

**OLBA/BEY**  
BEIRUT INTL

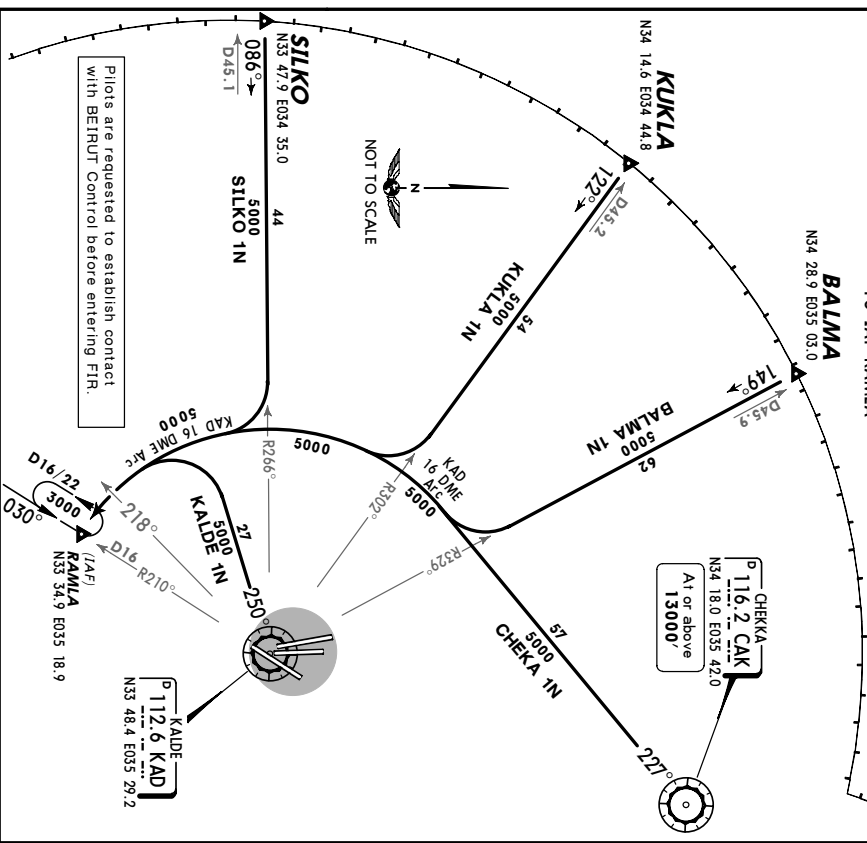
**JEPPesen** 30 JUL 04 (10-2) **EFF 5 Aug**

**BEIRUT, LEBANON**  
**STAR**

ATIS <b>112.6</b>	BEIRUT Control <b>119.3</b>	BEIRUT Control <b>120.3</b>	Alt Set: hPa (IN on request) Trans alt: 13000' If unable to comply with allocated STAR Inform ATC prior to 30 NM from Beirut.
	Appr Elev <b>85'</b>		

**BALMA ONE NOVEMBER (BALMA 1N) [BALM1N]  
CHEKA ONE NOVEMBER (CHEKA 1N) [CAK1N]  
KALDE ONE NOVEMBER (KALDE 1N) [KAD1N]  
KUKLA ONE NOVEMBER (KUKLA 1N) [KUK1N]  
SILKO ONE NOVEMBER (SILKO 1N) [SILK1N]**

**RWY 03 ARRIVALS  
TO IAF RAMLA**



STAR	ROUTING
<b>BALMA 1N</b>	Intercept KAD R-329 inbound towards KAD, along KAD 16 DME arc to RAMLA.
<b>CHEKA 1N</b>	CAK R-227, along KAD 16 DME arc to RAMLA.
<b>KALDE 1N</b>	KAD R-250, turn LEFT, along KAD 16 DME arc to RAMLA.
<b>KUKLA 1N</b>	Intercept KAD R-302 inbound towards KAD, along KAD 16 DME arc to RAMLA.
<b>SILKO 1N</b>	Intercept KAD R-266 inbound towards KAD, along KAD 16 DME arc to RAMLA.

**If cleared for direct approach:** When passing KAD R-218 turn LEFT, intercept KAD R-210 inbound (KAD R-209 VOR/DME procedure), descent to **2000'** (MAX 230 KT) and refer to approach chart.

CHANGES: New format.

**OLBA/BEY**  
BEIRUT INTL

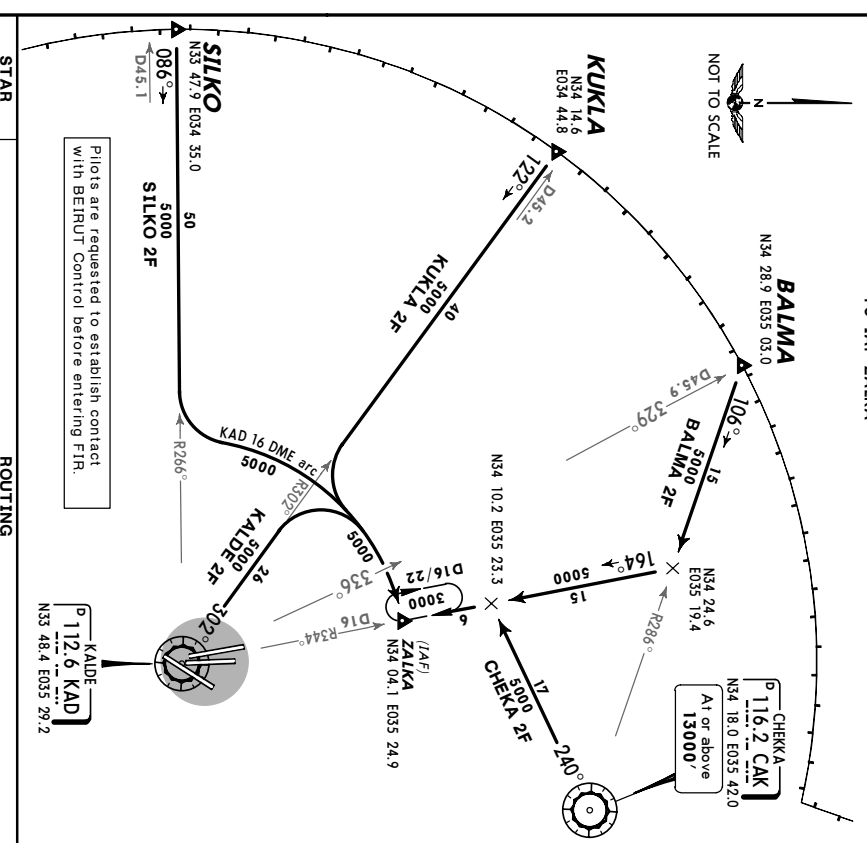
**JEPPesen** 30 JUL 04 (10-2A) **EFF 5 Aug**

**BEIRUT, LEBANON**  
**STAR**

ATIS <b>112.6</b>	BEIRUT Control <b>119.3</b>	BEIRUT Control <b>120.3</b>	Alt Set: hPa (IN on request) Trans alt: 13000' If unable to comply with allocated STAR Inform ATC prior to 30 NM from Beirut.
	Appr Elev <b>85'</b>		

**BALMA TWO FOXTROT (BALMA 2F) [BALM2F]  
CHEKA TWO FOXTROT (CHEKA 2F) [CAK2F]  
KALDE TWO FOXTROT (KALDE 2F) [KAD2F]  
KUKLA TWO FOXTROT (KUKLA 2F) [KUK2F]  
SILKO TWO FOXTROT (SILKO 2F) [SILK2F]**

**RWY 16 ARRIVALS  
TO IAF ZALKA**



STAR	ROUTING
<b>BALMA 2F</b>	Intercept CAK R-286 inbound towards CAK, intercept KAD R-344 inbound to ZALKA.
<b>CHEKA 2F</b>	CAK R-240, intercept KAD R-344 inbound to ZALKA.
<b>KALDE 2F</b>	KAD R-302, along KAD 16 DME arc to ZALKA.
<b>KUKLA 2F</b>	Intercept KAD R-302 inbound towards KAD, along KAD 16 DME arc to ZALKA.
<b>SILKO 2F</b>	Intercept KAD R-266 inbound towards KAD, along KAD 16 DME arc to ZALKA.

**If cleared for direct approach:** When passing KAD R-336 (KAD R-337 VOR/DME procedure) turn RIGHT, intercept KAD R-344 inbound, descent to **2000'** (MAX 230 KT) and refer to approach chart.

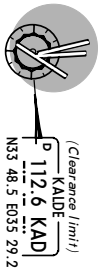
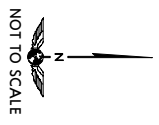
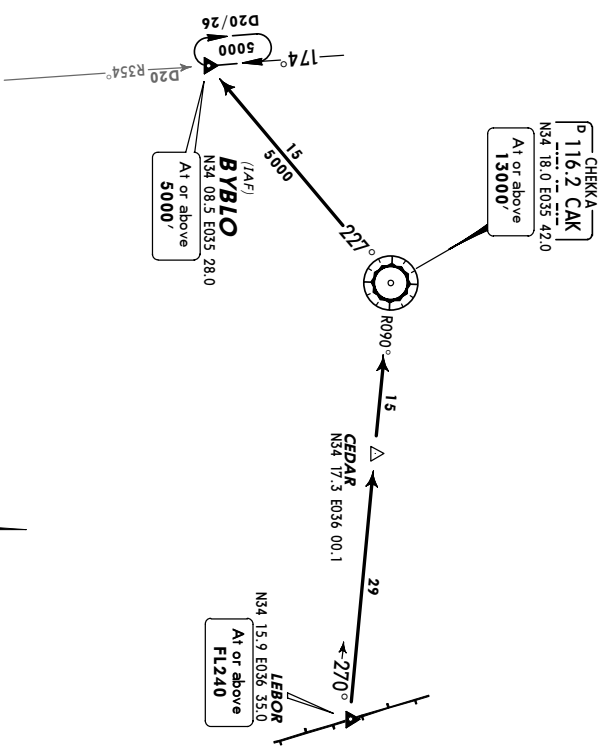
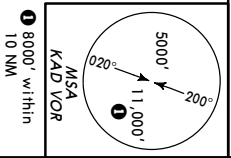
CHANGES: STARS renumbered; rwy designation; new format.

