

OSAP/ALP ALEPPO INTL

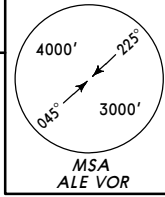
JEPPESEN
24 FEB 12 (10-2)

ALEPPO, SYRIA

STAR

Apt Elev
1276'

Alt Set: hPa
Trans level: FL150 Trans alt: 13000'



GOLF
N36 24.3 E037 17.4

GOLF 2C
DURING MIL
ACTIVITY
At or above
10000'

D5 ALE
At or above
4000'

DELTA 1C [DELT1C]
DELTA 2C [DELT2C]
GOLF 1C, GOLF 2C
TANGO 1C [TANG1C]
TAN 2C

RWYS 09, 27 ARRIVALS
FOR ARRIVALS TO FINAL APPROACH
REFER TO CHART 10-2B



ALEPPO
P 114.5 ALE
N36 10.8 E037 12.6
At or above
3500'

D5 ALE
At or above
4000'

D5 ALE
At or above
4000'

DELTA
N36 05.8 E037 29.9
DELTA 2C
DURING MIL
ACTIVITY
At or above
FL160

TANGO
N35 57.0 E037 20.1
TAN 2C
At or above
8000'

D20 ALE
At or above
FL160

D40 ALE
At or above
FL240



TANF
D(h) 114.0 TAN
N33 28.9 E038 39.2



FOR FLIGHT SIMULATION USE ONLY!

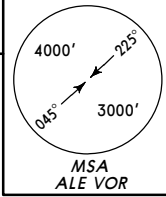
OSAP/ALP
ALEPPO INTL

JEPPESEN
24 FEB 12 (10-2A)

ALEPPO, SYRIA
STAR

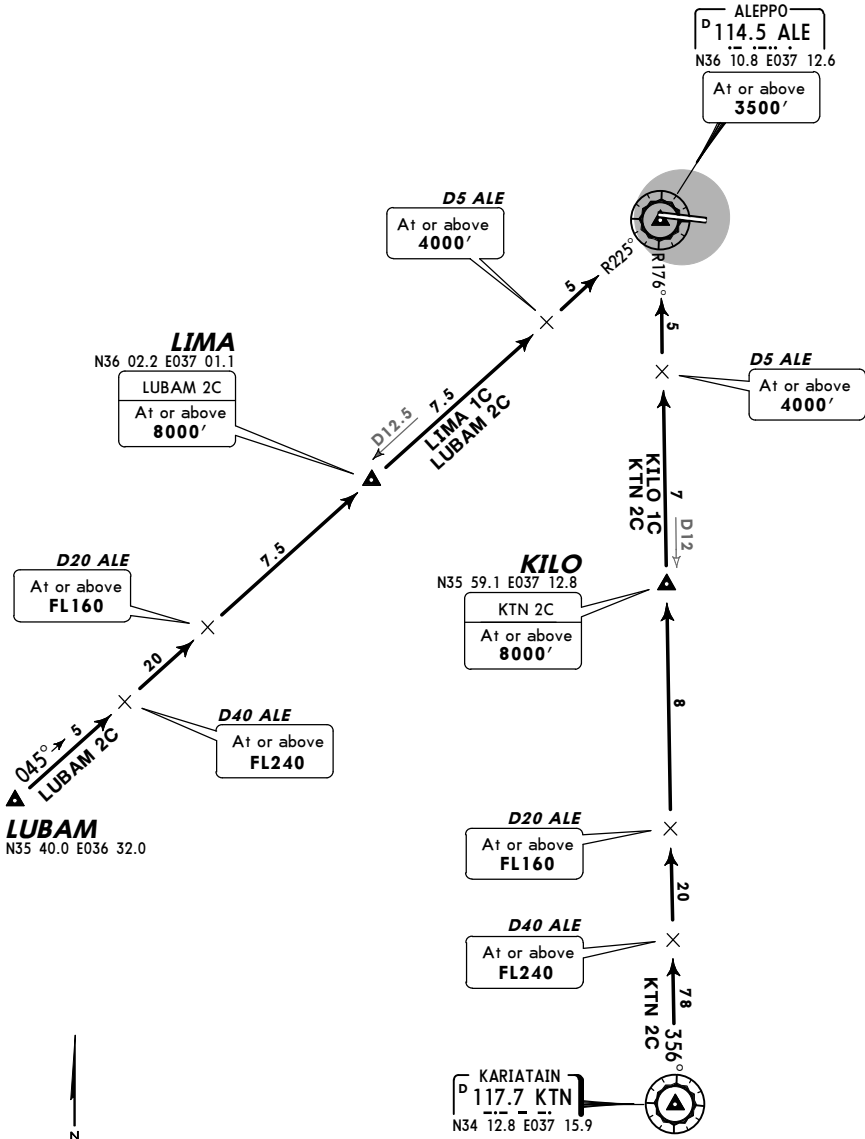
Apt Elev
1276'

Alt Set: hPa
Trans level: FL150 Trans alt: 13000'



KILO 1C, KTN 2C
LIMA 1C, LUBAM 2C [LUBA2C]
RWYS 09, 27 ARRIVALS
FOR ARRIVALS TO FINAL APPROACH
REFER TO CHART 10-2B

FOR FLIGHT SIMULATION USE ONLY!



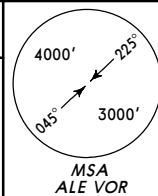
OSAP/ALP
ALEPPO INTL

JEPPesen
24 FEB 12 (10-2B)

