

LTCl AD 2.1 AERODROME LOCATION INDICATOR AND NAME**LTCl - VAN / FERİT MELEN****LTCl AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1	ARP coordinates and site at AD	382805N-0431956E in the middle of RWY
2	Direction and distance from (city)	8 KM SW of Van
3	Elevation/Reference temperature / Mean low temperature	5473 FT / 29° C / -8° C
4	Geoid Undulation at AD ELEV PSN	78 FT
5	MAG VAR/Annual change	6.2°E (2026) / 0.01° increasing
6	AD Operator, address, telephone, telefax, AFS, email, website	DHMI Van Ferit Melen Havalimanı Müdürlüğü Edremit Yolu 8. Km Van / TÜRKİYE Switchboard : +90 432 2270001 (4 Lines) +90 432 2270011 (4 Lines) Airport Authority : +90 432 2270007 Airport Manager : +90 432 2270001 Ext: 1018 AIS : +90 432 2270001 Ext: 1022 Fax (Authority) : +90 432 2270009 Fax (Manager) : +90 432 2270008 Fax(AIS) : +90 432 2270005 email : infoferitmelen@dhmi.gov.tr website : van.dhmi.gov.tr AFS : LTClYDYX
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	NIL

LTCl AD 2.3 OPERATIONAL HOURS

1	AD Operator	H24
2	Customs and immigration	H24
3	Health and sanitation	H24
4	AIS Briefing Office	See NOTAM
5	ATS Reporting Office (ARO)	See NOTAM
6	MET Briefing Office	H24
7	ATS	H24
8	Fueling	H24
9	Handling	H24
10	Security	H24
11	De-icing	H24
12	Remarks	NIL

LTCI 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	By tankers, 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

LTCI 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 at AD, Hospitals in the city
5	Bank and Post Office	In the city
6	Tourist Office	In the city
7	Remarks	NIL

LTCI 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.

LTCI AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Types of clearing equipment	Snow removals equipment (Mechanical), Chemical de-icing.
2	Clearance priorities	Standard See AD 1.2-2 (Snow Plan)
3	Remarks	See AD 2.2-6 for contact information. Braking action assessment by Runway Friction Tester Equipment / Vehicle

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

1	Apron surface and strength	Apron 1 (For Presidency ACFT): Surface: Concrete Apron 2 (For Policy ACFT): Surface: Concrete, Strength: PCN 66 R/C/W/T Apron 3: Surface: Concrete, Strength: PCR 1100 R/B/W/T Apron 4 (Military): Surface: Concrete Apron 5 (Military): Surface: Concrete
2	Taxiway width, surface and strength	TWY A (For Presidency ACFT): Width: 20 M, Surface: Concrete TWY A1: Width: 15 M, Surface: Asphalt, Strength: PCR 1020 F/A/W/T TWY B (For Police ACFT): Width: 10.5 M, Surface: Concrete, Strength: PCN 66 R/C/W/T TWY B1: Width: 15 M, Surface: Asphalt, Strength: PCR 990 F/A/W/T TWY C: Width: 22.5 M, -Surface: Asphalt, Strength: PCR 910 F/A/W/T (Up to 112 M from RWY CL) -Surface: Concrete, Strength: PCR 950 R/B/W/T (From 112 M from RWY CL to Apron-3) TWY C1: Width: 15 M, Surface: Asphalt, Strength: PCR 1000 F/A/W/T TWY D: Width: 24 M, Surface: Concrete, Strength: PCR 1000 R/B/W/T TWY E (Military): Width: 12 M, Surface: Concrete TWY E1: Width: 15 M, Surface: Asphalt, Strength: PCR 920 F/A/W/T TWY F (Military): Width: 36 M, Surface: Asphalt, Strength: PCN 110 F/B/X/U TWY F1: Width: 15 M, Surface: Asphalt, Strength: PCR 940 F/A/W/T TWY G: Width: 15 M, Surface: Asphalt, Strength: PCR 1150 F/A/W/T
3	Altimeter Check Point location and elevation	At Apron 1660 M
4	VOR checkpoints	-
5	INS checkpoints	See AD Parking Chart
6	Remarks	The technical information of Apron 5, Apron 2, Apron 1, Apron 4 and TWYs F, B, E, A could be provided by the police, military authorities and Presidency.

