

**GENERAL****ATS Hours**

H24

**Airport Information****RFF:** CAT 8**PCN:** RWY 11/29: 75/R/A/X/T**Operation****Traffic Note**

AD AVBL to:

- INTL non-SKED airtransport and ALTN use for Ankara (LTAC).
- All domestic TFC for regular or ALTN use.

**Preferential RWY System Operations (PRS)**

During PRS the following RWY configuration will be used:

LDG/TKOF RWY 11

PRS operations must be used in compliance with following conditions:

When the preferred RWY is dry and tail wind component does not exceed 10KT.

When the preferred RWY is wet and tail wind component does not exceed 5KT.

When braking action for the preferred RWY is less than "Good, Good, Good", select RWY according wind.

If unable to comply with PRS for RWY 11 report this fact on first contact with ATC or 20min in advance of ETA.

**Taxi/Parking**

Stand 1-4, 7 AVBL for B737-800.

Stand 5, 6 AVBL for A310.

ACFT vacating RWY via Rapid Exit TWY (RET) has priority at intersection over ACFT taxiing on other TWYs. ACFT on other TWYs give way to ACFT vacating RWY via RETs unless otherwise instructed.

**Warnings****TBN VOR/DME, NDB** unusable:

R100-265 within 7-12NM below 9000ft.

R100-265 beyond 12NM below 18000ft.

R150-240 beyond 24NM below 26000ft.

Birds in vicinity of AD.

**ARRIVAL****Speed**

MAX IAS 250KT within TMA.

**Communication**

At first contact with RAD report if unable to comply RNAV procedures.

**Arrival Procedure****VFR Traffic Pattern**

RWY 29 right-hand circuit.

**ARRIVAL****Warnings**

**ILS/DME RWY 11** unusable: beyond 10° right side of LOC CL.

**LOC/DME RWY 29** unusable:

Beyond 18NM from LOC either side of CL.

Outside 10° left side of CL.

**DEPARTURE****Take-off Minima**

RWY		11/29	
All ACFT	ft - m/km	0 - 400R/400V	-

**Speed**

MAX IAS 250KT within TMA.

**ATC Slot, Clearance**

**Start-up:** For start-up PROCs see CRAR Turkey.

**De-Icing**

AVBL.

