

**GENERAL****ATS Hours**

See NOTAM

**Airport Information**

**RFF:** CAT 7  
**PCN:** RWY 18/36: 80/F/C/W/T  
**Customs:** Not published

**Warnings****KST VOR/DME, KST NDB** unusable: R150-R200 beyond 10NM below 11000ft.**ARRIVAL****Speed**

MAX IAS 250KT within TMA at or below FL100 (refer to RFCs).

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

RWY		18/36	
All ACFT	ft - m/km	0 - 400V	-

**Speed**

MAX IAS 250KT within TMA at or below FL100 (refer to RFCs).

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

See NOTAM

29-SEP-2016  
KFS-LITAL

2-10

Turkey Kastamonu

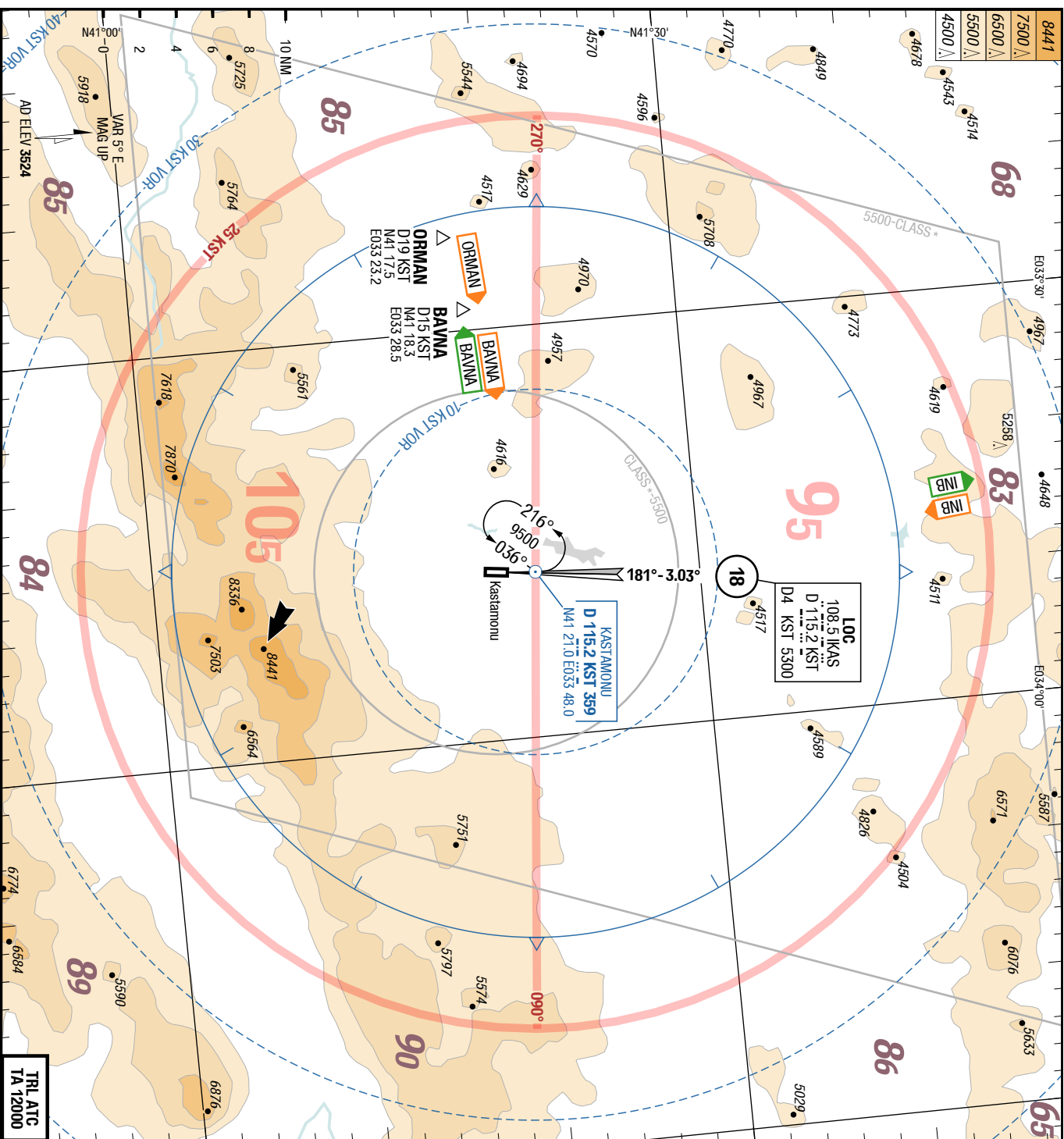
AGC  
