

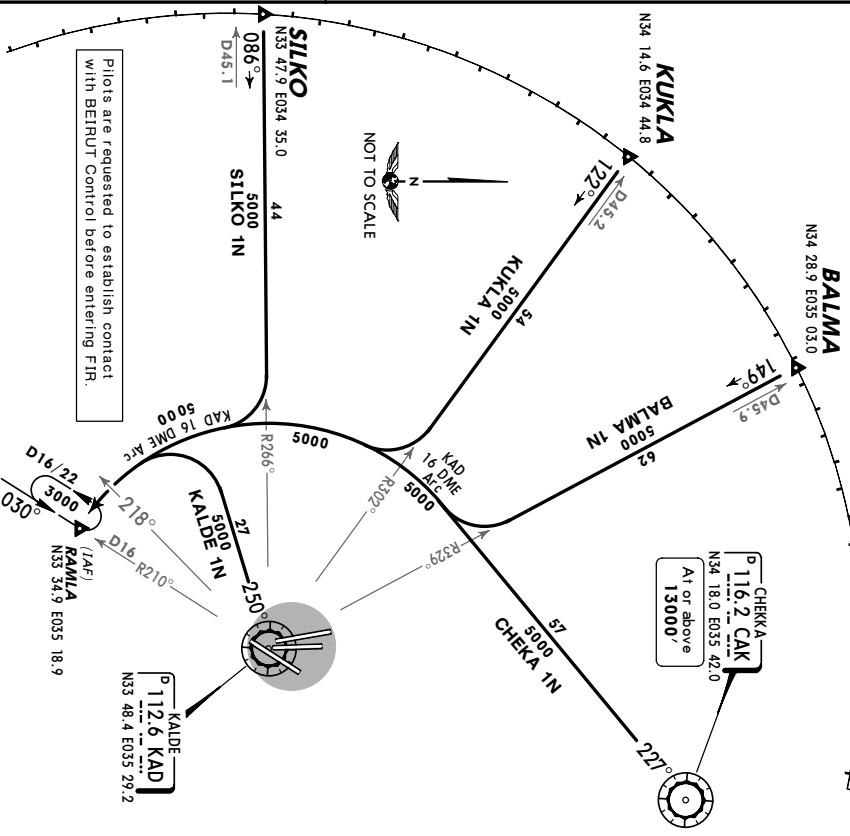
**OLBA/BEY** **BEIRUT, LEBANON**

ATIS <b>112.6</b>	BEIRUT Control <b>119.3</b>	ApT Elev <b>120.3</b>	Alt Set: hPa (IN on request) Trans level: FL150 Trans alt: 13000' If unable to comply with allocated STAR inform ATC prior to 30 NM from Beirut.
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30 JUL 04 **10-2** **EFF 5 AUG** **STAR**

**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.

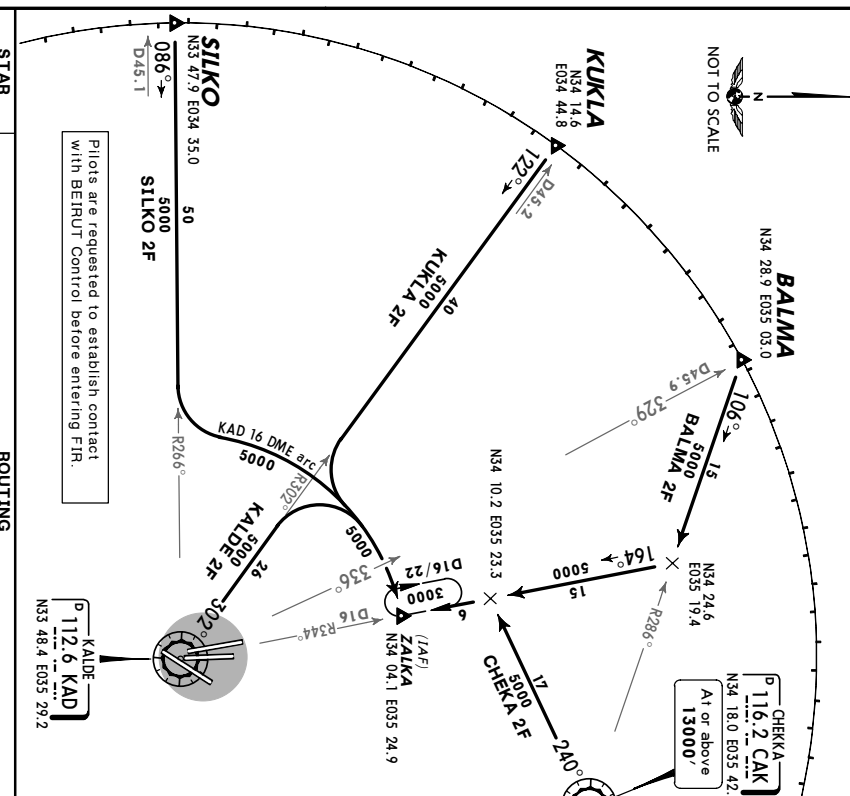
**OLBA/BEY** **BEIRUT, LEBANON**

ATIS <b>112.6</b>	BEIRUT Control <b>119.3</b>	ApT Elev <b>120.3</b>	Alt Set: hPa (IN on request) Trans level: FL150 Trans alt: 13000' If unable to comply with allocated STAR inform ATC prior to 30 NM from Beirut.
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30 JUL 04 **10-2A** **EFF 5 AUG** **STAR**

