

GENERAL**Operational Hours****ATS Hours / AD ADMIN Hours:** H24**Airport Information****RFF:** CAT 9**PCN:** RWY 16/34, RWY 03/21: 60/R/B/W/T

RWY 17/35: 60/F/B/W/T

Operation**Preferential RWY**

LDG RWY 16.

TKOF RWY 21.

RWY Restrictions

RWY 16 no TKOF for heavy or medium ACFT.

RWY 34 no LDG for heavy and medium ACFT.

RWY 35 no LDG during night OPS, except O/R and ceiling above 1500ft and GND VIS is 5NM or more.

Taxi/Parking

Follow-me AVBL.

Stands 13-17 visual nose-in docking guidance system AVBL.

Stands 1-7, 18-21, 23 AGNIS AVBL.

Stands 8-12 Marshaller assistance AVBL.

Warnings

Do not mistake TWY A for RWY 03/21.

Birds in vicinity AD.

ARRIVAL**Communication****COM Failure**

Under radar control: maintain last assigned heading and LVL for a period of 3min.

DEPARTURE**Take-off Minima**

RWY		03/21, 17/35, 34	
All ACFT	ft - m/km	0 - 400v	-
RWY		16	
All ACFT	ft - m/km	not authorized	-

Departure Procedure**Start-up/Push-back**

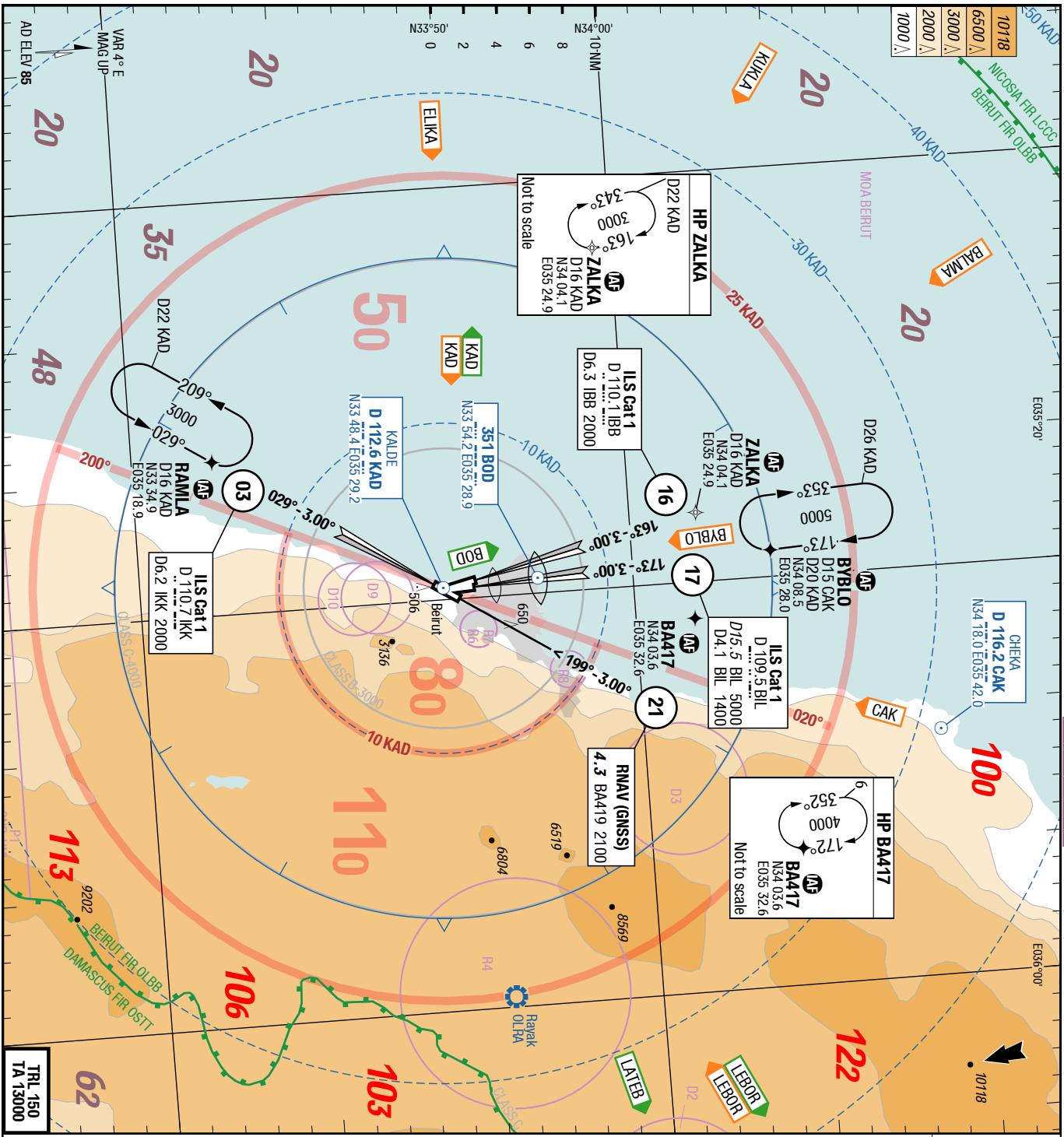
REQ start-up from GND 5min before ready.

Push-back compulsory on all nose-in stands.

Push-back is at pilots discretion, subject to approval by TWR (SMC).

Noise Abatement Procedures

Maintain MNM climb gradient 4% until passing 3000ft or 8NM offshore.



D-ATIS	120.600
CTL	119.300
APP	120.300
Beirut Hariri TWR	118.900
Beirut Hariri GND	121.900

Landing RWY system:	
03 555 3245 x 45 8 PAPI angle not AVBL H-P1 THR 47 (2HPa) / TDZ 47 (---%) 0.0% RCLL offset 0.6m to left 60 H 45 x 2805 995 PAPI angle not AVBL 8 420 +0.1% TDZ 40 (---%) / THR 40 (1HPa) H-S 21
16 180 3215 x 45 8 PAPI angle not AVBL H-S THR 12 (0HPa) / TDZ 12 (---%) +0.3% Not usable for landing 60 H 45 x 3395 RCLL offset 0.6m to right 30 H -0.3% TDZ 48 (---%) / THR 48 (2HPa) 34
17 3250 x 45 8 3.0° THR 85 (3HPa) / TDZ 85 (---%) -0.5% 60 L 45 x 2400 850 +0.5% TDZ 36 (---%) / THR 36 (1HPa) 35



Effective 05-JAN-2017

29-DEC-2016

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Lebanon Beirut Rafic Hariri Intl

