

LTCE AD 2.1 AERODROME LOCATION INDICATOR AND NAME**LTCE - ERZURUM****LTCE AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1	ARP coordinates and site at AD	395721N-0411014E on RWY 08R/26L, 1905 M away from RWY 08R THR
2	Direction and distance from (city)	13 KM NW of Erzurum
3	Elevation/Reference temperature / Mean low temperature	5765 FT / 30C° / -26C°
4	Geoid Undulation at AD ELEV PSN	94 FT
5	MAG VAR/Annual change	6.4°E (2026) / 0.02° increasing
6	AD Operator, address, telephone, telefax, AFS, email, website	DHMI Erzurum Havalimanı 25090 Erzurum / TÜRKİYE Switchboard : +90 442 3272835 (6 Lines) Airport Authority : +90 442 3272840 Fax (Airport Authority) : +90 442 3272834 Airport Manager : +90 442 3272824 Fax (Airport Manager) : +90 442 3272940 AIS : +90 442 3272835 Ext: 2569 AIS FAX : +90 442 3272815 AFS : LTCEYDYX- LTCEZGZX email : erzurumaim@dhmi.gov.tr website : https://erzurum.dhmi.gov.tr
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	NIL

LTCE 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

LTCE AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Not available
2	Fuel and oil types	Jet A1
3	Fuelling facilities and capacity	2 fuel tanks (600 M ³)
4	De-icing facilities	Available
5	Hangar space for visiting aircraft	Not available
6	Repair facilities for visiting aircraft	Not available
7	Remarks	NIL

LTCE AD 2.5 PASSENGER FACILITIES

1	Hotels	In the city
2	Restaurants	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, bank and post office in the city
6	Tourist Office	At AD
7	Remarks	NIL

LTCE 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	Disabled aircraft removal facilitation is available for 4E category aircraft. Removal operations can be carried out for 4F category aircraft by equipment support.
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.

LTCE 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 RWY Friction Tester Equipment/Vehicle.

LTCE AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	A1 Apron: Surface: Concrete Strength: PCN 110 R/D/W/T A2, A3 Apron: Surface: Concrete Strength: PCN 95 R/D/W/T A4 Apron: Surface: Concrete Strength: PCN 59 R/D/X/T
2	Taxiway width, surface and strength	TWY A, B, C, D, E, F: Width: 24 M Surface: Asphalt Strength: 110 F/D/W/T Surface: Concrete Strength: PCN 110 R/D/W/T TWY G, H: Width: 24 M Surface: Asphalt Strength: PCN 110 F/D/W/T TWY M3: Width: 23 M Surface: Asphalt Strength: PCN 74 R/B/X/T TWY M4: Width: 23 M Surface: Concrete Strength: PCN 95 R/D/W/T TWY J: Width: 20 M Surface: Concrete Strength: PCN 59 R/D/X/T
3	Altimeter Check Point location and elevation	At Apron A1: 1756 M; Apron A3: 1758 M
4	VOR checkpoints	See AD Chart
5	INS checkpoints	See AD Parking Chart
6	Remarks	Apron A2 and A3 (Military). A4 Apron and TWY J serve for the flights of the General Directorate of Security. Cannot be used by civil traffic as the physical properties are not suitable for use as TWY and APRON for civil flights. 59.5 M of TWY B, C and E from the edge of RWY 08R/26L are concrete and the rest is asphalt. 77.5 M of TWY A from the edge of RWY 08R/26L is concrete and the rest is asphalt. 145 M of TWY D from the edge of RWY 08R/26L is concrete, and the rest is asphalt. 72 M of TWY F from the edge of RWY 08R/26L is concrete and the rest is asphalt.

