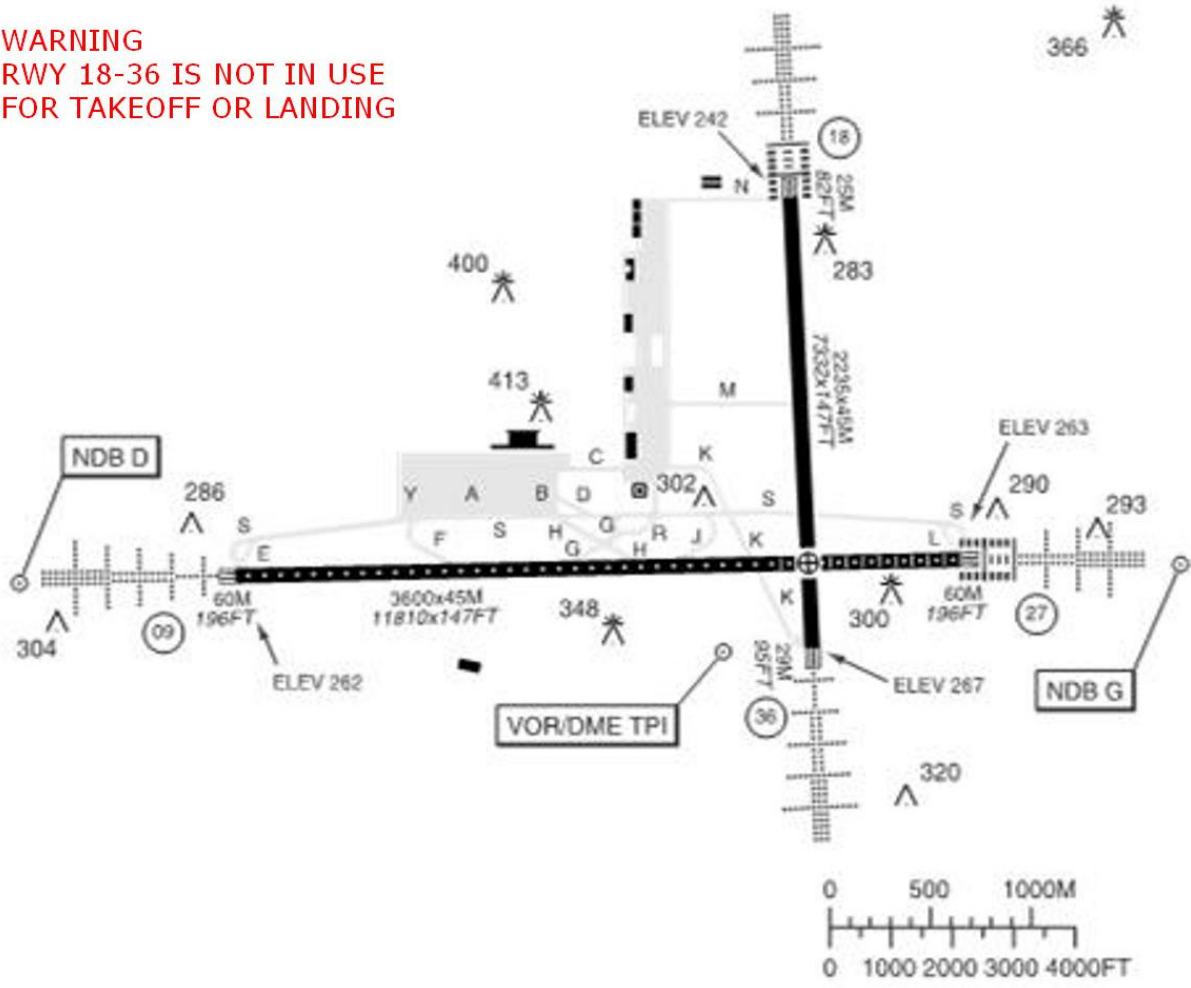


TRIPOLI INTERNATIONAL AIRPORT

RWY	QFU	APL	THL	RWL	SLOPE
09	090	HL-C a	H	H	0
27	270	HL-A a	H	H	0
18	180	H-A b	H	H c	+0.3
36	360	H-C b	H	H c	-0.3

- a** LIL red, PAPI 3.00
- b** PAPI 3.00L
- c** Edge lights white

WARNING
RWY 18-36 IS NOT IN USE
FOR TAKEOFF OR LANDING

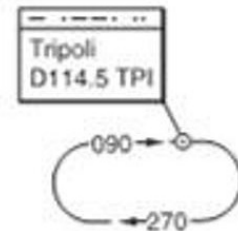


TKOF	RWY	09/27
	CLG/RVR or VIS KM	See Legends 9

ENG FAIL

RWY 18: Climb on 180°. At 1300 or D10 TPI, whichever first, turn right to TPI HP.

RWY 36: Climb on 360°. At 1800 turn right to TPI HP.



a After VOR/DME RWY 09/27

	Circling a	Circling
C	1120/3.7 (857)	C 1120/4.0 (857)
D	1120/4.6 (857)	D 1120/4.4 (857)

RFF: CAT 9

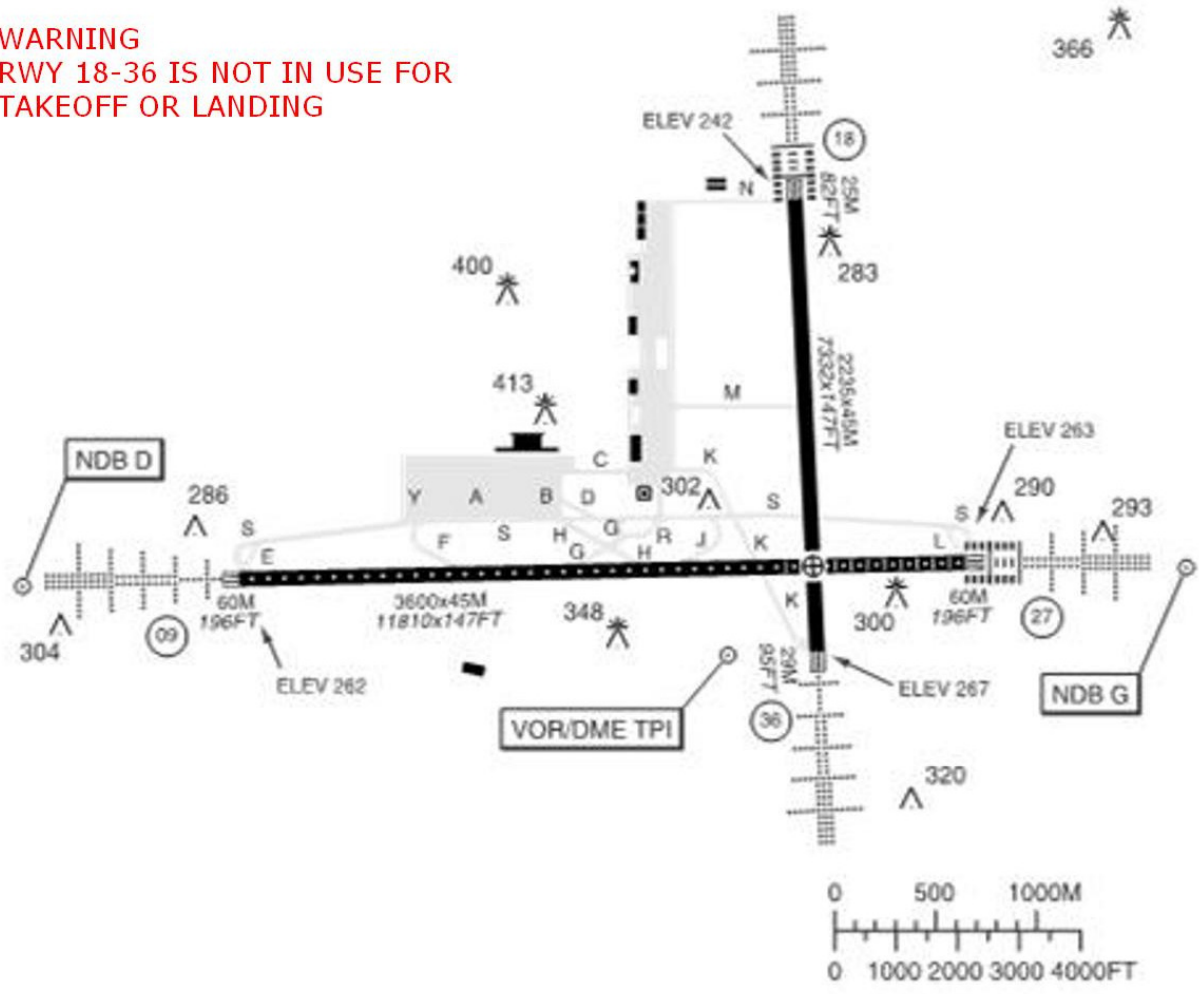
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RWY	QFU	APL	THL	RWL	SLOPE
09	090	HL-C a	H	H	0
27	270	HL-A a	H	H	0
18	180	H-A b	H	H c	+0.3
36	360	H-C b	H	H c	-0.3

- a** LIL red, PAPI 3.00
- b** PAPI 3.00L
- c** Edge lights white

WARNING
RWY 18-36 IS NOT IN USE FOR
TAKEOFF OR LANDING



TKOF	RWY	09/27
	CLG/RVR or VIS KM	See Legends 9

RFF: CAT 9

✘ After VOR/DME RWY 09/27

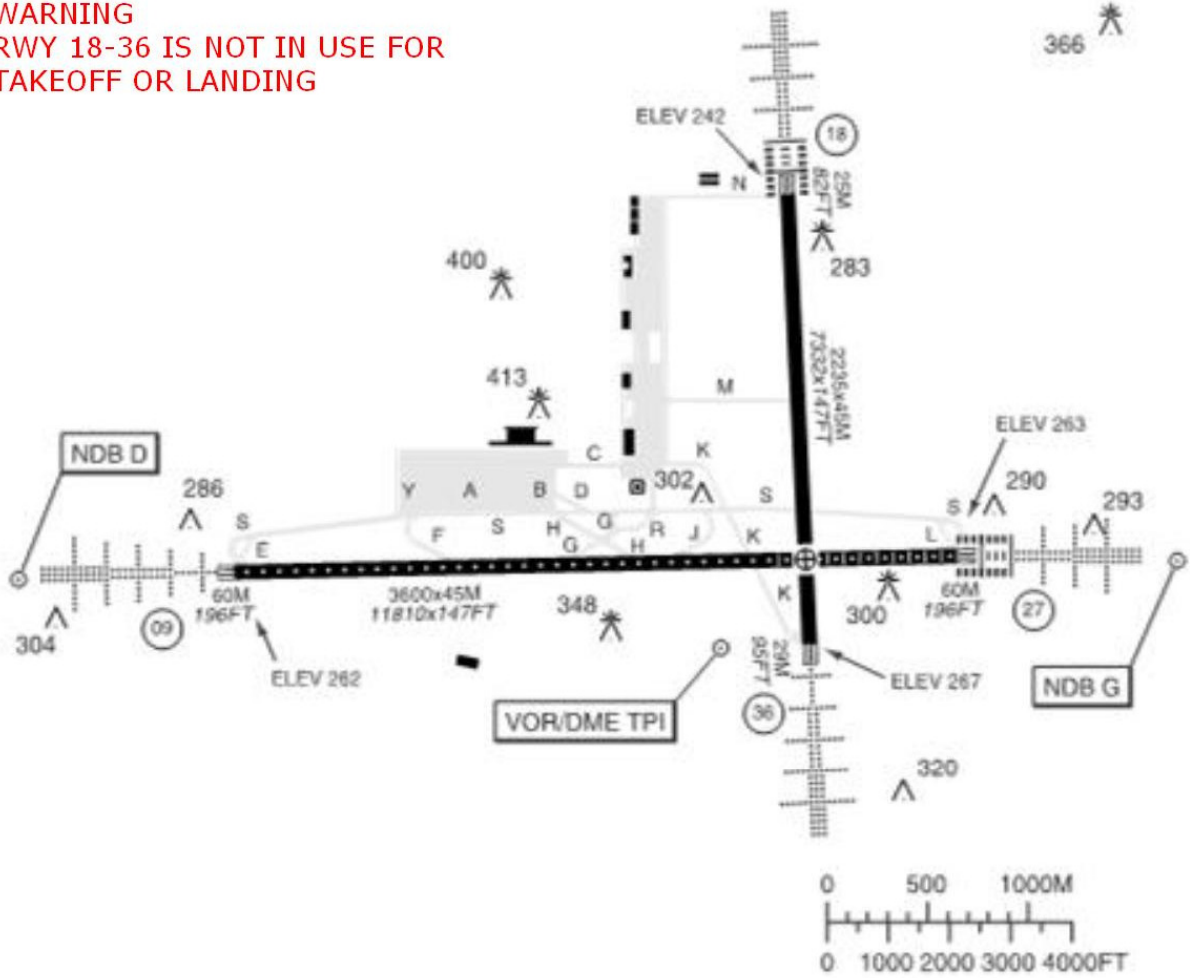
	Circling ✘	Circling
C	1120/3.7 (857)	C 1120/4.0 (857)
D	1120/4.6 (857)	D 1120/4.4 (857)

TRIPOLI INTERNATIONAL AIRPORT

RWY	QFU	APL	THL	RWL	SLOPE
09	090	HL-C a	H	H	0
27	270	HL-A b	H	H	0
18	180	H-A b	H	H c	+0.3
36	360	H-C b	H	H c	-0.3

- a** LIL red, PAPI 3.00
- b** PAPI 3.00L
- c** Edge lights white

WARNING
RWY 18-36 IS NOT IN USE FOR
TAKEOFF OR LANDING

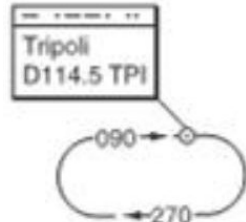


TKCF	RWY	09/27
	CLG/RVR or VIS KM	See OPS INFO 9.1

ENG FAIL

RWY 18: Climb on 180°. At 1300 or D10 TPI, whichever first, turn right to TPI HP.

RWY 36: Climb on 360°. At 1800 turn right to TPI HP.



3 After VOR/DME RWY 09/27

	Circling 3	Circling
C	1120/3.7 (857)	C 1120/4.0 (857)
D	1120/4.6 (857)	D 1120/4.4 (857)

RFF: CAT 9

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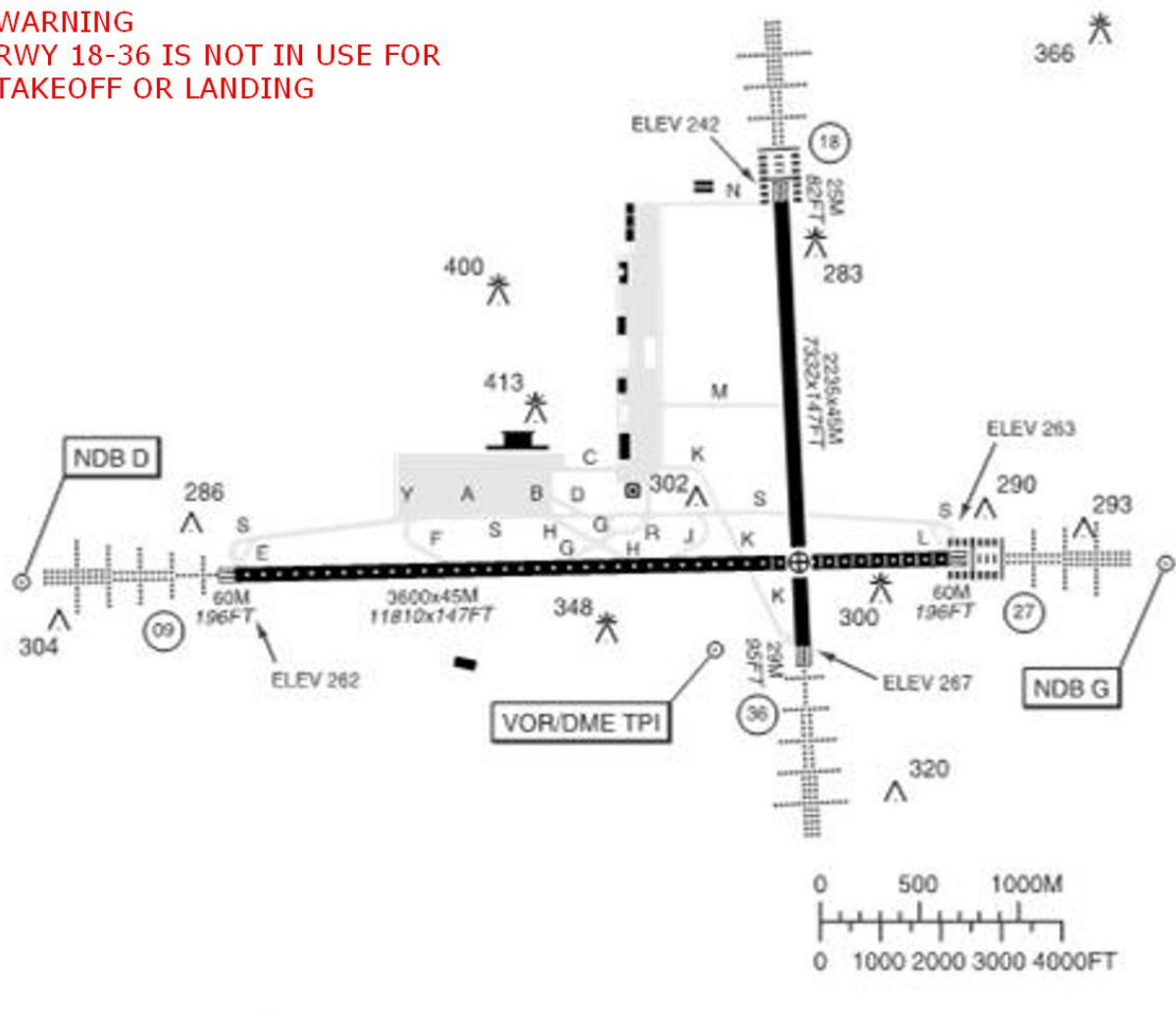
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RWY	QFU	APL	THL	RWL	SLOPE
09	090	HL-C a	H	H	0
27	270	HL-A b	H	H	0
18	180	H-A b	H	H c	+0.3
36	360	H-C b	H	H c	-0.3

