

CHANGES: Bearings.

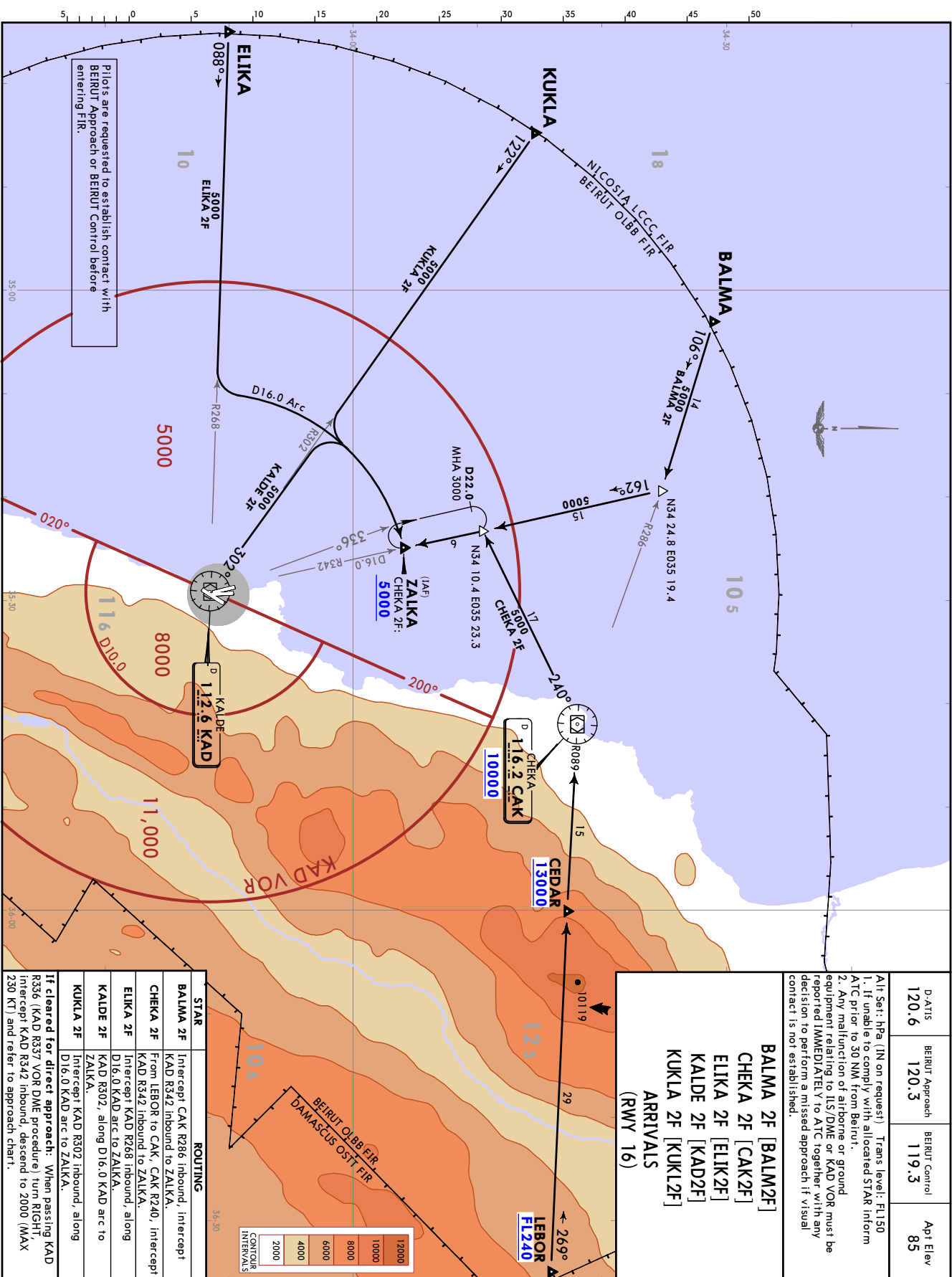
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BEIRUT, LEBANON  
**STAR**

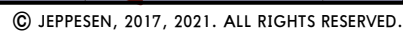
D-ATIS 120.6	BEIRUT Approach 120.3	BEIRUT Control 119.3	Apt Elev 85
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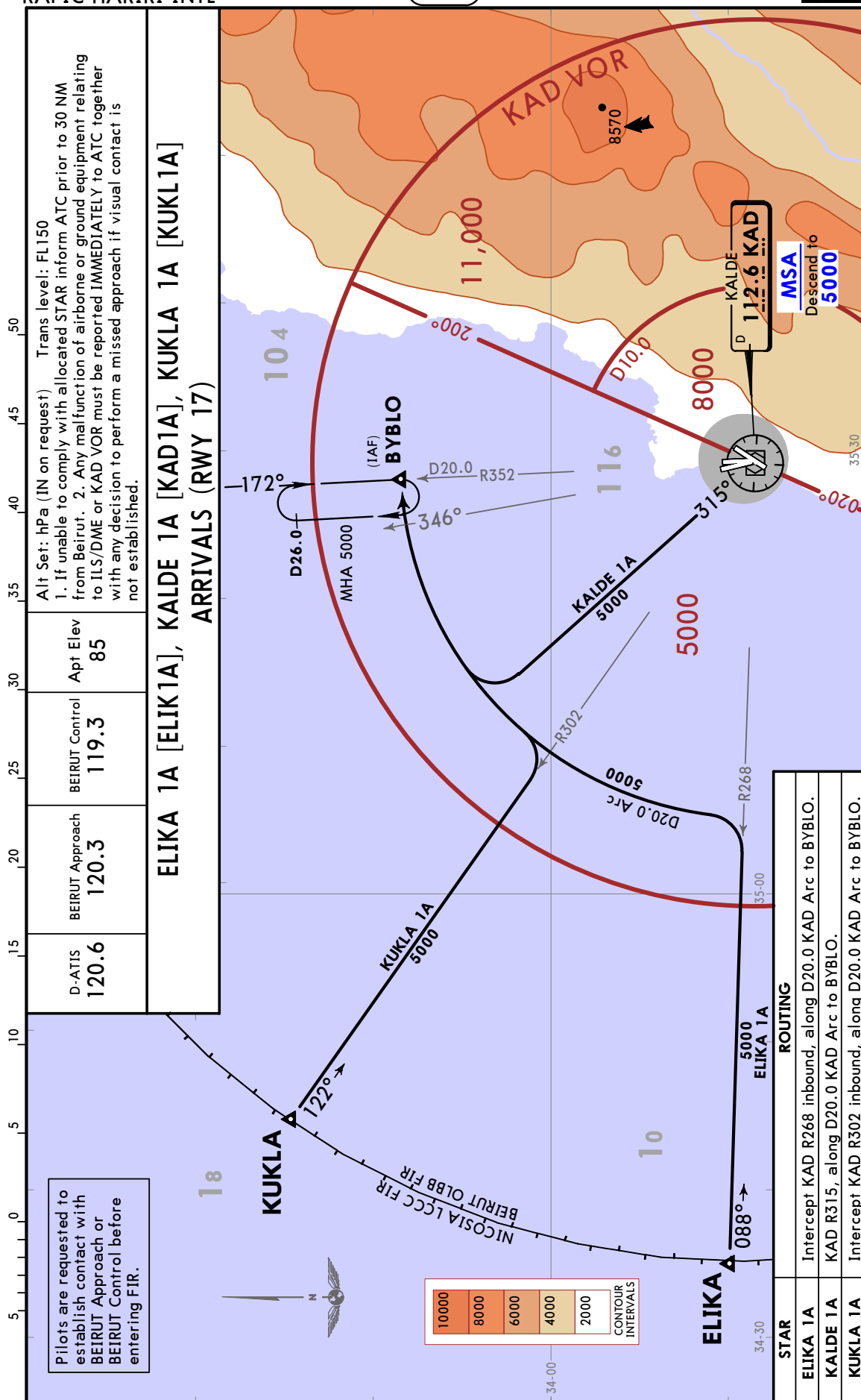
Alt Seat: Pa (IN on request) Trans level: FL150  
1. If unable to comply with allocated STAR inform ATC prior to 30 NM from Beirut.  
2. Any malfunction of altiborne or ground equipment relating to ILS/DME or KAD VOR must be reported IMMEDIATELY to ATC together with any decision to perform a missed approach if visual contact is not established.

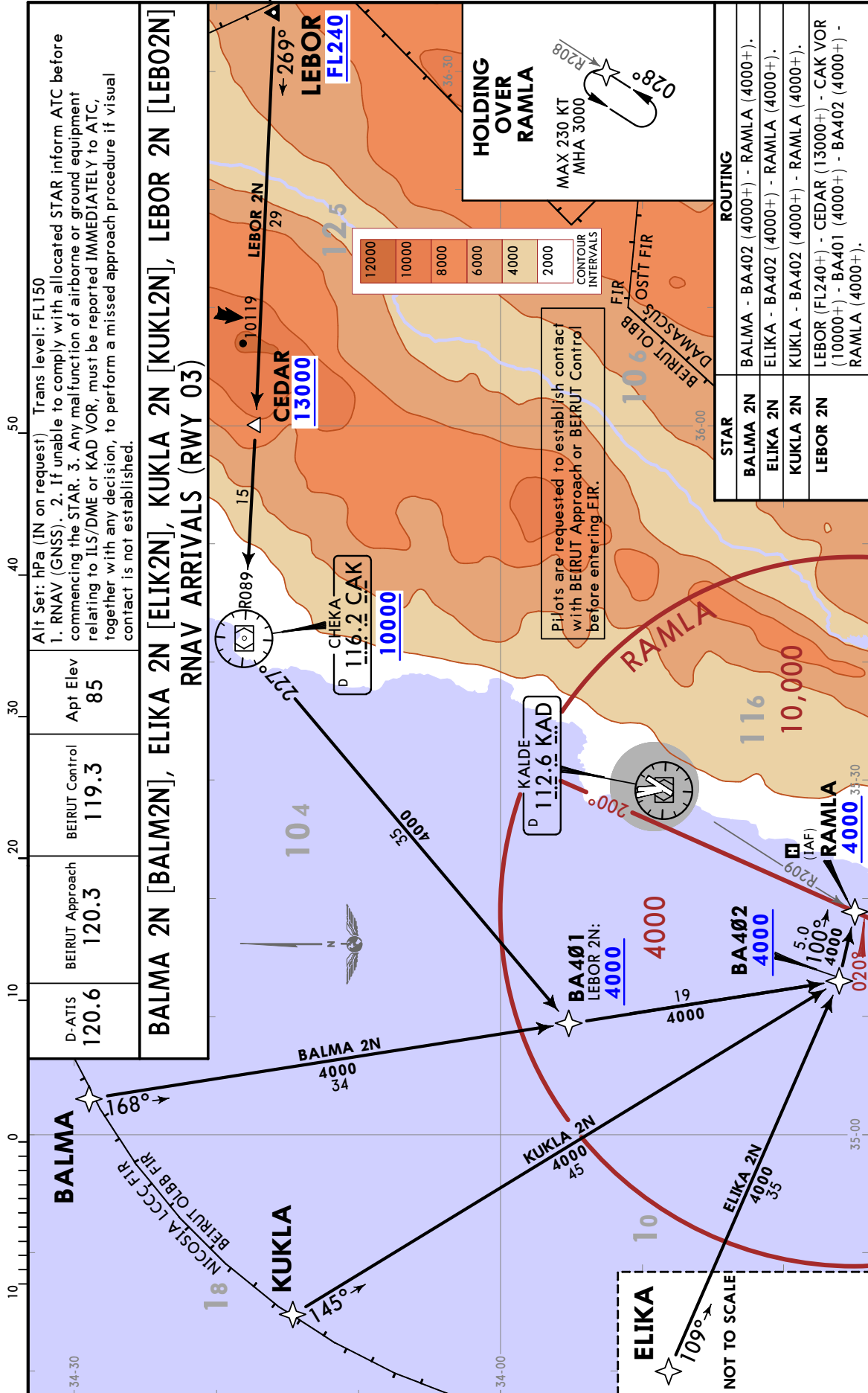
BALMA 2F [BALM2F]  
CHEKA 2F [CAK2F]  
ELIKA 2F [ELIK2F]  
KALDE 2F [KAD2F]  
KUKLA 2F [KUKL2F]  
ARRIVALS  
(RWY 16)

