

10-APR-2014

**BEN-HLLB**

1-10

**AOI****A0I****GENERAL****ATS Hours**

H24

**Airport Information****RFF:** CAT 8**PCN:** RWY 15R/33L: 90**Operation****RWY Restriction:** RWY 15L/33R CLSD.**DEPARTURE****Take-off Minima**

RWY		15R/33L	
All ACFT	ft - m/km	0 - 400V	-

**Communication**

**COM Failure:** After TKOF operating in IMC, having acknowledged a clearance to climb to a LVL other than specified in the FPL for the en-route phase of the flight, should, if no time or geographical limit was included in the clearance, maintain 3min at LVL which was cleared and then continue flight in accordance with current FPL.

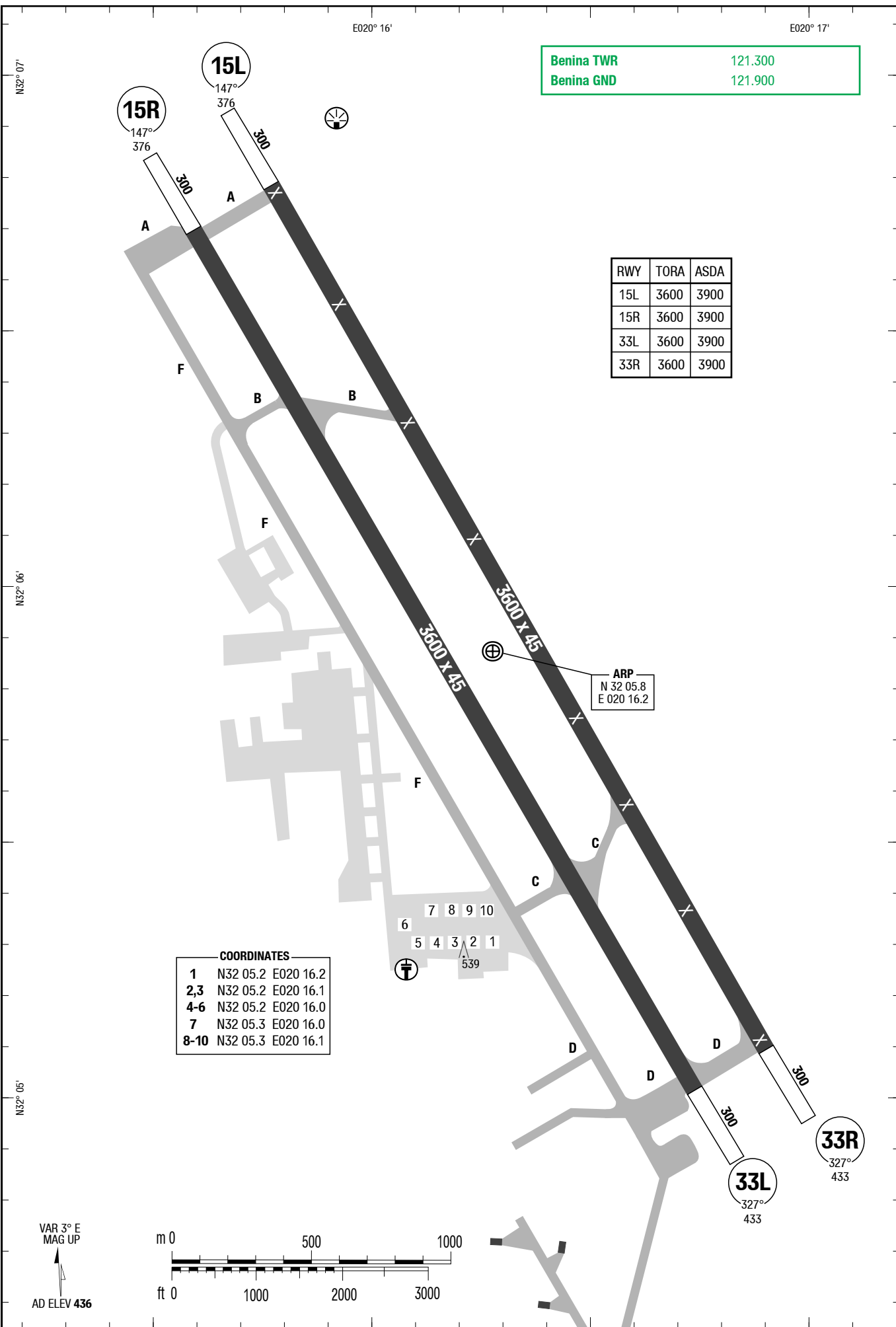
Benina Intl **Benhazi** Libva

**AGC**  
**AFC**



ACC	125.500
	129.500
APP	129.200
	126.500
	127.000
Berlina TWR	121.3000
Berlina GND	121.9000

[illegible]



