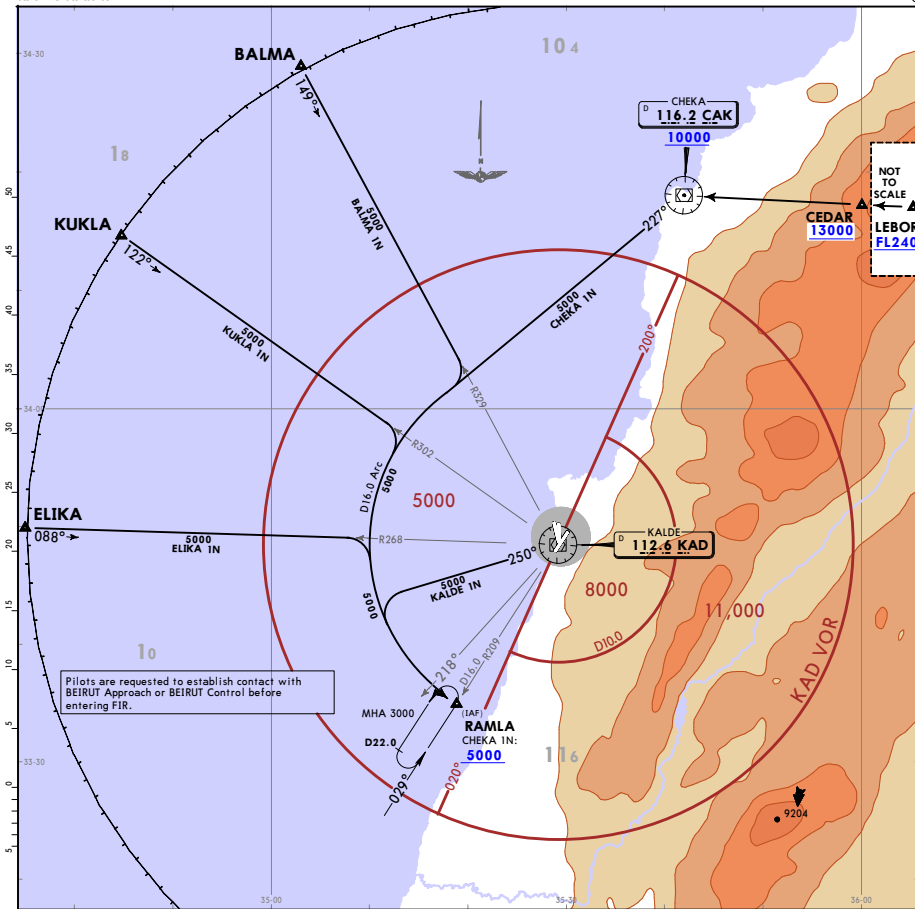


# FOR FLIGHT SIMULATION USE ONLY!

OLBA/BEY  
RAFIC HARIRI INTL

JEPPESEN  
22 DEC 17 10-2

BEIRUT, LEBANON  
STAR

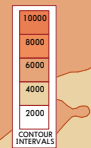


D-ATIS 120.6	BEIRUT Approach 120.3	BEIRUT Control 119.3	Apt Elev 85
-----------------	--------------------------	-------------------------	----------------

Alt Set: hPa (IN on request)  
Trans level: FL150  
If unable to comply with allocated STAR inform ATC prior to 30 NM from Beirut.

NOT TO SCALE  
LEBOR FL240

- BALMA 1N [BALM1N]
- CHEKA 1N [CAK1N]
- ELIKA 1N [ELIK1N]
- KALDE 1N [KAD1N]
- KUKLA 1N [KUKL1N]
- RWY 03 ARRIVALS



STAR	ROUTING
BALMA 1N	Intercept KAD R329 inbound, along D16.0 KAD arc to RAMLA.
CHEKA 1N	From LEBOR to CAK, CAK R227, along D16.0 KAD arc to RAMLA.
ELIKA 1N	Intercept KAD R268 inbound, along D16.0 KAD arc to RAMLA.
KALDE 1N	KAD R250, along D16.0 KAD arc to RAMLA.
KUKLA 1N	Intercept KAD R302 inbound, along D16.0 KAD arc to RAMLA.

If cleared for direct approach: When passing KAD R218 turn LEFT, intercept KAD R209 inbound (KAD R209 VOR DME procedure), descend to 2000 (MAX 230 KT) and refer to approach chart.

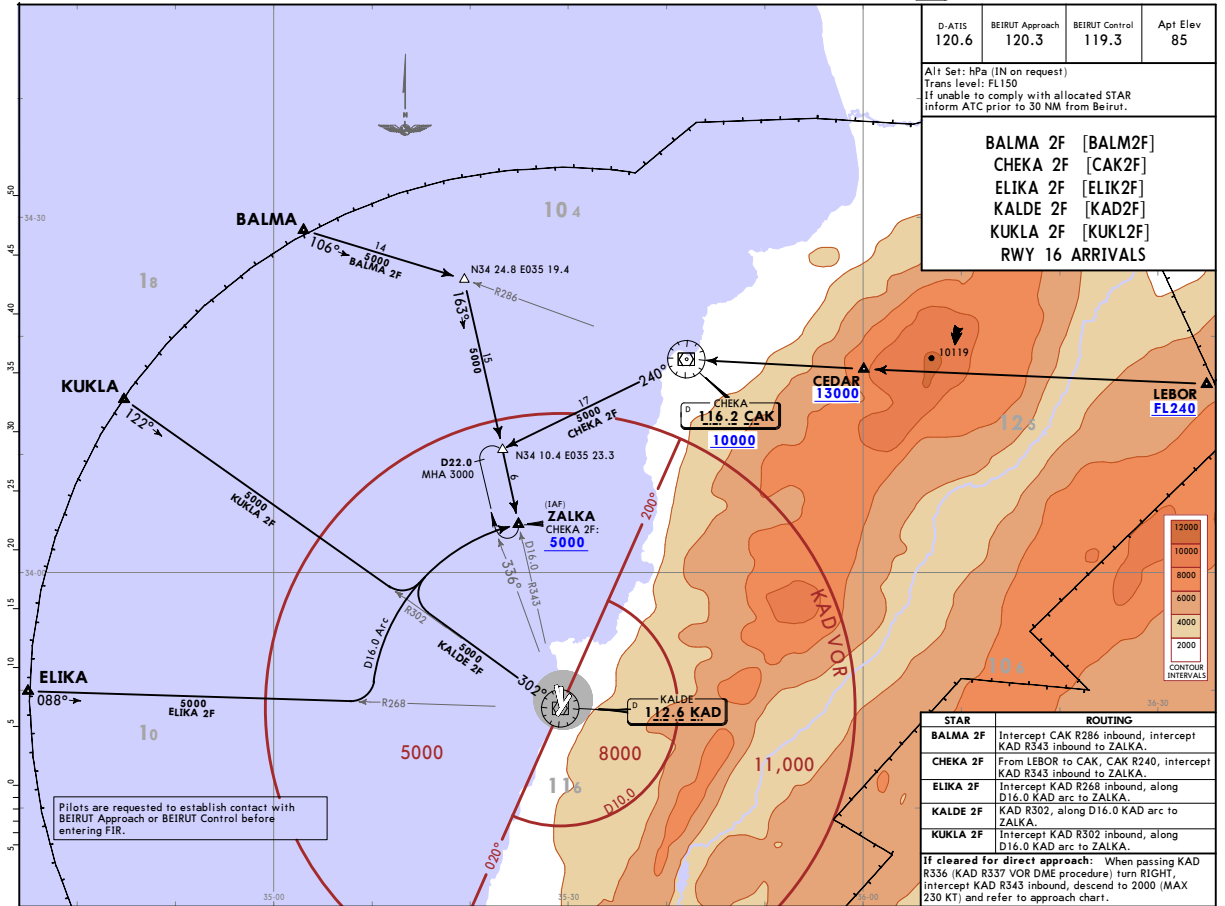
# FOR FLIGHT SIMULATION USE ONLY!

OLBA/BEY  
RAFIC HARIRI INTL

JEPPESSEN  
22 DEC 17 (10-2A)

BEIRUT, LEBANON

STAR



D-ATIS	BEIRUT Approach	BEIRUT Control	Apt Elev
120.6	120.3	119.3	85

All Set: hPa (IN on request)  
Trans Level: FL150  
If unable to comply with allocated STAR inform ATC prior to 30 NM from Beirut.

- BALMA 2F [BALM2F]
- CHEKA 2F [CAK2F]
- ELIKA 2F [ELIK2F]
- KALDE 2F [KAD2F]
- KUKLA 2F [KUKL2F]
- RWY 16 ARRIVALS

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

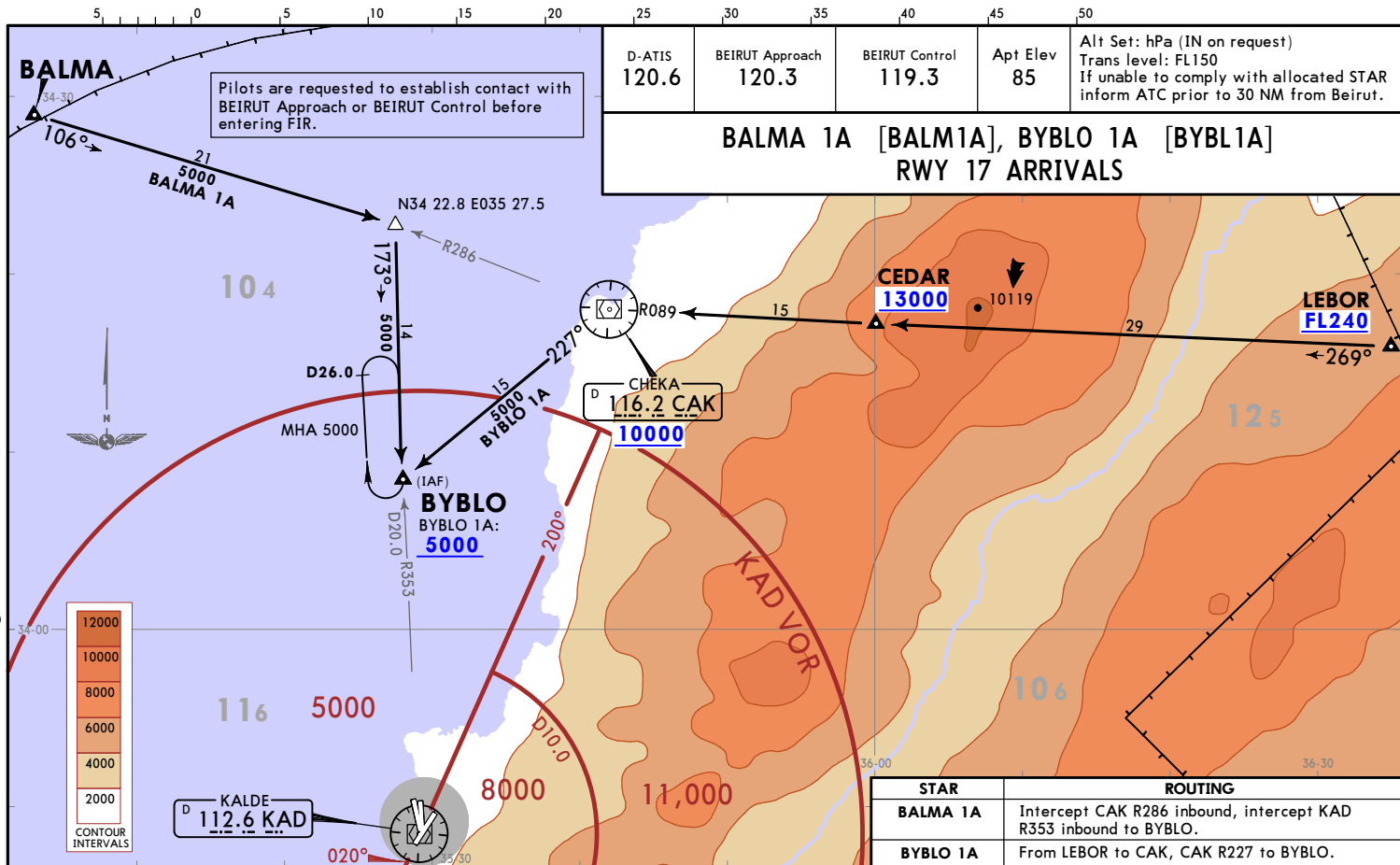
STAR	ROUTING
BALMA 2F	Intercept CAK R286 inbound, intercept KAD R343 inbound to ZALKA.
CHEKA 2F	From LEBOR to CAK, CAK R240, intercept KAD R343 inbound to ZALKA.
ELIKA 2F	Intercept KAD R268 inbound, along D16.0 KAD arc to ZALKA.
KALDE 2F	KAD R302, along D16.0 KAD arc to ZALKA.
KUKLA 2F	Intercept KAD R302 inbound, along D16.0 KAD arc to ZALKA.

If cleared for direct approach: When passing KAD R336 (KAD R337 VOR DME procedure) turn RIGHT, intercept KAD R343 inbound, descend to 2000 (MAX 230 KT) and refer to approach chart.

# FOR FLIGHT SIMULATION USE ONLY!

CHANGES: New format.

