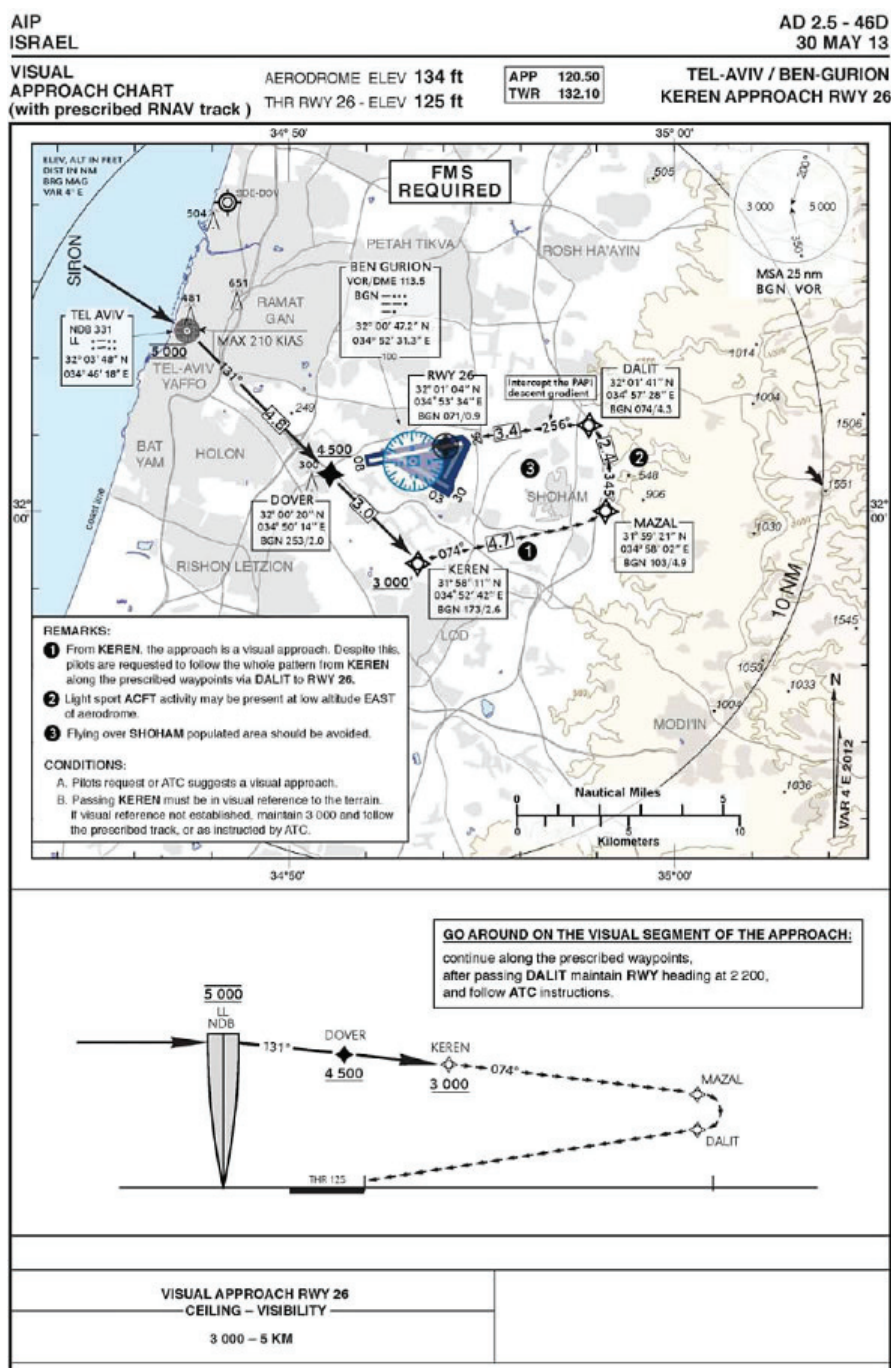
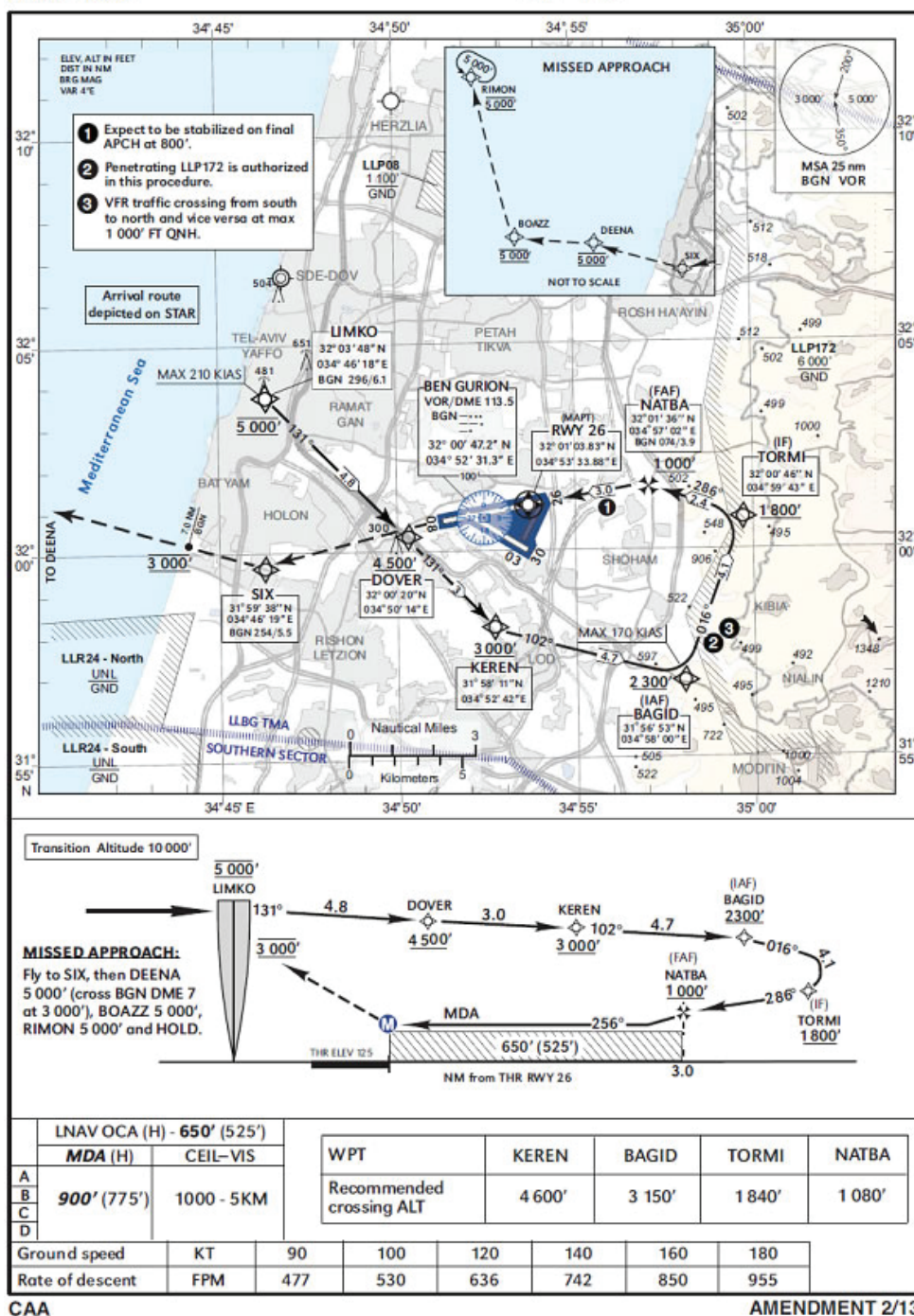


