AD 2. AERODROMES.

OLBA.

OLBA AD 2.1 AERODROME LOCATION INDICATOR AND NAME

OLBA –Rafic Hariri International Beirut

OLBA AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA:

1	ARP co-ordinates and site at AD	334908.582N 0352924.109E 013°/0.752 NM KAD VORDME
2	Direction and distance from (city)	4NM South of Beirut City
3	Elevation / Reference temperature	Elev : 26 M / T : +28°C
4	Geoid Undulation at AD ELEV PSN	22 M
5	Mag Var / Yearly Var / Date Mag Var	5.10 E / +0.03 /2020
6	AD Administration, address, telephone, telefax, telex, AFS	Ministry of Transport Directorate General of Civil Aviation Beirut Rafic Hariri International Airport Beirut Lebanon Tel : (961)1 628195;628196 Telefax : (961)1 629010 AFS : OLBAYDYX E-mail : dgca@beirutairport.gov.lb
7	Types of traffic permitted (IFR/VFR)	IFR / VFR
8	Remarks	Nil

OLBA AD 2.3 OPERATIONAL HOURS

1	AD Administration	H24
2	Customs and immigration	H24
3	Health and sanitation	H24
4	AIS Briefing Office	H24
5	ATS Reporting Office (ARO)	H24
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	H24
9	Handling	H24
10	Security	H24
11	De-icing	Nil
12	Remarks	Nil

OLBA AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities:	All modern handling facilities
2	Fuel / Oil types	Fuel: All OIL: All
3	Fuelling facilities / capacity	All facilities / No limitations
4	Oiling facilities / capacity	OTHER : To be requested from Oil companies Rafic Hariri int. airport Beirut Tel : (961) 5 480 318 - (961) 5 483 318 fax : (961) 1 629 240 (Low lead) AVBL PN, on 24 hours
5	De-icing facilities	Nil
6	Hangar space for visiting aircraft	To be agreed with local airlines
7	Repair facilities for visiting aircraft	All types of aircraft
8	Remarks	Nil

OLBA AD 2.5 PASSENGER FACILITIES

1	Hotels	Beirut City and Suburbs
2	Restaurants	Available at AD
3	Transportation	Buses, taxis available
4	Medical facilities	First aid treatment, restrooms, ambulance at AD. Hospitals in Beirut City and suburbs
5	Bank	Available at AD
6	Post Office	Available at AD
7	Tourist Office	Available at AD
8	Remarks	Nil

OLBA AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT : 9
2	Rescue equipment	2 rescue boats.
3	Capability for removal of disabled aircraft	AVBL
4	Remarks	Nil

OLBA AD 2.7 SEASONAL AVAILABILITY CLEARING:

1	Types of clearing equipment	Nil
2	Clearance priorities	Nil
3	Remarks	No snow removal services

OLBA AD 2.8 APRONS TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	Surface : CONC Strength : PCN 60/R/B/W/T
2	Taxiway width, surface and strength	Width : 23M Surface : CONC+ASPH Strength : PCN 60/R/B/W/T
3	ACL location and elevation	Location : See Aircraft parking / docking chart Elevation : 14 M
4	VOR/INS checkpoints	VOR : See aircraft parking/docking chart INS : Nil
5	Remarks	Nil

OLBA AD 2.9 SURFACE MOVEMENT GUIDANCE, CONTROL SYSTEM AND MARKING

<table>
<tr><td>1</td><td>Use of aircraft stand ID signs; TWY guide lines and visual docking/parking guidance system of aircraft stands</td><td colspan="4">Guidance sign boards at entrances to all RWY approaches, running-up areas and INT</td></tr>
<tr><td rowspan="2">2</td><td rowspan="2">RWY and TWY markings and LGT</td><td>RWY
03/21

16/34

17/35

</td><td>MARKING
CL
EDGE
RWY(ID)
TDZ
THR
CL
EDGE
RWY(ID)
TDZ
THR
CL
EDGE
RWY(ID)
TDZ
THR</td><td>RWY
17/35

03/21

16/34

</td><td>LIGHTING
THR
Edge
RWY ID
THR / DT
Edge / CL
RWY ID
THR / DT
Edge / CL
RWY ID</td></tr>
<tr><td>TWYS
ALL
TWYS</td><td>MARKING
HOLDBAY
EDGE
CL</td><td>TWYS
All
TWYS</td><td>LIGHTING
CL
EDGE
HOLDBAY</td></tr>
<tr><td>3</td><td>Stop bars</td><td colspan="4">All RWYS</td></tr>
<tr><td>4</td><td>Remarks</td><td colspan="4">‘Follow me’ Vehicule Available</td></tr>
</table>