SIDs RWYs 17/21

SIDs RWY 03

SID

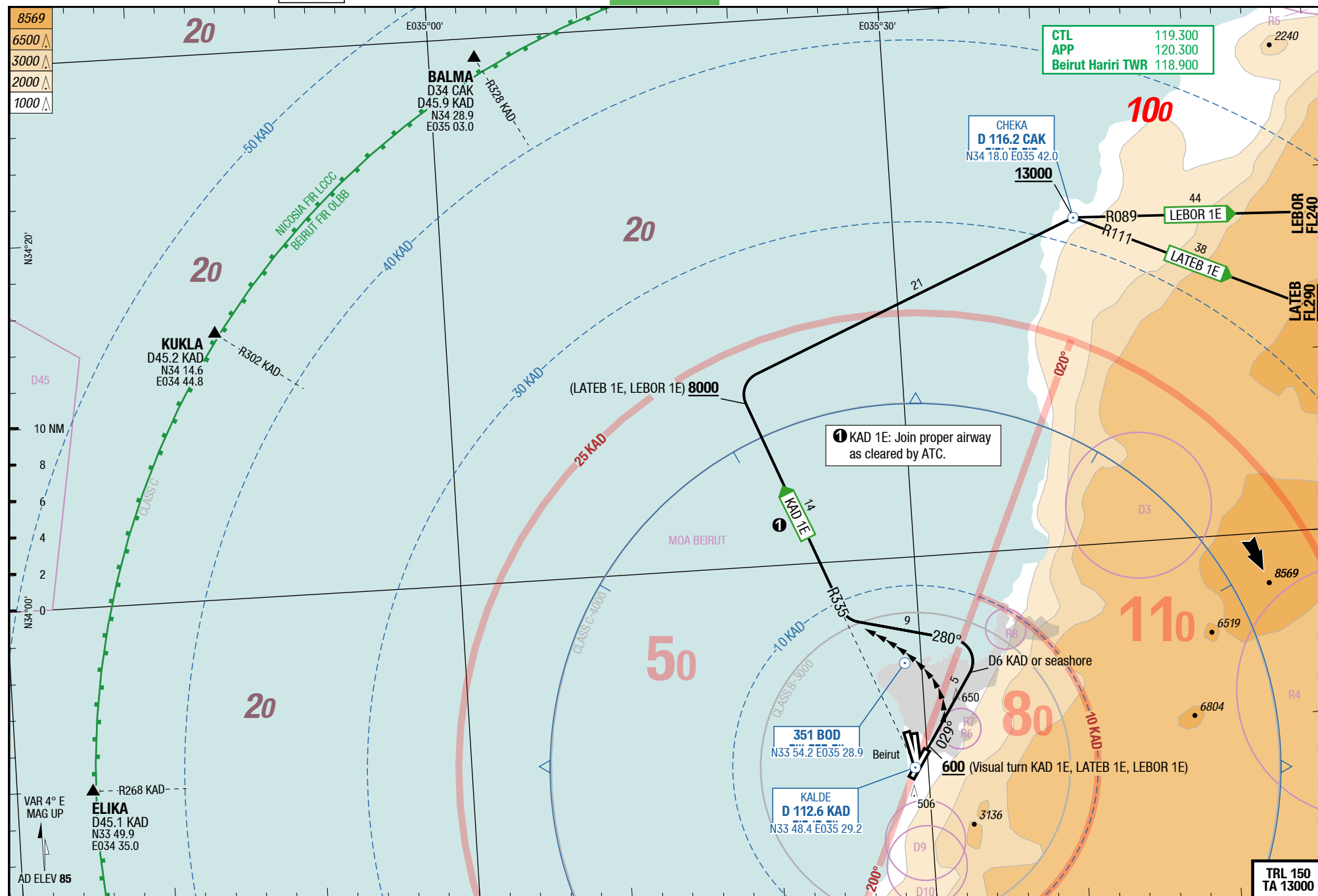
SID

Rafic Hariri Intl Beirut Lebanon

SIDs RWYs 17/21

SIDs RWY 03

4-10



Changes: ALT, Track, SUAS

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29-DEC-2016

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SID

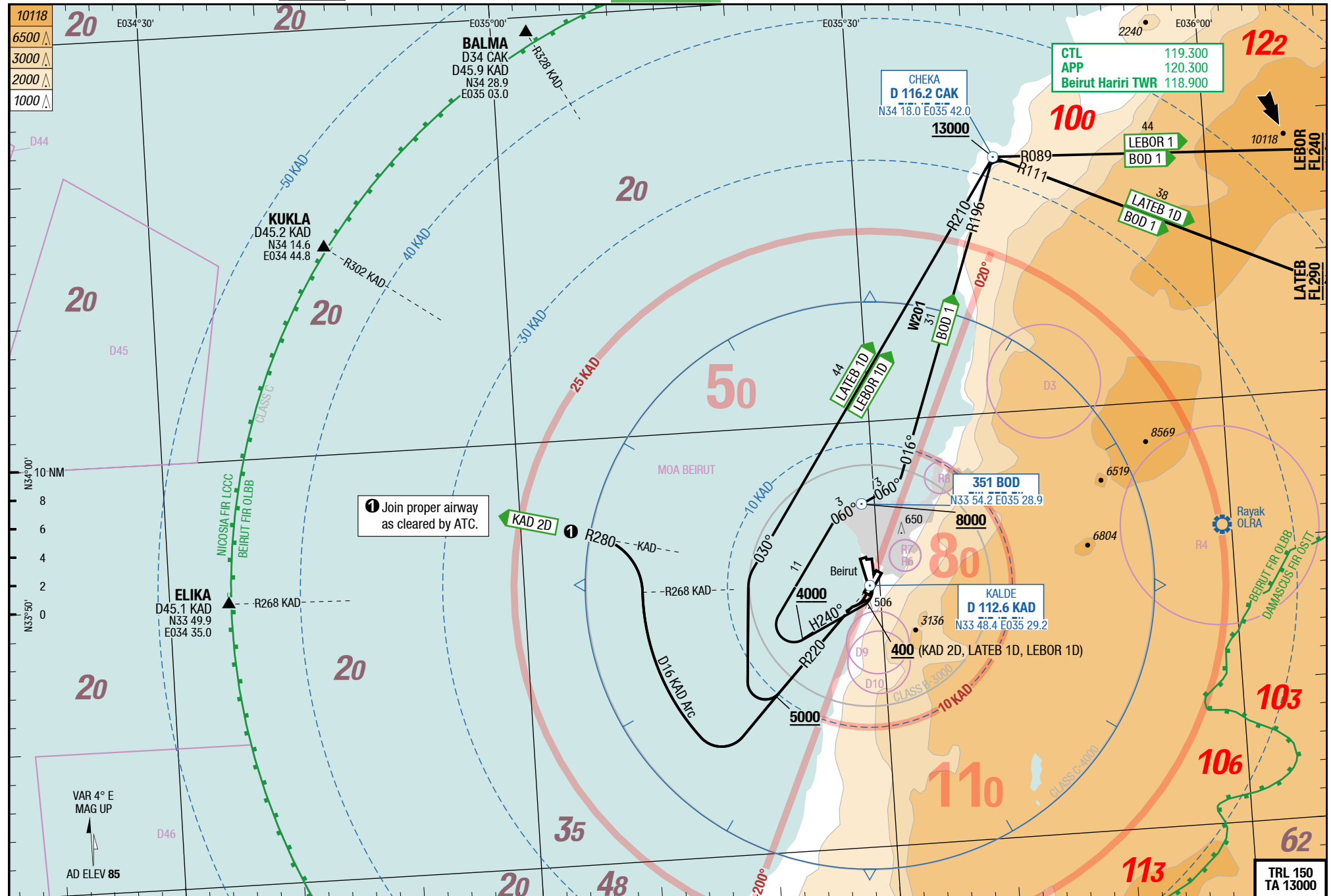
SID

Rafic Hariri Intl Beirut Lebanon

SIDs RWYs 17/21

4-20

SIDs RWYs 17/21



Changes: ALT, SUAs, Editorial

BEY-OLBA

NIL

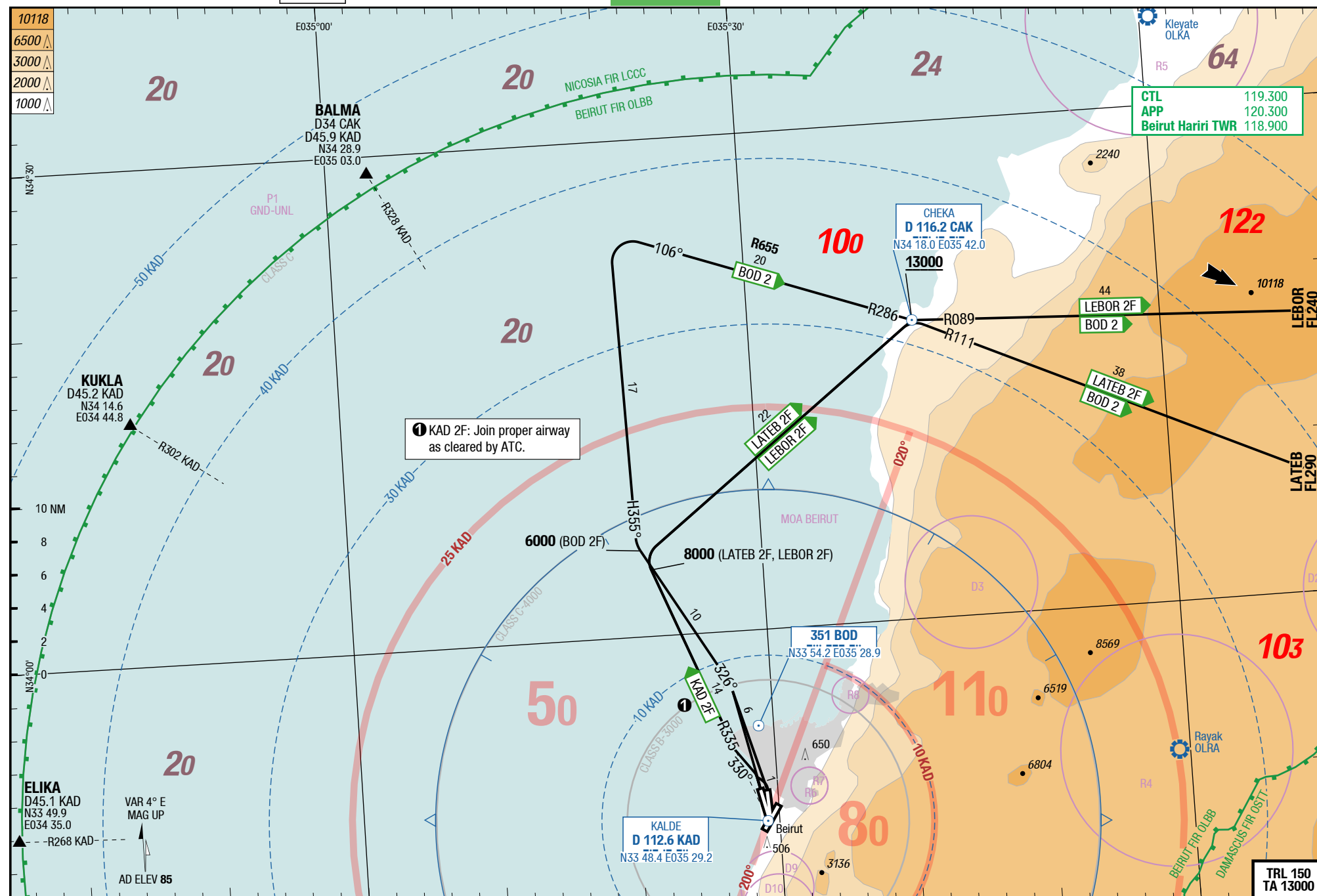
SIDs RWYs 34/35

SID

SID

NIL

SIDs RWYs 34/35



Changes: ASP, FREQ, SUAs

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KALDE 1E / LATEB 1E / LEBOR 1E

RWY 03 (029°)

After take-off, contact Beirut APP or Beirut CTL as soon as possible.

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 03	
KALDE 1E KAD 1E (west departure) 5.0% 7.0% to 1000 119.300 118.900 ①②	at D6 KAD (or seashore) LT 280° intercept R335 KAD - join AWY as cleared by ATC Visual departure: at MNM 600 LT intercept R335 KAD - join AWY as cleared by ATC	
LATEB 1E 5.0% 7.0% to 1000 119.300 118.900 ①②	at D6 KAD (or seashore) LT 280° intercept R335 KAD - at MNM 8000 RT direct CAK - LATEB Visual departure: at MNM 600 LT intercept R335 KAD - at MNM 8000 RT direct CAK - LATEB	CAK MNM 13000 LATEB MNM FL290
LEBOR 1E 5.0% 7.0% to 1000 119.300 118.900 ①②	at D6 KAD (or seashore) LT 280° intercept R335 KAD - at MNM 8000 RT direct CAK - LEBOR Visual departure: at MNM 600 LT intercept R335 KAD - at MNM 8000 RT direct CAK - LEBOR	CAK MNM 13000 LEBOR MNM FL240

- ① For visual departure: visibility MNM 3000m, ceiling MNM 1500ft. In addition, runway end has to be crossed at 600ft and overflying Beirut city has to be avoided.
- ② Unless otherwise instructed, ACFT shall remain two way communication with Hariri Tower on 118.900 when operating within the Beirut ATZ.

BEIRUT 1 / KALDE 2D / LATEB 1D / LEBOR 1D

RWYs 17 (173°) / 21 (209°)

After take-off, contact Beirut APP or Beirut CTL as soon as possible.

	GS	120	150	180	210	240	270
4.1%	ft/MIN	500	700	800	900	1000	1200
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 17	
BEIRUT 1 BOD 1 5.0% 119.300 118.900 ②	RT HDG 240° - at MNM 4000 RT intercept QDM 060 BOD to BOD - QDR 060 BOD - intercept R196 CAK (AWY W201) to CAK - LEBOR or LATEB	BOD MNM 8000 CAK MNM 13000 LEBOR MNM FL240 LATEB MNM FL290 or as cleared by ATC.
KALDE 2D KAD 2D 5.0% 4.1% to 600 119.300 118.900 ①②	at MNM 400 RT intercept R220 KAD - at MNM 5000 RT follow D16 KAD arc - crossing R268 KAD LT intercept R280 KAD - join AWY as cleared by ATC	
LATEB 1D 5.0% 4.1% to 600 119.300 118.900 ①②	at MNM 400 RT intercept R220 KAD - at MNM 5000 RT intercept R210 CAK to CAK - LATEB	CAK MNM 13000 LATEB MNM FL290
LEBOR 1D 5.0% 4.1% to 600 119.300 118.900 ①②	at MNM 400 RT intercept R220 KAD - at MNM 5000 RT intercept R210 CAK to CAK - LEBOR	CAK MNM 13000 LEBOR MNM FL240
	Runway 21	
BEIRUT 1 BOD 1 5.0% 119.300 118.900 ②	RT HDG 240° - at MNM 4000 RT intercept QDM 060 BOD to BOD - QDR 060 BOD - intercept R196 CAK (AWY W201) to CAK - LEBOR or LATEB	BOD MNM 8000 CAK MNM 13000 LEBOR MNM FL240 LATEB MNM FL290 or as cleared by ATC.