28-DEC-2017  
TZX-LTCG

Turkey Trabzon

AGC  
AFC

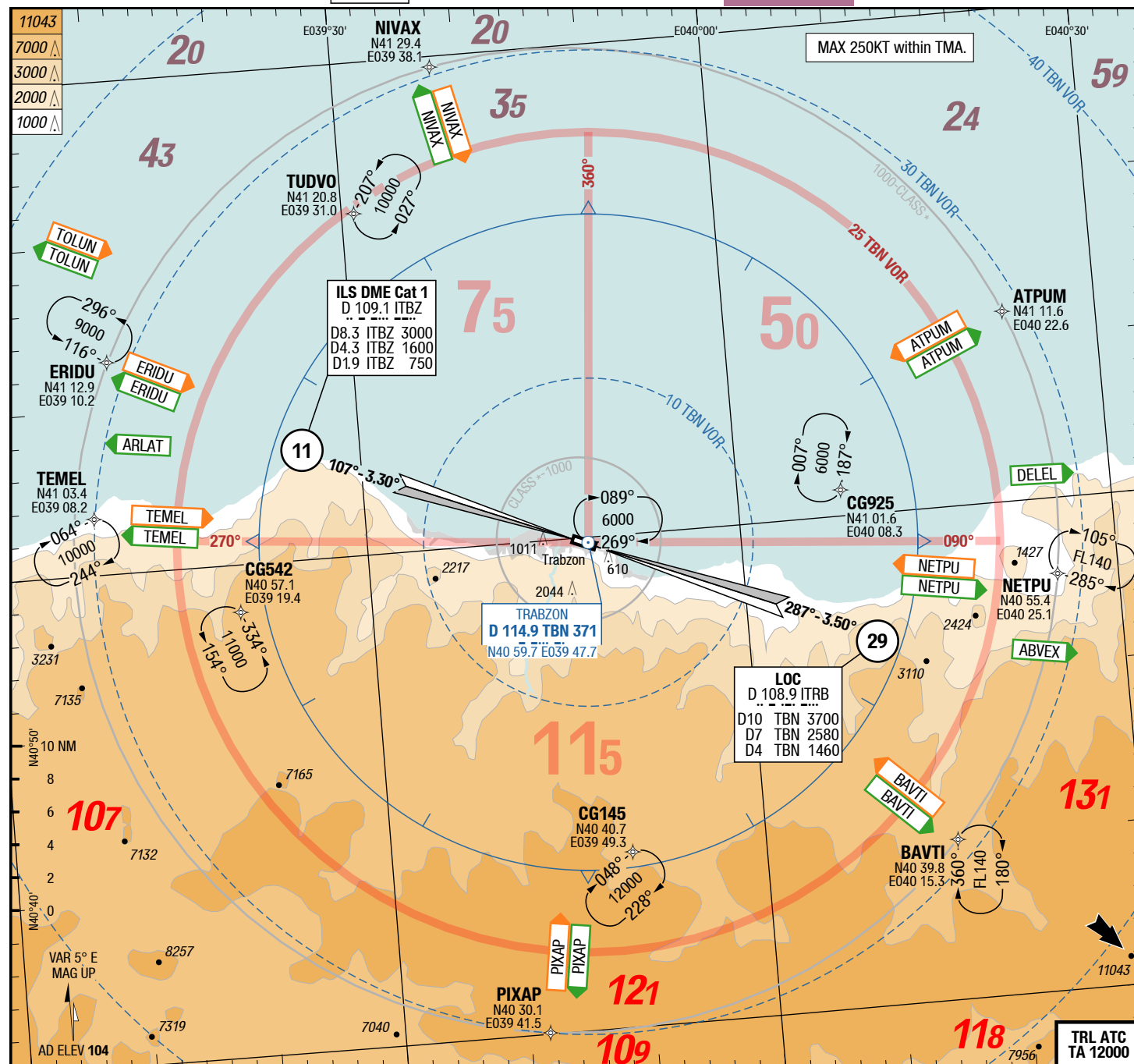
AFC

AFC

Trabzon Turkey

AGC  
AFC

2-10



ATIS	118.625	
APP	130.225	119.250
TWR	119.325	126.850
GND	121.900	

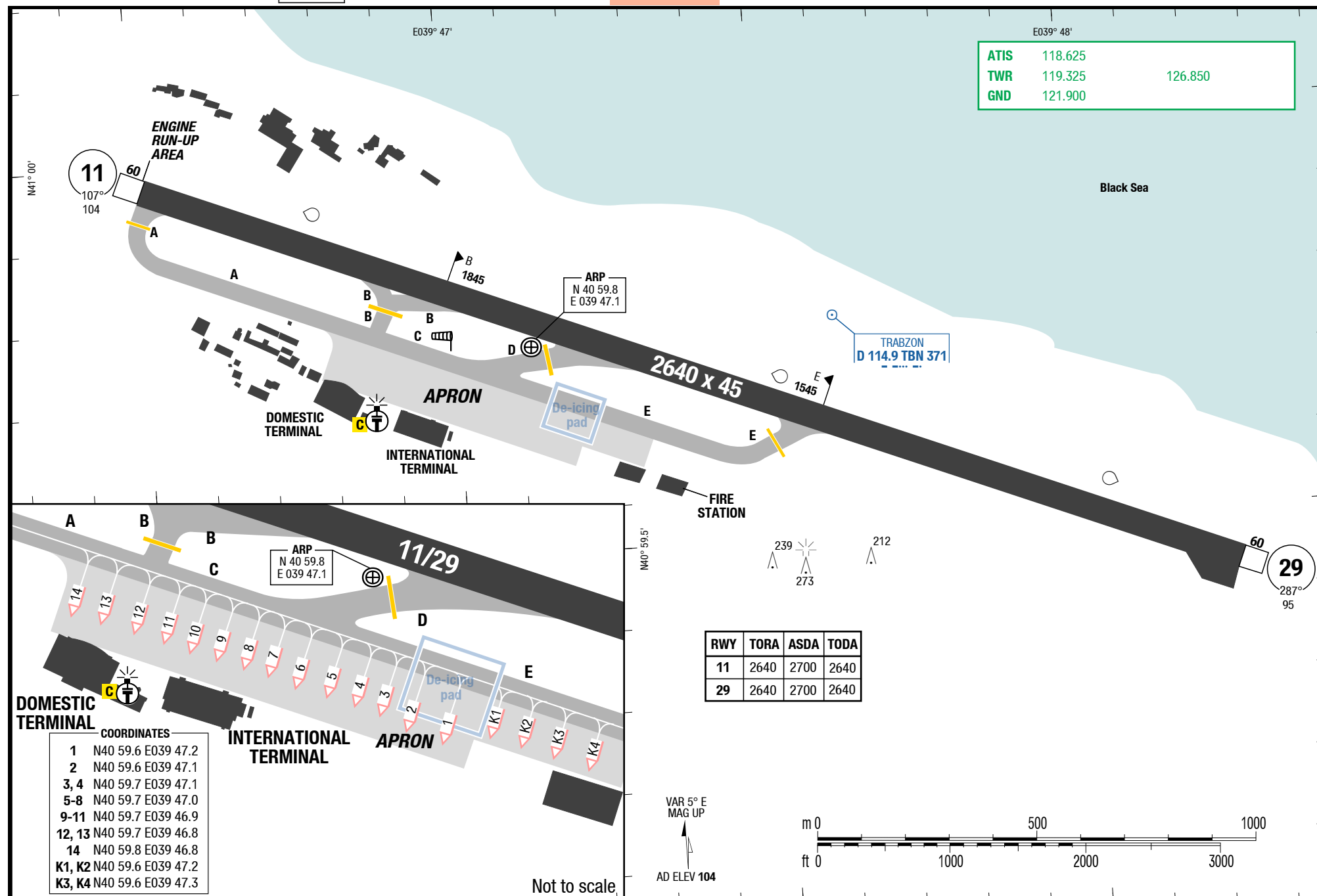
**Landing RWY system:**

**11** RCLL non-std 50 HL 30 HL 2640 x 45 3.3% 30 HL

**29** RCLL non-std 50 HL 30 HL 45 x 2640 3.5% 330 30 HL

Changes: FREQ, OBST

3-20



**TZX-LTCG**

4-10

RNAV SIDs RWY 29

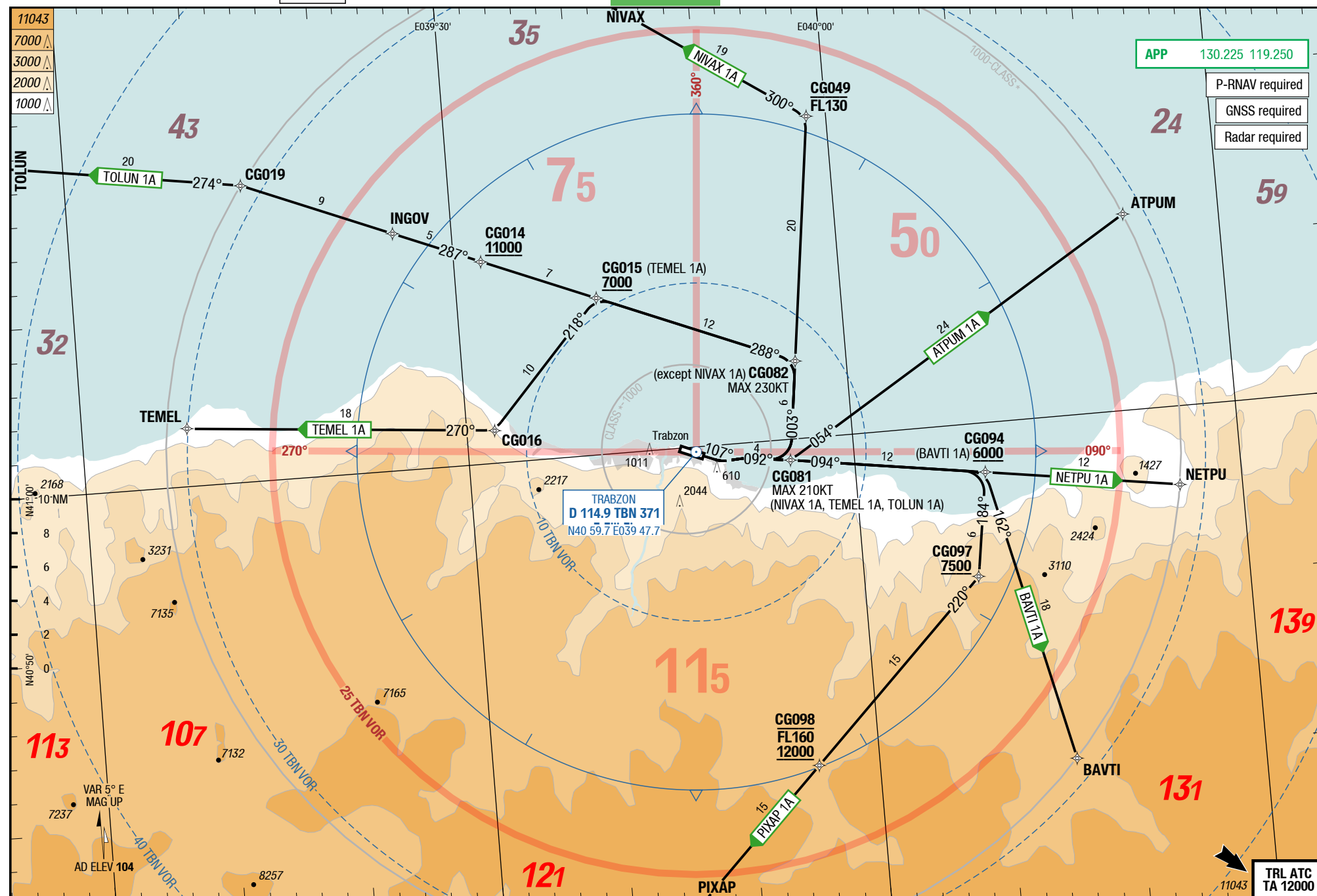
## RNAV SIDs RWY 11

SID

SID

## RNAV SIDs RWY 29

## RNAV SIDs RWY 11



Changes: FREQ, OBST

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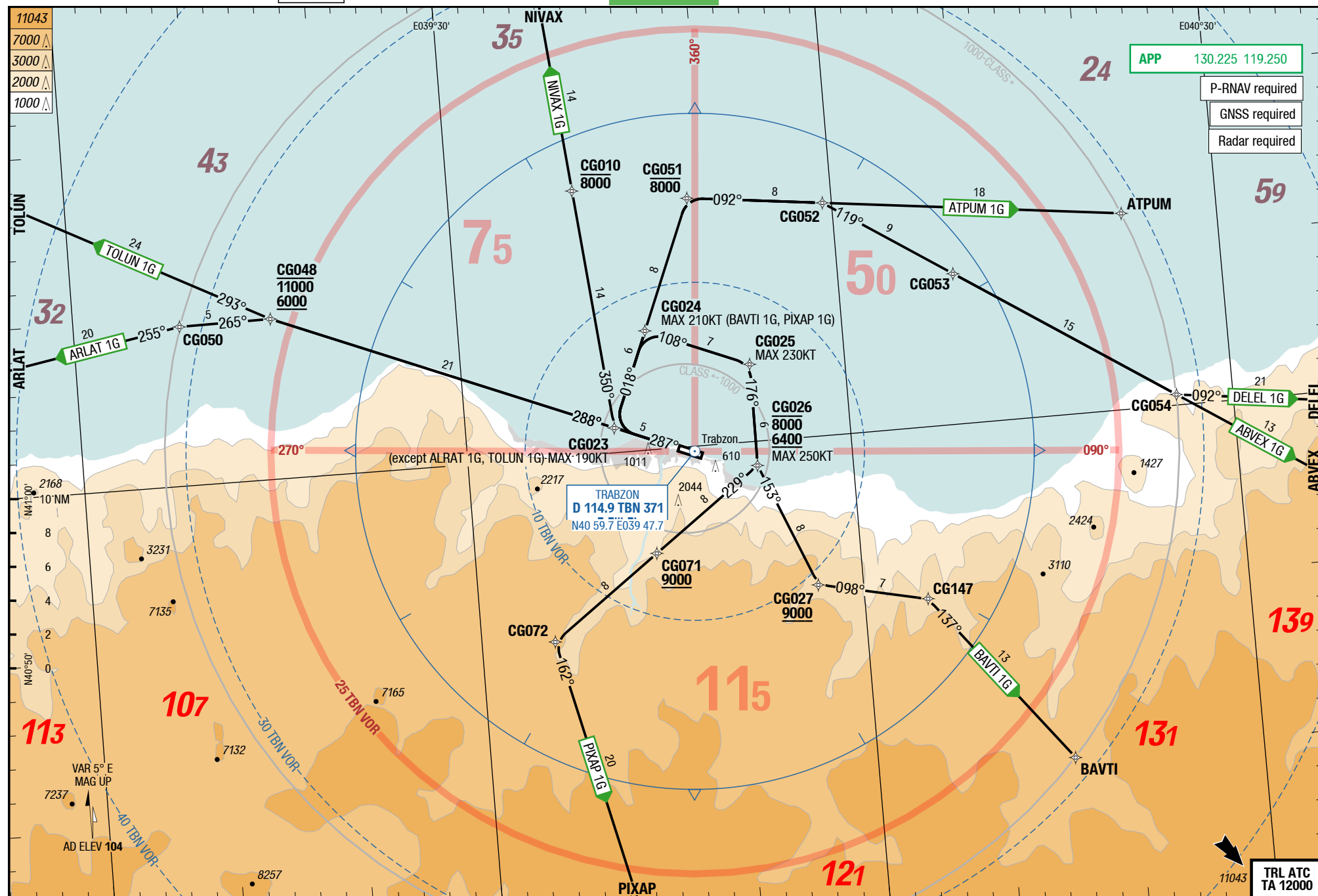
4-20