LTCE 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 TWYs and RWYs and at all holding positions; Guide lines and aircraft stand numbers available at Apron.
2	RWY and TWY markings and LGT	RWYs: Designations, Edge, THR, Centerline, TDZ markings, Aiming Point available. For LGT see item 2.14 TWYs: Edge, Centerline, Holding Positions, VOR Check Point (TWY H, G) markings available. For LGT see item 2.15
3	Stop bars and RWY Guard Lights	Stop Bars: Available at TWYs A, B, C, D, E, F, G, H RWY Guard Lights: Not available.
4	Other Runway protection measures	-
5	Remarks	NIL

LTCE AD 2.10 AERODROME OBSTACLES

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

LTCE AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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

LTCE 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
08L	088.05°	3810x45	Asphalt PCN 110 F/D/W/T	395724.47N- 0410852.42E - GUND: 94 FT	THR 5763 FT TDZ 5763 FT
26R	268.08°	3810x45	Asphalt PCN 110 F/D/W/T	395728.63N- 0411132.42E - GUND: 94 FT	THR 5760 FT TDZ 5761 FT
08R	088.06°	3810x30	Concrete PCN 110 R/D/W/T	395718.46N- 0410852.64E - GUND: 94 FT	THR 5764 FT
26L	268.08°	3810x30	Concrete PCN 110 R/D/W/T	395722.62N- 0411133.06E - GUND: 94 FT	THR 5760 FT

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA	Arresting System	OFZ	Remarks
7	8	9	10	11	12	13	14
0.02%	150x45	-	4200x300	240x90	-	Available	CBR can vary within RESA due to meteorological conditions.
0.02%	120x45	-	4200x300	90x90	-	Available	
0.03%	150x30	-	4200x300	125x60	See ADC and AD 2.23	-	
0.03%	120x30	-	4200x300	90x60		-	

LTCE AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
08L	3810	3810	3960	3810	-
08L	3268	3268	3418	-	Take off from intersection with TWY E
26R	3810	3810	3930	3810	-
26R	3041	3041	3161	-	Take off from intersection with TWYs H and B
08R	3810	3810	3960	3810	-
08R	3268	3268	3418	-	Take off from intersection with TWY E
26L	3810	3810	3930	3810	-
26L	3041	3041	3161	-	Take off from intersection with TWY B

LTCE 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
08L	Simple APP 510 M Calvert System LIH	Green	PAPI 3 DEG MEHT 50 FT	-	3810 M, 15 M Color Coded White/Red LIH	3810 M, 60 M Color Coded White/Yellow LIH	Red	150 M Red LIH	NIL
26R	Precision APP CAT III-A 900 M of which 600 M is flashing Calvert System LIH	Green	PAPI 3.2 DEG MEHT 50 FT	900 M	3810 M, 15 M Color Coded White/Red LIH	3810 M, 60 M Color Coded White/Yellow LIH	Red	120 M Red LIH	
08R	Simple APP 300 M LIH	Green	PAPI 3 DEG MEHT 50 FT	-	-	3810 M, 60 M Color Coded TWY Edge White/Yellow LIH	Red	150 M Red LIH	
26L	Precision APP CAT I 900 M of which 600 M is flashing Calvert System LIH	Green	PAPI 3.2 DEG MEHT 51 FT	-	-	3810 M, 60 M Color Coded TWY Edge White/Yellow LIH	Red	120 M Red LIH	

LTCE 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. White-Green - H24
2	LDI location and LGT Anemometer location and LGT	LDI: Not available. Anemometer: See AD Chart for location, LGTD
3	TWY edge and centerline lighting	Edge: All TWYs; Centerline: TWY H, TWY G
4	Secondary power supply/switch-over time	Available 0 second.
5	Remarks	TWY Edge LGT available for RWY 08R/26L, Wind T for military flights, TWY Centerline LGT available on A1 Apron, see ADC for depiction.

LTCE AD 2.16 HELICOPTER LANDING AREA - NIL

LTCE AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	CTR centered 395724N-0411225 radius 5 NM
2	Vertical limits	7000 FT AMSL/SFC
3	Airspace classification	-
4	ATS unit call sign Language(s)	Erzurum TOWER TU-EN
5	Transition altitude	15000 FT
6	Remarks	APP Service is provided by: a) Erzurum APP b) Erzurum TWR when required or transferred by Erzurum APP.

