

**GENERAL****ATS Hours**

H24

**Airport Information****RFF:** CAT 9**PCN:** RWY 07/25: 110/R/D/W/T**Operation****RWY Restrictions**

RWY 07: Backtrack for TKOF and turn after LDG prohibited due to FOD.

RWY 25: Turn after backtrack for TKOF and after LDG anti-clockwise.

REQ ATC-instruction for taxiing PROC to the beginning of RWY.

**TWY Restriction**

TWY H1 width 15m / 49ft.

TWY D1 width 12m / 39ft.

Enter CIV APN via TWY N or M.

Widebody ACFT can use TWY B1, K1, M or N only. ACFT are also not authorized to make a turn from inside the RWY.

**Warnings****KSR VOR/DME** unusable:

- R170-R210 between 10-25NM below FL150.
- R170-R210 beyond 25NM below FL210.

**KSR NDB** unusable:

- 170°-210° between 10-25NM below FL150.
- 170°-210° beyond 25NM below FL210.

**ARRIVAL****Speed**

MAX IAS 250KT within TMA (refer RFCs).

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

RWY		07/25	
All ACFT	ft - m/km	0 - 400R/400V	-

**Speed**

MAX IAS 250KT within TMA (refer RFCs).

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

Effective 01-MAR-2018

22-FEB-2018

ASR-LTAU

2-10

Turkey Kayseri

AGC

AFC

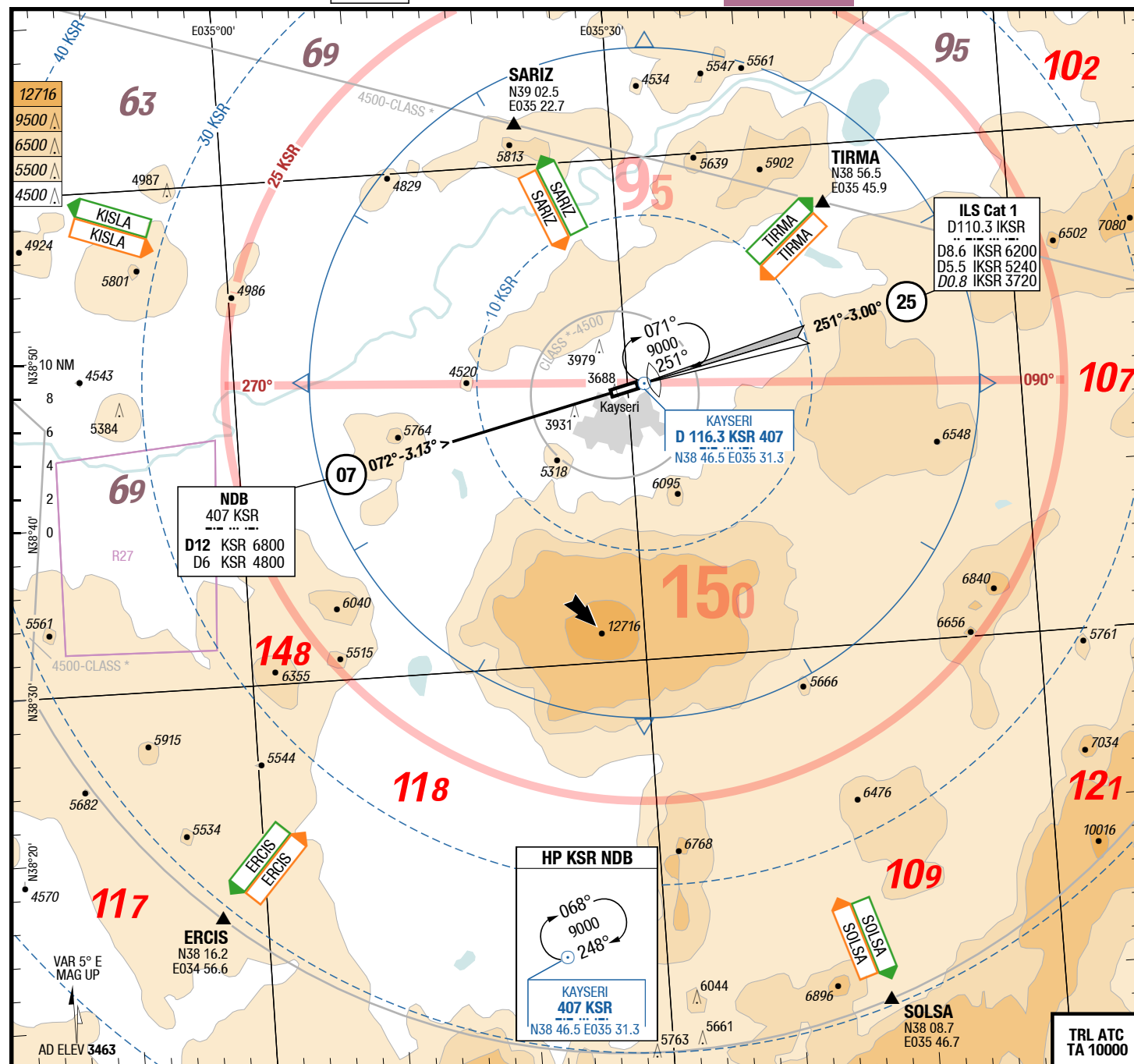
AFC

AFC

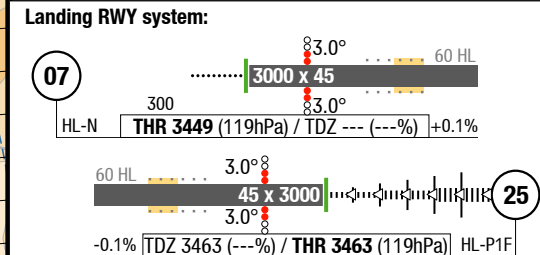
Kayseri Turkey

AGC

AFC



ATIS	127.225
Erkilet APP	119.200
	122.100
Erkilet TWR	122.100
	126.200
GND	121.600
	121.950



