

## General Information

Location: LATAKIA SYR  
ICAO/IATA: OSLK / LTK  
Lat/Long: N35° 24.59', E035° 56.87'  
Elevation: 157 ft

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

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

Sunrise: 0344 Z  
Sunset: 1500 Z

## Runway Information

Runway: 17L  
Length x Width: 8202 ft x 148 ft  
Surface Type: paved  
TDZ-Elev: 156 ft  
Lighting: ALS

Runway: 17R  
Length x Width: 9186 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 157 ft  
Lighting: Edge, ALS  
Stopway: 197 ft

Runway: 35L  
Length x Width: 9186 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 128 ft  
Lighting: Edge  
Stopway: 197 ft

Runway: 35R  
Length x Width: 8202 ft x 148 ft  
Surface Type: paved  
TDZ-Elev: 128 ft

Lighting: ALS

## **Communication Information**

Latakia Tower: 119.600 Secondary

Latakia Tower: 118.100 Secondary

Latakia Tower: 119.200

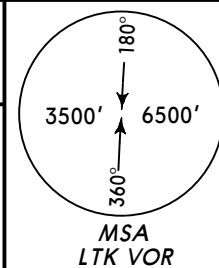
**OSLK/LTK**  
**BASSEL AL-ASSAD INTL**

**JEPPESSEN**  
 13 JAN 12 **10-2**

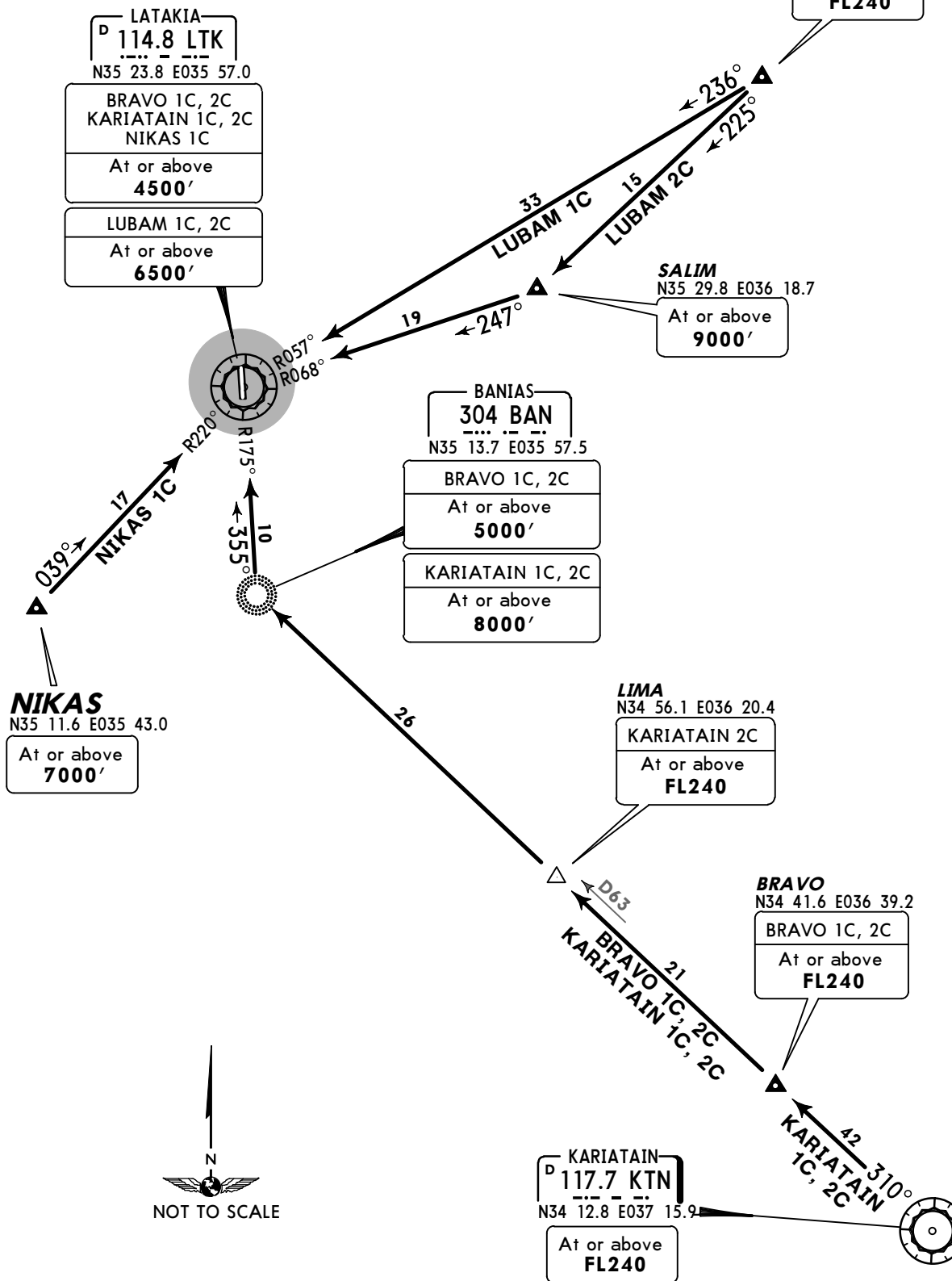
**LATAKIA, SYRIA**  
**STAR**

Apt Elev  
**157'**

Alt Set: hPa Trans level: FL150 Trans alt: 13000'  
 1. Prior coordination with military must be completed.  
 2. Surveillance radar may be used to provide track guidance.



**BRAVO 1C (B1C) [BRAV1C]**  
**BRAVO 2C (B2C) [BRAV2C]**  
**KARIATAIN 1C [KTN1C], KARIATAIN 2C [KTN2C]**  
**LUBAM 1C [LUBA1C], LUBAM 2C [LUBA2C]**  
**NIKAS 1C [NIKA1C]**  
**RWY 17 ARRIVALS**

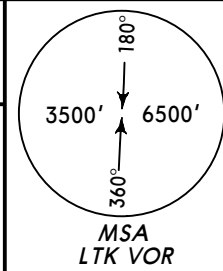


OSLK/LTK  
BASSEL AL-ASSAD INTL

JEPPESSEN  
13 JAN 12 (10-3)

