Syrian Arab Republic
Syrian General Authority
of Civil Aviation

PRE-PUBLICATION EDITION - NOT ISSUED

eAIP

Electronic Aeronautical Information Publication

COMPLETE EDITION

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GEN 0.1 Preface

PART 1 – GENERAL (GEN)

GEN. 0

GEN0.1 PREFACE

1. NAME OF THE PUBLISHING AUTHORITY

The AIP of Syria is published by the General Authority for Civil Aviation (GACA).

2. APPLICABLE ICAO DOCUMENTS

The AIP is prepared in accordance with the standards and recommended practices (SARPS) of Annex 15 to the convention on International Civil Aviation and the ICAO Aeronautical Information Services Manual (Doc 8126) Charts contained in the AIP are produced in accordance with Annex 4 to the Convention on International Civil Aviation and the ICAO Aeronautical Chart Manual (Doc 8697) Differences from ICAO Standards, Recommended Practices and Procedures are given in Subsection GEN 1.7

3. THE AIP STRUCTURE AND ESTABLISHED REGULAR AMENDMENT INTERVAL

3.1 The AIP Structure

The AIP forms part of the Integrated Aeronautical Information Package, details of which are given in subsection GEN 3.1 The principal AIP structure is shown in graphic form on page GEN 0-1.3

The AIP is made up of three Parts, General (GEN), En-route (ENR), and Aerodromes (AD),each divided Into sections and subsections as applicable , containing various types of information subjects.

- **3.1.1 PART 1 - General (GEN):** National regulations, authorities, tables, abbreviations, and general administrative information.
- **3.1.2 PART 2 - En-Route (ENR):** Airspace structure, ATS routes, navigation aids, radio frequencies, and en-route procedures.
- **3.1.3 PART 3 - Aerodromes (AD):** Information on internationally available aerodromes/heliports, including aerodrome data, charts, and procedures.

3.2 Regular amendment interval

Regular Amendments to the AIP will be issued every three months.
The publication dates will be on the first day of February, May, August, and November of each year.

4. SERVICE TO CONTACT IN CASE OF DETECTED AIP ERRORS OR OMISSIONS

In the compilation of the AIP, care has been taken to ensure that the information contained therein is accurate and complete. Any errors and omissions which maynevertheless be detected, as well as any Correspondence concerning the Integrated Aeronautical Information Package should be referred to:

General Authority for Civil Aviation (GACA):
International Damascus Airport, Airport Motorway, Damascus, SYRIA

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GEN 0.2 Record of AIP Amendments

GEN 0.2 — Record of AIP Amendments

AIRAC AIP Amendments

NIL. No AIRAC AIP amendment has been officially issued for this 2026 eAIP edition.

Non-AIRAC AIP Amendments

For the amendment reference and effective date currently carried by each published section, see GEN 0.4. Editorial updates to the portal do not constitute the issue of an AIRAC AIP amendment.

For aeronautical information publication services and the AIRAC system, see GEN 3.1.

GEN 0.3 Record of AIP Supplements

GEN 0.3 — Record of AIP Supplements

AIP Supplements are issued to publish temporary changes or additional information of a temporary nature that affects air navigation. They are published in accordance with ICAO Annex 15, para 5.2 and ICAO Doc 8126.

Supplement Management

Parameter	Detail
Publication Authority	General Authority of Civil Aviation (GACA)
Validity	Each supplement has a defined validity period (start and end date)
Cancellation	Supplements are automatically cancelled after their validity expires or when superseded
Numbering	Sequential numbering per calendar year (e.g., SUP 01/2026)
Distribution	Published via eAIP Supplements page

Current Supplements

The current record of AIP supplements in force is maintained dynamically on the **Supplements** page of this eAIP. Supplements cover temporary changes such as:

- Temporary restricted/danger areas
- Temporary changes to aerodrome facilities
- Special events affecting air navigation
- Temporary NAVAID outages exceeding NOTAM duration

GEN 0.3 RECORDS OF AIP SUPPLEMENTS

NR/Year	SUBJECT	AIP SECTION(s) AFFECTED	PERIOD OF VALIDITY	CANCELLATION RECOD

GEN 0.3 RECORDS OF AIP SUPPLEMENTS

NR/Year	SUBJECT	AIP SECTION(s) AFFECTED	PERIOD OF VALIDITY	CANCELLATION RECOD

GEN 0.4 Checklist of AIP Pages

GEN 0.4 — Checklist of AIP Pages

This checklist provides a summary of all eAIP sections and their current amendment status. The eAIP system automatically tracks page revisions through the version control system in accordance with ICAO Annex 15.

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Published eAIP sections: 73. This is the current electronic section register. Attached page checklists retain their own publication dates.

Version Control

Electronic revision metadata identifies a section version. It must be read with the official amendment record in GEN 0.2 and the applicable publication dates. A generated AIRAC label or portal update alone does not establish an official issue. Attached historical checklists retain the dates and amendment references printed on those documents.

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GEN 0.5 List of Hand Amendments to the AIP

GEN 0.5 — List of Hand Amendments to the AIP

NIL

For the record of AIP amendments, refer to GEN 0.2. For aeronautical information publication arrangements, refer to GEN 3.1. Electronic revision metadata alone does not establish an official amendment or its effective date. The applicable issue reference and publication and effective dates must be taken from the official publication record.

GEN 0.6 Table of Contents

GEN 0.6 — Table of Contents

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GEN 2.5	List of Radio Navigation Aids
GEN 2.6	Conversion Tables
GEN 2.7	Sunrise/Sunset Table
GEN 3.1	Aeronautical Information Services (AIS)
GEN 3.2	Aeronautical Charts
GEN 3.3	Air Traffic Services
GEN 3.4	Communication and Navigation Services
GEN 3.5	Meteorological Services
GEN 3.6	Search and Rescue (SAR)
GEN 4	Charges for Aerodromes/Heliports and Air Navigation Services

Section	Title
GEN 4.1	Aerodrome/Heliport Charges
GEN 4.2	Air Navigation Services Charges

Part 2 — ENR (En-Route)

Section	Title
ENR 0.1	Table of Contents to Part 2
ENR 1.1	General Rules and Procedures
ENR 1.2	Visual Flight Rules
ENR 1.3	Instrument Flight Rules
ENR 1.4	ATS Airspace Classification and Description
ENR 1.5	Holding, Approach and Departure Procedures
ENR 1.6	ATS Surveillance Services and Procedures
ENR 1.7	Altimeter Setting Procedures
ENR 1.8	Regional Supplementary Procedures
ENR 1.9	Air Traffic Flow Management and Airspace Management
ENR 1.10	Flight Planning
ENR 1.11	Addressing of Flight Plan Messages
ENR 1.12	Interception of Civil Aircraft
ENR 1.13	Unlawful Interference
ENR 1.14	Air Traffic Incidents
ENR 2.1	FIR, UIR, TMA and CTA
ENR 2.2	Other Regulated Airspace
ENR 3.1	Lower ATS Routes
ENR 3.2	Upper ATS Routes
ENR 3.3	Area Navigation (RNAV) Routes
ENR 3.4	Helicopter Routes
ENR 3.5	Other Routes
ENR 3.6	En-Route Holding
ENR 4.1	Radio Navigation Aids — En-Route
ENR 4.2	Special Navigation Systems
ENR 4.3	Global Navigation Satellite System (GNSS)
ENR 4.4	Name-Code Designators for Significant Points
ENR 4.5	Aeronautical Ground Lights — En-Route

Section	**Title**
ENR 5.1	Prohibited, Restricted and Danger Areas
ENR 5.2	Military Exercise and Training Areas / ADIZ
ENR 5.3	Other Activities of a Dangerous Nature
ENR 5.4	Air Navigation Obstacles
ENR 5.5	Aerial Sporting and Recreational Activities
ENR 5.6	Bird Migration and Areas with Sensitive Fauna
ENR 6	En-Route Charts

Part 3 — AD (Aerodromes)

Section	**Title**
AD 1.1	Aerodrome/Heliport Availability
AD 1.2	Rescue and Firefighting Services
AD 1.3	Index to Aerodrome/Heliport Directory
AD 1.4	GROUPING OF AERODROMES/HELIPORTS
AD 2.1	OSDI — Damascus International Airport
AD 2.2	OSAP — Aleppo International Airport
AD 2.3	OSLK — Lattakia International Airport
AD 2.4	OSDZ — Deir ez-Zor Airport
AD 2.5	OSKL — Kamishly Airport
AD 3	Heliports

GEN 1.1 Designated Authorities

GEN 1.1 — Designated Authorities

Civil Aviation Authority

The **General Authority of Civil Aviation (GACA)** of the Syrian Arab Republic is the sole authority responsible for civil aviation matters, including:

- Air navigation services
- Airspace management
- Aerodrome regulation and certification
- Aircraft registration and airworthiness
- Personnel licensing and training
- Aviation security
- Aviation safety oversight

GACA Contact

Detail	Information
Authority	General Authority of Civil Aviation (GACA) and Air Transport
Address	Damascus, Syrian Arab Republic
AFTN	OSDIYAYX_OSDIYAYF
TEL	+963115400700
FAX	+963115400800
E-mail	info@gaca-sy.com

Aeronautical Information Services (AIS)

The AIS Division of GACA is responsible for the collection, collation, editing, formatting, and publishing of aeronautical information/data in accordance with ICAO Annex 15, including:

- AIP and AIP Amendments (AIRAC and non-AIRAC)
- AIP Supplements
- Aeronautical Information Circulars (AIC)
- NOTAMs (Series A)
- Pre-Flight Information Bulletins (PIB)
- Checklists and Summaries

ATS Authority

Air Traffic Services within the Damascus FIR (OSTT) are provided by the ATS Division of GACA. The Damascus Area Control Centre (ACC) provides area control, approach control, and aerodrome control services at designated aerodromes.

Meteorology

Meteorological Department

Damascus International Airport

TEL Landline:
(+963) 11 5400669

FAX:+963115400950

AFTN:OSDIYMYX

Customs

Customs Department

Damascus International Airport

TEL Landline:
(+963) 11 5400552

FAX:+963115400716

Immigration

Immigration Department

Damascus International Airport

TEL Landline:
(+963) 11 5400263

FAX:
(+963) 11 5400338

Health

The Director of Health services

Health Department

Damascus International Airport

TEL Landline:
(+963) 11 5400291

Telefax:
(963) 11 5400154

En-route and aerodrome charges

General Authority of Civil Aviation and Air Transport

Damascus

P.O.Box:6257

Financial Affairs Diretorate

Mobile:

(+963) 933797567

AFTN:
OSDIYAYX,

OSDIYAYF

Email:
finance.revenues@gaca.gov.sy

Aircraft accident investigation

General Authority of Civil Aviation and Air Transport

Flight Safty Department

Email:

safty@gaca.gov.sy

TEL Landline:

(+963) 11 5400700

Fax:

(+963) 11 5400800

GEN 1.2 Entry, Transit and Departure of Aircraft

General Requirements

All aircraft entering the Syrian Arab Republic airspace must comply with the regulations set forth by GACA and the national laws governing civil aviation.

Overflight Permits

Non-scheduled flights (charter, private, military, state) require prior overflight/landing permission from GACA. The permission number must be inserted in Item 18 of the flight plan.

Customs, Immigration and Health

All international traffic must use designated airports of entry/exit. Passengers and crew are subject to immigration, customs, and health clearance procedures.

Airports of Entry

- **OSDI** — Damascus International Airport
- **OSAP** — Aleppo International Airport
- **OSLK** — Lattakia International Airport

Transit Requirements

Aircraft transiting through Syrian airspace without landing must:

1. File an IFR or VFR flight plan through Damascus ACC at least 24 hours before the planned flight
2. Obtain an overflight permit from GACA for non-scheduled operations
3. Operate along ATS routes as specified in ENR 3 and establish two-way radio contact with Damascus ACC on 121.300 MHz five minutes before crossing the FIR boundary
4. Maintain a continuous listening watch on the assigned ACC frequency throughout transit
5. Comply with SSR transponder code assignments from Damascus ACC

Departure Requirements

- Departing aircraft must have valid ATC clearance before engine start
- Customs and immigration formalities must be completed at the aerodrome of departure
- General aviation departures are handled by the airport operations authority
- Flight plans must be filed at least 30 minutes prior to EOBT for IFR flights

Diplomatic/State Aircraft

Diplomatic and State flights require specific clearance from the Ministry of Foreign Affairs and GACA. Applications must be submitted at least 72 hours in advance through diplomatic channels.

Aviation Security

Aviation Security Authority

Aviation security within the Syrian Arab Republic is administered by the **Aviation Security Division of GACA** in accordance with ICAO Annex 17 — Security: Safeguarding International Civil Aviation Against Acts of Unlawful Interference.

Security Requirements

- All passengers and cabin baggage are subject to security screening prior to boarding at international aerodromes
- Hold baggage screening is mandatory at all international airports (OSDI, OSAP, OSLK)
- Cargo and mail security procedures follow ICAO standards
- Aircraft operators are responsible for security of their aircraft during ground operations
- Access to restricted areas of aerodromes is controlled by airport security pass system

National Civil Aviation Security Programme (NCASP)

Syria maintains a National Civil Aviation Security Programme in accordance with ICAO Annex 17. The programme covers threat assessment, security measures at aerodromes, in-flight security, and coordination with national security agencies.

Unlawful Interference Procedures

In the event of unlawful interference with an aircraft, pilots shall:

- Set transponder to Code **7500**
- Attempt to notify ATC on the current frequency
- Follow the procedures outlined in ENR 1.13

GEN 1.3 Entry, Transit and Departure of Passengers and Crew

GEN 1.3 — Entry, Transit and Departure of Passengers and Crew

Passport and Visa Requirements

All passengers and crew entering the Syrian Arab Republic must hold valid travel documents. Entry requirements include:

- Valid passport with minimum 6 months validity beyond intended stay
- Entry visa (obtained in advance from a Syrian diplomatic mission, unless exempt)
- Crew members on duty: valid crew licence and general declaration (accepted as transit document for stays under 72 hours)

Transit Passengers

Transit passengers remaining within the international transit area of the airport and continuing on the same or connecting flight within 24 hours may not require a visa, subject to nationality-specific regulations.

Customs Regulations

- Personal effects and reasonable quantities of duty-free goods may be imported
- Currency: foreign currency may be freely brought in but must be declared if exceeding USD 5,000 equivalent
- Prohibited items: narcotics, weapons (without permit), items contrary to public order
- Export of antiquities is strictly prohibited

Health Requirements

No mandatory vaccination requirements are in effect. Current international health regulations apply. Passengers arriving from yellow fever endemic areas may be required to present a valid vaccination certificate.

Crew Entry

Flight crew members in possession of a valid crew member certificate and listed on the general declaration are permitted entry without a visa for the purpose of operating or deadheading, for stays not exceeding 72 hours.

GEN 1.5 AIRCRAFT INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS

Commercial air transport aircraft operating in Syrian Arab Republic must adhere to the provisions Of Annex 6 Operation of Aircraft, Part I, Chapter 6 (Airplane Instruments, Equipment, and Flight Documents) and chapter 7 (AEROPLANE Communication and Navigation Equipment).

ADS-B OUT equipment requirement

With effect from 1 December 2026 at 0000 UTC, IFR aircraft operating within Damascus FIR shall be equipped with serviceable 1090 MHz extended-squitter (1090ES) ADS-B OUT and operate it in transmit mode at all times. The ADS-B aircraft identification shall correspond to the aircraft identification in Item 7 of the flight plan. Non-compliant aircraft require prior authorization from Damascus ACC.

Reference: NOTAM A0272/26. This equipment requirement does not establish the availability of an ATS surveillance separation service; see ENR 1.6 for service status.

GEN 1.6 SUMMARY OF NATIONAL REGULATIONS AND INTERNATIONAL AGREEMENTS/CONVENTIONS

GEN 1.6 SUMMARY OF NATIONAL REGULATIONS AND INTERNATIONAL AGREEMENTS/CONVENTIONS

1. GENERAL

1.1 The following is a listing of civil aviation legislation and regulations in force in Syria for civil aviation operations. Persons engaged in civil air operations in this country must be acquainted with the relevant regulations.

2. LIST OF CIVIL AVIATION LEGISLATION AND REGULATION

TITLE	CONTENTS
Law Nr. 168 of 1956	«Exemption of Aviation fuel from tax on reciprocal agreement».
Legislative Decree Nr. 101 of 28 November 1949	«Law regulating air circulation and navigation over Syrian Territory».
Decree Nr. 640 of 2 April 1950	«Navigation of Foreign Military aircraft over Syrian territory».
Legislative Decree Nr. 174 of 16 march 1952	«Exemption of Moral or Physical persons engaged in Air Transport from Income Tax (s)».
Decree Nr. 106 of 18 May 1953	«Exemption of aircraft and passengers from Quarantine Fees».
Ministerial Decision Nr. 1055 of 6 April 1959,404 of 1981,375 of 2005,1716 of 2013	«Aeronautical Messages Charges».
Ministerial Decision Nr. 44of 21/6/2009	«Exemption of Arab military aircraft from landing and other air navigation facility charges».
Ministerial Decision Nr. 165 of 1982	«Regulations concerning Damascus Airport use».
Ministerial Decision Nr. 16 of July 1983	«Passenger – Service – Charges departing Damascus/Intl airport».
Decree Nr. 174 of 15 Jan. 1974	«Search and rescue agreement between Arab countries.»
Ministerial Decision Nr. 797 of October 1981	«Land Lease Charges».

Decree Nr. 922 of 23/12/2014	«Aviation Charges».
Decree Nr. 298 of 2012	«Aviation Charges».
Ministerial Decision Nr. 132 of 11 January 1996	«Banning of Smoking on all Syrian aircraft».
Ministerial Decision Nr. 3 of February 1998	«Banning of Smoking in restricted areas in all Syrian Airports, International and Domestic.»
Law Nr. 6 of 22.3.2004	Civil Aviation Law

GEN 1.7 Differences from ICAO Standards

GEN 1.7 — Differences from ICAO Standards

The Syrian Arab Republic has filed the following differences from ICAO Standards and Recommended Practices (SARPs) with ICAO, in accordance with Article 38 of the Chicago Convention:

Annex	Chapter/Section	ICAO Standard	National Difference
Annex 2	3.1.2 — Flight Plans	Flight plans may be filed up to 120 hours before departure	Flight plans may be filed up to **24 hours** before departure
Annex 11	2.1 — ATS Provision	ATS provided at all times at designated aerodromes	ATS provision limited to **specific hours** at OSDZ and OSKL
Annex 14	1.5 — Aerodrome data	Aerodrome data published for all certified aerodromes	Data for OSDZ and OSKL published with **limited detail** due to operational constraints
Annex 15	5.2 — AIP format	AIP published in paper and electronic format	AIP published **electronically only** (eAIP)

For a complete and current listing of all filed differences, refer to the ICAO Supplement to Annex publications. Differences are reviewed and updated annually.

GEN 2.1 Measuring System, Aircraft Markings and Public Holidays

Time system: UTC is used by air traffic and communication services and in AIS documents. Local time is UTC+3 throughout the year (summer and winter), in accordance with permanent NOTAM A0181/22.

System of Measurement

The following units of measurement are used in accordance with ICAO Annex 5:

Parameter	Unit	Abbreviation
Distance (horizontal)	Nautical Mile	NM
Distance (short/visibility)	Metre / Kilometre	m / km
Altitude / Elevation / Height	Feet	ft
Speed (horizontal)	Knot	kt
Speed (vertical)	Feet per minute	ft/min
Wind speed	Knot	kt
Atmospheric pressure	Hectopascal	hPa
Temperature	Degrees Celsius	°C
Wind direction	Degrees magnetic/true	°M / °T
Time	Coordinated Universal Time	UTC
Fuel quantity	Kilogram	kg

Reference Datums

- **Horizontal:** World Geodetic System 1984 (WGS-84)
- **Vertical:** Mean Sea Level (MSL)
- **Time:** UTC (Coordinated Universal Time)

ICAO Standard Units (Annex 5)

Quantity	Unit	Abbreviation
Distance (horizontal)	Nautical Mile	NM
Distance (short)	Metre	m
Altitude / Flight Level	Feet	ft
Runway Length	Metres	m
Speed (airspeed)	Knots	kt
Speed (ground/wind)	Knots	kt
Visibility (RVR)	Metres	m
Wind direction	Degrees Magnetic	°M
Temperature	Degrees Celsius	°C

Quantity	Unit	Abbreviation
Atmospheric Pressure	Hectopascals	hPa
Weight	Kilograms / Tonnes	kg / t
Time	Hours and Minutes (UTC)	UTC

GEN 2.1.6 — Public Holidays

The following public holidays are observed in the Syrian Arab Republic. Aerodrome services may operate on reduced schedules during these periods. Operators should verify service availability by consulting current NOTAMs.

Fixed Date Holidays

Date	Holiday
1 January	New Year's Day
18 March	Revolution Day
21 March	Mother's Day
17 April	Evacuation Day (Independence Day)
1 May	Labour Day
25 December	Christmas Day

Variable Date Holidays (Islamic Calendar)

Duration	Holiday	Notes
3 days	Eid al-Fitr	End of Ramadan — dates follow Hijri calendar
4 days	Eid al-Adha	Feast of Sacrifice — dates follow Hijri calendar
1 day	Islamic New Year	1 Muharram
1 day	Prophet's Birthday (Mawlid)	12 Rabi' al-Awwal

Note: Islamic holiday dates are determined by the lunar calendar and confirmed by the Syrian Awqaf Ministry. Exact Gregorian dates vary annually. AIP supplements or NOTAMs will be issued for any service disruptions during these periods.

Religious Observance Holidays (Variable Dates)

The following holidays are determined by the Islamic Hijri calendar and vary each year. Dates are published annually by government decree:

Holiday	Approximate Period	Duration
Eid al-Fitr	End of Ramadan	3 days
Eid al-Adha	10th Dhul Hijjah	4 days
Islamic New Year	1st Muharram	1 day
Prophet's Birthday (Mawlid)	12th Rabi al-Awwal	1 day

Government Office and AIS Hours

Service	Normal Hours	Holiday Hours
Government Offices	Sun–Thu: 0800–1500 LT	Closed (Fri/Sat and holidays)
AIS Office (OSDI)	H24 (during aerodrome operating hours)	Reduced — consult NOTAM
GACA Headquarters	Sun–Thu: 0830–1430 LT	Closed

Note: During public holidays, aerodrome services (ATC, RFFS, MET) continue to operate in accordance with published hours of operation. Any operational changes are communicated via NOTAM.

GEN 2.2 Abbreviations Used in AIS Publications

Standard Abbreviations

Abbreviations used in this AIP follow the ICAO Abbreviations and Codes defined in **ICAO Doc 8400**. Commonly used abbreviations include:

Abbreviation	Meaning
ACC	Area Control Centre
AIP	Aeronautical Information Publication
AIRAC	Aeronautical Information Regulation and Control
APP	Approach Control
ATC	Air Traffic Control
CTR	Control Zone
DME	Distance Measuring Equipment
FIR	Flight Information Region
IFR	Instrument Flight Rules
NDB	Non-Directional Beacon
NOTAM	Notice to Airmen
SID	Standard Instrument Departure
STAR	Standard instrument Arrival
TMA	Terminal Control Area
VFR	Visual Flight Rules
VOR	VHF Omni directional radio Range

Commonly Used Abbreviations (ICAO Doc 8400)

Abbreviation	Meaning
ACC	Area Control Centre
ADF	Automatic Direction Finding equipment
AFIS	Aerodrome Flight Information Service
AGL	Above Ground Level
AIRAC	Aeronautical Information Regulation and Control
AMSL	Above Mean Sea Level
APP	Approach Control
ATIS	Automatic Terminal Information Service
ATS	Air Traffic Services

Abbreviation	**Meaning**
CTR	Control Zone
DME	Distance Measuring Equipment
FIR	Flight Information Region
FL	Flight Level
GNSS	Global Navigation Satellite System
GND	Ground
IFR	Instrument Flight Rules
ILS	Instrument Landing System
NDB	Non-Directional Radio Beacon
NOTAM	Notice to Airmen
QNH	Pressure Setting (altimeter)
RNAV	Area Navigation
RVR	Runway Visual Range
RWY	Runway
SID	Standard Instrument Departure
STAR	Standard Instrument Arrival
TMA	Terminal Control Area
TWR	Aerodrome Control Tower
UIR	Upper Information Region
VFR	Visual Flight Rules
VOR	VHF Omni directional Radio Range

A comprehensive list of abbreviations is published in **ICAO Doc 8400 — Procedures for Air Navigation Services — ICAO Abbreviations and Codes**.

Additional Route and Aerodrome Abbreviations

Abbreviation	**Meaning**
AAL	Above aerodrome level
AIC	Aeronautical information circular
AMDT	Amendment (AIP amendment)
ASDA	Accelerate-stop distance available
ATFM	Air traffic flow management
CNS	Communications, navigation and surveillance
EOBT	Estimated off-Block time

Abbreviation	**Meaning**
FPL	Filed flight plan (message type designator)
FREQ	Frequency
GP	Glide path
H24	Continuous day and night service
LDA	Landing distance available
METAR	Aviation Routine weather report (in aeronautical meteorological code)
MSA	Minimum sector altitude
MSL	Mean sea level
NM	Nautical miles
PAPI	Precision approach path indicator
PCN	Pavement classification number
RCC	Rescue co-ordination center
RNP	Required navigation performance
SAR	Search and rescue
SIGMET	Information concerning en-route weather phenomena which may affect the safety of aircraft operation
SPECI	Aviation selected special weather report (in aeronautical meteorological code)
SSR	Secondary Surveillance radar
TAF	Aerodrome forecast
TODA	Take-off distance available
TORA	Take-off run available
UTC	Co-ordinated Universal Time
WGS-84	World Geodetic System-1984

GEN 2.3 Chart Symbols

GEN 2.3 — Chart Symbols

Chart symbols used in this AIP follow the conventions specified in ICAO Annex 4 — Aeronautical Charts, and ICAO Doc 8697 — Aeronautical Chart Manual.

Aerodrome Symbols

Symbol Description	Meaning
Circle with runway indicator	Civil aerodrome
Circle with cross (×)	Military aerodrome
Combined symbol	Joint-use (civil/military) aerodrome
Open circle	Heliport

Navigation Aid Symbols

Symbol Description	Navigation Aid
Compass rose with centre dot	VOR / DVOR
Compass rose with square	VOR/DME or DVOR/DME
Solid circle	NDB (Non-Directional Beacon)
Square	DME (standalone)
Triangle	TACAN

Airspace Symbols

Line Type	Meaning
Dashed line	FIR boundary
Solid blue line	TMA / CTR boundary
Cross-hatched	Prohibited area (P)
Diagonal lines	Restricted area (R)
Dotted	Danger area (D)

Other Symbols

- **Waypoints:** Filled triangle (compulsory), open triangle (on-request)
- **ATS Routes:** Solid line with designator label and magnetic track
- **Obstacles:** Inverted cone with height value (AGL/AMSL)

Reference: ICAO Annex 4, Chapter 3 — Symbols; ICAO Doc 8697.

GEN 2.4 Location Indicators

GEN 2.4 — Location Indicators

ICAO location indicators for aeronautical facilities in the Syrian Arab Republic use the prefix **OS**, as assigned by ICAO Doc 7910 — Location Indicators.

FIR / ACC

Indicator	Location / Facility
OSTT	Damascus FIR / Area Control Centre (ACC)

Aerodromes

Indicator	Aerodrome	City	Status
OSDI	Damascus International Airport	Damascus	Open
OSAP	Aleppo International Airport	Aleppo	Open
OSLK	Lattakia International Airport	Lattakia	Open
OSDZ	Deir ez-Zor Airport	Deir ez-Zor	Limited
OSKL	Kamishly Airport	Kamishly	Limited

Other Facilities

Indicator	Facility	Notes
OSDM	Damascus MET Office	MWO / AIS
OSPR	Palmyra Airfield	Military / not published in civil AIP

Reference: ICAO Doc 7910 — Location Indicators.

GEN 2.5 List of Radio Navigation Aids

LTK VOR/DME is unserviceable. TAN VOR/DME is unserviceable.

GEN 2.5 — List of Radio Navigation Aids / Communication Facilities

The following table is an inventory of radio navigation aids within Damascus FIR; inclusion does not indicate current operational availability. Check current NOTAMs for outages and restoration. For detailed technical specifications, refer to ENR 4.1.

VOR / DVOR / DME

ID	Name	Type	Freq (MHz)	Ch	Location	Coordinates
DAM	Damascus	DVOR/DME	116.0	107X	OSDI	N33°21′53.58″ E036°28′07.05″
ALE	Aleppo	DVOR/DME	114.5	092X	OSAP	N36°10'37" E37°13'29"
LTK	Lattakia	VOR/DME — U/S	114.8	095X	OSLK	N35°24'07" E35°56'51"
KTN	Kariaten	VOR/DME	117.7	124X	En-route	N34°12′47.82″ E037°15′51.16″
TAN	Tanf	VOR/DME — U/S	114.0	087X	En-route	N33°28′56.58″ E038°39′14.63″

NDB

ID	Name	Freq (kHz)	Location	Coordinates
HOM	Homs	340	En-route	N34°44'00" E36°43'12"
DZ	Deir ez-Zor	295	OSDZ	N35°17′21.16″ E040°11′14.71″
DA	Damascus Outer	290	OSDI approach	N33°22'00" E36°28'00"
DI	Damascus Inner	370	OSDI approach	N33°24'00" E36°30'00"

ILS

Aerodrome	Runway	LOC Freq	Category
OSDI	RWY 23L	111.100MHz	CAT I

Note: Navigation aid operational status may be subject to change. Current operational status is published by NOTAM.

GEN 2.6 Conversion Tables

GEN 2.6 — Conversion Tables

The following conversion factors are provided in accordance with ICAO Annex 5 (Units of Measurement).

Distance

From	To	Factor
Nautical Miles (NM)	Kilometres (km)	× 1.852
Kilometres (km)	Nautical Miles (NM)	× 0.53996
Feet (ft)	Metres (m)	× 0.3048
Metres (m)	Feet (ft)	× 3.28084

Speed

From	To	Factor
Knots (kt)	km/h	× 1.852
km/h	Knots (kt)	× 0.53996

Temperature

°C = (°F − 32) × 5/9 | °F = (°C × 9/5) + 32

Pressure

From	To	Factor
hPa (mbar)	inHg	× 0.02953
inHg	hPa (mbar)	× 33.8639

Standard Conversion Factors

From	To	Factor
1 NM	Kilometres	1.852 km
1 NM	Statute Miles	1.15078 SM
1 foot	Metres	0.3048 m
1 metre	Feet	3.28084 ft
1 knot	km/h	1.852 km/h
1 knot	m/s	0.5144 m/s
1 hPa	inches Hg	0.02953 inHg
1 inHg	hPa	33.864 hPa
1 kg	Pounds	2.20462 lb
1 US gallon	Litres	3.78541 L

From	**To**	**Factor**
1 Imp gallon	Litres	4.54609 L

Temperature Conversion

°C to °F: °F = (°C × 9/5) + 32 | **°F to °C:** °C = (°F − 32) × 5/9

°C	**°F**	**°C**	**°F**
-40	-40	10	50
-30	-22	15	59
-20	-4	20	68
-10	14	30	86
0	32	40	104

GEN 2.7 Sunrise/Sunset Table

GEN 2.7 — Sunrise / Sunset Table

Reference Location

Sunrise and sunset times are calculated for Damascus city centre (N33°30' E36°18', elevation 680m AMSL). Times are expressed in **UTC**.

Month	Sunrise (UTC)	Sunset (UTC)	Day Length
January	04:45	14:50	10h 05m
February	04:25	15:20	10h 55m
March	03:55	15:50	11h 55m
April	03:20	16:20	13h 00m
May	02:50	16:45	13h 55m
June	02:35	17:00	14h 25m
July	02:50	16:55	14h 05m
August	03:15	16:30	13h 15m
September	03:40	15:50	12h 10m
October	04:05	15:10	11h 05m
November	04:35	14:40	10h 05m
December	04:50	14:35	9h 45m

Notes:

- Times are approximate mid-month values and may vary ±5 minutes
- For other aerodromes, adjust by: OSAP −2 min, OSLK +4 min, OSDZ −8 min, OSKL −3 min
- Official sunrise/sunset for flight planning: use current almanac data or ICAO-approved calculators
- Night is defined as: 30 minutes after sunset to 30 minutes before sunrise (ICAO Annex 2)

Reference: ICAO Annex 15, Chapter 11 — Sunrise/Sunset Tables.

GEN 3.1 Aeronautical Information Services (AIS)

GEN 3.1 — Aeronautical Information Services (AIS)

Responsible Authority

Aeronautical Information Services for the Syrian Arab Republic are provided by the **AIS Division of the General Authority of Civil Aviation (GACA)**, Damascus.

AIS Functions

- **AIP Publication:** The electronic Aeronautical Information Publication (eAIP) is maintained and published in accordance with ICAO Annex 15 and ICAO Doc 8126.
- **NOTAM Service:** NOTAMs of Series A are originated and distributed via the AFTN.
- **AIP Amendments:** Published on ICAO standards.
- **AIP Supplements:** Issued for temporary changes of long duration or containing extensive text/graphics.
- **Pre-Flight Information Bulletin (PIB):** Available at AIS offices at OSDI, OSAP, OSLK.
- **Aeronautical Information Circulars (AIC):** Published as required for advisory information.

AIS Contact

Service	Contact
AIS Main Office	Damascus International Airport (OSDI)
AFTN Address	OSDIZPZX
Operating Hours	H24

Pre-flight Briefing and Information Services

Service	Detail	Availability
Pre-flight Information Bulletin (PIB)	Compiled from valid NOTAMs for departure, destination, and alternate aerodromes	Available at AIS/ARO offices
Flight briefing	aeronautical briefing provided at AIS offices	H24 at OSDI aerodrome
AIP Amendment Service	Regular amendments	Per ICAO Annex 15
NOTAM Distribution	International NOTAM distributed via AFTN; domestic NOTAM via AIS office	H24

GEN 3.2 Aeronautical Charts

GEN 3.2 — Aeronautical Charts

Chart Series

The following aeronautical charts are produced and maintained for the Damascus FIR in accordance with ICAO Annex 4:

Chart Type	ICAO Reference	Scale / Coverage
Aerodrome Chart (ICAO)	Annex 4, Chapter 14	Individual aerodromes
Aerodrome Obstacle Chart — Type A (ICAO)	Annex 4, Chapter 15	OSDI, OSLK
Instrument Approach Chart (ICAO)	Annex 4, Chapter 9	ILS, VOR, NDB approaches
En-Route Chart — Lower (ICAO)	Annex 4, Chapter 7	GND–FL 245
En-Route Chart — Upper (ICAO)	Annex 4, Chapter 7	FL 245–FL 460
Area Chart (ICAO)	Annex 4, Chapter 8	TMA areas
SID Chart (ICAO)	Annex 4, Chapter 10	OSDI, OSLK
STAR Chart (ICAO)	Annex 4, Chapter 10	OSDI, OSLK

Chart Distribution

Charts are available electronically via the GACA eAIP system and in printed format upon request from the AIS office at OSDI. Charts are updated in accordance with the AIRAC cycle.

Meteorological Charts

Surface analysis charts (6-hourly), upper-level charts (FL100, FL180, FL300, FL390), significant weather charts (SWC) for the Middle East region, and wind/temperature charts are available from MET offices at OSDI, OSAP, and OSLK, and electronically via SADIS.

GEN 3.3 Air Traffic Services

GEN 3.3 — Air Traffic Services

ATS Services

Air Traffic Services within the Damascus FIR (OSTT) are provided by GACA in accordance with ICAO Annex 11 and Doc 4444 (PANS-ATM).

For communication and navigation services, see GEN 3.4. For meteorological services, see GEN 3.5. For search and rescue, see GEN 3.6.

GEN 3.4 Communication and Navigation Services

Damascus ACC: 121.300 MHz main; 129.600 MHz standby; 121.500 MHz emergency.

GEN 3.4 — Communication and Navigation Services

GEN 3.4.1 Responsible Service

For authority contact details, see GEN 1.1. For the provision of air traffic services within the Damascus FIR, see GEN 3.3.

GEN 3.4.2 Area of Responsibility

For the limits of the Damascus FIR and associated controlled airspace, see ENR 2.1.

GEN 3.4.3 Types of Service

Communication Services

AFTN, AFS, and AMHS services are available for the exchange of aeronautical messages in accordance with ICAO Annex 10.

Radio navigation aid details are published in ENR 4.1 and in AD 2.19 for each aerodrome. Aerodrome ATS communication facilities, call signs, frequencies and hours are published in AD 2.18. Route controlling units and frequencies are listed with the routes in ENR 3.

For meteorological broadcasting information, see GEN 3.5.

GEN 3.4.4 Requirements and Conditions

Aircraft entry and transit communication requirements are published in GEN 1.2. Flight-plan message addressing is published in ENR 1.11.

GEN 3.5 Meteorological Services

GEN 3.5 — Meteorological Services

Responsible Authority

Meteorological services for civil aviation within the Damascus FIR are provided by the **Syrian Meteorological Department** in accordance with ICAO Annex 3 — Meteorological Service for International Air Navigation.

MET Services Provided

- Routine aerodrome weather reports (METAR/SPECI)
- Terminal aerodrome forecasts (TAF)
- SIGMET and AIRMET advisories
- Pre-flight meteorological briefings and flight documentation
- VOLMET: Not provided within the Damascus FIR.
- Aerodrome warnings
- Wind shear warnings

Pre-flight Documentation

Pre-flight meteorological documentation is available at MET offices at each international airport (OSDI, OSAP, OSLK). Documentation includes:

- Route forecast and significant weather
- Destination and alternate aerodrome forecasts
- Wind and temperature data for filed cruising levels
- Current METAR/SPECI for departure, destination, and alternates
- SIGMET/AIRMET information for the route of flight

VOLMET Service

VOLMET service is not provided within the Damascus FIR.

Meteorological Watch Office (MWO)

Item	Detail
MWO Name	Damascus MWO
Location	Damascus International Airport (OSDI)
ICAO Designator	OSDI
Operating Hours	H24
Responsibility	SIGMET, AIRMET, aerodrome warnings, wind shear warnings for Damascus FIR

ATIS / Automated Weather Services

- **Damascus ATIS:** Available H24 on 128.225 MHz, with manual updates.
- **AWOS:** Not installed. Manual surface observations are performed by MET observers at OSDI, OSAP, OSLK

MET Watch and Warnings

- The Damascus MWO maintains continuous MET watch for the Damascus FIR (OSTT)
- SIGMET advisories are issued for: thunderstorms (TS), severe turbulence (SEV TURB), severe icing (SEV ICE), mountain waves (MTW), volcanic ash (VA), sandstorms/dust storms (SS/DS)
- Aerodrome warnings are issued for: wind shear at low levels, thunderstorm activity near aerodrome, visibility below 800m, crosswind exceeding limits

Altimeter setting information

See ENR 1.7 and the applicable aerodrome AD 2.17 for transition altitude and altimeter-setting procedures.

MET Observation Stations

Station	ICAO	METAR	TAF	Hours
Damascus	OSDI	Yes	Yes	H24
Aleppo	OSAP	Yes	Yes	H24
Lattakia	OSLK	Yes	Yes	H24
Deir ez-Zor	OSDZ	Yes	No	By arrangement
Kamishly	OSKL	Yes	No	Seasonal

SIGMET Issuance

SIGMET advisories for the Damascus FIR are issued by the Damascus Meteorological Watch Office (MWO) at OSDI. The MWO operates H24 and monitors for significant meteorological phenomena including thunderstorms, turbulence, icing, mountain waves, volcanic ash, and sandstorms.

GEN 3.6 Search and Rescue (SAR)

GEN 3.6 — Search and Rescue (SAR)

Responsible Authority

Search and Rescue services within the Damascus FIR are coordinated by the **Syrian Rescue Coordination Centre (RCC Damascus)**, operated under the authority of GACA in accordance with ICAO Annex 12 — Search and Rescue.

SAR Contact

Detail	Information
RCC Name	Damascus RCC
Location	Damascus International Airport (OSDI)
AFTN Address	OSDIZQZX
Operating Hours	H24
Emergency Frequency	121.500 MHz

SAR Procedures

SAR operations follow the three-phase alert system in accordance with ICAO Annex 12:

- **INCERFA (Uncertainty Phase):** Activated when doubt exists about the safety of an aircraft or its occupants
- **ALERFA (Alert Phase):** Activated when there is apprehension regarding the safety of an aircraft
- **DETRESFA (Distress Phase):** Activated when there is reasonable certainty that an aircraft is in distress

Pilots experiencing distress should transmit on **121.500 MHz** and set transponder Code **7700**. All aircraft within the Damascus FIR are encouraged to maintain a listening watch on 121.500 MHz.

GEN 4 Charges for Aerodromes/Heliports and Air Navigation Services

Aerodrome Charges

Charges for the use of aerodromes and air navigation services within the Syrian Arab Republic are established by GACA and published separately. Charges include:

- **Landing fees** — Based on Maximum Take-Off Weight (MTOW)
- **Parking fees** — Hourly/daily rates at designated stands
- **Passenger service charges** — Per departing passenger
- **Navigation service charges** — En-route and terminal area charges
- **Ground handling** — Services provided by authorized handling agents

Payment

All charges are payable in Syrian Pounds (SYP) or US Dollars (USD) at the official exchange rate. Invoices are issued by the aerodrome operator.

Specific Charge Categories

Service	Basis	Remarks
Landing Fees	Based on MTOW	Charged per landing, varying by weight category
Parking Fees	Per unit of time, based on MTOW	First 3 hours may be free at some aerodromes (subject to conditions)
Passenger Service Charge	Per departing passenger	Included in ticket charge for scheduled operations
Overflight Charges	Based on distance and MTOW	Applicable to transit flights within Damascus FIR
Ground Handling	Per service provided	Available at OSDI, OSLK, OSAP (by arrangement)
Fuelling	Per litre of JET A-1	Available at OSDI (H24) and OSLK (H24)

Exemptions

The following may be exempt from certain charges subject to bilateral agreements:

- State aircraft on official government business
- Aircraft in distress or engaged in search and rescue operations
- Aircraft returning to the aerodrome of departure due to technical reasons

Payment

Charges are payable in Syrian Pounds (SYP) or accepted foreign currencies. For more information on current tariff schedules, please contact GACA .

GEN 4.1 Aerodrome/Heliport Charges

GEN 4.1 AERODROME/HELIPORT CHARGES

1. GENERAL

The charges outlined below apply to all GACA-administered aerodromes, unless otherwise stated. Information concerning such charges may be obtained at the aerodromes.

2. LANDING CHARGES

2.1 It is determined based on the maximum takeoff weight for each aircraft, as approved by the General Authority of Civil Aviation, in accordance with the following:

The aircraft's weight in tons	The prescribed allowance per ton or fraction thereof.
from 40 tons (Lump Sum)	175 US $
from 41 tons, and up to 100 tons.	5,00 US $
From 101 tons up to 200 tons	5,40 US $
from 202 tons up to 300 tons	7,60 US $
from 300 tons and above	8,00 US $

2.2 Aircraft parking fees at Syrian Arab Republic airports are 15% of the landing fee for every 24 hours or part thereof, with the first three hours of waiting being exempt from fees.

2.3 A $200 USD fee applies for navigational lighting on landing RWY, whether used during the day in conditions requiring lighting or during nighttime operations.

3. PARKING, HANGARAGE, AND LONG-TERM STORAGE OF AIRCRAFT

3.1 It is determined to be 50% of the landing fees for every 24 hours or parts thereof, and the first three hours of accommodation are exempt, provided that the accommodation period does not exceed three months.

3.2The time for parking and waiting service is calculated from the time the aircraft starts parked after the wheel chocks are in place until the wheel chocks are removed for takeoff.

4. Navigation service fees and facilities are provided to each aircraft flying over Syrian airspace

Navigation service fees and facilities are provided to each aircraft flying over Syrian airspace without landing, according to

Aircraft weight in tons	The equivalent in foreign currency available for conversion
Fees for each aircraft crossing Syrian airspace	430 US $

5 Reductions

5.1 A discount 50% is granted on the first item as follows:

5.2 Aircraft of national carriers operating domestic flights between Syrian airports

5.3 Aircraft registered to the national carrier and private aircraft registered in the Syrian Arab Republic

5.4 Foreign aircraft on domestic flights between domestic airports

5.5 Foreign aircraft used for training or flight crew testing for licensing or qualification purposes, or for testing aircraft equipment and systems.

5.6 Airlines or their authorized agents are obligated to pay the fees due under these regulations and laws in US dollars or its equivalent in euros on the date of payment according to the approved exchange rate bulletin issued by the Central Bank of Syria within twenty days from the date of their demand to the accounts of the General Authority of Civil Aviation . Landing and overflight permits for the aircraft of these companies shall be withheld in the event of non-payment.

5.7 Syrian Arab Airlines or any national company whose aircraft are registered in the Syrian Arab Republic shall pay the service fees due in accordance with the provisions of this law in local currency and at the official rate approved and issued by the Central Bank of Syria.

6 Exemptions

The following are exempt from landing, parking, and waiting service fees, as outlined in paragraph 1 of the AIP:

6.1 Aircraft carrying heads of state and monarchs.
6.2 Aircraft of official delegations arriving in or departing from the country.
6.3 Aircraft participating free of charge in search and rescue, relief, ambulance, or aid operations of all kinds, and other humanitarian services.
6.4 Aircraft of aviation institutes and clubs accredited by their respective governments, provided there is reciprocity.

6.5 Aircraft conducting technical tests of navigation equipment

6.6 National aircraft conducting non-commercial flights for training or testing purposes, including aircraft, equipment, and systems

6.7 National military aircraft

6.8 Aircraft that land immediately after takeoff for technical reasons, due to weather, or based on instructions issued by the relevant authorities in the Syrian Arab Republic

6.9 Aircraft that the Prime Minister's office considers exempt.

6.10 Aircraft flying in Syrian airspace without landing are exempt from navigation service and facility fees as follows:

- Aircraft that transport heads of state and kings are based on the principle of reciprocity.
- Aircraft that participate free of charge in search and rescue, relief, ambulance, or aid operations of all kinds, and other humanitarian services.
- Aircraft belonging to flight schools and clubs accredited by their respective governments are subject to the principle of reciprocity.

6.11 The General Authority of Civil Aviation may contract with a competent external or internal entity to collect the fees stipulated in paragraph one of the AIP, in a manner that safeguards the interests and rights of the General Authority of Civil Aviation .

6.12 The fees, allowances, and provisions mentioned will be reviewed as necessary, and any conflicting provisions will be terminated wherever they exist.

GEN 4.1.3 Passenger service

NIL

GEN 4.1.4 SECURITY

NIL

GEN 4.2 Air Navigation Services Charges

GEN 4.2 — Air Navigation Services Charges

The published air navigation service charges for aircraft overflying Syrian airspace without landing are set out in GEN 4.1, paragraph 4. Payment provisions are set out in paragraphs 5.6 and 5.7. Overflight exemptions are set out in paragraph 6.10, with collection and review provisions in paragraphs 6.11 and 6.12.

For the public holiday calendar, see GEN 2.1.6.

ENR 0.1 Table of Contents to Part 2

ENR 0.1 — Table of Contents to Part 2

Section	Title
ENR 1.1	General Rules and Procedures
ENR 1.2	Visual Flight Rules
ENR 1.3	Instrument Flight Rules
ENR 1.4	ATS Airspace Classification and Description
ENR 1.5	Holding, Approach and Departure Procedures
ENR 1.6	ATS Surveillance Services and Procedures
ENR 1.7	Altimeter Setting Procedures
ENR 1.8	Regional Supplementary Procedures
ENR 1.9	Air Traffic Flow Management and Airspace Management
ENR 1.10	Flight Planning
ENR 1.11	Addressing of Flight Plan Messages
ENR 1.12	Interception of Civil Aircraft
ENR 1.13	Unlawful Interference
ENR 1.14	Air Traffic Incidents
ENR 2.1	FIR, UIR, TMA and CTA
ENR 2.2	Other Regulated Airspace
ENR 3.1	Lower ATS Routes
ENR 3.2	Upper ATS Routes
ENR 3.3	Area Navigation (RNAV) Routes
ENR 3.4	Helicopter Routes
ENR 3.5	Other Routes
ENR 3.6	En-Route Holding
ENR 4.1	Radio Navigation Aids — En-Route
ENR 4.2	Special Navigation Systems
ENR 4.3	Global Navigation Satellite System (GNSS)
ENR 4.4	Name-Code Designators for Significant Points
ENR 4.5	Aeronautical Ground Lights — En-Route
ENR 5.1	Prohibited, Restricted and Danger Areas
ENR 5.2	Military Exercise and Training Areas / ADIZ
ENR 5.3	Other Activities of a Dangerous Nature

Section	**Title**
ENR 5.4	Air Navigation Obstacles
ENR 5.5	Aerial Sporting and Recreational Activities
ENR 5.6	Bird Migration and Areas with Sensitive Fauna
ENR 6	En-Route Charts

ENR 1.1 General Rules and Procedures

ENR-1.1 GENERAL RULES AND PROCEDURES

1-GENERAL RULES

The air traffic rules and procedures applicable in the Syrian Arab Republic territory conform with ICAO Annex 2 (Rules of the Air — 11th Edition, Amendment 49) and Annex 11 (Air Traffic Services) to the Convention on International Civil Aviation, and to those portions applicable to aircraft of the Procedures for Air Navigation Services — Air Traffic Management (PANS-ATM, Doc 4444) and Regional Supplementary Procedures (Doc 7030) applicable to the EUR/MID/ASIA regions, except for the differences listed in GEN1.7

2. AIR TRAFFIC CONTROL CLEARANCE

An air traffic clearance constitutes authorization for an aircraft to proceed under conditions specified by an air traffic control unit to a clearance limit under specified conditions. Further clearance is required upon reaching the limit of the clearance.

Clearances are issued solely for expediting and separating air traffic and are based on known traffic conditions that affect safety in aircraft operation. Such traffic conditions include not only aircraft in the air and on the maneuvering area over which control is being exercised, but also any vehicular traffic or other obstructions not permanently installed on the maneuvering area in use.

ATC clearances do not constitute authority to violate any applicable regulations for promoting the safety of flight operations or for any other reason; neither do clearances relieve a pilot-in-command of any responsibility whatsoever in connection with a possible violation of applicable rules and regulations.

3. ADHERENCE TO CLEARANCE FOR IMMEDIATE TAKE-OFF

All operators are reminded that when ATC clears an aircraft for IMMEDIATE TAKE-OFF, the aircraft is to enter the runway and commence its take-off roll without stopping. If unable to comply with this instruction, ATC shall be notified before the aircraft enters the runway.

4. AIR TRAFFIC CONTROL INSTRUCTION

Air traffic control instructions are directives issued by air traffic control for the purpose of requiring a pilot to take a specific action. A pilot is required to comply with an ATC instruction or shall inform ATC if unable.

5. READBACK OF ATC CLEARANCE AND INSTRUCTIONS

5.1 The flight crew shall read back to the air traffic controller safety-related parts of ATC clearances and instructions which are transmitted by voice. The following items shall always be read back:
a) ATC route clearances;
b) clearances and instructions to enter, land on, take off from, hold short of, cross, taxi, and backtrack on any runway; and
c) runway-in-use, altimeter settings, SSR codes, level instructions, heading and speed instructions, and, whether issued by the controller or contained in Automatic Terminal Information Service (ATIS) broadcasts, transition levels.
5.2 Other clearances or instructions, including conditional clearances, shall be read back or acknowledged in a manner to clearly indicate that they have been understood and will be complied with.

