



General Authority of Civil Aviation

Syrian Arab Republic — Electronic Aeronautical Information Publication

ENR 1.10

ENR

CATEGORY	EFFECTIVE DATE	AMENDMENT	STATUS
ENR	27 Mar 2026	AMDT 01/2026	Published

Flight Planning

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ENR 1.10 FLIGHT PLANNING

(Restriction, limitation, or advisory information)

1. REQUIREMENT FOR THE SUBMISSION OF A FLIGHT PLAN

- 1.1i Operators of all flights within the Damascus FIR are required to submit a flight plan;
- ii Operators of local flights, i.e., those which will remain within the Damascus TMA or Damascus CTR, may satisfy the above requirements by notifying the appropriate ATSU of:
- the aircraft call sign (and registration, if different);
 - the ETD and brief details of the intended flight;
 - the destination.

1.2 All Aircraft operators shall submit their Flight Plans in accordance with the ICAO format not more than 120 hours and at least 60 minutes prior to estimated off-block time (EOBT) and/or entering the Damascus FIR.

1.3 Time of submission

A flight plan shall be submitted at least 30 minutes prior to departure, taking into account the requirements for timely information to ATS units within the airspace along the proposed route to be flown.

1.4 Place of submission

a) Flight plans shall be submitted via the Air Traffic Services Reporting Office (ARO) at the departure aerodrome.

b) All flight plans shall be submitted in person or by AFTN (OSDIZPZX)

1.5 VFR flight plan for alerting service only

Alerting service is, in principle, provided to flights for which a flight plan has been submitted.

1.6 Contents and form of a flight plan

a) ICAO flight plan forms are available at AIS units within the Damascus FIR. The instructions for completing these forms shall be strictly complied with. b) Flight plans concerning IFR flights along ATS routes need not include FIR-boundary estimates. Inclusion of FIR-boundary estimates is, however, required for off-route IFR flights and international VFR flights.

c) When a flight plan is submitted in person or by AFTN, the sequence of items of the flight plan form shall be strictly followed.

A flight plan shall be completed up to and including Item 19 and shall include registration, type of aircraft, and boundary estimates for all aircraft overflying Damascus FIR or landing at Syrian airports.

Acceptance of a flight plan

The first ATS unit receiving a flight plan, or change thereto, shall:

a) check it for compliance with the format and data conventions;

- b) check it for completeness and, to the extent possible, for 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.

Note: A flight plan should be submitted for RVSM-approved aircraft. The flight plan should be printed and should include English text.

1.7 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 authorities.

1.8 Authorization for special flights

Flights of a specific character, such as survey flights, scientific research flights, etc., may be exempted from the restriction specified above.

Request for exemption shall be mailed so as to be received at least one week before the intended day of operation to:

Postal Address:

General Authority of Civil Aviation - SYRIA

P. O. Box 6257

DAMASCUS

E_mail: info@gaca-sy.com

AFTN: OSDIYAYX _OSDIYAYF

2. OPERATION OF REPETITIVE FLIGHT PLAN (RPL)

RPLs are not accepted, and all operators are required to file a full flight plan in accordance with ENR 1.10.

3. CHANGES TO THE SUBMITTED FLIGHT PLAN

3.1 All changes to a flight plan submitted for an IFR flight or a controlled VFR flight and significant changes to a flight plan submitted for an uncontrolled VFR flight shall be reported as soon as possible to the appropriate ATS unit. In the event of a delay in departure of 30 minutes or more for a flight for which a flight plan has been submitted, the flight plan shall be amended, or a new flight plan shall be submitted after the old plan has been canceled. It is imperative that standard ICAO CHG, DLA, and CNL protocols are used.

Note 1: If a delay in departure of a controlled flight is not properly reported, the relevant flight plan data may no longer be readily available to the appropriate ATS unit when a clearance is ultimately requested, which will consequently result in extra delay for the flight.

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

3.3 Changes to a current flight plan for a controlled flight during flight shall be reported or requested, subject to the provisions in ICAO Annex 2, 3.6.2. (Adherence to flight plan).

3.4 Arrival report (closing a flight plan)

A report of arrival shall be made at the earliest possible moment after landing to the airport office of the arrival aerodrome by any flight for which a flight plan has been submitted, except when the arrival has been acknowledged by the local ATS unit. After landing at an aerodrome which is not the destination aerodrome (diversionary landing), the local ATS unit shall be specifically informed accordingly. In the absence of a local ATS unit at the aerodrome of diversionary landing, the pilot is responsible for passing the arrival report to the destination aerodrome.

Arrival reports shall contain the following elements of information:

- a) aircraft identification
- b) departure aerodrome
- c) destination aerodrome
- d) time of arrival

In the case of diversion, insert the "arrival aerodrome" between "destination aerodrome" and

"time of arrival".

4. FLIGHT PLAN

4.1 Flight Plan Form

4.1.1 An operator shall, prior to departure.

a) ensure that, where the flight is intended to operate on a route or in an area where a navigation specification is prescribed, it has an appropriate RNAV approval, and that all conditions applying to that approval will be satisfied;

b) ensure that, where operation in reduced vertical separation minimum (RVSM) airspace is planned, it has the required RVSM approval;

Amendment History

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