LTAW AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LTAW - TOKAT

LTAW AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	401929N-0362326E, in the middle of RWY 06/24
2	Direction and distance from (city)	17 Km NW of Tokat
3	Elevation/Reference temperature/ Mean low temperature	1859 FT / 31°C / 0°C
4	Geoid Undulation at AD ELEV PSN	109 FT
5	MAG VAR/Annual change	6.6°E (2025) / 0.03° increasing
6	AD Operator, address, telephone, telefax, AFS, email, website	DHMİ Tokat Havalimanı Müdürlüğü Tokat / TÜRKİYE Switchboard : +90 356 2387330-49-54-57 Airport Manager : +90 356 2387282 Fax : +90 356 2387355 +90 356 2387077 AIM Tel : +90 362 844 8830 Ext: 3000-3001 (LTFH AIMOC) AIM Fax : +90 362 844 8392 (LTFH AIMOC) AFS : LTAWYDYX Website : https://www.dhmi.gov.tr/Sayfalar/Havalimani/Tokat/AnaSayfa.aspx
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	NIL

LTAW AD 2.3 OPERATIONAL HOURS

1	AD Operator	See NOTAM
2	Customs and immigration	As AD Working Hours
3	Health and sanitation	Provided for each flight at stand-by
4	AIS Briefing Office	Provided by Samsun/Çarşamba (LTFH) AIM Operation Center (AIMOC)
5	ATS Reporting Office (ARO)	Provided by Samsun/Çarşamba (LTFH) AIM Operation Center (AIMOC)
6	MET Briefing Office	As AD Working Hours
7	ATS	As AD Working Hours
8	Fuelling	As AD Working Hours
9	Handling	As AD Working Hours
10	Security	H24
11	De-icing	As AD Working Hours
12	Remarks	NIL

LTAW AD 2.4 0HANDLING SERVICES AND FACILITIES

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

3	Fuelling facilities and capacity	By tankers / 68000 Lt
4	De-icing facilities	Available
5	Hangar space for visiting aircraft	Not available
6	Repair facilities for visiting aircraft	Not available
7	Remarks	NIL

LTAW 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	Hospital In the city, Health Services provided by “112 Emergency Command and Control Center” during operations.
5	Bank and Post Office	In the city
6	Tourist Office	At AD
7	Remarks	NIL

LTAW 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.

LTAW AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Types of clearing equipment	Snow Removal Equipment (Mechanical)
2	Clearance priorities	Standard. See AD 1.2.2.
3	Remarks	See AD 2.2.6 for contact information. Runway Condition Assessment as per ICAO GRF. When needed, runway friction tester equipment/vehicle are used.

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

1	Apron surface and strength	Surface: Concrete Strength: PCN 105 R/A/W/T, PCR 1040 R/A/W/T
2	Taxiway width, surface and strength	**TWY A:** Width: 24 M Surface: Concrete Strength: PCN 105 R/A/W/T, PCR 1060 R/A/W/T
3	Altimeter Check Point location and elevation	At Apron, 561 M (1840 FT)
4	VOR checkpoints	See AD Chart
5	INS checkpoints	See AD Parking Chart
6	Remarks	NIL

LTAW 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	Standard visual marking and Guidance signs available.
2	RWY and TWY markings and LGT	**RWY:** Designation, Edge, THR, Centerline, TDZ, Aiming Point, Turn Pad as appropriate marked; For LGT see item 2.14. **TWY**: Edge, Centerline, Holding Position, Advanced Centerline, VOR Check Point marking as appropriate marked. For LGT see item 2.15
3	Stop bars and runway guard lights	**Stop bars:** Available on TWY **Runway Guard Lights:** Available on TWY
4	Other runway protection measures	-
5	Remarks	NIL

LTAW AD 2.10 AERODROME OBSTACLES

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

LTAW AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	TOKAT
2	Hours of service MET Office outside hours	BTN 0430-1500 UTC and during the operations.
3	Office responsible for TAF preparation Periods of validity	AMASYA / Merzİfon 9-HR
4	Type of landing forecast Interval of issuance	-
5	Briefing/consultation provided	-
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	Tokat Control Tower
10	Additional information (limitation of service, etc.)	Aerodrome Warnings

