

**LTAU AD 2.1 AERODROME LOCATION INDICATOR AND NAME****LTAU - KAYSERİ****LTAU AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1	ARP coordinates and site at AD	384613N-0352943E, in the middle of RWY.
2	Direction and distance from (city)	5 KM North of the city
3	Elevation/Reference temperature / Mean low temperature	3463 FT / 31° C / - 5° C
4	Geoid Undulation at AD ELEV PSN	112 FT
5	MAG VAR/Annual change	6.0°E (2026) / 0.03° increasing
6	AD Operator, address, telephone, telefax, telex, AFS, email, website	DHMI Kayseri Havalimanı Müdürlüğü KAYSERİ / TÜRKİYE Switchboard : +90 352 3375494 (6 lines) Switchboard : +90 352 3375244 (2 lines) Airport Manager : +90 352 3375240 Airport Manager (On Duty) Fax : +90 352 3392530 Fax : +90 352 3375241 AIMOC FAX : +90 352 3399193 AIMOC Tel : +90 352 337 5494 Ext: 1037, 1038 AFS : LTAUYDYX AIMOC AFS : LTAUZPZX E-mail : infokayseri@dhmi.gov.tr Website : https://kayseri.dhmi.gov.tr
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	NIL

**LTAU 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

**LTAU AD 2.4 HANDLING SERVICES AND FACILITIES**

1	Cargo-handling facilities	Not available.
2	Fuel and oil types	Jet A1 (Civil Aircraft), JP-8, AVGAS 100-130 Octane (Military Aircraft)
3	Fueling facilities and capacity	1030000 Lt by tankers
4	De-icing facilities	Available
5	Hangar space for visiting aircraft	Not Available
6	Repair facilities for visiting aircraft	Not Available
7	Remarks	NIL

**LTAU AD 2.5 PASSENGER FACILITIES**

1	Hotels	In Kayseri
2	Restaurants	In Kayseri
3	Transportation	Bus, taxi and car rental
4	Medical facilities	First aid at AD, Hospital in Kayseri
5	Bank and Post Office	ATM at AD, Post Office and Bank in Kayseri
6	Tourist Office	At AD
7	Remarks	NIL

**LTAU 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.

**LTAU AD 2.7 SEASONAL AVAILABILITY - CLEARING**

1	Types of clearing equipment	Snow Removal Equipment (Mechanical), Chemical de-icing
2	Clearance priorities	See AD 1.2-2
3	Remarks	See AD 2.2.6 for contact information. Braking action assessment by Runway Friction Tester Equipment/Vehicle.

**LTAU AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA**

1	Apron surface and strength	Surface: Concrete Strength: 1-9 Parking PCR 890 R/C/W/T Strength: 201A-207 Parking PCR 1000 R/B/W/T
2	Taxiway width, surface and strength	<b>TWY B1:</b> Width: 23 M Concrete PCR 880 R/C/W/T <b>TWY K1, M:</b> Width: 23 M Concrete PCR 910 R/C/W/T <b>TWY N:</b> Width: 23 M Concrete PCR 500 R/C/W/T <b>TWY D1:</b> Width: 12 M Concrete PCR 930 R/C/W/T <b>TWY H1:</b> Width: 15 M Concrete PCR 980 R/C/W/T <b>TWY P:</b> Width: 23 M Concrete PCR 990 R/B/W/T <b>TWY H2:</b> Width: 24 M Concrete PCR 780 R/A/W/T
3	Altimeter Checkpoint location and elevation	At Civil Apron / 1051 M
4	VOR checkpoints	-
5	INS checkpoints	See Parking Chart
6	Remarks	NIL

