

## GENERAL

## Operational Hours

**ATS Hours:** H24

**AD ADMIN Hours:** See NOTAM

## Airport Information

**RFF:** CAT 7

**PCN:** RWY 05R/23L: 110/R/C/W/T, RWY 05L/23R: 106/F/C/W/T, 108/R/C/W/T

**LCN:** RWY 05R/23L: 50, RWY 05L/23R: 90/96

**Customs:** Not AVBL

## Operation

## Traffic Note

Radar APCH required due to local MIL traffic regulations.

## TWY Restriction

TWY 2, 3 width 15m / 49ft.

TWY 6 width 12m / 39ft.

TWY 1 and 4 between RWY 05L/23L and RWY 05R/23L shall be used by CIV ACFT.

TWY 2, 3 and 6 AVBL by ATC instruction.

## Standard Taxi Routes

## Arrival

RWY 05R: Backtrack RWY 05L/23R and leave RWY via TWY 4 (or via TWY 3 if needed and appropriate for ACFT type) and enter APN via TWY C1.

RWY 05L: Backtrack RWY 05L/23R by turning back from concrete part (from the part where THR lines of RWY 23R are AVBL) and enter APN via TWY C1. If needed, RWY 05R/23L may also be used for backtrack.

RWY 23R: Enter APN via TWY C1.

RWY 23L: Leave RWY via TWY 1 by turning right and enter APN via TWY C1.

## Departure

RWY 05L, 05R: Enter RWY via TWY C1 and 1.

23R: Taxi on RWY by entering RWY 05L/23R via C1 and TKOF by turning back from concrete part of RWY head.

23L: Taxi on RWY by entering RWY 05L/23R via TWY C1 and enter RWY 05R/23L via TWY 4. TWY 6 may also be used for entering RWY 05R/23L by ATC instructions.

## Taxi/Parking

During LVP conditions follow-me AVBL.

## Engine Run-up Areas

ENG tests will be done in the middle of CIV APN with ACFT position parallel to RWY. After approval request contact TWR.

**GENERAL****Warnings****Arresting Gear Systems**

RWY 05R/23L:

Hook barrier barracks are located 53m / 174ft eastbound/westbound of the subject RWY CL at a distance of 441m / 1447ft from THR 05R and 420m / 1378ft from THR 23L. Height of barracks: 2.4m / 8ft.

Net barrier posts are located at 27m / 88ft eastbound/westbound of the subject RWY CL at a distance of 55m / 180ft to THR 05R and 30m / 98ft to THR 23L. Height of posts: 0.7m / 2ft.

RWY 05L/23R:

Hook barrier barracks are located at 53m / 174ft eastbound/westbound of the subject RWY CL at a distance of 420m / 1378ft from THR 05L and THR 23R. Height barracks: 2.4m / 8ft.

**ARRIVAL****Speed**

MAX IAS 250KT within TMA at or below FL100 (refer to RFCs)

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

RWY		05L/23R, 05R/23L	
All ACFT	ft - m/km	0 - 400R/400V	-

**Speed**

MAX IAS 250KT within TMA at or below FL100 (refer to RFCs)

**ATC Clot, Clearance**

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

**De-icing**

See NOTAM.

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2-10

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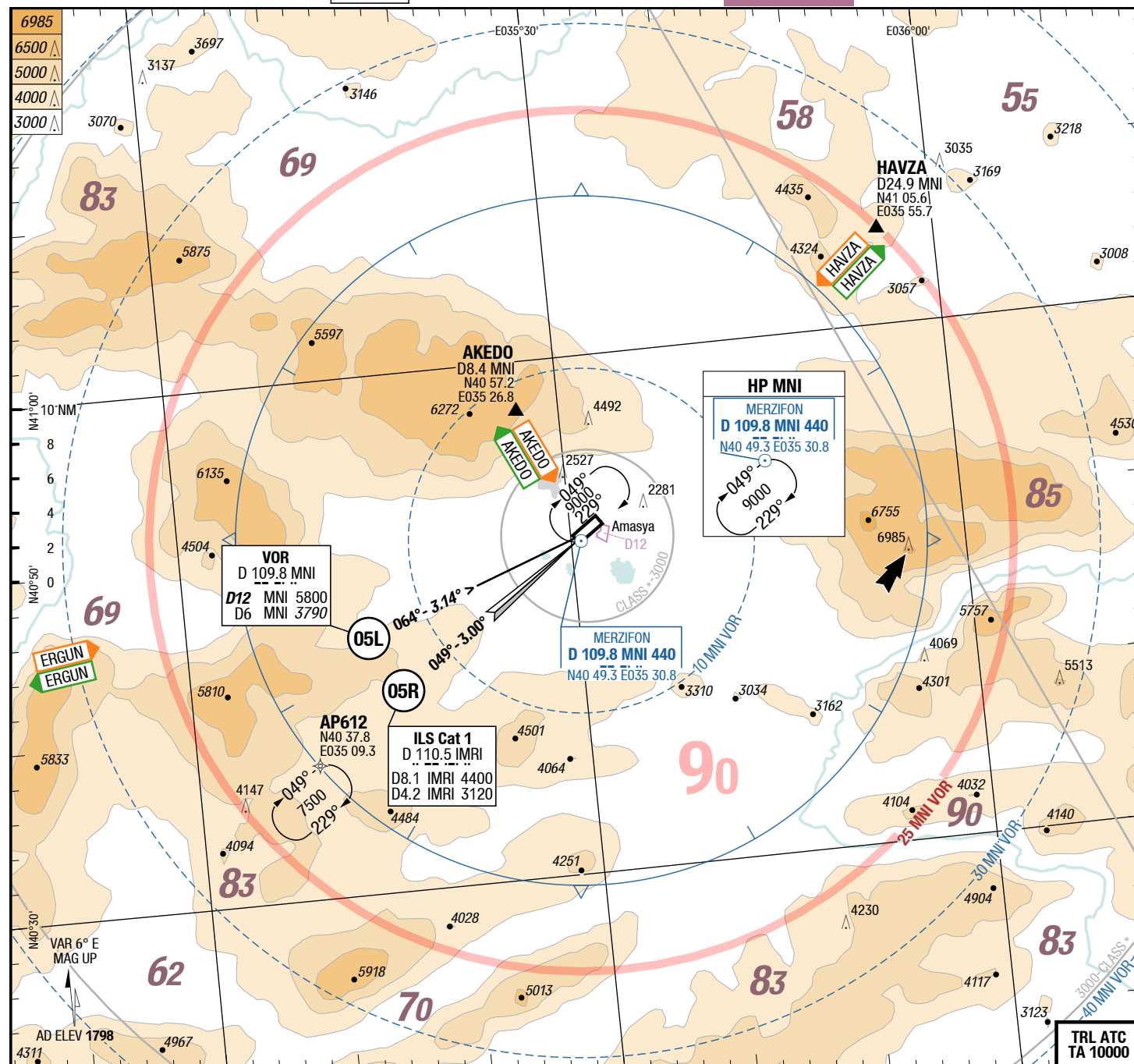
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Changes: Nil

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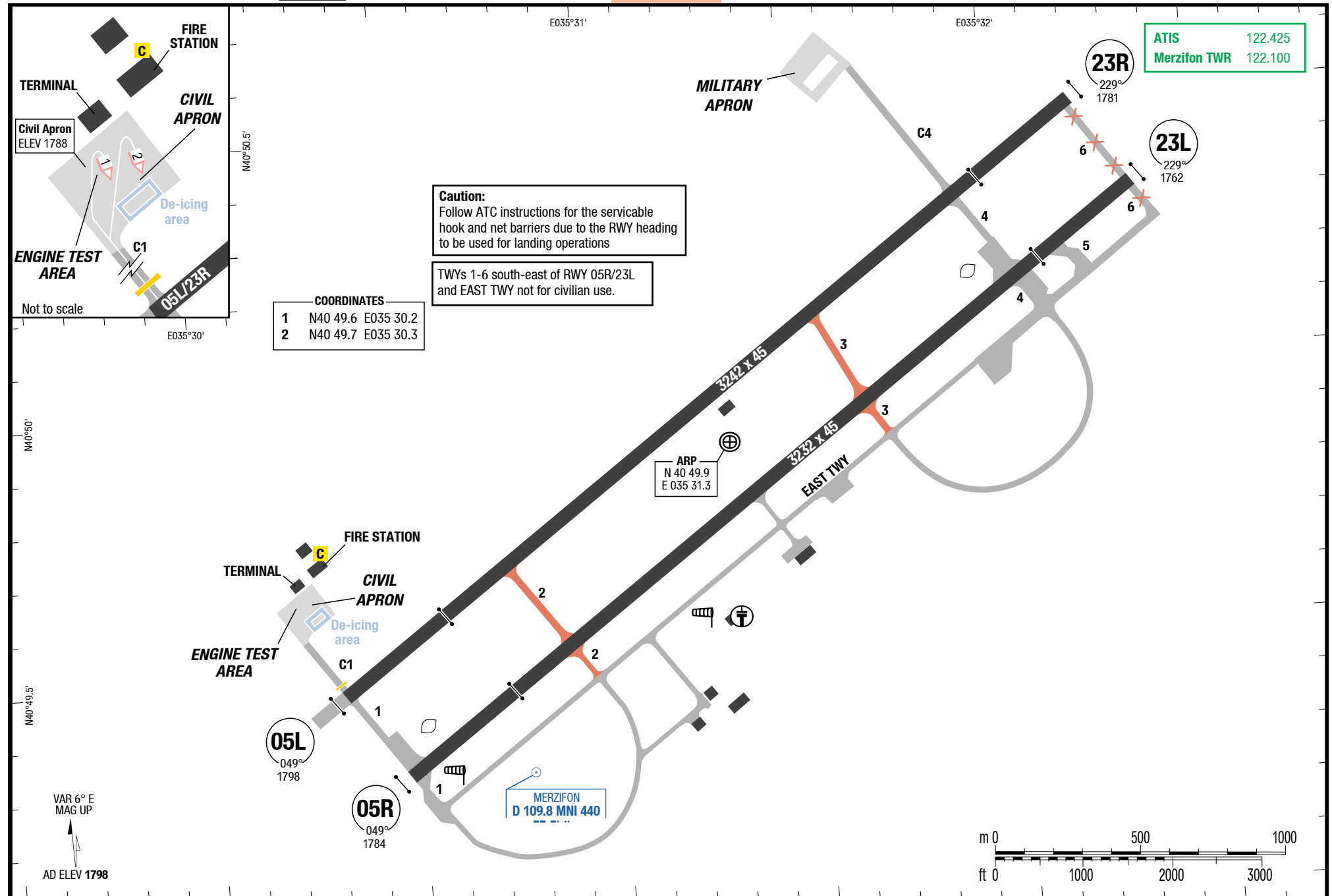
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3-20



