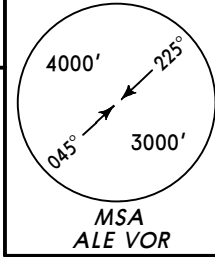


Apt Elev
1276'

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



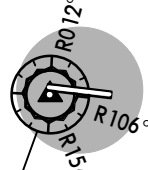
GOLF
N36 24.3 E037 17.4

GOLF 2C
DURING MIL
ACTIVITY
At or above
10000'

D5 ALE
At or above
4000'

DELTA 1C [DELTA1C]
DELTA 2C [DELTA2C]
GOLF 1C, GOLF 2C
TANGO 1C [TANG1C]
TAN 2C

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



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

D5 ALE
At or above
4000'

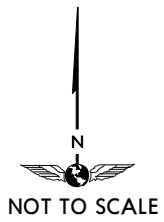
D5 ALE
At or above
4000'

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

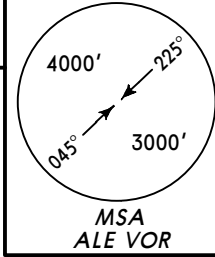
D40 ALE
At or above
FL240



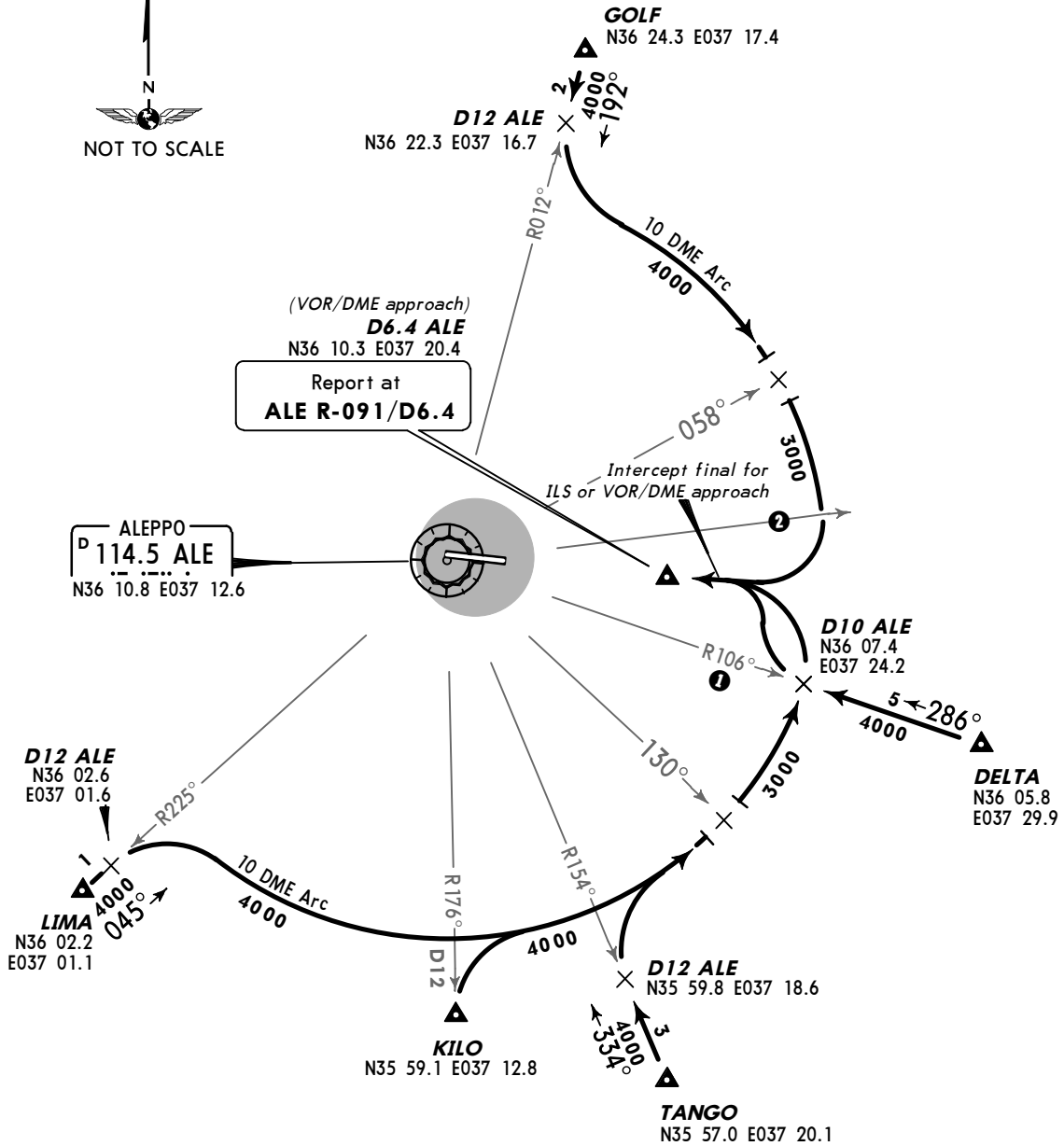
TANF
D 114.0 TAN
N33 28.9 E038 39.2

Apt Elev
1276'

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



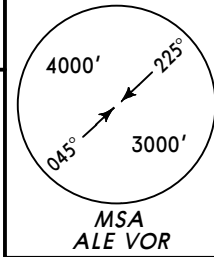
RWY 27 ARRIVALS
TO FINAL APPROACH
AVAILABLE ON PILOT'S REQUEST
AND WHEN MILITARY TRAFFIC PERMITS
~~SPEED~~ MAX 250 KT BELOW 10000'
UNLESS INSTRUCTED OTHERWISE BY ATC



- 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.