Turkey Trabzon  
RNAV SIDs RWY 29

SID

SID

Trabzon Turkey  
RNAV SIDs RWY 29



Changes: FREQ, Track, OBST

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TZX-LTCG

4-30

## Turkey Trabzon

SIDs RWY 29

## SIDs RWY 11

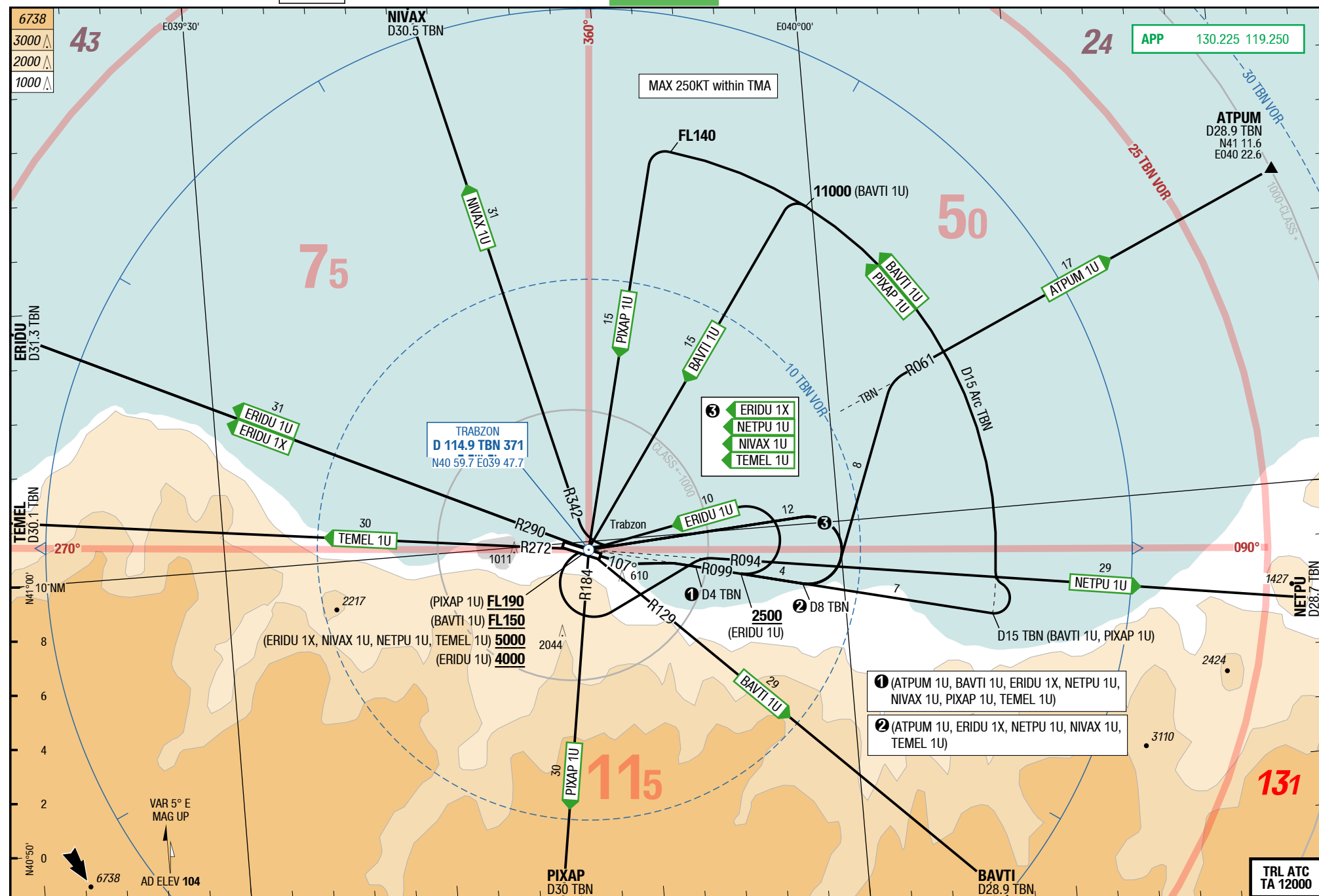
SID

SID

## Trabzon Turkey

## SIDs RWY 29

## SIDs RWY 11



Changes: FREQ, ALT, OBST

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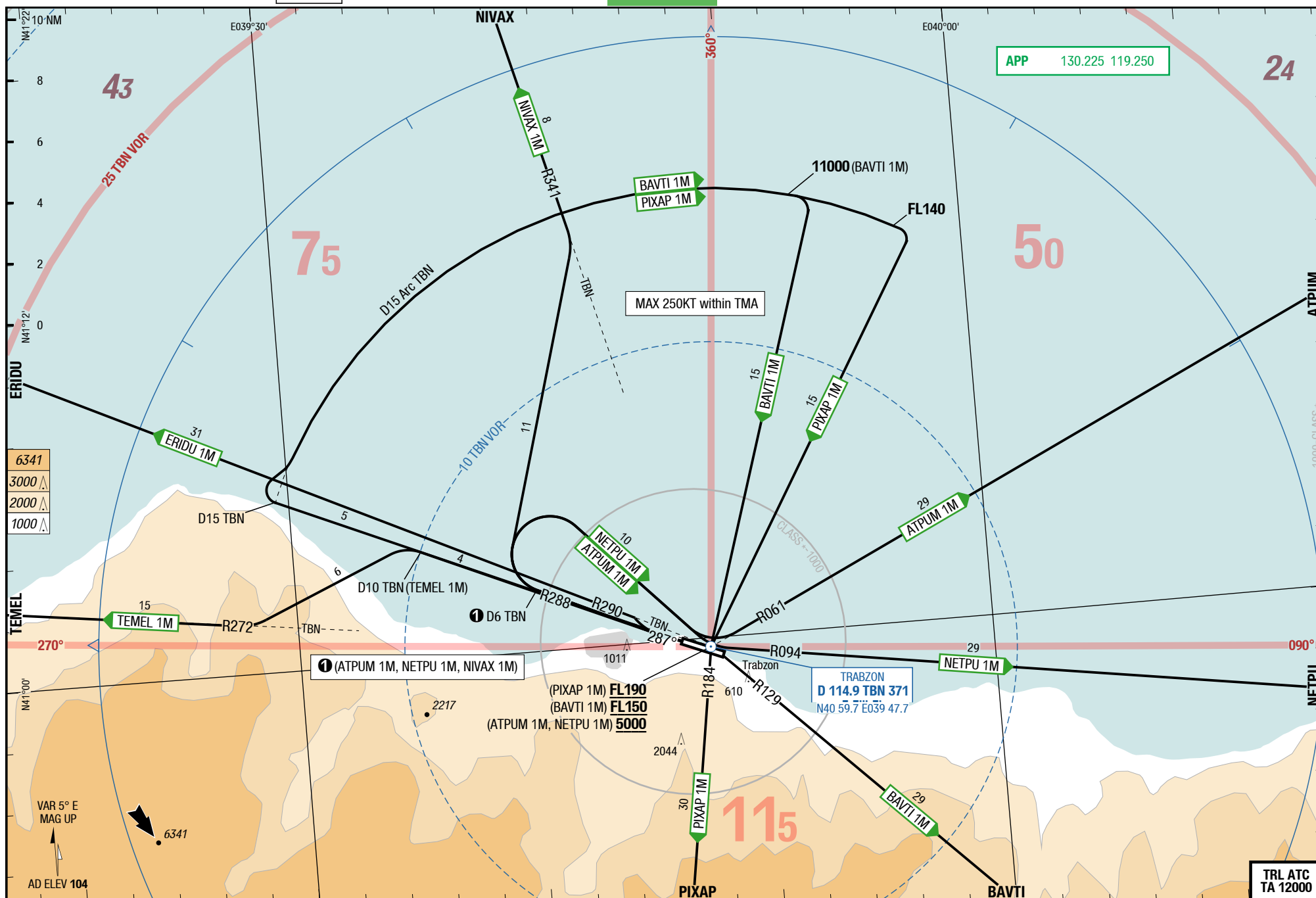


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**TZX-LTCG**

## SIDs RWY 29

SID

## SIDs RWY 29



Changes: FREQ, OBST

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5-10

RNAV SIDs RWY 11

ATPUM 1A / BAVTI 1A / NETPU 1A / NIVAX 1A / PIXAP 1A / TEMEL 1A / TOLUN 1A  
RWY 11 (107°)

	GS	120	150	180	210	240	270
4.7%	ft/MIN	600	800	900	1000	1200	1300
5.0%	ft/MIN	700	800	1000	1100	1300	1400
5.4%	ft/MIN	700	900	1000	1200	1400	1500
5.6%	ft/MIN	700	900	1100	1200	1400	1600
7.9%	ft/MIN	1000	1300	1500	1700	2000	2200

DESIGNATOR	ROUTING	ALTITUDES
	Runway 11	
<b>ATPUM 1A</b> 7.9% to 1700 5.0% to 10000 <b>130.225</b>	CG081 [L] - ATPUM	
<b>BAVTI 1A</b> 7.9% to 1700 5.4% to 12000 <b>130.225</b>	CG081 - CG094 [A6000+ ;R] - BAVTI	
<b>NETPU 1A</b> 7.9% to 1700 5.4% to FL140 <b>130.225</b>	CG081 - CG094 - NETPU	
<b>NIVAX 1A</b> 7.9% to 1700 <b>130.225</b>	CG081 [K210- ;L] - CG049 [F130- ;L] - NIVAX	
<b>PIXAP 1A</b> 7.9% to 1700 5.4% to 12000 <b>130.225</b>	CG081 - CG094 [R] - CG097 [A7500+ ;R] - CG098 [A12000- F160] - PIXAP	
<b>TEMEL 1A</b> 7.9% to 1700 4.7% to 7000 <b>130.225</b>	CG081 [K210- ;L] - CG082 [K230- ;L] - CG015 [A7000+ ;L] - CG016 [R] - TEMEL	
<b>TOLUN 1A</b> 7.9% to 1700 5.6% to 11000 <b>130.225</b>	CG081 [K210- ;L] - CG082 [K230- ;L] - CG014 [A11000+] - INGOV - CG019 [L] - TOLUN	

