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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| FIR | **Damascus FIR (OSTT)** |
| Source baseline date | **27 Mar 2026** |
| Sections | **73** |

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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

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## GEN 0.3 RECORDS OF AIP SUPPLEMENTS

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# GEN 0.4 Checklist of AIP Pages

## GEN 0.4 — Checklist of AIP Pages

This checklist lists AIP sections, dates and amendment references.

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| GEN 1.5 | AIRCRAFT INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS | 27 Mar 2026 | AMDT 01/2026 |
| GEN 1.6 | SUMMARY OF NATIONAL REGULATIONS AND INTERNATIONAL AGREEMENTS/CONVENTIONS | 27 Mar 2026 | AMDT 01/2026 |
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Published eAIP sections: 73. This is the current electronic section register. Attached page checklists retain their own publication dates.

***Publication dates***

Read this checklist with the record of AIP amendments in GEN 0.2. The publication dates printed on attached checklists apply to those documents.

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| **PART 2 AERODROME (AD)** | | | | | |
| **AD 2 OSKL** | | **AD 2 OSLK** | | | |
| AD 2-1 | 25 FEB 26 | AD 2-1 | 25 FEB 26 | | |
| AD 2-2 | 25 FEB 26 | AD 2-2 | 25 FEB 26 | | |
| AD 2.3 | | AD 2-3 | 25 FEB 26 | | |
| AD 2.4 | 25 FEB 26 | AD 2-4 | 25 FEB 26 | | |
| AD 2.5 | 25 FEB 26 | AD 2-5 | 25 FEB 26 | | |
| AD 2.6 | 25 FEB 26 | AD 2-6 | 25 FEB 26 | | |
| AD 2.7 | 25 FEB 26 | AD 2-7 | 25 FEB 26 | | |
| AD 2.8 | 25 FEB 26 | AD 2-8 | 25 FEB 26 | | |
| AD 2.9 | 25 FEB 26 | AD 2-9 | 25 FEB 26 | | |
| AD 2.11 | 25 FEB 26 | AD 2-11 | 25 FEB 26 | | |
| AD 2.15 | 25 FEB 26 | AD 2-1**5** | 25 FEB 26 | | |
| AD 2.17 | 25 FEB 26 | AD 2-17 | 25 FEB 26 | | |
| AD 2.18 | 25 FEB 26 | AD 2-18 | 25 FEB 26 | | |
| AD 2.19 | 25 FEB 26 | AD 2-19 | 25 FEB 26 | | |
| AD 2-20 | 25 FEB 26 | AD 2-20 | 25 FEB 26 | | |
| AD 2.20-1 | 25 FEB 26 | AD 2-21 | 25 FEB 26 | | |
| AD 2.37 | 25 FEB 26 | AD 2-22 | 25 FEB 26 | | |
| | | AD 2-23 | 25 FEB 26 | | |
| | | AD 2-24 | 25 FEB 26 | | |
| | | AD 2-25 | 25 FEB 26 | | |
| | | AD 2-26 | 25 FEB 26 | | |
| | | AD 2-27 | 25 FEB 26 | | |
| | | AD 2-29 | 25 FEB 26 | | |
| | | AD 2-37 | 25 FEB 26 | | |
| | | AD 2-39 | 25 FEB 26 | | |

***G.A.C.A***

# 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

This AIP is structured in accordance with ICAO Annex 15 and Doc 8126. The following is the complete table of contents:

### *Part 1 — GEN (General)*


| Section | Title |
|---|---|
| GEN 0.1 | Preface |
| GEN 0.2 | Record of AIP Amendments |
| GEN 0.3 | Record of AIP Supplements |
| GEN 0.4 | Checklist of AIP Pages |
| GEN 0.5 | List of Hand Amendments to the AIP |
| GEN 0.6 | Table of Contents |
| GEN 1.1 | Designated Authorities |
| GEN 1.2 | Entry, Transit and Departure of Aircraft |
| GEN 1.3 | Entry, Transit and Departure of Passengers and Crew |
| GEN 1.5 | AIRCRAFT INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS |
| GEN 1.6 | SUMMARY OF NATIONAL REGULATIONS AND INTERNATIONAL AGREEMENTS/CONVENTIONS |
| GEN 1.7 | Differences from ICAO Standards |
| GEN 2.1 | Measuring System, Aircraft Markings and Public Holidays |
| GEN 2.2 | Abbreviations Used in AIS Publications |
| GEN 2.3 | Chart Symbols |
| GEN 2.4 | Location Indicators |
| 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 |
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| 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 |
|---|---|
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| 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 |
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| ENR 1.11 | Addressing of Flight Plan Messages |
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| ENR 5.1 | Prohibited, Restricted and Danger Areas |
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| **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)<br>AMSL | A*** B C D E<br>F G | 8 km | • 1 500 m horizontally<br>• 300 m (1 000 ft) vertically |
| Below 3 050 m (10 000 ft) AMSL<br>and above 900 m (3 000 ft) AMSL<br>(or above 300 m (1 000 ft) above<br>terrain, whichever is higher) | A*** B C D E<br>F G | 5 km | • 1 500 m horizontally<br>• 300 m (1 000 ft) vertically |

| | | | |
|---|---|---|---|
| At and below 900 m (3 000 ft)<br>AMSL<br>(or below 300 m (1 000 ft) above<br>terrain, whichever is higher) | A*** B C D E<br>F G | 5 km<br><br>5 km ** | • 1 500 m horizontally<br>• 300 m (1 000 ft) vertically<br>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;<br><br>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 procedure is unavailable while LTK VOR/DME 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

### Service status

**Radar service is suspended throughout Damascus FIR; procedural service is provided.** 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.

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.

### 3. RADAR COVERAGE

**Radar service suspended throughout Damascus FIR — NOTAM A0270/26.** Nominal equipment ranges do not represent operational radar coverage.

| **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. For procedural separation, see paragraph 3.2.8.

## 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. 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): During radar suspension, apply the published communication-failure procedures in ENR 1.3 and current NOTAMs. Surveillance-specific communication-failure procedures are not applicable to procedural ATS.

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.
A0152/26 stated an estimated end of 18 August 2026 at 1600 UTC. Apply these arrangements only under a current applicable NOTAM and coordination with Damascus ACC. 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**

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. |

Consult current NOTAMs for all applicable route restrictions.

# 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:<br><br>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.<br><br>NIGHT - Same actions as by day and, in addition, flashing navigational lights at irregular intervals.<br><br>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.<br><br>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:<br><br>DAY - Rocking wings and following the intercepting aircraft.<br><br>NIGHT - Same actions as by day and, in addition, flashing navigational lights at irregular intervals.<br><br>HELICOPTERS:<br><br>DAY OR NIGHT - Rocking aircraft, flashing navigational lights at irregular intervals and following the intercepting aircraft.<br><br>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:<br><br>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:<br><br>DAY OR NIGHT - Rocking wings.<br><br>HELICOPTERS:<br><br>DAY OR NIGHT - Same as Series 1 helicopter signal. |
| 3 | Land at this aerodrome. | AIRPLANES AND HELICOPTERS:<br><br>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.<br><br>NIGHT - Same as in the daytime and, in addition, showing steady landing lights. | Understood, will comply. | AIRPLANES:<br><br>DAY - Lowering landing gear, following the intercepting aircraft and, if after overflying the runway landing is considered safe, proceeding to land.<br><br>NIGHT - Same as in the daytime and, in addition, showing steady landing lights (if carried).<br><br>HELICOPTERS:<br><br>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:<br><br>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.<br><br>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.<br><br>Understood, you may proceed. | AIRPLANES:<br>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.<br><br>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:<br><br>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:<br><br>DAY OR NIGHT - Use Series 2 signals prescribed for intercepting aircraft. |
| 6 | In distress. | AIRPLANES AND HELICOPTERS:<br><br>DAY OR NIGHT - Irregular flashing of all available lights. | Understood. | AIRPLANES AND HELICOPTERS:<br><br>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

[Diagram unavailable]

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

| **Name**<br>**Lateral limits**<br>**Vertical limits**<br>**Class of airspace** | **Unit providing service** | **Call sign**<br>**Languages**<br>**Area and conditions of use**<br>**Hours of service** | **Frequency/**<br>**Purpose/**<br>**SATVOICE number** | **Remarks** |
|---|---|---|---|---|
| **1** | **2** | **3** | **4** | **5** |
| LATAKIA CONTROL ZONE<br>Lateral Limits:<br>A circle with a radius of 15 NM centered at<br>35° 28' 49" N / 035° 56' 32" E | LATAKIA TOWER | LTAKIA TOWER<br>English 24 H | 119.200 MHz | |
| DIRZZOR<br>CONTROL ZONE | Dirzzor TOWER | Dirzzor TOWER<br>English 24 H | 118.075 MHz | |
| KAMISHLY<br>CONTROLZONE | kamishly TOWER | Kamishly TOWER<br>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. Prohibited, restricted and danger areas: NIL. See 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. Airspace limits are published in ENR 2.1.**

## ENR 3. ATS Routes

## ENR 3.1 — Lower ATS Routes

| **Name and coordinates** | **Upper limit**<br>---<br>**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<br>The national border of Syria with Jordan to 32 ° 41' 00" N / 035° 38' 00" E<br>Then along the western border to 34° 38' 00" N / 035° 57' 00" E, then along the Lebanese-Syrian border to a point<br>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<br>-------<br>GND | Damascus ACC | RTF:<br>Damascus Control<br>(AR, EN) | |
| CONTROL AREAS WITHIN DAMASCUS FIR<br>1- Damascus Control Area:<br>---<br>333505.09805N361504.90145E<br>333953.88023N363402.79933E<br>332800.12420N364959.91616E<br>331800.23894N364959.91616E<br>330000.72720N363900.67166E<br>330359.88419N360959.97775E<br>331500.06739N361101.58139E<br>332155.80213N361409.83130E<br>332409.65289N360908.50446E<br>333649.34970N363002.36396E | UNL<br>-------<br>160/GND | Damascus ACC | RTF:<br>Damascus Control<br>(AR, EN) | |
| 2- Aleppo Control Area:<br>---<br>362700.78295N370200.39441E<br>362200.23944N373100.05546E<br>3604N 3730N<br>355600.90913N372400.96449E<br>360301.17647N365800.59467E | 160<br>-------<br>GND | Aleppo Tower | RTF:<br>Aleppo Tower<br>(AR, EN) | |

| **Name and coordinates** | **Upper limit**<br>---<br>**Lower limit** | **Unit providing service** | **Radio call sign** | **Remarks** |
|---|---|---|---|---|
| 3- Latakia Control Area:<br>A circle with a radius of 15NM centered<br>352849.014837N355632.106854E | 160<br>-------<br>GND | Latakia Tower | RTF:<br>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. Permanent P975 and L602 operating conditions are specified below.**

## ENR 3.2 - Upper ATS Routes

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

Bearings and distances are shown as route-level sequences. Adjacent entries do not identify corresponding individual legs.

| Route designator (RNP type)<br>Significant points<br>Coordinates | Track / BRG | Geodesic<br>DIST NM | Upper / lower limits<br>Airspace class | Direction of cruising levels | | Remarks<br>Controlling unit / channel<br>Logon address |
|---|---|---|---|---|---|---|
| | | | | Odd | Even | |
| 1 | 2 | 3 | 4 | 5 | | 6 |
| **R655** \| Navigation accuracy requirement: +/- 5 NM | | | | | | |
| **◄TAN VOR/DME (U/S)**<br>N33°28′56.58″ E038°39′14.63″<br>**◄FIRAS**<br>N33°52.94' E37°53.05<br>**◄KTN VOR/DME**<br>N34°12′47.82″ E037°15′51.16″<br>**◄LEBOR FIR boundary**<br>N34°19.95' E36°34.98' | 290/119DEG<br>090/270 DEG | 117NM<br>44NM<br>39NM<br>34NM | UNL / 240<br>CLASS A | ODD<br>↑ | EVEN<br>↓ | 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)<br>Significant points<br>Coordinates | Track / BRG | Geodesic<br>DIST NM | Upper / lower limits<br>Airspace class | Direction of cruising levels | | Remarks<br>Controlling unit / channel<br>Logon address |
|---|---|---|---|---|---|---|
| | | | | Odd | Even | |
| 1 | 2 | 3 | 4 | 5 | | 6 |
| **A 412** \| Navigation accuracy requirement: +/- 5 NM | | | | | | |
| **◄ZELAF**<br>N32°58.20' E37°59.54'<br>**◄RAFIF**<br>N33°14.21' E38°18.99<br>**◄TAN VOR/DME (U/S)**<br>N33°28′56.58″ E038°39′14.63″ | 044/224DEG | 46NM<br>23NM<br>23NM | UNL / 240<br>CLASS A | ODD<br>↑ | EVEN<br>↓ | A0269/26 contains restrictions on TAN–ZELAF; its stated estimated end is 4 October 2026 2359 UTC. Consult current NOTAMs for restrictions after that date. Damascus ACC: 121.300 MHz main; 129.600 MHz standby; 121.500 MHz emergency. Amman ACC. |

| Route designator (RNP type)<br>Significant points<br>Coordinates | Track / BRG | Geodesic<br>DIST NM | Upper / lower limits<br>Airspace class | Direction of cruising levels | | Remarks<br>Controlling unit / channel<br>Logon address |
|---|---|---|---|---|---|---|
| | | | | Odd | Even | |
| 1 | 2 | 3 | 4 | 5 | | 6 |
| **Q538** \| Navigation accuracy requirement: +/- 5 NM | | | | | | |
| **◄KTN VOR/DME**<br>N34°12′47.82″ E037°15′51.16″<br>**◄ALE VOR/DME**<br>3610.4N 3712.6E | 356/176DEG | 118NM | UNL /240<br>CLASS A | ODD<br>↑ | EVEN<br>↓ | 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)<br>Significant points<br>Coordinates | Track / BRG | Geodesic<br>DIST NM | Upper / lower limits<br>Airspace class | Direction of cruising levels | | Remarks<br>Controlling unit / channel<br>Logon address |
|---|---|---|---|---|---|---|
| | | | | Odd | Even | |
| 1 | 2 | 3 | 4 | 5 | | 6 |
| **B544** \| Navigation accuracy requirement: +/- 5 NM | | | | | | |
| **◄NAMBO**<br>N33°18′25.68″ E038°39′38.59″<br>**◄TAN VOR/DME (U/S)**<br>N33°28′56.58″ E038°39′14.63″<br>**◄TUDMU**<br>N34°31.93' E38°7.13'<br>**◄ALE VOR/DME**<br>3610.4N 03712.6E<br>**◄TUSYR FIR boundary**<br>N36°39.54' E37°21.74' | 175/335DEG<br>154/334DEG<br>012/192DEG | 216NM<br>11NM<br>67NM<br>109NM<br>29NM | UNL / 240<br>CLASS A | ODD<br>↑ | EVEN<br>↓ | 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)<br>Significant points<br>Coordinates | Track / BRG | Geodesic<br>DIST NM | Upper / lower limits<br>Airspace class | Direction of cruising levels | | Remarks<br>Controlling unit / channel<br>Logon address |
|---|---|---|---|---|---|---|
| | | | | Odd | Even | |
| 1 | 2 | 3 | 4 | 5 | | 6 |
| **G202** \| Navigation accuracy requirement: +/- 5 NM | | | | | | |
| **◄DAM VOR/DME**<br>N33°21′53.58″ E036°28′07.05″<br>**◄SOFIA**<br>N33°24.57' E36°48.25'<br>**◄ABBAS**<br>N33°27.92' E37°42.54'<br>**◄SULAF**<br>N33°28.60' E38°9.11'<br>**◄TAN VOR/DME (U/S)**<br>N33°28′56.58″ E038°39′14.63″<br>**◄MODIK FIR boundary**<br>N33°27.92' E39°1.80 | 083/263DEG<br>090/270DEG | 128NM<br>18 NM<br>46NM<br>22NM<br>24NM<br>18NM | UNL /240<br>CLASS A | ODD<br>↑ | EVEN<br>↓ | 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)<br>Significant points<br>Coordinates | Track / BRG | Geodesic<br>DIST NM | Upper / lower limits<br>Airspace class | Direction of cruising levels | | Remarks<br>Controlling unit / channel<br>Logon address |
|---|---|---|---|---|---|---|
| | | | | Odd | Even | |
| 1 | 2 | 3 | 4 | 5 | | 6 |
| **L513** \| Navigation accuracy requirement: +/- 5 NM | | | | | | |
| **◄MURAK**<br>N34°55.39' E36°42.89<br>**◄BRAVO**<br>N34°40.23' E36°31.46<br>**◄LEBOR FIR boundary**<br>N34°19.95' E36°34.98'<br>**◄LOTAX**<br>N34°0.32' E36°35.86<br>**◄MALOULA**<br>3351.12N3631.5E<br>**◄ADRAA**<br>3336.48N3630.00E<br>**◄DAM VOR/DME**<br>N33°21′53.58″ E036°28′07.05″<br>**◄RDIMA**<br>N33°2.10' E36°31.86'<br>**◄SWIDA**<br>N32°40.43' E36°33.13'<br>**◄BUSRA FIR Boundary**<br>N32°20.80' E36°37.13' | 004/184DEG<br>004/184DEG<br>170/350DEG<br>170/350DEG | 157 NM<br>15NM<br>26NM<br>17NM<br>08NM<br>14NM<br>15NM<br>20NM<br>19NM<br>21NM | UNL /240<br>CLASS A<br>UNL /160<br>CLASS A&B<br>UNL/160<br>CLASS A&B | ODD<br>↓ | EVEN<br>↑ | 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)<br>Significant points<br>Coordinates | Track / BRG | Geodesic<br>DIST NM | Upper / lower limits<br>Airspace class | Direction of cruising levels | | Remarks<br>Controlling unit / channel<br>Logon address |
|---|---|---|---|---|---|---|
| | | | | Odd | Even | |
| 1 | 2 | 3 | 4 | 5 | | 6 |
| **N310** \| Navigation accuracy requirement: +/- 5 NM | | | | | | |
| **◄LATEB FIR BOUNDARY**<br>N34°2.07' E36°24.09'<br>**◄LOTAX**<br>N34°0.32' E36°35.86<br>**◄BASSEM**<br>N33°33.72' E37°39.07' | 111/291DEG | 70NM<br>10NM<br>60NM | UNL / FL290; Class A | ODD<br>↓ | X | A0266/26:<br>LATEB–LOTAX–BASEM–ABBAS–ZELAF and KTN–BASEM not available for overflight; coordinated local arrival/departure exceptions apply. Subject to the applicable NOTAM validity period. Damascus ACC: 121.300 MHz main; 129.600 MHz standby; 121.500 MHz emergency. Beirut ACC. |

| Route designator (RNP type)<br>Significant points<br>Coordinates | Track / BRG | Geodesic<br>DIST NM | Upper / lower limits<br>Airspace class | Direction of cruising levels | | Remarks<br>Controlling unit / channel<br>Logon address |
|---|---|---|---|---|---|---|
| | | | | Odd | Even | |
| 1 | 2 | 3 | 4 | 5 | | 6 |
| **M861** \| Navigation accuracy requirement: +/- 5 NM | | | | | | |
| **◄DRZ NDB**<br>N3518 E4011<br>**◄TABQA**<br>N35°47.98' E38°33.65'<br>**◄ALE VOR/DME**<br>N3610.4 E3712.6<br>**◄NISAP FIR boundary**<br>N36°46.78' E36°37.86 | 287/107DEG<br>285/105 DEG<br>316/136 DEG | 199NM<br>83NM<br>70NM<br>46NM | UNL / FL240; Class A | SUSPEND ED | SUSPEND ED | SUSPENDED. Damascus ACC: 121.300 MHz main; 129.600 MHz standby; 121.500 MHz emergency. Ankara ACC. Baghdad ACC. |