Changes: APL, ASP, DIST, OBST, APCH boxes

Effective 01-MAR-2018

22-FEB-2018

ASR-LTAU

3-20

Turkey Kayseri

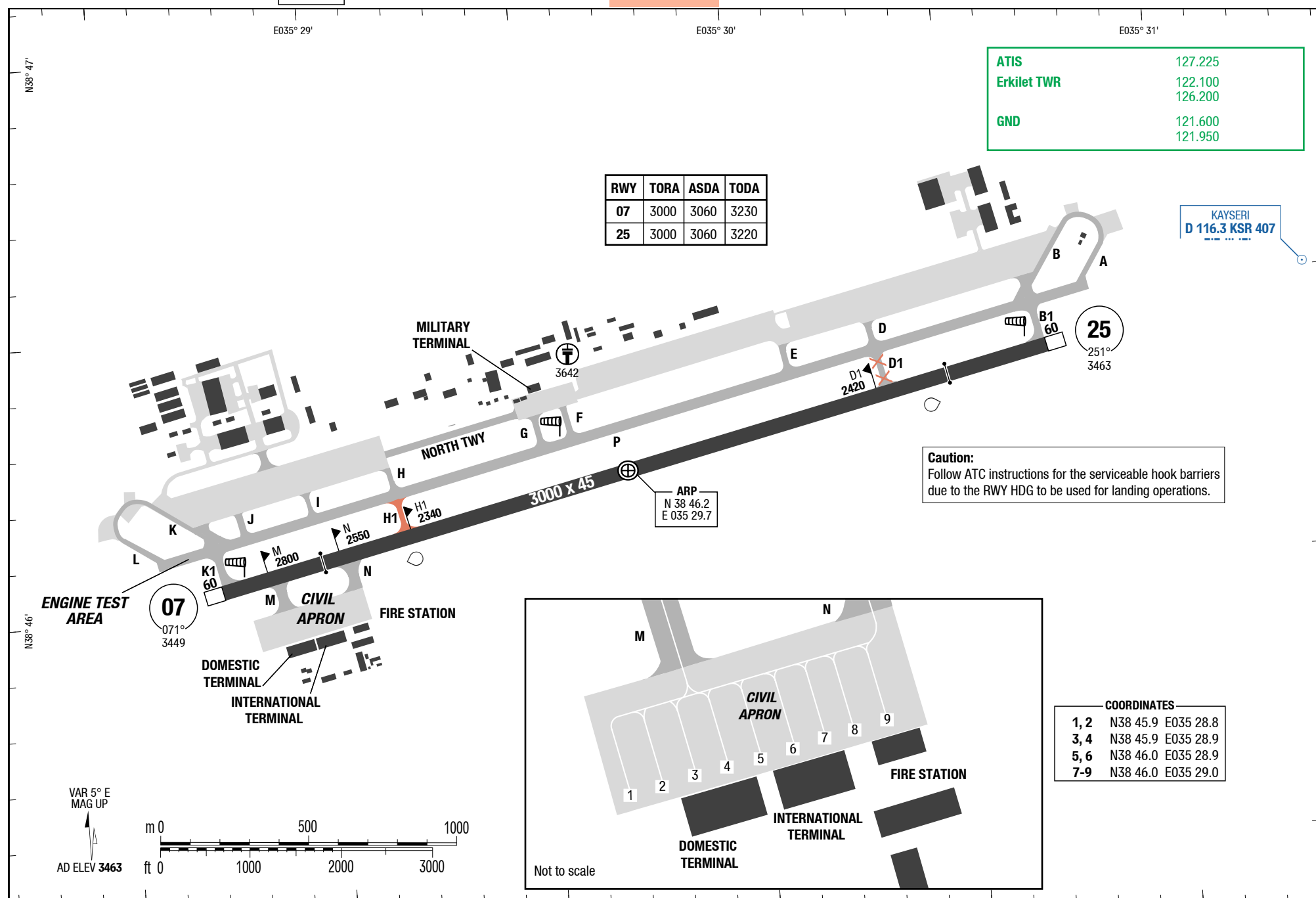
AGC

AGC

AGC

Kayseri Turkey

AGC



Changes: Nil

22-FEB-2018  
ASR-LTAU

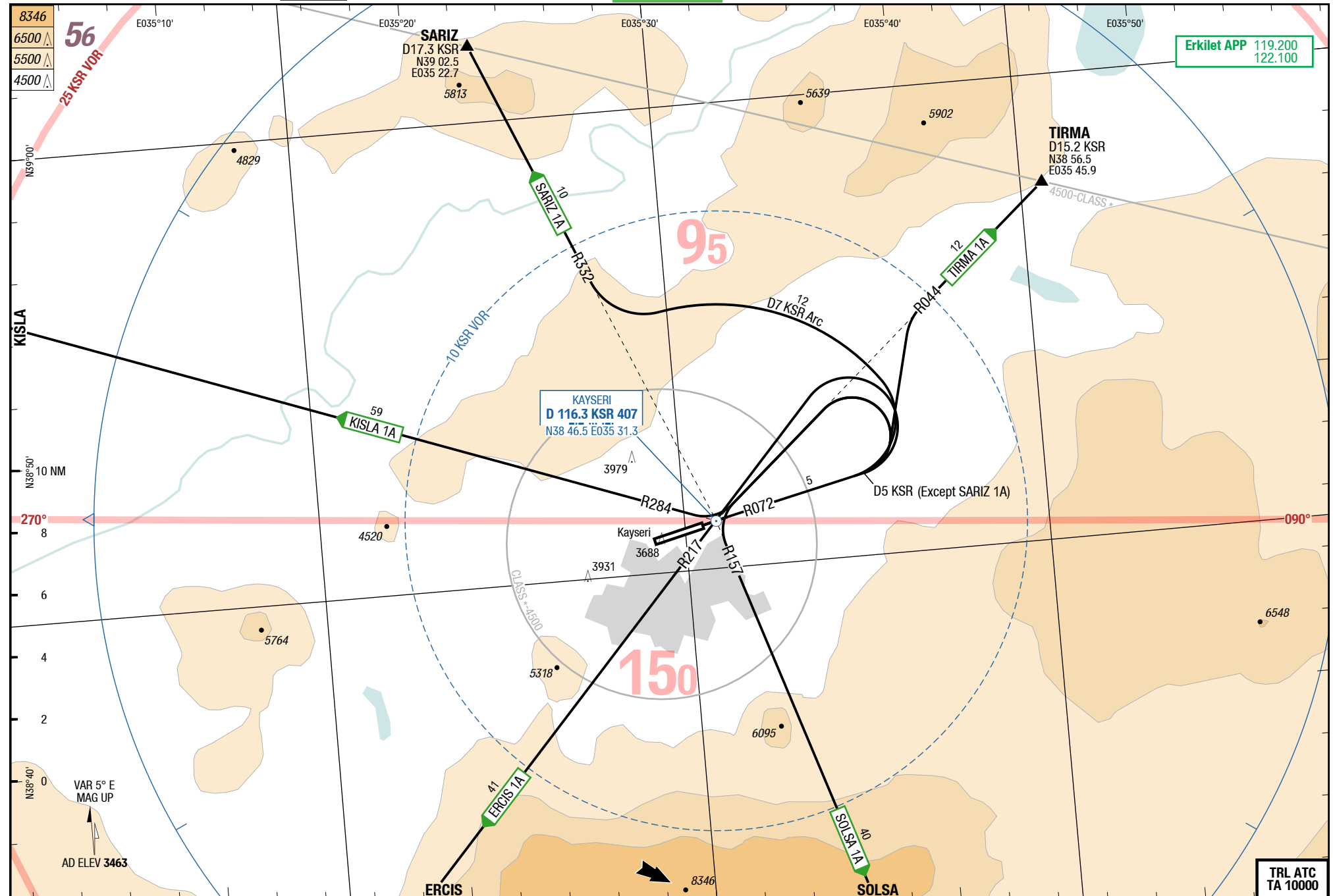
4-10

Turkey Kayseri  
SIDs RWY 07 (B DEP)  
SIDs RWY 07 (A DEP)

SID

SID

Kayseri Turkey  
SIDs RWY 07 (B DEP)  
SIDs RWY 07 (A DEP)



Changes: OBST

TRL ATC  
TA 10000

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22-FEB-2018  
ASR-LTAU

4-20

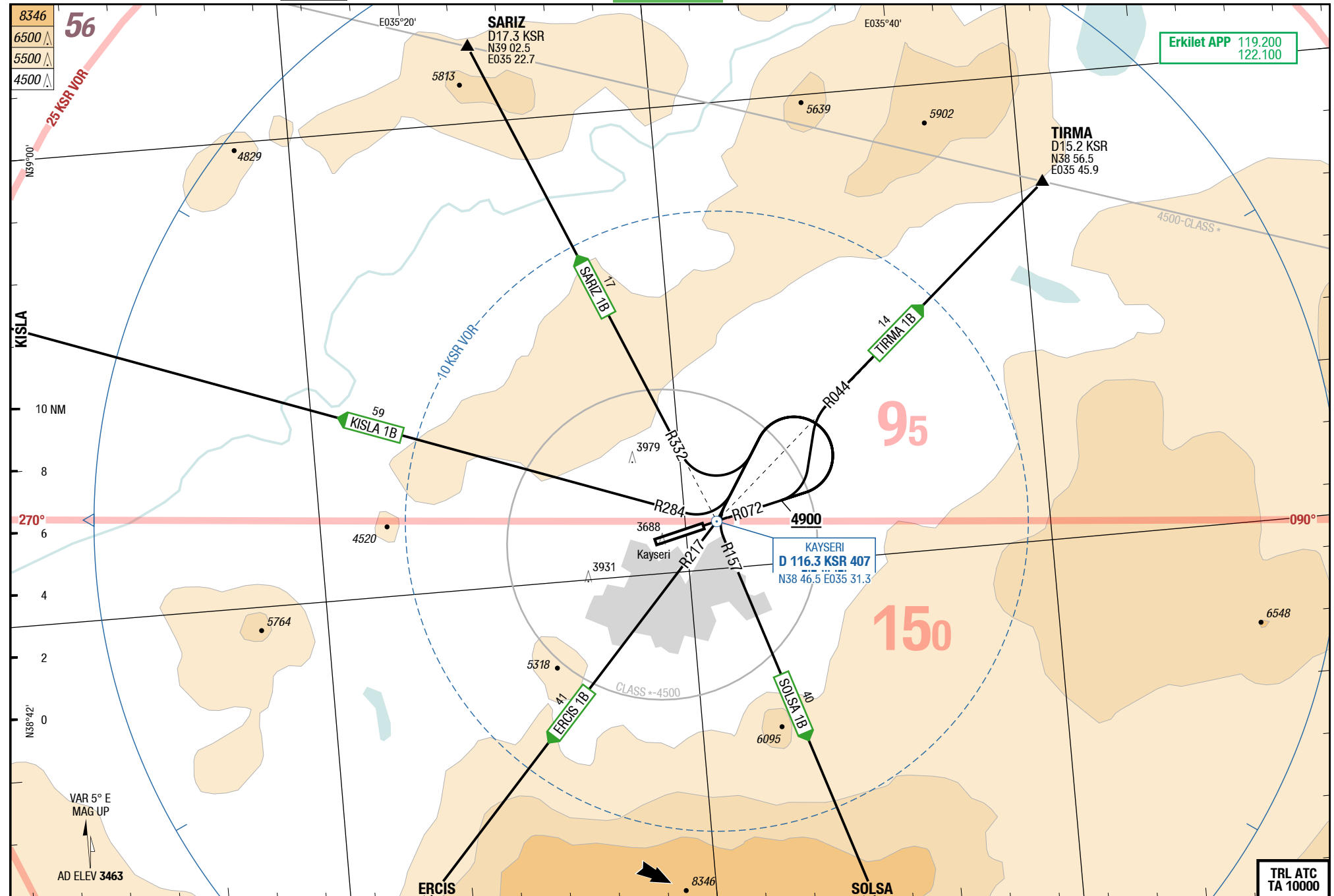
SIDs RWY 07 (B DEP)

SID

SID

Kayseri Turkey

SIDs RWY 07 (B DEP)



Changes: ALT, OBST

22-FEB-2018  
ASR-LTAU

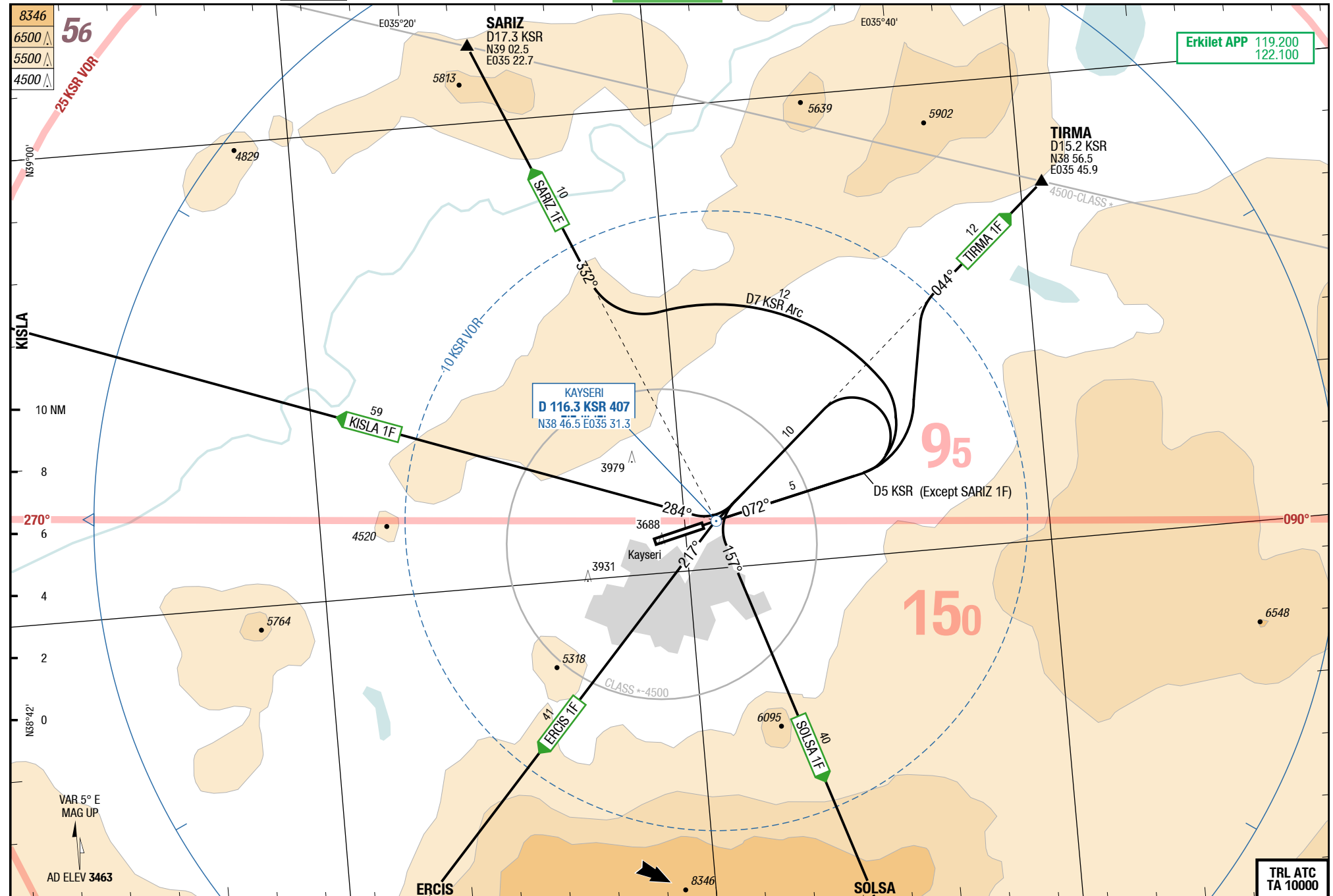
4-30

Turkey Kayseri  
SIDs RWY 07 (G DEP)  
SIDs RWY 07 (F DEP)

