



REPUBLIC OF LEBANON
MINISTRY OF PUBLIC WORKS AND
TRANSPORT
DIRECTORATE GENERAL OF CIVIL AVIATION

LARs

LEBANESE AVIATION REGULATIONS

Part I General Provisions

Subpart 1
Interpretation

Subpart 2
Application

Subpart 3
Administration and
Compliance

Subpart 4
LCAA Delegation

Subpart 5
Provisions for Revision of Lebanese Air Regulations,
Orders and Directives



LEBANESE AVIATION REGULATIONS (LARs)

Part I – General Provisions

Table of contents

- Subpart 1 - Interpretation
- Subpart 2 - Application
- Subpart 3 - Administration and Compliance
- Subpart 4 - LCAA Delegation
- Subpart 5 - Provisions for Revision of Lebanese Air Regulations, Orders and Directives



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Part I
General Provisions

Subpart 1
Interpretation



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Subpart 1 Interpretation

Table of contents

101.01	Interpretation	1
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Subpart 1 - Interpretation

101.01 Interpretation

(1) In these Regulations:

"Act" - means the Lebanese Civil Aviation Safety Act;

"advanced ultra-light airplane" - means an airplane that has a type design that is in compliance with the standards specified in the LARs Part V, Subpart 555;

"aerial work" - means a commercial air service other than an air transport service or a flight training service;

"aerial work zone" - means an area, delineated in an aerial work zone plan, in which aerial work is being conducted and that is over a built-up area of a city or town or over or adjacent to an area where persons may assemble;

"aerial work zone plan" - means a risk management plan for proposed aerial work;

"aerobatic maneuver" - means a maneuver where a change in the attitude of an aircraft results in a bank angle greater than 60 degrees, an abnormal attitude or an abnormal acceleration not incidental to normal flying;

"aerodrome traffic" - means all traffic on the movement area of an aerodrome and all aircraft operating at or in the vicinity of the aerodrome;

"Aeronautical Information Publication (AIP)" - means the manual that contains preflight reference information of a lasting nature that is essential to air navigation and published under the authority of the Minister;

"AGL" - means above ground level;

"aircraft" - means any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth's surface.

"aircraft flight manual" - means a manual, the requirements which are established by the Minister in the Lebanese Aviation Regulations (LARs), that contains information in respect of an aircraft.

"aircraft approach category" - means a grouping of aircraft based on a speed of 1.3 VS0 (at maximum certificated landing weight). VS0 and the maximum certificated landing weight are those values as established for the aircraft by the certificating authority of the country of registry. The categories are as follows:

- (a) Category A: Speed less than 91 knots.
- (b) Category B: Speed 91 knots or more but less than 121 knots.
- (c) Category C: Speed 121 knots or more but less than 141 knots.
- (d) Category D: Speed 141 knots or more but less than 166 knots.
- (e) Category E: Speed 166 knots or more.



"airplane" - means a power-driven heavier-than-air aircraft that derives its lift in flight from aerodynamic reactions on surfaces that remain fixed during flight;

"air operator" - means the holder of an air operator certificate;

"air operator certificate" - means a certificate issued under Part VII that authorizes the holder of the certificate to operate a commercial air service;

"air show" - means an aerial display or demonstration before an invited assembly of persons by one or more aircraft;

"air time" - means, with respect to keeping technical records, the time from the moment an aircraft leaves the surface until it comes into contact with the surface at the next point of landing;

"air traffic advisory services" - means the provision by an air traffic control unit of aeronautical safety information, including aviation weather information and serviceability reports in respect of aerodromes and radio navigation aids, but does not include the provision of IFR air traffic control messages;

"air traffic control clearance" - means an authorization issued by an air traffic control unit that authorizes an aircraft to proceed within controlled airspace in accordance with the conditions specified by that unit;

"air traffic control instruction" - means a directive issued by an air traffic control unit for air traffic control purposes;

"air transport service" - means a commercial air service that is operated for the purpose of transporting persons, personal belongings, baggage, goods or cargo in an aircraft between two points;

"airport" - means an aerodrome for which an airport certificate has been issued by the Minister;

"airship" - means a power-driven, lighter-than-air aircraft;

"airway" - means the airspace within the boundaries or along the tracks specified in the Aeronautical Information Publication (AIP) and within which air traffic control service is provided;

"airworthiness directive" - means an instruction issued by the Minister or by a civil aviation authority responsible for an aeronautical product type design that mandates a maintenance or operation action to ensure that an aeronautical product conforms to its type design and is in a condition for safe operation;

"airworthiness limitation" - means a limitation applicable to an aeronautical product, in the form of a life limit or a maintenance task that is mandatory as a condition of the type certificate;

"airworthy" - in respect of an aeronautical product, means in a fit and safe state for flight and in conformity with its type design;

"all-engines-operating take-off distance" - means the distance from the start of the take-off roll to the point at which the airplane reaches the height above the runway elevation specified in the certification basis of the airplane;



"all-engines-operating take-off run" - means the distance from the start of the take-off roll to the point midway between the lift-off point and the point at which the airplane reaches the height above the runway elevation specified in the certification basis of the airplane;

"alternate aerodrome" - means an aerodrome to which a flight may proceed when landing at the intended aerodrome of destination becomes inadvisable;

"altimeter setting region" - means the low level airspace so specified, and delineated, in the Aeronautical Information Publication (AIP);

"appliance" - means any instrument, mechanism, equipment, apparatus or accessory that is

- used, or intended to be used, in operating or controlling an aircraft in flight,
- installed in or attached to, or intended to be installed in or attached to, the aircraft, and
- not part of the airframe, engine or propeller of that aircraft;

"appropriate frequency" - means

- the radio frequency specified by an air traffic control unit or flight service station for use by the pilot-in-command of an aircraft,
- the mandatory frequency for use at or in the vicinity of an aerodrome for which a mandatory frequency has been specified, or
- in any case not described in paragraph (a) or (b), the frequency specified for an aerodrome or an airspace in the Jeppesen Aeronautical Publications;

"apron" - means a part of an aerodrome, other than the maneuvering area, that is intended to be used for the loading and unloading of passengers and cargo, the refueling, servicing, maintenance and parking of aircraft and the movement of aircraft, vehicles and persons engaged in services necessary for those purposes;

"APU" or "auxiliary power unit" - means any power unit that delivers rotating shaft power or compressed air, or both, and that is not intended for direct propulsion of an aircraft;

“arrival report” – means a report provided by a pilot-in-command which closes a flight plan.

"ASDA" or "accelerate-stop distance available" - means, in respect of a runway, the length of the take-off run available plus the length of the stopway, where a stopway is provided;

"ASL" - means above sea level;

"ATC unit" or "air traffic control unit" - means

- an area control center established to provide air traffic control service to IFR aircraft,
- a terminal control unit established to provide air traffic control service to IFR aircraft while they are being operated within a terminal control area, or
- an air traffic control tower established to provide air traffic control service at an aerodrome;

"ATS" or "air traffic services" - includes air traffic control services and advisory services;

“attendant” – means a person who is caring for a physically impaired person.



"Authority" – means the government organization that has responsibility for Aviation Safety Oversight in a contracting state.

"AWOS" or "automated weather observation system" - means a set of meteorological sensors, and associated systems designed to electronically collect and disseminate meteorological data;

"balloon" - means a non-power-driven lighter-than-air aircraft;

"balloon operator" - means the holder of a special flight operations certificate - balloons issued under Section 603.18;

"cabin attendant" - means a crew member, other than a flight crew member, who has been assigned duties to be performed in the interest of the passengers in a passenger-carrying aircraft;

"CAT II minima" - , in respect of an aerodrome, means the minima specified in the Jeppesen Aeronautical Publications for a CAT II precision approach to a runway at that aerodrome; (minimums CAT II)

"CAT III minima" - in respect of an aerodrome, means the minima specified in the Jeppesen Aeronautical Publications for a CAT III precision approach to a runway at that aerodrome; (minimums CAT III)

"category" - means

- (a) when used in reference to flight crew licensing, the classification of aircraft as an airplane, a balloon, a glider, a gyroplane, a helicopter or an ultra-light airplane, and
- (b) when used in reference to the certification of aircraft, a grouping of aircraft based upon intended use or operating limitations such as normal, utility, aerobatic, commuter and transport;

"child restraint system" - means any device, other than a safety-belt, that is designed to restrain, seat or position a person and that complies with the applicable standards of airworthiness set out in LARs Part 5, Subpart 515;

"class" - in relation to the classification of airplanes, means airplanes having similar operating characteristics to single-engined airplanes, multi-engined airplanes, center-line thrust airplanes, land airplanes or sea airplanes;

"Commercial Air Service Standards" - means the standards published under the authority of the Minister that apply in respect of commercial air services operated by air operators;

"company operations manual" - means a manual established by an air operator pursuant to Part VII;

"contracting state" - means a state that is a party to the Convention;

"control area" - means the controlled airspace that is specified as a Control Area in the Aeronautical Information Publication (AIP) and that extends upwards vertically from a specified altitude or a specified pressure-altitude;

"control zone" - means the controlled airspace that is so specified in the Aeronautical Information Publication (AIP) and that extends upwards vertically from the surface of the earth up to and including 3,000 feet AGL, unless otherwise specified in the AIP;



"controlled aerodrome" - means an aerodrome at which an air traffic control unit is in operation;

