

**GENERAL**

**ATS Hours**

See NOTAM

**Airport Information**

**RFF:** CAT 7  
**Fuel:** JP-8  
**PCN:** RWY 02/20: 58/F/W/C/T

**Operation**

**TWY Restriction**

TWY T1, T2, T3, T4, T6 width 20m / 66ft.

TWY K, T5 width 12m / 39ft.

TWY M1, M3-M7, G1, G2, APN H and F for MIL use only.

**Warnings**

Birds in vicinity of AD.

**ARRIVAL**

**Speed**

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

**DEPARTURE**

**Take-off Minima**

RWY		02/20	
All ACFT	ft - m/km	0 - 500R/500V	-

**ATC Slot, Clearance**

**Start-up:** For start-up PROCs see CRAR Turkey.

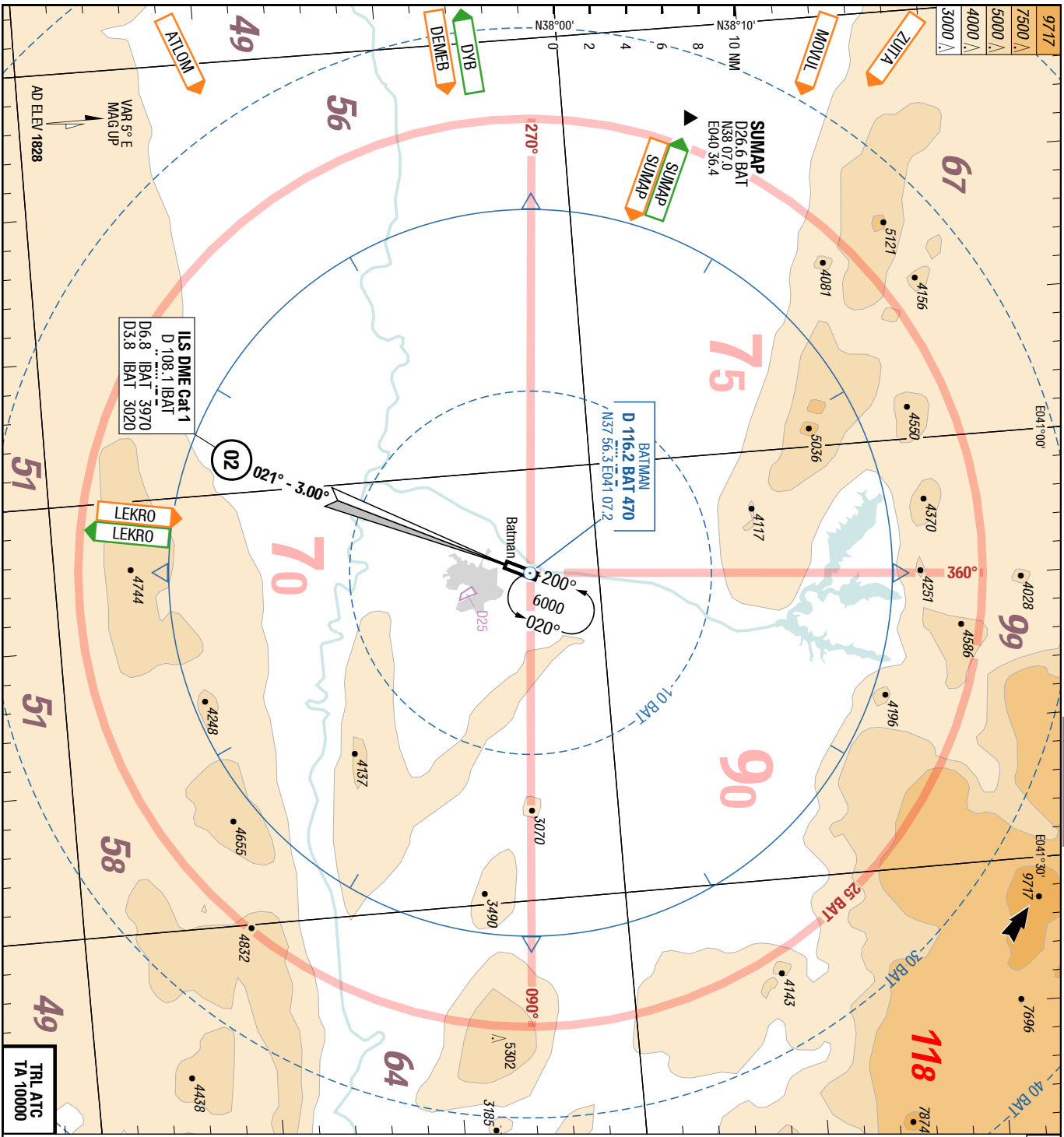
**Speed**

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

**De-Icing**

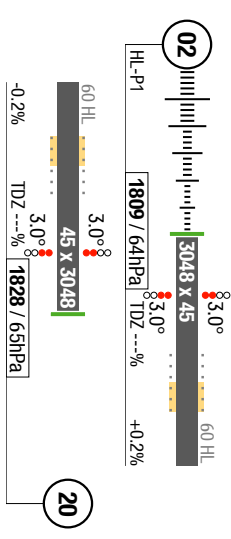
Not AVBL.

2-10



TWR 122.100 HB by NOTAM

Landing RWY system:



Changes: THR ELEV, APCH boxes, AD ELEV

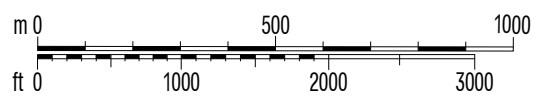
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TWR 122.100 HR by NOTAM

20  
201°  
1828



Aprons and TWYs except TWY J and Civil Apron are used for only military ACFT unless having special permission taken from APT Authority



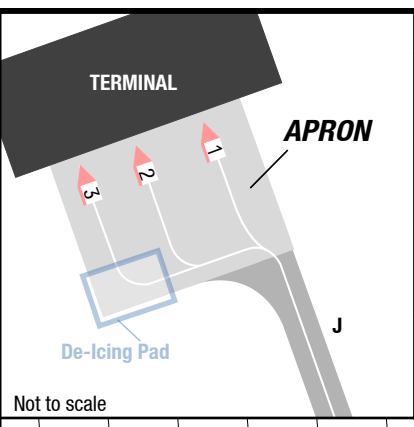
VAR 5° E  
MAG UP  
AD ELEV 1828

02  
021°  
1809

E041°07' E041°07.5'

COORDINATES

1	N37 56.8	E041 07.3
2	N37 56.7	E041 07.3
3	N37 56.7	E041 07.2



Not to scale

BATMAN  
D 116.2 BAT 470

ARP  
N 37 55.9  
E 041 07.0

3048 x 45

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Changes: RWY elev, AD ELEV



**DIYARBAKIR 1F / DIYARBAKIR 1P / LEKRO 1E / LEKRO 1F / SUMAP 1E / SUMAP 1F /  
DIYARBAKIR 1G / DIYARBAKIR 1H / LEKRO 1G / LEKRO 1H**

RWYs 02 (021°) / 20 (201°)

