

✚ Airfield Detail LLSL | SDE DOV

Last Refresh: 11 Dec 2018 0755z 

Basic Information			
ICAO LLSL	Airfield Name SDE DOV	Change User	
Alternate ICAO	Alternate Name	Last Modified	
Airfield Type JOINT	WAC INNR 0426-08022		
Latitude 32 06.9N	Longitude 034 46.9E	Elevation 43	
Region Name MIDDLE EAST -- ASIA	Country / Cd ISRAEL	/	IS
Area ID 18TH AF	State,Province / Cd	/	
FAA Code SDV	GEOLOC VFAL	GMT Offset 02:00	
Suitability Codes CDHJKLPQRSZ	Misc Codes AF		
Runway Width Waiver Required For			
Runway Length Waiver Required For			
Aircraft Restricted to Runway Only Operations C40			
Survey Date	Reviewed By CRAIG	Review Date 10/12/2016	
	Approved By KLINGLER	Approval Date 08/31/2017	
Other Names			
<div style="border: 1px solid black; padding: 2px;"> Other Names ▲ TELE-AVIV </div>			
STIF Information Exists For:			
LLSL			
Suitability Codes			
Code	Description		
C	SUITABLE C130		
D	SUITABLE C17		
H	SUITABLE C20		
J	SUITABLE C40		
K	SUITABLE C37		
L	SUITABLE C21		
P	DOD/FAA or SA and Commercial and/or Host Nation Procedures Available, Approval May Be Required		
Q	RESTRICTIONS EXIST OR APPROVAL/ADVISORY REQUIRED PRIOR TO OPERATIONS		
R	DAYLIGHT OPERATIONS ONLY		
S	VFR ONLY		
Z	SUPPLEMENTARY INFORMATION AVAILABLE-SEE STIF		
Runway Information			
Taxiway Information			
Parking Apron Information			
Restrictions and Remarks			
Airfield Restrictions			
Q- Miscellaneous A code: This airfield is in Archive status due to lack of use, i.e., no AMC mission has transited the airfield for over two years and/or no MAJCOM has requested the field be maintained in the GDSS airfield database. Nevertheless, historical information is retained in the AMC database to provide planners an estimate of airfield capability. Airfield information is not checked during the normal review cycle and may not be current. Contact the AMC/A3AS Airfield Help Desk at DSN 779-3112, commercial (618)-229-3112, or email (Airfield.Helpdesk@us.af.mil) and request a review prior to planning a mission to transit this airfield.			
R- Day only, except C21, due to unknown landing/taxi obstacles. Pending aircrew feedback.			
S- VFR only due to lack of usable instrument approaches, except C20, C21, C32, C37, C40, C130 (Only CAT A-C IAP available).			
Q- (Miscellaneous Code F) Aircrew feedback for this airfield concerning obstacles affecting ground taxi operations is required. Feedback form attached in STIF. Aircrew provide feedback to the Airfield Suitability office (A3AS) via the AMC Airfield Help Desk at DSN 779-3112, FAX DSN 576-2702, or via e-mail: Airfield.Helpdesk@us.af.mil.			
Q- Some ramps (and/or taxiways) are reported as unlit/lighting unknown. Nighttime operations on these surfaces are approved for C21 provided auxiliary lighting is confirmed/provided.			
Q- Use caution and wing walker in the vicinity of: 15ft 0in tall EQUIPMENT AND STRUCTURES located 0ft from the edge of S Ramp. Note: Aircraft Commanders must ensure adequate capability to safely turnaround prior to entering the ramp area.			
Q- C40 are restricted to runway only operations due to narrow or otherwise inadequate taxiway routing.			
Q- Unsuitable for C32 due to inadequate turnaround capability.			
Please review Airfield Remarks and Supplemental Theater Information File (STIF) for additional information and guidance.			

Airfield Remarks

Rwy 03/21 is unsuitable for C5, KC10, KC135, KC46 due to landing distance available.
 Rwy 03/21 is unsuitable for C5, KC10, KC135, KC46 aircraft takeoff/landing due to runway width.
 Rwy 03/21 is unsuitable for KC46 aircraft due to inadequate WBC.
 C17, C32, C40 are approved to taxi on 49ft wide taxiways.
 Taxiway C is unsuitable for C32, C40 aircraft due to inadequate WBC.
 Taxiway D is unsuitable for C32, C40 aircraft due to inadequate WBC.
 Taxiway E is unsuitable for C32, C40 aircraft due to inadequate WBC.
 Taxiway K is unsuitable for C32, C40 aircraft due to inadequate WBC.
 Taxiway L is unsuitable for C32, C40 aircraft due to inadequate WBC.
 Taxiway M is unsuitable for C32, C40 aircraft due to inadequate WBC.
 Taxiway P is unsuitable for C32, C40 aircraft due to inadequate WBC.
 Taxiway R is unsuitable for C32, C40 aircraft due to inadequate WBC.
 Taxiway Y1 is unsuitable for C32, C40 aircraft due to inadequate WBC.
 Taxiway Y2 is unsuitable for C32, C40 aircraft due to inadequate WBC.
 Apron S is unsuitable for C17, C32, C40 aircraft due to inadequate WBC.
 Apron T is unsuitable for C17, C32, C40 aircraft due to inadequate WBC.
 Apron Y is unsuitable for C17, C32, C40 aircraft due to inadequate WBC.
 Twys M and L are turning loops located at the north end of the runway.
 Aprons G, H, J, W, and Z unusable due to obstructions (Hangars, parked aircraft, and equipment).
 Scheduled commercial Regional Jet and Turboprop service.
 Runway information taken from AIP, condition from NGA CAFR. Twys C-E, K-M, P, R widths retained from 2011 ESP, WBC/condition taken from NGA CAFR. Other Twys information/condition taken from NGA CAFR. Apron information/condition taken from NGA CAFR. See AIP in STIF for information, local procedures, and restrictions.
 See AIP airfield and parking diagrams in STIF for taxiway/apron designations/system.
 Latest Change Date - 2017AUG03/dfc - Airfield archived due to lack of use by AMC.

Approach/Departure Information**Procedures Reviewed by TERPS****Waivers Granted****Planning****Aircraft Rescue and Firefighting -- ARFF**

Unclassified FOUO