| Route designator (RNP type)<br>Significant points<br>Coordinates | Track / BRG | Geodesic<br>DIST NM | Upper / lower limits<br>Airspace class | Direction of cruising levels | | Remarks<br>Controlling unit / channel<br>Logon address |
|---|---|---|---|---|---|---|
| | | | | Odd | Even | |
| 1 | 2 | 3 | 4 | 5 | | 6 |
| **R785** \| Navigation accuracy requirement: +/- 5 NM | | | | | | |
| **◄NIKAS FIR BOUNDARY**<br>351136N 0354300E<br>**◄BAN NDB**<br>N3513.6 E03557.4<br>**◄ BRAVO**<br>N34°40.23' E36°31.46<br>**◄KTN VOR/DME**<br>N34°12′47.82″ E037°15′51.16″<br>**◄BASEM**<br>N33°33.72' E37°39.07'<br>**◄ABBAS**<br>N33°27.92' E37°42.54'<br>**◄ZELAF FIR boundary**<br>N32°58.38' E37°59.53 | 075/255DEG<br>130/310DEG<br>151/331DEG | 184NM<br>12NM<br>47NM<br>40NM<br>45NM<br>8NM<br>32NM | UNL /240<br>CLASS A | ODD<br>↑ | EVEN<br>↓ | 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)<br>Significant points<br>Coordinates | Track / BRG | Geodesic<br>DIST NM | Upper / lower limits<br>Airspace class | Direction of cruising levels | | Remarks<br>Controlling unit / channel<br>Logon address |
|---|---|---|---|---|---|---|
| | | | | Odd | Even | |
| 1 | 2 | 3 | 4 | 5 | | 6 |
| **L572** \| Navigation accuracy requirement: +/- 5 NM | | | | | | |
| **◄TAN VOR/DME (U/S)**<br>N33°28′56.58″ E038°39′14.63″<br>**◄DRZ NDB**<br>N3518 E4011<br>**◄HASAKEH NDB**<br>N3629 E4046<br>**◄KML VOR/DME**<br>N3701 E4112 | 031/211DEG<br>019/199DEG<br>030/210 | 133NM<br>77NM<br>38NM | UNL /240<br>CLASS A | ODD<br>↑ | EVEN<br>↓ | 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)<br>Significant points<br>Coordinates | Track / BRG | Geodesic<br>DIST NM | Upper / lower limits<br>Airspace class | Direction of cruising levels | | Remarks<br>Controlling unit / channel<br>Logon address |
|---|---|---|---|---|---|---|
| | | | | Odd | Even | |
| 1 | 2 | 3 | 4 | 5 | | 6 |
| **L572** \| Navigation accuracy requirement: +/- 5 NM | | | | | | |
| **◄KML VOR/DME**<br>N3701 E4112<br>**◄LESRI FIR boundary**<br>N37°6.62' E41°11.73' | 031/211DEG | 5NM | UNL / 240<br>CLASS A | ODD<br>↑ | EVEN<br>↓ | 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)<br>Significant points<br>Coordinates | Track / BRG | Geodesic<br>DIST NM | Upper / lower limits<br>Airspace class | Direction of cruising levels | | Remarks<br>Controlling unit / channel<br>Logon address |
|---|---|---|---|---|---|---|
| | | | | Odd | Even | |
| 1 | 2 | 3 | 4 | 5 | | 6 |
| **L601** \| Navigation accuracy requirement: +/- 5 NM | | | | | | |
| **◄TUNLA FIR boundary**<br>355300N 0360200E<br>**◄SALIM**<br>N35°32.01' E36°19.42<br>**◄KTN VOR/DME**<br>N34°12′47.82″ E037°15′51.16″ | 144/324DEG | 117NM<br>26NM<br>91NM | UNL /240<br>CLASS A | ODD<br>↑ | 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)<br>Significant points<br>Coordinates | Track / BRG | Geodesic<br>DIST NM | Upper / lower limits<br>Airspace class | Direction of cruising levels | | Remarks<br>Controlling unit / channel<br>Logon address |
|---|---|---|---|---|---|---|
| | | | | Odd | Even | |
| 1 | 2 | 3 | 4 | 5 | | 6 |
| **L768** \| Navigation accuracy requirement: +/- 5 NM | | | | | | |
| **◄SOKAN FIR boundary**<br>N33°8.42' E38°22.12<br>**◄RAFIF**<br>N33°16.64' E38°16.85<br>**◄SULAF**<br>N33°29.33' E38°12.28'<br>**◄FIRAS**<br>N33°52.22' E37°54.79 | 151/331DEG | 5NM<br>16NM<br>29NM | UNL /240<br>CLASS A | X | EVEN<br>↓ | 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)<br>Significant points<br>Coordinates | Track / BRG | Geodesic<br>DIST NM | Upper / lower limits<br>Airspace class | Direction of cruising levels | | Remarks<br>Controlling unit / channel<br>Logon address |
|---|---|---|---|---|---|---|
| | | | | Odd | Even | |
| 1 | 2 | 3 | 4 | 5 | | 6 |
| **W5** \| Navigation accuracy requirement: +/- 5 NM | | | | | | |
| **◄TABQA**<br>N35°51.21' E38°32.58<br>**◄HASAKEH NDB**<br>N3630 E04046 | 063/243DEG | 115NM | UNL/240<br>CLASS A | ODD<br>↑ | EVEN<br>↓ | 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)<br>Significant points<br>Coordinates | Track / BRG | Geodesic<br>DIST NM | Upper / lower limits<br>Airspace class | Direction of cruising levels | | Remarks<br>Controlling unit / channel<br>Logon address |
|---|---|---|---|---|---|---|
| | | | | Odd | Even | |
| 1 | 2 | 3 | 4 | 5 | | 6 |
| **P975** \| Navigation accuracy requirement: +/- 5 NM | | | | | | |
| **◄LESRI FIR boundary**<br>N37°6.62' E41°11.73'<br>**◄SIDNA FIR boundary**<br>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)<br>Significant points<br>Coordinates | Track / BRG | Geodesic<br>DIST NM | Upper / lower limits<br>Airspace class | Direction of cruising levels | | Remarks<br>Controlling unit / channel<br>Logon address |
|---|---|---|---|---|---|---|
| | | | | Odd | Even | |
| 1 | 2 | 3 | 4 | 5 | | 6 |
| **W6** \| Navigation accuracy requirement: +/- 5 NM | | | | | | |
| **◄ALE VOR/DME**<br>N36°13.31' E37°9.52<br>**◄LUBAM**<br>N35°40.58' E36°32.61<br>**◄SALIM**<br>N35°32.01' E36°19.42<br>**◄BAN NDB FIR boundary**<br>N35°14.74' E35°57.01' | 225/045DEG | 45NM<br>15NM<br>23NM | UNL /240<br>CLASS A | ODD<br>↑ | EVEN<br>↓ | 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)<br>Significant points<br>Coordinates | Track / BRG | Geodesic<br>DIST NM | Upper / lower limits<br>Airspace class | Direction of cruising levels | | Remarks<br>Controlling unit / channel<br>Logon address |
|---|---|---|---|---|---|---|
| | | | | Odd | Even | |
| 1 | 2 | 3 | 4 | 5 | | 6 |
| **◄L602** \| Navigation accuracy requirement: +/- 5 NM | | | | | | |
| **◄ELEXI FIR boundary**<br>N34°41.73' E41°8.58<br>**◄DRZ VOR/DME**<br>N35°17′30.99″ E040°09′13.60″<br>**◄TUSYR**<br>N36°39.54' E37°21.74' | 301°/121°<br>298°/118° | 219 NM<br>61NM<br>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. |

### *M691 — activation with the new AIP*

| Route / significant points | Coordinates | Direction / flight levels | Activation |
|---|---|---|---|
| M691<br>TUNLA<br>TUKAL | <br>355300N 0360200E<br>342123N 0404837E | TUNLA to TUKAL, eastbound only.<br>FL290, FL310, FL350, FL370, FL390, FL410 only. | With the new AIP.<br>Not yet effective. |

# ENR 3.3 Area Navigation (RNAV) Routes

**For current ATS route descriptions and flight-planning conditions, see ENR 3.2 and current NOTAMs. UB402 designation is not confirmed for flight planning.**

## ENR 3.3 — Area Navigation (RNAV) Routes

| **Route Designator (RNP Type)**<br>**Name of Significant Points**<br>**Coordinates** | **Way-point**<br>**IDENT of**<br>**VOR/DME**<br>**BRG & DIST**<br>**ELEV DME**<br>**Antenna** | **Geodesic**<br>**DIST NM** | **Upper Limit**<br>**Lower Limit**<br>**Airspace classification** | **Direction of Cruising Levels** | | **Navigation accuracy requirement** | **Remarks**<br>**Controlling the unit channel**<br>**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<br>◄NISAP FIR boundary<br>N36°50.83' E36°38.56<br><br>◄ALEPPO<br>N36°13.75' E37°13.50 | 320/140DEG | 45NM | UNL /240<br>CLASS A | X | EVEN<br>↓ | +/- 5 NM | Damascus /ACC<br>121.3<br><br>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<br>DVOR/DME | ALE | 114.5 MHz | 24 H | N36°10'37" E37°13'29" | | |
| BANIAS<br>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<br>DVOR/DME | DAM | 116.0 MHz / CH107X | 24 H | N33°21′53.58″<br>E036°28′07.05″ | | In service without restrictions. Flight inspection: 19 September 2026. |
| DAMASCUS<br>NDB | ABD | 264 kHz | 24H | N33°30'00" E36°27'00" | | |
| DEIRZZOR<br>DVOR/DME | DRZ | 117.0 MHz / CH117X | 24 H | N35°17′30.99″<br>E040°09′13.60″ | | |
| HASSAKEH<br>NDB | HAS | 363 KHZ | 24 H | N36°29'00" E40°46'00" | | |
| KAMISHLY<br>DVOR/DME | KML | 115.1 MHz | 24 H | N37°01'00" E41°12'00" | | |
| KARIATAIN<br>VOR/DME | KTN | 117.7 MHz | 24 H | N34°12′47.82″<br>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 | 351136N 0354300E | R785 |
| 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 | 355300N 0360200E | L601 — ATS ROUTE |

***TUKAL — activation with the new AIP***

| Designator | Coordinates | ATS route / activation |
|---|---|---|
| TUKAL | 342123N 0404837E | M691, TUNLA to TUKAL. Activation with the new AIP. Not yet effective. |

# 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<br>N36 11 E037 13 | ABN | Flashing W/Gev 8Sec | HN&IMC | |
| Arwad Island<br>N34 15 E035 51 | Marine | Flashing W ev 5Sec | HN | |
| Lattakia<br>N3524.44 E03556.02 | ABN | Flashing W/G | HN&IMC | |
| Damascus<br>N33 25 E036 31 | ABN | Alternating Flashing W/Gev 3Sec | HN&IMC | |
| Lattakia<br>(Break Water)<br>N35 32 E035 45 | Marine | Flashing Gev 5 Sec | HN | |
| Markab<br>N35 09 E035 56 | Marine | GP Flashing W/R ev 11 Sec | HN | |
| Ras Ibn Hani<br>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

### 1. Prohibited areas

NIL.

### 2. Restricted areas

NIL.

### 3. Danger areas

NIL.

# 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. There are currently no designated prohibited, restricted or danger areas. See 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 unavailable.** |
| 6.2 PROHIBITED, RESTRICTED, AND DANGER AREAS | NIL. See ENR 5.1. |
| 6.3 RADIO FACILITY - INDEX 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**<br>**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**<br>**NS = Non-scheduled**<br>**P = Private**<br>**MIL = Military** | |
| **1** | **2** | **3** | **4** | **5** |
| AERODROME | | | | |
| DAMASCUS<br>OSDI<br>MAZZEA | INTL<br><br>NTL | IFR-VFR<br><br>VFR | S-NS-P<br><br>NS-P | |
| ALEPPO<br>OSAP | INTL | IFR-VFR | S-NS-P | |
| LTAKIA<br>OSLK | INTL | IFR-VFR | S-NS-P | |
| Deir zzor<br>OSDZ | NTL | IFR-VFR | S-NS-P | |
| KAMISHLY<br>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<br>A/P DIRECT TEL: +963 115400661<br>A/P TEL NR + 963 11 5400985-9<br>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<br>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/<br>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.**<br>**AIRCRAFT STANDS:**<br>**A102 33 24 51.152N 36 30 48 643 E A104 33 24 47.051N 36 30 46.913 E**<br>**A106 33 24 45.402N 36 30 48 652 E A108 33 24 43.746N 36 30 50.398E**<br>**A110 33 24 42.077N 36 30 52 643 E A112 33 24 40.808N 36 30 53.692E**<br>**A114 33 24 41.540N 36 30 57 648 E A203 33 24 51.789N 36 30 43.586 E**<br>**A204 33 24 49.942N 36 30 43 453 E A205 33 24 48.095N 36 30 43.321 E**<br>**A303 33 24 37.109N 36 31 00 481 E A304 33 24 37.212N 36 30 58.282 E**<br>**A305 33 24 37.327N 36 30 59 609 E A402 33 24 33.421N 36 30 59.609E**<br>**A406 33 24 31.678N 36 31 01 447 E A410 33 24 29.040N 36 31 03.283E**<br>**A401 33 24 33.564N 36 31 04.364 E A405 33 24 31.866N 36 31 06.155E**<br>**A409 33 24 30.132N 36 31 07.986 E A101 33 24 54.719N 36 30 52.314E**<br>**A103 33 24 51.366N 36 30 52.069 E A105 33 24 47.868N 36 30 54.168E**<br>**A107 33 24 44.320N 36 30 59.552 E A109 33 24 44.108N 36 31 03.550E**<br>**A301 33 24 41.171N 36 31 03.070 E A302 33 24 38.851N 36 31 02.904E**<br>**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.<br>threshold, center line for other runways: Taxi holding positions, taxiway center line all taxiway, Altimeter check point (ACL) and check point, RWY designators.<br>TAXIWAYS:<br>W1 33 24 23.783N 36 31 27.892E W2 33 24 29.983N 36 31 23.648E<br>W3 33 24 30.074N 36 31 21.505E W4 33 24 31.967N 36 31 21.561E<br>W5 33 24 24.167N 36 31 13.550E W6 33 24 24.205N 36 31 11.782E<br>W7 33 24 33.402N 36 31 01.757E W8 33 24 34.981N 36 31 00.108E<br>W9 33 24 35.006N 36 31 02.311E W10 33 24 36.271N 36 31 04.013E<br>W11 33 24 40.850N 36 31 10.181E W12 33 24 40.850N 36 31 12.220E<br>W13 33 24 42.582N 36 31 10.354E W14 33 24 42.376N 36 31 07.342E<br>W15 33 24 41.208N 36 31 05.440E W16 33 24 42.535N 36 31 04.146E<br>W17 33 24 42.742N 36 31 00.102E W18 33 24 43.599N 36 30 56.244E<br>W19 33 24 48.349N 36 30 51.228E W20 33 24 50.673N 36 30 49.627E<br>W21 33 24 55.707N 36 30 50.570E W22 33 24 56.499N 36 30 49.627E<br>W23 33 24 57.190N 36 30 50.682E W24 33 25 00.933N 36 30 50.980E<br>W25 33 24 56.662N 36 30 46.265E W26 33 24 56.256N 36 30 48.355E<br>W27 33 244 58.063N 36 30 45.803E W28 33 25 00.953N 36 30 49.687E<br>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**<br>**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<br>0362945.810E | 05R:2020ft |
| 23L | 228° | 3600m × 45m | 80/F/A/W/T | 332422.545N<br>0363128.876E | 23L:2002ft |
| 05L | 048° | 3600m × 45m | 76/F/A/W/T | 332506.878N<br>0363031.849E | 2002 ft |
| 23R | 228° | 3600m × 45m | 76/F/A/W/T | 332610.520N<br>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<br>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

ILS installation: RWY 05L/23R.

| 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<br>NDB | ABD<br>MEZ | 264<br>358 | 24 H<br>24H | N332006E362539<br>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+)<br>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.<br>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.<br>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*

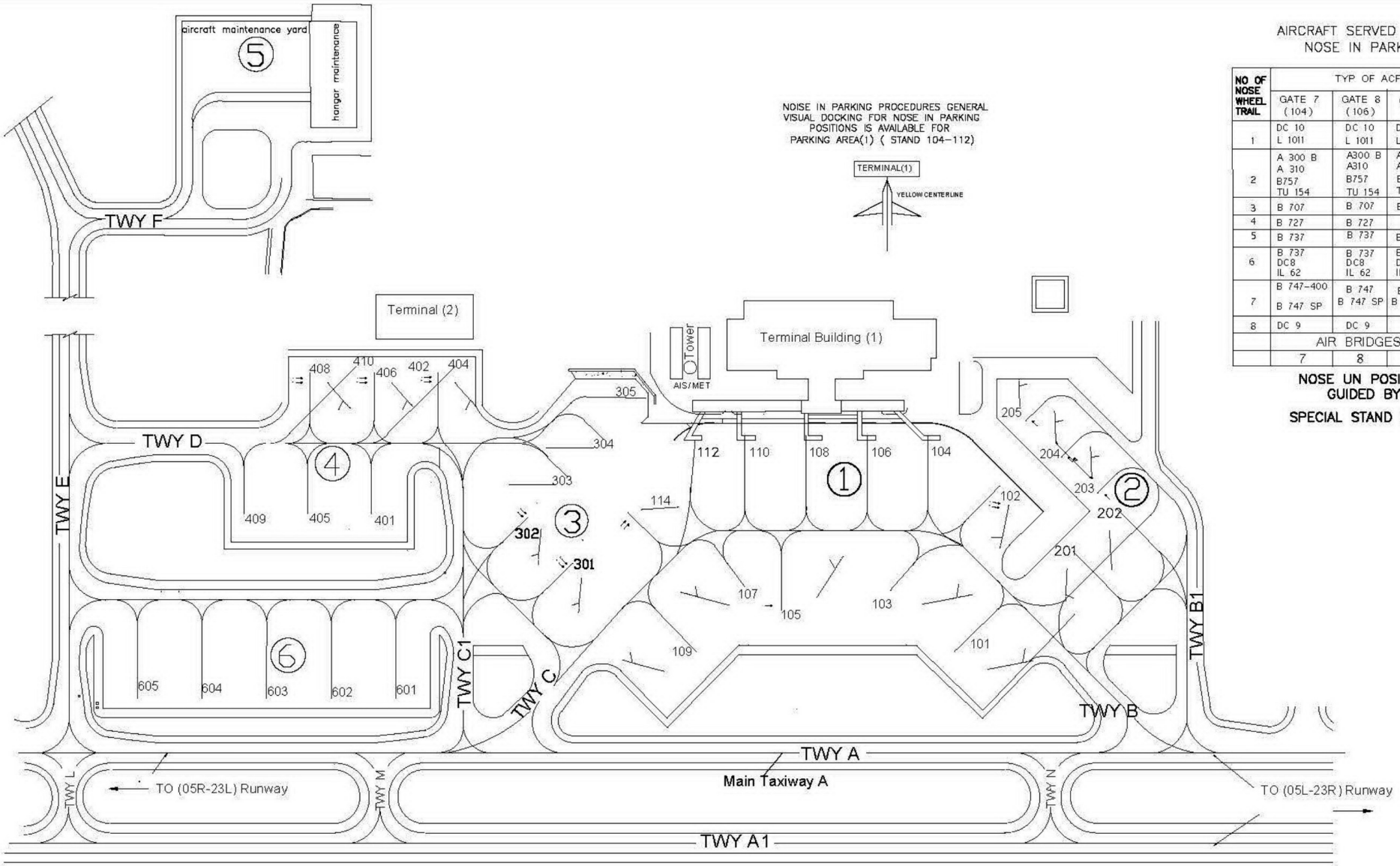
| **Chart** | **PDF** |
|---|---|
| OSDI IAC NDB Y RWY 05L | |
| OSDI IAC VOR Z RWY 23R | |
| OSDI IAC ILS Z CAT I OR LOC Z RWY 23R | |
| OSDI IAC ILS Y CAT I OR LOC Y RWY 23R | |
| OSDI IAC ILS X CAT I RWY 23R | |
| OSDI IAC ILS W CAT I RWY 23R | |
| OSDI IAC NDB Z RWY 05R | |
| OSDI IAC NDB Z RWY 23L | |
| 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<br>L 1011 | DC 10<br>L 1011 | DC 10<br>L 1011 | DC 10<br>L 1011 | L 1011 |
| 2 | A 300 B<br>A 310<br>B757<br>TU 154 | A300 B<br>A310<br>B757<br>TU 154 | A300 B<br>A310<br>B757<br>TU 154 | A300 B<br>A310<br>B757<br>TU 154 | A300 B<br>A310<br>B757<br>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<br>DC8<br>IL 62 | B 737<br>DC8<br>IL 62 | B 737<br>DC8<br>IL 62 | B 737<br>DC8<br>IL 62 | B 737<br>DC8<br>IL 62 |
| 7 | B 747–400<br>B 747 SP | B 747<br>B 747 SP | B 747<br>B 747 SP | B 747<br>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**

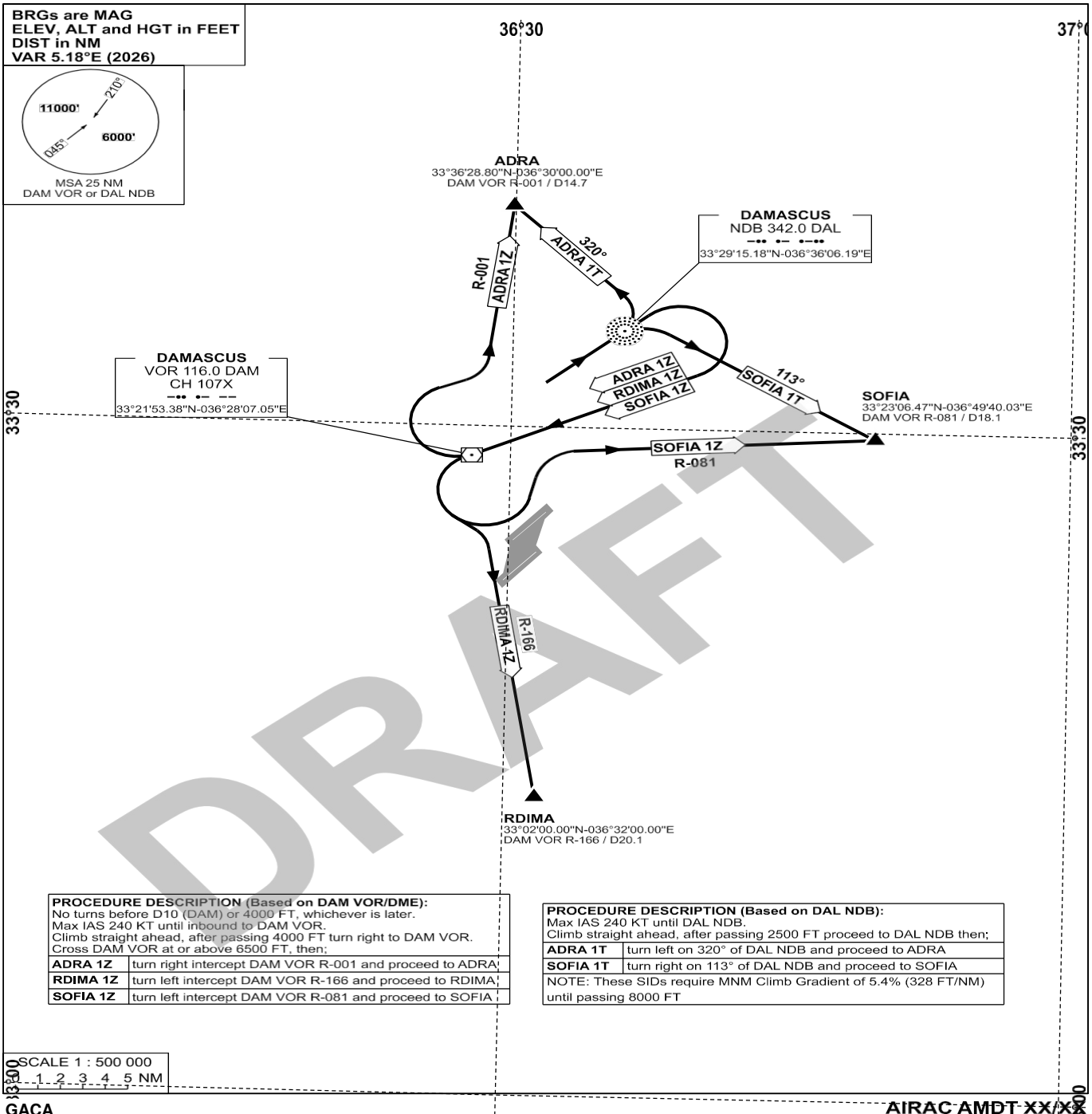
## STANDARD DEPARTURE CHART INSTRUMENT (STAR) - ICAO

**TRANSITION ALTITUDE 13000 FT**

**APP : 120.0**
**TWR : 118.5 - 121.9**

## DAMASCUS/INTERNATIONAL

RWY 05L




**PROCEDURE DESCRIPTION (Based on DAM VOR/DME):**
No turns before D10 (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 1Z** | turn right intercept DAM VOR R-001 and proceed to ADRA |
| **RDIMA 1Z** | turn left intercept DAM VOR R-166 and proceed to RDIMA |
| **SOFIA 1Z** | 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 proceed to DAL NDB then;

| | |
|---|---|
| **ADRA 1T** | turn left on 320° of DAL NDB and proceed to ADRA |
| **SOFIA 1T** | 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**

