



General Authority of Civil Aviation

Syrian Arab Republic — Electronic Aeronautical Information Publication

ENR 1.5

ENR

CATEGORY	EFFECTIVE DATE	AMENDMENT	STATUS
ENR	27 Mar 2026	AMDT 01/2026	Published

Holding, Approach and Departure Procedures

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ENR 1.5 HOLDING, APPROACH, AND DEPARTURE PROCEDURES

1-General

The holding, departure, and approach procedures in use are based on those contained in the last edition of ICAO Doc 8168-OPS/611 (PANS-OPS). The holding and approach procedures are based on the values and factors contained in PANS-OPS Volume I, Part II. If, for any reason, a pilot is unable to conform to the procedures for normal conditions laid down for any particular holding pattern, the pilot shall advise ATC as early as possible

Published Holding Patterns — Damascus FIR

HOLDING POINT	INBOUND MAG TRACK	MIN HOLDING ALT (FT)	TURN	OUTBOUND TIMING
AATEIBE L (1)	297°	5000	LEFT	1 min
AATEIBE L (2)	045°	5000	RIGHT	1 min
ABYAD NDB	225°	5000	LEFT	1 min
ALEPPO NDB	280°	3500	RIGHT	1 min
ALEPPO DVOR	271°	3500	RIGHT	1 min
DAMASCUS DVOR (RWY 23R)	045°	5000	RIGHT	1 min
DAMASCUS DVOR (RWY 05R)	225°	5000	LEFT	1 min
DEIR ZZOR NDB	290°	2000	RIGHT	1 min
KAMISHLY NDB	035°	3000	RIGHT	1 min
LATTAKIA NDB	353°	4500	LEFT	1 min
LATTAKIA VOR	350°	4500	LEFT	1 min

1.5.2 Arriving Flights

IFR flights entering the control area will be cleared to a specified holding point and instructed to contact the aerodrome control tower at a specified time, level, or position. Due to limited airspace, approaches and holding procedures must be carried out as exactly as possible.

1.5.3 Departing Flights

IFR flights departing controlled aerodromes receive initial ATC clearance from the local aerodrome control tower. The clearance limit is normally the destination aerodrome. IFR flights

from non-controlled aerodromes shall not take off without prior arrangements with ACC.

1.5.4 Startup Clearance

The Engines of departing aircraft shall not be started unless clearance has been obtained from the Aerodrome Control Tower. Startup clearance requests shall be made at least 5 minutes in advance.

Amendment History

AMENDMENT NO.	CHANGE SUMMARY	EFFECTIVE DATE
AMDT 01/2026	Content updated	27 Mar 2026
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**GACA-SECTION-ENR 1.5-20260605-234529-
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