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 02</b>	
<b>DIYARBAKIR 1F</b> <b>DYB 1F</b> <b>122.100</b> ②	intercept QDR 010 <b>BAT</b> - at <b>3000 LT</b> (MAX 204KT) to <b>BAT</b> - intercept QDR 261 <b>BAT</b> to <b>DYB</b>	<b>BAT MNM 4300</b>
<b>DIYARBAKIR 1P</b> <b>DYB 1P</b> <b>122.100</b> ①	intercept R010 <b>BAT</b> - at <b>3000 LT</b> (MAX 204KT) to <b>BAT</b> - intercept R261 <b>BAT</b> to <b>DYB</b>	<b>BAT MNM 4300</b>
<b>LEKRO 1E</b> <b>122.100</b> ①	intercept R010 <b>BAT</b> - at <b>3000 LT</b> (MAX 204KT) to <b>BAT</b> - intercept R186 <b>BAT</b> to <b>LEKRO</b>	<b>BAT MNM 4300</b>
<b>LEKRO 1F</b> <b>122.100</b> ②	intercept QDR 010 <b>BAT</b> - at <b>3000 LT</b> (MAX 204KT) to <b>BAT</b> - intercept QDR 186 <b>BAT</b> to <b>LEKRO</b>	<b>BAT MNM 4300</b>
<b>SUMAP 1E</b> <b>122.100</b> ①	intercept R010 <b>BAT</b> - at <b>3000 LT</b> (MAX 204KT) to <b>BAT</b> - intercept R289 <b>BAT</b> to <b>SUMAP</b>	<b>BAT MNM 4300</b>
<b>SUMAP 1F</b> <b>122.100</b> ②	intercept QDR 010 <b>BAT</b> - at <b>3000 LT</b> (MAX 204KT) to <b>BAT</b> - intercept QDR 289 <b>BAT</b> to <b>SUMAP</b>	<b>BAT MNM 4300</b>
	<b>Runway 20</b>	
<b>DIYARBAKIR 1G</b> <b>DYB 1G</b> <b>122.100</b> ①	intercept R210 <b>BAT</b> - at <b>2800 RT</b> intercept R261 <b>BAT</b> to <b>DYB</b>	
<b>DIYARBAKIR 1H</b> <b>DYB 1H</b> <b>122.100</b> ②	intercept QDR 210 <b>BAT</b> - at <b>2800 RT</b> intercept QDR 261 <b>BAT</b> to <b>DYB</b>	
<b>LEKRO 1G</b> <b>122.100</b> ①	intercept R210 <b>BAT</b> - at <b>3500 LT</b> intercept R186 <b>BAT</b> to <b>LEKRO</b>	
<b>LEKRO 1H</b> <b>122.100</b> ②	intercept QDR 210 <b>BAT</b> - at <b>3500 LT</b> intercept QDR 186 <b>BAT</b> to <b>LEKRO</b>	

