LTBU AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LTBU - TEKİRDAĞ / ÇORLU - ATATÜRK / INTERNATIONAL

LTBU AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	410746N 0275423E, 79 M E of RWY 04 THR
2	Direction and distance from (city)	15 Km E of Çorlu and 51 Km E of Tekirdağ
3	Elevation/Reference temperature / mean low temperature	570 FT / 30° C / 1°
4	Geoid Undulation at AD ELEV PSN	122 FT
5	MAG VAR/Annual change	5.3°E (2017) / 0.1° increasing
6	AD Operator, address, telephone, telefax, AFS, e-mail, website	DHMİ Tekirdağ Çorlu Atatürk Havalimanı Müdürlüğü TEKİRDAĞ / TÜRKİYE Switchboard : +90 282 6824034 (15 lines) Airport Manager : +90 282 6824028 Fax : +90 282 6824029 AIS Fax : +90 282 6824031 AFS : LTBUYDYX E-mail : infocorlu@dhmi.gov.tr Website : https://corlu.dhmi.gov.tr
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	NIL

LTBU AD 2.3 OPERATIONAL HOURS

1	AD Operator	H24
2	Customs and immigration	H24
3	Health and sanitation	H24
4	AIS Briefing Office	H24
5	ATS Reporting Office (ARO)	H24
6	MET Briefing Office	H24
7	ATS	H24
8	Fueling	H24
9	Handling	H24
10	Security	H24
11	De-icing	H24
12	Remarks	NIL

LTBU AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Vehicles and equipment available (provided by Cargo Handling Services Co.).
2	Fuel and oil types	Jet A1 - AVGAS 100-130 OCT
3	Fueling facilities and capacity	By tankers. JET A1: 1086 M^3, AVGAS: 81 M^3
4	De-icing facilities	Available
5	Hangar space for visiting aircraft	Not available
6	Repair facilities for visiting aircraft	Minor repair available for DA-20, DA-21, DA-42. Spare parts available by prior arrangement.
7	Remarks	For detailed information contact to Maintenance Hangar.

LTBU AD 2.5 PASSENGER FACILITIES

1	Hotels	In the city
2	Restaurants	In the city
3	Transportation	Taxi and bus
4	Medical facilities	First aid, medical room, ambulance at AD.
5	Bank and Post Office	ATM at AD, Post Office in the city
6	Tourist Office	Not available.
7	Remarks	NIL

LTBU AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Category 8
2	Rescue equipment	Available
3	Capability for removal of disabled aircraft	Vehicles are provided from the Public Organizations for narrow body aircraft on request of airline operator. Ankara Esenboga, İstanbul Ataturk or Antalya Airports provides facilitation for large body aircraft on request of airline operator.
4	Remarks	The control of the actual lifting and removal of a large aircraft shall be the responsibility of the registered owner or operator concerned. If the registered owner or operator cannot remove the aircraft or is dilatory in doing so, the airport management should have authority to act for the owner or operator with minimum delay and this action will be charged according to tariff tables of DHMI.

LTBU AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Types of clearing equipment	Snow removal equipment (mechanical), chemical de-icing
2	Clearance priorities	Standard. See AD 1.2-2
3	Remarks	See AD 2.2.6 for contact information. Braking action assessment by RWY Friction Tester Equipment/Vehicle.

LTBU AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS / POSITIONS DATA

1	Apron surface and strength	**Apron 1:** Surface: Concrete, Strength: LCN 78; PCN 85 R/D/W/T **Apron 2 (General Aviation):** Surface: Concrete, Strength: LCN 71; PCN 74 R/D/W/T **Military Apron:** Surface: Concrete, Strength: LCN 107; PCN 110 R/D/W/T
2	Taxiway width, surface and strength	**TWYs T, T1, T2, T3:** Width: 20 M, Surface: Concrete, Strength: LCN 69; PCN 63 R/D/X/T **TWYs T4, T5:** Width: 20 M, Surface: Concrete, Strength: LCN 107; PCN 110 R/D/W/T **TWY T6:** Width: 24 M, Surface: Concrete, Strength: LCN 78; PCN 85 R/D/W/T **TWY T7:** Width: 24 M, Surface: Concrete Strength: LCN 71; PCN 74 R/D/W/T
3	Altimeter Check Point location and elevation	At Apron 1: Elev 153 M At Apron 2: Elev 157 M
4	VOR checkpoints	See AD Chart
5	INS checkpoints	See AD Parking Chart
6	Remarks	See AD 2.23 for longitudinal slope profile for TWY T2 and TWY T3.