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



ALEPPO
P 114.5 ALE
N36 10.8 E037 12.6

LIMA
N36 02.2
E037 01.1

KILO
N35 59.1
E037 12.8

DELTA
N36 05.8 E037 29.9
At or above
FL160

TANGO
N35 57.0 E037 20.1

GOLF
N36 24.3
E037 17.4
At or above
10000'

DELTA 2J
KILO 2J
LIMA 2J
TANGO 2J
Turn at
8000'

D5 ALE
At or above
3000'

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

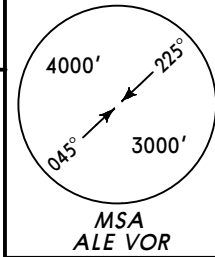
Gnd speed-KT	75	100	150	200	250	300
346' per NM	433	577	866	1155	1443	1732

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-225 to TANGO, join airway B-544.

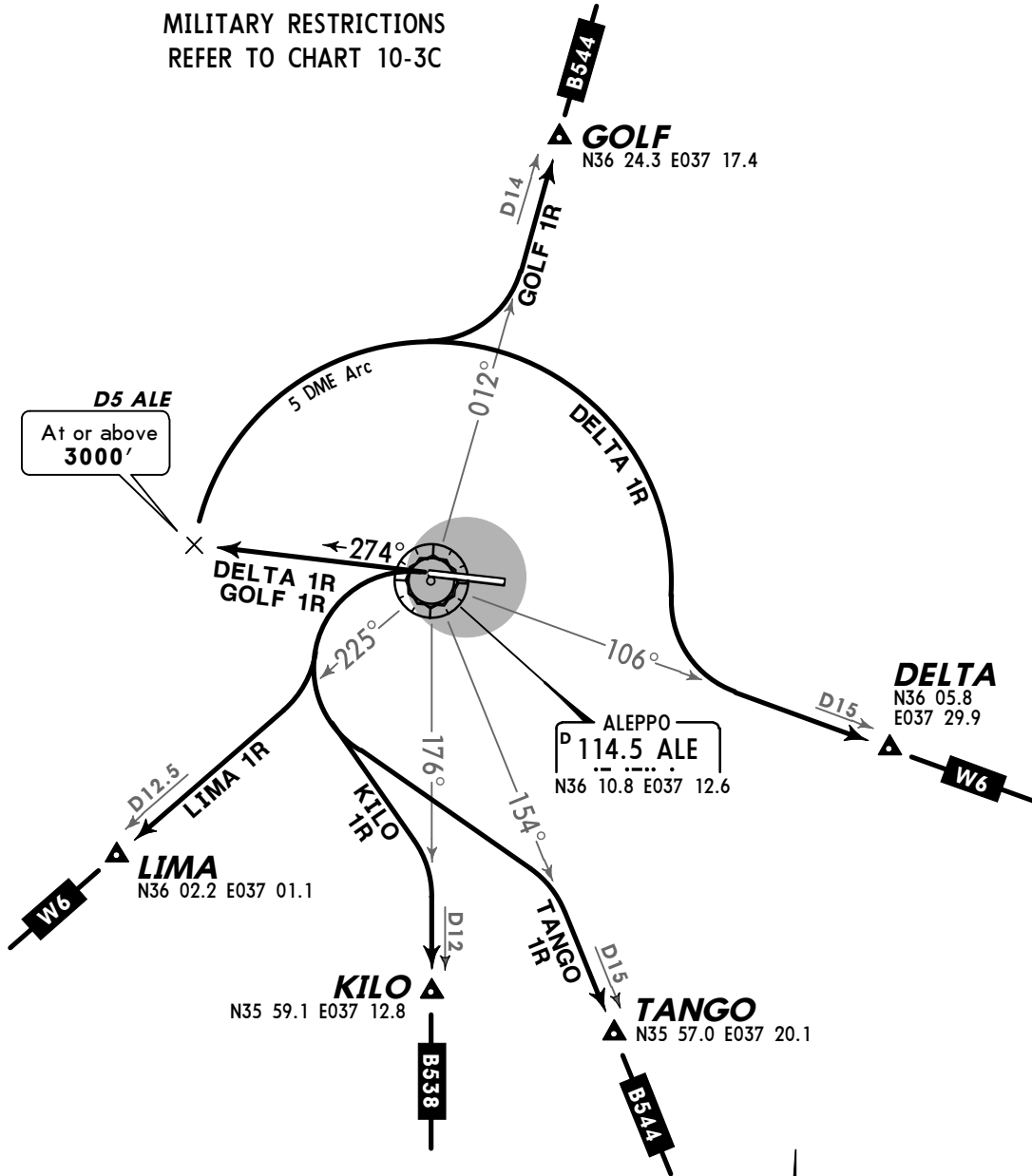
CHANGES: SIDs revised.

Apt Elev
1276'

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



**DELTA 1R [DELT1R], 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%).

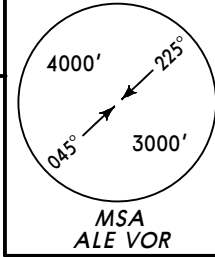
Gnd speed-KT	75	100	150	200	250	300
346' per NM	433	577	866	1155	1443	1732

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.