"controlled airspace" - means an airspace of fixed dimensions that is so specified in the Aeronautical Information Publication (AIP) and within which air traffic control service is provided;

"Convention" - means the Convention on International Civil Aviation signed on behalf of Lebanon at Chicago on December 7, 1944, as amended from time to time;

"crew member" - means a person assigned to duty in an aircraft during flight time;

"critical engine" - means the engine the failure of which would most adversely affect the performance or handling qualities of an aircraft;

"danger area" - means an airspace of fixed dimensions that is so specified in the Aeronautical Information Publication (AIP), within which activities dangerous to the flight of aircraft could take place at the times specified in the AIP;

"dangerous goods" - means dangerous goods as defined in the Lebanese Aviation Regulations (LARs);

"day" - means the period beginning one half-hour before sunrise and ending one half-hour after sunset and, in respect of any place where the sun does not rise or set daily, the period during which the center of the sun's disc is less than six degrees below the horizon;

"decision height" - means a height specified in the Jeppesen Aeronautical Publications or the route and approach inventory at which a missed approach procedure shall be initiated during a precision approach if the required visual reference necessary to continue the approach to land has not been established;

"elementary work" - means those tasks that are listed as elementary work in LARs Part VI, Subpart 5, Standards, Appendix A;

"empty weight" - in respect of an aircraft, means the total weight of the following parts or contents that are part of, or carried on board, the aircraft, namely,

- (a) the airframe, including the rotor in the case of a helicopter or gyroplane,
- (b) the power plant,
- (c) the fixed ballast,
- (d) the unusable fuel,
- (e) the maximum amount of normal operating fluids, including oil, power plant coolant, hydraulic fluid, de-icing fluid and anti-icing fluid but not including potable water, lavatory pre-charge fluid or fluid intended for injection into the engines, and
- (f) all of the installed equipment;

"FL" or "flight level" - means the altitude expressed in hundreds of feet, indicated on an altimeter set to 29.92 inches of mercury or 1013.2 millibars;

"flight authority" - means a certificate of airworthiness, special certificate of airworthiness, flight permit or validation of a foreign document attesting to an aircraft's fitness for flight, issued under Subpart 525 of Part V, or a foreign certificate of airworthiness that meets the requirements of Article 31 of the Convention;



"flight crew member" - means a crew member assigned to act as pilot, flight engineer, or navigator of an aircraft during flight time;

"flight crew member on call" - means a flight crew member who has been designated by an air operator to be available to report for flight duty on notice of one hour or less;

"flight crew member on standby" - means a flight crew member who has been designated by an air operator or private operator to remain at a specified location in order to be available to report for flight duty on notice of one hour or less;

"flight deck duty time" - means the period spent by a flight crew member at a flight crew member position in an airplane during flight time;

"flight duty time" - means the period that starts when a flight crew member reports for a flight, or reports as a flight crew member on standby, and finishes at "engines off" or "rotors stopped" at the end of the final flight, except in the case of a flight conducted under Subpart 4 or 5 of Part VII, in which case the period finishes 15 minutes after "engines off" or "rotors stopped" at the end of the final flight, and includes the time required to complete any duties assigned by the air operator or private operator or delegated by the Minister prior to the reporting time and includes the time required to complete aircraft maintenance engineer duties prior to or following a flight;

"flight inspection" - means the operation of an aircraft for the purpose of

- (a) calibrating air navigation aids,
- (b) monitoring or evaluating the performance of air navigation aids, or
- (c) obstacle assessment;

"flight itinerary" - means the information required to be filed in the form of a flight itinerary pursuant to Division III of Subpart 2 of Part VI;

"flight plan" - means the information that is required to be filed in the form of a flight plan pursuant to Division III of Subpart 2 of Part VI;

"flight relief facility" – bunk: means a bunk that is acceptable to the Minister.

"flight relief facility" – seat: means a comfortable, fully reclining seat, separated and screened from the passengers and flight deck, equipped with a call device, sleep restraint, portable oxygen, and not subject to distraction from noise generated in the cabin.

"flight time/Airplane" - means the time from the moment an airplane first moves for the purpose of taking off until the moment it finally comes to rest at the end of the flight;

"flight time/Helicopter" - means the total time from the moment a helicopter's rotor blades start turning until the moment the helicopter finally comes to rest at the end of the flight, and the rotor blades are stopped;

"flight training" - means a training program of ground instruction and airborne training that is conducted in accordance with the flight instructor guide and flight training manual applicable to the aircraft used;

"flight training organization" - means



- (a) in the case of an airplane or helicopter, the holder of a flight training organization operator certificate, or
- (b) in the case of a glider, balloon, gyroplane or ultra-light airplane, a club, school or other organization that conducts flight training;

"flight training organization operator certificate" - means a certificate issued under Subpart 6 of Part IV that authorizes the holder of the certificate to operate a flight training organization;

"flight visibility" - means the visibility forward from the cockpit of an aircraft in flight;

"glider" - means a non-power-driven heavier-than-air aircraft that derives its lift in flight from aerodynamic reactions on surfaces that remain fixed during flight;

"ground station" - means a location on the ground equipped with radio transmitting and receiving equipment capable of two-way voice communications with an aircraft;

"ground visibility" - in respect of an aerodrome, means the visibility at that aerodrome as contained in a weather observation reported by

- (a) an air traffic control unit,
- (b) an automatic weather observation station used by the Lebanese Weather Service;

“Group I” – means propeller driven aircraft, including -

- (a) Reciprocating powered; and
- (b) Turbopropeller powered.

“Group II” – means turbojet powered aircraft.

"gyroplane" - means a heavier-than-air aircraft that derives its lift in flight from aerodynamic reactions on one or more non-power-driven rotors on substantially vertical axes;

"hang glider" - means a glider that is designed to carry not more than two persons and has a launch weight of 45 kg (99.2 pounds) or less;

"heading" - means the direction in which the longitudinal axis of an aircraft is pointed, usually expressed in true, magnetic or grid degrees from North;

"heavier-than-air aircraft" - means an aircraft supported in the atmosphere by lift derived from aerodynamic forces;

"helicopter" - means a power-driven heavier-than-air aircraft that derives its lift in flight from aerodynamic reactions on one or more power-driven rotors on substantially vertical axes;

"helicopter Class A external load" - means an external load that cannot move freely, cannot be jettisoned and does not extend below the landing gear;

"helicopter Class B external load" - means an external load that can be jettisoned and that is not in contact with land, water or any other surface;

"helicopter Class C external load" - means an external load that can be jettisoned and that remains in contact with land, water or any other surface;



"helicopter Class D external load" - means an external load with a person carried externally or any external load, other than a Class A, B or C external load;

"heliport" - means an aerodrome used or intended to be used for the arrival, landing, take-off or departure of aircraft capable of vertical take-off and landing;

"high level airspace" - means airspace at or above 15,000 feet ASL that is within Lebanese Domestic Airspace;

"high seas" - means any body of water, or frozen surface thereof, that is not within the territorial waters of any state;

"IFR" - means instrument flight rules;

"IFR air traffic control message" - means a message that contains an air traffic control clearance or instruction, a position report or procedure related to the conduct of an IFR flight;

"IFR aircraft" - means an aircraft operating in IFR flight;

"IFR flight" - means a flight conducted in accordance with the instrument flight rules;

"IMC" or "instrument meteorological conditions" - means meteorological conditions less than the minima specified in Division VI of Subpart 2 of Part VI for visual meteorological conditions, expressed in terms of visibility and distance from cloud;

"infant" - means a person under two years of age;

"instrument approach" - means the orderly positioning of an IFR aircraft from the enroute phase to a position and altitude from which a landing may be completed or a missed approach procedure may be initiated;

"instrument approach procedure" - means, in respect of an aircraft on an instrument approach to a runway or aerodrome, a procedure for an instrument approach determined by the pilot-in-command of the aircraft on the basis of the information specified in the Jeppesen Aeronautical Publications for an IFR approach to that runway or aerodrome or, where no such information is specified in the Jeppesen Aeronautical Publications, the information specified in the air operator certificate or the private operator certificate, or the route and approach inventory, where the aircraft is operated pursuant to Part VII or Subpart 4 of Part VI;

"land aircraft" - means an aircraft that is not capable of normal operations on water;

"land use authority" – means the Lebanese government agency responsible for control of land use and development.