LTBU AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Taxiing Guidance signs LGTD and available at all intersections with RWY and TWY T6 and at all holding positions. Guidelines and stand numbers at Apron. Push-back service is provided for all stands.
2	RWY and TWY markings and LGT	**RWY:** Edge, Centerline, TDZ, THR, Designation, Aiming Point, markings available. For LGT see item 2.14 **TWY:** Centerline, Edge, VOR Check Point (TWY T6, T7), Holding Positions (TWYs T1, T2, T3, T6, T7) markings available. For LGT see item 2.15
3	Stop bars and runway guard lights	Stop bars: Available at TWYs T1, T2, T3, T6, T7 Runway Guard Lights: Available at TWYs T1, T2, T3, T6, T7
4	Other Runway Protection measures	-
5	Remarks	At the intersection of T2 Taxiway and Runway, there is no taxiway centerline lights to the 22 THR direction.

LTBU AD 2.10 AERODROME OBSTACLES

Due to huge amount of obstacles; an electronic file of AD obstacles is available from the link LTBU AD 2.10 under obstacle folder via AIP Türkiye link on *https://www.dhmi.gov.tr*

LTBU AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	TEKİRDAĞ / Çorlu - Atatürk
2	Hours of service MET Office outside hours	H24 -
3	Office responsible for TAF preparation Periods of validity	İstanbul 24 HR
4	Type of landing forecast Interval of issuance	-
5	Briefing/consultation provided	-
6	Flight documentation Language(s) used	Charts abbreviated plain language text. TU-EN
7	Charts and other information available for briefing or consultation	Surface and upper air actual and prog. Charts. SIGWX, UL W/T, Model TA-M
8	Supplementary equipment available for providing information	Telefax, VSAT, ADSL PC connection
9	ATS units provided with information	Çorlu Control TWR
10	Additional information (limitation of service, etc.)	Aerodrome warnings

LTBU AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end Coordinates THR Geoid Undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
04	049.10°	3000X45	RWY: LCN 78 PCN 85 R/D/W/T Concrete SWY: LCN 46 PCN 32 F/D/X/T Asphalt	410746.09N- 0275419.78E - GUND: 122 FT	THR 154.9 M / 508 FT TDZ 161.3 M / 529 FT
22	229.12°	3000X45	RWY: LCN 78 PCN 85 R/D/W/T Concrete SWY: LCN 46 PCN 32 F/D/X/T Asphalt	410849.76N- 0275557.04E - GUND: 122 FT	THR 173.9 M / 570 FT TDZ 173.9 M / 570 FT

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA (M)	Arresting System	OFZ	Remarks
7	8	9	10	11	12	13	14
0.6%	90X45	-	3300x280	180X90	See ADC and AD 2.23	-	CBR can vary within **RESA** due to meteorological conditions
0.6%	90X45	-	3300x280	180X90	See ADC and AD 2.23	-	

LTBU AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA(M)	LDA (M)	Remarks
1	2	3	4	5	6
04	3000	3000	3090	3000	-
04	2350	2350	2440	-	Take off from intersection with TWY T7
22	3000	3000	3090	3000	-
22	2430	2430	2520	-	Take off from intersection with TWY T2

LTBU AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	APCH LGT type LEN INTST	THR LGT color WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, color, INTST	RWY edge LGT LEN, spacing color INTST	RWY End LGT color WBAR	SWY LGT LEN (M) color	Remarks
1	2	3	4	5	6	7	8	9	10
04	Precision APP CAT II 900 M Barette System of which 600 M is flashing LIH	Green	PAPI 3 DEG MEHT 59 FT	900 M	3000 M, 15 M color coded White/Red LIH	3000 M, 60 M color coded White/Yellow LIH	Red	90 M Red	NIL
22	Simple APP 420 M Barette System of which 330 M is flashing LIH	Green	PAPI 3 DEG MEHT 68 FT	-	3000 M, 15 M color coded White/Red LIH	3000 M, 60 M color coded White/Yellow LIH	Red	90 M Red	

LTBU AD 2.15 OTHER LIGHTING AND SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: Flg W,G at top of TWR. White-Green. H24
2	LDI location and LGT Anemometer location and LGT	**LDI:** Not available. **Anemometer:** One of them 389 M NW of RWY 04 THR; the other one is 378 M SE of RWY 22 THR; not LGTD.
3	TWY edge and centreline lighting	Edge: for all TWYs Centerline: T1, T2, T3, T6, T7
4	Secondary power supply/switch-over time	Available. Switch overtime UPS (0) seconds.
5	Remarks	RTIL available for RWY 04/22. RGL Available for TWYs T6,T7,T1,T2,T3. Apron-1, Apron-2, WDI LGTD. RWY Turn PAD edge and centerline lighting available. At the intersection of T2 Taxiway and Runway, there is no taxiway centerline lights to the 22 THR direction.