LTAW 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
06	070.20°	2700x45	PCN 108 R/A/W/T PCR 1090 R/A/W/T Concrete	401914.94N- 0362231.13E - GUND: 109 FT	THR 1842 FT / 561.3 M TDZ 1847 FT / 563.1 M
24	250.20°	2700x45	PCN 108 R/A/W/T PCR 1090 R/A/W/T Concrete	401944.62N- 0362418.80E - GUND: 108 FT	THR 1859 FT / 566.7 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
0.2%	-	-	2820x280	240x150	-	-	CBR can vary within RESA due to meteorological conditions
0.2%	-	-	2820x280	240x210	-	-	

LTAW AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
06	2700	2700	2700	2700	NIL
06	2327	2327	2327	-	Take-Off from intersection with TWY A
24	2700	2700	2700	2700	NIL

LTAW 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
06	Precision APP Barette System CAT I 900 M (of which 900 M is flashing), LIH	Green	PAPI (Left) 3.5 DEG MEHT 58 FT	-	-	2700 M, 60 M, color coded White/Yellow LIH	Red	-	NIL
24	Simple APP Barette System 570 M (of which 570 M is flashing), LIH	Green	PAPI (Left) 3.5 DEG MEHT 54 FT	-	-	2700 M, 60 M, color coded White/Yellow LIH	Red	-	

LTAW AD 2.15 OTHER LIGHTING AND SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: Flg W.G. top of TWR During the working hours
2	LDI location and LGT Anemometer location and LGT	LDI: Not available. Anemometer: See ADC for locations, LGTD
3	TWY edge and centerline lighting	Edge
4	Secondary power supply/switch-over time	Available / (0) second.
5	Remarks	RTIL available for RWY, WDI: LGTD

LTAW AD 2.16 HELICOPTER LANDING AREA - NIL

LTAW AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	CTR: Centered on 401821N-0362201E Radius 10 NM
2	Vertical limits	9000 FT AMSL / SFC
3	Airspace classification	-
4	ATS unit call sign Language(s)	Tokat Tower TU-EN
5	Transition altitude	10000 FT
6	Remarks	APP Service is provided by a) Tokat TWR within CTR b) Ankara ACC outside of CTR

LTAW AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel	Hours of operation	Remarks
1	2	3	4	5
TWR/APP	Tokat TWR	118.7 MHz 279.05 MHz *121.5 MHz *243.0 MHz	As AD	*Emergency
	Ground	121.7 MHz		
SAR	Tokat Rescue Sub-center	5680 KHz 3023 KHz 123.1 MHz 282.8 MHz	HO	
ATIS	Tokat Information	122.3 MHz	As AD	

LTAW 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	TKT	115.0 MHz CH97X	H24	401906.6N 0362209.6E	568 M	-
NDB	TKT	403 KHz	H24	401906.6N 0362209.6E		
LLZ 06 ILS CAT I	ITKA	108.55 MHz	H24	401947.8N 0362430.3E		
GP		329.75 MHz	H24	401921.2N 0362240.1E		
DME	ITKA	CH22Y	H24	401921.2N 0362240.1E	567 M	

TKT VOR/DME 115.0 MHz / CH97X is unusable within the following areas:
- BTN R100-R210 Within 5 NM - 10 NM below 10000 FT
  Within 10 NM - 15 NM below 15000 FT
  Beyond 15 NM below 20000 FT
- BTN R280-R070 Within 5 NM - 10 NM below 10000 FT
  Beyond 10 NM below 18000 FT

TKT NDB 403 KHz is unusable within the following areas:
- BTN 100-210 Deg Within 5 NM - 10 NM below 10000 FT
  Within 10 NM - 15 NM below 15000 FT
  Beyond 15 NM below 20000 FT
- BTN 280-070 Deg Within 5 NM - 10 NM below 10000 FT
  Beyond 10 NM below 18000 FT

RWY06 ITKA ILS/DME is unusable outside 10 degrees each side of LLZ CL (90Hz-150Hz-Sector-2)

LTAW AD 2.20 LOCAL AERODROME REGULATIONS

Havalimanında motor testi yapan uçakların uyması gereken kurallar:
- Motor test işlemleri Motor Test Alanında yapılacaktır.
- Motor testi yapmadan önce Tokat TWR ile 118.700 MHz frekansından temas kurulacaktır.
- Motor testi yapılan mahalde tüm güvenlik tedbirleri, testi yapan şirketçe alınacaktır.
- Uçaklara düşük görüş şartlarında, ihtiyaç halinde follow-me hizmeti sağlanacaktır. ATC tarafından yönlendirme yapılacaktır.
- Turn back manevraları RWY 06/24 dönüş cebi kullanılarak yapılacaktır.