Effective 20-SEP-2012

13-SEP-2012

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4-10

Libya **Benghazi** Benina Intl

SIDs RWY 33L/R

SIDs RWY 15L/R

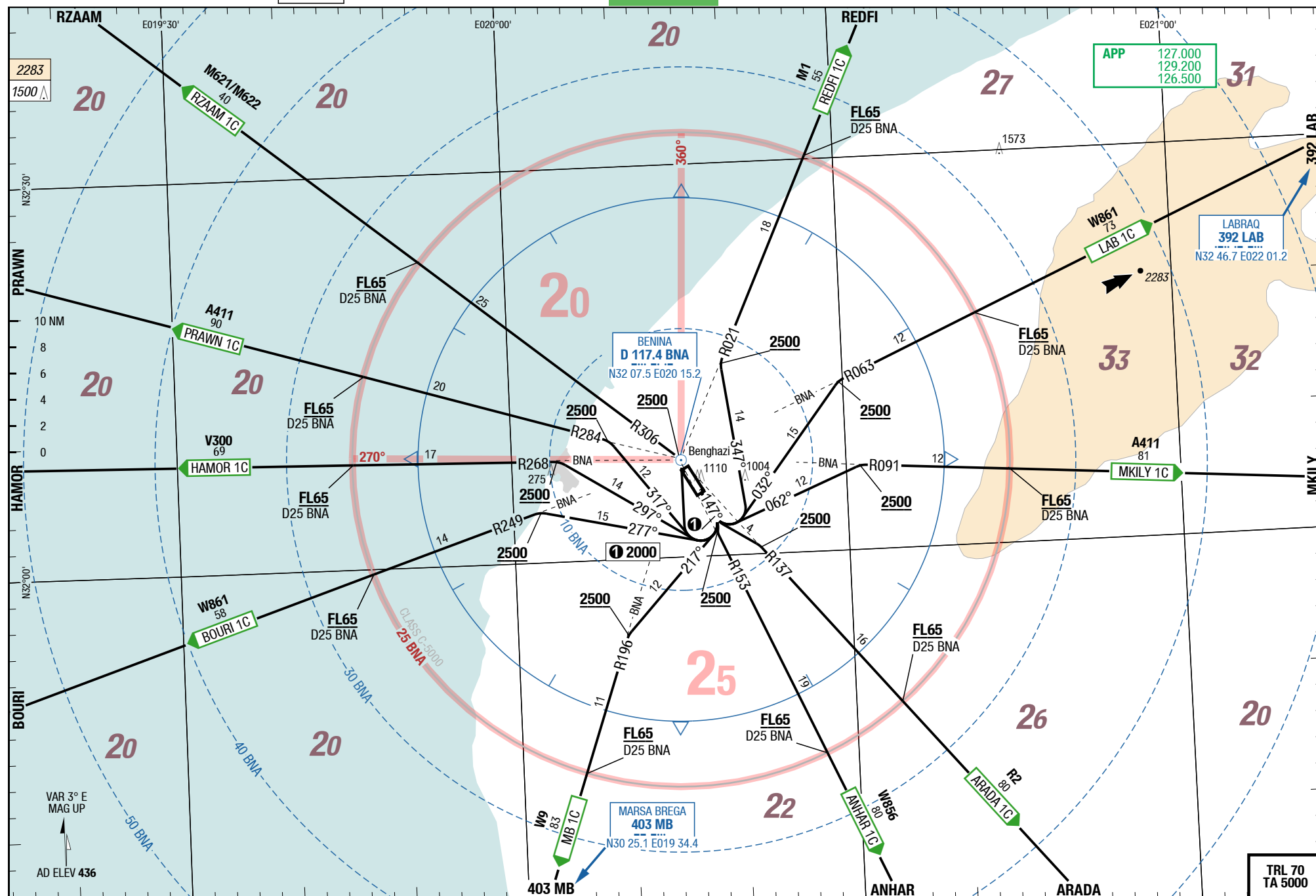
SID

SID

Benina Intl **Benghazi** Libya

SIDs RWY 33L/R

SIDs RWY 15L/R



Changes: ASP, Track, FREQ, Renamed, TOPO, AD ELEV

TRL 70  
TA 5000

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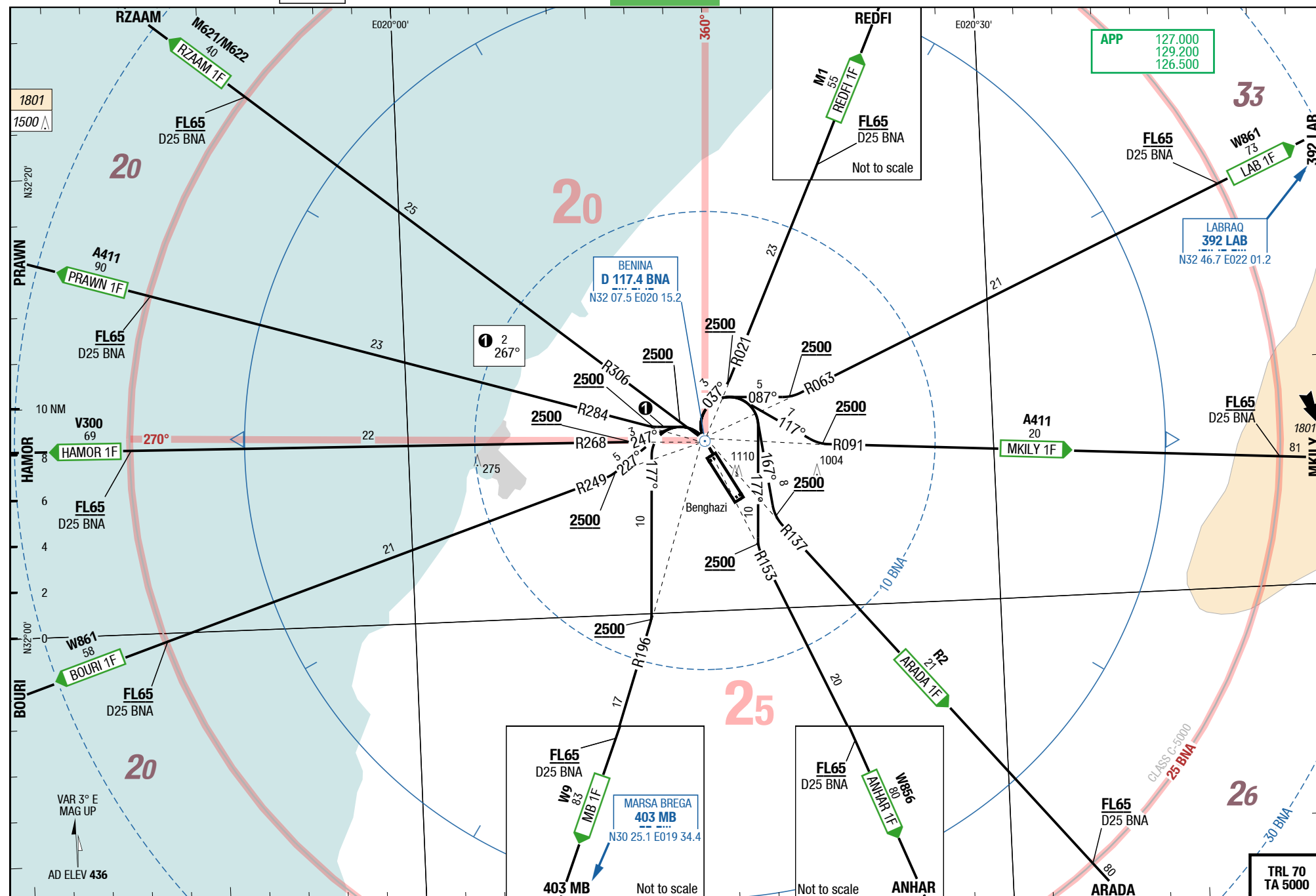
4-20