**OLBA/BEY**  
**RAFIC HARIRI INTL**  
 11 NOV 05 **(10-2B)**  
**STAR**

ATIS 112.6	BEIRUT Control 119.3 120.3	Appr Elev 85'	Alt Set: hPa (IN on request) Trans level: FL150 If unable to comply with allocated STAR inform ATC before commencing STAR.
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**BYBLO TWO (BYBLO 2)  
 RWY 17 ARRIVAL**

Pilots are requested to establish contact with BEIRUT Control before entering FIR.



**ROUTING**

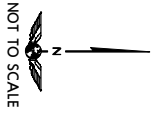
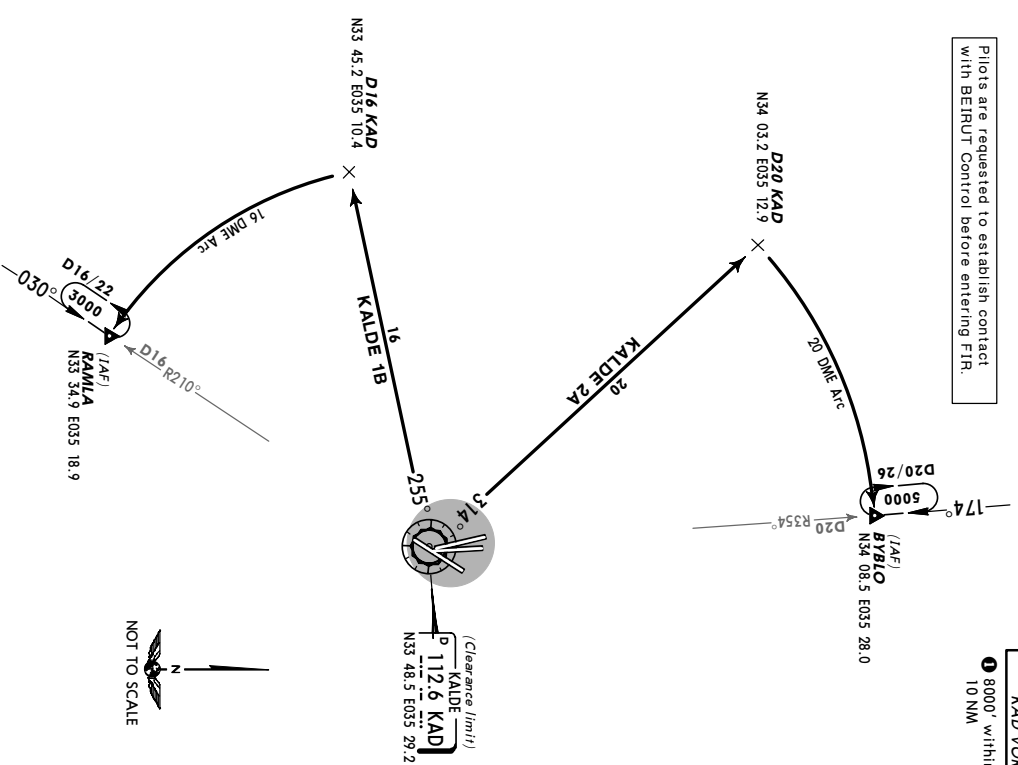
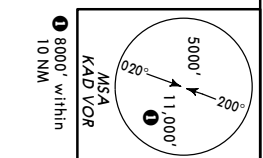
From LEBOR to CAK, CAK R-227 to BYBLO.  
 CHANGES: STAR BYBLO 1 renumbered BYBLO 2; MEAs; APT name. © JEPPESEN SANDERSON, INC., 2004, 2005. ALL RIGHTS RESERVED.

**OLBA/BEY**  
**RAFIC HARIRI INTL**  
 11 NOV 05 **(10-2C)**  
**STAR**

ATIS 112.6	BEIRUT Control 119.3 120.3	Appr Elev 85'	Alt Set: hPa (IN on request) Trans level: FL150 If unable to comply with allocated STAR inform ATC before commencing STAR.
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**KALDE TWO ALFA (KALDE 2A) [KAD2A]  
 KALDE ONE BRAVO (KALDE 1B) [KAD1B]  
 RWYS 17, 03 ARRIVALS**

Pilots are requested to establish contact with BEIRUT Control before entering FIR.



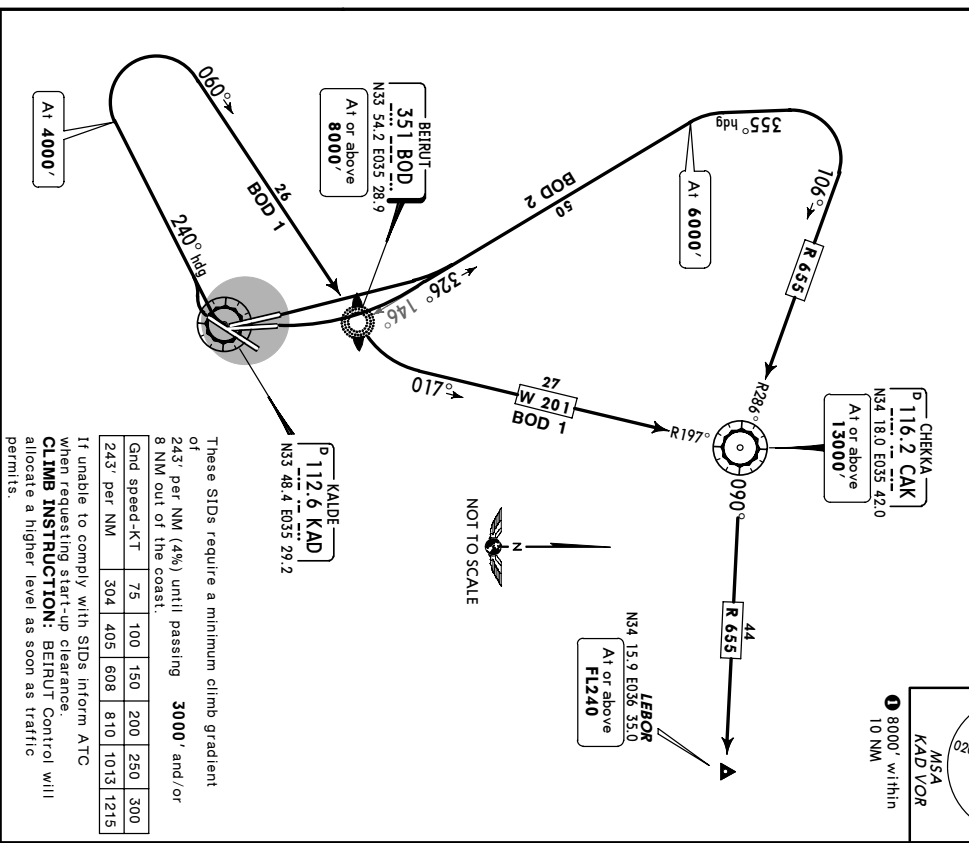
**ROUTING**

STAR	RWY	ROUTING
KALDE 2A	17	KAD R-314 to D20 KAD, turn RIGHT, along 20 DME arc to BYBLO.
KALDE 1B	03	KAD R-255 to D16 KAD, turn LEFT, along 16 DME arc to RAMLA.

CHANGES: APT name. © JEPPESEN SANDERSON, INC., 2004, 2005. ALL RIGHTS RESERVED.

BEIRUT Control <b>119.3</b>	Apt Elev <b>85'</b>	Trans level: FL150 Trans alt: 13000' 1. Immediately after airborne, at the latest when passing 2000' or by ATC, contact BEIRUT Control. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.
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**BOD ONE (BOD 1)  
 BOD TWO (BOD 2)  
 RWYS 17, 21, 34, 35 DEPARTURES**



These SIDs require a minimum climb gradient of 243' per NM (4%) until passing 3000' and/or 8 NM out of the coast.

Gnd speed-KT	75	100	150	200	250	300
243' per NM	304	405	608	810	1013	1215

If unable to comply with SIDs inform ATC when requesting start-up clearance.  
**CLIMB INSTRUCTION:** BEIRUT Control will allocate a higher level as soon as traffic permits.

