

17-MAR-2016

LTK-OSLK

1-10

A0I

A0I

GENERAL

Operational Hours

ATS Hours: H24

Airport Information

RFF: CAT 8
PCN: RWY 17L/35R: 78/F/X/D/T
RWY 17R/35L: 62/F/D/X/T

Warnings

Birds in vicinity of AD.

DEPARTURE

Take-off Minima

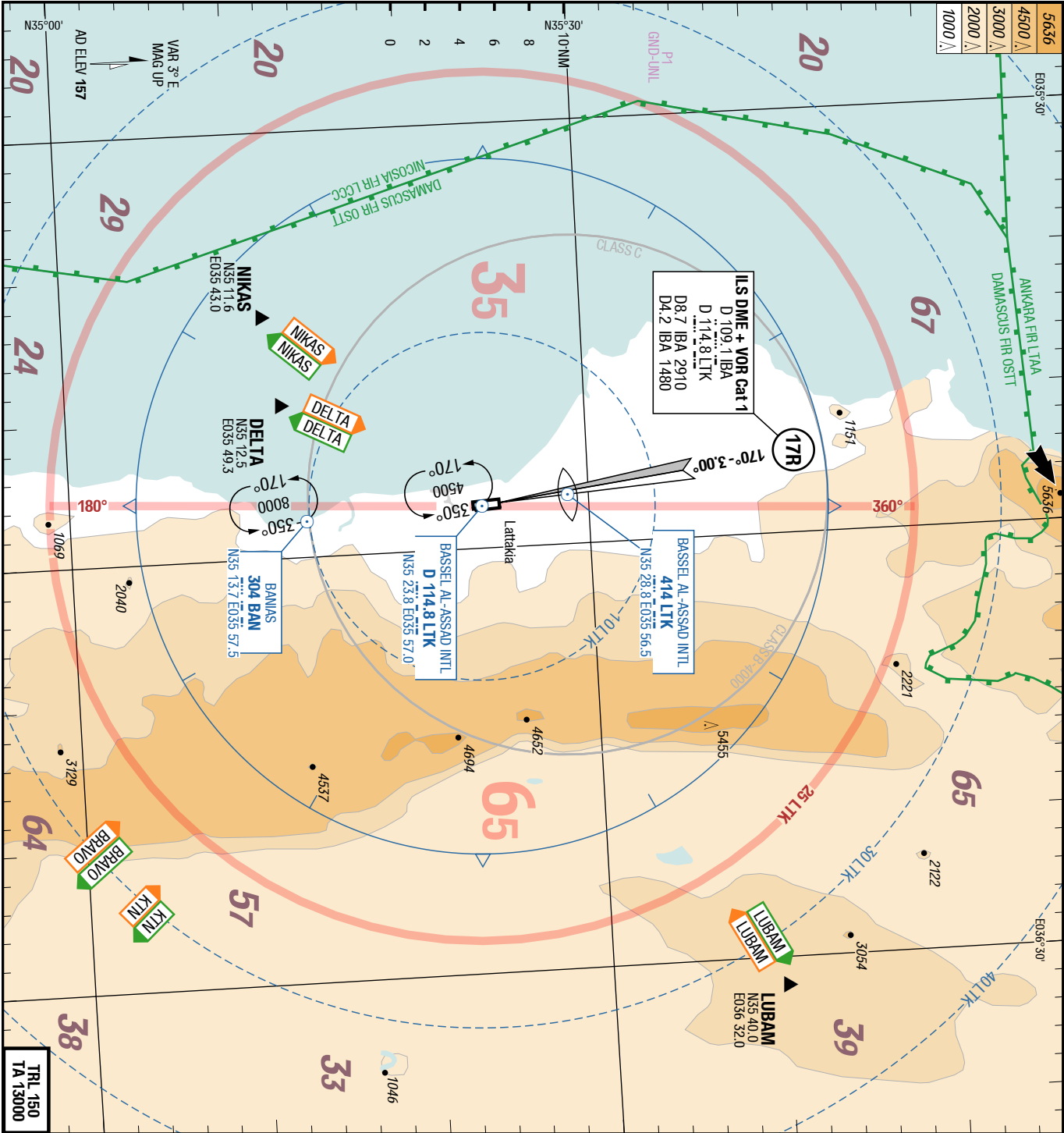
RWY		17R/35L	
All ACFT	ft - m/km	0 - 400v	HJ only
		0 - 800v	HN
RWY		35R	
C	ft - m/km	0 - 1.6v	HJ only
D		0 - 1.8v	MNM climb gradient 3.5%
RWY		17L	
C	ft - m/km	0 - 1.6v	HJ only
D		0 - 1.8v	MNM climb gradient 4.0%

