

## GENERAL

## Operational Hours

**ATS Hours / AD ADMIN Hours:** H24

## Airport Information

**RFF:** CAT 8  
**PCN:** RWY 07L/25R: 110/R/C/W/T  
**LCN:** RWY 07R/25L: 50  
**Customs:** H0 with PPR

## Operation

## TWY Restrictions

TWY C5 width 19m / 62ft.  
 TWY B1, B6, Z, C1 width 15m / 49ft.  
 TWY A2, A3, A4, A5, B2, B3, B4, B5, D1, D2, C2, C3, C4 width 12m / 39ft.  
 TWY D1 and D2 CLSD to CIV ACFT.

## Warnings

**BRY NDB** unusable:  
 190°-250° beyond 15NM.  
**BRY VOR/DME** unusable:  
 R190-R240 beyond 15NM below 11000ft  
 R240-R250 beyond 20NM below 11000ft  
 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 25R

GP intercepts RWY 25R at 314m / 1030ft after landing threshold.  
 Remaining LDG DIST beyond GP is 2679m / 8790ft.

## DEPARTURE

## Take-off Minima

RWY		07L/25R (CIV RWY)	
All ACFT	ft - m/km	0 - 400R/400V	-
RWY		07R/25L (MIL RWY)	
All ACFT	ft - m/km	0 - 400R/400V	-

## ATC Clot, Clearance

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

## De-icing

AVBL.

