

LTFH AD 2.1 AERODROME LOCATION INDICATOR AND NAME**LTFH - SAMSUN / ÇARŞAMBA****LTFH AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1	ARP coordinates and site at AD	411556N-0363255E, 502 M SW of 13 THR
2	Direction and distance from (city)	25 KM E of Samsun
3	Elevation/Reference temperature / Mean low temperature	17 FT / 29°C / 2°C
4	Geoid Undulation at AD ELEV PSN	92 FT
5	MAG VAR/Annual change	6.6°E (2026) / 0.03° increasing"
6	AD Operator, address, telephone, telefax, AFS, email, website	DHMI Samsun/Çarşamba Havalimanı Müdürlüğü 55001 Çınarlık Samsun / TÜRKİYE Switchboard : +90 362 8448830 (13 Lines) Airport Manager : +90 362 8448844 - 45 Fax : +90 362 8448846 AIMOC Tel : +90 362 8448830 Ext:3000, 3001 AIMOC Fax : +90 362 8448392 AFS : LTFHYDYX e-mail : infocarsamba@dhmi.gov.tr Website : https://carsamba.dhmi.gov.tr
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	NIL

LTFH 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

LTFH AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Not Available
2	Fuel and oil types	Jet A1 / unlimited
3	Fueling facilities and capacity	By tankers 107 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

LTFH AD 2.5 PASSENGER FACILITIES

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

LTFH 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.

LTFH 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

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

1	Apron surface and strength	Apron: Surface: Concrete Strength: LCN 105; PCN 110 R/B/W/T
2	Taxiway width, surface and strength	TWY B: Width: 24 M; Surface: Concrete; Strength: LCN 105; PCN 100 R/C/W/T TWY C: Width: 24 M; Surface: Concrete; Strength: LCN 105; PCN 120 R/C/W/T
3	Altimeter Check Point location and elevation	At Apron / 3 M
4	VOR checkpoints	-
5	INS checkpoints	See AD Parking Chart
6	Remarks	NIL

LTFH 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	Taxing guidance signs LGTD and available at all intersections with TWY and RWY and at all holding positions. Guidelines and stand numbers available at apron. Push-back service is provided for all aircraft stands.
2	RWY and TWY markings and LGT	RWY: Edge, THR, Centerline, TDZ, Designation, Turn pad markings available; For LGT see item 2.14 TWY: Holding Position (TWY B and C), Edge, Centerline, as appropriate marked; TWY B and C HP markings LGTD, For other LGT see item 2.15
3	Stop bars and Runway guard lights	Stop bars: Available at TWY B and C Runway guard lights: Available at TWY B and C
4	Other runway protection measures	-
5	Remarks	NIL

LTFH AD 2.10 AERODROME OBSTACLES

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

LTFH AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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

LTFH 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
13	133.50°	3000x45	Concrete PCN 120 R/B/W/T LCN 105	411549.61N 0363314.85E - GUND: 92 FT	THR 8 FT / 2.4 M TDZ 13 FT / 4 M
31	313.52°	3000x45	Concrete PCN 120 R/B/W/T LCN 105	411442.66N 0363448.30E - GUND: 92 FT	THR 17 FT / 5 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
0,08%	60x45	-	3240x280	130x90	-	AVBL	* CBR can vary within RESA due to meteorological conditions
0,08%	60x45	-	3240x280	180x90	-	-	

LTFH AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
13	3000	3000	3060	3000	-
31	3000	3000	3060	3000	-
13	2460	2460	2520	-	Take off from intersection with TWY B

LTFH 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
13	Precision APP Barett System CAT II 900 M (of which 600 M flashing). LIH	Green	PAPI (Left) 3 DEG 63 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
31	Precision APP Barett System CAT I 900 M (of which 900 M flashing). LIH	Green	PAPI (Left) 3 DEG 54 FT	-	3000 M, 15 M color coded White/Red, LIH	3000 M, 60 M color coded White/Yellow, LIH	Red	60 M Red	