AFC

AFC

AFC

AGC  
AFC

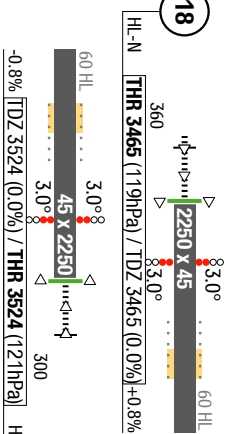
Kastamonu Turkey



<b>APP</b>	119.500	HR BY NOTAM
<b>TWR</b>	118.400	HR BY NOTAM
<b>GND</b>	121.900	HR BY NOTAM

Landing RWY system:

**18**



**36**

TRL ATC  
TA 12000

Changes: APL, ASP, OBST

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TWR 118.400 HR by NOTAM  
GND 121.900 HR by NOTAM

COORDINATES  
1, 2 N41 19.0 E033 48.0

18  
181°  
3465

2250 X 45

ARP  
N 41 19.0  
E 033 47.8

FIRE STATION

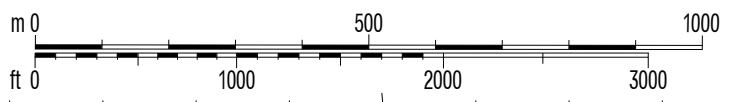
APRON

TERMINAL

36  
001°  
3524

VAR 5° E  
MAG UP

AD ELEV 3524



E033°47.5'

E033°48'

E033°48.5'

N41°19.5'