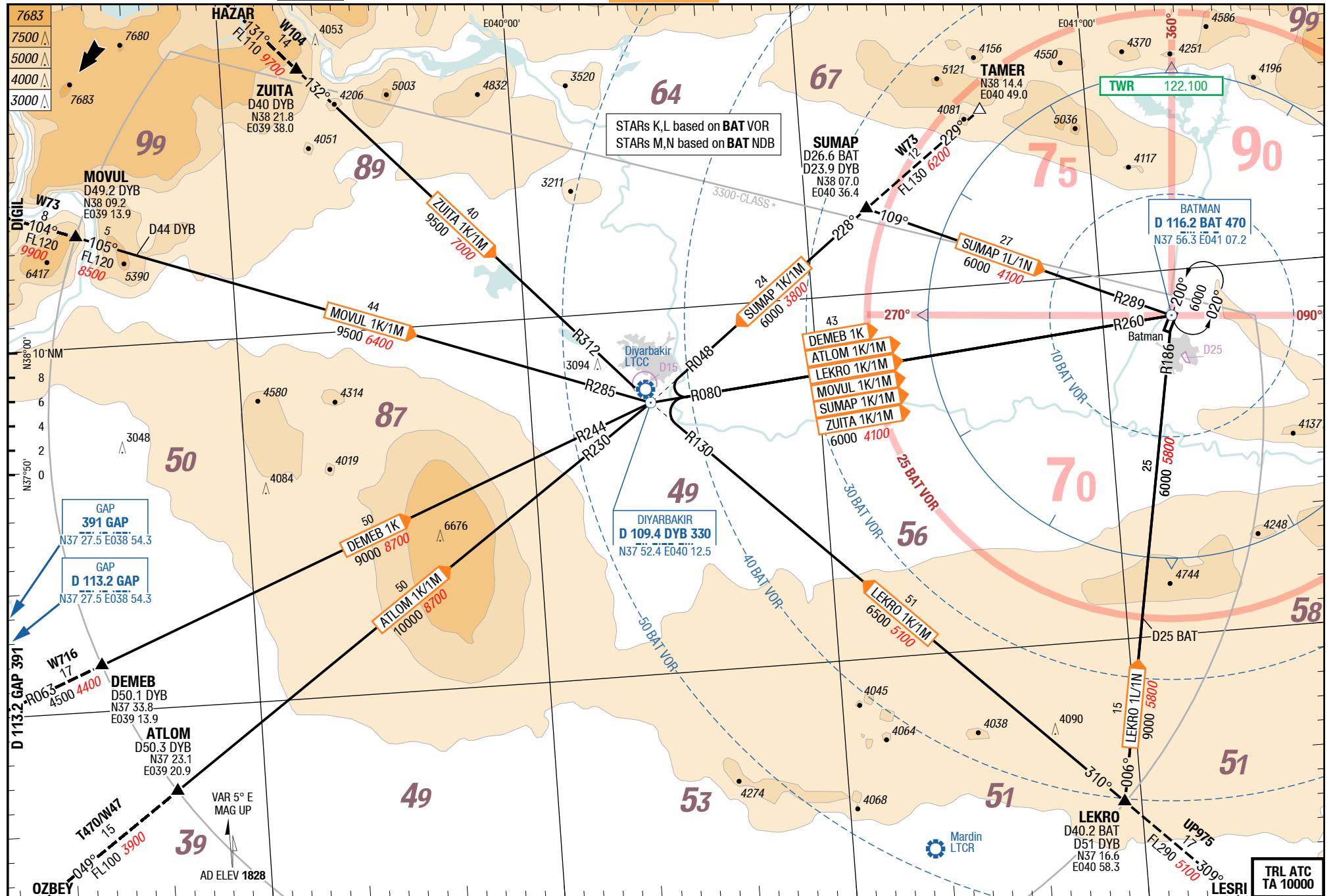
① PROC based on VOR

② PROC based on NDB

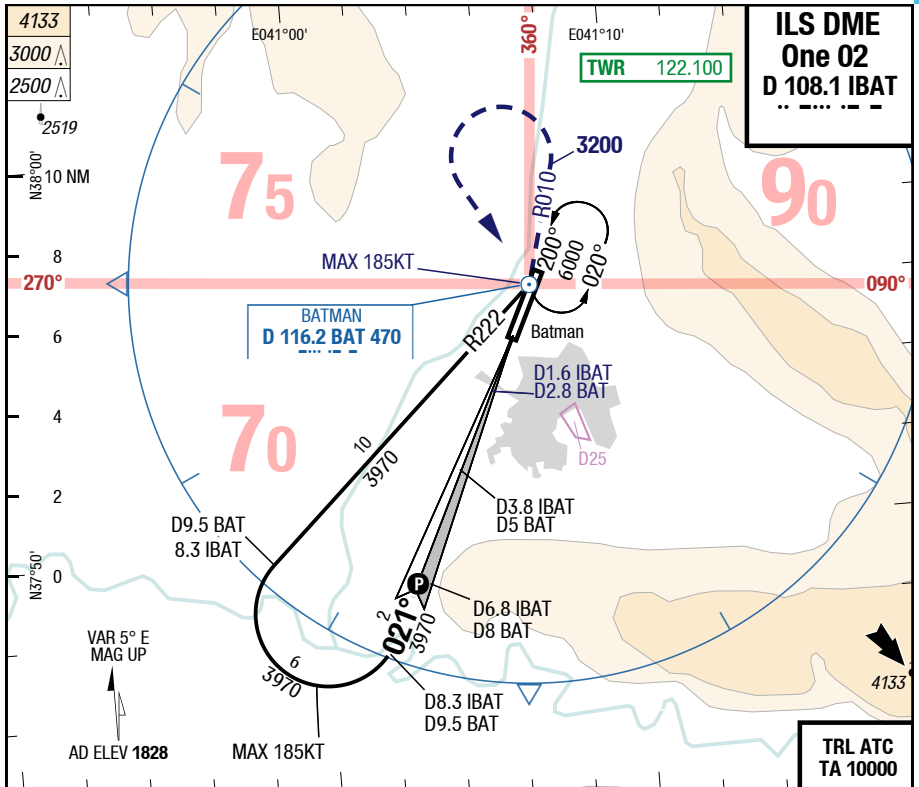
Changes: Track

<b>SUMAP 1G / SUMAP 1H</b>		
RWY 20 (201°)		
<b>DESIGNATOR</b>	<b>ROUTING</b>	<b>ALTITUDES</b>
	<b>Runway 20</b>	
<b>SUMAP 1G</b> <b>122.100</b> ①	intercept R210 <b>BAT</b> - at <b>2800 RT</b> to <b>BAT</b> - intercept R289 <b>BAT</b> to SUMAP	<b>BAT MNM 4000</b>
<b>SUMAP 1H</b> <b>122.100</b> ②	intercept QDR 210 <b>BAT</b> - at <b>2800 RT</b> to <b>BAT</b> - intercept QDR 289 <b>BAT</b> to SUMAP	<b>BAT MNM 4000</b>

