LTAJ AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LTAJ - GAZİANTEP

LTAJ AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	365652N-0372844E, on RWY 1442 M from 28 THR.
2	Direction and distance from (city)	20 KM SE of Gaziantep
3	Elevation/Reference temperature/mean low temperature	2305 FT / 35° C / 3° C
4	Geoid Undulation at AD ELEV PSN	89 FT
5	MAG VAR/Annual change	5.8°E (2026) / 0.02° increasing
6	AD Operator, address, telephone, telefax, AFS, e-mail, website	DHMİ Gaziantep Havalimanı Başmüdürlüğü Gaziantep / TÜRKİYE Switch Board : +90 342 5821111 / +90 342 5821021 Airport Authority : +90 342 5821010 Airport Manager : +90 342 5821038 Airport Manager Fax : +90 342 5821161 Airport Authority Fax : +90 342 5821011 AIMOC Tel : +90 342 5821111 Ext: 1420, 1421 AIMOC Fax : +90 342 5821139 AFS : LTAJYDYX E-mail : infogaziantep@dhmi.gov.tr Website : https://gaziantep.dhmi.gov.tr
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	NIL

LTAJ AD 2.3 OPERATIONAL HOURS

1	AD Operator	H24
2	Customs and immigration	H24
3	Health and sanitation	H24
4	AIS Briefing Office	H24
5	ATS Reporting Office (ARO)	H24
6	MET Briefing Office	H24
7	ATS	H24
8	Fueling	H24
9	Handling	H24
10	Security	H24
11	De-icing	H24
12	Remarks	NIL

LTAJ AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Vehicles and equipment available (Provided by Cargo Handling Services Co.)
2	Fuel and oil types	Jet A1

3	Fuelling facilities and capacity	By tankers unlimited
4	De-icing facilities	Available
5	Hangar space for visiting aircraft	Not Available
6	Repair facilities for visiting aircraft	Not Available
7	Remarks	NIL

LTAJ AD 2.5 PASSENGER FACILITIES

1	Hotels	In Gaziantep
2	Restaurants	Available at AD
3	Transportation	Bus, taxi and car rental
4	Medical facilities	First aid room and Ambulance at AD. Hospitals in Gaziantep
5	Bank and Post Office	Bank and Post Office in Gaziantep; ATM at AD
6	Tourist Office	Not Available
7	Remarks	NIL

LTAJ AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Category 9
2	Rescue equipment	Available
3	Capability for removal of disabled aircraft	Vehicles are provided from the Public Organizations for narrow body aircraft on request of airline operator. Ankara Esenboğa, İstanbul Ataturk, Antalya or İzmir Adnan Menderes Airports provides facilitation for large body aircraft on request of airline operator.
4	Remarks	The control of the actual lifting and removal of a large aircraft shall be the responsibility of the registered owner or operator concerned. If the registered owner or operator cannot remove the aircraft or is dilatory in doing so, the airport management should have authority to act for the owner or operator with minimum delay and this action will be charged according to tariff tables of DHMI

LTAJ AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Types of clearing equipment	3 Snow removals, 2 Sweepers, 1 deicer and 1 rubber removal.
2	Clearance priorities	1. RWY 10/28 and associated TWYs. 2. ARFF entrance/exit roads. 3. APRONs
3	Remarks	Breaking action assessment by NAC Dynamics and ASFT. Information on snow clearance published from NOV-MAR in SNOWTAM. See also the snow plan in section AD 1.2-2