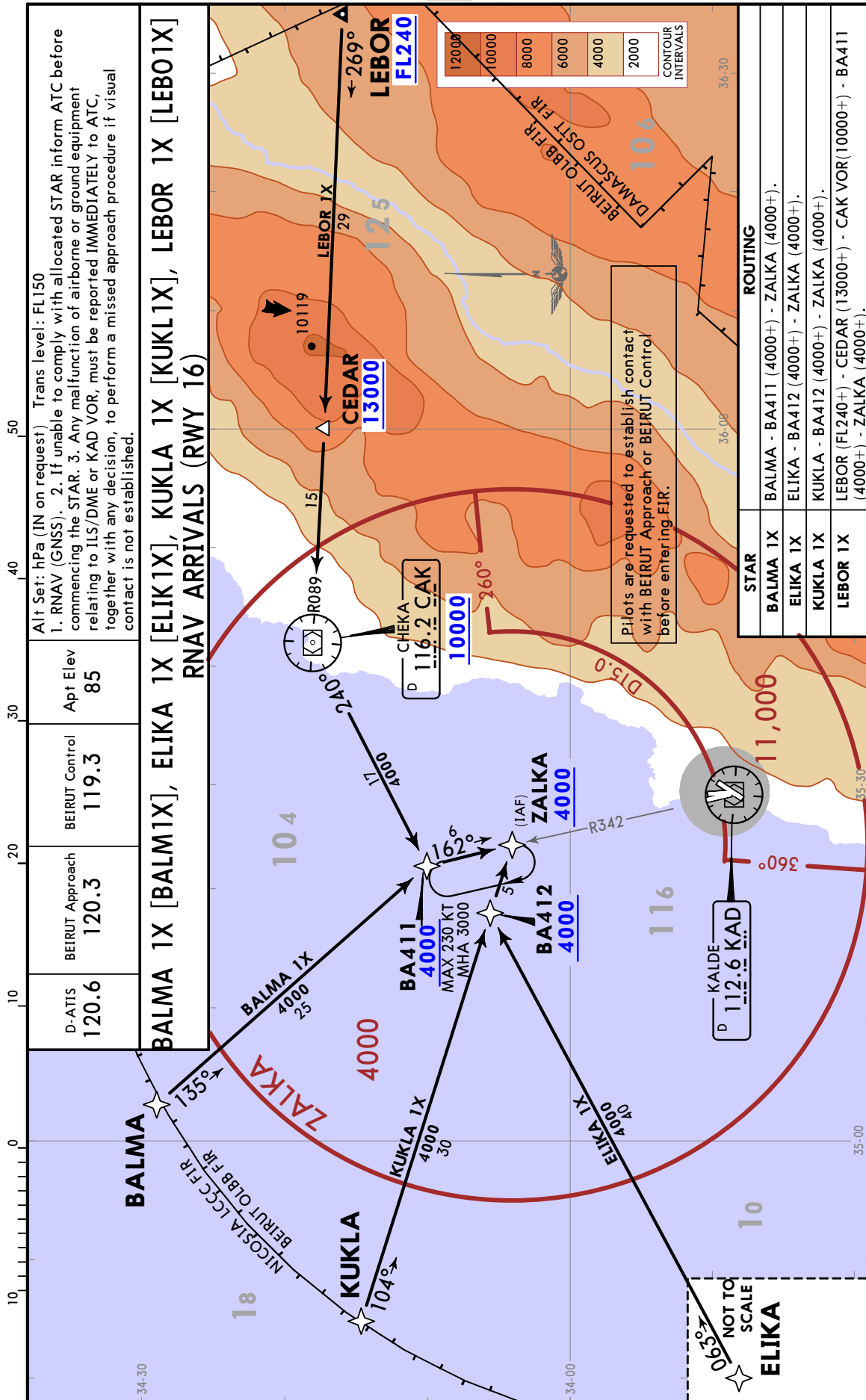


**CHANGES: Bearings.**

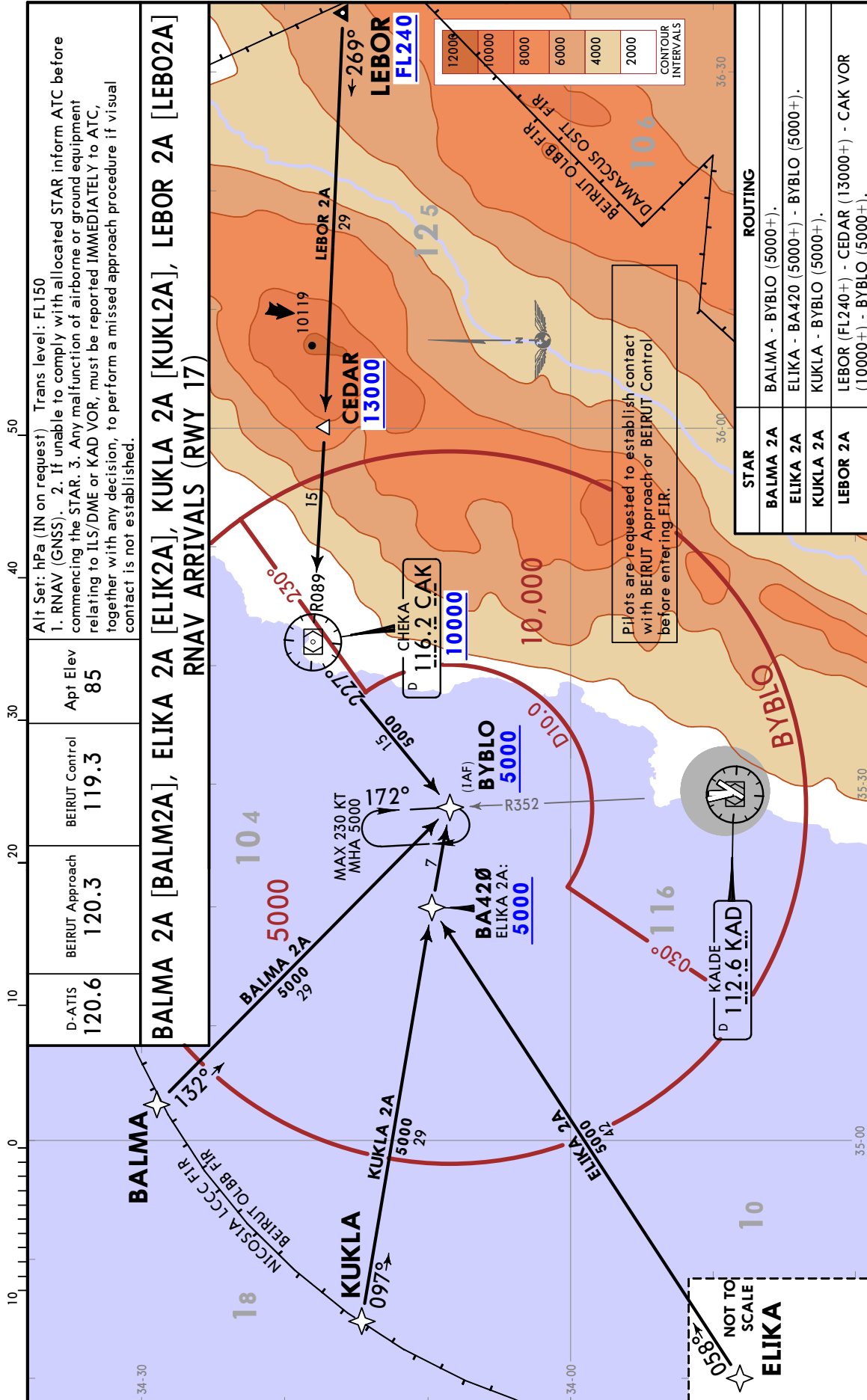


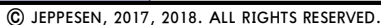




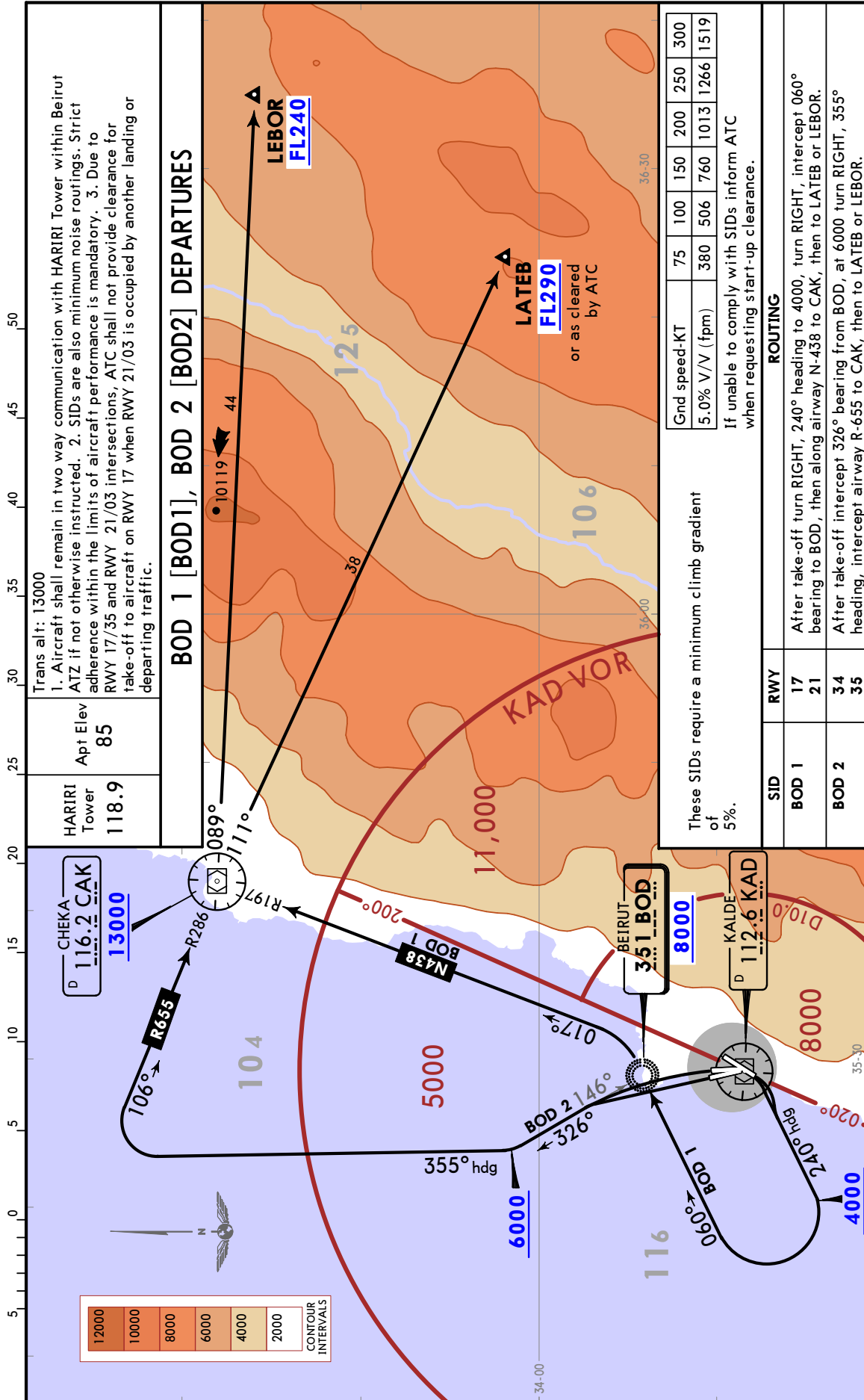








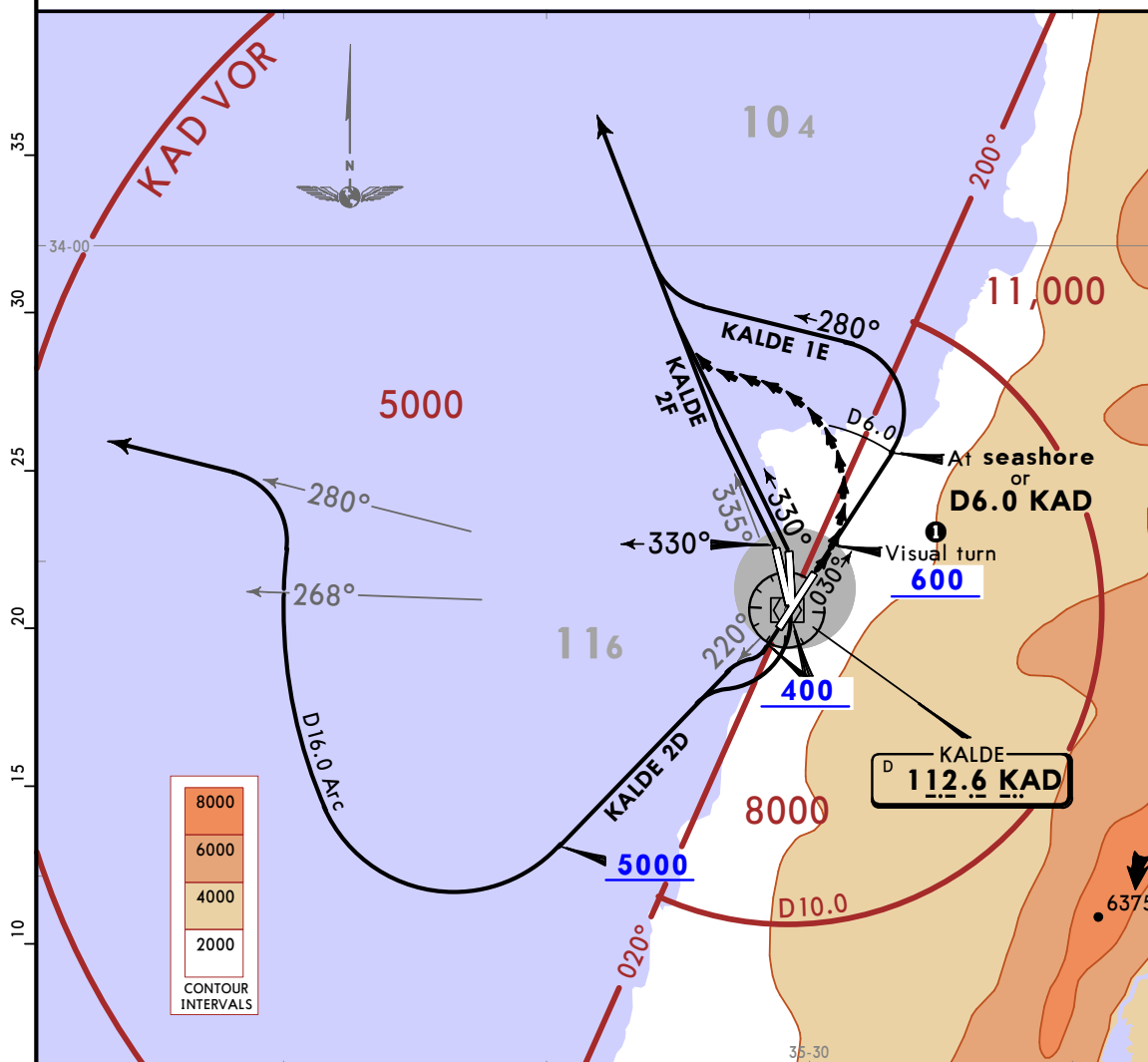




HARIRI  
Tower  
118.9Apt Elev  
85

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. 