"landing" - means
in respect of an aircraft other than an airship, the act of coming into contact with a supporting surface, and includes the acts immediately preceding and following the coming into contact with that surface, and
in respect of an airship, the act of bringing the airship under restraint, and includes the acts immediately preceding and following the bringing of the airship under restraint;



"large airplane" - means an airplane with an MCTOW of more than 5,700 kg (12,566 pounds);

"launch weight" - means the total weight of a hang glider or an ultra-light airplane when it is ready for flight, including any equipment, instruments, fuel or oil, but not including the weight of the occupants, the weight of any float equipment to a maximum of 34 kg (74.93 pounds), or the weight of any ballistic parachute installation;

"Lebanese Aviation Regulations" - means the Lebanese Aviation Regulations (LARS) published by the Government of Lebanon, as amended from time to time;

"Lebanese Domestic Airspace" means the airspace specified, and delineated as such, in the Aeronautical Information Publication (AIP);

"LDA" or "landing distance available" - means the length of a runway at an aerodrome that the aerodrome operator declares available and suitable for the ground run of an airplane that is landing;

"life-limited part" - means a part that, as a condition of the type certificate, may not exceed a specified time, or number of operating cycles, in service;

"light turbulence" - means turbulence that momentarily causes slight, erratic changes in altitude or attitude or turbulence that causes slight, rapid and somewhat rhythmic bumpiness without appreciable changes in altitude or attitude;

"lighter-than-air aircraft" - means an aircraft supported in the atmosphere by its buoyancy;

"limited supplemental type certificate" - means a supplemental type certificate that is applicable only to those aeronautical products that are specified in the certificate by serial number or by some other identification unique to those products and includes a limited type approval;

"low level airspace" - means airspace below 15,000 feet ASL that is within Lebanese Domestic Airspace;

"maintenance" - means the overhaul, repair, required inspection or modification, or removal and installation of components of, an aeronautical product, but does not include elementary work, or servicing; (maintenance)

"maintenance release" - means a certification made following the maintenance of an aeronautical product, indicating that the maintenance was performed in accordance with the applicable provisions of these Regulations and the standards of airworthiness;

"maintenance schedule" - means a schedule required pursuant to Section 605.86 of the Lebanese Aviation Regulations (LARs) for the performance of the inspections and other maintenance required by these Regulations;

"major modification" - means an alteration to the type design of an aeronautical product in respect of which a type certificate has been issued that has other than a negligible effect on the weight and center-of-gravity limits, structural strength, performance, power plant operation, flight characteristics or other qualities affecting its airworthiness or environmental characteristics;



"major repair" - means a repair to an aeronautical product in respect of which a type certificate has been issued, that causes the aeronautical product to deviate from the type design defined by the type certificate, where the deviation from the type design has other than a negligible effect on the weight and center-of-gravity limits, structural strength, performance, power plant operation, flight characteristics or other qualities affecting the aeronautical product's airworthiness or environmental characteristics;

"mandatory frequency" - means a VHF frequency specified in the Jeppesen Aeronautical Publications for the use of radio-equipped aircraft operating within an MF area;

"maneuvering area" - means that part of an aerodrome, other than an apron, that is intended to be used for the take-off and landing of aircraft and for the movement of aircraft associated with take-off and landing;

"manufacture" - means the making, assembly and fabrication, other than the fabrication of parts as part of a repair, of aeronautical products, and includes, in the case of newly manufactured aircraft, any work performed on an aircraft prior to the issuance of the first certificate of airworthiness or export certificate of airworthiness by the manufacturer;

"manufacturer" - means the holder of a type certificate for an aeronautical product or, where no type certificate has been issued by the Minister, the maker of the aeronautical product;

"manufacturer certificate" - means a certificate that authorizes the holder of the certificate to manufacture an approved aeronautical product;

"maximum permissible take-off weight" - means the maximum take-off weight for an aircraft as authorized by the state of registry of the aircraft, as provided for in the aircraft type certificate or other Flight Authority;

"MCTOW" or "maximum certificated take-off weight" - means the weight identified as such in the type certificate of an aircraft;

"MEL" or "minimum equipment list" - means a document approved by the Minister pursuant to subsection 605.07(3) that authorizes an operator to operate an aircraft with aircraft equipment that is inoperative under the conditions specified therein, and may specify certain equipment that must be operative;

"member state" – means a foreign state that is a party to the convention on international civil aviation;

"MF area" - means an area of specific dimensions that consists of the surface area and airspace in the vicinity of an uncontrolled aerodrome and to which a mandatory frequency has been assigned, in respect of which the reporting procedures specified in the Aeronautical Information Publication (AIP) are applicable, and that is identified as an MF area in the Jeppesen Aeronautical Publications;

"minimum descent altitude" - means the altitude ASL specified in the Jeppesen Aeronautical Publications or the route and approach inventory for a non-precision approach, below which descent shall not be made until the required visual reference to continue the approach to land has been established;

"minimum enroute altitude" - means the lowest altitude ASL that is specified in the Aeronautical



Information Publication (AIP) for a designated area or between fixes on airways or air routes, that assures acceptable navigational signal coverage and that meets the obstruction clearance criteria;

"minimum rest period" - means a period during which a flight crew member is free from all duties, is not interrupted by the air operator or private operator, and is provided with an opportunity to obtain not less than eight consecutive hours of sleep in suitable accommodation, time to travel to and from that accommodation and time for personal hygiene and meals;

"Minister" - means the Minister of Transport;

"missed approach procedure" - means the procedure to be followed if, for any reason after conducting an instrument approach, a landing is not effected;

"MMEL" or "master minimum equipment list" - means a document established by an aircraft's certifying Authority and approved by the Minister pursuant to Subsection 605.07 of the Lebanese Aviation Regulations (LARs) that lists the aircraft equipment that is allowed to be inoperative for a particular type of aircraft under the conditions specified therein;

"MOCA" or "minimum obstruction clearance altitude" - means the altitude ASL that will ensure that an IFR aircraft will be clear of the highest obstacle within an airway or air route;

"model aircraft" - means an aircraft, the total weight of which does not exceed 35 kg (77.2 pounds), that is mechanically driven or launched into flight for recreational purposes and that is not designed to carry persons or other living creatures;

"model rocket" - means a rocket equipped with model rocket engines that will not generate a total impulse exceeding 80 newton-seconds, of a gross weight, including engines, not exceeding 500 g (1.1 pounds), and equipped with a parachute or other device capable of retarding its descent;

"movement area" - means a part of an aerodrome that is intended to be used for the surface movement of aircraft, and includes the maneuvering area and aprons;

"night" - means the period beginning one half-hour after sunset and ending one half-hour before sunrise and, in respect of any place where the sun does not rise or set daily, the period during which the center of the sun's disc is more than six degrees below the horizon;

"non-piloted aircraft" - means a power-driven aircraft, other than a model aircraft, that is operated without a flight crew member on board;

"non-precision approach" - means an instrument approach by an aircraft using azimuth information;

"NOTAM" - means a notice to airmen concerning the establishment or condition of, or change in, any aeronautical facility, service or procedure, or any hazard affecting aviation safety, the knowledge of which is essential to personnel engaged in flight operations;

"one-engine-inoperative take-off distance" - means the distance from the start of the take-off roll to the point at which the airplane reaches 35 feet above the runway elevation, where failure of the critical engine is recognized at V1;



"one-engine-inoperative take-off run" - means the distance from the start of the take-off roll to the point midway between the lift-off point and the point at which the airplane reaches 35 feet above the runway elevation, where failure of the critical engine is recognized at V1;

"operator" - in respect of an aircraft, means the person that has possession of the aircraft as owner, lessee or otherwise;

"operator" - in respect of an airport, means the holder of an airport certificate issued by the Minister, or the person in charge of the airport, whether as employee, agent or representative of the holder of the certificate;

"overhaul" - means a restoration process that includes the disassembly, inspection, repair or replacement of parts, reassembly, adjustment, refinishing and testing of an aeronautical product, and ensures that the aeronautical product is in complete conformity with the service tolerances specified in the applicable instructions for continued airworthiness;

"owner" - in respect of an aircraft, means the person who has legal custody and control of the aircraft;

"passenger" - means a person, other than a crew member, who is carried on board an aircraft;

"permanent resident" - means a permanent resident as defined by the government of Lebanon;

"personal flotation device" - means a personal flotation device that meets approved standards accepted by the Minister;

"police authority" – means any municipal or regional police force established pursuant to Lebanese legislation.

"powered glider" - means an airplane that, with engines inoperative, has the flight characteristics of a glider;

"precision approach" - means an instrument approach by an aircraft using azimuth and glide path information;

"primary structure" - means a structure that carries flight, ground or pressure loads;

"private aircraft" - means an aircraft that is registered as a private aircraft pursuant to the LARs;

"private operator" - means the holder of a private operator certificate;

"private operator certificate" - means a certificate issued under Subpart 4 of Part VI that authorizes the holder of the certificate to operate a Lebanese aircraft for the purpose of transporting passengers;

"protective breathing equipment" - means equipment designed to cover the eyes, nose and mouth of the wearer, or the nose and mouth where accessory equipment is provided to protect the eyes, and to protect the wearer from the effects of smoke, carbon dioxide or other harmful gases;

"quick-donning mask" - means an oxygen mask that can be secured by a person using one hand on the person's face within five seconds, and that provides an immediate supply of oxygen;

"repair" - means the rectification of deficiencies in an aeronautical product or the restoration of an aeronautical product to an airworthy condition;



"repair design certificate" - means a document issued by the Minister or a Civil Aviation Authority having jurisdiction over the type design to record the approval of a repair design for an aeronautical product, identified in the document by a serial number or by some other identification unique to the aeronautical product, and that references the documents and data defining the repair design and the limitations and conditions applicable to the aeronautical product as a result of the design change, and includes a repair design approval;

"required inspection" - means an inspection of an aeronautical product that is required by a maintenance schedule, an airworthiness limitation or an airworthiness directive, except where the airworthiness directive specifies that the inspection may be performed by a flight crew member;

"required take-off distance" - means the one-engine-inoperative take-off distance or 115 per cent of the all-engines-operating take-off distance, whichever is greater;

"required take-off run" - means the one-engine-inoperative take-off run or 115 per cent of the all-engines-operating take-off run, whichever is greater;

"required visual reference" - in respect of an aircraft on an approach to a runway, means that portion of the approach area of the runway or those visual aids that, when viewed by the pilot of the aircraft, enable the pilot to make an assessment of the aircraft position and rate of change of position, in order to continue the approach and complete a landing;