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**OLBA/BEY**  
RAJIC HARIRI INTL

22 DEC 17

JEPPESSEN

10-2B

BEIRUT, LEBANON

STAR

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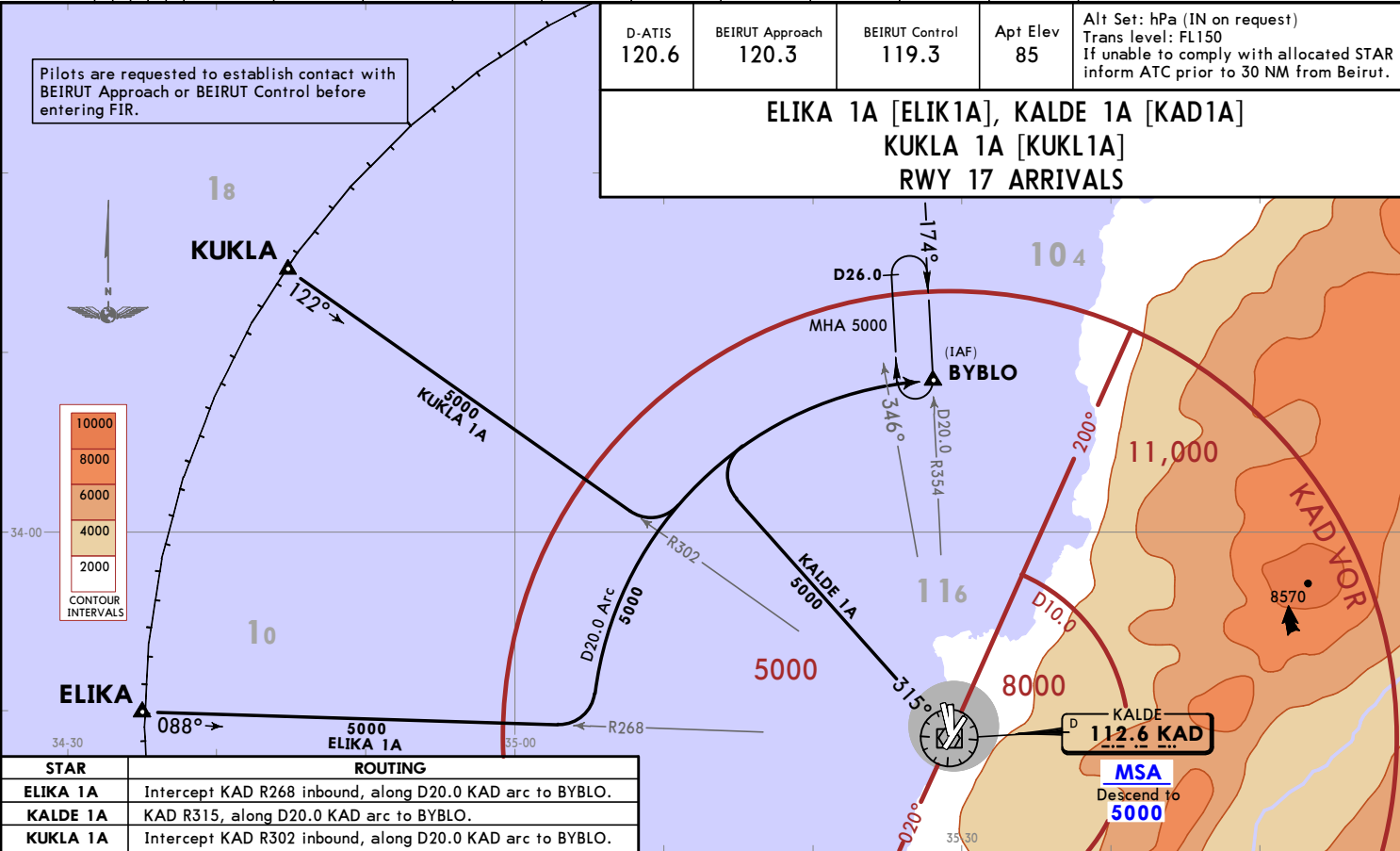
**OLBA/BEY**  
**RAJIC HARIRI INTL**

**JEPPesen**  
 22 DEC 17 (10-2C)

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

D-ATIS <b>120.6</b>	BEIRUT Approach <b>120.3</b>	BEIRUT Control <b>119.3</b>	Apt Elev <b>85</b>	Alt Set: hPa (IN on request) Trans level: FL150 If unable to comply with allocated STAR inform ATC prior to 30 NM from Beirut.
<b>ELIKA 1A [ELIK1A], KALDE 1A [KAD1A]                  KUKLA 1A [KUKL1A]                  RWY 17 ARRIVALS</b>				

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



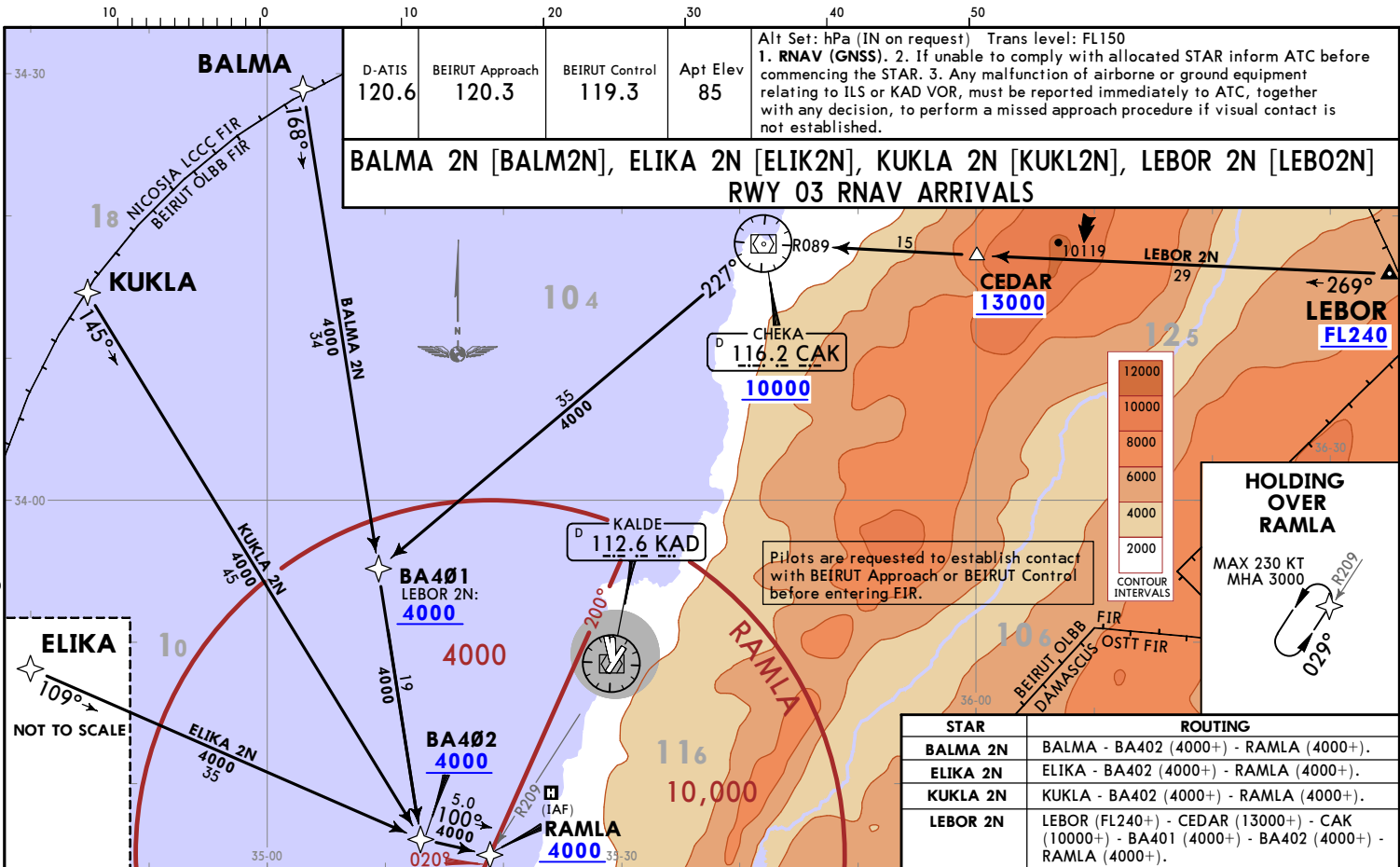
STAR	ROUTING
<b>ELIKA 1A</b>	Intercept KAD R268 inbound, along D20.0 KAD arc to BYBLO.
<b>KALDE 1A</b>	KAD R315, along D20.0 KAD arc to BYBLO.
<b>KUKLA 1A</b>	Intercept KAD R302 inbound, along D20.0 KAD arc to BYBLO.

CHANGES: New format.  
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# FOR FLIGHT SIMULATION USE ONLY!

CHANGES: Reissue.

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**OIBA/BEY**  
RAVIC HARIRI INTL

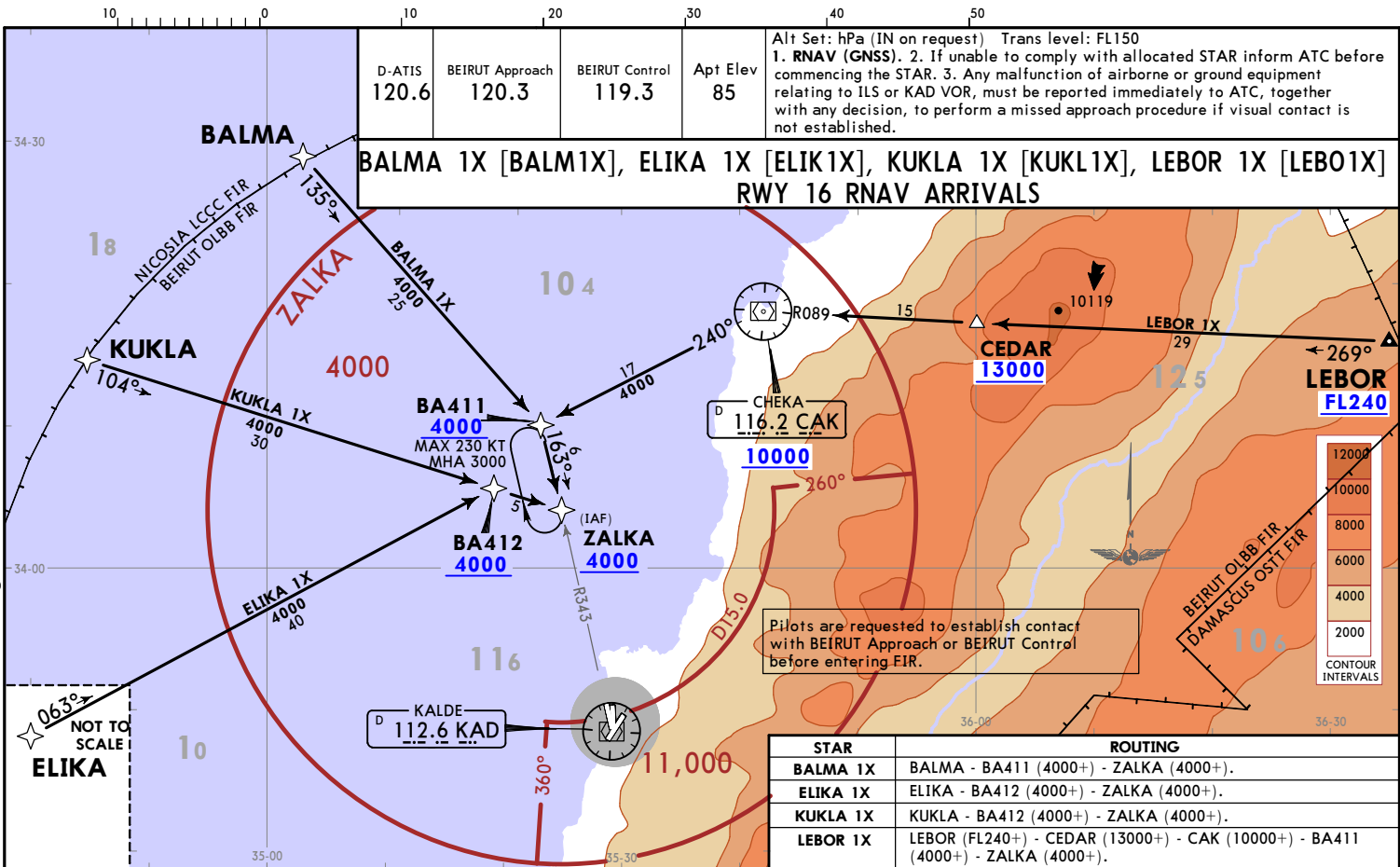
13 JUL 18  
**JEPPESEN**  
10-2D EFF 19 JUL

**BEIRUT, LEBANON**  
RNAV STAR

# FOR FLIGHT SIMULATION USE ONLY!

CHANGES: ZALKA crossing altitude revised.

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D-ATIS <b>120.6</b>	BEIRUT Approach <b>120.3</b>	BEIRUT Control <b>119.3</b>	Apt Elev <b>85</b>
------------------------	---------------------------------	--------------------------------	-----------------------

Alt Set: hPa (IN on request) Trans level: FL150  
 1. **RNAV (GNSS)**. 2. If unable to comply with allocated STAR inform ATC before commencing the STAR. 3. Any malfunction of airborne or ground equipment relating to ILS or KAD VOR, must be reported immediately to ATC, together with any decision, to perform a missed approach procedure if visual contact is not established.

## BALMA 1X [BALM1X], ELIKA 1X [ELIK1X], KUKLA 1X [KUKL1X], LEBOR 1X [LEBO1X] RWY 16 RNAV ARRIVALS

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

STAR	ROUTING
<b>BALMA 1X</b>	BALMA - BA411 (4000+) - ZALKA (4000+).
<b>ELIKA 1X</b>	ELIKA - BA412 (4000+) - ZALKA (4000+).
<b>KUKLA 1X</b>	KUKLA - BA412 (4000+) - ZALKA (4000+).
<b>LEBOR 1X</b>	LEBOR (FL240+) - CEDAR (13000+) - CAK (10000+) - BA411 (4000+) - ZALKA (4000+).