21-APR-2016
LTK-OSLK

Syria Lattakia Bassel Al-Assad Intl
2-10
AFC

AFC
AFC
AFC

Bassel Al-Assad Intl Lattakia Syria
AFC



RAD
121.900
Damascus APP
120.000
129.600
TWR
119.200 MAIN
119.600 STANDBY
118.100 STANDBY

Landing RWY system:

17L Unknown config. **2500 x 45** PAPI angle not AVBL

156 / 6hPa TDZ ---% -0.3%

PAPI angle not AVBL

45 x 2500 Unknown config. **35R**

+0.3% TDZ ---% **128 / 5hPa**

3.0°

2800 x 45 **17R**

HM-S 157 / 6hPa TDZ ---% -0.3%

45 x 2800 **35L**

3.0°

+0.3% TDZ ---% **128 / 5hPa**

TBL 150
TA 13000



LTK-OSLK

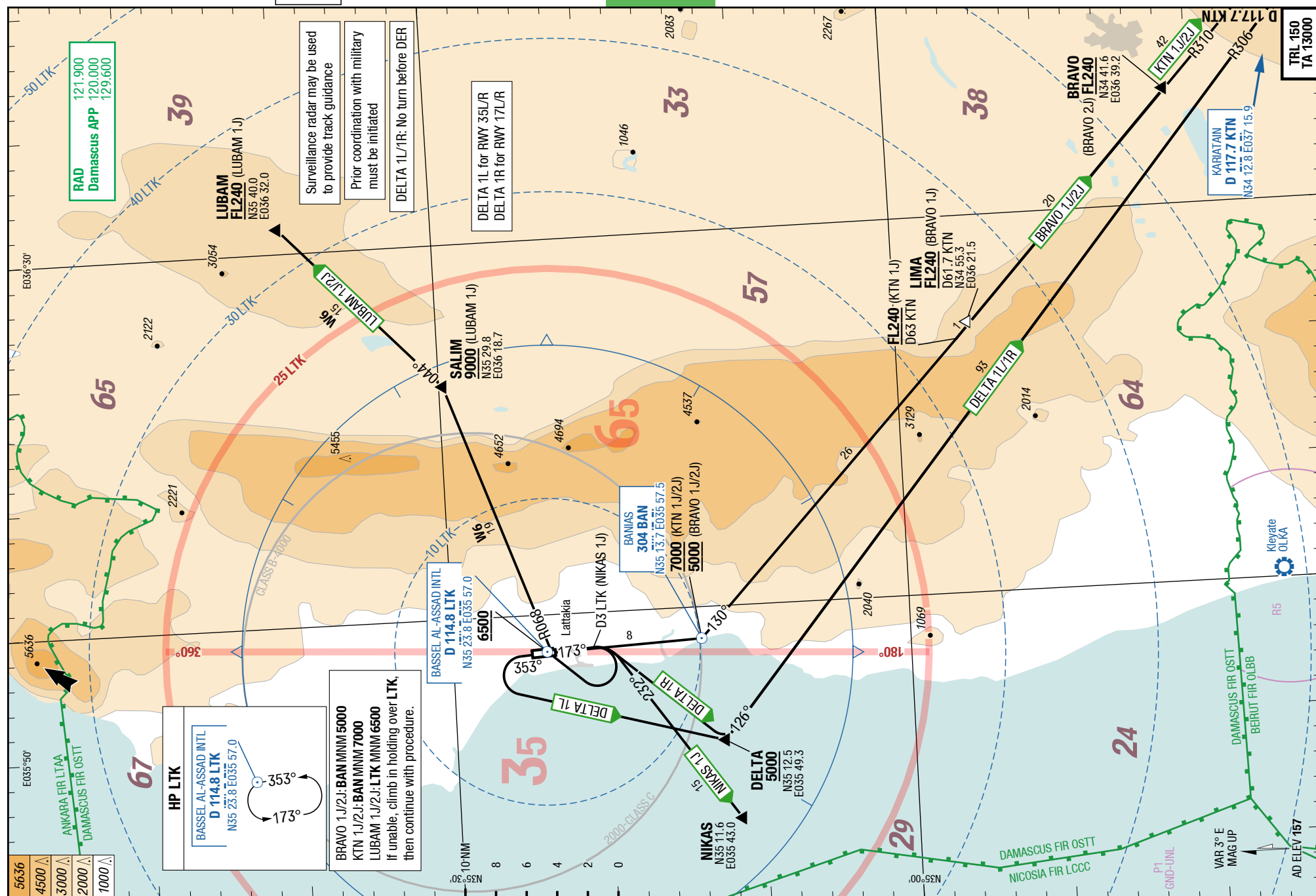
SIDs

SID

SID

NIL

SIDs



Changes: PROC, ASP, RWY Designator, RWY polygon, Note

© Lido 2014

03-APR-2014

LTK-OSLK

5-10

SIDs

DELTA 1R / BRAVO 1J / BRAVO 2J / KARIATAIN 1J / KARIATAIN 2J / LUBAM 1J / LUBAM 2J / NIKAS 1J / DELTA 1L

RWYs 17L/R (173°) / 35L/R (353°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 17L/17R	
DELTA 1R 120.000 ①②⑤	RT direct DELTA - LT direct KTN	DELTA MNM 5000
	Runway 17R	
