LTAZ AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LTAZ - KAPADOKYA

LTAZ AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	384631N-0343136E, on the edge of RWY, 640 M from RWY11 THR.
2	Direction and distance from (city)	30 KM NW of Nevşehir
3	Elevation/Reference temperature/ Mean low temperature	3090 FT / 37.8°C / -13.4°C
4	Geoid Undulation at AD ELEV PSN	114 FT
5	MAG VAR/Annual change	6.2°E (2025) / 0.03° increasing
6	AD Operator, address, telephone, telefax, telex, AFS, Website	General Directorate of State Airports Authority (DHMİ) Kapadokya Havalimanı Bş.Md.'lüğü 50900 Nevşehir / TÜRKİYE Telephone (Airport Authority) : +90 384 4214450 Telephone (Airport Manager) : +90 384 4214452 Telephone (AIS) : +90 384 4214455 (1095) Fax (Airport Manager) : +90 384 4214477 Switch Board : +90 384 4214455-69 Telefax (Airport Authority) : +90 384 4214451 AIS Fax : +90 384 4214473 AFS : LTAZYDYX E-mail : infokapadokya@dhmi.gov.tr Website : https://kapadokya.dhmi.gov.tr
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	NIL

LTAZ AD 2.3 OPERATIONAL HOURS

1	AD Operator	H24
2	Customs and immigration	H24
3	Health and sanitation	During Operation 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
10	Security	H24
11	De-icing	H24
12	Remarks	NIL

LTAZ AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Available
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

LTAZ AD 2.5 PASSENGER FACILITIES

1	Hotels	In Nevşehir
2	Restaurants	At AD, in Nevşehir
3	Transportation	Bus, taxi and car rental
4	Medical facilities	Medical room for first aid treatment, ambulance, hospital in Nevşehir
5	Bank and Post Office	In Nevşehir
6	Tourist Office	In Nevşehir
7	Remarks	NIL

LTAZ 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.

LTAZ 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 Runway Friction Tester Equipment/Vehicle.

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

1	Apron surface and strength	Surface: Concrete Strength: PCR 910 R/B/W/T (Park Positions 1-5) PCR 1000 R/B/W/T (Other Park Positions)
2	Taxiway width, surface and strength	**TWY A:** Width: 24 M, Surface: Concrete, Strength: PCR 950 R/B/W/T **TWY B:** Width: 24 M, Surface: Concrete, Strength: PCR 1040 R/B/W/T **TWY C:** Width: 45 M, Surface: Concrete, Strength: PCR 1000 R/B/W/T
3	Altimeter Check Point location and elevation	At Apron 940 M
4	VOR checkpoints	-
5	INS checkpoints	See AD Parking Chart
6	Remarks	NIL

LTAZ 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 lighted and available at all intersections with TWY and RWY. Guide lines and stand numbers at Apron. Push-back service is provided for all stands.
2	RWY and TWY markings and LGT	**RWY:** Designations, Edge, THR, Centerline, TDZ, Aiming Point, Turnpad markings available. For LGT see item 2.14 **TWY:** Edge (except TWY C) ,centerline (except TWY C), Holding Position (except TWY B and TWY C) markings available. For LGT see item 2.15
3	Stop bars Runway guard lights	Stop bars: Available at TWY A Runway guard lights: Not available
4	Remarks	NIL

LTAZ AD 2.10 AERODROME OBSTACLES

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

LTAZ AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	KAPADOKYA
2	Hours of service MET Office outside hours	H24
3	Office responsible for TAF preparation Periods of validity	Kayseri 24 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	Tuzkoy Control TWR
10	Additional information (limitation of service, etc.)	Aerodrome Warnings

LTAZ 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
11	117.20°	3000x45	Concrete PCR 890 R/B/W/T	384640.96N- 0343109.13E - GUND: 114 FT	THR 933.4 M / 3062 FT TDZ 939.7 M / 3083 FT
29	297.22°	3000x45	Concrete PCR 890 R/B/W/T	384556.46N- 0343259.61E - GUND: 114 FT	THR 940 M / 3084 FT TDZ 941.6 M / 3089 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
0.2%	60x45	-	3240x150	140x90	-	-	CBR can vary within **RESA** due to meteorological conditions
0.2%	60x45	-	3240x150	90x90	-	-	

