
ENR 1.2 VISUAL FLIGHT RULES

1. Except when operating as a special VFR flight, VFR flights shall be conducted so that the aircraft is flown in conditions of visibility and distance from clouds equal to or greater than those specified in Table 1. Annex 2, chapter (4).
2. Except when a clearance is obtained from an air traffic control unit, VFR flights shall not take off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or traffic pattern:
 - a. when the ceiling is less than 450 M (1 500 FT); or
 - b. when the ground visibility is less than 5 KM.
- 2.1 VFR flights to be operated within a control zone established at an aerodrome serving international flights and in specified portions of the associated terminal control area shall:
 - a. have two-way radio communication;
 - b. obtain clearance from the appropriate air traffic control unit ; and
 - c. report positions, as required.

Note: The phrase “specified portions of the associated terminal control area” is intended to signify at least those portions of the TMA used by international IFR flights in association with approach, holding departure and noise abatement procedures.

3. VFR flights between sunset and sunrise, or such other the period between sunset and sunrise as may be prescribed by the appropriate ATS authority, shall be operated in accordance with the conditions prescribed by such authority
4. Unless authorized by the appropriate ATS authority, 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 to 30 minutes before sunrise.

5. Except when necessary for take-off or landing, or except by permission from the appropriate authority, a VFR flight shall not be flown:
 - a. over the congested areas of cities, towns or settlements or over an open-air assembly of persons at a height less than 300M (1000FT), above the highest obstacle within a radius of 600M (2000FT) from the aircraft;
 - b. elsewhere than as specified in 5 a), at a height less than 150M (500FT) above the ground or water.

6. Special VFR flights at night

When authorized by ATC unit VFR flights may be operated locally during night within Aerodrome traffic circuit when continuously in sight of the CONTROL TOWER, and at a height which not exceeding 1500 FT AMSL

Table 1*
(See Para. 1 above)

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**	
<p>* When so prescribed by the appropriate ATS authority :</p> <p>a) lower flight visibilities to 1 500 M may be permitted for flights operating :</p> <p>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</p> <p>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.</p> <p>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.</p>				

7. Except where otherwise indicated in air traffic control clearances or specified by the appropriate ATS authority, VFR flight in level cruising flight when operated above 900 m (3 000ft) from the ground or water, or a higher datum as specified by the appropriate ATS authority, shall be conducted at a flight level appropriate to the track as specified in the tables of cruising levels

8. VFR flights shall comply with the provisions of 3.6 of ICAO Annex 2

- a. when operated within Classes B, C and D airspace;
- b. when forming part of aerodrome traffic at controlled aerodromes ; or
- c. when operated as special VFR flights

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9. An aircraft operated in accordance with the visual flight rules which wishes to change to compliance with the instrument flight rules shall:
- a. if a flight plan was submitted, communicate the necessary changes to be effected to its current flight plan, or
 - b. when so required by 3.3 of ICAO Annex 2, submit a flight plan to the appropriate air traffic services unit and obtain a clearance prior to proceeding IFR when in controlled airspace.
10. Communication Failure Procedure for VFR flight (aircraft weighing less than 5700 kg)

If a light aircraft weighing less than 5700 kg or a helicopter, operating within Beirut Control Area or Control Zone according to VFR (either local, test, map reading or pleasure flight) experiences two way radio communication failure the pilot shall:

- a. squawk 7600
- b. use the cellular phone to establish contact with Hariri Tower (01629027) or Beirut ACC (01629026).
- c. if no contact is established by VHF or by cellular phone the aircraft shall:
 1. remain in VMC
 2. maintain / climb or descend to 2000ft
 3. proceed via DORA bay to EAST side (dead side) of RWY 21/03, orbit there, wait for tower light signals:
 - a. If green light signal is received descend to circuit height join right down-wind RWY 17 and land there. (The pilot is requested to keep an eye on tower light signals).
 - b. If a red light signal is received the aircraft shall keep orbiting (holding) east of RWY 03/21
 - c. If no light signal is received the pilot shall
 1. Observe aerodrome traffic circuit and on his discretion;
 2. Descend to circuit height
 3. Join right hand down-wind RWY 17 and land there.

11. Visual Flight Rules local routes

Local Routes	AD ELEV 85 FT Heights related to sea level	DATIS / ATIS 120.600	GND 121.900 TWR 118.900 APP 120.300 ACC 119.300	RAFIC HARIRI INTERNATIONAL BEIRUT/ OLBA
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