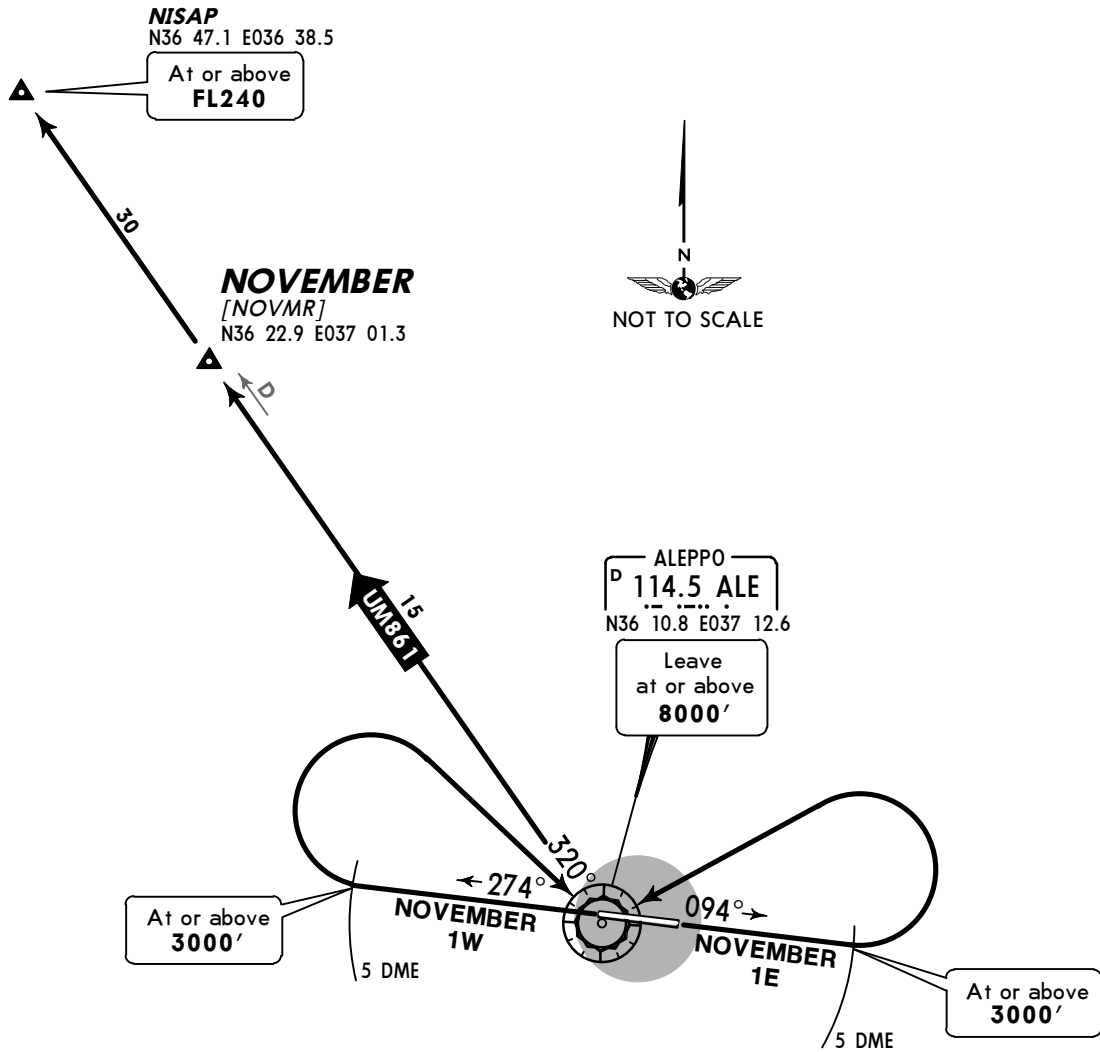
CHANGES: SIDs revised.

Apt Elev
1276'

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



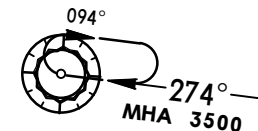
**NOVEMBER 1E [NOVM1E], NOVEMBER 1W [NOVM1W]
RWYS 09, 27 DEPARTURES
APPLICABLE UNDER MILITARY RESTRICTIONS
OR ANKARA ACC RESTRICTIONS**



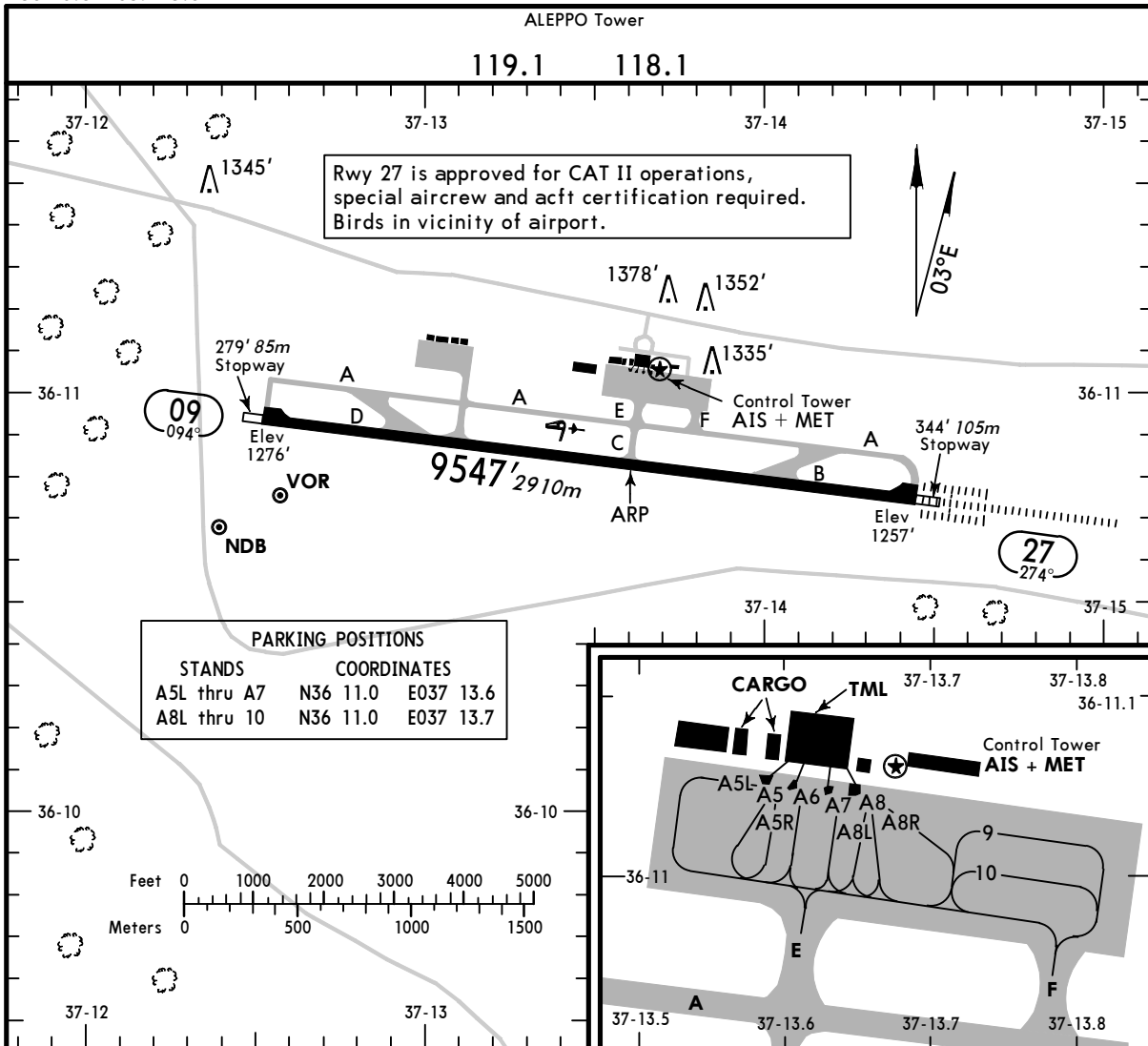
This SID requires a minimum climb gradient
of
346' per NM (5.7%).