- a** LIL red, PAPI 3.00
- b** PAPI 3.00L
- c** Edge lights white

WARNING
RWY 18-36 IS NOT IN USE FOR
TAKEOFF OR LANDING

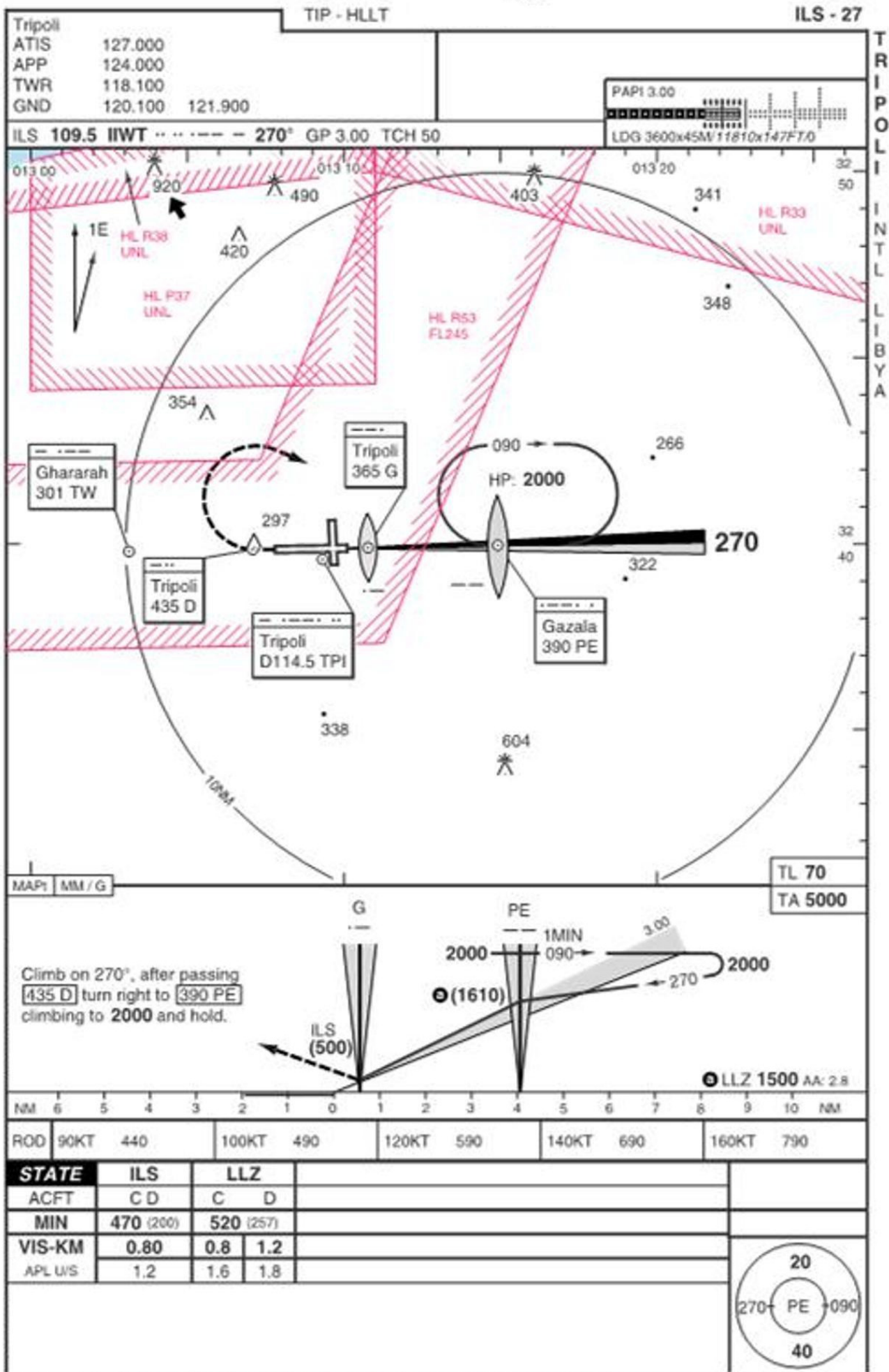


TKOF	RWY	09/27
	CLG/RVR or VIS KM	See OPS INFO 9.1

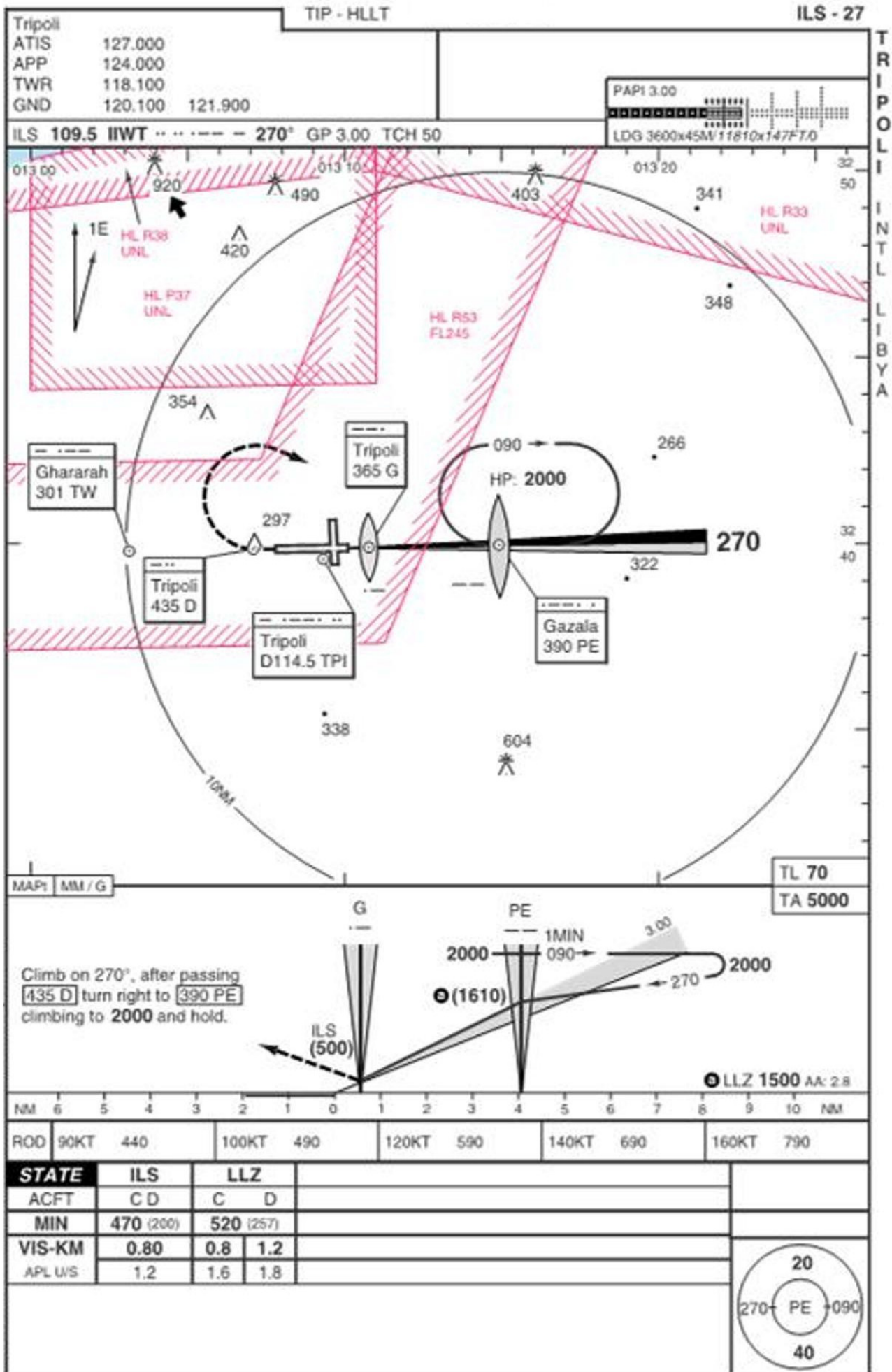
RFF: CAT 9

x After VOR/DME RWY 09/27

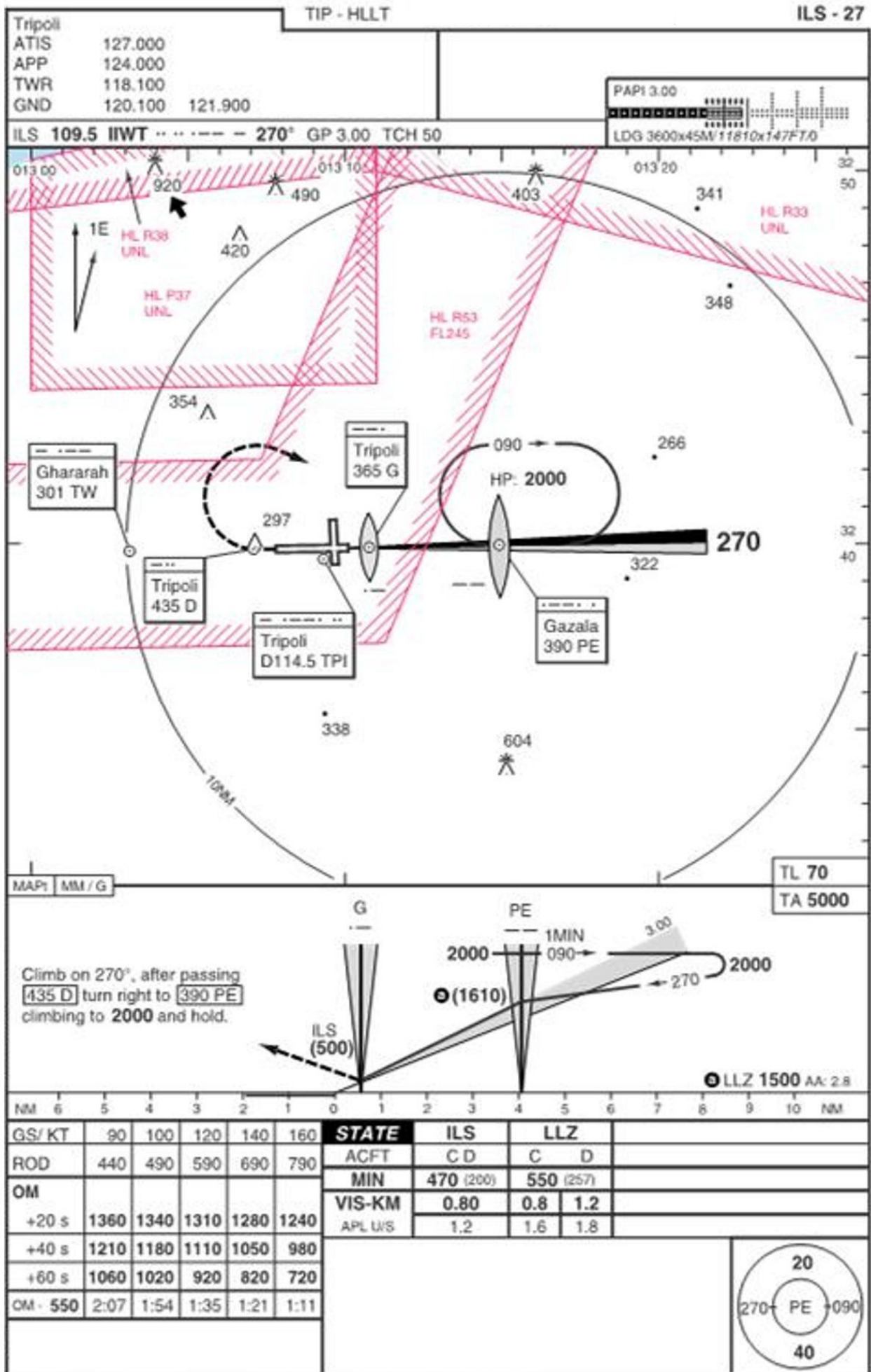
	Circling x	Circling
C	1120/3.7 (857)	C 1120/4.0 (857)
D	1120/4.6 (857)	D 1120/4.4 (857)