SID

SID

Kayseri Turkey  
SIDs RWY 07 (G DEP)  
SIDs RWY 07 (F DEP)



Changes: OBST

**22-FEB-2018**  
**ASR-LTAU**

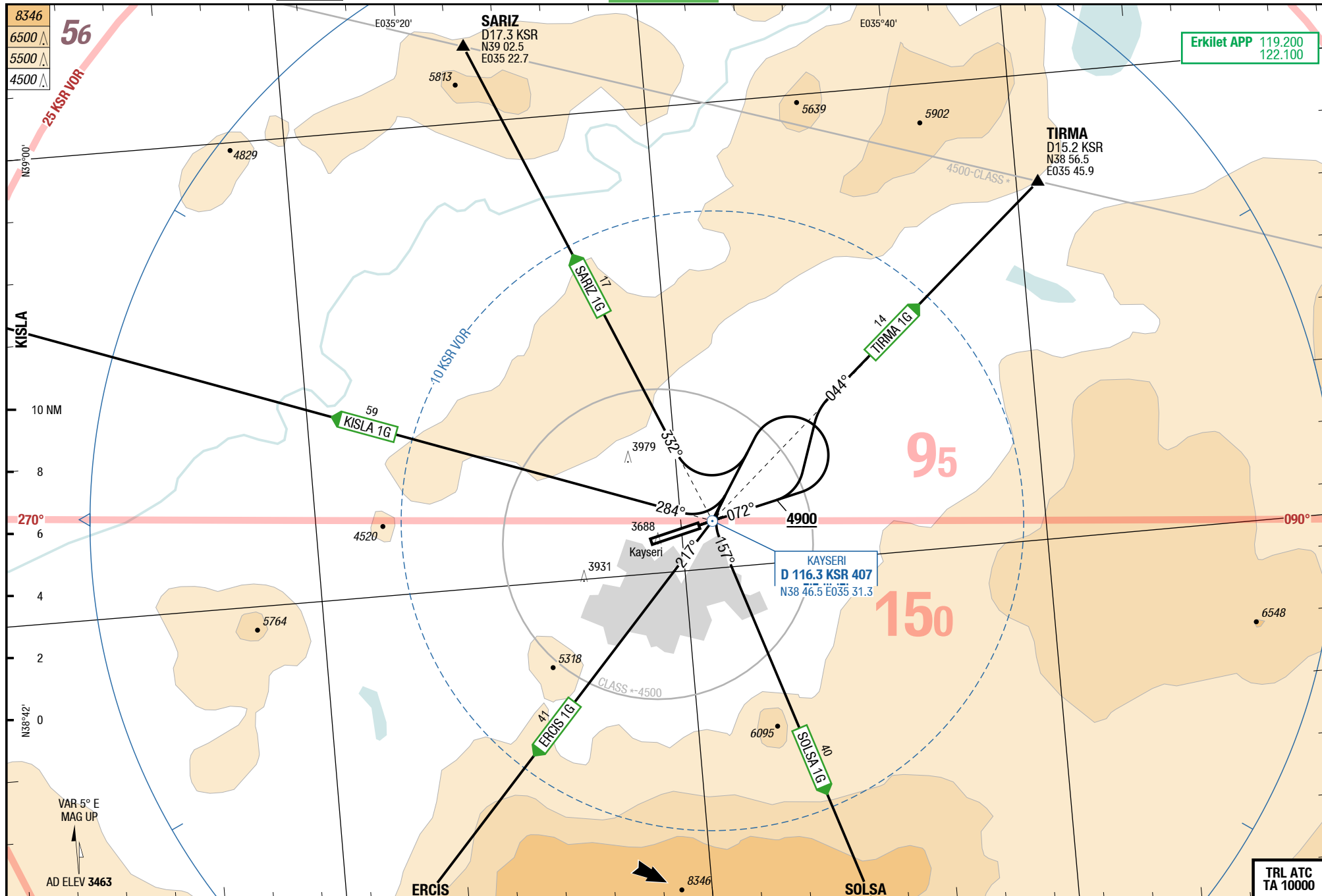
Turkey **Kayseri**  
**SIDs RWY 07 (G DEP)**

SID

SID

## Kayseri Turkey

## SIDs RWY 07 (G DEP)



Changes: ALT, OBST

TRL ATC  
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22-FEB-2018  
ASR-LTAU

4-50

## SIDs RWY 25 (C DEP)

## Turkey Kayseri

SIDs RWY 25 (D DEP)

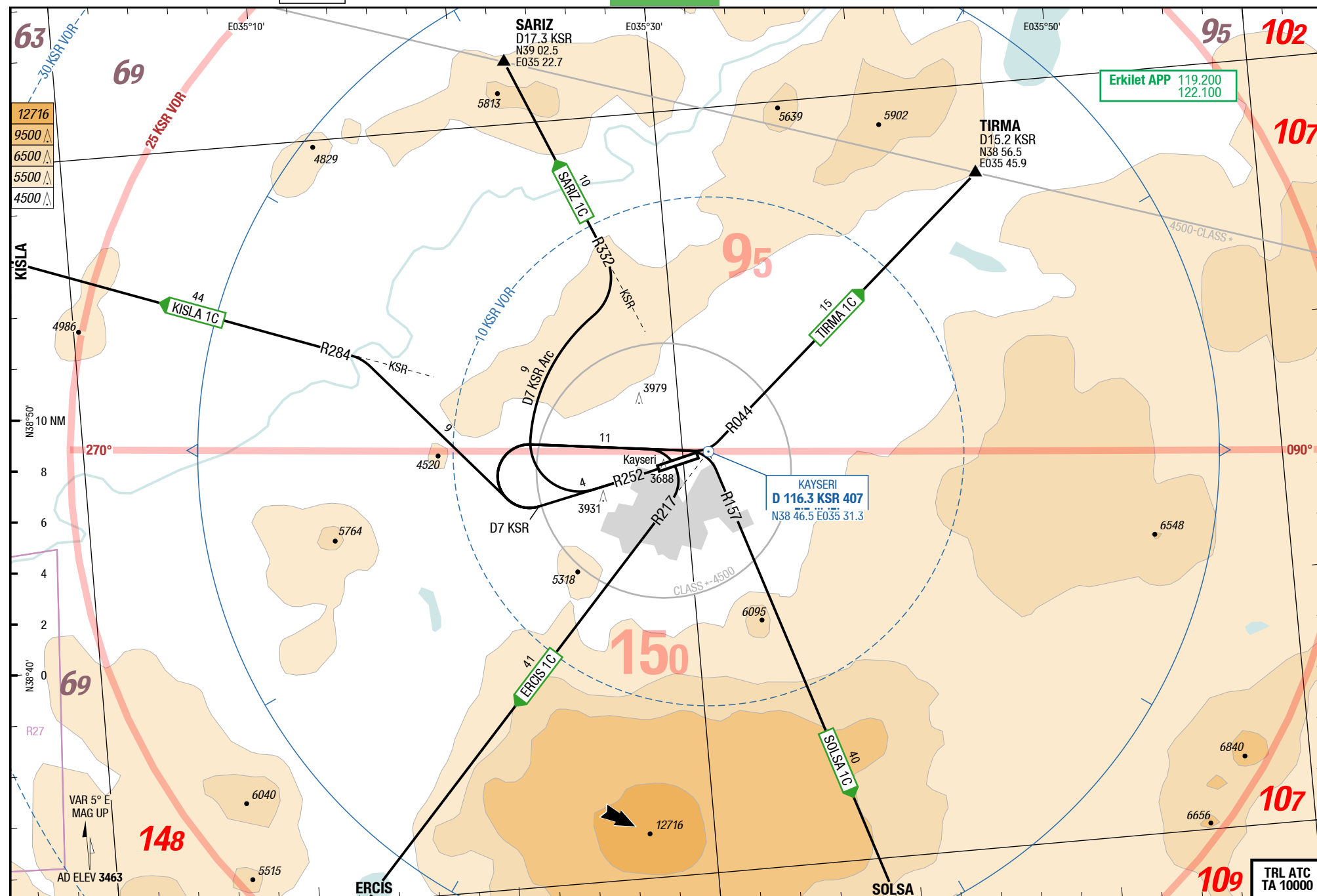
SID

SID

## Kayseri Turkey

SIDs RWY 25 (D DEP)