## Level-busts on approach to Ben-Gurion Airport, Tel-Aviv, Israel (LLBG)

The Israeli Aviation Incidents & Accidents Investigation office has recently published an investigation report concerning several incidents that occurred in the last few months involving flights of several different operators (the report was not translated to English yet). The common mistake is the confusion between 2 different approaches to the same runway 26: the “Visual With Prescribed RNAV Track” and the “RNAV GNSS” (see the charts below).



**AIP  
ISRAEL**
**AD 2.5 - 46E  
19 SEP 13**
**INSTRUMENT  
APPROACH  
CHART - ICAO**
**AERODROME ELEV 134 ft  
THR RWY 26 - ELEV 125 ft**
**APP 120.50  
TWR 132.10  
TMA 119.50**
**TEL-AVIV / BEN-GURION  
RNAV (GNSS) RWY 26**


On the incidents investigated, it was revealed that the crews did not notice there was more than one option to choose from for an arrival to RWY 26 via KEREN, and the incorrect approach was selected in the FMS. As a result, the aircraft flew an incorrect path both laterally and vertically. The terminology of the ATC for the Visual Approach (with prescribed track) is “KEREN Approach”, which might have contributed to the confusion of the crews.

ISRALPA would like to draw the attention of pilots landing in LLBG to the confusion that might arise between the 2 approaches. Pilots should pay attention to their ATC clearance, if it's “KEREN Approach” referring to the Visual Approach, or “RNAV Approach” referring to the GNSS RNAV Approach. Currently, the GNSS approach is rarely used.

The most problematic point regarding the vertical profile of the visual approach is DOVER, which must be crossed at or above 4500ft. to avoid departing traffic passing below. The visual segment of the approach does not begin until KEREN; therefore the altitude at DOVER must be adhered to. Some crews have mistakenly descended below 4500ft. prior to passing DOVER because they thought the descent might be too steep and this has caused level-busts.