OLBA AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling area and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle Elevation Markings/LGT	Co-ordinates	Obstacle type Elevation Markings/LGT	Co-ordinates	Nil
a	b	c	a	b	
See Aerodrome Obstacle Charts - ICAO. Type A					

OLBA AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Beirut Rafic Hariri Intl
2	Hours of service MET Office outside hours	H 24 Nil
3	Office responsible for TAF preparation Periods of validity	Beirut H 24
4	Type of landing forecast Interval of validity	TEND
5	Briefing/consultation provided	P, T
6	Flight documentation Language (s) used	C English, French
7	Charts and other information available for briefing or consultation	P, S, U, W, T, SWH, SWM
8	Supplementary equipment available for providing information	WXR, APT, WEFAX
9	ATS units provided with information	Beirut ACC, Beirut FIS, Beirut RCC
10	Additional information (limitation of service, etc)	Nil

	METEOROLOGICAL DATA:											
MEAN DAILY MAXIMUM AND MINIMUM TEMPERATURE (s) FOR EACH MONTH OF THE YEAR												
Temp	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
MAX	17.0	17.5	19.3	22.3	24.8	27.1	29.3	30.1	29.1	26.7	22.8	18.8
MIN	09.7	09.8	11.1	13.8	16.6	19.8	22.2	23.0	21.9	18.7	14.6	11.4
MEAN PRESSURE IN HPA FOR EACH MONTH OF THE YEAR												
	1015.7	1013.5	1012.2	1010.5	1009.6	1007.4	1004.5	1005.7	1008.5	1011.8	1013.9	1015.3

OLBA AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations Runway Number	True and Magnetic Bearing	Dimensions of Runway (M)	Strength (PCN) and Surface of Runway and Stopway	THR coordinates RWY end coordinates THR geoid undulation	THR Elevation and Highest Elevation of TDZ of Precision APP Runway
1	2	3	4	5	6
34	347 (True) 342 (Mag)	3395 * 45	Rwy : CONC PCN 60/R/B/W/T	334837.920N 352913.560E - GUND 22 M	48.00FT
16	167 (True) 162 (Mag)	3395 * 45	Rwy : CONC PCN 60/R/B/W/T	335018.5199N 352845.6152E - GUND 22 M	12.00FT
03	33 (True) 28 (Mag)	3800 * 45	Rwy : CONC PCN 60/R/B/W/T	334808.3446N 352902.6143E - GUND 22 M	47.00FT
21	213 (True) 208 (Mag)	3800 * 45	Rwy : CONC PCN 60/R/B/W/T	334909.7341N 352950.1240E - GUND 22 M	49.00FT
35	357 (True) 352 (Mag)	3250 * 45	Rwy : ASPH PCN 60/F/B/W/T	334859.9519N 352918.1530E - GUND 22 M	36.00FT
17	177 (True) 172 (Mag)	3250 * 45	Rwy : ASPH PCN 60/F/B/W/T	335018.107N 352913.122E - GUND 22 M	85.00FT

Slope of Runway – Stopway	Stopway Dimensions (M)	Clearway Dimensions (M)	Strip Dimensions (M)	OFZ	Remarks
7	8	9	10	11	12
0.352 %	110 * 60	300 * 150	3815 * 300	YES	Nil
	NOT	USED	FOR	TAKEOFF	
Not Available	120 * 60	300 * 150	4220 * 300	YES	Nil
Not Available	120 * 60	300 * 150	4220 * 300	YES	Nil

Not Available	50 * 60	60 * 150	3670 * 300	YES	Nil
Not Available	60 * 60	225 * 150	3670 * 300	YES	Nil

OLBA AD 2.13 DECLARED DISTANCES

RWY	TORA	TODA	ASDA	LDA	REMARKS
1	**2**	**3**	**4**	**5**	**6**
03	3800 M	4100 M	3920 M	3245 M	Nil
16	Not Used	Not Used	Not Used	3215 M	Nil
17	3220 M	3445 M	3280 M	3220 M	Nil
21	3800 M	4100 M	3920 M	2805 M	Nil
34	3395 M	3695 M	3505 M	Not Used	Nil
35	3220 M	3280 M	3270 M	2400 M	Nil

