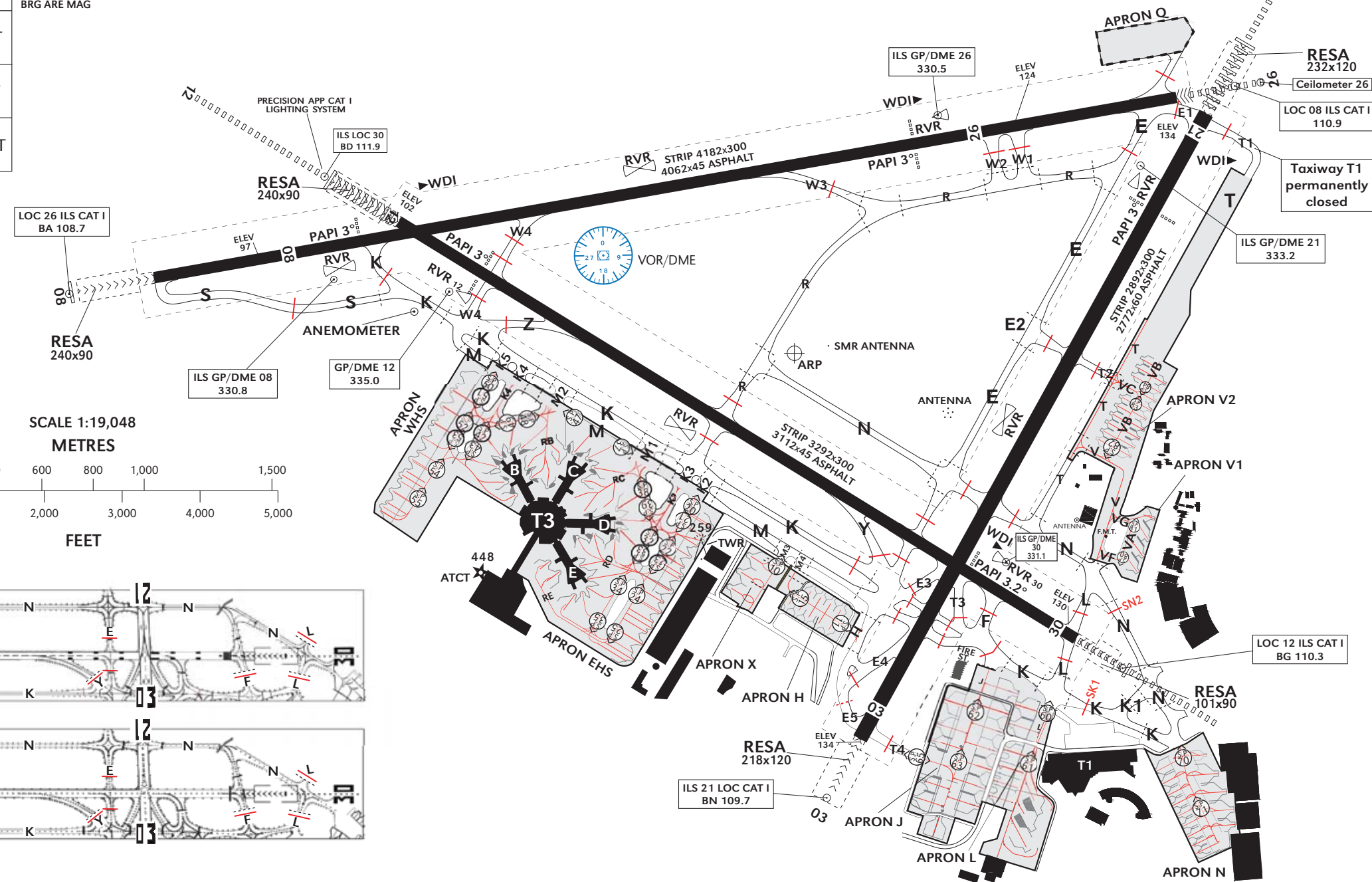
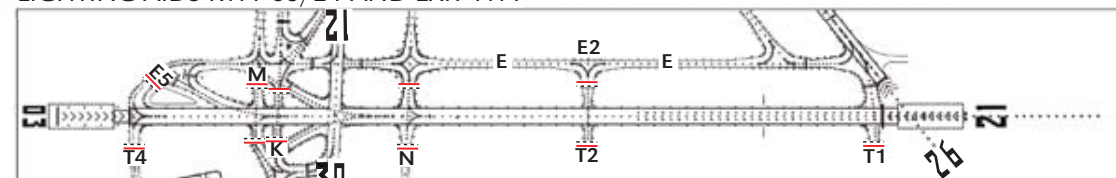
LIGHTING AIDS RWY 08/26 AND EXIT TWY



MARKING AIDS RWY 03/21 AND EXIT TWY



LIGHTING AIDS RWY 03/21 AND EXIT TWY



CHANGES: Frequencies, Taxiway T1

AERODROME GROUND
MOVEMENT CHART - ICAO

32° 00' 34" N 034° 53' 08" E ELEV 134 ft

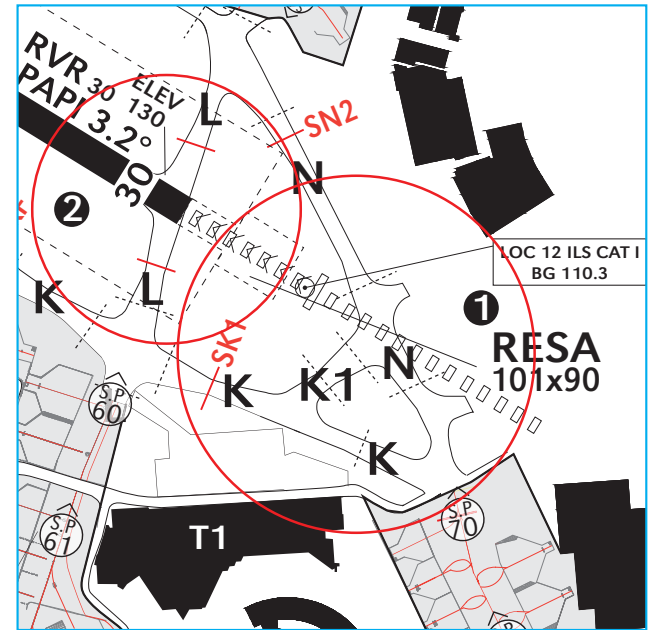
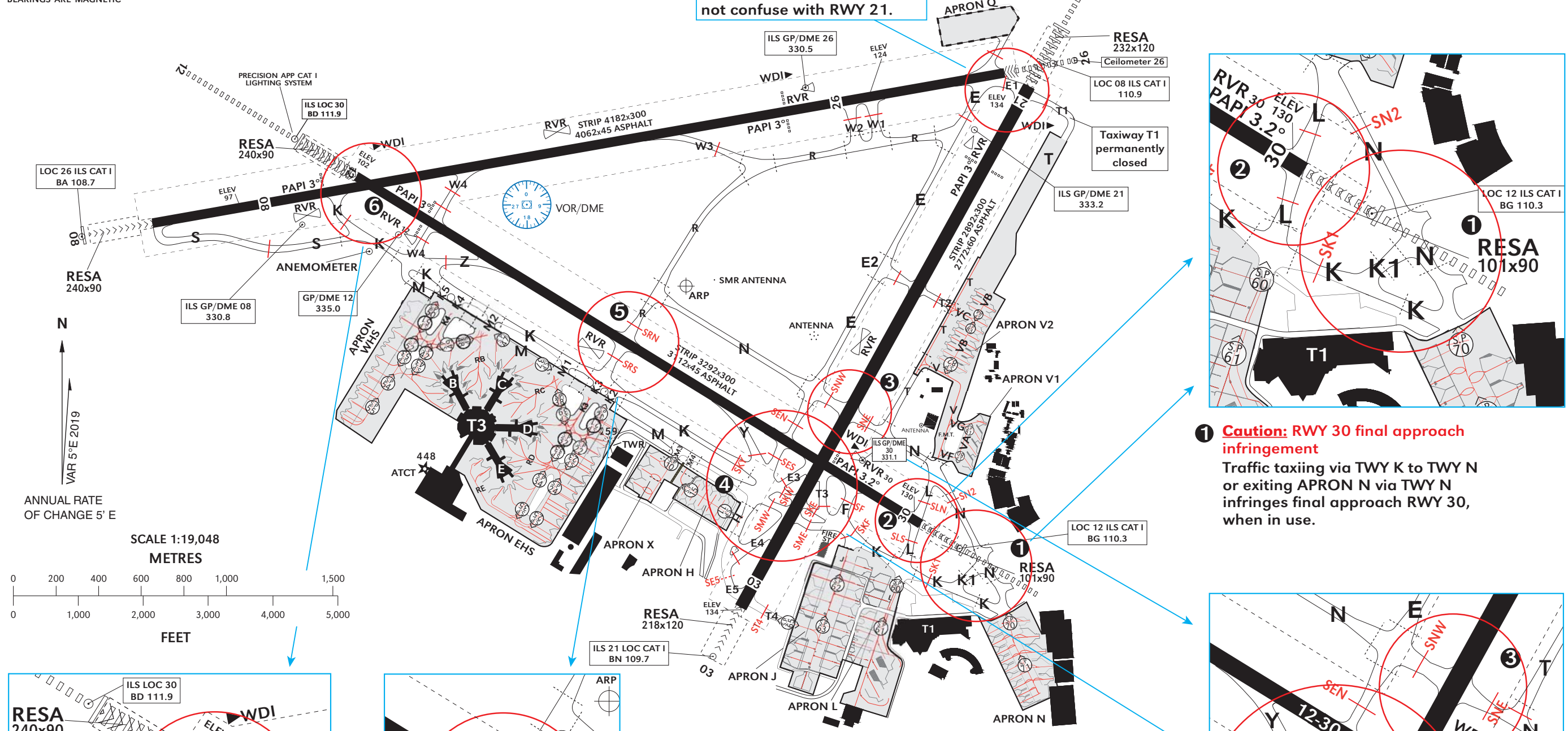
ATIS Departure 132.80 ATIS Arrival 132.50 GND WEST 121.75 GND EAST 121.95 TWR 134.60
When RWY 21 Operative: BY ATC - TWR (ARR) 132.10

TEL-AVIV / BEN-GURION (LLBG)

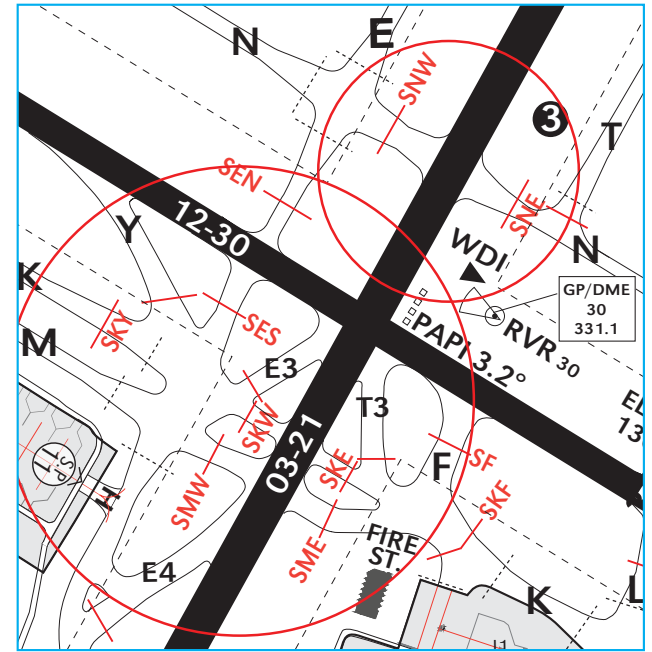
ELEVATIONS ARE IN FEET
DIMENSIONS ARE IN METRES
BEARINGS ARE MAGNETIC

BEN-GURION HOTSPOTS CHART

When lining up on RWY 26
from TWY E - TURN LEFT, do
not confuse with RWY 21.

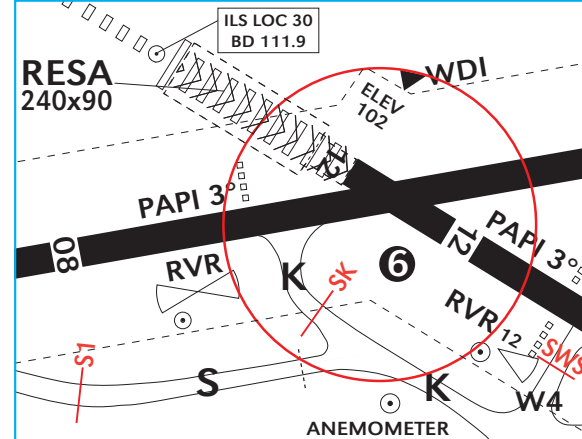


1 Caution: RWY 30 final approach infringement
Traffic taxiing via TWY K to TWY N or exiting APRON N via TWY N infringes final approach RWY 30, when in use.

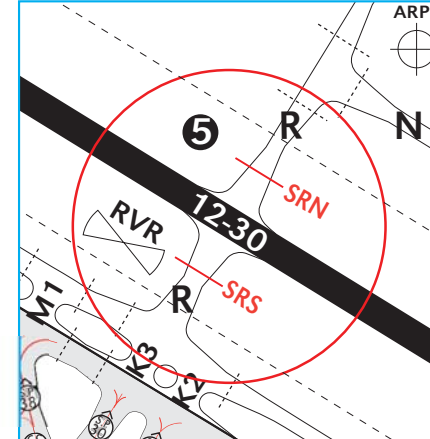


2345 Caution: RWY incursion
- Do not cross RWY without Specific ATC authorization
- Cross active runway on TOWER frequency- Expeditious crossing expected.
DO NOT CROSS RED STOP-BARS.

LEGEND	
TAXIWAY	M
STARTING POINT	SP 47
GATE LEAD IN TAXILANE	RC
AIRCRAFT STAND	C-6
APRON NAME	WHS
INTERMEDIATE HOLDING POSITION
HOLDING POSITION	SWS
TAXILANE AND DIRECTION	→
APRON BOUNDARY	—



6 When lining up on RWY 12 DO NOT CONFUSE RWY 08 FOR RWY 12.



5 Crossing RWY 12/30 via TXY R.

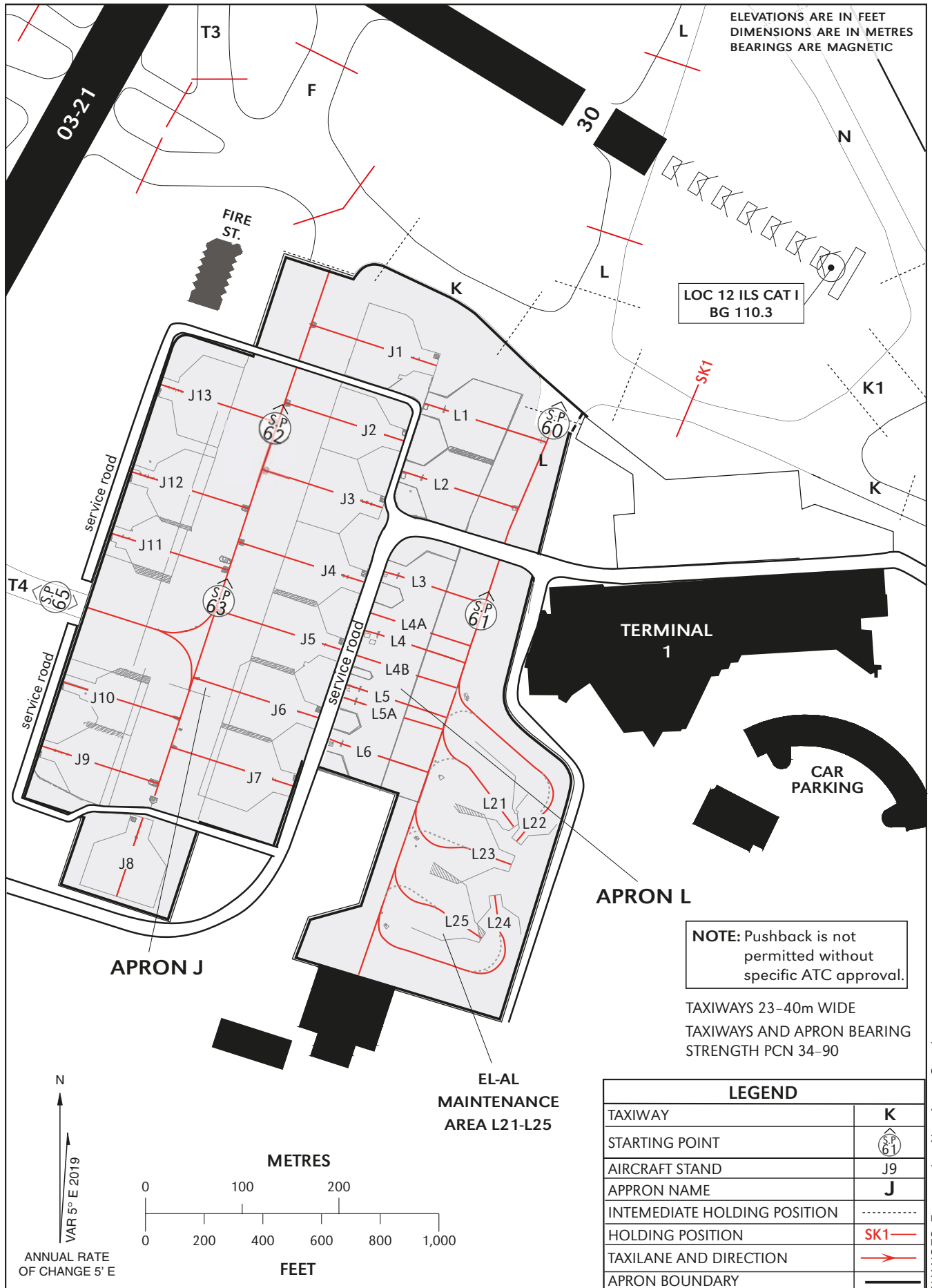
CHANGES: Frequencies, Taxiway T1

AIRCRAFT PARKING/
DOCKING CHART
TERMINAL 1 – ICAO

APRON ELEV
131 ft

ATIS Depature	132.80
GND EAST	121.95
GND WEST	121.75
TWR	134.60

TEL-AVIV /
BEN-GURION (LLBG)



CHANGES: Frequencies, New Apron Stands.

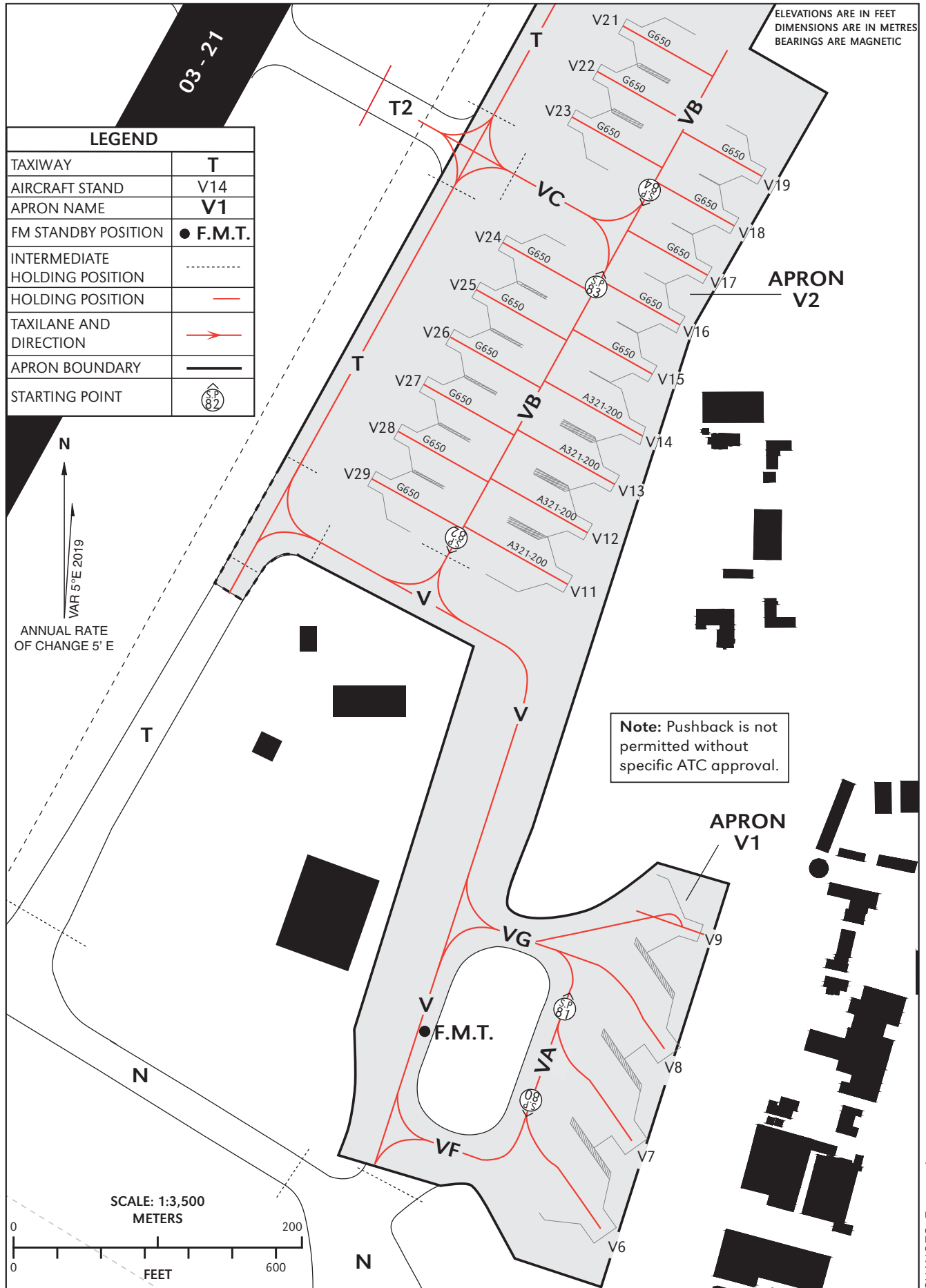
INS Coordinates for Aircraft Stands (GND East)			
Stand No.	Coordinates	Stand No.	Coordinates
J1	31° 59' 51.63" N 034° 53' 32.27" E	L1	31° 59' 49.93" N 034° 53' 33.27" E
J2	31° 59' 49.11" N 034° 53' 30.71" E	L2	31° 59' 47.61" N 034° 53' 32.39" E
J3	31° 59' 46.69" N 034° 53' 30.39" E	L3	31° 59' 44.27" N 034° 53' 31.45" E
J4	31° 59' 44.22" N 034° 53' 29.46" E	L4	31° 59' 42.26" N 034° 53' 30.67" E
J5	31° 59' 41.91" N 034° 53' 28.57" E	L4A	31° 59' 42.85" N 034° 53' 30.89" E
J6	31° 59' 39.67" N 034° 53' 27.40" E	L4B	31° 59' 41.41" N 034° 53' 30.34" E
J7	31° 59' 37.33" N 034° 53' 26.51" E	L5	31° 59' 40.41" N 034° 53' 29.96" E
J8	31° 59' 35.35" N 034° 53' 21.12" E	L5A	31° 59' 39.98" N 034° 53' 29.80" E
J9	31° 59' 38.28" N 034° 53' 17.90" E	L6	31° 59' 38.56" N 034° 53' 29.25" E
J10	31° 59' 40.38" N 034° 53' 19.21" E	L21	31° 59' 36.36" N 034° 53' 36.06" E
J11	31° 59' 45.57" N 034° 53' 20.56" E	L22	31° 59' 35.77" N 034° 53' 36.68" E
J12	31° 59' 47.62" N 034° 53' 21.53" E	L23	31° 59' 34.89" N 034° 53' 35.72" E
J13	31° 59' 50.64" N 034° 53' 22.38" E	L24	31° 59' 33.33" N 034° 53' 35.63" E
		L25	31° 59' 32.35" N 034° 53' 34.63" E

AIRCRAFT PARKING/
DOCKING CHART APRON V – ICAO

APRON ELEV
131 ft

ATIS Departure	132.80
GND EAST	121.95
GND WEST	121.75
TWR	134.60

TEL-AVIV / BEN-GURION (LLBG)



LEGEND	
TAXIWAY	T
AIRCRAFT STAND	V14
APRON NAME	V1
FM STANDBY POSITION	● F.M.T.
INTERMEDIATE HOLDING POSITION	-----
HOLDING POSITION	---
TAXILANE AND DIRECTION	→
APRON BOUNDARY	—
STARTING POINT	⊕ S.P.

Note: Pushback is not permitted without specific ATC approval.

INS Coordinates for Aircraft Stands (APRON V)			
Stand No.	Coordinates	Stand No.	Coordinates
V6	32° 00' 05.98" N 034° 53' 48.63" E	V22	32° 00' 33.12" N 034° 53' 50.77" E
V7	32° 00' 07.97" N 034° 53' 49.38" E	V23	32° 00' 32.09" N 034° 53' 50.10" E
V8	32° 00' 10.05" N 034° 53' 50.194" E	V24	32° 00' 29.24" N 034° 53' 48.27" E
V9	32° 00' 21.78" N 034° 53' 50.71" E	V25	32° 00' 28.17" N 034° 53' 47.58" E
V11	32° 00' 12.76" N 034° 53' 49.50" E	V26	32° 00' 27.10" N 034° 53' 46.89" E
V12	32° 00' 22.95" N 034° 53' 50.03" E	V27	32° 00' 26.03" N 034° 53' 46.20" E
V13	32° 00' 24.05" N 034° 53' 50.74" E	V28	32° 00' 24.96" N 034° 53' 45.51" E
V14	32° 00' 25.15" N 034° 53' 51.45" E	V29	32° 00' 23.89" N 034° 53' 44.82" E
V15	32° 00' 26.50" N 034° 53' 51.82" E		
V16	32° 00' 27.62" N 034° 53' 52.55" E		
V17	32° 00' 28.74" N 034° 53' 53.27" E		
V18	32° 00' 29.86" N 034° 53' 53.99" E		
V19	32° 00' 30.98" N 034° 53' 54.71" E		
V21	32° 00' 34.16" N 034° 53' 51.44" E		

Notes:

Aircraft entry to positions V6 through V9 by follow-me instructions only. Exit by push-back to start up position 80/81 on apron V and taxi out.

Maximum wingspan stands V6 through V8 - 41.07 meters.

Maximum wingspan stand V9 - 35.80 meters.

AIRCRAFT PARKING/
DOCKING CHART
TERMINAL 1 - APRON N – ICAO

APRON ELEV
131 ft

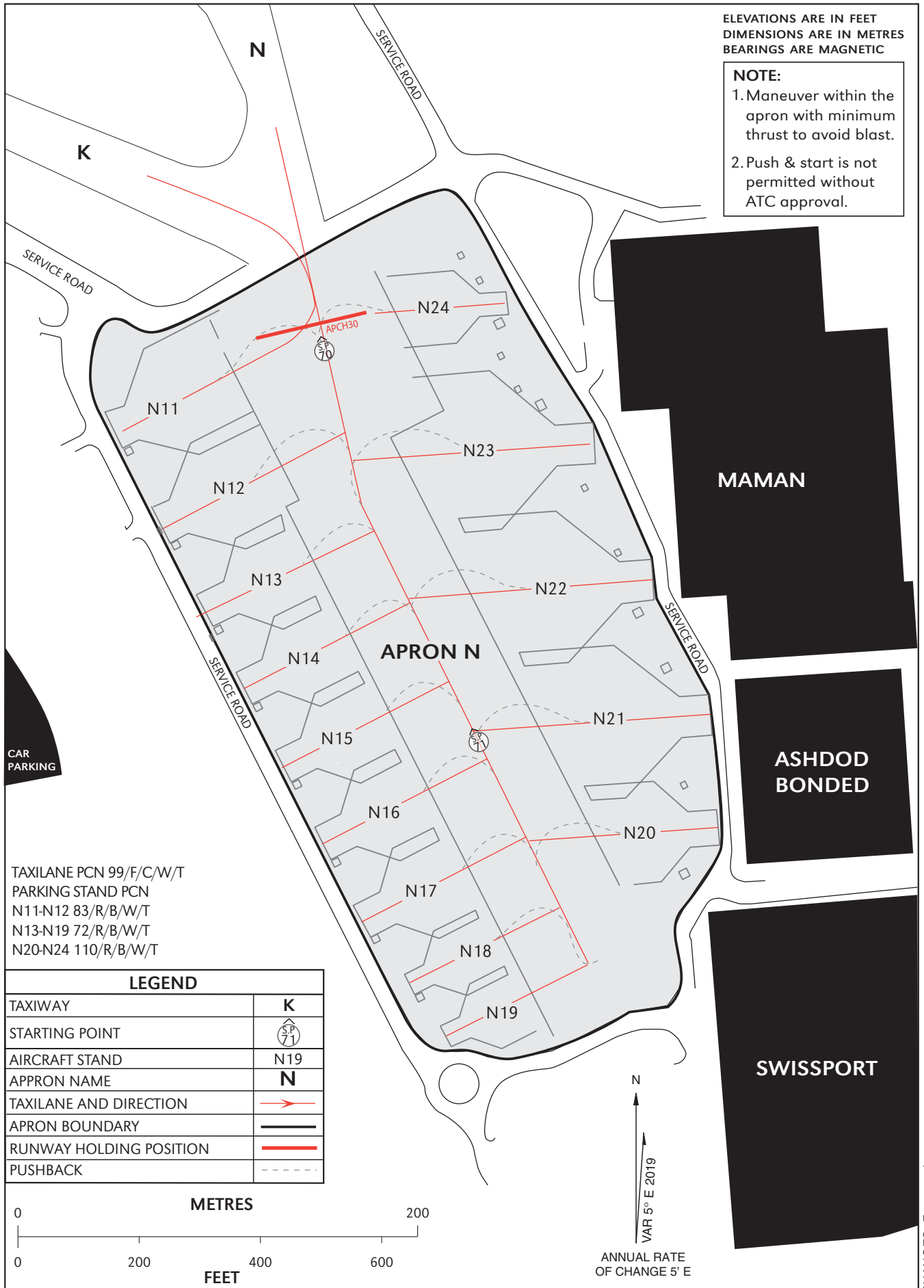
ATIS Depature 132.80
GND EAST 121.95
GND WEST 121.75
TWR 134.60

TEL-AVIV /
BEN-GURION (LLBG)

ELEVATIONS ARE IN FEET
DIMENSIONS ARE IN METRES
BEARINGS ARE MAGNETIC

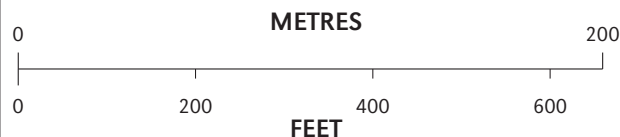
NOTE:

1. Maneuver within the apron with minimum thrust to avoid blast.
2. Push & start is not permitted without ATC approval.



TAXILANE PCN 99/F/C/W/T
PARKING STAND PCN
N11-N12 83/R/B/W/T
N13-N19 72/R/B/W/T
N20-N24 110/R/B/W/T

LEGEND	
TAXIWAY	K
STARTING POINT	SP 71
AIRCRAFT STAND	N19
APRON NAME	N
TAXILANE AND DIRECTION	→
APRON BOUNDARY	—
RUNWAY HOLDING POSITION	—
PUSHBACK	- - -



N
VAR 5° E 2019
ANNUAL RATE OF CHANGE 5' E

CHANGES: Frequencies

INS Coordinates for Aircraft Stands (APRON N)					
Stand No.	Coordinates	Stand No.	Coordinates	Stand No.	Coordinates
N11	31° 59' 42.11" N 034° 53' 53.63" E	N16	31° 59' 35.12" N 034° 53' 57.84" E	N21	31° 59' 37.08" N 034° 54' 04.55" E
N12	31° 59' 40.51" N 034° 53' 54.57" E	N17	31° 59' 33.80" N 034° 53' 58.63" E	N22	31° 59' 39.36" N 034° 54' 03.39" E
N13	31° 59' 39.08" N 034° 53' 55.49" E	N18	31° 59' 32.66" N 034° 53' 59.42" E	N23	31° 59' 41.70" N 034° 54' 02.29" E
N14	31° 59' 37.76" N 034° 53' 56.28" E	N19	31° 59' 31.76" N 034° 54' 00.13" E	N24	31° 59' 44.07" N 034° 54' 00.33" E
N15	31° 59' 36.44" N 034° 53' 57.06" E	N20	31° 59' 35.17" N 034° 54' 04.77" E		

**AIRCRAFT PARKING/
DOCKING CHART – ICAO
TERMINAL 3**

APRON ELEV
112 ft

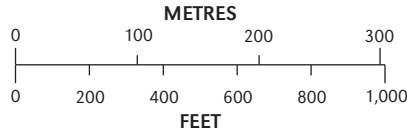
ATIS Departure	132.80
GND EAST	121.95
GND WEST	121.75
TWR	134.60

TEL-AVIV / BEN-GURION (LLBG)

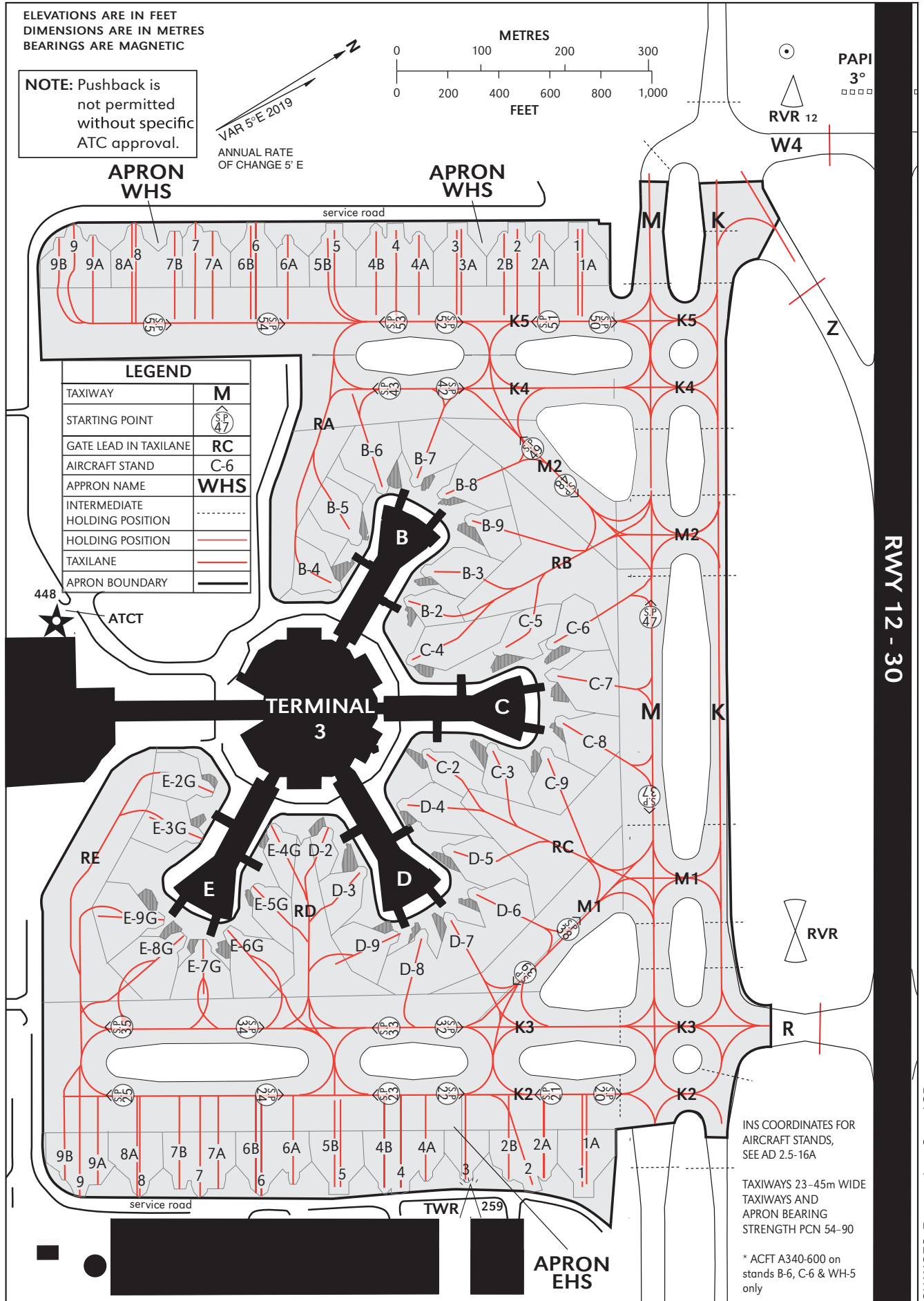
ELEVATIONS ARE IN FEET
DIMENSIONS ARE IN METRES
BEARINGS ARE MAGNETIC

NOTE: Pushback is not permitted without specific ATC approval.

VAR 5°E 2019
ANNUAL RATE OF CHANGE 5" E



PAPI 3°
RVR 12
W4



LEGEND

TAXIWAY	M
STARTING POINT	(Symbol)
GATE LEAD IN TAXILANE	RC
AIRCRAFT STAND	C-6
APRON NAME	WHS
INTERMEDIATE HOLDING POSITION	(Symbol)
HOLDING POSITION	(Symbol)
TAXILANE	(Symbol)
APRON BOUNDARY	(Symbol)

RWY 12 - 30

INS COORDINATES FOR AIRCRAFT STANDS, SEE AD 2.5-16A

TAXIWAYS 23-45m WIDE
TAXIWAYS AND APRON BEARING STRENGTH PCN 54-90

* ACFT A340-600 on stands B-6, C-6 & WH-5 only

CHANGES: Frequencies, Cancel SP

INS Coordinates for Aircraft Stands (GND West)

Stand No.	Coordinates	Stand No.	Coordinates
B2	32° 00' 18.67" N 034° 52' 20.51" E	E7G	32° 00' 04.70" N 034° 52' 29.11" E
B3	32° 00' 20.07" N 034° 52' 19.93" E	E8G	32° 00' 03.86" N 034° 52' 28.15" E
B4	32° 00' 16.47" N 034° 52' 18.04" E	E9G	32° 00' 03.62" N 034° 52' 26.66" E
B5	32° 00' 18.16" N 034° 52' 16.45" E	EH1	32° 00' 12.51" N 034° 52' 47.20" E
B6*	32° 00' 20.11" N 034° 52' 15.37" E	EH1A	32° 00' 12.70" N 034° 52' 47.29" E
B7	32° 00' 21.48" N 034° 52' 15.88" E	EH2	32° 00' 10.79" N 034° 52' 45.97" E
B8	32° 00' 22.25" N 034° 52' 17.22" E	EH2A	32° 00' 11.39" N 034° 52' 46.07" E
B9	32° 00' 22.43" N 034° 52' 18.94" E	EH2B	32° 00' 10.22" N 034° 52' 45.22" E
C2	32° 00' 16.14" N 034° 52' 26.90" E	EH3	32° 00' 08.81" N 034° 52' 44.16" E
C3	32° 00' 18.36" N 034° 52' 28.34" E	EH4	32° 00' 06.49" N 034° 52' 42.89" E
C4	32° 00' 17.60" N 034° 52' 22.88" E	EH4A	32° 00' 07.47" N 034° 52' 43.23" E
C5	32° 00' 20.75" N 034° 52' 24.57" E	EH4B	32° 00' 05.96" N 034° 52' 42.49" E
C6*	32° 00' 22.63" N 034° 52' 25.60" E	EH5	32° 00' 04.48" N 034° 52' 41.46" E
C7	32° 00' 22.00" N 034° 52' 26.92" E	EH5B	32° 00' 04.32" N 034° 52' 41.31" E
C8	32° 00' 21.27" N 034° 52' 28.99" E	EH6	32° 00' 01.85" N 034° 52' 39.55" E
C9	32° 00' 20.04" N 034° 52' 29.86" E	EH6A	32° 00' 03.07" N 034° 52' 40.04" E
D2	32° 00' 11.09" N 034° 52' 27.47" E	EH6B	32° 00' 01.84" N 034° 52' 39.15" E
D3	32° 00' 11.49" N 034° 52' 29.90" E	EH7	31° 59' 59.85" N 034° 52' 38.11" E
D4	32° 00' 14.40" N 034° 52' 29.90" E	EH7A	32° 00' 00.58" N 034° 52' 38.25" E
D5	32° 00' 15.00" N 034° 52' 31.29" E	EH7B	31° 59' 59.32" N 034° 52' 37.34" E
D6	32° 00' 14.92" N 034° 52' 33.57" E	EH8	31° 59' 57.84" N 034° 52' 36.68" E
D7	32° 00' 13.49" N 034° 52' 33.92" E	EH8A	31° 59' 57.90" N 034° 52' 36.39" E
D8	32° 00' 12.15" N 034° 52' 33.92" E	EH9	31° 59' 55.83" N 034° 52' 35.24" E
D9	32° 00' 11.16" N 034° 52' 33.13" E	EH9A	31° 59' 56.60" N 034° 52' 35.41" E
E2G	32° 00' 08.02" N 034° 52' 22.84" E	EH9B	31° 59' 55.60" N 034° 52' 34.40" E
E3G	32° 00' 06.63" N 034° 52' 24.22" E	WH1	32° 00' 31.72" N 034° 52' 10.24" E
E4G	32° 00' 09.47" N 034° 52' 26.31" E	WH1A	32° 00' 31.88" N 034° 52' 10.37" E
E5G	32° 00' 07.73" N 034° 52' 28.15" E	WH2	32° 00' 29.72" N 034° 52' 08.80" E
E6G	32° 00' 06.00" N 034° 52' 29.43" E	WH2A	32° 00' 30.38" N 034° 52' 09.50" E

**AIRCRAFT PARKING
CHART
TERMINAL 3 – APRON H – APRON X**

APRON ELEV
120 ft

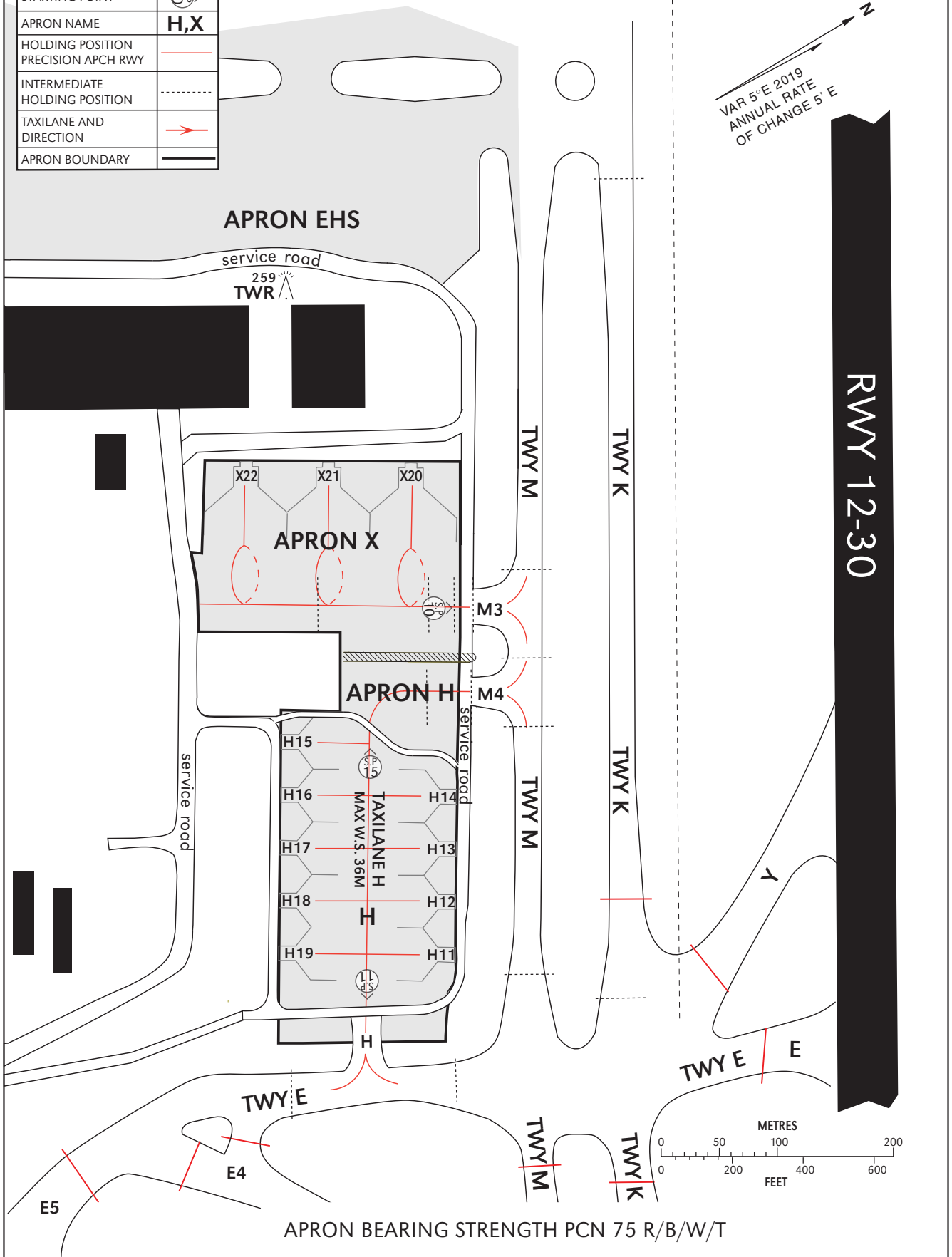
ATIS Depature	132.80
GND EAST	121.95
GND WEST	121.75
TWR	134.60

TEL-AVIV / BEN-GURION (LLBG)

LEGEND	
TAXIWAY	M
STARTING POINT	(Symbol)
APRON NAME	H,X
HOLDING POSITION PRECISION APCH RWY	(Symbol)
INTERMEDIATE HOLDING POSITION	(Symbol)
TAXILANE AND DIRECTION	(Symbol)
APRON BOUNDARY	(Symbol)

Stands H11-H19 and TAXILANE H - MAX W.S. 36m.
Stands X20-X22 - MAX W.S. 65m.

ELEVATIONS ARE IN FEET
DIMENSIONS ARE IN METRES
BEARINGS ARE MAGNETIC

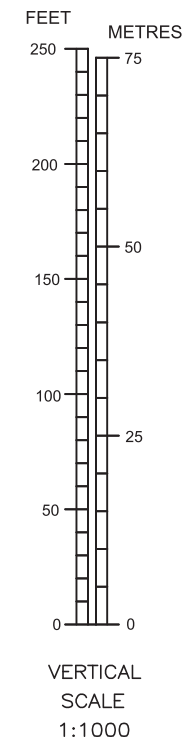
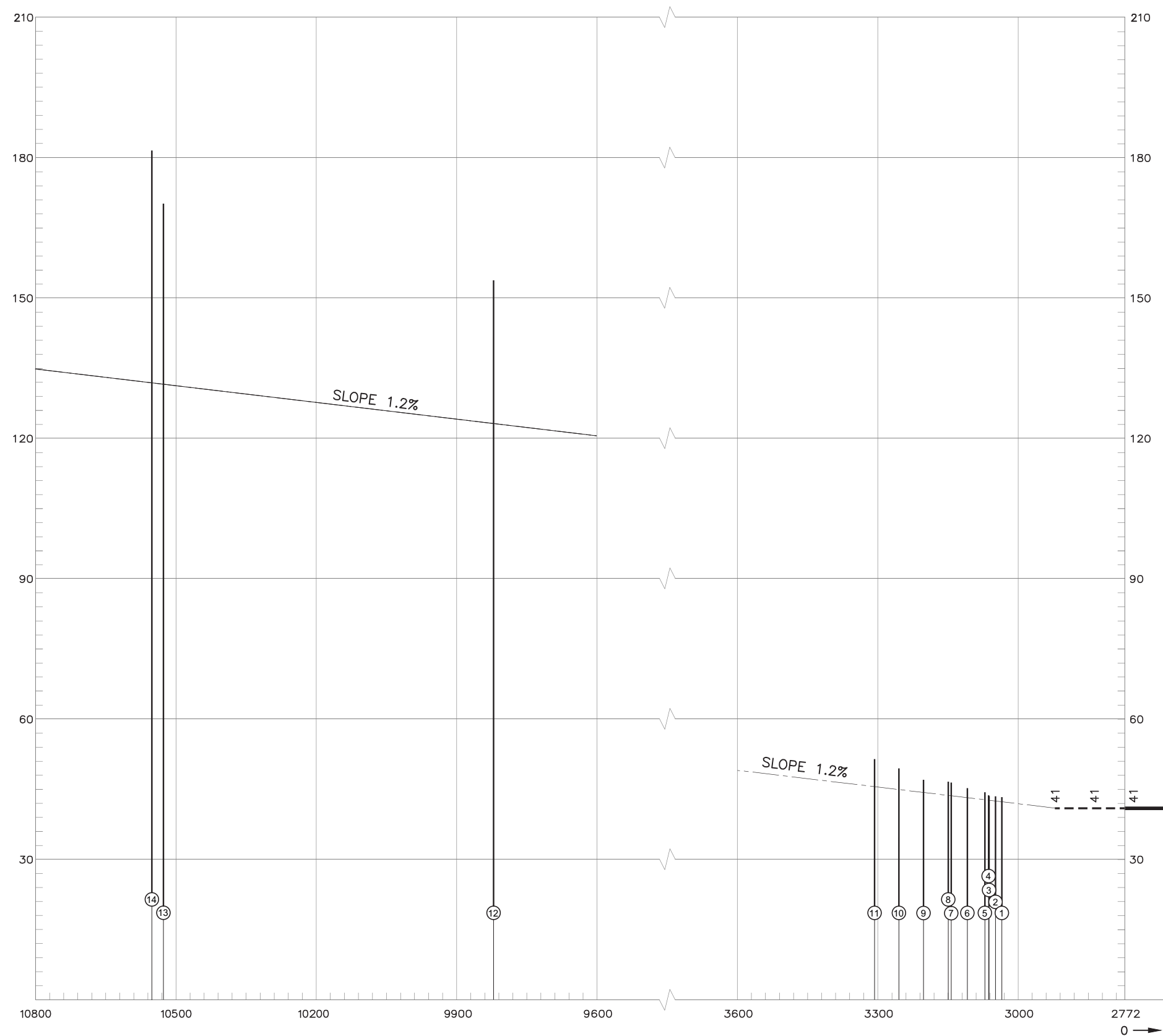


RWY 12-30

INS Coordinates for Aircraft Stands (APRON H, APRON X)

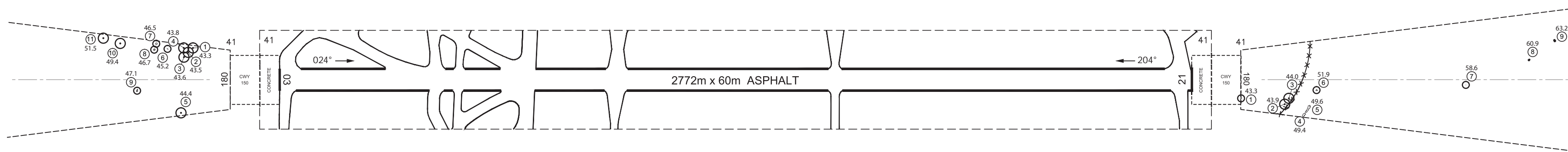
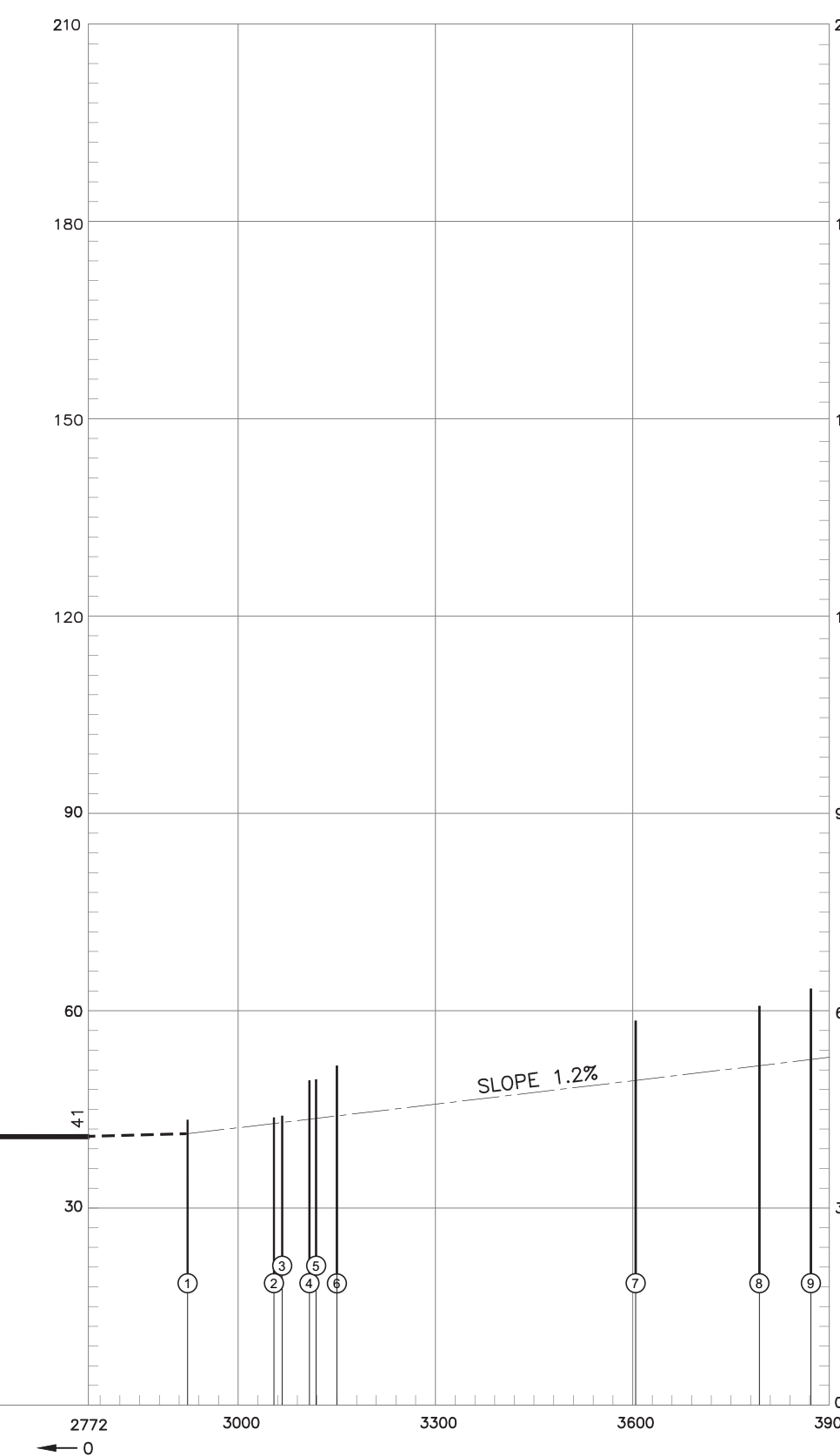
Stand No.	Coordinates	A/C type	Stand No.	Coordinates	A/C type
H11	32° 00' 02.65" N 034° 53' 07.21" E		H19	31° 59' 59.01" N 034° 53' 04.61" E	
H12	32° 00' 03.42" N 034° 53' 05.71" E		X20	32° 00' 08.70" N 034° 52' 53.26" E	
H13	32° 00' 04.20" N 034° 53' 04.21" E		X21	32° 00' 06.69" N 034° 52' 51.82" E	
H14	32° 00' 04.97" N 034° 53' 02.71" E		X22	32° 00' 04.68" N 034° 52' 50.39" E	
H15	32° 00' 02.12" N 034° 52' 58.63" E				
H16	32° 00' 01.34" N 034° 53' 00.12" E				
H17	32° 00' 00.57" N 034° 53' 01.62" E				
H18	31° 59' 59.79" N 034° 53' 03.12" E				

MAGNETIC VARIATION 5° (2019)

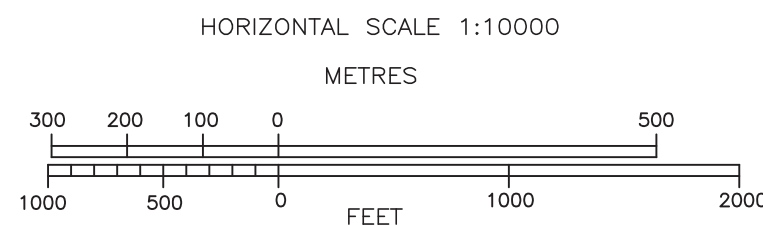


RWY 03/21

DECLARED DISTANCES		
RWY 03		RWY 21
2772	TAKE OFF RUN AVAILABLE	2772
2922	TAKE OFF DISTANCE AVAILABLE	2922
2772	ACCELERATE STOP DISTANCE AVAILABLE	2772
2772	LANDING DISTANCE AVAILABLE	2772



LEGEND	
IDENTIFICATION NUMBER	①
POLE, TOWER, SPIRE, ANTENNA, ETC.	○
SMALL ELEMENT	◦
BUILDING, CRANE OR LARGE STRUCTURE	■
TREE	⊕
VEGETATION	⊕
HIGH VOLTAGE LINE	—+—+—+—+—
TERRAIN CONTOUR	~
TERRAIN PENETRATIOG OBSTACLE PLANE	⊕
FENCE	x-x-x-x-x-x-x



AMENDMENT RECORD		
No.	DATE	ENTERED BY

DATE OF SURVEY: NOV 2019

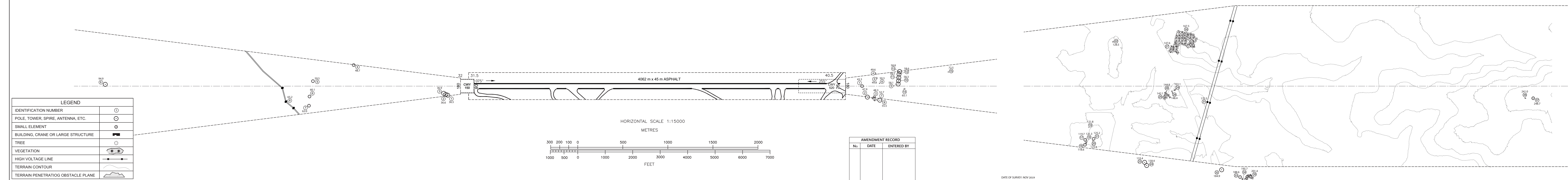
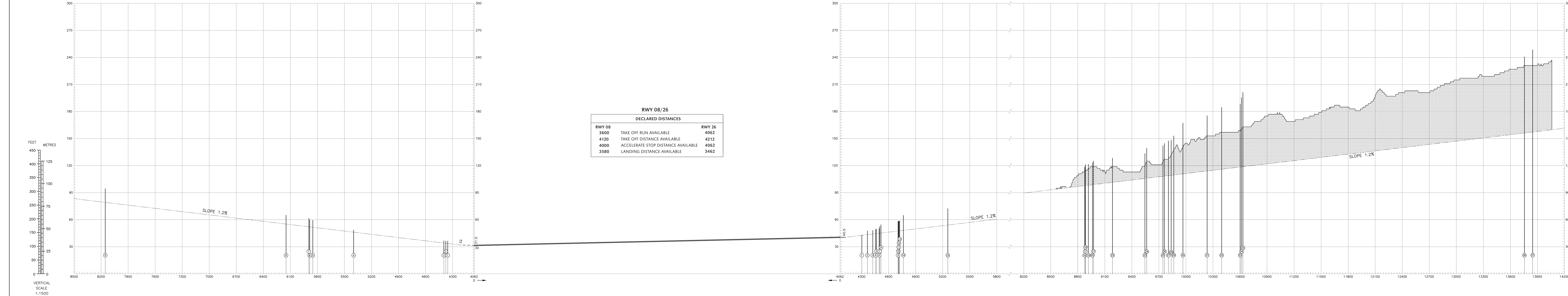
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DIMENSIONS AND ELEVATIONS IN METRES

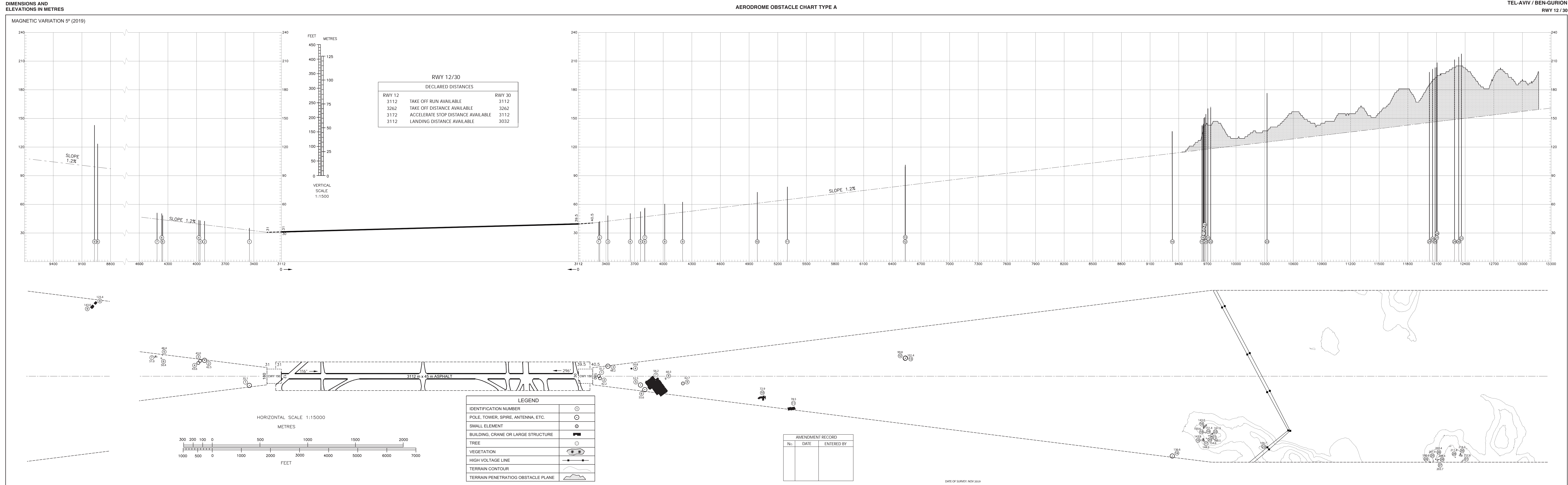
AERODROME OBSTACLE CHART TYPE A

TEL-AVIV / BEN-GURION RWY 08/26

MAGNETIC VARIATION 5° (2019)