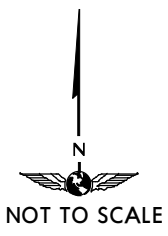
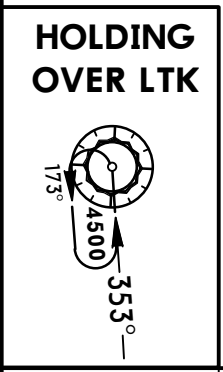
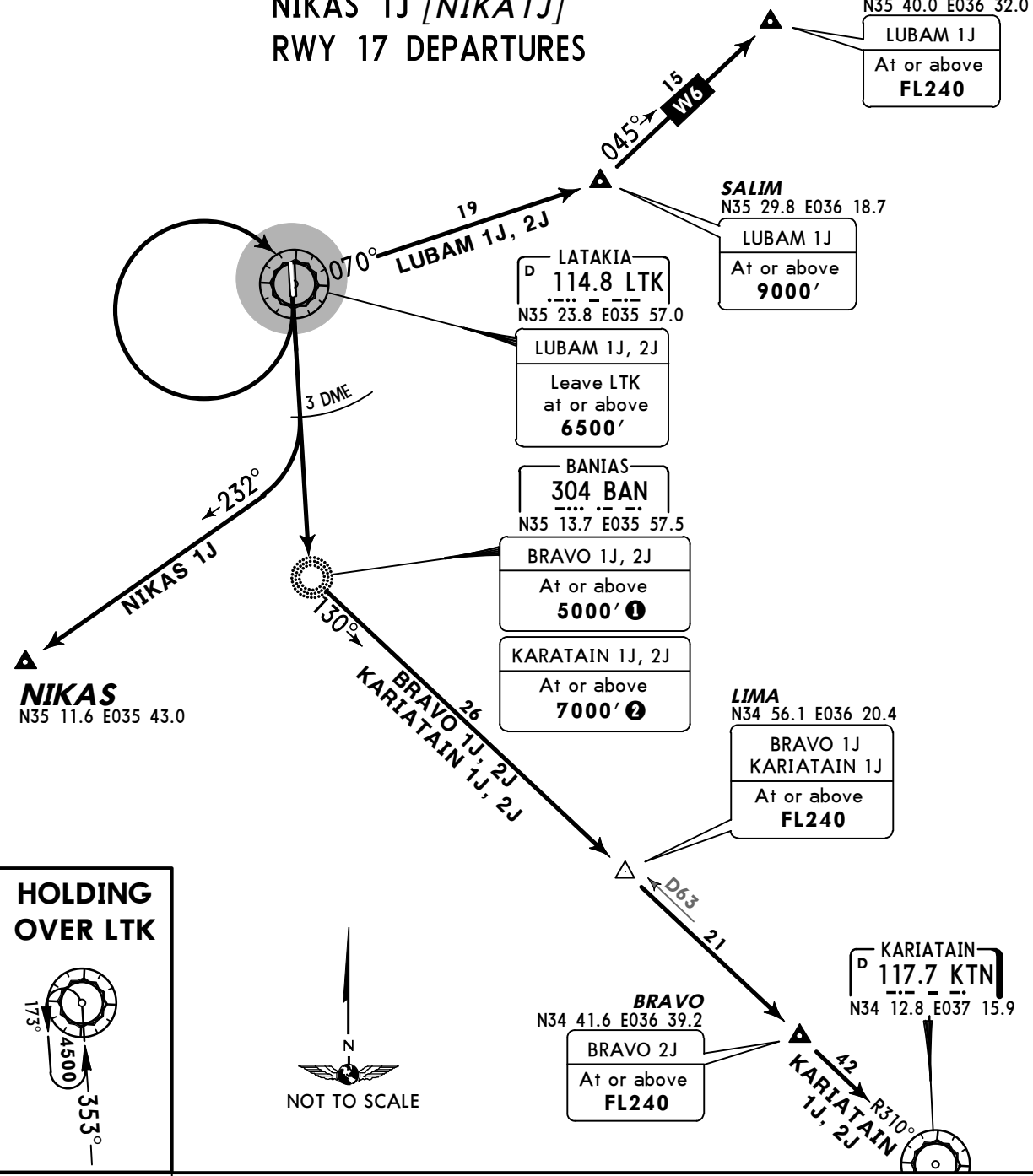
LATAKIA, SYRIA  
SID

Apt Elev 157'  
Trans level: FL150 Trans alt: 13000'  
1. Prior coordination with military must be completed.  
2. Surveillance radar may be used to provide track guidance.



**BRAVO 1J (B1J) [BRAV1J]**  
**BRAVO 2J (B2J) [BRAV2J]**  
**KARIATAIN 1J [KTN1J], KARIATAIN 2J [KTN2J]**  
**LUBAM 1J [LUBA1J], LUBAM 2J [LUBA2J]**  
**NIKAS 1J [NIKA1J]**  
**RWY 17 DEPARTURES**