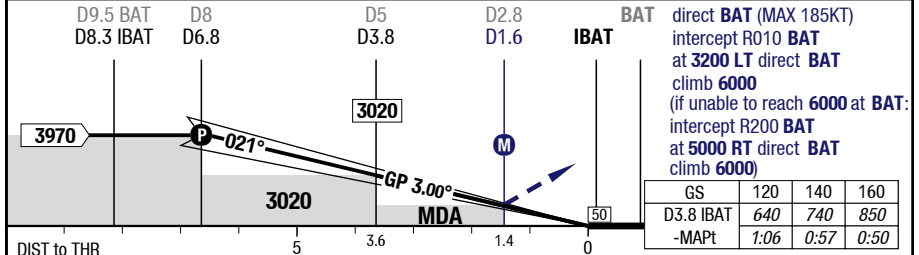
① PROC based on VOR  
 ② PROC based on NDB



Changes: MTCA, Track, ASP, OBST, DIST, AD ELEV



LOC 3.00° D IBAT	6.8	6	5	4	3	2	 3.0° 3048 x 45 3.0° TDZ ---% +0.2%
	3970	3730	3410	3090	2770	2450	



C	ft - m/km ft	230 - 550	520 - 1.6	Circling W of RWY only
		<b>2030</b>	<b>2320</b>	
D	ft - m/km ft	230 - 550	520 - 1.6	
		<b>2030</b>	<b>2320</b>	

1) FD, AP or HGS required, else RVR 750m

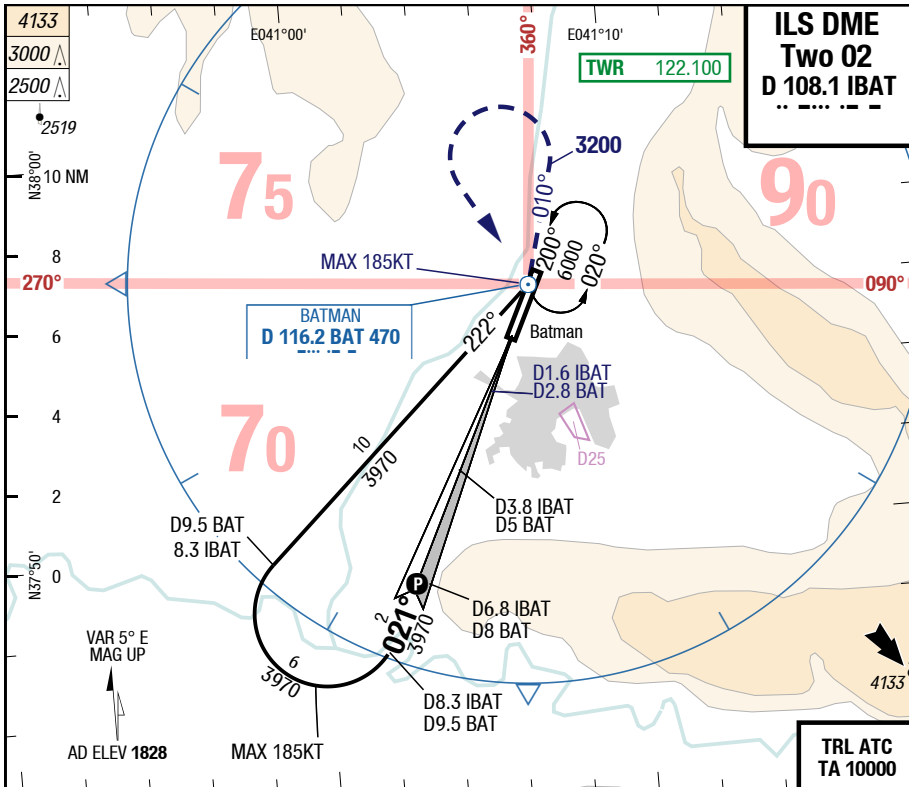


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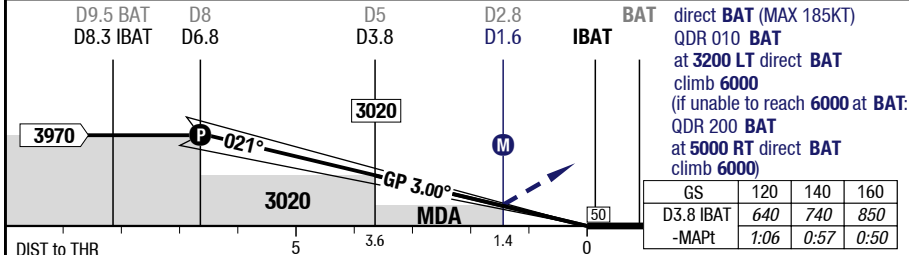
BAL-LTCJ

