

## General Information

Location: DAMASCUS SYR  
ICAO/IATA: OSDI / DAM  
Lat/Long: N33° 24.65', E036° 30.80'  
Elevation: 2020 ft

Airport Use: Public  
Daylight Savings: Observed  
UTC Conversion: -2:00 = UTC  
Magnetic Variation: 3.0° E

Fuel Types: Jet A-1  
Repair Types: Minor Airframe, Minor Engine  
Customs: Yes  
Airport Type: IFR  
Landing Fee: Yes  
Control Tower: Yes  
Jet Start Unit: No  
LLWS Alert: No  
Beacon: Yes

Sunrise: 0340 Z  
Sunset: 1459 Z

## Runway Information

Runway: 05L  
Length x Width: 11811 ft x 148 ft  
Surface Type: concrete  
TDZ-Elev: 2002 ft  
Lighting: Edge, Centerline  
Stopway: 197 ft

Runway: 05R  
Length x Width: 11811 ft x 148 ft  
Surface Type: concrete  
TDZ-Elev: 2020 ft  
Lighting: Edge, ALS, Centerline, TDZ  
Stopway: 197 ft

Runway: 23L  
Length x Width: 11811 ft x 148 ft  
Surface Type: concrete  
TDZ-Elev: 2002 ft  
Lighting: Edge, ALS, Centerline  
Stopway: 197 ft

Runway: 23R  
Length x Width: 11811 ft x 148 ft

Surface Type: concrete  
TDZ-Elev: 1995 ft  
Lighting: Edge, ALS, Centerline, TDZ  
Stopway: 197 ft

## Communication Information

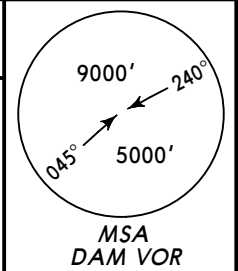
ATIS: 128.225  
Damascus Tower: 118.500  
Damascus Tower: 121.900

OSDI/DAM  
DAMASCUS INTL

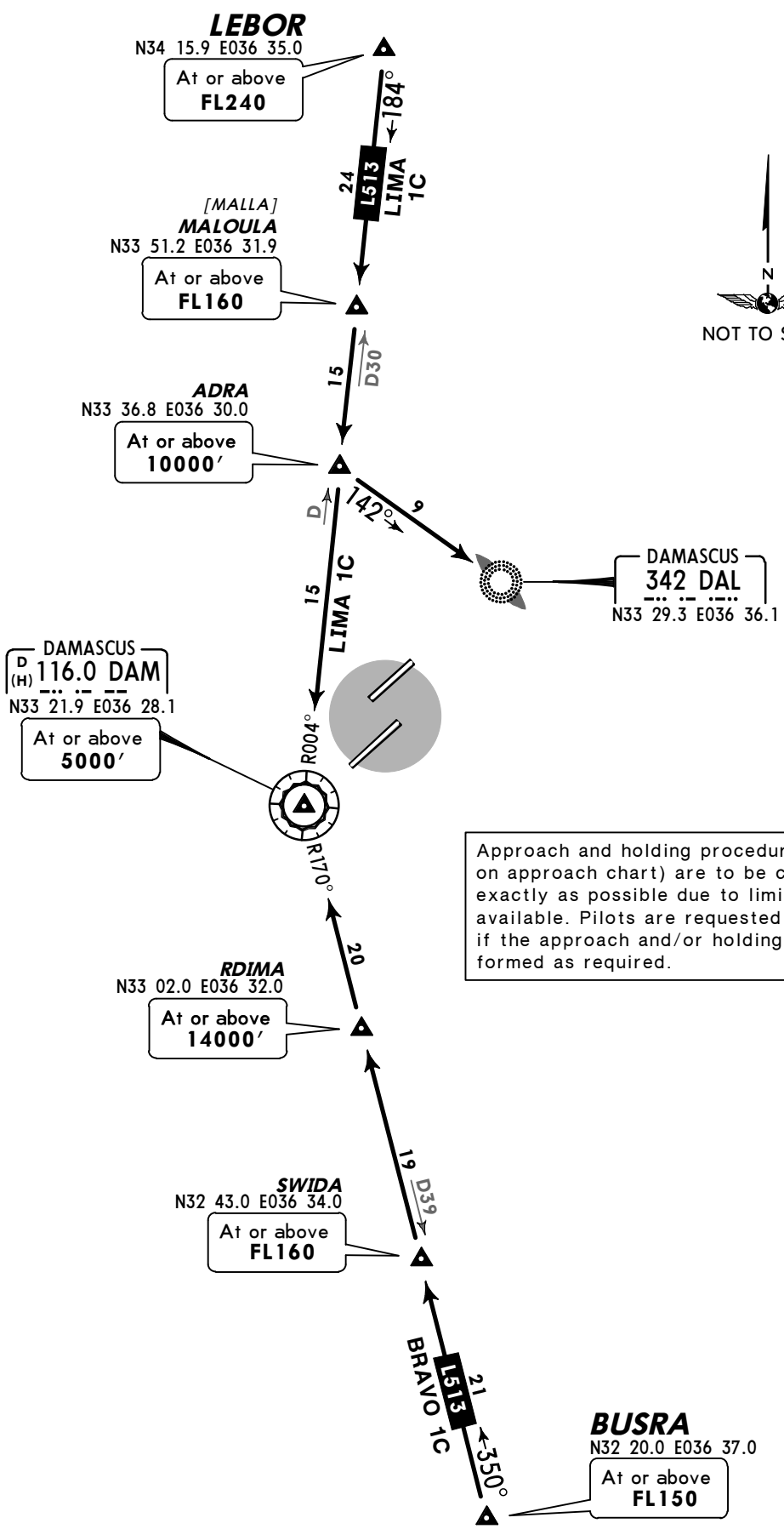
JEPPESEN  
24 FEB 12 10-2

DAMASCUS, SYRIA  
STAR

ATIS 128.225	Apt Elev 2020'	Alt Set: hPa	Trans level: FL150	Trans alt: 13000'
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### BRAVO 1C [BRAVIC], LIMA 1C RWYS 05L/R, 23L/R ARRIVALS



Approach and holding procedures (as depicted on approach chart) are to be carried out as exactly as possible due to limited airspace available. Pilots are requested to inform ATC if the approach and/or holding cannot be performed as required.

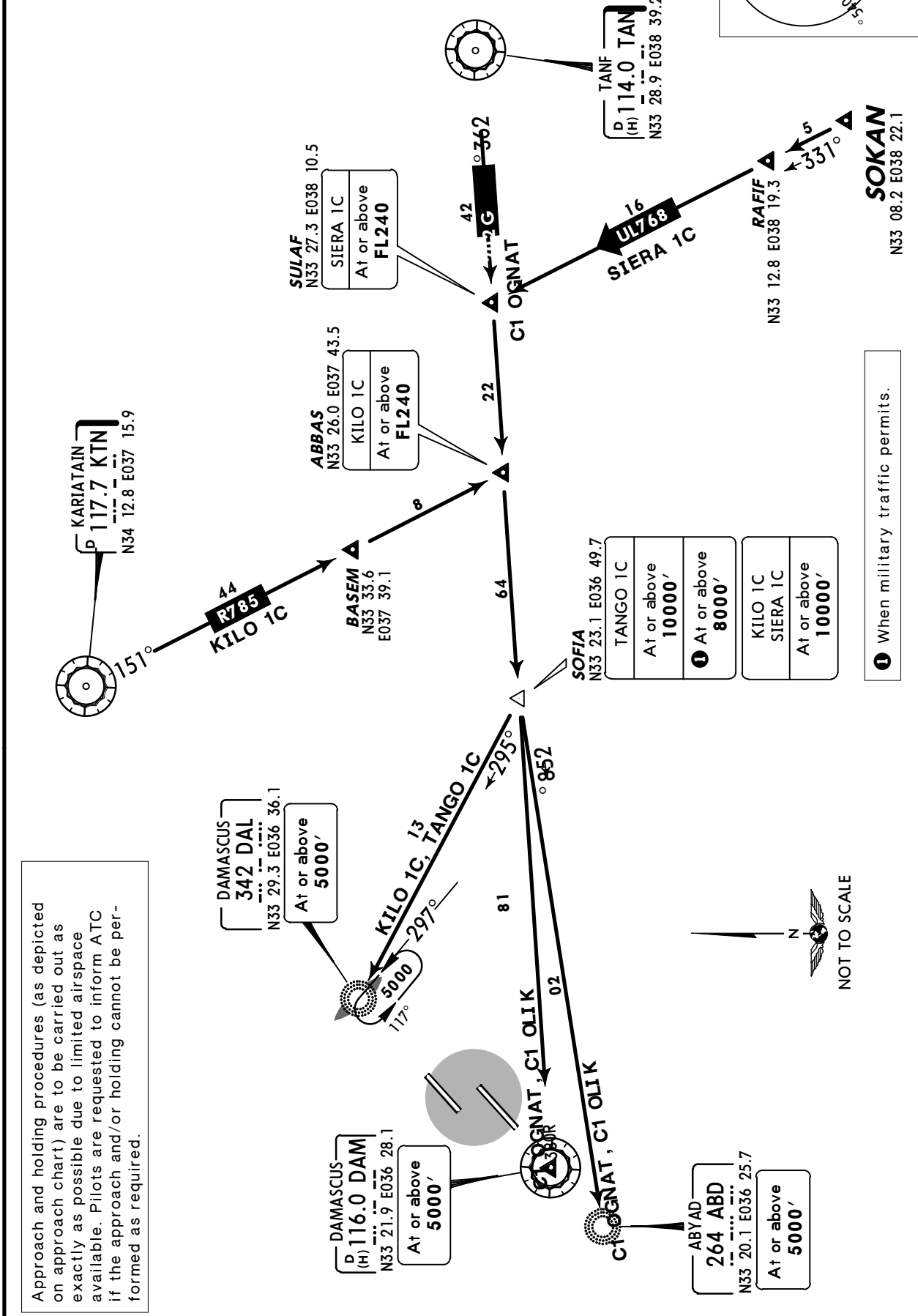
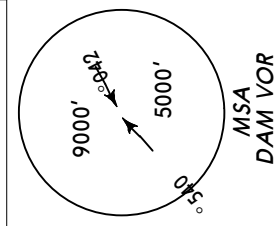
OSDI/DAM  
DAMASCUS INTL

JEPPESEN  
24 FEB 12 10-2A

DAMASCUS, SYRIA  
STAR

ATIS 128.225	Apt Elev 2020'	Alt Set: hPa	Trans level: FL150	Trans alt: 13000'
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**KILO 1C**  
**SIERA 1C [SIER1C], TANGO 1C [TANG1C]**  
**RWYS 05L/R, 23L/R ARRIVALS**



Approach and holding procedures (as depicted on approach chart) are to be carried out as exactly as possible due to limited airspace available. Pilots are requested to inform ATC if the approach and/or holding cannot be performed as required.

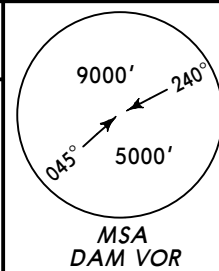
OSDI/DAM  
DAMASCUS INTL

JEPPESEN  
24 FEB 12 10-3

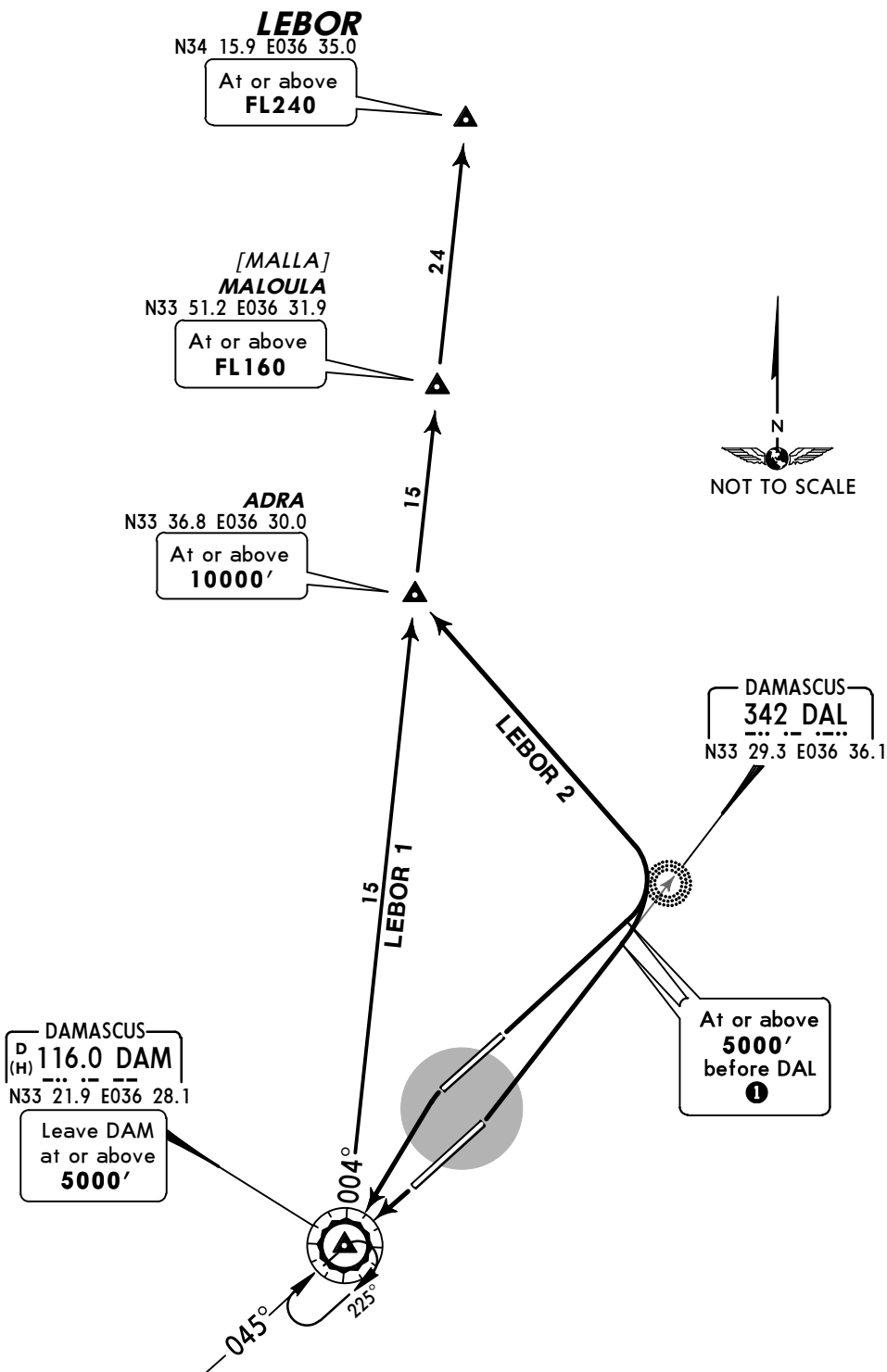
DAMASCUS, SYRIA  
SID

Apt Elev  
2020'

Trans level: FL150 Trans alt: 13000'



LEBOR 1 (LEB 1), LEBOR 2 (LEB 2)  
RWYS 23L/R, 05L/R DEPARTURES



SID	RWY	ROUTING
LEBOR 1	23L/R	To DAM, climb in holding pattern to 5000' or above, turn RIGHT, DAM R-004 via ADRA and MALOULA to LEBOR.
LEBOR 2	05L/R	Towards DAL, at or above 5000' before DAL ①, turn LEFT to ADRA, then via MALOULA to LEBOR.

① If unable to reach 5000' or above before DAL, proceed to DAL, turn RIGHT to DAL to leave DAL at or above 5000' to ADRA.

OSDI/DAM  
DAMASCUS INTL

JEPPESSEN  
24 FEB 12 10-3A

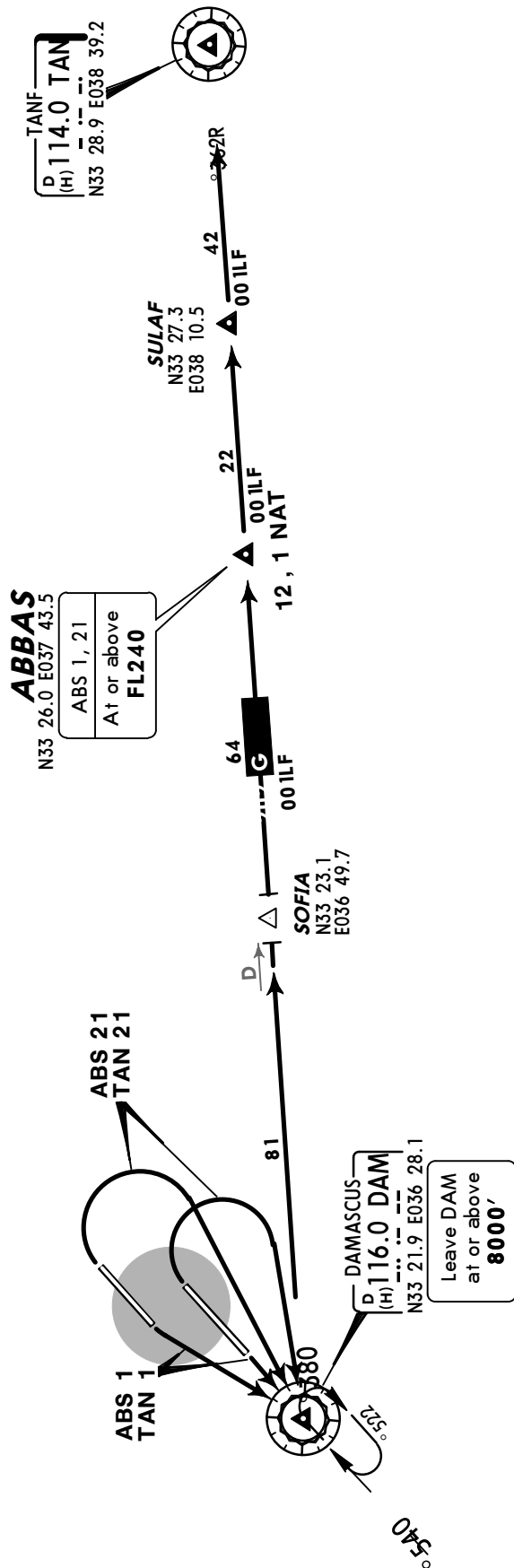
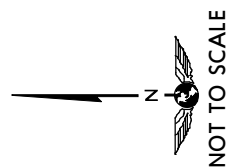
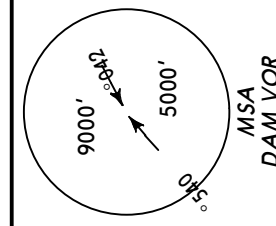
DAMASCUS, SYRIA

SID

Apt Elev  
2020'

Trans level: FL150 Trans alt: 13000'

ABBAS 1 (ABS 1), ABBAS 21 (ABS 21)  
TANF 1 (TAN 1), TANF 21 (TAN 21)  
RWYS 23L/R, 05L/R DEPARTURES



ROUTING	
SID	RWY
ABS 1	23L/R
ABS 21	05L/R
TAN 1	23L/R
TAN 21	05L/R

To DAM, climb in holding pattern to 8000' or above, then via G-202 to ABBAS.  
 Turn RIGHT to DAM, climb in holding pattern to 8000' or above, then to ABBAS.  
 To DAM, climb in holding pattern to 8000' or above, intercept DAM R-083 to TAN.  
 Turn RIGHT to DAM, climb in holding pattern to 8000' or above, intercept DAM R-083 to TAN.

**OSDI/DAM**  
DAMASCUS INTL

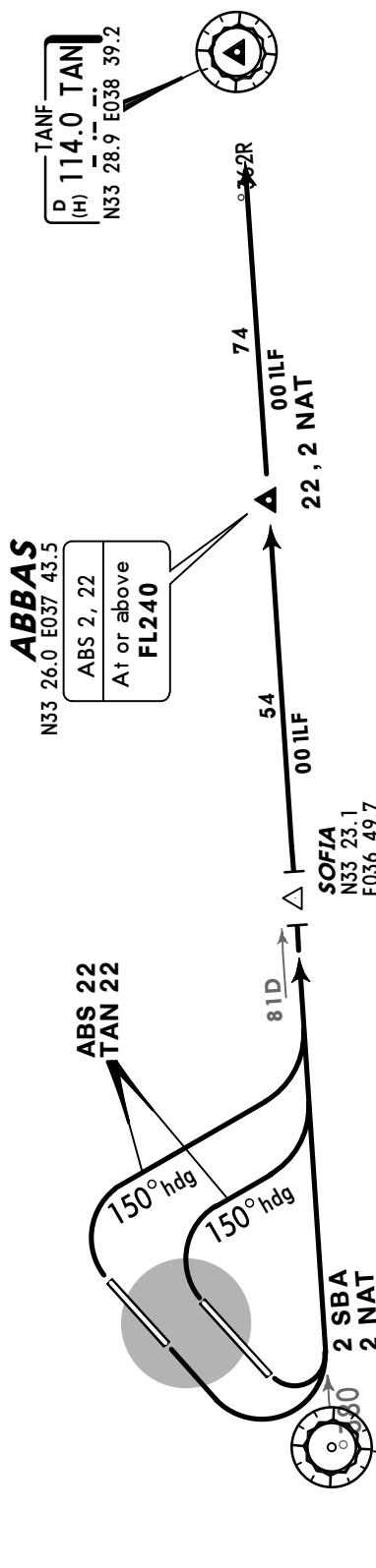
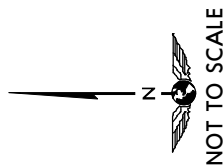
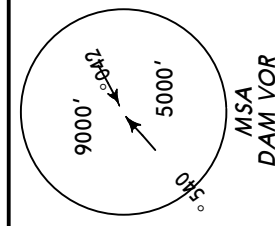
**JEPPESEN**  
24 FEB 12 **10-3B**

**DAMASCUS, SYRIA**  
**SID**

Apt Elev  
2020'

Trans level: FL150 Trans alt: 13000'

**ABBAS 2 (ABS 2), ABBAS 22 (ABS 22)**  
**TANF 2 (TAN 2), TANF 22 (TAN 22)**  
**RWYS 23L/R, 05L/R DEPARTURES**



SID	RWY	ROUTING
<b>ABS 2 ①</b>	<b>23L/R</b>	Turn LEFT, intercept DAM R-083 to ABBAS.
<b>ABS 22 ①</b>	<b>05L/R</b>	Turn RIGHT, 150° heading, intercept DAM R-083 to ABBAS.
<b>TAN 2 ①</b>	<b>23L/R</b>	Turn LEFT, intercept DAM R-083 to TAN.
<b>TAN 22</b>	<b>05L/R</b>	Turn RIGHT, 150° heading, intercept DAM R-083 to TAN.

① Applicable when no altitude restrictions imposed.

**OSDI/DAM**  
**DAMASCUS INTL**

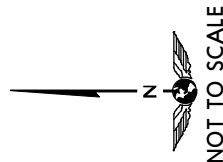
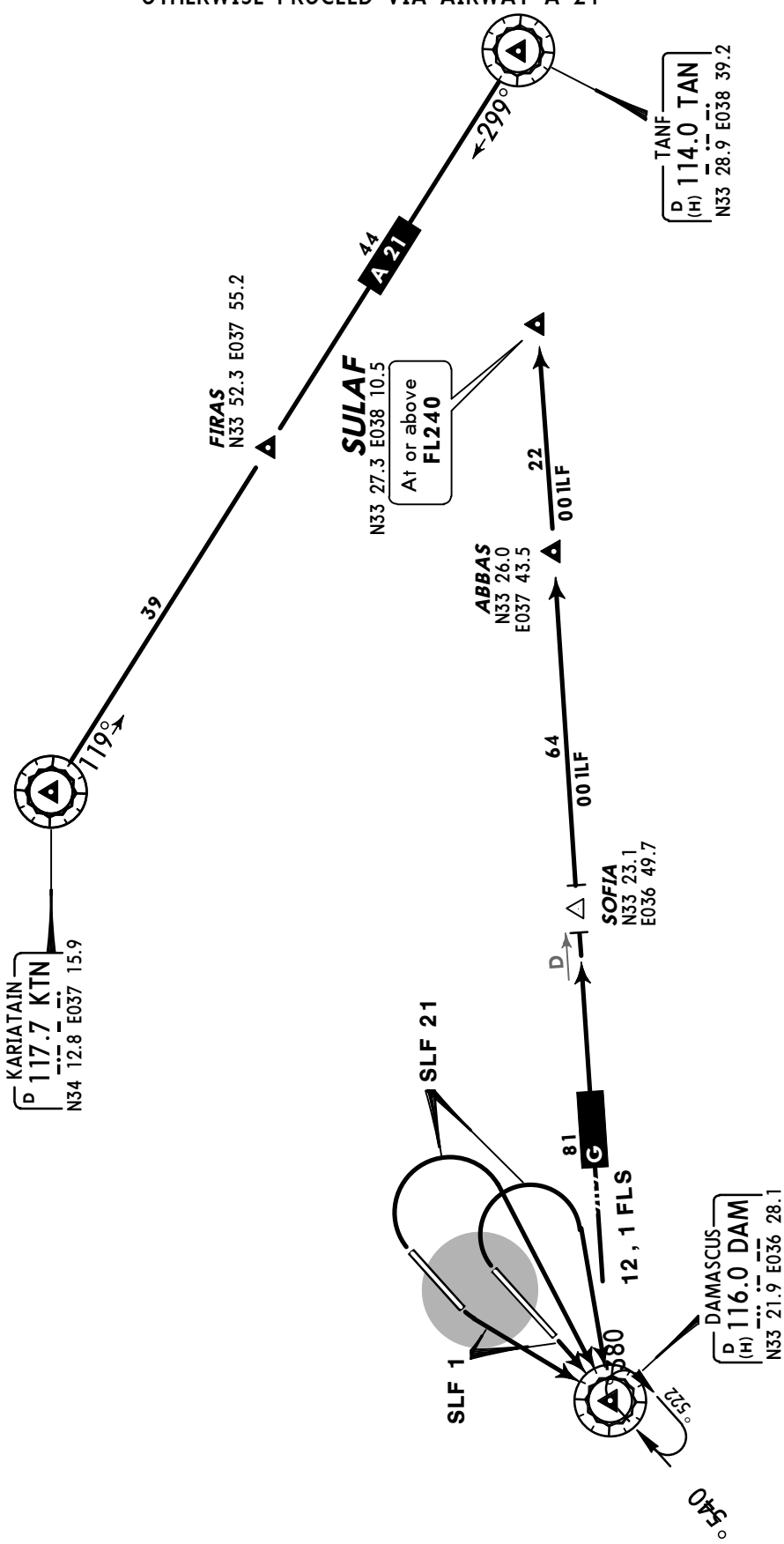
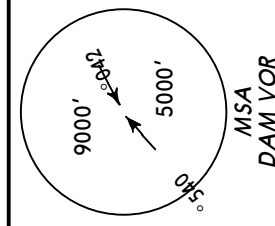
**JEPPESSEN**  
24 FEB 12 **10-3C**

**DAMASCUS, SYRIA**  
**SID**

Apt Elev  
**2020'**

Trans level: FL150 Trans alt: 13000'

**SULAF 1 (SLF 1), SULAF 21 (SLF 21)**  
**RWYS 23L/R, 05L/R DEPARTURES**  
VIA HOLDING OVER DAM  
APPLICABLE WHEN NO ALTITUDE RESTRICTIONS IMPOSED  
OTHERWISE PROCEED VIA AIRWAY A 21



SID	RWY	ROUTING
SLF 1	23L/R	To DAM, climb in holding pattern to 5000' or above, then via airway G-202 to SULAF.
SLF 21	05L/R	Turn RIGHT to DAM, climb in holding pattern to 5000' or above, then via airway G-202 to SULAF.