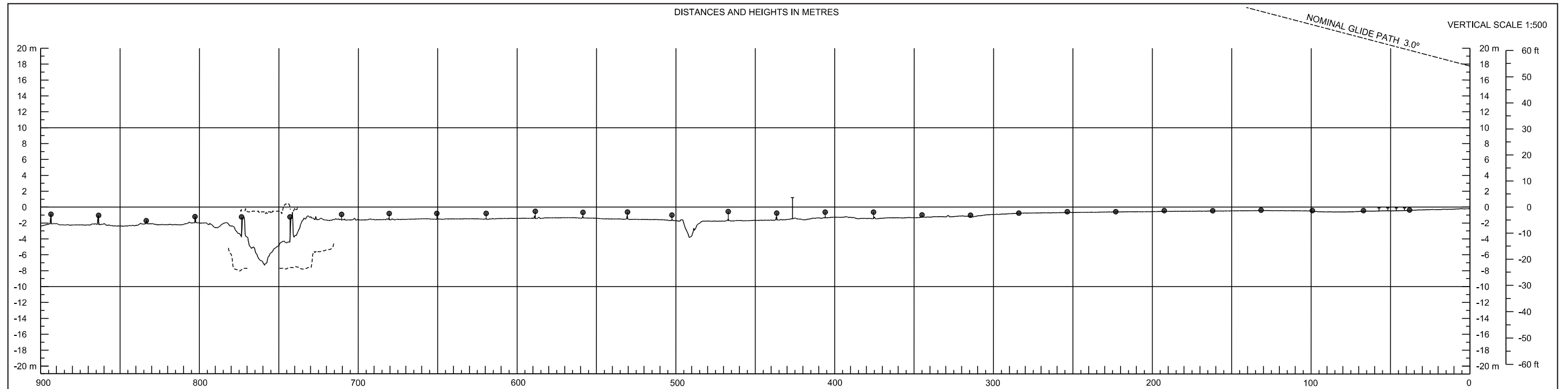
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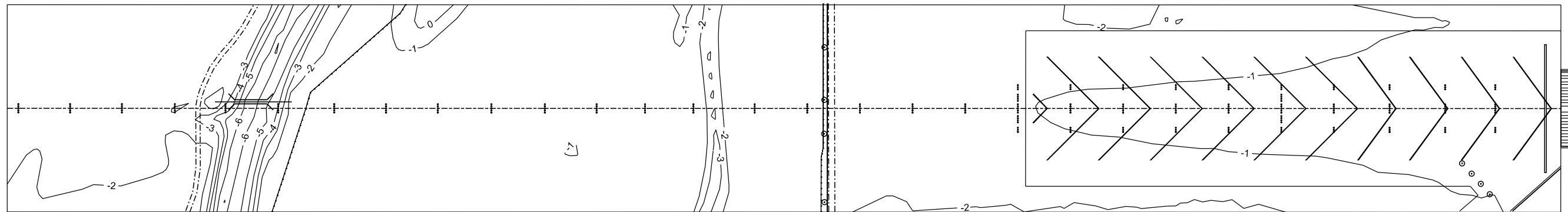
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PRECISION APPROACH TERRAIN CHART - ICAO

TEL-AVIV / BEN-GURION (LLBG)
RWY 12

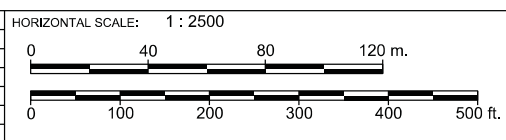


ELEVATION OF RUNWAY THRESHOLD 31.40m/ 103.02ft



HEIGHTS ARE RELATED TO THRESHOLD ELEVATION

REV:	DATE:	DESCRIPTION:	ISSUED BY:	REQUESTED BY:



LEGEND		
Contours		
Profile of extended RWY centre line		
Differences by ±3m (10ft) in height from the centre line profile		
Approach lighting	PLAN VIEW	PROFILE VIEW
Obstacle (Pole, tower, antenna, chimney)	PLAN VIEW	PROFILE VIEW
Highway or road		
Bridge		
Fence		

CHANGES: New chart

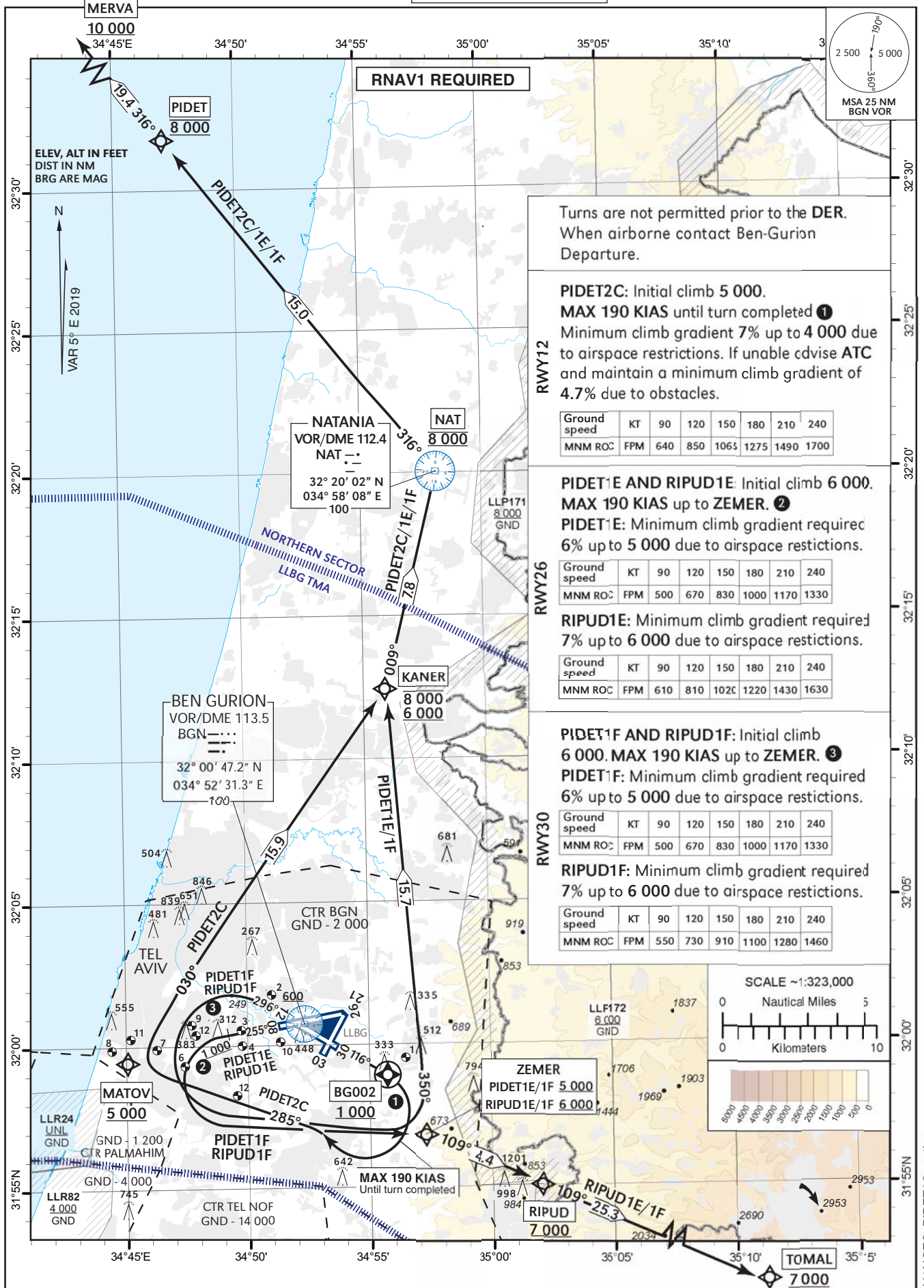
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STANDARD DEPARTURE
CHART - INSTRUMENT
(SID) - ICAO

TRANSITION ALT 18 000

ATIS DEPARTURE	132.80
TWR	134.60
DEP	120.50
ACC	121.40

TEL-AVIV / BEN-GURION (LLBG)
RWYs 12, 26, 30
PIDET 2C/1E/1F, RIPUD 1E/1F



PIDET 2C SID RWY 12

Navigation Specification	Path Descriptor (Recommended)	Waypoint Identifier	Latitude Longitude	Fly-Over	Course/Track M° (T°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (Kts)	Remarks
RNAV1	CF	BG002	31° 58' 55.56"N 034° 55' 42.64" E	Y	116 (121.4)	2.0		+1 000	-190	
RNAV1	CF	MATOV	31° 59' 26.0"N 034° 45' 06.0" E		285 (290.2)		R	+5 000	-190	
RNAV1	TF	KANER	32° 12' 28.0"N 034° 55' 55.0" E		030 (035.2)	15.9	R	-8 000 +6 000	-250	
RNAV1	TF	NAT	32° 20' 02.0"N 034° 58' 08.0" E		009 (014.0)	7.8	L	@8 000	-250	
RNAV1	TF	PIDET	32° 31' 46.0"N 034° 47' 03.0" E		316 (321.4)	15.0	L	@8 000	-250	
RNAV1	TF	MERVA	32° 46' 54.0"N 034° 32' 38.0" E		316 (321.2)	19.4		+10 000		

PIDET 1E SID RWY 26

Navigation Specification	Path Descriptor (Recommended)	Waypoint Identifier	Latitude Longitude	Fly-Over	Course/Track M° (T°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (Kts)	Remarks
RNAV1	CA				255 (259.8)			+1 000	-190	
RNAV1	DF	ZEMER	31° 56' 48.6"N 034° 57' 22.2" E				L	+5 000	-190	
RNAV1	TF	KANER	32° 12' 28.0"N 034° 55' 55.0" E		350 (355.5)	15.7	L	-8 000 +6 000	-250	
RNAV1	TF	NAT	32° 20' 02.0"N 034° 58' 08.0" E		009 (014.0)	7.8	R	@8 000	-250	
RNAV1	TF	PIDET	32° 31' 46.0"N 034° 47' 03.0" E		316 (321.4)	15.0	L	@8 000	-250	
RNAV1	TF	MERVA	32° 46' 54.0"N 034° 32' 38.0" E		316 (321.2)	19.4		+10 000		

PIDET 1F SID RWY 30

Navigation Specification	Path Descriptor (Recommended)	Waypoint Identifier	Latitude Longitude	Fly-Over	Course/Track M° (T°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (Kts)	Remarks
RNAV1	CA				296 (301.4)			+600	-190	
RNAV1	DF	ZEMER	31° 56' 48.6"N 034° 57' 22.2" E				L	+5 000	-190	
RNAV1	TF	KANER	32° 12' 28.0"N 034° 55' 55.0" E		350 (355.5)	15.7	L	-8 000 +6 000	-250	
RNAV1	TF	NAT	32° 20' 02.0"N 034° 58' 08.0" E		009 (014.0)	7.8	R	@8 000	-250	
RNAV1	TF	PIDET	32° 31' 46.0"N 034° 47' 03.0" E		316 (321.4)	15.0	L	@8 000	-250	
RNAV1	TF	MERVA	32° 46' 54.0"N 034° 32' 38.0" E		316 (321.2)	19.4		+10 000		

RIPUD 1E SID RWY 26

Navigation Specification	Path Descriptor (Recommended)	Waypoint Identifier	Latitude Longitude	Fly-Over	Course/Track M° (T°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (Kts)	Remarks
RNAV1	CA				255 (259.8)			+1 000	-190	
RNAV1	DF	ZEMER	31° 56' 48.6"N 034° 57' 22.2" E				L	+6 000	-190	
RNAV1	TF	RIPUD	31° 54' 59.5"N 035° 02' 05.0" E		109 (114.3)	4.4	R	+7 000	-250	
RNAV1	TF	TOMAL	31° 44' 29.0"N 035° 29' 06.0" E		109 (114.4)	25.3		+7 000	-250	

RIPUD 1F SID RWY 30

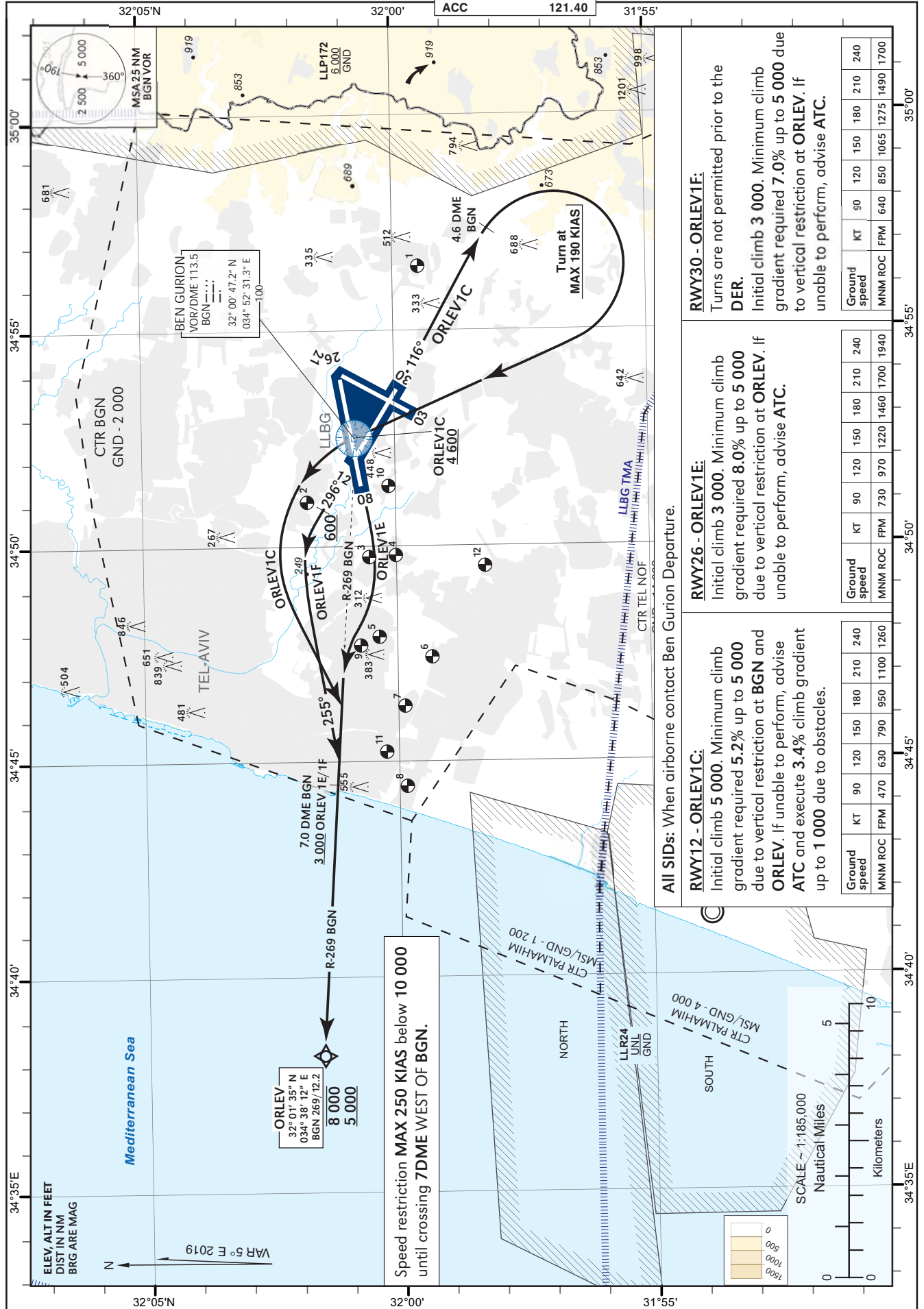
Navigation Specification	Path Descriptor (Recommended)	Waypoint Identifier	Latitude Longitude	Fly-Over	Course/Track M° (T°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (Kts)	Remarks
RNAV1	CA				296 (301.4)			+600	-190	
RNAV1	DF	ZEMER	31° 56' 48.6"N 034° 57' 22.2" E				L	+6 000	-190	
RNAV1	TF	RIPUD	31° 54' 59.5"N 035° 02' 05.0" E		109 (114.3)	4.4	R	+7 000	-250	
RNAV1	TF	TOMAL	31° 44' 29.0"N 035° 29' 06.0" E		109 (114.4)	25.3		+7 000	-250	

**STANDARD INSTRUMENT
DEPARTURE CHART
(SID) - ICAO**

TRANSITION ALT 18 000

ATIS departure 132.80
TWR 134.60
DEP 120.50
TMA 119.50
ACC 121.40

**TEL-AVIV / BEN-GURION (LLBG)
RWYs 12, 26, 30
ORLEV1C, 1E, 1F**



RWY30 - ORLEV1F:
Turns are not permitted prior to the DER.
Initial climb 3 000. Minimum climb gradient required 7.0% up to 5 000 due to vertical restriction at ORLEV. If unable to perform, advise ATC.

Ground speed	KT	90	120	150	180	210	240
MNM ROC	FPM	640	850	1065	1275	1490	1700

RWY26 - ORLEV1E:
Initial climb 3 000. Minimum climb gradient required 8.0% up to 5 000 due to vertical restriction at ORLEV. If unable to perform, advise ATC.

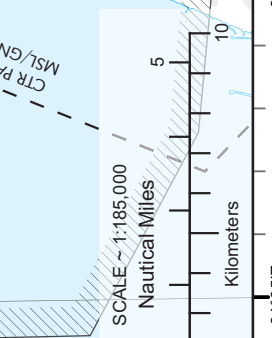
Ground speed	KT	90	120	150	180	210	240
MNM ROC	FPM	730	970	1220	1460	1700	1940

RWY12 - ORLEV1C:
Initial climb 5 000. Minimum climb gradient required 5.2% up to 5 000 due to vertical restriction at BGN and ORLEV. If unable to perform, advise ATC and execute 3.4% climb gradient up to 1 000 due to obstacles.

Ground speed	KT	90	120	150	180	210	240
MNM ROC	FPM	470	630	790	950	1100	1260

All SIDs: When airborne contact Ben Gurion Departure.

Speed restriction **MAX 250 KIAS** below 10 000 until crossing 7DME WEST OF BGN.



CHANGES: New note for all sid's added.

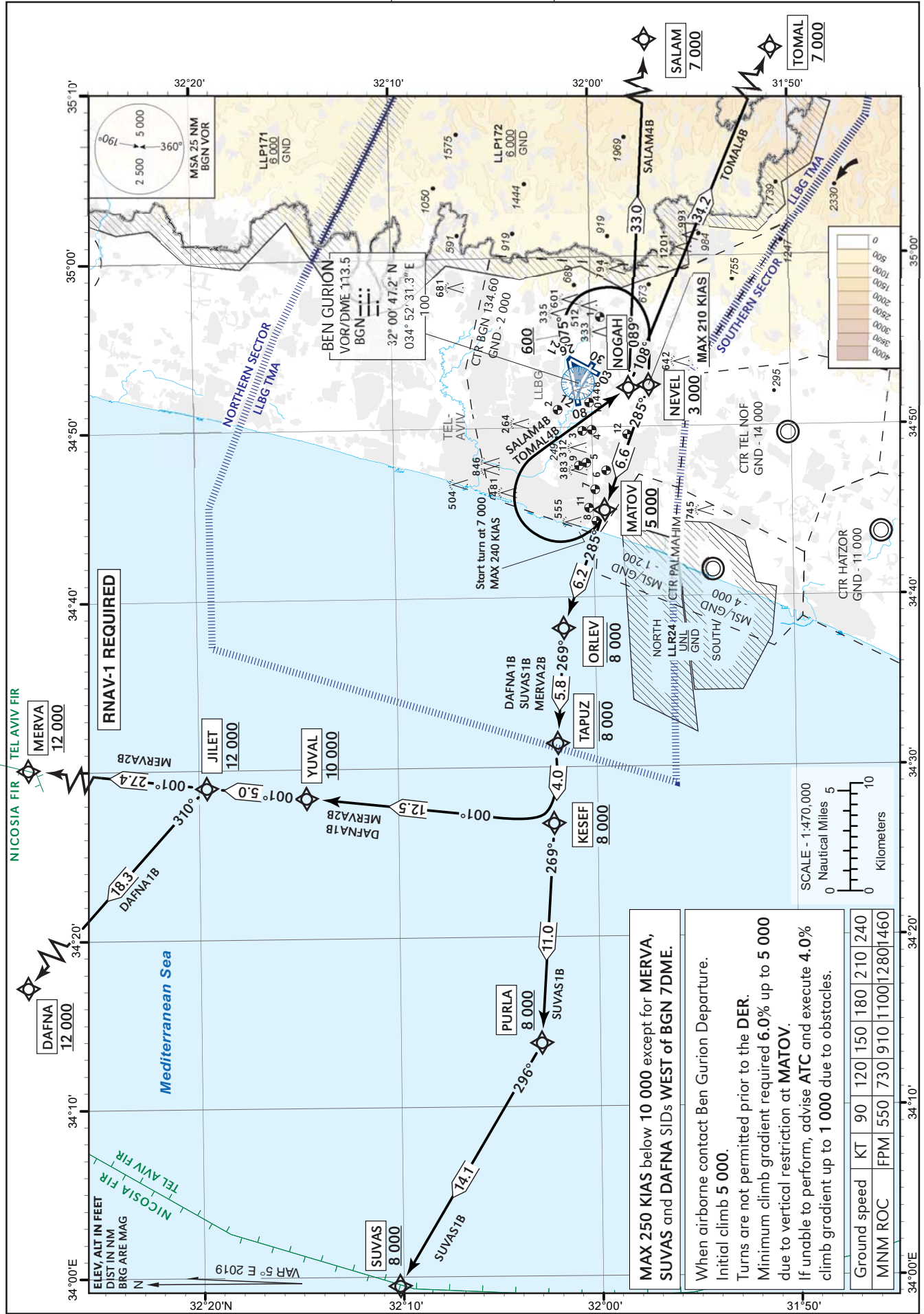
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STANDARD INSTRUMENT
DEPARTURE CHART
(SID) - ICAO

TRANSITION
ALTITUDE 18 000

ATIS departue 132.80
TWR 134.60
DEP 120.50
ACC 121.40

TEL-AVIV / BEN-GURION (LLBG)
RWY 08
SALAM4B, TOMAL4B, SUVAS1B, DAFNA1B, MERVA2B



MAX 250 KIAS below 10 000 except for MERVA, SUVAS and DAFNA SIDs WEST of BGN 7DME.

When airborne contact Ben Gurion Departure. Initial climb 5 000. Turns are not permitted prior to the DER. Minimum climb gradient required 6.0% up to 5 000 due to vertical restriction at MATOV. If unable to perform, advise ATC and execute 4.0% climb gradient up to 1 000 due to obstacles.

CHANGES: Altitude at WPT JILET and WPT MERVA changed, SID GITLA1B removed, SID DAFNA1B added, MSA ALT.

SALAM4B RWY 08

Navigation Specification	Path Descriptor (Recommended)	Waypoint Identifier	Latitude Longitude	Fly-Over	Course/Track M° (T°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (Kts)	Remarks
RNAV1	CA				075 (079.8)			+600	-210	
RNAV1	DF	NEVEL	31° 57' 08.1"N 034° 52' 25.5" E				R	+3 000	-210	
RNAV1	TF	MATOV	31° 59' 26.0"N 034° 45' 06.0" E		285 (290.2)	6.6		+5 000	-240	
RNAV1	CA				285 (290.1)			@7 000	-240	
RNAV1	DF	NOGAH	31° 58' 08.0"N 034° 52' 19.0" E				R	-8 000 +7 000	-240	
RNAV1	TF	SALAM	31° 56' 00.0"N 035° 31' 00.0" E		089 (093.5)	33.0		+7 000		

TOMAL 4B RWY 08

Navigation Specification	Path Descriptor (Recommended)	Waypoint Identifier	Latitude Longitude	Fly-Over	Course/Track M° (T°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (Kts)	Remarks
RNAV1	CA				075 (079.8)			+600	-210	
RNAV1	DF	NEVEL	31° 57' 08.1"N 034° 52' 25.5" E				R	+3 000	-210	
RNAV1	TF	MATOV	31° 59' 26.0"N 034° 45' 06.0" E		285 (290.2)	6.6		+5 000	-240	
RNAV1	CA				285 (290.1)			@7 000	-240	
RNAV1	DF	NOGAH	31° 58' 08.0"N 034° 52' 19.0" E				R	-8 000 +7 000	-240	
RNAV1	TF	TOMAL	31° 44' 29.0"N 035° 29' 06.0" E		108 (113.3)	34.2		+7 000		

SUVAS1B RWY 08

Navigation Specification	Path Descriptor (Recommended)	Waypoint Identifier	Latitude Longitude	Fly-Over	Course/Track M° (T°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (Kts)	Remarks
RNAV1	CA				075 (079.8)			+600	-210	
RNAV1	DF	NEVEL	31° 57' 08.1"N 034° 52' 25.5" E				R	+3 000	-210	
RNAV1	TF	MATOV	31° 59' 26.0"N 034° 45' 06.0" E		285 (290.2)	6.6		+5 000	-250	
RNAV1	TF	ORLEV	32° 01' 35.0"N 034° 38' 12.0" E		285 (290.1)	6.2		-8 000	-250	
RNAV1	TF	TAPUZ	32° 01' 57.0"N 034° 31' 24.0" E		269 (273.7)	5.8	L	-8 000		
RNAV1	TF	KESEF	32° 02' 11.9"N 034° 26' 41.7" E		269 (273.6)	4.0		+8 000		
RNAV1	TF	PURLA	32° 02' 56.0"N 034° 13' 47.0" E		269 (273.8)	11.0		+8 000		
RNAV1	TF	SUVAS	32° 10' 10.0"N 033° 59' 33.0" E		296 (300.9)	14.1	R	+8 000		

DAFNA1B RWY 08

Navigation Specification	Path Descriptor (Recommended)	Waypoint Identifier	Latitude Longitude	Fly-Over	Course/Track M° (T°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (Kts)	Remarks
RNAV1	CA				075 (079.8)			+600	-210	
RNAV1	DF	NEVEL	31° 57' 08.1"N 034° 52' 25.5" E				R	+3 000	-210	
RNAV1	TF	MATOV	31° 59' 26.0"N 034° 45' 06.0" E		285 (290.2)	6.6		+5 000	-250	
RNAV1	TF	ORLEV	32° 01' 35.0"N 034° 38' 12.0" E		285 (290.1)	6.2		-8 000	-250	
RNAV1	TF	TAPUZ	32° 01' 57.0"N 034° 31' 24.0" E		269 (273.7)	5.8	L	-8 000		
RNAV1	TF	KESEF	32° 02' 11.9"N 034° 26' 41.7" E		269 (273.6)	4.0		+8 000		
RNAV1	TF	YUVAL	32° 14' 36.8"N 034° 28' 20.0" E		001 (006.4)	12.5	R	+10 000		
RNAV1	TF	JILET	32° 19' 35.5"N 034° 28' 59.6" E		001 (006.4)	5.0		+12 000		
RNAV1	TF	DAFNA	32° 32' 36"N 034° 13' 48" E		310 (315.3)	18.3	L	+12 000		

MERVA2B RWY 08

Navigation Specification	Path Descriptor (Recommended)	Waypoint Identifier	Latitude Longitude	Fly-Over	Course/Track M° (T°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (Kts)	Remarks
RNAV1	CA				075 (079.8)			+600	-210	
RNAV1	DF	NEVEL	31° 57' 08.1"N 034° 52' 25.5" E				R	+3 000	-210	
RNAV1	TF	MATOV	31° 59' 26.0"N 034° 45' 06.0" E		285 (290.2)	6.6		+5 000	-250	
RNAV1	TF	ORLEV	32° 01' 35.0"N 034° 38' 12.0" E		285 (290.1)	6.2		-8 000	-250	
RNAV1	TF	TAPUZ	32° 01' 57.0"N 034° 31' 24.0" E		269 (273.7)	5.8	L	-8 000		
RNAV1	TF	KESEF	32° 02' 11.9"N 034° 26' 41.7" E		269 (273.6)	4.0		+8 000		
RNAV1	TF	YUVAL	32° 14' 36.8"N 034° 28' 20.0" E		001 (006.4)	12.5	R	+10 000		
RNAV1	TF	JILET	32° 19' 35.5"N 034° 28' 59.6" E		001 (006.4)	5.0		+12 000		
RNAV1	TF	MERVA	32° 46' 54.0"N 034° 32' 38.0" E		001 (006.4)	27.4		+12 000		

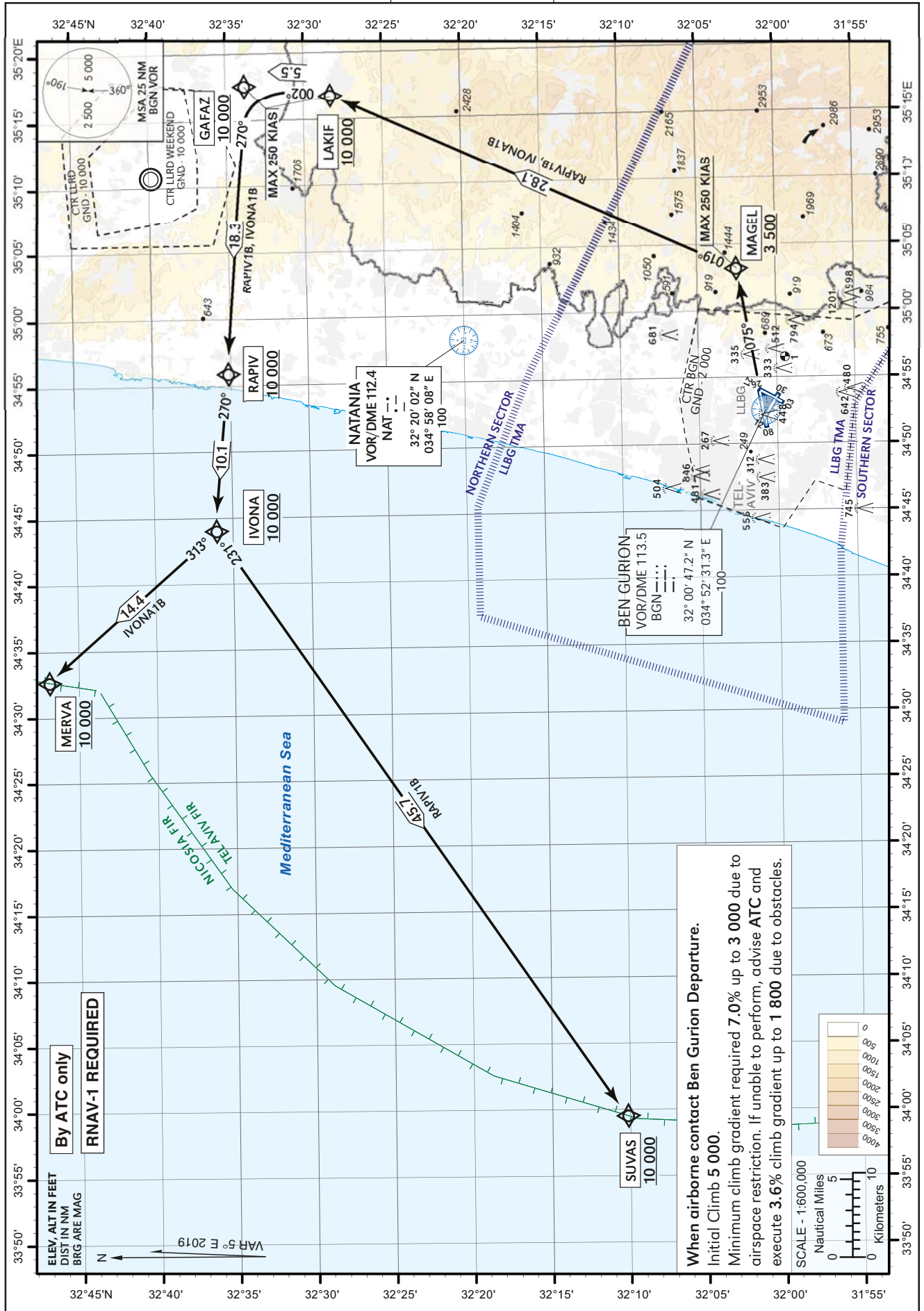
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STANDARD INSTRUMENT
DEPARTURE CHART
(SID) - ICAO

TRANSITION
ALTITUDE 18 000

ATIS departue 132.80
TWR 134.60
DEP 120.50
ACC 121.40

TEL-AVIV / BEN-GURION (LLBG)
RWY 08
IVONA1B, RAPIV1B



RAPIV1B SID RWY 08

Navigation specification	Path Descriptor (Recommended)	Waypoint Identifier	Latitude Longitude	Flyover	Course/Track M° (T°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (Kts)	Remarks
RNAV1	CA				075 (079.8)			+600	-250	
RNAV1	CF	MAGEL	32° 02' 32" N 035° 03' 12" E		075 (079.8)			+3 500	-250	
RNAV1	CF	LAKIF	32°28' 17.2" N 035° 16' 45.2" E		019 (024.0)	28.1	L	+10 000	-250	
RNAV1	TF	GAFAZ	32° 33' 44" N 035° 17' 32" E		002 (006.9)	5.5	L	+10 000	-250	
RNAV1	TF	RAPIV	32° 35' 12" N 034° 55' 54" E		270 (274.7)	18.3	L	+10 000		
RNAV1	TF	IVONA	32° 36' 04.3" N 034° 44' 00.0" E		270 (275.0)	10.1		+10 000		
RNAV1	TF	SUVAS	32° 10' 10" N 033° 59' 33" E		231 (235.7)	45.7	L	+10 000		

IVONA1B SID RWY 08

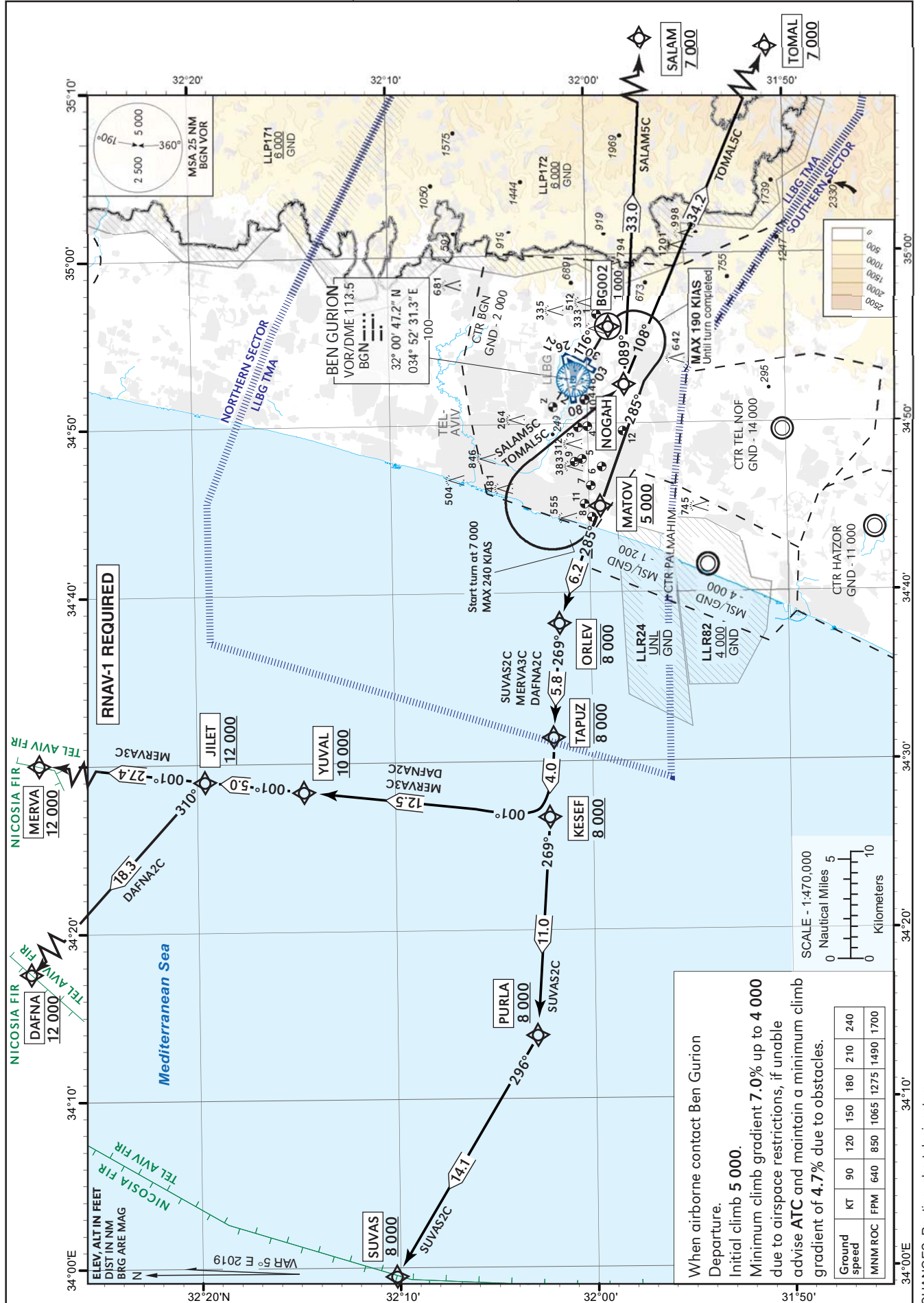
Navigation specification	Path Descriptor (Recommended)	Waypoint Identifier	Latitude Longitude	Flyover	Course/Track M° (T°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (Kts)	Remarks
RNAV1	CA				075 (079.8)			+600	-250	
RNAV1	CF	MAGEL	32° 02' 32" N 035° 03' 12" E		075 (079.8)			+3 500	-250	
RNAV1	CF	LAKIF	32°28' 17.2" N 035° 16' 45.2" E		019 (024.0)	28.1	L	+10 000	-250	
RNAV1	TF	GAFAZ	32° 33' 44" N 035° 17' 32" E		002 (006.9)	5.5	L	+10 000	-250	
RNAV1	TF	RAPIV	32° 35' 12" N 034° 55' 54" E		270 (274.7)	18.3	L	+10 000		
RNAV1	TF	IVONA	32° 36' 04.3" N 034° 44' 00.0" E		270 (275.0)	10.1		+10 000		
RNAV1	TF	MERVA	32° 46' 54" N 034° 32' 38" E		313 (318.5)	14.4	R	+10 000		

STANDARD DEPARTURE
CHART - INSTRUMENT
(SID) - ICAO

TRANSITION
ALT 18 000

ATIS Departue 132.80
TWR 134.60
DEP 120.50
ACC 121.40

TEL-AVIV / BEN-GURION (LLBG)
RWY 12
SALAM5C, TOMAL5C, SUVAS2C, DAFNA2C, MERVA3C



SALAM5C RWY 12

Navigation Specification	Path Descriptor (Recommended)	Waypoint Identifier	Latitude Longitude	Fly-Over	Course/Track M° (T°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (Kts)	Remarks
RNAV1	CF	BG002	31° 58' 55.56"N 034° 55' 42.64" E	Y	116 (121.4)	2.0		+1 000	-190	
RNAV1	CF	MATOV	31° 59' 26.0"N 034° 45' 06.0" E		285 (290.2)		R	+5 000	-190	
RNAV1	CA				285 (290.1)			@7 000	-240	
RNAV1	DF	NOGAH	31° 58' 08.0"N 034° 52' 19.0" E				R	-8 000 +7 000	-240	
RNAV1	TF	SALAM	31° 56' 00.0"N 035° 31' 00.0" E		089 (093.5)	33.0		+7 000		

TOMAL5C RWY 12

Navigation Specification	Path Descriptor (Recommended)	Waypoint Identifier	Latitude Longitude	Fly-Over	Course/Track M° (T°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (Kts)	Remarks
RNAV1	CF	BG002	31° 58' 55.56"N 034° 55' 42.64" E	Y	116 (121.4)	2.0		+1 000	-190	
RNAV1	CF	MATOV	31° 59' 26.0"N 034° 45' 06.0" E		285 (290.2)		R	+5 000	-190	
RNAV1	CA				285 (290.1)			@7 000	-240	
RNAV1	DF	NOGAH	31° 58' 08.0"N 034° 52' 19.0" E				R	-8 000 +7 000	-240	
RNAV1	TF	TOMAL	31° 44' 29.0"N 035° 29' 06.0" E		108 (113.3)	34.2		+7 000		

SUVAS2C RWY 12

Navigation Specification	Path Descriptor (Recommended)	Waypoint Identifier	Latitude Longitude	Fly-Over	Course/Track M° (T°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (Kts)	Remarks
RNAV1	CF	BG002	31° 58' 55.56"N 034° 55' 42.64" E	Y	116 (121.4)	2.0		+1 000	-190	
RNAV1	CF	MATOV	31° 59' 26.0"N 034° 45' 06.0" E		285 (290.2)		R	+5 000	-190	
RNAV1	TF	ORLEV	32° 01' 35.0"N 034° 38' 12.0" E		285 (290.1)	6.2		-8 000	-250	
RNAV1	TF	TAPUZ	32° 01' 57.0"N 034° 31' 24.0" E		269 (273.7)	5.8	L	-8 000		
RNAV1	TF	KESEF	32° 02' 11.9"N 034° 26' 41.7" E		269 (273.6)	4.0		+8 000		
RNAV1	TF	PURLA	32° 02' 56.0"N 034° 13' 47.0" E		269 (273.9)	11.0		+8 000		
RNAV1	TF	SUVAS	32° 10' 10.0"N 033° 59' 33.0" E		296 (300.9)	14.1	R	+8 000		

DAFNA2C RWY 12

Navigation Specification	Path Descriptor (Recommended)	Waypoint Identifier	Latitude Longitude	Fly-Over	Course/Track M° (T°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (Kts)	Remarks
RNAV1	CF	BG002	31° 58' 55.56"N 034° 55' 42.64" E	Y	116 (121.4)	2.0		+1 000	-190	
RNAV1	CF	MATOV	31° 59' 26.0"N 034° 45' 06.0" E		285 (290.2)		R	+5 000	-190	
RNAV1	TF	ORLEV	32° 01' 35.0"N 034° 38' 12.0" E		285 (290.1)	6.2		-8 000	-250	
RNAV1	TF	TAPUZ	32° 01' 57.0"N 034° 31' 24.0" E		269 (273.7)	5.8	L	-8 000		
RNAV1	TF	KESEF	32° 02' 11.9"N 034° 26' 41.7" E		269 (273.6)	4.0		+8 000		
RNAV1	TF	YUVAL	32° 14' 36.8"N 034° 28' 20.0" E		001 (006.4)	12.5	R	+10 000		
RNAV1	TF	JILET	32° 19' 35.5"N 034° 28' 59.6" E		001 (006.4)	5.0		+12 000		
RNAV1	TF	DAFNA	32° 32' 36"N 034° 13' 48" E		310 (315.3)	18.3	L	+12 000		

MERVA3C RWY 12

Navigation Specification	Path Descriptor (Recommended)	Waypoint Identifier	Latitude Longitude	Fly-Over	Course/Track M° (T°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (Kts)	Remarks
RNAV1	CF	BG002	31° 58' 55.56"N 034° 55' 42.64" E	Y	116 (121.4)	2.0		+1 000	-190	
RNAV1	CF	MATOV	31° 59' 26.0"N 034° 45' 06.0" E		285 (290.2)		R	+5 000	-190	
RNAV1	TF	ORLEV	32° 01' 35.0"N 034° 38' 12.0" E		285 (290.1)	6.2		-8 000	-250	
RNAV1	TF	TAPUZ	32° 01' 57.0"N 034° 31' 24.0" E		269 (273.7)	5.8	L	-8 000		
RNAV1	TF	KESEF	32° 02' 11.9"N 034° 26' 41.7" E		269 (273.6)	4.0		+8 000		
RNAV1	TF	YUVAL	32° 14' 36.8"N 034° 28' 20.0" E		001 (006.4)	12.5	R	+10 000		
RNAV1	TF	JILET	32° 19' 35.5"N 034° 28' 59.6" E		001 (006.4)	5.0		+12 000		
RNAV1	TF	MERVA	32° 46' 54.0"N 034° 32' 38.0" E		001 (006.4)	27.4		+12 000		

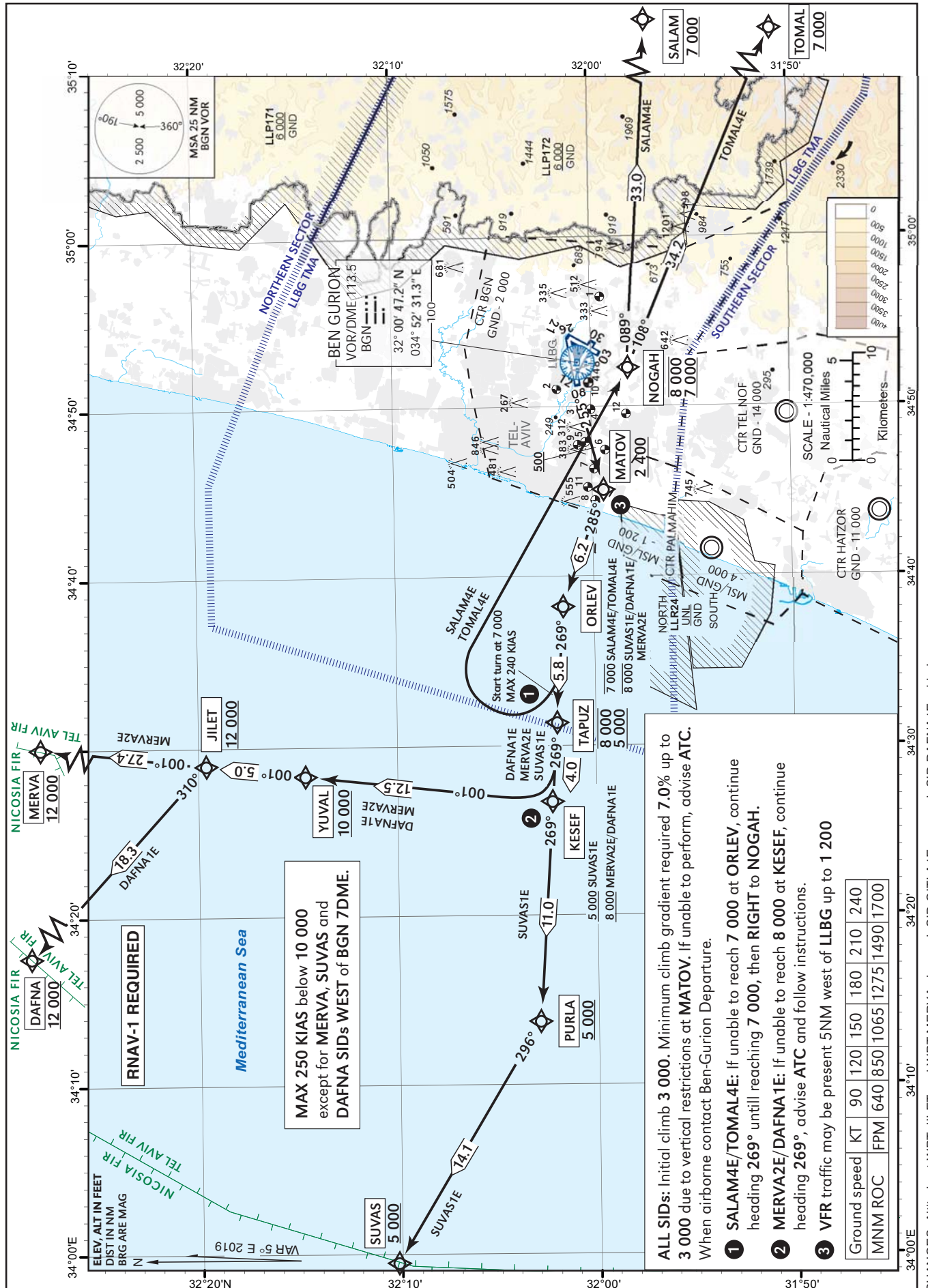
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STANDARD DEPARTURE
CHART - INSTRUMENT
(SID) - ICAO

TRANSITION
ALT 18 000

ATIS departue 132.80
TWR 134.60
DEP 120.50
ACC 121.40

TEL-AVIV / BEN-GURION (LLBG)
RWY 26
SALAM4E, TOMAL4E, SUVAS1E, DAFNA1E, MERVA2E



SALAM4E RWY 26

Navigation Specification	Path Descriptor (Recommended)	Waypoint Identifier	Latitude Longitude	Fly-Over	Course/Track M° (T°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (Kts)	Remarks
RNAV1	CA				255 (259.8)			+500	-240	
RNAV1	DF	MATOV	31° 59' 26.0"N 034° 45' 06.0" E					+2 400	-240	
RNAV1	TF	ORLEV	32° 01' 35.0"N 034° 38' 12.0" E		285 (290.1)	6.2	R	-7 000	-240	
RNAV1	CA				269 (273.7)			@7 000	-240	
RNAV1	DF	NOGAH	31° 58' 08.0"N 034° 52' 19.0" E				R	-8 000 +7 000	-240	
RNAV1	TF	SALAM	31° 56' 00.0"N 035° 31' 00.0" E		089 (093.5)	33.0		+7 000		

TOMAL4E RWY 26

Navigation Specification	Path Descriptor (Recommended)	Waypoint Identifier	Latitude Longitude	Fly-Over	Course/Track M° (T°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (Kts)	Remarks
RNAV1	CA				255 (259.8)			+500	-240	
RNAV1	DF	MATOV	31° 59' 26.0"N 034° 45' 06.0" E					+2 400	-240	
RNAV1	TF	ORLEV	32° 01' 35.0"N 034° 38' 12.0" E		285 (290.1)	6.2	R	-7 000	-240	
RNAV1	CA				269 (273.7)			@7 000	-240	
RNAV1	DF	NOGAH	31° 58' 08.0"N 034° 52' 19.0" E				R	-8 000 +7 000	-240	
RNAV1	TF	TOMAL	31° 44' 29.0"N 035° 29' 06.0" E		108 (113.3)	34.2		+7 000		

SUVAS1E RWY 26

Navigation Specification	Path Descriptor (Recommended)	Waypoint Identifier	Latitude Longitude	Fly-Over	Course/Track M° (T°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (Kts)	Remarks
RNAV1	CA				255 (259.8)			+500	-250	
RNAV1	DF	MATOV	31° 59' 26.0"N 034° 45' 06.0" E					+2 400	-250	
RNAV1	TF	ORLEV	32° 01' 35.0"N 034° 38' 12.0" E		285 (290.1)	6.2	R	-8 000	-250	
RNAV1	TF	TAPUZ	32° 01' 57.0"N 034° 31' 24.0" E		269 (273.7)	5.8	L	-8 000 +5 000		
RNAV1	TF	KESEF	32° 02' 11.9"N 034° 26' 41.7" E		269 (273.6)	4.0		+5 000		
RNAV1	TF	PURLA	32° 02' 56.0"N 034° 13' 47.0" E		269 (273.8)	11.0		+5 000		
RNAV1	TF	SUVAS	32° 10' 10.0"N 033° 59' 33.0" E		296 (300.9)	14.1	R	+5 000		

DAFNA1E SID RWY 26

Navigation Specification	Path Descriptor (Recommended)	Waypoint Identifier	Latitude Longitude	Fly-Over	Course/Track M° (T°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (Kts)	Remarks
RNAV1	CA				255 (259.8)			+500	-250	
RNAV1	DF	MATOV	31° 59' 26.0"N 034° 45' 06.0" E					+2 400	-250	
RNAV1	TF	ORLEV	32° 01' 35.0"N 034° 38' 12.0" E		285 (290.1)	6.2	R	-8 000	-250	
RNAV1	TF	TAPUZ	32° 01' 57.0"N 034° 31' 24.0" E		269 (273.7)	5.8	L	-8 000 +5 000		
RNAV1	TF	KESEF	32° 02' 11.9"N 034° 26' 41.7" E		269 (273.6)	4.0		+8 000		
RNAV1	TF	YUVAL	32° 14' 36.8"N 034° 28' 20.0" E		001 (006.4)	12.5	R	+10 000		
RNAV1	TF	JILET	32° 19' 35.5"N 034° 28' 59.6" E		001 (006.4)	5.0		+12 000		
RNAV1	TF	DAFNA	32° 32' 36"N 034° 13' 48" E		310 (315.3)	18.3	L	+12 000		

MERVA2E RWY 26

Navigation Specification	Path Descriptor (Recommended)	Waypoint Identifier	Latitude Longitude	Fly-Over	Course/Track M° (T°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (Kts)	Remarks
RNAV1	CA				255 (259.8)			+500	-250	
RNAV1	DF	MATOV	31° 59' 26.0"N 034° 45' 06.0" E					+2 400	-250	
RNAV1	TF	ORLEV	32° 01' 35.0"N 034° 38' 12.0" E		285 (290.1)	6.2	R	-8 000	-250	
RNAV1	TF	TAPUZ	32° 01' 57.0"N 034° 31' 24.0" E		269 (273.7)	5.8	L	-8 000 +5 000		
RNAV1	TF	KESEF	32° 02' 11.9"N 034° 26' 41.7" E		269 (273.6)	4.0		+8 000		
RNAV1	TF	YUVAL	32° 14' 36.8"N 034° 28' 20.0" E		001 (006.4)	12.5	R	+10 000		
RNAV1	TF	JILET	32° 19' 35.5"N 034° 28' 59.6" E		001 (006.4)	5.0		+12 000		
RNAV1	TF	MERVA	32° 46' 54.0"N 034° 32' 38.0" E		001 (006.4)	27.4		+12 000		

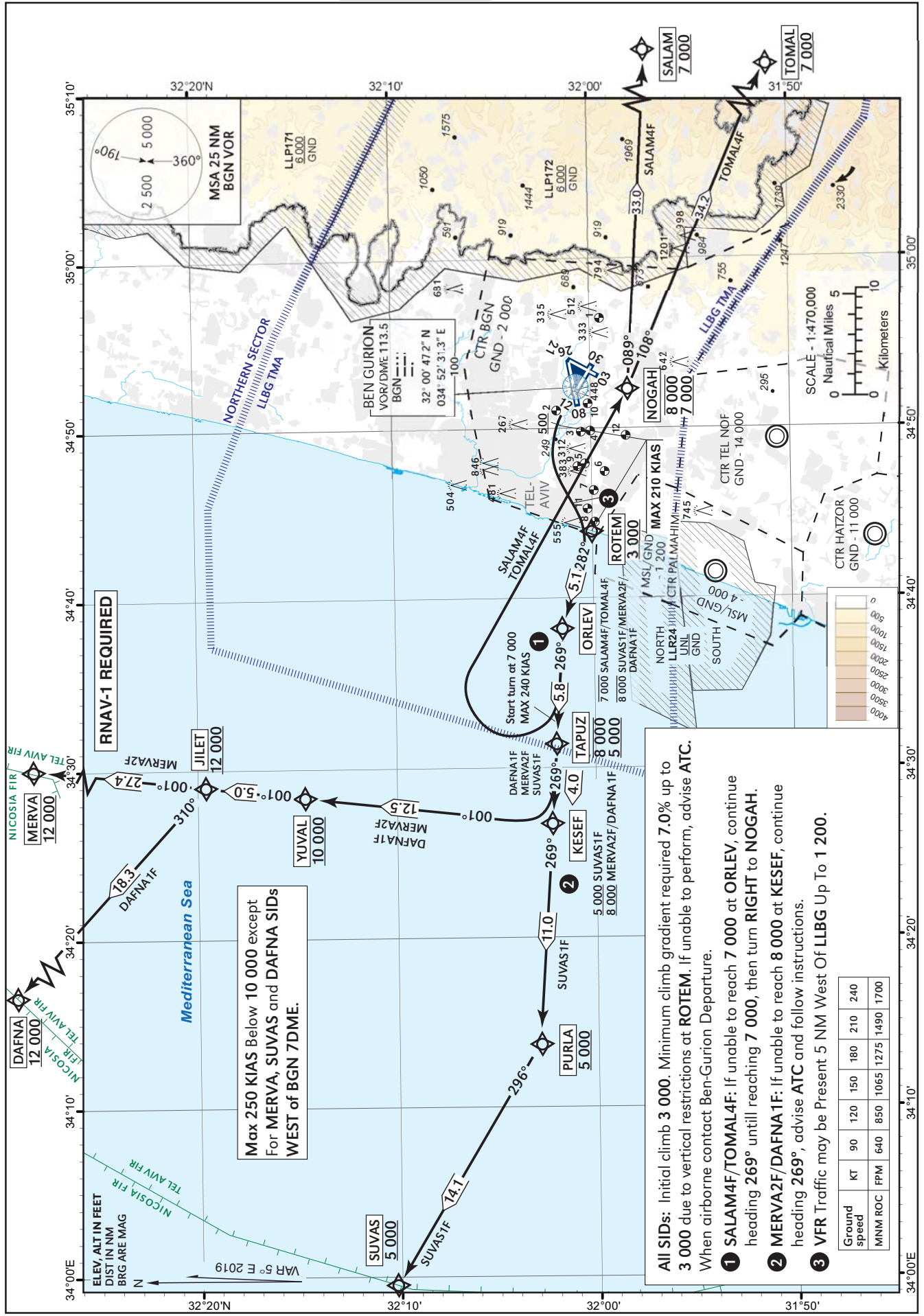
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STANDARD DEPARTURE
CHART - INSTRUMENT
(SID) - ICAO

TRANSITION	
ALT 18 000	

ATIS departue	132.80
TWR	134.60
DEP	120.50
ACC	121.40

TEL-AVIV / BEN-GURION (LLBG)
RWY 30
SALAM4F, TOMAL4F, SUVAS1F, DAFNA1F, MERVA2F



CHANGES: Altitude at WPT JILET and WPT MERVA changed, SID GITLA1F removed, SID DAFNA1F added.