Changes: Completely revised

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SIDs RWY 05L (NDB + DME)

4-10

SIDs RWY 05L (VOR DME)

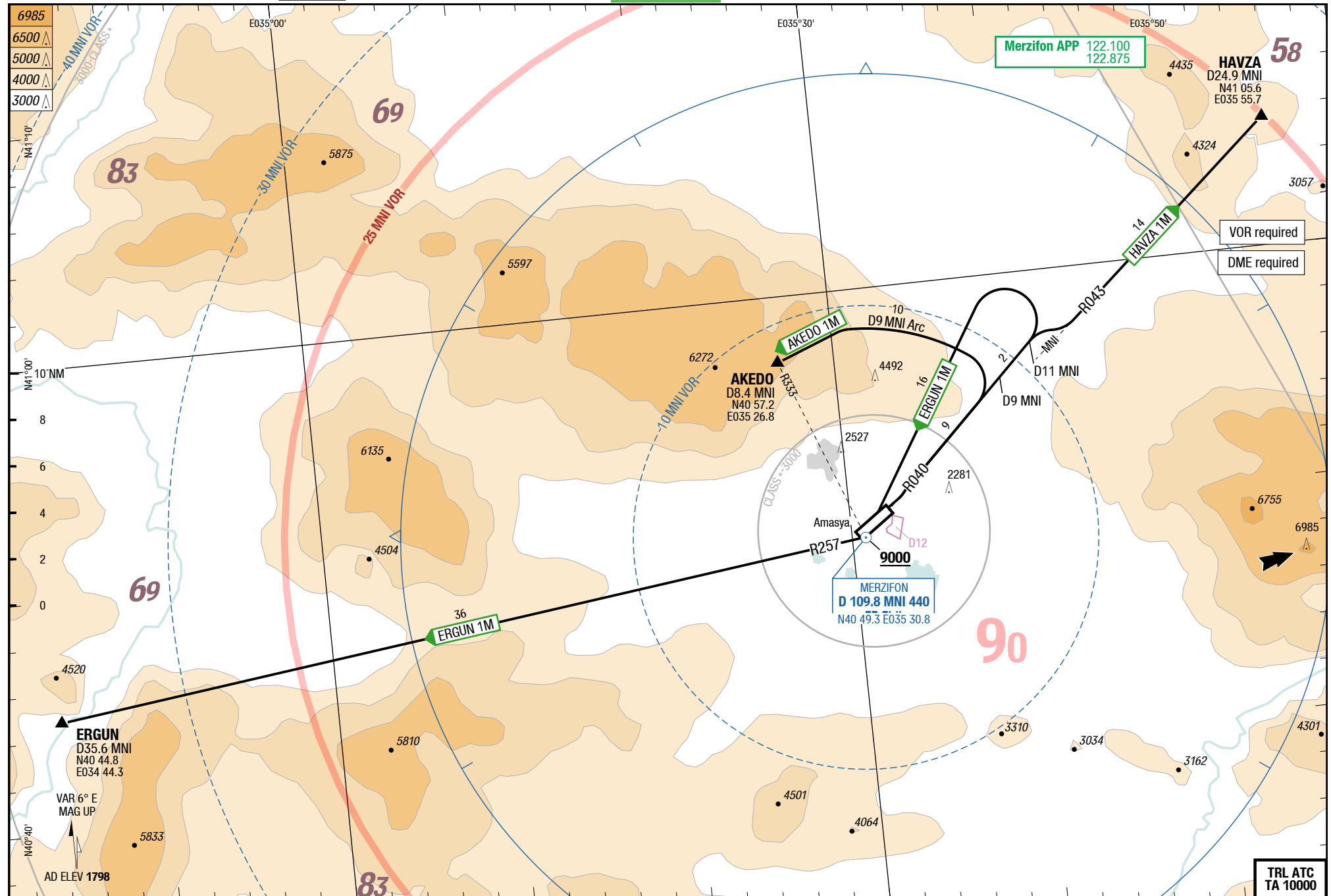
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SIDs RWY 05L (NDB + DME)

SIDs RWY 05L (VOR DME)



Changes: new

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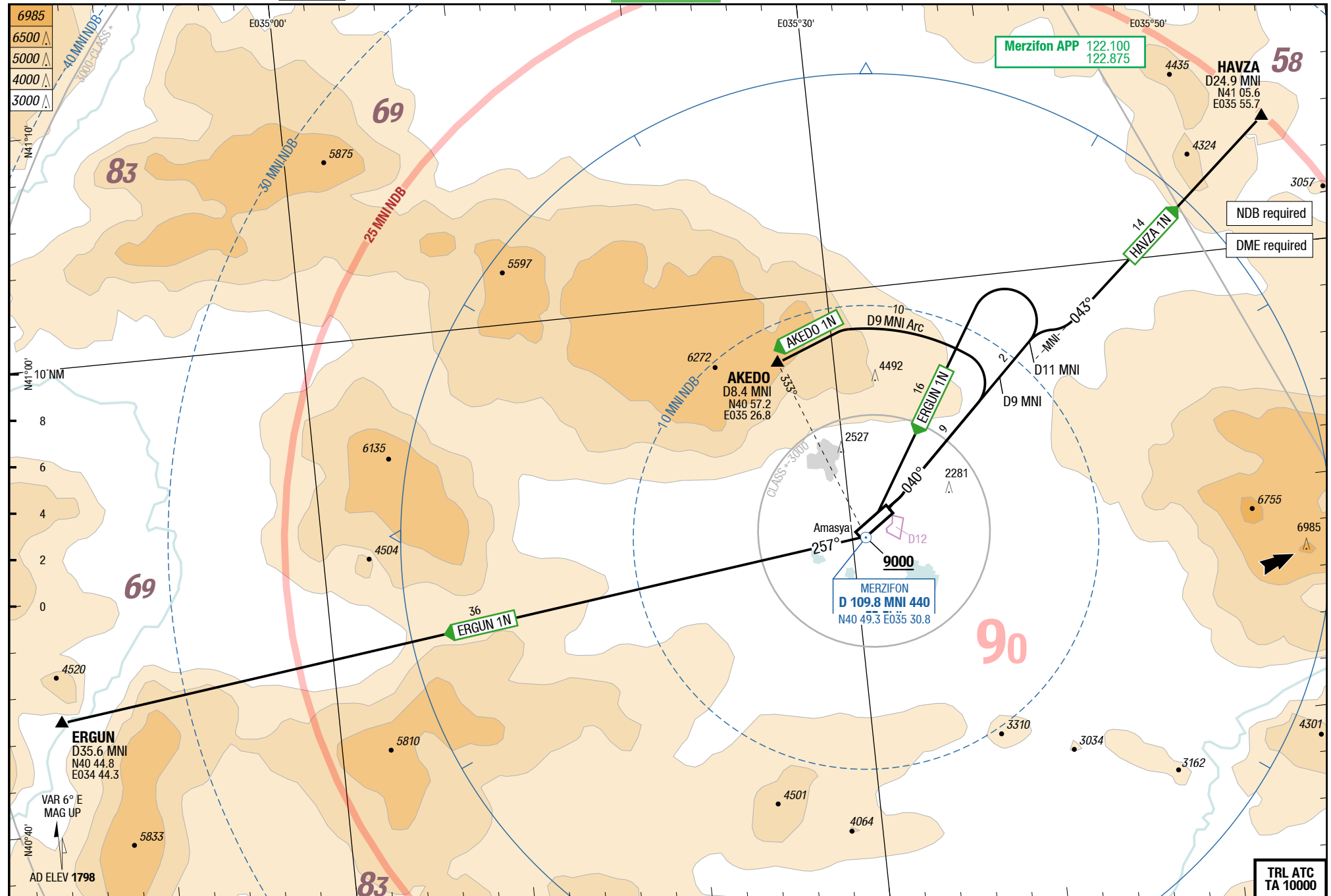
SIDs RWY 05L (NDB + DME)

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SIDs RWY 05L (NDB + DME)



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SIDs RWY 05R (NDB + DME)

4-30

SIDs RWY 05R (VOR DME)