6. HORIZONTAL SPEED CONTROL INSTRUCTIONS

To facilitate a safe and orderly flow of traffic, aircraft may, subject to conditions specified by the appropriate authority, be instructed to adjust speed in a specified manner.

Speed control instructions shall remain in effect unless explicitly cancelled or amended by the controller. The pilot shall inform the ATC unit concerned if at any time they are unable to comply with a speed instruction. Pilots shall adhere to the speed limits associated with airspace classifications and the speed restrictions notified in procedures published in AD 2. Pilots shall also adhere to the speed (IAS or Mach Number) approved or assigned by ATC and shall request ATC approval before making any changes thereto. If it is essential to make an immediate temporary change in speed (e.g., due to turbulence), ATC shall be notified as soon as possible that such a change has been made.

Pilots of aircraft unable to maintain the last assigned speed during any particular phase of flight (e.g., for aircraft performance reasons) shall inform ATC as soon as possible so that another speed/alternative clearance can be issued.

7. VERTICAL SPEED CONTROL INSTRUCTIONS

In order to facilitate a safe and orderly flow of traffic, aircraft may be instructed to adjust the rate of climb or rate of descent. Vertical speed control may be applied between two climbing aircraft or two descending aircraft in order to establish or maintain a specific vertical separation minimum.

The flight crew shall inform the ATC unit concerned if unable, at any time, to comply with a specified rate of climb or descent.

8. Prohibited Activities

The following are prohibited without specific authorization: aerobatics over congested areas, dropping of objects, towing operations near aerodromes, and formation flights in controlled airspace.

9. POSITION REPORTING

Pilots are to make a position report in the following circumstances:
a) after transfer of communication.
b) on reaching the limit of ATS clearance.
c) when instructed by Air Traffic Control.
The position reports shall contain the following elements of information:
a) aircraft identification.
b) position (and time if required by ATC).
c) flight level or altitude, including passing level and cleared level if not maintaining the cleared level.
d) When assigned a speed to maintain, the flight crew shall include this speed in their position reports. The assigned speed shall also be included in the initial call after a change of air-ground voice communication channel, whether or not a full position report is required.

10. Flight Rules

All flights within the Damascus FIR shall be conducted in accordance with:

- ICAO Annex 2 — Rules of the Air
- Syrian civil aviation regulations
- Provisions published in this AIP

11. Responsibility for Separation

In the absence of radar surveillance (see ENR 1.6), separation of IFR traffic is based on procedural control methods as specified in ICAO Doc 4444 (PANS-ATM).

ENR 1.2 Visual Flight Rules

ENR 1.2 VISUAL FLIGHT RULE

1. GENERAL

The air traffic rules and procedures applicable to Visual Flight Rules (VFR) in the Syrian Arab Republic conform with ICAO Annex 2 (Rules of the Air — 11th Edition, Amendment 49, Chapter 4), as detailed below:

1.1 Except when operating as a Special VFR flight, VFR flights shall be conducted so that the aircraft is flown in conditions of visibility and distance from clouds equal to or greater than those specified in ICAO Annex 2, Table 3-1.

1.2 Except when a clearance is obtained from an Air Traffic Control (ATC) unit, VFR flights shall not take off or land at an aerodrome within a Control Zone (CTR), or enter the Aerodrome Traffic Zone (ATZ) or traffic pattern:

a) when the ceiling is less than 450 m (1,500 ft); or

b) when the ground visibility is less than 5 km.

1.3 VFR flights are not permitted between sunset and sunrise. VFR flights are not permitted in Class A airspace; see ENR 1.4 and ENR 2.1. Under the general provisions of ICAO Annex 2, operation above FL 200 or at transonic or supersonic speeds requires authorization from the appropriate ATS authority. This provision does not permit VFR operations in Class A airspace. VFR authorization above FL 290 shall not be granted in airspace where a 1 000 FT vertical separation minimum applies above FL 290.

1.4 Except when necessary for taking off or landing, or except by permission from the competent authority, a VFR flight shall not be flown:

a) over the congested areas of cities, towns, or settlements, or over an open-air assembly of persons, at a height less than 300 m (1 000 ft) above the highest obstacle within a radius of 600 m from the aircraft;

b) elsewhere than as specified in 1.4 a), at a height less than 150 m (500 ft) above the ground or water.

ICAO ANNEX 2 — RULES OF THE AIR

Table 3-1: Visual Meteorological Conditions (VMC) Visibility and Distance from Cloud Minima

Altitude Band	Airspace Class	Flight Visibility	Distance from Cloud
At and above 3 050 m (10 000 ft) AMSL	A*** B C D E F G	8 km	• 1 500 m horizontally • 300 m (1 000 ft) vertically
Below 3 050 m (10 000 ft) AMSL and above 900 m (3 000 ft) AMSL (or above 300 m (1 000 ft) above terrain, whichever is higher)	A*** B C D E F G	5 km	• 1 500 m horizontally • 300 m (1 000 ft) vertically

At and below 900 m (3 000 ft) AMSL (or below 300 m (1 000 ft) above terrain, whichever is higher)	A*** B C D E F G	5 km 5 km **	• 1 500 m horizontally • 300 m (1 000 ft) vertically Clear of cloud and in sight of the surface

Important Explanatory Notes:

(***) Class A airspace is included for reference. VFR flights are normally not permitted in Class A.

(**) Local aviation authorities may permit a lower flight visibility of 1.5 km in Classes F and G under special conditions:

• Flight speeds are low enough (140 knots or less) to see and avoid other traffic.

• Air traffic density is low.

• For helicopters, visibility can be lower than 1.5 km but usually not less than 800 m

2-VFR Flight Requirements

Requirement	Detail	Reference
Flight Plan	Required for VFR flights crossing FIR boundaries or entering controlled airspace	ICAO Annex 2, 3.3
Speed Limit	250 KIAS below FL100	ICAO Annex 2, 3.1.2
Minimum Height	500 ft above surface (non-congested); 1000 ft above highest obstacle within 600 m (congested)	ICAO Annex 2, 4.6
Cruising Level	Semi-circular rule: odd thousands + 500 ft (000°-179°M), even thousands + 500 ft (180°-359°M)	ICAO Annex 2, App 3
Night VFR	Not permitted within Damascus FIR	Syrian AIP GEN 1.6
Transponder	Mode A/C or Mode S is required in all controlled airspace	ENR 1.6

ENR 1.3 Instrument Flight Rules

ENR 1.3 INSTRUMENT FLIGHT RULES

1. RULES APPLICABLE TO ALL IFR FLIGHTS

1.1 Aircraft Equipment

Aircraft shall be equipped with suitable instruments and navigation equipment appropriate to the route to be flown in accordance with GACA regulations.

1.2 Minimum Levels

Except when necessary for take-off or landing or when specifically authorized by the appropriate authority, an IFR flight shall be flown at a level that is not below the minimum altitude established by GACA in accordance with Syrian AIP.

1.3 Change from IFR Flight to VFR Flight

An aircraft electing to change the conduct of its flight from compliance with the Instrument Flight Rules to compliance with the Visual Flight Rules shall, if a flight plan was submitted, notify the appropriate Air Traffic Services unit specifically that the IFR flight is cancelled by using the specific statement "CANCELLING MY IFR FLIGHT" and communicate thereto the changes to be made to its current flight plan.

1.3.1 When an aircraft operating under the Instrument Flight Rules is flown in or encounters visual meteorological conditions, it shall not cancel its IFR flight unless it is anticipated and intended that the flight will be continued for a reasonable period of time in uninterrupted VMC.

2. RULES APPLICABLE TO IFR FLIGHTS WITHIN CONTROLLED AIRSPACE

2.1 IFR flights shall comply with the provisions of 3.6 of ICAO Annex 2 to the Convention on International Civil Aviation when operated in controlled airspace.

2.2 Except whenever otherwise indicated in air traffic control clearances or specified in the Aeronautical Information Publication (AIP), an IFR flight operating in cruising flight in controlled airspace shall be flown at a cruising level, or, if authorized to employ cruise climb techniques, between two levels or above a level selected from:

a) the table of cruising levels in Appendix 3 of ICAO Annex 2; or

b) a modified table of cruising levels, when so prescribed in accordance with Appendix 3 of ICAO Annex 2 for flight above FL410.

2.3 All IFR flights are required to carry a functioning Mode C SSR transponder when operating in Class A or Class B airspace.

2.4 Non-functioning SSR transponder equipment must be reported to ATC immediately. ATC radar procedures are based on the carriage of this equipment and may require certain restrictions in the case of non-functioning equipment.

2.5 SID and STAR

The flight crew shall comply with published SID and STAR speed restrictions unless the restrictions are explicitly cancelled or amended by the controller.

2.6 Instrument Approach

The approach control unit shall specify the instrument approach procedure to be used by arriving aircraft. A pilot may request an alternative procedure and, if circumstances permit, should be cleared accordingly.

2.7 Visual Approach

An IFR flight may be cleared to execute a visual approach provided the pilot has the aerodrome in sight and can maintain visual reference to the terrain, and:

a) the reported ceiling is at or above the approved initial approach level for the aircraft; or

b) the pilot reports at the initial approach level or at any time during the instrument approach procedure that the meteorological conditions are such that a visual approach and landing can be completed.

2.8 IFR Flights in Controlled Airspace

IFR flights shall comply with the provisions of 3.6 of Annex 2 to the Convention on International Civil Aviation when operated in controlled airspace.

2.9 Communication Failure Procedures

In the event of a total loss of air-ground communications, the aircraft shall comply with the following procedures:

2.9.1 In Visual Meteorological Conditions (VMC):

a) Continue to fly in visual meteorological conditions;

b) Land at the nearest suitable aerodrome; and

c) Report the arrival by the most expeditious means to the appropriate air traffic control unit.

2.9.2 In Instrument Meteorological Conditions (IMC):

2.9.2.1 Non-Surveillance Airspace (Procedural Separation):

Maintain the last assigned speed and level, or minimum flight altitude if higher, for a period of 20 minutes following the aircraft’s failure to report its position over a compulsory reporting point, and thereafter adjust level and speed in accordance with the filed flight plan.

2.9.2.2 Surveillance Airspace (ATS Surveillance System Provided):

In airspace where an ATS surveillance system is used in the provision of air traffic control:

a) Maintain the last assigned speed and level, or minimum flight altitude if higher, for a period of 7 minutes (see Note below) following:

i) the time the last assigned level or minimum flight altitude is reached; or

ii) the time the transponder is set to Code 7600 or the ADS-B transmitter is set to indicate the loss of air-ground communications; or

iii) the aircraft’s failure to report its position over a compulsory reporting point;

whichever is later, and thereafter adjust level and speed in accordance with the filed flight plan;

b) When being vectored or having been directed by ATC to proceed offset using RNAV without a specified limit, proceed in the most direct manner possible to rejoin the current flight plan route no later than the next significant point, taking into consideration the applicable minimum flight altitude;

c) Proceed according to the current flight plan route to the appropriate designated navigation aid or fix serving the destination aerodrome and, when required to ensure compliance with d) below, hold over this aid or fix until commencement of descent;

d) Commence descent from the navigation aid or fix specified in c) above at, or as close as possible to, the expected approach time (EAT) last received and acknowledged; or, if no expected approach time has been received and acknowledged, at, or as close as possible to, the estimated time of arrival (ETA) resulting from the current flight plan;

e) Complete a normal instrument approach procedure as specified for the designated navigation aid or fix; and

f) Land, if possible, within 30 minutes after the estimated time of arrival specified in d) above or the last acknowledged expected approach time, whichever is later.

3. RULES APPLICABLE TO IFR FLIGHTS OUTSIDE CONTROLLED AIRSPACE

NIL

ENR 1.4 ATS Airspace Classification and Description

ENR 1.4 ATS AIRSPACE CLASSIFICATION AND DESCRIPTION

1.4.1. ATS Airspace classification

ICAO has indicated that States are required to select the classes of ATS airspace that best fit their needs. The following classes have been selected for application within Damascus FIR:

CLASS A — Replaces "instrument restricted airspace". Includes all controlled airspace at FL150 and above.
CLASS B — Replaces "visual exempted airspace". Includes all controlled airspace below FL150.
Classifications of other airspace are undefined because they are not used by civil aircraft.

1.4.2. ATS airspace description

The requirements for flights within each class of airspace are as shown in the table below.

Class	Type of Flight	Separation Provided	Service Provided	VMC Visibility and Distance from Cloud Minima	Speed Limitation	Radio Communication Requirement	ATC Clearance
A	IFR only	All aircraft	Air traffic control service	Not applicable	Not applicable	Continuous two-way	Yes
B(3)	IFR	All aircraft	Air traffic control service	Not applicable	Not applicable	Continuous two-way	Yes
	VFR	All aircraft	Air traffic control service	8 KM at and above 3050 M (10000 FT) AMSL 5 KM below 3050 M (10000 FT) AMSL Clear of clouds	Not applicable	Continuous two-way	Yes
C	IFR	IFR from IFR IFR from VFR	Air traffic control service	Not applicable	250 KT IAS below 3050 M (10000 FT) AMSL, unless advised by ATC.	Continuous two-way	Yes

Class	**Type of Flight**	**Separation Provided**	**Service Provided**	**VMC Visibility and Distance from Cloud Minima**	**Speed Limitation**	**Radio Communication Requirement**	**ATC Clearance**
VFR	VFR from IFR	1) Air traffic control service for separation from IFR; 2) VFR/VFR traffic information (and traffic avoidance advice on request)	8 KM at and above 3050 M (10000 FT) AMSL 5 KM below 3050 M (10000 FT) AMSL 1500 M horizontal; 300 M vertical distance from cloud	250 KT IAS below 3050 M (10000 FT) AMSL	Continuous two-way	Yes	
D	IFR	IFR from IFR	Air traffic control service including traffic information about VFR flights (and traffic avoidance advice on request)	Not applicable	250 KT IAS below 3050 M (10000 FT) AMSL	Continuous two-way	Yes
	VFR	Nil	Traffic information between VFR and IFR flights (and traffic avoidance advice on request)	8 KM at and above 3050 M (10000 FT) AMSL 5 KM below 3050 M (10000 FT) AMSL 1500 M horizontal; 300 M vertical \ distance from cloud	250 KT IAS below 3050 M (10000 FT) AMSL	Continuous two-way	Yes
E(3)	IFR	IFR from IFR	Air traffic control service and traffic information about VFR flights as far as practical	Not applicable	250 KT IAS below 3050 M (10000 FT) AMSL	Continuous two-way	Yes

Class	Type of Flight	Separation Provided	Service Provided	VMC Visibility and Distance from Cloud Minima	Speed Limitation	Radio Communication Requirement	ATC Clearance
VFR	Nil	Traffic information as far as practical	8 KM at and above 3050 M (10000 FT) AMSL 5 KM below 3050 M (10000 FT) AMSL 1500 M horizontal; 300 M vertical distance from cloud	250 KT IAS below 3050 M (10000 FT) AMSL	No	No	
F(3)	IFR	IFR from IFR as far as practical	Air traffic advisory service; flight information service, radar advisory service.	Not applicable	250 KT IAS below 3050 M (10000 FT) AMSL	Continuous two-way	No
	VFR	Nil	Flight information service, radar advisory service.	8 KM at and above 3050 M (10000 FT) AMSL 5 KM below 3050 M (10000 FT) AMSL 1500 M horizontal; 300 M vertical distance from cloud. At and below 900 M AMSL or 300 M above terrain whichever is higher - 5 KM, clear of cloud and in sight of ground or water	250 KT IAS below 3050 M (10000 FT) AMSL	No	No
G	IFR	Nil	Flight information service	Not applicable	250 KT IAS below 3050 M (10000 FT) AMSL	Continuous two-way	No

Class	Type of Flight	Separation Provided	Service Provided	VMC Visibility and Distance from Cloud Minima	Speed Limitation	Radio Communication Requirement	ATC Clearance
VFR	Nil	Flight information service	8 KM at and above 3050 M (10000 FT) AMSL 5 KM below 3050 M (10000 FT) AMSL 1500 M horizontal; 300 M vertical distance from cloud. At and below 900 M AMSL or 300 M above terrain whichever is higher - 5 KM (1), clear of cloud and in sight of ground or water	250 KT IAS below 3050 M (10000 FT) AMSL(2)	No (Except continuous two-way required when operating in Class G at an aerodrome with ATS)	No	

When so prescribed by the appropriate ATS authority:

(a) Lower flight visibilities to 1500 M may be permitted for flights operating:

1) at speeds that will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision; or

2) in circumstances in which the probability of encounters with other traffic would normally be low, e.g., in areas of low traffic volume and for aerial work at low levels;

b) Helicopters may be permitted to operate in less than 1500 M flight visibility, if maneuvered at a speed that will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision.

ENR 1.5 Holding, Approach and Departure Procedures

LTK VOR/DME UNSERVICEABLE. The Lattakia VOR holding entry is retained as a historical description; it must not be used on the basis of LTK reception while the aid is unserviceable. Obtain current NOTAMs and approved alternative procedures.

ENR 1.5 HOLDING, APPROACH, AND DEPARTURE PROCEDURES

1-General

The holding, departure, and approach procedures in use are based on those contained in the last edition of ICAO Doc 8168-OPS/611 (PANS-OPS). The holding and approach procedures are based on the values and factors contained in PANS-OPS Volume I, Part II. If, for any reason, a pilot is unable to conform to the procedures for normal conditions laid down for any particular holding pattern, the pilot shall advise ATC as early as possible

Published Holding Patterns — Damascus FIR

Holding Point	Inbound MAG Track	Min Holding ALT (ft)	Turn	Outbound Timing
AATEIBE L (1)	297°	5000	LEFT	1 min
AATEIBE L (2)	045°	5000	RIGHT	1 min
ABYAD NDB	225°	5000	LEFT	1 min
ALEPPO NDB	280°	3500	RIGHT	1 min
ALEPPO DVOR	271°	3500	RIGHT	1 min
DAMASCUS DVOR (RWY 23R)	045°	5000	RIGHT	1 min
DAMASCUS DVOR (RWY 05R)	225°	5000	LEFT	1 min
DEIR ZZOR NDB	290°	2000	RIGHT	1 min
KAMISHLY NDB	035°	3000	RIGHT	1 min
LATTAKIA NDB	353°	4500	LEFT	1 min
LATTAKIA VOR (LTK) ? U/S; aid-dependent holding unavailable	350°	4500	LEFT	1 min

1.5.2 Arriving Flights

IFR flights entering the control area will be cleared to a specified holding point and instructed to contact the aerodrome control tower at a specified time, level, or position. Due to limited airspace, approaches and holding procedures must be carried out as exactly as possible.

1.5.3 Departing Flights

IFR flights departing controlled aerodromes receive initial ATC clearance from the local aerodrome control tower. The clearance limit is normally the destination aerodrome. IFR flights from non-controlled aerodromes shall not take off without prior arrangements with ACC.

1.5.4 Startup Clearance

The Engines of departing aircraft shall not be started unless clearance has been obtained from the Aerodrome Control Tower. Startup clearance requests shall be made at least 5 minutes in advance.

ENR 1.6 ATS Surveillance Services and Procedures

ENR 1.6 ATS SURVEILLANCE SERVICES AND PROCEDURES

Current service status — reviewed 23 September 2026

Radar service is suspended throughout Damascus FIR; procedural service is provided. Source: NOTAM A0270/26 (replacing A0239/26), effective 13 September 2026 at 1111 UTC, ending 13 December 2026 at 1500 UTC EST. Consult current NOTAMs for subsequent replacement or cancellation. This section does not declare full radar coverage or operational surveillance separation.

The surveillance descriptions below are conditional on an available, approved surveillance service. They do not apply as an authorization to provide radar service during the suspension. Procedural separation is addressed in paragraph 3.2.8 below.

1.6.1 Primary Radars

1. General

1.1 ATS surveillance units form part of their parent ATS unit. Provision of surveillance services is conditional on operational availability and approval; radar service is currently suspended as stated above.

1.2 Factors such as surveillance coverage, controller workload, and equipment capabilities affect these services. The ATS surveillance controller will determine whether radar/surveillance services can be provided or continued in any specific case.

1.3 Within Damascus FIR, procedural service is provided during the radar suspension notified by A0270/26.

1.4 The provision allowing omission of position reports applies only to aircraft actually receiving an ATS surveillance service and subject to ATC instructions. It does not establish an exemption from position reporting during procedural service.

1.5 Pilots will be advised by ATC on the commencement, identification, and termination of ATS surveillance (radar) services.

2. Application of ATS Surveillance Services

2.1 When available and approved, ATS surveillance services are subject to ICAO Doc 4444 (PANS-ATM), Chapter 8. This reference does not establish current service availability.

2.2 Damascus ACC provides procedural service during the suspension. The historical radar unit/call sign description does not indicate an available radar service.

3. RADAR COVERAGE

Radar service suspended throughout Damascus FIR — NOTAM A0270/26. The nominal equipment ranges listed below are retained as equipment information only; they do not establish coverage, availability, or approved separation capability.

Damascus Primary Radars		
Location	**Type**	**Max Range (NM)**
Damascus	PSR	80 NM

Damascus Secondary Radars		
Location	**Type**	**Max Range (NM)**
Damascus	SSR	200NM

4. APPLICATION OF RADAR CONTROL SERVICE

4.1 Radar identification is achieved in accordance with the provisions specified in ICAO Doc 4444 (PANS-ATM).

4.2 Radar separation, monitoring and vectoring are not available under the current radar suspension. Resumption and the applicable service area require an authoritative service-restoration notice and approved procedures.

4.3 Radar separation minima are not applicable during the notified radar suspension. The previously displayed 20 NM / 10 NM figures must not be used as procedural minima; see paragraph 3.2.8 for the source-specific procedural arrangements.

1.6.2 SECONDARY SURVEILLANCE RADAR (SSR)

1 Operating Procedures

1.1 Except as provided below, pilots shall operate transponders and select modes and codes in accordance with ATC instructions. In particular, when entering the Damascus FIR, pilots who have already received specific instructions from ATC concerning the transponder setting shall maintain that setting until otherwise instructed. Mode C (altitude reporting) shall be selected at all times unless otherwise instructed by ATC or under emergency conditions.

1.2 SSR Code Allocation System:

a) The Damascus Flight Information Region (FIR) operates in accordance with the ICAO Regional SSR Code Allocation Plan (ORCAM).

b) Aircraft entering the Damascus FIR shall retain the SSR code previously assigned by Air Traffic Control (ATC) in the adjacent departure/originating FIR, and shall not change this code except in the following circumstances:

1) When specifically instructed by Damascus Area Control Centre (ACC); or
2) In the event of an emergency (selecting 7500, 7600, or 7700).

c) Transit/Overflight SSR codes (Mode A: 5700 to 5777) will be assigned by Damascus ACC only when an aircraft enters the FIR without a previously allocated code, when code conflicts need to be resolved, or for aircraft departing Damascus FIR to destinations outside the airspace.

d) Domestic SSR codes (Mode A: 3000 to 3077) will be assigned by Damascus ACC for flights operating entirely within the Damascus FIR. Source: permanent NOTAM A0043/23.

2 Emergency Procedures

2.1 If the pilot of an aircraft encountering a state of emergency has previously been directed by ATC to operate the transponder on a specific code, this code setting shall be maintained until otherwise advised by ATC. In all other emergency circumstances, the transponder shall be set as follows:

a) Mode A/3 Code 7500: Unlawful interference (Hijacking).
b) Mode A/3 Code 7600: Radio communication failure.
c) Mode A/3 Code 7700: Emergency (General emergency).

2.2 Notwithstanding the procedure in paragraph 2.1 above, a pilot may select Mode A/3 Code 7500, 7600, or 7700, as appropriate, whenever the nature of the emergency is such that this appears to the pilot to be the most suitable course of action.

3. RADAR AND RADIO FAILURE PROCEDURES

3.1 Radar Failure

3.1.1 In case of radar failure or loss of radar identification, instructions will be issued by ATC to restore non-radar standard separation, and the pilot will be instructed to communicate with the parent ATS unit.

3.2 Radio Failure

3.2.1 Aircraft Not Equipped with a Transponder:
The radar controller will establish whether the aircraft radio receiver is working by instructing the pilot to perform a turn, maintain the new heading for a specified period of time, and then resume normal navigation. The magnitude of the turn will be such as to enable identification to be achieved should the aircraft not previously have been identified. The direction of the turn will be determined by operational requirements.

3.2.2 Aircraft Equipped with a Transponder:
The radar controller will establish whether the aircraft radio receiver is working by instructing the pilot to perform one or more of the following:
a) Change transponder mode;
b) Change transponder code;
c) Operate the SPI feature.

The method used will be such as to enable identification to be achieved should the aircraft not previously have been identified.

3.2.3 Action by Radar Control:
a) If subsequent movement of the radar echo or radar responses indicate that the aircraft radio receiver is working, the radar controller will assume or resume radar control, as the case may be, and continue to pass instructions as for a normal radar service.
b) If subsequent movements of the radar echo or radar responses indicate that the aircraft radio receiver is not working, the radar controller will take action, according to the circumstances prevailing, as detailed in paragraphs 3.2.3 c) and 3.2.3 d) below, as appropriate.
c) If, prior to the communication failure, the radio failure aircraft was identified, the radar controller will ensure that all known traffic is provided with a minimum of 20 NM horizontal radar separation from the radio failure aircraft, performing identification as necessary, until such time as the radio failure aircraft leaves radar coverage or lands.
d) If, prior to the communication failure, the radio failure aircraft was not identified or its position is not known, the radar controller will continue to provide a radar service to identified aircraft only, provided that primary radar coverage is sufficient to ensure a minimum of 20 NM horizontal radar separation from all unknown traffic, until such time as the radio failure aircraft is known to have left the area or landed.

3.2.4 Action by Aircraft:
a) Aircraft able to receive transmissions from radar control will comply with such instructions as are issued, acknowledging as indicated by the radar controller, as detailed in paragraph 3.2.3 a) above.
b) Aircraft not able to receive transmissions will comply with the ICAO radio communication failure procedures as prescribed in Annex 2 (3.6.5.2), Doc 4444 PANS-ATM (Chapter 15.2), and those detailed in specific aerodrome AIP sections (AD 2.OSDI for Damascus International Airport and AD 2.OSAP for Aleppo International Airport).

c) It is essential that the procedures as detailed above are rigidly adhered to, as the actions by radar control are based upon aircraft compliance therewith; failure to comply may result in a loss of separation.

3.2.5 Action in the Event of Air-Ground Communication Failure:
As soon as it is known that two-way communication has failed, ATC shall maintain separation between the aircraft experiencing communication failure and other aircraft based on the assumption that the aircraft will operate in accordance with paragraphs 3.2.6 and 3.2.7.

Note: The following expands upon the requirements contained in ICAO Annex 2 (3.6.5.2) and PANS-ATM (8.8.3 and 15.2) and specifies additional details regarding air-ground communications failure within the Damascus FIR.

3.2.6 Visual Meteorological Conditions (VMC):
Except as provided in paragraph 3.2.7, a controlled flight experiencing communication failure in VMC shall:
a) Set transponder to Code 7600;
b) Continue to fly in VMC;
c) Land at the nearest suitable aerodrome; and
d) Report its arrival time by the most expeditious means to the appropriate air traffic control unit.

3.2.7 Instrument Meteorological Conditions (IMC): The surveillance-specific seven-minute communication-failure procedure previously reproduced here is not a declaration of the applicable procedural-service procedure during radar suspension. Refer to ENR 1.3, applicable published communication-failure procedures and current NOTAMs. The complete national communication-failure procedure and cross-references require ACC validation before surveillance service is restored.

Note: Pilots are reminded that the aircraft may not be in an area of secondary surveillance radar coverage throughout the entire Damascus FIR.

3.2.8 Procedural separation — NOTAM A0152/26:
Transferring ATS units shall apply a minimum of 10 minutes longitudinal separation between successive overflights entering Damascus FIR at the same flight level via the same entry point, same route, same track, or converging traffic flows, unless otherwise coordinated with Damascus ACC.
Under the published temporary route deconfliction measures, Damascus ACC may accept 50 NM longitudinal separation for same-speed aircraft, or 5 minutes longitudinal separation provided the preceding aircraft maintains at least 20 kt higher TAS, in accordance with applicable ICAO procedural separation provisions and subject to prior coordination with Damascus ACC.
These are conditional arrangements for the traffic and coordination circumstances stated in the NOTAM; they are not unconditional minima for all FIR traffic. The former blanket 20 NM / 10 NM procedural figures and 500 ft emergency provision are withdrawn from this summary pending authoritative ACC validation.
Source status: A0152/26 was returned by the FAA search on 23 September 2026; the portal operator confirmed that it remains active on that date. Its issued C) field remains 18 August 2026 at 1600 UTC EST. No replacement end date is assigned here. The notice references A0147/26 and associated temporary route notices A0149/26, A0150/26 and A0151/26; consult subsequent notices and coordinate the applicable arrangements with Damascus ACC.

1.6.3 Automatic dependent Surveillance -Broadcast (ADS-B)

Future aircraft equipment requirement: NOTAM A0272/26 introduces ADS-B OUT 1090ES requirements for IFR flights within Damascus FIR from 1 December 2026 at 0000 UTC. Consult the complete notice for equipment, identification and prior-authorization conditions. This future equipment requirement does not establish that an ADS-B separation service is currently available.

1.6.4 Other relevant information and Procedures

NIL

ENR 1.7 Altimeter Setting Procedures

ENR 1.7 ALTIMETER SETTING PROCEDURES

1. Introduction

1.1. The altimeter setting procedures in use generally conform to those contained in PANS-OPS ICAO Doc 8168-OPS/611 Volume I, section 2, and only differences are stated.

1.2. Transition Altitude (TA) is given on the instrument approach charts.

1.3 Definitions

- **QNH** — Altimeter setting indicating altitude above mean sea level (AMSL) in ISA
- **QFE** — Altimeter setting indicating height above a specific reference datum (normally aerodrome or threshold elevation)
- **Standard Pressure Setting** — 1013.25 hectopascals (hPa)

2. BASIC ALTIMETER SETTING PROCEDURES

2.1 General

2.1.1 System of flight levels

2.1.1.1 Flight level zero is located at the atmospheric pressure level of 1013.25 hPa (29.92 inHg). Consecutive flight levels are separated by a pressure interval corresponding to 100 FT in the Standard Atmosphere.

2.1.1.2 Flight levels shall be numbered according to the standard ICAO Table of cruising levels.

2.1.2 Transition Altitude (TA)

2.1.2.1 Damascus FIR Transition Altitude (TA) is common and specified as 13000 FT.

2.1.2.2 Transition Altitude (TA) is published in Aeronautical Information Publications and shown on the instrument approach charts.

2.1.3 Transition Level (TL)

2.1.3.1 Damascus FIR Transition Level (TL) is common and specified as FL 150.

2.1.4 References to vertical position

2.1.4.1 The vertical positioning of aircraft operating at or below the TA shall be expressed in terms of Altitude (ALT).

2.1.4.2 The vertical positioning of aircraft operating at or above the TL is expressed in terms of Flight Levels (FL).

2.1.4.3 Vertical positioning of aircraft while passing through the Transition Layer shall be expressed in terms of:

a) Altitude when descending; and

b) Flight Levels when climbing.

2.1.5 The terminology TA/TL applies during:

a) Climb;

b) En-route flight; and

c) Approach and landing.

2.2 Take-off and Climb

2.2.1 A QNH altimeter setting is made available to aircraft in taxi clearance before take-off.

2.2.2 During climb, all references in A/G communication to vertical position shall be in terms of:

a) FL when at or above TL; or

b) ALTs when at or below TA.

2.2.3 The altimeter subscale setting shall be changed from QNH to 1013.25 hPa (ISA) on leaving or passing the TA.

2.3 En-route

2.3.1 Vertical separation en-route is assessed in terms of:

a) ALT, when at and below the TA; and

b) FL, when at and above the TL.

2.3.2 Terrain clearance

2.3.2.1 Terrain clearance shall be assessed based on the latest Regional QNH obtainable from ATC.

2.4 Approach and Landing

2.4.1 A QNH altimeter setting shall be made available to aircraft in approach clearance and in clearance to enter the traffic circuit.

2.4.2 QFE altimeter settings are clearly identified by ATS for AD ELEV and THR ELEV if 7 FT or more below AD ELEV. They are available in approach and landing clearances on request.

NOTE: QFE is the isobaric surface pressure at the reference point. At other altitudes, the altimeter will give an indication of the height above that reference point. With the aerodrome QFE set in the subscale, your altimeter will read zero on the highest point on the runway, and at other altitudes will read the height above the airfield elevation. For precision approach runways or for instrument runways when the threshold is 7 FT or more below aerodrome elevation, the QFE may be based

on the threshold elevation [ICAO Doc 4444, 4.10.1.2]. With the runway threshold QFE set in the subscale, your altimeter will read zero on the runway threshold.

2.4.3 Vertical positioning of aircraft during approach is controlled by reference to:

a) FL, until reaching the TL; and

b) ALT, when below the TL.

Note: This does not preclude a pilot using either:

a) QNH setting from the top of descent when cleared for uninterrupted descent to a level below TL; or

b) QFE setting for terrain clearance purposes during final approach to the runway.

2.5 Missed Approach

2.5.1 The relevant parts of 2.1.4, 2.2 ("Take-off and climb"), and 2.4 ("Approach and landing") shall be applied in the event of a missed approach.

3. ALTIMETER SETTING REGIONS (ASR).

- QNH shall be used during all operations in the aerodrome vicinity and for all take-offs
- Arriving aircraft shall set QNH upon passing the transition level or as directed by ATC
- QFE may be used upon a specific pilot request
- Standard pressure (1013.25 hPa) shall be set when climbing through the transition altitude and maintained for all flight levels

3.1Transition Altitude, Level, and Layer

- **Transition Altitude (TA)** — 13 000 FT within Damascus FIR.
- **Transition Level (TL)** — FL 150 within Damascus FIR.
- **Transition Layer** — Airspace between TA and TL

4. PROCEDURES APPLICABLE TO OPERATORS (Including Pilots).

4.1 Flight Planning

4.1.1 The levels at which a flight is to be conducted shall be specified in a flight plan in terms of:

a) Flight Levels (FL), if the flight is to be conducted at or above the Transition Level (TL) (or the lowest usable flight level, if applicable); and

b) Altitudes (ALT), if the flight is to be conducted in the vicinity of an aerodrome and at or below the Transition Altitude (TA).

4.1.2 The altitudes or flight levels selected for flight shall:

a) Ensure adequate terrain clearance at all points along the entire route;

b) Satisfy ATC requirements; and

c) Be compatible with the Table of Cruising Levels as shown in paragraph 4.2 below.

4.2 Table of Cruising Levels

VFR level cruising above 3 000 FT above ground or water, or a higher datum specified by the appropriate ATS authority, shall use the track-appropriate levels in ICAO Annex 2, Appendix 3, unless an ATC clearance or the appropriate ATS authority specifies otherwise. Apply the published airspace classification and altimeter-setting procedures: TA 13 000 FT and TL FL 150. The listed 11 500 FT and 12 500 FT altitudes are cruising-table entries below the TA, not universal VFR height limits. VFR flights are not permitted in Class A airspace.

4.2.1 The cruising levels to be observed, when so required, are structured as follows:
a) In areas where, based on regional air navigation agreements and in accordance with conditions specified therein, a Reduced Vertical Separation Minimum (RVSM) of 300 m (1000 FT) is applied between FL 290 and FL 410 inclusive.

Table of Cruising Levels											
From 000° to 179°						**From 180° to 359°**					
IFR Flights			**VFR Flights**			**IFR Flights**			**VFR Flights**		
FL	**Altitude**		**FL**	**Altitude**		**FL**	**Altitude**		**FL**	**Altitude**	
	Metres	**Feet**		**Metres**	**Feet**		**Metres**	**Feet**		**Metres**	**Feet**
	300	1000		450	1500		600	2000		750	2500
	900	3000		1050	3500		1200	4000		1350	4500
	1500	5000		1700	5500		1850	6000		2000	6500
	2150	7000		2300	7500		2450	8000		2600	8500
	2750	9000		2900	9500		3050	10000		3200	10500
	3350	11000		3500	11500		3650	12000		3800	12500
	3950	13000		-	-		-	-		-	-

Table of Cruising Levels											
From 000° to 179°						**From 180° to 359°**					
IFR Flights			**VFR Flights**			**IFR Flights**			**VFR Flights**		
FL	**Altitude**		**FL**	**Altitude**		**FL**	**Altitude**		**FL**	**Altitude**	
	Metres	**Feet**		**Metres**	**Feet**		**Metres**	**Feet**		**Metres**	**Feet**
150	4550	15000	VFR not permitted in Class A airspace. See the cruising-level note.			160	4900	16000	VFR not permitted in Class A airspace. See the cruising-level note.		
170	5200	17000				180	5500	18000			
190	5800	19000				200	6100	20000			
210	6400	21000				220	6700	22000			
230	7000	23000				240	7300	24000			
250	7600	25000				260	7900	26000			
270	8250	27000				280	8550	28000			
290	8850	29000				300	9150	30000			
330	10050	33000				320	9750	32000			
370	11300	37000				340	10350	34000			
410	12500	41000				360	10950	36000			
450	13700	45000				380	11600	38000			
490	14950	49000				400	12200	40000			
etc.	etc.	etc.				430	13100	43000			
						470	14350	47000			
						510	15550	51000			
						etc.	etc.	etc.			

References

- ICAO Annex 4 — Aeronautical Charts
- ICAO Annex 15 — Aeronautical Information Services

ENR 1.8 Regional Supplementary Procedures

ENR 1.8 REGIONAL SUPPLEMENTAL PROCEDURES

These supplementary procedures are taken from ICAO Doc 7030 – Supplementary Procedures – and, relating to the MID/ASIA Region, are given in their entirety.

1. FLIGHT RULES

1.1 Visual Flight Rules (VFR)
(Relating to Annex 2 - 4.7 and 4.8)

1.1.1 Special Application
VFR flights to be operated within a control zone established at an aerodrome serving international flights and in specified portions of the associated terminal control area shall:
a) Have two-way radio communications;
b) Obtain permission from the appropriate air traffic control unit; and
c) Report positions, as required.

Flights shall be conducted in accordance with IFR (even when not operating in IMC) when operated at or above FL 150.

1.2 Instrument Flight Rules (IFR)
(Relating to Annex 2, Section 2.2 and Chapter 5)

Note: Annex 2, Section 2.2 permits a choice for a flight to comply with either the instrument flight rules or the visual flight rules when operating in visual meteorological conditions, subject to certain limitations in Chapter 4 of the Annex. The following indicates certain further restrictions to that choice.

1.2.1 Special Application of Instrument Flight Rules
1.2.1.1 Flights shall be conducted in accordance with the Instrument Flight Rules (even when not operating in instrument meteorological conditions) when operated:
a) Within the specified controlled boundaries of the Damascus FIR; or
b) At or above Flight Level 150.

2. FLIGHT PLANS

2.1 Content - General
(Relating to Annex 2 – Chapter 3; PANS-ATM – Chapter 4 and Appendix 2)

2.1.1 Reduced Vertical Separation Minimum (RVSM) - Approved Aircraft
2.1.1.1 The aircraft registration shall be inserted in Item 18 of the ICAO flight plan form.
2.1.1.2 Operators of formation flights of State aircraft shall not insert the letter "W" in Item 10 of the ICAO flight plan form, regardless of the RVSM approval status of the aircraft concerned. Operators of formation flights of State aircraft intending to operate within the RVSM airspace specified in 4.1 shall include "STS/NONRVSM" in Item 18 of the ICAO flight plan form.

2.1.2 Non-RVSM - Approved Aircraft
2.1.2.1 Civil operators of non-RVSM-approved aircraft shall flight plan to operate outside the RVSM airspace specified in 4.1.

3. COMMUNICATIONS

3.1 Air-Ground Communications and In-Flight Reporting

Aircraft flying within Damascus FIR are requested to maintain a continuous listening watch on the appropriate air/ground frequency of Damascus ACC.

4. REDUCED VERTICAL SEPARATION MINIMUM (RVSM)

4.1 Area of Applicability

RVSM shall be applicable in that volume of airspace between FL 290 and FL 410 inclusive within the Damascus FIR/UIR, as described in ENR 2.1.

Within this airspace, the vertical separation minimum shall be:

a) 1000 FT between RVSM-approved aircraft;

b) 2000 FT between:

1) Non-RVSM-approved State aircraft and any other aircraft operating within the RVSM airspace;

2) Formation flights of State aircraft and any other aircraft operating within the RVSM airspace;

3) An aircraft experiencing a communication failure in flight and any other aircraft, when both aircraft are operating within RVSM airspace.

5. PHRASEOLOGY

(P-ATM – Chapter 12)

5.1 RNAV

5.1.1 The phrase “UNABLE RNAV DUE EQUIPMENT” shall be included by the pilot immediately following the aircraft call sign whenever initial contact on an ATC frequency is established by an aircraft experiencing a failure or degradation of the RNAV system.

ENR 1.9 Air Traffic Flow Management and Airspace Management

ENR 1.9 — Air Traffic Flow Management and Airspace Management

1. Air Traffic Flow Management (ATFM)

NIL

2. Airspace Management

For the published civil-military coordination and activation procedures, see ENR 5.2, paragraph 2. Airspace descriptions are provided in ENR 2.1 and ENR 2.2; prohibited, restricted and danger areas are addressed in ENR 5.1.

ENR 1.10 Flight Planning

ENR 1.10 FLIGHT PLANNING

(Restrictions, Limitations, and Advisory Information)

1. REQUIREMENT FOR THE SUBMISSION OF A FLIGHT PLAN

1.1 Procedures for the submission of a flight plan

1.1.1 Operators of all flights within the Damascus FIR are required to submit a flight plan.
1.1.2 Operators of local flights (i.e. flights remaining within the Damascus TMA or Damascus CTR) may satisfy the requirement by notifying the appropriate ATS unit of:
a) Aircraft call sign (and registration, if different);
b) Estimated Time of Departure (ETD) and brief details of the intended flight; and
c) Destination aerodrome.

1.2 Time of Submission
All flight plans shall be submitted in accordance with the ICAO format not more than 120 hours and at least 30 minutes prior to Estimated Off-Block Time (EOBT) or prior to entering the Damascus FIR, taking into account the requirements of ATS units in the airspace along the route for timely information processing.

1.3 Place and Method of Submission
a) Flight plans shall be submitted via the Air Traffic Services Reporting Office (ARO) at the departure aerodrome.
b) Flight plans may be submitted in person or transmitted via AFTN address: OSDIZPZX.

1.4 VFR Flight Plan for Alerting Service
Alerting service is, in principle, provided only to flights for which a flight plan has been submitted.

1.5 Content and Form of a Flight Plan
a) ICAO flight plan forms are available at AIS/ARO units within the Damascus FIR. Instructions for completing these forms shall be strictly followed.
b) Flight plans concerning IFR flights along published ATS routes do not need to include FIR-boundary estimates. Inclusion of FIR-boundary estimates is, however, required for off-route IFR flights and all international VFR flights.
c) When a flight plan is submitted in person or via AFTN, the sequence of items on the flight plan form shall be strictly followed up to and including Item 19. It shall include registration, aircraft type, and boundary estimates for all aircraft overflying Damascus FIR or landing at Syrian aerodromes.

1.5.1 Acceptance of a Flight Plan
The first ATS unit receiving a flight plan, or any change thereto, shall:
a) Check it for compliance with format and data conventions;
b) Check it for completeness and, to the extent possible, accuracy;
c) Take action, if necessary, to make it acceptable to the air traffic services; and
d) Indicate acceptance of the flight plan or change thereto to the originator.

1.6 Adherence to ATS Route Structure
No flight plans shall be filed for routes deviating from the published ATS route structure unless prior permission has been obtained from the appropriate ATC authority.

1.7 Authorization for Special Flights

Flights of a specific character (e.g., survey flights, scientific research flights) may be exempted from the route restrictions specified above.

Requests for exemption shall be submitted so as to be received at least one week prior to the intended day of operation to:

Postal Address:
General Authority of Civil Aviation - SYRIA
P. O. Box 6257
Damascus, Syrian Arab Republic
E-mail: info@gaca-sy.com
AFTN: OSDIYAYX / OSDIYAYF

2. OPERATION OF REPETITIVE FLIGHT PLANS (RPL)

Repetitive Flight Plans (RPLs) are NOT accepted. All operators are required to submit an individual full flight plan (FPL) for each flight in accordance with paragraph 1 above.

3. CHANGES TO SUBMITTED FLIGHT PLANS

3.1 Any change to a submitted flight plan for an IFR flight or a controlled VFR flight, and any significant change to a flight plan for an uncontrolled VFR flight, shall be reported as soon as possible to the appropriate ATS unit.

3.2 In the event of a departure delay of 30 minutes or more for a flight for which a flight plan has been submitted, the flight plan shall be amended, or canceled and replaced by a new flight plan. Standard ICAO delay (DLA), modification (CHG), and cancellation (CNL) messages shall be utilized.

Note: If a delay of a controlled flight is not reported, relevant flight plan data may no longer be available to the ATS unit when clearance is requested, resulting in additional delays.

3.3 Whenever a flight for which a flight plan has been submitted is canceled, the appropriate ATS unit shall be informed immediately.

3.4 In-flight changes to a current flight plan shall be requested/reported in accordance with ICAO Annex 2, Section 3.6.2 (Adherence to Flight Plan).

3.5 Arrival Report (Closing a Flight Plan)

An arrival report shall be submitted at the earliest possible moment after landing to the ATS unit at the arrival aerodrome, unless arrival acknowledgment has already been made by the local ATS unit.

In the event of a diversionary landing at an aerodrome without a local ATS unit, the pilot-in-command is responsible for transmitting the arrival report to the destination aerodrome ATS unit.

Arrival reports shall contain:

a) Aircraft identification;
b) Departure aerodrome;
c) Destination aerodrome;
d) Arrival aerodrome (in case of diversion); and
e) Time of arrival.

4. OPERATIONAL APPROVALS AND AUTHORIZATIONS

4.1 Flight Plan Item Requirements

4.1.1 Prior to departure, an operator shall ensure that:

a) Where the flight is intended to operate on a route or within airspace where a Navigation Specification (PBN/RNAV/RNP) is prescribed, the aircraft holds appropriate operational approval, and all conditions of that approval are satisfied;

b) Where operation within Reduced Vertical Separation Minimum (RVSM) airspace is planned, the required RVSM approval is held, and the letter "W" is inserted in Item 10 (Equipment) of the flight plan; and
c) The Official Overflight/Landing Permission Number is inserted in Item 18 (Other Information) for all non-scheduled flights intending to overfly Syrian airspace or land/depart at Syrian aerodromes. Any flight plan lacking a valid permission number will be rejected.

Route information and flight-planning restrictions — source review 23 September 2026

Detailed ATS route descriptions are published in ENR 3. ENR 1.10 provides flight-planning instructions, route restrictions and advice; ENR 1.11 contains flight-plan message addressing information. Consult current NOTAMs for route availability and permitted flight levels.

Source	Route / planning instruction	Validity / conditions
A0277/26 (replaces A0274/26)	L602 ELEXI–DRZ–TUSYR is available for overflight traffic in the direction ELEXI to TUSYR at FL280, FL300, FL340, FL380, FL400 and FL430 only. Flights via ELEXI to TUSYR shall flight plan **ELEXI L602 TUSYR**.	From 21 September 2026, 0830 UTC; PERM. Other routes or flight levels may be approved by Damascus ACC.
A0269/26 (replaces A0205/26)	TUSYR DCT TAN DCT NAMBO eastbound: FL310, FL330, FL350, FL370, FL390, FL410, FL450. NAMBO DCT TAN DCT TUSYR westbound: FL320, FL360. TAN A412 ZELAF is not available for overflight.	10 September 2026, 0830 UTC to 4 October 2026, 2359 UTC EST. All routes and exceptions subject to Damascus ACC coordination.

This is a source-specific planning supplement, not an exhaustive route-availability list. Later NOTAMs supersede these entries as applicable; temporary restrictions do not change permanent ENR 3 route geometry.

ENR 1.11 Addressing of Flight Plan Messages

ENR 1.11 ADDRESSING OF FLIGHT PLAN MESSAGES

1. GENERAL

Flight movement messages relating to traffic into or via the Damascus FIR shall be addressed, as stated below, in order to warrant correct relay and delivery.

Note: Flight movement messages in this context comprise flight plan messages, amendment messages relating thereto, and flight plan cancellation messages (ICAO PANS-ATM, Doc 4444, Chapter 10, 10.2 refers).

2-AFS Addressee Indicators for ATS Messages Within Damascus FIR

Landing/Departing Aerodrome	**AFS Addressee**
a) Traffic over flying Damascus	OSDIZQZX
b) Traffic landing at ALEPPO Intl. Aerodrome	OSAPZTZX and OSDIZQZX
c) Traffic landing at LATAKIA Intl.	OSLKZTZX and OSDIZQZX
d) Traffic landing at Damascus International Airport	OSDIZQZX and OSDIZTZX

3-AFS Addressee Indicators by ATS Unit

AFS Indicator	**ATS Unit**
OSAPZPZX	Aleppo FPL Centre
OSAPZTZX	Aleppo Tower
OSAPYMYX	Meteorological Centre
OSLKZTZX	Lattakia Tower
OSDIZQZX	Damascus Area Control Centre
OSDIZTZX	Damascus Control Tower
OSDIZPZX	Damascus Flight Plan Centre
OSDIYNYX	Damascus NOF
OSDIYMYX	Damascus MET Centre
OSDIZQZX	Damascus Rescue Coordination Centre
OSDIYXYX	Damascus Military Operation Centre

4-Syrian ATS Unit AFTN Addresses

Unit	AFTN Address	Function
Damascus ACC	OSDIZQZX	Area Control
Damascus TWR	OSDIZTZX	Tower

Unit	AFTN Address	Function
Damascus AIS/ARO	OSDIZPZX	AIS / Flight Plan Filing
Aleppo TWR	OSAPZTZX	Tower

ENR 1.12 Interception of Civil Aircraft

ENR 1.12 INTERCEPTION OF CIVIL AIRCRAFT

1. GENERAL

The following procedures and visual signals apply over the territory and territorial waters of the Damascus FIR in the event of interception of an aircraft.

1.1 An aircraft that is intercepted by another aircraft shall immediately:
a) follow the instructions given by the intercepting aircraft, interpreting and responding to visual signals in accordance with the specifications;
b) notify, if possible, the ATS unit responsible for the airspace in which the aircraft is flying;
c) make a general call on the emergency frequency 121.500 MHz to attempt to establish radio communication with the intercepting aircraft or with the appropriate intercept control unit, giving the identity of the intercepted aircraft, the nature of the flight, and if no contact has been established, and it is practical, repeat the call on the emergency frequency 243.000 MHz;
d) If equipped with an SSR transponder, select Mode A, Code 7700, unless otherwise instructed by the appropriate ATS unit.