SALAM4F RWY 30

Navigation Specification	Path Descriptor (Recommended)	Waypoint Identifier	Latitude Longitude	Fly-Over	Course/Track M° (T°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (Kts)	Remarks
RNAV1	CA				296 (301.4)			+500	-210	
RNAV1	DF	ROTEM	32° 00' 03.0"N 034° 43' 55.0" E				L	+3 000	-210	
RNAV1	TF	ORLEV	32° 01' 35.0"N 034° 38' 12.0" E		282 (287.5)	5.1	R	-7 000	-240	
RNAV1	CA				269 (273.7)			@7 000	-240	
RNAV1	DF	NOGAH	31° 58' 08.0"N 034° 52' 19.0" E				R	-8 000 +7 000	-240	
RNAV1	TF	SALAM	31° 56' 00.0"N 035° 31' 00.0" E		089 (093.5)	33.0		+7 000		

TOMAL4F RWY 30

Navigation Specification	Path Descriptor (Recommended)	Waypoint Identifier	Latitude Longitude	Fly-Over	Course/Track M° (T°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (Kts)	Remarks
RNAV1	CA				296 (301.4)			+500	-210	
RNAV1	DF	ROTEM	32° 00' 03.0"N 034° 43' 55.0" E				L	+3 000	-210	
RNAV1	TF	ORLEV	32° 01' 35.0"N 034° 38' 12.0" E		282 (287.5)	5.1	R	-7 000	-240	
RNAV1	CA				269 (273.7)			@7 000	-240	
RNAV1	DF	NOGAH	31° 58' 08.0"N 034° 52' 19.0" E				R	-8 000 +7 000	-240	
RNAV1	TF	TOMAL	31° 44' 29.0"N 035° 29' 06.0" E		108 (113.3)	34.2		+7 000		

SUVAS1F RWY 30

Navigation Specification	Path Descriptor (Recommended)	Waypoint Identifier	Latitude Longitude	Fly-Over	Course/Track M° (T°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (Kts)	Remarks
RNAV1	CA				296 (301.4)			+500	-210	
RNAV1	DF	ROTEM	32° 00' 03.0"N 034° 43' 55.0" E				L	+3 000	-210	
RNAV1	TF	ORLEV	32° 01' 35.0"N 034° 38' 12.0" E		282 (287.5)	5.1	R	-8 000	-250	
RNAV1	TF	TAPUZ	32° 01' 57.0"N 034° 31' 24.0" E		269 (274.7)	5.8	L	-8 000 +5 000		
RNAV1	TF	KESEF	32° 02' 11.9"N 034° 26' 41.7" E		269 (273.6)	4.0		+5 000		
RNAV1	TF	PURLA	32° 02' 56.0"N 034° 13' 47.0" E		269 (273.9)	11.0		+5 000		
RNAV1	TF	SUVAS	32° 10' 10.0"N 033° 59' 33.0" E		296 (300.9)	14.1	R	+5 000		

DAFNA1F RWY 30

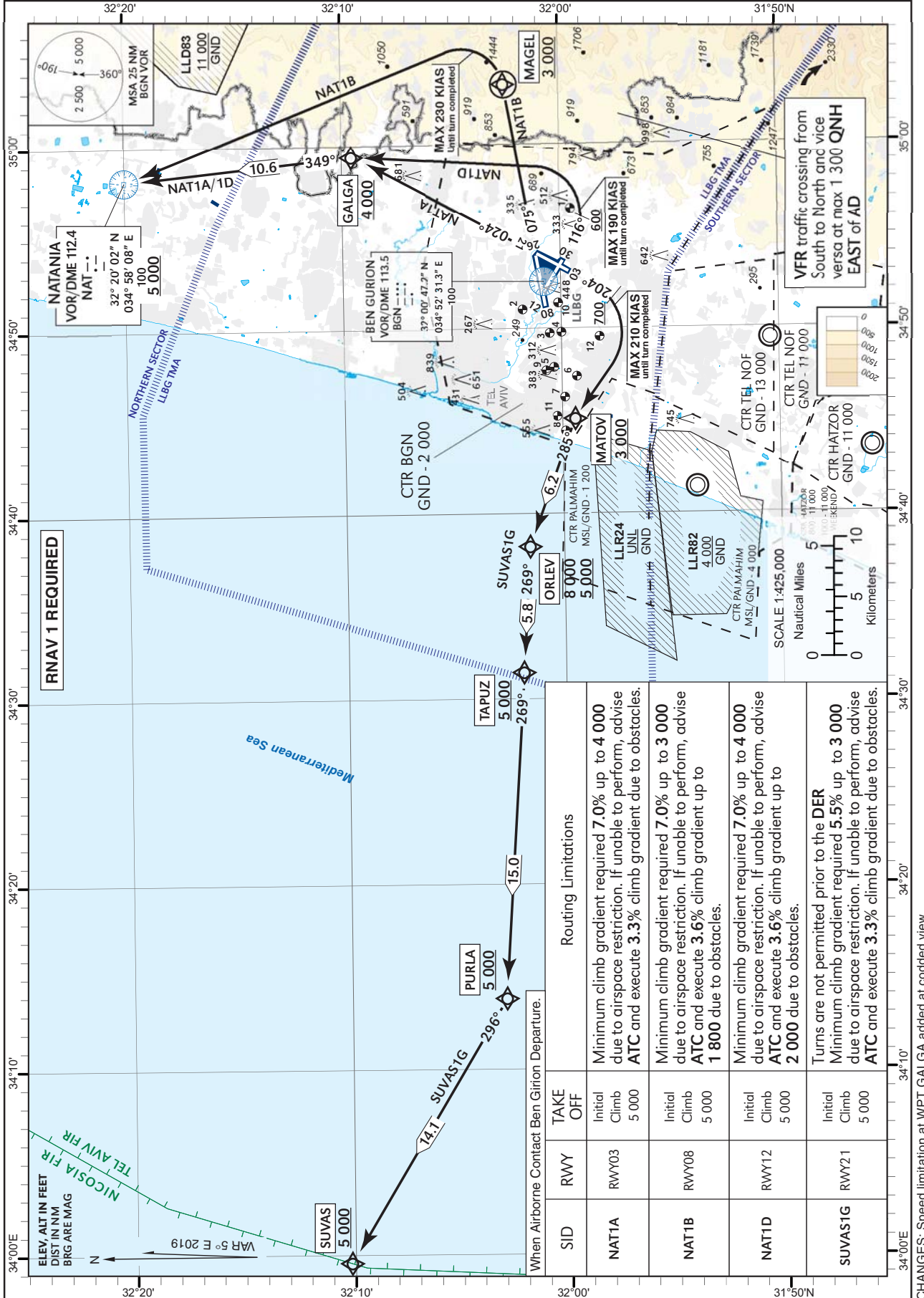
Navigation Specification	Path Descriptor (Recommended)	Waypoint Identifier	Latitude Longitude	Fly-Over	Course/Track M° (T°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (Kts)	Remarks
RNAV1	CA				296 (301.4)			+500	-210	
RNAV1	DF	ROTEM	32° 00' 03.0"N 034° 43' 55.0" E				L	+3 000	-210	
RNAV1	TF	ORLEV	32° 01' 35.0"N 034° 38' 12.0" E		282 (287.5)	5.1	R	-8 000	-250	
RNAV1	TF	TAPUZ	32° 01' 57.0"N 034° 31' 24.0" E		269 (274.7)	5.8	L	-8 000 +5 000		
RNAV1	TF	KESEF	32° 02' 11.9"N 034° 26' 41.7" E		269 (273.7)	4.0		+8 000		
RNAV1	TF	YUVAL	32° 14' 36.8"N 034° 28' 20.0" E		001 (006.4)	12.5	R	+10 000		
RNAV1	TF	JILET	32° 19' 35.5"N 034° 28' 59.6" E		001 (006.4)	5.0		+12 000		
RNAV1	TF	DAFNA	32° 32' 36"N 034° 13' 48" E		310 (315.3)	18.3	L	+12 000		

MERVA2F RWY 30

Navigation Specification	Path Descriptor (Recommended)	Waypoint Identifier	Latitude Longitude	Fly-Over	Course/Track M° (T°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (Kts)	Remarks
RNAV1	CA				296 (301.4)			+500	-210	
RNAV1	DF	ROTEM	32° 00' 03.0"N 034° 43' 55.0" E				L	+3 000	-210	
RNAV1	TF	ORLEV	32° 01' 35.0"N 034° 38' 12.0" E		282 (287.5)	5.1	R	-8 000	-250	
RNAV1	TF	TAPUZ	32° 01' 57.0"N 034° 31' 24.0" E		269 (273.7)	5.8	L	-8 000 +5 000		
RNAV1	TF	KESEF	32° 02' 11.9"N 034° 26' 41.7" E		269 (273.7)	4.0		+8 000		
RNAV1	TF	YUVAL	32° 14' 36.8"N 034° 28' 20.0" E		001 (006.4)	12.5	R	+10 000		
RNAV1	TF	JILET	32° 19' 35.5"N 034° 28' 59.6" E		001 (006.4)	5.0		+12 000		
RNAV1	TF	MERVA	32° 46' 54.0"N 034° 32' 38.0" E		001 (006.4)	27.4		+12 000		

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STANDARD INSTRUMENT DEPARTURE CHART (RNAV SID) - ICAO
 TRANSITION ALT 18 000
 AD ELEV 134 ft
 ATIS DEP. 132.80
 TWR 134.60
 DEP 120.50
 ACC 121.40
 TEL-AVIV / BEN-GURION (LLBG)
 RWYs 03, 08, 12, 21
 NAT1A/1B/1D, SUVAS1G



CHANGES: Speed limitation at WPT GALGA added at codded view.

SUVAS1G SID RWY 21

Navigation specification	Path Descriptor (Recommended)	Waypoint Identifier	Latitude Longitude	Flyover	Course/Track M° (T°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (Kts)	Remarks
RNAV1	CA				204 (208.8)			+700	-210	
RNAV1	DF	MATOV	31° 59' 26.0" N 034° 45' 06.0" E				R	+3 000	-210	
RNAV1	TF	ORLEV	32° 01' 35.0" N 034° 38' 12.0" E		285 (290.1)	6.2	L	-8 000 +5 000		
RNAV1	TF	TAPUZ	32° 01' 57.0" N 034° 31' 24.0" E		269 (273.7)	5.8		+5 000		
RNAV1	TF	PURLA	32° 02' 56.0" N 034° 13' 47.0" E		269 (273.9)	15.0		+5 000		
RNAV1	TF	SUVAS	32° 10' 10.0" N 033° 59' 33.0" E		296 (300.9)	14.1	R	+5 000		

NAT1D SID RWY 12

Navigation specification	Path Descriptor (Recommended)	Waypoint Identifier	Latitude Longitude	Flyover	Course/Track M° (T°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (Kts)	Remarks
RNAV1	CA				116 (121.4)			+600	-190	
RNAV1	DF	GALGA	32° 09' 25.1" N 034° 59' 24.1" E				L	+4 000	-190	
RNAV1	TF	NAT	32° 20' 02.0" N 034° 58' 08.0" E		349 (354.2)	10.6		+5 000		

NAT1B SID RWY 08

Navigation specification	Path Descriptor (Recommended)	Waypoint Identifier	Latitude Longitude	Flyover	Course/Track M° (T°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (Kts)	Remarks
RNAV1	CF	MAGEL	32° 02' 32.0" N 035° 03' 12.0" E	Y	075 (079.8)			+3 000	-230	
RNAV1	DF	NAT	32° 20' 02.0" N 034° 58' 08.0" E				L	+5 000	-230	

NAT1A SID RWY 03

Navigation specification	Path Descriptor (Recommended)	Waypoint Identifier	Latitude Longitude	Flyover	Course/Track M° (T°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (Kts)	Remarks
RNAV1	CF	GALGA	32° 09' 25.1" N 034° 59' 24.1" E		024 (028.8)			+4 000		
RNAV1	TF	NAT	32° 20' 02.0" N 034° 58' 08.0" E		349 (354.2)	10.6	L	+5 000		

STANDARD ARRIVAL
CHART- INSTRUMENT
(RNAV STAR) - ICAO

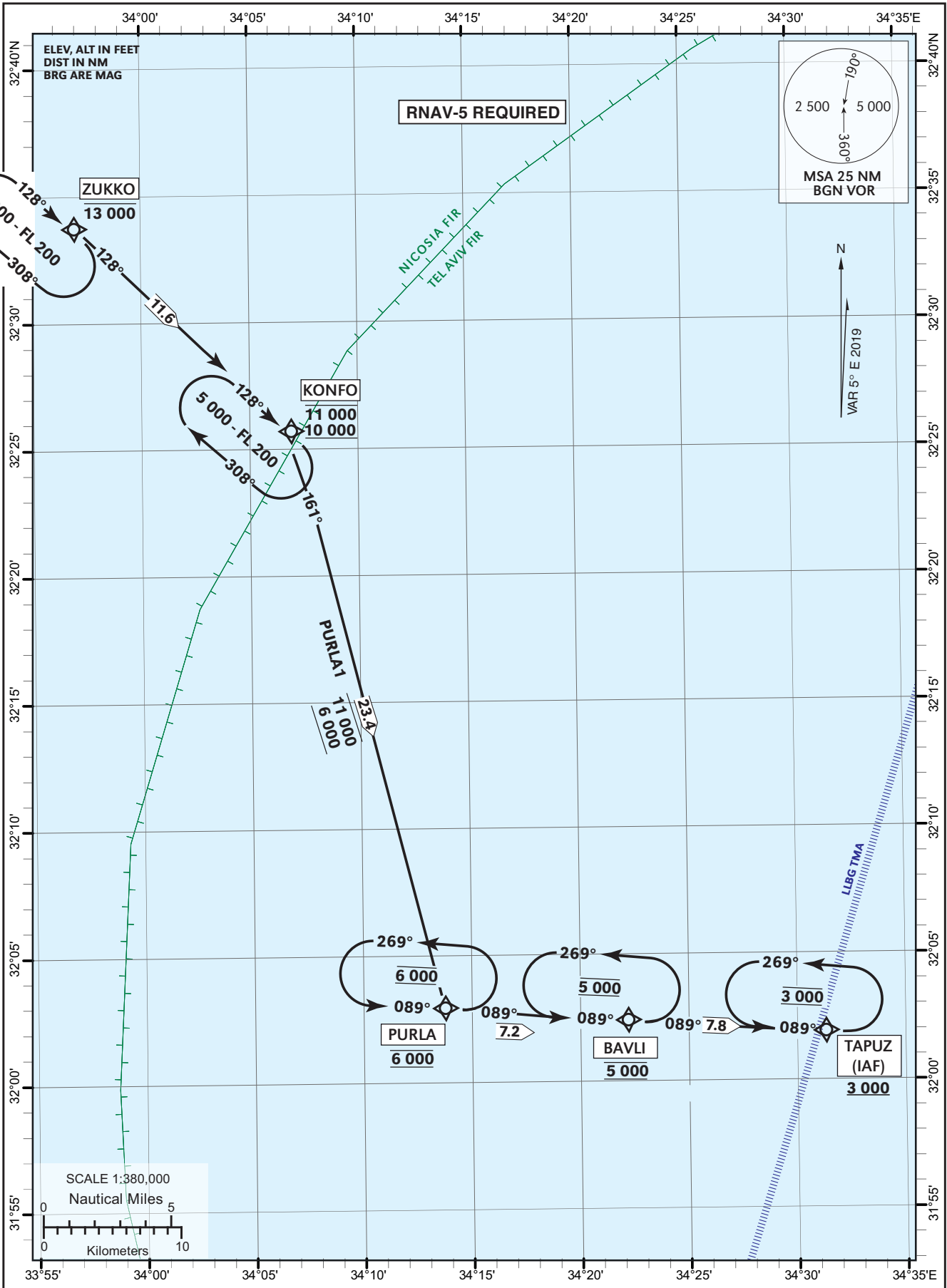
TRANSITION LVL 200

ATIS Arrival	132.50
ACC	121.40
APP	120.50
TWR	134.60

TEL-AVIV / BEN-GURION (LLBG)

RWY 08

PURLA1



CHANGES: Routing change, new WPT KONFO, ZUKKO added. WPT SOLIN removed, BRG and MSA change.

PURLA1 STAR RWY 08

Navigation Specification	Path Descriptor (Recommended)	Waypoint Identifier	Latitude Longitude	Fly-Over	Course/Track M° (T°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (Kts)	Remarks
RNAV5	IF	ZUKKO	32° 33' 42"N 033° 56' 57" E					-13 000		
RNAV5	TF	KONFO	32° 25' 42"N 034° 06' 56" E		128 (133.4)	11.6		-11 000 +10 000		
RNAV5	TF	PURLA	32° 02' 56"N 034° 13' 47" E		161 (165.6)	23.4	R	@6 000		
RNAV5	TF	BAVLI	32° 02' 29"N 034° 22' 13" E		089 (094)	7.2	L	@5 000		
RNAV5	TF	TAPUZ	32° 01' 57.0"N 034° 31' 24.0" E		089 (094)	7.8		+3 000		IAF

Holding Identification

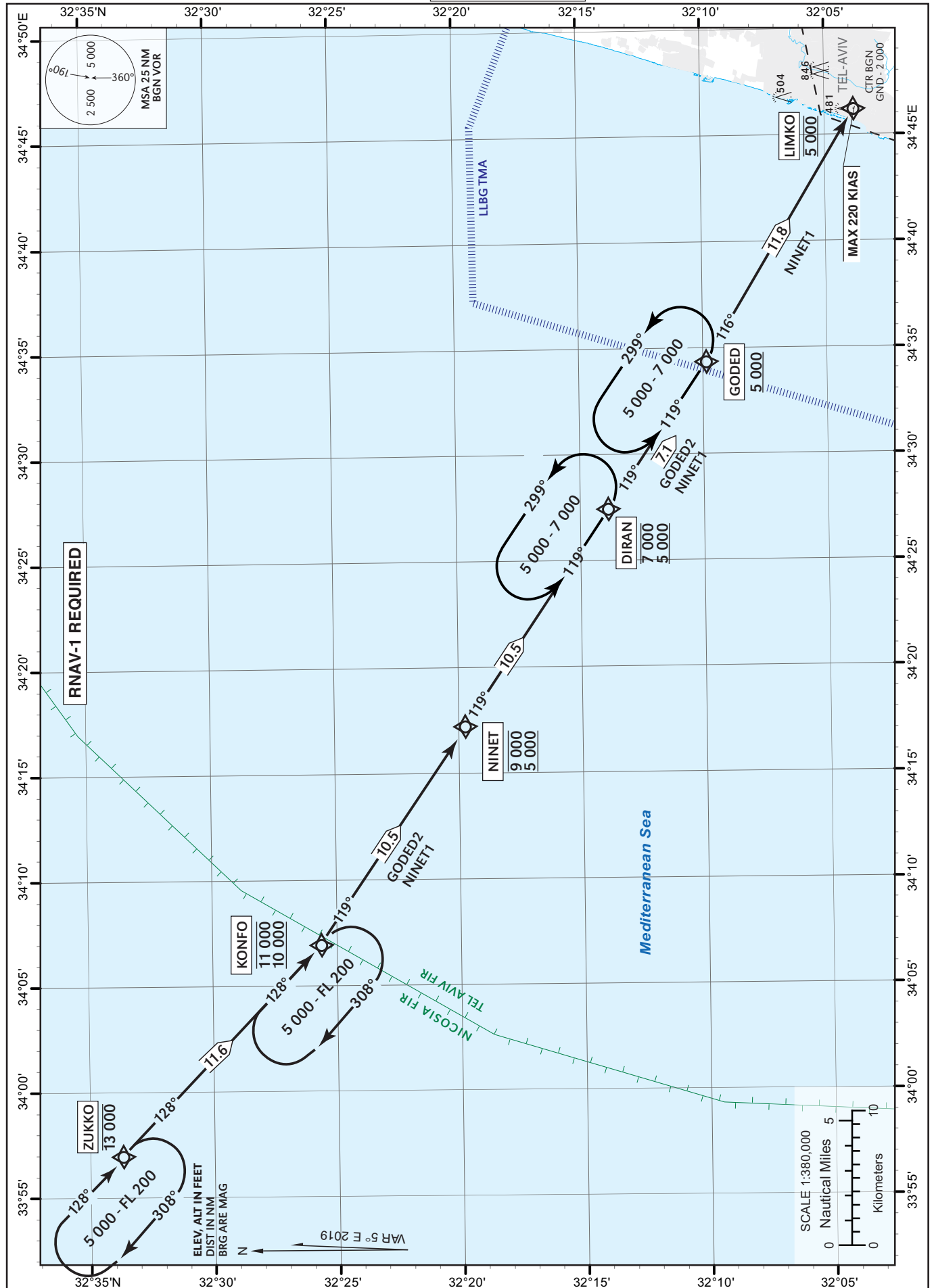
Holding Fix	Latitude Longitude	Inbound Course/Track M° (T°)	MAX IAS (Kts)	Altitude (ft)	Outbound Time / Distance	Turn Direction
ZUKKO	32° 33' 42"N 033° 56' 57" E	128 (133.4)		-FL 200 +5 000	1 Min	R
KONFO	32° 25' 42"N 034° 06' 56" E	128 (133.4)		-FL 200 +5 000	1 Min	R
PURLA	32° 02' 56"N 034° 13' 47" E	089 (093.5)		@6 000	1 Min	L
BAVLI	32° 02' 29"N 034° 22' 13" E	089 (093.5)		@5 000	1 Min	L
TAPUZ	32° 01' 57.0"N 034° 31' 24.0" E	089 (093.5)		@3 000	1 Min	L

STANDARD ARRIVAL
CHART - INSTRUMENT
(RNAV STAR) - ICAO

TRANSITION LVL 200

ATIS Arrival	132.50
ACC	121.40
APP	120.50
TWR	134.60

TEL-AVIV / BEN-GURION (LLBG)
RWYs 12, 30
GODED2, NINET1



CHANGES: Routing change, new WPT KONFO, ZUKKO, NINET added, WPT SOLIN removed, WPT RIMON change to WPT DIRAN.

GODED2 STAR RWY 12

Navigation Specification	Path Descriptor (Recommended)	Waypoint Identifier	Latitude Longitude	Fly-Over	Course/Track M° (T°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (Kts)	Remarks
RNAV1	IF	ZUKKO	32° 33' 42"N 033° 56' 57" E					-13 000		
RNAV1	TF	KONFO	32° 25' 42"N 034° 06' 56" E		128 (133.4)	11.6		-11 000 +10 000		
RNAV1	TF	NINET	32° 19' 49"N 034° 17' 13" E		119 (124.0)	10.5	L	-9 000 +5 000		
RNAV1	TF	DIRAN	32° 13' 55"N 034° 27' 27" E		119 (124.0)	10.5		-7 000 +5 000		
RNAV1	TF	GODED	32° 09' 54.0"N 034° 34' 22.0" E		119 (124.3)	7.1		+5 000		IAF

NINET1 STAR RWY 30

Navigation Specification	Path Descriptor (Recommended)	Waypoint Identifier	Latitude Longitude	Fly-Over	Course/Track M° (T°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (Kts)	Remarks
RNAV1	IF	ZUKKO	32° 33' 42"N 033° 56' 57" E					-13 000		
RNAV1	TF	KONFO	32° 25' 42"N 034° 06' 56" E		128 (133.4)	11.6		-11 000 +10 000		
RNAV1	TF	NINET	32° 19' 49"N 034° 17' 13" E		119 (124.0)	10.5	L	-9 000 +5 000		
RNAV1	TF	DIRAN	32° 13' 55"N 034° 27' 27" E		119 (124.0)	10.5		-7 000 +5 000		
RNAV1	TF	GODED	32° 09' 54"N 034° 34' 22" E		119 (124.3)	7.1		+5 000		
RNAV1	TF	LIMKO	32° 03' 48.0"N 034° 46' 18.0" E		116 (121.0)	11.8		@5 000	-220	IAF

Holding Identification

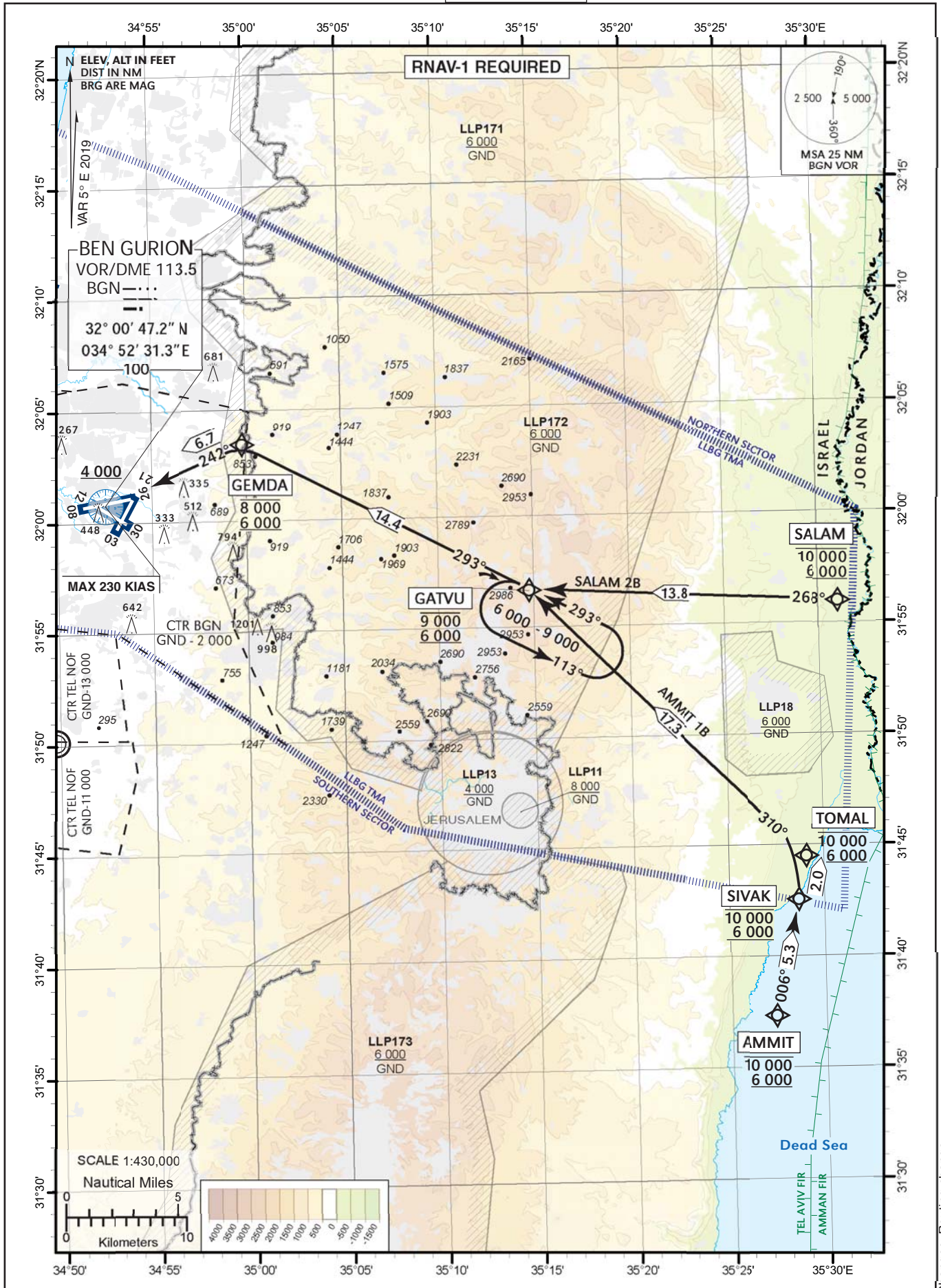
Holding Fix	Latitude Longitude	Inbound Course/Track M° (T°)	MAX IAS (Kts)	Altitude (ft)	Outbound Time / Distance	Turn Direction
ZUKKO	32° 33' 42"N 033° 56' 57" E	128 (133.4)		-FL 200 +5 000	1 Min	R
KONFO	32° 25' 42"N 034° 06' 56" E	128 (133.4)		-FL 200 +5 000	1 Min	R
DIRAN	32° 13' 55"N 034° 27' 27" E	119 (124.3)	250	-7 000 +5 000	1 Min	L
GODED	32° 09' 54"N 034° 34' 22" E	119 (124.3)	250	-7 000 +5 000	1 Min	L

STANDARD ARRIVAL
CHART - INSTRUMENT
(STAR) - ICAO

TRANSITION LVL 200

ATIS Arrival	132.50
ACC	120.90
TMA	119.50
ARR	120.50
TWR	134.60

TEL-AVIV / BEN-GURION (LLBG)
RWY 12
AMMIT1B, SALAM2B



Changes: Routing change.

AMMIT1B STAR RWY 12

Navigation Specification	Path Descriptor (Recommended)	Waypoint Identifier	Latitude Longitude	Fly-Over	Course/Track M° (T°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (Kts)	Remarks
RNAV1	IF	AMMIT	31° 37' 20"N 035° 27' 23" E					-10 000 +6 000		
RNAV1	TF	SIVAK	31° 42' 32"N 035° 28' 37" E		006 (011.4)	5.3		-10 000 +6 000		
RNAV1	TF	TOMAL	31° 44' 29"N 035° 29' 06" E		007 (012.0)	2.0		-10 000 +6 000		
RNAV1	TF	GATVU	31° 56' 42"N 035° 14' 45" E		310 (315.0)	17.3	L	-9 000 +6 000		
RNAV1	TF	GEMDA	32° 03' 26"N 034° 59' 48" E		293 (297.9)	14.4		-8 000 +6 000		
RNAV1	TF	BGN	32° 00' 47"N 034° 52' 31" E		242 (246.9)	6.7	L	+4 000	-230	

SALAM2B STAR RWY 12

Navigation Specification	Path Descriptor (Recommended)	Waypoint Identifier	Latitude Longitude	Fly-Over	Course/Track M° (T°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (Kts)	Remarks
RNAV1	IF	SALAM	31° 56' 00"N 035° 31' 00" E					-10 000 +6 000		
RNAV1	TF	GATVU	31° 56' 42"N 035° 14' 45" E		268 (272.9)	13.8		-9 000 +6 000		
RNAV1	TF	GEMDA	32° 03' 26"N 034° 59' 48" E		293 (297.9)	14.4	R	-8 000 +6 000		
RNAV1	TF	BGN	32° 00' 47"N 034° 52' 31" E		242 (246.9)	6.7	L	+4 000	-230	

Holding Identification

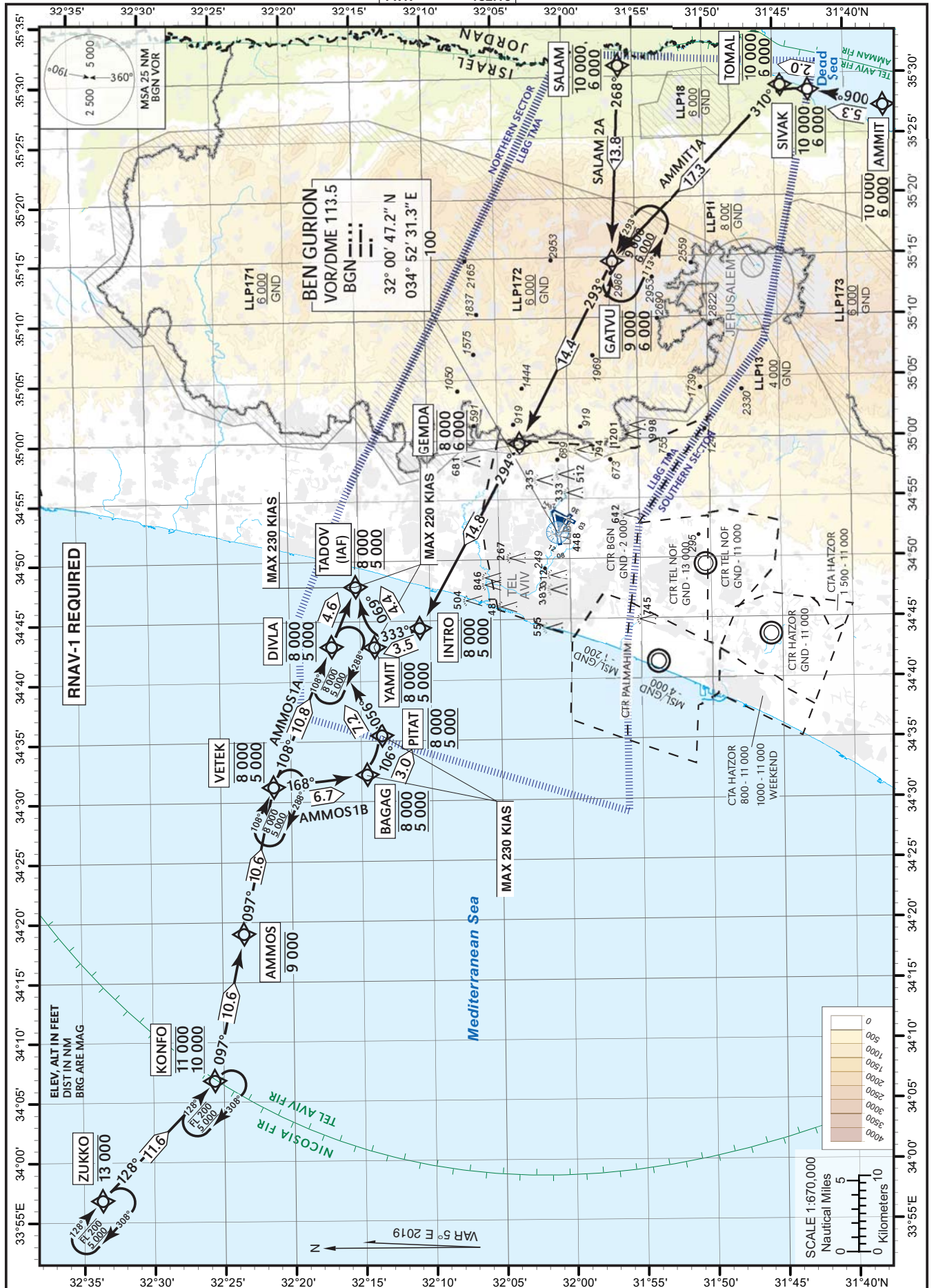
Holding Fix	Latitude Longitude	Inbound Course/Track M° (T°)	MAX IAS (Kts)	Altitude (ft)	Outbound Time / Distance	Turn Direction
GATVU	31° 56' 42"N 035° 14' 45" E	293 (298.3)	-250	-9 000 +6 000	1 Min	L

STANDARD ARRIVAL
CHART - INSTRUMENT
(RNAV STAR) - ICAO

TRANSITION LVL 200

ATIS Arrival	132.50
ACC	120.90
TMA	119.50
ARR	131.10
TWR	132.10

TEL-AVIV / BEN-GURION (LLBG)
RWY 21
AMMOS1A, AMMOS1B, AMMIT1A, SALAM2A



AMMOS1A STAR RWY 21

Navigation Specification	Path Descriptor (Recommended)	Waypoint Identifier	Latitude Longitude	Fly-Over	Course/Track M° (T°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (Kts)	Remarks
RNAV1	IF	ZUKKO	32° 33' 42"N 033° 56' 57" E					-13 000		
RNAV1	TF	KONFO	32° 25' 42"N 034° 06' 56" E		128 (133.4)	11.6		-11 000 +10 000		
RNAV1	TF	AMMOS	32° 23' 30"N 034° 19' 11" E		097 (102.0)	10.6	L	-9 000		
RNAV1	TF	VETEK	32° 21' 17"N 034° 31' 24" E		097 (102.0)	10.6		-8 000 +5 000		
RNAV1	TF	DIVLA	32° 17' 03"N 034° 43' 04" E		108 (113.1)	10.8	R	-8 000 +5 000		
RNAV1	TF	TADOV	32° 15' 15.0"N 034° 48' 00.0" E		108 (113.2)	4.6		-8 000 +5 000	-230	IAF

AMMOS1B STAR RWY 21

Navigation Specification	Path Descriptor (Recommended)	Waypoint Identifier	Latitude Longitude	Fly-Over	Course/Track M° (T°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (Kts)	Remarks
RNAV1	IF	ZUKKO	32° 33' 42"N 033° 56' 57" E					-13 000		
RNAV1	TF	KONFO	32° 25' 42"N 034° 06' 56" E		128 (133.4)	11.6		-11 000 +10 000		
RNAV1	TF	AMMOS	32° 23' 30"N 034° 19' 11" E		097 (102.0)	10.6	L	-9 000		
RNAV1	TF	VETEK	32° 21' 17"N 034° 31' 24" E		097 (102.0)	10.6		-8 000 +5 000		
RNAV1	TF	BAGAG	32° 14' 38"N 034° 32' 23" E		168 (172.8)	6.7	R	-8 000 +5 000	-230	
RNAV1	TF	PITAT	32° 13' 33"N 034° 35' 38" E		106 (111.4)	3.0	L	-8 000 +5 000	-230	
RNAV1	TF	DIVLA	32° 17' 03"N 034° 43' 04" E		056 (061.0)	7.2	L	-8 000 +5 000		
RNAV1	TF	TADOV	32° 15' 15.0"N 034° 48' 00.0" E		108 (113.2)	4.6	R	-8 000 +5 000	-230	IAF

AMMIT1A STAR RWY 21

Navigation Specification	Path Descriptor (Recommended)	Waypoint Identifier	Latitude Longitude	Fly-Over	Course/Track M° (T°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (Kts)	Remarks
RNAV1	IF	AMMIT	31° 37' 20"N 035° 27' 23" E					-10 000 +6 000		
RNAV1	TF	SIVAK	31° 42' 32"N 035° 28' 37" E		006 (011.4)	5.3		-10 000 +6 000		
RNAV1	TF	TOMAL	31° 44' 29"N 035° 29' 06" E		007 (012.0)	2.0		-10 000 +6 000		
RNAV1	TF	GATVU	31° 56' 42"N 035° 14' 45" E		310 (315.0)	17.3	L	-9 000 +6 000		
RNAV1	TF	GEMDA	32° 03' 26"N 034° 59' 48" E		293 (297.9)	14.4		-8 000 +6 000		
RNAV1	TF	INTRO	32° 10' 43"N 034° 44' 33" E		294 (299.4)	14.8		-8 000 +5 000		
RNAV1	TF	YAMIT	32° 14' 00"N 034° 43' 00" E		333 (338.1)	3.5	R	-8 000 +5 000	-220	
RNAV1	TF	TADOV	32° 15' 15.0"N 034° 48' 00.0" E		069 (073.6)	4.4	R	-8 000 +5 000	-220	IAF

SALAM2A STAR RWY 21

Navigation Specification	Path Descriptor (Recommended)	Waypoint Identifier	Latitude Longitude	Fly-Over	Course/Track M° (T°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (Kts)	Remarks
RNAV1	IF	SALAM	31° 56' 00"N 035° 31' 00" E					-10 000 +6 000		
RNAV1	TF	GATVU	31° 56' 42"N 035° 14' 45" E		268 (272.9)	13.8		-9 000 +6 000		
RNAV1	TF	GEMDA	32° 03' 26"N 034° 59' 48" E		293 (297.9)	14.4	R	-8 000 +6 000		
RNAV1	TF	INTRO	32° 10' 43"N 034° 44' 33" E		294 (299.4)	14.8		-8 000 +5 000		
RNAV1	TF	YAMIT	32° 14' 00"N 034° 43' 00" E		333 (338.1)	3.5	R	-8 000 +5 000	-220	
RNAV1	TF	TADOV	32° 15' 15.0"N 034° 48' 00.0" E		069 (073.6)	4.4	R	-8 000 +5 000	-220	IAF

Holding Identification

Holding Fix	Latitude Longitude	Inbound Course/Track M° (T°)	MAX IAS (Kts)	Altitude (ft)	Outbound Time / Distance	Turn Direction
ZUKKO	32° 33' 42"N 033° 56' 57" E	128 (133.4)		-FL 200 +5 000	1 Min	R
KONFO	32° 25' 42"N 034° 06' 56" E	128 (133.4)		-FL 200 +5 000	1 Min	R
VETEK	32° 21' 17"N 034° 31' 24" E	108 (113.0)		-8 000 +5 000	1 Min	R
DIVLA	32° 17' 03"N 034° 43' 04" E	108 (113.0)		-8 000 +5 000	1 Min	R
GATVU	31° 56' 42"N 035° 14' 45" E	293 (298.3)	-250	-9 000 +6 000	1 Min	L

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AMMOS1C STAR RWY 26

Navigation Specification	Path Descriptor (Recommended)	Waypoint Identifier	Latitude Longitude	Fly-Over	Course/Track M° (T°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (Kts)	Remarks
RNAV1	IF	ZUKKO	32° 33' 42"N 033° 56' 57" E					-13 000		
RNAV1	TF	KONFO	32° 25' 42"N 034° 06' 56" E		128 (133.4)	11.6		-11 000 +10 000		
RNAV1	TF	AMMOS	32° 23' 30"N 034° 19' 11" E		097 (102.0)	10.6	L	-9 000		
RNAV1	TF	VETEK	32° 21' 17"N 034° 31' 24" E		097 (102.0)	10.6		-8 000 +5 000		
RNAV1	TF	DIVLA	32° 17' 03"N 034° 43' 04" E		108 (113.1)	10.8	R	-8 000 +5 000		
RNAV1	TF	TADOV	32° 15' 15"N 034° 48' 00" E		108 (113.2)	4.6		-8 000 +5 000	-230	
RNAV1	TF	HADAS	32° 12' 13"N 034° 59' 40" E		102 (107.0)	10.3	L	+5 000	-230	
RNAV1	TF	RABIN	32° 07' 32.2"N 035° 07' 20.9" E		121 (125.6)	8.0	R	+3 800	-210	IAF

AMMOS1D STAR RWY 26

Navigation Specification	Path Descriptor (Recommended)	Waypoint Identifier	Latitude Longitude	Fly-Over	Course/Track M° (T°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (Kts)	Remarks
RNAV1	IF	ZUKKO	32° 33' 42"N 033° 56' 57" E					-13 000		
RNAV1	TF	KONFO	32° 25' 42"N 034° 06' 56" E		128 (133.4)	11.6		-11 000 +10 000		
RNAV1	TF	AMMOS	32° 23' 30"N 034° 19' 11" E		097 (102.0)	10.6	L	-9 000		
RNAV1	TF	VETEK	32° 21' 17"N 034° 31' 24" E		097 (102.0)	10.6		-8 000 +5 000		
RNAV1	TF	BAGAG	32° 14' 38"N 034° 32' 23" E		168 (172.8)	6.7	R	-8 000 +5 000	-230	
RNAV1	TF	PITAT	32° 13' 33"N 034° 35' 38" E		106 (111.4)	3.0	L	-8 000 +5 000	-230	
RNAV1	TF	DIVLA	32° 17' 03"N 034° 43' 04" E		056 (061.0)	7.2	L	-8 000 +5 000		
RNAV1	TF	TADOV	32° 15' 15"N 034° 48' 00" E		108 (113.2)	4.6	R	-8 000 +5 000	-230	
RNAV1	TF	HADAS	32° 12' 13"N 034° 59' 40" E		102 (107.0)	10.3	L	+5 000	-230	
RNAV1	TF	RABIN	32° 07' 32.2"N 035° 07' 20.9" E		121 (125.6)	8.0	R	+3 800	-210	IAF

AMMIT1C STAR RWY 26

Navigation Specification	Path Descriptor (Recommended)	Waypoint Identifier	Latitude Longitude	Fly-Over	Course/Track M° (T°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (Kts)	Remarks
RNAV1	IF	AMMIT	31° 37' 20"N 035° 27' 23" E					-10 000 +6 000		
RNAV1	TF	SIVAK	31° 42' 32"N 035° 28' 37" E		006 (011.4)	5.3		-10 000 +6 000		
RNAV1	TF	TOMAL	31° 44' 29"N 035° 29' 06" E		007 (012.0)	2.0		-10 000 +6 000		
RNAV1	TF	GATVU	31° 56' 42"N 035° 14' 45" E		310 (315.0)	17.3	L	-9 000 +6 000		
RNAV1	TF	GEMDA	32° 03' 26"N 034° 59' 48" E		293 (297.9)	14.4		-8 000 +6 000		
RNAV1	TF	GALGA	32° 09' 25"N 034° 59' 24" E		352 (356.7)	6.0	R	+5 000	-220	
RNAV1	TF	RABIN	32° 07' 32.2"N 035° 07' 20.9" E		101 (105.5)	7.0	R	+3 800	-210	IAF

SALAM2C STAR RWY 26

Navigation Specification	Path Descriptor (Recommended)	Waypoint Identifier	Latitude Longitude	Fly-Over	Course/Track M° (T°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (Kts)	Remarks
RNAV1	IF	SALAM	31° 56' 00"N 035° 31' 00" E					-10 000 +6 000		
RNAV1	TF	GATVU	31° 56' 42"N 035° 14' 45" E		268 (272.9)	13.8		-9 000 +6 000		
RNAV1	TF	GEMDA	32° 03' 26"N 034° 59' 48" E		293 (297.9)	14.4	R	-8 000 +6 000		
RNAV1	TF	GALGA	32° 09' 25"N 034° 59' 24" E		352 (356.7)	6.0	R	+5 000	-220	
RNAV1	TF	RABIN	32° 07' 32.2"N 035° 07' 20.9" E		101 (105.5)	7.0	R	+3 800	-210	IAF

Holding Identification

Holding Fix	Latitude Longitude	Inbound Course/Track M° (T°)	MAX IAS (Kts)	Altitude (ft)	Outbound Time / Distance	Turn Direction
ZUKKO	32° 33' 42"N 033° 56' 57" E	128 (133.4)		-FL 200 +5 000	1 Min	R
KONFO	32° 25' 42"N 034° 06' 56" E	128 (133.4)		-FL 200 +5 000	1 Min	R
VETEK	32° 21' 17"N 034° 31' 24" E	108 (113.0)		-8 000 +5 000	1 Min	R
DIVLA	32° 17' 03"N 034° 43' 04" E	108 (113.0)		-8 000 +5 000	1 Min	R
GATVU	31° 56' 42"N 035° 14' 45" E	293 (298.3)	-250	-9 000 +6 000	1 Min	L

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STANDARD ARRIVAL
CHART - INSTRUMENT
(RNAV STAR) - ICAO

TRANSITION LVL 200

ATIS Arrival	132.50
ACC	120.90
TMA	119.50
ARR	131.10
TWR	134.60

TEL-AVIV / BEN-GURION (LLBG)
RWY 30
AMMOS1E, AMMOS1F, AMMIT1E, SALAM3E



AMMOS1E STAR RWY 30

Navigation Specification	Path Descriptor (Recommended)	Waypoint Identifier	Latitude Longitude	Fly-Over	Course/Track M° (T°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (Kts)	Remarks
RNAV1	IF	ZUKKO	32° 33' 42"N 033° 56' 57" E					-13 000		
RNAV1	TF	KONFO	32° 25' 42"N 034° 06' 56" E		128 (133.4)	11.6		-11 000 +10 000		
RNAV1	TF	AMMOS	32° 23' 30"N 034° 19' 11" E		097 (102.0)	10.6	L	-9 000		
RNAV1	TF	VETEK	32° 21' 17"N 034° 31' 24" E		097 (102.0)	10.6		-8 000 +6 000		
RNAV1	TF	DIVLA	32° 17' 03"N 034° 43' 04" E		108 (113.1)	10.8	R	-8 000 +6 000		
RNAV1	TF	TADOV	32° 15' 15"N 034° 48' 00" E		108 (113.2)	4.6		-8 000 +6 000		
RNAV1	TF	HADAS	32° 12' 13.0"N 034° 59' 40.0" E		102 (107.0)	10.3	L	+6 000	-230	IAF

AMMOS1F STAR RWY 30

Navigation Specification	Path Descriptor (Recommended)	Waypoint Identifier	Latitude Longitude	Fly-Over	Course/Track M° (T°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (Kts)	Remarks
RNAV1	IF	ZUKKO	32° 33' 42"N 033° 56' 57" E					-13 000		
RNAV1	TF	KONFO	32° 25' 42"N 034° 06' 56" E		128 (133.4)	11.6		-11 000 +10 000		
RNAV1	TF	AMMOS	32° 23' 30"N 034° 19' 11" E		097 (102.0)	10.6	L	-9 000		
RNAV1	TF	VETEK	32° 21' 17"N 034° 31' 24" E		097 (102.0)	10.6		-8 000 +6 000		
RNAV1	TF	BAGAG	32° 14' 38"N 034° 32' 23" E		168 (172.8)	6.7	R	-8 000 +6 000	-230	
RNAV1	TF	PITAT	32° 13' 33"N 034° 35' 38" E		106 (111.4)	3.0	L	-8 000 +6 000	-230	
RNAV1	TF	DIVLA	32° 17' 03"N 034° 43' 04" E		056 (061.0)	7.2	L	-8 000 +6 000		
RNAV1	TF	TADOV	32° 15' 15"N 034° 48' 00" E		108 (113.2)	4.6	R	-8 000 +6 000		
RNAV1	TF	HADAS	32° 12' 13.0"N 034° 59' 40.0" E		102 (107.0)	10.3	L	+6 000	-230	IAF

AMMIT1E STAR RWY 30

Navigation Specification	Path Descriptor (Recommended)	Waypoint Identifier	Latitude Longitude	Fly-Over	Course/Track M° (T°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (Kts)	Remarks
RNAV1	IF	AMMIT	31° 37' 20"N 035° 27' 23" E					-10 000 +7 000		
RNAV1	TF	SIVAK	31° 42' 32"N 035° 28' 37" E		006 (011.4)	5.3		-10 000 +7 000		
RNAV1	TF	TOMAL	31° 44' 29"N 035° 29' 06" E		007 (012.0)	2.0		-10 000 +7 000		
RNAV1	TF	GATVU	31°56' 42"N 035° 14' 45" E		310 (315.0)	17.3	L	-9 000 +7 000		
RNAV1	TF	GEMDA	32° 03' 26"N 034° 59' 48" E		293 (297.9)	14.4		-8 000 +7 000		
RNAV1	TF	MESIL	32° 06' 38"N 034°54' 05" E		298 (303.3)	5.8		+7 000	-230	
RNAV1	TF	BETYO	32° 13' 24"N 034°55' 08" E		002 (007.5)	6.8	R	+6 000	-230	
RNAV1	TF	HADAS	32° 12' 13.0"N 034° 59' 40.0" E		102 (107.0)	4	R	+6 000	-230	IAF

SALAM3E STAR RWY 30

Navigation Specification	Path Descriptor (Recommended)	Waypoint Identifier	Latitude Longitude	Fly-Over	Course/Track M° (T°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (Kts)	Remarks
RNAV1	IF	SALAM	31° 56' 00"N 035° 31' 00" E					-10 000 +7 000		
RNAV1	TF	GATVU	31°56' 42"N 035° 14' 45" E		268 (272.9)	13.8		-9 000 +7 000		
RNAV1	TF	GEMDA	32° 03' 26"N 034° 59' 48" E		293 (297.9)	14.4	R	-8 000 +7 000		
RNAV1	TF	MESIL	32° 06' 38"N 034°54' 05" E		298 (303.3)	5.8		+7 000	-230	
RNAV1	TF	BETYO	32° 13' 24"N 034°55' 08" E		002 (007.5)	6.8	R	+6 000	-230	
RNAV1	TF	HADAS	32° 12' 13.0"N 034° 59' 40.0" E		102 (107.0)	4	R	+6 000	-230	IAF

Holding Identification

Holding Fix	Latitude Longitude	Inbound Course/Track M° (T°)	MAX IAS (Kts)	Altitude (ft)	Outbound Time / Distance	Turn Direction
ZUKKO	32° 33' 42"N 033° 56' 57" E	128 (133.4)		-FL 200 +5 000	1 Min	R
KONFO	32° 25' 42"N 034° 06' 56" E	128 (133.4)		-FL 200 +5 000	1 Min	R
VETEK	32° 21' 17"N 034° 31' 24" E	108 (113.0)		-8 000 +6 000	1 Min	R
DIVLA	32° 17' 03"N 034° 43' 04" E	108 (113.0)		-8 000 +6 000	1 Min	R
GATVU	31° 56' 42"N 035° 14' 45" E	293 (298.3)	-250	-9 000 +7 000	1 Min	L

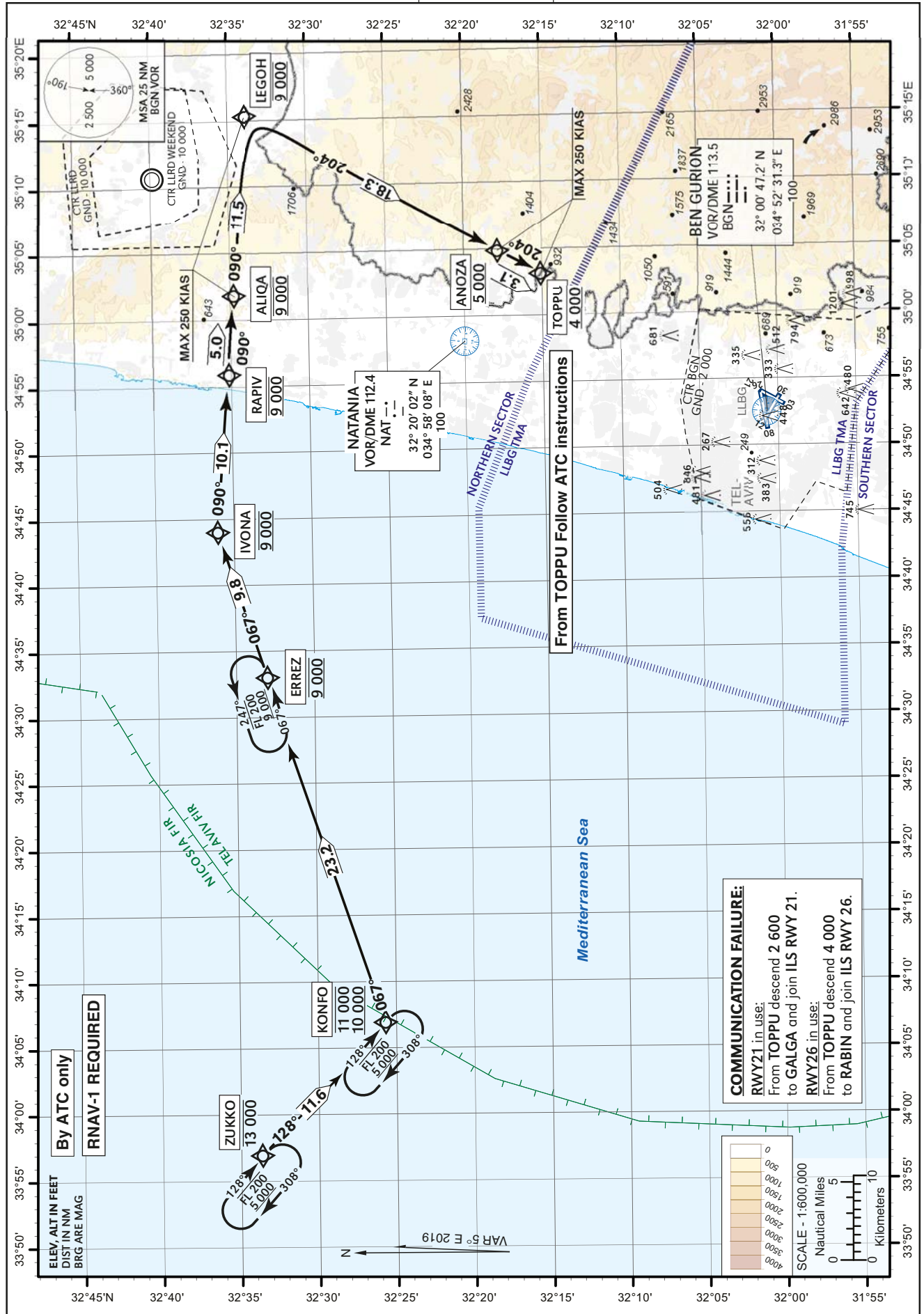
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CHART - RNAV
TRANSITION
INSTRUMENT

TRANSITION LVL 200
AD ELEV 134 ft

ATIS Arrival	132.50
ACC	121.40
APP	120.50
ARR	131.10
TWR	134.60

TEL-AVIV / BEN-GURION (LLBG)
RWYs 21, 26
ERREZ1A



ERREZ1A TRANSITION TO RWY 21/26

Navigation specification	Path Descriptor (Recommended)	Waypoint Identifier	Latitude Longitude	Flyover	Course/Track M° (T°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (Kts)	Remarks
RNAV1	IF	ZUKKO	32° 33' 42" N 033° 56' 57" E					-13 000		
RNAV1	TF	KONFO	32° 25' 42" N 034° 06' 56" E		128 (133.4)	11.6		-11 000 +10 000		
RNAV1	TF	ERREZ	32°33' 01.1" N 034° 32' 59.9" E		067 (071.5)	23.2	L	@9 000		
RNAV1	TF	IVONA	32° 36' 04.3" N 034° 44' 00.0" E		067 (071.8)	9.8		@9 000		
RNAV1	TF	RAPIV	32° 35' 12" N 034° 55' 54" E		090 (094.9)	10.1	R	@9 000		
RNAV1	TF	ALIQA	32° 34' 49.8" N 035° 01' 48.1" E		090 (094.9)	5.0		@9 000	-250	
RNAV1	TF	LEGOH	32° 33' 53.1" N 035° 15' 20.5" E		090 (094.9)	11.5		@9 000	-250	
RNAV1	TF	ANOZA	32° 17' 50.95" N 035° 04' 52.30" E		204 (209.0)	18.3	R	+5 000	-250	
RNAV1	TF	TOPPU	32° 15' 07.8" N 035° 03' 06.5" E		204 (209.0)	3.1		+4 000	-250	

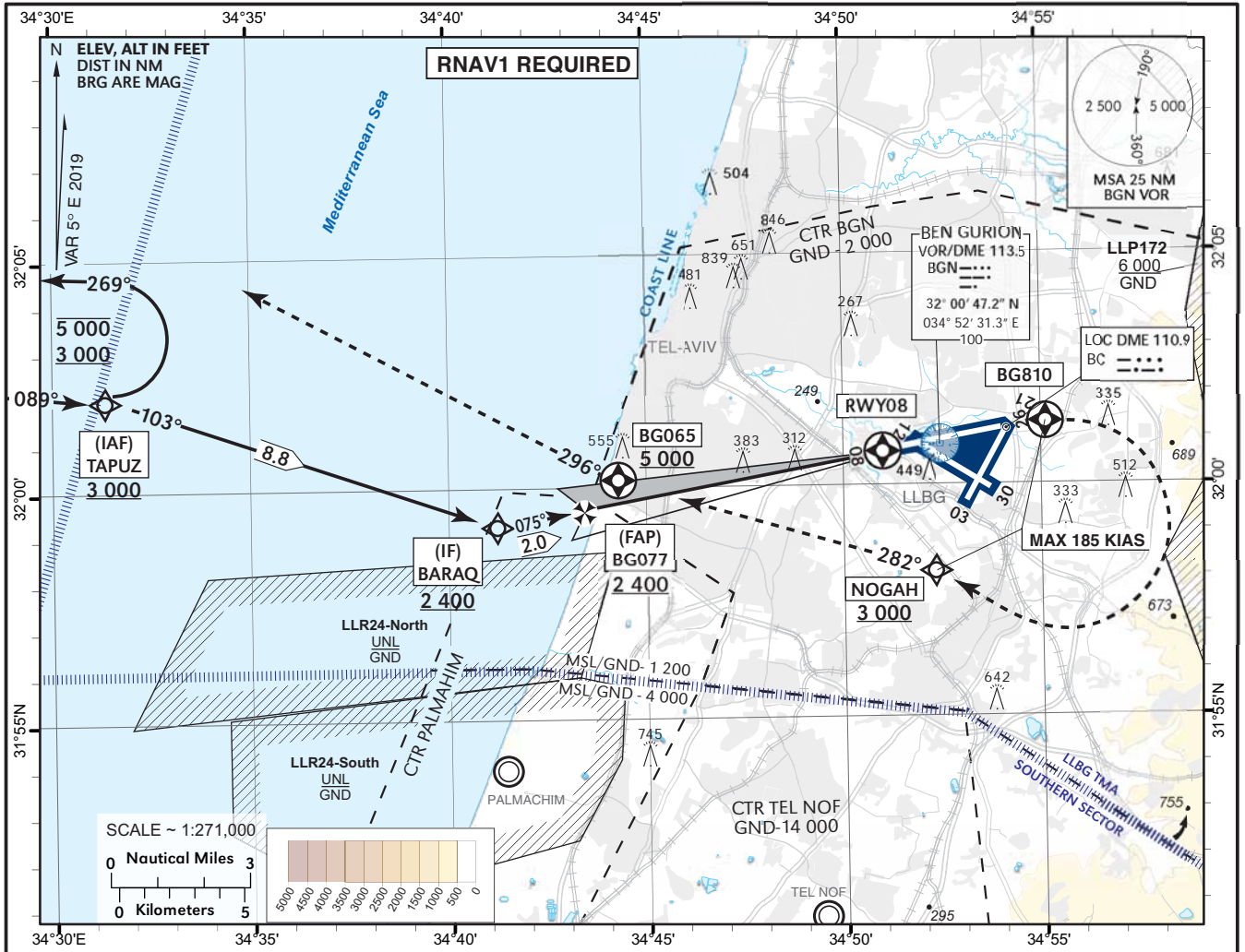
HOLDING IDENTIFICATION

Holding Fix	Latitude Longitude	Inbound Course/Track M° (T°)"	MAX IAS (Kts)	Altitude (ft)	Outbound Time / Distance	Turn Direction
ZUKKO	32° 33' 42" N 033° 56' 57" E	128 (133.4)		-FL 200 +5 000	1 MIN	R
KONFO	32° 25' 42" N 034° 06' 56" E	128 (133.4)		-FL 200 +5 000	1 MIN	R
ERREZ	32°33' 01.1" N 034° 32' 59.9" E	067 (071.5)		-FL 200 +9 000	1 MIN	L

INSTRUMENT APPROACH CHART - ICAO AD ELEV **134 ft** TRANSITION ALT 18 000
HEIGHTS RELATED TO RWY 08 - ELEV **97 ft**

ATIS Arrival 132.50
APP 120.50
TWR 134.60

TEL-AVIV / BEN-GURION (LLBG)
ILS RWY 08

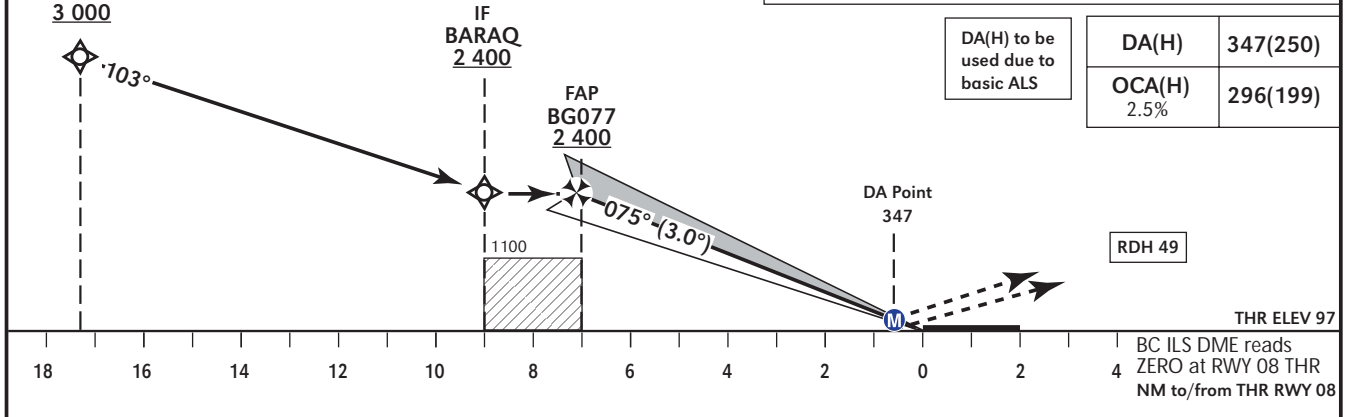


BC ILS DME	5.0	4.0	3.0	2.0
ALT (HAT)	1 760 (1 660)	1 440 (1 340)	1 110 (1 010)	790 (690)

MISSED APPROACH:
Initial climb 5 000. Fly To BG810 on course 075°. Turn RIGHT to NOGAH at or above 3 000 (MAX 185 KIAS), then on course 282° to BG065 at or above 5 000. Continue on track 296° and expect ATC radar vectors.

