

Ben Gurion X

for FSX:SE

Version 2.0



By David Rosenfeld

Published by
FSAddon Publishing

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Landscapes - Airfields - Aircraft - Tools

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After purchasing this product, **Ben Gurion X by David Rosenfeld**, you may install and use it on ONE computer only for your private use. And you know what? If you really want to make a backup copy for safety reasons only and promise NOT to use it for anything else (like giving it to your best friend), we don't even blame you!

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Now let's get down to business.....

Introduction

The product

This scenery is made for **Microsoft Flight Simulator X** and was built in order to replace the default Ben Gurion airport scenery.

The scenery contains:

- Terminal 3 – with moving jetway - (CTRL-J) and its surrounding parking positions.
- More realistic runways and taxiways.
- Highly detailed buildings, structures and facilities
- Navigation aids and lights, including the new LDA system on runway 30 which allows any kind of training.
- Photorealistic ground textures.

Auto-generated buildings and trees appear on the photorealistic ground, according to the location of the cities. Furthermore, the roads are illuminated during night time, and allow night VFR flying in the vicinity of the airport.

For much better results in general view all over the scenery and Israel as a whole we recommend to use the land class scenery by ISP Israel Sceneries Project

<http://israeli-scenery.org/>

Download it here:

http://vs156041.server4you.net/isp/downloads/Israeli_Landclass_X_v105.rar

The Upgrade to Version 2.0

In order to **INSTALL** this new Version 2.0, you will need to **UN-INSTALL** the old version first, should you have it loaded (please refer to 'Uninstalling' further down).

So what has been changed?

David Rosenfeld on the new version:

Ben Gurion Version 2.0 for FSX is completely overhauled and includes many new additions, caused by the work going on at the airfield in real life! Most of these changes did not exist yet back in January 2011.

The work on the real airport started a week or two before we released the first version and some of its steel under construction will continue for two years. What I did is I finished most of what will be ready in the near future. For example in reality the Runway 03-21 will be extended but as for now they didn't start work on it and it is totally closed and blocked. The 12-30 will be also close for two years !

Changes/additions:

- seven new taxiways, all with:
- standing signs and taxiway markings
- taxiway lighting
 - the sides blue light
 - green in the center
 - red on stops
- changed most of the ground poly (asphalt with taxiway lines)
- changed the AFCAD to fit the new taxiways
- extended the 08 runway
- and finally drew all this on the photoreal Two Seasons and Night
- as a bonus I add few important buildings

Main problem in the first version was with the AI behavior. I think that now has been solved with the change of Runway 8.

Installation

Installation is relatively easy. Actually, chances are that when you read this, you've already DONE IT!

Using the Steam system, your add-on will be installed automatically into the right place and is ready to use.

Uninstalling

Under the Steam system, all software can also be un-installed using the Steam functionality. For more information please check the Steam help systems.

Support

We don't envisage you will need much support as this is a fairly simple product with an automated install.

But since SUPPORT is one of our famous hallmarks we are here for you of course!

You can freely READ our Support Forums and find information there. In case you have QUESTIONS you will NEED to REGISTER to our SUPPORT FORUMS, which is **THE ONLY PLACE** we provide support for FSAddon Publishing products!

You can find David's forum here: <http://fssupport.com/fsaddonforum/index.php?board=6.0>

(For reasons of security you will **have to register** in order to post messages there. We also ask you to put your (Steam) **ORDER NUMBER** or your **PayPal transaction number** in your **signature**, so we know you are one of our legitimate customers).

Ben Gurion Airport history

Ben Gurion airport, which today serves as the entrance and exit gateway of the State of Israel, was established by the British Mandate authorities in the Land of Israel as part of a broad plan to lay down airports in mandate-time (pre-state) Israel.

Since its establishment and to the present day, the airport has served as the main entrance and exit gateway for both the citizens and guests of the State of Israel, and as such bears witness to the history of the State and the main events which formed it.

In 1935 work began on the infrastructure and in April 1937 four concrete runways were completed, each 800m long and 100 m wide.

In 1937, the construction of an aircraft workshop (hangar) was started, in preparation for the Hannibal aircraft which were to arrive from the British "Imperial Airways". This workshop that was built with the assistance of a German company continues serving El Al's Boeing jets to this very day.

After the Second World War broke out, routes of national airlines from Paris, Brussels and Zurich were added, mainly using Dakota aircraft. At the beginning of the war air force squadrons from Australia, Britain and the U.S. started setting themselves up in Europe and the civilian activities of the airport were reduced and the stage of military activities began.