Initial climb clearance **3000'** except otherwise instructed by ATC

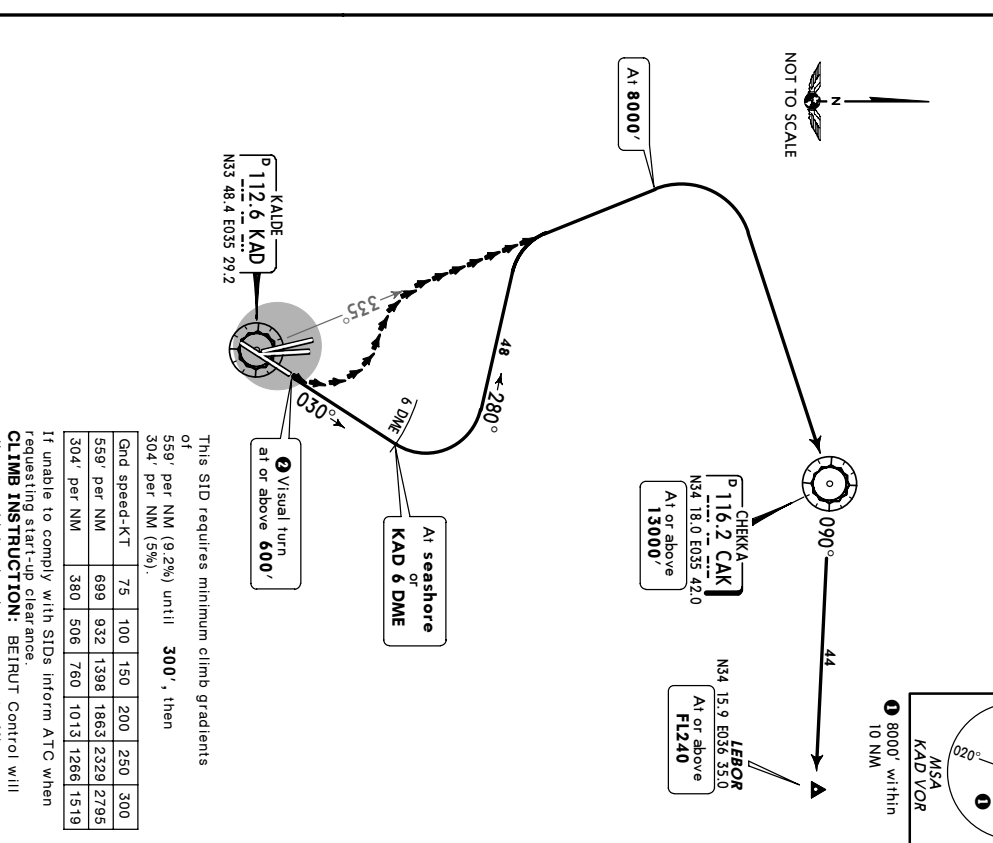
**ROUTING**

SID	RWY	Initial climb clearance 3000' except otherwise instructed by ATC
BOD 1	17, 21	Climb on 240° heading to 4000' (due to high terrain east and south of the airport no course change to the LEFT should be made), turn RIGHT, intercept 060° bearing to BOD, then along airway W 201 to CAK, then along airway R 655 to LEBOR.
BOD 2	34, 35	Turn LEFT as soon as practicable in order to avoid the built-up area of Beirut City, intercept 326° bearing from BOD, at R 655 turn RIGHT, 355° heading, intercept airway R 655 to CAK, then to LEBOR.

CHANGES: BEIRUT SIDs replaced by BOD SIDs; rwy designation. © JEPPesen SANDERSON, INC., 2004. ALL RIGHTS RESERVED.

BEIRUT Control <b>119.3</b>	Apt Elev <b>85'</b>	Trans level: FL150 Trans alt: 13000' 1. Immediately after airborne, at the latest when passing 2000' or by ATC, contact BEIRUT Control. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.
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**CHEKA ONE ECHO (CHEKA 1E) [CAK1E]  
 RWY 03 DEPARTURE**



This SID requires minimum climb gradients of 559' per NM (9.2%) until 300', then 304' per NM (5%).

Gnd speed-KT	75	100	150	200	250	300
559' per NM	699	932	1398	1863	2329	2795
304' per NM	380	506	760	1013	1266	1519

If unable to comply with SIDs inform ATC when requesting start-up clearance.  
**CLIMB INSTRUCTION:** BEIRUT Control will allocate a higher level as soon as traffic permits.

Initial climb clearance **3000'** except otherwise instructed by ATC

**ROUTING**

SID	RWY	Initial climb clearance 3000' except otherwise instructed by ATC
CHEKA 1E	03	Straight ahead until seashore or KAD 6 DME, turn LEFT, 280° track, intercept KAD R-335, at 8000' turn RIGHT to CAK, then to LEBOR.
CHEKA 1E	03	Visual departure when VIS ≥ 3000m and ceiling ≥ 1500'. If able to cross the physical end of runway at or above 600' turn LEFT (to avoid overflying Beirut centre), intercept KAD R-335, at 8000' turn RIGHT to CAK.

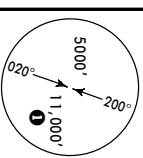
CHANGES: SIDs CHEKA 1D, 1F withdrawn. © JEPPesen SANDERSON, INC., 2004. ALL RIGHTS RESERVED.

**OLBA/BEY**  
BEIRUT INTL

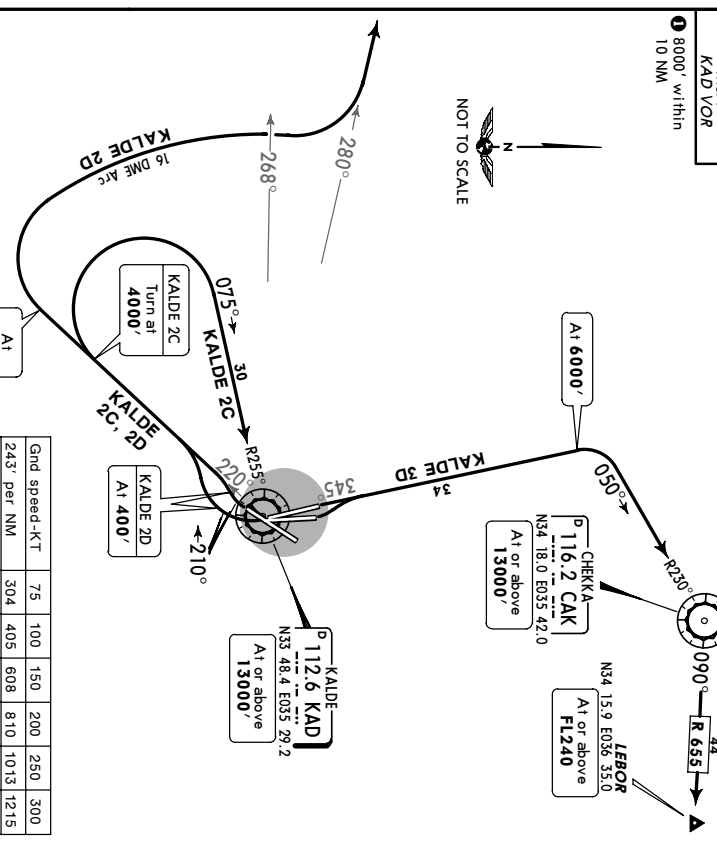
**JEPPesen**  
30 JUL 04 (10-3B) **EFF 5 Aug**

**BEIRUT, LEBANON**  
**SID**

BEIRUT Control <b>119.3</b>	Apt Elev <b>85'</b>	Trans level: FL150 Trans alt: 13000' 1. Immediately after airborne, at the latest when passing 2000' or by ATC, contact BEIRUT Control. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.
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**KALDE TWO CHARLIE (KALDE 2C) [KAD2C]**  
**KALDE TWO DELTA (KALDE 2D) [KAD2D]**  
**KALDE THREE DELTA (KALDE 3D) [KAD3D]**  
**RWYS 17, 21, 34, 35 DEPARTURES**



These SIDs require minimum climb gradients of

Gnd speed-KT	75	100	150	200	250	300
243' per NM	304	405	608	810	1013	1215
304' per NM	380	506	760	1013	1266	1519

If unable to comply with SIDs inform ATC when requesting start-up clearance.  
**CLIMB INSTRUCTION:** BEIRUT Control will allocate a higher level as soon as traffic permits.

Initial climb clearance **3000'** except otherwise instructed by ATC

**ROUTING**

SID	RWY	Initial climb clearance 3000' except otherwise instructed by ATC
KALDE 2C	17	Turn RIGHT (due to high terrain east and south of the airport no course change to the LEFT should be made), intercept KAD R-220, at <b>4000'</b> turn RIGHT, intercept KAD R-255 inbound to KAD, then along the required airway.
KALDE 2D	21	At <b>400'</b> turn RIGHT (due to high terrain east and south of the airport no course change to the LEFT should be made), intercept KAD R-220, at <b>5000'</b> turn RIGHT, along KAD 16 DME arc, when passing at KAD R-268 turn LEFT, intercept KAD R-280 to join the proper airway when cleared by ATC.
KALDE 3D	34	Turn LEFT as soon as practicable in order to avoid the built-up area of Beirut City, intercept KAD R-345, at <b>6000'</b> turn RIGHT to CAK, then along airway <b>R 655</b> to LEBOR.

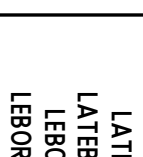
CHANGES: SIDs (KALDE 1C, 1D renumbered 2C, 3D, runway designation. © JEPPesen SANDERSON, INC., 2004. ALL RIGHTS RESERVED.

**OLBA/BEY**  
BEIRUT INTL

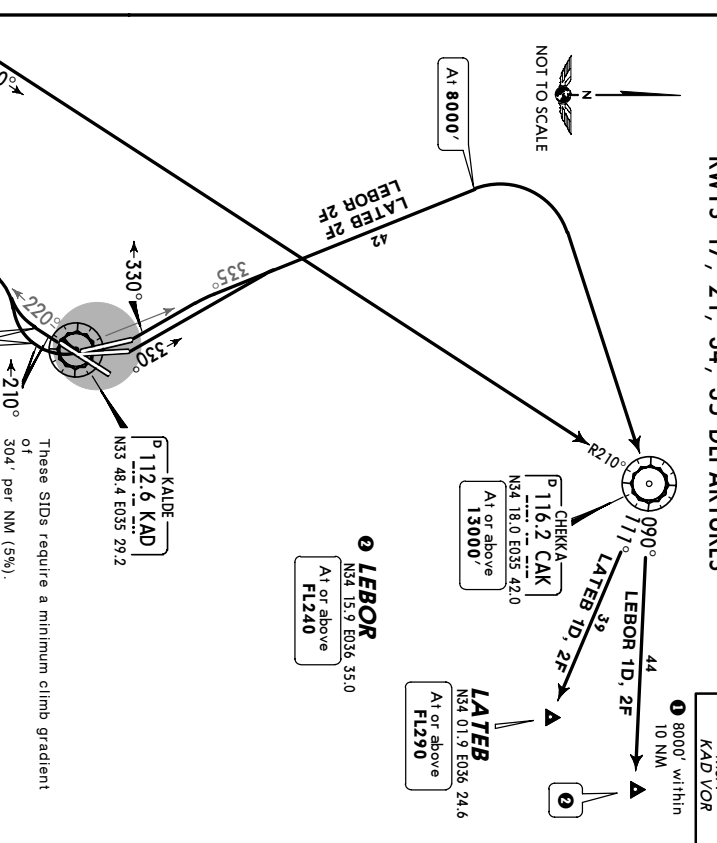
**JEPPesen**  
30 JUL 04 (10-3C) **EFF 5 Aug**

**BEIRUT, LEBANON**  
**SID**

BEIRUT Control <b>119.3</b>	Apt Elev <b>85'</b>	Trans level: FL150 Trans alt: 13000' 1. Immediately after airborne, at the latest when passing 2000' or by ATC, contact BEIRUT Control. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.
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**LATEB ONE DELTA (LATEB 1D) [LATE1D]**  
**LATEB TWO FOXTROT (LATEB 2F) [LATE2F]**  
**LEBOR ONE DELTA (LEBOR 1D) [LEBO1D]**  
**LEBOR TWO FOXTROT (LEBOR 2F) [LEBO2F]**  
**RWYS 17, 21, 34, 35 DEPARTURES**



These SIDs require a minimum climb gradient of

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519

If unable to comply with SIDs inform ATC when requesting start-up clearance.  
**CLIMB INSTRUCTION:** BEIRUT Control will allocate a higher level as soon as traffic permits.