**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 ZAIKA**



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

**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.

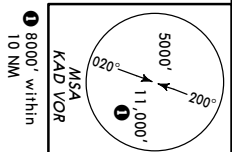
**OLBA/BEY**  
BEIRUT INTL

ATIS <b>112.6</b>	BEIRUT Control <b>119.3</b> <b>120.3</b>	Apt Elev <b>85'</b>	Alt Set: hPa (IN on request) Trans level: FL150 Trans alt: 13000' If unable to comply with allocated STAR inform ATC prior to 30 NM from Beirut.
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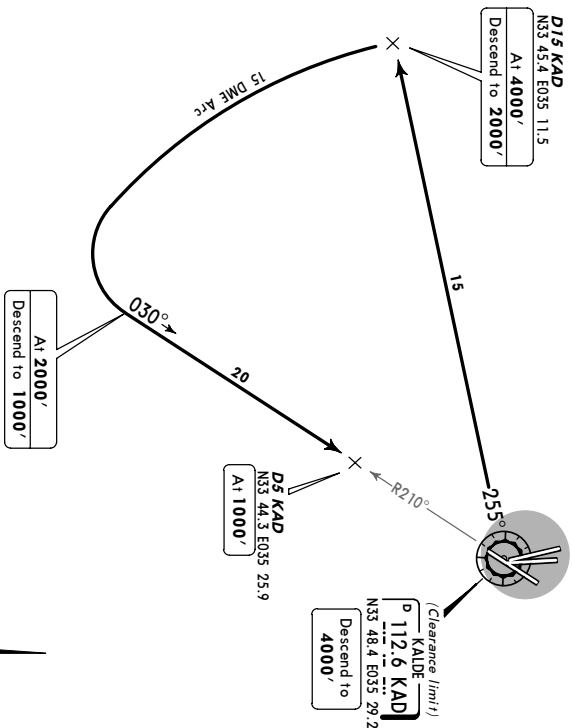
30 JUL 04 **(10-2B)** **EFF 5 AUG** **STAR**

**BEIRUT, LEBANON**

**KALDE ONE BRAVO (KALDE 1B) [KAD1B]**  
**RWY 03 ARRIVAL**  
TO D5 KAD



Pilots are requested to establish contact with BEIRUT Control at least 5 min before entering FIR. If unable to comply with this STAR inform ATC before crossing CAK.



**ROUTING**

KAD R-255 to D15 KAD, turn LEFT, along 15 DME arc, intercept KAD R-210 inbound to D5 KAD.  
CHANGES: see other side.  
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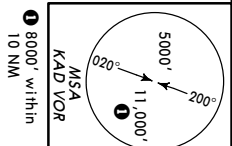
**OLBA/BEY**  
BEIRUT INTL

ATIS <b>112.6</b>	BEIRUT Control <b>119.3</b> <b>120.3</b>	Apt Elev <b>85'</b>	Alt Set: hPa (IN on request) Trans level: FL150 Trans alt: 13000' If unable to comply with allocated STAR inform ATC prior to 30 NM from Beirut.
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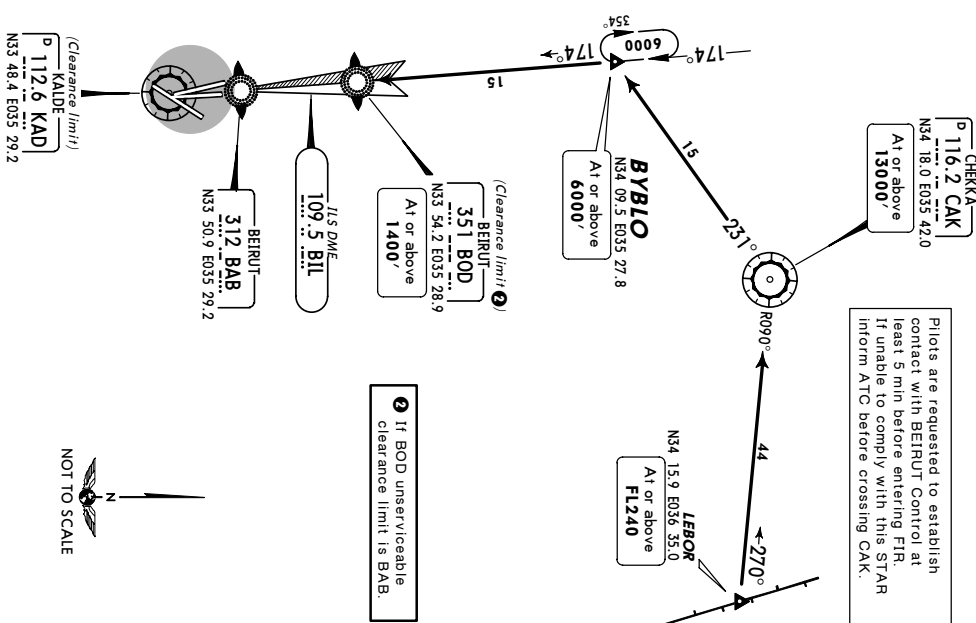
30 JUL 04 **(10-2C)** **EFF 5 AUG** **STAR**

**BEIRUT, LEBANON**

**BYBLO ONE (BYBLO 1)**  
**RWY 17 ARRIVAL**



Pilots are requested to establish contact with BEIRUT Control at least 5 min before entering FIR. If unable to comply with this STAR inform ATC before crossing CAK.



**ROUTING**

To CAK, CAK R-231 to BYBLO, intercept 174° bearing to BOD, intercept 1 BIL LOC.  
CHANGES: STAR BEIRUT 1 replaced by BYBLO 1; rwy designation.  
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**OLBA/BEY BEIRUT INTL** **JEPPESEN** **BEIRUT, LEBANON** **STD**

