REPUBLIC OF LEBANON

## AGA/AOP PRIORITIES & CHALLENGES

Third Meeting of the Aerodromes Safety, Planning and Implementation Group

ASPIG/3 Meeting (25-27 October 2021)

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Research and Studies Department (RSD)

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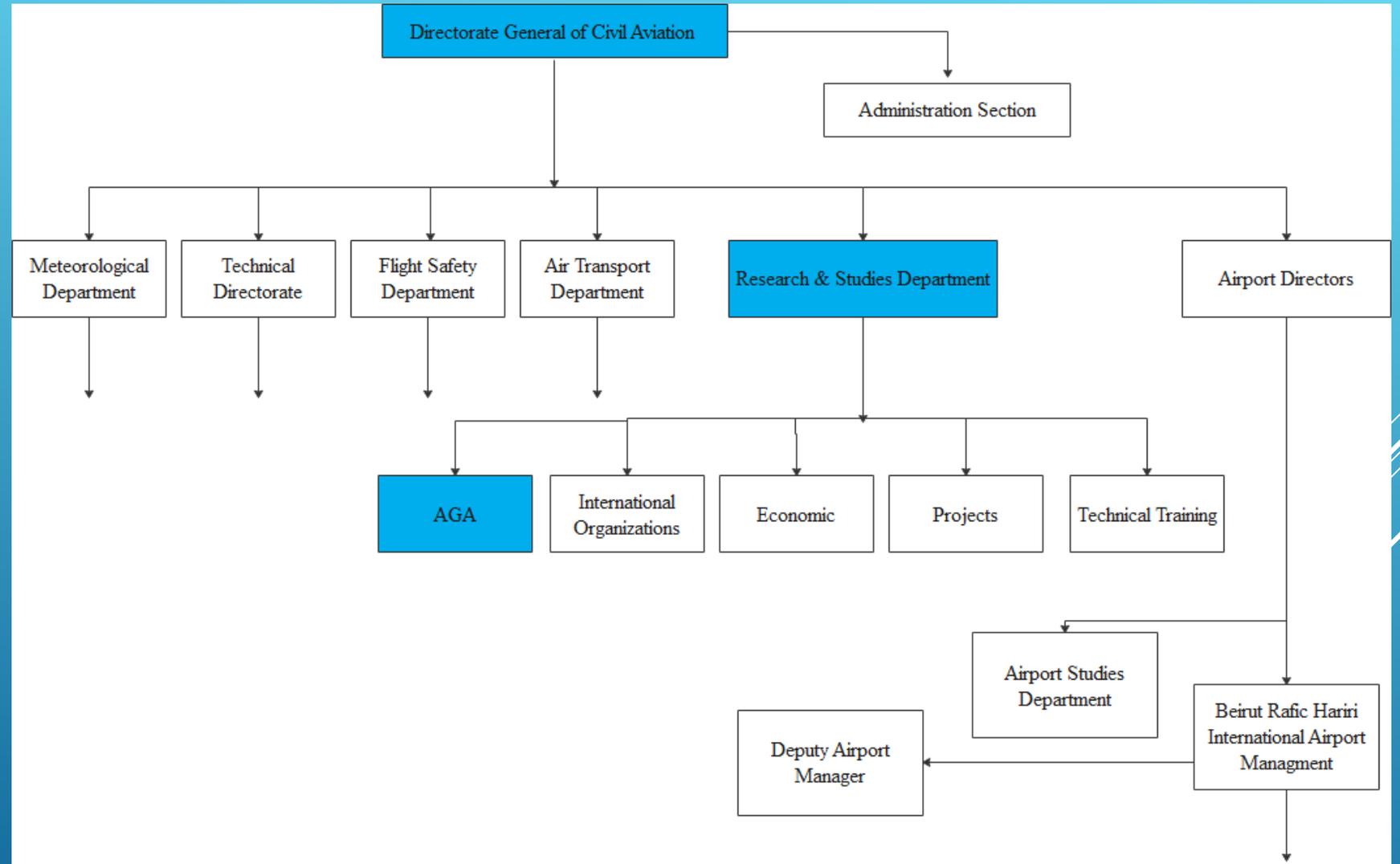
- Lebanon is located at the East of the Mediterranean sea.

- It has a Mediterranean Climate (dry summer and a mild, wet winter.