LTBU AD 2.16 HELICOPTER LANDING AREA - NIL

LTBU AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	CTR centered 410817N 0275509E, Westerly 10 NM Radius joined of coordinates 411256N0280658E and 410026N0274728E
2	Vertical limits	4500 FT AMSL/SFC
3	Airspace classification	-
4	ATS unit call sign Language(s)	Çorlu TWR TU-EN
5	Transition altitude	12000 FT
6	Remarks	APP Service is provided by a) Yeşilköy APP, b) Çorlu TWR when required or transferred by Yeşilköy APP/Radar

LTBU AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel	Hours of operation	Remarks
1	2	3	4	5
TWR	Çorlu Tower	120.375 MHZ 122.1 MHZ 257.8 MHZ 362.3 MHZ *121.5 MHZ *243.0 MHZ	H24 0600-1500 0600-1500 0600-1500 H24 H24	*Emergency
	Çorlu Ground	121.9 MHZ	H24	
SAR	Tekirdağ/Çorlu Rescue Sub-center	123.1 MHZ 282.8 MHZ 5680 KHZ 3023 KHZ	HO	
ATIS	Çorlu Information	119.925 MHZ	H24	

LTBU AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, CAT of ILS/MLS (For VOR/ILS/ MLS, give VAR)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	CRL	426 KHZ	H24	410753.2N 0275437.8E	-	Coverage 50 NM
VOR/DME	CRL	114.8 MHZ CH95X	H24	410902.7N 0275606.1E	187 M	Coverage 75 NM

Type of aid, CAT of ILS/MLS (For VOR/ILS/ MLS, give VAR)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
LLZ 04 ILS CAT I	ICRL	110.5 MHZ	H24	410858.3N 0275610.1E	-	-
GP	-	329.6 MHZ	H24	410750.0N 0275433.2E	-	3 DEG RDH 55 FT
DME	ICRL	CH42X	H24	410750.0N 0275433.2E	160 M	-
VOR/DME	EKI	116.3 MHZ CH110X	H24	405703.8N 0272534.2E	323 M	-
NDB	EKI	317 KHZ	H24	405703.8N 0272534.2E	-	-
TACAN	CLU	CH106X	-	410847.2N 0275534.7E	158 M	-

LTBU AD 2.20 YEREL HAVAALANI DÜZENLEMELERİ

A) Kullanım şekli: Askeri-Sivil.

B) 04 pist başı konma bölgesi işaretlerinin sağ en içteki çizgisinin merkez hattına uzaklığı 9 M, sol en içteki çizgisinin merkez hattına uzaklığı 9 M dir. Bunun aksine 04 pist başı konma bölgesi (TDZ) armatürlerine ait baret çiftinin en içteki Sol Baret armatürü pist merkez hattına 10,10 M uzaklıkta, en içteki Sağ Baret armatürü ise pist merkez hattına 8,90 M uzaklıktadır. 04 Pisti TDZ işaretleme ve ışıkları üst üste çakışmamakta olup, pilotların müteyakkız olmaları gerekmektedir.

C) 8A ve 10 numaralı park pozisyonlarına B777-300ER (E) kategori 2 adet uçak park edilecekse, önce 10 numaralı park pozisyonu akabinde 8A numaralı park pozisyonu doldurulacak şekilde planlama yapılacaktır. Bu park pozisyonlarında (E) kategori uçak varken arkalarından D, E ve F kategori uçak geçişine izin verilmeyecektir. 8A ve 10 numaralı park pozisyonunda bulunan (E) kategori uçakların aprondan çıkış önceliği ise, öncelikle 8A numaralı park pozisyonunda bulunan uçak, ardından 10 numaralı park pozisyonunda bulunan uçak terk edecek şekilde planlama yapılacaktır.

D) Havalimanına IFR/VFR uçuş planlayan sivil, tarifesiz tüm hava araçları için uçuş planı çekilmeden en az üç (3) saat önce Havalimanı otoritesinden meydan uygunluk oluru alınmalıdır

LTBU AD 2.20 LOCAL AERODROME REGULATIONS

A) Available to: Military-Civil.

B) The innermost touchdown zone (TDZ) marking at the right side of TDZ markings of RWY 04 is located 9 M away from RWY centerline, and the innermost TDZ marking at the left side of TDZ markings is located 9 M away from RWY centerline. On the contrary, the innermost TDZ light at the left side barrette of touchdown zone (TDZ) light barrettes of RWY 04 is located 10,10 M away from the RWY centerline and the innermost TDZ light at the right side barrette of TDZ light barrettes is located 8,9 M away from the RWY centerline. The innermost TDZ lights of RWY 04 are not located in same alignment with innermost TDZ markings. Pay attention please.