LTFH AD 2.15 OTHER LIGHTING AND SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: Flg, W.G at the top of TWR H24
2	LDI location and LGT Anemometer location and LGT	LDI: Not available Anemometer: See AD Chart for locations; not LGTD
3	TWY edge and centerline lighting	All TWYs: Edge, Centerline, RGL.
4	Secondary power supply/switch-over time	Available / UPS (0) second.
5	Remarks	Apron: LGTD RTIL available for RWY13/31. Turn pad: Edge, Centerline; Signs: LGTD

LTFH AD 2.16 HELICOPTER LANDING AREA - NIL

LTFH AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	Çarşamba CTR Centered on 411517N-0363356E Radius: 5NM
2	Vertical limits	1000 FT AMSL/SFC
3	Airspace classification	-
4	ATS unit call sign Language(s)	Çarşamba TOWER TU-EN
5	Transition altitude	10000 FT
6	Remarks	APP Service is provided by a) Çarşamba APP, b) Çarşamba TWR when required or transferred by Çarşamba APP.

LTFH AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel	Hours of operation	Remarks
1	2	3	4	5
TWR	Çarşamba TWR	118.35 MHz 118.275 MHz 257.8 MHz * 121.5 MHz * 243.0 MHz	H24	* Emergency
	Ground	121.7 MHz		
APP	Çarşamba Approach	118.175 MHz 118.225 MHz 362.3 MHz	H24	
AWOS/ATIS	Çarşamba Information	129.35 MHz	H24	
SAR	Çarşamba Rescue Sub-center	5680 KHz 3023 KHz 123.1 MHz 282.8 MHz	HO	

LTFH 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 trans- mitting antenna	Remarks
1	2	3	4	5	6	7
VOR/DME	CRM	112.8 MHz CH75X	H24	411555.8N 0363255.9E	10 M	-
* NDB	CRM	325 KHz	H24	411555.8N 0363255.9E	-	Coverage 50 NM
LLZ 13 ILS CAT II	ICRM	110.1 MHz	H24	411437.1N 0363456.1E	-	-
GP	-	334.4 MHz	H24	411545.5N 0363328.2E	-	3 DEG. RDH: 55 FT
DME	ICRM	CH38X	H24	411545.5N 0363328.2E	8 M	-

* CRM NDB 325 KHz unusable BTN 120-220 Degrees beyond 15 NM below 5000 FT.

LTFH AD 2.20 LOCAL AERODROME REGULATIONS

1) 13 pist başı konma bölgesi işaretlerinin sağ en içteki çizgisinin merkez hattına uzaklığı 9 M, sol en içteki çizgisinin merkez hattına uzaklığı 9 M dir. Bunun aksine 13 pist başı konma bölgesi (TDZ) armatürlerine ait baret çiftinin en içteki Sol Baret armatürü pist merkez hattına 10 M uzaklıkta, en içteki Sağ Baret armatürü ise pist merkez hattına 11 M uzaklıktadır. TDZ işaretleme ve ışıkları üst üste çakışmamakta olup, pilotların müteyakkız olmaları gerekmektedir.

2) YAKLAŞMA SIRALAMASI:

Limanımızda paralel taksi yolu olmadığı için 13 pistine iniş sonrası trafiklerin pist sonundan ya da trafiğin taksi hızına kadar yavaşladığı herhangi bir noktadan backtrack yaparak pisti terk etmesi B ve C taksi yollarından yapılmaktadır. Bir sonraki trafiğin yaklaşmasını beklenmedik bir gecikmeye uğramadan yapabilmesi için en az 6 dakikalık yaklaşma aralığı uygulanacaktır.

3) KALKIŞ ÖNCESİ

Motor çalıştırma ve push-back yapan trafikler B taxi yolunun kullanımını engellemeyecek şekilde push-back yapacaklardır.

1) The innermost touchdown zone (TDZ) marking at the right side of TDZ markings of RWY 13 is located 9 M away from RWY centerline, and the innermost TDZ marking at the left side of TDZ markings is located 9 M away from RWY centerline. On the contrary, the innermost TDZ light at the left side barrette of touchdown zone (TDZ) light barrettes of RWY 13 is located 10 M away from the RWY centerline and the innermost TDZ light at the right side barrette of TDZ light barrettes is located 11 M away from the RWY centerline. The innermost TDZ lights of RWY 13 are not located in same alignment with innermost TDZ markings. Pay attention please.