**OIBA/BEY**  
RAFCIC HARRI INTL

13 JUL 18  
**JEPPESEN**  
10-2E EFF 19 JUL

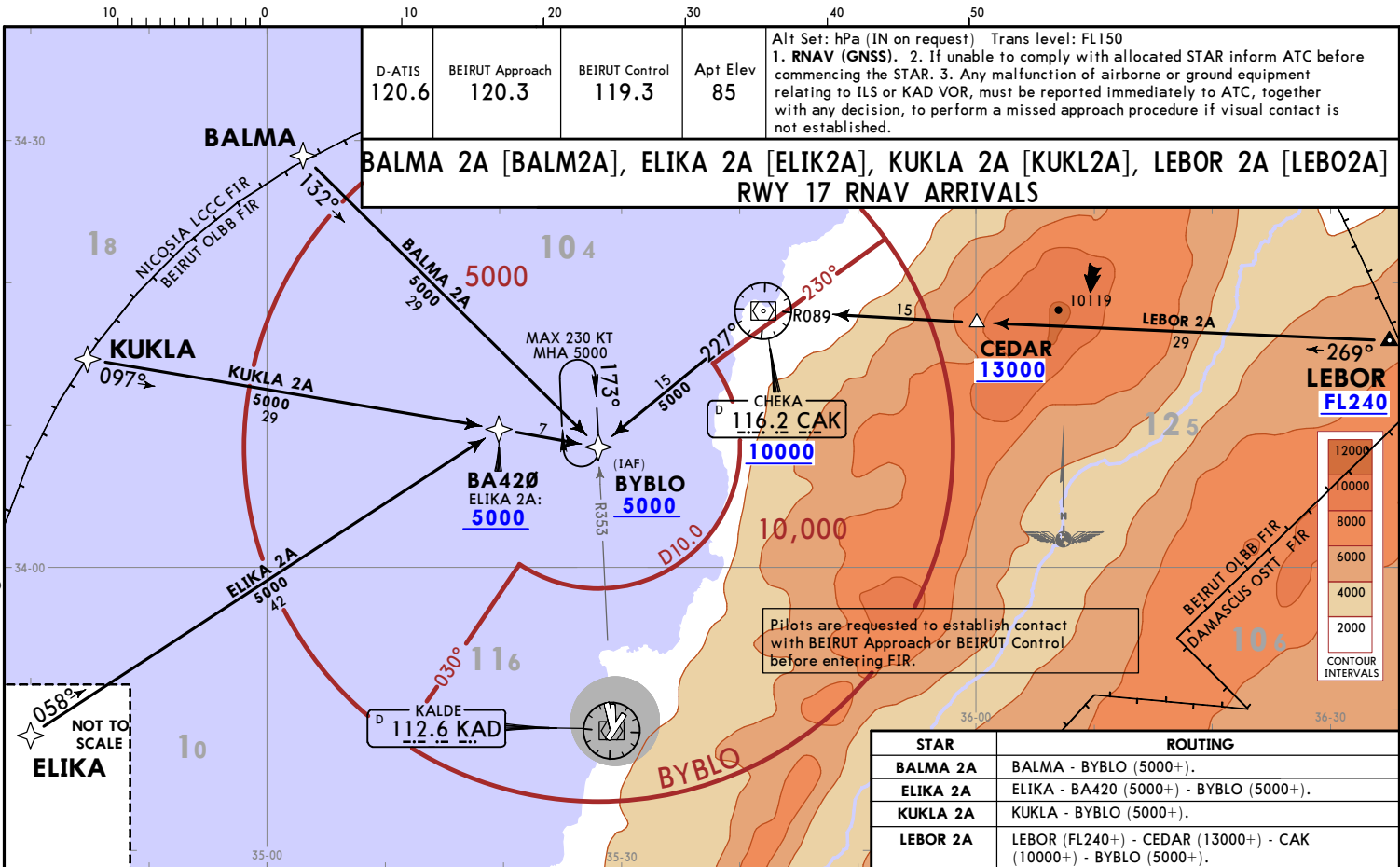
**BEIRUT, LEBANON**  
RNAV STAR

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CHANGES: MEAs revised.

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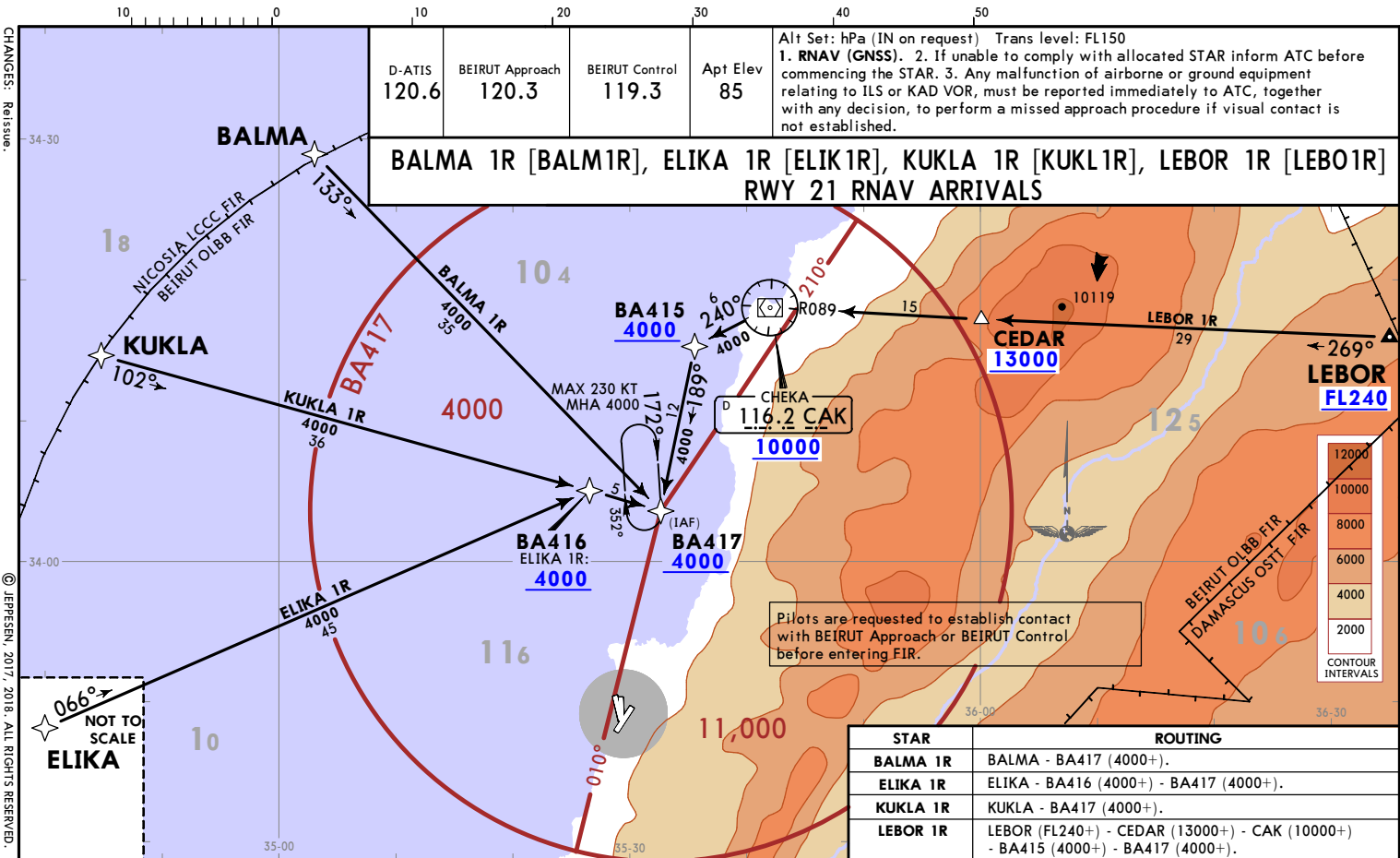
OIBA/BEY  
RAVIC HARIRI INTL

13 JUL 18  
JEPPESEN  
10-2E EFF 19 JUL

BEIRUT, LEBANON  
RNAV STAR

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# FOR FLIGHT SIMULATION USE ONLY!



**OLBA/BEY**  
**RAVIC HARIRI INTL**  
 13 JUL 18  
**JEPPESSEN**  
 10-2G EFF 19 JUL  
**BEIRUT, LEBANON**  
**RNAV STAR**

CHANGES: Reissue.  
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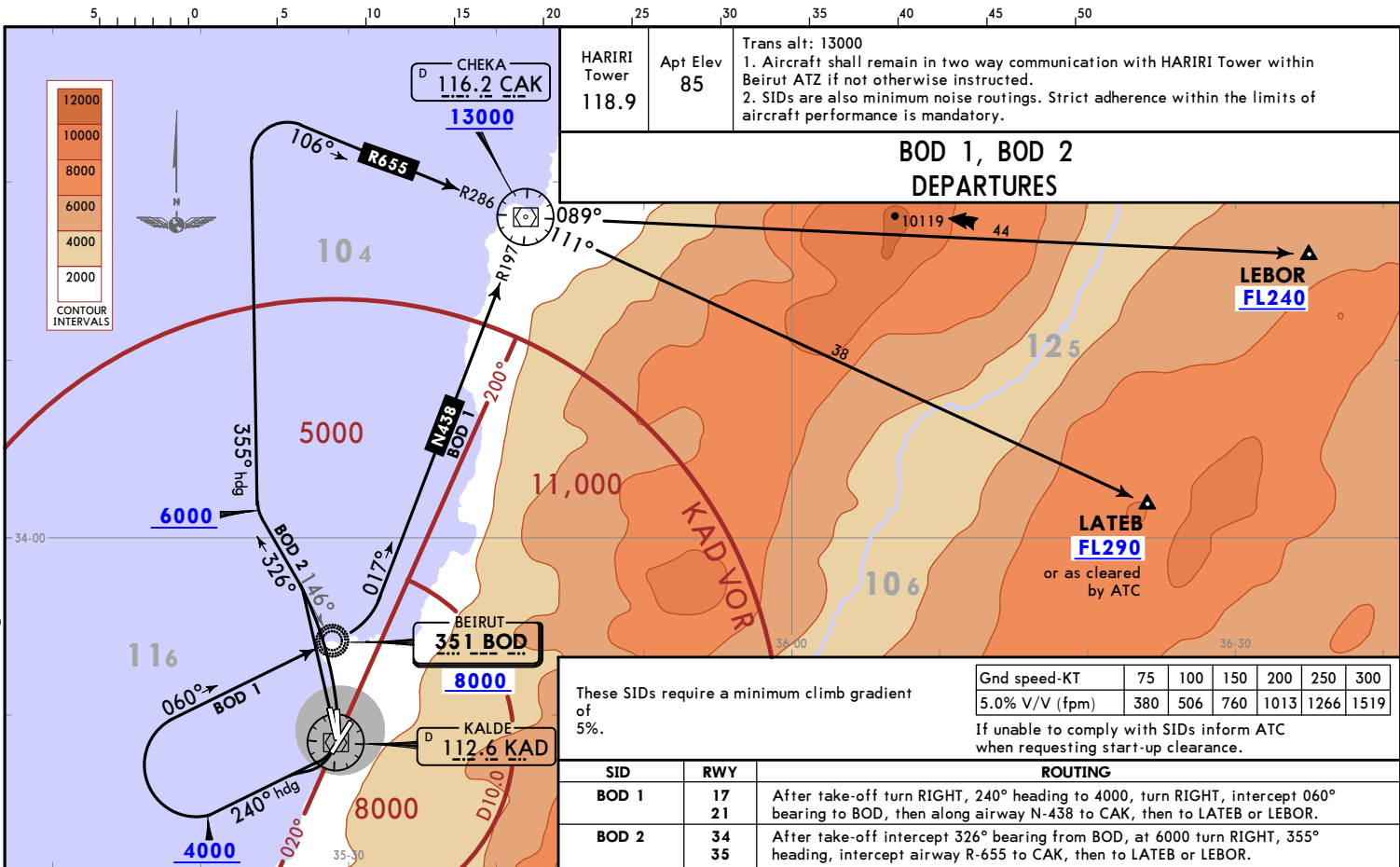
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# FOR FLIGHT SIMULATION USE ONLY!

CHANGES: New format.

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HARIRI Tower  
118.9

Apt Elev  
85

Trans alt: 13000  
1. Aircraft shall remain in two way communication with HARIRI Tower within Beirut ATZ if not otherwise instructed.  
2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.

## BOD 1, BOD 2 DEPARTURES

These SIDs require a minimum climb gradient of 5%.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	766	1013	1266	1519

If unable to comply with SIDs inform ATC when requesting start-up clearance.

SID	RWY	ROUTING
BOD 1	17	After take-off turn RIGHT, 240° heading to 4000, turn RIGHT, intercept 060° bearing to BOD, then along airway N-438 to CAK, then to LATEB or LEBOR.
	21	
BOD 2	34	After take-off intercept 326° bearing from BOD, at 6000 turn RIGHT, 355° heading, intercept airway R-655 to CAK, then to LATEB or LEBOR.
	35	

OIBA/BEY  
RAFIK HARIRI INTL

22 DEC 17  
JEPPESEN  
10-3

BEIRUT, LEBANON  
SID

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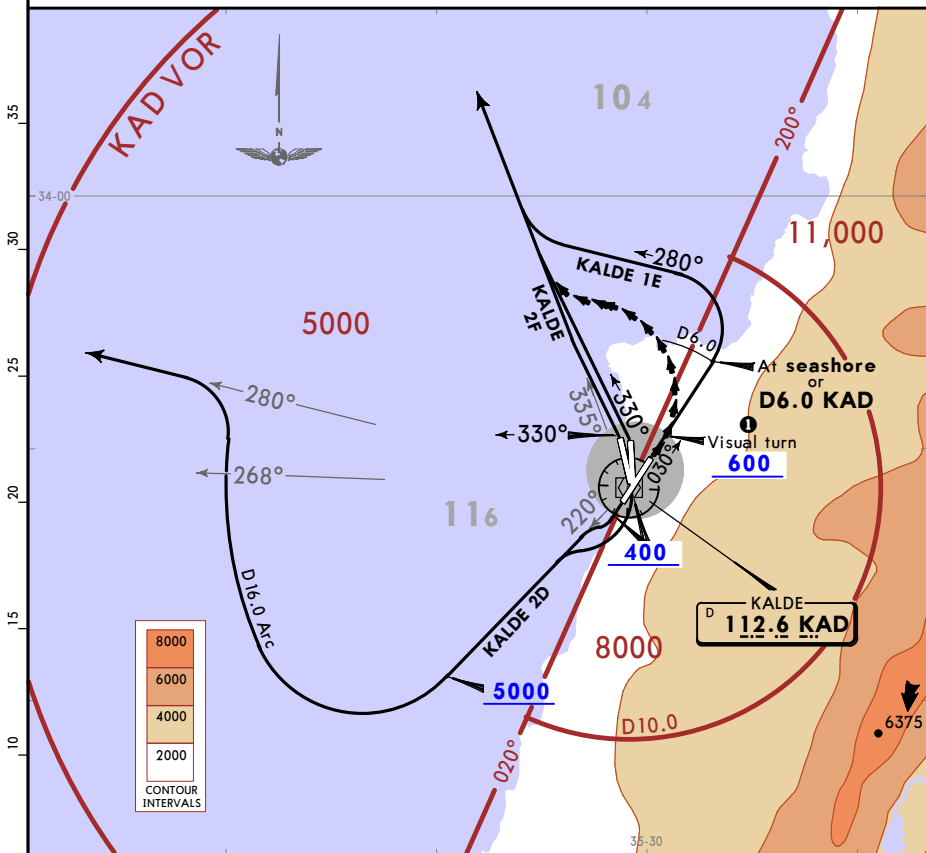
**OLBA/BEY**  
**RAFIC HARIRI INTL**

**JEPPesen**  
 22 DEC 17 (10-3A)

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

HARIRI Tower 118.9	Apt Elev 85	Trans alt: 13000
		1. Aircraft shall remain in two way communication with HARIRI Tower within Beirut ATZ if not otherwise instructed. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is MANDATORY.