C) If B777-300ER (E) category 2 aircraft are to be parked in parking positions 8A and 10, planning will be made in such a way that first parking position 10 and then parking position 8A will be filled. While there are (E) category aircraft in these parking positions, D, E and F category aircraft will not be allowed to pass behind them. The priority of exiting the apron for category (E) airplanes in parking positions 8A and 10, will be planned in such a way that first the aircraft in parking position 8A and then the aircraft in parking position 10 will leave.

D) For all civil, non-scheduled aircraft planning an IFR/ VFR flight to the airport, aerodrome eligibility approval must be obtained from the Airport authority at least three (3) hours before the flight plan is filled.

E) Apron-1'e intikal edecek 4D ve üzeri kategori uçaklar, taksi yolu dönüş kurpları klerans mesafelerini sağlamadığından T1, T2 ve T3 taksi yolları kullanılarak T taksi yoluna yönlendirilmeyecektir. Bu uçaklar dönüş cebinde back-track yaparak T, T1, T2 ve T3 taksi yollarını kullanmadan pistten Apron-1'e intikal edecektir. 4D ve üzeri kategori uçaklar için hem 22 pist başı tarafındaki dönüş cebinde hem de pistten T6 taksi yoluna girişlerde ise; dönüş manevrası uçağın manevra kabiliyetine bağlı olarak uçuş ekibi sorumluluğunda gerçekleştirilecektir.

F) Pist merkez hattı ile paralel taksi yolu (T) merkez hattı arasındaki mesafenin 160 metre olması sebebiyle 04-22 pisti, C ve üzeri kategori uçaklarca iniş-kalkış trafikleri tarafından kullanılmaktayken T taksi yolu üzerinde D ve üzeri kategori uçak bulundurulmayacak ve iniş/kalkış tamamlanana kadar T taksi yoluna D ve üzeri kategori uçak yönlendirilmeyecektir.

G) Askeri apronun sivil trafikler tarafından kullanılması halinde, kulenin yönlendirmesini müteakip uçuş ekibi sorumluluğunda taksi ve park gerçekleştirilecektir.

H) Havalimanımızın referans kodu 4D olarak belirlenmiş olup referans kodu üzerindeki uçaklar, havayolu şirketi ve uçuş ekibi sorumluluğunda kabul edilebilecektir.

E) Aircraft of category 4D and above intending to taxi to Apron-1 shall not be directed via taxiways T1, T2, and T3 to taxiway T as the clearance distances for the taxiway turn curves are not met. These aircraft shall perform back-track maneuvers in the turning bay and proceed to Apron-1 from the Runway without using taxiways T, T1, T2, and T3. For category 4D and above aircraft, the turning maneuvers in the turning bay at the threshold of runway 22 and when entering taxiway T6 from the runway shall be carried out under the responsibility of the flight crew, depending on the aircraft's maneuvering capability.

F) Due to the distance of 160 meters between the centerline of the runway and the centerline of the parallel taxiway (T), when Runway 04-22 is used for the landing and take-off of Category C and above aircraft, no Category D and above aircraft shall be present on taxiway T and no Category D and above aircraft shall be directed to taxiway T until the landing/take-off has been completed.

G) In case of the Military Apron is used by civilian traffic, taxiing and parking will be carried out under the responsibility of the flight crew following the guidance of the Tower.

H) Our airport has been designated with a reference code of 4D. Aircraft exceeding this reference code will be accepted under the responsibility of the airline and the flight crew.

LTBU AD 2.21 GÜRÜLTÜ ÖNLEME USULLERİ

NIL

LTBU AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

LTBU AD 2.22 UÇUŞ USULLERİ

Çorlu Havalimanı VFR Rotalar

VFR Rotalar, hava trafiğinin yoğun olduğu Terminal Kontrol Sahaları içerisinde, VFR trafiklerin belirli bir düzen içerisinde uçmaları amacıyla düzenlenmiş olup, VFR ve IFR trafikler arasında ayırma yapmak amacıyla kullanılmayacaktır. İlan edilen rotaları kullanan ve eğitim sahalarında çalışma yapan VFR trafikler Türkiye AIPsinde açıklanan VFR kurallara tabi olup, her türlü ayırma sorumluluğu (bölgede uçuş düzenleyen VFR/IFR trafikler, doğal ve suni manialar ve meteorolojik hadiseler gibi) uçuşu düzenleyen Pilota aittir. Herhangi bir sebeple ilan edilen VFR rotadan ayrılmak durumunda kalan hava aracının pilotu (meteorolojik şartlar vb.) bu durumu vakit geçirmeden ilgili Hava Trafik Kontrol Ünitesine bildirecek ve rotadan ayrılmasını gerektiren durum sona erdikten sonra ilgili kontrolöre bilgi vererek en kısa sürede VFR Rotaya geri dönecektir.