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5-20

RNAV SIDs RWY 29

ABVEX 1G / ARLAT 1G / ATPUM 1G / BAVTI 1G / DELEL 1G / NIVAX 1G / PIXAP 1G / TOLUN 1G

RWY 29 (287°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
5.4%	ft/MIN	700	900	1000	1200	1400	1500

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 29</b>	
<b>ABVEX 1G</b> 5.4% to 3000 <b>130.225</b>	CG023 [K190- ;R] - CG024 - CG051 [A8000- ;R] - CG052 [R] - CG053 - CG054 - ABVEX	
<b>ARLAT 1G</b> 5.0% to 6000 <b>130.225</b>	CG023 - CG048 [A6000-A11000 ;L] - CG050 [L] - ARLAT	
<b>ATPUM 1G</b> 5.4% to 3000 <b>130.225</b>	CG023 [K190- ;R] - CG024 - CG051 [A8000- ;R] - CG052 - ATPUM	
<b>BAVTI 1G</b> 5.4% to 10000 <b>130.225</b>	CG023 [K190- ;R] - CG024 [K210- ;R] - CG025 [K230- ;R] - CG026 [K250- ;A6400-A8000 ;L] - CG027 [A9000+ ; L] - CG147 [R] - BAVTI	
<b>DELEL 1G</b> 5.4 to 3000 <b>130.225</b>	CG023 [K190- ;R] - CG024 - CG051 [A8000- ;R] - CG052 [R] - CG053 - CG054 [L] - DELEL	
<b>NIVAX 1G</b> 5.4% to 2000 <b>130.225</b>	CG023 [K190- ;R] - CG010 [A8000-] - NIVAX	
<b>PIXAP 1G</b> 5.4% to 12000 <b>130.225</b>	CG023 [K190- ;R] - CG024 [K210- ;R] - CG025 [K230- ;R] - CG026 [K250- ;A6400-A8000 ;R] - CG071 [A9000+] - CG072 [L] - PIXAP	
<b>TOLUN 1G</b> 5.0% to 3000 <b>130.225</b>	CG023 - CG048 [A6000-A11000 ;R] - TOLUN	

## ATPUM 1U / BAVTI 1U / ERIDU 1U / ERIDU 1X / NETPU 1U

RWY 11 (107°)

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100
5.3%	ft/MIN	700	900	1000	1200	1300	1500
7.9%	ft/MIN	1000	1300	1500	1700	2000	2200
9.0%	ft/MIN	1100	1400	1700	2000	2200	2500

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 11</b>	
<b>ATPUM 1U</b> 9.0% to 600 7.9% to D4 TBN 4.0% to D8 TBN <b>130.225</b> ①	LT intercept R099 <b>TBN</b> - at D8 <b>TBN</b> LT intercept R061 <b>TBN</b> to ATPUM	
<b>BAVTI 1U</b> 9.0% to 600 7.9% to D4 TBN 5.3% to FL180 <b>130.225</b> ①	LT intercept R099 <b>TBN</b> - at D15 <b>TBN</b> LT follow D15 <b>TBN</b> Arc - at <b>11000</b> LT direct <b>TBN</b> - R129 <b>TBN</b> to BAVTI	<b>TBN MNM FL150</b>
<b>ERIDU 1U</b> 9.0% to 600 7.9% to 2000 <b>130.225</b> ①	LT intercept R099 <b>TBN</b> - at MNM <b>2500</b> LT direct <b>TBN</b> - R290 <b>TBN</b> to ERIDU	<b>TBN MNM 4000</b>
<b>ERIDU 1X</b> 9.0% to 600 7.9% to D4 TBN 4.0% to D8 TBN <b>130.225</b> ①	LT intercept R099 <b>TBN</b> - at D8 <b>TBN</b> LT to <b>TBN</b> - R290 <b>TBN</b> to ERIDU	<b>TBN MNM 5000</b>
<b>NETPU 1U</b> 9.0% to 600 7.9% to D4 TBN 4.0% to D8 TBN <b>130.225</b> ①	LT intercept R099 <b>TBN</b> - at D8 <b>TBN</b> LT to <b>TBN</b> - LT intercept R094 <b>TBN</b> to NETPU	<b>TBN MNM 5000</b>

① MAX 250KT within TMA

**NIVAX 1U / PIXAP 1U / TEMEL 1U**

RWY 11 (107°)

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100
5.3%	ft/MIN	700	900	1000	1200	1300	1500
7.9%	ft/MIN	1000	1300	1500	1700	2000	2200
9.0%	ft/MIN	1100	1400	1700	2000	2200	2500

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 11</b>	
<b>NIVAX 1U</b> 9.0% to 600 7.9% to D4 TBN 4.0% to D8 TBN <b>130.225</b> ①	<b>LT</b> intercept R099 <b>TBN</b> - at D8 <b>TBN LT</b> to <b>TBN</b> - R342 <b>TBN</b> to NIVAX	<b>TBN MNM 5000</b>
<b>PIXAP 1U</b> 9.0% to 600 7.9% to D4 TBN 5.3% to FL260 <b>130.225</b> ①	<b>LT</b> intercept R099 <b>TBN</b> - at D15 <b>TBN LT</b> follow D15 <b>TBN</b> Arc - at <b>FL140 LT</b> direct <b>TBN</b> - R184 <b>TBN</b> to PIXAP	<b>TBN MNM FL190</b>
<b>TEMEL 1U</b> 9.0% to 600 7.9% to D4 TBN 4.0% to D8 TBN <b>130.225</b> ①	<b>LT</b> intercept R099 <b>TBN</b> - at D8 <b>TBN LT</b> to <b>TBN</b> - R272 <b>TBN</b> to TEMEL	<b>TBN MNM 5000</b>

① MAX 250KT within TMA

28-DEC-2017

Turkey Trabzon

TZX-LTCG

5-50

SIDs RWY 29

SIDPT

ATPUM 1M / BAVTI 1M / ERIDU 1M / NETPU 1M / NIVAX 1M / PIXAP 1M / TEMEL 1M  
RWY 29 (287°)

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100
5.3%	ft/MIN	700	900	1000	1200	1300	1500

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 29</b>	
<b>ATPUM 1M</b> <b>130.225</b> ①	R288 <b>TBN</b> - at D6 <b>TBN RT</b> direct <b>TBN</b> - R061 <b>TBN</b> to ATPUM	<b>TBN MNM 5000</b>
<b>BAVTI 1M</b> 5.3% to FL180 <b>130.225</b> ①	R288 <b>TBN</b> - at D15 <b>TBN RT</b> follow D15 <b>TBN</b> arc - at <b>11000 RT</b> direct <b>TBN</b> - R129 <b>TBN</b> to BAVTI	<b>TBN MNM FL150</b>
<b>ERIDU 1M</b> 5.3% to 3000 <b>130.225</b> ①	<b>RT</b> intercept R290 <b>TBN</b> to ERIDU	
<b>NETPU 1M</b> <b>130.225</b> ①	R288 <b>TBN</b> - at D6 <b>TBN RT</b> direct <b>TBN</b> - R094 <b>TBN</b> to NETPU	<b>TBN MNM 5000</b>
<b>NIVAX 1M</b> <b>130.225</b> ①	R288 <b>TBN</b> - at D6 <b>TBN RT</b> intercept R341 <b>TBN</b> to NIVAX	
<b>PIXAP 1M</b> 5.3% to FL260 <b>130.225</b> ①	R288 <b>TBN</b> - at D15 <b>TBN RT</b> follow D15 <b>TBN</b> arc - at <b>FL140 RT</b> direct <b>TBN</b> - R184 <b>TBN</b> to PIXAP	<b>TBN MNM FL190</b>
<b>TEMEL 1M</b> 4.0% to D10 <b>TBN</b> <b>130.225</b> ①	R288 <b>TBN</b> - at D10 <b>TBN LT</b> intercept R272 <b>TBN</b> to TEMEL	