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 Tokat TWR on frequency 118.700 MHz.
- All safety measures shall be taken in the testing area by the operator itself performing engine test.
- Follow-me service will be provided to the aircraft in low visibility conditions if needed. Guidance will be done by ATC.

- All turn back manoeuvres shall be conducted by using turn pad on RWY 06/24.

LTAW 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.

LTAW AD 2.22 FLIGHT PROCEDURES

RWY 06 için RNP uygulayan IFR uçuşlar için muhabere kaybı usulleri:
1- FAF ta (OFILE) veya FAF ı (OFILE) geçince:
Yaklaşmaya devam edilir. RNP usulü uygulanarak iniş gerçekleştirilir.
2- FAF tan (OFILE) önce:
Transponder kod 7600 bağlanır. 10000 FT e tırmanışta yanlamasına RNP usulü takip edilir. 10000 FT muhafaza edildikten sonra direkt TKT VOR a devam edilir. TKT VOR dan başlayan bir aletli alçalma usulü uygulanarak iniş gerçekleştirilir.

RWY 24 için RNP uygulayan IFR uçuşlar için muhabere kaybı usulleri:
1- FAF ta (SELCI) veya FAF ı (SELCI) geçince:
Yaklaşmaya devam edilir. RNP usulü uygulanarak iniş gerçekleştirilir.
2- FAF tan (SELCI) önce:
Transponder kod 7600 bağlanır. 10400 FT e tırmanışta yanlamasına RNP usulü takip edilir. 10400 FT muhafaza edildikten sonra direkt TKT VOR a devam edilir. TKT VOR dan başlayan bir aletli alçalma usulü uygulanarak iniş gerçekleştirilir.

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

Radio Failure Procedures for IFR flights executing RNP to RWY 06:
1- At or after FAF (OFILE):
Continue approach. Execute the RNP procedure and land.

2- Before FAF (OFILE):
Select transponder code 7600. Follow the RNP procedure laterally for climbing to 10000 FT. After maintaining 10000 FT, proceed direct to TKT VOR. Execute Instrument Approach Procedure (IAP) starting from the TKT VOR and land.

Radio Failure Procedures for IFR flights executing RNP to RWY 24:
1- At or after FAF (SELCI):
Continue approach. Execute the RNP procedure and land.

2- Before FAF (SELCI):
Select transponder code 7600. Follow the RNP procedure laterally for climbing to 10400 FT. After maintaining 10400 FT, proceed direct to TKT VOR. Execute Instrument Approach Procedure (IAP) starting from the TKT VOR and land.

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

LTAW AD 2.23 ADDITIONAL INFORMATION

1) Kontrolsüz alanlardan kalkan hava araçları:

Apronun batı köşesi 7 numaralı park pozisyonunun arka tarafı kontrolsüz alanlardan gelen hava araçları için park alanı olarak tahsis edilmiştir.

2) Uluslararası uçuşlar için daimi hudut kapısıdır.

3) Vahşi Yaşam Bilgisi

Havalimanı, Kaz Gölü çevresinde tali göç rotaları üzerinde yer almaktadır.

1) Aircraft departing from uncontrolled areas:

West corner of Apron, backside of parking position 7 has been allocated as parking area for the aircraft departed from uncontrolled areas.

2) Permanent border gate for International direct flights.

3) Wild Life Information

The airport is located on secondary migration routes around Kaz Lake.

4) Kuşların Göç Hareketleri

İlkbahar (Şubat-Nisan) ve Sonbahar (Ağustos-Kasım) dönemlerinde yoğun kuş göç hareketleri gözlenmektedir. Havalimanından geçen başlıca göçmen türler arasında Akleylek, Kızıl akbaba, Kara leylek, şahin, Delice doğan ve Atmaca bulunmaktadır. Ayrıca, Gümüşi martı, Kerkenez, Kuzgun ve Sığırcık gibi yerli türler Havalimanını beslenme, dinlenme ve konaklama amacıyla kullanmaktadır.

