

TZX-LTCG

1-10

AOI

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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 prefered RWY is dry and tail wind component does not exceed 10KT.

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

When braking action for the prefered 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.

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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.

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TZX-LTCG

Turkey Trabzon

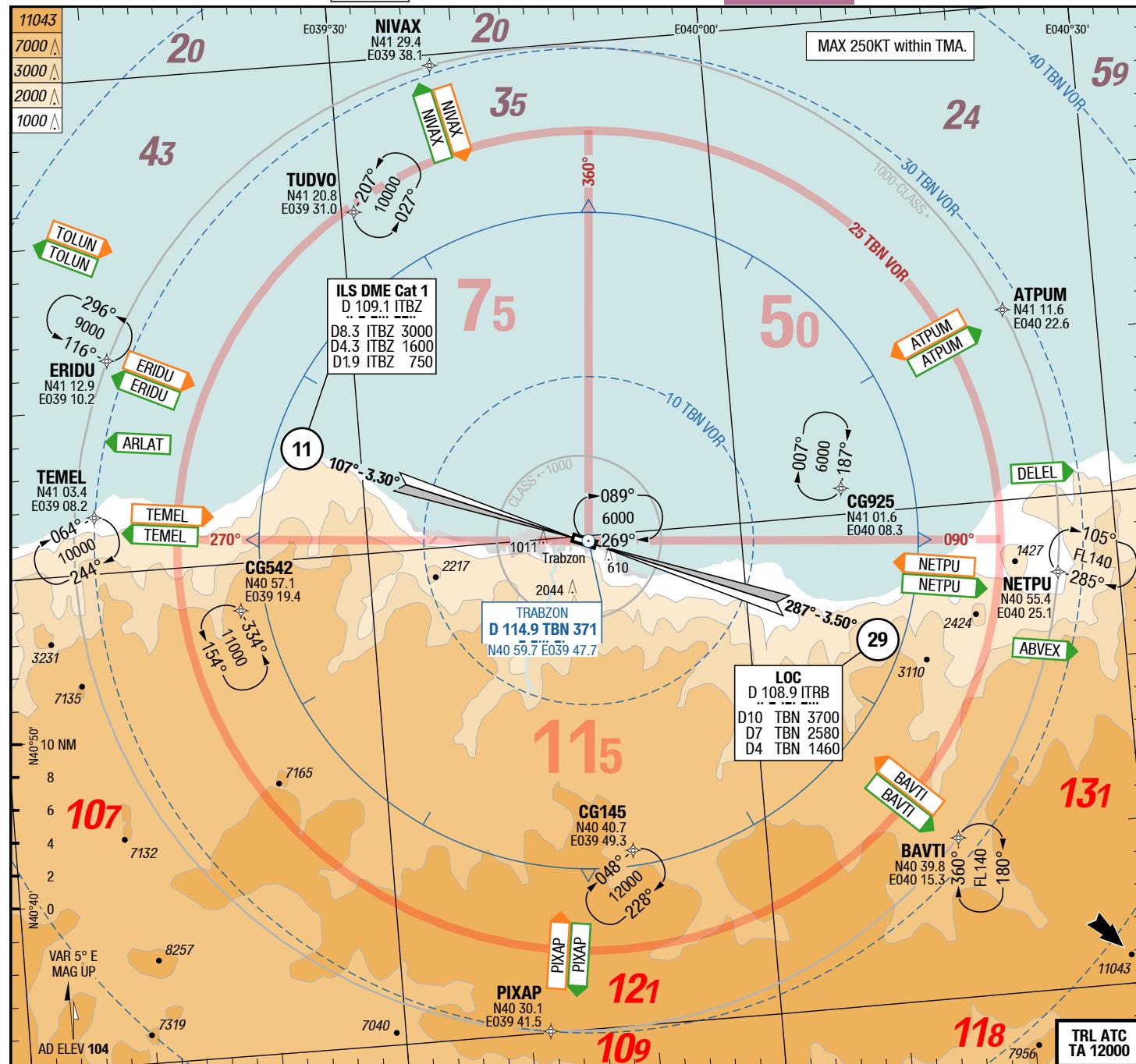
Trabzon Turkey

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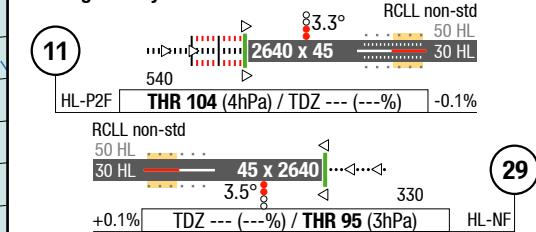
AGC
AFC

2-10



| | |
|-------------|---------|
| ATIS | 118.625 |
| APP | 130.225 |
| TWR | 119.325 |
| GND | 121.900 |

Landing RWY system:



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Turkey Trabzon

Trabzon Turkey

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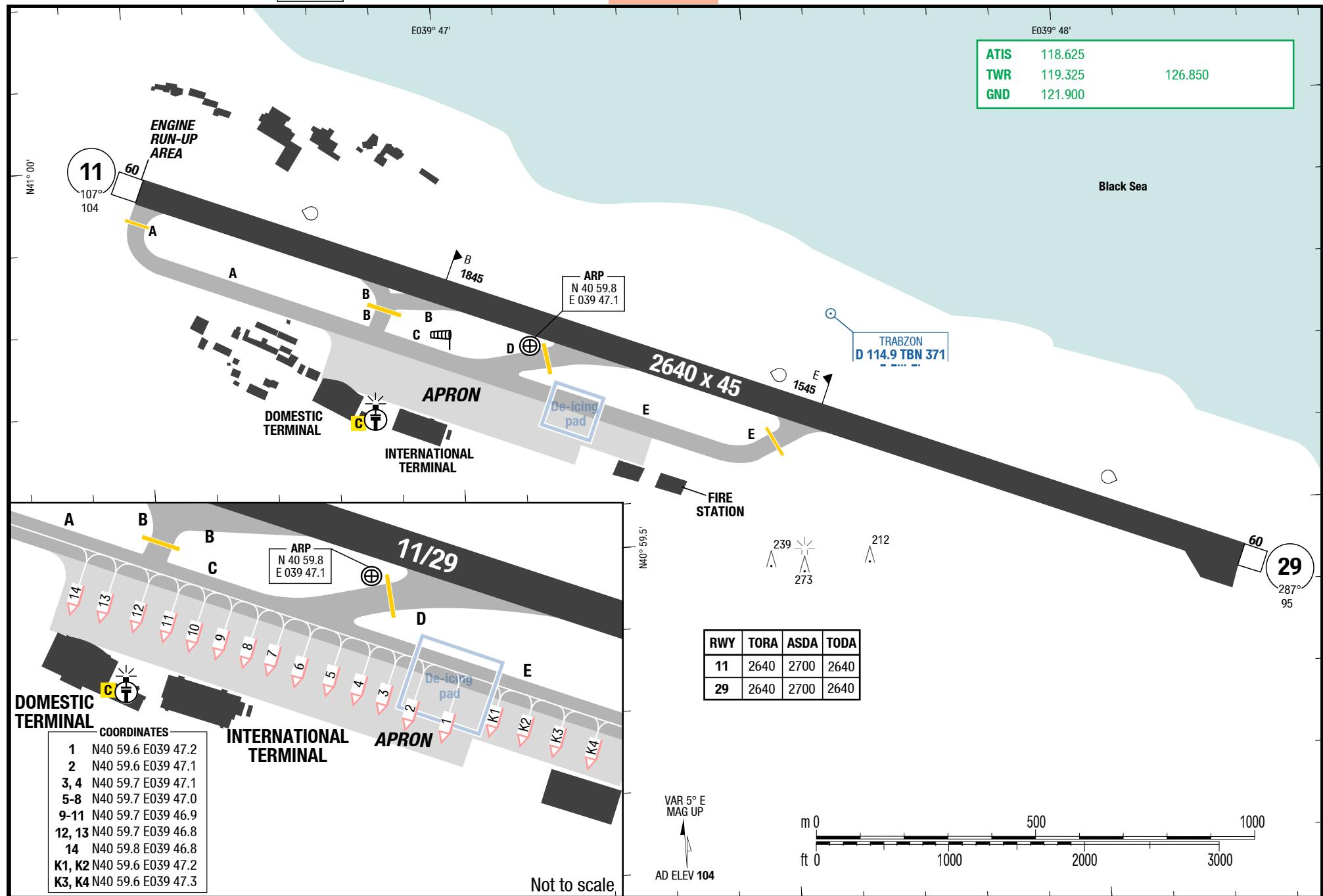
AGC