Effective 04-JAN-2018

28-DEC-2017

YEI-LTBR

2-10

Turkey Bursa Yenisehir

AGC

AFC

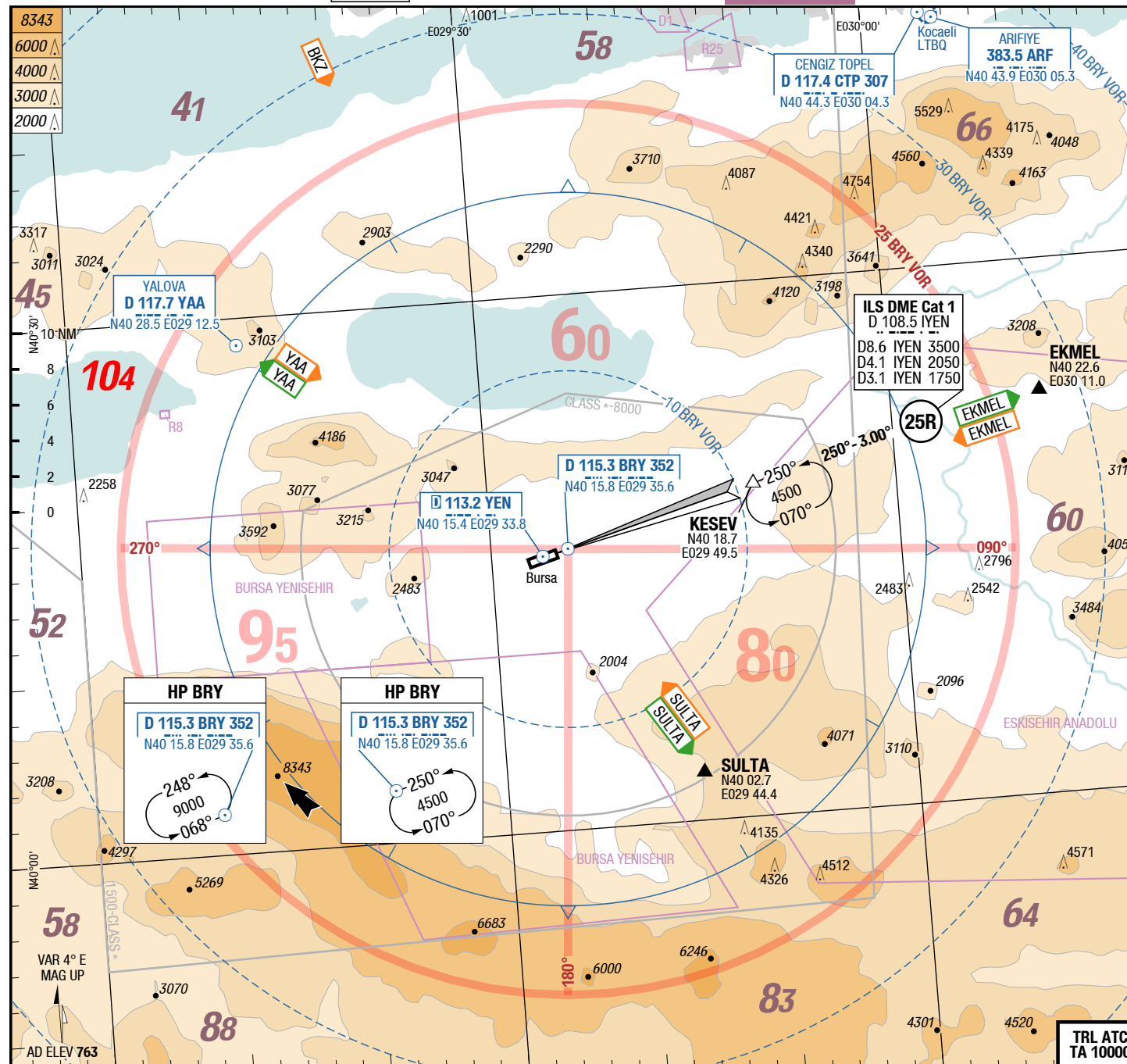
AFC

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Yenisehir Bursa Turkey

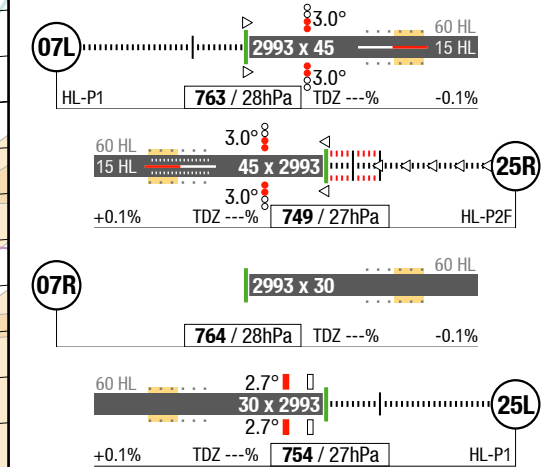
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**ATIS** 124.575  
**Yenisehir APP** 127.750  
 124.200  
**Yenisehir TWR** 124.200  
 127.750  
**GND** 121.700

## Landing RWY system:



Changes: Nil

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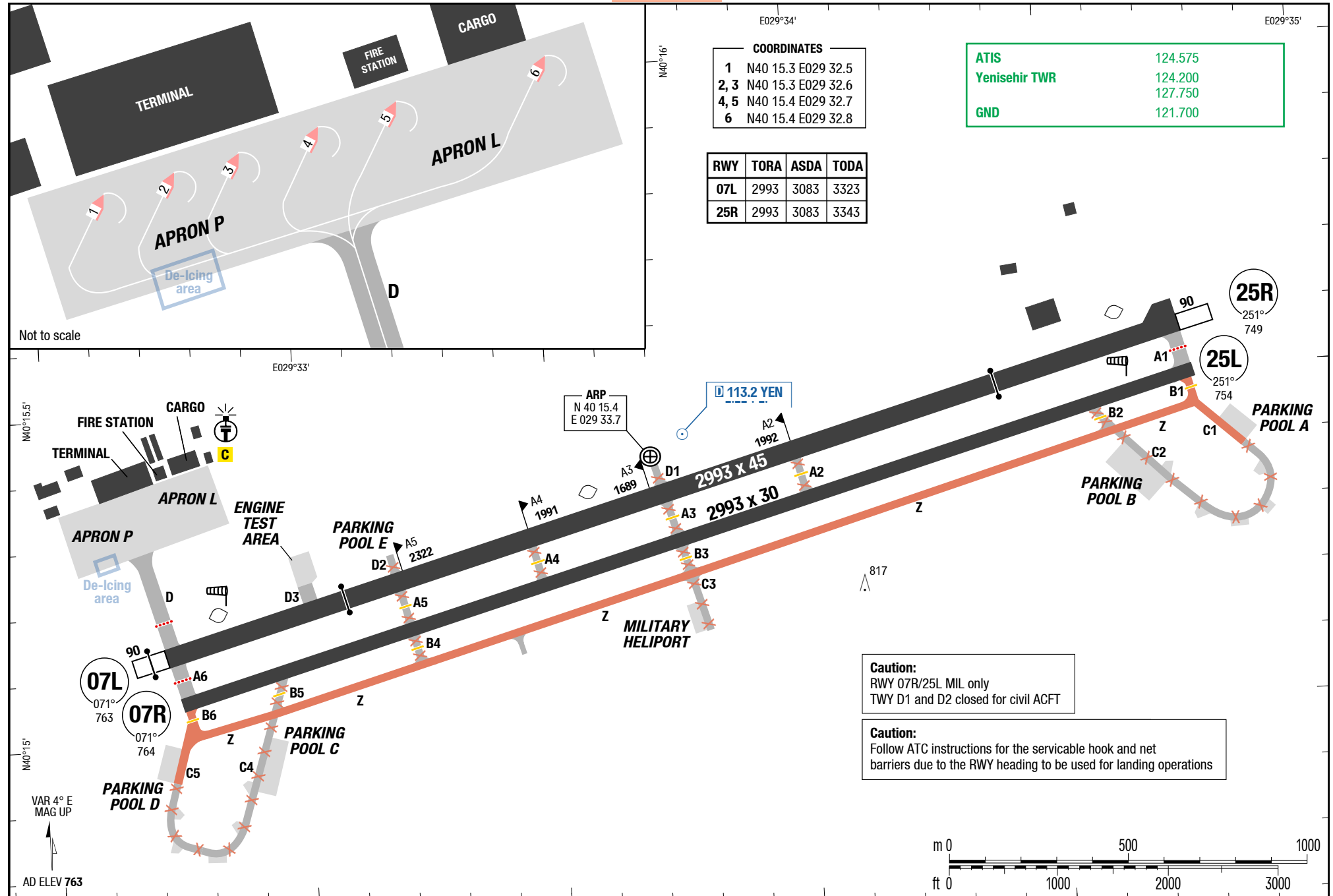
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3-20