**LTAU AD 2.9 SURFACE MOVEMENT GUIDANCE AND 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 LGTD and available at all intersections with TWY and RWY and at all holding positions. Guidelines and stand numbers at Apron. Nose-in guidance available at all stands.
2	RWY and TWY markings and LGT	<b>RWY:</b> Designation, Edge, THR, TDZ, Centerline, Aiming Point; markings available; <a href="#">For LGT see item 2.14</a> <b>TWY:</b> Edge, Centerline, Holding Position markings available; <a href="#">For LGT see item 2.15</a>
3	Stop bars and Runway Guard Lights	Not available, RGL available on TWY H2
4	Other Runway Protection Measures	-
5	Remarks	NIL

**LTAU AD 2.10 AERODROME OBSTACLES**

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

**LTAU AD 2.11 METEOROLOGICAL INFORMATION PROVIDED**

1	Associated MET Office	KAYSERİ
2	Hours of service MET Office outside hours	H24 -
3	Office responsible for TAF preparation Periods of validity	KAYSERİ 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	Kayseri/Erkilet TWR
10	Additional information (limitation of service, etc.)	Aerodrome warnings.

**LTAU 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
07	076.34°	3000x45	Concrete PCR 1390 R/A/W/T SWY first 50 M PCR 660 R/C/W/T SWY last 10 M PCR 360 F/C/W/T	384601.92N- 0352843.18E - GUND: 112 FT	THR 1051 M / 3449 FT
25	256.36°	3000x45	Concrete PCR 1390 R/A/W/T SWY first 50 M PCR 580 R/C/W/T SWY last 10 M PCR 370 F/C/W/T	384624.87N- 0353043.92E - GUND: 112 FT	THR 1055.5 M / 3463 FT TDZ 1055.5 M / 3463 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
0.14%	60x45	230x150	3240x280	180x90	See ADC and AD 2.23	-	CBR can vary within RESA due to meteorological conditions
0.14%	60x45	220x150	3240x280	155x90		-	

**LTAU AD 2.13 DECLARED DISTANCES**

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
07	3000	3230	3060	3000	-
07	2800	3030	2860	-	Take off from intersection with TWY M
07	2550	2780	2610	-	Take off from intersection with TWY N
07	2340	2570	2400	-	Take off from intersection with TWY H1
07	2340	2570	2400	-	Take off from intersection with TWY H2
25	3000	3220	3060	3000	-
25	2420	2640	2480	-	Take off from intersection with TWY D1

**LTAU 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
07	Simple APP 300 M LIH	Green	PAPI 3 DEG MEHT 54 FT	-	-	3000 M, 60 M Color Coded White/Yellow. LIH	Red	60 M Red	NIL
25	Precision APP Calvert System CAT I 900 M (of which 630 M flashing), LIH	Green	PAPI 3 DEG MEHT 52 FT	-	-	3000 M, 60 M Color Coded White/Yellow. LIH	Red	60 M Red	NIL

**LTAU AD 2.15 OTHER LIGHTING AND SECONDARY POWER SUPPLY**

1	ABN/IBN location, characteristics and hours of operation	ABN: Flg, W.G H 24
2	LDI location and LGT Anemometer location and LGT	<b>LDI:</b> Not available. <b>Anemometers:</b> One of them is 380 M inside from RWY 07 THR; the other one is 430 M inside from RWY 25 THR; LGTD
3	TWY edge and centre line lighting	Edge
4	Secondary power supply/switch-over time	available / UPS (0) second.
5	Remarks	Wind T for military flights.

**LTAU AD 2.16 HELICOPTER LANDING AREA - NIL**

**LTAU AD 2.17 ATS AIRSPACE**

1	Designation and lateral limits	CTR centered 384556N-0352859E radius 5 NM
2	Vertical limits	4500 FT AMSL/SFC
3	Airspace classification	-
4	ATS unit call sign Language(s)	Erkilet TOWER TU-EN
5	Transition altitude	10000 FT
6	Remarks	NIL