DRAFT

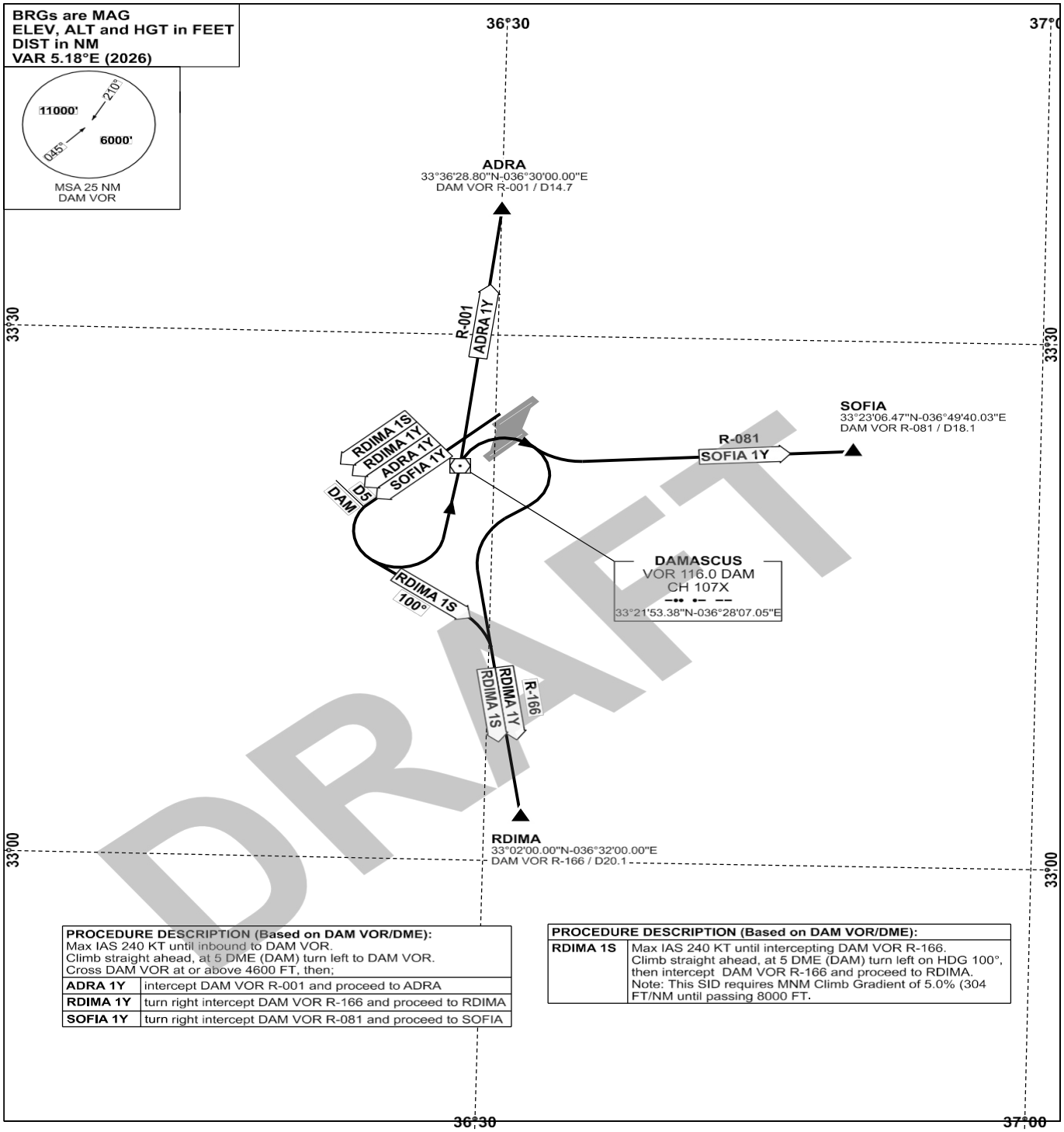
## STANDARD DEPARTURE CHART INSTRUMENT (STAR) - ICAO

**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.<br>Climb straight ahead, at 5 DME (DAM) turn left to DAM VOR.<br>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.<br>Climb straight ahead, at 5 DME (DAM) turn left on HDG 100°, then intercept DAM VOR R-166 and proceed to RDIMA.<br>Note: This SID requires MNM Climb Gradient of 5.0% (304 FT/NM until passing 8000 FT. |

**CHANGE:** NEW CHART

**AIP**
**SYRIA**

**AD 2 OSDI SID - 3**
**DD MMM YY**

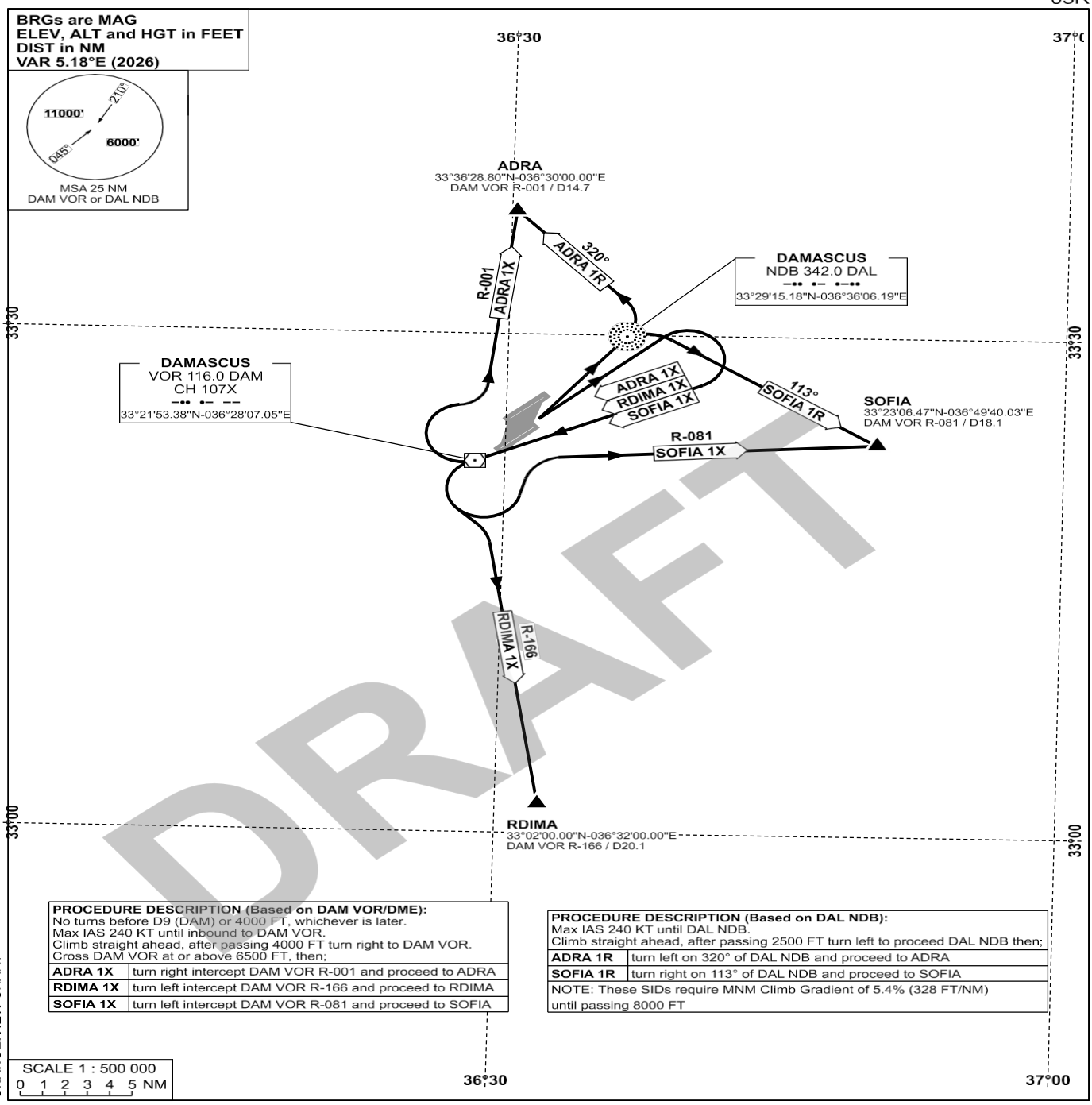
## STANDARD DEPARTURE CHART INSTRUMENT (STAR) - ICAO

**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**

**AIP**
**SYRIA**

**AD 2 OSDI SID - 3**
**DD MMM YY**

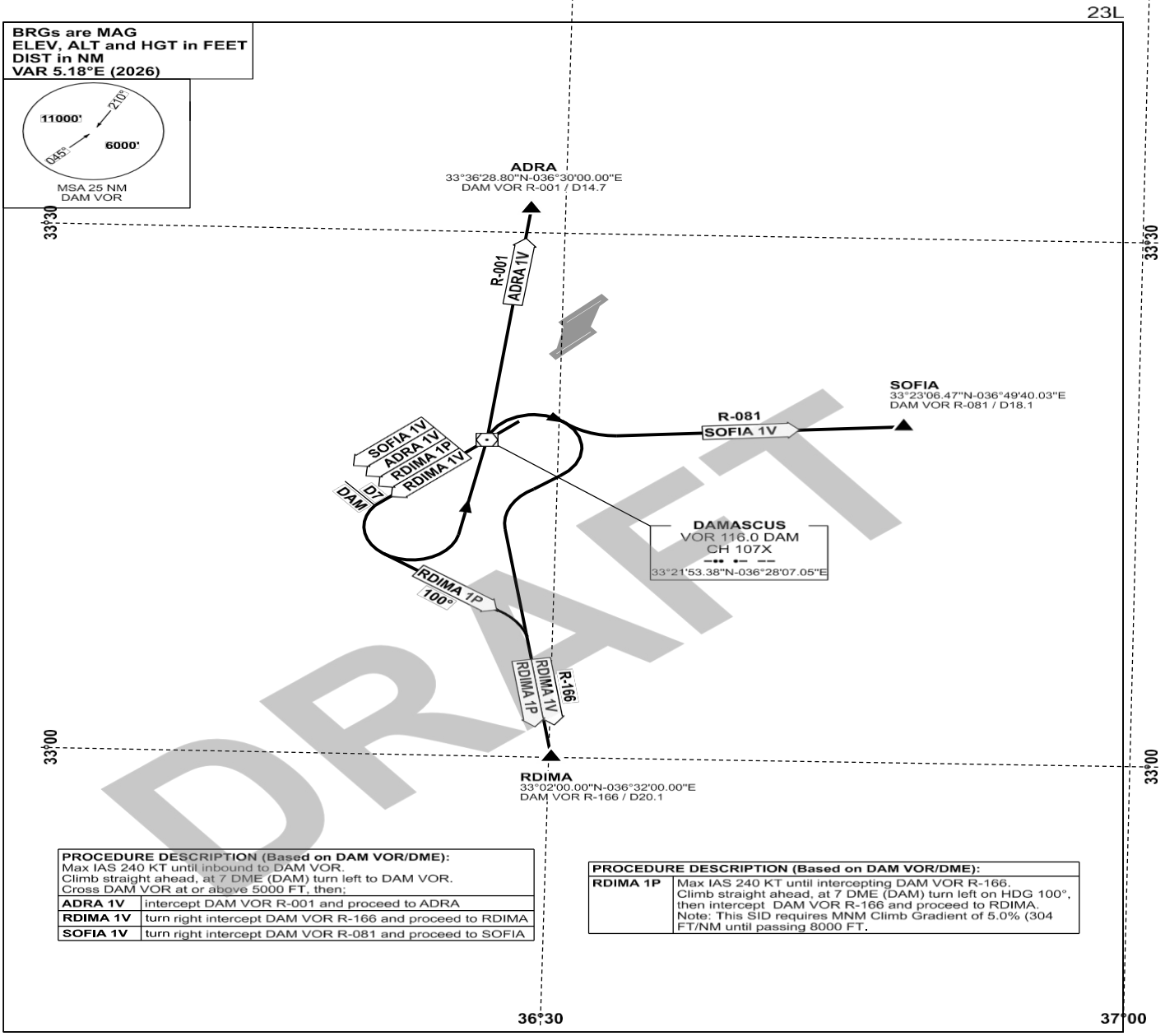
## STANDARD DEPARTURE CHART INSTRUMENT (STAR) - ICAO