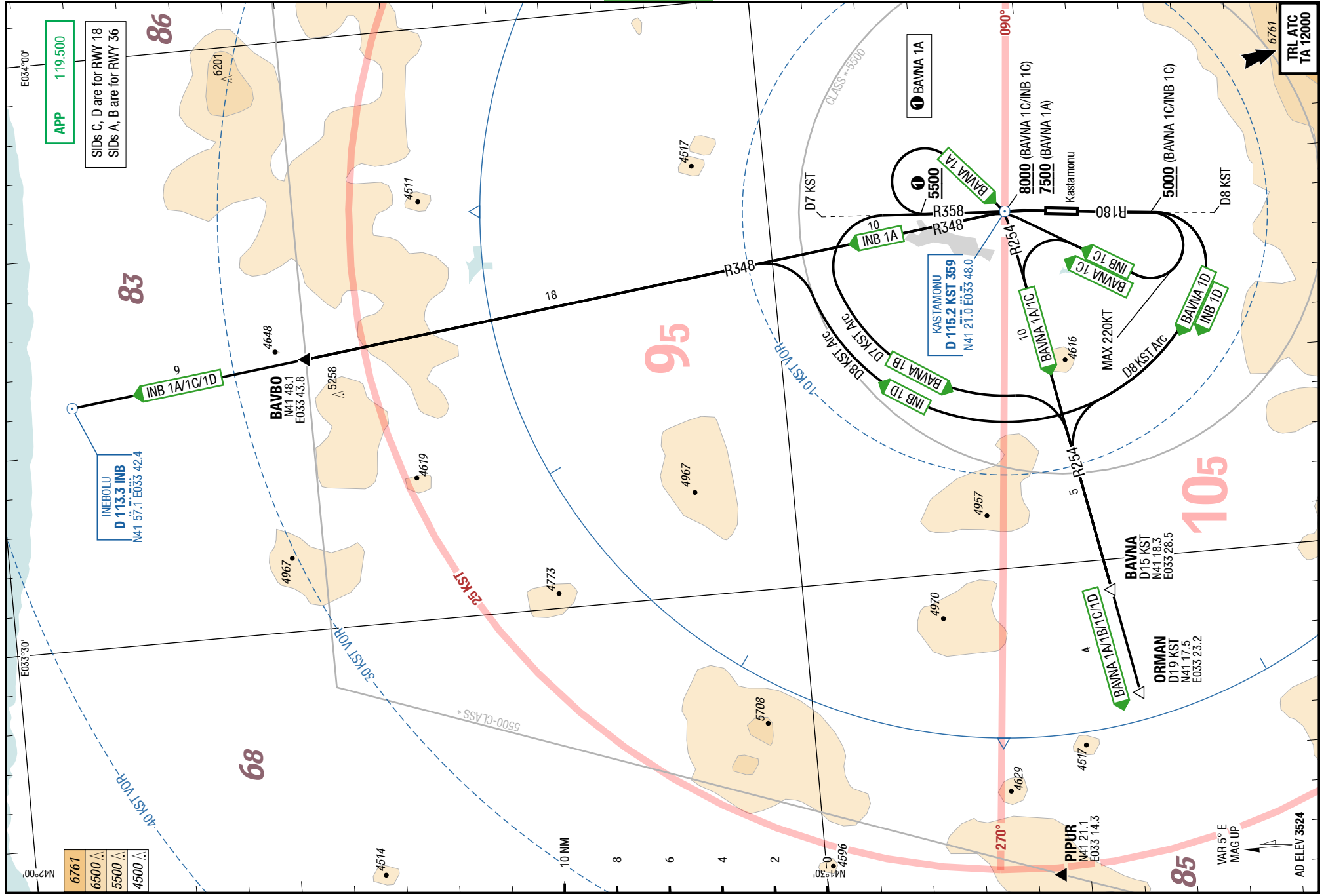
N41°19'

N41°18.5'