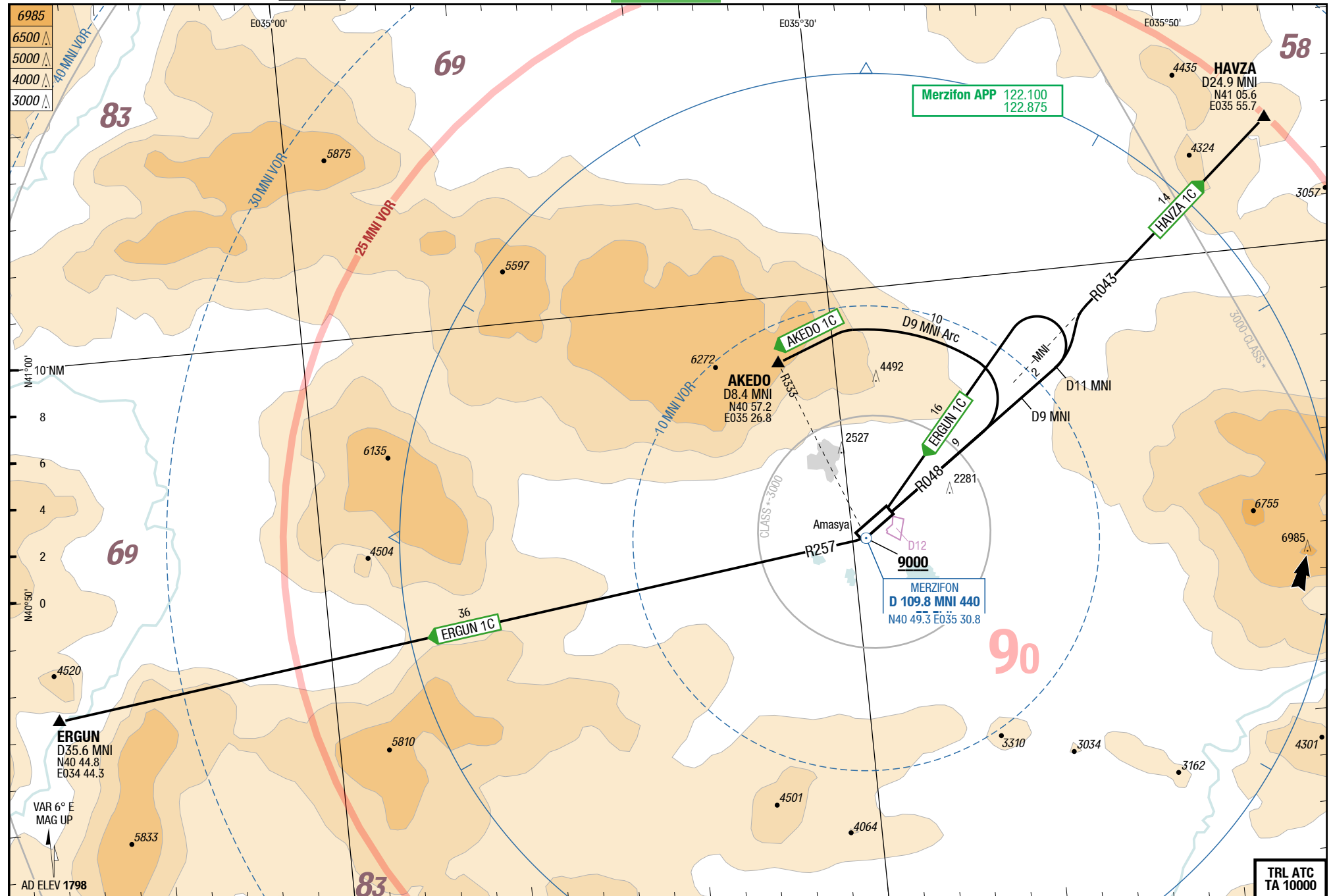
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SIDs RWY 05R (NDB + DME)

SIDs RWY 05R (VOR DME)



Changes: RWY polygon, Navaid name, AD ELEV, TOPO



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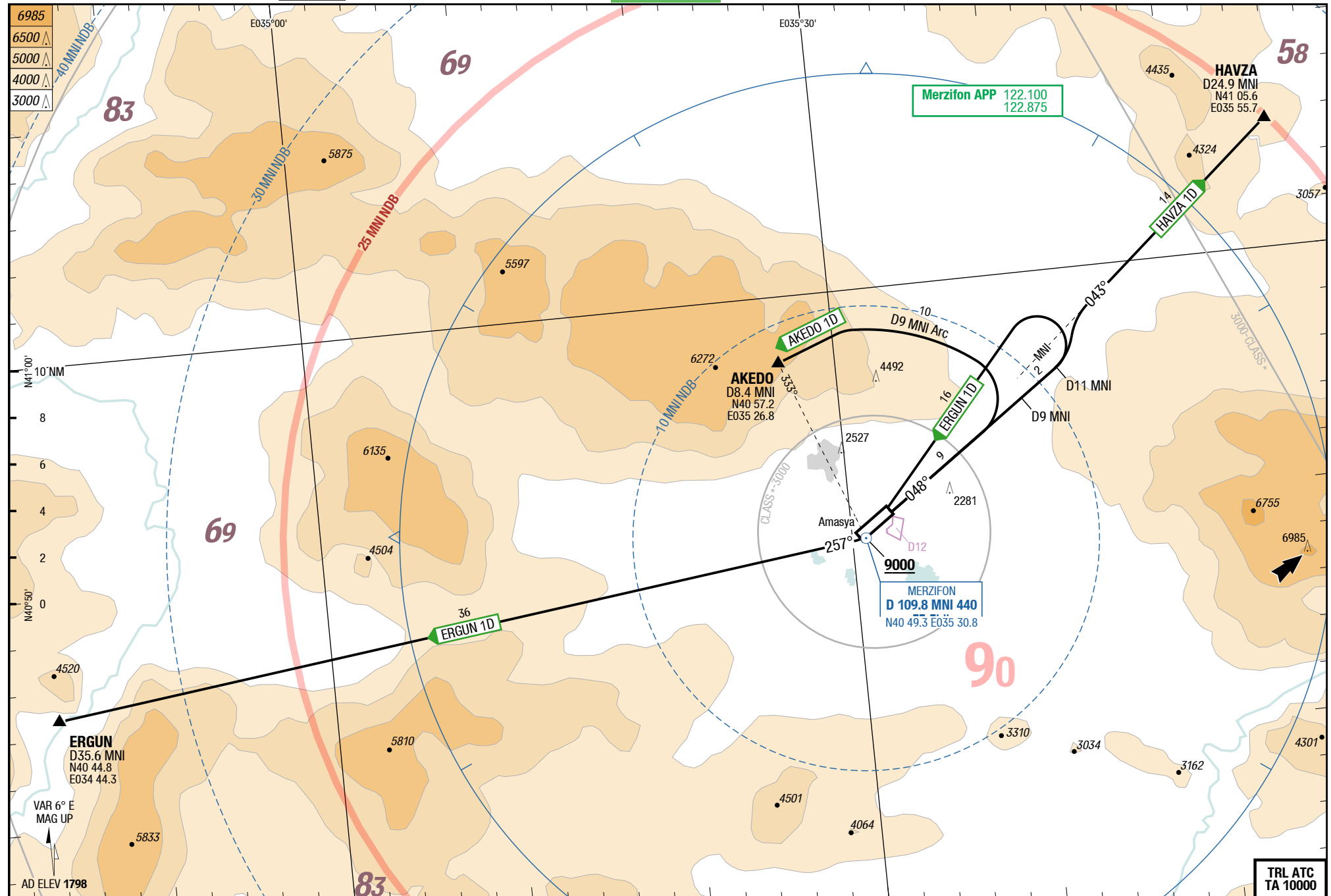
4-40 SIDs RWY 05R (NDB + DME)

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SIDs RWY 05R (NDB + DME)





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SIDs RWY 23L (NDB + DME)

4-50

SIDs RWY 23L (VOR DME)

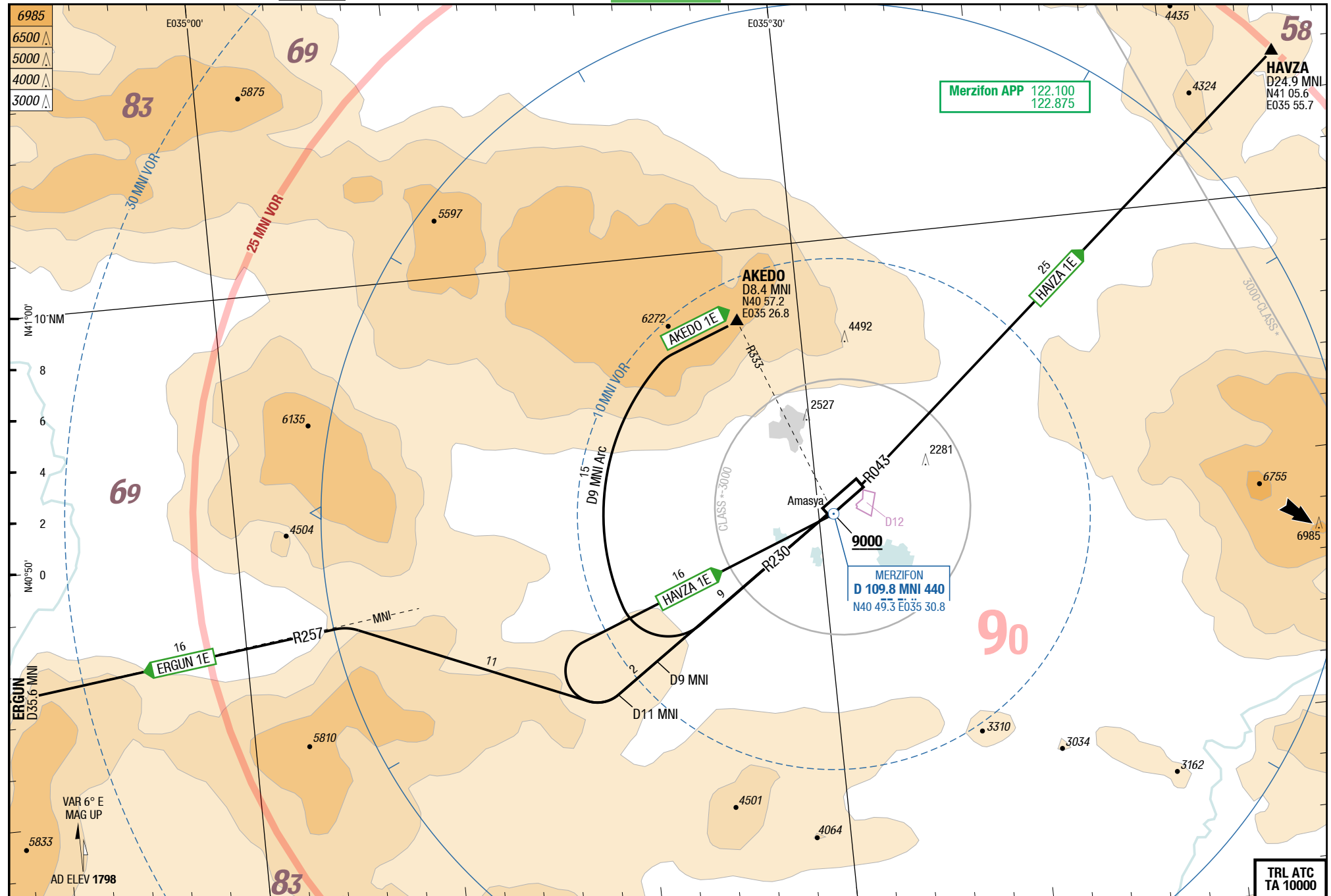
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SIDs RWY 23L (NDB + DME)