OLBA AD 2.14 APPROACH AND RUNWAY LIGHTING

APPR RWY	APCH Light Type INTST	THR Light Colour WBAR	VASIS MEHT PAPI	TDZ Light	RWY Center Line Length, Spacing Colour, Intensity	RWY Edge Length Spacing Colour Intensity	RWY End Light Colour WBAR	SWY Length (M) Colour	Remarks
1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**
16	Simple Intst : LIH 900 M	Green LIH	PAPI/3° 17.6 M LEFT	Nil	3395 M 30 M Red / White LIH	3395 M 60 M Red / White / Yellow	Red Nil	Nil	RWY CL OFF SET 60CM LEFT
34	Nil	Nil	Nil	Nil	3395 M 30 M Red / White LIH	3395 M 60 M Red / White / Yellow	Red Nil	Nil	RWYCL OFF SET 60CM RIGHT
03	CAT I Intst : LIH 900 M	Green LIH	PAPI/3° 17.6 M LEFT	Nil	3800 M 30 M Red / White LIH	3800 M 60 M Red / White / Yellow	Red Nil	Nil	RWY CL OFF SET 60CM RIGHT
21	Simple Intst : LIH 420 M	Green LIH	PAPI/3° 17.6 M LEFT	Nil	3800 M 30 M Red / White LIH	3800 M 60 M Red / White / Yellow	Red Nil	Nil	RWY CL OFF SET 60CM LEFT
17	Nil	Green Nil	PAPI/3° One BAR Both Sides	Nil	Nil	3250 M 60 M White 200 W	Red Nil	Nil	Nil
35	Nil	Nil	Nil	Nil	Nil	3250 M 60 M White 200 W	Red Nil	Nil	Nil

OLBA AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN : IBN :	ALTN FLG GW EV 5 SEC F FLG G EV 12 SEC <BL>	H24 H24
2	LDI location and LGT Anemometer location and LGT	LDI : No LGDT Anemometer : On roof of TWR, LGHTD		
3	TWY edge and centre line lighting	Edge : BLUE Center Line : GREEN		
4	Secondary power supply/switch-over time	SRY PWR SUPPLY: AVBL/MAX 7 SEC		
5	Remarks	Nil		

OLBA AD 2.16 HELICOPTER LANDING AREA

1	Co-ordinates TLOF or THR of FATO	3349.80N 03529.40E
2	TLOF and/or FATO elevation M/FT	Nil
3	TLOF and FATO area dimensions, surface strength, marking	Nil
4	True and MAG BRG of FATO	Nil
5	Declared distance available	Nil
6	APP and FATO lighting	Nil Nil
7	Remarks	Military

OLBA AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	Beirut CTR : A circle radius 20 NM centred on KAD VOR (334826.699N 0352909.534E) Beirut ATZ : A circle radius 8.5 NM centred on KAD VOR
2	Vertical limits	Beirut CTR : SFC to 4000 FT MSL Beirut ATZ : SFC to 3000 FT MSL
3	Airspace classification	CTR: Class C ATZ: Class B
4	ATS unit call sign(s) Language(s)	CTR : Beirut APP ATZ : Hariri Tower English, French, Arabic
5	Transition altitude	13 000 FT AMSL
6	Remarks	High terrain East and South of aerodrome

OLBA AD 2.18 ATS COMMUNICATION FACILITIES

Service Designation.	Call sign	Frequency	Hours of operation	Remarks
1	**2**	**3**	**4**	**5**
ACC	Beirut Control	119.300 MHZ	H24	Nil
APP	Beirut Approach	120.300 MHZ	H24	Nil
TWR	Beirut Hariri Tower	118.900 MHZ	H24	Nil
DATIS / ATIS	Beirut Rafic Hariri International Airport	120.600 MHZ	H24	tel 009611628000 ext 3333 voice only
TWR	Beirut Hariri Tower	121.500 MHZ	H24	Emergency
SMC	Beirut Hariri Ground	121.900 MHZ	H24	Nil