OSDI/DAM  
DAMASCUS INTL

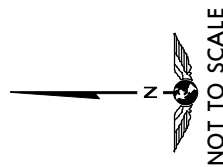
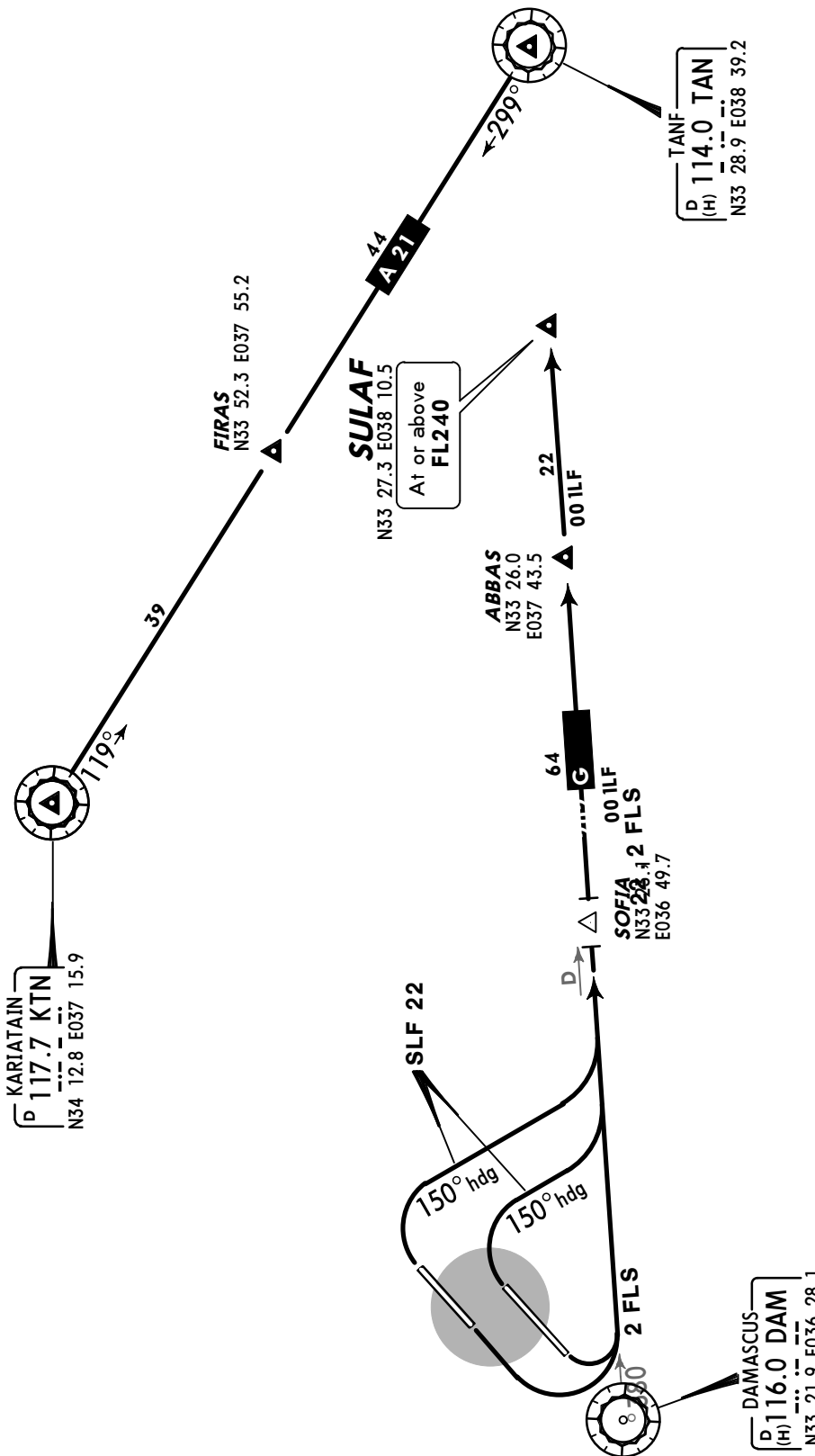
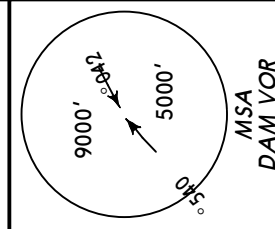
JEPPESSEN  
24 FEB 12 10-3D

DAMASCUS, SYRIA  
SID

Apt Elev  
2020'

Trans level: FL150 Trans alt: 13000'

SULAF 2 (SLF 2), SULAF 22 (SLF 22)  
RWYS 23L/R, 05L/R DEPARTURES  
WITHOUT HOLDING  
APPLICABLE WHEN NO ALTITUDE RESTRICTIONS IMPOSED  
OTHERWISE PROCEED VIA AIRWAY A 21



SID	RWY	ROUTING
SLF 2	23L/R	Turn LEFT, intercept DAM R-083 to SULAF.
SLF 22	05L/R	Turn RIGHT, 150° heading, intercept DAM R-083, proceed via airway G-202 to SULAF.

**OSDI/DAM**  
**DAMASCUS INTL**

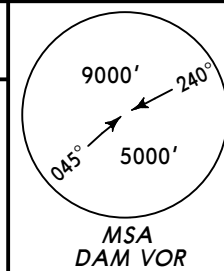
**JEPPESEN**  
24 FEB 12 **10-3E**

**DAMASCUS, SYRIA**

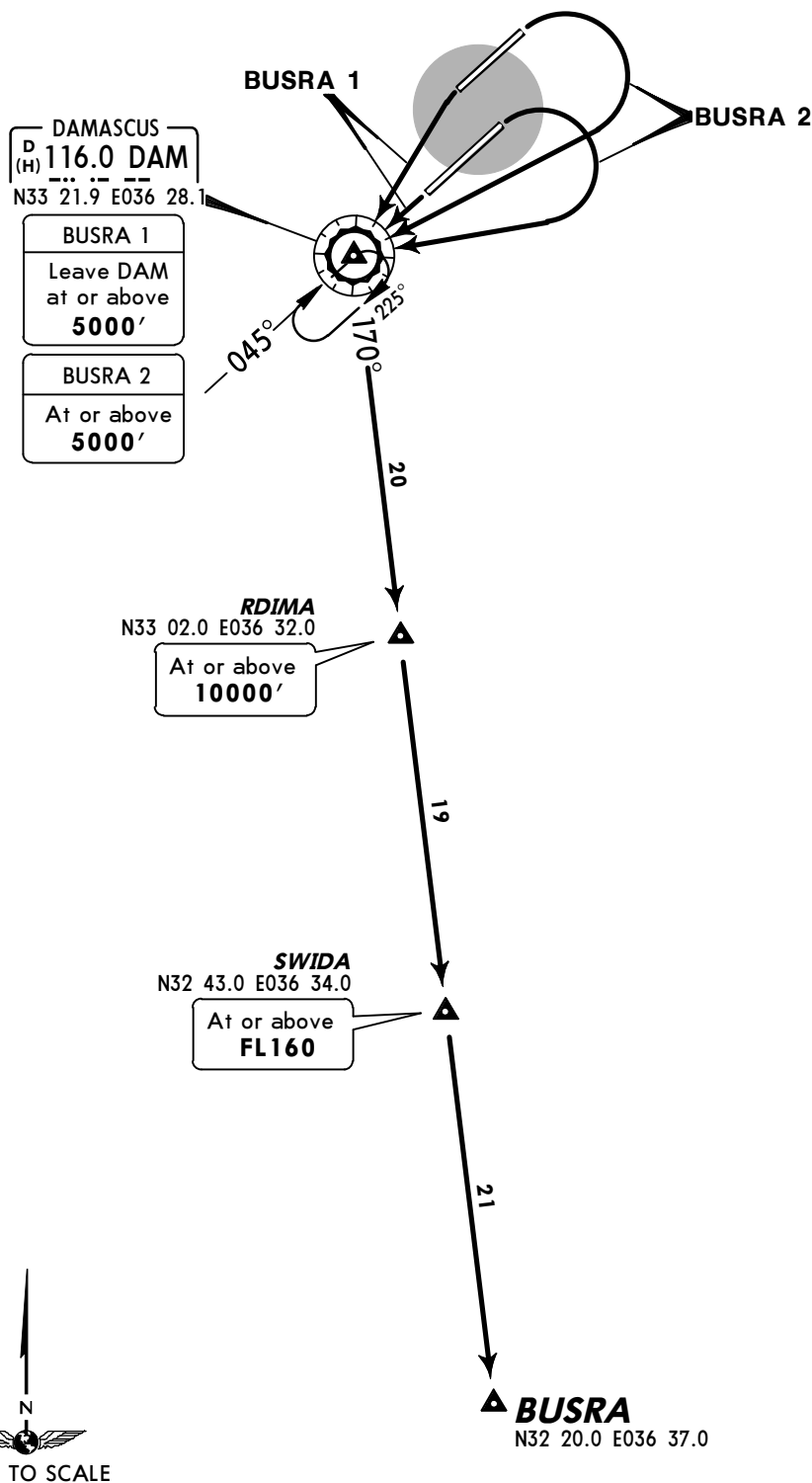
**SID**

*Apt Elev*  
**2020'**

Trans level: FL150 Trans alt: 13000'



**BUSRA 1 (BUS 1), BUSRA 2 (BUS 2)**  
**RWYS 23L/R, 05L/R DEPARTURES**

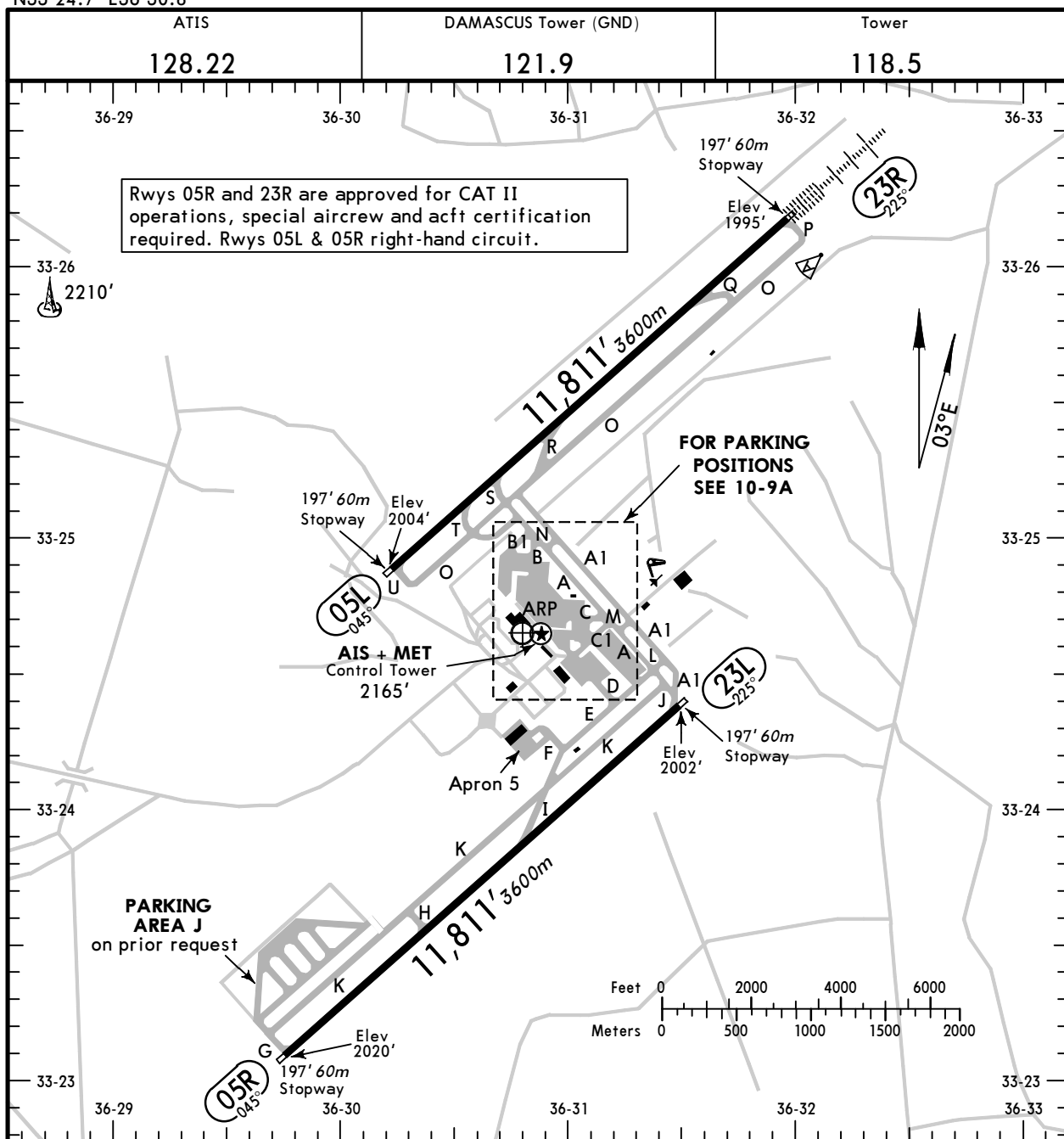


SID	RWY	ROUTING
<b>BUSRA 1</b>	<b>23L/R</b>	To DAM, climb in holding pattern to 5000' or above, DAM R-170 via RDIMA and SWIDA to BUSRA.
<b>BUSRA 2</b>	<b>05L/R</b>	Turn RIGHT to DAM, DAM R-170 via RDIMA and SWIDA to BUSRA.

**OSDI/DAM**  
 Apt Elev **2020'**  
 N33 24.7 E36 30.8

**JEPPesen**  
 21 NOV 14 **(10-9)**

**DAMASCUS, SYRIA**  
**DAMASCUS INTL**



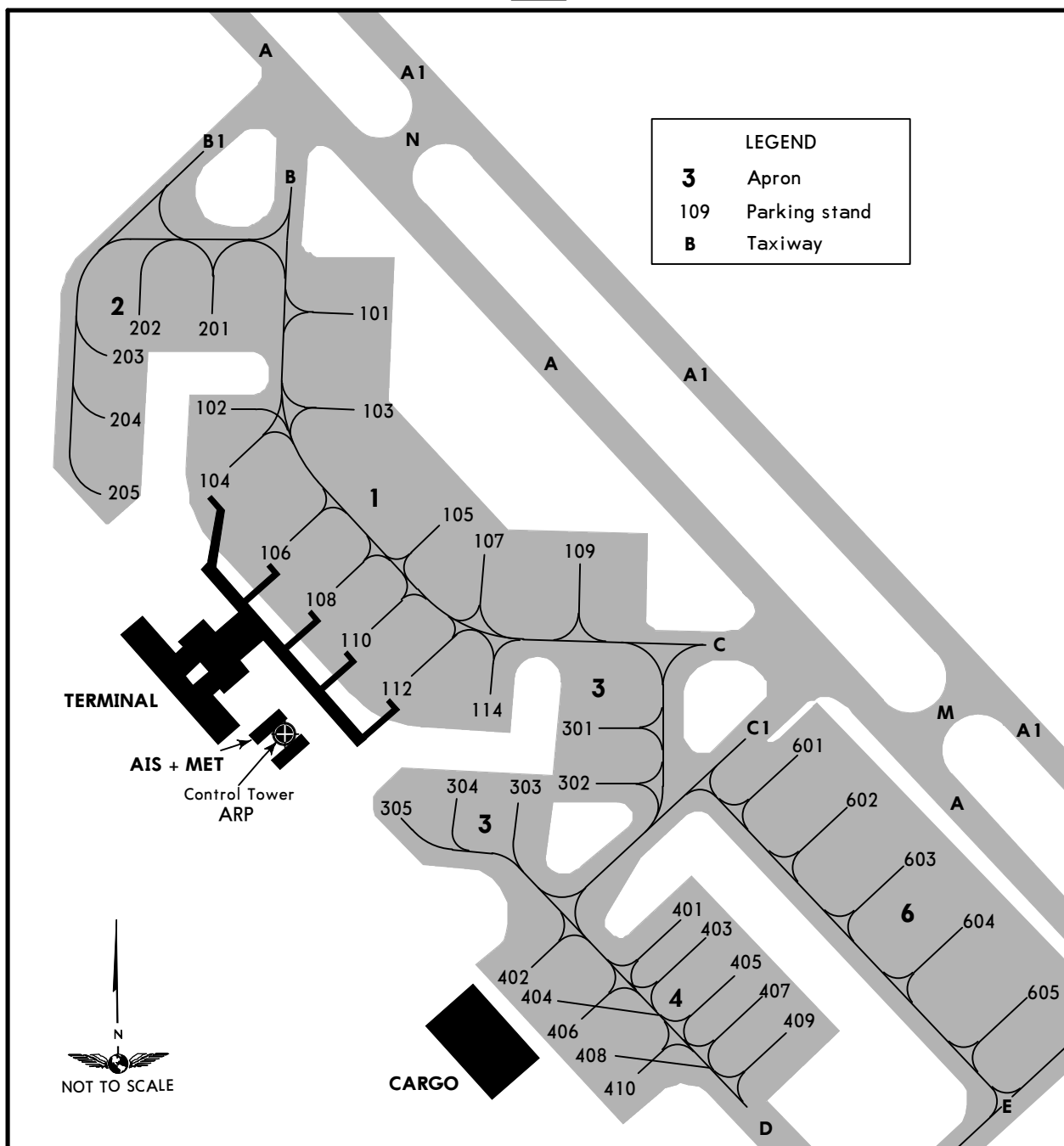
**ADDITIONAL RUNWAY INFORMATION**

RWY	USABLE LENGTHS		TAKE-OFF	WIDTH
	LANDING BEYOND	Threshold		
05L	HIRL	RVR		148'
23R	HIRL CL (white) HIALS-II TDZ PAPI-L (3.0°)	RVR	10,839' 3304m	45m
05R	HIRL CL HIALS-II ① TDZ PAPI-L (3.0°)	RVR	10,839' 3304m	148'
23L				45m

① Configuration unknown.

**TAKE-OFF**

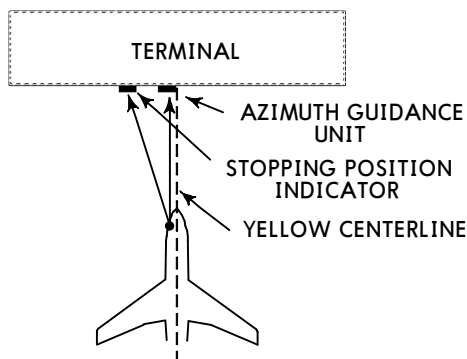
	AIR CARRIER (JAA)			AIR CARRIER (FAR 121)	
	Rwys 05R, 23L/R LVP must be in force	All Rwys LVP must be in force	All Rwys	All Rwys	
	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	Adequate Vis Ref	
A				2 Eng	RVR 500m
B	200m	250m	400m	3 & 4 Eng	VIS 400m
C					
D	250m	300m			



**INS COORDINATES**

STAND No.	COORDINATES	STAND No.	COORDINATES
101	N33 24.9 E036 30.9	302, 303	N33 24.6 E036 31.0
102	N33 24.8 E036 30.8	304, 305	N33 24.6 E036 30.9
103	N33 24.8 E036 30.9	401	N33 24.6 E036 31.2
104	N33 24.8 E036 30.8	402	N33 24.6 E036 31.3
105	N33 24.8 E036 30.9	403	N33 24.5 E036 31.3
106	N33 24.7 E036 30.8	404	N33 24.5 E036 31.0
107	N33 24.7 E036 31.0	405	N33 24.5 E036 31.1
108	N33 24.7 E036 30.9	406	N33 24.5 E036 31.0
109	N33 24.7 E036 31.0	407	N33 24.5 E036 31.1
110, 112	N33 24.7 E036 30.9	408	N33 24.5 E036 31.0
114	N33 24.7 E036 31.0	409	N33 24.5 E036 31.2
201	N33 24.9 E036 30.8	410	N33 24.5 E036 31.0
202, 203	N33 24.9 E036 30.7	601, 602	N33 24.6 E036 31.2
204, 205	N33 24.8 E036 30.7	603, 604	N33 24.6 E036 31.3
301	N33 24.7 E036 31.0	605	N33 24.5 E036 31.3

## VISUAL DOCKING GUIDANCE SYSTEM



### GENERAL

The visual docking guidance system for nose-in parking positions consists of the following elements:

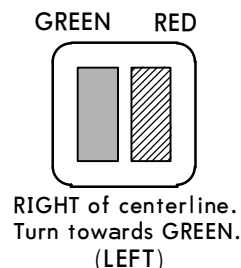
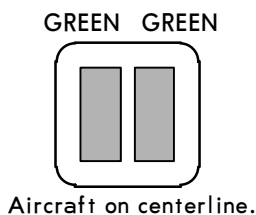
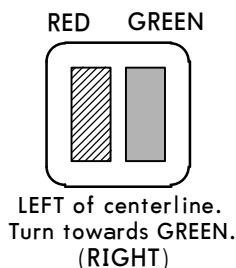
1. AZIMUTH GUIDANCE UNIT
2. YELLOW CENTERLINE
3. STOPPING POSITION INDICATOR
4. STOP SHORT SIGNS

### CAUTION

The system is aligned with the LEFT hand pilot's seat only. In case of system failure, nose-in positioning will be guided by marshaller.

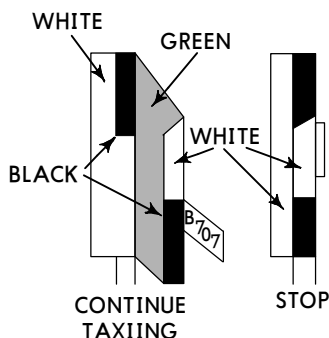
### 1. AZIMUTH GUIDANCE UNIT (AGNIS)

Approach the parking position along the yellow centerline so that both vertical slots of the Azimuth Guidance Unit show GREEN. Adjustments to the left or right are always to be made towards the GREEN.



### 2. STOPPING POSITION INDICATOR

The aircraft is stopped at the correct position by means of a Side Marker Board. As the aircraft moves along the centerline towards the airbridge, the pilot will perceive the GREEN side of the slats. Each slat bears a name tab at the appropriate pilot eye-level to indicate the aircraft type(s) to which the slat applies. When he reaches the correct STOP position he will see the black edge only, when he has passed the correct STOP position the red side of the slat will begin to come into view.



### 3. STOP SHORT SIGNS

They are displayed manually in case of unavailability of loading bridge.

# OSDI/DAM



**Standard**

## DAMASCUS, SYRIA DAMASCUS INTL

STRAIGHT-IN RWY		A	B	C	D
<b>05L</b>	VOR	<b>2500'</b> (498')	<b>2500'</b> (498')	<b>2500'</b> (498')	<b>2500'</b> (498')
		<b>C2500m</b>	<b>C2500m</b>	<b>C2700m</b>	<b>C2700m</b>
<b>05R</b>	CAT 2 ILS	<b>2120'</b> (100')	<b>2120'</b> (100')	<b>2120'</b> (100')	<b>2120'</b> (100')
		<b>RA102' R300m</b>	<b>RA102' R300m</b>	<b>RA102' R300m</b>	<b>RA102' R300m</b>
	ILS	<b>2220'</b> (200')	<b>2220'</b> (200')	<b>2220'</b> (200')	<b>2231'</b> (211')
	<i>FULL</i>	<b>R550m</b>	<b>R550m</b>	<b>R550m</b>	<b>R550m</b>
	<i>Limited</i>	R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC ①	<b>2310'</b> (290')	<b>2310'</b> (290')	<b>2310'</b> (290')	<b>2310'</b> (290')
		<b>R750m</b>	<b>R750m</b>	<b>R750m</b>	<b>R750m</b>
	<i>ALS out</i>	R1400m	R1400m	R1400m	R1400m
	VOR	<b>2400'</b> (380')	<b>2400'</b> (380')	<b>2400'</b> (380')	<b>2400'</b> (380')
	<b>R1200m</b>	<b>R1200m</b>	<b>R1400m</b>	<b>R1400m</b>	
<i>ALS out</i>	R1900m	R1900m	C2100m	C2100m	
NDB	<b>2700'</b> (680')	<b>2700'</b> (680')	<b>2700'</b> (680')	<b>2700'</b> (680')	
	<b>C2600m</b>	<b>C2600m</b>	<b>C2800m</b>	<b>C2800m</b>	
<i>ALS out</i>	C3300m	C3300m	C3500m	C3500m	
<b>23L</b>	VOR DME ①②	<b>2500'</b> (498')	<b>2500'</b> (498')	<b>2500'</b> (498')	<b>2500'</b> (498')
		<b>R1500m</b>	<b>R1500m</b>	<b>R1500m</b>	<b>R1500m</b>
	<i>ALS out</i>	R1500m	R1500m	C2300m	C2300m
	VOR DME ③	<b>2500'</b> (498')	<b>2500'</b> (498')	<b>2500'</b> (498')	<b>2500'</b> (498')
		<b>R1700m</b>	<b>R1700m</b>	<b>R1900m</b>	<b>R1900m</b>
	<i>ALS out</i>	C2500m	C2500m	C2700m	C2700m
	VOR	<b>2700'</b> (698')	<b>2700'</b> (698')	<b>2700'</b> (698')	<b>2700'</b> (698')
		<b>C2700m</b>	<b>C2700m</b>	<b>C2900m</b>	<b>C2900m</b>
	<i>ALS out</i>	C3400m	C3400m	C3600m	C3600m
	NDB DME ①②	<b>2700'</b> (698')	<b>2700'</b> (698')	<b>2700'</b> (698')	<b>2700'</b> (698')
	<b>R1500m</b>	<b>R1500m</b>	<b>C2400m</b>	<b>C2400m</b>	
NDB DME ③	<b>2700'</b> (698')	<b>2700'</b> (698')	<b>2700'</b> (698')	<b>2700'</b> (698')	
	<b>C2700m</b>	<b>C2700m</b>	<b>C2900m</b>	<b>C2900m</b>	
<i>ALS out</i>	C3400m	C3400m	C3600m	C3600m	
NDB	<b>2700'</b> (698')	<b>2700'</b> (698')	<b>2700'</b> (698')	<b>2700'</b> (698')	
	<b>C2700m</b>	<b>C2700m</b>	<b>C2900m</b>	<b>C2900m</b>	
<i>ALS out</i>	C3400m	C3400m	C3600m	C3600m	

① Continuous Descent Final Approach.