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.



PARKING POSITIONS		
STANDS	COORDINATES	
A5L thru A7	N36 11.0	E037 13.6
A8L thru 10	N36 11.0	E037 13.7

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			
		Threshold	Landing Beyond Glide Slope	TAKE-OFF	WIDTH
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

	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL
A			
B	200m	250m	400m
C			
D	250m	300m	

CHANGES: Taxiways. Stands.

STRAIGHT-IN RWY		A	B	C	D
09	VOR ❶ ❷	1670'(394') 1800m	1670'(394') 1800m	1670'(394') 1800m	1670'(394') 1800m
	VOR ❸	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 FULL	1483'(226') R550m	1495'(238') R550m	1503'(246') R550m	1513'(256') R600m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1300m	R1300m
	LOC ❶	1600'(343') R900m	1600'(343') R900m	1600'(343') R900m	1600'(343') R900m
	ALS out	R1500m	R1500m	R1600m	R1600m
	VOR ❶	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	

❶ Continuous Descent Final Approach.

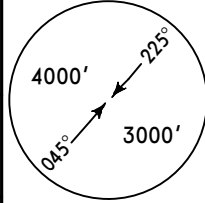
❷ with DME.

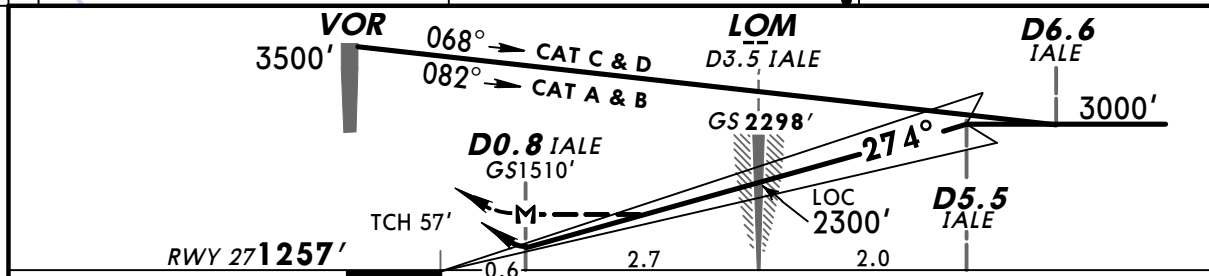
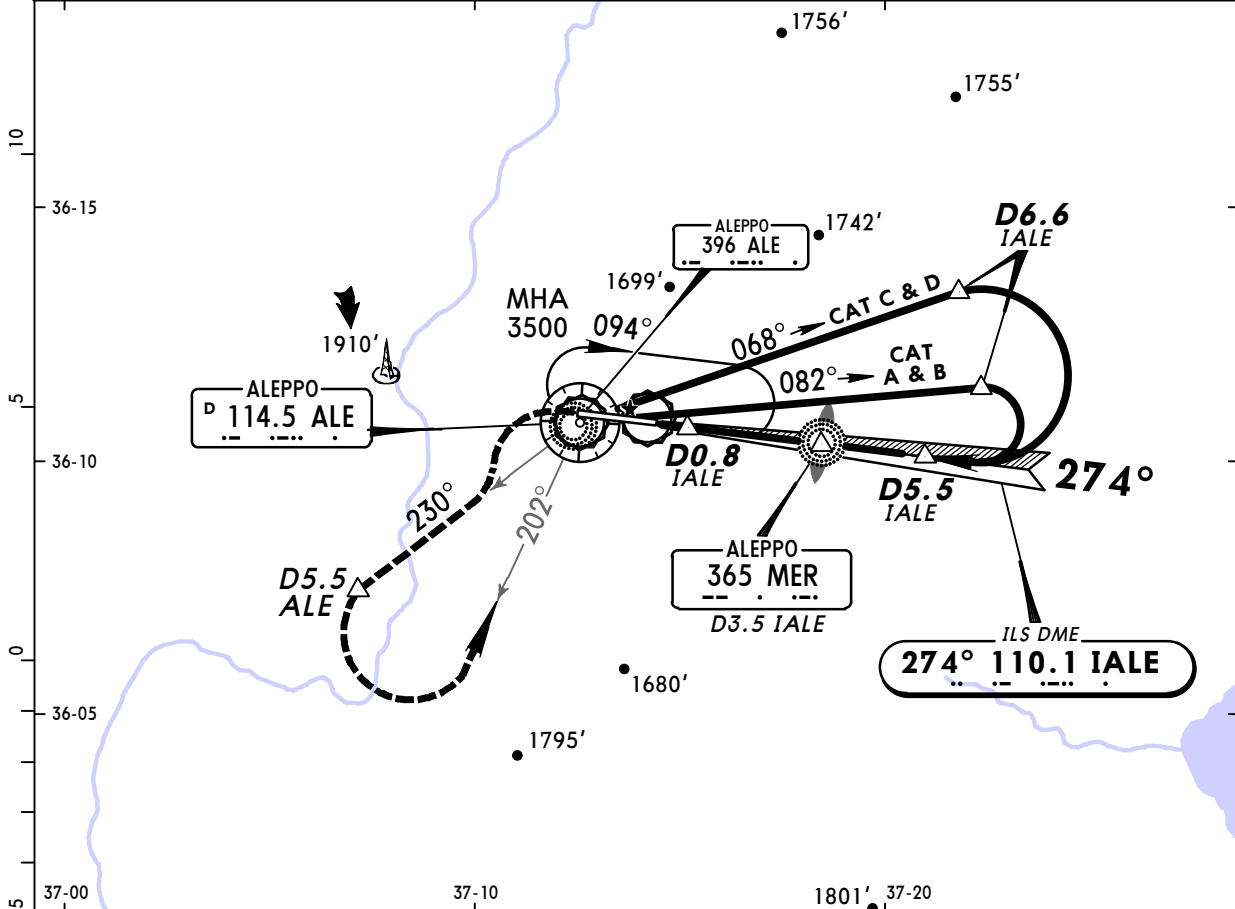
❸ w/o DME.