1.2 If radio contact is established during interception but communication in a common language is not possible, attempts shall be made to convey instructions, acknowledgment of instructions, and essential information by using the phrases and pronunciations in the following table and transmitting each phrase twice:

Phrase	**Pronunciation[1]**	**Meaning**
CALL SIGN (call sign[2])	KOL -SA-IN (call sign)	My call sign is (call sign)
WILCO	VILL -KO	Understood. Will comply
CAN NOT	KANN NOTT	Unable to comply
REPEAT	REE-PEET	Repeat your instruction
AM LOST	AM LOSST	Position unknown
MAYDAY	MAYDAY	I am in distress
HIJACK[3]	HI-JACK	I have been hijacked
LAND (place name)	LAAND (place name)	I request to land at (place name)
DESCEND	DEE SEND	I require descent

1.2.1 The following phrases shall be used by the intercepting aircraft and transmitted twice in the circumstances described in the preceding paragraph:

Phrase	**Pronunciation[1]**	**Meaning**
CALL SIGN	KOL -SA-IN	What is your call sign?
FOLLOW	FOL -LO	Follow me
DESCEND	DEE SEND	Descend for landing

Phrase	**Pronunciation[1]**	**Meaning**
YOU LAND	YOU LAAND	Land at this aerodrome
PROCEED	PRO-SEED	You may proceed

[1] Syllables to be emphasized are printed in bold letters.
[2] The call sign required to be given is that used in radiotelephony communications with air traffic services units and corresponding to the aircraft identification in the flight plan.
[3] Circumstances may not always permit, nor make desirable, the use of the phrase "HIJACK".

1.3 If any instructions received by radio from any sources conflict with those given by the intercepting aircraft by visual signals, the intercepted aircraft is required to request immediate clarification while continuing to comply with the visual instructions given by the intercepting aircraft.
1.4 If instructions received by radio from any source conflict with those given by the intercepting aircraft by radio, the intercepted aircraft is required to request immediate clarification while continuing to comply with the radio instructions given by the intercepting aircraft.

1.5 The visual signals detailed in the table "SIGNALS FOR USE IN THE EVENT OF INTERCEPTION" shall be used.

2. SIGNALS FOR USE IN THE EVENT OF INTERCEPTION

A. Signals Initiated by the Intercepting Aircraft and Responses by the Intercepted Aircraft				
	Signals/Commands of INTERCEPTING Aircraft		**Signals/Responses of INTERCEPTED Aircraft**	
Series	**Meaning**	**Actions by Intercepting Aircraft**	**Meaning**	**Actions by Intercepted Aircraft**
1	You have been intercepted. Follow Me.	AIRPLANES AND HELICOPTERS: DAY - Rocking wings from a position in front and, normally, to the left of the intercepted aircraft and, after acknowledgment, a slow level turn, normally to the left, on the desired heading. NIGHT - Same actions as by day and, in addition, flashing navigational lights at irregular intervals. Note 1: Meteorological conditions or terrain may require the intercepting aircraft to take up a position in front and to the right of the intercepted aircraft and to make the subsequent turn to the right. Note 2: If the intercepted aircraft is not able to keep pace with the intercepting aircraft, the latter is expected to fly a series of race-track patterns and to rock its wings each time it passes the intercepted aircraft.	Understood, will comply.	AIRPLANES: DAY - Rocking wings and following the intercepting aircraft. NIGHT - Same actions as by day and, in addition, flashing navigational lights at irregular intervals. HELICOPTERS: DAY OR NIGHT - Rocking aircraft, flashing navigational lights at irregular intervals and following the intercepting aircraft. Note: Additional action may be taken by the intercepted aircraft as prescribed above.

A. Signals Initiated by the Intercepting Aircraft and Responses by the Intercepted Aircraft				
	Signals/Commands of INTERCEPTING Aircraft		**Signals/Responses of INTERCEPTED Aircraft**	
Series	**Meaning**	**Actions by Intercepting Aircraft**	**Meaning**	**Actions by Intercepted Aircraft**
2	You may proceed.	AIRPLANES AND HELICOPTERS: DAY OR NIGHT - An abrupt breakaway manoeuvre from the intercepted aircraft consisting of a climbing turn of 90 degrees or more without crossing the line of flight of the intercepted aircraft.	Understood, will comply.	AIRPLANES: DAY OR NIGHT - Rocking wings. HELICOPTERS: DAY OR NIGHT - Same as Series 1 helicopter signal.
3	Land at this aerodrome.	AIRPLANES AND HELICOPTERS: DAY - Circling aerodrome, lowering landing gear and overflying runway in direction of landing or, if the intercepted aircraft is a helicopter, overflying the helicopter landing area. NIGHT - Same as in the daytime and, in addition, showing steady landing lights.	Understood, will comply.	AIRPLANES: DAY - Lowering landing gear, following the intercepting aircraft and, if after overflying the runway landing is considered safe, proceeding to land. NIGHT - Same as in the daytime and, in addition, showing steady landing lights (if carried). HELICOPTERS: DAY OR NIGHT - Following the intercepting aircraft and proceeding to land, showing steady landing lights (if carried).

B. Signals Initiated by the Intercepted Aircraft and Responses by the Intercepting Aircraft				
	Signals/Responses of INTERCEPTED Aircraft		**Signals/Commands of INTERCEPTING Aircraft**	
Series	**Meaning**	**Actions by Intercepted Aircraft**	**Meaning**	**Actions by Intercepting Aircraft**

4	The aerodrome you have designated is inadequate for landing.	AIRPLANES: DAY - Raising the landing gear while passing over the landing runway at a height exceeding 1000 FT but not exceeding 2000 FT above the aerodrome level, and continuing to circle the aerodrome. NIGHT - Flashing landing lights while passing over the landing runway at a height exceeding 1000 FT but not exceeding 2000 FT above the aerodrome level, and continuing to circle the aerodrome. If unable to flash landing lights, flash any other lights available.	Understood, follow me. Understood, you may proceed.	AIRPLANES: DAY OR NIGHT - If it is desired that the intercepted aircraft follow the intercepting aircraft to an alternate aerodrome, the intercepting aircraft raises its landing gear and uses the Series 1 signals prescribed for intercepting aircraft. DAY OR NIGHT - If it is decided to release the intercepted aircraft, the intercepting aircraft uses the Series 2 signals prescribed for intercepting aircraft.
5	Cannot comply.	AIRPLANES: DAY OR NIGHT - regular switching on and off of all available lights, but in such a manner as to be distinct from flashing lights.	Understood.	AIRPLANES: DAY OR NIGHT - Use Series 2 signals prescribed for intercepting aircraft.
6	In distress.	AIRPLANES AND HELICOPTERS: DAY OR NIGHT - Irregular flashing of all available lights.	Understood.	AIRPLANES AND HELICOPTERS: DAY OR NIGHT - Use Series 2 signals prescribed for intercepting aircraft.

ENR 1.13 Unlawful Interference

ENR 1.13 UNLAWFUL INTERFERENCE

1. GENERAL

1.1 An act of unlawful interference includes any act or attempted act such as to jeopardize the safety of civil aviation and air transport, including:

a) Unlawful seizure of aircraft in flight or on the ground;

b) Hostage-taking on board aircraft or at aerodromes;

c) Forcible intrusion on board an aircraft, at an airport, or on the premises of an aeronautical facility;

d) Introduction on board an aircraft or at an airport of a weapon or hazardous device intended for criminal purposes.

1.2 The following procedures are intended for use by aircraft when an act of unlawful interference occurs, and the aircraft is unable to notify an ATS unit of this fact.

2. PROCEDURES FOR FLIGHT CREW

2.1 Unless considerations aboard the aircraft dictate otherwise, the pilot-in-command should attempt to continue flying on the assigned track and at the assigned cruising level at least until able to notify an ATS unit or until within ATS surveillance coverage.

2.2 When an aircraft subjected to an act of unlawful interference must depart from its assigned track or its assigned cruising level without being able to make radiotelephony contact with ATS, the pilot-in-command should, whenever possible:

a) Attempt to broadcast warnings on the VHF emergency frequency 121.500 MHz and other appropriate frequencies, unless considerations aboard the aircraft dictate otherwise. Other equipment, such as onboard transponders and data links, should also be used when advantageous and circumstances permit;

b) Set the SSR transponder to Mode A/3A Code 7500 to silently signal unlawful interference, provided it will not jeopardize the safety of the flight;

c) Proceed in accordance with applicable special procedures for in-flight contingencies, as promulgated in ICAO Doc 7030 (Regional Supplementary Procedures - MID Region); or

d) If no applicable regional procedures have been established, proceed at a cruising level which differs from the levels normally used for IFR flight in the area by 150 M (500 FT) if operating within RVSM airspace or below FL410, or by 300 M (1 000 FT) if above FL410.

3. ATS ACTION IN THE EVENT OF UNLAWFUL INTERFERENCE

3.1 Upon receiving notification or recognizing indications of an act of unlawful interference (e.g., SSR Code 7500, sudden unauthorized track deviation, or distress broadcasts), ATS units in Damascus FIR shall:

a) Immediately confirm the status of the flight without exacerbating the situation;

b) Notify appropriate civil aviation and national military control authorities;

c) Provide increased separation between the affected aircraft and all other known traffic;

d) Clear frequencies of non-essential traffic to reduce distraction; and

e) Render all possible assistance to the flight without interrupting the flight crew's decision-making process.

ENR 1.14 Air Traffic Incidents

ENR 1.14 AIR TRAFFIC INCIDENTS

1. DEFINITION OF AIR TRAFFIC INCIDENTS

1.1 Air traffic incident is used to mean a serious occurrence related to the provision of air traffic services, such as:

a) aircraft proximity (AIRPROX),

b) serious difficulty resulting in a hazard to aircraft caused, for example, by:

1) faulty procedures

2) non-compliance with procedures, or

3) failure of ground facilities.

c) damages due to birdstrikes.

1.1.1 Definitions for aircraft proximity and AIRPROX.

Aircraft proximity. A situation in which, in the opinion of the pilot or the air traffic services personnel, the distance between aircraft, as well as their relative positions and speed, has been such that the safety of the aircraft involved may have been compromised. Aircraft proximity is classified as follows:

AIRPROX Classification

Classification	Description
A — Risk of Collision	A serious risk of collision existed
B — Safety Not Assured	Safety may have been compromised, but a serious risk of collision did not necessarily exist
C — No Risk of Collision	No risk of collision existed
D — Risk Not Determined	Insufficient or inconclusive information to determine the level of risk

AIRPROX. The code word used in an air traffic incident report to designate aircraft proximity.

1.2 Air traffic incidents are designated and identified in reports as follows:

TYPE	DESIGNATION
Air traffic incident	Incident
as a) above	AIRPROX (aircraft proximity)
as b) 1) and 2) above	Procedure
as b) 3) above	Facility
as c) above	Birdstrike Collision

2. USE OF THE AIR TRAFFIC INCIDENT REPORT FORM

The Air Traffic Incident Report Form (see model on pages ENR 1.14-2 to 1.14-5) is intended for use:

a) by a pilot for filing a report on an air traffic incident after arrival or for confirming a report made initially by radio during flight.

Note: The form, if available on board, may also be of use in providing a pattern for making the initial report in flight.

b) by an ATS unit for recording an air traffic incident report received by radio, telephone, or teleprinter.

Note: The form may be used as the format for the text of a message to be transmitted over the AFS network.

3. REPORTING PROCEDURES (INCLUDING IN-FLIGHT PROCEDURES)

3.1 The following are the procedures to be followed by a pilot who is or has been involved in an incident:

a) during flight, use the appropriate air/ground frequency for reporting an incident of major significance, particularly if it involves other aircraft, to permit the facts to be ascertained immediately,

b) as promptly as possible after landing, submit a completed Air Traffic Incident Report Form

1) for confirming a report of an incident made initially, as in a) above, or for making the initial report on such an incident if it had not been possible to report it by radio;

2) for reporting an incident which did not require immediate notification at the time of occurrence.

c) The birdstrike report form supplied by the airport authority is to be completed after landing.

3.2 An initial report made by radio should contain the following information:

a) aircraft identification;

b) type of incident, e.g., aircraft proximity,

c) the incident; 1. a) and b); 2. a), b), c), d), n); 3. a), b), c), i); 4. a), b);

d) miscellaneous: 1. e).

3.3 The confirmatory report on an incident of major significance initially reported by radio or the initial report on any other incident should be submitted to:

Postal Address:
General Authority of Civil Aviation

P. O. Box

Damascus ACC

Telephone:

Telefax

Email:

The pilot should complete the Air Traffic Incident Report Form, supplementing the details of the initial reports as necessary.

Note: Where there is no ATS Flight Information Service, the report may be submitted to another ATS unit.

4. PURPOSE OF REPORTING AND HANDLING OF THE FORM

4.1 The purpose of the reporting of aircraft proximity incidents and their investigation is to promote the safety of aircraft. The degree of risk involved in an aircraft proximity incident should be determined in the incident investigation and classified as "risk of collision", "safety not assured", or "risk not determined".

4.2 The purpose of the form is to provide investigatory authorities with as complete information on an air traffic incident as possible and to enable them to report back, with the least possible delay, to the pilot or operator concerned, the result of the investigation of the incident and, if appropriate, the remedial action taken.

5. AIR TRAFFIC INCIDENT REPORT

FORM ICAO.

6. DIAGRAMS OF AIRPROX

[Image unavailable in controlled publication source]

Instructions for the completion of the Air Traffic Incident Report Form

Item	
A	Aircraft identification of the aircraft filing the report.
B	An AIRPROX report should be filed immediately by radio.
C1	Date/time UTC and position in bearing and distance from a navigation aid or in LAT/LONG.
C2	Information regarding aircraft filing the report, tick as necessary.
C2 c)	e. g., FL350 / 1013 hPa or 2500 FT / QNH 1007 hPa or 1200 FT / QFE 998 hPa.
C3	Information regarding the other aircraft involved.
C4	Passing distance - state units used.
C6	Attach additional papers as required. The diagrams may be used to show aircraft's positions.
D1 f)	State name of ATS unit and date/time in UTC
D1 g)	Date and time in UTC.
E2	Include details of the ATS unit, such as service provided, radiotelephony frequency, SSR Codes assigned, and altimeter setting. Use a diagram to show the aircraft's position and attach additional papers as required

ENR 2.1 FIR, UIR, TMA and CTA

ENR 2.1 FIR, UIR,TMA AND CTA

Name **Lateral limits** **Vertical limits** **Class of airspace**	**Unit providing service**	**Call sign** **Languages** **Area and conditions of use** **Hours of service**	**Frequency/** **Purpose/** **SATVOICE number**	**Remarks**
1	**2**	**3**	**4**	**5**
DAMASCUS FLIGHT INFORMATION REGION common national boundary SYRIA /Kingdom of JORDAN - common national boundary SYRIA / IRAQ common national boundary SYRIA/LEBANON- common national boundary SYRIA/TURKISH common national boundary SYRIA/CYPROS Damascus FIR The region consists of airspace over the Territories of Syria As shown in ENR 3.1-1	Damascus - ACC	Damascus Control English 24 H	Damascus ACC: 121.300 MHz main; 129.600 MHz standby; 121.500 MHz emergency.	Classes have been selected for application within Damascus FIR: CLASS A — Replaces "instrument restricted airspace". Includes all controlled airspace at FL150 and above. CLASS B — Replaces "visual exempted airspace". Includes all controlled airspace below FL150.
Damascus CONTROL AREA	DamascusACC	Damascus Control English 24H	Damascus ACC: 121.300 MHz main; 129.600 MHz standby; 121.500 MHz emergency.	121.5 EMRGENCY
ALEPPO CONTROL ZONE	ALEPPO TOWER	ALEPPO TOWER English 24H	119.1	

Name **Lateral limits** **Vertical limits** **Class of airspace**	**Unit providing service**	**Call sign** **Languages** **Area and conditions of use** **Hours of service**	**Frequency/** **Purpose/** **SATVOICE number**	**Remarks**
1	**2**	**3**	**4**	**5**
LATAKIA CONTROL ZONE Lateral Limits: A circle with a radius of 15 NM centered at 35° 28' 49" N / 035° 56' 32" E	LATAKIA TOWER	LTAKIA TOWER English 24 H	119.200 MHz	
DIRZZOR CONTROL ZONE	Dirzzor TOWER	Dirzzor TOWER English 24 H	118.075 MHz	
KAMISHLY CONTROLZONE	kamishly TOWER	Kamishly TOWER English 24 H	118.225	

ENR 2.2 Other Regulated Airspace

ENR 2.2 OTHER REGULATED AIRSPACE

1. General

Where established, detailed descriptions of regulated airspace, including Terminal Control Areas (TMA), Control Zones (CTR), and other specific airspace structures are published in the relevant aerodrome section (AIP AD 2).

2. Airspace Classification

Only Classes A and B are selected for application within Damascus FIR. See ENR 1.4 and ENR 2.1 for their application.

3. Special Use and Temporary Airspace

Military exercise areas, temporary restricted areas, and other regulated airspace reserved for specific activities are activated dynamically by NOTAM. Detailed coordinates and vertical limits for permanent Prohibited (P), Restricted (R), and Danger (D) areas are listed in ENR 5.1.

ENR 3.1 Lower ATS Routes

For consolidated ATS route data and current permanent conditions, see ENR 3.2; for dated operational restrictions, see ENR 1.10. The airspace description retained below is historical source material and requires reconciliation with ENR 2.1 before official reissue.

ENR 3. ATS Routes

ENR 3.1 — Lower ATS Routes

Name and coordinates	Upper limit Lower limit	Unit providing service	Radio call sign	Remarks
Damascus flight information region from 35° 55' 00" N / 035° 40' 00" E to 35° 56' 00" N / 035° 55' 00" E, then along the national border of Syria with Turkey and Iraq to point 33° 22' 00" N / 038° 48' 00" E, then along The national border of Syria with Jordan to 32 ° 41' 00" N / 035° 38' 00" E Then along the western border to 34° 38' 00" N / 035° 57' 00" E, then along the Lebanese-Syrian border to a point 34° 38' 00" N / 035° 43' 00", Northwards along a line 12 NM from the coastline back to 35° 55' N / 035° 40' E.	UNL ------- GND	Damascus ACC	RTF: Damascus Control (AR, EN)	
CONTROL AREAS WITHIN DAMASCUS FIR 1- Damascus Control Area: 333505.09805N361504.90145E 333953.88023N363402.79933E 332800.12420N364959.91616E 331800.23894N364959.91616E 330000.72720N363900.67166E 330359.88419N360959.97775E 331500.06739N361101.58139E 332155.80213N361409.83130E 332409.65289N360908.50446E 333649.34970N363002.36396E	UNL ------- 160/GND	Damascus ACC	RTF: Damascus Control (AR, EN)	
2- Aleppo Control Area: 362700.78295N370200.39441E 362200.23944N373100.05546E 3604N 3730N 355600.90913N372400.96449E 360301.17647N365800.59467E	160 ------- GND	Aleppo Tower	RTF: Aleppo Tower (AR, EN)	

Name and coordinates	**Upper limit** --- **Lower limit**	**Unit providing service**	**Radio call sign**	**Remarks**
3- Latakia Control Area: A circle with a radius of 15NM centered 352849.014837N355632.106854E	160 ------- GND	Latakia Tower	RTF: LatakiaTower (AR, EN)	
4- All airways within the limits of Damascus FIR see ENR 3.1-1-2				

ENR 3.2 Upper ATS Routes

Route availability is subject to current NOTAMs and ATS clearance. The permanent P975 and L602 conditions below supersede conflicting legacy entries. Track, distance and navigation-specification validation remains required before official reissue.

ENR 3.2 - Upper ATS Routes

Routes: R655 | A412 | Q538 | B544 | G202 | L513 | N310 | M861 | R785 | L572 | L572 | L601 | L768 | W5 | P975 | W6 | L602 |

Published bearing and distance sequences are grouped by route. Their allocation to individual legs remains subject to verification; entries in adjacent columns must not be assumed to apply to the same leg.

Route designator (RNP type) Significant points Coordinates	Track / BRG	Geodesic DIST NM	Upper / lower limits Airspace class	Direction of cruising levels		Remarks Controlling unit / channel Logon address
				Odd	Even	
1	2	3	4	5		6
R655 | Navigation accuracy requirement: +/- 5 NM						
◄TAN VOR/DME (U/S) N33°28′56.58″ E038°39′14.63″ **◄FIRAS** N33°52.94' E37°53.05 **◄KTN VOR/DME** N34°12′47.82″ E037°15′51.16″ **◄LEBOR FIR boundary** N34°19.95' E36°34.98'	290/119DEG 090/270 DEG	117NM 44NM 39NM 34NM	UNL / 240 CLASS A	ODD ↑	EVEN ↓	Current NOTAM restrictions and ATS clearance apply. Damascus ACC: 121.300 MHz main; 129.600 MHz standby; 121.500 MHz emergency.

Route designator (RNP type) Significant points Coordinates	Track / BRG	Geodesic DIST NM	Upper / lower limits Airspace class	Direction of cruising levels		Remarks Controlling unit / channel Logon address
				Odd	Even	
1	2	3	4	5		6
A 412 | Navigation accuracy requirement: +/- 5 NM						
◄ZELAF N32°58.20' E37°59.54' **◄RAFIF** N33°14.21' E38°18.99 **◄TAN VOR/DME (U/S)** N33°28′56.58″ E038°39′14.63″	044/224DEG	46NM 23NM 23NM	UNL / 240 CLASS A	ODD ↑	EVEN ↓	A0269/26 contains restrictions on TAN–ZELAF; its stated estimated end is 4 October 2026 2359 UTC. Continued applicability requires current NOF confirmation; no extension is inferred. Damascus ACC: 121.300 MHz main; 129.600 MHz standby; 121.500 MHz emergency. Amman ACC.

Route designator (RNP type) Significant points Coordinates	Track / BRG	Geodesic DIST NM	Upper / lower limits Airspace class	Direction of cruising levels		Remarks Controlling unit / channel Logon address
				Odd	Even	
1	2	3	4	5		6
Q538 | Navigation accuracy requirement: +/- 5 NM						
◄KTN VOR/DME N34°12′47.82″ E037°15′51.16″ **◄ALE VOR/DME** 3610.4N 3712.6E	356/176DEG	118NM	UNL /240 CLASS A	ODD ↑	EVEN ↓	Current NOTAM restrictions and ATS clearance apply. Damascus ACC: 121.300 MHz main; 129.600 MHz standby; 121.500 MHz emergency.

Route designator (RNP type) Significant points Coordinates	Track / BRG	Geodesic DIST NM	Upper / lower limits Airspace class	Direction of cruising levels		Remarks Controlling unit / channel Logon address
				Odd	Even	
1	2	3	4	5		6
B544 | Navigation accuracy requirement: +/- 5 NM						
◄NAMBO N33°18′25.68″ E038°39′38.59″ **◄TAN VOR/DME (U/S)** N33°28′56.58″ E038°39′14.63″ **◄TUDMU** N34°31.93' E38°7.13' **◄ALE VOR/DME** 3610.4N 03712.6E **◄TUSYR FIR boundary** N36°39.54' E37°21.74'	175/335DEG 154/334DEG 012/192DEG	216NM 11NM 67NM 109NM 29NM	UNL / 240 CLASS A	ODD ↑	EVEN ↓	A0246/26 and A0266/26 impose segment-specific overflight restrictions and coordinated local arrival/departure exceptions. See ENR 1.10 and current NOTAMs. Damascus ACC: 121.300 MHz main; 129.600 MHz standby; 121.500 MHz emergency. Ankara ACC. Amman ACC.

Route designator (RNP type) Significant points Coordinates	Track / BRG	Geodesic DIST NM	Upper / lower limits Airspace class	Direction of cruising levels		Remarks Controlling unit / channel Logon address
				Odd	Even	
1	2	3	4	5		6
G202 | Navigation accuracy requirement: +/- 5 NM						
◄DAM VOR/DME N33°21′53.58″ E036°28′07.05″ **◄SOFIA** N33°24.57' E36°48.25' **◄ABBAS** N33°27.92' E37°42.54' **◄SULAF** N33°28.60' E38°9.11' **◄TAN VOR/DME (U/S)** N33°28′56.58″ E038°39′14.63″ **◄MODIK FIR boundary** N33°27.92' E39°1.80	083/263DEG 090/270DEG	128NM 18 NM 46NM 22NM 24NM 18NM	UNL /240 CLASS A	ODD ↑	EVEN ↓	A0267/26 applies to MODIK and Iraqi arrival/departure traffic, with segment-specific level restrictions; see ENR 1.10 and current NOTAMs. Damascus ACC: 121.300 MHz main; 129.600 MHz standby; 121.500 MHz emergency.

Route designator (RNP type) Significant points Coordinates	Track / BRG	Geodesic DIST NM	Upper / lower limits Airspace class	Direction of cruising levels		Remarks Controlling unit / channel Logon address
				Odd	Even	
1	2	3	4	5		6
L513 | Navigation accuracy requirement: +/- 5 NM						
◄MURAK N34°55.39' E36°42.89 **◄BRAVO** N34°40.23' E36°31.46 **◄LEBOR FIR boundary** N34°19.95' E36°34.98' **◄LOTAX** N34°0.32' E36°35.86 **◄MALOULA** 3351.12N3631.5E **◄ADRAA** 3336.48N3630.00E **◄DAM VOR/DME** N33°21′53.58″ E036°28′07.05″ **◄RDIMA** N33°2.10' E36°31.86' **◄SWIDA** N32°40.43' E36°33.13' **◄BUSRA FIR Boundary** N32°20.80' E36°37.13'	004/184DEG 004/184DEG 170/350DEG 170/350DEG	157 NM 15NM 26NM 17NM 08NM 14NM 15NM 20NM 19NM 21NM	UNL /240 CLASS A UNL /160 CLASS A&B UNL/160 CLASS A&B	ODD ↓	EVEN ↑	Current NOTAM restrictions and ATS clearance apply. Damascus ACC: 121.300 MHz main; 129.600 MHz standby; 121.500 MHz emergency. Amman ACC.

Route designator (RNP type) Significant points Coordinates	Track / BRG	Geodesic DIST NM	Upper / lower limits Airspace class	Direction of cruising levels		Remarks Controlling unit / channel Logon address
				Odd	Even	
1	2	3	4	5		6
N310 | Navigation accuracy requirement: +/- 5 NM						
◄LATEB FIR BOUNDARY N34°2.07' E36°24.09' **◄LOTAX** N34°0.32' E36°35.86 **◄BASSEM** N33°33.72' E37°39.07'	111/291DEG	70NM 10NM 60NM	UNL / FL290; Class A	ODD ↓	X	A0266/26: LATEB–LOTAX–BASEM–ABBAS–ZELAF and KTN–BASEM not available for overflight; coordinated local arrival/departure exceptions apply. Retain NOTAM validity. Damascus ACC: 121.300 MHz main; 129.600 MHz standby; 121.500 MHz emergency. Beirut ACC.

Route designator (RNP type) Significant points Coordinates	Track / BRG	Geodesic DIST NM	Upper / lower limits Airspace class	Direction of cruising levels		Remarks Controlling unit / channel Logon address
				Odd	Even	
1	2	3	4	5		6
M861 | Navigation accuracy requirement: +/- 5 NM						
◄DRZ NDB N3518 E4011 **◄TABQA** N35°47.98' E38°33.65' **◄ALE VOR/DME** N3610.4 E3712.6 **◄NISAP FIR boundary** N36°46.78' E36°37.86	287/107DEG 285/105 DEG 316/136 DEG	199NM 83NM 70NM 46NM	UNL / FL240; Class A	SUSPEND ED	SUSPEND ED	SUSPENDED in the legacy published source (ENROUTE 2017, PDF page 71). No reinstatement authority established in this review. Damascus ACC: 121.300 MHz main; 129.600 MHz standby; 121.500 MHz emergency. Ankara ACC. Baghdad ACC.

Route designator (RNP type) Significant points Coordinates	Track / BRG	Geodesic DIST NM	Upper / lower limits Airspace class	Direction of cruising levels		Remarks Controlling unit / channel Logon address
				Odd	Even	
1	2	3	4	5		6
R785 | Navigation accuracy requirement: +/- 5 NM						
◄NIKAS FIR BOUNDARY N35°11.88' E35°42.56' **◄BAN NDB** N3513.6 E03557.4 **◄ BRAVO** N34°40.23' E36°31.46 **◄KTN VOR/DME** N34°12′47.82″ E037°15′51.16″ **◄BASEM** N33°33.72' E37°39.07' **◄ABBAS** N33°27.92' E37°42.54' **◄ZELAF FIR boundary** N32°58.38' E37°59.53	075/255DEG 130/310DEG 151/331DEG	184NM 12NM 47NM 40NM 45NM 8NM 32NM	UNL /240 CLASS A	ODD ↑	EVEN ↓	A0131/21 PERM: KTN–BASEM–ABBAS–ZELAF southbound, odd levels FL250 and above. Temporary restrictions in A0266/26 and associated NOTAMs take precedence during their validity. Damascus ACC: 121.300 MHz main; 129.600 MHz standby; 121.500 MHz emergency. Nicosia ACC.

Route designator (RNP type) Significant points Coordinates	Track / BRG	Geodesic DIST NM	Upper / lower limits Airspace class	Direction of cruising levels		Remarks Controlling unit / channel Logon address
				Odd	Even	
1	2	3	4	5		6
L572 | Navigation accuracy requirement: +/- 5 NM						
◄TAN VOR/DME (U/S) N33°28′56.58″ E038°39′14.63″ **◄DRZ NDB** N3518 E4011 **◄HASAKEH NDB** N3629 E4046 **◄KML VOR/DME** N3701 E4112	031/211DEG 019/199DEG 030/210	133NM 77NM 38NM	UNL /240 CLASS A	ODD ↑	EVEN ↓	Current NOTAM restrictions and ATS clearance apply. Damascus ACC: 121.300 MHz main; 129.600 MHz standby; 121.500 MHz emergency. Ankara ACC.

Route designator (RNP type) Significant points Coordinates	Track / BRG	Geodesic DIST NM	Upper / lower limits Airspace class	Direction of cruising levels		Remarks Controlling unit / channel Logon address
				Odd	Even	
1	2	3	4	5		6
L572 | Navigation accuracy requirement: +/- 5 NM						
◄KML VOR/DME N3701 E4112 **◄LESRI FIR boundary** N37°6.62' E41°11.73'	031/211DEG	5NM	UNL / 240 CLASS A	ODD ↑	EVEN ↓	Current NOTAM restrictions and ATS clearance apply. Damascus ACC: 121.300 MHz main; 129.600 MHz standby; 121.500 MHz emergency. Ankara ACC.

Route designator (RNP type) Significant points Coordinates	Track / BRG	Geodesic DIST NM	Upper / lower limits Airspace class	Direction of cruising levels		Remarks Controlling unit / channel Logon address
				Odd	Even	
1	2	3	4	5		6
L601 | Navigation accuracy requirement: +/- 5 NM						
◄TUNLA FIR boundary N35°53.81' E36°1.14' **◄SALIM** N35°32.01' E36°19.42 **◄KTN VOR/DME** N34°12′47.82″ E037°15′51.16″	144/324DEG	117NM 26NM 91NM	UNL /240 CLASS A	ODD ↑	X	Current NOTAM restrictions and ATS clearance apply. Damascus ACC: 121.300 MHz main; 129.600 MHz standby; 121.500 MHz emergency. Ankara ACC.

Route designator (RNP type) Significant points Coordinates	Track / BRG	Geodesic DIST NM	Upper / lower limits Airspace class	Direction of cruising levels		Remarks Controlling unit / channel Logon address
				Odd	Even	
1	2	3	4	5		6
L768 | Navigation accuracy requirement: +/- 5 NM						
◄SOKAN FIR boundary N33°8.42' E38°22.12 **◄RAFIF** N33°16.64' E38°16.85 **◄SULAF** N33°29.33' E38°12.28' **◄FIRAS** N33°52.22' E37°54.79	151/331DEG	5NM 16NM 29NM	UNL /240 CLASS A	X	EVEN ↓	Current NOTAM restrictions and ATS clearance apply. Damascus ACC: 121.300 MHz main; 129.600 MHz standby; 121.500 MHz emergency. Amman ACC.

Route designator (RNP type) Significant points Coordinates	Track / BRG	Geodesic DIST NM	Upper / lower limits Airspace class	Direction of cruising levels		Remarks Controlling unit / channel Logon address
				Odd	Even	
1	2	3	4	5		6
W5 | Navigation accuracy requirement: +/- 5 NM						
◄TABQA N35°51.21' E38°32.58 **◄HASAKEH NDB** N3630 E04046	063/243DEG	115NM	UNL/240 CLASS A	ODD ↑	EVEN ↓	Current NOTAM restrictions and ATS clearance apply. Damascus ACC: 121.300 MHz main; 129.600 MHz standby; 121.500 MHz emergency.

Route designator (RNP type) Significant points Coordinates	Track / BRG	Geodesic DIST NM	Upper / lower limits Airspace class	Direction of cruising levels		Remarks Controlling unit / channel Logon address
				Odd	Even	
1	2	3	4	5		6
P975 | Navigation accuracy requirement: +/- 5 NM						
◄LESRI FIR boundary N37°6.62' E41°11.73' **◄SIDNA FIR boundary** N36°35.03' E41°41.52'	320/140DEG	37NM	FL450 / FL280; Class A	Both directions	Both directions	A0206/26 PERM: LESRI–SIDNA, FL280–FL450, bidirectional. Ankara ACC provides ATS and operational coordination within Damascus FIR on behalf of Damascus ACC under the LoA. Ankara ACC: see applicable transfer arrangements.

Route designator (RNP type) Significant points Coordinates	Track / BRG	Geodesic DIST NM	Upper / lower limits Airspace class	Direction of cruising levels		Remarks Controlling unit / channel Logon address
				Odd	Even	
1	2	3	4	5		6
W6 | Navigation accuracy requirement: +/- 5 NM						
◄ALE VOR/DME N36°13.31' E37°9.52 **◄LUBAM** N35°40.58' E36°32.61 **◄SALIM** N35°32.01' E36°19.42 **◄BAN NDB FIR boundary** N35°14.74' E35°57.01'	225/045DEG	45NM 15NM 23NM	UNL /240 CLASS A	ODD ↑	EVEN ↓	A0245/26: not available for overflight; local arrival/departure exceptions require coordination. Apply the validity and conditions of the NOTAM. Damascus ACC: 121.300 MHz main; 129.600 MHz standby; 121.500 MHz emergency. Nicosia ACC.

Route designator (RNP type) Significant points Coordinates	Track / BRG	Geodesic DIST NM	Upper / lower limits Airspace class	Direction of cruising levels		Remarks Controlling unit / channel Logon address
				Odd	Even	
1	2	3	4	5		6
◄L602 | Navigation accuracy requirement: +/- 5 NM						
◄ELEXI FIR boundary N34°41.73' E41°8.58 **◄DRZ VOR/DME** N35°17′30.99″ E040°09′13.60″ **◄TUSYR** N36°39.54' E37°21.74'	301°/121° 298°/118°	219 NM 61NM 158 NM	FL280, FL300, FL340, FL380, FL400, FL430 ONLY; Class A	ELEXI → TUSYR only	See listed levels	A0277/26 PERM: ELEXI–DRZ–TUSYR, overflight ELEXI to TUSYR only, at FL280, FL300, FL340, FL380, FL400 or FL430 only. Flight-plan ELEXI L602 TUSYR. Other routes or levels require Damascus ACC approval. Damascus ACC: 121.300 MHz main; 129.600 MHz standby; 121.500 MHz emergency. Ankara ACC.

Planned route - not active

Route	Direction	Planned flight levels	Status
TUNLA - M691 - TUKAL	Eastbound only, TUNLA to TUKAL	FL290, FL310, FL350, FL370, FL390, FL410	NOT ACTIVE. Not available for operational flight planning. Effective date not assigned.

ENR 3.3 Area Navigation (RNAV) Routes

Legacy route cross-reference. Duplicate entries are consolidated in ENR 3.2. UB402 remains unresolved and must be reconciled against current ATS route designation evidence before official reissue.

ENR 3.3 — Area Navigation (RNAV) Routes

Route Designator (RNP Type) **Name of Significant Points** **Coordinates**	**Way-point** **IDENT of** **VOR/DME** **BRG & DIST** **ELEV DME** **Antenna**	**Geodesic** **DIST NM**	**Upper Limit** **Lower Limit** **Airspace classification**	**Direction of Cruising Levels**		**Navigation accuracy requirement**	**Remarks** **Controlling the unit channel** **Logon address**
1	**2**	**3**	**4**	**5**		**6**	**7**
N310 — use the consolidated route entry in ENR 3.2, with the applicable NOTAM conditions in ENR 1.10. Conflicting duplicate data have been withdrawn.							
R785 — use the consolidated route entry in ENR 3.2, with the applicable NOTAM conditions in ENR 1.10. Conflicting duplicate data have been withdrawn.							
UB402 ◄NISAP FIR boundary N36°50.83' E36°38.56 ◄ALEPPO N36°13.75' E37°13.50	320/140DEG	45NM	UNL /240 CLASS A	X	EVEN ↓	+/- 5 NM	Damascus /ACC 121.3 ANKARA ACC
L572 — use the consolidated route entry in ENR 3.2, with the applicable NOTAM conditions in ENR 1.10. Conflicting duplicate data have been withdrawn.							
L601 — use the consolidated route entry in ENR 3.2, with the applicable NOTAM conditions in ENR 1.10. Conflicting duplicate data have been withdrawn.							
L768 — use the consolidated route entry in ENR 3.2, with the applicable NOTAM conditions in ENR 1.10. Conflicting duplicate data have been withdrawn.							

ENR 3.4 Helicopter Routes

ENR 3.4 — Helicopter Routes

NIL

ENR 3.5 Other Routes

ENR 3.5 — Other Routes

NIL

ENR 3.6 En-Route Holding

3.6 En-Route Holding

NIL

ENR 4.1 Radio Navigation Aids — En-Route

ENR 4.1 RADIO NAVIGATION AIDS - EN-ROUTE

The following radio navigation aids are established within Damascus FIR for en-route, terminal, and approach use in accordance with ICAO Annex 10.

Name of station (VOR/VAR)	**Id**	**Frequency (CH)**	**Hours of operation**	**Coordinates**	**ELEV DME antenna**	**Remarks**
1	**2**	**3**	**4**	**5**	**6**	**7**
ALEPPO/ NDB	ALE	396 kHz	24 H	N36°10'51" E37°13'28"		
ALEPPO DVOR/DME	ALE	114.5 MHz	24 H	N36°10'37" E37°13'29"		
BANIAS NDB	BAN	304 kHz	24 H	N35°13'36" E35°57'24"		
Damascus Locator/ NDB	DAL	342 kHz	24 H	N33°25'12" E36°30'36"		
DAMASCUS DVOR/DME	DAM	116.0 MHz / CH107X	24 H	N33°21′53.58″ E036°28′07.05″		In service without restrictions. Flight inspection: 19 September 2026.
DAMASCUS NDB	ABD	264 kHz	24H	N33°30'00" E36°27'00"		
DEIRZZOR DVOR/DME	DRZ	117.0 MHz / CH117X	24 H	N35°17′30.99″ E040°09′13.60″		
HASSAKEH NDB	HAS	363 KHZ	24 H	N36°29'00" E40°46'00"		
KAMISHLY DVOR/DME	KML	115.1 MHz	24 H	N37°01'00" E41°12'00"		
KARIATAIN VOR/DME	KTN	117.7 MHz	24 H	N34°12′47.82″ E037°15′51.16″		

Name of station (VOR/VAR)	**Id**	**Frequency (CH)**	**Hours of operation**	**Coordinates**	**ELEV DME antenna**	**Remarks**
1	**2**	**3**	**4**	**5**	**6**	**7**
LATTAKIA DVOR/DME	LTK	114.8 MHz / CH95X	U/S	N35°24'07" E35°56'51"		UNSERVICEABLE — not available for navigation.
TANF VOR/DME	TAN	114.0 MHz	U/S	N33°28′56.58″ E038°39′14.63″		UNSERVICEABLE — not available for navigation.

ENR 4.2 Special Navigation Systems

ENR 4.2 — Special Navigation Systems

NIL

ENR 4.3 Global Navigation Satellite System (GNSS)

ENR 4.3 — Global Navigation Satellite System (GNSS)

NIL

ENR 4.4 Name-Code Designators for Significant Points

ENR 4.4 — Name-Code Designators for Significant Points

Designator	Coordinates	ATS route or other route
ABBAS	N33°26'00" E37°43'30"	R785 — cross ATS ROUTE G202
ADRA	N33°36'29" E36°30'00"	L513 — ATS ROUTE L513
BRAVO	N34°42.38' E36°38.76'	R785— ATS ROUTE
BUSRA	N32°20'00" E36°37'00"	L513 — ATS ROUTE
ELEXI	N34°42.19' E41°8.94	M861 — ATS ROUTE
LEBOR	N34°16'00" E36°35'00"	L513 —ATS ROUTE
LUBAM	N35°40'00" E35°32'00"	W6, ATS ROUTE
MALOULA	N33°51'12" E36°31'54"	L513 — ATS ROUTE L513
NIKAS	N35°11'36" E35°43'00"	OSLK — ATS ROUTE R785
NIKAS	N35°12.30' E35°42.25'	R785— ATS ROUTE
NISAP	N36°47'24" E36°38'30"	M861 — ATS ROUTE
RDIMA	N33°02'00" E36°32'00"	L513 STAR BRAVO — ATS ROUTE L513
SALIM	N35°32.01' E36°19.42	L601 — ATS ROUTE
SOFIA	N33°23'06" E36°49'42"	OSDI — ALT 10000ft reference-ATS ROUTE G202
SOKAN	N33°08'09" E38°22'07"	L768 — ATS ROUTE
SULAF	N33°27'18" E38°10'27"	G202/L768 —
TUNLA	N35°53.81' E36°1.14'	L601 — ATS ROUTE

Allocated point for a planned route - not active

Designator	Coordinates	Route / status
TUKAL	342123N 0404837E	M691 (TUNLA to TUKAL). Planned - NOT ACTIVE. Effective date not assigned.

ENR 4.5 Aeronautical Ground Lights — En-Route

ENR 4.5 — Aeronautical Ground Lights — En-Route

Name IDENT Coordinates	Type and intensity (1 000 Candelas)	Characteristics	Operating hours	Remarks
1	2	3	4	5
Aleppo N36 11 E037 13	ABN	Flashing W/Gev 8Sec	HN&IMC	
Arwad Island N34 15 E035 51	Marine	Flashing W ev 5Sec	HN	
Lattakia N3524.44 E03556.02	ABN	Flashing W/G	HN&IMC	
Damascus N33 25 E036 31	ABN	Alternating Flashing W/Gev 3Sec	HN&IMC	
Lattakia (Break Water) N35 32 E035 45	Marine	Flashing Gev 5 Sec	HN	
Markab N35 09 E035 56	Marine	GP Flashing W/R ev 11 Sec	HN	
Ras Ibn Hani N35 35 E035 44	Marine	Flashing W ev 8Sec	HN	

ENR 5.1 Prohibited, Restricted and Danger Areas

ENR 5.1 — Prohibited, Restricted, and Danger Areas

Identification, name and lateral limits	**Upper limit / Lower limit**	**Remarks (time of activity, type of restriction, nature of hazard,risk of interception)**
1	**2**	**3**
PROHIBITED AREAS		

Identification, name, and lateral limits	**Upper limit / Lower limit**	**Remarks (time of activity, type of restriction, nature of hazard,risk of interception)**
1	**2**	**3**
RESTRICTED AREAS		

Identification, name, and lateral limits	**Upper limit / Lower limit**	**Remarks (time of activity, type of restriction, nature of hazard, risk of interception)**
1	**2**	**3**
DANGER AREAS		

The airspace outside ATS routes and all areas over military installations within the Syrian Arab Republic are prohibited for civil aircraft operations unless specifically authorized.

All airspace in which a potential hazard to aircraft operations may exist and all areas over which the operation of civil aircraft may, for any reason, be restricted, either temporarily or permanently, are enclosed within prohibited, restricted, or danger areas.

Note: Specific P/R/D area coordinates, vertical limits, and activity schedules are published by NOTAM and maintained by the Syrian Civil Aviation Authority. Pilots should consult current NOTAMs for active restrictions.

Type	Description	Activation
Prohibited Areas (P)	Airspace within which flight is prohibited at all times	Permanent (H24)
Restricted Areas (R)	Airspace within which flight is restricted — coordination with the controlling authority required	As published by NOTAM
Danger Areas (D)	Airspace within which activities dangerous to aircraft flight may exist	As published by NOTAM

ICAO Defined Area Classifications (AIP ENR 5.1)

Area Type	Definition (ICAO)	Effect
Prohibited Area	An airspace of defined dimensions, above the land areas or territorial waters of a State, within which the flight of aircraft is prohibited.	Flight of civil aircraft is not permitted at any time under any circumstances.
Restricted Area	An airspace of defined dimensions, above the land areas or territorial waters of a State, within which the flight of aircraft is restricted in accordance with certain specified conditions.	Flight may be made only if specified conditions are complied with. Conditions such as meteorological requirements or special permission apply. Standard ATC rules do not constitute restricted area conditions.
Danger Area	An airspace of defined dimensions within which activities dangerous to the flight of aircraft may exist at specified times.	Operators/pilots must assess the dangers in relation to their responsibility for the safety of their aircraft.

Procedures Applicable in Syria

Any aircraft that finds itself in violation of prohibited/restricted airspace, or has been intercepted by Syrian military aircraft, must:

1. Immediately inform **Damascus ACC** on 121.300 MHz
2. Comply with visual signals given by the intercepting aircraft and ACC
3. An aircraft receiving an order to land must land at the aerodrome designated for it
4. If any instruction received by radio from any source conflicts with those given by the intercepting aircraft by visual signals, the intercepted aircraft shall request immediate clarification while continuing to comply with the visual instructions

Penalties on Contravening Aircraft

- Contravening aircraft will be held on landing at the designated aerodrome where a thorough investigation will be carried out on the conduct of the responsible crew
- If the contravening aircraft operates for a regular air transport organization which has a permit from the Syrian Government, this permit is liable to be cancelled
- The Syrian Government reserves the right to take all measures necessary to ensure compliance with these provisions

Visual Interception Signals — Intercepting Aircraft

Series	Intercepting Aircraft Signal	Meaning	Intercepted Aircraft Response	Meaning

1	DAY — Rocking wings from position in front/left of intercepted aircraft; after acknowledgement, slow level turn to left onto desired heading. NIGHT — Same plus flashing nav lights at irregular intervals.	You have been intercepted. Follow me.	DAY — Rocking wings and following. NIGHT — Same plus flashing nav lights.	Understood, will comply.
2	DAY/NIGHT — Abrupt breakaway manoeuvre: climbing turn of 90° or more without crossing line of flight.	You may proceed.	DAY/NIGHT — Rocking wings/aircraft.	Understood, will comply.
3	DAY — Circling aerodrome, lowering landing gear, overflying runway in landing direction. NIGHT — Same plus steady landing lights.	Land at this aerodrome.	DAY — Lowering landing gear, following intercepting aircraft, proceeding to land if safe. NIGHT — Same plus steady landing lights.	Understood, will comply.

Visual Interception Signals — Intercepted Aircraft

Series	Intercepted Aircraft Signal	Meaning	Intercepting Aircraft Response	Meaning
1	DAY — Raising landing gear while passing over runway at 1000-2000 ft above aerodrome level, continuing to circle. NIGHT — Flashing landing lights at the same altitude.	The aerodrome designated is inadequate.	Series 1 signals (follow to alternate) or Series 2 signals (release).	Follow me / You may proceed.
2	DAY/NIGHT — Regular switching on/off all available lights (distinct from flashing).	Cannot comply.	Series 2 signals.	Understood.
3	DAY/NIGHT — Irregular flashing of all available lights.	In distress.	Series 2 signals.	Understood.

ENR 5.2 Military Exercise and Training Areas / ADIZ

ENR 5.2 — Military Exercise and Training Areas and Air Defence Identification Zone (ADIZ)

1. General

All airspace in which a potential hazard to aircraft operations may exist and all areas over which the operation of civil aircraft may, for any reason, be restricted, either temporarily or permanently, are all enclosed within prohibited, restricted, or danger areas. These areas, including their times of activity, are listed in ENR 5.1.

2. System and Method of Activation

The activation of restricted and dangerous airspace is coordinated between the military authorities and the Damascus Air Traffic Control Center. Pilots are notified of restricted airspace via Notices to Airmen (NOTAMs) and air traffic control clearances. In areas where no restricted airspace exists, passage is permitted subject to air traffic control approval. Flying outside designated en route is prohibited under any circumstances without the approval of the air traffic control center and coordination with the military authorities.

3. Air Defence Identification Zone (ADIZ)

Parameter	Detail
ADIZ Coverage	The entire Damascus FIR (OSTT) is subject to air defence identification procedures
Requirements	All aircraft must file and maintain a flight plan; the transponder on at all times
Military Coordination	Civil-military coordination through Damascus ACC
Interception Procedures	Per ICAO Annex 2, Attachment A (see also ENR 1.12)

ENR 5.3 Other Activities of a Dangerous Nature

ENR 5.3 — Other Activities of a Dangerous Nature

There are no activities of a dangerous nature taking place outside of prohibited, restricted or danger areas.

2. SYSTEM AND METHOD OF ACTIVATION

NOTAMs are issued to notify activation of areas which are activated on a non-scheduled basis.

3. REMARKS

NIL

ENR 5.4 Air Navigation Obstacles

ENR 5.4 AIR NAVIGATION OBSTACLES – AREA 1

1. GENERAL

NIL

OBST ID or Designation	OBST type	OBST position	ELEV/HGT (FT)	OBST LGT Type/colour	Remarks
1	**2**	**3**	**4**	**5**	**6**

No en-route air navigation obstacles exceeding the criteria specified in ICAO Annex 15 are currently published for the Damascus FIR area outside the aerodrome obstacle limitation surfaces.

Obstacle data within aerodrome areas is published in the relevant AD 2 sections. Temporary obstacles are promulgated by NOTAM.

Reference: ICAO Doc 10066 (PANS-AIM), Appendix 2, ENR 5.4, and Appendix 1 — obstacle data.

Significant obstacles in the vicinity of aerodromes are listed in the respective AD 2 sections. En-route obstacles exceeding 100m AGL are published by NOTAM when newly erected or modified.

ENR 5.5 Aerial Sporting and Recreational Activities

ENR 5.5 — Aerial Sporting and Recreational Activities

1. GENERAL

No designated areas for aerial sporting or recreational activities (parachuting, hang gliding, microlight operations, model aircraft flying, etc.) are currently published within the Damascus FIR.

Name and Lateral Limits	Upper Limit / LowerLimit	Type of Restriction / Hazard	Remarks
1	**2**	**3**	**4**

2. SYSTEM AND METHOD OF ACTIVATION

Temporary events are notified by NOTAM.

3. Regulated Aerial Activities

Activity	Status	Requirements
Parachute Jumping	GACA approval required	NOTAM issued; designated drop zones
Gliding	GACA approval required	Designated areas; avoid airways and CTR
Hang Gliding / Paragliding	GACA approval required	Below 1000 ft AGL in designated areas
Aeromodelling	Restricted	Below 400 ft AGL; 5 km from aerodromes
Unmanned Free Balloons	GACA approval required	Per ICAO Annex 2, Appendix 4

All aerial sporting activities require prior authorization from GACA. Active areas are promulgated by NOTAM.

ENR 5.6 Bird Migration and Areas with Sensitive Fauna

ENR 5.6 — Bird Migration and Areas with Sensitive Fauna

1. BIRD MIGRATION

Bird strike risk increases because of bird migration during the months of **March through April** and **August through November**.