**LUBAM**  
N35 40.0 E036 32.0  
LUBAM 1J  
At or above  
**FL240**



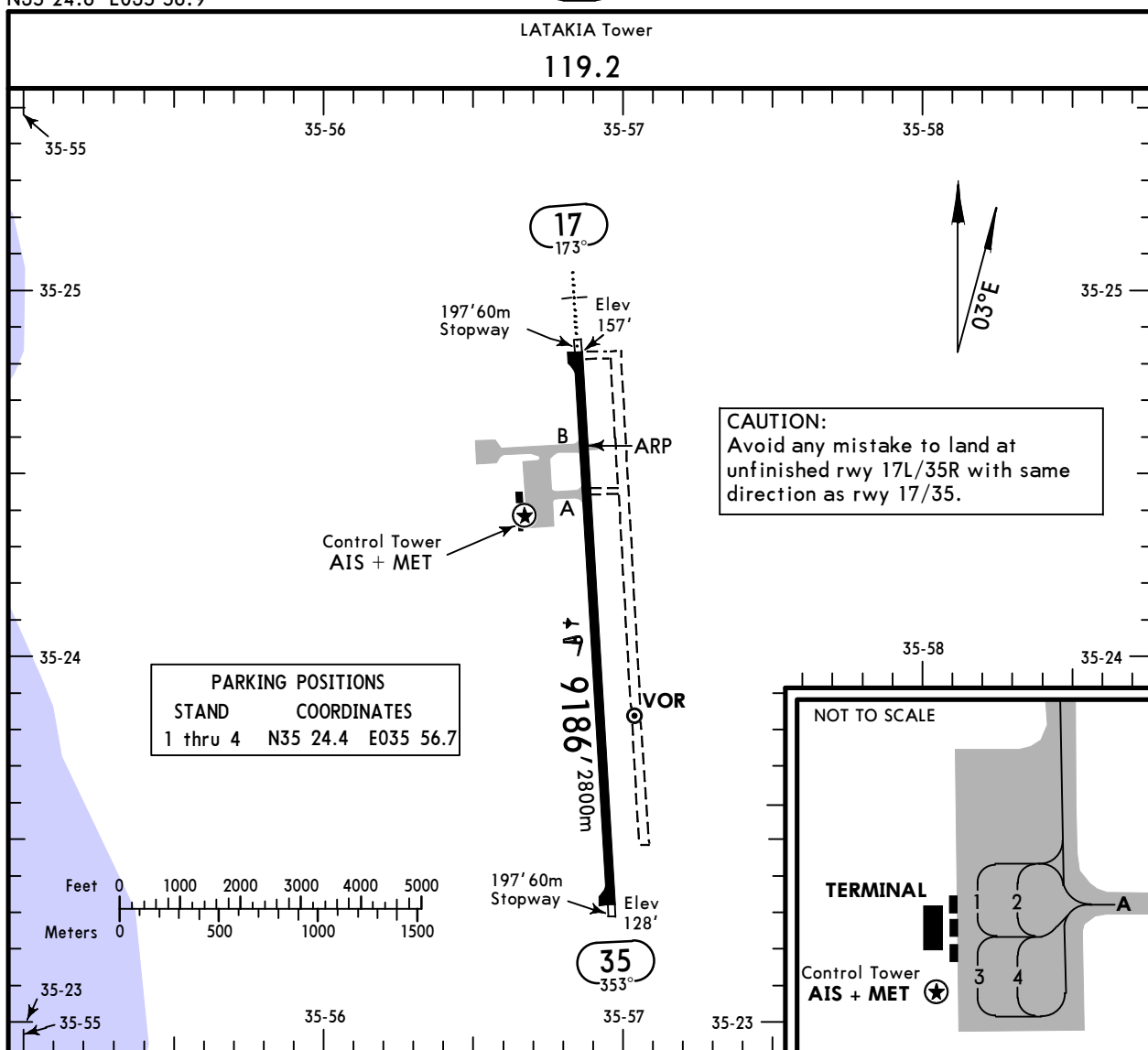
SID	ROUTING
BRAVO 1J	To BAN ①, then to BRAVO.
BRAVO 2J	
KARIATAIN 1J	To BAN ②, then to KTN.
KARIATAIN 2J	
LUBAM 1J	Turn RIGHT to LTK, climb in holding pattern to 6500' or above, LTK R-070 to SALIM, intercept airway W-6 to LUBAM.
LUBAM 2J	
NIKAS 1J	Climb to LTK 3 DME, turn RIGHT, 232° track to NIKAS.

