

GNY-LTCS

1-10

A01

GENERAL**Operational Hours****ATS Hours / AD ADMIN Hours:** H24**Airport Information****RFF:** CAT 9**PCN:** RWY 04/22: 110/R/A/W/T**Customs:** O/R with 24HR PN**Warnings**

Birds in vicinity of AD.

ARRIVAL**Speed**

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

Arrival Procedure**Non-standard GP intercept position on RWY 04**GP intercepts RWY 04 at *314m / 1030ft* after landing threshold.Remaining DIST beyond GP is *3686m / 12093ft*.**DEPARTURE****Take-off Minima**

RWY		04/22	
All ACFT	ft - m/km	0 - 125R	-

Speed

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

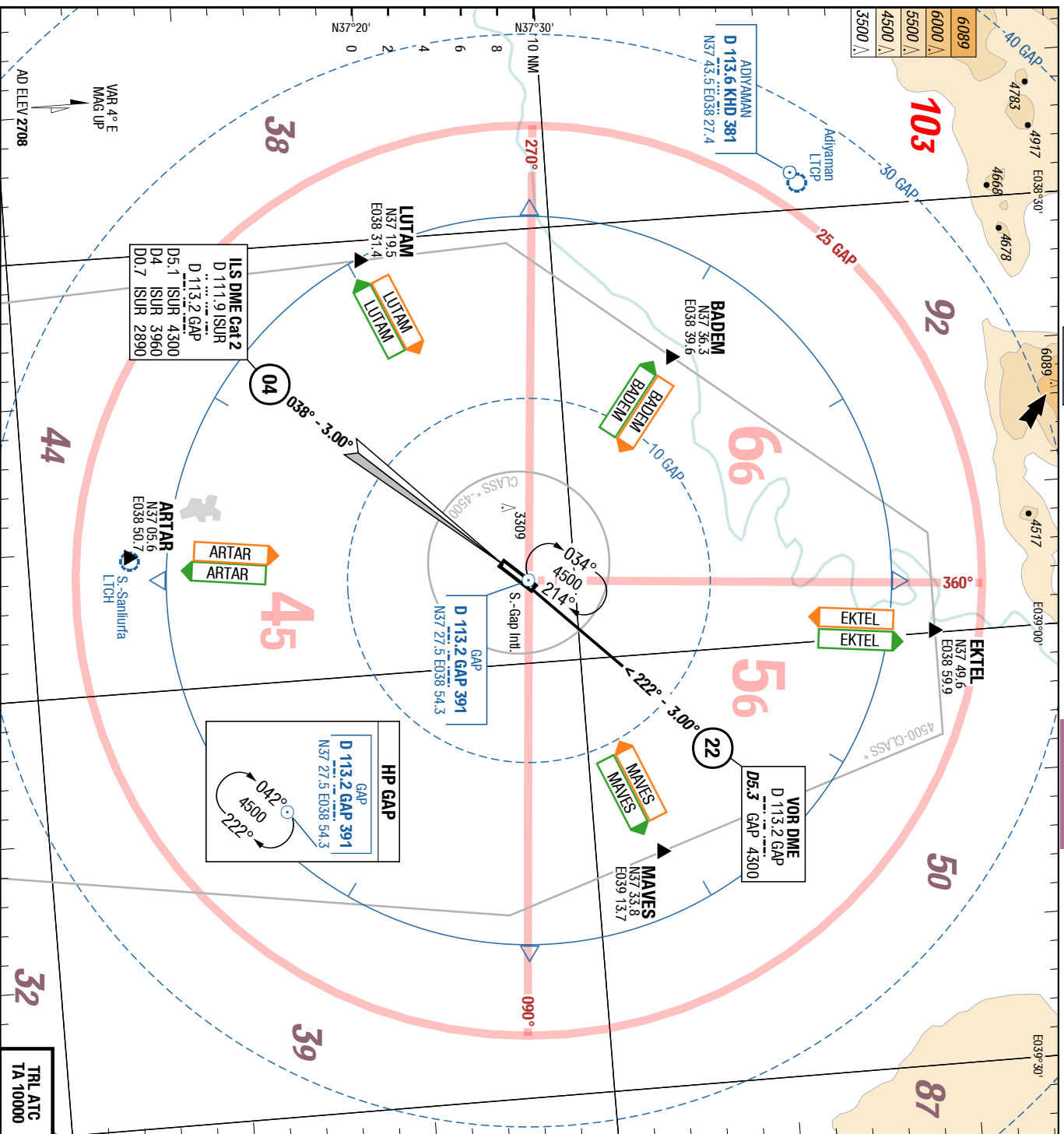
ATC Slot, Clearance**Start-up:** For start-up PROCs see CRAR.**De-Icing**

AVBL.

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Одобрено / International **Одобрено** / одобрено

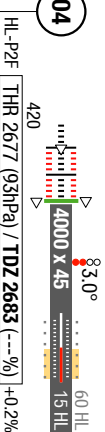
AGC
AFC

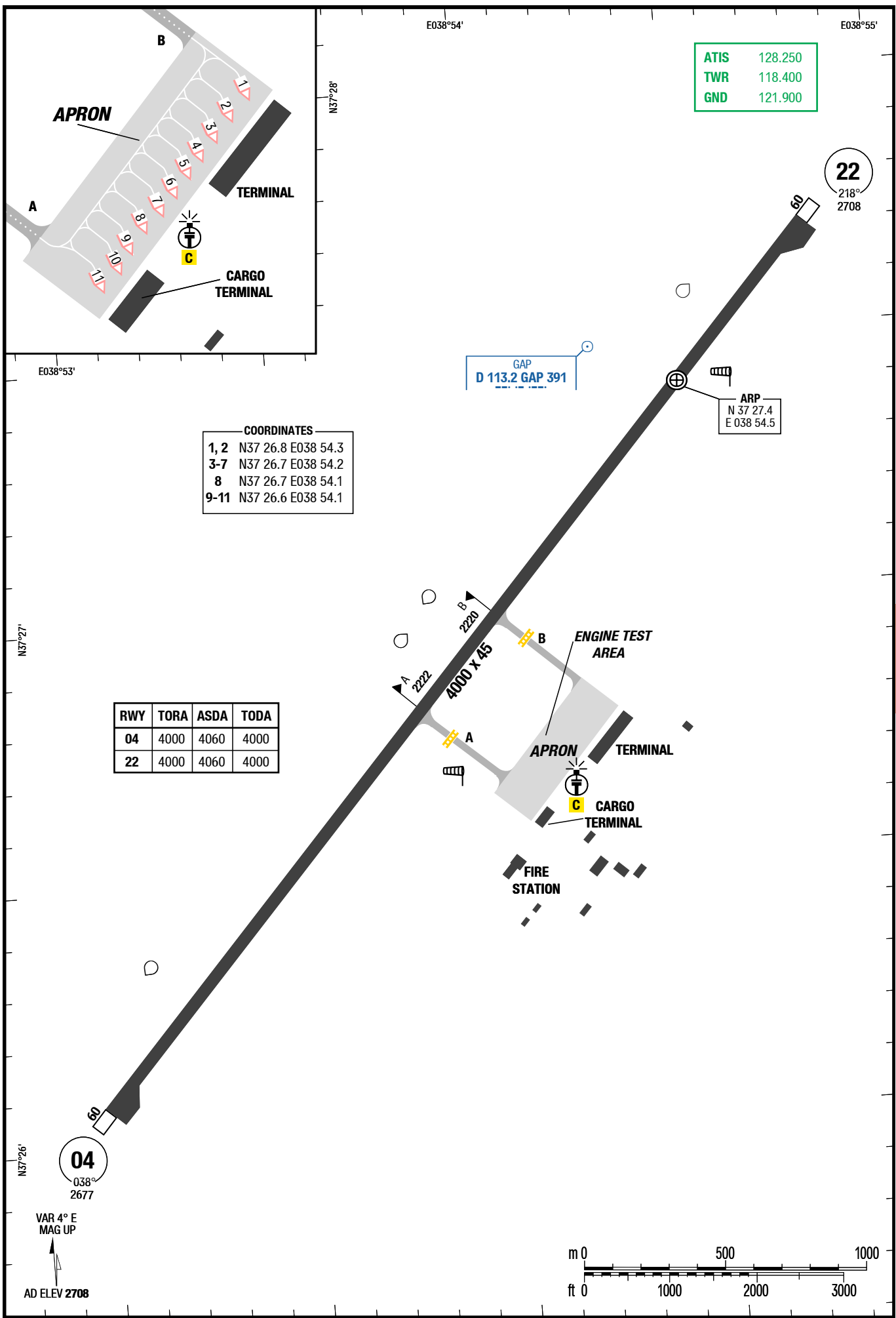


ATIS	128.250
APP	118.850
TWR	118.400
GND	121.900

Landing RWY system:

04





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SIDs RWY 04 (via NDB)

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SIDs RWY 04 (via VOR)

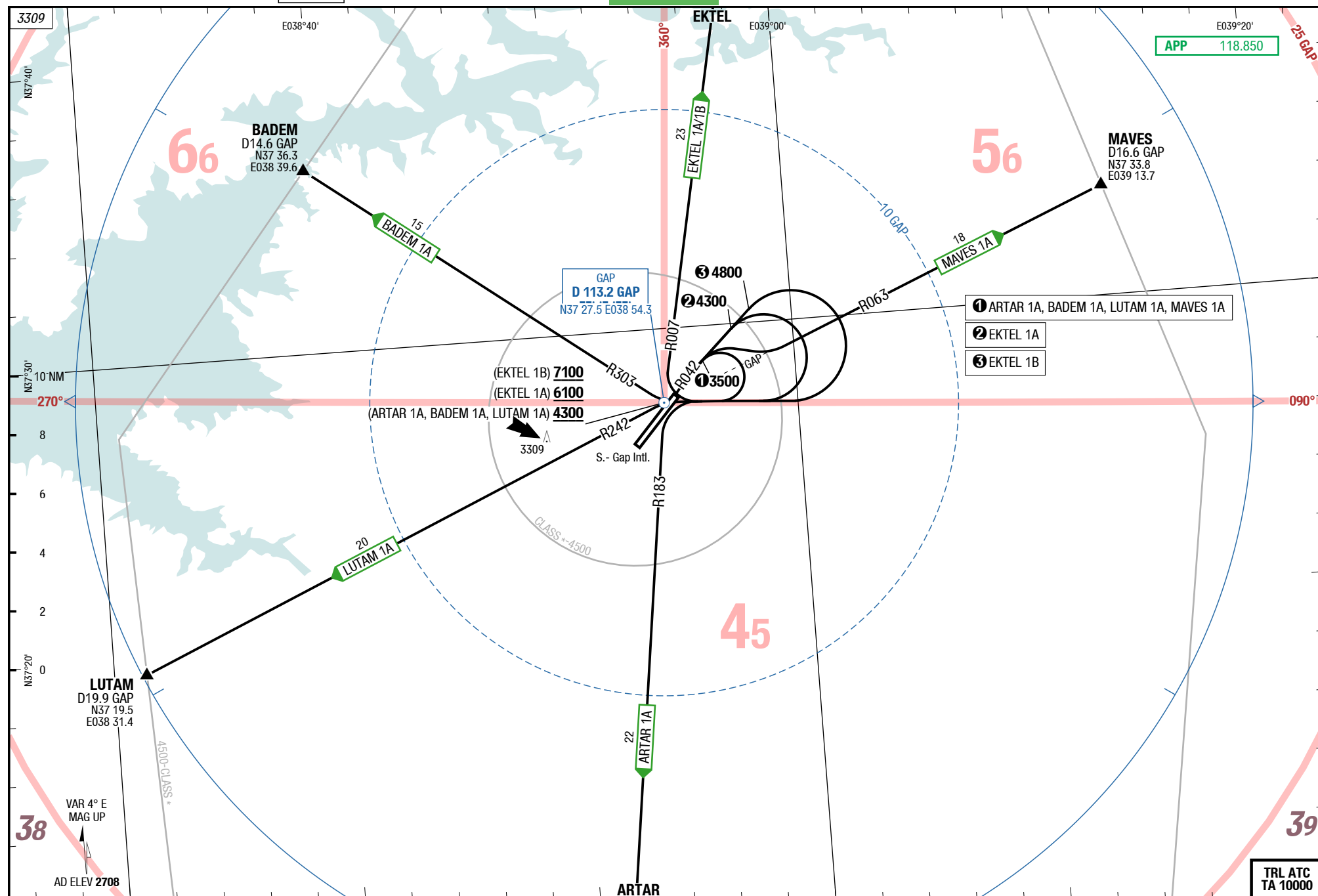
SID

SID

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SIDs RWY 04 (via NDB)

SIDs RWY 04 (via VOR)



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Sanliurfa Gap / International **Sanliurfa** Turkey

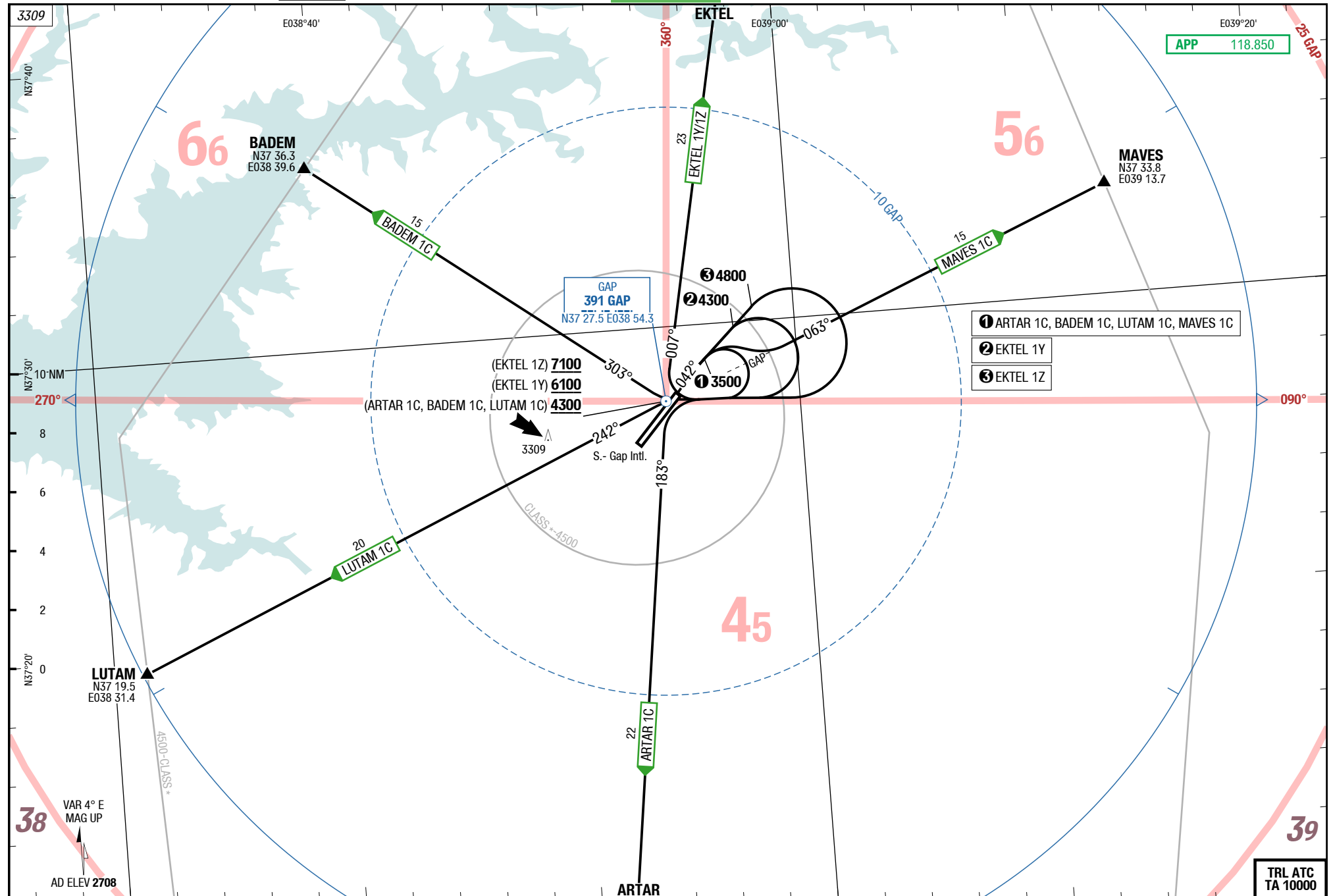
4-20

SIDs RWY 04 (via NDB)