LTAZ AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
11	3000	3000	3060	3000	-
11	2280	2280	2340	-	Take off from intersection with TWY A
29	3000	3000	3060	3000	-

LTAZ 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
11	Precision APP Barette system CAT II 900 M (of which 600 M is flashing) LIH	Green	PAPI 3 DEG LEFT MEHT 69 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	NIL
29	Precision APP Barette system CAT I 900 M (of which 600 M is flashing) LIH	Green	PAPI 3 DEG LEFT MEHT 62 FT	-	3000 M, 15 M, Color coded White/Red LIH	3000 M, 60 M, Color coded White/Yellow LIH	Red	60 M Red	

LTAZ 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 As AD
2	Anemometer location and LGT	**Anemometer:** 310 M from RWY 29 THR, through RWY and North of Centerline
3	TWY edge and centerline lighting	**TWY A:** Edge, Centerline (BTN RWY C/L and stopbar); **TWY B:** Edge, Centerline
4	Secondary power supply/switch-over time	Available. (0) second
5	Remarks	APRON: LGTD. RTIL Available for RWY; WDI: LGTD

LTAZ AD 2.16 HELICOPTER LANDING AREA - NIL

LTAZ AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	CTR centered on 384604N-0343258E Radius 5 NM
2	Vertical limits	4500 FT AMSL/SFC
3	Airspace classification	-
4	ATS unit call sign Language(s)	Tuzköy TWR TU-EN
5	Transition altitude	10000 FT
6	Remarks	APP Service is provided by a) Tuzköy APP b) Tuzköy TWR when required or transferred by Tuzköy APP

LTAZ AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel	Hours of operation	Remarks
1	2	3	4	5
TWR/APP	Tuzköy TWR/APP	119.25 MHz 120.35 MHz 234.925 MHz *121.5 MHz *243.0 MHz	As AD	*Emergency
	Ground	121.7 MHz	As AD	-
SAR	Tuzköy Rescue Sub-center	123.1 MHz 282.8 MHz 3023 KHz 5680 KHz	HO	-
ATIS	Tuzköy Information	119.375 MHz	As AD	-

LTAZ 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	TZK	371 KHz	H24	384600.3N 0343231.5E	-	Coverage 75 NM Used for homing purpose.
VOR/DME	TZK	115.3 MHz CH100X	H24	384600.3N 0343231.5E	950 M	Coverage 75 NM
LLZ RWY 11 ILS CAT I	ITZK	110.7 MHz	H24	384552.6N 0343309.4E	-	-

LTAZ 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
GP		330.2 MHz	H24	384640.3N 0343121.9E	-	GP angle 3 Deg. RDH 55 FT
DME	ITZK	CH44X	H24	384640.3N 0343121.9E	938 M	-

LTAZ AD 2.20 YEREL HAVALİMANI DÜZENLEMELERİ

1) Meydanı kullanmayı planlayan tüm IFR/VFR sivil, tarifesiz ve askeri trafikler Kapadokya Havalimanı otoritesi ile irtibata geçmelidir. Meydana iniş yapacak tarifesiz trafiklerin Meydan Müdürlüğünden en az 3 saat öncesinden izin alması gerekmektedir.

2) Motor Test Usulleri

Motor test çalışması LTAZ ADC de belirtilmiş motor test alanında yapılacaktır. İşleticiler motor test çalışması yapmadan önce Kapadokya Havalimanı otoritesinden izin alacaklardır. Motor testi yapılacak yerde tüm emniyet tedbirini almak ve motor test çalışması yapmadan önce ilgili alanda FOD kontrolü yapmak ilgili şirketin sorumluluğundadır. Kapadokya Havalimanı otoritesinden alınan izinden sonra Tuzköy Kule ile 119.250 MHz frekansı ile temas kurulacaktır. Motor test alanında uçak burnu pist merkez hattına paralel olacak şekilde konumlandırılmış olacaktır.