## SIDs RWY 25 (C DEP)



Changes: SUAs, OBST

TRL ATC  
TA 10000

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## ASR-LTAU

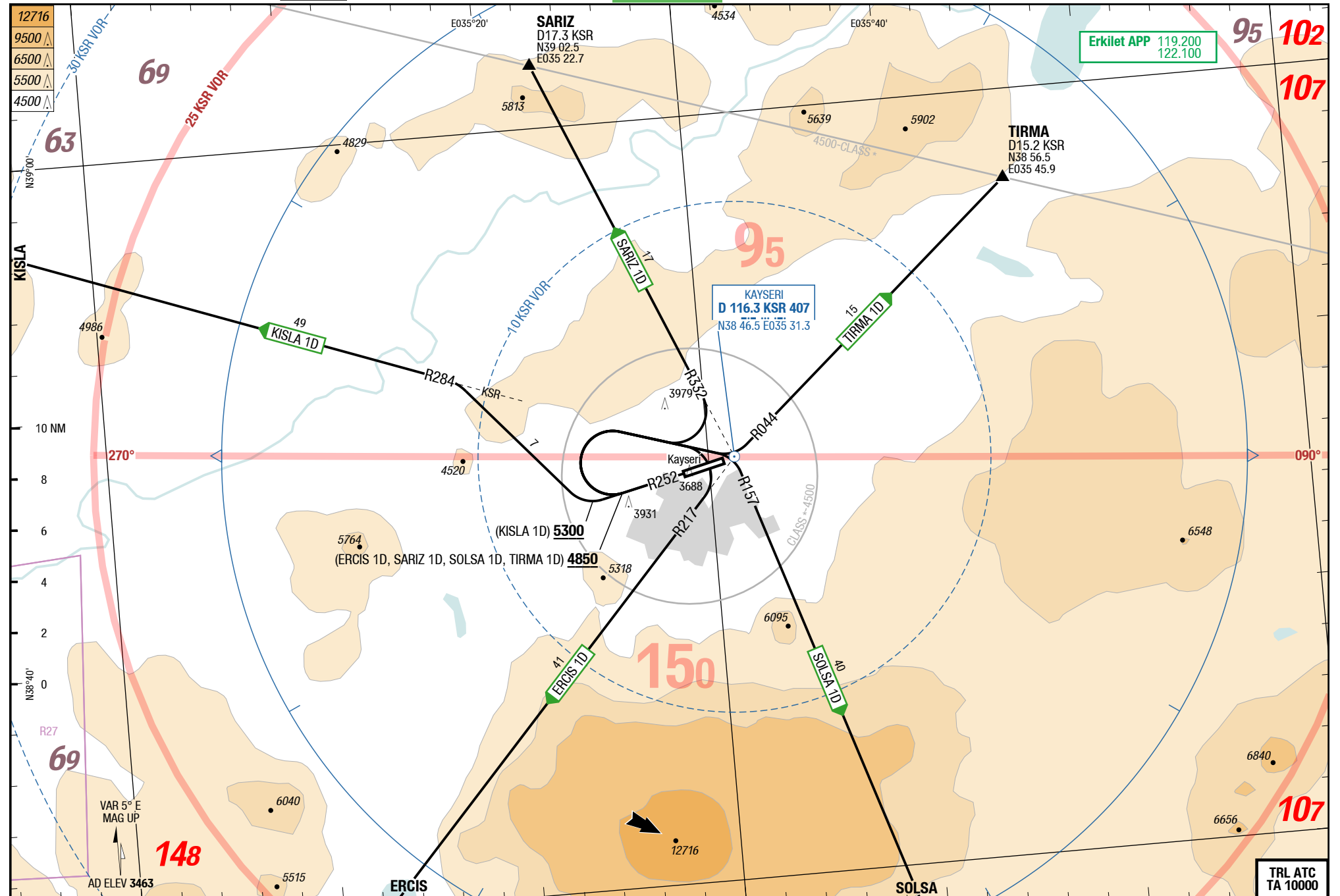
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SID

## SIDs RWY 25 (D DEP)

4-60

## SIDs RWY 25 (D DEP)



Changes: ALT, SUAs, OBST

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ASR-LTAU

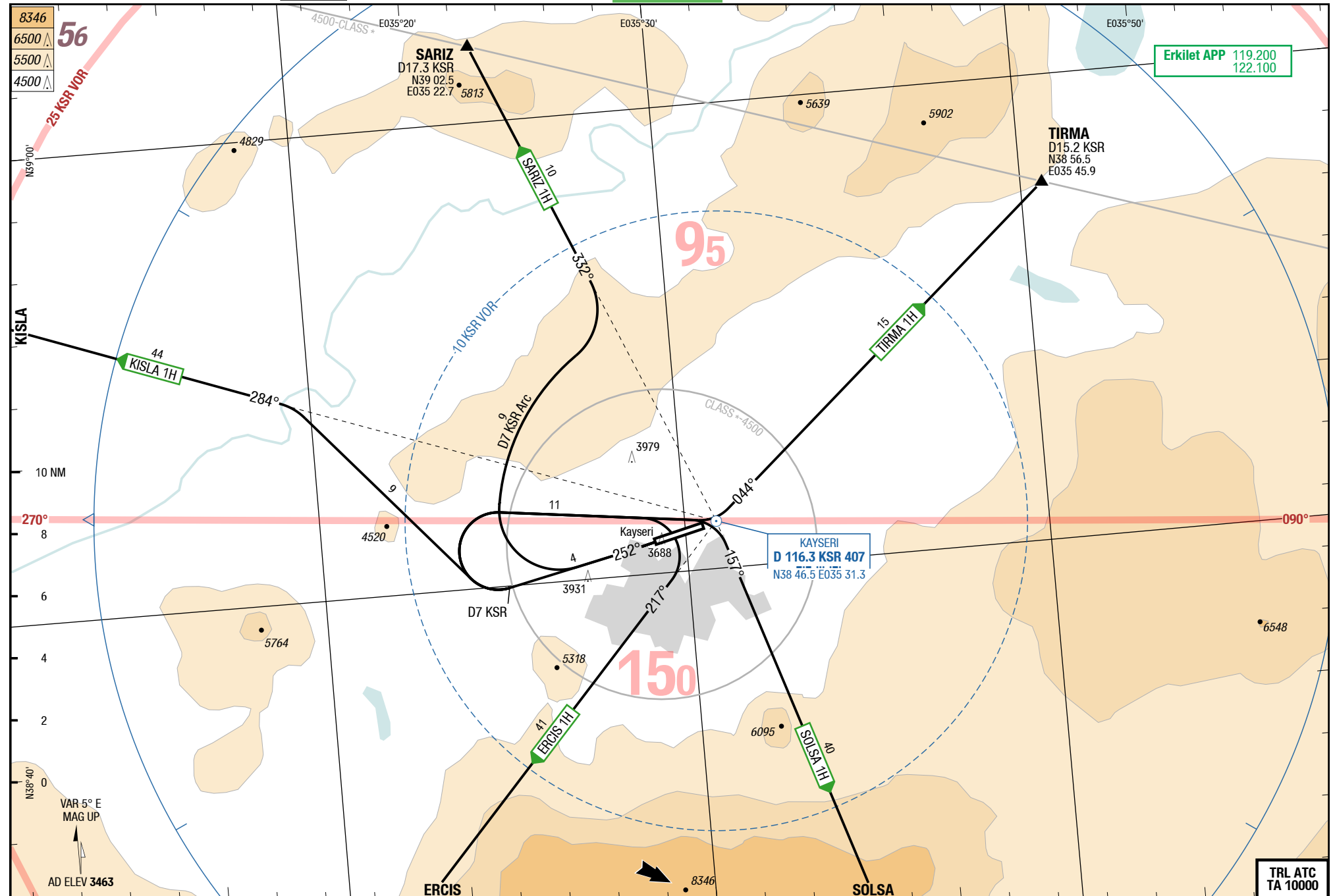
4-70

Turkey Kayseri  
SIDs RWY 25 (H DEP)

SID

SID

Kayseri Turkey  
SIDs RWY 25 (K DEP)  
SIDs RWY 25 (H DEP)



Changes: OBST

# ASR-LTAU

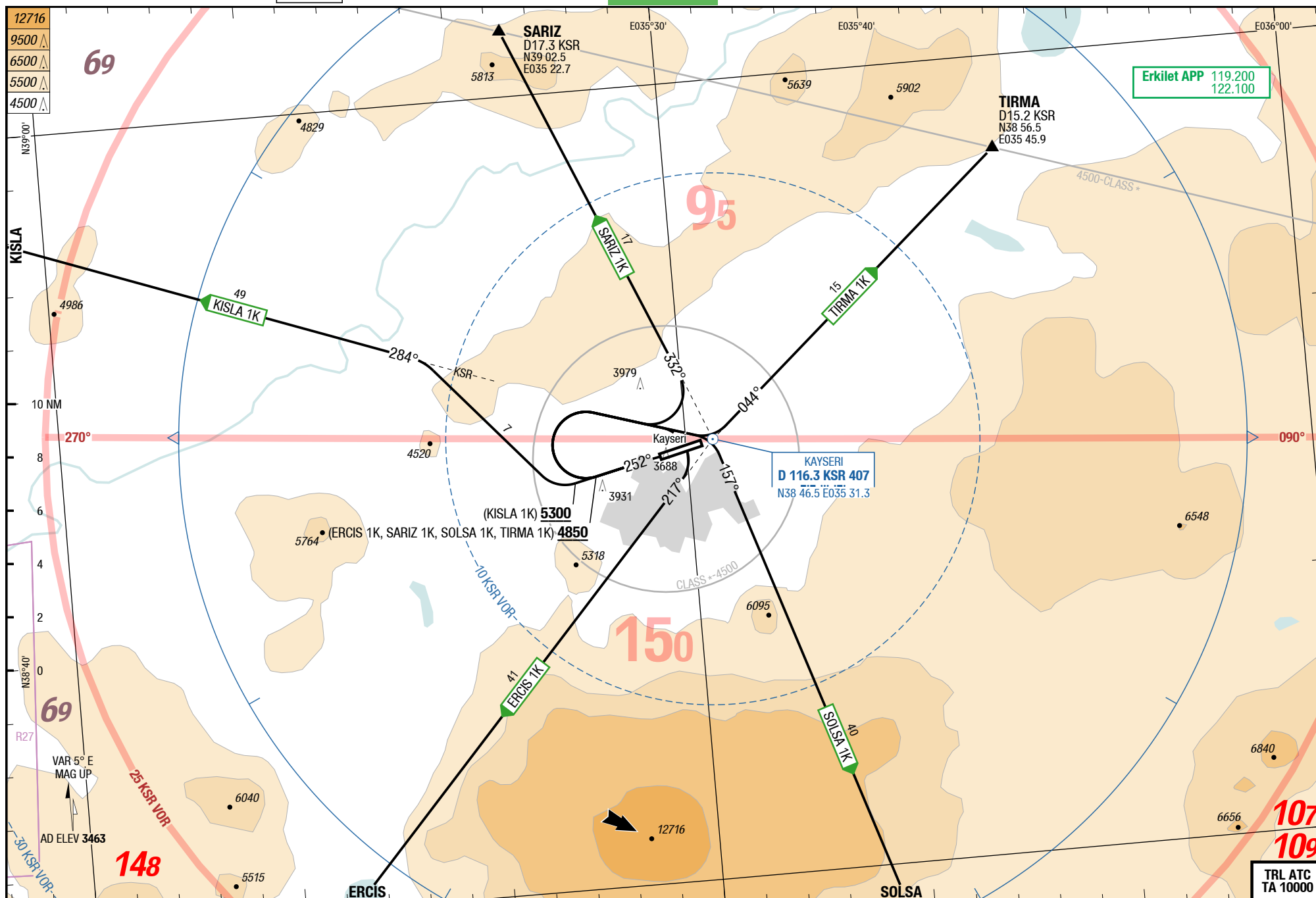
4-80

## SIDs RWY 25 (K DEP)

SID

## Kayseri Turkey

## SIDs RWY 25 (K DEP)



Changes: ALT, SUAs, OBST

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22-FEB-2018

ASR-LTAU

5-10

SIDs RWY 07 (A DEP)

ERCIS 1A / KISLA 1A / SARIZ 1A / SOLSA 1A / TIRMA 1A

RWY 07 (071°)

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

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 07</b>	
<b>ERCIS 1A</b> 4.5% to 14500 <b>119.200</b> ①	R072 <b>KSR</b> - at D5 <b>KSR LT</b> to <b>KSR</b> - R217 <b>KSR</b> to ERCIS	
<b>KISLA 1A</b> 4.5% to 14500 <b>119.200</b> ①	R072 <b>KSR</b> - at D5 <b>KSR LT</b> to <b>KSR</b> - R284 <b>KSR</b> to KISLA	
<b>SARIZ 1A</b> 4.5% to 14500 <b>119.200</b> ①	R072 <b>KSR</b> - <b>LT</b> intercept and follow D7 <b>KSR</b> arc - intercept R332 <b>KSR</b> to SARIZ	
<b>SOLSA 1A</b> 4.5% to 14500 <b>119.200</b> ①	R072 <b>KSR</b> - at D5 <b>KSR LT</b> to <b>KSR</b> - R157 <b>KSR</b> to SOLSA	
<b>TIRMA 1A</b> 4.5% to 14500 <b>119.200</b> ①	R072 <b>KSR</b> - at D5 <b>KSR LT</b> intercept R044 <b>KSR</b> to TIRMA	

① Caution: Close in obstacles exist and are not considered for climb gradients.