① If unable to cross BAN at or above 5000', turn RIGHT to LTK and climb in holding pattern.  
② If unable to cross BAN at or above 7000', turn RIGHT to LTK and climb in holding pattern.

**OSLK/LTK**  
 Apt Elev **157'**  
 N35 24.6 E035 56.9

**JEPPesen**  
 16 OCT 15 **(10-9)**

**LATAKIA, SYRIA**  
**BASSEL AL-ASSAD INTL**



**ADDITIONAL RUNWAY INFORMATION**

RWY	HIRL HIALS PAPI-L (angle 3.00°)	USABLE LENGTHS			WIDTH
		Threshold	Landing Beyond Glide Slope	TAKE-OFF	
17	HIRL HIALS PAPI-L (angle 3.00°)		8153' 2485m		148'
35	HIRL				45m

**TAKE-OFF**

**AIR CARRIER (JAA)**

**All Rwys**

	<b>LVP must be in force</b> RCLM (DAY only) or RL	RCLM (DAY only) or RL
A		
B	250m	400m
C		
D	300m	

OSLK/LTK



**Standard**  
**LATAKIA, SYRIA**  
**BASSEL AL-ASSAD INTL**

STRAIGHT-IN RWY		A	B	C	D
17	ILS	<b>366'</b> (209')	<b>378'</b> (221')	<b>386'</b> (229')	<b>397'</b> (240')
		<b>R750m</b>	<b>R800m</b>	<b>R800m</b>	<b>R800m</b>
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC ①	<b>590'</b> (433')	<b>590'</b> (433')	<b>590'</b> (433')	<b>590'</b> (433')
		<b>R1500m</b>	<b>R1500m</b>	<b>R1600m</b>	<b>R1600m</b>
<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m	
VOR	<b>750'</b> (593')	<b>750'</b> (593')	<b>750'</b> (593')	<b>750'</b> (593')	
	<b>C2500m</b>	<b>C2500m</b>	<b>C2700m</b>	<b>C2700m</b>	
<i>ALS out</i>	C2900m	C2900m	C3100m	C3100m	
NDB	<b>800'</b> (643')	<b>800'</b> (643')	<b>800'</b> (643')	<b>800'</b> (643')	
	<b>C2800m</b>	<b>C2800m</b>	<b>C3000m</b>	<b>C3000m</b>	
<i>ALS out</i>	C3200m	C3200m	C3400m	C3400m	

① Continuous Descent Final Approach.