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					
B	150m	200m	250m	400m	500m
C					
D	200m	250m	300m		

Approach Control through Tower ALEPPO Tower					
		119.1	118.1		
LOC IALE 110.1	Final <i>Apch Crs</i> 274°	GS LOM 2298' (1041')	ILS DA(H) Refer to Minimums	Apt Elev 1276' 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'	



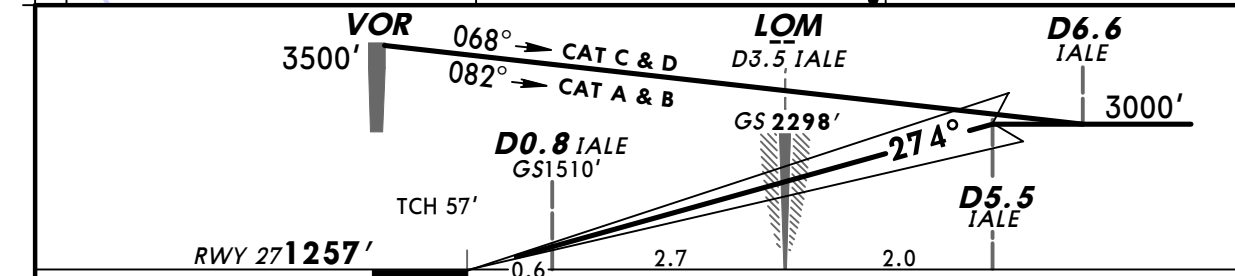
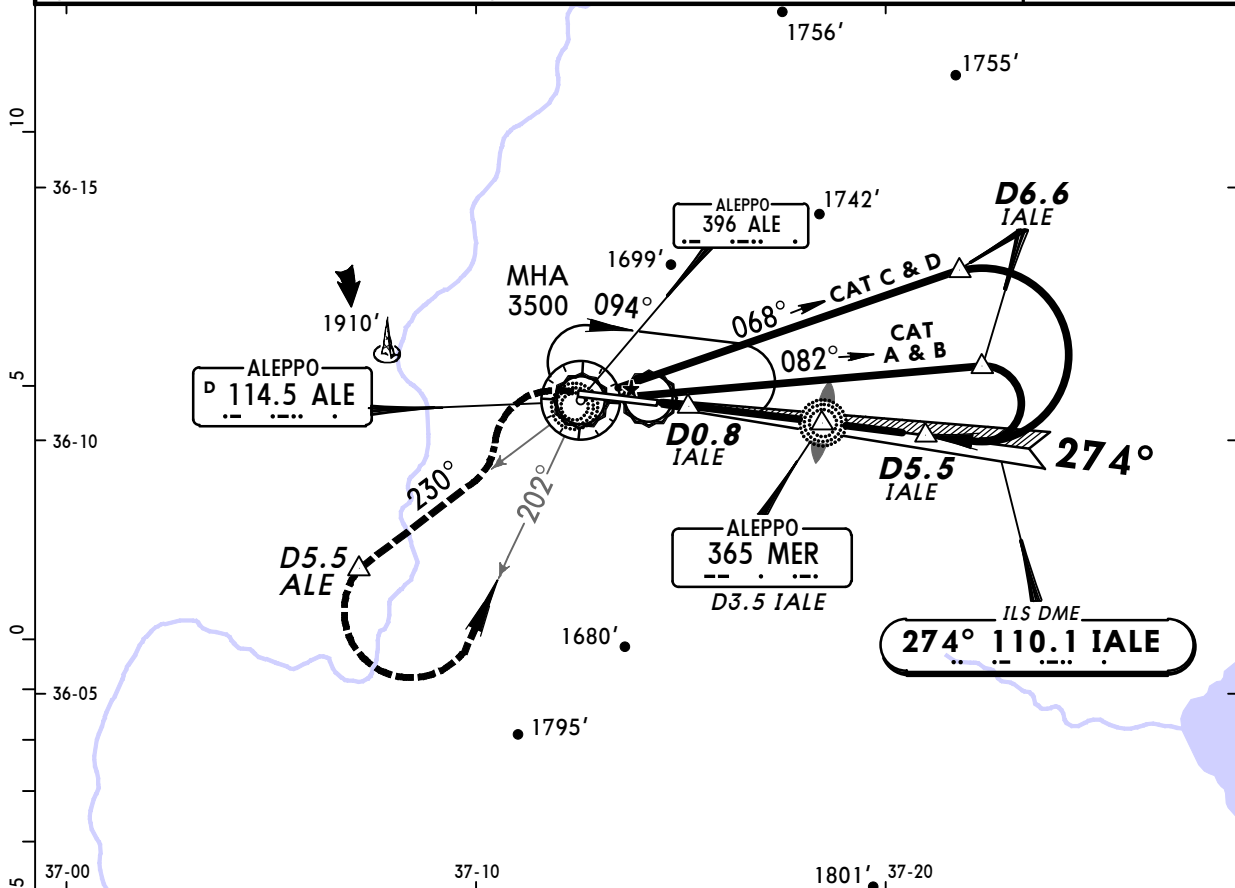
<i>Gnd speed-Kts</i>	70	90	100	120	140	160	HIALS-II	200 KT MAX	As soon as practicable	3000' onto R-230	ALE 114.5
<i>ILS GS 3.00° or</i>	377	484	538	646	753	861	PAPI				
<i>LOC Desc Grad 5.2%</i>											