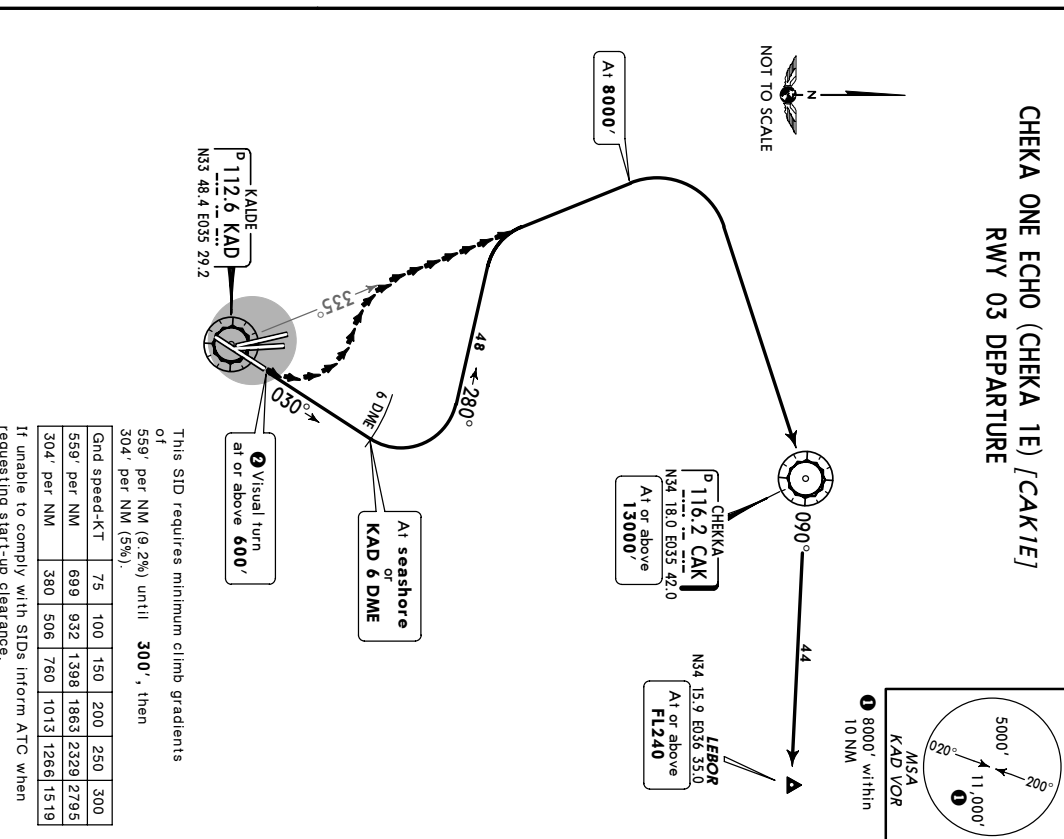
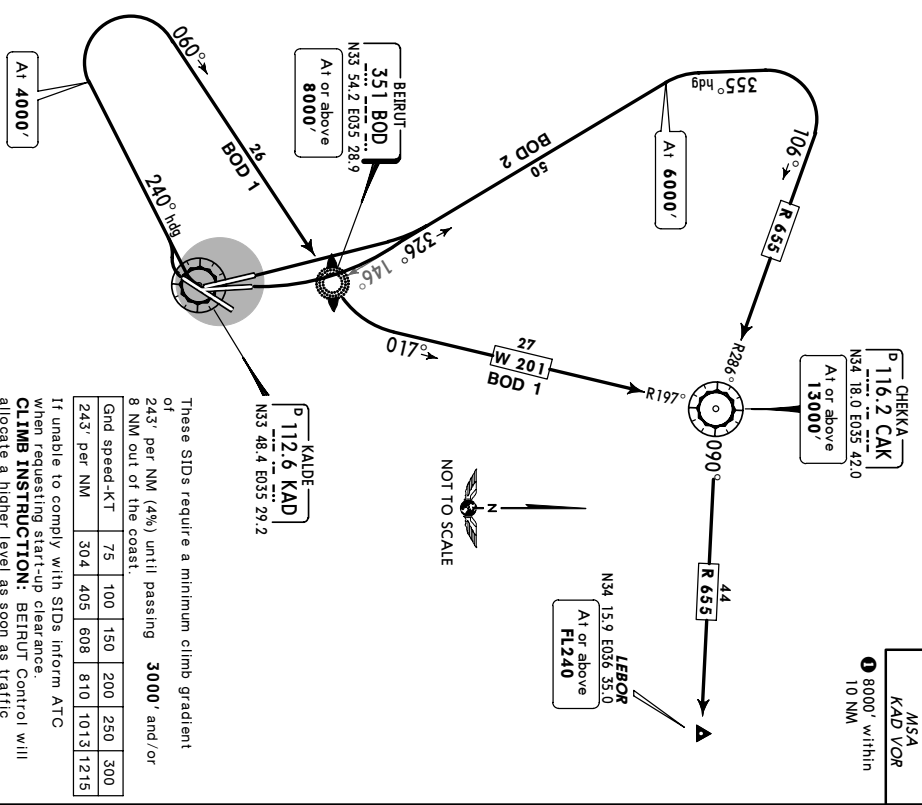
**OLBA/BEY BEIRUT INTL** **JEPPESEN** **BEIRUT, LEBANON** **STD**

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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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**

**CHEKA ONE ECHO (CHEKA 1E) [CAK1E]**  
**RWY 03 DEPARTURE**



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

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

SID	RWY	Initial climb clearance <b>3000'</b> except otherwise instructed by ATC
BOD 1	17	
BOD 2	34	

SID	RWY	Initial climb clearance <b>3000'</b> except otherwise instructed by ATC
BOD 1	17	
BOD 2	34	

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

CHANGES: SIDs CHEKA 1E, IF withdrawn. © JEPPESEN SANDERSON, INC., 2004. ALL RIGHTS RESERVED.