LTCI 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	Taxing guidance signs at all intersections with TWY and RWY and at all holding positions, guidelines at apron. Aircraft stand numbers available at all Aprons. Marshaling service is provided for each stand.
2	RWY and TWY markings and LGTD	RWY: Designation, Edge, THR, Centerline, TDZ, Turn pad, aiming point markings available; For LGT see item 2.14 TWY: Edge, Centerline, Holding Position (TWY C and D) as appropriate marked; For LGT see item 2.15

3	Stopbars and runway guard lights	Stopbars: Not available RWY guard light: Not available
4	Other runway protection measures	-
5	Remarks	NIL

LTCI AD 2.10 AERODROME OBSTACLES

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

LTCI AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	VAN / Ferit Melen
2	Hours of service MET Office outside hours	H24
3	Office responsible for TAF preparation Periods of validity	Ferit Melen 9 HR
4	Type of landing forecast Interval of issuance	TREND 1 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	Van Control TWR
10	Additional information (limitation of service, etc.)	Aerodrome Warnings

LTCI 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
03	037.68°	2750x45	PCR 1210 F/A/W/T Asphalt	382730.35N 0431921.63E - GUND: 78 FT	THR 5417 FT / 1651 M
21	217.70°	2750x45	PCR 1210 F/A/W/T Asphalt	382840.92N 0432030.98E - GUND: 78 FT	THR 5473 FT / 1668 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
0.62%	-	-	2870x280	90x90	-	-	CBR can vary within RESA due to meteorological conditions
0.62%	-	-	2870x280	120x90	-	-	

LTCI AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
03	2750	2750	2750	2750	-
21	2750	2750	2750	2750	-
03	2125	2125	2125	-	Take off from intersection with TWY A1
03	1590	1590	1590	-	Take off from intersection with TWY B1
21	1680	1680	1680	-	Take off from intersection with TWY C
21	1680	1680	1680	-	Take off from intersection with TWY C1
21	1890	1890	1890	-	Take off from intersection with TWY D
21	2080	2080	2080	-	Take off from intersection with TWY E1

LTCI 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
03	Simple APP 420 M (of which 420 M is flashing) LIH	Green	PAPI (Left) 3.5 DEG MEHT 55 FT	-	-	2750 M, 50 M, Color Coded White/Yellow LIH	Red	-	NIL
21	Not available	Green	PAPI (Left) 3.3 DEG MEHT 40FT	-	-	2750 M, 50 M, Color Coded White/Yellow LIH	Red	-	

LTCI AD 2.15 OTHER LIGHTING AND SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	At top of the Control TWR, W/G, H24
2	LDI location and LGT Anemometer location and LGT	LDI: Not available. Anemometer: See AD Chart for locations
3	TWY edge and centerline lighting	Edge
4	Secondary power supply/switch-over time	Available; switch over time (0) second
5	Remarks	RTIL available for RWY. WDI: Available; LGTD, Turn Pad: LGTD RGL available for TWYs A, A1, B, B1, C, C1, D, E, E1, F, F1

LTCI AD 2.16 HELICOPTER LANDING AREA - NIL

LTCI AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	CTR, Centered on 382756N-0431859E Radius 5 NM
2	Vertical limits	6500 FT AMSL/SFC
3	Airspace classification	-
4	ATS unit call sign Language(s)	Van Tower TU-EN
5	Transition altitude	15000 FT
6	Remarks	APP service is provided by a) Van APP, b) Van TWR when required or transferred by Van APP.