3. Due to RWY 17/35 and RWY 21/03 intersections, ATC shall not provide clearance for take-off to aircraft on RWY 17 when RWY 21/03 is occupied by another landing or departing traffic.

**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

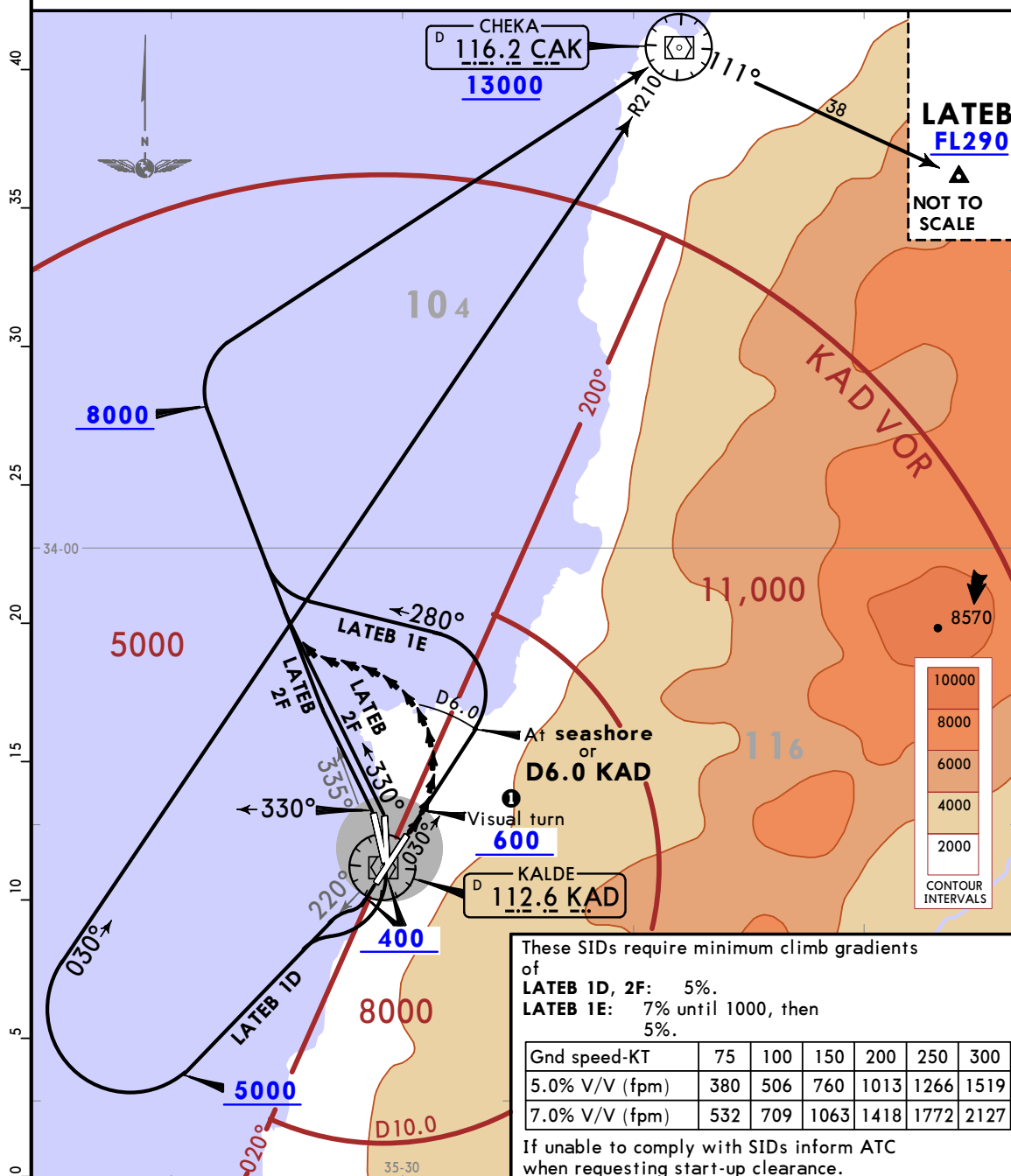
If unable to comply with SIDs inform ATC when requesting start-up clearance.

