



ОПЕРАТИВНО ОБАВЕШТЕЊЕ <i>OPERATIONS ADVISORY MEMORANDUM</i>		ОАМ №: 4/2011 Датум издавања: 02.11.2011 <i>Issued on:</i>
Наслов: <i>Title:</i>	<i>Либан – процедуре прелета и слетања</i> <i>Турска - превоз опасних терета</i>	

➤ *Увод*

Поштовани авио-превозиоци,

У првом прилогу Оперативног обавештења број 4/2011 прослеђује се информација Министарства јавних послова и саобраћаја Либана који садржи информације о процедури прелета и слетања авиона.

У другом прилогу достављамо ажурирани извод из АИР Турске, којим је предвиђено да сви цивилни ваздухоплови који превозе експлозивне материје, опасну робу и муницију, у сврху добијања дозволе за прелет преко турске територије или слетање на турске аеродроме, морају да поднесу Сертификат крајњег корисника (AIP GEN 1.2-11 pod 3.3.3.) . Захтеви за добијање дозволе подnose се МИП-у Турске, најкасније 10 дана пре планираног лета.

➤ *Захтев ваздухопловних власти*

У складу са горе поменутиm, неопходно је да се сви авио-превозници информишу у погледу издате информације и поступе у складу са наведеним. Више информација можете наћи у достављеним прилозима .

Молимо да потврдите пријем овог обавештења
ДИРЕКТОРАТ ЦИВИЛНОГ ВАЗДУХОПЛОВСТВА
РЕПУБЛИКЕ СРБИЈЕ
ОДЕЉЕЊЕ САОБРАЋАЈНЕ ДЕЛАТНОСТИ

GEN 1.2 ENTRY, TRANSIT AND DEPARTURE OF AIRCRAFT

1. General

1.1 All flights into, from or over the territory of the Republic of Lebanon, shall be carried out in accordance with ICAO regulations, Standards and Recommended Practices, and any other regulations in force in the Lebanon.

1.2 Aircraft operators shall be properly insured against damage to third parties.

1.3 Lebanon reserves the right to restrict commercial flights of foreign aircraft and to apply the principle of reciprocity.

1.4 Aircraft registered in Israel and any other aircraft destined for or departing from Israel are not allowed to fly into or over the Lebanese territory.

1.5 Unless special authorization is obtain from the Council of Ministers, it is forbidden to carry explosives, military arms and ammunition, carrier-pigeons, letters included within the postal monopoly and every other article the transport of which may be prohibited by decision of the Council of Ministers.

1.6 All other flights can operate subject to prior approved request by the Directorate General of Civil Aviation.

1.7 Requests by Civil Aircraft operators of Non-Member States of ICAO to carry out flights to or through Lebanese Airports or to overfly the Lebanese territory shall be submitted through diplomatic channels, giving the details and observing the stipulations specified for non-scheduled (commercial) flights.

2. Scheduled flights

2.1 General

Civil Aircraft Operators of ICAO Member States

2.1.1 Regular International Air Services shall operate into or over Lebanese territory by virtue of a bilateral agreement or a temporary permit.

2.1.2 The initial request for operating and the designation of airlines shall be submitted through diplomatic channels.

2.1.3 Airline representatives shall notify, in adequate time, to the Directorate General of Civil Aviation, the intended schedules or any modifications thereto, with a view to obtaining written approval thereof. Operators shall endeavour to avoid any conflicting times with Lebanese carriers at Lebanese airports. Any increase in capacity offered has to be justified and is subject to approval. Civil Aircraft shall keep to the approved schedules. The target dates for submission of these schedules are:

Winter schedule: 15 August of each year
Summer schedule: 15 January of each year

2.2 Documentary requirements for clearance of aircraft

2.2.1 It is required that the undermentioned aircraft documents be submitted by airline operators for clearance on entry and departure of their aircraft to and from Lebanon. The General Declaration will be accepted when signed by either the authorized agent or the pilot-in-command. All documents listed below must follow the ICAO standard format as set forth in the relevant appendices, in English or French, and completed in legible writing.

2.2.2 On arrival, one copy of the load sheet is required, and must be submitted to the airport operations authority.

2.2.3 On departure, the following documents are required:

Required by	General declaration	Passenger manifest	Cargo manifest
Airport operations authority	1 copy	1 copy	1 copy
Immigration authority	1 copy	1 copy	1 copy
Public health authority	1 copy	1 copy	1 copy

- Notes.— a) One copy of the General Declaration is endorsed and returned by Customs, signifying clearance.
- b) If no passengers are embarking (disembarking) and no articles are laden (unladen), no aircraft documents except copies of the General Declaration need be submitted to the above authorities.