7-20

ILS DME Two 02



LOC 3.00° D IBAT	6.8	6	5	4	3	2	
	3970	3730	3410	3090	2770	2450	



DIST to THR		5	3.6	1.4	0
<b>02</b>	Cat 1 DME <sup>1)</sup>	LOC DME			Circling W of RWY only
C	ft - m/km ft	230 - 550 <b>2030</b>	520 - 1.6 <b>2320</b>		1180 - 2.4V <b>3000</b>
D	ft - m/km ft	230 - 550 <b>2030</b>	520 - 1.6 <b>2320</b>		1180 - 3.6V <b>3000</b>

1) FD, AP or HGS required, else RVR 750m

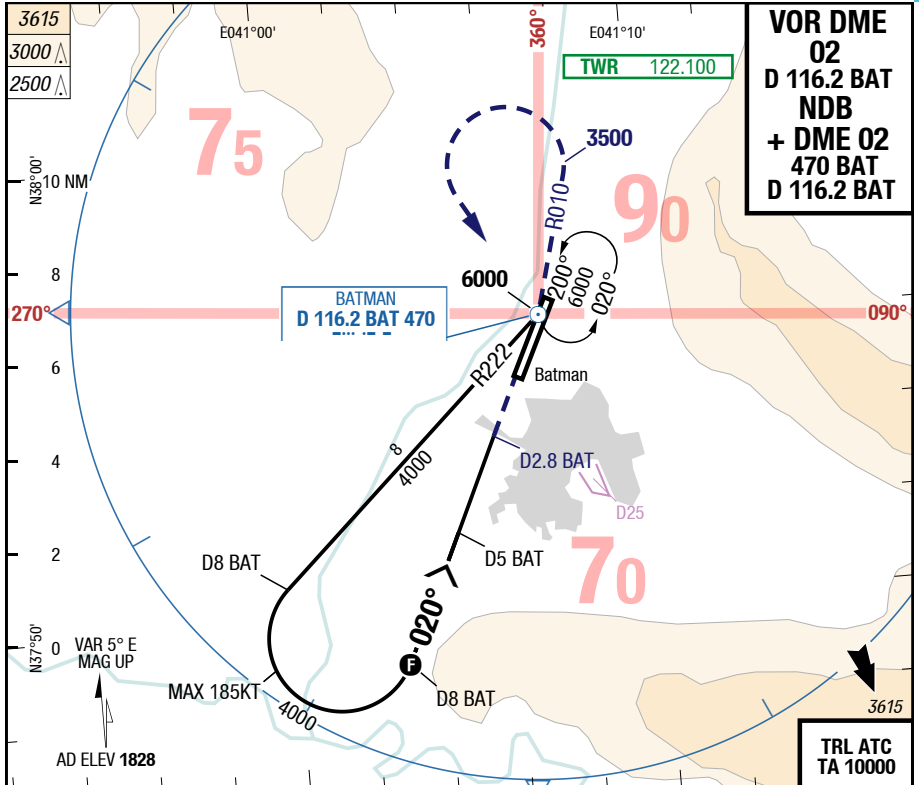
Changes: MIN, THR ELEV, MEA, Profile, AD ELEV

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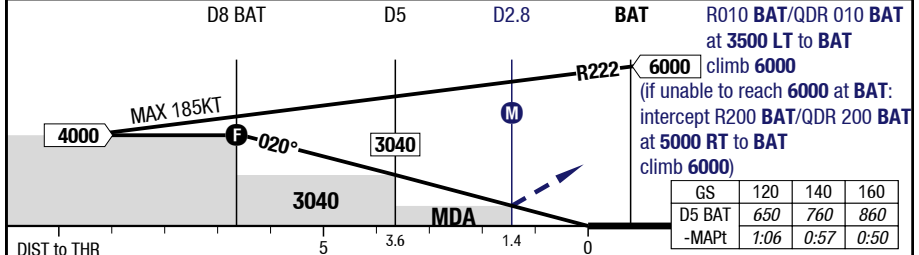
BAL-LTCJ