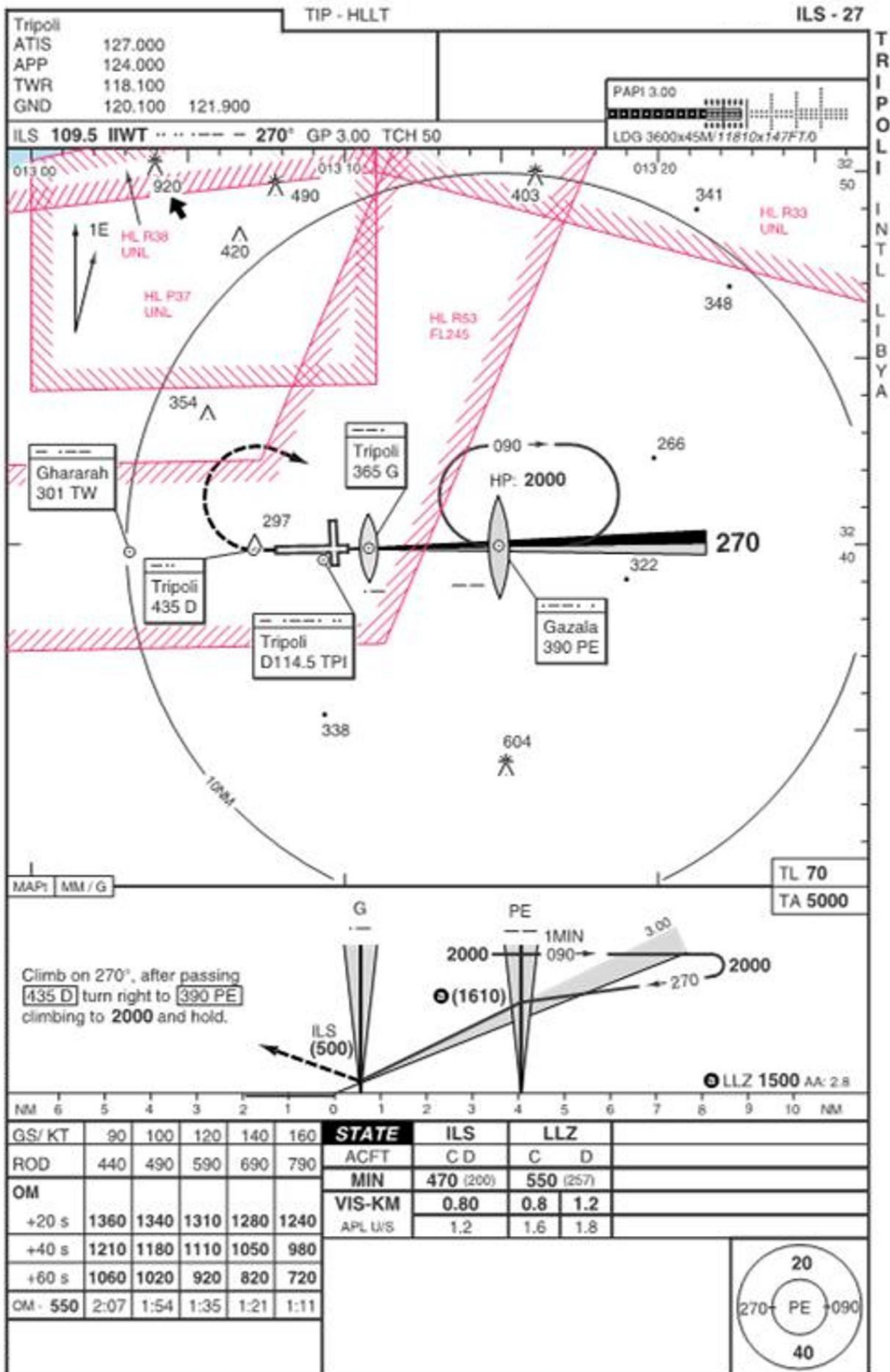
FLIGHT SIMULATION USE ONLY, NOT FOR REAL WORLD FLIGHTS



FLIGHT SIMULATION USE ONLY, NOT FOR REAL WORLD FLIGHTS



FLIGHT SIMULATION USE ONLY, NOT FOR REAL WORLD FLIGHTS



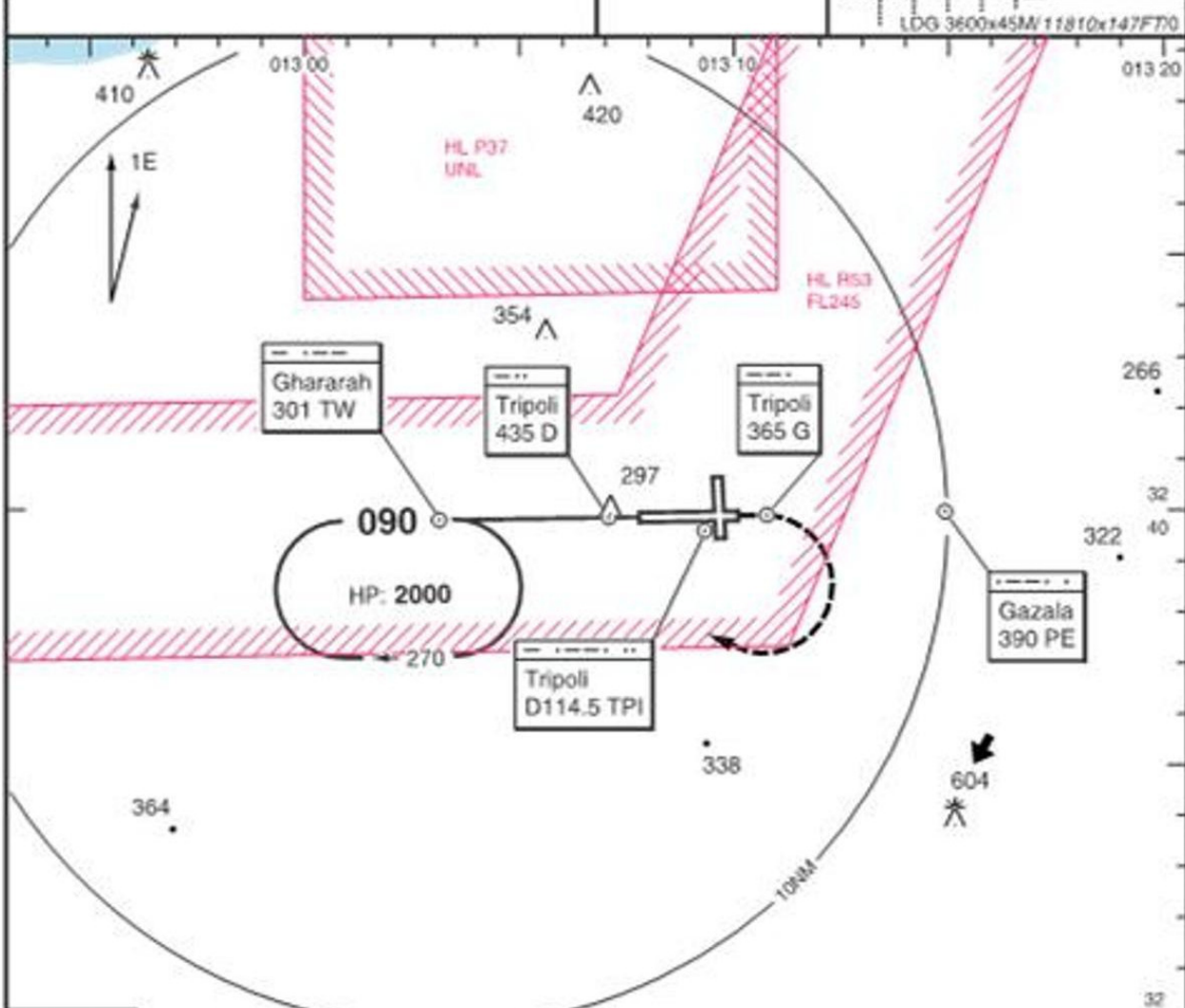
FLIGHT SIMULATION USE ONLY, NOT FOR REAL WORLD FLIGHTS

Tripoli
 ATIS 127.000
 APP 124.000
 TWR 118.100
 GND 120.100 121.900

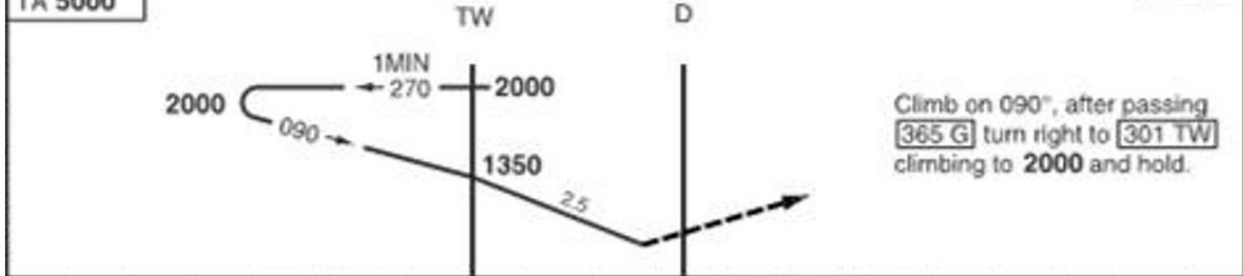
TIP - HLLT

NDB - 09

PAPI 3.00
 LDO 3600x45M11810x147F70



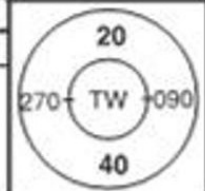
TL 70
 TA 5000
 MAPt D



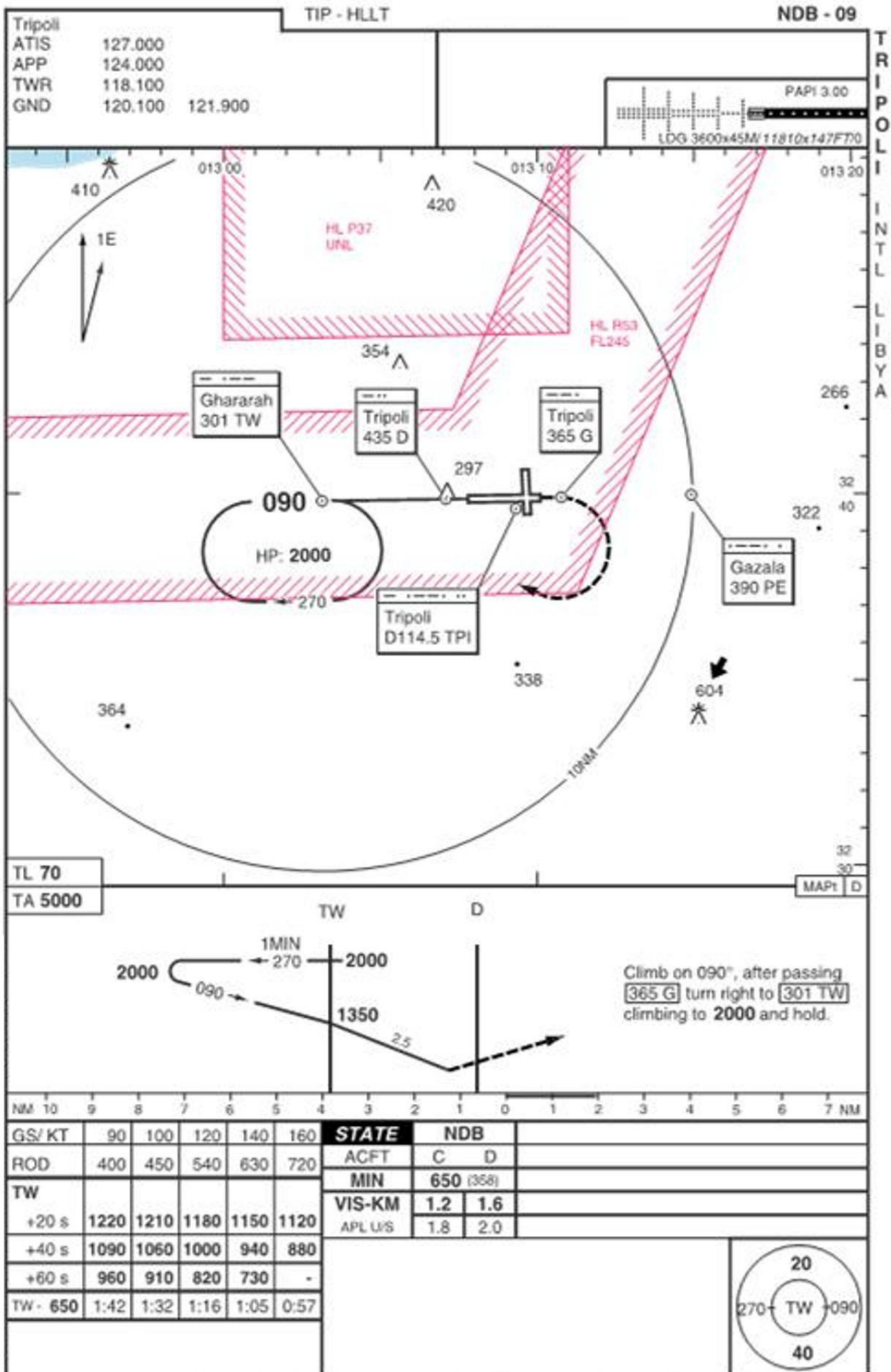
NM 10 9 8 7 6 5 4 3 2 1 0 1 2 3 4 5 6 7 NM

ROD	90KT	400	100KT	450	120KT	540	140KT	630	160KT	720
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STATE	NDB	
ACFT	C	D
MIN	620 (358)	
VIS-KM	1.2	1.6
APL U/S	1.8	2.0



FLIGHT SIMULATION USE ONLY, NOT FOR REAL WORLD FLIGHTS



FLIGHT SIMULATION USE ONLY, NOT FOR REAL WORLD FLIGHTS

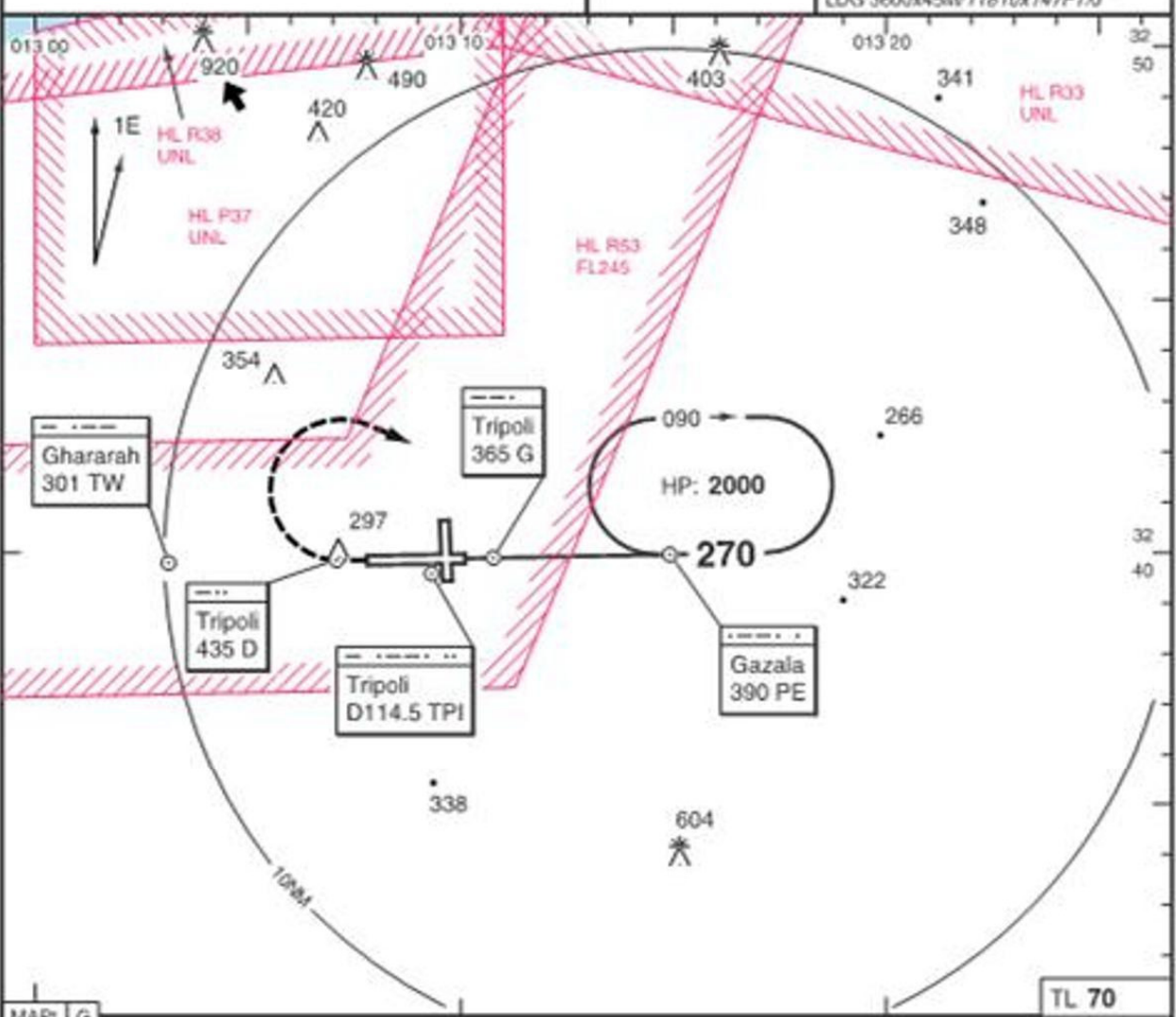
Tripoli
 ATIS 127.000
 APP 124.000
 TWR 118.100
 GND 120.100 121.900

TIP - HLLT

NDB - 27

PAPI 3.00
 LDG 3600x45M/11810x147FT/0

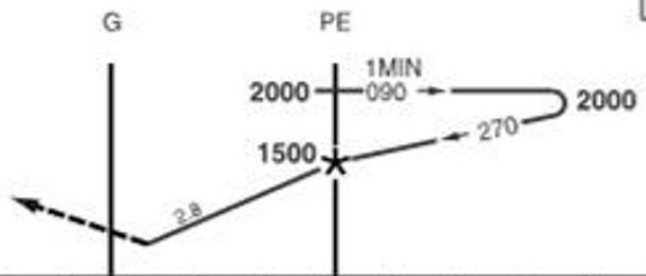
NEW PANS - OPS



MAP: G

TL 70
 TA 5000

Climb on 270°, after passing 435 D turn right to 390 PE climbing to 2000 and hold.



NM 7 6 5 4 3 2 1 0 1 2 3 4 5 6 7 8 9 10 NM

ROD	90KT	440	100KT	490	120KT	590	140KT	690	160KT	790
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STATE	NDB	
ACFT	C	D
MIN	620 (357)	
VIS-KM	1.2	1.6
APL U/S	1.8	2.0



FLIGHT SIMULATION USE ONLY, NOT FOR REAL WORLD FLIGHTS

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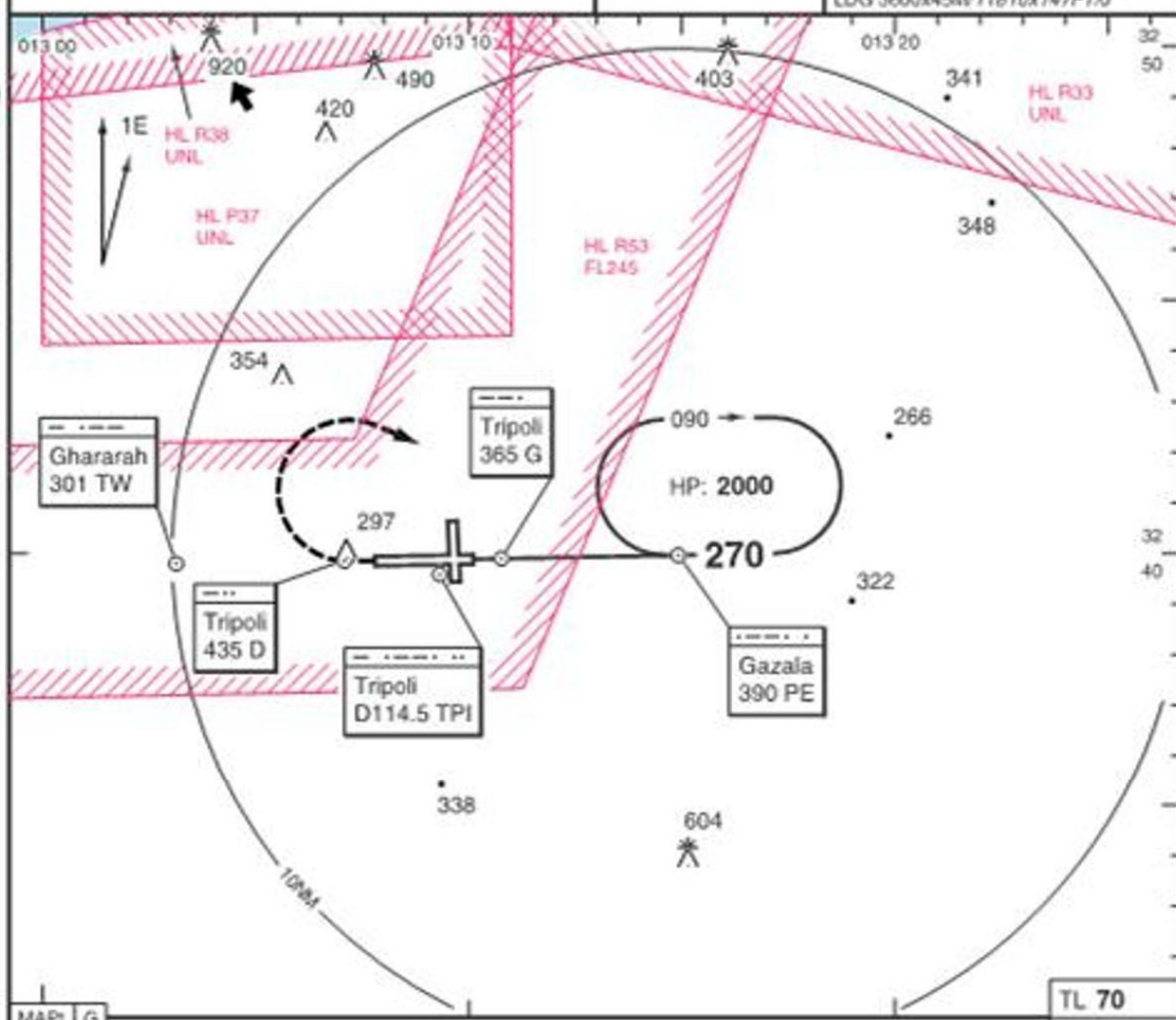
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TIP - HLLT

NDB - 27

Tripoli
 ATIS 127.000
 APP 124.000
 TWR 118.100
 GND 120.100 121.900

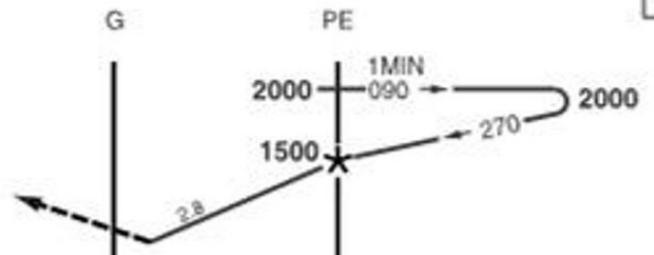
PAPI 3.00
 LDG 3600x45M11810x147FT0



MAP1 G

TL 70
 TA 5000

Climb on 270°, after passing 435 D turn right to 390 PE climbing to 2000 and hold.



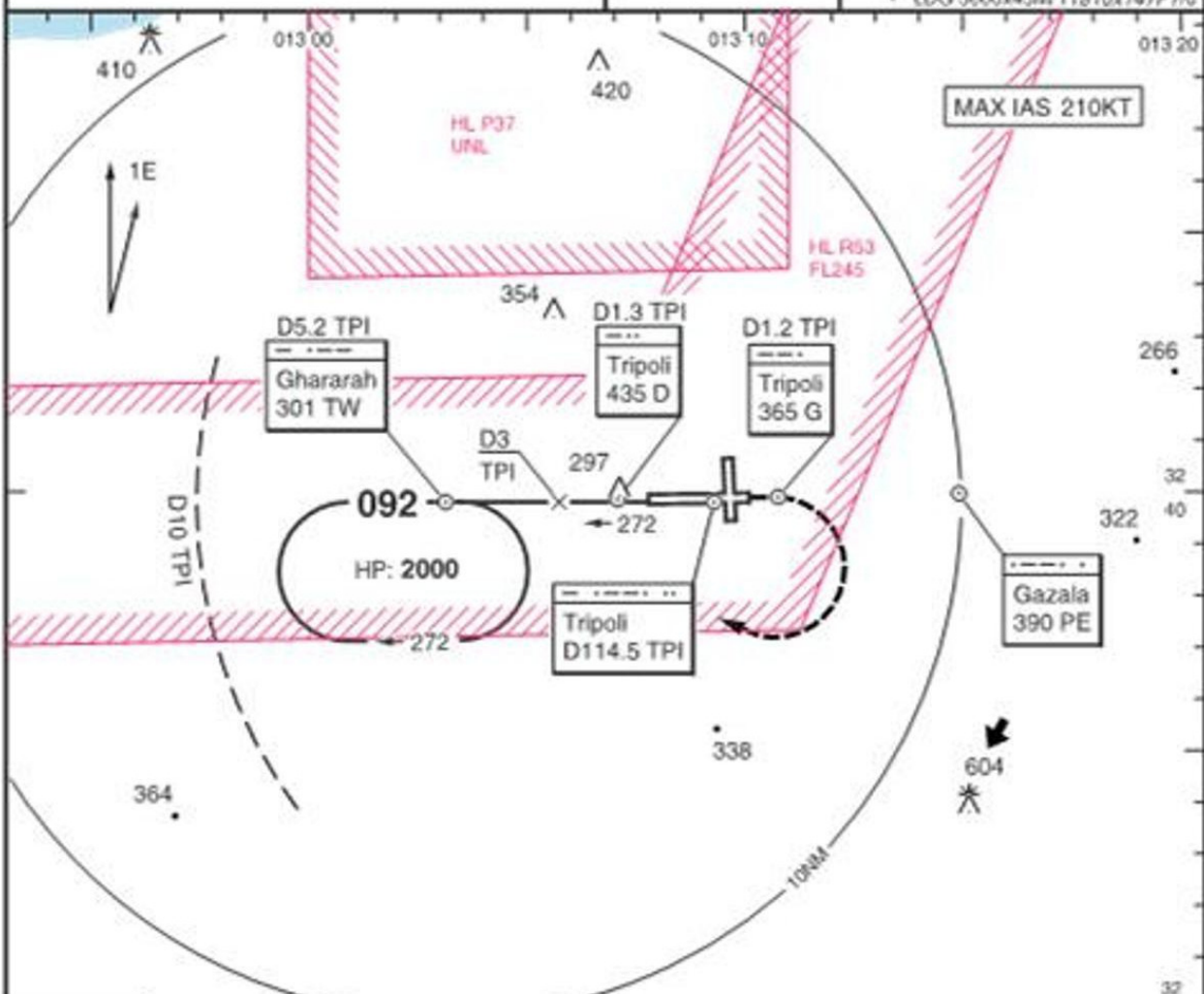
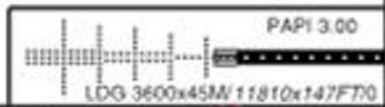
NM	7	6	5	4	3	2	1	0	1	2	3	4	5	6	7	8	9	10	NM
GS/ KT	90	100	120	140	160	STATE		NDB											
ROD	440	490	590	690	790	ACFT		C	D										
PE						MIN		650 (357)											
						VIS-KM		1.2	1.6										
					APL U/S		1.8	2.0											
+20 s	1360	1340	1310	1280	1240														
+40 s	1210	1180	1110	1050	980														
+60 s	1060	1020	920	820	720														
PE - 650	1:53	1:41	1:25	1:13	1:04														