LTCE AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel	Hours of operation	Remarks
1	2	3	4	5
TWR	Erzurum TWR	118.7 MHz 362.3 MHz *121.5 MHz *243.0 MHz	AS AD	*Emergency
	Erzurum Ground	121.9 MHz	HO	-
APP	Erzurum APP	124.3 MHz 257.8 MHz 121.5 MHz 243.0 MHz	AS AD	-
SAR	Erzurum Rescue Sub-center	123.1 MHz 5680 KHz 3023 KHz	HO	-
ATIS	Erzurum Information	119.8 MHz	H24	D-ATIS service available for ACFT equipped with ACARS. For Arrival Label "A"; For Departure Label "D"; For Contract Label "C"; For Terminate Label "T".

LTCE 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	ERZ	354 KHz	H24	395724.0N 0411225.7E	-	Coverage 50 NM ERZ NDB 354 KHz unusable BTN 130°-180° beyond 8NM below 13000 FT.
VOR	ERZ	115.5 MHz	H24	395724.0N 0411225.7E	-	ERZ VOR/DME unusable BTN R130-R180 beyond 8NM below 13000 FT.
DME	ERZ	CH102X	H24	395724.0N 0411225.7E	1769 M	

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
LLZ 08L ILS CAT I	IEZR	110.7 MHz	H24	395729.2N 0411153.6E	-	RWY 08L ILS/DME 110.7MHz/CH44X is unusable beyond 10° right and left side of the LLZ Centerline (90 HZ-150 HZ) Sector II.
GP		330.2 MHz	H24	395721.4N 0410906.0E	-	3 DEG, RDH 50 FT
DME	IEZR	CH44X	H24	395721.4N 0410906.0E	1762 M	RWY 08L ILS/DME 110.7MHz/CH44X is unusable beyond 10° right and left side of the LLZ Centerline (90HZ-150HZ) Sector II.
LLZ 26R ILS CAT III-A	IERZ	110.5 MHz	H24	395723.9N 0410830.9E	-	-
GP		329.6 MHz	H24	395724.9N 0411121.3E	-	3.2 DEG, RDH 50 FT
DME	IERZ	CH42X	H24	395724.9N 0411121.3E	1760 M	-
TACAN	ERZ	CH51X	H24	395731.7N 0410911.2E	1760 M	-

LTCE AD 2.20 LOCAL AERODROME REGULATIONS

1- Kullanım Şekli: Askeri / Sivil

2- 08L/26R pisti üzerinde manevra ve geri dönüş (BACK-TRACK) yapılmamaktadır. 08L/26R pistine giriş çıkışlar bağlantı sağlayan taksi yolları (A, B, C, D, E, F, G, H, J) ve 08R/26L pisti üzerinden yapılacaktır.

3- Düşük görüş CAT III-A operasyonları sırasında, 08R/26L pistinin paralel taksi yolu olarak kullanılacak olması nedeni ile 26L pist başında pist eşiğinden 163.5nci M ye ILS GLIDEPATH hassas sahasından dolayı pist üzerine stop bar ışıkları ve CAT III bekleme levhası ile uyumlu şekilde Pist Bekleme Pozisyonu tesis edilmiş olup operasyonlar sırasında kule talimatlarına uyulması gerekmektedir.

4- 08L/26R pist merkez hattının 175 M kuzeyinde sadece kanat açıklığı uygun olan İHA ve SİHA'lar tarafından kullanılabilen J taksi yolu merkez hattının 17 M batısında 3 M yüksekliğinde askeri jeneratör binası bulunmaktadır. Operasyonlar sırasında kule talimatlarına uyulması gerekmektedir

5- Motor test işlemi, ATC talimatı ile rüzgar yönü esas alınarak 08L/26R pist başlarında pist üzerinde uçak rüzgarı önden alacak şekilde yapılacak ve tüm güvenlik tedbirleri motor testi yapan havayolu şirketi tarafından alınacaktır.

1- Available to: Military / Civil

2- There is no maneuver and return (BACK-TRACK) on RWY 08L/26R. Entries and exits to RWY 08L/26R will be made through the connecting TWYs (A, B, C, D, E, F, G, H, J) and RWY 08R/26L.