CAT A & B requires a 5.1% climb gradient up to 5 000 due to airspace restrictions. If unable, advise ATC.
CAT C & D requires a 4.5% climb gradient up to 5 000 due to airspace restrictions. If unable, advise ATC.

COMMUNICATION FAILURE:
Execute above mentioned missed approach. Once established on track 296°, continue until 20.0D BGN/DME, Turn LEFT to TAPUZ, descend 3 000 and perform the same approach again.



CHANGES: MAG VAR, MSA altitude, ILS code morse add, WPT SAVIT changed to BARAQ.

RWY 08 ILS CAT I

Navigation Specification	Path Descriptor (Recommended)	Waypoint Identifier	Latitude Longitude	Fly-Over	Course/Track M° (T°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (Kts)	Remarks
RNAV1	IF	TAPUZ	32° 01' 57"N 034° 31' 24" E					+3 000		IAF
RNAV1	TF	BARAQ	31° 59' 10"N 034° 41' 14" E		103 (108.3)	8.8		+2 400		IF
	TF	BG077	31° 59' 32.2"N 034° 43' 36.8" E		075 (079.8)	2.0	L	+2 400		FAP
	TF	RWY08	32° 00' 46.30"N 034° 51' 39.10" E	Y	075 (079.8)	7.0		+146		MAPt (LNAV)

RWY 08 Intermediate and Final Approach

FIX	Latitude Longitude	True Azimuth (reference)	DME distance
IF	31° 59' 10"N 034° 41' 14" E	080 (LOC 08)	9.00 DME BC* 9.73 DME BGN
FAP	31° 59' 32.2"N 034° 43' 36.8" E	080 (LOC 08)	7.00 DME BC* 7.73 DME BGN
			* 0 at THR

GP angle (Slope)	3.0° (5.24%)
------------------	--------------

STANDARD MISSED APPROACH

Navigation Specification	Path Descriptor (Recommended)	Waypoint Identifier	Latitude Longitude	Fly-Over	Course/Track M° (T°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (Kts)	Remarks
RNAV1	CF	BG810	32° 01' 18"N 034° 55' 07" E	Y	075 (079.8)				-185	
RNAV1	DF	NOGAH	31° 58' 08"N 034° 52' 19" E				R	+3 000	-185	
RNAV1	CF	BG065	32° 00' 10"N 034° 44' 19" E	Y	282 (286.6)			+5 000		
RNAV1	FM	BG065	32° 00' 10"N 034° 44' 19" E	Y	296 (301.0)					

HOLDING IDENTIFICATION

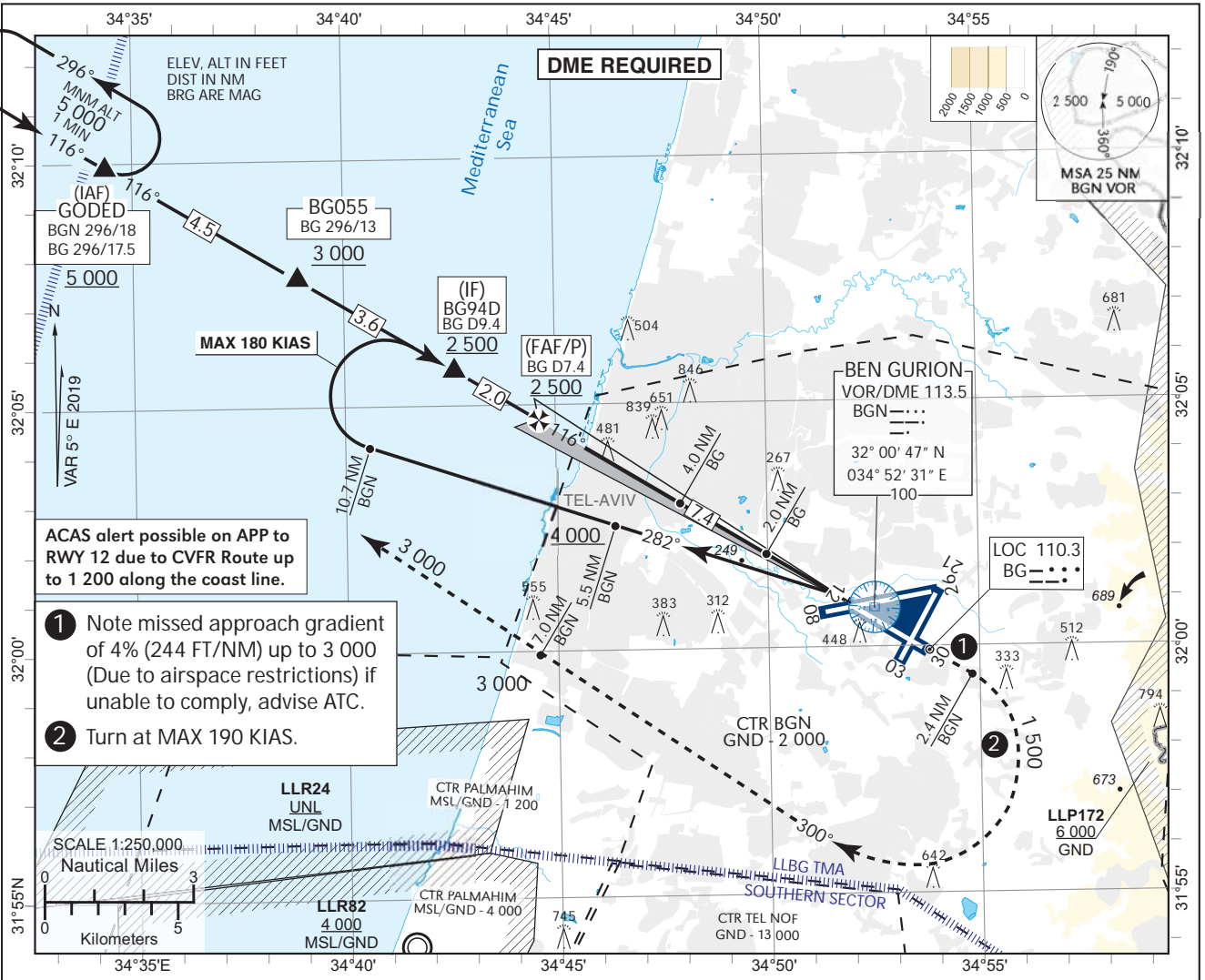
Holding Fix	Latitude Longitude	Inbound Course/Track M° (T°)	MAX IAS (Kts)	Altitude (ft)	Outbound Time / Distance	Turn Direction
TAPUZ	32° 01' 57"N 034° 31' 24" E	089 (094.3)		-5 000 +3 000	1 Min	L

**INSTRUMENT
APPROACH
CHART - ICAO**

AD ELEV **134 ft**
HEIGHTS RELATED TO
THR RWY 12 - ELEV **103 ft**

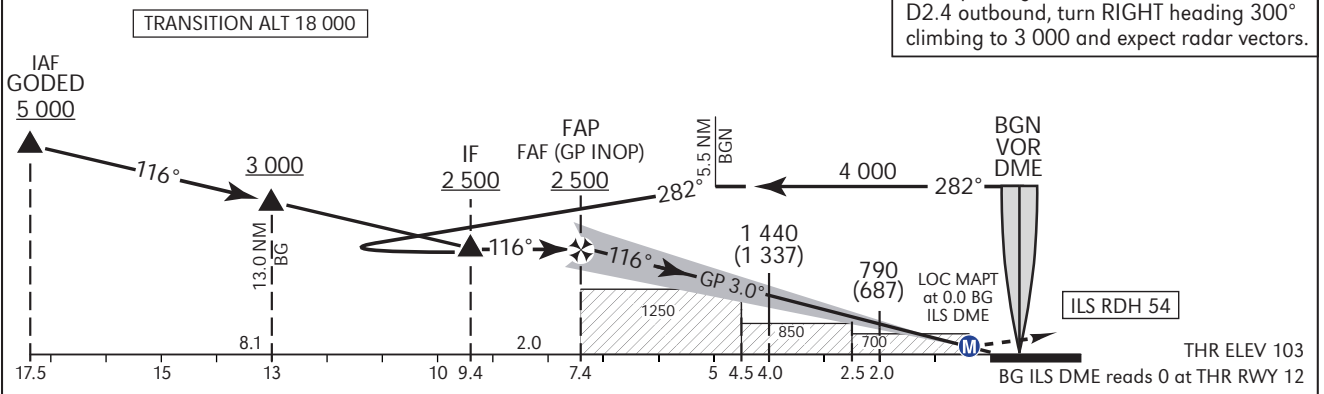
APP **120.50**
TWR **134.60**

TEL-AVIV / BEN-GURION (LLBG)
ILS RWY 12
CAT I



BG ILS DME	6 DME	4 DME	2 DME
ALTITUDE	2 090	1 440	790

MISSED APPROACH:
Initial climb 3 000, Climb straight ahead, when passing 1 500 but not before BGN D2.4 outbound, turn RIGHT heading 300° climbing to 3 000 and expect radar vectors.



OCA (H)		A	B	C	D		
Straight-in	CAT I	MAP 2.5%	300(197)	312(209)	320(217)	331(228)	
		MAP 4.5%	249(146)	257(154)	269(166)	280(177)	
	GP INOP		700 (597)				
GS	kt	90	110	130	150	170	190
ROD (5.2%)	ft/min	478	584	690	796	902	1 008

Circling	
NA	

LLBG ILS/LOC ONLY RWY 12

Significant Point	Latitude Longitude	True Azimut (Reference)	DME distance	Speed
GODED (IAF)	32° 09' 54"N 034° 34' 22" E	301.4° (LOC 12)	17.5 DME BG* 17.9 DME BGN	
BG055	32° 07' 34"N 034° 38' 58" E	301.4° (LOC 12)	12.9 DME BG* 13.4 DME BGN	
BG94D (IF)	32° 05' 44"N 034° 42' 36" E	301.4° (LOC 12)	9.4 DME BG* 9.8 DME BGN	
FAF/FAP	32° 04' 42.0"N 034° 44' 36.0" E	301.4° (LOC 12)	7.4 DME BG* 7.8 DME BGN	
MAPt (GP INOP)	32° 00' 52"N 034° 51' 59" E		0.4 DME BGN	

* 0 at THR

Precision Final Approach – Descent angle (Slope)	3.0° (5.24%)
Non Precision Final Approach – Slope (Descent angle)	5.24% (3.0°)

HOLDING IDENTIFICATION

Holding Fix	Latitude Longitude	Inbound Course/Track M° (T°)	MAX IAS (Kts)	Altitude (ft)	Outbound Time / Distance	Turn Direction
GODED	32° 09' 54"N 034° 34' 22" E	116 (121.0)	230	+5 000	1 Min	L

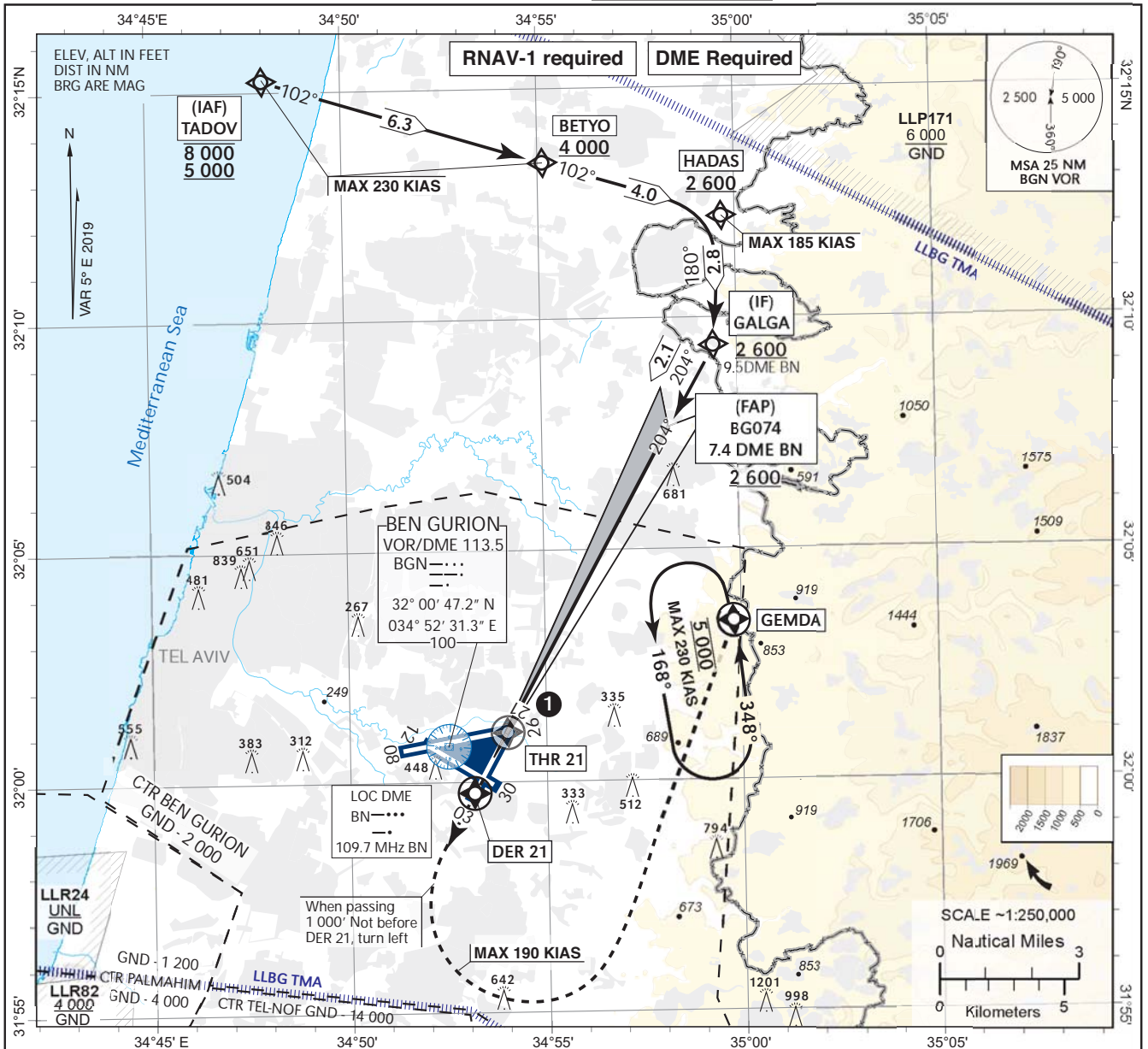
INSTRUMENT
APPROACH
CHART - ICAO

TRANSITION
ALTITUDE 18 000

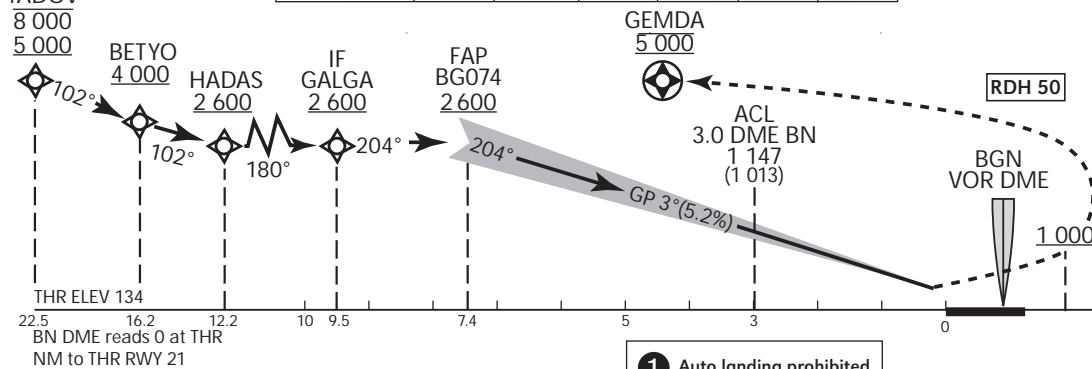
AERODROME ELEV 134 ft
HEIGHTS RELATED TO
THR ELEV 134 ft

ATIS Arrival 132.50
ARR 131.10
TWR 132.10

TEL-AVIV / BEN-GURION (LLBG)
ILS RWY 21



BN ILS DME	7	6	5	4	3	2
ALT (HAT)	2 460 (2 330)	2 130 (2 000)	1 800 (1 670)	1 480 (1 340)	1 150 (1 020)	830 (700)



		OCA/(H)				
STA	ILS CAT I					
		4.5% up to 5,000	291 (157)	303 (169)	311 (177)	322 (188)
		2.5% up to 5,000	503 (369)	515 (381)	523 (389)	534 (400)
CIRCLING		N/A				

1 Auto landing prohibited

MISSED APPROACH:
Initial climb 5 000. Climb straight to DER 21. Upon reaching 1 000 turn LEFT (MAX 190 KIAS) to GEMDA 5 000 and HOLD. Missed approach requires a 4.5% (270/NM) climb gradient due to airspace restrictions. If unable to comply utilize 2.5% OCA/H and advise ATC.

ILS RWY 21

Navigation Specification	Path Descriptor (Recommended)	Waypoint Identifier	Latitude Longitude	Fly-Over	Course/Track M° (T°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (Kts)	Remarks
RNAV1	IF	TADOV	32° 15' 15"N 034° 48' 00" E					-8 000 +5 000	-230	IAF
RNAV1	TF	BETYO	32° 13' 24"N 034° 55' 08" E		102 (106.9)	6.3		+4 000	-230	
RNAV1	TF	HADAS	32° 12' 13"N 034° 59' 40" E		102 (107.0)	4.0		+2 600	-185	
RNAV1	TF	GALGA	32° 09' 25"N 034° 59' 24" E		180 (184.6)	2.8		+2 600		IF
RNAV1	TF	BG074	32° 07' 36.81"N 034° 58' 13.95" E		204 (208.9)	2.1		+2 600		FAP
RNAV1	CF	THR21	32° 01' 05.25"N 034° 54' 00.81" E	Y	204 (208.9)	7.4		+183		

RWY21 Intermediate and Final Approach

FIX	Latitude Longitude	True Azimuth (reference)	DME distance
IF	31° 09' 25"N 034° 59' 24" E	028.9 (LOC 21)	9.5 DME BN* 10.4 DME BGN
FAP	32° 07' 36.81"N 034° 58' 13.95" E	028.9 (LOC 21)	7.4 DME BN* 8.4 DME BGN
THR21	32° 01' 05.25"N 034° 54' 00.81" E	028.9 (LOC 21)	
			* 0 at THR

STANDARD MISSED APPROACH

Navigation Specification	Path Descriptor (Recommended)	Waypoint Identifier	Latitude Longitude	Fly-Over	Course/Track M° (T°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (Kts)	Remarks
RNAV1	CF	DER21	31° 59' 46.38"N 034° 53' 09.89" E	Y	204 (208.9)					
RNAV1	CA				204 (208.9)			+1 000		
RNAV1	DF	GEMDA	32° 03' 26"N 034° 59' 48" E	Y			L	@5000	-190	

HOLDING IDENTIFICATION

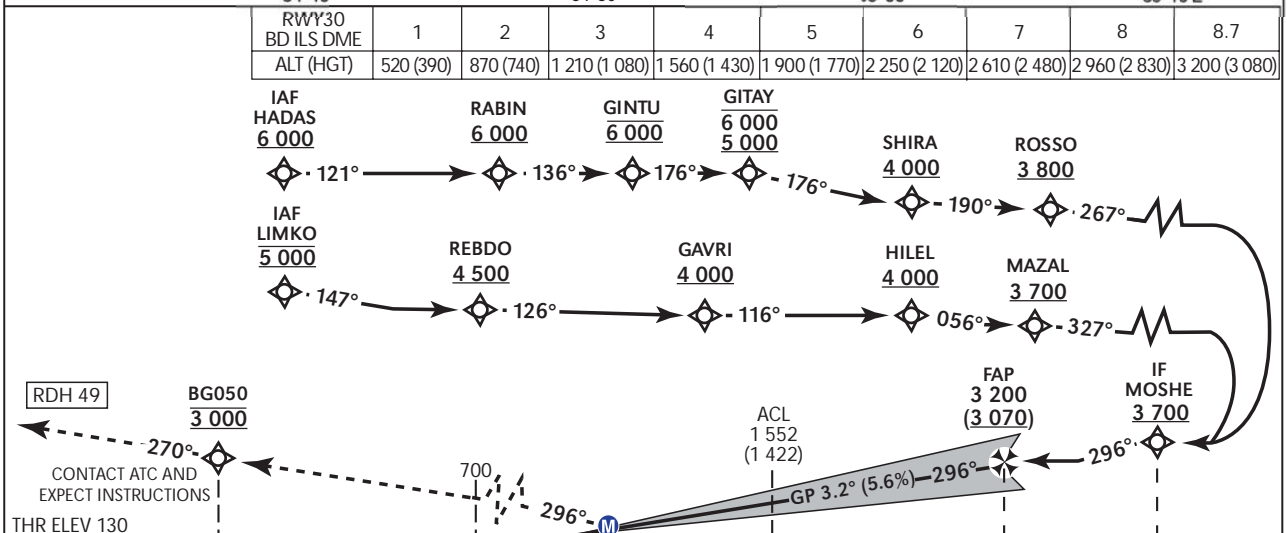
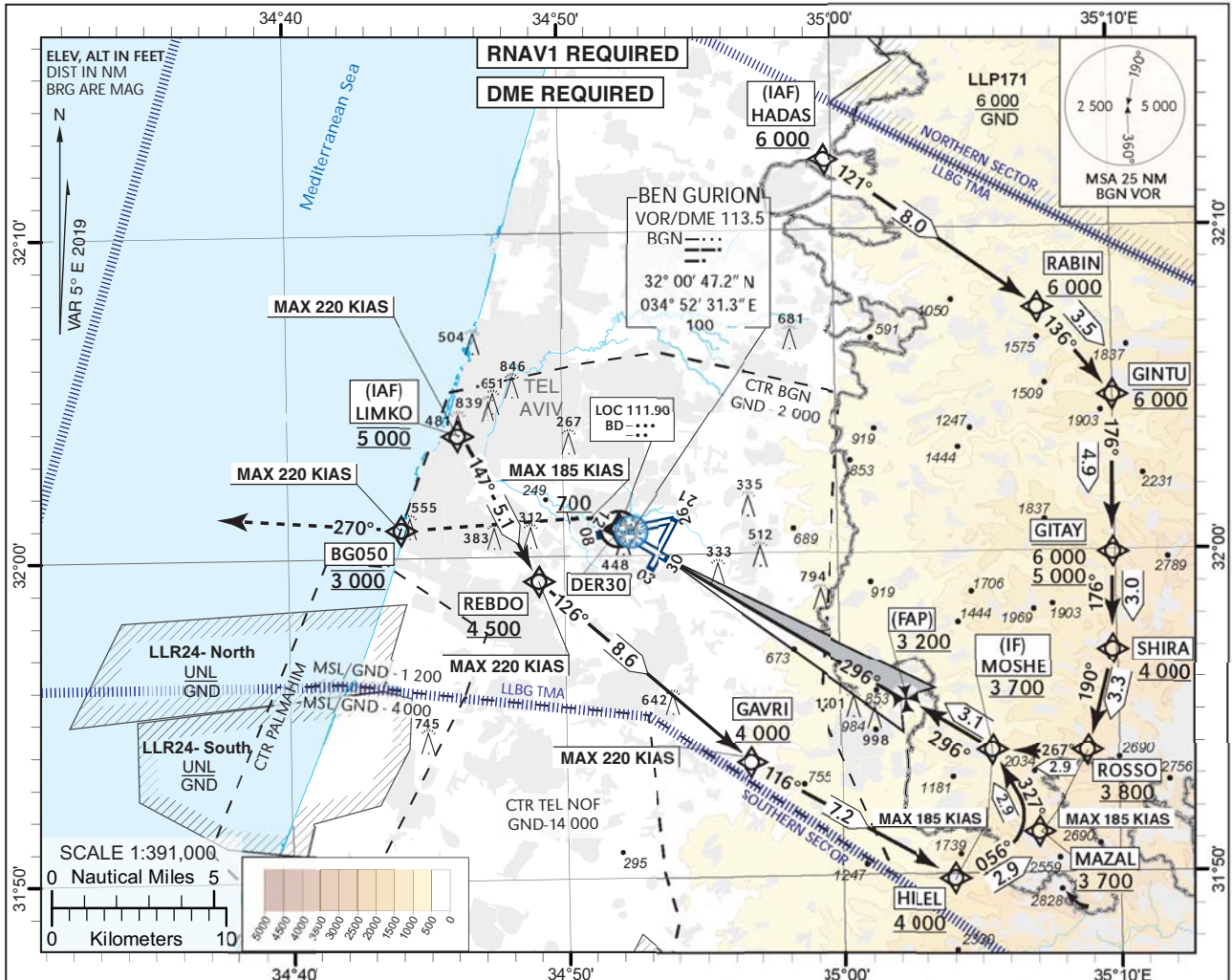
Holding Fix	Latitude Longitude	Inbound Course/Track M° (T°)	MAX IAS (Kts)	Altitude (ft)	Outbound Time / Distance	Turn Direction
GEMDA	32° 03' 26"N 034° 59' 48" E	348 (353)	230	@5 000	1 min	L

INSTRUMENT APPROACH CHART - ICAO
AERODROME ELEV **134 ft**
HEIGHTS RELATED TO
THR RWY 30 - ELEV **130 ft**

TA 18 000

ATIS 132.50
ARR 131.10
APP 120.50
TWR 134.60

**TEL-AVIV / BEN-GURION (LLBG)
ILS RWY 30**



THR ELEV 130
NM to THR RWY 30

MISSED APPROACH:
Initial climb 3 000. Climb on course 296° (MAX 185 KIAS), at or above 700, Not before DER 30, turn LEFT direct to BG050 (MAX 220 KIAS) at 3 000 Continue on track 270°, climb to 5 000, contact ATC and expect instructions.
BG050 at 3 000 requires a 5.9% minimum climb gradient due to airspace restrictions, if unable inform ATC.

OCA (OCH)	A	B	C	D			
STA CAT I	271(141)	283(153)	291(161)	302(172)			
CIRCLING	N/A						
GS	kt	80	100	120	140	160	180
ROD: 5.6%	ft/min	453	566	679	793	906	1 019

CHANGES: -ARR Freq. added, Coding at WPT BG050 changed, MISSED APPROACH description changed.

RWY 30 ILS CAT I From LIMKO

Navigation Specification	Path Descriptor (Recommended)	Waypoint Identifier	Latitude Longitude	Fly-Over	Course/Track M° (T°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (Kts)	Remarks
RNAV1	IF	LIMKO	32° 03' 48" N 34° 46' 18" E					@5 000	-220	IAF
RNAV1	TF	REBDO	31° 59' 17" N 34° 49' 04" E		147 (152.4)	5.1		+4 500	-220	
RNAV1	TF	GAVRI	31° 53' 35" N 34° 56' 44" E		126 (131.1)	8.6	L	+4 000	-220	
RNAV1	TF	HILEL	31° 49' 53" N 35° 04' 02" E		116 (120.7)	7.2		+4 000	-185	
RNAV1	TF	MAZAL	31° 51' 17" N 35° 07' 04" E		056 (061.5)	2.9	L	+3 700	-185	
RNAV1	TF	MOSHE	31° 53' 51" N 35° 05' 27" E		327 (331.6)	2.9	L	+3 700	-185	IF

RWY 30 ILS CAT I From HADAS

Navigation Specification	Path Descriptor (Recommended)	Waypoint Identifier	Latitude Longitude	Fly-Over	Course/Track M° (T°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (Kts)	Remarks
RNAV1	IF	HADAS	32° 12' 13" N 34° 59' 40" E					+6 000		IAF
RNAV1	TF	RABIN	32° 07' 32" N 35° 07' 21" E		121 (125.6)	8.0		+6 000		
RNAV1	TF	GINTU	32° 04' 48" N 35° 09' 58" E		136 (140.7)	3.5	R	@6 000		
RNAV1	TF	GITAY	31° 59' 55" N 35° 09' 53" E		176 (180.8)	4.9	R	-6000 +5000		
RNAV1	TF	SHIRA	31° 56' 55" N 35° 09' 50" E		176 (180.8)	3.0		+4 000		
RNAV1	TF	ROSSO	31° 53' 46" N 35° 08' 51" E		190 (195.0)	3.3		+3 800	-185	
RNAV1	TF	MOSHE	31° 53' 51" N 35° 05' 27" E		267 (271.8)	2.9	R	+3 700	-185	IF

RWY 30 Intermediate and Final Approach

FIX	Latitude Longitude	True Azimuth (reference)	DME distance
IF	31° 53' 51" N 35° 05' 27" E	121.35 (LOC 30)	11.76 DME BD* 12.99 DME BGN
FAP	31° 55' 27" N 35° 02' 23" E	121.35 (LOC 30)	8.70 DME BD* 9.93 DME BGN
			* 0 at THR

GP angle (Slope)	3.20° (5.59%)
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Standard missed approach

Navigation Specification	Path Descriptor (Recommended)	Waypoint Identifier	Latitude Longitude	Fly-Over	Course/Track M° (T°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (Kts)	Remarks
RNAV1	TF	DER30	32° 00' 51.1" N 034° 52' 00.6" E	Y	296 (301.4)	1.7	L	+700	-185	
RNAV1	CA				296 (301.3)			+700	-185	
RNAV1	DF	BG050	32° 00' 56" N 034° 44' 06" E				L	@3 000	-220	
RNAV1	FM				270 (275.4)		R	@5 000		

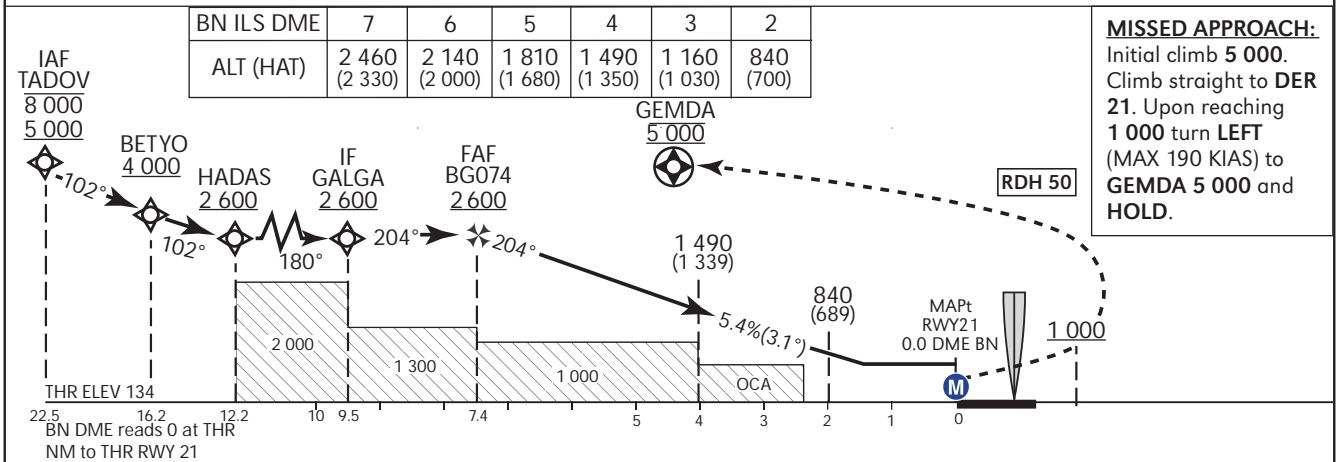
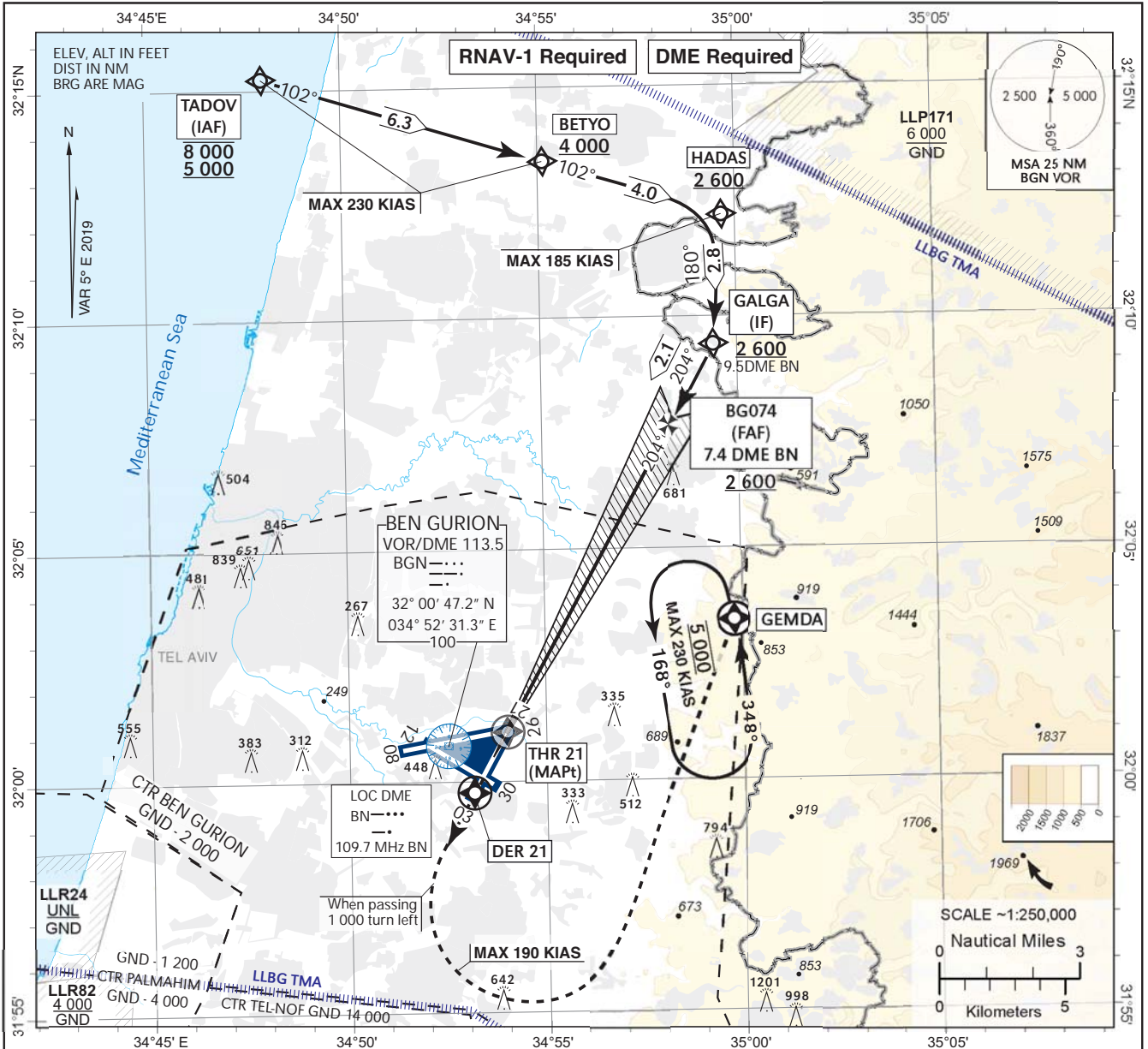
INSTRUMENT
APPROACH
CHART - ICAO

TRANSITION
ALTITUDE 18 000

AERODROME ELEV 134 ft
HEIGHTS RELATED TO
THR ELEV 134 ft

ATIS Arrival 132.50
ARR 131.10
TWR 132.10

TEL-AVIV / BEN-GURION (LLBG)
LOC RWY 21



OCA(H)	A	B	C	D
STA	LOC	930 (796)		
CIRCLING	N/A			

GS	KT	90	120	150	180
ROD: 5.4 %	ft/min	490	650	820	980

LOC RWY 21

Navigation Specification	Path Descriptor (Recommended)	Waypoint Identifier	Latitude Longitude	Fly-Over	Course/Track M° (T°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (Kts)	Remarks
RNAV1	IF	TADOV	32° 15' 15"N 034° 48' 00" E					-8 000 +5 000	-230	IAF
RNAV1	TF	BETYO	32° 13' 24"N 034° 55' 08" E		102 (106.9)	6.3		+4 000	-230	
RNAV1	TF	HADAS	32° 12' 13"N 034° 59' 40" E		102 (107.0)	4.0		+2 600	-185	
RNAV1	TF	GALGA	32° 09' 25"N 034° 59' 24" E		180 (184.6)	2.8		+2 600		IF
RNAV1	TF	BG074	32° 07' 36.81"N 034° 58' 13.95" E		204 (208.9)	2.1		+2 600		FAF
RNAV1	CF	THR21	32° 01' 05.25"N 034° 54' 00.81" E	Y	204 (208.9)	7.4		+183		MAPt

STANDARD MISSED APPROACH

Navigation Specification	Path Descriptor (Recommended)	Waypoint Identifier	Latitude Longitude	Fly-Over	Course/Track M° (T°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (Kts)	Remarks
RNAV1	CF	DER21	31° 59' 46.38"N 034° 53' 09.89" E	Y	204 (208.9)	1.5				
RNAV1	CA				204 (208.9)			+1 000		
RNAV1	DF	GEMDA	32° 03' 26"N 034° 59' 48" E	Y			L	@5 000	-190	MAHF

HOLDING IDENTIFICATION

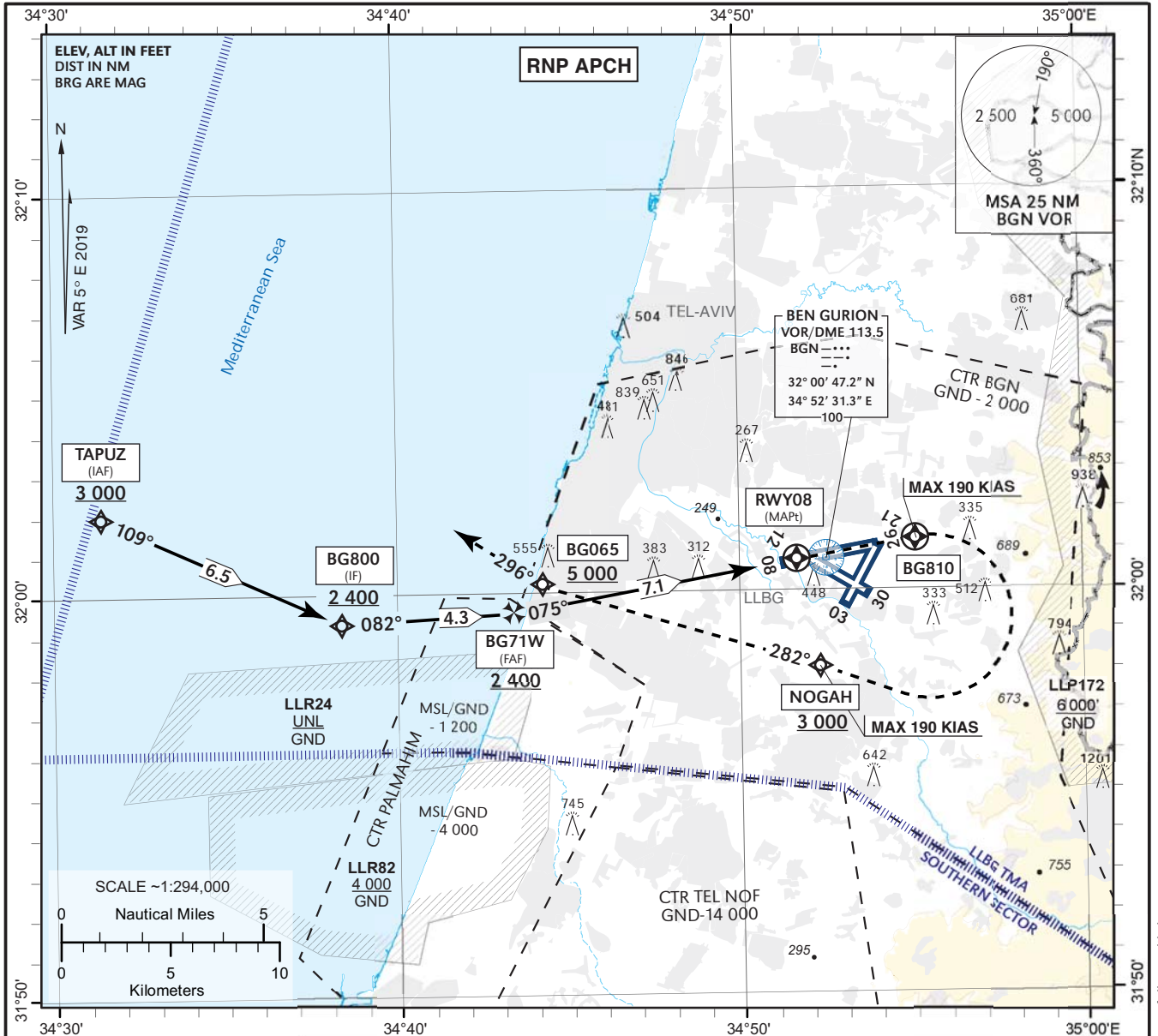
Holding Fix	Latitude Longitude	Inbound Course/Track M° (T°)	MAX IAS (Kts)	Altitude (ft)	Outbound Time / Distance	Turn Direction
GEMDA	32° 03' 26"N 034° 59' 48" E	348 (353)	230	@5 000	1 min	L

**INSTRUMENT
APPROACH
CHART - ICAO**

AERODROME ELEV 134 ft
**HEIGHTS RELATED TO
THR RWY 08 - ELEV 97 ft**

ATIS Arrival 132.50
APP 120.50
TWR 134.60

TEL-AVIV / BEN-GURION (LLBG)
RNP RWY 08



TRANSITION ALT 18 000

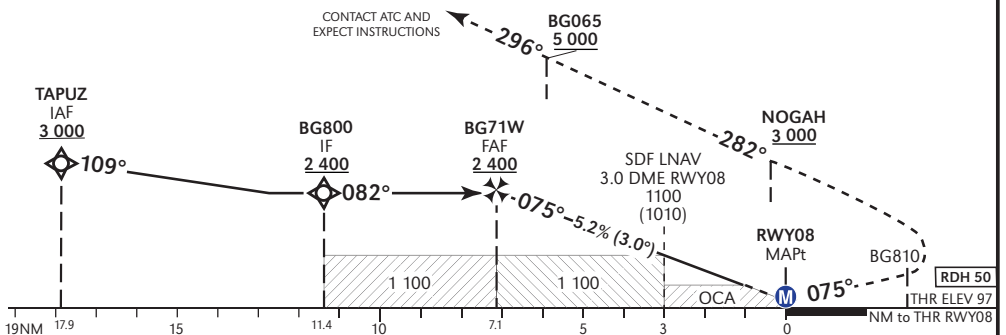
MISSED APPROACH:

Initial climb 5 000. Fly To **BG810** on course **075°**. Turn **RIGHT** to **NOGAH** at or above 3 000 (MAX 190 KIAS), then on course **282°** to **BG065** at or above 5 000. Continue on track **296°** and expect ATC radar vectors.

CAT A & B requires 5.1% climb gradient up to 5 000 due to airspace restrictions. If unable, advise ATC.

CAT C & D requires 4.5% climb gradient up to 5 000 due to airspace restrictions. If unable, advise ATC.

RWY08	7	6	5	4	3	2
ALT (HGT)	2 380 (2 280)	2 060 (1 970)	1 740 (1 650)	1 420 (1 330)	1 110 (1 010)	790 (690)



BARO VNAV TEMPERATURE
MNM -10°C/MAX 60°C
Effective VPA at 0°C is 2.8°.
Effective VPA at 45°C is 3.3°.

OCA (OCH)	A	B	C	D			
LNAV	2.5%	630 (540)					
LNAV/VNAV	2.5%	550 (460)	560 (470)	570 (480)			
CIRCLING	N/A						
GS	KT	80	100	120	140	160	180
ROD: 5.2%	ft/min	424	531	637	743	849	955

RNP RWY 08

Navigation Specification	Path Descriptor (Recommended)	Waypoint Identifier	Latitude Longitude	Fly-Over	Course/Track M° (T°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (Kts)	Remarks
RNAV-1	IF	TAPUZ	32° 01' 57" N 34° 31' 24" E	-				+3 000		IAF
RNAV-1	TF	BG800	31° 59' 17" N 34° 38' 23" E	-	109 (114.1)	6.5		+2 400		IF
RNAV-1	TF	BG71W	31° 59' 30" N 34° 43' 27" E	-	082 (086.9)	4.3	L	+2 400		FAF
RNP APCH	TF	RWY08	32° 00' 46" N 34° 51' 39" E	Y	075 (079.8)	7.1		+147		MAPt

RNP RWY 08 - Missed Approach

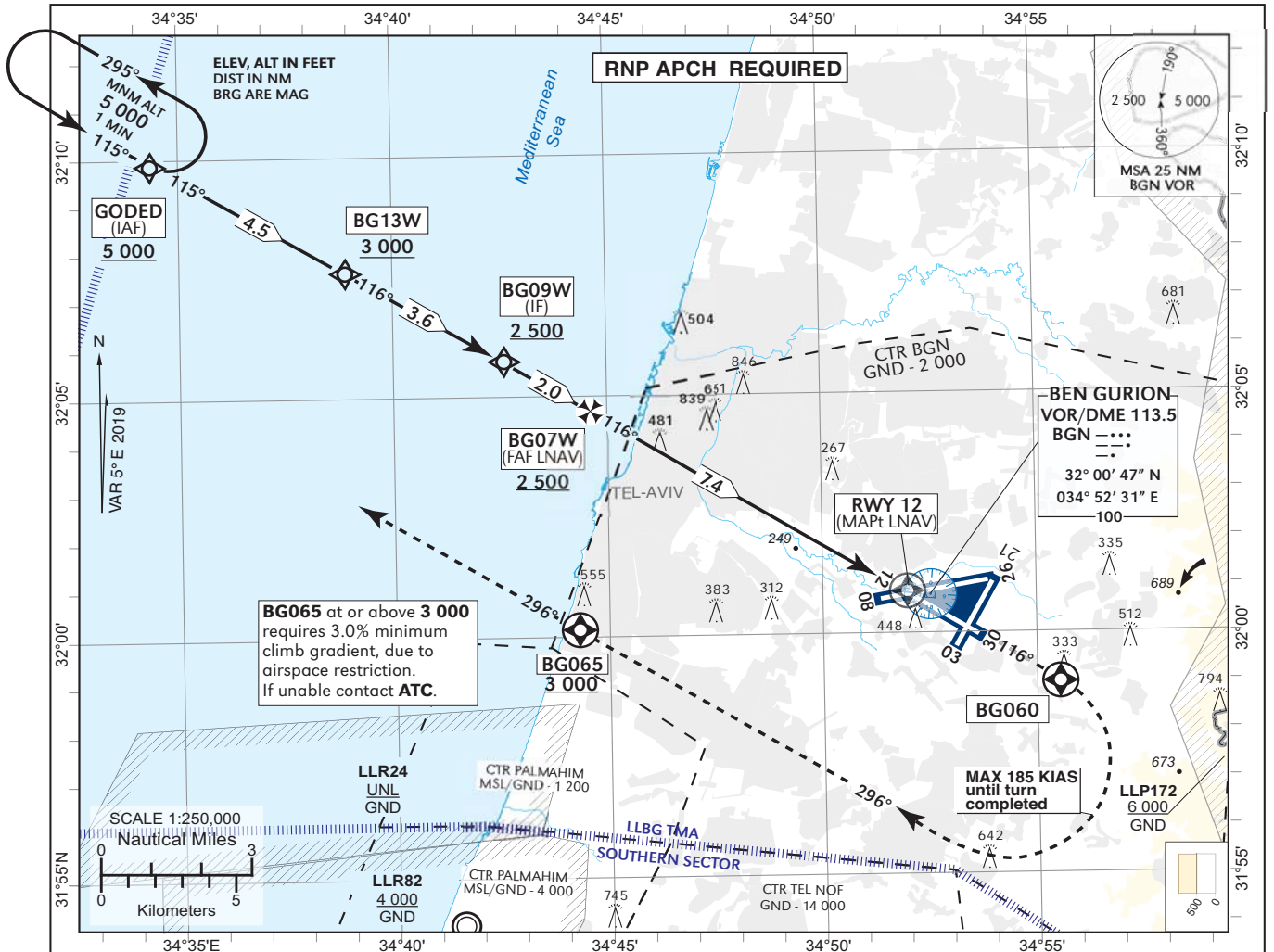
Navigation Specification	Path Descriptor (Recommended)	Waypoint Identifier	Latitude Longitude	Fly-Over	Course/Track M° (T°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (Kts)	Remarks
RNAV-1	CF	BG810	32° 01' 18" N 34° 55' 07" E	Y	075 (079.8)				-190	
RNAV-1	DF	NOGAH	31° 58' 08" N 34° 52' 19" E	-			R	+3 000	-190	
RNAV-1	CF	BG065	32° 00' 10" N 34° 44' 19" E	-	282 (286.6)	7.1		+5 000		
RNAV-1	FM	BG065	32° 00' 10" N 34° 44' 19" E	-	296 (301.0)					

**INSTRUMENT
APPROACH
CHART - ICAO**

AD ELEV **134 ft**
HEIGHTS RELATED TO
THR RWY 12 - ELEV **103 ft**

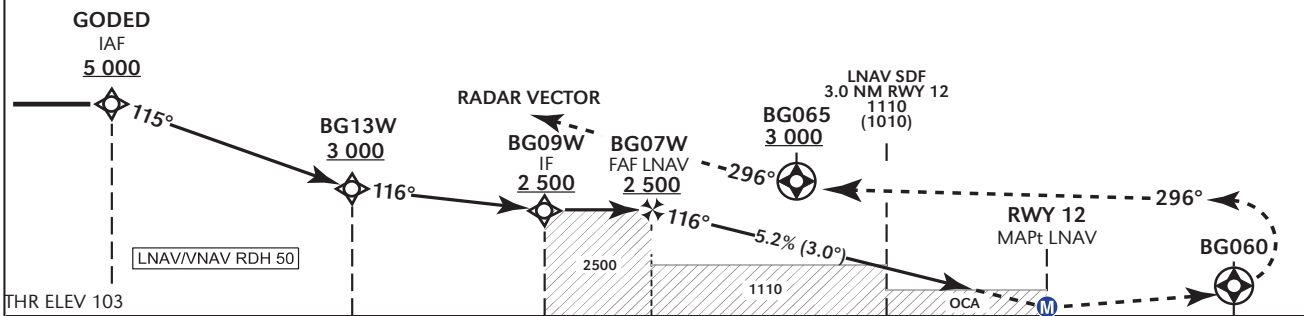
ATIS Arrival 132.50
APP 120.50
TWR 134.60

TEL-AVIV / BEN-GURION (LLBG)
RNP RWY 12



TRANSITION ALT 18 000

MISSED APPROACH:
Initial climb 3 000. Climb to BG060 on course 116°, turn RIGHT course 296° to BG065 at or above 3 000, continue on track 296° and expect radar vectors.



NM from THR RWY 12	15	13	10.4	7.4	5	3	0
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OCA (OCH)	A	B	C	D
LNAV		680 (580)		
LNAV/VNAV	470 (370)	480 (380)	600 (500)	610 (510)

Circling is not authorized	BARO VNAV TEMPERATURE MNM -10°C/MAX 60°C Effective VPA at 0°C is 2.8° Effective VPA at 45°C is 3.3°	RWY12	7	6	5	4	3	2	1
		ALT (HGT) FNA	2390 (2280)	2070 (1970)	1750 (1650)	1430 (1330)	1110 (1010)	790 (690)	
		GS	kt	80	100	120	140	160	180
		ROD: 5.2 %	ft/min	430	530	640	750	850	960

LLBG RNP RWY 12

Navigation Specification	Path Descriptor (Recommended)	Waypoint Identifier	Latitude Longitude	Fly-Over	Course/Track M° (T°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (Kts)	Remarks
RNAV-1	IF	GODED	32° 09' 54"N 034° 34' 22" E					+5 000		IAF
RNAV-1	TF	BG13W	32° 07' 38"N 034° 38' 56" E		115 (120.3)	4.5		+3 000		
RNAV-1	TF	BG09W	32° 05' 45"N 034° 42' 34" E		116 (121.3)	3.6	L	+2 500		IF
RNAV-1	TF	BG07W	32° 04' 41.7"N 034° 44' 36.3" E		116 (121.3)	2.0		+2 500		FAF
RNP APCH	TF	RWY12	32° 00' 51"N 034° 52' 01" E	Y	116 (121.3)	7.4		+153		MAPt

STANDARD MISSED APPROACH

Navigation Specification	Path Descriptor (Recommended)	Waypoint Identifier	Latitude Longitude	Fly-Over	Course/Track M° (T°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (Kts)	Remarks
RNAV-1	CF	BG060	31° 59' 02"N 034° 55' 31" E	Y	116 (121.3)				-185	
RNAV-1	CF	BG065	32° 00' 10"N 034° 44' 19" E	Y	296 (301.3)		R	+3 000	-185	
RNAV-1	FM	BG065	32° 00' 10"N 034° 44' 19" E		296 (301.3)			+3 000		

Non Precision Final Approach – Slope (Descent angle)	5.24% (3.0°)
Approach with Vertical Guidance (VPA) – Descent angle (Slope)	3.0° (5.24%)

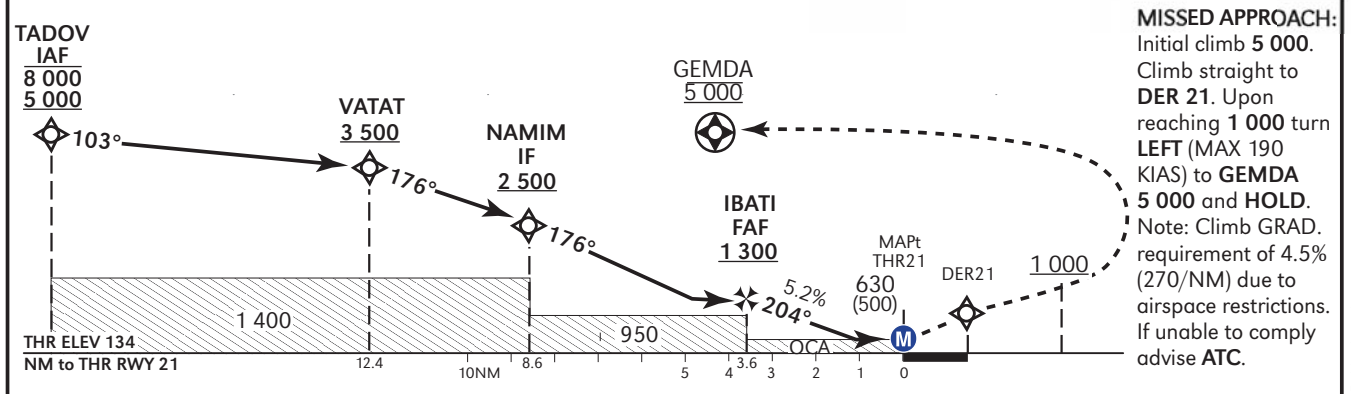
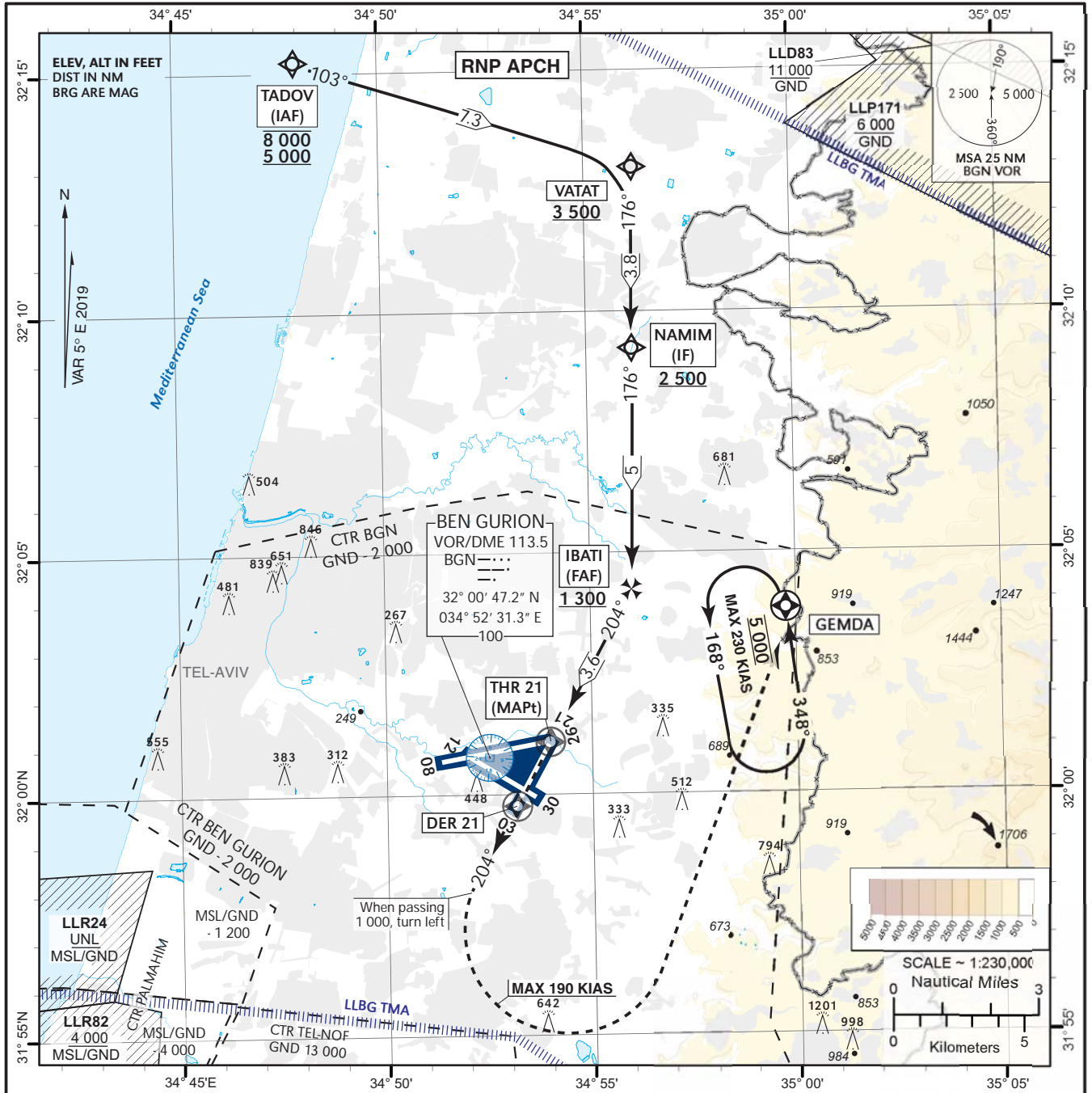
HOLDING IDENTIFICATION

Holding Fix	Latitude Longitude	Inbound Course/Track M° (T°)	MAX IAS (Kts)	Altitude (ft)	Outbound Time / Distance	Turn Direction
GODED	32° 09' 54"N 034° 34' 22" E	115.0 (120.3)	230	+5 000	1 Min	L

INSTRUMENT AERODROME ELEV **134 ft** TRANSITION ALT 18 000
APPROACH HEIGHTS RELATED TO
CHART - ICAO THR RWY 21 - ELEV **134 ft**

ATIS Arrival 132.50
ARR 131.10
TWR 132.10

**TEL-AVIV /
BEN-GURION (LLBG)**
RNP X RWY 21



OCA/(H)	A	B	C	D
STA	LNAV 630 (500)			
CIRCLING	N/A			

RWY21	3	2	1
ALT (HGT) FNA	1 120 (990)	810 (680)	

GS	KT	100	120	140	160	180
ROD: 5.2 %	ft/min	530	637	743	849	955

LLBG - RNP X RWY 21

Navigation Specification	Path Descriptor (Recommended)	Waypoint Identifier	Latitude Longitude	Fly-Over	Course/Track M° (T°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (Kts)	Remarks
RNAV1	IF	TADOV	32° 15' 15"N 034° 48' 00" E					-8 000 +5 000	-230	IAF
RNP APCH	TF	VATAT	32° 13' 00"N 034° 56' 13" E		103 (107.8)	7.3		+3 500		
RNP APCH	TF	NAMIM	32° 09' 15"N 034° 56' 09" E		176 (180.9)	3.8	R	+2 500		IF
RNP APCH	TF	IBATI	32° 04' 15.0"N 034° 56' 03.0" E		176 (180.9)	5.0		+1 300		FAF
RNP APCH	TF	THR21	32° 01' 05.25"N 034° 54' 00.81" E	Y	204 (208.9)	3.6	R	+183		MAPt

Standard missed approach

Navigation Specification	Path Descriptor (Recommended)	Waypoint Identifier	Latitude Longitude	Fly-Over	Course/Track M° (T°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (Kts)	Remarks
RNP APCH	TF	DER21	31° 59' 46.40"N 034° 53' 09.89" E	Y	204 (208.9)			+1 000	-190	
RNAV1	CA				204 (208.9)			+1 000	-190	
RNAV1	DF	GEMDA	32° 03' 26" N 034° 59' 48" E	Y			L	@5 000	-190	
RNAV1	HM	GEMDA	32° 03' 26" N 034° 59' 48" E		348 (353)		L	@5 000	-230	

Non Precision Final Approach – Slope (Descent angle)	5.24% (3.0°)
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Holding Identification

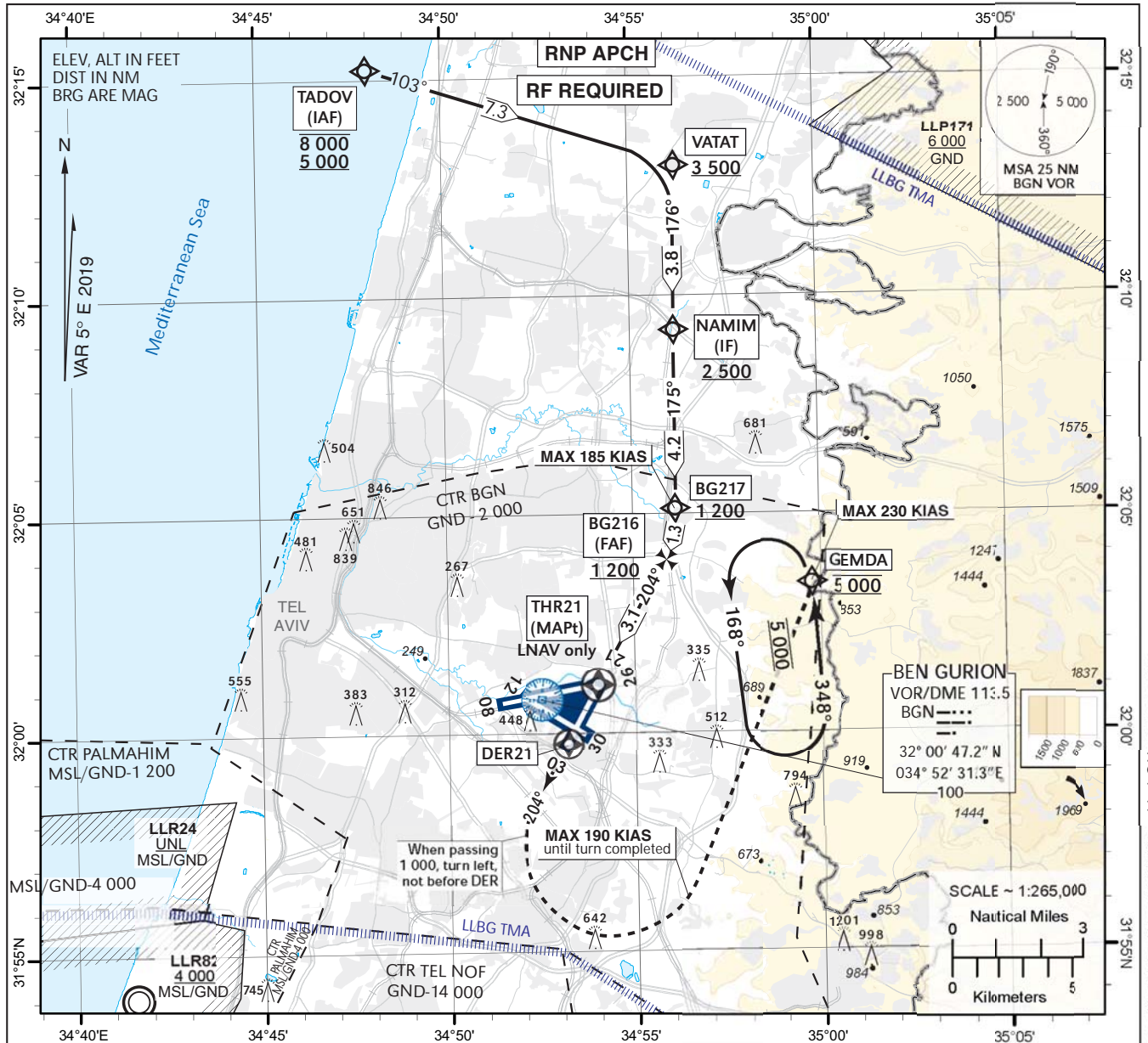
Holding Fix	Latitude Longitude	Inbound Course/Track M° (T°)	MAX IAS (Kts)	Altitude (ft)	Outbound Time / Distance	Turn Direction
GEMDA	32° 03' 26" N 034° 59' 48" E	348 (353)	-230	@5 000	1 Min	L

**INSTRUMENT
APPROACH
CHART - ICAO**

AD ELEV **134 ft** TRANSITION ALT 18 000

ARR	131.10
TMA	119.50
TWR	132.10

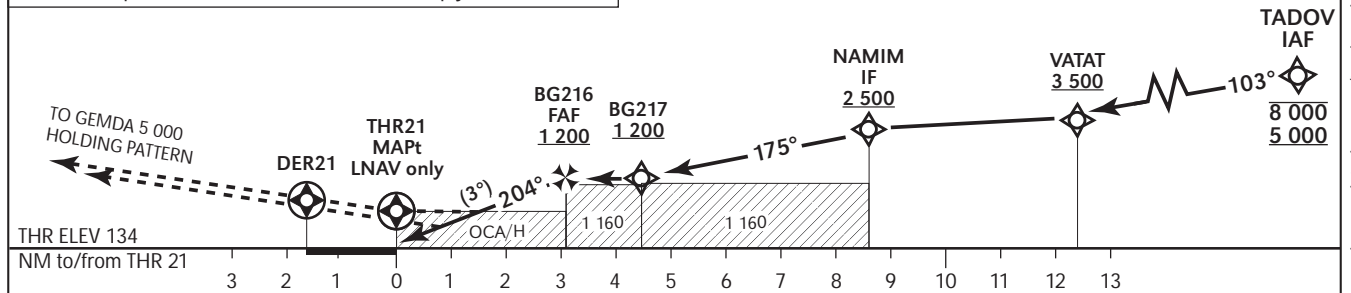
**TEL-AVIV / BEN-GURION (LLBG)
RNP Y RWY 21**



MISSED APPROACH:

Initial climb 5 000. Climb straight to DER 21. Upon reaching 1 000 turn LEFT (MAX 190 KIAS) to GEMDA 5 000 and HOLD. Note: Climb GRAD. requirement of 4.5% (270/NM) due to airspace restrictions. If unable to comply advise ATC.