Initial climb clearance **3000'** except otherwise instructed by ATC

**ROUTING**

SID	RWY	Initial climb clearance 3000' except otherwise instructed by ATC
LATEB 1D	17	At <b>400'</b> turn RIGHT (due to high terrain east and south of the airport no course change to the LEFT should be made), intercept KAD R-220, at <b>5000'</b> turn RIGHT, intercept CAK R-210 inbound to CAK, then to LATEB.
LATEB 2F	34	From DER on 330° track, intercept KAD R-335, at <b>8000'</b> turn RIGHT to CAK, then to LATEB.
LEBOR 1D	17	At <b>400'</b> turn RIGHT (due to high terrain east and south of the airport no course change to the LEFT should be made), intercept KAD R-220, at <b>5000'</b> turn RIGHT, intercept CAK R-210 inbound to CAK, then to LEBOR.
LEBOR 2F	34	From DER on 330° track, intercept KAD R-335, at <b>8000'</b> turn RIGHT to CAK, then to LEBOR.

CHANGES: LATEB & LEBOR SIDs established; Departures to West Transf. © JEPPesen SANDERSON, INC., 2004. ALL RIGHTS RESERVED.

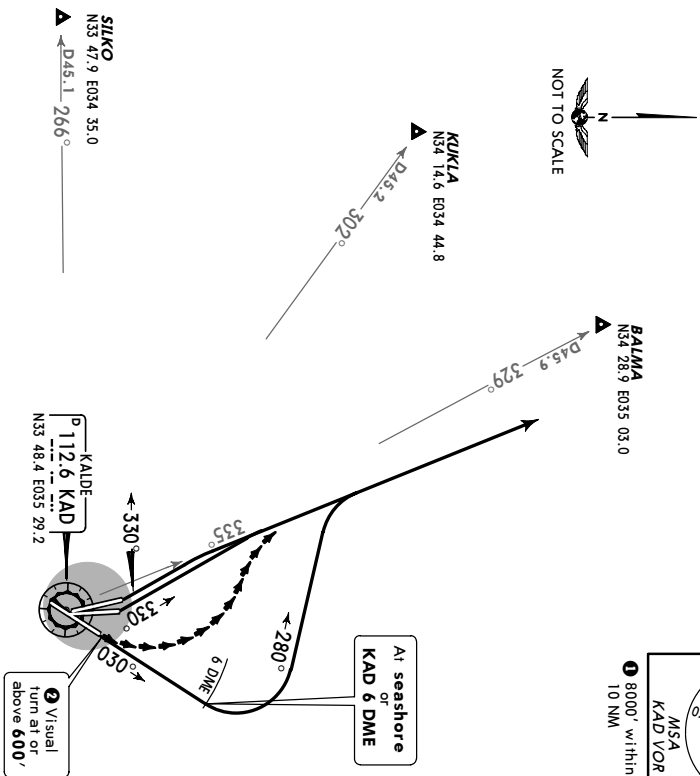
**OLBA/BEY**  
**BEIRUT INTL**

**JEPPesen**  
 30 JUL 04 (10-3D) Eff 5 Aug

**BEIRUT, LEBANON**  
**DEPARTURE**

BEIRUT Control <b>119.3</b>	Apt Elev <b>85'</b>	Trans level: FL-150 Trans alt: 13000'
1. Immediately after airborne, at the latest when passing 2000' or by ATC, contact BEIRUT Control. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.		

**RWYS 03, 34, 35 DEPARTURE PROCEDURES**  
 TO WEST: BALMA, KUKLA & SILKO



These Departures require minimum climb gradients of  
**RWY 03:** 559' per NM (9.2%) until 300', then 304' per NM (5%).  
**RWYS 34, 35:** 304' per NM (5%).

Grnd speed-KT	75	100	150	200	250	300
559' per NM	699	932	1398	1863	2329	2795
304' per NM	380	506	760	1013	1286	1519

If unable to comply with SIDs inform ATC when requesting start-up clearance.  
**CLIMB INSTRUCTION:** BEIRUT Control will allocate a higher level as soon as traffic permits.

Initial climb clearance **3000'** except otherwise instructed by ATC

**ROUTING**

DEPARTURE TO WEST	RWY	ROUTING
BALMA	03	Straight ahead until seashore or KAD 6 DME, turn LEFT, 280° track.
KUKLA	34	Intercept KAD R-335 to join the proper airway when cleared by ATC.
SILKO	35	From DER on 330° track, intercept KAD R-335 to join the proper airway when cleared by ATC.

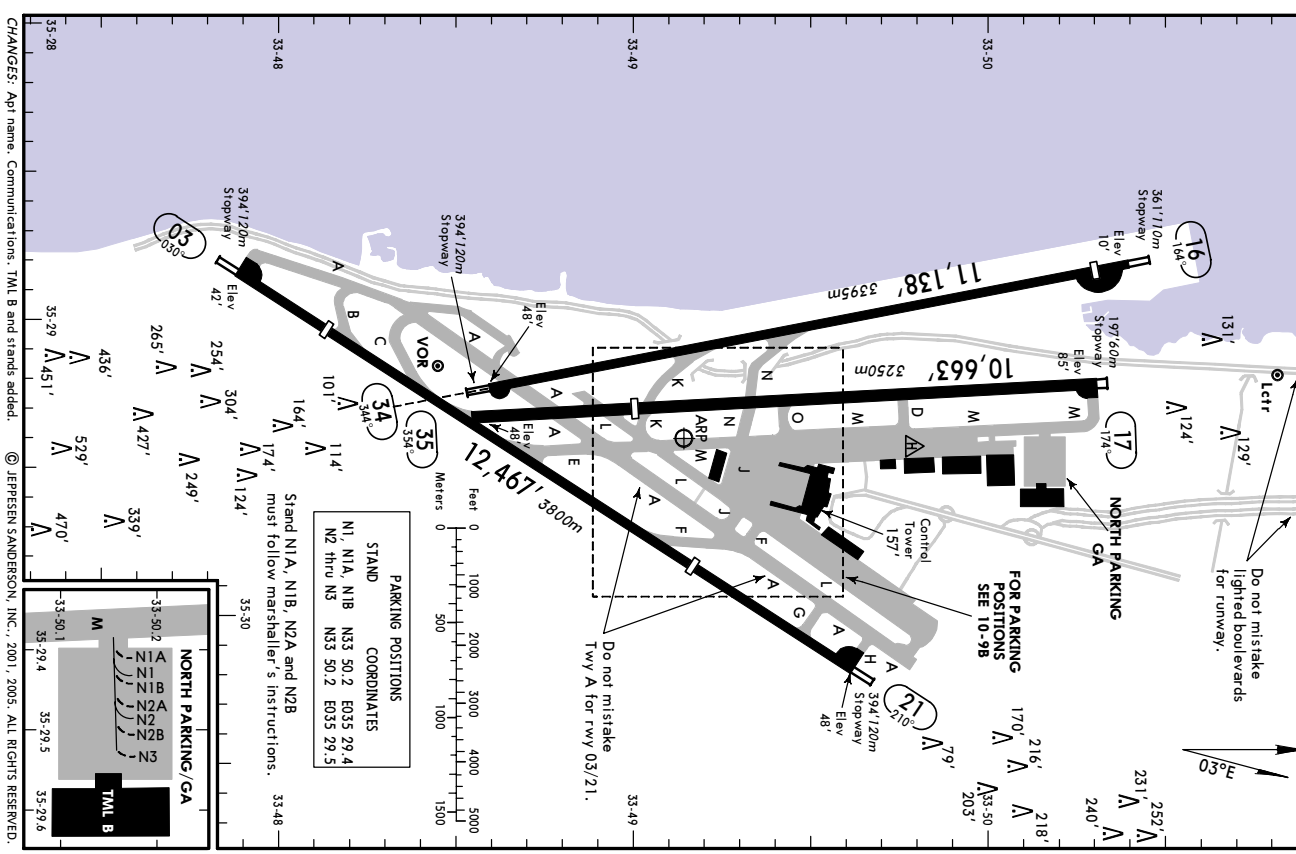
Visual departure when VIS ≥ 3000m and ceiling ≥ 1500'. If able to cross the physical end of runway at or above 600' turn LEFT (to avoid overflying Beirut centre), intercept KAD R-335 to join the proper airway when cleared by ATC.  
 CHANGES: New chart. © JEPPESEN SANDERSON, INC., 2004. ALL RIGHTS RESERVED.