① MAX 250KT within TMA

Changes: FREQ

**28-DEC-2017**  
**TZX-LTCG**

## 6-10

Turkey Trabzon  
RNAV STARs RWY 29  
RNAV STARs RWY 11

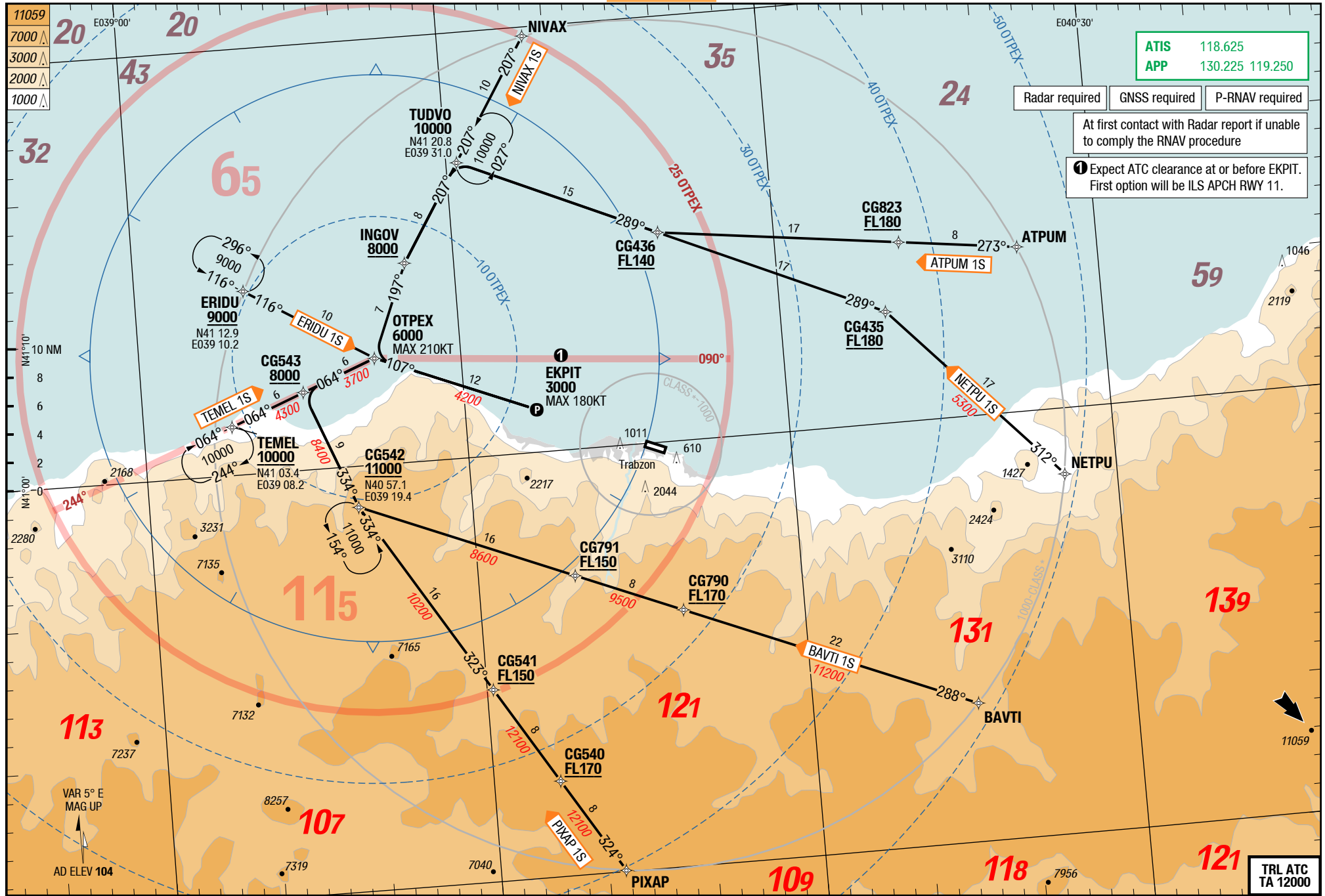
# STAR

# STAR

# Trabzon Turkey

RNAV STARs RWY 29

## RNAV STARs RWY 11



Changes: FREQ, OBST

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**TZX-LTCG**

6-20

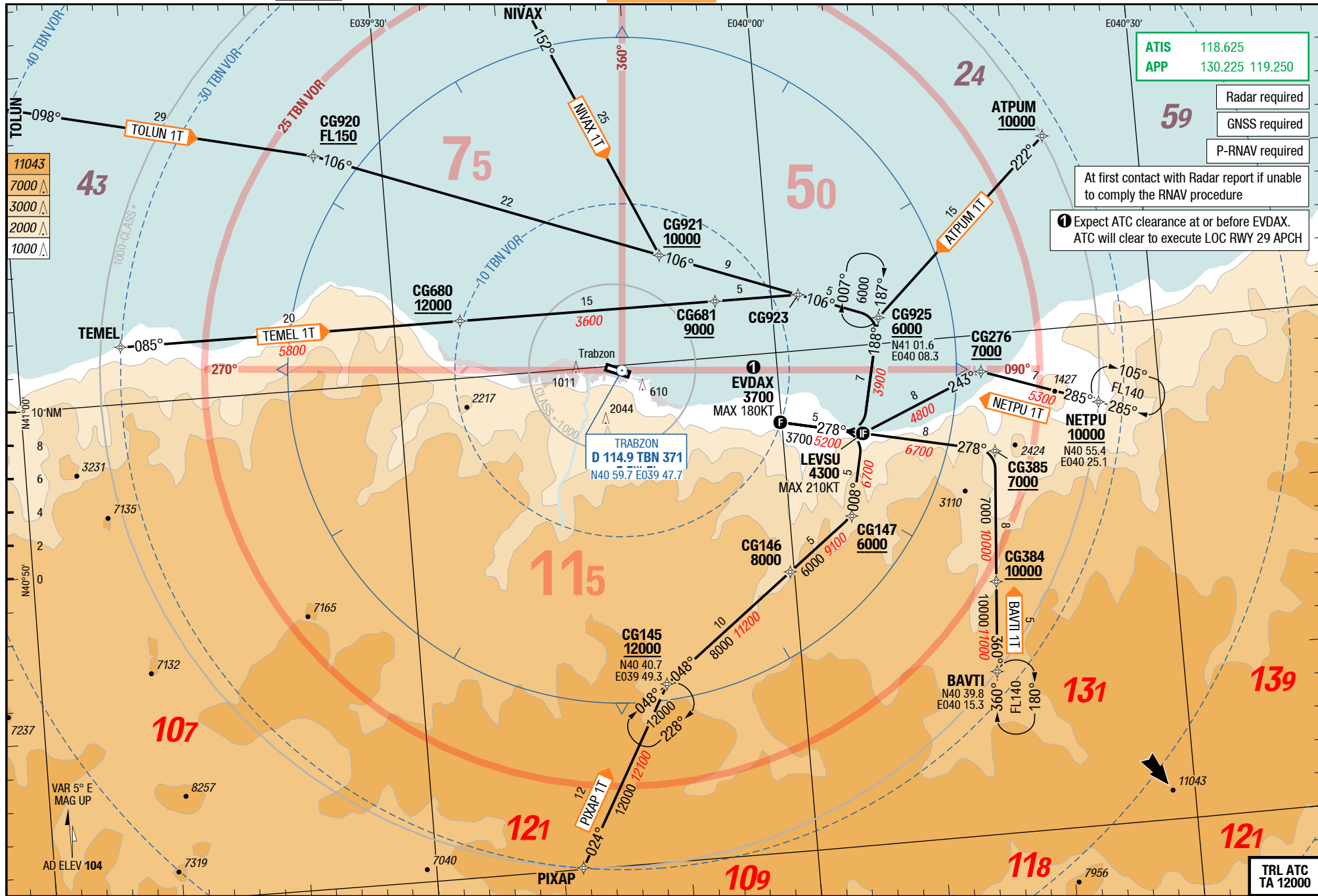
## RNAV STARs RWY 29

# STAR

# STAR

# Trabzon Turkey

## RNAV STARs RWY 29



Changes: FREQ, OBST

TRL ATC  
TA 12000

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6-30

**NIL**  
**STARS**

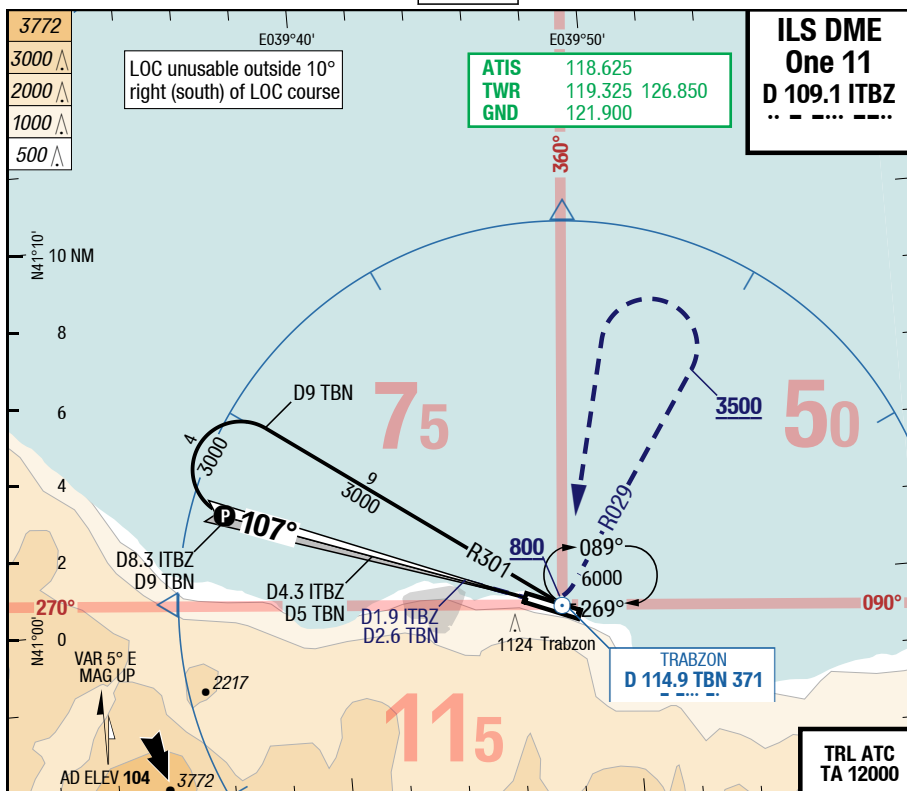
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# STAR