- Only 1 International Airport R.H.I.Airport. located beside the sea.

- 3 operational runways: Rwy 03/21, Rnw 16/34, and 17/35.

- Airport managed and operated by the Directorate General of Civil Aviation (DGCA) (Decree 1610 – 26/07/1971)

LEBANON

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ICAO LOCATOR
INDICATOR :
OLBA

City/Aerodrome/Designation	RFF category	Physical characteristics			Remarks
		RC	RWY No.	RWY type	
1	2	3	4	5	6
LEBANON BEIRUT/ Rafic Hariri Intl (OLBA) RS	9	4E	03 21 16 34 17 35	PA1 PA1 PA1 NINST PA1 NINST	

Designation of the
Aerodrome:
RS – PA1 (CATI)
International Scheduled
air Transport – Regular
Use

LEBANON

Total Number of Passengers 1961 - 2020
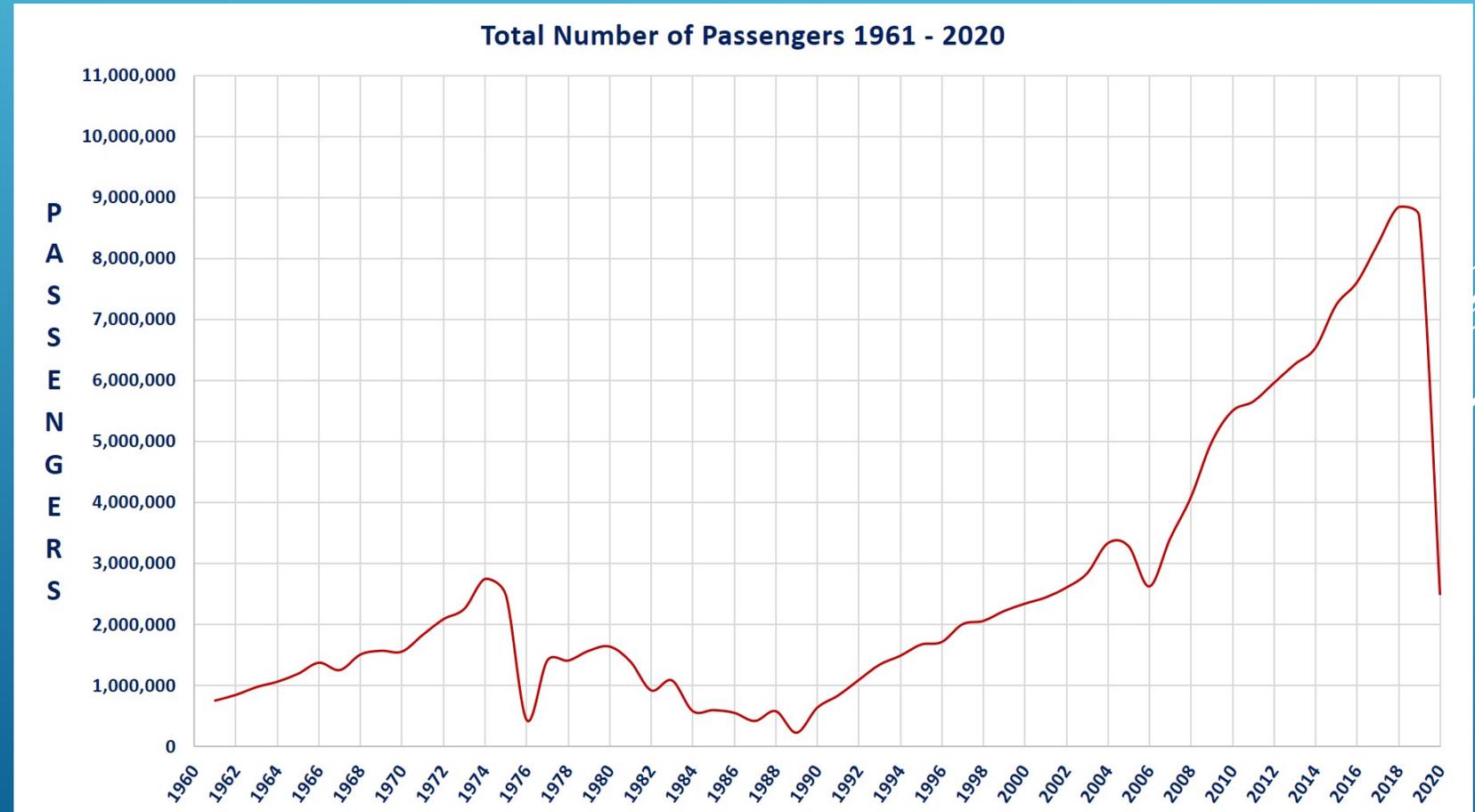
A. AERODROMES CERTIFICATION IMPLEMENTATION