**TRANSITION ALTITUDE 13000 FT**

**APP : 120.0**
**TWR : 118.5 - 121.9**

## DAMASCUS/INTERNATIONAL

RWY 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

**GACA**

**AIP**
**SYRIA**

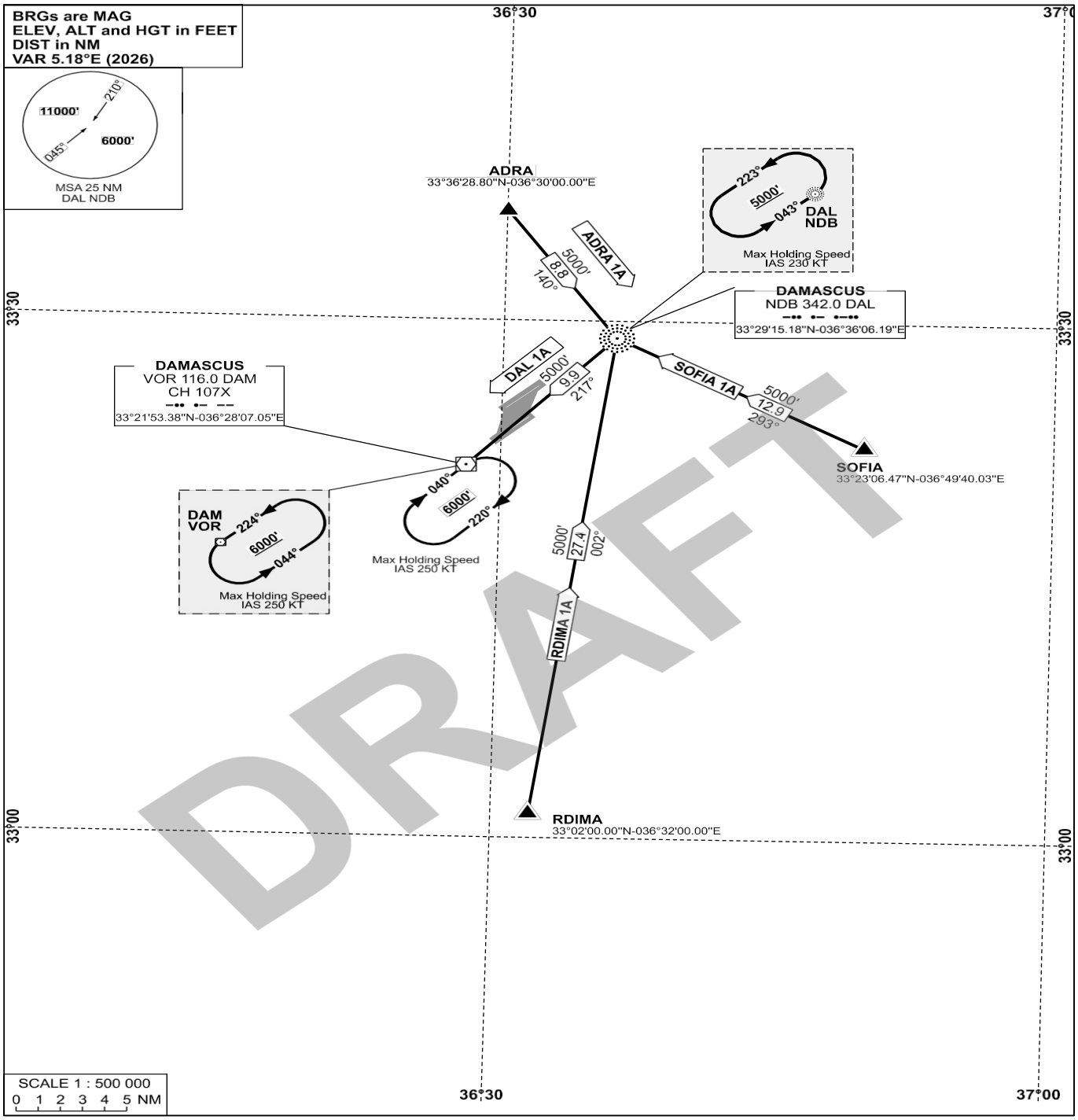
**AD 2 OSDI STAR - 1**
**DD MMM YY**

## 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**

**AIP**
**SYRIA**

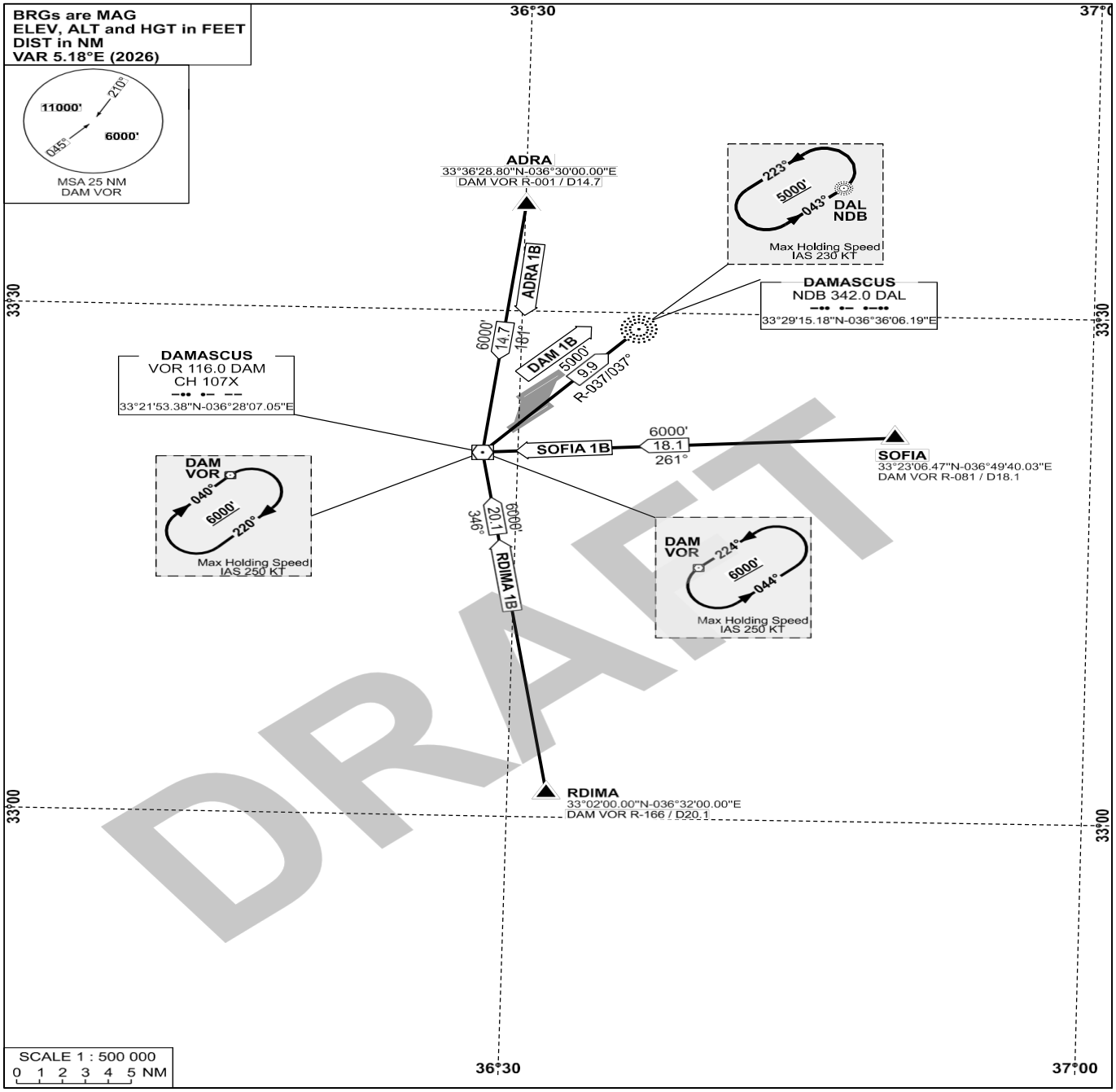
**AD 2 OSDI STAR - 2**
**DD MMM YY**

## STANDARD ARRIVAL CHART INSTRUMENT (STAR) - ICAO

**TRANSITION ALTITUDE 13000 FT**

**APP : 120.0**
**TWR : 118.5 - 121.9**

## DAMASCUS/INTERNATIONAL




**CHANGE:** NEW CHART

**GACA**

**AIRAC AMDT XX/XX**

**AIP**
**SYRIA**

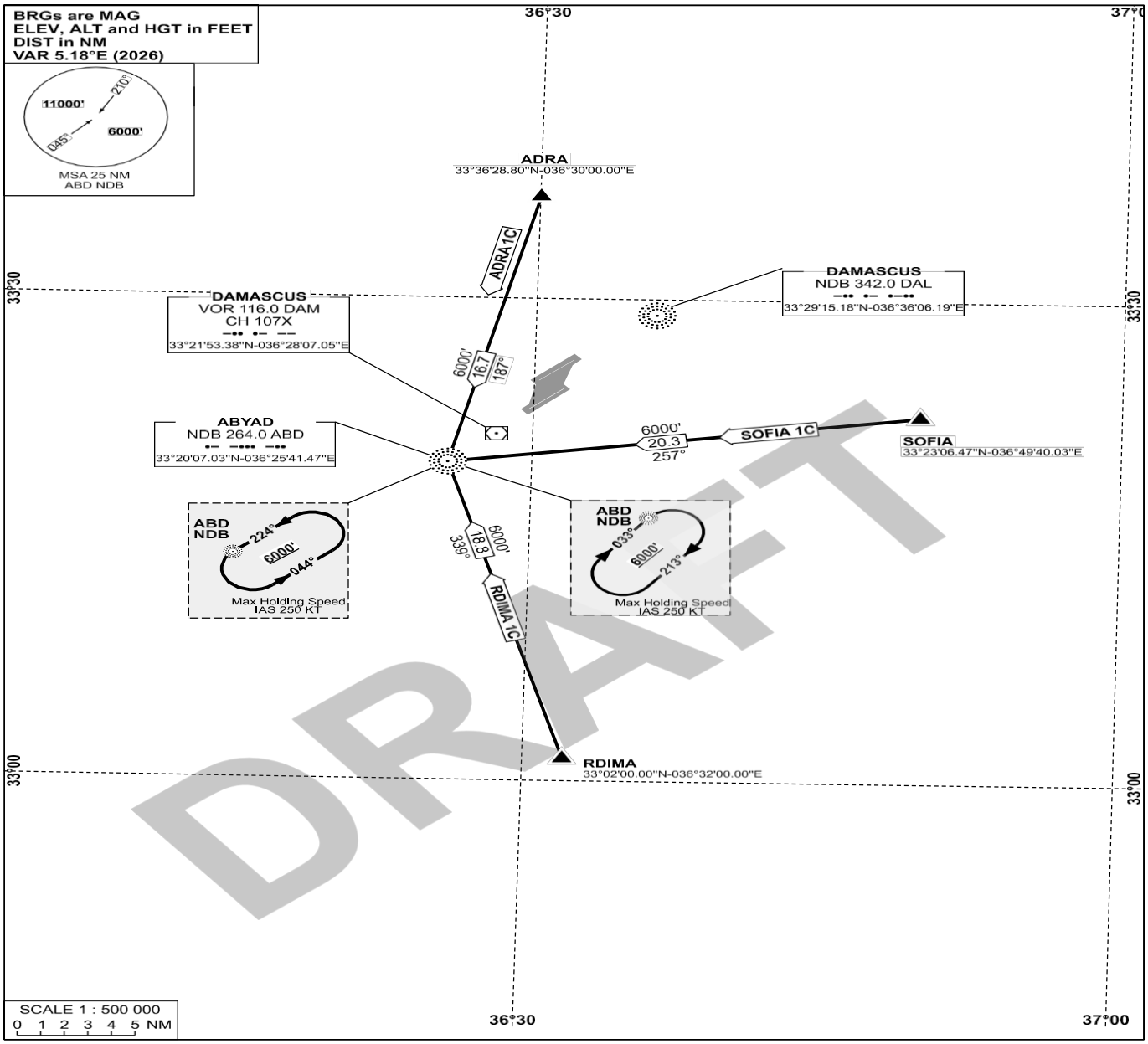
**AD 2 OSDI STAR - 2**
**DD MMM YY**

## STANDARD ARRIVAL CHART INSTRUMENT (STAR) - ICAO

**TRANSITION ALTITUDE 13000 FT**

**APP : 120.0**
**TWR : 118.5 - 121.9**

## DAMASCUS/INTERNATIONAL




**CHANGE:** NEW CHART

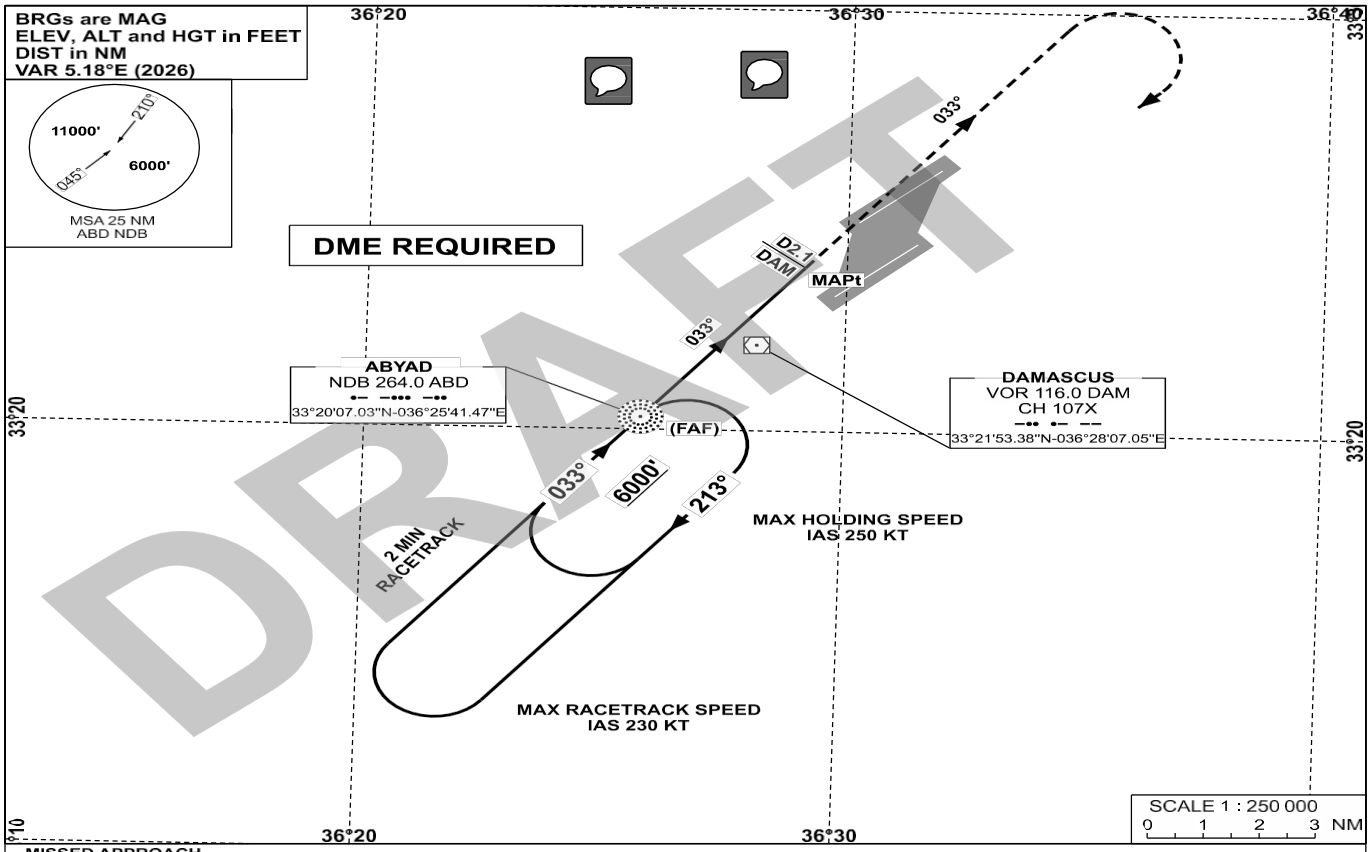
**GACA**

**AIRAC AMDT XX/XX**

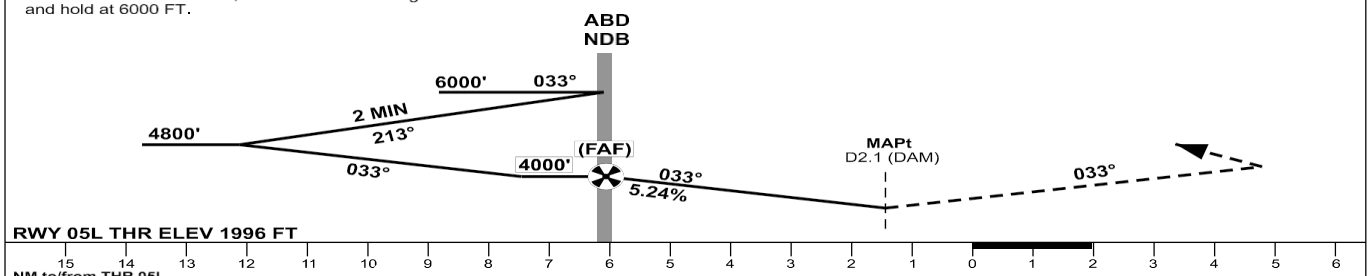
# INSTRUMENT APPROACH CHART - ICAO

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

## DAMASCUS/INTERNATIONAL
## NDB Y
RWY 05L




**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

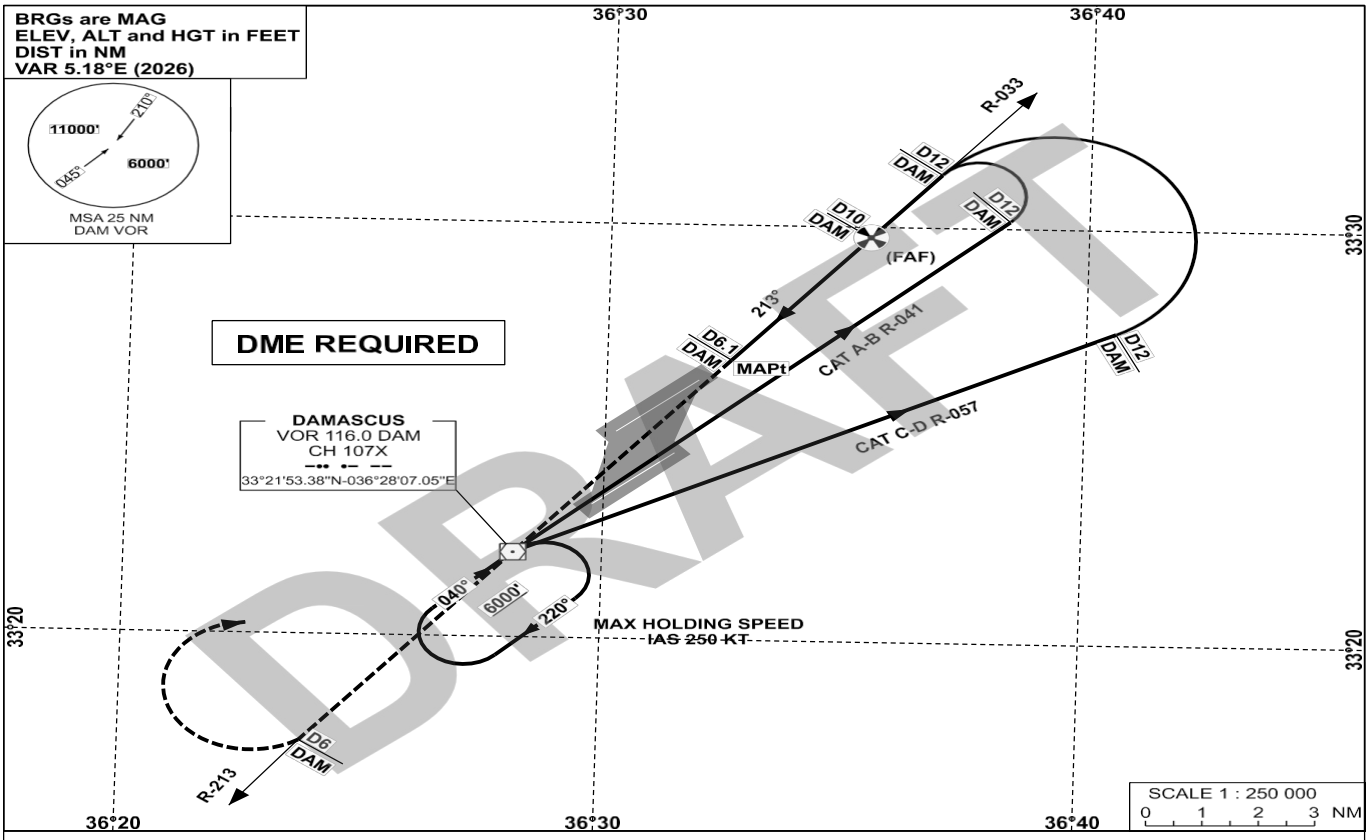
GACA

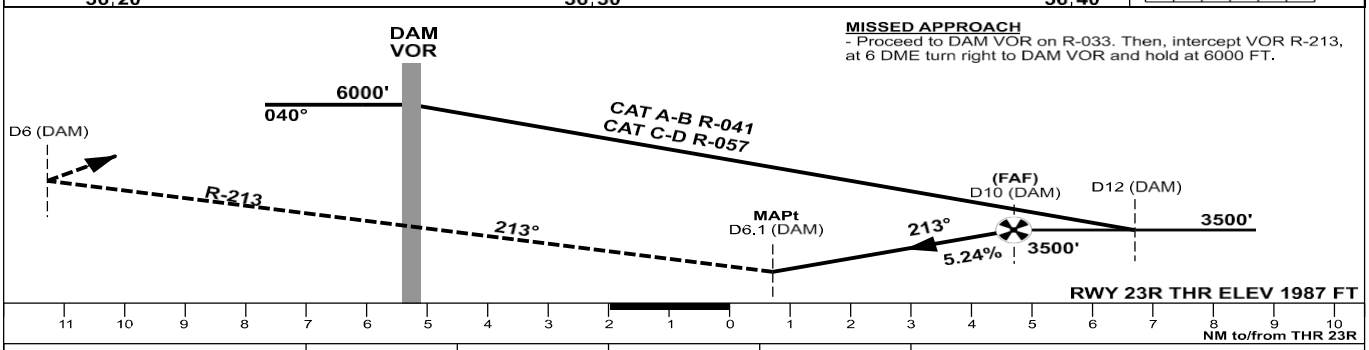
INITIAL AIP EDITION

# 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 | | | |
| | | | | |
| | | | | |

**CHANGE:** NEW CHART

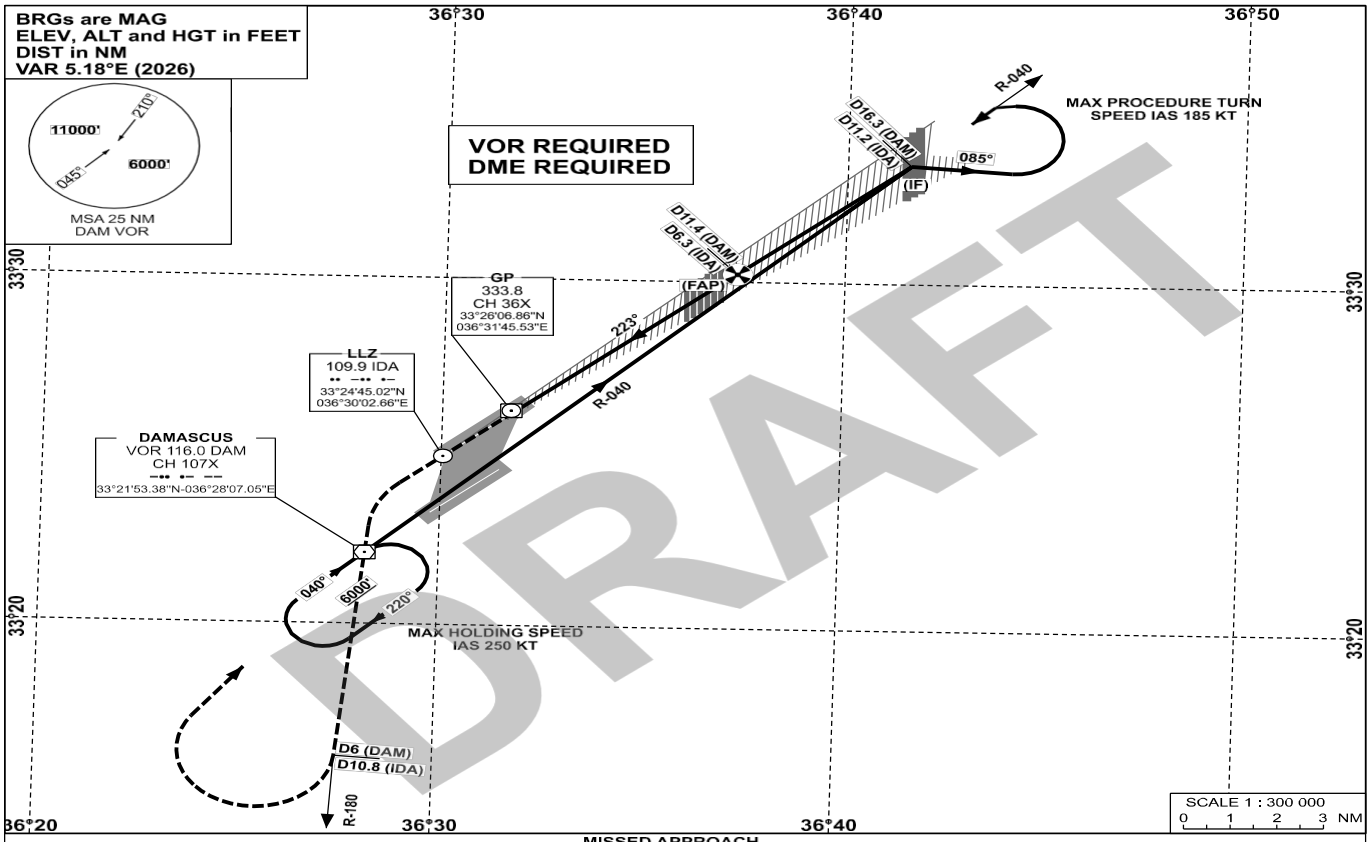
**INITIAL AIP EDITION**

GACA

# INSTRUMENT APPROACH CHART - ICAO

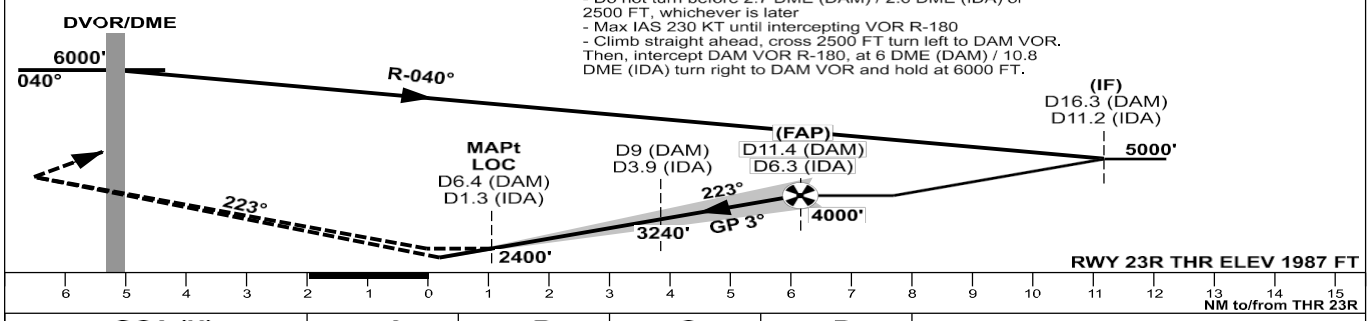
| | | | |
|---|---|---|---|
| APP | 120.0 | AD ELEV | 2020 FT |
| TWR | 118.5 - 121.9 | TRANSITION ALTITUDE 13000 FT | |
| ATIS | - | | |

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




DRAFT

**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 I | 2220' ( 233' ) | | | |
| | LOC | 2400' ( 413' ) | | | |
| Circling | | NOT AUTHORIZED | | | |

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

**CHANGE:** NEW CHART

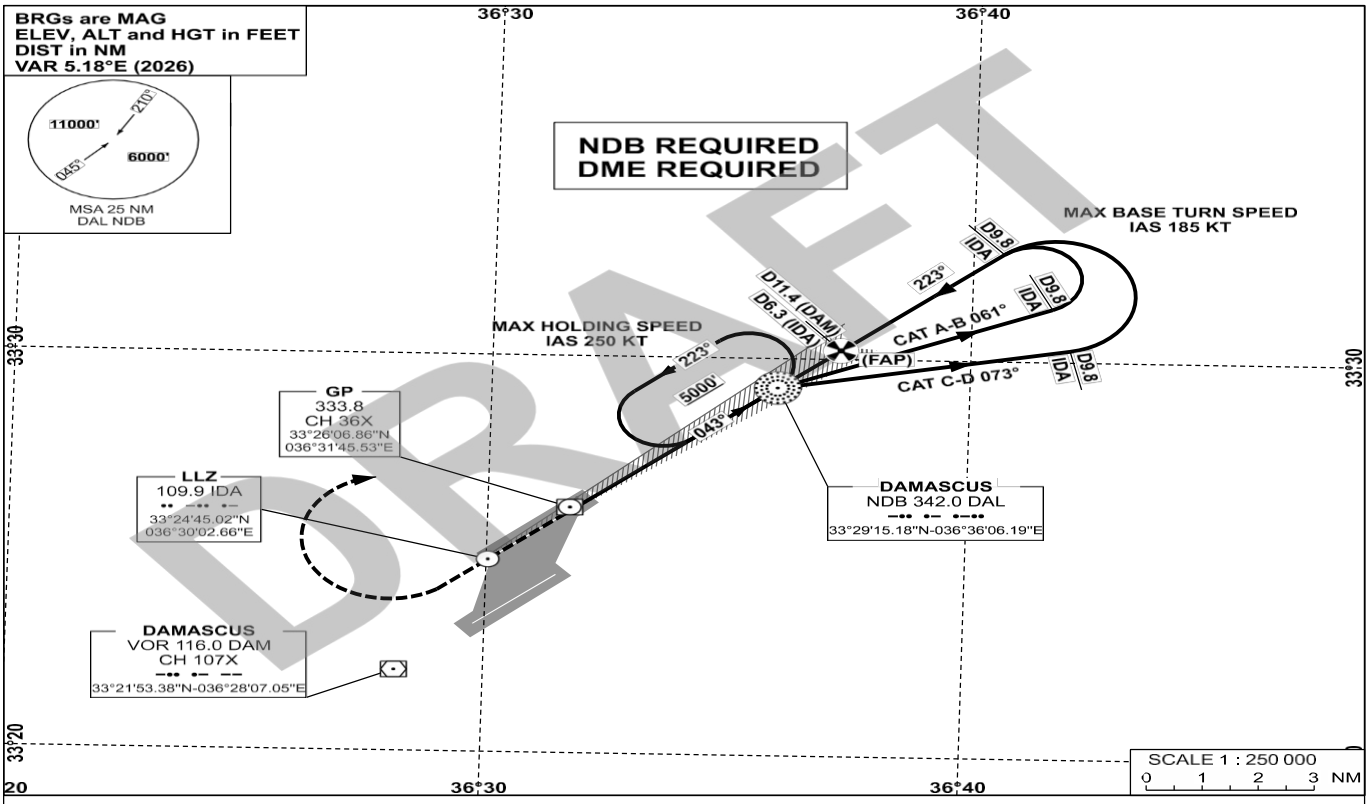
GACA

**INITIAL AIP EDITION**

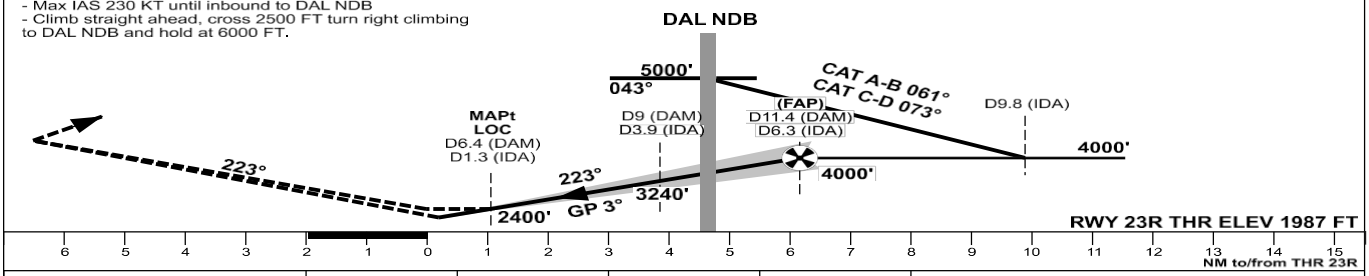
# DAMASCUS/INTERNATIONAL
## ILS Y CAT I or LOC Y
RWY 23R

| | | | |
|---|---|---|---|
| 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

CHANGE:

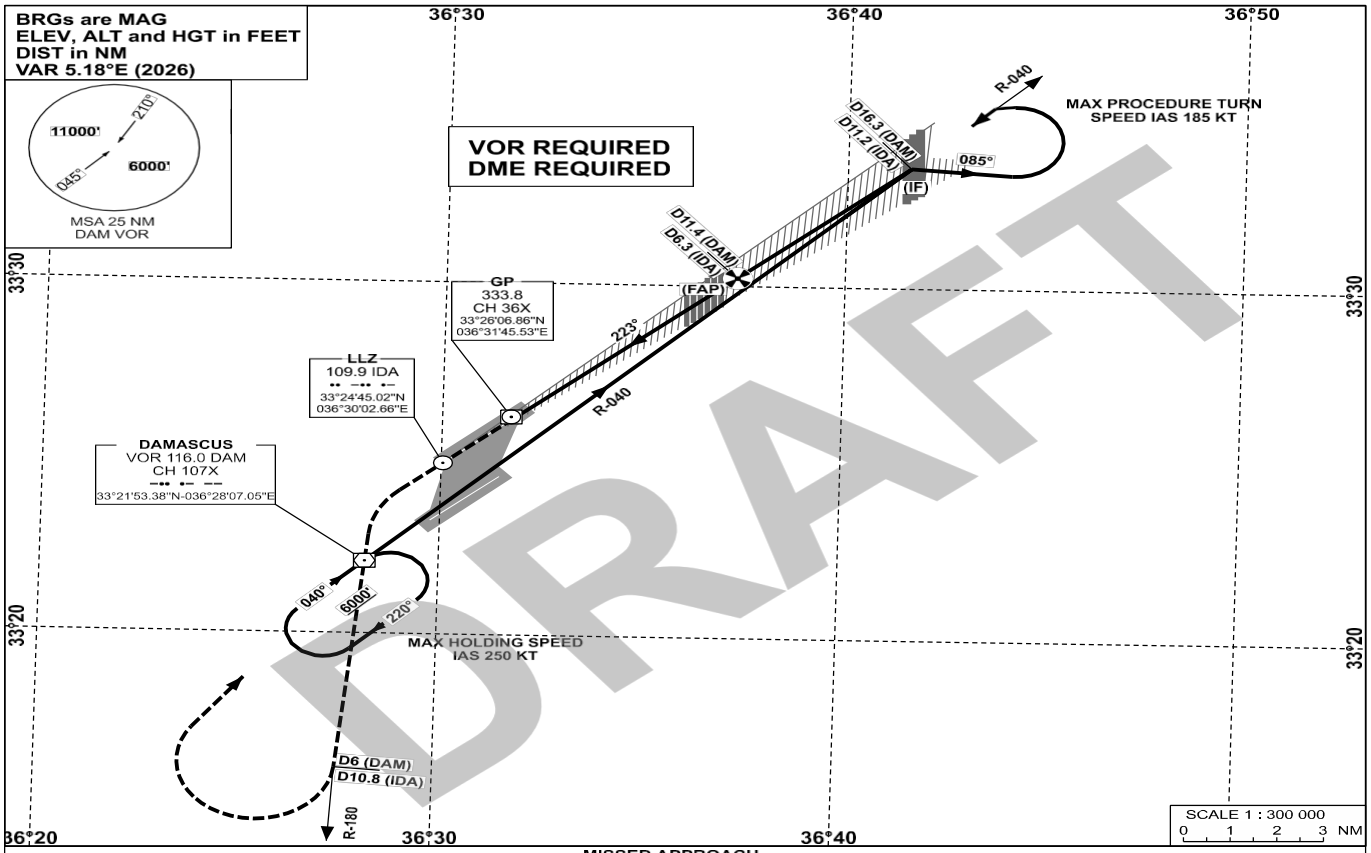
**INITIAL AIP EDITION**

GACA

# INSTRUMENT APPROACH CHART - ICAO

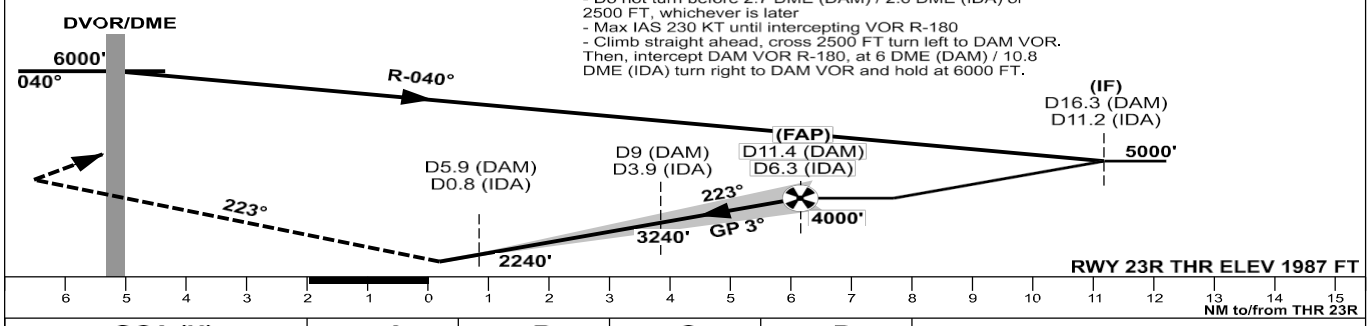
| | | | |
|---|---|---|---|
| APP | 120.0 | AD ELEV | 2020 FT |
| TWR | 118.5 - 121.9 | TRANSITION ALTITUDE 13000 FT | |
| ATIS | - | | |

## 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)

**CHANGE:** NEW CHART

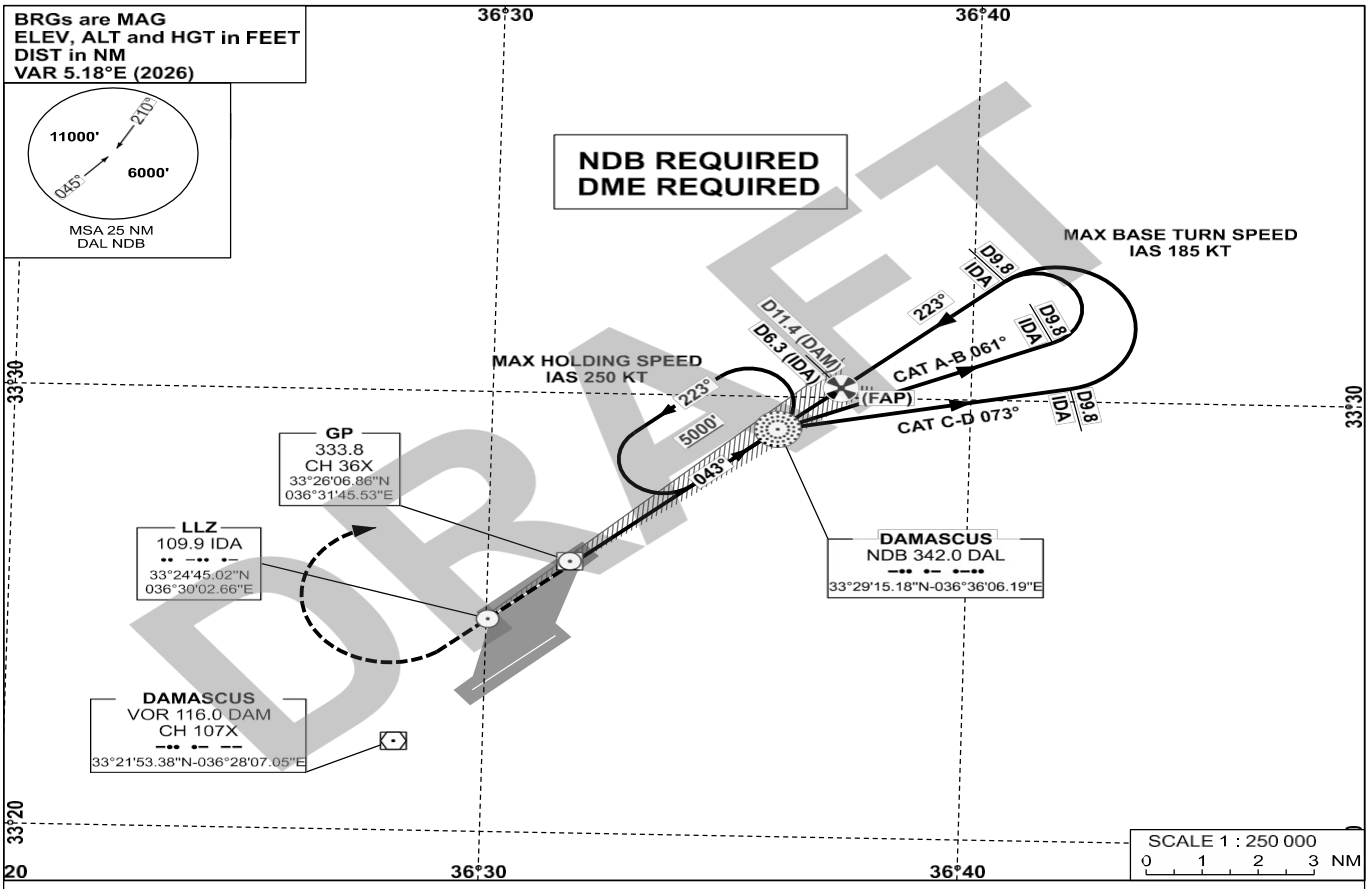
GACA

**INITIAL AIP EDITION**

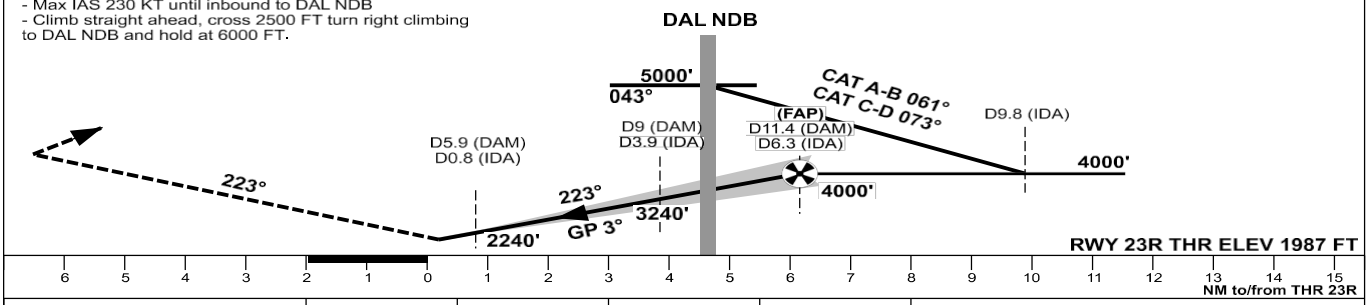
# DAMASCUS/INTERNATIONAL
## ILS V CAT II
RWY 23R

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

**INSTRUMENT APPROACH CHART - ICAO**




**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)

**CHANGE:** NEW CHART

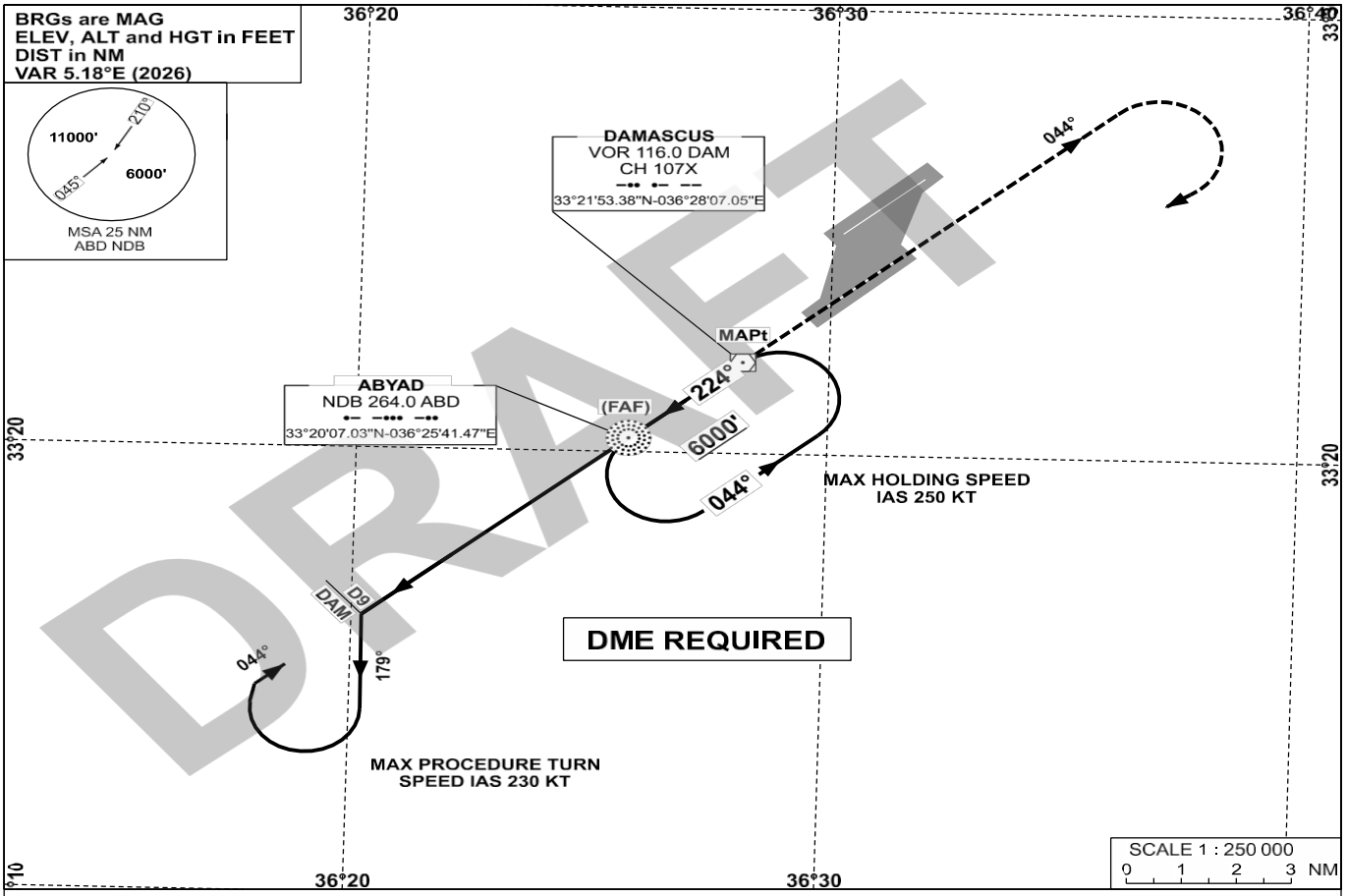
**INITIAL AIP EDITION**

GACA

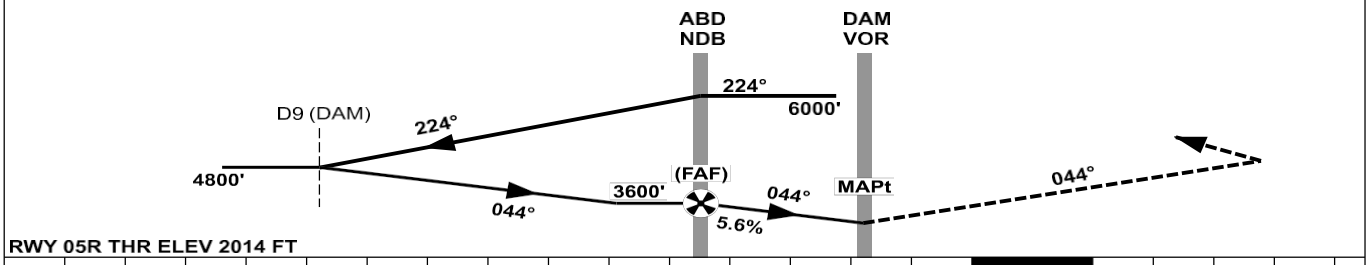
# INSTRUMENT APPROACH CHART - ICAO

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

## DAMASCUS/INTERNATIONAL
## NDB Y
RWY 05R




**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

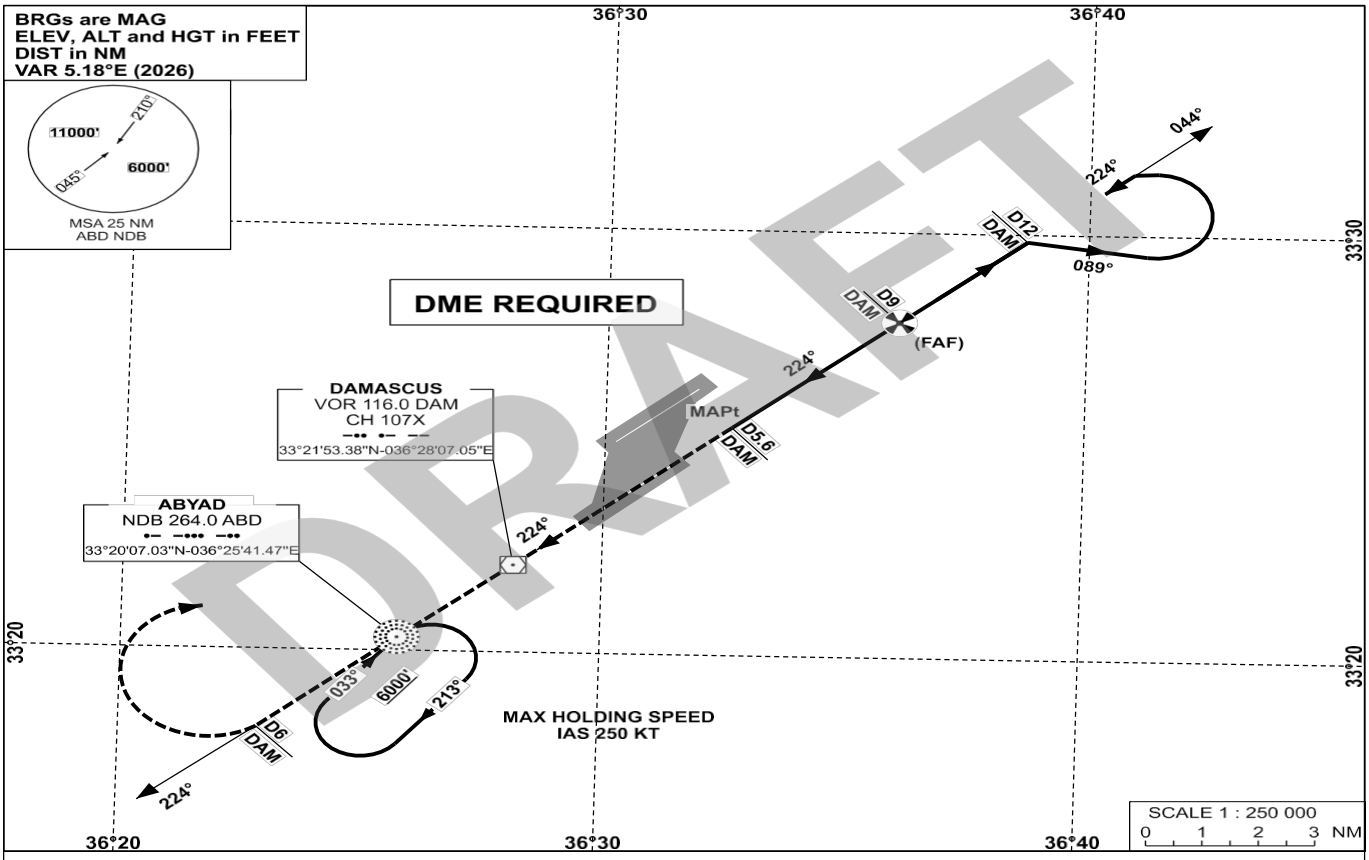
GACA

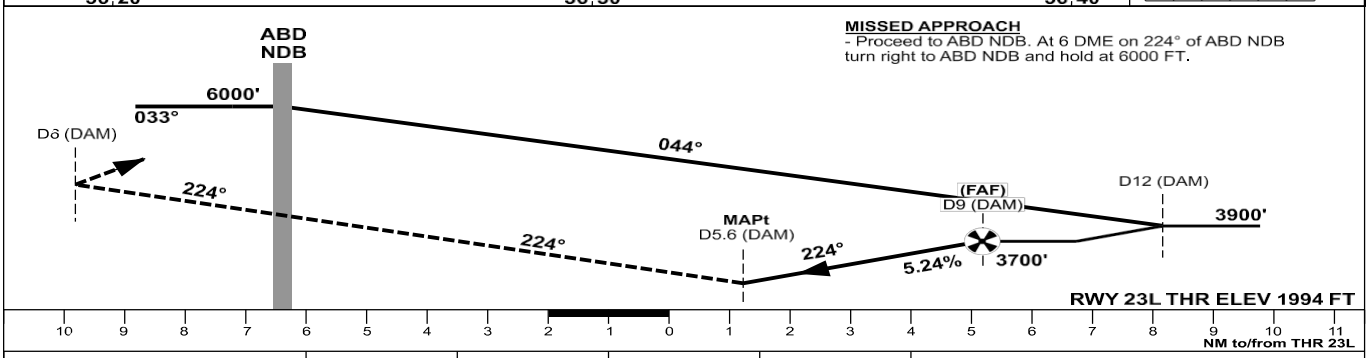
INITIAL AIP EDITION

## 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 | | | |
| | | | | |
| | | | | |

**CHANGE:** NEW CHART

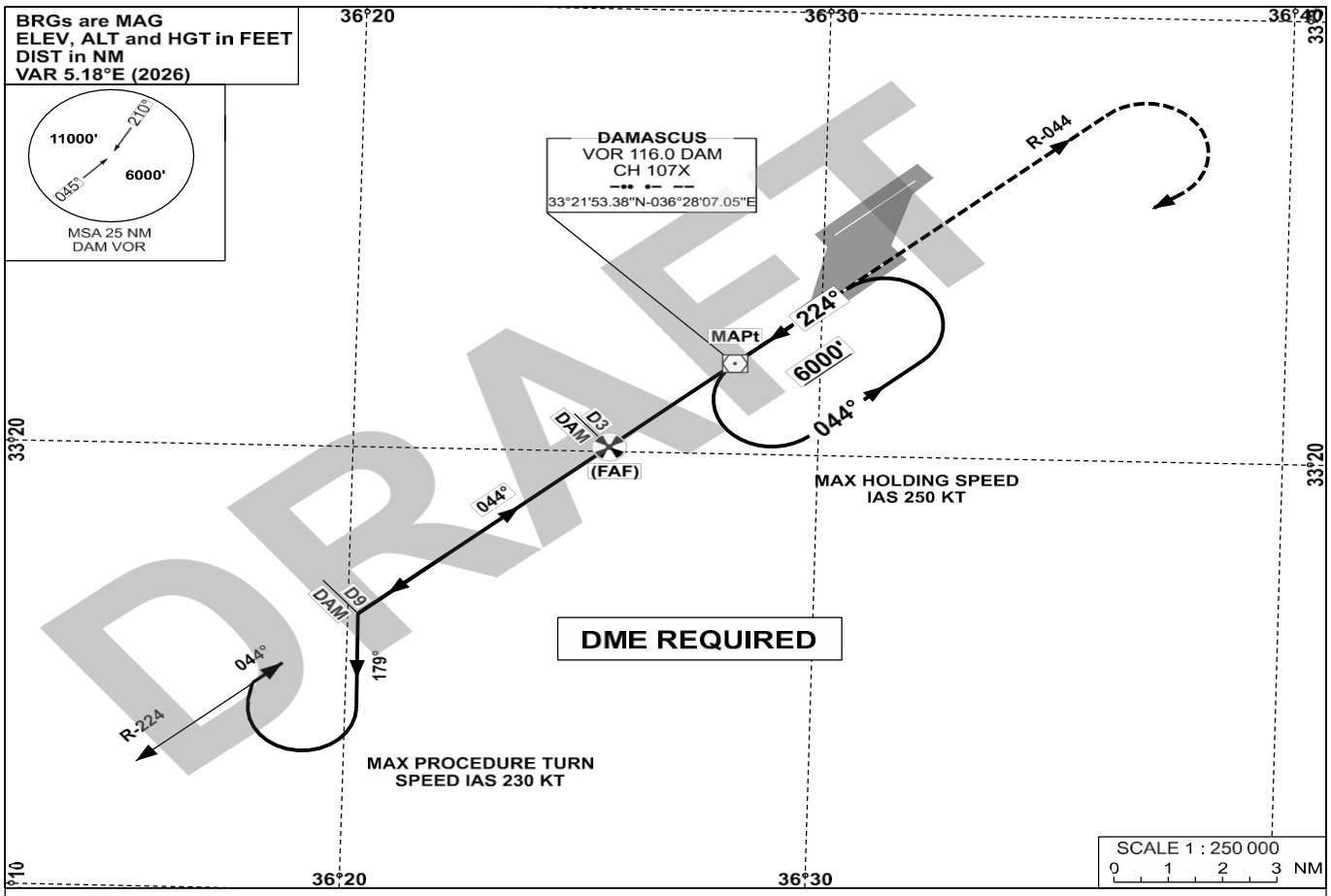
**INITIAL AIP EDITION**

GACA

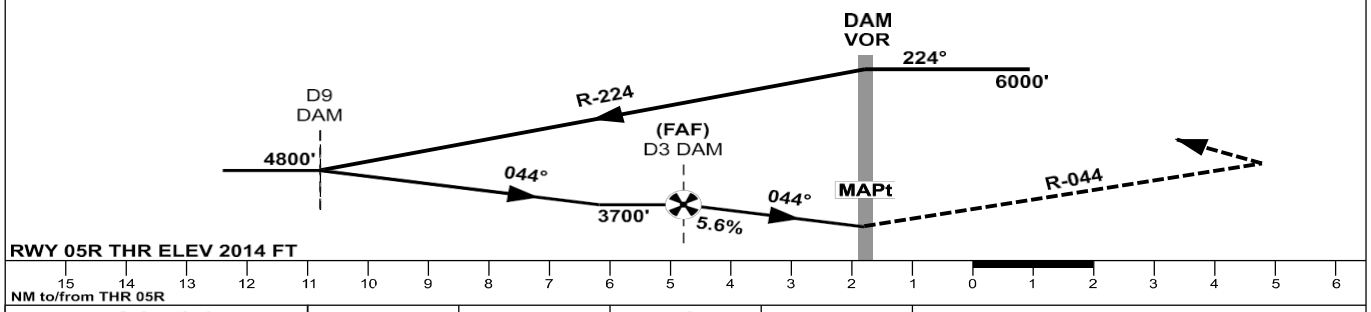
**INSTRUMENT APPROACH CHART - ICAO**

| | | | |
|---|---|---|---|
| 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