Effective 28-MAY-2015

21-MAY-2015

YEI-LTBR

Turkey Bursa Yenisehir

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SIDs

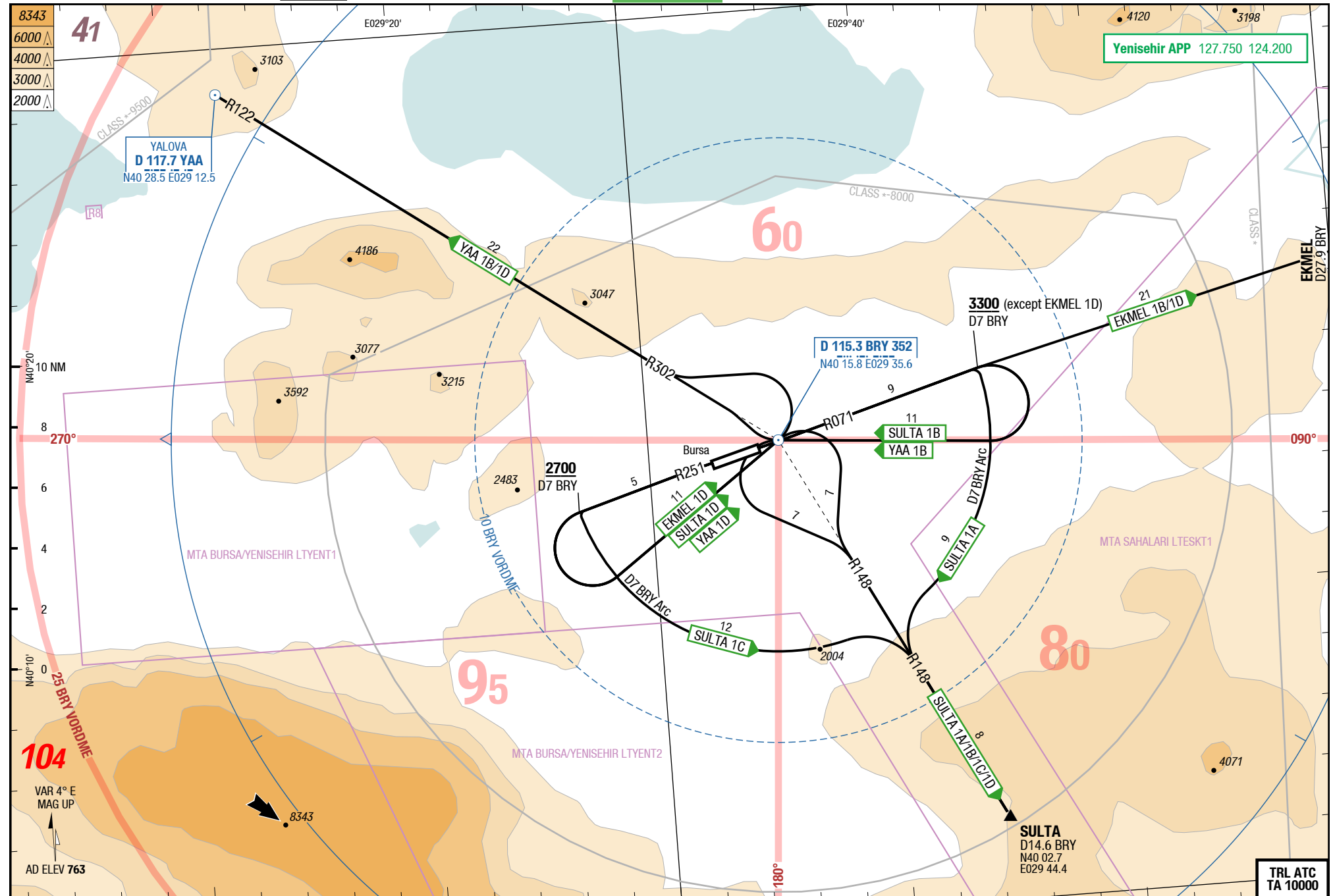
SID

SID

Yenisehir Bursa Turkey

NIL  
SIDs

4-10



Changes: FREQ, Track, SUAs, DIST, Editorial

**EKMEL 1B / SULTA 1A / SULTA 1B / YALOVA 1B / EKMEL 1D / SULTA 1C / SULTA 1D / YALOVA 1D**

RWYs 07L (071°) / 25R (251°)