Changes: WDI

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4-10

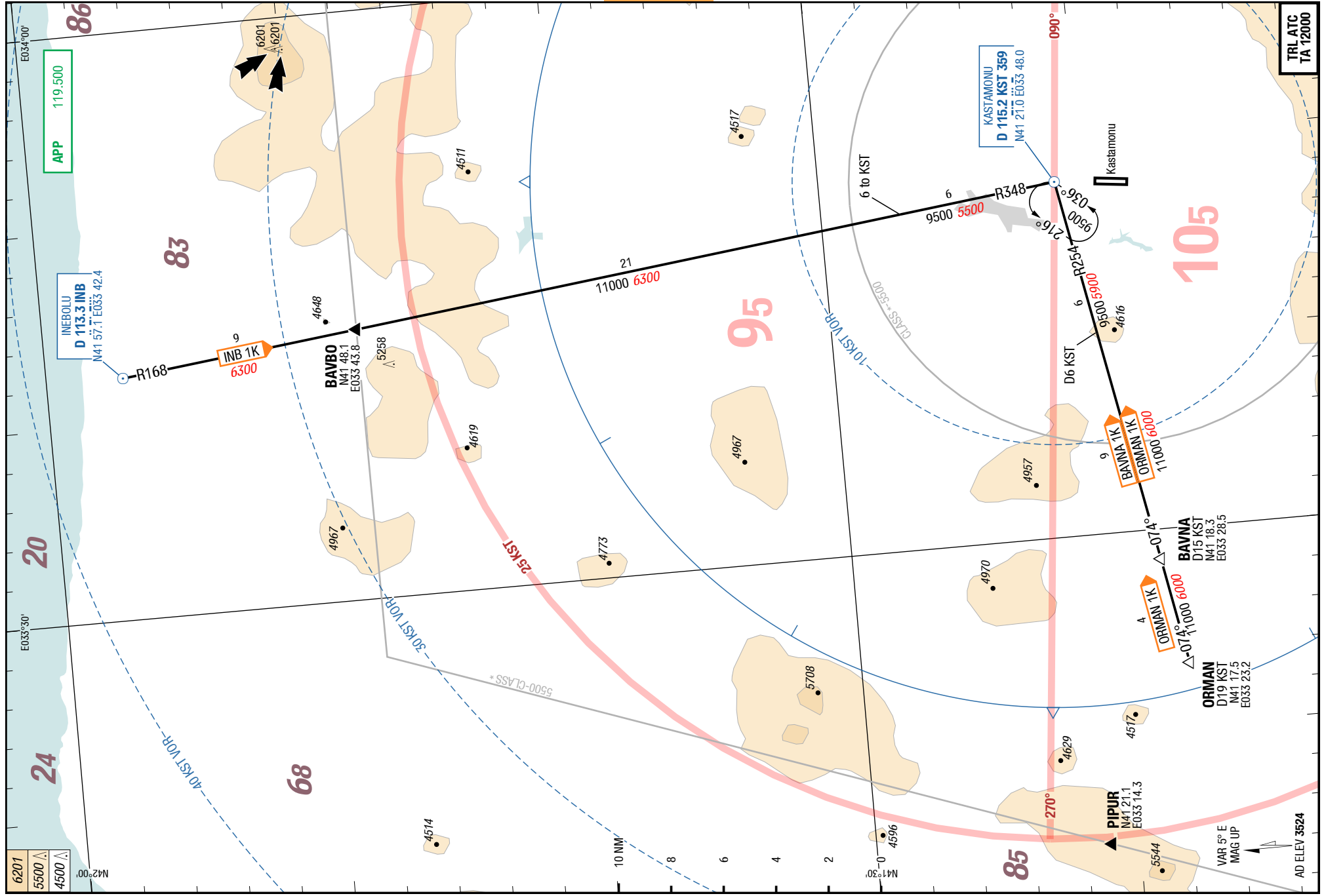


**BAVNA 1C / BAVNA 1D / INEBOLU 1C / INEBOLU 1D / BAVNA 1A / BAVNA 1B / INEBOLU 1A**

RWYs 18 (181°) / 36 (001°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400