## SIDs RWY 33L/R

SID

SID

## SIDs RWY 33L/R



Changes: Track, ASP, FREQ, Renamed, AD ELEV, TOPO

## BEN-HLLB

5-10

## SIDs RWY 15L/R

**ANHAR 1C / ARADA 1C / BOURI 1C / BREGA 1C / HAMOR 1C / LABRAQ 1C / MKILY 1C / PRAWN 1C / REDFI 1C / RZAAM 1C**

RWYs 15L (147°) / 15R (147°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 15L/15R	
<b>ANHAR 1C</b> 127.000	at 2000 intercept R153 <b>BNA</b> to ANHAR	cross R153 <b>BNA</b> MNM <b>2500</b> D25 <b>BNA</b> MNM <b>FL65</b>
<b>ARADA 1C</b> 127.000	at 2000 intercept R137 <b>BNA</b> to ARADA	cross R137 <b>BNA</b> MNM <b>2500</b> D25 <b>BNA</b> MNM <b>FL65</b>
<b>BOURI 1C</b> 127.000	at 2000 RT 277° - intercept R249 <b>BNA</b> to BOURI	cross R249 <b>BNA</b> MNM <b>2500</b> D25 <b>BNA</b> MNM <b>FL65</b>
<b>BREGA 1C</b> <b>MB 1C</b> 127.000	at 2000 RT 217° - intercept R196 <b>BNA</b> to <b>MB</b>	cross R196 <b>BNA</b> MNM <b>2500</b> D25 <b>BNA</b> MNM <b>FL65</b>
<b>HAMOR 1C</b> 127.000	at 2000 RT 297° - intercept R268 <b>BNA</b> to HAMOR	cross R268 <b>BNA</b> MNM <b>2500</b> D25 <b>BNA</b> MNM <b>FL65</b>
<b>LABRAQ 1C</b> <b>LAB 1C</b> 127.000	at 2000 LT 032° - intercept R063 <b>BNA</b> to <b>LAB</b>	cross R063 <b>BNA</b> MNM <b>2500</b> D25 <b>BNA</b> MNM <b>FL65</b>
<b>MKILY 1C</b> 127.000	at 2000 LT 062° - intercept R091 <b>BNA</b> to MKILY	cross R091 <b>BNA</b> MNM <b>2500</b> D25 <b>BNA</b> MNM <b>FL65</b>
<b>PRAWN 1C</b> 127.000	at 2000 RT 317° - intercept R284 <b>BNA</b> to PRAWN	cross R284 <b>BNA</b> MNM <b>2500</b> D25 <b>BNA</b> MNM <b>FL65</b>
<b>REDFI 1C</b> 127.000	at 2000 LT 347° - intercept R021 <b>BNA</b> to REDFI	cross R021 <b>BNA</b> MNM <b>2500</b> D25 <b>BNA</b> MNM <b>FL65</b>
<b>RZAAM 1C</b> 127.000	at 2000 RT direct <b>BNA</b> - R306 <b>BNA</b> to RZAAM	<b>BNA</b> MNM <b>2500</b> D25 <b>BNA</b> MNM <b>FL65</b>

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## SIDs RWY 33L/R

ANHAR 1F / ARADA 1F / BOURI 1F / BREGA 1F / HAMOR 1F / LABRAQ 1F / MKILY 1F /  
PRAWN 1F / REDFI 1F / RZAAM 1F

RWYs 33L (327°) / 33R (327°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 33L/33R	
ANHAR 1F 127.000	direct BNA - RT 177° - intercept R153 BNA to ANHAR	cross R153 BNA MNM 2500 D25 BNA MNM FL65
ARADA 1F 127.000	direct BNA - RT 167° - intercept R137 BNA to ARADA	cross R137 BNA MNM 2500 D25 BNA MNM FL65
BOURI 1F 127.000	direct BNA - LT 227° - intercept R249 BNA to BOURI	cross R249 BNA MNM 2500 D25 BNA MNM FL65
BREGA 1F MB 1F 127.000	direct BNA - LT 177° - intercept R196 BNA to MB	cross R196 BNA MNM 2500 D25 BNA MNM FL65
HAMOR 1F 127.000	direct BNA - LT 247° - intercept R268 BNA to HAMOR	cross R268 BNA MNM 2500 D25 BNA MNM FL65
LABRAQ 1F LAB 1F 127.000	direct BNA - RT 087° - intercept R063 BNA to LAB	cross R063 BNA MNM 2500 D25 BNA MNM FL65
MKILY 1F 127.000	direct BNA - RT 117° - intercept R091 BNA to MKILY	cross R091 BNA MNM 2500 D25 BNA MNM FL65
PRAWN 1F 127.000	direct BNA - LT 267° - intercept R284 BNA to PRAWN	cross R284 BNA MNM 2500 D25 BNA MNM FL65
REDFI 1F 127.000	direct BNA - RT 037° - intercept R021 BNA to REDFI	cross R021 BNA MNM 2500 D25 BNA MNM FL65
RZAAM 1F 127.000	direct BNA - LT - intercept R306 BNA to RZAAM	cross R306 BNA MNM 2500 D25 BNA MNM FL65