SID	RWY	ROUTING
KALDE 2D	17 21	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.
KALDE 1E	03	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.
KALDE 2F	34 35	From DER climb on 330° track, intercept KAD R335, then join the proper airway as cleared by ATC.

① Visual departure when VIS  $\geq$  3000m and ceiling  $\geq$  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.

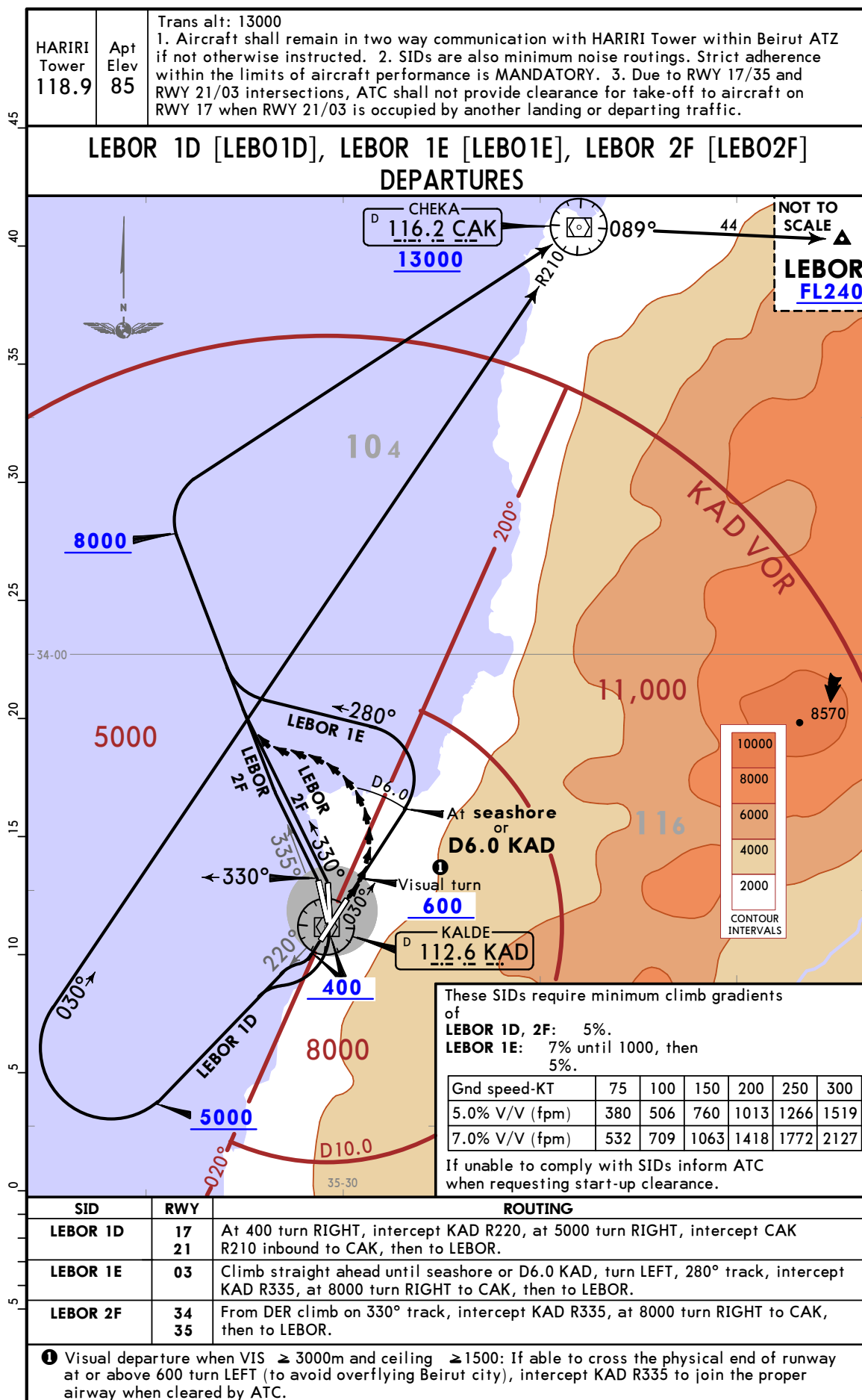
HARIRI Tower 118.9	Apt Elev 85	Trans alt: 13000
		1. Aircraft shall remain in two way communication with HARIRI Tower within Beirut ATZ if not otherwise instructed. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is MANDATORY. 3. Due to RWY 17/35 and RWY 21/03 intersections, ATC shall not provide clearance for take-off to aircraft on RWY 17 when RWY 21/03 is occupied by another landing or departing traffic.

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



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.



OLBA/BEY

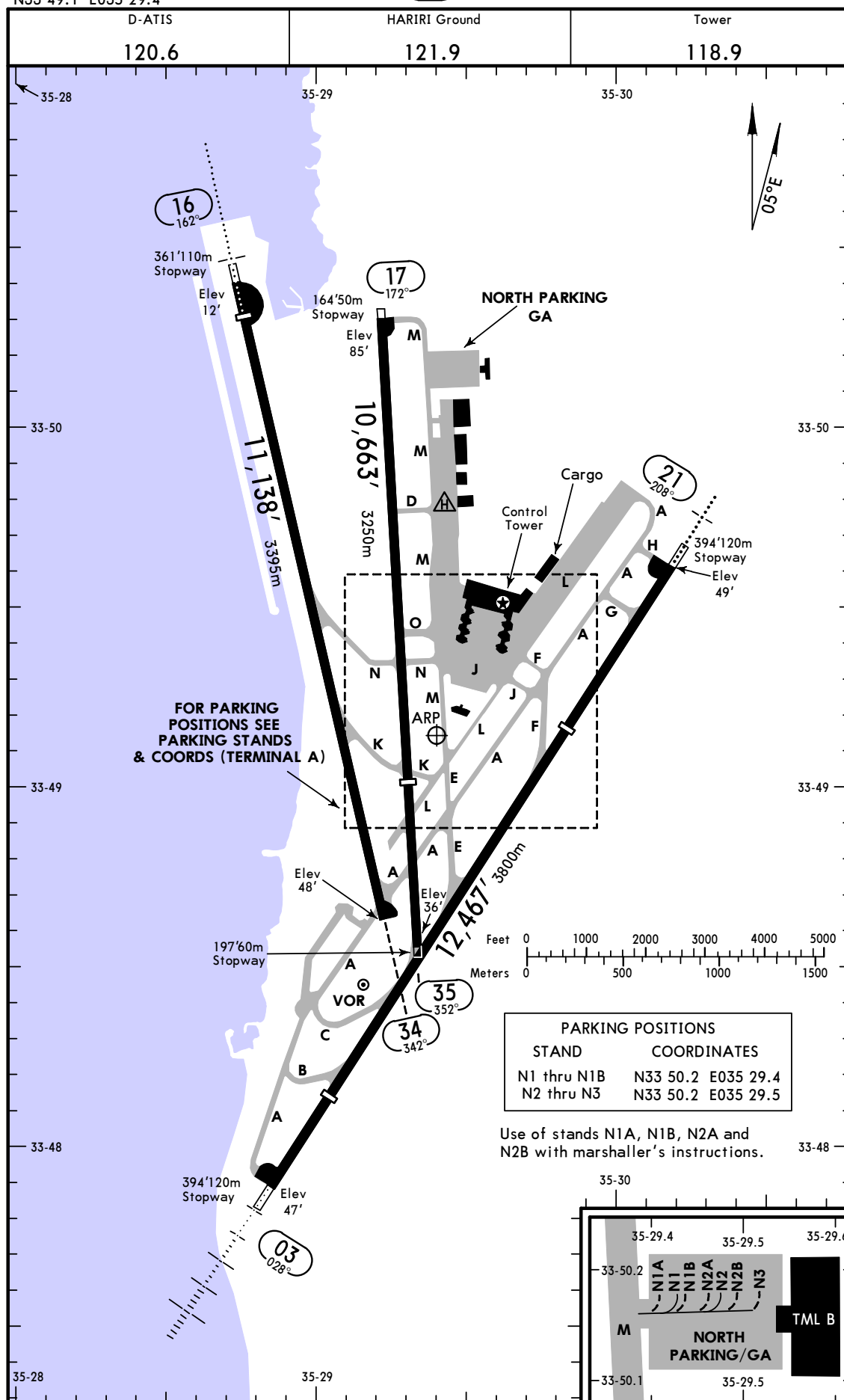
Apt Elev **85'**  
N33 49.1 E035 29.4

**JEPPESEN**

7 OCT 22 (10-9)

BEIRUT, LEBANON

RAFIC HARIRI INTL



GENERAL

CAUTION: Birds in vicinity of apt. Rwy 16, 17 &amp; 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' 45m
			9203' 2805m			
16 34	HIRL (60m) CL (30m) HIALS PAPI-L (angle 3.0°)		10,548' 3215m	9515' 2900m	NA	148' 45m
		HIRL (60m) CL (30m)	NA			
17 35	HIRL (60m) PAPI (angle 3.0°)		①	9410' 2868m	10,564' 3220m	148' 45m
		HIRL (60m)	7874' 2400m			