7-30

VOR DME 02 / NDB + DME 02



3.05° <b>D BAT</b> 020° RWY 021°	8	7	6	4	3		3.0° 60 HL 3.0° TDZ ---% +0.2%
	4000	3690	3370	2720	2400		



<b>02</b>		VOR DME	VOR DME	NDB DME	NDB DME	Circling W of RWY only
		APL U/S	APL U/S	BAT	BAT	
C	ft - m/km ft	520 - 1.9V <b>2320</b>	520 - 2.6V <b>2320</b>	520 - 1.9V <b>2320</b>	520 - 2.6V <b>2320</b>	1180 - 5.0V <b>3000</b>
D	ft - m/km ft	520 - 1.9V <b>2320</b>	520 - 2.6V <b>2320</b>	520 - 1.9V <b>2320</b>	520 - 2.6V <b>2320</b>	1180 - 5.0V <b>3000</b>

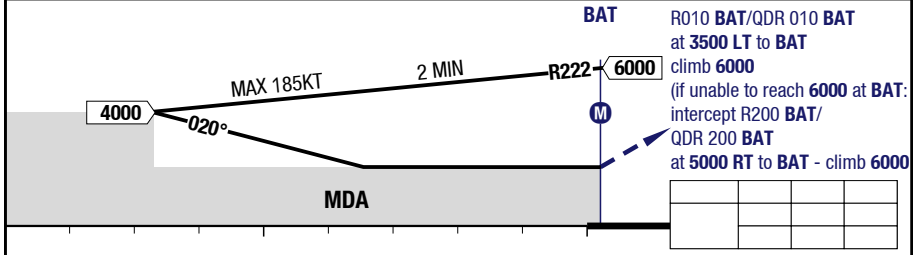
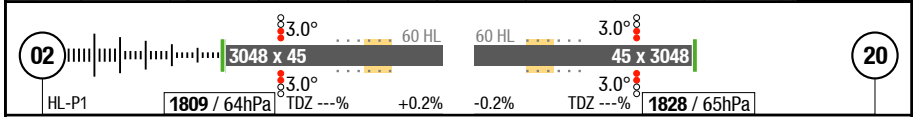
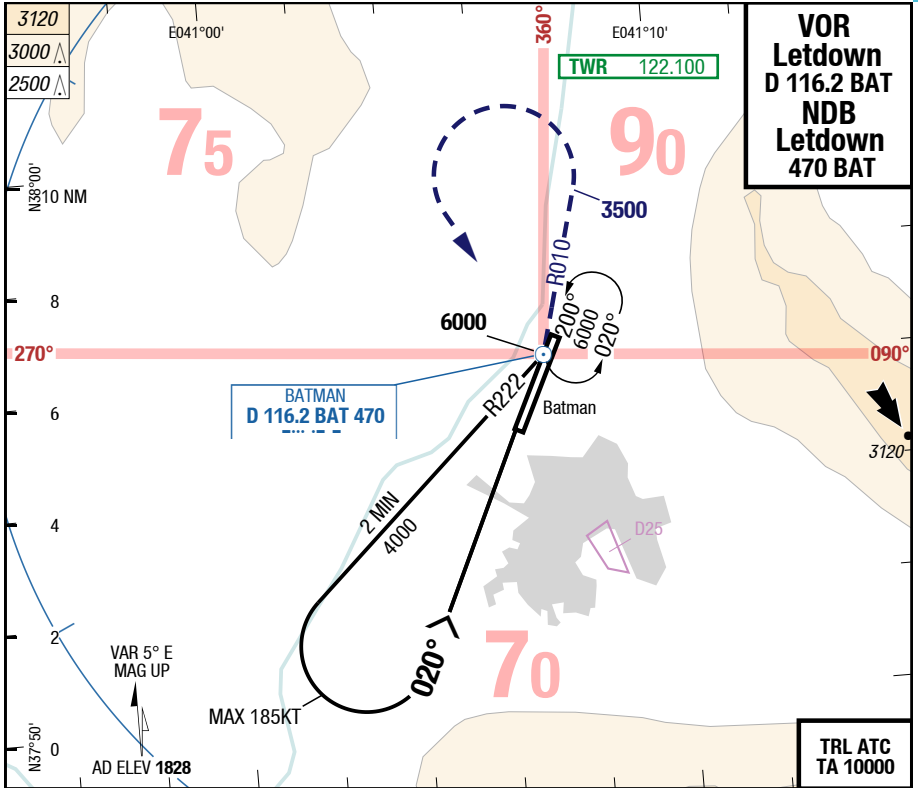
Changes: MIN, DIST ALT table, THR ELEV, ROD, AD ELEV