SIDs RWY 23L (VOR DME)



Changes: RWY polygon, Navaid name, AD ELEV, TOPO

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4-60

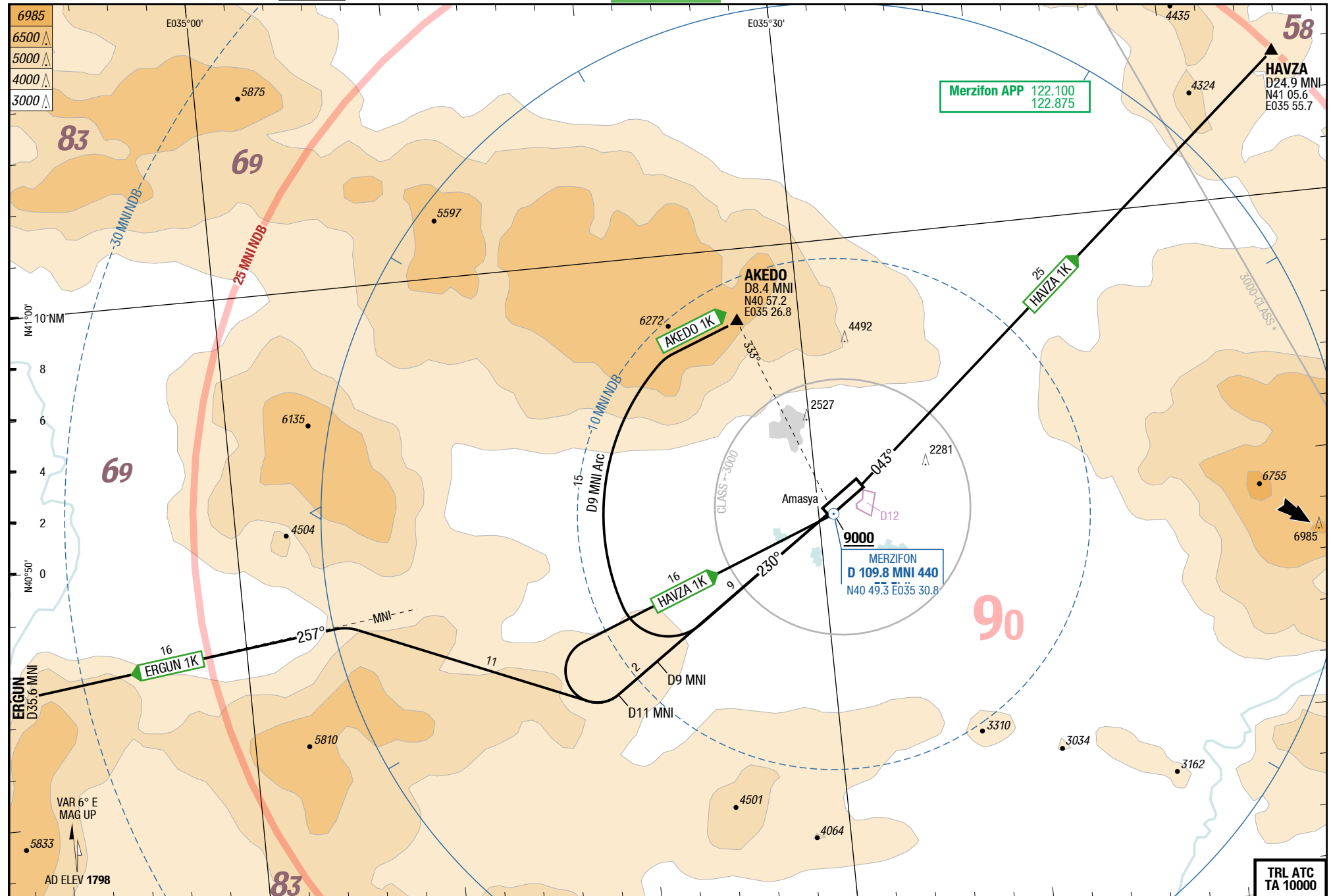
SIDs RWY 23L (NDB + DME)

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SIDs RWY 23R (NDB + DME)

4-70

SIDs RWY 23R (VOR DME)

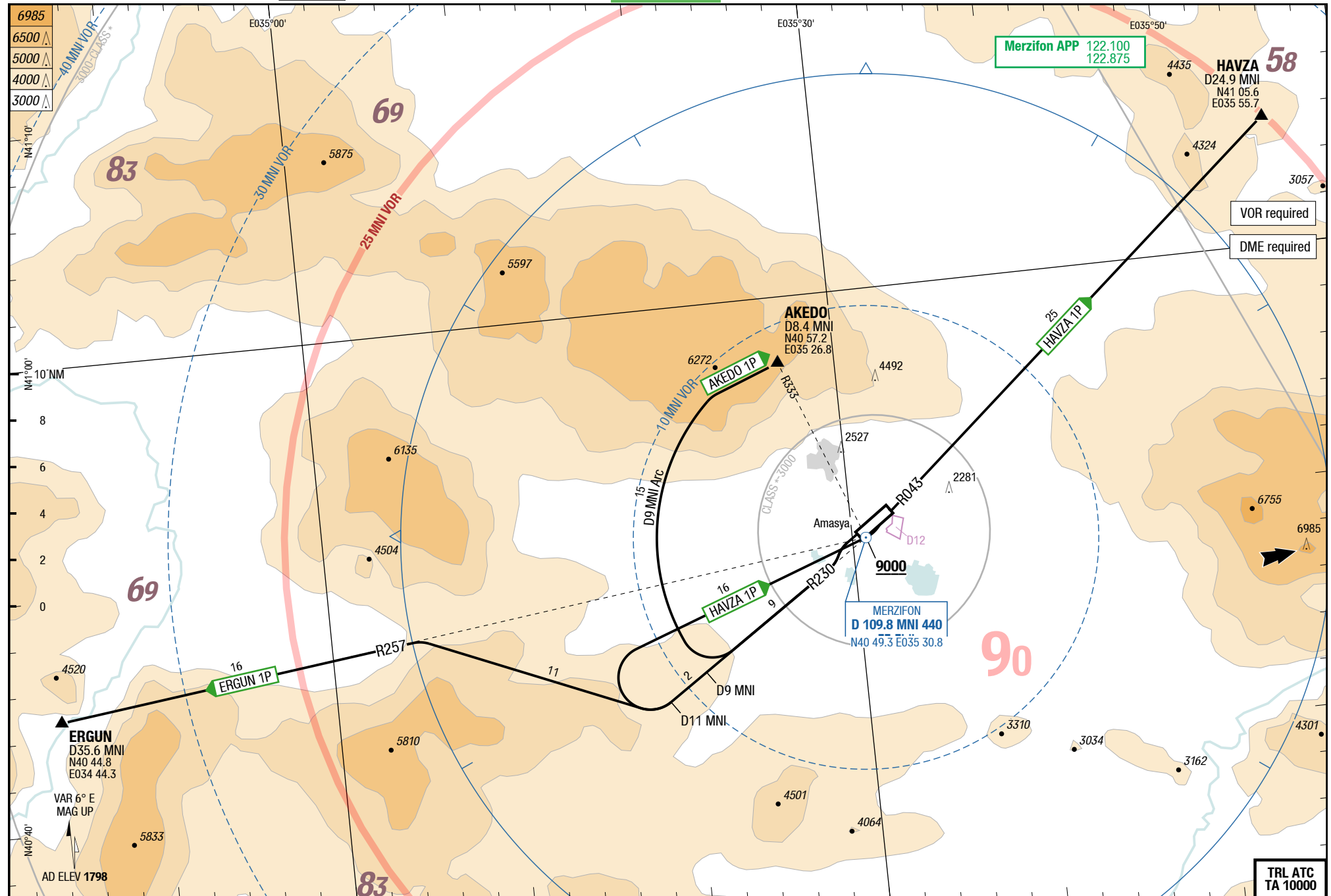
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SIDs RWY 23R (VOR DME)



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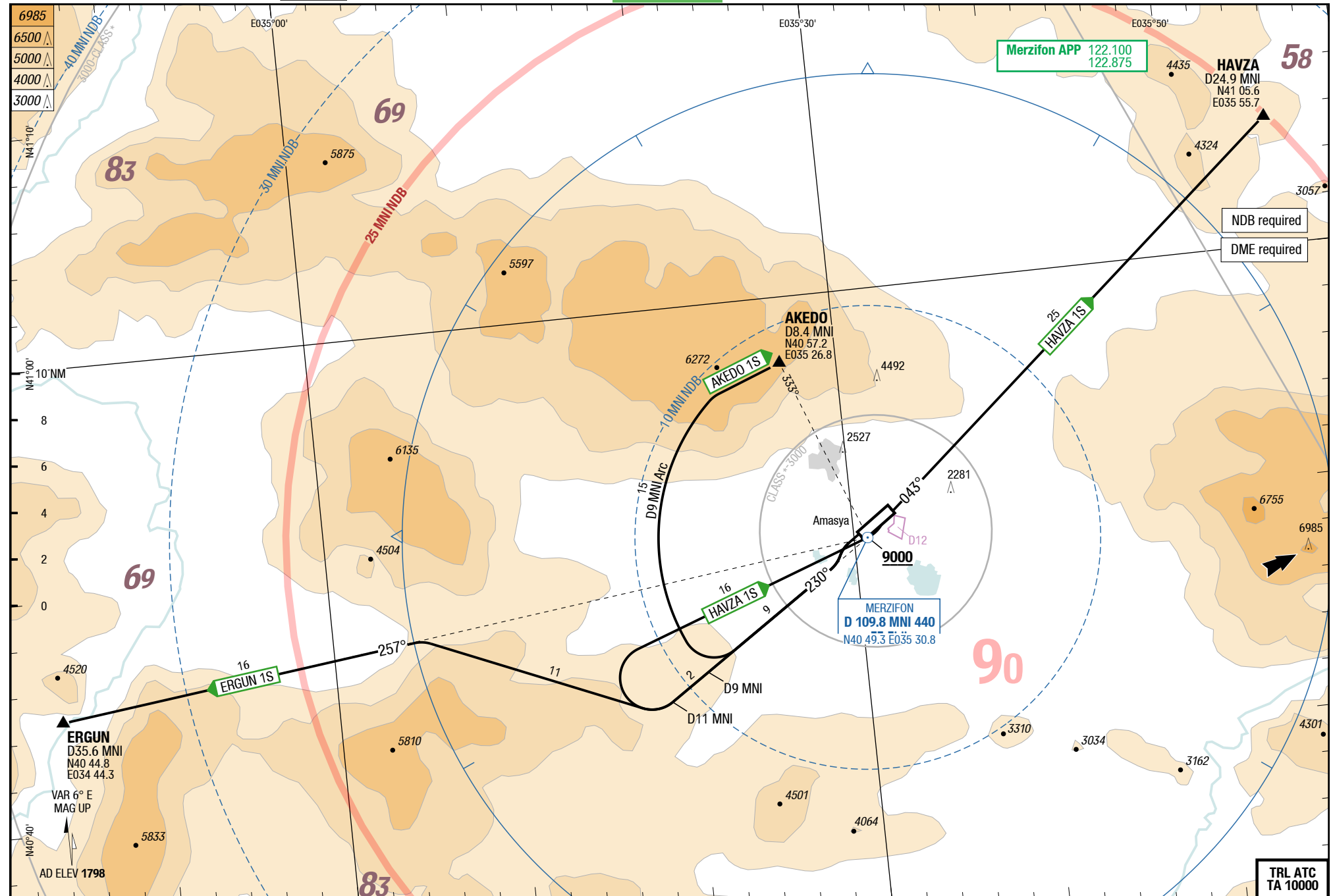
4-80 SID RWY 23R (NDB + DME)