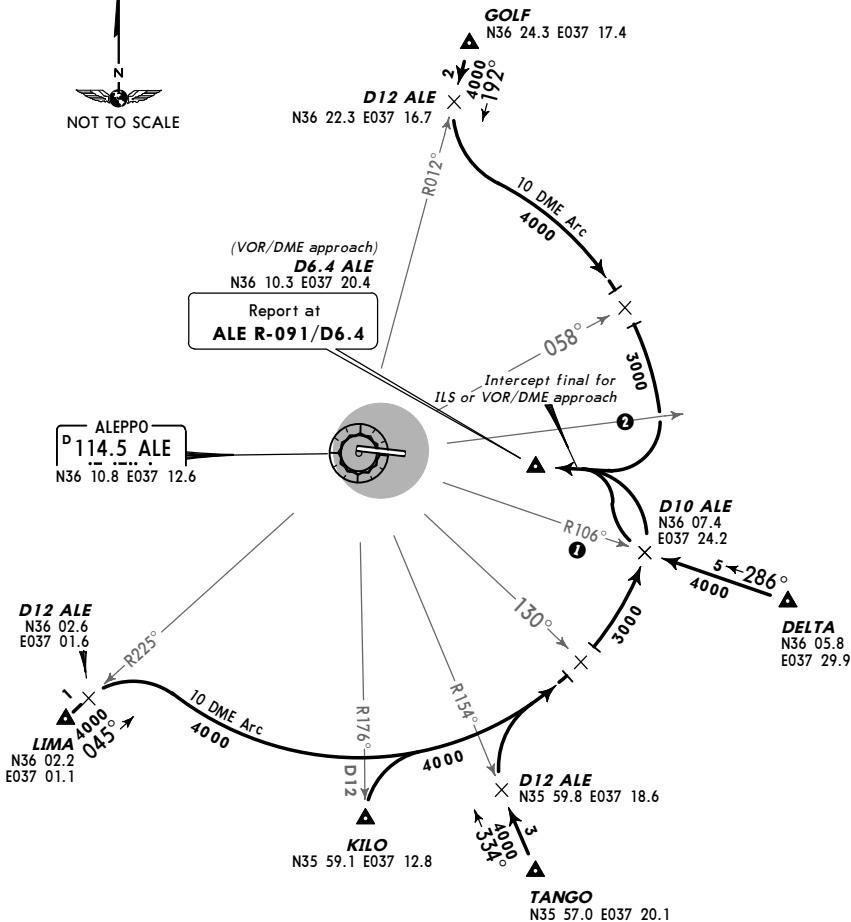
ALEPPO, SYRIA
ARRIVAL

Apt Elev
1276'

Alt Set: hPa
Trans level: FL150 Trans alt: 13000'



**RWY 27 ARRIVALS
TO FINAL APPROACH**
AVAILABLE ON PILOT'S REQUEST
AND WHEN MILITARY TRAFFIC PERMITS
~~SPEED~~ **MAX 250 KT BELOW 10000'**
UNLESS INSTRUCTED OTHERWISE BY ATC



Report at
ALE R-091/D6.4

ALEPPO
P 114.5 ALE
N36 10.8 E037 12.6

- ① R-106 initial course for arrivals from DELTA, lead-in radial for ILS approach from KILO, LIMA & TANGO
R-108 lead-in radial for VOR/DME approach from KILO, LIMA & TANGO.
- ② R-082 for ILS approach.
R-080 vor VOR/DME approach.

FOR FLIGHT SIMULATION USE ONLY!

OSAP/ALP
ALEPPO INTL

JEPPESEN

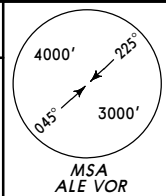
ALEPPO, SYRIA

24 FEB 12 (10-3)

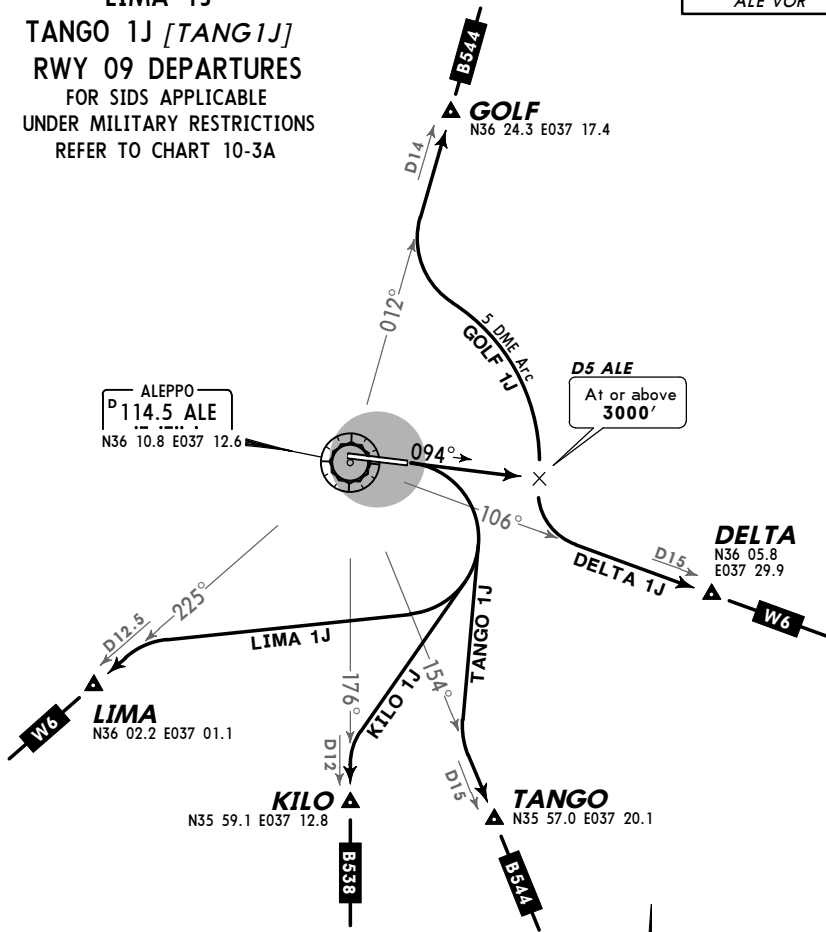
SID

Apt Elev
1276'

Trans level: FL150 Trans alt: 13000'
SIDs are also minimum noise routings.



DELTA 1J [DEL1J]
GOLF 1J, KILO 1J
LIMA 1J
TANGO 1J [TANG1J]
RWY 09 DEPARTURES
FOR SIDS APPLICABLE
UNDER MILITARY RESTRICTIONS
REFER TO CHART 10-3A



These SIDs require a minimum climb gradient of 346' per NM (5.7%).

Gnd speed-KT	75	100	150	200	250	300
346' per NM	433	577	866	1155	1443	1732



SID	ROUTING
DELTA 1J	Climb on 094° track to D5 ALE, turn RIGHT, intercept ALE R-106 to DELTA, join airway W-6.
GOLF 1J	Climb on 094° track to D5 ALE, turn LEFT, along ALE 5 DME arc, intercept ALE R-012 to GOLF, join airway B-544.
KILO 1J	Turn RIGHT, intercept ALE R-176 to KILO, join airway B-538.
LIMA 1J	Turn RIGHT, intercept ALE R-225 to LIMA, join airway W-6.
TANGO 1J	Turn RIGHT, intercept ALE R-154 to TANGO, join airway B-544.

FOR FLIGHT SIMULATION USE ONLY!