3. Non-scheduled flights

3.1 Procedures

3.1.1 Subject to the strict compliance with the terms of para 1.4 above, aircraft registered in the Contracting States adhering to the Convention on International Civil Aviation signed at Chicago, on December 1944, and aircraft belonging to Operators duly authorized to operate scheduled services into Lebanon, are permitted to overfly the Lebanese territory or to land for non-traffic purposes at Lebanese airports open to International traffic without prior permission or notification, provided that the flight plan is received at ATC centers at least 30 minutes before estimated time of arrival, and to comply with Lebanese Air Regulations.

3.1.2 Aircraft belonging to operators not operating such services into Lebanon, are allowed to land at approved customs airports in accordance with the provisions of para 3.1.1 above for non traffic purposes.

3.1.3 For aircraft belonging to operators not operating scheduled services into Lebanon and desiring to overfly the Lebanese territory, an application must be addressed to the Directorate General of Civil Aviation, telegraphic address: CIVILAIR or DACIL BEIRUT LEBANON, by the aircraft owners, pilots or their representatives or agents or through diplomatic channels, or by reply prepaid telegrams, or through AFS Network addressed to OLDDYAYX.

3.1.4 In all other cases (ie. all non-scheduled flights operated for traffic purposes, and/or aircraft belonging to operators not operating scheduled services into Lebanon, when transiting Beirut with stop-over facilities allowing passengers a short stay therein), an application must be made through the Civil Aviation Authorities of the State of Registry, addressed to the Directorate General of Civil Aviation or through

diplomatic channels.

3.1.5 The application mentioned in 3.1.3 and 3.1.4 above shall include the following details:

- a) Name and nationality of operating company;
- b) Type of aircraft and registration marks;
- c) Name of pilot and number of crew;
- d) Date and time of arrival at and departure from Lebanese aerodromes, or overflying the Lebanese territory;
- e) Route of flight including origin and final destination of flight, last airport before Lebanon and next airport after Lebanon;
- f) Purpose of flight;
- g) Number of passengers or nature and amount of freight; and
- h) Name, address and business of charterer.

3.1.5.1 Applications must normally reach the Directorate General of Civil Aviation in Beirut at least 48 hours before the commencement of the flight mentioned in para 3.1.3 above and seven days for the flights mentioned in para 3.1.4 above. In exceptionally urgent cases the above period may be reduced to 12 hours in respect of 3.1.3 and 5 days in respect of 3.1.4.

3.1.5.2 When carrying out a series of unscheduled flights over Lebanese territory, a clearance for the whole series of these flights, may be requested.

3.1.5.3 a) The temporary aviation permit issued at the request of an operating carrier or aircraft owner may be utilized during the period covering forty eight hours before and seventy two hours after its date of issuance except when otherwise stipulated in that permit. If it becomes necessary to utilize it beyond these limits, a notification is required giving the new details as modified.

- b) In case the type of aircraft or registration mark is changed by the operating company or aircraft owner due to technical or other reasons, a notification to that effect is required.

3.2 Documentary requirements for clearance of aircraft

3.2.1 See 2.2 above.

4. Private flights

4.1 Advance notification of arrival

4.1.1 At least 48 hours prior permission is required for Private, Business or Air Taxi aircraft, desiring to operate into or over Lebanese territory. Those desiring to land, either to disembark or to pickup passengers, should indicate in their requests, names, nationalities and titles of such passengers together with purpose of flights and name of charterers of aircraft, if any.

4.2 Documentary requirements for clearance of aircraft

4.2.1 No documents, in addition to those mentioned under 2.2.3 above, are required.

5. Public health measures applied to aircraft

5.1 All arriving aircraft must be disinfected while in flight, with aerosol bomb approximately thirty minutes before arrival at the airport. Pilots have to advise the airport health authorities thereof immediately upon landing.

5.2 In addition to the above requirements, aircraft arriving from area infected with plague, cholera and/or yellow fever during the epidemic periods, will be submitted to a second spraying on ground after disembarkation of passengers and crew.

6. Miscellaneous information

6.1 Subject to the observance of the applicable rules, conditions and limitations set forth in this document and in legislation described in GEN 1.6, foreign civil aircraft registered in any foreign country which, at the time, is a member of the International Civil Aviation Organization, may be navigated in Lebanon.

6.2 Aircraft registered under the laws of foreign countries, not members of the International Civil Aviation Organization, which grant reciprocal treatment to Lebanese Aircraft and airmen, may be navigated in Lebanon subject to the observance of the same rules, conditions and limitations applicable in the case of aircraft of ICAO member states.