"restricted airspace" - means airspace of fixed dimensions that is so specified in the Aeronautical Information Publication (AIP) and within which the flight of aircraft is restricted in accordance with certain conditions specified in the AIP;

"rocket" - means a projectile that contains its own propellant and that depends for its flight on a reaction set up by the release of a continuous jet of rapidly expanding gases;

"RVR" or "runway visual range" - means the range over which the pilot of an aircraft on the center line of a runway can expect to see the runway surface markings or the lights delineating the runway or identifying that center line;

"RVR A" - in respect of a runway, means RVR detection equipment that is located adjacent to the runway threshold;

"RVR B" - in respect of a runway, means RVR detection equipment that is located adjacent to the runway mid-point;

"safety belt" - means a personal restraint system consisting of either a lap strap or a lap strap combined with a shoulder harness;

"safety pilot" - means a pilot who acts as a lookout for another pilot operating an aircraft in simulated instrument flight;

"scheduled maintenance" - means any maintenance performed at predetermined intervals pursuant to these Regulations, a maintenance schedule or an airworthiness directive;

"serviceable" - in respect of an aircraft or aircraft part, means fit and safe for flight;

"servicing" - in respect of an aeronautical product, means cleaning, lubricating and the replenishment of fluids not requiring the disassembly of the product;



"shoulder harness" - means any device that is used to restrain the upper torso of a person and that consists of a single diagonal upper torso strap or dual upper torso straps;

"sightseeing operation" - means aerial work in the course of which passengers are disembarked at the point of departure;

"slung load" – means a load carried external to a helicopter that can be jettisoned and is not in contact with land, water, or other surface;

"small aircraft" - means an airplane having a maximum permissible take-off weight of 5 700 kg (12,566 pounds) or less, or a helicopter having a maximum permissible take-off weight of 2 730 kg (6,018 pounds) or less;

"special aviation event" - means an air show, a low level air race, an aerobatic competition, a fly-in or a balloon festival;

"special VFR flight" - means a VFR flight authorized by an air traffic control unit that is conducted within a control zone under VMC in accordance with Division VI of Subpart 2 of Part VI;

"specialty air services" - means aerial mapping, aerial surveying, aerial photography, forest fire management, fire fighting, aerial advertising, glider towing, parachute jumping, aerial construction, heli-logging, aerial sightseeing, flight training, aerial inspection and surveillance and aerial spraying services;

"standard of airworthiness" - in respect of the design, manufacture or maintenance of an aeronautical product, means the description, in terms of a minimum standard, of the properties and attributes of the configuration, material and performance or physical characteristics of that aeronautical product, and includes the procedures to ascertain compliance with or to maintain that minimum standard, as specified in Part V;

"standard pressure region" - means all of the Lebanese Domestic Airspace not within the altimeter setting region;

"station" - means a facility used for providing aeronautical information or services;

"stopway" - means a rectangular area on the ground at the end of a runway in the direction of take-off and having the same width as the runway, prepared as a suitable area for stopping an airplane in the case of a rejected take-off;

"suitable accommodation" - means a single-occupancy bedroom that is subject to a minimal level of noise, is well ventilated and has facilities to control the levels of temperature and light or, where such a bedroom is not available, an accommodation that is suitable for the site and season, is subject to a minimal level of noise and provides adequate comfort and protection from the elements;

"supplemental type certificate" - means a document that is issued by the Minister or the Civil Aviation Authority having jurisdiction over the type design to record the approval of a change to the type design of an aeronautical product and that references the documents and data defining the change and the limitations and conditions applicable as a result of the change and includes a limited supplemental type approval;

"surface" - means any ground or water, including the frozen surface thereof;



“TAF” – means aerodrome forecast

"take-off" - means

in respect of an aircraft other than an airship, the act of leaving a supporting surface, and includes the take-off run and the acts immediately preceding and following the leaving of that surface, and in respect of an airship, the act of freeing the airship from restraint, and includes the acts immediately preceding and following the freeing of that airship from restraint;

"terminal control area" - means an airspace of fixed dimensions that is so specified in the Aeronautical Information Publication (AIP) and within which an air traffic control service for IFR flights is provided;

"TODA" or "take-off distance available" - means the total of the take-off run available and, where a clearway is provided, the length of clearway declared available by the operator of the aerodrome;

"TORA" or "take-off run available" - means the length of a runway declared available and suitable by the operator of the aerodrome for the ground run of an airplane during take-off;

"track" - means the projection on the earth's surface of the path of an aircraft, the direction of which path at any point is usually expressed in true, magnetic or grid degrees from North;

"transport category aircraft" - means an airplane or a helicopter certified pursuant to LARs Part V, Subpart 515 or an equivalent foreign airworthiness standard;

"true Mach number" - means the ratio of the true air speed of an aircraft to the local speed of sound at the flight altitude;

"type" - means

when used in reference to personnel licensing, a specific make and model of aircraft, including modifications thereto that do not change its handling or flight characteristics, and when used in reference to the certification of aircraft, a classification of aircraft having similar design characteristics;

"type certificate" - means a document issued by the Minister or the Minister of the Civil Aviation Authority having jurisdiction over the type design certifying that the type design of an aircraft, aircraft engine, aircraft propeller or aircraft appliance meets the applicable standards for that aeronautical product, as recorded in the type certificate data sheet, and includes a type approval;

"type design" - means

the drawings and specifications, and a listing of those drawings and specifications that are necessary to define the design features of an aeronautical product in compliance with the standards applicable to the aeronautical product,
the information on dimensions, materials and manufacturing processes that is necessary to define the structural strength of an aeronautical product,
the approved Sections of the aircraft flight manual, where required by the applicable standards of airworthiness,
the airworthiness limitations Section of the instructions for continued airworthiness specified in the applicable subparts of Part V and
any other data necessary to allow, by comparison, the determination of the airworthiness and, where applicable, the environmental characteristics of later aeronautical products of the same type or model;

"UHF" - means ultra-high frequency;



"ultra-light airplane" - means

a single-seat airplane that has a launch weight of 165 kg (363.8 pounds) or less, and a wing area, expressed in square meters, of not less than the launch weight minus 15, divided by 10, and in no case less than 10 m²,

a two-seat instructional airplane that has a launch weight of 195 kg (429.9 pounds) or less, and a wing area, expressed in square meters, of not less than 10 m² and a wing loading of not more than 25 kg / m² (5.12 pounds/ft.²), the wing loading being calculated using the launch weight plus the occupant weight of 80 kg (176.4 pounds) per person, or
an advanced ultra-light airplane;

"unforeseen operational circumstance" means an event, such as unforecast adverse weather, or an equipment malfunction or air traffic control delay, that is beyond the control of an air operator or private operator;

"UTC" - means Coordinated Universal Time;

"vessel" - means any ship, boat or other floating structure, other than an aircraft, used for navigation on water;

"VFR" - means visual flight rules;

"VFR aircraft" - means an aircraft operating in VFR flight;

"VFR flight" - means a flight conducted in accordance with the visual flight rules;

"VFR OTT" - means VFR over-the-top;

"VHF" - means very high frequency;

"VMC" or "visual meteorological conditions" - means meteorological conditions equal to or greater than the minima specified in Division VI of Subpart 2 of Part VI, expressed in terms of visibility and distance from cloud.

(2) Unless otherwise indicated in these Regulations, any reference to a classification, standard, procedure or other specification that is incorporated by reference is a reference to that classification, standard, procedure or specification as amended from time to time.



REPUBLIC OF LEBANON
MINISTRY OF PUBLIC WORKS AND
TRANSPORT
DIRECTORATE GENERAL OF CIVIL

LARs

LEBANESE AVIATION REGULATIONS

Part I
General Provisions

Subpart 2
Application

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LEBANESE AVIATION REGULATIONS (LARs)

Part I – General Provisions

Subpart 2 Application

Table of contents

102.01	Application	1
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Subpart 2 - Application

102.01 Application

These regulations do not apply in respect of:

- (a) Lebanese military aircraft when they are under the authority of the Minister of Defense.
- (b) state aircraft when they are under the authority of the State of Lebanon.
- (c) model aircraft, rockets, hovercraft or wing-in-ground-effect machines, unless otherwise indicated in the Lebanese Aviation Regulations (LARs).