**LTAU AD 2.18 ATS COMMUNICATION FACILITIES**

Service designation	Call sign	Channel	Hours of operation	Remarks
1	2	3	4	5
TWR	Erkilet TWR	122.1 MHz 126.2 MHz 257.8 MHz	H24	-
	GND	121.95 MHz 121.6 MHz	H24	For ARFF services
APP	Erkilet Approach	119.2 MHz 122.1 MHz 362.3 MHz *121.5 MHz *243.0 MHz	H24	*Emergency
ATIS	Erkilet Information	127.225 MHz	H24	-
SAR	Erkilet Rescue Sub-center	122.1 MHz 257.8 MHz 3023 KHz 5680 KHz	HO	-

**LTAU 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
VOR/DME	KSR	116.3 MHz CH110X	H24	384632.3N 0353119.0E	1065 M	VOR/DME is unusable BTN R170-R210 in the following areas: 1) BTN 10-25 NM below FL150 and 2) Beyond 25 NM below FL210
NDB	KSR	407 KHz	H24	384632.3N 0353119.0E	-	NDB is unusable BTN 170°-210° in the following areas: 1) BTN 10-25 NM below FL150 and 2) Beyond 25 NM below FL210
LLZ 25 ILS CAT I	IKSR	110.3 MHz	H24	384600.0N 0352832.0E	-	-

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
GP	-	335.0 MHz	H24	384618.6N 0353032.7E	-	3 DEG RDH 55 FT
DME	IKSR	CH40X	H24	384618.6N 0353032.7E	1059 M	-
TACAN	KSR	CH116X	H24	384548.9N 0352839.1E	1074 M	At field.

### LTAU AD 2.20 YEREL HAVALİMANI DÜZENLEMELERİ

1. Kullanım Şekli: Askeri-Sivil
2. Kısıtlı park yeri nedeniyle meydana kullanmayı planlayan yerli ve yabancı uçakların 48 saat önceden ilgili otoriteden izin almaları ve kalkıştan en az 2 saat önce uçuş planının sunulması gerekmektedir.

### LTAU 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 edışı 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.

### LTAU AD 2.22 UÇUŞ USULLERİ

#### 1- Kayseri Erkilet Havalimanı İçin Hava-Yer Muhabere Kaybı Usulleri

Hava-Yer muhabere kaybı durumunda AIP nin ENR 1-3-4.5 maddesinde belirtilen prosedürler uygulanır

**AD 2 LTAU STAR-3 (RNAV) usulünü uygulayamayacak IFR uçaklar:**

### LTAU AD 2.20 LOCAL AERODROME REGULATIONS

1. Available to: Military-Civil
2. Domestic and foreign aircraft planning to use the aerodrome due to limited parking space shall obtain permission from the relevant authority 48 hours in advance and submit the flight plan at least 2 hours before departure.

### LTAU 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.

### LTAU AD 2.22 FLIGHT PROCEDURES

#### 1- Radio Failure Procedures for Kayseri Erkilet Airport:

Procedures mentioned in AIP ENR 1-3-4.5 shall be applied in case of radio failure.

**IFR flights unable to comply with AD 2 LTAU STAR-3 (RNAV) procedure:**

AD 2 LTAU STAR-1 ya da STAR-2 usulü ile KSR VOR/NDB cihazına devam eder; eğer gerekli ise AIP ENR 1-3-4.5.3.1 f maddesinde açıklanan maddeye uygun olabilmesi için, alçalmaya başlayana kadar bu seyrüsefer yardımcısı üzerinde bekler ve bir aleti yaklaşma usulünü uygulayarak inişini gerçekleştirir.

**AD 2 LTAU STAR-3 (RNAV) usulünü uygulayabilecek IFR uçaklar:**

**a) A/UA285, W/UW76, A/UA17 ve L/UL605 hava koridorları ile KISLA, SARIZ ve GEMEREK (TIRMA) noktaları üzerinden inişe gelen uçaklar:**

AD 2 LTAU STAR-3 usulü ile AU102 (IAF) noktasına devam eder; eğer gerekli ise AIP ENR 1-3-4.5.3.1 f maddesinde açıklanan maddeye uygun olabilmesi için, alçalmaya başlayana kadar bu nokta üzerinde bekler ve IAC-10, IAC-11 ya da IAC-12 aletli yaklaşma usullerinden uygun olan birisini uygulayarak inişini gerçekleştirir.

