LTAY AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LTAY - DENİZLİ / ÇARDAK

LTAY AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	374716N-0294218E, on RWY edge, 1906 M to RWY 05 THR
2	Direction and distance from (city)	63 KM - E of Denizli, 8 KM S of Çardak
3	Elevation/Reference temperature Mean low temperature	2797 FT / 34° C -2° C
4	Geoid Undulation at AD ELEV PSN	114 FT
5	MAG VAR/Annual change	5.6°E (2026) / 0.04° increasing
6	AD Operator, address, telephone, telefax, AFS, email, website	Denizli / Çardak Havalimanı Müdürlüğü DENİZLİ / TÜRKİYE Switchboard : +90 258 8461139 (10 Lines) Airport Manager : +90 258 8461212 Manager Fax : +90 258 8461149 Authority Fax : +90 258 8461136 AIM Fax : +90 258 8461150 e-mail : infocardak@dhmi.gov.tr website : https://www.dhmi.gov.tr/Sayfalar/Havalimani/Cardak/Anasayfa.aspx AFS : LTAYYDYX
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	NIL

LTAY AD 2.3 OPERATIONAL HOURS

1	AD Operator	H24
2	Customs and immigration	H24
3	Health and sanitation	Provided in operational hours.
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 (prior request)
10	Security	H24
11	De-icing	H24 (prior request)
12	Remarks	NIL

LTAY AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Not available.
2	Fuel and oil types	Jet A1
3	Fueling facilities and capacity	By tankers 223000 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

LTAY AD 2.5 PASSENGER FACILITIES

1	Hotels	In the city
2	Restaurants	Cafe available at AD
3	Transportation	Bus, taxi and car rental
4	Medical facilities	First Aid and Ambulance at AD; Hospital in the city
5	Bank and Post Office	ATM at AD. Post Office and Bank in the city
6	Tourist Office	Not Available
7	Remarks	NIL

LTAY 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, istanbul 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

LTAY AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Types of clearing equipment	3 snow removals, 2 RWY sweepers, 1 de-icing
2	Clearance priorities	RWY, TWY B, ARFF entrance/exit road and Apron A, TWYs D,E,F,G
3	Remarks	Braking action assessment by Mu-meter.

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

1	Apron surface and strength	**APRON A:** Surface: Concrete Strength: PCN 106 R/B/W/T LCN 102
2	Taxiway width, surface and strength	**TWY D** : Width: 12 M, Asphalt, PCN 62 F/B/W/T LCN 78 **TWY E** : Width: 12 M, Asphalt, PCN 72 F/B/W/T LCN 81 **TWY C,F** : Width: 23 M, Concrete, PCN 88 R/B/W/T LCN 93 ***TWY G** : Width: 23 M; Asphalt PCN 81 F/B/W/T LCN 86 Concrete PCN 98 R/B/W/T LCN 97 **TWY B** : Width: 24 M, Concrete, PCN 97 R/B/W/T LCN 96
3	Altimeter Check Point location and elevation	At Apron: Elevation: 853 M
4	VOR checkpoints	-
5	INS checkpoints	See AD Parking Charts
6	Remarks	D ve E taksiyollarının genişliği 12 M olduğundan küçük gövdeli uçaklar ve askeri uçaklar için kullanılmaktadır. / *As TWYs D and E have the width of 12 M they can be used by light body aircraft and military aircraft.* *The first 150 M from both beginnings of TWY G is concrete, the rest is asphalt.

LTAY 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	TWY and Apron guide lines, visual docking aids available; parking guidance aids not available.Marshalling service and push-back service are provided for all stands.
2	RWY and TWY markings and LGT	**RWY:** Edge, THR, End, Centerline, TDZ, Designation, Aiming Point markings available; For LGT see item 2.14 **TWY B, C, D, E, F:** Edge, Centerline, Holding Position, as appropriate marked. For LGT see item 2.15 **TWY G:** Edge, Centerline, THR markings available (white color)
3	Stop bars Runway guard lights	Stop bars: Not Available; Runway Guard Lights: Not available
4	Other runway protection measures	-
5	Remarks	NIL

LTAY AD 2.10 AERODROME OBSTACLES

An electronic file of AD obstacles is available from the link LTAY AD 2.10 under obstacle folder via AIP Türkiye link on *https://www.dhmi.gov.tr*