② with FMS.

③ w/o FMS.

# OSDI/DAM



## Standard DAMASCUS, SYRIA DAMASCUS INTL

STRAIGHT-IN RWY	A	B	C	D
<b>23R</b> CAT 2 ILS	<b>2095'</b> (100')	<b>2095'</b> (100')	<b>2095'</b> (100')	<b>2095'</b> (100')
	<b>RA 103' R300m</b>	<b>RA 103' R300m</b>	<b>RA 103' R300m</b>	<b>RA 103' R300m</b>
ILS	<b>2195'</b> (200')	<b>2195'</b> (200')	<b>2195'</b> (200')	<b>2206'</b> (211')
<i>FULL</i>	<b>R550m</b>	<b>R550m</b>	<b>R550m</b>	<b>R550m</b>
<i>Limited</i>	R750m	R750m	R750m	R750m
<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
LOC ①	<b>2310'</b> (315')	<b>2310'</b> (315')	<b>2310'</b> (315')	<b>2310'</b> (315')
<i>ALS out</i>	<b>R750m</b> R1400m	<b>R750m</b> R1400m	<b>R750m</b> R1400m	<b>R750m</b> R1400m
RNAV (LNAV/VNAV)	<b>2250'</b> (255')	<b>2250'</b> (255')	<b>2250'</b> (255')	<b>2250'</b> (255')
<i>ALS out</i>	<b>R750m</b> ② R1300m	<b>R750m</b> ② R1300m	<b>R750m</b> ② R1300m	<b>R750m</b> ② R1300m
RNAV (LNAV) ①	<b>2270'</b> (275')	<b>2270'</b> (275')	<b>2270'</b> (275')	<b>2270'</b> (275')
<i>ALS out</i>	<b>R750m</b> R1300m	<b>R750m</b> R1300m	<b>R750m</b> R1300m	<b>R750m</b> R1300m
VOR ①③	<b>2500'</b> (505')	<b>2500'</b> (505')	<b>2500'</b> (505')	<b>2500'</b> (505')
<i>ALS out</i>	<b>R1600m</b> C2400m	<b>R1600m</b> C2400m	<b>R1600m</b> C2400m	<b>R1600m</b> C2400m
VOR ④	<b>2500'</b> (505')	<b>2500'</b> (505')	<b>2500'</b> (505')	<b>2500'</b> (505')
<i>ALS out</i>	<b>R1800m</b> C2600m	<b>R1800m</b> C2600m	<b>R2000m</b> C2800m	<b>R2000m</b> C2800m

- ① Continuous Descent Final Approach.
- ② With TDZ, CL and HUD: RVR 600m.
- ③ with FMS.
- ④ w/o FMS.

CIRCLE-TO-LAND	A	B	C	D
	NOT AUTHORIZED			

### TAKE-OFF RWY 05L/R, 23L/R

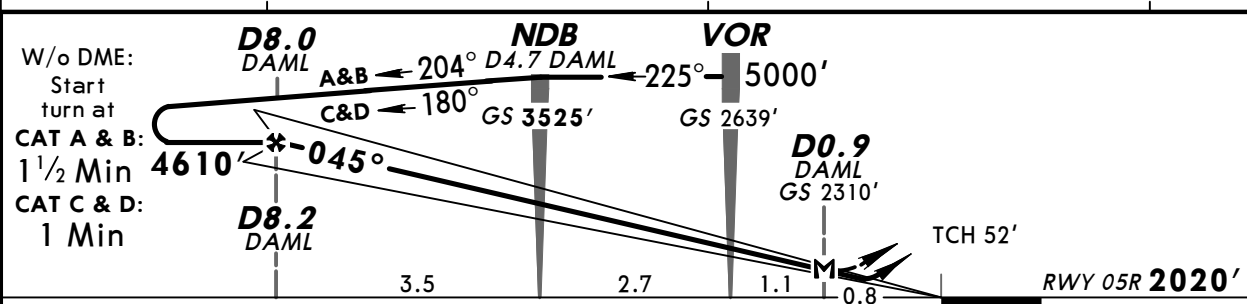
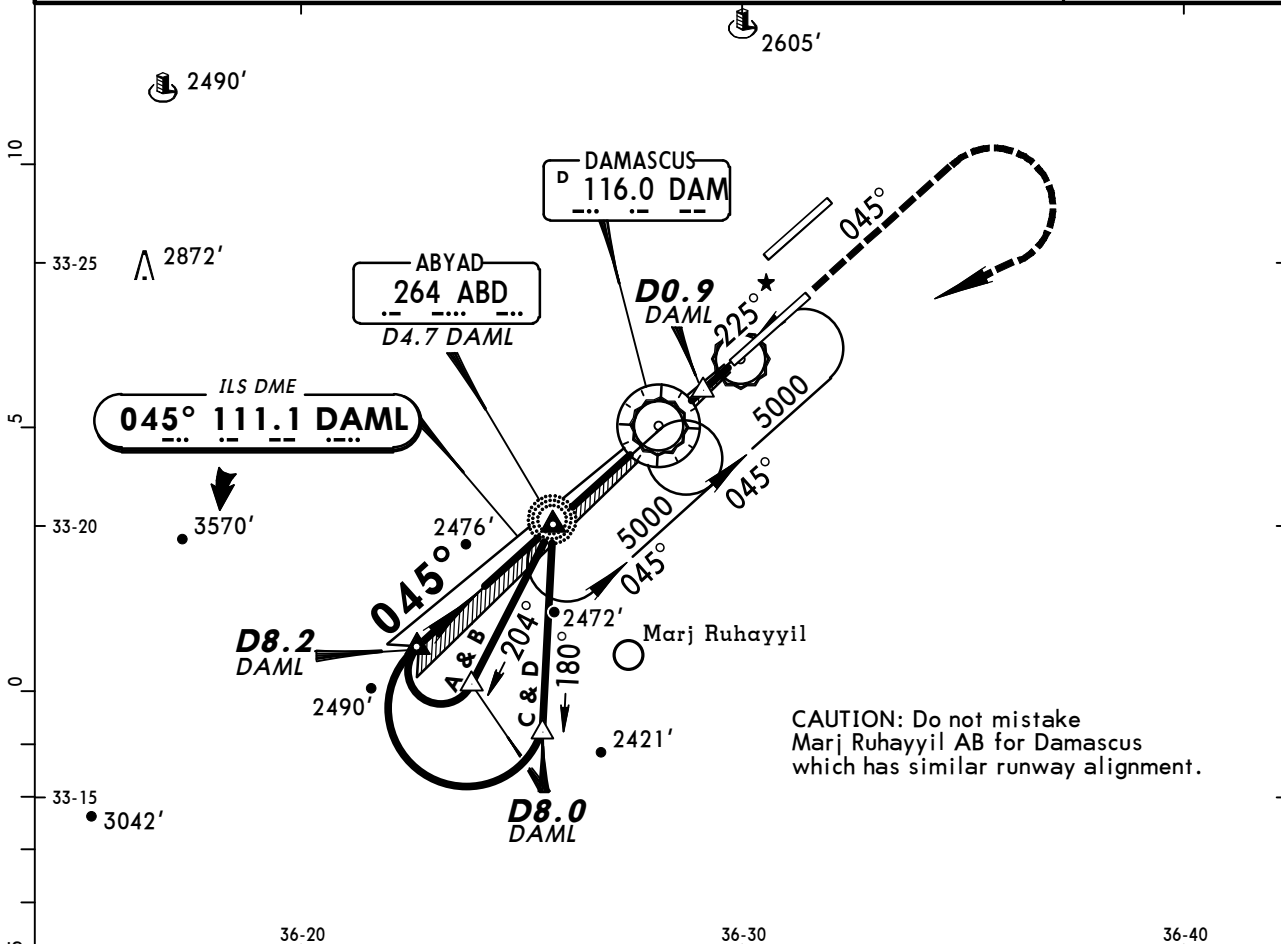
LVP must be in Force					
	RL, CL & mult. RVR required	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A					
B	150m	200m	250m	400m	500m
C					
D	200m	250m	300m		

**OSDI/DAM**  
**DAMASCUS INTL**

**JEPPESEN**  
8 APR 11 **(11-1)**

**DAMASCUS, SYRIA**  
**VOR ILS DME Rwy 05R**

ATIS <b>128.22</b>	DAMASCUS Control (APP) <b>120.0</b>	DAMASCUS Radar <b>121.3</b>	DAMASCUS Tower <b>118.5</b>	Ground <b>121.9</b>
LOC DAML <b>111.1</b>	Final Apch Crs <b>045°</b>	GS NDB <b>3525' (1505')</b>	ILS DA(H) Refer to Minimums	Apt Elev 2020' <b>RWY 2020'</b>
<b>MISSED APCH: Climb on heading 045°, turn RIGHT inbound VOR climbing to 5000'.</b>				
Alt Set: MB	Rwy Elev: 72 MB	Trans level: FL 150	Trans alt: 13000'	MSA DAM VOR



Gnd speed-Kts	70	90	100	120	140	160			<b>045°</b> hdg	<b>5000'</b>	DAM
ILS GS or LOC Descent Angle	3.00°	377	484	538	646	753	861	HIALS-II PAPI	↑	RT	<b>116.0</b>
MAP at D0.9 DAML											

<b>STRAIGHT-IN LANDING RWY 05R</b>					<b>CIRCLE-TO-LAND</b>	
<b>ILS</b>			<b>LOC (GS out)</b>			
DA(H) ABC: <b>2220' (200')</b> D: <b>2231' (211')</b>			MDA(H) <b>2310' (290')</b>			
FULL	TDZ or CL out	ALS out	ALS out			
A					A	
B	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	RVR 1500m VIS 1600m	NOT AUTH
C						
D			1200m			

PANS OPS



**OSDI/DAM**  
**DAMASCUS INTL**

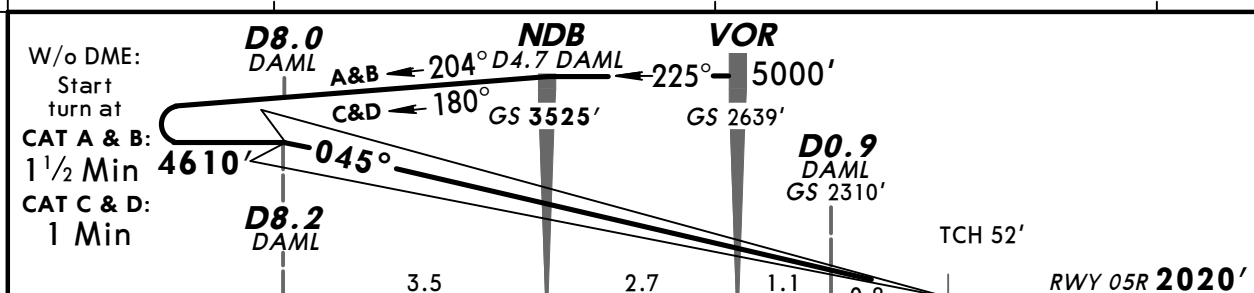
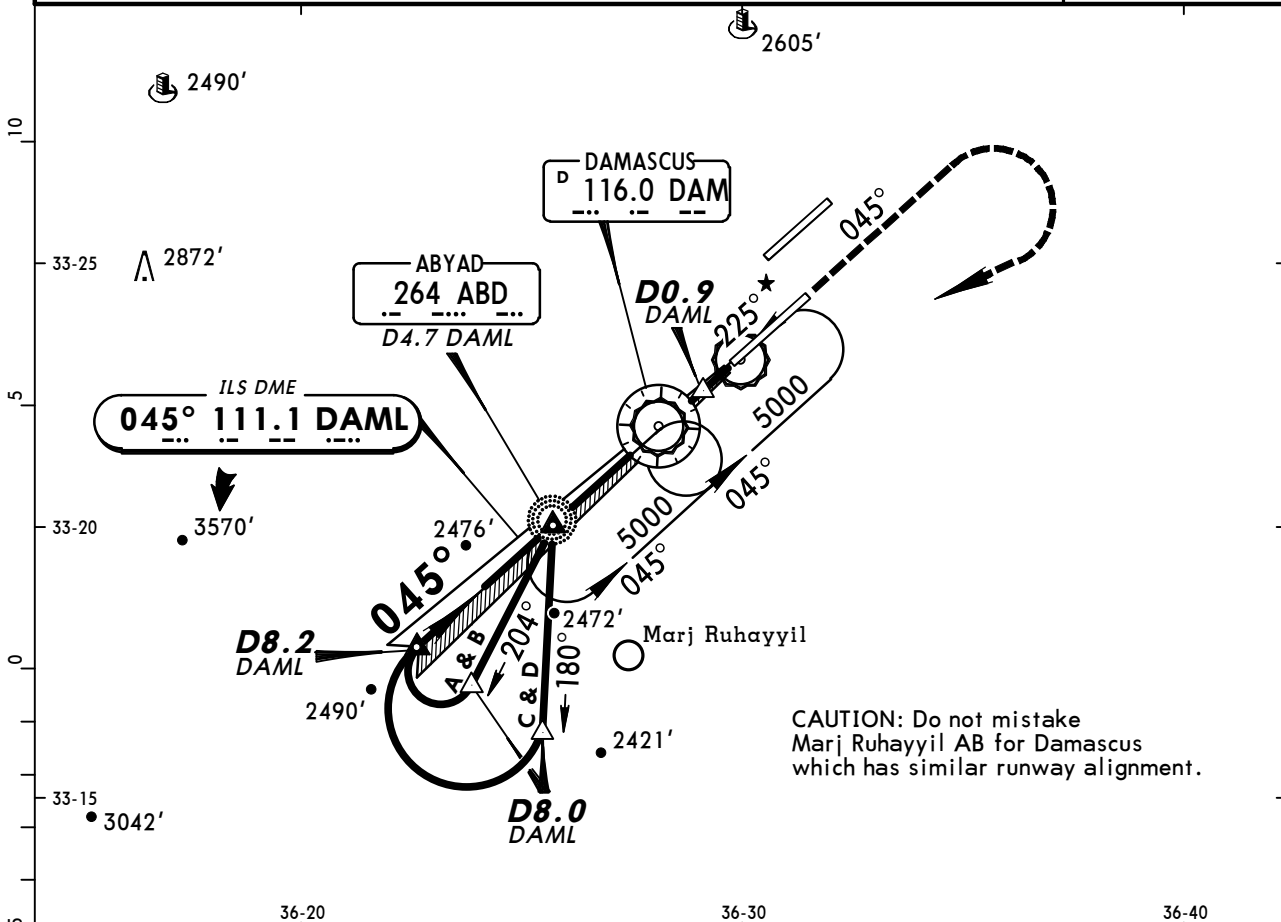


**DAMASCUS, SYRIA**  
**CAT II VOR ILS DME Rwy 05R**

8 APR 11

11-1A

ATIS <b>128.22</b>	DAMASCUS Control (APP) <b>120.0</b>	DAMASCUS Radar <b>121.3</b>	DAMASCUS Tower <b>118.5</b>	Ground <b>121.9</b>
LOC DAML <b>111.1</b>	Final Apch Crs <b>045°</b>	GS NDB <b>3525' (1505')</b>	CAT II ILS RA <b>102'</b> DA(H) <b>2120' (100')</b>	Apt Elev <b>2020'</b> RWY <b>2020'</b>
<b>MISSED APCH: Climb on heading 045°, turn RIGHT inbound VOR climbing to 5000'.</b>				
Alt Set: MB    Rwy Elev: 72 MB    Trans level: FL 150    Trans alt: 13000' Special Aircrew & Acft Certification Required.				



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	045° hdg ↑	5000' RT	DAM 116.0
GS	3.00°	377	484	538	646	753				

**STRAIGHT-IN LANDING RWY 05R**  
**CAT II ILS**  
ABCD  
**RA 102'**  
DA(H) **2120' (100')**

RVR **350m**

PANS OPS

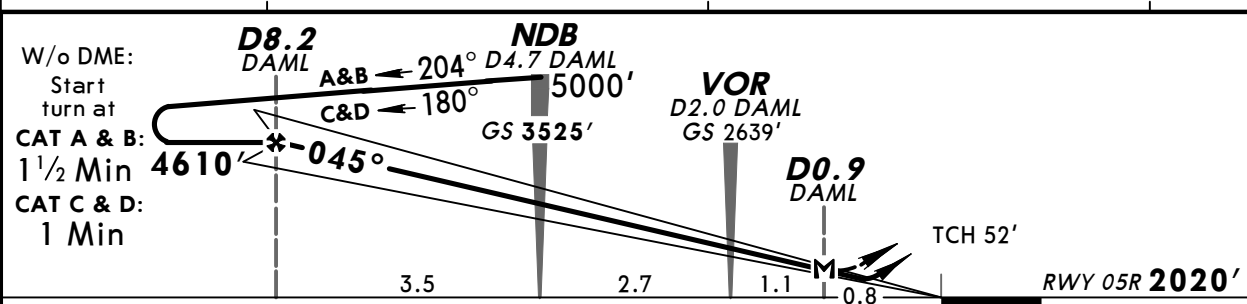
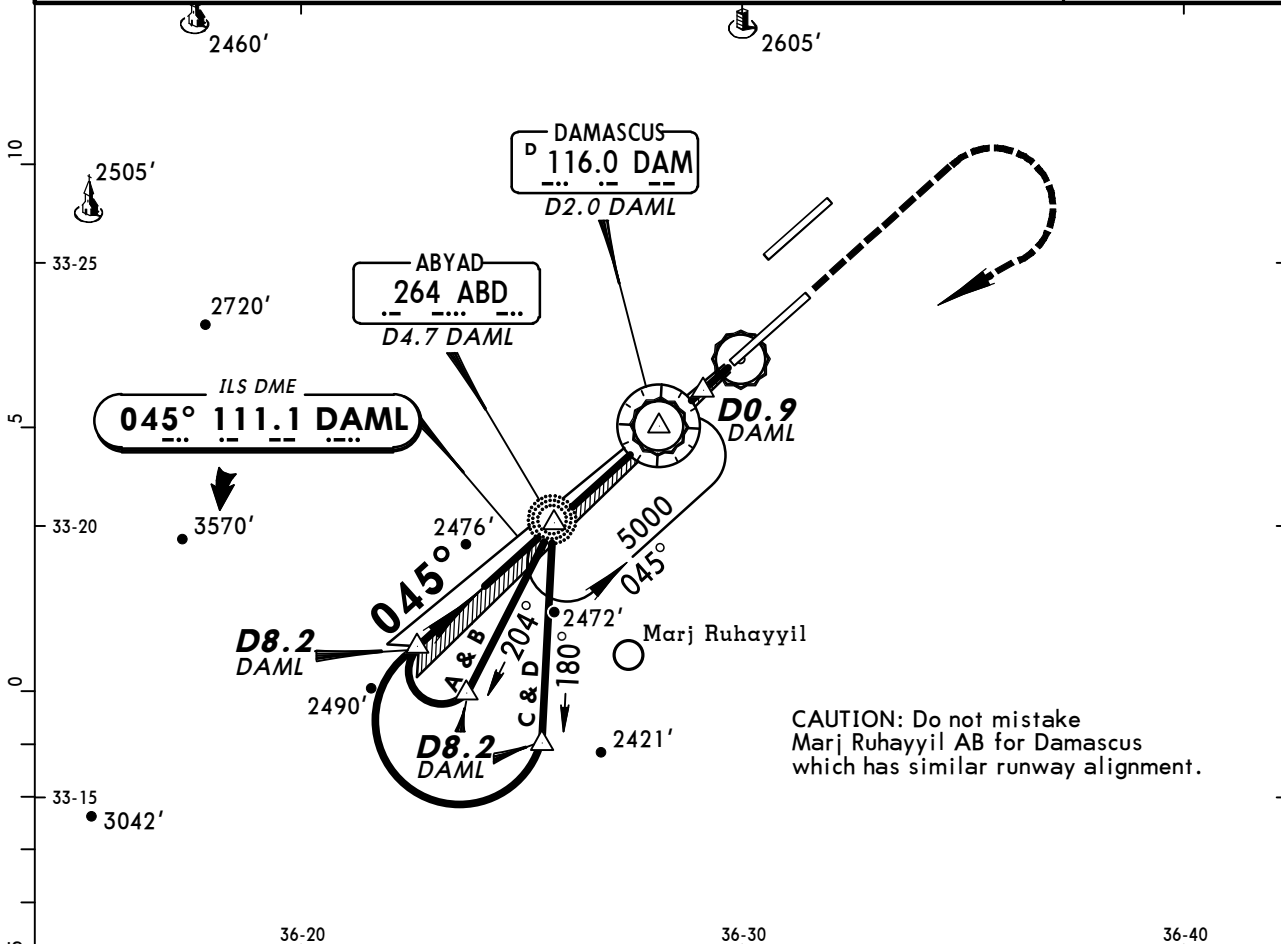
CHANGES: Holding added.

**OSDI/DAM**  
**DAMASCUS INTL**

**JEPPESEN**  
12 MAR 10 **(11-2)**

**DAMASCUS, SYRIA**  
**NDB ILS DME Rwy 05R**

ATIS <b>128.22</b>	DAMASCUS Control (APP) <b>120.0</b>	DAMASCUS Radar <b>121.3</b>	DAMASCUS Tower <b>118.5</b>	Ground <b>121.9</b>
LOC DAML <b>111.1</b>	Final Apch Crs <b>045°</b>	GS NDB <b>3525' (1505')</b>	ILS DA(H) Refer to Minimums	Apt Elev 2020' <b>RWY 2020'</b>
<b>MISSED APCH: Climb STRAIGHT AHEAD, then climbing turn RIGHT to NDB to 5000'.</b>				
Alt Set: MB	Rwy Elev: 72 MB	Trans level: FL 150	Trans alt: 13000'	



Gnd speed-Kts	70	90	100	120	140	160							
ILS GS or LOC Descent Angle	3.00°	377	484	538	646	753	861	HIALS-II PAPI	↑	5000'	ABD 264	RT	
MAP at D0.9 DAML													

STRAIGHT-IN LANDING RWY 05R						CIRCLE-TO-LAND	
ILS DA(H) ABC: <b>2220' (200')</b> D: <b>2231' (211')</b>			LOC (GS out) MDA(H) <b>2310' (290')</b>				
FULL	TDZ or CL out	ALS out	ALS out				
A					A		
B	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	B	NOT AUTH	
C				RVR 1500m VIS 1600m	C		
D			1200m		D		

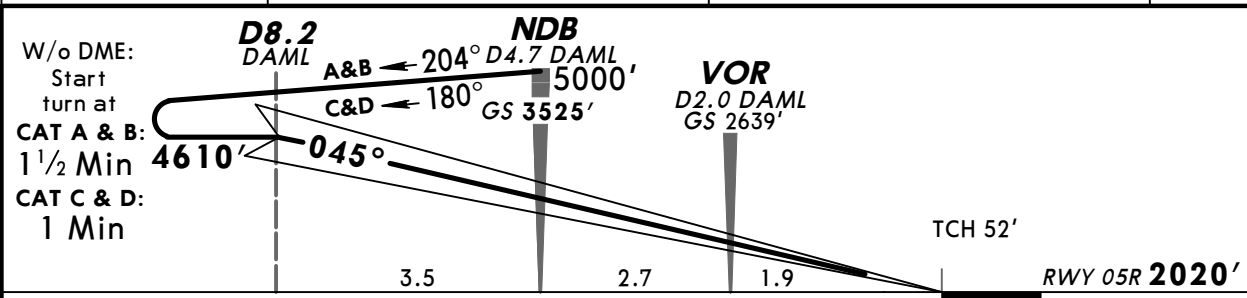
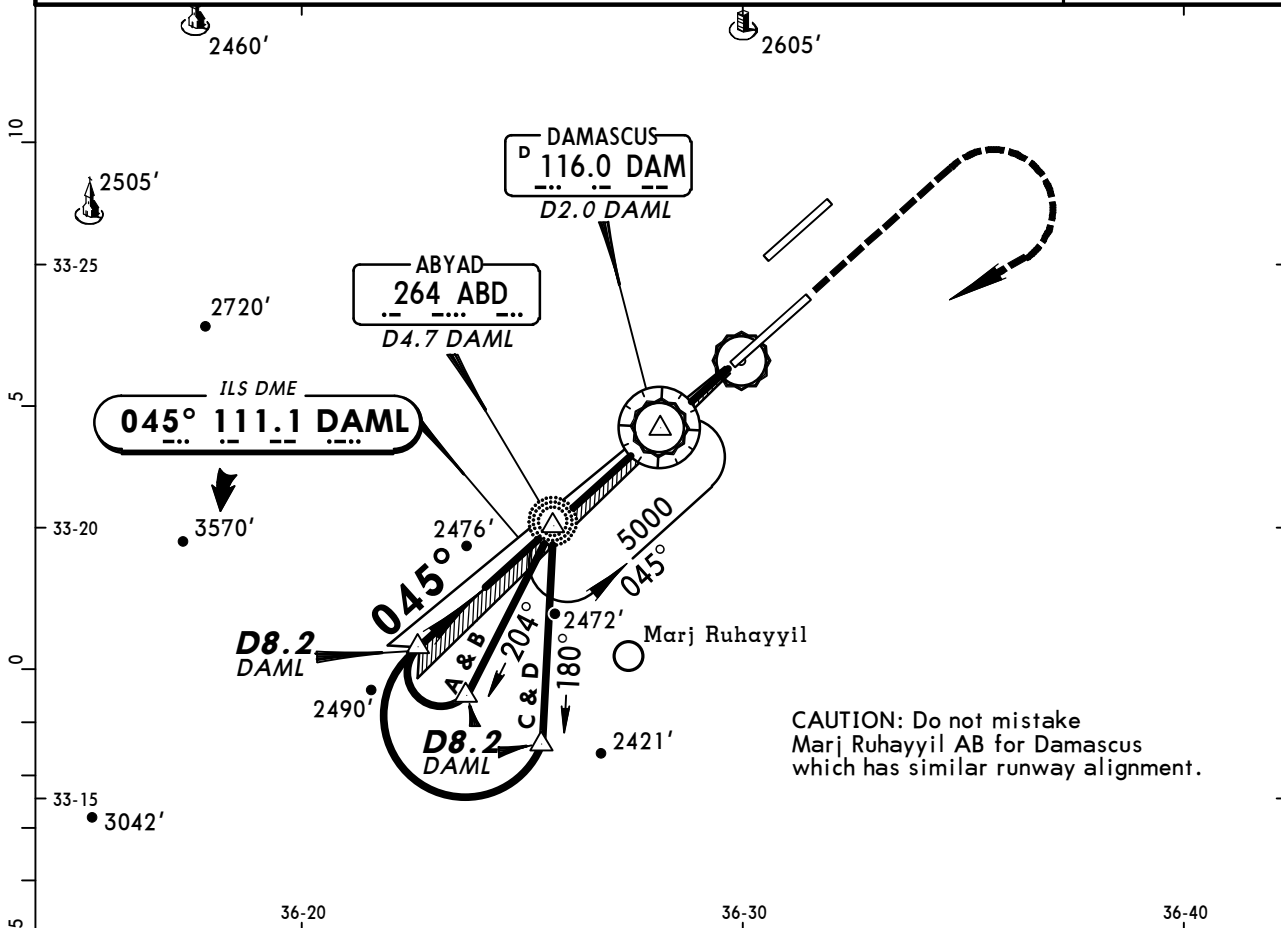
PANS OPS

**OSDI/DAM**  
**DAMASCUS INTL**

**JEPPESEN**  
12 MAR 10 **(11-2A)**

**DAMASCUS, SYRIA**  
**CAT II NDB ILS DME Rwy 05R**

ATIS <b>128.22</b>	DAMASCUS Control (APP) <b>120.0</b>	DAMASCUS Radar <b>121.3</b>	DAMASCUS Tower <b>118.5</b>	Ground <b>121.9</b>
LOC DAML <b>111.1</b>	Final Apch Crs <b>045°</b>	GS NDB <b>3525' (1505')</b>	CAT II ILS RA 102' DA(H) 2120'(100')	Apt Elev 2020' RWY 2020'
MISSED APCH: Climb STRAIGHT AHEAD, then climbing turn RIGHT to NDB to 5000'.				
Alt Set: MB Rwy Elev: 72 MB Trans level: FL 150 Trans alt: 13000' Special Aircrew & Acft Certification Required.				