**OLBA/BEY**  
**BEIRUT INTL**

**JEPPesen**  
 23 DEC 05 (10-9)

**BEIRUT, LEBANON**  
**RAFC HARIRI INTL**

ATIS <b>112.6</b>	HARIRI Ground <b>121.9</b>	Tower <b>118.9</b>
APT Elev <b>85'</b> N33 49.1 E035 29.4		

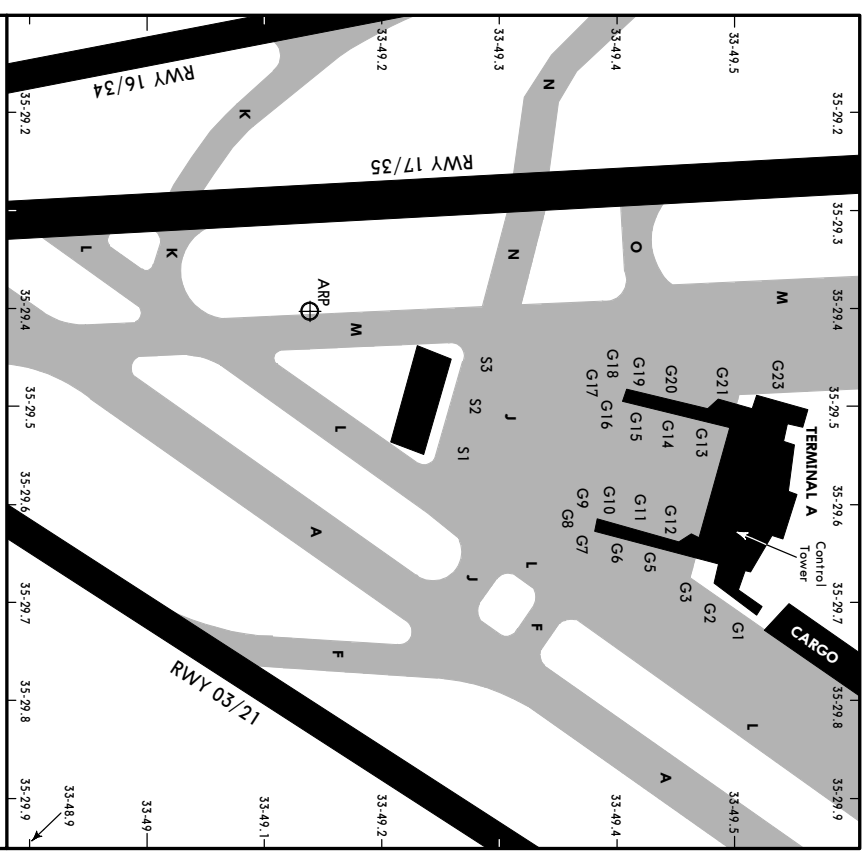


CHANGES: Apt name, Communications, TML B and stands added. © JEPPESEN SANDERSON, INC., 2001, 2005. ALL RIGHTS RESERVED.

**GENERAL:**  
 CAUTION: Birds in vicinity of apt. Rwy 16, 17 & 21 right-hand circuit.

RWY	ADDITIONAL RUNWAY INFORMATION		USABLE LENGTHS		TAKE-OFF WIDTH
	LANDING BEYOND	GLIDE SLOPE	THRESHOLD	GLIDE SLOPE	
03	HRL (60m) CL (30m)	HIALS ① PAPI-L	10,646' 3245m	9678' 2950m	148' 45m
21			9203' 2805m	8109' 2472m	
① Configuration unknown.					
16	HRL (60m) CL (30m)	HIALS ② PAPI-L	10,548' 3215m	9576' 2919m	148' 45m
34	HRL (60m) CL (30m)		NA	NA	
② Configuration unknown.					
17	HRL (45m) ③ PAPI (angle 3.0°)		9509' 2898m		197' 60m
35	HRL (45m) ③		7874' 2400m		
③ Runway lights are installed 105'/32m either side of runway centerline.					

AIR CARRIER (JAA)		AIR CARRIER (FAR 121)	
Rwys 03/21 & 6/34	LVP must be in force RL & CL	All Rwys	All Rwys
A	200m	250m	400m
B	250m	300m	400m
C	300m	350m	400m
D	350m	400m	400m



STAND No.	COORDINATES	STAND No.	COORDINATES
G1	N33 49.6 E035 29.8	G14 thru G19	N33 49.4 E035 29.5
G2 thru G5	N33 49.5 E035 29.7	G20 thru G23	N33 49.5 E035 29.5
G6	N33 49.4 E035 29.7	S1	N33 49.3 E035 29.6
G7 thru G12	N33 49.4 E035 29.6	S2, S3	N33 49.3 E035 29.5
G13	N33 49.5 E035 29.5		

Push back is compulsory on nose-in stands.  
 Visual nose-in Docking guidance system available on stands G13 thru G17.  
 AGNIS available on stands G1 thru G3, G5 thru G7, G18 thru G21 and G23.  
 ROBOT available on stands G8 thru G12.  
 Prior notification is required for ROBOT operation.  
 Manual marshalling is available.

**OLBA/BEY**

**JEPPESSEN**  
 11 NOV 05 (10-9X1)

**JAA MINIMUMS**  
**BEIRUT, LEBANON**  
 RAFIC HARI RI INTL

**TAKE-OFF RWY 03, 16, 17, 21, 34, 35 ③**

RWYS 03/21 & 16/34 LVP must be in Force		All Rwy's	
LVP must be in Force		NIL	
RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	(DAY only)
A	200m	250m	500m
B			
C			
D	250m	300m	

③ Rwy 21 at NIGHT: Ceiling 1500', VIS 8 km.

**OLBA/BEY**

**JEPPESSEN**  
 11 NOV 05 (10-9X)

**JAA MINIMUMS**  
**BEIRUT, LEBANON**  
 RAFIC HARI RI INTL

**STRAIGHT-IN RWY**

	A	B	C	D
03 ILS	442' (395')	454' (407')	462' (415')	473' (426')
ALS out	R800m R1200m	R800m R1200m	R800m R1200m	R800m R1200m
LOC	690' (643')	690' (643')	690' (643')	690' (643')
ALS out	R1000m R1500m	R1200m R1500m	R1200m R2000m	R1600m R2000m
VOR DME	1100' (1053')	1100' (1053')	1100' (1053')	1100' (1053')
ALS out	R1200m R1500m	R1400m R1500m	R1400m R2000m	R1800m R2000m
16 ILS	407' (395')	419' (407')	427' (415')	438' (426')
ALS out	R800m R1200m	R800m R1200m	R800m R1200m	R800m R1200m
LOC	620' (608')	620' (608')	620' (608')	620' (608')
ALS out	R1000m R1500m	R1200m R1500m	R1200m R2000m	R1600m R2000m
VOR DME	800' (788')	800' (788')	800' (788')	800' (788')
ALS out	R1200m R1500m	R1400m R1500m	R1400m R2000m	R1800m R2000m
17 ILS	585' (500')	585' (500')	585' (500')	585' (500')
LOC	R1200m	R1200m	R1200m	R1200m
VOR	750' (665')	750' (665')	750' (665')	750' (665')
NDB	R1500m	R1500m	R2000m	R2000m

**CIRCLE-TO-LAND ① ②**

	100 KT	135 KT	180 KT	205 KT
After ILS rwy 03	880' (833')	880' (833')	1070' (1023')	1070' (1023')
After ILS rwy 16	740' (728')	740' (728')	1070' (1058')	1070' (1058')
After ILS, VOR or NDB rwy 17	1000' (915')	1000' (915')	1000' (915')	1000' (915')
After VOR DME rwy 03	1410' (1363')	1410' (1363')	1510' (1463')	1510' (1463')
After VOR DME rwy 16	880' (868')	880' (868')	1070' (1058')	1070' (1058')

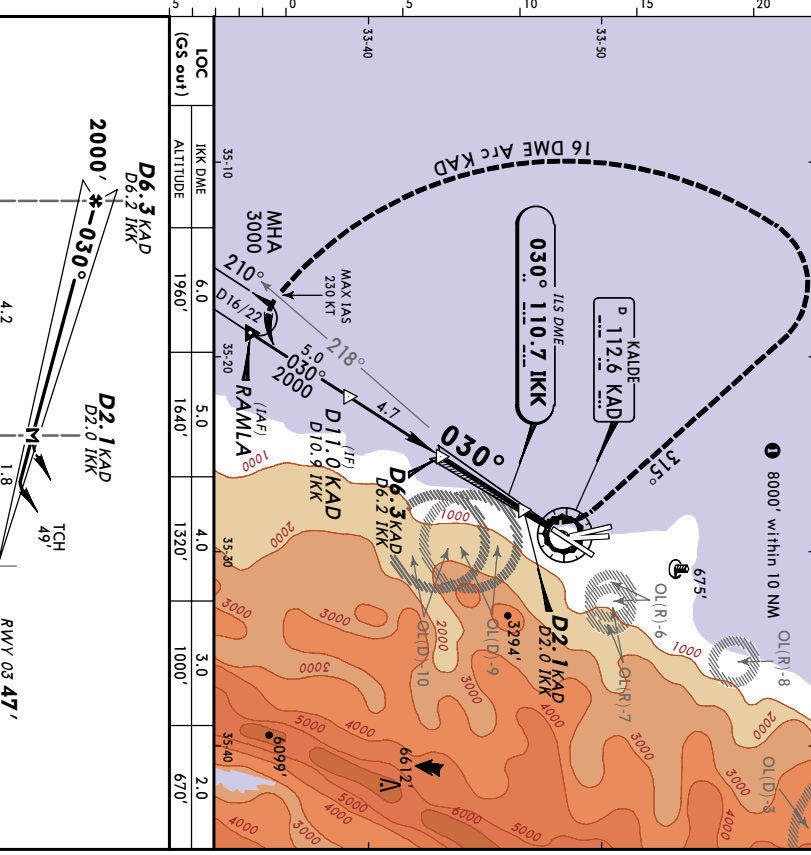
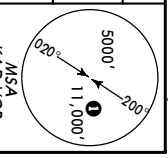
① Not authorized East and South of apt.  
 ② Night landing rwy 21, 35; Ceiling 1500', VIS 8 km.  
 Night landing rwy 35 on request of pilot-in-command only.

**OLBA/BEY** **JEPPENSEN** **BEIRUT, LEBANON**  
 BEIRUT INTL **30 JUL 04 (1-1)** **EFF 5 AUG** **ILS Rwy 03**

ATIS		BEIRUT Approach		BEIRUT Tower		Ground	
112.6	120.3	118.9	121.9				
LOC	Final	GS	DA(H)	Apt Elev			
110.7	030°	2000' (1953')	Refer to Minimums	85'			
				47'			

MISSED APCH: Turn LEFT (MAX IAS 230 KT) as soon as practicable to intercept and follow R-315 climbing to 2000'.