LTAJ AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS POSITIONS DATA

1	Apron surface and strength	**Apron A1:** Surface: Concrete; Strength: PCR 900 R/A/W/T (aircraft stands 1-10) - PCR 950 R/A/W/T (aircraft stands 101-B106) **Deicing Area-1:** Surface: Concrete; Strength: PCR 910 R/A/W/T **Deicing Area-2:** Surface: Concrete; Strength: PCR 970 R/A/W/T
2	Taxiway width, surface and strength	**TWY A:** 30 M, Concrete, PCR 1020 R/A/W/T **TWY B:** 48 M, Concrete, PCR 890 R/A/W/T **TWY C:** 48 M, Concrete, PCR 900 R/A/W/T **TWY D:** 48 M, Concrete, PCR 990 R/A/W/T **TWY F:** 12 M, Concrete, PCR 400 R/C/W/T **TWY G:** 24 M, Concrete, PCR 1040 R/A/W/T **TWY H:** 24 M, Concrete, PCR 930 R/A/W/T **TWY J:** 24 M, Concrete, PCR 900 R/A/W/T **TWY K:** 24 M, Concrete, PCR 940 R/A/W/T **TWY L:** 24 M, Concrete, PCR 990 R/A/W/T **TWY M:** 25 M, Concrete, PCR 610 R/B/W/T
3	Altimeter Check Point location and elevation	Apron A1: 695 M
4	VOR checkpoints	-
5	INS checkpoints	See AD Parking/Docking Chart
6	Remarks	NIL

LTAJ AD 2.9 SURFACE MOVEMENT GUIDANCE, CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Taxiing Guidance signs at all intersections with TWY and RWY and at all holding positions. Guide lines, aircraft stand numbers and nose-in guidance available at Aprons. Push-back service is provided for each stand.
2	RWY and TWY markings and LGT	**RWY:** Designation, Edge, THR, Centerline, TDZ, Aiming Point and Displaced THR markings available. For LGT see item 2.14 **TWY:** Edge, Centerline, Holding Positions (Except TWYs B,C,D,L and F), Intermediate Holding Positions (TWYs A,B,C,D), markings available. For LGT see item 2.15
3	Stop bars and Runway Guard Lights	Stop bars: Available on TWYs A, G, H, J, K. Runway Guard Lights: Available on TWYs A, G, H, J, K.
4	Other Runway Protection Measures	-
5	Remarks	NIL

LTAJ AD 2.10 AERODROME OBSTACLES

Due to huge amount of obstacles; an electronic file of AD obstacles is available from the link LTAJ AD 2.10 under obstacle folder via AIP Türkiye link on *https://www.dhmi.gov.tr*

LTAJ AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	GAZİANTEP
2	Hours of service MET Office outside hours	H24 -
3	Office responsible for TAF preparation Periods of validity	GAZİANTEP 24 HR
4	Type of landing forecast Interval of issuance	TREND 1/2 HR
5	Briefing/consultation provided	Personal consultation
6	Flight documentation Language(s) used	Charts abbreviated plain language text. TU-EN

7	Charts and other information available for briefing or consultation	Surface and upper air actual and prog. Charts. SIGWX, UL W/T, Model TA-M
8	Supplementary equipment available for providing information	Telefax, VSAT, ADSL PC connection
9	ATS units provided with information	GAZİANTEP Control TWR
10	Additional information (limitation of service, etc.)	- Aerodrome warnings. - RWY 28 RVR values unreliable.

LTAJ AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY (M)	Strength (PCR) and surface of RWY and SWY	THR coordinates RWY End Coordinates THR Geoid Undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
10	105.00°	3000x48	Concrete PCR 860 R/B/W/T	365704.69N- 0372748.51E - GUND: 89 FT	THR 2302 FT / 701.6 M TDZ 2298 FT / 700.3 M
28	285.02°	3000x48	Concrete PCR 860 R/B/W/T	365640.62N- 0372940.57E - GUND: 89 FT	THR 2216 FT / 675.4 M TDZ 2219 FT / 676.5 M

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA (M)	Arresting System	OFZ	Remarks
7	8	9	10	11	12	13	14
0.9% RWY	-	-	3180x280*	90x96	-	-	CBR can vary within RESA due to meteorological conditions
0.9% RWY 0.3% SWY	60x48	-	3180x280*	110x96	-	Available	* See ADC for strip dimensions depiction.

