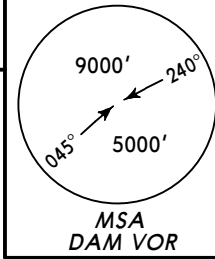


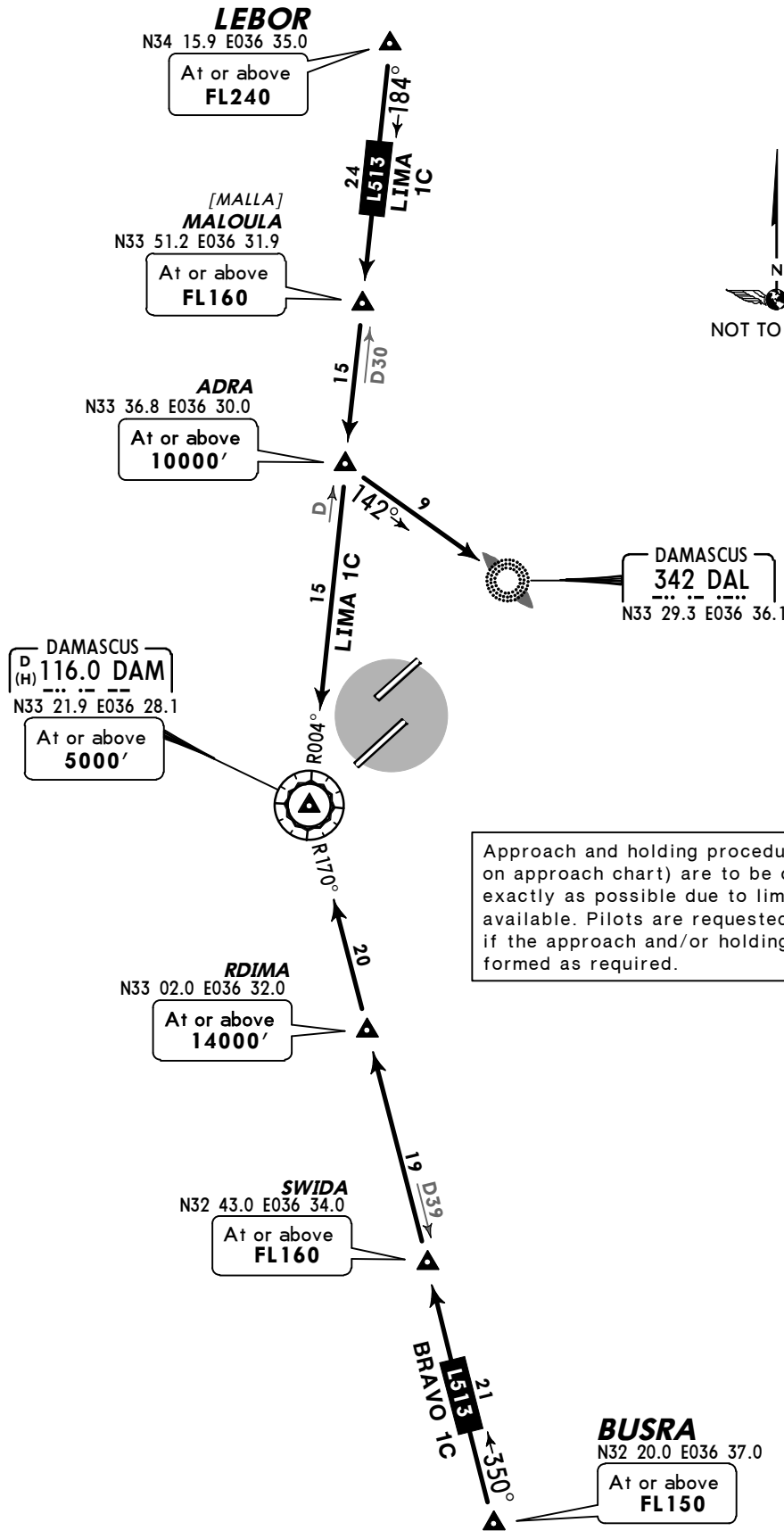
ATIS
128.225

Apt Elev
2020'

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



**BRAVO 1C [BRAVIC], LIMA 1C
RWYS 05L/R, 23L/R ARRIVALS**



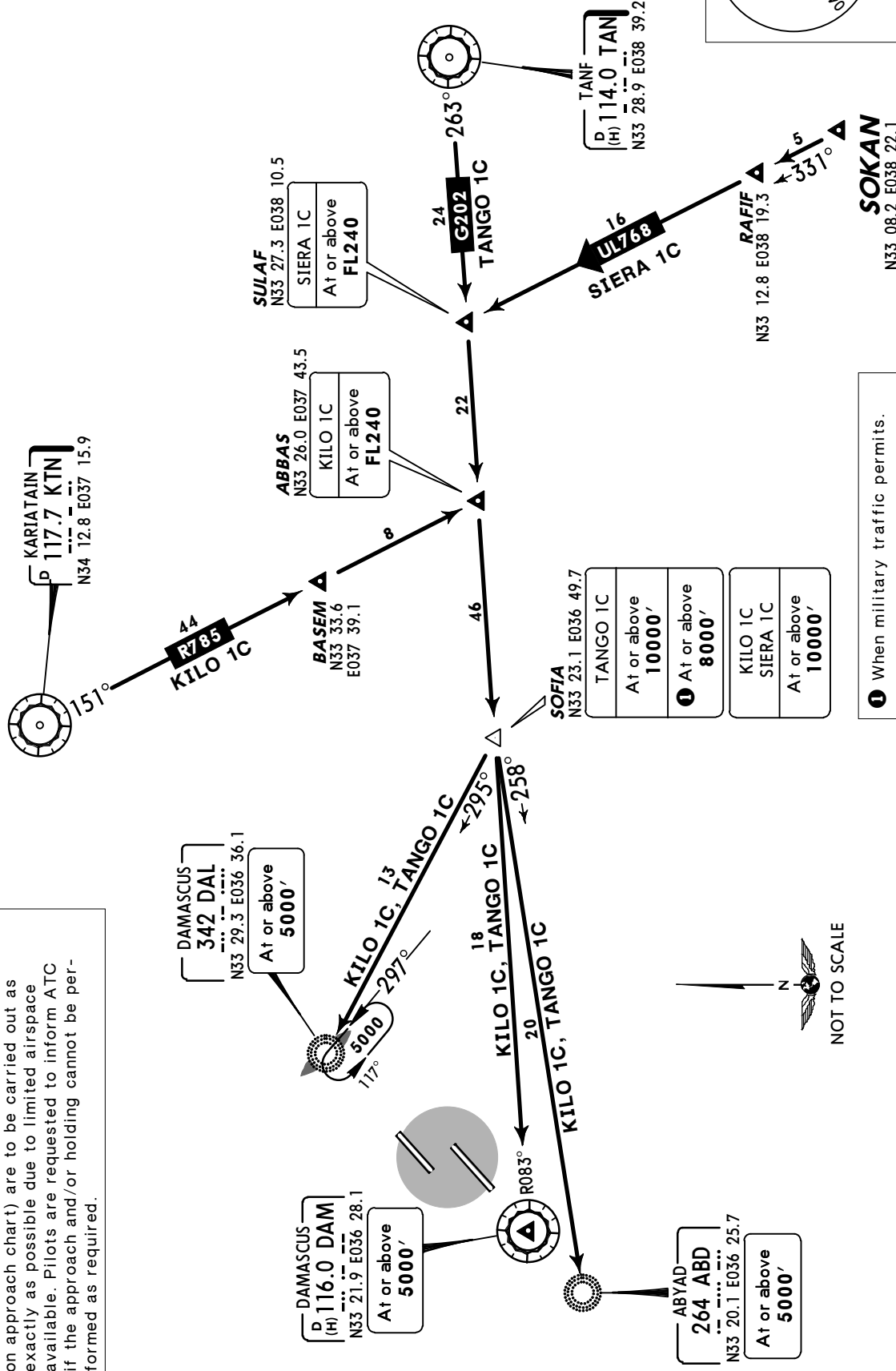
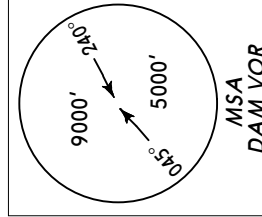
Approach and holding procedures (as depicted on approach chart) are to be carried out as exactly as possible due to limited airspace available. Pilots are requested to inform ATC if the approach and/or holding cannot be performed as required.

ATIS
128.225

Apt Elev
2020'

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

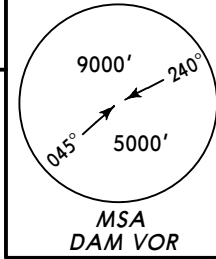
KILO 1C
SIERA 1C [SIER1C], TANGO 1C [TANG1C]
RWYS 05L/R, 23L/R ARRIVALS



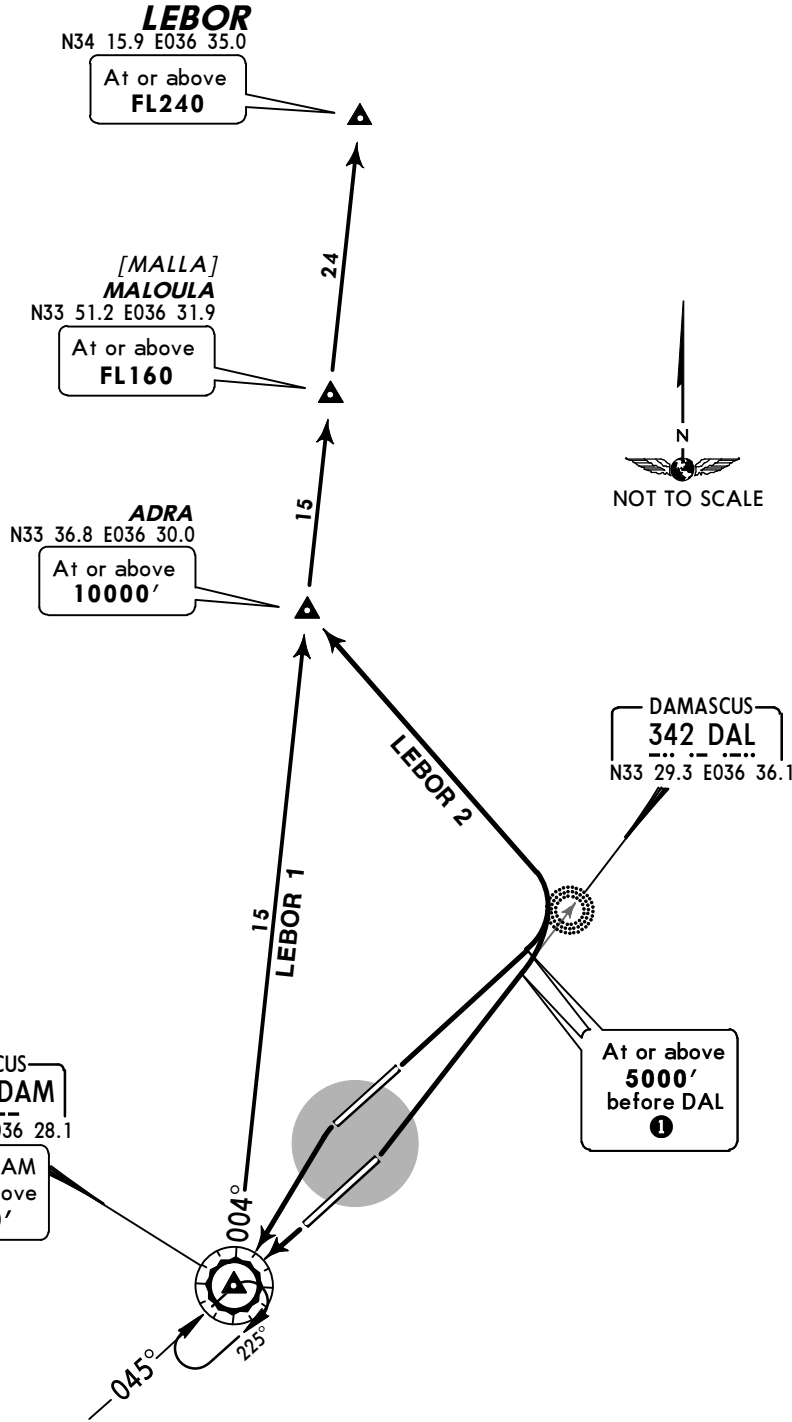
Approach and holding procedures (as depicted on approach chart) are to be carried out as exactly as possible due to limited airspace available. Pilots are requested to inform ATC if the approach and/or holding cannot be performed as required.

Apt Elev
2020'

Trans level: FL150 Trans alt: 13000'



LEBOR 1 (LEB 1), LEBOR 2 (LEB 2)
RWYS 23L/R, 05L/R DEPARTURES

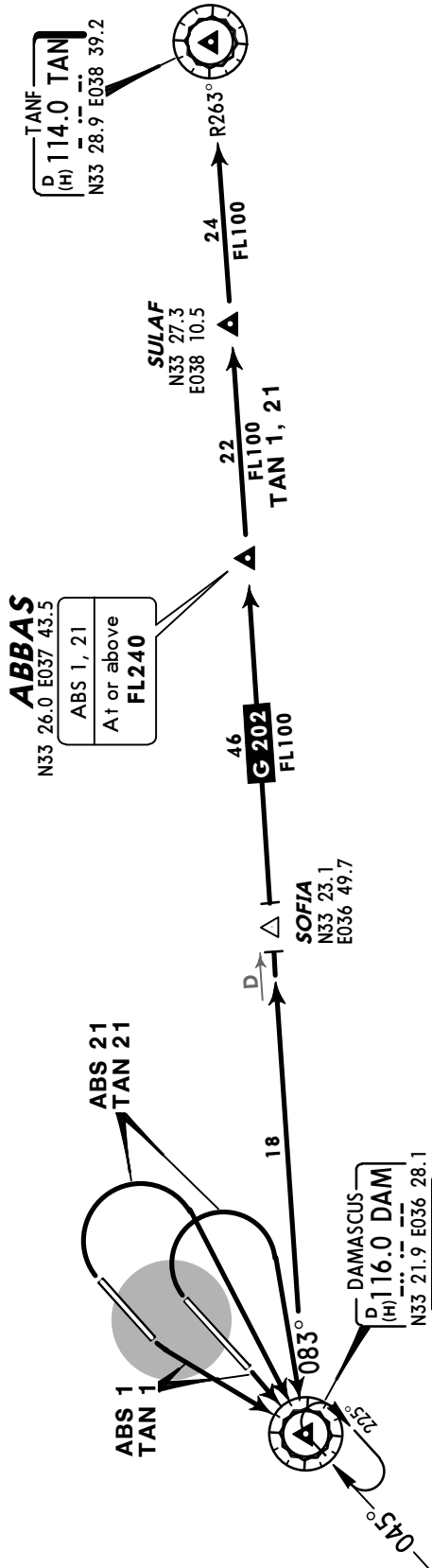
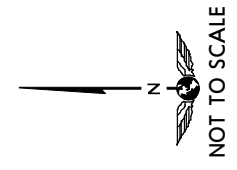
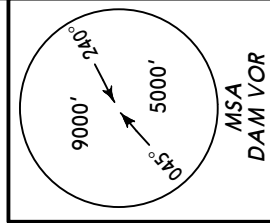


SID	RWY	ROUTING
LEBOR 1	23L/R	To DAM, climb in holding pattern to 5000' or above, turn RIGHT, DAM R-004 via ADRA and MALOULA to LEBOR.
LEBOR 2	05L/R	Towards DAL, at or above 5000' before DAL ❶, turn LEFT to ADRA, then via MALOULA to LEBOR.

❶ If unable to reach 5000' or above before DAL, proceed to DAL, turn RIGHT to DAL to leave DAL at or above 5000' to ADRA.

Apt Elev 2020' Trans level: FL150 Trans alt: 13000'

ABBAS 1 (ABS 1), ABBAS 21 (ABS 21)
TANF 1 (TAN 1), TANF 21 (TAN 21)
RWYS 23L/R, 05L/R DEPARTURES

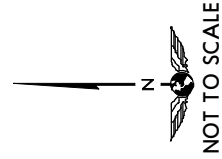
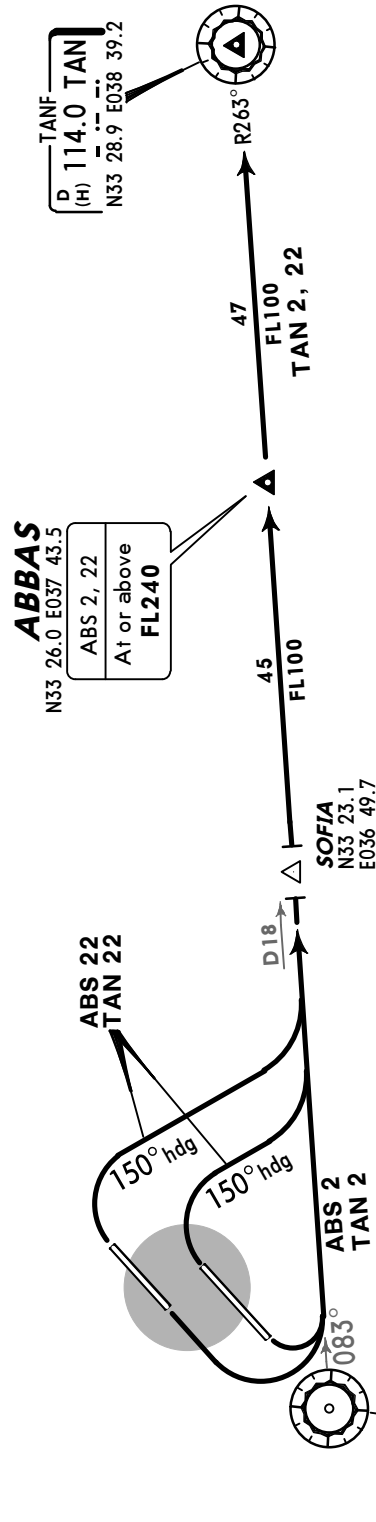
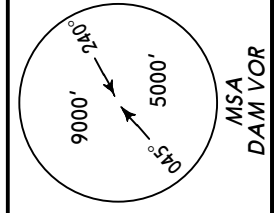


SID	RWY	ROUTING
ABS 1	23L/R	To DAM, climb in holding pattern to 8000' or above, then via G-202 to ABBAS.
ABS 21	05L/R	Turn RIGHT to DAM, climb in holding pattern to 8000' or above, then to ABBAS.
TAN 1	23L/R	To DAM, climb in holding pattern to 8000' or above, intercept DAM R-083 to TAN.
TAN 21	05L/R	Turn RIGHT to DAM, climb in holding pattern to 8000' or above, intercept DAM R-083 to TAN.

Apt Elev
2020'

Trans level: FL150 Trans alt: 13000'

ABBAS 2 (ABS 2), ABBAS 22 (ABS 22)
TANF 2 (TAN 2), TANF 22 (TAN 22)
RWYS 23L/R, 05L/R DEPARTURES



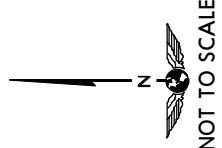
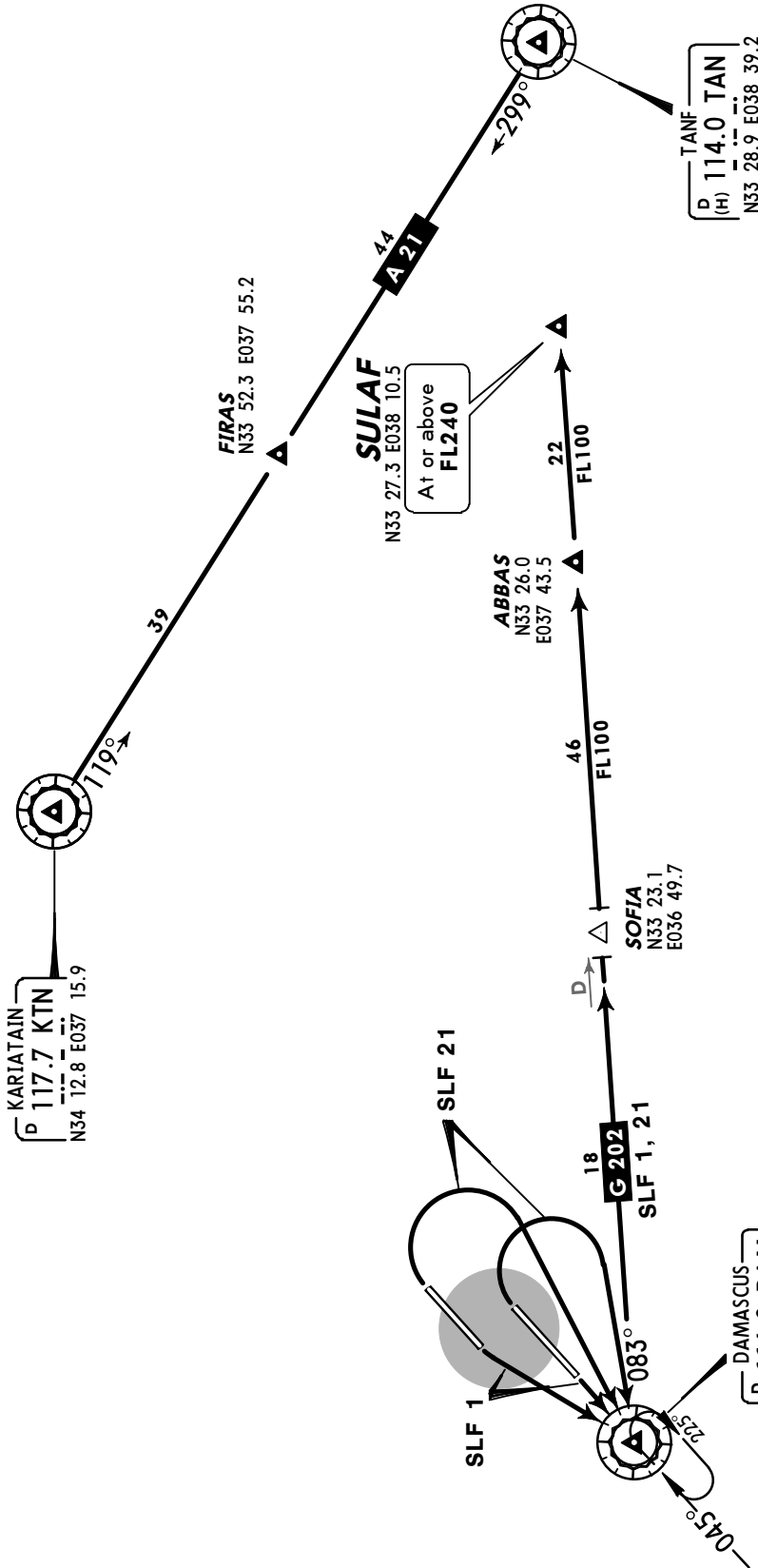
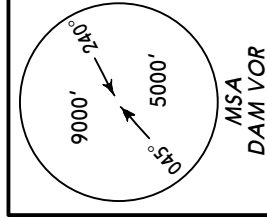
SID	RWY	ROUTING
ABS 2 ①	23L/R	Turn LEFT, intercept DAM R-083 to ABBAS.
ABS 22 ①	05L/R	Turn RIGHT, 150° heading, intercept DAM R-083 to ABBAS.
TAN 2 ①	23L/R	Turn LEFT, intercept DAM R-083 to TAN.
TAN 22	05L/R	Turn RIGHT, 150° heading, intercept DAM R-083 to TAN.