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

PANS OPS

CHANGES: Minimums.

Approach Control through Tower ALEPPO Tower 119.1 118.1					
LOC IALE 110.1	Final Apch Crs 274°	GS LOM 2298' (1041')	CAT II ILS DA(H) Refer to Minimums	Apt Elev 1276' RWY 1257'	
MISSED APCH: MAX IAS 200 KT. As soon as practicable turn LEFT onto R-230 climb to 3000', then as directed.					MSA ALE VOR
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	HIALS-II PAPI PAPI 200 KT MAX	As soon as practicable	3000' onto R-230 LT	ALE 114.5
GS 3.00°	377	484	538	646	753	861				

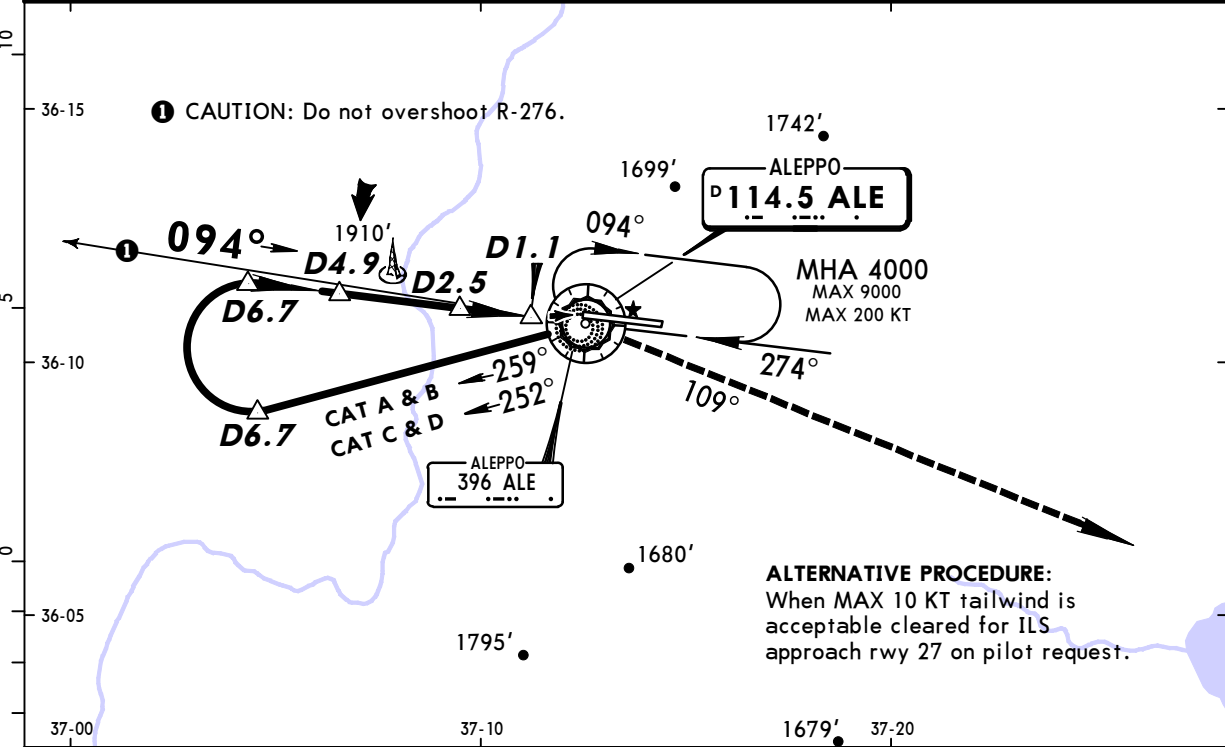
STRAIGHT-IN LANDING RWY 27 CAT II ILS			
A RA 138' DA(H) 1395' (138')	B RA 155' DA(H) 1412' (155')	C RA 167' DA(H) 1424' (167')	D RA 181' DA(H) 1438' (181')
RVR 350m	RVR 500m	RVR 550m	

Approach Control through Tower
ALEPPO Tower
119.1 118.1

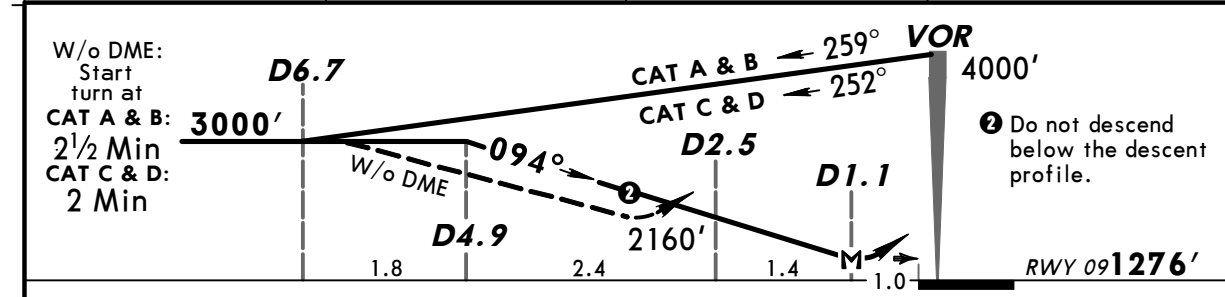
BRIEFING STRIP™	VOR ALE 114.5	Final Apch Crs 094°	With DME Minimum Alt D4.9 3000' (1724')	With DME MDA(H) 1670' (394')	Apt Elev 1276'	
			W/o DME Minimum Alt No FAF	W/o DME MDA(H) 2160' (884')	RWY 1276'	

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 Trans alt: 13000'
Procedure based on MAX 185 KT.