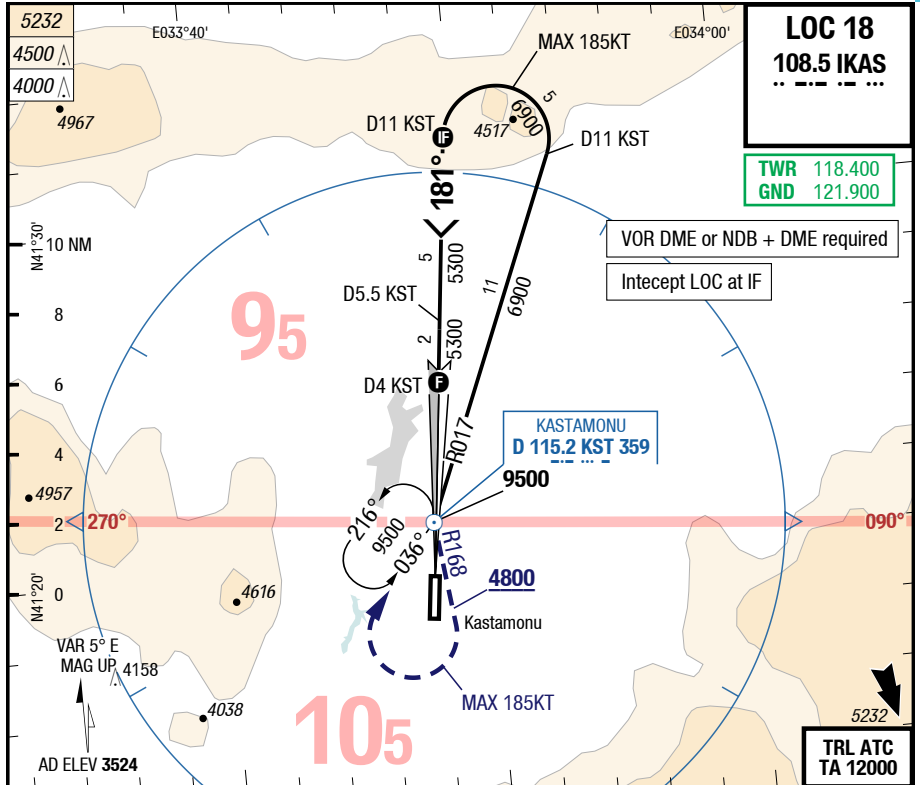
DESIGNATOR	ROUTING	ALTITUDES
<b>Runway 18</b>		
<b>BAVNA 1C</b> 5.0% to 12000 <b>119.500</b>	intercept R180 <b>KST</b> (QDR 180 <b>KST</b> ) - at MNM 5000 RT (MAX 220KT) to <b>KST</b> - R254 <b>KST</b> (QDR 254 <b>KST</b> ) to BAVNA - ORMAN	<b>KST MNM 8000</b>
<b>BAVNA 1D</b> 5.0% to 12000 <b>119.500</b>	intercept R180 <b>KST</b> (QDR 180 <b>KST</b> ) - at D8 <b>KST RT</b> follow D8 <b>KST</b> Arc - intercept R254 <b>KST</b> (QDR 254 <b>KST</b> ) to BAVNA - ORMAN	
<b>INEBOLU 1C</b> <b>INB 1C</b> 5.0% to 12000 <b>119.500</b>	intercept R180 <b>KST</b> (QDR 180 <b>KST</b> ) - at MNM 5000 RT (MAX 220KT) to <b>KST</b> - R348 <b>KST</b> (QDR 348 <b>KST</b> ) to <b>INB</b>	<b>KST MNM 8000</b>
<b>INEBOLU 1D</b> <b>INB 1D</b> 5.0% to 12000 <b>119.500</b>	intercept R180 <b>KST</b> (QDR 180 <b>KST</b> ) - at D8 <b>KST RT</b> follow D8 <b>KST</b> Arc - intercept R348 <b>KST</b> (QDR 348 <b>KST</b> ) to <b>INB</b>	
<b>Runway 36</b>		
<b>BAVNA 1A</b> 5.0% to 12000 <b>119.500</b>	intercept R358 <b>KST</b> (QDR 358 <b>KST</b> ) - at MNM 5500 RT to <b>KST</b> - R254 <b>KST</b> (QDR 254 <b>KST</b> ) to BAVNA - ORMAN	<b>KST MNM 7500</b>
<b>BAVNA 1B</b> 5.0% to 12000 <b>119.500</b>	intercept R358 <b>KST</b> (QDR 358 <b>KST</b> ) - at D7 <b>KST LT</b> follow D7 <b>KST</b> Arc - intercept R254 <b>KST</b> (QDR 254 <b>KST</b> ) to BAVNA - ORMAN	
<b>INEBOLU 1A</b> <b>INB 1A</b> 5.0% to 12000 <b>119.500</b>	intercept R348 <b>KST</b> (QDR 348 <b>KST</b> ) to <b>INB</b> - join AWY	



Changes: ASP, MTCA, OBST, AD Code

7-10

LOC 18



<b>18</b>		<b>LOC DME</b> KST GA 3.2%	<b>LOC DME</b> KST GA 3.2% APL U/S	<b>LOC DME</b> KST GA 2.5%	<b>LOC DME</b> KST GA 2.5% APL U/S	<b>Circling</b>
C	ft - m/km ft	390 - 1.8V <b>3850</b>	390 - 2.2V <b>3850</b>	540 - 2.5V <b>4000</b>	540 - 2.9V <b>4000</b>	980 - 4.5V <b>4500</b>
D	ft - m/km ft	390 - 1.8V <b>3850</b>	390 - 2.2V <b>3850</b>	540 - 2.5V <b>4000</b>	540 - 2.9V <b>4000</b>	1680 - 5.0V <b>5200</b>