3- During low visibility CAT III-A operations, since the 08R/26L spare RWY will be used as a parallel TWY, at RWY 26L, the RWY threshold is 163.5 M from the ILS GLIDEPATH sensitive area, in line with the stop bar lights and CAT III holding sign RWY Holding Position has been established and tower instructions must be followed during operations.

4- There is a 3 M high military generator building. 17 M west of TWY J center line, which can only be used by UAVs and UCAVs with suitable wingspan, 175 M north of RWY 08L/26R centerline. Tower instructions must be followed during operations

5- Engine test operations shall be carried out by the ATC instructions on the runway at RWY 08L/26R THRs. Aircraft shall take the wind from front and all safety measures shall be taken by the airline company performing the engine test operation

6- Uçak anti-icing işlemleri, A1 apronu 14 numaralı park alanı güneyinde bulunan apron banketine bitişik bölgede yapılacak ve bu alana push-back yapılırken H TWY kullanımına engel olmayacak şekilde emniyet klerans mesafelerine dikkat edilecektir. Bu kapsamda anti-icing işlemlerine ilaveten motor çalıştırma ve diğer kontrol işlemleri de dahil olmak üzere bu alana push-back yapılan trafiklerin emniyet tedbirlerinin alınmasında yer hizmetleri ve havayolu kuruluşları sorumlu olacaktır.

6- Aircraft anti-icing operations shall be carried out in the area adjoining to apron banquet located south of apron 1 parking position 14 and when performing push-back in this area, attention will be paid to safety clearance distances so as not to hinder the use of TWY H. In this context ground handling and airline companies will be responsible for taking safety measures for traffic when performing push-back in this area in addition to anti-icing operations, engine start-up and other control operations.

LTCE 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.

LTCE AD 2.22 FLIGHT PROCEDURES

ERZURUM HAVALİMANI DÜŞÜK GÖRÜŞ USULLERİ

1. CAT II/III OPERASYONLARI

A. CAT II ve CAT III-A Operasyonları için onaylanmış 26R pisti gerekli tesislerin hizmete elverişliliğine bağlı olarak asgari miniması ilgili sivil havacılık otoritesi tarafından resmi olarak onaylanmış işleticilerin CAT II ve CAT III-A operasyonları için uygundur.

B. CAT II ve CAT III-A operasyonları için özel uçuş ekibi ve hava aracı sertifikasyonu gereklidir.

C. CAT II ve CAT III-A operasyonları süresince özel ATC usulleri (düşük görüş ATC usulleri) uygulanacaktır. Bu usuller yürürlükte iken pilotlar ATIS veya RTF vasıtası ile bilgilendirilecektir.

D. Kalkan hava araçları: ATC kalkan uçaklardan aşağıda listelenen CAT II / CAT III-A bekleme noktalarını kullanmasını isteyecektir.

RWY 26R CAT II ve CAT III-A BEKLEME NOKTALARI

RWY 08R/26L: 395722.39N-0411126.23E

TWY B: 395723.33N-0411100.63E

TWY C: 395722.92N-0411044.80E

TWY D (GİRİLMEZ): 395720.54N-0410934.82E

TWY E: 395720.60N-0410915.43E

TWY F: 395719.68N-0410853.13E

TWY G: 395731.85N-0411044.41E

TWY H: 395732.26N-0411100.25E

E. Gelen hava araçları: Tüm pist çıkışları aydınlatılacaktır. Pilotlar uygun olan ilk çıkışı seçmelidirler.

F. Düşük görüş usulleri yürürlükte iken, gelen hava araçları arasındaki mesafenin arttırılması gerektiğinden hava araçlarının iniş sıklığı azaltılabilecektir. Hâkim hava koşullarının yanı sıra, teçhizatın çalışır olması gibi faktörler de iniş sıklığına etki edebilecektir. Planlama ve bilgi edinme amacıyla yaklaşık muhtemel iniş sıklıkları;

ERZURUM AIRPORT LOW VISIBILITY PROCEDURES

1. CAT II/III OPERATIONS:

A. RWY 26R approved for CAT II / CAT III-A operations and subject to serviceability of the required facilities, is suitable for category II and III-A operations by operators whose minima have been formally approved by relevant Civil Aviation Authority.