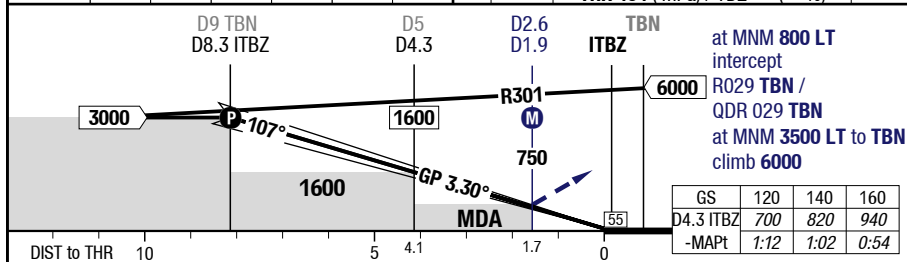
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**STARS**



Changes: FREQ, OBST



LOC 3.30° D ITBZ	8.3	6	5	4	3	2	11	HL-P2F	THR 104 (4hPa) / TDZ --- (---%) -0.1%	RCLL non-std
	3000	2200	1850	1500	1150	800				50 HL

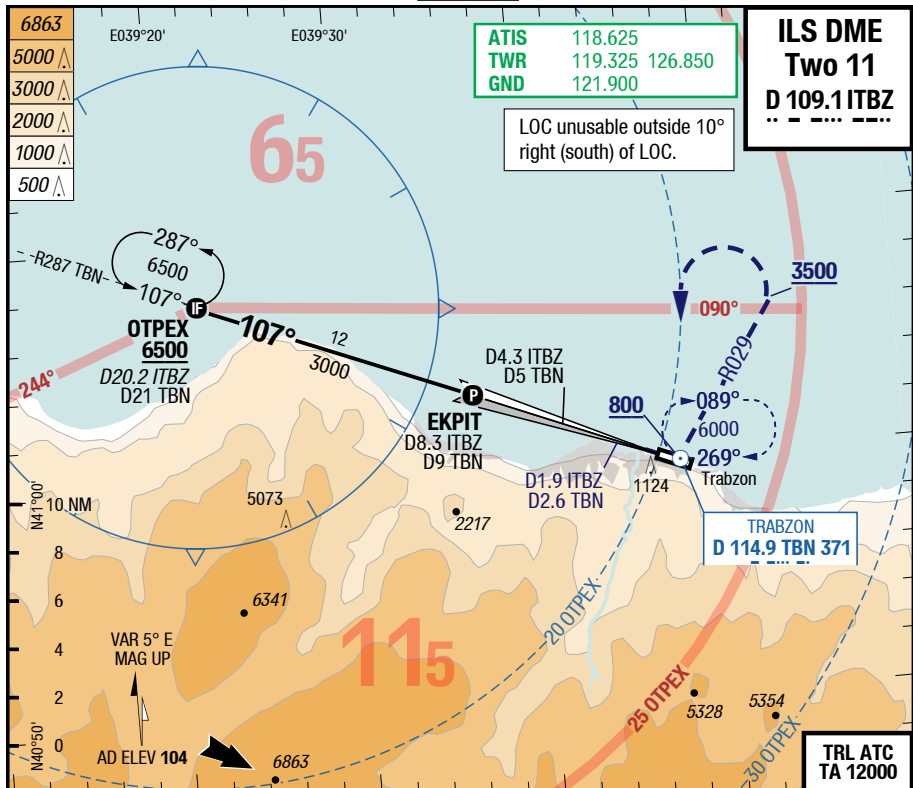


11	Cat 1 DME GA 4.5% 1)	Cat 1 DME GA 3.5% 2)	Cat 1 DME GA 2.5% 3)	LOC DME	Circling N of AD only
C	ft - m/km ft 390 - 1.4 490	440 - 1.6 540	500 - 1.8 600	650 - 2.4 750	1450 - 2.4V 1550
D	ft - m/km ft 390 - 1.4 490	440 - 1.6 540	500 - 1.8 600	650 - 2.4 750	1450 - 3.6V 1550

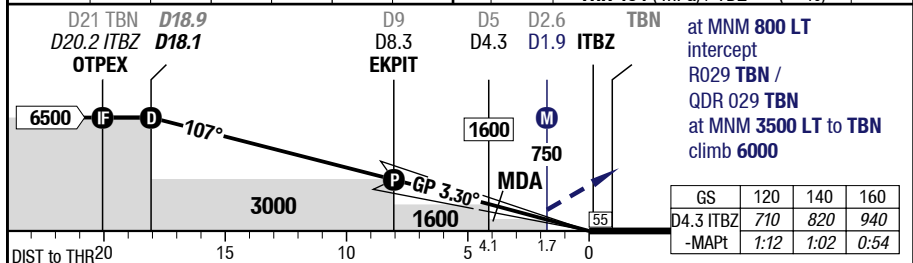
1) With EVS 900m

2) With EVS 1.1km

3) With EVS 1.2km



LOC 3.33° D ITBZ	18.1	15	12	9	6	3	11	83.3°	RCLL non-std
	6500	5400	4340	3280	2220	1160	HL-P2F	2640 x 45	50 HL
								THR 104 (4hPa) / TDZ --- (---%)	-0.1%



11	Cat 1 DME GA 4.5% 1)	Cat 1 DME GA 2.5% 2)	Cat 1 DME GA 3.5% 3)	LOC DME	Circling N of AD only
C	ft - m/km ft 390 - 1.4 490	500 - 1.8 600	440 - 1.6 540	650 - 2.4 750	1450 - 2.4V 1550
D	ft - m/km ft 390 - 1.4 490	500 - 1.8 600	440 - 1.6 540	650 - 2.4 750	1450 - 3.6V 1550

