LTAR AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LTAR - SİVAS / NURİ DEMİRAĞ

LTAR AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	394851N-0365409E, left side of middle of RWY 01/19
2	Direction and distance from (city)	23 KM NW of Sivas
3	Elevation/Reference temperature/ Mean low temperature	5237 FT / 27° C / -8° C
4	Geoid Undulation at AD ELEV PSN	110 FT
5	MAG VAR/Annual change	6.4°E (2026) / 0.03° increasing
6	AD Operator, address, telephone, telefax, AFS, e-mail, website	DHMİ Sivas Nuri Demirağ Havalimanı Müdürlüğü PK:25 58024 Sivas / TÜRKİYE Switchboard : +90 346 2234389 - 2247925 - 2248687 Aerodrome Manager : +90 346 2249747 / Fax:+90 346 2248007 AD Manager on Duty : +90 346 2248687 / Fax:+90 346 2249971 AIM Fax : +90 346 2248697 AFS : LTARYDYX Web site : https://ww.dhmi.gov.tr/Sayfalar/Havalimani/Sivas/AnaSayfa.aspx
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	NIL

LTAR AD 2.3 OPERATIONAL HOURS

1	AD Operator	H24
2	Customs and immigration	H24
3	Health and sanitation	Provided for each flight at stand-by
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

LTAR AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Not available
2	Fuel and oil types	JET A1

3	Fuelling facilities and capacity	By Tankers 103 M^3
4	De-icing facilities	Available
5	Hangar space for visiting aircraft	Not available
6	Repair facilities for visiting aircraft	Not available
7	Remarks	NIL

LTAR AD 2.5 PASSENGER FACILITIES

1	Hotels	In the city
2	Restaurants	Cafe at AD
3	Transportation	Bus, taxi and car rental
4	Medical facilities	First Aid, medical room and Ambulance at AD, hospital in the city
5	Bank and Post Office	ATM at AD, Bank and Post Office in the city
6	Tourist Office	At AD
7	Remarks	NIL

LTAR AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Category 7
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.

LTAR AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Types of clearing equipment	Snow removal equipment (mechanical), chemical de-icing
2	Clearance priorities	Standard. See AD 1.2.2
3	Remarks	See AD 2.2.6 for contact information. Braking action assessment by RWY Friction Tester Equipment/Vehicle.

LTAR AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength	**Apron 1:** Composite, PCN 84 F/A/W/T - PCR 890 F/A/W/T **Apron 2:** Asphalt, PCN 80 R/A/W/T - PCR 840 R/A/W/T
2	Taxiway width, surface and strength	**TWY A:** Width: 24 M Surface: Asphalt Strength: PCN 60 F/A/W/T - PCR 580 F/A/W/T **TWY B:** Width: 12 M Surface: Asphalt Strength: PCN 71 R/A/W/T - PCR 730 R/A/W/T
3	Altimeter Check Point location and elevation	At Apron 1: 1597 M At Apron 2: 1598 M
4	VOR checkpoints	See AD Chart
5	INS checkpoints	See AD Parking Chart
6	Remarks	NIL

LTAR 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 lighted and available at intersection with TWY and RWY and at holding positions; Guide lines and aircraft stand numbers available at Apron 1 and 2. Nose-in guidance is not available.
2	RWY and TWY markings and LGT	**RWY:** Edge, THR, Designation, Centerline, TDZ, Aiming Point, Turn Pad as appropriate marked. For LGT see item 2.14 **TWY A, B:** Edge, Centerline, Holding positions, Advanced Centerline RWY identification. VOR check point as appropriate marked. For LGT see item 2.15
3	Stop bars and runway guard lights	Not available
4	Other runway protection measures	-
5	Remarks	NIL

LTAR AD 2.10 AERODROME OBSTACLES

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

LTAR AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	SİVAS
2	Hours of service MET Office outside hours	H24
3	Office responsible for TAF preparation Periods of validity	KAYSERİ 9-HR
4	Type of landing forecast Interval of issuance	NIL
5	Briefing/consultation provided	NIL
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	Sivas Control Tower
10	Additional information (limitation of service, etc.)	Aerodrome Warnings

