LTCB AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LTCB - ORDU - GIRESUN

LTCB AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	405802N-0380455E; East of intersection with TWY A and RWY
2	Direction and distance from (city)	16 KM E of Ordu, 28 KM W OF Giresun
3	Elevation / Reference temperature / Mean Low Temperature	11 FT / 28° C / 4° C
4	Geoid Undulation at AD ELEV PSN	89 FT
5	MAG VAR/Annual change	6.6°E (2026) / 0.03° increasing
6	AD Operator, address, telephone, telefax, AFS, email, website	DHMI Ordu-Giresun Havalimanı Ordu / TÜRKİYE Switchboard : + 90 452 2262852 Airport Authority : + 90 452 2262855 Airport Authority Fax : + 90 452 2262835 Airport Manager : + 90 452 2262856 Airport Manager Fax : + 90 452 2262836 AFS : LTCBYDYX AIS : + 90 452 2262852 Ext: 1061 / 1062 AIS Fax : + 90 452 2262837 Email : infoordugiresun@dhmi.gov.tr Website : https://ordugiresun.dhmi.gov.tr
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	NIL

LTCB AD 2.3 OPERATIONAL HOURS

1	AD Operator	H24
2	Customs and immigration	H24
3	Health and sanitation	During Operations
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

LTCB AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Available
2	Fuel and oil types	JET A1, Unlimited
3	Fuelling facilities and capacity	By tankers, 140000 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

LTCB AD 2.5 PASSENGER FACILITIES

1	Hotels	In Ordu and Giresun
2	Restaurants	At AD and in the city
3	Transportation	Bus, taxi and car rental
4	Medical facilities	Ambulance at AD
5	Bank and Post Office	In Ordu and Giresun
6	Tourist Office	At AD and in Ordu, Giresun Offices
7	Remarks	NIL

LTCB 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.

LTCB AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Types of clearing equipment	2 snow removals, 1 deicer, 1 snow blower, 3 RWY sweepers.
2	Clearance priorities	RWY, TWY, ARFF Emergency Exit Roads, Apron.
3	Remarks	Braking action assessment by 1 ASFT and 1 NAC-Dynamic.

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

1	Apron surface and strength	Parking Areas 1-8B: Concrete, PCR 1120 R/B/W/T
2	Taxiway width, surface and strength	TWY A: 24 M Asphalt, PCR 950 F/B/W/T, TWY B: 24 M Asphalt, PCR 1100 F/B/W/T
3	Altimeter Check Point location and elevation	At Apron, 4 M
4	VOR checkpoints	-
5	INS checkpoints	See AIP PRKG/Docking Chart
6	Remarks	NIL

LTCB AD 2.9 SURFACE MOVEMENT GUIDANCE,CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Taxiing guidance signs lighted and available at intersections with TWY, RWY and at Holding Position; Guidelines and aircraft stand numbers available at Apron.
2	RWY and TWY markings and LGTD	**RWY 10/28:** Designation, EDGE, THR, Centerline, TDZ, Aiming point, Turn Pad markings available. For LGT see AD 2.14 **TWY A, B:** Centerline, EDGE, Holding Position markings available. For LGT see AD 2.15
3	Stop bars and Runway Guard Lights	Stop bars: Available at TWY A, B Runway Guard Lights: Available at TWY A, B
4	Other Runway Protection Measures	-
5	Remarks	NIL

LTCB AD 2.10 AERODROME OBSTACLES

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

LTCB AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Ordu-Giresun
2	Hours of service MET Office outside hours	H24
3	Office responsible for TAF preparation Periods of validity	ORDU-GİRESUN 9 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	Ordu-Giresun Control TWR
10	Additional information (limitation of service, etc.)	Aerodrome Warnings