① Applicable when no altitude restrictions imposed.

Apt Elev
2020'

Trans level: FL150 Trans alt: 13000'

SULAF 1 (SLF 1), SULAF 21 (SLF 21)
RWYS 23L/R, 05L/R DEPARTURES
VIA HOLDING OVER DAM
APPLICABLE WHEN NO ALTITUDE RESTRICTIONS IMPOSED
OTHERWISE PROCEED VIA AIRWAY A 21

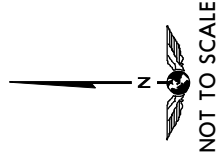
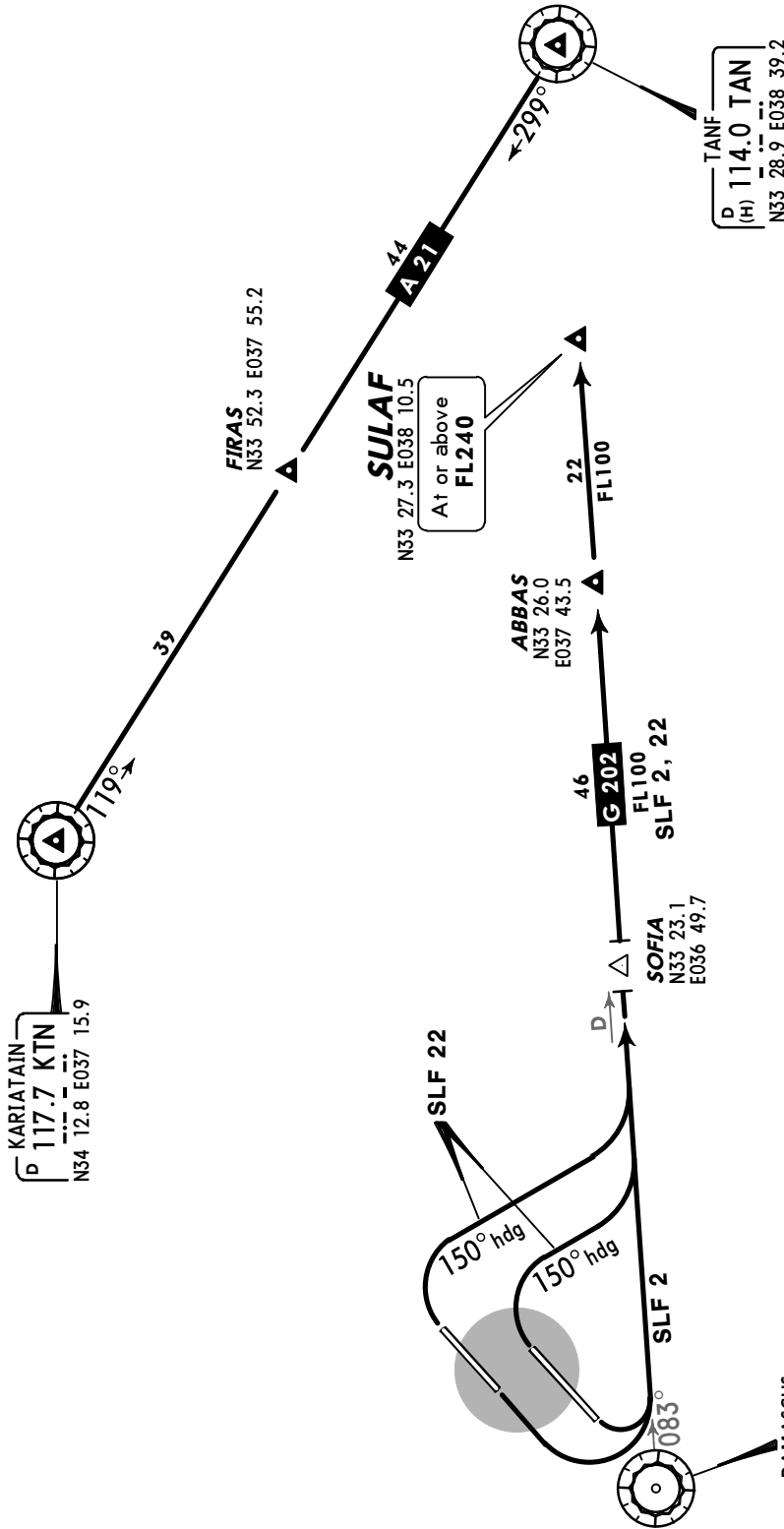
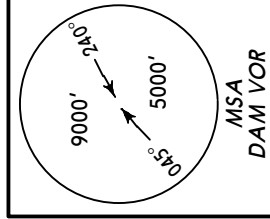


SID	RWY	ROUTING
SLF 1	23L/R	To DAM, climb in holding pattern to 5000' or above, then via airway G-202 to SULAF.
SLF 21	05L/R	Turn RIGHT to DAM, climb in holding pattern to 5000' or above, then via airway G-202 to SULAF.

Apt Elev
2020'

Trans level: FL150 Trans alt: 13000'

SULAF 2 (SLF 2), SULAF 22 (SLF 22)
RWYS 23L/R, 05L/R DEPARTURES
WITHOUT HOLDING
APPLICABLE WHEN NO ALTITUDE RESTRICTIONS IMPOSED
OTHERWISE PROCEED VIA AIRWAY A 21

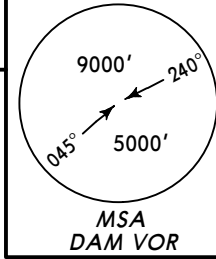


SID	RWY	ROUTING
SLF 2	23L/R	Turn LEFT, intercept DAM R-083 to SULAF.
SLF 22	05L/R	Turn RIGHT, 150° heading, intercept DAM R-083, proceed via airway G-202 to SULAF.

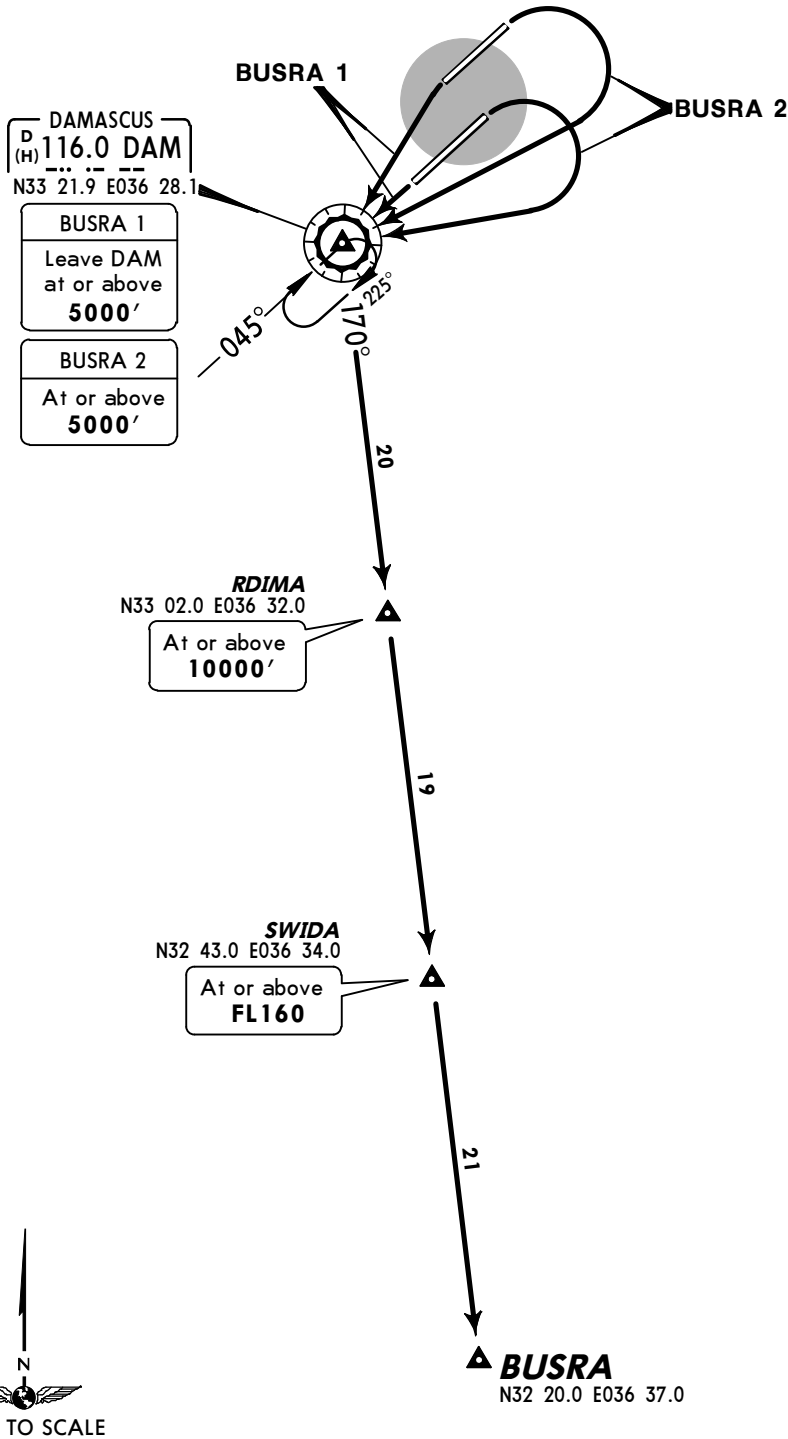
CHANGES: SIDs transferred; RNAV SIDs replaced by SIDs.

Apt Elev
2020'

Trans level: FL150 Trans alt: 13000'

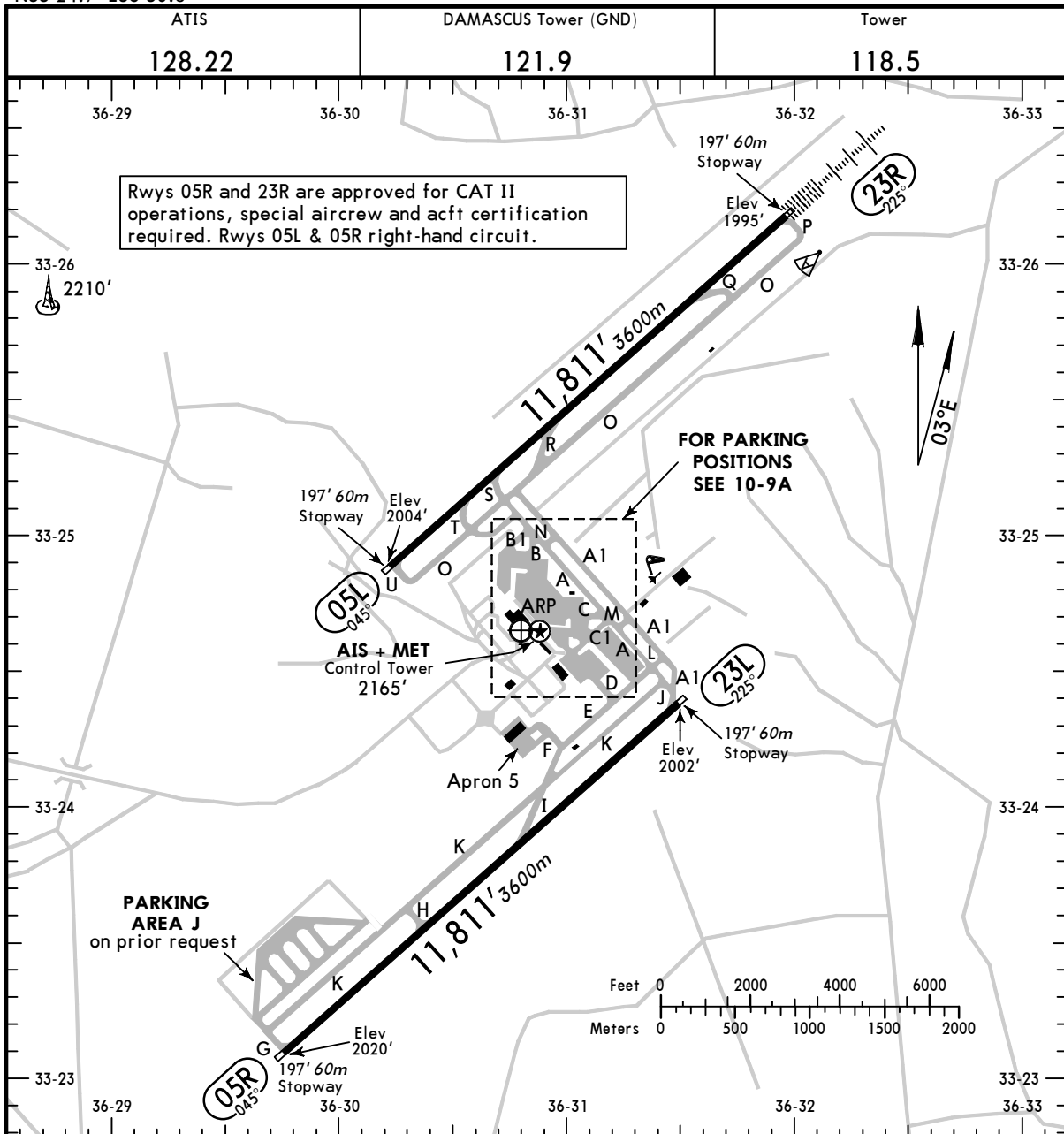


BUSRA 1 (BUS 1), BUSRA 2 (BUS 2)
RWYS 23L/R, 05L/R DEPARTURES



SID	RWY	ROUTING
BUSRA 1	23L/R	To DAM, climb in holding pattern to 5000' or above, DAM R-170 via RDIMA and SWIDA to BUSRA.
BUSRA 2	05L/R	Turn RIGHT to DAM, DAM R-170 via RDIMA and SWIDA to BUSRA.

CHANGES: SIDs transferred.



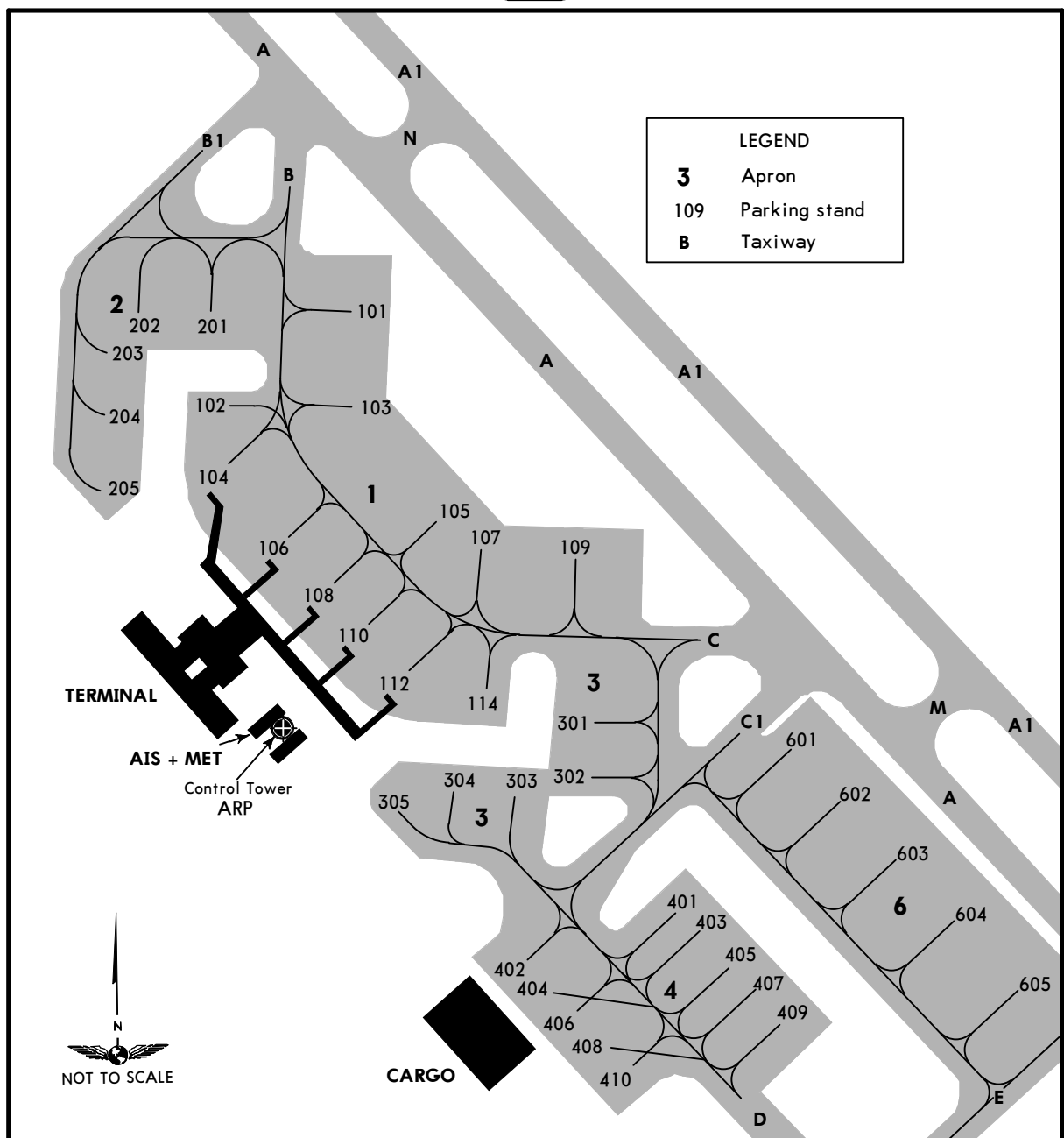
ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			WIDTH
		Threshold	Landing Beyond Glide Slope	TAKE-OFF	
05L	HIRL	RVR			148'
23R	HIRL CL (white) HIALS-II TDZ PAPI-L (3.0°)	RVR	10,839' 3304m		45m
05R	HIRL CL HIALS-II ① TDZ PAPI-L (3.0°)	RVR	10,839' 3304m		148'
23L					45m

① Configuration unknown.

TAKE-OFF

	AIR CARRIER (JAA)		AIR CARRIER (FAR 121)	
	Rwys 05R, 23L/R LVP must be in force	All Rwys LVP must be in force	All Rwys	
	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	Adequate Vis Ref
A			2 Eng	RVR 500m VIS 400m
B	200m	250m	3 & 4 Eng	
C				
D	250m	300m		

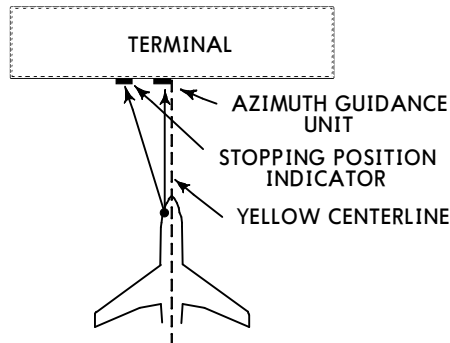


INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
101	N33 24.9 E036 30.9	302, 303	N33 24.6 E036 31.0
102	N33 24.8 E036 30.8	304, 305	N33 24.6 E036 30.9
103	N33 24.8 E036 30.9	401	N33 24.6 E036 31.2
104	N33 24.8 E036 30.8	402	N33 24.6 E036 31.3
105	N33 24.8 E036 30.9	403	N33 24.5 E036 31.3
106	N33 24.7 E036 30.8	404	N33 24.5 E036 31.0
107	N33 24.7 E036 31.0	405	N33 24.5 E036 31.1
108	N33 24.7 E036 30.9	406	N33 24.5 E036 31.0
109	N33 24.7 E036 31.0	407	N33 24.5 E036 31.1
110, 112	N33 24.7 E036 30.9	408	N33 24.5 E036 31.0
114	N33 24.7 E036 31.0	409	N33 24.5 E036 31.2
201	N33 24.9 E036 30.8	410	N33 24.5 E036 31.0
202, 203	N33 24.9 E036 30.7	601, 602	N33 24.6 E036 31.2
204, 205	N33 24.8 E036 30.7	603, 604	N33 24.6 E036 31.3
301	N33 24.7 E036 31.0	605	N33 24.5 E036 31.3

CHANGES: Stands, Coordinates.