	GS	120	150	180	210	240	270
5.5%	ft/MIN	700	900	1100	1200	1400	1600
6.7%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 07L</b>	
<b>EKMEL 1B</b> 5.5% <b>127.750</b>	intercept R071 <b>BRY</b> to EKMEL - join AWY G8	D7 <b>BRY</b> MNM <b>3300</b>
<b>SULTA 1A</b> 5.5% <b>127.750</b>	intercept R071 <b>BRY</b> - at D7 <b>BRY</b> RT follow D7 <b>BRY</b> arc - intercept R148 <b>BRY</b> to SULTA - join AWY W714/W715	D7 <b>BRY</b> MNM <b>3300</b>
<b>SULTA 1B</b> 5.5% <b>127.750</b>	intercept R071 <b>BRY</b> - at D7 <b>BRY</b> RT direct <b>BRY</b> - R148 <b>BRY</b> to SULTA - join AWY W714/W715	D7 <b>BRY</b> MNM <b>3300</b>
<b>YALOVA 1B</b> <b>YAA 1B</b> 5.5% <b>127.750</b>	intercept R071 <b>BRY</b> - at D7 <b>BRY</b> RT direct <b>BRY</b> - R302 <b>BRY</b> to <b>YAA</b> - join AWY W714	D7 <b>BRY</b> MNM <b>3300</b>
	<b>Runway 25R</b>	
<b>EKMEL 1D</b> 6.7% to 2700 5.5% <b>127.750</b>	intercept R251 <b>BRY</b> - at D7 <b>BRY</b> LT direct <b>BRY</b> - R071 <b>BRY</b> to EKMEL - join AWY G8	D7 <b>BRY</b> MNM <b>2700</b>
<b>SULTA 1C</b> 6.7% to 2700 5.5% <b>127.750</b>	intercept R251 <b>BRY</b> - at D7 <b>BRY</b> LT follow D7 <b>BRY</b> arc - intercept R148 <b>BRY</b> to SULTA - join AWY W714/W715	D7 <b>BRY</b> MNM <b>2700</b>
<b>SULTA 1D</b> 6.7% to 2700 5.5% <b>127.750</b>	intercept R251 <b>BRY</b> - at D7 <b>BRY</b> LT direct <b>BRY</b> - R148 <b>BRY</b> to SULTA - join AWY W714/W715	D7 <b>BRY</b> MNM <b>2700</b>
<b>YALOVA 1D</b> <b>YAA 1D</b> 6.7% to 2700 5.5% <b>127.750</b>	intercept R251 <b>BRY</b> - at D7 <b>BRY</b> LT direct <b>BRY</b> - R302 <b>BRY</b> to <b>YAA</b> - join AWY W714	D7 <b>BRY</b> MNM <b>2700</b>

## YEI-LTBR

## STARs E ARRrS

# STAR

# STAR

## STARs E ARRrS

**6-10**



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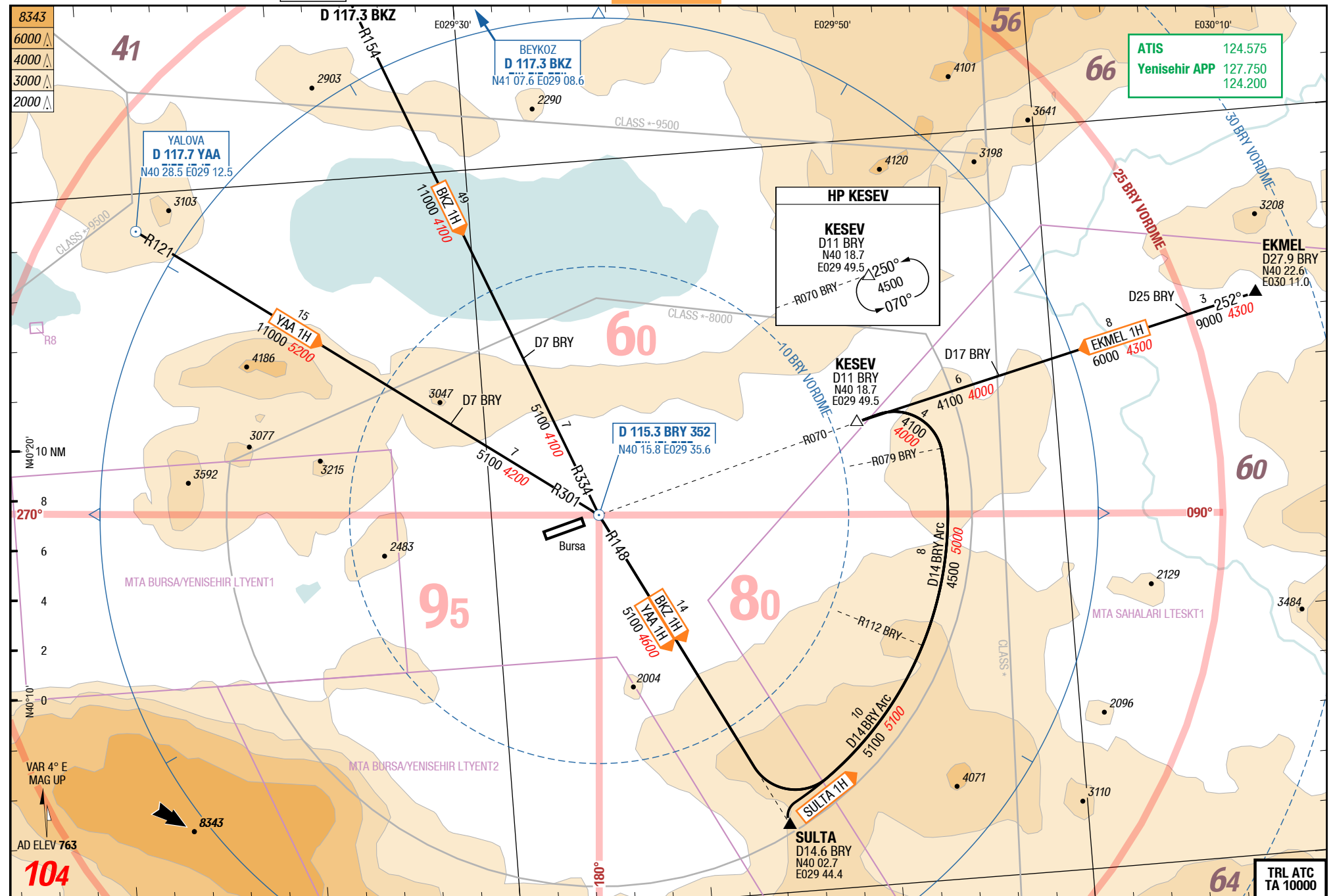
**YEI-LTBR**