LTCB 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
10	101.82°	3000x45	PCR 1030 F/B/W/T Asphalt	405810.57N- 0380407.75E - 89 FT	THR 11 FT / 3.4 M TDZ 11 FT / 3.4 M
28	281.84°	3000x45	PCR 1030 F/B/W/T Asphalt	405750.63N- 0380613.32E - 89 FT	THR 11 FT / 3.4 M TDZ 11 FT / 3.4 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
0.00%	-	-	3120x280	180x90	-	-	CBR can vary within **RESA** due to meteorological conditions
0.00%	-	-	3120x280	180x90	-	-	

LTCB AD 2.13 DECLARED DISTANCES

RWY	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
10	3000	3000	3000	3000	NIL
10	1950	1950	1950	-	Take off from intersection with TWY A
10	2200	2200	2200	-	Take off from intersection with TWY B
28	3000	3000	3000	3000	NIL

LTCB 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
10	Precision APP CAT I 900 M Barette System (of which 900 M flashing), LIH	Green	PAPI (Left) 3 DEG 60 FT	-	-	3000 M, 60 M color coded White/Yellow, LIH	Red	-	NIL
28	Precision APP CAT I 900 M Barette System (of which 900 M flashing), LIH	Green	PAPI (Left) 3 DEG 60 FT	-	-	3000 M, 60 M color coded White/Yellow, LIH	Red	-	

LTCB AD 2.15 OTHER LIGHTING ANDSECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	At TWR FLG white, green H24
2	LDI location and LGT Anemometer location and LGT	See AD Chart for location.
3	TWY edge and centerline lighting	EDGE
4	Secondary power supply/switch-over time	Available / switch over time UPS 0 second, generator 15 seconds
5	Remarks	WDI LGTD, RTIL AVBL for RWY 10/28

LTCB AD 2.16 HELICOPTER LANDING AREA - NIL

LTCB AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	CTR Centered on 405801N-0380510E with radius 5 NM
2	Vertical limits	3500 FT AMSL/SFC
3	Airspace classification	-
4	ATS unit call sign Language(s)	Ordu-Giresun TU-EN
5	Transition altitude	12000 FT
6	Remarks	APP Service is provided by a) Ordu-Giresun APP, b) Ordu-Giresun TWR when required or transferred by Ordu-Giresun APP

LTCB AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel	Hours of operation	Remarks
1	2	3	4	5
TWR	Ordu - Giresun TWR	120.0 MHz 297.25 MHz *121.5 MHz *243.0 MHz	HO	*Emergency
	Ground	121.575 MHz	HO	
APP	Ordu - Giresun APP	119.55 MHz	HO	
ATIS	Ordu - Giresun Information	125.150 MHz	HO	
SAR	Ordu - Giresun Rescue Sub-center	282.8 MHz 123.1 MHz 3023 KHz 5680 KHz	HO	

LTCB 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	ORI	350 KHz	H24	405752.4N-0380510.1E	-	ORI NDB is unusable BTN 110-260 degrees due to mountains
VOR/DME	ORI	114.4 MHz CH91X	H24	405752.4N-0380510.1E	12 M	ORI VOR/DME is unusable BTN R110-R260 due to mountains
LLZ 28 ILS CAT I	IOGR	108.35 MHz	H24	405812.1N-0380357.9E	-	RWY 28 IOGR ILS/DME, at CAT I performance, unusable both sides of CL (90 HZ-150 HZ, sector-I) beyond 18 NM from LLZ antennas and 10° left side of CL (90 HZ, sector-II)

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		333.95 MHz	H24	405756.2N-0380601.4E	-	3 DEG. RDH: 55 FT
DME	IOGR	CH20Y	H24	405756.2N-0380601.4E	8 M	-
LLZ 10	IOGN	110.35 MHz	H24	405749.1N-0380623.2E	-	IOGN LLZ, at unusable either side of CL (90 HZ-150 HZ, sector-I) beyond 18 NM from LLZ antennas and outside 10° right side of CL (150 HZ, sector-II)
DME	IOGN	CH40Y	H24	405749.1N-0380623.2E	8 M	-

LTCB AD 2.20 LOCAL AERODROME REGULATIONS

10/28 pistinde tüm geri dönüş manevraları pist sonundaki cepler kullanılarak yapılacaktır

Motor test alanı 10 pist başıdır. motor test esnasında güvenlik önlemleri motor testi yapan şirket tarafından alınacaktır.