6.3 Commercial air transport operators in Lebanon must adhere to Annex 6.

3.3.2.3 Müracaat usulleri

Paragraf 3.2.2.'ye ilave olarak istenen belgeler şunlardır.

a- Üçüncü şahısları kapsayan mali mesuliyet sigortası, (Ek-2'de yer alan formun doldurulması, orijinal nüshaların Sivil Havacılık Genel Müdürlüğü'ne gönderilmesi gerekmektedir. Bkz GEN-1.2.14)

b- Hava yolu ve / veya acenta bilet örneği,

c- Varşova konvansiyonuna göre düzenlenmiş bulunan koltuk sorumluluk sigortası, (Ek-1'de yer alan formun doldurulması, orijinal nüshaların Sivil Havacılık Genel Müdürlüğü'ne gönderilmesi gerekmektedir. Bkz GEN-1.2.13)

d- Kaza Sigortası belgesi,

e- Hava aracı gürültü sertifikası

3.3.3 KARGO CHARTER UÇUŞLARI

Türk Hava sahası veya havaalanları kullanılarak önceden belirtilen bir uçuş tarifesine bağlı olmaksızın sadece kargo taşımak üzere yapılan seferlerdir.

3.3.3.1 Kargonun içeriği açısından uçuş emniyetini olumsuz etkileyecek durumlarda kargo beraberinde yeterli sayıda refakatçi için, Sivil Havacılık Genel Müdürlüğü'nden özel izin alınması kaydı ile seyahat edilmesine izin verilebilir.

3.3.3.2 Müracaat Usulleri

Paragraf 3.2.2. ye ilave olarak istenen belgeler şunlardır :

a- Taşıyıcı ile kargo sahibi arasındaki kontrat,

b- Üçüncü şahısları kapsayan mali mesuliyet sigortası, (Ek-2'de yer alan formun doldurulması, orijinal nüshaların Sivil Havacılık Genel Müdürlüğü'ne gönderilmesi gerekmektedir. Bkz GEN-1.2.14)

c- Kargonun içeriği nedeniyle refakatçi bulunuyorsa, koltuk sigorta belgesi, (Ek-1'de yer alan formun doldurulması, orijinal nüshaların Sivil Havacılık Genel Müdürlüğü'ne gönderilmesi gerekmektedir. Bkz GEN-1.2.13)

of reciprocity. Third country carriers are definitely not allowed.

3.3.2.3 Applications procedures

Documents required in addition to those under 3.2.2. are the following :

a- Financial liability insurance policy covering the - third parties, (The form in Attachment-2 must be filled and the original copies must be submitted to the Directorate General of Civil Aviation. See page GEN-1.2.14)

b- Ticket sample of the airline and/or its agents,

c- Passenger seat liability insurance policy issued according to the Warsaw Convention, (The form in Attachment-1 must be filled and the original copies must be submitted to the Directorate General of Civil Aviation. See page GEN-1.2.13)

d- Accident insurance policy.

e- Aircraft noise certificate.

3.3.3 CARGO CHARTER FLIGHTS

Services operated to carry only cargo by using Turkish airspace or airports without being subject to a pre-determined timetable.

3.3.3.1 In cases where flight safety may be adversely affected by the contents of the cargo sufficient number of cargo, accompanying personnel may be authorised to travel, provided special authorisation has been obtained from the Directorate General of Civil Aviation.

3.3.3.2 Application Procedures

Documents required in addition to those under 3.2.2. are the following :

a- Contract between air carriers and cargo owner,

b- Financial liability insurance covering the third parties. (The form in Attachment-2 must be filled and the original copies must be submitted to the Directorate General of Civil Aviation. See page GEN-1.2.14)

c- Passenger seat insurance policy, if there is accompanying personnel due to the contents of the cargo, (The form in Attachment-1 must be filled and the original copies must be submitted

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- d- Taşınan kargo için sigorta belgesi.
- e- Kargonun cinsi ve miktarı,
- f- Kargo sahibinin ticari ünvanı, adı, adresi, telefon numarası ve faks numarası,
- g- Alıcı firmanın ticari ünvanı, adı, adresi, telefon numarası ve faks numarası,
- h- Hava aracı gürültü sertifikası,
- i- Tehlikeli Madde içeren kargo için Son Kullanıcı Belgesi
- to the Directorate General of Civil Aviation. See page GEN-1.2.13)
- d- Insurance policy for the cargo being carried,
- e- Description and quantity of cargo,
- f- Commercial title, name, address, telephone number and fax number of the cargo owner,
- g- Commercial title, name, address, telephone number and fax number of the recipient
- h- Aircraft noise certificate.
- i- End-user Certificate for dangerous goods.