NM to RWY 21	1	2	3
ALTITUDE (HGT)	500 (366)	820 (686)	1140 (1006)
RDH 50FT			



OCA (OCH)		A	B	C	D
STRAIGHT IN APPROACH	LNAV	730(596)			
	LNAV/VNAV Missed APCH climb grad. 5.0%	384(250)	384(250)	390(256)	400(266)
	LNAV/VNAV Missed APCH climb grad. 2.5%	520(386)	530(396)	540(406)	550(416)
CIRCLING		N/A			

REMARK:
For uncompensated Baro-VNAV system: Baro VNAV Temperature MNM - 10°C/MAX 60°C Effective VPA at 0°C is 2.8° Effective VPA at 45°C is 3.3°

Ground Speed	KT	80	100	120	140	160	180
Rate of descent: 5.2%	ft/min	424	531	637	743	849	955

LLBG - RNP Y RWY 21

Navigation Specification	Path Descriptor (Recommended)	Waypoint Identifier	Latitude Longitude	Fly-Over	Course/Track M° (T°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (Kts)	Remarks
RNAV1	IF	TADOV	32° 15' 15" N 034° 48' 00" E					-8 000 +5 000	-230	IAF
RNP APCH	TF	VATAT	32° 13' 00.0" N 034° 56' 13.0" E		103 (107.8)	7.3		+3 500		
RNP APCH	TF	NAMIM	32° 09' 15" N 034° 56' 09" E		176 (180.9)	3.8		+2 500		IF
RNP APCH	TF	BG217	32° 05' 03.8" N 034° 56' 10.0" E		175 (179.5)	4.2		+1 200	-185	
RNP APCH	RF Center BG999 32° 05' 04.6" N 034° 53' 10.0" E r=2.55NM	BG216	32° 03' 50.7" N 034° 55' 47.7" E			1.3	R	+1 200	-185	FAF
RNP APCH	TF	THR21	32° 01' 05.2" N 034° 54' 00.8" E	Y	204 (208.8)	3.1		+183	-190	MAPt

Standard missed approach

Navigation Specification	Path Descriptor (Recommended)	Waypoint Identifier	Latitude Longitude	Fly-Over	Course/Track M° (T°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (Kts)	Remarks
RNP APCH	TF	DER21	31° 59' 46.40" N 034° 53' 09.89" E	Y	204 (208.9)			+1 000	-190	
RNAV1	CA				204 (208.9)			+1 000	-190	
RNAV1	DF	GEMDA	32° 03' 26" N 034° 59' 48" E	Y			L	@5 000	-190	
RNAV1	HM	GEMDA	32° 03' 26" N 034° 59' 48" E		348 (353)		L	@5 000	-230	

Holding Identification

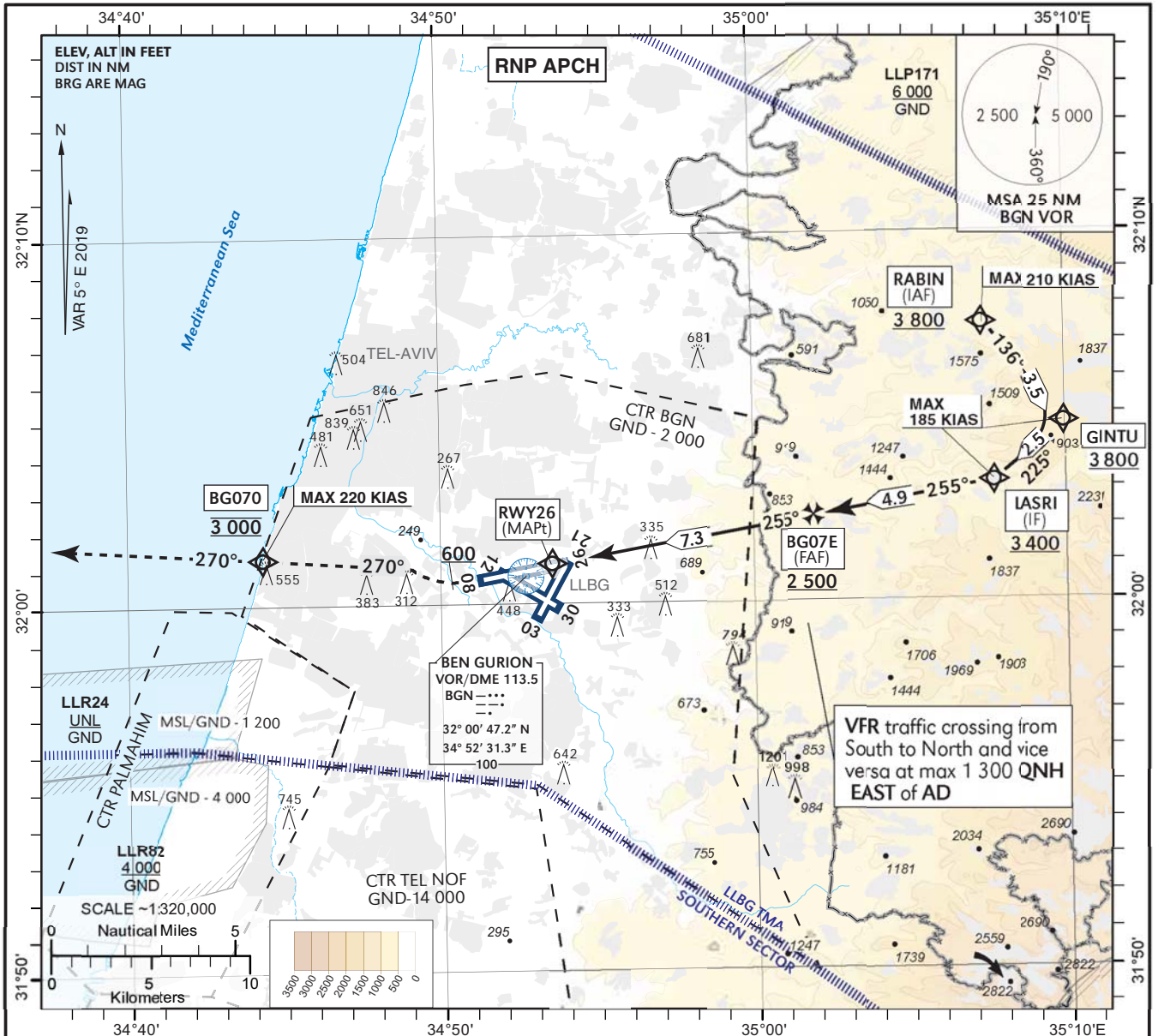
Holding Fix	Latitude Longitude	Inbound Course/Track M° (T°)	MAX IAS (Kts)	Altitude (ft)	Outbound Time / Distance	Turn Direction
GEMDA	32° 03' 26.0" N 034° 59' 48.0" E	348 (353.0)	-230	@5 000	1 Min	L

INSTRUMENT APPROACH
CHART - ICAO

AERODROME ELEV 134 ft
HEIGHTS RELATED TO THR RWY 26 - ELEV 124 ft

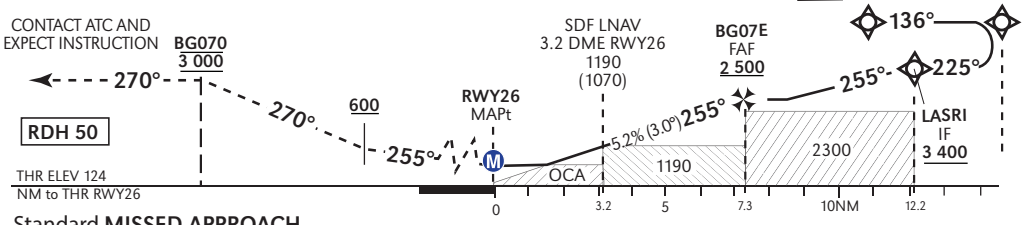
ATIS Arrival 132.50
APP 120.50
TWR 134.60

TEL-AVIV / BEN-GURION (LLBG)
RNP RWY 26



TRANSITION ALT 18 000	RWY26	2	3	4	5	6	7
	ALT (HGT)	820 (690)	1 130 (1 010)	1 450 (1 330)	1 770 (1 650)	2 090 (1 970)	2 410 (2 290)

MISSED APPROACH:
Initial climb 3 000. Climb on course 255°. At or above 600, turn RIGHT on course 270° (MAX 220 KIAS) to BG070 at 3 000 (MAX 220 KIAS). Continue on track 270°, contact ATC and expect instructions.



Standard MISSED APPROACH requires a 6.0% climb gradient up to 3 000 due to airspace restrictions. if unable, advise ATC.

BARO-VNAV temperature
MNM -10° c / MAX 60° c
Effective VPA at 0° c is 2.8°
Effective VPA at 45° c is 3.3°

OCA (OCH)	A	B	C	D			
LNAV 2.5%	590 (470)						
LNAV/VNAV 2.5%	390 (270)	400 (280)	420 (300)	450 (330)			
CIRCLING	N/A						
GS	KT	80	100	120	140	160	180
ROD: 5.2%	ft/min	425	531	637	743	850	956

RNP RWY 26

Navigation Specification	Path Descriptor (Recommended)	Waypoint Identifier	Latitude Longitude	Fly-Over	Course/Track M° (T°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (Kts)	Remarks
RNAV-1	IF	RABIN	32° 07' 32" N 35° 07' 21" E	-				+3 800	-210	IAF
RNAV-1	TF	GINTU	32° 04' 48" N 35° 09' 58" E	-	136 (140.7)	3.5		+3 800	-185	
RNAV-1	TF	LASRI	32° 03' 12" N 35° 07' 42" E	-	225 (230.4)	2.5	R	+3 400	-185	IF
RNAV-1	TF	BG07E	32° 02' 21" N 35° 02' 01" E	-	255 (260.0)	4.9	R	+2 500		FAF
RNP APCH	TF	RWY26	32° 01' 04" N 34° 53' 34" E	Y	255 (260.0)	7.3		+174		MAPt

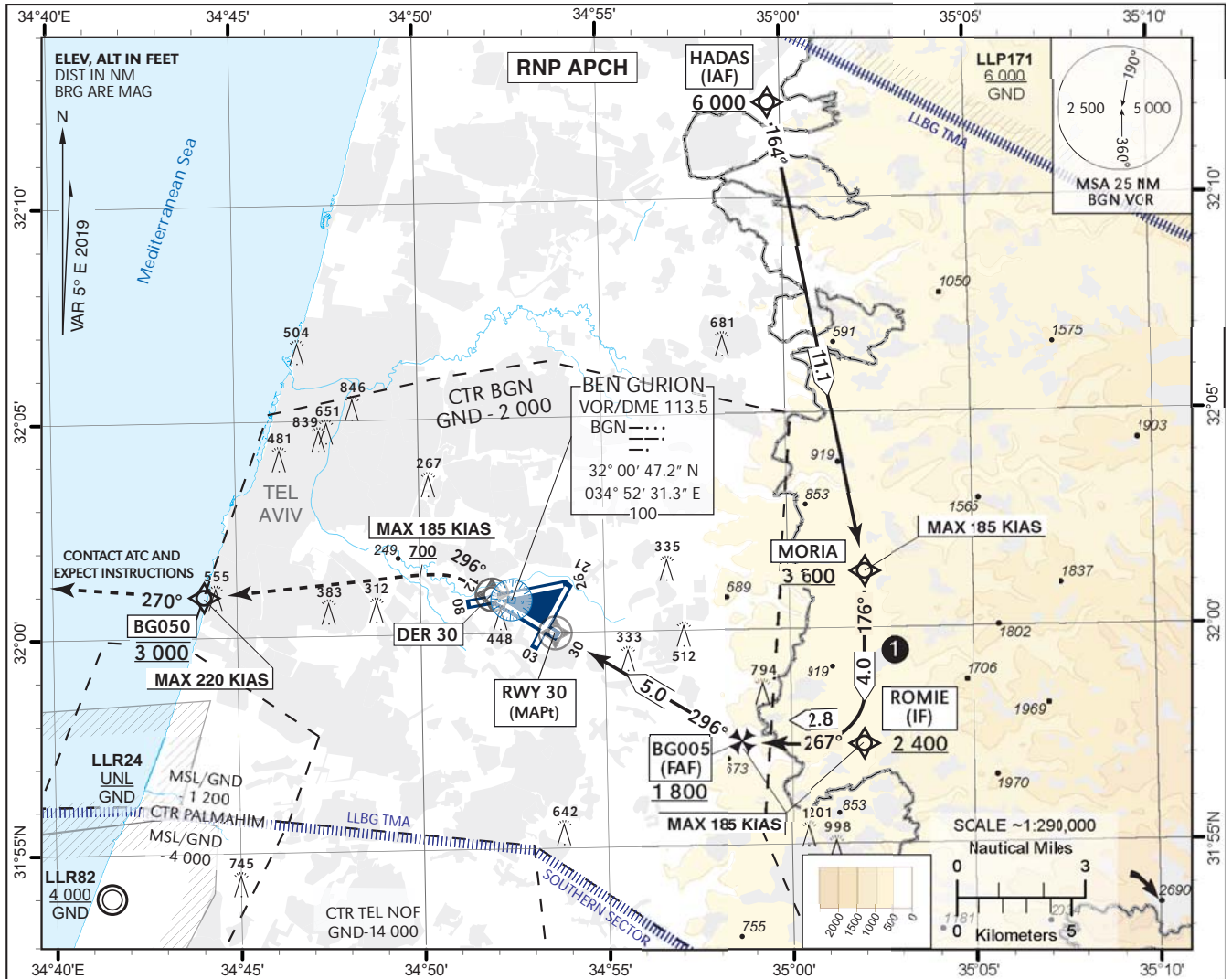
RNP RWY 26 - Missed Approach

Navigation Specification	Path Descriptor (Recommended)	Waypoint Identifier	Latitude Longitude	Fly-Over	Course/Track M° (T°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (Kts)	Remarks
RNAV-1	CA			-	255 (260.0)			+600	-220	
RNAV-1	CF	BG070	32° 01' 16" N 34° 44' 20" E	-	270 (275)		R	@3 000	-220	
RNAV-1	FM		32° 01' 16" N 34° 44' 20" E	-	270 (275)			@3 000		

INSTRUMENT AERODROME ELEV **134 ft**
APPROACH HEIGHTS RELATED TO **TA 18 000**
CHART - ICAO THR RWY 30 - ELEV **130 ft**

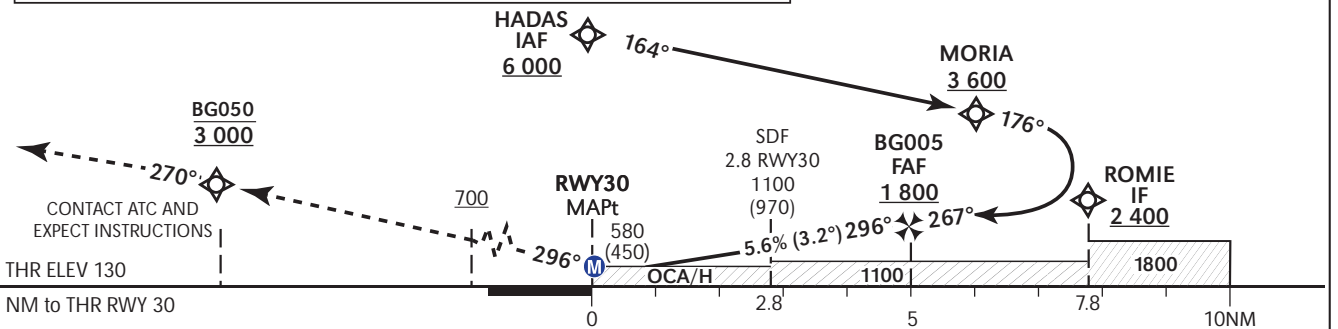
ATIS ARRIVAL 132.50
ARR 131.10
TWR 134.60

TEL-AVIV / BEN-GURION (LLBG)
RNP W RWY 30



MISSED APPROACH:

Initial climb 3 000. Climb on course 296°. At or above 700, turn LEFT (MAX 185 KIAS), Not before DER 30, direct to BG050 at 3 000 (MAX 220 KIAS). Continue on track 270°, contact ATC and expect instructions. BG050 at 3 000 requires a 5.6% minimum climb gradient due to airspace restrictions, if unable inform ATC.



1 VFR traffic may be present at low altitude max 1300 QNH between WPT ROMIE and BG005.

OCA (OCH)		A	B	C	D			
STA	LNAV	580(450)						
CIRCLING		N/A						
RWY30		2	3	4	5			
ALT (HGT)		860(730)	1 200(1 070)	1 540(1 410)	1 880(1 750)			
GS		kt	80	100	120	140	160	180
ROD: 5.6%		ft/min	453	567	680	792	905	1 020

Procedure: RNP W RWY 30

Navigation Specification	Path Descriptor (Recommended)	Waypoint Identifier	Latitude Longitude	Flyover	Course/Track M° (T°)	Turn Direction	Distance (NM)	Altitude (ft)	Speed (Kts)	Remarks
RNAV 1	IF	HADAS	32° 12' 13.0"N 034° 59' 40.0" E					+6 000		IAF
RNAV 1	TF	MORIA	32° 01' 18.93"N 035° 02' 05.66" E		165 (169.3)		11.1	+3 600	-185	
RNAV 1	TF	ROMIE	31° 57' 18.5"N 035° 02' 00.7" E		176 (181.0)	R	4.0	+2 400	-185	IF
RNP APCH	TF	BG005	31° 57' 23.3"N 34° 58' 40.2" E		267 (271.6)	R	2.8	+1 800	-185	FAF
RNP APCH	TF	RWY30	31° 59' 59.88"N 034° 53' 39.12" E	Y	296 (301.4)	R	5.0	+180	-185	MAPt

Standard missed approach

Navigation Specification	Path Descriptor (Recommended)	Waypoint Identifier	Latitude Longitude	Flyover	Course/Track M° (T°)	Turn Direction	Distance (NM)	Altitude (ft)	Speed (Kts)	Remarks
RNP APCH	TF	DER30	32° 00' 51.14"N 034° 52' 00.56" E	Y	296 (301.4)		1.7	+700	-185	
RNAV 1	CA	-			296 (301.4)			+700	-185	
RNAV 1	DF	BG050	32° 00' 55.9" N 034° 44' 05.9" E			L		@3 000	-220	
RNAV 1	FM				270 (275.4)	R		@3 000		

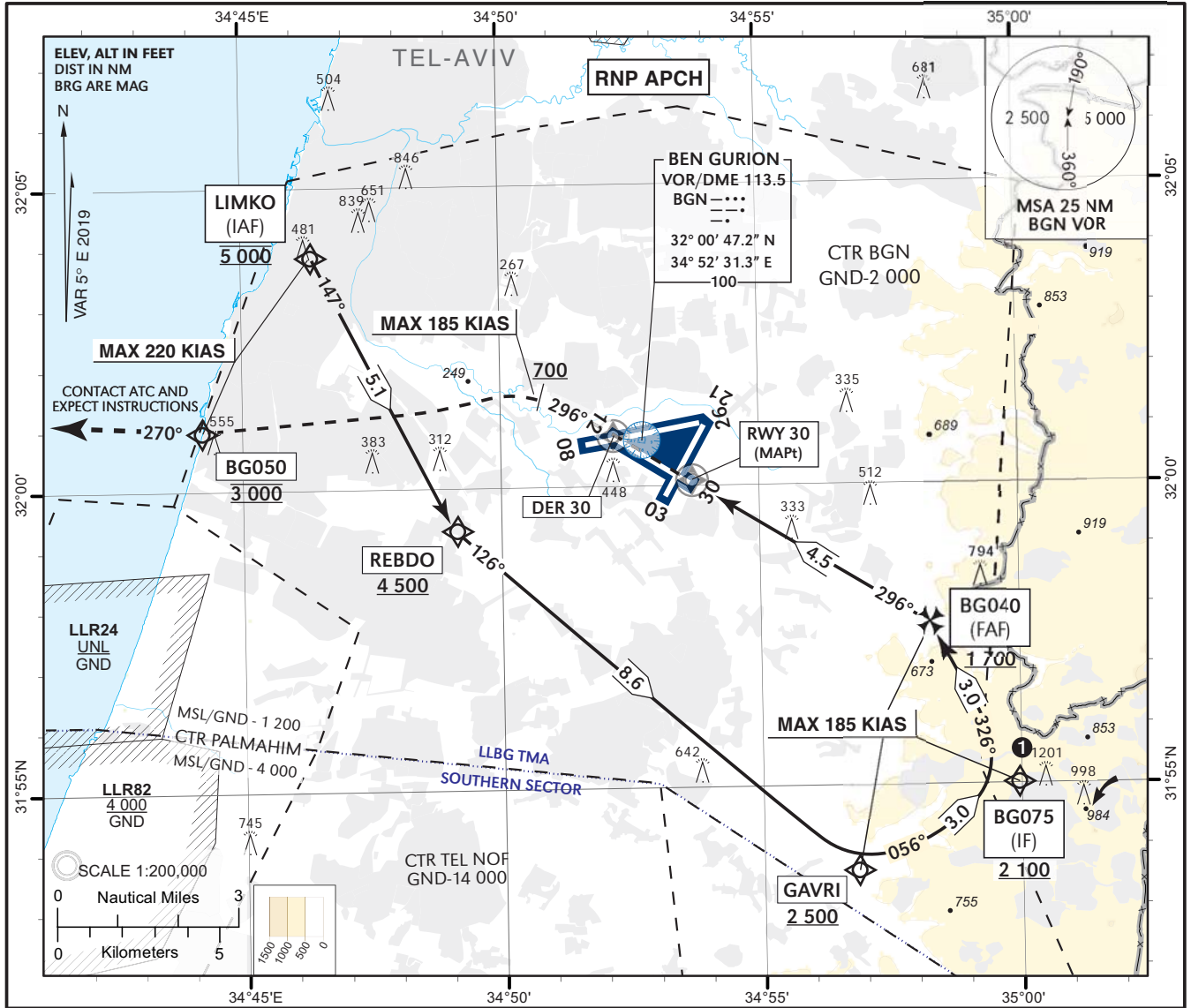
Non Precision Final Approach – Slope (Descent angle)	5.6% (3.2°)
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INSTRUMENT
APPROACH
CHART - ICAO

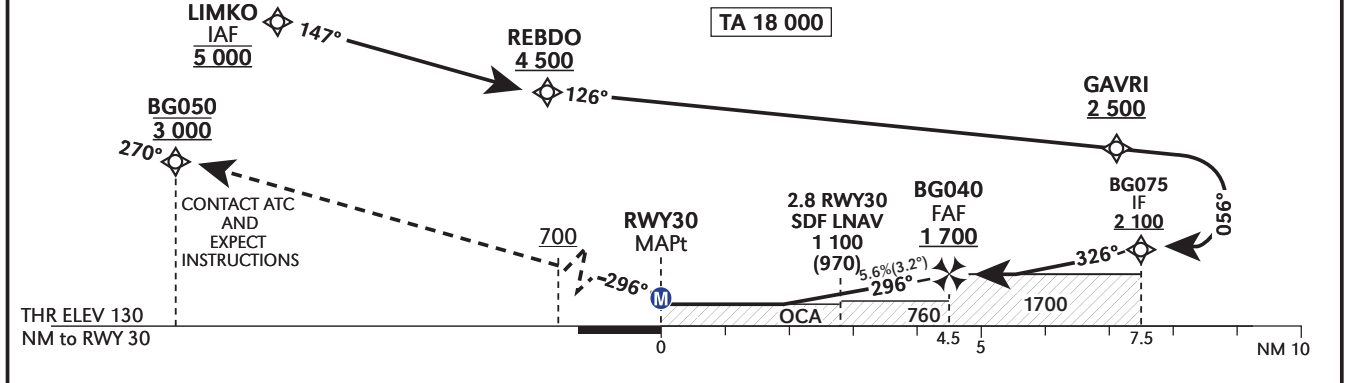
AD ELEV **134 ft**
HEIGHTS RELATED TO
THR RWY 30 ELEV **130 ft**

ATIS Arrival 132.50
APP 120.50
TWR 134.60

TEL-AVIV/BEN-GURION (LLBG)
RNP X RWY 30



DIST THR	2	3	4	4.5
ALT (HGT)	870 (740)	1 210 (1 080)	1 550 (1 420)	1 700 (1 570)



MISSED APPROACH: Initial climb 3 000. Climb on course 296°, at or above 700, Not before DER 30, turn LEFT (MAX 185 KIAS) direct to BG050 at 3 000 (MAX 220 KIAS). Continue on track 270° at 3 000, contact ATC and expect instructions.

BG050 at 3 000 requires a 5.6% minimum climb gradient due to airspace restrictions, if unable inform ATC.
1 VFR traffic may be present East of WPT BG075 and South of WPT GAVRI.

OCA (OCH)		A	B	C	D		
LNAV	2.5%	580 (450)					
CIRCLING		N/A					
GS	kt	80	100	120	140	160	180
ROD: 5.6%	ft/min	453	567	680	794	907	1020

CHANGES: Freq., MSA, speed restriction @ BG050, communication failure withdrawn

Procedure: RNP X RWY 30

Navigation Specification	Path Descriptor (Recommended)	Waypoint Identifier	Latitude Longitude	Flyover	Course/Track M° (T°)	Turn Direction	Distance (NM)	Altitude (ft)	Speed (Kts)	Remarks
RNAV 1	IF	LIMKO	32° 03' 48.0" N 034° 46' 18.0" E	-		-	-	@5 000	-220	IAF
RNAV 1	TF	REBDO	31° 59' 17.0" N 034° 49' 04.0" E	-	147 (152.4)	-	5.1	+4 500	-	
RNAV 1	TF	GAVRI	31° 53' 35.1" N 034° 56' 43.6" E	-	126 (131.1)	L	8.6	+2 500	-185	
RNAV 1	TF	BG075	31° 55' 01.3" N 034° 59' 49.3" E	-	056 (061.4)	L	3.0	+2 100	-185	IF
RNP APCH	TF	BG040	31° 57' 39.8" N 034° 58' 08.2" E	-	326 (331.4)	L	3.0	+1 700	-185	FAF
RNP APCH	TF	RWY30	31° 59' 59.9" N 034° 53' 39.1" E	Y	296 (301.4)	L	4.5	+180	-185	MAPt

Standard missed approach

Navigation Specification	Path Descriptor (Recommended)	Waypoint Identifier	Latitude Longitude	Flyover	Course/Track M° (T°)	Turn Direction	Distance (NM)	Altitude (ft)	Speed (Kts)	Remarks
RNP APCH	TF	DER30	32° 00' 51.1" N 034° 52' 00.6" E	Y	296 (301.4)	L	1.7	+700	-185	
RNAV 1	CA	-		-	296 (301.4)		-	+700	-185	
RNAV 1	DF	BG050	32° 00' 55.9" N 034° 44' 05.9" E	-		L	-	@3 000	-220	
RNAV 1	FM	BG050	32° 00' 55.9" N 034° 44' 05.9" E	-	270 (275.4)	R	-	@3 000		

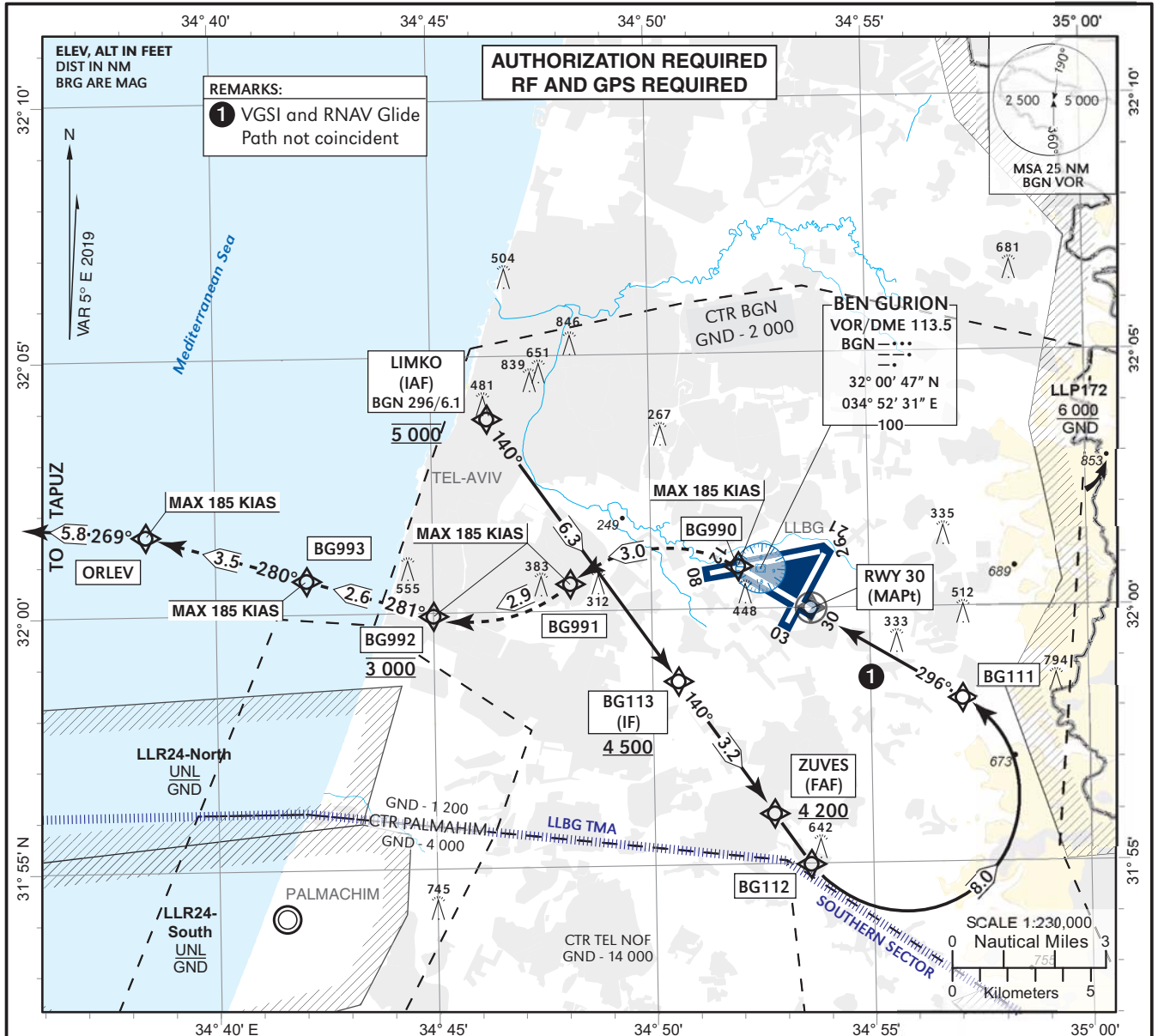
Non Precision Final Approach – Slope (Descent angle)	5.60% (3.20°)
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INSRUMENT AD ELEV 134 ft
APPROACH HEIGHTS RELATED TO
CHART - ICAO THR RWY 30 - ELEV 130 ft

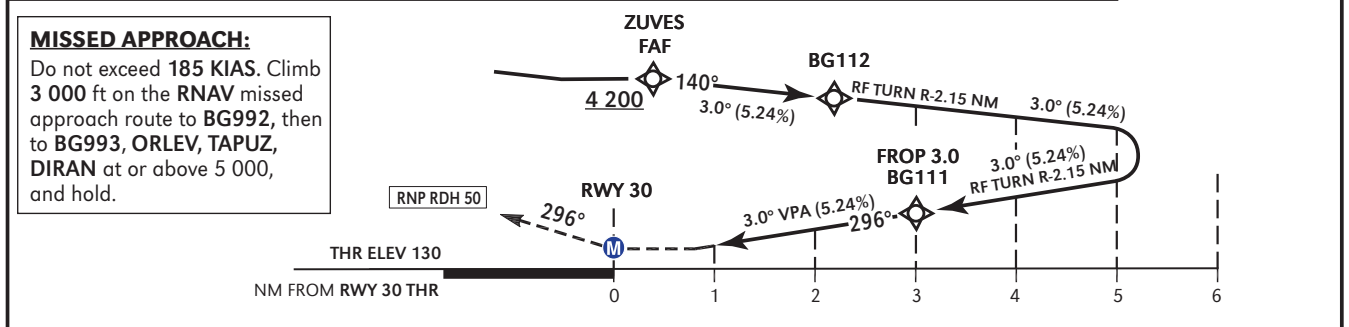
TRANSITION
ALTITUDE 18 000

ATIS Arrival 132.50
APP 120.50
TWR 134.60

TEL-AVIV /
BEN-GURION (LLBG)
RNP Y RWY 30 (AR)



RNP AR	2.0	3.0	4.0	5.0
ALT (HAT)	820 (690)	1 043 (1 013)	1 467 (1 337)	1 794 (1 664)



RNP AR Approach		RNP 0.3 Approach		DA (H) 410 (280)		Circling		
A	VIS - 1200 m						NOT AUTHORIZED	
B								
C								
D								

GS	KT	90	100	120	140	160	180	1. SPECIAL AIRCRAFT & AIRCREW CERTIFICATION REQUIRED. 2. RF and GPS required 3. For uncompensated Baro-VNAV systems, procedure NA below 9°C and above 54°C.
Rate of descent	FPM	477	530	636	743	849	955	

CHANGES: MSA, WPT name and BNG changed.

Procedure: RNP Y RWY 30 (AR)

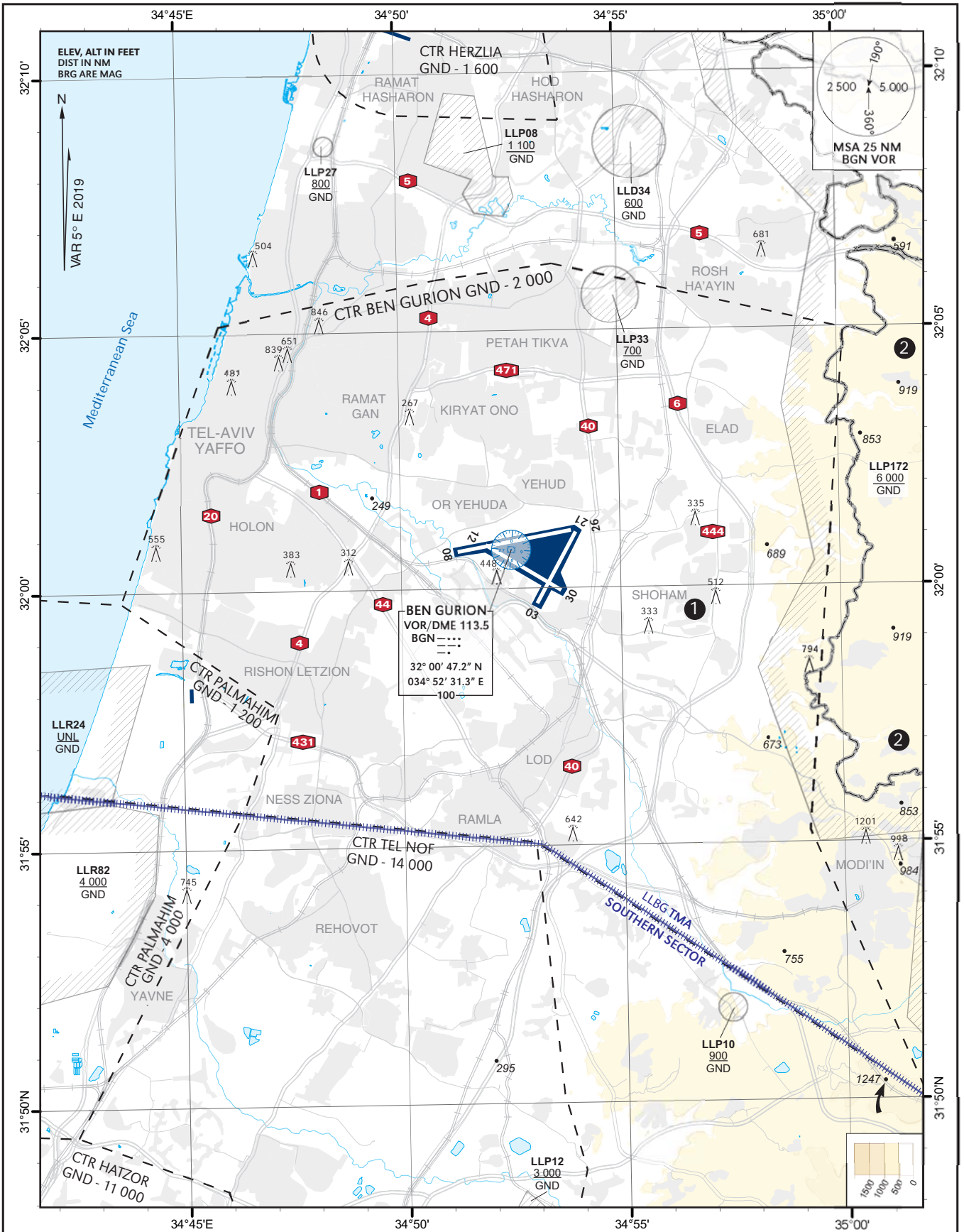
SERIAL NUMBER	Nav. Spec. RNP	Path Descriptor (recommended)	WPT Name	Lat./Long	Fly over/by	Distance (NM)	Magnetic Course (Degrees)	Altitude (ft)	Speed (Kts)	VPA/TCH	Turn Direction	Magnetic variation (Degrees)	Arc Radius (NM)	Arc Center Lat./ Long
1	1	IF	LIMKO (IAF)	32° 03' 48.0" N 034° 46' 18.0" E	FB	9.93	118.31	at 5 000	-220			- 4.5		
2	0.3	TF	BG113 (IF)	31° 58' 36.7" N 034° 50' 36.6" E	FB	6.34	140.16	+ 4 500	-220		R	- 4.5		
3	0.3	TF	ZUVES (FAF)	31° 56' 00.4" N 034° 52' 46.2" E	FB	3.18	140.2	+ 4 200			R	- 4.5		
4	0.3	TF	BG112	31° 55' 00.2" N 034° 53' 36.0" E	FB	1.22	140.23				R	- 4.5		
5	0.3	RF-LEFT	BG111	31° 58' 13.4" N 034° 57' 06.5" E	FB	7.97					L	- 4.5	2.24	BG711 31° 58' 18.0" N 034° 55' 45.0" E
6	0.3	TF	RWY30	31° 59' 59.7" N 034° 53' 39.1" E	FO	3.43	296.51			3.0/50	L	- 4.5		
7	0.3	TF	BG990	32° 00' 50.3" N 034° 52' 00.2" E	FB	1.63	296.48		-185		L	- 4.5		
8	0.4	RF-LEFT	BG991	32° 00' 32.8" N 034° 48' 08.35" E	FB	3.53			-185		L	- 4.5	2.8	BG712 31° 58' 25.7" N 034° 50' 18.4" E
9	0.6	RF-RIGHT	BG992	31° 59' 57.3" N 034° 45' 00.0" E	FB	2.85		at 3 000	-185		R	- 4.5	2.85	BG713 32° 02' 42.0" N 034° 45' 56.0" E
10	0.8	TF	BG993	32° 00' 40.0" N 034° 42' 06.9" E	FB	2.55	281.15		-185		R	- 4.5		
11	1	TF	ORLEV	32° 01' 35.0" N 034° 38' 12.0" E	FB	3.5	280.3		-185		L	- 4.5		
12	1	TF	TAPUZ	32° 01' 57.0" N 034° 31' 24.0" E	FB	5.8	268.65		-185		R	- 4.5		
13	1	TF	DIRAN	32° 13' 55.0" N 034° 27' 27.0" E	FB	12.4	339.32	+ 5 000	-185			- 4.5		
14	1	HM	DIRAN	32° 13' 55.0" N 034° 27' 27.0" E	FB		119	+ 5 000	-185			- 4.5		

VISUAL APPROACH CHART-ICAO

AD ELEV 134 ft

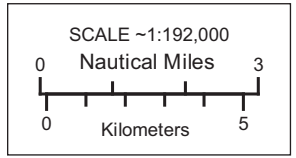
ATIS Arrival	132.50
APP	120.50
TWR	134.60

TEL- AVIV / BEN GURION (LLBG)



REMARKS:

- ① Flying over **SHOHAM** populated area should be avoided.
- ② VFR traffic crossing from South to North and vice versa at max 1 300 QNH EAST of AD.



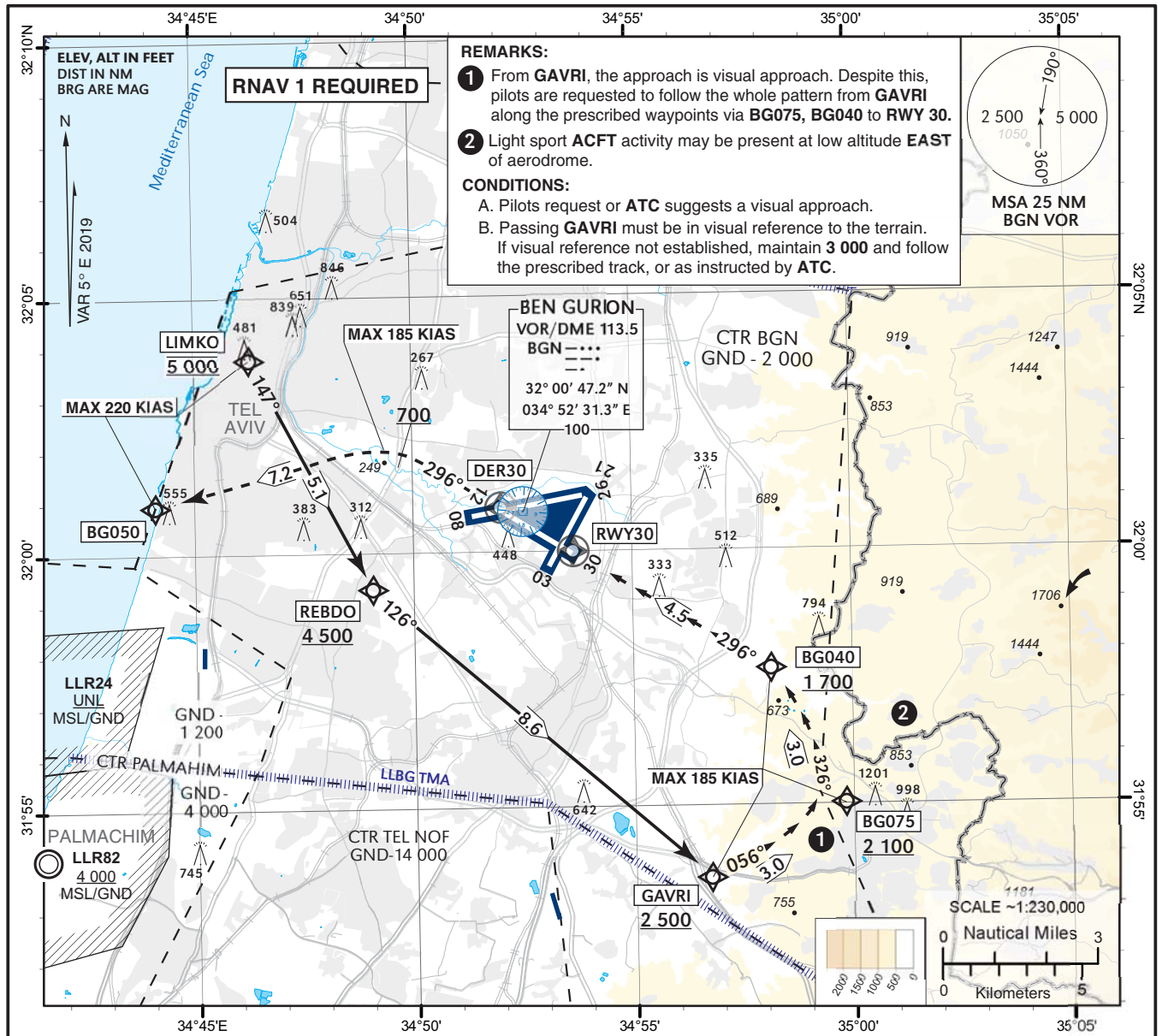
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VISUAL
APPROACH CHART - ICAO
(with prescribed RNAV track)

AERODROME ELEV **134 ft**
HEIGHTS RELATED TO
THR RWY 30 - ELEV **130 ft**

ATIS Arrival	132.50
APP	120.50
TWR	134.60

TEL-AVIV / BEN-GURION (LLBG)
GAVRI APPROACH RWY 30

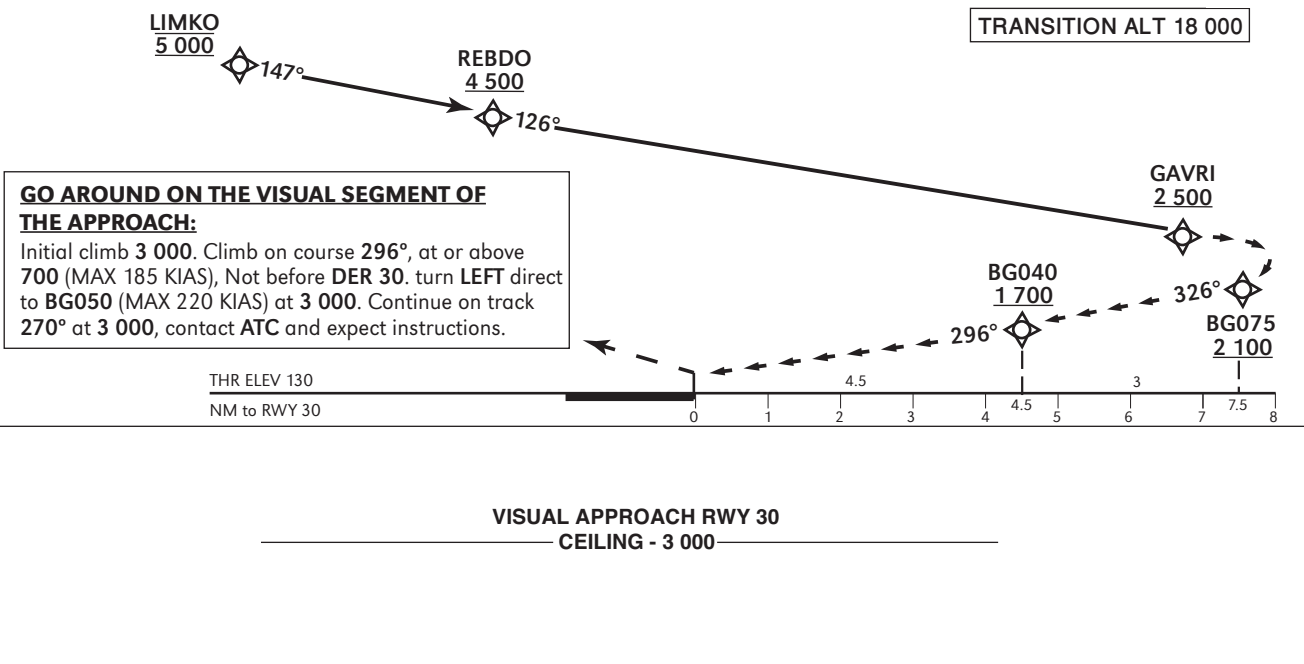
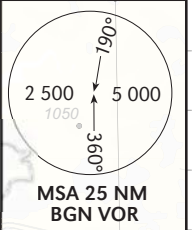


REMARKS:

- From **GAVRI**, the approach is visual approach. Despite this, pilots are requested to follow the whole pattern from **GAVRI** along the prescribed waypoints via **BG075**, **BG040** to **RWY 30**.
- Light sport **ACFT** activity may be present at low altitude **EAST** of aerodrome.

CONDITIONS:

A. Pilots request or **ATC** suggests a visual approach.
B. Passing **GAVRI** must be in visual reference to the terrain.
If visual reference not established, maintain **3 000** and follow the prescribed track, or as instructed by **ATC**.



LLBG - GAVRI VISUAL RNAV RWY 30

Navigation Specification	Path Descriptor (Recommended)	Waypoint Identifier	Latitude Longitude	Fly-Over	Course/Track M° (T°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (Kts)	Remarks
RNAV1	IF	LIMKO	32° 03' 48.0" N 034° 46' 18.0" E					@5 000	-220	
RNAV1	TF	REBDO	31° 59' 17.0" N 034° 49' 04.0" E		147 (152.4)	5.1		+4 500		
RNAV1	TF	GAVRI	31° 53' 35.1" N 034° 56' 43.6" E		126 (131.1)	8.6	L	+2 500	-185	
RNAV1	TF	BG075	31° 55' 01.3" N 034° 59' 49.3" E		056 (061.4)	3.0	L	+2 100	-185	
RNAV1	TF	BG040	31° 57' 39.8" N 034° 58' 08.2" E		326 (331.4)	3.0	L	+1 700	-185	
RNAV1	TF	RWY30	31° 59' 59.9" N 034° 53' 39.1" E	Y	296 (301.4)	4.5	L	+180	-185	

Go Around

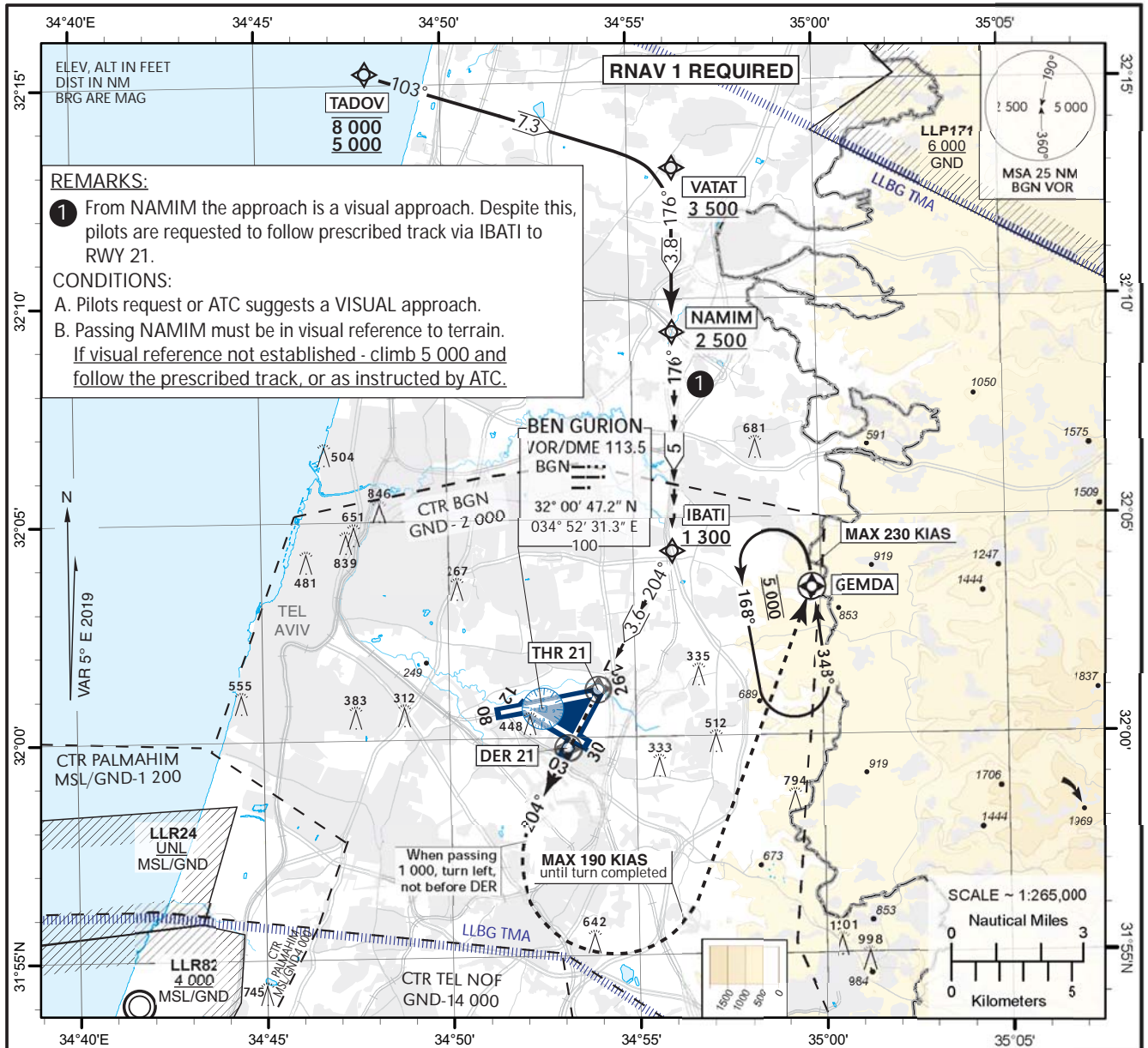
Navigation Specification	Path Descriptor (Recommended)	Waypoint Identifier	Latitude Longitude	Fly-Over	Course/Track M° (T°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (Kts)	Remarks
RNAV1	TF	DER30	32° 00' 51.1" N 034° 52' 00.6" E	Y	296 (301.4)	1.7		+700	-185	
RNAV1	CA				296 (301.4)			+700	-185	
RNAV1	DF	BG050	32° 00' 55.9" N 034° 44' 05.9" E				L	@3 000	-220	
RNAV1	FM	BG050	32° 00' 55.9" N 034° 44' 05.9" E		270 (275.4)		R	@3 000		

VISUAL APPROACH CHART
(With prescribed RNAV track)

AERODROME ELEV **134 ft**
HEIGHTS RELATED TO
THR RWY 21 - ELEV **134 ft**

ARR	131.10
TMA	119.50
TWR	132.10

TEL-AVIV / BEN-GURION (LLBG)
NAMIM APPROACH
RWY 21



REMARKS:

1 From NAMIM the approach is a visual approach. Despite this, pilots are requested to follow prescribed track via IBATI to RWY 21.

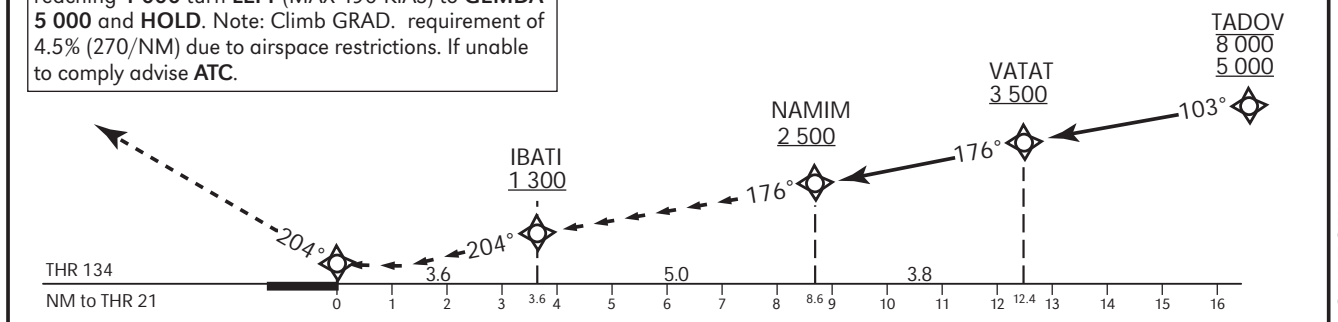
CONDITIONS:

- A. Pilots request or ATC suggests a VISUAL approach.
- B. Passing NAMIM must be in visual reference to terrain.
If visual reference not established - climb 5 000 and follow the prescribed track, or as instructed by ATC.

GO AROUND:

Initial climb 5 000. Climb straight to DER 21. Upon reaching 1 000 turn LEFT (MAX 190 KIAS) to GEMDA 5 000 and HOLD. Note: Climb GRAD. requirement of 4.5% (270/NM) due to airspace restrictions. If unable to comply advise ATC.