LTAJ AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
10	3000	3000	3000	2870	130 M displaced Threshold
10	2050	2050	2050	-	Take off from intersection with TWY J
28	3000	3000	3060	3000	-

LTAJ AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT color WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, color, INTST	RWY edge LGT LEN, spacing color INTST	RWY End LGT color WBAR	SWY LGT LEN (M) color	Remarks
1	2	3	4	5	6	7	8	9	10
10	Precision APP CAT II 360 M Barette System, LIH	Green	PAPI (Left) 3 DEG 63 FT	900 M	3000 M, 15 M color coded White/Red, LIH	3000 M, 60 M color coded White/Yellow/ Red, LIH	Red	-	NIL
28	Precision APP CAT II 900 M Barette System of which 600 M is flashing, LIH	Green	PAPI (Left) 3 DEG 62 FT	900 M	3000 M, 15 M color coded White/Red, LIH	3000 M, 60 M color coded White/Yellow LIH	Red	60 M Red	

LTAJ AD 2.15 OTHER LIGHTING AND SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: Flg. W-G on top of TWR H24
2	LDI location and LGT Anemometer location and LGT	LDI: not available Anemometer: See ADC for location LGTD
3	TWY edge and centerline lighting	**Edge:** TWYs A, B, C, D, G, H, J, K, L **Centerline:** TWYs G, H, J, K, L; only available between RWY and Holding Position.
4	Secondary power supply/switch-over time	Available / UPS (0) second.
5	Remarks	RTIL available for RWY. RETIL available for TWYs H, K

LTAJ AD 2.16 HELICOPTER LANDING AREA - NIL

LTAJ AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	CTR centered 365656N-0372759E Radius 5 NM
2	Vertical limits	3500 FT AMSL/SFC
3	Airspace classification	-
4	ATS unit call sign Language(s)	Gaziantep TOWER TU-EN
5	Transition altitude	10000 FT
6	Remarks	APP Service is provided by a) Gaziantep APP b) Gaziantep TWR when required or transferred by Gaziantep APP

LTAJ AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel	Hours of operation	Remarks
1	2	3	4	5
TWR	Gaziantep TWR	118.5 MHz 128.2 MHz 362.3 MHz *121.5 MHz *243.0 MHz	H24	*Emergency
	Gaziantep Ground	121.9 MHz	H24	
APP	Gaziantep Approach	119.825 MHz	H24	
SAR	Gaziantep Rescue Sub-center	123.1 MHz 282.8 MHz 5680 KHz 3023 KHz	HO	
ATIS	Gaziantep Information	119.275 MHz	H24	

LTAJ AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, CAT of ILS/MLS (For VOR/ILS/MLS, give VAR)	ID	Frequency	Hours of operation	Site of transmitting antenna Coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	GAZ	432 KHz	H24	365705.5N 0372822.6E	-	NIL
VOR/DME	GAZ	116.7 MHz CH114X	H24	365705.8N 0372822.7E	705 M	NIL
DME	DGA	CH45X	H24	370739.6N 0373710.6E	927 M	NIL
DME	DGP	CH41X	H24	365400.2N 0372300.4E	870 M	NIL
DME	DGT	CH43X	H24	365026.0N 0373543.8E	711 M	NIL
LLZ 28 ILS CAT II	IGNP	109.1 MHz	H24	365707.8N 0372734.2E	-	NIL
GP		331.4 MHz	H24	365639.7N 0372928.6E	-	3 DEG, RDH 52 FT
DME	IGNP	CH28X	H24	365639.7N 0372928.6E	682 M	NIL
RWY 28 IGNP ILS/DME is unusable outside 20 Degrees left side of LLZ centerline (90 HZ sector II)						

LTAJ AD 2.20 YEREL HAVALİMANI DÜZENLEMELERİ

Bir pisti, hızlı çıkış taksi yolunu kullanarak terk eden bir hava aracı, kavşak noktalarında, diğer taksi yollarında taksi yapmakta olan hava araçlarına nazaran geçiş önceliğine sahiptir. Bütün pilotlar bu geçiş önceliği hakkında bilgi sahibi olacak ve aksi yönde bir talimat verilmediği sürece, hızlı çıkış taksiyollarından birisini kullanarak pisti terk etmekte olan hava araçlarına, kavşak noktalarında yol vereceklerdir.

Aprondan pist başlarına geçmek için taksi yapacak hava araçları, iniş yapmış ve A taksi yolundan aprona doğru taksi yaparak gelen hava araçlarına göre geçiş önceliğine sahiptir. Aksi yönde talimat verilmediği sürece B, C, D, F de ve A taksi yolunun 10 ve 28 gidiş yönlerinde bu amaçla tesis edilen ara bekleme pozisyonu işaretlemesi üzerinde bekleyerek yol vereceklerdir. Bütün pilotlar bu geçiş önceliği hakkında bilgi sahibi olacak ve Hava Trafik Kontrol Kulesi talimatları doğrultusunda hareket edeceklerdir.