LTCI AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel	Hours of operation	Remarks
1	2	3	4	5
TWR/APP	VAN TWR/APP	118.75 MHz 122.7 MHz 337.575 MHz *121.5 MHz *243.0 MHz	H24	*Emergency
	Van Ground	121.9 MHz	H24	
ATIS	Van Ferit Melen Information	125.4 MHz	H24	
SAR	Van Rescue Sub-center	123.1 MHz 282.8 MHz 5680 KHz 3023 KHz	H24	

LTCI 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	VAN	397 KHz	H24	382758.0N 0431930.6E	-	Coverage 80 NM
VOR	VAN	115.2 MHz	H24	382758.0N 0431930.6E	-	VAN VOR is unusable BTN R080-R220 beyond 25 NM below 20000 FT
DME	VAN	CH99X	H24	382758.0N 0431930.6E	1659 M	VAN DME is unusable BTN R080-R220 BTN 15-25 NM below 15000 FT; beyond 25 NM below 23000 FT
LLZ 03	IVAN	108.3 MHz	H24	382844.7N 0432034.7E	-	RWY 03 IVAN LLZ/DME 108.3 MHz/CH20X is unusable in CAT I performance outside 10 degrees of LLZ CL right side (150 HZ sector II) and beyond 12 NM of LLZ/DME
DME	IVAN	CH20X	H24	382844.7N 0432034.7E	1676 M	NIL

LTCI AD 2.20 LOCAL AERODROME REGULATIONS

Meydanı kullanmayı planlayan tüm IFR/VFR sivil, tarifesiz ve askeri trafikler Van/Ferit Melen Havalimanı otoritesi veya ATC birimiyle irtibata geçmelidir. Meydana iniş yapacak tarifesiz trafiklerin Meydan Müdürlüğünden 3 saat önceden izin alması gerekmektedir.

Asfalt kaplamaya zarar verilmemesi için pist üzerinden dönüş yapılması yasaktır. Dönüşlerin dönüş cebinden yapılması gerekmektedir.

Motor Testi İçin Uyulması Gereken Kurallar:

- Motor testi yapılmadan önce kontrol kulesi ile irtibata geçilecektir
- Kalkış yapacak uçaklar motor testini 03 pist başında yapabilecektir
- Apron 3 üzerinde kesinlikle motor testi veya yüksek güçte motor çalıştırma yapılmayacaktır. Ancak Apron 3 te motor testi yapılmasına ihtiyaç duyulması halinde kontrol kulesinden alınacak izin doğrultusunda, 6 numaralı uçak park alanına giriş ile D taksiyolunun kesiştiği noktada motor yönünün araziye dönmesi halinde yapılabilir
- Motor testi yapılan mahalde tüm güvenlik tedbirleri motor testi yapan şirket tarafından alınacaktır

All IFR/VFR civil, charter and military traffic planned to use this aerodrome must contact with Van/Ferit Melen Aerodrome Authority or ATC unit. All charter flights planned to land to this aerodrome must take prior permission 3 hours in advance from Aerodrome office on duty.

In order not to damage the asphalt pavement, it is forbidden to turn on runway. Turns must be made from the turn pad.

RULES FOR ENGINE TEST:

- Before the engine test pilots shall contact TWR
- Departing aircraft can test engines at the beginning of RWY 03
- It is forbidden to test engines and to start-up the motors in high-speed at Apron 3. If necessary to test engines at Apron 3, pilots must get permission from TWR and can do the test at the point where TWY D and the entrance of 6th aircraft parking area intersect. Motors must be directed to the empty terrain.
- The company who will make engine test should take all security measures on the engine test area.

DÜŞÜK GÖRÜŞ ŞARTLARINDA FOLLOW-ME HİZMETİ:

- a) 03 pist başından inen uçaklar için; follow-me hizmeti 21 pist başından başlayıp, C veya D taksi yolunda sonlandırılmaktadır.
- b) 21 pist başından inen uçaklar için; follow-me hizmeti 03 pist başından başlayıp, C veya D taksi yolunda sonlandırılmaktadır.
- c) Kalkış yapacak uçaklar için; follow-me hizmeti C veya D taksi yolunda başlayıp kalkış yapacağı pist başında (03 veya 21) sonlandırılmaktadır.

FOLLOW-ME SERVICES UNDER LOW VISIBILITY CONDITIONS:

- a) For aircraft arriving RWY 03, follow-me service begins at RWY 21 and ends at TWY C or D.
- b) For aircraft arriving RWY 21, follow-me service begins at RWY 03 and ends at TWY C or D.
- c) For aircraft departing, follow-me service begins at TWY C or D and ends at RWY where they depart.

LTCI 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.