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	↑	5000'	ABD 264
GS	3.00°	377	484	538	646	753				

STRAIGHT-IN LANDING RWY 05R  
CAT II ILS  
ABCD  
RA 102'  
DA(H) 2120'(100')

RVR 350m

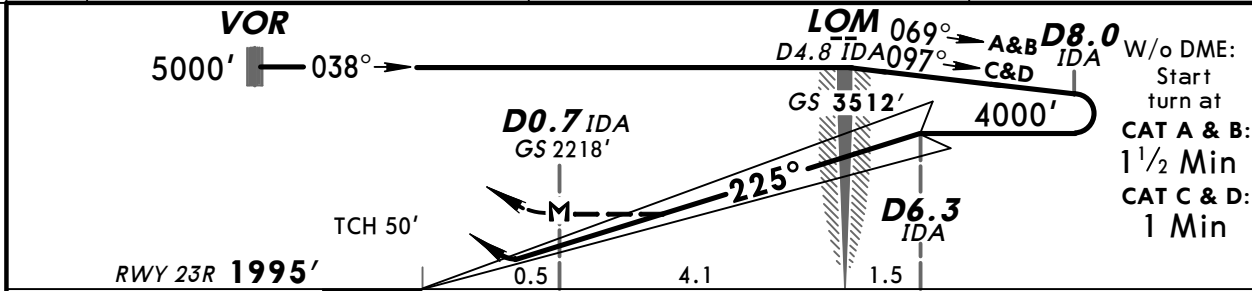
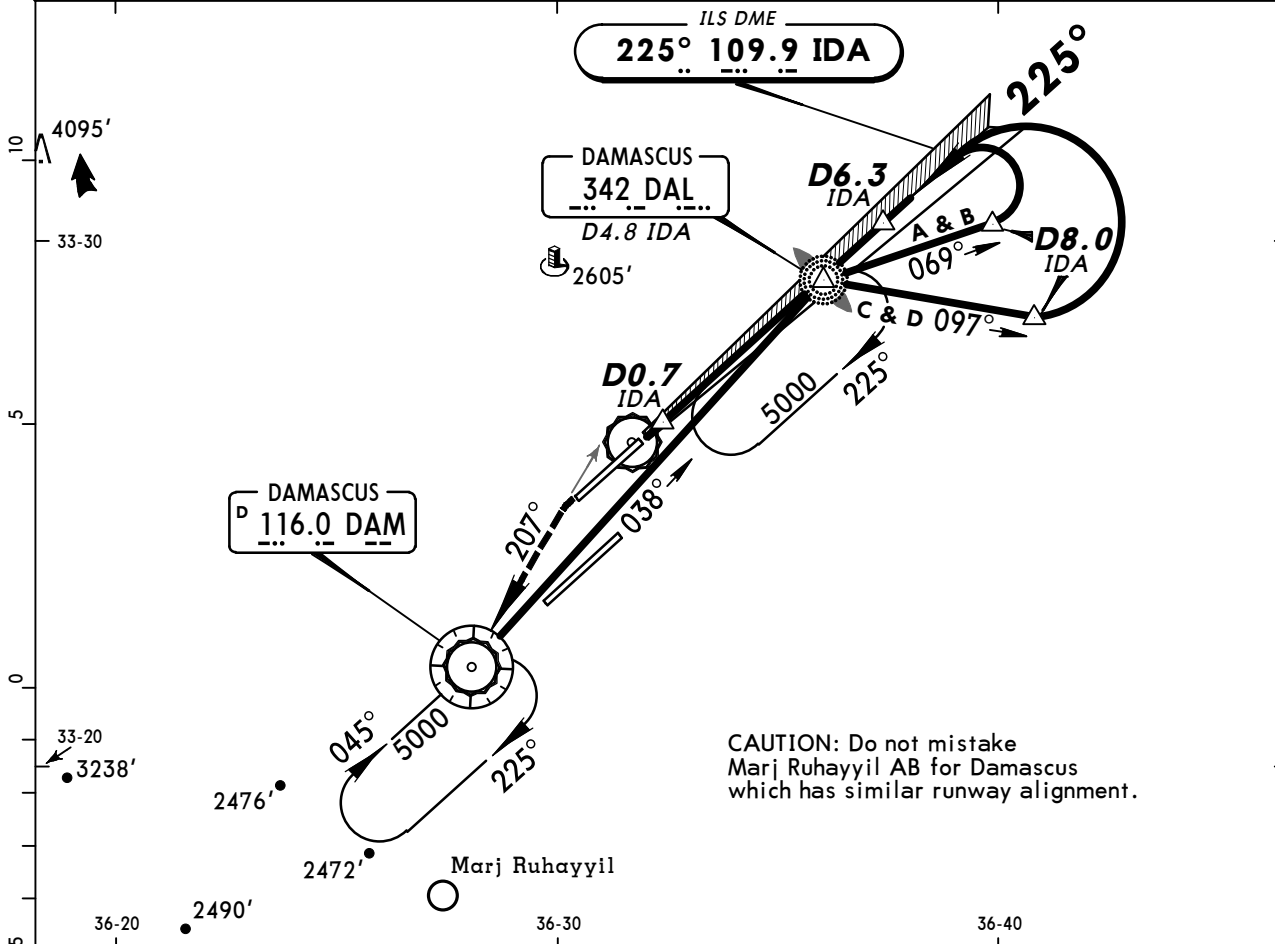
PANS OPS

**OSDI/DAM**  
**DAMASCUS INTL**

**JEPPESEN**  
12 MAR 10 **(11-3)**

**DAMASCUS, SYRIA**  
**VOR ILS DME Rwy 23R**

ATIS <b>128.22</b>	DAMASCUS Control (APP) <b>120.0</b>	DAMASCUS Radar <b>121.3</b>	DAMASCUS Tower <b>118.5</b>	Ground <b>121.9</b>
LOC IDA <b>109.9</b>	Final Apch Crs <b>225°</b>	GS LOM <b>3512' (1517')</b>	ILS DA(H) Refer to Minimums	Apt Elev 2020' <b>RWY 1995'</b>
<b>MISSED APCH: Climb on heading 225°, intercept R-027 inbound VOR climbing to 5000'.</b>				
Alt Set: MB	Rwy Elev: 71 MB	Trans level: FL 150	Trans alt: 13000'	MSA DAM VOR



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 225° hdg 5000' onto DAM LT onto R-027	
ILS GS or LOC Descent Angle	3.00°	377	485	539	647	755		862
MAP at D0.7 IDA								

STRAIGHT-IN LANDING RWY 23R			LOC (GS out)	
ILS			MDA(H) <b>2310' (315')</b>	
DA(H) ABC: <b>2195' (200')</b> D: <b>2206' (211')</b>				
FULL	TDZ or CL out	ALS out	ALS out	

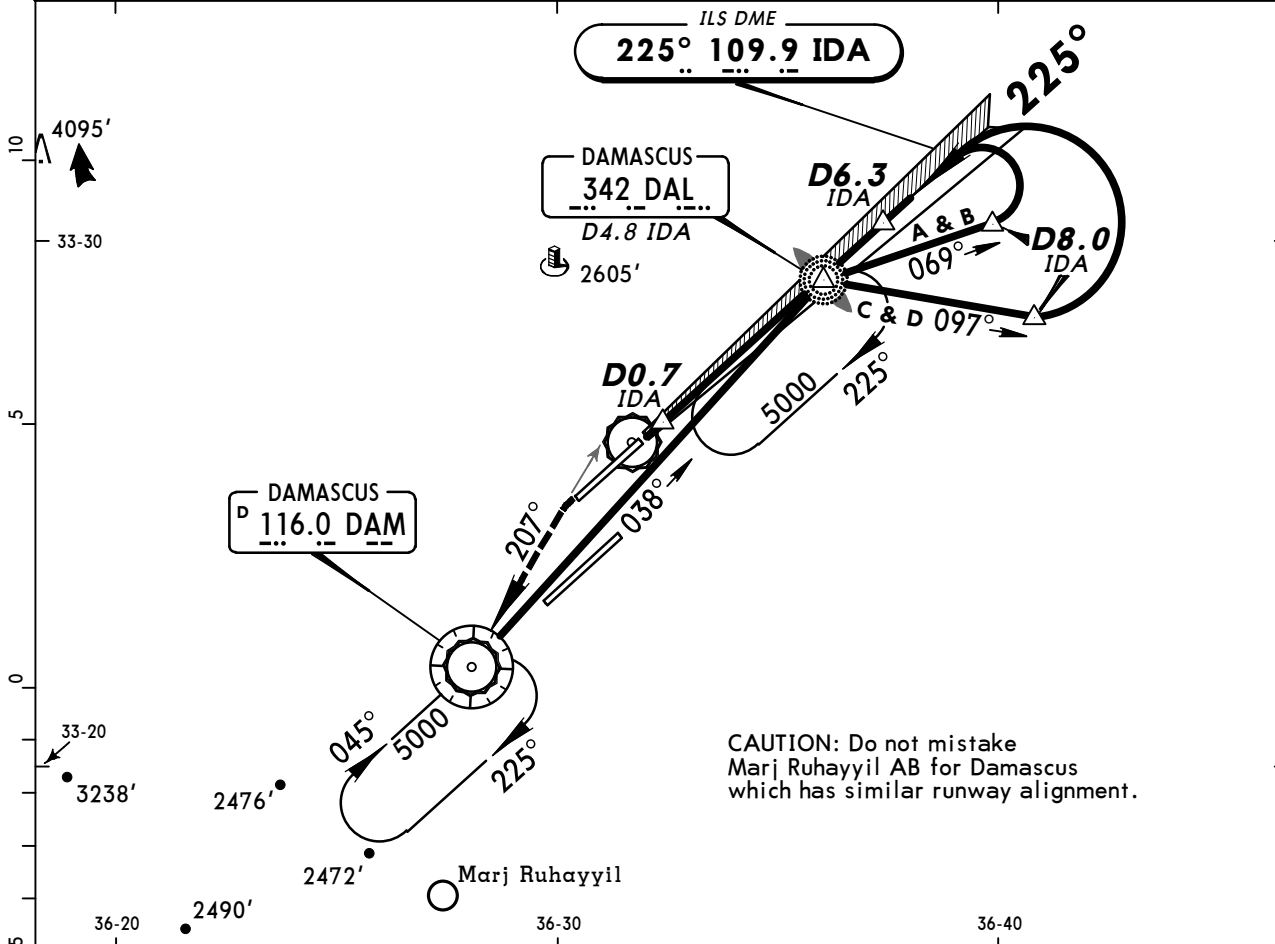
A						
B	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	RVR 1500m VIS 1600m	NOT AUTH
C						
D				1200m		

**OSDI/DAM**  
**DAMASCUS INTL**

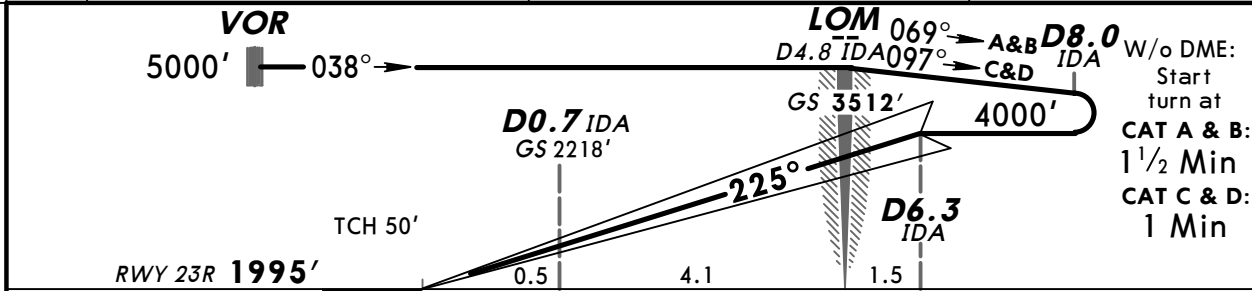
**JEPPESEN**  
12 MAR 10 **(11-3A)**

**DAMASCUS, SYRIA**  
**CAT II VOR ILS DME Rwy 23R**

ATIS <b>128.22</b>	DAMASCUS Control (APP) <b>120.0</b>	DAMASCUS Radar <b>121.3</b>	DAMASCUS Tower <b>118.5</b>	Ground <b>121.9</b>
LOC IDA <b>109.9</b>	Final Apch Crs <b>225°</b>	GS LOM <b>3512' (1517')</b>	CAT II ILS <b>RA 103'</b> DA(H) <b>2095' (100')</b>	Apt Elev 2020' RWY <b>1995'</b>
<b>MISSED APCH: Climb on heading 225°, intercept R-027 inbound VOR climbing to 5000'.</b>				
Alt Set: MB		Rwy Elev: 71 MB	Trans level: FL 150	Trans alt: 13000'
Special Aircrew & Acft Certification Required.				MSA DAM VOR



CAUTION: Do not mistake Marj Ruhayyil AB for Damascus which has similar runway alignment.



W/o DME:  
Start turn at  
CAT A & B:  
1 1/2 Min  
CAT C & D:  
1 Min

Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 	225° hdg ↑	5000'   DAM onto 116.0 LT   R-027
Gs	3.00°	377	485	539	647	755			

STRAIGHT-IN LANDING RWY 23R  
CAT II ILS  
ABCD  
**RA 103'**  
DA(H) **2095' (100')**

RVR **350m**

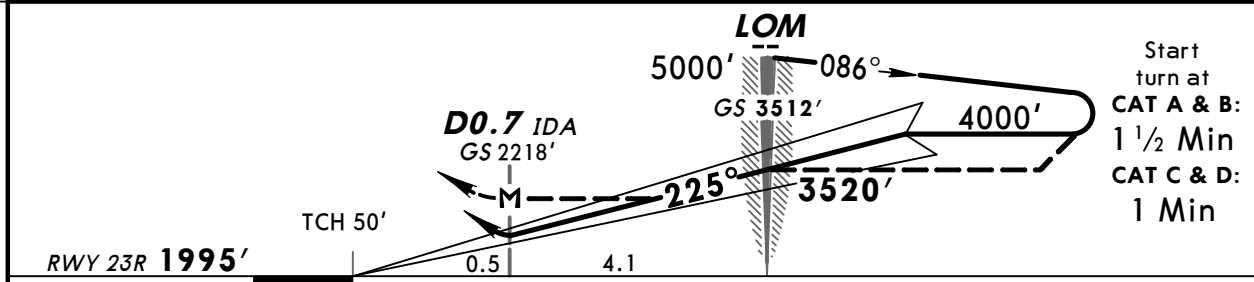
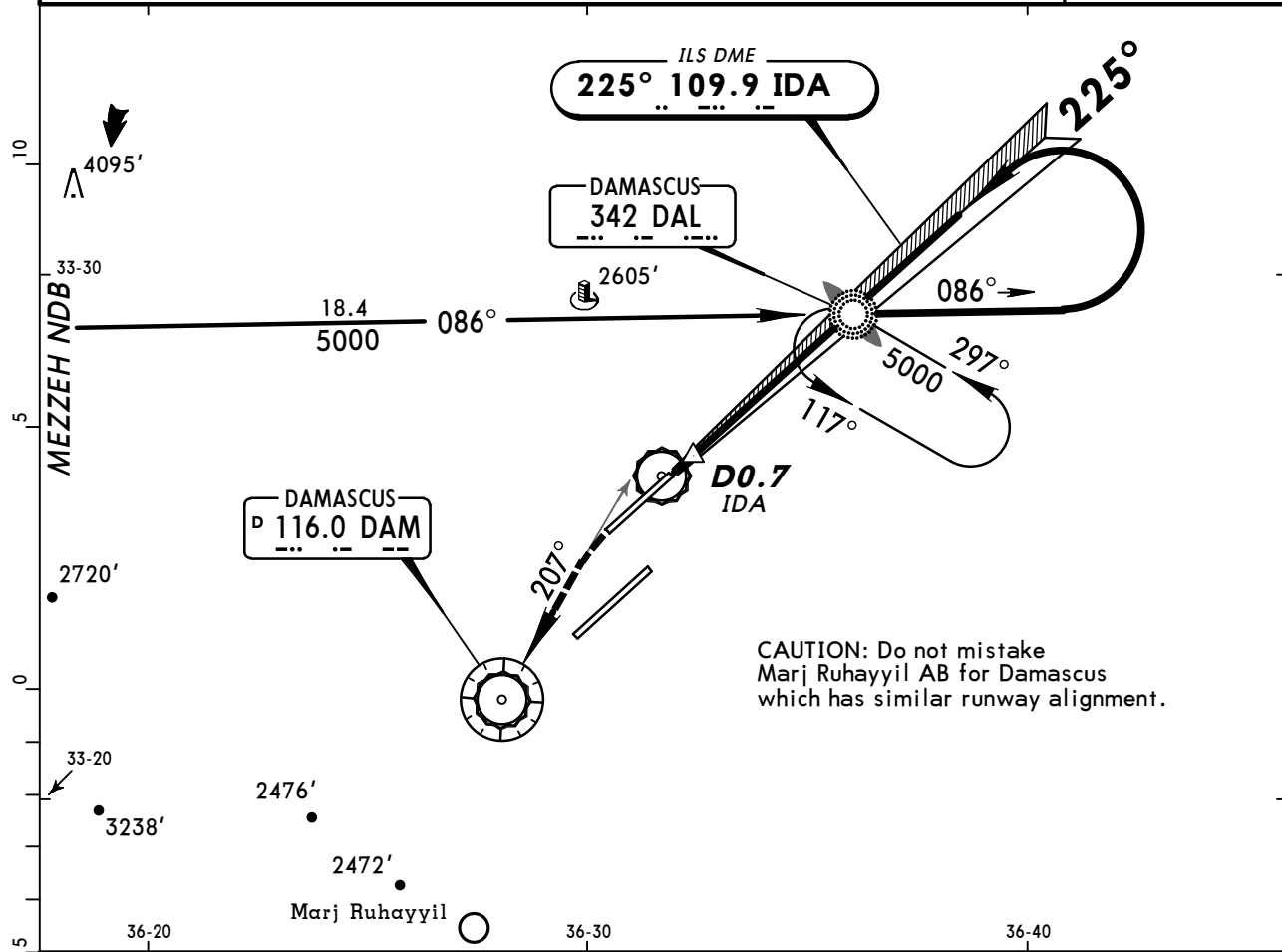
PANS OPS

# OSDI/DAM DAMASCUS INTL

**JEPPESEN**  
12 MAR 10 **(11-4)**

# DAMASCUS, SYRIA NDB ILS-1 Rwy 23R

ATIS <b>128.22</b>	DAMASCUS Control (APP) <b>120.0</b>	DAMASCUS Radar <b>121.3</b>	DAMASCUS Tower <b>118.5</b>	Ground <b>121.9</b>
LOC IDA <b>109.9</b>	Final Apch Crs <b>225°</b>	GS LOM <b>3512' (1517')</b>	ILS DA(H) Refer to Minimums	Apt Elev <b>2020'</b> RWY <b>1995'</b>
<b>MISSED APCH:</b> Climb on heading <b>225°</b> , intercept R-027 inbound VOR climbing to <b>5000'</b> .				
Alt Set: MB	Rwy Elev: 71 MB	Trans level: FL 150	Trans alt: 13000'	MSA DAL NDB



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	225°	5000'	DAM
ILS GS or LOC Descent Angle	3.00°	377	485	539	647	755	PAPI	hdg	LT	116.0
MAP at D0.7 IDA										R-027

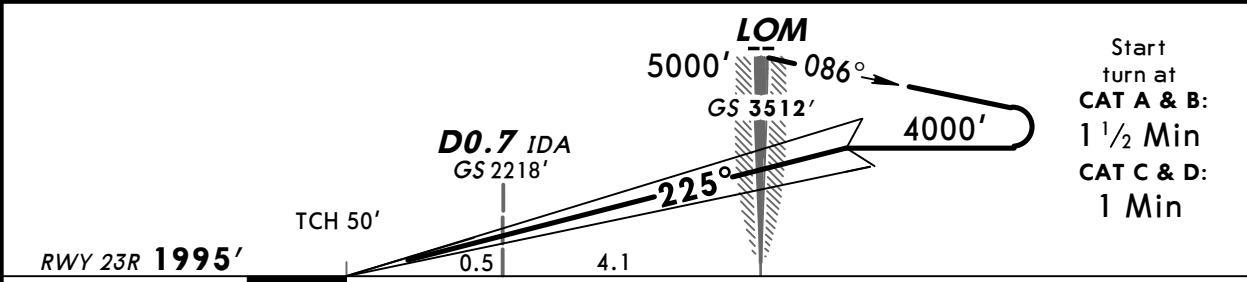
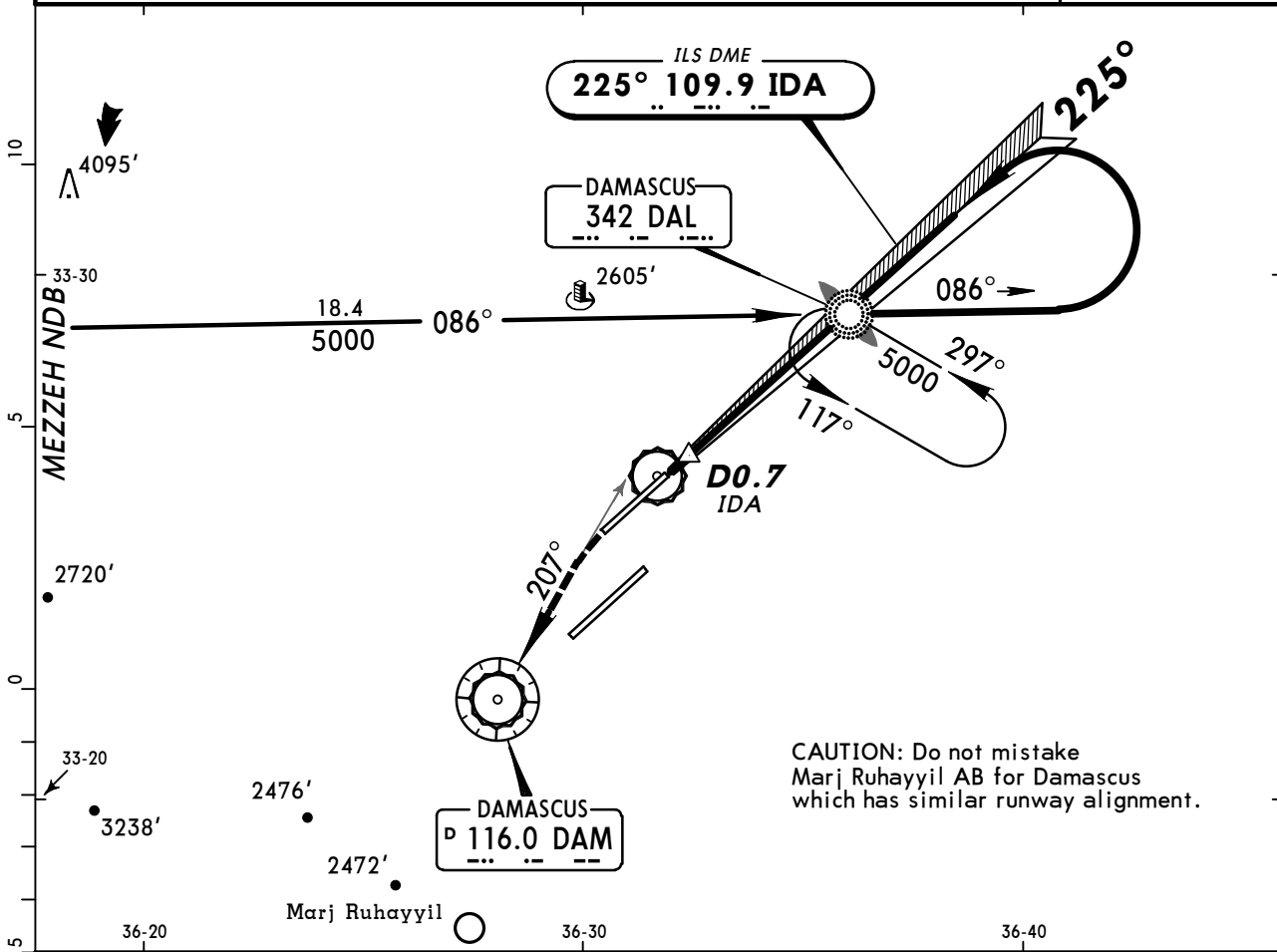
STRAIGHT-IN LANDING RWY 23R				
ILS			LOC (GS out)	
DA(H) ABC: <b>2195'</b> (200') D: <b>2206'</b> (211')			MDA(H) <b>2310'</b> (315')	
FULL	TDZ or CL out	ALS out	ALS out	
A				
B	RVR 550m VIS 800m	RVR 720m VIS 800m	RVR 720m VIS 800m	RVR 1500m VIS 1600m
C		1200m		
D			1200m	

**OSDI/DAM**  
**DAMASCUS INTL**

**JEPPESSEN**  
12 MAR 10 **(11-4A)**

**DAMASCUS, SYRIA**  
**CAT II NDB ILS-1 Rwy 23R**

ATIS <b>128.22</b>	DAMASCUS Control (APP) <b>120.0</b>	DAMASCUS Radar <b>121.3</b>	DAMASCUS Tower <b>118.5</b>	Ground <b>121.9</b>
LOC IDA <b>109.9</b>	Final Apch Crs <b>225°</b>	GS LOM <b>3512' (1517')</b>	CAT II ILS RA <b>103'</b> DA(H) 2095' (100')	Apt Elev <b>2020'</b> RWY <b>1995'</b>
<b>MISSED APCH: Climb on heading 225°, intercept R-027 inbound VOR climbing to 5000'.</b>				<p>MSA DAL NDB</p>
Alt Set: MB Rwy Elev: 71 MB Trans level: FL 150 Trans alt: 13000' Special Aircrew & Acft Certification Required.				



