Ben Gurion International Airport

IATA/ICAO CODE:	TLV/LLBG
CITY:	Tel Aviv
COUNTRY:	Israel

AIRPORT CONTACT

Information updated by the airport 3/2011

Name:	SHMUEL KANDEL	Yossi Zohar
Title:	Airport Director	Noise Monitoring Officer
Airport:	Ben Gurion International	Ben Gurion International
Address:	P.O. Box 7 Ben Gurion International Airport 70100 Ben Gurion,Israel	P.O. Box 7 Ben Gurion International Airport 70100 Ben Gurion,Israel
Phone:	+972 3 971 0666	+ 972 3 9750281 + 972 50 9750281 (mobile)
Fax:	+972 3 971 1908	+972 3 971 3013
Email:		yossizo@iaa.gov.il
Airport Web Site:		

Name:	Ron Etzion
Title:	Head Environmental Qulaity Israel Airports Authority
Airport:	Ben Gurion International
Address:	P.O. Box 7 Ben Gurion International Airport 70100 Ben Gurion,Israel
Phone:	+972 3 9750280
Fax:	+ 972 3 9750282
Email:	

ELEVATION: 135 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
03/21	5840	-	-	148
08/26	11998	26/10030	-	148
12/30	10249	30/9964	-	148

NOISE ABATEMENT PROCEDURES

NOTE: The information below with respect to Chapter 2 airplanes is for historical purposes. No Chapter 2 airplanes are allowed to operate at the airport.

For aircraft licensed in accordance with ICAO Annex 16 Chapter 2:

Takeoff to 1500 ft AGL

Takeoff power
Takeoff flaps
Climb to V2 + 10 KT (V2 + 10 - 20 KT for takeoffs from runway 30 between 1400-2300 to enable up to 25 degree bank which may be dictated by the SID) or as limited by body angle.

At 1500 ft AGL

Reduce power to not less than climb power.

1500-3000 ft AGL

Climb to V2 + 10 KT (V2 + 10 - 20 KT for takeoffs from runway 30 between 1400-2300 to enable up to 25 degree bank which may be dictated by the SID) or as limited by body angle.

At 3000' AGL

Normal speed and flap retraction schedules to enroute climb

For aircraft licensed in accordance with ICAO Annex 16 Chapter 3:

Takeoff to 1500 ft AGL

Takeoff power
Takeoff flaps
Climb to V2 + 10 KT (V2 + 10 - 20 KT for takeoffs from runway 30 between 1400-2300 to enable up to 25 degree bank which may be dictated by the SID) or as limited by body angle.

At 1500' AGL

Reduce power to not less than climb power.Normal speed and flap retraction schedules to enroute climb.

Reverse Thrust

Reverse thrust other than idle thrust shall not be used between 2300-0600 except for safety reasons.

CONTINUOUS DESCENT ARRIVAL (CDA) - NONE

AIRPORT CURFEWS

As of June 1, 2010, the Israel Airports Authority has approved night flights at the airport for Stage 4/Chapter 4 airplanes between 1:40 and 4:30 am.

PREFERENTIAL RUNWAYS

Arrivals

Runway 12 will be the preferred runway assigned to landing aircraft, provided the tailwind component does not exceed 10 KT on a dry runway or 5 KT on a wet runway

Departures

Runway 26 and 30 will be the preferred runways assigned to departing aircraft provided the tailwind component does not exceed 5 KT.

Landing on runway 26 and takeoff on runway 08 are restricted unless conditions dictate their use. Takeoff on runway 30 between 2300-0600 is prohibited.

OPERATING QUOTA - NONE

ENGINE RUN-UP RESTRICTIONS
Run-up engine higher than idle power is forbidden between 2300-0600

APU OPERATING RESTRICTIONS - NONE

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)	-	in progress
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

New noise level limits ar the monitor locations went into effect January 1, 2010
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	All other departures
1	315920N 0345629E	SHOHAM	93	91
2	320117N 0345114E	OR-YEHUDA	93	91
3	315957N 0344945E	MISHMAR-HA'SHIV'AH	93	91
4	320117N 0344945E	BEYT-DAGAN	93	91
5	320014N 0344748E	KIRYAT-SHARET	88	85
6	315917N 0344716E	RISHON-LETZION	88	85
7	315926N 0344619E	KIRYAT BEN-GURION	88	85
8	315950N 0344423E	NEVE-HOF	88	85
9	320044N 0344735E	ESHKOL	88	85
10	320014N 0345111E	ZAFARIA	93	91
11	315959N 0344501E	BAT-YAM	88	85
12	3200.3N 03445.2E	TNUOT	88	85

FLIGHT TRACK MONITORING SYSTEM

Yes - see information under Noise Monitoring System

NOISE LEVEL LIMITS

See information under noise monitoring system. Noise level limits went into effect January 1,2010. Note that there are two tables for the noise level limits, one for aircraft with a MTOW below 300,000kg and the other for aircraft with a MTOW 300,000 and above.

CHAPTER 2 RESTRICTIONS

No Chapter 2 airplanes operations are allowed

CHAPTER 2 PHASEOUT - NOT RELEVANT

CHAPTER 3 RESTRICTIONS

Night limitation - see airport curfews