



## General Authority of Civil Aviation

Syrian Arab Republic — Electronic Aeronautical Information Publication

### AD 1.1

AD

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## Aerodrome/Heliport Availability

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### AD 1. Aerodrome/Heliport Availability

#### AD 1.1 AERODROME/HELIPORT AVAILABILITY AND CONDITIONS OF USE

##### 1.1.1. GENERAL CONDITIONS UNDER WHICH AERODROMES/HELIPORTS AND ASSOCIATED FACILITIES ARE AVAILABLE FOR USE

The conditions under which aircraft may land, are parked, housed, or otherwise dealt with, at any of the aerodromes under the control of, or operated on behalf of the GACA, in addition to those prescribed in the legislation listed in GEN 1.6, shall be as follows

a) The fees and charges for the landing, parking, or housing of aircraft shall be those published, from time to time, by the Director General of Air Navigation (referred to herein as "the GACA") in either AIP or NOTAM. The fees and charges for any supplies or services which may be furnished to the aircraft, at any aerodrome under the control of the GACA, or the designated Airport Operating

Agency, shall be such reasonable fees and charges as may, from time to time, be determined by the GACA or the designated Airport Operating Agency for that aerodrome. The fees and charges referred to in this paragraph shall accrue from day to day and shall be payable to the CAA or the designated Airport Operating Agency on demand

b) the GACA shall have a lien on the aircraft, its parts and accessories, for such fees and charges as aforesaid.

c) if payment of such fees and charges is not made to the GACA within fourteen days after a letter demanding payment thereof has been sent by mail to the address of the registered owner of the aircraft, the GACA shall be entitled to sell, remove, destroy or otherwise dispose of the said aircraft and any of its parts and accessories and to apply the proceeds therefrom to the payment of such fees and charges.

d) neither the GACA nor any servant or agent of the government shall be liable for loss of or damage to the aircraft, its parts or accessories or any property contained in the aircraft, howsoever such loss or damage may arise, occurring while the aircraft is on any of the aerodromes under the control of the GACA or the designated Airport Operating Agency or is in the course of landing or taking off at any such aerodromes or of being removed or dealt with elsewhere for the purpose of paragraph c) above of these conditions.

#### 1.1 Landings made elsewhere than at international airports

1.1.1 If a landing is made at other than a designated international airport, the pilot in command shall report the landing, as soon as practicable, to the health, customs and immigration authorities at the international airport at which the landing was scheduled to take place, by the most expeditious means of communication available.

1.1.2 The pilot in command shall be responsible for ensuring that:

a) if pratique has not been granted to the aircraft at the previous landing, contact between the passengers and crew on one hand and other persons on the other hand is avoided.

b) No cargo, baggage, or mail is removed from the aircraft, except as provided in c) below.

c) no foodstuff of overseas origin, nor any plant material, is removed from the aircraft, except where local food is unobtainable. All food refuse, including peelings, cores, fruit stones, etc., must be collected and returned to the galley refuse container, the contents of which shall not be removed from the aircraft except for hygienic reasons; in which case they shall be destroyed by burning or deep burial.

Paragraphs 1.1.1 and 1.1.2 are hereby notified for the purpose of Article 20 of the Civil Aviation Law.

## 1.2 Traffic of persons and vehicles on aerodromes

### 1.2.1 Airport areas

All aerodromes available for public use and under the control of GACA or operated on behalf of the GACA, which lie within legally defined airport areas, details of which are contained in the relevant Aerodrome Manual and Airport Security Plan.