The altitudes of migrating birds vary with winds aloft, weather fronts, terrain elevations, cloud conditions, and other environmental variables. While over 90 percent of the reported bird strikes occur at or below **3,000 feet AGL**, strikes at higher altitudes are common during migration. Ducks and geese are frequently observed up to **7,000 feet AGL,** and pilots are cautioned to minimize en route flying at lower altitudes during migration.

2. Reducing Bird Strike Risks

The most serious strikes are those involving ingestion into an engine (turboprop and turbine jet engines) or windshield strikes. These strikes can result in emergency situations requiring prompt action by the pilot.

Engine ingestions may result in sudden loss of power or engine failure. Review engine-out procedures, especially when operating from airports with known bird hazards or when operating near high bird concentrations.

Windshield strikes have resulted in pilots experiencing confusion, disorientation, loss of communications, and aircraft control problems. Pilots are encouraged to review their emergency procedures before flying in these areas.

When encountering birds en route, **climb to avoid collision** because birds in flocks generally distribute themselves downward, with lead birds being at the highest altitude.

Avoid overflight of known areas of bird concentration and flying at low altitudes during bird migration. Charted wildlife refuges and other natural areas contain unusually high local concentrations of birds, which may create a hazard to aircraft.

3. Reporting Bird and Other Wildlife Activities

If you observe birds or other animals on or near the runway, request airport management to disperse the wildlife before taking off. Also, contact the tower regarding large flocks of birds and report the:

- Geographic location
- Bird type (geese, ducks, gulls, etc.)
- Approximate numbers
- Altitude
- Direction of bird flight path

4. Pilot Advisories on Bird and Other Wildlife Hazards

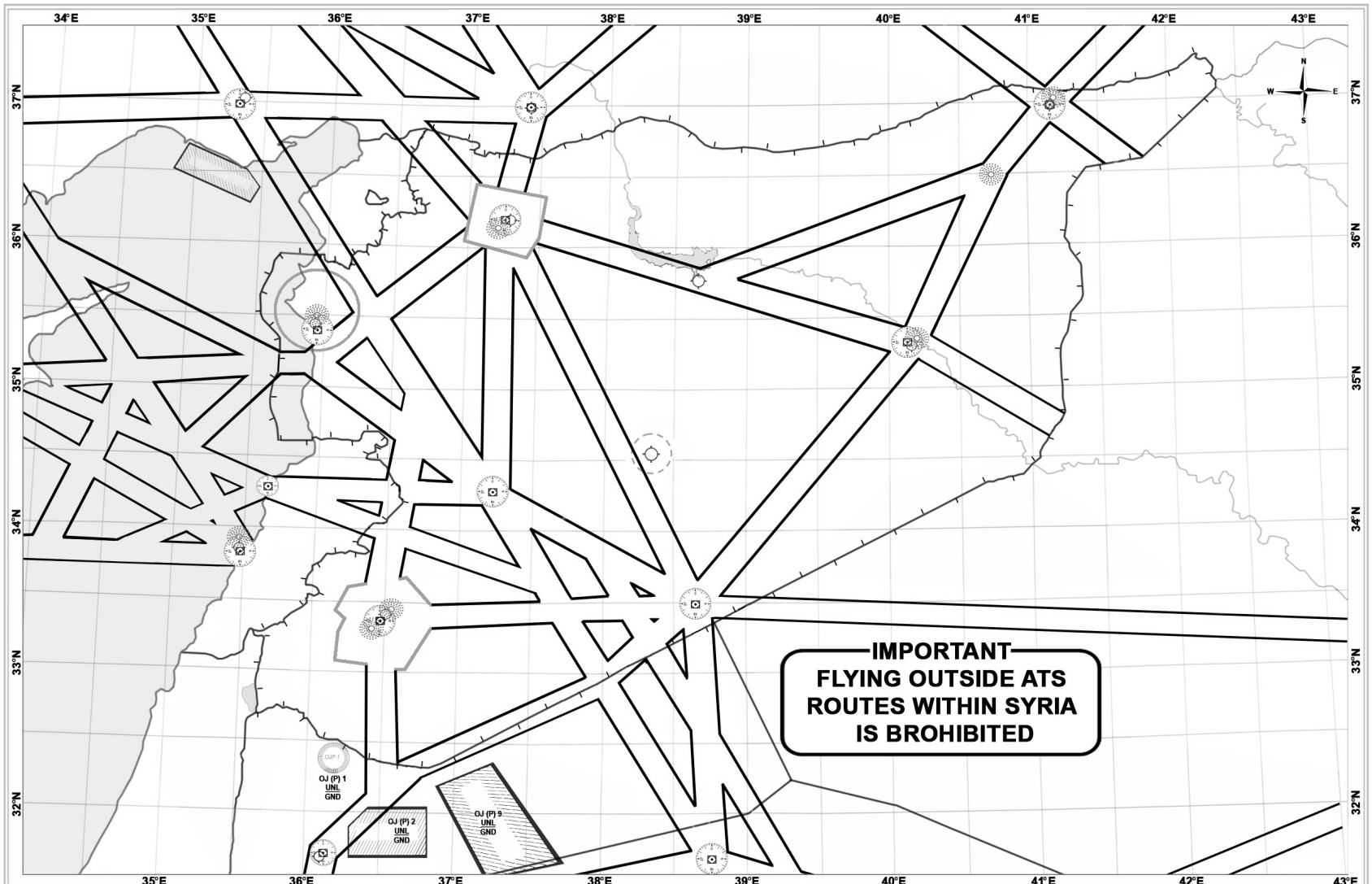
Many airports advise pilots of other wildlife hazards caused by large animals on the runway through the Chart Supplement and the NOTAM system.

ENR 6 En-Route Charts

ENR 6 — En-Route Charts

6.1 ENROUTE CHART - ICAO	**Chart withdrawn pending revision.** A replacement radio-navigation chart is awaiting verification and approval.
6.2 PROHIBITED, RESTRICTED, AND DANGER AREAS	
6.3 RADIO FACILITY - INDEX CHART	

PROHIBITED, RESTRICTED AND DANGER AREAS CHART



AD 1.1 Aerodrome/Heliport Availability

AD 1. Aerodrome/Heliport Availability

AD 1.1 AERODROME/HELIPORT AVAILABILITY AND CONDITIONS OF USE

1.1.1. GENERAL CONDITIONS UNDER WHICH AERODROMES/HELIPORTS AND ASSOCIATED FACILITIES ARE AVAILABLE FOR USE

The AD part of AIP-SYRIA contains information on aerodromes in Syria which are available for use by civil aircraft whether engaged in international or domestic operations. Such aerodromes are classified and tabulated in three categories, which primarily cover the description of those aerodromes designated as aerodromes of entry or departure.
These descriptions relate only to the use of the aerodrome and the clearance formalities involved. Details of physical characteristics of aerodromes available for international commercial air transport operations contain physical characteristics of other aerodromes opened for public use without discrimination

All of these aerodromes are, unless otherwise stated, owned, supervised, maintained and operated by the GACA (See GEN 1.1-1 for postal telegraphic addresses). Except in cases of emergency, civil aircraft are only permitted to use those aerodromes which are available for use
by International Commercial air transport. Other aerodromes may be used after obtaining permission from the GACA.

a) If a possibility exists that an aircraft may arrive at an aerodrome outside its normal operational hours, arrangements should be made with Damascus ACC that the aerodrome will remain open at the time of its proposed arrival.

b) It is to be noted that fuel and oil are not available at some domestic aerodromes.

ANNEX 14: Aerodromes, Eighth Edition 2018.
No difference exists.

1.1.2. APPLICABLE ICAO DOCUMENTS

The standards and recommended practices of the following documents are applied. Differences to the documents listed below are noted in chapter GEN 1.7

Annex 3	**Meteorological Service for International Air Navigation.**
Annex 4	Aeronautical Charts
Annex 9	Facilitation
Annex 10	Aeronautical Telecommunications
Annex 14	Aerodromes
Doc 7030	Regional Supplementary - Procedures, part 2 and part 3
Doc 7910	Location Indicators
Doc 8168	Aircraft Operations, VOL II (Construction of visual and instrument flight procedures)
Doc 8400	ICAO Abbreviations and Codes

Doc 8585	Designators for Aircraft Operating Agencies, Authorities and Services
Doc 8643	Aircraft Type Designators

1.1.3. CIVIL USE OF MILITARY AIR BASES3.1 General

Civil aircraft are not permitted to land at any aerodrome not listed in this AIP except in cases of a real emergency or where special permission has been granted.

1.1.4. CAT II/III OPERATIONS AT AERODROMES

NIL

1.1.5. FRICTION MEASUREMENT DEVICE USED AND FRICTION LEVEL BELOW WHICH RWY IS DECLARED SLIPPERY WHEN IT IS WET

Reported by the pilot.

1.1.6. OTHER INFORMATION

1. Conditions of Use

Syrian aerodromes open to international civil aviation are subject to the following conditions:

- All international flights must obtain a prior overflight/landing permit from GACA
- Scheduled airline operations require a valid Air Operator Certificate and traffic rights
- General aviation flights require advance coordination with GACA
- Military aerodromes are not available for civil use unless specific arrangements are made through GACA

2. Heliports

There are no designated civil heliports in the Syrian Arab Republic at this time.

3. Aerodrome Certification

All international aerodromes listed are certified by GACA in accordance with ICAO Annex 14 standards. Certification covers aerodrome physical characteristics, visual aids, rescue and firefighting services, and obstacle limitation surfaces.

AD 1.2 Rescue and Firefighting Services

AD 1.2 — Rescue and Firefighting Services

1.2.1 RESCUE AND FIRE FIGHTING SERVICES

Adequate rescue and firefighting vehicles, equipment, and personnel have been provided at all certified aerodromes. The scale of protection has been determined in accordance with the standards and recommended practices in Chapter 9 of ICAO Annex 14 Volume 1, and the guidance in Attachment A to Annex 14, and is indicated in terms of each certified aerodrome in AD 2. The number of trained personnel available is determined by the Aerodrome Operator in consultation with the CAA. Each rescue and firefighting unit is operated by the Aerodrome Operator. Full service on a 24-hour basis.

1.2.2 SNOWPLAN

The following snow plan is published for Syrian airports at which snow conditions might occur.

Responsibility

The Airport Authority at each aerodrome, in Coordination with ground operations, is responsible for measuring, improving, and reporting pavement conditions.

Clearance Priorities

The following priorities have been established for the clearance of movement areas:

a- Runway in use.

b- Run-up area.

c- Aprons and Taxiways.

The clearance of taxiways with pressing gradient difficulties is given priority over clearance of Run-up areas. No chemicals are used. Braking action reported by Pilots of landing aircraft is repeated by ATC to successive landing aircraft.

AD 1.3 Index to Aerodrome/Heliport Directory

AD 1.3 — Index to Aerodrome/Heliport Directory

The following aerodromes within the Syrian Arab Republic are available for international civil aviation and are described in detail in the AD 2 sections:

Aerodrome/heliport name **Location indicator**	**Type of traffic permitted to use the aerodrome/heliport**			**Reference to AD Section and remarks**
	International - National (INTL-NTL)	**IFR-VFR**	**S = Scheduled** **NS = Non-scheduled** **P = Private** **MIL = Military**	
1	**2**	**3**	**4**	**5**
AERODROME				
DAMASCUS OSDI MAZZEA	INTL NTL	IFR-VFR VFR	S-NS-P NS-P	
ALEPPO OSAP	INTL	IFR-VFR	S-NS-P	
LTAKIA OSLK	INTL	IFR-VFR	S-NS-P	
Deir zzor OSDZ	NTL	IFR-VFR	S-NS-P	
KAMISHLY OSKL	NTL	IFR-VFR	S-NS-P	

ICAO Code	IATA	Aerodrome Name	AD 2 Section	City Served
OSDI	DAM	Damascus International Airport	AD 2.1	Damascus
OSAP	ALP	Aleppo International Airport	AD 2.2	Aleppo
OSLK	LTK	Lattakia International Airport	AD 2.3	Latakia
OSDZ	DEZ	Deir zzor Airport	AD 2.4	Deir zzor
OSKL	KAC	kamishly Airport	AD 2.5	Kamishly

Note: Heliports are not listed. No designated civil heliports currently exist within the Syrian Arab Republic.

Index to Aerodromes / Heliports — Syrian Arab Republic

The following aerodromes are published in AD 2 of this AIP. All aerodromes listed are certified for international civil aviation operations under ICAO Annex 14 standards.

ICAO	IATA	Aerodrome Name	City Served	Latitude	Longitude	RWY	Longest RWY
OSAP	ALP	Aleppo International Airport	Aleppo	36.1807000°N	37.2244000°E	09/27	2910m
OSDI	DAM	Damascus International Airport	Damascus	33.4114000°N	36.5156000°E	05R/23L, 05L/23R	3600m
OSDZ	DEZ	Deir ez-Zor Airport	Deir ez-Zor	35.2854000°N	40.1760000°E	10/28	3000m
OSKL	KAC	Kamishly Airport	Kamishly	37.0206000°N	41.1914000°E	08/26	3000m
OSLK	LTK	Lattakia International Airport	Latakia	35.4011000°N	35.9487000°E	17R/35L, 17L/35R	2800m

Aerodrome Status Classification

Classification	Description	Reference

International	Open to international traffic with Customs, Immigration, and Quarantine (CIQ) services	ICAO Annex 9
Domestic	Open to domestic traffic; international traffic requires prior permission	GACA Regulations
Military/Joint-Use	Military aerodromes with civil use permitted under specific conditions	ENR 5.2

Note: For detailed aerodrome information including runway characteristics, lighting, frequencies, and available services, refer to the individual AD 2 sections. NOTAM should be consulted for current operational status. Heliport operations — no dedicated heliports are currently published; helicopter operations are conducted from designated areas at the listed aerodromes (see ENR 3.4).

AD 1.4 GROUPING OF AERODROMES/HELIPORTS

AD 1.4 GROUPING OF AERODROMES/HELIPORTS

The criteria applied by the SYRIA in grouping aerodromes for the provision of information in this AIP are as follows:

1. INTERNATIONAL AERODROME

Aerodromes of entry and departure for international air traffic, where all formalities concerning customs, immigration, health, animal and plant quarantine, and similar procedures are carried out, and where air traffic services are available regularly.

2. SECONDARY/OTHER INTERNATIONAL AERODROME

Other aerodromes available for entry or departure of international air traffic, at which the formalities of customs, immigration, health, and similar procedures and air traffic services are made available on a restricted basis to flights, with prior approval only.

3. NATIONAL AERODROME/HELIPORT

An aerodrome available only for domestic air traffic, where civil air traffic is allowed under certain conditions.

AD 2.1 OSDI — Damascus International Airport

AD 2.1 AERODROME LOCATION INDICATOR AND NAME

OSDI- Damascus International Airport

AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	**ARP coordinates and site at AD**	**N33°24'39" E36°30'48"**
2	Direction and distance from (city)	12.5NM SE of Damascus city
3	Elevation/Reference temperature	2020ft 35.7°C
4	Geoid undulation at AD ELEV PSN	NIL
5	MAG VAR/Annual change	4°E (2026)
6	AD Administration, address, telephone, telefax, telex, AFS, Email, website	Damascus Airport -Damascus, Syria A/P DIRECT TEL: +963 115400661 A/P TEL NR + 963 11 5400985-9 FAX: + 963 11 2232203

7	Types of traffic permitted (IFR/VFR)	IFR / VFR
8	Remarks	NIL

AD 2.3 OPERATIONAL HOURS

1	**AD Administration**	**08:00 -1530 LOCAL**
2	Customs and immigration	24H
3	Health and sanitation	24H
4	AIS Briefing Office	24H
5	ATS Reporting Office (ARO)	24H
6	MET Briefing Office	24H
7	ATS	24H
8	Fuelling	24H
9	Handling	24H
10	Security	24H
11	De-icing	Special Procedure
12	Remarks	NIL

AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo -Handling Facilities	Syrian Arab Airlines facilities,24H Manual
2	Fuel /Oil types	Turbin Jet Fuel A1, Oil GRADES ,NONE

3	Fueling facilities /capacity	a)2 units each 60000 DL, Pumping 4000L/MIN b) 2nites each 85000L, pumping 4000L/MIN
4	Di-icing facilities	NIL
5	Hangar space for visiting aircraft	A340 or similar aircraft -Partial: B747
6	Repair facilities for visiting aircraft	Normal Maintenance A320, and B737.
7	Remarks	NIL

AD 2.5 PASSENGER FACILITIES

1	Hotels	Airport Hotel .City Hotels
2	Resturant	Limited at the Airport, unlimited in the city
3	Transportion	Taxies and Buses
4	Midecal Facilities	First AID, two ambulances.Hospital in the city
5	Bank and Post Office	Aveilable
6	Tourist Office	Aveilable
7	Remarks	Nil

AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	**AD category for firefighting**	**CAT 9**
2	Rescue equipment	Adequate rescue and firefighting vehicles, equipment, and personnel provided.
3	Capability for the removal of disabled aircraft	Syrian Air Ground Facilities
4	Remarks	NIL

AD 2.7 SEASONAL AVAILABILITY — CLEARING

1	**Types of clearing equipment**	**BY TRUCKS AND SALT**
2	Clearance priorities	RWY-TWY-APRON
3	Remarks	AD available all seasons.

2.8 APRONS, TAXIWAYS, AND CHECK LOCATIONS/POSITIONS DATA

1	Apron Surface and Strength	CONCRETE:A, B, C, D, S PSN 80R/C/W/ T, G, H,F, E PCN85R/C/W/T
2	Taxiway width, surface, and strength	22.5M, CONCRETE, PCN 80R /C/W/T
3	ACL Location and elevation	APRON A-2000ft , marked
4	VOR/INS , Checkpoints	33 24 27.2293N 36 31 28.146E See AD CHARTs
5	Remarks	Nil

AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	**Taxiing Guidaance system**	**Guidance sign board at entrance to RWYs, running up areas, aprons and interactions. Visual docking is available for nose-in parking area (A) stands, on five loading bridges.** **AIRCRAFT STANDS:** **A102 33 24 51.152N 36 30 48 643 E A104 33 24 47.051N 36 30 46.913 E** **A106 33 24 45.402N 36 30 48 652 E A108 33 24 43.746N 36 30 50.398E** **A110 33 24 42.077N 36 30 52 643 E A112 33 24 40.808N 36 30 53.692E** **A114 33 24 41.540N 36 30 57 648 E A203 33 24 51.789N 36 30 43.586 E** **A204 33 24 49.942N 36 30 43 453 E A205 33 24 48.095N 36 30 43.321 E** **A303 33 24 37.109N 36 31 00 481 E A304 33 24 37.212N 36 30 58.282 E** **A305 33 24 37.327N 36 30 59 609 E A402 33 24 33.421N 36 30 59.609E** **A406 33 24 31.678N 36 31 01 447 E A410 33 24 29.040N 36 31 03.283E** **A401 33 24 33.564N 36 31 04.364 E A405 33 24 31.866N 36 31 06.155E** **A409 33 24 30.132N 36 31 07.986 E A101 33 24 54.719N 36 30 52.314E** **A103 33 24 51.366N 36 30 52.069 E A105 33 24 47.868N 36 30 54.168E** **A107 33 24 44.320N 36 30 59.552 E A109 33 24 44.108N 36 31 03.550E** **A301 33 24 41.171N 36 31 03.070 E A302 33 24 38.851N 36 31 02.904E** **A202 33 24 54.681N 36 30 46.075E A201 33 24 54.537N 36 30 48.826E**

2	Marking Aids	Threshold, touchdown and center line for both RWYS. threshold, center line for other runways: Taxi holding positions, taxiway center line all taxiway, Altimeter check point (ACL) and check point, RWY designators. TAXIWAYS: W1 33 24 23.783N 36 31 27.892E W2 33 24 29.983N 36 31 23.648E W3 33 24 30.074N 36 31 21.505E W4 33 24 31.967N 36 31 21.561E W5 33 24 24.167N 36 31 13.550E W6 33 24 24.205N 36 31 11.782E W7 33 24 33.402N 36 31 01.757E W8 33 24 34.981N 36 31 00.108E W9 33 24 35.006N 36 31 02.311E W10 33 24 36.271N 36 31 04.013E W11 33 24 40.850N 36 31 10.181E W12 33 24 40.850N 36 31 12.220E W13 33 24 42.582N 36 31 10.354E W14 33 24 42.376N 36 31 07.342E W15 33 24 41.208N 36 31 05.440E W16 33 24 42.535N 36 31 04.146E W17 33 24 42.742N 36 31 00.102E W18 33 24 43.599N 36 30 56.244E W19 33 24 48.349N 36 30 51.228E W20 33 24 50.673N 36 30 49.627E W21 33 24 55.707N 36 30 50.570E W22 33 24 56.499N 36 30 49.627E W23 33 24 57.190N 36 30 50.682E W24 33 25 00.933N 36 30 50.980E W25 33 24 56.662N 36 30 46.265E W26 33 24 56.256N 36 30 48.355E W27 33 244 58.063N 36 30 45.803E W28 33 25 00.953N 36 30 49.687E W29 33 25 02.053N 36 30 49.798E W30 33 25 08.556N 36 30 42.932E
5	Remarks	NIL

AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling area and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	NIL
a	b	c	a	b	
NIL	NIL	NIL	NIL	NIL	

AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	DAMASCUS
2	Hours of service MET office outside hours	24 H
3	The office responsible for the TAF preparation periods of issuance	Damascus each 6 hours
4	Type of landing forecast interval issuance	ATIS
5	Briefing /consultation provided	Personal consultation
6	Flight documentation: Language (s) used	Charts Abbreviated plan -language English
7	Chart and other information available for briefing or consultation	S, U85,U70,U50,U20,P85,P70,P30,P25 ,P20 -see chart
8	Supplementary equipment is available for providing information	TELEX, SELF-BRIEFING TERMINAL
9	ATS units provided with information	Damascus TWR ,ACC, AIS
10	Remaeks	Nil

AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	**TRUE BRG**	**Dimensions of RWY (M)**	**Strength (PCN) and surface of RWY and SWY**	**THR coordinates RWY end coordinate** **THR geoid undulation**	**THR elevation, and highest elevation of TDZ of precision APP RWY**
1	**2**	**3**	**4**	**5**	**6**
05R	048°	3600m × 45m	80/F/A/W/T	332305.999N 0362945.810E	05R:2020ft
23L	228°	3600m × 45m	80/F/A/W/T	332422.545N 0363128.876E	23L:2002ft
05L	048°	3600m × 45m	76/F/A/W/T	332506.878N 0363031.849E	2002 ft
23R	228°	3600m × 45m	76/F/A/W/T	332610.520N 0363157.559E	1995 f

Designations RWY NR	**SWY dimensions (M)**	**CWY dimensions (M)**	**Strip dimensions (M)**	**OFZ**	**Remarks**
1	**8**	**9**	**10**	**11**	**12**
05R/23L	60X60	NIL	3720X300	NIL	NIL
05L/23R	60X60	NIL	3720X300	NIL	NIL

AD 2.13 DECLARED DISTANCES

RWY DESIGNATOR	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	REMARKs

1	2	3	4	5	6
23R	3600	3600	3660	3600	NIL
05L	3600	3600	3660	3600	NIL
23L	3600	3600	3660	3600	NIL
05 R	3600	3600	3660	3600	NIL

AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	**APCH LGT**	**PAPI**	**THR LGT**	**TDZ**	**RWY Centre Line**	**RWY edge LGT**	**RWY End LGT**	**Stopway LGT**	**Remarks**
1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**
05R	Precision APP.light CAT .II.	4 units, Left side 449M from the beginning of RWY	Green H.I.	White LGT	White LGT	White LGT. H.I.	Red LGT H.I.	NONE	NIL
23L	Simple App H.I.	4 units, Left side 435M from the beginning of RWY	Green H.I.	NONE	White LGT	White LGT. H.I.	Red LGT H.I.	NONE	NIL
23R	Precision App.light CAT .II.	4 units, Left side 476M from the beginning of RWY	Green H.I.	White LGT	White LGT	White LGT H.I.	Red LGT H.I.	NONE	NIL

2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN /IBN Location, Characteristics and hours of operation	ABN above the TWR /coordinates 332442N 363048E ---24H EVERY 3sec ,W/G FLG/ W/G

2	WDI	LGTD
3	LDI Location and light	LGTD
4	TWY Edge Lights	Blue
5	Emergency lighting power supply	Ups RWY 23R ,05R

AD 2.16 HELICOPTER LANDING AREA

See Page AD 2-39

AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	REF ENR 2.1-1
2	Vertical limits	REF ENR 2.1-1
3	Airspace classification	Class A all control airspaces at and above FL 150 Class B airspace all control airspace below FL 150
4	ATS UNIT callsign Language (s)	Damascus ACC -.Damascus tower -ENGLISH
5	Transition ALT	ALT 13000 ft
6	Remarks	NIL

AD 2.18 ATS COMMUNICATION FACILITIES

2.18 Communications		
Service	**Callsign**	**Frequency**
Tower	Damascus Tower	118.5MHz
Approach	Damascus Approach	NIL
ACC	Damascus Control	121.300 MHz main / 129.600 MHz standby

Ground	Damascus Ground	121.9 MHz
ATIS	Damascus ATIS (H24; manual updates)	128.225 MHz
Emergency	—	121.5 MHz

2.19 RADIO NAVIGATION AND LANDING AIDS

Name of station (VOR/VAR)	ID	Frequency (CH)	Hours of operation	Coordinates	ELEV DME antenna	Remarks
1	2	3	4	5	6	7
DVOR/DME	DAM	116.0 MHz / CH107X	24 H	N33°21′53.58″ E036°28′07.05″	620 M	In service without restrictions. Flight inspection: 19 September 2026.
NDB NDB	ABD MEZ	264 358	24 H 24H	N332006E362539 E 3329 N3614	NIL	NIL

AD 2.20 LOCAL AERODROME REGULATIONS

20.1 AIRPORT REGULATIONS

Local flying restrictions

20.2 TAXIING TO AND FROM STANDS

NIL

20.3 PARKING AREA FOR SMALL AIRCRAFT (GENERAL AVIATION)

NIL

20.4 PARKING AREA FOR HELICOPTERS

NIL

20.5 APRON - TAXIING DURING WINTER CONDITIONS

NIL

20.6 TAXIING LIMITATIONS

NIL

20.7 SCHOOL AND TRAINING FLIGHTS - TECHNICAL TEST FLIGHTS - USE OF RUNWAYS

NIL

20.8 HELICOPTER TRAFFIC - LIMITATION

NIL

20.9 REMOVAL OF DISABLED AIRCRAFT FROM RUNWAYS

NIL

AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

AD 2.22 FLIGHT PROCEDURES

Remarks: Principal international gateway. Two parallel runways. Full ILS and DVOR/DME approach facilities. SIDs published for RWY 23L/R and 05L/R. STARs: KILO 1C, SEIRA 1C, TANGO 1C, LIMA 1C, BRAVO 1C (per AIP ENR).

RWY 23R/23L Departures (Eastbound)

SID	Code	Description
TANF 1	TAN1	After take-off straight ahead to DAM/VOR, climb in the holding pattern to minimum ALT8000ft, thereafter climb on course via AWY G202
TANF 2	TAN2	After take-off turn left to intercept Radial 083 from DAM/VOR, climb on course. Applied when no altitude restriction
ABBAS 1	ABS1	After take-off straight ahead to DAM/VOR, climb in the holding to minimum ALT 8000ft, proceed via AWY G202 to cross ABBAS FL240 or above .
ABBAS 2	ABS2	After take-off turn left to intercept Radial 083 from DAM/VOR, climb on course to cross ABBAS FL240 or above. Applied when no altitude restriction

NOTE : ABBAS2 and TAN2 shall be Applied when no altitude restriction

RWY 23R/23L Departures (Northbound)

SID	Code	Description
LEBOR 1	LEB1	After take-off Proceed to DAM/VOR, climb in the holding ALT5000ft or above , turn Right to leave DAM/VOR on Radial 004 to ADRA position (10000ft or above), MALOULA (FL160+), LEBOR (FL240+).

RWY 23R/23L Departures (Southbound)

SID	Code	Description

BUSRA 1	BUS1	After take-off Proceed to DAM/VOR climbing, leave DAM/VOR 5000ft on Radial 170 to RDIMA (10000ft or above),then continue climbing to cross SWIDA position (FL160 ft or above).

RWY 23R/23L Departures (Westbound)

SID	**Code**	**Description**
SULAF 1	SLF1	Straight ahead to DAM/VOR, climb in holding 5000ft+, proceed via G202 to SULAF (FL240+)
SULAF 2	SLF2	Turn Right heading 150 to intercept Radial 083 from DAM/VOR, climb on course to SULAF (FL240+)

RWY 05R/05L Departures

SID	**Code**	**Description**
TANF 21	TAN21	Turn right, climb in DAM/VOR holding to min 8000ft, thereafter climb on course
TANF 22	TAN22	Turn right, heading 150 to intercept Radial 083 from DAM/VOR, proceed on course
ABBAS 21	ABS21	Turn Right, climb in DAM/VOR holding to min 8000ft, climb on course to ABBAS FL240+
ABBAS 22	ABS22	Turn right, heading 150 to intercept Radial 083, proceed on course. Applied when no altitude restriction
LEBOR 2	LEB2	Proceed to DAL/NDB, ALT5000ft+, turn left direct ADRA (10000+ft) MALOULA (FL160+), LEBOR (FL240+) Not:if unable to reach DAL/NDB ALT5000+ make 360°to the right to leave DAL/NDB ALT5000ft+ direct to ADRA
BUSRA 2	BUS2	Turn Right to DAM/VOR 5000ft+, fly Radial 170 to RDIMA (10000ft+), SWIDA (FL160+)

SID	Code	Description
SULAF 21	SLF21	Turn Right to DAM/VOR, climb in holding 5000ft+, proceed via Radial 083 to SULAF FL240+
SULAF 22	SLF22	Turn right heading 150 to intercept Radial 083, proceed via G202 to SULAF FL240+

22.2 IFR ARRIVAL PROCEDURES OSDI:

STAR RWY 05L/05R 23L/23R

STAR	Code	Description
KILO 1C	KILO 1C	**(inbound aircraft from KTN (R785) to OSDI)**. In-bound aircraft from KTN/VOR shall be cleared to start descending to cross ABBAS position FL240 or above and SOFIA position ALT 10000ft or above, and DAM/DVOR, DAL/NDB or ABD/NDB ALT 5000ft, then according to the instrument approach.
SEIRA 1C	SEIRA 1C	**(inbound aircraft from SOKAN position and (G202) to OSDI)**. Inbound aircraft from SOKAN position (UR219) shall be cleared to start descending to cross SULAF Position on (G202) FL240 or above and SOFIA position ALT 10000ft or above, then according to Instrument Approach Procedure.
TANGO 1C	TANGO 1C	**(inbound aircraft from East (G202) position TAN to OSDI)**. Inbound aircraft via G202 TAN position shall be cleared to descend to DAM/DVOR or ABD/NDB or DAL/NDB ALT 5000ft or above to cross SOFIA position ALT 10000FT or above, then descend according to the Instrument Approach Procedure. Note: when military traffic permits, inbound aircraft via G202 may be cleared after passing SOFIA position ALT 8000ft or above to join DAM/VOR, ABD/NDB, DAL/NDB 5000ft or above then in accordance to the Instrument Approach Procedure.
LIMA 1C	LIMA 1C	**(inbound aircraft from LEBOR (L513) to OSDI)** Inbound aircraft from LEBOR shall be cleared to start descend so as to cross LEBOR position at FL240 or above on radial 004 from DAM/VOR-DME, and to cross MALOULA position at FL160 or above (distance 30NM from DAM/VOR-DME) then to cross ADRA position at ALT 10000ft or above (distance 15NM from DAM/VOR-DME) and to cross DAM/VOR 5000ft, then descend according to the Instrument Approach Procedures.
BRAVO 1C	BRAVO 1C	**(inbound aircraft from BUSRA (L513) to OSDI)** Inbound aircraft from Amman shall be cleared to cross BUSRA position FL160 or above, and to cross SWIDA position at FL160 or above (distance 39NM from DAM/VOR-DME) and to cross RDIMA position 10000FT or above. Proceed DAM/VOR 5000FT then according to Instrument Approach Procedures. Note: Eastbound traffic from OLBA via (L513) requested to maintain FL240 or above until the RDIMA position. Bidirectional traffic from BUSRA via (L513) shall cross RDIMA at FL160 or above and to cross RDIMA at FL240 or above. Westbound traffic via (L513) after RDIMA position should fly as instructed by ATC with prior Amman ACC and Damascus ACC.

AD 2.23 ADDITIONAL INFORMATION

2.23.1 VFR Procedures

- All VFR traffic bound to Damascus Intl shall report over DAM/VOR (or ABD/NDB if VOR inoperative) at altitude 5000ft or above before joining the traffic circuit
- All VFR traffic arriving/departing shall follow the routes assigned for IFR traffic
- Traffic circuit for RWY 23R/23L: LEFT. For RWY 05R/05L: RIGHT

2.23.2 Startup Clearance

Engines of departing aircraft shall not be started unless an appropriate clearance has been obtained from the Aerodrome Control Tower. Request for startup clearance shall be made at least 5 minutes in advance.

AD 2.23.3 CHARTS RELATED TO AERODEOM

GACA charts - DRAFT, not issued for operational use.

Standard instrument departures

Chart	PDF
OSDI SID RWY 05L	
OSDI SID RWY 23R	
OSDI SID RWY 05R	
OSDI SID RWY 23L	

Standard instrument arrivals

Chart	PDF
OSDI STAR ADRA RDIMA SOFIA 1A	
OSDI STAR ADRA RDIMA SOFIA 1B	
OSDI STAR ADRA RDIMA SOFIA 1C	

Instrument approach charts

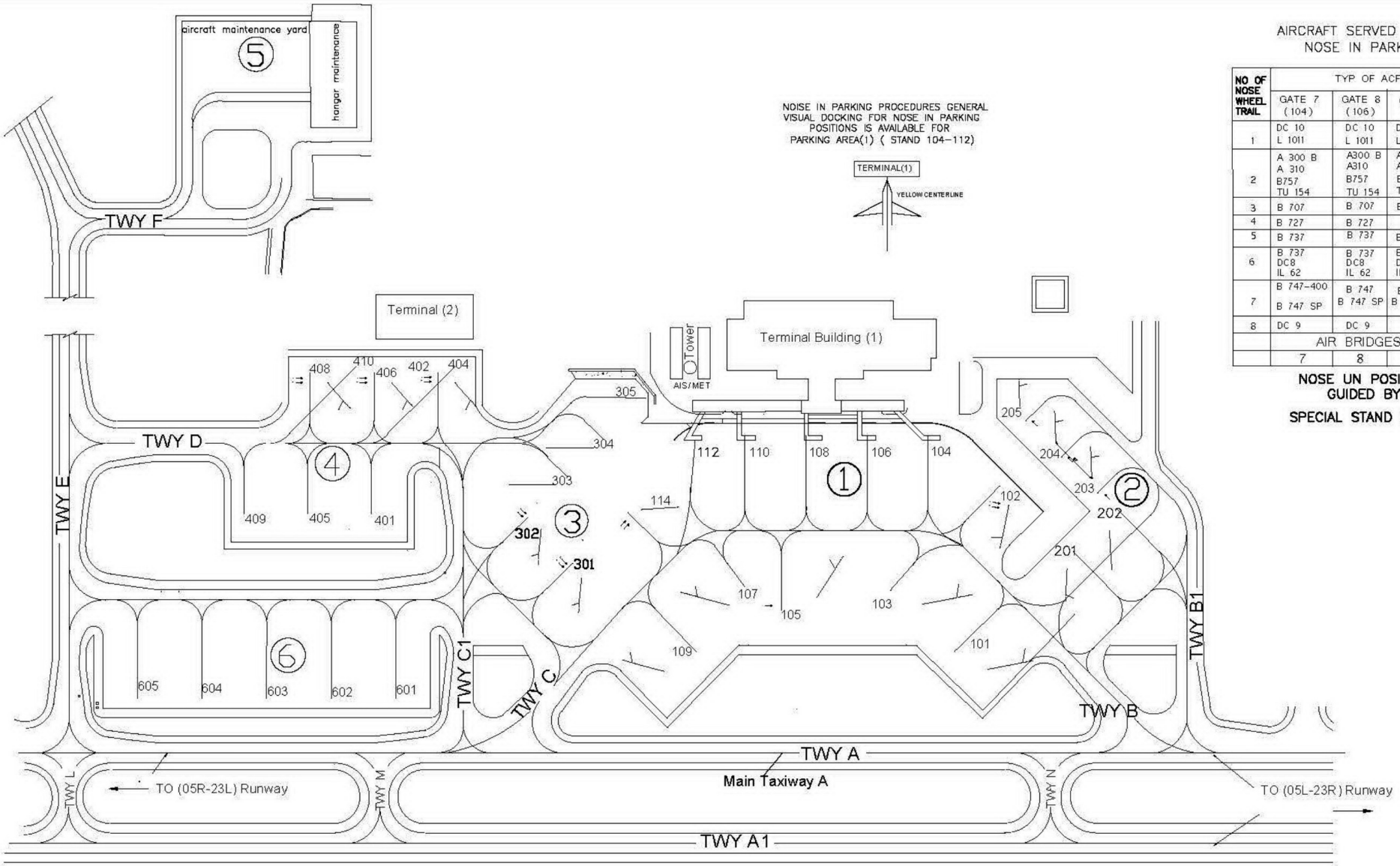
Chart	**PDF**
OSDI IAC NDB Y RWY 05L	
OSDI IAC VOR Z RWY 23R	
OSDI IAC ILS Z CAT I OR LOC Z RWY 23R	
OSDI IAC ILS Y CAT I OR LOC Y RWY 23R	
OSDI IAC ILS X CAT I RWY 23R	
OSDI IAC ILS W CAT I RWY 23R	
OSDI IAC NDB Z RWY 05R	
OSDI IAC NDB Z RWY 23L	
OSDI IAC VOR Z RWY 05R	
OSDI IAC VOR Z RWY 23L	

1	AD CHART 05L /23R	
2	AD CHART 05R /23L	
3	AD OBSTACLE CHART	
4	AD GROUND MOVEMENT / STANDS	
5	P.A.T CHART 05R /23L	
6	P.AT CHART 05L /23 R	
7	STANDARD INBOUND ROUTES	
9	STANDARD INSTRUMENT DEPARTURE 23	
10	STANDARD INSTRUMENT DEPARTURE 05	

11	STANDARD INSTRUMENT DEPARTURE 23	
12	STANDARD INSTRUMENT DEPARTURE 05	
13	STANDARD INSTRUMENT DEPARTURE 23	
14	STANDARD INSTRUMENT DEPARTURE 05	
15	STANDARD INSTRUMENT DEPARTURE 23	
16	STANDARD INSTRUMENT DEPARTURE 05	

17	STANDARD INSTRUMENT DEPARTURE 23	
18	STANDARD INSTRUMENT DEPARTURE 05	
19	LANDING CHART	
20	DVOR/DME RWY 23L	
21	VOR 23L	
22	DVOR/DME 23 R	
23	NDB/VOR 05R	
24	NDB 05R	
25	DVOR ILS DME RWY23 R	
26	NDB ILS 1 RWY 23 R	
27	NDB ILS 2 RWY 23R	
28	DVOR 05 R	
29	D VOR /DME 05 R	
30	V.A CHART DAM	
31	VOR/ILS DME 2 RWY 05R	
32	NDB/ILS /DME 3 RWY 23R	

33	NDB/ILS DME 4 RWY 23R	
34	NDB/ILS DME RWY 05R	
35	NDB RWY 23L	
36	NDB/DME RWY 23L	
37	RNAV VISUAL RWY 23R	
38	RNAV GNSS RWY 23R	
39	APRON MARKINGS	
40	TAXIWAY APRON	



NOISE IN PARKING PROCEDURES GENERAL VISUAL DOCKING FOR NOSE IN PARKING POSITIONS IS AVAILABLE FOR PARKING AREA(1) (STAND 104–112)

AIRCRAFT SERVED ON EACH BRIDGE NOSE IN PARKING AREA (A)

NO OF NOSE WHEEL TRAIL	TYP OF ACFT PER PARKING POSITION				
	GATE 7 (104)	GATE 8 (106)	GATE 9 (108)	GATE 10 (110)	GATE 11 (112)
1	DC 10 L 1011	DC 10 L 1011	DC 10 L 1011	DC 10 L 1011	L 1011
2	A 300 B A 310 B757 TU 154	A300 B A310 B757 TU 154	A300 B A310 B757 TU 154	A300 B A310 B757 TU 154	A300 B A310 B757 TU 154
3	B 707	B 707	B 707	B 707	B 707
4	B 727	B 727		B 727	B 727
5	B 737	B 737	B 737	B 737	B 737
6	B 737 DC8 IL 62	B 737 DC8 IL 62	B 737 DC8 IL 62	B 737 DC8 IL 62	B 737 DC8 IL 62
7	B 747–400 B 747 SP	B 747 B 747 SP	B 747 B 747 SP	B 747 B 747 SP	
8	DC 9	DC 9		DC 9	DC 9
	AIR BRIDGES TO GATES NRS				
	7	8	9	10	11

NOSE UN POSITIONING WILL BE GUIDED BY MARSHELLER

SPECIAL STAND FOR B 747– – – –

AIP
SYRIA

AD 2 OSDI SID - 1
DD MMM YY

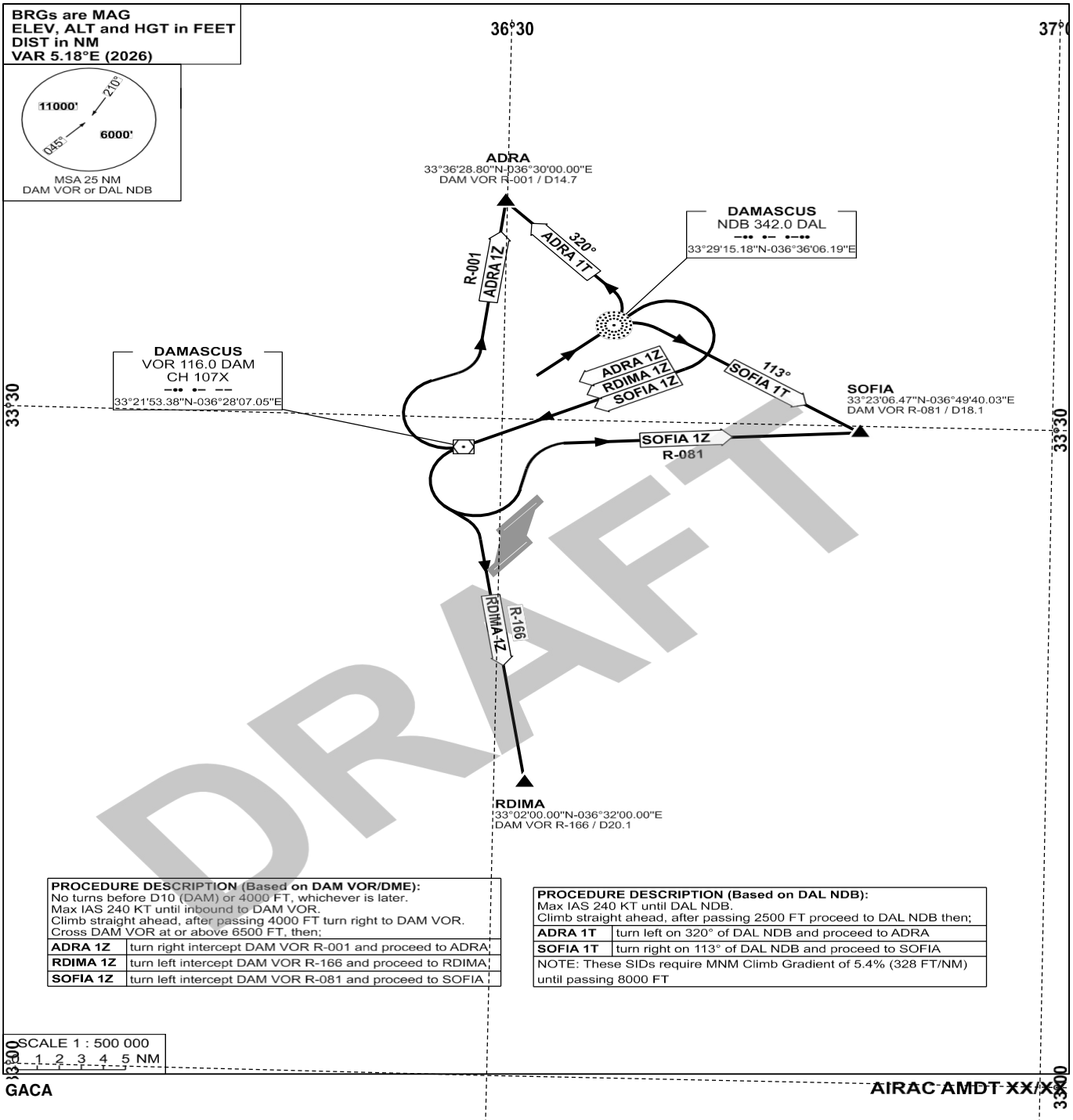
STANDARD DEPARTURE CHART
INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
13000 FT

APP : 120.0
TWR : 118.5 - 121.9

DAMASCUS/INTERNATIONAL

RWY 05L



Comments: *Flyability was good. The procedure was unaffected by terrain or additional obstacles. Descent rates and flight workload remained normal. Final radials and courses ok.*

Firmado digitalmente por
MICHELENA ALVAREZ SILVIO JUAN - ***0440**
25/09/2026

AIP
SYRIA

AD 2 OSDI SID - 2
DD MMM YY

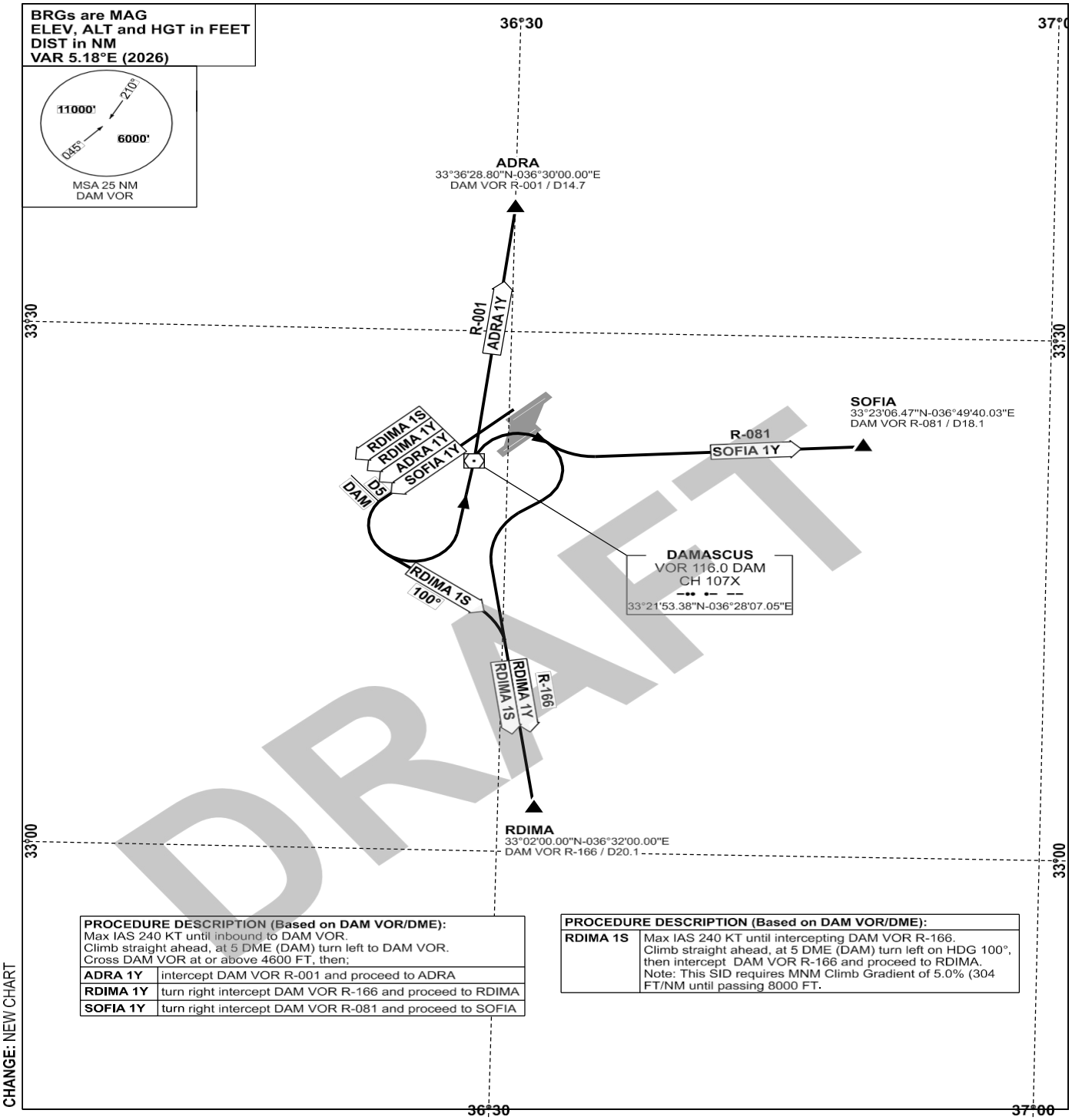
STANDARD DEPARTURE CHART
INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
13000 FT

APP : 120.0
TWR : 118.5 - 121.9

DAMASCUS/INTERNATIONAL

RWY 23R



PROCEDURE DESCRIPTION (Based on DAM VOR/DME):	
Max IAS 240 KT until inbound to DAM VOR. Climb straight ahead, at 5 DME (DAM) turn left to DAM VOR. Cross DAM VOR at or above 4600 FT, then;	
ADRA 1Y	intercept DAM VOR R-001 and proceed to ADRA
RDIMA 1Y	turn right intercept DAM VOR R-166 and proceed to RDIMA
SOFIA 1Y	turn right intercept DAM VOR R-081 and proceed to SOFIA

PROCEDURE DESCRIPTION (Based on DAM VOR/DME):	
RDIMA 1S	Max IAS 240 KT until intercepting DAM VOR R-166. Climb straight ahead, at 5 DME (DAM) turn left on HDG 100°, then intercept DAM VOR R-166 and proceed to RDIMA. Note: This SID requires MNM Climb Gradient of 5.0% (304 FT/NM until passing 8000 FT.