LTAR AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY (M)	Strength (PCN / 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
01	017.90°	3811x45	PCN 92 R/A/W/T PCR 1010 R/A/W/T Asphalt	394751.41N-0365348.02E - GUND 110 FT	THR 1596.3 M / 5237 FT TDZ 1596.3 M / 5237 FT
19	197.91°	3811x45	PCN 92 R/A/W/T PCR 1010 R/A/W/T Asphalt	394948.98N-0365437.29E - GUND 110 FT	THR 1579.5 M / 5182 FT

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
0.44%	-	-	3931x300	90X90	-	-	CBR can vary within RESA due to meteorological conditions
0.44%	-	-	3931x300	90X90	-	-	

LTAR AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
01	3811	3811	3811	3811	-
01	3449	3449	3449	-	Take off from intersection with TWY A
01	3540	3540	3540	-	Take off from intersection with TWY B
19	3811	3811	3811	3811	-

LTAR 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
01	Precision APP Barette System CAT 1 900 M (of which 600 M is flashing), LIH	Green	PAPI 3° (Right) MEHT 48 FT	-	-	3811 M, 60 M color coded White/Yellow, LIH	Red	-	NIL
19	Simple APP Barette System 420 M, LIH	Green	PAPI 3° (Left) MEHT 48 FT	-	-	3811 M, 60 M color coded White/Yellow, LIH	Red	-	

LTAR 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 only As AD.
2	LDI location and LGT Anemometer location and LGT	Anemometers: See AD Chart for location, not LGTD.
3	TWY edge and centre line lighting	Edge
4	Secondary power supply/switch-over time	Available / (0) second
5	Remarks	RTIL available for RWY 01/19, WDI LGTD, Apron LGTD

LTAR AD 2.16 HELICOPTER LANDING AREA - NIL

LTAR AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	CTR centered 394723N-0365336E radius 15 NM
2	Vertical limits	8500 FT AMSL/SFC
3	Airspace classification	NIL
4	ATS unit call sign Language(s)	Sivas Tower TU-EN
5	Transition altitude	12000 FT
6	Remarks	APP Service is provided by a) Sivas APP within TMA b) Ankara ACC outside of TMA

LTAR AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel	Hours of operation	Remarks
1	2	3	4	5
TWR/APP	Sivas TWR/APP	118.15 MHz 118.8 MHz 257.8 MHz * 121.5 MHz * 243.0 MHz	H24	* Emergency
	Sivas Ground	121.9 MHz	H24	
ATIS	Sivas Information	124.575 MHz	H24	
SAR	Sivas Rescue Sub-center	3023 KHz 5680 KHz 123.1 MHz 282.8 MHz	H24	

LTAR 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	SIV	310 KHz	H24	394722.9N 0365336.2E	-	At field
VOR/DME	SIV	114.2 MHz CH89X	H24	394722.0N 0365336.3E	1615 M	-
LLZ RWY 01 ILS CAT I	ISVS	109.1 MHz	H24	394957.9N 0365441.1E	-	-
GP		331.4 MHz	H24	394801.4N 0365356.9E	-	3 DEG RDH 54 FT
DME	ISVS	CH28X	H24	394801.4N 0365356.9E	1600 M	-

LTAR AD 2.20 LOCAL AERODROME REGULATIONS

Havalimanında motor testi yapan uçakların uyması gerken kurallar:

- Motor test işlemleri Motor Test Alanında yapılacaktır.

- Motor testi yapmadan önce Sivas Ground ile 118.8 MHz frekansından temas kurulacaktır.

- Motor testi yapılan mahalde tüm güvenlik tedbirleri, testi yapan şirketçe alınacaktır.

- Düşük görüş şartlarında ihitiyaç duyulması halinde follow-me hizmeti verilmekte olup, yönlendirme ATC tarafından yapılacaktır.

- Meydanı kullanmayı planlayan tüm IFR/VFR sivil, tarifesiz ve askeri trafikler Sivas Nuri Demirağ Havalimanı otoritesi veya ATC birimiyle irtibata geçmelidir. Meydana iniş yapacak tarifesiz trafiklerin Meydan Müdürlüğünden 3 saat önceden izin alması gerekmektedir.