B. For CAT II and CAT III-A operations special aircrew and aircraft certification required.

C. During Category II and III-A operations, special ATC procedures (ATC low visibility procedures) will be applied. Pilots will be informed when these procedures are in operation by ATIS or by RTF.

D. Departing Aircraft: ATC will require departing aircraft to use the Category II / CAT III-A holding points listed below

RWY 26R CAT II AND CAT III-A HOLDING POINTS

RWY 08R/26L: 395722.39N-0411126.23E

TWY B: 395723.33N-0411100.63E

TWY C: 395722.92N-0411044.80E

TWY D (NO ENTRY): 395720.54N-0410934.82E

TWY E: 395720.60N-0410915.43E

TWY F: 395719.68N-0410853.13E

TWY G: 395731.85N-0411044.41E

TWY H: 395732.26N-0411100.25E

E. Arriving Aircraft: All RWY exits will be illuminated. Pilots should select the first convenient exit.

F. When Low visibility procedures are in force, reduced landing rate can be implemented due to the requirement for increased spacing between arriving aircraft. In addition to the prevailing weather conditions, such factors as equipment serviceability may also have an effect on landing rates. For information and Planning purposes, the approximate landing rates that can be expected are:

RVR (M)	BEKLENEN İNİŞ ORANI EXPECTED LANDING RATE
1000 ve 550 arası / between 1000 and 550	8
550 ve 300 arası / between 550 and 300	3
300 den az/ less than 300	3

RWY08L Pisti, IFR uçuşlar için Muhabere Kaybı Prosedürleri, RNAV (GNSS).

1. FAF ta (CEVİZ de) veya FAF ı (CEVİZ i) geçince:

Yaklaşmaya devam edilir. ILS usulü uygulanarak iniş gerçekleştirilir.

2. FAF tan (CEVİZ den) önce:

a- 13000 FT ve üzerinde:

Transponder kod 7600 bağlanır. En son tahsis edilen ve onaylanan uçuş seviyesi kullanılarak uçuş planı rotası takip edilir. ETFUL noktasını geçişi takiben 13000 FT e, alçalışta veya 13000 FT muhafaza edilerek direkt ERZ VOR veya NDB ye devam edilir. 13000 FT CNK VOR veya NDB üzerinde terk edilir. Aletli alçalma usulü uygulanarak iniş gerçekleştirilir.

b-13000 FT altındaki uçaklar:

Yanlamasına RNAV GNSS usulü takip edilir. 13000 FT irtifaya tırmanılır veya 13000 FT muhafaza edilerek direkt ERZ VOR veya NDB ye devam edilir. 13000 FT ERZ VOR veya NDB üzerinde terk edilir. Aletli alçalma usulü uygulanarak iniş gerçekleştirilir.

RWY26R Pisti, IFR uçuşlar için Muhabere Kaybı Prosedürleri, RNAV (GNSS)

1. FAF ta (NETCE de) veya FAF ı (NETCE yi) geçince:

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

2. FAF tan (NETCE den) önce:

a- 13000 FT ve üzerinde:

Transponder kod 7600 bağlanır. En son tahsis edilen ve onaylanan uçuş seviyesi kullanılarak uçuş planı rotası takip edilir. LUMHE noktasını geçişi takiben 13000 FT e, alçalışta veya 13000 FT muhafaza edilerek direkt ERZ VOR veya NDB ye devam edilir. 13000 FT CNK VOR veya NDB üzerinde terk edilir. Aletli alçalma usulü uygulanarak iniş gerçekleştirilir.

b- 13000 FT altındaki uçaklar:

Yanlamasına RNAV GNSS usulü takip edilir. 13000 FT irtifaya tırmanılır veya 13000 FT muhafaza edilerek direkt ERZ VOR veya NDB ye devam edilir. 13000 FT ERZ VOR veya NDB üzerinde terk edilir. Aletli alçalma usulü uygulanarak iniş gerçekleştirilir.