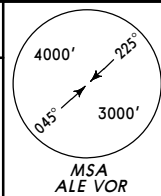
OSAP/ALP
ALEPPO INTL

JEPPesen
24 FEB 12 **(10-3A)**

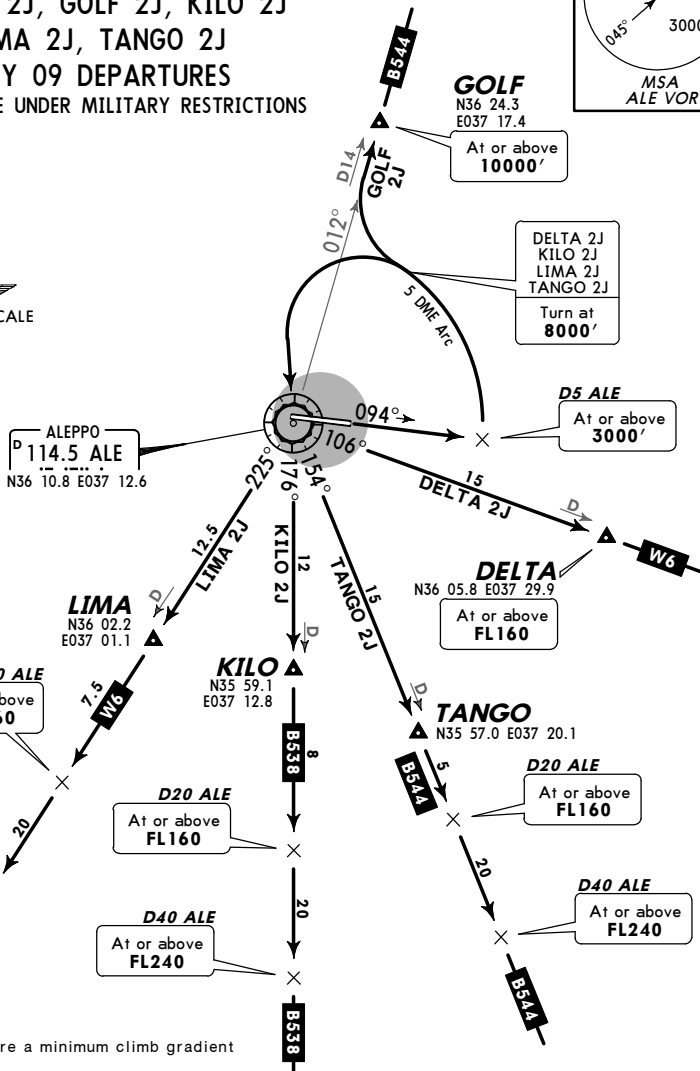
ALEPPO, SYRIA
SID

Apt Elev
1276'

Trans level: FL150 Trans alt: 13000'
SIDs are also minimum noise routings.



DELTA 2J, GOLF 2J, KILO 2J
LIMA 2J, TANGO 2J
RWY 09 DEPARTURES
APPLICABLE UNDER MILITARY RESTRICTIONS



These SIDs require a minimum climb gradient of 346' per NM (5.7%).

Gnd speed-KT	75	100	150	200	250	300
346' per NM	433	577	866	1155	1443	1732

SID	ROUTING
DELTA 2J	Climb on 094° track to D5 ALE, turn LEFT, along ALE 5 DME arc, at 8000' turn LEFT to ALE, ALE R-106 to DELTA, join airway W-6.
GOLF 2J	Climb on 094° track to D5 ALE, turn LEFT, along ALE 5 DME arc, intercept ALE R-012 to GOLF, join airway B-544.
KILO 2J	Climb on 094° track to D5 ALE, turn LEFT, along ALE 5 DME arc, at 8000' turn LEFT to ALE, ALE R-176 to KILO, join airway B-538.
LIMA 2J	Climb on 094° track to D5 ALE, turn LEFT, along ALE 5 DME arc, at 8000' turn LEFT to ALE, ALE R-225 to LIMA, join airway W-6.
TANGO 2J	Climb on 094° track to D5 ALE, turn LEFT, along ALE 5 DME arc, at 8000' turn LEFT to ALE, ALE R-154 to TANGO, join airway B-544.

FOR FLIGHT SIMULATION USE ONLY!

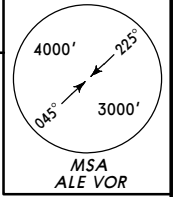
OSAP/ALP
ALEPPO INTL

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

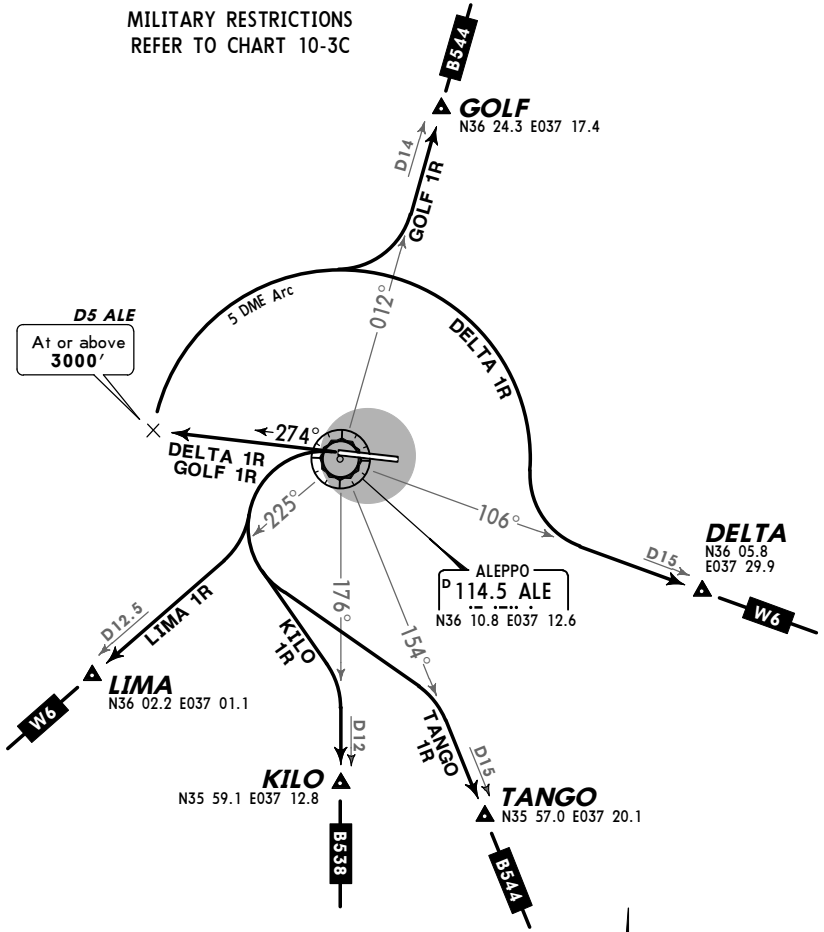
ALEPPO, SYRIA
SID

Apt Elev
1276'

Trans level: FL150 Trans alt: 13000'
SIDs are also minimum noise routings.



DELTA 1R [DEL1R], GOLF 1R, KILO 1R
LIMA 1R, TANGO 1R [TANG1R]
RWY 27 DEPARTURES
FOR SID APPLICABLE UNDER
MILITARY RESTRICTIONS
REFER TO CHART 10-3C



These SIDs require a minimum climb gradient of 346' per NM (5.7%).

