



## General Authority of Civil Aviation

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### ENR 1.5

ENR

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## Holding, Approach and Departure Procedures

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### 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	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.

### Amendment History

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