Radio Failure Procedures for IFR flights executing RNAV (GNSS) to RWY08L

1. At or after FAF (CEVİZ):

Continue Approach. Execute the ILS procedure and land.

2. Before FAF (CEVİZ):

a- At or Above 13000 FT:

Select transponder code 7600. Follow the flight plan route using last assigned and acknowledged flight level/altitude. After passing/passed ETFUL proceed direct to ERZ VOR or NDB descending/maintaining 13000 FT. Leave 13000 FT at ERZ VOR or NDB. Execute Instrument Approach Procedure (IAP) and land.

b- Aircraft Below 13000 FT:

Following the RNAV (GNSS) procedure laterally, climb or maintain 13000 FT. Then, proceed direct to ERZ VOR or NDB. Leave 13000 FT at ERZ VOR or NDB. Execute Instrument Approach Procedure (IAP) and land.

Radio Failure Procedures for IFR flights executing RNAV (GNSS) to RWY26R

1. At or after FAF (NETCE):

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

2. Before FAF (NETCE):

a- At or Above 13000 FT:

Select transponder code 7600. Follow the flight plan route using last assigned and acknowledged flight level/altitude. After passing/passed LUMHE proceed direct to ERZ VOR or NDB descending/maintaining 13000 FT. Leave 13000 FT at ERZ VOR or NDB. Execute Instrument Approach Procedure (IAP) and land.

b- Aircraft Below 13000 FT:

Following the RNAV (GNSS) procedure laterally, climb or maintain 13000 FT. Then, proceed direct to ERZ VOR or NDB. Leave 13000 FT at ERZ VOR or NDB. Execute Instrument Approach Procedure (IAP) and land.

LTCE AD 2.23 ADDITIONAL INFORMATION

1- 08R/26L pisti merkez hattının 48 M kuzeyi ve güneyinde, 08R pist başından 453 M, 26L pist başından 438 M mesafede hook bariyer barakaları mevcuttur. Baraka yüksekliği: 2.4 M GND.

2- Kalkış uçuş güzergahında hiçbir mania bulunmadığından Havalimanı A-Tipi Mania Planları (AD 2 LTCE AOC-1 ve AOC-2) iptal edilmiştir.

3- 08R/26L pisti merkez hattının 48.5 M kuzeyi ve güneyinde, 08R pist başının 41.2 M gerisinde (SWY içerisinde) ağ bariyer barakaları mevcuttur.

Baraka Yüksekliği: 2.35 M

4- Hudut Kapısı

5- TWY Başlangıç ve Bitiş Noktalarının Koordinatları:

1- With reference to RWY 08R/26L, hook barrier barracks are located at 48 M northbound/southbound of the subject RWY centerline at a distance of 453 M from RWY 08R THR and 438 M from RWY 26L THR. Height of barracks: 2.4 M GND.

2- Type-A Aerodrome Obstacle Charts (AD 2 LTCE AOC-1 and AOC-2) canceled because no obstacles exist in the take-off flight area

3- There are net barrier barracks located 48.5 M north and south of RWY 08R/26L centerline and 41.2 M behind RWY 08R THR (within SWY).

Height of the Barrack: 2.35 M

4- Border Gate

5- TWY, points of beginning and end coordinates:

TWYs	Beginning Coordinates	End Coordinates
G	395728.36N-0411044.56E	395734.67N-0411044.29E
H	395735.08N-0411100.12E	395728.77N-0411100.39E
F	395723.51N-0410852.97E	395718.90N-0410853.17E
E	395724.10N-0410915.27E	395719.47N-0410915.29E
D	395724.82N-0410942.90E	395719.93N-0410932.70E
C	395726.42N-0411044.65E	395721.74N-0411044.80E
B	395726.83N-0411100.48E	395722.18N-0411100.68E
A	395727.65N-0411132.35E	395723.04N-0411132.55E