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SIDs RWY 04 (via NDB)



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SIDs RWY 22 (via NDB)

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SIDs RWY 22 (via VOR)

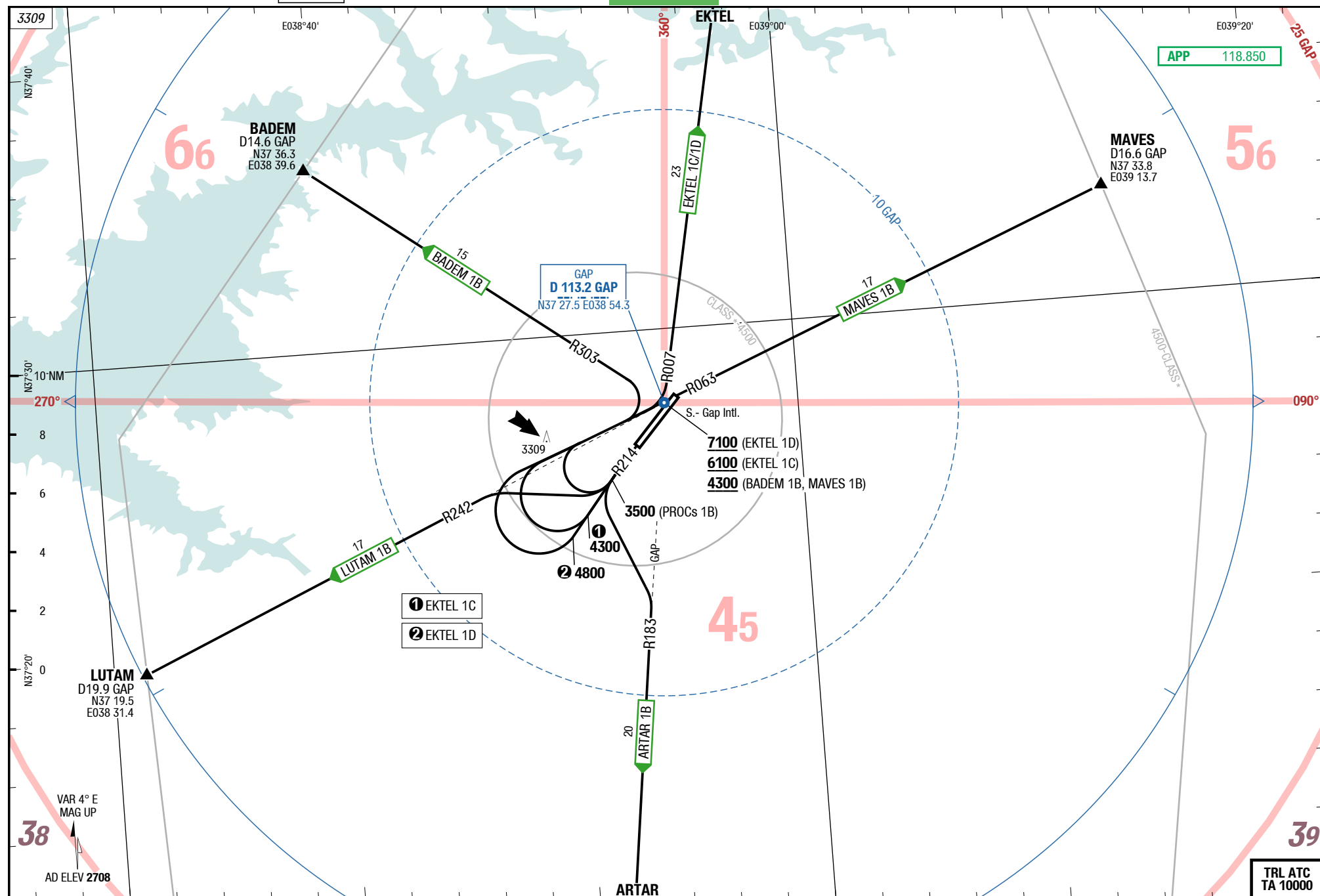
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SIDs RWY 22 (via NDB)

SIDs RWY 22 (via VOR)



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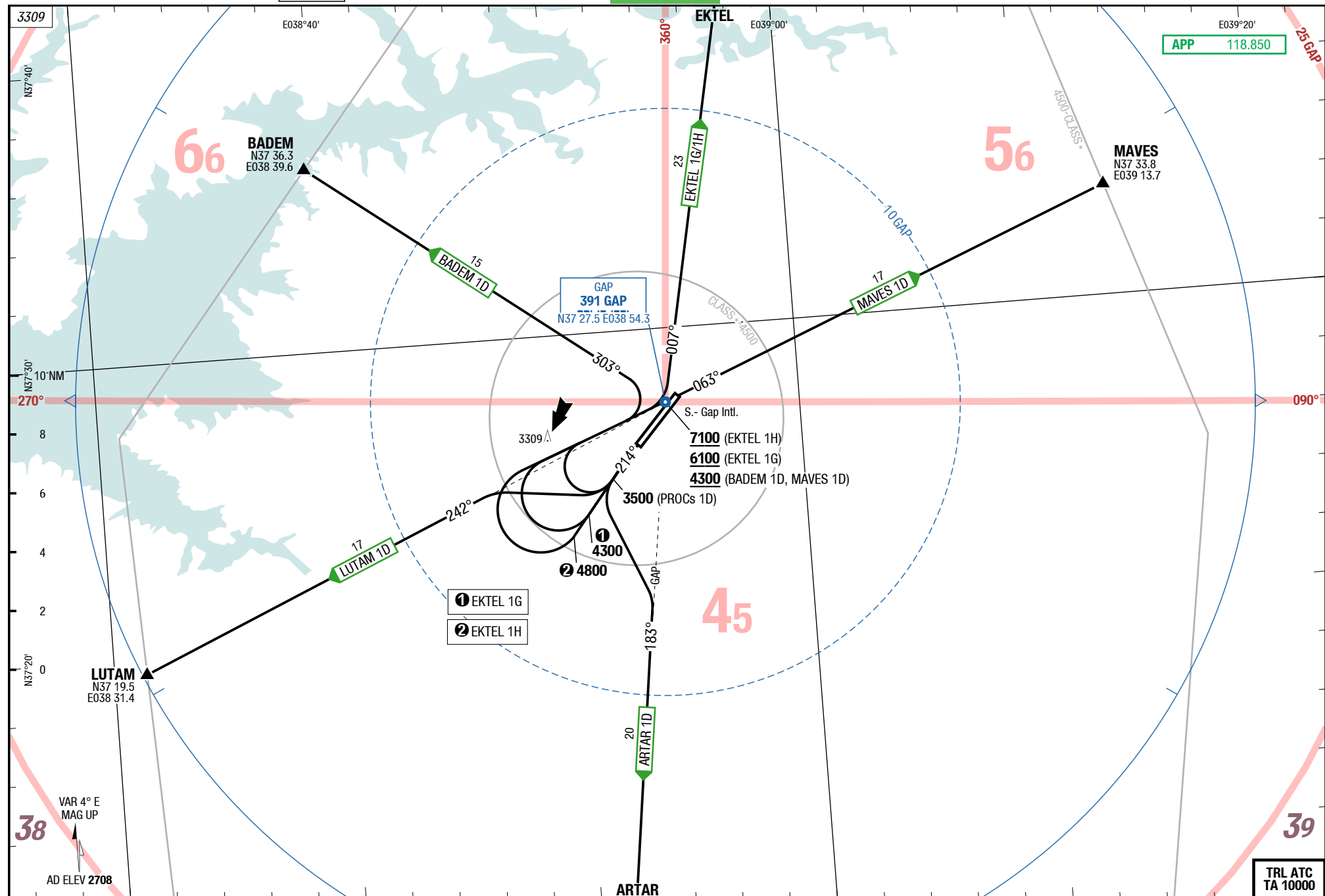
SIDs RWY 22 (via NDB)