LTAZ AD 2.20 LOCAL AERODROME REGULATIONS

1) All IFR/VFR civil, charter and military traffic planned to use this aerodrome must contact with Kapadokya Aerodrome Authority. All charter flights planned to land to this aerodrome must take prior permission at least 3 hours in advance from Aerodrome office on duty.

2) Engine Test Procedures

Engine test activities will be done on engine test area indicated on LTAZ ADC. Before engine test activity operators should obtain permission from Kapadokya Aerodrome authority. Taking all safety measures and controlling FOD before engine test activity on related area is under the responsibility of the respective companies. After the permission obtained from aerodrome authority it shall be conducted with Tuzköy TWR via 119.250 MHz frequency. On engine test area, the aircraft nose will be positioned to parallel with reference to RWY centerline.

LTAZ 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.

LTAZ 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.

LTAZ AD 2.22 UÇUŞ USULLERİ

Tuzköy TMA içerisinde VFR rotalar

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 düzenleyen VFR/IFR trafikler, doğal ve suni manialar ve meteorolojik hadiseler gibi) uçuşu düzenleyen Pilota aittir. Herhangi bir sebeple ilan edilen VFR rotadan ayrılmak durumunda kalan hava aracının pilotu (meteorolojik şartlar vb.) 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 dönecektir.

Tuzköy TMA ya belirtilen VFR rotalardan giren VFR trafikler mümkün olan en kısa sürede Tuzköy Meydan Kontrol Ünitesi ile temas sağlamaya çalışacaktır ve radyo teması kurularak müsaade alınmadıkça CTR kat edilmeyecektir.

Tuzköy TMA içerisinde bir meydana iniş yapacak radyosuz VFR trafikler, ilgili CTR a alet alçalma, pas geçme ve Standart kalkış rotalarını etkilemeyecek şekilde aşağıda belirtilen rotalar takip ederek gireceklerdir.

a) Harmandalı VFR rota:

1) Harmandalı (385500N-0335700E)

2) Sarıkaraman (384634N-0341158E)

3) Çiftlikköy (384058N-0342942E)

b) Akçaağıl VFR rota:

1) Akçaağıl (390300N-0341400E)

2) Yenice (385200N-0343500E)

c) Acıgöl VFR rota:

1) Acgöl (383000N-0343000E)

2) Çiftlikköy (384058N-0342942E)

VFR routes within Tuzkoy TMA:

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 condition etc…- shall notify the situation to the relevant Air Traffic Control unit without delay and shall promptly turn 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.

All VFR Traffic entering Tuzkoy TMA through the specified VFR Routes shall get in contact with the Tuzkoy Control Tower at the shortest time available, and if not the required permission granted via the subject radio contact accordingly, CTR shall not be crossed.

All VFR Traffic planning to land an aerodrome within Tuzkoy TMA without radio connection shall enter the related CTR through following the routes below in order not to interfere with the Instrument approach, Missed approach and SID procedures:

a) Harmandalı VFR route:

1) Harmandalı (385500N-0335700E)

2) Sarıkaraman (384634N-0341158E)

3) Çiftlikköy (384058N-0342942E)

b) Akçaağıl VFR route:

1) Akçaağıl (390300N-0341400E)

2) Yenice (385200N-0343500E)

c) Acıgöl VFR route:

1) Acgöl (383000N-0343000E)

2) Çiftlikköy (384058N-0342942E)

LTAZ AD 2.23 EK BİLGİLER

RWY 11 Pist Başı sağ tarafında 150 metreden itibaren piste paralel, merkez hattından 80-106 M mesafede yer yer 1-2 M arası değişen yüksekliklerde 522 M uzunluğunda kayalık yükseltiler, sol tarafında ise 425 metreden itibaren piste paralel merkez hattından 113 M mesafede yer yer 1-1.5 M arası değişen yüksekliklerde 300 M uzunluğunda kayalık yükseltiler bulunmaktadır.