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BAL-LTCJ

7-40

VOR Letdown / NDB Letdown



<b>02/20</b>		<b>Letdown</b> VOR	<b>Letdown</b> NDB			<b>Circling</b> W of RWY only
C	ft - m/km ft	Straight-in Not authorized	Straight-in Not authorized			1180 - 5.0V <b>3000</b>
D	ft - m/km ft	Straight-in Not authorized	Straight-in Not authorized			1180 - 5.0V <b>3000</b>

Changes: MIN, THR ELEV, AD ELEV

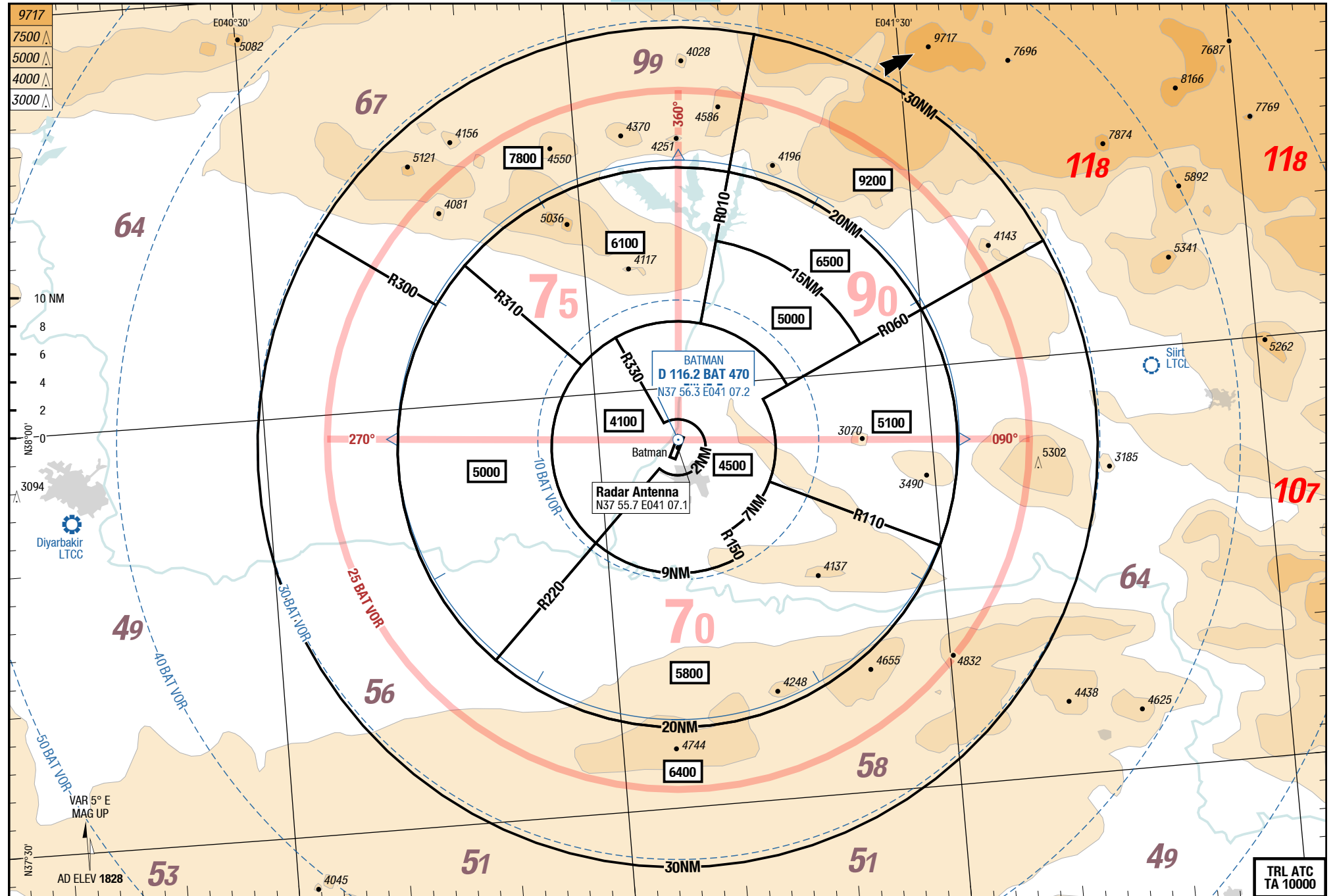
8-10

NIL  
MRC

MRC

MRC

NIL  
MRC



Changes: AD ELEV

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