**b) A/UA285, A/UA17 ve L/UL605 hava koridorları ile ERCIS ve SOLSA noktaları üzerinden inişe gelen uçaklar:**

AD 2 LTAU STAR-3 usulü ile AU108 noktasına devam eder; eğer gerekli ise AIP ENR 1-3-4.5.3.1 f maddesinde açıklanan maddeye uygun olabilmesi için, alçalmaya başlayana kadar bu nokta üzerinde bekler ve IAC-10, IAC-11 ya da IAC-12 aletli yaklaşma usullerinden uygun olan birisini uygulayarak inişini gerçekleştirir.

**RWY 07 ye RNAV (GNSS) Uygulayan IFR Uçuşlar İçin Muhabere Kaybı Usulleri**

**1) FAF ta (KACKE de) veya FAF ı (KACKE yi) geçince;**

Yaklaşmaya devam edilir. RNAV (GNSS) usulü uygulanarak iniş gerçekleştirilir.

**2) FAF tan (KACKE den) önce;**

a. FL150 ve üzerinde:

Transponder kod 7600 bağlanır. En son tahsis edilen ve onaylanan uçuş seviyesi kullanılarak uçuş planı rotası takip edilir. ERUFE noktasını geçişi takiben FL150 ye alçalışta veya FL150 muhafaza edilerek direkt KSR VOR veya NDB ye devam edilir. Aletli alçalma usulü uygulanarak iniş gerçekleştirilir.

b. FL150 altındaki uçaklar;

Yanlmasına RNAV (GNSS) usulü takip edilir. FL150 ye tırmanılır veya FL150 muhafaza edilerek direkt KSR VOR veya NDB ye devam edilir. FL150 KSR VOR veya NDB üzerinde terk edilir. Aletli alçalma usulü uygulanarak iniş gerçekleştirilir.

**Standart ICAO SID/STAR frezyolojileri için ENR 1.5 bölümüne bakınız**

**RULE USULLERİ**

Kayseri Meydanına iniş ve kalkış için rule usulleri aşağıdaki gibidir:

1. RWY 25 başında kalkış için ve iniş sonrası geriye dönüş (Back Track) manevrası saat istikametinin tersi yönünde yapılacaktır.

Proceed to KSR VOR/NDB via AD 2 LTAU STAR-1 / STAR-2 procedure; when required to ensure compliance with AIP ENR 1-3-4.5.3.1 f, hold over this aid until commencement of descent and execute the Instrument Approach Procedure (IAP) and land

**IFR flights able to comply with AD 2 LTAU STAR-3 (RNAV) procedure:**

**a) Arrival flights via airways A/UA285, W/UW76, A/UA17 and L/UL605 passing through KISLA, SARIZ and GEMEREK (TIRMA) points**

Proceed to AU102 (IAF) via AD 2 LTAU STAR-3 procedure; when required to ensure compliance with AIP ENR 1-3-4.5.3.1 f, hold over this fix until commencement of descent and execute one of the IAC-10, IAC-11 or IAC-12 procedures and land

**b) Arrival flights via airways A/UA285, A/UA17 and L/UL605 passing through ERCIS and SOLSA points**

Proceed to AU108 via AD 2 LTAU STAR-3 procedure; when required to ensure compliance with AIP ENR 1-3-4.5.3.1 f, hold over this fix until commencement of descent and execute one of the IAC-10, IAC-11 or IAC-12 procedures and land.

**radio Failure Procedures for IFR Flights Executing RNAV (GNSS) to RWY 07**

**1) At or after FAF (KACKE);**

Continue Approach. Execute the RNAV (GNSS) procedure and land.

**2) Before FAF (KACKE);**

a. At or above FL150.