VISUAL DOCKING GUIDANCE SYSTEM



GENERAL

The visual docking guidance system for nose-in parking positions consists of the following elements:

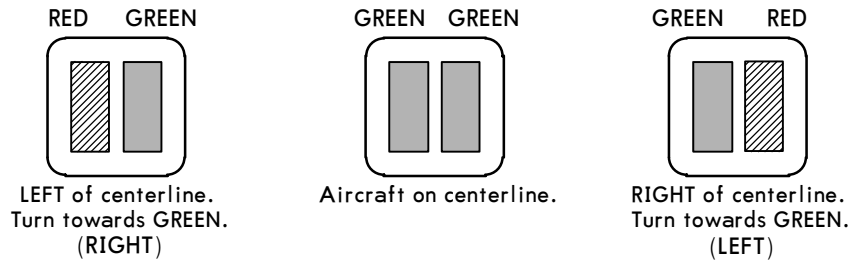
1. AZIMUTH GUIDANCE UNIT
2. YELLOW CENTERLINE
3. STOPPING POSITION INDICATOR
4. STOP SHORT SIGNS

CAUTION

The system is aligned with the LEFT hand pilot's seat only. In case of system failure, nose-in positioning will be guided by marshaller.

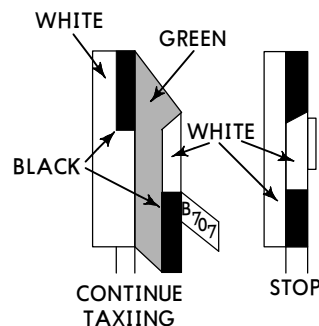
1. AZIMUTH GUIDANCE UNIT (AGNIS)

Approach the parking position along the yellow centerline so that both vertical slots of the Azimuth Guidance Unit show GREEN. Adjustments to the left or right are always to be made towards the GREEN.



2. STOPPING POSITION INDICATOR

The aircraft is stopped at the correct position by means of a Side Marker Board. As the aircraft moves along the centerline towards the airbridge, the pilot will perceive the GREEN side of the slats. Each slat bears a name tab at the appropriate pilot eye-level to indicate the aircraft type(s) to which the slat applies. When he reaches the correct STOP position he will see the black edge only, when he has passed the correct STOP position the red side of the slat will begin to come into view.



3. STOP SHORT SIGNS

They are displayed manually in case of unserviceability of loading bridge.

STRAIGHT-IN RWY		A	B	C	D
05L	VOR	2500'(498')	2500'(498')	2500'(498')	2500'(498')
		C2500m	C2500m	C2700m	C2700m
05R	CAT 2 ILS	2120'(100')	2120'(100')	2120'(100')	2120'(100')
		RA102' R300m	RA102' R300m	RA102' R300m	RA102' R300m
	ILS	2220'(200')	2220'(200')	2220'(200')	2231'(211')
	FULL	R550m	R550m	R550m	R550m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC ❶	2310'(290')	2310'(290')	2310'(290')	2310'(290')
		R750m	R750m	R750m	R750m
	ALS out	R1400m	R1400m	R1400m	R1400m
	VOR	2400'(380')	2400'(380')	2400'(380')	2400'(380')
		R1200m	R1200m	R1400m	R1400m
	ALS out	R1900m	R1900m	C2100m	C2100m
NDB	2700'(680')	2700'(680')	2700'(680')	2700'(680')	
	C2600m	C2600m	C2800m	C2800m	
ALS out	C3300m	C3300m	C3500m	C3500m	
23L	VOR DME ❶❷	2500'(498')	2500'(498')	2500'(498')	2500'(498')
		R1500m	R1500m	R1500m	R1500m
	ALS out	R1500m	R1500m	C2300m	C2300m
	VOR DME ❸	2500'(498')	2500'(498')	2500'(498')	2500'(498')
		R1700m	R1700m	R1900m	R1900m
	ALS out	C2500m	C2500m	C2700m	C2700m
	VOR	2700'(698')	2700'(698')	2700'(698')	2700'(698')
		C2700m	C2700m	C2900m	C2900m
	ALS out	C3400m	C3400m	C3600m	C3600m
	NDB DME ❶❷	2700'(698')	2700'(698')	2700'(698')	2700'(698')
	R1500m	R1500m	C2400m	C2400m	
NDB DME ❸	2700'(698')	2700'(698')	2700'(698')	2700'(698')	
	C2700m	C2700m	C2900m	C2900m	
ALS out	C3400m	C3400m	C3600m	C3600m	
NDB	2700'(698')	2700'(698')	2700'(698')	2700'(698')	
	C2700m	C2700m	C2900m	C2900m	
ALS out	C3400m	C3400m	C3600m	C3600m	

❶ Continuous Descent Final Approach.

❷ with FMS.

❸ w/o FMS.

STRAIGHT-IN RWY		A	B	C	D
23R	CAT 2 ILS	2095'(100')	2095'(100')	2095'(100')	2095'(100')
		RA103' R300m	RA103' R300m	RA103' R300m	RA103' R300m
	ILS	2195'(200')	2195'(200')	2195'(200')	2206'(211')
	FULL	R550m	R550m	R550m	R550m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC ①	2310'(315')	2310'(315')	2310'(315')	2310'(315')
		R750m	R750m	R750m	R750m
	ALS out	R1400m	R1400m	R1400m	R1400m
	RNAV (LNAV/VNAV)	2250'(255')	2250'(255')	2250'(255')	2250'(255')
		R750m②	R750m②	R750m②	R750m②
	ALS out	R1300m	R1300m	R1300m	R1300m
	RNAV (LNAV) ①	2270'(275')	2270'(275')	2270'(275')	2270'(275')
		R750m	R750m	R750m	R750m
	ALS out	R1300m	R1300m	R1300m	R1300m
	VOR ①③	2500'(505')	2500'(505')	2500'(505')	2500'(505')
		R1600m	R1600m	R1600m	R1600m
	ALS out	C2400m	C2400m	C2400m	C2400m
	VOR ④	2500'(505')	2500'(505')	2500'(505')	2500'(505')
		R1800m	R1800m	R2000m	R2000m
	ALS out	C2600m	C2600m	C2800m	C2800m

① Continuous Descent Final Approach.

② With TDZ, CL and HUD: RVR 600m.

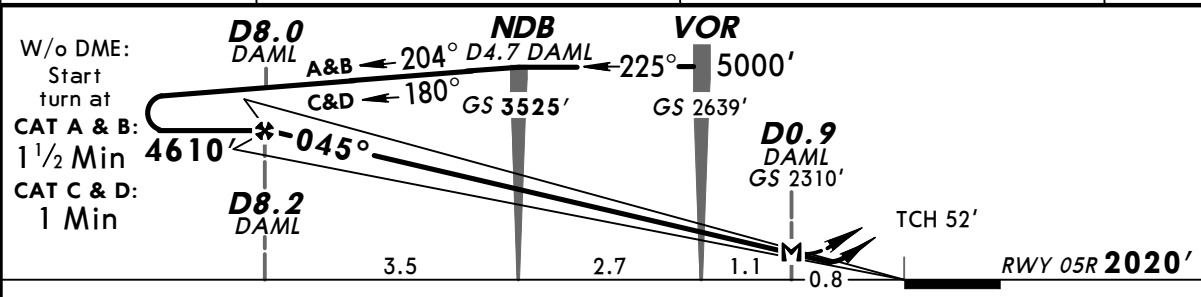
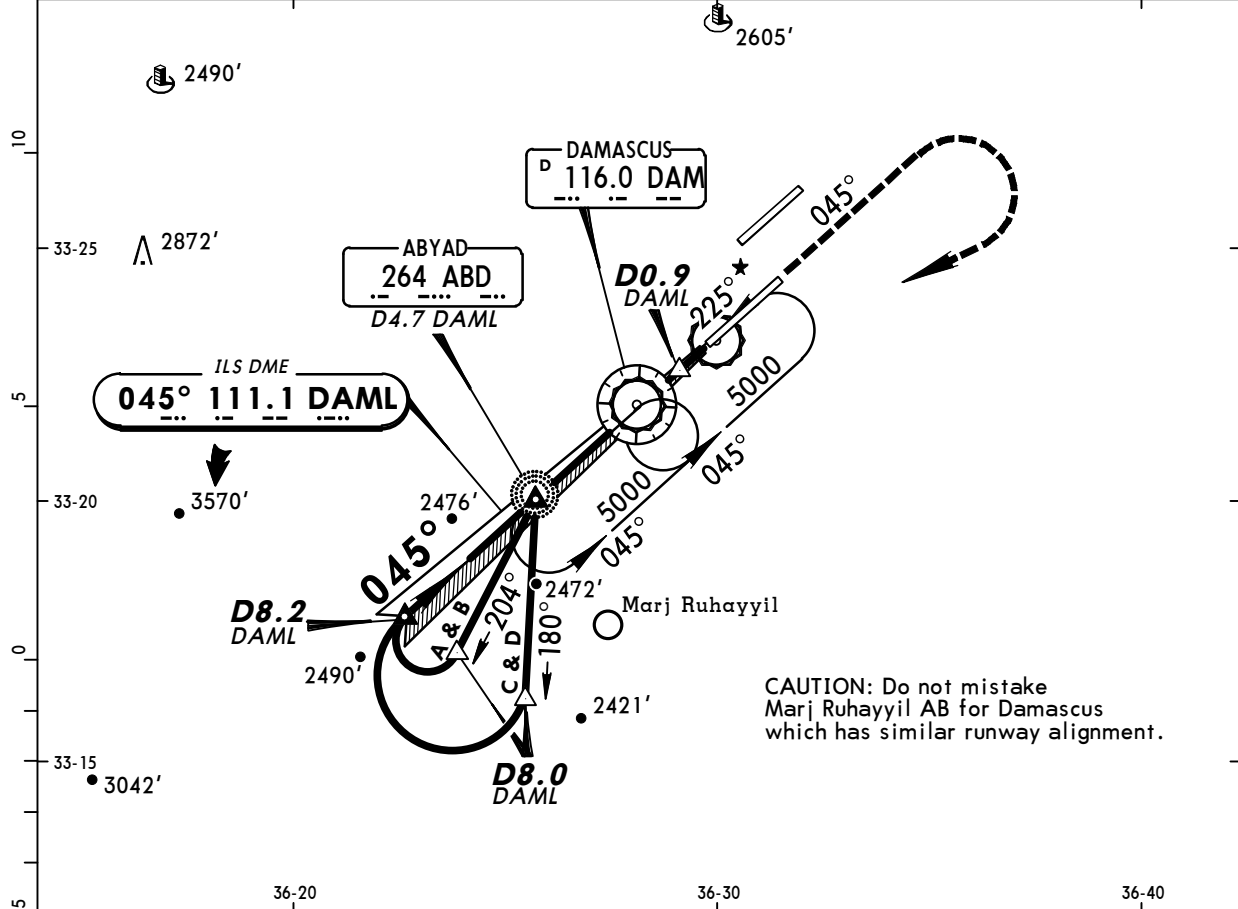
③ with FMS.

④ w/o FMS.

CIRCLE-TO-LAND	A	B	C	D
	NOT AUTHORIZED			

TAKE-OFF RWY 05L/R, 23L/R					
LVP must be in Force					
	RL, CL & mult. RVR required	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		

ATIS 128.22	DAMASCUS Control (APP) 120.0	DAMASCUS Radar 121.3	DAMASCUS Tower 118.5	Ground 121.9
LOC DAML 111.1	Final Apch Crs 045°	GS NDB 3525' (1505')	ILS DA(H) Refer to Minimums	Apt Elev 2020' RWY 2020'
MISSED APCH: Climb on heading 045°, turn RIGHT inbound VOR climbing to 5000'.				
Alt Set: MB	Rwy Elev: 72 MB	Trans level: FL 150	Trans alt: 13000'	MSA DAM VOR

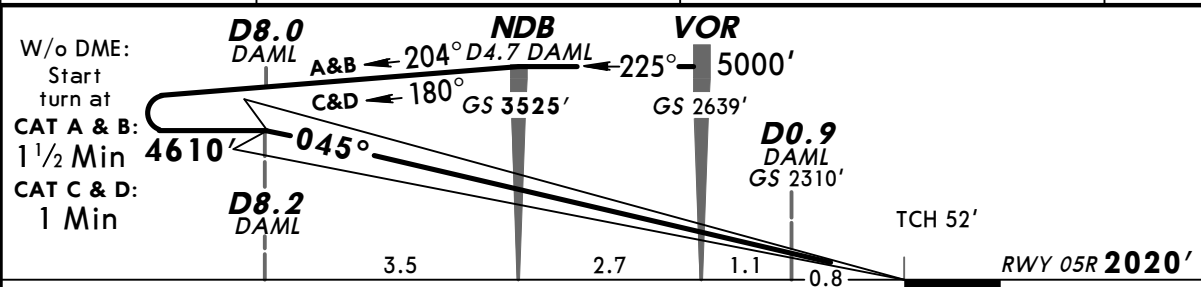
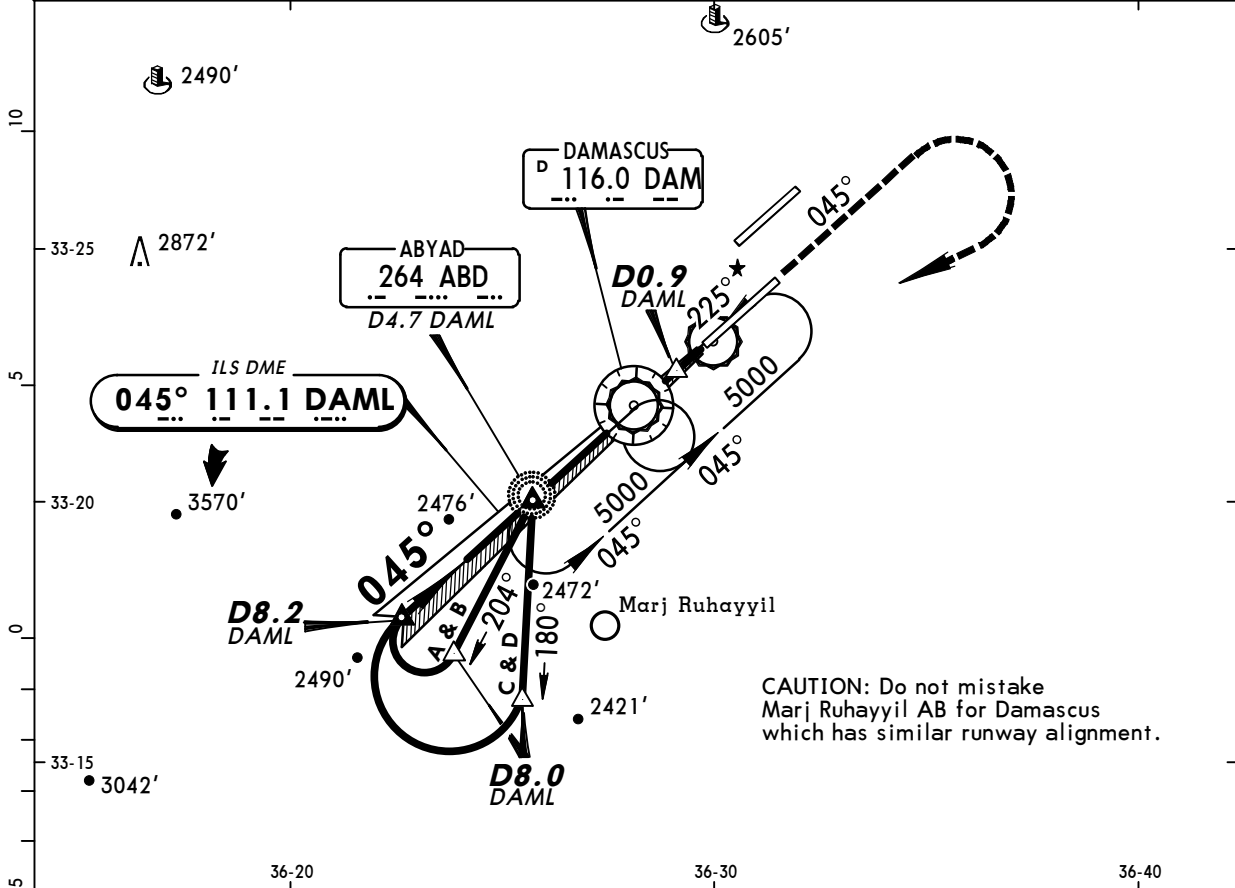


Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	045° hdg	5000'	DAM 116.0
ILS GS or LOC Descent Angle	3.00°	377	484	538	646	753	861	↑	RT	
MAP at D0.9 DAML										

STRAIGHT-IN LANDING RWY 05R					CIRCLE-TO-LAND	
ILS DA(H) ABC: 2220' (200') D: 2231' (211')			LOC (GS out) MDA(H) 2310' (290')			
FULL	TDZ or CL out	ALS out		ALS out		
A					A	
B	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	B	NOT AUTH
C				RVR 1500m VIS 1600m	C	
D				1200m	D	

PANS OPS

ATIS 128.22	DAMASCUS Control (APP) 120.0	DAMASCUS Radar 121.3	DAMASCUS Tower 118.5	Ground 121.9
LOC DAML 111.1	Final Apch Crs 045°	GS NDB 3525' (1505')	CAT II ILS RA 102' DA(H) 2120' (100')	Apt Elev 2020' RWY 2020'
MISSED APCH: Climb on heading 045°, turn RIGHT inbound VOR climbing to 5000'.				
Alt Set: MB Rwy Elev: 72 MB Trans level: FL 150 Trans alt: 13000' Special Aircrew & Acft Certification Required.				MSA DAM VOR



W/o DME: Start turn at	D8.0 DAML	A&B ← 204°	NDB D4.7 DAML	← 225°	VOR 5000'	D0.9 DAML GS 2310'	TCH 52'	RWY 05R 2020'
CAT A & B: 1 1/2 Min	4610'	C&D ← 180°	GS 3525'	GS 2639'				
CAT C & D: 1 Min	D8.2 DAML							
		3.5		2.7	1.1	0.8		

Gnd speed-Kts GS 3.00° 377 484 538 646 753 861	HIALS-II PAPI	045° hdg	5000' 	DAM 116.0
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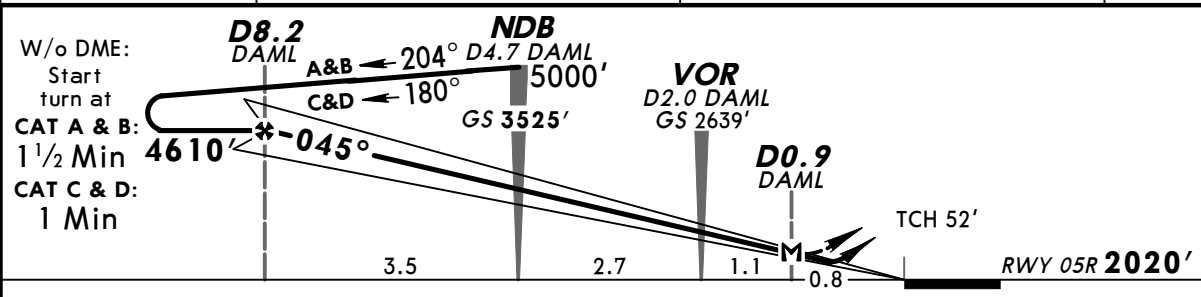
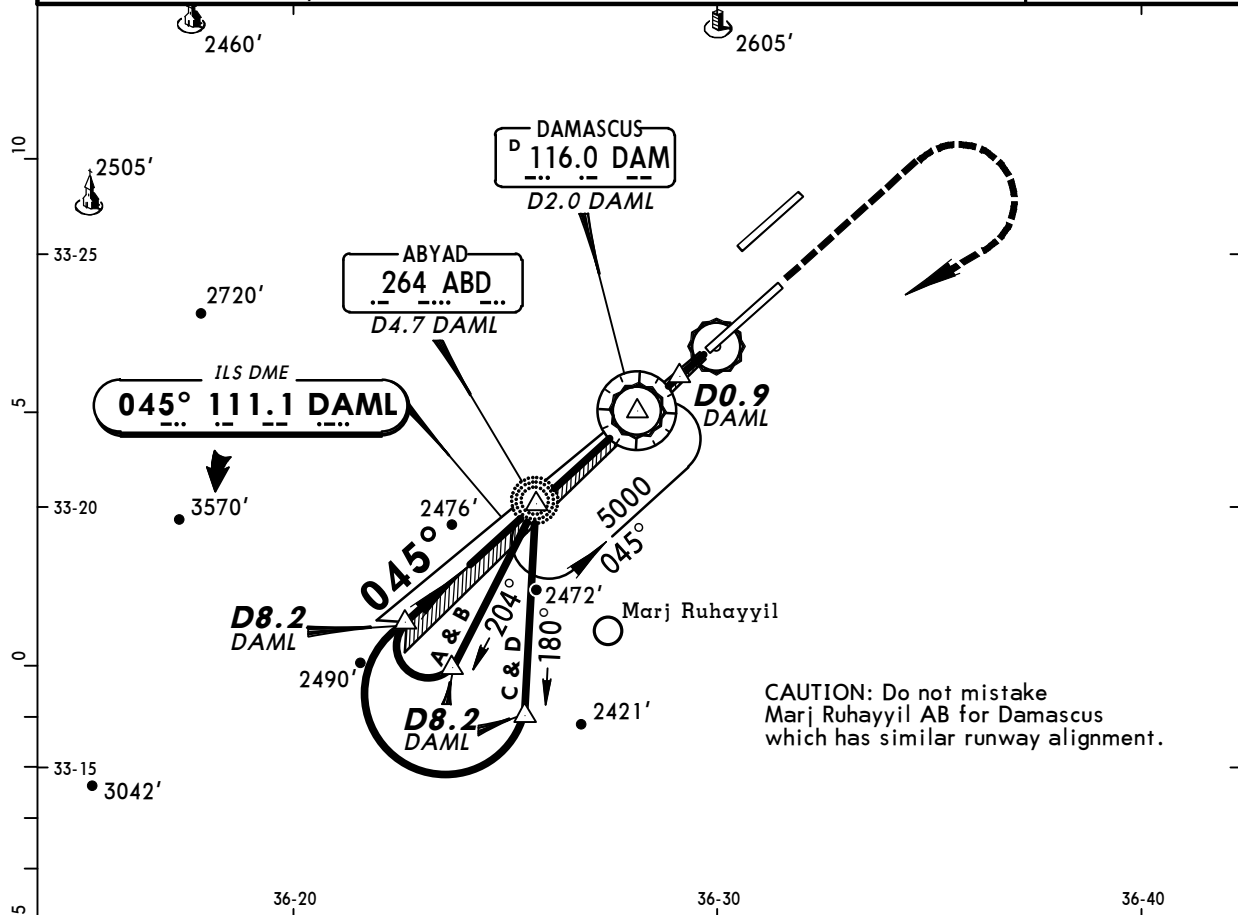
STRAIGHT-IN LANDING RWY 05R
CAT II ILS
ABCD
RA 102'
DA(H) 2120' (100')

RVR 350m

PANS OPS

CHANGES: Holding added.