PROPOSED LEBANESE CAA STRUCTURE

- 2002 : Law 481 (LCAA) promulgated,
  1. No opposition to the adoption of this law at Parliament level,
  2. Practically not implemented.
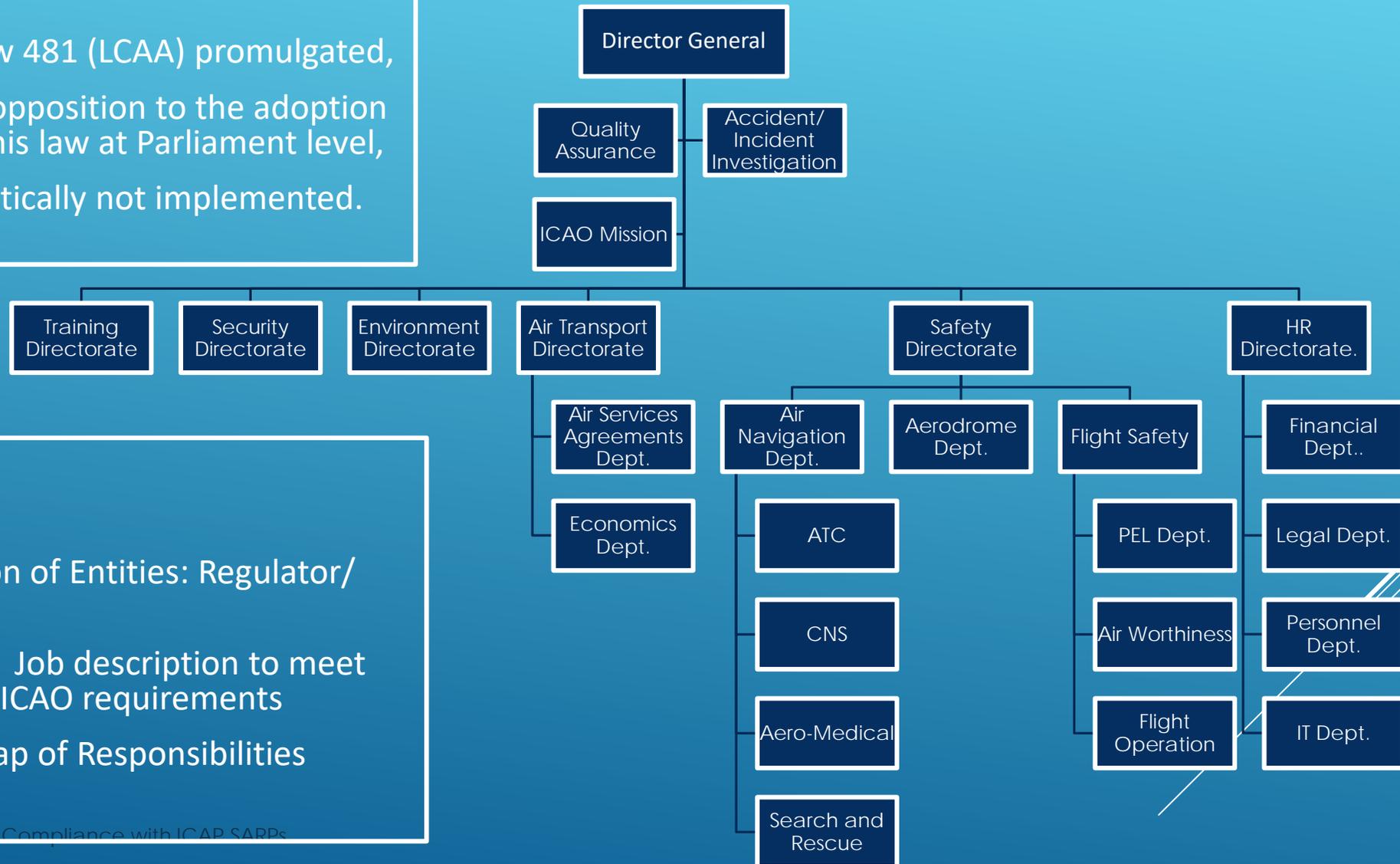
Define:

