

AD 2.2 OSAP — Aleppo International Airport

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

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

OSAP Aleppo International Airport

OSAP AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

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

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

OSAP AD 2.3 OPERATIONAL HOURS

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

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

OSAP AD 2.4 HANDLING SERVICES AND FACILITIES

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

OSAP AD 2.5 PASSENGER FACILITIES

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

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

OSAP AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

OSAP AD 2.7 SEASONAL AVAILABILITY — CLEARING

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

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

1	Apron Surface and Strength	ASPHALT, PCN 72F/D/X/T
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2	Taxiway width, Surface and elevation	23 M, ASPHALT, PCN 82F/D/X/T+shoulders 10.5m each side.
3	ACL Location and elevation	TERMANAL APRON (1287ft)
4	VOR/INS ,Checkpoint	See AD Chart
5	Remarks	NIL

OSAP AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

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

5	Remarks	NIL
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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
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OSAP AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY (M)	Pavement type	Strength (PCN), and surface of RWY and SWY	THR coordinates RWY end coordinate THR geoid undulation	THR elevation, and highest elevation of the TDZ of precision APP RWY	CLASSIFICATION
1	2	3	4	5	6	7	
09L	094	2910 m × 45 m	Flexible asphalt	86 F/D/X/T	N36°11'01" E037°12'31"	1280 ft	4C
27R	274	2910 m × 45 m	Flexible asphalt	86 F/D/X/T	N36°10'50" E037°14'27"	1259 ft	4C
09R	094	2910m × 45m	Flexible asphalt	56/F/X/D/T	37 13 36 32E 36 10 49 74 N	1278ft	4E
27L	274	2910m × 45m	Flexible asphalt	56/F/X/D/T	36 10 44.90N 37 13 36.30E	1257ft	4E

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

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

OSAP AD 2.13 DECLARED DISTANCES

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

OSAP AD 2.14 APPROACH AND RUNWAY LIGHTING

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

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

OSAP AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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

OSAP AD 2.16 HELICOPTER LANDING AREA

NIL

OSAP AD 2.17 ATS AIRSPACE

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

OSAP AD 2.18 ATS COMMUNICATION FACILITIES

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

OSAP AD 2.19 RADIO NAVIGATION AND LANDING AID

2.19 RADIO NAVIGATION AND LANDING AID	
ALE DVOR/DME	114.5 MHz / Ch 092X
Aleppo NDB	369 kHz

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	TNG1R	After take-off, turn to the left, then intercept Radial 154 from ALE/DME to proceed to TANGO point DIST 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	LMA1R	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-Off 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 -RW27

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 RWY27 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 27 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

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 RWY 27	
7	VOR DME RWY 27	
8	VOR ILS -DME -RWY 27 L	
9	VISUAL APP CHART	
10	PRECISION APP TERRAIN CHART RWY 27	
11	PRECISION APP TERRAIN CHART RWY 09	
12	DVOR / DME RWY 09	
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