

LTCG AD 2.1 AERODROME LOCATION INDICATOR AND NAME**LTCG - TRABZON****LTCG AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1	ARP coordinates and site at AD	405945N-0394707E; In the middle edge of TWY D
2	Direction and distance from (city)	7 Km E of Trabzon
3	Elevation/Reference temperature / Mean low temperature	105 FT / 28°C 6°C
4	Geoid Undulation at AD ELEV PSN	81 FT
5	MAG VAR/Annual change	6.7°E (2026) / 0.03° increasing
6	AD Operator, address, telephone, telefax, AFS, email, website	DHMI Trabzon Havalimanı Başmüdürlüğü Trabzon / TÜRKİYE Switch Board : +90 462 3280940 (10 lines) Switch Board : +90 462 3259952 (4 lines) Authority : +90 462 3259949 Manager : +90 462 3252107 Manager Fax : +90 462 3259956 AIMOC Tel : +90 462 3259952 Ext: 1272 AIMOC Fax : +90 462 3259297 Fax : +90 462 3259950 AFS : LTCGYDYX
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	NIL

LTCG 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	Trabzon Havalimanı her hafta Çarşamba günü 1000-1300 UTC saatleri arasında hava trafiğine PAT sahalarında yapılan rutin bakım çalışmaları sebebiyle kapalıdır. Trabzon Havalimanının hava trafiğine kapalı olduğu saatlerde, planlanan acil, askeri ve VIP uçuşlar ile Meydan Başmüdürlüğü tarafından gerçekleştirilmesi gerekli görülen uçuşlar için yayımlanacak iptal NOTAM ile Havalimanı uçuş trafiğine açılacaktır. / <i>Trabzon Airport is closed to air traffic every Wednesday between 10:00 and 13:00 UTC due to routine maintenance work on the movement areas. During the hours when Trabzon Airport is closed to air traffic, the airport will be opened to air traffic with a cancellation NOTAM to be issued for planned emergency, military and VIP flights, as well as flights deemed necessary by the Airport Authority.</i>
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LTCG 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
3	Fueling facilities and capacity	By tankers 2944 M ³
4	De-icing facilities	Available
5	Hangar space for visiting aircraft	Not available
6	Repair facilities for visiting aircraft	Not available
7	Remarks	NIL

LTCG AD 2.5 PASSENGER FACILITIES

1	Hotels	In the city.
2	Restaurants	Buffet, Cafe-bar and Restaurant.
3	Transportation	Bus, taxi and car rental.
4	Medical facilities	First aid, medical room, ambulance at AD. Hospitals in the city.
5	Bank and Post Office	ATM at AD.
6	Tourist Office	Weekdays 8 hours available (Between 05:30-14:00 UTC)
7	Remarks	NIL

LTCG 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 Esenboğa, İstanbul Atatürk, Antalya or İzmir Adnan Menderes 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

LTCG AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Types of clearing equipment	4 snow removals, 2 RWY sweepers, 1 deicer, 1 snow blower, 1 rubber removal
2	Clearance priorities	1) RWY 2) TWYs A, E, C, D and B 3) Vehicle manoeuvring area in front of ARFF Station and ARFF Emergency Road associated to TWY E 4) Apron Parking Stands ; ARFF Emergency Roads on RWY heads (Priority is given to RWY in use.) 5) Navigational aid equipments critical areas 6) Aerodrome ring path and the other areas.
3	Remarks	All seasons. Caution advised in winter during ice conditions, snow clearance information promulgated by SNOWTAMs. Braking action assessment by NAC Dynamics, ASFT and SARSYS.