Gnd speed-KT	75	100	150	200	250	300
346' per NM	433	577	866	1155	1443	1732



SID	ROUTING
DELTA 1R	Climb on 274° track to D5 ALE, turn RIGHT, along ALE 5 DME arc, intercept ALE R-106 to DELTA, join airway W-6.
GOLF 1R	Climb on 274° track to D5 ALE, turn RIGHT, along ALE 5 DME arc, intercept ALE R-012 to GOLF, join airway B-544.
KILO 1R	Turn LEFT, intercept ALE R-176 to KILO, join airway B-538.
LIMA 1R	Turn LEFT, intercept ALE R-225 to LIMA, join airway W-6.
TANGO 1R	Turn LEFT, intercept ALE R-154 to TANGO, join airway B-544.

FOR FLIGHT SIMULATION USE ONLY!

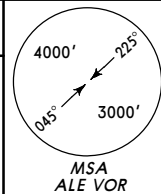
OSAP/ALP
ALEPPO INTL

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

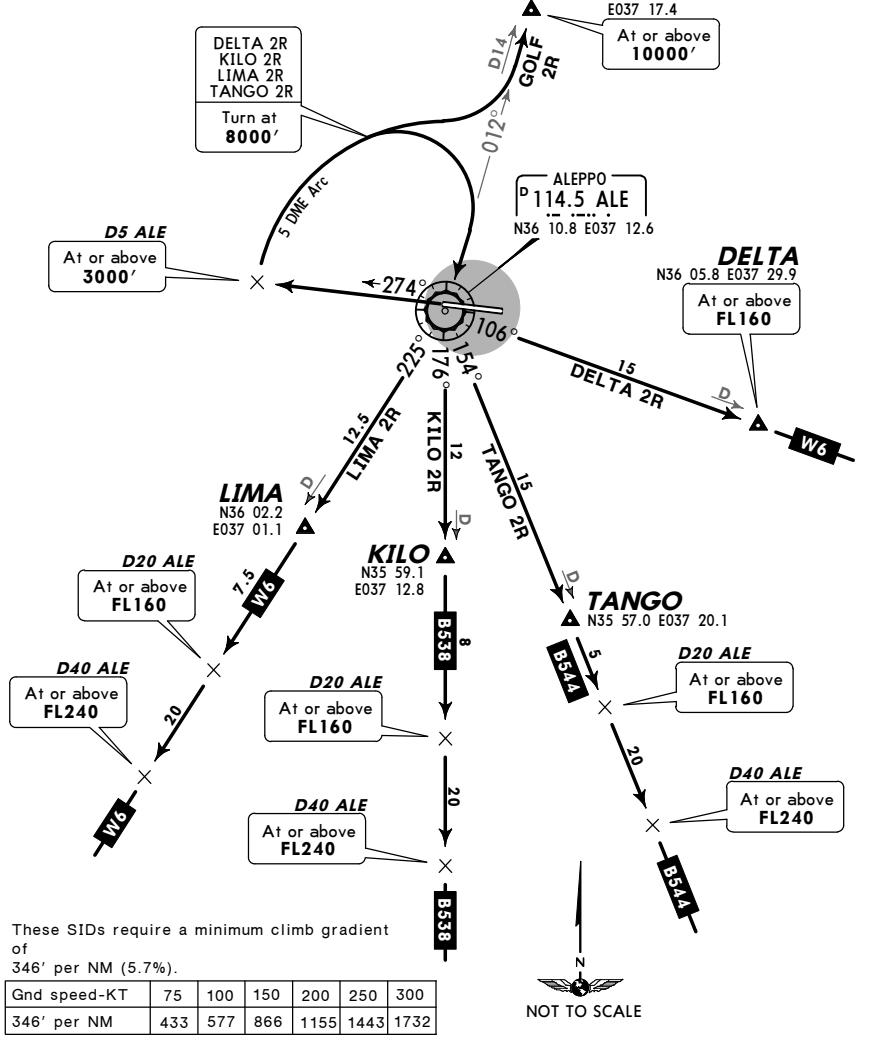
ALEPPO, SYRIA
SID

Apt Elev
1276'

Trans level: FL150 Trans alt: 13000'
SIDs are also minimum noise routings.



**DELTA 2R, GOLF 2R, KILO 2R
LIMA 2R, TANGO 2R
RWY 27 DEPARTURES**
APPLICABLE UNDER MILITARY RESTRICTIONS



SID	ROUTING
DELTA 2R	On runway heading to D5 ALE, turn RIGHT, along ALE 5 DME arc, at 8000' turn to ALE, ALE R-106 to DELTA, join airway W-6.
GOLF 2R	On runway heading to D5 ALE, turn RIGHT, along ALE 5 DME arc, intercept ALE R-012 to GOLF, join airway B-544.
KILO 2R	On runway heading to D5 ALE, turn RIGHT, along ALE 5 DME arc, at 8000' turn to ALE, ALE R-176 to KILO, join airway B-538.
LIMA 2R	On runway heading to D5 ALE, turn RIGHT, along ALE 5 DME arc, at 8000' turn to ALE, ALE R-225 to LIMA, join airway W-6.
TANGO 2R	On runway heading to D5 ALE, turn RIGHT, along ALE 5 DME arc, at 8000' turn to ALE, ALE R-154 to TANGO, join airway B-544.

CHANGES: Airway W-4 renumbered W-6.

FOR FLIGHT SIMULATION USE ONLY!

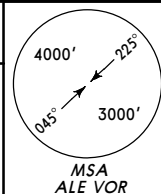
OSAP/ALP
ALEPPO INTL

JEPPESEN
24 FEB 12 (10-3D)

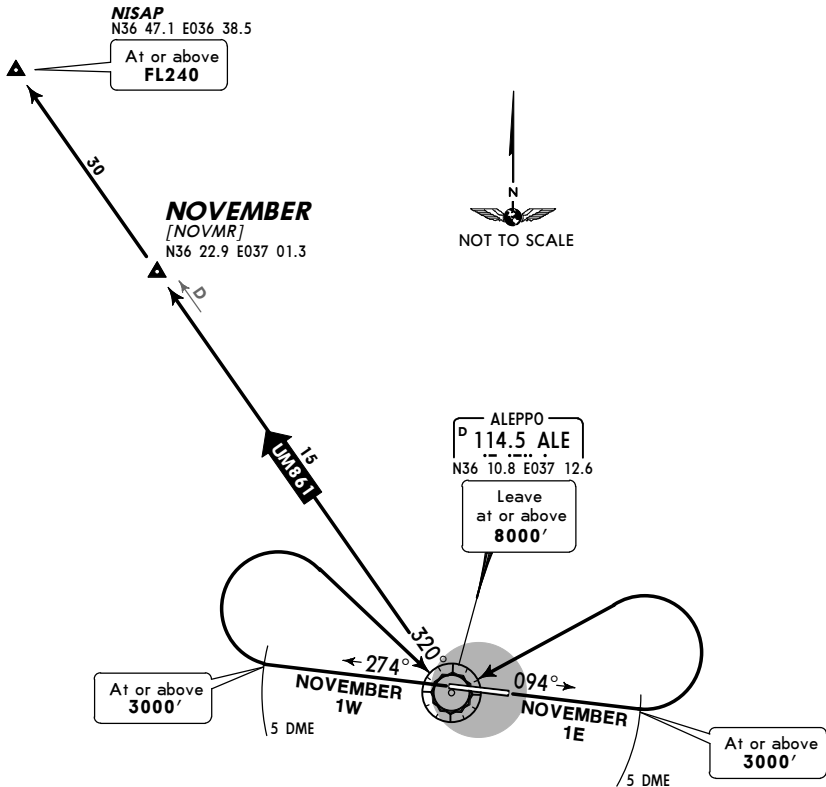
ALEPPO, SYRIA
SID

Apt Elev
1276'

Trans level: FL150 Trans alt: 13000'
SIDs are also minimum noise routings.