SID

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Sanliurfa Gap / International **Sanliurfa** Turkey

SIDs RWY 22 (via NDB)



Changes: AD Name

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GNY-LTCS**5-10****SIDs RWY 04 (via VOR)****SIDPT****ARTAR 1A / BADEM 1A / EKTEL 1A / EKTEL 1B / LUTAM 1A / MAVES 1A**

RWY 04 (038°)

	GS	120	150	180	210	240	270
4.5%	ft/MIN	600	700	900	1000	1100	1300

DESIGNATOR	ROUTING	ALTITUDES
	Runway 04	
ARTAR 1A 118.850	intercept R042 GAP - at 3500 RT direct GAP - R183 GAP to ARTAR	GAP MNM 4300
BADEM 1A 118.850	intercept R042 GAP - at 3500 RT direct GAP - R303 GAP to BADEM	GAP MNM 4300
EKTEL 1A 118.850	intercept R042 GAP - at 4300 RT direct GAP - R007 GAP to EKTEL	GAP MNM 6100
EKTEL 1B 4.5% to 13000 118.850	intercept R042 GAP - at 4800 RT direct GAP - R007 GAP to EKTEL	GAP MNM 7100
LUTAM 1A 118.850	intercept R042 GAP - at 3500 RT direct GAP - R242 GAP to LUTAM	GAP MNM 4300
MAVES 1A 118.850	intercept R042 GAP - at 3500 RT intercept R063 GAP to MAVES	

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GNY-LTCS**5-20****SIDs RWY 04 (via NDB)****SIDPT****ARTAR 1C / BADEM 1C / EKTEL 1Y / EKTEL 1Z / LUTAM 1C / MAVES 1C**

RWY 04 (038°)

	GS	120	150	180	210	240	270
4.5%	ft/MIN	600	700	900	1000	1100	1300

DESIGNATOR	ROUTING	ALTITUDES
	Runway 04	
ARTAR 1C 118.850	intercept QDR 042 GAP - at 3500 RT direct GAP - QDR 183 GAP to ARTAR	GAP MNM 4300
BADEM 1C 118.850	intercept QDR 042 GAP - at 3500 RT direct GAP - QDR 303 GAP to BADEM	GAP MNM 4300
EKTEL 1Y 118.850	intercept QDR 042 GAP - at 4300 RT direct GAP - QDR 007 GAP to EKTEL	GAP MNM 6100
EKTEL 1Z 4.5% TO 13000 118.850	intercept QDR 042 GAP - at 4800 RT direct GAP - QDR 007 GAP to EKTEL	GAP MNM 7100
LUTAM 1C 118.850	intercept QDR 042 GAP - at 3500 RT direct GAP - QDR 242 GAP to LUTAM	GAP MNM 4300
MAVES 1C 118.850	intercept QDR 042 GAP - at 3500 RT intercept QDR 063 GAP to MAVES	

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GNY-LTCS**5-30****SIDs RWY 22 (via VOR)****SIDPT**

ARTAR 1B / BADEM 1B / EKTEL 1C / EKTEL 1D / LUTAM 1B / MAVES 1B
RWY 22 (218°)

	GS	120	150	180	210	240	270
4.5%	ft/MIN	600	700	900	1000	1100	1300

DESIGNATOR	ROUTING	ALTITUDES
	Runway 22	
ARTAR 1B 118.850	intercept R214 GAP - at 3500 LT intercept R183 GAP to ARTAR	
BADEM 1B 118.850	intercept R214 GAP - at 3500 RT direct GAP - R303 GAP to BADEM	GAP MNM 4300
EKTEL 1C 118.850	intercept R214 GAP - at 4300 RT direct GAP - R007 GAP to EKTEL	GAP MNM 6100
EKTEL 1D 4.5% to 13000 118.850	intercept R214 GAP - at 4800 RT direct GAP - R007 GAP to EKTEL	GAP MNM 7100
LUTAM 1B 118.850	intercept R214 GAP - at 3500 RT intercept R242 GAP to LUTAM	
MAVES 1B 118.850	intercept R214 GAP - at 3500 RT direct GAP - R063 GAP to MAVES	GAP MNM 4300

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GNY-LTCS**5-40****SIDs RWY 22 (via NDB)****SIDPT****ARTAR 1D / BADEM 1D / EKTEL 1G / EKTEL 1H / LUTAM 1D / MAVES 1D**

RWY 22 (218°)

	GS	120	150	180	210	240	270
4.5%	ft/MIN	600	700	900	1000	1100	1300

DESIGNATOR	ROUTING	ALTITUDES
	Runway 22	
ARTAR 1D 118.850	intercept QDR 214 GAP - at 3500 LT intercept QDR 183 GAP to ARTAR	
BADEM 1D 118.850	intercept QDR 214 GAP - at 3500 RT direct GAP - QDR 303 GAP to BADEM	GAP MNM 4300
EKTEL 1G 118.850	intercept QDR 214 GAP - at 4300 RT direct GAP - QDR 007 GAP to EKTEL	GAP MNM 6100
EKTEL 1H 4.5% to 13000 118.850	intercept QDR 214 GAP - at 4800 RT direct GAP - QDR 007 GAP to EKTEL	GAP MNM 7100
LUTAM 1D 118.850	intercept QDR 214 GAP - at 3500 RT intercept QDR 242 GAP to LUTAM	
MAVES 1D 118.850	intercept QDR 214 GAP - at 3500 RT direct GAP - QDR 063 GAP to MAVES	GAP MNM 4300

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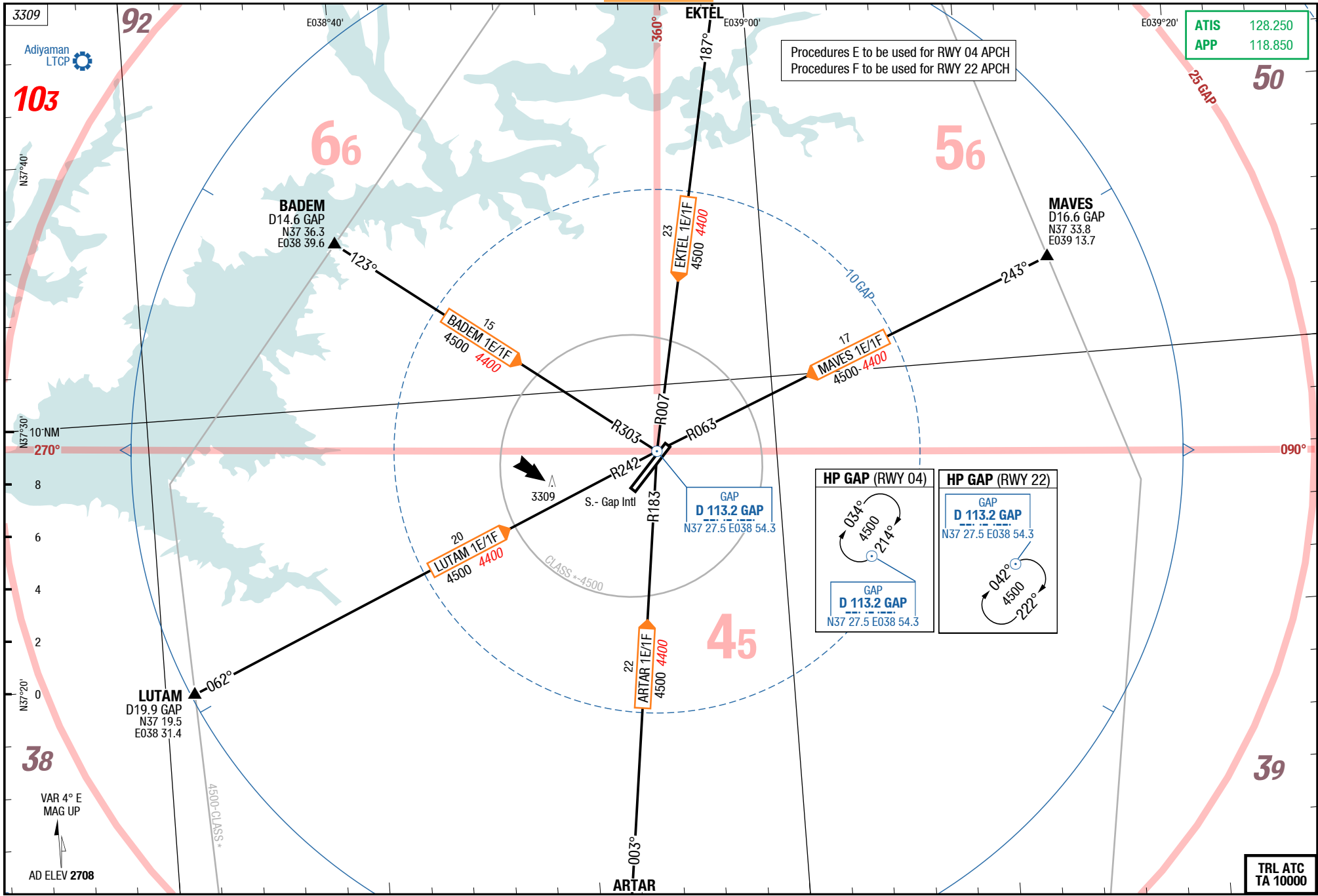
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STAR