1) With EVS 900m

2) With EVS 1.2km

3) With EVS 1.1km

Changes: APL, ALT, MISAP text

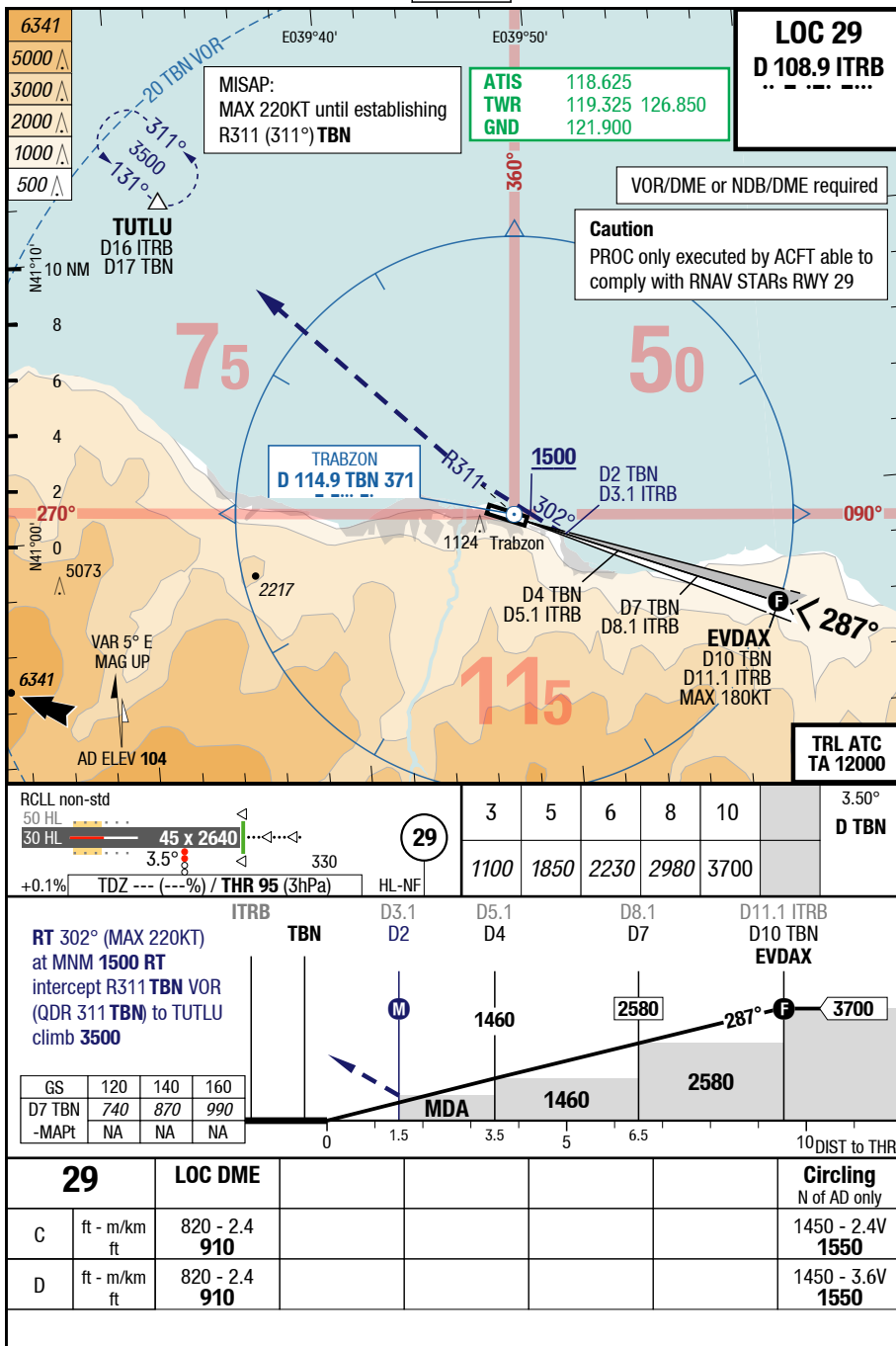
12-OCT-2017  
TZX-LTCG

Turkey Trabzon

IAC

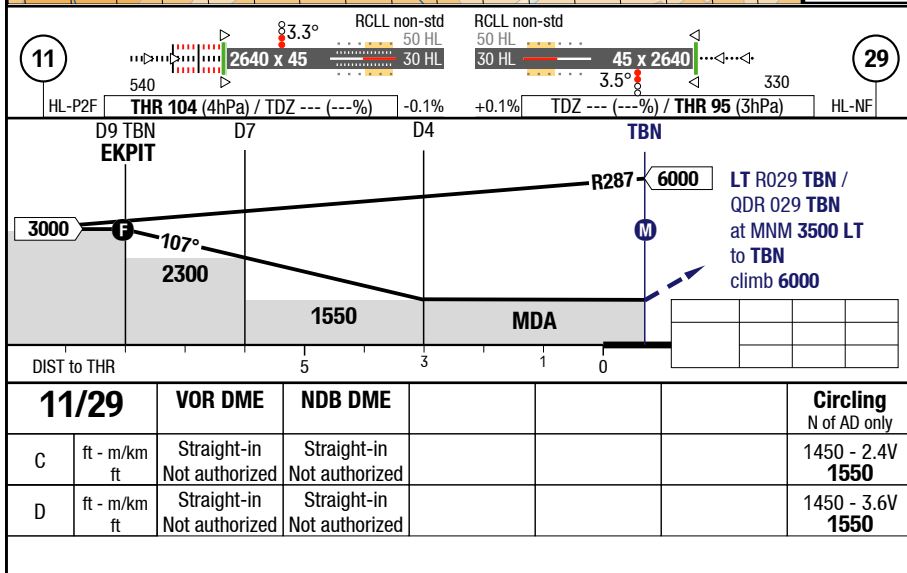
7-30

LOC 29



Changes: MIN

### VOR DME One / NDB + DME One



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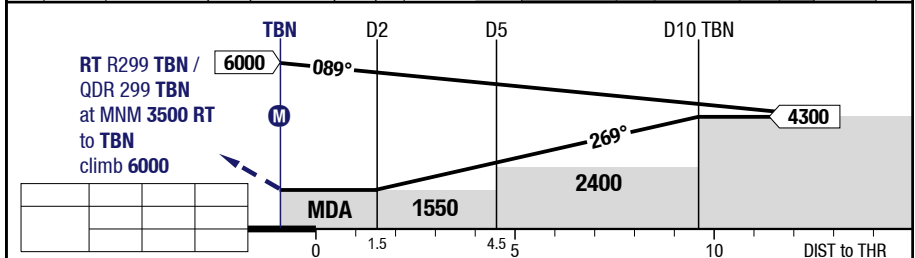
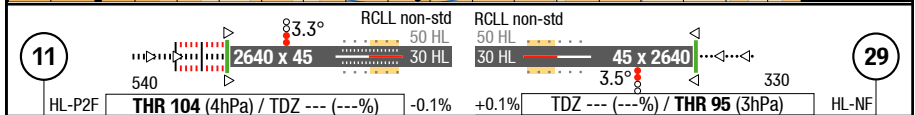
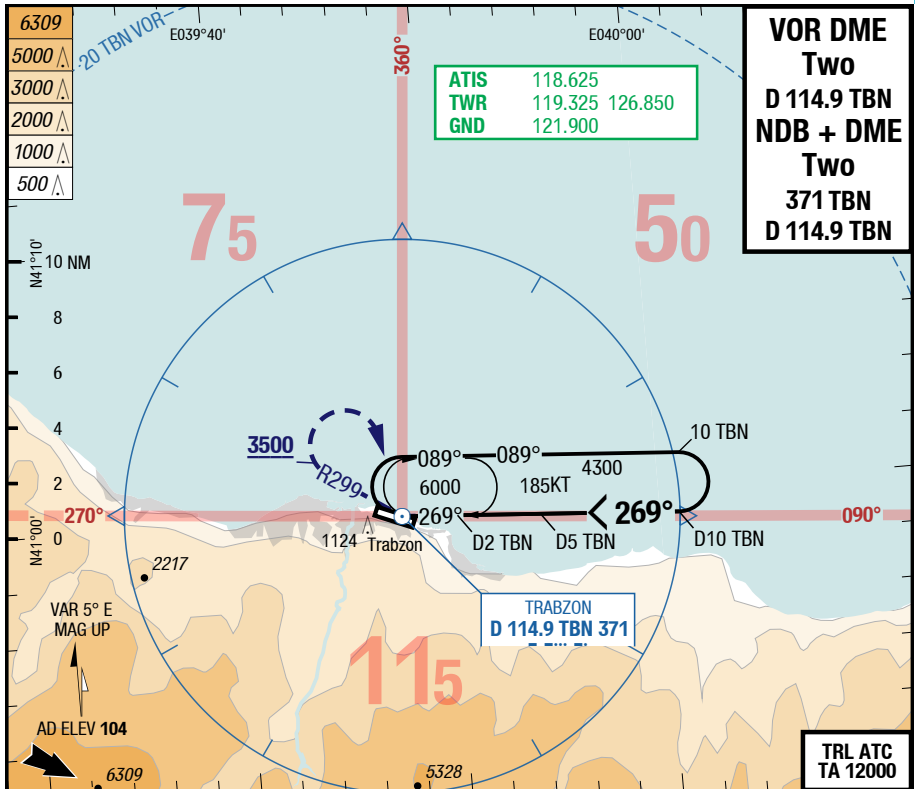
TZX-LTCG

7-50

VOR DME Two / NDB + DME Two

Turkey Trabzon

IAC



11/29	VOR DME	NDB DME				Circling N of AD only
C	ft - m/km ft	Straight-in Not authorized	Straight-in Not authorized			1450 - 2.4V 1550
D	ft - m/km ft	Straight-in Not authorized	Straight-in Not authorized			1450 - 3.6V 1550

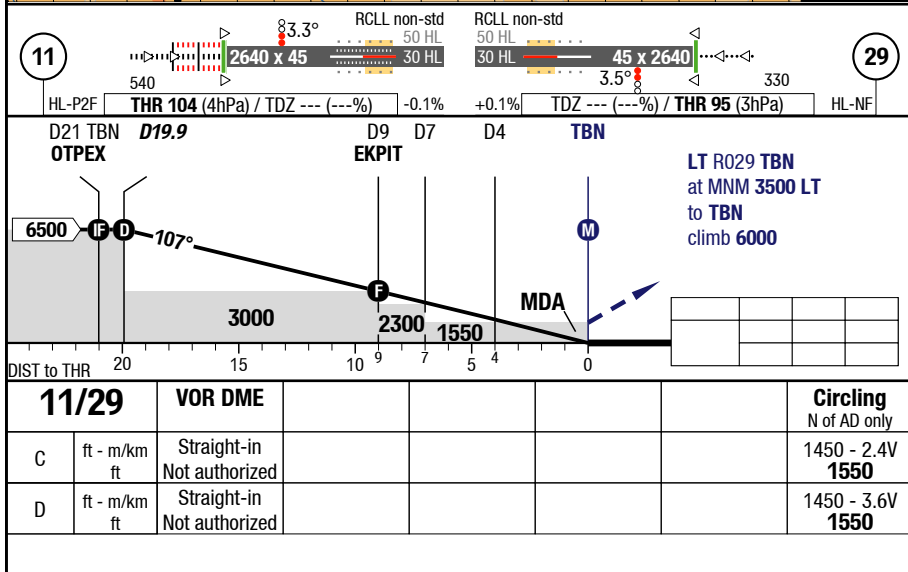
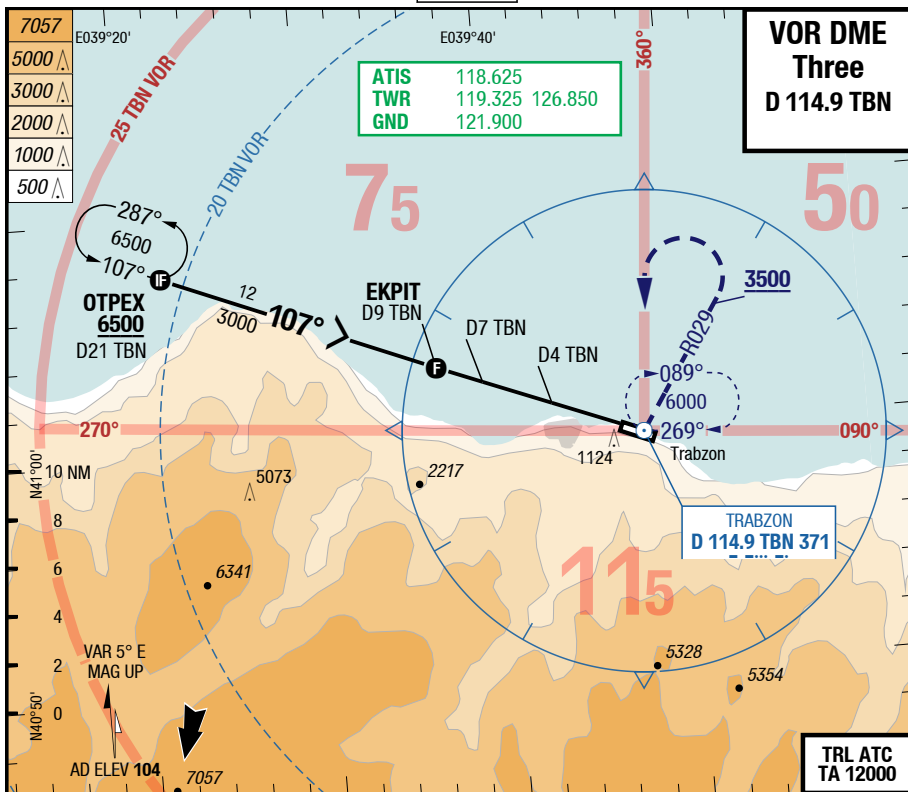
Changes: MIN