BRAVO 1J 120.000 ①②③	direct BAN - QDR 130 BAN to LIMA - BRAVO	BAN MNM 5000 LIMA KTN MNM FL240
BRAVO 2J 120.000 ①②③	direct BAN - QDR 130 BAN to BRAVO	BAN MNM 5000 BRAVO MNM FL240
KARIATAIN 1J KTN 1J 120.000 ①②④	direct BAN - KTN	BAN MNM 7000 D63 KTN MNM FL240
KARIATAIN 2J KTN 2J 120.000 ①②④	direct BAN - KTN	BAN MNM 7000
LUBAM 1J 120.000 ①②	RT direct LTK - climb in holding over LTK - R068 LTK - join AWY W6 to SALIM - LUBAM	leave LTK MNM 6500 SALIM MNM 9000 LUBAM MNM FL240
LUBAM 2J 120.000 ①②	RT direct LTK - climb in holding over LTK - R068 LTK - join AWY W6 to SALIM - LUBAM	leave LTK MNM 6500
NIKAS 1J 120.000 ①②	at D3 LTK RT 232° to NIKAS	
	Runway 35L/35R	
DELTA 1L 120.000 ①②⑤	LT direct DELTA - LT direct KTN	DELTA MNM 5000

- ① Surveillance radar may be used to provide track guidance.
- ② Prior coordination with military must be initiated.
- ③ If unable to cross BAN MNM 5000ft climb in holding over LTK, then continue with procedure.
- ④ If unable to cross BAN MNM 7000ft climb in holding over LTK, then continue with procedure.
- ⑤ No turn before DER.