Select transponder code 7600. Follow the flight plan route using the last assigned and acknowledged flight level/altitude. After passing/passed ERUFE proceed direct to KSR VOR or NDB descending/maintaining FL150. Leave FL150 at KSR VOR or NDB. Execute Instrument Approach Procedure (IAP) and land.

b. Aircraft below FL150;

following the RNAV (GNSS) procedure laterally, climb or maintain FL150. Then proceed direct to KSR VOR or NDB. Leave FL150 at KSR VOR or NDB. Execute Instrument Approach Procedure (IAP) and land.

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

**TAXIING PROCEDURES**

Taxiing (rule) Procedures for Landings/Take-Off(s) at the Kayseri Aerodrome (LTAU) are as follows:

1. At the beginning of RWY 25, backtrack maneuvers for take-off(s) and turning back after the landings will be carried out counter-clockwisely.

2. Sivil apron ile ana pistin yakın olması nedeniyle ruleye başlangıcı takiben pist ihlalleri söz konusu olmaktadır. Bu nedenle ATC tarafından verilen talimatlar hassasiyetle yerine getirilmeli, readback ve hearback usullerine uyulmalıdır.

3. Sivil aprondan RWY 07/25 için ruleye başlayacak uçaklar öncelikle "N", "M" veya "H2" taksiyolu bekleme noktasına kadar rule yapacaklardır. Ana piste giriş ve kat edişler için mutlaka uçuş kulesi ile temas kurulacak ve müsaade alınacaktır.

4. D ve E kategori uçaklar sadece "B1", "K1", "N" ve "H2" taksiyollarını kullanabilir, pist içinden geriye dönüş yapamaz. N taksiyolundan (1-9 park yerlerine) sağa dönüşlerde max span 36 M dir.

5. RWY 07/25 e iniş yapan trafikler sivil aprona rule için ATC talimatlarına uyacaklardır.

6. Sivil hava araçları, Kayseri Havalimanına geliş/kalkışlarda aşağıda belirtilen rotalara uygun olarak uçuş planlayacaklardır:

A- Havalimanına batıdan gelişlerde: G/UG8, L/UL614 veya W/UW76 hava koridorlarıyla MARTI-SARIZ noktaları üzerinden uçuş planlanacak A/UA17 veya L/UL605 hava koridorlarıyla KISLA noktası üzerinden uçuş planlamayacaktır.

B- Havalimanından batıya kalkışlarda: A/UA17 veya L/UL605 hava koridorlarıyla KISLA noktası üzerinden uçuş planlanacak, W/UW76, G/UG8 ve L/UL614 hava koridorlarıyla MARTI-SARIZ noktaları üzerinden uçuş planlamayacaktır.

#### **Kayseri MTMA çerisinde VFR Uçuş Usulleri.**

1. VFR rotalar, hava trafiğinin yoğun olduğu Terminal Kontrol Sahaları içerisinde, VFR trafiklerin belirli bir düzen içerisinde uçmaları amacıyla düzenlenmiş olup, VFR ve IFR trafikler arasında ayırma yapmak amacıyla kullanılmayacaktır. İlan edilen rotaları kullanmakta olan VFR trafikler Türkiye AIP sinde açıklanan VFR kurallara tabi olup, her türlü ayırma sorumluluğu (bölgede uçuş yapan VFR/IFR trafikler, doğal ve suni manialar, meteorolojik hadiseler ve NOTAMlar) uçuşu yapan pilota aittir. Herhangi bir sebeple ilan edilen VFR rotadan ayrılmak durumunda kalan hava aracının pilotu (meteorolojik şartlar v.b.) bu durumu vakit geçirmeden ilgili hava trafik kontrol ünitesine bildirecek ve rotadan ayrılmasını gerektiren durum sona erdikten sonra ilgili kontrolöre bilgi vererek en kısa sürede VFR rotaya geri dönecek veya verilen talimata göre hareket edecektir.