OLBA AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, CAT of ILS/MLS	ID	frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of transmitting antenna	Remarks
1	**2**	**3**	**4**	**5**	**6**	**7**
ILSLLZ CAT I DME/17 GP/17	BIL	109.5MHZ CH 32X 332.6KHZ	H24 H24 H24	334825.918N 0352920.334E 335006.728N 0352919.462E 335006.776N 0352919.844E	42.50 FT 88.60 FT 66.00 FT	LLZ coverage is restricted to (+/-) 30 degrees ISO 35 degrees. At 25 NM coverage it is restricted to 7 degrees ISO 10 degrees on left side.
ILSLLZ CAT I DME/16 GP/16	IBB	110.1MHZ CH 38X 334.4KHZ	H24 H24 H24	334830.4203N 0352915.675E 335009.789N 0352852.837E 335009.654N 0352853.003E	43.52 FT 28.00 FT 9.93 FT	Nil
ILSLLZ CAT I DME/03 GP/03	IKK	110.7MHZ CH 44X 330.2KHZ	H24 H24 H24	334942.718N 0353015.658E 334818.522N 0352904.936E 334818.703N 0352904.914E	51.00 FT 63.00 FT 44.60 FT	DME coverage at 17 NM is limited to 30 degrees on the right side of the RWY due to terrain.
ILSLLZ CAT I GP/21	IDD	111.9MHZ 331.1KHZ	H24 H24	334749.170N 0352847.781E 334902.766N 0352939.175E	41.40 FT 32.00 FT	Unusable at the time
NDB OM	BOD	351 KHZ	H24	335412.683N 0352854.732E	186 FT	Coverage : 100 NM
VOR / DME	CAK	CH 109X 116.200 MHZ	H24	341801.814N 0354159.641E	763 FT	Coverage; APRX. 200NM DVOR/DME
VOR / DME	KAD	CH 073X 112.600 MHZ	H24	334826.699N 0352909.534E	53 FT	Nil

OLBA AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Training flights:

1. A training flight is a flight performed for the purpose of training a flight crew members on a specified type of aircraft, according to local rules and regulations using the existing air navigation aids within Beirut Control Area.

2. A training flight in the vicinity of Hariri International Airport Beirut or in the Beirut Control Area is permitted under the following conditions:

   2.1 Clearance from the appropriate authority has to be obtained beforehand through the Air Traffic Services Reporting Office and Safety Office

   2.2 Training flights may be performed only in accordance with the limitations shown hereafter provided air traffic conditions permit.

3. To clear the runway axis rapidly. After overflying the runway threshold turn and climb as soon as practicable or as instructed by ATC.

4. An aircraft desiring to carry out a training flight shall specify the nature of the training in the flight plan. Release time of a training flight shall be requested by the pilot-in-command from the appropriate Air Traffic Control Unit by telephone or by VHF prior to starting engines: clearance shall be based on the expected traffic and meteorological conditions.

5. A training flight is subject to be terminated or suspended at any time by the appropriate Air Traffic Control Unit. Provided that reasons of ceasing a flight and estimated time at which a suspended flight can continue shall be given to the aircraft with the least possible delay.

6. A continuous listening watch on the appropriate VHF frequency shall be maintained during the flight except when requested by the pilot-in-command of the aircraft and authorized by the Air Traffic Control Unit concerned.

7. When a simulated instrument approach is requested the aircraft shall give a position report and the altitude at which it is intended to approach the facility and the track to be followed five minutes prior to entering the holding pattern or any pattern established for approach or departure procedures over the radio aid concerned.

8. A training flight, will not have any priority over other air traffic except in emergency or in conditions pertaining to safety.

2. VFR flights

1. IFR flights will be given priority over VFR flights and VFR flights are subject to ATC clearance.

3. Selection of runway in use and local traffic.

1. The direction in which aircraft take off and land is determined by the surface wind speed and direction.

2. The term "runway in use" shall be used to indicate the runway, at a particular time which is considered by ATC to be the most suitable for use, taking into account the traffic conditions.

4. Preferential runway system

1. When runways 21 and 16 or 17 are dry and when the meteorological conditions are such that the cross and or tail wind component(s) do(es) not exceed respectively 15KT and 8KT, runway 21 will always be assigned for take-off and runway 16 for landing. Runway 21 may be used for landing at ATC discretion and when requested by the pilot-in-command in VMC.