E ve F kategori uçaklar apronda push-back hizmeti alırken, apronun yanındaki A paralel taksi yolunda E ve F kategori uçaklar taksi yapmamalıdır.

D ve E kategori uçaklar De-icing 1 alanında hizmet alabilmektedir. De-icing 2 alanı en fazla C kategori uçaklarda kullanılmaktadır.

G, H, J, K ve L taksi yollarında D, E ve F kategori uçaklar beklerken, bekleyen bu uçakların arkasından hiçbir uçak taksi yapmamalıdır. Ancak sadece C kategori uçaklar beklerken, arkasında C kategori uçaklar taksi yapabilir

Meydanı kullanmayı planlayan tüm IFR/VFR sivil tarifesiz ve askeri trafikler Gaziantep Havalimanı otoritesi veya ATC birimi ile irtibata geçmelidir. Meydana iniş yapacak tarifesiz trafiğin Meydan Müdürlüğünden en az 3 saat önceden izin alması gerekmektedir.

LTAJ AD 2.21 GÜRÜLTÜ ÖNLEME USULLERİ

1- Uçak yedek güç üniteleri (APU) yüksek düzeyde gürültü ve önemli emisyonlar oluşturduğundan, çevresel gürültünün etkilerini en aza indirmek için planlamadan uygulama aşamasına kadar önlemler alınmaktadır.

2- Köprü park yerlerinde park edişi müteakip 5 (beş) dakika içerisinde APU kapatılmalı, enerji ve hava ihtiyacı yolcu köprüsü ekipmanlarından sağlanmalıdır. Motor çalıştırılmadan en erken 15 (on beş) dakika önce yedek güç ünitelerinin (APU) başlatılmasına izin verilir.

3- Gürültü Kategorisi ICAO ANNEX 16 Cilt 1 Bölüm 3 ile uyumlu uçaklar kalkışlarda NADP-2, Gürültü Kategorisi ICAO ANNEX 16 Cilt 1 Bölüm 2 ile uyumlu uçaklar ise sadece NADP-1 uygulayacaklardır.

4- Pilotlar 3000 FT i katedinceye kadar ICAO Doc 8168 Cilt-3 de açıklanan “Noise Abatement Departure Procedures 1 veya 2” (NADP-1 veya NADP-2) usulünü uygulayacaklardır.

5- Gürültü Kategorisi ICAO ANNEX 16 Cilt-1 ile uyumlu diğer uçaklar (Bölüm 2 ve 3 hariç) kalkışlarda NADP-1 veya NADP-2 uygulayacaklardır.

LTAJ AD 2.22 UÇUŞ USULLERİ

RWY 28 için RNP uygulayan IFR uçuşlarda muhabere kaybı usulleri

1) FAF ta (ASRUP ta) veya FAF ı (ASRUP u) geçince;

LTAJ AD 2.20 LOCAL AERODROME REGULATIONS

All aircraft vacating a RWY via Rapid Exit TWY has the priority at the intersection of the TWYs, over the aircraft taxiing on other TWYs. All pilots shall be cautious about this priority and unless otherwise instructed not to do so, give way to the aircraft vacating a RWY via one of the Rapid Exit TWYs.

All aircraft vacating from apron to the RWY have the priority over the aircraft landed and taxiing to the apron via TWY A. Unless otherwise instructed, these aircraft will give way on the intermediate holding positions made for this purpose on TWYs B, C, D, F and A where the aircraft can go to the both side of the RWY. All pilots shall be cautious about this priority and follow the instructions given by the Air Traffic Control Tower.

While E and F category aircraft on the apron getting push-back service, E and F category aircraft must not taxi on parallel TWY A next to the apron.

Category D and E aircraft can be serviced in De-icing Area 1. De-icing Area 2 is used primarily for Category C aircraft.

While D, E and F category aircraft waiting on TWYs G, H, J, K and L, any aircraft must not taxi behind these waiting aircraft. If C category aircraft are waiting, only C category aircraft can taxi behind them

All IFR/VFR civil, charter and military traffic planned to use this aerodrome must contact with Gaziantep Aerodrome Authority ATC unit. All charter flights planned to land at this aerodrome must obtain prior permission at least 3 hours in advance from the Aerodrome Office on duty.