LTAY AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	DENİZLİ / Çardak
2	Hours of service MET Office outside hours	H24 -
3	Office responsible for TAF preparation Periods of validity	ÇARDAK 24 HR
4	Type of landing forecast / Interval of issuance	TREND 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	Çardak Control TWR
10	Additional information (limitation of service,etc.)	Aerodrome warnings

LTAY AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY (M)	Strength (PCN) 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
05	058.92°	3000x45	**RWY:** From THR, first 150 M is Concrete PCN 94 R/B/W/T LCN 94, The next 2700 M is Asphalt PCN 71 F/B/W/T LCN 80 **SWY:** Asphalt PCN 33 F/B/X/T LCN 49	374642.93N-0294112.18E - GUND: 114 FT	THR 2797 FT / 852.5 M
23	238.94°	3000x45	**RWY:** From THR, first 150 M is Concrete PCN 94 R/B/W/T LCN 94, The next 2700 M is Asphalt PCN 71 F/B/W/T LCN 80 **SWY:** Asphalt PCN 33 F/B/X/T LCN 49	374733.14N-0294257.16E - GUND: 114 FT	THR 2774 FT / 845.6 M TDZ 2782 FT / 848.0 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
0.23%	90X45	-	3300x300	150X90	See ADC and page AD 2.23	-	CBR can vary within RESA due to meteorological conditions
0.23%	90X45	-	3300x300	150X90		-	

LTAY AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
05	3000	3000	3090	3000	-
23	3000	3000	3090	3000	-

LTAY 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
05	Precision APP, Calvert System, 900 M, CAT I, LIH	Green	PAPI 3 DEG MEHT 49 FT	-	-	3000 M, 60 M Color Coded White/Yellow, LIH	Red	90 M Red	NIL
23	Precision APP, Calvert System, 900 M (of which 600 M is flashing), CAT I, LIH	Green	PAPI 3 DEG MEHT 50 FT	-	-	3000 M, 60 M Color Coded White/Yellow, LIH	Red	90 M Red	

LTAY 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 H24
2	LDI location and LGT Anemometer location and LGT	**LDI:** Not Available **Anemometer:** One of them 497 M from RWY 05 THR, the other one 405 M from RWY 23 THR
3	TWY edge and centre line lighting	Edge for all TWYs
4	Secondary power supply/switch-over time	Available / (0) second.
5	Remarks	Wind T for military flights

LTAY AD 2.16 HELICOPTER LANDING AREA - NIL

LTAY AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	CTR: Centered on 374710N-0294210E Radius 5 NM
2	Vertical limits	8000 FT AMSL/SFC
3	Airspace classification	-
4	ATS unit call sign Language(s)	Çardak TOWER TU-EN
5	Transition altitude	12000 FT
6	Remarks	APP Service is provided by: a) Çardak APP b) Çardak TWR when required or transferred by Çardak APP.

LTAY AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel	Hours of operation	Remarks
1	2	3	4	5
TWR/APP	Çardak TWR/APP	118.6 MHz 122.1 MHz 122.25 MHz 257.8 MHz *121.5 MHz *243.0 MHz	H24	*Emergency
	Çardak Ground	121.9 MHz	H24	
SAR	Çardak Rescue Sub-center	123.1 MHz 282.8 MHz 3023 KHz 5680 KHz	H24	
ATIS	Çardak Information	125.15 MHz	H24	

LTAY 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	CRD	433 KHz	H24	374723.9N 0294214.5E	-	Coverage 50 NM
VOR/DME	CRD	112.0 MHz CH57X	H24	374723.9N 0294214.5E	856 M	Coverage 200 NM
LLZ 23 ILS CAT I	ICRD	110.7 MHz	H24	374635.3N 0294056.6E	-	-
GP		330.2 MHz	H24	374723.9N 0294249.7E	-	3 DEG, RDH 55 FT

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 trans-mitting antenna	Remarks
1	2	3	4	5	6	7
DME	ICRD	CH 44X	H24	374723.9N 0294249.7E	851 M	-
MM		75 MHz	H24	374748.3N 0294328.4E	-	-
TACAN	CRD	CH60X	0600/1500	374642.6N 0294130.9E	868 M	-
CRD NDB 433 KHz is unusable within the following areas: BTN 330-025 DEG beyond 15 NM below 24000 FT BTN 150-190 DEG beyond 20 NM below 21000 FT						
CRD VOR/DME 112.0 MHz/CH57X is unusable within the following areas: BTN R330-R025 beyond 15 NM below 24000 FT BTN R150-R190 beyond 20 NM below 21000 FT						
Due to mountains RWY 23 ICRD LLZ unusable outside beyond 10 DEG of the nominal inbound track. Caution advised outside this area.						