### 1.2.2 Demarcation of zones

Each airport is divided into two zones:

- a) a public zone, to which access is not restricted in any way, and
- b) a restricted zone comprising the remainder of the airport area

## 1.3 Movement of persons

Only those personnel authorized by the security, or the Aerodrome Operator, as applicable and stated in the relevant Aerodrome Manual, under and in accordance with those conditions prescribed in the relevant legislation, are permitted access to restricted zones as follows:

Staff of public authorities, airlines, handling agents, and other authorized persons in pursuit of their duties shall have access to those portions of a restricted zone as necessary. The customs,

police, and health offices and the premises assigned to arriving, departing, and transit traffic are, in addition, accessible to properly cleared passengers. The movement of personnel having access to a restricted zone is subject to the conditions prescribed in the relevant legislation. This paragraph is hereby notified to the purposes of article 21 (2) of the Civil Aviation Law and relevant Civil Aviation Regulation.

#### 1.4 Movement of vehicles

Only those Vehicles authorized by the security, or the Aerodrome Operator, as applicable and stated in the relevant Aerodrome Manual under and according to those conditions prescribed in the relevant legislation, and Aerodrome Manual are permitted access to restricted zones as follows:

- a) Access to a restricted zone is prohibited to all vehicles not displaying an Aerodrome Vehicle Permit.
- b) All vehicle drivers, regardless of vehicle type, when driving within the confines of an aerodrome, shall respect the direction of traffic, traffic signs and signals, posted speed limits, and generally comply with the highway code and relevant Aerodrome Manual. This paragraph is hereby notified to the purposes of article 21 (2) of the Civil Aviation Law and relevant Civil Aviation Regulations.
- c) No person shall operate a vehicle on the manoeuvring area (Runway and Taxiways) or Civil Aprons unless they are in possession of a valid air-side driving permit issued by the Aerodrome Operator. A nominal fee may be charged for this permit.

#### 1.5 Policing

While all possible measures have been taken to ensure the security of the airport, GACA and/or any concessionaire shall not be held responsible for either:

- a) the care and protection of aircraft, vehicles, equipment, and goods for which the aerodrome facilities are used or

b) any loss or damage, unless such loss or damage is incurred as a result of an action by GACA or a concessionaire or their respective agents.

## 1.6 Aerodrome operating minima

1.6.1 GACA determines and publishes aerodrome operating minima as MDH/DH and RVR/Visibility for the following procedures:

- Category II precision approaches with DH greater than or equal to 100 ft;
- Non-precision approaches; and
- Visual manoeuvres

1.6.2 These minima are published on instrument approach charts. They constitute the lowest operating minima that can be used without an operational approval by the aircraft operator's surveillance authority.

1.6.3 For AFIS aerodromes, Minimum visibility for take-off & landing is included in the AD 2.2 section of each aerodrome.

1.6.4 Operators must establish an AOM for each aerodrome to be used for operations. After consideration of the factors listed below, operators may determine that their AOM should be higher than the published minima:

- a) the type, performance, and handling characteristics of the aeroplane;
- b) the composition of the flight crew, their competence and experience;
- c) the dimensions and characteristics of the runways which may be selected for use;
- d) the adequacy and performance of the available visual and non-visual ground aids;
- e) the equipment available on the aeroplane for the purpose of navigation and/or control of the flight path, as appropriate, during the take-off, the approach, the flare, the landing, roll-out, and the missed approach.

) The obstacles in the approach, missed approach, and the climb-out areas required for the execution of contingency procedures and necessary clearance;

g) the obstacle clearance altitude/height for the instrument approach procedures;

h) the means to determine and report meteorological conditions; and

i) the flight technique to be used during the final approach.

## 2. APPLICABLE ICAO DOCUMENTS

The standards and recommended practices of the following documents are applied. Differences to the documents listed below are noted in chapter GEN 1.7

<b>ANNEX 3</b>	<b>METEOROLOGICAL SERVICE FOR INTERNATIONAL AIR NAVIGATION.</b>
Annex 4	Aeronautical Charts
Annex 9	Facilitation
Annex 10	Aeronautical Telecommunications
Annex 14	Aerodromes
Doc 7030	Regional Supplementary - Procedures, part 2 and part 3
Doc 7910	Location Indicators
Doc 8168	Aircraft Operations, VOL II (Construction of visual and instrument flight procedures)
Doc 8400	ICAO Abbreviations and Codes
Doc 8585	Designators for Aircraft Operating Agencies, Authorities and Services
Doc 8643	Aircraft Type Designators

## 3. CIVIL USE OF MILITARY AIR BASES

### 3.1 General

Civil aircraft are not permitted to land at any aerodrome not listed in this AIP except in cases of a real emergency or where special permission has been granted.