STAR

NIL
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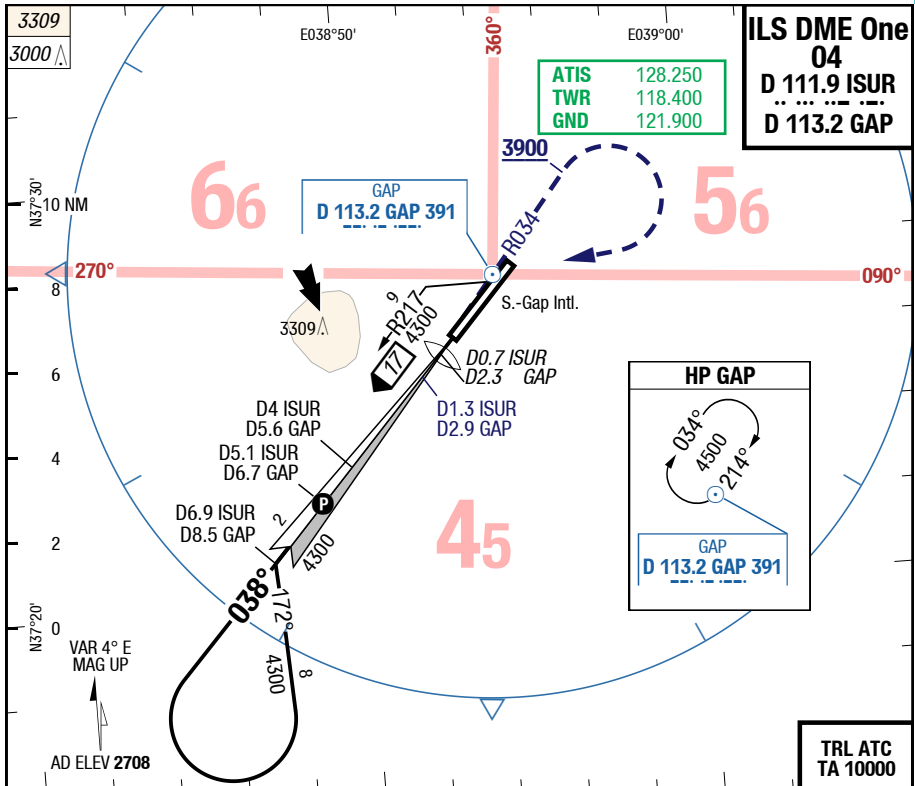
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STARS



Changes: AD Name

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GNV-LTCS**7-10****ILS DME One 04**

04		Cat 1 DME ¹⁾	LOC DME	Circling	
C	ft - m/km ft	200 - 750 2890	420 - 1.5 3100	1050 - 2.4V 3750	
D	ft - m/km ft	200 - 750 2890	420 - 1.5 3100	1050 - 3.6V 3750	

1) With EVS 500m

Changes: AD Name

ILS DME Two 04

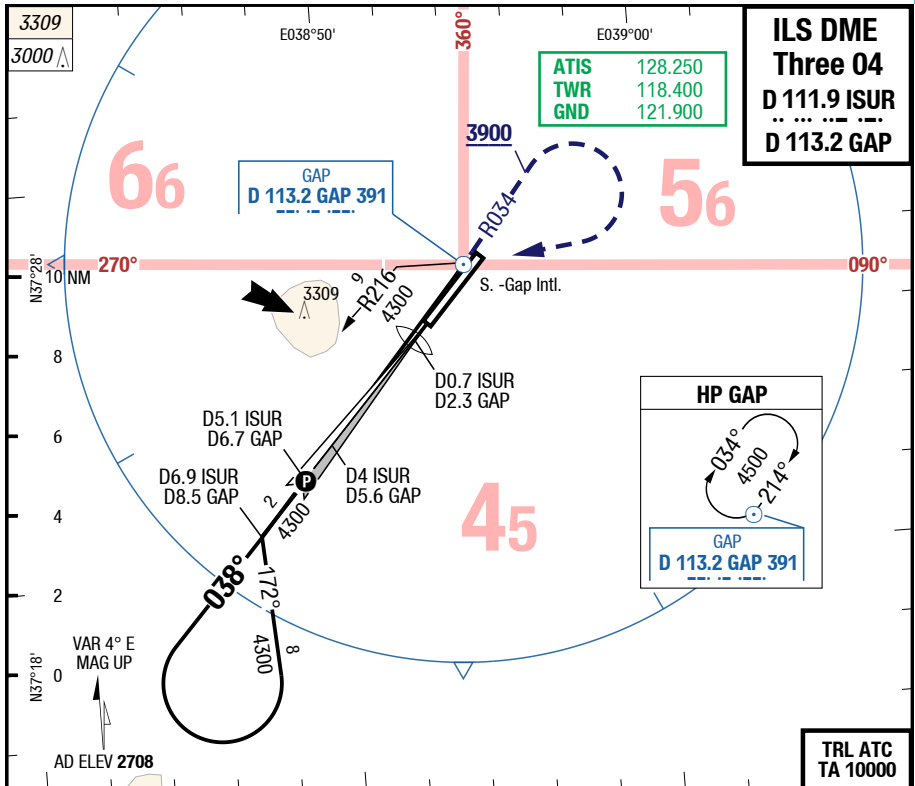


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ILS DME Three 04



04		Cat 2 DME		Circling	
C	ft - m/km ft	100 - 300R 107 RA			Not published
D	ft - m/km ft	100 - 300R 107 RA 1)			Not published