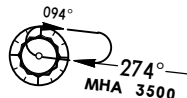
NOVEMBER 1E [NOVM1E], NOVEMBER 1W [NOVM1W]
RWYS 09, 27 DEPARTURES
APPLICABLE UNDER MILITARY RESTRICTIONS
OR ANKARA ACC RESTRICTIONS



This SID requires a minimum climb gradient of 346' per NM (5.7%).

Gnd speed-KT	75	100	150	200	250	300
346' per NM	433	577	866	1155	1443	1732

HOLDING OVER
ALE



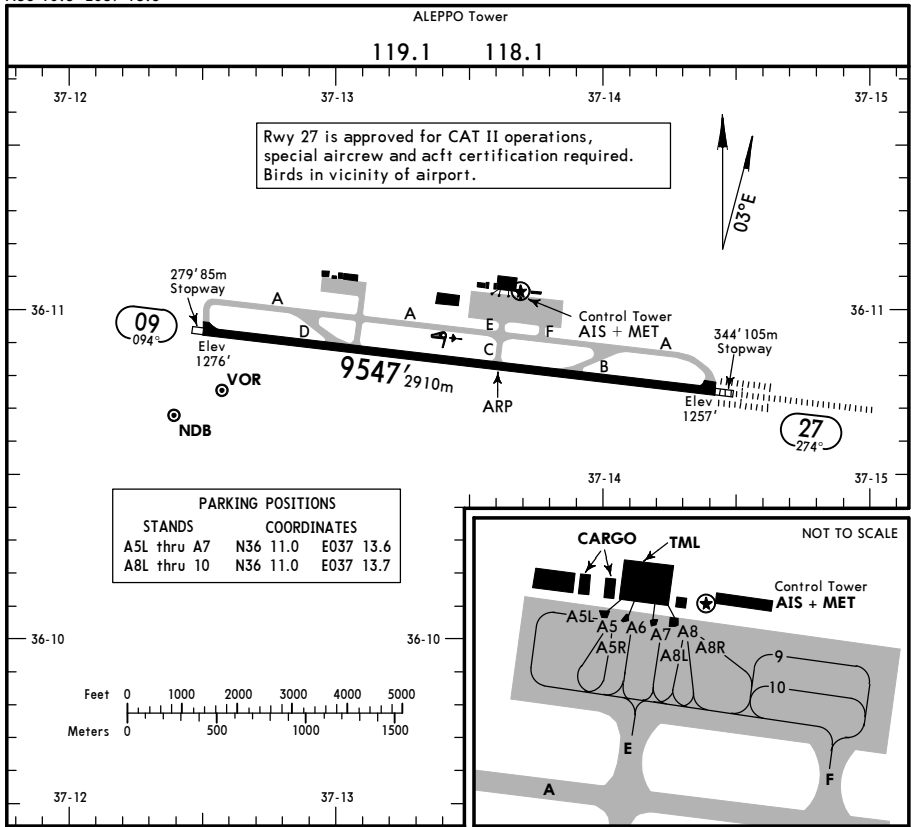
SID	RWY	ROUTING
NOVEMBER 1E	09	Climb on 094° track to ALE 5 DME, turn LEFT to ALE and enter holding, ALE R-320 on airway UM-861 via NOVEMBER to NISAP.
NOVEMBER 1W	27	Climb on 274° track to ALE 5 DME, turn RIGHT to ALE and enter holding, ALE R-320 on airway UM-861 via NOVEMBER to NISAP.

FOR FLIGHT SIMULATION USE ONLY!

OSAP/ALP
 Apt Elev **1276'**
 N36 10.8 E037 13.6

JEPPesen
 15 MAY 15 (10-9)

ALEPPO, SYRIA
ALEPPO INTL



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			WIDTH
		Threshold	Landing Beyond Glide Slope	TAKE-OFF	
09	HIRL (60m) CL HST-B				148'
27	HIRL (60m) CL HIALS-II TDZ PAPI (3.0°) HST-D		8514' 2595m		45m

TAKE-OFF		
AIR CARRIER (JAA)		
All Rwys		
LVP must be in force		
	RCLM (DAY only) or RL	RCLM (DAY only) or RL
A		
B	200m	250m
C		400m
D	250m	300m

FOR FLIGHT SIMULATION USE ONLY!

OSAP/ALP



Standard
ALEPPO, SYRIA
ALEPPO INTL

STRAIGHT-IN RWY		A	B	C	D
09	VOR ① ②	1670'(394') 1800m	1670'(394') 1800m	1670'(394') 1800m	1670'(394') 1800m
	VOR ③	2160'(884') 4400m	2160'(884') 4400m	2160'(884') 4400m	2160'(884') 4400m
27	CAT 2 ILS	1395'(138') RA 138'R400m	1412'(155') RA 155'R450m	1424'(167') RA 167'R450m	1438'(181') RA 181'R450m
	ILS	1483'(226') R550m	1495'(238') R550m	1503'(246') R550m	1513'(256') R600m
	FULL	R750m	R750m	R750m	R750m
	Limited	R1200m	R1200m	R1300m	R1300m
	ALS out				
	LOC ①	1600'(343') R900m	1600'(343') R900m	1600'(343') R900m	1600'(343') R900m
	ALS out	R1500m	R1500m	R1600m	R1600m
	VOR ①	1800'(543') R1500m	1800'(543') R1500m	1800'(543') R1800m	1800'(543') R1800m
ALS out	R1500m	R1500m	C2400m	C2400m	
VOR	1800'(543') R2000m	1800'(543') R2000m	1800'(543') C2200m	1800'(543') C2200m	
ALS out	C2700m	C2700m	C2900m	C2900m	
NDB	1850'(574') C2100m	1850'(574') C2100m	1850'(574') C2300m	1850'(574') C2300m	
ALS out	C2800m	C2800m	C3000m	C3000m	

- ① Continuous Descent Final Approach.
- ② with DME.
- ③ w/o DME.