① LDA 10,564' 3220m

**Std**

## TAKE-OFF

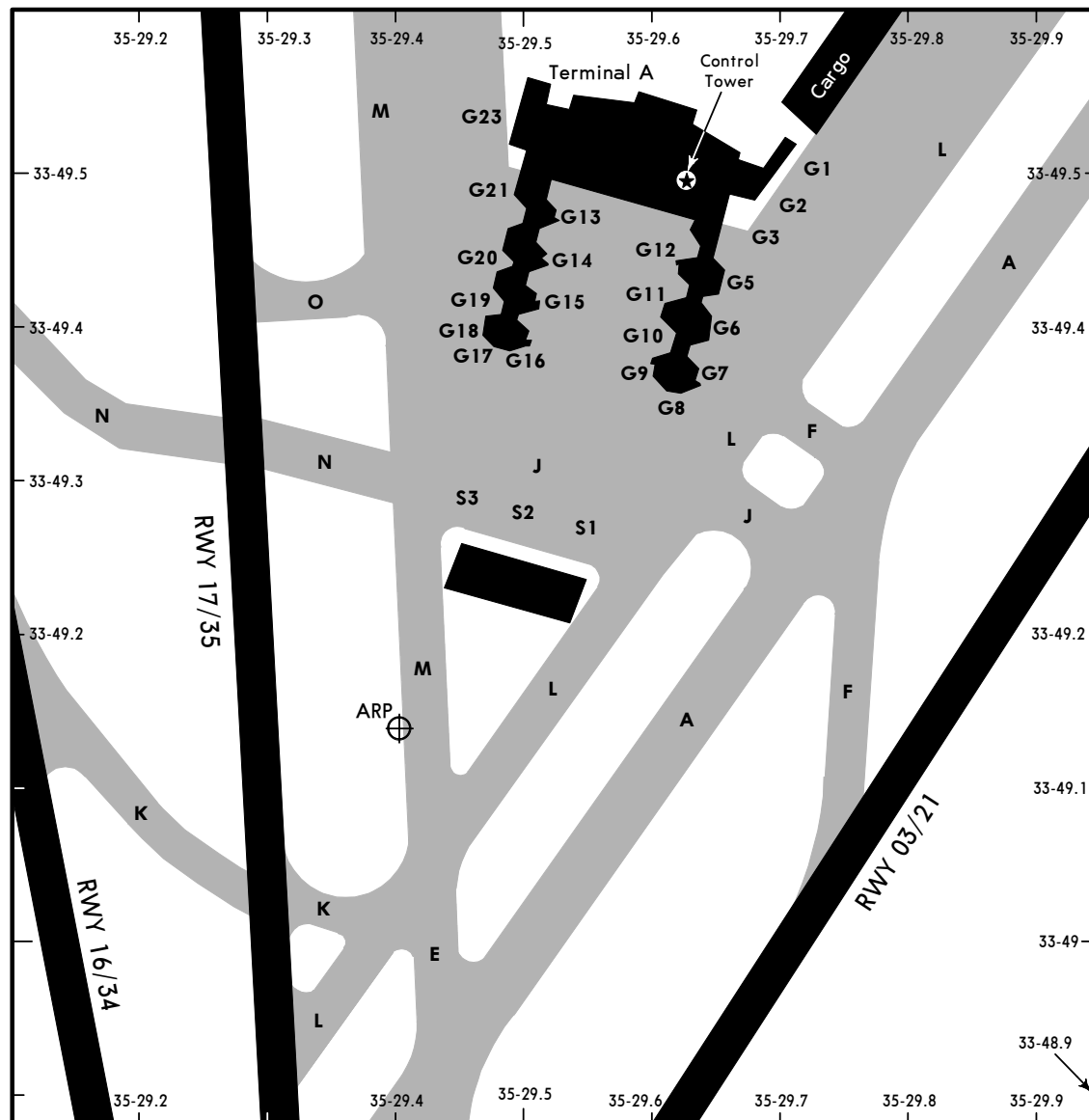
**Rwy 03, 17, 21, 34, 35**

RL & CL & relevant RVR	RL & CL	RL & RCLM	RL or CL	RL or RCLM	Adequate Vis Ref		<b>Rwy 16</b>
		DAY	NIGHT	DAY	DAY	NIGHT	
TDZ <b>R150m</b> Mid <b>R150m</b> Rollout <b>R150m</b>	<b>R200m</b>	<b>R300m</b>		<b>R400m</b>	<b>R/V500m</b>	<b>NA</b>	<b>NA</b>

CHANGES: Landing beyond Glide Slope for Rwy 17.

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**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.

**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:

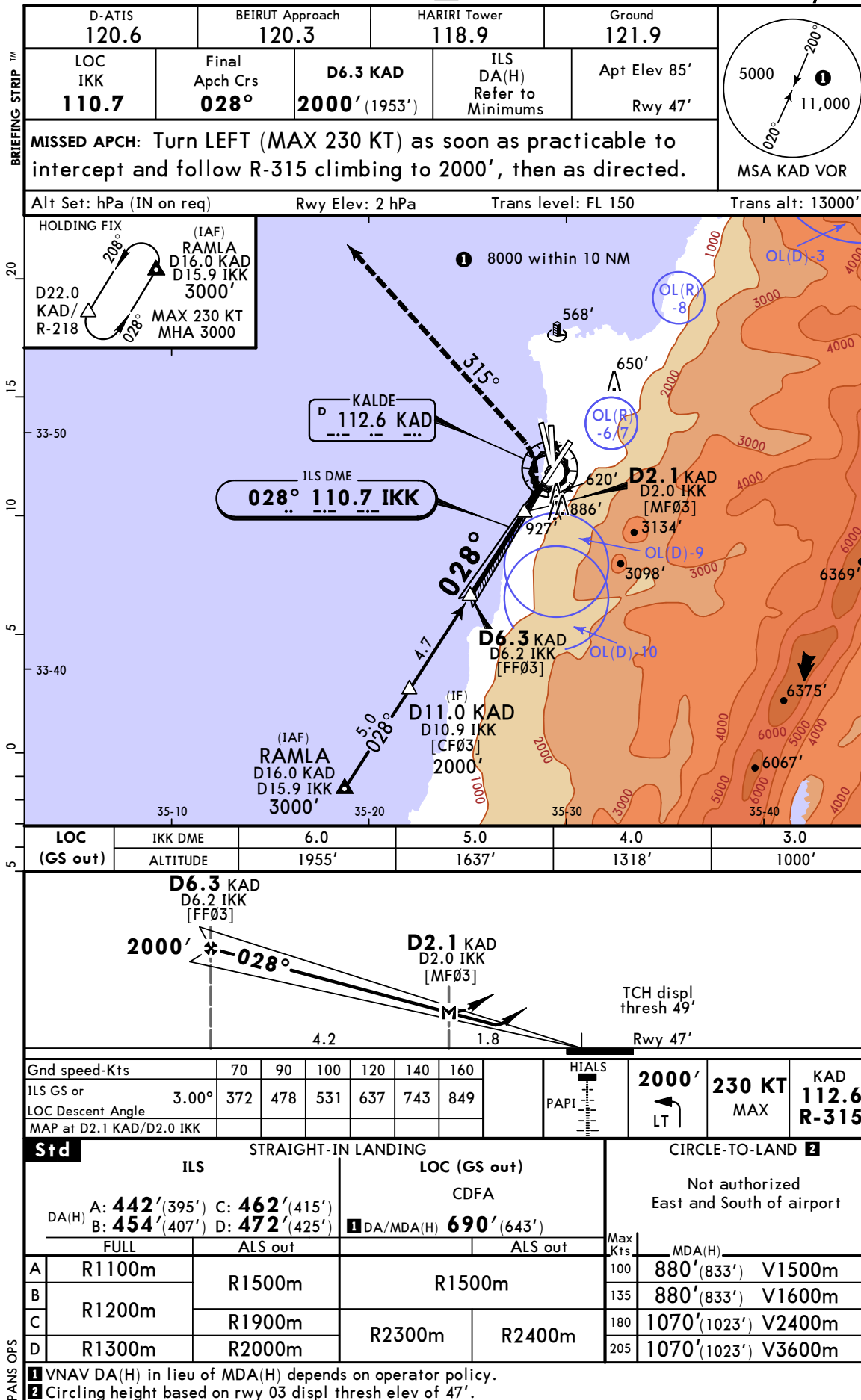
During push-back and for necessity, after obtaining permission from Tower, ACFT can start-up engines on idle power at a distance not less than 328'/100m from Terminal B and engines must not be directed to the building.

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.