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

1	Apron surface and strength	Surface: Concrete Strength: PCR 980 R/A/W/T
2	Taxiway width, surface and strength	TWYs A,C,E: Width: 24 M Surface: Concrete Strength: PCR 940 R/B/W/T TWY B Width: 22 M Surface: Asphalt Strength: PCR 910 F/A/W/T TWYs D: Width: 24 M Surface: Concrete Strength: PCR 990 R/A/W/T
3	Altimeter Check Point location and elevation	At Apron 30 M
4	VOR checkpoints	-
5	INS checkpoints	See AD PRKG Chart
6	Remarks	NIL

LTCG 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 lighted and available at all intersections with TWY and RWY and at all holding positions. Guide lines and stand numbers available at Apron. Push-back service is provided for all stands.
2	RWY and TWY markings and LGT	RWY: Edge, THR, Centerline, TDZ, Designation, Aiming point, Turn pad as appropriate marked. For LGT see item 2.14 and 2.15 TWY: Edge, Centerline, and Holding Positions as appropriate marked. For LGT see item 2.15
3	Stop bars and runway guard lights	Stop bars: Not available, RGL: Available for TWYs A, B, D, E.
4	Other runway protection measures	-
5	Remarks	NIL

LTCG AD 2.10 AERODROME OBSTACLES

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

LTCG AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	TRABZON
2	Hours of service MET Office outside hours	H24 -
3	Office responsible for TAF preparation Periods of validity	Trabzon 24 HR
4	Type of landing forecast Interval of issuance	TREND 1/2 HR
5	Briefing/consultation provided	Personal consultation
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	Trabzon Control TWR
10	Additional information (limitation of service, etc.)	Aerodrome warnings

LTCG AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY (M)	Strength (PCR) 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
11	112.24°	2640x45	RWY: Asphalt PCR 960 F/A/W/T SWY: Asphalt	405958.46N 0394630.66E - GUND: 81 FT	THR 31.98 M / 105 FT TDZ 31.98 M / 105 FT
29	292.26°	2640x45	RWY: Asphalt PCR 960 F/A/W/T SWY: Asphalt	405926.03N 0394815.26E - GUND: 81 FT	THR 29.12 M / 96 FT -

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA	Arresting System	OFZ	Remarks
7	8	9	10	11	12	13	14
* 0.033% SWY	60x45	-	2880x120	90x90	-	-	CBR can vary within RESA due to meteorological conditions.
** 0.88% SWY	60x45	-	2880x120	140x90	-	-	
* RWY11: -0.64% (1260 M) / +0.39% (1380 M)							
** RWY29: -0.39% (1380 M) / +0.64% (1260 M)							

LTCG AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
11	2640	2640	2700	2640	-
11	1845	1845	1905	-	Take off from intersection with TWY B
11	1495	1495	1555	-	Take off from intersection with TWY D
29	2640	2640	2700	2640	-
29	1545	1545	1605	-	Take off from intersection with TWY E

LTCG AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	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
11	Precision APP Barette System CAT II 540 M (of which 240 M is flashing) LIH	Green	PAPI (Left) 3.3 DEG 51 FT	900 M	2640 M, 15 M Color Coded White/Red LIH	2640 M, 60 M Color Coded White/Yellow LIH	Red	60 M Red	NIL
29	Simple APP Barette System 330 M (of which 90 M is flashing) LIH	Green	PAPI (Left) 3.5 DEG 49 FT	-	2640 M, 15 M Color Coded White/Red LIH	2640 M, 60 M Color Coded White/Yellow LIH	Red	60 M Red	

LTCG AD 2.15 OTHER LIGHTING AND SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: Flg W,G on top of the TWR. H24
2	LDI location and LGT Anemometer location and LGT	- Anemometer: 2 Anemometers available, see ADC Chart for locations, not LGTD
3	TWY edge and centerline lighting	Edge: All TWYs
4	Secondary power supply/switch-over time	Available. Switch overtime UPS (0) seconds.
5	Remarks	APRON: LGTD, RTIL available for RWY 11/29, Signs: LGTD; Turn Pad: LGTD, RGL: Available for TWYs A, B, D, E.

