

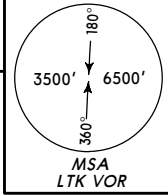
OSLK/LTK
BASSEL AL-ASSAD INTL

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

LUBAM
 N35 40.0 E036 32.0
 At or above
FL240

LATAKIA
 D 114.8 LTK
 N35 23.8 E035 57.0
BRAVO 1C, 2C
KARIATAIN 1C, 2C
NIKAS 1C
 At or above
4500'
LUBAM 1C, 2C
 At or above
6500'

SALIM
 N35 29.8 E036 18.7
 At or above
9000'

BANIAS
 304 BAN
 N35 13.7 E035 57.5
BRAVO 1C, 2C
 At or above
5000'
KARIATAIN 1C, 2C
 At or above
8000'

NIKAS
 N35 11.6 E035 43.0
 At or above
7000'

LIMA
 N34 56.1 E036 20.4
KARIATAIN 2C
 At or above
FL240

BRAVO
 N34 41.6 E036 39.2
BRAVO 1C, 2C
 At or above
FL240

KARIATAIN
 D 117.7 KTN
 N34 12.8 E037 15.9
 At or above
FL240



FOR FLIGHT SIMULATION USE ONLY!

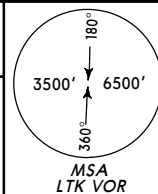
OSLK/LTK
BASSEL AL-ASSAD INTL

JEPESEN
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

SALIM
N35 29.8 E036 18.7
LUBAM 1J
At or above
9000'

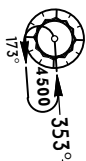
LATAKIA
D 114.8 LTK
N35 23.8 E035 57.0
LUBAM 1J, 2J
Leave LTK
at or above
6500'

BANIAS
304 BAN
N35 13.7 E035 57.5
BRAVO 1J, 2J
At or above
5000' ①

KARATAIN 1J, 2J
At or above
7000' ②

LIMA
N34 56.1 E036 20.4
BRAVO 1J
KARIATAIN 1J
At or above
FL240

HOLDING OVER LTK



BRAVO
N34 41.6 E036 39.2
BRAVO 2J
At or above
FL240

KARIATAIN
D 117.7 KTN
N34 12.8 E037 15.9

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.

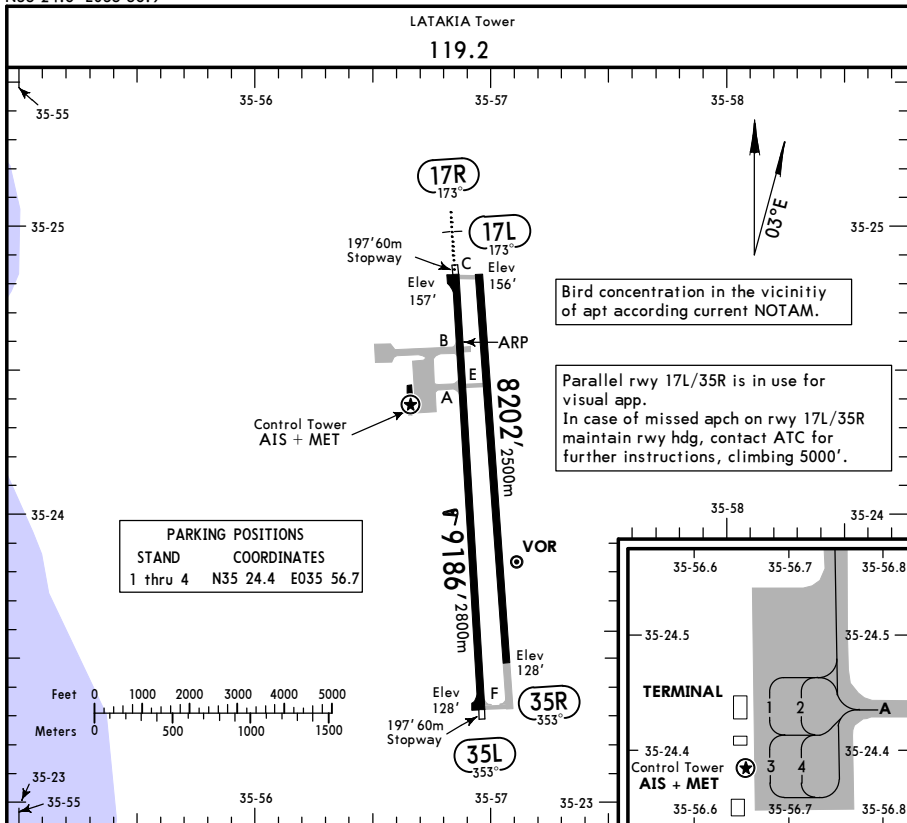
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OSLK/LTK
 Apt Elev **157'**
 N35 24.6 E035 56.9

JEPPESEN
 13 DEC 19 **(10-9)**

LATAKIA, SYRIA
BASSEL AL-ASSAD INTL

FOR FLIGHT SIMULATION USE ONLY!