### STARs H ARRrS (ATC)

# STAR

# STAR

## STARs H ARRrS (ATC)



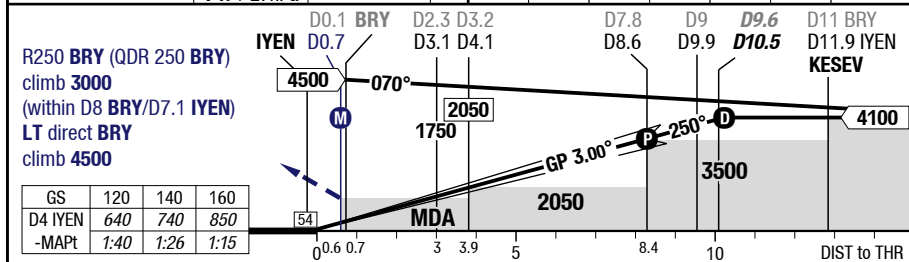
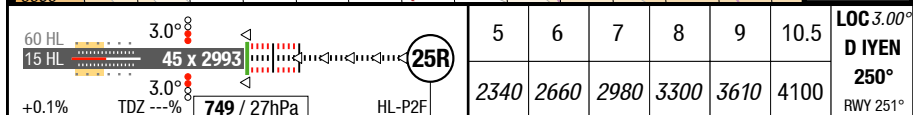
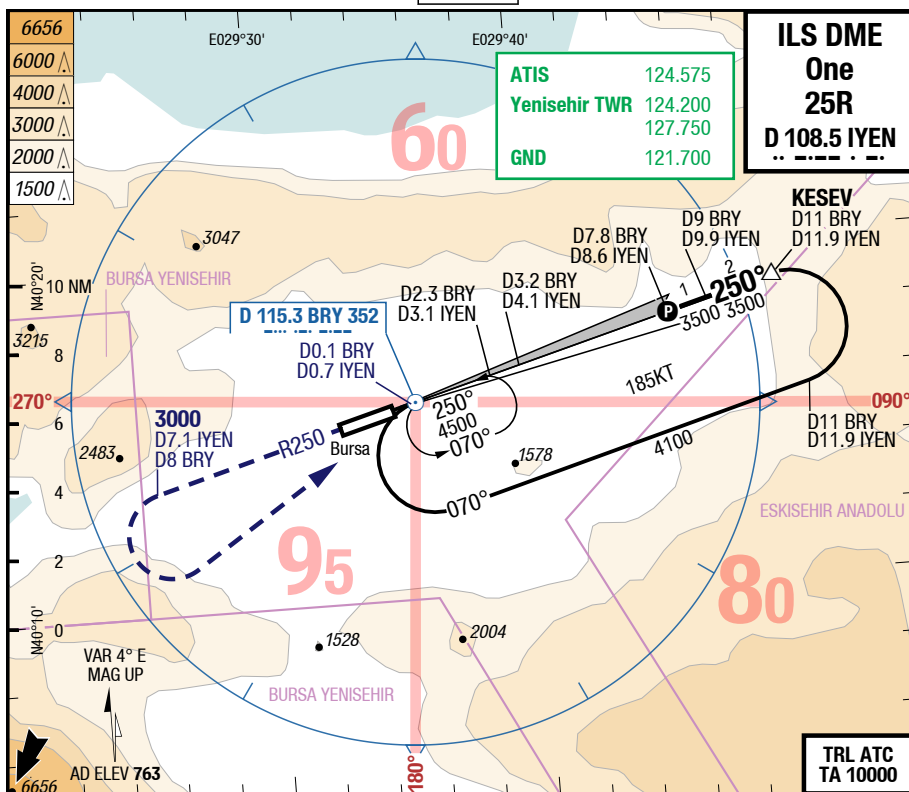
Changes: FREQ, Track, SUAs, DIST, Editorial

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**7-10**

## ILS DME One 25R



<b>25R</b>		<b>Cat 1 DME</b> GA 5.4%	<b>Cat 1 DME</b> GA 2.5% 1)	<b>LOC DME</b> 2)		<b>Circling</b>
<b>C</b>	ft - m/km ft	210 - 550 <b>960</b>	910 - 2.4 <b>1660</b>	1010 - 2.4 <b>1750</b>		2240 - 2.4V <b>3000</b>
<b>D</b>	ft - m/km ft	210 - 550 <b>960</b>	910 - 2.4 <b>1660</b>	1010 - 2.4 <b>1750</b>		2240 - 3.6V <b>3000</b>