LTCG AD 2.16 HELICOPTER LANDING AREA - NIL**LTCG AD 2.17 ATS AIRSPACE**

1	Designation and lateral limits	Trabzon CTR, Centered 405956N-0394659E, Radius 5 NM
2	Vertical limits	1000 FT AMSL/SFC
3	Airspace classification	-
4	ATS unit call sign Language(s)	Trabzon TWR TU-EN
5	Transition altitude	12000 FT
6	Remarks	APP Service is provided by: a) Trabzon APP b) Trabzon TWR when required or transferred by Trabzon APP.

LTCG AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel	Hours of operation	Remarks
1	2	3	4	5
TWR	Trabzon TWR	126.85 MHz 119.325 MHz 362.3 MHz * 121.5 MHz * 243.0 MHz	H24	* Emergency
	Trabzon Ground	121.9 MHz	H24	NIL
APP	Trabzon Approach	119.25 MHz 130.225 MHz 264.125 MHz * 121.5 MHz * 243.0 MHz	H24	NIL
ATIS	Trabzon Information	118.625 MHz	H24	D-ATIS service available for ACFT equipped with ACARS. For arrival Label "A" for departure Label "D" for contract Label "C" for terminate Label "T"

Service designation	Call sign	Channel	Hours of operation	Remarks
1	2	3	4	5
SAR	Trabzon Rescue Sub-center	123.1 MHz 282.8 MHz 5680 KHz 3023 KHz	H24	NIL

LTCG 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	TBN	371 KHz	H24	405943.0N 0394744.3E	-	Coverage 75 NM TBN NDB is unusable BTN 100-265 degrees within 07-12 NM below 9000 FT and beyond 12 NM below 18000 FT, BTN 150-240 degrees beyond 24 NM below 26000 FT
VOR/DME	TBN	114.9 MHz CH96X	H24	405943.0N 0394744.3E	17 M	TBN VOR/DME is unusable BTN R100-R265 within 07-12 NM below 9000 FT and beyond 12 NM below 18000 FT, BTN R150-R240 beyond 24 NM below 26000 FT
LLZ RWY 11 ILS CAT I	ITBZ	109.1 MHz	H24	405923.4N 0394823.7	-	RWY 11 ITBZ ILS/DME is unusable beyond 10 degrees right side of LLZ centerline (150 HZ SECTOR II)
GP		331.4 MHz	H24	405957.2N 0394644.7E	-	3.3 DEG RDH 55 FT
DME	ITBZ	CH28X	H24	405957.3N 0394644.7E	46 M	Coverage 50 NM
LLZ RWY 29	ITRB	108.9 MHz	H24	410002.0N 0394619.2E	-	ITRB LLZ/DME is unusable a) beyond 18 NM from LLZ antenna either side of CL (90 HZ - 150 HZ sector I) b) outside 10 degrees left side of CL (90 HZ sector II)
DME	ITRB	CH26X	H24	410002.0N 0394619.2E	42 M	-

LTCG AD 2.20 YEREL HAVALİMANI DÜZENLEMELERİ

MEYDAN KULLANMA TEDBİRLERİ

A) Kullanış şekli:

Meydanı kullanmayı planlayan tüm IFR/VFR sivil, tarifesiz ve askeri trafikler Trabzon Havalimanı otoritesi veya ATC birimiyle irtibata geçmelidir. Meydana iniş yapacak tarifesiz trafiklerin Meydan Müdürlüğünden 3 saat önceden izin alması gerekmektedir.

a) Uluslararası tarifesiz uçuşlar için ve Ankara'ya (LTAC) yedek meydan

b) Bütün dahili hava trafiği için normal ve yedek meydan.

B) Bu meydanı kullanan ve alıcı verici muhaberesi olmayan uçaklar için ön mücade alınması gereklidir.

C) Bir pisti, hızlı çıkış taksi yolunu kullanarak terk eden bir hava aracı, kavşak noktalarında, diğer taksi yollarında taksi yapmakta olan hava araçlarına nazaran geçiş önceliğine sahiptir. Bütün pilotlar bu geçiş önceliği hakkında bilgi sahibi olacak ve aksi yönde bir talimat verilmediği sürece, hızlı çıkış taksiyollarından birisini kullanarak pisti terk etmekte olan hava araçlarına, kavşak noktalarında yol vereceklerdir.