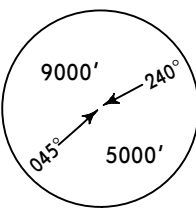
ATIS 128.22	DAMASCUS Control (APP) 120.0	DAMASCUS Radar 121.3	DAMASCUS Tower 118.5	Ground 121.9
LOC DAML 111.1	Final Apch Crs 045°	GS NDB 3525' (1505')	ILS DA(H) Refer to Minimums	Apt Elev 2020' RWY 2020'
MISSED APCH: Climb STRAIGHT AHEAD, then climbing turn RIGHT to NDB to 5000'.				
Alt Set: MB	Rwy Elev: 72 MB	Trans level: FL 150	Trans alt: 13000'	

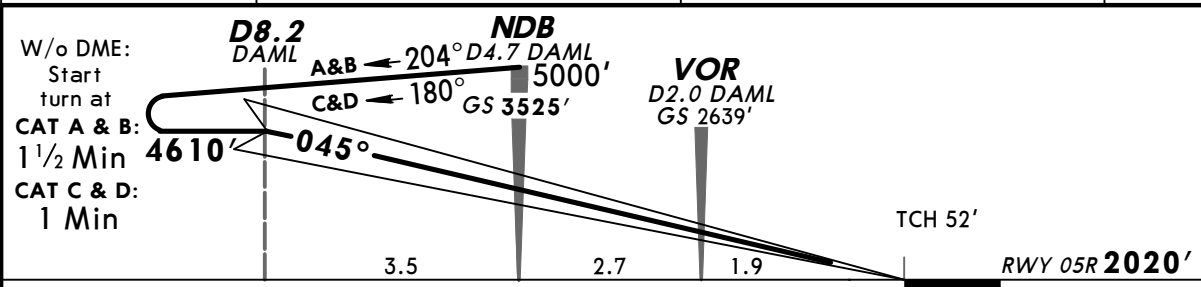
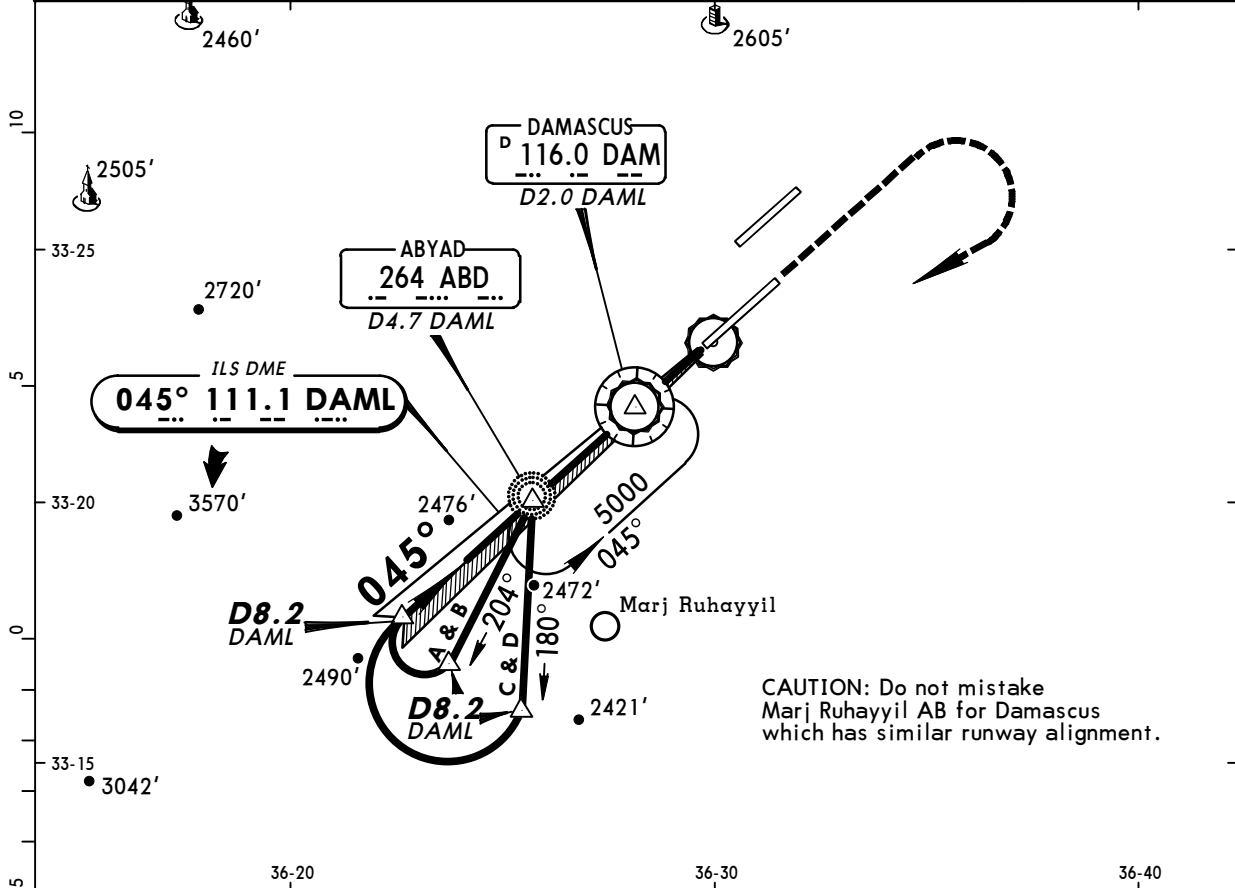


Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI ↑ RT	5000'	ABD 264	
ILS GS or LOC Descent Angle	3.00°	377	484	538	646	753				861
MAP at D0.9 DAML										

STRAIGHT-IN LANDING RWY 05R					CIRCLE-TO-LAND	
ILS DA(H) ABC: 2220' (200') D: 2231' (211')			LOC (GS out) MDA(H) 2310' (290')			
FULL		TDZ or CL out	ALS out		ALS out	
A						A
B	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	RVR 1500m VIS 1600m	B
C						C
D				1200m		D
						NOT AUTH

PANS OPS

ATIS 128.22	DAMASCUS Control (APP) 120.0	DAMASCUS Radar 121.3	DAMASCUS Tower 118.5	Ground 121.9
LOC DAML 111.1	Final Apch Crs 045°	GS NDB 3525' (1505')	CAT II ILS RA 102' DA(H) 2120' (100')	Apt Elev 2020' RWY 2020'
MISSED APCH: Climb STRAIGHT AHEAD, then climbing turn RIGHT to NDB to 5000'.				 <p>MSA DAM VOR</p>
Alt Set: MB Rwy Elev: 72 MB Trans level: FL 150 Trans alt: 13000' Special Aircrew & Acft Certification Required.				



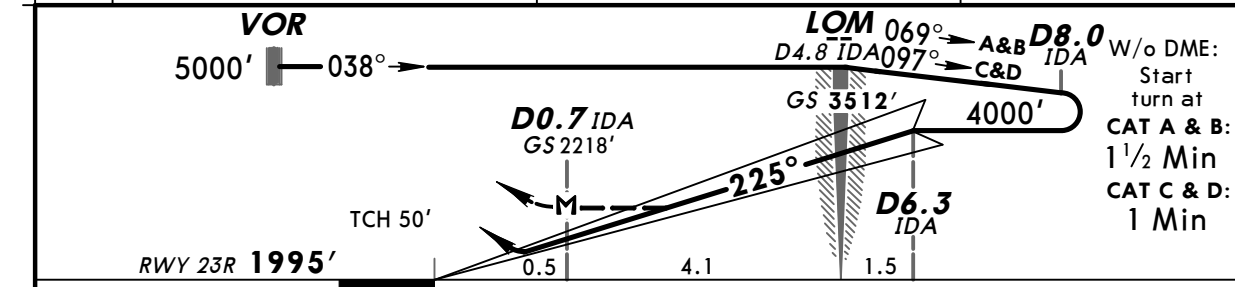
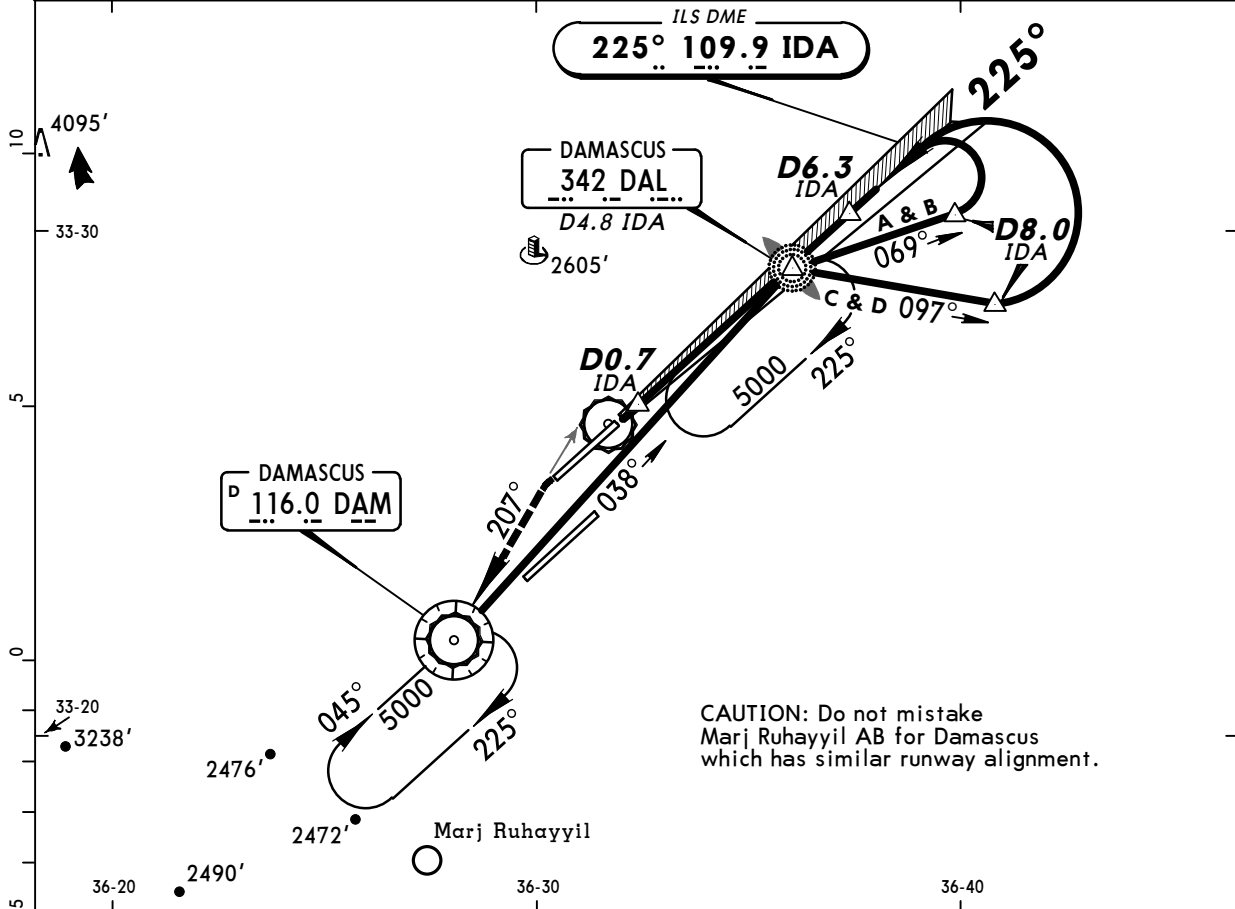
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	↑	5000'	ABD 264
GS	3.00°	377	484	538	646	753				

STRAIGHT-IN LANDING RWY 05R
CAT II ILS
ABCD
RA 102'
DA(H) 2120' (100')

PANS OPS

RVR 350m

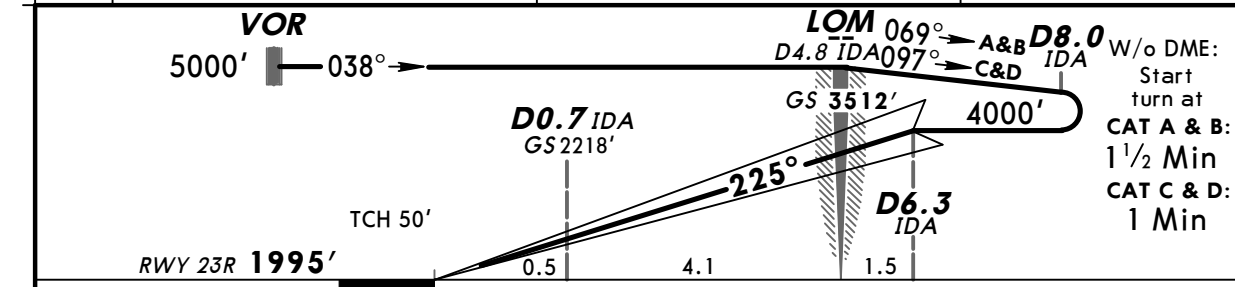
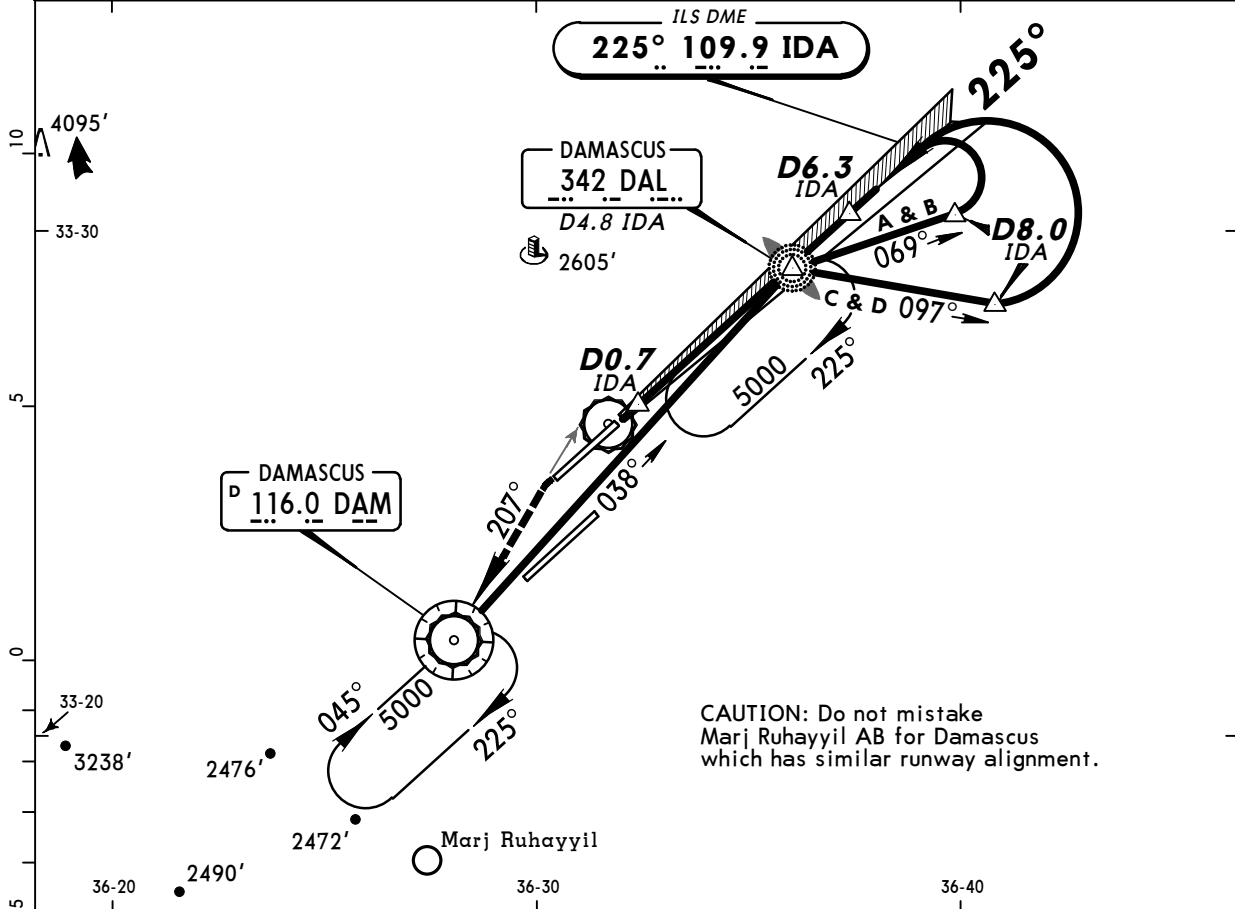
ATIS 128.22	DAMASCUS Control (APP) 120.0	DAMASCUS Radar 121.3	DAMASCUS Tower 118.5	Ground 121.9
LOC IDA 109.9	Final Apch Crs 225°	GS LOM 3512' (1517')	ILS DA(H) Refer to Minimums	Apt Elev 2020' RWY 1995'
MISSED APCH: Climb on heading 225°, intercept R-027 inbound VOR climbing to 5000'.				
Alt Set: MB	Rwy Elev: 71 MB	Trans level: FL 150	Trans alt: 13000'	MSA DAM VOR



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	225° hdg	5000'	DAM
ILS GS or LOC Descent Angle	3.00°	377	485	539	647	755	PAPI	↑	LT	onto R-027
MAP at D0.7 IDA										

STRAIGHT-IN LANDING RWY 23R			LOC (GS out)		
ILS			MDA(H) 2310' (315')		
DA(H) ABC: 2195' (200') D: 2206' (211')					
FULL	TDZ or CL out	ALS out		ALS out	
A					
B	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	RVR 1500m VIS 1600m
C					
D			1200m		
NOT AUTH					

ATIS 128.22	DAMASCUS Control (APP) 120.0	DAMASCUS Radar 121.3	DAMASCUS Tower 118.5	Ground 121.9
LOC IDA 109.9	Final Apch Crs 225°	GS LOM 3512' (1517')	CAT II ILS RA 103' DA(H) 2095' (100')	Apt Elev 2020' RWY 1995'
MISSED APCH: Climb on heading 225°, intercept R-027 inbound VOR climbing to 5000'.				
Alt Set: MB Rwy Elev: 71 MB Trans level: FL 150 Trans alt: 13000' Special Aircrew & Acft Certification Required.				MSA DAM VOR