REPUBLIC OF LEBANON
MINISTRY OF PUBLIC WORKS AND
TRANSPORT
DIRECTORATE GENERAL OF CIVIL

LARs

LEBANESE AVIATION REGULATIONS

Part I
General Provisions

Subpart 3
Administration and Compliance

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LEBANESE AVIATION REGULATIONS (LARs)

Part I – General Provisions

Subpart 3 Administration and Compliance

Table of Contents

Division I – Administration

103.01	Requirements for Standards Incorporated by Reference	1
103.02	Requirements for Directorate General of Civil Aviation Orders	1

Division II – Definition of “Principal”

103.03	Inspection of Aircraft, requests for Production of Documents and Prohibitions	3
--------	--	---

Division III – Compliance

103.04	Investigations	5
103.05	Return of Lebanese Aviation Documents	5
103.06	Record Keeping	5
103.07	Adherence to Operating Policies, Procedures, and Manuals	5
103.08	Notices of Suspension, Cancellation or Refusal to Renew	6

Division IV – Lebanese Aviation Documents

103.09	Administrative Grounds for suspension, Cancellation or Refusal to Renew	7
103.10	Reinspection and Reexamination	8
103.11	Designated Provisions	9
103.12	Preservation and Return of Evidence.....	10
103.13	Preservation and Return of Aircraft	10
103.14	Interpretation	11

Division V – Designated Provisions

103.15	Designated Provisions	13
--------	-----------------------------	----

Division VI – Preservation and Return of Evidence or Aircraft

103.16	Preservation and Return of Evidence	15
103.17	Preservation and Return of Aircraft	15
103.18	Interpretation	15



Subpart 3 - Administration and Compliance

Division I - Administration

103.01 Requirements for Standards Incorporated by Reference

- (1) This Section applies in respect of standards made by the Minister and incorporated by reference into these Regulations.
- (2) The Minister shall not make a standard or an amendment to a standard unless the Minister has undertaken consultations with interested persons concerning the standard or the amendment.
- (3) No standard or amendment to a standard shall come into effect less than 30 days after it is made.
- (4) A standard or an amendment to a standard may be made and brought into effect by the Minister without regard to Subsections (2) and (3) where the standard or amendment is urgently required to ensure aviation safety or the safety of the public.

103.02 Requirements for Directorate General of Civil Aviation Orders

- (1) This Section applies in respect of Directorate General of Civil Aviation Orders made by the Minister.
- (2) Orders are defined as:
 - (a) directives and procedures of a mandatory nature that are issued by the Minister pursuant to the Lebanese Civil Aviation Safety Act and the Lebanese Aviation Regulations (LARs), and as such, have the force of law.
- (3) The Minister shall not make a Directorate General of Civil Aviation Order or an amendment to an Order unless the Minister has undertaken consultations with interested persons concerning the Order or the amendment.
- (4) No Directorate General of Civil Aviation Order or amendment to an Order shall come into effect less than 7 days after it is made.
- (5) A Directorate General of Civil Aviation Order or an amendment to an Order may be made and brought into effect by the Minister without regard to Subsections (2) and (3) where the Order or amendment is urgently required to ensure aviation safety or the safety of the public.
- (6) The Minister shall issue Directorate General of Civil Aviation Orders that direct the following:
 - (a) directives that outline the duties and responsibilities of all Directorate General of Civil Aviation personnel.
 - (b) directives that outline the policies and procedures for day to day operations of the Directorate General of Civil Aviation offices.
 - (c) any directives that the Minister deems necessary.
- (7) The Minister shall issue Directorate General of Civil Aviation Orders that are numbered and indexed for easy reference.



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Division II - Definition of "Principal"

103.03 Definition of "Principal"

For the purposes of the Act and the Lebanese Aviation Regulations, "principal" means:

- (a) in respect of an air operator,
 - (i) any person who is employed or contracted by the air operator on a full- or part-time basis as the operations manager, the chief pilot or the person responsible for the maintenance control system, or any person who occupies an equivalent position, and
 - (ii) any person who exercises control over the air operator as an owner;
- (b) in respect of a private operator,
 - (i) any person who is employed or contracted by the private operator on a full- or part-time basis as the operations manager, the chief pilot or the person responsible for the maintenance control system, or any person who occupies an equivalent position, and
 - (ii) any person who exercises control over the private operator as an owner;
- (c) in respect of an approved maintenance organization,
 - (i) any person who is employed or contracted by the approved maintenance organization on a full- or part-time basis as the person responsible for maintenance, and
 - (ii) any person who exercises control over the approved maintenance organization as an owner;
- (d) in respect of an approved training organization,
 - (i) any person who is responsible for the quality control system, or any person who occupies an equivalent position, and
 - (ii) any person who exercises control over the approved training organization as an owner;
- (e) in respect of a flight training organization,
 - (i) the chief flight instructor,
 - (ii) any person who is employed or contracted by the flight training unit on a full- or part-time basis as the person responsible for the maintenance control system, and
 - (iii) any person who exercises control over the flight training unit as an owner;
- (f) in respect of a manufacturer of aeronautical products,
 - (i) any person who is responsible for the quality control system, or any person who occupies an equivalent position, and
 - (ii) any person who exercises control over the manufacturer as an owner; and
- (g) in respect of a distributor of aeronautical products,
 - (i) any person who is responsible for the product control system, or any person who occupies an equivalent position, and
 - (ii) any person who exercises control over the distributor as an owner.



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Division III - Compliance

103.04 Inspection of Aircraft, Requests for Production of Documents and Prohibitions

(1) The owner or operator of an aircraft shall, on reasonable notice given by the Minister, make the aircraft available for inspection in accordance with the notice.

(2) Every person who:

- (a) is the holder of a Lebanese aviation document,
- (b) is the owner, operator or pilot-in-command of an aircraft in respect of which a Lebanese aviation document, technical record or other document is kept, or
- (c) has in possession a Lebanese aviation document, technical record or other document relating to an aircraft or a commercial air service,

Shall produce the Lebanese aviation document, technical record or other document for inspection in accordance with the terms of a demand made by a judicial officer, an immigration officer or the Minister.

(3) No person shall:

- (a) lend a Lebanese aviation document to any person who is not entitled to it by these Regulations, or allow any such person to use a Lebanese aviation document; or
- (b) mutilate, alter or render illegible a Lebanese aviation document.

(4) For the purposes of this Section, "other document" includes all writings, papers and other records made, held or maintained by the owner, operator or pilot-in-command of an aircraft for the purpose of recording any action, activity, performance or use of the aircraft or any activity of the owner, operator or crew members in respect of that aircraft, whether or not the documents are required by law to be made, held or maintained.

103.05 Investigations

The Minister will initiate formal fact finding investigations anytime the Lebanese Aviation Regulations (LARs) are suspected to have been contravened or the safety of the flying public is in question.

103.06 Return of Lebanese Aviation Documents

Where a Lebanese aviation document has been suspended or cancelled, the person to whom it was issued shall return it to the Minister immediately after the effective date of the suspension or cancellation.

103.07 Record Keeping

Recording systems, including computer records and microfiche, that do not comprise entries on paper may be used to comply with the record-keeping requirements of these Regulations if:

- (a) measures are taken to ensure that the records contained in the recording systems are protected, by electronic or other means, against inadvertent loss or destruction and against tampering; and
- (b) a copy of the records contained in the recording systems can be printed on paper and provided to the Minister on reasonable notice given by the Minister.



103.08 Adherence to Operating Policies, Procedures, and Manuals

No operator or person shall conduct operations pursuant to the Lebanese Aviation Regulations (LARs) unless:

- (a) all policies for that operation are followed
- (b) all procedures written for that operation are followed
- (c) all guidance in manuals governing that operation is followed.



Division IV - Lebanese Aviation Documents

103.09 Suspension or Cancellation For Contravention

(1) Where the Minister decides to suspend or cancel a Lebanese aviation document on the grounds that the holder of the document or the owner or operator of any aircraft, airport or other facility in respect of which the document was issued has contravened any provision of the Civil Aviation Safety Act or any regulation or order made under this Act, the Minister shall by personal service or by registered or certified mail sent to the holder, owner or operator, as the case may be, at his latest known address, notify the holder, owner or operator of that decision and of the effective date of the suspension or cancellation. No such suspension or cancellation shall take effect earlier than the date that is thirty calendar days after the notice under this section is served or sent.

(2) A notice under Section (1) shall be in such form as the Minister may prescribe and shall, in addition to any other information that may be so prescribed,

- (a) indicate the provision of this Part or of the regulation or order made under this Part that the Minister believes has been contravened; and
- (b) state the date, being thirty days after the notice is served or sent, on or before which and the address at which a request for a review of the decision of the Minister is to be filed in the event the holder of the document or the owner or operator concerned wishes to have the decision reviewed.

(3) Where the holder of a Lebanese aviation document or the owner or operator of any aircraft, airport or other facility in respect of which a Lebanese aviation document is issued who is affected by a decision of the Minister referred to in subsection (1) wishes to have the decision reviewed, he shall, on or before the date that is thirty calendar days after the notice is served on or sent to him under that subsection, in writing file with the Administrative Court a request for a review of the decision.

(4) A request for a review of the decision of the Minister under subsection (3) does not operate as a stay of the suspension or cancellation of the Lebanese aviation document to which the decision relates, but where a request for a review has been filed with the Administrative Court, the Court may, subject to Subsection (5), on application in writing by the holder of the document or the owner or operator affected by the decision, as the case may be, after considering such representations by the holder, owner or operator and the Minister, direct that the suspension or cancellation of the document be stayed until the review of the decision of the Minister has been concluded.

(5) No direction of a stay of a suspension or cancellation shall be made under Subsection (4) where the judge of the Administrative Court considering the matter is of the opinion that the stay would result in a threat to aviation safety.

(6) On receipt of a request filed in accordance with Subsection (3), the Administrative Court shall appoint a time and place for the review of the decision referred to in the request and in writing notify the Minister and the person who filed the request of the time and place so appointed.

(7) At the time and place appointed under Subsection (6) for the review of the decision, the judge of the Administrative Court assigned to conduct the review shall provide the Minister and the holder of the Lebanese aviation document or the owner or operator affected by the decision, as the case may be, with a full opportunity consistent with procedural fairness and natural justice to present evidence and make representations in relation to the suspension, cancellation under review.

(8) On a review under this section of a decision of the Minister to suspend or cancel a Lebanese aviation document, the judge of the Administrative Court conducting the review may determine the matter by confirming the suspension or cancellation or substituting a decision for the decision of the Minister.