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

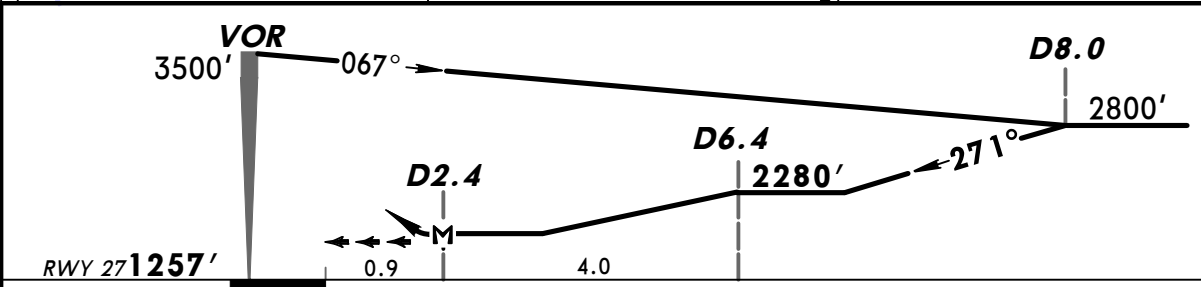
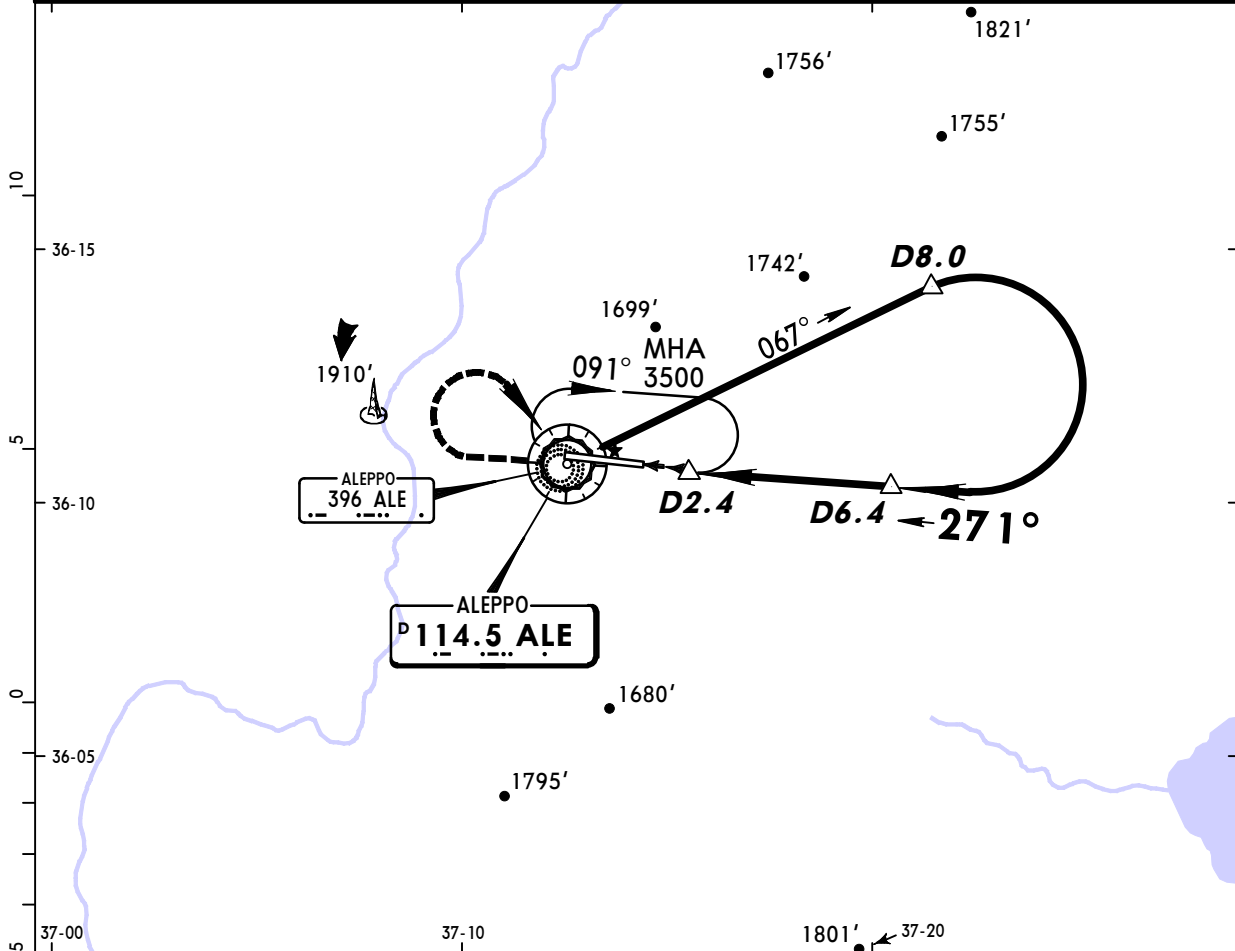


W/o DME: Start turn at																			
CAT A & B: 2 1/2 Min	3000'																		
CAT C & D: 2 Min																			
Gnd speed-Kts	70	90	100	120	140	160													
VOR DME: Descent Gradient 5.7%	404	520	577	693	808	924													
VOR DME: MAP at D1.1																			

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

CHANGES: Procedure. Minimums.