Changes: ALT, APL, OBST, MISAP text

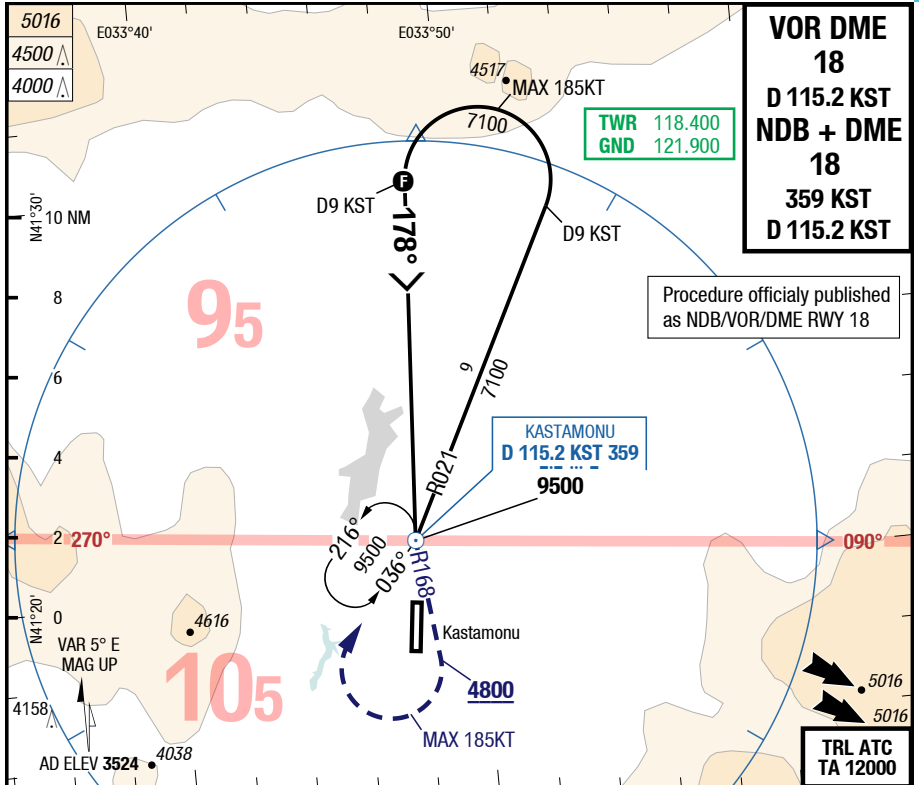
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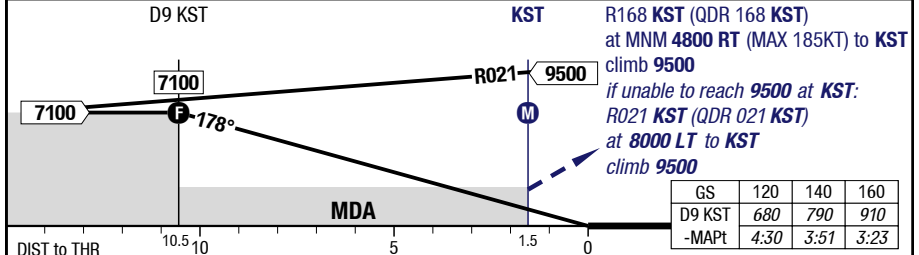
KFS-LTAL

7-30

VOR DME 18 / NDB + DME 18



3.20°	9	7	5	3	2	1	<b>(18)</b> HL-N <b>THR 3465</b> (119hPa) / TDZ 3465 (0.0%) +0.8%
D KST <b>178°</b> RWY 181°	7100	6420	5740	5060	4720	4380	



		18	VOR DME	VOR DME	NDB DME	NDB DME	Circling
			VOR DME	VOR DME	NDB DME	NDB DME	
			APL U/S	KST	KST APL U/S		
C	ft - m/km ft	540 - 2.5V <b>4000</b>	540 - 2.9V <b>4000</b>	540 - 2.5V <b>4000</b>	540 - 2.9V <b>4000</b>	980 - 4.8V <b>4500</b>	
D	ft - m/km ft	540 - 2.5V <b>4000</b>	540 - 2.9V <b>4000</b>	540 - 2.5V <b>4000</b>	540 - 2.9V <b>4000</b>	1680 - 5.0V <b>5200</b>	