Changes: PROC, RWY Designator, Track, Note

21-APR-2016

LTK-OSLK

Syria **Lattakia** Bassel Al-Assad Intl

NIL

STARs

STAR

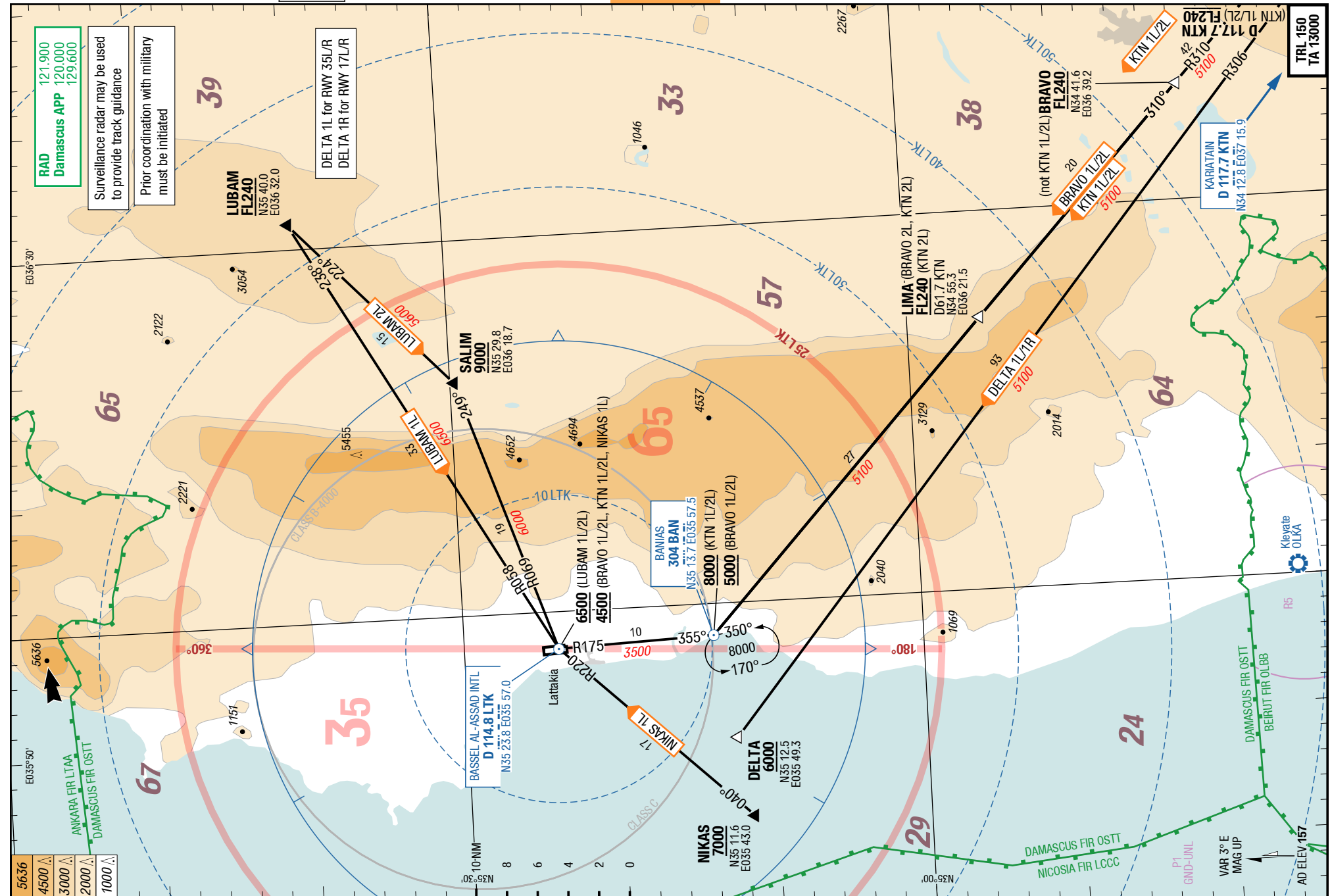
STAR

Bassel Al-Assad Intl **Lattakia** Syria

NIL

STARs

6-10



Changes: PROC renamed, ASP, HLDG

ILS DME + VOR 17R



21-APR-2016

