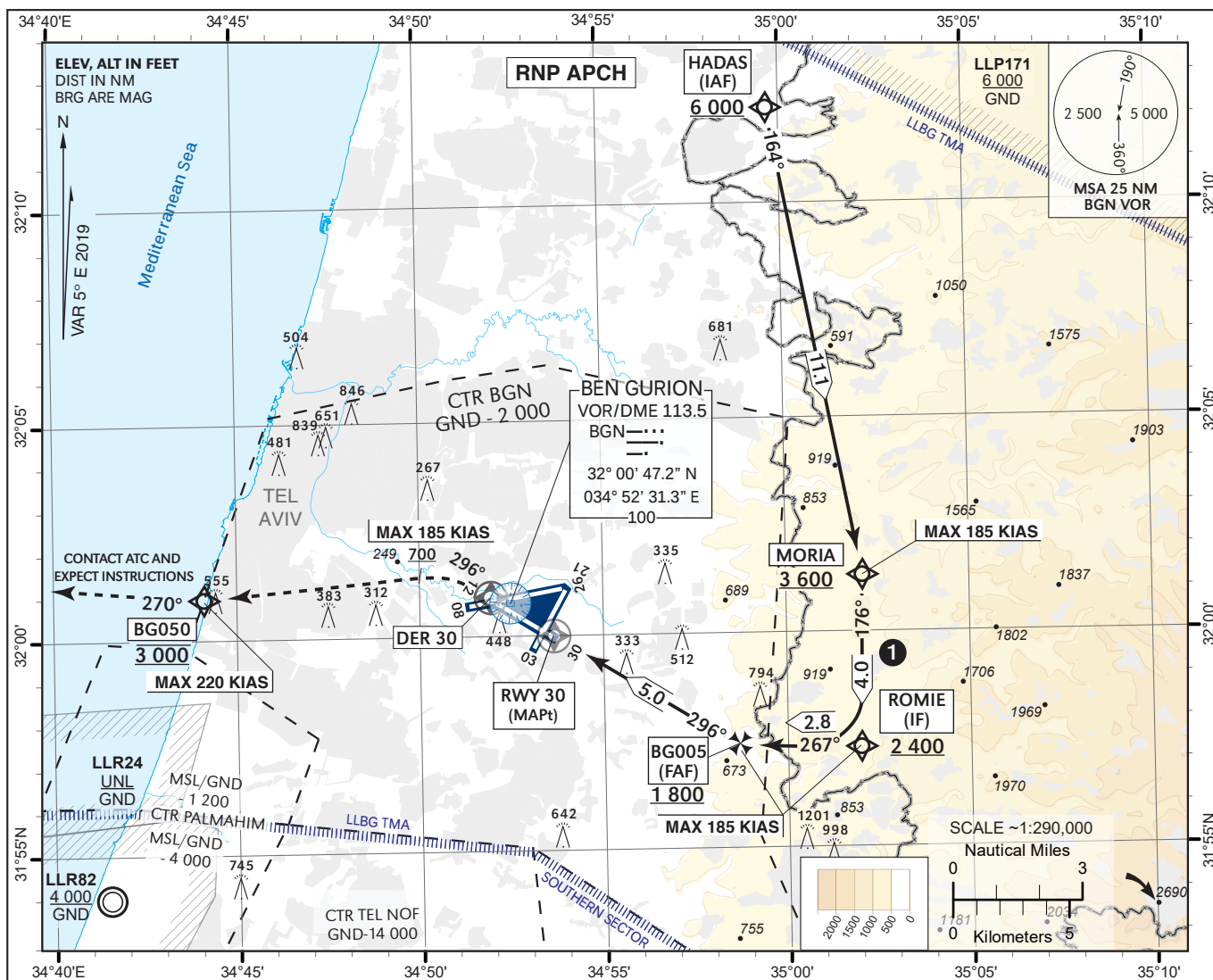


INSTRUMENT AERODROME ELEV **134 ft**
APPROACH HEIGHTS RELATED TO TA 18 000
CHART - ICAO THR RWY 30 - ELEV **130 ft**

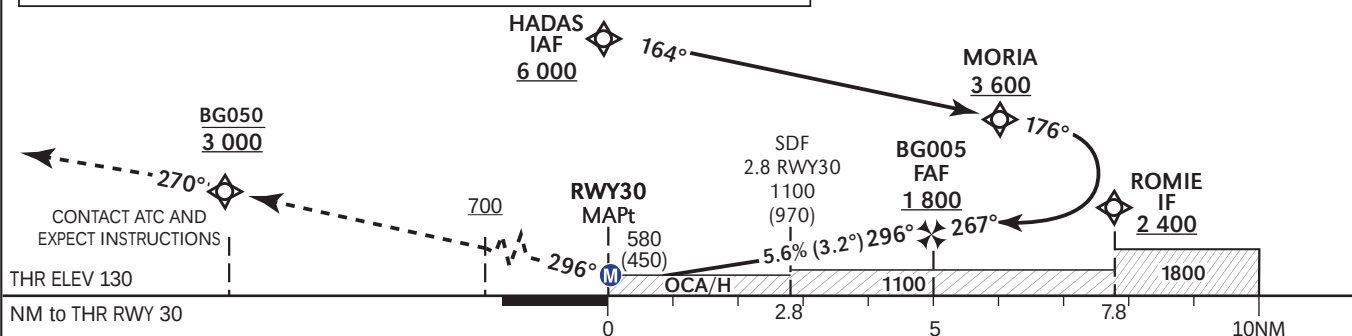
ATIS ARRIVAL 132.50
ARR 131.10
TWR 134.60

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**.



	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	
1	VFR traffic may be present at low altitude max 1300 QNH between WPT ROMIE and BG005.		ROD: 5.6%	ft/min	453	567	680	792	905	1 020

CAA

AMENDMENT 4/20

CHANGES: New chart.

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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