Changes: APL, ALT, OBST, MISAP text, Editorial

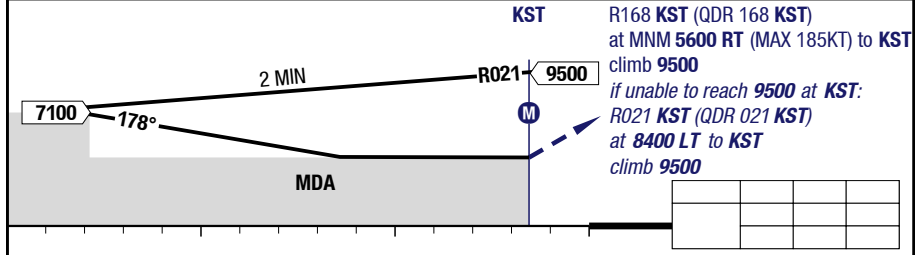
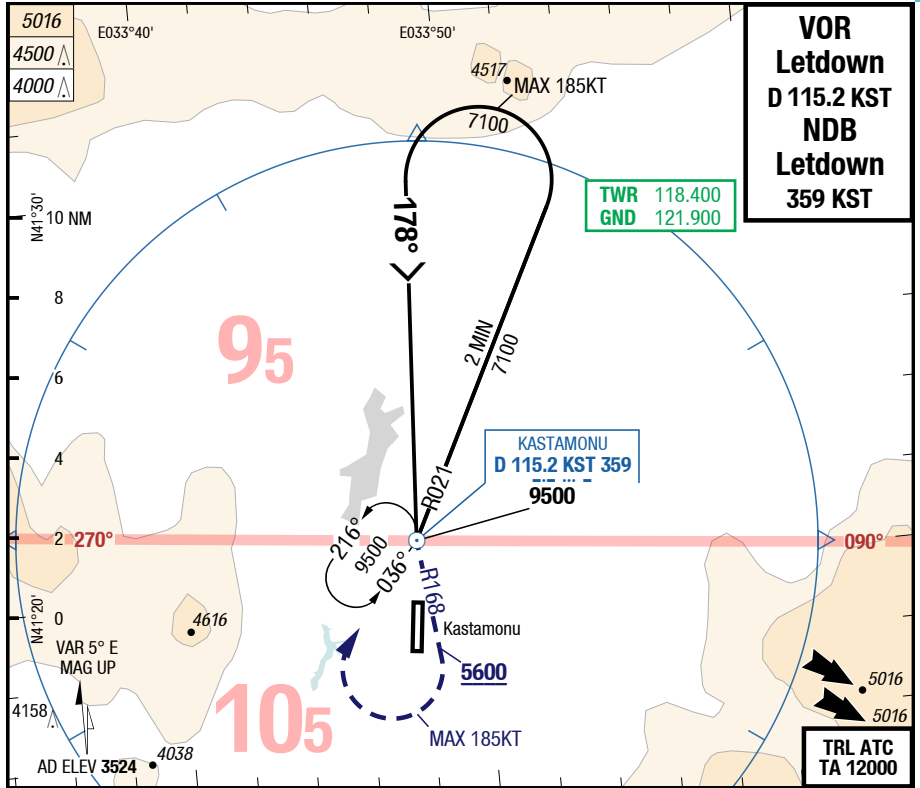
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KFS-LTAL

7-40

VOR Letdown / NDB Letdown



18/36		Letdown VOR/NDB				Circling
C	ft - m/km ft	Straight-in Not authorized				1280 - 5.0V 4800
D	ft - m/km ft	Straight-in Not authorized				1680 - 5.0V 5200

Changes: APL, ALT, OBST, MISAP text, Editorial