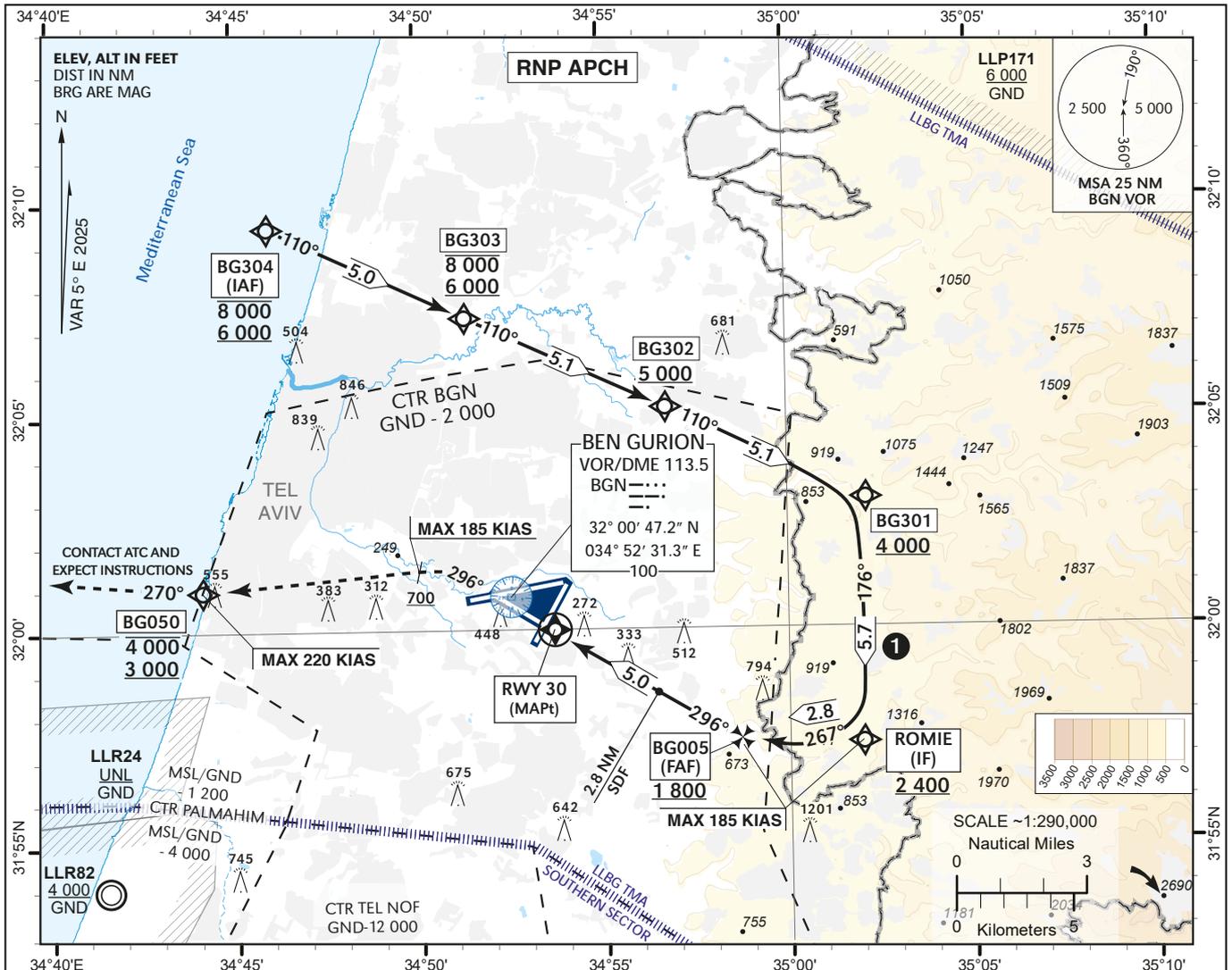


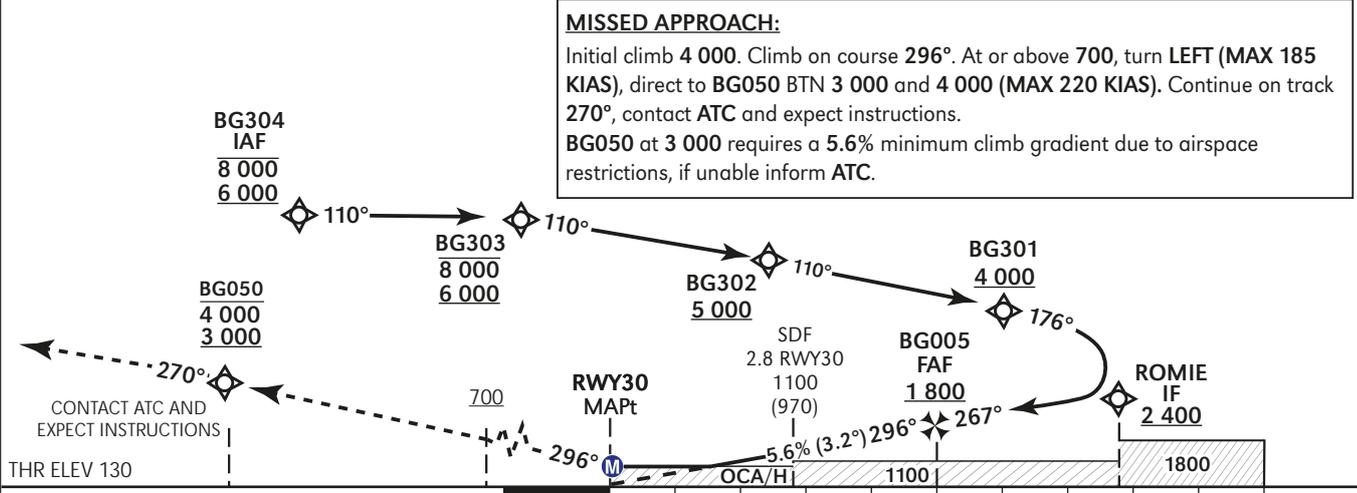
INSTRUMENT APPROACH CHART - ICAO
AERODROME ELEV 134 ft
HEIGHTS RELATED TO TA 18 000
THR RWY 30 - ELEV 130 ft

ATIS Arrival 132.50
ARR 131.10
APP 120.50
TWR 134.60

TEL-AVIV / BEN-GURION (LLBG)
RNP Z RWY 30



MISSED APPROACH:
 Initial climb 4 000. Climb on course 296°. At or above 700, turn **LEFT (MAX 185 KIAS)**, direct to BG050 BTN 3 000 and 4 000 (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.



THR ELEV 130
 NM to THR RWY 30

OCA (OCH)	A	B	C	D			
LNAV		680 (550)					
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

1 VFR traffic may be present at low altitude max 1300 QNH between WPT ROMIE and BG005.

Procedure: RNP Z RWY 30

Navigation Specification	Path Descriptor (Recommended)	Waypoint Identifier	Latitude Longitude	Flyover	Course/Track M° (T°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (Kts)	Remarks