TRANSITION ALTITUDE 18 000



VISUAL APPROACH RWY 21

CEILING

2 500

LLBG - NAMIM VISUAL RNAV RWY 21

Navigation Specification	Path Descriptor (Recommended)	Waypoint Identifier	Latitude Longitude	Fly-Over	Course/Track M° (T°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (Kts)	Remarks
RNAV1	IF	TADOV	32° 15' 15" N 034° 48' 00" E					-8 000 +5 000	-230	
RNAV1	TF	VATAT	32° 13' 00" N 034° 56' 13" E		103 (107.8)	7.3		+3 500		
RNAV1	TF	NAMIM	32° 09' 15" N 034° 56' 09" E		176 (180.9)	3.8	R	+2 500		
RNAV1	TF	IBATI	32° 04' 15" N 034° 56' 03" E		176 (180.9)	5.0		+1 300		
RNAV1	TF	THR21	32° 01' 05.25" N 034° 54' 00.81" E	Y	204 (208.98)	3.6	R	+183		

Go Around

Navigation Specification	Path Descriptor (Recommended)	Waypoint Identifier	Latitude Longitude	Fly-Over	Course/Track M° (T°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (Kts)	Remarks
RNAV1	TF	DER21	31° 59' 46.40" N 034° 53' 09.89" E	Y	204 (208.9)			+1 000	-190	
RNAV1	CA				204 (208.9)			+1 000	-190	
RNAV1	DF	GEMDA	32° 03' 26" N 034° 59' 48" E	Y			L	@5 000	-190	
RNAV1	HM	GEMDA	32° 03' 26" N 034° 59' 48" E		348 (353)		L	@5 000	-230	

Holding Identification

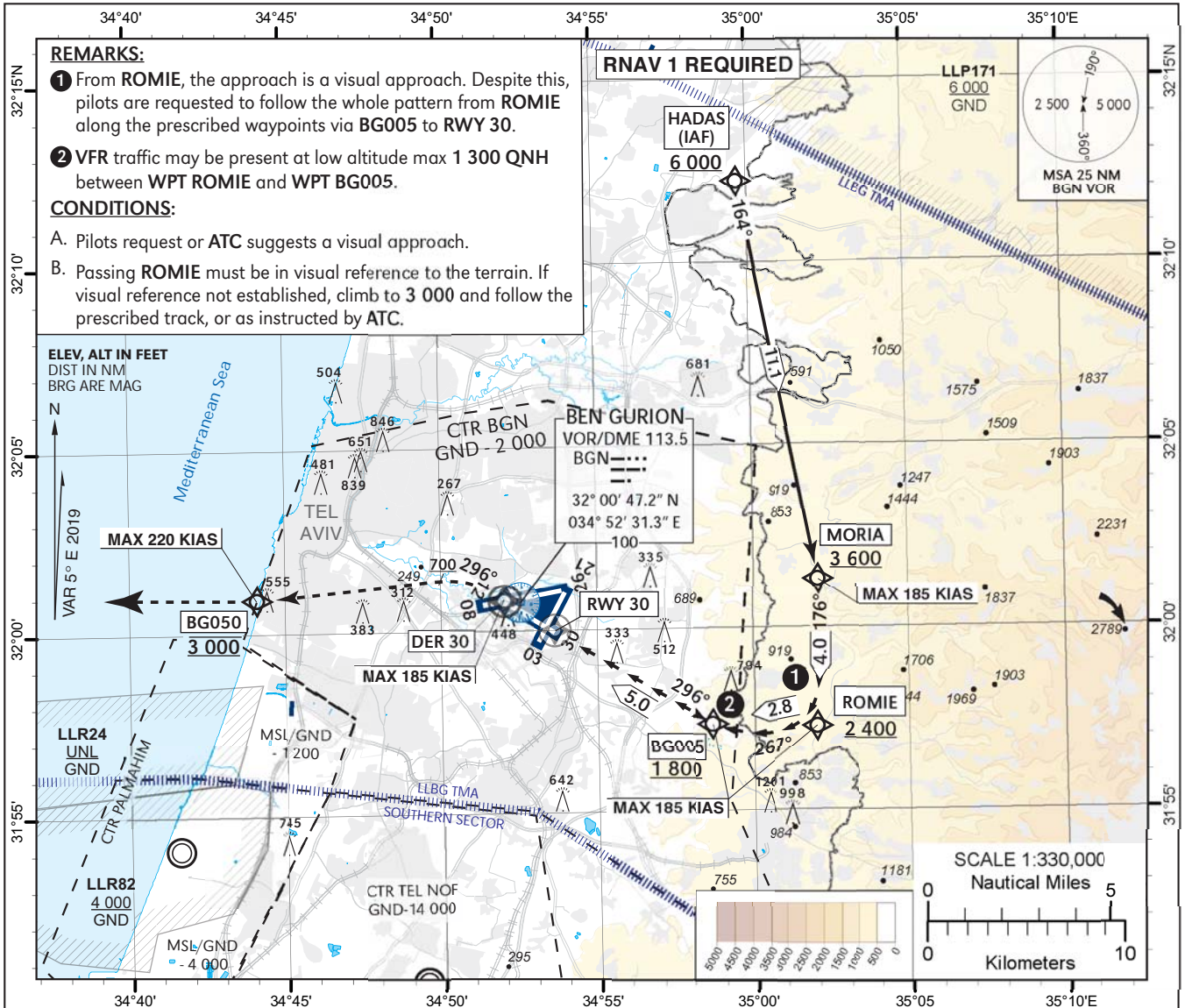
Holding Fix	Latitude Longitude	Inbound Course/Track M° (T°)	MAX IAS (Kts)	Altitude (ft)	Outbound Time / Distance	Turn Direction
GEMDA	32° 03' 26" N 034° 59' 48" E	348 (353)	-230	@5 000	1 Min	L

**VISUAL
APPROACH CHART**
(with prescribed RNAV track)

AERODROME ELEV **134 ft**
HEIGHTS RELATED TO
THR RWY 30 - ELEV **130 ft**

ATIS ARRIVAL	132.50
ARR	131.10
TWR	134.60

TEL-AVIV / BEN-GURION
(LLBG)
ROMIE APPROACH RWY 30



REMARKS:
1 From ROMIE, the approach is a visual approach. Despite this, pilots are requested to follow the whole pattern from ROMIE along the prescribed waypoints via BG005 to RWY 30.
2 VFR traffic may be present at low altitude max 1 300 QNH between WPT ROMIE and WPT BG005.
CONDITIONS:
 A. Pilots request or ATC suggests a visual approach.
 B. Passing ROMIE must be in visual reference to the terrain. If visual reference not established, climb to 3 000 and follow the prescribed track, or as instructed by ATC.

ELEV, ALT IN FEET
DIST IN NM
BRG ARE MAG

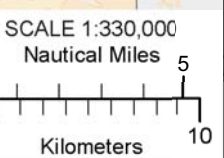
VAR 5° E 2019
MAX 220 KIAS
3 000
BG050

BEN GURION
VOR/DME 113.5
BGN
32° 00' 47.2" N
034° 52' 31.3" E
100

MORIA
3 600
MAX 185 KIAS

RWY 30
MAX 185 KIAS

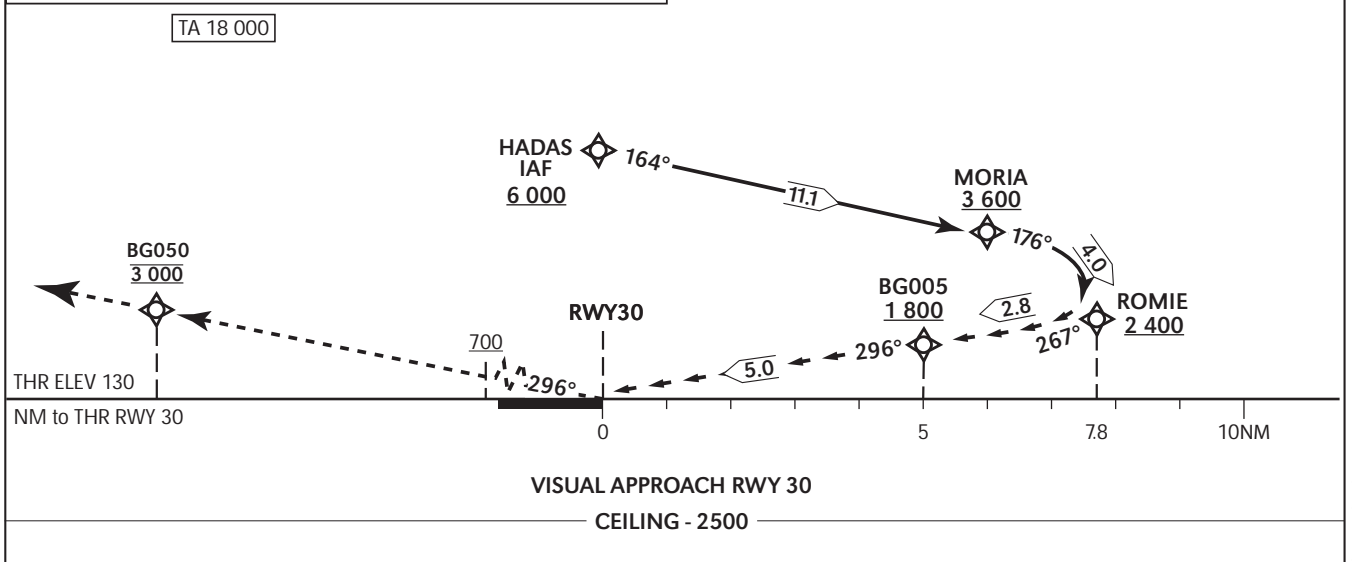
ROMIE
2 400
MAX 185 KIAS



GO AROUND ON THE VISUAL SEGMENT OF THE APPROACH:
 Initial climb 3 000. Climb on course 296°. At or above 700 (MAX 185 KIAS), Not before DER 30, turn LEFT direct to BG050 at 3 000 (MAX 220 KIAS).
 Continue on track 270°, contact ATC and expect instructions.

Recommended crossing altitudes

RWY30	2	3	4	5
ALT (HGT)	860 (730)	1 200 (1 070)	1 540 (1 410)	1 880 (1 750)



LLBG - ROMIE VISUAL RNAV RWY 30

Navigation Specification	Path Descriptor (Recommended)	Waypoint Identifier	Latitude Longitude	Flyover	Course/Track M° (T°)	Turn Direction	Distance (NM)	Altitude (ft)	Speed (Kts)	Remarks
RNAV 1	IF	HADAS	32° 12' 13.0"N 034° 59' 40.0" E					+6 000	-	IAF
RNAV 1	TF	MORIA	32° 01' 18.93"N 035° 02' 05.66" E		164 (169.3)		11.1	+3 600	-185	
RNAV 1	TF	ROMIE	31° 57' 18.5"N 035° 02' 00.7" E		176 (181.0)	R	4.0	+2 400	-185	IF
RNAV 1	TF	BG005	31° 57' 23.3"N 34° 58' 40.2" E		267 (271.6)	R	2.8	+1 800	-185	FAF
RNAV 1	TF	RWY30	31° 59' 59.88"N 034° 53' 39.12" E	Y	296 (301.4)	R	5.0	+180	-185	MAPt

Go Around

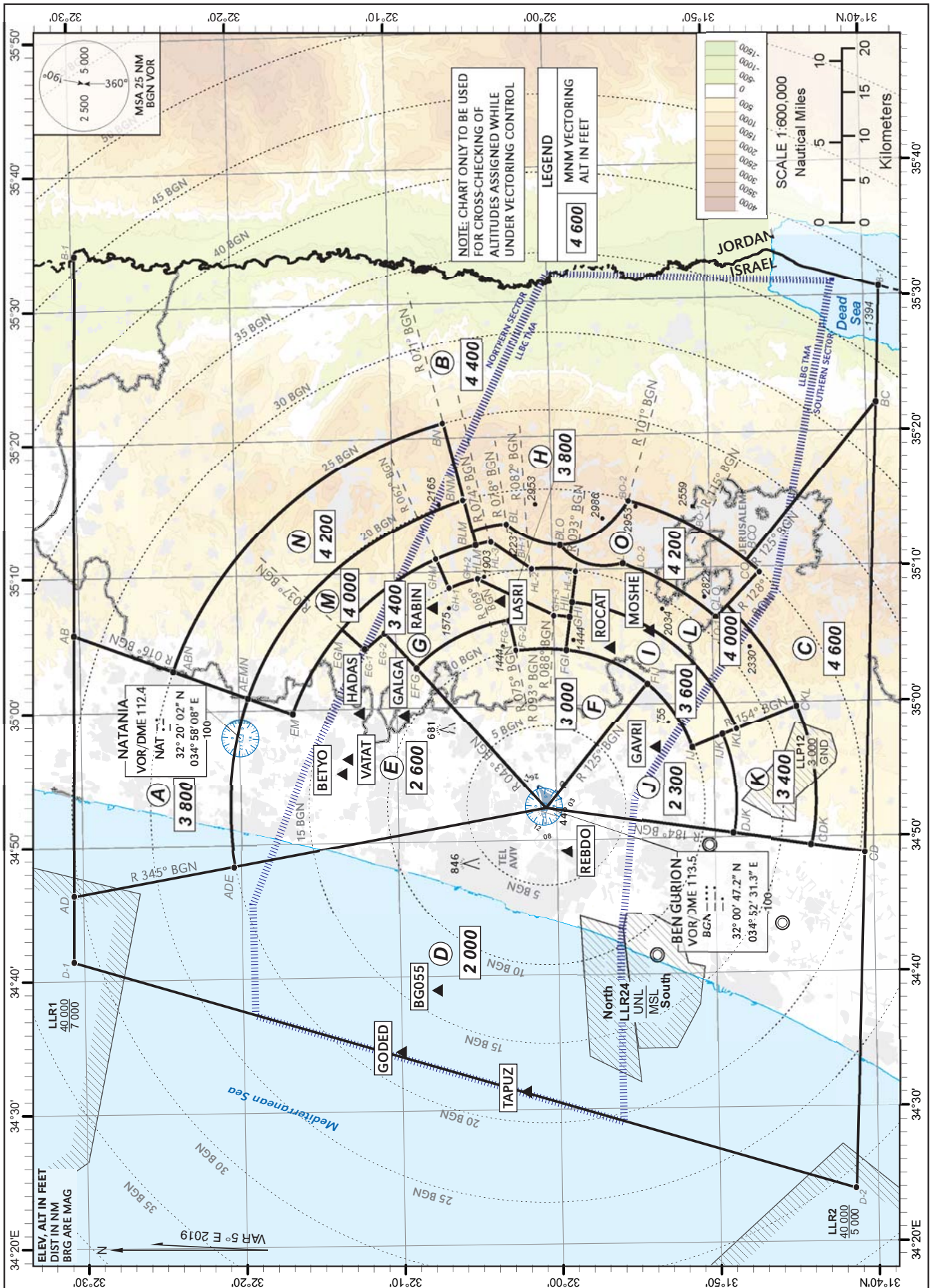
Navigation Specification	Path Descriptor (Recommended)	Waypoint Identifier	Latitude Longitude	Flyover	Course/Track M° (T°)	Turn Direction	Distance (NM)	Altitude (ft)	Speed (Kts)	Remarks
RNAV 1	TF	DER30	32° 00' 51.14"N 034° 52' 00.56" E	Y	296 (301.4)		1.7	+700	-185	
RNAV 1	CA				296 (301.4)			+700	-185	
RNAV 1	DF	BG050	32° 00' 55.9" N 034° 44' 05.9" E			L		@3 000	-220	
RNAV 1	FM				270 (275.4)	R		@3 000		

ATC SURVEILLANCE
MINIMUM ALTITUDE
CHART - ICAO

TRANSITION LEVEL 200
AD ELEV 134 ft

ACC 121.40
TMA 119.50
APP ARR 131.10
TWR ARR 132.10

TEL-AVIV / BEN-GURION (LLBG)

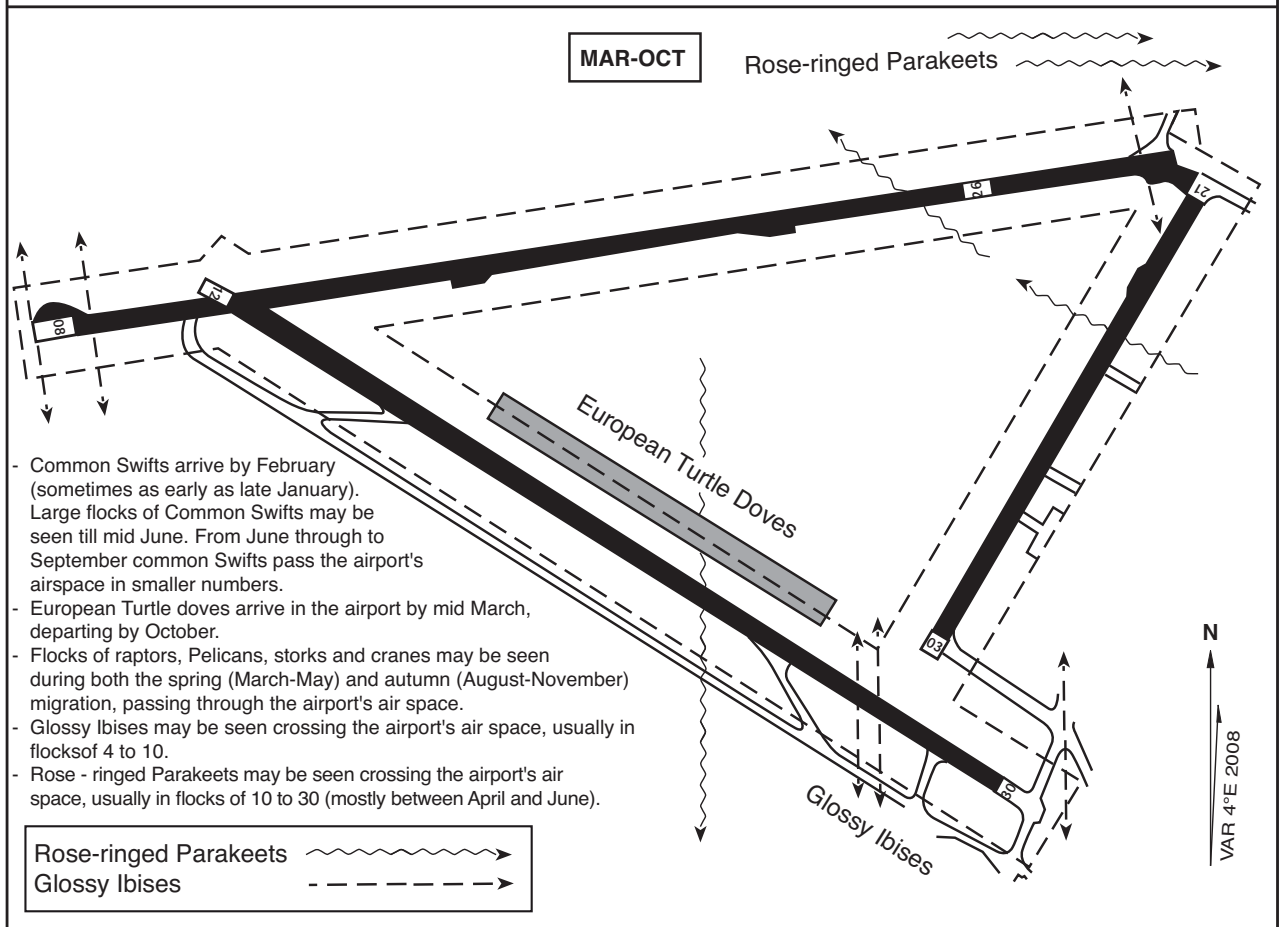
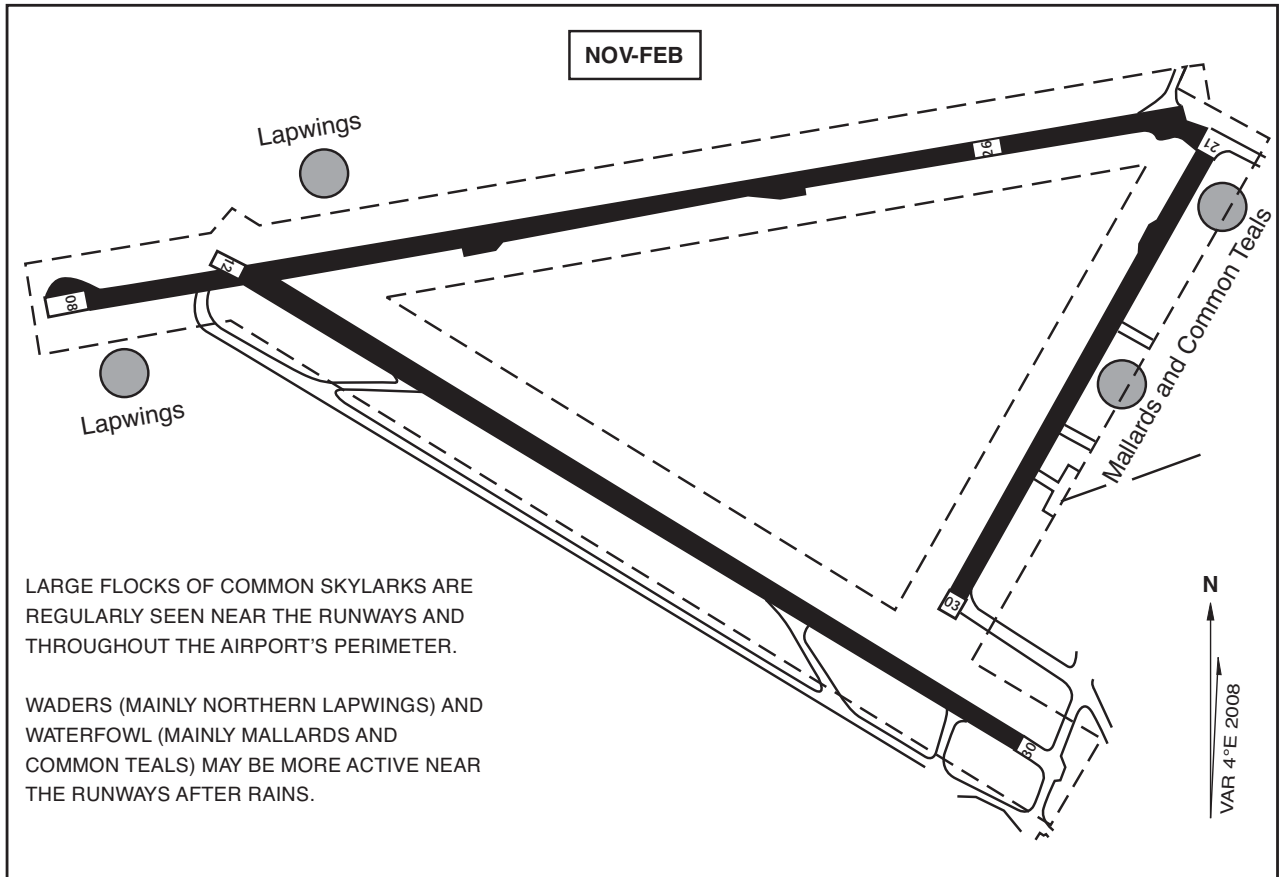


Sectors definition

SECTOR	COORDINATES	REMARK	SECTOR	COORDINATES	REMARK	SECTOR	COORDINATES	REMARK
A	32° 30' 43.4"N 034° 46' 17.4"E		G	31° 59' 23.0"N 035° 04' 09.9"E	BGN R-093 / 10.0 DME	L	31° 44' 52.7"N 034° 59' 40.0"E	BGN R-154 / 17.0 DME
	32° 30' 25.3"N 035° 05' 57.0"E			32° 02' 31.1"N 035° 04' 06.5"E	BGN R-075 / 10.0 DME		31° 48' 37.3"N 034° 57' 59.3"E	BGN R-154 / 13.0 DME
	32° 24' 10.0"N 035° 03' 06.2"E			32° 02' 51.7"N 035° 06' 25.6"E	BGN R-075 / 12.0 DME		31° 58' 57.5"N 035° 07' 39.5"E	BGN R-093 / 13.0 DME
	32° 19' 29.5"N 035° 00' 58.8"E			32° 08' 49.5"N 035° 03' 01.5"E	BGN R-043 / 12.0 DME		31° 58' 40.5"N 035° 09' 59.1"E	BGN R-093 / 15.0 DME
	32° 20' 31.3"N 034° 48' 25.3"E			32° 10' 50.0"N 035° 05' 39.4"E	BGN R-043 / 15.0 DME		32° 01' 33.2"N 035° 10' 08.5"E	BGN R-082 / 15.0 DME
	32° 30' 43.4"N 034° 46' 17.4"E			32° 11' 56.9"N 035° 04' 21.0"E	BGN R-037 / 15.0 DME		32° 04' 00.7"N 035° 12' 09.6"E	BGN R-074 / 17.0 DME
B	32° 30' 25.3"N 035° 05' 57.1"E	BGN R-016 / 31.7 DME		32° 13' 26.1"N 035° 05' 55.9"E	BGN R-037 / 17.0 DME		32° 04' 53.0"N 035° 11' 56.2"E	BGN R-071 / 17.0 DME
	32° 29' 54.5"N 035° 33' 39.9"E	North-East sector border		32° 07' 25.2"N 035° 10' 56.9"E	BGN R-062 / 17.0 DME		32° 05' 07.4"N 035° 13' 04.8"E	BGN R-071 / 18.0 DME
	31° 39' 04.7"N 035° 30' 49.1"E	South-East sector border		32° 06' 38.6"N 035° 08' 46.7"E	BGN R-062 / 15.0 DME		32° 02' 57.4"N 035° 13' 32.5"E	BGN R-078 / 18.0 DME
	31° 39' 24.4"N 035° 22' 13.7"E	BGN R-125 / 33.1 DME		32° 04' 54.7"N 035° 09' 29.6"E	BGN R-069 / 15.0 DME		31° 59' 38.2"N 035° 11' 59.3"E	
	31° 47' 52.9"N 035° 10' 29.4"E	BGN R-125 / 20.0 DME		32° 00' 08.7"N 035° 06' 36.9"E	BGN R-088 / 12.0 DME		31° 55' 43.4"N 035° 10' 26.8"E	
	31° 55' 13.7"N 035° 15' 06.6"E	BGN R-101 / 20.0 DME		31° 59' 06.0"N 035° 06' 29.6"E	BGN R-093 / 12.0 DME		31° 54' 41.2"N 035° 09' 54.9"E	
	31° 59' 38.2"N 035° 11' 59.3"E		32° 06' 38.5"N 035° 08' 46.7"E		31° 49' 50.4"N 035° 06' 15.4"E		BGN R-128 / 16.0 DME	
	32° 02' 57.3"N 035° 13' 32.5"E	BGN R-078 / 18.0 DME	32° 07' 25.2"N 035° 10' 56.9"E		31° 49' 09.2"N 035° 07' 06.8"E		BGN R-128 / 17.0 DME	
	32° 05' 07.4"N 035° 13' 04.8"E	BGN R-071 / 18.0 DME	32° 04' 52.9"N 035° 11' 56.1"E		31° 59' 36.0"N 035° 17' 44.9"E		R=4.9NM	
	32° 05' 36.1"N 035° 15' 21.9"E	BGN R-071 / 20.0 DME	32° 04' 00.7"N 035° 12' 09.5"E		31° 56' 48.1"N 035° 14' 12.3"E		R=3.4NM	
	32° 06' 47.6"N 035° 21' 05.0"E	BGN R-071 / 25.0 DME	32° 01' 33.1"N 035° 10' 08.5"E		31° 54' 01.4"N 035° 13' 21.1"E		R=3NM	
	32° 24' 10.0"N 035° 03' 06.2"E	BGN R-016 / 25.0 DME	31° 58' 40.4"N 035° 09' 59.1"E		32° 19' 29.5"N 035° 00' 58.8"E			
C	31° 39' 24.4"N 035° 22' 13.7"E	BGN R-125 / 33.1 DME	31° 59' 06.0"N 035° 06' 29.6"E		32° 05' 36.0"N 035° 15' 21.9"E			
	31° 40' 39.6"N 034° 48' 47.6"E	BGN R-184 / 20.3 DME	32° 00' 08.6"N 035° 06' 36.8"E		32° 04' 52.9"N 035° 11' 56.1"E			
	31° 43' 57.6"N 034° 49' 24.2"E	BGN R-184 / 17.0 DME	32° 04' 54.6"N 035° 09' 29.5"E		32° 07' 25.2"N 035° 10' 56.9"E			
	31° 44' 52.7"N 034° 59' 40.0"E	BGN R-154 / 17.0 DME	32° 06' 38.5"N 035° 08' 46.7"E		32° 13' 49.5"N 035° 05' 24.2"E			
	31° 49' 09.2"N 035° 07' 06.8"E	BGN R-128 / 17.0 DME	31° 59' 23.0"N 035° 04' 09.9"E	BGN R-093 / 10.0 DME	32° 16' 41.2"N 034° 59' 42.4"E			
	31° 47' 05.9"N 035° 09' 41.0"E	BGN R-128 / 20.0 DME	31° 59' 06.0"N 035° 06' 29.6"E	BGN R-093 / 12.0 DME	32° 19' 29.5"N 035° 00' 58.8"E			
	31° 47' 52.9"N 035° 10' 29.4"E	BGN R-125 / 20.0 DME	31° 58' 57.5"N 035° 07' 39.5"E	BGN R-093 / 13.0 DME	32° 24' 10.0"N 035° 03' 06.2"E			
D	32° 30' 47.5"N 034° 41' 21.6"E		31° 48' 37.3"N 034° 57' 59.3"E	BGN R-154 / 13.0 DME	32° 06' 47.6"N 035° 21' 04.9"E			
	32° 30' 43.4"N 034° 46' 17.4"E		31° 49' 33.5"N 034° 57' 34.2"E	BGN R-154 / 12.0 DME	32° 05' 36.0"N 035° 15' 21.9"E			
	32° 20' 31.3"N 034° 48' 25.3"E		31° 51' 25.8"N 034° 56' 43.8"E	BGN R-154 / 10.0 DME	32° 19' 29.5"N 035° 00' 58.8"E			
	32° 00' 47.2"N 034° 52' 31.3"E		31° 54' 20.4"N 035° 01' 31.2"E	BGN R-125 / 10.0 DME	32° 24' 10.0"N 035° 03' 06.2"E			
	31° 48' 54.5"N 034° 50' 19.1"E		32° 00' 47.2"N 034° 52' 31.3"E		31° 49' 09.2"N 035° 07' 06.8"E	BGN R-128 / 17.0 DME		
	31° 40' 39.5"N 034° 48' 47.6"E		31° 54' 20.3"N 035° 01' 31.2"E		31° 49' 50.4"N 035° 06' 15.4"E	BGN R-128 / 16.0 DME		
	31° 41' 29.3"N 034° 23' 48.9"E		31° 51' 25.7"N 034° 56' 43.7"E		31° 54' 41.2"N 035° 09' 54.9"E			
E	32° 30' 47.5"N 034° 41' 21.6"E		31° 49' 33.4"N 034° 57' 34.1"E		31° 55' 43.4"N 035° 10' 26.8"E			
	32° 00' 47.2"N 034° 52' 31.3"E	BGN DVOR/DME	31° 48' 54.5"N 034° 50' 19.1"E		31° 59' 38.2"N 035° 11' 59.3"E			
	32° 20' 31.4"N 034° 48' 25.3"E	BGN R-345 / 20.0 DME	32° 00' 47.2"N 034° 52' 31.3"E		31° 55' 13.7"N 035° 15' 06.6"E	BGN R-101 / 20.0 DME		
	32° 19' 29.5"N 035° 00' 58.8"E	BGN R-016 / 20.0 DME	31° 48' 54.5"N 034° 50' 19.1"E		31° 50' 44.3"N 035° 12' 51.4"E	BGN R-115 / 20.0 DME		
	32° 16' 41.2"N 034° 59' 42.5"E	BGN R-016 / 17.0 DME	31° 49' 33.4"N 034° 57' 34.1"E		31° 47' 52.9"N 035° 10' 29.4"E	BGN R-125 / 20.0 DME		
	32° 13' 26.1"N 035° 05' 55.9"E	BGN R-037 / 17.0 DME	31° 46' 45.0"N 034° 58' 49.6"E		31° 47' 05.9"N 035° 09' 41.0"E	BGN R-128 / 20.0 DME		
	32° 11' 56.9"N 035° 04' 21.0"E	BGN R-037 / 15.0 DME	31° 44' 52.7"N 034° 59' 39.9"E					
	32° 10' 50.0"N 035° 05' 39.4"E	BGN R-043 / 15.0 DME	31° 43' 57.5"N 034° 49' 24.2"E					
32° 08' 49.5"N 035° 03' 01.5"E	BGN R-043 / 12.0 DME	31° 48' 54.5"N 034° 50' 19.1"E						
F	32° 00' 47.2"N 034° 52' 31.3"E	BGN DVOR/DME	J	32° 00' 47.2"N 034° 52' 31.3"E		K	31° 49' 09.2"N 035° 07' 06.8"E	BGN R-128 / 17.0 DME
	32° 08' 49.5"N 035° 03' 01.5"E	BGN R-043 / 12.0 DME		31° 54' 20.3"N 035° 01' 31.2"E			31° 49' 50.4"N 035° 06' 15.4"E	BGN R-128 / 16.0 DME
	32° 02' 51.7"N 035° 06' 25.6"E	BGN R-075 / 12.0 DME		31° 51' 25.7"N 034° 56' 43.7"E			31° 54' 41.2"N 035° 09' 54.9"E	
	32° 02' 31.1"N 035° 04' 06.5"E	BGN R-075 / 10.0 DME		31° 49' 33.4"N 034° 57' 34.1"E			31° 55' 43.4"N 035° 10' 26.8"E	
	31° 59' 23.0"N 035° 04' 09.9"E	BGN R-093 / 10.0 DME		31° 48' 54.5"N 034° 50' 19.1"E			31° 59' 38.2"N 035° 11' 59.3"E	
	31° 54' 20.4"N 035° 01' 31.2"E	BGN R-125 / 10.0 DME		32° 00' 47.2"N 034° 52' 31.3"E			31° 55' 13.7"N 035° 15' 06.6"E	BGN R-101 / 20.0 DME

BIRD CONCENTRATIONS AND MOVEMENTS

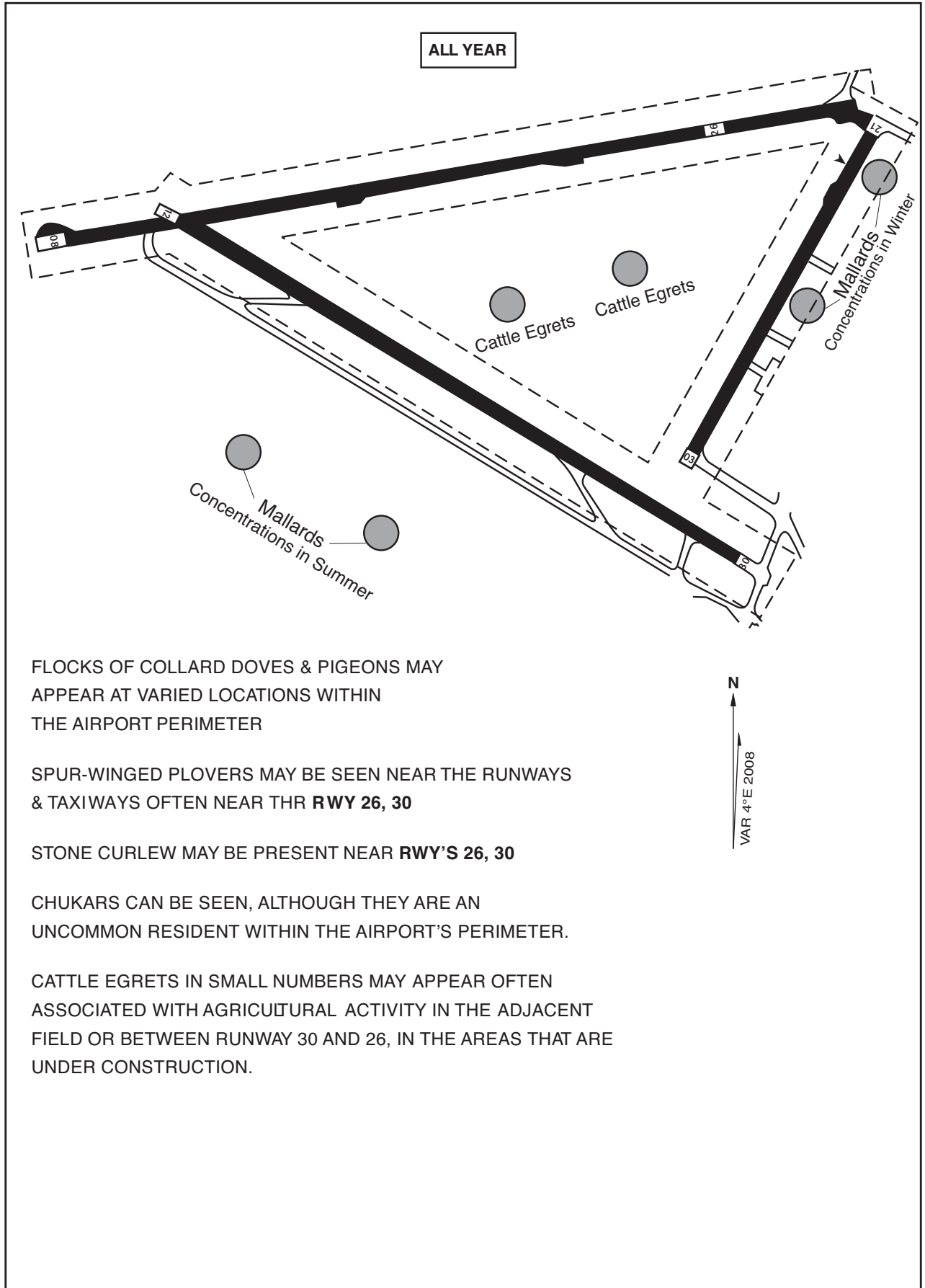
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BIRD CONCENTRATIONS AND MOVEMENTS

TEL-AVIV / BEN GURION



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EILAT/ILAN AND ASAF RAMON

Note: The following sections in this chapter are intentionally left blank: AD-2.7, AD-2.25

LLER AD 2.1 Aerodrome Location Indicator And Name

LLER – EILAT/ILAN AND ASAF RAMON

LLER AD 2.2 Aerodrome Geographical And Administrative Data

1	ARP coordinates and site at AD	294338N 0350051E 14°/1 800 M from THR 01
2	Direction and distance from (city)	019°, 20 km from Eilat city center
3	Elevation/Reference temperature	288 ft./40.2°C (August)
4	Geoid undulation at AD ELEV PSN	20 meters
5	MAG VAR/Annual Change	5°E (2019)/0.08° increasing
6	AD Administration, address, telephone, telefax, telex, e-mail address, AFS, website address	Israel Airports Authority (IAA) Eilat/Ilan & Asaf Ramon International Airport P.O. Box 42 Eilat 8810001 Phone: +972-8-9553881, +972-8-9553799 Phone: +972-8- 9553600 (AIS) +972-8- 9553601 (AIS) AFS: LLERZPZX Email: teum_eilat@iaa.gov.il SITA: ETMELXH URL: http://www.iaa.gov.il
7	Types of traffic permitted (IFR/VFR)	IFR/CVFR
8	Remarks	Nil

LLER AD 2.3 Operational Hours

1	AD Administration	SUN-THU 0530-2330 LT FRI & holiday eve 0600-1800 LT SAT & holidays 0700-2330 LT Beyond operating hours by special permission from the Airport Management Aerodrome available as alternate - H24
2	Customs and immigration	As AD administration
3	Health and sanitation	As AD administration
4	AIS Briefing Office	As AD administration
5	ATS Reporting Office (ARO)	As AD administration
6	MET Briefing Office	Israel Meteorological Service meteorological watch office, Bet Dagan (LLBD).
7	ATS	H24
8	Fuelling	Hours: SUN-FRI and holiday eve as AD administration SAT and holidays between 14:00-22:30 (LT) Beyond operating hours: 24 hours' notice required. Tel: (via Airport OPS) +972-8- 9553600

9	Handling	AeroHandling & Laufer GHI Hours: As AD administration Tel: (via Airport OPS) +972-8- 9553600
10	Security	As AD administration
11	De-icing	Nil
12	Remarks	Nil

LLER AD 2.4 Handling Services And Facilities

1	Cargo-handling facilities	Laufer GHI, AeroHandeling
2	Fuel/oil types	FUEL: A1 AVGAS-LL OIL: NIL
3	Fuelling facilities/capacity	All stands through bowsers.
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

LLER AD 2.5 Passenger Facilities

1	Hotels	In the city of Eilat.
2	Restaurants	At AD and in the city.
3	Transportation	Taxis and buses outside terminal.
4	Medical facilities	First aid & ambulance at AD. "Yoseftal" hospital in the city of Eilat.
5	Bank and Post Office	At AD and in the city. At AD and in the city.
6	Tourist Office	At AD and in the city.
7	Remarks	NIL

LLER AD 2.6 Rescue And Fire Fighting Services

1	AD category for fire fighting	A9 Beyond operating hours by special permission from the Airport Management.
2	Rescue equipment	Rescue equipment: Ambulances and fire fighting vehicles.
3	Capability for removal of disabled aircraft	Limited recovery available for aircraft up to 400,000 kg MTOW (if tow bar available and aircraft can be rolled). Contact: (via Airport OPS) +972-8- 9553600.
4	Remarks	NIL

LLER AD 2.7 Seasonal Availability - Clearing

NIL

LLER AD 2.8 Aprons, Taxiways And Check Locations/Positions Data

1	Designation, surface and strength of aprons	R Surface: CONC Strength: PCN 32 / R / B / X / T Code C A/C. S Surface: CONC+ASPH GOOD Strength: PCN32 / R / B / X / T Code C A/C. T Surface: CONC+ASPH GOOD Strength: PCN15 / R / B / X / T Code C A/C. U Surface: CONC+ASPH FAIR Strength: PCN93 / R / B / W / T Code E A/C. V Surface: ASPH PAVED GOOD Strength: PCN67 / F / B / X / T CODE E A/C
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2	Designation, width, surface and strength of taxiways	<p>A Width: 23 M Surface: ASPH Strength: PCN 88 / F / B / W / T Code E A/C.</p> <p>A1 Width: 30.9 M Surface: ASPH Strength: PCN 88 / F / B / W / T Code E A/C. Remark: Holding point</p> <p>A1S Width: 33.6 M Surface: ASPH Strength: PCN 88 / F / B / W / T Code E A/C. Remark: Holding point</p> <p>A2 Width: 38.8 M Surface: ASPH Strength: PCN 88 / F / B / W / T Code E A/C.</p> <p>A3 Width: 38.8 M Surface: ASPH Strength: PCN88 / F / B / W / T Code E A/C.</p> <p>A4 Width: 25 M Surface: ASPH Strength: PCN 88 / F / B / W / T Code E A/C. Remark: Rapid Exit</p> <p>A5 Width: 30.9 M Surface: ASPH Strength: PCN88 / F / B / W / T Code E A/C. Remarks: Taxiway "A5" Holding Point: 72.0 m width.</p> <p>B Width: 44 M Surface: ASPH Strength: PCN 88 / F / B / W / T Code E A/C. Connecting between the aprons and Taxiways C, D, E, F.</p> <p>C Width: 18 M Surface: ASPH Strength: PCN 88 / F / B / W / T Code C A/C.</p> <p>D Width: 39.8 M Surface: ASPH Strength: PCN 88 / F / B / W / T Code E A/C.</p> <p>E Width: 40 M Surface: ASPH Strength: PCN 88 / F / B / W / T Code E A/C.</p> <p>F Width: 39 M Surface: ASPH PAVED GOOD Strength: PCN 88 / F / B / W / T Code E A/C.</p>
3	Location and elevation to the nearest metre or foot of altimeter checkpoints	<p>APRON "R", Elevation: 283 FT. APRON "S-west", Elevation: 285 FT. APRON "S-east", Elevation: 282 FT. APRON "T-west", Elevation: 286 FT. APRON "T-east", Elevation: 283 FT. APRON "U-west", Elevation: 292 FT. APRON "U-east", Elevation: 288 FT. APRON "V-west", Elevation: 294FT. APRON "V-east", Elevation: 291FT.</p>
4	Location of VOR checkpoints	NIL
5	Position of INS checkpoints in degrees, minutes, seconds and hundredths of seconds	See aircraft parking chart

6	Remarks	Aprons: R Pushback is not permitted without specific ATC approval. S Pushback is not permitted without specific ATC approval. T Pushback is not permitted without specific ATC approval. U Pushback is not permitted without specific ATC approval.
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LLER AD 2.9 Surface Movement Guidance And Control System And Markings

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Taxiing guidance signs at all intersections with TWY and RWY and all holding positions. Guide lines at apron. Nose-in guidance at aircraft stand.
2	RWY and TWY markings and LGT	RWY: Designation, THR, edge, runway end as appropriate, marked and lighted, Center line marked and lighted, AIM point, TDZ marked. TWY: Designation, holding position, as appropriate, marked and lighted. Center line marked.
3	Stop bars	Stop Bar 01: on TWY A1. Stop Bar 01: on TWY A1 South. Stop Bar 01-19: On TWY A2. Stop Bar 01-19: On TWY A3. Stop Bar 01-19: On TWY A4. Stop Bar 19: on TWY A5.
4	Remarks	Nil

LLER AD 2.10 Aerodrome Obstacles

NOTE: THIS CHAPTER PROVIDES ONLY OBSTACLES WITHIN AREA 2 THAT ARE ASSESSED AS BEING A HAZARD TO AIR NAVIGATION, WHICH INCLUDES ONLY OBSTACLES WITH HEIGHT OF 30 METERS AGL OR ABOVE.

In Area 2					
OBST ID/ Designation	OBST Type	OBST Position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
LLER 1005	Transmission Line Tower	294508.6N 0350057.4E	414 FT 146 FT	No marking or lighting	Nil
LLER 1006	Transmission Line Tower	294229.2N 0345945.2E	383 FT 101 FT	No marking or lighting	Nil
LLER 103	Transmission Line Tower	294727.0N 0350107.3E	444 FT 121 FT	No marking or lighting	Nil
LLER 104	Transmission Line Tower	294707.2N 0350103.0E	434 FT 119 FT	No marking or lighting	Nil
LLER 105	Transmission Line Tower	294717.1N 0350105.2E	440 FT 119 FT	No marking or lighting	Nil
LLER 106	Transmission Line Tower	294626.1N 0350053.9E	386 FT 119 FT	No marking or lighting	Nil
LLER 107	Transmission Line Tower	294636.5N 0350056.2E	399 FT 118 FT	No marking or lighting	Nil
LLER 108	Transmission Line Tower	294646.8N 0350058.5E	411 FT 117 FT	No marking or lighting	Nil
LLER 109	Transmission Line Tower	294657.0N 0350100.8E	419 FT 114 FT	No marking or lighting	Nil

In Area 2					
OBST ID/ Designation	OBST Type	OBST Position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
LLER 110	Transmission Line Tower	294615.6N 0350051.6E	379 FT 121 FT	No marking or lighting	Nil
LLER 111	Transmission Line Tower	294555.8N 0350046.6E	387 FT 110 FT	No marking or lighting	Nil
LLER 112	Transmission Line Tower	294605.9N 0350049.5E	370 FT 104 FT	No marking or lighting	Nil
LLER 113	Transmission Line Tower	294536.9N 0350041.3E	411 FT 110 FT	No marking or lighting	Nil
LLER 115	Transmission Line Tower	294546.0N 0350043.9E	398 FT 107 FT	No marking or lighting	Nil
LLER 118	Transmission Line Tower	294519.2N 0350036.3E	409 FT 100 FT	No marking or lighting	Nil
LLER 119	Transmission Line Tower	294527.9N 0350038.8E	406 FT 102 FT	No marking or lighting	Nil
LLER 126	Transmission Line Tower	294510.3N 0350033.7E	411 FT 103 FT	No marking or lighting	Nil
LLER 127	Transmission Line Tower	294501.2N 0350031.3E	405 FT 100 FT	No marking or lighting	Nil
LLER 2	Transmission Line Tower	294203.8N 0345931.0E	339 FT 96 FT	No marking or lighting	Nil
LLER 3	Transmission Line Tower	294213.0N 0345930.6E	367 FT 103 FT	No marking or lighting	Nil
LLER 333	Transmission Line Tower	294351.9N 0345926.5E	532 FT 99 FT	No marking or lighting	Nil
LLER 336	Transmission Line Tower	294412.6N 0345925.7E	524 FT 97 FT	No marking or lighting	Nil
LLER 8	Transmission Line Tower	294234.1N 0345929.7E	404 FT 102 FT	No marking or lighting	Nil
LLER 9	Transmission Line Tower	294223.6N 0345930.1E	384 FT 101 FT	No marking or lighting	Nil

In Area 2a					
OBST ID/ Designation	OBST type	OBST position	ELEV/HGT	Markings/Type, colour	Remarks
a	b	c	d	e	f
LLER 10	NAV AID	294441.08N 0350108.36E	276 FT 268 FT	Obstacle light	Nil
LLER 11	NAV AID	294426.81N 0350102.40E	281 FT 269 FT	Obstacle light	Nil
LLER 12	NAV AID	294424.46N 0350107.74E	321 FT 269 FT	Obstacle light	Nil
LLER 13	NAV AID	294423.72N 0350107.11E	290 FT 271 FT	Obstacle light	Nil
LLER 14	NAV AID	294423.01N 0350108.54E	310 FT 265 FT	Obstacle light	Nil

In Area 2a					
OBST ID/ Designation	OBST type	OBST position	ELEV/HGT	Markings/Type, colour	Remarks
a	b	c	d	e	f
LLER 15	NAV AID	294249.36N 0350042.33E	295 FT 250 FT	Obstacle light	Nil
LLER 16	NAV AID	294249.70N 0350040.86E	275 FT 250 FT	Obstacle light	Nil
LLER 17	NAV AID	294246.54N 0350040.34E	308 FT 251 FT	Obstacle light	Nil
LLER 18	NAV AID	294248.43N 0350040.87E	299 FT 254 FT	Obstacle light	Nil
LLER 19	NAV AID	294234.34N 0350032.90E	257 FT 244 FT	Obstacle light	Nil

In Area 3					
OBST ID/ Designation	OBST type	OBST position	ELEV/HGT	Markings/Type, colour	Remarks
a	b	c	d	e	f
NIL	NIL	NIL	NIL	NIL	NIL

LLER AD 2.11 Meteorological Information Provided

1	Associated MET office	Israel Meteorological Service, Bet Dagan (LLBD)
2	Hours of service MET office outside hours	Observations available at AD administration working hours, Briefing available from LLBD 24H each day. Alternate Aerodrome for LLBG -24H.
3	Office responsible for TAF preparation Periods of validity	Israel Meteorological Service, Bet Dagan (LLBD) 24 HR (Long TAF)
4	Type of landing forecast Interval of issuance	TBD
5	Briefing/consultation provided	Telephone briefing with the Meteorological Watch Office at Israel Meteorological Service, Bet Dagan, can be established in the aerodrome meteorological station.
6	Flight documentation Language(s) used	Charts, OPMET information, SIGMET, Aerodrome Warnings and low level forecasts for TEL-AVIV FIR available in ICAO abbreviated language or in English
7	Charts and other information available for briefing or consulting	Low level and upper wind and temperature chart for standard isobaric surface. Significant weather chart (low level, medium and high level)
8	Supplementary equipment available for providing information	Meteorological information terminal available at meteorological station in the AD containing: weather radar, weather satellite image display and animation, Upper Air temperature & wind profiles derived from Israeli radiosondes and AMDAR reports, SIGWX and T+W charts and updated OPMET information
9	ATS units provided with information	Eilat TWR
10	Additional information (limitation of service, etc.)	Nil

LLER AD 2.12 Runway Physical Characteristics

Designations RWY NR	TRUE BRG	Dimensions of RWY (m)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY-SWY
1	2	3	4	5	6	7
01	013.72°	3 600 X 45	88/F/B/W/T Asphalt	THR 294241.03 N 0350034.77 E; RWY END 294434.61 N 0350106.55E; GUND 19.72 m	THR 252.30 ft; TDZ 270.57 ft	TBD
19	193.72°	3 600 X 45	88/F/B/W/T Asphalt	THR: 294434.61 N 0350106.55E; RWY END: 294241.03 N 0350034.77 E; GUND 19.69 m	THR 272.31 ft; TDZ 281.40 ft	TBD

SWY dimension s (m)	CWY dimension s (m)	Strip dimension s (m)	Dimensions of RESA (m)	Location And Description Of Arresting System	OFZ	Remarks
8	9	10	11	12	13	14
Nil	300 X 150	3 720 X 280	RESA RWY 01 – 240x150	Nil	Available	Nil
Nil	300 X 150	3 720 X 280	RESA RWY 19 – 240x150	Nil	Available	Nil

LLER AD 2.13 Declared Distances

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
01	3 600	3 900	3 600	3 600	RESA 240 M
19	3 600	3 900	3 600	3 600	RESA 240 M
01-A3	2190	2490	2190	Nil	Take-off from intersection with A3
01-A2	2 400	2 700	2 400	Nil	Take-off from intersection with A2
19-A4	2300	2600	2300	Nil	Take-off from intersection with A4
19-A3	1410	1710	1410	Nil	Take-off from intersection with A3
19-A2	1 200	1 500	1 200	Nil	Take-off from intersection with A2

LLER AD 2.14 Approach And Runway Lighting

RWY Designator	APCH LGT type LEN INTST	THR LGT colour, WBAR	PAPI (MEHT)	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing colour INTST	RWY End LGT colour	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
01	APCH LGT type – CAT I Barrette LGT 900m - colour white; Each side barrette having a length of 10.5m and full crossbar extending 30m. The centerline has been placed at longitudinal intervals of 30m with the crossbar light spacing of 1m in line with code requirements.	THR+WN BR type CAT I Colour - green; Distance between lights – 1.5m interline circuit	PAPI Right & left 3° The units are spaced 9m away from each other with the Innermost unit 15m from the runway edge. Interline circuit MEHT - TBD	Nil	LGTD 3 600 m (Threshold-End); 2 700m - White; FM 2 700m to 3 300m - Alternate RED/WHITE; FM 3 300m – RED; Distance between lights - 30m; Light intensity - High	REL (Threshold-End) LGTD 3 600 m; 3 000 m - white; a section of 600m at the remote END of the RWY - yellow. Distance between lights - 60m Interlined circuit.	Type CAT I Colour - red; Distance between lights - 6m Interlined circuit	Nil	Nil
19	APCH LGT type – CAT I Barrette LGT 902m - colour white; Barrette system - 5 lights, crossbar 312m from the TH Each side barrette having a length of 10.5m and full crossbar extending 30m. The centerline has been placed at longitudinal intervals of approximately 30m (approved installation tolerance of up to 2 m), with the crossbar light spacing of 1m in line with code requirements.	THR+WN BR type CAT I Colour – green; Distance between lights - 1.5m interline circuit	PAPI Right & left 3° The units are spaced 9m away from each other with the Innermost unit 15m from the runway edge. Interline circuit MEHT - TBD	Nil	LGTD 3 600 m (Threshold-End); 2 700m - White; FM 2 700m to 3 300m - Alternate RED/WHITE; FM 3 300m – RED; Distance between lights - 30m; Light intensity - High	REL (Threshold-End) LGTD 3 600 m; 3 000 m - white; a section of 600m at the remote END of the RWY - yellow. Distance between lights - 60m Interlined circuit.	Type CAT I Colour - red; Distance between lights - 6m Interlined circuit	Nil	Nil

LLER AD 2.15 Other Lighting, Secondary Power Supply

1	ABN/IBN location, characteristics and hours of operation	ABN: At Tower building FLG green/white IMC and at night
2	LDI location and LGT	LDI: Nil
	Anemometer location and LGT	Anemometer: see aerodrome chart.
3	TWY edge and centre line lighting	Edge: All taxiway Centerline lighting: TWY A3-"D", A2-"C", A4-"F", F-"B" (green)
4	Secondary power supply/switch-over time	Secondary power supply to all lighting at AD Switch-over time: 15 SEC.
5	Remarks	Nil

LLER AD 2.16 Helicopter Landing Area

Take Off and Landing only on the Runway.

LLER AD 2.17 ATS Airspace

1	Designation and lateral limits	Eilat Ramon CTR CTR North - 295855N 0350540E southward along the Israel/Jordan border to 295335N 0350503E - 295335N 0345819E - 295835N 0345921E - 295835N 0350221E - 300032N 0350247E - to point of origin (295855N 0350540E). CTR South - 295335N 0350503E southward along the Israel/Jordan border to 293233N 0345841E - 293109N 0345759E - 292800N 0345601E - 292800N 0345400E - 292931N 0345415E northward along the Israel/Egypt border to 294212N 0345114E - 294335N 0345445E - 294559N 0345606E - 295002N 0345736E - 295334N 0345819E to point of origin (295335N 0350503E).
2	Vertical limits	CTR North - SFC to 4 000 FT MSL CTR South - SFC to 6 000 FT MSL
3	Airspace classification	See ENR 1.4
4	ATS unit call sign Language(s)	Eilat Tower English (Hebrew at ATC discretion)
5	Transition altitude	Nil
6	Remarks	Nil

LLER AD 2.18 ATS Communication Facilities

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP/TWR	Eilat Control	119.000 MHz	H24	Primary freq.
		122.000 MHz	H24	Secondary Freq.
		121.500 MHz	H24	Emergency freq.
GND	Eilat Ground Control	121.700 MHz	H24	Primary freq.
		121.800 MHz	H24	Secondary Freq.
		121.500 MHz	H24	Emergency freq.
ATIS	Eilat Information	132.550 MHz	H24	Digital ATIS available via ACARS.

LLER AD 2.19 Radio Navigation And Landing Aids

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/ MLS, give declination)	ID	Frequency	Hours of operation	Location of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
VOR/DME (5°E/2019)	LOT	112.000 MHz	H24	293629.1N 0345834.1E	200 FT	Authorized for use along ATS routes only. See ENR 4.1-1 CH 57 X
DVOR/DME (5°E/2019)	RAM	113.850 MHz	H24	294511.1N 0350113.9E	251 FT	CH 85 Y
LOC 01 ILS CAT I (5°E/2019)	RC	108.700 MHz	H24	294444.33N 0350109.27E	-	-
GP/DME 01 (5°E/2019)	Dots/ Dashes	330.500 MHz	H24	294248.55N 0350040.91E	264 FT	CH 24 X
LOC 19 ILS CAT I (5°E/2019)	RB	110.500 MHz	H24	294231.21N 0350032.02E	-	-
GP/DME 19 (5°E/2019)	Dots/ Dashes	329.600 MHz	H24	294424.52N 0350107.76E	284 FT	CH 42X

LLER AD 2.20 Local Traffic Regulations**1. Airport regulations**

All air carrier traffic (Arrivals and Departure) must have a coordinated slot. Application shall be applied 48 hours in advance from Monday to Thursday or 72 hours in advance from Friday to Sunday, via E-mail address: tlvacxh@iaa.gov.il

Private domestic or international traffic must have a coordinated slot. Application shall be applied 48 hours in advance via E-mail address: computerte@iaa.gov.il

Aerodrome available as alternate - H24.

Arriving CVFR flights should contact TWR by telephone prior to departure in order to obtain a Slot to enter Eilat CTR with minimum delay.

Operation of Ultralight flight within LLER CTR is prohibited, except by prior permission from aerodrome administration and ATC.

Low flying over the city of Eilat (except for landing/take-off) is prohibited.

Aircraft being towed between parking stands must establish and maintain communication with GND control.

Aerodrome Obstacle Chart – ICAO Type A is not provided because there are no significant obstacles within the take-off flight path areas.

2. Taxiing to and from stands

Arriving aircraft:

- will be allocated a stand number by the TWR.
- will be guided by the "Follow Me" vehicle and guided by the Marshaller on the stand, except for General Aviation aircraft.
- Transponder operation: after landing continue transmitting Mode A Code and Mode S until aircraft is parked on stand.

Departing aircraft:

- 'Clearance prior to taxi' (CPT) is provided continuously on freq. 121.700 MHz or as published by ATIS.
- Pilots shall contact CPT 15 minutes before start-up. The MSG shall specify the following: ACFT call sign and type, stand number, ATIS letter and the Intended start-up time.
- In order to adhere to SLOT times, aircraft will be cleared to pushback and taxi, not later than 10 minutes prior to calculated take off time (CTOT).
- When aircraft is ready for 'push-back' and/ or 'start up', the pilot shall request and obtain 'push-back' and/ or 'start up' clearance on GND frequency.
- Aircraft receiving 'push-back' clearance is expected to vacate the parking stand without delay.

Transponder Operation:

- Departing aircraft shall operate transponder on MODE A/ALT code and MODE S code, when ready for push-back or taxi clearance, whichever earliest. Aircraft operating Mode S shall identify using ICAO call sign.
- Pilots cleared to line-up shall be ready for immediate take-off; if unable, notify ATC in advance.

3. Parking area for helicopters and small aircraft (General aviation)

Parking stand will be allocated by the TWR.

"Follow Me" service and or Marshaller assistance may be requested from the TWR.

Aircraft shall be parked using standard wheel chocks only.

Aircraft shall be tied down on both sides.

Exit and entry to/from the apron via west side of the concrete only. Avoid walking on any taxiway (asphalt).

4. Apron - taxiing during low visibility

Taxiways in the apron area are not equipped with center line lights. The taxi guide lines may not be visible due to low visibility. Assistance from the "Follow Me" vehicle for departing aircraft may be requested on GND ATC frequency.

5. Taxiing - limitations

Not applicable.