2. Likewise, runway 21 will be assigned for take-off and runway 16 or 17 for landing when these runways are wet or covered with slush, and the cross and or tail wind components do not exceed respectively 10KT and 5KT.

3. When the cross and tail wind components exceed the values stated above, a runway more closely “into-wind” direction will be assigned. However, neither runway 35 shall be used for landing nor runways 17 and 03 for take-off, except when no other suitable runway is available.

4. When runway 03 is in use and in order to expedite departing traffic departures from runway 35 intersection (A) can be intercalated between arrivals on runway 03. Normally RWY 34 will be used for take-off.

5. If the pi1ot-in-command considers that the operation involved is not feasible on the runway-in-use, he shall request permission to use another runway. ATC will accede to such request provided provisions of Para 4.3.1 above and air traffic conditions permit.

6. RWY 16 shall not be used for take-off or touch and go for HEAVY and MEDIUM Aircraft. Likewise RWY 34 shall not be used for landing for HEAVY or MEDIUM Aircraft categories

5. Parking.

1. All parking positions are available. Follow marshalling instructions. Towing bar is required, except for light aircraft when using se1ected parking positions. However. in all cases push-back is at pilots discretion, subject to approval by TWR (SMC) on 121.9 MHZ

2. Push back is compulsory on nose-in stands.

3. Aircraft within the General Aviation Terminal must adhere to the following instructions:

   a. Start-up Engines:
      i. Request permission from the Control Tower before starting engines.
      ii. Aircraft and ground crew members must be in sight to each other.

   b. Push- back:
      i. For large and medium aircraft:
         During push-back it is restricted to run engines unless reaching TWY "M". Push-back process must be terminated when reaching and maintaining the yellow line of TWY "M"

      ii. For small aircraft:
         During push-back and for necessity, after obtaining permission from Control Tower, aircraft can start-up engines on idle power at distance not less than 100 meters from terminal B and engines must not be directed to the building. Push-back process maybe terminated when reaching 100 meters or more from the terminal B after obtaining permission from Control Tower and to make sure that engines are running on idle power.

4.

AIRCRAFT STAND	AIRCRAFT TYPES
EAST WING COORDINATES	
1	All Types
2	All Types Except B787, A350-1000
3	All Types Except B787, A350-1000
5	All Types
6	All Types Except B747, B777, B787, A300-600, A330, A340, A350-1000
7	A319, A320, A321, DC9, B737-100/500, F70/100, TU134
8	All Types Except EMBRAER, B767, B777, B787, B747, A300, A330, A340, A350-1000
9	All Types Except EMBRAER, B767, B777, B787, B747, A300, A330, A340, A350-1000
10	All Types Except EMBRAER, B767, B777, B787, B747, A300, A330, A340, A350-1000
11	All Types Except EMBRAER, B767, B777, B787, B747, A300, A330, A340, A350-1000
12	All Types Except EMBRAER, B767, B777, B787, B747, A300, A330, A340, A350-1000
WEST WING COORDINATES	
13	All Types Except EMBRAER, B757, B767, B777, B787, B747, A300, A330, A340, A350-1000
14	All Types Except EMBRAER, B757, B767, B777, B787, B747, A300, A330, A340, A350-1000
15	A319, A320, A321, MD80, B727-100, B737-100/500, F70/100, DC9, BAC11, BAe146
16	All Types Except EMBRAER, B777, B787, B747, A300, A330, A340, A350-1000
17	All Types Except EMBRAER, B777, B787, B747, A300, A330, A340, A350-1000
18	All Types Except B767, B777, B787, B747, A300, A330, A340, A350-1000
19	All Types Except B747, B777, B787, A330, A340, A350-1000
20	All Types Except A350-1000
21	All Types
23	All Types Except B787, A350-1000
SOUTH PARKING	
S1	All Types
S2	All Types
S3	All Types
NORTH PARKING (General Aviation)	
N1	All Types
N1A	Follow Marshaller's instructions
N1B	Follow Marshaller's instructions
N2	All Types
N2A	Follow Marshaller's instructions
N2B	Follow Marshaller's instructions
N3	All Types

6. Parking / Docking

1. Visual nose-in docking guidance System Available on Aircraft stands 13, 14, 15, 16 and 17

2. (AGNIS) System on Aircraft stands 1, 2, 3, 5, 6, 7, 18, 19, 20, 21 and 23.