CIRCLE-TO-LAND	A	B	C	D
	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED

TAKE-OFF RWY 09, 27					
LVP must be in Force					
	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	150m	200m	250m	400m	500m
B					
C	200m	250m	300m		
D					

FOR FLIGHT SIMULATION USE ONLY!

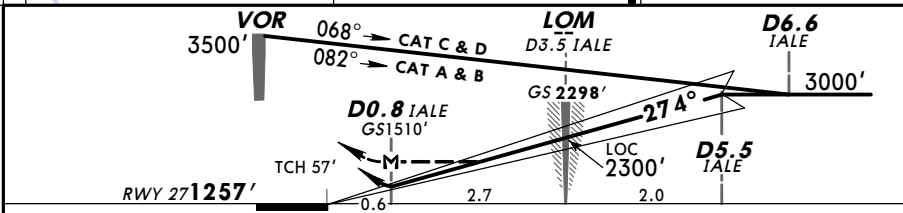
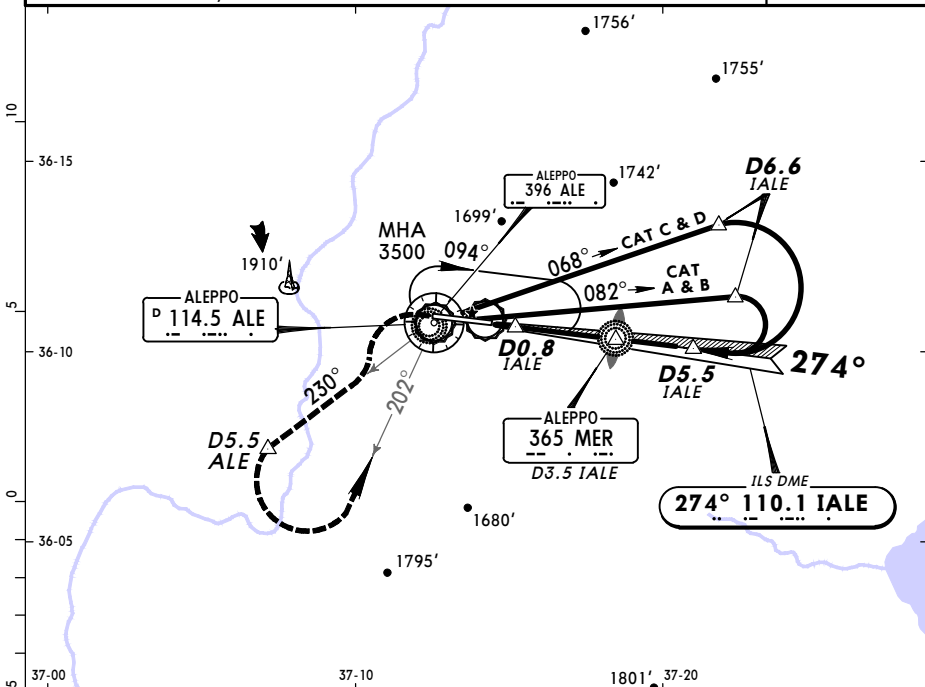
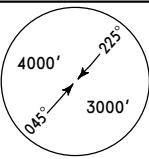
OSAP/ALP
ALEPPO INTL

JEPPESEN
5 AUG 05 **(11-1)**

ALEPPO, SYRIA
VOR ILS DME Rwy 27

FOR FLIGHT SIMULATION USE ONLY!

Approach Control through Tower ALEPPO Tower					
119.1		118.1			
LOC IALE	Final Apch Crs	GS LOM	ILS DA(H) Refer to Minimums	Apt Elev 1276'	
110.1	274°	2298' (1041')		RWY 1257'	
MISSED APCH: MAX IAS 200 KT. As soon as practicable turn LEFT onto R-230 climb to 3000', then as directed.					
Alt Set: MB		Rwy Elev: 45 MB		Trans level: FL 150	
				Trans alt: 13000'	
					MSA ALE VOR



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	200 KT MAX	As soon as practicable	3000' onto R-230	ALE 114.5 R-230
ILS GS 3.00° or	377	484	538	646	753	861	PAPI				
LOC Desc Grad 5.2%											
MAP at D0.8 IALE											

STRAIGHT-IN LANDING RWY 27						CIRCLE-TO-LAND					
ILS						LOC (GS out)					
DA(H) A: 1483' (226°) C: 1503' (246°)			B: 1495' (238°) D: 1513' (256°)			MDA(H) 1600' (343°)					
FULL		TDZ or CL out		ALS out		ALS out					
A									A		
B					800m		1600m		B		
C	800m		1200m						C	NOT AUTHORIZED	
D					1200m		2000m		D		

PANS OPS

OSAP/ALP
ALEPPO INTL



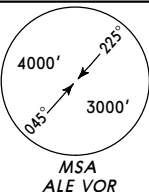
ALEPPO, SYRIA
CAT II VOR ILS DME Rwy 27

5 AUG 05 **(11-1A)**

Approach Control through Tower
ALEPPO Tower
119.1 118.1

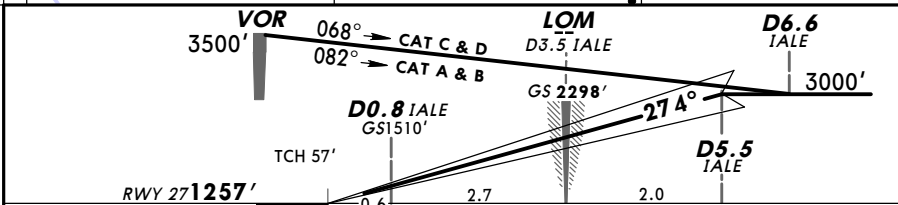
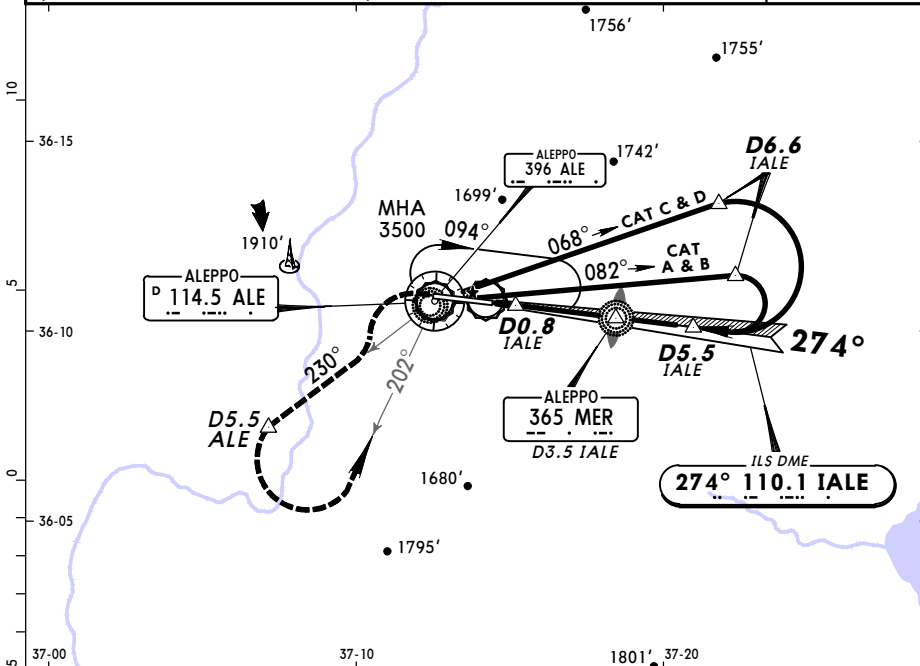
BRIEFING STRIP™