CIRCLE-TO-LAND	A	B	C	D
	NOT AUTHORIZED			

**TAKE-OFF RWY 17, 35**

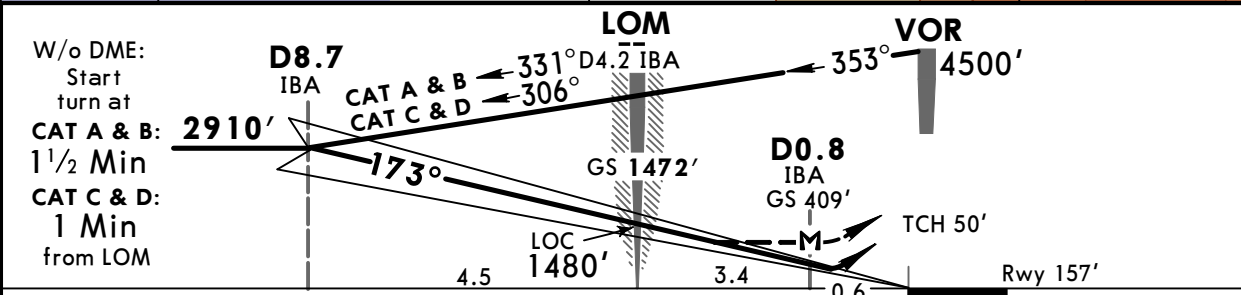
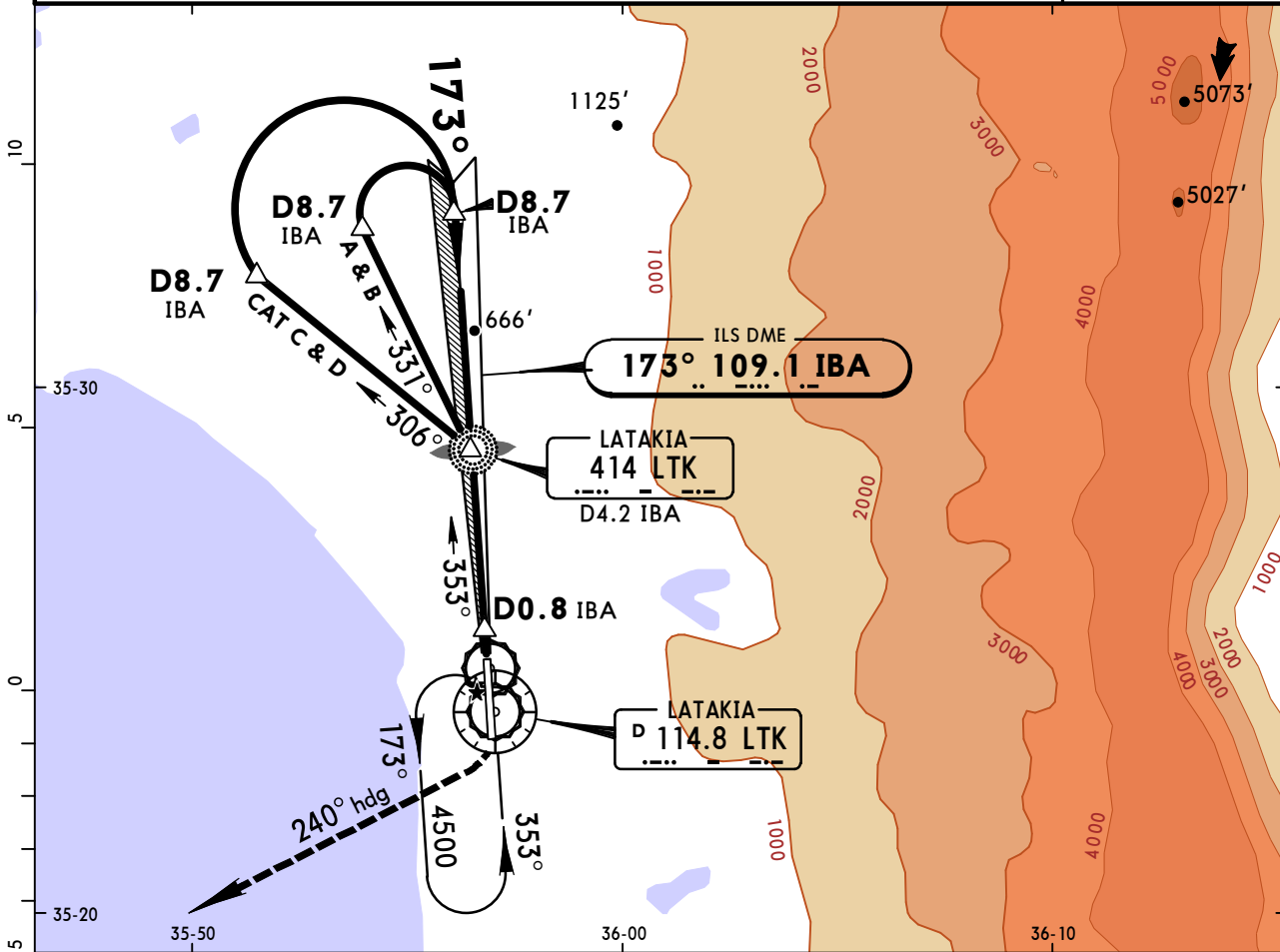
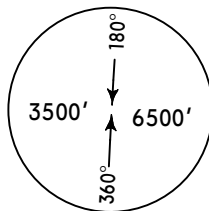
LVP must be in Force			
	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	250m	400m	500m
B			
C	300m		
D			

