

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).