① Critical obstacle 600ft, is located at 4260m from DER and 1240m left to axis.

② Unless otherwise instructed, ACFT shall remain two way communication with Hariri Tower on 118.900 when operating within the Beirut ATZ.

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5-30

SIDs RWYs 17/21

SIDPT

KALDE 2D / LATEB 1D / LEBOR 1D

RWY 21 (209°)

After take-off, contact Beirut APP or Beirut CTL as soon as possible.

	GS	120	150	180	210	240	270
4.1%	ft/MIN	500	700	800	900	1000	1200
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 21	
KALDE 2D KAD 2D 5.0% 4.1% to 600 119.300 118.900 ①②	at MNM 400 RT intercept R220 KAD - at MNM 5000 RT follow D16 KAD arc - crossing R268 KAD LT intercept R280 KAD - join AWY as cleared by ATC	
LATEB 1D 5.0% 4.1% to 600 119.300 118.900 ①②	at MNM 400 RT intercept R220 KAD - at MNM 5000 RT intercept R210 CAK to CAK - LATEB	CAK MNM 13000 LATEB MNM FL290
LEBOR 1D 5.0% 4.1% to 600 119.300 118.900 ①②	at MNM 400 RT intercept R220 KAD - at MNM 5000 RT intercept R210 CAK to CAK - LEBOR	CAK MNM 13000 LEBOR MNM FL240

① Critical obstacle 600ft, is located at 4260m from DER and 1240m left to axis.

② Unless otherwise instructed, ACFT shall remain two way communication with Hariri Tower on 118.900 when operating within the Beirut ATZ.

BEIRUT 2 / KALDE 2F / LATEB 2F / LEBOR 2F

RWYs 34 (343°) / 35 (353°)

After take-off, contact Beirut APP or Beirut CTL as soon as possible.

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 34	
BEIRUT 2 BOD 2 5.0% 119.300 118.900 ①	LT intercept QDR 326 BOD - at 6000 RT HDG 355° intercept R286 CAK (AWY R655) direct CAK - LEBOR or LATEB	CAK MNM 13000 LEBOR MNM FL240 LATEB MNM FL290 or as cleared by ATC
KALDE 2F KAD 2F (west departure) 5.0% 119.300 118.900 ①	LT 330° intercept R335 KAD - join AWY as cleared by ATC.	
LATEB 2F 5.0% 119.300 118.900 ①	LT 330° intercept R335 KAD - at 8000 RT direct CAK - LATEB	CAK MNM 13000 LATEB MNM FL290
LEBOR 2F 5.0% 119.300 118.900 ①	LT 330° intercept R335 KAD - at 8000 RT direct CAK - LEBOR	CAK MNM 13000 LEBOR MNM FL240
	Runway 35	
BEIRUT 2 BOD 2 5.0% 119.300 118.900 ①	LT intercept QDR 326 BOD - at 6000 RT HDG 355° intercept R286 CAK (AWY R655) direct CAK - LEBOR or LATEB	CAK MNM 13000 LEBOR MNM FL240 LATEB MNM FL290 or as cleared by ATC

① Unless otherwise instructed, ACFT shall remain two way communication with Hariri Tower on 118.900 when operating within the Beirut ATZ.

KALDE 2F / LATEB 2F / LEBOR 2F

RWY 35 (353°)

After take-off, contact Beirut APP or Beirut CTL as soon as possible.

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 35	
KALDE 2F KAD 2F (west departure) 5.0% 119.300 118.900 ①	LT 330° intercept R335 KAD - join AWY as cleared by ATC.	
LATEB 2F 5.0% 119.300 118.900 ①	LT 330° intercept R335 KAD - at 8000 RT direct CAK - LATEB	CAK MNM 13000 LATEB MNM FL290
LEBOR 2F 5.0% 119.300 118.900 ①	LT 330° intercept R335 KAD - at 8000 RT direct CAK - LEBOR	CAK MNM 13000 LEBOR MNM FL240

① Unless otherwise instructed, ACFT shall remain two way communication with Hariri Tower on 118.900 when operating within the Beirut ATZ.