D) Kullanılan Pistin Seçimi:

Uçakların iniş ve kalkış yönü, ICAO PANS ATM Dokümanı "7.2 Kullanılan Pistin Seçimi" başlığı altında yer alan kriterlere uygun olarak veya tercihli pist sistemi uygulaması kapsamında belirlenir.

"Kullanılan pist" terimi, belirli bir zamanda ATC tarafından inmesi veya kalkması beklenen uçak türleri tarafından kullanım için en uygun olarak kabul edilen pisti belirtmek için kullanılır.

Kullanılan pistin seçiminde meydan trafik paterni, pistin uzunluğu, mevcut seyrüsefer yardımcılarının durumu, meteorolojik koşullar, uçak performansı, tercihli pist uygulamaları ve gürültü önleme gibi unsurlar dikkate alınır.

İniş ya da kalkış amacıyla kullanılacağı ATC tarafından belirtilen bir pisti kabul/ret etmek pilotun kararıdır. Kaptan pilot, kullandığı pistin emniyet veya performans nedenleriyle kullanılamayacağını düşünürse, başka bir pisti kullanma talebinde bulunacaktır. Bu talep ATC tarafından uygun olan bir zaman diliminde karşılanır. Bu gibi durumlarda, talepte bulunan hava aracı uzun süreli gecikmeye maruz kalabilir. ATC ünitesi, gecikmelerin 30 dakikayı geçmesi durumunda pilotları bilgilendirecektir.

Tercihli Pist Sistemi Operasyonları:

"Tercihli Pist Sistemi (PRS)" terimi, belirli bir zamanda, hava aracı performansı, yer rüzgar şiddeti ve bileşenlerini dikkate alarak ATC birimi tarafından havaalanına inmesi veya havaalanından kalkması beklenen hava araçları için en uygun pisti belirlemek için kullanılacaktır.

PRS Operasyonları, havalimanı ve hava sahası kapasitesinin verimli şekilde kullanılmasını sağlar.

LTCG AD 2.20 LOCAL AERODROME REGULATIONS

LIMITATIONS ON USE OF AERODROME

A) Available to:

All IFR/VFR civil, charter and military traffic planned to use this aerodrome must contact with Trabzon Aerodrome Authority or ATC unit. All charter flights planned to land to this aerodrome must take prior permission 3 hours in advance from Aerodrome office on duty.

a) International non-scheduled air transport and alternate use for Ankara (LTAC)

b) All domestic air traffic for regular or alternate use.

B) Prior permission is required for the aircraft using this airport without two-way radio communication.

C) All aircraft vacating a RWY via Rapid Exit TWY has the priority at the intersection of the TWYs, over the aircraft taxiing on other TWYs. All pilots shall be cautious about this priority and unless otherwise instructed not to do so, give way to the aircraft vacating a RWY via one of the Rapid Exit TWYs.

D) Selection of the Runway-in-use:

The direction in which aircraft take off and land is determined in accordance with the criteria on the ICAO PANS ATM "7.2 Selection of Runway-in-use" or by the preferential runway system.

The term "runway-in-use" is used to indicate the runway that - at a particular time - is considered by ATC to be the most suitable for use by the types of aircraft expected to land or take off.

In selecting the runway-in-use, ATC shall also take into consideration other relevant factors such as the aerodrome traffic circuits, the length of the runway, the approach and landing aids available, meteorological conditions, aircraft performance, the existence of a preferential runway system and noise abatement.

Accepting a runway stated by ATC for landing or take-off is a pilot's decision. If the pilot-in-command considers the runway-in-use not usable for reasons of safety or performance, he shall request permission to use another runway. This request will met by ATC at an appropriate time. In such cases, aircraft may be subject to a long delay. ATC shall notify pilots of delays expected to exceed 30 minutes.