Alt Set: hPa (IN on req) Rwy Elev: 2 hPa Trans level: FL 150 Trans alt: 13000'



LOC (GS out)	ALTITUDE	6.0'	5.0'	4.0'	3.0'	2.0'
35-10	IKK DME	1960'	1640'	1320'	1000'	670'

Gnd speed-Kts		70	90	100	120	140	160	2000'	230 KT	KAD	
ILS GS 3.00° or		377	484	538	646	753	861	2000'	112.6	IKK	
LOC Descent Gradient: 5.2%									HIALS	112.6	KAD
MAP at D2.1 KAD/D2.0 IKK									PAP-L	112.6	KAD
STRAGHT-IN LANDING Rwy 03									LT	112.6	KAD
LOC (GS out)									MAX	112.6	KAD
DA(H) A: 442' (395') C: 462' (415')									Not authorized		
B: 454' (407') D: 473' (426')									East and South of apt		
FULL									Circle-to-land		
ALS out									RT		
MVA(H) 690' (643')									East and South of apt		
ALS out									Circle-to-land		
MVA(H) 690' (643')									East and South of apt		
ALS out									Circle-to-land		
MVA(H) 690' (643')									East and South of apt		
ALS out									Circle-to-land		
MVA(H) 690' (643')									East and South of apt		
ALS out									Circle-to-land		
MVA(H) 690' (643')									East and South of apt		
ALS out									Circle-to-land		
MVA(H) 690' (643')									East and South of apt		

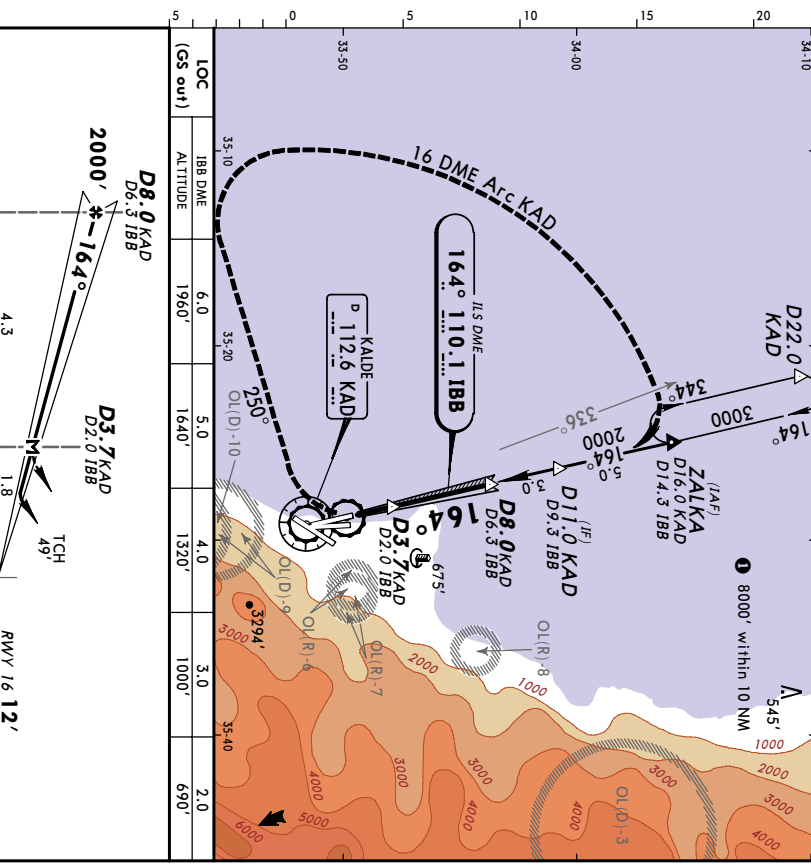
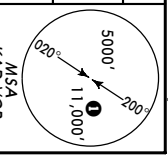
PANS OPS  
 1 Circling height based on rwy 03 threshold elev of 47'. Night landing rwy 21, 35; Cell 1500', VIS 8 km.  
 Night lndg rwy 35 on request of pilot-in-command only. 2 After LOC apch: VIS 3200m.  
 CHANGES: Facility name, Speed restriction, Circling notes. © JEPPENSEN SANDERSON, INC., 2001, 2004. ALL RIGHTS RESERVED.

**OLBA/BEY** **JEPPENSEN** **BEIRUT, LEBANON**  
 BEIRUT INTL **30 JUL 04 (1-2)** **EFF 5 AUG** **ILS Rwy 16**

ATIS		BEIRUT Approach		BEIRUT Tower		Ground	
112.6	120.3	118.9	121.9				
LOC	Final	GS	DA(H)	Apt Elev			
110.1	164°	2000' (1988')	Refer to Minimums	85'			
				12'			

MISSED APCH: Turn RIGHT (MAX IAS 200 KT) as soon as practicable to intercept and follow R-250 climbing to 2000'.

Alt Set: hPa (IN on req) Rwy Elev: 0 hPa Trans level: FL 150 Trans alt: 13000'



LOC (GS out)	ALTITUDE	6.0'	5.0'	4.0'	3.0'	2.0'
35-10	IBB DME	1960'	1640'	1320'	1000'	690'

Gnd speed-Kts		70	90	100	120	140	160	2000'	200 KT	KAD	
ILS GS 3.00° or		377	484	538	646	753	861	2000'	112.6	IKK	
LOC Descent Gradient: 5.2%									HIALS	112.6	KAD
MAP at D8.7 KAD/D2.0 IBB									PAP-L	112.6	KAD
STRAGHT-IN LANDING Rwy 16									RT	112.6	KAD
LOC (GS out)									MAX	112.6	KAD
DA(H) A: 407' (395') C: 427' (415')									Not authorized		
B: 419' (407') D: 438' (426')									East and South of apt		
FULL									Circle-to-land		
ALS out									RT		
MVA(H) 620' (608')									East and South of apt		
ALS out									Circle-to-land		
MVA(H) 620' (608')									East and South of apt		
ALS out									Circle-to-land		
MVA(H) 620' (608')									East and South of apt		
ALS out									Circle-to-land		
MVA(H) 620' (608')									East and South of apt		

PANS OPS  
 1 Circling height based on rwy 16 threshold elev of 12'. Night landing rwy 21, 35; Cell 1500', VIS 8 km.  
 Night lndg rwy 35 on request of pilot-in-command only. 2 After LOC apch: VIS 3200m.  
 CHANGES: Rwy designation, Brgs, Facility name, Circling notes. © JEPPENSEN SANDERSON, INC., 2001, 2004. ALL RIGHTS RESERVED.



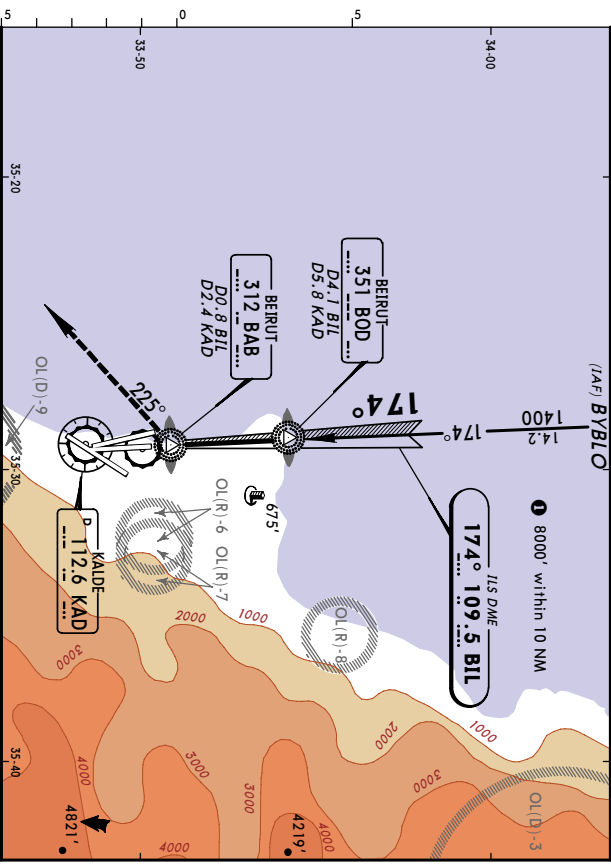
**OLBA/BEY**  
**RAFC HARI RI INTL**  
 11 NOV 05 **(1-3)**  
**JEPPRESEN**  
**BEIRUT, LEBANON**  
**IIS Rwy 17**

ATIS	112.6	BEIRUT Approach	120.3	HARI RI Tower	118.9	Ground	121.9
LOC	112.6	Final	174°	Apch Crs	1400' (1315')	LOM	585' (500')
BIL	109.5	DA(H)	174°	Aprt Elev	85'	RWY	85'

**MISSED APCH:** Turn RIGHT onto 225° climbing to 2000', then follow ATC instructions. If comm failure occurs, maintain hdg 225°, climb to 5000', then turn RIGHT to BOD NDB for another approach.