LTAJ AD 2.21 NOISE ABATEMENT PROCEDURES

1- As Auxiliary Power Units (APUs) generate high levels of noise and significant emissions, precautions are taken from planning to operation phase to minimize the environmental noise impact.

2- After parking at bridge parking areas, the auxiliary power unit (APU) should be turned off within 5 (five) minutes, energy and air needs should be provided by the passenger bridge equipment. Allowed to start Auxiliary Power Units (APU) earliest than 15 minutes before the engine start.

3- For departures any aircraft having compliance with the Noise Category ICAO ANNEX 16, Vol-1 Chapter 3 shall apply NADP-2 whereas aircraft having Noise Category are in compliance with ICAO ANNEX 16 Vol-1 Chapter 2 shall only apply NADP-1.

4- Pilots shall apply “Noise Abatement Departure Procedures 1 or 2” (NADP-1 or NADP-2) which has been explained in ICAO Doc 8168 Vol-3 until passing 3000 FT.

5- For departures any other aircraft having compliance with the Noise Category ICAO ANNEX 16 Vol-1 (except Chapter 2 and 3) shall apply NADP-1 or NADP-2.

LTAJ AD 2.22 FLIGHT PROCEDURES

Radio Failure Procedures for IFR flights executing RNP to RWY 28

1) At or after FAF (ASRUP);

Yaklaşmaya devam edilir. RNP usulü uygulanarak iniş gerçekleştirilir.

2) FAF tan (ASRUP tan) önce

a) 8000 FT ve üzerinde

En son tahsis edilen ve onaylanan uçuş seviyesi kullanılarak uçuş planı rotası takip edilir. ASBOM, ARPAG, BUPUN, ELGEX, OSKOV veya KOZAN noktalarını geçişi takiben 8000 FT e alçalışta veya 8000 FT muhafaza edilerek direkt GAZ VOR veya NDB ye devam edilir. 8000 FT GAZ VOR veya NDB üzerinde terk edilir. Aletli alçalma usulü uygulanarak iniş gerçekleştirilir.

b) 8000 FT altındaki uçaklar

Yanlamasına RNP usulü takip edilir. 8000 Feet irtifaya tırmanılır veya 8000 FT muhafaza edileredirekt GAZ VOR veya NDB ye devam edilir. 8000 FT GAZ VOR veya NDB üzerinde terk edilir. Aletli alçalma usulü uygulanarak iniş gerçekleştirilir.

RWY 10 için RNP uygulayan IFR uçuşlarda muhabere kaybı usulleri

1) FAF ta (EKSIX de) veya FAF ı (EKSIX i) geçince;

Yaklaşmaya devam edilir. RNP usulü uygulanarak iniş gerçekleştirilir.

2) FAF tan (EKSIX den) önce

a) 8000 FT ve üzerinde

Transponder kod 7600 bağlanır. En son tahsis edilen ve onaylanan uçuş seviyesi kullanılarak uçuş planı rotası takip edilir. KOZAN, ASBOM, ARPAG, BUPUN, ELGEX ve OSKOV noktalarını geçişi takiben 8000 FT e alçalışta veya 8000 FT muhafaza edilerek direkt GAZ VOR veya NDB ye devam edilir. 8000 FT GAZ VOR veya NDB üzerinde terk edilir. Aletli alçalma usulü uygulanarak iniş gerçekleştirilir.

b) 8000 FT altındaki uçaklar

Yanlamasına RNP usulü takip edilir. 8000 FT irtifaya tırmanılır veya 8000 FT muhafaza edilerek direkt GAZ VOR veya NDB ye devam edilir. 8000 FT GAZ VOR veya NDB üzerinde terk edilir. Aletli alçalma usulü uygulanarak iniş gerçekleştirilir.

ICAO Standart SID/STAR freyzolojileri için ENR 1.5 bölümüne bakınız.

Continue Approach. Execute the RNP procedure and land.