All turn back manoeuvres shall be conducted by using turn pad on RWY 10/28.

The engine test area is at the beginning of RWY 10. During the engine test, safety measures will be taken by the company performing the engine test.

LTCB 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.

LTCB AD 2.22 FLIGHT PROCEDURES

Ordu-Giresun Havalimanı Radyo Kaybı Usulleri:

RWY 10a RNAV (GNSS) uygulayan IFR uçuşlar için Radyo kaybı usulleri

1) FAF ta (NAKKI da) veya FAF ı (NAKKI yı) geçince;

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

2) FAF tan (NAKKI dan) önce

a- 11500 FT ve üzerinde

Transponder kod 7600 bağlanır. En son tahsis edilen ve onaylanan uçuş seviyesi kullanılarak uçuş planı rotası takip edilir. 11500 FT e alçalışta veya 11500 FT muhafaza edilerek direkt ORI VOR veya NDB ye devam edilir. 11500 FT ORI VOR veya NDB üzerinde terk edilir. Aletli alçalma usulü uygulanarak iniş gerçekleştirilir.

Radio Failure Procedures for Ordu-Giresun Airport

Radio Failure Procedures for IFR flights executing RNAV (GNSS) to RWY10

1) At or after FAF (NAKKI);

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

2) Before FAF (NAKKI)

a- At or Above 11500 FT

Select transponder code 7600. Follow the flight plan route using last assigned and acknowledged flight level/altitude. Proceed direct to ORI VOR or NDB descending/maintaining 11500 FT. Leave 11500 FT at ORI VOR or NDB. Execute Instrument Approach Procedure (IAP) and land.

b- 11500 FT altındaki uçaklar

Yanlamasına RNAV GNSS usulü takip edilir. 11500 FT irtifaya tırmanılır veya 11500 FT muhafaza edilerek direkt ORI VOR veya NDB'ye devam edilir. 11500 FT ORI VOR veya NDB üzerinde terk edilir. Aletli alçalma usulü uygulanarak iniş gerçekleştirilir.

RWY 28e RNAV (GNSS) uygulayan IFR uçuşlar için Radyo kaybı usulleri

1) FAF ta (YOLDE de) veya FAF ı (YOLDE yi) geçince;

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

2) FAF tan (YOLDE den) önce

a- 11500 FT ve üzerinde

Transponder kod 7600 bağlanır. En son tahsis edilen ve onaylanan uçuş seviyesi kullanılarak uçuş planı rotası takip edilir. 11500 FT e alçalışta veya 11500 FT muhafaza edilerek direkt ORI VOR veya NDB ye devam edilir. 11500 FT ORI VOR veya NDB üzerinde terk edilir. Aletli alçalma usulü uygulanarak iniş gerçekleştirilir.

b- 11500 FT altındaki uçaklar

Yanlamasına RNAV GNSS usulü takip edilir. 11500 FT irtifaya tırmanılır veya 11500 FT muhafaza edilerek direkt ORI VOR veya NDB ye devam edilir. 11500 FT ORI VOR veya NDB üzerinde terk edilir. Aletli alçalma usulü uygulanarak iniş gerçekleştirilir.

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

b- Aircraft Below 11500 FT

Following the RNAV (GNSS) procedure laterally, climb or maintain 11500 FT. Then, proceed direct to ORI VOR or NDB. Leave 11500 FT at ORI VOR or NDB. Execute Instrument Approach Procedure (IAP) and land.