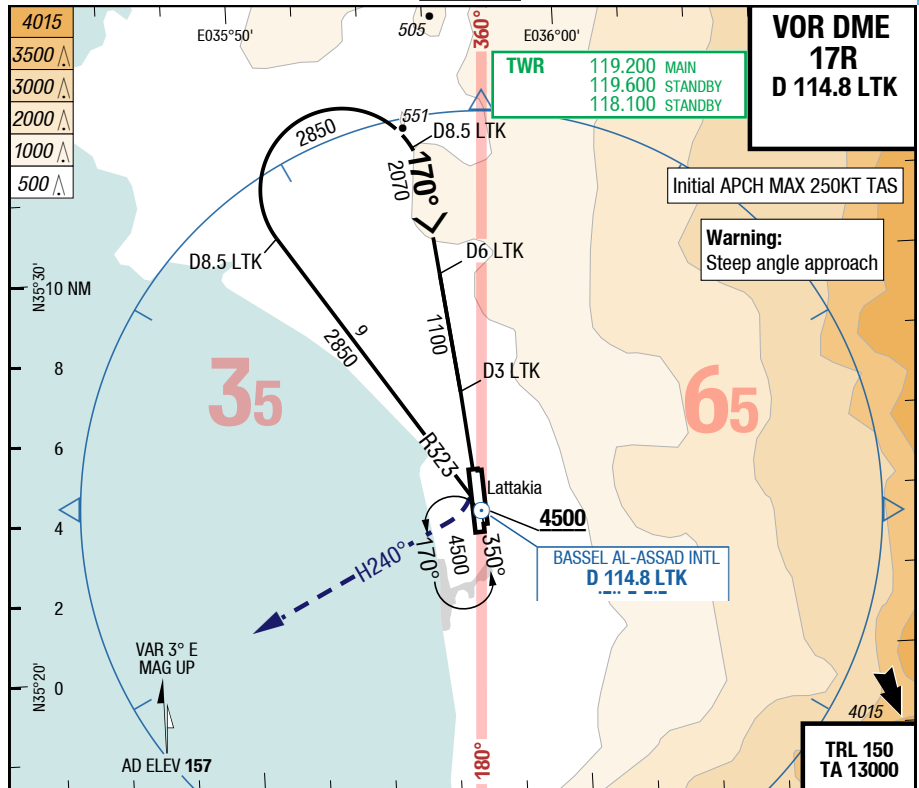
Syria **Lattakia** Bassel Al-Assad Intl

IAC

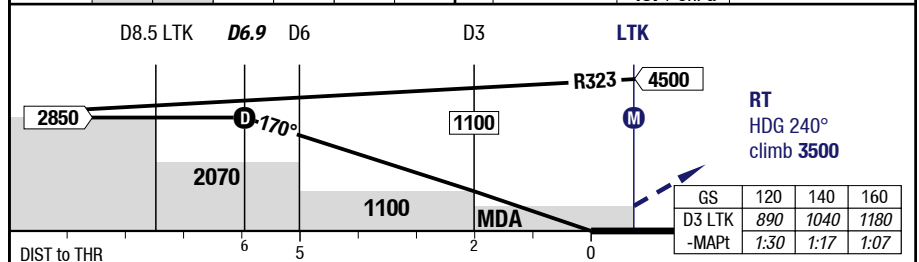
LTK-OSLK

7-20

VOR DME 17R



4.18°			6.9	6	5	4		17R	3.0°	HM
D LTK									2800 x 45	
170°			2850	2440	1990	1550		HM-S	157 / 6hPa	TDZ ---% -0.3%
RWY 173°										