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SIDs RWY 23R (NDB + DME)



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## SIDs RWY 05L (VOR DME)

## AKEDO 1M / ERGUN 1M / HAVZA 1M

RWY 05L (049°)

	GS	120	150	180	210	240	270
5.1%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 05L</b>	
<b>AKEDO 1M</b> 5.1% to 9000 <b>122.100</b>	intercept R040 <b>MNI</b> - at D9 <b>MNI LT</b> follow D9 <b>MNI</b> Arc to AKEDO	
<b>ERGUN 1M</b> 5.1% to 9000 <b>122.100</b>	intercept R040 <b>MNI</b> - at D11 <b>MNI LT</b> direct <b>MNI</b> - R257 <b>MNI</b> to ERGUN	<b>MNI MNM 9000</b>
<b>HAVZA 1M</b> 5.1% to 9000 <b>122.100</b>	intercept R040 <b>MNI</b> - at D11 <b>MNI RT</b> intercept R043 <b>MNI</b> to HAVZA	

**AKEDO 1N / ERGUN 1N / HAVZA 1N**

RWY 05L (049°)

	GS	120	150	180	210	240	270
5.1%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 05L</b>	
<b>AKEDO 1N</b> 5.1% to 9000 <b>122.100</b>	intercept QDR 040 <b>MNI</b> - at D9 <b>MNI LT</b> follow D9 <b>MNI</b> Arc to AKEDO	
<b>ERGUN 1N</b> 5.1% to 9000 <b>122.100</b>	intercept QDR 040 <b>MNI</b> - at D11 <b>MNI LT</b> direct <b>MNI</b> - QDR 257 <b>MNI</b> to ERGUN	<b>MNI MNM 9000</b>
<b>HAVZA 1N</b> 5.1% to 9000 <b>122.100</b>	intercept QDR 040 <b>MNI</b> - at D11 <b>MNI RT</b> intercept QDR 043 <b>MNI</b> to HAVZA	

## MZH-LTAP

5-30

## SIDs RWY 05R (VOR DME)

## AKEDO 1C / ERGUN 1C / HAVZA 1C

RWY 05R (049°)

	GS	120	150	180	210	240	270
5.1%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 05R</b>	
<b>AKEDO 1C</b> 5.1% to 9000 <b>122.100</b>	intercept R048 <b>MNI</b> - at D9 <b>MNI LT</b> follow D9 <b>MNI</b> Arc to AKEDO	
<b>ERGUN 1C</b> 5.1% to 9000 <b>122.100</b>	intercept R048 <b>MNI</b> - at D11 <b>MNI LT</b> direct <b>MNI</b> - R257 <b>MNI</b> to ERGUN	<b>MNI VOR MNM 9000</b>
<b>HAVZA 1C</b> 5.1% to 9000 <b>122.100</b>	intercept R048 <b>MNI</b> - at D11 <b>MNI LT</b> intercept R043 <b>MNI</b> to HAVZA	



**AKEDO 1D / ERGUN 1D / HAVZA 1D**

RWY 05R (049°)

	GS	120	150	180	210	240	270
5.1%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 05R</b>	
<b>AKEDO 1D</b> 5.1% to 9000 <b>122.100</b>	intercept QDR 048 <b>MNI</b> - at D9 <b>MNI LT</b> follow D9 <b>MNI</b> Arc to AKEDO	
<b>ERGUN 1D</b> 5.1% to 9000 <b>122.100</b>	intercept QDR 048 <b>MNI</b> - at D11 <b>MNI LT</b> direct <b>MNI</b> - QDR 257 <b>MNI</b> to ERGUN	<b>MNI NDB MNM 9000</b>
<b>HAVZA 1D</b> 5.1% to 9000 <b>122.100</b>	intercept QDR 048 <b>MNI</b> - at D11 <b>MNI LT</b> intercept QDR 043 <b>MNI</b> to HAVZA	

AKEDO 1E / ERGUN 1E / HAVZA 1E

RWY 23L (229°)

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

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 23L</b>	
<b>AKEDO 1E</b> 5.0% to 9000 <b>122.100</b>	intercept R230 <b>MNI</b> - at D9 <b>MNI RT</b> follow D9 <b>MNI</b> Arc to AKEDO	
<b>ERGUN 1E</b> <b>122.100</b>	intercept R230 <b>MNI</b> - at D11 <b>MNI RT</b> intercept R257 <b>MNI</b> to ERGUN	
<b>HAVZA 1E</b> 5.0% to 9000 <b>122.100</b>	intercept R230 <b>MNI</b> - at D11 <b>MNI RT</b> direct <b>MNI</b> - R043 <b>MNI</b> to HAVZA	<b>MNI VOR MNM 9000</b>

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SIDs RWY 23L (NDB + DME)

SIDPT

AKEDO 1K / ERGUN 1K / HAVZA 1K

RWY 23L (229°)

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

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 23L</b>	
<b>AKEDO 1K</b> 5.0% to 9000 <b>122.100</b>	intercept QDR 230 <b>MNI</b> - at D9 <b>MNI RT</b> follow D9 <b>MNI</b> Arc to AKEDO	
<b>ERGUN 1K</b> <b>122.100</b>	intercept QDR 230 <b>MNI</b> - at D11 <b>MNI RT</b> intercept QDR 257 <b>MNI</b> to ERGUN	
<b>HAVZA 1K</b> 5.0% to 9000 <b>122.100</b>	intercept QDR 230 <b>MNI</b> - at D11 <b>MNI RT</b> direct <b>MNI</b> - QDR 043 <b>MNI</b> to HAVZA	<b>MNI NDB MNM 9000</b>

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5-70

## SIDs RWY 23R (VOR DME)

AKEDO 1P / ERGUN 1P / HAVZA 1P

RWY 23R (229°)

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

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 23R</b>	
<b>AKEDO 1P</b> 5.0% to 9000 <b>122.100</b>	intercept R230 <b>MNI</b> - at D9 <b>MNI RT</b> follow D9 <b>MNI</b> Arc to AKEDO	
<b>ERGUN 1P</b> <b>122.100</b>	intercept R230 <b>MNI</b> - at D11 <b>MNI RT</b> intercept R257 <b>MNI</b> to ERGUN	
<b>HAVZA 1P</b> 5.0% to 9000 <b>122.100</b>	intercept R230 <b>MNI</b> - at D11 <b>MNI RT</b> direct <b>MNI</b> - R043 <b>MNI</b> to HAVZA	<b>MNI MNM 9000</b>

**AKEDO 1S / ERGUN 1S / HAVZA 1S**

RWY 23R (229°)

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

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 23R</b>	
<b>AKEDO 1S</b> 5.0% to 9000 <b>122.100</b>	intercept QDR 230 <b>MNI</b> - at D9 <b>MNI RT</b> follow D9 <b>MNI</b> Arc to AKEDO	
<b>ERGUN 1S</b> <b>122.100</b>	intercept QDR 230 <b>MNI</b> - at D11 <b>MNI RT</b> intercept QDR 257 <b>MNI</b> to ERGUN	
<b>HAVZA 1S</b> 5.0% to 9000 <b>122.100</b>	intercept QDR 230 <b>MNI</b> - at D11 <b>MNI RT</b> direct <b>MNI</b> - QDR 043 <b>MNI</b> to HAVZA	<b>MNI MNM 9000</b>

