



11SAB05

4 June 2010


Temporary Closure of Runway 26 at Tel-Aviv Ben-Gurion Airport (LLBG)


Tel-Aviv Ben-Gurion airport (LLBG) is scheduled for a major development works which will last approximately five years. As part of these works, Runway 08/26 will be closed for a period of 15 months (see NOTAM A0501/10); therefore the airport will operate as a single runway operation using Runway 12/30.


 Runway 30 will be the preferred runway during day-light. Pilots should be familiar with the RNAV-VIS approach and the new LDA approach for this runway (see paragraph 2). Runway 12 will be the preferred runway during night-time.


 Pilots operating flights to Ben-Gurion airport should consider possible delays on arrival and departure during congested hours and prepare accordingly.


LDA (Localiser Directional Aid) Approach for Runway 30 (LLBG)


 The new LDA approach for runway 30 is scheduled to be effective 1 July 2010. The approach was tested by ISR-ALPA pilots, who would like to emphasize the following safety issues:

 The approach is to an ILS with the localiser offset by more than 11° from the runway heading. Furthermore the relatively high minima only allow a stable approach to be established late in the final approach.

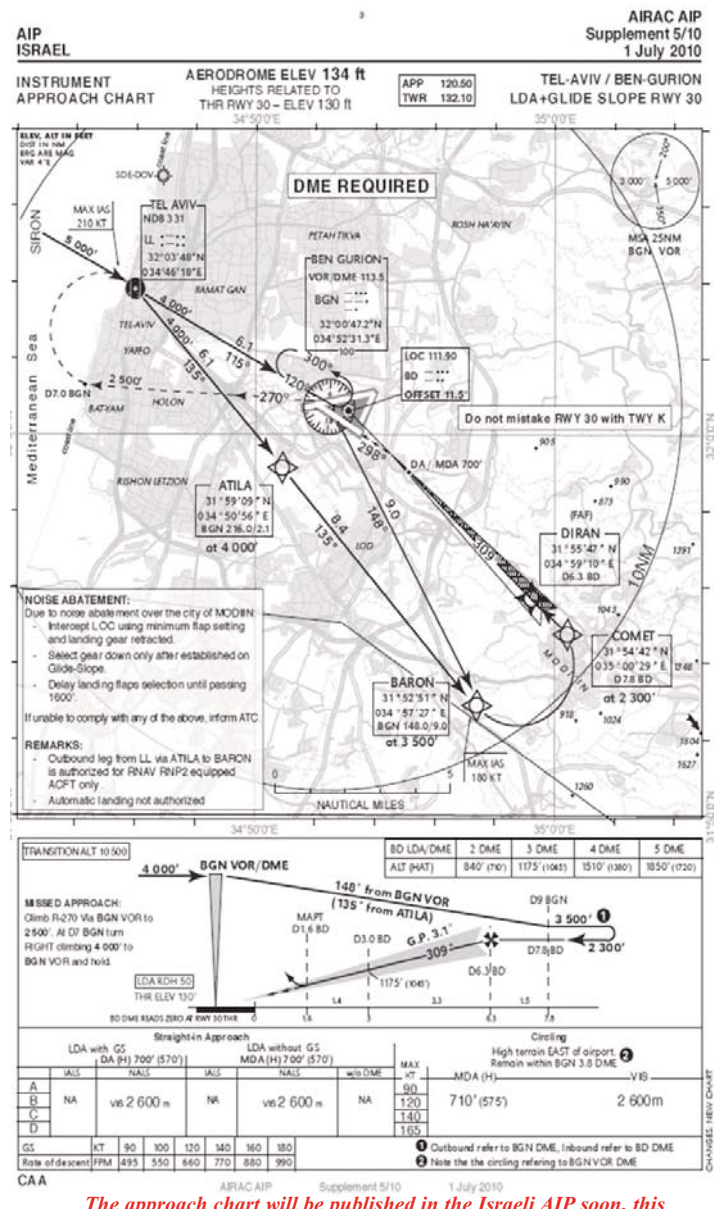
 The majority of arrivals are from the northwest, roughly in the opposite direction to the final approach. Pilots should ensure that they do not descend below the designated altitudes until established on final to avoid conflict with departing traffic. In case of a missed approach you should adhere rigidly to the designated missed approach altitude to avoid conflicts with inbound traffic.

 Pilots flying non-FMS airplanes should consider the turning radius on base-leg in order to not over-shoot the localizer.

 The approach was tested in daylight VMC by pilots familiar with the airport. The runway lights will not be changed for this approach. Therefore in low visibility pilots may experience difficulty identifying the runway among other lights in the vicinity.

 The approach was not tested for sequenced arrivals. Aircraft arriving during peak hours may experience extended spacing between aircraft and delays.

 ISR-ALPA strongly recommend briefing thoroughly all these issues before arrival to LLBG.



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