## 4. CAT II/III OPERATIONS AT AERODROMES

NIL

## 5. FRICTION MEASUREMENT DEVICE USED AND FRICTION LEVEL BELOW WHICH RWY IS DECLARED SLIPPERY WHEN IT IS WET

5.1 Aerodrome operators are required to conduct periodic surveys of the friction characteristics of their runway surfaces. The purpose of these surveys is to predict the need for maintenance of the runway surface to prevent an unacceptable deterioration of friction, as detailed in Table 1. The recognized Continuous Friction Measuring Equipment (CFME) devices in the Sultanate of Oman are the Mu-Meter, Griptest, Surface Friction Tester Vehicle, and Runway Friction Tester Vehicle. These surveys start with the new construction of a runway surface at which the friction level is required to equal or exceed the values stated in the table for the Design Objective for New Surface.

5.2 If a survey indicates that the runway surface friction characteristics have deteriorated below the specified Minimum Friction Level (MFL), then that runway will be notified by NOTAM as a runway that 'may be slippery when wet'.

5.3 When a runway is notified as 'may be slippery when wet', aircraft operators may request additional information relating to that notification from the aerodrome operator. However, any performance calculations or adjustments made as a result of this information are the responsibility of the aircraft operator.

### FRICION LEVELS

CONTINUOUS FRICTION MEASURING EQUIPMENT (CFME)	TEST TIRE		TEST SPEED (KM/H)	TEST WATER DEPTH (MM)	DESIGN OBJECTIVE FOR NEW SURFACE	MINIMUM FRICTION LEVEL (MFL)
CONTINUOUS FRICTION MEASURING EQUIPMENT (CFME)	TYPE	P (KPA)	TEST SPEED (KM/H)	TEST WATER DEPTH (MM)	DESIGN OBJECTIVE FOR NEW SURFACE	MINIMUM FRICTION LEVEL (MFL)
Mu-Meter	A	70	65	1.0	0.72	0.42
	A	70	95	1.0	0.66	0.26
Griptester	C	140	65	1.0	0.74	0.43
	C	140	95	1.0	0.64	0.24
Surface Friction Tester Vehicle	B	210	65	1.0	0.82	0.50
	B	210	95	1.0	0.74	0.34
Runway Friction Tester Vehicle	B	210	65	1.0	0.82	0.50
	B	210	95	1.5	0.74	0.41

## 6. OTHER INFORMATION

### 6.1 Conditions of Use

Syrian aerodromes open to international civil aviation are subject to the following conditions:

- All international flights must obtain a prior overflight/landing permit from GACA
- Scheduled airline operations require a valid Air Operator Certificate and traffic rights
- General aviation flights require advance coordination with GACA

- Military aerodromes are not available for civil use unless specific arrangements are made through GACA

## 6.2 Heliports

There are no designated civil heliports in the Syrian Arab Republic at this time.

## 6.3 Aerodrome Certification

All international aerodromes listed are certified by GACA in accordance with ICAO Annex 14 standards. Certification covers aerodrome physical characteristics, visual aids, rescue and firefighting services, and obstacle limitation surfaces.

## Amendment History

AMENDMENT NO.	CHANGE SUMMARY	EFFECTIVE DATE
AMDT 01/2026	Content updated	27 Mar 2026
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AMDT 01/2026	Content updated	27 Mar 2026
AMDT-2026/03	Updated airspace procedures and communication frequencies	06 Mar 2026

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