103.10 Suspension Where Immediate Threat to Aviation Safety

- (1) Where the Minister decides to suspend a Lebanese aviation document on the grounds that an immediate threat to aviation safety exists or is likely to occur as a result of an act or thing having been, being or proposed to be done under the authority of the document, the Minister shall forthwith by personal service or by registered or certified mail sent to the holder of the document or to the owner or operator of any aircraft, airport or other facility in respect of which the document was issued, as the case may be, at his latest known address notify the holder, owner or operator of his decision.
- (2) A notice under Subsection (1) shall be in such form as the Minister may prescribe and shall, in addition to any other information that may be so prescribed,
 - (a) indicate the immediate threat to aviation safety that the Minister believes exists or is likely to occur as a result of an act or thing having been, being or proposed to be done under the authority of the Lebanese aviation document concerned, and the nature of that act or thing; and
 - (b) state the date, being thirty calendar days after the notice is served or sent, on or before which a request for a review of the decision of the Minister is to be filed with the Administrative Court in the event the holder of the document or the owner or operator concerned wishes to have the decision reviewed.
- (3) Where the holder of a Lebanese aviation document or the owner or operator of any aircraft, airport or other facility in respect of which a Lebanese aviation document is issued who is affected by a decision of the Minister referred to in Subsection (1) wishes to have the decision reviewed, he shall, on or before the date that is thirty calendar days after the notice is served on him or sent to him under that subsection, in writing file with the Administrative Court a request for a review of the decision.
- (4) A request for a review of the decision of the Minister under Subsection (3) does not operate as a stay of the suspension to which the decision relates.
- (5) On receipt of a request filed in accordance with Subsection (3), the Administrative Court shall appoint a time, as soon as practicable after the request is filed, and place for the review of the decision referred to in the request and in writing notify the Minister and the person who filed the request of the time and place so appointed.
- (6) At the time and place appointed under Subsection (5) for the review of the decision, the judge of the Administrative Court assigned to conduct the review shall provide the Minister and the holder of the Lebanese aviation document or the owner or operator affected by the decision, as the case may be, with a full opportunity consistent with procedural fairness and natural justice to present evidence and make representations in relation to the suspension under review.
- (7) On a review under this section of a decision of the Minister to suspend a Lebanese aviation document, the judge of the Administrative Court conducting the review may determine the matter by confirming the suspension or substituting a decision for the decision of the Minister.
- (8) Where
 - (a) no appeal from a determination confirming a suspension under Subsection (7) is taken under section 103.12 within the time limited for doing so under that section, or
 - (b) the Conseil d'Etat has, on an appeal under Section 103.12, confirmed the suspension of a Lebanese aviation document under this section, the holder of the document or the owner or operator of any aircraft, airport or other facility in respect of which the document was issued may, in writing, request the Minister to reconsider whether the immediate threat to aviation safety referred to in Subsection (1) that occasioned the suspension continues to exist or is likely to occur as described in that subsection.
- (9) On receipt of a request under Subsection (8), the Minister shall forthwith reconsider the matter and give a notice of his decision to the holder, owner or operator who made the request, and the provisions of this section and Section 103.12 providing for a review of a decision of the Minister and an appeal



from a determination on a review apply, with such modifications as the circumstances require, to and in respect of a decision of the Minister under this section.

103.11 Suspension, Cancellation or Refusal to Renew on Medical, Lack of Competence or Public Interest Grounds or Failure to Meet Requirements of Issue

- (1) Where the Minister decides
 - (a) to suspend, cancel or refuse to renew a Lebanese aviation document on medical grounds,
 - (b) to suspend or cancel a Lebanese aviation document on the grounds that the holder of the document is incompetent or the holder or any aircraft, airport or other facility in respect of which the document was issued ceases to have the qualifications necessary for the issuance of the document or to meet or comply with the conditions subject to which the document was issued, or
 - (c) to suspend or cancel a Lebanese aviation document pursuant to Article 70 of the Civil Aviation Safety Act, because the Minister is of the opinion that the public interest warrants it, the Minister shall, by personal service or by registered or certified mail sent to the holder or to the owner or operator of the aircraft, airport or facility, as the case may be, at the latest known address of the holder, owner or operator, notify the holder, owner or operator of the Minister's decision.
- (2) A notice under Subsection (1) shall be in such form as the Minister may prescribe and shall, in addition to any other information that may be so prescribed,
 - (a) indicate, as the case requires,
 - (i) the medical grounds on which the decision of the Minister is based,
 - (ii) the nature of the incompetence of the holder of the Lebanese aviation document that the Minister believes exists, the qualifications necessary for the issuance of the document that the Minister believes the holder of the document or the aircraft, airport or facility in respect of which the document was issued ceases to have or the conditions subject to which the document was issued that the Minister believes are no longer being met or complied with, or
 - (iii) the elements of the public interest on which the decision of the Minister is based; and
 - (b) state the date, being thirty calendar days after the notice is served or sent, on or before which a request for a review of the decision of the Minister is to be filed with the Administrative Court in the event the holder of the document or the owner or operator concerned wishes to have the decision reviewed.
- (3) Where the holder of a Lebanese aviation document or the owner or operator of any aircraft, airport or other facility in respect of which a Lebanese aviation document is issued who is affected by a decision of the Minister referred to in Subsection (1) wishes to have the decision reviewed, he shall, on or before the date that is thirty calendar days after the notice is served on or sent to him under that subsection, in writing file with the Administrative Court a request for a review of the decision.
- (4) A request for a review of the decision of the Minister under Subsection (3) does not operate as a stay of the suspension, cancellation or refusal to renew to which the decision relates.
- (5) On receipt of a request filed in accordance with Subsection (3), the Administrative Court shall as soon as practicable, appoint a time and place for the review of the decision referred to in the request and in writing notify the Minister and the person who filed the request of the time and place so appointed.
- (6) At the time and place appointed under Subsection (5) for the review of the decision, the judge of the Administrative Court assigned to conduct the review shall provide the Minister and the holder of the Lebanese aviation document or the owner or operator affected by the decision, as the case may be,



with a full opportunity consistent with procedural fairness and natural justice to present evidence and make representations in relation to the suspension, cancellation or refusal to renew under review.

(7) On a review under this section of a decision of the Minister to refuse to renew a Lebanese aviation document on medical grounds, the burden of establishing that the Minister's decision in the matter is unjustified is on the person requesting the review.

(8) On a review under this section of a decision of the Minister to suspend, cancel or refuse to renew a Lebanese aviation document, the judge of the Administrative Court conducting the review may determine the matter by confirming the suspension, cancellation or refusal to renew or by referring the matter back to the Minister for reconsideration.

(9) Where a matter of the suspension or cancellation of or refusal to renew a Lebanese aviation document is referred back to the Minister for reconsideration under Subsection (8),

- (a) the suspension or cancellation shall cease to be of any force or effect until the Minister decides otherwise as a consequence of the reconsideration; or
- (b) the Minister shall, as soon as practicable after the referral of the matter back to the Minister if the document concerned has expired, renew the document that he had refused to renew unless the Minister decides not to renew the document as a consequence of the reconsideration.

103.12 Right of Appeal

(1) The Minister or any person affected by the determination of a judge of the Administrative Court under Subsection 103.09(8) or 103.10(7) or any person, other than the Minister, affected by the determination of a member of the Administrative Court under Subsection 103.11(8) may, within ten days after the determination, appeal the determination to the Conseil d'Etat.

(3) An appeal to the Conseil d'Etat shall be on the merits based on the record of the proceedings of the Administrative Court from whose determination the appeal is taken but the Conseil d'Etat shall allow oral argument and, if it deems it necessary for the purposes of the appeal, shall hear evidence not previously available.

(4) On an appeal from the determination of a judge of the Administrative Court under Subsection 103.11(8) in respect of a refusal to renew a Lebanese aviation document on medical grounds, the burden of establishing that the Minister's decision in the matter is unjustified is on the appellant.

(5) The Conseil d'Etat may dispose of an appeal from the determination of a judge of the Administrative Court under:

- (a) Section 103.09(8) or 103.10(7), by dismissing it or allowing it and in allowing the appeal the Conseil d'Etat may substitute its decision for the determination appealed against; or
- (b) Section 103.11(8), by dismissing it or referring the matter back to the Minister for reconsideration.

103.13 Administrative Grounds for Suspension, Cancellation or Refusal to Renew

In addition to the grounds referred to in the Act, the Minister may suspend, cancel or refuse to renew a Lebanese aviation document where:

- (a) the Lebanese aviation document has been voluntarily surrendered to the Minister by its holder;
- (b) the Lebanese aviation document has been mutilated, altered, or rendered illegible;
- (c) the aircraft in respect of which the Lebanese aviation document was issued has been destroyed or withdrawn from use; or
- (d) the commercial air service, other service or undertaking in respect of which the Lebanese aviation document was issued has been discontinued.



103.14 Re-inspection and Re-examination

The Minister may re-inspect at any time a civil aircraft, aircraft engine, propeller, appliance, air navigation facility, or air agency, or reexamine the holder of a certificate or licence issued pursuant to the Lebanese Aviation Regulations (LARs).