**OLBA/BEY BEIRUT INTL** **JEPPESSEN** **BEIRUT, LEBANON** **STD**

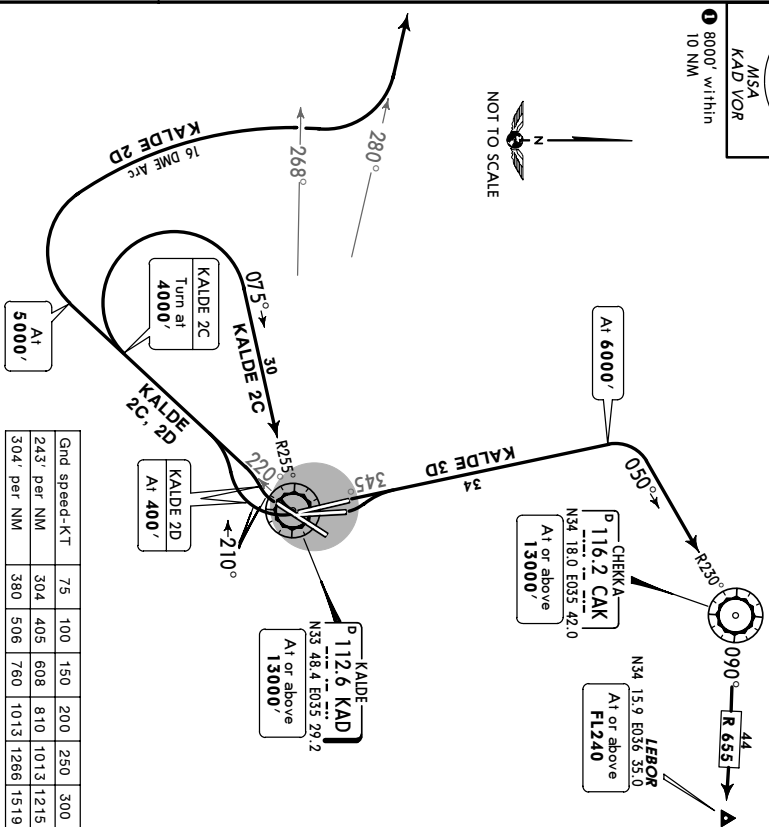
30 JUL 04 (10-3B) EFF 5 AUG

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.

BEIRUT Control  
**119.3**

Aprt Elev  
**85'**

**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 **KALDE 2C, 3D: 243' per NM (4%)** until passing **3000'** and/or **8 NM** out of the coast. **KALDE 2D: 304' per NM (5%)**.

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-288 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.
	35	

**OLBA/BEY BEIRUT INTL** **JEPPESSEN** **BEIRUT, LEBANON** **STD**

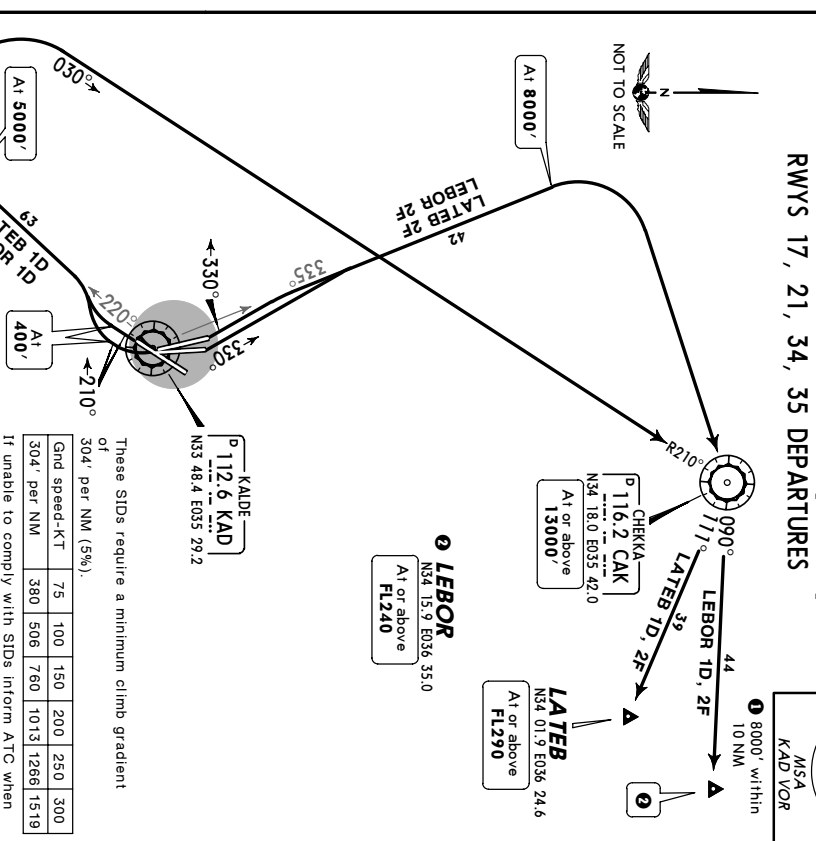
30 JUL 04 (10-3C) EFF 5 AUG

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.

BEIRUT Control  
**119.3**

Aprt Elev  
**85'**

**LATER ONE DELTA (LATER 1D) [LATE1D]  
LATER TWO FOXTROT (LATER 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 **304' per NM (5%)**.

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
LATER 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 LATER.
LATER 2F	34	From DER on 330° track, intercept KAD R-335, at <b>8000'</b> turn RIGHT to CAK, then to LATER.
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.

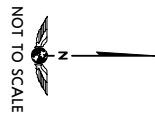
**OLBA/BEY**  
BEIRUT INTL

JEPPESSEN  
30 JUL 04 (10-3D) EFF 5 AUG

BEIRUT, LEBANON  
DEPARTURE

BEIRUT Control <b>119.3</b>	Apt Elev <b>85'</b>	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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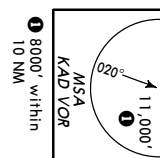
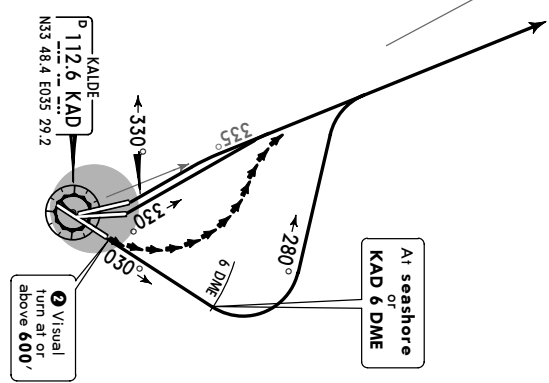
**RWYS 03, 34, 35 DEPARTURE PROCEDURES**  
TO WEST: BALMA, KUKLA & SILKO



**BALMA**  
N34 28.9 E035 03.0

**KUKLA**  
N34 14.6 E034 44.8

**SILKO**  
N33 47.9 E034 35.0



These Departures require minimum climb gradients of

<b>RWY 03:</b> 559' per NM (9.2%) until 300', then 304' per NM (5%).
<b>RWYS 34, 35:</b> 304' per NM (5%).