1) If not conducting autoland RVR 350m required

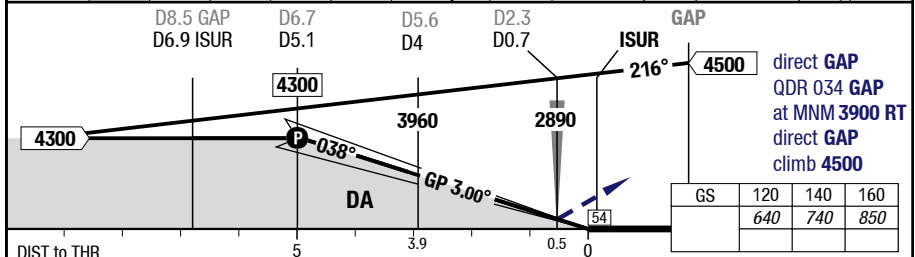
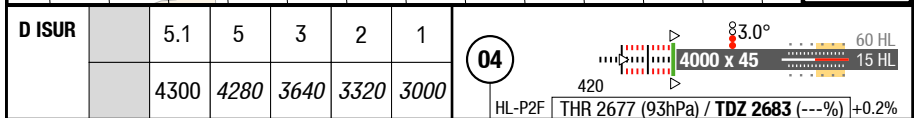
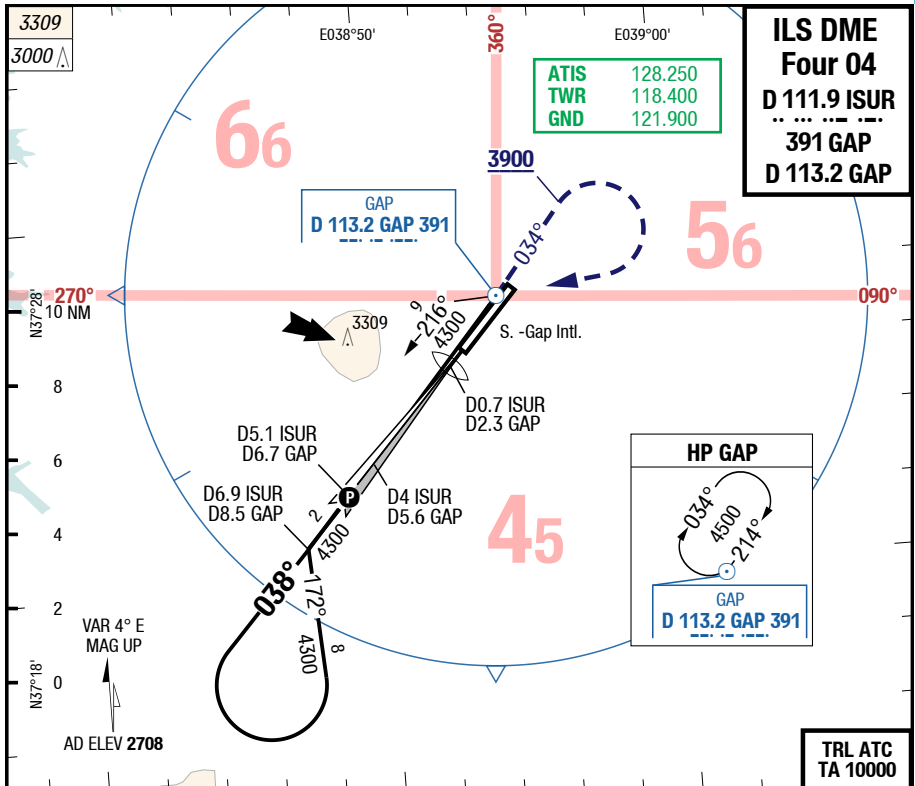
Changes: AD Name

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ILS DME Four 04



04		Cat 2 DME				Circling	
C	ft - m/km ft	100 - 300R 107 RA				Not published	
D	ft - m/km ft	100 - 300R 107 RA 1)				Not published	

1) If not conducting autoland RVR 350m required

Changes: AD Name

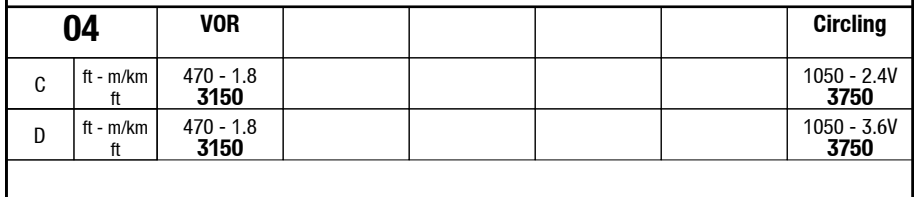
VOR DME 04

04

GS	120	140	160
D6.7 GAP	<i>640</i>	<i>740</i>	<i>850</i>
-MAPt	<i>1:50</i>	<i>1:34</i>	<i>1:23</i>

04		VOR DME				Circling
C	ft - m/km ft	420 - 1.5 3100				1050 - 2.4V 3750
D	ft - m/km ft	420 - 1.5 3100				1050 - 3.6V 3750

VOR 04



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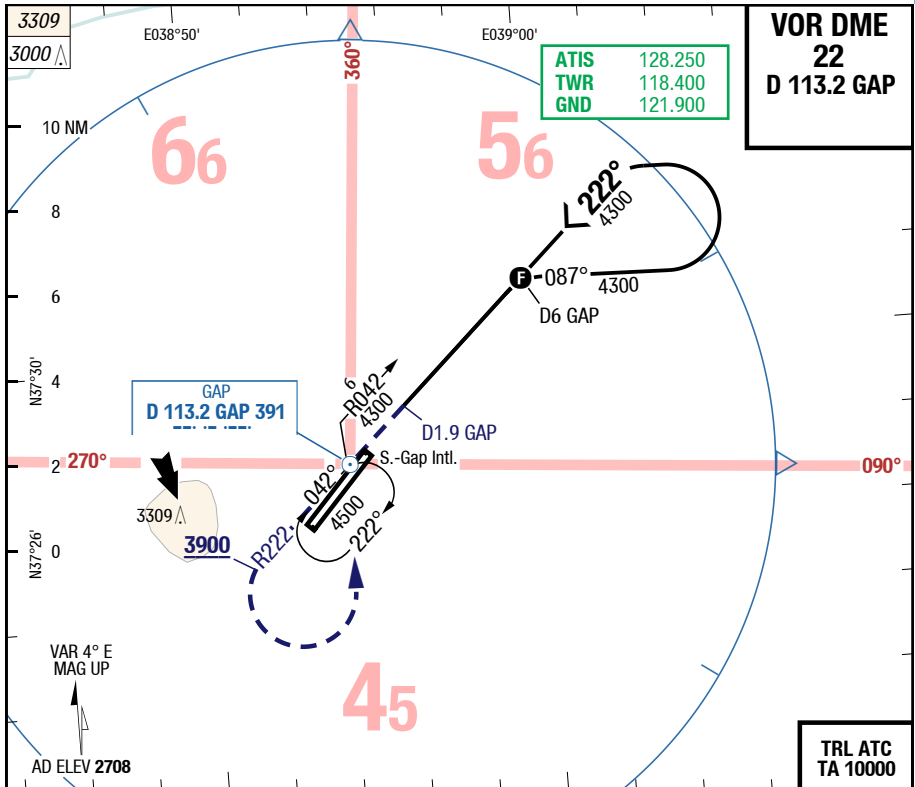
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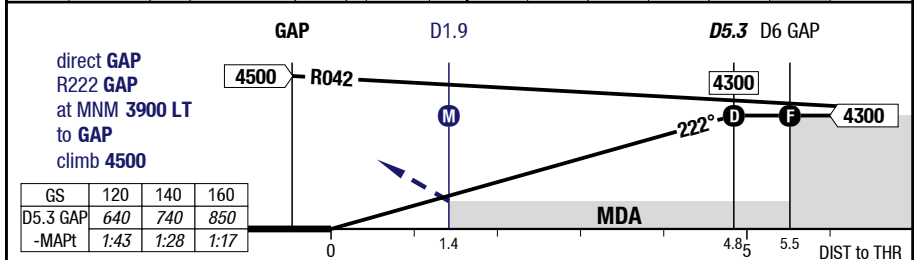
7-70

VOR DME 22

IAC



60 HL	45 x 4000	2	3	4	5	5.3	3.00°
15 HL	3.0°	3260	3580	3900	4210	4300	D GAP
-0.2%	TDZ --- (---%) / THR 2708 (94hPa)	HL-P2F					222°
							RWY 218°



22	VOR DME					Circling
C	ft - m/km ft	400 - 1.1 3100				1050 - 2.4V 3750
D	ft - m/km ft	400 - 1.1 3100				1050 - 3.6V 3750