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 225° hdg 5000'   DAM onto 116.0 LT   R-027
GS	3.00°	377	485	539	647	755	

STRAIGHT-IN LANDING RWY 23R  
CAT II ILS  
ABCD  
RA 103'  
DA(H) 2095' (100')

RVR 350m

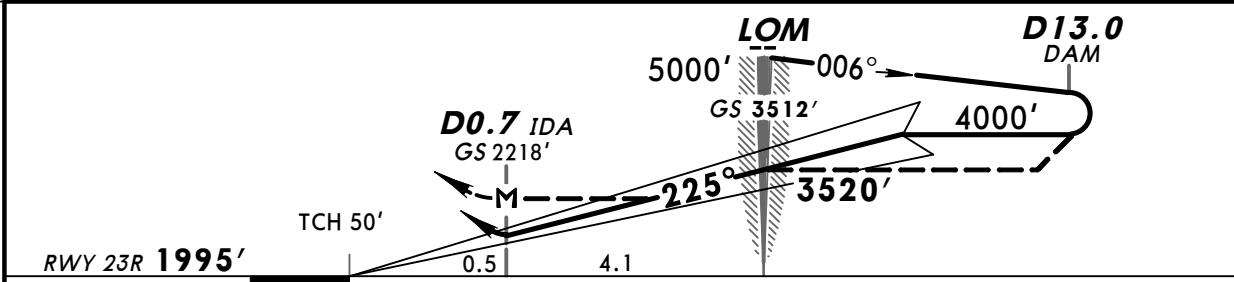
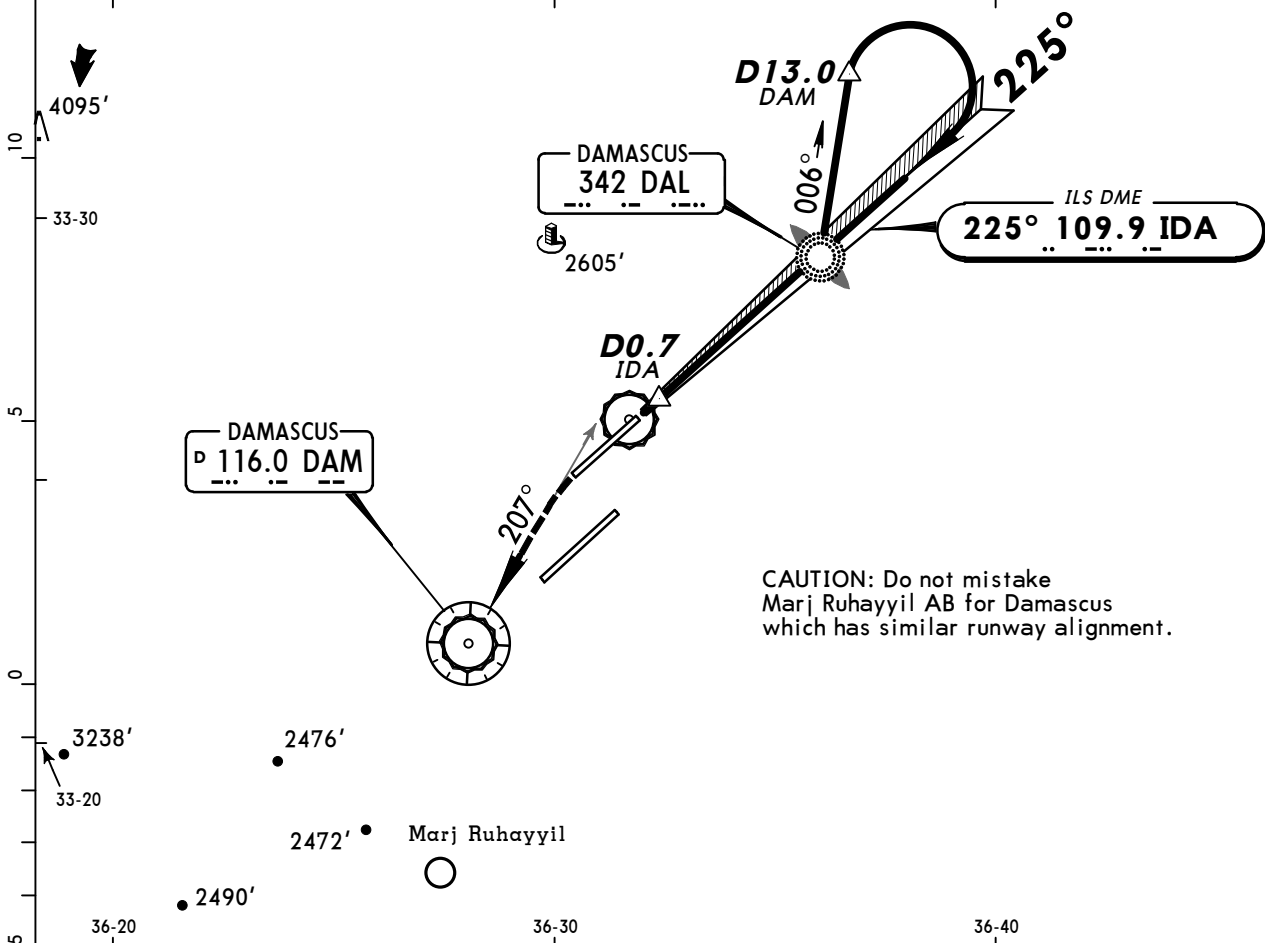
PANS OPS

**OSDI/DAM**  
**DAMASCUS INTL**

**JEPPESSEN**  
12 MAR 10 **(11-5)**

**DAMASCUS, SYRIA**  
**NDB ILS-2 Rwy 23R**

ATIS <b>128.22</b>	DAMASCUS Control (APP) <b>120.0</b>	DAMASCUS Radar <b>121.3</b>	DAMASCUS Tower <b>118.5</b>	Ground <b>121.9</b>
LOC IDA <b>109.9</b>	Final Apch Crs <b>225°</b>	GS LOM <b>3512' (1517')</b>	ILS DA(H) Refer to Minimums	Apt Elev 2020' <b>RWY 1995'</b>
<b>MISSED APCH: Climb on heading 225°, intercept R-027 inbound VOR climbing to 5000'.</b>				
Alt Set: MB	Rwy Elev: 71 MB	Trans level: FL 150	Trans alt: 13000'	MSA DAL NDB



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	<b>225°</b>	<b>5000'</b>	DAM
ILS GS or LOC Descent Angle	3.00°	377	485	539	647	755	PAPI	hdg	↖	onto <b>116.0</b>
MAP at D0.7 IDA								↑	LT	<b>R-027</b>

STRAIGHT-IN LANDING RWY 23R			LOC (GS out)	
ILS			MDA(H) <b>2310' (315')</b>	
DA(H) ABC: <b>2195' (200')</b> D: <b>2206' (211')</b>				
FULL	TDZ or CL out	ALS out	ALS out	

A				
B	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m
C				RVR 1500m VIS 1600m
D			1200m	

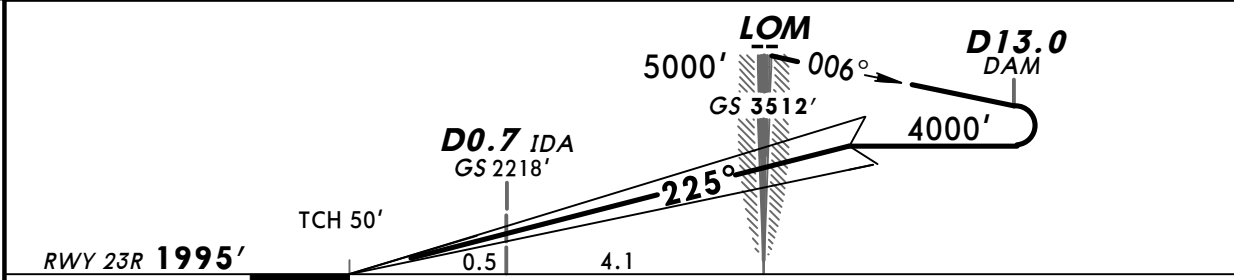
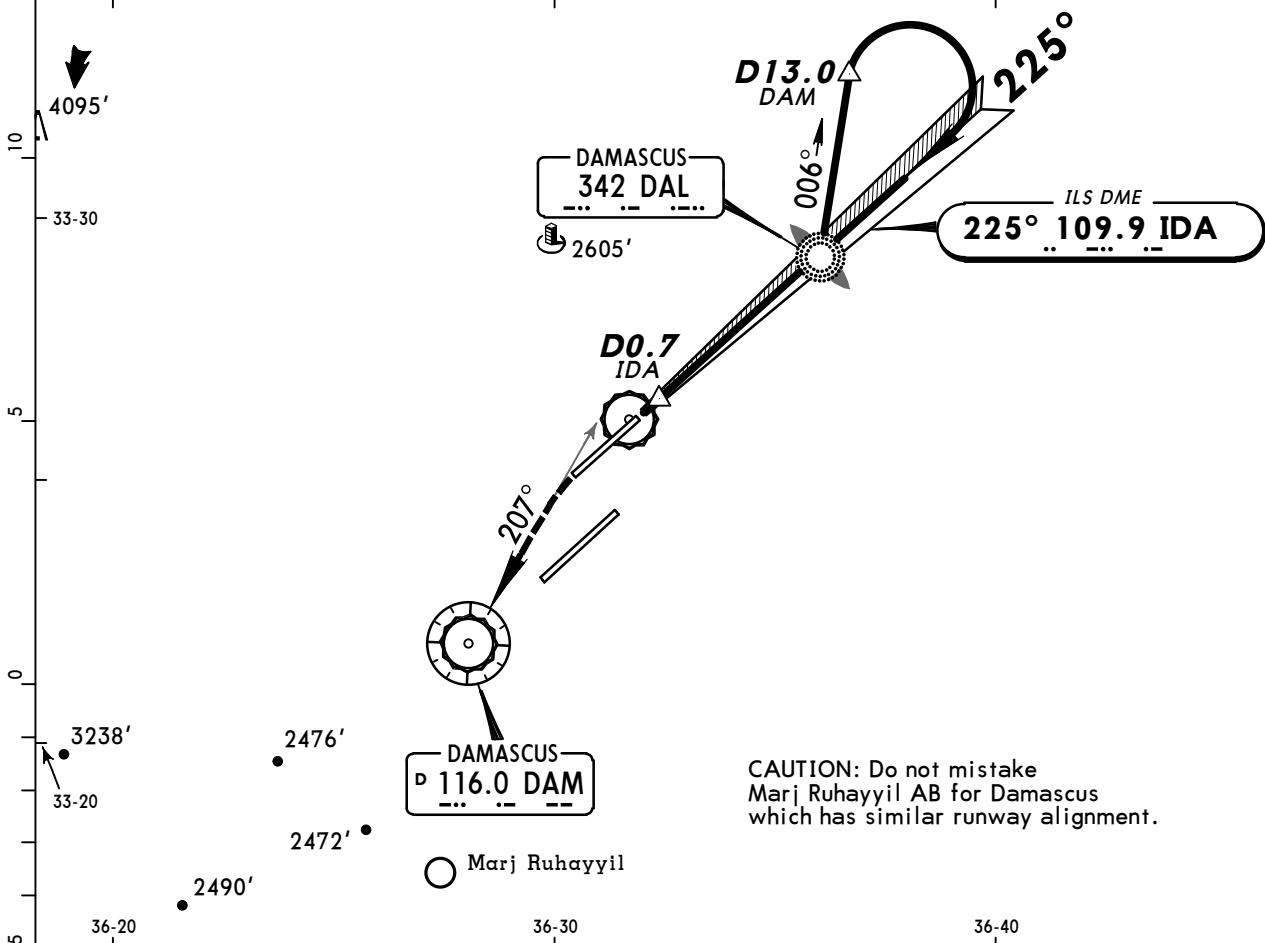


**OSDI/DAM**  
**DAMASCUS INTL**

**JEPPESEN**  
12 MAR 10 **(11-5A)**

**DAMASCUS, SYRIA**  
**CAT II NDB ILS-2 Rwy 23R**

ATIS <b>128.22</b>	DAMASCUS Control (APP) <b>120.0</b>	DAMASCUS Radar <b>121.3</b>	DAMASCUS Tower <b>118.5</b>	Ground <b>121.9</b>
LOC IDA <b>109.9</b>	Final Apch Crs <b>225°</b>	GS LOM <b>3512' (1517')</b>	CAT II ILS <b>RA 103'</b> DA(H) 2095' (100')	Apt Elev 2020' RWY 1995'
<b>MISSED APCH: Climb on heading 225°, intercept R-027 inbound VOR climbing to 5000'.</b>				
Alt Set: MB Rwy Elev: 71 MB Trans level: FL 150 Trans alt: 13000' Special Aircrew & Acft Certification Required.				
				<b>MSA DAL NDB</b>



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 225° hdg 5000'   DAM onto 116.0 R-027 LT
GS	3.00°	377	485	539	647	755	

**STRAIGHT-IN LANDING RWY 23R**  
**CAT II ILS**  
 ABCD  
**RA 103'**  
 DA(H) **2095' (100')**

**RVR 350m**

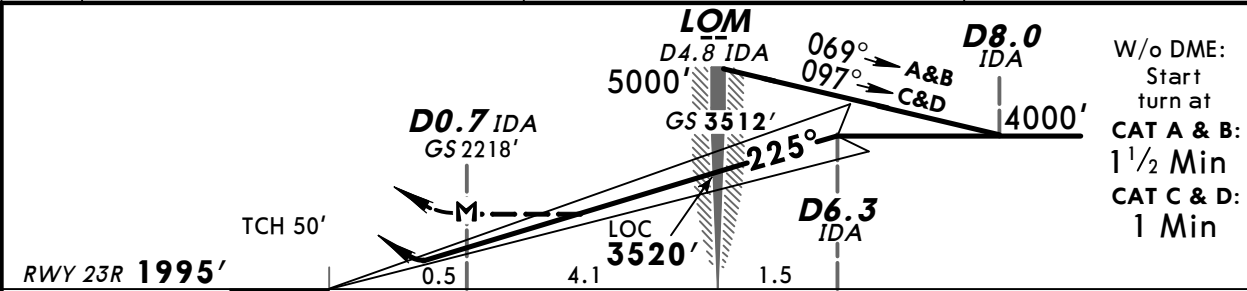
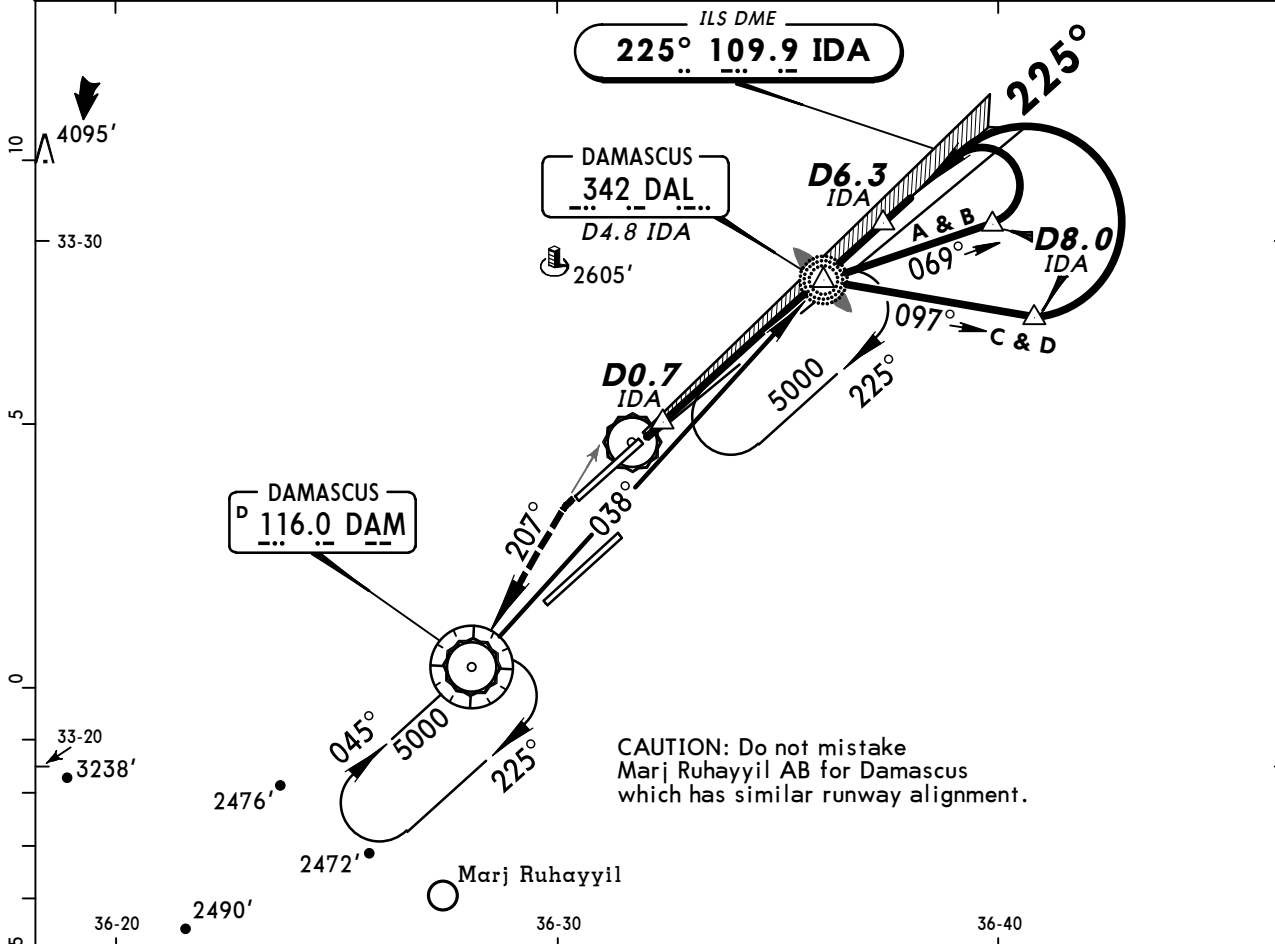
**PANS OPS**

**OSDI/DAM**  
**DAMASCUS INTL**

**JEPPESEN**  
12 MAR 10 **(11-6)**

**DAMASCUS, SYRIA**  
**NDB ILS DME-3 Rwy 23R**

ATIS <b>128.22</b>	DAMASCUS Control (APP) <b>120.0</b>	DAMASCUS Radar <b>121.3</b>	DAMASCUS Tower <b>118.5</b>	Ground <b>121.9</b>
LOC IDA <b>109.9</b>	Final Apch Crs <b>225°</b>	GS LOM <b>3512' (1517')</b>	ILS DA(H) Refer to Minimums	Apt Elev 2020' <b>RWY 1995'</b>
<b>MISSED APCH: Climb on heading 225°, intercept R-027 inbound VOR climbing to 5000'.</b>				
Alt Set: MB	Rwy Elev: 71 MB	Trans level: FL 150	Trans alt: 13000'	MSA DAM VOR



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 225° hdg 5000' onto DAM LT onto R-027	
ILS GS or LOC Descent Angle	3.00°	377	485	539	647	755		862
MAP at D0.7 IDA								

STRAIGHT-IN LANDING RWY 23R				CIRCLE-TO-LAND	
ILS DA(H) ABC: <b>2195' (200')</b> D: <b>2206' (211')</b>			LOC (GS out) MDA(H) <b>2310' (315')</b>		NOT AUTH
FULL	TDZ or CL out	ALS out	ALS out		
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	
B				RVR 1500m VIS 1600m	
C					
D			1200m		

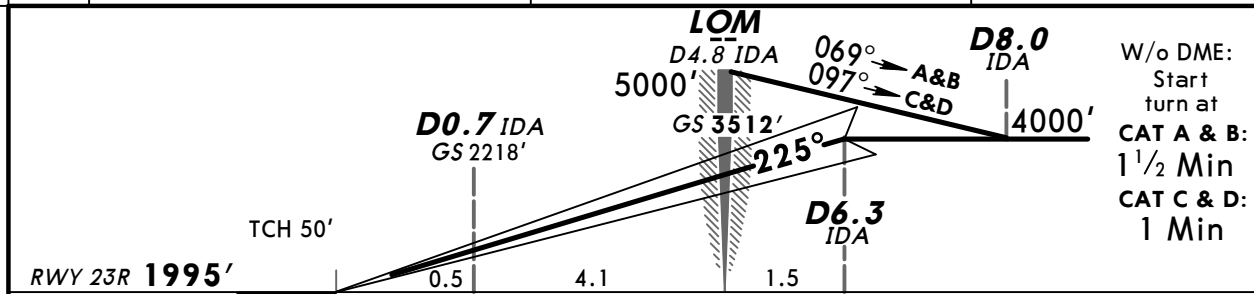
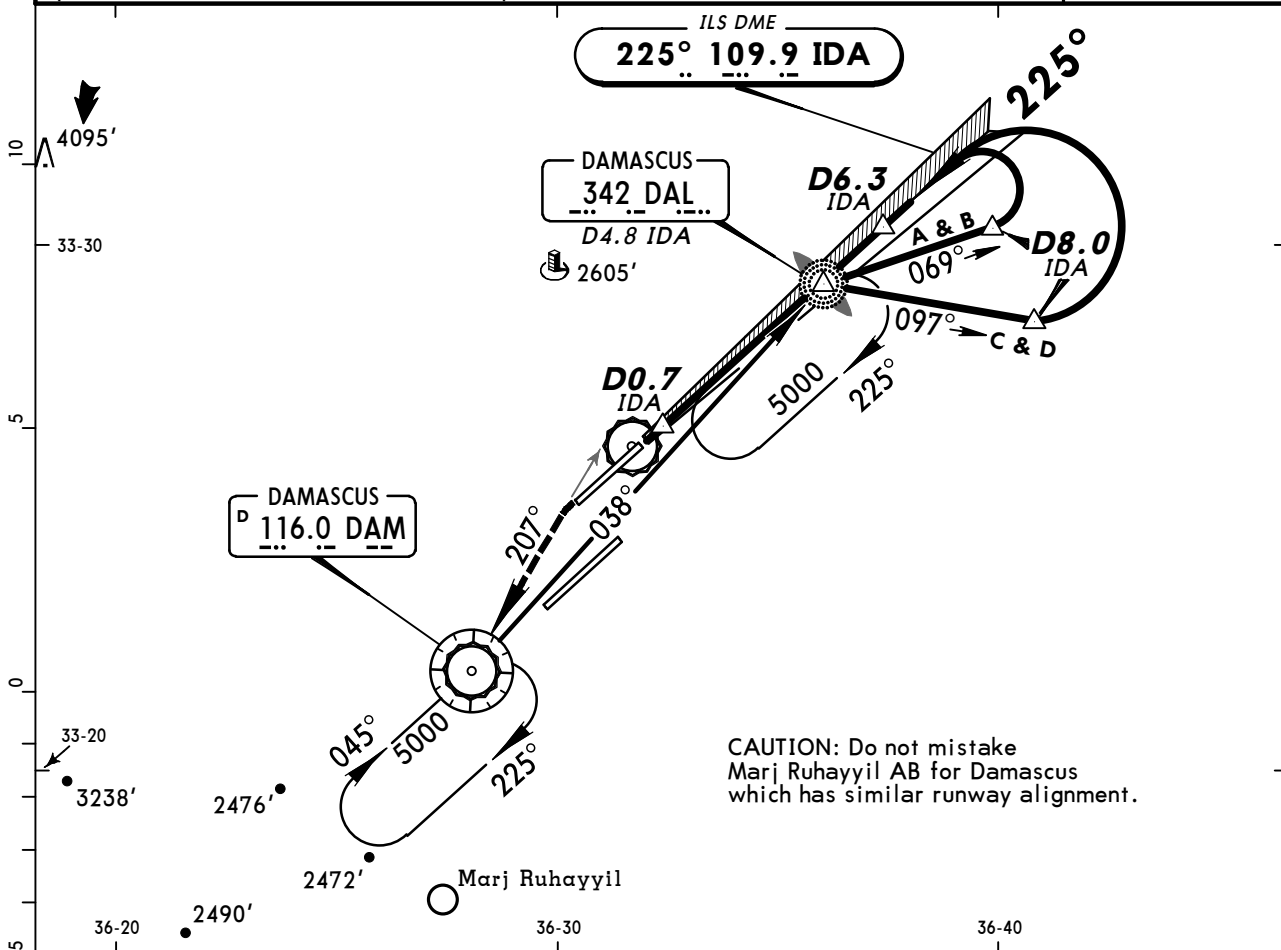
PANS OPS

**OSDI/DAM**  
**DAMASCUS INTL**

**JEPPESEN**  
12 MAR 10 **11-6A**

**DAMASCUS, SYRIA**  
**CAT II NDB ILS DME-3 Rwy 23R**

ATIS <b>128.22</b>	DAMASCUS Control (APP) <b>120.0</b>	DAMASCUS Radar <b>121.3</b>	DAMASCUS Tower <b>118.5</b>	Ground <b>121.9</b>
LOC IDA <b>109.9</b>	Final Apch Crs <b>225°</b>	GS LOM <b>3512' (1517')</b>	CAT II ILS <b>RA 103'</b> DA(H) <b>2095' (100')</b>	Apt Elev 2020' RWY <b>1995'</b>
<b>MISSED APCH: Climb on heading 225°, intercept R-027 inbound VOR climbing to 5000'.</b>				
Alt Set: MB Rwy Elev: 71 MB Trans level: FL 150 Trans alt: 13000' Special Aircrew & Acft Certification Required.				