**KALDE 2D [KAD2D]**  
**KALDE 1E [KAD1E]**  
**KALDE 2F [KAD2F]**  
**DEPARTURES**



These SIDs require minimum climb gradients of  
**KALDE 2D, 2F:** 5%.  
**KALDE 1E:** 7% until 1000, then 5%.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

If unable to comply with SIDs inform ATC when requesting start-up clearance.

SID	RWY	ROUTING
<b>KALDE 2D</b>	<b>17</b>	At 400 turn RIGHT, intercept KAD R220, at 5000 turn RIGHT, along D16.0 KAD arc, when passing KAD R268 turn LEFT, intercept KAD R280 to join the proper airway when cleared by ATC.
	<b>21</b>	
<b>KALDE 1E</b>	<b>03</b>	Climb straight ahead until seashore or D6.0 KAD, turn LEFT, 280° track, intercept KAD R335, then join the proper airway as cleared by ATC.
<b>KALDE 2F</b>	<b>34</b>	From DER climb on 330° track, intercept KAD R335, then join the proper airway as cleared by ATC.
	<b>35</b>	

① 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 city), intercept KAD R335 to join the proper airway when cleared by ATC.

FOR FLIGHT SIMULATION USE ONLY!

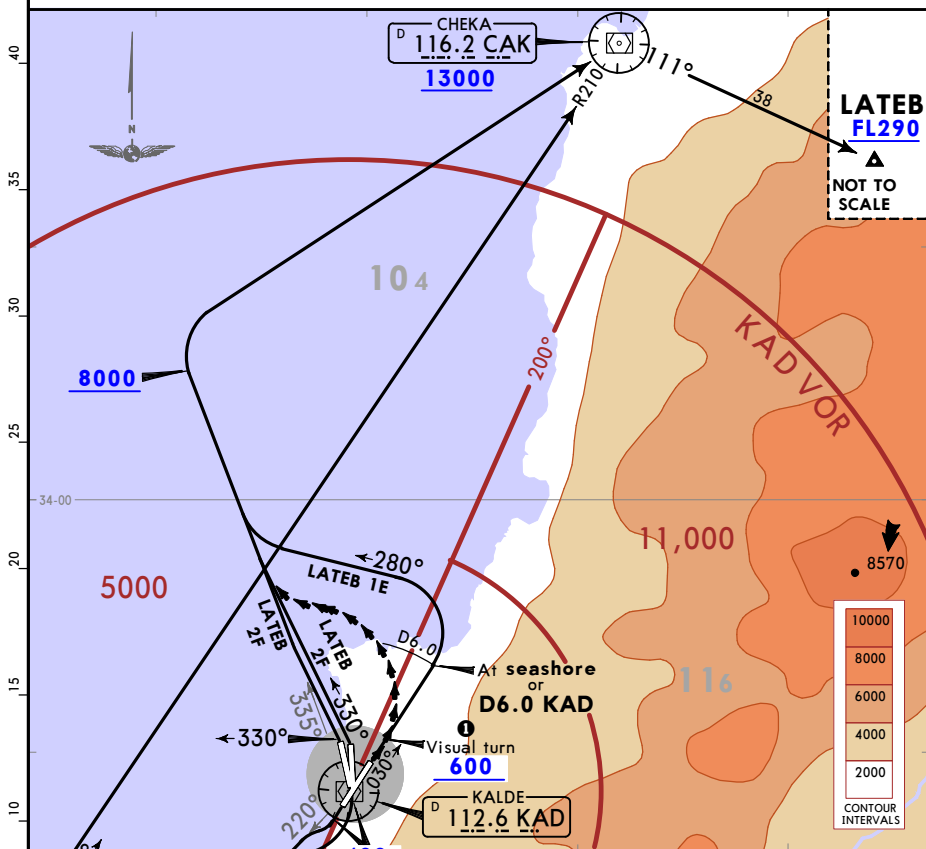
**OLBA/BEY**  
**RAFIC HARIRI INTL**

**JEPPESSEN**  
 2 MAR 18 (10-3B)

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

HARIRI Tower 118.9	Apt Elev 85	Trans alt: 13000
		1. Aircraft shall remain in two way communication with HARIRI Tower within Beirut ATZ if not otherwise instructed. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is MANDATORY.

**LATEB 1D [LATE1D], LATEB 1E [LATE1E], LATEB 2F [LATE2F] DEPARTURES**



If unable to comply with SIDs inform ATC when requesting start-up clearance.

SID	RWY	ROUTING
LATEB 1D	17 21	At 400 turn RIGHT, intercept KAD R220, at 5000 turn RIGHT, intercept CAK R210 inbound to CAK, then to LATEB.
LATEB 1E	03	Climb straight ahead until seashore or D6.0 KAD, turn LEFT, 280° track, intercept KAD R335, at 8000 turn RIGHT to CAK, then to LATEB.
LATEB 2F	34 35	From DER climb on 330° track, intercept KAD R335, at 8000 turn RIGHT to CAK, then to LATEB.

① 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 city), intercept KAD R335 to join the proper airway when cleared by ATC.

FOR FLIGHT SIMULATION USE ONLY!

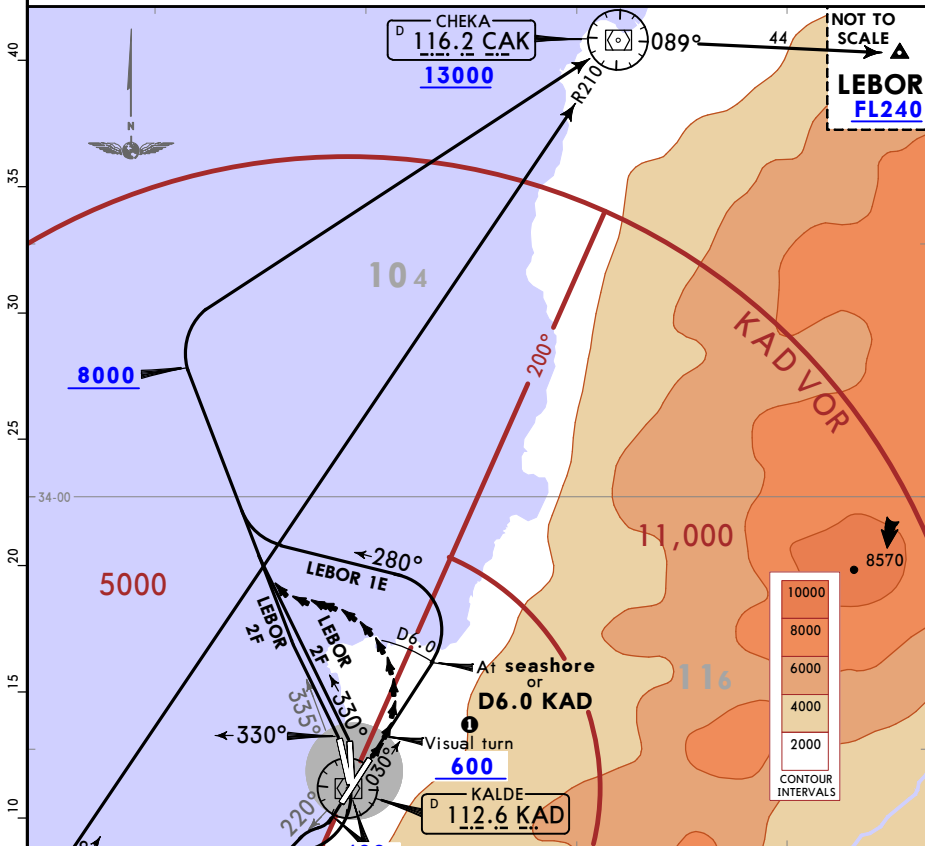
**OLBA/BEY**  
**RAFIC HARIRI INTL**

**JEPPESSEN**  
 2 MAR 18 **(10-3C)**

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

HARIRI Tower <b>118.9</b>	Apt Elev <b>85</b>	Trans alt: 13000 1. Aircraft shall remain in two way communication with HARIRI Tower within Beirut ATZ if not otherwise instructed. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is MANDATORY.
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**LEBOR 1D [LEBO1D], LEBOR 1E [LEBO1E], LEBOR 2F [LEBO2F]**  
**DEPARTURES**



These SIDs require minimum climb gradients of

LEBOR 1D, 2F:	5%.					
LEBOR 1E:	7% until 1000, then 5%.					

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

If unable to comply with SIDs inform ATC when requesting start-up clearance.

SID	RWY	ROUTING
LEBOR 1D	17 21	At 400 turn RIGHT, intercept KAD R220, at 5000 turn RIGHT, intercept CAK R210 inbound to CAK, then to LEBOR.
LEBOR 1E	03	Climb straight ahead until seashore or D6.0 KAD, turn LEFT, 280° track, intercept KAD R335, at 8000 turn RIGHT to CAK, then to LEBOR.
LEBOR 2F	34 35	From DER climb on 330° track, intercept KAD R335, at 8000 turn RIGHT to CAK, then to LEBOR.

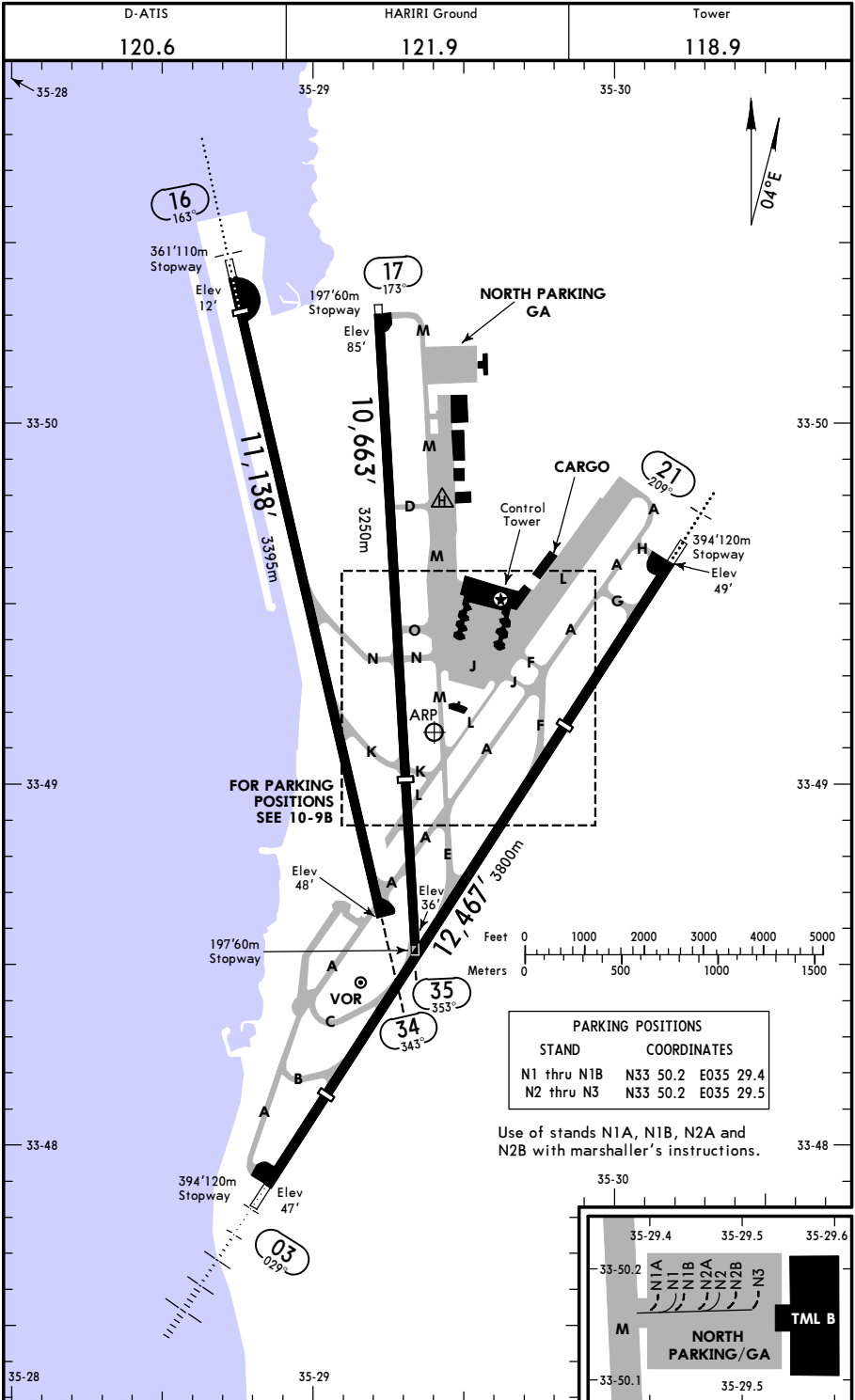
① Visual departure when VIS ≥ 3000m and ceiling ≥ 1500: If able to cross the physical end of runway at or above 600 turn LEFT (to avoid overflying Beirut city), intercept KAD R335 to join the proper airway when cleared by ATC.