1) With EVS 1.6km

2) Timing to determine MAPt NA

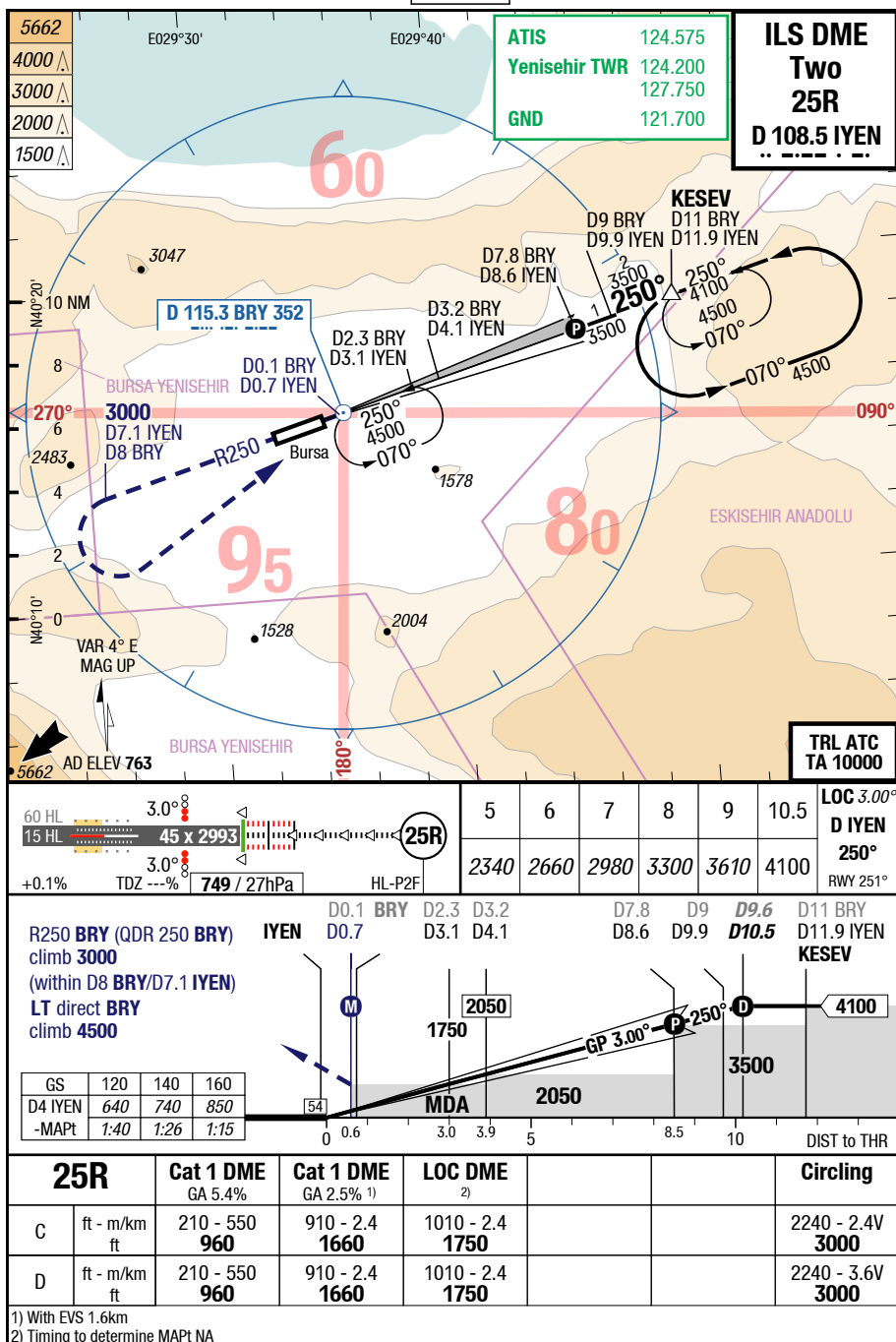
Changes: Completely revised



## YEI-LTBR

7-20

## ILS DME Two 25R



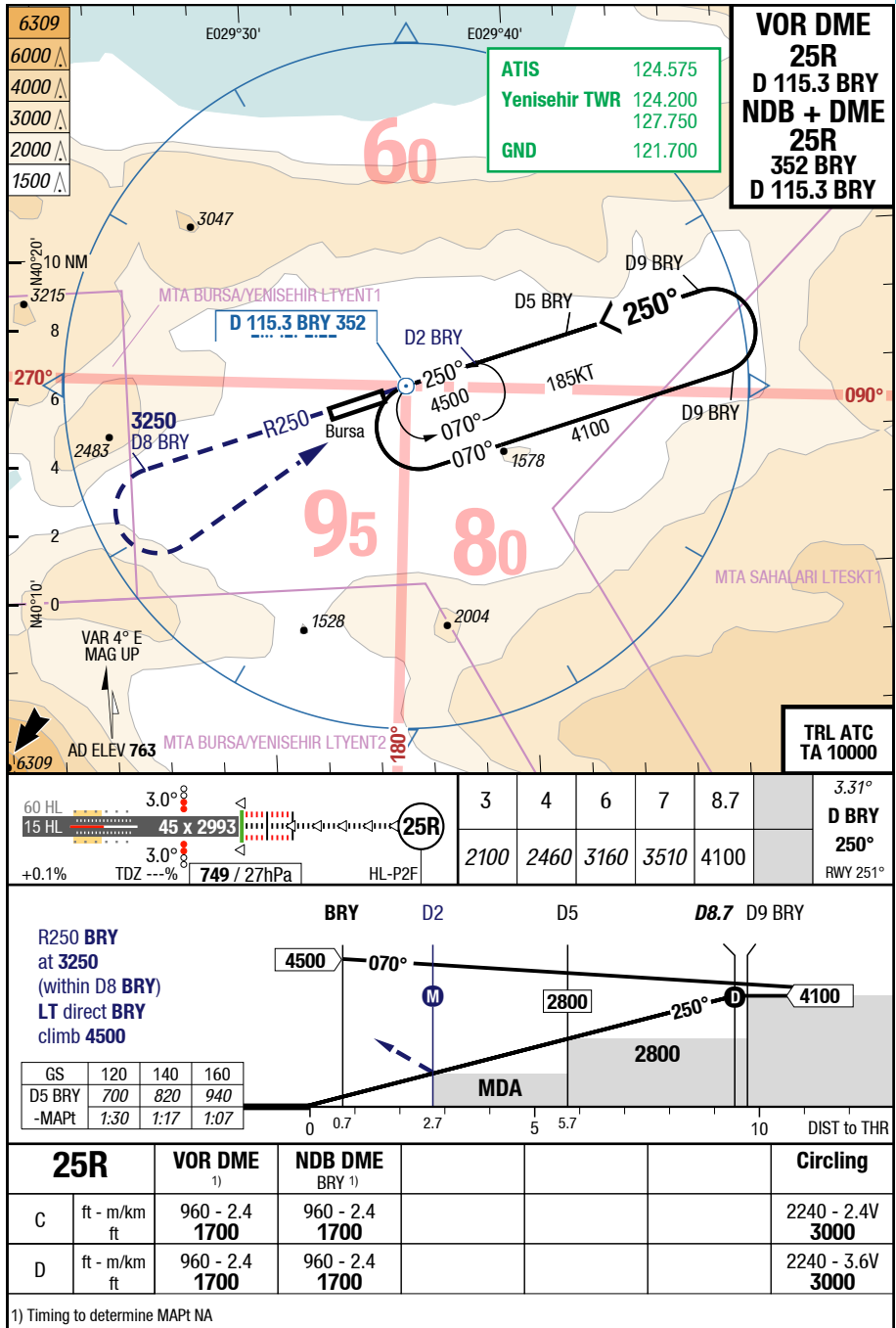
Changes: Completely revised

12-OCT-2017

YEI-LTBR

7-30

VOR DME 25R / NDB + DME 25R



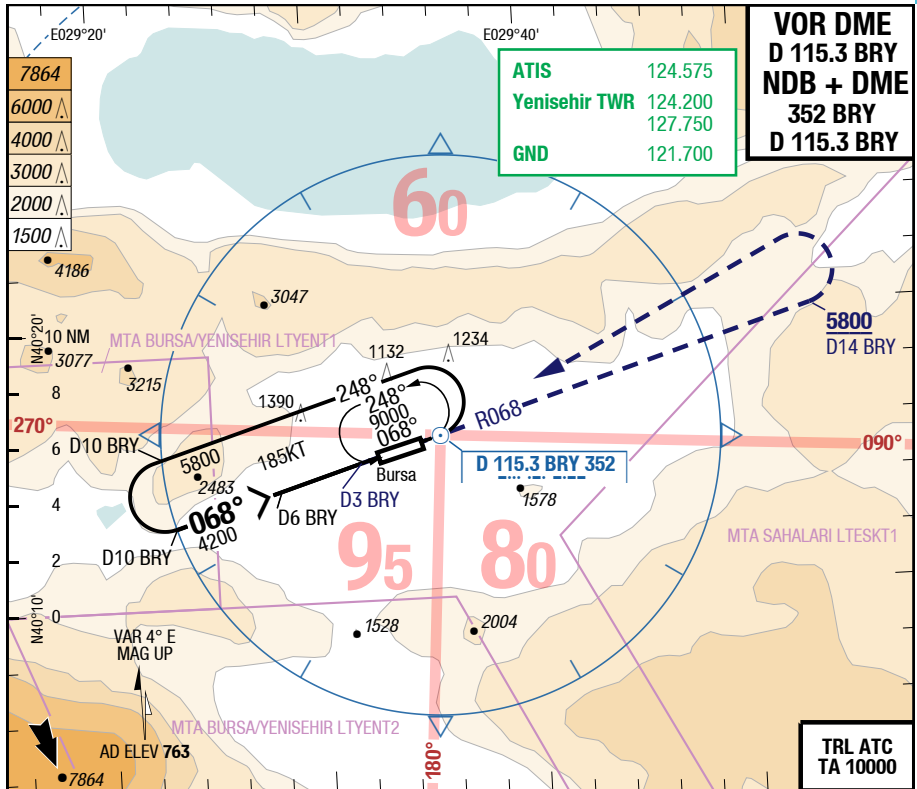
Changes: MIN

12-OCT-2017

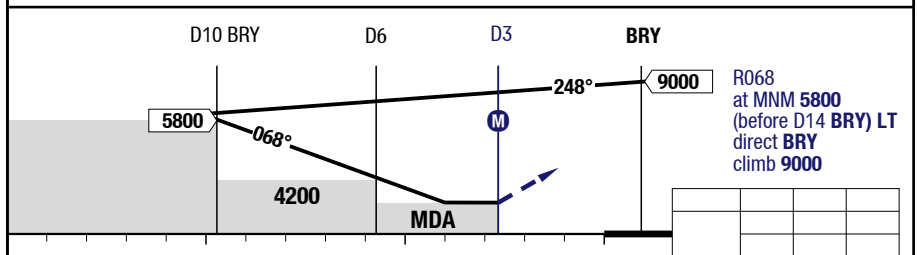