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6-10

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STARs

RNAV STAR RWY 05R

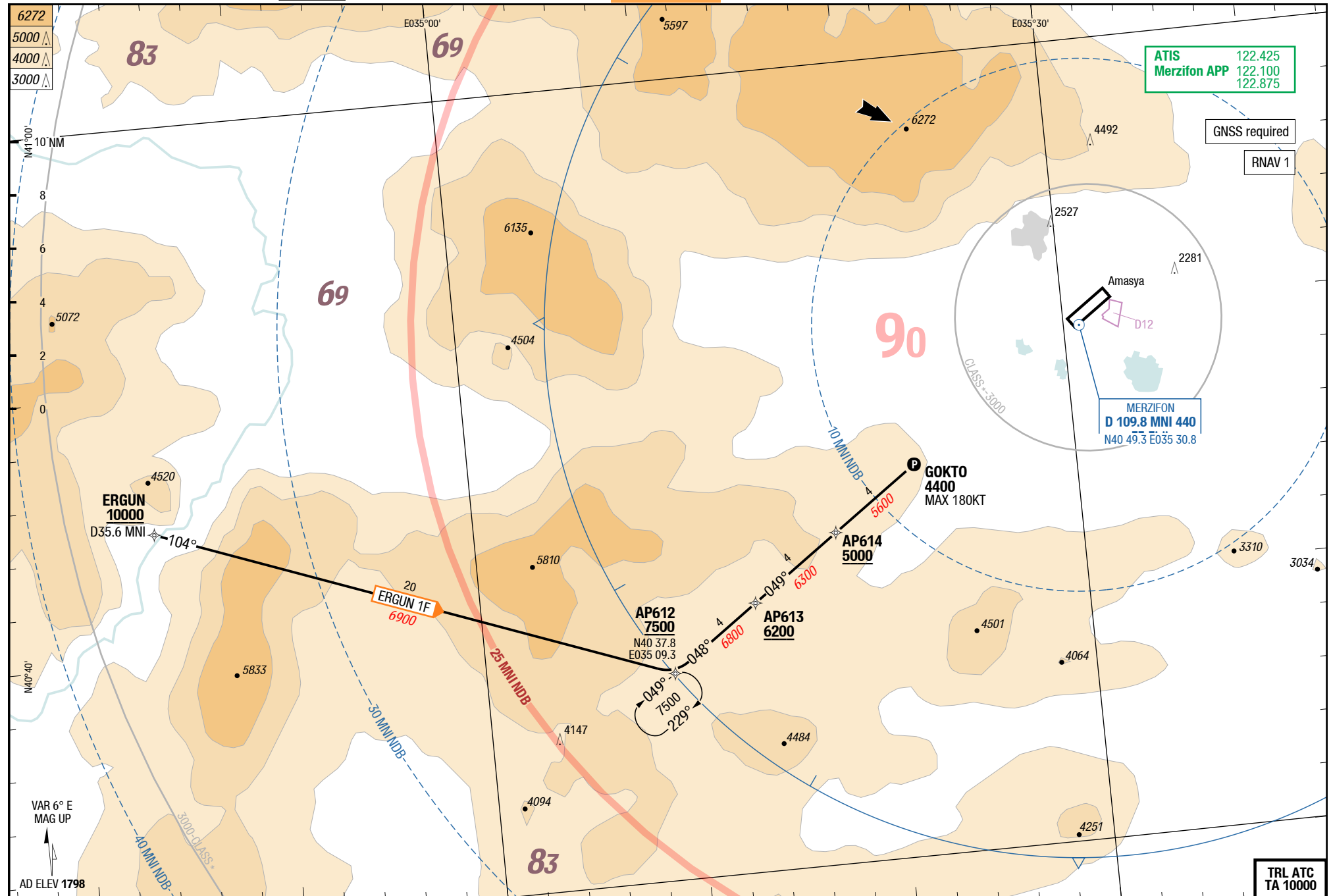
STAR

STAR

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STARs

RNAV STAR RWY 05R



Changes: RWY polygon, Navaid name, OBST, AD ELEV

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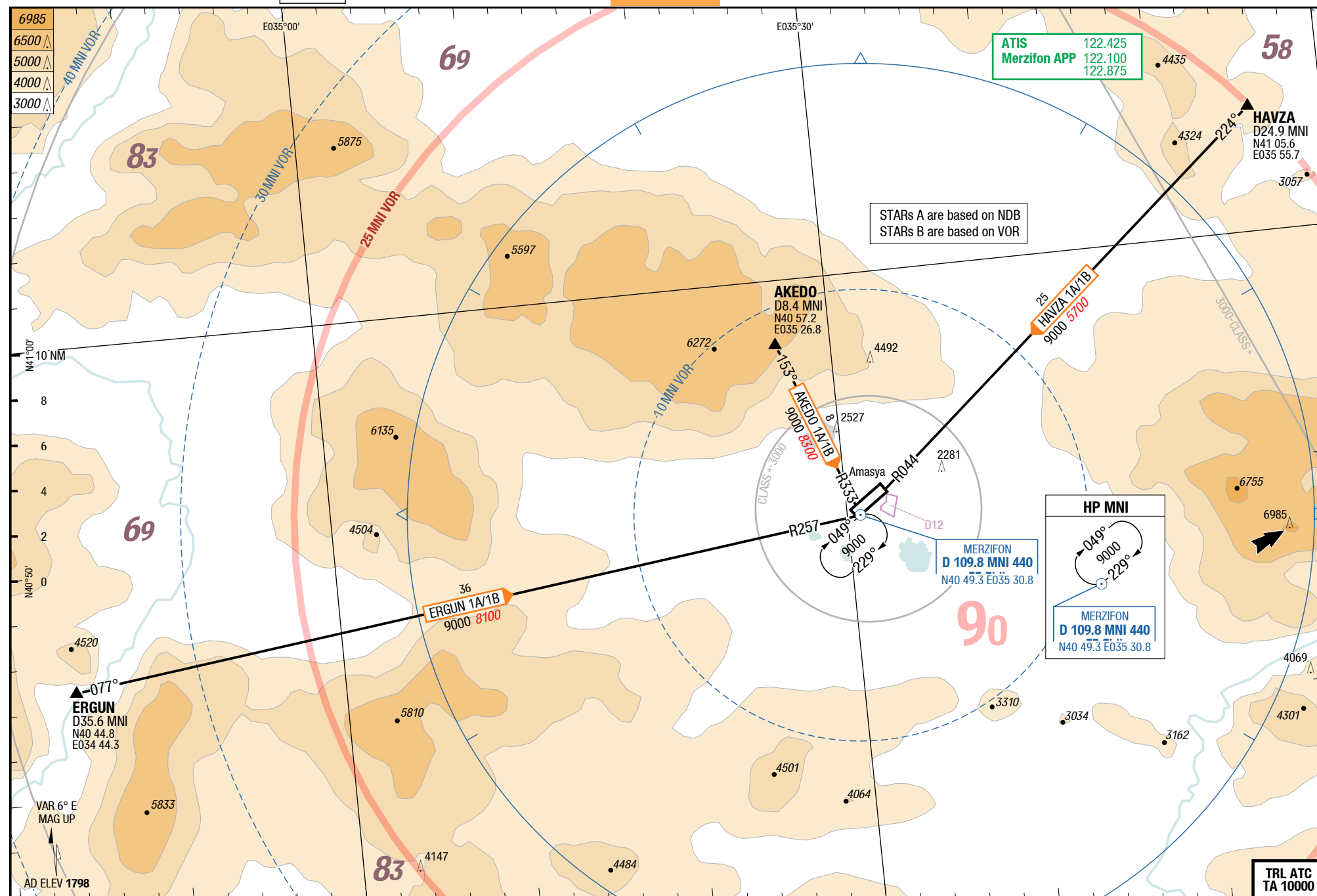
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# STAR

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## STARS

6-20



Changes: RWY polygon, Navaid name, OBST, AD ELEV

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TA 10000

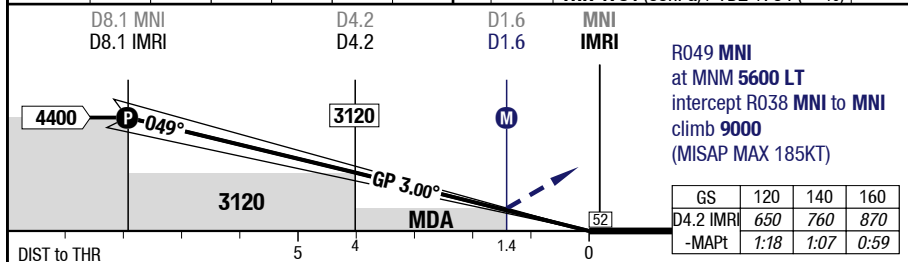
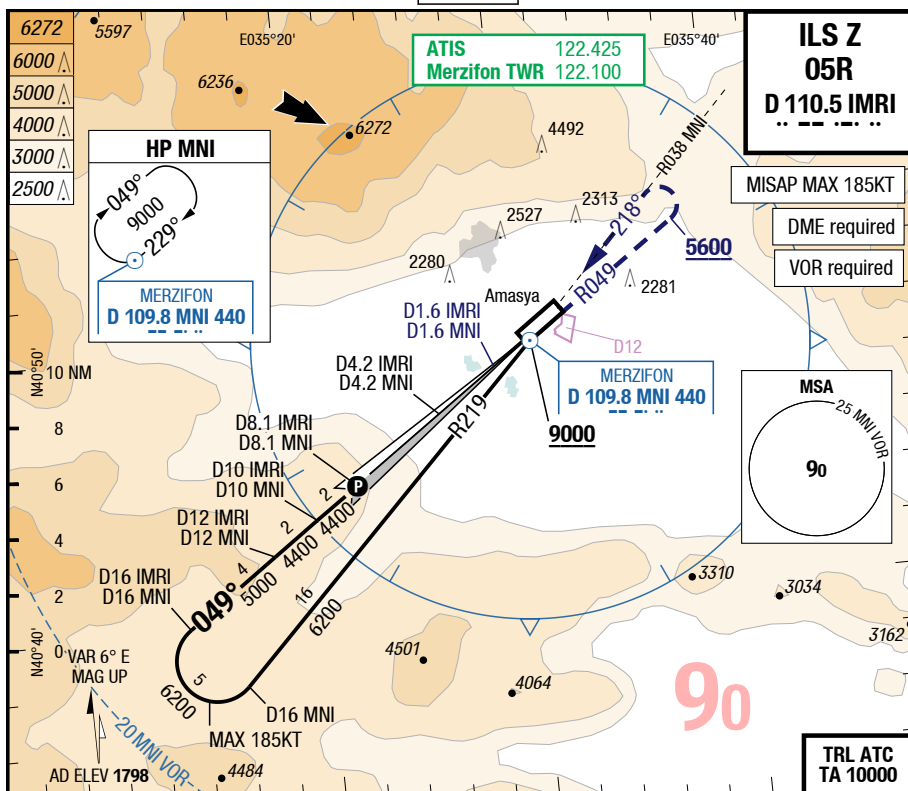
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7-10

ILS Z 05R



05R		Cat 1 DME GA 3.4% 1)	Cat 1 DME GA 2.5% 2)	LOC DME	Circling S of AD only
C	ft - m/km ft	200 - 550 1990	420 - 1.2 2200	520 - 1.6 2300	810 - 2.4V 2600
D	ft - m/km ft	200 - 550 1990	420 - 1.2 2200	520 - 1.6 2300	1010 - 3.6V 2800