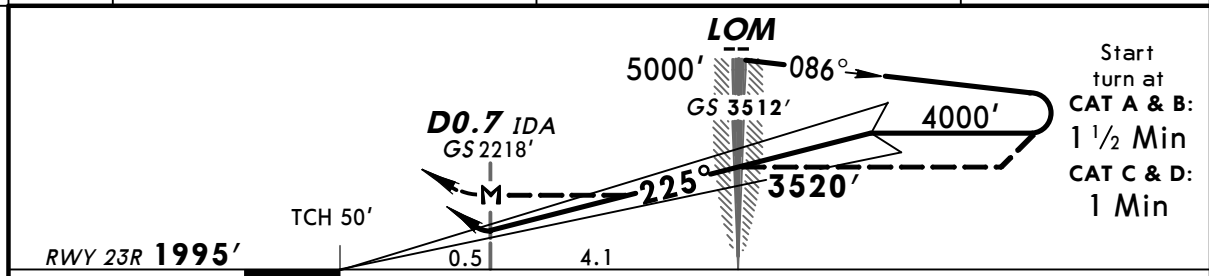
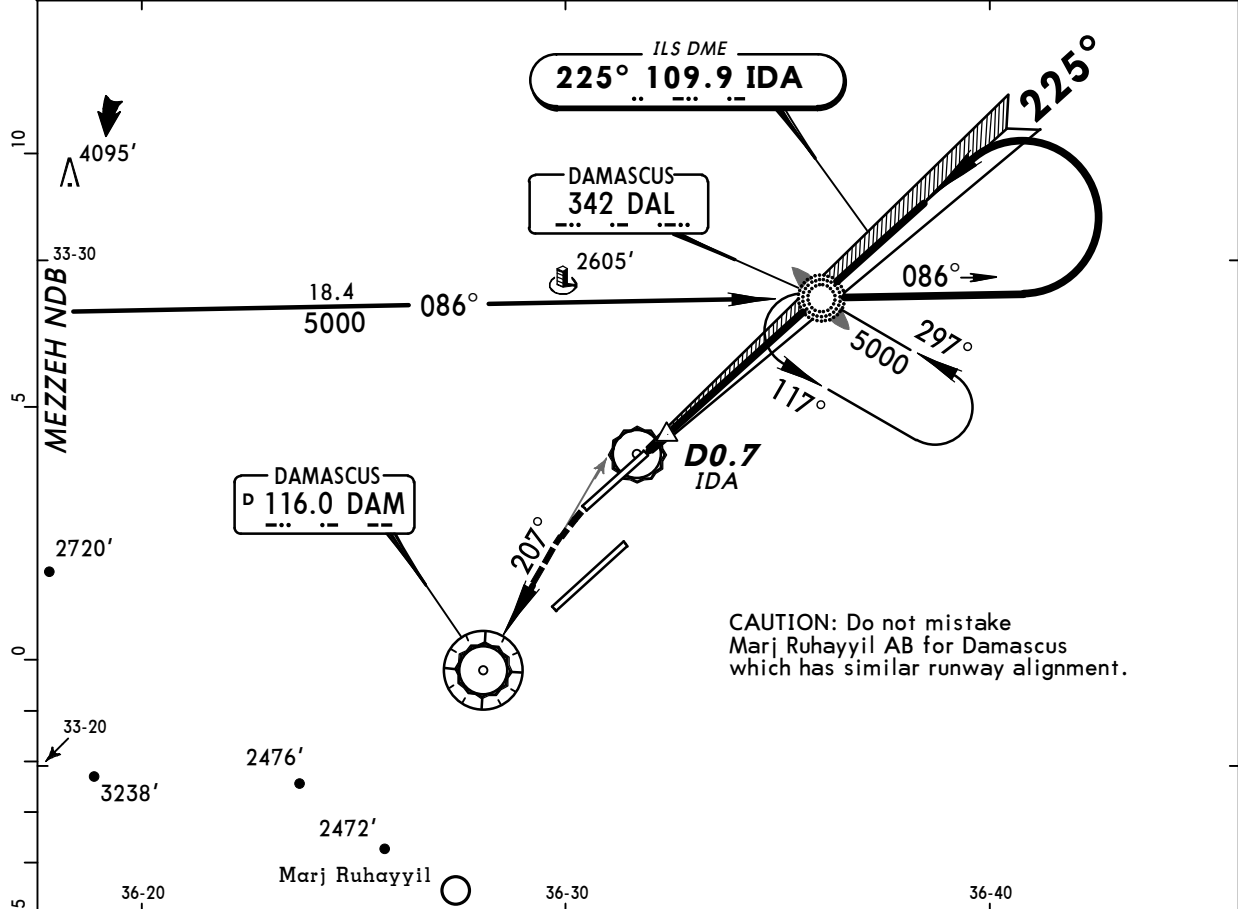
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 225° hdg 5000' onto DAM LT R-027
GS	3.00°	377	485	539	647	755	

STRAIGHT-IN LANDING RWY 23R
 CAT II ILS
 ABCD
RA 103'
 DA(H) 2095' (100')

RVR 350m

PANS OPS

ATIS 128.22	DAMASCUS Control (APP) 120.0	DAMASCUS Radar 121.3	DAMASCUS Tower 118.5	Ground 121.9
LOC IDA 109.9	Final Apch Crs 225°	GS LOM 3512' (1517')	ILS DA(H) Refer to Minimums Apt Elev 2020' RWY 1995'	
MISSED APCH: Climb on heading 225°, intercept R-027 inbound VOR climbing to 5000'.				
Alt Set: MB	Rwy Elev: 71 MB	Trans level: FL 150	Trans alt: 13000'	MSA DAL NDB

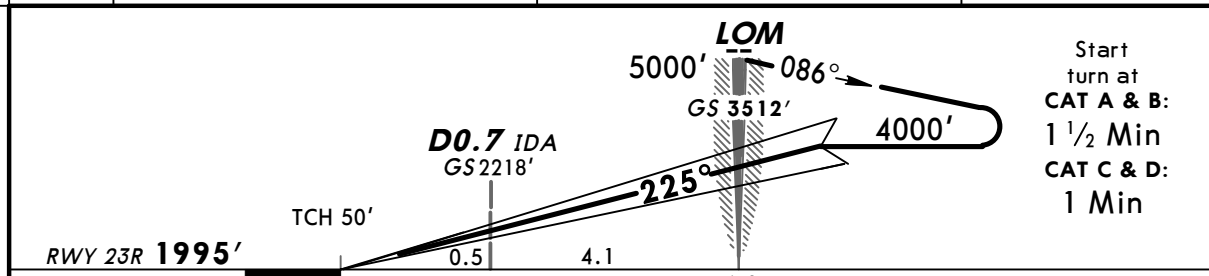
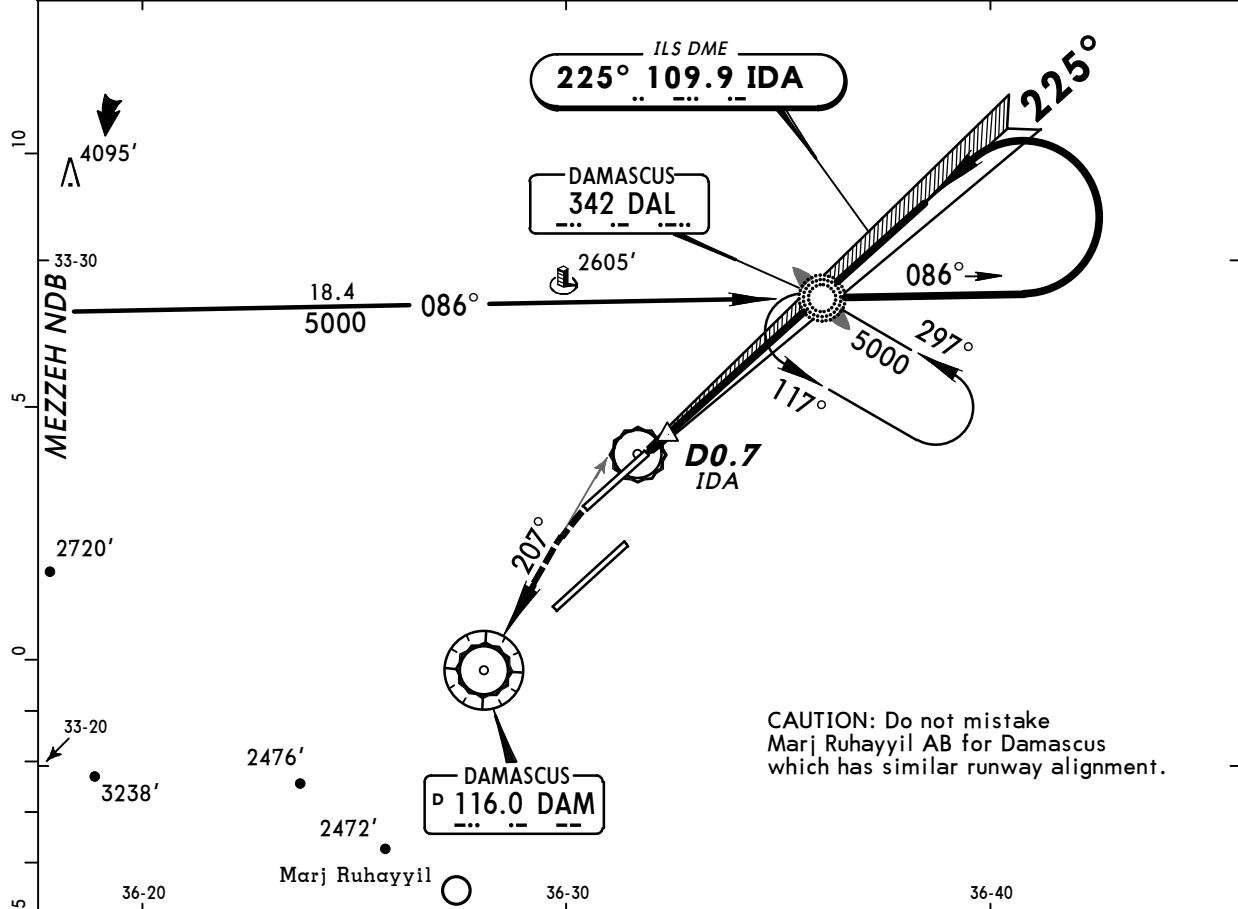


Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	225°	5000'	DAM
ILS GS or LOC Descent Angle	3.00°	377	485	539	647	755	PAPI	hdg	LT	116.0
MAP at D0.7 IDA										R-027

STRAIGHT-IN LANDING RWY 23R				
ILS			LOC (GS out)	
DA(H) ABC: 2195' (200') D: 2206' (211')			MDA(H) 2310' (315')	
FULL	TDZ or CL out	ALS out	ALS out	
A				
B	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m
C				RVR 1500m VIS 1600m
D			1200m	

PANS OPS

ATIS 128.22	DAMASCUS Control (APP) 120.0	DAMASCUS Radar 121.3	DAMASCUS Tower 118.5	Ground 121.9
LOC IDA 109.9	Final Apch Crs 225°	GS LOM 3512' (1517')	CAT II ILS RA 103' DA(H) 2095' (100')	Apt Elev 2020' RWY 1995'
MISSED APCH: Climb on heading 225°, intercept R-027 inbound VOR climbing to 5000'.				
Alt Set: MB		Rwy Elev: 71 MB	Trans level: FL 150	Trans alt: 13000'
Special Aircrew & Acft Certification Required.				MSA DAL NDB

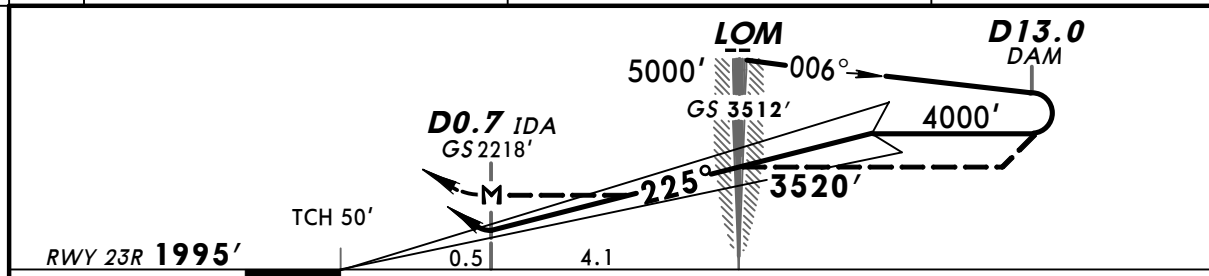
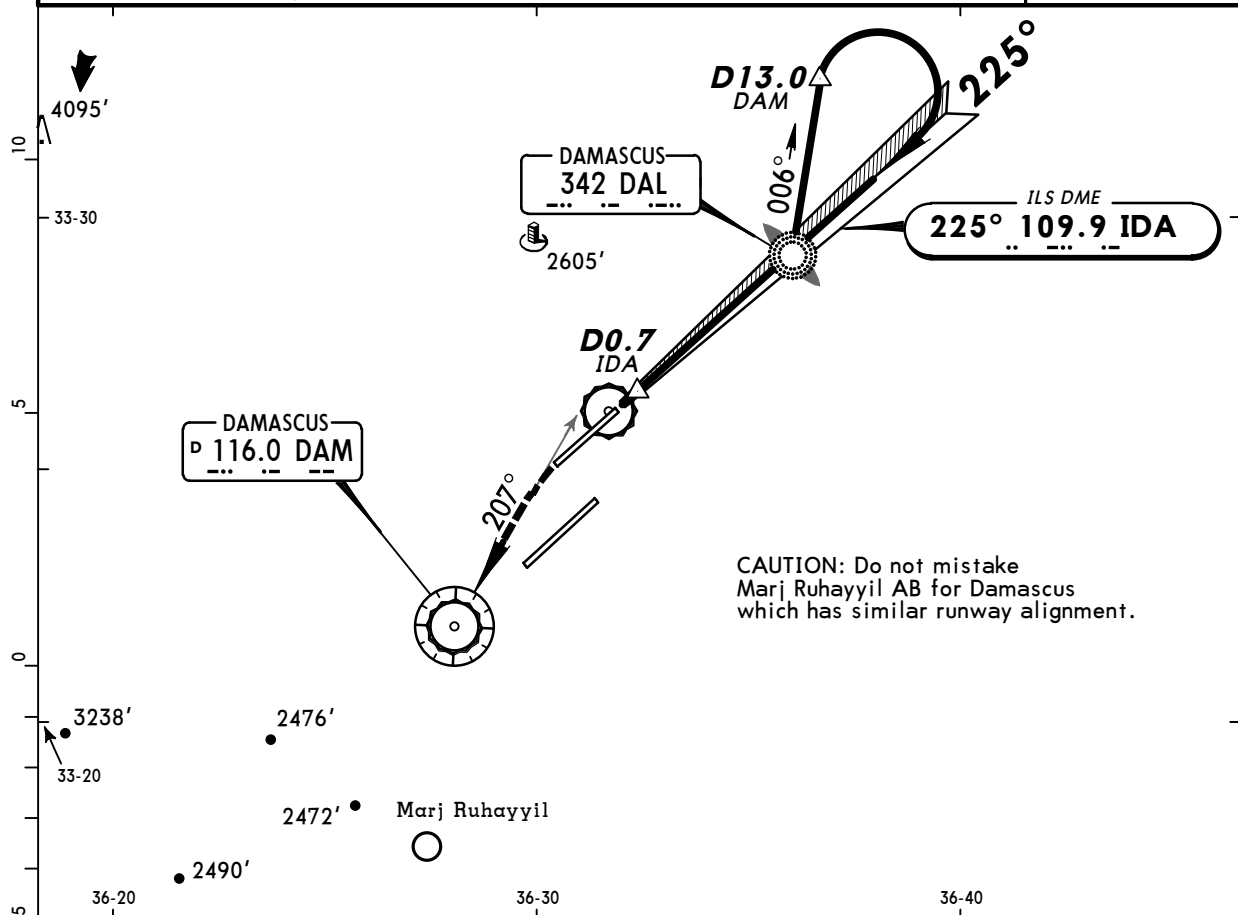


Gnd speed-Kts	70	90	100	120	140	160	HIALS-II 	225° hdg ↑	5000' onto LT	DAM 116.0 R-027
GS	3.00°	377	485	539	647	755				

STRAIGHT-IN LANDING RWY 23R
CAT II ILS
ABCD
RA 103'
DA(H) 2095' (100')

RVR 350m

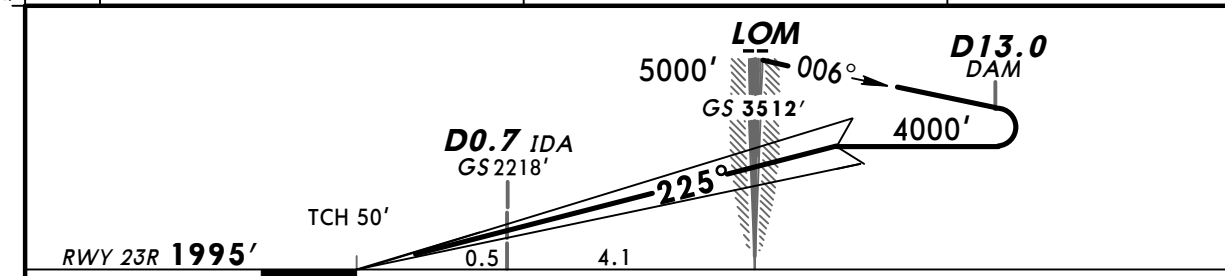
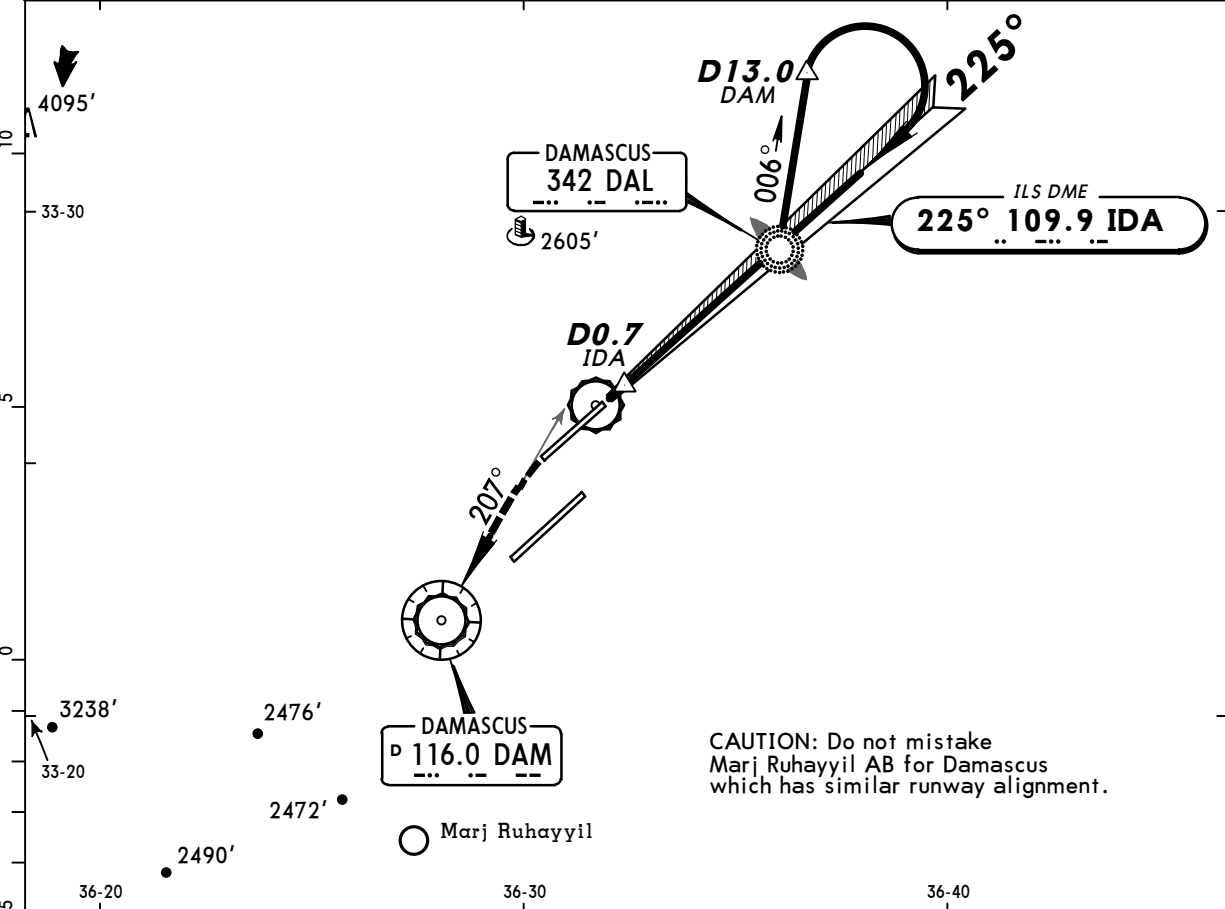
ATIS 128.22	DAMASCUS Control (APP) 120.0	DAMASCUS Radar 121.3	DAMASCUS Tower 118.5	Ground 121.9
LOC IDA 109.9	Final Apch Crs 225°	GS LOM 3512' (1517')	ILS DA(H) Refer to Minimums	Apt Elev 2020' RWY 1995'
MISSED APCH: Climb on heading 225°, intercept R-027 inbound VOR climbing to 5000'.				
Alt Set: MB	Rwy Elev: 71 MB	Trans level: FL 150	Trans alt: 13000'	MSA DAL NDB