- Separation of Entities: Regulator/ Operator
- Updating Job description to meet the new ICAO requirements
- No Overlap of Responsibilities

SMMTC: Managing Compliance with ICAP SARPs

Director General

Quality Assurance

Accident/ Incident Investigation

ICAO Mission

Training Directorate

Security Directorate

Environment Directorate

Air Transport Directorate

Safety Directorate

HR Directorate.

Air Services Agreements Dept.

Economics Dept.

Air Navigation Dept.

Aerodrome Dept.

Flight Safety

Financial Dept..

ATC

CNS

Aero-Medical

Search and Rescue

PEL Dept.

Air Worthiness

Flight Operation

Legal Dept.

Personnel Dept.

IT Dept.

PRIORITIES

- Manual of Aerodrome Standards – LAR Part III (approved and promulgated)

- Aerodrome Certification Manual (approved and promulgated)

- Aerodrome Inspector Manual (approved)

- GRF and RST (under process)

CHALLENGES

- No separation between Regulator and Operator - Decree no. 1610 – DGCA/RHI.Airport

- No audit from DGCA to the Airport

- Economic crisis

- Lack of Human Resources

- Lack of trainings

- Lack of Inspectors

A. AERODROMES CERTIFICATION IMPLEMENTATION

B. GLOBAL REPORTING FORMAT IMPLEMENTATION
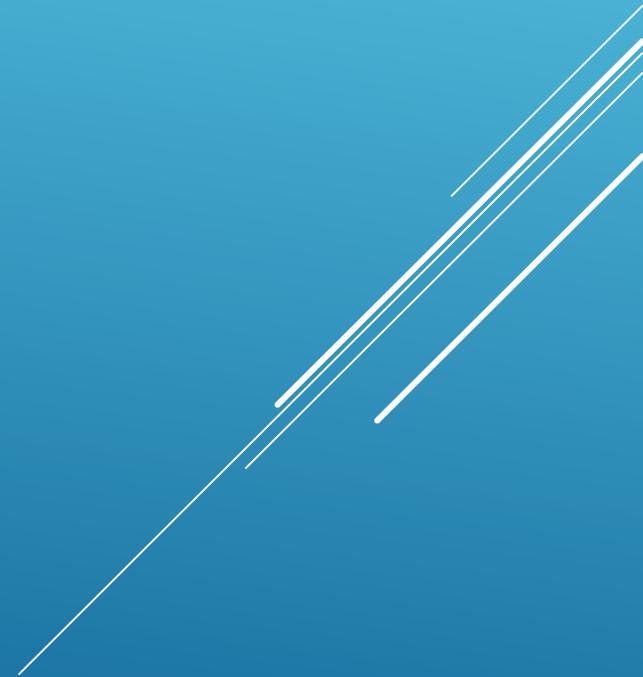
AIR TRAFFIC DISTRIBUTION BY RUNWAYS

Runway	%
Runway 16	•44.63%
Runway 34	•5.12%
Runway 21	•42.50%
Runway 03	•4.86%
Runway 17	•2.84%
Runway 35	•0.06%