At the beginning of the 90s, the airport witnessed the huge wave of immigration that arrived from the Soviet Union. As part of the preparations to receive this influx, an immigration absorption hall was established. At that time, direct flights from the U.S.S.R. started arriving (October 1991).

In the wake of the increase in passengers and freight traffic at the airport, the Authority commenced organizing for the establishment of the new terminal that would provide passengers with the best available aviation services. In January 1994, the Government of Israel, headed by Yitzhak Rabin, took the decision for the establishment of Terminal 3, within the framework of gearing up for the third millennium.

On 25 October, 1998, about 5 years after the decision for the establishment of the additional terminal was taken, the corner stone was laid for the Terminal 3 building, in the presence of the Minister of Transport and a large group of dignitaries.



Airport Description

Terminal 1

Terminal 1 re-opened in 2007 as the domestic terminal following extensive renovations and, in July 2008, to cater for summer charter and low-cost flights. It remained open for these charter and low-cost flights for the 2008 summer season, with passengers checking in and passing through security here, before being ferried to Terminal 3.

The terminal closed temporarily in October 2008 for further renovation. It opened again in Summer 2009, when it was expected to reach its three-month capacity of 600,000 passengers on international flights.

Terminal 3

Terminal 3, which opened on 28 October 2004, replaced Terminal 1 as the main international gateway to and from Israel. The building was designed by Skidmore, Owings and Merrill (SOM). Moshe Safdie & Associates and TRA designed a linking structure and the airside departure areas and gates. Ram Karmi and other Israeli architects were the local architects of record.

The inaugural flight was an EI Al flight to John F. Kennedy International Airport in New York City.

The new terminal is built to serve over 10 million passengers per year.

Terminal 3 uses the Jetway system.

The overall layout is similar to that of airports in Europe and North America, with multiple levels and considerable distances to walk after disembarking from the aircraft.

After the main security check, passengers wait for their flights in the star-shaped duty-free rotunda. A variety of cafes, restaurants and duty-free shops are located there, open 24 hours a day, as well as a synagogue, banking facilities, a transit hall for connecting passengers and a desk for VAT refunds.

Terminal 3 has a total of 30 gates divided over three concourses (B, C and D), each with 8 jetway-equipped gates (numbered 2 through 9).

There are also 2 stand gates (bus bays, 1 and 1A) from which passengers are ferried to the aircraft.

EI Al flights all depart from concourse D except for some New York bound flights which depart from concourse C. All other airlines use concourses B and C.

Two additional concourses (A and E) may be built if passenger traffic warrants expansion.

Runways

Main runway

The closest runway to terminals 1 and 3 is 12/30, 3,112 meters (10,210 feet) in length, and is followed by a taxiway. Most landings take place on this runway from West to East, approaching from the Mediterranean Sea over southern Tel Aviv. During inclement weather it may also be used for takeoffs (heading 12).

A 17 million NIS renovation project was completed in November 2007 which reinforced the runway and made it suitable for future wide-body aircraft such as the new Airbus A380. In September 2008 a new ILS serving the runway was activated.

Short runway

In the past, the short runway, (heading 03/21) 1,780 meters (5,840 feet) in length, mainly served cargo aircraft of the Israeli Air Force. Today it serves mostly as a taxiway for the quiet runway. It is rarely used for landing from north to south (heading 21). By the middle of the decade however, the IAF facilities adjacent to the short runway are slated to be relocated to Nevatim and the runway will be lengthened to over 9,100 feet (2,800 m), equipped with an ILS and placed into full commercial usage.

Quiet runway

The longest runway at the airfield, 3,657 meters (11,998 feet), and the main take off runway from east to west (Direction 08/26), referred to as "the quiet runway" since jets taking off in this direction produce less noise pollution for surrounding residents. This is the newest runway in the airport, built in the early 1970s.

A 24 million NIS renovation project completed in February 2006 reinforced the runway and made it suitable for future wide-body aircraft such as the new Airbus A380.



Future runway configuration

The fact that the main runway and the quiet runway intersect near their western ends often creates a crisscross pattern between aircraft landing and taking off. This pattern reduces the amount of air traffic which can circulate in and out of the airport and has detrimental safety implications as well.

To alleviate these issues, work began in 2010 to construct new taxiways, lengthen the short runway, and move the take-off point on the quiet runway further to the west. When all phases of construction are completed, runway 03/21 will become the main landing runway instead of runway 12/30 which will then be used on a secondary basis.

This configuration will enable a new approach pattern to and from the field, allowing simultaneous take offs and landings at most times of the day and more than double the number of aircraft movements which can be handled at peak times while increasing the level of air safety in and around the airport.

The project will cost nearly 1 billion NIS and is scheduled to be completed by early 2014.