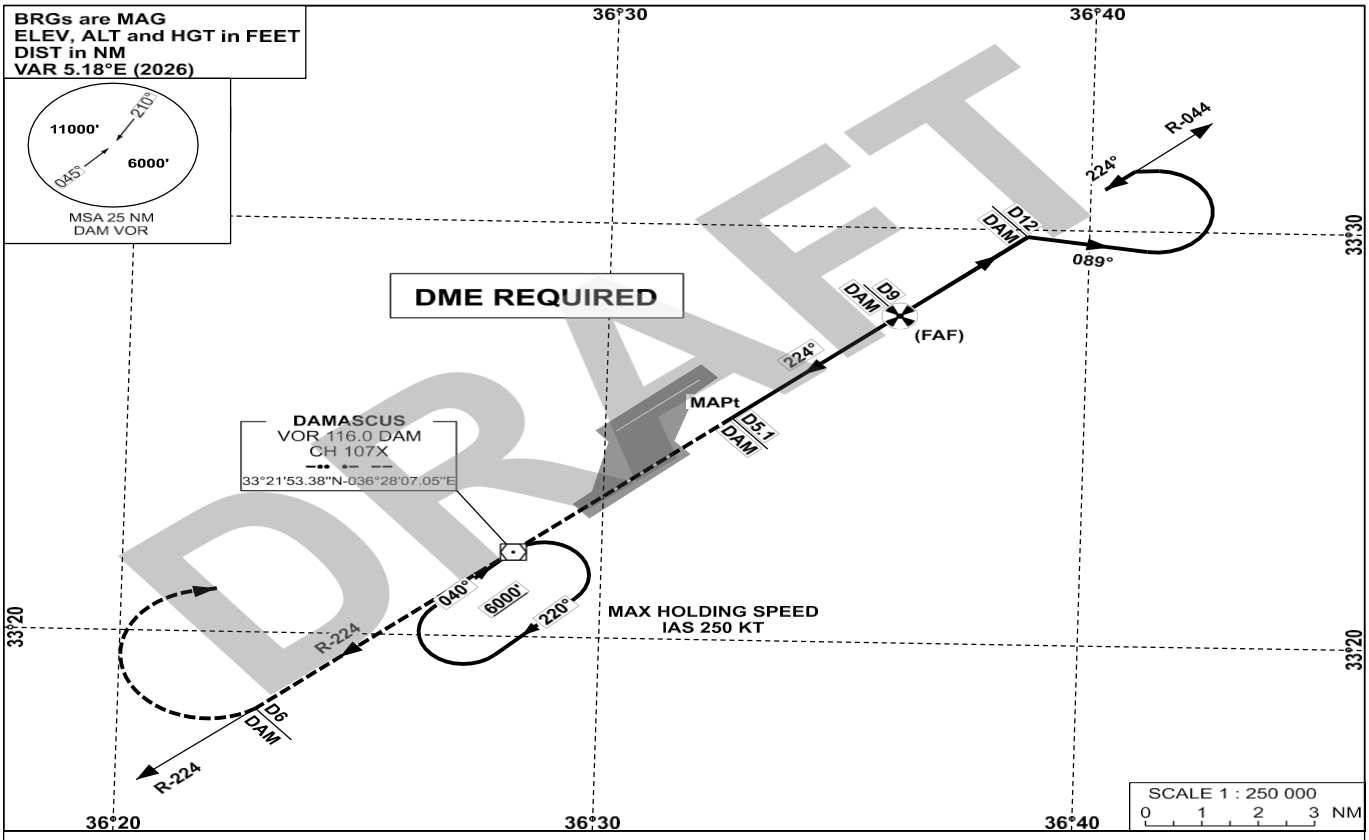
GACA

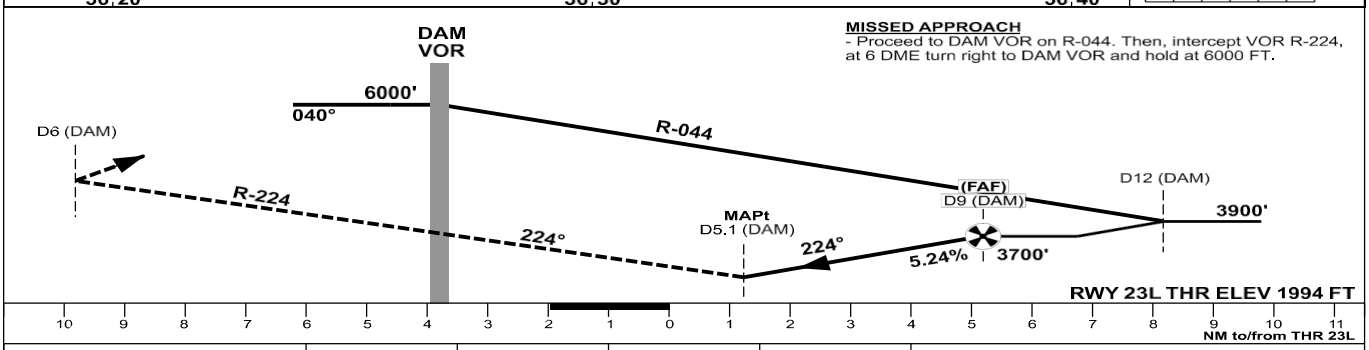
INITIAL AIP EDITION

# 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**




**MISSED APPROACH**
- Proceed to DAM VOR on R-044. Then, intercept VOR R-224, at 6 DME turn right to DAM VOR and hold at 6000 FT.

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

**CHANGE:** NEW CHART

**INITIAL AIP EDITION**

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<br>A.P DIRECT TEL: +96321 2277297<br>A.P FAX : +963 21 2277293<br>A.P TEL : +963 21 4211200,1,2,3,4,5<br>TWR TEL :+963 21 22 77296<br>AIS UNT and ARO TELEFAX<br>+963 21 2257714 P.O .BOX :6064<br>AFTN :OSAPZPZX.OSAPZTZX |
| 7 | Types of traffic permitted (IFR/VFR) | IFR /VFR<br>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<br>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**<br>**AIRCRAFT STANDS:**<br>**S1 36 11 01.694 N 37 13 39.745E S2 36 11 00.017N 37 13 39.50 E**<br>**S3 36 11 01.926N 37 13 37.316E S4 36 11 00.265N 37 13 37.078E**<br>**S5 36 11 02.326N 37 13 33.049E S6 36 11 00.666N 37 13 32.811E**<br>**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.<br>TAXIWAYS:<br>RW1 36 10 50.991N 37 13 36.501E<br>SW2 35 10 55.056N 37 13 37.084E<br>SW3 36 10 56.720N 37 13 37.319E<br>SW4 36 10 57.750N 37 13 37.463E<br>TW5 36 10 57.746N 37 13 38.995E<br>TW6 36 10 55.235N 37 13 44.277E<br>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**<br>**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<br>36 10 49 74 N | 1278ft | 4E |
| 27L | 274 | 2910m × 45m | Flexible asphalt | 56/F/X/D/T | 36 10 44.90N<br>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.<br>WHITE/RED, FM 2100m TILL 2700m.<br>RED FM2700m TILL The End | WHITE, From Threshold Till 2400m.<br>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.<br>WHITE/RED, FM 2100m TILL 2700m.<br>RED FM2700m TILL The End | WHITE, From Threshold Till 2400m.<br>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:<br>a)-VOLVO -250KVA .<br>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<br>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**

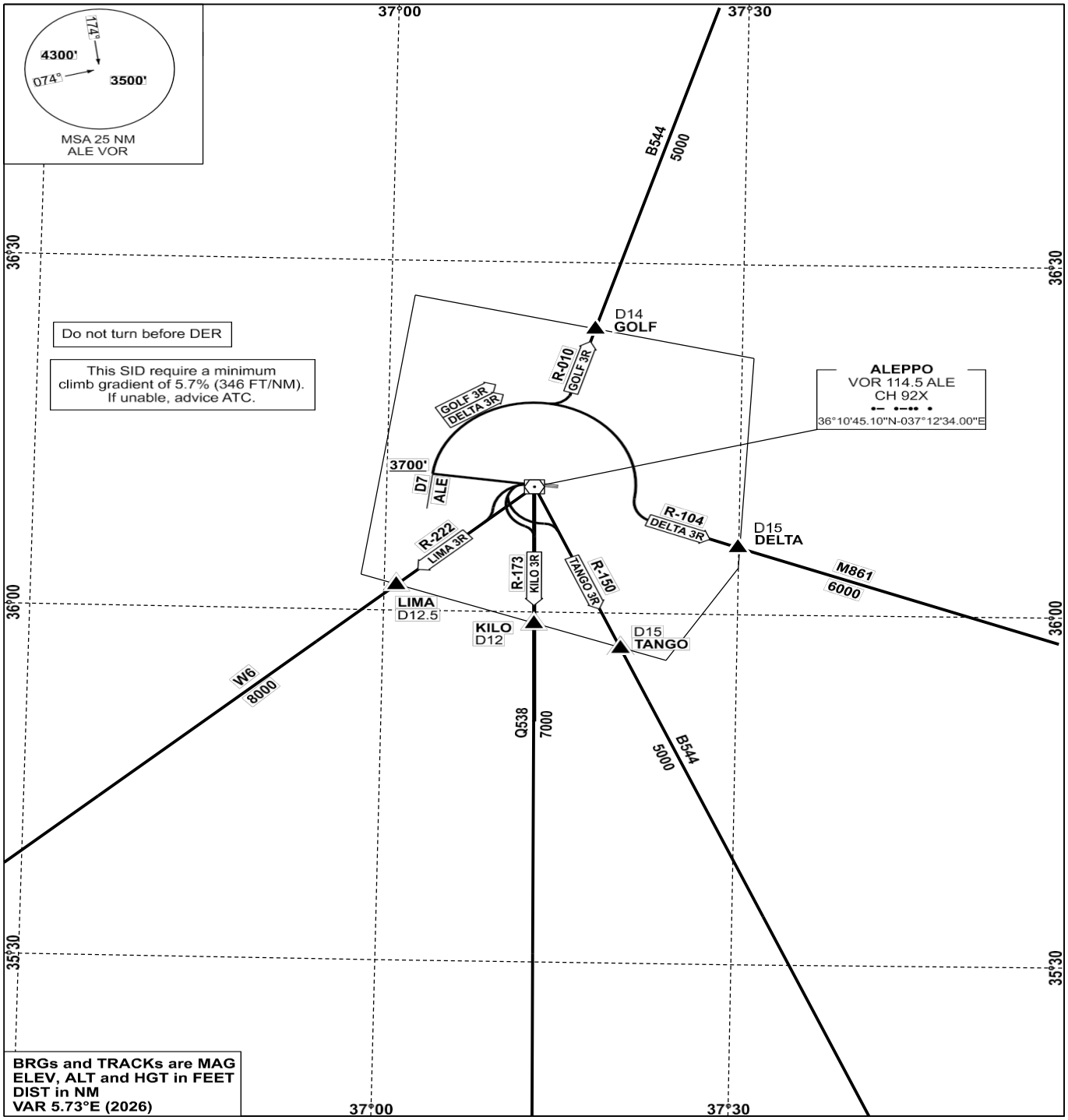
## STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO (BASED ON ALE DVOR/DME)

**TRANSITION ALTITUDE**
**13000 FT**

**APP : 119.1 - 120.0**
**TWR : 119.1 - 120.0**

**ALEPPO/INTERNATIONAL**

RWY 27L




**GACA**

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

**AIP**
**SYRIA**

**AD 2 OSAP SID - 2**
**DD MMM YY**

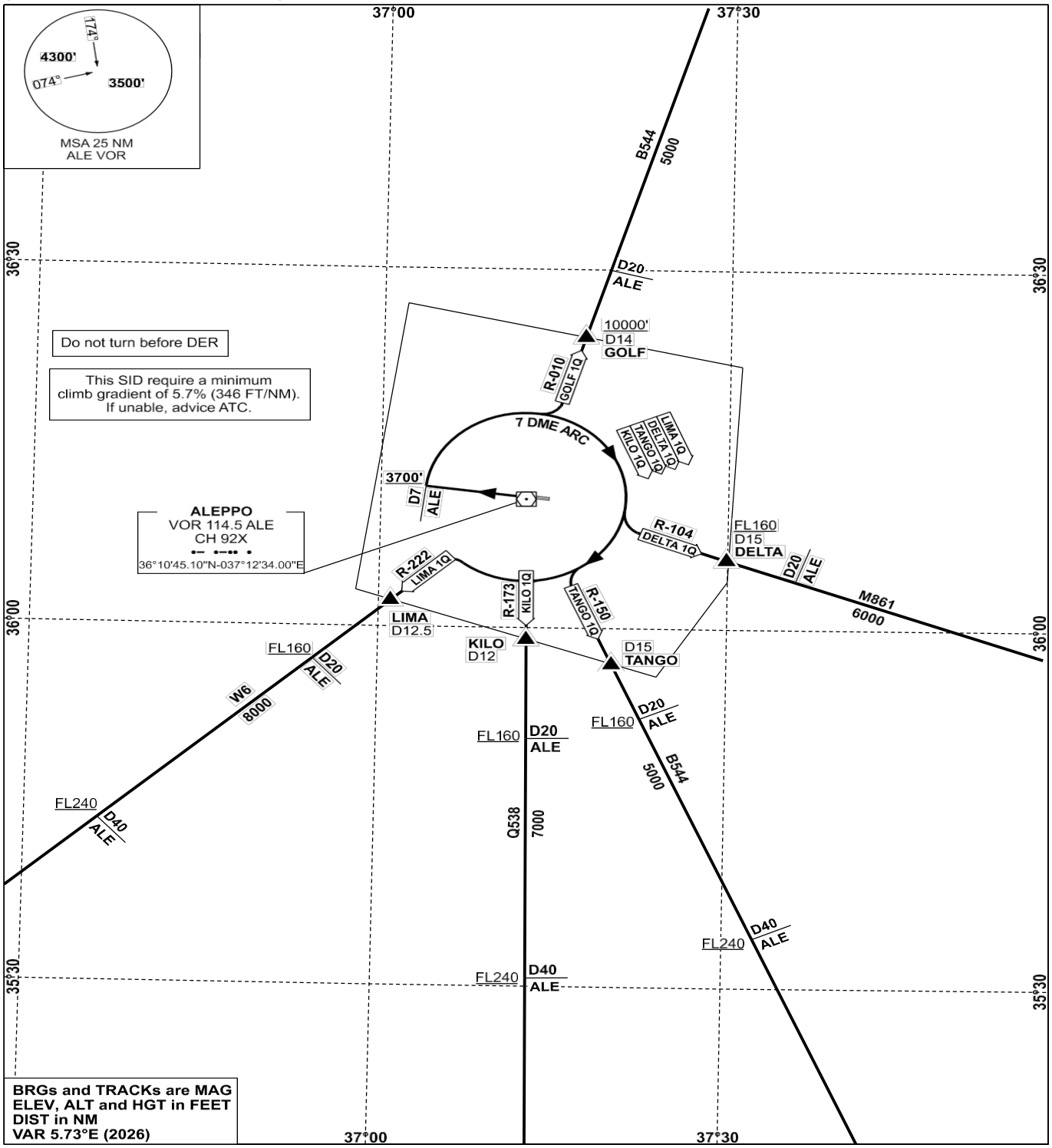
## STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO (BASED ON ALE DVOR/DME)

**TRANSITION ALTITUDE 13000 FT**

**APP : 119.1 - 120.0**
**TWR : 119.1 - 120.0**

**ALEPPO/INTERNATIONAL**

RWY 27L

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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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25/09/2026

**AIP**
**SYRIA**

**AD 2 OSAP SID - 3**
**DD MMM YY**

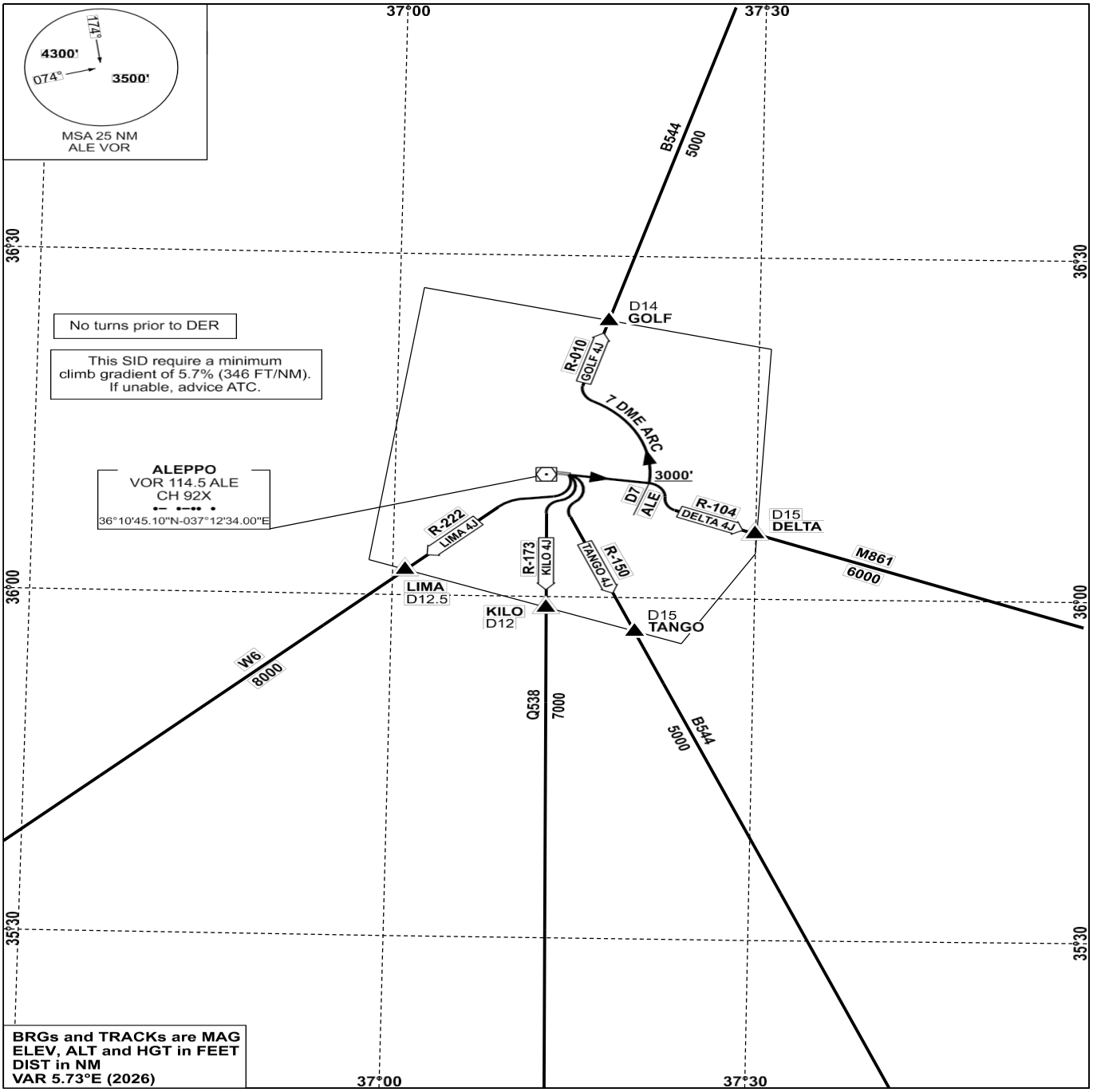
**STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO (BASED ON ALE DVOR/DME)**

**TRANSITION ALTITUDE 13000 FT**

**APP : 119.1 - 120.0**
**TWR : 119.1 - 120.0**

**ALEPPO/INTERNATIONAL**

RWY 09R

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**AIRAC AMDT XX/XX**

## 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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25/09/2026

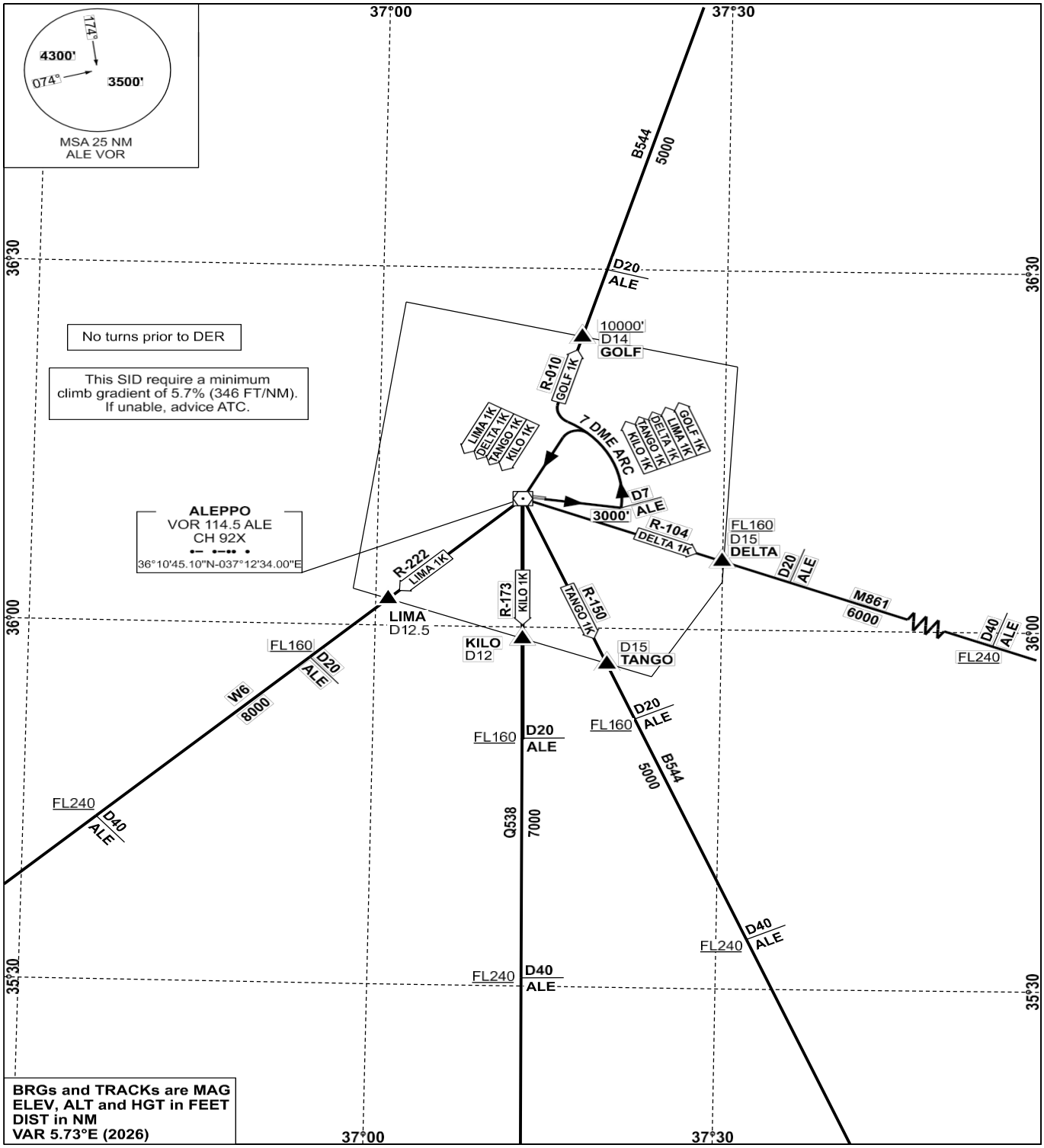
**STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO (BASED ON ALE DVOR/DME)**

