



Lebanon Airspace Manual

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Contents

1.0	Introduction	3
1.1	Airport Information.....	3
1.2	Adjoining FIRs.....	3
1.3	ATC Units.....	4
2.0	Procedures	4
2.1	Transition Altitude / Level.....	4
2.2	Airspace Classification.....	4
2.3	Semi-Circular Rule.....	6
2.4	Area of Responsibility.....	6
2.5	Restricted and Danger Areas.....	7
2.6	Holding Procedure.....	8
2.7	VFR Procedures.....	10
2.8	Radio Communication Failure Procedure.....	11
2.9	SSR codes.....	11
2.10	Handoff.....	12
2.10.1	Between _CTR and _APP.....	12
2.10.2	Between _CTR and Adjoining FIRs.....	12
2.10.2.1	Outbound Traffic.....	12
2.10.2.2	Inbound Traffic.....	12
3.0	Letters of Agreement	13
3.1	Beirut FIR and Damascus FIR.....	13
3.2	Beirut FIR and Nicosia FIR.....	13

1.0 Introduction

1.1 Airport Information

Name	ICAO	Type Of Flights Permitted
Beirut International Airport	OLBA	IFR/VFR
Rayak Airport	OLRA	VFR
Kleyate Airport	OLKA	VFR

1.2 Adjoining FIRs

Beirut FIR is located in the center between three FIRs as follows:

Adjoining from the **North & East**: **Damascus FIR**

Adjoining from the **West**: **Nicosia FIR**

Adjoining from the **South**: **Tel Aviv FIR**

1.3 ATC Units

Station	Identifier	Frequency	Remarks
Beirut Control	OLBB_CTR	119.300	Upper and Lower Beirut FIR

2.0 Procedures

2.1 Transition Altitude / Level

Transition Altitude is 13000 feet

Transition Level is FL150

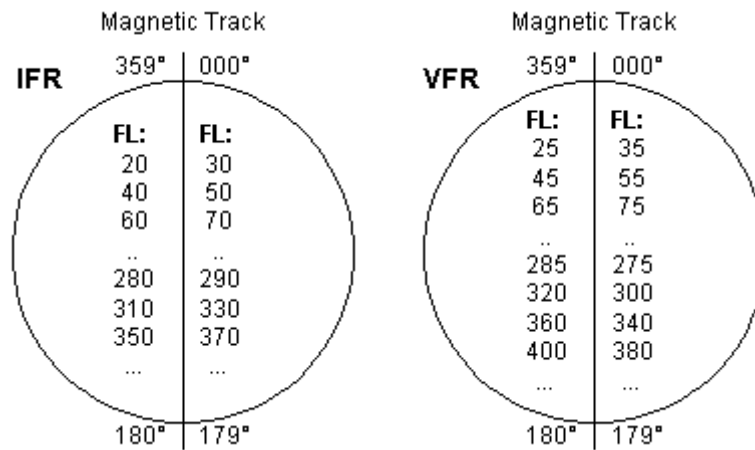
2.2 Airspace Classification

The following classes are available within Beirut FIR:

- **Class A:** IFR flights only are permitted; all flights are controlled by IFR Rules and Procedures. Class A comprises all Beirut controlled airspace between FL 200 & FL 460.
- **Class B:** IFR and VFR flights are permitted; all flights are controlled by IFR Rules and procedures. Class B comprises Beirut Aerodrome Traffic Zone.
- **Class C:** IFR and VFR flights are permitted, VFR flights are controlled by IFR Rules and procedures in respect to IFR flights but, VFR flights are only provided with traffic information in respect to other VFR flights. Class C comprises Beirut controlled airspace below FL 200 excluding the Beirut ATZ.
- **Class D:** No airspace is currently designated as class D.
- **Class E:** No airspace is currently designated as Class E.
- **Class F:** No airspace is currently designated as Class F.
- **Class G:** IFR and VFR flights are permitted and receive Flight Information Service on request. Class G comprises all BEIRUT FIR not covered by Classes A, B, and C.

<i>Class</i>	<i>Type of flight</i>	<i>Separation provided</i>	<i>Service provided</i>	<i>Speed limitation*</i>	<i>Radio communication requirement</i>	<i>Subject to an ATC clearance</i>
A	IFR only	All aircraft	Air traffic control service	Not applicable	Continuous two-way	Yes
B	IFR	All aircraft	Air traffic control service	Not applicable	Continuous two-way	Yes
	VFR	All aircraft	Air traffic control service	Not applicable	Continuous two-way	Yes
C	IFR	IFR from IFR IFR from VFR	Air traffic control service	Not applicable	Continuous two-way	Yes
	VFR	VFR from IFR	1) Air traffic control service for separation from IFR; 2) VFR/VFR traffic information (and traffic avoidance advice on request)	250 kt IAS below 3 050 m (10 000 ft) AMSL	Continuous two-way	Yes
G	IFR	Nil	Flight information service	250 kt IAS below 3 050 m (10 000 ft) AMSL	Continuous two-way	No
	VFR	Nil	Flight information service	250 kt IAS below 3 050 m (10 000 ft) AMSL	No	No

2.3 Semi-Circular Rule



2.4 Area of Responsibility

The area of responsibility for OLBB_CTR controller is the vertical (SFC – FL460) and horizontal boundaries of Beirut FIR.