17R	VOR DME					Circling
C	ft - m/km ft	600 - 2.7 750				Not published
D	ft - m/km ft	600 - 2.7 750				Not published

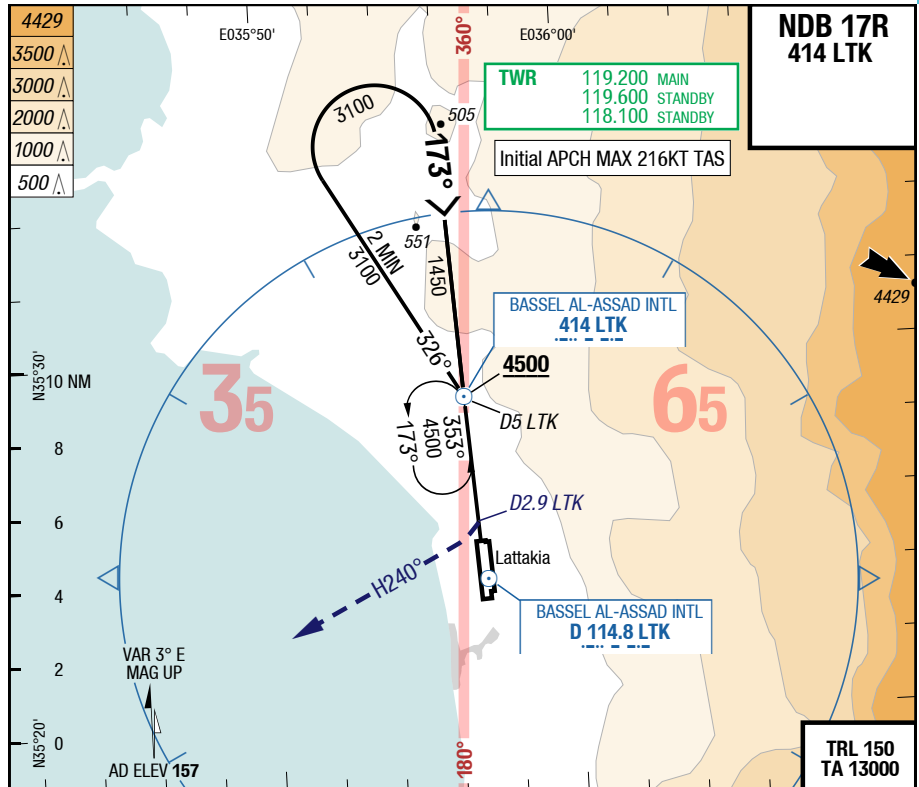
Changes: FREQ

21-APR-2016

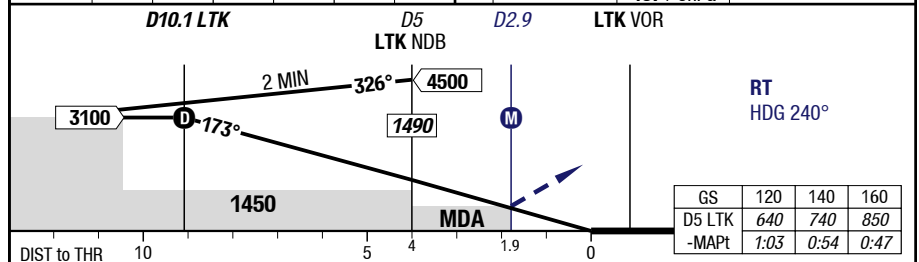
LTK-OSLK

7-30

NDB 17R



3.00° D LTK	10.1	8	7	6	4	3	(17R) HM-S	3.0° 2800 x 45 HM	157 / 6hPa TDZ ---% -0.3%
	3100	2440	2130	1810	1170	850			



17R	NDB 1)				Circling
C	ft - m/km ft	650 - 2.4 800			Not published
D	ft - m/km ft	650 - 2.4 800			Not published

1) Timing to determine MAPt NA

Changes: FREQ