Changes: Nil

22-FEB-2018

**ASR-LTAU****5-20****SIDs RWY 07 (B DEP)****ERCIS 1B / KISLA 1B / SARIZ 1B / SOLSA 1B / TIRMA 1B**

RWY 07 (071°)

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

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 07</b>	
<b>ERCIS 1B</b> 4.5% to 14500 <b>119.200</b> ①	R072 <b>KSR</b> - at MNM <b>4900 LT</b> to <b>KSR</b> - R217 <b>KSR</b> to ERCIS	
<b>KISLA 1B</b> 4.5% to 14500 <b>119.200</b> ①	R072 <b>KSR</b> - at MNM <b>4900 LT</b> to <b>KSR</b> - R284 <b>KSR</b> to KISLA	
<b>SARIZ 1B</b> 4.5% to 14500 <b>119.200</b> ①	R072 <b>KSR</b> - at MNM <b>4900 LT</b> intercept R332 <b>KSR</b> to SARIZ	
<b>SOLSA 1B</b> 4.5% to 14500 <b>119.200</b> ①	R072 <b>KSR</b> - at MNM <b>4900 LT</b> to <b>KSR</b> - R157 <b>KSR</b> to SOLSA	
<b>TIRMA 1B</b> 4.5% to 14500 <b>119.200</b> ①	R072 <b>KSR</b> - at MNM <b>4900 LT</b> intercept R044 <b>KSR</b> to TIRMA	

① Close in obstacles exist and are not considered for climb gradients.

Changes: ALT

22-FEB-2018

Turkey **Kayseri****ASR-LTAU****5-30****SIDs RWY 07 (F DEP)****SIDPT****ERCIS 1F / KISLA 1F / SARIZ 1F / SOLSA 1F / TIRMA 1F**

RWY 07 (071°)

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

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 07</b>	
<b>ERCIS 1F</b> 4.5% to 14500 <b>119.200</b>	QDR 072 <b>KSR</b> - at D5 <b>KSR LT</b> direct <b>KSR</b> - QDR 217 <b>KSR</b> to ERCIS	
<b>KISLA 1F</b> 4.5% to 14500 <b>119.200</b>	QDR 072 <b>KSR</b> - at D5 <b>KSR LT</b> direct <b>KSR</b> - QDR 284 <b>KSR</b> to KISLA	
<b>SARIZ 1F</b> 4.5% to 14500 <b>119.200</b>	QDR 072 <b>KSR</b> - <b>LT</b> intercept and follow D7 <b>KSR</b> arc - intercept QDR 332 <b>KSR</b> to SARIZ	
<b>SOLSA 1F</b> 4.5% to 14500 <b>119.200</b>	QDR 072 <b>KSR</b> - at D5 <b>KSR LT</b> direct <b>KSR</b> - QDR 157 <b>KSR</b> to SOLSA	
<b>TIRMA 1F</b> 4.5% to 14500 <b>119.200</b>	QDR 072 <b>KSR</b> - at D5 <b>KSR LT</b> intercept QDR 044 <b>KSR</b> to TIRMA	

Changes: Nil

**ERCIS 1G / KISLA 1G / SARIZ 1G / SOLSA 1G / TIRMA 1G**

RWY 07 (071°)

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

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 07</b>	
<b>ERCIS 1G</b> 4.5% to 14500 <b>119.200</b>	QDR 072 <b>KSR</b> - at MNM <b>4900 LT</b> direct <b>KSR</b> - QDR 217 <b>KSR</b> to ERCIS	
<b>KISLA 1G</b> 4.5% to 14500 <b>119.200</b>	QDR 072 <b>KSR</b> - at MNM <b>4900 LT</b> direct <b>KSR</b> - QDR 284 <b>KSR</b> to KISLA	
<b>SARIZ 1G</b> 4.5% to 14500 <b>119.200</b>	QDR 072 <b>KSR</b> - at MNM <b>4900 LT</b> inbound <b>KSR</b> intercept QDR 332 <b>KSR</b> to SARIZ	
<b>SOLSA 1G</b> 4.5% to 14500 <b>119.200</b>	QDR 072 <b>KSR</b> - at MNM <b>4900 LT</b> direct <b>KSR</b> - QDR 157 <b>KSR</b> to SOLSA	
<b>TIRMA 1G</b> 4.5% to 14500 <b>119.200</b>	QDR 072 <b>KSR</b> - at MNM <b>4900 LT</b> intercept QDR 044 <b>KSR</b> to TIRMA	



**ERCIS 1C / KISLA 1C / SARIZ 1C / SOLSA 1C / TIRMA 1C**

RWY 25 (251°)

	GS	120	150	180	210	240	270
4.5%	ft/MIN	600	700	900	1000	1100	1300
6.0%	ft/MIN	800	1000	1100	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 25</b>	
<b>ERCIS 1C</b> 4.5% to 14500 <b>119.200</b>	R252 <b>KSR</b> - at D7 <b>KSR RT</b> inbound <b>KSR</b> intercept R217 <b>KSR</b> to ERCIS	
<b>KISLA 1C</b> 6.0% to 14500 <b>119.200</b>	R252 <b>KSR</b> - at D7 <b>KSR RT</b> intercept R284 <b>KSR</b> to KISLA	
<b>SARIZ 1C</b> 4.5% to 14500 <b>119.200</b>	R252 <b>KSR</b> - RT intercept and follow D7 <b>KSR</b> arc - intercept R332 <b>KSR</b> to SARIZ	
<b>SOLSA 1C</b> 4.5% to 14500 <b>119.200</b>	R252 <b>KSR</b> - at D7 <b>KSR RT</b> to <b>KSR</b> - R157 <b>KSR</b> to SOLSA	
<b>TIRMA 1C</b> 4.5% to 14500 <b>119.200</b>	R252 <b>KSR</b> - at D7 <b>KSR RT</b> to <b>KSR</b> - R044 <b>KSR</b> to TIRMA	

**ERCIS 1D / KISLA 1D / SARIZ 1D / SOLSA 1D / TIRMA 1D**

RWY 25 (251°)

	GS	120	150	180	210	240	270
4.5%	ft/MIN	600	700	900	1000	1100	1300
6.0%	ft/MIN	800	1000	1100	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 25</b>	
<b>ERCIS 1D</b> 4.5% to 14500 <b>119.200</b>	R252 <b>KSR</b> - at MNM <b>4850 RT</b> inbound <b>KSR</b> intercept R217 <b>KSR</b> to ERCIS	
<b>KISLA 1D</b> 6.0% to 14500 <b>119.200</b>	R252 <b>KSR</b> - at MNM <b>5300 RT</b> intercept R284 <b>KSR</b> to KISLA	
<b>SARIZ 1D</b> 4.5% to 14500 <b>119.200</b>	R252 <b>KSR</b> - at MNM <b>4850 RT</b> inbound <b>KSR</b> intercept R332 <b>KSR</b> to SARIZ	
<b>SOLSA 1D</b> 4.5% to 14500 <b>119.200</b>	R252 <b>KSR</b> - at MNM <b>4850 RT</b> to <b>KSR</b> - R157 <b>KSR</b> to SOLSA	
<b>TIRMA 1D</b> 4.5% to 14500 <b>119.200</b>	R252 <b>KSR</b> - at MNM <b>4850 RT</b> to <b>KSR</b> - R044 <b>KSR</b> to TIRMA	

22-FEB-2018

**ASR-LTAU****5-70****SIDs RWY 25 (H DEP)****ERCIS 1H / KISLA 1H / SARIZ 1H / SOLSA 1H / TIRMA 1H**

RWY 25 (251°)

	GS	120	150	180	210	240	270
4.5%	ft/MIN	600	700	900	1000	1100	1300
6.0%	ft/MIN	800	1000	1100	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 25</b>	
<b>ERCIS 1H</b> 4.5% to 14500 <b>119.200</b>	QDR 252 <b>KSR</b> - at D7 <b>KSR RT</b> inbound <b>KSR</b> intercept QDR 217 <b>KSR</b> to ERCIS	
<b>KISLA 1H</b> 6.0% to 14500 <b>119.200</b>	QDR 252 <b>KSR</b> - at D7 <b>KSR RT</b> intercept QDR 284 <b>KSR</b> to KISLA	
<b>SARIZ 1H</b> 4.5% to 14500 <b>119.200</b>	QDR 252 <b>KSR</b> - <b>RT</b> intercept and follow D7 <b>KSR</b> arc - intercept QDR 332 <b>KSR</b> to SARIZ	
<b>SOLSA 1H</b> 4.5% to 14500 <b>119.200</b>	QDR 252 <b>KSR</b> - at D7 <b>KSR RT</b> direct <b>KSR</b> - QDR 157 <b>KSR</b> to SOLSA	
<b>TIRMA 1H</b> 4.5% to 14500 <b>119.200</b>	QDR 252 <b>KSR</b> - at D7 <b>KSR RT</b> direct <b>KSR</b> - QDR 044 <b>KSR</b> to TIRMA	


**ERCIS 1K / KISLA 1K / SARIZ 1K / SOLSA 1K / TIRMA 1K**

RWY 25 (251°)

	GS	120	150	180	210	240	270
4.5%	ft/MIN	600	700	900	1000	1100	1300
6.0%	ft/MIN	800	1000	1100	1300	1500	1700


DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 25</b>	
<b>ERCIS 1K</b> 4.5% to 14500 <b>119.200</b>	QDR 252 <b>KSR</b> - at MNM <b>4850 RT</b> inbound <b>KSR</b> intercept QDR 217 <b>KSR</b> to ERCIS	
<b>KISLA 1K</b> 6.0% to 14500 <b>119.200</b>	QDR 252 <b>KSR</b> - at MNM <b>5300 RT</b> intercept QDR 284 <b>KSR</b> to KISLA	
<b>SARIZ 1K</b> 4.5% to 14500 <b>119.200</b>	QDR 252 <b>KSR</b> - at MNM <b>4850 RT</b> inbound <b>KSR</b> intercept QDR 332 <b>KSR</b> to SARIZ	
<b>SOLSA 1K</b> 4.5% to 14500 <b>119.200</b>	QDR 252 <b>KSR</b> - at MNM <b>4850 RT</b> direct <b>KSR</b> - QDR 157 <b>KSR</b> to SOLSA	
<b>TIRMA 1K</b> 4.5% to 14500 <b>119.200</b>	QDR 252 <b>KSR</b> - at MNM <b>4850 RT</b> direct <b>KSR</b> - QDR 044 <b>KSR</b> to TIRMA	

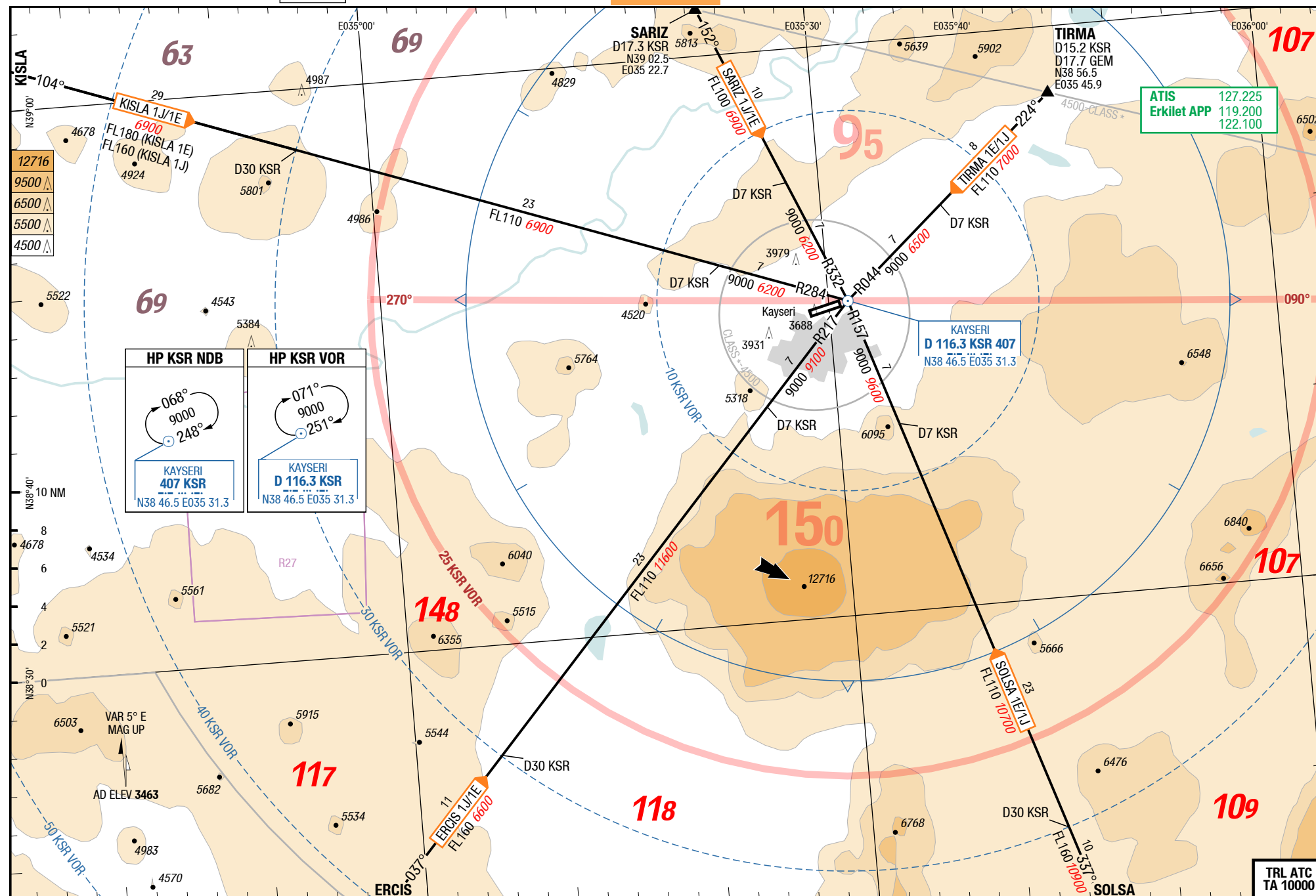
6-10

Turkey **Kayseri**  
  
**STARs**

# STAR

# STAR

**Kayseri Turkey**  
 **STARs**



Changes: OBST, SUAs

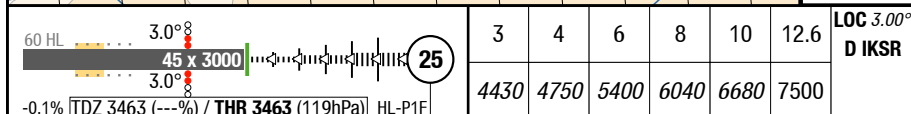
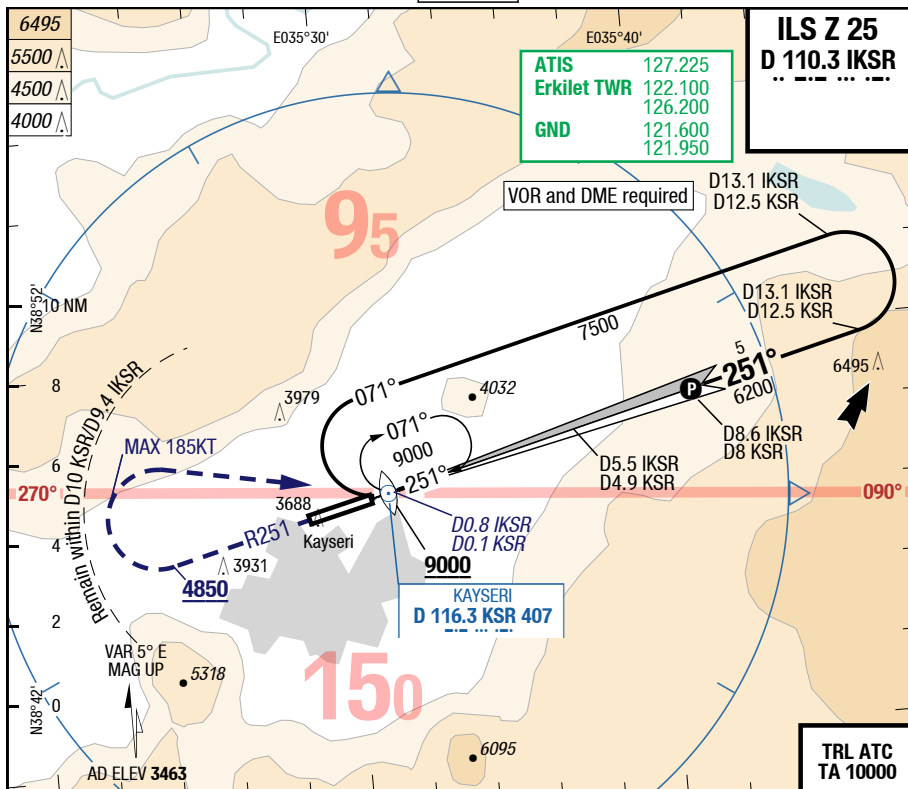
TRL ATC  
TA 10000

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## ASR-LTAU

**7-10**

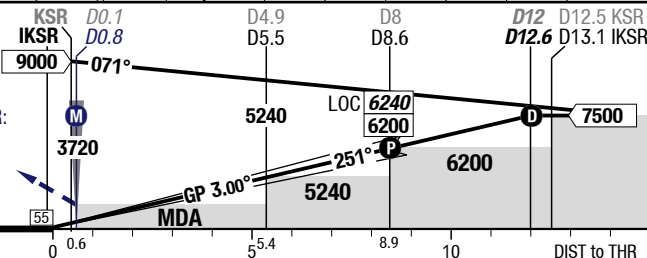
**ILS Z 25**



R251 **KSR** - at MNM 4850  
(within D10 **KSR**/9.4 **IKSR**) RT  
(MAX 185KT until inbound **KSR**)  
direct **KSR**  
climb 9000

If unable to reach 9000 by KSR:  
intercept R071 KSR  
at MNM 7700 LT direct KSR  
climb 9000

GS	120	140	160
D8.6 IKS	640	740	850
-MAPt	3:56	3:22	2:57



25		Cat 1 DME 1)	LOC DME 2)				Circling N of AD only
C	ft - m/km ft	200 - 550 3670	780 - 2.4 4240				2240 - 2.4V 5700
D	ft - m/km ft	200 - 550 3670	780 - 2.4 4240				2240 - 3.6V 5700