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

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

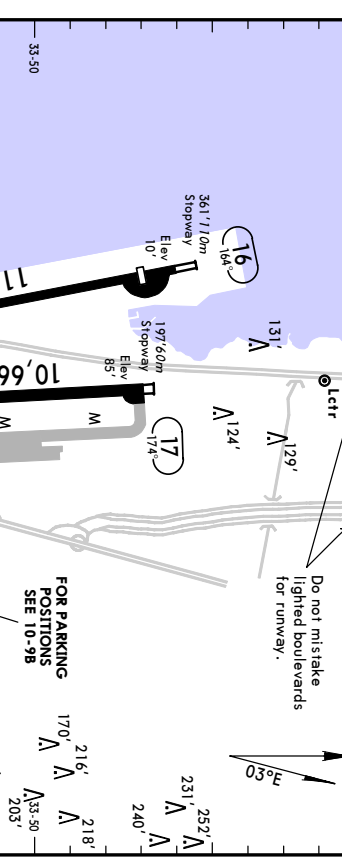
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**OLBA/BEY**  
BEIRUT INTL

JEPPESSEN  
30 JUL 04 (10-9) EFF 5 AUG

BEIRUT, LEBANON  
BEIRUT INTL

ATTIS <b>112.6</b>	BEIRUT Ground <b>121.9</b>	Tower <b>118.9</b>
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Do not mistake lighted boulevards for runway.

Do not mistake Twy A for rwy 03/21.

FOR PARKING POSITIONS SEE 10-98

Control Tower 157'

Scale: 0 1000 2000 3000 4000 5000 Meters

Scale: 0 1000 2000 3000 4000 5000 Feet

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

ADDITIONAL RUNWAY INFORMATION

RWY	USABLE LENGTHS		TAKE-OFF	WIDTH
	LANDING BEYOND	GLIDE SLOPE		
03	10,646' 3245m	9678' 2950m		148'
21	9203' 2805m	8109' 2472m		45m

① Configuration unknown.

16	HIRL (60m) CL (30m)	HIALS ①	PAPI-L	NA	148'
34	HIRL (60m) CL (30m)	NA			45m

① Configuration unknown.

17	HIRL (45m) ②	PAPI (angle 3.0°)	9509' 2899m	197'
35	HIRL (45m) ②		7874' 2400m	60m

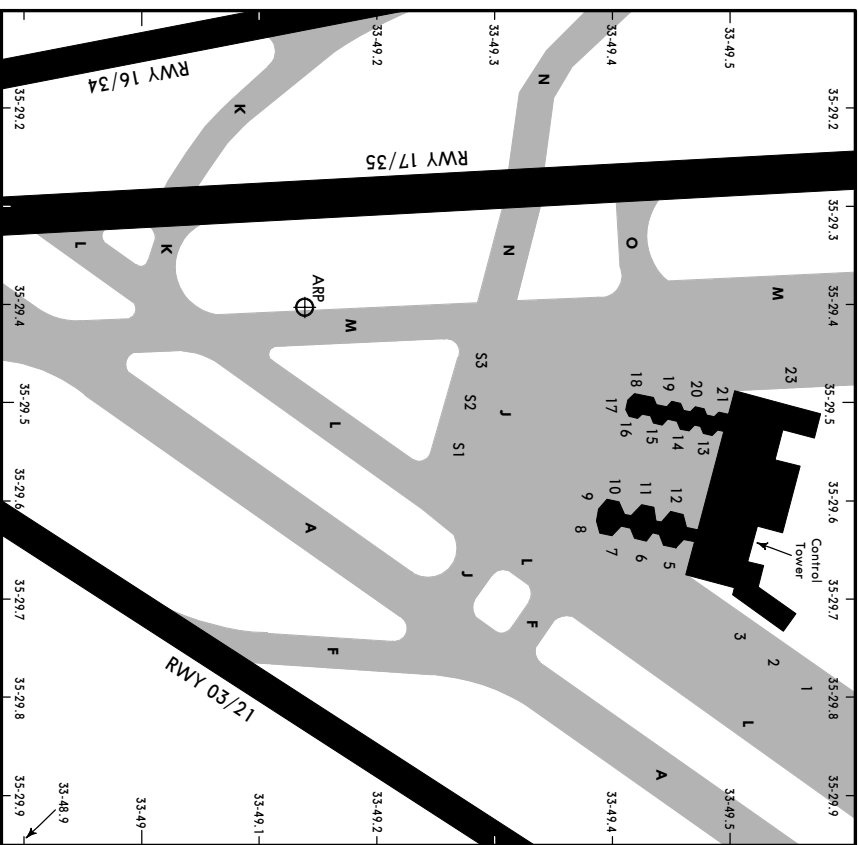
② Runway lights are installed 105'/32m either side of runway centerline.

AIR CARRIER (JAA)		AIR CARRIER (FAA)	
RWYS 03/21 & 16/34 LVP must be in force R & CL		LVP must be in force RCLM (DAY only) or RL	
All Rwys		All Rwys	
RCLM (DAY only) or RL		RCLM (DAY only) or RL	
Adequate Vis Ref		Adequate Vis Ref	

TAKE-OFF ①

A	200m	250m	400m	2	Eng 3 & 4
B	200m	250m	400m	2	Eng 3 & 4
C	250m	300m			

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



STAND No.	COORDINATES	STAND No.	COORDINATES
1	N33 49.6 E035 29.8	14 thru 19	N33 49.4 E035 29.5
2 thru 5	N33 49.5 E035 29.7	20 thru 23	N33 49.5 E035 29.5
6	N33 49.4 E035 29.7		
7 thru 12	N33 49.4 E035 29.6		
13	N33 49.5 E035 29.5		

Push back is compulsory on nose-in stands.  
 Stands 1 thru 3, 20, 21 & 23 are available for B-747.  
 Visual nose-in Docking guidance system available on stands 13 thru 17.  
 AGNIS available on stands 1 thru 3, 5 thru 7, 18 thru 21 and 23.  
 ROBOT available on stands 8 thru 12. Prior notification is required for ROBOT operation.  
 Manual marshalling is available.