13-SEP-2012

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## Libya **Benghazi** Benina Intl

STARs RWY 33L/R (via Arc)

6-10

## STARs RWY 15L/R (via Arc)

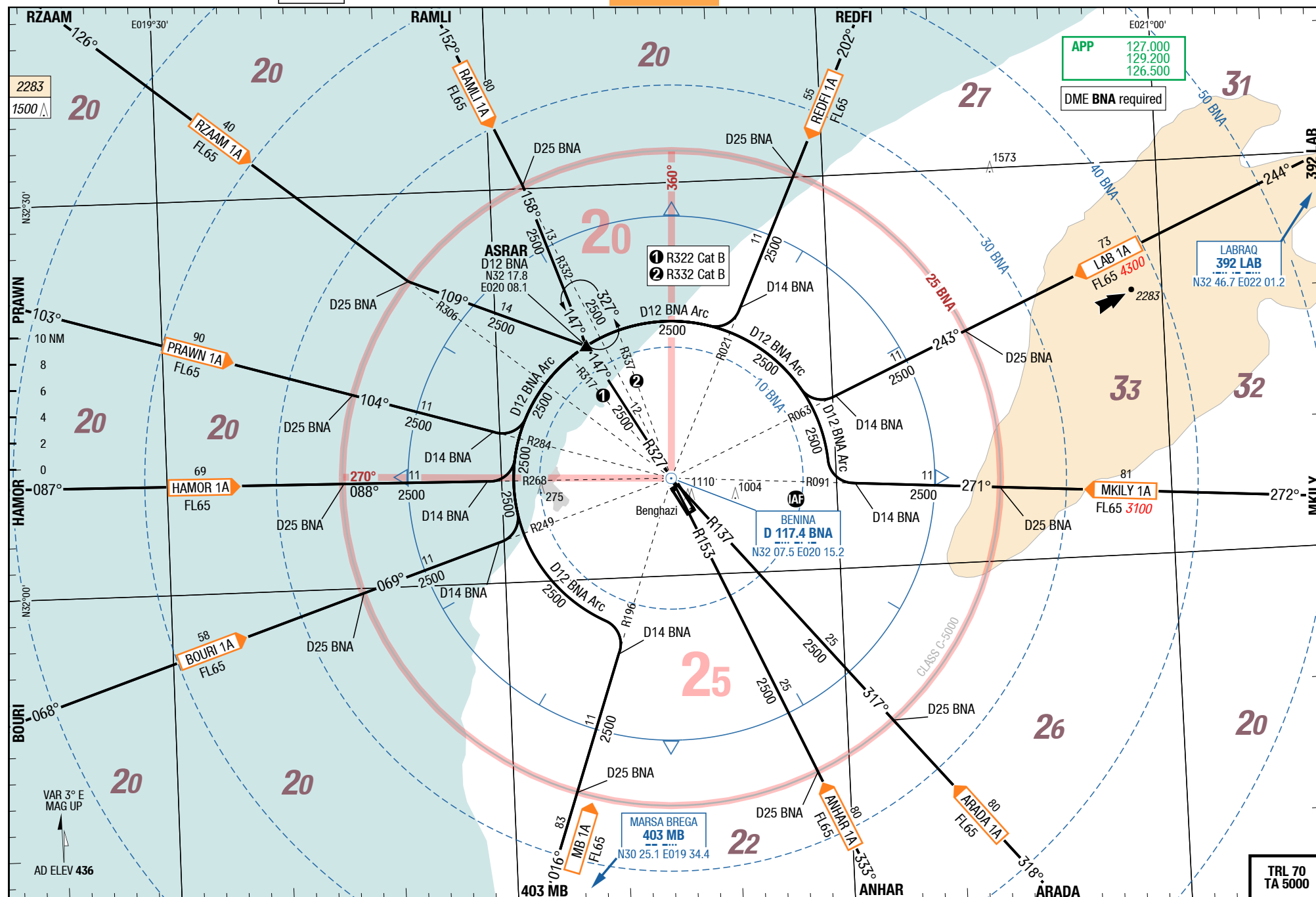
# STAR

# STAR

## Benina Intl **Benghazi** Libya

STARs RWY 33L/R (via Arc)

