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Tel Aviv Dov Hoz City Airport

IATA/ICAO CODE: SDV/LLSD
 CITY: Tel Aviv
 COUNTRY: Israel

AIRPORT CONTACT

Information updated by the airport 2/2011

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ELEVATION: 15 ft.

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (m)	Glide Slope(deg)	Width (m)
03/21	1740	PAPAI 3.1 deg	-	30

NOISE ABATEMENT PROCEDURES

Starting 11/22/99 no turboprop/jet can operate from the civil apron (start engine). All "Large" aircraft such as shall be operated from apron "S" (next to runway 21/03). Smaller aircraft shall be towed to the civil apron.

The local regulations concern larger aircraft limits, like MAX P.C.N, Rwy length and wingspan. The largest aircraft allowed to operate (for the time being) is of max 30M wingspan (into the civil apron). No aircraft as large as a B737 are allowed. Regarding engine power, all twin and multi-engine aircraft (that the manufacturer allows) shall startup and taxi on one engine only, and other engines will be started next to the Rwy.

The local regulations say that all ground equipment that companies wish to use (such as APU) have to be checked and approved by the airport management. Limits on operations due to noise abatement concern the engine start up and from 2100 to 0600 "large" aircraft have to be towed to the Rwy and start up engines at that point.

The towing times are from 2130 to 0630 local time. All turbo prop a/c shall be towed from the civil apron to the runway start up position at all time. No limitations on jets except ops limitations caused in accordance to the a/c manuals (rwy, pcn, etc.)

Pilots should avoid use of reverse thrust as much as possible between 2130 and 0630 except

in cases of emergenby/wet ruwy/airplane manuals that do not allow this.

Take-off Procedures

Climb straight ahead. at 400 ft turn right (from Rwy 21) or left (from Rwy 03) climbing to proceed INTRO thence.

To the North

Turn right to proceed to HRZ NDB climbing to 4000 ft. Then intercept and follow NAT R-216 (heading 036 deg). At 4000 ft to NAT VOR/DME Cross HRZ NDB not below 3000 ft.

To the South

Turn right heading 143 degrees (intercept R-323 BGN) Climbing in accordance with ATC clearance. Proceed via BGN VOR/DME to assigned route.

CONTINUOUS DESCENT ARRIVAL (CDA) - [NONE](#)

AIRPORT CURFEWS

2300-0530

PREFERENTIAL RUNWAYS

03 for takeoff from 2300

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS

Engine run-up permitted on apron "S" (next to rwy 21/02) in positions 1 and between 0730-1400 and 1600-1800 local time.

APU OPERATING RESTRICTIONS

See noise abatement procedures

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE - [NONE](#)

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-

Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

NOISE MONITORING SYSTEM - [NONE](#)

FLIGHT TRACK MONITORING SYSTEM - [NONE](#)

NOISE LEVEL LIMITS - [According to the Israeli noise laws](#)

CHAPTER 2 RESTRICTIONS - -

CHAPTER 2 PHASEOUT

This airport is located in a country that is an ICAO Contracting State. It is not known if this country adopted the ICAO recommendation (Resolution A28-3) for the phase out of Chapter 2 airplanes.

CHAPTER 3 RESTRICTIONS - [NONE](#)

COMMENTS

1. Airport Regulations

At Tel Aviv DOV HOZ Airport a number of local regulations apply. The regulations are collected in a manual which is available at the AIS briefing office. This manual includes, among other subjects, the following:

- a) the meaning of markings and signs;
- b) information about aircraft stands including visual guidance systems;
- 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) marshaller assistance and towing assistance;
- g) use of engine power exceeding idle power;
- h) engine start-up and use of APU;
- i) fuel spillage;
- j) precautions during extreme weather conditions;
- k) limits in operation due noise abatement