2) APPROACH SEQUENCE:

Following the landing of aircraft to RWY 13, it shall leave RWY via TWY B and C by backtracking from the RWY end or a point where the aircraft slows down to the taxi speed, since there is no parallel TWY at airport. In order to provide approach of the next traffic without an unexpected delay, at least 6 minutes interval will be applied.

3) BEFORE TAKE-OFF

Aircraft ready for start up and push-back will be pushed back by not preventing use of TWY B.

LTFH 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.

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- Gürültü Kategorisi ICAO ANNEX 16 Cilt-1 ile uyumlu diğer uçaklar (Bölüm 2 ve 3 hariç) kalkışlarda NADP-1 veya NADP-2 uygulanacaktır.

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.

LTFH AD 2.22 FLIGHT PROCEDURES

RWY 13 için RNP uygulayan uçaklar için muhabere kaybı usulleri:

1) FAF ta (ABTEN de) veya FAF ı (ABTEN i) geçince: Yaklaşmaya devam edilir. RNP usulü uygulanarak iniş gerçekleştirilir.

2) FAF tan (ABTEN den) önce:

a) 8000 FT ve üzerinde: Transponder kod 7600 başlanır. En son tahsis edilen ve onaylanan uçuş seviyesi kullanılarak uçuş planı rotası takip edilir. DETOS, TERME, ALMUS, HAVZA veya BAFRA noktalarını geçişi takiben 8000 FT e alçalışta veya 8000 FT muhafaza edilerek direkt CRM VOR veya NDB ye devam edilir. 8000 FT CRM VOR veya NDB üzerinde terk edilir. Aletli alçalma usulü uygulanarak iniş gerçekleştirilir.

b) 8000 FT altındaki uçaklar: Yanlamasına RNP usulü takip edilir. 8000 FT irtifaya tırmanılır veya 8000 FT muhafaza edilerek direkt CRM VOR veya NDB ye devam edilir. 8000 FT CRM VOR veya NDB üzerinde terk edilir. Aletli alçalma usulü uygulanarak iniş gerçekleştirilir.

RWY 31 için RNP uygulayan uçaklar için muhabere kaybı usulleri:

1) FAF ta (BAXOM da) veya FAF ı (BAXOM u) geçince:

Yaklaşmaya devam edilir. RNP usulü uygulanarak iniş gerçekleştirilir.

2) FAF tan (BAXOM dan) önce:

a) 8000 FT ve üzerinde:

Transponder kod 7600 başlanır. En son tahsis edilen ve onaylanan uçuş seviyesi kullanılarak uçuş planı rotası takip edilir. DETOS, TERME, ALMUS, HAVZA veya BAFRA noktalarını geçişi takiben 8000 FT e alçalışta veya 8000 FT muhafaza edilerek direkt CRM VOR veya NDB ye devam edilir. 8000 FT CRM VOR veya NDB üzerinde terk edilir. Aletli alçalma usulü uygulanarak iniş gerçekleştirilir.

b) 8000 FT altındaki uçaklar:

Yanlamasına RNP usulü takip edilir. 8000 FT irtifaya tırmanılır veya 8000 FT muhafaza edilerek direkt CRM VOR veya NDB ye devam edilir. 8000 FT CRM VOR veya NDB üzerinde terk edilir. Aletli alçalma usulü uygulanarak iniş gerçekleştirilir.

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

Radio Failure Procedures for IFR flights executing RNP to RWY 13:

1) At or after FAF (ABTEN): Continue approach. Execute the RNP procedure and land.

2) Before FAF (ABTEN):

a) At or above 8000 FT: Select transponder code 7600. Follow the flight plan route using last assigned and acknowledged flight level/altitude. After passing/passed DETOS, TERME, ALMUS, HAVZA or BAFRA proceed direct to CRM VOR or NDB descending/maintaining 8000 FT. Leave 8000 FT at CRM VOR or NDB. Execute Instrument Approach Procedure (IAP) and land.

b) Aircraft below 8000 FT: Following the RNP procedure laterally, climb or maintain 8000 FT. Then, proceed direct to CRM VOR or NDB. Leave 8000 FT at CRM VOR or NDB. Execute Instrument Approach Procedure (IAP) and land.