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	225° hdg	5000' DAM
ILS GS or LOC Descent Angle	3.00°	377	485	539	647	755	PAPI	↑	onto 116.0
MAP at D0.7 IDA									LT R-027

STRAIGHT-IN LANDING RWY 23R					
ILS			LOC (GS out)		
DA(H) ABC: 2195' (200') D: 2206' (211')			MDA(H) 2310' (315')		
FULL	TDZ or CL out	ALS out		ALS out	
A					
B	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	RVR 1500m VIS 1600m
C					
D			1200m		

ATIS 128.22	DAMASCUS Control (APP) 120.0	DAMASCUS Radar 121.3	DAMASCUS Tower 118.5	Ground 121.9
LOC IDA 109.9	Final Apch Crs 225°	GS LOM 3512' (1517')	CAT II ILS RA 103' DA(H) 2095' (100')	Apt Elev 2020' RWY 1995'
MISSED APCH: Climb on heading 225°, intercept R-027 inbound VOR climbing to 5000'.				
Alt Set: MB Rwy Elev: 71 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	225° hdg ↑	5000' DAM onto 116.0 LT R-027
GS	3.00°	377	485	539	647	755			

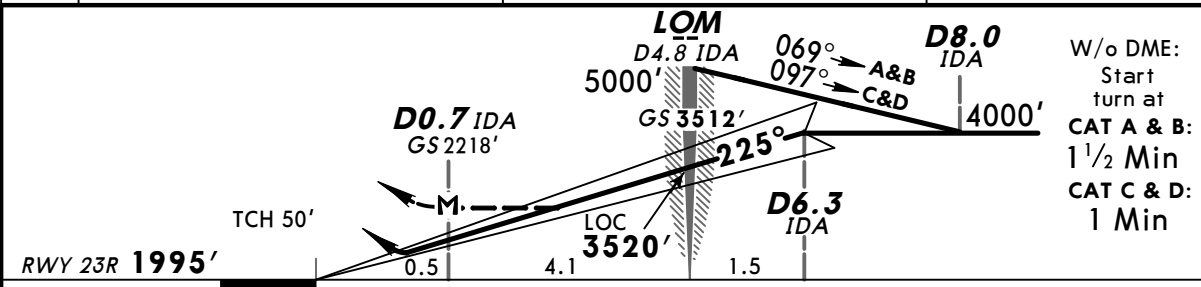
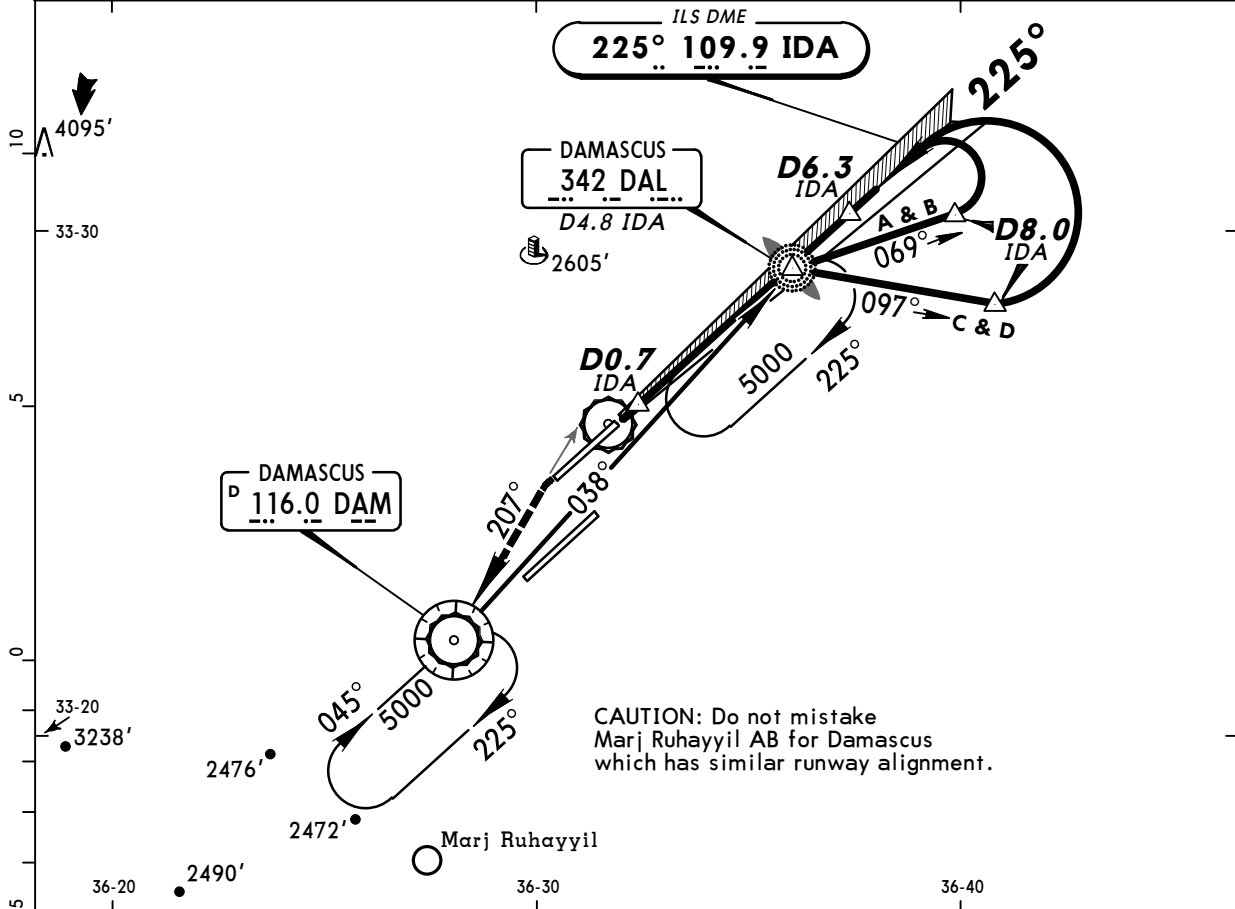
STRAIGHT-IN LANDING RWY 23R
 CAT II ILS
 ABCD
RA 103'
 DA(H) 2095' (100')

RVR 350m

BRIEFING STRIP™

PANS OPS

ATIS 128.22	DAMASCUS Control (APP) 120.0	DAMASCUS Radar 121.3	DAMASCUS Tower 118.5	Ground 121.9
LOC IDA 109.9	Final Apch Crs 225°	GS LOM 3512' (1517')	ILS DA(H) Refer to Minimums	Apt Elev 2020' RWY 1995'
MISSED APCH: Climb on heading 225°, intercept R-027 inbound VOR climbing to 5000'.				
Alt Set: MB	Rwy Elev: 71 MB	Trans level: FL 150	Trans alt: 13000'	

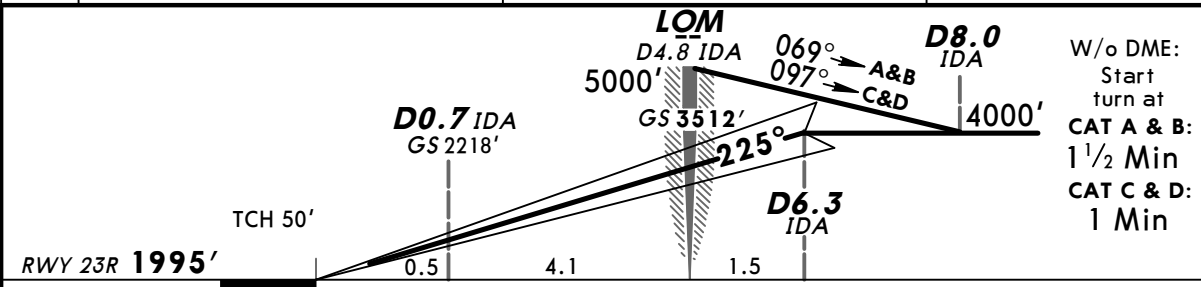
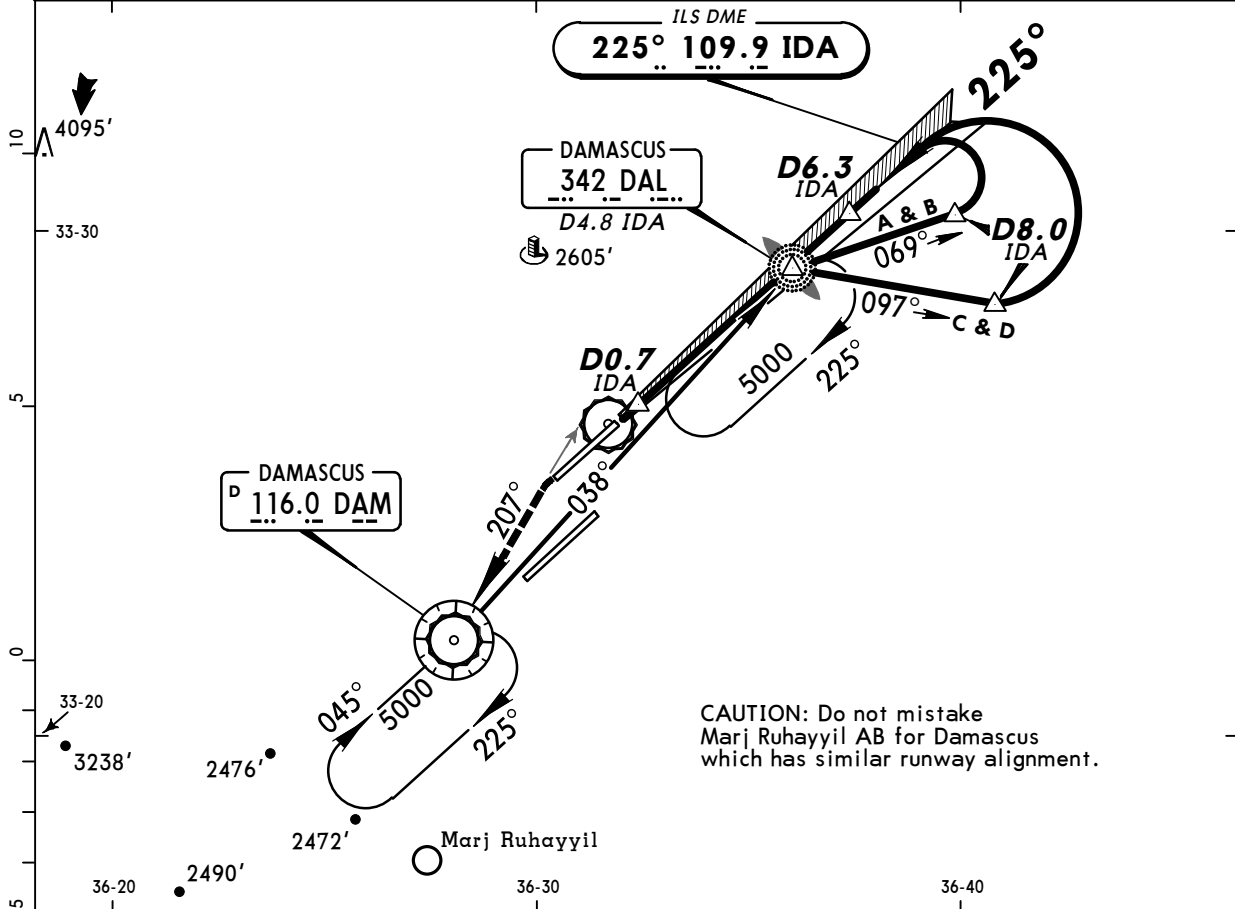


Gnd speed-Kts	70	90	100	120	140	160		225° hdg 5000' DAM onto 116.0 LT R-027	
ILS GS or LOC Descent Angle	3.00°	377	485	539	647	755			862
MAP at D0.7 IDA									

STRAIGHT-IN LANDING RWY 23R				CIRCLE-TO-LAND	
ILS			LOC (GS out)		
DA(H) ABC: 2195' (200') D: 2206' (211')			MDA(H) 2310' (315')		
FULL	TDZ or CL out	ALS out	ALS out		
A					A
B	RVR 550m VIS 800m	RVR 720m VIS 800m	RVR 720m VIS 800m	RVR 1500m VIS 1600m	B
C		1200m			C
D			1200m		D
					NOT AUTH

PANS OPS

ATIS 128.22	DAMASCUS Control (APP) 120.0	DAMASCUS Radar 121.3	DAMASCUS Tower 118.5	Ground 121.9
LOC IDA 109.9	Final Apch Crs 225°	GS LOM 3512' (1517')	CAT II ILS RA 103' DA(H) 2095' (100')	Apt Elev 2020' RWY 1995'
MISSED APCH: Climb on heading 225°, intercept R-027 inbound VOR climbing to 5000'.				
Alt Set: MB Rwy Elev: 71 MB Trans level: FL 150 Trans alt: 13000' Special Aircrew & Acft Certification Required.				



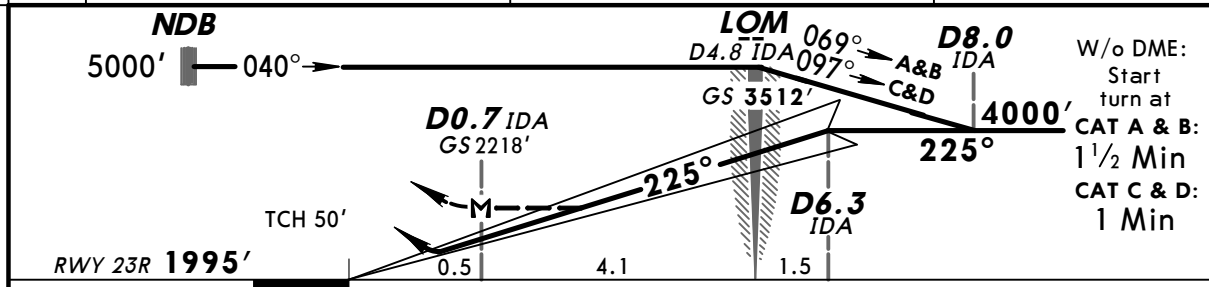
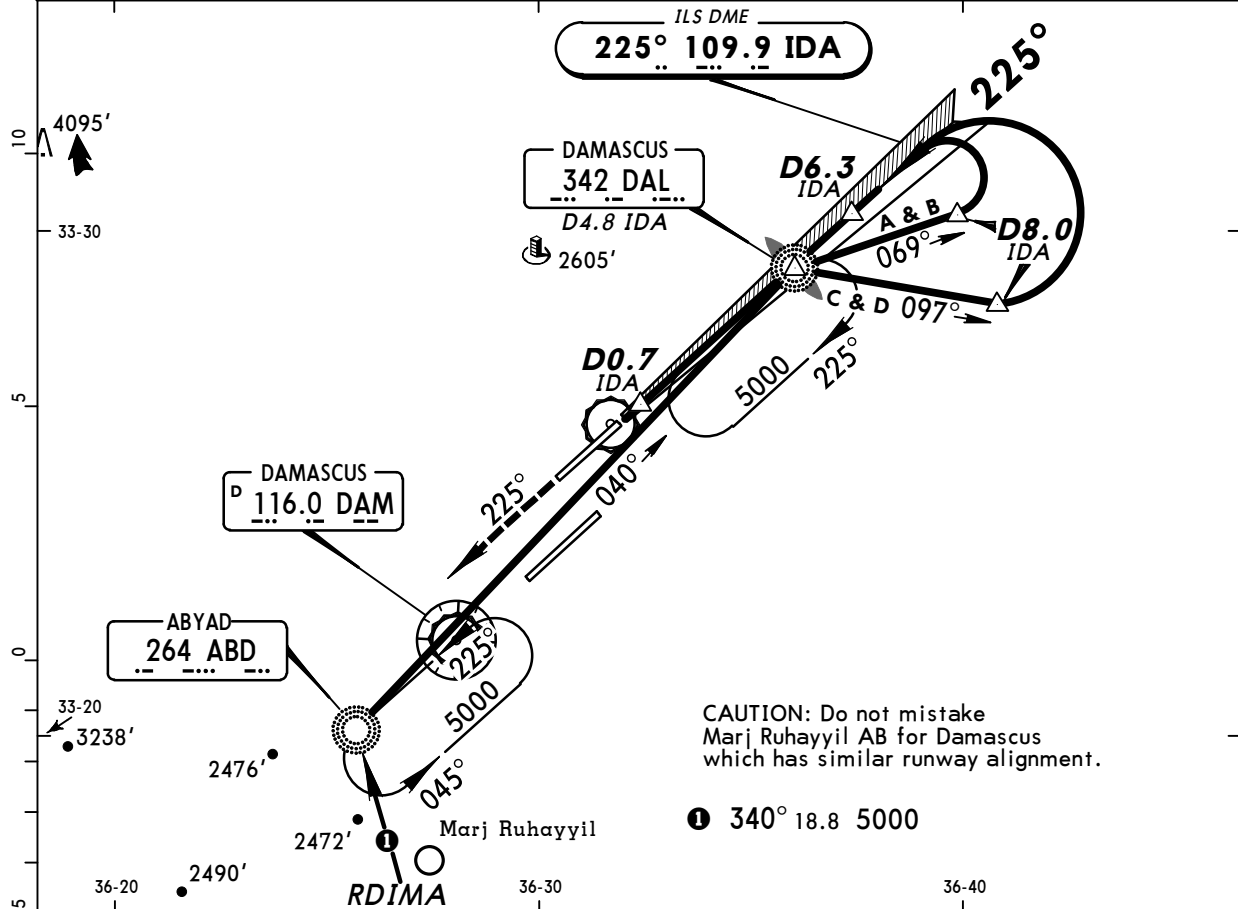
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	225° hdg	5000' DAM onto 116.0 LT R-027
GS	3.00°	377	485	539	647	755			

STRAIGHT-IN LANDING RWY 23R
CAT II ILS
ABCD
RA 103'
DA(H) 2095' (100')

RVR 350m

PANS OPS

ATIS 128.22	DAMASCUS Control (APP) 120.0	DAMASCUS Radar 121.3	DAMASCUS Tower 118.5	Ground 121.9
LOC IDA 109.9	Final Apch Crs 225°	GS LOM 3512' (1517')	ILS DA(H) Refer to Minimums	Apt Elev 2020' RWY 1995'
MISSED APCH: Climb on heading 225°, then proceed inbound to ABD NDB, climbing to 5000'.				
Alt Set: MB	Rwy Elev: 71 MB	Trans level: FL 150	Trans alt: 13000'	MSA DAM VOR

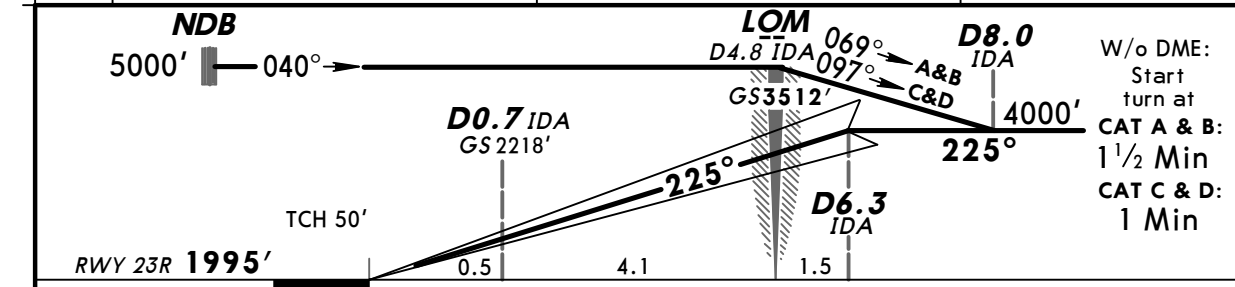
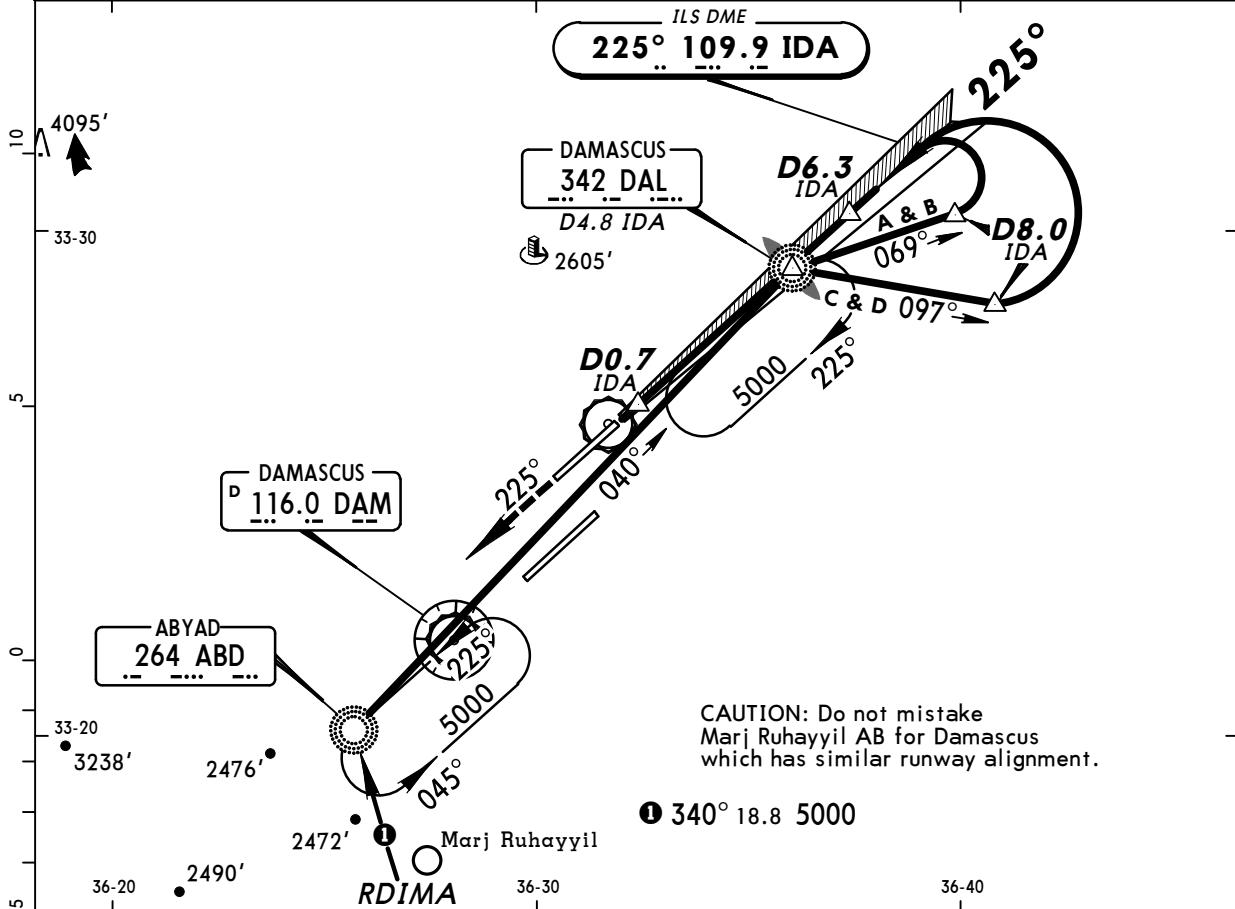


Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	225° hdg	5000'	ABD 264
ILS GS or LOC Descent Angle	3.00°	377	484	538	646	753	PAPI	↑	LT	
MAP at D0.7 IDA										

STRAIGHT-IN LANDING RWY 23R					CIRCLE-TO-LAND	
ILS			LOC (GS out)			
DA(H) ABC: 2195' (200') D: 2206' (211')			MDA(H) 2310' (315')			
FULL		TDZ or CL out	ALS out		ALS out	
A					A	
B	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m		B	NOT AUTH
C					C	
D			1200m		D	

PANS OPS

ATIS 128.22	DAMASCUS Control (APP) 120.0	DAMASCUS Radar 121.3	DAMASCUS Tower 118.5	Ground 121.9
LOC IDA 109.9	Final Apch Crs 225°	GS LOM 3512' (1517')	CAT II ILS RA 103' DA(H) 2095' (100')	Apt Elev 2020' RWY 1995'
MISSED APCH: Climb on heading 225°, then proceed inbound to ABD NDB climbing to 5000'.				
Alt Set: MB Rwy Elev: 71 MB Trans level: FL 150 Trans alt: 13000' Special Aircrew & Acft Certification Required.				