LTAY AD 2.20 YEREL HAVALİMANI DÜZENLEMELERİ

MEYDAN KULLANMA TEDBİRLERİ

A) Kullanılış şekli:

a) Askeri - Sivil

b) Bütün dahili sivil trafikler için normal ve yedek meydan.

B) De-icing uygulaması 1 numaralı park pozisyonu arkasındaki alanda yapılmaktadır.

C) Merkez hattından her iki yönlü olmak üzere 42 M mesafede 330 M aralıklarla pist boyunca konuşlandırılan 2 M yüksekliğinde askeri mesafe levhaları mevcuttur. (Kırılabilir özellikte)

D) Motor test işlemleri, Kontrol Kulesinin talimatı ile 05/23 pistinin kullanım yönünün aksi yönünde olmak üzere ve test yapacak uçak rüzgârı önden alacak şekilde, NOTAM yayınlanarak 05/23 pistinin pist başlarında yapacaktır. Motor testi yapılan mahalde tüm güvenlik tedbirleri motor testi yapan şirketçe alınacaktır.

E) Havalimanı ile protokolü olan uçuş okullarının eğitim uçuşları hariç IFR/VFR uçuş planlayan sivil, tarifesiz tüm hava araçları için uçuş planı çekilmeden en az üç (3) saat önce Havalimanı otoritesinden meydan uygunluk oluru alınmalıdır.

LTAY AD 2.21 GÜRÜLTÜ ÖNLEME USULLERİ

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.

LTAY AD 2.20 LOCAL AERODROME REGULATIONS

LIMITATIONS ON USE OF AERODROME

A) Available to:

a) Military - Civil

b) Regular or alternate use for all domestic civil traffic.

B) De-icing is applied on the area behind parking stand number 1.

C) Tables showing distance (frangible objects) belonging to military are located at 42 M on each side of RWY centerline at intervals 330 M through the RWY.
Height of Tables: 2 M GND

D) Engine tests will be done with instructions of Control Tower at the opposite direction of RWY 05/23 of use and in such a way that aircraft tested should be exposed to head wind, otherwise; engine tests will be done on THR of RWY 05/23 with publication of NOTAM. All safety measures shall be taken in the testing area by the operator itself performing engine test.

E) All civil, non-scheduled aircraft, excluding training flights of flight schools that are parties to the airport protocol, are required to obtain airfield clearance from the airport authority at least three (3) hours prior to the submission of the flight plan.

LTAY AD 2.21 NOISE ABATEMENT PROCEDURES

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.

LTAY AD 2.22 UÇUŞ USULLERİ

A- IFR trafikler SSY cihazlarının tahditli olduğu bölgelerde uçmayacaklardır. Kalkış yapan IFR trafiklerin MTMA yı kat etmeden minimum yol seviyelerine tırmanmış olmaları gerekmektedir.

B- VFR trafikler alçalma-tırmanma hattını ve CTR'I müsaade almadan kat etmeyeceklerdir.

C- Çardak (LTAY) HAVALİMANI İÇİN RNAV (GNSS) STAR ve SID USULLERİ

Trafikler RNAV (GNSS) SID ve STAR usullerini uygulayıp uygulamayacaklarını, Çardak ATC ünitesi ile (RESLI ve DESEM den gelen geliş trafikleri Ankara ACC ile) ilk radyo temasında yukarıda bahsedilen ilgili ATC ünitelerine bildireceklerdir.

T/UT30 (ATGIT-KARGI) T/UT58 (ATGIT - KFK VOR) hava koridorları sadece ATGIT 1L ve ATGIT 1N RNAV (GNSS) SID ler ile kalkış yapan trafiklerce kullanılabilir.