**OSLK/LTK**  
**BASSEL AL-ASSAD INTL**

**JEPPESSEN**  
 16 OCT 15 **(11-1)**

**LATAKIA, SYRIA**  
**VOR ILS DME Rwy 17**

DAMASCUS Control (APP) 120.0 129.6				LATAKIA Tower 119.2	
LOC IBA <b>109.1</b>	Final Apch Crs <b>173°</b>	GS LOM <b>1472'</b> (1315')	ILS DA(H) Refer to Minimums	Apt Elev 157' Rwy 157'	
<b>MISSED APCH: Turn RIGHT over VOR on heading 240° climbing to 4500'. Request further instructions from ATC.</b>					
Alt Set: hPa		Rwy Elev: 6 hPa	Trans level: FL 150		Trans alt: 13000'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	LTK	hdg	4500'	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743		849	114.8	240°	↑
MAP at D0.8 IBA									↑	RT	↑

STRAIGHT-IN LANDING RWY 17				CIRCLE-TO-LAND	
DA(H) A: <b>366'</b> (209') C: <b>386'</b> (229')		LOC (GS out)			
B: <b>378'</b> (221') D: <b>397'</b> (240')		MDA(H) <b>590'</b> (433')			
FULL		ALS out		ALS out	
A			1200m	1600m	A
B					B
C	1200m			2000m	NOT AUTHORIZED
D			2400m		