6. School and training flights - technical test flights - use of runways

- a. Authorization of a training flight is not an authorization for a parking position which has to be coordinated separately with Eilat/ILAN AND ASAF Ramon Operations.
- b. Training flights by Ultralight aircraft and propeller driven parachutes are not permitted.
- c. A request for a training slot should be submitted by email directly to the Eilat ATC Manager as follows:
 1. In order to be a part of the weekly plan (SUN-SAT):
 - 1.1 A request should be submitted by the operator not later than 12:00 Tuesday on the preceding week.
 - 1.2 A request that will be submitted later will be attended as a low priority request according to availability.
 2. A pilot submitting a request on the same day of training flight should contact the ATC Supervisor, The ATC Supervisor will approve / reject the training flight based on traffic, weekly plan and other factors.
 3. All requests should specify: Type of A/C, Requested date & time, Type & Number of App. and any other relevant information (Telephone No, Refueling, Parking, etc.).
 4. Tel. for a training Info – 08-9553666.
- d. Training flights, that have been approved by Eilat TWR manager/ ATC Supervisor, will submit a standard flight plan on the day of the flight.
- e. Training areas:
 1. LLER aerodrome has two training areas for GA, as shown in chart AD 2 LLER VFRTA:
 - i. Mount Berech area - during day time only. ALT 4 000 ft up to 6 000 ft MSL.
 - ii. Western shore line area - during day and night. ALT 500 ft up to 1 500 ft. MSL.
 2. All training areas shall be coordinated with the ATC supervisor.

- f. The following restrictions apply:
1. Training flights are permitted daily during Operational Hours.
 2. Training flights will be approved (in the planning phase and in real time) subject to higher priority operations i.e commercial flights, special events, maintenance work etc.
 3. AIS office/"Briefing" will approve a training flight-plan only after confirming with the pilot that the flight is authorized by Eilat TWR manager / ATC Supervisor.

7. Helicopter Traffic - limitation

Non-scheduled public air traffic with helicopter is permitted only after prior approval from Eilat Ramon Aerodrome Administration. Any contact concerning the above shall be made via the handling company or directly to the office during the hours of service. If possible, not later than the day before the flight is to be carried out.

Any request for approval of traffic shall contain the following information:

- a. Owner/operator
- b. Type of helicopter, registration/call sign
- c. Date, arrival time/departure time, destination(s)

Furthermore, other details relevant to the evaluation of the request must be given as required.

8. Removal of disabled aircraft from runways

Any aircraft involved in an accident shall be removed from the accident site only after obtaining permission of the chief investigator of aircraft accidents and incidents, or from the head of the investigation committee.

When an aircraft is wrecked on a runway, it is the duty of the owner or user of such aircraft to have it removed as soon as possible. If a wrecked aircraft is not removed from the runway as quickly as possible by the owner or user, the aircraft will be removed by the aerodrome authority at the owner's or user's expense.

9. Airport limitations (Local time)

YOM-KIPPUR - day of Atonement (see GEN 2.1) - Airport closed as follows:

- YOM-KIPPUR's eve: Last ARR/DEP at 14:00.
- YOM-KIPPUR: First ARR from 22:30, first DEP from 23:30.

LLER AD 2.21 NOISE ABATEMENT MONITORING & PROCEDURES

Not applicable

LLER AD 2.22 FLIGHT PROCEDURES

1. General

Flights within Eilat Ramon CTR shall be in accordance with Instrument Flight Rules (IFR) and with the Controlled Visual Flight Rules (CVFR).

2. Preferential runway system

The airport has two basic runway operational configurations – 01/01 and 19/19, depending on tailwind component limitations.

Mixed operational scenario is possible at the ATC discretion.

3. Arrivals – General Procedures

Visual approach

Due to airspace limitations, prior familiarization with Eilat Ramon airport and airspace is required.

RNAV visual approach is authorized only according to RNAV visual approach chart.

Visual approach (NON RNAV) is authorized in day-time only, and requires prior authorization from the tower manager.

In case of missed approach, pilots shall follow ATC instructions.

4. **Procedures for IFR flights within Eilat Ramon CTR**

Not applicable.

5. **Procedures for CVFR flights within Eilat-Ramon CTR**

1. Circuit altitude (for VFR and CVFR flights):
 - CAT A and B - 1,500 feet during the day and 2,000 feet during the night.
 - CAT C - 2,500 feet;
 - CAT D - 3,000 feet;
 - Cat E - CVFR circuit is not applicable.
2. Traffic pattern:
 - RWY 01 - standard pattern only (west circuit)
 - RWY 19 - Non-standard pattern only (west circuit);
3. Aircraft CAT A, B and C - while in circuit pattern, pilots shall avoid entering the restricted area LLR27, south of the airport.
4. Aircraft on "Downwind" leg should avoid flying over and orbit over "Beer Ora".
5. CVFR flights are conducted according to controlled visual routes chart (see domestic AIP, chapter B-03).

6. **Procedures for flights from Eilat-Ramon To Aqaba**

All flights will contact, by telephone, the Israeli Security Center before starting up (Tel. +972-3-9599800). Tower controller shall verify this action with pilot prior to start up clearance.

By prior coordination, Eilat ATC will verify the appropriate RWY in use in Aqaba aerodrome.

7. **Radar procedures within Eilat Ramon CTR**

Expect air traffic advisory services, based on WAM system (SSR Mode A/C and Mode S), Eilat Tower does not provide radar services.

8. **Low Visibility Procedure (LVP)**

General

- a. Low Visibility Procedure (LVP) will be implemented by TWR, and transmitted by ATIS, when visibility is below 2,800 meters.
- b. Follow-me service will be provided to aircraft to and from stands by TWR discretion OR pilot request. This service however will not be provided when visibility is less than 100 meters;
- c. Due to greater separation applied in Low Visibility conditions, expect delays in the approach and takeoff sequence.
- d. Pilots report
 - Aircraft taking off shall report "rolling" when commencing takeoff run;
 - Vacating aircraft shall report "runway vacated";
 - After takeoff aircraft shall report "airborne", as soon as practicable;
 - When parked, aircraft shall report "on stand".

9. **Take off from runway/taxiway intersections**

Aircraft may depart from runway intersections, by TOWER approval. Ref. remaining distances as specified in

table LLER AD 2.7-13.

10. Communication Failure Procedure

Communication failure

Procedures for IFR traffic:

Arriving aircraft:

1. Set the transponder to Code 7600;
2. Keep Transmitting ("Blind Transmission") on the tower Frequency - 119.0 MHz or 122.00 MHz, or on 121.5 MHz.
3. If Able, Contact the tower by Telephone (+972-8-955-3666) and inform the tower about your intentions.
4. Approach clearance:
 - 4.1 If approach clearance already received:
 - 4.1.1 Complete the approach according to the clearance,
 - 4.1.2 Land upon receiving Green light from the tower.
 - 4.1.3 In case of red light received from the tower and/or flashing runway edge lights, perform a missed approach procedure And repeat the approach.
 - 4.2 If approach clearance was not received:
 - 4.2.1 Proceed to RAM VOR at the last assigned altitude, but not higher than 6 000 feet.
 - 4.2.2 Perform and complete 1 full Holding pattern.
 - 4.2.3 Complete an ILS approach to RWY 01
 - 4.2.4 Land after receiving green light from the tower.
 - 4.2.5 In case of red light received from the tower, and or flashing runway edge lights, perform a missed approach procedure and join the same approach again.

Departing Aircraft:

1. Set the transponder to Code 7600;
2. If returning to land, perform the procedures detailed above for arriving aircraft.
3. If not returning to land in the airport:
 - 3.1 Follow the SID with all applicable restrictions
 - 3.2 Thereafter, adjust level and speed in accordance with the filed flight plan.
 - 3.3 Keep Transmitting ("Blind Transmission") on the TWR Frequency or on emergency frequency 121.5 MHz.
 - 3.4 If Able, contact Eilat tower by telephone (+972-8-955-3666) and inform tower about your intentions.

Procedures for CVFR Flights

1. Set the transponder to Code 7600;
2. Keep Transmitting ("Blind Transmission") on the tower Frequency - 119.0 MHz or 122.000 Mhz, or on 121.5 MHz.
3. Turn on the landing lights.

4. If Able, Contact the tower by Telephone (+972-8-955-3666) and inform the tower about your intentions.
5. Fly over the tower and determine the Runway in Use, observing the traffic pattern and/or the wind direction indicator ("Wind Sac").
 - 5.1 Traffic pattern (all traffic patterns are Western patterns):
 - 5.1.1 Runway 01 – standard pattern (Western Circuit Only).
 - 5.1.2 Runway 19 – Non-standard pattern (Western Circuit Only).
6. Join the down-wind leg at altitude suitable for your aircraft category, considering the traffic in the vicinity of the aerodrome.
Land after receiving green light from the tower
In case of red light received from the tower, or flashing runway edge lights, join the down-wind leg again.

Take off Minima for IFR Departures	
A, B, C, D, E	DAY - Runway edge lights OR RCLM NIGHT - Runway edge lights OR RCLM AND End lights
	500 m

LLER AD 2.23 ADDITIONAL INFORMATION

1. **Bird concentration and significant bird movement in the vicinity of the airport**
 - 1.1 **Spring migration in the vicinity of airport:**

Large flocks of birds migrate in the general direction of south to north. Soaring large bird species (white storks) migrate mainly during peak temperature hours of the day. During the spring season, the daily average of passing migrating birds is several thousands.

During day time migration concentrate in the middle of the Jordan Valley. Soaring birds also form three south-to-north routes above the runways and the two national highways in Israel and Jordan, taking advantage of thermals generated by them. Typical bird flight height ranges between 1,000 ft. AGL to 3,000 ft. AGL, averaging at 2,000 ft. AGL.

Species and dates (dates are approximated):

Species	Dates (approximated)
White Stork and Black Stork	20 FEB – 20 APR
Common Crane	20 FEB – 20 APR
Steppe Eagle	20 JAN – 1 APR
Common Buzzard	20 FEB – 20 MAY
Honey Buzzard	20 APR – 20 MAY
Levant Sparrowhawk	20 APR – 10 MAY
Raptors	15 MAR – 15 MAY
Great Cormorants	15 MAR – 15 MAY
Cranes	15 MAR – 15 MAY
Swallows	15 MAR – 15 MAY
Swifts	15 MAR – 15 MAY

2. **Autumn migration in the vicinity of airport:**

Large flocks of birds migrate in the general direction of north to south. Soaring large bird species (white storks) migrate mainly during peak temperature hours of the day. Flocks of small birds, as well as larger species such as ducks, migrate during night time. During the autumn season, the daily average of passing migrating birds is several thousands.

During day time the migration concentrates in the middle of the Jordan Valley, and during the night it is more widespread. Typical bird flight height ranges between 1,000 ft. AGL to 3,000 ft. AGL, averaging at 2,000 ft. AGL.

Species	Dates (approximated)
Common Crane	10 OCT – 20 DEC
Steppe Eagle	1 NOV – 20 DEC

3. Winter migration in the vicinity of airport:

Flocks of winter migratory and resident bird species are present in the vicinity of the airport. Most of the large birds are waterfowl and other water birds that fly through the airport along Elifaz Reservoirs (north of the runways) to the sewage treatment ponds and the Salinas (south of the runways).

During mid-Autumn to mid-Spring flocks of Great cormorants cross the airport area every day from south to north in the morning and back to roosting sites in the Red Sea at dusk.

Wintering and migrating raptor flocks use the date palm plantations in the area for night roosting.

Species and dates (approximated):

Species	Dates (approximated)	Notes
Great Cormorants	1 OCT – 20 MAR	Large flocks Their main roosts are at sea, or at the Aqaba Birding Center which is located 2 km east of the Eilat. Their average morning routine involves flying to their feeding sites at Eilat's sewage ponds, and at Eilat reservoir. Birds cross the air-space in low to medium height.
Imperial Eagles, Spotted Eagles, and Bonelli's Eagles		These eagles spend the winter in low numbers throughout the area and cross the air-space on a daily basis.

4. Summer migration in the vicinity of airport

Species and dates (approximated):

Species	Dates (approximated)	Notes
Flamingos		A flock of a few hundreds of flamingos stay through the season at the Salinas.
Sooty Falcons, Barbary Falcons, and Egyptian Vultures.		They are known to breed in the mountains surrounding Eilat. Their breeding season is between MAR 1st and OCT 15th and known to cross the airspace on a daily basis
Pigeons, Collard Doves, and Palm Doves		Thousands of pigeons, collard doves and palm doves feed in the cattle quarantine adjacent to the sewage treatment ponds where they drink.

LLER AD 2.24Charts Related To An Aerodrome

Chart Name	Page
Aerodrome Chart - ICAO	AD 2 LLER ADC
Aircraft Parking Chart – ICAO - Apron R, S, T	AD 2 LLER ADCRST-1
Aircraft Parking Chart – ICAO - Apron U	AD 2 LLER ADCU-2
Aircraft Parking Chart – ICAO - Apron V	AD 2 LLER ADCV-3
Standard Departure Chart - Instrument SID RNAV (GNSS) – ICAO - RWY 01 NURIT 1F	AD 2 LLER SID-01NF-1
Standard Departure Chart - Instrument SID - ICAO - RWY 01 NURIT 2H	AD 2 LLER SID-01NH-2
Standard Departure Chart - Instrument SID RNAV (GNSS) – ICAO - RWY 19 NURIT 1K	AD 2 LLER SID-19NK-1
Standard Departure Chart - Instrument SID – ICAO - RWY 19 NURIT 1M	AD 2 LLER SID-19NM-2
Standard Departure Chart - Instrument SID RNAV (GNSS) – ICAO - RWY 19 NURIT 1J	AD 2 LLER SID-19NJ-3
Standard Departure Chart - Instrument SID – ICAO - RWY 19 NURIT 1N	AD 2 LLER SID-19NN-4
Standard Arrival Chart - Instrument STAR RNAV – ICAO - RWY 01 NURIT 1B	AD 2 LLER STAR-01-1
Standard Arrival Chart - Instrument STAR RNAV – ICAO - RWY 19 NURIT 1D	AD 2 LLER STAR-19-1
Instrument Approach Chart – ICAO - ILS RWY 01	AD 2 LLER IAC-01ILS-2
Instrument Approach Chart – ICAO - ILS RWY 19	AD 2 LLER IAC-19ILS-2
Instrument Approach Chart – ICAO - RNP RWY 01	AD 2 LLER IAC-01RNP-1
Instrument Approach Chart – ICAO - RNP RWY 19	AD 2 LLER IAC-19RNP-1
RNAV Visual Approach Chart – RWY 01	AD 2 LLER VAC-01-1
RNAV Visual Approach Chart – RWY 19	AD 2 LLER VAC-19-1
VFR Training Areas	AD 2 LLER VFRTA

AERODROME
CHART - ICAO

29° 43' 38" N
035° 00' 51" E

AD ELEV 288 ft

TWR 119.00
GND 121.70

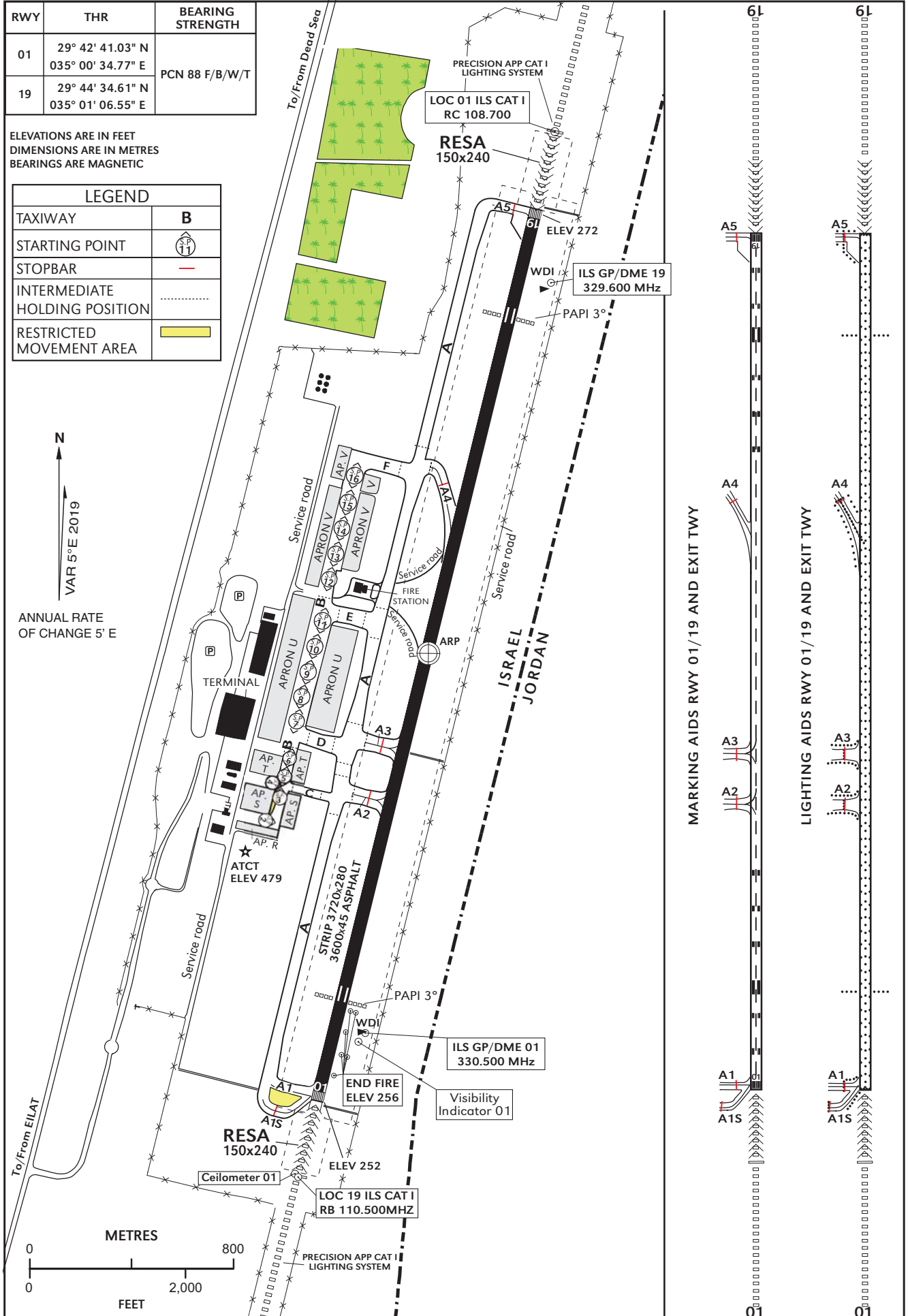
EILAT / ILAN &
ASAF RAMON (LLER)

RWY	THR	BEARING STRENGTH
01	29° 42' 41.03" N 035° 00' 34.77" E	PCN 88 F/B/W/T
19	29° 44' 34.61" N 035° 01' 06.55" E	

ELEVATIONS ARE IN FEET
DIMENSIONS ARE IN METRES
BEARINGS ARE MAGNETIC

LEGEND	
TAXIWAY	B
STARTING POINT	
STOPBAR	—
INTERMEDIATE HOLDING POSITION
RESTRICTED MOVEMENT AREA	

N
VAR 5°E 2019
ANNUAL RATE
OF CHANGE 5' E



MARKING AIDS RWY 01/19 AND EXIT TWY

LIGHTING AIDS RWY 01/19 AND EXIT TWY

CHANGES: S.P. 16, 8, 7, 6 and 5 updated, chart numbering

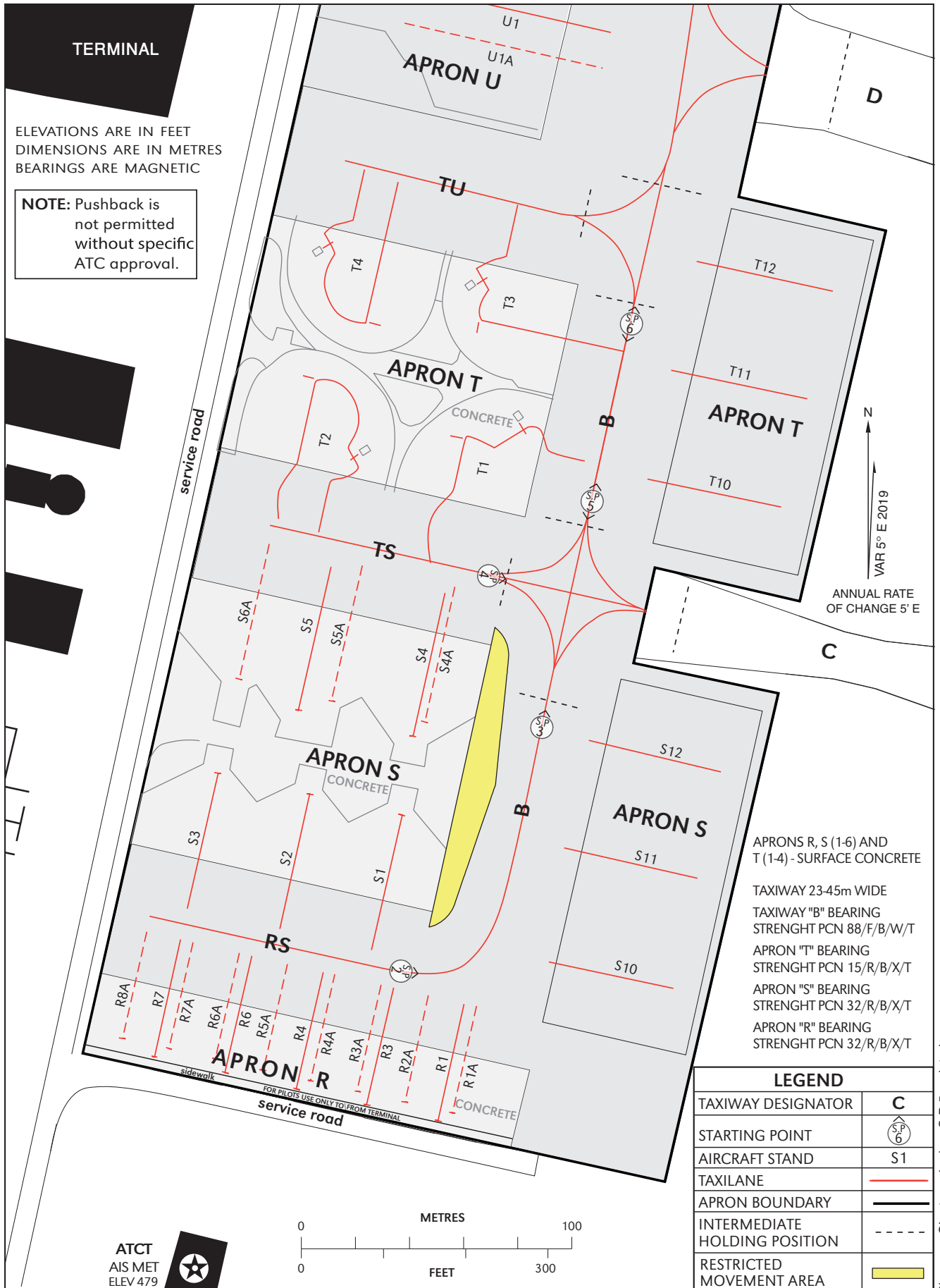
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AIRCRAFT PARKING
CHART - ICAO
APRONS R, S, T

APRON ELEV
T - west 286 ft. east 283 ft.
S - west 285 ft. east 282 ft.
R - 283 ft.

ATIS	132.55
GND	121.70
TWR	119.00

EILAT / ILAN &
ASAF RAMON (LLER)



INS Coordinates for Aircraft Stands (GND East)

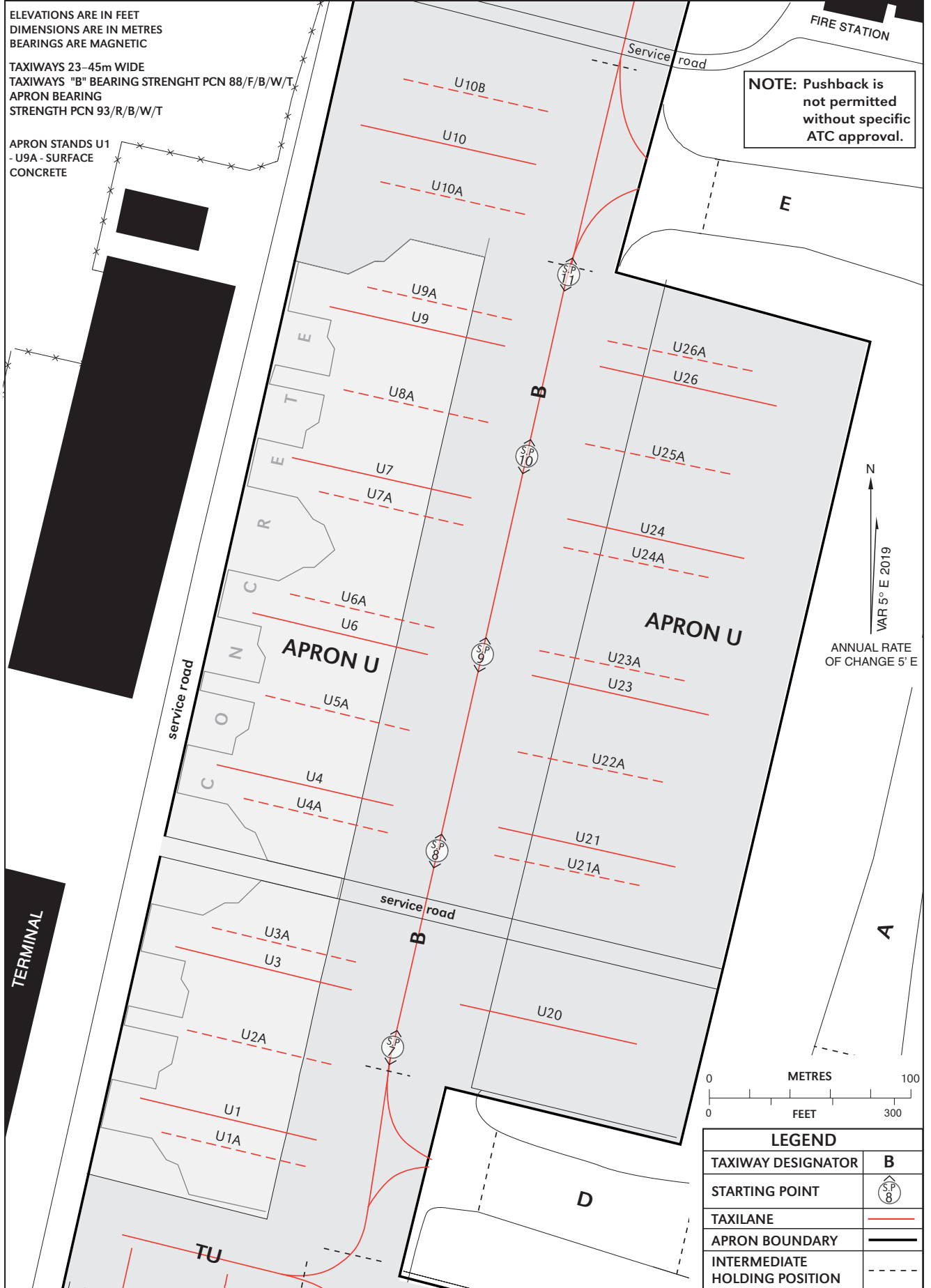
Stand No.	Coordinates	Stand No.	Coordinates
R1	29° 43' 14.85" N 35° 00' 27.71" E	S4	29° 43' 19.49" N 35° 00' 27.43" E
R1A	29° 43' 14.95" N 35° 00' 27.88" E	S4A	29° 43' 19.66" N 35° 00' 27.57" E
R2A	29° 43' 15.09" N 35° 00' 27.23" E	S5	29° 43' 19.83" N 35° 00' 25.87" E
R3	29° 43' 15.06" N 35° 00' 26.72" E	S5A	29° 43' 19.93" N 35° 00' 26.31" E
R3A	29° 43' 15.23" N 35° 00' 26.58" E	S6A	29° 43' 20.19" N 35° 00' 25.05" E
R4	29° 43' 15.27" N 35° 00' 25.74" E	S10	29° 43' 16.40" N 35° 00' 30.94" E
R4A	29° 43' 15.23" N 35° 00' 26.58" E	S11	29° 43' 17.70" N 35° 00' 31.31" E
R5A	29° 43' 15.50" N 35° 00' 25.28" E	S12	29° 43' 18.99" N 35° 00' 31.67" E
R6	29° 43' 15.47" N 35° 00' 24.76" E	T1	29° 43' 22.48" N 35° 00' 28.57" E
R6A	29° 43' 15.64" N 35° 00' 24.63" E	T2	29° 43' 22.87" N 35° 00' 26.73" E
R7	29° 43' 15.68" N 35° 00' 23.79" E	T3	29° 43' 24.89" N 35° 00' 28.16" E
R7A	29° 43' 15.78" N 35° 00' 23.98" E	T4	29° 43' 25.27" N 35° 00' 26.40" E
R8A	29° 43' 15.92" N 35° 00' 23.33" E	T10	29° 43' 22.14" N 35° 00' 32.55" E
S1	29° 43' 18.53" N 35° 00' 27.26" E	T11	29° 43' 23.43" N 35° 00' 32.91" E
S2	29° 43' 18.80" N 35° 00' 26.00" E	T12	29° 43' 24.73" N 35° 00' 33.27" E
S3	29° 43' 19.07" N 35° 00' 24.74" E		

AIRCRAFT PARKING
CHART - ICAO
APRON U

APRON ELEV **U west 292 ft.**
U East 288 ft.

ATIS	132.55
GND	121.70
TWR	119.00

EILAT / ILAN &
ASAF RAMON (LLER)



INS Coordinates for Aircraft Stands (GND East)

Stand No.	Coordinates	Stand No.	Coordinates
U1	29° 43' 28.56" N 35° 00' 27.05" E	U10	29° 43' 44.17" N 35° 00' 31.42" E
U1A	29° 43' 28.02" N 35° 00' 27.47" E	U10A	29° 43' 43.24" N 35° 00' 31.73" E
U2A	29° 43' 29.66" N 35° 00' 27.93" E	U10B	29° 43' 44.88" N 35° 00' 32.19" E
U3	29° 43' 30.99" N 35° 00' 27.73" E	U20	29° 43' 29.33" N 35° 00' 36.14" E
U3A	29° 43' 31.30" N 35° 00' 28.39" E	U21	29° 43' 32.15" N 35° 00' 36.93" E
U4	29° 43' 33.93" N 35° 00' 28.55" E	U21A	29° 43' 31.84" N 35° 00' 36.27" E
U4A	29° 43' 33.39" N 35° 00' 28.97" E	U22A	29° 43' 33.48" N 35° 00' 36.73" E
U5A	29° 43' 35.03" N 35° 00' 29.43" E	U23	29° 43' 34.58" N 35° 00' 37.61" E
U6	29° 43' 36.36" N 35° 00' 29.23" E	U23A	29° 43' 35.12" N 35° 00' 37.19" E
U6A	29° 43' 36.67" N 35° 00' 29.89" E	U24	29° 43' 37.07" N 35° 00' 38.31" E
U7	29° 43' 38.85" N 35° 00' 29.93" E	U24A	29° 43' 36.76" N 35° 00' 37.65" E
U7A	29° 43' 38.31" N 35° 00' 30.35" E	U25A	29° 43' 38.40" N 35° 00' 38.11" E
U8A	29° 43' 39.95" N 35° 00' 30.81" E	U26	29° 43' 39.50" N 35° 00' 38.99" E
U9	29° 43' 41.28" N 35° 00' 30.61" E	U26A	29° 43' 40.04" N 35° 00' 38.57" E
U9A	29° 43' 41.59" N 35° 00' 31.27" E		

**AIRCRAFT PARKING
CHART
APRON V - ICAO**

APRON ELEV V west 294 ft.
V east 291 ft.

TWR	119.00
GND	121.70

**EILAT / ILAN &
ASAF RAMON (LLER)**



INS Coordinates for Aircraft Stands Apron V

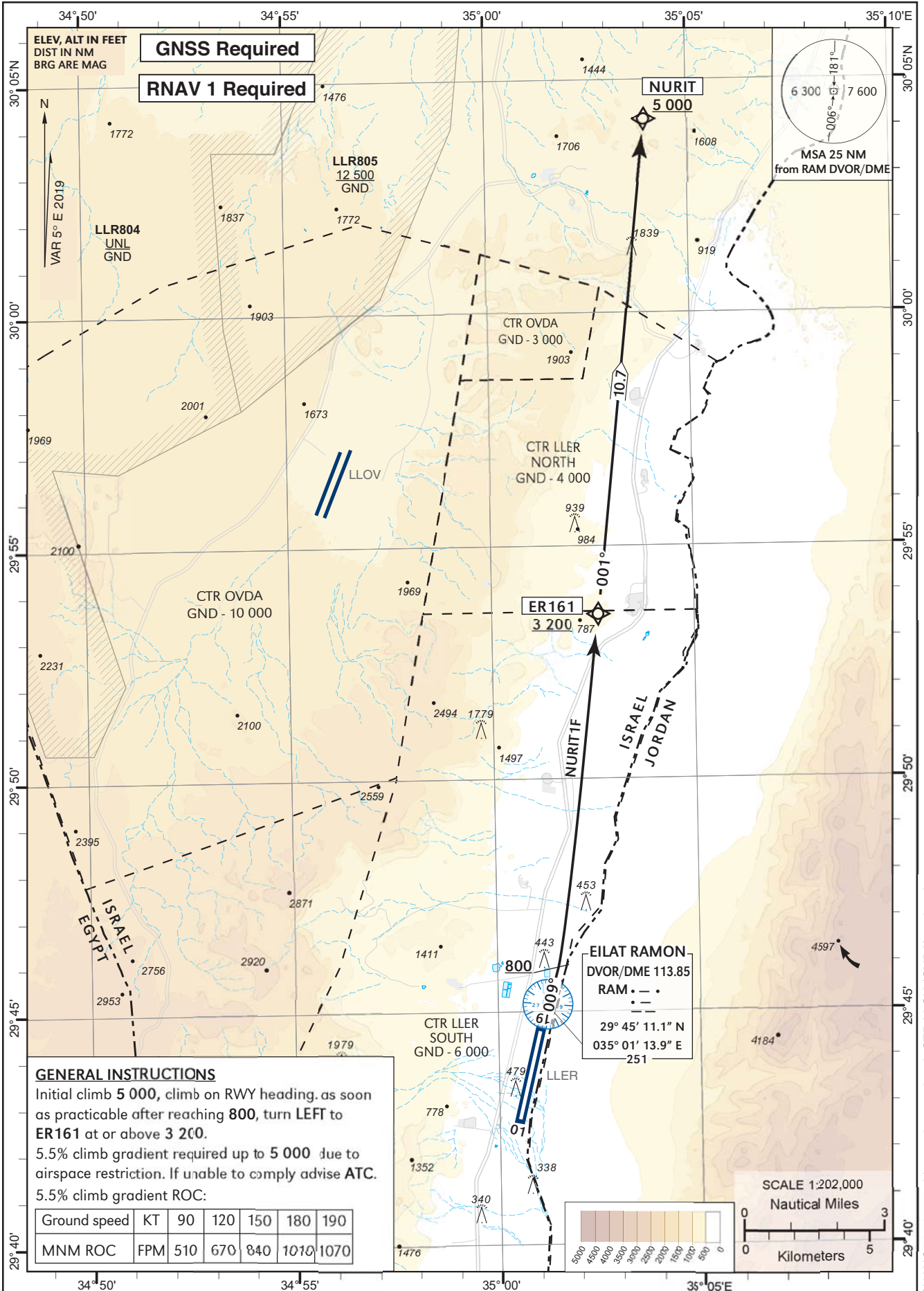
Stand No.	Coordinates	Stand No.	Coordinates
V1	29° 43' 47.49" N 35° 00' 33.57" E	V12	29° 44' 03.61" N 35° 00' 38.08" E
V2	29° 43' 48.76" N 35° 00' 33.93" E	V12A	29° 44' 03.21" N 35° 00' 37.95" E
V3	29° 43' 50.97" N 35° 00' 34.54" E	V20	29° 43' 49.62" N 35° 00' 40.57" E
V4	29° 43' 52.25" N 35° 00' 34.90" E	V21	29° 43' 51.36" N 35° 00' 41.10" E
V5	29° 43' 53.53" N 35° 00' 35.26" E	V22	29° 43' 53.24" N 35° 00' 41.63" E
V6	29° 43' 54.81" N 35° 00' 35.62" E	V23	29° 43' 55.12" N 35° 00' 42.15" E
V7	29° 43' 56.08" N 35° 00' 35.97" E	V24	29° 43' 56.99" N 35° 00' 42.68" E
V8	29° 43' 57.36" N 35° 00' 36.33" E	V25	29° 43' 59.36" N 35° 00' 43.34" E
V9	29° 43' 58.64" N 35° 00' 36.69" E		
V10	29° 44' 1.05" N 35° 00' 37.36" E		
V11	29° 44' 2.33" N 35° 00' 37.72" E		

STANDARD INSTRUMENT
DEPARTURE CHART
(SID) - ICAO

TRANSITION ALTITUDE BY ATC

ATIS	132.55
TWR	119.00
ACC	120.90

EILAT / ILAN &
ASAF RAMON (LLER)
RWY 01
NURIT1F



GENERAL INSTRUCTIONS
Initial climb 5 000, climb on RWY heading. as soon as practicable after reaching 800, turn LEFT to ER161 at or above 3 200.
5.5% climb gradient required up to 5 000 due to airspace restriction. If unable to comply advise ATC.
5.5% climb gradient ROC:

Ground speed	KT	90	120	150	180	190
MNM ROC	FPM	510	670	840	1010	1070

CHANGES: General instructions updated, CTR LLOV (OVDA) updated

NURIT1F RWY 01

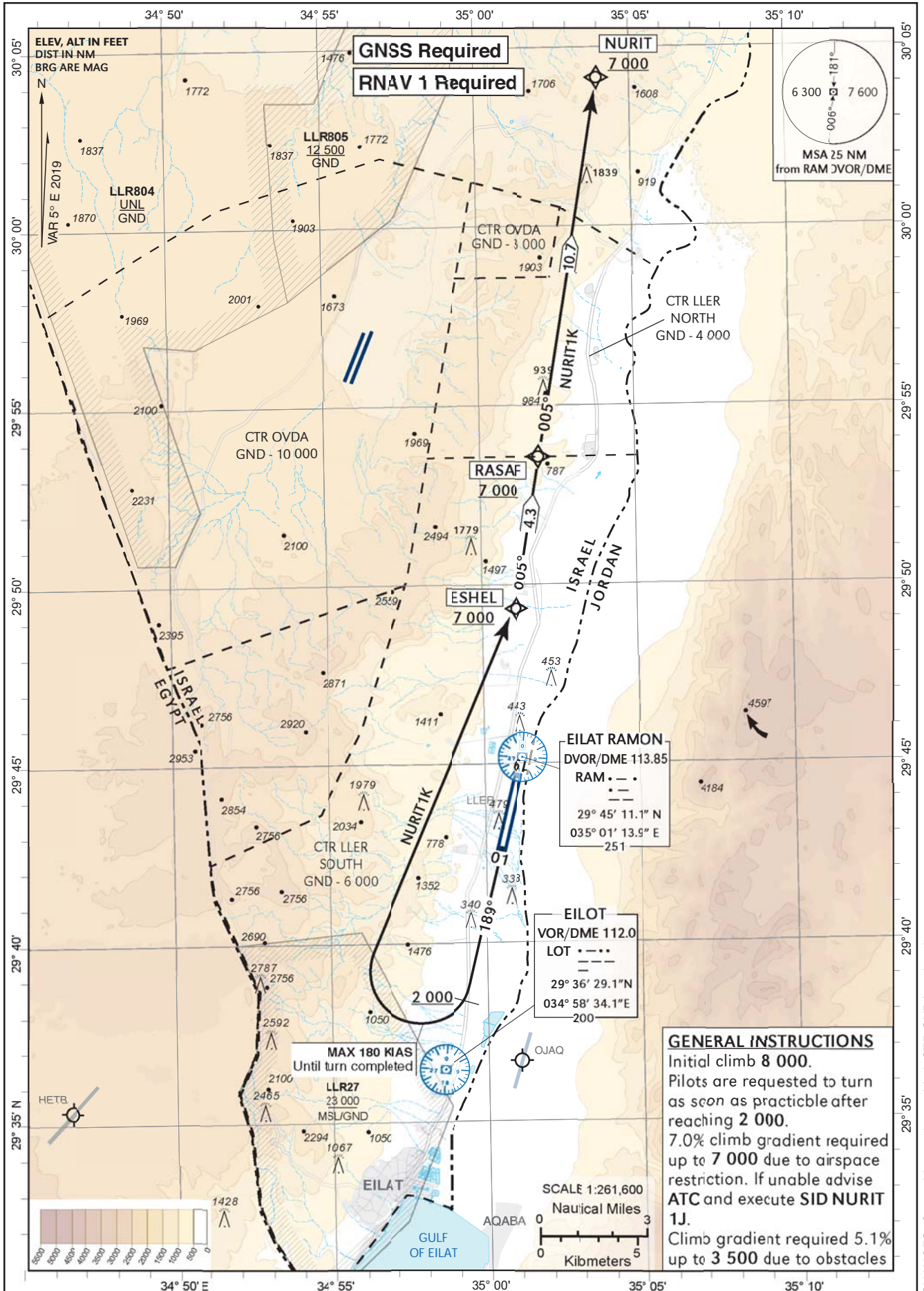
Navigation Specification	Path Descriptor (Recommended)	Waypoint Identifier	Latitude Longitude	Fly-Over	Course/Track M° (T°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (Kts)	Remarks
RNAV1	CA				009 (013.7)			+800		
RNAV1	DF	ER161	29° 53' 31"N 035° 02' 37" E					+3 200		
RNAV1	TF	NURIT	30° 04' 10"N 035° 03' 57" E		001 (006.2)	10.7		+5 000		

STANDARD INSTRUMENT
DEPARTURE
CHART (SID) - ICAO

TRANSITION ALTITUDE BY ATC

ATIS	132.55
TWR	119.00
ACC	120.90

EILAT/ILAN &
ASAF RAMON (LLER)
RWY 19
NURIT1K
CAT A,B,C



LLER NURIT1K RWY 19

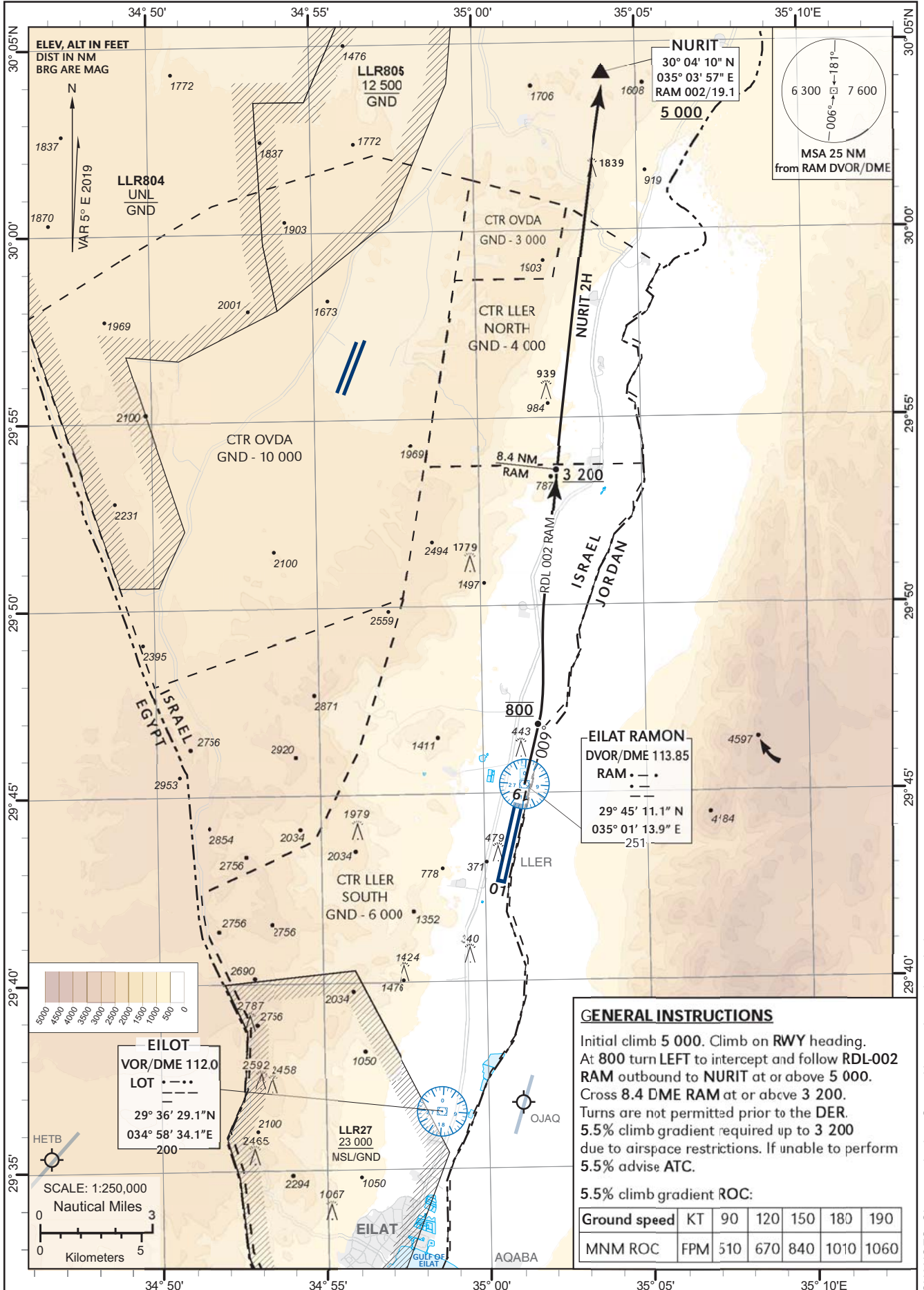
Navigation Specification	Path Descriptor (Recommended)	Waypoint Identifier	Lat./Long	Flyover	Course/Track M° (T°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (Kts)	Remarks
RNAV1	CA				189 (193.7)			+2 000	- 180	
RNAV1	DF	ESHEL	29° 49' 20" N 035° 01' 04" E				R	+7 000	- 180	
RNAV1	TF	RASAF	29° 53' 35" N 035° 01' 53" E		005 (009.6)	4.3	L	+7 000		
RNAV1	TF	NURIT	30° 04' 10" N 035° 03' 57" E		005 (009.6)	10.7		+7 000		

STANDARD
INSTRUMENT
DEPARTURE
CHART (SID) - ICAO

TRANSITION ALTITUDE BY ATC

ATIS 132.55
TWR 119.00
ACC 120.90

EILAT/ILAN &
ASAF RAMON (LLER)
RWY 01
NURIT 2H



GENERAL INSTRUCTIONS

Initial climb 5 000. Climb on RWY heading.
At 800 turn LEFT to intercept and follow RDL-002 RAM outbound to NURIT at or above 5 000.
Cross 8.4 DME RAM at or above 3 200.
Turns are not permitted prior to the DER.
5.5% climb gradient required up to 3 200 due to airspace restrictions. If unable to perform 5.5% advise ATC.

5.5% climb gradient ROC:

Ground speed	KT	90	120	150	180	190
MNM ROC	FPM	510	670	840	1010	1060

CHANGES: Chart numbering, General instructions, chart designator

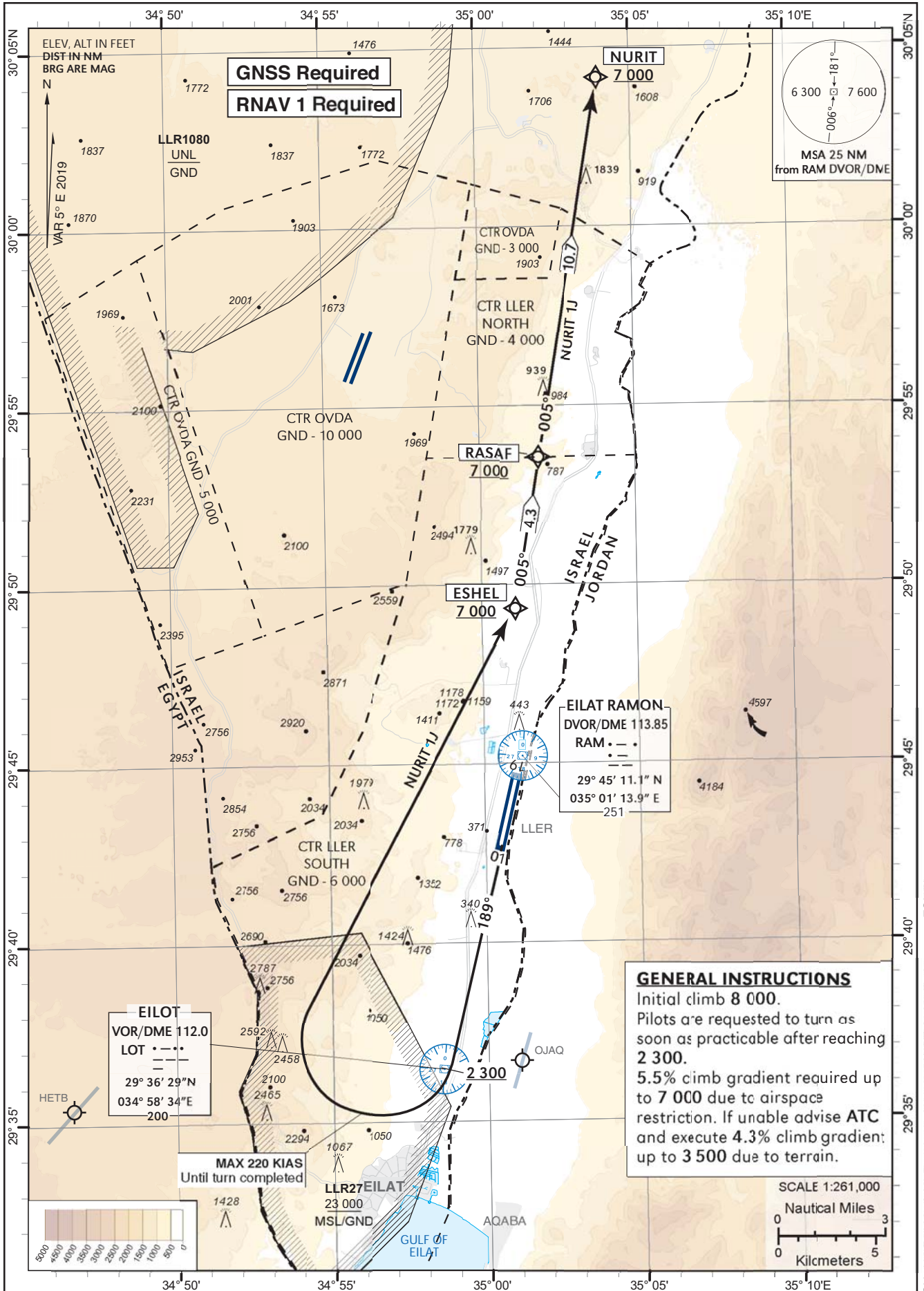
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STANDARD INSTRUMENT
DEPARTURE CHART
(SID) - ICAO

TRANSITION ALTITUDE BY ATC

ATIS	132.55
TWR	119.00
ACC	120.90

EILAT / ILAN &
ASAF RAMON (LLER)
RWY 19
NURIT 1J



GENERAL INSTRUCTIONS
Initial climb 8 000.
Pilots are requested to turn as soon as practicable after reaching 2 300.
5.5% climb gradient required up to 7 000 due to airspace restriction. If unable advise ATC and execute 4.3% climb gradient up to 3 500 due to terrain.

CHANGES: MAG VAR, note 1, Name of WPT SAMAR change to ESHEL.

NURIT1J RWY 19

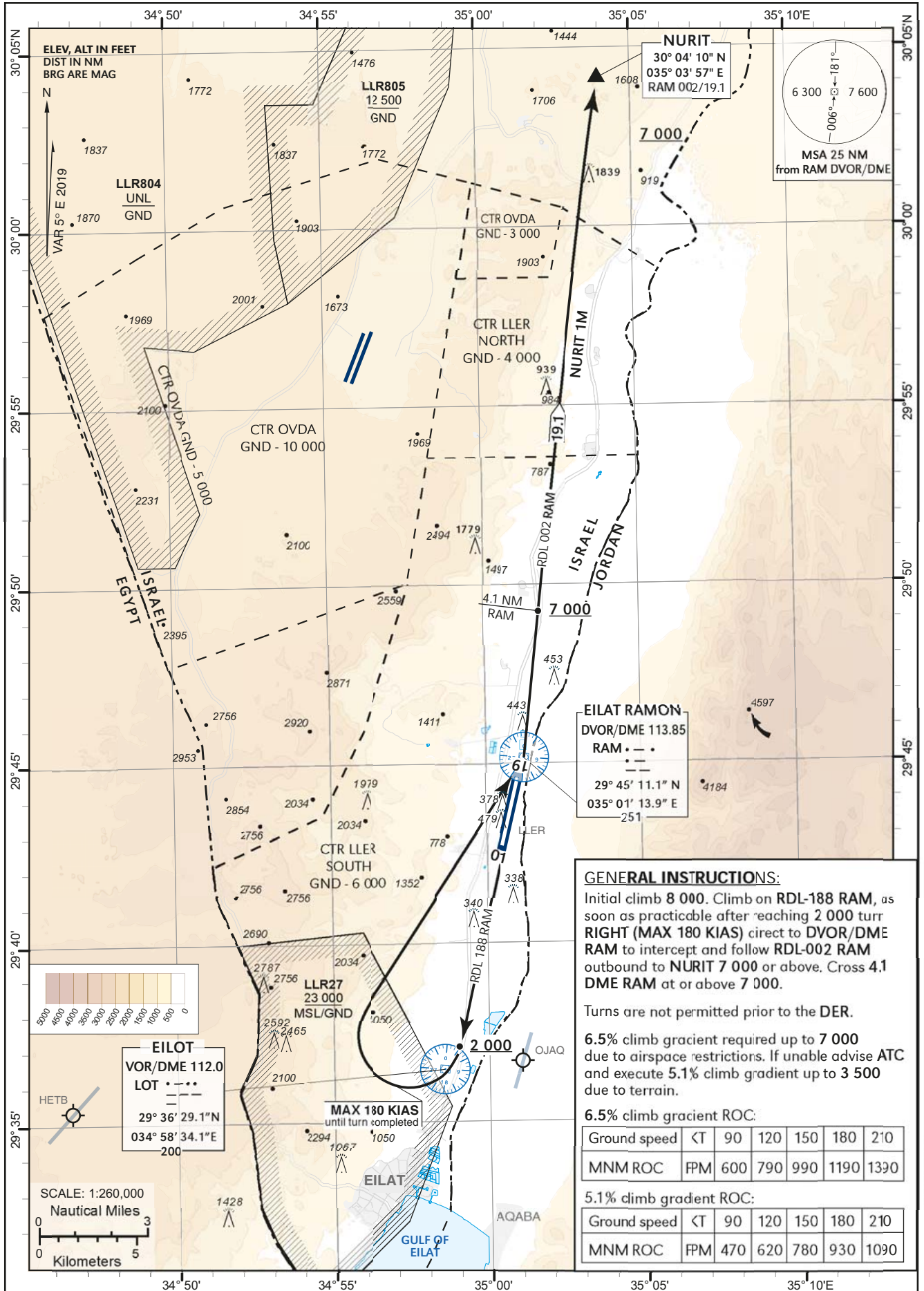
Navigation Specification	Path Descriptor (Recommended)	Waypoint Identifier	Latitude Longitude	Fly-Over	Course/Track M° (T°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (Kts)	Remarks
RNAV1	CA			-	189 (193.7)			+2 300	-220	
RNAV1	DF	ESHEL	29° 49' 20"N 035° 01' 04" E	-			R	+7 000	-220	
RNAV1	TF	RASAF	29° 53' 35"N 035° 01' 53" E	-	005 (009.6)	4.3	L	+7 000		
RNAV1	TF	NURIT	30° 04' 10"N 035° 03' 57" E		005 (009.6)	10.7		+7 000		

STANDARD
INSTRUMENT
DEPARTURE
CHART (SID) - ICAO

TRANSITION ALTITUDE BY ATC

ATIS 132.55
TWR 119.00
ACC 120.90

EILAT/ILAN &
ASAF RAMON (LLER)
RWY 19
NURIT 1M
CAT A,B,C



GENERAL INSTRUCTIONS:
Initial climb 8 000. Climb on RDL-188 RAM, as soon as practicable after reaching 2 000 turn **RIGHT (MAX 180 KIAS)** direct to DVOR/DME RAM to intercept and follow RDL-002 RAM outbound to NURIT 7 000 or above. Cross 4.1 DME RAM at or above 7 000.

Turns are not permitted prior to the DER.

6.5% climb gradient required up to 7 000 due to airspace restrictions. If unable advise ATC and execute 5.1% climb gradient up to 3 500 due to terrain.

6.5% climb gradient ROC:

Ground speed	<T	90	120	150	180	210
MNM ROC	FPM	600	790	990	1190	1390

5.1% climb gradient ROC:

Ground speed	<T	90	120	150	180	210
MNM ROC	FPM	470	620	780	930	1090

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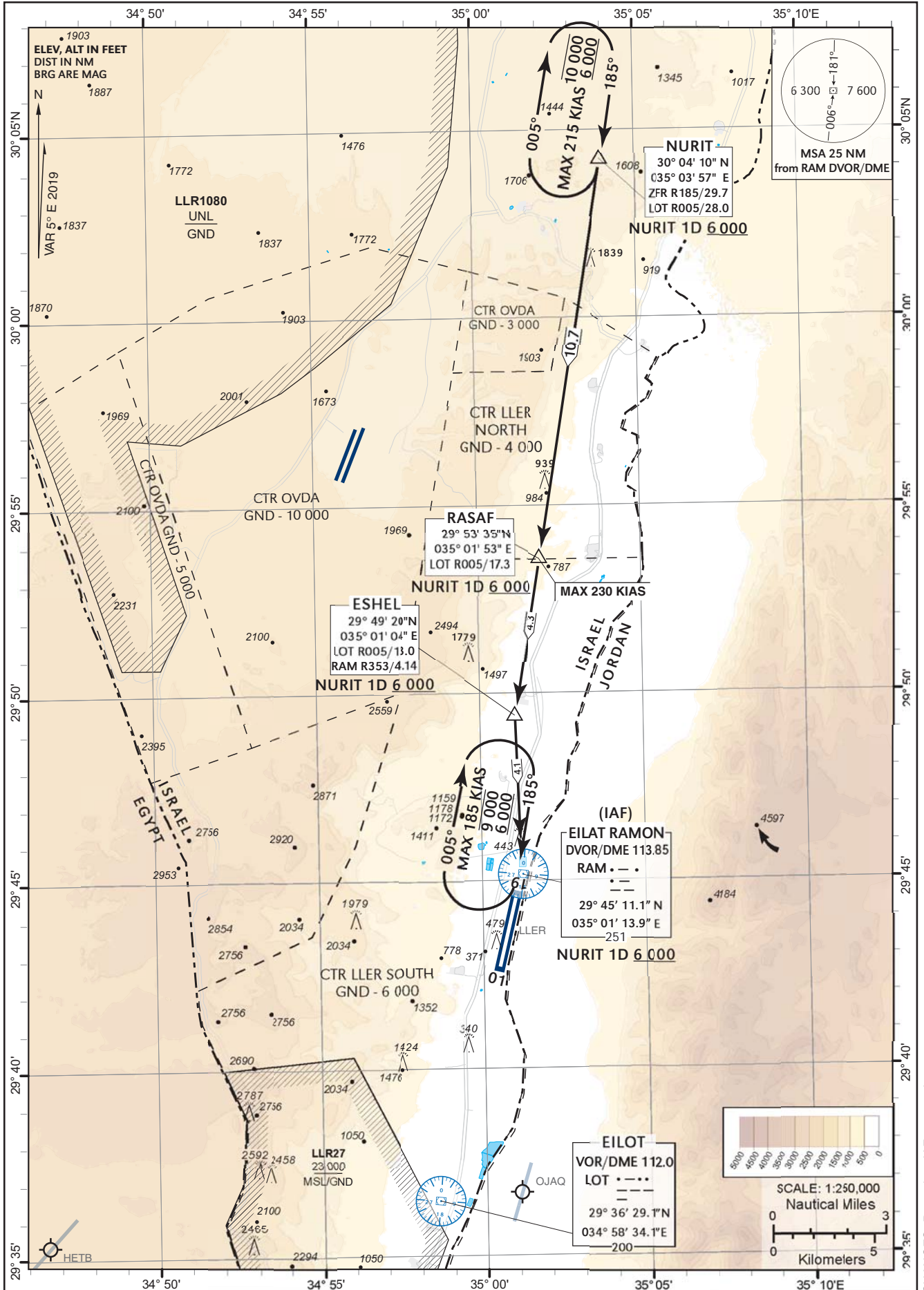
STANDARD
INSTRUMENT
ARRIVAL (STAR)
CHART - ICAO

AD ELEV **288 ft**
HEIGHTS RELATED TO
THR RWY 01 - ELEV **252 ft**

TRANSITION ALTITUDE BY ATC

ATIS 132.55
ACC 120.90
TWR 119.00

EILAT/ILAN &
ASAF RAMON (LLER)
RWY 01
NURIT 1D



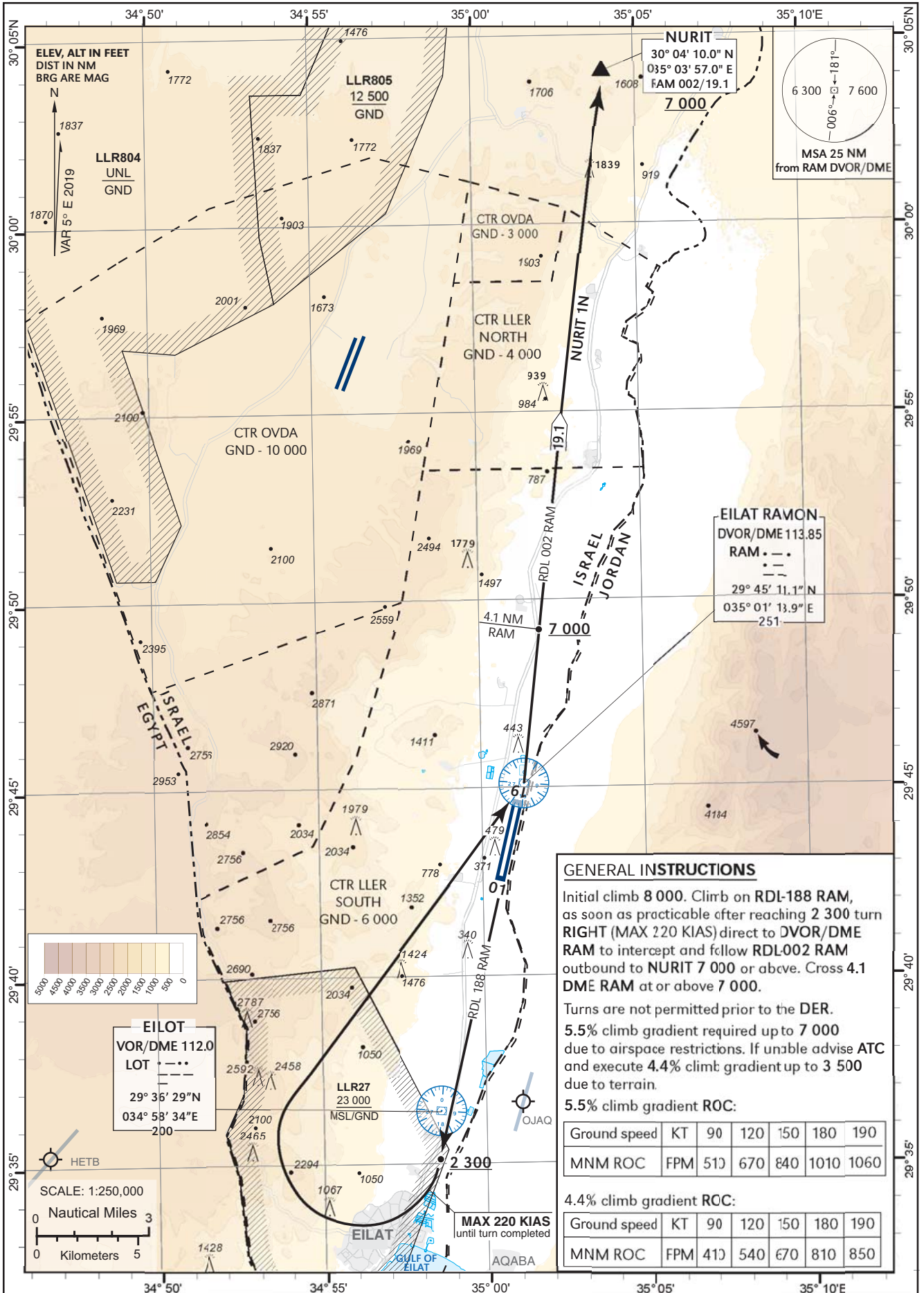
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STANDARD
INSTRUMENT
DEPARTURE
CHART (SID) - ICAO

TRANSITION ALTITUDE BY ATC

ATIS 132.55
TWR 119.00
ACC 120.90

EILAT/ILAN &
ASAF RAMON (LLER)
RWY 19
NURIT 1N



GENERAL INSTRUCTIONS
Initial climb 8 000. Climb on RDL-188 RAM, as soon as practicable after reaching 2 300 turn RIGHT (MAX 220 KIAS) direct to DVOR/DME RAM to intercept and follow RDL:002 RAM outbound to NURIT 7 000 or above. Cross 4.1 DME RAM at or above 7 000.