2. Kayseri Meydanına yaklaşma esnasında mümkün olan en uzak mesafede radyo teması kurulmaya çalışılacak, radyo teması sağlanmadan alet alçalma, pas geçme ve kalkış istikameti rotaları etkilenmeyecektir.

2. Due to convergent positioning of the apron allocated for civil traffic with the main RWY, RWY excursions have become constituting a serious concern. Pilots-in-command shall precisely abide by the instructions of ATC while complying with the readback and hearback procedures.

3. Aircraft to begin taxiing from RWY 07/25 within the civil apron shall initially move until "N", "M" or "H2" taxi-route standby points. For entering to and running on the main RWY, pilots-in-command must contact to the TWR and wait for permission to be granted.

4. Category D and E aircraft can only use TWYs "B1", "K1", "N" and "H2" and cannot turn back from the RWY. The maximum span for right turns from TWY N (to parking positions 1-9) is 36 M.

5. Traffic to land RWY 07/25 shall initially take the ATC instructions before taxiing to the apron allocated for civil aircraft traffic.

6. Civil traffic, arriving/departing to/from Kayseri Airport, shall fill FPL according to the routes given below:

A- Arriving to the airport from West; AWYs G/UG8, L/UL614 or W/UW76 and MARTI-SARIZ points shall be used; AWYs A/UA17 or L/UL605 and KISLA point shall not be used.

B- Departing through West from the airport; AWYs A/UA17 or L/UL605 and KISLA point shall be used, AWYs G/UG8, L/UL614 or W/UW76 and MARTI-SARIZ points shall not be used.

#### **VFR Flight Procedures Within Kayseri MTMA**

1. VFR routes, which are not to be used for separation between IFR and VFR traffic, have only been drawn up for providing the regularity of VFR traffic within the TMAs where air traffic intensity is high. VFR traffic those are planned to use declared VFR routes are subject to VFR rules through which the responsibility of separation as a whole (VFR/IFR traffic currently conducting flight in the region, natural and artificial obstacles, meteorological phenomena and NOTAMs) is duly assumed by pilot-in-command. Pilots required to deviate from the declared VFR route due to any reason (meteorological conditions etc) shall notify the situation to the relevant Air Traffic Control unit without delay, and, unless advised/instructed by ATC otherwise, shall promptly return back to the VFR route through informing the relevant ATC in pursuance to the end of incident that caused the subject deviation from the route.

2. During the Approach phase to Kayseri Aerodrome, radio contact shall be sought from the farthest distance as possible, and VFR traffic, without setting radio contact with ATC, shall not infringe the Instrument Approach, Missed Approach and Departure courses.

3. VFR trafikler Ankara ve Malatya istikametlerinde belirlenmiş olan VFR rotaları kullanacaklardır. Diğer istikametlere yapılan uçuşlarda uçuş planlarında belirttikleri rotaları hava trafik kontrol ünitesi ile koordine kurarak kullanacaklardır. Batı istikametinde yapılan uçuşlarda Balon Uçuş Sahası dikkate alınacaktır.

4. 112 acil ambulans helikopterleri Ankara ve Malatya rotalarında belirlenmiş olan VFR rotaları kullanacaklar, acil durumlarda ve diğer istikametlere yapılan uçuşlarda talep ettikleri rota için hava trafik kontrol ünitesi ile koordine kuracaklardır.

5. VFR rota koordinatları aşağıda belirtilmiştir. VFR rotaların üst limiti AGL+3000 FT, VFR rota koridor genişliği 2 NM dir.

**a. MUCUR VFR Rota:**

1. Mucur Dörtüyl Kavşağı (390402N-0342217E)
2. Topaklı Dörtüyl Kavşağı (390013N-0344955E)
3. Himmetdede (385420N-0350546E)
4. Yamula Barajı (385400N-0351915E)
5. Erkilet 5 NM Kuzeybatısı (385034N-0352451E)

**b. PINARBAŞI VFR Rota:**

1. Pınarbaşı (384342N-0362405E)
2. Köprübaşı (383953N-0360250E)
3. Karadayı Dörtüyl Kavşağı (383838N-0355603E)
4. Kamber (383823N-0354556E)
5. Mimar Sinan (384320N-0353535E)

**LTAU AD 2.23 EK BİLGİLER**

1. 07/25 Pisti merkez hattının 53 M Kuzeyi ve Güneyinde 07 Pist başından 389 M, 25 Pist başından 389 M mesafede hook bariyer barakaları mevcuttur.