LOC IALE 110.1	Final <i>Apch Crs</i> 274°	GS LOM 2298' (1041')	CAT II ILS DA(H) Refer to Minimums	Apt Elev 1276' RWY 1257'
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MISSED APCH: MAX IAS 200 KT. As soon as practicable turn LEFT onto R-230 climb to 3000', then as directed.

Alt Set: MB Rwy Elev: 45 MB Trans level: FL 150 Trans alt: 13000'
Special Aircrew & Acft Certification Required.



Gnd speed-Kts	70	90	100	120	140	160	HTALS-II PAPI PAPI	200 KT MAX	As soon as practicable	3000' LT	ALE onto 114.5 R-230
GS 3.00°	377	484	538	646	753	861					

STRAIGHT-IN LANDING RWY 27
CAT II ILS

A RA 138' DA(H) 1395' (138')	B RA 155' DA(H) 1412' (155')	C RA 167' DA(H) 1424' (167')	D RA 181' DA(H) 1438' (181')
RVR 350m	RVR 500m		RVR 550m

PANS OPS

FOR FLIGHT SIMULATION USE ONLY!

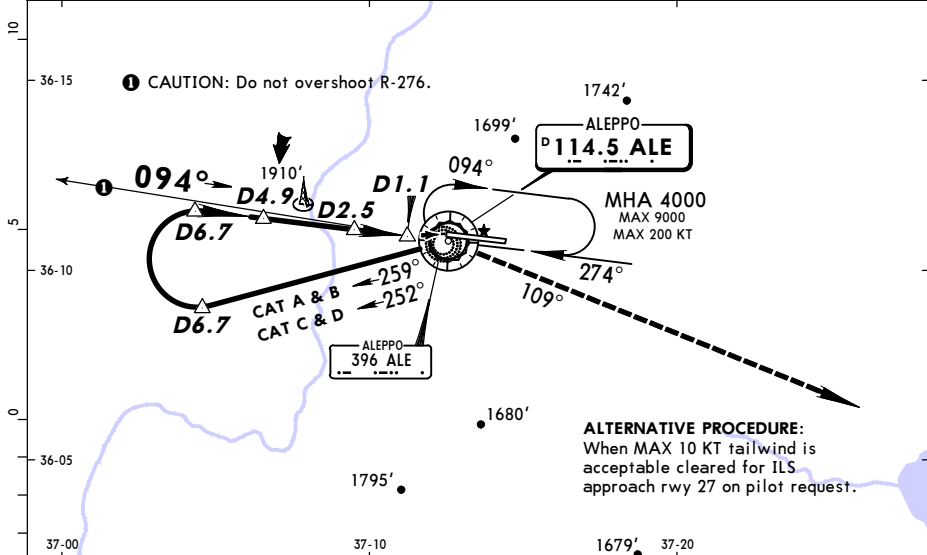
OSAP/ALP
ALEPPO INTL

JEPPESEN
20 JAN 06 (13-1)

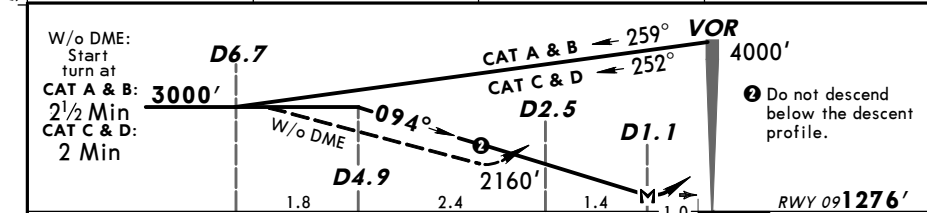
ALEPPO, SYRIA
VOR DME Rwy 09

FOR FLIGHT SIMULATION USE ONLY!

Approach Control through Tower ALEPPO Tower 119.1 118.1				
BREEZING STRIP™	VOR ALE 114.5	Final Apch Crs 094°	With DME Minimum Alt D4.9 3000' (1724')	With DME MDA(H) 1670' (394')
			W/o DME Minimum Alt No FAF	W/o DME MDA(H) 2160' (884')
			Apt Elev 1276'	
			RWY 1276'	
MISSED APCH: Turn RIGHT (MAX 185 KT) on R-109 climbing to 4000' to VOR.				
Alt Set: MB		Rwy Elev: 46 MB	Trans level: FL 150	
Procedure based on MAX 185 KT.			Trans alt: 13000'	



②	ALE DME	4.0	3.0	2.0
	ALTITUDE	2680'	2340'	1990'



W/o DME: Start turn at	3000'	2160'	4000'
CAT A & B: 2 1/2 Min	1.8	2.4	1.0
CAT C & D: 2 Min			
Gnd speed-Kts VOR DME: Descent Gradient 5.7% VOR DME: MAP at D1.1			185 KT MAX