- Asfalt kaplamaya zarar verilmemesi için pist üzerinden dönüş yapılması yasaktır. Dönüşlerin dönüş cebinden yapılması gerekmektedir.

Rules for aircraft having engine test at the airport as follows:

- Engine testing shall be performed at the Engine Test Point.

- Prior to engine testing two-way communication shall be established with Sivas Ground on frequency 118.8 MHz.

- All safety measures shall be taken in the testing area by the operator itself performing engine test.

- In low visibility conditions, follow-me service will be provided if needed. Guidance will be done by ATC.

- All IFR/VFR civil, charter and military traffic planned to use this aerodrome must contact with Sivas Nuri Demirağ Aerodrome Authority or ATC unit. All charter flights planned to land to this aerodrome must take prior permission 3 hours in advance from Aerodrome office on duty.

- In order not to damage the asphalt pavement, it is forbidden to turn on runway. Turns must be made from the turn pad.

LTAR AD 2.21 NOISE ABATEMENT PROCEDURES

1- 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.

2- 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.

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

1- 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.

2- 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.

3- 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.

LTAR AD 2.22 FLIGHT PROCEDURES

A) RWY 01 için RNP uygulayan uçaklar için muhabere kaybı usulleri:

1) FAF ta (UNRON) veya FAF ı (UNRON) geçince

Yaklaşmaya devam edilir. RNP usul uygulanarak iniş gerçekleştirilir

2) FAF tan (UNRON) önce

a) 10000 FT ve üzerinde

En son tahsis edilen ve onaylanan uçuş seviyesi kullanılarak uçuş planı rotası takip edilir. OLPOT, SOPOV, OTSOV, NUNTU veya ADVOK noktalarını geçişi takiben 10000 FT e alçalışta veya 10000 FT muhafaza edilerek direkt SIV VOR veya NDB ye devam edilir. 10000 FT SIV VOR veya NDB üzerinde terk edilir. Aletli alçalma usulü uygulanarak iniş gerçekleştirilir.

b) 10000 FT in altındaki uçaklar

Yanlamasına RNP usulü takip edilir. 10000 FT irtifaya tırmanılır veya 10000 FT muhafaza edilerek direkt SIV VOR veya NDB ye devam edilir. 10000 FT SIV VOR ve NDB üzerinde terk edilir. Aletli alçalma usulü uygulanarak iniş gerçekleştirilir.

B) RWY 19 için RNP uygulayan uçaklar için muhabere kaybı usulleri:

A) Radio Failure Procedures for the aircraft performing RNP for RWY 01:

1) At or after FAF (UNRON)

Continue approach. Execute the RNP procedure and land.

2) Before FAF (UNRON)

a) At or above 10000 FT

Follow the flight plan route using last assigned and acknowledged flight level/altitude. After passing/passed OLPOT, SOPOV, OTSOV, NUNTU or ADVOK proceed direct to SIV VOR or NDB descending/maintaining 10000 FT. Leave the 10000 FT at SIV VOR or NDB. Execute Instrument Approach Procedure (IAP) and land.

b) Aircraft below 10000 FT

Following the RNP procedure laterally, climb or maintain 10000 FT. Then, proceed direct to SIV VOR or NDB. Leave 10000 FT at SIV VOR or NDB. Execute Instrument Approach Procedure (IAP) and land.

B) Radio Failure Procedures for the aircraft performing RNP for RWY 19:

1) FAF ta (ASRAK) veya FAF ı (ASRAK) geçince

Yaklaşmaya devam edilir. RNP usul uygulanarak iniş gerçekleştirilir.

2) FAF tan (ASRAK) önce

a) 10000 FT ve üzerinde

En son tahsis edilen ve onaylanan uçuş seviyesi kullanılarak uçuş planı rotası takip edilir. OLPOT, SOPOV, OTSOV, NUNTU veya ADVOK noktalarını geçişi takiben 10000 FT e alçalışta veya 10000 FT muhafaza edilerek direkt SIV VOR veya NDB ye devam edilir. 10000 FT SIV VOR veya NDB üzerinde terk edilir. Aletli alçalma usulü uygulanarak iniş gerçekleştirilir.

b) 10000 FT in altındaki uçaklar

Yanlamasına RNP usulü takip edilir. 10000 FT irtifaya tırmanılır veya 10000 FT muhafaza edilerek direkt SIV VOR veya NDB ye devam edilir. 10000 FT SIV VOR ve NDB üzerinde terk edilir. Aletli alçalma usulü uygulanarak iniş gerçekleştirilir.