In case of absence of APP/TWR/GND controllers clearances required will be given by OLBB_CTR.

2.5 Prohibited, Restricted and Danger Areas

Identification name, Airspace name and lateral limits	Upper limit (AMSL) Lower limit (GND)	Remarks (time of activity, type of restriction, nature of hazard)
1	2	3
PROHIBITED AREAS:		
OLP1 SAIDA/TYR An Area bounded by lines joining successively the following points : 3322N 03510E, 3306N 03453E, 3306N 03507E along the Lebanese Syrian border to 3322N 03548E, 3322N 03510E	$\frac{\text{UNL}}{\text{GND}}$	Except the aircraft of (UNIFIL) United Nations Interim Forces in Lebanon
RESTRICTED AREAS:		
OLR4 RAYAK Circle of 7 NM radius centered on RAYAK Aerodrome 3351N 03559E	$\frac{10000 \text{ FT}}{1500 \text{ FT}}$	Entry, PPR from MIL Authority. In Emergency Contact RAYAK TWR ON 124.400 MHZ
OLR5 KLEYATE Circle of 7 NM radius centered on KLEYATE aerodrome 3435N 03600E, limited to the north by the Syrian / Lebanese border	$\frac{10000 \text{ FT}}{1500 \text{ FT}}$	Entry, PPR from MIL Authority. In Emergency, contact KLEYATE TWR ON 121.000 MHZ.
OLR6 PRESIDENTIAL PALACE Circle of 1.11 NM radius centered on BAABDA 3350.4N 03532.3E	$\frac{5000 \text{ FT}}{\text{GND}}$	Entry ,PPR from MIL Authority. In Externe necessity or in case of special operations, two ways of communication should be established with the Military operations centre at least 3 Km from OLR6, OLR7 and OLR8 boundary
OLR7 MINISTRY OF DEFENSE Circle of 1.11 NM Radius centered on YARZE 3350.4N03532.3E	$\frac{5000 \text{ FT}}{\text{GND}}$	Entry, PPR from MIL Authority OLR6,OLR7 and OLR8 are implemented for security reasons
OLR8 AMERICAN EMBASSY Circle of 1.11 NM radius centered on AWKAR 3355.7N 03535.7E	$\frac{5000 \text{ FT}}{\text{GND}}$	
OLR12 HAMAT AN AREA BOUNDED BY LINES JOINING SUCCESSIVELY THE FOLLOWING POINTS: 3425N 3541E, 3422N 3549E, 3409N 3541E, 3411N 3533E	$\frac{5000 \text{ FT}}{\text{GND}}$	MILITARY ACTIVITIES H24.

DANGER AREAS:		
OLD2 IAAT AREA CENTERED ON 3400N03615E WITH A RADIUS OF 5NM	$\frac{14000 \text{ FT}}{\text{GND}}$	Air to ground firing daily between 0500 to 1700 UTC
OLD3 WATA AL-JAWZ AREA CENTERED ON 3402N03545E WITH A RADIUS OF 4NM	$\frac{14000 \text{ FT}}{\text{GND}}$	Air to ground firing daily between 0500 to 1700 UTC
OLD9 NA'EME HILLS AREA CENTERED ON 3344.4N03529.5E WITH A RADIUS OF 2.2NM (4KM)	$\frac{10000 \text{ FT}}{\text{GND}}$	MILITARY ACTIVITIES H24.
OLD10 DAMOUR HILLS AREA CENTERED ON 3343.0N03529.5E WITH A RADIUS OF 2.2NM (4KM).	$\frac{10000 \text{ FT}}{\text{GND}}$	MILITARY ACTIVITIES H24.
OLD11 ANFE AN AREA BOUNDED BY LINES JOINING SUCCESSIVELY THE FOLLOWING POINTS: 3422N 3537E, 3422N 3531E, 3426N 3531E, 3426N 3537E	$\frac{9000 \text{ FT}}{\text{MSL}}$	MILITARY ACTIVITIES NOTIFIED BY NOTAM

2.6 Holding Procedure

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 353° MAG
- Inbound 173° MAG / BRG BOD NDB
- Minimum holding altitude 3,000 FT

2- CHEKKA CAK 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 6,000 FT
- IAS 240 KT

- *BYBLO Fix (34°08'27.5000"N 035°28'02.9000"E) On radial 353° of KAD DVOR/DME (112.600MHz), at 20 DME*

3- 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 353° MAG
- Inbound leg: 173° MAG / RAD 353° KAD or LLZ 17
- Right turn pattern
- Minimum holding altitude 5,000 FT
- IAS 230 KT.