Çorlu Havalimanına belirtilen VFR rotalardan gelen VFR trafikler mümkün olan en kısa sürede Çorlu Meydan Kontrol Ünitesi ile temas sağlamaya çalışacaktır ve radyo teması kurularak müsaade alınmadıkça CTR kat edilmeyecek ve çalışma sahalarına girilmeyecektir.

LTBU AD 2.22 FLIGHT PROCEDURES

Çorlu Airport VFR Routes

VFR Routes within the TMAs having high dense air traffic are developed so as to make VFR traffic fly by a certain order, but not to be used for separation between VFR and IFR traffics. VFR traffic using the declared routes and conducting operations within the training area are all subject to the VFR rules as duly specified in the Turkish AIP, and therefore the responsibility of all sorts of separation (between VFR/IFR traffic, from natural and artificial obstacles or regarding to the meteorological events, etc...) shall completely belong to the pilot-in-command. The pilot-in-command if by any reason (such as meteorological conditions) happen to deviate from the specified VFR route shall inform the relevant Air Traffic Control Unit at the shortest notice available, and when the subject condition causing the deviation ends, the pilot shall immediately return back to the relevant VFR route after having notified his/her current situation to the relevant ATC.

VFR traffic coming Corlu Airport through the specified VFR routes shall contact to the Corlu Aerodrome Control Unit at the shortest notice available, and unless the permission is granted by radio contact, CTR and the Training Areas shall not be crossed.

Çorlu Havalimanına doğudan gelen VFR trafikler DEĞİRMENKÖY noktasını, Batıdan gelen VFR trafikler, ilgili VFR rotayı takiben Çerkezköy, Velimeşe veya Sağlık noktasını rapor ederler.

Easterly VFR traffic inbound to Corlu Airport should report DEGIRMENKOY point, Westerly traffic inbound to Çorlu Airport following relevant VFR routes should report Çerkezköy, Velimeşe or Sağlık points accordingly.

VFR Rotalar Aşağıda Belirtilmiştir / VFR Routes Are Defined As Follows:

ADA1 **:** İğneada (415224N-0275846E) - Kıyıköy (413815N-0280520E)

ADA2 **:** Kıyıköy (413815N-0280520E) - Yalıköy (412838N-0281739E)

BOĞAZ **:** Şarköy (403647N-0270713E) - Aksaz (402621N-0270917E)

DELTA **:** Yalıköy (412838N-0281739E) - Çerkezköy (411939N-0280110E)

HAYTEK **:** Tekirdağ (405630N-0273030E) **-** Hayrabolu (411302N-0270624E)

KIRKPINAR **:** Kırklareli (414316N-2071334E) - Pınarhisar (4 3703N-0273053E)

KORİDOR1 **:** Velimeşe (411405N-0275240E) - Pınarbaşı (412140N-0273803E) - Hamitabat (412830N-0272116E)

KORİDOR2 **:** Sağlık (410952N-0274357E) - Okkalı (412137N-0271434E)

SAHİL1 **:** Tekirdağ (405630N-0273030E) - Hoşköy (404252N-0271857E)

SAHİL2 **:** Hoşköy (404252N-0271857E) - Şarköy (403647N-0270713E)

SAHİL3 **:** Aksaz (402621N-0270917E) - Lapseki (402034N-0264136E)

TANGO **:** Tekirdağ (405630N-0273030E) - Sağlık (410952N-0274357E)

TANGO2 **:** Hayrabolu (411302N-0270624E) **-** Okkalı (412137N-0271434E) - Hamitabat (412830N-0272116E) - Pınarhisar (413703N-0273053E)

TANGO3 **:** Okkalı (412137N-0271434E) **-** Kırklareli (414316N- 0271334E)

TANGO4 **:** Hamitabat (412830N-0272116E) - Kırklareli (414316N-0271334E)

UZUN1 **:** Uzunköprü (411559N-0264203E) **-** Kırklareli (414316N-2071334E)

UZUN2 **:** Okkalı (412137N-0271434E) **-** Uzunköprü (411559N-0264203E)

UZUN3 **:** Hayrabolu (411302N-0270624E) **-** Uzunköprü (411559N-0264203E)

WEST **:** Tekirdağ (405630N-0273030E) – Ereğli (405630N- 0275800E)

WEST1 **:** Aksaz (402621N-0270917E) - Adamar (404123N-0274348E)

YILDIZ1 **:** Kırklareli (414316N-0271334E) - Yenice (414408N-0273810E)

YILDIZ2 **:** Yenice (414408N-0273810E) - İğneada (415224N-0275846E)