29-DEC-2016

BEY-OLBA

Lebanon **Beirut** Rafic Hariri Intl

RNAV STARs RWY 16

RNAV STARs RWY 03

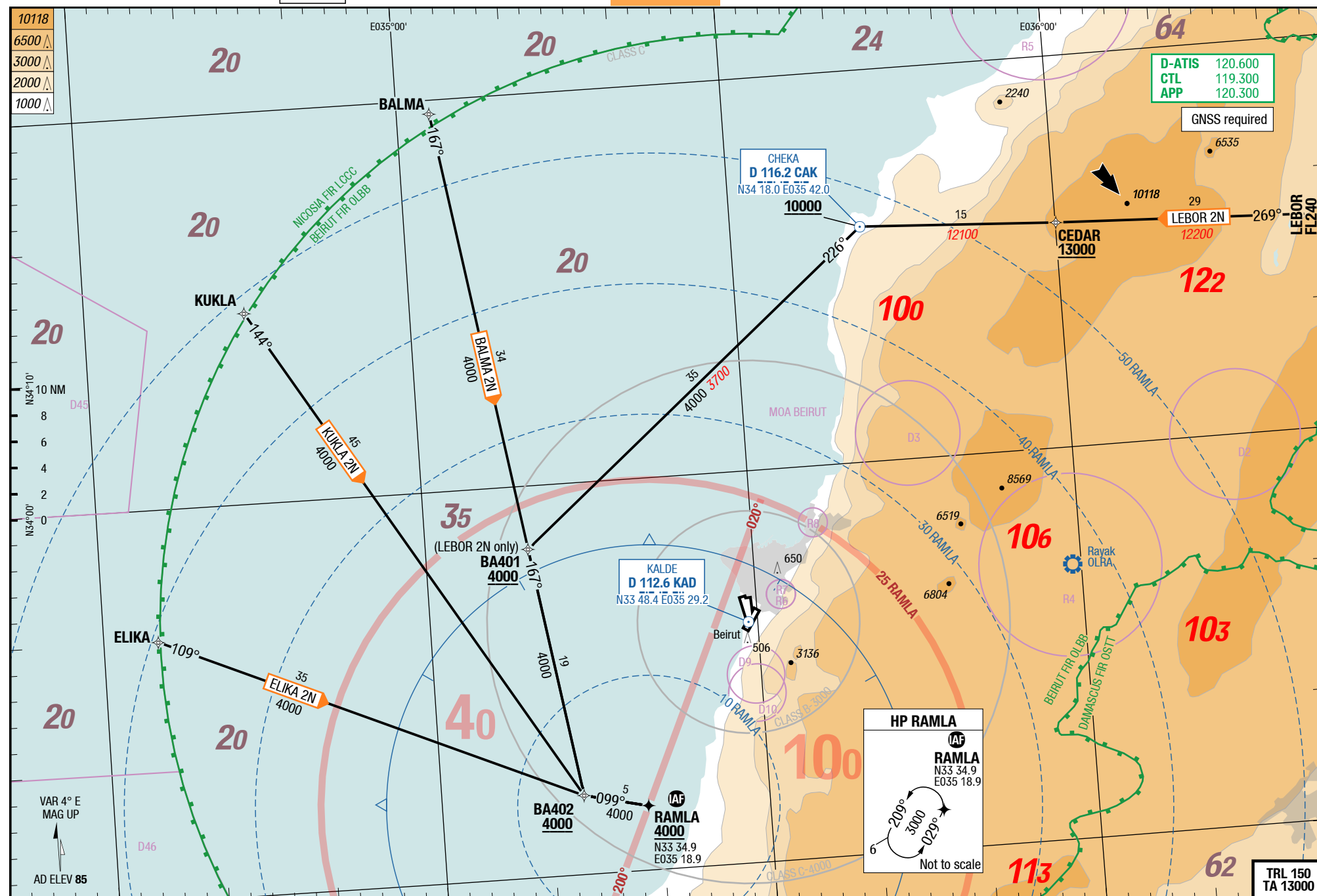
STAR

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Rafic Hariri Intl **Beirut** Lebanon

RNAV STARs RWY 16

RNAV STARs RWY 03



Changes: SUAs, HLDG

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Lebanon Beirut Rafic Hariri Intl

6-20

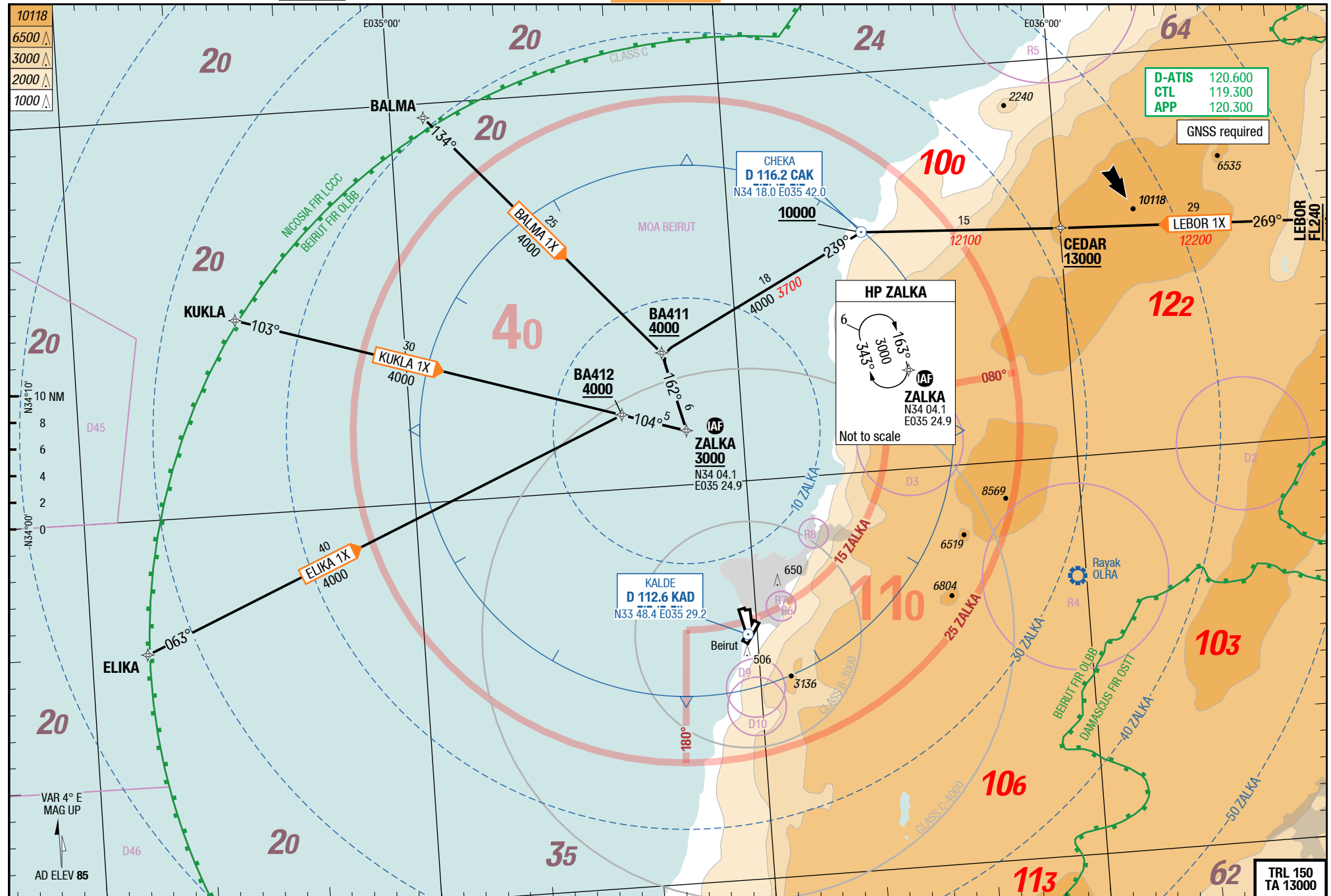
RNAV STARs RWY 16

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Rafic Hariri Intl Beirut Lebanon