# OLBA/BEY RAFIC HARIRI INTL

19 MAR 21 **11-1** Eff 25 Mar

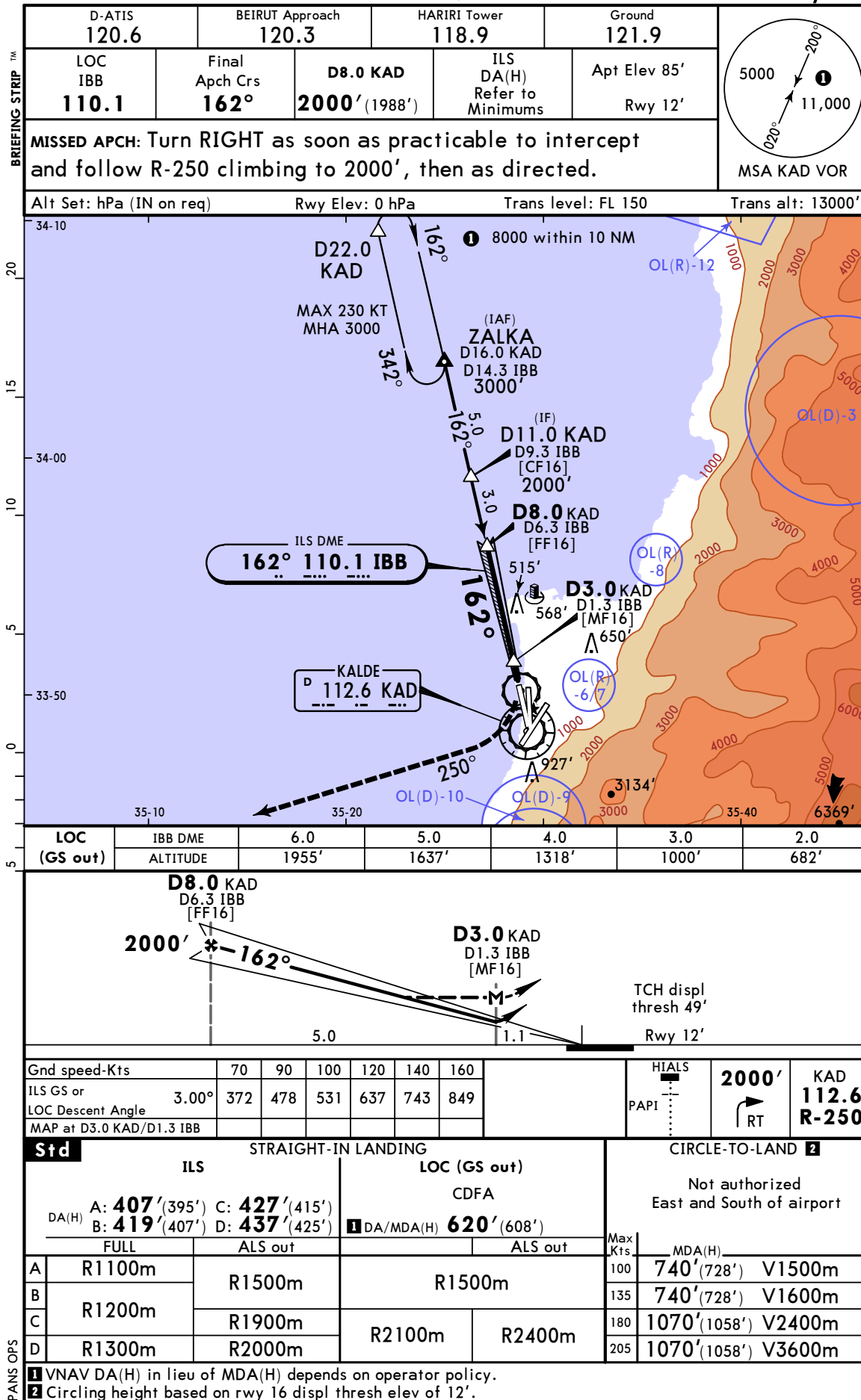
BEIRUT, LEBANON  
ILS Rwy 03



OLBA/BEY  
RAFIC HARIRI INTL

JEPPESEN  
19 MAR 21 (11-2) Eff 25 Mar

BEIRUT, LEBANON  
ILS Rwy 16



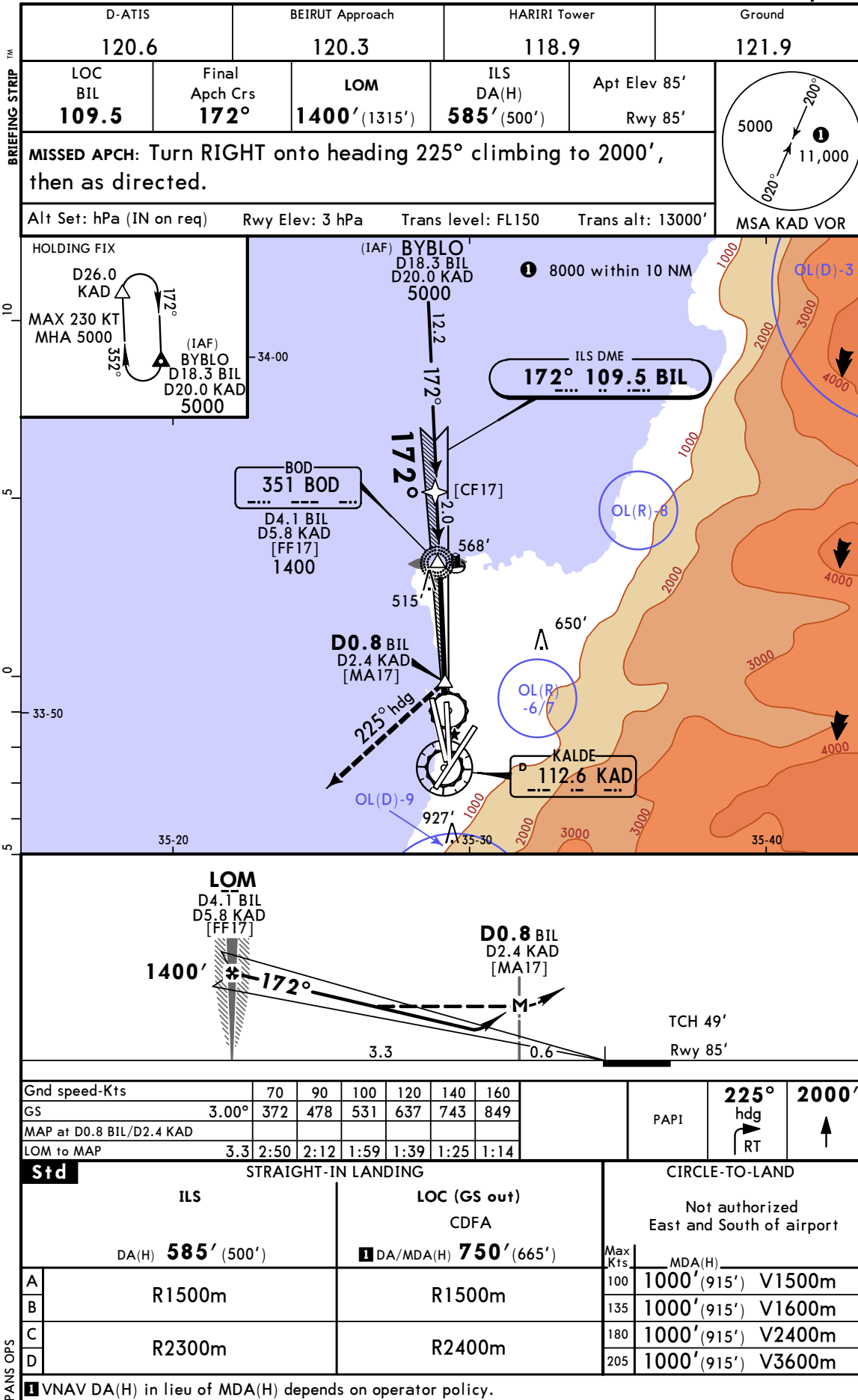
CHANGES: Bearings. New AOM concept.

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OLBA/BEY  
RAFIC HARIRI INTL

JEPPESEN  
9 DEC 22 (11-3)

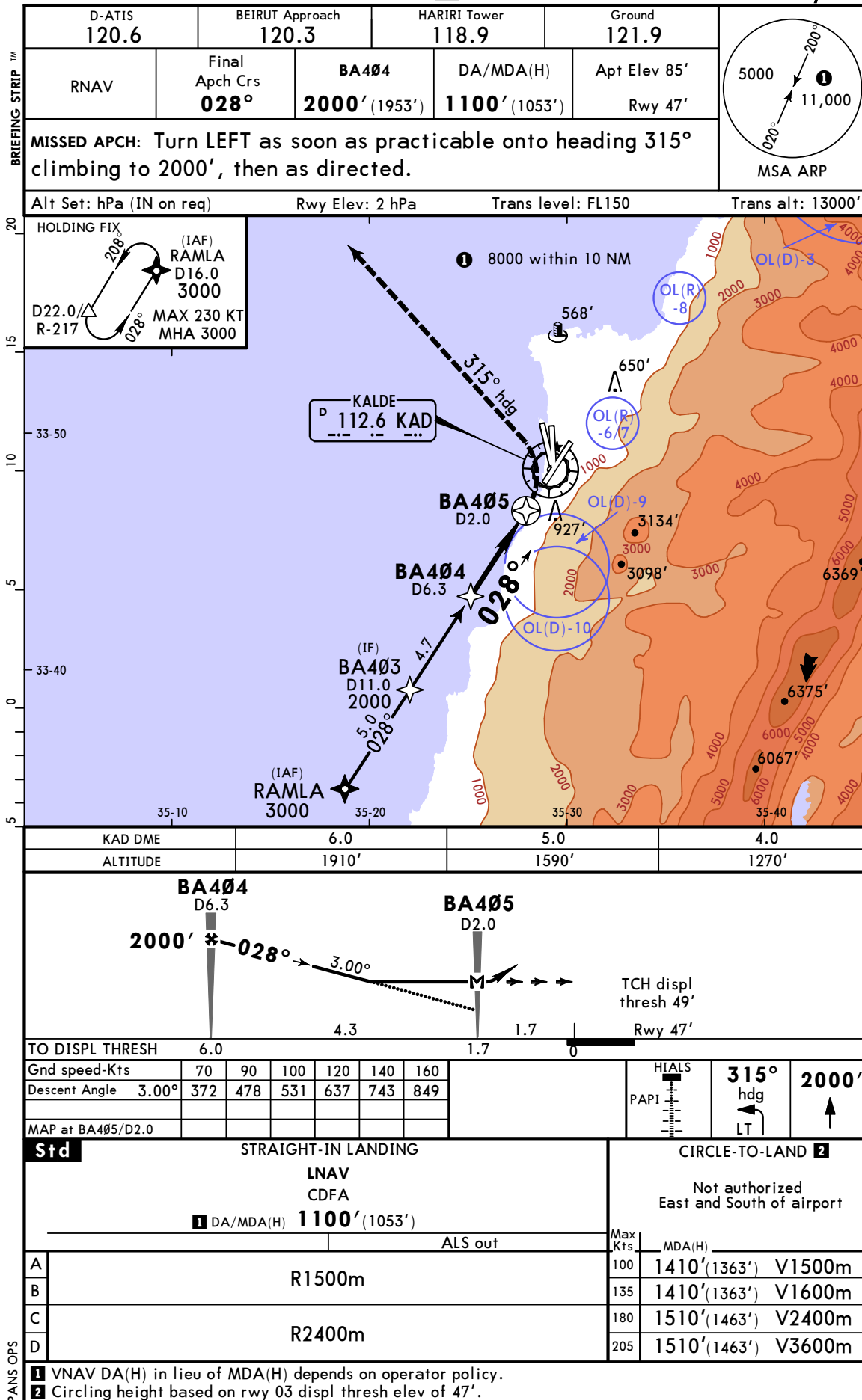
BEIRUT, LEBANON  
ILS Rwy 17



OLBA/BEY  
RAFIC HARIRI INTL

JEPPESEN  
9 DEC 22 (12-1)