**OLBA/BEY** **JEPPESEN** **ETA 3 Aug** **JAA MINIMUMS**  
 30 JUL 04 **(10-9X)** **BEIRUT, LEBANON**  
 BEIRUT, BEIRUT INTL

TAKE-OFF RWY 03, 16, 17, 21, 34, 35 ③			
Rwys 03/21 & 16/34 LVP must be in Force	LVP must be in Force RCLM (DAY only) or RL	All Rwys RCLM (DAY only) or RL	NIL (DAY only)
A B C D	200m 250m 250m 250m	400m	500m

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

**OLBA/BEY** **JEPPESEN** **ETA 3 Aug** **JAA MINIMUMS**  
 30 JUL 04 **(10-9X)** **BEIRUT, LEBANON**  
 BEIRUT, BEIRUT 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	750' (665')	750' (665')	750' (665')	750' (665')
VOR DME	1000' (915')	1000' (915')	1000' (915')	1000' (915')
NDB	750' (665')	750' (665')	750' (665')	750' (665')

CIRCLE-TO-LAND ①②	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 DME 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.

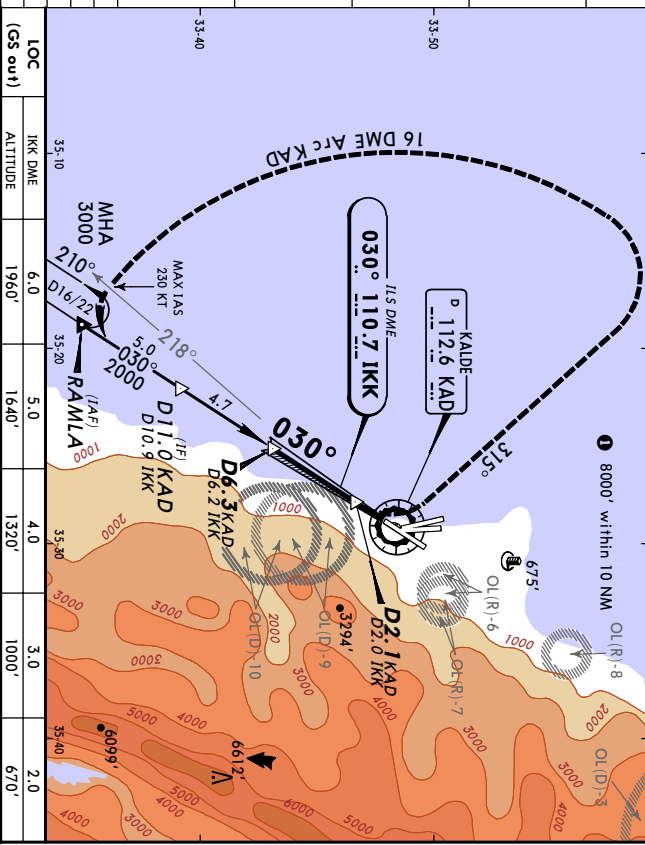
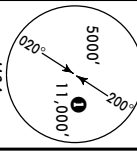
**OLBA/BEY**  
BEIRUT INTL

JEPPESSEN  
30 JUL 04 (1-1) **EFF 5 AUG**

BEIRUT, LEBANON  
ILS RWY 03

ATIS	112.6	BEIRUT Approach	120.3	BEIRUT Tower	118.9	Ground	121.9
LOC	IKK	Final	GS	D(A/H)	Apr Elev	85'	
	<b>110.7</b>	Apch Crs	<b>D6.3 KAD</b>	Refer to Minimums	RWY	<b>47'</b>	
MISSED APCH: Turn LEFT (MAX IAS 230 KT) as soon as practicable to intercept and follow R-315 climbing to 2000'.							

Trans air: 13000' KAD VOR



LOC	IKK DME	1960'	5.0	1640'	1320'	1000'	2.0
(GS out)	ALTITUDE						

Grnd speed-Kts	70	90	100	120	140	160	2000'	230 KT	112.6	KAD
ILS GS 3.00% or	377	484	538	646	753	861	2000'	230 KT	112.6	KAD
LOC Descent Gradient 5.2%							2000'	230 KT	112.6	KAD
MAP at D2.1 KAD/D2.0 IKK							2000'	230 KT	112.6	KAD

STRAIGHT-IN LANDING RWY 03 LOC (GS out)		CIRCLE-TO-LAND 1	
D(A/H)	A: 442' (395') C: 462' (415') B: 454' (407') D: 473' (426')	MDA(H)	690' (643')
FULL	ALS out	ALS out	Not authorized East and South of apt
A	1200m	2000m	Max Kts
B	1300m	2100m	100
C	1400m	2200m	135
D	1400m	2200m	180
			205

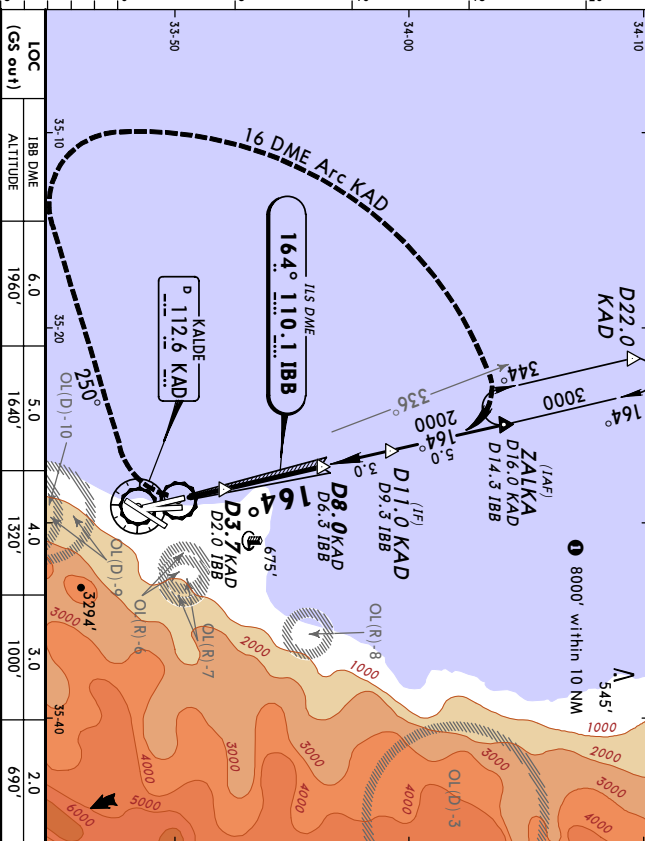
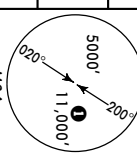
**OLBA/BEY**  
BEIRUT INTL

JEPPESSEN  
30 JUL 04 (1-2) **EFF 5 AUG**

BEIRUT, LEBANON  
ILS RWY 16

ATIS	112.6	BEIRUT Approach	120.3	BEIRUT Tower	118.9	Ground	121.9
LOC	1BB	Final	GS	D(A/H)	Apr Elev	85'	
	<b>110.1</b>	Apch Crs	<b>D8.0 KAD</b>	Refer to Minimums	RWY	<b>12'</b>	
MISSED APCH: Turn RIGHT (MAX IAS 200 KT) as soon as practicable to intercept and follow R-250 climbing to 2000'.							