Preferential Runway System Operation:

The term "Preferential RWY System (PRS)" shall be used to indicate the runway that, at a particular time, is considered by the ATC unit to be the most suitable for use by the aircraft expected to land at or take-off from the aerodrome, by taking into consideration aircraft performance, surface wind speed and its components.

PRS Operations contribute to the optimum use of airspace and aerodrome capacity.

Havalimanı için tercihli pist(ler)	Preferential RWY(s) for Airport
RWY 11	RWY 11
1- Tercihli pistin kullanımında aşağıda belirtilen pist yüzey koşullarına bağlı rüzgar kriterleri dikkate alınır:	1- In the PRS operations, the following wind criteria depending on the runway surface condition shall be applied:
RWYCC (Pist durum kodu) / RWYCC (Runway Condition Code)	Arka Rüzgar Bileşeni (max) / Tail Wind Component (max)
RWYCC 6/6/6	10 KT (dahil) / 10 KT (incl)
Pistin herhangi bir üçte birlik kısmında RWYCC en az 5 olarak raporlanması / When RWYCC is reported at least 5 for any each runway third	5 KT (dahil) / 5 KT (incl)
2- PRS operasyonları sırasında ATC ünitesi yer rüzgarı, trafik durumu, mahalli meteorolojik şartlar, çevresel kısıtlamalar, teknik alt yapı, gürültü önleme gibi hususları dikkate alır.	2- During the PRS operations, ATC unit takes into account the ground wind, traffic situation, local meteorological conditions, environmental restrictions, technical infrastructure, noise abatement, etc.
3- PRS operasyonları aşağıda belirtilen durumlarda yapılmaz: a) Tercih edilen pistin aletle iniş ve kalkış usullerinin hüküm sürmekte olan meteorolojik koşullarda yapılacak operasyona uygun olmaması, b) Tercih edilen pist kuru olduğunda (RWYCC 6/6/6) arka rüzgar bileşenin 10 Knot tan fazla olması, c) Tercih edilen pistin herhangi bir üçte birlik kısmında RWYCC en az 5 olarak raporlandığında arka rüzgar bileşenin 5 Knot tan fazla olması, d) Tercih edilen pistin herhangi bir üçte birlik kısmında RWYCC en az 5 olarak raporlandığında pistin kaygan olduğunu belirten bir NOTAM/ eş değer bir bilgi (söz konusu bilgi RCR'da yer alabilir) olması, e) Tercih edilen pistin herhangi bir üçte birlik kısmında RWYCC 4 veya daha az bir değer ile raporlanması, f) Tercih edilen pistin yaklaşma veya tırmanma hattında şiddetli yağış, oraj veya rüzgar kesmesi gibi meteorolojik şartlar rapor edilmesi, g) Düşük görüş operasyonlarının yürürlükte olması.	3- PRS operations will not be available under the following circumstances: a) The instrument approach/departure procedures available for the preferred RWY(s) are not convenient for landing and/ or take-off operations under the existing meteorological conditions, b) When the preferred RWY(s) are dry (RWYCC 6/6/6), the tail wind component is greater than 10 Kt, c) When RWYCC is reported at least 5 for any each the preferred RWY(s) third, the tail wind component is greater than 5 Kt, d) When RWYCC is reported at least 5 for any each the preferred RWY(s) third, there is a NOTAM/equivalent information (which may be included in the RCR) stating that the runway is slippery, e) RWYCC is reported 4 or less any each the preferred RWY(s) third, f) Meteorological conditions such as heavy rainfall, thunderstorm or wind-shear has been reported on the approach or climb path of the preferred RWY(s), g) Low visibility operations are in progress.
4- PRS operasyonlarında ATIS yayını "Preferential Runway Operations are in Progress" şeklinde yapılacaktır.	4- ATIS announcement when PRS Operations are in progress shall be; "Preferential Runway Operations are in Progress".
5- PRS operasyonunu kabul etmeyecek pilotlar, ilgili ATC birimine, kalkış için motor çalıştırma talebi ile birlikte, iniş için ilk temasta veya muhtemel varış zamanından (ETA) 20 dakika önce (hangisi önce ise) bildirecektir.	5- Pilots unable to comply with PRS Operations shall notify the relevant ATC unit at the time of requesting start-up clearance, at the first contact or 20 minutes in advance of the ETA (which is earlier).
E) B Taksiyolu bekleme noktasında uçak varken; C taksiyolunun B Taksiyolu arkasındaki kısımdan (11,12,13 Numaralı park yerleri arkasından) uçak geçmemesi, D Taksiyolu bekleme noktasında uçak varken; C Taksiyolunun D Taksiyolu arkasındaki kısımdan uçak geçmemesi gerekir ve 11/29 Pisti üzerinde yenilenen asfalt kaplamaya zarar verilmemesi için geri dönüş yapılmamalıdır.	E) When there is an aircraft at the holding point of the TWY B; the aircraft should not pass from the behind part of TWY B on TWY C (behind the parking area numbered 11,12 and 13). Also when there is an aircraft at the holding point of the TWY D; the aircraft should not pass from the behind part of TWY D on TWY C. In order not to damage the renewed asphalt pavement, no back return will be allowed on the RWY.
F) 1A numaralı park pozisyonuna park yapılması durumunda 1 ve 2 numaralı park pozisyonları kullanılmayacaktır.	F) In case of parking at position 1A, parking position 1 and 2 shall not be used.
2A numaralı park pozisyonuna park yapılması durumunda 2 ve 3 numaralı park pozisyonları kullanılmayacaktır.	In case of parking at position 2A, parking position 2 and 3 shall not be used.