YILDIZ3 **:** Vize (413442N-0274631E) - İğneada (415224N-0275846E)

YILDIZ4 **:** Pınarhisar (413703N-0273053E) - Vize (413442N-0274631E)

YILDIZ5 **:** Vize (413442N-0274631E) - Saray (412725N-0275703E)

YILDIZ6 **:** Saray (412725N-0275703E) - Çerkezköy (411939N-0280110E)

Not: *VFR rotalar için AD 2 LTFM VFR CHART'a bakınız*

Note: *For VFR routes see AD 2 LTFM VFR CHART*

CRL Güney ve Kuzey VFR Lokal Seyürsefer Rotaları Profil Uçuşları:

CRL South and North VFR Local Navigation Routes Flight Profile:

1) Güney1: LTBU, SAĞLIK(410952N0274357E), TEKİRDAĞ(405630N0273030E), HAYRABOLU(411302N0270624E), OKKALI(412137N0271434E), SAĞLIK(410952N0274357E), **LTBU**

2) Güney2: LTBU, SAĞLIK(410952N0274357E), TEKİRDAĞ(405630N0273030E), HAYRABOLU(411302N0270624E), UZUNKÖPRÜ(411559N0264203E), OKKALI(412137N0271434E), SAĞLIK(410952N0274357E), **LTBU.**

3) Güney3: LTBU, SAĞLIK(410952N0274357E), TEKİRDAĞ(405630N0273030E), HAYRABOLU(411302N0270624E), UZUNKÖPRÜ(411559N0264203E), KIRKLARELİ (414316N0271334E), OKKALI(412137N0271434E), SAĞLIK(410952N0274357E), **LTBU**

4) Güney4: LTBU, SAĞLIK(410952N0274357E), TEKİRDAĞ(405630N0273030E), HAYRABOLU(411302N0270624E), UZUNKÖPRÜ(411559N0264203E), KIRKLARELİ(414316N0271334E), HAMİTABAT(412830N0272116E), VELİMEŞE(411405N0275240E), **LTBU**

5) Güney5: LTBU, SAĞLIK(410952N0274357E), TEKİRDAĞ(405630N0273030E), HAYRABOLU(411302N0270624E), OKKALI(412137N0271434E), HAMİTABAT(412830N0272116E), VELİMEŞE(411405N0275240E), **LTBU**

6) Güney6: LTBU, SAĞLIK(410952N0274357E),TEKİRDAĞ(405630N0273030E), HAYRABOLU(411302N0270624E), OKKALI(412137N0271434E), HAMİTABAT(412830N0272116E), PINARHİSAR(413703N0273053E), VİZE(413442N0274631E), SARAY(412725N0275703E), ÇERKEZKÖY(411939N0280110E), VELİMEŞE(411405N0275240E), **LTBU.**

7) Kuzey1: LTBU, VELİMEŞE(411405N0275240E), ÇERKEZKÖY(411939N0280110E), SARAY(412725N0275703E), VİZE(413442N0274631E), PINARHİSAR(413703N0273053E), HAMİTABAT(412830N0272116E), VELİMEŞE(411405N0275240E), **LTBU**

8) Kuzey2: LTBU, VELİMEŞE(411405N0275240E), ÇERKEZKÖY(411939N0280110E), SARAY(412725N0275703E), VİZE(413442N0274631E), PINARHİSAR(413703N0273053E), KIRKLARELİ(414316N0271334E), HAMİTABAT(412830N0272116E), VELİMEŞE(411405N0275240E), **LTBU**

9) Kuzey3: LTBU, VELİMEŞE(411405N0275240E), ÇERKEZKÖY(411939N0280110E), SARAY(412725N0275703E), VİZE(413442N0274631E), PINARHİSAR(413703N0273053E), HAMİTABAT(412830N0272116E), OKKALI(412137N0271434E), HAYRABOLU(411302N0270624E),TEKİRDAĞ(405630N0273030E), SAĞLIK(410952N0274357E), **LTBU**

10) Kuzey4: LTBU, VELİMEŞE(411405N0275240E), ÇERKEZKÖY(411939N0280110E), SARAY(412725N0275703E), VİZE(413442N0274631E), PINARHİSAR(413703N0273053E), KIRKLARELİ(414316N0271334E), OKKALI(412137N0271434E), SAĞLIK(410952N0274357E), **LTBU**

11) Kuzey5: LTBU, VELİMEŞE(411405N0275240E), ÇERKEZKÖY(411939N0280110E), SARAY(412725N0275703E), VİZE(413442N0274631E), PINARHİSAR(413703N0273053E), KIRKLARELİ(414316N0271334E), UZUNKÖPRÜ(411559N0264203E), HAYRABOLU(411302N0270624E), TEKİRDAĞ(405630N0273030E), SAĞLIK(410952N0274357E), **LTBU**