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

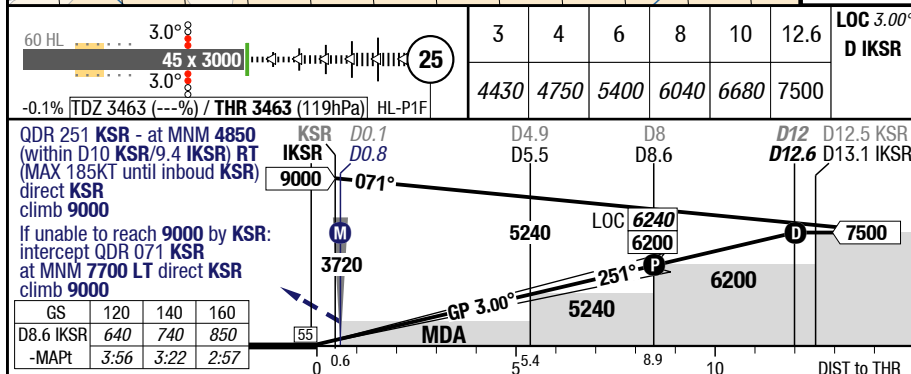
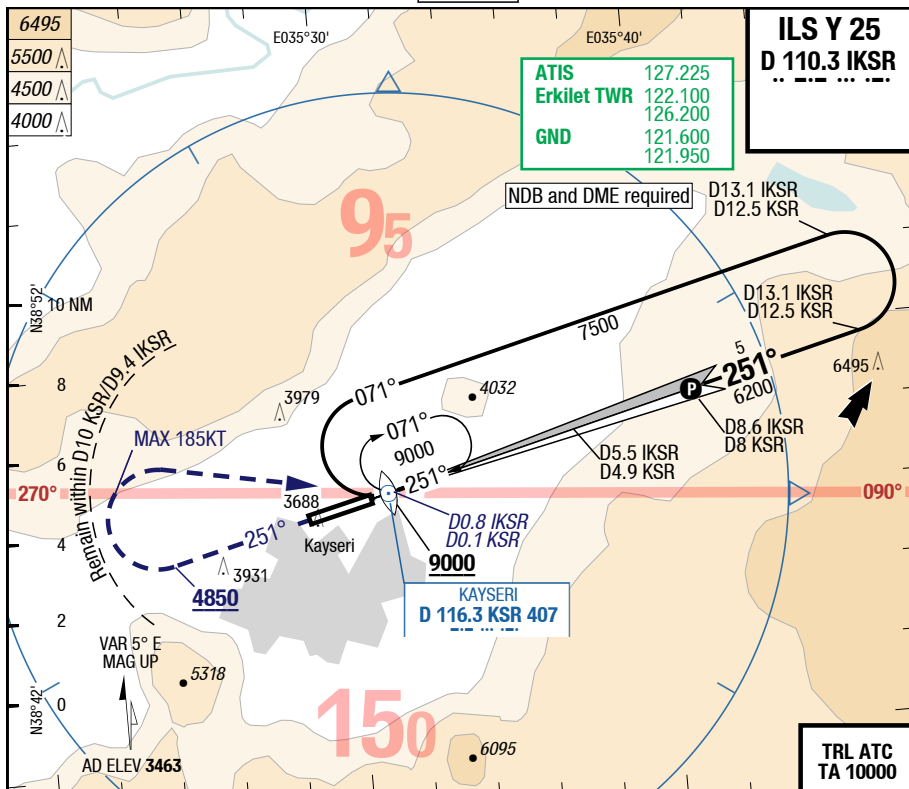
2) Timing to determine MAPt NA

Changes: ALT, chart title, APL, Page Number, Note, OBST

# ASR-LTAU

7-20

**ILS Y 25**

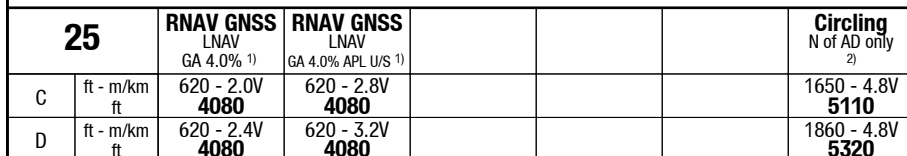


25		Cat 1 DME 1)	LOC DME 2)				Circling N of AD only
C	ft - m/km ft	200 - 550 3670	780 - 2.4 4240				2240 - 2.4V 5700
D	ft - m/km ft	200 - 550 3670	780 - 2.4 4240				2240 - 3.6V 5700

- 1) FD or AP or HGS to DA required, else use 750m RVR
- 2) Timing to determine MAPt NA

Changes: ALT, chart title, APL, Page Number, OBST, Note



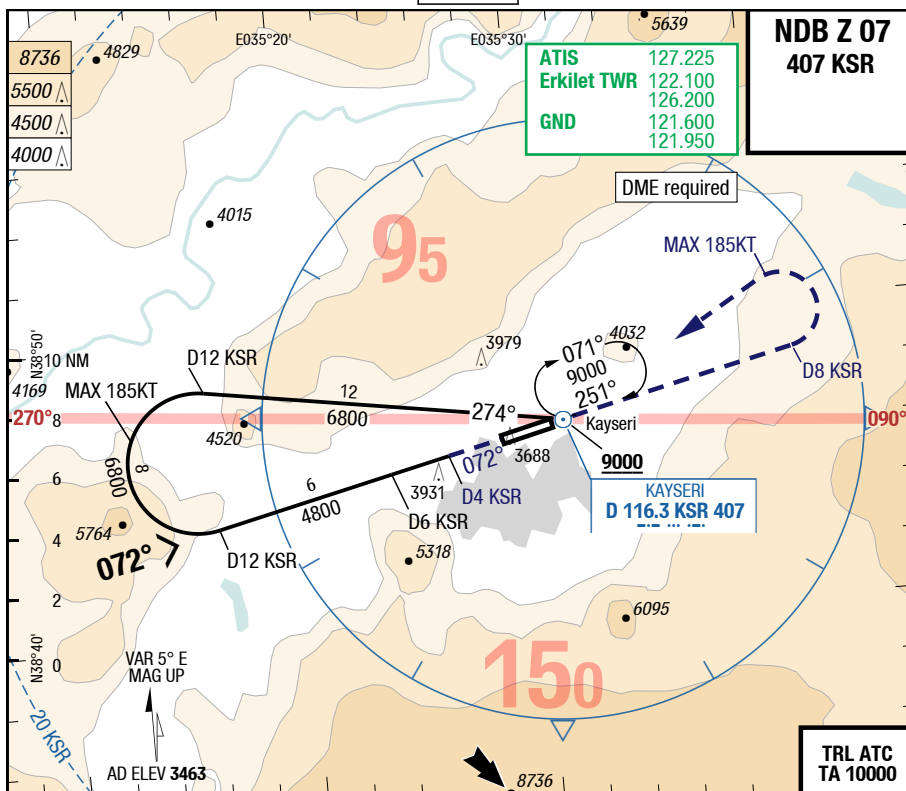


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# ASR-LTAU

**7-50**

**NDB Z 07**

[illegible]

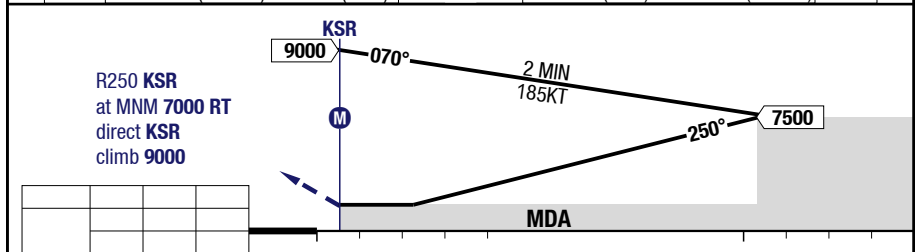
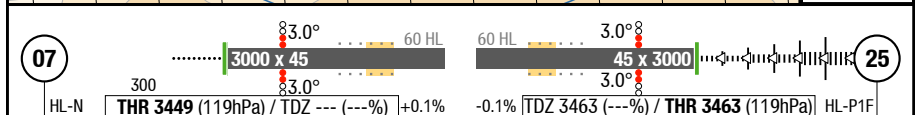
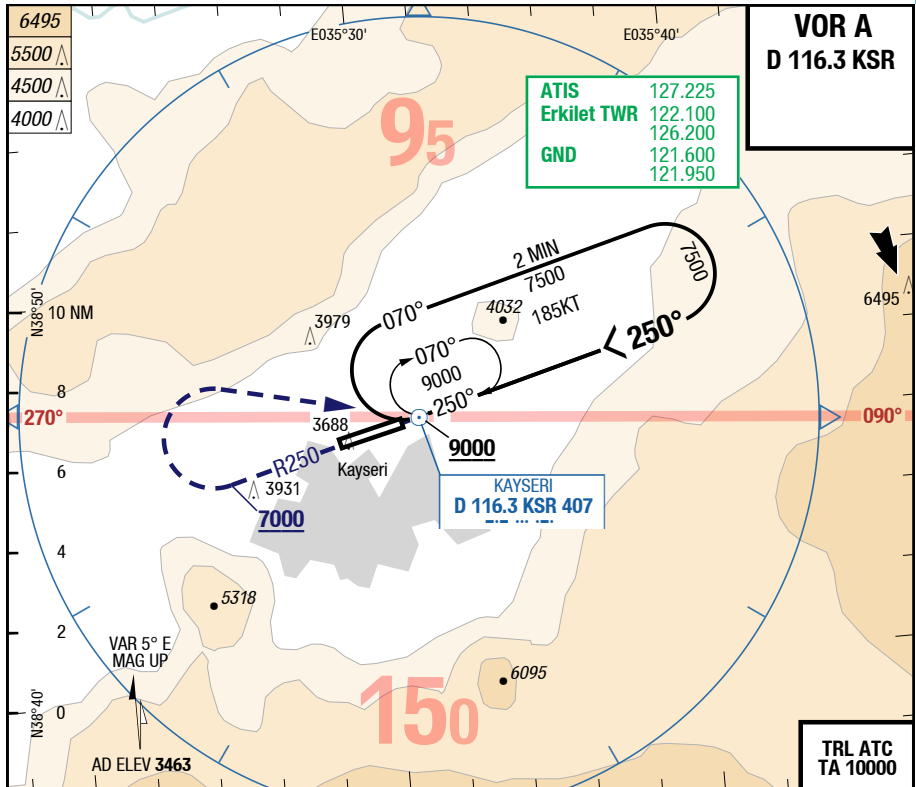
### 1) Timing to determine MAPt NA