## STARs RWY 15L/R (via Arc)



Changes: Track, PROC, IAF, TOPO, AD ELEV



13-SEP-2012

## Libya **Benghazi** Benina Intl

# STAR

# STAR

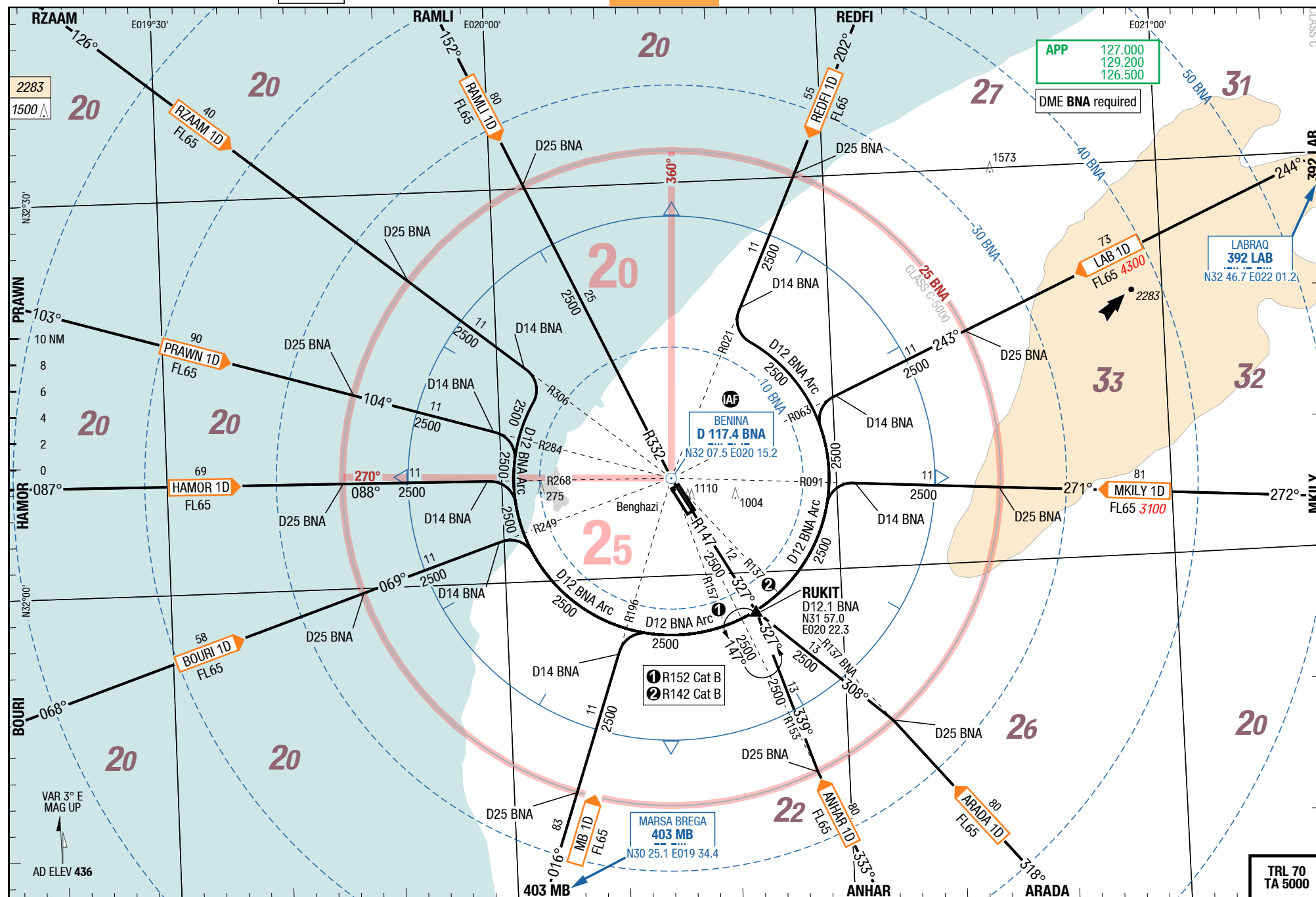
## Benina Intl **Benghazi** Libya

## STARs RWY 33L/R (via Arc)

**BEN-HLLB**

6-20

## STARs RWY 33L/R (via Arc)



Changes: Track, PROC, IAF, AD ELEV, TOPO

13-SEP-2012

**BEN-HLLB**Libya **Benghazi** Benina Intl

## STARS

# STAR

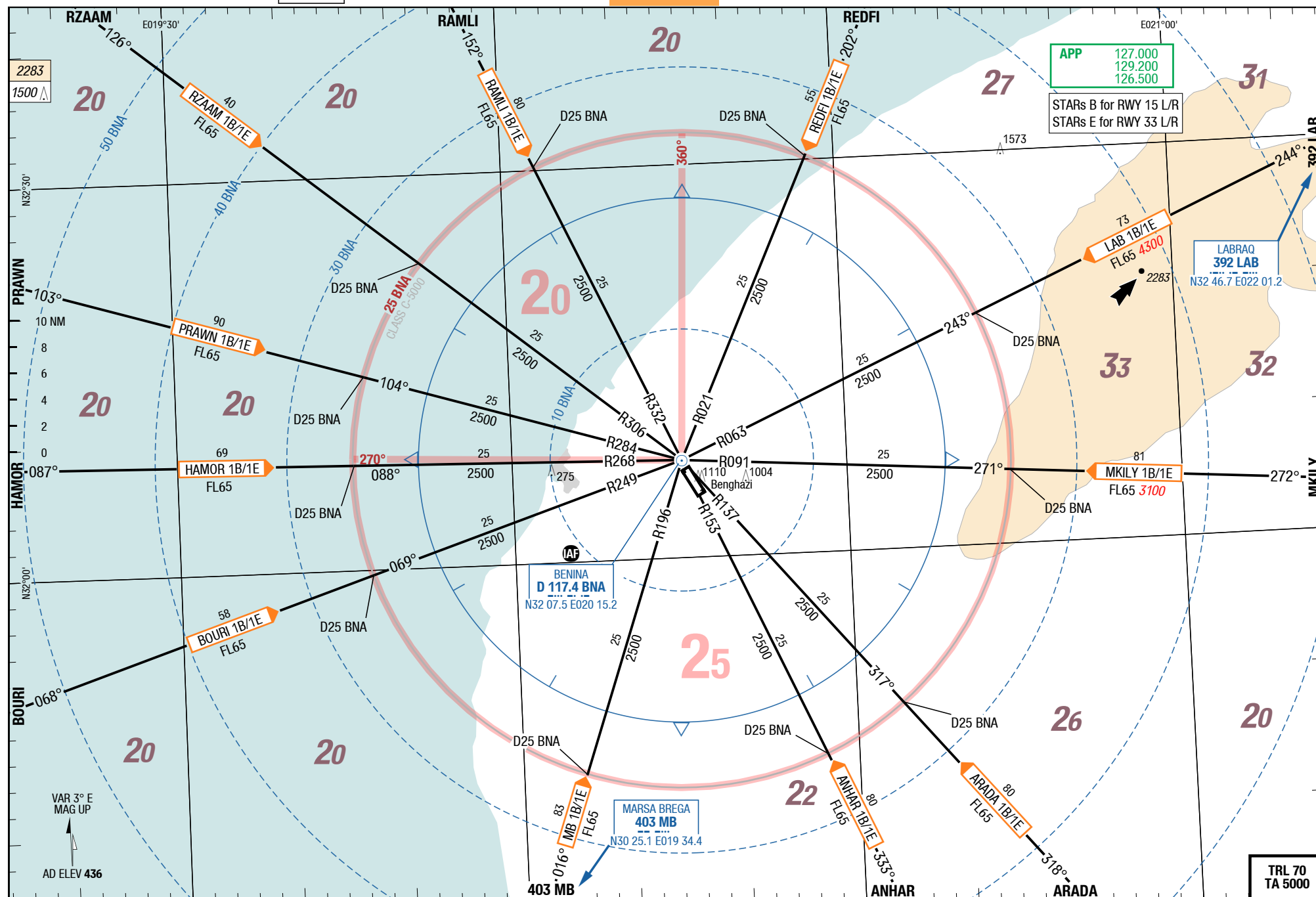
# STAR

## Benina Intl **Benghazi** Libya

NIL

## STARS

6-30



Changes: Track, AD ELEV, TOPO