BEIRUT, LEBANON  
RNP Rwy 03

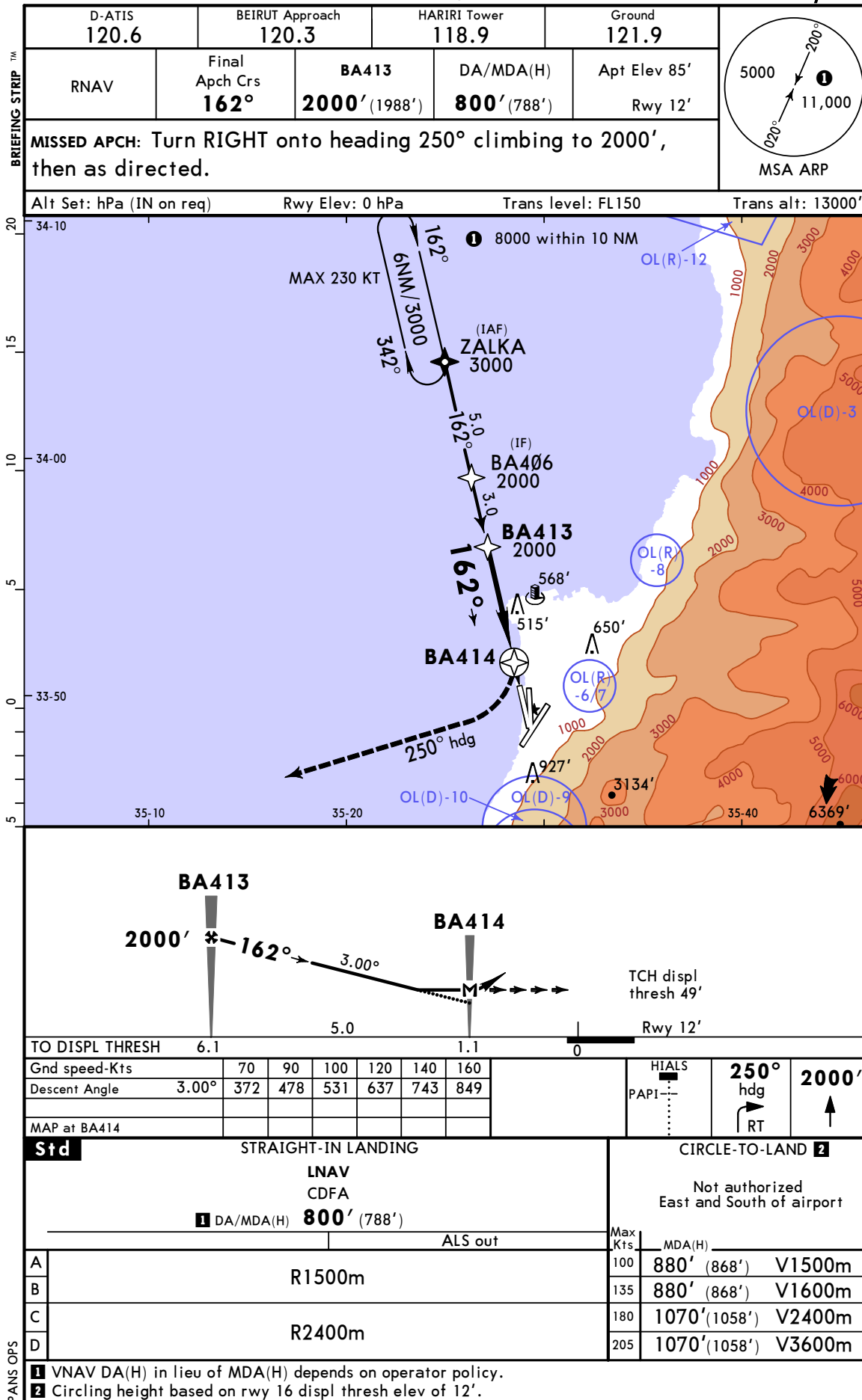




# OLBA/BEY RAFIC HARIRI INTL

9 DEC 22 **(12-2)**

BEIRUT, LEBANON  
RNP Rwy 16



CHANGES: Procedure title.

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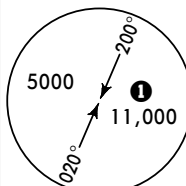
# OLBA/BEY RAFIC HARIRI INTL

JEPPESSEN  
9 DEC 22 (12-4)

BEIRUT, LEBANON  
RNP Rwy 21

BRIEFING STRIP TM

D-ATIS	BEIRUT Approach	HARIRI Tower	Ground	
120.6	120.3	118.9	121.9	
RNAV	Final Apch Crs 200°	BA418 2100' (2051')	DA/MDA(H) 1200' (1151')	Apt Elev 85' Rwy 49'
MISSED APCH: Turn RIGHT onto heading 230° climbing to 2000', then as directed.				

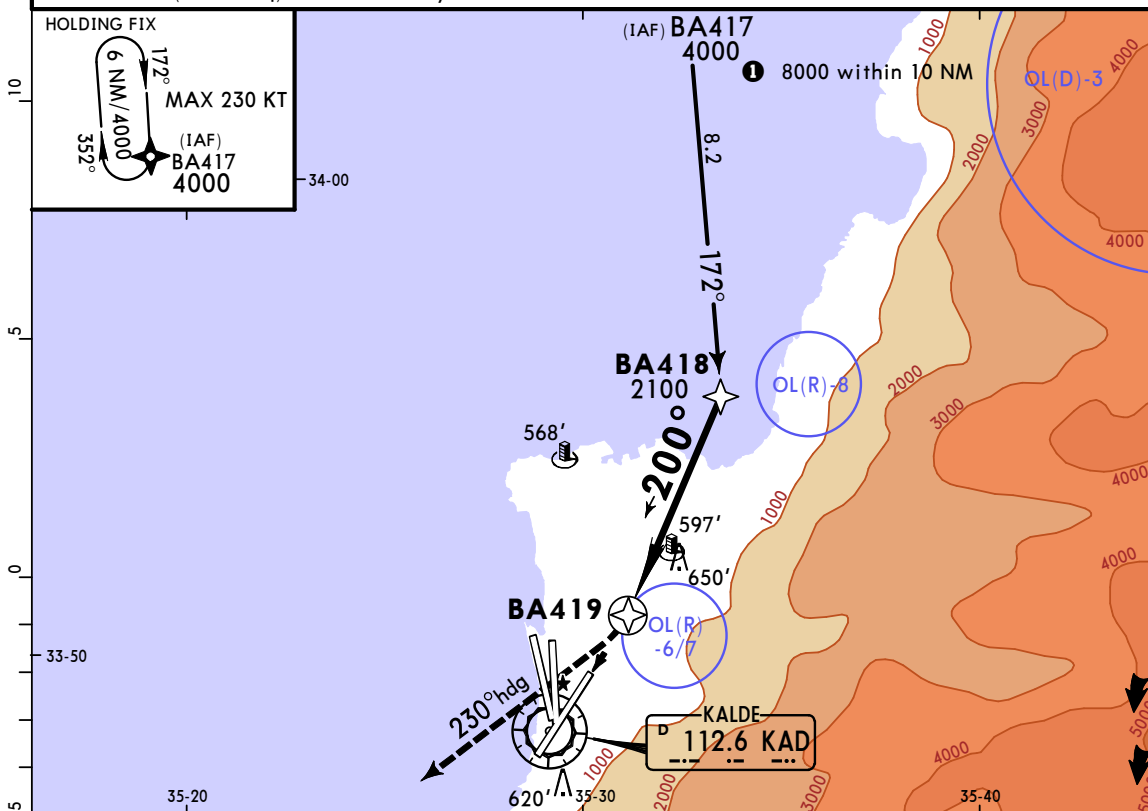


5000

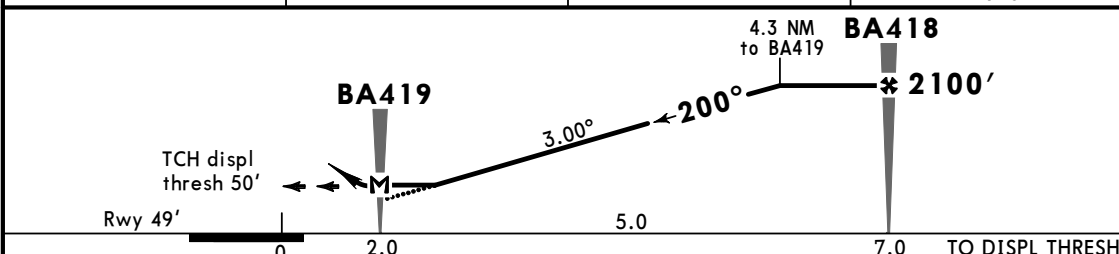
11,000

MSA ARP

Alt Set: hPa (IN on req) Rwy Elev: 2 hPa Trans level: FL150 Trans alt: 13000'



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



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

Std			STRAIGHT-IN LANDING		CIRCLE-TO-LAND 2	
			LNAV CDFA		Not authorized East and South of airport	
			1 DA/MDA(H) 1200' (1151')			
			ALS out		Max Kts	MDA(H)
A			R1500m		100	1500' (1451') V1500m
B					135	1500' (1451') V1600m
C			R4900m R5000m		180	1500' (1451') 3 V2400m
D					205	1500' (1451') 3 V3600m

**1** VNAV DA(H) in lieu of MDA(H) depends on operator policy.  
**2** Circling height based on rwy 21 displ thresh elev of 49'. **3** or higher straight-in minimums.