1) FD or AP or HGS to DA required, else use RVR 750m

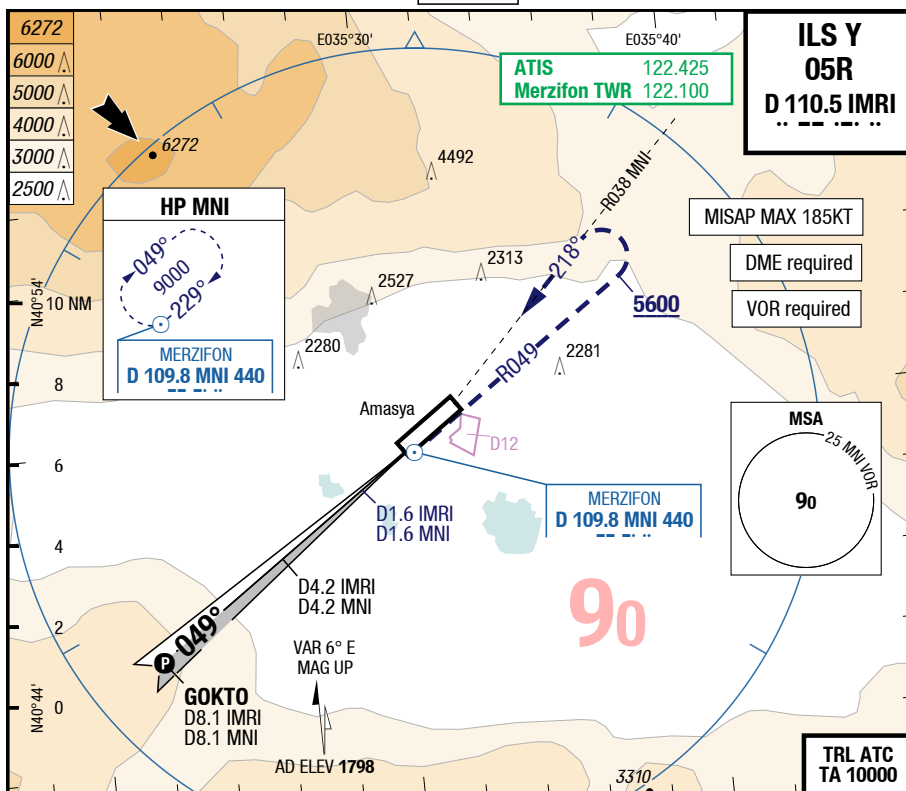
2) With EVS 800m

Changes: Completely revised

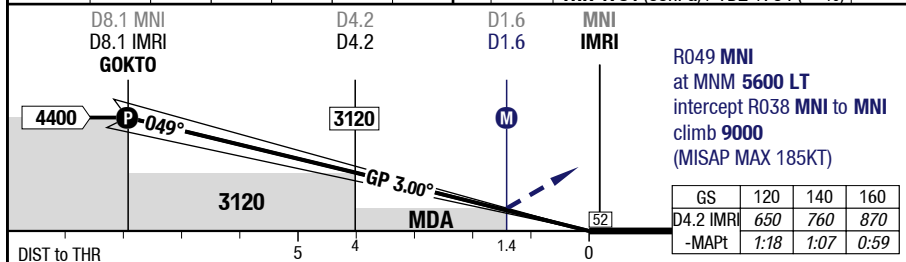
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7-20

ILS Y 05R



LOC 3.00° D IMRI	8.1	7	6	5	3	2	NATO Standard Type BP	83.0°	60 HL
	4400	4050	3720	3400	2750	2420	(05R)	3232 x 45	
							HL-P1F	THR 1784 (63hPa) / TDZ 1784 (---%)	-0.2%



05R	Cat 1 DME GA 3.4% 1)	Cat 1 DME GA 2.5% 2)	LOC DME	Circling S of AD only
C	ft - m/km ft 200 - 550 1990	420 - 1.2 2200	520 - 1.6 2300	810 - 2.4V 2600
D	ft - m/km ft 200 - 550 1990	420 - 1.2 2200	520 - 1.6 2300	1010 - 3.6V 2800

1) FD or AP or HGS to DA required, else use RVR 750m

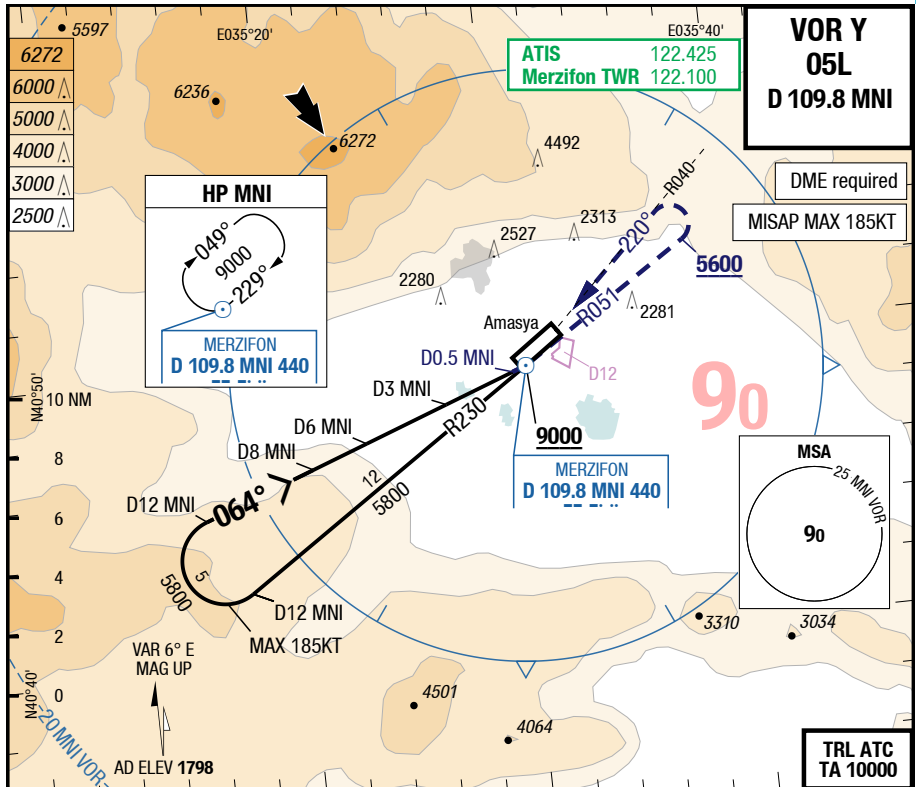
2) With EVS 800m

Changes: Completely revised

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7-30

VOR Y 05L

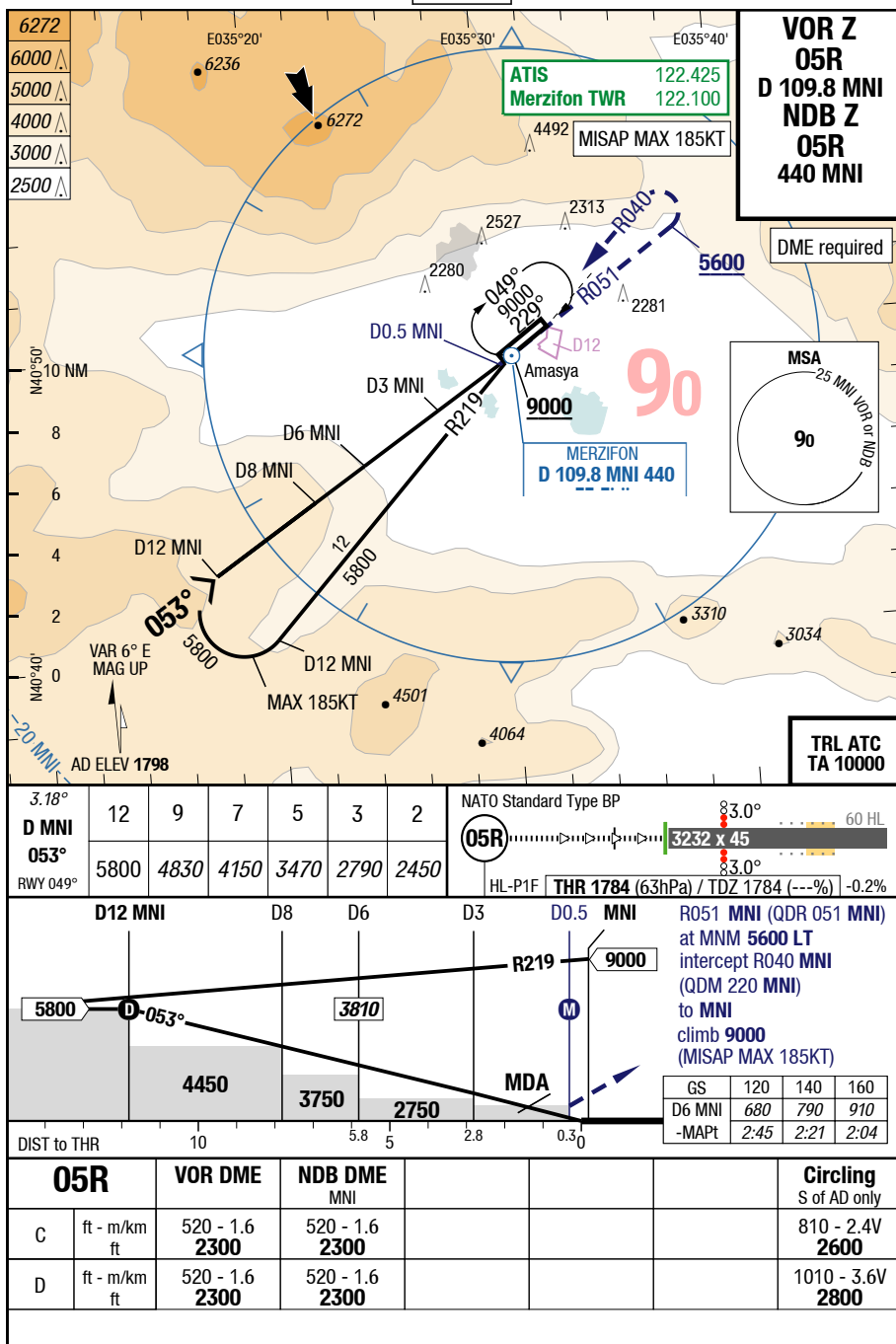


3.14° D MNI 064° RWY 049°	12	9	7	5	4	2	05L HL-S	83.0° 3242 x 45 83.0° THR 1798 (64hPa) / TDZ --- (---%) -0.2%
	5800	4800	4130	3450	3120	2450		
D12 MNI	D8	D6	D3	D0.5 MNI				
5800	4450	3750	2750	MDA				
DIST to THR	10	5.8	5	2.8	0.3			
05L	VOR DME							Circling S of AD only
C	ft - m/km ft	510 - 1.9 2300						810 - 2.4V 2600
D	ft - m/km ft	510 - 1.9 2300						1010 - 3.6V 2800