Runway	%
Runway 16/34	•49.75%
Runway 21/03	•47.35%
Runway 17/35	•2.89%

Maximum and Minimum Monthly Temperature

TEMP (Â°C) min — TEMP (Â°C) max — TEMP (Â°C) max
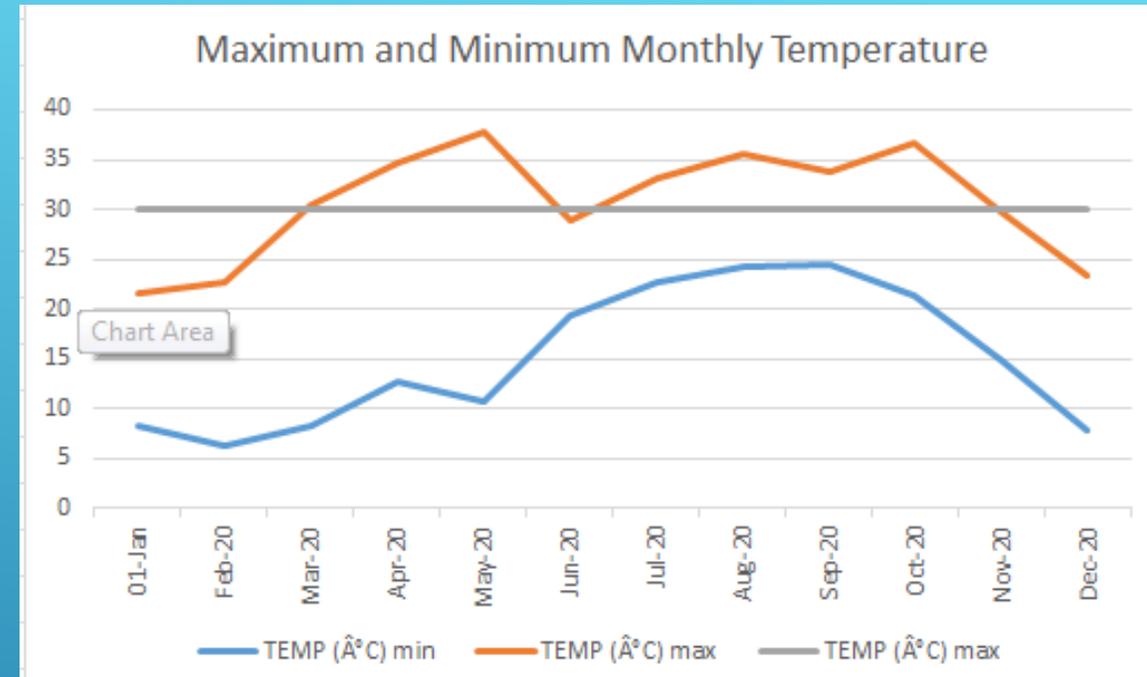
Runway Number	TORA	TODA	ASDA	LDA
03	3800 m	4100 m	3920 m	3247 m
21	3800 m	4100 m	3920 m	2805 m
17	3000 m	3225 m	3000 m	3000 m
35	3000 m	3060 m	3000 m	NU
16	NU			3217 m
34	3398 m	3698 m	3518 m	NU

B. GLOBAL REPORTING FORMAT IMPLEMENTATION

AIRCRAFT MOVEMENT DISTRIBUTION BY TYPES

Aircraft Type	Percentage
Boeing 777	1.42%
Airbus 330	2.236%
Boeing 777-300ER	2.239%
Airbus 330-300	2.96%
Airbus 319	3.41%
Boeing 737-700	3.70%
Airbus 321	6.35%
Airbus 330-200	8.18%
Boeing 737-800	10.94%
Airbus 320	41.43%