FOR FLIGHT SIMULATION USE ONLY!

**OLBA/BEY**  
 Apt Elev **85'**  
 N33 49.1 E035 29.4

**JEPPesen**  
 6 JUL 18 **(10-9)** Eff 19 Jul

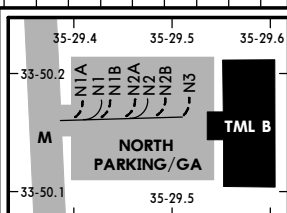
**BEIRUT, LEBANON**  
 RAFIC HARIRI INTL



**PARKING POSITIONS**

STAND	COORDINATES
N1 thru N1B	N33 50.2 E035 29.4
N2 thru N3	N33 50.2 E035 29.5

Use of stands N1A, N1B, N2A and N2B with marshall's instructions.



FOR FLIGHT SIMULATION USE ONLY!

CHANGES: Rwy elevations. Note withdrawn.

OLBA/BEY



BEIRUT, LEBANON  
 RAFIC HARIRI INTL

**GENERAL**

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

**ADDITIONAL RUNWAY INFORMATION**

RWY					USABLE LENGTHS		TAKE-OFF	WIDTH
					LANDING BEYOND			
					Threshold	Glide Slope		
03 21	HIRL (60m) CL (30m) HIALS PAPI-L (angle 3.0°)			10,646' 3245m	9674' 2949m			148'
				9203' 2805m	8109' 2472m			45m
16 34	HIRL (60m) CL (30m) HIALS PAPI-L (angle 3.0°)			10,548' 3215m	9515' 2900m	NA		148'
				NA				45m
17 35	HIRL (60m) PAPI (angle 3.0°)				9509' 2898m			148'
				7874' 2400m				45m

**TAKE-OFF**

A/B/C/D	AIR CARRIER (JAA) All Rwys			AIR CARRIER (FAR 121) All Rwys	
	Rwys 03/21 & 16/34 LVP must be in force RL & CL	LVP must be in force RCLM (DAY only) or RL	RCLM (DAY only) or RL	Adequate Vis Ref	
A	200m	250m	400m	2 Eng	VIS 400m
B					
C	250m	300m		3 & 4 Eng	
D					

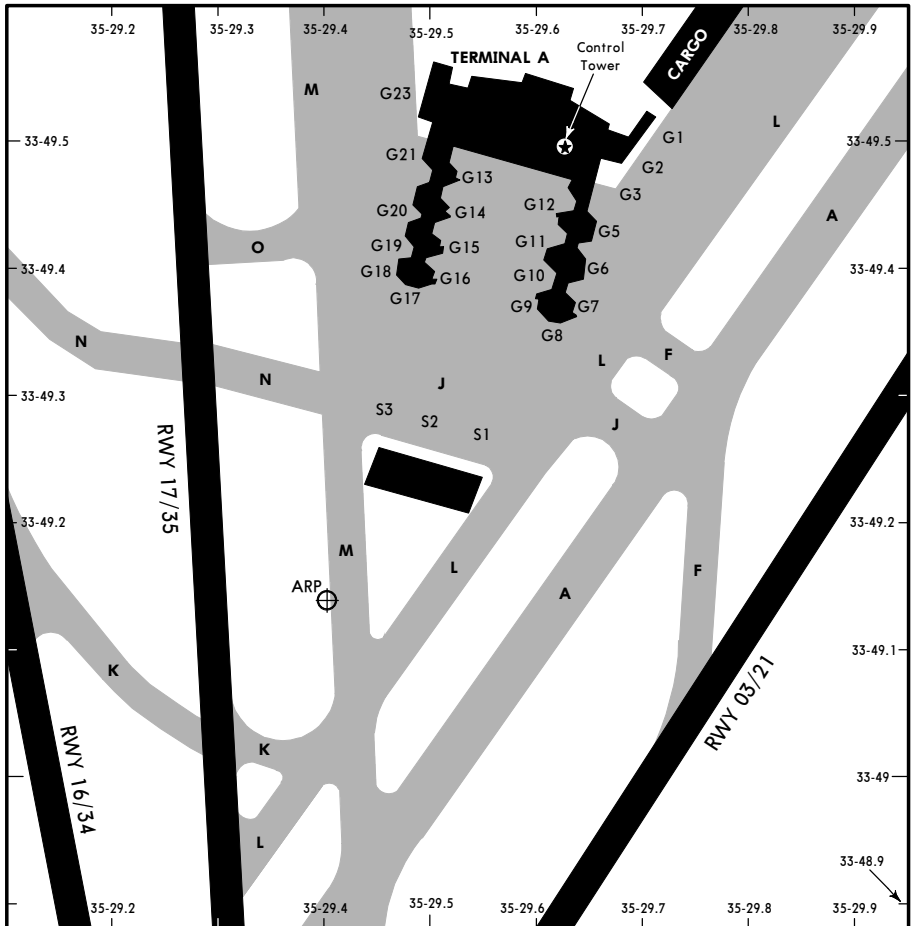
CHANGES: PAPI angle added. Note withdrawn.

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OLBA/BEY

**JEPPESEN**  
11 FEB 11 **(10-9B)**

**BEIRUT, LEBANON**  
RAFIC HARIRI INTL



**INS COORDINATES**

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.

FOR FLIGHT SIMULATION USE ONLY!

**START-UP AND PUSH-BACK PROCEDURES  
AT GENERAL AVIATION TERMINAL**

**START-UP:**

- Request permission from Tower before starting engines.
- ACFT crew members and ground crew must be in sight of each other.

**PUSH-BACK:**

For large and medium ACFT:

During push-back it is restricted to run engines unless reaching TWY M. Push-back process must be terminated when reaching and maintaining the yellow line of TWY M.

For small ACFT:

During push-back and for necessity, after obtaining permission from Tower, ACFT can start-up engines on idle power at a distance not less than 328'/100m from Terminal B and engines must not be directed to the building.

Push-back process may be terminated when reaching 328'/100m or more from Terminal B after obtaining permission from Tower and to be sure that engines are running on idle power.

FOR FLIGHT SIMULATION USE ONLY!



OLBA/BEY

**JEPPESEN**  
27 MAR 09 **10-9S** Eff 9 Apr

**Standard**  
**BEIRUT, LEBANON**  
RAFIC HARIRI INTL

STRAIGHT-IN RWY		A	B	C	D
03	ILS	442'(395')	454'(407)	462'(415')	473'(426')
	FULL	R1100m	R1200m	R1200m	R1300m
	ALS out	R1500m	R1500m	R1900m	R2000m
	LOC ①	690'(643')	690'(643')	690'(643')	690'(643')
	ALS out	R1500m	R1500m	C2300m	C2300m
16	RNAV ①	1100'(1053')	1100'(1053')	1100'(1053')	1100'(1053')
		R1500m	R1500m	C2400m	C2400m
	VOR ①	1100'(1053')	1100'(1053')	1100'(1053')	1100'(1053')
		R1500m	R1500m	C2400m	C2400m
	ILS	407'(395')	419'(407)	427'(415')	438'(426')
17	FULL	R1100m	R1200m	R1200m	R1300m
	ALS out	R1500m	R1500m	R1900m	R2000m
	LOC ①	620'(608')	620'(608')	620'(608')	620'(608')
	ALS out	R1500m	R1500m	C2100m	C2100m
	RNAV ①	800'(788')	800'(788')	800'(788')	800'(788')
21		R1500m	R1500m	C2400m	C2400m
	VOR ①	800'(788')	800'(788')	800'(788')	800'(788')
		R1500m	R1500m	C2400m	C2400m
	NDB ①	750'(665')	750'(665')	750'(665')	750'(665')
		R1500m	R1500m	C2400m	C2400m
03	RNAV ①	1200'(1151')	1200'(1151')	1200'(1151')	1200'(1151')
		R1500m	R1500m	C4900m	C4900m
	ALS out	R1500m	R1500m	C5000m	C5000m

① Continuous Descent Final Approach.

CIRCLE-TO-LAND 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 apch to rwy 17	1000'(915')	1000'(915')	1000'(915')	1000'(915')
After RNAV rwy 21	1500'(1415')	1500'(1415')	1500'(1415')	1500'(1415')
After RNAV or VOR rwy 03	1410'(1363')	1410'(1363')	1510'(1463')	1510'(1463')
After RNAV or VOR rwy 16	880'(868')	880'(868')	1070'(1058')	1070'(1058')
	V1500m ③	V1600m ③	V2400m ③	V3600m ③

② Not authorized East and South of apt.

③ or higher minimums of preceding straight-in approach.

FOR FLIGHT SIMULATION USE ONLY!

**OLBA/BEY**



27 MAR 09

(10-9S)

Eff 9 Apr

**Standard**

**BEIRUT, LEBANON**  
**RAFIC HARIRI INTL**

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

LVP must be in Force				
	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	200m	250m	400m	500m
B				
C	250m	300m		
D				

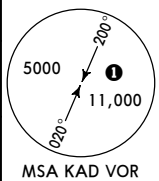
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**OLBA/BEY**  
**RAFIC HARIRI INTL**

**JEPPESEN**  
 15 SEP 17 **(11-1)**

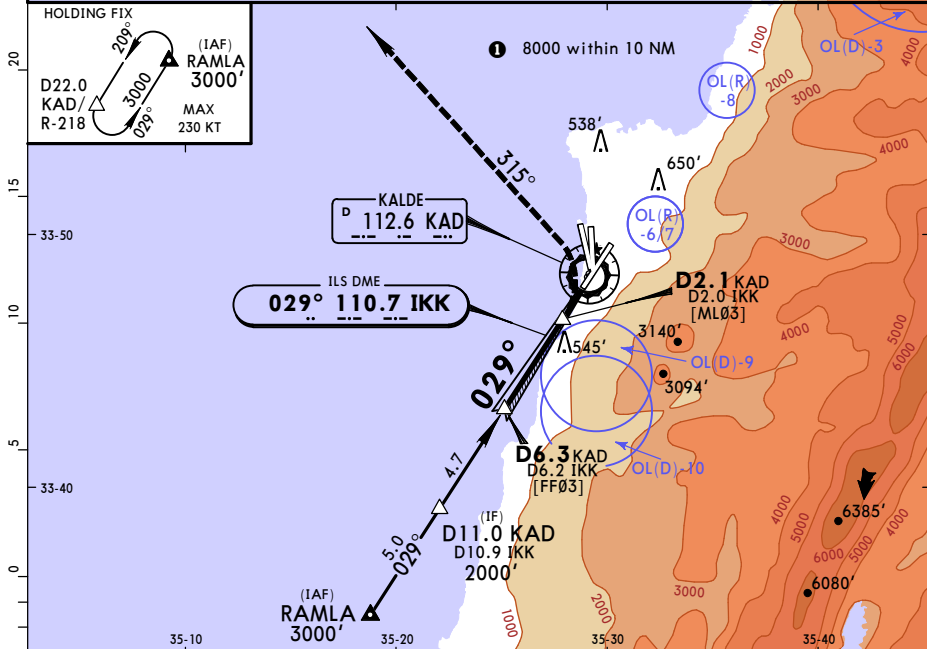
**BEIRUT, LEBANON**  
**ILS Rwy 03**

D-ATIS <b>120.6</b>	BEIRUT Approach <b>120.3</b>	HARIRI Tower <b>118.9</b>	Ground <b>121.9</b>
LOC IKK <b>110.7</b>	Final Apch Crs <b>029°</b>	GS <b>D6.3 KAD</b> 2000' (1953')	ILS DA(H) Refer to Minimums
Apt Elev 85'			Rwy 47'

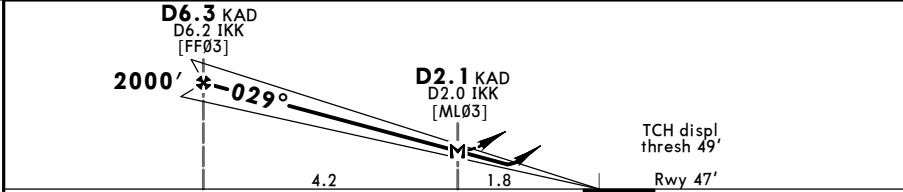


**MISSED APCH:** Turn **LEFT (MAX 230 KT)** as soon as practicable to intercept and follow R-315 climbing to 2000', then as directed.

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



LOC (GS out)	IKK DME	6.0	5.0	4.0	3.0
ALTITUDE		1955'	1637'	1318'	1000'



Gnd speed-Kts	70	90	100	120	140	160	HI ALS PAPI 2000' 230 KT LT MAX KAD <b>112.6</b>	
ILS GS or	3.00°	372	478	531	637	743		849
LOC Descent Angle								

PANS OPS	STRAIGHT-IN LANDING RWY 03				CIRCLE-TO-LAND 1		
	ILS				LOC (GS out)		
	DA(H) A: 442' (395') C: 462' (415') B: 454' (407') D: 473' (426')				MDA(H) 690' (643')		
	FULL		ALS out		ALS out		
	A	1200m	2000m		3200m	Max Kts	MDA(H)
B				100		880' (833')	2000m 2
C	1300m	2100m		135		880' (833')	2100m 2
D	1400m	2200m		180		1070' (1023')	
				205	4800m		

1 Circling height based on rwy 03 displ thresh elev of 47'. 2 After LOC apch: VIS 3200m.

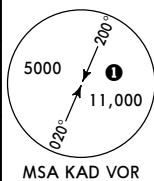
FOR FLIGHT SIMULATION USE ONLY!