LTCG AD 2.21 GÜRÜLTÜ ÖNLEME USULLERİ

- 1- Uçak yedek güç üniteleri (APU) yüksek düzeyde gürültü ve önemli emisyonlar oluşturduğundan, çevresel gürültünün etkilerini en aza indirmek için planlamadan uygulama aşamasına kadar önlemler alınmaktadır.
- 2- Köprü park yerlerinde park edişi müteakip 5 (beş) dakika içerisinde APU kapatılmalı, enerji ve hava ihtiyacı yolcu köprüsü ekipmanlarından sağlanmalıdır. Motor çalıştırılmadan en erken 15 (on beş) dakika önce yedek güç ünitelerinin (APU) başlatılmasına izin verilir.
- 3- Gürültü Kategorisi ICAO ANNEX 16 Cilt 1 Bölüm 3 ile uyumlu uçaklar kalkışlarda NADP-2, Gürültü Kategorisi ICAO ANNEX 16 Cilt 1 Bölüm 2 ile uyumlu uçaklar ise sadece NADP-1 uygulayacaklardır.
- 4- Pilotlar 3000 FT i katedinceye kadar ICAO Doc 8168 Cilt-3 de açıklanan "Noise Abatement Departure Procedures 1 veya 2" (NADP-1 veya NADP-2) usulünü uygulayacaklardır.
- 5- Gürültü Kategorisi ICAO ANNEX 16 Cilt-1 ile uyumlu diğer uçaklar (Bölüm 2 ve 3 hariç) kalkışlarda NADP-1 veya NADP-2 uygulayacaklardır.

LTCG AD 2.22 UÇUŞ USULLERİ

ICAO Standart SID/STAR freyzolojileri için ENR 1.5 bölümüne bakınız.