AGC

3-20

E039° 48'

| | | |
|------|---------|---------|
| ATIS | 118.625 | |
| TWR | 119.325 | 126.850 |
| GND | 121.900 | |



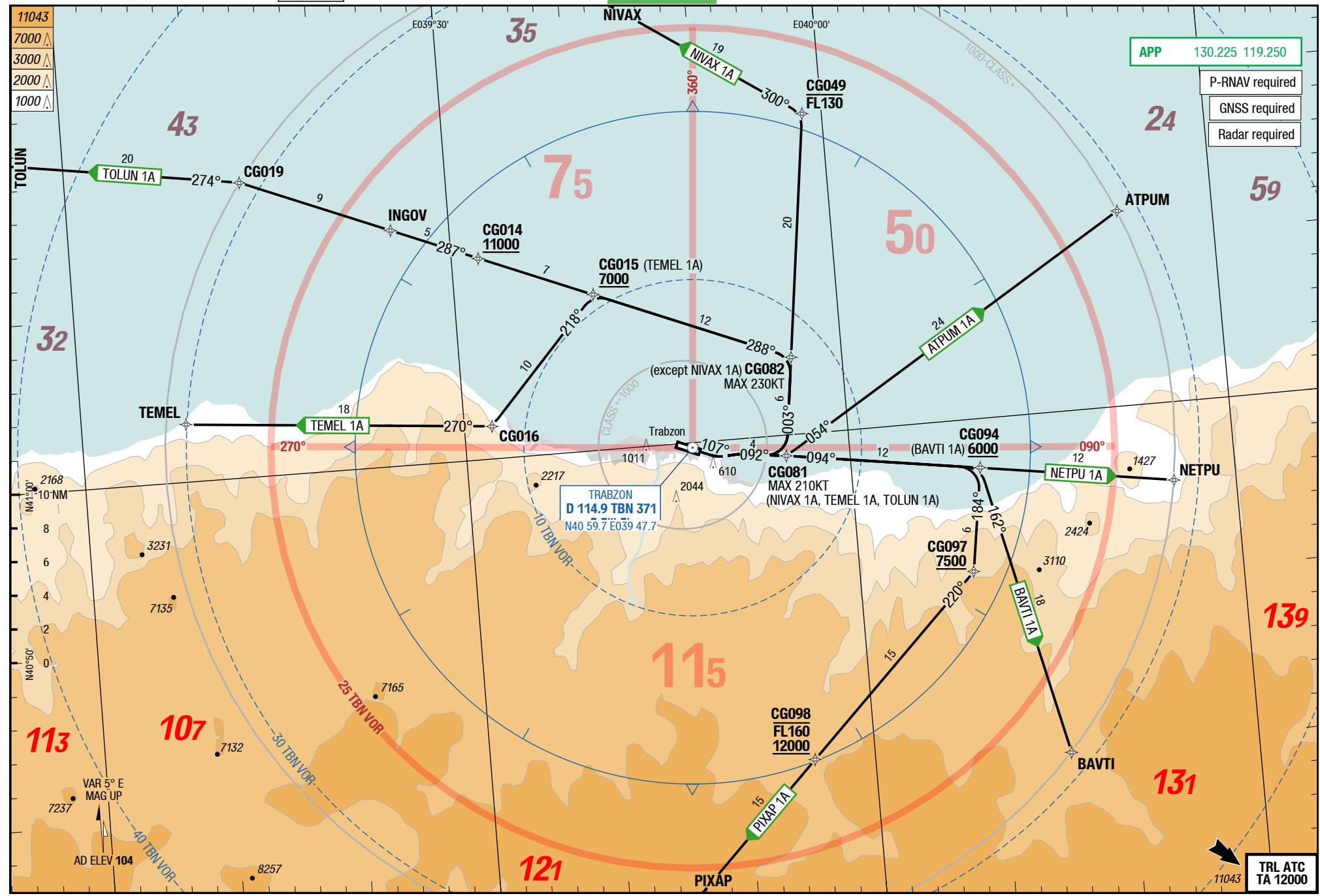
Changes: Nil

28-DEC-2017

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Turkey Trabzon
RNAV SIDs RWY 29
RNAV SIDs RWY 11