RWY 11 Pist başı sol tarafında 330 metreden itibaren piste paralel, merkez hattından 75 M mesafede yer yer 1-5 M arası değişen derinliklerde 70 M uzunluğunda çukurluklar (ani eğim değişiklikleri) bulunmaktadır. RWY 11 Pist başı sol tarafında 2415 metreden itibaren piste paralel, merkez hattından 75 M mesafede yer yer 1-7 M arası değişen derinliklerde 705 M uzunluğunda çukurluklar (ani eğim değişiklikleri) bulunmaktadır. RWY 11 Pist başı sağ tarafında 2440 metreden itibaren piste paralel, merkez hattından 75 M mesafede yer yer 1-10 M arası değişen derinliklerde 450 M uzunluğunda çukurluklar (ani eğim değişiklikleri) bulunmaktadır.

Kapadokya Havalimanı İçin Tehlike Teşkil Edebilecek Olan Kuşların Bulundukları Yerler ve Geçiş Yolları:

Kapadokya Havalimanı tali kuş göç yolu üzerindedir. Ancak yapılan gözlem ve araştırmalar sonucunda Havalimanının bulunduğu yerin Kızılırmak Nehrine yakınlığı itibariyle az da olsa uçuş güvenliğini riske edebilecek kuş türleri tespit edilmiştir. İlkbahar ve Sonbahar göç döneminde özellikle ördek ve kaz türleri yakın bölgelerden göç etmektedir. Ayrıca az sayıda leylek ve balıkçıl da bölgeyi kullanmaktadır. Kapadokya Havalimanı için en yoğun hareket "günlük hareket" lerdir. Bu hareketler yerli kuşlar olan kargagiller, saksağan, güvecin, kumru, serçe ve sığırcıklar tarafından gerçekleştirilmektedir.

Dönem ve Zaman Bilgileri:

Yerli kuşlar (karga, saksağan, güvercin, kumru, serçe, sığırcık ve yerli yırtıcılar) ve bazı yerli ördek türleri tüm yıl boyunca bölgede görülebilmekte, leylek, balıkçıl ve göç eden ördek ve kaz türleri ile göçmen yırtıcılar İlkbahar ve Sonbahar dönemlerinde görülmektedir. Günlük hareket eden kuşlar (güvercin, sığırcık ve karga türleri) özellikle güneşin doğduğu zaman ile 10:00 arasında ve akşamüstü ile güneş batışı saatleri arasında daha aktif olarak hareket etmektedirler. Gözlemlerde rastlanan Cüce Baykuş ise güneşin batmasıyla birlikte aktif hale geçmektedir.

Ortalama Sayı ve Ağırlık Bilgileri:

Yırtıcılar olan şahin ve kerkenez türleri üreme mevsimi dışında yalnız bulunan bireylerdir. Havalimanı civarında her türden 5-10 adet arasında gözlemlenmiştir. Şahin ve kerkenez türleri 200-550 gr ortalama ağırlığa sahip yırtıcılardır. Karga ve saksağan türlerinin, yapılan gözlemler sonucunda Kapadokya Havalimanı ve çevresinde yaklaşık 50-100 bireylik gruplar oluşturdukları tespit edilmiştir. Bu türler 150-400 gr ağırlığa sahip kuşlardır. Güvercin ve kumru türleri 150-300 gr aralığında ve havalimanı çevresinde 50-200 bireylik gruplar oluşturmaktadırlar. Sığırcıklar ise daha büyük gruplar (50-500) oluşturmakta ancak Havalimanı üzerinde değil yakın çevrede daha çok bulunmaktadırlar. Bu kuşların ağırlıkları da 100-150 gr arasındadır.

LTAZ AD 2.23 ADDITIONAL INFORMATION

From the beginning of RWY 11; on the right side from the 150 M parallel of the RWY and 80-106 M distance from the RWY centerline there is a rocky obstruction which height is 1-2 meters and length is 522 M; on the left side from the 425 M parallel of the RWY and 113 M distance from the RWY centerline there is a rocky obstruction which height is 1-1.5 M and length is 300 M.

On the left side of RWY 11 THR and parallel to the RWY from 330 M, there are 70 M long pits (sudden changes in slope) with depths varying between 1-5 M in places, at a distance of 75 M from the centerline. On the left side of RWY 11 THR and parallel to the RWY from 2415 M, there are 705 M long pits (sudden changes in slope) with depths varying between 1-7 M in places, at a distance of 75 M from the centerline. On the right side of RWY 11 THR and parallel to the RWY from 2440 M, there are 450 M long pits (sudden changes in slope) with depths varying between 1-10 M in places, at a distance of 75 M from the centerline.