Radio Failure Procedures for IFR flights executing RNP to RWY 31:

1) At or after FAF (BAXOM):

Continue approach. Execute the RNP procedure and land.

2) Before FAF (BAXOM):

a) At or above 8000 FT:

Select transponder code 7600. Follow the flight plan route using last assigned and acknowledged flight level/altitude. After passing/passed DETOS, TERME, ALMUS, HAVZA or BAFRA proceed direct to CRM VOR or NDB descending/maintaining 8000 FT. Leave 8000 FT at CRM VOR or NDB. Execute Instrument Approach Procedure (IAP) and land.

b) Aircraft below 8000 FT:

Following the RNP procedure laterally, climb or maintain 8000 FT. Then, proceed direct to CRM VOR or NDB. Leave 8000 FT at CRM VOR or NDB. Execute Instrument Approach Procedure (IAP) and land.

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

LTFH AD 2.23 ADDITIONAL INFORMATION

1- Hudut Kapısı

1- Border Gate

LTFH AD 2.24 CHARTS RELATED TO SAMSUN / ÇARŞAMBA AERODROME

Aerodrome Chart	AD 2 LTFH ADC
Aircraft Parking/Docking Chart	AD 2 LTFH PRKG
Aerodrome Obstacle Chart	AD 2 LTFH AOC
Precision APP Terrain Chart RWY 13	AD 2 LTFH PATC-1
Precision APP Terrain Chart RWY 31	AD 2 LTFH PATC-2
Standard Instrument Departure Chart (SID) RWY 13	AD 2 LTFH SID-1
Standard Instrument Departure Chart (SID) RWY 31	AD 2 LTFH SID-2
Standard Instrument Departure Chart (SID) RWY 13	AD 2 LTFH SID-3
Standard Instrument Departure Chart (SID) RWY 31	AD 2 LTFH SID-4
Standard Instrument Departure Chart (SID) RNAV (GNSS) RWY 13	AD 2 LTFH SID-5
Standard Instrument Departure Chart (SID) RNAV (GNSS) RWY 31	AD 2 LTFH SID-6
Standard Instrument Arrival Chart (STAR)	AD 2 LTFH STAR-1
Standard Instrument Arrival Chart (STAR)	AD 2 LTFH STAR-2
Standard Instrument Arrival Chart (STAR)	AD 2 LTFH STAR-3
Standard Instrument Arrival Chart (STAR) RNAV (GNSS) RWY 13	AD 2 LTFH STAR-4
Standard Instrument Arrival Chart (STAR) RNAV (GNSS) RWY 31	AD 2 LTFH STAR-5
Standard Instrument Arrival Chart (STAR) RNAV (GNSS) RWY 31	AD 2 LTFH STAR-6
Instrument APP Chart NDB/VOR	AD 2 LTFH IAC-1
Instrument APP Chart NDB/DME, VOR/DME RWY 13	AD 2 LTFH IAC-2
Instrument APP Chart ILS Z CAT I or LOC Z RWY 13	AD 2 LTFH IAC-3
Instrument APP Chart ILS Y CAT II RWY 13	AD 2 LTFH IAC-4
Instrument APP Chart ILS X CAT I or LOC X RWY 13	AD 2 LTFH IAC-5
Instrument APP Chart ILS W CAT II RWY 13	AD 2 LTFH IAC-6
Instrument APP Chart ILS V CAT I or LOC V RWY 13	AD 2 LTFH IAC-7
Instrument APP Chart ILS U CAT II RWY 13	AD 2 LTFH IAC-8
Instrument APP Chart VOR/DME RWY 31	AD 2 LTFH IAC-9
Instrument APP Chart NDB/DME RWY 31	AD 2 LTFH IAC-10
Instrument APP Chart RNP RWY 13	AD 2 LTFH IAC-11
Instrument APP Chart RNP RWY 31	AD 2 LTFH IAC-12
Instrument APP Chart ILS T CAT I or LOC T RWY 13	AD 2 LTFH IAC-13
Bird Concentration and Movement Chart	AD 2 LTFH BRD
VFR Routes	AD 2 LTFH VFR