2) Before FAF (ASRUP)

a) At or Above 8000 FT

Follow the flight plan route using last assigned and acknowledged flight level/altitude. After passing/passed ASBOM, ARPAG, BUPUN, ELGEX, OSKOV or KOZAN proceed direct to GAZ VOR or NDB descending/ maintaining 8000 FT. Leave 8000 FT at GAZ VOR or NDB. Execute Instrument Approach Procedure (IAP) and land.

b) Aircraft Below 8000 FT

Following the RNP procedure laterally, climb or maintain 8000 FT. Then, proceed direct to GAZ VOR or NDB. Leave 8000 FT at GAZ VOR or NDB. Execute Instrument Approach Procedure (IAP) and land.

Radio Failure Procedures for IFR flights executing RNP to RWY 10

1) At or after FAF (EKSIX);

Continue Approach. Execute the RNP procedure and land.

2) Before FAF (EKSIX)

a) At or Above 8000 FT

Select transponder code 7600. Follow the flight plan route using last assigned and acknowledged flight level/altitude. After passing/passed KOZAN, ASBOM, ARPAG, BUPUN, ELGEX and OSKOV proceed direct to GAZ VOR or NDB descending/maintaining 8000 FT. Leave 8000 FT at GAZ VOR or NDB. Execute Instrument Approach Procedure (IAP) and land.

b) Aircraft Below 8000 FT

Following the RNP procedure laterally, climb or maintain 8000 FT. Then, proceed direct to GAZ VOR or NDB. Leave 8000 FT at GAZ VOR or NDB. Execute Instrument Approach Procedure (IAP) and land.

See section ENR 1.5 for the ICAO Standard SID/STAR phraseologies.

LTAJ AD 2.23 EK BİLGİLER

1) TWY A başından (RWY 10 Pist başı) itibaren 180 M den başlamak üzere, TWY merkez hattına 80 M mesafede, RWY 28 tarafına doğru 800 M boyunca, Taksiyoluna paralel ve Taksiyolunun güneyinde yer alan sahada 15 ila 20 M yüksekliğinde çeşitli manialar mevcuttur.

2) Şerit sahada 365654N-0372842E koordinatlarında OKİS (Otomatik Kalkış ve İniş Sistemi)

Height: 2 FT, ELEV: 2263 FT mevcuttur.

LTAJ AD 2.23 ADDITIONAL INFORMATION

1) There are several obstacles, 15-20 M height, in the southerly area parallel to the TWY A at 80 M away from centerline, beginning 180 M away from TWY A (RWY 10) towards RWY 28) along 800 M.

2) In the strip area, there are OKIS (Automatic Take-Off and Landing System) Height: 2 FT,

ELEV: 2263 FT at coordinates of 365654N-0372842E.

3) Kuş Göçü Yolları:

Havalimanı mevsimsel kuş göçü yolları üzerinde bulunmaktadır. Kuşlar ilkbahar ve sonbahar aylarında mevsimsel göçlerini batıdan doğuya doğru gerçekleştirmektedirler. Yılın bu dönemlerinde özellikle gündoğumu ve günbatımında yoğunluk artmaktadır. Kuşlar, kır kartalı tabir edilen, orta büyüklükte, yaklaşık 3-4 Kg ağırlıkta, yoğun sürüler halinde hareket eden bir kuş türüdür. Ayrıca mevsimsel hareketler gerçekleştiren serçe büyüklüğündeki kuşlar da aynı dönemlerde Havalimanı çevresinde bulunmaktadır. Mevsimsel göçlerde kuşlar yoğun sürüler halinde hareket etmektedirler. Uçuş yükseklikleri 0-300 M (0-984 FT) arasında değişmektedir.

3) Bird Migration Routes:

This airport is found on the crossroads of seasonal bird migration routes. Birds usually migrate from west to easterly in spring and autumn. During these seasons the intensity rises both at sunrise and sunset. Wild eagles have a weight of 3-4 Kg and are at middle size. They usually move in multitudes. Besides there are observed movements of other birds having size of a sparrow around the airport during the same seasons. These birds also move in highly intense flocks in seasonal migrations. The height they fly vary from 0-300 M (0-984 FT)

4) Daimi Hudut Kapısı.

4) Permanent Border Gate.