CHANGE: NEW CHART

Comments: *Flyability was good. The procedure was unaffected by terrain or additional obstacles. Descent rates and flight workload remained normal. Final radials and courses ok.*

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MICHELENA ALVAREZ SILVIO JUAN - ***0440**
25/09/2026

GACA

AIRAC AMDT XX/XX

AIP
SYRIA

AD 2 OSDI SID - 3
DD MMM YY

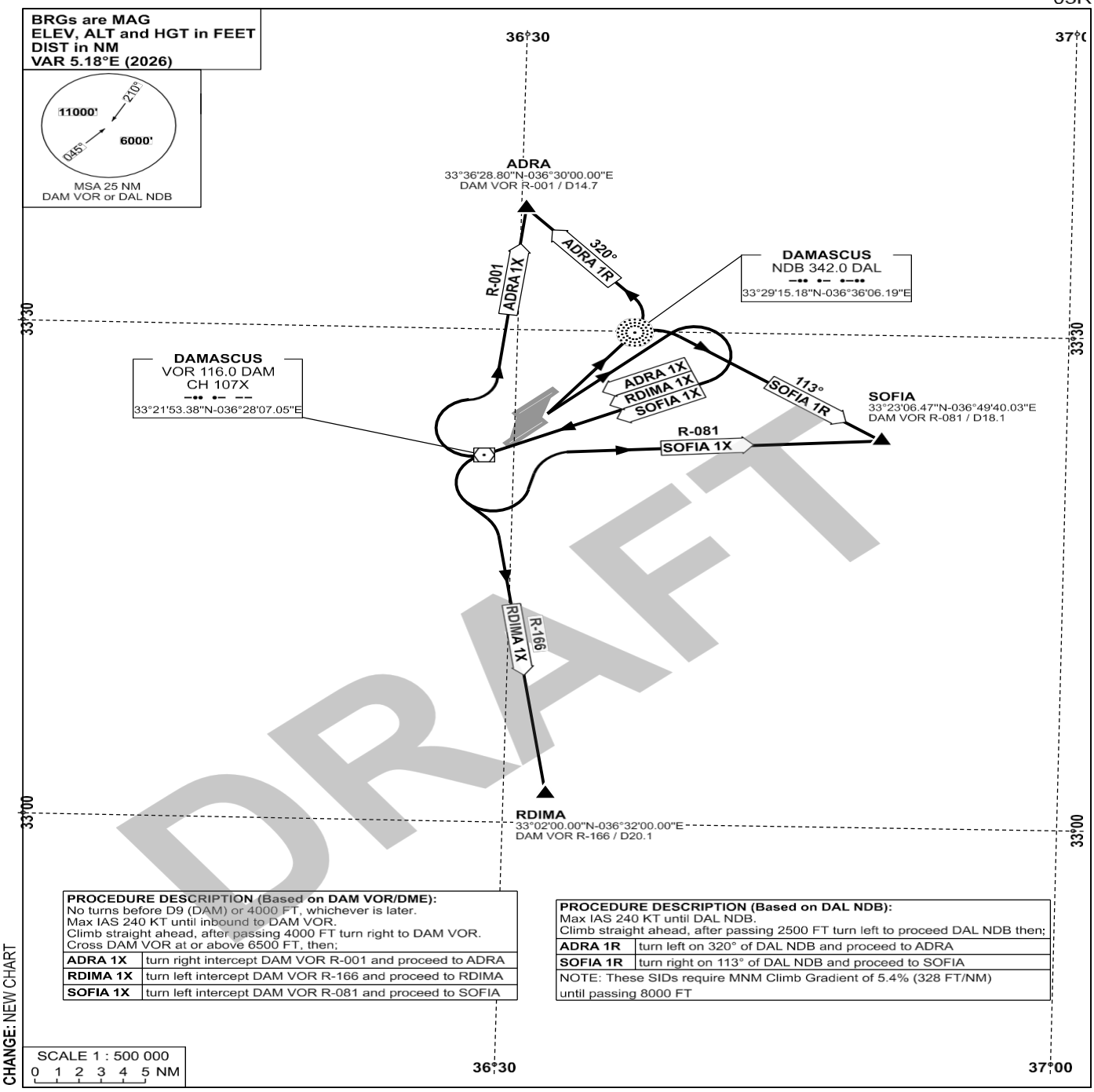
STANDARD DEPARTURE CHART INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE 13000 FT

APP : 120.0
TWR : 118.5 - 121.9

DAMASCUS/INTERNATIONAL

RWY 05R



PROCEDURE DESCRIPTION (Based on DAM VOR/DME):
No turns before D9 (DAM) or 4000 FT, whichever is later.
Max IAS 240 KT until inbound to DAM VOR.
Climb straight ahead, after passing 4000 FT turn right to DAM VOR.
Cross DAM VOR at or above 6500 FT, then;

ADRA 1X	turn right intercept DAM VOR R-001 and proceed to ADRA
RDIMA 1X	turn left intercept DAM VOR R-166 and proceed to RDIMA
SOFIA 1X	turn left intercept DAM VOR R-081 and proceed to SOFIA

PROCEDURE DESCRIPTION (Based on DAL NDB):
Max IAS 240 KT until DAL NDB.
Climb straight ahead, after passing 2500 FT turn left to proceed DAL NDB then;

ADRA 1R	turn left on 320° of DAL NDB and proceed to ADRA
SOFIA 1R	turn right on 113° of DAL NDB and proceed to SOFIA

NOTE: These SIDs require MNM Climb Gradient of 5.4% (328 FT/NM) until passing 8000 FT

CHANGE: NEW CHART

GACA

AIRAC AMDT XX/XX

Comments: *Flyability was good. The procedure was unaffected by terrain or additional obstacles. Descent rates and flight workload remained normal. Final radials and courses ok.*

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25/09/2026

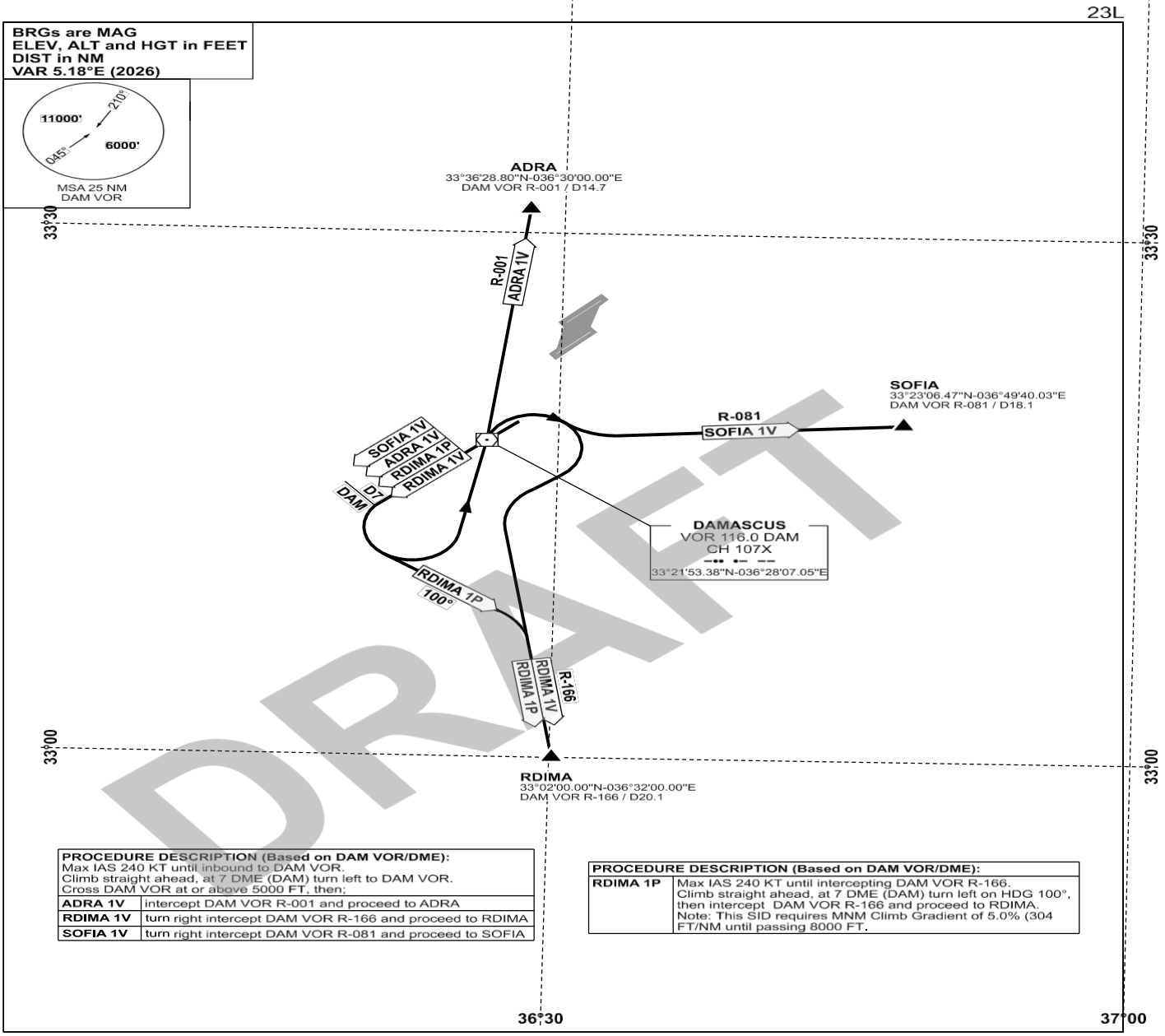
STANDARD DEPARTURE CHART INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE 13000 FT

APP : 120.0
TWR : 118.5 - 121.9

DAMASCUS/INTERNATIONAL

RWY 23L



PROCEDURE DESCRIPTION (Based on DAM VOR/DME): Max IAS 240 KT until inbound to DAM VOR. Climb straight ahead, at 7 DME (DAM) turn left to DAM VOR. Cross DAM VOR at or above 5000 FT, then;	
ADRA 1V	intercept DAM VOR R-001 and proceed to ADRA
RDIMA 1V	turn right intercept DAM VOR R-166 and proceed to RDIMA
SOFIA 1V	turn right intercept DAM VOR R-081 and proceed to SOFIA

PROCEDURE DESCRIPTION (Based on DAM VOR/DME):	
RDIMA 1P	Max IAS 240 KT until intercepting DAM VOR R-166. Climb straight ahead, at 7 DME (DAM) turn left on HDG 100°, then intercept DAM VOR R-166 and proceed to RDIMA. Note: This SID requires MNM Climb Gradient of 5.0% (304 FT/NM until passing 8000 FT.

CHANGE: NEW CHART

Comments: *Flyability was good. The procedure was unaffected by terrain or additional obstacles. Descent rates and flight workload remained normal. Final radials and courses ok.*

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MICHELENA ALVAREZ SILVIO JUAN - ***0440**
25/09/2026

GACA

AIP
SYRIA

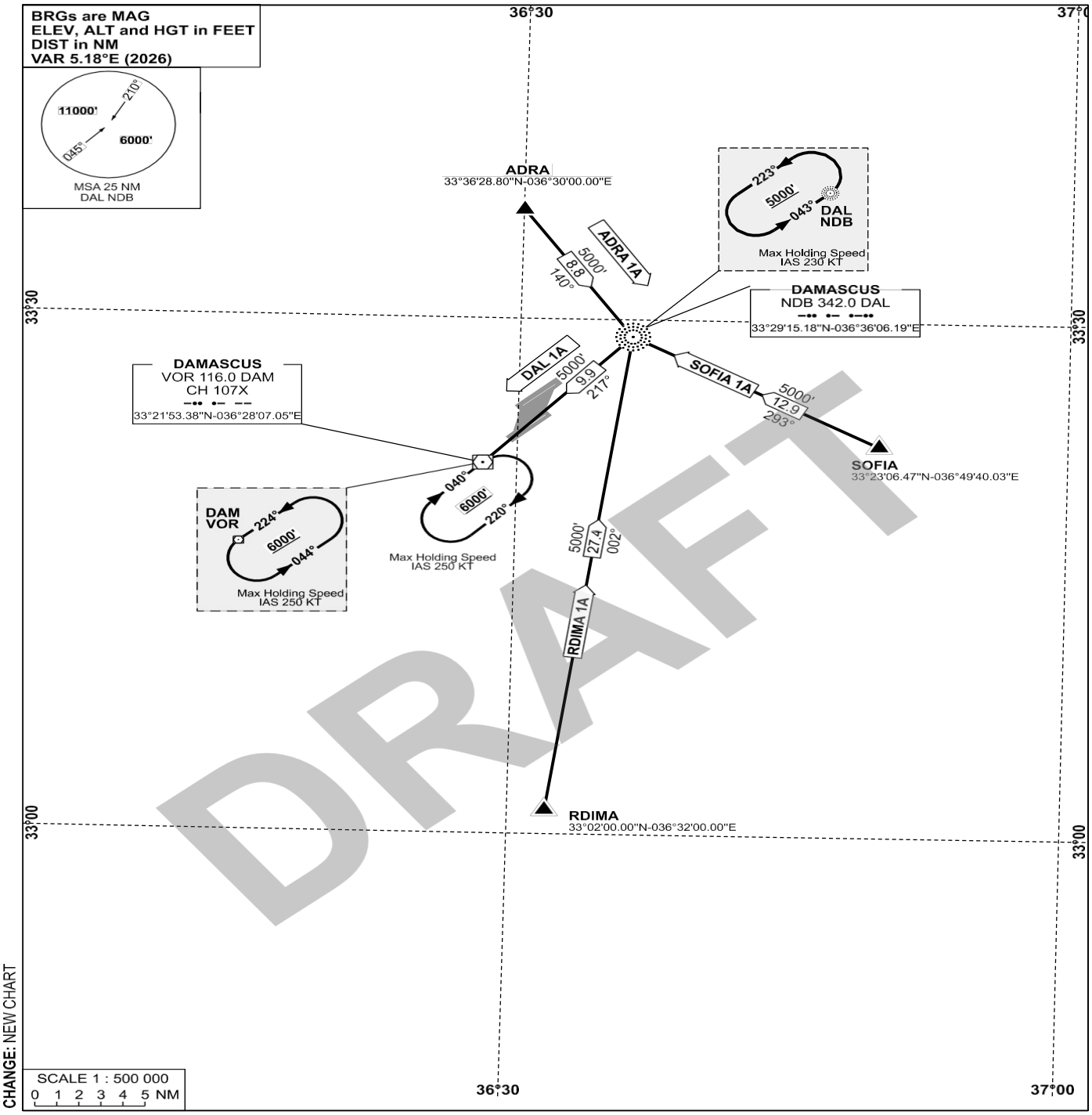
AD 2 OSDI STAR - 1
DD MMM YY

STANDARD ARRIVAL CHART INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE 13000 FT

APP : 120.0
TWR : 118.5 - 121.9

DAMASCUS/INTERNATIONAL



CHANGE: NEW CHART

GACA

AIRAC AMDT XX/XX

Comments: *Flyability was good. The procedure was unaffected by terrain or additional obstacles. Descent rates and flight workload remained normal. Final radials and courses ok.*

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MICHELENA ALVAREZ SILVIO JUAN - ***0440**
25/09/2026

AIP
SYRIA

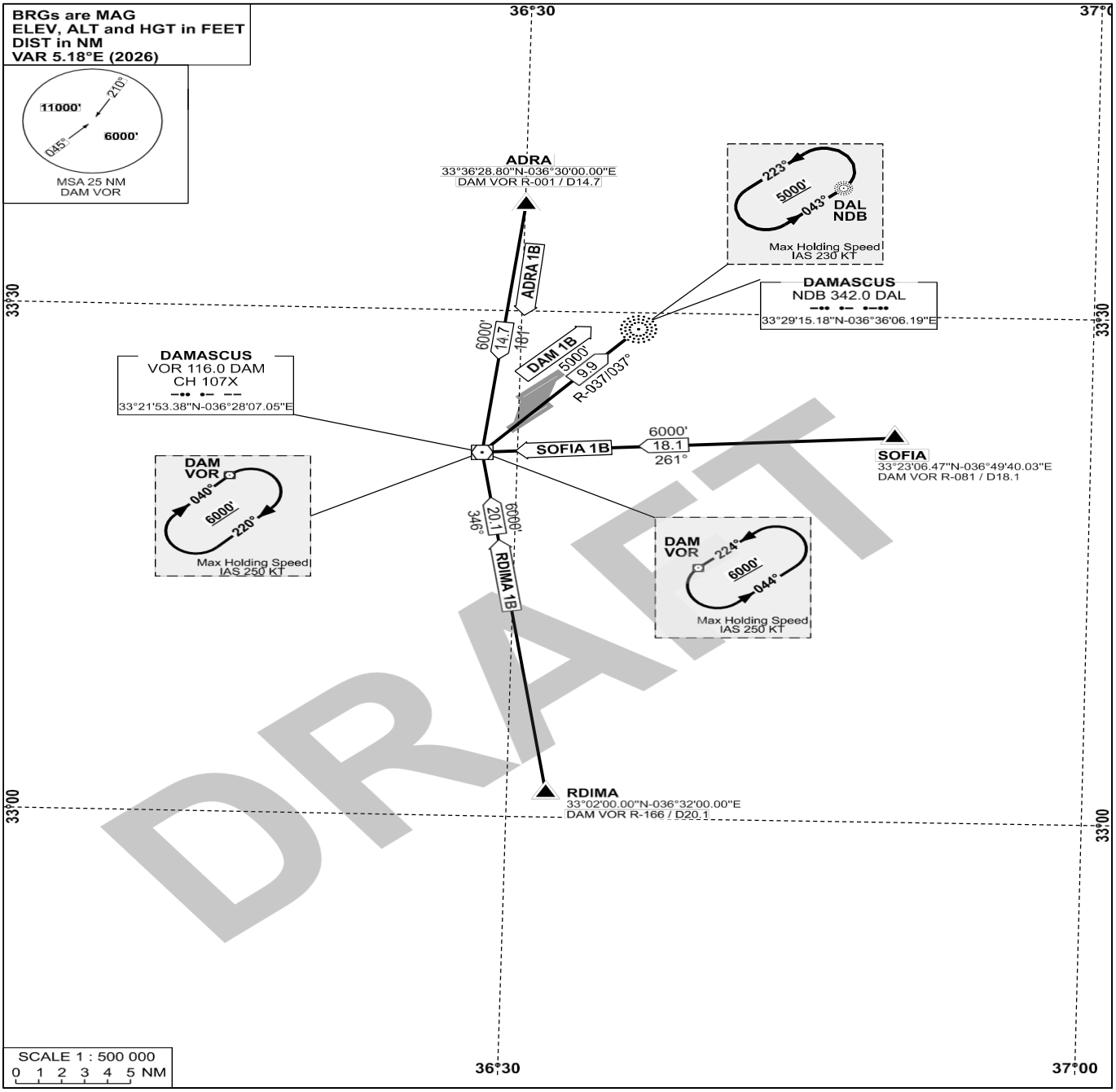
AD 2 OSDI STAR - 2
DD MMM YY

STANDARD ARRIVAL CHART INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE 13000 FT

APP : 120.0
TWR : 118.5 - 121.9

DAMASCUS/INTERNATIONAL



GACA

AIRAC AMDT XX/XX

Comments: *Flyability was good. The procedure was unaffected by terrain or additional obstacles. Descent rates and flight workload remained normal. Final radials and courses ok.*

Firmado digitalmente por
MICHELENA ALVAREZ SILVIO JUAN - ***0440**
25/09/2026

AIP
SYRIA

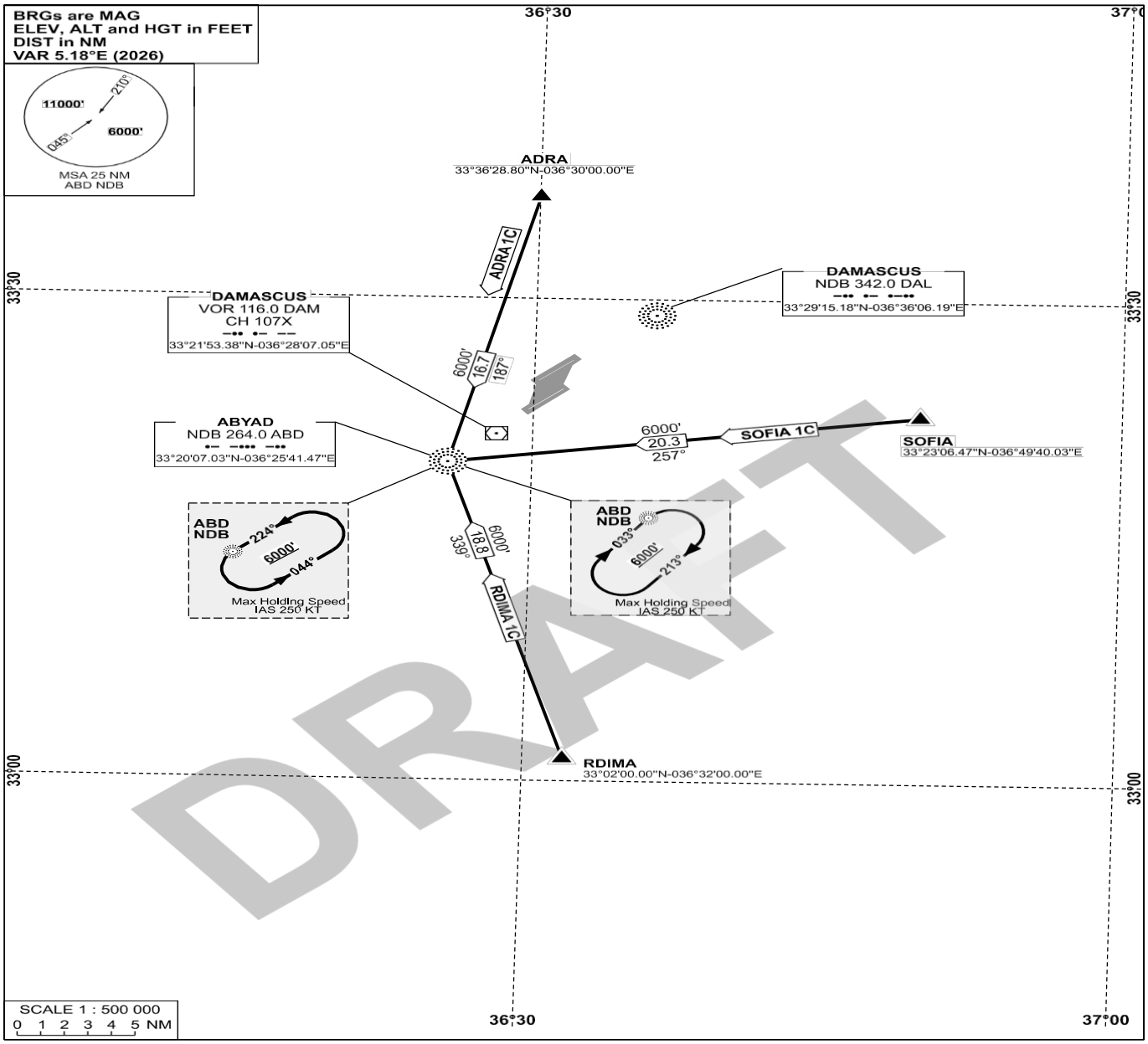
AD 2 OSDI STAR - 2
DD MMM YY

STANDARD ARRIVAL CHART INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE 13000 FT

APP : 120.0
TWR : 118.5 - 121.9

DAMASCUS/INTERNATIONAL



GACA

AIRAC AMDT XX/XX

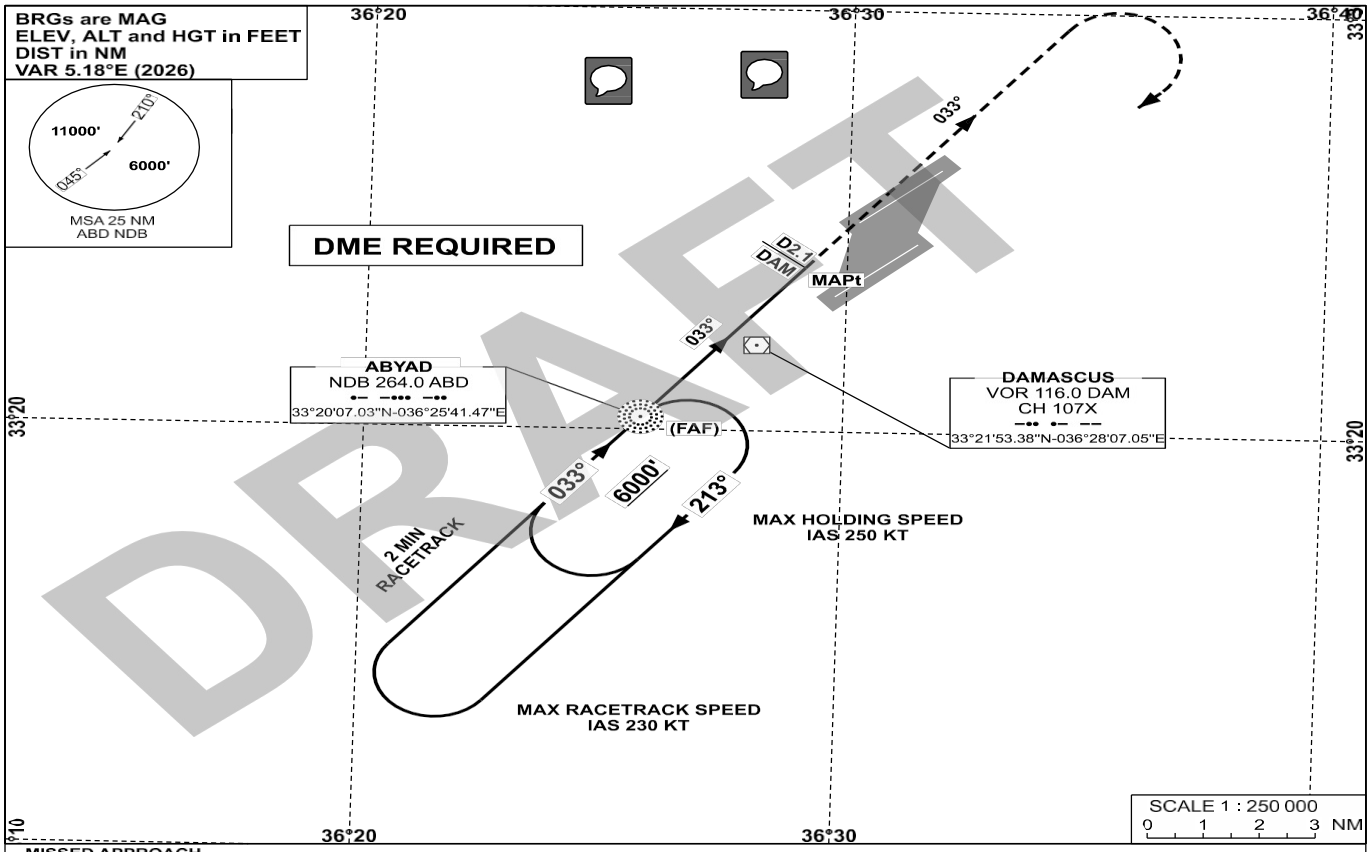
Comments: *Flyability was good. The procedure was unaffected by terrain or additional obstacles. Descent rates and flight workload remained normal. Final radials and courses ok.*

Firmado digitalmente por
MICHELENA ALVAREZ SILVIO JUAN - ***0440**
25/09/2026

INSTRUMENT APPROACH CHART - ICAO

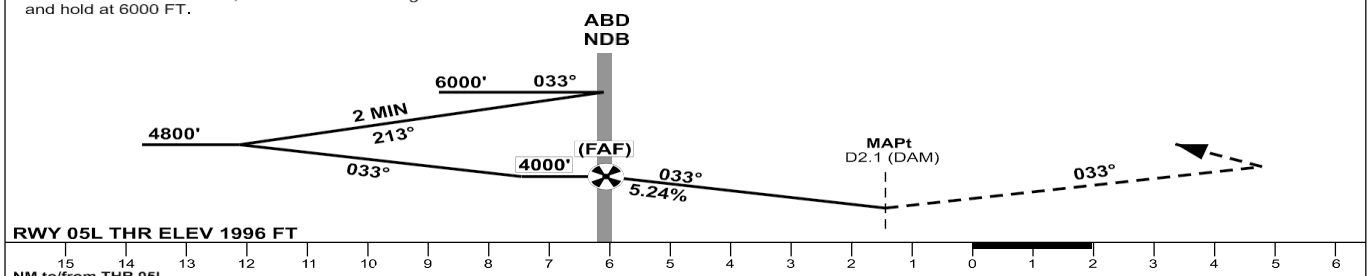
APP	120.0	AD ELEV	2020 FT
TWR	118.5 - 121.9	TRANSITION ALTITUDE 13000 FT	
ATIS	-		

DAMASCUS/INTERNATIONAL
NDB Y
RWY 05L



DRAFT

MISSED APPROACH
- Do not turn before 10 DME (DAM) on ABD NDB 033°or 4500 FT, whichever is later
- Climb on ABD NDB 033°, cross 4500 FT turn right to ABD NDB and hold at 6000 FT.



OCA (H)	A	B	C	D
Straight-in Approach	2700' (704')			
Circling	NOT AUTHORIZED			

CHANGE: NEW CHART

Comments: *Flyability was good. The procedure was unaffected by terrain or additional obstacles. Descent rates and flight workload remained normal. Final radials and courses ok. Missed approach ok.*
Recommendation to include a DME/Altitude cross-reference table on the IAC charts.

Firmado digitalmente por
MICHELENA ALVAREZ SILVIO JUAN - ***0440**
25/09/2026

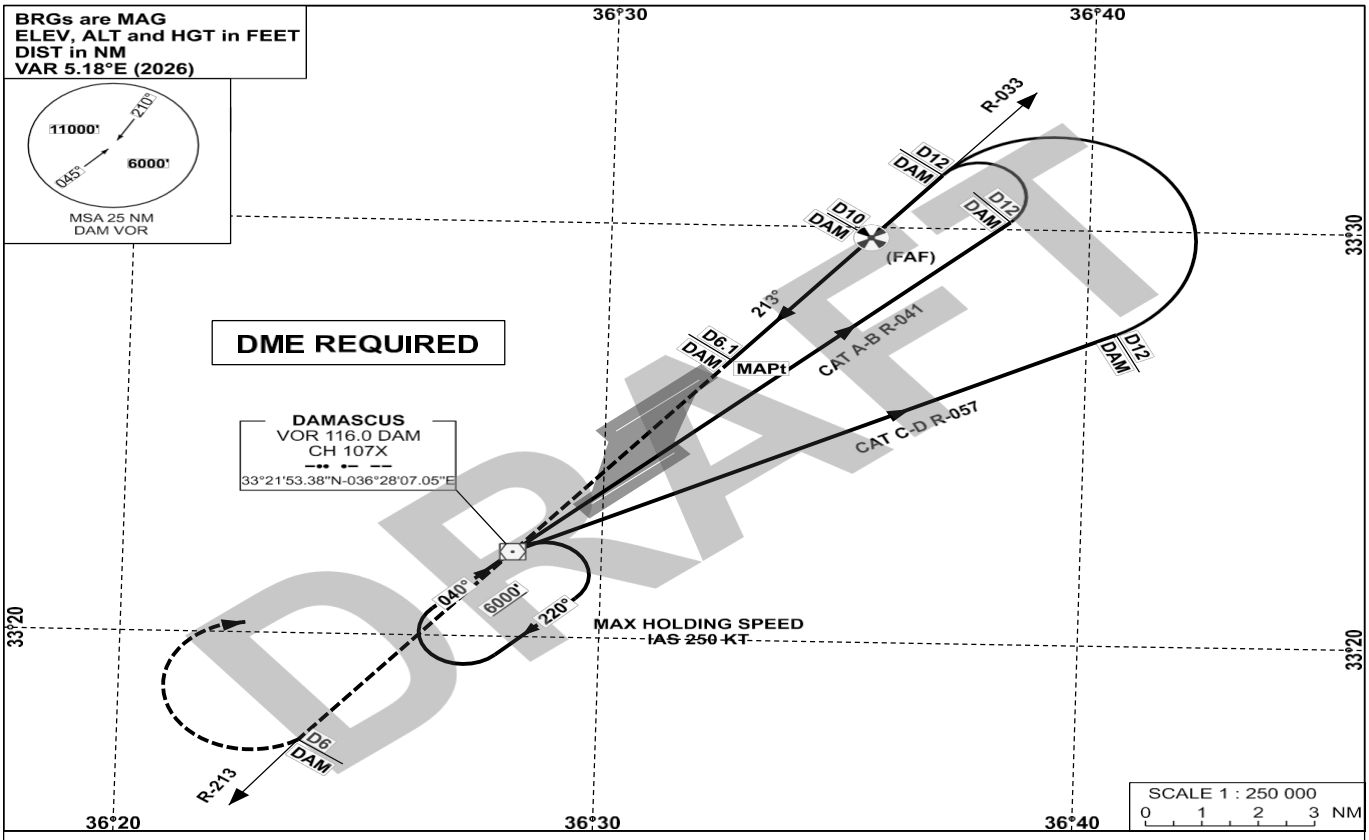
AD 2 OSDI IAC - 2
DD MMM YY

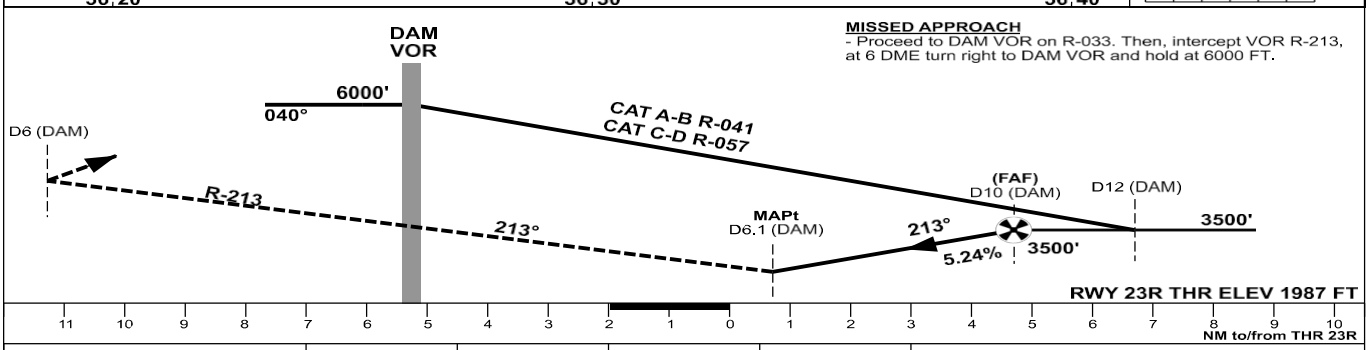
AIP
SYRIA

DAMASCUS/INTERNATIONAL
VOR Z
RWY 23R

APP	120.0	AD ELEV	2020 FT
TWR	118.5 - 121.9	TRANSITION ALTITUDE 13000 FT	
ATIS	-		

INSTRUMENT APPROACH CHART - ICAO





MISSED APPROACH
- Proceed to DAM VOR on R-033. Then, intercept VOR R-213, at 6 DME turn right to DAM VOR and hold at 6000 FT.

OCA (H)	A	B	C	D
Straight-in Approach	2500' (513')			
Circling	NOT AUTHORIZED			

Comments: *Flyability was good. The procedure was unaffected by terrain or additional obstacles. Descent rates and flight workload remained normal. Final radials and courses ok. Missed approach ok.*
Recommendation to include a DME/Altitude cross-reference table on the IAC charts.

Firmado digitalmente por
MICHELENA ALVAREZ SILVIO JUAN - ***0440**
25/09/2026

CHANGE: NEW CHART

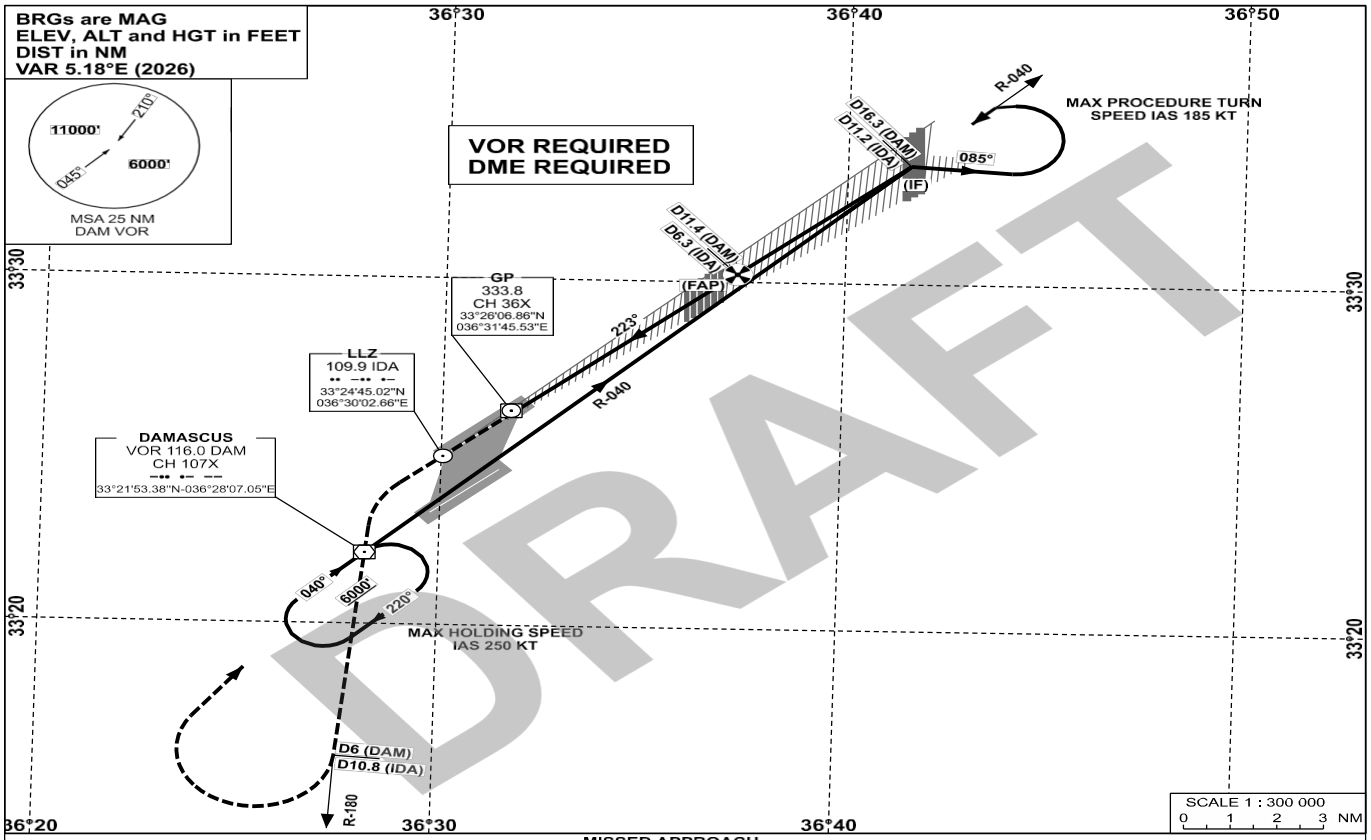
AIRAC AMDT XX/XX

GACA

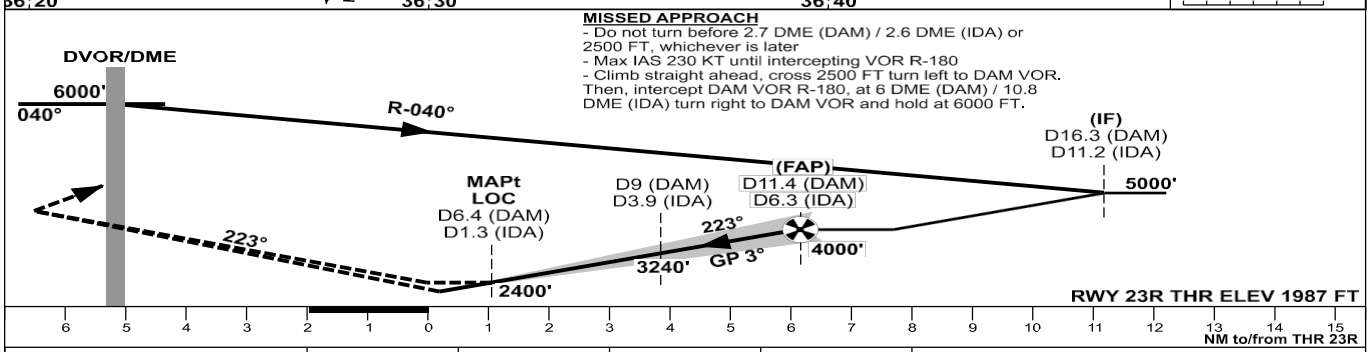
INSTRUMENT APPROACH CHART - ICAO

APP	120.0	AD ELEV	2020 FT
TWR	118.5 - 121.9	TRANSITION ALTITUDE 13000 FT	
ATIS	-		

DAMASCUS/INTERNATIONAL
ILS Z CAT I or LOC Z
RWY 23R



DRAFT



OCA (H)		A	B	C	D
Straight-in Approach	CAT I	2220' (233')			
	LOC	2400' (413')			
Circling		NOT AUTHORIZED			

- ILS RDH 55FT
- Intercept GP at 11.4 DME (DAM)/6.3 DME (IDA)

Comments: *Flyability was good. The procedure was unaffected by terrain or additional obstacles. Descent rates and flight workload remained normal. Final radials and courses ok. Missed approach ok.*
Recommendation to include a DME/Altitude cross-reference table on the IAC charts.

CHANGE: NEW CHART

Firmado digitalmente por
MICHELENA ALVAREZ SILVIO JUAN - ***0440**
25/09/2026

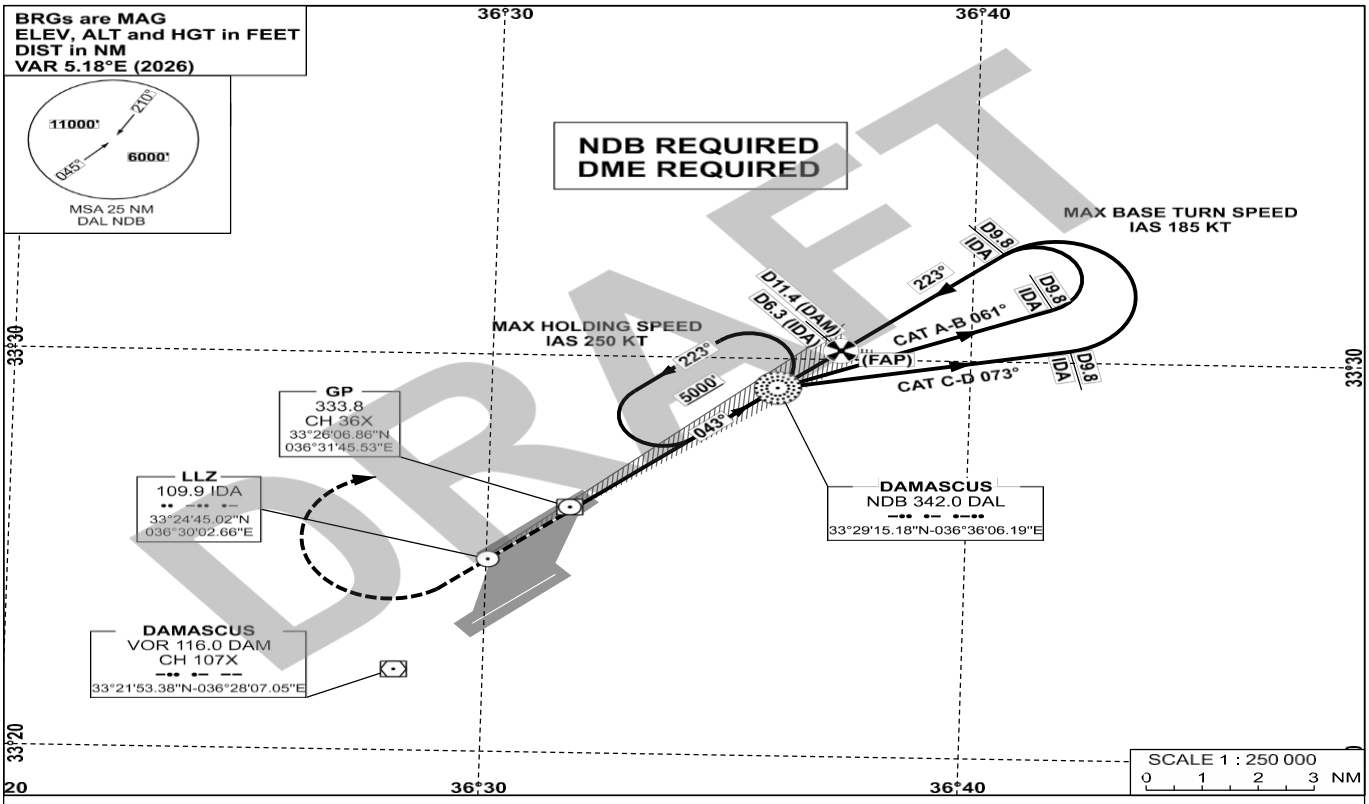
AD 2 OSDI IAC - 4
DD MMM YY

AIP
SYRIA

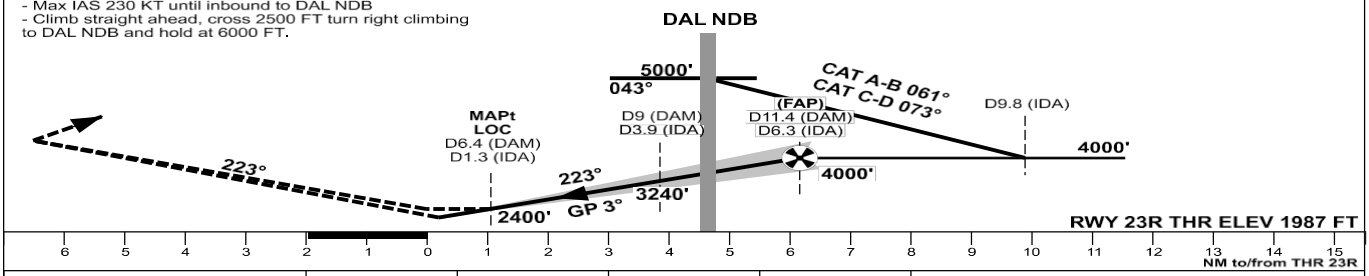
DAMASCUS/INTERNATIONAL
ILS Y CAT I or LOC Y
RWY 23R

APP	120.0	AD ELEV	2020 FT
TWR	118.5 - 121.9	TRANSITION ALTITUDE 13000 FT	
ATIS	-		

INSTRUMENT APPROACH CHART - ICAO



MISSED APPROACH
- Do not turn before 2.7 DME (DAM) / 2.6 DME (IDA) or 2500 FT, whichever is later
- Max IAS 230 KT until inbound to DAL NDB
- Climb straight ahead, cross 2500 FT turn right climbing to DAL NDB and hold at 6000 FT.



OCA (H)		A	B	C	D
Straight-in Approach	CAT I	2220' (233')			
	LOC	2400' (413')			
Circling		NOT AUTHORIZED			

- ILS RDH 55FT
- Intercept GP at 11.4 DME (DAM)/6.3 DME (IDA)

NEW CHART

Comments: *Flyability was good. The procedure was unaffected by terrain or additional obstacles. Descent rates and flight workload remained normal. Final radials and courses ok. Missed approach ok.*
Recommendation to include a DME/Altitude cross-reference table on the IAC charts.

Firmado digitalmente por
MICHELENA ALVAREZ SILVIO JUAN - ***0440**
25/09/2026

CHANGE:

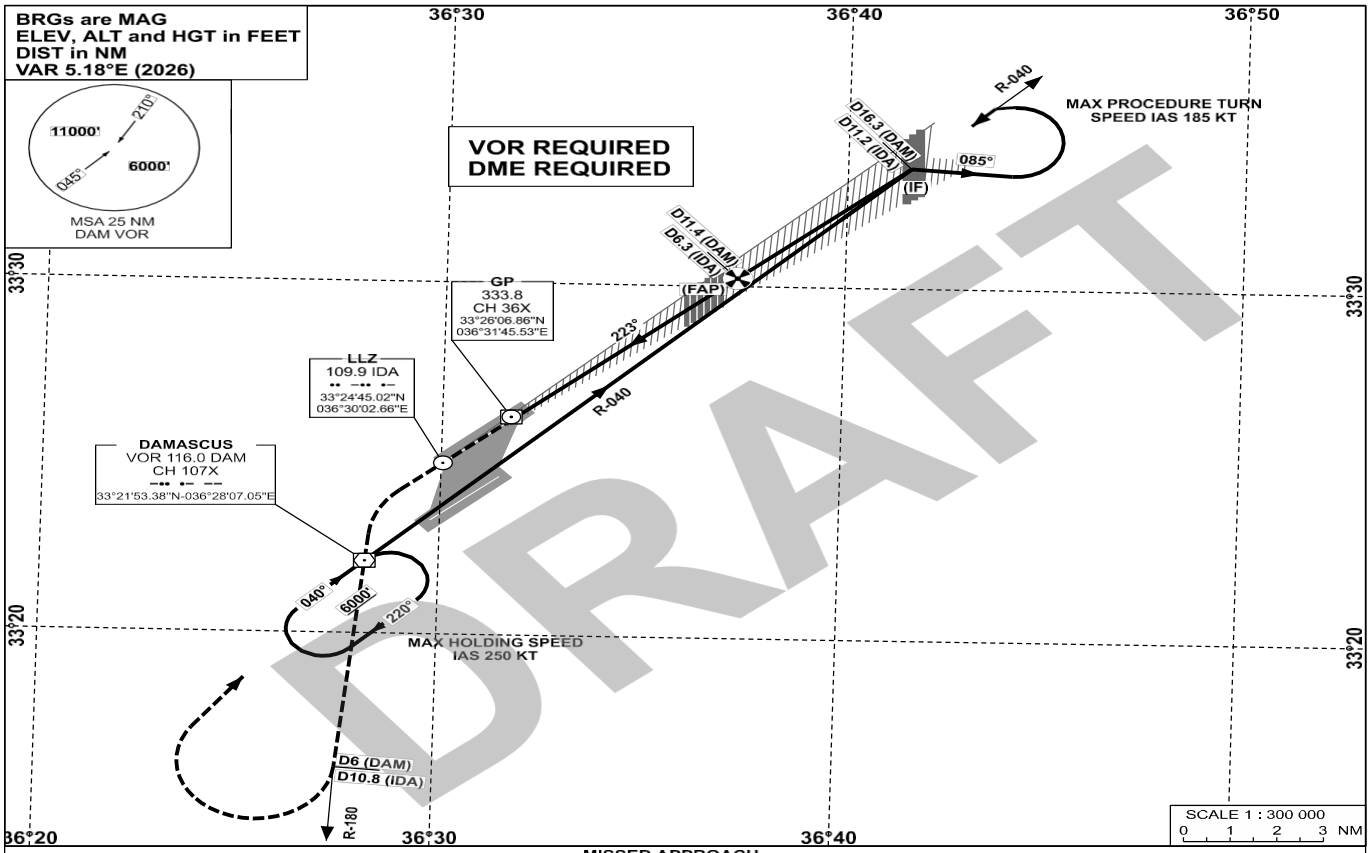
AIRAC AMDT XX/XX

GACA

INSTRUMENT APPROACH CHART - ICAO

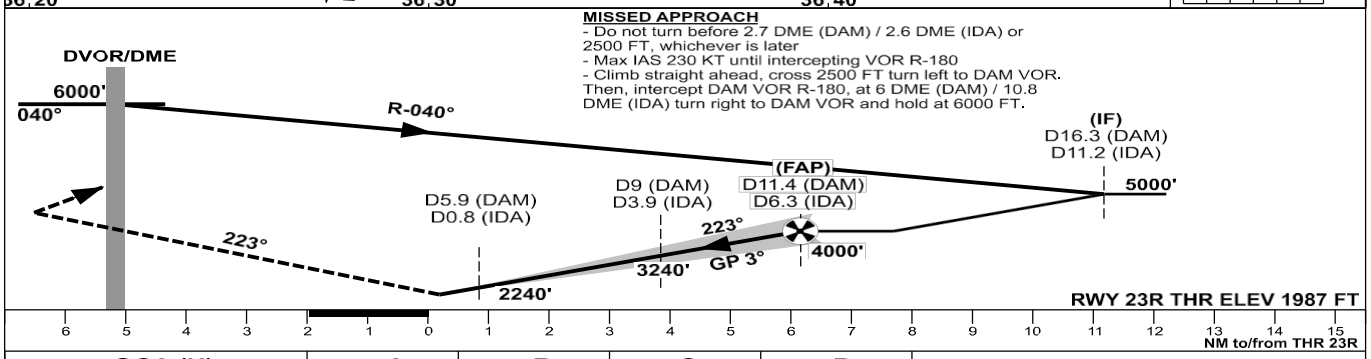
APP	120.0	AD ELEV	2020 FT
TWR	118.5 - 121.9	TRANSITION ALTITUDE 13000 FT	
ATIS	-		

DAMASCUS/INTERNATIONAL
ILS X CAT II
RWY 23R



DRAFT

MISSED APPROACH
- Do not turn before 2.7 DME (DAM) / 2.6 DME (IDA) or 2500 FT, whichever is later
- Max IAS 230 KT until intercepting VOR R-180
- Climb straight ahead, cross 2500 FT turn left to DAM VOR. Then, intercept DAM VOR R-180, at 6 DME (DAM) / 10.8 DME (IDA) turn right to DAM VOR and hold at 6000 FT.