FLIGHT SIMULATION USE ONLY, NOT FOR REAL WORLD FLIGHTS

Tripoli
 ATIS 127.000
 APP 124.000
 TWR 118.100
 GND 120.100 121.900

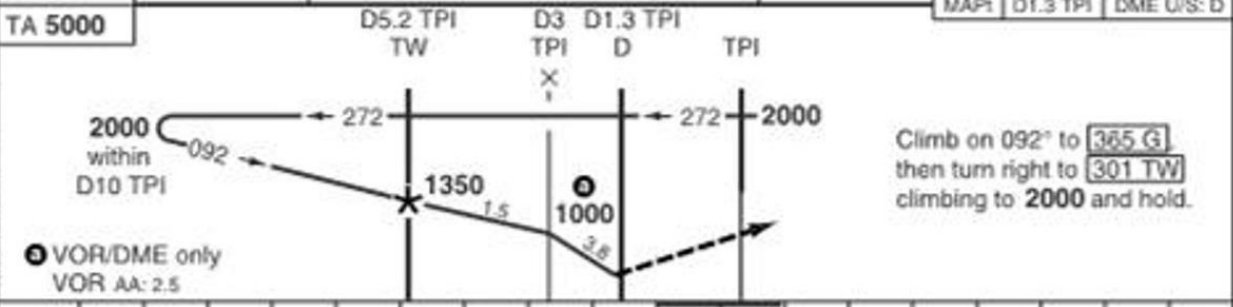
TIP - HLLT

VOR - 09



TL 70
 TA 5000

MAP: D1.3 TPI DME U/S: D



NM 9 8 7 6 5 4 3 2 1 0 1 2 3 4 5 6 7 8 NM

ROD	90KT	620	100KT	690	120KT	820	140KT	960	160KT	1100
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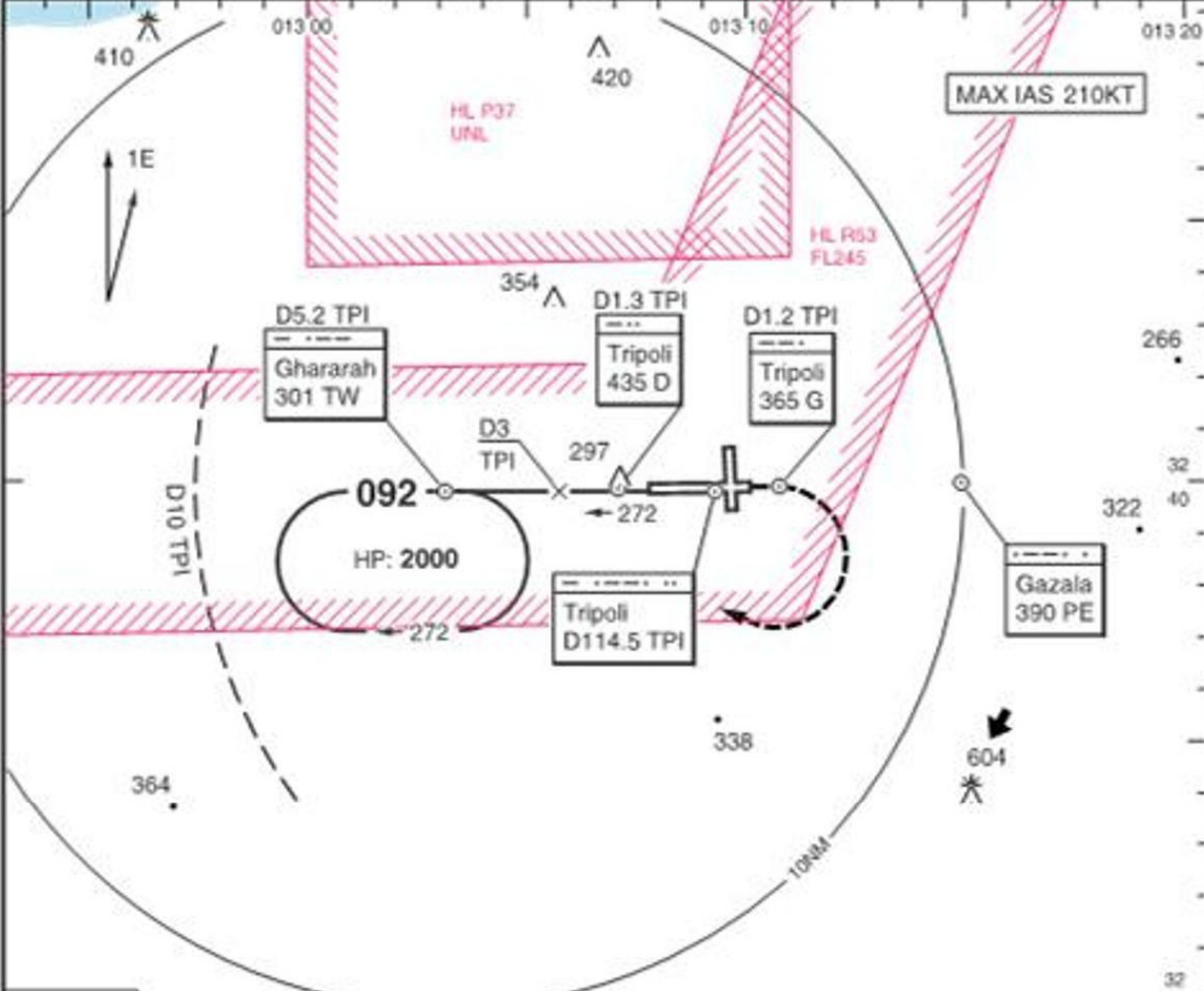
TPI	3.9°	ALT	STATE	VOR+DME		VOR+2NDB	
D5.4	-	2000	ACFT	C	D	C	D
D5	-	1820	MIN	550	(288)	600	(338)
D4	-	1410	VIS-KM	1.2	1.6	1.6	2.0
D3	-	1000	APL U/S	1.6	2.0	2.0	2.4
D2	-	590					



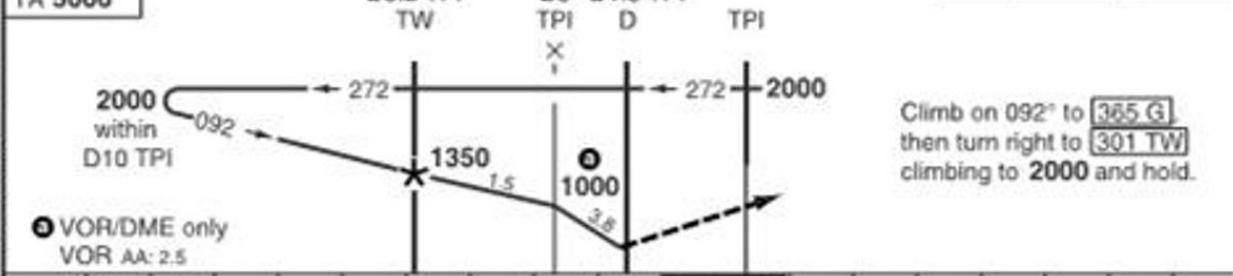
FLIGHT SIMULATION USE ONLY, NOT FOR REAL WORLD FLIGHTS

Tripoli
 ATIS 127.000
 APP 124.000
 TWR 118.100
 GND 120.100 121.900

PAPI 3.00
 LDG 3600x45M/11810x147FT0



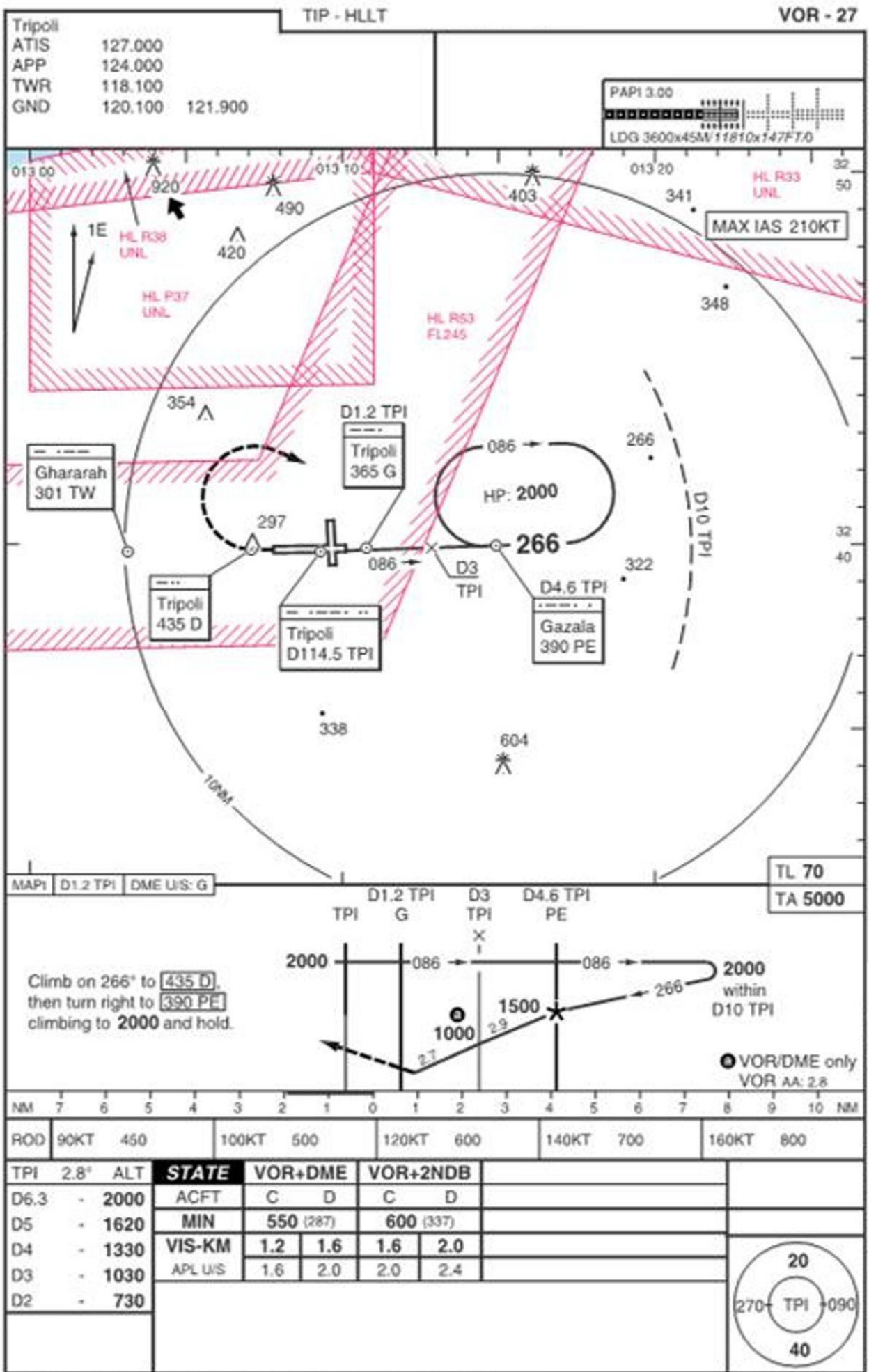
TL 70
 TA 5000
 MAP: D1.3 TPI DME U/S: D



NM 9 8 7 6 5 4 3 2 1 0 1 2 3 4 5 6 7 8 NM

TPI	3.9°	ALT	GS/KT	ROD	STATE	VOR+DME		VOR+2NDB	
D5.4	-	2000	90	620	ACFT	C	D	C	D
D5	-	1820	100	690	MIN	580	(288)	630	(338)
D4	-	1410	120	820	VIS-KM	1.2	1.6	1.6	2.0
D3	-	1000	140	960	APL U/S	1.6	2.0	2.0	2.4
D1.9	:VOR	580	160	1100					





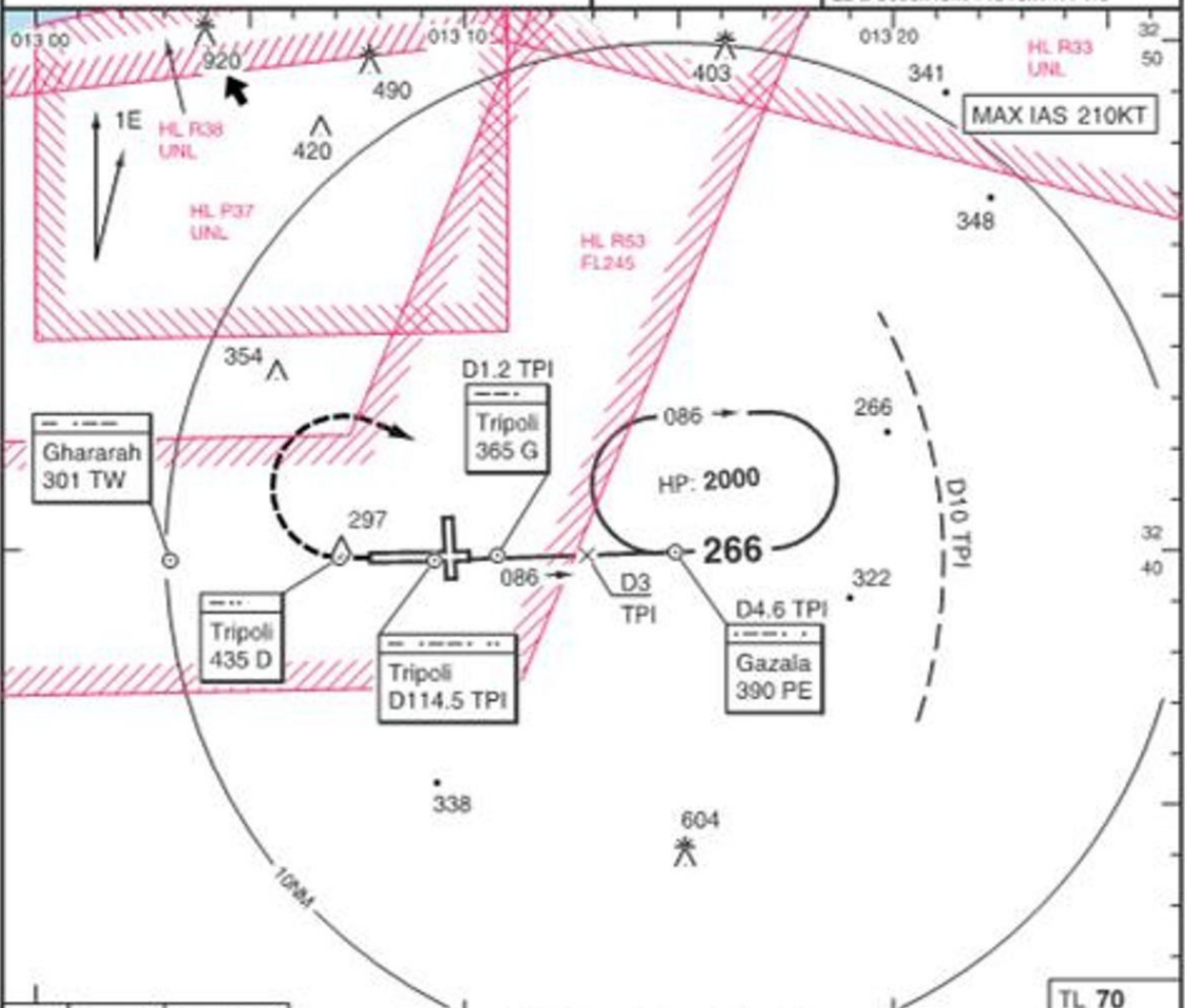
FLIGHT SIMULATION USE ONLY, NOT FOR REAL WORLD FLIGHTS

Tripoli
 ATIS 127.000
 APP 124.000
 TWR 118.100
 GND 120.100 121.900

TIP - HLLT

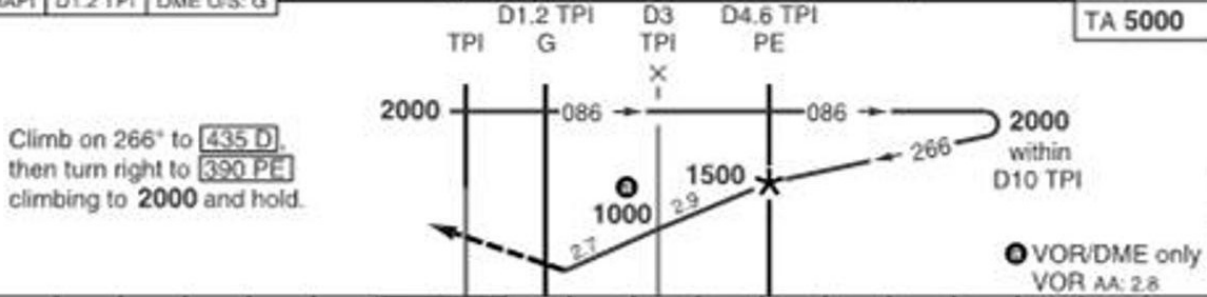
VOR - 27

PAPI 3.00
 LDG 3600x45M/11810x147FT/0



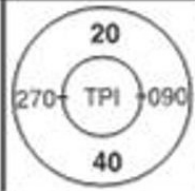
MAP1 D1.2 TPI DME U/S: G

TL 70
 TA 5000



NM 7 6 5 4 3 2 1 0 1 2 3 4 5 6 7 8 9 10 NM

TPI	2.8°	ALT	GS/KT	ROD	STATE	VOR+DME		VOR+2NDB	
D6.3	-	2000	90	450	ACFT	C	D	C	D
D5	-	1620	100	500	MIN	580	(287)	630	(337)
D4	-	1330	120	600	VIS-KM	1.2	1.6	1.6	2.0
D3	-	1030	140	700	APL U/S	1.6	2.0	2.0	2.4
D2	-	730	160	800					
D1.4 :VOR		580							



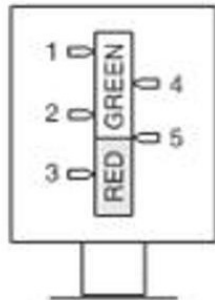
FLIGHT SIMULATION USE ONLY, NOT FOR REAL WORLD FLIGHTS

A. GENERAL

1. RWY RESTRICTION
RWY 18/36 day OPS only.
2. NAP
Non Noise Certificated subsonic ACFT operations restricted daily BTN SS and SR.
3. TWY RESTRICTION
TWY A for OUTB routing.
TWY B for INBD routing.
TWY C for inter apron operations.

B. ARRIVAL

1. STOPPING POSITION INDICATOR
The system is installed left of AGNIS on Terminal building. It is similar to the STOP LIGHT SYSTEM in LEGENDS but is featuring a number of markers, each corresponding to different ACFT types.



ACFT	INDEX NR
Concorde	1
A300/A300B, L1011, DC 8 (All series), DC 10 (All series)	2
DC 9 (All series)	3
B747	4
VC 10, B707-120B, B707-320B/C, B720, B727-100/200, B737-100/200, BAC 1-11	5

CAUTION

Be sure to select the correct illuminated reference mark as marker unit layout are different for the various stands.

C. DEPARTURE

Open.