LTCI AD 2.22 FLIGHT PROCEDURES

VAN TMA dahilindeki kötü hava şartları nedeniyle Havalimanına inmeyi planlayan uçaklar, inişi yarıda bırakmaları veya pas geçmeleri durumunda, hava trafik akışını engellemek amacıyla önceliği standart pas geçme prosedürleri yerine ATC talimatlarına verecektir. VFR helikopter uçuşları ATC talimatlarına uymaya devam edeceklerdir.

In case any aircraft planned to land to this aerodrome happen to abort landing and pass the RWY due to bad weather conditions within VAN TMA, not to influence air traffic flow adversely within the TMA, they shall give priority to ATC instructions rather than operating standard procedure for aborted landing. VFR helicopters shall abide by the ATC instructions.

RWY 03 RNP uygulayan IFR uçuşlar için Muhabere Kaybı usulleri

Radio Failure Procedures for IFR flights executing RNP to RWY 03

FAF ta (EVTER de) veya FAF ı (EVTER i) geçince

At or after FAF (EVTER)

Yaklaşmaya devam edilir. RNP usulü uygulanarak iniş gerçekleştirilir.

Continue Approach. Execute the RNP procedure and land.

FAF tan (EVTER den) önce

Before FAF (EVTER)

a- 15000 FT ve üzerinde

a- At or Above 15000 FT

Transponder code 7600 bağlanır. En son tahsis edilen ve onaylanan uçuş seviyesi kullanılarak uçuş planı rotası takip edilir. ESENK, BEYAZ veya ZELSU noktalarını geçişi takiben 15000 FT e alçalışta veya 15000 FT muhafaza edilerek direkt VAN VOR veya NDB ye devam edilir. 15000 FT VAN VOR veya NDB üzerinde terk edilir. Aletli alçalma Usulü uygulanarak iniş gerçekleştirilir.

Select transponder code 7600. Follow the flight plan route using last assigned and acknowledged flight level/altitude. After passing ESENK, BEYAZ or ZELSU proceed direct to VAN VOR or NDB descending/maintaining 15000 FT. Leave 15000 FT at VAN VOR or NDB. Execute Instrument Approach Procedure (IAP) and land.

b- 15000 FT altında

b- Below 15000 FT

Yanlamasına RNP usulü takip edilir, 13000 FT irtifaya alçalma/tırmanma yapılır veya 13000 FT muhafaza edilir. IF (VAKIT) noktasından sonra direkt VAN VOR veya NDB ye devam edilir. 13000 FT VAN VOR veya NDB üzerinde terk edilir. Aletli Alçalma Usulü uygulanarak iniş gerçekleştirilir.

BEYAZ 1A, ESENK 1A ve ZELSU 1A uygulayan IFR uçuşlar için Muhabere Kaybı usulleri

FAF ta (INKEL de) veya FAF ı (INKEL i) geçince

Yaklaşmaya devam edilir. LOC-Only RWY 03 usulü uygulanarak iniş gerçekleştirilir.

FAF tan (INKEL den) önce

a- 15000 FT ve üzerinde

Transponder code 7600 bağlanır. En son tahsis edilen ve onaylanan uçuş seviyesi kullanılarak uçuş planı rotası takip edilir. ESENK, BEYAZ veya ZELSU noktalarını geçişi takiben 15000 FT e alçalışta veya 15000 FT muhafaza edilerek direkt VAN VOR veya NDB ye devam edilir. 15000 FT VAN VOR veya NDB üzerinde terk edilir. Aletli alçalma Usulü uygulanarak iniş gerçekleştirilir.

b- 15000 FT altında

BEYAZ 1A, ESENK 1A veya ZELSU 1A usulü takip edilir, 13000 FT irtifaya alçalma/tırmanma yapılır veya 13000 FT muhafaza edilir. IF (VAKIT) noktasından sonra direkt VAN VOR veya NDB ye devam edilir. 13000 FT VAN VOR veya NDB üzerinde terk edilir. Aletli Alçalma Usulü uygulanarak iniş gerçekleştirilir.

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

LTCI AD 2.23 ADDITIONAL INFORMATION

Hudut kapısı

Havalimanı kuş göç yolları üzerinde olup, azami 5 Kg ağırlığında olan göçmen kuşlar 0-9842 FT. yükseklikte, kış ziyaretçi kuşlar 0-3280 FT yükseklikte, yerli kuşlar ise 0-6560 FT. yükseklikte uçmaktadır. Göç dönemleri ilkbahar ve Sonbahardır.