RNAV STARs RWY 16



Changes: SUAs, HLDG

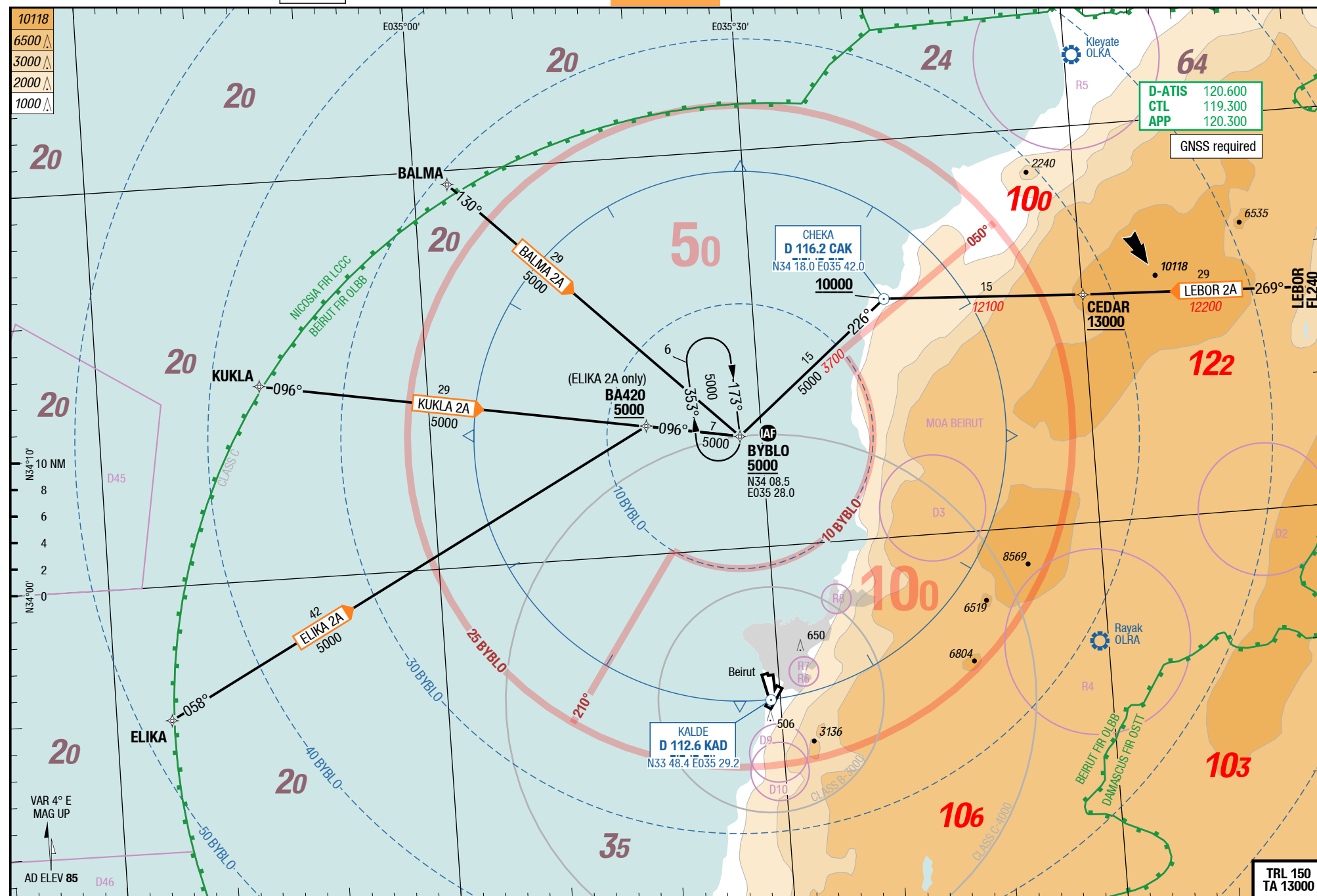
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RNAV STARs RWY 17

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RNAV STARs RWY 17



Changes: SUAs, HLDG

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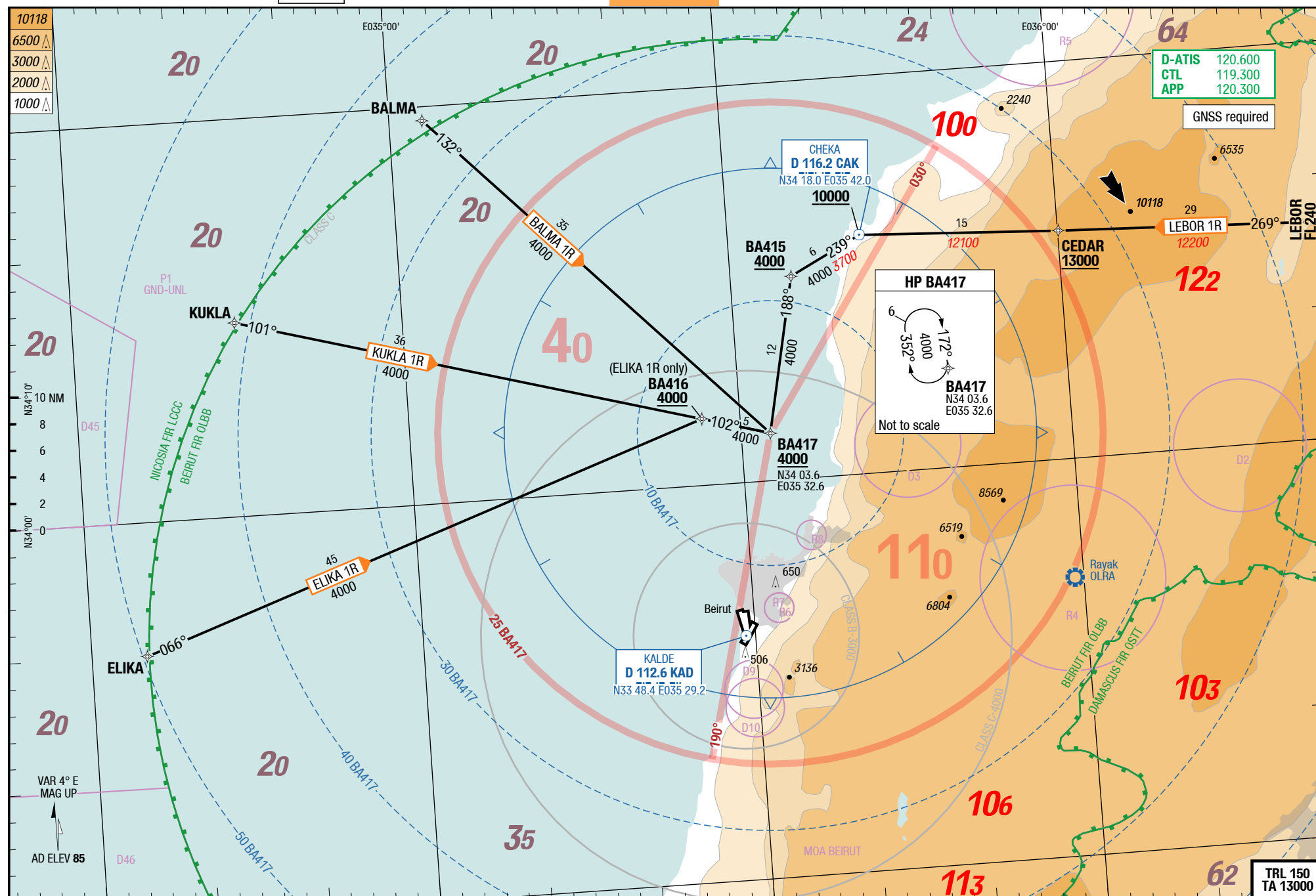
BEY-OLBA