RNAV 1	IF	BG304	32° 09' 24"N 034° 45' 58" E	-				-8 000 +6 000		IAF
RNAV 1	TF	BG303	32° 07' 17.7"N 034° 51' 18" E	-	110 (114.8)	5.0		-8 000 +6 000		
RNAV 1	TF	BG302	32° 05' 09.5"N 034° 56' 42" E	-	110 (114.8)	5.1		+5 000		
RNAV 1	TF	BG301	32° 03' 00.9"N 035° 02' 06" E	-	110 (114.8)	5.1		+4 000		
RNAV 1	TF	ROMIE	31° 57' 18.5"N 035° 02' 00.7" E	-	176 (180.8)	5.7	R	+2 400	-185	IF
RNP APCH	TF	BG005	31° 57' 23.3"N 34° 58' 40.2" E	-	267 (271.6)	2.8	R	+1 800		FAF
RNP APCH	TF	RWY30	31° 59' 59.88"N 034° 53' 39.12" E	Y	296 (301.4)	5.0	R	+180		MAPt

Standard missed approach

Navigation Specification	Path Descriptor (Recommended)	Waypoint Identifier	Latitude Longitude	Flyover	Course/Track M° (T°)	Distance (NM)	Turn Direction	Altitude (ft)	Speed (Kts)	Remarks
RNAV 1	CA	-		-	296 (301.4)			+700	-185	
RNAV 1	DF	BG050	32° 00' 55.9" N 034° 44' 05.9" E	-			L	-4 000 +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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