D- Çardak Havalimanı için Hava-Yer Muhabere Kaybı Usulleri:

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

RNAV Usulünü uygulayamayacak IFR Uçaklar

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

RNAV Usulünü uygulayabilecek IFR Uçaklar

a) AD 2 LTAY STAR-4 ve STAR-2 sayfasında yayınlanan STAR lar ile 05 pistine inişe gelen trafikler:

Uyguladığı veya uygulayacağı STAR a uygun olarak ELVIT, BALSU veya TAVAS noktasına devam eder. Eğer gerekli ise AIP ENR 1-3-4.5.3.1 f de açıklanan maddeye uygun olabilmesi için, alçalmaya başlayana kadar bu noktalar üzerinde bekler ve ilgili yaklaşma usulünü uygulayarak inişini gerçekleştirir.

b) AD 2 LTAY STAR-3 sayfasında yayınlanan STAR lar ile 23 pistine inişe gelen trafikler:

Uyguladığı veya uygulayacağı STAR a uygun olarak RESLI, VAGDA, REPGO veya ISPARTA noktasına devam eder. Eğer gerekli ise AIP ENR 1-3-4.5.3.1 f de açıklanan maddeye uygun olabilmesi için, alçalmaya başlayana kadar bu noktalar üzerinde bekler ve ilgili yaklaşma usulünü uygulayarak inişini gerçekleştirir.

LTAY AD 2.22 FLIGHT PROCEDURES

A- IFR traffic shall not fly over the areas where NAVAIDS are designated as restricted. Departing IFR traffic are to have climbed at the minimum altitude level of the relevant route before leaving the MTMA.

B- VFR traffic shall neither fly over the zone nor commence to descending or climbing without taking prior permission.

C- RNAV (GNSS) STAR and SID PROCEDURES for CARDAK AIRPORT (LTAY)

During the first radio contact with Çardak ATC (for arriving traffic coming over RESLI and DESEM with Ankara ACC) traffic declares to before mentioned relevant ATC units whether they are capable of executing RNAV (GNSS) SIDs and STARs.

The ATS Routes T/UT30 (ATGIT-KARGI) T/UT58 (ATGIT - KFK VOR) can only be used by departure traffic executing ATGIT 1L and ATGIT 1N RNAV (GNSS) SIDs

D- Radio Failure Procedures for Çardak Airport

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

IFR Flights unable to comply with RNAV Procedure:

Proceed to CRD VOR/NDB via AD 2 LTAY STAR-1 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 RNAV Procedure:

a) Arrival flights via the arrivals published on the AD 2 LTAY STAR-4 and STAR-2 page for RWY 05:

Proceed to ELVIT, BALSU or TAVAS according to STAR being executed or to be executed. When required to ensure compliance with AIP ENR 1-3-4.5.3.1 f, hold over these fixes until commencement of descent and execute corresponding Approach Procedure and land.

b) Arrival flights via the arrivals published on the AD 2 LTAY STAR-3 page for RWY 23:

Proceed to RESLI, VAGDA, REPGO or ISPARTA according to STAR being executed or to be executed. When required to ensure compliance with AIP ENR 1-3-4.5.3.1 f, hold over these fixes until commencement of descent and execute corresponding Approach Procedure and land.

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

LTAY AD 2.23 EK BİLGİLER

A- Pist içinde asfalt kaplamalı alanlarda dönüş ve rule usulü uygulanmayacaktır. Dönüşler F, G ve C taksi yollarından yapılacaktır.

B- Havaalanının 3350 M Kuzey-doğu bölümünde yer alan bölgede bulunan “Acıgöl” gölünde angıt (1-1.5 Kg), flamingo (2.5-3 Kg), pelikan (2.75-5.5 Kg), boz kaz (2.9-3.7 Kg), sakarca kazı (4-5 Kg), suna ördeği (0.7-1.3 Kg), yeşilbaş ördek (0.9-1.6 Kg), çamurcun (0.24-0.36 Kg), Macar ördeği (0.5-1.2 Kg), kılkuyruk (0.55-1.2 Kg), leylek (3-4 Kg), kara leylek (2.5-3 Kg) gibi kuş türleri yaşamaktadır.

Bu bölgeden kış döneminde (Aralık-Ocak-Şubat) Havaalanı MTMA sını genellikle 300 ile 1000 M yükseklikten kat eden ve Güneydoğu istikametinden gelerek Kuzeybatı istikametine devam eden hafif yoğunluklu kuş göçleri yaşanmaktadır.

Yaz döneminde ise (Nisan-Mayıs-Haziran) Havaalanı MTMA sını genellikle 300 ile 1000 M yükseklikten kat eden Kuzeybatı istikametinden gelerek Güneydoğu istikametine devam eden hafif yoğunluklu kuş göçleri yaşanmaktadır.

C- 05/23 Pisti merkez hattının 42 M Kuzeyi ve Güneyinde 05 Pist başından 440 M, 23 Pist başından 440 M mesafede hook bariyer barakaları mevcuttur.

Baraka Yüksekliği: 2.3 M GND.