**TRANSITION ALTITUDE 13000 FT**

**APP : 119.1 - 120.0**
**TWR : 119.1 - 120.0**

**ALEPPO/INTERNATIONAL**

RWY 09R




CHANGE: X

## 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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25/09/2026

**AIP**
**SYRIA**

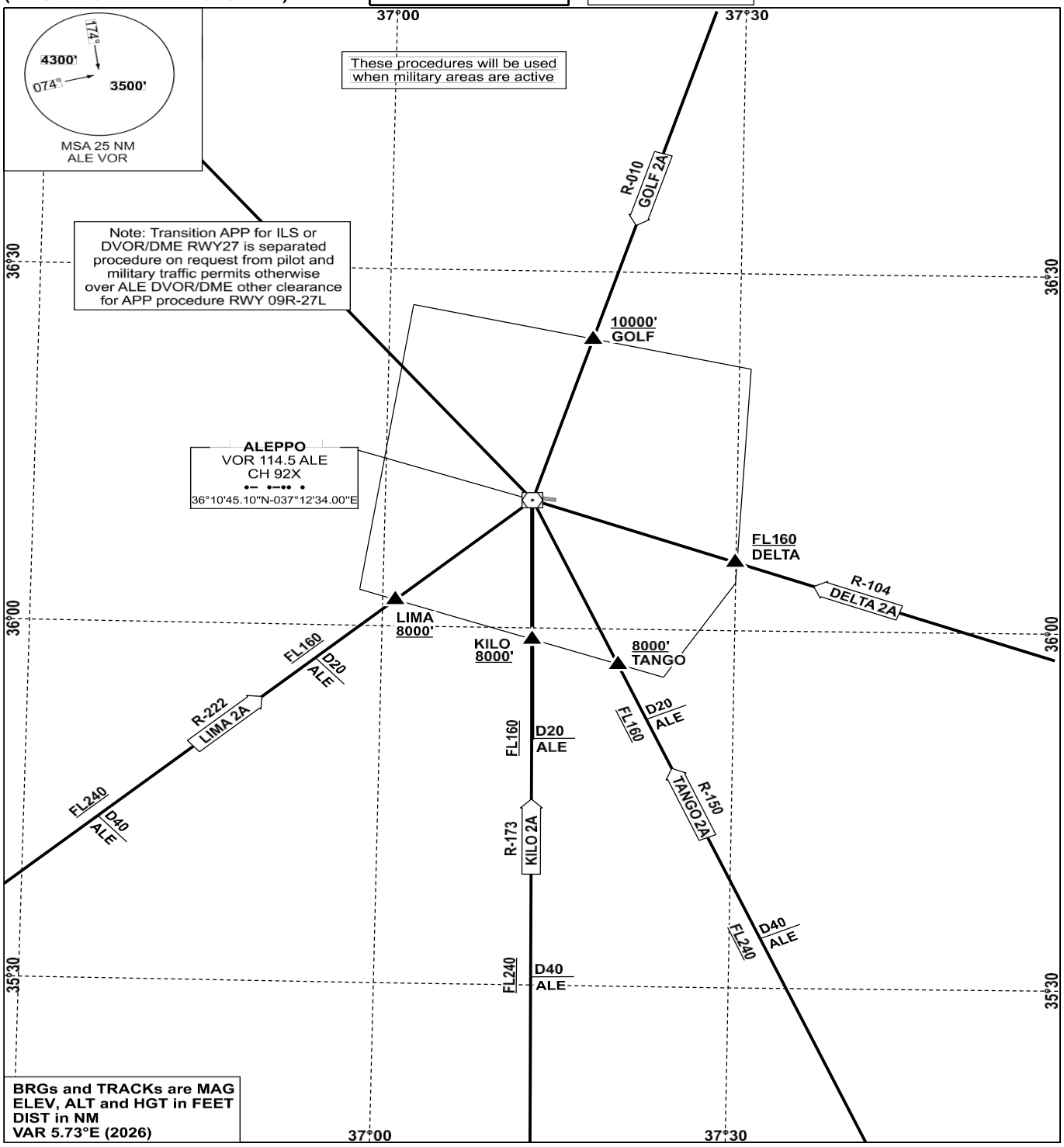
**AD 2 OSAP STAR - 1**
**DD MMM YY**

**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

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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**

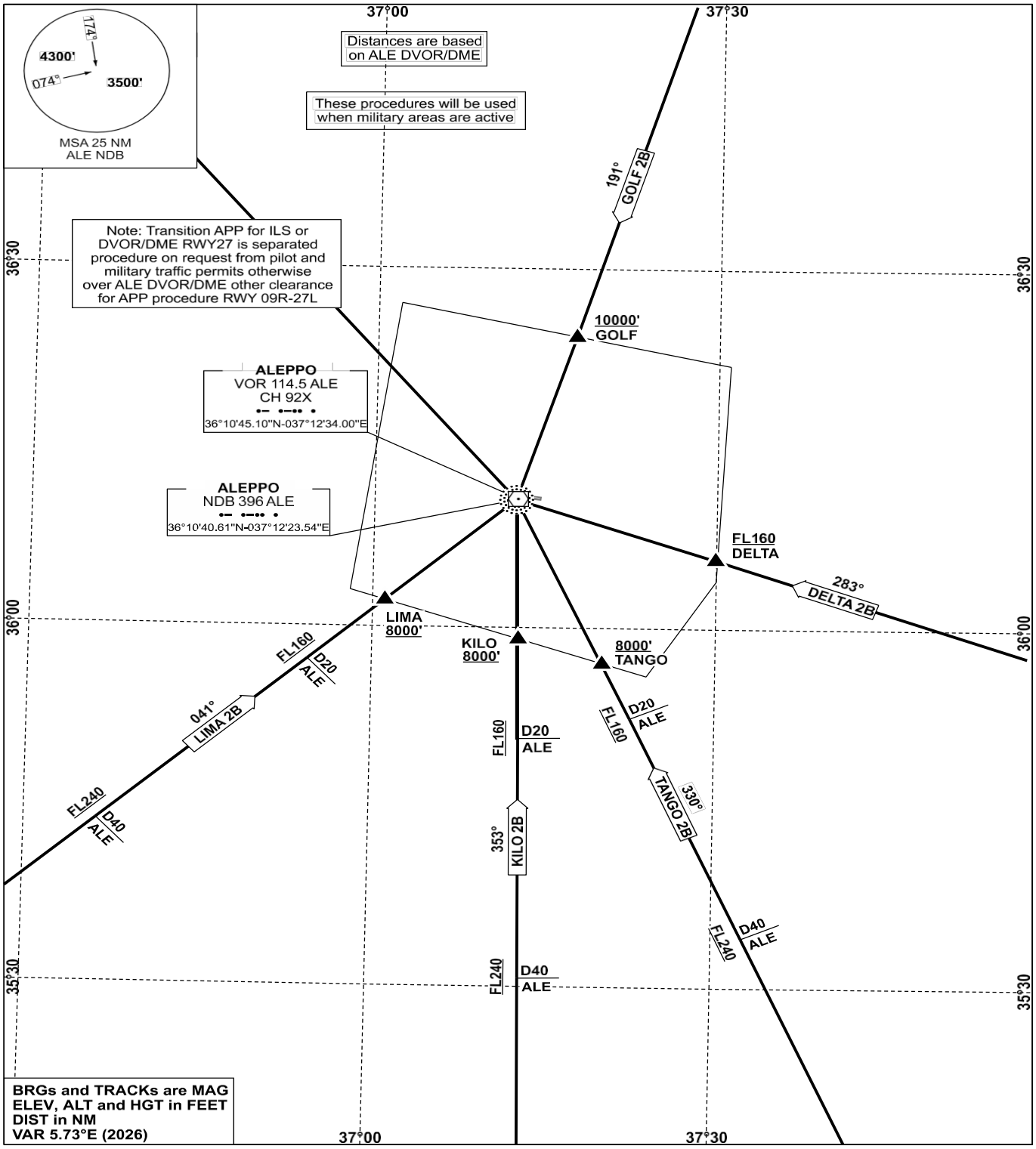
**AD 2 OSAP STAR - 2**
**DD MMM YY**

**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




**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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25/09/2026

**AIP**
**SYRIA**

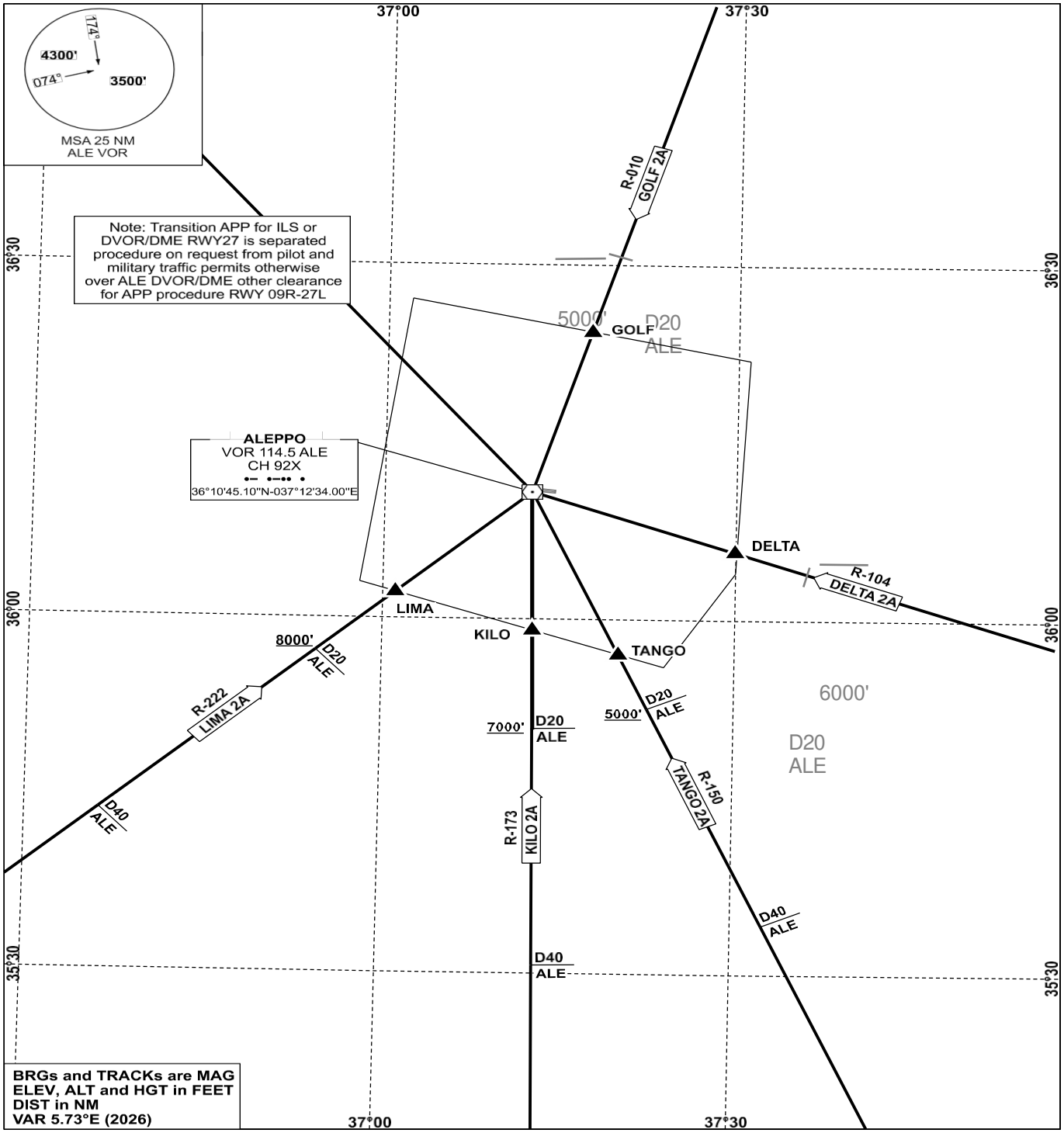
**AD 2 OSAP STAR - 3**
**DD MMM YY**

**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




**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 |

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

**AIP**
**SYRIA**

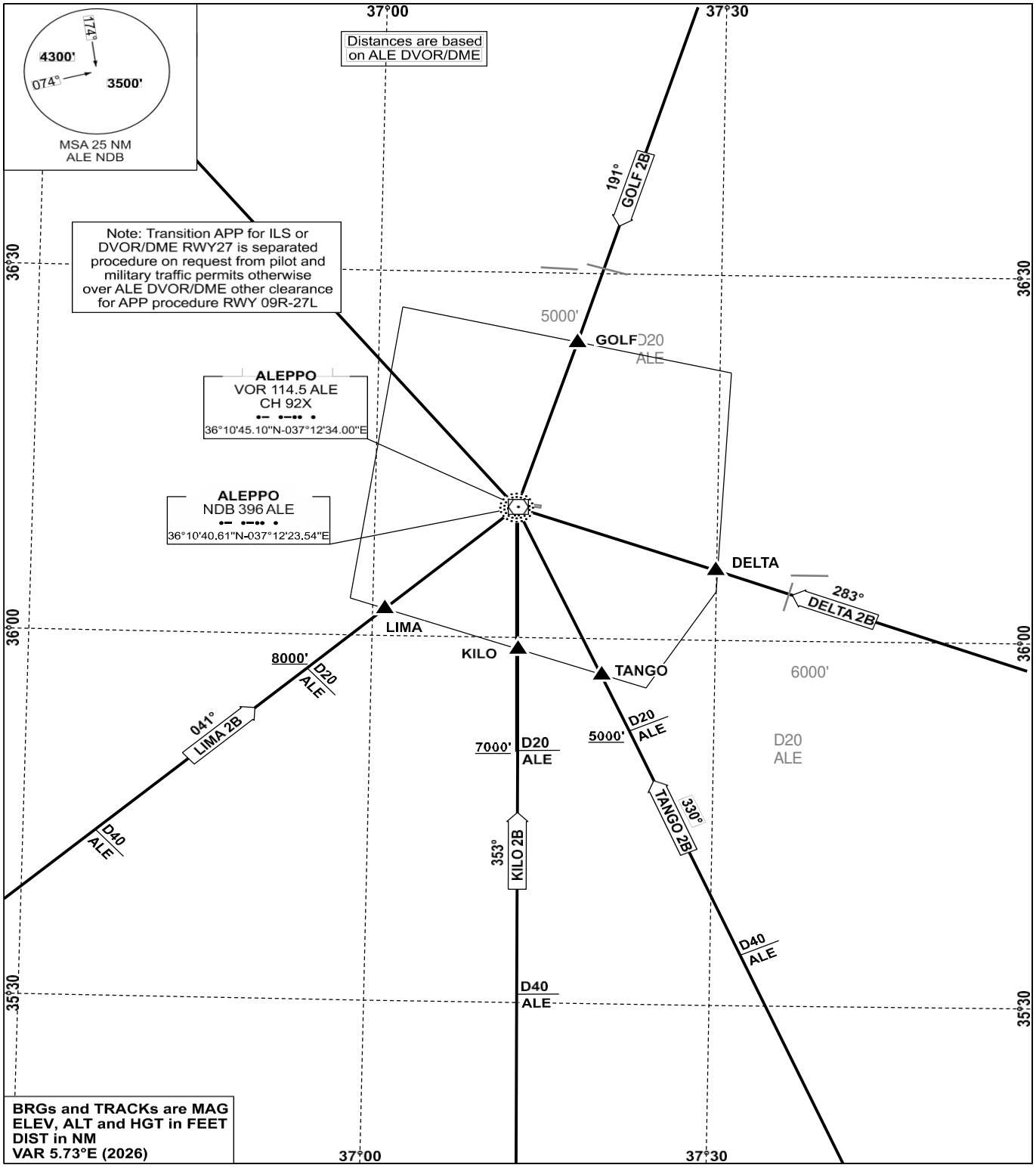
**AD 2 OSAP STAR - 4**
**DD MMM YY**

**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

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**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 20 DME 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 20 DME from ALE DME, report before TANGO, then as instructed by ATC. |
| **DELTA 1F** | Proceed ALE NDB on 283°, do not descend below 5000 FT 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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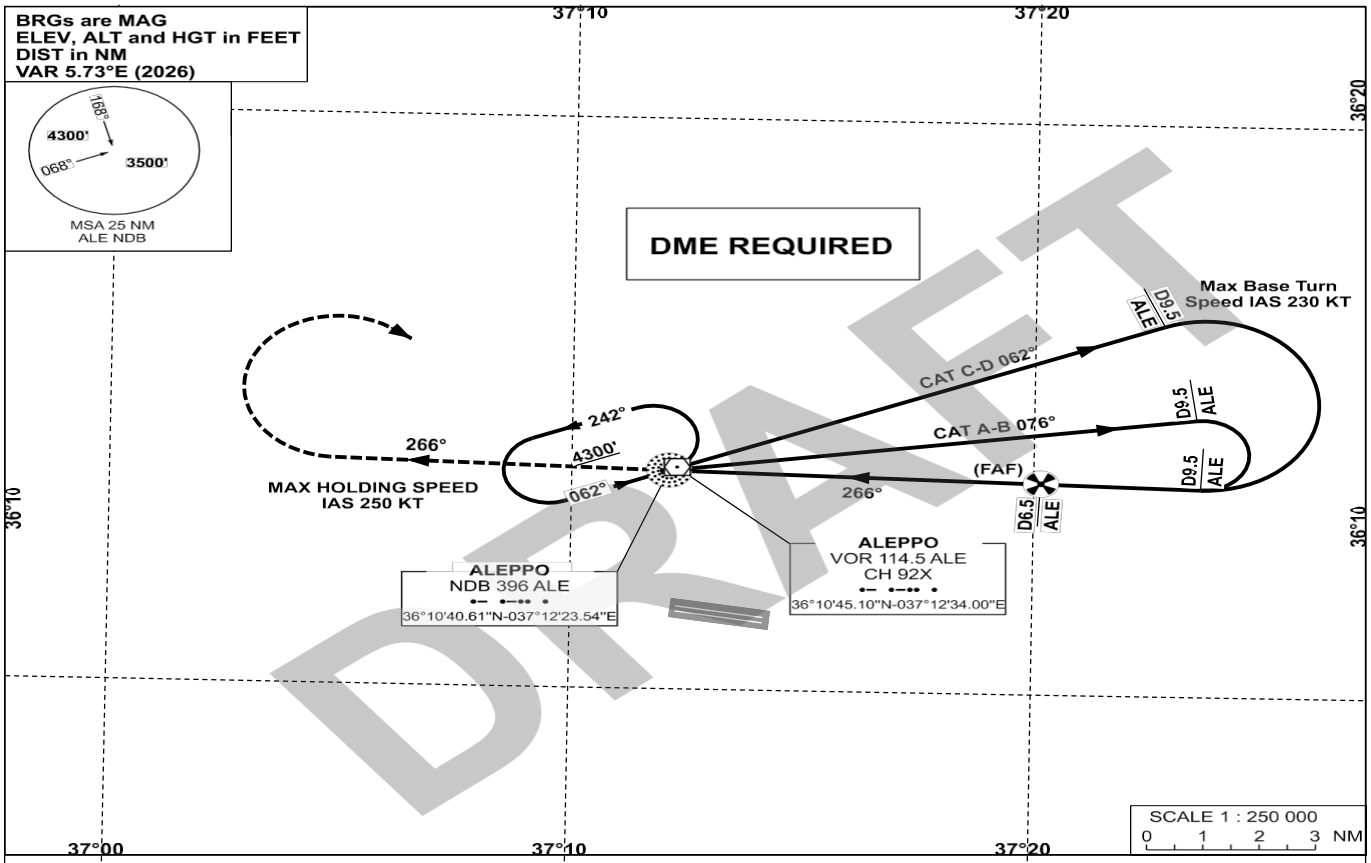
25/09/2026

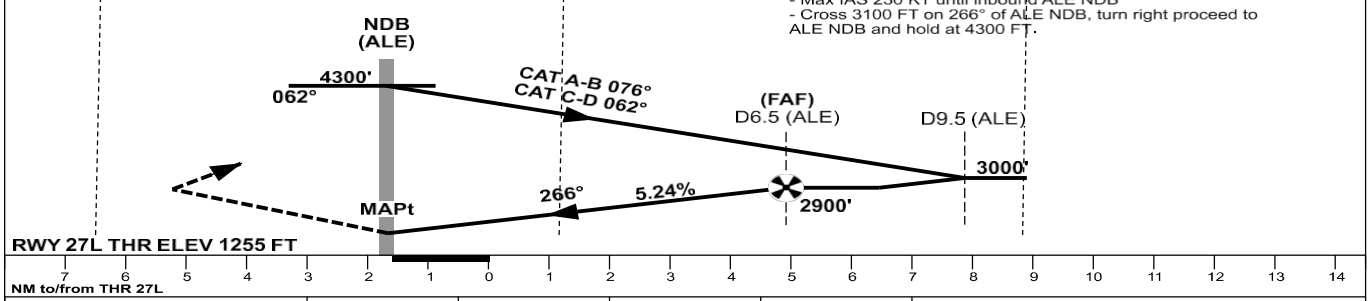
**INSTRUMENT APPROACH CHART - ICAO**

| | | | |
|---|---|---|---|
| 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




**MISSED APPROACH**
- Do not turn before 4 DME (ALE VOR) or 3100 FT, whichever is later
- Max IAS 230 KT until inbound ALE NDB
- Cross 3100 FT on 266° of ALE NDB, turn right proceed to ALE NDB and hold at 4300 FT.