**OLBA/BEY**  
**RAFIC HARIRI INTL**

**JEPPESEN**  
 15 SEP 17 **(11-2)**

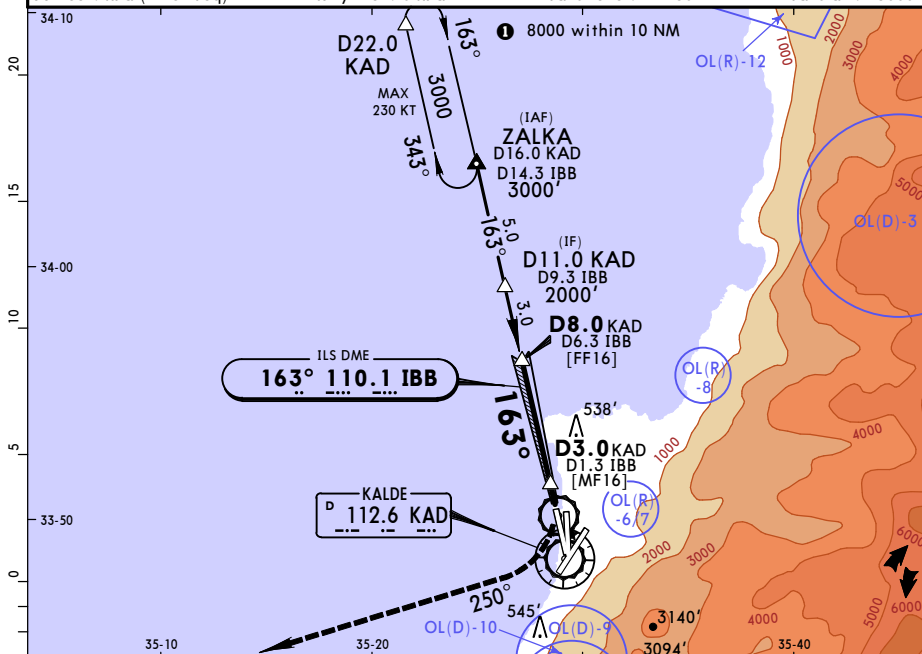
**BEIRUT, LEBANON**  
**ILS Rwy 16**

D-ATIS <b>120.6</b>	BEIRUT Approach <b>120.3</b>	HARIRI Tower <b>118.9</b>	Ground <b>121.9</b>
LOC IBB <b>110.1</b>	Final Apch Crs <b>163°</b>	GS <b>D8.0 KAD</b> 2000' (1988')	ILS DA(H) Refer to Minimums Apt Elev 85' Rwy 12'

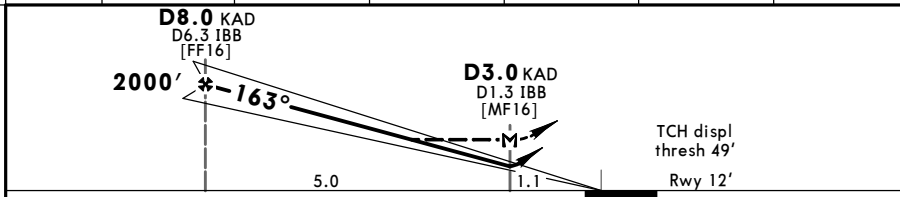


**MISSED APCH:** Turn **RIGHT** as soon as practicable to intercept and follow R-250 climbing to 2000', then as directed.

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



LOC (GS out)	IBB DME	6.0	5.0	4.0	3.0	2.0
ALTITUDE		1955'	1637'	1318'	1000'	682'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	2000' RT	KAD <b>112.6</b> <b>R-250</b>	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743				849
MAP at D3.0 KAD/D1.3 IBB										

STRAIGHT-IN LANDING RWY 16				CIRCLE-TO-LAND	
ILS				LOC (GS out)	
DA(H) A: 407' (395') C: 427' (415') B: 419' (407') D: 438' (426')				MDA(H) 620' (608')	
FULL		ALS out		Max Kts	
A	1200m	2000m	1200m	2000m	100
B	1300m	2100m	2000m	2800m	135
C	1400m	2200m	2400m	3200m	180
D					205
				MDA(H)	
				740' (728')	
				2000m	
				2100m	
				1070' (1058')	
				4800m	

**1** Circling height based on rwy 16 displ thresh elev of 12'.

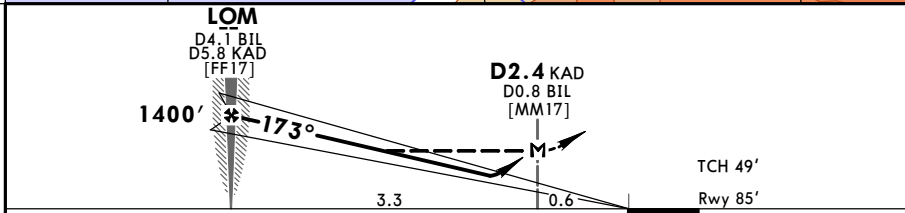
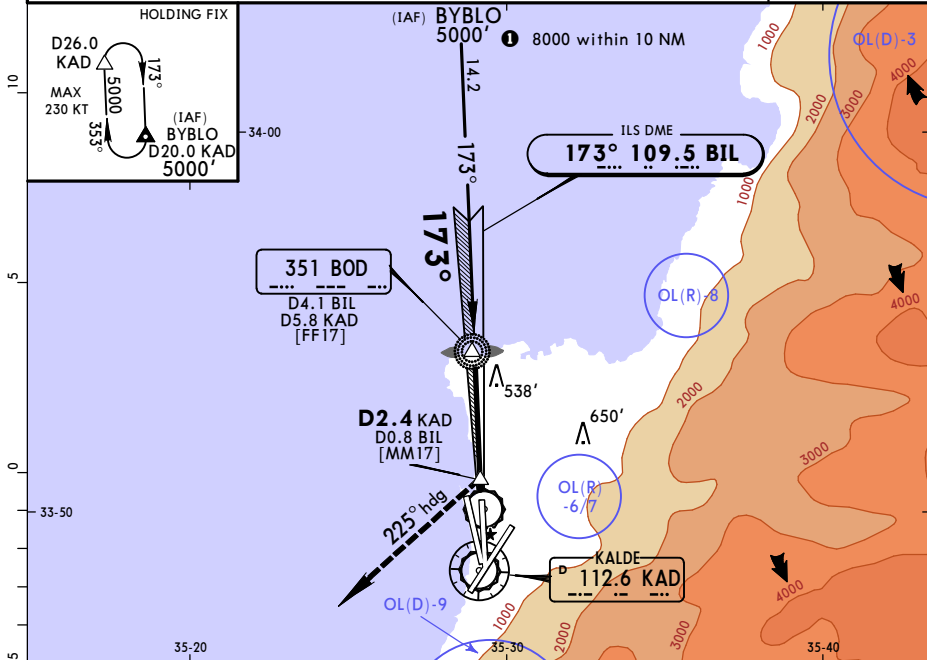
FOR FLIGHT SIMULATION USE ONLY!

**OLBA/BEY**  
**RAFIC HARIRI INTL**

**JEPPESSEN**  
15 SEP 17 **(11-3)**

**BEIRUT, LEBANON**  
**ILS Rwy 17**

D-ATIS <b>120.6</b>		BEIRUT Approach <b>120.3</b>		HARIRI Tower <b>118.9</b>		Ground <b>121.9</b>	
LOC BIL <b>109.5</b>	Final Aptch Crs <b>173°</b>	GS LOM <b>1400'</b> (1315')	ILS DA(H) <b>585'</b> (500')	Apt Elev 85' Rwy 85'			
<b>MISSED APCH: Turn RIGHT onto heading 225° climbing to 2000', then as directed.</b>							
Alt Set: hPa (IN on req)		Rwy Elev: 3 hPa		Trans level: FL 150		Trans alt: 13000'	
							MSA KAD VOR



Gnd speed-Kts	70	90	100	120	140	160	PAPI	<b>225°</b> hdg RT	<b>2000'</b> ↑	
ILS GS or	3.00°	372	478	531	637	743				849
LOC Descent Angle	MAP at D0.8 BIL/D2.4 KAD									

STRAIGHT-IN LANDING RWY 17				CIRCLE-TO-LAND Not authorized East and South of apt			
ILS		LOC (GS out)		Max Kts		MDA(H)	
DA(H) <b>585'</b> (500')		MDA(H) <b>750'</b> (665')					
A			1600m		100	1000'(915')	
B					135	2000m	
C	2600m		2800m		180	1000'(915')	
D			3200m		205	1000'(915')	

After ILS apch: VIS 2600m.

FOR FLIGHT SIMULATION USE ONLY!

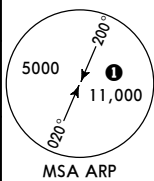
PANS OPS

**OLBA/BEY**  
**RAFIC HARIRI INTL**

**JEPPESEN**  
 15 SEP 17 **(12-1)**

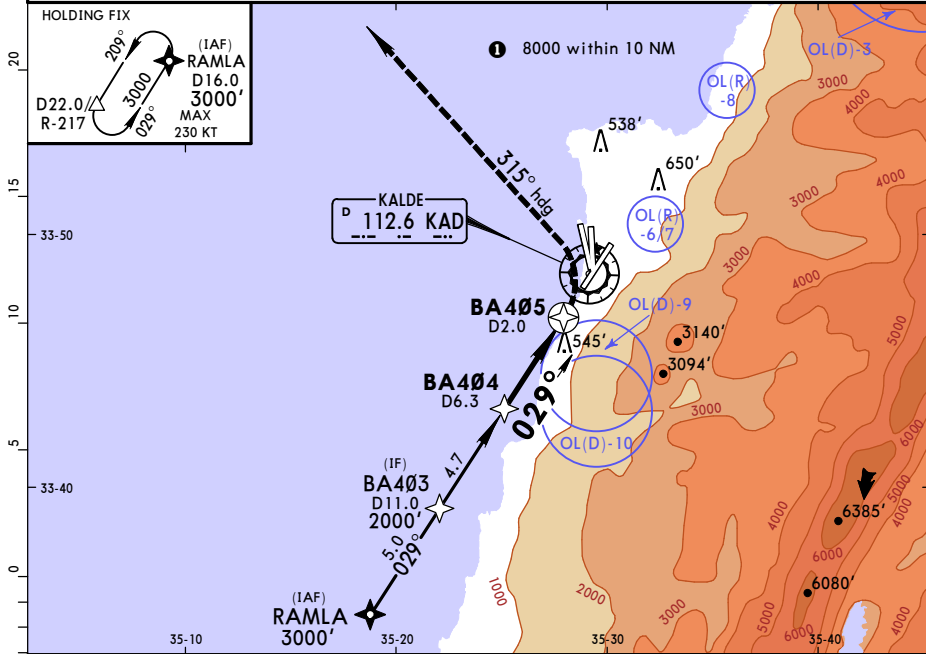
**BEIRUT, LEBANON**  
**RNAV (GNSS) Rwy 03**

D-ATIS <b>120.6</b>	BEIRUT Approach <b>120.3</b>	HARIRI Tower <b>118.9</b>	Ground <b>121.9</b>
RNAV	Final ApcH Crs <b>029°</b>	Minimum Alt <b>BA404</b> 2000' (1953')	MDA(H) <b>1100'</b> (1053')
			Apt Elev 85' Rwy 47'

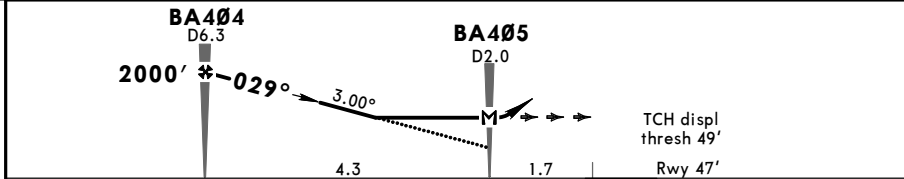


**MISSED APCH:** Turn **LEFT** as soon as practicable onto heading **315°** climbing to **2000'**, then as directed.

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

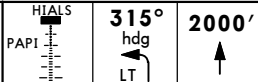


KAD DME	6.0	5.0	4.0
ALTITUDE	1910'	1590'	1270'



TO DISPL THRESH

Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849



STRAIGHT-IN LANDING RWY 03			CIRCLE-TO-LAND <b>1</b>	
LNNAV			Not authorized East and South of apt	
MDA(H) <b>1100'</b> (1053')				
		ALS out	Max Kts	MDA(H)
A			100	
B	2300m	3100m	135	<b>1410'</b> (1363')
C			180	
D	4000m	4800m	205	<b>1510'</b> (1463')

**1** Circling height based on rwy 03 displ thresh elev of 47'.

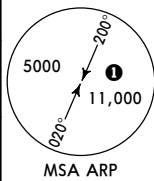
FOR FLIGHT SIMULATION USE ONLY!