Turns are not permitted prior to the DER.
5.5% climb gradient required up to 7 000 due to airspace restrictions. If unable advise ATC and execute 4.4% climb gradient up to 3 500 due to terrain.

5.5% climb gradient ROC:

Ground speed	KT	90	120	150	180	190
MNM ROC	FPM	510	670	840	1010	1060

4.4% climb gradient ROC:

Ground speed	KT	90	120	150	180	190
MNM ROC	FPM	410	540	670	810	850

CHANGES: Re-validation

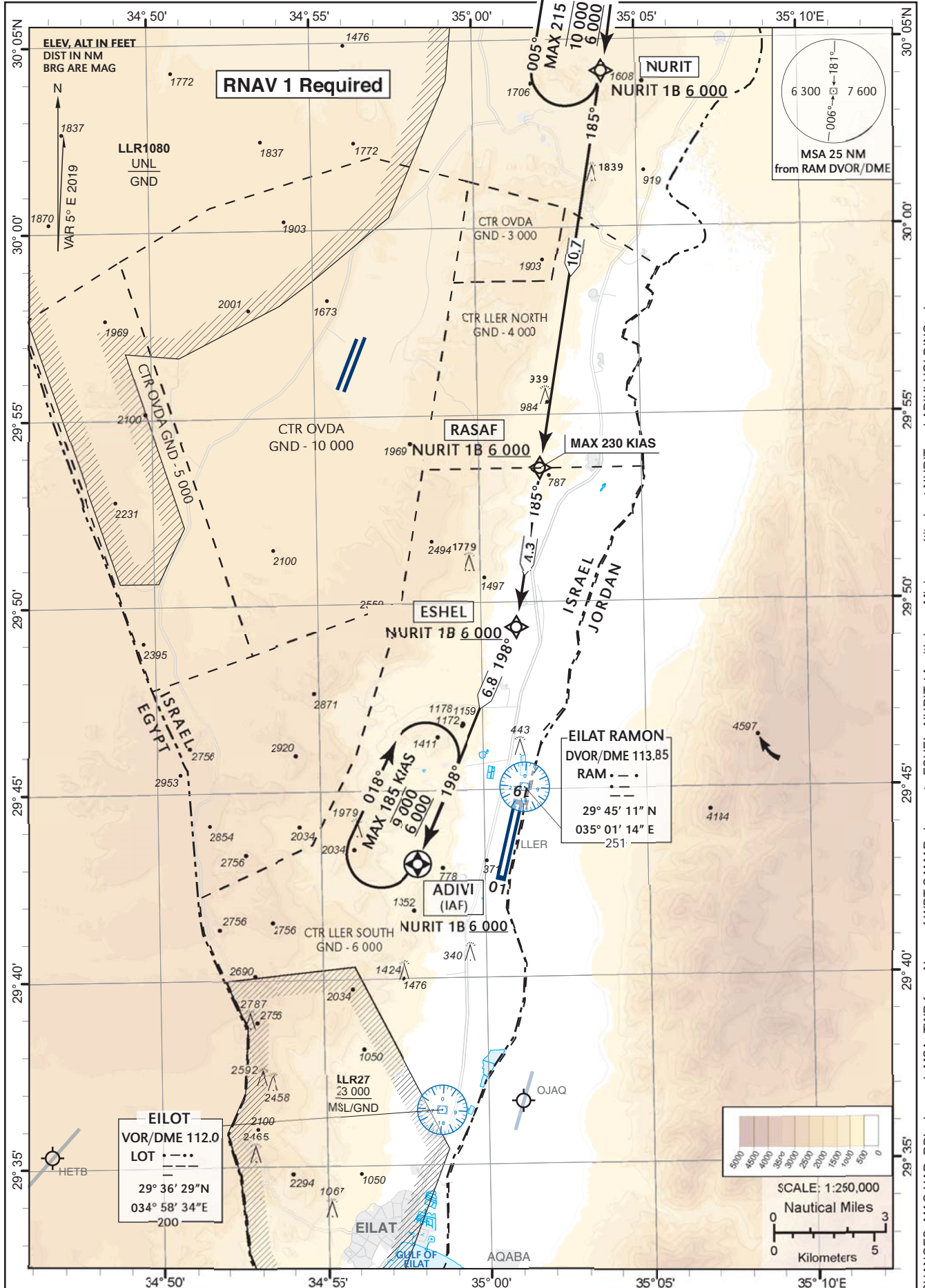
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**STANDARD
INSTRUMENT
ARRIVAL (STAR)
CHART - ICAO**

TRANSITION ALTITUDE BY ATC
AD ELEV **288 ft**
HEIGHTS RELATED TO
THR RWY 01 - ELEV **252 ft**

ATIS	132.55
ACC	120.90
TWR	119.00

**EILAT/ILAN &
ASAF RAMON (LLER)
RWY01
NURIT 1B**



CHANGES: MAG VAR, RDL changed, MSA, TWR freq, Name of WPT SAMAR change to ESHEL, NURIT 1A withdraw, Minimum altitude at NURIT and ADIVI HOLDING change.

NURIT1B RWY 01

Navigation Specification	Path Descriptor (Recommended)	Waypoint Identifier	Latitude Longitude	Fly-Over	Course/Track M° (T°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (Kts)	Remarks
RNAV1	IF	NURIT	30° 04' 10"N 035° 03' 57" E	-				+6 000		
RNAV1	TF	RASAF	29° 53' 35"N 035° 01' 53" E	-	185 (189.6)	10.7		+6 000	-230	
RNAV1	TF	ESHEL	29° 49' 20"N 035° 01' 04" E	-	185 (189.6)	4.3		+6 000		
RNAV1	TF	ADIVI	29° 43' 05"N 034° 57' 57" E	-	198 (203.5)	6.8	R	+6 000		IAF

NURIT 1B Holding Identification

Holding Fix	Latitude Longitude	Inbound Course/Track M° (T°)	MAX IAS (Kts)	Altitude (ft)	Outbound Time / Distance	Turn Direction
NURIT	30° 04' 10"N 035° 03' 57" E	185 (190.2)	215	-10 000 +6 000	1 Min	R
ADIVI	29° 43' 05"N 034° 57' 57" E	198 (203.5)	185	-9 000 +6 000	1 Min	R

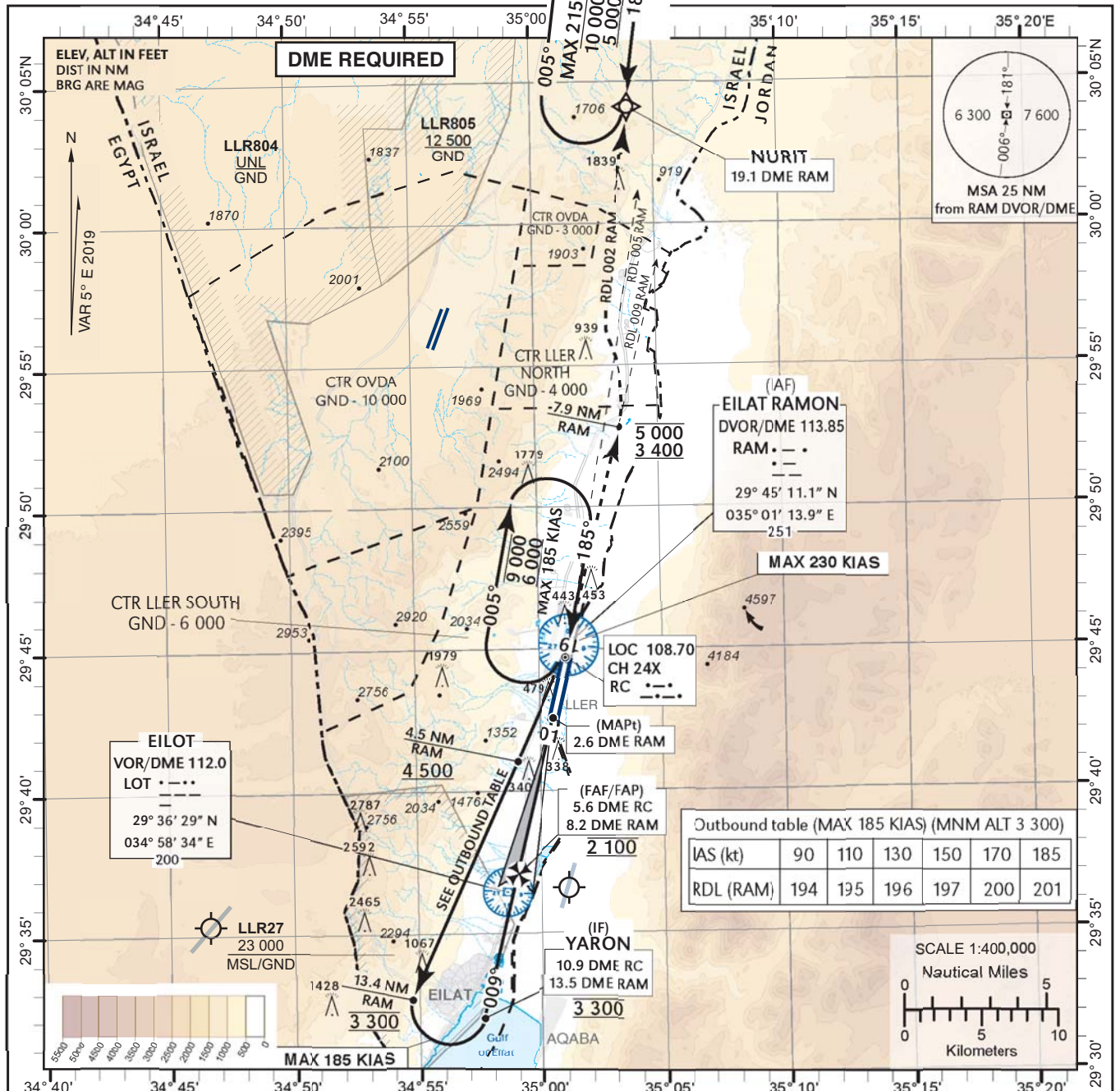
NURIT holding outbound limiting distance is 6.4NM

Requires RNAV hold functionality

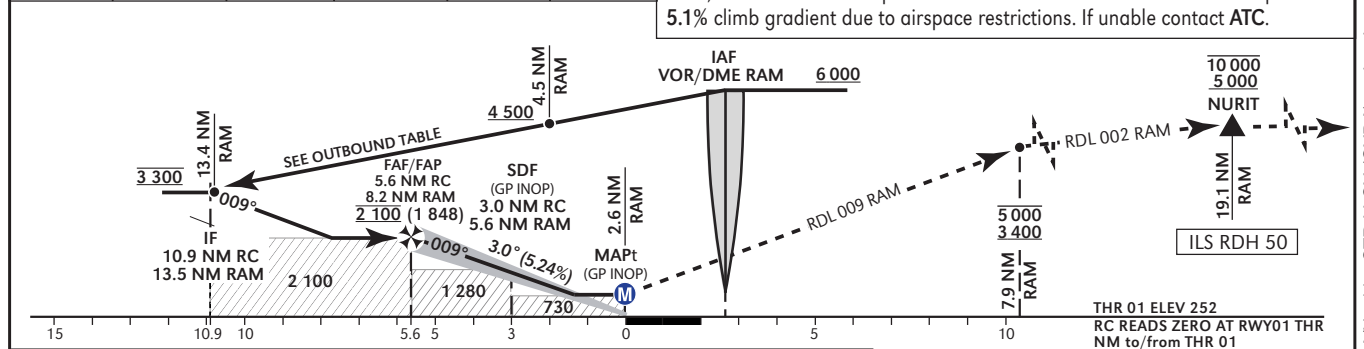
INSTRUMENT APPROACH CHART - ICAO AD ELEV 288 ft
HEIGHTS RELATED TO THR RWY 01 - ELEV 252 ft

TA BY ATC
ATIS 132.55
ACC 120.90
TWR 119.00

EILAT/LAN & ASAF RAMON (LLER) ILS RWY 01



ILS DME (RC)	5 NM	4 NM	3 NM	2 NM	1 NM
ALT (HAT)	1920 (1670)	1590 (1340)	1270 (1020)	950 (700)	620 (370)



OCA (OCH)	A	B	C	D								
ILS CATI 5%	426 (174)	438 (186)	446 (194)	456 (204)	GS	KT	80	100	120	140	160	180
ILS CATI 2.5%					516 (264)							
GP INOP					730 (478)							
CIRCLING					N/A							
					ROD:	ft/min	425	531	637	743	849	955

CHANGES: OCA/H table, CTR LLOV (OVDA) updated

LLER ILS RWY 01

Significant Point	Latitude Longitude	True Azimut (Reference)	DME distance
RAM VOR/DME (IAF)	29° 45' 11.1"N 035° 01' 13.9" E		
YARON (IF)	29° 32' 04.1"N 034° 57' 36.9" E	193.73° (LOC01)	10.90 DME RC* 13.46 DME RAM
FAF	29° 37' 16.1"N 034° 59' 0.40" E	193.73° (LOC01)	5.56 DME RC* 8.2 DME RAM
MAPt (GP INOP)	29° 42' 41.0"N 035° 00' 34.8" E		2.60 DME RAM
NURIT	30° 04' 10.0"N 035° 03' 57.0" E	007.10° (RAM)	19.08 DME RAM

* 0 at THR

Precision Final Approach - Descent angle (Slope)	3.00° (5.24%)
Non Precision Final Approach – Slope (Descent angle)	5.32% (3.05°)

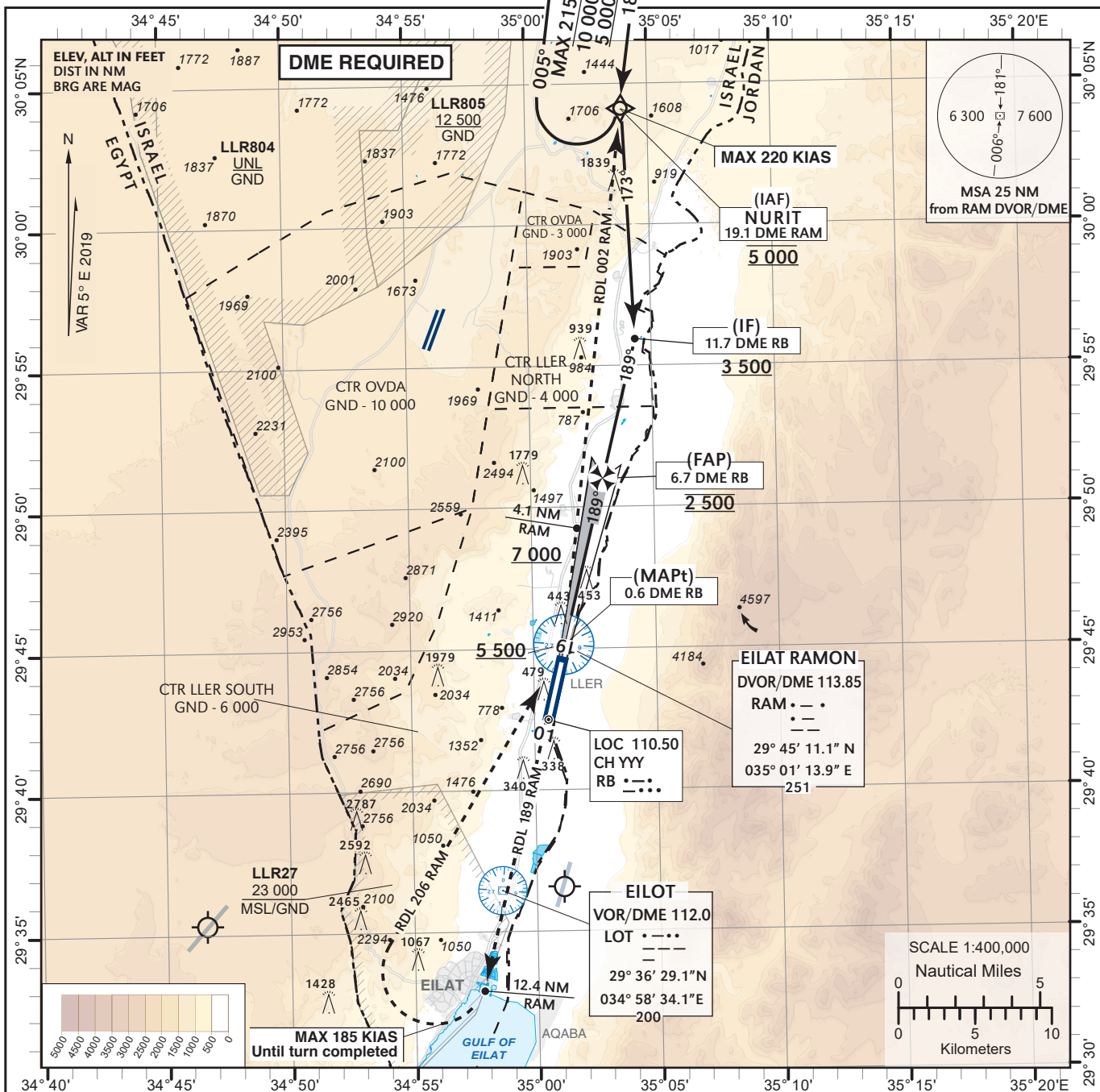
HOLDING IDENTIFICATION

Holding Fix	Latitude Longitude	Inbound Course/Track M° (T°)	MAX IAS (Kts)	Altitude (ft)	Outbound Time / Distance	Turn Direction
RAM	29° 45' 11"N 035° 01' 14" E	185 (190.1)	185	-9 000 +6 000	1 Min	R
NURIT	30° 04' 10"N 035° 03' 57" E	185 (190.2)	215	-10 000 +5 000	1 Min	R

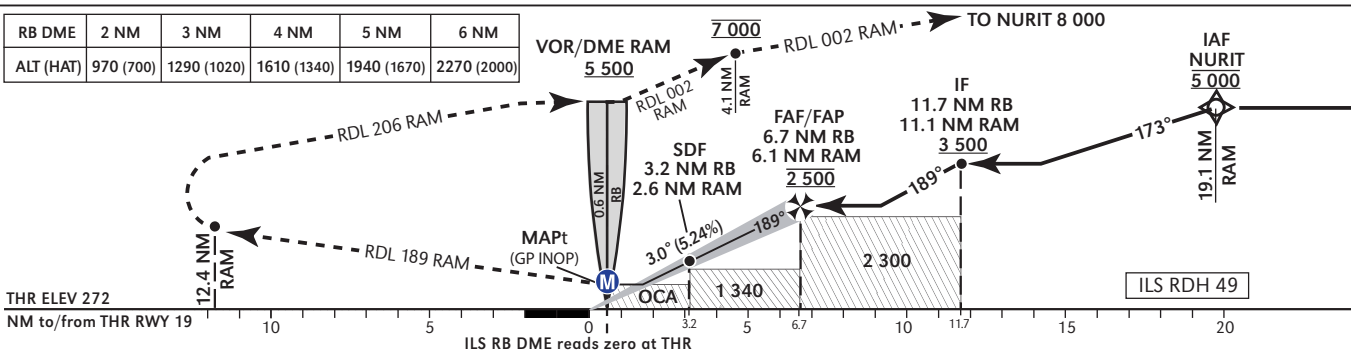
INSTRUMENT APPROACH CHART - ICAO AD ELEV **288 ft**
HEIGHTS RELATED TO THR RWY 19 - ELEV **272 ft**

TA BY ATC
ATIS **132.55**
ACC **120.90**
TWR **119.00**

EILAT/ILAN & ASAF RAMON (LLER)
ILS RWY 19



MISSED APPROACH: Initial climb 8 000, climb on RWY course to intercept and follow RDL-189 RAM outbound until 12.4 DME RAM. Turn RIGHT (MAX 185 KIAS until turn completed) to intercept and follow RDL-206 RAM inbound to RAM DVOR/DME at 5 500 or above. Proceed on RDL-002 RAM outbound to cross 4.1 DME RAM at 7 000 or above, to NURIT at 8 000 and HOLD (4.1 DME RAM at 7 000 requires 4% climb gradient due to airspace restrictions. If unable contact ATC).



RB DME	2 NM	3 NM	4 NM	5 NM	6 NM									
ALT (HAT)	970 (700)	1290 (1020)	1610 (1340)	1940 (1670)	2270 (2000)									
						VOR/DME RAM	5 500	7 000						
						RDL 002 RAM	4.1 NM	4.1 NM						
						IF	11.7 NM RB	11.1 NM RAM						
						FAP/FAP	6.7 NM RB	6.1 NM RAM						
						SDF	3.2 NM RB	2.6 NM RAM						
						MAPt	0.6 NM RB	0.6 NM RAM						
						THR ELEV	272							
						NM to/from THR RWY 19	10	5	0	5	10	15	20	
						ILS RB DME reads zero at THR	0	3.2	6.7	10	11.7	15	20	
OCA (OCH)	A		B		C	D								
ILS CAT I 2.5%			670 (398)		446 (174)	457 (185)	GS	KT	80	100	120	140	160	180
ILS CAT I 4.0%	426 (154)		438 (166)		446 (174)	457 (185)	ROD: 5.2%	ft/min	425	531	637	743	849	955
GP INOP			730 (458)											
CIRCLING	N/A													

CHANGES: Profile updated, OCA updated, chart numbering

LLER ILS/LOC only RWY 19

Significant Point	Latitude Longitude	True Azimut (Reference)	DME distance	Speed (Kts)
NURIT (IAF)	30° 04' 10.0"N 035° 03' 57.0" E		19.08 DME RAM	-220
IF	29° 55' 59.1"N 035° 04' 18.5" E	13.72° (LOC 19)	11.72 DME RB* 11.1 DME RAM	
FAF/ FAP	29° 51' 07.0"N 035° 02' 56.5" E	13.72° (LOC 19)	6.72 DME RB* 6.1 DME RAM	
MAPt GP INOP	29° 45' 09.7"N 035° 01' 16.4" E		0.6 DME RB*	

* 0 at THR

Precision Final Approach - Descent angle (Slope)	3.00° (5.24%)
Non Precision Final Approach - Slope (Descent angle)	5.32° (3.05%)

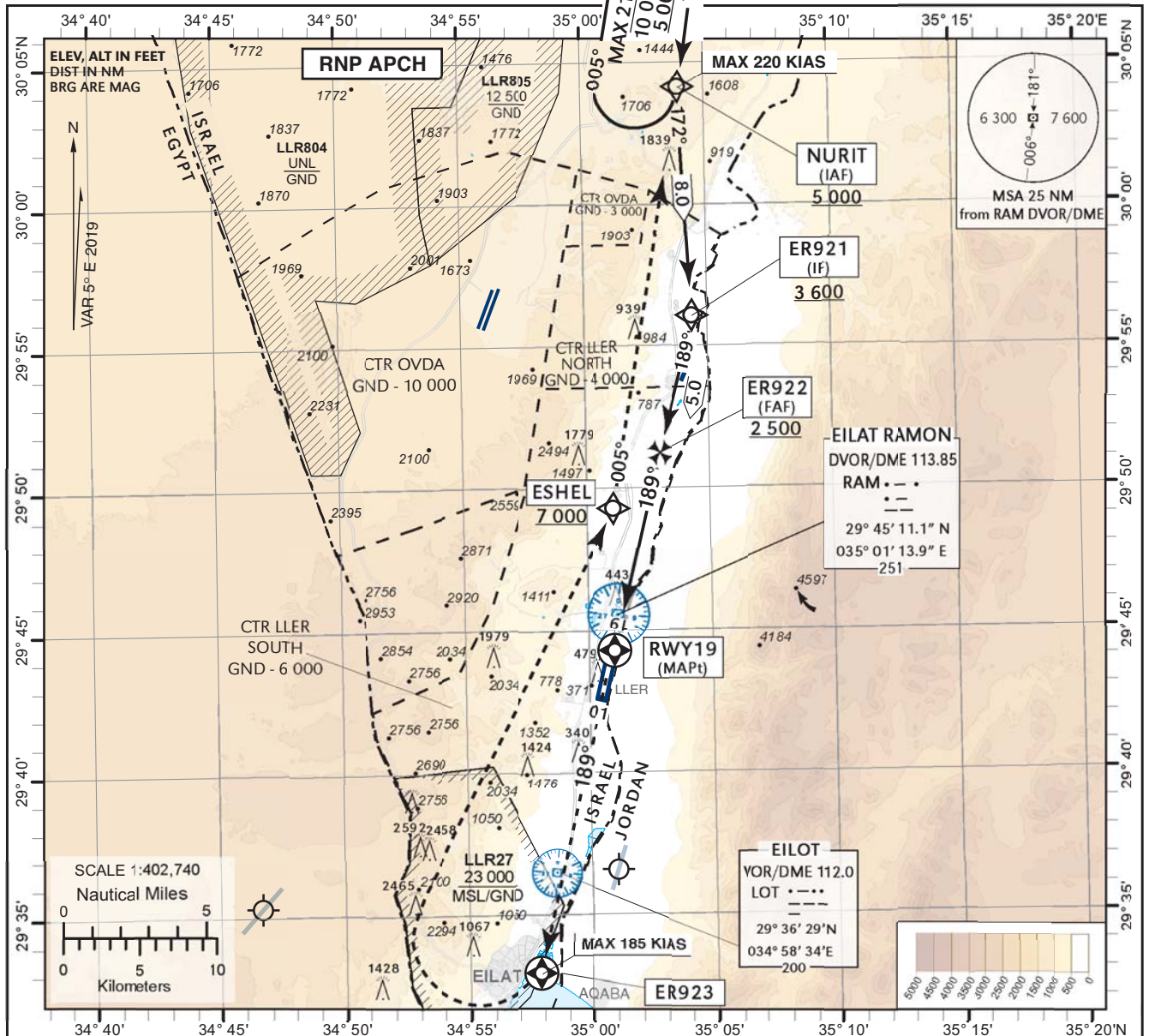
NURIT HOLDING IDENTIFICATION

Holding Fix	Latitude Longitude	Inbound Course/Track M° (T°)	MAX IAS (Kts)	Altitude (ft)	Outbound Time / Distance	Turn Direction
NURIT	30° 04' 10"N 035° 03' 57" E	185 (190.2)	215	-10 000 +5 000	1 Min	R

INSTRUMENT APPROACH CHART - ICAO AD ELEV **288 ft** TA BY ATC
HEIGHTS RELATED TO THR RWY 19 - ELEV **272 ft**

ATIS 132.55
ACC 120.90
TWR 119.00

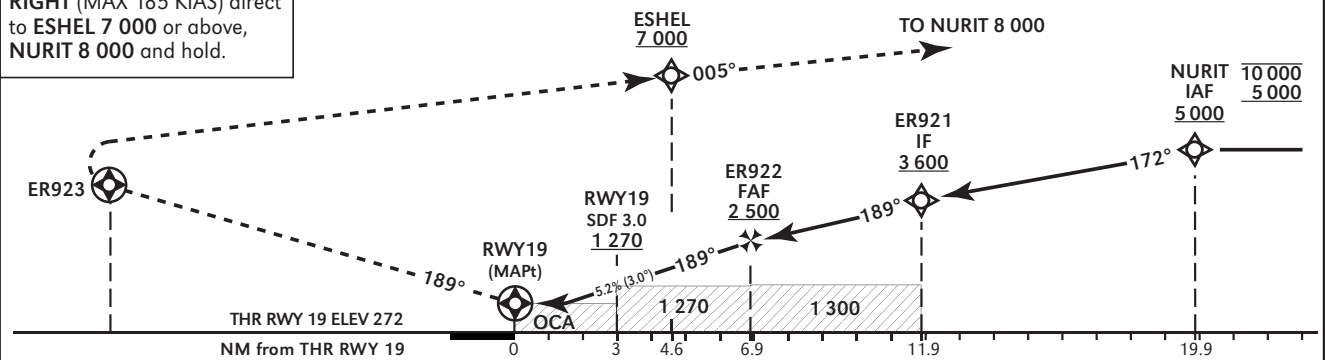
EILAT/ILAN & ASAF RAMON (LLER) RNP RWY 19



MISSED APPROACH:

Initial climb 8 000, Climb on course 189° to ER923, turn RIGHT (MAX 185 KIAS) direct to ESHEL 7 000 or above, NURIT 8 000 and hold.

	RWY 19	2 NM	3 NM	4 NM	5 NM	6 NM
ALT (HAT)		960 (688)	1 280 (1 008)	1 590 (1 318)	1 910 (1 638)	2 230 (1 958)



OCA (H)		A	B	C	D	Circling				N/A			
LNAV	2.5%	830 (560)											
	4.0%	700 (430)											
LNAV/VNAV*	2.5%	640 (370)	650 (380)	670 (400)	690 (420)	GS	KT	80	100	120	140	160	180
	4.0%	580 (310)	590 (320)	600 (330)	610 (340)								

* BARO-VNAV Temperature: MNM -10C/MAX 60C.

CHANGES: OCA(H) changed

RNP RWY 19

Navigation Specification	Path Descriptor (Recommended)	Waypoint Identifier	Latitude Longitude	Fly-Over	Course/Track M° (T°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (Kts)	Remarks
RNAV1	IF	NURIT	30° 04' 10"N 035° 03' 57" E					+5 000	-220	IAF
RNAV1	TF	ER921	29° 56' 09"N 035° 04' 21" E		172 (177.5)	8.0		+3 600		IF
RNP APCH	TF	ER922	29° 51' 17.2"N 035° 02' 59.3" E		189 (193.7)	5.0	R	+2 500		FAF
RNP APCH	CF	RWY19	29° 44' 34.60"N 035° 01' 06.50" E	Y	189 (193.7)			+322		MAPt

Non Precision Final Approach – Slope (Descent angle)	5.24% (3.0°)
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STANDARD MISSED APPROACH

Navigation Specification	Path Descriptor (Recommended)	Waypoint Identifier	Latitude Longitude	Fly-Over	Course/Track M° (T°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (Kts)	Remarks
RNAV1	CF	ER923	29° 33' 06"N 034° 57' 54" E	Y	189 (193.7)				-185	
RNAV1	DF	ESHEL	29° 49' 20"N 035° 01' 04" E				R	+7 000		
RNAV1	TF	NURIT	30° 04' 10"N 035° 03' 57" E		005 (009.6)	15.0	L	@8000		
RNAV1	HM	NURIT	30° 04' 10"N 035° 03' 57" E	Y	185 (190.2)		R	-10 000 +5 000	-215	

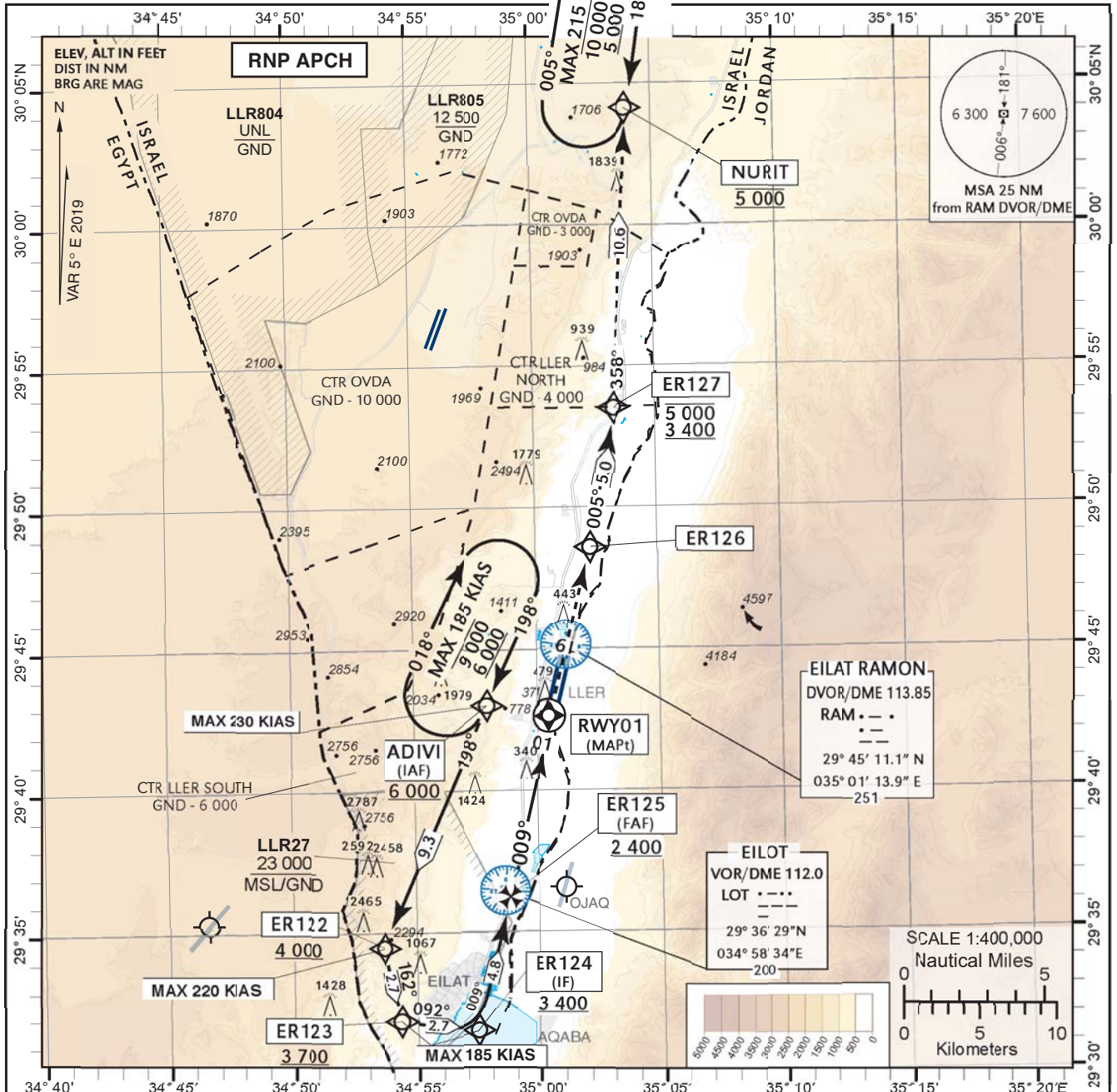
HOLDING IDENTIFICATION

Holding Fix	Latitude Longitude	Inbound Course/Track M° (T°)	MAX IAS (Kts)	Altitude (ft)	Outbound Time / Distance	Turn Direction
NURIT	30° 04' 10"N 035° 03' 57" E	185 (190.2)	215	-10 000 +5 000	1 Min	R

INSTRUMENT APPROACH CHART - ICAO AD ELEV **288 ft** TA BY ATC
HEIGHTS RELATED TO THR RWY 01 - ELEV **252 ft**

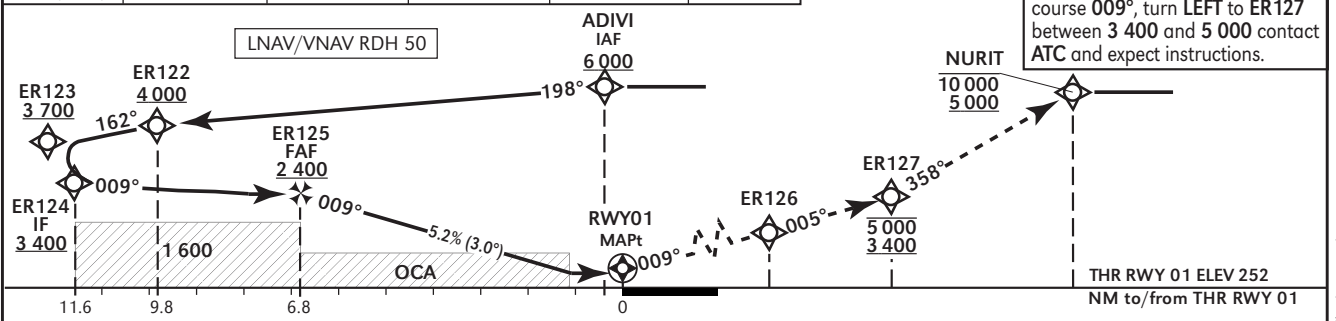
ATIS 132.55
ACC 120.90
TWR 119.00

EILAT/ILAN & ASAF RAMON (LLER) RNP RWY 01



RWY 01	6 NM	5 NM	4 NM	3 NM	2 NM
ALT (HAT)	2 210 (1 958)	1 900 (1 650)	1 580 (1 328)	1 260 (1 008)	940 (688)

MISSED APPROACH:
Initial climb 5 000, to ER126 on course 009°, turn LEFT to ER127 between 3 400 and 5 000 contact ATC and expect instructions.



OCA (H)		A	B	C	D	Circling	N/A
LNAV	2.5%	810 (560)					
	4.5%	730 (480)					
LNAV/VNAV*	2.5%	640 (390)	640 (390)	640 (390)	670 (420)		

GS	KT	80	100	120	140	160	180
ROD: 5.2%	ft/min	424	531	637	743	849	955

CHANGES: OCA (H) changed.

RNP RWY 01

Navigation Specification	Path Descriptor (Recommended)	Waypoint Identifier	Latitude Longitude	Fly-Over	Course/Track M° (T°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (Kts)	Remarks
RNAV1	IF	ADIVI	29° 43' 05"N 034° 57' 57" E					+6 000	-230	IAF
RNAV1	TF	ER122	29° 34' 31"N 034° 53' 42" E		198 (203.3)	9.3		+4 000	-220	
RNAV1	TF	ER123	29° 31' 56"N 034° 54' 22" E		162 (167.4)	2.7	L	+3 700	-185	
RNAV1	TF	ER124	29° 31' 35"N 034° 57' 29" E		092 (097.4)	2.7	L	+3 400	-185	IF
RNP APCH	TF	ER125	29° 36' 16.0"N 034° 58' 47.1" E		009 (013.7)	4.8	L	+2 400		FAF
RNP APCH	CF	RWY01	29° 42' 41.00"N 035° 00' 34.80" E	Y	009 (013.7)			+302		MAPt

Non Precision Final Approach – Slope (Descent angle)	5.24% (3.0°)
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STANDARD MISSED APPROACH

Navigation Specification	Path Descriptor (Recommended)	Waypoint Identifier	Latitude Longitude	Fly-Over	Course/Track M° (T°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (Kts)	Remarks
RNAV1	TF	ER126	29° 48' 37"N 035° 02' 15" E		009 (013.7)					
RNAV1	TF	ER127	29° 53' 35"N 035° 03' 16" E		005 (110.1)	5.0		-5 000 +3 400		
RNAV1	TF	NURIT	30° 04' 10"N 035° 03' 57" E		358 (003.2)	10.6		@5 000		
RNAV1	HM	NURIT	30° 04' 10"N 035° 03' 57" E	Y	185 (190.2)		R	-10 000 +5 000	-215	

HOLDING IDENTIFICATION

Holding Fix	Latitude Longitude	Inbound Course/Track M° (T°)	MAX IAS (Kts)	Altitude (ft)	Outbound Time / Distance	Turn Direction
NURIT	30° 04' 10"N 035° 03' 57" E	185 (190.2)	215	-10 000 +5 000	1 Min	R
ADIVI	29° 43' 05"N 034° 57' 57" E	198 (203.5)	185	-9 000 +6 000	1 Min	R

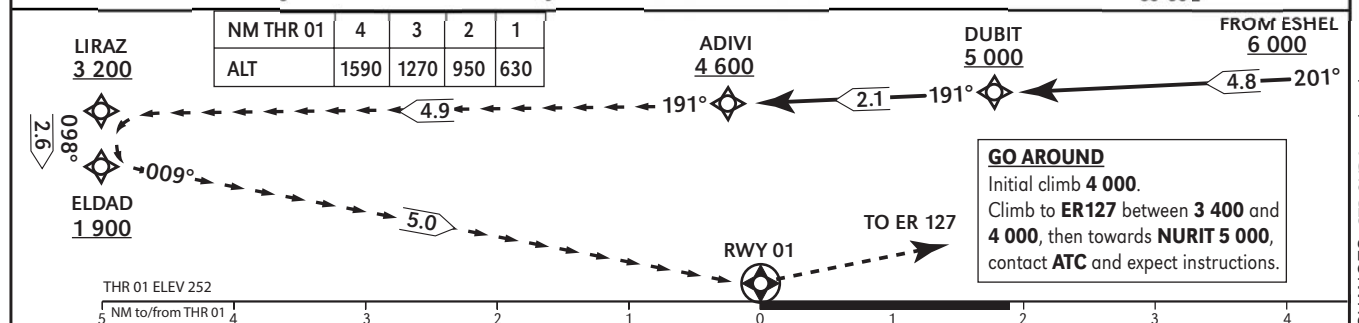
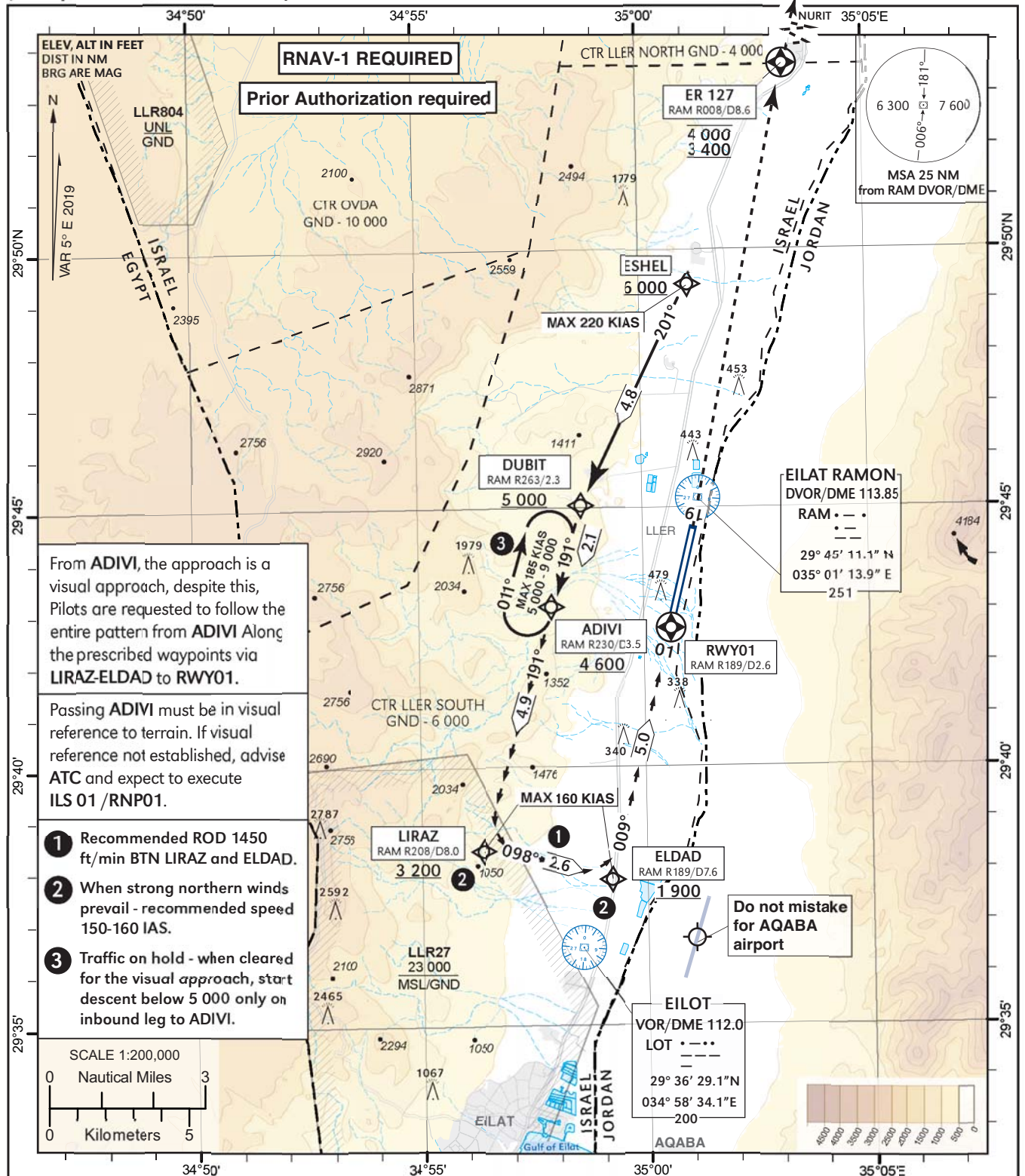
VISUAL APPROACH CHART
(with prescribed RNAV track)

AD ELEV 288 ft
OCH RELATED TO THR RWY 01- ELEV 252 ft

TA BY ATC

ATIS 132.55
ACC 120.90
TWR 119.00

EILAT/ILAN & ASAF RAMON (LLER) ADIVI approach RWY 01



LLER - ADIVI RNAV VISUAL RWY 01

Navigation Specification	Path Descriptor (Recommended)	Waypoint Identifier	Latitude Longitude	Fly-Over	Course/Track M° (T°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (Kts)	Remarks
RNAV1	IF	ESHEL	29° 49' 20" N 035° 01' 04" E					+6 000	-220	
RNAV1	TF	DUBIT	29° 45' 04" N 034° 58' 37" E		201 (206.5)	4.8		+5 000		
RNAV1	TF	ADIVI	29° 43' 05" N 034° 57' 57" E		191 (196.3)	2.1	L	+4 600		
RNAV1	TF	LIRAZ	29° 38' 23" N 034° 56' 22" E		191 (196.5)	4.9		+3 200	-160	
RNAV1	TF	ELDAD	29° 37' 49" N 034° 59' 13" E		098 (103.1)	2.6	L	+1 900	-160	
RNAV1	TF	RWY01	29° 42' 41.03" N 035° 00' 34.77" E	Y	009 (013.7)	5.0	L		-160	
Go Around										
RNAV1	TF	ER127	29° 53' 35" N 035° 03' 16" E	Y	007 (012.1)	11.1		-4 000 +3 400		
RNAV1	TF	NURIT	30° 04' 10" N 035° 03' 57" E		358 (003.2)	10.6		-10 000 +5 000		
RNAV1	HM	NURIT	30° 04' 10" N 035° 03' 57" E	Y	185 (190.2)		R	-10 000 +5 000	-215	

HOLDING IDENTIFICATION

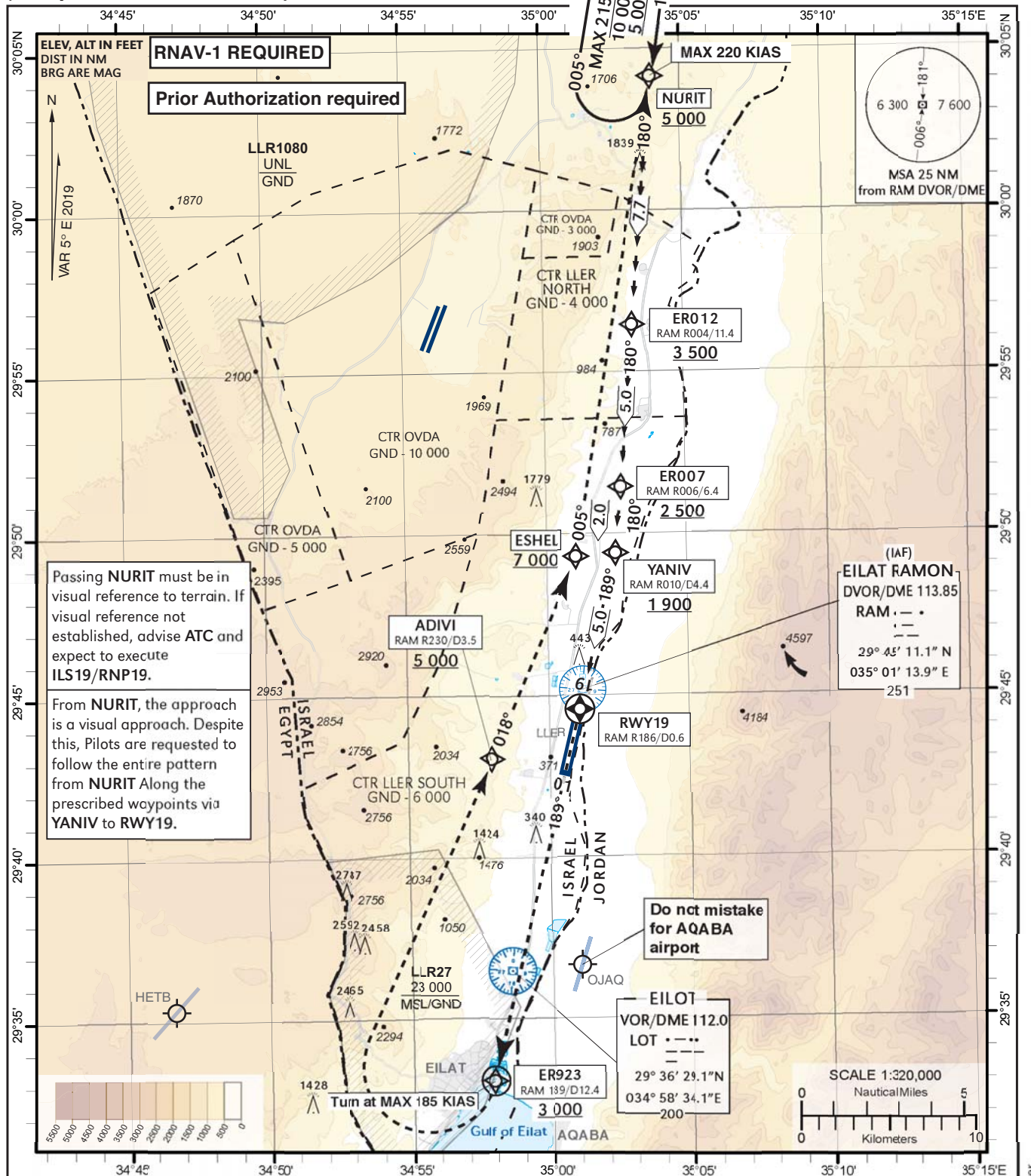
Holding Fix	Latitude Longitude	Inbound Course/Track M° (T°)	MAX IAS (Kts)	Altitude (ft)	Outbound Time / Distance	Turn Direction
NURIT	30° 04' 10"N 035° 03' 57" E	185 (190.2)	215	-10 000 +5 000	1 Min	R
ADIVI	29° 43' 05"N 034° 57' 57" E	191 (196.3)	185	-9 000 +5 000	1 Min	R

**VISUAL
APPROACH CHART**
(with prescribed RNAV track)

AD ELEV 288 ft
HEIGHTS RELATED TO
THR RWY 19 - ELEV 272 ft

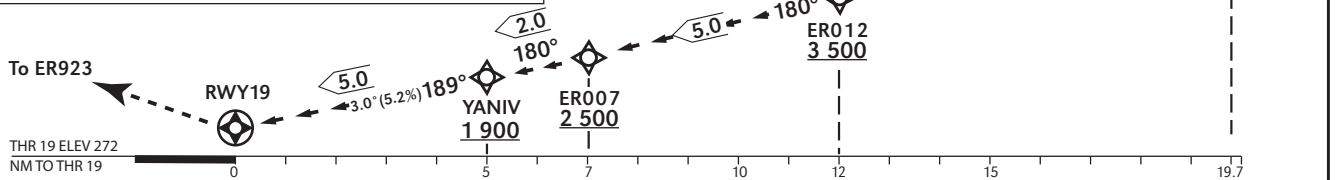
TA BY ATC
ATIS 132.55
ACC 120.90
TWR 119.00

**EILAT/ILAN &
ASAF RAMON (LLER)**
NURIT approach RWY 19



GO AROUND
Initial climb 8 000, Climb to ER923 3 000 or above, turn RIGHT (MAX 185 KIAS) direct to ADIVI 5 000 or above, ESHEL 7 000 or above, NURIT 8 000 and hold.

1	2	3	4	NM THR 19
640	960	1280	1600	ALT



CHANGES: WPT ER923 changed to Fly-over

LLER - NURIT RNAV VISUAL RWY 19

Navigation Specification	Path Descriptor (Recommended)	Waypoint Identifier	Latitude Longitude	Fly-Over	Course/Track M° (T°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (Kts)	Remarks
RNAV1	IF	NURIT	30° 04' 10" N 035° 03' 57" E					+5 000	-220	
RNAV1	TF	ER012	29° 56' 28" N 035° 03' 10" E		180 (185.0)	7.7		+3 500		
RNAV1	TF	ER007	29° 51' 28" N 035° 02' 40" E		180 (185.0)	5.0		+2 500		
RNAV1	TF	YANIV	29° 49' 25" N 035° 02' 28" E		180 (185.0)	2.1		+1 900		
RNAV1	TF	RWY19	29° 44' 34.60"N 035° 01' 06.50" E	Y	189 (193.7)	5.0				
Go Around										
RNAV1	TF	ER923	29° 33' 06" N 034° 57' 54" E	Y	189 (193.7)	11.8		+3 000		
RNAV1	DF	ADIVI	29° 43' 05" N 034° 57' 57" E				R	+5 000	-185	
RNAV1	TF	ESHEL	29° 49' 20" N 035° 01' 04" E		018 (023.5)	6.8		+7 000		
RNAV1	TF	NURIT	30° 04' 10" N 035° 03' 57" E		005 (009.6)	15.0	L	@8 000		
RNAV1	HM	NURIT	30° 04' 10" N 035° 03' 57" E	Y	185 (190.2)		R	-10 000 +5 000	-215	

HOLDING IDENTIFICATION

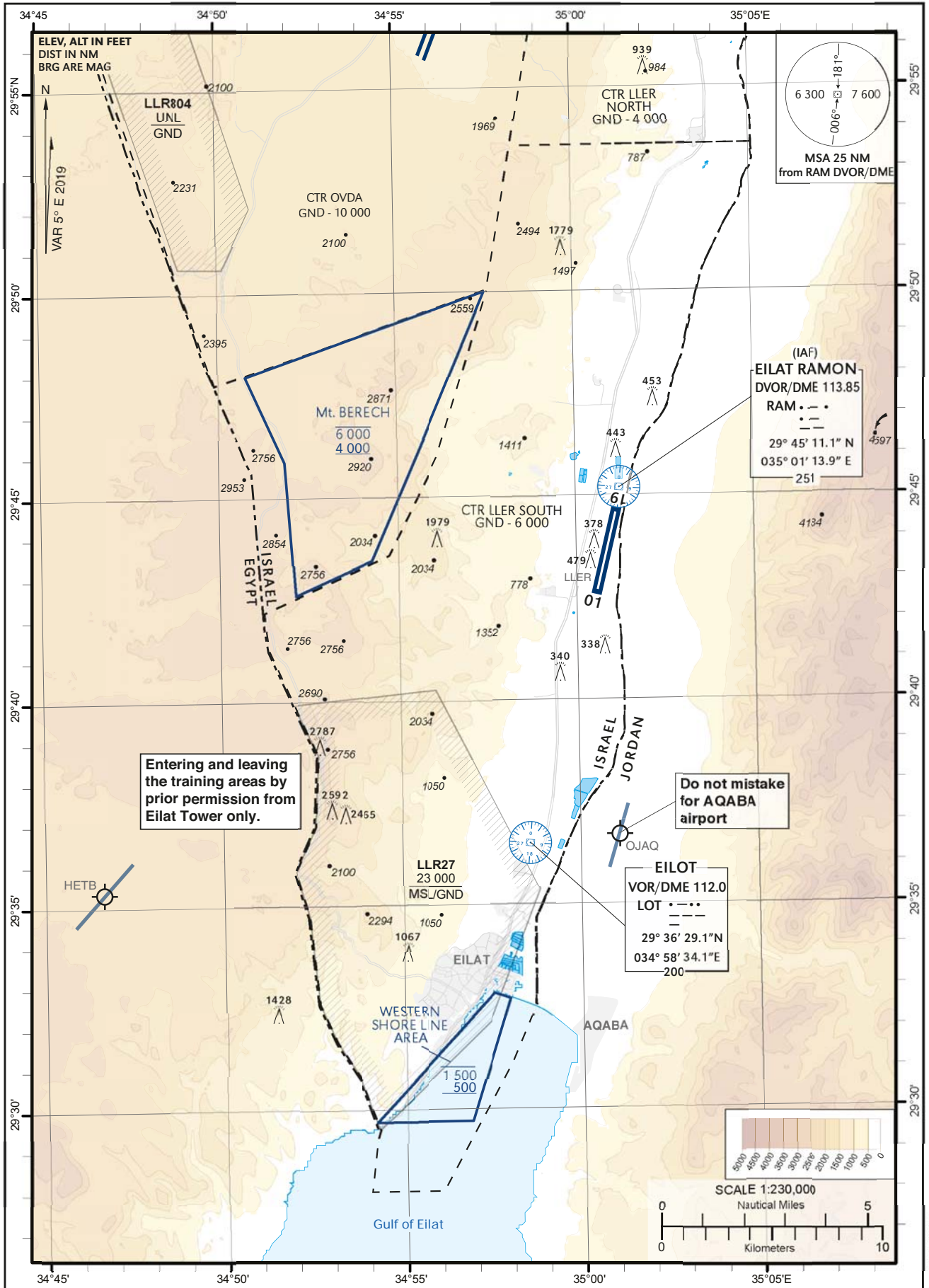
Holding Fix	Latitude Longitude	Inbound Course/Track M° (T°)	MAX IAS (Kts)	Altitude (ft)	Outbound Time / Distance	Turn Direction
NURIT	30° 04' 10"N 035° 03' 57" E	185 (190.2)	215	-10 000 +5 000	1 Min	R

TRAINING AREAS

AD ELEV 288 ft

ATIS 132.55
TWR 119.00
ACC 120.90

EILAT/ILAN &
ASAF RAMON (LLER)



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Do not mistake
for AQABA
airport

EILOT
VOR/DME 112.0
LOT
29° 36' 29.1" N
034° 58' 34.1" E
200

(IAF)
EILAT RAMON
DVOR/DME 113.85
RAM
29° 45' 11.1" N
035° 01' 13.9" E
251

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