OCA (H)		A	B	C	D
Straight-in Approach	CAT II	2140' (153')			
	Radio Altimeter	163'			
Circling		NOT AUTHORIZED			

- ILS RDH 55FT
- Intercept GP at 11.4 DME (DAM)/6.3 DME (IDA)

Comments: *Flyability was good. The procedure was unaffected by terrain or additional obstacles. Descent rates and flight workload remained normal. Final radials and courses ok. Missed approach ok.*
Recommendation to include a DME/Altitude cross-reference table on the IAC charts.

CHANGE: NEW CHART

Firmado digitalmente por
MICHELENA ALVAREZ SILVIO JUAN - ***0440**
25/09/2026

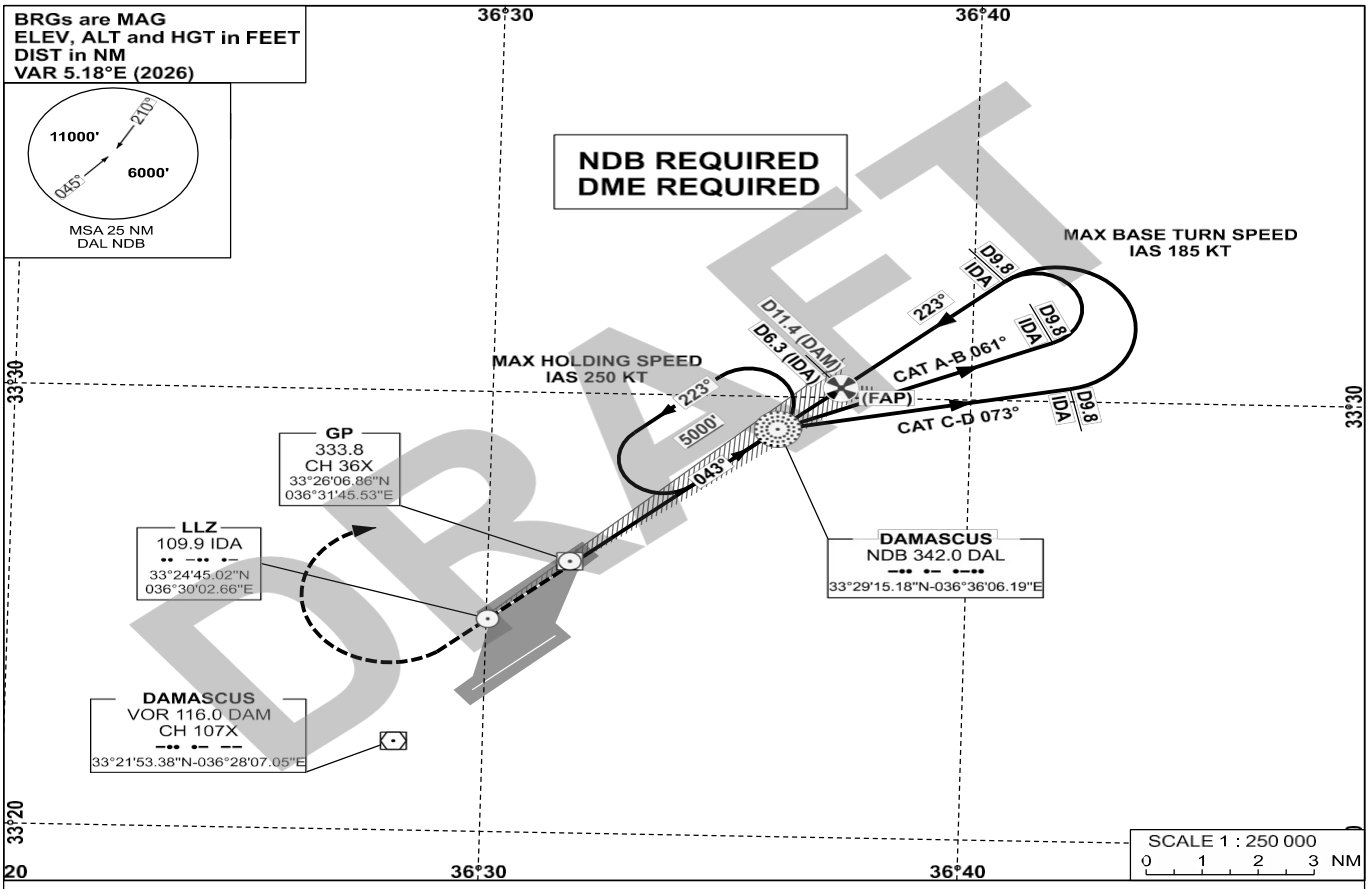
AD 2 OSDI IAC - 6
DD MMM YY

AIP
SYRIA

DAMASCUS/INTERNATIONAL
ILS V CAT II
RWY 23R

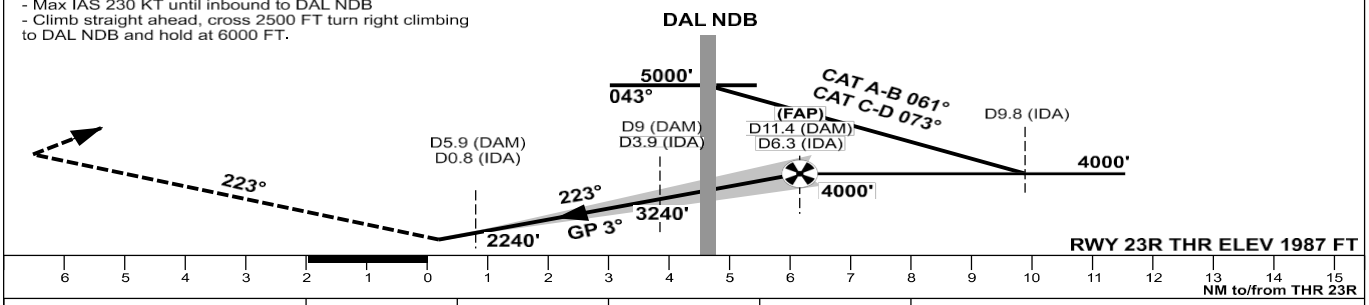
APP	120.0	AD ELEV	2020 FT
TWR	118.5 - 121.9	TRANSITION ALTITUDE 13000 FT	
ATIS	-		

INSTRUMENT APPROACH CHART - ICAO



DRAFT

MISSED APPROACH
- Do not turn before 2.7 DME (DAM) / 2.6 DME (IDA) or 2500 FT, whichever is later
- Max IAS 230 KT until inbound to DAL NDB
- Climb straight ahead, cross 2500 FT turn right climbing to DAL NDB and hold at 6000 FT.



OCA (H)		A	B	C	D
Straight-in Approach	CAT II	2140' (153')			
	Radio Altimeter	163'			
Circling		NOT AUTHORIZED			

- ILS RDH 55FT
- Intercept GP at 11.4 DME (DAM)/6.3 DME (IDA)

Comments: *Flyability was good. The procedure was unaffected by terrain or additional obstacles. Descent rates and flight workload remained normal. Final radials and courses ok. Missed approach ok.*
Recommendation to include a DME/Altitude cross-reference table on the IAC charts.

Firmado digitalmente por
MICHELENA ALVAREZ SILVIO JUAN - ***0440**
25/09/2026

CHANGE: NEW CHART

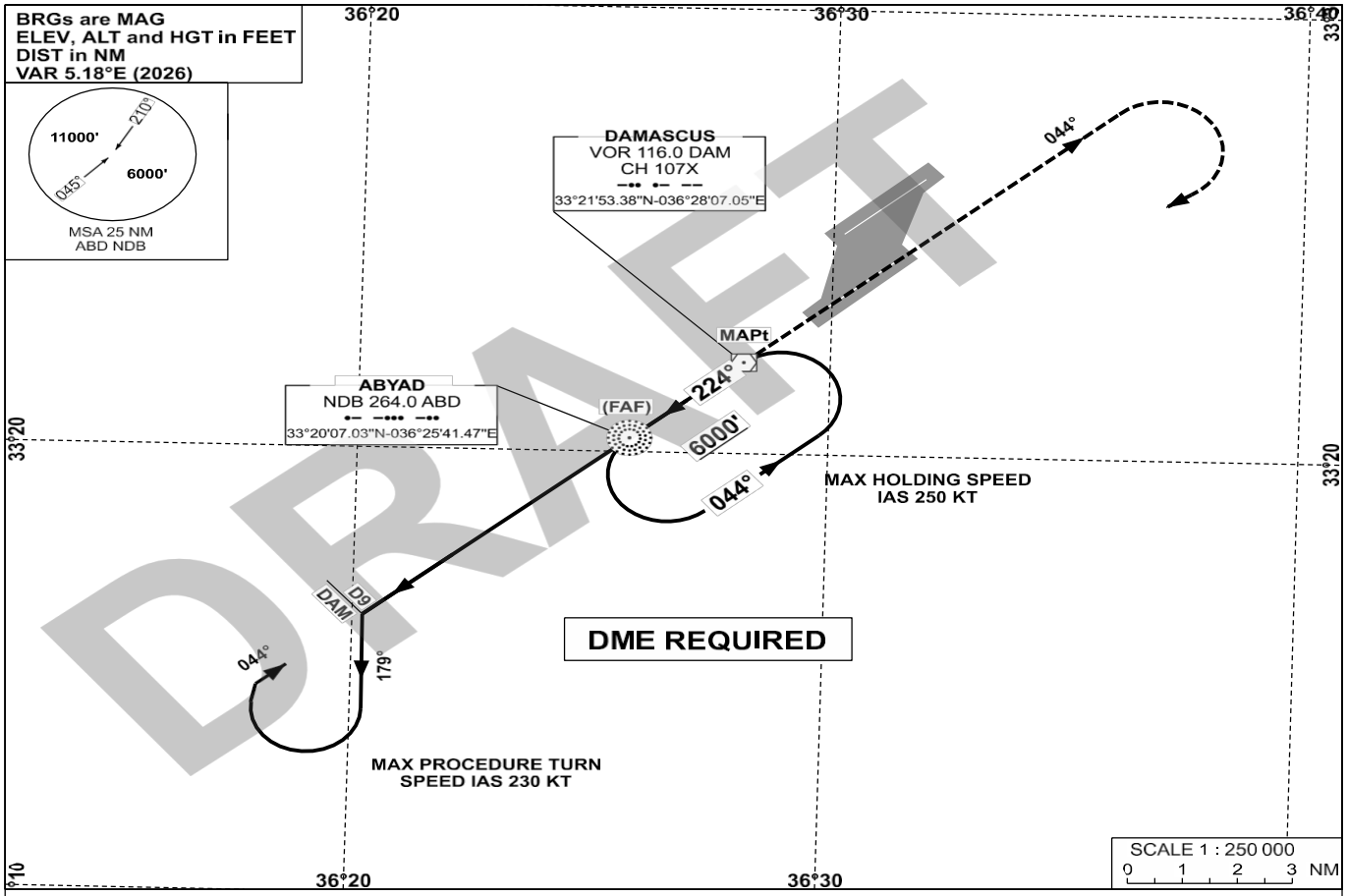
AIRAC AMDT XX/XX

GACA

INSTRUMENT APPROACH CHART - ICAO

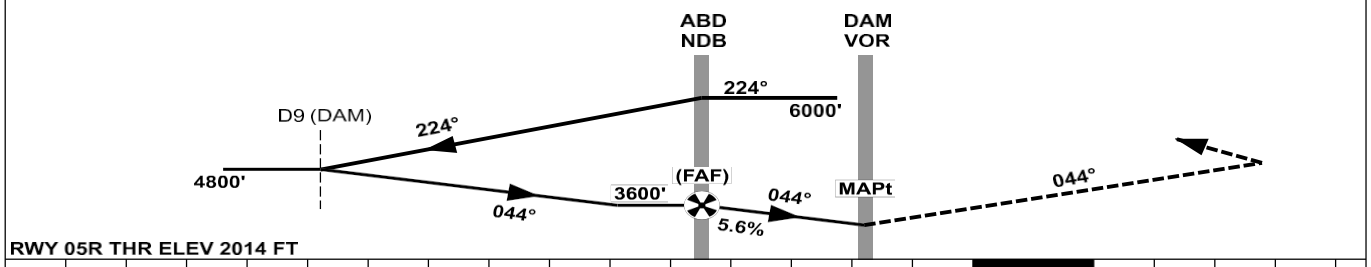
APP	120.0	AD ELEV	2020 FT
TWR	118.5 - 121.9	TRANSITION ALTITUDE 13000 FT	
ATIS	-		

DAMASCUS/INTERNATIONAL
NDB Y
RWY 05R



DRAFT

MISSED APPROACH
- Do not turn before 9 DME (DAM) on ABD NDB 044° or 4500 FT, whichever is later
- Climb on ABD NDB 044°, cross 4500 FT turn right to ABD NDB and hold at 6000 FT.



OCA (H)	A	B	C	D
Straight-in Approach	2700' (686')			
Circling	NOT AUTHORIZED			

CHANGE: NEW CHART

Comments: *Flyability was good. The procedure was unaffected by terrain or additional obstacles. Descent rates and flight workload remained normal. Final radials and courses ok. Missed approach ok.*

Recommendation to include a DME/Altitude cross-reference table on the IAC charts.

Firmado digitalmente por
MICHELLENA ALVAREZ SILVIO JUAN - C.C.0440
25/09/2026

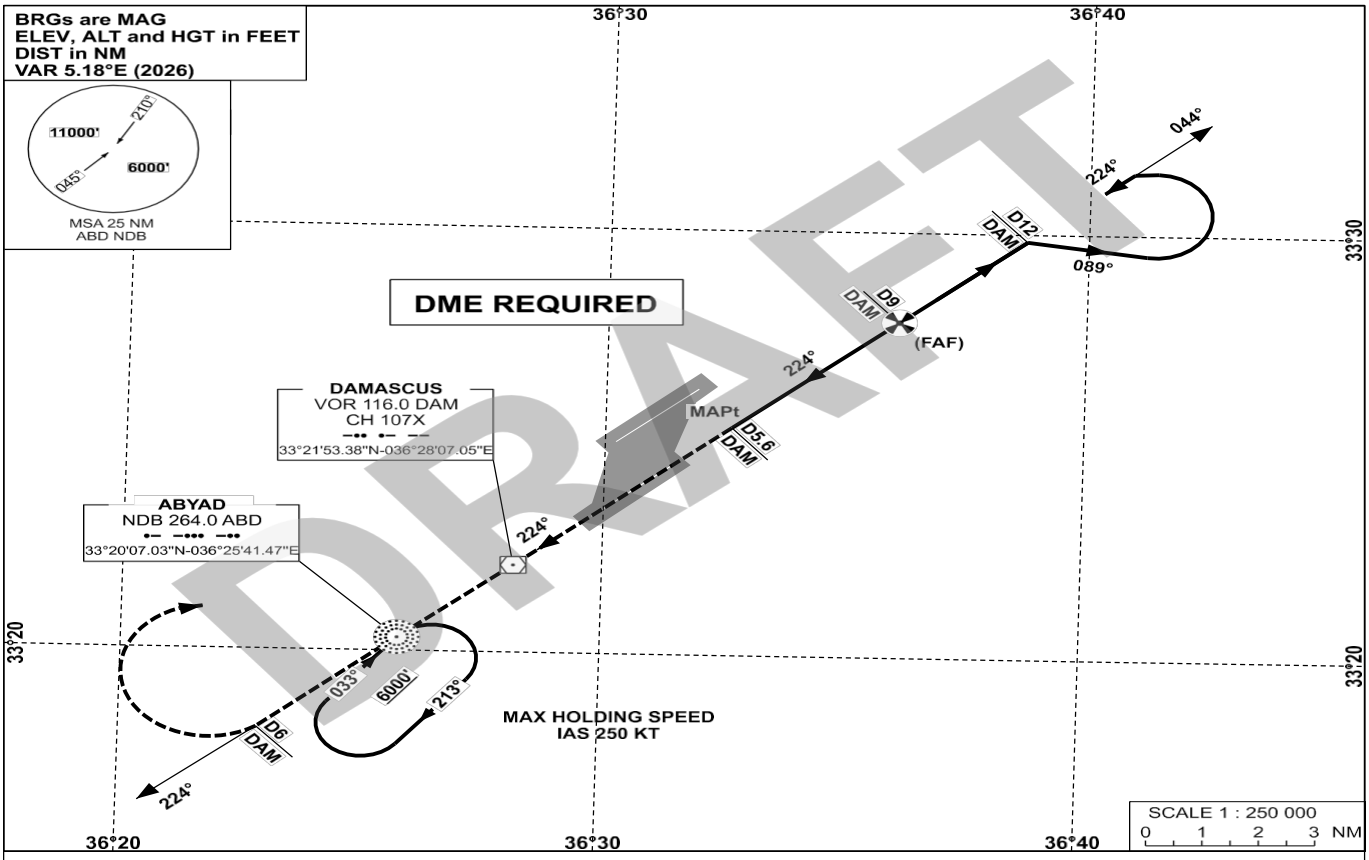
AD 2 OSDI IAC - 8
DD MMM YY

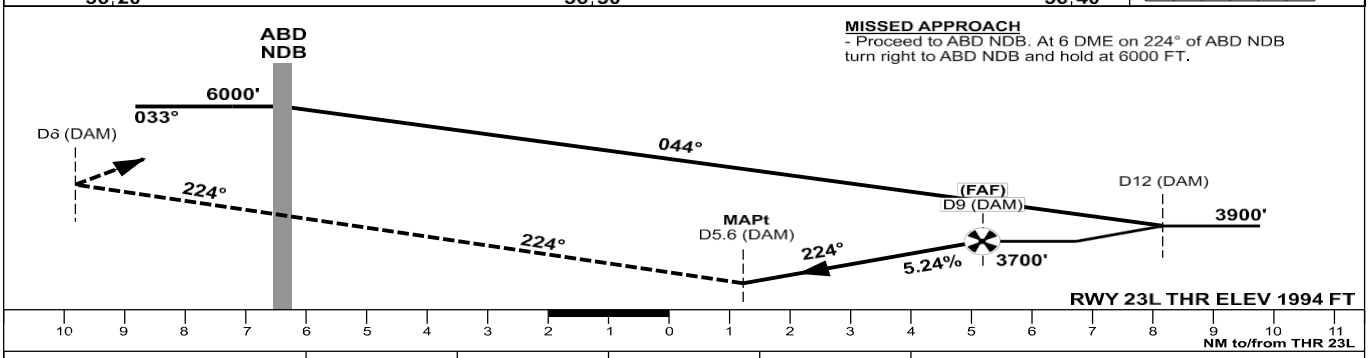
AIP
SYRIA

DAMASCUS/INTERNATIONAL
NDB Y
RWY 23L

APP	120.0	AD ELEV	2020 FT
TWR	118.5 - 121.9	TRANSITION ALTITUDE 13000 FT	
ATIS	-		

INSTRUMENT APPROACH CHART - ICAO





MISSED APPROACH
- Proceed to ABD NDB. At 6 DME on 224° of ABD NDB turn right to ABD NDB and hold at 6000 FT.

OCA (H)	A	B	C	D
Straight-in Approach	2700' (706')			
Circling	NOT AUTHORIZED			

Comments: *Flyability was good. The procedure was unaffected by terrain or additional obstacles. Descent rates and flight workload remained normal. Final radials and courses ok. Missed approach ok.*
Recommendation to include a DME/Altitude cross-reference table on the IAC charts.

Firmado digitalmente por
MICHELENA ALVAREZ SILVIO JUAN - ***0440**
25/09/2026

CHANGE: NEW CHART

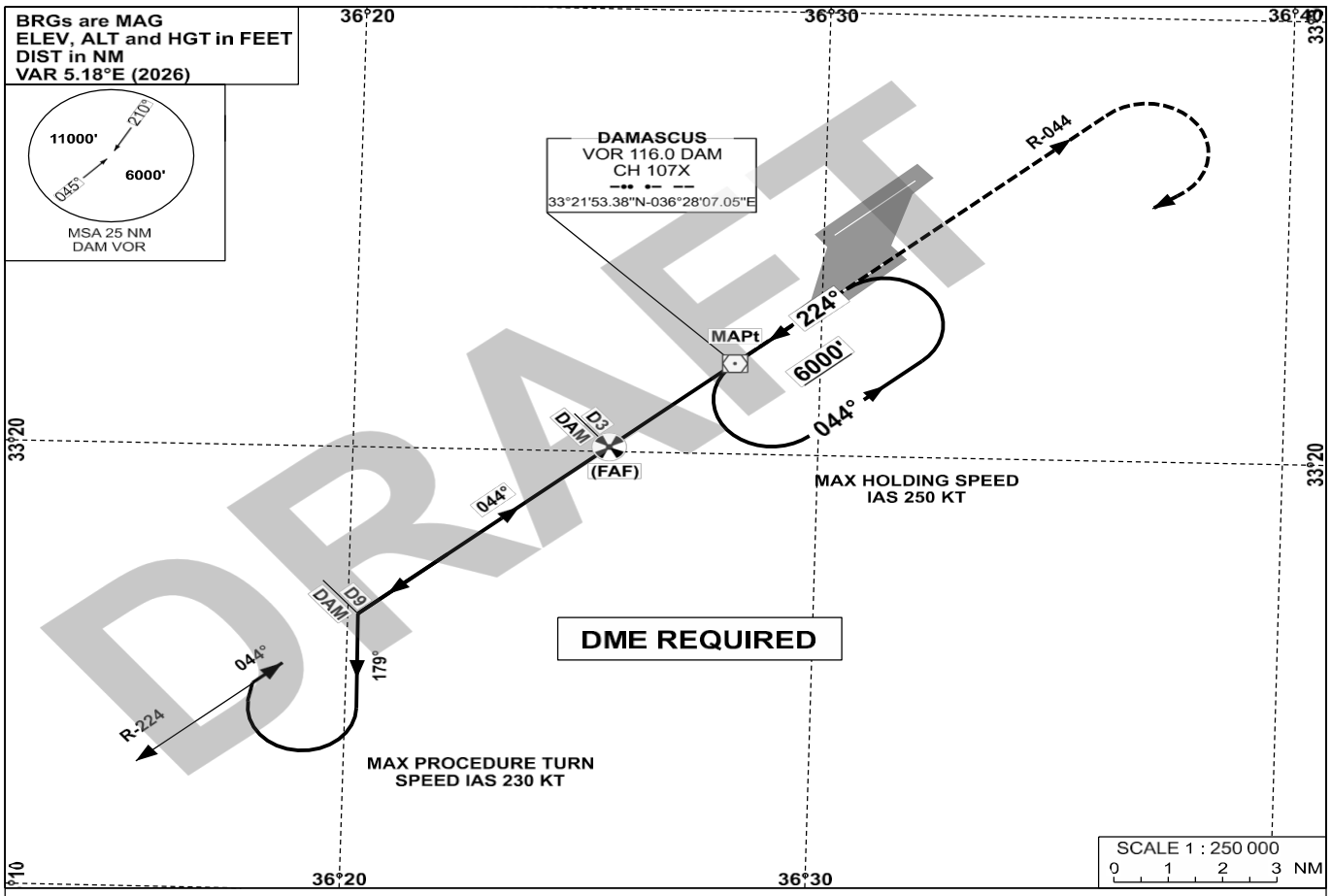
AIRAC AMDT XX/XX

GACA

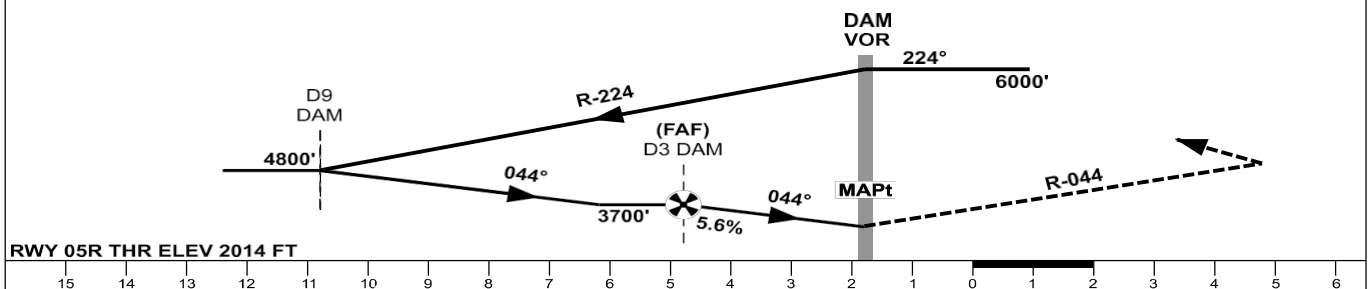
INSTRUMENT APPROACH CHART - ICAO

APP	120.0	AD ELEV	2020 FT
TWR	118.5 - 121.9	TRANSITION ALTITUDE 13000 FT	
ATIS	-		

DAMASCUS/INTERNATIONAL
VOR Z
RWY 05R



MISSED APPROACH
- Do not turn before 9 DME (DAM) on DAM VOR R-044 or 4500 FT, whichever is later
- Climb on DAM VOR R-044, cross 4500 FT turn right to DAM VOR and hold at 6000 FT.



OCA (H)	A	B	C	D
Straight-in Approach	2700' (686')			
Circling	NOT AUTHORIZED			

CHANGE: NEW CHART

Comments: *Flyability was good. The procedure was unaffected by terrain or additional obstacles. Descent rates and flight workload remained normal. Final radials and courses ok. Missed approach ok.*

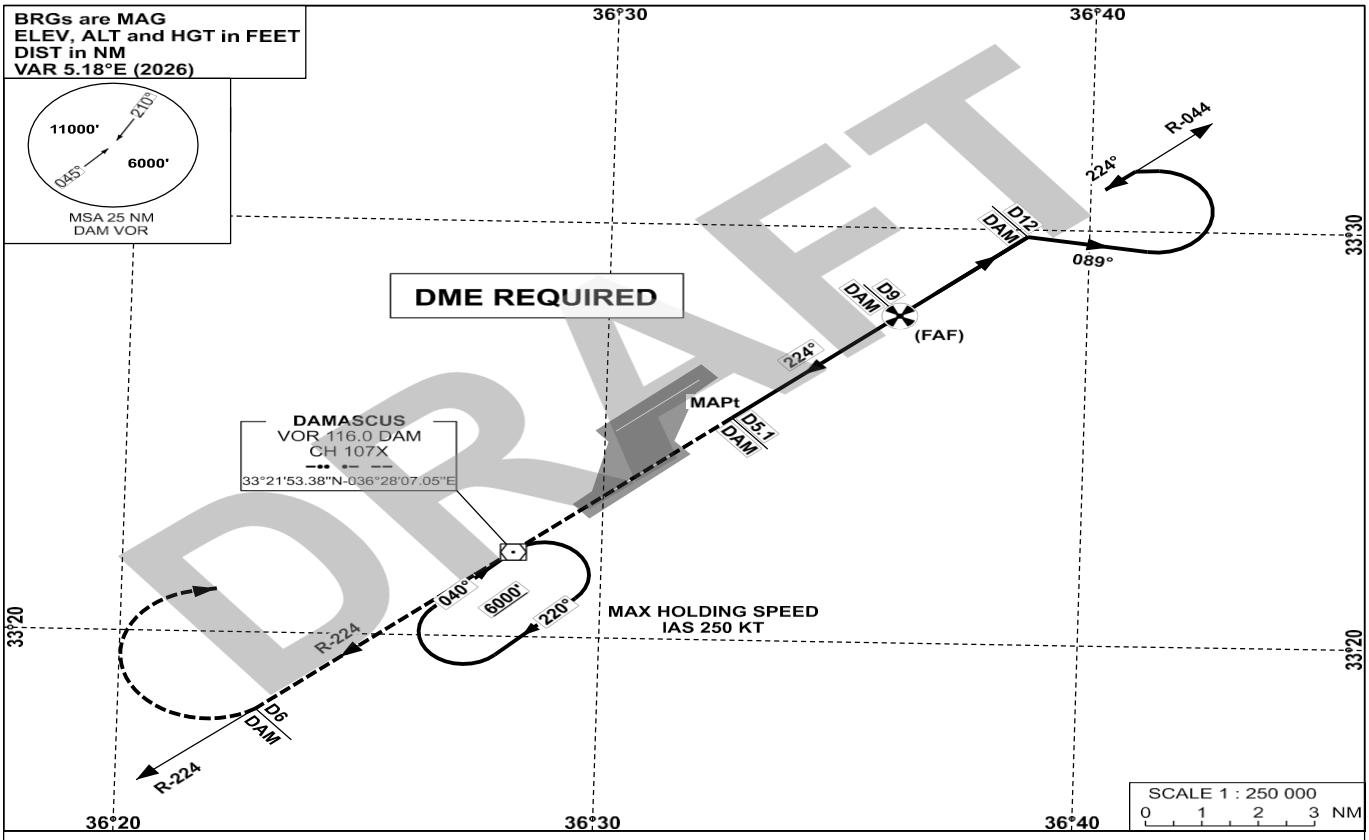
Firmado digitalmente por
MICHELENA ALVAREZ SILVIO JUAN - ***0440**
25/09/2026

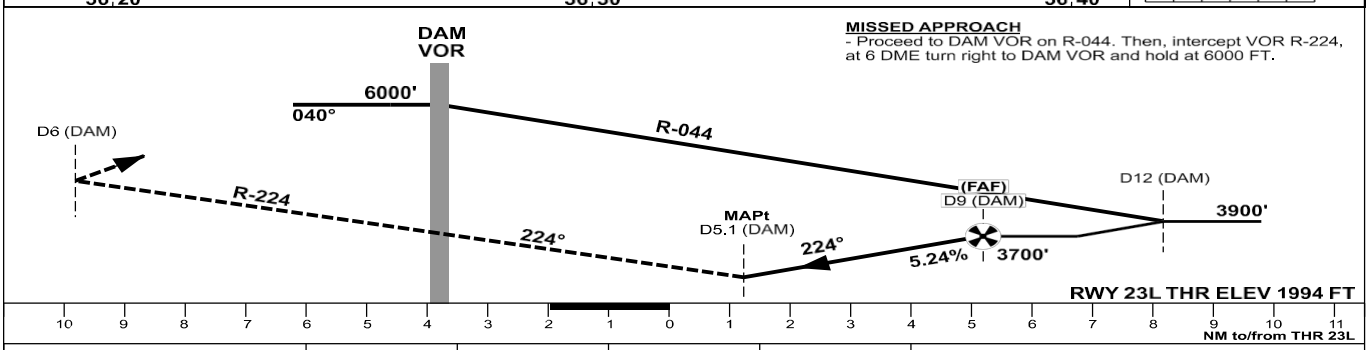
Recommendation to include a DME/Altitude cross-reference table on the IAC charts.

DAMASCUS/INTERNATIONAL
VOR Z
RWY 23L

APP	120.0	AD ELEV	2020 FT
TWR	118.5 - 121.9	TRANSITION ALTITUDE 13000 FT	
ATIS	-		

INSTRUMENT APPROACH CHART - ICAO





OCA (H)	A	B	C	D
Straight-in Approach	2500' (506')			
Circling	NOT AUTHORIZED			

Comments: *Flyability was good. The procedure was unaffected by terrain or additional obstacles. Descent rates and flight workload remained normal. Final radials and courses ok. Missed approach ok.*
Recommendation to include a DME/Altitude cross-reference table on the IAC charts.

Firmado digitalmente por
MICHELENA ALVAREZ SILVIO JUAN - ***0440**
25/09/2026

CHANGE: NEW CHART

AIRAC AMDT XX/XX

GACA

AD 2.2 OSAP — Aleppo International Airport

RWY 09L/27R: visual approach only; day and night H24; simple approach lighting RWY 27R (A0157/25 PERM). Existing RWY 09/27 is redesignated 09R/27L under A0164/25.

N36° 5'45.00"E 37°29'56.00OSAP AD 2.1 AERODROME LOCATION INDICATOR AND NAME

OSAP Aleppo International Airport

OSAP AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	**ARP coordinates and site at AD**	**N36°10'49" E37°13'36"**
2	Direction and distance from (city)	4.6 KM (2.5NM)ESE OF ALEPO
3	Elevation/Reference temperature	1276ft(389M) , 36°C
4	Geoid undulation at AD ELEV PSN	NIL
5	MAG VAR/Annual change	4°E (2026)

6	AD Administration, address, telephone, telefax, telex, AFS, Email, website	ALEPPO AIRPORT -ALEPPO -SYRIA A.P DIRECT TEL: +96321 2277297 A.P FAX : +963 21 2277293 A.P TEL : +963 21 4211200,1,2,3,4,5 TWR TEL :+963 21 22 77296 AIS UNT and ARO TELEFAX +963 21 2257714 P.O .BOX :6064 AFTN :OSAPZPZX.OSAPZTZX
7	Types of traffic permitted (IFR/VFR)	IFR /VFR VFR BELOW FL150
8	Remarks	NIL

OSAP AD 2.3 OPERATIONAL HOURS

1	**AD Administration**	**08:00 -15:30 LOCAL**
2	Customs and immigration	24 H
3	Health and sanitation	24 H
4	AIS Briefing Office	24 H
5	ATS Reporting Office (ARO)	24 H
6	MET Briefing Office	24 H

7	ATS	24 H
8	Fuelling	24 H
9	Handling	24 H
10	Security	24 H
11	De-icing	SPECIAL PROCEDURE
12	Remarks	NIL

OSAP AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo -handling facilities	Syrian Arab Airlines Facilities
2	fuel /oil types	Jet Fuel A1, Oil GRADES NONE
3	Fuelling Facilities /capacity	3 Units each 45000 l
4	De-icing Facilities	Trucks and Salt
4	Hangar space for visiting aircraft	NIL
5	Repair facilities for visiting aircraft	Syrian Arab Airlines
6	Remarks	NIL
7		

OSAP AD 2.5 PASSENGER FACILITIES

1	Hotels	Airport Hotel -City Hotels
2	Resturants	Limited at the Airport, Unlimited in the City
3	Transportation	Taxies and Buses
4	Medical Facilities	First Aid, three Ambulances, Hospital in the City

5	Bank and Post Office	Available
6	Tourist Office	Available
7	Remarks	NIL

OSAP AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	**AD category for firefighting**	**CAT 9 — A0161/25 PERM**
2	Rescue equipment	Adequate rescue and firefighting vehicles, equipment, and personnel provided.
3	Capability for the removal of disabled aircraft	TRAINED PERSONNEL 33 +19 DRIVERS SYRIAN AIR GROUND FACILITIES
4	Remarks	NIL

OSAP AD 2.7 SEASONAL AVAILABILITY — CLEARING

1	**Types of clearing equipment**	**BY TRUCKS AND SALTS**
2	Clearance priorities	RWY-TWY-APRON
3	Remarks	NIL

OSAP AD 2.8 APRONS, TAXIWAYS, AND CHECK LOCATIONS/POSITIONS DATA

1	Apron Surface and Strength	ASPHALT, PCN 72F/D/X/T

2	Taxiway width, Surface and elevation	23 M, ASPHALT, PCN 82F/D/X/T+shoulders 10.5m each side.
3	ACL Location and elevation	TERMANAL APRON (1287ft)
4	VOR/INS ,Checkpoint	See AD Chart
5	Remarks	NIL

OSAP AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	**Use of aircraft stand ID signs, TWY guide lines, and a visual docking/parking guidance system of aircraft stands**	**IN ACCORDANCE WITH ICAO ANNEX 14** **AIRCRAFT STANDS:** **S1 36 11 01.694 N 37 13 39.745E S2 36 11 00.017N 37 13 39.50 E** **S3 36 11 01.926N 37 13 37.316E S4 36 11 00.265N 37 13 37.078E** **S5 36 11 02.326N 37 13 33.049E S6 36 11 00.666N 37 13 32.811E** **S7 36 11 01.293N 37 13 44.019E S8 36 10 59.634N 37 13 73.781E**
2	RWY and TWY markings and LGT	THRESHOLD, RUNWAY CENTER LINE EDGELINES/ TOUCH DOWN ZONE DESIGNATION; TAXI HOLDING POSITIONS, TAXIWAY CENTER LINE AND EDGE LINES. TAXIWAYS: RW1 36 10 50.991N 37 13 36.501E SW2 35 10 55.056N 37 13 37.084E SW3 36 10 56.720N 37 13 37.319E SW4 36 10 57.750N 37 13 37.463E TW5 36 10 57.746N 37 13 38.995E TW6 36 10 55.235N 37 13 44.277E TW7 8 36 10 56.565N 37 13 46.424E
3	Stop bars	Available
4	Other runway protection measures	NIL

5	Remarks	NIL

OSAP AD 2.10 AERODROME OBSTACLES

RWY Designator	Type of obstruction	HGT (M)	FROM RWY THR
A	B	C	D
27	Mast	18	1000m /097 Degrees
27	Mast	18	4000m / 097 Degrees
09	Mast	160	7500m /100 Degrees

OSAP AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Aleppo
2	Hours of services MET Office outside hours	24 H
3	The office responsible for the TAF preparation periods of validity	Aleppo every 6 hours
4	Type of landing forecast, Interval of issuance	NIL
5	Briefing/consultation provided	Personal consultation
6	Flight Documentation Language (s) used	Chart abbreviated plain language text English
7	Charts and other information available for briefing or consultation	S,U85,U50,U30,P85,P70,P50,P40,P30,P20,SIG CHART
8	Supplementary equipment is available for providing information	TELEX, Self-briefing Terminal
9	ATS units provided with information	Aleppo TWR

10	Remarks	NIL

OSAP AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	**TRUE BRG**	**Dimensions of RWY (M)**	**Pavement type**	**Strength (PCN), and surface of RWY and SWY**	**THR coordinates RWY end coordinate** **THR geoid undulation**	**THR elevation, and highest elevation of the TDZ of precision APP RWY**	**CLASSIFICATION**
1	**2**	**3**	**4**	**5**	**6**	**7**	
09L	094	2910 m × 45 m	Flexible asphalt	86 F/D/X/T	N36°11′01″ E037°12′31″	1280 ft	4C
27R	274	2910 m × 45 m	Flexible asphalt	86 F/D/X/T	N36°10′50″ E037°14′27″	1259 ft	4C
09R	094	2910m × 45m	Flexible asphalt	56/F/X/D/T	37 13 36 32E 36 10 49 74 N	1278ft	4E
27L	274	2910m × 45m	Flexible asphalt	56/F/X/D/T	36 10 44.90N 37 13 36.30E	1257ft	4E

Designations RWY NR	**Slope of RWY-SWY**	**SWY dimensions (M)**	**CWY dimensions (M)**	**Strip dimensions (M)**	**Dimensions of runway end safety areas**
1	**7**	**8**	**9**	**10**	**11**
27L	105×45	90 x 90	NIL	3090×150	NIL
27R	85 x 45	105 x 85	NIL	3100 x 300	NIL

Designations RWY NR	**Location and description of engineering material arresting system(EMAS)**	**OFZ**	**Remark**
1	**12**	**13**	**14**
09/27	NIL	NIL	-

OSAP AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
09L	2910	2910	2910	2910	A0157/25 PERM; visual approach only.
27R	2910	2910	2910	2910	A0157/25 PERM; visual approach only.

OSAP AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	**APCH LGT type LEN INTST**	**THR LGT colour WBAR**	**PAPI**	**TDZ, LGT LEN**	**RWY Centre Line LGT Length, spacing, colour, INTST**	**RWY edge LGT LEN, spacing colour INTST**	**RWY End LGT colour WBAR**	**SWY LGT LEN (M) colour**	**Remarks**
1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**
27L/09R	PRECISION APPROACH LIGHT SYSTEM Inner 400 m Available outer 900 m Section not Provided	GREEN H.I	8 UNITS,3°, TWO SIDES	TDZ LIGHT CAT II	WHITE LIGHT From Threshold TILL 2100m. WHITE/RED, FM 2100m TILL 2700m. RED FM2700m TILL The End	WHITE, From Threshold Till 2400m. RED, From 2400m Till End	RED H.I.	_	_

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**
09L/27R	_	GREEN H.I.	--	--	WHITE LIGHT From Threshold TILL 2100m. WHITE/RED, FM 2100m TILL 2700m. RED FM2700m TILL The End	WHITE, From Threshold Till 2400m. RED, From 2400m Till End	RED,H.I.	--	--

OSAP AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN /IBN Location Characteristics and hours of operation	ABN above THE TWR, FLG W G EV 2 sec
2	LDI location and LGT Anemometer location and LGT	Landing tee beside wind soke with white lamps
3	TWY edge and center line lighting	TWY EDGE -blue lights
4	Secondary power supply/switch over time	Power supplies are two: a)-VOLVO -250KVA . b)-MainVOLVO -300KVA
5	Remarks	NIL

OSAP AD 2.16 HELICOPTER LANDING AREA

NIL

OSAP AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	See ENR 6-1

2	Vertical Limits	see ENR 3.1-1
3	Airspace Classification	Class A at and above FL 150 Class B below FL 150
4	ATS unit call sign Language(s)	119.10MHZ,ENGLISH
5	Transition Altitude	Altitude 13000ft
6	Remarks	NIL

OSAP AD 2.18 ATS COMMUNICATION FACILITIES

2.18 ATS COMMUNICATION FACILITIES		
Service	**Callsign**	**Frequency**
Tower (Main)	Aleppo Tower	119.1 MHz
Tower (Secondary)	Aleppo Tower	118.1 MHZ
Ground	Aleppo Ground	121.9 MHZ
Emergency	Aleppo Tower	121.5 MHZ

OSAP AD 2.19 RADIO NAVIGATION AND LANDING AID

2.19 RADIO NAVIGATION AND LANDING AID	
ALE DVOR/DME	114.5 MHz / Ch 092X
Aleppo NDB — ALE	396 kHz
ILS localizer RWY 27L — IALE	110.1 MHz

ILS glide path RWY 27L	334.4 MHz; nominal glide path angle 3°
ILS-associated DME RWY 27L — IALE	CH38X
ILS/DME RWY 27L status	In service without restrictions. Flight inspection: 23 September 2026.

OSAP AD 2.20 LOCAL AERODROME REGULATIONS

Local flying restrictions

20.1 AIRPORT REGULATIONS

NIL

20.2 TAXIING TO AND FROM STANDS

NIL

20.3 PARKING AREA FOR SMALL AIRCRAFT (GENERAL AVIATION)

NIL

20.4 PARKING AREA FOR HELICOPTERS

NIL

20.5 APRON - TAXIING DURING WINTER CONDITIONS

NIL

20.6 TAXIING LIMITATIONS

NIL

20.7 SCHOOL AND TRAINING FLIGHTS - TECHNICAL TEST FLIGHTS - USE OF RUNWAYS

NIL

20.8 HELICOPTER TRAFFIC - LIMITATION

NIL

20.9 REMOVAL OF DISABLED AIRCRAFT FROM RUNWAYS

NIL

OSAP AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

OSAP AD 2.22 FLIGHT PROCEDURES

2.22.1 — Standard Instrument Departure (SID) Procedures

RWY 27 Departures (Series 1-R, minimum noise routing)

SID	Code	Description
GOLF 1-R	GLF1R	After takeoff, keep RWY heading to 5DME 3000ft or above, 5DME ARC Right to Radial 012 ALE/DVOR, proceed to GOLF 14DME, to proceed to GOLF point DIST 14NM DME **N36°24'19.00" E37°17'26.00"**, and establish **AWY B544.**
DELTA 1-R	DLT1R	After takeoff, keep RWY heading to 5DME 3000ft+, 5DME ARC Right to Radial 106 ALE/DVOR, proceed to DELTA point DIST15DM **N36° 5'45.00"E 37°29'56.00**, and establish **AWY M861**
TANGO 1-R	TNG1 R	After take-off, turn to the left, then intercept Radial 154 from ALE/DME to proceed to TANGO point DIDT 15NM DME **N35°57'2.00"E37°20'8.00** and Establish **AWY B544**
KILO 1-R	KLO1R	After takeoff, turn left, then intercept Radial 176 from ALE/DVOR to proceed to KILO point, DIST 12 NM DME; **N35°59'3.00"E37°12'47.00 and** Establish AWY Q538
LIMA 1-R	LMA1 R	After takeoff , turn left, intercept Radial 225 from ALE/DVOR to proceed to LIMA point DIST 12NM DME**,N36° 2'13.00"E37° 1'4.00"** and establish AWY W6

Note: These SIDs shall be applied when there are military restrictions and required a Minimum gradient climb(346ft/NM =5.7%).and they are Minimum noise routing.

RWY 27 Departures (Series 2-R, minimum noise routing)

SID	Code	Description
GOLF 2-R	**GLF2R**	After takeoff, keep RWY heading to cross 5NM DME 3000ftor above ,then execute 5NM DME ARC to the Right till intercept Radial 012 from ALE/DVOR DME,to proceed to GOLF DIST14NM DME, **N36°24'19.00" E37°17'26.00"**, and establish AWY B544 ALT 10000ft or above .
DELTA 2-R	**DLT2R**	After takeoff, keep RWY heading to cross 5NM DME 3000ftor above ,then execute 5NM DME ARC to the Right after crosing 8000ft proceed direct to ALE/DVOR/DME,then intercept radial 106 from ALE/DVOR/DME to proceed to DELTA point DIST15NM DME,**N36° 5'45.00"E 37°29'56.00** , and establish AWY FL160 ft or above .
TANGO 2-R	**TNG2R**	After takeoff, keep RWY heading to cross 5NM DME 3000ft or above ,then execute 5NM DME ARC to the Right after crosing 8000ft proceed direct to ALE/DVORDME,then intercept radial 154 from ALEDVOR/DME to proceed to TANGO point DIST15NM DME, **N35°57'2.00"E37°20'8.00**, and establish AWY B544,then climb on corse 20NMDME FL160 ft or above and 40NM DME FL240or above .

KILO 2-R	**KLO2R**	After takeoff, keep RWY heading to cross 5NM DME 3000ft or above ,then execute 5NM DME ARC to the Right after crosing 8000ft proceed direct to ALE/DVOR/DME,then intercept radial 176 from ALE/DVOR/DME to proceed to KILO point DIST12 NM DME,**N35°59'3.00"E37°12'47.00** , and establish AWY B544,then climb on corse 20NM DME FL160 ft or above and 40NM DME FL240or above .
LIMA2-R	**LMA2R**	After takeoff, keep RWY heading to cross 5NM DME 3000ft or above ,then execute 5NM DME ARC to the Right after crosing 8000ft proceed direct to ALE/DVOR/DME,then intercept radial 225 from ALE/DVOR/DME to proceed to LIMA point DIST12.5 NM DME,**N36° 2'13.00E37° 1'4.00"** , and establish AWY **W6** ,then climb on corse 20NM DME FL160 ft or above and 40NM DME FL240or above .

Note: These SIDs shall be applied when there are military restrictions and required a Minimum gradient climb(346ft/NM =5.7%).and they are Minimum noise routing.

RWY 09 Departures (Series 1-J)

SID	Code	Description
GOLF 1-J	**GLF1 J**	After take-off Keep RWY heading to cross 5NM DME 3000ft or above,execute 5NM DME ARC the left till intercepting Radial 012 from ALE/DVOR/DME ,to proceed to GOLF point DIST 14NM DME,**N36°24'19.00" E37°17'26.00"** and establish AWY **B544**
DELTA 1-J	**DLT1 J**	After take-off Keep RWY heading to cross 5NM DME 3000ft or above,then turn right to intercept Radial 106 from ALE/DVOR/DME ,to proceed to DELTA point DIST 15NM DME,**N36° 5'45.00"E 37°29'56.00** and establish AWY M861
TANGO 1-J	**TNG1 J**	After take-0ff Turn to the Right, intercept Radial 154 from ALE/DVOR/DME to proceed to TANGO point DIST15NM DME, **N35°57'2.00"E37°20'8.00 and** establish AWY B544
KILO 1-J	**KLO1 J**	After take-off Turn to the Right, intercept Radial 176 from ALE/DVOR/DME to proceed to KILO point DIST 12NM DME**,N35°59'3.00"E37°12'47.00 and** Establish AWY **Q538**
LIMA 1-J	**LMA 1J**	After take-off Turn to the Right to, intercept Radial 225 from ALE/DVOR/DME to proceed to LIMA point DIST 12.5NM DME,N36° 2'13.00"E37° 1'4.00" and establish AWY W6

Remarks: Single runway with DVOR/DME and NDB approach aids. SIDs published for RWY 27 and RWY 09 (per AIP ENR). NDB located at the overhead field.

Note: SIDs are applied when there are no military restrictions. Minimum gradient climb: 346ft/NM (5.7%). Minimum noise routing.

2.22.2 IFR ARRIVAL PROCEDURES OSAP:

RWY 09/27 ARR1- STAR

STAR	Code	Description
KILO 1A	**KILO 1A**	Intercept ALE R176 towards ALE/DVOR-DME not below 4000ft within DIST5NM ALE 3500ft, then report over ALE/DVOR for standard approach.
LIMA 1A	**LIMA 1A**	Intercept ALE R225 towards ALE/DVOR-DME not below 4000ft within DIST5NM ALE 3500ft, then report over ALE/DVOR for standard approach
TANGO 1A	**TANGO 1A**	Intercept ALE R154 towards ALE/DVOR-DME not below 4000ft within DIST 5NM ALE 3500ft, then report over ALE/DVOR for standard approach.
DELTA 1C	**DELTA 1C**	Intercept ALE R106 towards ALE/DVOR-DME not below 4000ft within DIST 5NM ALE 3500ft, then report over ALE/DVOR for standard approach.
GOLF 1A	**GOLF 1A**	Intercept ALE R012 towards ALE/DVOR-DME not below 4000ft within DIST 5NM ALE 3500ft, then report over ALE/DVOR for standard approach.