05/23 Pisti merkez hattının 29 M Kuzeyi ve Güneyinde, 05 Pist başına 50 M mesafede ağ bariyer kaideleri mevcuttur.

Kaide Yüksekliği: 1.5 M GND.

D- Hudut Kapısı

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

LTAY AD 2.23 ADDITIONAL INFORMATION

A- In the asphalt covered areas and in the runway, the return and rule method will not be allowed. Turns will be made from TWYs F, G and C.

B- There lies a lake 3350 M away the aerodrome named “Acıgöl”. This lake is a habitation for numerous kinds of birds having different weights and sizes. Highly populated ones are as follows: Tadorna Ferruginea (1-1.5 Kg), Flamingos (2.5 -3 Kg), Pelicans (2.75-5.5 Kg), Various kinds of Geese (2.9-5 Kg), Various kinds of ducks (0.24-1.6 Kg), storks (3-4 Kg).

Those birds generally overfly through the aerodrome MTMA from Southeast to Northwest between 300-1000 M height in Winter season (December-January-February). During migration, flocks are lightly populated.

In Summer time (April-May-June), those birds overfly through the aerodrome MTMA from Northwest to Southeast between 300-1000 M height. During migration, flocks are lightly populated.

C- With reference to RWY 05/23, hook barrier barracks are located at 42 M Northbound/Southbound of the subject RWY centerline at a distance of 440 M from RWY 05 THR and 440 M from RWY 23 THR.

Height of Barracks: 2.3 M GND

With reference to RWY 05/23, net barrier posts are located at 29 M Northbound/Southbound of the subject RWY centerline at a distance of 50 M to RWY 05 THR.

Height of Posts: 1.5 M GND

D- Temporary Border gate

LTAY AD 2.24 CHARTS RELATED TO DENİZLİ / ÇARDAK AERODROME

Aerodrome Chart	AD 2 LTAY ADC
Aircraft Parking/Docking Chart	AD 2 LTAY PRKG
Standard Instrument Departure Chart (SID) RWY 05	AD 2 LTAY SID-1
Standard Instrument Departure Chart (SID) RWY 23	AD 2 LTAY SID-2
Standard Instrument Departure Chart (SID) RNAV (GNSS) RWY 05	AD 2 LTAY SID-3
Standard Instrument Departure Route (SID) RNAV (GNSS) RWY 05	AD 2 LTAY SID-3A
Standard Instrument Departure Chart (SID) RNAV (GNSS) RWY 23	AD 2 LTAY SID-4
Standard Instrument Departure Route (SID) RNAV (GNSS) RWY 23	AD 2 LTAY SID-4A
Standard Instrument Arrival Chart (STAR)	AD 2 LTAY STAR-1
Standard Instrument Arrival Chart (STAR) RNAV (GNSS) RWY 05	AD 2 LTAY STAR-2
Standard Instrument Arrival Route (STAR) RNAV (GNSS) RWY 05	AD 2 LTAY STAR-2A
Standard Instrument Arrival Chart (STAR) RNAV (GNSS) RWY 23	AD 2 LTAY STAR-3
Standard Instrument Arrival Route (STAR) RNAV (GNSS) RWY 23	AD 2 LTAY STAR-3A
Standard Instrument Arrival Chart (STAR) RNAV (GNSS) RWY 05	AD 2 LTAY STAR-4
Standard Instrument Arrival Routes (STAR) RNAV (GNSS) RWY 05	AD 2 LTAY STAR-4A
Instrument Approach Chart VOR A / NDB A	AD 2 LTAY IAC-1
Instrument Approach Chart VOR Z RWY 23	AD 2 LTAY IAC-2
Instrument Approach Chart NDB Z RWY 23	AD 2 LTAY IAC-3
Instrument Approach Chart ILS Z CAT I OR LOC Z RWY 23	AD 2 LTAY IAC-4
Instrument Approach Chart ILS Y CAT I OR LOC Y RWY 23	AD 2 LTAY IAC-5
Instrument Approach Chart VOR Y / NDB Y RWY 05	AD 2 LTAY IAC-6
Instrument Approach Chart RNP RWY 05	AD 2 LTAY IAC-7
Instrument Approach Procedure Descriptions RNP RWY 05	AD 2 LTAY IAC-7A
Instrument Approach Chart RNP RWY 23	AD 2 LTAY IAC-8
Instrument Approach Procedure Descriptions RNP RWY 23	AD 2 LTAY IAC-8A
Bird Concentration and Movement Chart	AD 2 LTAY BRD