4-10

SID**Trabzon Turkey**
RNAV SIDs RWY 29
RNAV SIDs RWY 11

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TZX-LTCG

Turkey Trabzon

Trabzon Turkey

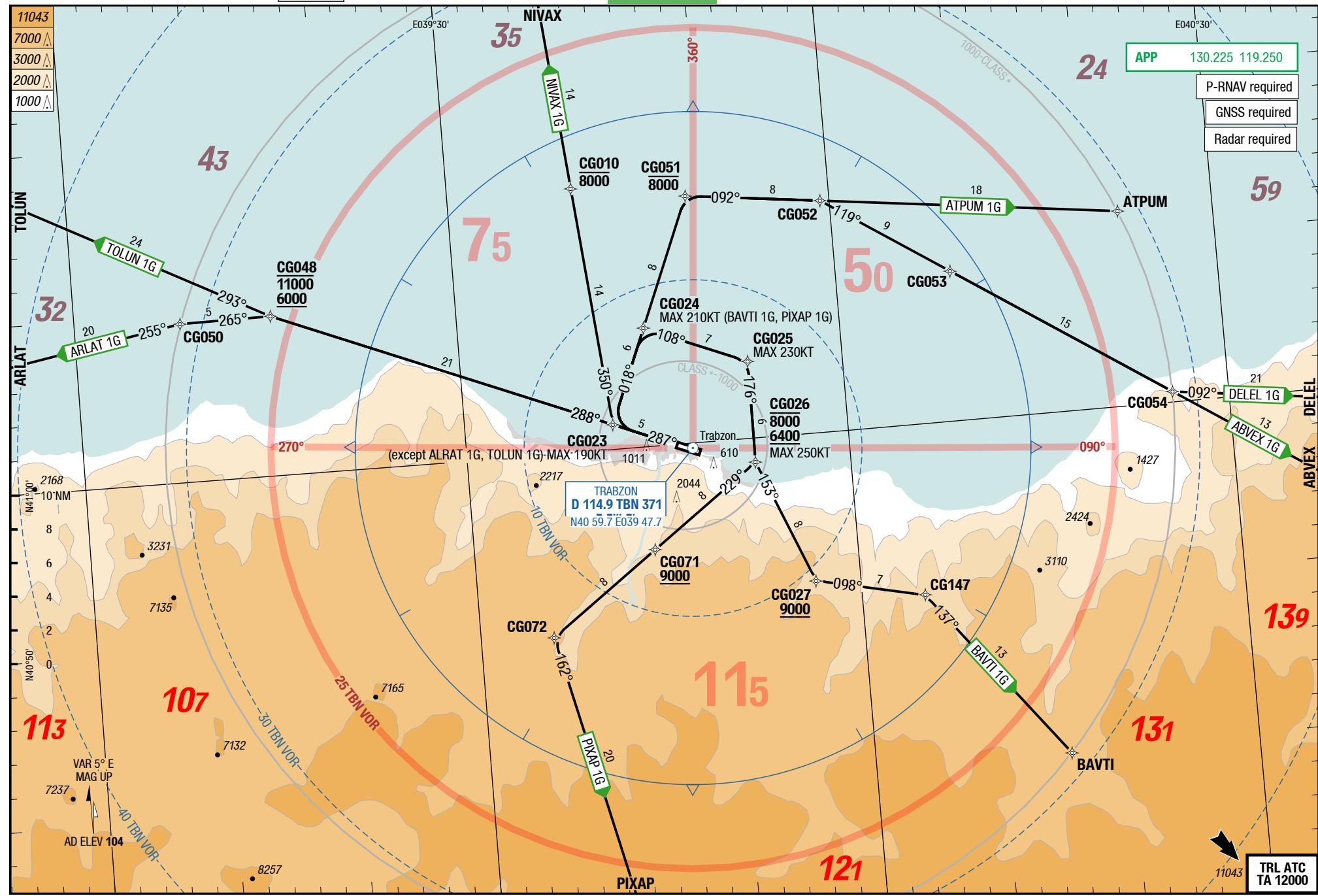
4-20

RNAV SIDs RWY 29

SID

SID

RNAV SIDs RWY 29



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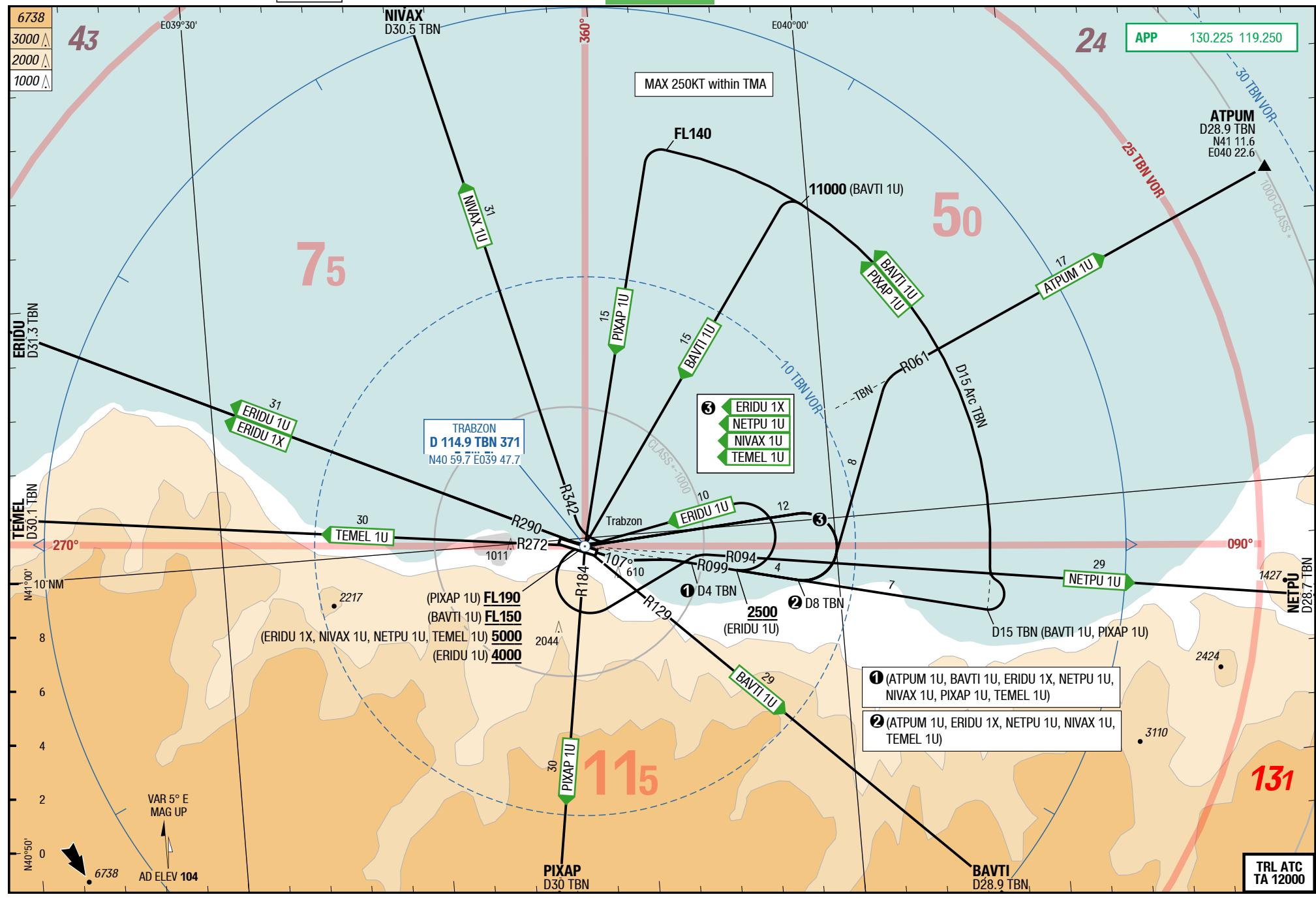
Turkey Trabzon

SIDs RWY 11

Trabzon Turkey

SIDs RWY 11

4-30



Changes: FREQ, ALT, OBST

28-DEC-2017

TZX-LTCG

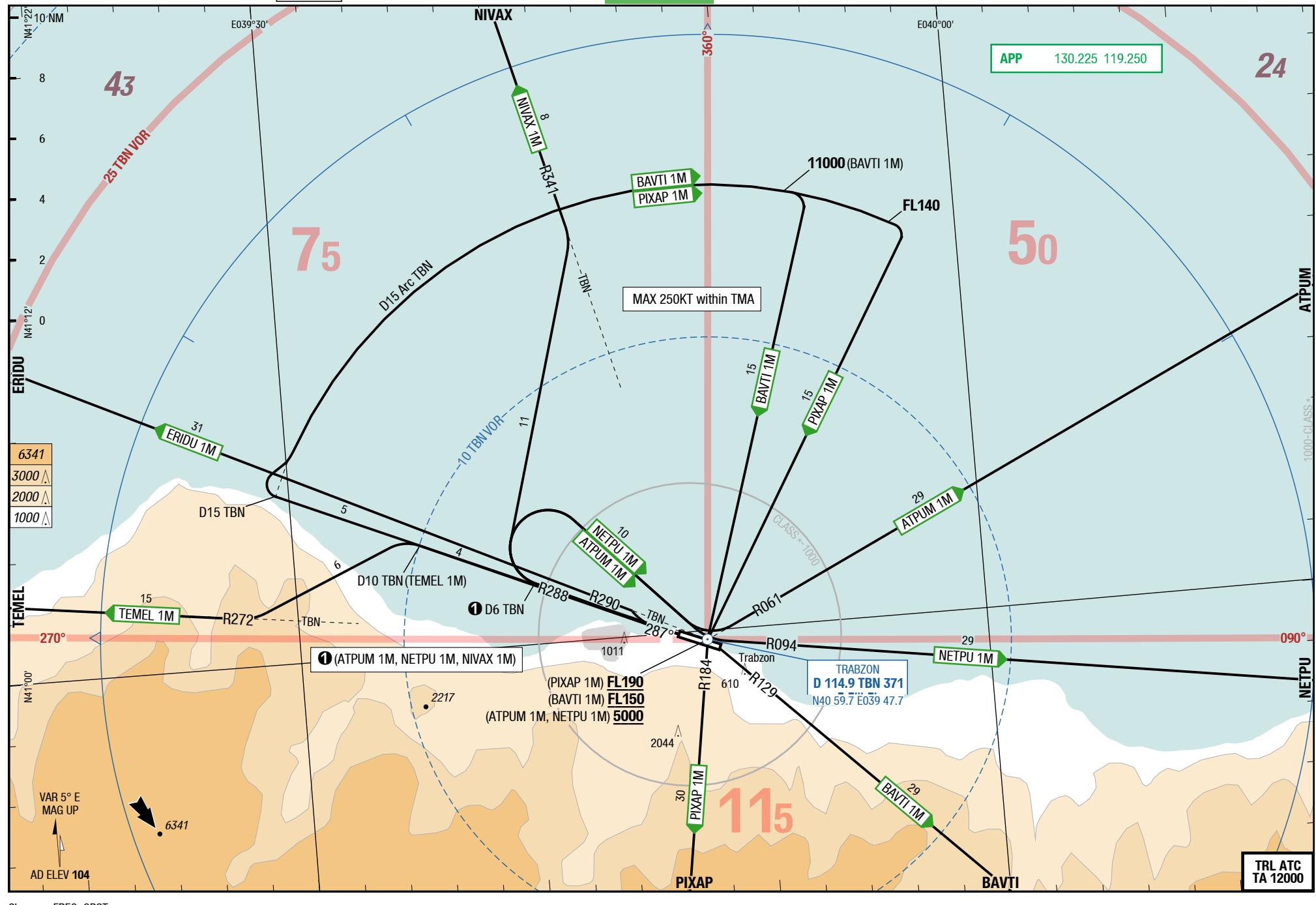
Turkey Trabzon

SIDs RWY 29

Trabzon Turkey

SIDs RWY 29

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

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

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SIDs RWY 11

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

① MAX 250KT within TMA

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TZX-LTCG**5-40****SIDs RWY 11****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 |
|---|--|----------------------|
| | | Runway 11 |
| NIVAX 1U 9.0% to 600 7.9% to D4 TBN 4.0% to D8 TBN 130.225 ① | LT intercept R099 TBN - at D8 TBN LT to TBN - R342 TBN to NIVAX | TBN MNM 5000 |
| PIXAP 1U 9.0% to 600 7.9% to D4 TBN 5.3% to FL260 130.225 ① | LT intercept R099 TBN - at D15 TBN LT follow D15 TBN Arc - at FL140 LT direct TBN - R184 TBN to PIXAP | TBN MNM FL190 |
| TEMEL 1U 9.0% to 600 7.9% to D4 TBN 4.0% to D8 TBN 130.225 ① | LT intercept R099 TBN - at D8 TBN LT to TBN - R272 TBN to TEMEL | TBN MNM 5000 |