Gnd speed-Kts	70	90	100	120	140	160		<b>225°</b> hdg ↑	<b>5000'</b>   DAM onto <b>116.0</b> LT   <b>R-027</b>
GS	3.00°	377	485	539	647	755			

**STRAIGHT-IN LANDING RWY 23R**  
**CAT II ILS**  
ABCD  
**RA 103'**  
DA(H) **2095' (100')**

**RVR 350m**

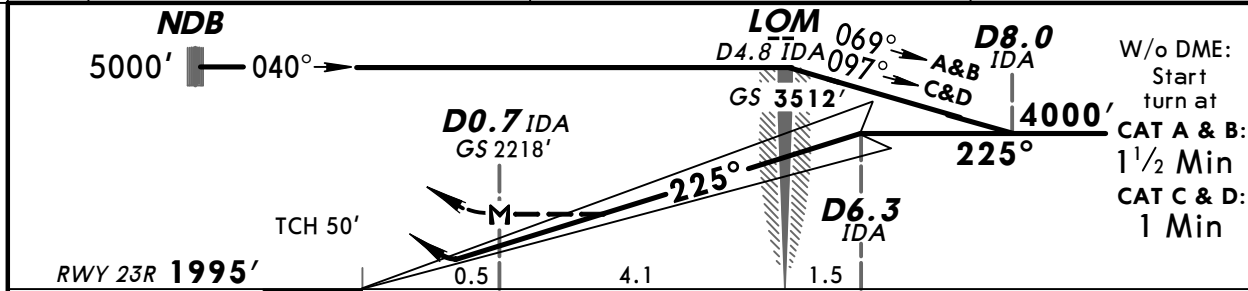
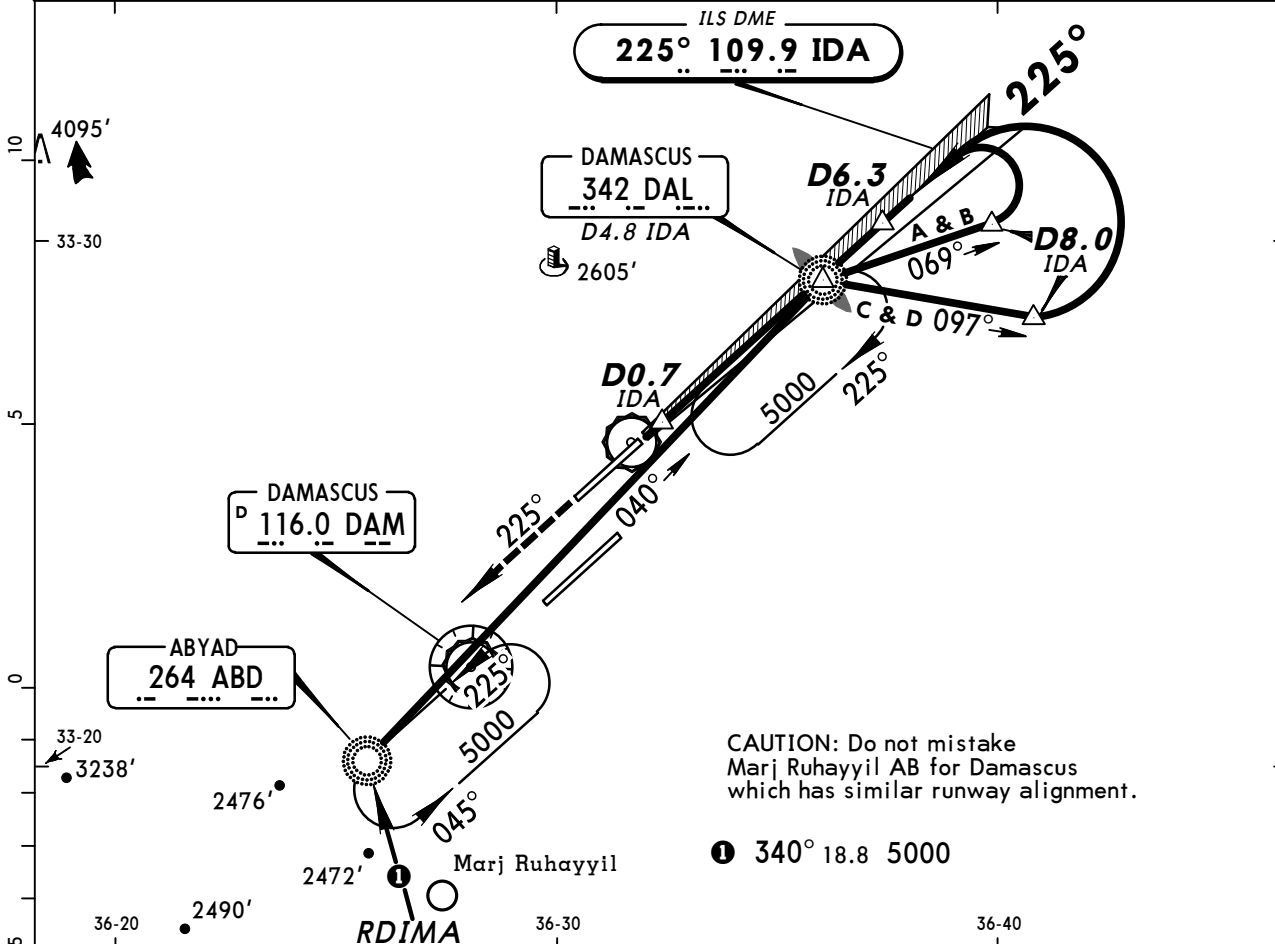
**PANS OPS**

**OSDI/DAM**  
**DAMASCUS INTL**

**JEPPesen**  
12 MAR 10 (11-7)

**DAMASCUS, SYRIA**  
**NDB ILS DME-4 Rwy 23R**

ATIS <b>128.22</b>	DAMASCUS Control (APP) <b>120.0</b>	DAMASCUS Radar <b>121.3</b>	DAMASCUS Tower <b>118.5</b>	Ground <b>121.9</b>
LOC IDA <b>109.9</b>	Final Apch Crs <b>225°</b>	GS LOM <b>3512' (1517')</b>	ILS DA(H) Refer to Minimums	Apt Elev 2020' RWY 1995'
<b>MISSED APCH: Climb on heading 225°, then proceed inbound to ABD NDB, climbing to 5000'.</b>				
Alt Set: MB	Rwy Elev: 71 MB	Trans level: FL 150	Trans alt: 13000'	MSA DAM VOR



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	225°	5000'	ABD 264
ILS GS or LOC Descent Angle	3.00°	377	484	538	646	753	PAPI	hdg	LT	
MAP at D0.7 IDA										

STRAIGHT-IN LANDING RWY 23R				LOC (GS out)		CIRCLE-TO-LAND	
ILS		DA(H) ABC: <b>2195'</b> (200') D: <b>2206'</b> (211')		MDA(H) <b>2310'</b> (315')			
FULL	TDZ or CL out	ALS out		ALS out			
A						A	
B	RVR 550m VIS 800m	RVR 720m VIS 800m		RVR 720m VIS 800m	RVR 1500m VIS 1600m	B	NOT AUTH
C		1200m				C	
D				1200m		D	

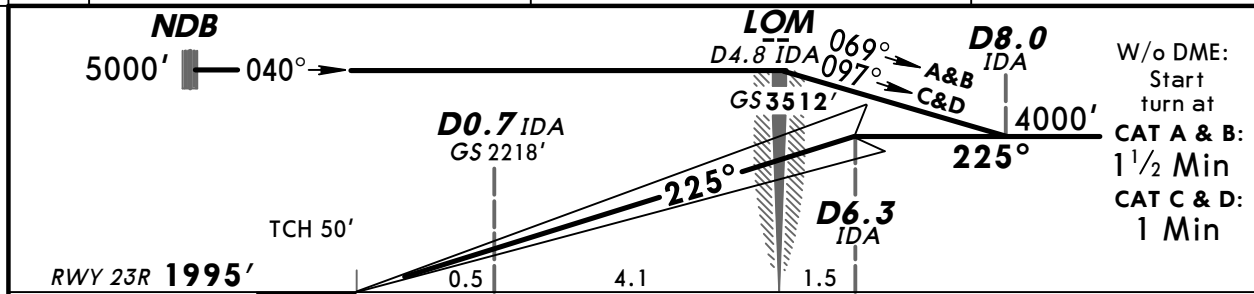
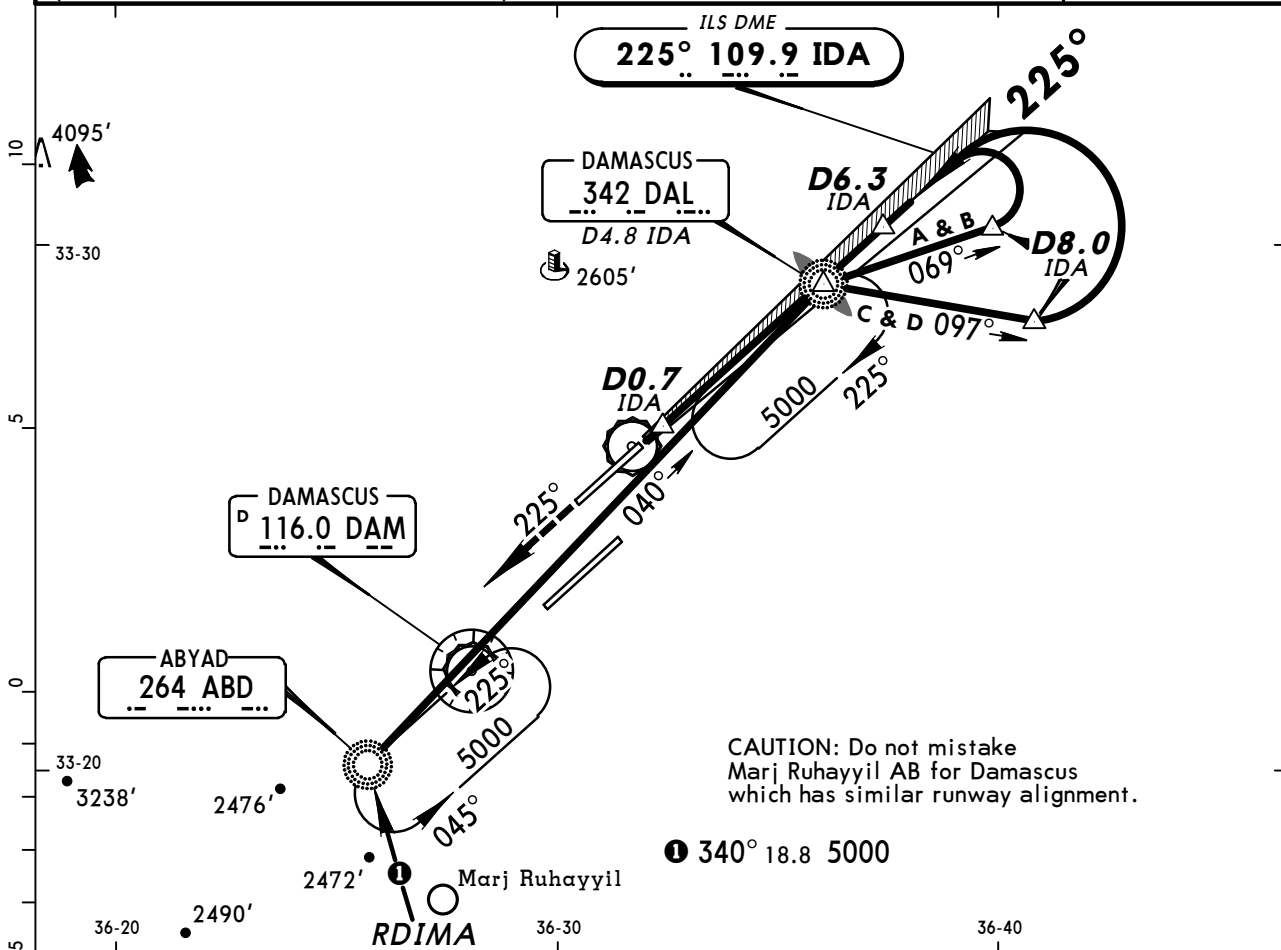
PANS OPS

**OSDI/DAM**  
**DAMASCUS INTL**

**JEPPESEN**  
12 MAR 10 **(11-7A)** CAT II NDB ILS DME-4 Rwy 23R

**DAMASCUS, SYRIA**  
**DAMASCUS INTL**

ATIS <b>128.22</b>	DAMASCUS Control (APP) <b>120.0</b>	DAMASCUS Radar <b>121.3</b>	DAMASCUS Tower <b>118.5</b>	Ground <b>121.9</b>
LOC IDA <b>109.9</b>	Final Apch Crs <b>225°</b>	GS LOM <b>3512' (1517')</b>	CAT II ILS RA 103' DA(H) 2095' (100')	Apt Elev 2020' RWY 1995'
<b>MISSED APCH: Climb on heading 225°, then proceed inbound to ABD NDB climbing to 5000'.</b>				
Alt Set: MB Rwy Elev: 71 MB Trans level: FL 150 Trans alt: 13000' Special Aircrew & Acft Certification Required.				



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 	<b>225°</b> hdg ↑	<b>5000'</b> LT ↘	ABD <b>264</b>
GS	3.00°	377	484	538	646	753				

**STRAIGHT-IN LANDING RWY 23R**  
 ABCD  
**RA 103'**  
 DA(H) **2095' (100')**

**RVR 350m**

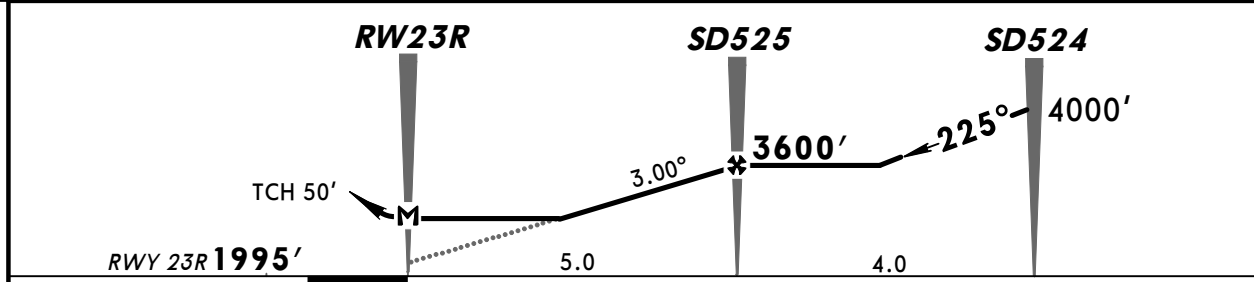
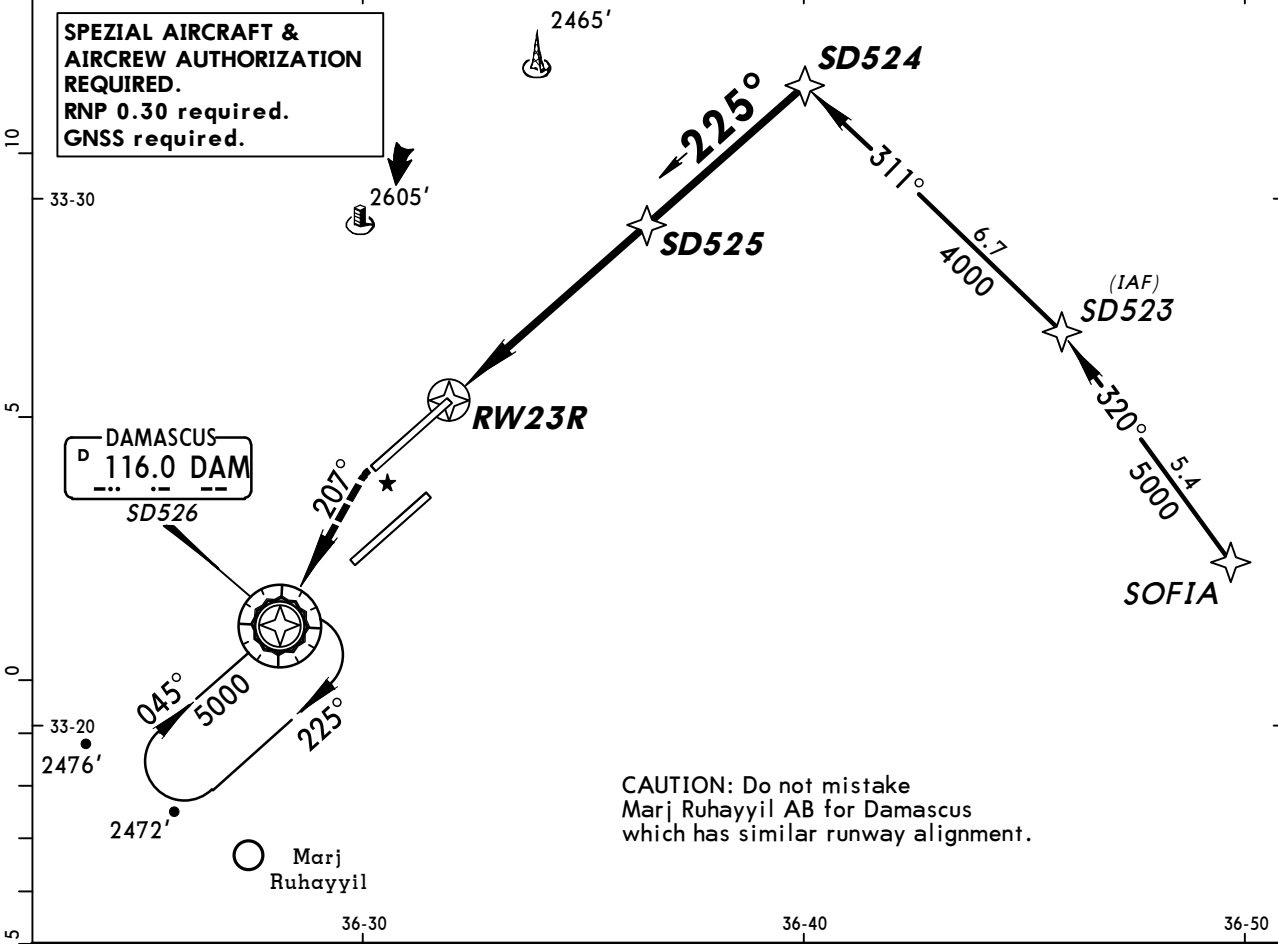
**PANS OPS**

**OSDI/DAM**  
**DAMASCUS INTL**

**JEPPESEN**  
7 OCT 11 (12-1)

**DAMASCUS, SYRIA**  
**RNAV (GNSS) Rwy 23R**

ATIS <b>128.22</b>	DAMASCUS Control (APP) <b>120.0</b>	DAMASCUS Radar <b>121.3</b>	DAMASCUS Tower <b>118.5</b>	Ground <b>121.9</b>
RNAV	Final Apch Crs <b>225°</b>	Minimum Alt <b>SD525</b> <b>3600' (1605')</b>	LNAV/VNAV DA(H) <b>2250' (255')</b>	Apt Elev <b>2020'</b> RWY <b>1995'</b>
<b>MISSED APCH: Climb on 225°. Intercept R-027 inbound climbing direct to SD526 at 5000', then as directed.</b>				
Alt Set: MB	Rwy Elev: 71 MB	Trans level: FL 150	Trans alt: 13000'	MSA ARP



Gnd speed-Kts	70	90	100	120	140	160		<b>225°</b> ↑
Descent Angle	3.00°	372	478	531	637	743		
MAP at RW23R								

<b>STRAIGHT-IN LANDING RWY 23R</b>			
<b>LNAV/VNAV</b> DA(H) <b>2250' (255')</b>		<b>LNAV</b> MDA(H) <b>2270' (275')</b>	
ALS out		ALS out	
A			
B	RVR 720m VIS 800m	RVR 1500m VIS 1600m	RVR 720m VIS 800m
C			RVR 1500m VIS 1600m
D	RVR 1500m VIS 1600m		RVR 1500m VIS 1600m

**PANS OPS**

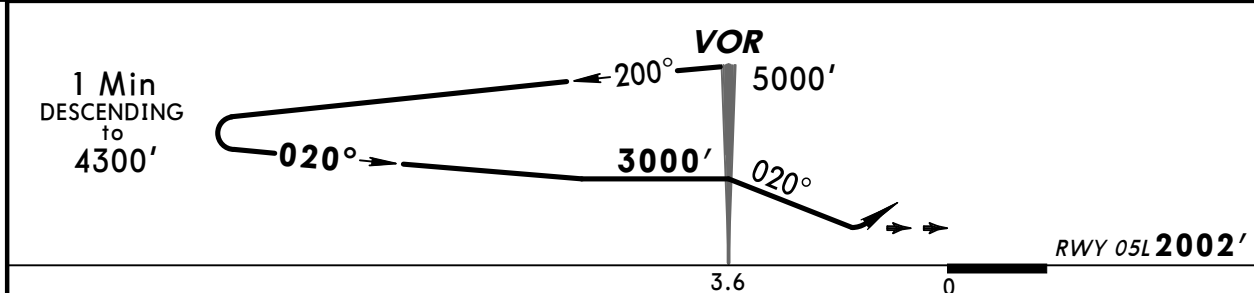
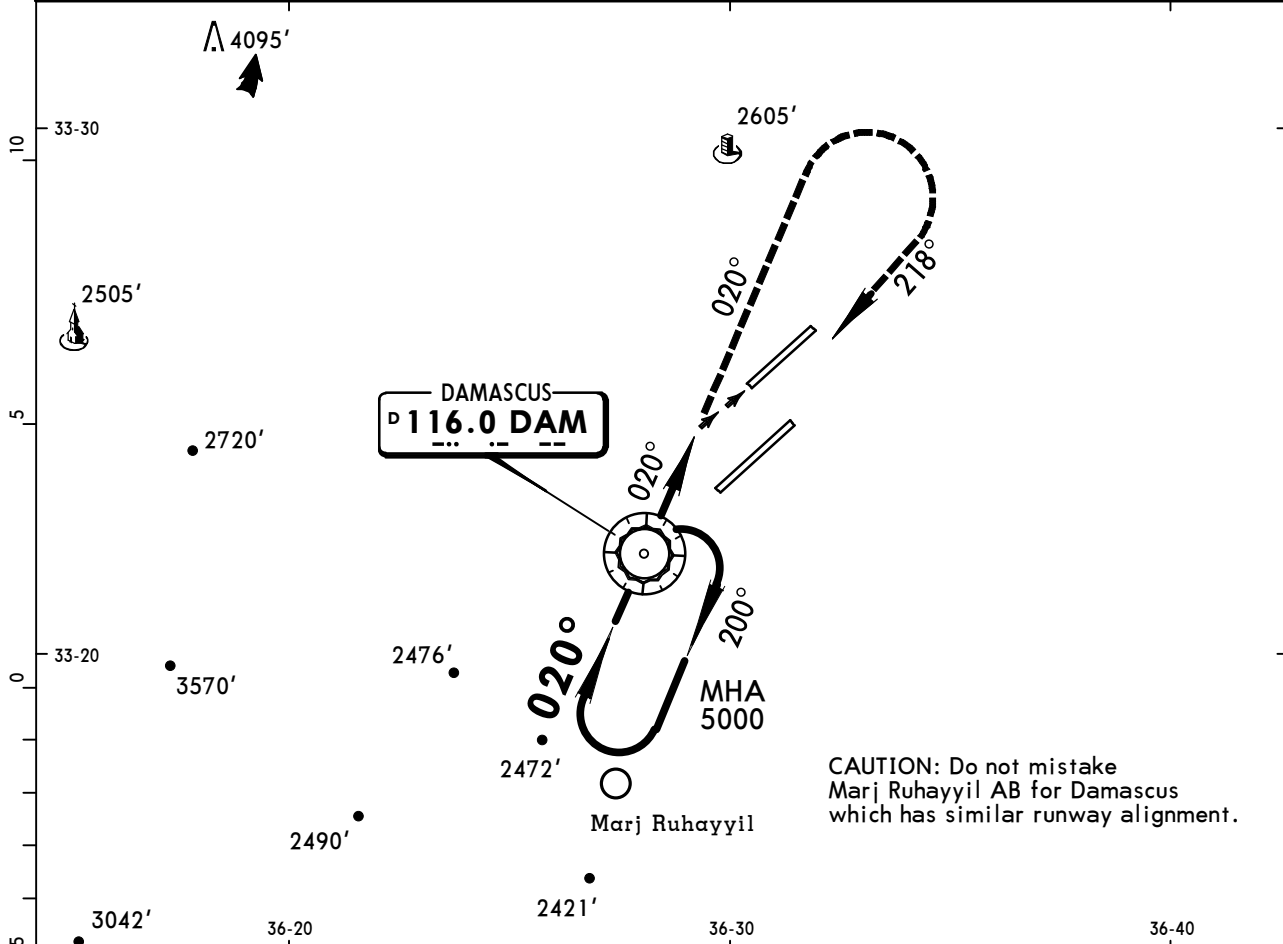
CHANGES: New procedure.