ADDITIONAL RUNWAY INFORMATION

RWY	ALS	PAPI-L	USABLE LENGTHS			WIDTH
			Threshold	Glide Slope	TAKE-OFF	
17L 35R	ALS ①	PAPI-L				148' 45m
17R 35L	HIRL	HIALS PAPI-L (angle 3.00°)		8153' 2485m		148' 45m

① Configuration unknown.

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

OSLK/LTK



13 DEC 19

10-9S

Standard

LATAKIA, SYRIA
BASSEL AL-ASSAD INTL

STRAIGHT-IN RWY		A	B	C	D
17R	VOR ILS DME	366'(209')	378'(221')	386'(229')	397'(240')
	FULL	R750m	R800m	R800m	R800m
	ALS out	R1200m	R1200m	R1200m	R1200m
	① LOC	590'(433')	590'(433')	590'(433')	590'(433')
		R1500m	R1500m	R1600m	R1600m
	ALS out	R1500m	R1500m	R2000m	R2000m
	① VOR DME	750'(593')	750'(593')	750'(593')	750'(593')
		R1500m	R1500m	R2300m	R2300m
	ALS out	R1500m	R1500m	R2400m	R2400m
	NDB	800'(643')	800'(643')	800'(643')	800'(643')
	R2800m	R2800m	R3000m	R3000m	
ALS out	R3200m	R3200m	R3400m	R3400m	

① Continuous Descent Final Approach.

CIRCLE-TO-LAND	A	B	C	D
NOT AUTHORIZED				

TAKE-OFF

Low Visibility Take-off		
Day: RL & RCLM Night: RL	Day: RL or RCLM Night: RL	Adequate vis ref (Day only)
A	400m	500m
B		
C		
D		
RVR 300m		

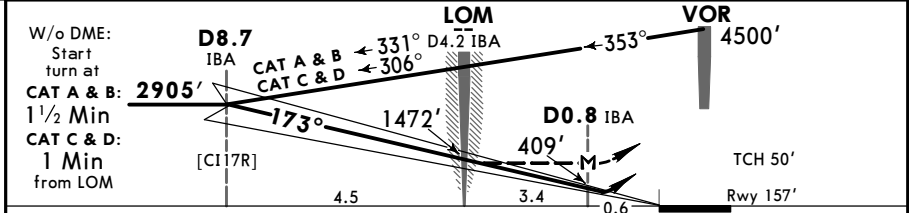
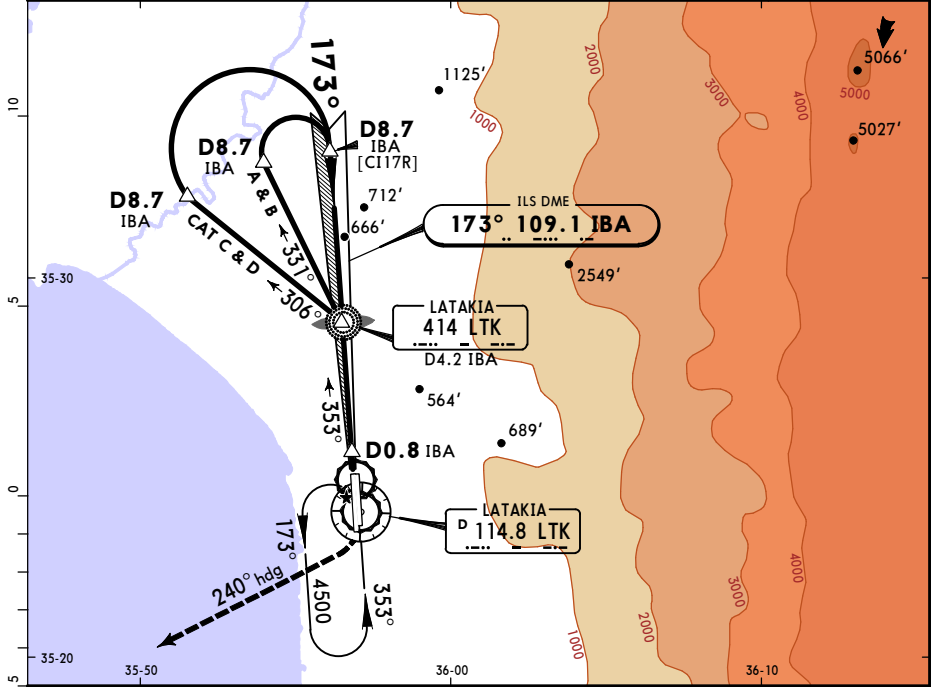
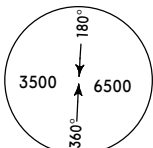
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OSLK/LTK
BASSEL AL-ASSAD INTL