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

1) At or after FAF (ASRAK)

Continue approach. Execute the RNP procedure and land.

2) Before FAF (ASRAK)

a) At or above 10000 FT

Follow the flight plan route using last assigned and acknowledged flight level/altitude. After passing/passed OLPOT, SOPOV, OTSOV, NUNTU or ADVOK proceed direct to SIV VOR or NDB descending/maintaining 10000 FT. Leave the 10000 FT at SIV VOR or NDB. Execute Instrument Approach Procedure (IAP) and land.

b) Aircraft below 10000 FT

Following the RNP procedure laterally, climb or maintain 10000 FT. Then, proceed direct to SIV VOR or NDB. Leave 10000 FT at SIV VOR or NDB. Execute Instrument Approach Procedure (IAP) and land.

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

LTAR AD 2.23 ADDITIONAL INFORMATION

Hudut Kapısı.

Kontrolsüz alanlardan kalkan helikopterler:
Apron 1 in kuzeydoğu köşesi 5 numaralı park pozisyonunun arka tarafı kontrolsüz alanlardan gelen helikopterler için park alanı olarak tahsis edilmiştir.

Kuş Göçü Bilgileri:

1) İlkbahar ve Sonbahar dönemi göç hareketleri:

Havalimanı tali kuş göç yolu üzerindedir. Ancak Havalimanına en yakın göç hareketleri Kızılırmak ve Yıldız Irmağı vadilerinde yoğun olarak görülmektedir. Özellikle kış döneminde Ördek ve Kaz türleri yoğun olarak Kızılırmak, daha az yoğunlukla da Yıldız Irmağı boyunca kuzey-güney istikametlerinde hareket etmektedirler. Mevsimlik dereler ve vadiler özellikle Ötücü Kuşlar tarafından göç yolu olarak kullanılmaktadırlar.

Ördek türleri 500 gr-1.5 Kg Kaz türleri 1-4 Kg ağırlığa sahiptirler. Uçuş yükseklikleri yeryüzü şekillerine göre değişiklik göstermekte olup 50-1500 FT yükseklikten uçmaktadırlar.

2) Günlük Hareketler:

Sivas Nuri Demirağ Havalimanı için saptanan günlük kuş hareketleri, özellikle meydan civarında rastlanan yırtıcı kuş türleri (Kızıl Şahin, Kerkenez, vb.), Sığırcık ve Güvercin topluluklarıdır. Bu yırtıcıların ağırlıkları 100 gr-300 gr arasında değişmektedir. Günlük hareketler içinde dikkat çeken diğer kuş türleri Güvercin ve Sığırcık' lardır. Bu türler vücut ağırlıkları nedeniyle değil, kalabalık gruplar halinde hareket ettikleri için risk oluşturmaktadırlar. Havalimanının Kuzeybatısındaki dere ve yerleşimler ile Sivas yerleşimi arasında Kuzeybatı-Güneydoğu istikametinde hareketler saptanmıştır. 25 bireyli gruplar Havalimanı çevresinde hareket etmektedirler. Günlük hareketlerde uçuş yüksekliği 0-300 FT arasında olmaktadır. Özellikle sabah erken ve güneş batış saatleri aktivite açısından en yoğun saatlerdir.

Border Gate

Helicopters departing from uncontrolled areas:
Northwestern corner of Apron 1, backside of park number 5 has been allocated as parking area for the helicopters departed from uncontrolled areas.

Bird Migration Info:

1) Spring and Autumn period migration movements:

Aerodrome is on secondary bird migration route. However, nearest to the Aerodrome, intense migratory movements are seen in the valleys of Kızılırmak and the Yıldız River. Especially during winter in north-south directions Duck and Goose species movement along Kızılırmak and less intense on Yıldız River. Seasonal creeks and valleys are used especially by Songbirds as a means of migration.

