

## BEIRUT (Rafic Hariri Intl) (BEY/OLBA)

Elevation 85ft

### CATEGORY B

AV brief - not required

### GENERAL

- Beirut International Airport is on the coast on the southern outskirts of the city.
- No bird scaring operations are carried out and birds can be a hazard.

### Threats

#### CFIT

- From the coast, the ground rises steeply. There are some significant spot elevations between 2 nm and 22 nm from 025 T to 175 T, elevations between ~700ft asl and ~8700ft asl.

### ROUTE

A350 A380 B747 B777 B787

Not Applicable

A32N

Specific driftdown/depressurisation procedure may be required on routings to OLBA. Check A32N performance manual for guidance.

ALL

### ARRIVAL

#### Diversion Airports

LARNACA	LCA/LCLK	113 nm/304°T	CAT B
PAFOS	PFO/LCPH	159 nm/290°T	CAT B
AMMAN (MARKA)	ADJ/OJAM	114 nm/167°T	CAT A
AMMAN (Queen Alia Intl)	AMM/OJAI	129 nm/169°T	CAT A
CAIRO	CAI/HECA	305 nm/223°T	CAT A

Diversions to Tel Aviv and Damascus should be avoided due to Political Considerations.

- Rwy 34 not available for landing.
- Landings on Rwy 35 at night are not authorised.
- Night landings on Rwy 21 should only be made if no alternative is available.
- ATC favour the use of Rwy 16 even with a tailwind, however requests for the use of Rwy 03 will normally be granted if required.

- Arrivals from KTN or DAM VOR to Rwy 16 are via CAK VOR (min 13,000ft) with 7,000ft to descend in 18 nm to ZALKA. However, ATC will normally clear aircraft to 10,000ft at CAK if pilots report VMC and ground in sight.

## Approach

- Instrument approaches can be made to Rwy 03, 16 and 17.
- Circling is to the West over the sea. Aircraft making visual approaches to Rwy 21 must maintain at least 1,100ft QNH until established on the Rwy centerline.
- WINDSHEAR is possible on approach to Runways 16 and 17.
- PAPIs are available on Rwy 03 (2.9°), 16 and 17.

### BAV Crew Reports

- *Due to temporary RWY closure we landed on RWY 17 in BEY. I would advise that due to the terrain rising to the runway that the first rad alt call below 1000' was 30'.*
- *The RWY has limited lighting and there are a number of houses in the undershoot which were distracting.*
- *RWY17 has a marked down slope initially, 1%.*

### DEPARTURE

- Rwy 16 not available for take-off.
- Pass total POB (pax and crew) with request for start. If parking is within the cul-de-sac, the aircraft will be pushed clear of the cul-de-sac.
- Take-offs should be made using Rwy 21 or 34 whenever possible.
- Take-off Rwy 17 is TOPL limited due to significant obstacles south of the runway.

## NW Departures

- Expect to turn on track for BALMA or KUKLA. If other traffic is inbound, expect to be instructed to maintain a radial from KAD until passing a particular altitude (usually 270° radial).
- Normally clearance will include a transponder code for Nicosia. If it does not, the landlines are out and Nicosia should be contacted as soon as practicable after take-off.
- Call Ercan giving a cleared level, VESAR estimate and current squawk once under Nicosia control and released by Beirut.
- Do not mention Ercan to Nicosia, call them at Ankara if you need to – it will save a political lecture.
- Ercan presume to have control within Nicosia airspace, which is incorrect, however they do have delegated control of the southern sector of Ankara FIR to the coast and MUT VOR, so instructions issued must only be followed when out of Nicosia FIR.
- Call Ercan radar on VHF2 giving cleared level, VESAR estimate and current squawk when under Nicosia control and released by Beirut.

## Eastbound Departures

- Expect Beirut LEBOR 1D SID, unless traffic permits a turn away from high ground en-route to CAK (min FL130).

**WEATHER**

- Summer – Fine. Max mean temperature 30°C, minimum mean 21°C.
- Winter – Some heavy CB activity. Squalls with strong winds can cause reduced visibility because of dust and or sand. Fog is almost unknown but very occasionally cloud bases can reduce to below 200ft aal. Max mean temperature is 17°C and min mean 9°C.

**OPERATIONAL INFORMATION**

<b>Handling Agent</b>	Lebanese Air Transport
<b>Handling Agent VHF</b>	131.600
<b>Potable Water</b>	Uplift Permitted

<b>IF ONLY Electrical Power is required</b>	Use ground power for contracted time ONLY (60mins) – then use APU
<b>If BOTH electrical power and air conditioning is required:</b>	Use both ground services for contracted time ONLY – then use APU