JEPPESSEN
 13 DEC 19 **(11-1)**

LATAKIA, SYRIA
VOR ILS DME Rwy 17R

DAMASCUS Control (APP) 120.0 129.6				LATAKIA Tower 119.2	
LOC IBA 109.1	Final ApcH Crs 173°	D8.7 IBA 2905' (2748')	ILS DA(H) Refer to Minimums	Apt Elev 157'	Rwy 157'
MISSED APCH: Turn RIGHT over VOR on heading 240° climbing to 4500'. Request further instructions from ATC.					
Alt Set: hPa		Rwy Elev: 6 hPa	Trans level: FL 150		Trans alt: 13000'
					MSA LTK VOR



W/o DME: Start turn at	D8.7 IBA	2905'	LOM	VOR 4500'	TCH 50'	Rwy 157'
CAT A & B: 1 1/2 Min	CAT A & B ← 331°		D4.2 IBA			
CAT C & D: 1 Min	CAT C & D ← 306°		D0.8 IBA			
from LOM						

Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	LTK 114.8	hdg 240°	4500'
ILS GS or LOC Descent Angle	3.00°								RT	
MAP at D0.8 IBA										
STRAIGHT-IN LANDING RWY 17R LOC (GS out)							CIRCLE-TO-LAND			
DA(H) A: 366' (209°) C: 386' (229°) B: 378' (221°) D: 397' (240°)			MDA(H) 590' (433')							
FULL			ALS out							
A						1200m	1600m	A		
B								B		
C	1200m					2000m		C	NOT AUTHORIZED	
D						2400m		D		

PANS OPS

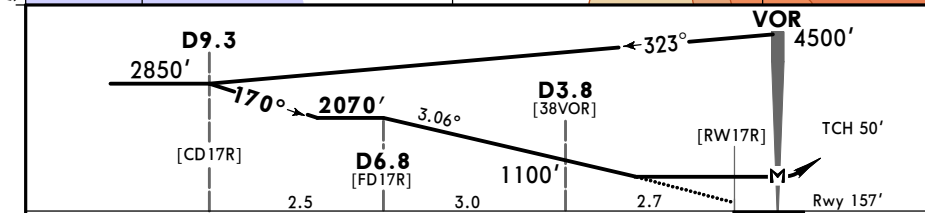
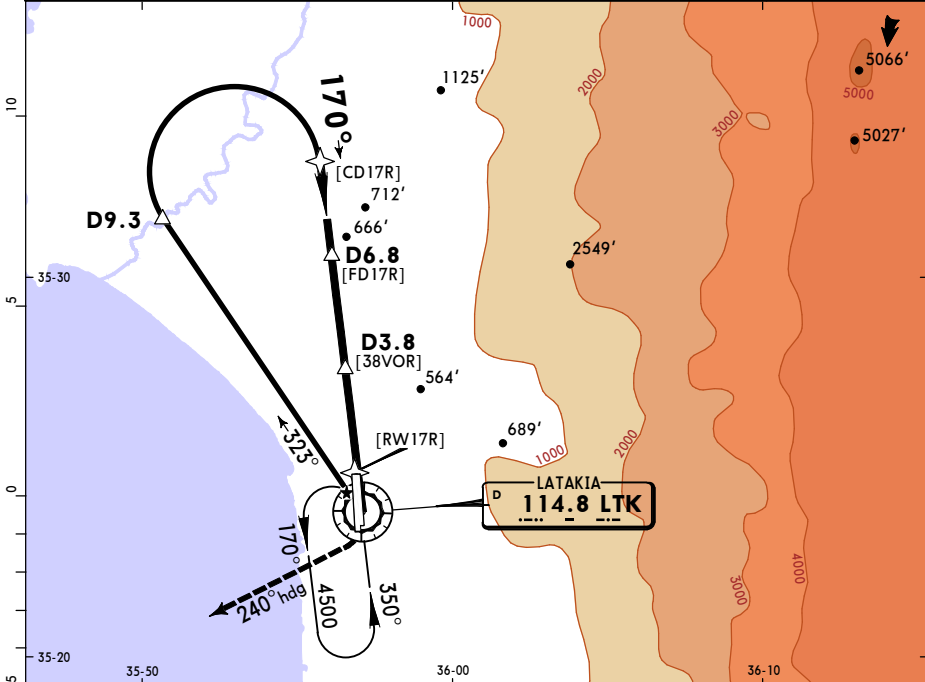
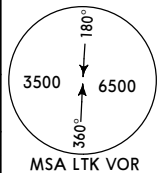
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OSLK/LTK
BASSEL AL-ASSAD INTL