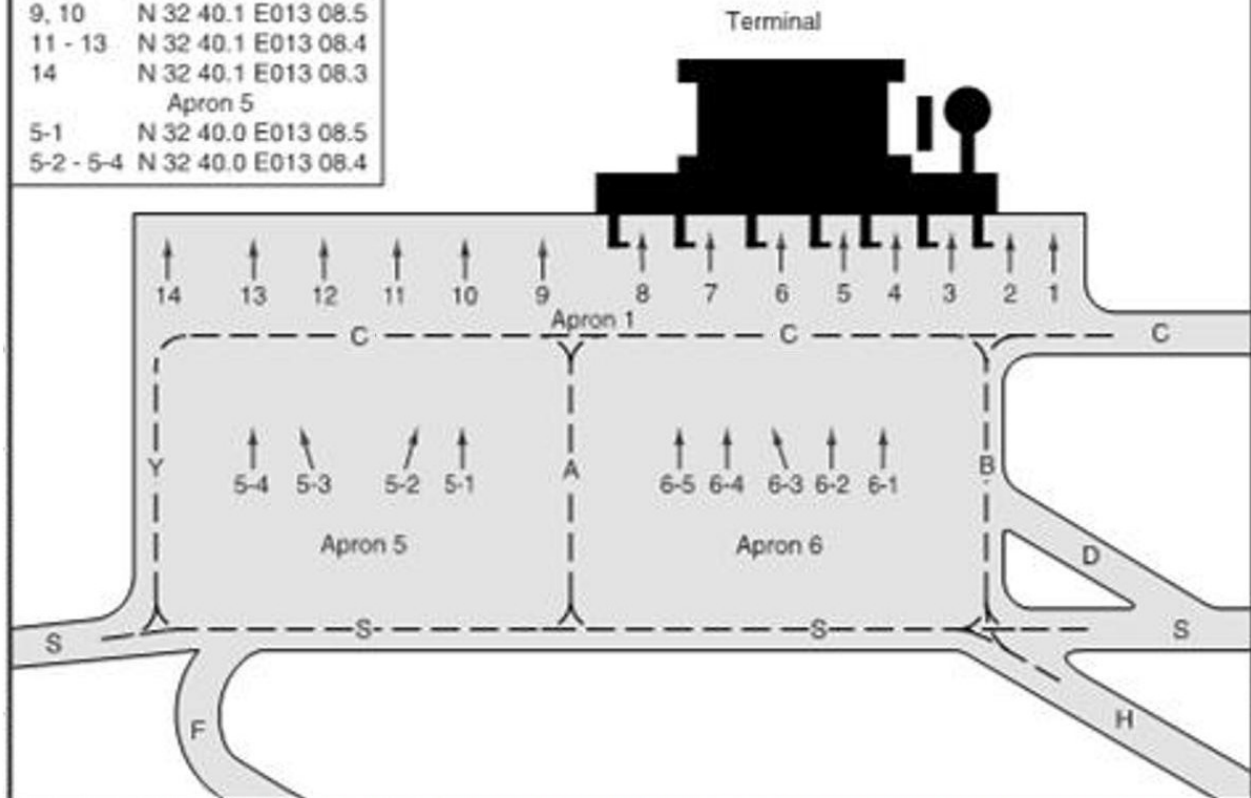
Parking positions coordinates

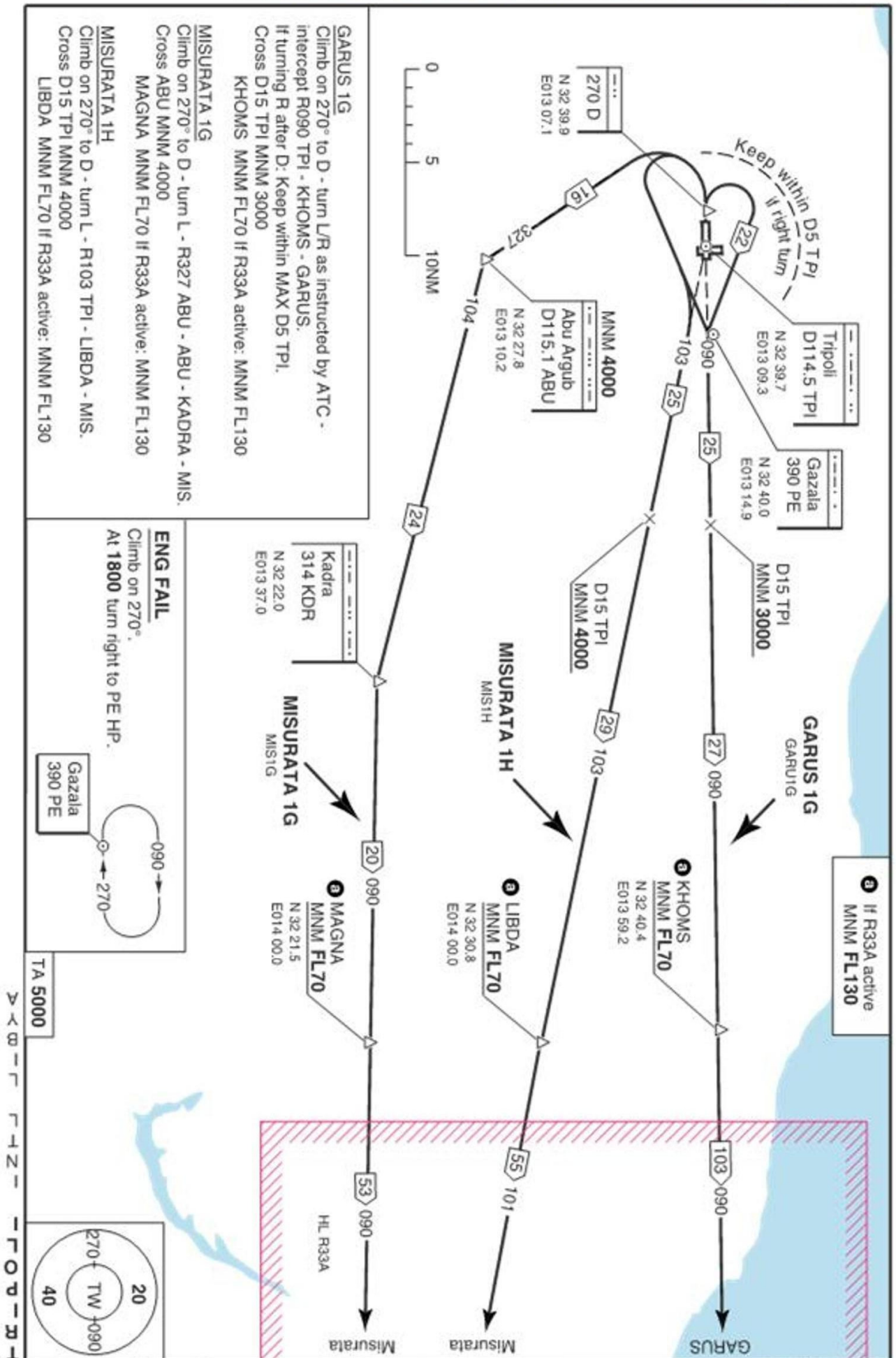
Apron 1	
1, 2	N 32 40.1 E013 08.8
3 - 5	N 32 40.1 E013 08.7
6 - 8	N 32 40.1 E013 08.6
9, 10	N 32 40.1 E013 08.5
11 - 13	N 32 40.1 E013 08.4
14	N 32 40.1 E013 08.3
Apron 5	
5-1	N 32 40.0 E013 08.5
5-2 - 5-4	N 32 40.0 E013 08.4

Apron 6	
6-1, 6-2	N 32 40.0 E013 08.7
6-3 - 6-5	N 32 40.0 E013 08.6

APSI

Tripoli	
ATIS	127.000
TWR	118.100
GND	120.100 121.900





GARUS 1G
 Climb on 270° to D - turn L/R as instructed by ATC - intercept R090 TPI - KHOMS - GARUS.
 If turning R after D: Keep within MAX D5 TPI.
 Cross D15 TPI MNM 3000
 KHOMS: MNM FL70 If R33A active: MNM FL130

MISURATA 1G
 Climb on 270° to D - turn L - R327 ABU - ABU - KADRA - MIS.
 Cross ABU MNM 4000
 MAGNA: MNM FL70 If R33A active: MNM FL130

MISURATA 1H
 Climb on 270° to D - turn L - R103 TPI - LIBDA - MIS.
 Cross D15 TPI MNM 4000
 LIBDA: MNM FL70 If R33A active: MNM FL130

ENG FAIL
 Climb on 270°.
 At 1800 turn right to PE HP.

MISURATA 1G
 MISURATA 1G MIS1G

MISURATA 1H
 MISURATA 1H MIS1H

GARUS 1G
 GARUS 1G

LIBDA
 LIBDA MNM FL70
 N 32 30.8 E014 00.0

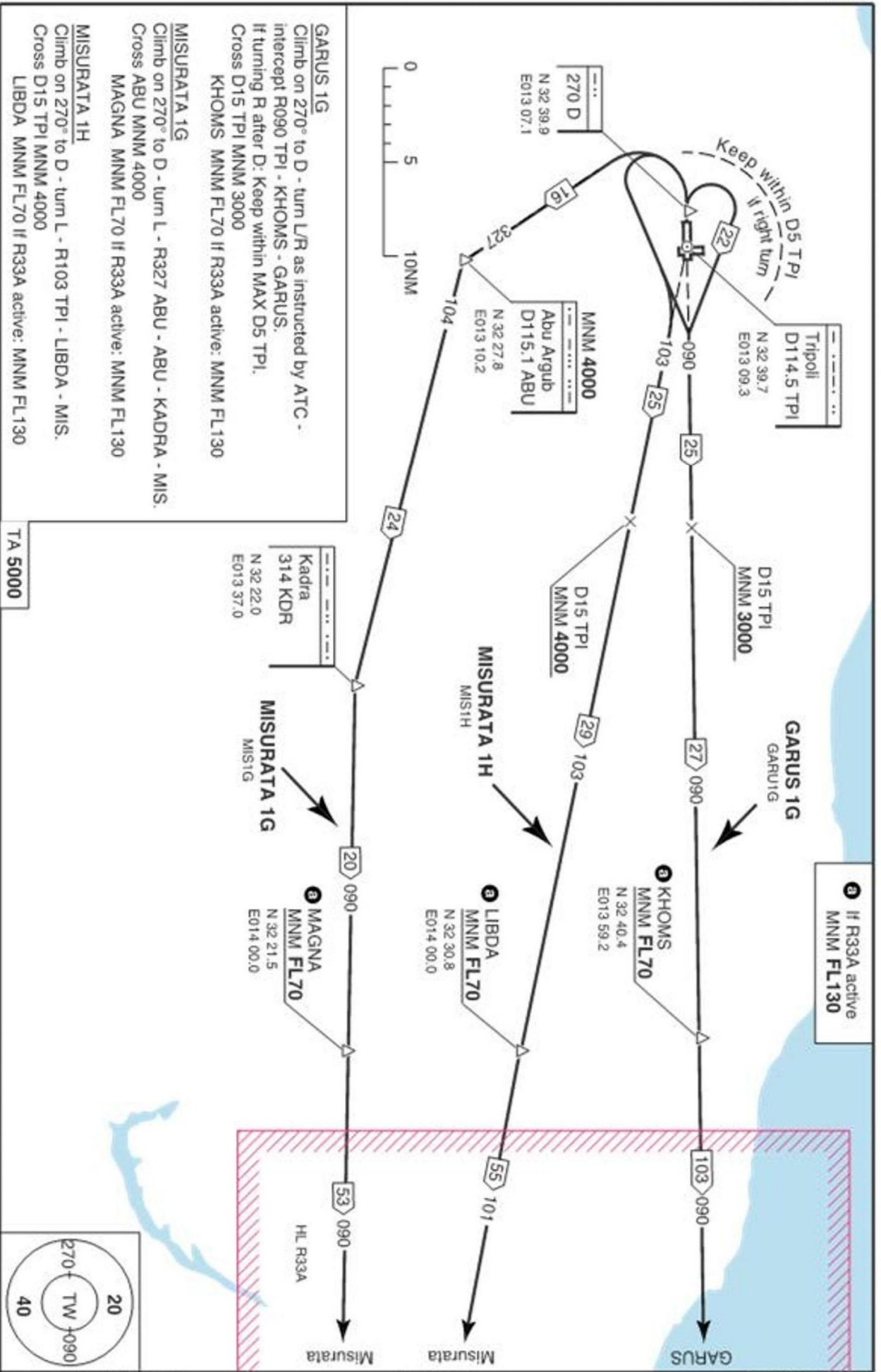
MAGNA
 MAGNA MNM FL70
 N 32 21.5 E014 00.0

KADRA
 Kadra 314 KDR
 N 32 22.0 E013 37.0

TA 5000

HL R33A

SID (E) RWY 27



SID RWY 27 (E)

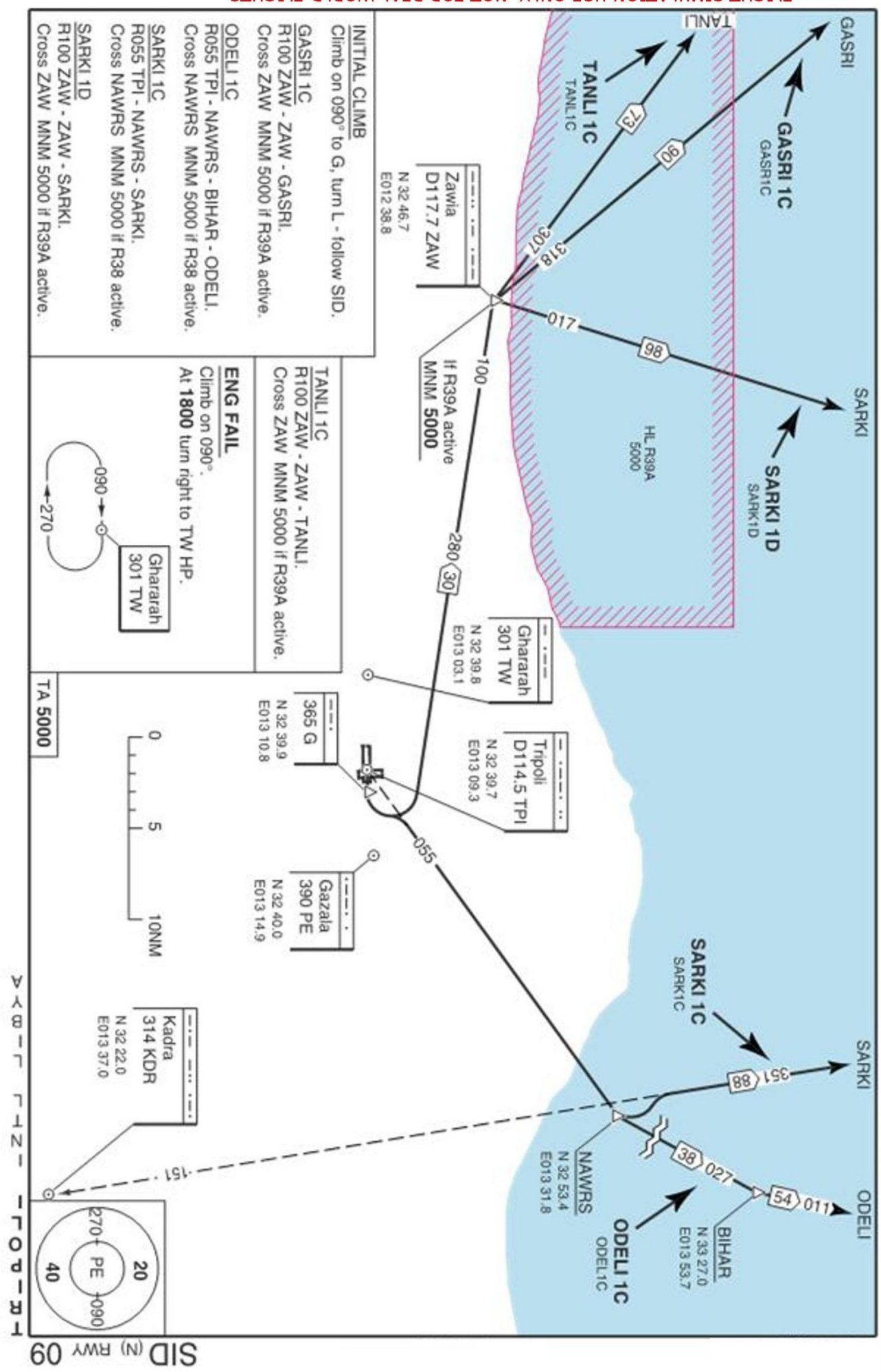
AYBILTN - I O P - M T

GARUS 1G
 Climb on 270° to D - turn L/R as instructed by ATC - intercept R090 TPI - KHOMS - GARUS.
 If turning R after D: Keep within MAX D5 TPI.
 Cross D15 TPI MNM 3000
 KHOMS MNM FL70 if R33A active: MNM FL130

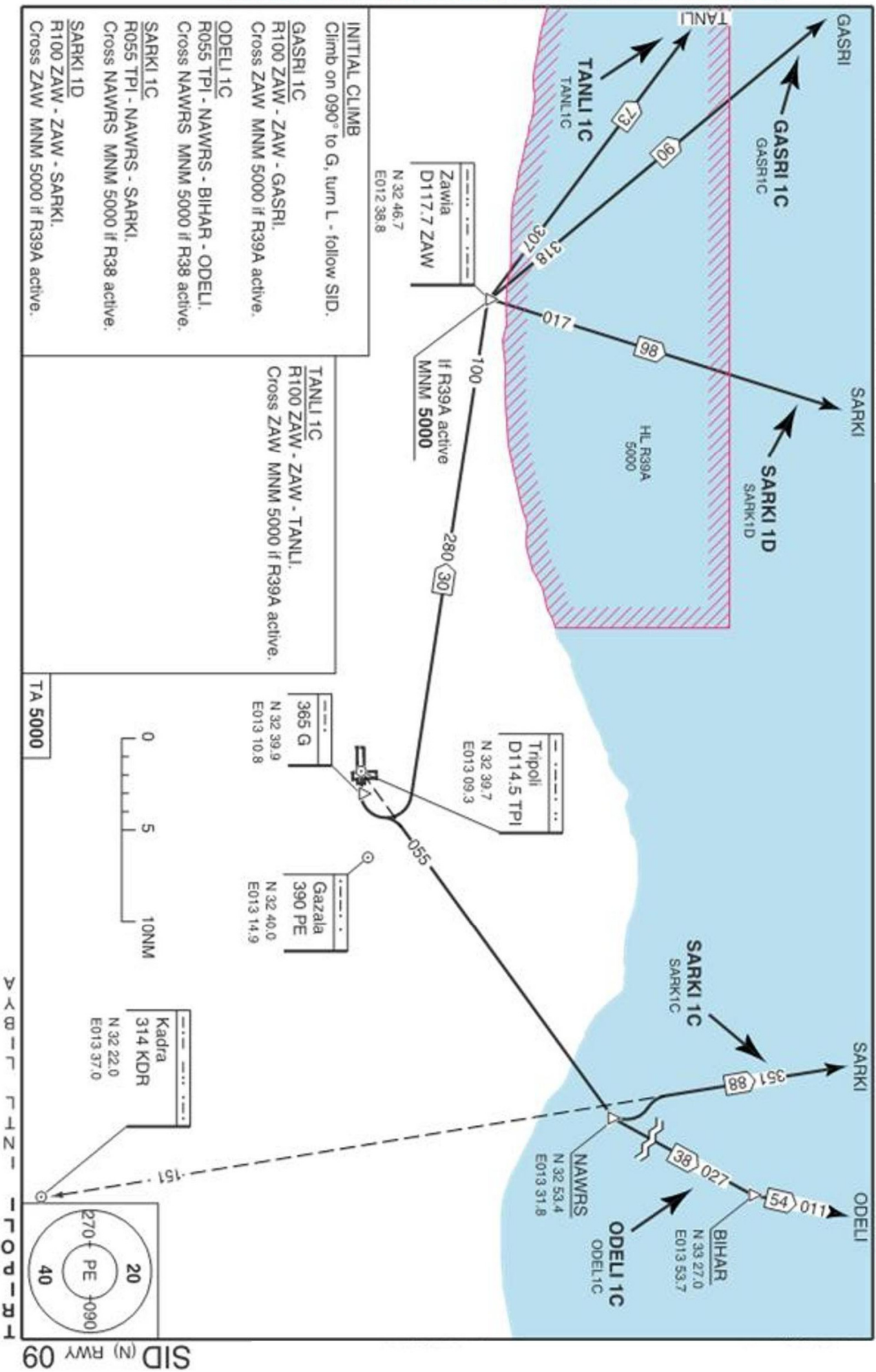
MISURATA 1G
 Climb on 270° to D - turn L - R327 ABU - ABU - KADRA - MIS.
 Cross ABU MNM 4000
 MAGNA MNM FL70 if R33A active: MNM FL130