KUŞ GÖÇÜ YOLLARI**1. Lokal Kuş Hareketliliği**

Erzurum Havalimanı ve çevresindeki lokal kuş hareketliliği, çoğunlukla saat 03:30-05:00 da (UTC) başlayıp, 15:00-16:00 (UTC) saatleri arasında tamamlanmaktadır. Sabah saatlerinde güneybatı ve batı yönlü; akşam saatlerinde ise doğu ve kuzeydoğu yönlü toplu kuş hareketliliği söz konusudur. Lokal kuş hareketliliği içerisinde en fazla dikkat edilmesi gereken tür Van Gölü Martısıdır.

Erzurum Ovasında 11000 civarında popülasyonu bulunan bu martı türü yaz aylarında dağınık halde, Ekim-Mayıs devresinde büyük gruplar halinde izlenmektedir. Van Gölü Martısı erişkinleri 120 cm kanat açıklığına sahip olup, 600-960 gr ağırlıktadır. Bu kuşlar havalimanı çevresinde, 0-2900 M (0-9514 FT) yükselti kademesinde izlenirler.

2. Dönemsel Kuş Göçü Hareketliliği

Havalimanı çevresinde iki göç rotası tespit edilmiştir. Bunlar kuzeydoğu-güneybatı (NE-SW) ve doğu-batı (E-W) doğrultularıdır. İlkbahar göçleri Mart ayı içerisinde başlayıp Mayıs ayı sonlarına kadar devam ederken, Sonbahar göçleri Eylül ayı içinde başlayıp Kasım sonlarına kadar sürmektedir. Dönemsel kuş hareketliliği içerisinde en fazla dikkat edilmesi gereken türler Angıt ve Kilkuyruktur. Her iki türün göç mevsimlerinde Erzurum Ovasındaki sayısı 10000 bireyi aşmaktadır. Angıt 1000-1600 gr ağırlıkta, 110-135 cm kanat açıklığına sahiptir. 0-5.093 M (16.709 FT) yükselti aralığında yer alan Angıtlar, Erzurum Ovasında 0-1500 M arasında izlenmektedir. Kilkuyruk ise, 80-95 cm kanat açıklığına, 454-1135 gr ağırlığa sahip olup, 0-3.869 M (0-12.694 FT) arasında izlenmektedirler.

BIRD MIGRATION ROUTES**1. Local Bird Movement**

Local bird movement both on and within the periphery of Erzurum Airport generally begins in between 03:30-05:00 (UTC) and ends up in between 15:00-16:00 (UTC). During morning hours the bird movement is toward southwest and westerly whereas during evening hours toward northeast and easterly. Aircrew are especially warned to pay attention to Seagulls of Lake Van among the subject air movement.

This type of seagull has a population of 11000 within the plain of Erzurum. These seagulls have been observed to move in separate groups in summer time whereas in large flocks between October and May. Seagulls of Lake Van can reach up to 120 cm total wing length with approximately 600-960 gr. weight. These birds, within the perimeter of the airport, are observed to fly at 2900 M (0-9514 FT) height.

2. Seasonal Movement of Migrating Birds

Within the periphery of the Airport there are two migration routes. These are northeast-southwest and easterly-westerly directions. Migrations in spring time begins in March and continues until the end of May whereas the migration in autumn begins in September and continues until the end of November. The most threatening flocks are composed of Ruddy Shelduck and Pintail birds. Within the migration seasons, the total number of these birds around the plain of Erzurum exceed 10000. Ruddy shelduck, with approximately 1600 gr weight, has a total wing length up to 135 cm. Though they usually fly at 0-5.093 M (16.709 FT), are seen at 0-1500 M. around the plain of Erzurum. Pintail birds, with approximately 1135 gr weight, has a total wing length up to 95 cm. They are usually seen at 0-3.869 M (0-12.694 FT).