① MAX 250KT within TMA

Changes: FREQ

28-DEC-2017

TZX-LTCG

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SIDs RWY 29

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

① MAX 250KT within TMA

28-DEC-2017

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Turkey Trabzon

RNAV STARs RWY 11

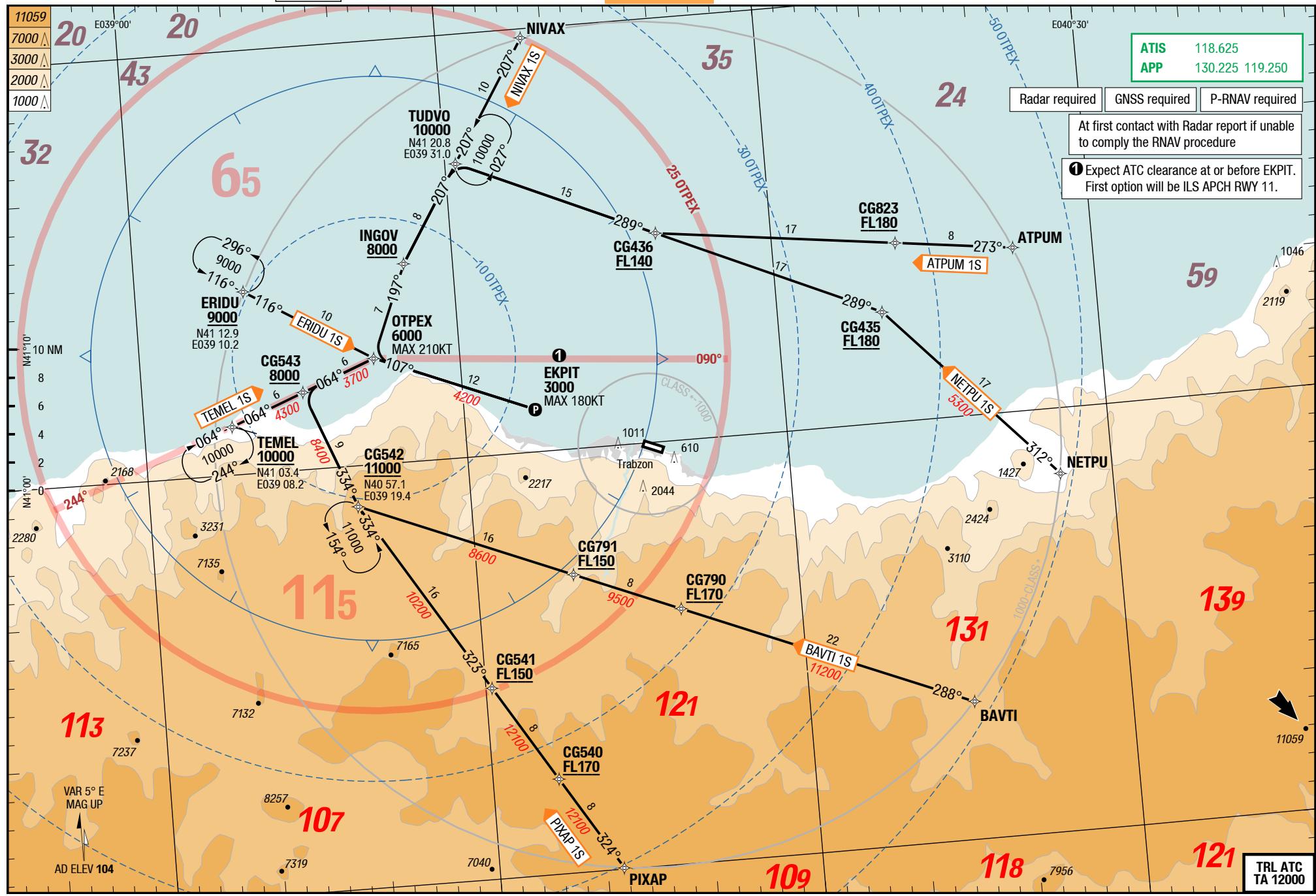
Trabzon Turkey

RNAV STARs RWY 11