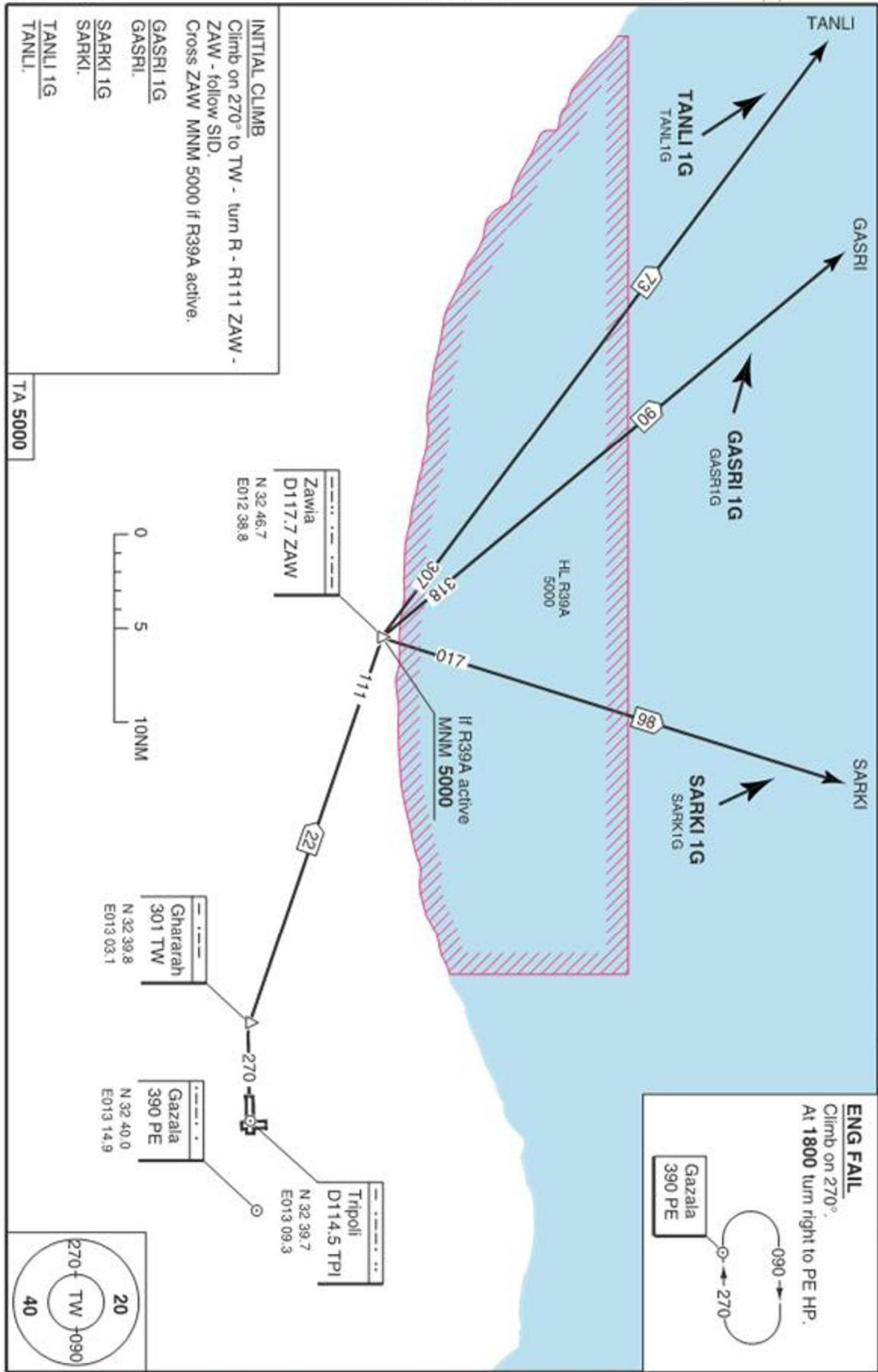
MISURATA 1H
 Climb on 270° to D - turn L - R103 TPI - LIBDA - MIS.
 Cross D15 TPI MNM 4000
 LIBDA MNM FL70 if R33A active: MNM FL130

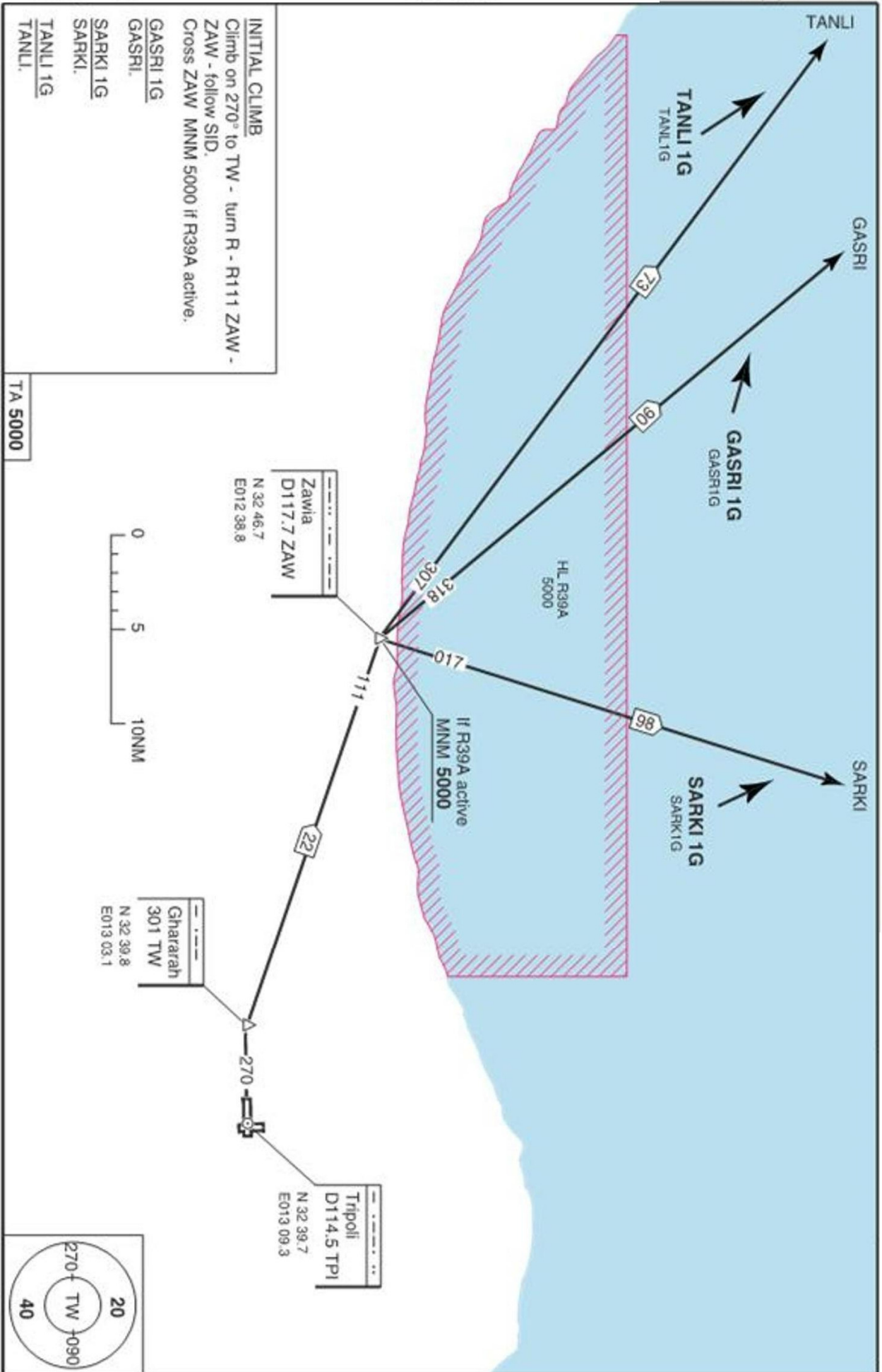
TA 5000

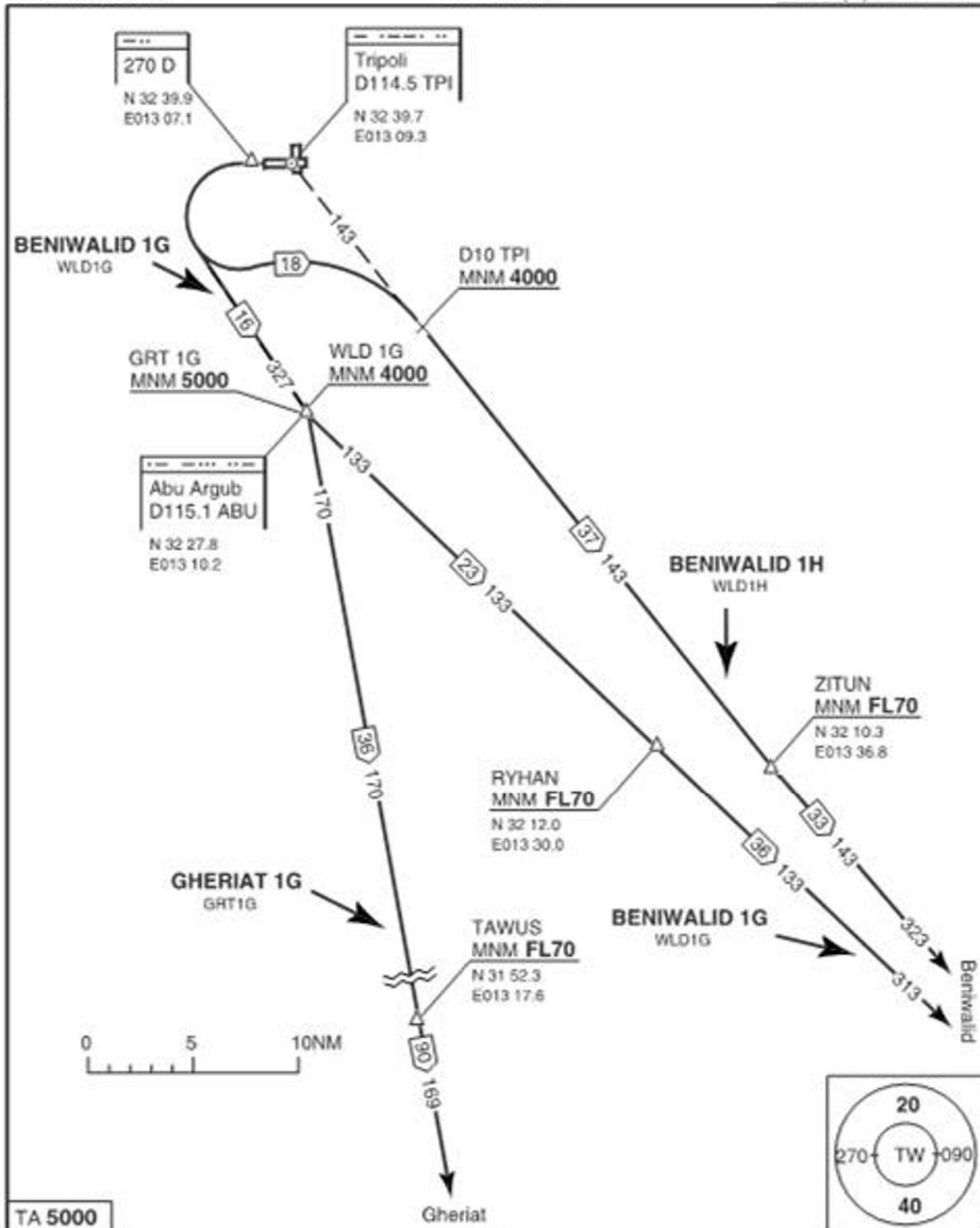


SID (N) RWY 09









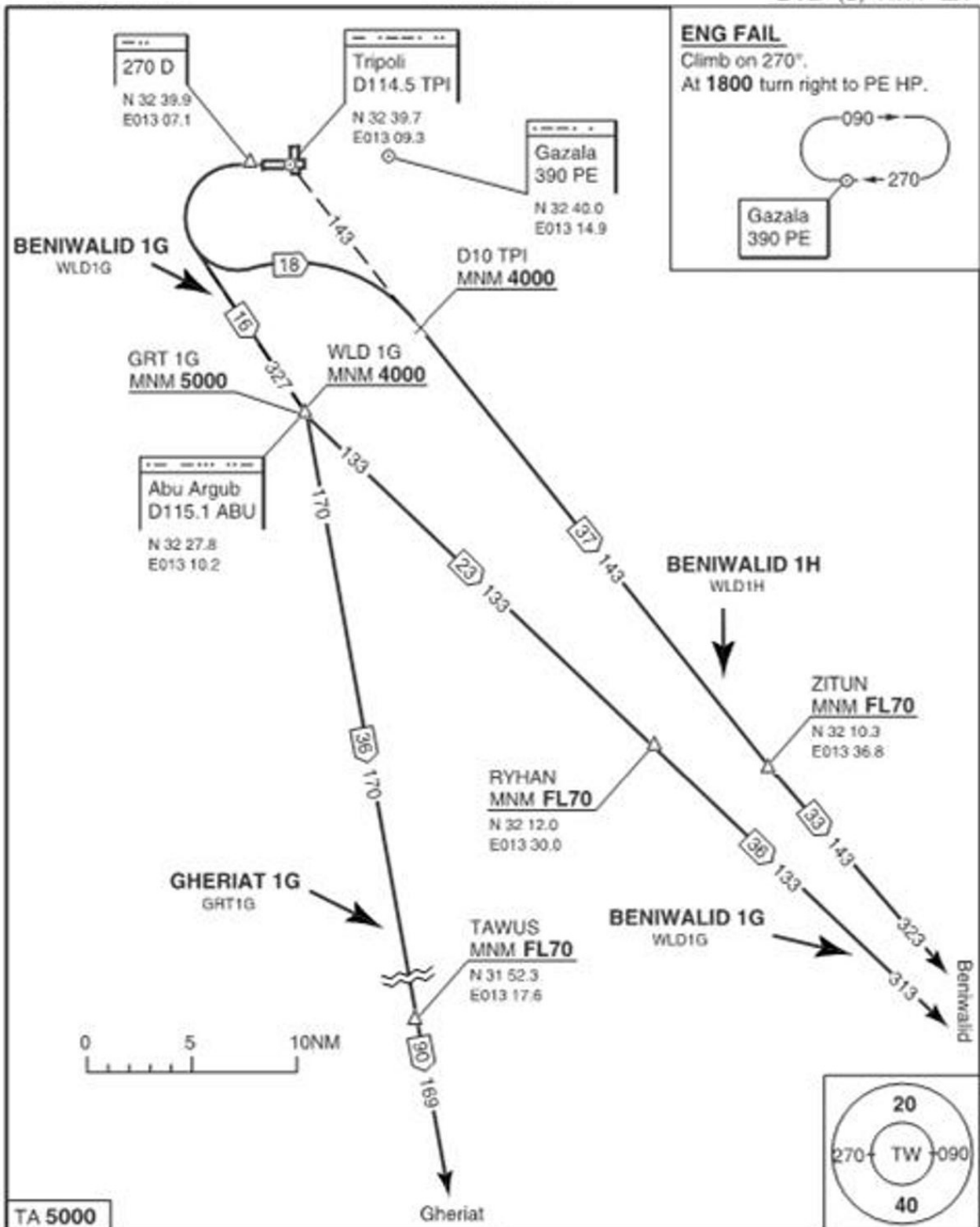
TA 5000

INITIAL CLIMB
 Climb on 270° to D - turn L - follow SID.