Baraka Yüksekliği: 2.4 M GND.

2. De-icing hizmetinde kullanılan sıvıların cinsleri; dış ortam sıcaklığı ve hava koşullarına göre Tip-I ve Tip-II dir

3. Hudut Kapısı

4- Havaalanı pist genişliği 45 M ve banket genişliği 3+3=6 M olduğundan havalimanına uçuş operasyonu planlayan havayolu şirketleri ve uçuş yapan pilotların bu hususunu dikkate almaları ve konu ile ilgili tüm sorumluluğu alarak uçuş sağlamaları gerekmektedir.

3. VFR traffic shall use the specified VFR routes along the course of Ankara and Malatya. All other flight courses can only be used on condition that the subject routes are indicated in the Flight Plans and accordingly coordinated with relevant ATC unit. Balloon Flight Area should be taken into consideration for flights heading the Westerly course.

4. 112 Emergency Helicopters, under normal circumstances, shall use the specified VFR routes along the Ankara/Malatya course. In case of emergency and for any flights required to be conducted on other directions, the routes to be chosen shall firstly be coordinated through ATC unit.

5. VFR route coordinates are as duly stated below. The Upper level of VFR routes is AGL+3000 FT, The width of VFR route corridor is 2 NM.

**a. MUCUR VFR Route:**

1. Mucur Dörtüyl Intersection (390402N-0342217E)
2. Topaklı Dörtüyl Intersection (390013N-0344955E)
3. Himmetdede (385420N-0350546E)
4. Yamula Dam (385400N-0351915E)
5. 5 NM Northwest of Erkilet (385034N-0352451E)

**b. PINARBAŞI VFR Route:**

1. Pınarbaşı (384342N-0362405E)
2. Köprübaşı (383953N-0360250E)
3. Karadayı Dörtüyl Intersection (383838N-0355603E)
4. Kamber (383823N-0354556E)
5. Mimar Sinan (384320N-0353535E)

**LTAU AD 2.23 ADDITIONAL INFORMATION**

1. With reference to RWY 07/25, hook barrier barracks are located at 53 M Northbound/Southbound of the subject RWY centerline at a distance of 389 M from RWY 07 THR and 389 M from RWY 25 THR.

Height of Barracks: 2.4 M GND

2. The types of the liquids used for de-icing service are provided as Type-I and Type-II according to outside temperature and weather conditions.

3. Border Gate

4- Since the airport runway width is 45 M and the shoulder width is 3+3=6 M, airline companies planning flight operations to the airport and pilots flying should take this issue into consideration and ensure flights by taking full responsibility regarding the issue.

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

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

TWY İSMİ / TWY NAME	KOORDİNATLAR / COORDINATES	
	Başlangıç / Start	Bitiş / End
TWY A	384631.44N-0353049.32E	384635.76N-0353052.92E
TWY B	384629.64N-0353040.32E	384637.56N-0353046.44E
TWY B1	384629.28N-0353042.12E	384625.32N-0353043.20E
TWY D	384625.68N-0353019.08E	384627.84N-0353018.36E
TWY D1	384624.96N-0353019.44E	384621.00N-0353020.52E
TWY E	384623.16N-0353006.48E	384625.32N-0353005.76E
TWY F	384617.04N-0352934.80E	384620.64N-0352933.72E
TWY G	384616.32N-0352930.48E	384619.92N-0352929.40E
TWY H	384612.00N-0352908.52E	384614.88N-0352907.80E
TWY H1	384611.28N-0352908.88E	384607.68N-0350909.96E
TWY H2	384606.24N-0352910.32E	384602.64N-0352911.40E
TWY I	384609.84N-0352856.64E	384612.72N-0352855.56E
TWY J	384608.04N-0352846.56E	384610.56N-0352845.48E
TWY K	384606.96N-0352842.24E	384609.84N-0352839.72E
TWY K1	384606.24N-0352842.24E	384602.64N-0352843.32E
TWY L	384605.52N-0352834.68E	384607.68N-0352830.00E
TWY M	384602.64N-0352851.24E	384559.04N-0352852.32E
TWY N	384604.80N-0352901.32E	384601.20N-0352902.40E
TWY P	384605.16N-0352833.60E	384631.08N-0353050.04E