YEI-LTBR

7-40

VOR DME / NDB + DME



See AFC for RWY information and approach light system.



All RWYs		VOR DME BRY	NDB DME BRY				Circling
C	ft - m/km ft	Straight-in Not authorized	Straight-in Not authorized				2240 - 2.4V <b>3000</b>
D	ft - m/km ft	Straight-in Not authorized	Straight-in Not authorized				2240 - 3.6V <b>3000</b>

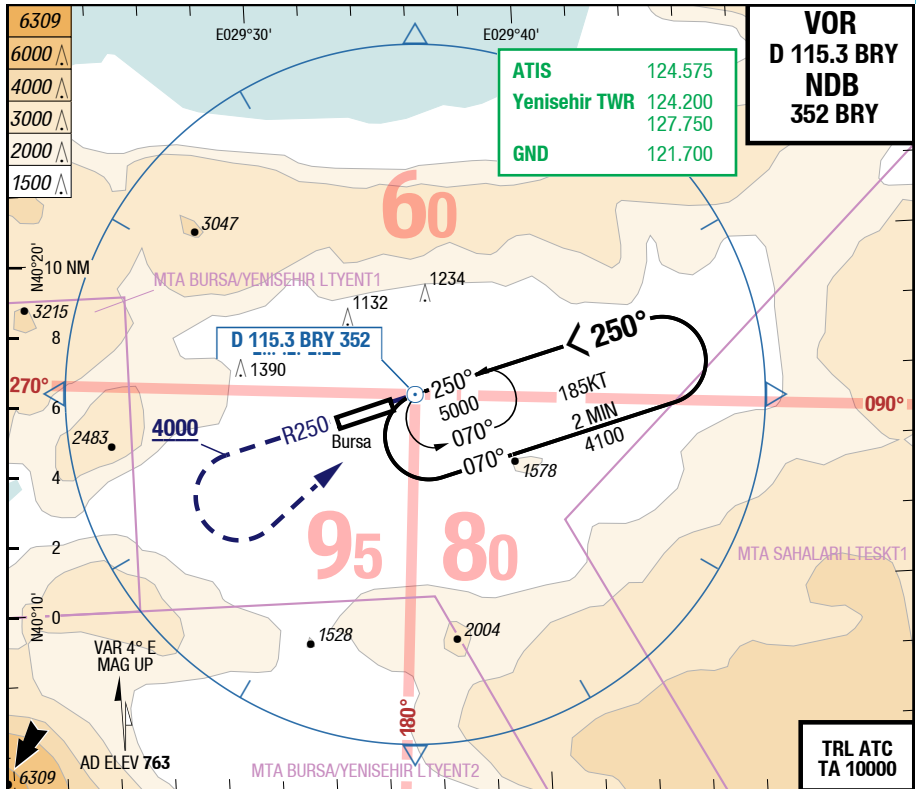
Changes: MIN, ALT, chart title

12-OCT-2017

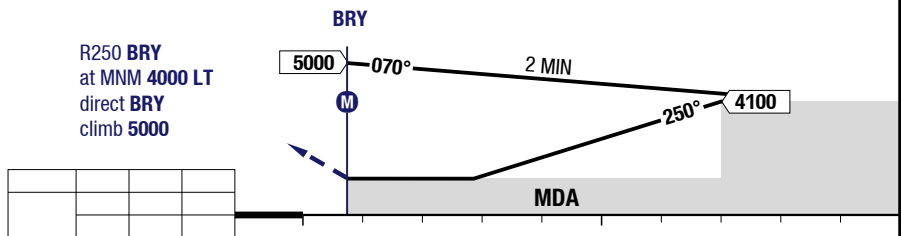
YEI-LTBR

7-50

VOR / NDB



See AFC for RWY information  
and approach light system.



All RWYs		VOR	NDB				Circling
C	ft - m/km ft	Straight-in Not authorized	Straight-in Not authorized				2240 - 2.4V <b>3000</b>
D	ft - m/km ft	Straight-in Not authorized	Straight-in Not authorized				2240 - 3.6V <b>3000</b>