RWY 03 yaklaşma ve tırmanma hattında 7 Km ve 12 Km arasında doğal mania üzerinde yüksek gerilim elektrik direkleri mevcuttur.

RWY 03 yaklaşma ve tırmanma hattının pist doğrultusundan güney batısına doğru 6 Km ve 12 Km arasında mania ışıkları olan binalar mevcuttur.

LTCI AD 2.24 CHARTS RELATED TO VAN / FERİT MELEN AERODROME

Aerodrome Chart	AD 2 LTCI ADC
Aircraft Parking/Docking Chart	AD 2 LTCI PRKG
Standard Instrument Departure Chart (SID) RWY 03	AD 2 LTCI SID-1
Standard Instrument Departure Chart (SID) RWY 21	AD 2 LTCI SID-2

Descend/climb or maintain 13000 FT following the RNP procedure laterally. After passing IF (VAKIT) proceed direct to VAN VOR or NDB. Leave 13000 FT at VAN VOR or NDB. Execute Instrument Approach Procedure (IAP) and land.

Radio Failure Procedures for IFR flights executing BEYAZ 1A, ESENK 1A and ZELSU 1A

At or after FAF (INKEL)

Continue Approach. Execute the LOC-Only RWY 03 procedure and land.

Before FAF (INKEL)

a- At or Above 15000 FT

Select transponder code 7600. Follow the flight plan route using last assigned and acknowledged flight level/altitude. After passing ESENK, BEYAZ or ZELSU proceed direct to VAN VOR or NDB descending/maintaining 15000 FT. Leave 15000 FT at VAN VOR or NDB. Execute Instrument Approach Procedure (IAP) and land.

b- Below 15000 FT

Descend/climb or maintain 13000 FT following the BEYAZ 1A, ESENK 1A or ZELSU 1A arrivals. After passing IF (VAKIT) proceed direct to VAN VOR or NDB. Leave 13000 FT at VAN VOR or NDB. Execute Instrument Approach Procedure (IAP) and land.

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

Border gate

Aerodrome is on migration route. Migratory birds, maximum about 5 Kg, fly at 0-9842 FT height, winter visitors at 0-3280 FT and local birds are observed at 0-6560 FT height. Migration periods are Spring and Autumn.

There are high voltage electrical masts on natural obstacles between 7 Km and 12 Km on RWY 03 approach and climb path.

There are buildings with obstacle lights between 6 Km and 12 Km southwest of RWY 03 approach and climb path.

Standard Instrument Departure Chart (SID) RWY 03	AD 2 LTCI SID-3
Standard Instrument Departure Chart (SID) RWY 21	AD 2 LTCI SID-4
Standard Instrument Departure Chart (SID) RNAV (GNSS) RWY 03	AD 2 LTCI SID-5
Standard Arrival Instrument Chart (STAR)	AD 2 LTCI STAR-1
Standard Arrival Instrument Chart (STAR) VOR/DME	AD 2 LTCI STAR-2
Standard Arrival Instrument Chart (STAR) RNAV (GNSS) RWY 03	AD 2 LTCI STAR-3
Standard Arrival Instrument Chart (STAR) RNAV (GNSS) RWY 03	AD 2 LTCI STAR-4
Standard Arrival Instrument Routes (STAR) RNAV (GNSS) RWY 03	AD 2 LTCI STAR-4A
Instrument Approach Chart NDB A	AD 2 LTCI IAC-1
Instrument Approach Chart VOR A	AD 2 LTCI IAC-2
Instrument Approach Chart VOR B	AD 2 LTCI IAC-3
Instrument Approach Chart VOR C	AD 2 LTCI IAC-4
Instrument Approach Chart RNP RWY 03	AD 2 LTCI IAC-5
Instrument Approach Procedure Descriptions and Waypoint List RNP RWY 03	AD 2 LTCI IAC-5A-5B
Instrument Approach Chart LOC only RWY 03	AD 2 LTCI IAC-6
Bird Concentration and Movement Chart	AD 2 LTCI BRD