LTCG AD 2.23 EK BİLGİLER

1. Havaalanı civarında yerden 300 FT AGL yüksekliğe kadar, yaz ve sonbahar aylarında martı, diğer aylarda ise kaz ve karga kuş türlerinin denizden güneye doğru uçarak pist üzerinde ve strip sahalarda konakladıkları daha sonra batıyı takiben kuzeye doğru yönelen kuş uçuşlarına rastlanmaktadır. Pilotların dikkatli olmaları tavsiye edilir.
2. Pist merkez hattına 125 M mesafede ve pistin güneyinde pist merkez hattına paralel karayolu mevcuttur. Karayolu üzerindeki araçlar ile karayolu kenarındaki 8 M yüksekliğindeki aydınlatma direkleri mania teşkil etmektedir.
3. RWY 11/29 güneyinde, pist merkez hattına 150-315 M mesafeler arasında doğal mania ve Annex-14 Mania yüzeylerini aşmış binalar bulunmaktadır.
4. Pist merkezinden yaklaşık 1800 M, 242 M ve 1950 M mesafelerde 233 M yükseklikte manialar bulunmaktadır.
5. RWY 29 pist başına 960 M mesafedeki binanın 7 metrelik kısmı Annex-14 mania kriterlerini aşmaktadır.
6. Havalimanı güneyinde ve pist merkez hattına paralel 6 Km mesafedeki alanda yapılar mevcuttur.
7. 29 Pist başı güneyinde pist merkez hattına 145 M mesafede 35.5 zemin kotunda 10 M yüksekliğinde (45 FT/MSL) yaya üst geçidi bulunmaktadır.
8. TWY E ile RWY 29 şerit sahası arasında, 1000 M uzunlukta, pist merkez hattına 53 M mesafede, 2 M yükseklikte toprak yığınları mevcuttur.

LTCG AD 2.21 NOISE ABATEMENT PROCEDURES

- 1- As Auxiliary Power Units (APUs) generate high levels of noise and significant emissions, precautions are taken from planning to operation phase to minimize the environmental noise impact.
- 2- After parking at bridge parking areas, the auxiliary power unit (APU) should be turned off within 5 (five) minutes, energy and air needs should be provided by the passenger bridge equipment. Allowed to start Auxiliary Power Units (APU) earliest than 15 minutes before the engine start.
- 3- For departures any aircraft having compliance with the Noise Category ICAO ANNEX 16, Vol-1 Chapter 3 shall apply NADP-2 whereas aircraft having Noise Category are in compliance with ICAO ANNEX 16 Vol-1 Chapter 2 shall only apply NADP-1.
- 4- Pilots shall apply "Noise Abatement Departure Procedures 1 or 2" (NADP-1 or NADP-2) which has been explained in ICAO Doc 8168 Vol-3 until passing 3000 FT.
- 5- For departures any other aircraft having compliance with the Noise Category ICAO ANNEX 16 Vol-1 (except Chapter 2 and 3) shall apply NADP-1 or NADP-2.

LTCG AD 2.22 FLIGHT PROCEDURES

See section ENR 1.5 for the ICAO Standard SID/STAR phraseologies.

LTCG AD 2.23 ADDITIONAL INFORMATION

1. Bird movements and concentrations take place up to 300 FT AGL in the vicinity of the airport. Mainly, sea gulls in summer and autumn, and crows and geese rest of the year, come from the north to the south (from the sea to the land) and alight on the RWY and strip area, then fly away west-northerly).
2. There is a parallel highway at 125 M southerly to RWY centerline. Vehicles on the highway and lighting masts having 8 M height alongside the highway constitute obstacle for aircraft.
3. BTN 150-315 M, distance from the RWY centerline, there are natural obstruction and buildings exceeding Transition Surface Obstacle Criteria of Annex-14, in the south of RWY 11/29
4. There are obstacles of 233 M height at 1800 M, 242 M and 1950 M distances from the RWY centerline
5. 7 meters part at the top of the building that is 960 M away from RWY 29 THR exceeds the obstruction limits of Annex-14 within the coverage of Approach and Take-off surfaces
6. There are constructions within the 6 Km coverage southerly in parallel to the RWY centerline.
7. There is an overpass of 10 M height (45 FT/MSL) on the south of RWY 29 THR, 145 M away from the RWY centerline.
8. There is soil stack BTN TWY E and RWY 29 strip area, dist 53 M to RWY centerline.
- Height of stack: 2 M, Length of stack: 1000 M