6-10

STAR

STAR



28-DEC-2017

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Turkey Trabzon

Trabzon Turkey

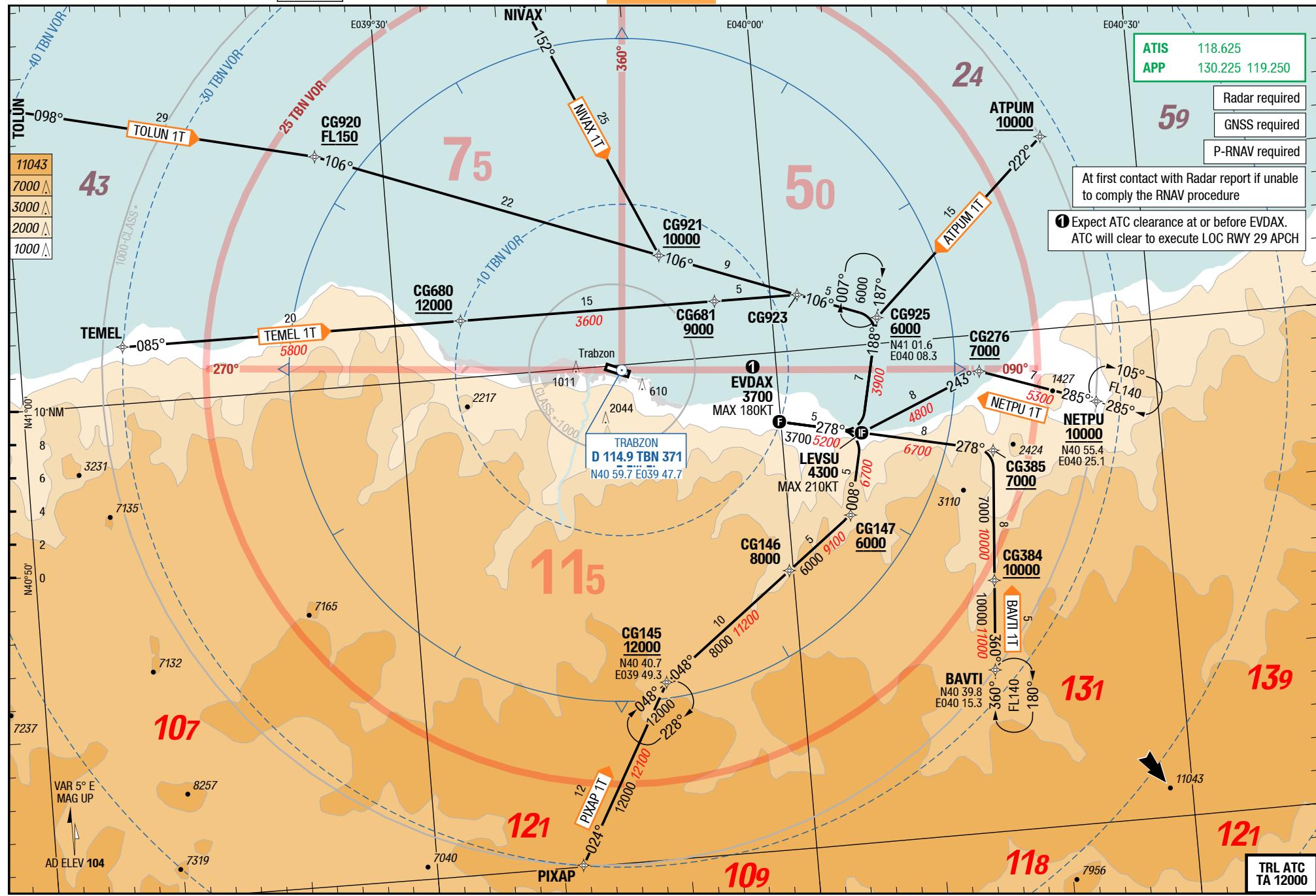
6-20

RNAV STARs RWY 29

STAR

STAR

RNAV STARs RWY 29



28-DEC-2017

TZX-LTCG

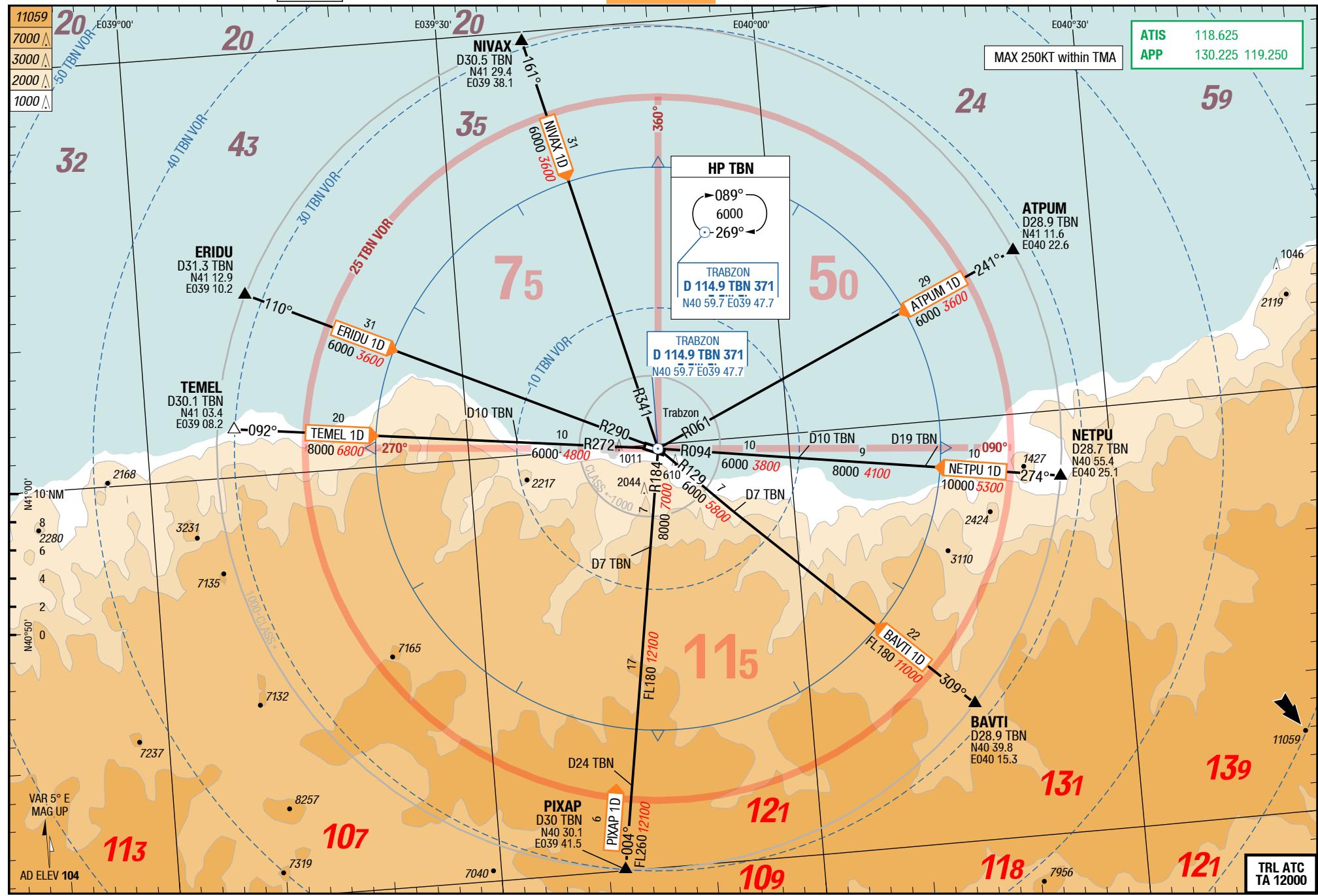
Turkey Trabzon

STARS

Trabzon Turkey

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6-30