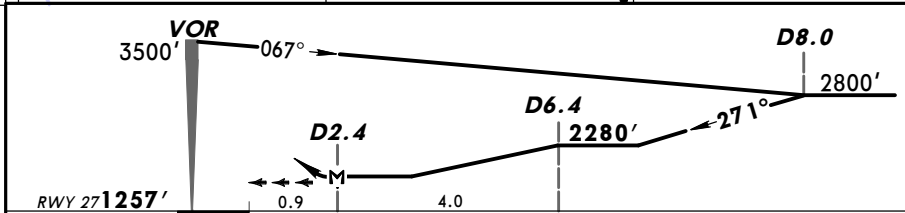
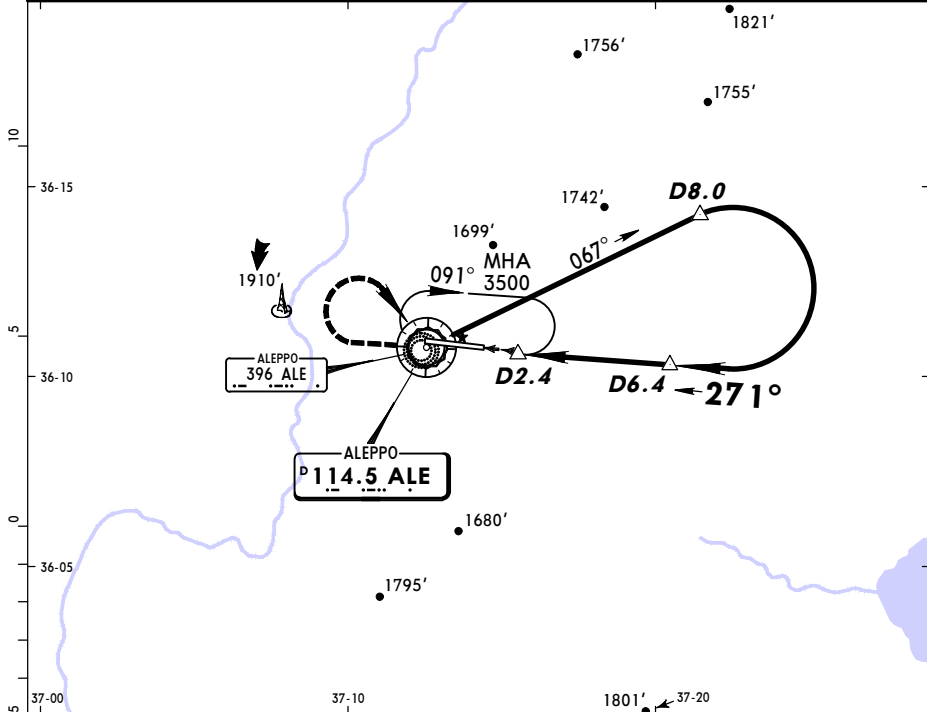
STRAIGHT-IN LANDING RWY 09			
With DME		W/o DME	
MDA(H) 1670' (394')		MDA(H) 2160' (884')	
PANS OPS	A		
	B		
	C	1800m	4400m
	D		

OSAP/ALP
ALEPPO INTL

JEPPESEN
20 JAN 06 (13-2)

ALEPPO, SYRIA
VOR DME Rwy 27

Approach Control through Tower ALEPPO Tower 119.1 118.1					<p>MSA ALE VOR</p>
VOR ALE 114.5	Final Apch Crs 271°	Minimum Alt D6.4 2280' (1023')	MDA(H) 1800' (543')	Apt Elev 1276' RWY 1257'	
MISSED APCH: Climb to 3500' and join VOR holding.					
Alt Set: MB Rwy Elev: 45 MB Trans level: FL 150 Trans alt: 13000'					
Procedure based on MAX 230 KT.					



MAP at D2.4					3500'	ALE 114.5 HOLDING PATTERN
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STRAIGHT-IN LANDING RWY 27		ALS out	
MDA(H) 1800' (543')			
A			
B	800m	1600m	
C	1600m	2400m	
D	2000m	2800m	

FOR FLIGHT SIMULATION USE ONLY!

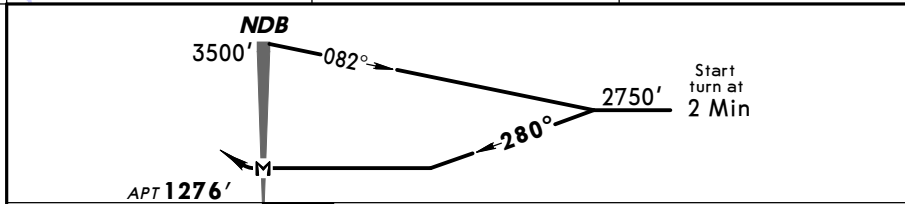
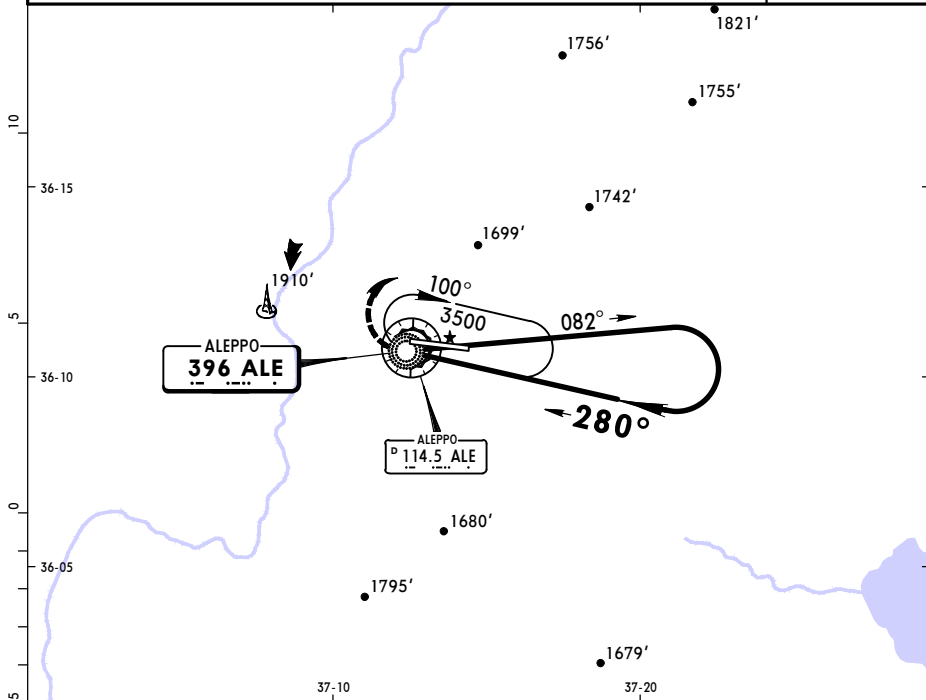
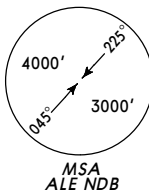
PANS OPS

OSAP/ALP
ALEPPO INTL

JEPPESEN
28 OCT 05 (16-1) Eff 1 Nov

ALEPPO, SYRIA
NDB Rwy 27

Approach Control through Tower ALEPPO Tower 119.1 118.1				
NDB ALE 396	Final <i>Apch Crs</i> 280°	Minimum Alt No FAF	MDA(H) 1850' (574')	Apt Elev 1276'
MISSED APCH: Turn RIGHT and climb in NDB holding to 3500' and contact ATC.				
Alt Set: MB		Apt Elev: 46 MB	Trans level: FL 150	Trans alt: 13000'
Procedure based on MAX 190 KT.				



MAP at NDB				HIALS-II PAPI PAPI	3500' in ALE 396 HOLDING PATTERN
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STRAIGHT-IN LANDING RWY 27		ALS out	
MDA(H) 1850' (574')			
A	1200m	1600m	
B	1600m	2400m	
C	2400m	2800m	
D			

PANS OPS

FOR FLIGHT SIMULATION USE ONLY!