Havalimanında Akleylek, şahin, Kızıl şahin, Atmaca ve Akbabaların sahadaki göç hareketleri gözlenmektedir. Ortalama ağırlıkları yaklaşık 200-10000 gr arasında değişmektedir. Bu türlerin göç yüksekliği 1000 metreye kadar çıksa da genelde 100-300 metrede uçmaktadır.

Havalimanında göç dönemlerinde sığırcıklar çok büyük koloniler oluşturarak uçmaktadırlar. Sığırcıkların ortalama ağırlığı 90 gr kadardır. Sığırcıklar genelde 20-30 M yükseklikte uçarlar.

Göçmen kuşların özellikle yırtıcı kuşlardan şahinlerin küçük gruplar veya tekil halde hareketleri mevcuttur. Süzülerek geçiş yapan göçmen kuş sürülerine rastlanılmamaktadır. Fakat süzülerek göç eden kuş türlerinin küçük grupları ve tekil bireyleri gözlemlenmektedir.

5) Kuşların Günlük Hareketleri

Havalimanı üzerinde süzülerek göç eden yırtıcıların günlük besin arama ve geçiş amaçlı geçtikleri görülmüştür. Bu kuşların ağırlığı yaklaşık 200-3000 gr arasında değişebilmektedir. Uçuş yükseklikleri değişken olmakla birlikte 1000 metreye kadar çıkabilmektedir.

Daha düşük irtifalarda, ortalama ağırlığı 200-250 gr olan karga habitatı mevcuttur. Kargaların ortalama uçuş yükseklikleri 100 metreyi geçmemektedir. Büyük sürüler oluşturabilirler.

4) Migration Movements of Birds

Intensive bird migration movements are observed in the spring (February-April) and autumn (August-November) periods. The main migratory species passing through the airport include the White Stork, Griffon Vulture, Black Stork, Falcon, Eurasian hobby and Sparrowhawk. In addition, local species such as the Silver Gull, Kestrel, Raven and Starling use the airport for feeding, resting and accommodation.

Migratory movements of White Stork, Falcon, Red Falcon, Sparrowhawk and Vulture are observed in the field at the airport. Their average weight varies between approximately 200-10000 gr. Although the migration altitude of these species can reach up to 1000 M, they generally fly at 100-300 M.

During migration periods at the airport, starlings fly in very large colonies. The average weight of starlings is about 90 gr. Starlings generally fly at an altitude of 20-30 M.

Migratory birds, especially predatory birds such as hawks, move in small groups or singly. Flocks of migratory birds that glide through the air are not encountered. However, small groups and individual individuals of gliding bird species are observed.

5) Daily Movements of Birds

It has been observed that predatory birds that migrate over the airport daily for food search and passage purposes. The weight of these birds can vary between approximately 200-3000 gr. Their flight altitude varies but can go up to 1000 M.

At lower altitudes, there is a crow habitat with an average weight of 200-250 gr. The average flight altitude of crows does not exceed 100 M.

LTAW AD 2.24 CHARTS RELATED TO TOKAT AERODROME

Aerodrome Chart	AD 2 LTAW ADC
Aircraft Parking / Docking Chart	AD 2 LTAW PRKG
Standard Instrument Departure Chart RNAV GNSS (SID) RWY 06/24	AD 2 LTAW SID-1
Standard Instrument Departure Chart (SID) RWY 06/24	AD 2 LTAW SID-2
Standard Instrument Arrival Chart (STAR)	AD 2 LTAW STAR-1
Instrument Approach Chart RNP RWY 06	AD 2 LTAW IAC-1
Instrument Approach Procedure Descriptions and Waypoint List RNP RWY 06	AD 2 LTAW IAC-1A
Instrument Approach Chart RNP RWY 24	AD 2 LTAW IAC-2
Instrument Approach Procedure Descriptions and Waypoint List RNP RWY 24	AD 2 LTAW IAC-2A
Instrument Approach Chart VOR Z RWY 06	AD 2 LTAW IAC-3
Instrument Approach Chart VOR Y RWY 06	AD 2 LTAW IAC-4
Instrument Approach Chart ILS Z CAT I or LOC Z RWY 06	AD 2 LTAW IAC-5
Instrument Approach Chart ILS Y CAT I or LOC Y RWY 06	AD 2 LTAW IAC-6