HIGHEST

B. GLOBAL REPORTING FORMAT IMPLEMENTATION

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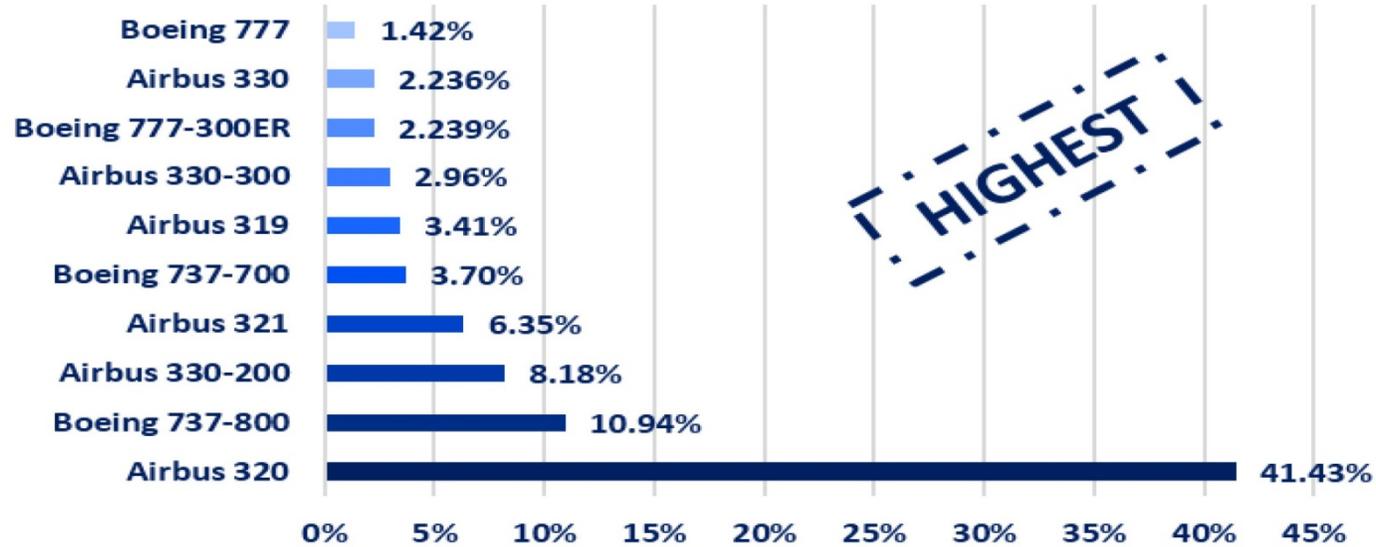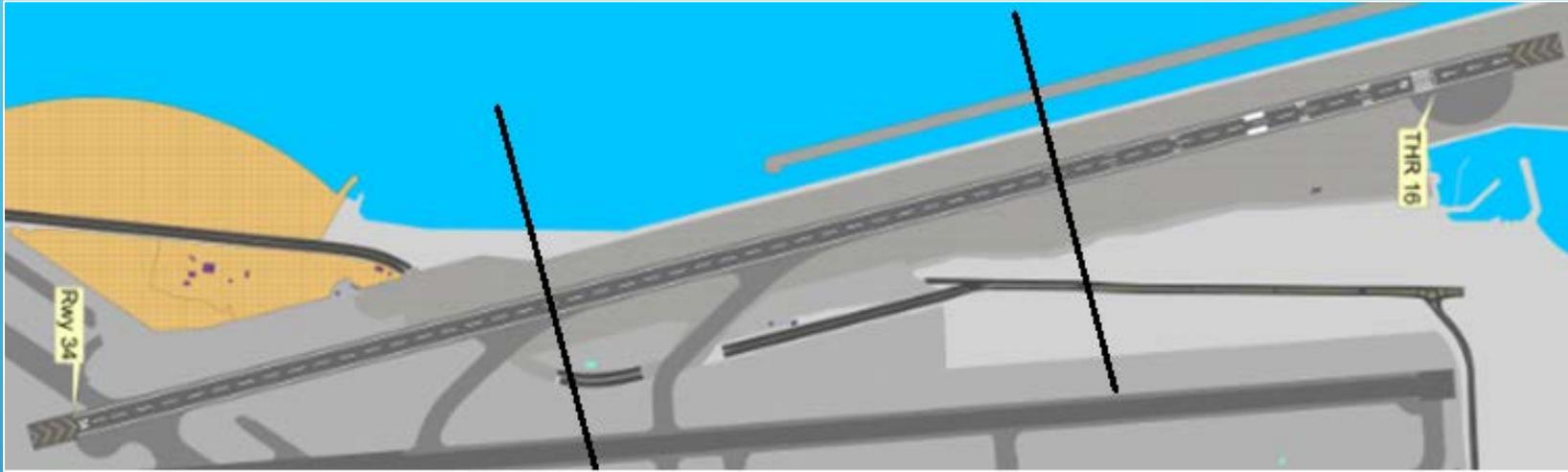
Parties that need to be involved:
Aerodrome Operators, AIS, ATC
and Aircraft Operators

Aerodrome Operators

- Assess the runway surface condition,
- Deploy GRF for Runway Surface Condition
- Provide technical Training for Aerodrome Operators Staff.

Aeronautical information Service (AIS)

- Provide the information received from RCR to the flight crew.

Aircraft Operators

- Utilize the information and compare it to the performance data provided by the Aircraft manufacturers

- Training (AO – AIS – A/C.O)
- On the Job Training
- Tests and trials before Implementation
- Applicability date

- Review ICAO provisions and guidance (Effective date: October 2021)

- Designate a focal point (Effective Date: October 2021).

- Identify focal points for each entity (Effective Date: November 2021).

- Coordinate and support the training for entities (Effective date: January 2022).

- Identify necessary means and resources for implementation (Effective date: December 2021).

- Conduct On – the – Job Training (OJT) (Effective date: April 2022).