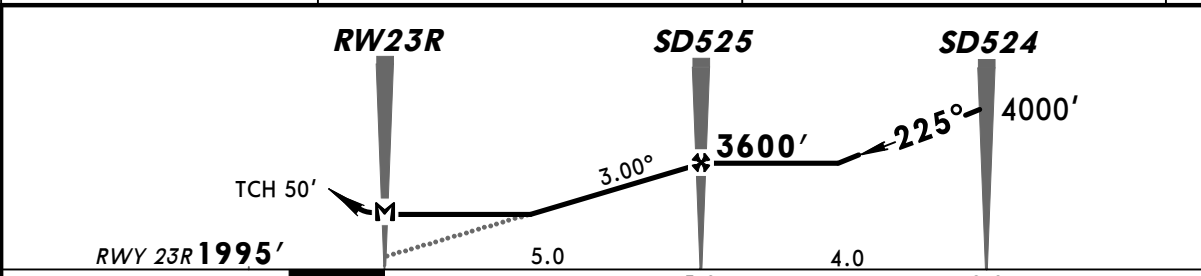
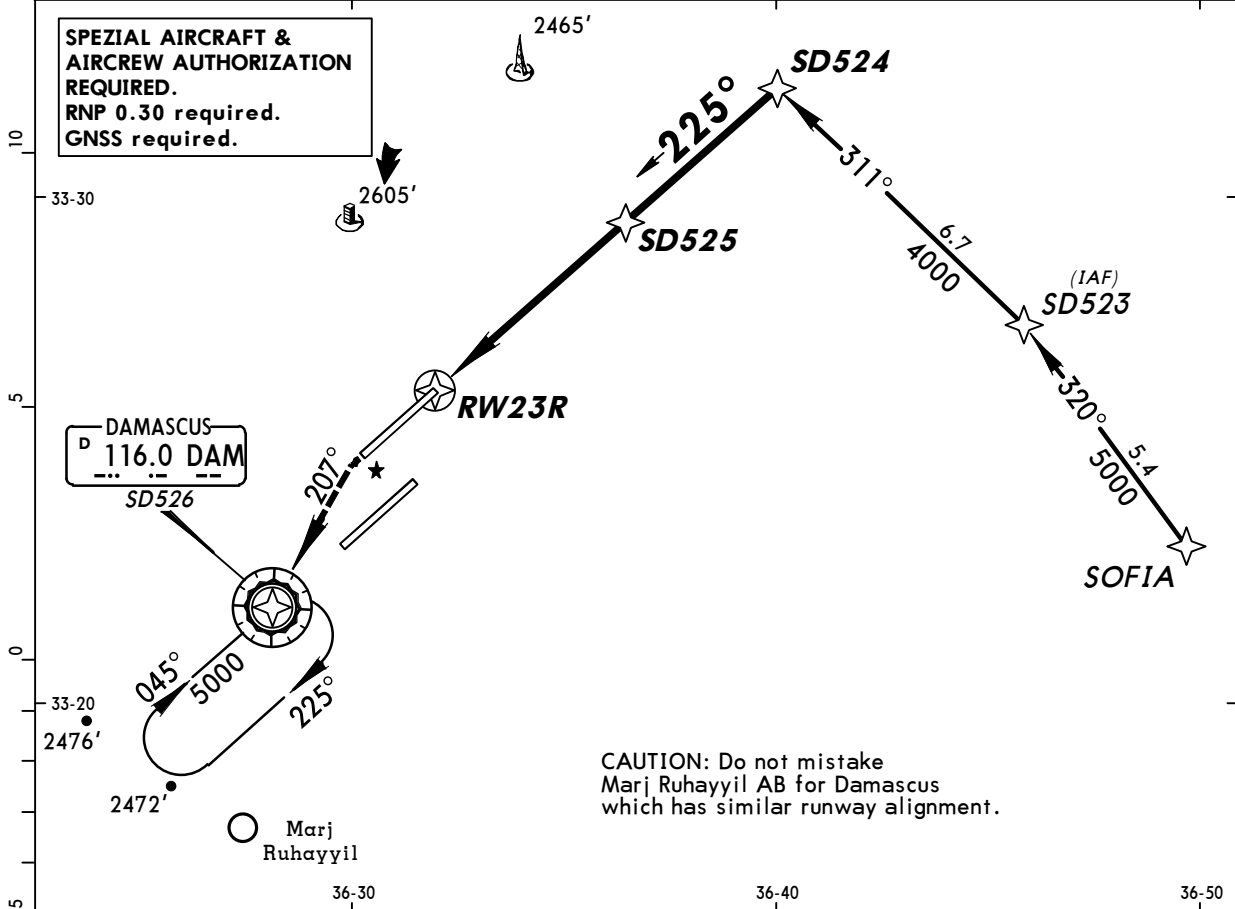
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 225° hdg 5000' ABD 264
GS	3.00°	377	484	538	646	861	

STRAIGHT-IN LANDING RWY 23R
 ABCD
RA 103'
 DA(H) 2095' (100')

RVR 350m

PANS OPS

ATIS 128.22	DAMASCUS Control (APP) 120.0	DAMASCUS Radar 121.3	DAMASCUS Tower 118.5	Ground 121.9
RNAV	Final Apch Crs 225°	Minimum Alt SD525 3600' (1605')	LNAV/VNAV DA(H) 2250' (255')	Apt Elev 2020' RWY 1995'
MISSED APCH: Climb on 225°. Intercept R-027 inbound climbing direct to SD526 at 5000', then as directed.				
Alt Set: MB	Rwy Elev: 71 MB	Trans level: FL 150	Trans alt: 13000'	



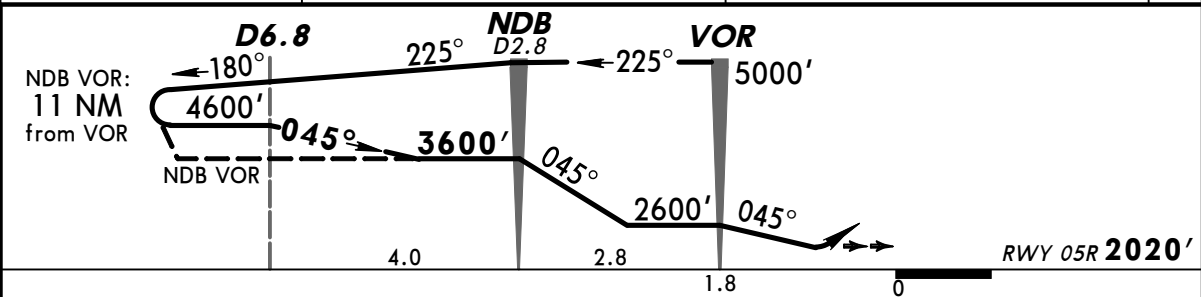
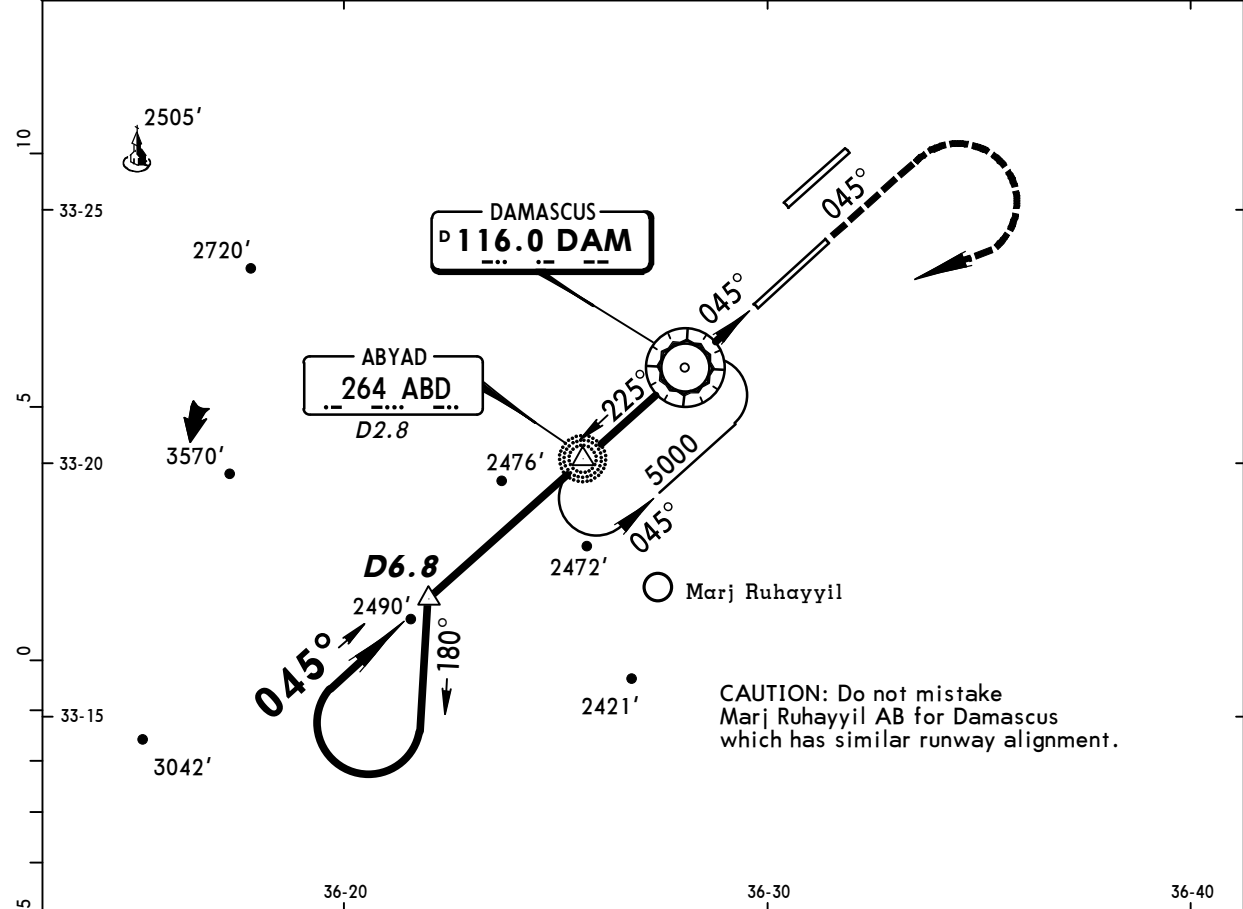
Gnd speed-Kts	70	90	100	120	140	160		225°
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at RW23R								

STRAIGHT-IN LANDING RWY 23R			
LNAV/VNAV DA(H) 2250' (255')		LNAV MDA(H) 2270' (275')	
ALS out		ALS out	
A			
B	RVR 720m VIS 800m	RVR 1500m VIS 1600m	RVR 720m VIS 800m
C			RVR 1500m VIS 1600m
D	RVR 1500m VIS 1600m		RVR 1500m VIS 1600m

PANS OPS

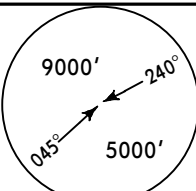
CHANGES: New procedure.

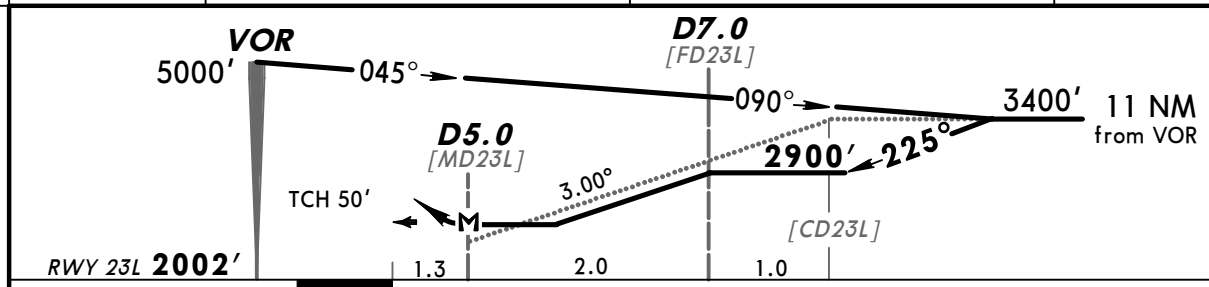
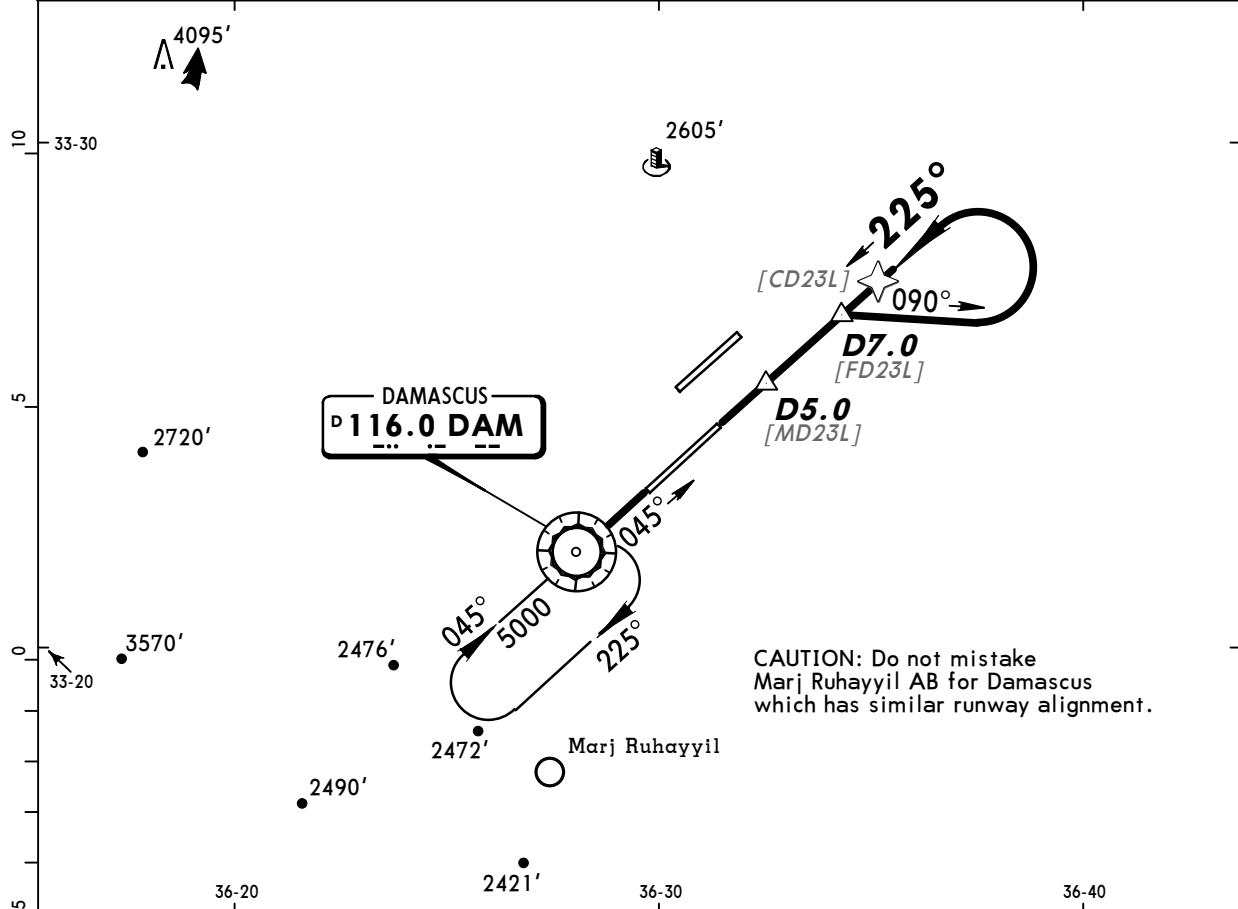
ATIS 128.22	DAMASCUS Control (APP) 120.0	DAMASCUS Radar 121.3	DAMASCUS Tower 118.5	Ground 121.9
VOR DAM 116.0	Final Apch Crs 045°	Minimum Alt NDB 3600' (1580')	MDA(H) 2400' (380')	Apt Elev 2020' RWY 2020'
MISSED APCH: Climb on R-045, then climbing turn RIGHT to 5000' and return to VOR. Contact ATC.				
Alt Set: MB	Rwy Elev: 72 MB	Trans level: FL 150	Trans alt: 13000'	MSA DAM VOR



				HIALS-II		DAM on 116.0 R-045
				PAPI		

STRAIGHT-IN LANDING RWY 05R			
MDA(H) 2400' (380')			
ALS out			
A			
B	1200m	RVR 1500m VIS 1600m	
C			
D	RVR 1500m VIS 1600m	2000m	

ATIS 128.22	DAMASCUS Control (APP) 120.0	DAMASCUS Radar 121.3	DAMASCUS Tower 118.5	Ground 121.9
VOR DAM 116.0	Final Apch Crs 225°	Minimum Alt D7.0 2900' (898')	MDA(H) 2500' (498')	Apt Elev 2020' RWY 2002'
MISSED APCH: Proceed to VOR climbing to 5000' and contact ATC.				
Alt Set: MB	Rwy Elev: 71 MB	Trans level: FL 150	Trans alt: 13000'	MSA DAM VOR