Radio Failure Procedures for IFR flights executing RNAV (GNSS) to RWY28

1) At or after FAF (YOLDE);

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

2) Before FAF (YOLDE)

a- At or Above 11500 FT

Select transponder code 7600. Follow the flight plan route using last assigned and acknowledged flight level/altitude. Proceed direct to ORI VOR or NDB descending/maintaining 11500 FT. Leave 11500 FT at ORI VOR or NDB. Execute Instrument Approach Procedure (IAP) and land.

b- Aircraft Below 11500 FT

Following the RNAV (GNSS) procedure laterally, climb or maintain 11500 FT. Then, proceed direct to ORI VOR or NDB. Leave 11500 FT at ORI VOR or NDB. Execute Instrument Approach Procedure (IAP) and land.

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

LTCB AD 2.23 ADDITIONAL INFORMATION

1- Kuşların Görüldüğü Alanlar:

10-28 pist başlarında yaklaşma ve tırmanma yüzeylerinde sıklıkla görülmektedir.

Kuşların Görüldüğü Zaman Bilgisi:

İlkbahar ve sonbahar dönemlerinde yoğun kuş haraketliliği olmaktadır. Mart, Nisan, Mayıs aylarında ilkbahar göçü; Ağustos, Eylül, Ekim aylarında sonbahar göçü yaşanmakla birlikte yılın her zamanı yerel kuş faaliyeti bulunmaktadır.

2- Daimi Hudut Kapısı

3- Ordu-Giresun Havalimanı Taksiyolları merkez hattı başlangıç ve bitiş noktaları aşağıdaki gibidir:

1- Areas Bearing Risk of Collision to Birds:

Bird movements are seen on RWY 10/28 thresholds, approach and take-off surfaces.

Periods of Migration:

Intensive bird activities are seen on spring and autumn seasons. Spring migrations in March, April and May; the fall migration in August, September and October, however, there is local bird activity at all the time of the year.

2- Permanent Border Gate

3- The start-end coordinates of the centerline of the TWYs of Ordu-Giresun Airport are as follows:

TWY İSMİ / TWY NAME	KOORDİNATLAR / COORDINATES	
	Başlangıç / Start	Bitiş / End
TWY A	405802.75N-0380452.34E	405755.53N-0380450.35E
TWY B	405804.38N-0380442.05E	405756.78N-0380439.95E

LTCB AD 2.24 AERODROME CHARTS

Aerodrome Chart	AD 2 LTCB ADC
Aircraft Parking/Docking Chart	AD 2 LTCB PRKG
Standard Instrument Departure Chart (SID) RWY 10	AD 2 LTCB SID-1
Standard Instrument Departure Chart (SID) RWY 28	AD 2 LTCB SID-2
Standard Instrument Departure Chart (SID) RNAV (GNSS) RWY 28	AD 2 LTCB SID-3
Standard Instrument Departure Chart (SID) RNAV (GNSS) RWY 10	AD 2 LTCB SID-4
Standard Instrument Arrival Chart (STAR)	AD 2 LTCB STAR-1
Standard Instrument Arrival Chart (STAR) RNAV (GNSS) RWY 10	AD 2 LTCB STAR-2
Standard Instrument Arrival Chart (STAR) RNAV (GNSS) RWY 28	AD 2 LTCB STAR-3
Instrument Approach Chart NDB Z RWY 28	AD 2 LTCB IAC-1
Instrument Approach Chart ILS Z CAT I or LOC Z RWY 28	AD 2 LTCB IAC-2
Instrument Approach Chart VOR Z RWY 28	AD 2 LTCB IAC-3
Instrument Approach Chart LOC ONLY Z RWY 10	AD 2 LTCB IAC-4
Instrument Approach Chart ILS Y CAT I or LOC Y RWY 28	AD 2 LTCB IAC-5
Bird Concentrations and Movements Chart	AD 2 LTCB BRD