Effective 27-APR-2017

20-APR-2017

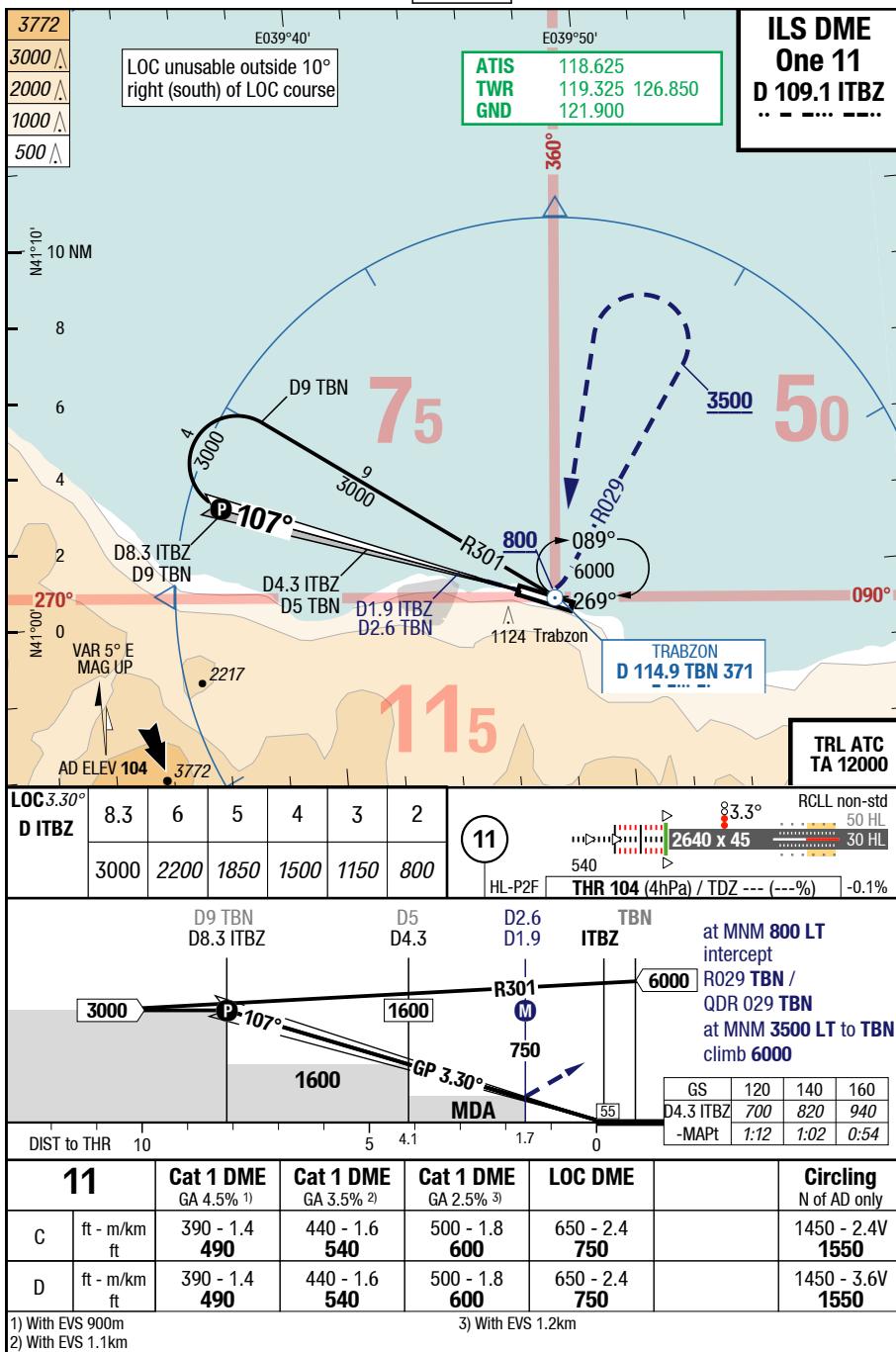
TZX-LTCG

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7-10

ILS DME One 11

IAC



Changes: APL, ALT, OBST, MISAP text

Effective 27-APR-2017

20-APR-2017

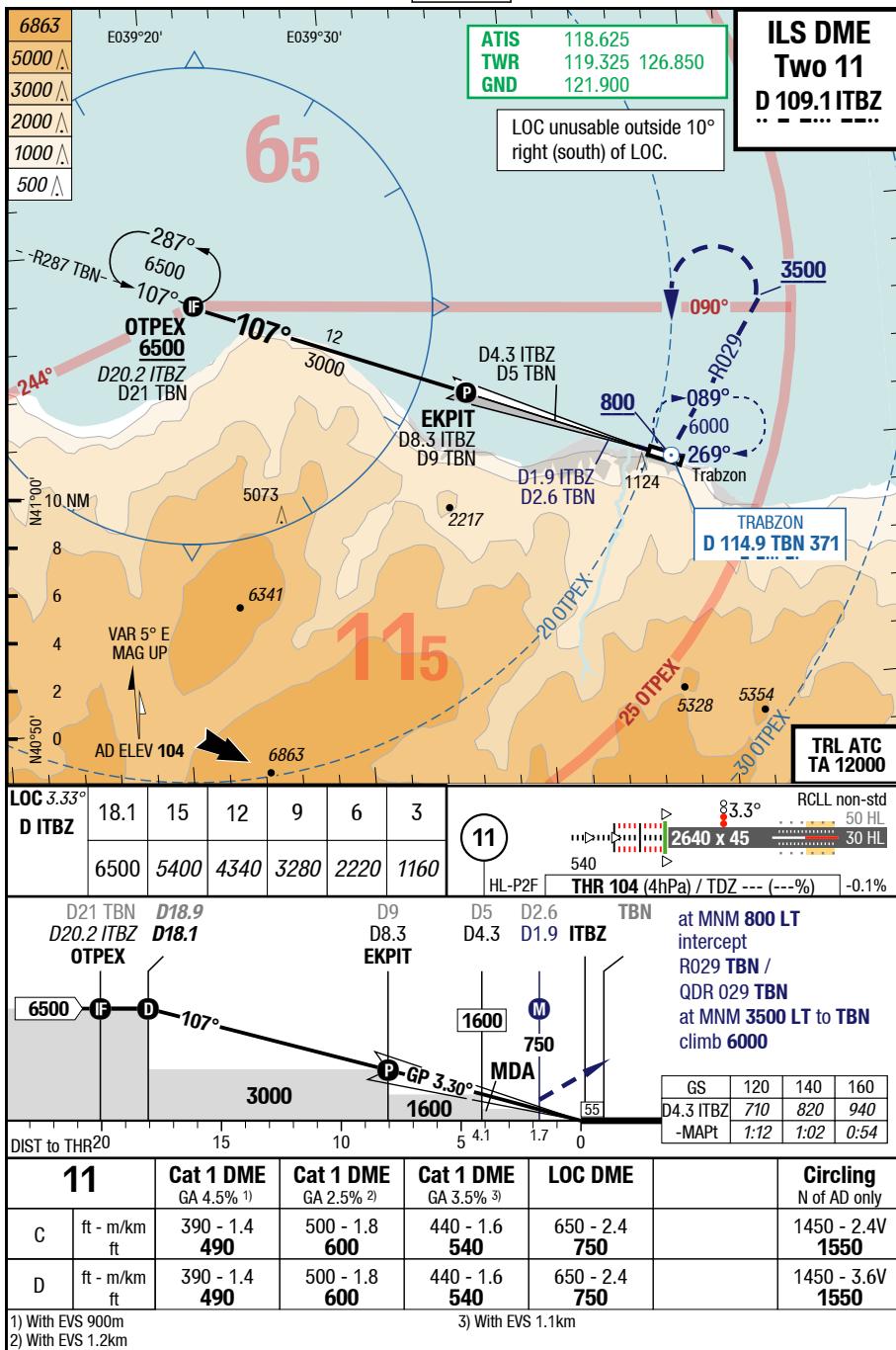
TZX-LTCG

Turkey Trabzon

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7-20