3. (ROBOT) available on aircraft stands 8, 9, 10, 11 and 12 prior notification is required for (ROBOT) operation. Manual marshalling is available

7. Engine run test regulation.

1. Engine run test either on idle, medium or high RPM shall not be authorized on parking areas
   Engine roll test shall be performed in specific areas designated by Aerodrome Control Tower.

OLBA AD 2.21 NOISE ABATEMENT PROCEDURES

1. Restriction on non-noise certificated aircraft.

A subsonic jet aircraft must not land or take-off from Beirut airport unless:

1. That aircraft has a valid noise certificate issued by the Aeronautical Authority of a country which is a signatory to the Convention on International Civil Aviation or
2. There is other documentary proof of compliance with the noise standards prescribed in Annex 16 to the Convention on International Civil Aviation applicable to the aircraft, or
3. Special dispensation from the provisions of the Navigation (Aircraft Noise) Regulations, has been obtained. Such dispensation will be granted by the Directorate General of Civil Aviation if requested.
4. Aircraft operator/owners are also reminded that the Noise Certificate or documentary proof of compliance must be carried on board and must be forwarded by the Pilot in command of the aircraft subject to inspection if so requested by an authorized officer

OLBA AD 2.22 FLIGHT PROCEDURES.

1. General.

Two-way radio communication requirements.

Aircraft not capable of maintaining two-way radio communication with Beirut TWR are not permitted to land, take-off or operate within Beirut CTR, unless prior permission has been obtained from Beirut TWR. General aviation aircraft not equipped with serviceable two-way radio communication equipment are not permitted to operate within Beirut controlled airspace unless prior permission has been obtained from the appropriate ATC Unit.

2. Procedures for IFR flights

The inbound, transit and outbound routes shown on the charts may be varied at the discretion of ATS. If necessary, in case of congestion, inbound aircraft may also be instructed to hold at one of the designated airways, reporting points.

3. ATC surveillance procedures

Radar vectoring and sequencing

Normally, aircraft will be vectored and sequenced to the appropriate final approach track so as to ensure an expeditious flow of traffic. Radar vectors and flight levels/altitudes will be issued, as required, for spacing and separating the aircraft so that correct landing intervals are maintained, taking into account aircraft characteristics.

Radar vectoring charts are not published since the instrument approach procedures and altitudes ensure that adequate terrain clearance exists at all times until the point where the pilot will resume navigation on final approach or in the circuit.

Missed approach procedures to be followed in the absence of other ATS instructions are as detailed on the Instrument Approach Chart.

Communication failure

In the event of communication failure, the pilot shall act in accordance with the communication failure procedures in Annex 2.

4. Procedures for VFR flights within Beirut FIR

Provided traffic conditions so permit, ATC clearance for VFR flights will be given under the conditions described below:

a) A flight plan requesting ATC clearance, containing items 7 to 18 and indicating the purpose of the flight, shall be submitted.

b) ATC clearance shall be obtained immediately before the aircraft enters the area concerned.

c) Position reports shall be submitted in accordance with 3.6.3 of Annex 2.

d) Deviation from the ATC clearance may only be made when prior permission has been obtained.

e) The flight shall be conducted with vertical visual reference to the ground unless the flight can be conducted in accordance with the Instrument Flight Rules.

f) Two-way radio communication shall be maintained on the frequency prescribed.

g) The pilot-in-command shall be the holder of an international VHF License.

h) The aircraft shall be equipped with SSR transponder.

5. Procedures for VFR flights within Beirut ATZ

a) Flight plan shall be filed for the flight concerned.

b) ATC clearance shall be obtained from the Control Tower.

c) Deviation from ATC clearance may only be made when prior permission has been obtained.

d) The flight shall be conducted with vertical visual reference to the ground.

e) Two-way radio communication shall be established on the frequency prescribed before flight takes place.

OLBA AD 2.23 ADDITIONAL INFORMATION

1. Bird concentrations in the vicinity of the airport.

During winter birds (seagulls) occasionally settle down on the runways especially RWY 16/34 and RWY 17/35 of Rafic Hariri International Airport Beirut. Birds will be dispersed as soon as possible and all concerned will be notified by means of a BIRDTAM.

Sometimes Pigeons affect the airport manoeuvring area action will be immediately taken to disperse them.

OLBA AD 2.24 CHARTS RELATED TO AERODROME