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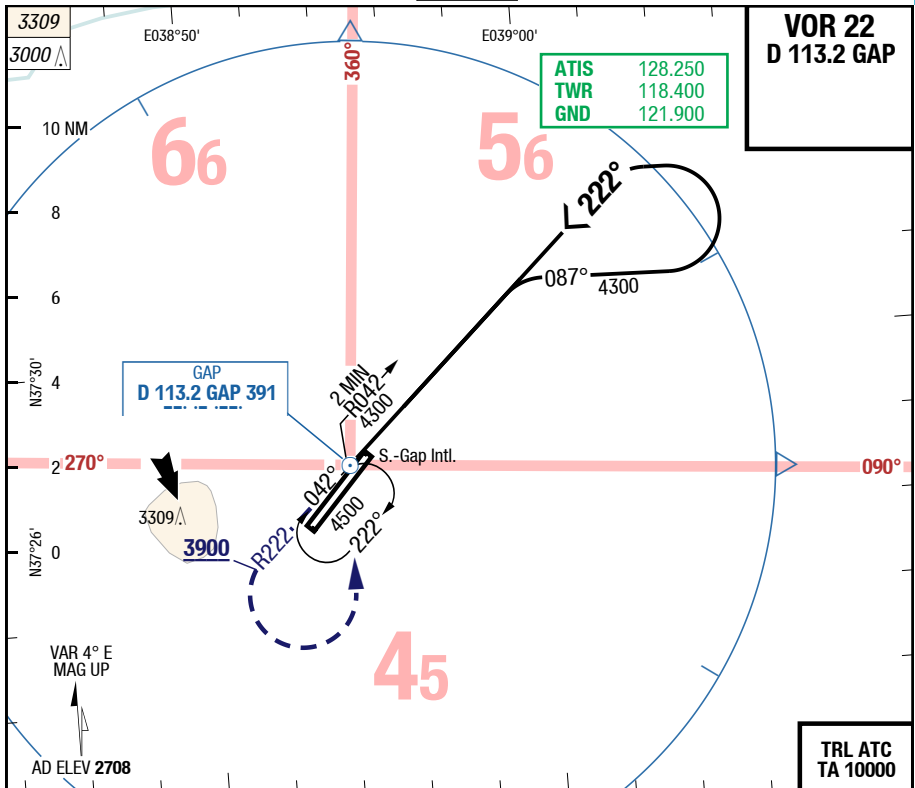
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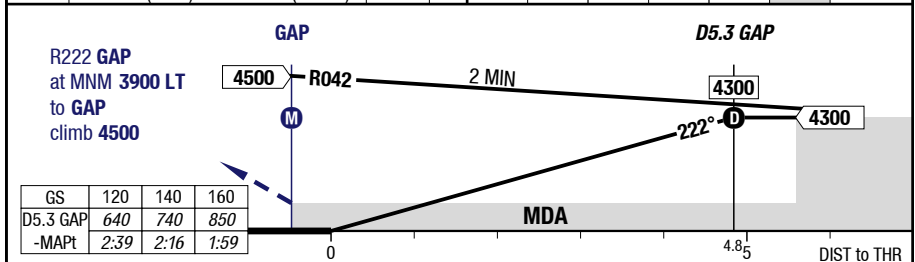
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7-80

VOR 22



60 HL	45 x 4000	2	3	4	5	5.3	3.00°
15 HL	3.0°	3260	3580	3900	4210	4300	D GAP 222°
-0.2%	TDZ --- (---%) / THR 2708 (94hPa)	HL-P2F					RWY 218°



22	VOR					Circling
C	ft - m/km ft	400 - 1.1 3100				1050 - 2.4V 3750
D	ft - m/km ft	400 - 1.1 3100				1050 - 3.6V 3750

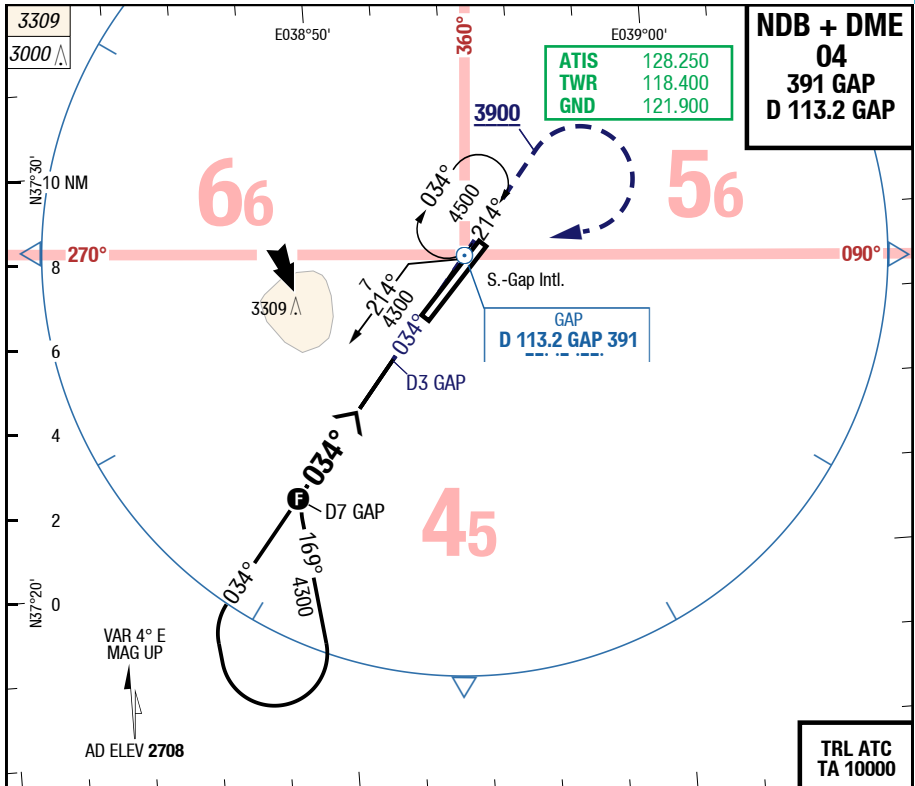
Changes: AD Name

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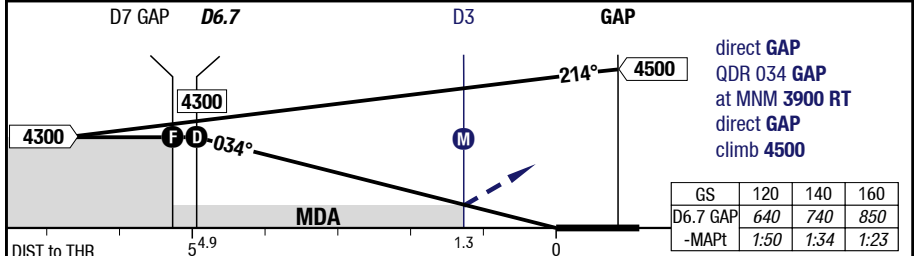
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NDB + DME 04



3.00° D GAP 034° RWY 038°	6.7	6	5	4	3	04	83.0° 4000 x 45 60 HL 15 HL
	4300	4090	3770	3450	3140	HL-P2F	THR 2677 (93hPa) / TDZ 2683 (---%) +0.2%



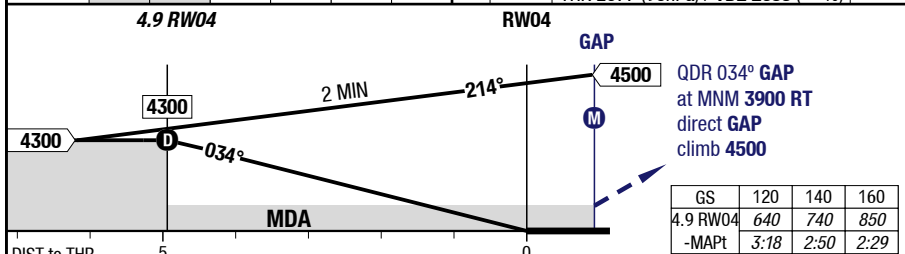
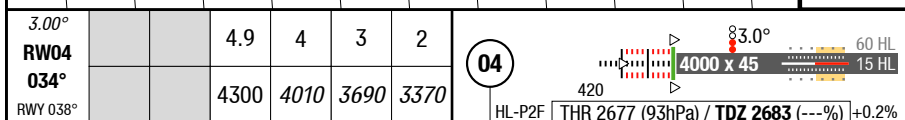
04	NDB DME GAP					Circling
C	ft - m/km ft	420 - 1.5 3100				1050 - 2.4V 3750
D	ft - m/km ft	420 - 1.5 3100				1050 - 3.6V 3750