BENIWALID 1G
 R327 ABU - ABU - RYHAN - WLD.
 Cross ABU MNM 4000
 RYHAN MNM FL70

BENIWALID 1H
 R143 TPI - ZITUN - WLD.
 Cross D10 TPI MNM 4000
 ZITUN MNM FL70

GHERIAT 1G
 R327 ABU - ABU - TAWUS - GRT.
 Cross ABU MNM 5000
 TAWUS MNM FL70



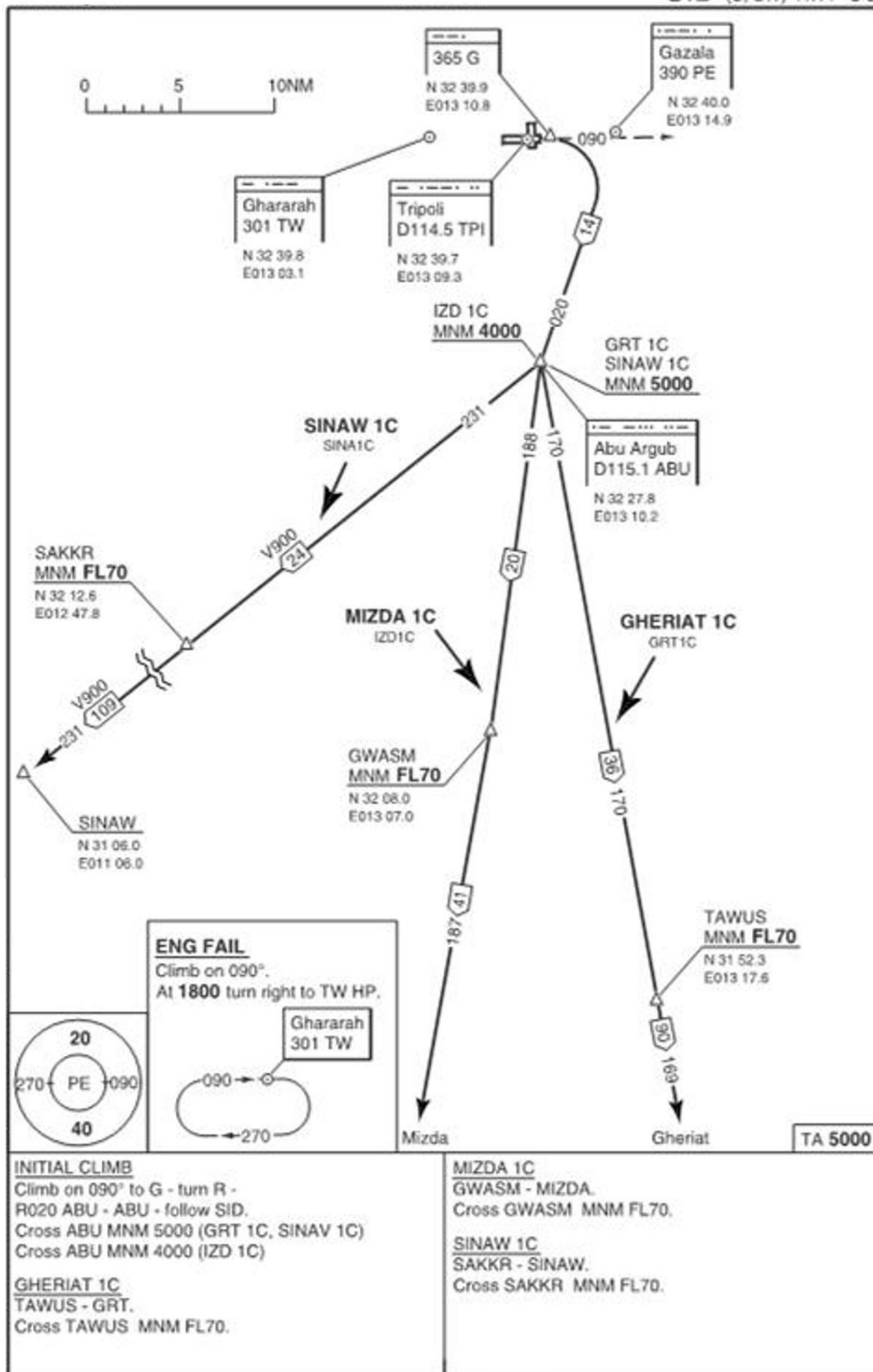
TA 5000

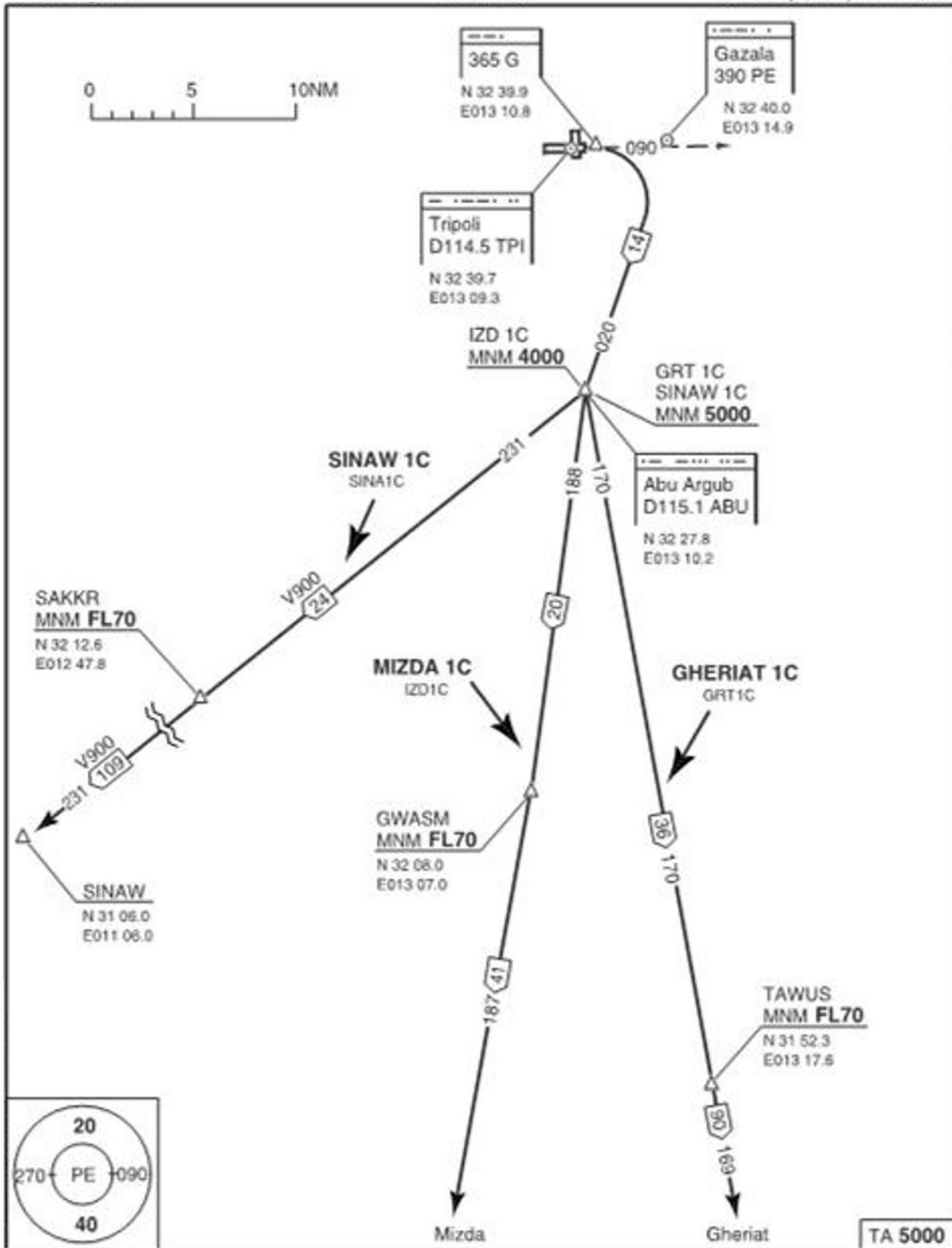
INITIAL CLIMB
Climb on 270° to D - turn L - follow SID.

BENIWALID 1G
R327 ABU - ABU - RYHAN - WLD.
Cross ABU MNM 4000
RYHAN MNM FL70

BENIWALID 1H
R143 TPI - ZITUN - WLD.
Cross D10 TPI MNM 4000
ZITUN MNM FL70

GHERIAT 1G
R327 ABU - ABU - TAWUS - GRT.
Cross ABU MNM 5000
TAWUS MNM FL70





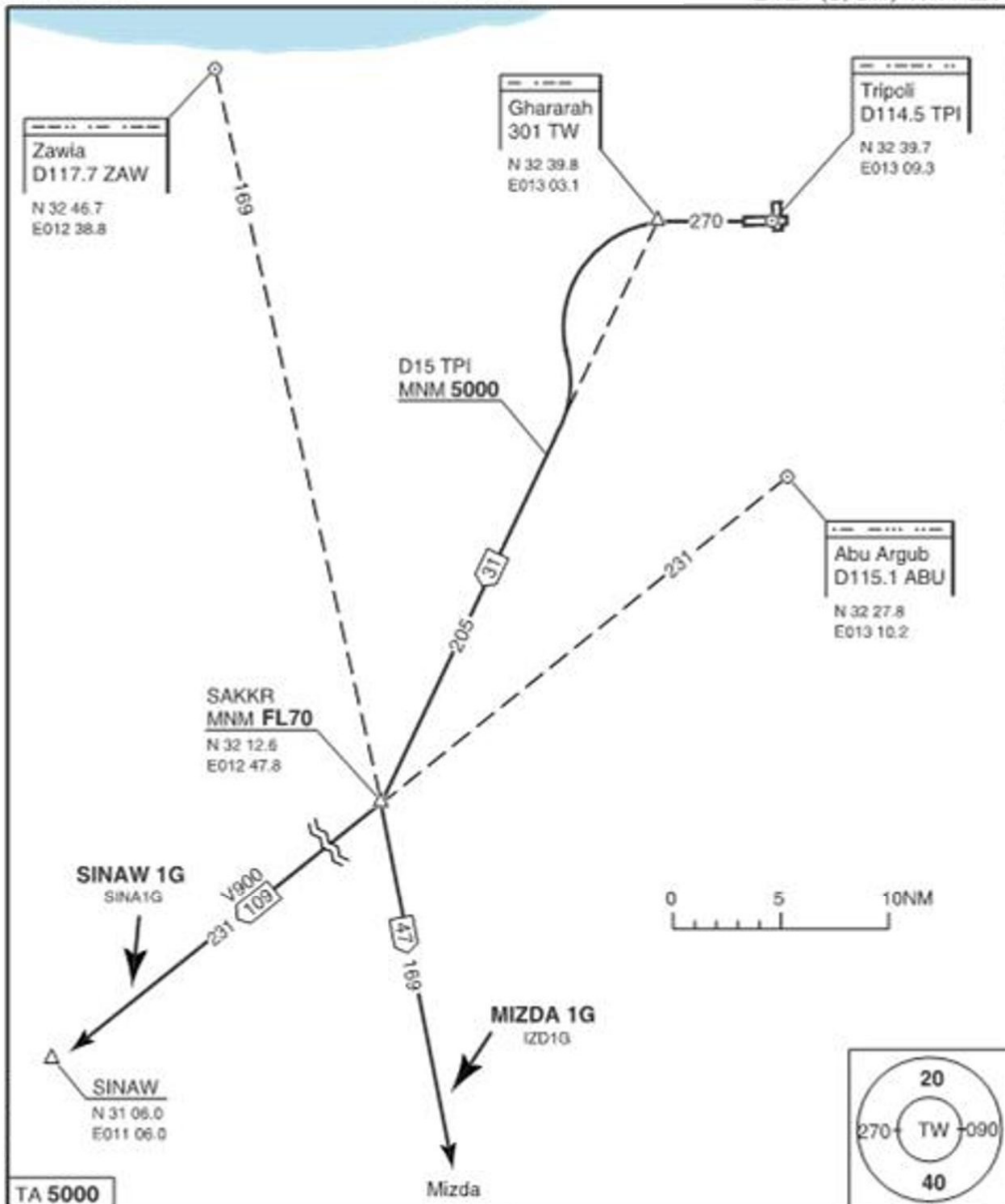
INITIAL CLIMB
 Climb on 090° to G - turn R -
 R020 ABU - ABU - follow SID.
 Cross ABU MNM 5000 (GRT 1C, SINAV 1C)
 Cross ABU MNM 4000 (IZD 1C)

GHERIAT 1C
 TAWUS - GRT.
 Cross TAWUS MNM FL70.

MIZDA 1C
 GWASM - MIZDA.
 Cross GWASM MNM FL70.

SINAW 1C
 SAKKR - SINAW.
 Cross SAKKR MNM FL70.

TA 5000



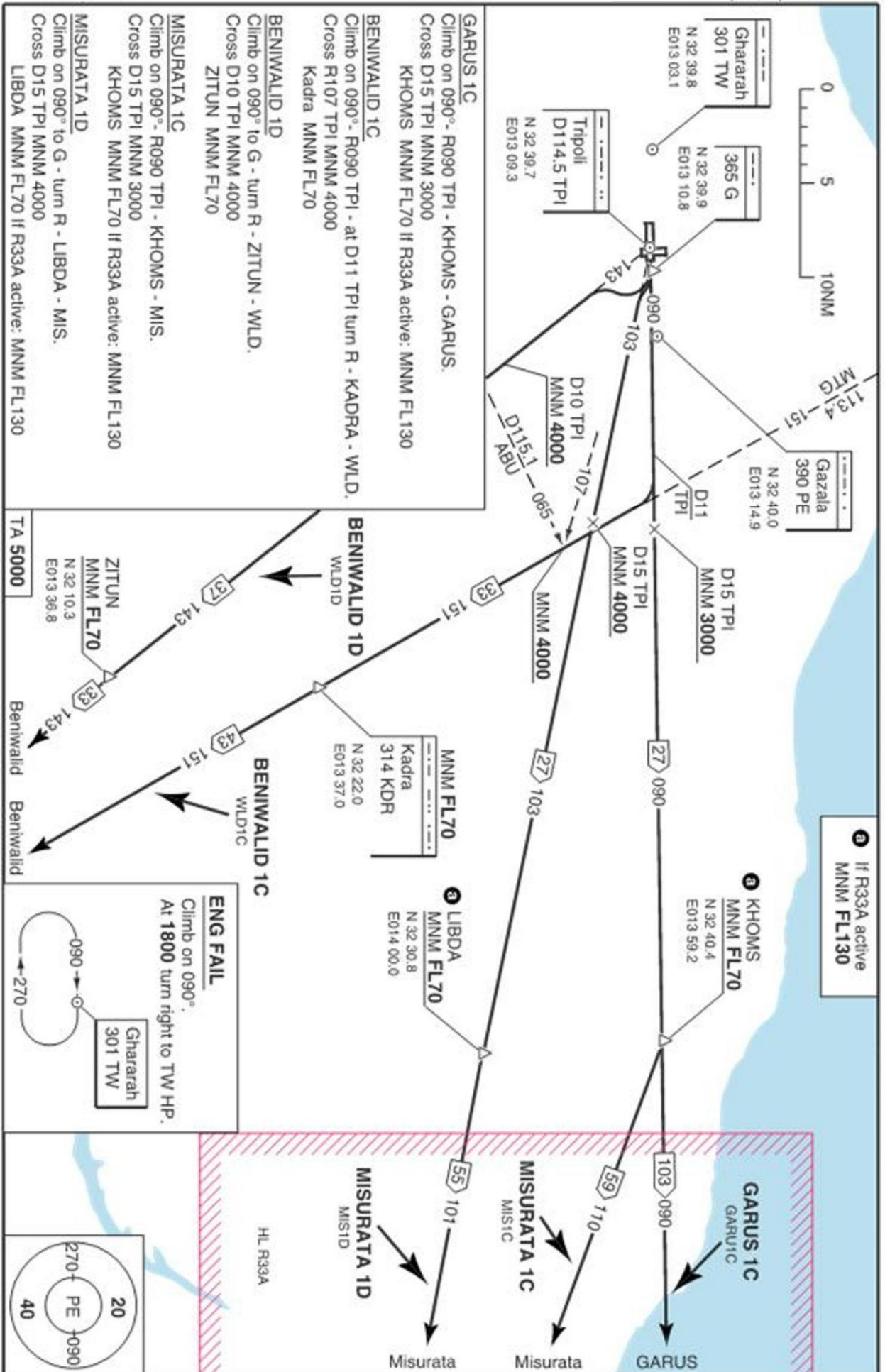
TA 5000

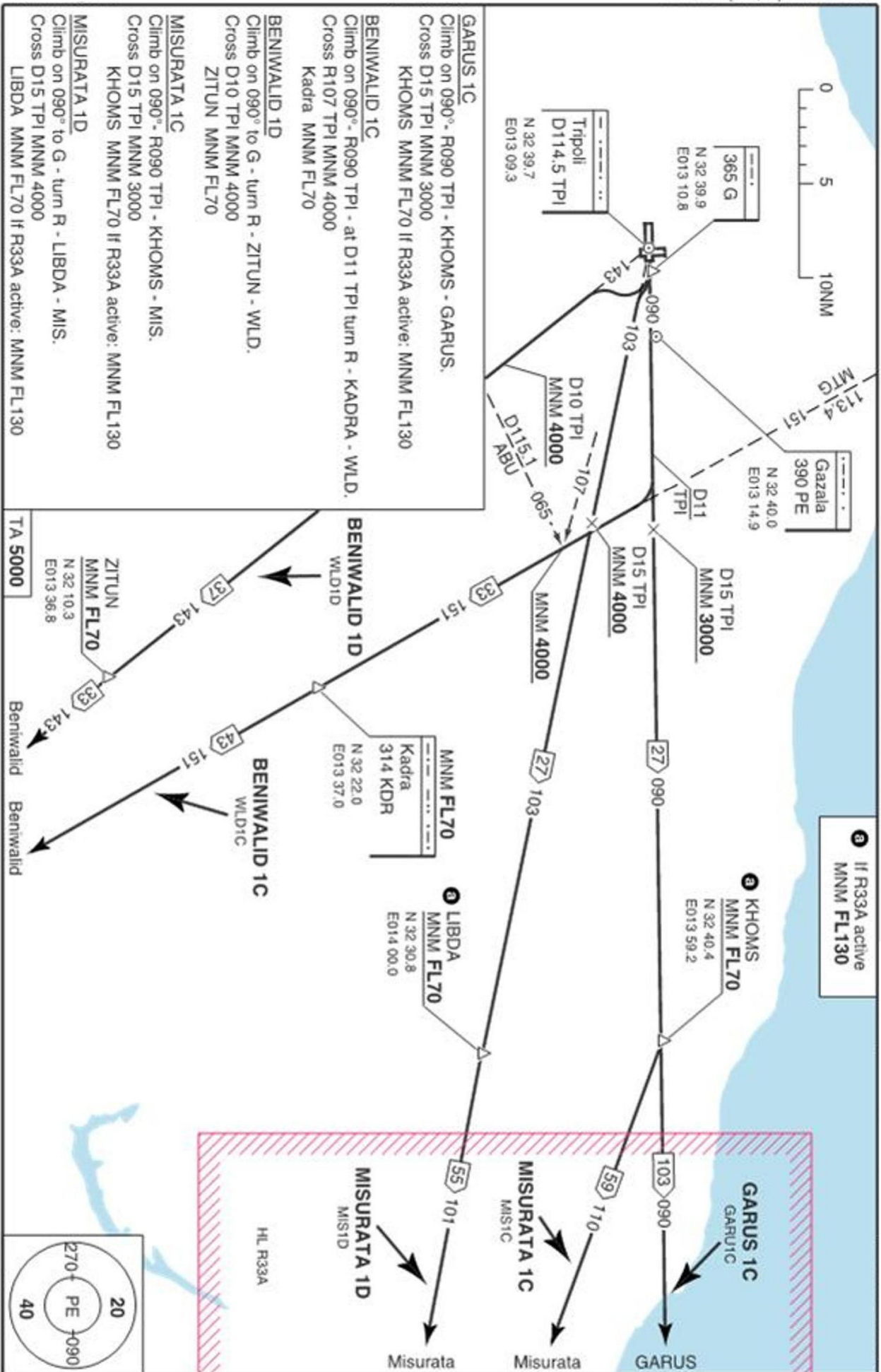
INITIAL CLIMB

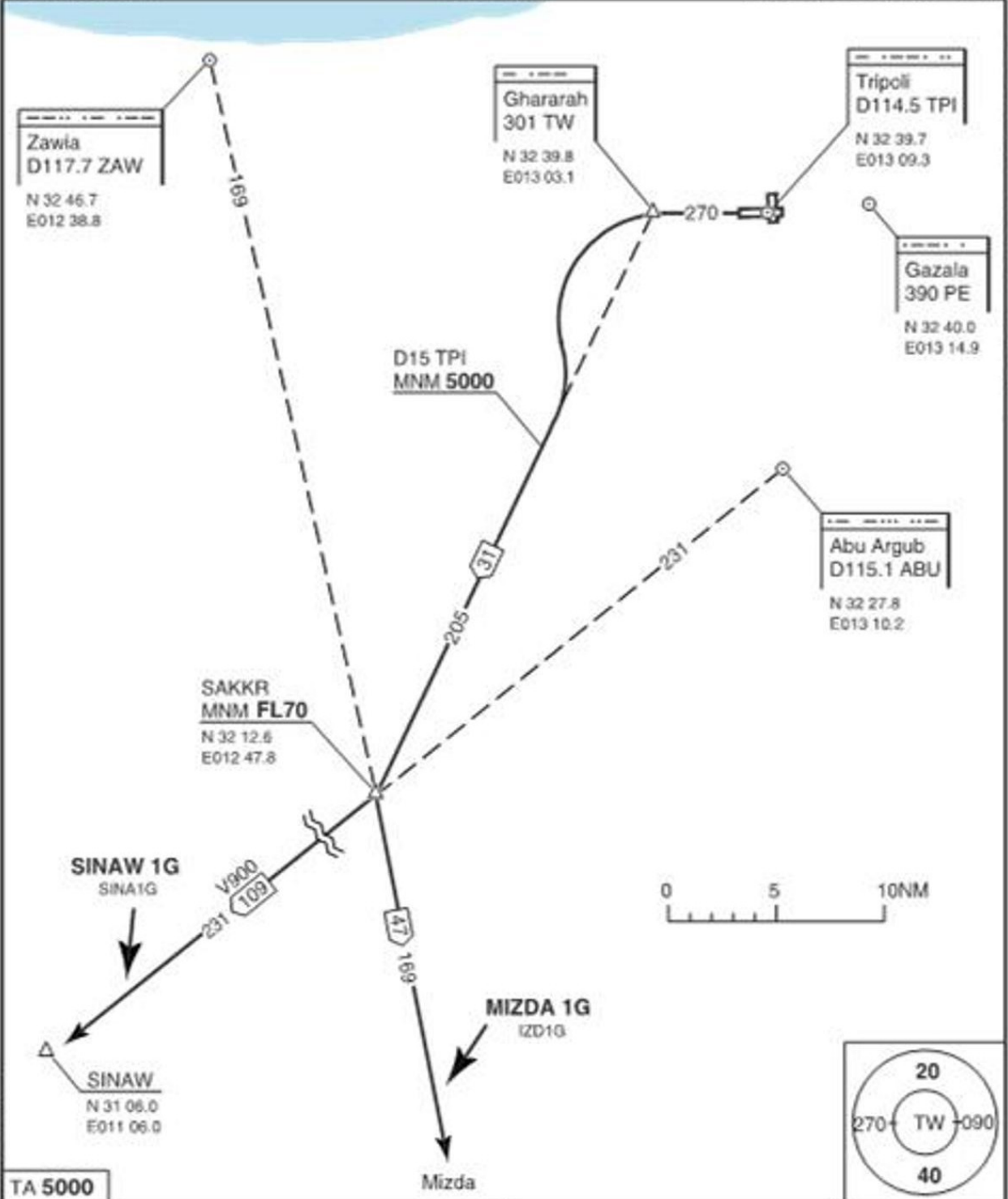
Climb on 270° to TW - turn L - 225° from TW - SAKKR - follow SID.
 Cross D15 TPI MNM 5000
 SAKKR MNM FL70

MIZDA 1G
 MIZDA.