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7-40

VOR Z 05R / NDB Z 05R

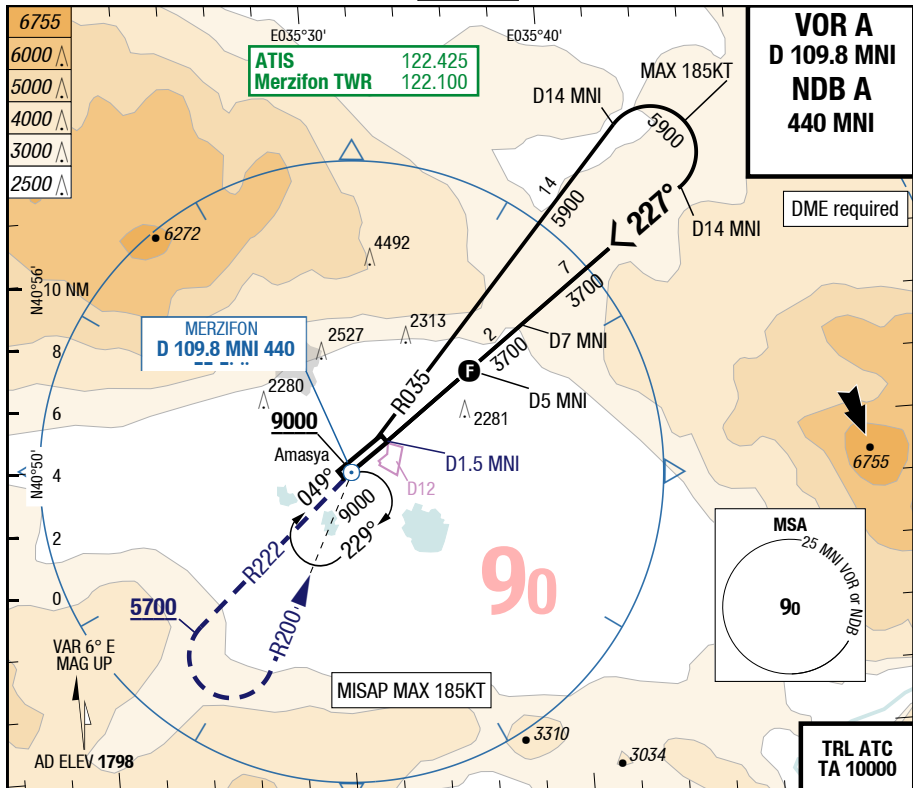


Changes: Completely revised

## MZH-LTAP

7-50

## VOR A / NDB A



See AFC for RWY information  
and approach light system.

**R222 MNI (QDR 222 MNI)**

at MNM 5700 LT

Intercept R200 MNI

(QDM 020 MNI)

to MNI

climb 9000

(MISAP MAX 185KT)

GS	120	140	160
D5 MNI			
-MAPt	1:45	1:30	1:19

## All RWYs

## VOR

## NDB

## Circling

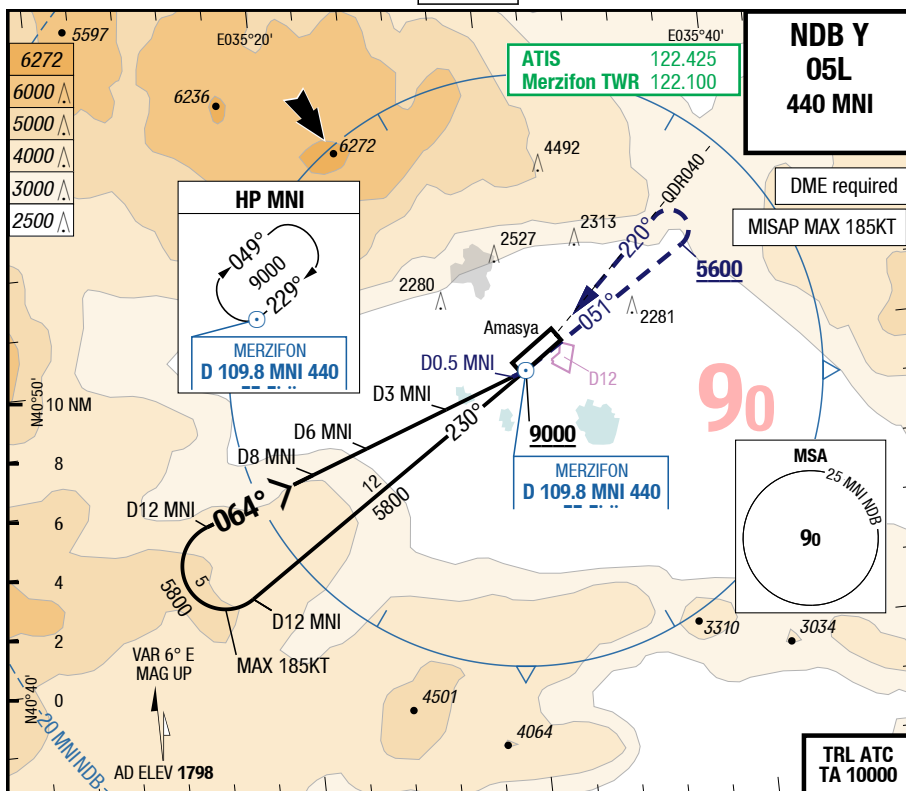
S of AD only

C	ft - m/km ft	Straight-in Not authorized	Straight-in Not authorized				1010 - 2.4V 2800
D	ft - m/km ft	Straight-in Not authorized	Straight-in Not authorized				1010 - 3.6V 2800

## MZH-LTAP

**7-60**

**NDB Y 05L**

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8-10

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NIL

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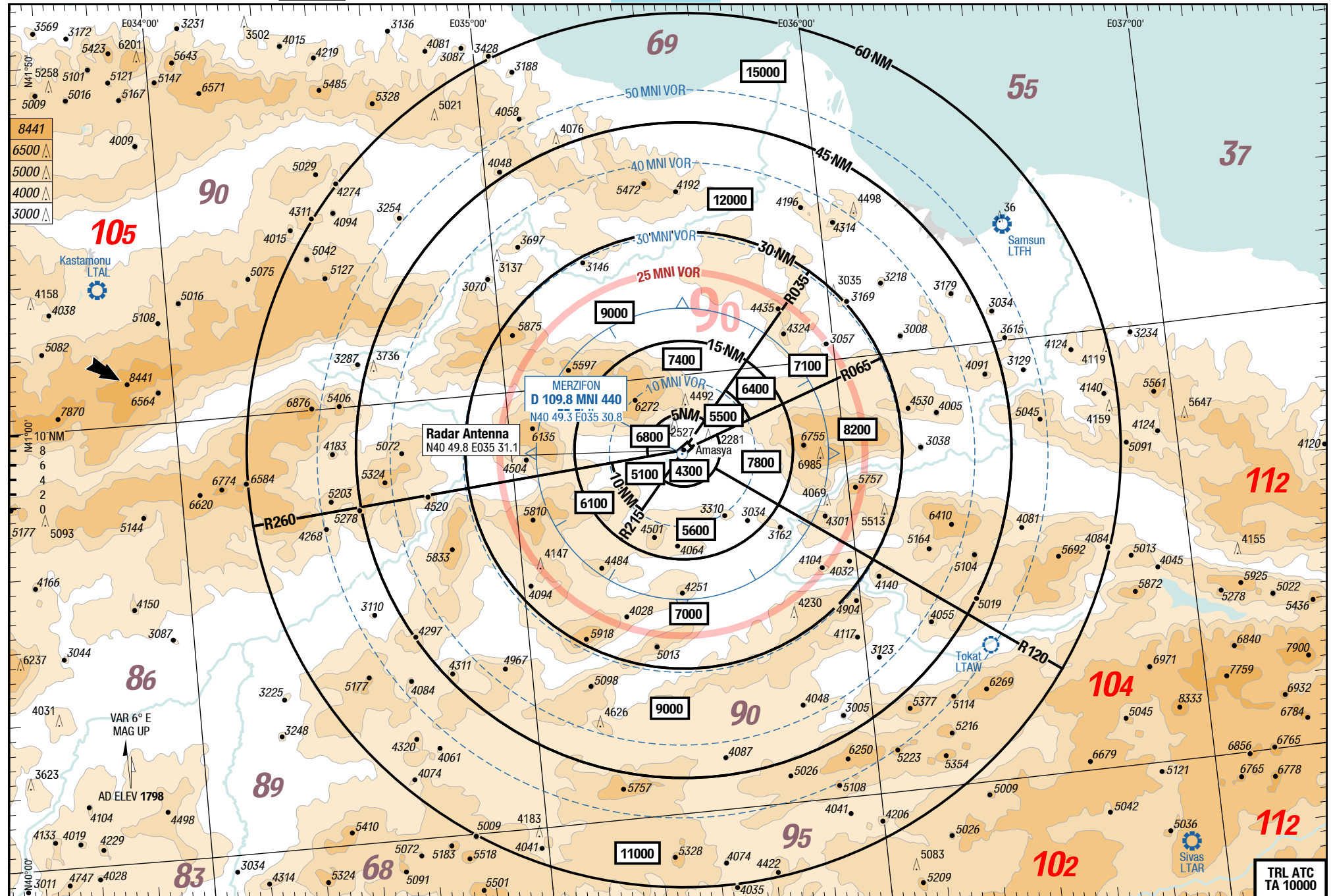
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MRC

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NIL

MRC



Changes: RWY polygon, AD ELEV