Trans air: 13000' KAD VOR



LOC	1BB DME	1960'	5.0	1640'	1320'	1000'	2.0
(GS out)	ALTITUDE						

Grnd speed-Kts	70	90	100	120	140	160	2000'	200 KT	112.6	KAD
ILS GS 3.00% or	377	484	538	646	753	861	2000'	200 KT	112.6	KAD
LOC Descent Gradient 5.2%							2000'	200 KT	112.6	KAD
MAP at D8.7 KAD/D2.0 1BB							2000'	200 KT	112.6	KAD

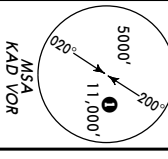
STRAIGHT-IN LANDING RWY 16 LOC (GS out)		CIRCLE-TO-LAND 1	
D(A/H)	A: 407' (395') C: 427' (415') B: 419' (407') D: 438' (426')	MDA(H)	620' (608')
FULL	ALS out	ALS out	Not authorized East and South of apt
A	1200m	2000m	Max Kts
B	1300m	2100m	100
C	1400m	2200m	135
D	1400m	2200m	180
			205



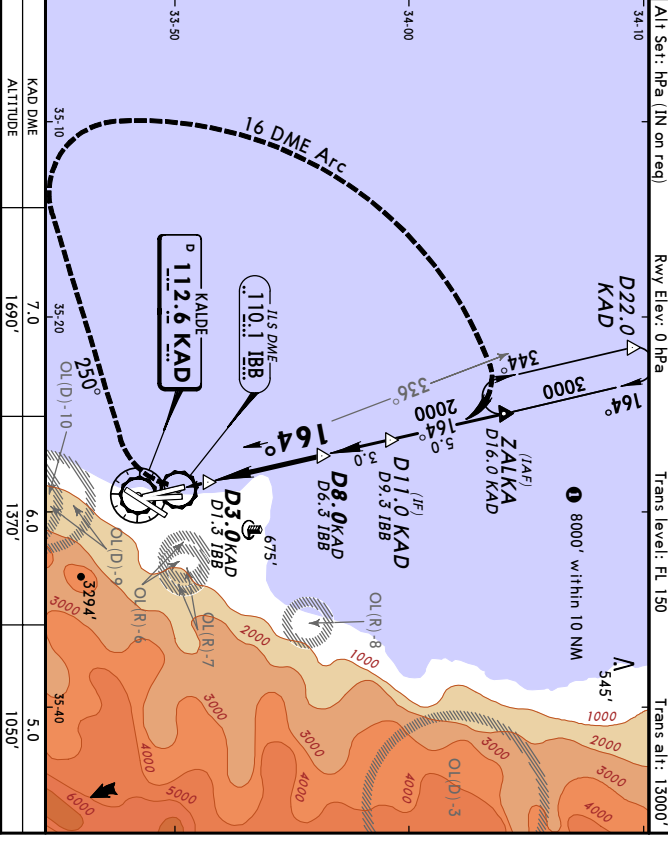


**OLBA/BEY** **JEPPESSEN** **BEIRUT, LEBANON**  
**BEIRUT INTL** **EFF 5 AUG** **VOR DME RWY 16**

ATIS	112.6	BEIRUT Approach	120.3	BEIRUT Tower	118.9	Ground	121.9
VOR	KAD	Final	112.6	Minimum Alt	800' (788')	MDA(H)	85'
		Appch Crs	164°		2000' (1988')		800' (788')
						Appt Elev	85'
						RWY	12'



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



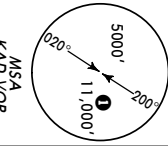
KAD DME	7.0	1690'	6.0	1370'	5.0	1050'
ALTITUDE						

Grid speed-Kts	70	90	100	120	140	160	KAD	2000'	200 KT	112.6	
Descent Gradient	5.3%	369	474	527	632	737	843				
MAP at D3.0 KAD/D1.3 1BB											
STRAIGHT-IN LANDING RWY 16							CIRCLE-TO-LAND				
MDA(H) 800' (788')							Not authorized East and South of apt				
AIS out							RT on/hold				
A	1200m	2000m	135	880' (868')	2000m						
B	2800m	3600m	180	1070' (1058')	4800m						
C	3200m	4000m	205								
D											

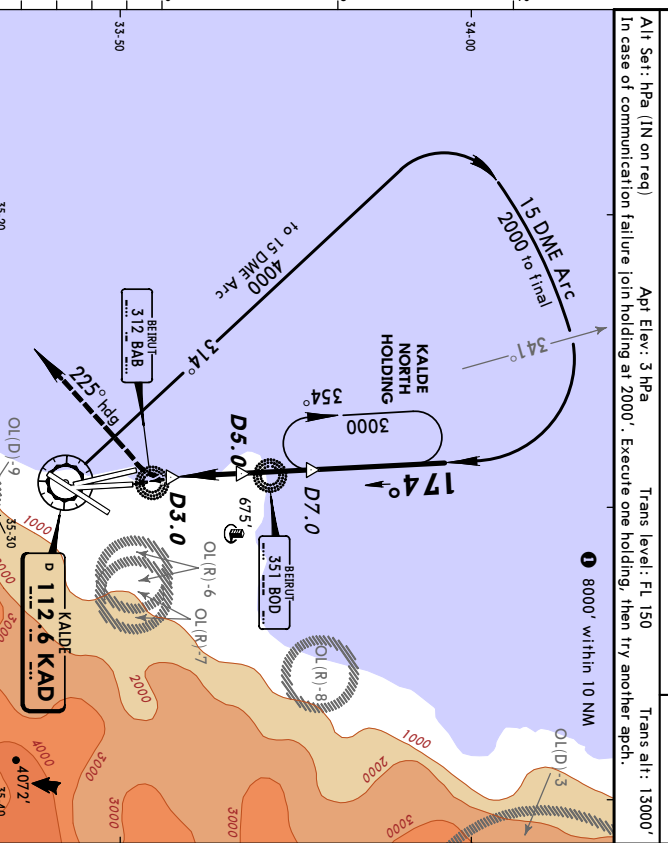
1 Circling height based on rwy 16, threshold elev of 12'. Night landing rwy 21, 35: Cell 1500', VIS 8 km.  
 CHANGES: Rwy designation, Proc: Facility name, Circling notes. © JEPPESSEN SANDERSON, INC., 2001, 2004. ALL RIGHTS RESERVED.