Duck species weight 500 gr-1.5 Kg and Goose species weight 1-4 Kg. Flight height changes between 50 to 1500 FT varies according to land formations.

2) Daily Movements:

Especially around the aerodrome are seen prey species (Red Hawk, Kestrel, etc.), starlings and pigeons groups with a weight of 100 gr-300 gr. Respectively in the daily movements, Pigeons and starlings are other notable birds. This species constitute a risk not due to body weight, but to act in groups. Between airport's North west creeks and settlements and settlement of Sivas Northwest-South east direction movements determined. Groups of 25 individual are moving around the airport. Daily movements flight height is between 0-300 FT. Especially intense activity is in the early morning hours of sunrise and sunset.

LTAR AD 2.24 CHARTS RELATED TO SİVAS / NURİ DEMİRAĞ AERODROME

Aerodrome Chart	AD 2 LTAR ADC
Aircraft Parking/Docking Chart	AD 2 LTAR PRKG
Standard Instrument Departure Chart (SID) RWY 01	AD 2 LTAR SID-1
Standard Instrument Departure Chart (SID) RWY 19	AD 2 LTAR SID-2
Standard Instrument Departure Chart RNAV GNSS (SID) RWY 01	AD 2 LTAR SID-3
Standard Instrument Departure Routes RNAV GNSS (SID) RWY 01	AD 2 LTAR SID-3A
Standard Instrument Departure Chart RNAV GNSS (SID) RWY 19	AD 2 LTAR SID-4
Standard Instrument Departure Routes RNAV GNSS (SID) RWY 19	AD 2 LTAR SID-4A
Standard Instrument Arrival Chart (STAR)	AD 2 LTAR STAR-1
Standard Instrument Arrival Chart (STAR) RWY 19	AD 2 LTAR STAR-2
Standard Instrument Arrival Chart RNAV GNSS (STAR) RWY 19	AD 2 LTAR STAR-3
Standard Instrument Arrival Routes RNAV GNSS (STAR) RWY 19	AD 2 LTAR STAR-3A
Standard Instrument Arrival Chart RNAV GNSS (STAR) RWY 01	AD 2 LTAR STAR-4
Standard Instrument Arrival Routes RNAV GNSS (STAR) RWY 01	AD 2 LTAR STAR-4A
Standard Instrument Arrival Chart RNAV GNSS (STAR) RWY 01	AD 2 LTAR STAR-5
Standard Instrument Arrival Routes RNAV GNSS (STAR) RWY 01	AD 2 LTAR STAR-5A
Standard Instrument Arrival Chart RNAV GNSS (STAR) RWY 19	AD 2 LTAR STAR-6
Standard Instrument Arrival Routes RNAV GNSS (STAR) RWY 19	AD 2 LTAR STAR-6A
Instrument APP Chart ILS Z CAT I RWY 01	AD 2 LTAR IAC-1
Instrument APP Chart ILS Y CAT I RWY 01	AD 2 LTAR IAC-2
Instrument APP Chart LOC or VOR V RWY 01	AD 2 LTAR IAC-3
Instrument APP Chart LOC or VOR U RWY 01	AD 2 LTAR IAC-4
Instrument APP Chart LOC or NDB T RWY 01	AD 2 LTAR IAC-5
Instrument APP Chart LOC or NDB S RWY 01	AD 2 LTAR IAC-6
Instrument APP Chart VOR R RWY 19	AD 2 LTAR IAC-7
Instrument APP Chart RNP RWY 01	AD 2 LTAR IAC-8
Instrument APP Procedure Description and Waypoint List RNP RWY 01	AD 2 LTAR IAC-8A
Instrument APP Chart RNP RWY 19	AD 2 LTAR IAC-9

Instrument APP Procedure Description and Waypoint List RNP RWY 19	AD 2 LTAR IAC-9A
Instrument APP Chart VOR Q RWY 19	AD 2 LTAR IAC-10
Bird Concentration and Movement Chart	AD 2 LTAR BRD