**OSDI/DAM**  
**DAMASCUS INTL**

**JEPPESEN**  
12 MAR 10 **(13-1)**

**DAMASCUS, SYRIA**  
**VOR Rwy 05L**

ATIS <b>128.22</b>	DAMASCUS Control (APP) <b>120.0</b>	DAMASCUS Radar <b>121.3</b>	DAMASCUS Tower <b>118.5</b>	Ground <b>121.9</b>
VOR DAM <b>116.0</b>	Final Apch Crs <b>020°</b>	Minimum Alt VOR <b>3000' (998')</b>	MDA(H) <b>2500' (498')</b>	Apt Elev 2020' RWY 2002'
<b>MISSED APCH: Climb on R-020, then turn RIGHT to intercept and follow R-038 inbound to VOR climbing to 5000'.</b>				
Alt Set: MB	Rwy Elev: 71 MB	Trans level: FL 150	Trans alt: 13000'	MSA DAM VOR



				DAM on 116.0 R-020	
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**STRAIGHT-IN LANDING RWY 05L**  
 MDA(H) **2500' (498')**

A	RVR 1500m	
B	VIS 1600m	
C	2000m	
D	2400m	

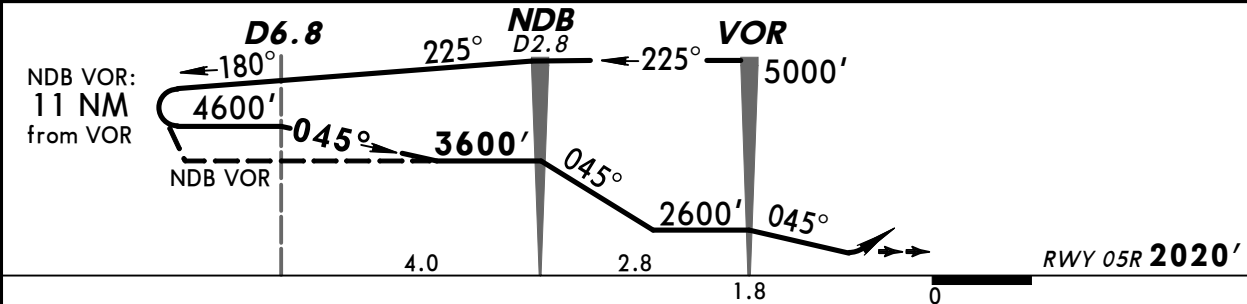
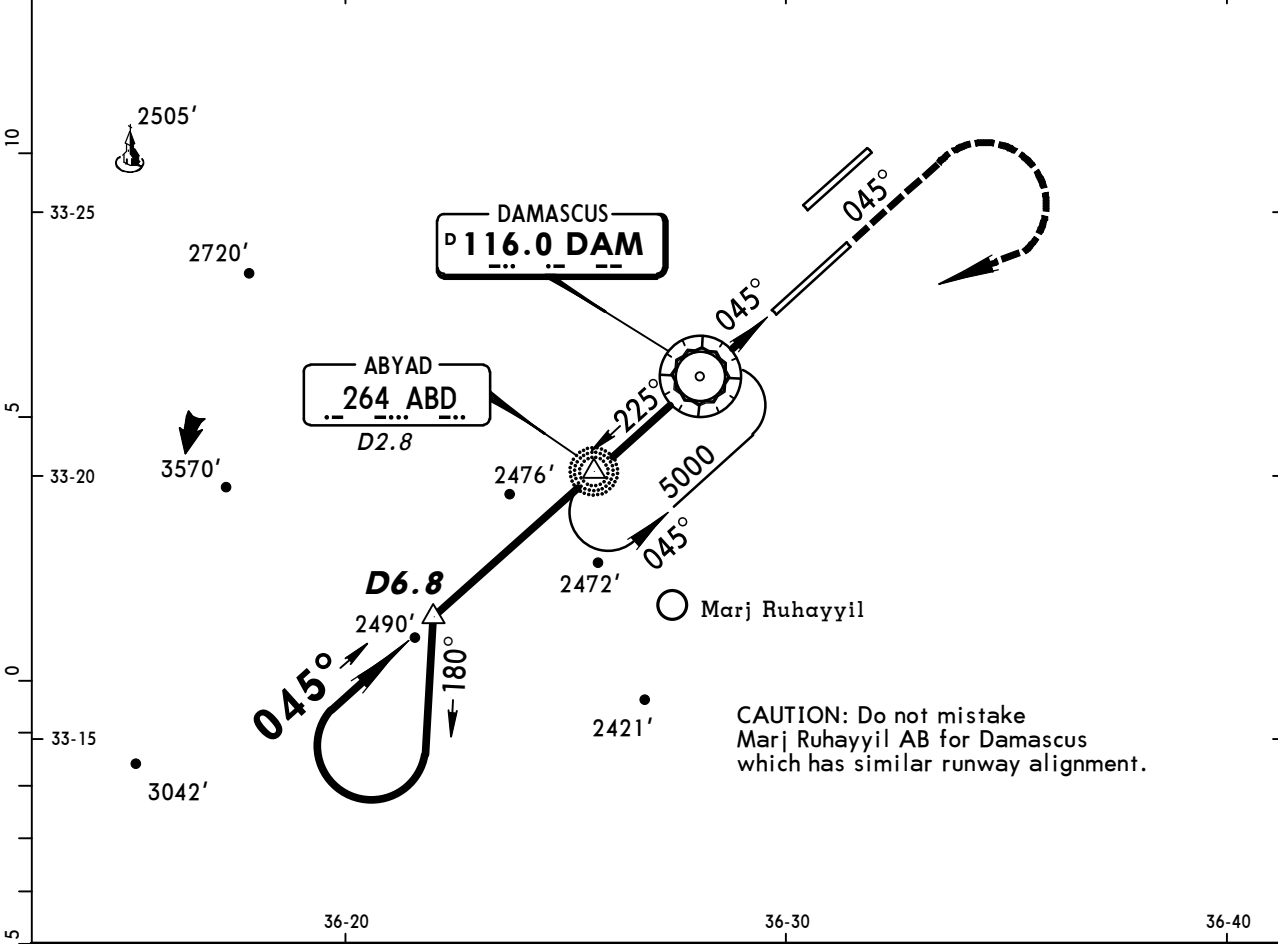
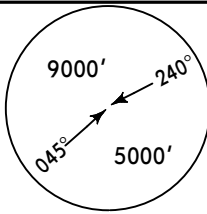
# OSDI/DAM DAMASCUS INTL

**JEPPesen**

# DAMASCUS, SYRIA

12 MAR 10 **(13-2)** VOR DME or NDB VOR Rwy 05R

ATIS <b>128.22</b>		DAMASCUS Control (APP) <b>120.0</b>		DAMASCUS Radar <b>121.3</b>		DAMASCUS Tower <b>118.5</b>		Ground <b>121.9</b>	
VOR DAM <b>116.0</b>		Final Apch Crs <b>045°</b>		Minimum Alt NDB <b>3600' (1580')</b>		MDA(H) <b>2400' (380')</b>		Apt Elev 2020' RWY 2020'	
<b>MISSED APCH:</b> Climb on R-045, then climbing turn RIGHT to 5000' and return to VOR. Contact ATC.									
Alt Set: MB		Rwy Elev: 72 MB		Trans level: FL 150		Trans alt: 13000'		MSA DAM VOR	



					HIALS-II		↑	DAM on <b>116.0</b> <b>R-045</b>
					PAPI			

**STRAIGHT-IN LANDING RWY 05R**

MDA(H) **2400' (380')**

ALS out

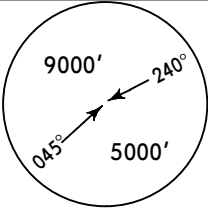
A			
B	1200m	RVR 1500m VIS 1600m	
C			
D	RVR 1500m VIS 1600m	2000m	

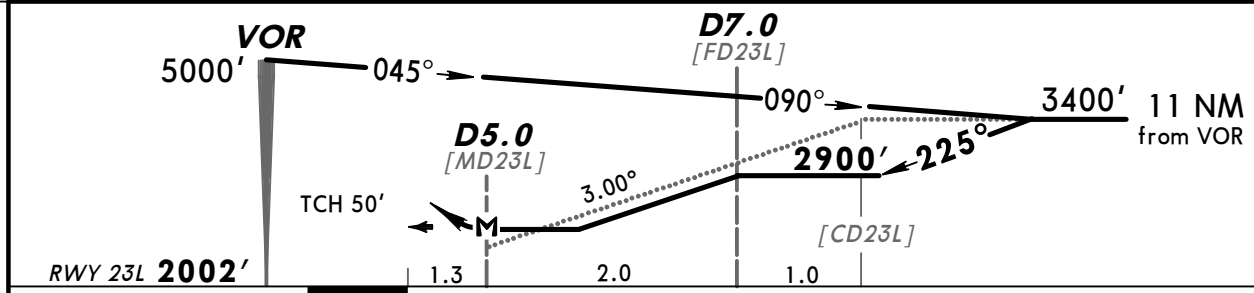
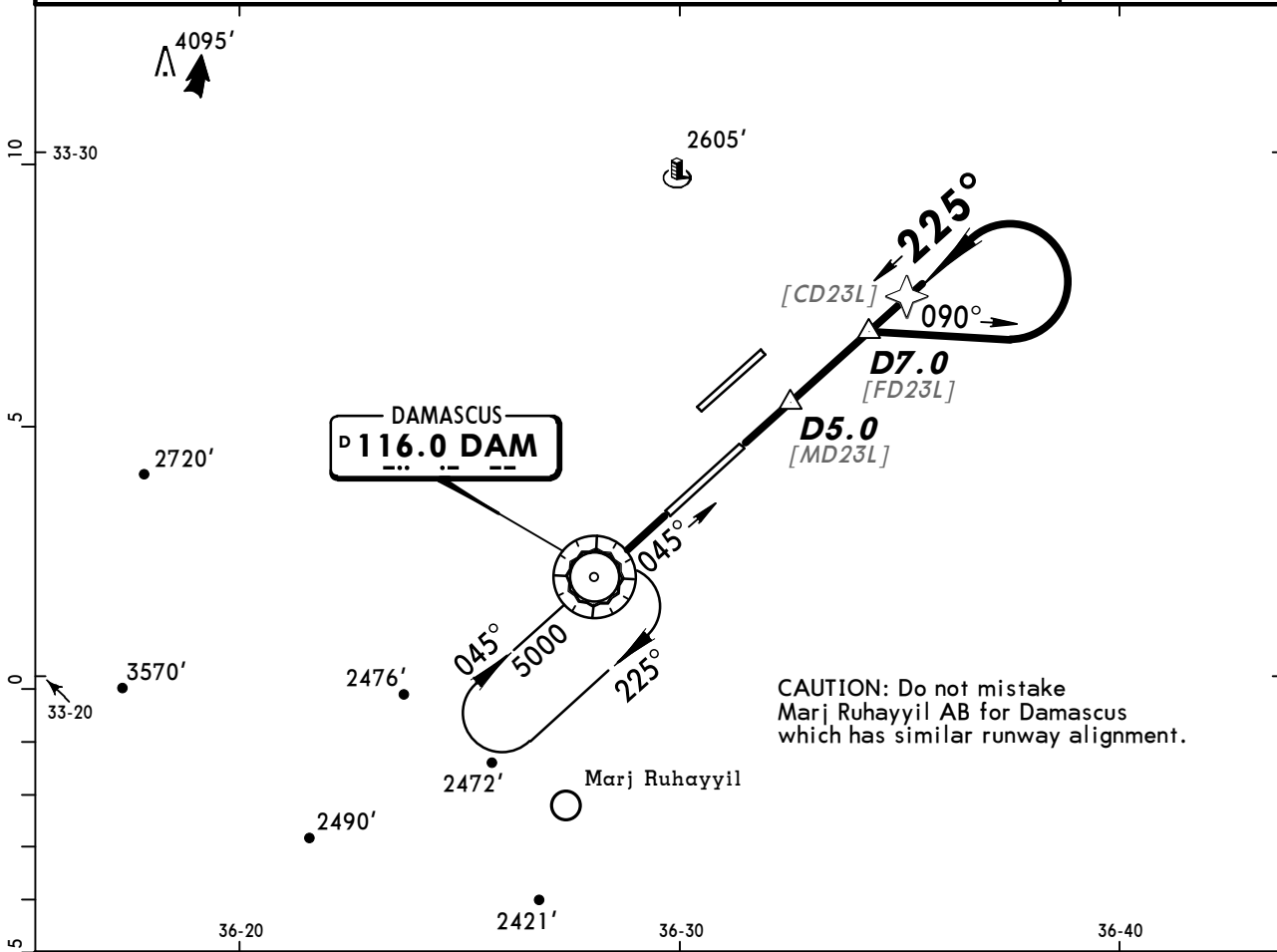


**OSDI/DAM**  
**DAMASCUS INTL**

**JEPPESEN**  
12 MAR 10 **(13-3)**

**DAMASCUS, SYRIA**  
**VOR DME Rwy 23L**

ATIS <b>128.22</b>	DAMASCUS Control (APP) <b>120.0</b>	DAMASCUS Radar <b>121.3</b>	DAMASCUS Tower <b>118.5</b>	Ground <b>121.9</b>
VOR DAM <b>116.0</b>	Final Apch Crs <b>225°</b>	Minimum Alt <b>D7.0</b> <b>2900'</b> (898')	MDA(H) <b>2500'</b> (498')	Apt Elev <b>2020'</b> <b>RWY 2002'</b>
<b>MISSED APCH: Proceed to VOR climbing to 5000' and contact ATC.</b>				
Alt Set: MB	Rwy Elev: 71 MB	Trans level: FL 150	Trans alt: 13000'	MSA DAM VOR



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	DAM <b>116.0</b>	<b>5000'</b>
Descent Angle	3.00°	372	478	531	637	743		↑	↑
MAP at D5.0									

**STRAIGHT-IN LANDING RWY 23L**  
MDA(H) **2500'** (498')

ALS out		
A		
B		
C	1800m	2600m
D		

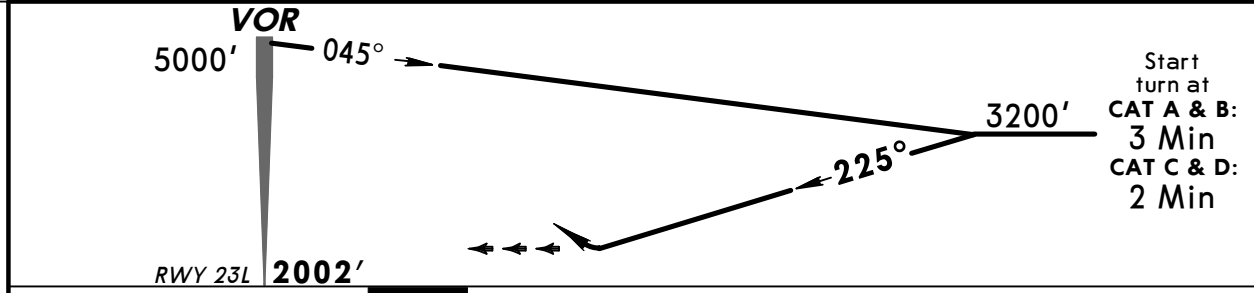
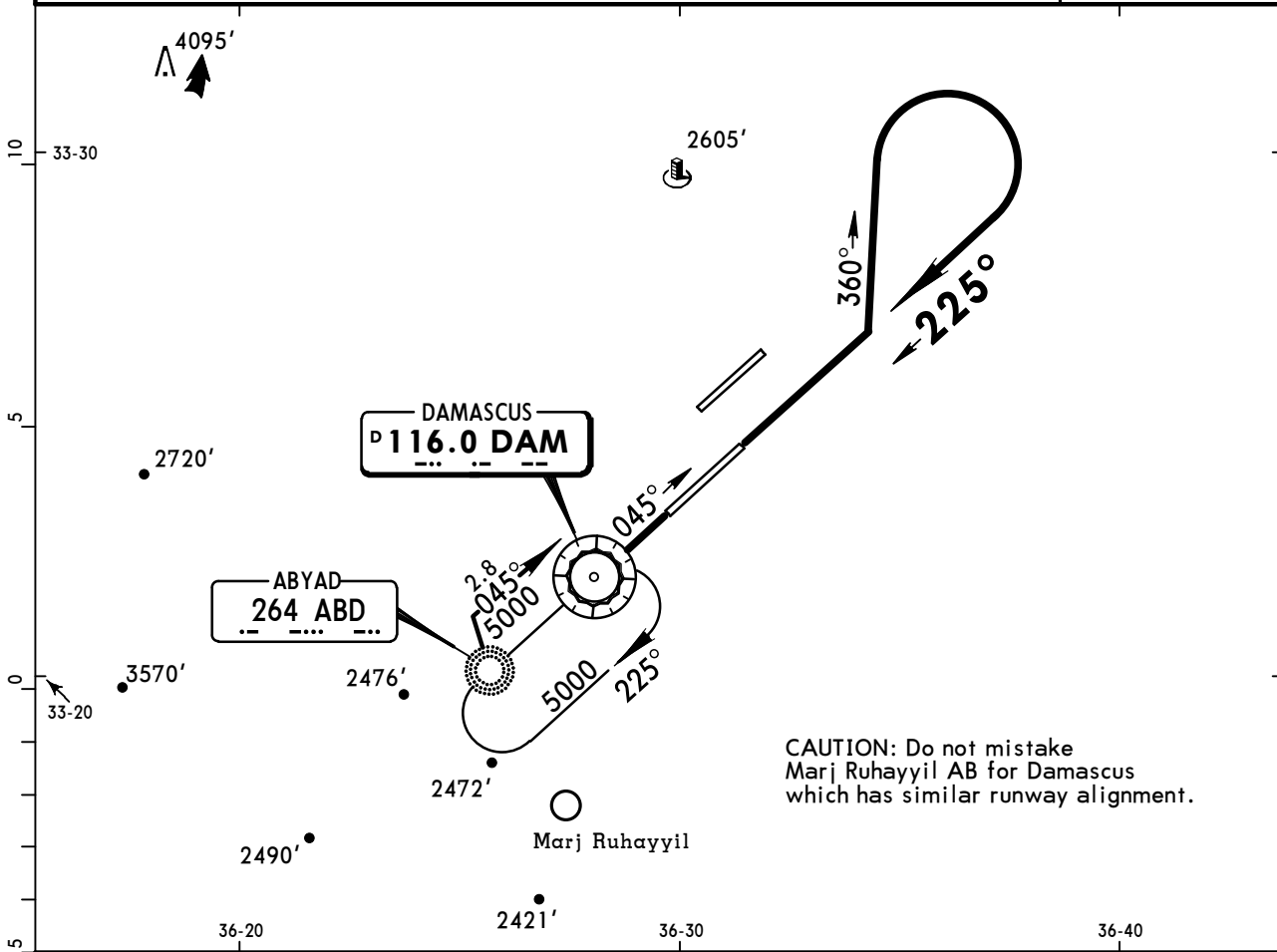
CHANGES: Communications.

**OSDI/DAM**  
**DAMASCUS INTL**

**JEPPESSEN**  
12 MAR 10 **(13-4)**

**DAMASCUS, SYRIA**  
**VOR Rwy 23L**

ATIS <b>128.22</b>	DAMASCUS Control (APP) <b>120.0</b>	DAMASCUS Radar <b>121.3</b>	DAMASCUS Tower <b>118.5</b>	Ground <b>121.9</b>
VOR DAM <b>116.0</b>	Final Apch Crs <b>225°</b>	Minimum Alt No FAF	MDA(H) <b>2700' (698')</b>	Apt Elev <b>2020'</b> RWY <b>2002'</b>
<b>MISSED APCH: Proceed to VOR climbing to 5000' and contact ATC.</b>				
Alt Set: MB	Rwy Elev: 71 MB	Trans level: FL 150	Trans alt: 13000'	



				HIALS-II PAPI	DAM <b>116.0</b>	<b>5000'</b>
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**STRAIGHT-IN LANDING RWY 23L**

MDA(H) **2700' (698')**

ALS out

A	1200m	RVR 1500m	
B		VIS 1600m	
C	2400m	3200m	
D	2800m	3600m	

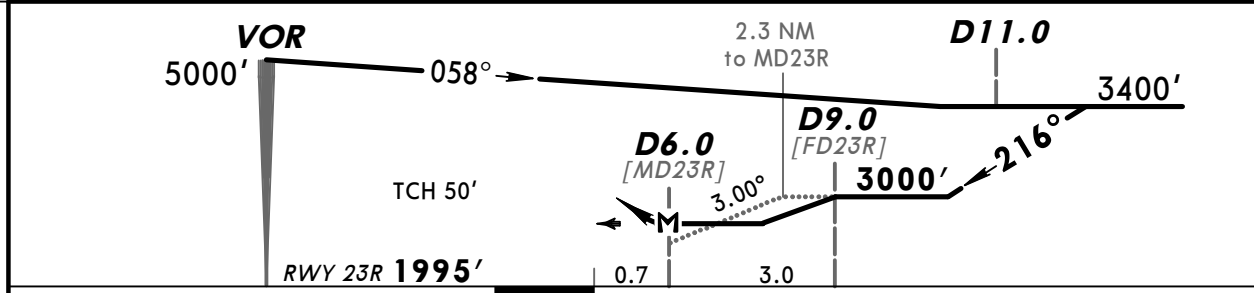
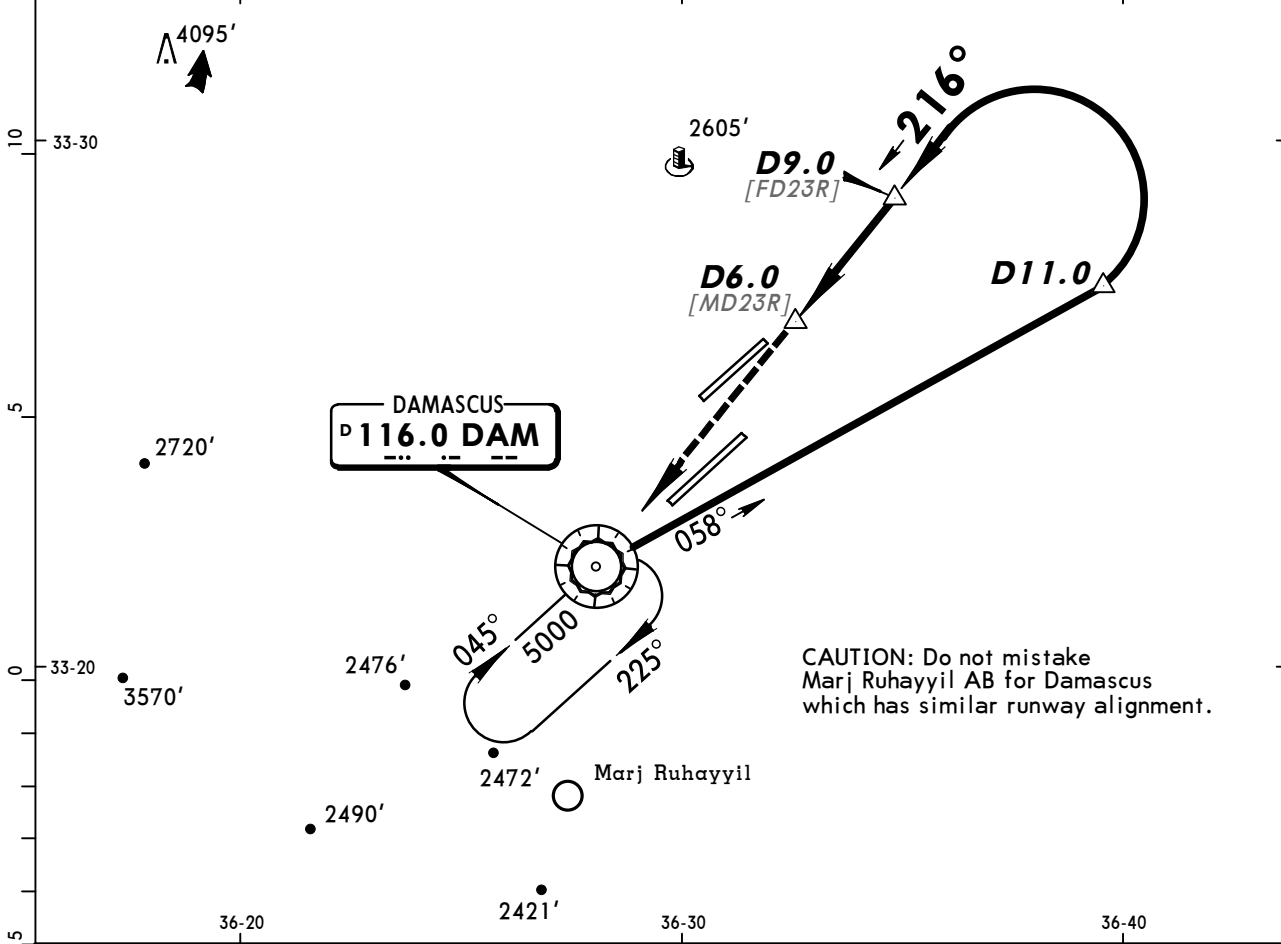
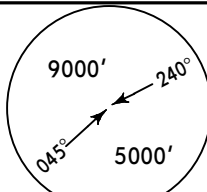
**PANS OPS**

**OSDI/DAM**  
**DAMASCUS INTL**

**JEPPESEN**  
12 MAR 10 **(13-5)**

**DAMASCUS, SYRIA**  
**VOR DME Rwy 23R**

ATIS <b>128.22</b>	DAMASCUS Control (APP) <b>120.0</b>	DAMASCUS Radar <b>121.3</b>	DAMASCUS Tower <b>118.5</b>	Ground <b>121.9</b>
VOR DAM <b>116.0</b>	Final Apch Crs <b>216°</b>	Minimum Alt <b>D9.0</b> <b>3000' (1005')</b>	MDA(H) <b>2500' (505')</b>	Apt Elev <b>2020'</b> <b>RWY 1995'</b>
<b>MISSED APCH: Proceed to VOR climbing to 5000' and contact ATC.</b>				
Alt Set: MB		Rwy Elev: 71 MB	Trans level: FL 150	Trans alt: 13000'
Procedure based on max 264 KT TAS.				MSA DAM VOR