9. De-icing alanı 1 ve 2 numaralı park alanı kuzeyinde, 100x100 M alan üzerinde yer almaktadır. Köşe koordinatları aşağıdaki gibidir ve ADC üzerinde gösterilmiştir:

405937.45N-0394712.55E, 405940.45N-0394714.18E 405941.69N-0394710.22E, 405938.69N-0394708.59E

10. Uçaklara yapılan de-icing uygulaması esnasında C taksi yolunun 1, 1A, 2, 2A ve 3 numaralı park yerleri kuzeyinde kalan kısmı (D taksi yolu ile E taksi yolu arası) başka uçaklarca taksi amaçlı kullanılmayacaktır.

11. Daimi Hudut Kapısı

9. De-icing area is 100x100 M square and in the north side of the parking stands number 1 and 2. The square coordinates are as follows and noted on the ADC chart:

10. During the de-icing operation, the north part of the ACFT stands number 1, 1A, 2, 2A and 3 on the TWY C (BTN TWY D intersection and TWY E) shall not be used by other ACFT for taxiing.

11. Permanent Border Gate.

LTCG AD 2.20 CHARTS RELATED TO TRABZON AERODROME

Aerodrome Chart	AD 2 LTCG ADC
Aircraft Parking/Docking Chart	AD 2 LTCG PRKG
Aerodrome Obstacle Chart	AD 2 LTCG AOC
Standard Instrument Departure Chart (SID) RWY 11	AD 2 LTCG SID-1
Standard Instrument Departure Chart (SID) RWY 29	AD 2 LTCG SID-2
Standard Instrument Departure Chart (SID) RNAV (GNSS) RWY 11	AD 2 LTCG SID-3
Standard Instrument Departure Routes RNAV (GNSS) RWY 11	AD 2 LTCG SID-3A
Standard Instrument Departure Chart (SID) RNAV (GNSS) RWY 29	AD 2 LTCG SID-4
Standard Instrument Departure Routes RNAV (GNSS) RWY 29	AD 2 LTCG SID-4A
Standard Instrument Arrival Chart (STAR) RWY 11	AD 2 LTCG STAR-1
Standard Instrument Arrival Chart (STAR) RNAV (GNSS) RWY 11	AD 2 LTCG STAR-2
Standard Instrument Arrival Routes (STAR) RNAV (GNSS) RWY 11	AD 2 LTCG STAR-2A
Standard Instrument Arrival Chart (STAR) RNAV (GNSS) RWY 29	AD 2 LTCG STAR-3
Standard Instrument Arrival Routes (STAR) RNAV (GNSS) RWY 29	AD 2 LTCG STAR-3A
Standard Instrument Arrival Chart (STAR) RWY 29	AD 2 LTCG STAR-4
Instrument Approach Chart VOR A, NDB A	AD 2 LTCG IAC-1
Instrument Approach Chart VOR B, NDB B	AD 2 LTCG IAC-2
Instrument Approach Chart VOR C, NDB C	AD 2 LTCG IAC-3
Instrument Approach Chart VOR D	AD 2 LTCG IAC-4
Instrument Approach Chart ILS Z CAT I or LOC Z RWY 11	AD 2 LTCG IAC-5
Instrument Approach Chart ILS Y CAT I or LOC Y RWY 11	AD 2 LTCG IAC-6
Instrument Approach Chart LOC ONLY Z RWY 29	AD 2 LTCG IAC-7
Instrument Approach Chart LOC ONLY Y RWY 29	AD 2 LTCG IAC-8
Minimum Radar Vectoring Altitude Chart	AD 2 LTCG MRVC
Minimum Radar Vectoring Altitude	AD 2 LTCG MRVC-A
Bird Concentration and Movement Chart	AD 2 LTCG BRD