STAR RWY 09/27 ARR2

STAR	Code	Description
KILO 2A	KILO 2A	Intercept ALE R176 cross D40 ALE FL240 or above D20 ALE FL160 or Above and KILO position,**N35°59'3.00"E37°12'47.00,ALT** 8000ft or above then towards ALE/VOR-DME not below 4000ft within DIST 5NM ALE 3500ft, then report over for ALE/DVOR standard approach.
LUBAM 2A	LUBAM 2A	Intercept ALE R225 to cross D40 ALE FL240 or above D20 ALE FL160 or above and LIMA position **N36° 2'13.00"E37° 1'4.00",ALT** 8000ft or above then towards ALE/DVOR-DME not below 4000ft within DIST 5NM from ALE 3500ft, then report over ALE/DVOR for standard approach.
TANGO 2A	TANGO 2A	Intercept ALE R154 to cross D40 ALE FL240 or above D20 ALE FL160 or above and TANGO position **N35°57'2.00"E37°20'8.00 ALT** 8000ft or above then towards ALE/DVOR-DME not below 4000FT within DIST 5NM ALE 3500ft, then report over ALE/DVOR for standard approach.
DELTA 2A	DELTA 2A	**FLW DELTA 1C** in routing and minimum, but due to military traffic crossing **DELTA** position **N36° 5'45.00"E 37°29'56.00** FL160 or above.
GOLF 2A	GOLF 2A	**FLW GOLF 1A** in routing and minimum, but due to military traffic crossing **GOLF** position **N36°24'19.00" E37°17'26.00"** ALT 10000 ft or above.

Transition to final approach for ILS or ALE/DVOR-DME - RWY 27L

All aircraft arriving from fixes KILO, TANGO and LIMA at DIST12 NM, ALE are requested to turn Right and aircraft arriving from GOLF are requested to turn left for proceeding along ALE 10NM DME ARC, Not Below 4000ft until -1- then descend and maintain ALT3000ft after passing -2- Intercept localizer for ILS Approach RWY 27L report ATC OM for landing or when passing 3- intercept final approach course for DVOR/DME approach, report ATC DIST6.4 ALE for landing

-1- ALE R130-FM KILO, TANGO LIMA-ALE –R058 from GOLF.
-2- ALE R106-FM KILO, TANGO, LIMA-TURN LEFT ALE R082-FM GOLF-TURN RIGHT.
-3- ALE R108-FM KILO, TANGO, LIMA-TURN LEFT ALE R080-FM GOLF-TURN RIGHT.
- All aircraft arriving from fix DELTA at DIST10NM ALE turn right to intercept localizer for ILS approach RWY 27L report ATC OM for landing or final approach course for DVOR/DME approach report ATC D 6.4NM ALE for landing.

OSAP AD 2.23 ADDITIONAL INFORMATION

NIL

OSAP AD 2.24 CHARTS RELATED TO AN AERODROME

GACA charts - DRAFT, not issued for operational use.

Standard instrument departures

Chart	PDF
OSAP SID 01 RWY 27L WITH DESCRIPTION	
OSAP SID 02 RWY 27L WITH DESCRIPTION	
OSAP SID 03 RWY 09R WITH DESCRIPTION	
OSAP SID 04 RWY 09R WITH DESCRIPTION	

Standard instrument arrivals

Chart	PDF
OSAP STAR 01 DVOR DME RWY 09R 27L WITH DESCRIPTION	
OSAP STAR 02 NDB RWY 09R 27L WITH DESCRIPTION	
OSAP STAR 03 DVOR DME RWY 09R 27L WITH DESCRIPTION	
OSAP STAR 04 NDB RWY 09R 27L WITH DESCRIPTION	

Instrument approach charts

Chart	PDF
OSAP IAC NDB Y RWY 27L	
OSAP IAC ILS Z CAT I OR LOC Z RWY 27L	

OSAP IAC VOR Z RWY 09R	
OSAP IAC VOR Z RWY 27L	

1	AERODROM E CHART	
2	AERODROM GROUND MOVEMENT A/C STANDS	
3	TWY and RAPID EXIT	
4	AD OBSTACLE CHART -ICAO TYPE A (OPERATING LIMITATION)	
5	LANDING CHART	
6	NDB _Y _RWY 27	
7	VOR_Z_RWY_27L	
8	ILS _Z_OR _LOC_Z_RWY_27L	
9	VOR_Z_RWY_09	
10	PRECISION APP TERRAIN CHART RWY 27	
11	PRECISION APP TERRAIN CHART RWY 09	
12	VISUAL APP CHART	
13	STANDARD INSTRUMENT DEP(SID) RWY 27 L DEP	
14	STANDARD INSTRUMENT DEP(SID) RWY 27 2 DEP	
15	STANDARD INSTRUMENT DEP(SID) N1 W RWY 27 DEP	
16	STANDARD INSTRUMENT DEP(SID) RWY 09 R DEP	
17	STANDARD INSTRUMENT DEP(SID) RWY 09 R 2 DEP	
18	STANDARD INSTRUMENT DEP(SID) N1 E RWY 09 DEP	
19	STANDARD INSTRUMENT ARR (STARS) RWY 27-09 1 ARR CHART 1	

20	STANDARD INSTRUMENT ARR (STARS) RWY 27-09 2 ARR CHART 2	
21	STANDARD INSTRUMENT ARR (STARS) RWY 27 ARR	

OSAP AD 2.25 Visual segment surface (VSS) penet

NIL

AIP
SYRIA

AD 2 OSAP SID - 1
DD MMM YY

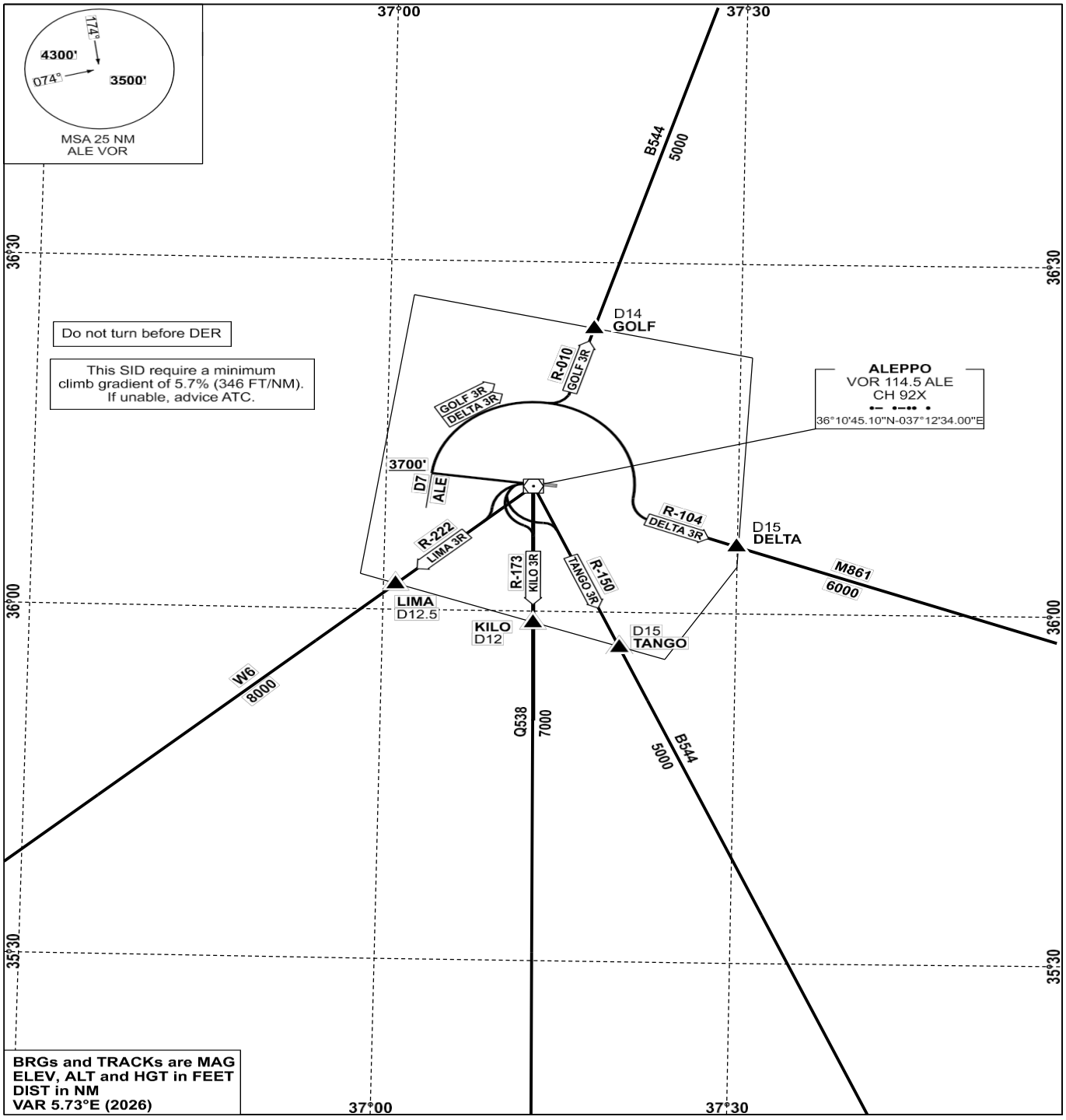
STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO (BASED ON ALE DVOR/DME)

TRANSITION ALTITUDE 13000 FT

APP : 119.1 - 120.0
TWR : 119.1 - 120.0

ALEPPO/INTERNATIONAL

RWY 27L



Comments: *Flyability was good. The procedure was unaffected by terrain or additional obstacles. Descent rates and flight workload remained normal. Final radials and courses ok*

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25/09/2026

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AIRAC AMDT XX/XX

ALEPPO AIRPORT

STANDARD INSTRUMENT DEPARTURE ROUTES FOR RWY 27

GOLF 3R : After take-off keep RWY heading, proceed 7 DME to cross at 3700 FT or above, then turn right proceed on 7 DME ARC to intercept R-010 ALE, on R-010 ALE proceed GOLF and establish AWY B544.

DELTA 3R : After take-off keep RWY heading, proceed 7 DME to cross at 3700 FT or above, then turn right proceed on 7 DME ARC to intercept R-104 ALE, on R-104 ALE proceed to DELTA on R-104 and establish AWY M861.

TANGO 3R : After take-off keep RWY heading, after crossing altitude 2000 FT or after crossing DER (RWY09 THR), whichever is later, turn to left to intercept R-150 ALE, on R-150 ALE proceed to TANGO and establish AWY B544.

KILO 3R : After take-off keep RWY heading, after crossing altitude 2000 FT or after crossing DER (RWY09 THR), whichever is later, turn to left to intercept R-173 ALE, on R-173 ALE proceed to KILO and establish AWY B538.

LIMA 3R : After take-off keep RWY heading, after crossing altitude 2000 FT or after crossing DER (RWY09 THR), whichever is later, turn to left to intercept R-222 ALE, on R-222 ALE proceed to LIMA and establish AWY W6.

Note: *These SIDs require a Minimum gradient climb (346 FT/NM =5.7%)*

Remark: *Single runway with DVOR/DME and NDB approach aids. SIDs published for RWY 27 and RWY 09 (per AIP ENR). NDB located at the overhead field.*

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AIP
SYRIA

AD 2 OSAP SID - 2
DD MMM YY

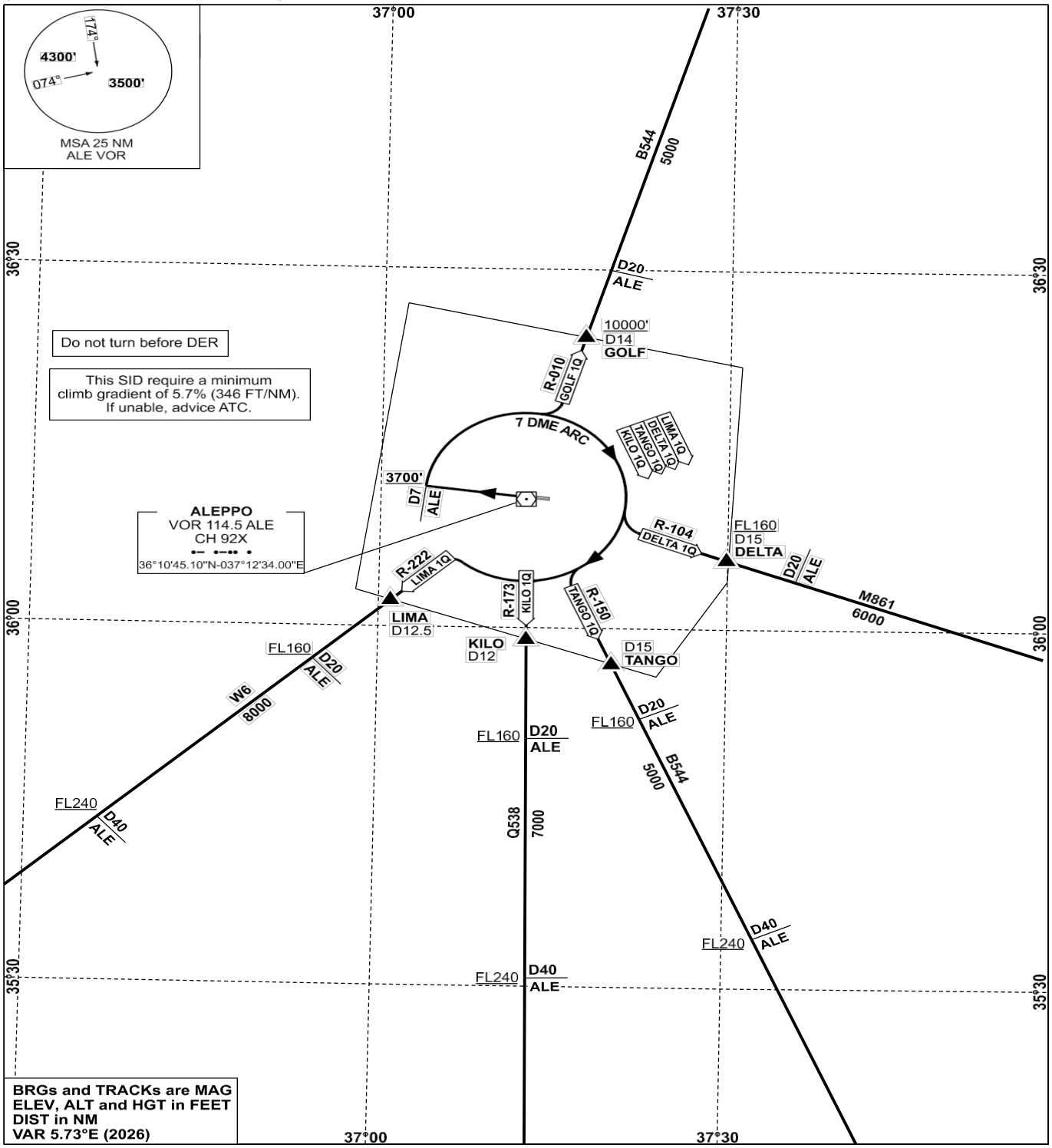
STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO (BASED ON ALE DVOR/DME)

TRANSITION ALTITUDE 13000 FT

APP : 119.1 - 120.0
TWR : 119.1 - 120.0

ALEPPO/INTERNATIONAL

RWY 27L



Comments: *Flyability was good. The procedure was unaffected by terrain or additional obstacles. Descent rates and flight workload remained normal. Final radials and courses ok*

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25/09/2026

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AIRAC AMDT XX/XX

ALEPPO AIRPORT

STANDARD INSTRUMENT DEPARTURE ROUTES FOR RWY 27

GOLF 1Q : After take-off keep RWY heading, proceed 7 DME to cross at 3700 FT or above, then turn right proceed on 7 DME ARC to intercept R-010 ALE, on R-010 ALE proceed GOLF and establish AWY B544 at 10000 FT or above.

DELTA 1Q : After take-off keep RWY heading, proceed 7 DME to cross at 3700 FT or above, then turn right proceed on 7 DME ARC to intercept R-104 ALE, on R-104 ALE proceed to DELTA on R-104 and establish AWY M861 at FL160 or above.

TANGO 1Q : After take-off keep RWY heading, proceed 7 DME to cross at 3700 FT or above, then turn right proceed on 7 DME ARC to intercept R-150 ALE, on R-150 ALE proceed to TANGO and establish AWY B544, continue climb to cross 20 DME at FL160 or above and 40 DME at FL240 or above.

KILO 1Q : After take-off keep RWY heading, proceed 7 DME to cross at 3700 FT or above, then turn right proceed on 7 DME ARC to intercept R-173 ALE, on R-173 ALE proceed to KILO and establish AWY B538, continue climb to cross 20 DME at FL160 or above and 40 DME at FL240 or above.

LIMA 1Q : After take-off keep RWY heading, proceed 7 DME to cross at 3700 FT or above, then turn right proceed on 7 DME ARC to intercept R-222 ALE, on R-222 ALE proceed to LIMA and establish AWY W6, continue climb to cross 20 DME at FL160 or above and 40 DME at FL240 or above.

Note: *These SIDs shall be applied when there are military restrictions and require a Minimum gradient climb (346ft/NM =5.7%).*

Remark: *Single runway with DVOR/DME and NDB approach aids. SIDs published for RWY 27 and RWY 09 (per AIP ENR). NDB located at the overhead field.*

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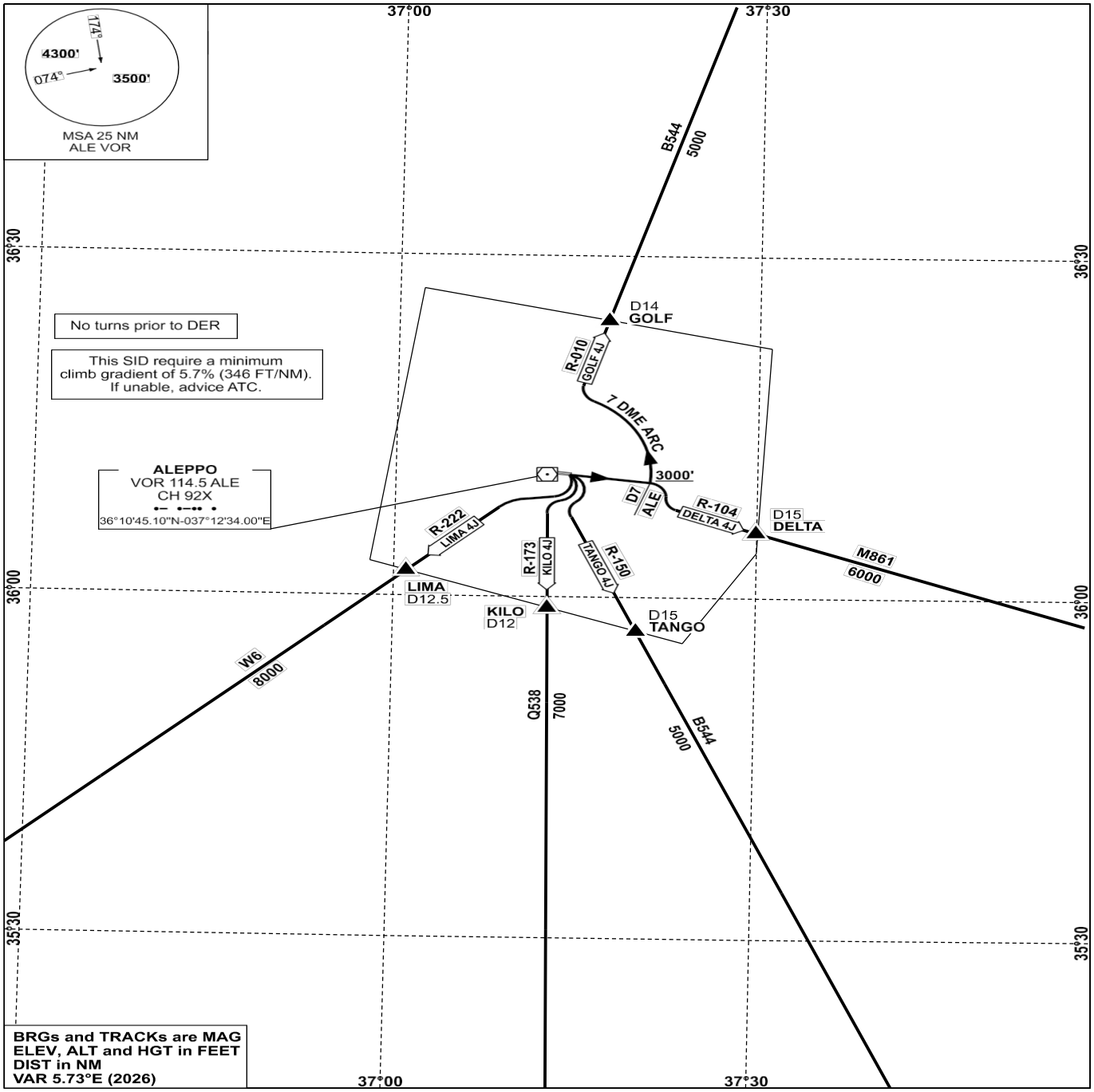
STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO (BASED ON ALE DVOR/DME)

TRANSITION ALTITUDE 13000 FT

APP : 119.1 - 120.0
TWR : 119.1 - 120.0

ALEPPO/INTERNATIONAL

RWY 09R



Comments: *Flyability was good. The procedure was unaffected by terrain or additional obstacles. Descent rates and flight workload remained normal. Final radials and courses ok*

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25/09/2026

ALEPPO AIRPORT

STANDARD INSTRUMENT DEPARTURE ROUTES FOR RWY 09

GOLF 4J : After take-off keep RWY heading to cross 7 DME at 3000 FT or above, then turn left to proceed on 7 DME ARC to intercept R-010 ALE, on R-010 proceed GOLF and establish AWY B544.

DELTA 4J : After take-off keep RWY heading to cross 7 DME at 3000 FT or above, then turn right to intercept R-104 ALE, on R-104 proceed DELTA and establish AWY M861.

TANGO 4J : After take-off keep RWY heading, after crossing altitude 2000 FT or after crossing DER (RWY27 THR), whichever is later, turn to right to intercept R-150 ALE, on R-150 ALE proceed to TANGO and establish AWY B544.

KILO 4J : After take-off keep RWY heading, after crossing altitude 2000 FT or after crossing DER (RWY27 THR), whichever is later, turn to right to intercept R-173 ALE, on R-173 ALE proceed to KILO and establish AWY B538.

LIMA 4J : After take-off keep RWY heading, after crossing altitude 2000 FT or after crossing DER (RWY27 THR), whichever is later, turn to right to intercept R-222 ALE, on R-222 ALE proceed to LIMA and establish AWY W6.

Note: *These SIDs are applied when there are no military restrictions. Minimum gradient climb: 346 FT/NM (5.7%).*

Remark: *Single runway with DVOR/DME and NDB approach aids. SIDs published for RWY 27 and RWY 09 (per AIP ENR). NDB located at the overhead field.*

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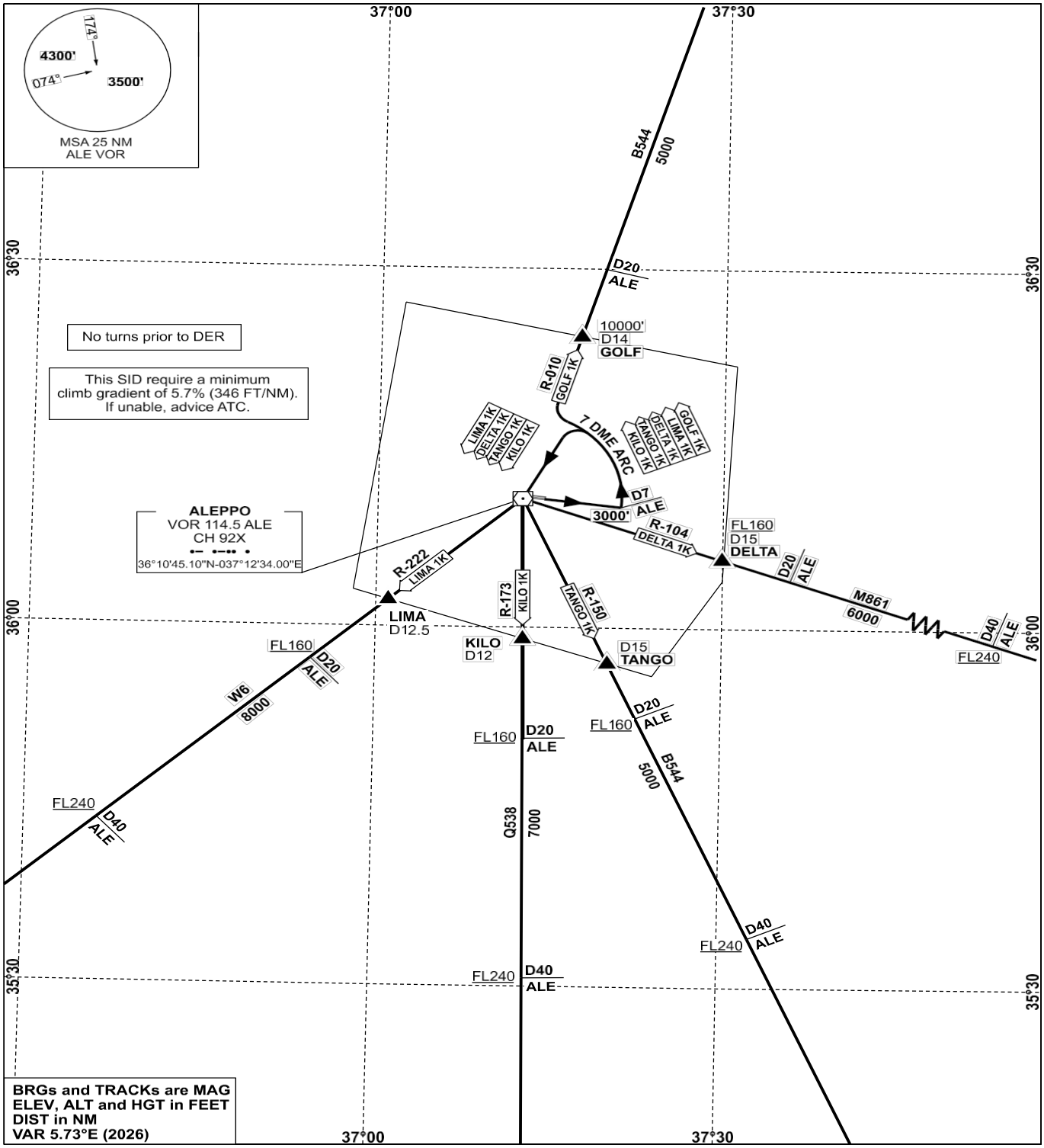
STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO (BASED ON ALE DVOR/DME)

TRANSITION ALTITUDE 13000 FT

APP : 119.1 - 120.0
TWR : 119.1 - 120.0

ALEPPO/INTERNATIONAL

RWY 09R



CHANGE: X

Comments: *Flyability was good. The procedure was unaffected by terrain or additional obstacles. Descent rates and flight workload remained normal. Final radials and courses ok*

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25/09/2026

ALEPPO AIRPORT

STANDARD INSTRUMENT DEPARTURE ROUTES FOR RWY 09

GOLF 1K : After take-off keep RWY heading to cross 7 DME at or above 3000 FT, then turn left to proceed on 7 DME ARC to intercept R-010, on R-010 proceed GOLF and establish AWY B544 at 10000 FT or above.

DELTA 1K : After take-off keep RWY heading to cross 7 DME at 3000 FT or above, then turn left to proceed on 7 DME ARC, after crossing 8500 FT turn left to ALE, then turn left to intercept R-104 ALE and proceed DELTA to establish AWY M861, continue climb to cross 20 DME at FL160 or above and 40 DME at FL240 or above.

TANGO 1K : After take-off keep RWY heading to cross 7 DME at 3000 FT or above, then turn left to proceed on 7 DME ARC, after crossing 8500 FT turn left to ALE, then turn left to intercept R-150 ALE and proceed TANGO to establish AWY B544, continue climb to cross 20 DME at FL160 or above and 40 DME at FL240 or above.

KILO 1K : After take-off keep RWY heading to cross 7 DME at 3000 FT or above, then turn left to proceed on 7 DME ARC, after crossing 8500 FT turn left to ALE, then turn left to intercept R-173 ALE and proceed KILO to establish AWY Q538, continue climb to cross 20 DME at FL160 or above and 40 DME at FL240 or above.

LIMA 1K : After take-off keep RWY heading to cross 7 DME at 3000 FT or above, then turn left to proceed on 7 DME ARC, after crossing 8500 FT turn left to ALE, then turn right to intercept R-222 ALE and proceed LIMA to establish AWY W6, continue climb to cross 20 DME at FL160 or above and 40 DME at FL240 or above.

Note: *These SIDs are applied when there are no military restrictions. Minimum gradient climb: 346 FT/NM (5.7%).*

Remark: *Single runway with DVOR/DME and NDB approach aids. SIDs published for RWY 27 and RWY 09 (per AIP ENR). NDB located at the overhead field.*

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AIP
SYRIA

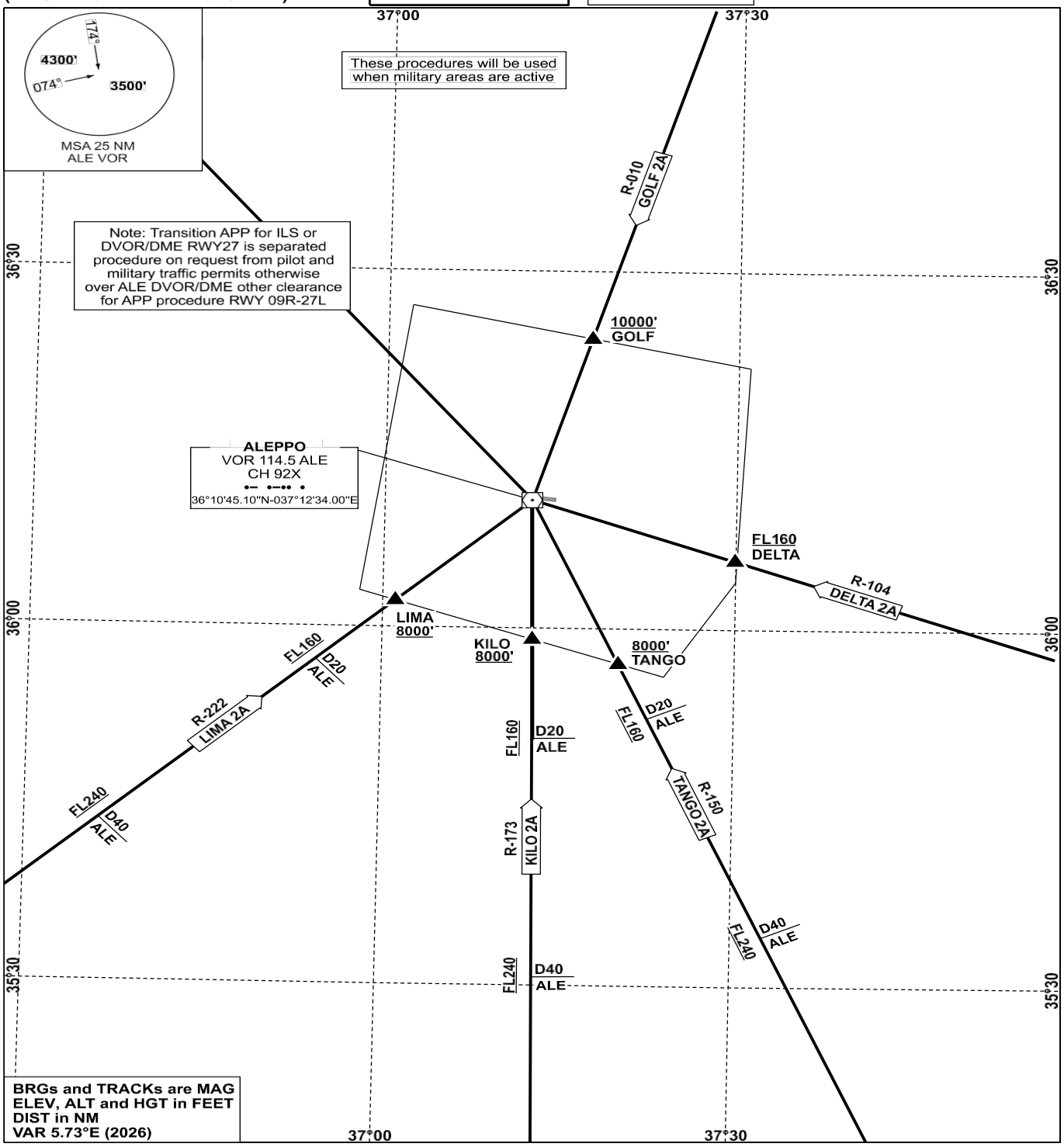
AD 2 OSAP STAR - 1
DD MMM YY

STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO
(BASED ON ALE DVOR/DME)

TRANSITION ALTITUDE
13000 FT

APP : 119.1 - 120.0
TWR : 119.1 - 120.0

ALEPPO/INTERNATIONAL
DVOR/DME
RWY 09R/27L



Comments: *Flyability was good. The procedure was unaffected by terrain or additional obstacles. Descent rates and flight workload remained normal. Final radials and courses ok*

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25/09/2026

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AIRAC AMDT XX/XX

ALEPPO AIRPORT STAR PROCEDURE DESCRIPTION for RWY 09/27

Designator	Abbreviated Description
KILO 2A	Proceed ALE/VOR on R173 cross D40 ALE at FL240 or above, D20 ALE at FL160 or above, and KILO at ALT 8000 FT or above, report before KILO, then as instructed by ATC.
LIMA 2A	Proceed ALE/VOR on R222 cross D40 ALE at FL240 or above, D20 ALE at FL160 or above, and LIMA at ALT 8000 FT or above, report before LIMA, then as instructed by ATC.
TANGO 2A	Proceed ALE/VOR on R150 cross D40 ALE at FL240 or above, D20 ALE at FL160 or above, and TANGO at ALT 8000 FT or above, report before TANGO, then as instructed by ATC.
DELTA 2A	Proceed on R104 towards ALE/DVOR-DME, cross DELTA at FL160 or above, report before DELTA, then as instructed by ATC.
GOLF 2A	Proceed on R010 towards ALE/DVOR-DME, cross GOLF at ALT 1000 FT or above, report before GOLF, then as instructed by ATC.

WAYPOINT LIST

Waypoint Name	Latitude	Longitude
DELTA	36:05:45.00N	037:29:56.00E
GOLF	36:24:19.00N	037:17:26.00E
KILO	35:59:03.00N	037:12:47.00E
LIMA	36:02:13.00N	037:01:04.00E
TANGO	35:57:02.00N	037:20:08.00E

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25/09/2026

AIP
SYRIA

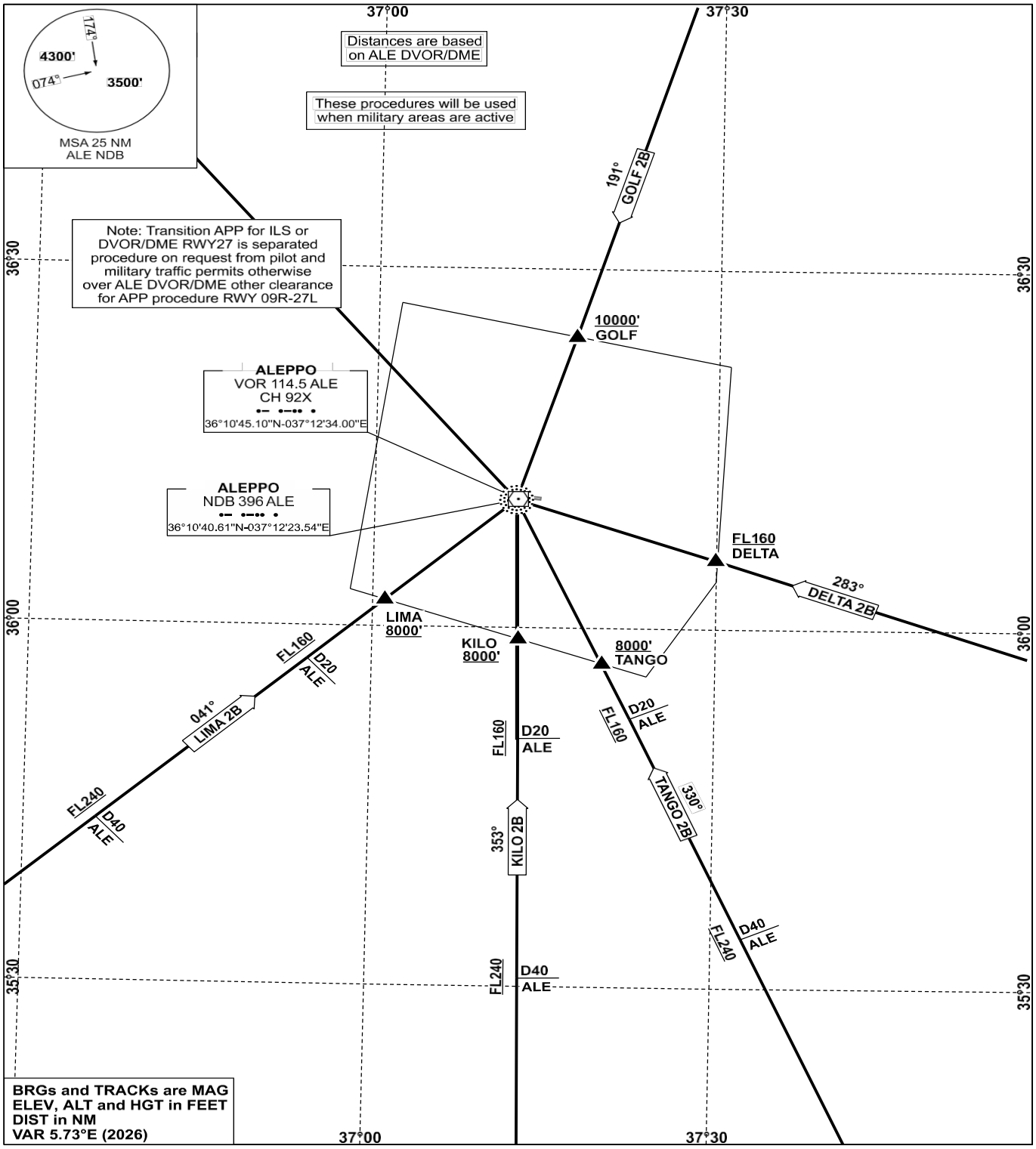
AD 2 OSAP STAR - 2
DD MMM YY

STANDARD ARRIVAL CHART INSTRUMENT (STAR) - ICAO (BASED ON ALE NDB)

TRANSITION ALTITUDE 13000 FT

APP : 119.1 - 120.0
TWR : 119.1 - 120.0

ALEPPO/INTERNATIONAL NDB
RWY 09R/27L



Comments: *Flyability was good. The procedure was unaffected by terrain or additional obstacles. Descent rates and flight workload remained normal. Final radials and courses ok*

Firmado digitalmente por
MICHELENA ALVAREZ SILVIO JUAN - ***0440**
25/09/2026

GACA

AIRAC AMDT XX/XX

ALEPPO AIRPORT STAR PROCEDURE DESCRIPTION for RWY 09/27

Designator	Abbreviated Description
KILO 2B	Proceed on 353° to ALE NDB cross D40 ALE at FL240 or above, D20 ALE at FL160 or above, and KILO at ALT 8000 FT or above, report before KILO, then as instructed by ATC.
LIMA 2B	Proceed on 041° to ALE NDB cross D40 ALE at FL240 or above, D20 ALE at FL160 or above, and LIMA at ALT 8000 FT or above, report before LIMA, then as instructed by ATC.
TANGO 2B	Proceed on 330° to ALE NDB cross D40 ALE at FL240 or above, D20 ALE at FL160 or above, and TANGO at ALT 8000 FT or above, report before TANGO, then as instructed by ATC.
DELTA 2B	Proceed on 283° to ALE NDB cross DELTA at ALT FL160 or above, report before DELTA, then as instructed by ATC.
GOLF 2B	Proceed on 191° to ALE NDB cross GOLF at ALT 1000 FT or above, report before GOLF, then as instructed by ATC.

WAYPOINT LIST

Waypoint Name	Latitude	Longitude
DELTA	36:05:45.00N	037:29:56.00E
GOLF	36:24:19.00N	037:17:26.00E
KILO	35:59:03.00N	037:12:47.00E
LIMA	36:02:13.00N	037:01:04.00E
TANGO	35:57:02.00N	037:20:08.00E

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MOTHXXXX ALVAREZ SILVIO JUAN - ***0440**
25/09/2026

AIP
SYRIA

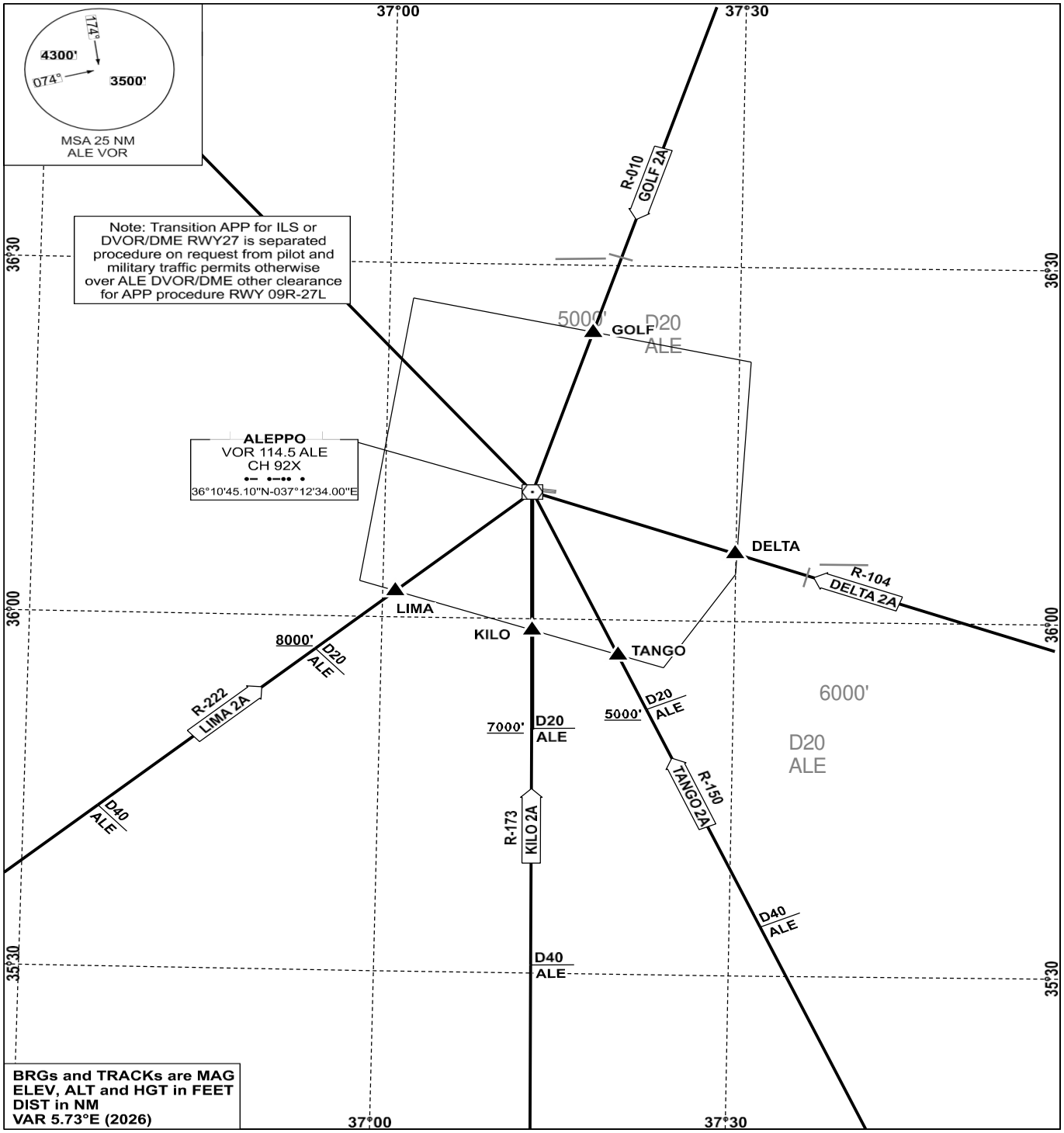
AD 2 OSAP STAR - 3
DD MMM YY

STANDARD ARRIVAL CHART INSTRUMENT (STAR) - ICAO (BASED ON ALE DVOR/DME)

TRANSITION ALTITUDE 13000 FT

APP : 119.1 - 120.0
TWR : 119.1 - 120.0

ALEPPO/INTERNATIONAL DVOR/DME
RWY 09R/27L



Comments: *Flyability was good. The procedure was unaffected by terrain or additional obstacles. Descent rates and flight workload remained normal. Final radials and courses ok*

Firmado digitalmente por
MICHELENA ALVAREZ SILVIO JUAN - ***0440**
25/09/2026

GACA

AIRAC AMDT XX/XX

ALEPPO AIRPORT STAR PROCEDURE DESCRIPTION for RWY 09/27

Designator	Abbreviated Description
KILO 1E	Proceed towards ALE/VOR-DME on R-173, do not descend below 7000 FT before 20 DME. from ALE/VOR-DME, report before KILO, then as instructed by ATC.
LIMA 1E	Proceed towards ALE/VOR-DME on R-173, do not descend below 8000 FT before 20 DME from ALE/VOR-DME, report before LIMA, then as instructed by ATC.
TANGO 1E	Proceed towards ALE/VOR-DME on R-173, do not descend below 5000 FT before 20D ME from ALE/VOR-DME, report before TANGO, then as instructed by ATC.
DELTA 1E	Proceed towards ALE/VOR-DME on R-173, do not descend below 6000 FT before 20 DME from ALE/VOR-DME, report before DELTA, then as instructed by ATC.
GOLF 1E	Proceed towards ALE/VOR-DME on R-173, do not descend below 5000 FT before 20 DME. from ALE/VOR-DME, report before GOLF, then as instructed by ATC.

WAYPOINT LIST

Waypoint Name	Latitude	Longitude
DELTA	36:05:45.00N	037:29:56.00E
GOLF	36:24:19.00N	037:17:26.00E
KILO	35:59:03.00N	037:12:47.00E
LIMA	36:02:13.00N	037:01:04.00E
TANGO	35:57:02.00N	037:20:08.00E

Firmado digitalmente por
MOTHXXXX ALVAREZ SILVIO JUAN - ***0440**
25/09/2026

AIP
SYRIA

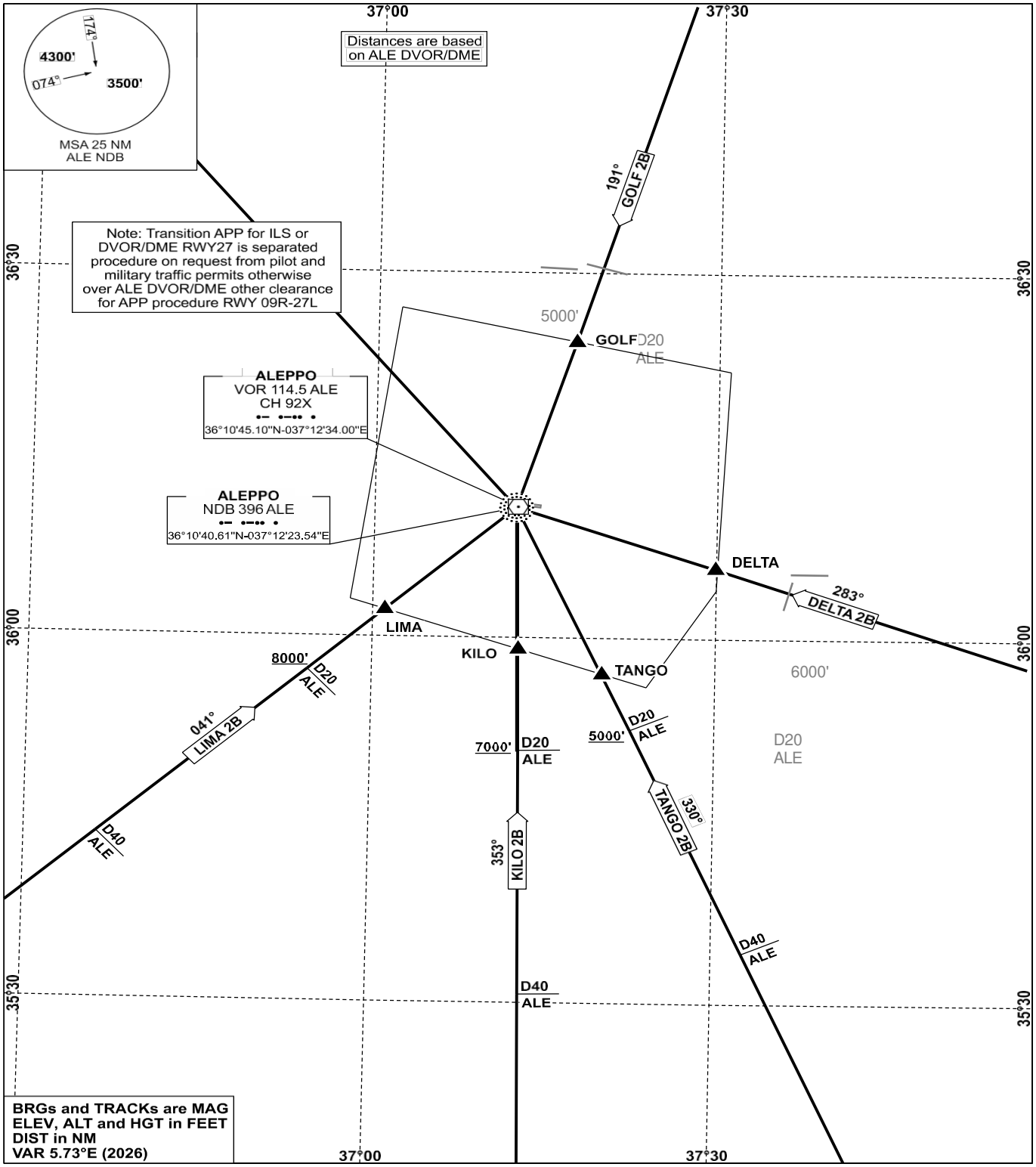
AD 2 OSAP STAR - 4
DD MMM YY

STANDARD ARRIVAL CHART INSTRUMENT (STAR) - ICAO (BASED ON ALE NDB)

TRANSITION ALTITUDE 13000 FT

APP : 119.1 - 120.0
TWR : 119.1 - 120.0

ALEPPO/INTERNATIONAL NDB
RWY 09R/27L



Comments: *Flyability was good. The procedure was unaffected by terrain or additional obstacles. Descent rates and flight workload remained normal. Final radials and courses ok*

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25/09/2026

GACA

AIRAC AMDT XX/XX

ALEPPO AIRPORT STAR PROCEDURE DESCRIPTION for RWY 09/27

Designator	Abbreviated Description
KILO 1F	Proceed ALE NDB on 353°, do not descend below 7000 FT before 20D ME from ALE DME, report before KILO, then as instructed by ATC
LIMA 1F	Proceed ALE NDB on 041°, do not descend below 8000 FT before 20 DME from ALE DME, report before LIMA, then as instructed by ATC.
TANGO 1F	Proceed ALE NDB on 330°, do not descend below 5000 FT before 20D ME from ALE DME, report before TANGO, then as instructed by ATC.
DELTA 1F	Proceed ALE NDB on 283°, do not descend below 5(6000 T before 20 DME from ALE DME, report before DELTA, then as instructed by ATC.
GOLF 1F	Proceed ALE NDB on 191°, do not descend below 5000 FT before 20 DME from ALE DME, report before GOLF, then as instructed by ATC.