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

**CHANGE:** NEW CHART

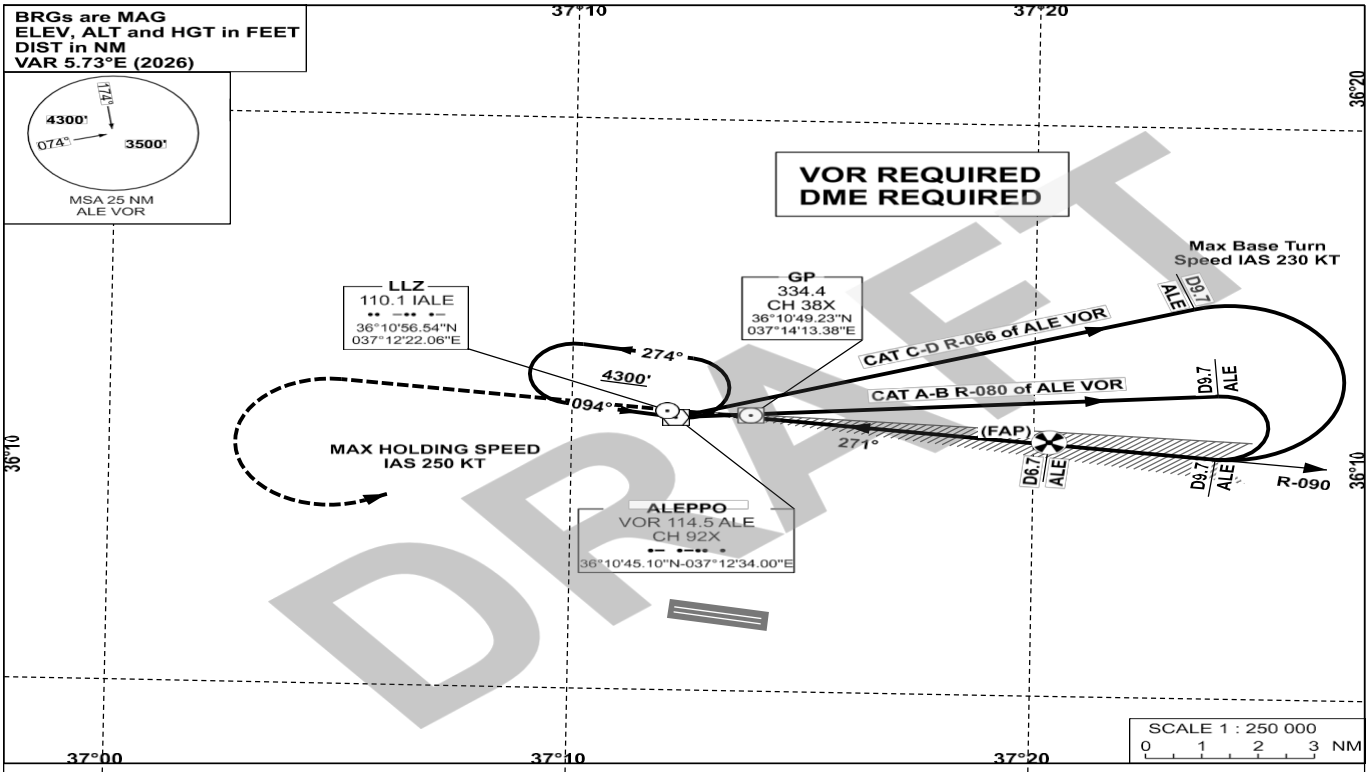
GACA

**INITIAL AIP EDITION**

# INSTRUMENT APPROACH CHART - ICAO

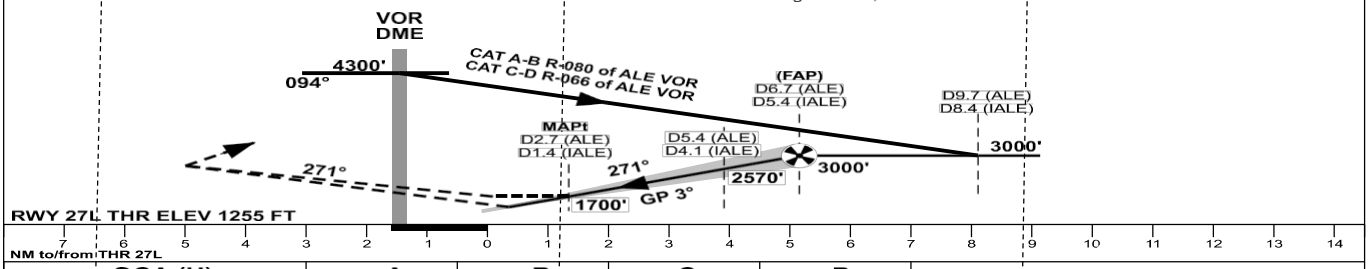
| | | | |
|---|---|---|---|
| APP | 119.1 - 120.0 | AD ELEV | 1276 FT |
| TWR | 119.1 - 120.0 | TRANSITION ALTITUDE 13000 FT | |
| ATIS | - | | |

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




DRAFT

**MISSED APPROACH**
- Do not turn before 5 DME (ALE) / 6.3 DME (IALE) or 3000 FT, whichever is later
- Climb straight ahead, cross 3000 FT turn left to ALE VOR and hold at 4300 FT.




| 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)

**CHANGE:** NEW CHART

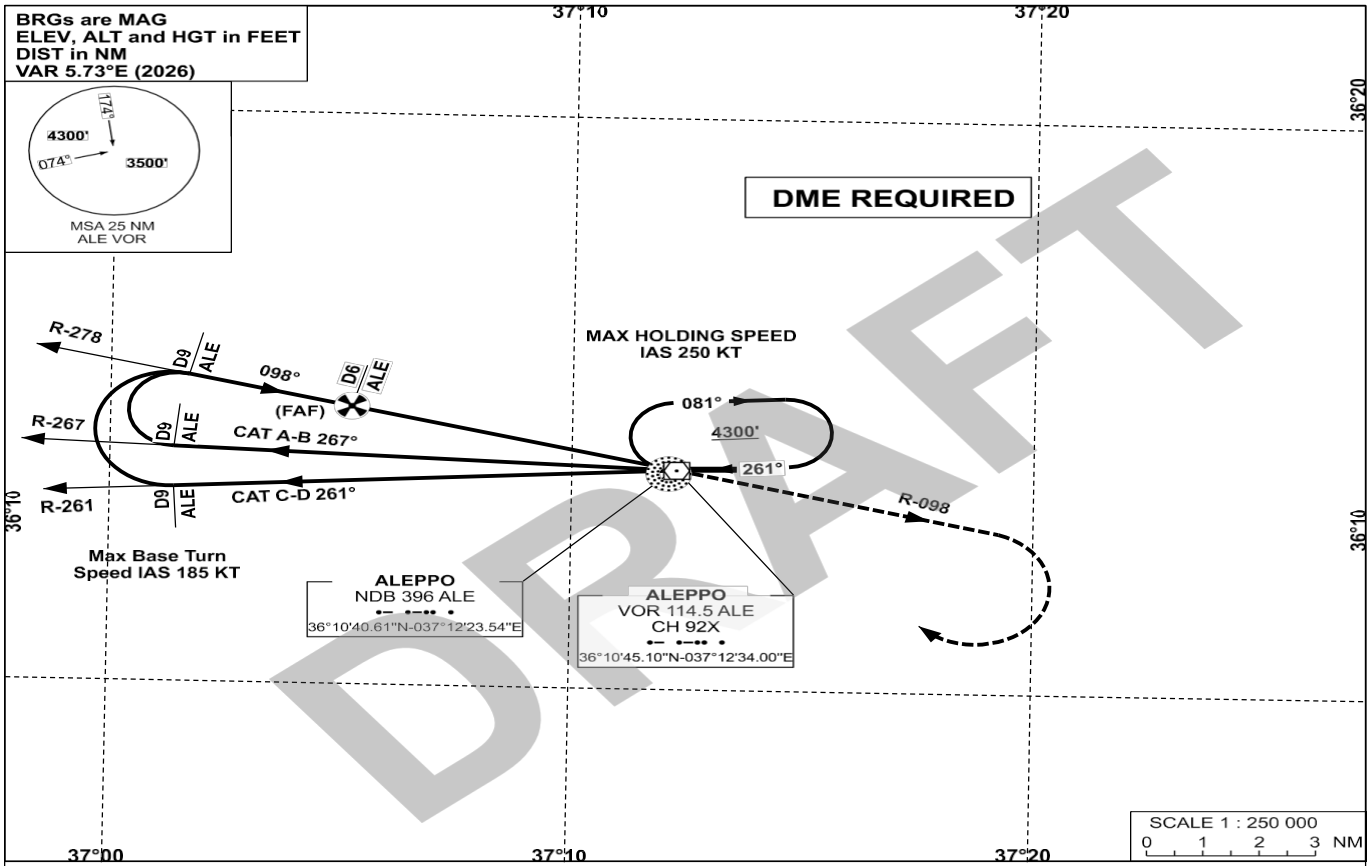
GACA

**INITIAL AIP EDITION**

# INSTRUMENT APPROACH CHART - ICAO

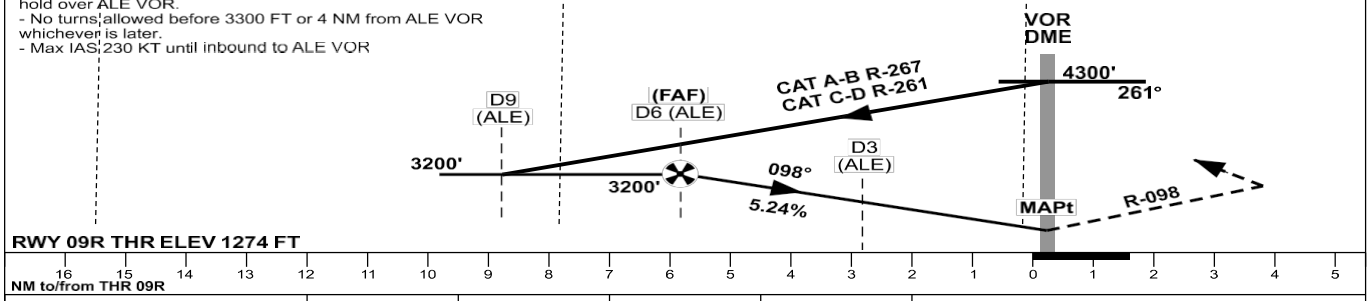
| | | | |
|---|---|---|---|
| APP | 119.1 - 120.0 | AD ELEV | 1276 FT |
| TWR | 119.1 - 120.0 | TRANSITION ALTITUDE 13000 FT | |
| ATIS | - | | |

## ALEPPO/INTERNATIONAL
## VOR Z
RWY 09R




DRAFT

**MISSED APPROACH**
- Climb on R-098 cross 3300 FT then right climbing 4300 FT proceed ALE VOR and hold over ALE VOR.
- No turns allowed before 3300 FT or 4 NM from ALE VOR whichever is later.
- Max IAS 230 KT until inbound to ALE VOR




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

**CHANGE:** NEW CHART

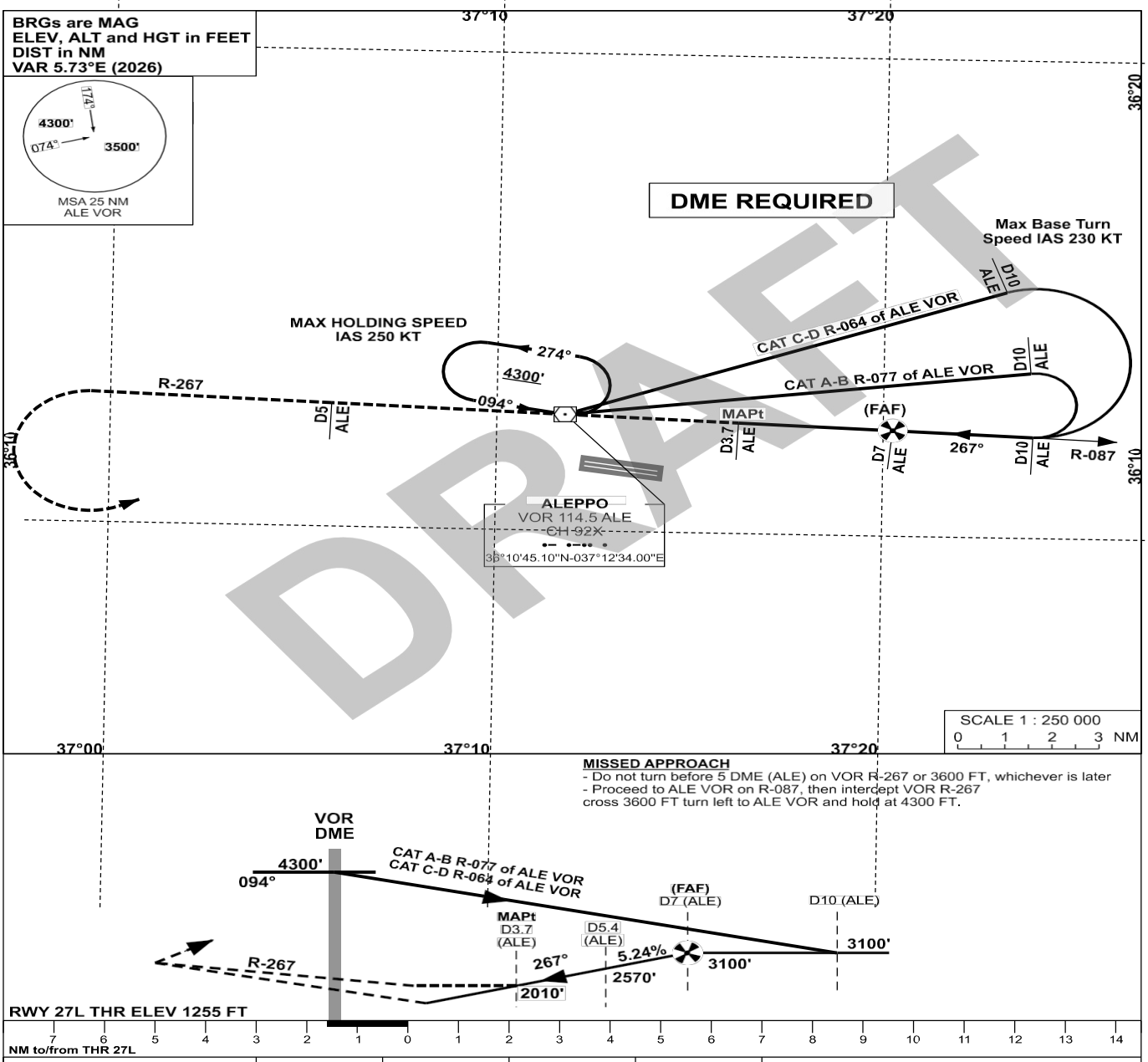
GACA

INITIAL AIP EDITION

# 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

DRAFT

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

GACA

INITIAL AIP EDITION

# 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. Use 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**<br>**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<br><br>A/P DIRECT TEL- 00963-41-834300,1<br>AP/TEL-00963-41-83778FAX - 00963-41-832509<br>JABLEH P O.BOX: 39 |

| | | |
|---|---|---|
| 7 | Types of traffic permitted (IFR/VFR) | IFR/VFR<br>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.**<br>**AIRCRAFT STANDS:**<br>**S1 35 24 26.264N 35 56 41.738E**<br>**S2 35 24 26.348N 35 56 43.522E**<br>**S3 35 24 24.386N 35 56 41.870E**<br>**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<br>TAXIWAY:<br>W1 35 24 26.973N 35 56 51.446E<br>W2 35 24 26.682N 35 56 46.400E<br>W3 35 24 25.553N 35 56 45.398E<br>W4 35 24 27.755N 35 56 45.247E<br>W5 35 24 32.559N 35 56 44.850E<br>W6 35 24 34.498N 35 56 46.392E<br>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**<br>**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<br>355651.110201E | 157 ft |
| 35L | 353° | 2800m × 45m | 62/F/D/X/T | 352319.271454N<br>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<br>Above the TWR 35 65 59 E 35 24 4.4 N<br>FLG W/G EV&SEC,15 minutes before landing.<br>IBN<br>A-LTK compass Location at 4NM on RWY center line Extension before Threshold of RWY 17 Freq 414KHZ Operating 24 H.<br>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:<br>1-315 KVA<br>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<br>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**<br>**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<br><br>AP DIRECT.TEL-00963-51-363086<br>AP TWR TEL 00963-51-361901<br>FAX:-00963-51-350427/TWR 376004 |
| 7 | Types of traffic permitted (IFR/VFR) | IFR/ VFR<br>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<br>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**<br>**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<br>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**<br>**TAXIWAY 2: 35 16 58.758185N 40 11 07.148713E**<br>**TAXIWAY 3: 35 17 15.556287N 40 10 24.027391E**<br>**TAXIWAY 4: 35 17 15.033410N 40 10 25.794820E**<br>**TAXIWAY 5: 35 17 02.528090N 40 11 08.079089E**<br>**TAXIWAY 6: 35 17 02.019041N 40 11 09.792269E** |
| 2 | Marking Aids | Threshold, touchdown, and center line for both RWYS.<br>threshold, center line for other runways: Taxi holding positions, taxiway<br>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<br>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**<br>**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<br>400938.299963E | 700m /2296ft |
| 28 | 280 | 3000 X 45 | 50 /F/B/Y/T | 351651.304661N<br>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<br>Designator | TORA<br>(M) | TODA<br>(M) | ASDA<br>(M | LDA<br>(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<br>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″<br>E040°09′13.60″ | 620M (2033 ft) | NIL |
| NDB | DRZ | 295KHZ | 24H | 35 17 21.161N<br>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<br>A/P TEL-00963-052-420415/443698<br>FAX: - 00963-052-426632/420415 |
| 7 | Types of traffic permitted (IFR/VFR) | IFR /VFR<br>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**<br>**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<br>411106.200E | 1430ft |
| 21 | 210 | 3600 X 40 | 79 /R/C/W/T | 370159.424N<br>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<br>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<br>411219.1E | NIL | NIL |
| NDB | KML | NIL | 24H | 37 01 49.5N<br>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.

# Record of Significant Changes

| Item / reference | Previous AIP | New AIP |
|---|---|---|
| Publishing authority<br>GEN 0.1 | Syrian Civil Aviation Authority | General Authority for Civil Aviation (GACA) |
| AIS email<br>GEN 0.1 | SYRIA AIS @ Email | aip@gaca.gov.sy |
| ADS-B OUT requirement<br>GEN 1.5 | Not specified | Required from 1 December 2026, 0000 UTC |
| Local time<br>GEN 2.1 | Summer: UTC+3; winter: UTC+2 | UTC+3 throughout the year |
| TAN VOR/DME<br>GEN 2.5; ENR 4.1 | H24 | Unserviceable |
| LTK VOR/DME<br>GEN 2.5; ENR 4.1 | H24 | Unserviceable |
| Damascus ATIS<br>GEN 3.5 | Available at Damascus | 128.225 MHz; H24; manual updates |
| Landing — first weight band<br>GEN 4.1 | Up to 40 t: USD 100 | From 40 t: USD 175 lump sum |
| Landing — 41–100 t<br>GEN 4.1 | USD 2.50/t | USD 5.00/t |
| Landing — 101–200 t<br>GEN 4.1 | USD 3.00/t | USD 5.40/t |
| Landing — upper weight band<br>GEN 4.1 | 201–300 t: USD 3.50/t | 202–300 t: USD 7.60/t |
| Landing — highest weight band<br>GEN 4.1 | 301 t and above: USD 4.00/t | 300 t and above: USD 8.00/t |
| Runway lighting<br>GEN 4.1 | USD 120 per 15 minutes; landing or take-off / bad weather | USD 200 for landing runway lighting; daytime when required or at night |
| Overflight<br>GEN 4.1; GEN 4.2 | Up to 75 t: USD 100; 76–200 t: USD 1.40/t; 201 t and above: USD 1.60/t | USD 430 per aircraft crossing Syrian airspace without landing |
| Overflight payment period<br>GEN 4.1; GEN 4.2 | 45 days | 20 days from demand |
| Payment currency<br>GEN 4.1 | Convertible foreign currency at the official exchange rate | USD or EUR equivalent at the approved exchange rate; national registered aircraft: local currency at the official rate |
| Hangarage / storage<br>GEN 4.1 | 50% of landing charge per 24 h or part; first 3 h exempt | 50% of landing charge per 24 h or part; first 3 h exempt; maximum period 3 months |
| Passenger service<br>GEN 4.1 | SYP 1,500 exit tax; age 12 and above; Damascus, Aleppo and Bassel Al-Assad; included in ticket | NIL |
| Airspace classes<br>ENR 1.4; ENR 2.1 | A and C | A and B |
| Lattakia VOR holding<br>ENR 1.5; AD 2.3 | Inbound 350°; 4,500 FT; left turns; one minute | Unavailable while LTK VOR/DME is unserviceable |

| Item / reference | Previous AIP | New AIP |
|---|---|---|
| ATS surveillance<br>ENR 1.6 | Radar service within radar coverage and controlled/delegated airspace | Radar service suspended; procedural ATS |
| B544 — route points<br>ENR 3.2 | TRF – NAMBO – TAN – TUDMU – ALE – TUSYR | NAMBO - TAN - TUDMU - ALE - TUSYR |
| G202 — route points<br>ENR 3.2 | DAM – SOFIA – ABBAS – TAN – MODIK | DAM - SOFIA - ABBAS - SULAF - TAN - MODIK |
| L513 — route points<br>ENR 3.2 | MURAK – BRAVO – LEBOR – LOTAX – MALOLA – ADRA – DAM – RDIMA – SWIDA – BUSRA | MURAK - LEBOR - LOTAX - MALAALA - ADRA - DAM - RDIMA - SWIDA - BUSRA |
| R785 — route points<br>ENR 3.2 | NIKAS – DELTA – BAN – BRAVO – KARIATAIN – BASEM – ABBAS – ZELAF | NIKAS - BAN - KTN - BASSEM - ABBAS - ZELAF |
| TUNLA coordinates<br>ENR 4.4 | 355330N 0360220E | 355300N 0360200E |
| NIKAS coordinates<br>ENR 4.4; ENR 3.2 | 351100N 0354100E | 351136N 0354300E |
| Prohibited areas<br>ENR 5.1 | Airspace outside controlled airspace, published airways and advisory routes | NIL |
| Restricted areas<br>ENR 5.1 | Airspace above the upper and below the lower limits of published airways and advisory routes | NIL |
| Damascus ILS runway designations<br>AD 2.1 | 05R / 23R | 05L / 23R |
| Aleppo runway designations<br>AD 2.2 | 09 / 27 | 09R / 27L; 09L / 27R |
| Aleppo ILS DME<br>AD 2.2 | Not specified | CH38X |
| Kamishly tower hours<br>AD 2.5 | 0800–1530 | H24 |
| M691<br>ENR 3.2 | Not published | TUNLA–TUKAL; eastbound only. FL290, FL310, FL350, FL370, FL390, FL410 only. Activation with the new AIP. |
| TUKAL<br>ENR 4.4; ENR 3.2 | Not published | 342123N 0404837E; M691. Activation with the new AIP. |