ILS DME Two 11



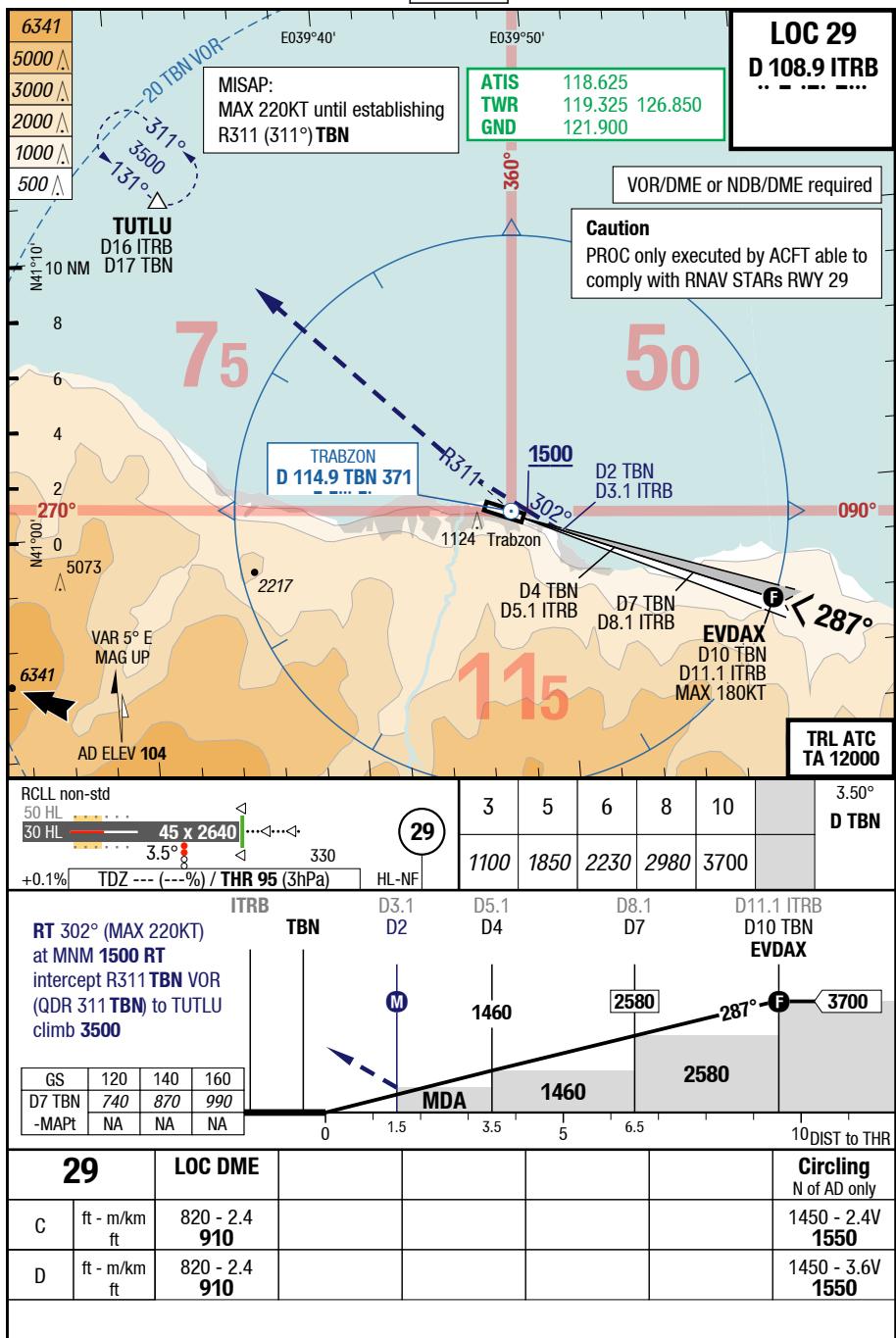
Changes: APL, ALT, MISAP text

12-OCT-2017

TZX-LTCG

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LOC 29



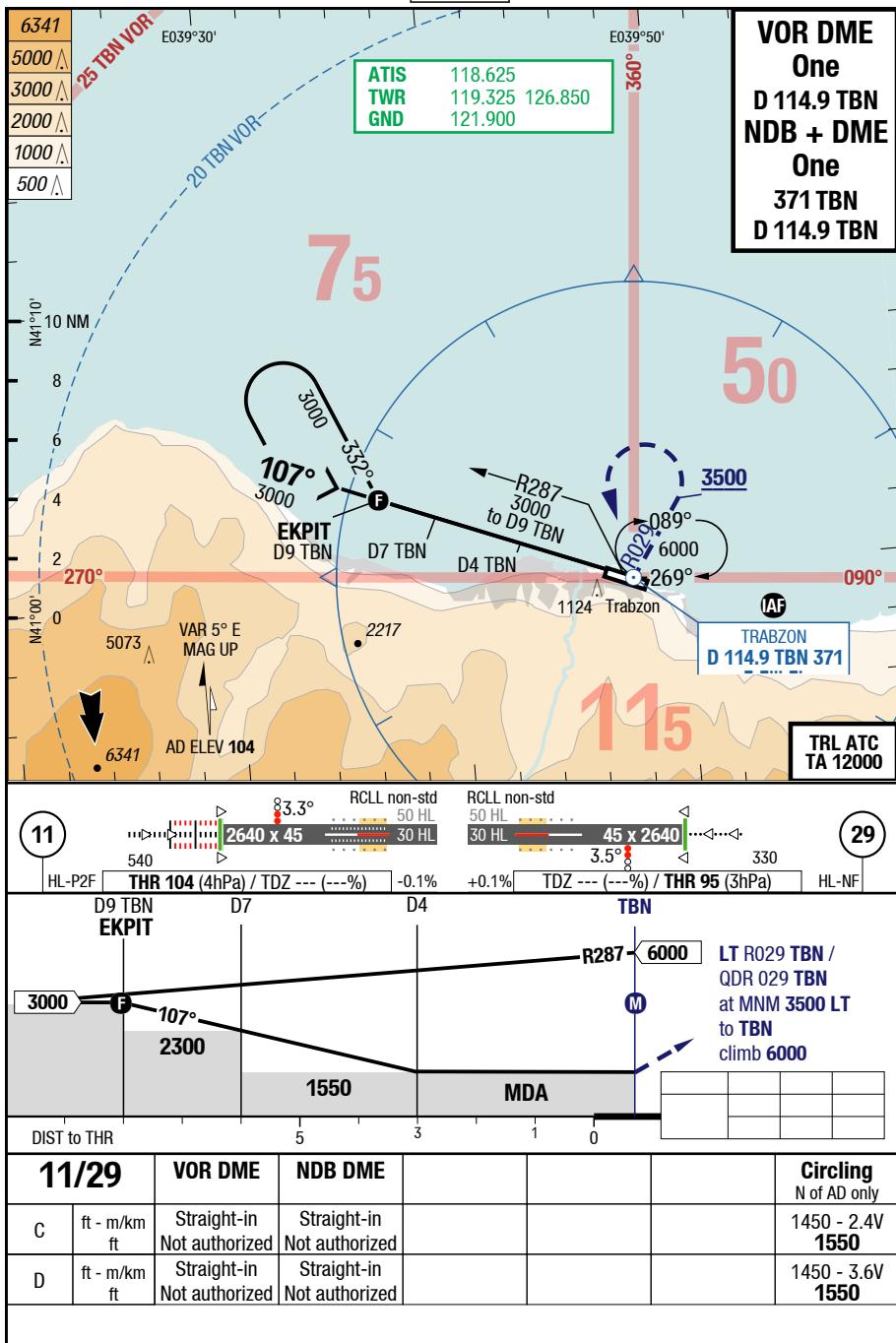
Changes: MIN

12-OCT-2017

TZX-LTCG

7-40

VOR DME One / NDB + DME One



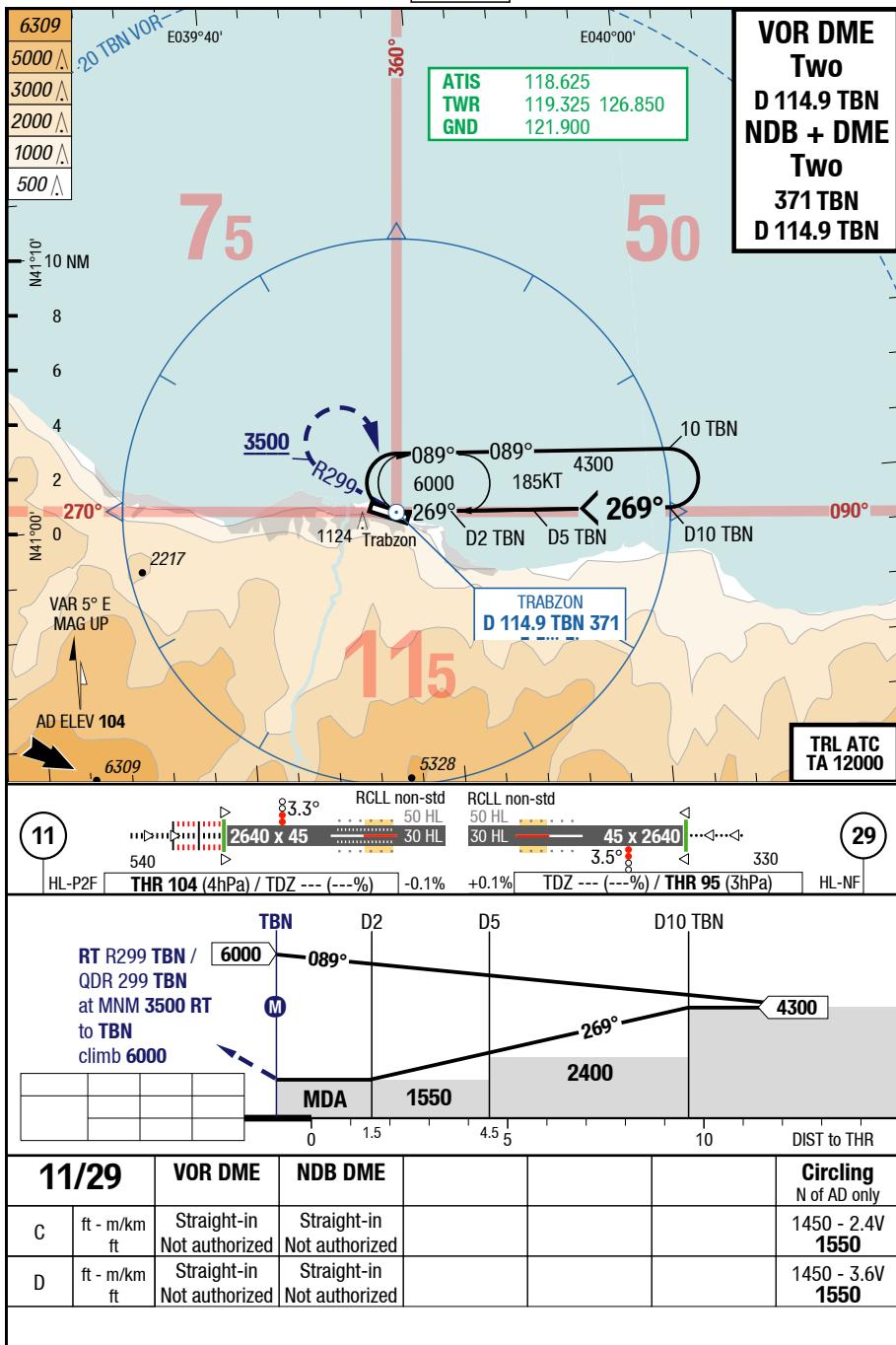
Changes: MIN

12-OCT-2017

TZX-LTCG

7-50