WAYPOINT LIST

Waypoint Name	Latitude	Longitude
DELTA	36:05:45.00N	037:29:56.00E
GOLF	36:24:19.00N	037:17:26.00E
KILO	35:59:03.00N	037:12:47.00E
LIMA	36:02:13.00N	037:01:04.00E
TANGO	35:57:02.00N	037:20:08.00E

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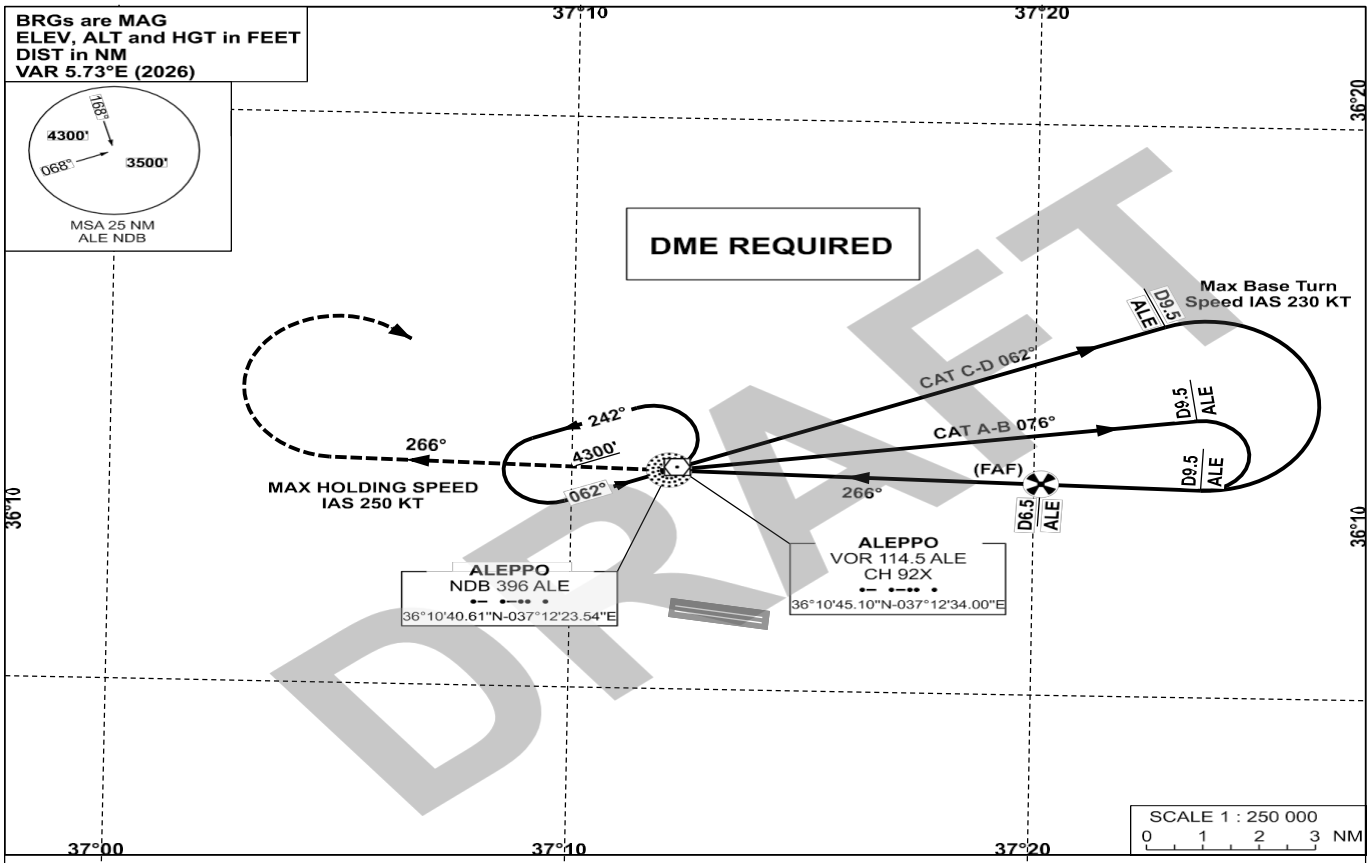
MICHELENA ALVAREZ SILVIO JUAN - ***0440**
25/09/2026

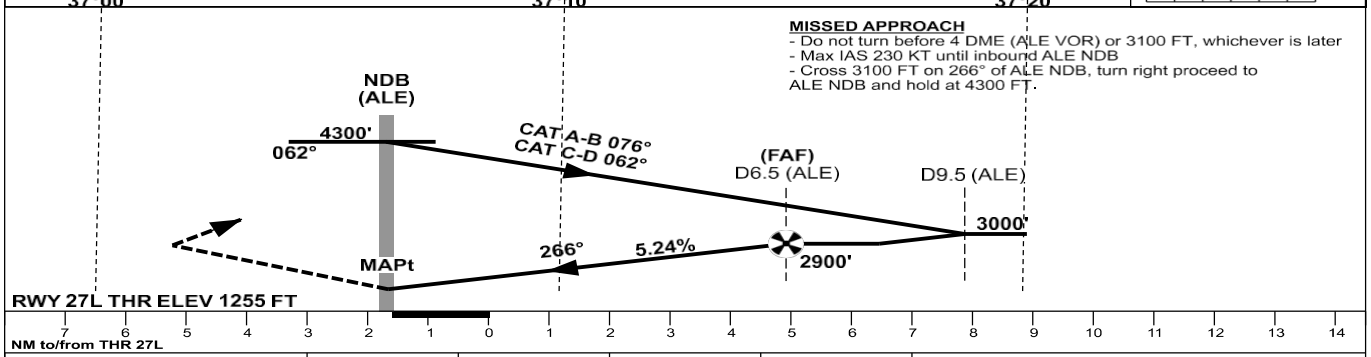
INSTRUMENT APPROACH CHART - ICAO

APP	119.1 - 120.0	AD ELEV	1276 FT
TWR	119.1 - 120.0	TRANSITION ALTITUDE 13000 FT	
ATIS	-		

ALEPPO/INTERNATIONAL
NDB Y
RWY 27L



DRAFT



OCA (H)	A	B	C	D
Straight-in Approach	2000' (745')			
Circling	NOT AUTHORIZED			

Comments: *Flyability was good. The procedure was unaffected by terrain or additional obstacles. Descent rates and flight workload remained normal. Final radials and courses ok. Missed approach ok.*
Recommendation to include a DME/Altitude cross-reference table on the IAC charts.

CHANGE: NEW CHART

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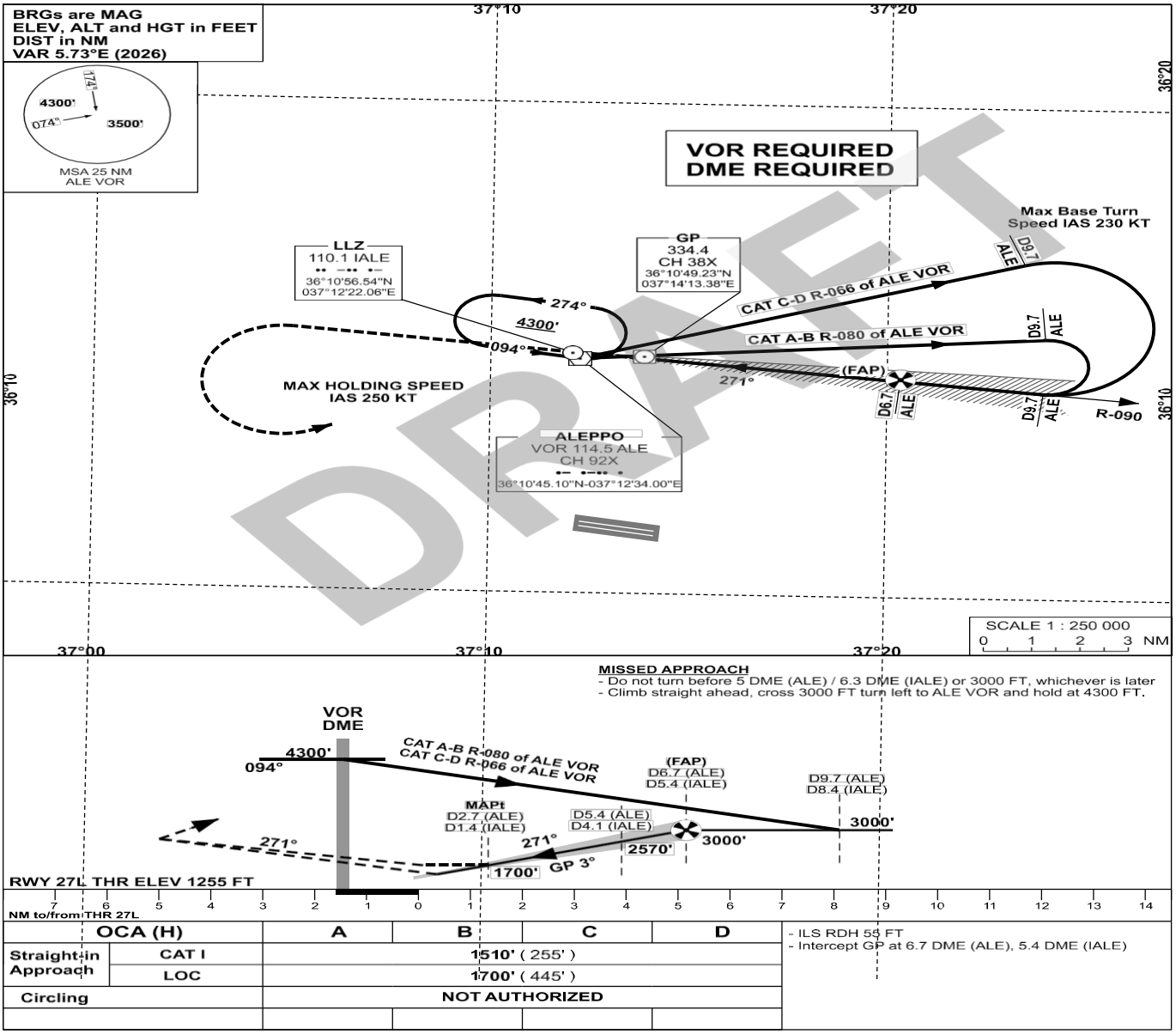
25/09/2026

INSTRUMENT APPROACH CHART - ICAO

APP	119.1 - 120.0	AD ELEV	1276 FT
TWR	119.1 - 120.0	TRANSITION ALTITUDE 13000 FT	
ATIS	-		

ALEPPO/INTERNATIONAL
ILS Z CAT I or LOC Z
RWY 27L



OCA (H)		A	B	C	D
Straight-in Approach	CAT I	1510' (255')			
	LOC	1700' (445')			
Circling		NOT AUTHORIZED			

- ILS RDH 55 FT
- Intercept GP at 6.7 DME (ALE), 5.4 DME (IALE)

Comments: *Flyability was good. The procedure was unaffected by terrain or additional obstacles. Descent rates and flight workload remained normal. Final radials and courses ok. Missed approach ok.*
Recommendation to include a DME/Altitude cross-reference table on the IAC charts.

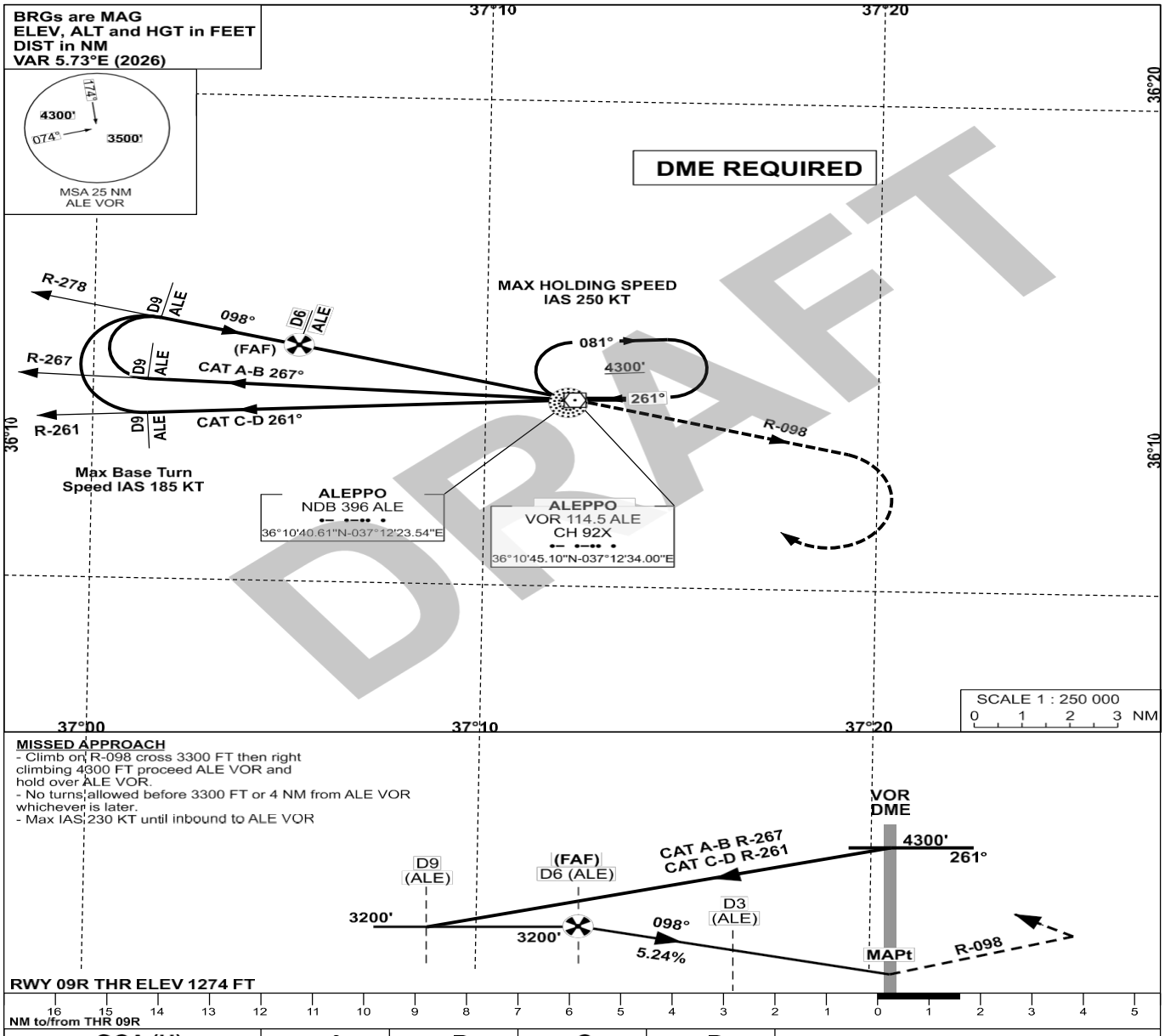
CHANGE: NEW CHART

Firmado digitalmente por
MICHELENA ALVAREZ SILVIO JUAN – ***0440**
25/09/2026

INSTRUMENT APPROACH CHART - ICAO

APP	119.1 - 120.0	AD ELEV	1276 FT
TWR	119.1 - 120.0	TRANSITION ALTITUDE 13000 FT	
ATIS	-		

ALEPPO/INTERNATIONAL
VOR Z
RWY 09R



OCA (H)	A	B	C	D
Straight-in Approach	2020' (746')			
Circling	NOT AUTHORIZED			

Comments: *Flyability was good. The procedure was unaffected by terrain or additional obstacles. Descent rates and flight workload remained normal. Final radials and courses ok. Missed approach ok.*
Recommendation to include a DME/Altitude cross-reference table on the IAC charts.

CHANGE: NEW CHART

Firmado digitalmente por
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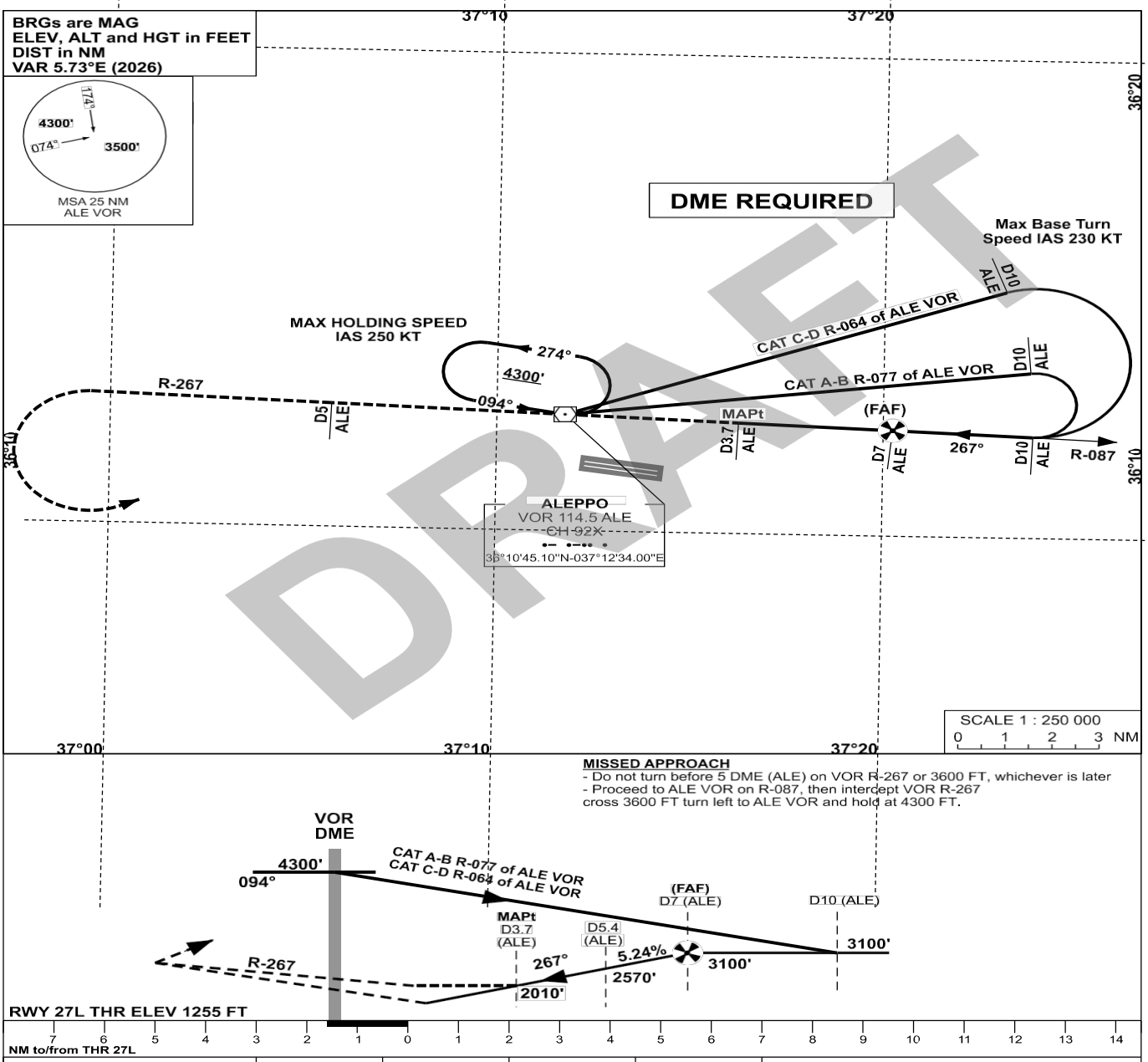
25/09/2026

INSTRUMENT APPROACH CHART - ICAO

	119.1 -	AD ELEV	1276 FT
APP	119.1 - 120.0	TRANSITION ALTITUDE	
TWR	- 120.0	13000 FT	
ATIS			

ALEPPO/INTERNATIONAL
VOR Z
RWY 27L



MISSED APPROACH
- Do not turn before 5 DME (ALE) on VOR R-267 or 3600 FT, whichever is later
- Proceed to ALE VOR on R-087, then intercept VOR R-267 cross 3600 FT turn left to ALE VOR and hold at 4300 FT.

OCA (H)	A	B	C	D
Straight-in Approach	2010' (755')			
Circling	NOT AUTHORIZED			

CHANGE: NEW CHART

Firmado digitalmente por
MICHELENA ALVAREZ SILVIO JUAN – ***0440**
25/09/2026

AD 2.3 OSLK — Lattakia International Airport

LTK VOR/DME UNSERVICEABLE. Procedures requiring reception of LTK VOR/DME must not be used on the basis of that aid. Historical procedure descriptions and charts remain for reference; obtain applicable NOTAMs and approved alternative procedures.

OSLK AD 2.1 AERODROME LOCATION INDICATOR AND NAME

OSLK Lattakia International Airport

OSLK AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	**ARP coordinates and site at AD**	**35°24'34".658343N** **35°56 52".2103007E**
2	Direction and distance from (city)	23KM SE OF LATTAKIA CITY
3	Elevation/Reference temperature	157ft (48m) 35.5°C
4	Geoid undulation at AD ELEV PSN	NIL
5	MAG VAR/Annual change	4°E (2026)
6	AD Administration, address, telephone, telefax, telex, AFS, Email, website	LATTAKIA AIRPORT.JABLEH-SYRIA A/P DIRECT TEL- 00963-41-834300,1 AP/TEL-00963-41-83778FAX - 00963-41-832509 JABLEH P O.BOX: 39

7	Types of traffic permitted (IFR/VFR)	IFR/VFR VFR BELOW FL150
8	Remarks	NIL

OSLK AD 2.3 OPERATIONAL HOURS

1	**AD Administration**	**800-15:30 local**
2	Customs and immigration	24H
3	Health and sanitation	24H
4	AIS Briefing Office	24H
5	ATS Reporting Office (ARO)	24H
6	MET Briefing Office	24H
7	ATS	24H
8	Fuelling	24H
9	Handling	24H
10	Security	24H
11	De-icing	__
12	Remarks	__

OSLK AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo -handling facilities	Syrian Arab Airlines facilities, Manual
2	Fuel/Oil types	Jet fuel A1, Oil not AVL
3	Fuelling facilities /capacity	2Units -8500L/45000L

4	De-icing facilities	Special Procedures
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

OSLK AD 2.5 PASSENGER FACILITIES

1	Hotels	Accommodation in city Hotels
2	Resturants	Limited at the Airport, unlimited in the city
3	Transportions	Taxies and Buses
4	Medical Facilities	First Aid, two Ambulances
5	Bank and Post Office	EXIST at the airport
6	Tourist Office	NIL
7	Remarks	NIL

OSLK AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	**AD category for fire fighting**	**CAT 8**
2	Rescue equipment	Adequate rescue and firefighting vehicles, equipment and personnel provided.
3	Capability for the removal of disabled aircraft	SYRIAN GROUND FACILITIES
4	Remarks	NIL

OSLK AD 2.7 SEASONAL AVAILABILITY — CLEARING

1	**Types of clearing equipment**	__
2	Clearance priorities	RWY-TWY-APRON

3	Remarks	__

OSLK AD 2.8 APRONS, TAXIWAYS, AND CHECK LOCATIONS/POSITIONS DATA

1	Apron Surface and strength	ASPHALT, PCN 62/F/D/X/T
2	Taxiway width, surface, and strength	23M, ASPHALT, PCN 62/F/D/X/T
3	ACL Location and elevation	TERMINAL APRON (148ft)
4	VOR/INS checkpoint	See Chart (AD)
5	Remarks	NIL

OSLK AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	**Use of aircraft stand ID signs, TWY guide lines, and the visual docking/parking guidance system of aircraft stands**	**IN ACCORDANCE WITH ICAO ANNEX 14.** **AIRCRAFT STANDS:** **S1 35 24 26.264N 35 56 41.738E** **S2 35 24 26.348N 35 56 43.522E** **S3 35 24 24.386N 35 56 41.870E** **S4 35 24 24.468N 35 56 43.661E**
2	Marking Aids: Runway 17/35.	THRESHOLD, CENTER LINE RUNWAY DESIGNATIONS, TAXI HOLDING POSITIONS, TAXIWAY CENTER LINE TAXIWAY: W1 35 24 26.973N 35 56 51.446E W2 35 24 26.682N 35 56 46.400E W3 35 24 25.553N 35 56 45.398E W4 35 24 27.755N 35 56 45.247E W5 35 24 32.559N 35 56 44.850E W6 35 24 34.498N 35 56 46.392E W7 35 24 34.498N 35 56 50.371E
3	Stop bars	Available

4	Other runway protection measures	NIL
5	Remarks	NIL

OSLK AD 2.10 AERODROME OBSTACLES

In the approach /IKOT Areas			In Ciricling Area and at AD		Remarks
1			2		3
RWY Area affected	Obstacle type Elevation Marking /LGT	Coordinates	Obstacle type Elevation Marking /LGT	Coordinates	NIL
a	b	c	a	b	
NIL	Light +Strip painted	NIL	NIL	NIL	

OSLK AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	LTAKIA Airport
2	Hours of service, MET office outside hours	24 H
3	Office responsibility for the TAF preparation periods of validity	LTAKIA,every 6Hours
4	Type of landing forecast interval of issuance	NIL
5	Briefing consultation provided	Personal Conculation
6	Flight documentation Languages used	Charts Abbreviated plain Languages Text English
7	Chart and other information available for briefing or consultaion	S,U85,U70,U50,U30,P85,P70,P50,P30,P20 SIG ,Chart
8	Supplementary equipment is available for providing information	TELEX.SELAF -BERIFING TERMINAL

9	ATS units provided with information	LTAKIA TWR
10	Remarks	NIL

OSLK AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	**TRUE BRG**	**Dimensions of RWY (M)**	**Strength (PCN) and surface of RWY and SWY**	**THR coordinates RWY end coordinate** **THR geoid undulation**	**THR elevation and highest elevation of TDZ of precision APP RWY**
1	**2**	**3**	**4**	**5**	**6**
17R	173°	2800m × 45m	62/F/D/X/T	352449.963074N 355651.110201E	157 ft
35L	353°	2800m × 45m	62/F/D/X/T	352319.271454N 355657.676547E	128 ft

esignations RWY NR	**Slope of RWY-SWY**	**SWY dimensions (M)**	**CWY dimensions (M)**	**Strip dimensions (M)**	**Dimensions of runway end safety areas**
1	**7**	**8**	**9**	**10**	**11**
17R	NIL	60×45	NIL	3040×300	NIL
35L	NIL	60×45	NIL	3040×300	NIL

Designations RWY NR	**Location and description of engineering material arresting system(EMAS)**	**OFZ**	**Remark**
1	**12**	**13**	**14**
17R	NIL	NIL	NIL
35L	NIL	NIL	NIL

OSLK AD 2.13 DECLARED DISTANCES

RWY Designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
17	2800	2800	2860	2800	NIL
35	2800	2800	2860	2800	NIL

OSLK AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	**APCH LGT type LEN INTST**	**THR LGT colour WBAR**	**PAPI**	**TDZ, LGT LEN**	**RWY Centre Line LGT Length, spacing,colour, INTST**	**RWY edge LGT**	**RWY End LGT**	**STOPWAY LGT**	**Remarks**
1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**
17R	Simple APP H.I.	Green H.I.	4 UNITS, Left side 449M from the beginning of RWY	NIL	NIL	White LGT H.I.	Red H.I. YELLOW LAST 600M LANDING RUN	NIL	NIL
35L	NIL	Green H.I.	4 units Left side 496M from the beginning of RWY	NIL	NIL	White LGT H.I.	Red H.I.	NIL	NIL
17L/35R	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL

OSLK AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN /IBN Location, Characteristics, and hours of operation	ABN Above the TWR 35 65 59 E 35 24 4.4 N FLG W/G EV&SEC,15 minutes before landing. IBN A-LTK compass Location at 4NM on RWY center line Extension before Threshold of RWY 17 Freq 414KHZ Operating 24 H. B-LTK /VOR within the Aerodrome.Freq 114.8 MHZ UNSERVICEABLE.
2	WDI	LGTD
3	LDI Location and light	Landing the beside wind Soke -white Lamps
4	TWY Edge lights	TWY edge -belue lights
5	Emergency lighting power supply	Two Generators: 1-315 KVA 2- 100KVA Special for RWY lighting
6	Remarks	NIL

OSLK AD 2.16 HELICOPTER LANDING AREA

NIL

OSLK AD 2.17 ATS AIRSPACE

1	Designator and Laterl Limits	A circle with a radius of 15 NM centered 35° 28' 49.01 48 37 N 35° 56' 32.106854 E

2	Vertical Limits	NIL
3	Aircpaces Classification	Class (A) ALT & ABV FL150 Class (B) Below Fl 150
4	ATS unit callsign Languages	LTK TWR 119.200 English Languages
5	Transition Altitude	ALT 13000 ft
6	Remarks	NIL

OSLK AD 2.18 ATS COMMUNICATION FACILITIES

2.18.1Communications		
Service	**Callsign**	**Frequency**
Tower	Lattakia Tower	119.200 MHz
Ground	Lattakia Ground	_

OSLK AD 2.19 RADIO NAVIGATION AND LANDING AIDS

2.19.1 Navigation Aids	
LTK VOR/DME	114.8 MHz / CH95X — UNSERVICEABLE
Lattakia NDB	414 kHz

OSLK AD 2.20 LOCAL AERODROME REGULATIONS

Local flying restrictions

20.1 AIRPORT REGULATIONS

NIL

20.2 TAXIING TO AND FROM STANDS

NIL

20.3 PARKING AREA FOR SMALL AIRCRAFT (GENERAL AVIATION)

NIL

20.4 PARKING AREA FOR HELICOPTERS

NIL

20.5 APRON - TAXIING DURING WINTER CONDITIONS

NIL

20.6 TAXIING LIMITATIONS

NIL

20.7 SCHOOL AND TRAINING FLIGHTS - TECHNICAL TEST FLIGHTS - USE OF RUNWAYS

NIL

20.8 HELICOPTER TRAFFIC - LIMITATION

NIL

20.9 REMOVAL OF DISABLED AIRCRAFT FROM RUNWAYS

NIL

OSLK AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

OSLK AD 2.22 FLIGHT PROCEDURES

2.22.1 STANDARD INSTRUMENT DEPARTURE

RWY 17R Departures

SID	Code	Description
NIKAS 1-J	NKS1J	After take-off climbing to 3NM from LTK/VOR, turn Right heading 232° proceed to NIKAS. Military coordination required if restriction imposed
LUBAM 1-J	LBM1J	Turn Right, climb in LTK VOR/DME hold, leave LTK 6500ft+ heading 070° to intercept AWY W6 to SALIM (9000ft+), LUBAM (FL240+)
LUBAM 2-J	LBM2J	Turn Right, climb in LTK VOR/DME hold, leave LTK 6500ft+ heading 070° to intercept AWY W6 to SALIM, then LUBAM
KARIATEN 1-J	KRT1J	Fly direct to BANIAS 7000ft+. If unable, hold over LTK/VOR, climb to FL240+ at 27NM LIMA from BANIAS, 63NM from KTN VOR/DME
KARIATEN 2-J	KRT2J	Fly direct to BANIAS 7000ft+. If unable, turn right to hold over LTK/VOR, climb on course to KTN VOR/DME

Remarks: Two parallel runways. Coastal location with maritime approach. VOR/DME and NDB approach aids. SIDs published for RWY 17 (per AIP ENR).

Note: All SIDs reference LTK DVOR/DME (114.8 MHz, UNSERVICEABLE). BANIAS and KARIATEN waypoints serve as initial departure fixes.

2.22.2 STANDARD INSTRUMENT ARRIVAL

AL STARs RUN WAY 17 (OSLK)

STAR	Code	Description
NIKAS 1C	**NIKAS 1C**	Inbound traffic from NIKAS position 7000ft or above shall be cleared to start descending to LTK/VOR/DME 4500ft or above, then according to instrument approach Procedures.

LUBAM1C	**LUBAM1C**	Aircraft shall be cleared to start descent at LUBAM position FL240 or above to LTK/VOR/DME 6500ft or above, then according to instrument approach Procedures.
LUBAM 2C	**LUBAM 2C**	Aircraft shall be cleared to start descent at LUBAM position FL240 or above to SALIM position 9000ft or above, then cleared to LTK/VOR/DME 6500ft or above, then according to Instrument approach procedures.
KARIATEN 1C	**KARIATEN 1C**	Aircraft shall be cleared to start descent at KARIATEN position FL240 or Above to BANIAS position 8000ft or above, then to LTK/VOR/DME 4500ft or above, then according to Instrument approach procedures.
KARIATEN 2C	**KARIATEN2 C**	Aircraft shall be cleared to start descent at KARIATEN position FL240 or above to **LIMA (27 NM from BANIAS position,63 NM from KARIATEN position), then cleared to BAN** position 8000ft or above, then to LTK/VOR/DME 4500ft or above, then according to Instrument approach procedures.

OSLK AD 2.23 ADDITIONAL INFORMATION

2.23.1 Operating Hours	
ATS	H24
Customs/Immigration	H24
RFF Category	8

OSLK AD 2.24 CHARTS RELATED TO AN AERODROME

1	AERODROME CHART	
2	AERODROM GROUND MOVEMENT /STANDS	
3	LANDING CHART	
4	NDB RWY 17	
5	VOR / DME RWY 17	
6	VOR /ILS /DME RWY 17	
7	STANDARD INSTRUMENT DEPARTURE (SIDs) RWY 17 1-2 DEP	
8	STANDARD INSTRUMENT ARRIVAL (STARRs) RWY 17	

OSLK AD 2.25 Visual segment surface (VSS) penetration

NIL

AD 2.4 OSDZ — Deir ez-Zor Airport

OSDZ AD 2.1 AERODROME LOCATION INDICATOR AND NAME

OSDZ Deir ez-Zor Domestic Airport

OSDZ AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	**ARP Coordinates and site at AD**	**N351707,735770 E401033,885607** **Site:in the middle of the RWY**
2	Direction and distance from (city)	7NM East of Deir-Zoor City
3	Elevation/Reference temperature	700FT(213M) 43°C
4	Geoid undulation at AD ELEV PSN	NIL
5	MAG VAR/Annual change	4° DEG E
6	AD Administration, address, telephone, telefax, telex, AFS, Email, website	DEIR-ZOOR AIRPORT- DEIR-ZOOR -SYRIA AP DIRECT.TEL-00963-51-363086 AP TWR TEL 00963-51-361901 FAX:-00963-51-350427/TWR 376004
7	Types of traffic permitted (IFR/VFR)	IFR/ VFR VFR BELOW FL150
8	Remarks	_

OSDZ AD 2.3 OPERATIONAL HOURS

1	**AD Administration**	**08:00 am-15:30 local**
2	Customs and immigration	Available 24H
3	Health and sanitation	08;00-15:30 LOCAL
4	AIS Briefing Office	NIL
5	ATS Reporting Office (ARO)	NIL
6	MET Briefing Office	24H
7	ATS	Sunrise - Sunset
8	Fuelling	NIL
9	Handling	08:00 am-15:30 local
10	Security	24H
11	De-icing	Special procedurs
12	Remarks	NIL

OSDZ AD 2.4 HANDLING SERVICES AND FACILITIES

1	**Cargo-handling facilities**	**Syrian Arab Airlines facilities 08:00-15:30 MANUAL**
2	Fuel/oil types	Turbujet fuelA1,OIL Grandes ,NON
3	Fueling facilities /capacity	a-2units each 60000DL, pumping 4000L/MIN b-2units each 85000L, pumping 4000L/MIN

4	De-icing facilities	SPECIAL PROCEDURES
5	Hangar space for visiting aircraft	B707 OR SIMILAR AIRCRAFT-PARTIAL: B747
6	Repair facilities for visiting aircraft	Normal maintenance for B727, TU134,TU154 and minor repairs for other types
7	Remarks	NIL

OSDZ AD 2.5 PASSENGER FACILITIES

1	**Hotels**	**City Hotels -Airport Hotels**
2	Resturants	Limited at the airport, unlimited in the city
3	Transportion	Taxies and buses
4	Midecal facilities	First Aid.Two Ambulances and Hospitals in the city
5	Bank and post office	Available
6	Tourist office	Available
7	Remarks	NIL

OSDZ AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	**AD category for firefighting**	**CAT 9**
2	Rescue equipment	Adequate rescue and firefighting vehicles, equipment, and personnel provided.
3	Capability for the removal of disabled aircraft	Syrian Arab Airlines Facilities
4	Remarks	NIL

OSDZ AD 2.7 SEASONAL AVAILABILITY — CLEARING

1	**Types of clearing equipment**	**By tracks and salt**

2	Clearance priorities	RWY, TWY, and Apron
3	Remarks	NIL

OSDZ AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	**Apron surface and strength**	**CONCRETE: A, B, C, D, S, PCN 80 R/C/W/T** **G, H, F, E, PCN 85R/C/W/T**
2	Taxiway width, surface, and strength	22.5M, CONCRETE, PCN 80R/C/W/T
3	ACL location and elevation	APRON 1- 35 17 12.981092N 40 11 12.175378E APRON 2- 35 17 11.390468N 40 11 11.466750E
4	VOR/INS ,Check points	SEE AD CHARTS
5	Remarks	NIL

OSDZ AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	**Taxying guidance system**	**TAXIWAY 1: 35 17 11.640800N 40 10 23.482681E** **TAXIWAY 2: 35 16 58.758185N 40 11 07.148713E** **TAXIWAY 3: 35 17 15.556287N 40 10 24.027391E** **TAXIWAY 4: 35 17 15.033410N 40 10 25.794820E** **TAXIWAY 5: 35 17 02.528090N 40 11 08.079089E** **TAXIWAY 6: 35 17 02.019041N 40 11 09.792269E**
2	Marking Aids	Threshold, touchdown, and center line for both RWYS. threshold, center line for other runways: Taxi holding positions, taxiway center line all taxiway, Altimeter check point (ACL) and check point, RWY designators.

OSDZ AD 2.10 AERODROME OBSTACLES

In the approach/TKOF areas	In the circling area and at AD	Remarks
1	2	3

RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates
a	b	c
NIL	NIL	NIL

Obstacle type Elevation Markings/LGT	Coordinates
a	b
NIL	NIL

NIL

OSDZ AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	**Associated MET Office**	**Damascus**
2	Hours of service MET office outside hours	24 H
3	The office responsible for the TAF preparation periods of issuance	Damascus every 6 Hours
4	Type of landing forecast interval of issuance	ATIS
5	Briefing consultation provided	Personal consulation
6	Flight documentation language (s)used	Charts abbreviated in language -English
7	Charts and other information are available for briefing or consultation.	S, U85,U70,U50,U20,P85,P70,P30,P25,P20 SIG CHART
8	Supplementary equipment is available for providing information	Self -briefing terminal
9	ATS units provided with information	Damascus TWR, ACC, AIS
10	Additional information	NIL

OSDZ AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	**TRUE BRG**	**Dimensions of RWY (M), The**	**Strength (PCN), and surface of RWY and SWY**	**THR coordinates RWY end coordinate** **THR geoid undulation**	**THR elevation, and highest elevation of TDZ of precision APP RWY**
1	**2**	**3**	**4**	**5**	**6**
10	010	3000X45	50 /F/B/Y/T	351724.138154N 400938.299963E	700m /2296ft
28	280	3000 X 45	50 /F/B/Y/T	351651.304661N 401129.483492E	669m /2195ft

Designations RWY NR	**Slope of RWY-SWY**	**SWY dimensions (M)**	**CWY dimensions (M)**	**Strip dimensions (M)**	**Dimensions of runway end safety areas**
1	**7**	**8**	**9**	**10**	**11**
10	NIL	60x60	NIL	3000X300	NIL
28	NIL	60x60	NIL	3000X300	NIL

Designations RWY NR	**Location and description of engineering material arresting system(EMAS)**	**OFZ**	**Remark**
1	**12**	**13**	**14**
10	NIL	NIL	NIL.
28	NIL	NIL	NIL

OSDZ AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M	LDA (M)	Remarks

1	2	3	4	5	6
10	3000	3000	3000	3000	NIL
28	3000	3000	3000	3000	NIL

OSDZ AD 2.14 APPROACH AND RUNWAY LIGHTING

1	**RWY Number**	**10**	**28**
2	Approach LGT	Precision App. light CAT.II	Simple Approach H.I.
3	THR LGT	Precision App. light CAT.II.	Green LGT H.I
4	PAPI	4UNITS, left side 467M from the beginning of RWY	4 Units, left side 435M from the beginning of RWY
5	TDZ	White LGT	NONE
6	Center line	White LGT	with LGT
7	Edge LGT	White LGT .HI	White LGT .HI
8	RWY and LGT	Red LGT H.I	Red LGT H.I
9	STOP WAY LGT	NONE	NONE
10	Apron flood light	30M height white	NIL

OSDZ AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	**ABN /IBN Location, Characteristics, and hours of operation**	**NIL**
2	WDI	NIL
3	LDI location and light	NIL
4	TWY edge lights	Blue

5	Emergency lighting power supply	UPS RWY 10/ 28

OSDZ AD 2.16 HELICOPTER LANDING AREA

See Page AD 2-39

OSDZ AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	REF ENR 2.1-1
2	Vertical limits	REF ENR 2.1-1
3	Airspace classification	Class A all control airspace at and above FL 150 Class B all control airspace below FL 150
4	ATS unit call sign Language(s)	DEIR ZOOR Tower English
5	Transition ALT.	ALT 13000ft
6	Remarks	NIL

OSDZ AD 2.18 ATS COMMUNICATION FACILITIES

Service	**Callsign**	**Frequency**	**Hours**
TWR	Deir ez-Zor Tower	118.075 MHz	-
ACC	Damascus Control	121.300 MHz main / 129.600 MHz standby	H24
EMERG	—	121.500 MHz	H24

OSDZ AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Remarks: Domestic airport. Limited international services available by prior arrangement. Operating hours: HJ (sunrise to sunset). Customs/immigration by prior arrangement only.

Type of aid,	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks

1	2	3	4	5	6	7
DVOR/ DME	DRZ	117.0 MHz / CH117X	24H	N35°17′30.99″ E040°09′13.60″	620M (2033 ft)	NIL
NDB	DRZ	295KHZ	24H	35 17 21.161N 40 11 14.712827E	NIL	NIL

OSDZ AD 2.20 LOCAL AERODROME REGULATIONS

20.1 AIRPORT REGULATIONS

NIL

20.2 TAXIING TO AND FROM STANDS

NIL

20.3 PARKING AREA FOR SMALL AIRCRAFT (GENERAL AVIATION)

NIL

20.4 PARKING AREA FOR HELICOPTERS

NIL

0.6 TAXIING LIMITATIONS

NIL

20.7 SCHOOL AND TRAINING FLIGHTS - TECHNICAL TEST FLIGHTS - USE OF RUNWAYS

NIL

20.8 HELICOPTER TRAFFIC - LIMITATION

NIL

20.9 REMOVAL OF DISABLED AIRCRAFT FROM RUNWAYS

NIL

OSDZ AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

OSDZ AD 2.22 FLIGHT PROCEDURES

Standard IFR procedures not published — operations by VFR or special IFR clearance from Damascus ACC. Contact Damascus ACC for current approach/departure procedures. Circling approaches may be available on request.

STANDARD INSTRUMENT ARRIVAL

DEIR ZZOR AIR PORT (OSDZ)

ALL VFR/IFR traffic bound to DEIR ZZOR Airport shall report DRZ/NDB at an altitude of 3000ft or above before joining the traffic circuit.

OSDZ AD 2.23 ADDITIONAL INFORMATION

NIL

OSDZ AD 2.24 CHARTS RELATED TO AN AERODROME

NIL

OSDZ AD 2.25 Visual segment surface (VSS) penetration

NIL

AD 2.5 OSKL — Kamishly Airport

OSKL AD 2.1 AERODROME LOCATION INDICATOR AND NAME

OSKL Kamishly Airport

OSKL AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	**ARP coordinates and site at AD**	**37°02'50".188917N 41°12'18.719665"E**
2	Direction and distance from (city)	1NM SW of Kamishly city
3	Elevation/Reference temperature	1430 ft (616 m) / 35.7°C
4	Geoid undulation at AD ELEV PSN	NIL
5	MAG VAR/Annual change	4°E (2020)
6	AD Administration, address, telephone, telefax, telex, AFS, Email, website	KAMISHLY AIRPORT -KAMISHLY-SYRIA A/P TEL-00963-052-420415/443698 FAX: - 00963-052-426632/420415
7	Types of traffic permitted (IFR/VFR)	IFR /VFR VFRI is permitted only at or below FL150
8	Remarks	NIL

OSKL AD 2.3 OPERATIONAL HOURS

Aerodrome operating hours: H24.

1	**AD Administration**	**Daily (O/R)**
2	Customs and immigration	(O/R)
3	Health and sanitation	NIL
4	AIS Briefing Office	O/R
5	ATS Reporting Office (ARO)	NIL
6	MET Briefing Office	24 H
7	ATS	H24
8	Fuelling	Military
9	Handling	Syria facilities
10	Security	24 H
11	De-icing	NIL
12	Remarks	NIL

OSKL AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	NIL
2	Fuel/oil types	NIL
3	Fuelling facilities/capacity	NIL
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL

7	Remarks	NIL

OSKL AD 2.5 PASSENGER FACILITIES

1	Hotels	CITY HOTELS
2	Restaurants	UNLIMITED IN THE CITY
3	Transportation	TAXIES
4	Medical facilities	ONE AMBULANCE. HOSPITALS IN THE CITY
5	Bank and Post Office	NIL
6	Tourist Office	NIL
7	Remarks	NIL

OSKL AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	**AD category for firefighting**	**CAT 9**
2	Rescue equipment	Adequate rescue and firefighting vehicles, equipment, and personnel provided.
3	Capability for the removal of disabled aircraft	Syrian Air -Ground facilities
4	Remarks	NIL

OSKL AD 2.7 SEASONAL AVAILABILITY — CLEARING

1	**Types of clearing equipment**	**By Trucks and salt**
2	Clearance priorities	RWY-TWY -APRON

3	Remarks	NIL

OSKL AD 2.8 APRONS, TAXIWAYS, AND CHECK LOCATIONS/POSITIONS DATA

1	**Apron Surfaces and Strength**	**ASPHALT**
2	Taxiway width, surfaces, and strength	23 M, ASPHLAT
3	ACL Location and elevation	Apron A-2000ft.Marked
4	VOR/INS ,Checkpoint	See AD Chart
5	Remarks	NIL

OSKL AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	**Taxiing guidance system**	**Sign Board at entrance to RWY**
2	Marking Aids RWY 03/21	Threshould, touchdown, and center line.

OSKL AD 2.10 AERODROME OBSTACLES

In the approach/TKOF areas	In the circling area and at AD	Remark
1	2	3
		NIL

RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates
a	b	c
NIL	NIL	NIL

Obstacle type Elevation Markings/LGT	Coordinates
a	b
NIL	NIL

OSKL AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	**Associated MET office**	**KAMISHLY**

2	Hours of service MET office outside hours	24H
3	The office responsible for the TAF preparation periods of issuance	Damascus every 6 Hours
4	Type of landing forecast interval of issuance	ATIS
5	Briefing consultation provided	Personal consulation
6	Flight documentation language (s)used	Charts abbreviated plan language -English
7	Charts and other information are available for briefing or consultation.	NIL
8	Supplementary equipment is available for providing information	Self -briefing terminal
9	ATS units provided with information	Kamishly TWR
10	Additional information	NIL

OSKL AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	**TRUE BRG**	**Dimensions of RWY (M),**	**Strength (PCN), and surface of RWY and SWY**	**THR coordinates RWY end coordinate** **THR geoid undulation**	**THR elevation, and highest elevation of the TDZ of precision APP RWY**
1	**2**	**3**	**4**	**5**	**6**
03	030°	3600 X 40	79 /R/C/W/T	370051.637N 411106.200E	1430ft
21	210	3600 X 40	79 /R/C/W/T	370159.424N 411213.966E	1430ft

Designations RWY NR	**Slope of RWY-SWY**	**SWY dimensions (M)**	**CWY dimensions (M)**	**Strip dimensions (M)**	**Dimensions of runway end safety areas**
1	**7**	**8**	**9**	**10**	**11**
03	60x40	NIL	NIL	3720x300	NIL
21	60x40	NIL	NIL	3720x300	NIL

OSKL AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
03	3600	3600	3600	3600	NIL
21	3600	3600	3600	3600	NIL

OSKL AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	**APCH LGT type LEN INTST**	**THR LGT colour WBAR**	**PAPI**	**TDZ**	**RWY Centre line**	**RWY edge LGT**	**RWY End LGT**	**Stopway LGT**	**Remarks**
1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**
03	Precision APP.light CAT .II.(U/S)	Green H.I.	4 units, Left side 467M from the beginning of RWY	White LGT	White LGT	White LGT .H.I.	Red LGT H.I.	NONE	NIL
21	Simple APP H.I.	Green H.I.	4 units, Left side 435M from the beginning of RWY	NONE	White LGT	White LGT .H.I.	Red LGT H.I.	NONE	NIL

OSKL AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN Location, Characteristics, and hours of operation	ABN above the TWR .coordinates 332442N 363048 E/ 24Hever 3sec,W/G FLG/W/G
2	WDI	LGTD
3	LDI Location and light	LGTD
4	TWY Edge lights	BLUE
5	Emergency lighting power supply	UPS RWY 03,21 / 2 GENERATORS

OSKL AD 2.16 HELICOPTER LANDING AREA

NIL

OSKL AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	
2	Vertical limits	
3	Airspace classification	Class A all control airspace at and above FL 150 Class B all control airspace below FL 150
4	ATS unit call sign	KML TWR
5	Language(s)	ENGLISH
6	Transition ALT	ALT 13000ft
7	Remarks	NIL

OSKL AD 2.18 ATS COMMUNICATION FACILITIES

Service	**Callsign**	**Frequency**

Tower	Kamishly Tower (H24)	118.225MHz
ATIS	—	Not available

OSKL AD 2.19 RADIO NAVIGATION AND LANDING AIDS

TYPE of AID	ID	Frequncy	Hours of operation	Site of tranmiting antenna coordinates	Elevation of DME tranmitining antenna	Remarks
1	2	3	4	5	6	7
DVOR/DME	KML	116.0	24H	370100 N 411219.1E	NIL	NIL
NDB	KML	NIL	24H	37 01 49.5N 41 12 19.1E	NIL	NIL

OSKL AD 2.20 LOCAL AERODROME REGULATIONS

20.1 AIRPORT REGULATIONS

NIL

20.2 TAXIING TO AND FROM STANDS

NIL

20.3 PARKING AREA FOR SMALL AIRCRAFT (GENERAL AVIATION)

NIL

20.4 PARKING AREA FOR HELICOPTERS

NIL

20.5 APRON - TAXIING DURING WINTER CONDITIONS

NIL

20.6 TAXIING LIMITATIONS

NIL

20.7 SCHOOL AND TRAINING FLIGHTS - TECHNICAL TEST FLIGHTS - USE OF RUNWAYS

NIL

20.8 HELICOPTER TRAFFIC - LIMITATION

NIL

20.9 REMOVAL OF DISABLED AIRCRAFT FROM RUNWAYS

NIL

OSKL AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

OSKL AD 2.22 FLIGHT PROCEDURES

NIL

OSKL AD 2.23 ADDITIONAL INFORMATION

NIL

OSKL AD 2.24 CHARTS RELATED TO AN AERODROME

1	CHART TYPE	
2	LANDING CHART	
3	NDB RWY 03	
4	VOR DME RWY 03	
5	OSPR-PALMYRA LANDING CHART	

OSKL AD 2.25 Visual segment surface (VSS) penetration

NIL

AD 3 Heliports

AD 3 — Heliports

NIL — No heliports (not co-located with an aerodrome) are currently published in the Syrian Arab Republic.