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16-OCT-2014

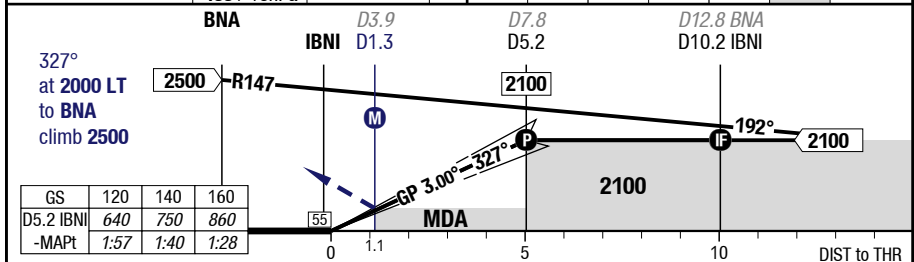
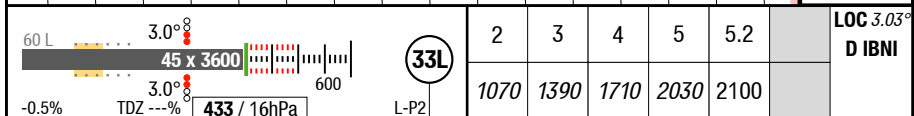
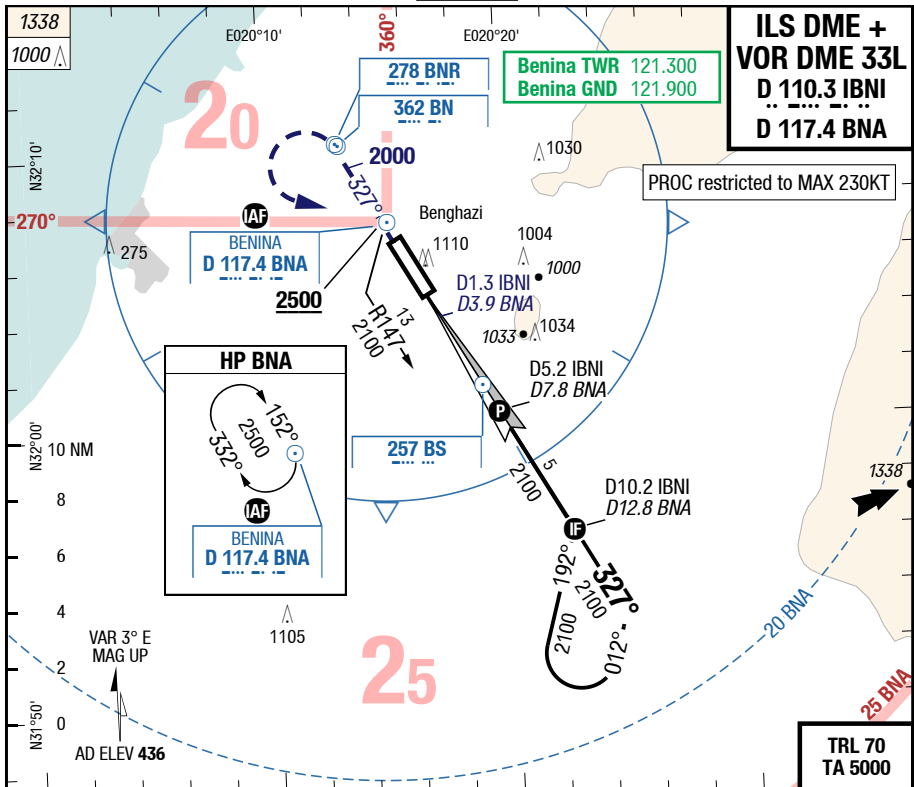
BEN-HLLB

Libya Benghazi Benina Intl

IAC

7-10

ILS DME + VOR DME 33L

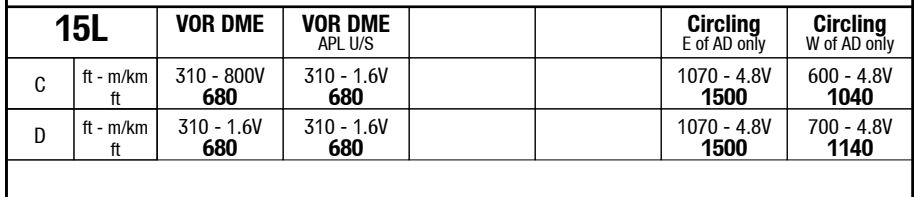


33L		Cat 1 DME 1)	LOC DME	LOC DME APL U/S	Circling W of AD only	Circling E of AD only
C	ft - m/km ft	340 - 1.3V 770	420 - 1.7V 850	420 - 2.0V 850	920 - 3.7V 1350	1070 - 3.7V 1500
D	ft - m/km ft	340 - 1.3V 770	420 - 2.0V 850	420 - 2.4V 850	920 - 4.6V 1350	1070 - 4.6V 1500