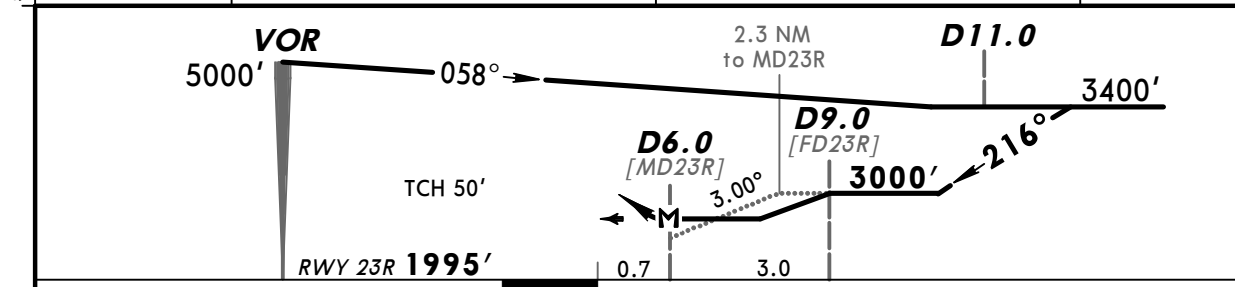
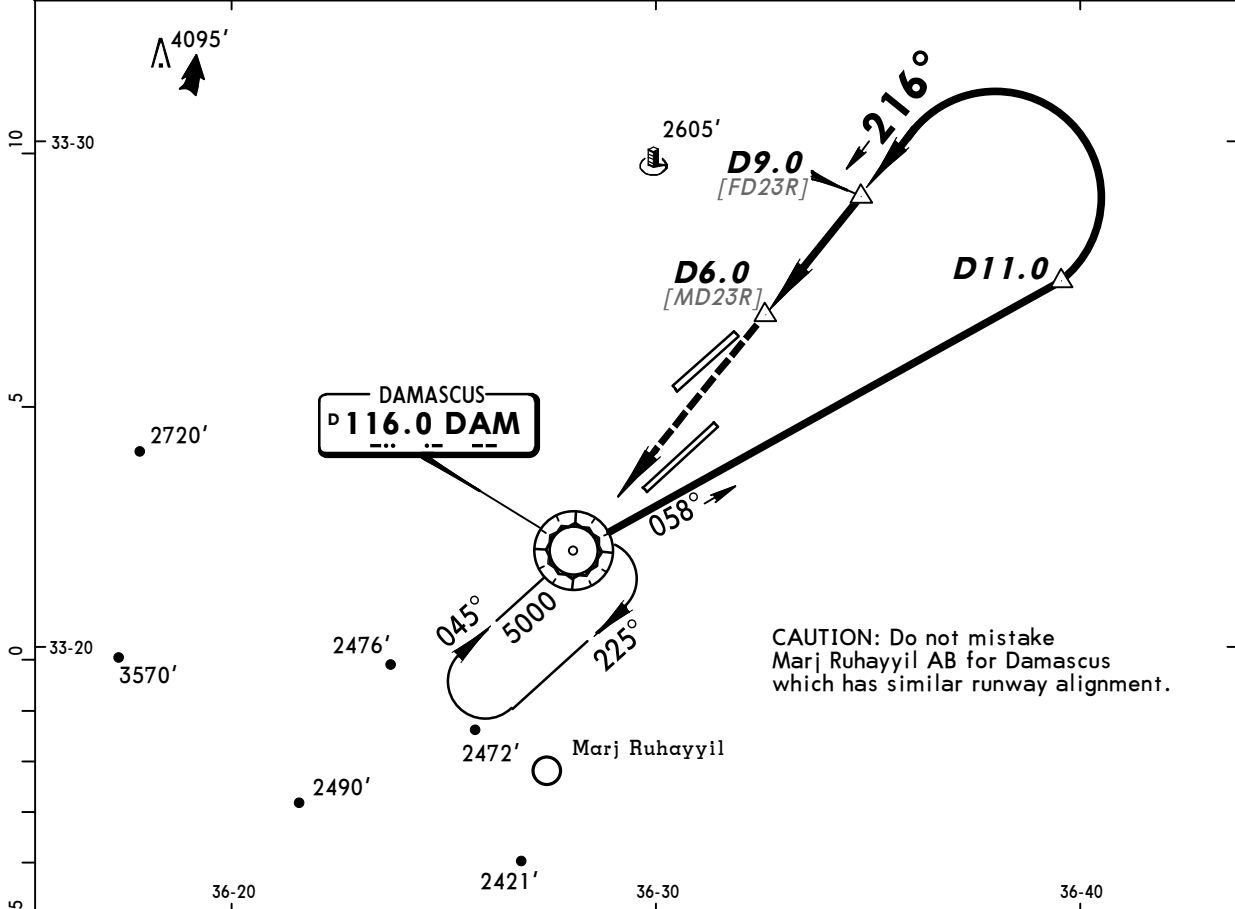
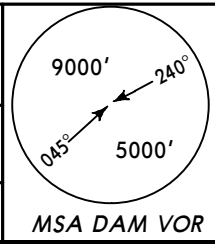


Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI DAM 116.0 ↑ 5000' ↑
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at D5.0							

STRAIGHT-IN LANDING RWY 23L		
MDA(H) 2500' (498')		
ALS out		
A		
B		
C	1800m	2600m
D		

PANS OPS

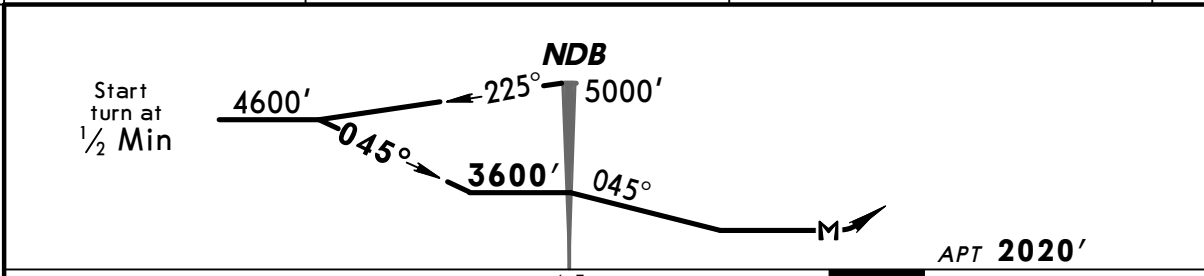
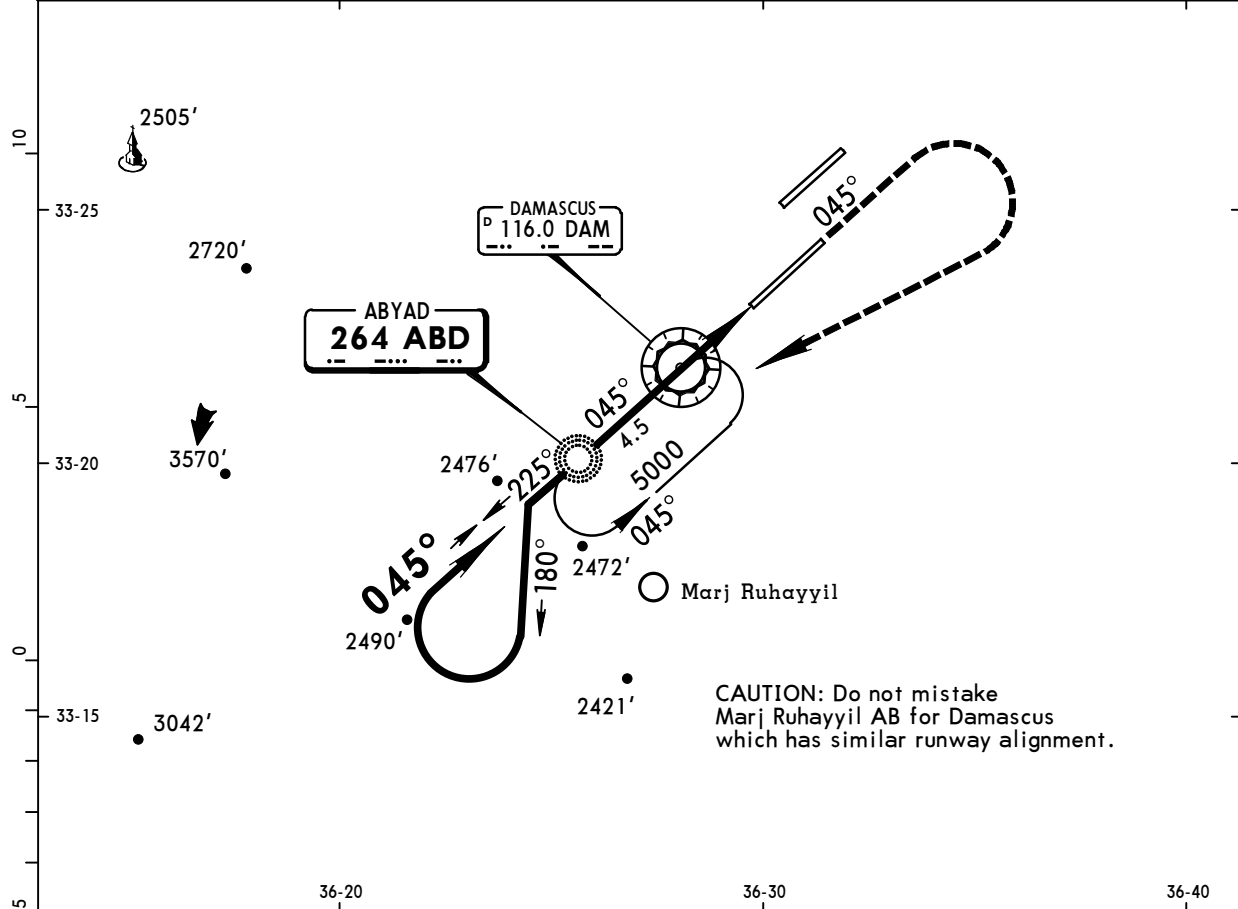
ATIS 128.22	DAMASCUS Control (APP) 120.0	DAMASCUS Radar 121.3	DAMASCUS Tower 118.5	Ground 121.9
VOR DAM 116.0	Final Apch Crs 216°	Minimum Alt D9.0 3000' (1005')	MDA(H) 2500' (505')	Apt Elev 2020' RWY 1995'
MISSED APCH: Proceed to VOR climbing to 5000' and contact ATC.				
Alt Set: MB Procedure based on max 264 KT TAS.		Rwy Elev: 71 MB	Trans level: FL 150	Trans alt: 13000'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI DAM 116.0 5000'
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at D6.0							

STRAIGHT-IN LANDING RWY 23R		ALS out	
MDA(H) 2500' (505')			
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m	
B			
C	RVR 1500m VIS 1600m	2400m	
D			

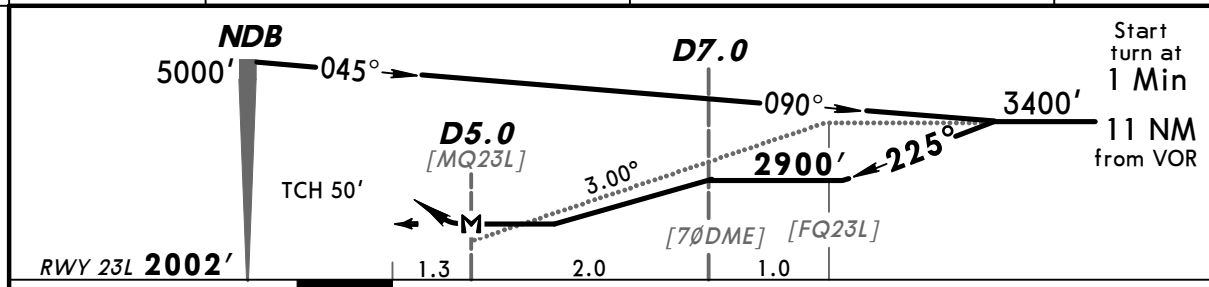
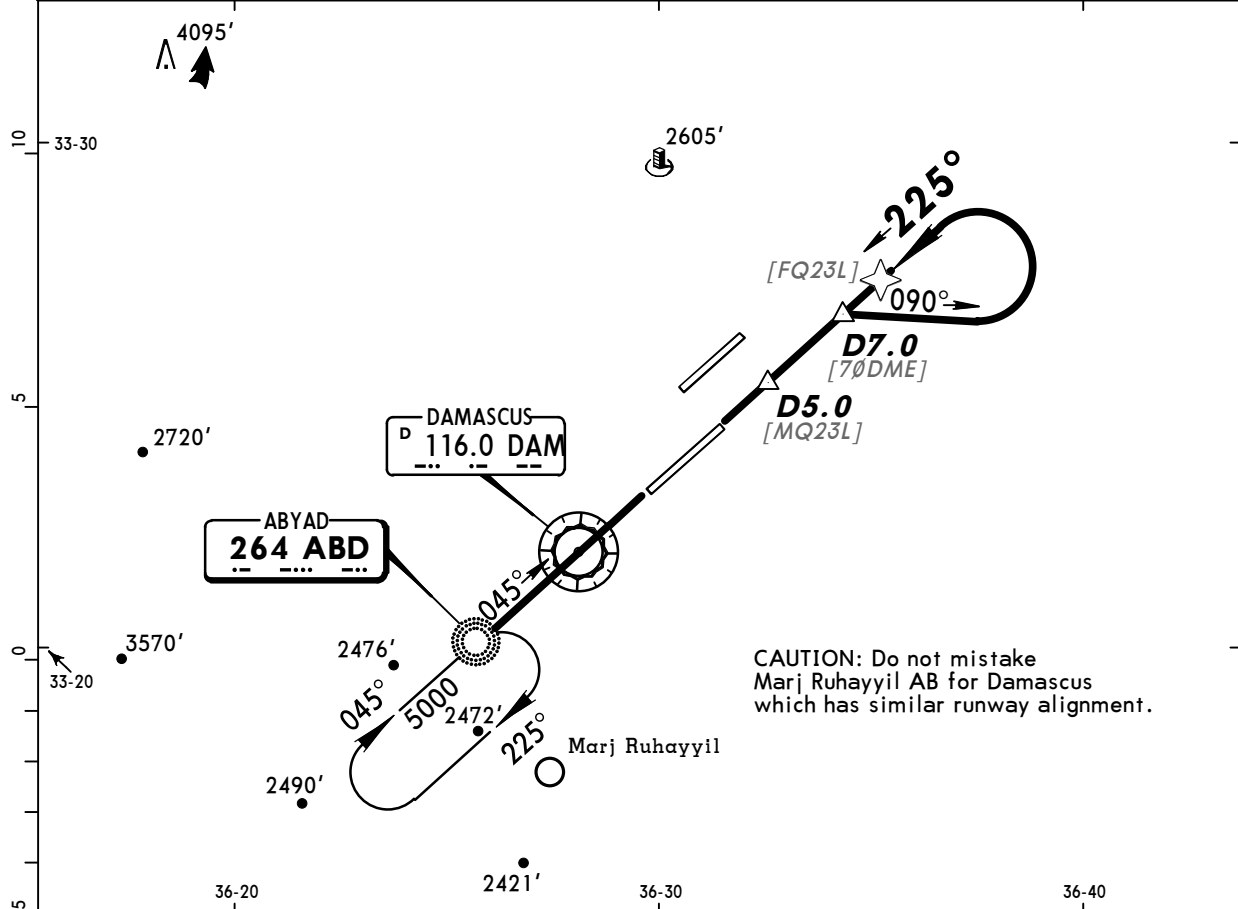
ATIS 128.22	DAMASCUS Control (APP) 120.0	DAMASCUS Radar 121.3	DAMASCUS Tower 118.5	Ground 121.9
NDB ABD 264	Final Apch Crs 045°	Minimum Alt NDB 3600' (1580')	MDA(H) 2700' (680')	Apt Elev 2020'
MISSED APCH: Climb on 045°, then climbing turn RIGHT to 5000' and return to NDB. Contact ATC.				
Alt Set: MB	Apt Elev: 72 MB	Trans level: FL 150	Trans alt: 13000'	MSA ABD NDB



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	045° ↑	5000' RT	ABD 264
NDB to MAP 4.5	3:51	3:00	2:42	2:15	1:56	1:41				

STRAIGHT-IN LANDING RWY 05R	
MDA(H) 2700' (680')	
	ALS out
A	RVR 1500m
B	VIS 1600m
C	3200m
D	3600m

BRIEFING STRIP™	ATIS	DAMASCUS Control (APP)	DAMASCUS Radar	DAMASCUS Tower	Ground
	128.22	120.0	121.3	118.5	121.9
	NDB ABD 264	Final Apch Crs 225°	Minimum Alt D7.0 2900' (898')	MDA(H) 2700' (698')	Apt Elev 2020' RWY 2002'
MISSED APCH: Proceed to NDB climbing to 5000' and contact ATC.					
Alt Set: MB		Rwy Elev: 71 MB	Trans level: FL 150	Trans alt: 13000'	MSA DAM VOR

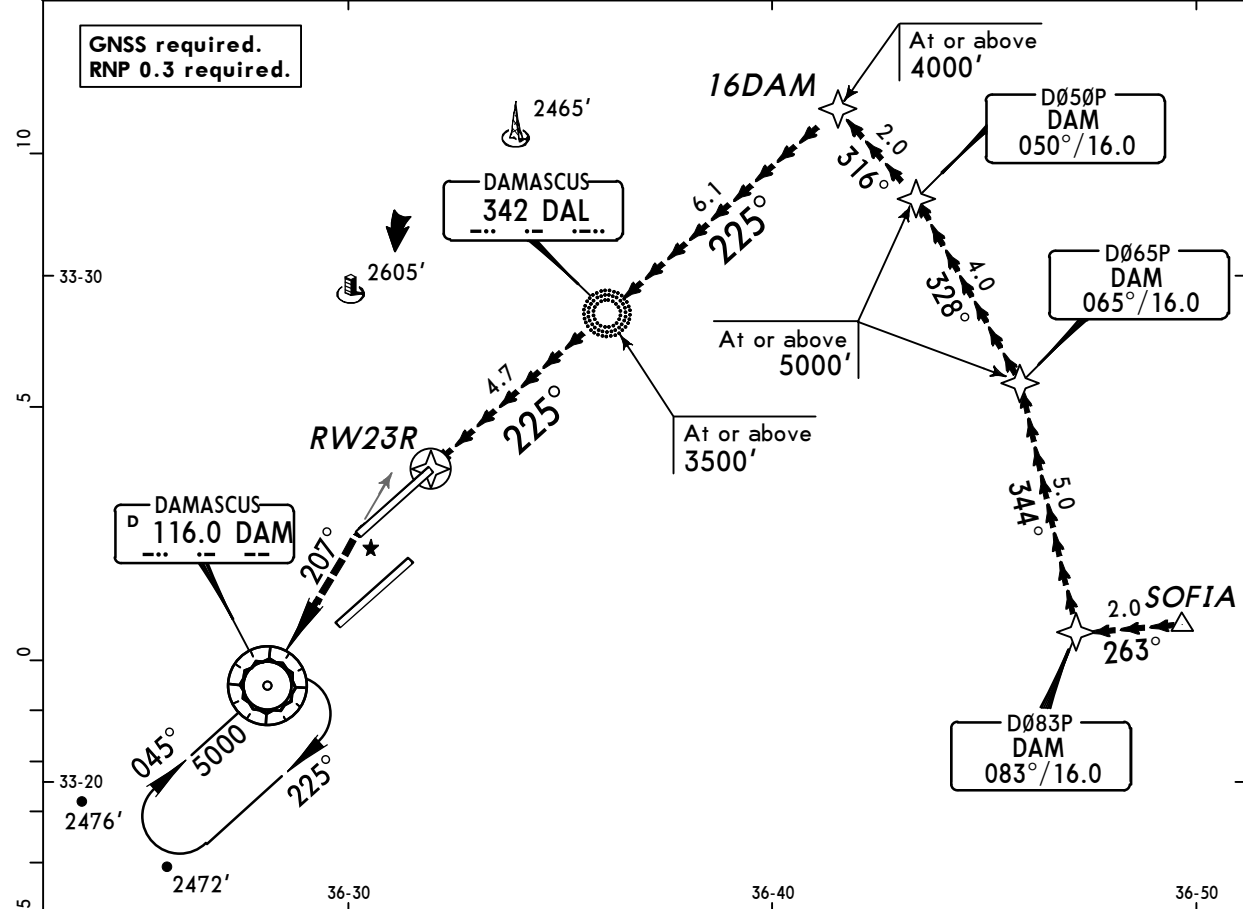
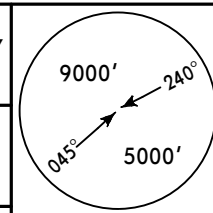


Gnd Speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	ABD 264	5000'
Descent Angle 3.00°	372	478	531	637	743	849		↑	↑
MAP at D5.0									

STRAIGHT-IN LANDING RWY 23L		MDA(H) 2700' (698')	
		ALS out	
A	RVR 1500m VIS 1600m	2400m	
B			
C	2400m	3200m	
D	3200m	3600m	

PANS OPS

BRIEFING STRIP™	ATIS 128.22	DAMASCUS Control (APP) 120.0	DAMASCUS Radar 121.3	DAMASCUS Tower 118.5	Ground 121.9
	NAVAIDS- Refer to Planview	Final Aptch Crs 225°	Minimum Alt No FAF	No MDA(H) published	Apt Elev 2020'
	MISSED APCH: Climb on 225°, intercept R-027 inbound VOR climbing to 5000'.				
Alt Set: MB		Apt Elev: 72 MB	Trans level: FL 150	Trans alt: 13000'	MSA DAM VOR



Route description
SOFIA D083P D065P D050P 16DAM DAL NDB RW23R
Leave SOFIA between 8000' and 10,000'.

Descent point for 3.00° continuous descent approach to RWY 23R is approximately at 6.1 NM from RW23R.

Conditions

- Select RNAV VISUAL Rwy 23R from Nav Database.
- Pilots request "Visual approach 23R".
- Pilots must acquire/maintain visual reference to terrain not later than waypoint 16DAM.
- At DAL NDB latest, report "RWY in sight".

				HTALS-II	225°	5000'	DAM
				PAPI	↑	onto	116.0
						LT	R-027

MINIMUMS NOT PUBLISHED

PANS OPS