12) Kuzey6: LTBU, VELİMEŞE(411405N0275240E), ÇERKEZKÖY(411939N0280110E), YALIKÖY(412838N0281739E), KIYIKÖY(413815N0280520E), İĞNEADA(415224N0275846E), YENİCE414408N0273810E, KIRKLARELİ(414316N0271334E), HAMİTABAT(412830N0272116E), VELİMEŞE(411405N0275240E), **LTBU.**

13) Kuzey7: LTBU, VELİMEŞE(411405N0275240E), ÇERKEZKÖY(411939N0280110E), YALIKÖY(412838N0281739E), KIYIKÖY(413442N0274631E), İĞNEADA(415224N0275846E), YENİCE(414408N0273810E), KIRKLARELİ(414316N0271334E), PINARHİSAR(413703N0273053E), VİZE(413442N0274631E), SARAY(412725N0275703E), ÇERKEZKÖY(411939N0280110E), VELİMEŞE(411405N0275240E), **LTBU.**

14) Kuzey8: LTBU, VELİMEŞE(411405N0275240E), ÇERKEZKÖY(411939N 0280110E), YALIKÖY(412838N0281739E), KIYIKÖY(413815N0280520E), İĞNEADA(415224N0275846E), VİZE(413442N0274631E), SARAY(412725N0275703E), ÇERKEZKÖY(411939N0280110E), VELİMEŞE(411405N0275240E), **LTBU.**

Çorlu Eğitim Uçuşu Sahaları

Çorlu eğitim uçuş sahalarının koordinatları AIP ENR 5.5 bölümünde yayınlanmıştır.

Corlu Flight Training Areas

Corlu flight training areas coordinates are published within Turkish AIP ENR 5.5.

CTR içerisinde ve meydan turunda yapılan VFR uçuşlar

Eğitim uçuşlarının yoğun olarak yapıldığı Çorlu Havalimanında kule frekansının gereksiz yere meşgul edilmemesi için pozisyon raporları, bilgi ve talimatların iletimi kısa, öz ve anlaşılır biçimde yapılmalıdır.

Son yaklaşmayı rapor etmeden önce, iniş veya touch&go müsadesi verilen trafik son yaklaşmayı rapor etmeden talimatı uygular.

Meydan turundaki trafikler, trafiğin düzenli akışını bozmamak için esas bacağa ve rüzgar altına dönüş noktalarını ayarlayarak ilgili trafikleri ile emniyetli mesafeyi korurlar.

LTBU AD 2.23 EK BİLGİLER

A) Hudut Kapısı.

B) 04/22 Pisti merkez hattının 55 M Doğusu ve Batısında 04 Pist başından 420 M, 22 Pist başından 420 M mesafede hook bariyer barakaları mevcuttur.

Baraka Yüksekliği: 2.4 M GND.

C) 04/22 Pisti merkez hattının 29 M Doğusu ve Batısında, 22 Pist başına 45 M mesafede ağ bariyer kaideleri mevcuttur.

Kaide Yüksekliği: 0.4 M GND.

D) T2 ve T3 Taksiyolları Boyuna Eğimleri

VFR flights in aerodrome traffic circuit and within CTR

Position reports and any other information transmitted to the relevant ATC unit should be precise, clear and comprehensible so as not to occupy the TWR frequency unnecessarily due to the high intensity of training flights around Corlu Airport.

Traffic to which permission is granted for landing or touch&go operations before reporting final approach shall perform the relevant instruction without reporting final approach.

Traffic in aerodrome traffic circuit shall keep the safe distance with the preceding traffic through adjusting their point of base leg turns and entering downwind position in order not to breach the orderly traffic flow in circuit.

LTBU AD 2.23 ADDITIONAL INFORMATION

A) Border Gate.

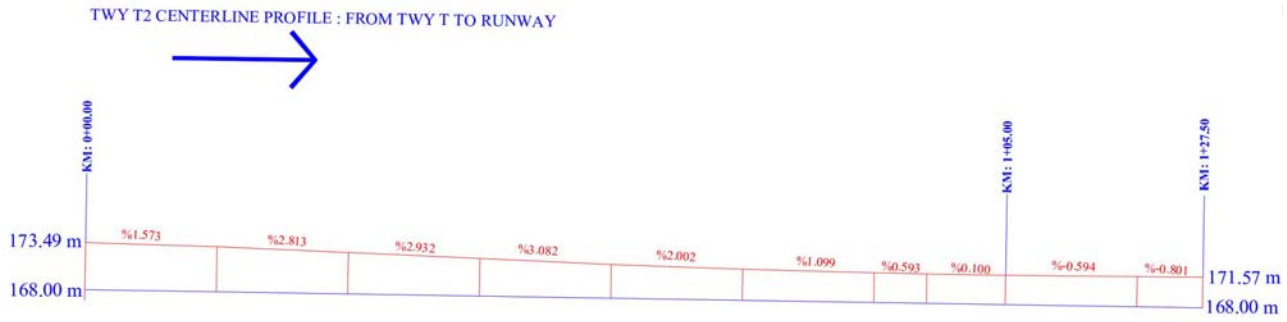
B) With reference to RWY 04/22, hook barrier barracks are located at 55 M Eastbound/Westbound of the subject RWY C/L at a distance of 420 M from the THR RWY 04 and 420 M from the THR RWY 22.