The places of birds and Access Roads which can pose a threat to Kapadokya Airport:

Kapadokya Airport is on the secondary bird migration routes. However, as a result of the observations and research bird populations located nearby Kızılırmak River create a small risk to the safety of flight. Especially during spring and autumn migration species of Duck & Goose are close to the area. Also small number of stork and heron are seen in the region. Intense movement for Kapadokya Airport is daily movements. These movements are carried out by native birds like crow, magpie, casseroles and starlings.

Period and Time Information:

Native birds (Crow, Magpie, pigeons, dove, sparrow, starlings and native predators) and some domestic duck species (coot, etc) can be seen in the area throughout the year. Stork, heron and migrating goose observed during Spring and Autumn. Daily moving birds (pigeons, starlings and crows species) act more actively especially in the morning between the sun rise and 10:00 and evening at sunset. Pygmy Owl activity can be seen after sun set.

Average Number and Weight Details:

The Hawk and Kestrel types of predators are alone except the breeding season. Observed between 5-10 of each kinds around the airport. Hawk and Kestrel types averaged 200-550 gr predators. As a result of observations made in and around Kapadokya Airport, Crow and Magpie species groups of approximately 50-100 individuals have been identified. These species have 150 to 400 gr weight. Pigeon types weight about 150-300 gram range, and group of 50-200 are observed. Starlings have larger groups of 50 - 500 but they do not located near the airport. Weights of these birds are between 100-150 gr.

Uçuş Yükseklikleri:

Yırtıcılardan kerkenez türleri yerden 33-65 FT yükseklikte havada asılı kalarak, Şahin türleri ise 65-328 FT yükseklikten uçmaktadırlar. Karga ve saksağan türleri bir noktadan havalanarak yakın bir diğer noktaya kısa uçuşlar yapmaktadırlar. Güvercin ve Sığırcık türleri ise 33-492 FT arasında uçmaktadırlar.

Özetle Kızılırmak Nehri ve yakın çevredeki tarım alanları kuşlar için cazibe alanı oluşturmaktadır.

Flight altitudes:

Kestrel types of predators from 33-65 FT height remain suspended in the air, Falcon types from 65-100 FT height. The “intelligent” species like Crow and Magpie take short flights between close distances. Species of pigeons and starlings fly at 33-492 FT height.

In short; nearby Kızılırmak River area and agricultural areas surrounding are the attractive area for birds.

LTAZ AD 2.24 CHARTS RELATED TO KAPADOKYA AERODROME

Aerodrome Chart	AD 2 LTAZ ADC
Aircraft Parking/Docking Chart	AD 2 LTAZ PRKG
Aerodrome Obstacle Chart	AD 2 LTAZ AOC
Precision APP Terrain Chart RWY 11	AD 2 LTAZ PATC-1
Precision APP Terrain Chart RWY 29	AD 2 LTAZ PATC-2
Standard Instrument Departure (SID) Chart RWY 11	AD 2 LTAZ SID-1
Standard Instrument Departure (SID) Chart RWY 29	AD 2 LTAZ SID-2
Standard Instrument Departure (SID) Chart RWY 11	AD 2 LTAZ SID-3
Standard Instrument Arrival (STAR) Chart RWY 11 and 29	AD 2 LTAZ STAR-1
Instrument Approach Chart ILS Z CAT I or LOC Z RWY 11	AD 2 LTAZ IAC-1
Instrument Approach Chart ILS Y CAT I or LOC Y RWY 11	AD 2 LTAZ IAC-2
Instrument Approach Chart VOR W, NDB W RWY 11	AD 2 LTAZ IAC-3
Instrument Approach Chart VOR U, NDB U RWY 11	AD 2 LTAZ IAC-4
Instrument Approach Chart VOR A, NDB A	AD 2 LTAZ IAC-5
VFR Flight Routes	AD 2 LTAZ VFR
Bird Concentrations and Movements Chart	AD 2 LTAZ BRD