Other airport data

Operator:

Israel Airport Authority

Hub for

- El Al
- Arkia Airlines
- Israir
- Sun d'or International Airlines

Runways

03/21 1780 m 5840 ft Asphalt

08/26 3657 m 11998 ft Asphalt

12/30 3112 m 10210 ft Asphalt

Communications info

ATIS **132.5**

Ben Gurion Tower **132.1**

Ground West Ground Control **118.05**

Ground East Ground Control **129.2**

Ben Gurion Clearance Clearance Delivery **119.35**

Ben Gurion Approach Control **120.5**

Ben Gurion TMA **119.5**

Ben Gurion Departure Control **120.5**

Information for this document was gathered from Wikipedia.org and Israel Airport Authority.

Link for Charts

http://en.caa.gov.il/index.php?option=com_content&view=article&id=414:ad-25-tel-aviv-ben-gurion-llbg-&catid=172:aip-israel&Itemid=278&searchWords=charts&searchPhrase=all

Some other links with information:

Site of the Israel Government:

<http://www.iaa.gov.il/Rashat/en-US/Airports/BenGurion/>

Go Israel – tourism site:

http://www.goisrael.com/Tourism_Eng/

The airport's own website:

<http://www.telaviv-airport.com/>

And yet another interesting page:

<http://www.jewishvirtuallibrary.org/jsource/vie/viearrive.html>

Our Test Team

Our gratitude goes to our beta testers of course, who spent a lot of their time going over the various versions of Ben Gurion before it was ready to publish. In no particular order, our thanks goes to:

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Mike Cameron

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And of course:

David Rosenfeld

Francois A. Dumas

About FSAddon Publishing



Since you've come this far, you must be a die-hard simmer, or at least an avid reader. Congratulations on your perseverance, not many people read manuals at all ;-) To reward you, let me tell you something about our companies then.....

FSAddon Publishing is wholly owned by **Silver Cloud Publishing**, François Dumas's privately owned company.

FSAddon.com was founded by Miguel Blaufuks and François Dumas back in 2004 with the main purpose of designing and publishing add-ons for the Microsoft Flight Simulator range of products. But not just any add-ons!

The aim was and is to provide **additional immersion** for the simulation by providing high-quality, **complete packages or series** that do more than just add an airfield, a utility or an aircraft. We are aiming to provide 'reality kits' that are a combination of additional FS software AND other things such as a story line, navigational information and tools, or even community access via the Internet.

We are also convinced that most buyers of these flight simulators only scratch the tip of the proverbial iceberg and won't use more than perhaps 10% of its capabilities. Another goal of ours therefore is providing education and information geared towards better and more satisfying usage of what you have already bought!

The company was affiliated with the well-known company **simMarket.com**, which in turn is part of the associated **simFlight Network**. SimMarket is the world largest on-line distributor of flight simulator add-ons. But up to now all products have been sold under their own name and without any (or much) guidance from simMarket.

Since June 2010 Francois Dumas left simFlight and is now running FSAddon Publishing independently. We still use simMarket as one of our distributors of course, but also have our own on-line shop at [.http://fsaddonshop.com](http://fsaddonshop.com)

The company's aim is 3-tiered

- 1) To substantially expand the possibilities for beginning simpilots to use their flight simulator
- 2) To provide high-quality, extensive add-ons to the more experienced simpilots
- 3) To lower the thresholds for communicating and flying together using flight simulators and the internet.

We hope you'll enjoy our products, and above all, the pleasure of sharing this hobby with us and the hundreds of thousands of like-minded enthusiasts all over the world. If we can add just a little value to it, then we have achieved our goal.

Where to find us on the Internet:

Our main website is <http://fsaddonshop.com>).

Our main support forums can be found on that same website (see 'Forum' tab).

Our old forums are still at: <http://forums.fsaddon.eu/portal.php>

Silver Cloud Publishing is here: www.SilverCloudPublishing.com

Other FSAddon products



If you like this product, then you will want to visit FSAddon's website (www.fsaddon.com) from time to time, because we are working on a whole range of similar and other products, from very well-known authors and designers, but also from very talented new people in the flight simulator industry.

Just check out the 'Products' link to see everything we have made so far, and the 'News' link for regular info on what we are working on !

Already famous products released in the past include such 'classics' as Orcas Island, Misty Fjords, Tongass Fjords and VancouverPlus, FSCargo, and more recently VancouverPlus for FSX and Tongass Fjords X. And don't forget our growing range of aircraft, with some great products available already, such as the Piper Super Cub Collection, the Gloster Gladiator and the Lysander Package!

See you in the (virtual) skies !

**François A. 'Navman' Dumas
Publisher**