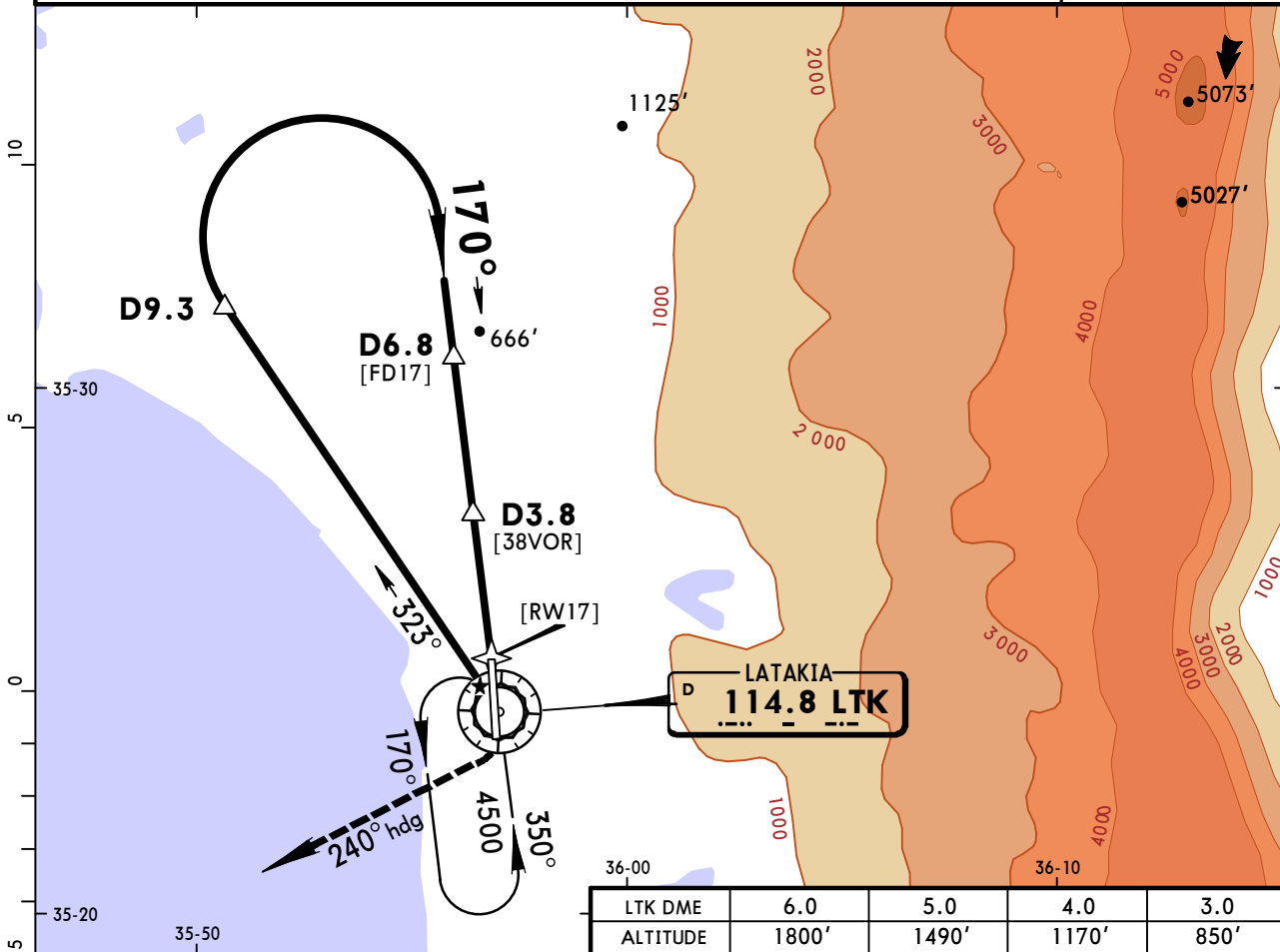
PANS OPS

**OSLK/LTK**  
**BASSEL AL-ASSAD INTL**

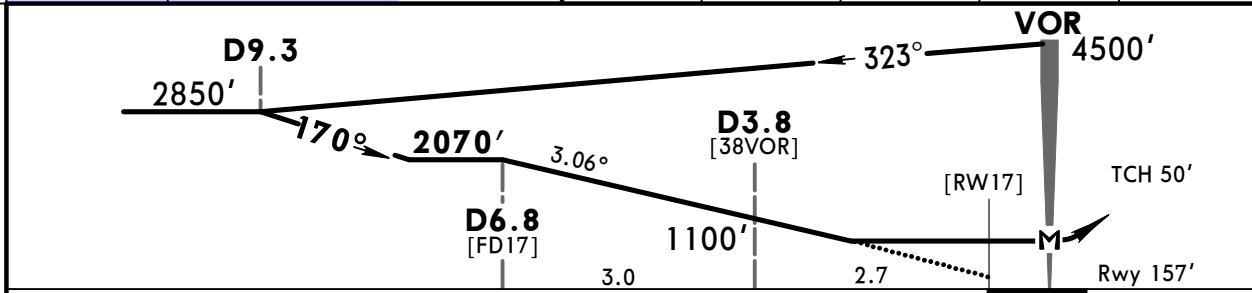
**JEPPESSEN**  
 16 OCT 15 (13-1)

**LATAKIA, SYRIA**  
**VOR DME Rwy 17**

DAMASCUS Control (APP) 120.0 129.6				LATAKIA Tower 119.2	
VOR LTK <b>114.8</b>	Final Apch Crs <b>170°</b>	Minimum Alt <b>D6.8</b> 2070' (1913')	MDA(H) <b>750'</b> (593')	Apt Elev 157'	<p>MSA LTK VOR</p>
<b>MISSED APCH: Turn RIGHT onto heading 240° climbing to 3500' and contact ATC.</b>					
Alt Set: MB    Rwy Elev: 6 MB    Trans level: FL 150    Trans alt: 13000' Procedure based on MAX 250 KT TAS.					



LTK DME	6.0	5.0	4.0	3.0
ALTITUDE	1800'	1490'	1170'	850'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 240° hdg RT 3500'
Descent Angle	3.06°	379	487	541	650	758	
MAP at VOR							

STRAIGHT-IN LANDING RWY 17	
MDA(H) <b>750'</b> (593')	
ALS out	
A	1200m
B	1600m
C	2400m
D	2800m

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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LATAKIA, (BASSEL AL-ASSAD INTL - OSLK)

## TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport OSLK