Alt Set: hPa (IN on req) Rwy Elev: 3 hPa Trans level: FL 150 Trans alt: 13000'

MSA KAD VOR



**PANS OPS**

A	2600m	70	90	100	120	140	160	Max Kts	100	1000' (915')	2000m	225°	2000'	PAPI	RT	↓
B	2600m	70	90	100	120	140	160	Max Kts	100	1000' (915')	2000m	225°	2000'	PAPI	RT	↓
MDA(H)																
C	2800m	70	90	100	120	140	160	Max Kts	100	1000' (915')	2400m	225°	2000'	PAPI	RT	↓
MDA(H)																
D	3200m	70	90	100	120	140	160	Max Kts	100	1000' (915')	2400m	225°	2000'	PAPI	RT	↓
MDA(H)																

**CHANGES:** Airport name, Comm, Procedure. © JEPPRESEN SANDERSON, INC., 2001, 2005. ALL RIGHTS RESERVED.

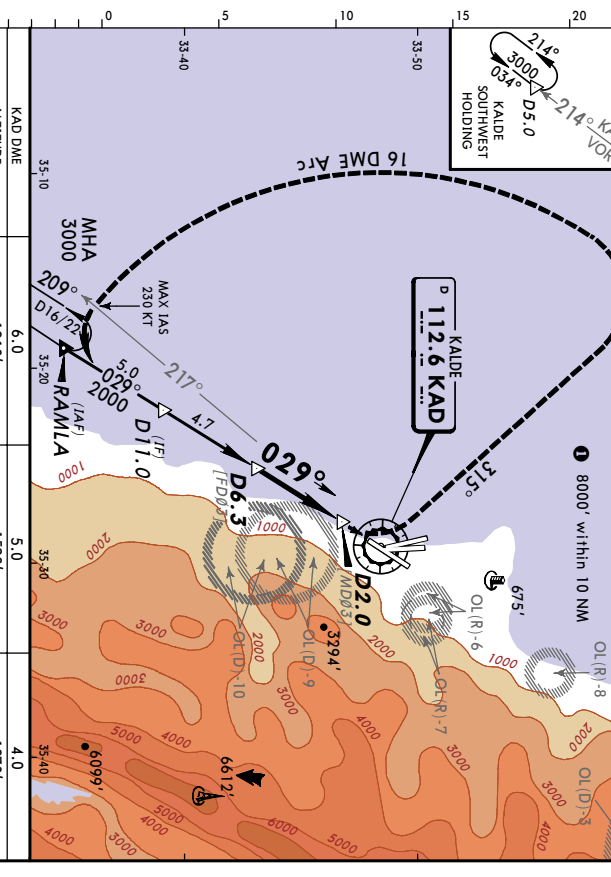
**OLBA/BEY**  
**RAFC HARI RI INTL**  
 11 NOV 05 **(13-1)**  
**JEPPRESEN**  
**BEIRUT, LEBANON**  
**VOR DME Rwy 03**

ATIS	112.6	BEIRUT Approach	120.3	HARI RI Tower	118.9	Ground	121.9
VOR	112.6	Final	029°	Apch Crs	2000' (1953')	Minimum Alt	D6.3
KAD	112.6	DA(H)	029°	Aprt Elev	85'	RWY	47'

**MISSED APCH:** Turn LEFT (MAX 230 KT) as soon as practicable to intercept and follow R-315 climbing to 2000'. If comm failure occurs, join southwest holding at 3000' for another apch.

Alt Set: hPa (IN on req) Rwy Elev: 2 hPa Trans level: FL 150 Trans alt: 13000'

MSA KAD VOR



**PANS OPS**

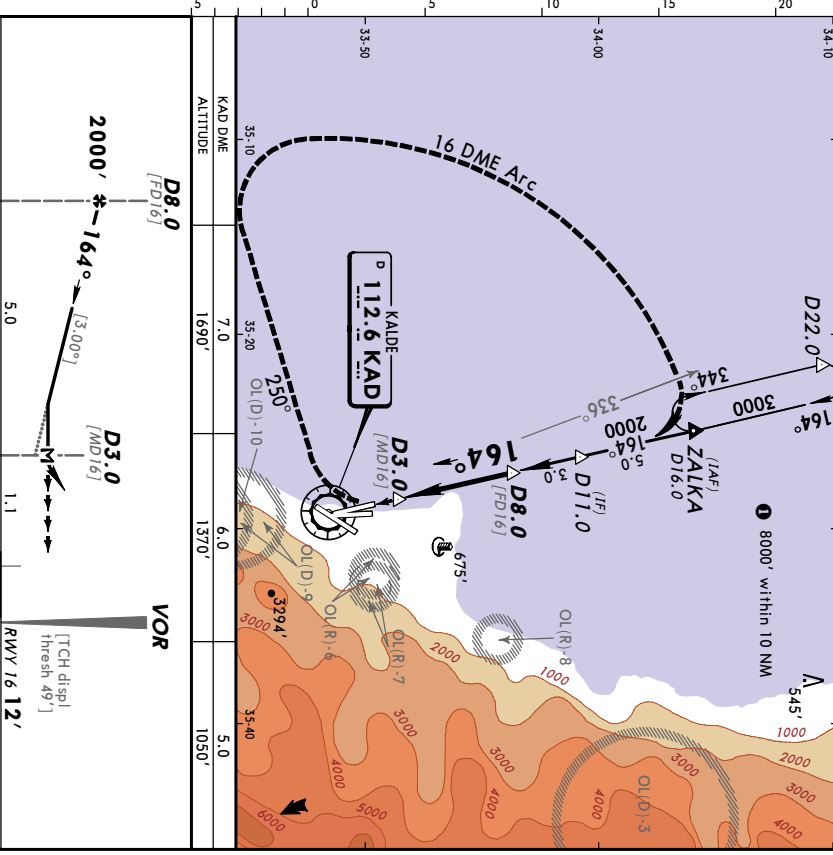
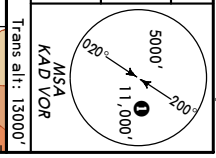
A	2300m	70	90	100	120	140	160	Max Kts	100	1100' (1053')	3100m	2000'	230 KT	KAD	112.6	R-315
B	2300m	70	90	100	120	140	160	Max Kts	100	1100' (1053')	3100m	2000'	230 KT	KAD	112.6	R-315
MDA(H)																
C	4000m	70	90	100	120	140	160	Max Kts	100	1100' (1053')	3100m	2000'	230 KT	KAD	112.6	R-315
MDA(H)																
D	4000m	70	90	100	120	140	160	Max Kts	100	1100' (1053')	3100m	2000'	230 KT	KAD	112.6	R-315
MDA(H)																

**CHANGES:** Airport name, Comm, Descent angle. © JEPPRESEN SANDERSON, INC., 2001, 2005. ALL RIGHTS RESERVED.

**OLBA/BEY**  
**RIFC HARIRI INTL**  
 11 NOV 05 (13-2)  
**JEPPRESEN**  
**BEIRUT, LEBANON**  
**VOR DME Rwy 16**

ATIS	112.6	BEIRUT Approach	120.3	HARIRI Tower	118.9	Ground	121.9
VOR	KAD	Final	112.6	Minimum Alt	800' (788')	Apt Elev	85'
		Appch Crs	164°	MDA(H)	800' (788')	Rwy	12'

MISSED APCH: Turn RIGHT (MAX 200 KT) as soon as practicable to intercept and follow R-250 climbing to 2000'.  
 Alt Set: hPa (IN on req) Rwy Elev: 0 hPa  
 Trans level: FL 150  
 Trans alt: 13000'



Grnd speed-Kts	70	90	100	120	140	160					
Descent Gradient	5.24%	372	478	531	637	743	849				
MAP at D5.0											

STRAIGHT-IN LANDING RWY 16  
 MDA(H) 800' (788')  
 ALS out

CIRCLE-TO-LAND  
 Not authorized East and South of apt  
 MDA(H) 880' (868')

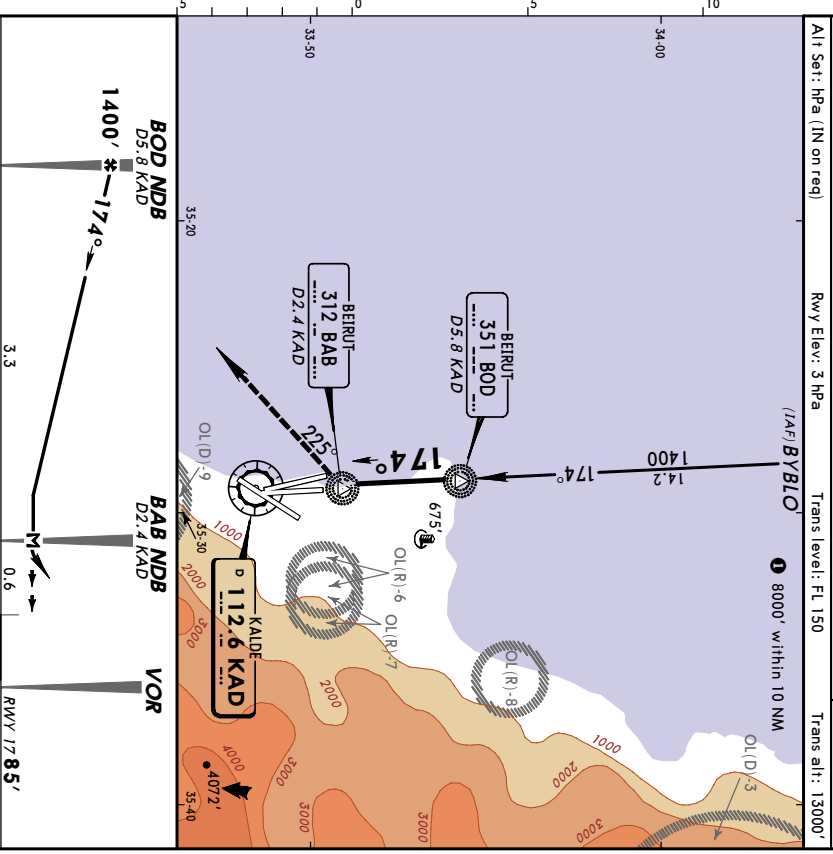
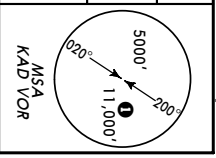
A	1200m	2000m	135		2000'	200 KT	KAD
B	2800m	3600m	180		1070' (1058')	4800m	
C	3200m	4000m	205				
D							

PANS OPS  
 Night Indg rwy 35 on request of pilot-in-command only.  
 CHANGES: Airport name, Comm, Descent angle. © JEPPRESEN SANDERSON, INC., 2001, 2005. ALL RIGHTS RESERVED.