VOR DME Two / NDB + DME Two



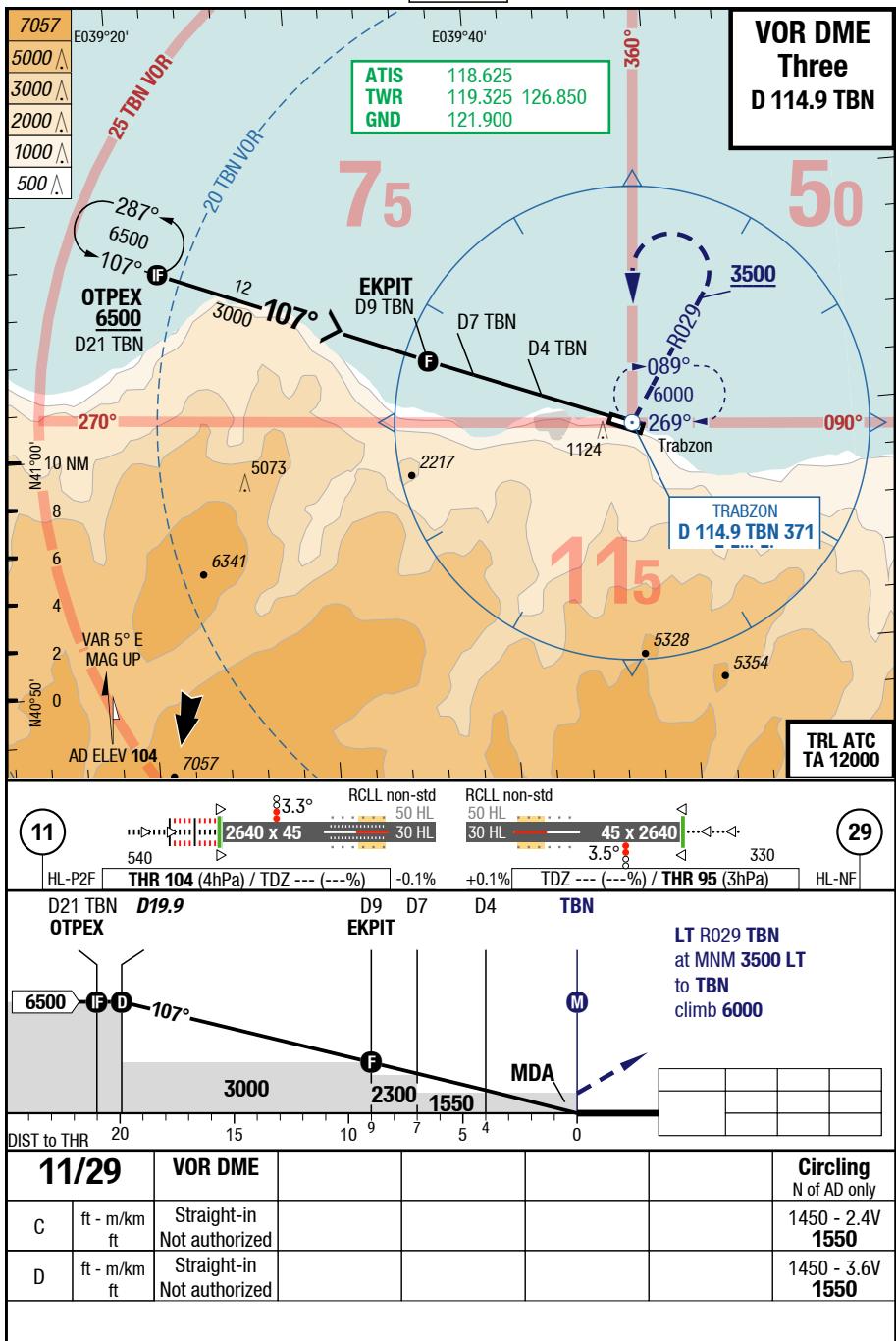
Changes: MIN

12-OCT-2017

TZX-LTCG

7-60

VOR DME Three

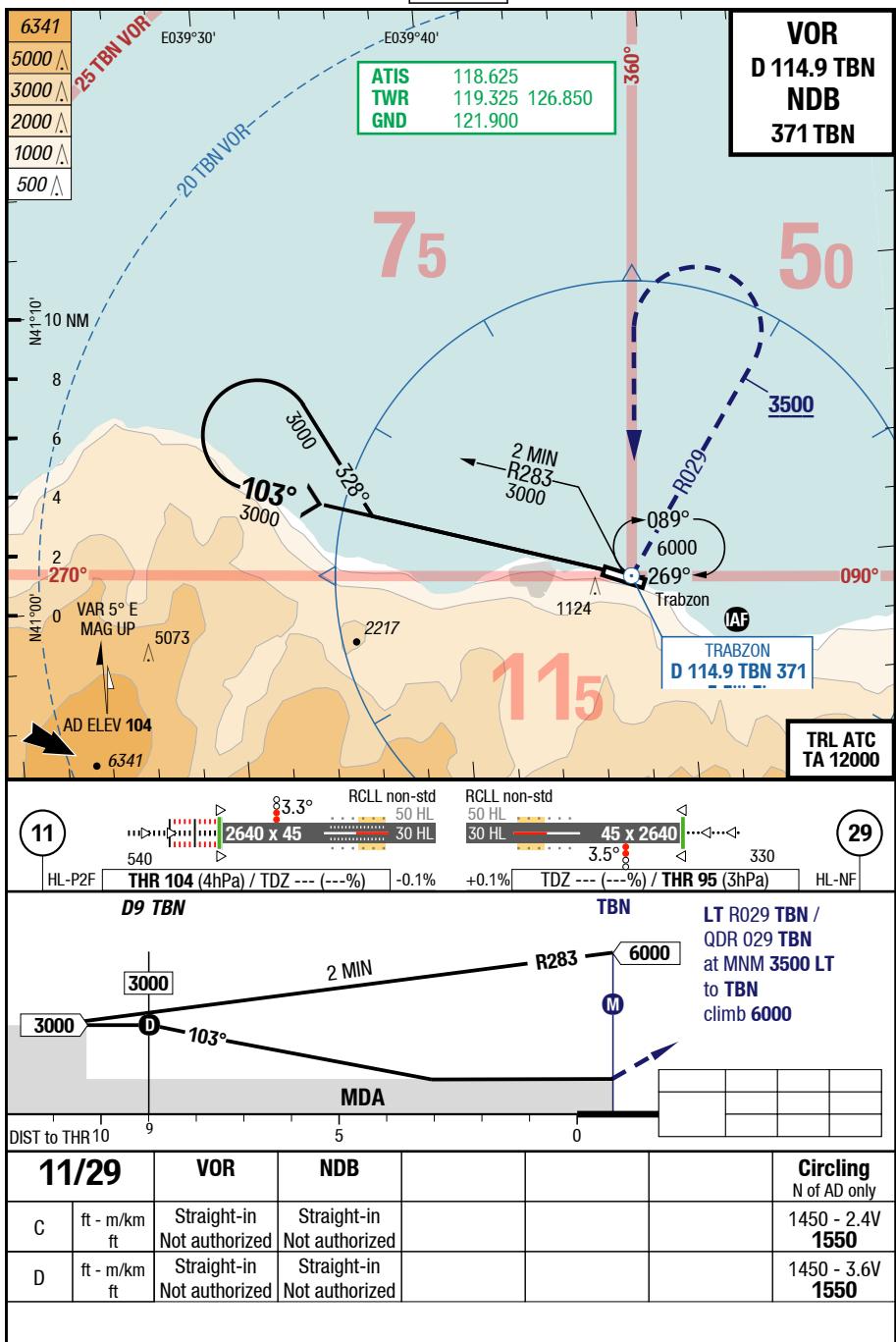


12-OCT-2017

TZX-LTCG

7-70

VOR / NDB



Changes: MIN

Effective 06-MAR-2014

27-FEB-2014

TZX-LTCG

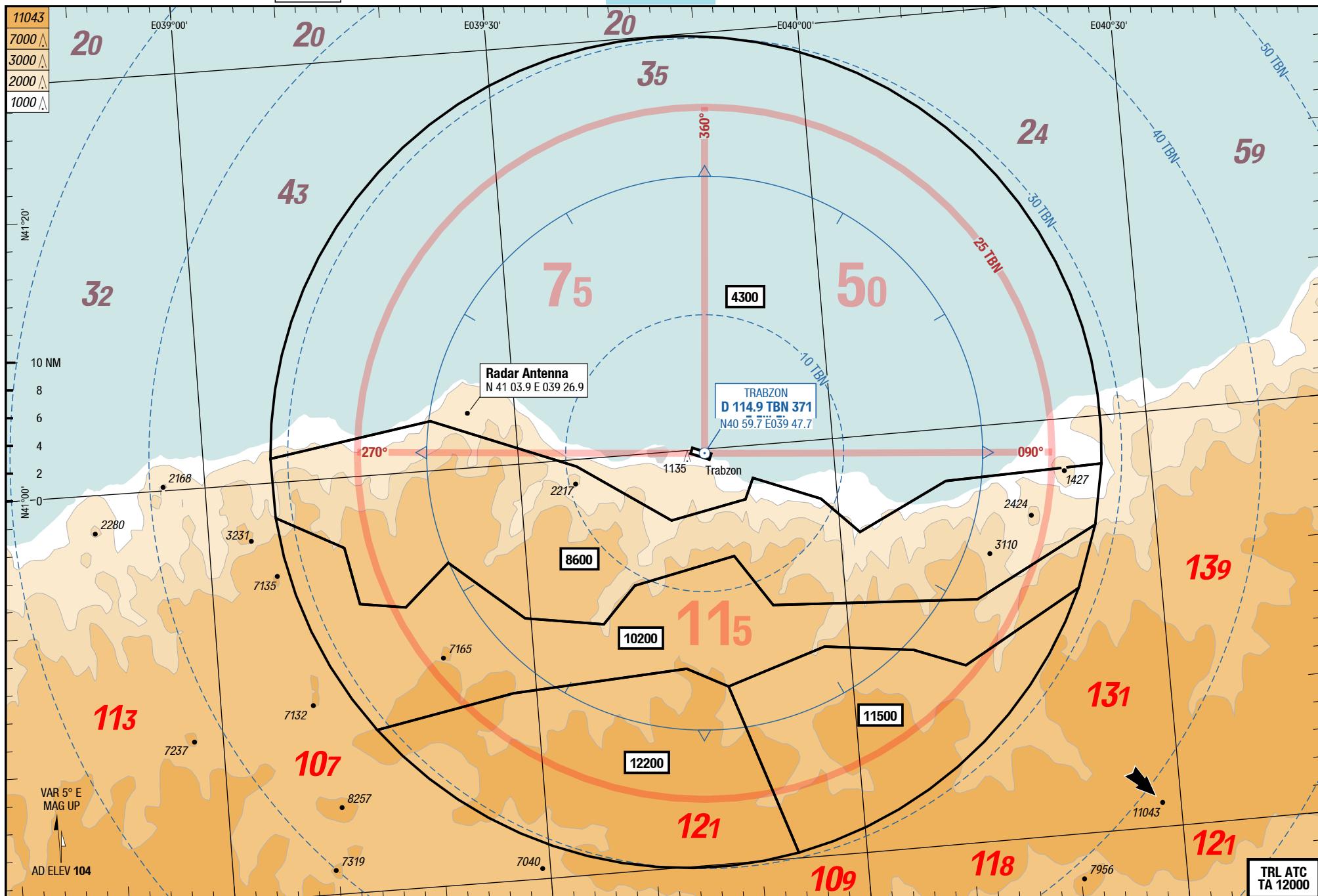
Turkey Trabzon

MRC
MRC

Trabzon Turkey

MRC
MRC

8-10



Changes: new