Changes: AD Name

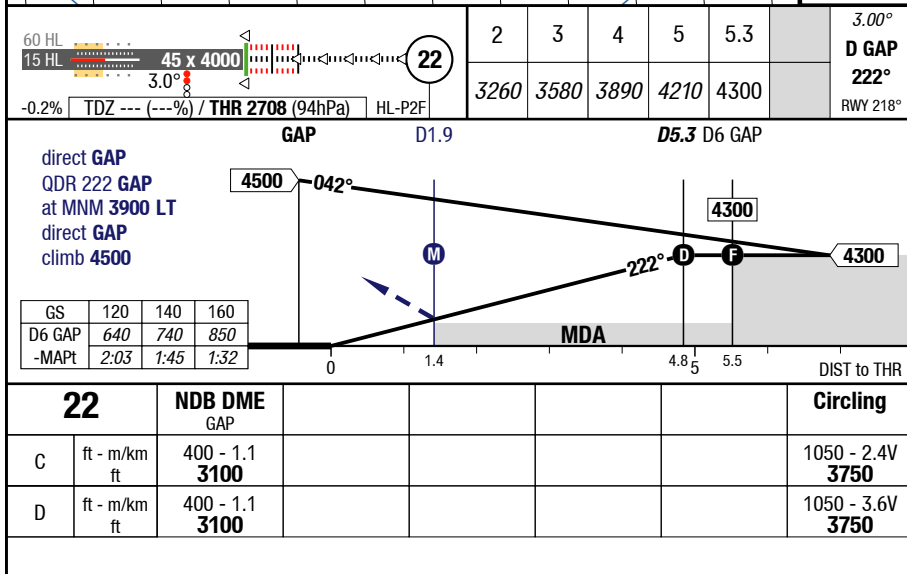
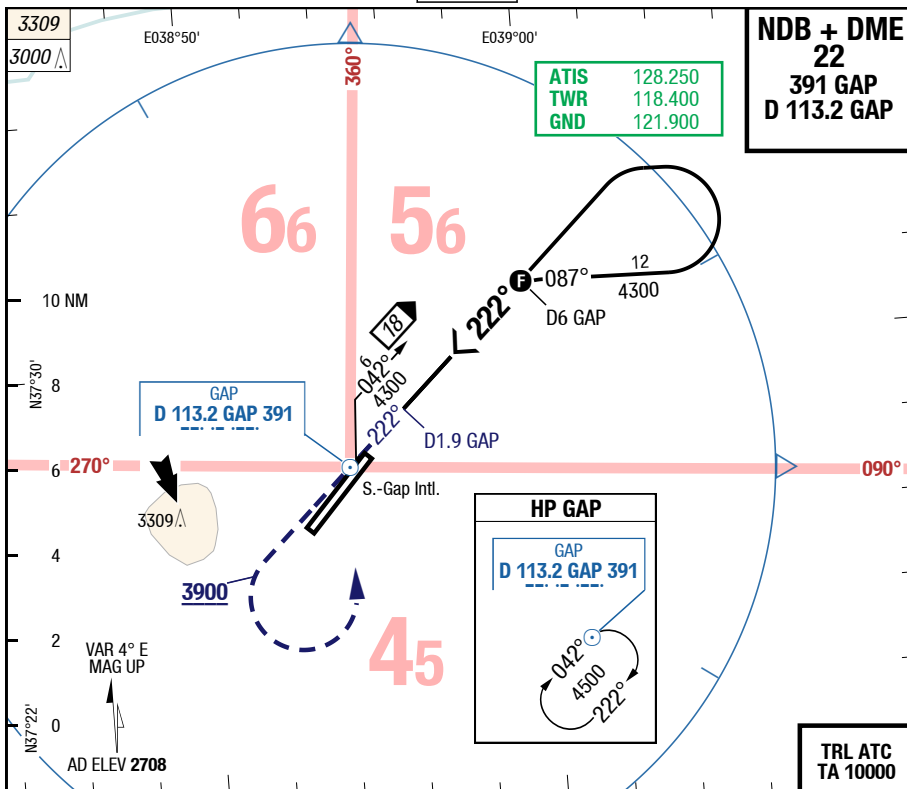
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7-100

NDB 04



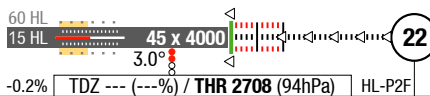
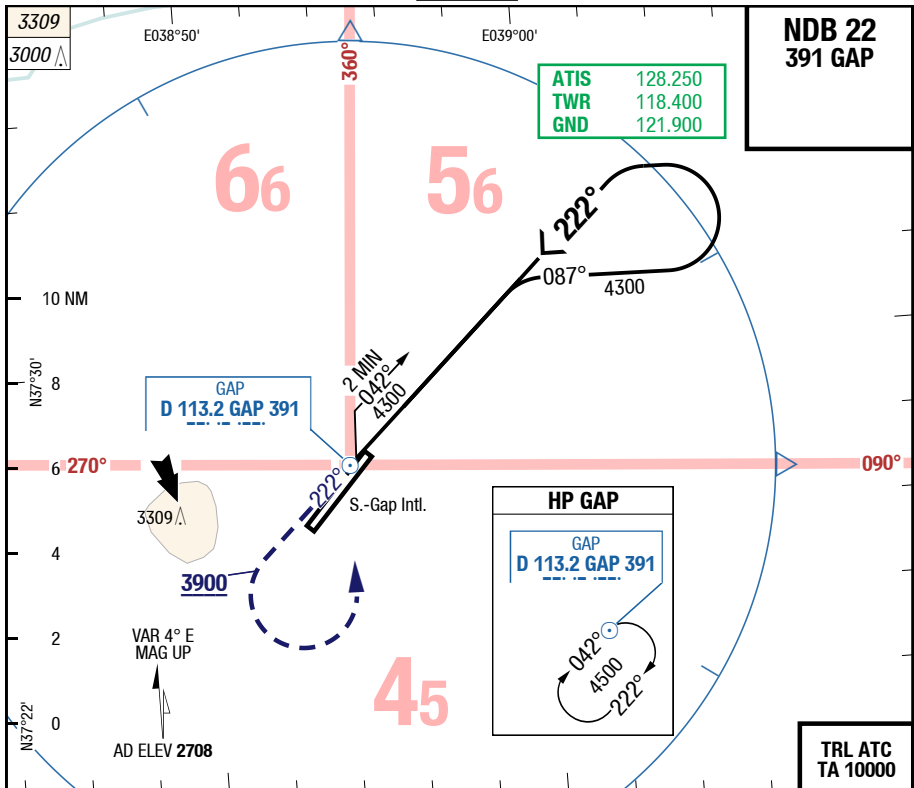
04		NDB				Circling
C	ft - m/km ft	470 - 1.8 3150				1050 - 2.4V 3750
D	ft - m/km ft	470 - 1.8 3150				1050 - 3.6V 3750



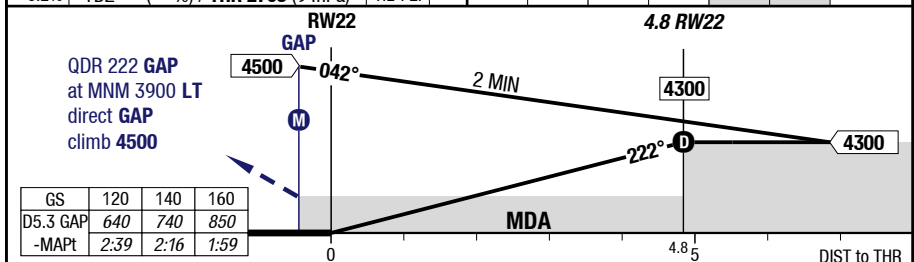
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GNV-LTCS**7-120****NDB 22**

2	3	4	4.8			3.00°
3400	3720	4040	4300			RW22 222° RWY 218°



22	NDB					Circling
C	ft - m/km ft	400 - 1.1 3100				1050 - 2.4V 3750
D	ft - m/km ft	400 - 1.1 3100				1050 - 3.6V 3750

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