**OLBA/BEY**  
**RIFC HARIRI INTL**  
 11 NOV 05 (13-3)  
**JEPPRESEN**  
**BEIRUT, LEBANON**  
**VOR Rwy 17**

ATIS	112.6	BEIRUT Approach	120.3	HARIRI Tower	118.9	Ground	121.9
VOR	KAD	Final	112.6	Minimum Alt	800' (715')	Apt Elev	85'
		Appch Crs	174°	MDA(H)	800' (715')	Rwy	85'

MISSED APCH: Turn RIGHT onto 225° climbing to 2000', then follow ATC instructions. If comm failure occurs, maintain hdg 225°, climb to 5000', then turn RIGHT to 80D NDB for another approach.  
 Alt Set: hPa (IN on req) Rwy Elev: 3 hPa  
 Trans level: FL 150  
 Trans alt: 13000'



Grnd speed-Kts	70	90	100	120	140	160				
Descent Gradient	5.2%	369	474	527	632	737	843			
MAP at BAB NDB/D2.4 KAD										

STRAIGHT-IN LANDING RWY 17  
 MDA(H) 800' (715')  
 PAPI RT

CIRCLE-TO-LAND  
 Not authorized East and South of airport  
 MDA(H) 1000' (915')

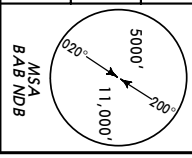
A	1600m	2000m	135		1000' (915')	2400m	
B	3200m	4000m	180		1000' (915')	4800m	
C	3600m		205				
D							

PANS OPS  
 Night landing rwy 21, 35; Cell 1500', VIS 8 km. Night Indg rwy 35 on request of pilot-in-command only.  
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**OLBA/BEY** **BEIRUT, LEBANON**  
**RAFC HARIRI INTL** **BAB NDB Rwy 17**

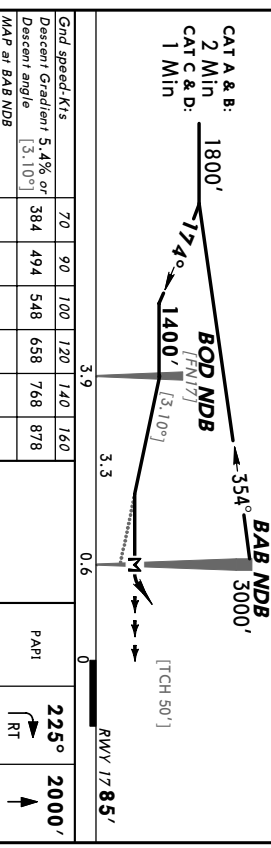
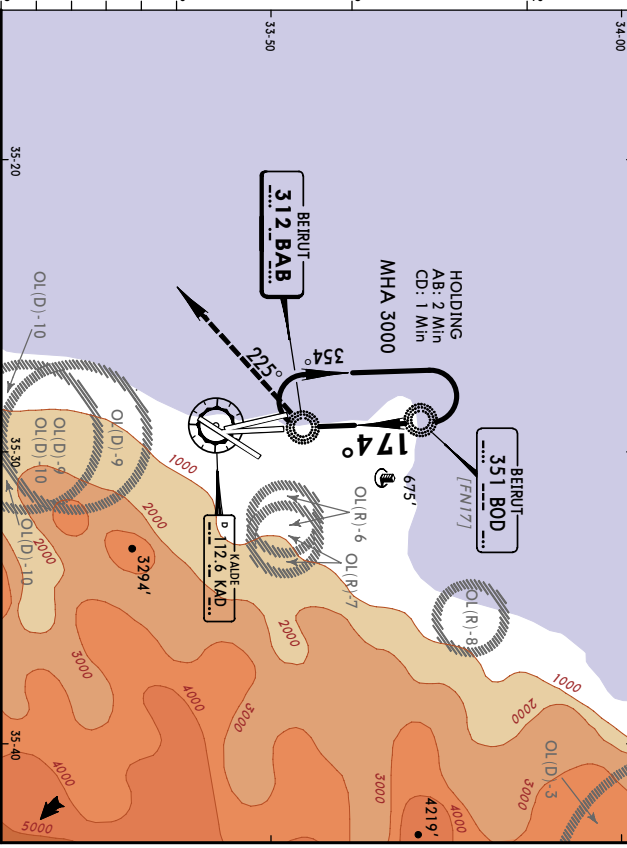
11 NOV 05 (6-1) **JEPPesen**  
 HARIIRI Tower

ATIS	BEIRUT Approach	120.3	118.9	Ground	121.9
NDB	Final	112.6	Minimum Alt	MDA(H)	85'
BAB	Appch Crs	174°	BOD NDB	750' (665')	Apt Elev
312		1400' (1315')		RWY	85'



**MISSED APCH:** Turn RIGHT onto 225° from BAB NDB climbing to 2000', then follow ATC clearance. If comm failure occurs, maintain hdg 225°, climb to 5000', then turn RIGHT to BOD NDB for another approach.

Alt Set: hPa (IN on req) Rwy Elev: 3 hPa Trans level: FL 150 Trans alt: 13000'



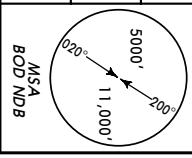
Gnd speed-Kts		70	90	100	120	140	160	PAPI	225°	2000'	
Descent Gradient 5.4% or [3.10°]		384	494	548	658	768	878				
MAP at BAB NDB		STRAIGHT-IN LANDING RWY 17							CIRCLE-TO-LAND		
MDA(H) 750' (665')		Not authorized East and South of airport							RT		↓
A	1600m	100	1000' (915')	2000m							
B	2800m	135	1000' (915')	2400m							
C	3200m	180	1000' (915')	4800m							
D		205									

**PANS OPS**  
 Night landing rwy 21, 35: Cell 1500', VIS 8 km. Night Indg rwy 35 on request of pilot-in-command only.  
 CHANGES: Airport name, Comm, Procedure, Descent angle. © JEPPESEN SANDERSON, INC., 2001, 2005. ALL RIGHTS RESERVED.

**OLBA/BEY** **BEIRUT, LEBANON**  
**RAFC HARIRI INTL** **BOD NDB Rwy 17**

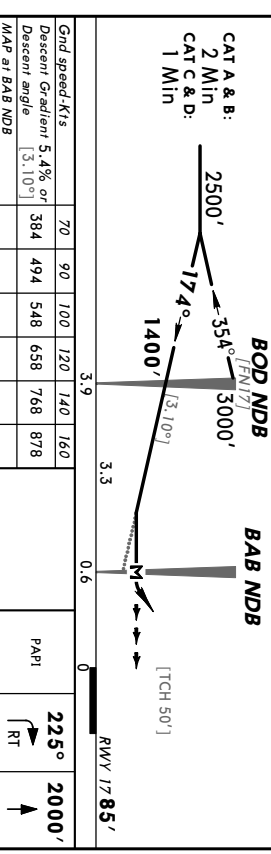
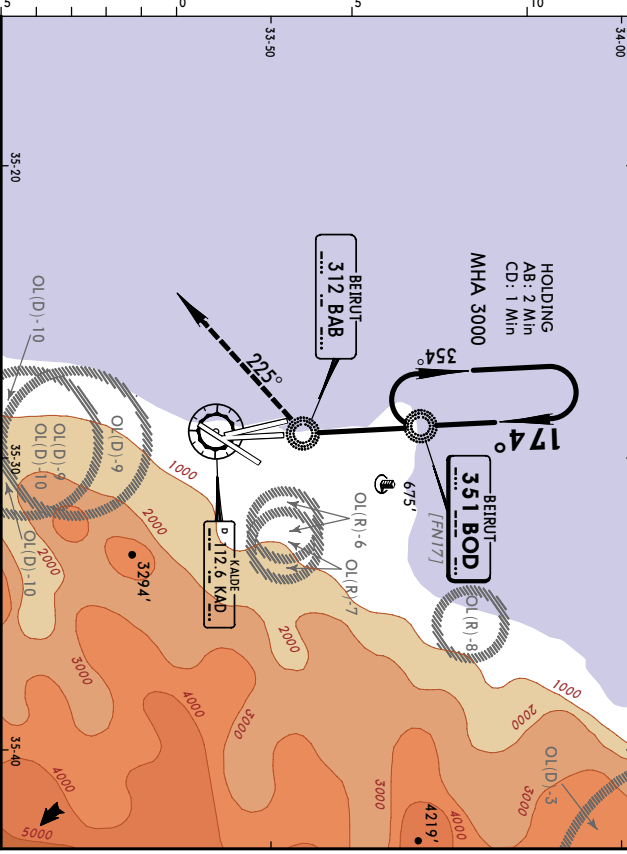
11 NOV 05 (6-2) **JEPPesen**  
 HARIIRI Tower

ATIS	BEIRUT Approach	120.3	118.9	Ground	121.9
NDB	Final	112.6	Minimum Alt	MDA(H)	85'
BOD	Appch Crs	174°	BOD NDB	750' (665')	Apt Elev
351		1400' (1315')		RWY	85'



**MISSED APCH:** Turn RIGHT onto 225° climbing to 2000', then follow ATC instructions. If comm failure occurs, maintain hdg 225°, climb to 5000', then turn RIGHT to BOD NDB for another approach.

Alt Set: hPa (IN on req) Rwy Elev: 3 hPa Trans level: FL 150 Trans alt: 13000'



Gnd speed-Kts		70	90	100	120	140	160	PAPI	225°	2000'	
Descent Gradient 5.4% or [3.10°]		384	494	548	658	768	878				
MAP at BAB NDB		STRAIGHT-IN LANDING RWY 17							CIRCLE-TO-LAND		
MDA(H) 750' (665')		Not authorized East and South of airport							RT		↓
A	1600m	100	1000' (915')	2000m							
B	2800m	135	1000' (915')	2400m							
C	3200m	180	1000' (915')	4800m							
D		205									

**PANS OPS**  
 Night landing rwy 21, 35: Cell 1500', VIS 8 km. Night Indg rwy 35 on request of pilot-in-command only.  
 CHANGES: New procedure. © JEPPESEN SANDERSON, INC., 2005. ALL RIGHTS RESERVED.