



General information about Turkish Airspace
2017

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MUST HAVE DOCUMENTS

- ICAO 8168
- ICAO 9432
- ICAO 8400
- DHMI Manual (*)

(*) General Directorate of State Airports Authority in Turkey

GENERAL

Units of measurement used in all air and ground operations are as listed in the following table.

Measurement of	Unit
Distance used in navigation, position reporting, generally in excess of 2	Nautical Miles and Tenths
Relatively short distances such as those relating to aerodromes (e.g., runway	Meters or Feet
Altitude, elevations and heights	Feet
Horizontal speed including wind speed	Knots
Vertical speed	Feet per Minute
Wind direction for landing and taking	Degrees Magnetic
Wind direction except for landing and	Degrees True
Visibility including runway visual range	Kilometers or Meters
Altimeter setting	Hectopascals
Temperature	Degrees Celsius
Weight	Metric Tons or Kilograms
Time	Hours and Minutes, the day of 24hrs beginning at midnight UTC

DIFFERENCES FROM ICAO STANDARDS AND PROCEDURES ICAO REFERENCE ANNEX 11

- Holding procedures comply with ICAO 8168.
- Instrument approach procedures are based on ICAO 8168.
- Airspace classification is not applied in Turkey.

PROCEDURE LIMITATIONS AND OPTIONS

Side step maneuver can be used at Ankara (Esenboga), Antalya, Bursa (Yenisehir), Denizli (Cardak), Erzurum, Gaziantep, Istanbul (Ataturk), Izmir (Adnan Menderes), Milas (Bodrum), Mugla (Dalaman), Tekirdag (Corlu) airports, where the distance between two parallel runway's centerline is less than 365m.

In case an instrument runway, having a published instrument approach procedure, is unusable for any reason side step maneuver may be conducted for landing purposes to the parallel runway, emergency runway or the parallel taxiway which is officially allowed to be used as an alternate runway and declared advanced notice for this purpose.

Operators intended to use side step maneuver shall determine their own minimum altitudes and visibility values applicable for the side step maneuver.

Side step maneuver phraseology given below:

“Cleared for ... (name or type of approach) Approach for RWY ... (associated RWY for that approach) side step to RWY... (landing of the parallel RWY).”

EXAMPLE: “Cleared for ILS/DME 2 Approach for RWY 03R side step to RWY 03L.”

MINIMUM HORIZONTAL RADAR SEPARATION

- The minimum horizontal radar separation shall be 5NM.
- The horizontal radar separation for Approach Control services shall be:
- 3NM minimum within Ankara, Istanbul, Izmir, Antalya, Dalaman and Milas TMA;
- 5NM minimum within Trabzon TMA, Adana and Kayseri MTMA.

LIMITATION ON USE OF AERODROME

All aircraft vacating a RWY via Rapid Exit Taxiway have the priority at the intersection of the taxiways, over the aircraft taxiing on other taxiways. 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 Taxiways.

Above described procedure applies to the following airports: Ankara (Esenboga), Antalya, Erzurum, Gaziantep, Istanbul (Ataturk), Istanbul (Sabiha Gokcen), Izmir (Adnan Menderes), Milas (Bodrum), Mugla (Dalaman), Trabzon.