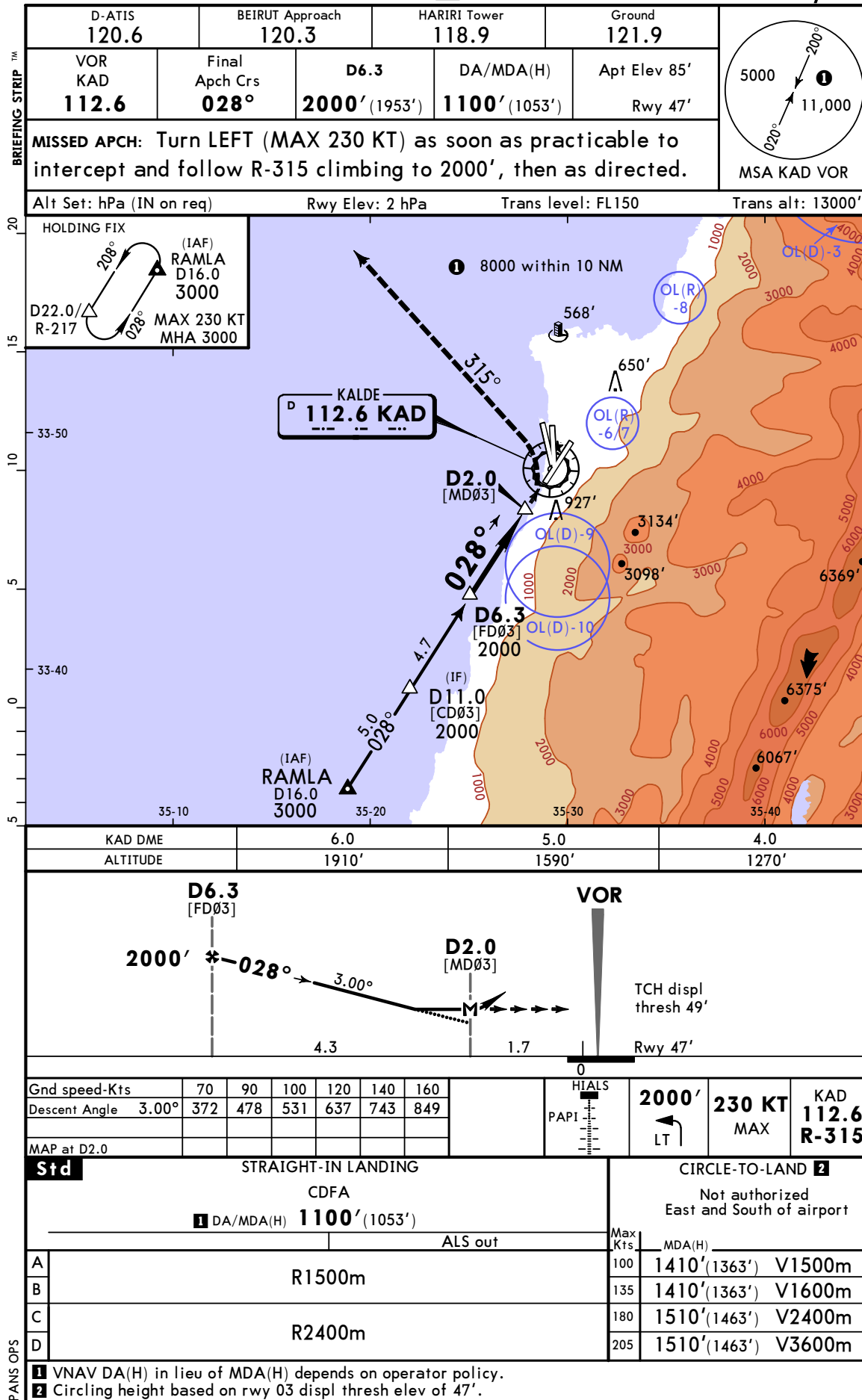
CHANGES: Procedure title.

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OLBA/BEY  
RAFIC HARIRI INTL

JEPPESEN  
9 DEC 22 (13-1)

BEIRUT, LEBANON  
VOR DME Rwy 03



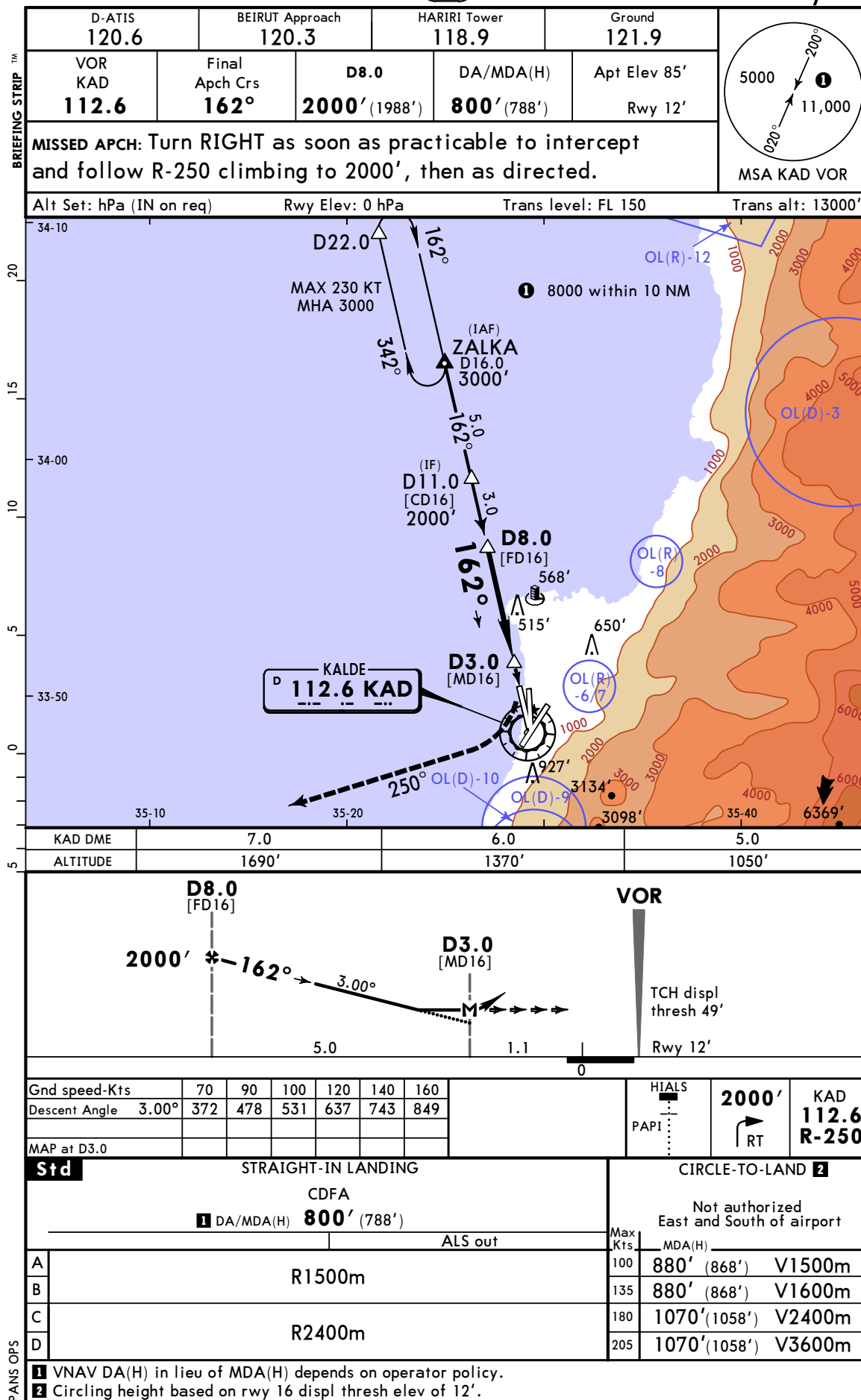
CHANGES: None.

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OLBA/BEY  
RAFIC HARIRI INTL

JEPPESEN  
19 MAR 21 (13-2) Eff 25 Mar

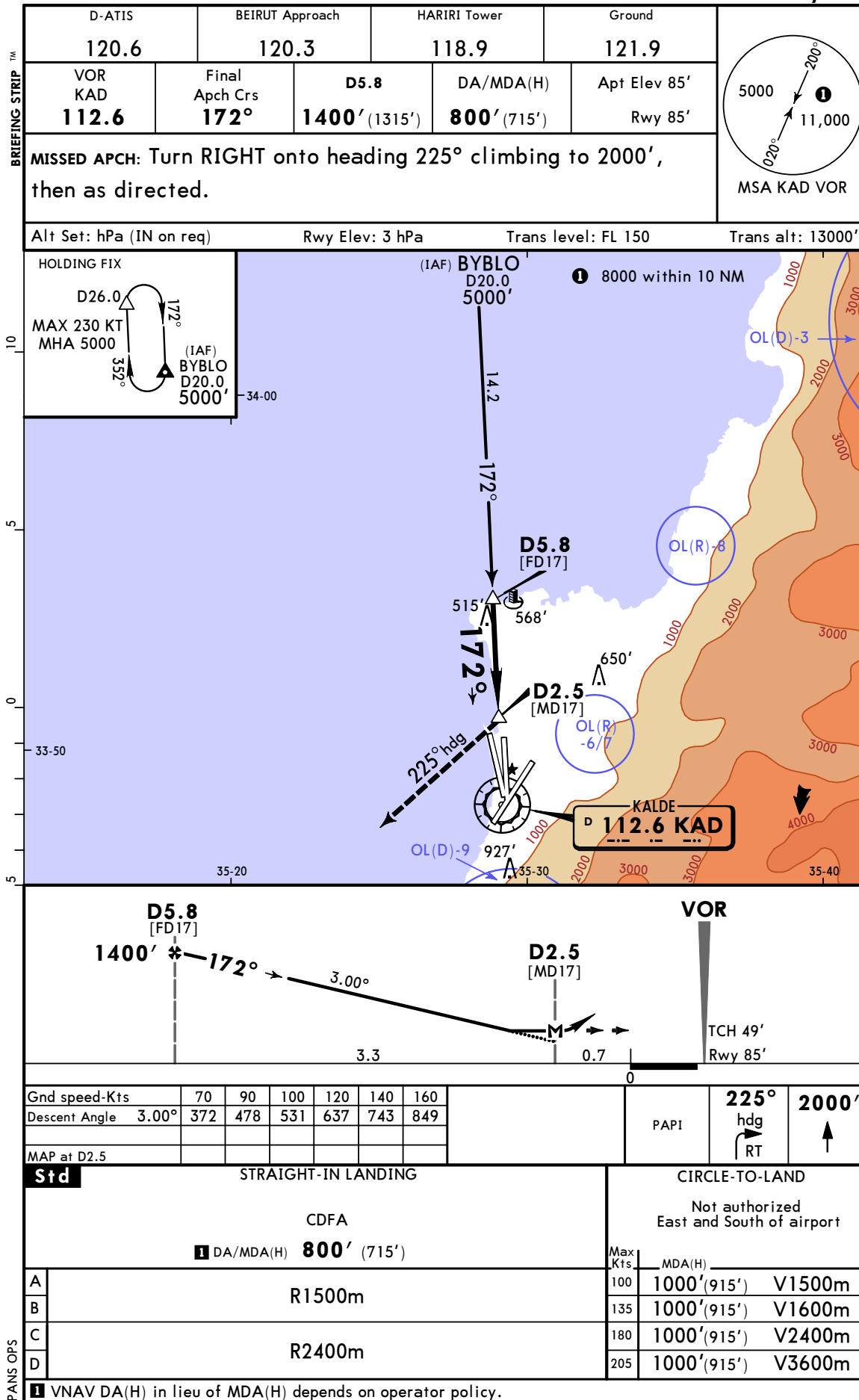
BEIRUT, LEBANON  
VOR DME Rwy 16



OLBA/BEY  
RAFIC HARIRI INTL

JEPPESEN  
19 MAR 21 **13-3** Eff 25 Mar

BEIRUT, LEBANON  
VOR DME Rwy 17





OLBA/BEY  
RAFIC HARIRI INTL

JEPPESEN  
19 MAR 21 (16-1) Eff 25 Mar

BEIRUT, LEBANON  
BOD NDB Rwy 17

