
ENR 1.5 HOLDING, APPROACH AND DEPARTURE PROCEDURES**1. General.**

- 1.1 The holding, approach and departure procedures in use are based on those contained in the latest edition of ICAO Doc 8168- Procedures for Air Navigation Services Aircraft Operations (PANS-OPS)

2. Arriving flights

- 2.1 IFR flights entering and landing within Beirut Control Area will be cleared to a specified holding point and instructed to contact Approach Control at a specified time, level or position. The terms of this clearance shall be adhered to until further instructions are received from Approach Control. If the Clearance Limit is reached before further instructions have been received, holding procedure shall be carried out at the level or altitude last authorized
- 2.2 Due to high terrain to the East and South of the airport, it is of most importance that the approaches and entry into the holding patterns are carried out as precisely as possible. Pilots are strongly requested to inform ATC if for any reason the approach and/or holding cannot be performed as required

3. Departing flights

- 3.1 IFR flights departing from controlled aerodromes will receive initial ATC clearance from the local aerodrome control tower. The clearance limit will normally be the aerodrome of destination. IFR flights departing from Kleyate and Rayak aerodromes must make arrangements for IFR clearance with Beirut ACC prior to take-off, or after take-off maintain VFR until IFR clearance is obtained from Beirut ACC
- 3.2 **Air Traffic Flow Management :**
- 3.2.1 Air traffic departing Lebanese airports routing via the EUR Region. will be allocated a departure slot time at the time start-up clearance is issued. See also ENR 1.9

4. Special procedures for Beirut Rafic Hariri International Airport

- 4.1.1 For any departing aircraft, pilots should request start up clearance from Beirut Ground Control on 121.900 MHZ 5 (**five**) minutes prior to start engines. Any changes must be reported in due time

5. Holding Patterns:

5.1 Beirut NDB "BOD" (351 KHZ)

- North of BOD NDB
- 2 minutes race track pattern for Cat A and B
- One minute race track pattern for cat C and D
- Right turns pattern
- Outbound Leg 352° MAG
- Inbound 172° MAG / BRG BOD NDB
- Minimum holding altitude 3000 feet

5.2 Chekka DVOR/DME (116.200 MHZ)

- North East of CAK.
- One minute race track pattern
- Right turns pattern
- Outbound Leg 050° MAG
- Inbound 230° MAG / RAD 050 CAK
- Minimum holding altitude 6000 feet.
- IAS 240 KT

5.3 BYBLO Fix (340827.500N 0352802.900E) On radial 353 of KAD DVOR/DME (112.600 MHZ), at 20 DME

5.3.1 BYBLO holding pattern (North of BYBLO fix).

- (VOR/DME holding) towards the station
- Holding distance 26NM
- Outbound distance 6 NM (1 Min CAT C and D)
- Outbound leg 352° MAG
- Inbound leg: 172° MAG / RAD 352 KAD or LLZ 17
- Right turn pattern
- Minimum holding altitude 5000ft
- IAS 230 KT.

5.4 Khalde VOR/DME (112.600 MHZ)

5.4.1 Khalde North holding pattern:

- North of KAD at 7 DME Fix .
- Outbound distance 6 NM (1 Min CAT C and D)
- Right turns pattern
- Outbound Leg 352° MAG
- Inbound leg: 172° MAG / RAD 352 KAD or LLZ 17
- Minimum holding altitude 3000 feet.
- IAS 230 KT

5.4.2 Khalde South holding pattern:

- North of KAD at 5 DME Fix.
- Outbound distance 6 NM (1 Min CAT C and D)
- Left turns pattern
- Outbound Leg 208° MAG
- Inbound leg: 028° MAG / RAD 208 KAD or LLZ 03
- Minimum holding altitude 3000 feet
- IAS 230 KT.

5.5 Zalka fix (340404.300N 0352455.300E):

On Radial 343 KAD DVOR/DME (112.600 MHZ) at 16 DME KAD.

5.5.1 ZALKA Holding Pattern:

- (VOR/DME holding towards the station)
- Limiting outbound distance 22 DME KAD
- Outbound leg: 342° MAG
- Inbound leg: 162° MAG / RAD 342 KAD or LLZ 16
- Right turn pattern
- Minimum holding altitude 3000FT
- IAS 230 KT.

5.6 Ramla fix (333456.014N 0351851.461E):

On Radial 209 from KAD VOR DME (112.600 MHZ) AT 16 DME KAD.

5.6.1 RAMLA Holding Pattern:

- (VOR/DME holding towards the station)
- Limiting outbound distance 22 DME KAD.
- Outbound leg: 208° MAG
- Inbound leg: 028° MAG / RAD 208 KAD or LLZ 03
- Left turn pattern
- Minimum holding altitude 3000FT
- IAS 230 KT

Indicated airspeeds for holding:

Flight level (FL)	Category A and B Aircraft	Jet aircraft	
		Normal conditions	Turbulence conditions
Up to FL 140 (4250m) inclusive	170 KT	230 KT (425 KM/H)	280 KT (520 KM/H) or Mach 0.8, whichever is less
Above FL 140 (4250M) to FL 200 (6100M) inclusive	240 KT (445 KM/H)		
Above FL 200 (6100M) to FL 340 (10350M) inclusive	265 KT (490 KM/H)		
Above FL 340 (10350M)	Mach 0.83		Mach 0.83

6. Special Procedures in Beirut Controlled Airspace for Arriving and Departing Aircraft in case of Failure of Navigation Aids and Radar:

- 6.1 In case of ground navigation aids and radar failures, IFR and VFR flights are accepted to operate within Beirut Controlled Airspace in classes A, B and C provided that
- a) such flights are able to use aircraft satellite based navigation aids (RNAV, GPS, etc...)
 - b) the aircraft can commence approach and landing in VMC when the ceiling is at or above the minimum initial approach altitude and;
 - c) the pilot can maintain visual reference to terrain, and there is reasonable assurance that a visual approach and landing can be completed during day and night.