**OLBA/BEY**  
**RAFIC HARIRI INTL**

**JEPPESEN**  
 6 JUL 18 **(12-2)** Eff 19 Jul

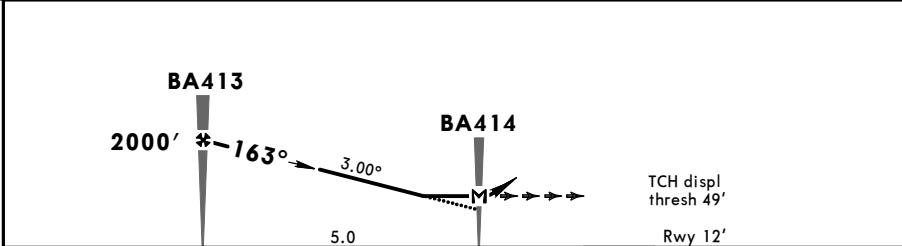
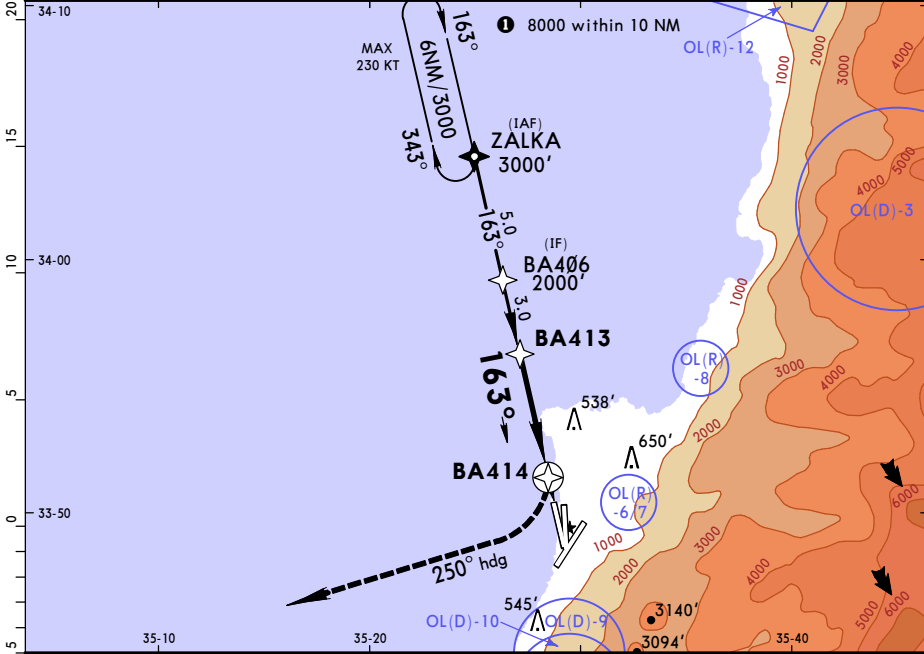
**BEIRUT, LEBANON**  
**RNAV (GNSS) Rwy 16**

D-ATIS 120.6	BEIRUT Approach 120.3	HARIRI Tower 118.9	Ground 121.9
RNAV	Final Apt Crs 163°	Minimum Alt BA413 2000' (1988')	LNAV MDA(H) 800' (788') Apt Elev 85' Rwy 12'

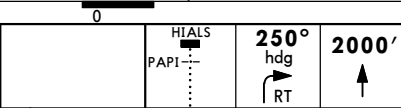


**MISSED APCH:** Turn RIGHT onto heading 250° climbing to 2000', then as directed.

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



TO DISPL THRESH	6.1	5.0	1.1	0			
Gnd speed-Kts	70	90	100	120	140	160	
Descent Angle	3.00°	372	478	531	637	743	849



STRAIGHT-IN LANDING RWY 16		
LNAV MDA(H) 800' (788')		
	ALS out	Max Kts
A		100
B	1200m	135
C	2800m	180
D	3200m	205

CIRCLE-TO-LAND I	
Not authorized East and South of apt	
MDA(H)	2000m
880' (868')	2000m
1070' (1058')	4800m

**I** Circling height based on rwy 16 displ thresh elev of 12'.

FOR FLIGHT SIMULATION USE ONLY!

**OLBA/BEY**  
**RAFIC HARIRI INTL**

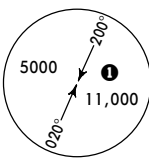
**JEPPESEN**  
 6 JUL 18 **(12-3)** Eff 19 Jul

**BEIRUT, LEBANON**  
**RNAV (GNSS) Rwy 17**

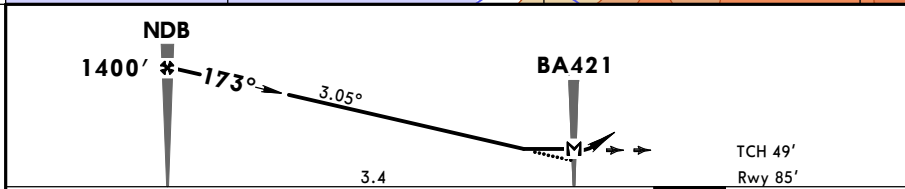
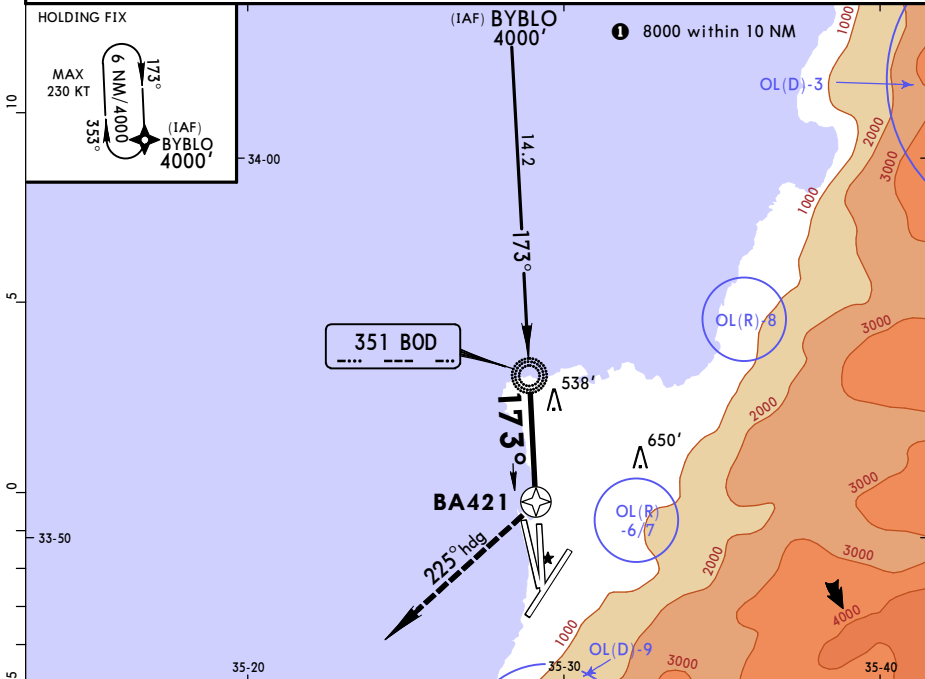
D-ATIS <b>120.6</b>	BEIRUT Approach <b>120.3</b>	HARIRI Tower <b>118.9</b>	Ground <b>121.9</b>
RNAV	Final Apch Crs <b>173°</b>	Minimum Alt NDB <b>1400'</b> (1315')	LNAV MDA(H) <b>800'</b> (715')
Apt Elev 85'			Rwy 85'

**MISSED APCH: Turn RIGHT onto heading 225° climbing to 2000', then as directed.**

MSA ARP



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° hdg RT	2000'
Descent Angle 3.05°	378	486	540	648	755	863			
MAP at BA421									

STRAIGHT-IN LANDING RWY 17			CIRCLE-TO-LAND Not authorized East and South of apt		
LNAV MDA(H) <b>800'</b> (715')			Max Kts	MDA(H)	
A			100	1000'	(915')
B	1600m		135	1000'	(915')
C	3200m		180	1000'	(915')
D	3600m		205	1000'	(915')

PANS OPS

FOR FLIGHT SIMULATION USE ONLY!

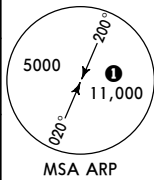


**OLBA/BEY**  
**RAFIC HARIRI INTL**



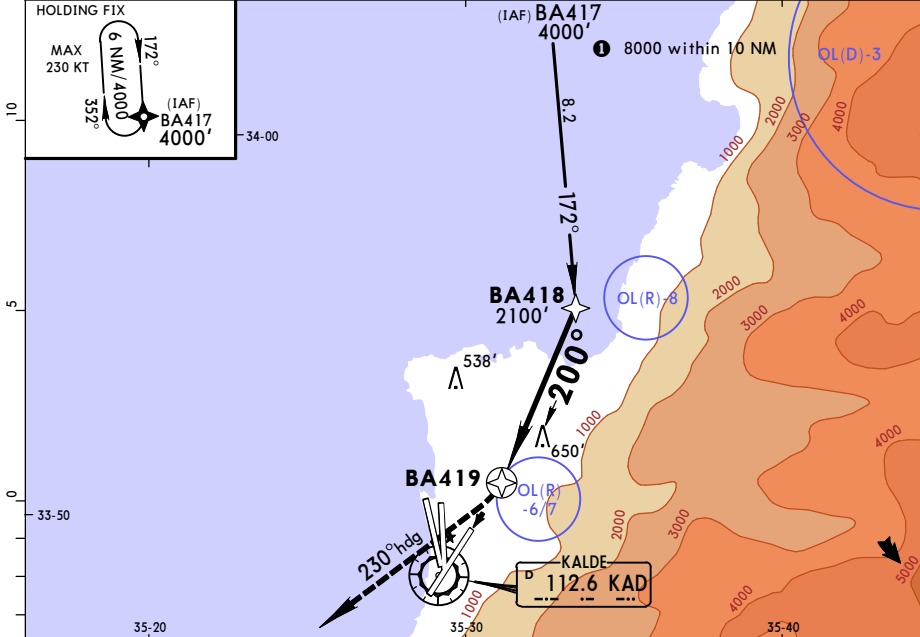
**BEIRUT, LEBANON**  
**RNAV (GNSS) Rwy 21**

D-ATIS <b>120.6</b>	BEIRUT Approach <b>120.3</b>	HARIRI Tower <b>118.9</b>	Ground <b>121.9</b>
RNAV	Final Aptch Crs <b>200°</b>	Minimum Alt <b>BA418</b> <b>2100'</b> (2051')	MDA(H) <b>1200'</b> (1151')
			Apt Elev 85' Rwy 49'

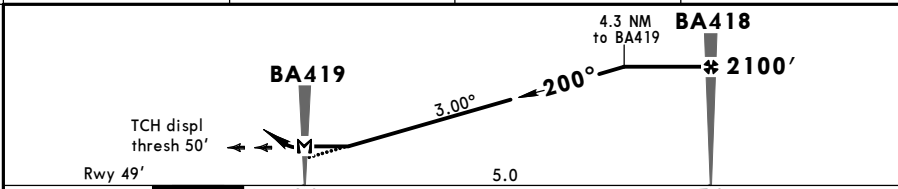


**MISSED APCH:** Turn **RIGHT** onto heading **230°** climbing to **2000'**, then as directed.

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



KAD DME	5.0	6.0	7.0
ALTITUDE	1270'	1590'	1910'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI <b>230°</b> hdg <b>2000'</b> RT ↑
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at BA419							

<b>STRAIGHT-IN LANDING RWY 21</b>			<b>CIRCLE-TO-LAND</b> Not authorized East and South of apt	
MDA(H) <b>1200'</b> (1151')			ALS out	
A			Max Kts	MDA(H)
B	3200m		100	1500' (1415')
C			135	3200m
D	4800m		180	1500' (1415')
			205	4800m

PANS OPS

CHANGES: BA417 holding added. IAF altitude.

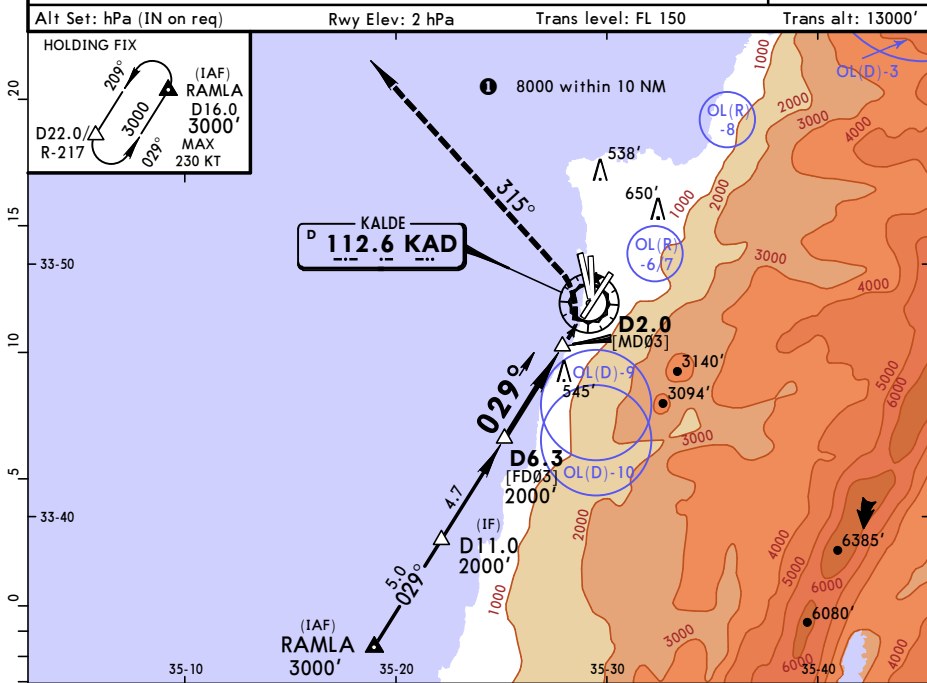
FOR FLIGHT SIMULATION USE ONLY!