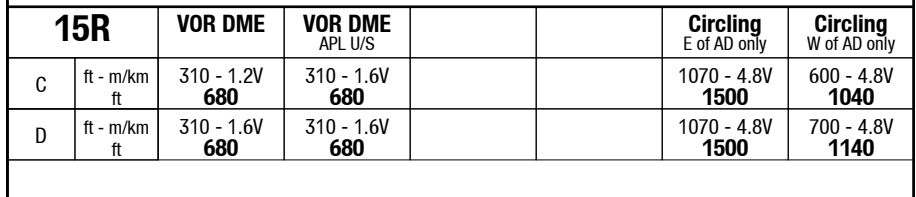
1) With EVS VIS 900m, wo EVS use STD

Changes: Editorial

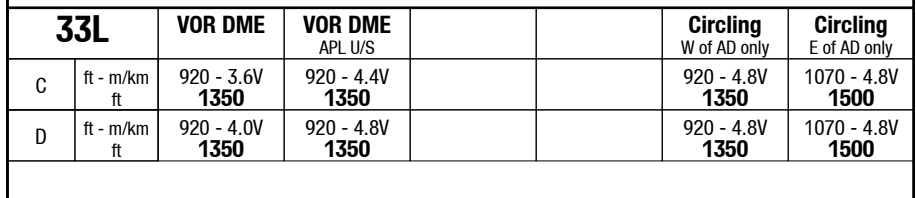
## VOR DME 15L



**VOR DME 15R**



**VOR DME 33L**

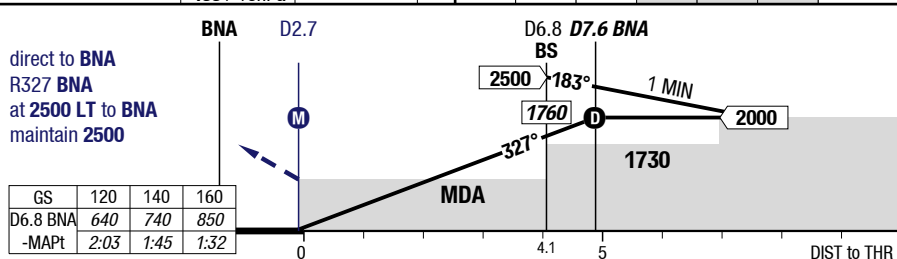
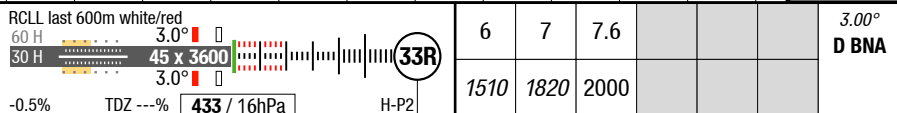
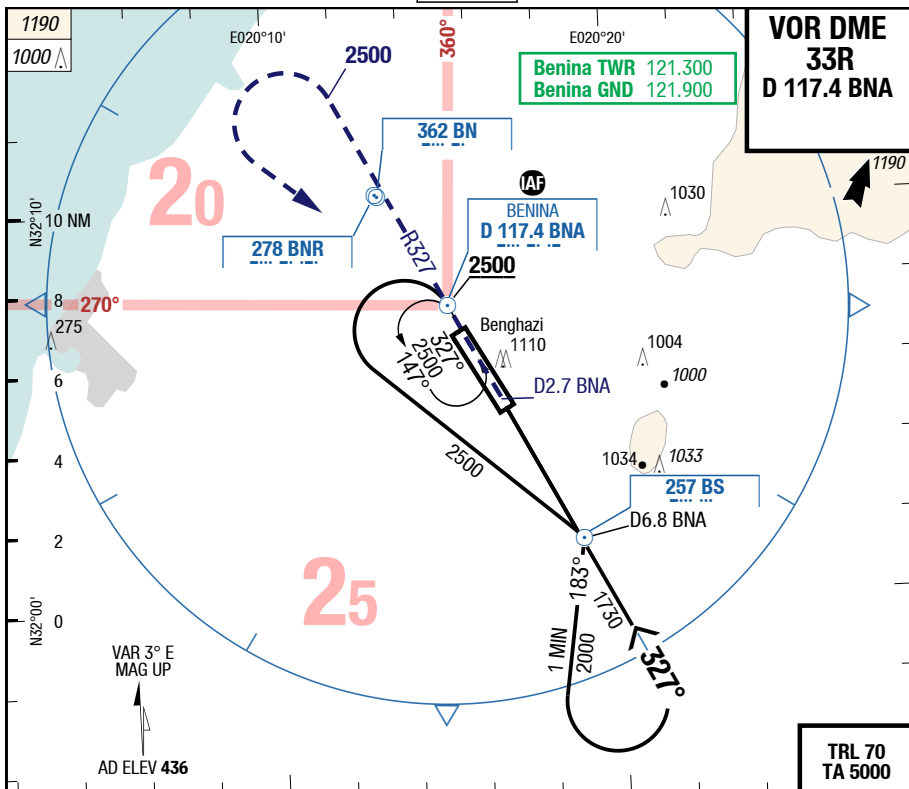