- (a) Actions of the Director General of Civil Aviation (DGCA). The DGCA may issue an order amending, modifying, suspending, or revoking any part of a certificate issued under the LARs if:
- (i) the DGCA decides after conducting a re-inspection, re-examination, or other investigation that safety in air transportation and the public interest require that action; or
 - (ii) the DGCA decides that a certificate holder is not qualified to hold the certificate because of:
 - A. proficiency;
 - B. bad moral character;
 - C. competency;
 - D. failure to comply with an operator's policies, procedures and manuals; or
 - E. failure to comply with the Lebanese Aviation Regulations (LARs).
- (b) In this case the process as prescribed in section 103.10 shall apply.



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Division V - Designated Provisions

103.15 Designated Provisions

- (1) The provisions set out in the Act are hereby designated as provisions the contravention of which may be dealt with under and in accordance with the procedure set out in the Act.
- (2) A notice issued to a person by the Minister pursuant to the Act shall specify:
 - (a) the designated provision that the Minister believes has been contravened;
 - (b) the particulars of the alleged contravention;
 - (c) that payment of the amount specified in the notice will be accepted by the Minister as and in complete satisfaction of the amount of penalty for the alleged contravention and that no further proceedings under the Act will be taken against the person in respect of that contravention;
 - (d) that, if the person fails to pay the amount specified in the notice, a copy of the notice will be forwarded to the Administrative Court and the Court will determine whether the alleged contravention took place; and
 - (e) that the person will be provided with a full opportunity consistent with procedural fairness and natural justice to present evidence before the Administrative Court and make representations in relation to the alleged contravention.



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Division VI - Preservation and Return of Evidence or Aircraft

103.16 Preservation and Return of Evidence

Where the Minister seizes anything pursuant to the Act, the Minister shall:

- (a) mark it in a clearly identifiable manner;
- (b) take reasonable care to preserve it until it is required to be produced as evidence; and
- (c) return it to the person from whom it was seized within 90 days after the seizure, where
 - (i) there is no dispute as to who is lawfully entitled to possession of the thing seized,
 - (ii) the return is not likely to affect aviation safety, and
 - (iii) the continued detention of the thing seized is not required for the purposes of an investigation, hearing or other similar proceeding.

103.17 Preservation and Return of Aircraft

Where the Minister detains an aircraft pursuant to the Act, the Minister shall:

- (a) take reasonable care to preserve it; and
- (b) return it to the person who had custody of it when it was detained or to the person who is lawfully entitled to possession of it, where the Minister has reasonable grounds to believe that the aircraft
 - (i) will not be operated, or
 - (ii) is airworthy or will be rendered airworthy prior to operation and will not be operated in an unsafe manner.

103.18 Interpretation

Nothing in these Regulations shall be construed as requiring the Minister to make repairs or modifications to anything seized or detained pursuant to the Act.



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REPUBLIC OF LEBANON
MINISTRY OF PUBLIC WORKS AND
TRANSPORT
DIRECTORATE GENERAL OF CIVIL

LARs

LEBANESE AVIATION REGULATIONS

Part I
General Provisions

Subpart 4
LCAA Delegation

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LEBANESE AVIATION REGULATIONS (LARs)

Part I – General Provisions

Subpart 4 LCAA Delegation

Table of Contents

104.01	General
104.02	Delegated Authority
104.03	Conditions of Delegation
104.04	Limitations
104.05	Required Qualifications
104.06	Application
104.07	Training
104.08	Access to LCAA Documentation
104.09	Liaison
104.10	Period of Validity
104.11	Delegation Oversight Activities
104.12	Measures that the Flight Safety Inspectors are entitled to carry out



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Subpart 4 – LCAA Delegation

104.01 General

Pursuant to the *Lebanese Civil Aviation Safety Act No 663(articles 80 and 81refer)*, the LCAA may authorize persons to exercise or perform, subject to such restrictions or limitations as the LCAA may specify, any of the powers, duties or functions of the LCAA.

104.02 Delegated authority

Subject to the standards and requirements of this Subpart, persons delegated as an LCAA's Delegate – may issue civil aviation documents, flight authorizations or carry out specific functions or duties on behalf of the LCAA as specified under the issued delegation letter, in accordance to the scope and privileges included as part of the delegation.

104.03 Conditions of Delegation

LCAA delegation may be associated with an Approved Maintenance Organization or Air Operator, or issued independently, in accordance with the following:

1. Delegation issued to personnel employed by an AMO or Air Operator or LCAA Service Provider

- a. Where the Delegate is employed by an approved AMO or Air Operator, the organization shall:
 - i. *include in its Maintenance Policy Manual or Maintenance Control Manual, as applicable, policies and procedures for the exercise of delegation that contain as a minimum the information detailed in Appendix A; and*
 - ii. *amend the manual when instructed to do so by the LCAA.*
- b. Where the Delegate is no longer employed by the organization, his delegation will be revoked.

2. Delegate's not employed by an AMO or Air Operator

Delegate's who are not employed by an AMO or Air Operator, shall:

- a. establish, maintain and render available documented evidence of the all work and activities conducted under such delegation.
- b. submit files and records or render them available to the LCAA or its representative for the purpose of inspection and monitoring of the specific delegation.
- c. surrender to the LCAA all files and records associated with his delegation upon request of the LCAA or immediately upon termination of the delegation.



3. The LCAA Delegate shall adhere to the LCAA approved policies and procedures, as appropriate.
4. It is an offence under the *Civil Aviation Safety Act* to knowingly make any false representation for the purpose of obtaining a Lebanese Aviation Document or any privilege accorded thereby.

104.04 Limitations

1. LCAA delegation is limited to the aircraft types, the duties or function identified on the scope of delegation..
2. The LCAA delegate shall not issue a Civil Aviation Document, in respect of an aircraft or product for which he has also made an application for issue or has completed an attestation of condition and conformity, or made any recommendation relating to such application or attestation.

104.05 Qualifications to act as an LCAA Delegate

An applicant for LCAA delegation shall meet the following standards:

- a. the applicant shall be the holder of a valid Lebanese License or demonstrate equivalency ;
- b. the personal record of the applicant in relation to aviation, shall be free of any convictions under the *Act* or the *Lebanese Aviation Regulations*;
- c. the applicant shall have at least 5 years civil aviation experience directly associated with the inspection, certification or operation of aircraft or functions similar in complexity to those for which LCAA delegation is requested;
- d. the applicant's experience during the two years immediately preceding application shall have included direct involvement in the application of aircraft maintenance and operations or functions and responsibilities for which the delegation is applicable;
- e. the applicant shall demonstrate to the LCAA a satisfactory knowledge of the *Lebanese Aviation Regulations*, Standards, Policies and Procedures and special requirements relating to the requested delegation.



104.06 Application for Delegation

1. Applications shall:
 - a. be in the form of a letter and shall be submitted to the LCAA. The letter shall include the name and License number of the applicant, including the name of the AMO or Air Operator in which the applicant is currently employed, if applicable; and
 - b. include a résumé detailing the applicant's work experience and qualifications relative to the delegation being requested.
2. The applicant shall:
 - a. complete, as applicable, the LCAA self study training in respect of LCAA's Delegate;
 - b. accomplish all necessary qualification work or function under the supervision of a LCAA representative responsible to evaluate the applicant against LCAA procedures;
 - c. undergo an interview to demonstrate acceptable knowledge and competence. The applicant will be informed of any mistakes, and the correct answers will be discussed. Questions and responses will be recorded. Should the interview be unsuccessful, the applicant will be informed immediately. The decision will be confirmed by a written notification to the applicant and the AMO or Air Operator, as applicable, within 10 working days; and
 - d. complete the above within a 10 months period from the date of application.
3. LCAA delegate wishing to extend their delegation to include import or export privileges may do so by completing successfully (3) importation or exportation activities under supervision of a LCAA inspector.

Failure to successfully complete three out of a maximum of four aircraft imports or exports during the OJT phase, or failure to address safety related issues, will be grounds for disqualification from the process. Where the applicant fails to address administrative related issues in an acceptable manner, he shall be subject to additional training in those areas.

4. The LCAA will issue to the successful applicant an LCAA Letter of Delegation specifying the scope of delegation and a LCAA controlled stamp. These items remain the property of the LCAA and shall be kept in a secure location. The LCAA stamps are for the exclusive use of LCAA Delegation activities, and are only to be used for activities conducted under the scope of delegation.

104.07 Training



Upon request or upon application, applicants are to be provided with the self study training package. The applicant must be well-versed on the information and documents referenced therein, such as regulations, standards, procedures etc. LCAA's interview of the applicant will be based upon both the self study training package material and documents referenced therein and on knowledge gained during the required OJT qualification process.

104.08 Access to LCAA Documentation

Excluding access to proprietary documentation, government files, and to the extent possible, the LCAA applicant and the LCAA Delegate shall be afforded access to LCAA regulatory and technical documentation. All material shall remain on LCAA premises.

104.09 Liaison

Delegates shall report to an assigned LCAA Manager during the period of delegation. Where the LCAA Delegate is working outside Lebanon, he shall report to his assigned LCAA Manager.

104.10 Period of Validity

1. LCAA delegation of authority, shall remain in effect for a period of one year from the date on the instrument of delegation, or terminated by the LCAA, whichever occurs first. If the LCAA Delegate leaves the AMO or Air Operator, his delegation is automatically terminated.
2. The LCAA may terminate an LCAA delegation:
 - a. where the LCAA determines that the activity for which the delegation of authority is granted ceases to warrant the services of an LCAA Delegate;
 - b. where the LCAA Delegate is no longer employed by an AMO or Air Operator;
 - c. where the LCAA Delegate is not carrying out the delegated responsibilities in a manner acceptable to the LCAA;
 - d. at the request of the LCAA; or
3. for any other reason considered appropriate by the LCAA.