RNAV STARs RWY 21

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RNAV STARs RWY 21



Changes: Nil

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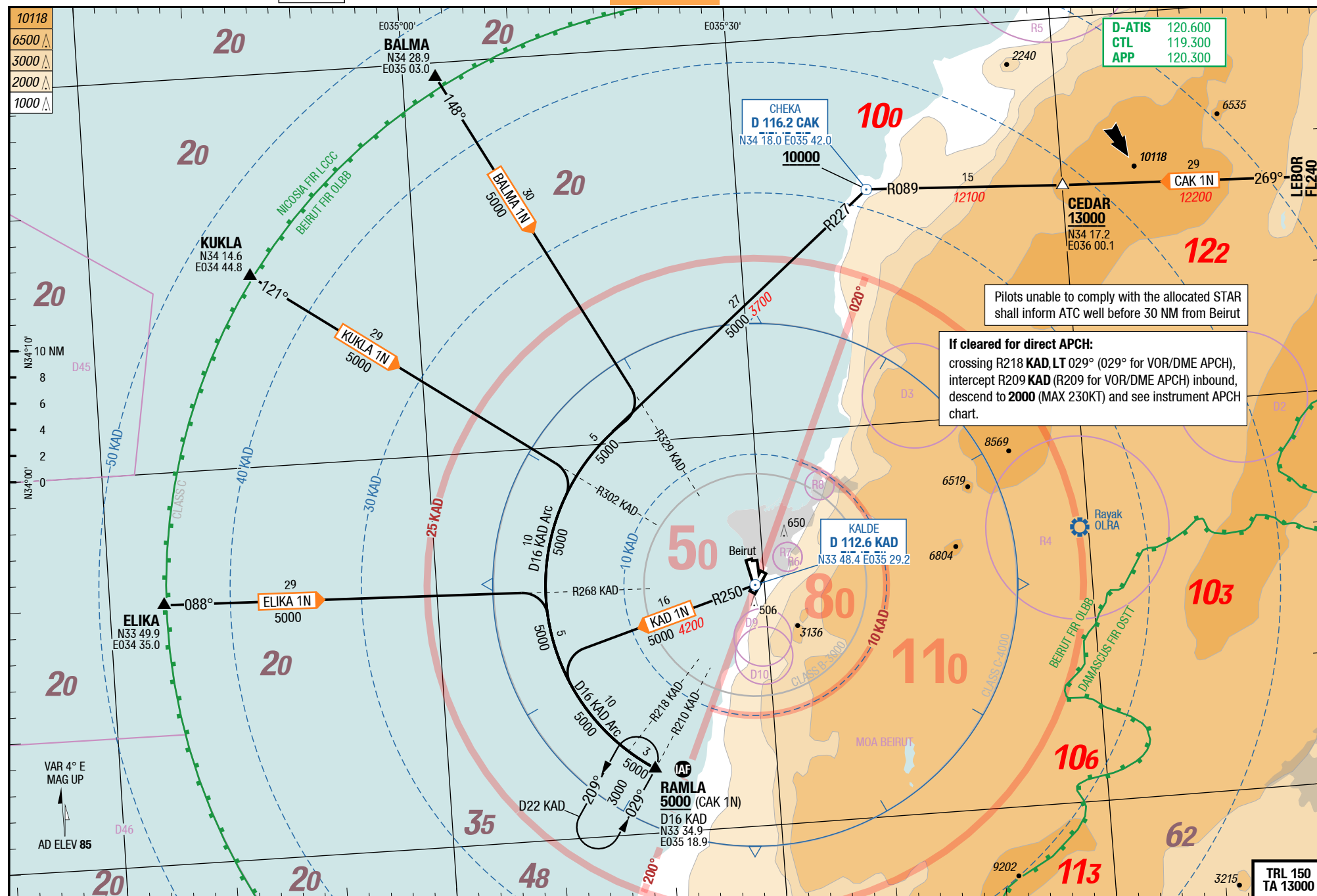
STARs RWY 03

STAR

STAR

STARs RWY 03

6-50



Changes: Track, HLDG, SUAs

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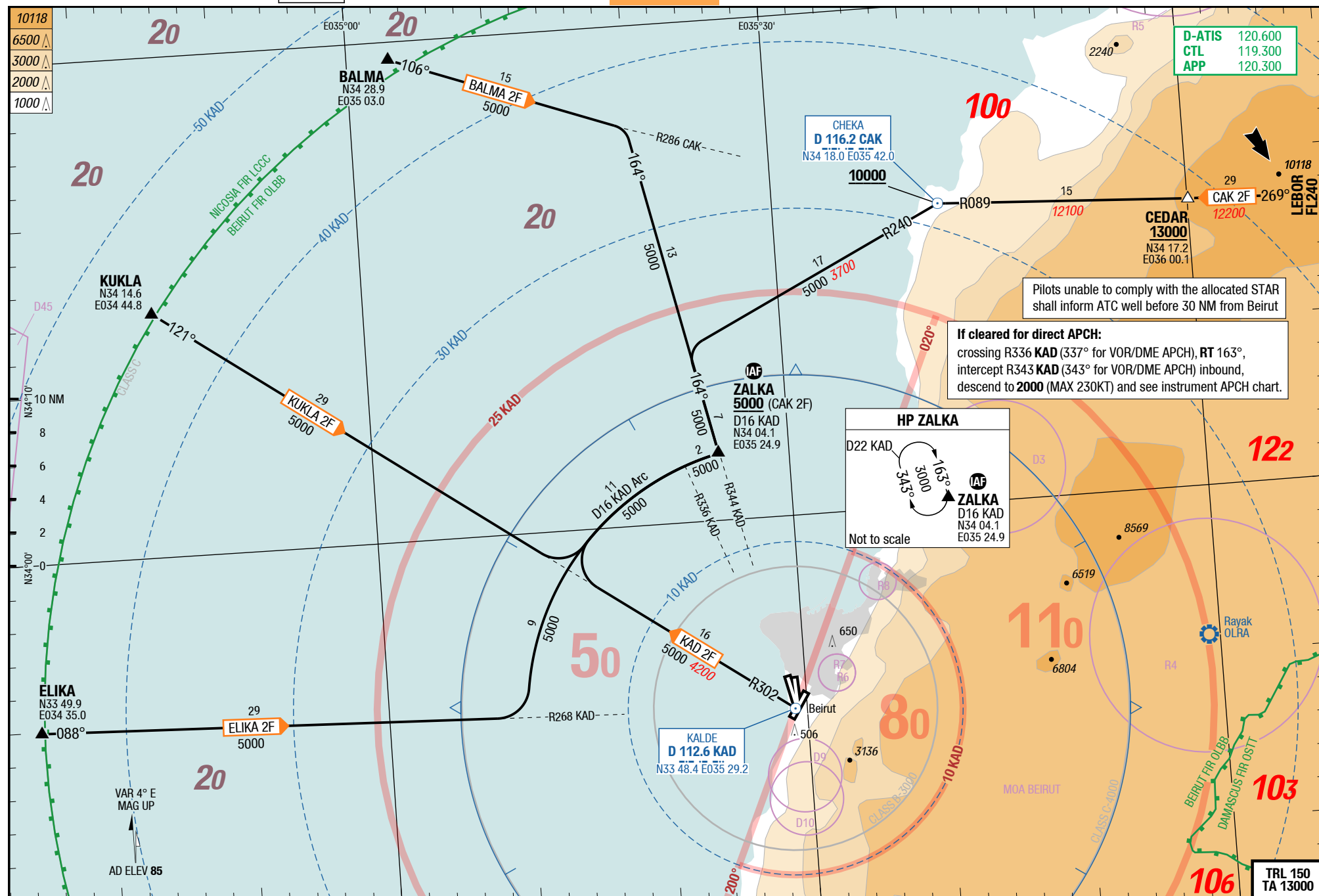
STAR

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STARs RWY 16

6-60

STARs RWY 16



Changes: Note, HLDG, SUAs

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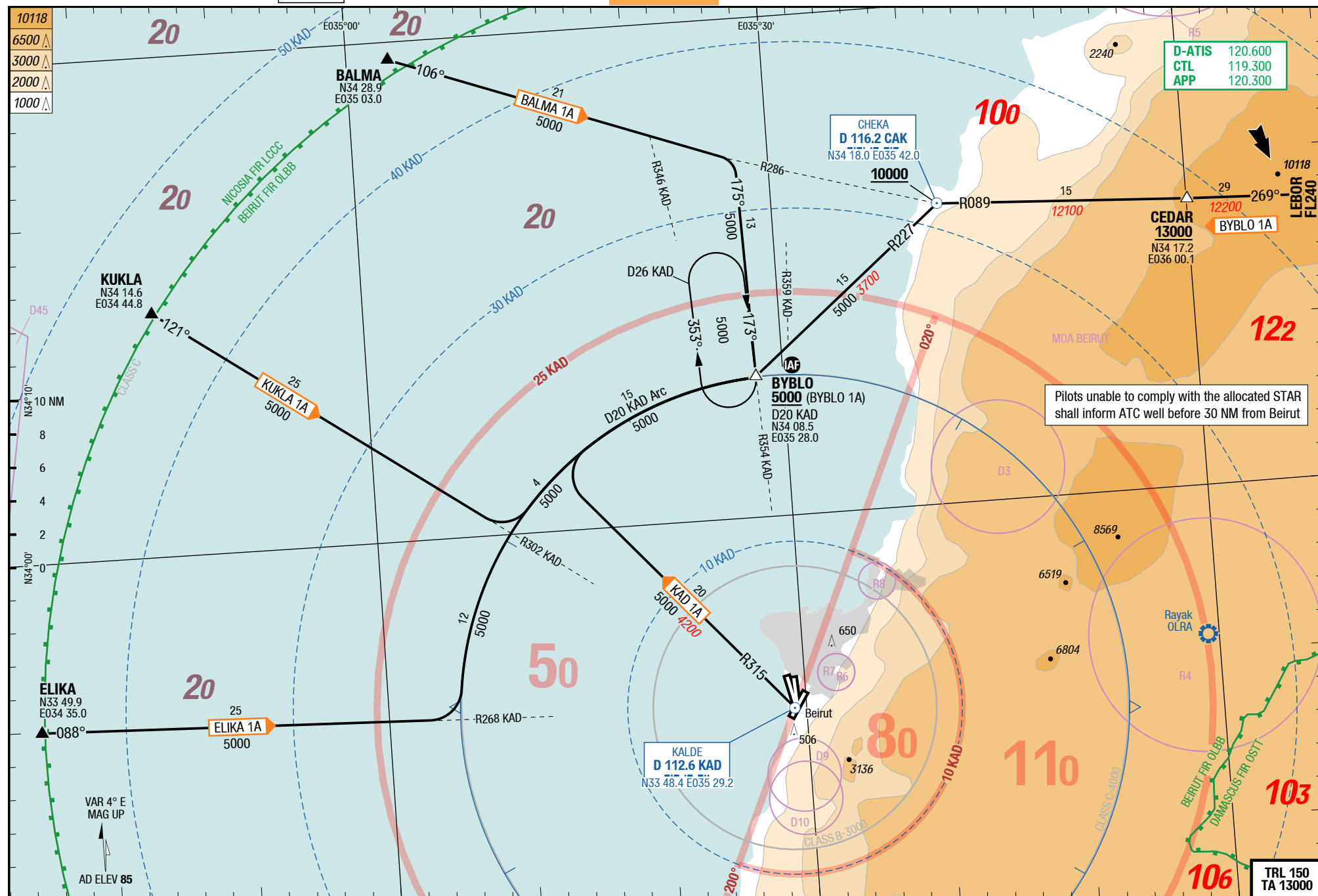
STARs RWY 17

