# Brief Steps To Handle Traffic Flow
## Within Beirut FIR
### (For Flight Simulation Only)

Below is a summary to the followed practices to enter/exit the Beirut FIR, based on the most current Enroute and approach/departure charts. It is subject to change based on the amendments implemented in the current Aerodrome Information Procedures

## Assumptions
All readers to this briefing are expected to have the minimum knowledge to handle the flow of traffic, understand and abide all IVAO's published Rules & Regulations. An area chart to be available on hand when covering these steps.

## Geographical Summary
Lebanon is bound from the north and the east by the Syrian Arab Republic, south by Israel, and the west by the Mediterranean Sea. Based on these geographical representations, flights are directed through the Lebanese Airspace (East/West), accept traffic landing in Beirut or departing from it.

## Historical Background to Traffic Flow
Before the early-90s, Lebanon used to have traffic flow via a common Airway R-219 (Romeo-Two One Niner) in both directions (east/west). Westbound traffic had no exceptions to flow via this Airway. Damascus Center used to hand-over traffic to Beirut Center via this Airway. Eastbound traffic was allowed to flow via this Airway (R-219) if and only if the traffic was proceeding to Amman. If traffic was proceeding eastbound to any airport in the Middle East, or Far East, then they have to follow the following path: CAK-R-655-LEBOR to KTN VOR as a must with no exceptions, or CAK-J222-LATEB to LOTAX. Hence, and after the decommissioning of the Airway segment of R-219 between DAKWE intersection and BOD NDB (OM for Runway 17), then all traffic are now flowing east/west via the only path overflying, departing and or arriving to Lebanon, via R-655. This in exercised in real life flying, however, in order to maintain the full enthusiasm between all our friends, it is recommended to accept all traffic flow that are utilizing R-219 along DAKWE-BOD, or DAKWE-KAD.

Lebanon joined other countries in handling traffic based on the Reduced Vertical Separation Minima; hence, traffic flow is expected to be handled accordingly. Traffic who are unable to follow, should advice ATC of inability to follow at initial contact.

## Miscellaneous Information
TL=150 and TA= 13,000'

| Facility | Center | Approach | Tower | Ground |
|---|---|---|---|---|
| Frequency | 119.30 | 120.30 | 118.90 | 121.90 |

## Routes

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We have the following routes that handle overflying, departing and/or arriving traffic to Lebanon. They are in a clockwise direction; G-202, R-219, B-15, and R-655 (UR-655). All other remaining airways are reserved for future planning and each case is treated separately.

## Overflying

A good way to explain how overflying traffic is handled, via typical example will be displayed as shown below;

Example 1; AF562 had been handed off from Nicosia Center to Beirut Center, and this traffic is an A343 cruising @ FL330, M.082. A normal practice is to check the FP strip and verify the flight path. It is assumed that this traffic is proceeding eastbound via LCA-UR-655-BALMA, thereafter; CAK, thence, LEBOR intersection along R-655. This is a typical example that will be handled after accepting the overflying traffic as follows: AF562 maintain FL330, report approaching LEBOR intersection. Meanwhile, Beirut Center must coordinate with Damascus Center (if active) about the flight progress of the overflying traffic (AF562) and ensure that no conflict within Damascus Center Airspace may occur, or to handle a converging traffic to a waypoint with another one. This may be achieved based on the A/C flight strip and the ETA overhead KTN (next waypoint along UR-655). Same is applicable to westbound traffic flowing via R-655/UR-655, B-15/UB-15, R-219/UR-219, or G202/UG-202.

## Arrivals

(i) Traffic flowing from the west, bound for an arrival to Beirut via the three (03) entry waypoints which are:
  * ELIKA via G202
  * KUKLA via R-219
  * BALMA via B-15

It is recommended to calculate the ETA for all I/B traffic to Beirut and estimate the crossing altitude, hence, avoiding any holding pattern delays to loose altitude, conflict with other departing traffic and/or sequencing of same destination traffic along the same route. ELIKA, KUKLA, and BALMA intersections should not be crossed below 11,000'. Thereafter, further descent clearance is given subject to active runway or requested runway (other than active) that is pilot's discretion!

(ii) From the east: Traffic is handed-over via either waypoint:
  * LEBOR via R-655 or,
  * LATEB via J-222

This is a tricky descent profile since we have high elevation terrain, hence, traffic due west via LEBOR must not cross this waypoint below 14,000' (TL-FL150). Thereafter; to start the descent to 10,000' initially at or after reaching 15NM I/B TO CAK VOR (116.20 MHz) due to CEDAR intersection restriction. After crossing CAK, left turn heading 250° and start descent down to 6,000' to intercept LOC for RWY17, 16 or to extended outbound turn to join left base RWY03 subject to wind direction or active RWY.

Normal landing runways are 03, 16 and 17.  Runways 21, 34 and 35 are not recommended for landing to pilots who are not familiar with the area due to high terrain.  If a pilot elects to proceed via these runways for landing, then a caution by ATC should be prompted to him/her before giving approach clearance or landing.

3,000' is the holding pattern altitude at the IAF RAMLA, ZALKA and BYBLO to runways 03, 16 and 17 respectively.

## Departures

Runway 21 is used for departure in Beirut in normal WX conditions.  However, RWY 34 and 35 are allocated as another option to depart Beirut subject to northerly winds.

Traffic departing from Beirut is requested to make turns as soon as practicable after airborne and obtaining safe positive rate of climb from all runways.

Examples:  Departing RWY 21, traffic is expected to climb initially to 4,000' on a HDG of 270° as soon as practicable.  RWY 03 is not recommended for departure where RWYs 34 and 35 are the preferred runways contingent wind direction and speed.

## Aside

Using SIDs, and STARs is a highly recommended practice to learn the departure/arrival practices, however depending on traffic flow and other restrictions, an ATC has the option to accept or decline instrument arrivals or departures.