JEPPESSEN
 13 DEC 19 **(13-1)**

LATAKIA, SYRIA
VOR DME Rwy 17R

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



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 17R	
MDA(H) 750' (593')	
A	ALS out
B	1200m
C	2400m
D	2800m

PANS OPS

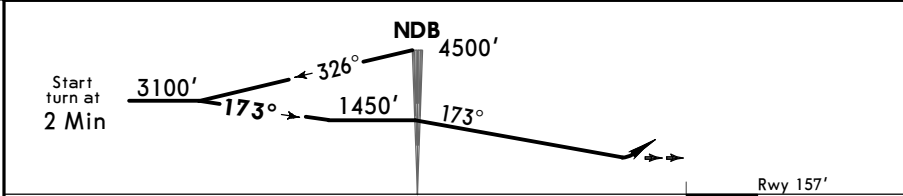
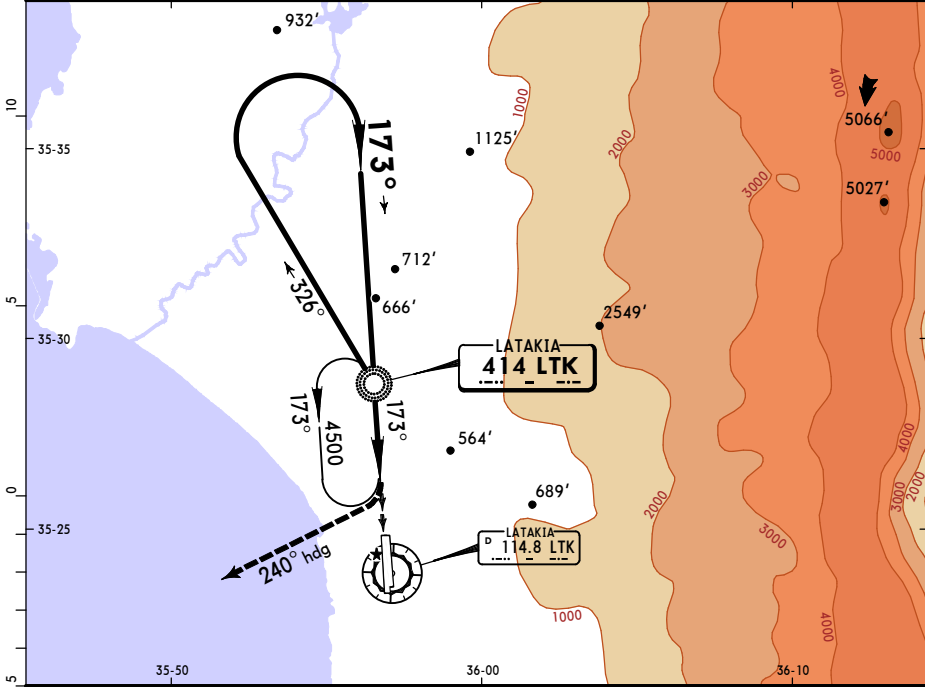
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OSLK/LTK
BASSEL AL-ASSAD INTL

JEPPESEN
 13 DEC 19 **(16-1)**

LATAKIA, SYRIA
NDB Rwy 17R

DAMASCUS Control (APP) 120.0 129.6				LATAKIA Tower 119.2	
NDB LTK 414	Final Apch Crs 173°	No FAF	MDA(H) 800' (643')	Apt Elev 157'	Rwy 157'
MISSED APCH: Turn RIGHT onto heading 240°. Request further instructions from ATC.					<p>MSA LTK NDB</p>
Alt Set: hPa		Rwy Elev: 6 hPa	Trans level: FL 150	Trans alt: 13000'	
Procedure based on MAX 216 KT.					



MAP at MDA						240° hdg RT
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STRAIGHT-IN LANDING RWY 17R			
MDA(H) 800' (643')		ALS out	
A			
B	1200m	1600m	
C	2800m		
D	3200m		

PANS OPS

FOR FLIGHT SIMULATION USE ONLY!