STAR

STAR

NIL

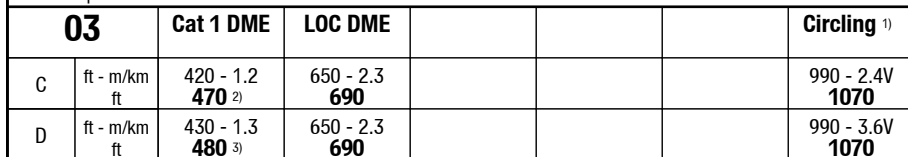
STARs RWY 17



Changes: SUAs, HLDG

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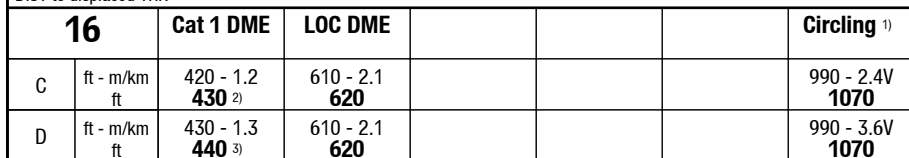
ILS 03



2) With EVS RVR 800m

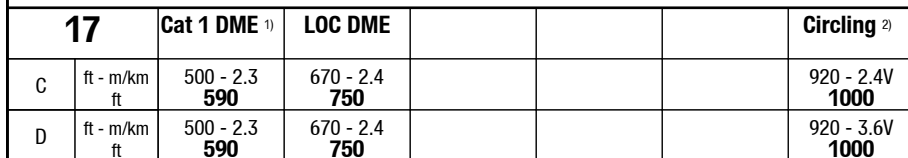
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ILS 16



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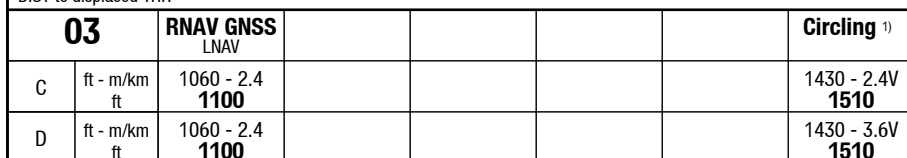
ILS 17



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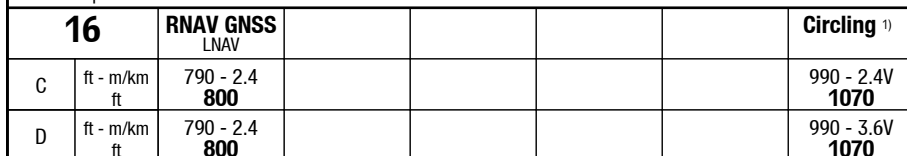
Changes: Note

RNAV (GNSS) 03



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RNAV (GNSS) 16



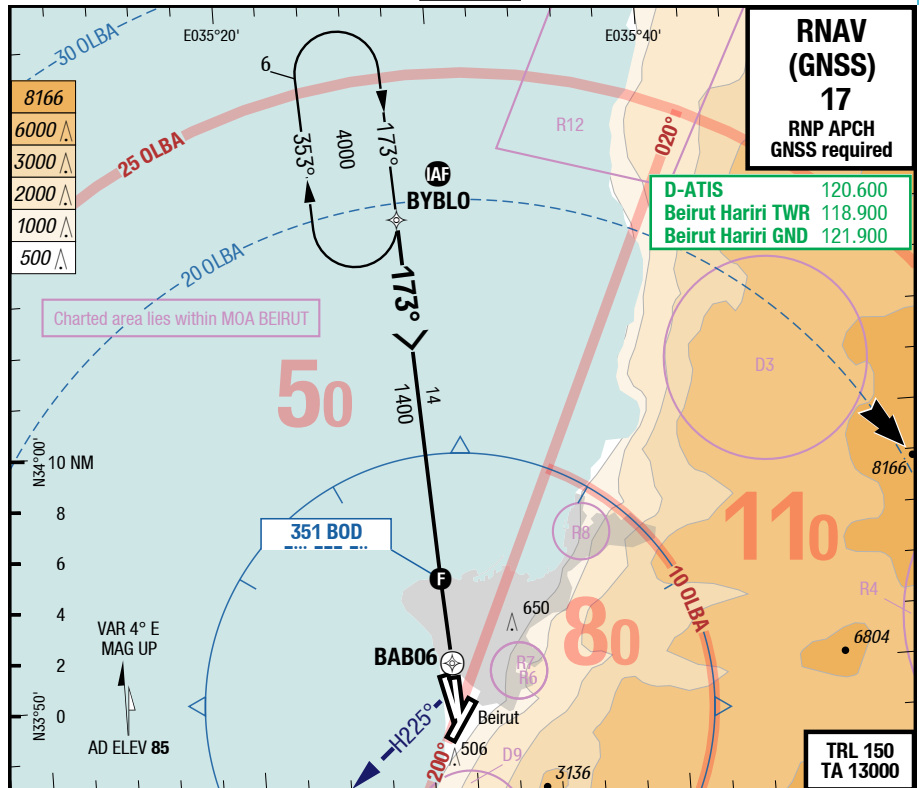
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Changes: Track

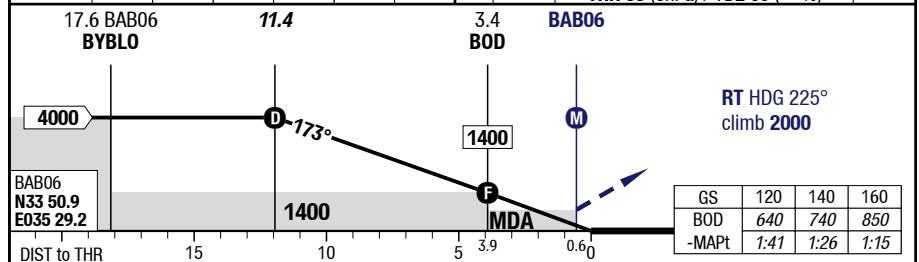
02-MAR-2017

BEY-OLBA

7-70

RNAV (GNSS) 17


3.00°	11.4	10	8	6	5	3	17	83.0°	60 L
BAB06	4000	3550	2910	2260	1940	1290		3250 x 45	
								83.0°	
								THR 85 (3hPa) / TDZ 85 (---%)	-0.5%



17	RNAV GNSS LNAV						Circling ¹⁾
C	ft - m/km ft	720 - 2.4 800					920 - 2.4V 1000
D	ft - m/km ft	720 - 2.4 800					920 - 3.6V 1000