Approach Control through Tower ALEPPO Tower 119.1 118.1					
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'	MSA ALE VOR
Procedure based on MAX 230 KT.					

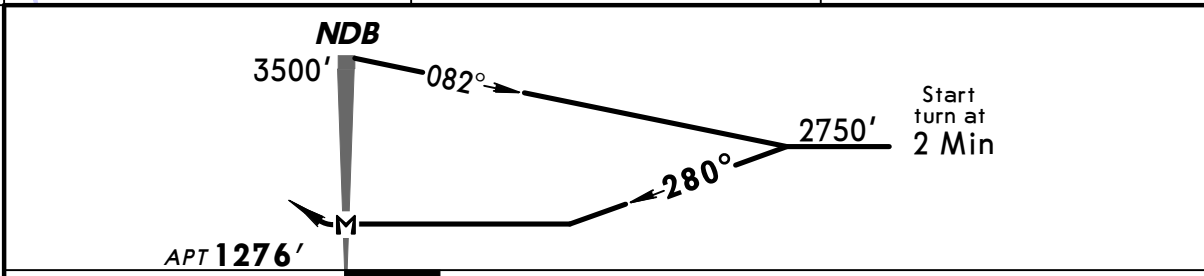
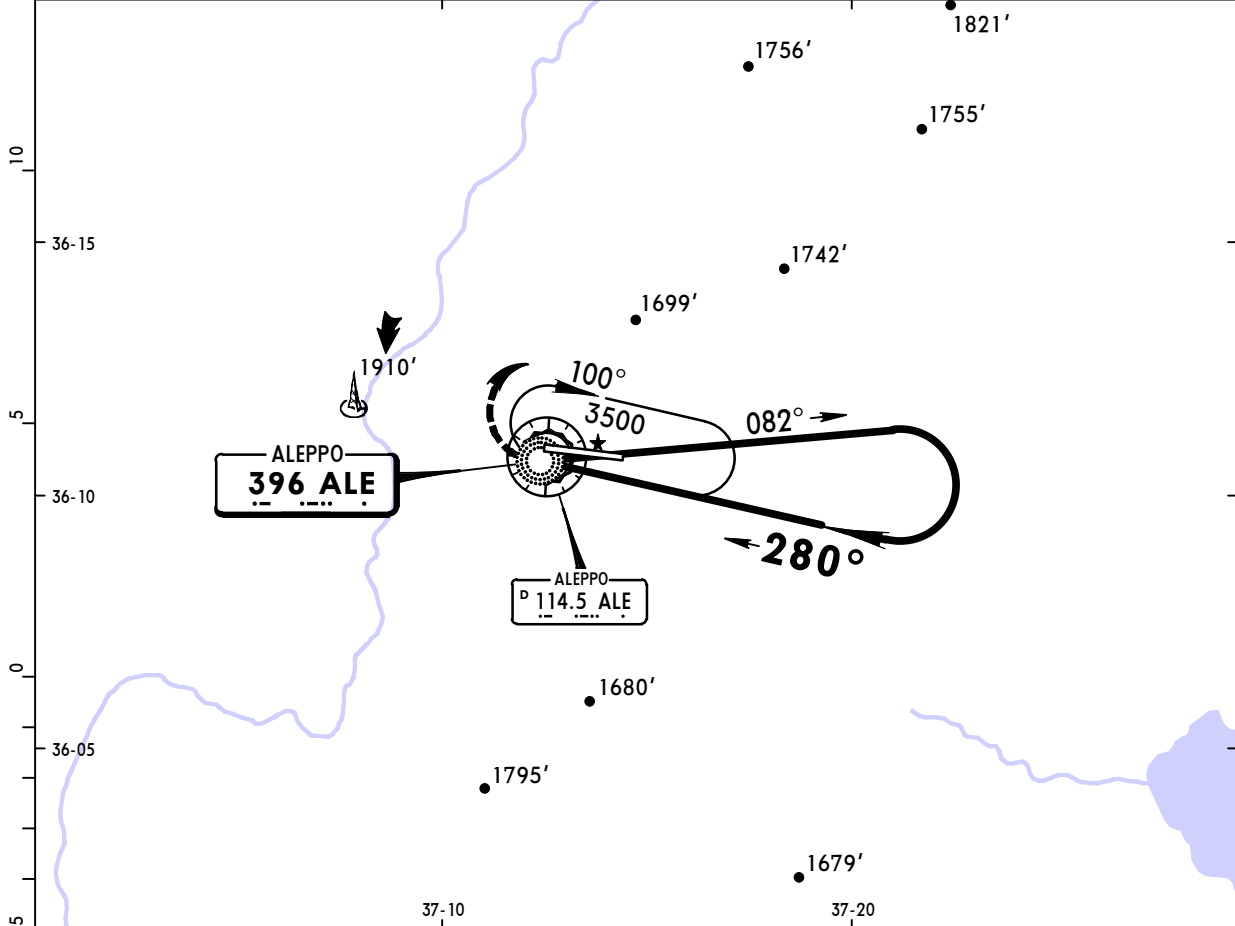


MAP at D2.4						3500' ↑	ALE 114.5 HOLDING PATTERN
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STRAIGHT-IN LANDING RWY 27		
MDA(H) 1800' (543')		
		ALS out
A	800m	1600m
B	1600m	2400m
C	2000m	2800m

PANS OPS

Approach Control through Tower ALEPPO Tower 119.1 118.1					<p>MSA ALE NDB</p>
NDB ALE 396	Final Apch Crs 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.					



						HIALS-II 	3500' 	ALE 396 in HOLDING PATTERN
MAP at NDB								

STRAIGHT-IN LANDING RWY 27		
MDA(H) 1850' (574')		
		ALS out
A		
B	1200m	1600m
C	1600m	2400m
D	2400m	2800m

PANS OPS