



## General Authority of Civil Aviation

Syrian Arab Republic — Electronic Aeronautical Information Publication

### ENR 5.1

ENR

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

## Prohibited, Restricted and Danger Areas

ەرطخ لاول ودي قمل او ةروط حمل ا قطان مل

### ENR 5.1 — Prohibited, Restricted, and Danger Areas

IDENTIFICATION, NAME AND LATERAL LIMITS	UPPER LIMIT / LOWER LIMIT	REMARKS (TIME OF ACTIVITY, TYPE OF RESTRICTION, NATURE OF HAZARD, RISK OF INTERCEPTION)
1	2	3
PROHIBITED AREAS		

IDENTIFICATION, NAME, AND LATERAL LIMITS	UPPER LIMIT / LOWER LIMIT	REMARKS (TIME OF ACTIVITY, TYPE OF RESTRICTION, NATURE OF HAZARD, RISK OF INTERCEPTION)
1	2	3
RESTRICTED AREAS		

IDENTIFICATION, NAME, AND LATERAL LIMITS	UPPER LIMIT / LOWER LIMIT	REMARKS (TIME OF ACTIVITY, TYPE OF RESTRICTION, NATURE OF HAZARD, RISK OF INTERCEPTION)
1	2	3
DANGER AREAS		

The airspace outside ATS routes and all areas over military installations within the Syrian Arab Republic are prohibited for civil aircraft operations unless specifically authorized.

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 enclosed within prohibited, restricted, or danger areas.

**Note:** Specific P/R/D area coordinates, vertical limits, and activity schedules are published by NOTAM and maintained by the Syrian Civil Aviation Authority. Pilots should consult current

NOTAMs for active restrictions.

TYPE	DESCRIPTION	ACTIVATION
<b>Prohibited Areas (P)</b>	Airspace within which flight is prohibited at all times	Permanent (H24)
<b>Restricted Areas (R)</b>	Airspace within which flight is restricted — coordination with the controlling authority required	As published by NOTAM
<b>Danger Areas (D)</b>	Airspace within which activities dangerous to aircraft flight may exist	As published by NOTAM

### **ICAO Defined Area Classifications (AIP ENR 5.1)**

AREA TYPE	DEFINITION (ICAO)	EFFECT
<b>Prohibited Area</b>	An airspace of defined dimensions, above the land areas or territorial waters of a State, within which the flight of aircraft is prohibited.	Flight of civil aircraft is not permitted at any time under any circumstances.
<b>Restricted Area</b>	An airspace of defined dimensions, above the land areas or territorial waters of a State, within which the flight of aircraft is restricted in accordance with certain specified conditions.	Flight may be made only if specified conditions are complied with. Conditions such as meteorological requirements or special permission apply. Standard ATC rules do not constitute restricted area conditions.
<b>Danger Area</b>	An airspace of defined dimensions within which activities dangerous to the flight of aircraft may exist at specified times.	Operators/pilots must assess the dangers in relation to their responsibility for the safety of their aircraft.

### **Procedures Applicable in Syria**

Any aircraft that finds itself in violation of prohibited/restricted airspace, or has been intercepted by Syrian military aircraft, must:

1. Immediately inform **Damascus ACC** on 121.300 MHz
2. Comply with visual signals given by the intercepting aircraft and ACC
3. An aircraft receiving an order to land must land at the aerodrome designated for it
4. If any instruction received by radio from any source conflicts with those given by the intercepting aircraft by visual signals, the intercepted aircraft shall request immediate clarification while continuing to comply with the visual instructions

### ***Penalties on Contravening Aircraft***

- Contravening aircraft will be held on landing at the designated aerodrome where a thorough investigation will be carried out on the conduct of the responsible crew
- If the contravening aircraft operates for a regular air transport organization which has a permit from the Syrian Government, this permit is liable to be cancelled
- The Syrian Government reserves the right to take all measures necessary to ensure compliance with these provisions

### ***Visual Interception Signals – Intercepting Aircraft***

<b>SERIES</b>	<b>INTERCEPTING AIRCRAFT SIGNAL</b>	<b>MEANING</b>	<b>INTERCEPTED AIRCRAFT RESPONSE</b>	<b>MEANING</b>
---------------	-------------------------------------	----------------	--------------------------------------	----------------

<b>1</b>	DAY — Rocking wings from position in front/left of intercepted aircraft; after acknowledgement, slow level turn to left onto desired heading. NIGHT — Same plus flashing nav lights at irregular intervals.	You have been intercepted. Follow me.	DAY — Rocking wings and following. NIGHT — Same plus flashing nav lights.	Understood, will comply.
<b>2</b>	DAY/NIGHT — Abrupt breakaway manoeuvre: climbing turn of 90° or more without crossing line of flight.	You may proceed.	DAY/NIGHT — Rocking wings/aircraft.	Understood, will comply.
<b>3</b>	DAY — Circling aerodrome, lowering landing gear, overflying runway in landing direction. NIGHT — Same plus steady landing lights.	Land at this aerodrome.	DAY — Lowering landing gear, following intercepting aircraft, proceeding to land if safe. NIGHT — Same plus steady landing lights.	Understood, will comply.

### **Visual Interception Signals — Intercepted Aircraft**

<b>SERIES</b>	<b>INTERCEPTED AIRCRAFT SIGNAL</b>	<b>MEANING</b>	<b>INTERCEPTING AIRCRAFT RESPONSE</b>	<b>MEANING</b>
---------------	------------------------------------	----------------	---------------------------------------	----------------

<b>1</b>	DAY — Raising landing gear while passing over runway at 1000-2000 ft above aerodrome level, continuing to circle.  NIGHT — Flashing landing lights at the same altitude.	The aerodrome designated is inadequate.	Series 1 signals (follow to alternate) or Series 2 signals (release).	Follow me / You may proceed.
<b>2</b>	DAY/NIGHT — Regular switching on/off all available lights (distinct from flashing).	Cannot comply.	Series 2 signals.	Understood.
<b>3</b>	DAY/NIGHT — Irregular flashing of all available lights.	In distress.	Series 2 signals.	Understood.

## Amendment History

AMENDMENT NO.	CHANGE SUMMARY	EFFECTIVE DATE
AMDT 01/2026	Content updated	27 Mar 2026

This document is published by the Syrian General Authority of Civil Aviation for aeronautical information purposes. Verify the current effective date before operational use. Consult active NOTAMs for supplements and temporary amendments.

**DIGITAL VERIFICATION CERTIFICATE**

This document was digitally signed by the GACA eAIP System.  
To verify authenticity, visit the URL below or scan the verification code.

VERIFY AT  
<https://eaip.gaca.gov.sy/verify>

**GACA-SECTION-ENR 5.1-20260605-224540-  
29D39E9FE9A2B5CD**

**AUTHENTICATED**

Generated: 2026-06-05T22:45:40 | Type: SECTION

HMAC-SHA256 SECURED | GENERAL CIVIL AVIATION AUTHORITY (GACA) | SYRIAN ARAB REPUBLIC