**OLBA/BEY** **JEPPESSEN** **BEIRUT, LEBANON**  
**BEIRUT INTL** **EFF 5 AUG** **KADE TWO ALPHA VOR DME RWY 17**

ATIS	112.6	BEIRUT Approach	120.3	BEIRUT Tower	118.9	Ground	121.9
VOR	KAD	Final	112.6	Minimum Alt	No FAF	MDA(H)	85'
		Appch Crs	174°				1000' (915')
						Appt Elev	85'



MISSED APCH: Turn RIGHT onto heading 225°, then as directed.



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

Grid speed-Kts	70	90	100	120	140	160	KAD	2000'	200 KT	112.6	
Descent Gradient	5.3%	369	474	527	632	737	843				
MAP at D3.0											
STRAIGHT-IN LANDING RWY 17							CIRCLE-TO-LAND				
MDA(H) 1000' (915')							Not authorized East and South of airport				
AIS out							RT on/hold				
A	1200m	2000m	135	1000' (915')	2400m						
B	2800m	3600m	180	1000' (915')	2400m						
C	3200m	4000m	205								
D											

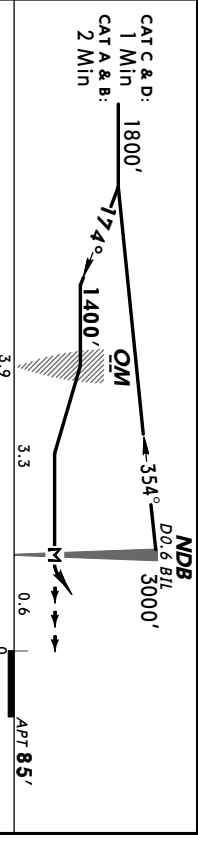
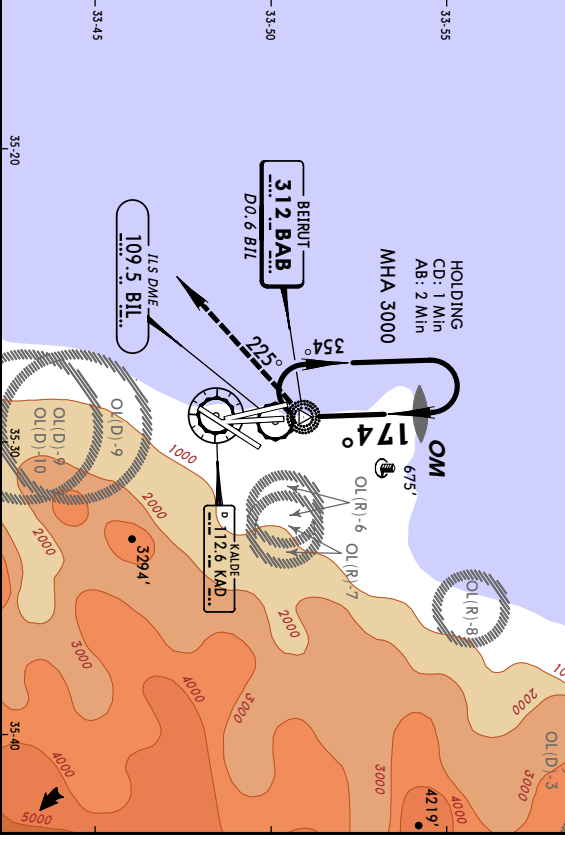
1 Night landing rwy 21, 35: Cell 1500', VIS 8 km. Night Indg rwy 35 on request of pilot-in-command only.  
 CHANGES: Procedure, Rwy designation, Facility name. © JEPPESSEN SANDERSON, INC., 2001, 2004. ALL RIGHTS RESERVED.

**OLBA/BEY** **JEPPESSEN** **BEIRUT, LEBANON**  
**BEIRUT INTL** **30 JUL 04** **(6-1) ETT 5 AUG** **BAB NDB RWY 17**

BRIEFING STRIP		BEIRUT Tower		Ground	
ATIS	112.6	BEIRUT Approach	120.3	BEIRUT Tower	118.9
NDB	BAB	Final Apch Crs	174°	MDA(H)	750' (655')
	312	Minimum Alt	1400' (1315')	OM	1400' (1315')
		Appt Elev	85'		

**MISSED APCH:** Turn RIGHT onto 225° from NDB climbing to 2000' and as directed. If comm failure occurs, maintain hdg 225°, climb to 6000', then turn RIGHT to BAB NDB for another approach.

Alt Set: hPa (IN on req) Appt Elev: 3 hPa Trans level: FL 150  
 Initial approach altitude is 10000'. Descend in holding to 3000'.  
 Trans alt: 13000'



STRAIGHT-IN LANDING RWY 17		CIRCLE-TO-LAND	
MDA(H)	750' (655')	Mark	225° 2000'
A	1600m	Kts	RT
B	2800m	MDA(H)	1000' (915')
C	3200m	MDA(H)	1000' (915')
D		MDA(H)	1000' (915')

Not authorized East and South of airport

PLANES OPS  
 NIGHT: Night landing rwy 21, 35. Call 1500'. VIS 8 km. Night lndg rwy 35 on request of pilot-in-command only.  
 CHANGES: Rwy designation, MSA, Brgs, Facility name.  
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