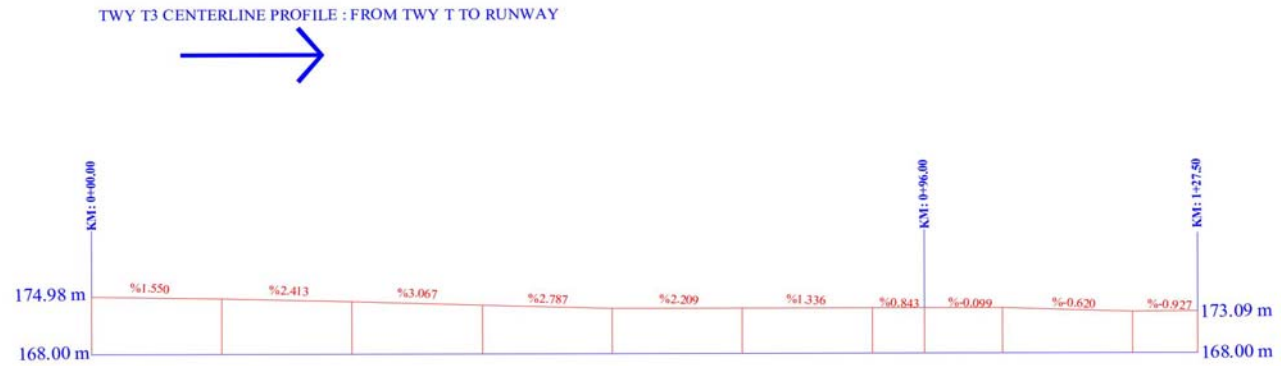
Height of Barracks: 2.4 M GND

C) With reference to RWY 04/22, net barrier posts are located at 29 M Eastbound/Westbound of the subject RWY C/L at a distance of 45 M to the THR RWY 22.

Height of Posts: 0.4 M GND

D) T2 and T3 taxiways Longitudinal Slope Profiles





LTBU AD 2.24 CHARTS RELATED TO TEKİRDAĞ ÇORLU AERODROME

Aerodrome Chart	AD 2 LTBU ADC
Aircraft Parking/Docking Chart	AD 2 LTBU PRKG-1
Aircraft Parking/Docking Chart	AD 2 LTBU PRKG-2
Precision APP Terrain Chart RWY 04	AD 2 LTBU PATC-1
Precision APP Terrain Chart RWY 22	AD 2 LTBU PATC-2
Standard Instrument Departure Chart (SID) RWY 04	AD 2 LTBU SID-1
Standard Instrument Departure Chart (SID) RWY 22	AD 2 LTBU SID-2
Standard Instrument Departure Chart (SID) RNAV (GNSS) RWY 04	AD 2 LTBU SID-3
Standard Instrument Departure Chart (SID) RNAV (GNSS) RWY 22	AD 2 LTBU SID-4
Standard Instrument Arrival Chart (STAR) RWY 04/22	AD 2 LTBU STAR-1
Standard Instrument Arrival Chart (STAR) RNAV (GNSS) RWY 04	AD 2 LTBU STAR-2
Standard Instrument Arrival Chart (STAR) RNAV (GNSS) RWY 22	AD 2 LTBU STAR-3
Instrument Approach Chart NDB A	AD 2 LTBU IAC-1
Instrument Approach Chart NDB Z RWY 04	AD 2 LTBU IAC-2
Instrument Approach Chart NDB B	AD 2 LTBU IAC-3
Instrument Approach Chart NDB Z RWY 22	AD 2 LTBU IAC-4
Instrument Approach Chart VOR A	AD 2 LTBU IAC-5
Instrument Approach Chart VOR Z RWY 04	AD 2 LTBU IAC-6
Instrument Approach Chart VOR B	AD 2 LTBU IAC-7
Instrument Approach Chart VOR Z RWY 22	AD 2 LTBU IAC-8
Instrument Approach Chart ILS Z CAT I or LOC Z RWY 04	AD 2 LTBU IAC-9