SINAW 1G
 SINAW.







TA 5000

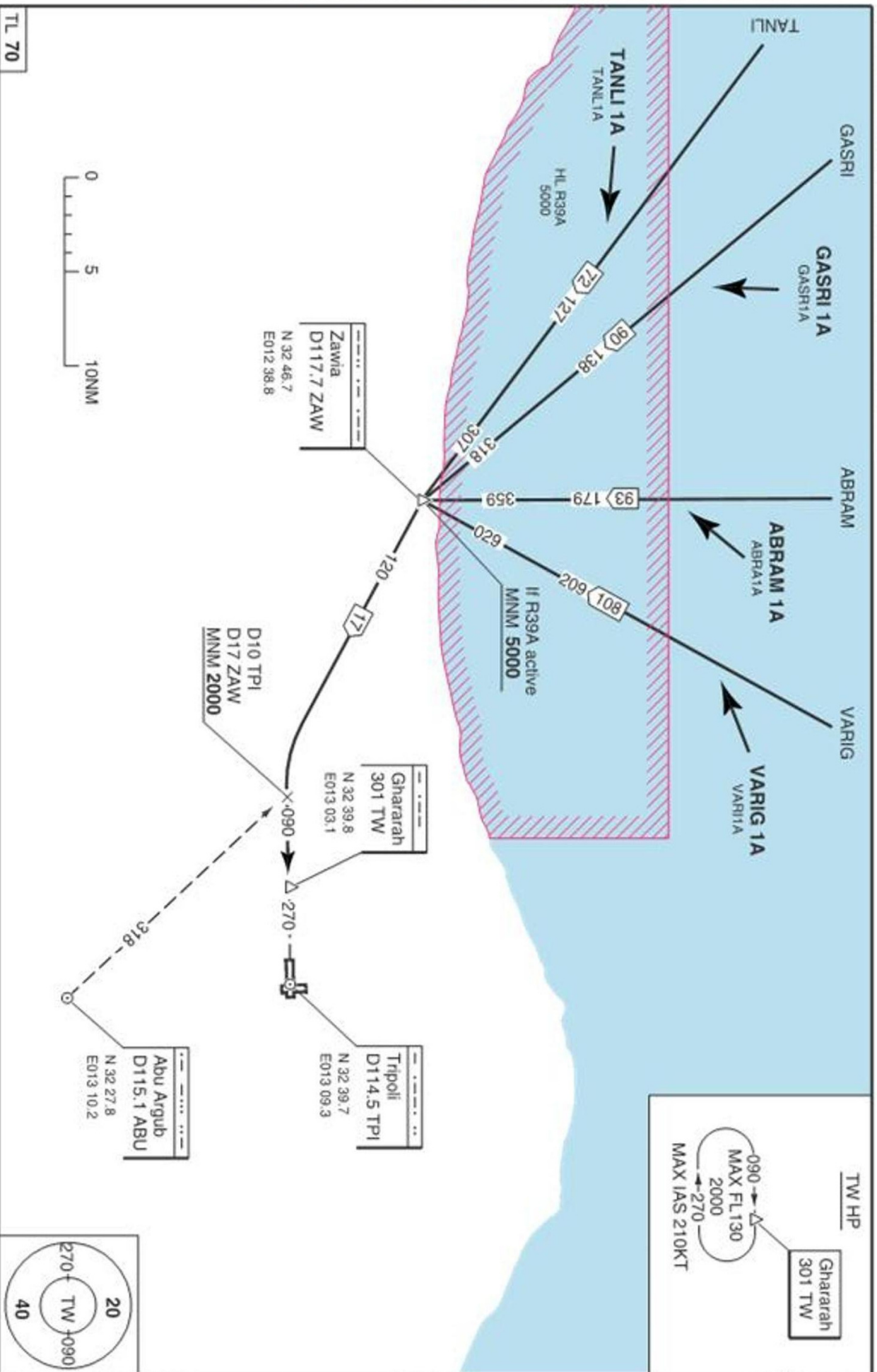
INITIAL CLIMB
 Climb on 270° to TW - turn L - 225° from TW - SAKKR - follow SID.
 Cross D15 TPI MNM 5000
 SAKKR MNM FL70

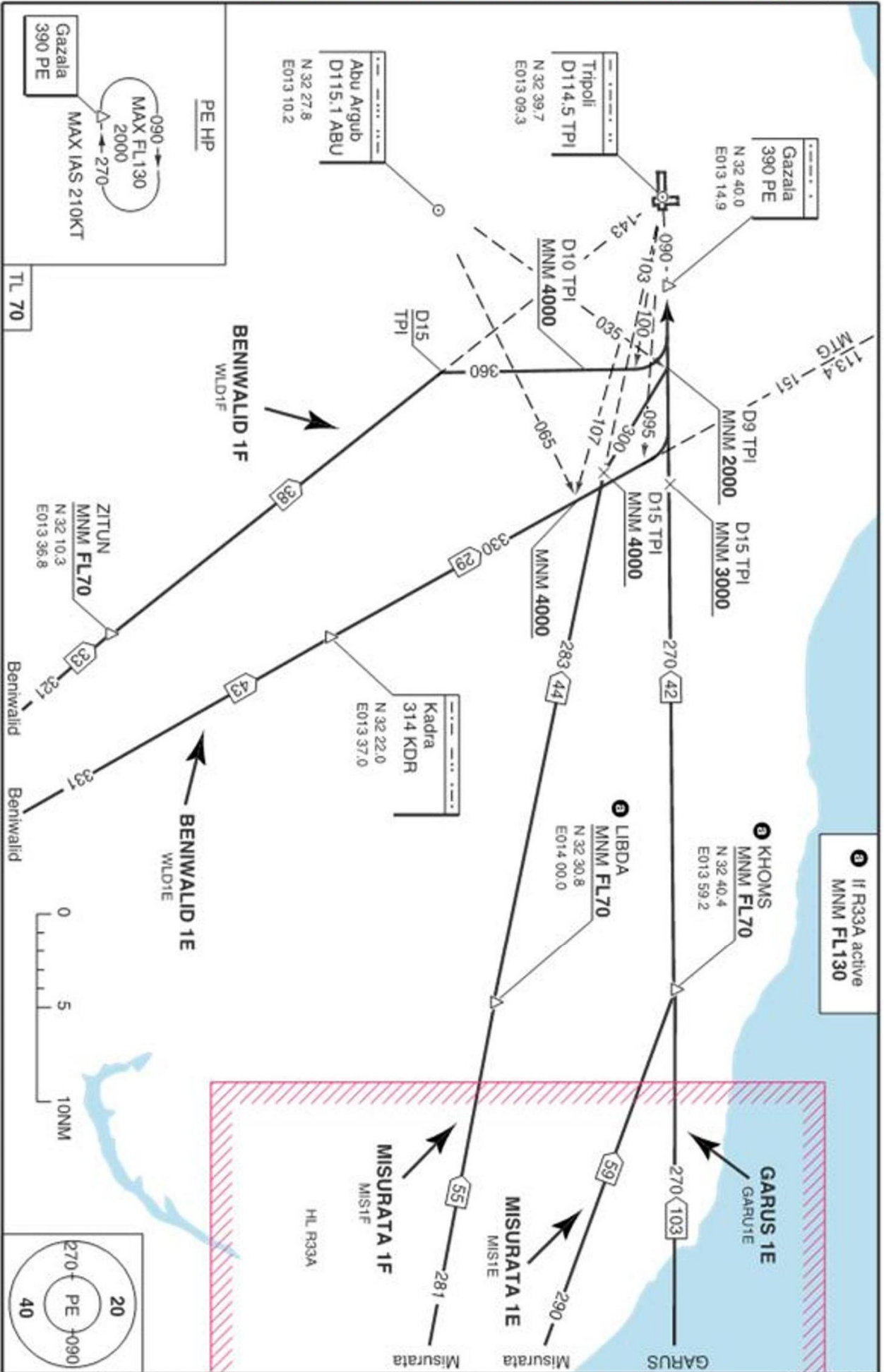
MIZDA 1G
 MIZDA.

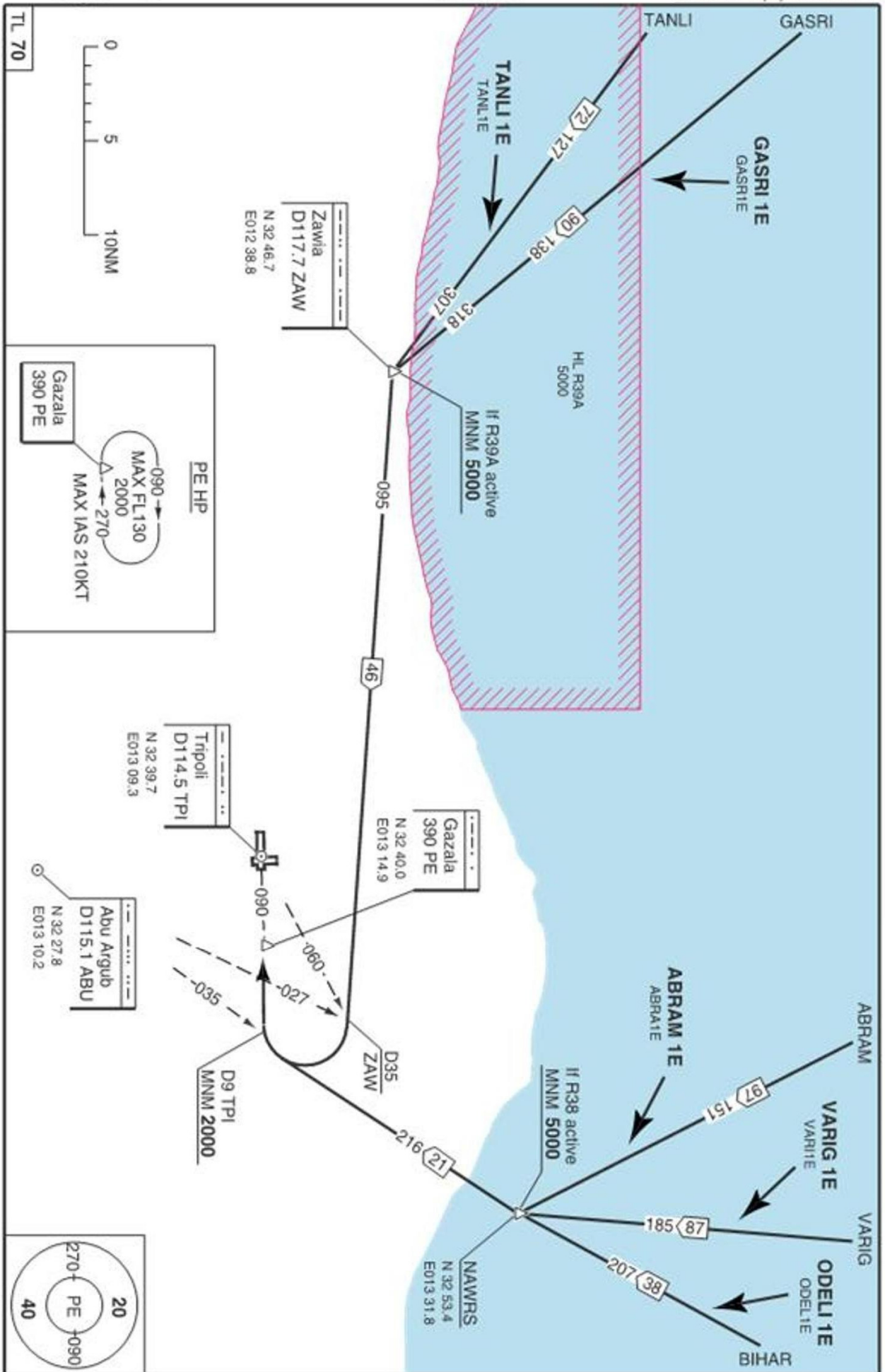
SINAW 1G
 SINAW.

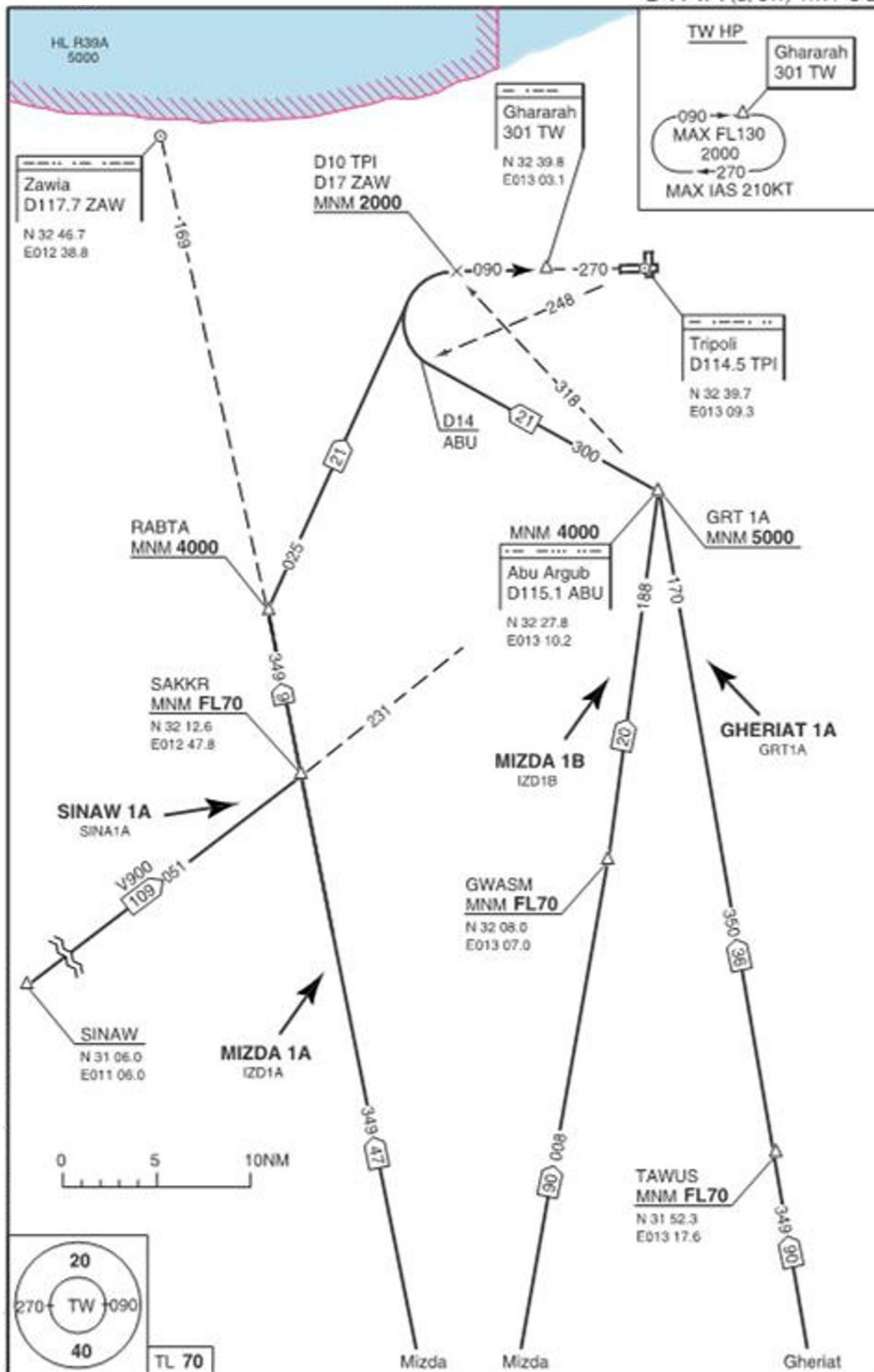
ENG FAIL
 Climb on 270°.
 At 1800 turn right to PE HP.

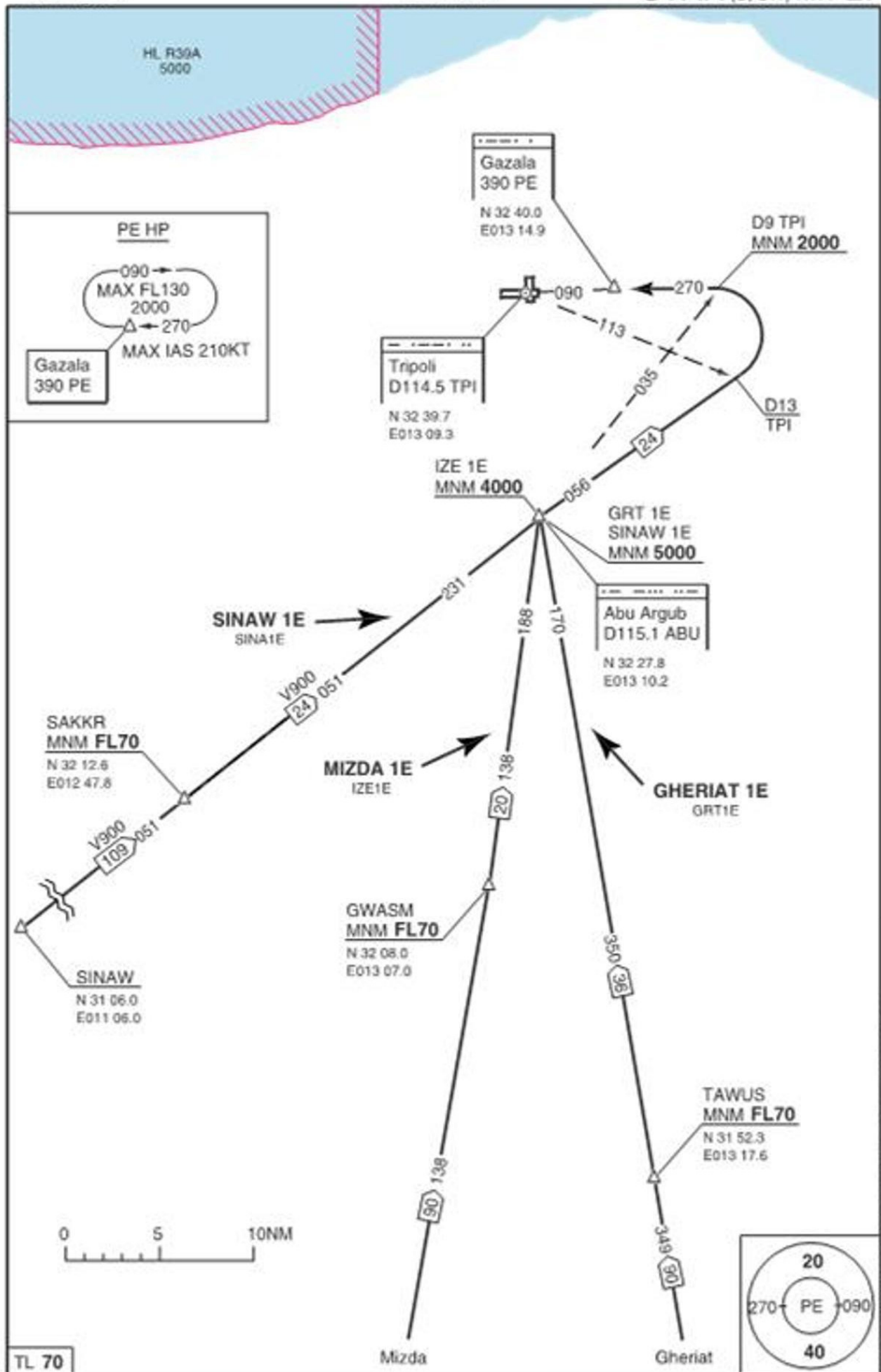
The diagram for the engine failure procedure shows a turn from heading 270° to heading 090° to reach the Gazala 390 PE fix.











FLIGHT SIMULATION USE ONLY, NOT FOR REAL WORLD FLIGHTS