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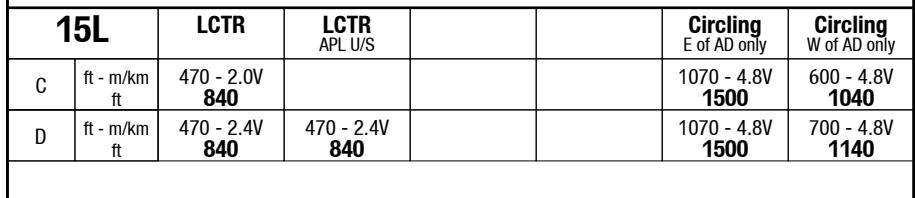
7-50

VOR DME 33R



33R		VOR DME	VOR DME			Circling	Circling
			APL U/S			W of AD only	E of AD only
C	ft - m/km ft	920 - 3.6V 1350	920 - 4.4V 1350			920 - 4.8V 1350	1070 - 4.8V 1500
D	ft - m/km ft	920 - 4.0V 1350	920 - 4.8V 1350			920 - 4.8V 1350	1070 - 4.8V 1500

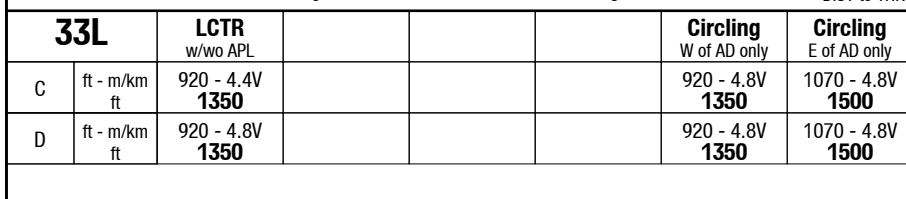
## LCTR 15L







# LCTR 33L



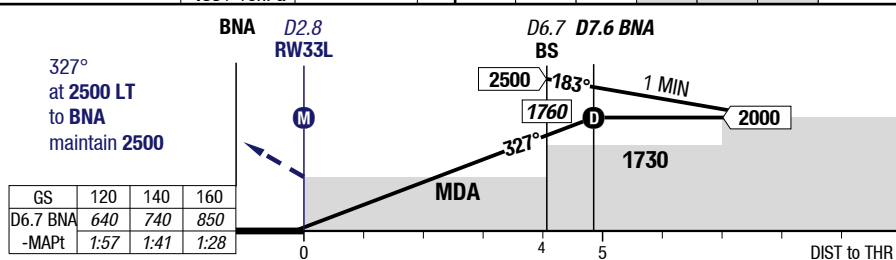
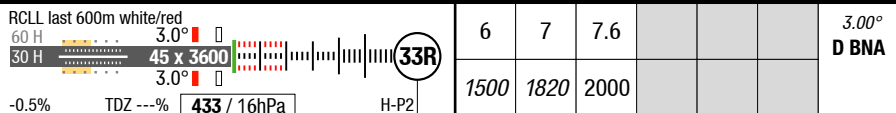
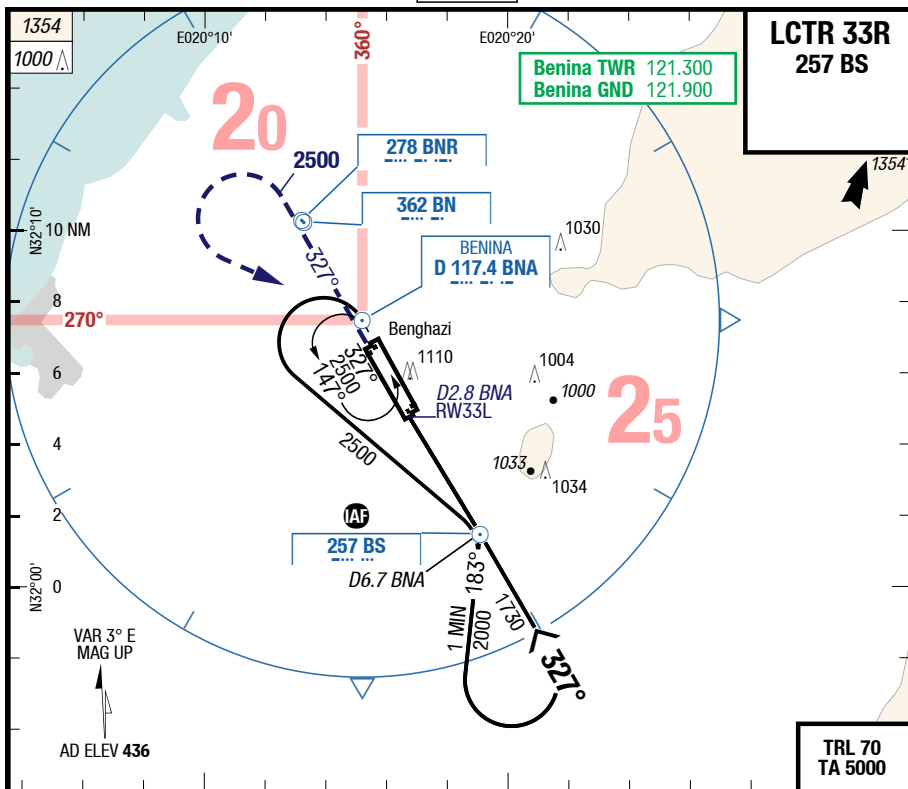
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# IAC

**7-90**

# LCTR 33R



<b>33R</b>		<b>LCTR</b> w/wo APL				<b>Circling</b> W of AD only	<b>Circling</b> E of AD only
C	ft - m/km ft	920 - 4.4V <b>1350</b>				920 - 4.8V <b>1350</b>	1070 - 4.8V <b>1500</b>
D	ft - m/km ft	920 - 4.8V <b>1350</b>				920 - 4.8V <b>1350</b>	1070 - 4.8V <b>1500</b>