- Perform tests/trials (Effective date: May 2022).

GRF IMPLEMENTATION

RUNWAY SAFETY TEAMS IMPLEMENTATION
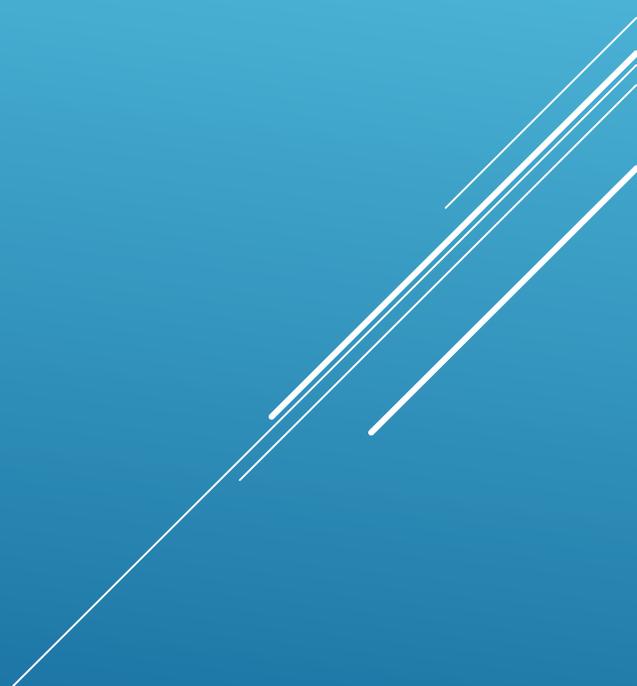
PRIORITIES

CHALLENGES

▶ Runway safety Team not implemented (June 2022)

▶ No prevention of runway safety accidents and incidents (August 2022).

▶ No requirements for manual flying skills.

▶ GRF requirements (under process)

▶ Lack of Human Resources

▶ Financial Constraints.

▶ Lack of Training.

▶ Lack of Aviation Human resources

RUNWAY SAFETY TEAMS IMPLEMENTATION

- Lack of Implementation of Aerodrome Certification

- Lack of training

AIR NAVIGATION DEFICIENCIES

- Annex 14 requirements and implementation;
- Aerodrome Certification Training
- Aerodrome Inspection
- GRF Implementation
- Safety oversight Inspector (Aerodrome)
- Practical preparation for ICAO USOAP-CMA program - iSTARS
- …

STATE'S NEEDS ON CAPACITY BUILDING
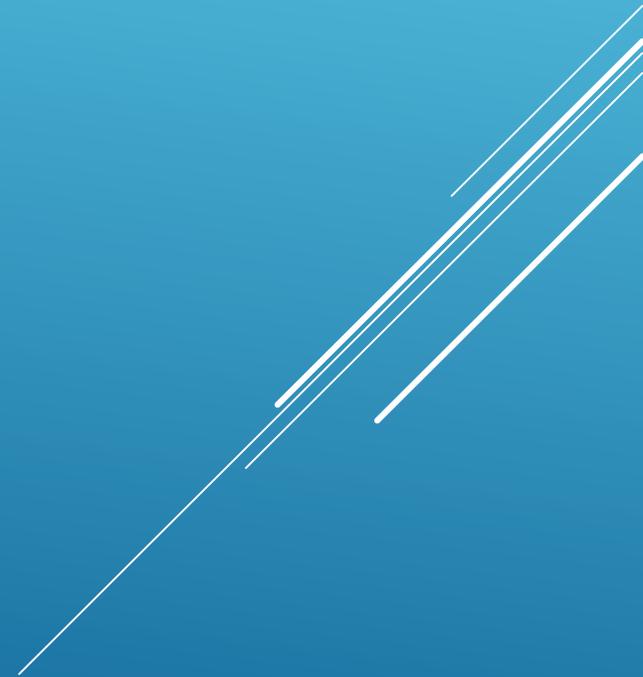
- Covid – 19 Global Pandemic

- Political Instability

Actual Situation:

- Economic Crisis (Devaluation of the LBP) 2020

- Lack of Resources,

- Lack of human Resources,

- Lack of specialized human resources,

- Lack of training (no financial resources)

- Lack of Instructors

- Lack of inspectors

CHALLENGES

THANK FOR YOUR ATTENTION