Changes: chart title, Page Number, Note, OBST

## ASR-LTAU

7-60

VOR A

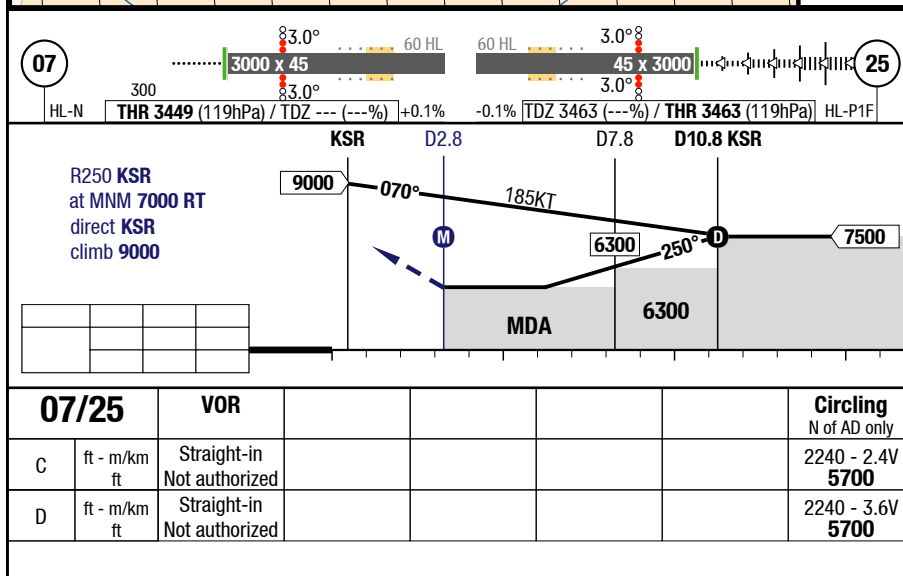
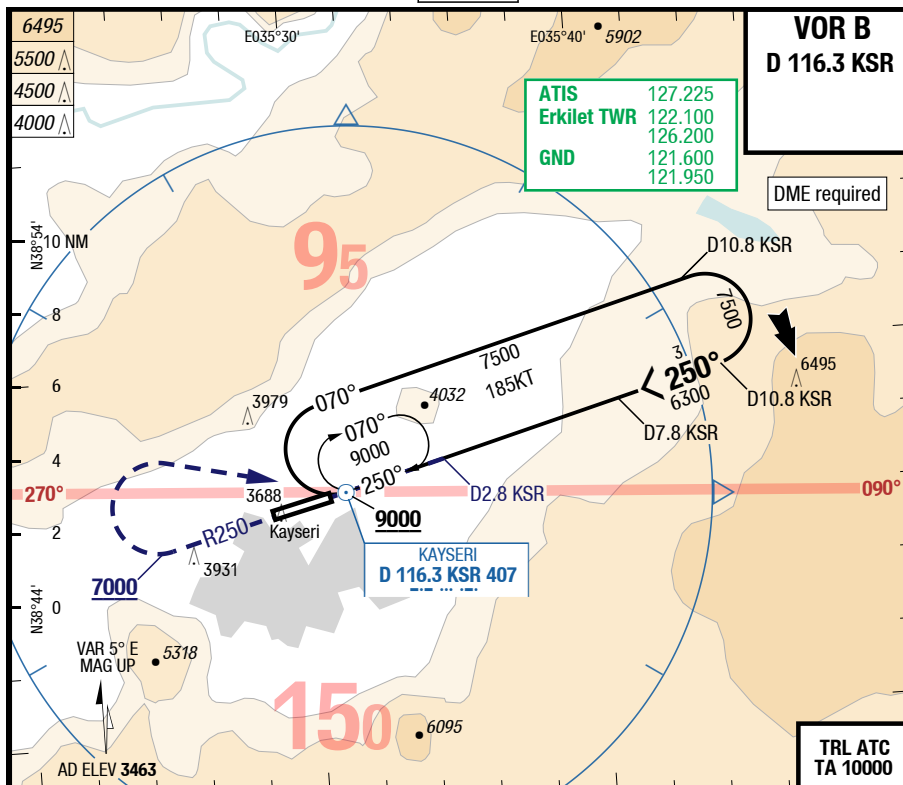


07/25	VOR					Circling N of AD only
C	ft - m/km ft	Straight-in Not authorized				2240 - 2.4V 5700
D	ft - m/km ft	Straight-in Not authorized				2240 - 3.6V 5700

# ASR-LTAU

7-70

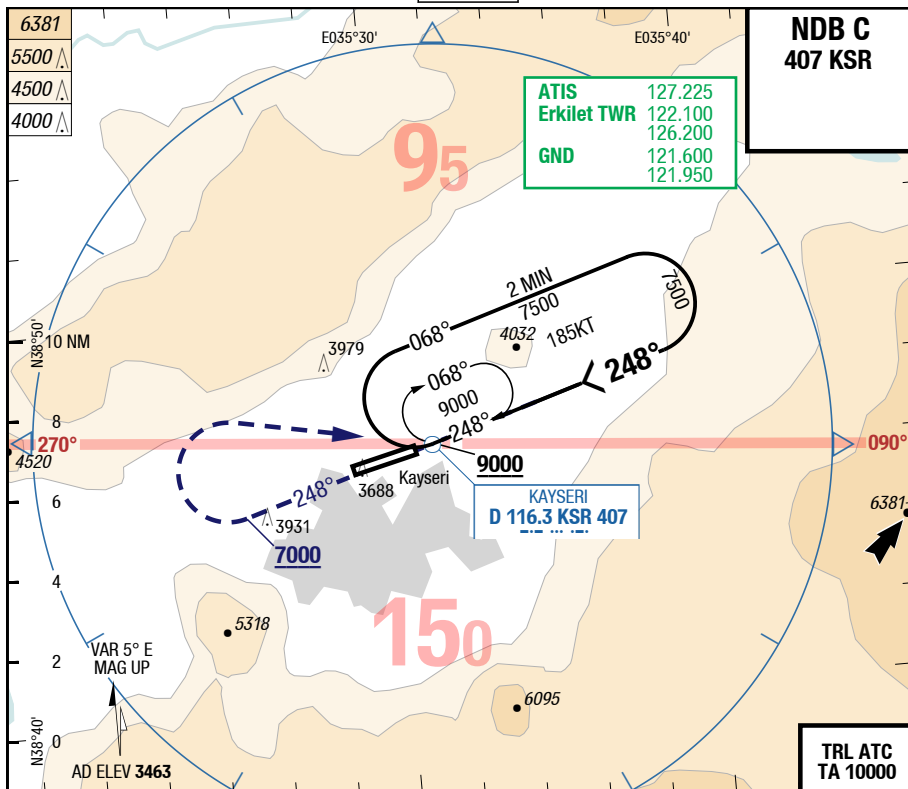
**VOR B**



## ASR-LTAU

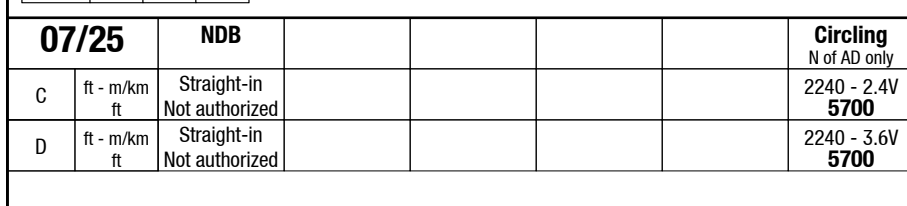
7-80

NDB C



07/25		NDB					Circling N of AD only
C	ft - m/km ft	Straight-in Not authorized					2240 - 2.4V 5700
D	ft - m/km ft	Straight-in Not authorized					2240 - 3.6V 5700

**NDB D**



**NDB F**

<b>07/25</b>		<b>NDB</b>				<b>Circling</b> N of AD only
C	ft - m/km ft	Straight-in Not authorized				2240 - 2.4V <b>5700</b>
D	ft - m/km ft	Straight-in Not authorized				2240 - 3.6V <b>5700</b>



22-FEB-2018  
ASR-LTAU

**8-10**

## Turkey Kayseri

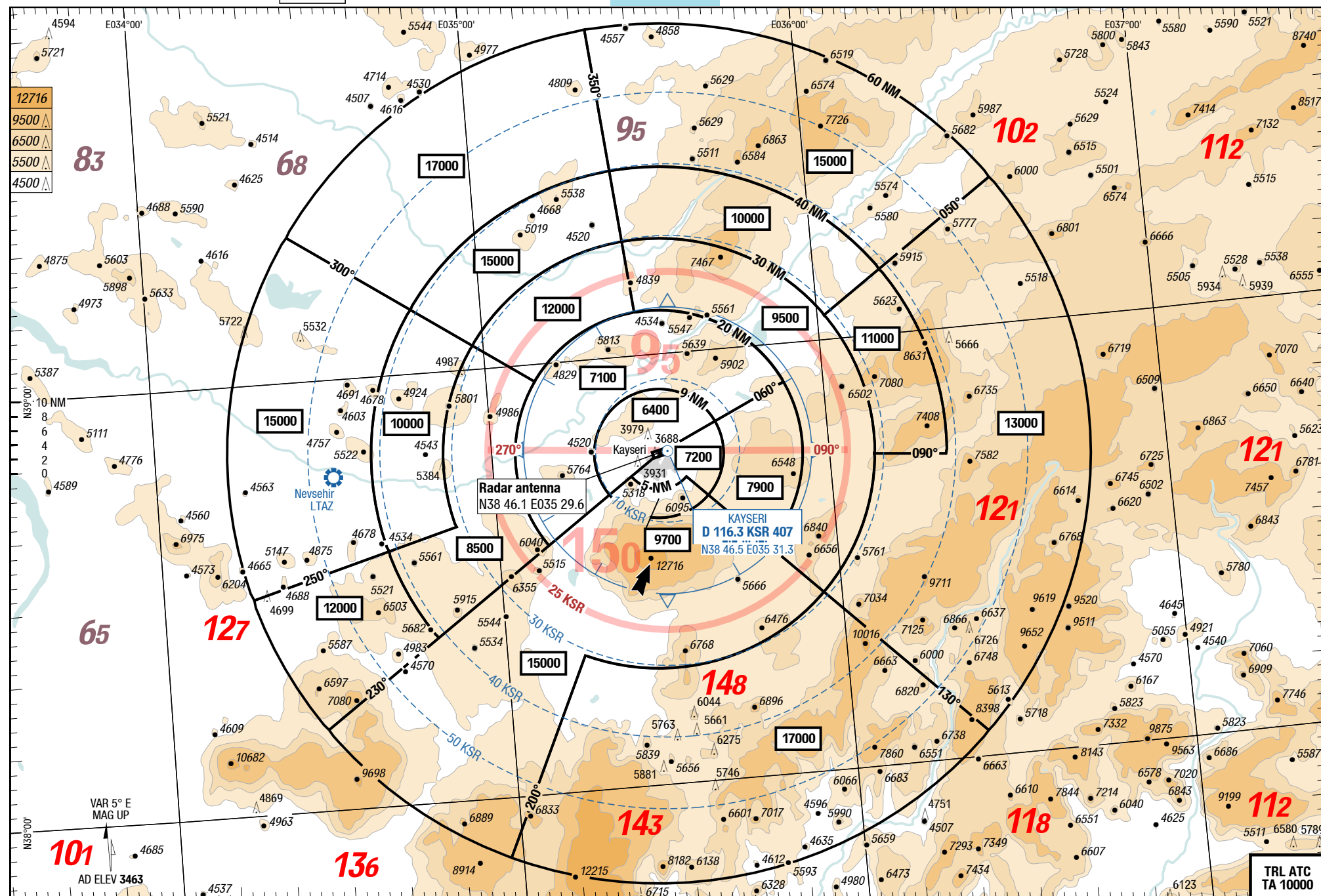
**NIL**  
**MRC**

**MRC**

**MRC**

## Kayseri Turkey

**NIL**  
**MRC**



Changes: OBST

TRL ATC  
TA 10000

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