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 	DAM <b>116.0</b>	<b>5000'</b>
Descent Angle	3.00°	372	478	531	637	743		↑	↑
MAP at D6.0									

<b>STRAIGHT-IN LANDING RWY 23R</b>		<b>MDA(H) 2500' (505')</b>	
		ALS out	
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m	
B			
C	RVR 1500m VIS 1600m	2400m	
D			

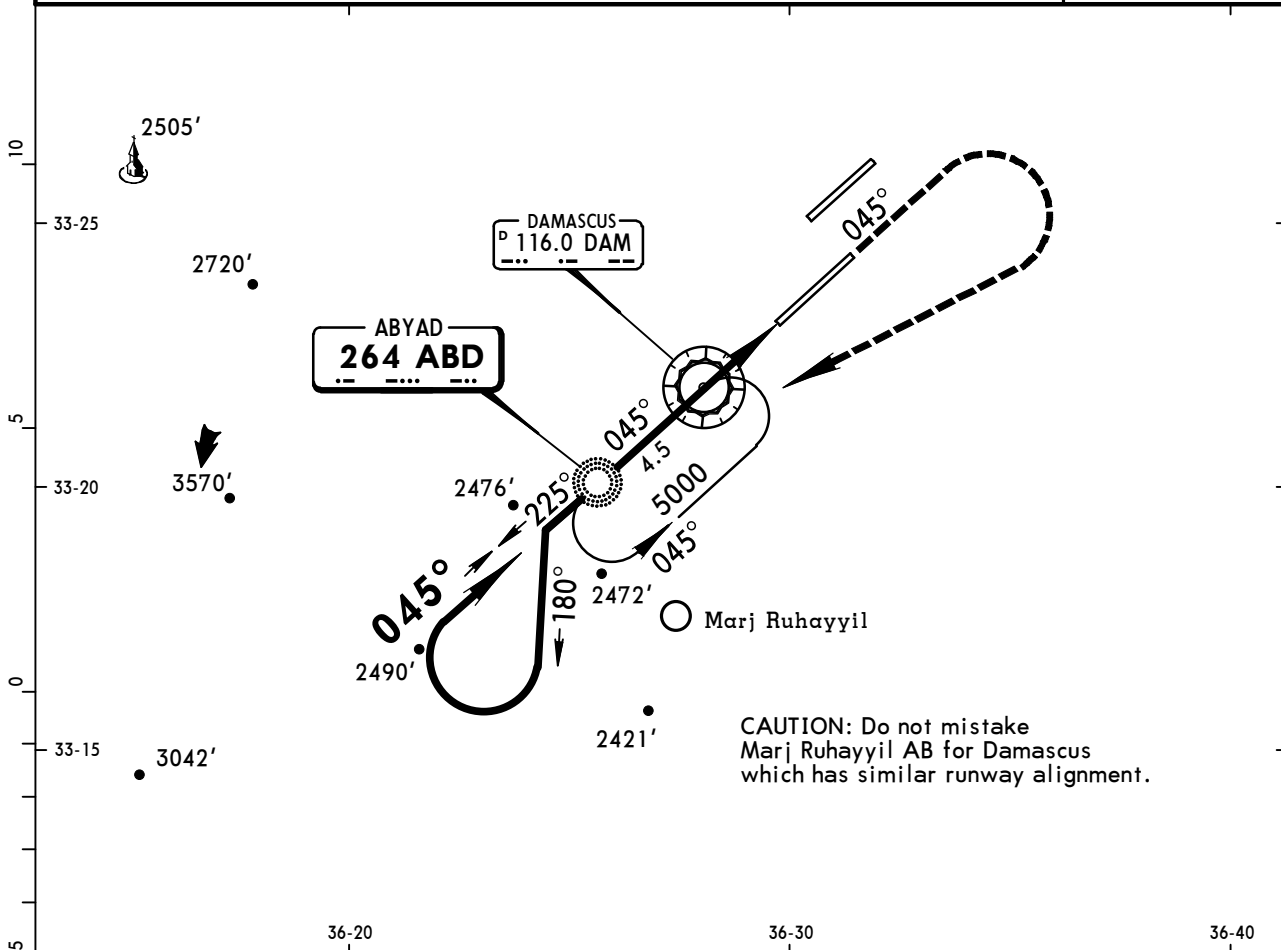
**PANS OPS**

**OSDI/DAM**  
**DAMASCUS INTL**

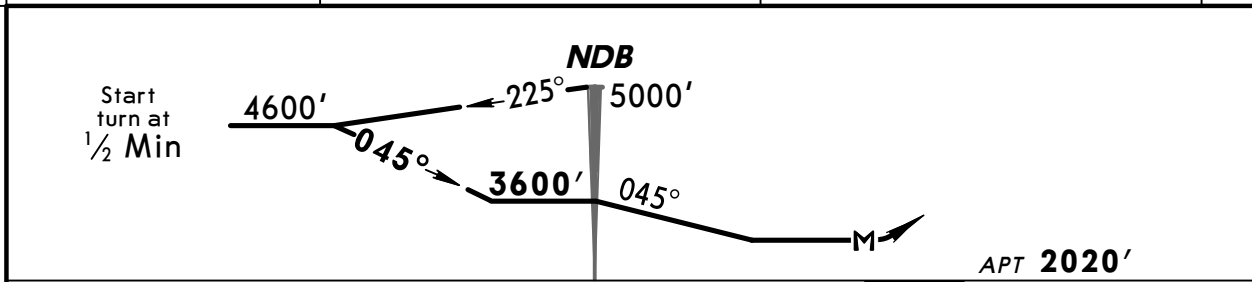
**JEPPESEN**  
12 MAR 10 **(16-1)**

**DAMASCUS, SYRIA**  
**NDB Rwy 05R**

ATIS <b>128.22</b>	DAMASCUS Control (APP) <b>120.0</b>	DAMASCUS Radar <b>121.3</b>	DAMASCUS Tower <b>118.5</b>	Ground <b>121.9</b>
NDB ABD <b>264</b>	Final Apch Crs <b>045°</b>	Minimum Alt NDB <b>3600' (1580')</b>	MDA(H) <b>2700' (680')</b>	Apt Elev <b>2020'</b>
<b>MISSED APCH: Climb on 045°, then climbing turn RIGHT to 5000'</b> <b>and return to NDB. Contact ATC.</b>				
Alt Set: MB	Apt Elev: 72 MB	Trans level: FL 150	Trans alt: 13000'	MSA ABD NDB



CAUTION: Do not mistake Marj Ruhayyil AB for Damascus which has similar runway alignment.



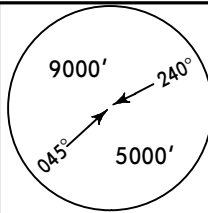
Gnd speed-Kts	70	90	100	120	140	160			
NDB to MAP	4.5	3:51	3:00	2:42	2:15	1:56	1:41	HIALS-II	<b>045°</b>
								PAPI	<b>5000'</b>
									<b>ABD 264</b>

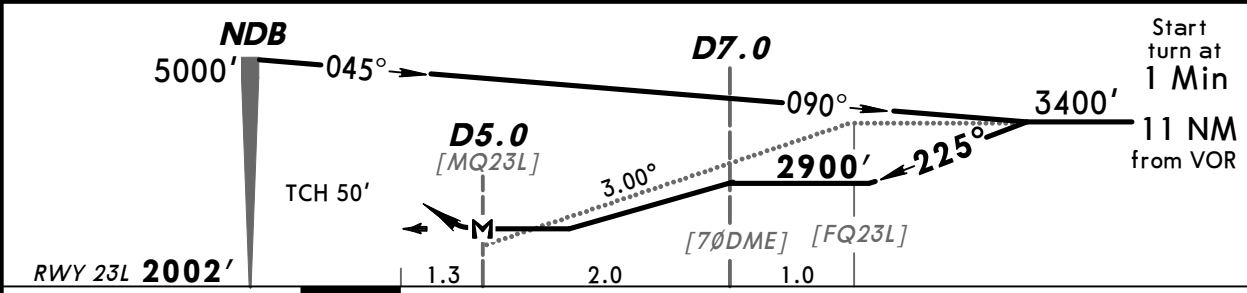
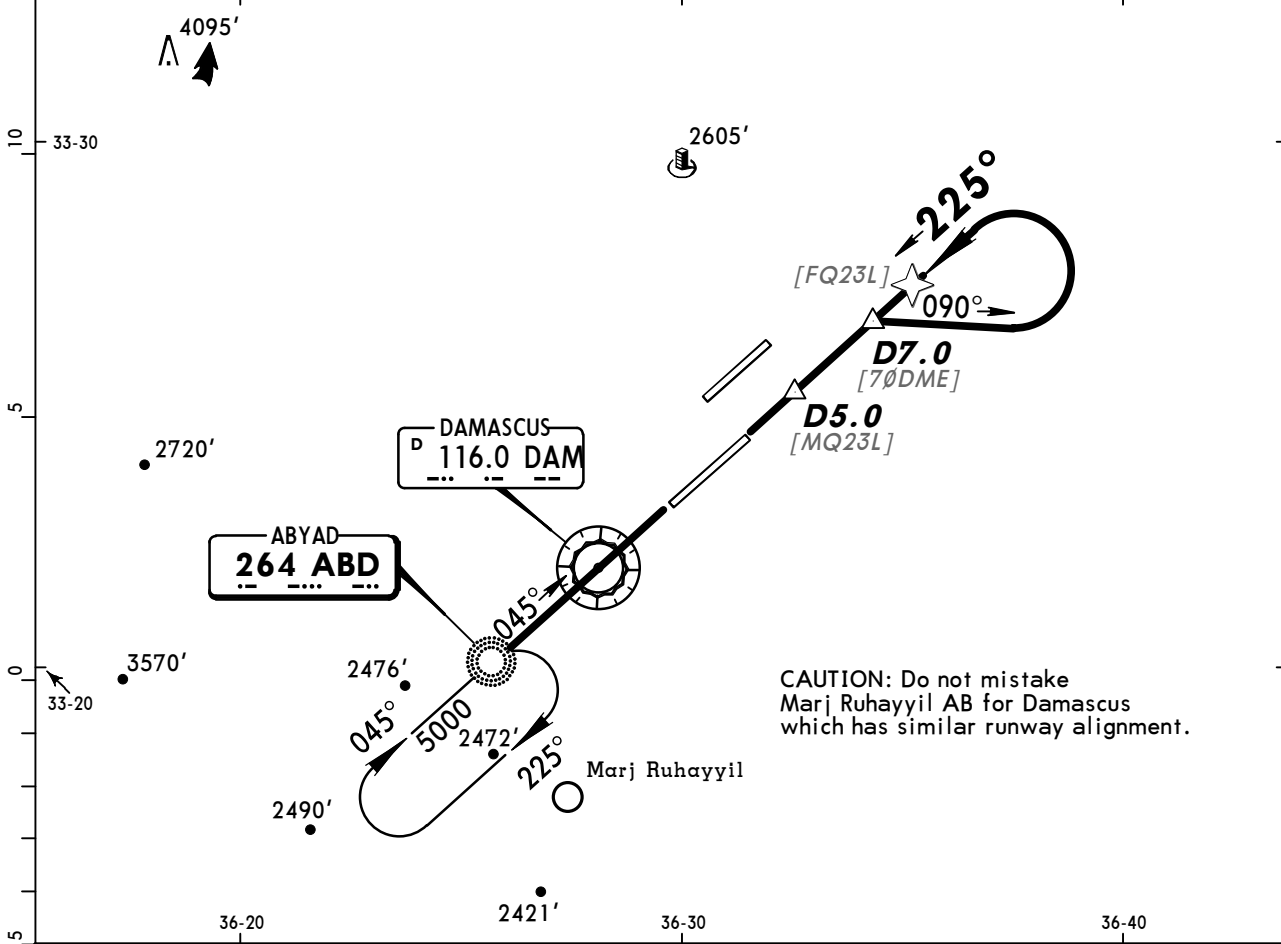
<b>STRAIGHT-IN LANDING RWY 05R</b>		
MDA(H) <b>2700' (680')</b>		
ALS out		
A	1200m	RVR 1500m VIS 1600m
B	2400m	3200m
C	3200m	3600m
D		

**OSDI/DAM**  
**DAMASCUS INTL**

**JEPPESEN**  
12 MAR 10 **(16-2)**

**DAMASCUS, SYRIA**  
**NDB DME Rwy 23L**

ATIS <b>128.22</b>	DAMASCUS Control (APP) <b>120.0</b>	DAMASCUS Radar <b>121.3</b>	DAMASCUS Tower <b>118.5</b>	Ground <b>121.9</b>
NDB ABD <b>264</b>	Final Apch Crs <b>225°</b>	Minimum Alt D7.0 <b>2900'</b> (898')	MDA(H) <b>2700'</b> (698')	Apt Elev 2020' RWY <b>2002'</b>
<b>MISSED APCH: Proceed to NDB climbing to 5000' and contact ATC.</b>				
Alt Set: MB	Rwy Elev: 71 MB	Trans level: FL 150	Trans alt: 13000'	MSA DAM VOR



Gnd Speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	ABD <b>264</b>	<b>5000'</b>
Descent Angle	3.00°	372	478	531	637	743		↑	↑
MAP at D5.0									

<b>STRAIGHT-IN LANDING RWY 23L</b>	
MDA(H) <b>2700'</b> (698')	
	ALS out

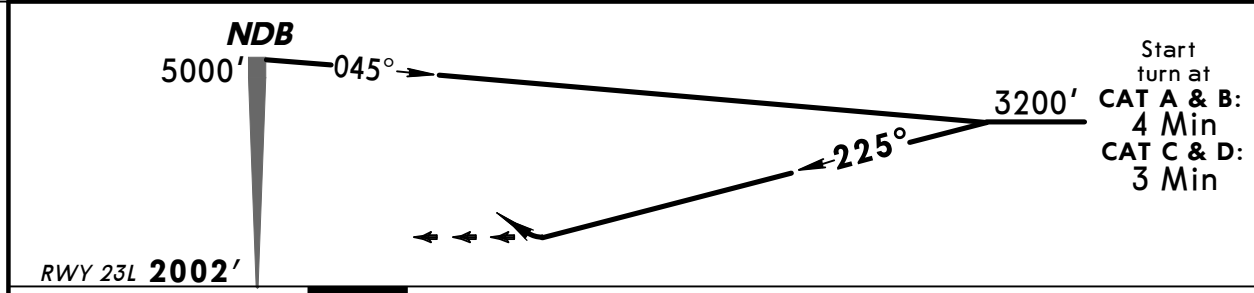
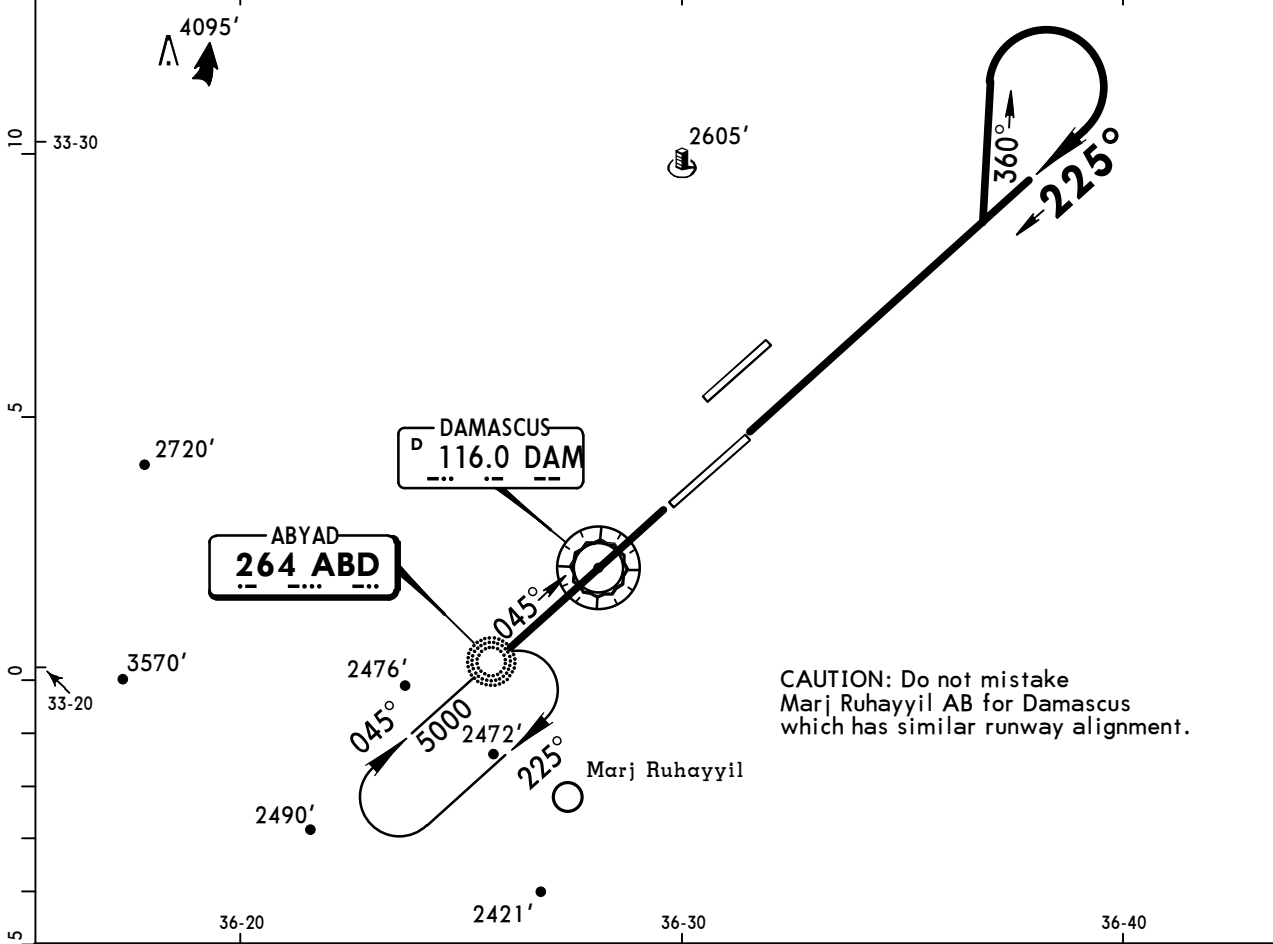
<b>PANS OPS</b>	A	RVR 1500m VIS 1600m	2400m
	B		
	C	2400m	3200m
	D	3200m	3600m

**OSDI/DAM**  
**DAMASCUS INTL**

**JEPPESEN**  
12 MAR 10 **(16-3)**

**DAMASCUS, SYRIA**  
**NDB Rwy 23L**

ATIS <b>128.22</b>	DAMASCUS Control (APP) <b>120.0</b>	DAMASCUS Radar <b>121.3</b>	DAMASCUS Tower <b>118.5</b>	Ground <b>121.9</b>
NDB ABD <b>264</b>	Final Apch Crs <b>225°</b>	Minimum Alt No FAF	MDA(H) <b>2700' (698')</b>	Apt Elev <b>2020'</b> <b>RWY 2002'</b>
<b>MISSED APCH: Proceed to NDB climbing to 5000' and contact ATC.</b>				
Alt Set: MB	Rwy Elev: 71 MB	Trans level: FL 150	Trans alt: 13000'	



							HIALS-II	ABD	5000'
							PAPI	264	↑

<b>STRAIGHT-IN LANDING RWY 23L</b>		
MDA(H) <b>2700' (698')</b>		
	ALS out	
A	RVR 1500m VIS 1600m	2400m
B		
C	2400m	3200m
D	3200m	3600m

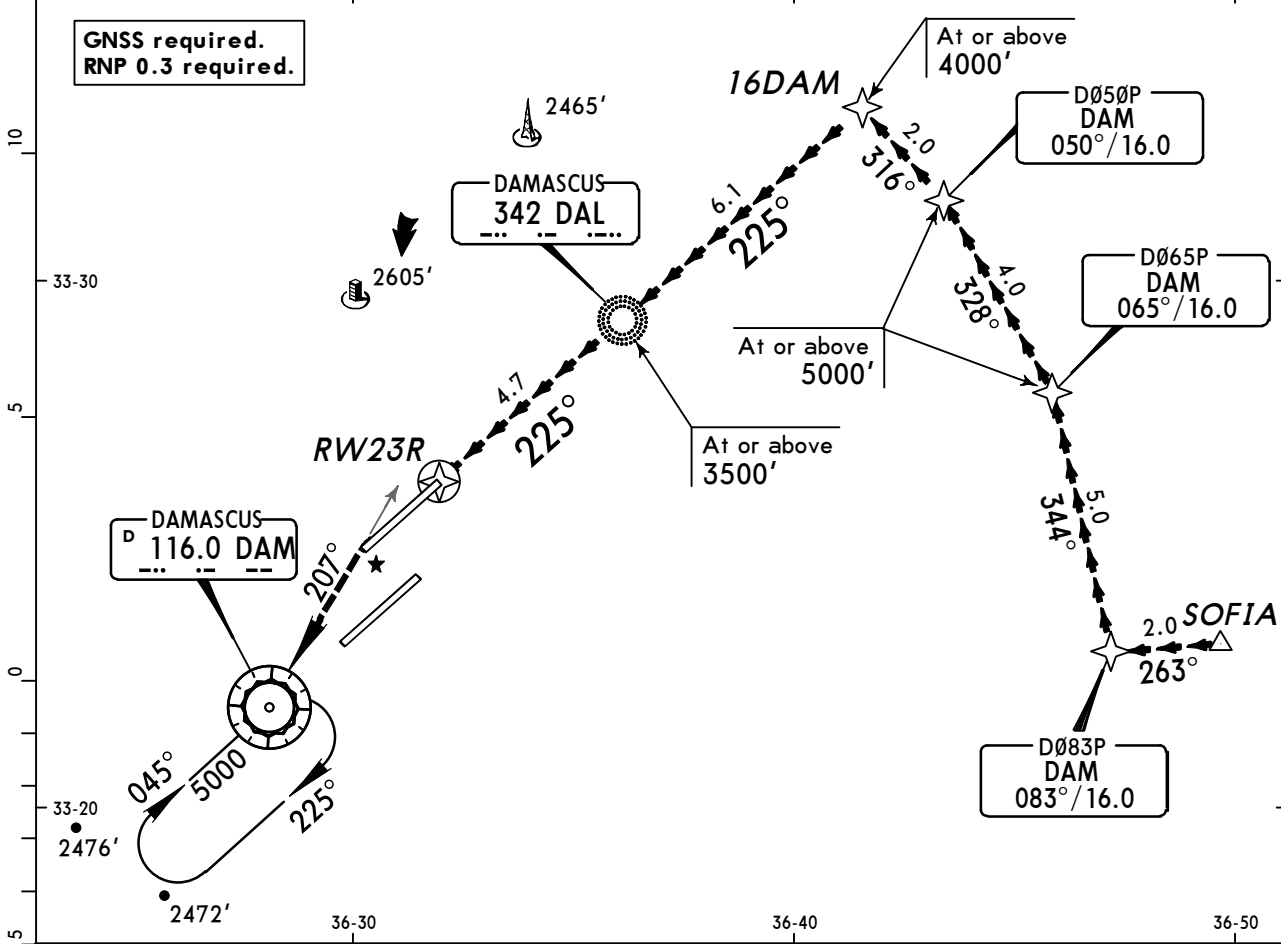
**PANS OPS**

**OSDI/DAM**  
**DAMASCUS INTL**

**JEPPESEN**  
19 NOV 10 **(19-10)** RNP 0.3

**DAMASCUS, SYRIA**  
**RNAV VISUAL Rwy 23R**

ATIS <b>128.22</b>	DAMASCUS Control (APP) <b>120.0</b>	DAMASCUS Radar <b>121.3</b>	DAMASCUS Tower <b>118.5</b>	Ground <b>121.9</b>
NAVAIDS- Refer to Planview	Final Apch Crs <b>225°</b>	Minimum Alt No FAF	No MDA(H) published	Apt Elev <b>2020'</b>
<b>MISSED APCH: Climb on 225°, intercept R-027 inbound VOR climbing to 5000'.</b>				
Alt Set: MB	Apt Elev: 72 MB	Trans level: FL 150	Trans alt: 13000'	



Route description

SOFIA D083P D065P D050P 16DAM DAL NDB RWY 23R  
Leave SOFIA between 8000' and 10,000'.

Descent point for 3.00° continuous descent approach to RWY 23R is approximately at 6.1 NM from RWY 23R.

Conditions

- Select RNAV VISUAL Rwy 23R from Nav Database.
- Pilots request "Visual approach 23R".
- Pilots must acquire/maintain visual reference to terrain not later than waypoint 16DAM.
- At DAL NDB latest, report "RWY in sight".

HIALS-II	225°	5000'	DAM
PAPI	↑	LT	onto 116.0
			R-027

MINIMUMS NOT PUBLISHED

PANS OPS

## Chart changes since cycle 19-2018

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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**DAMASCUS, (DAMASCUS INTL - OSDI)**



## TERMINAL CHART CHANGE NOTICES

### Chart Change Notices for Airport OSDI

**Type:** Terminal

**Effectivity:** Temporary

**Begin Date:** Immediately

**End Date:** Until Further Notice

(13-2) Do not use IAP VOR DME 05R. Crossing altitude at ABD NDB/D2.8 under clarification.

**Type:** Terminal

**Effectivity:** Temporary

**Begin Date:** Immediately

**End Date:** Until Further Notice

(12-1) IAP RNAV (GNSS) Rwy 23R not authorized below 0° C.

**Type:** Terminal

**Effectivity:** Temporary

**Begin Date:** Immediately

**End Date:** Until Further Notice

(11-4/11-4A, 16-1) IAP NDB ILS-1 Rwy 23R and NDB Rwy 05R timing for reversal procedures not available.

**Type:** Terminal

**Effectivity:** Temporary

**Begin Date:** Immediately

**End Date:** Until Further Notice

Holdings for approach procedures under clarification, confirm with ATC.