Information Note: *Employees who lose their LCAA delegation, through loss of employment in an AMO or Air Operator may re-apply for individual LCAA delegation.*

4. Should delegation of authority be terminated, for whatever cause, the LCAA delegate shall return his delegation documents, the inspection stamp, including files and records to his LCAA responsible Manager, immediately following receipt of the notice of suspension or termination.

104.11 Delegation Oversight Activities

The frequency of delegation oversight activities will be established by the Director General LCAA.



104.12 Measures that the Flight Safety Inspectors are entitled to carry out

The Flight Safety Inspectors at the Civil Aviation Administration are entitled to carry out the following measures:

- 1- Enter any aircraft or fly on board said aircraft when deemed convenient as well as enter any airport or any location related to civil aviation or any other location designated for the design, manufacture, assembly, distribution, maintenance or mounting of aeronautical products thus for carrying out the tasks of inspection and monitoring related to the execution of the provisions of this Act and its applicable regulations.
- 2- Entry in any place in order to verify matters related to aviation safety.
- 3- Seizure of any item found in any location indicated in paragraphs one and two if this may contribute to provide proofs regarding any violation or lead to shed light on the investigation indicated in paragraph two.

The Civil Aviation Administration is entitled in case of non availability of Flight Safety employees to carry out some measures laid out in paragraphs 1 & 2 of this article.

Coordination shall be carried out with the airport security service regarding the security aspect inside Lebanese airports.



Appendix A

Delegation Procedures

AMO or Operator Maintenance Exposition or Maintenance Control Manuals (where LCAA Delegation requirements are in-addition to those of the standard manual content), shall contain as a minimum the following:

1. delegation procedure and scope included in the table of contents;
2. the identity of the LCAA delegate;
3. a description of technical, regulatory, policy documentation, held, including LCAA Policy Letters, Instructions, and/or arrangements that provide access to such documentation;
4. details of the procedures used to ensure that technical and regulatory documentation, and technical data appropriate to the work performed, are current (up to date);
5. procedures for the control of records and supporting documentation pertaining to the scope of delegation, including detailed records of all activities carried out and certificates issued; LCAA approved forms and checklist are to be used at all times.
6. a description of the procedure to forward the work package, delegated activities or function documents to LCAA.



Appendix B

Acknowledgment of Receipt

Date

Name/Address

City,

Postal Box or Code

Dear Sir/Madam,

Please find enclosed a LCAA Inspection Stamp, Number **[Enter Stamp Number]**, issued for your exclusive use when performing duties or functions under the scope of your LCAA Delegation.

This stamp is the property of the LCAA and is to be returned immediately upon request by the LCAA, or upon your ceasing to exercise your delegation of authority. You are responsible for keeping this stamp in a secure place. Please sign in the appropriate space below to acknowledge receipt and return a signed copy of this form to the LCAA.

Yours truly,

Dr. Hamdi Chaouk

Director General of Civil Aviation

This is to acknowledge receipt of the LCAA Inspection Stamp [**Enter Stamp Number**]

Date:

Signature:



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LARs

LEBANESE AVIATION REGULATIONS

Part I
General Provisions

Subpart 5
Provisions for Revision of Lebanese Air Regulations, Orders and Directives

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Part I – General Provisions
Subpart 5 - Provisions for Revision of Lebanese Air Regulations, Orders and Directives

Table of Contents

105.01	Lebanese Air Regulations, Orders and Directives Revision	1
	1) Revision Process	1
	2) Methods for Proposing Revisions	2
	3) Review and Notification	2
	4) Regulatory Revision Process	2
105.02	Lebanese Air Regulations, Orders and Directives Bulletins	3
105.03	Notification of Differences	3
	1) Purpose	3
	2) Procedures	3



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Part I – General Provisions

Subpart 5 - Provisions for Revision of Lebanese Air Regulations, Orders and Directives

105.01 Lebanese Air Regulations, Orders and Directives Revisions

Individuals at all levels of the DGCA and individuals in the aviation industry are encouraged to make suggestions for revisions to the Lebanese Air Regulations (LARs), Orders and Directives.

- 1) *Revision Process.* The process for revising LARs, Orders and Directives from the first recognition of a need for a revision to its final incorporation into the Lebanese Air Regulations, Orders and Directives, consists of the following three phases:
 - a- Phase I: Identification. The need for a revision may become evident when a change occurs in the aviation industry, national, the ICAO & other international regulatory bodies, or in the LARs or DGCA policies. After the need for a revision has been identified by any party, that individual should direct the suggestion for revision to the Directorate General of Civil Aviation, Director of Flight Safety Department, by one of the methods described in **subparagraph 2**.
 - b- Phase II: Development and Approval. After receiving a suggestion for revision, the Director of Flight Safety Department will evaluate the revision and establish priorities for development of the revision. After the suggested revision has been fully researched and developed, the Chief of Flight Safety will coordinate the draft material with other flight safety sections and LARAC Technical Committees, and obtain the Directorate General of Civil Aviation approval after the review by the CARB (Civil Aviation Regulatory Board) and before incorporating the material into the relative regulations through a formal change.
 - c- Phase III: Distribution. Published revisions LARs, Orders and Directives are distributed through the DGCA distribution system. The revision package includes a revision control sheet containing instructions for the insertion and removal of revised material. Each revision control sheet should be filed in the front of the relative regulations. In addition, each revision will have a new list of effective pages. The list of effective pages will be filed after the revision control sheet. The Chief of Flight Safety is responsible for ensuring that inspectors and personnel assigned to the Flight Safety Department receive each revision.

2) *Methods for Proposing Revisions.* There are two methods that an organization, inspector, Director of Flight Safety Department, or other interested party may use to recommend a change to regulatory material:

- a- Formal Revision Proposal. Any employee of the Flight Safety Department may make a formal suggestion for a regulatory revision through the Director of Flight Safety Department.

The Director of Flight Safety Department will review all formal suggestions and decide whether or not to develop the suggested revision.

- b- Direct Input by Mail. Anyone may make a direct written suggestion to Directorate General of Civil Aviation. While suggested revisions may be in any format, they should be clear and complete.

A pre-addressed mailer is provided at the end of this section (see figure 1.) which may be copied and used. It is an acceptable practice for an individual to copy an existing manual page, to highlight the area of concern, and to write the suggestion on the back of the copy. Suggestions should be sent to the following address:

Directorate General of Civil Aviation
Rafic Hariri International Airport – Beirut
Beirut – Lebanon
E-mail: dgca@beirutairport.gov.lb

3) *Review and Notification.* All suggestions submitted by any method will be reviewed and considered. The originator will be informed of the disposition of all formal suggestions through the Director of Flight Safety Department.

4) *Regulatory Revision Process.* The Flight Safety Department has assigned the responsible person of the Documentation Center to download the ICAO proposed amendment of any Annex and forward it to the LARAC Members and its Technical Committees and/or to any assigned working group.

Meetings are the main vehicle for progress in the Regulatory Revision Process, although much of the preparatory work is accomplished by e-mail correspondence.

The comments of members are analyzed by the Director of Flight Safety Department and a working paper for the LARAC general meeting is prepared. The amendments to the LARs are presented and adopted by the majority of the two-third participants.

Whatever the result is, ICAO shall be informed by the Responsible person if any differences exist or if no differences exist between the ICAO SARPs and the LARs.

105.02 Lebanese Air Regulations, Orders and Directives Bulletins

- 1) A LARs, Order and Directive bulletin is published when direction and guidance must be disseminated before a formal change can be prepared. Bulletins are distributed to all Flight Safety Department offices through the DGCA normal distribution system. Bulletins are filed in Appendix until the bulletin material is either incorporated into the LARs, Orders and Directives or cancelled.
- 2) It is recommended that a notation be made next to each paragraph affected by a bulletin.
- 3) An index to Appendix is published with each change to the LARs, Orders and Directives. This index contains a list of current and rescinded bulletins. Rescinded bulletins should be removed and destroyed.

105.03 Notification of Differences

1- Purpose:

Is to provide information and guidance to be adopted for the notification of any differences to ICAO, existing between the Lebanese National Regulations and International Standards contained in the Annexes and any amendment thereto; and to keep ICAO currently informed of any differences which may subsequently occur, or withdrawal of any differences previously notified.

2- Procedures:

- 2.1 Following the adoption of an Amendment to the Annex, a request for notification of differences shall be sent to the States in the State letter issued by ICAO.
- 2.2 The State letter will be marked to the Director General.
- 2.3 The Director General will mark it to the Director of Flight Safety who shall then circulate to appropriate technical divisions for recommendation on compliance or non compliance.
- 2.4 The appropriate Working Group(s) shall consider the differences noted and their observations will be considered by the LARAC Technical Committee who will recommend them to the Flight Safety Director for approval.
- 2.5 The Flight Safety Director shall collate all differences (if any) reported to exist between the Lebanese National Regulations and the International Standards. The request for notification of differences attached to the State letter shall be filled appropriately and forwarded to the Director General for signature and further forwarding to ICAO Offices for listing.
- 2.6 The Differences shall also be forwarded to Aeronautical Information Service of the State for Publication in the Aeronautical Information Publication (AIP).