- *KHALDE KAD VOR/DME (112.600 MHz)*

4- KAD 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 353° MAG
- Inbound leg: 173° MAG / RAD 353° KAD or LLZ 17
- Minimum holding altitude 3,000 FT
- IAS 230 KT

5- KAD 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 209° MAG
- Inbound leg: 029° MAG / RAD 209° KAD or LLZ 03
- Minimum holding altitude 3,000 FT
- IAS 230 KT

- *ZALKA fix (34°04'04.3000"N 035°24'55.3000"E): On Radial 343° KAD DVOR/DME (112.600 MHz) at 16 DME KAD.*

6- ZALKA Holding Pattern:

- (VOR/DME holding towards the station)
- Limiting outbound distance 22 DME KAD
- Outbound leg: 343° MAG
- Inbound leg: 163° MAG / RAD 343° KAD or LLZ 16
- Right turn pattern
- Minimum holding altitude 3,000 FT
- IAS 230 KT

- *RAMLA fix (33°34'56.0140"N 035°18'51.4610"E): On Radial 209° from KAD VOR DME (112.600 MHz) AT 16 DME KAD.*

7- RAMLA Holding Pattern:

- (VOR/DME holding towards the station)
- Limiting outbound distance 22 DME KAD
- Outbound leg: 209° MAG
- Inbound leg: 029° MAG / RAD 209° KAD or LLZ 03
- Left turn pattern
- Minimum holding altitude 3,000 FT
- IAS 230 KT

2.7 VFR Procedures

VFR flights shall not be operated:

- a. at or above FL 200,
- b. during night period,
- c. at transonic and supersonic speeds.

Note: Night is the period between 30 minutes after sunset (start) to 30 minutes before sunrise (end).

Airspace class	B	CDE	FG	
			ABOVE 900 M (3 000FT) AMSL or above 300 M (1 000 FT) above terrain whichever is the higher	At and below 900 M (3 000 FT) AMSL or 300 M (1 000 FT) above terrain, whichever is the higher
Distance from cloud	Clear of cloud	1 500 M horizontally 300 M (1 000FT) vertically		Clear of cloud and in sight of the surface
Flight visibility	8 KM at and above 3 050 M (10 000 FT) AMSL 5 KM below 3 050M (10 000FT) AMSL		5 KM**	

* When so prescribed by the appropriate ATS authority :

- a) lower flight visibilities to 1 500 M may be permitted for flights operating :
 - a. at speeds that in the prevailing visibility, will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision; or
 - b. in circumstances in which the probability of encounters with other traffic would normally be low, e.g. in areas of low volume traffic and for aerial work at low levels.
- b) HELICOPTERS may be permitted to operate in less than 1500M flight visibility, if manoeuvred at a speed that will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision.

2.8 Radio Communication Failure Procedure

Communication Failure Procedure for VFR flight (aircraft weighing less than 5,700 kg):

If a light aircraft weighing less than 5,700 kg or a helicopter, operating within Beirut Control Area or Control Zone according to VFR experiences two-way radio communication failure the pilot shall:

A. squawk 7600

B. if no contact is established by VHF or by IVAP text box, the aircraft shall:

1. Remain in VMC
2. Maintain / climb / or descend to 2,000 FT
3. Proceed via DORA bay to EAST side (dead side) of RWY 21/03, rock the aircraft wings in direct view of the tower
4. Descend to circuit height
5. Join right hand down-wind RWY 17 and land.

2.9 SSR codes:

DOMESTIC	TRANSIT/INTERNATIONAL
2500 - 2577	4300 - 4377

2.10 Handoff:

2.10.1 between _CTR and _APP:

Beirut Approach will handle TFC from SFC until reaching or before 10,000' (traffic dependent). Beirut CTR normally handles TFC from upper levels until or before 10,000' (traffic dependent), thence, transfer control and communication to Approach.

2.10.2 Between _CTR and Adjoining FIRs:

2.10.2.1 Outbound Traffic:

Traffic leaving Beirut FIR will be transferred to the next sector when **at or before approaching** the handoff points.

- Handoff points:
Damascus FIR: LEBOR¹, LATEB
Nicosia FIR: BALMA, KUKLA, ELIKA, LITAN

1. Traffic departing Beirut to Damascus are handed off to Damascus **Approach** at LEBOR.

2.10.2.2 Inbound Traffic:

Traffic entering Beirut FIR should be assumed **at or before** the handoff points.

- Handoff points:
Westbound via Damascus FIR: LEBOR, LATEB
Eastbound via Nicosia FIR: BALMA, KUKLA, ELIKA, LITAN

3.0 Letters of Agreement:

3.1 Beirut FIR and Damascus FIR

- [Please check this document](#)

3.2 Beirut FIR and Nicosia FIR:

- Pending