
ENR 1.4 ATS AIRSPACE CLASSIFICATION

1. Classification of airspaces in Beirut FIR.

- 1.1 Reference to ICAO Annex 11 (Amendment 33) Para 2.6 and Appendix 4, ATS Airspace Classification in BEIRUT FIR is delineated as follows:
- **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.

2. Use of airborne collision avoidance system (ACAS) in Beirut FIR.

2.1 General.

- 2.1.1 The Civil Aviation Authority's position on ACAS is to permit operation of suitably equipped and operated aircraft in Lebanese airspace. The traffic Alert and Collision Avoidance System (TCAS II) is accepted as a suitable system provided its installation is certified by the State of Registry, and that its operation by flight crew is in accordance with instructions for the use of this equipment in their company's Operations Manual

2.1.2 Airborn collision avoidance system-ACAS II:

All Aircraft operating within BEIRUT FIR should be equipped with an Airborn Collision Avoidance System (ACAS II) :

- a) **Phase 1** : From January 2002 all turbine engine aeroplanes of a maximum certificated take-off mass in excess of 15000 kg or authorized to carry more than 30 passengers.
- b) **Phase 2** : From 1 January 2005, all turbine engined aeroplane of a maximum certificated take off mass in excess of 5700 kg or authorized to carry more than 19 passengers

2.2 **Traffic Advisories (TA) and Resolution Advisories (RA) and Air traffic Control (ATC).**

2.2.1 Traffic Advisory (TA).

2.2.1.1 ATC does not expect pilots to take avoiding action on the basis of TA information alone. Request for traffic information should not be made unless the other aircraft cannot be seen and the pilots believe their aircraft is about to be endangered

2.2.2 Resolution Advisory (RA).

2.2.2.1 ATC expects pilots to respond immediately to a RA. If required, avoiding action should be the minimum necessary for conflict resolution. ATC should be informed as soon as possible of any deviation from an ATC clearance

2.3 Pilots should be aware that any deviation from an ATC clearance has the potential to disrupt the controller's tactical plan and may result in a reduction of standard separation between aircraft other than those originally involved. It is vital that flight crew maintain a good look out and return to their original flight path as soon as it is safe and practical to do so