#### LTAU AD 2.24 CHARTS RELATED TO KAYSERİ AERODROME

Aerodrome Chart	AD 2 LTAU ADC
Aircraft Parking/Docking Chart	AD 2 LTAU PRKG
Standard Instrument Departure Chart (SID) VOR/DME RWY 07	AD 2 LTAU SID-1
Standard Instrument Departure Chart (SID) VOR RWY 07	AD 2 LTAU SID-2
Standard Instrument Departure Chart (SID) VOR/DME RWY 25	AD 2 LTAU SID-3
Standard Instrument Departure Chart (SID) VOR RWY 25	AD 2 LTAU SID-4
Standard Instrument Departure Chart (SID) NDB/DME RWY 07	AD 2 LTAU SID-5
Standard Instrument Departure Chart (SID) NDB RWY 07	AD 2 LTAU SID-6
Standard Instrument Departure Chart (SID) NDB/DME RWY 25	AD 2 LTAU SID-7
Standard Instrument Departure Chart (SID) NDB RWY 25	AD 2 LTAU SID-8
Standard Instrument Departure Chart (SID) RNAV (GNSS) RWY 07	AD 2 LTAU SID-9
Standard Instrument Arrival Chart (STAR) VOR	AD 2 LTAU STAR-1
Standard Instrument Arrival Chart (STAR)	AD 2 LTAU STAR-2
Standard Instrument Arrival Chart (STAR) RNAV (GNSS)	AD 2 LTAU STAR-3
Standard Instrument Arrival Chart (STAR) RNAV (GNSS) RWY 07	AD 2 LTAU STAR-4

Instrument Approach Chart VOR A	AD 2 LTAU IAC-1
Instrument Approach Chart ILS Z CAT I or LOC Z RWY 25	AD 2 LTAU IAC-2
Instrument Approach Chart NDB A	AD 2 LTAU IAC-3
Instrument Approach Chart ILS Y CAT I or LOC Y RWY 25	AD 2 LTAU IAC-4
Instrument Approach Chart VOR Z RWY 07	AD 2 LTAU IAC-5
Instrument Approach Chart NDB Z RWY 07	AD 2 LTAU IAC-6
Instrument Approach Chart VOR B	AD 2 LTAU IAC-7
Instrument Approach Chart NDB B	AD 2 LTAU IAC-8
Instrument Approach Chart RNP RWY 25 (Military)	AD 2 LTAU IAC-9
Instrument Approach Procedure Descriptions RNP RWY 25 (Military)	AD 2 LTAU IAC-9A
Instrument Approach Chart ILS X CAT I or LOC X RWY 25	AD 2 LTAU IAC-10
Instrument Approach Chart VOR C	AD 2 LTAU IAC-11
Instrument Approach Chart NDB C	AD 2 LTAU IAC-12
Instrument Approach Chart RNP RWY 07	AD 2 LTAU IAC-13
Instrument Approach Procedure Descriptions RWY 07	AD 2 LTAU IAC-13A
VFR Flight Routes	AD 2 LTAU VFR
Minimum Radar Vectoring Altitude Chart	AD 2 LTAU MRVC
Bird Concentration and Movement Chart	AD 2 LTAU BRD