# OLBA/BEY RAFIC HARIRI INTL

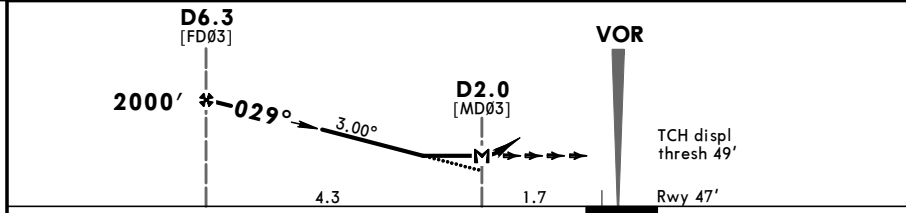
**JEPPESSEN**  
15 SEP 17 **(13-1)**

# BEIRUT, LEBANON VOR DME Rwy 03

D-ATIS <b>120.6</b>	BEIRUT Approach <b>120.3</b>	HARIRI Tower <b>118.9</b>	Ground <b>121.9</b>	
VOR KAD <b>112.6</b>	Final Apt Crs <b>029°</b>	Minimum Alt <b>D6.3</b> 2000' (1953')	MDA(H) <b>1100'</b> (1053')	
Apt Elev 85' Rwy 47'				
<b>MISSED APCH:</b> Turn <b>LEFT</b> (MAX 230 KT) as soon as practicable to intercept and follow R-315 climbing to 2000', then as directed.				
Alt Set: hPa (IN on req)		Rwy Elev: 2 hPa	Trans level: FL 150	Trans alt: 13000'



KAD DME	6.0	5.0	4.0
ALTITUDE	1910'	1590'	1270'



Gnd speed-Kts	70	90	100	120	140	160		<b>2000'</b> ← LT	<b>230 KT</b> MAX	<b>KAD 112.6</b> <b>R-315</b>
Descent Angle 3.00°	372	478	531	637	743	849				
MAP at D2.0										

STRAIGHT-IN LANDING RWY 03				CIRCLE-TO-LAND <b>1</b>	
MDA(H) <b>1100'</b> (1053')				Not authorized East and South of apt	
		ALS out	Max Kts	MDA(H)	
A			100		
B	2300m	3100m	135	1410' (1363')	3100m
C			180		
D	4000m	4800m	205	1510' (1463')	4800m

PANS OPS

**1** Circling height based on rwy 03 displ thresh elev of 47'.

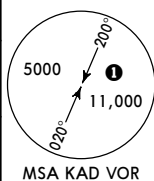
FOR FLIGHT SIMULATION USE ONLY!

**OLBA/BEY**  
**RAFIC HARIRI INTL**

**JEPPESEN**  
 5 APR 19 **(13-2)**

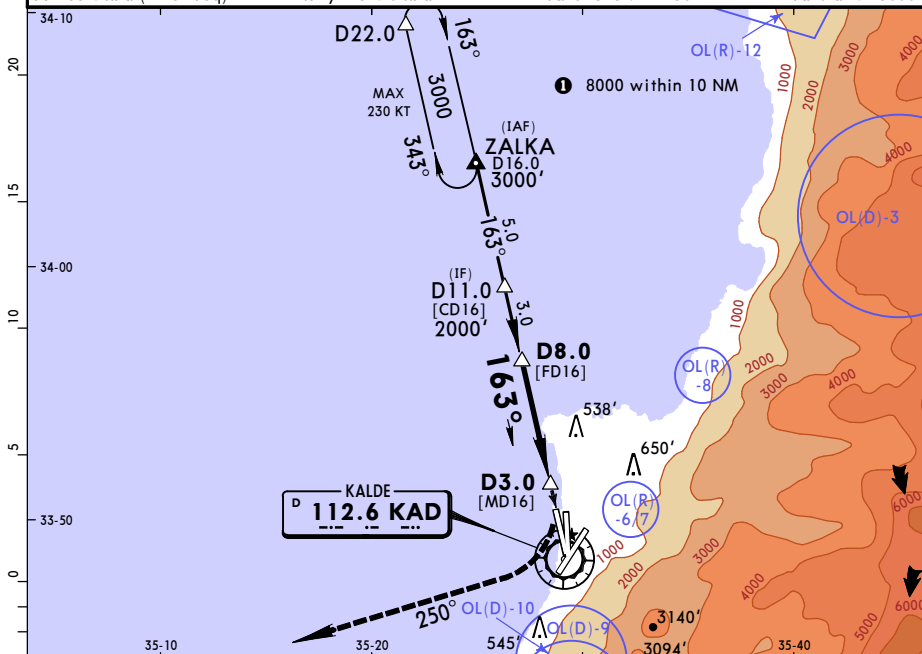
**BEIRUT, LEBANON**  
**VOR DME Rwy 16**

D-ATIS <b>120.6</b>	BEIRUT Approach <b>120.3</b>	HARIRI Tower <b>118.9</b>	Ground <b>121.9</b>
VOR KAD <b>112.6</b>	Final Apth Crs <b>163°</b>	Minimum Alt <b>D8.0</b> 2000' (1988')	MDA(H) <b>800'</b> (788')
			Apt Elev 85' Rwy 12'

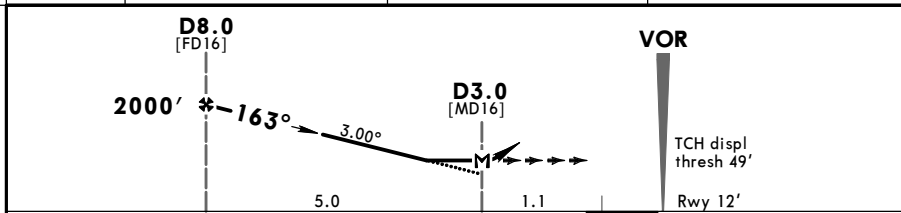


**MISSED APCH:** Turn **RIGHT** as soon as practicable to intercept and follow R-250 climbing to 2000', then as directed.

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



KAD DME	7.0	6.0	5.0
ALTITUDE	1690'	1370'	1050'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 2000' RT KAD <b>112.6</b> <b>R-250</b>
Descent Angle	3.00°	372	478	531	637	743	
MAP at D3.0							

<b>STRAIGHT-IN LANDING RWY 16</b>				<b>CIRCLE-TO-LAND</b> <b>I</b>	
MDA(H) <b>800'</b> (788')				Not authorized East and South of apt	
		ALS out	Max Kts	MDA(H)	
A			100	<b>880'</b> (868')	2000m
B	1200m	2000m	135		
C	2800m	3600m	180		
D	3200m	4000m	205	<b>1070'</b> (1058')	4800m

**I** Circling height based on rwy 16 displ thresh elev of 12'.

FOR FLIGHT SIMULATION USE ONLY!

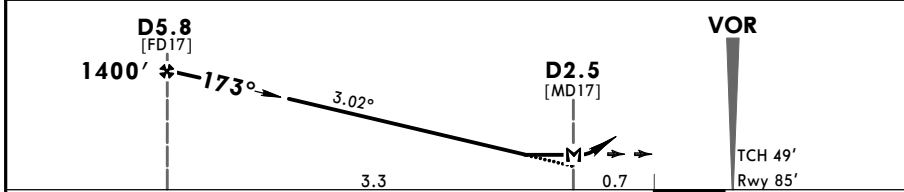
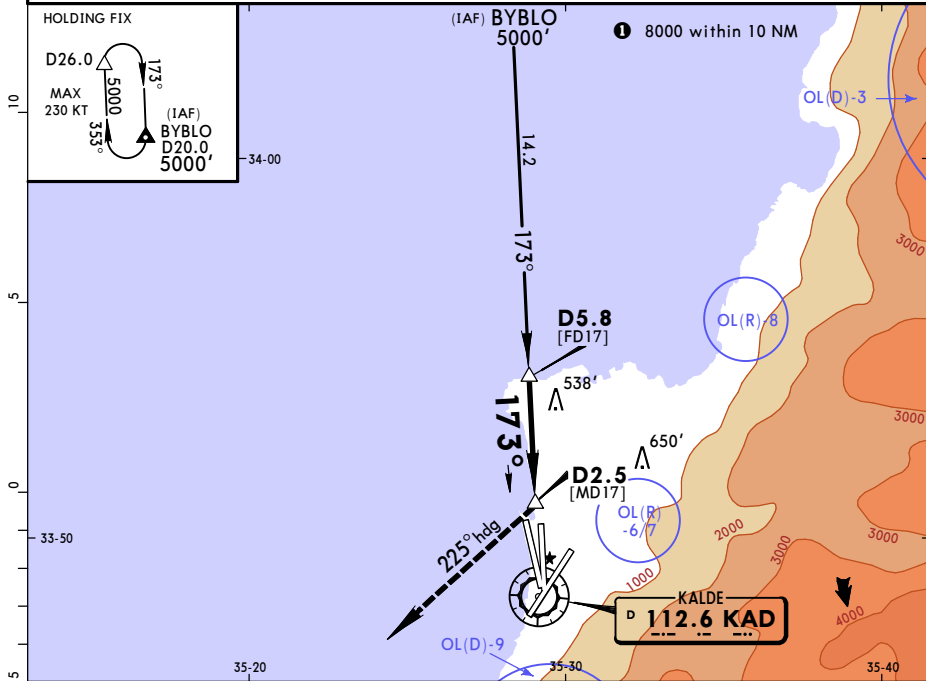
**OLBA/BEY**  
**RAFIC HARIRI INTL**

**JEPPESEN**  
 5 APR 19 **(13-3)**

**BEIRUT, LEBANON**  
**VOR DME Rwy 17**

D-ATIS <b>120.6</b>	BEIRUT Approach <b>120.3</b>	HARIRI Tower <b>118.9</b>	Ground <b>121.9</b>
VOR KAD <b>112.6</b>	Final Apch Crs <b>173°</b>	Minimum Alt <b>D5.8</b> <b>1400'</b> (1315')	MDA(H) <b>800'</b> (715')
Apt Elev 85' Rwy 85'			<p>5000 11,000 020° 200° MSA KAD VOR</p>
<b>MISSED APCH: Turn RIGHT onto heading 225° climbing to 2000', then as directed.</b>			

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	<b>225°</b> hdg RT	<b>2000'</b> ↑
Descent Angle 3.02°	374	481	534	641	748	855			
MAP at D2.5									

<b>STRAIGHT-IN LANDING RWY 17</b>			<b>CIRCLE-TO-LAND</b> Not authorized East and South of apt		
	MDA(H) <b>800'</b> (715')		Max Kts	MDA(H)	
A			100	<b>1000'</b> (915')	2000m
B	1600m		135	<b>1000'</b> (915')	4400m
C	3200m		180	<b>1000'</b> (915')	4800m
D	3600m		205	<b>1000'</b> (915')	4800m

PANS OPS

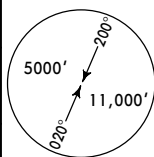
FOR FLIGHT SIMULATION USE ONLY!

**OLBA/BEY**  
**RAFIC HARIRI INTL**

**JEPPESEN**  
 20 JAN 17 **(16-1)**

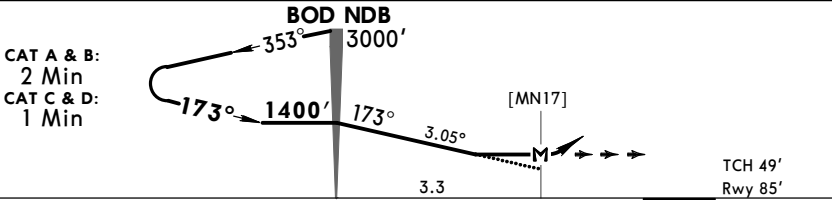
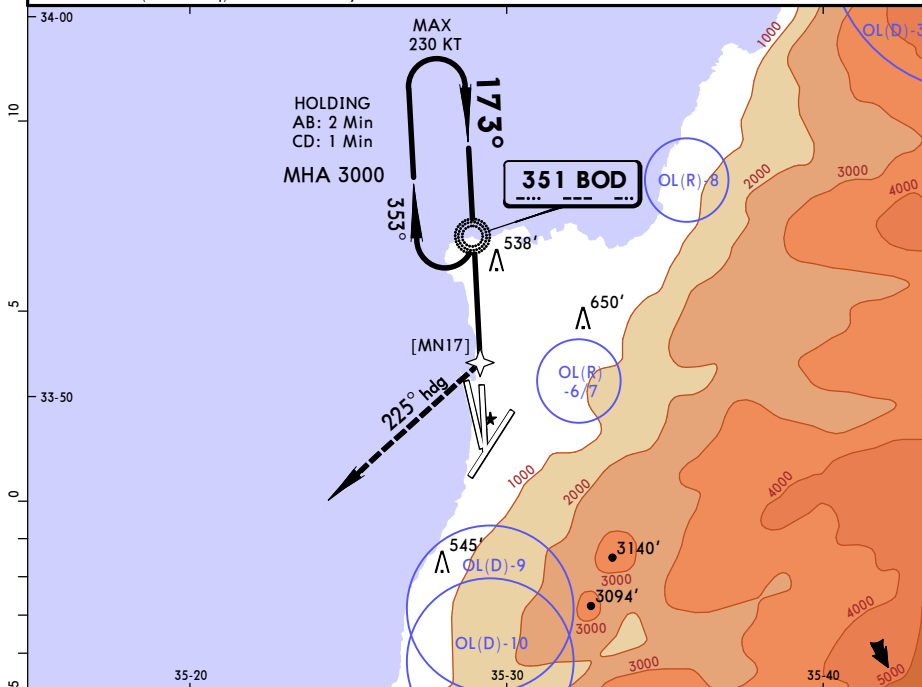
**BEIRUT, LEBANON**  
**BOD NDB Rwy 17**

D-ATIS <b>120.6</b>	BEIRUT Approach <b>120.3</b>	HARIRI Tower <b>118.9</b>	Ground <b>121.9</b>
NDB BOD <b>351</b>	Final Apch Crs <b>173°</b>	Minimum Alt BOD NDB <b>1400'</b> (1315')	MDA(H) <b>750'</b> (665')
			Apt Elev 85' Rwy 85'



**MISSED APCH: Turn RIGHT onto heading 225° climbing to 2000', then as directed.**

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° hdg RT	2000'
Descent Angle 3.05°	378	486	540	648	755	863			
NDB to MAP 3.3	2:50	2:12	1:59	1:39	1:25	1:14			

<b>STRAIGHT-IN LANDING RWY 17</b>				<b>CIRCLE-TO-LAND</b> Not authorized East and South of apt			
MDA(H) <b>750'</b> (665')				Max Kts	MDA(H)		
A	1600m			100	1000' (915') 2000m		
B	2800m			135	1000' (915') 4400m		
C	3200m			180	1000' (915') 4800m		
D				205	1000' (915') 4800m		

FOR FLIGHT SIMULATION USE ONLY!

PANS OPS