3. Havalimanı çevresinde oluşan su birikintileri

Son yıllarda Havalimanımız 08L/26R pistinin 26R doğu pist başına yaklaşık 3 Km mesafede büyük su birikintileri oluşmaya başlamış olup halihazırda paydaş kurum ve kuruluşlarla suların tahliye çalışmaları devam etmektedir. Bu su birikintileri üzerinde Van Gölü Martısı, leylek, ördek ve diğer göçmen kuş türlerinin popülasyonunda artış gözlemlenmektedir. Sudan havalanan bu kuşların zaman zaman havalimanı doğrultusunda da uçuyor olmalarından dolayı risk oluşturma potansiyelleri mevcuttur. Pilotların dikkatli olmaları tavsiye edilir.

3. Puddles of water around the airport

In recent years, large water accumulations have begun to form approximately 3 Km from the east side start of RWY 26R of RWY 08L/26R and efforts to drain the water are currently ongoing with stakeholder institutions and organizations. An increase in the population of Van Lake Seagulls, storks, ducks and other migratory bird species is observed on these water bodies. These birds, which take off from the water, sometimes fly in the direction of the airport and therefore have the potential to pose a risk. Pilots are advised to exercise caution.

LTCE AD 2.24 CHARTS RELATED TO ERZURUM AERODROME

Aerodrome Chart	AD 2 LTCE ADC
Aircraft Parking/Docking Chart	AD 2 LTCE PRKG
Aerodrome Precision Approach & Terrain Chart 08L	AD 2 LTCE PATC-1
Aerodrome Precision Approach & Terrain Chart 26R	AD 2 LTCE PATC-2
Standard Instrument Departure Chart (SID) RWY 08L/08R	AD 2 LTCE SID-1
Standard Instrument Departure Routes RWY 08L/08R	AD 2 LTCE SID-1A
Standard Instrument Departure Chart (SID) RWY 26R/26L	AD 2 LTCE SID-2
Standard Instrument Departure Routes RWY 26R/26L	AD 2 LTCE SID-2A
Standard Instrument Departure Chart (SID) RNAV GNSS RWY 08L	AD 2 LTCE SID-3
Standard Instrument Departure Waypoint List (SID) RNAV GNSS RWY 08L	AD 2 LTCE SID-3A
Standard Instrument Departure Chart (SID) RNAV GNSS RWY 26R	AD 2 LTCE SID-4
Standard Instrument Departure Waypoint List (SID) RNAV GNSS RWY 26R	AD 2 LTCE SID-4A
Standard Instrument Arrival Chart (STAR) RWY 08L/08R	AD 2 LTCE STAR-1
Standard Instrument Arrival Chart (STAR) RWY 26R/26L	AD 2 LTCE STAR-2
Standard Instrument Arrival Chart (STAR) RNAV GNSS RWY 08L	AD 2 LTCE STAR-3
Standard Instrument Arrival Waypoint List (STAR) RNAV GNSS RWY 08L	AD 2 LTCE STAR-3A
Standard Instrument Arrival Chart (STAR) RNAV GNSS RWY 26R	AD 2 LTCE STAR-4
Standard Instrument Arrival Waypoint List (STAR) RNAV GNSS RWY 26R	AD 2 LTCE STAR-4A
Instrument Approach Chart VOR Z, NDB Z RWY 08R/L	AD 2 LTCE IAC-1
Instrument Approach Chart VOR, NDB RWY 26R/L	AD 2 LTCE IAC-2
Instrument Approach Chart ILS Z CAT I or LOC Z RWY 26R	AD 2 LTCE IAC-3
Instrument Approach Chart ILS Z CAT I or LOC Z RWY 08L	AD 2 LTCE IAC-4
Instrument Approach Chart ILS Y CAT I or LOC Y RWY 08L	AD 2 LTCE IAC-5
Instrument Approach Chart VOR Y, NDB Y RWY 08R/L	AD 2 LTCE IAC-6
Instrument Approach Chart ILS Y CAT II RWY 26R	AD 2 LTCE IAC-7
Instrument Approach Chart RNP RWY 26R	AD 2 LTCE IAC-8
Bird Concentration and Movement Chart	AD 2 LTCE BRD