5) Gaziantep Havalimanı Taksiyolları merkez hattı başlangıç-bitiş koordinatları aşağıdaki gibidir:

5) The start-end coordinates of the centreline of the TWYs of Gaziantep Airport are as follows:

TWY İSMİ / TWY NAME	KOORDİNATLAR / COORDINATES	
	Başlangıç / Start	Bitiş /
TWY A	365659.92N-0372741.50E	365634.73N-0372938.53E
TWY B	365646.72N-0372840.67E	365645.47N-0372840.28E
TWY C	365648.67N-0372831.80E	365647.42N-0372831.38E
TWY D	365650.39N-0372823.19E	365649.28N-0372822.83E
TWY F	365658.57N-0372745.90E	365652.24N-0372743.75E
TWY G	365704.98N-0372743.70E	365700.45N-0372742.13E
TWY H	365700.44N-0372804.83E	365658.03N-0372753.62E
TWY J	365657.72N-0372817.40E	365653.03N-0372815.85E
TWY K	365645.00N-0372916.29E	365638.45N-0372924.48E
TWY L	365639.93N-0372939.78E	365635.30N-0372938.23E
TWY M	365706.71N-0372744.30E	365712.40N-0372746.16E

LTAJ AD 2.24 CHARTS RELATED TO GAZİANTEP AERODROME

Aerodrome Chart	AD 2 LTAJ ADC
Aircraft Parking/Docking Chart	AD 2 LTAJ PRKG
Precision APP Terrain Chart for RWY 28	AD 2 LTAJ PATC
Standard Instrument Departure Chart (SID) RWY 10	AD 2 LTAJ SID-1
Standard Instrument Departure Routes RWY 10	AD 2 LTAJ SID-1A
Standard Instrument Departure Chart (SID) RWY 28	AD 2 LTAJ SID-2
Standard Instrument Departure Routes RWY 28	AD 2 LTAJ SID-2A
Standard Instrument Departure Chart (SID) RNAV (GNSS) RWY 28	AD 2 LTAJ SID-3
Standard Instrument Departure Routes RNAV (GNSS) RWY 28	AD 2 LTAJ SID-3A
Standard Instrument Departure Chart (SID) RNAV (GNSS) RWY 10	AD 2 LTAJ SID-4
Standard Instrument Departure Routes RNAV (GNSS) RWY 10	AD 2 LTAJ SID-4A
Standard Instrument Arrival Chart (STAR) RWY 28	AD 2 LTAJ STAR-1
Standard Instrument Arrival Chart (STAR)	AD 2 LTAJ STAR-2
Standard Instrument Arrival Chart (STAR) RNAV (GNSS or DME/DME) RWY 28	AD 2 LTAJ STAR-3

Standard Instrument Arrival Routes (STAR) RNAV (GNSS or DME/DME) RWY 28	AD 2 LTAJ STAR-3A
Standard Instrument Arrival Chart (STAR) RNAV (GNSS or DME/DME) RWY 28	AD 2 LTAJ STAR-4
Standard Instrument Arrival Routes (STAR) RNAV (GNSS or DME/DME) RWY 28	AD 2 LTAJ STAR-4A
Standard Instrument Arrival Chart (STAR) RNAV (GNSS or DME/DME) RWY 10	AD 2 LTAJ STAR-5
Standard Instrument Arrival Routes (STAR) RNAV (GNSS or DME/DME) RWY 10	AD 2 LTAJ STAR-5A
Instrument APP Chart VOR Z, NDB Z RWY 28	AD 2 LTAJ IAC-1
Instrument APP Chart NDB Y RWY 28	AD 2 LTAJ IAC-2
Instrument APP Chart VOR A	AD 2 LTAJ IAC-3
Instrument APP Chart VOR Y RWY 28	AD 2 LTAJ IAC-4
Instrument APP Chart ILS Z CAT I or LOC Z RWY 28	AD 2 LTAJ IAC-5
Instrument APP Chart ILS Y CAT II RWY 28	AD 2 LTAJ IAC-6
Instrument APP Chart RNP RWY 28	AD 2 LTAJ IAC-7
Instrument APP Procedure Description RNP RWY 28	AD 2 LTAJ IAC-7A
Instrument APP Chart RNP RWY 10	AD 2 LTAJ IAC-8
Bird Concentration and Movement Chart	AD 2 LTAJ BRD