12-OCT-2017  
TZX-LTCG

7-60

Turkey Trabzon  
VOR DME Three

IAC



Changes: MIN



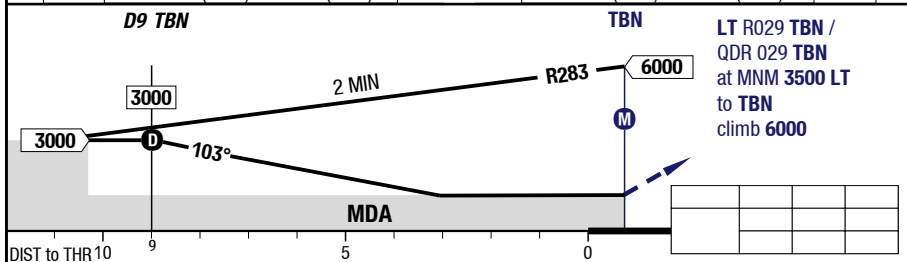
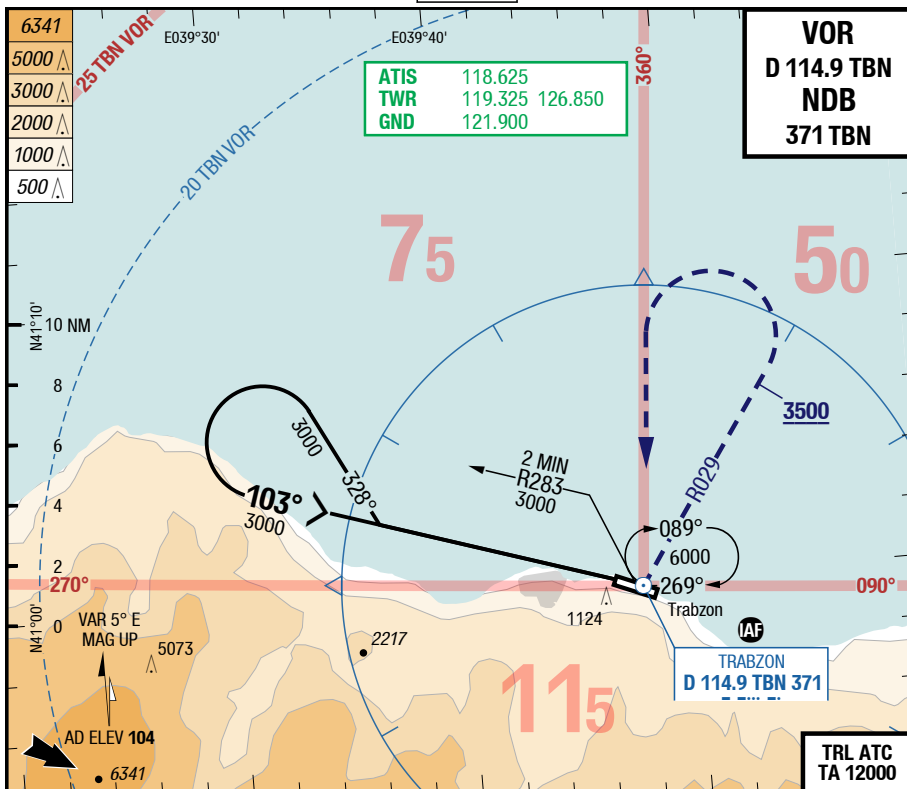
12-OCT-2017  
TZX-LTCG

Turkey Trabzon

IAC

7-70

VOR / NDB



11/29		VOR	NDB				Circling N of AD only
C	ft - m/km ft	Straight-in Not authorized	Straight-in Not authorized				1450 - 2.4V 1550
D	ft - m/km ft	Straight-in Not authorized	Straight-in Not authorized				1450 - 3.6V 1550

Changes: MIN

**TZX-LTCG**

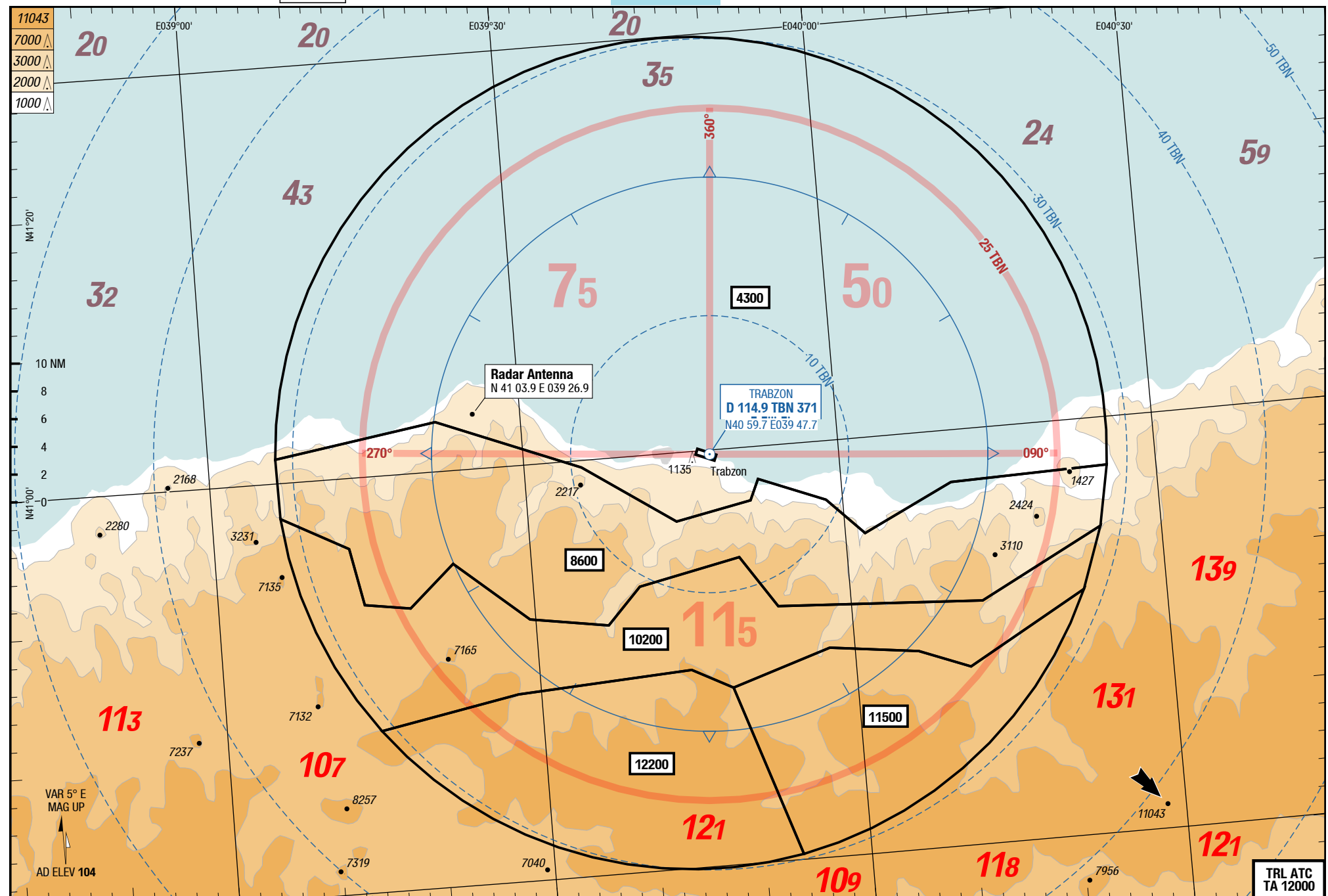
**NIL**  
**MRC**

**MRC**

**MRC**

**NIL**  
**MRC**

**8-10**



Changes: new

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