¹⁾ W and N of AD and to RWY 03/21 only

Changes: SUAs, Editorial

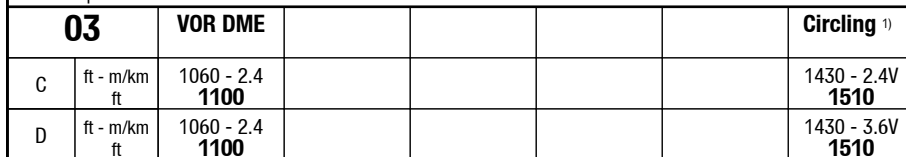
RNAV (GNSS) 21



21		RNAV GNSS LNAV					Circling 1)
C	ft - m/km ft	1160 - 4.9 1200					1420 - 4.9V 1500
D	ft - m/km ft	1160 - 4.9 1200					1420 - 4.9V 1500

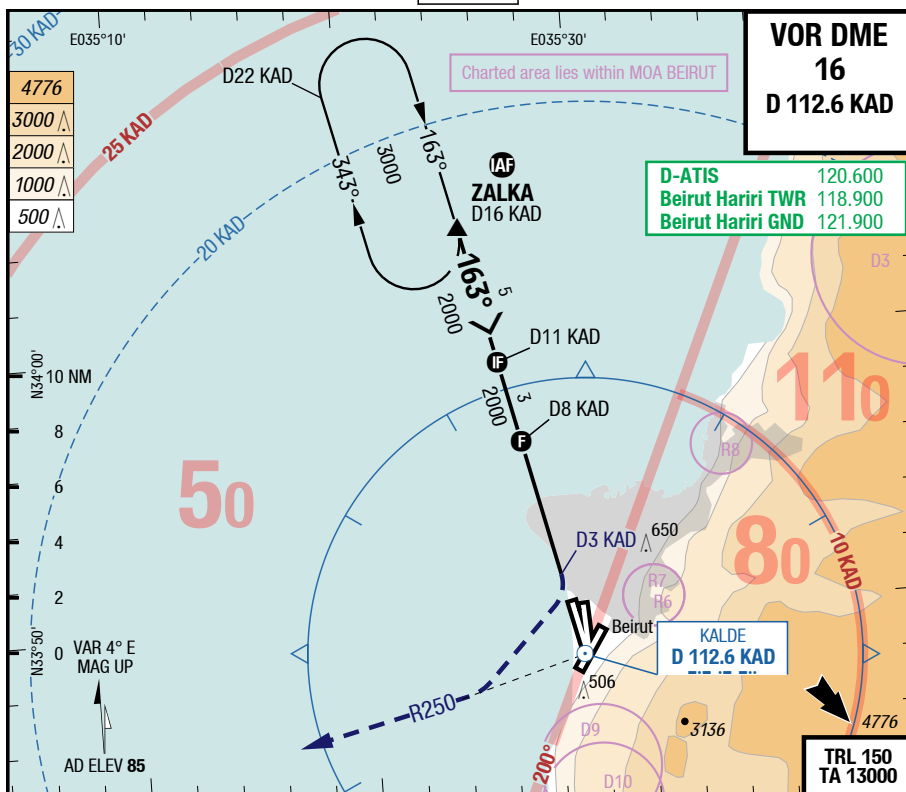
Changes: Nil

VOR DME 03

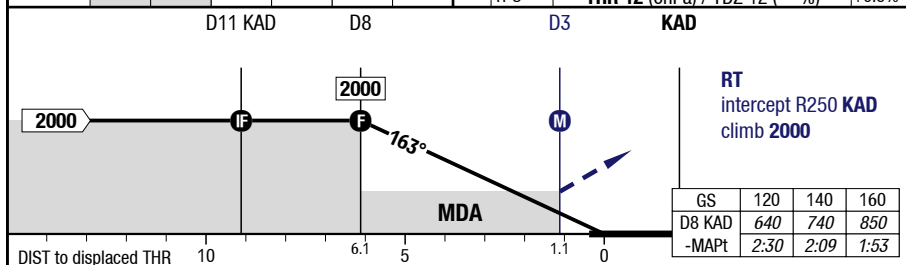


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VOR DME 16



3.00°			8	7	6	5	(16)	PAPI angle not AVBL 60 H 30 H
D KAD			2000	1690	1380	1060	H-S	RCLL offset 0.6m to left +0.3%



16		VOR DME				Circling ¹⁾
C	ft - m/km ft	790 - 2.4 800				990 - 2.4V 1070
D	ft - m/km ft	790 - 2.4 800				990 - 3.6V 1070

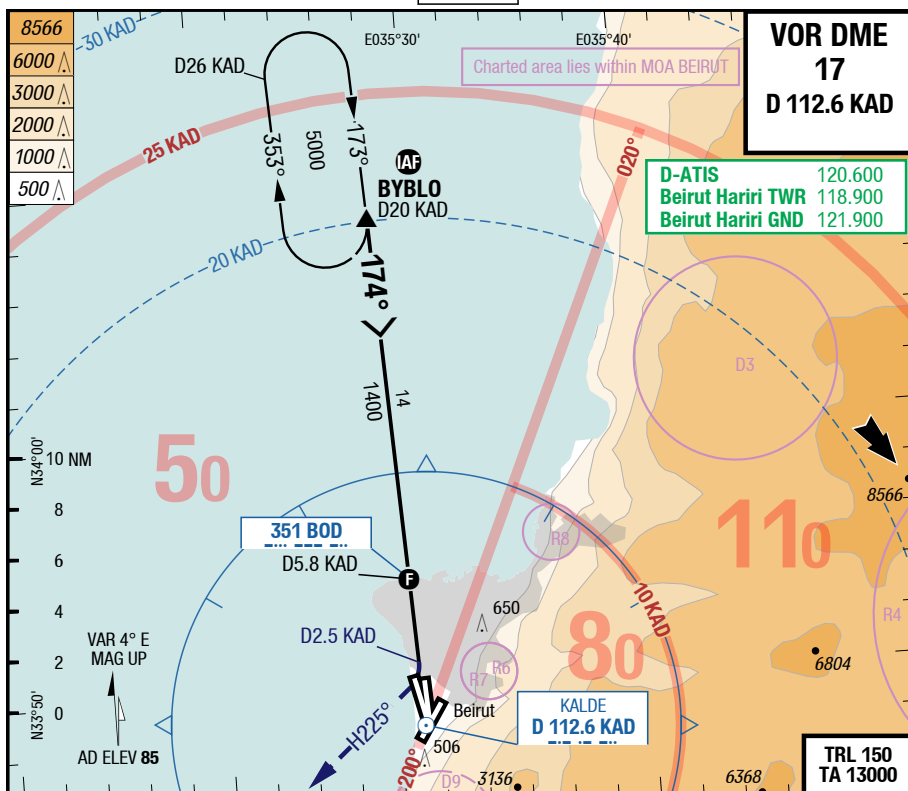
1) W and N of AD and to RWY 03/21 only

Changes: Track

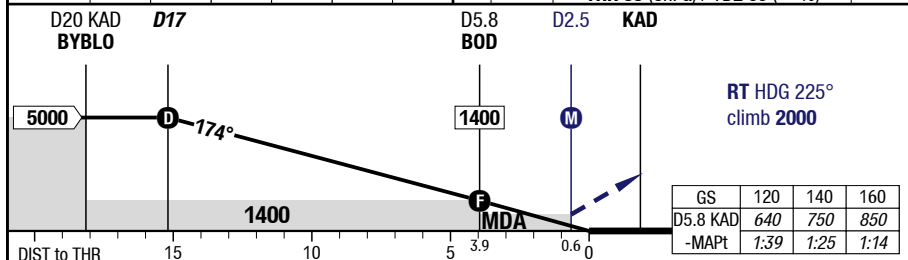
BEY-OLBA

7-110

VOR DME 17



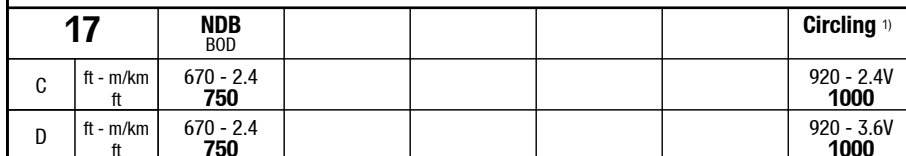
3.00°	17	11	9	7	5	4	17	83.0°	60 L
D KAD	5000	3070	2430	1790	1150	830		3250 x 45	
RWY 173°								83.0°	
								THR 85 (3hPa) / TDZ 85 (---%)	-0.5%



17	VOR DME					Circling ¹⁾
C	ft - m/km ft	720 - 2.4 800				920 - 2.4V 1000
D	ft - m/km ft	720 - 2.4 800				920 - 3.6V 1000

1) W and N of AD and to RWY 03/21 only

NDB (BOD) 17



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Changes: Track, APL, MM