

**GENERAL**

**ATS Hours**

See NOTAM

**Airport Information**

**RFF:** CAT 7  
**PCN:** RWY 03/21: 110/R/B/W/T  
**Customs:** Not AVBL

**Warnings**

**MRD VOR** unusable:  
 R290-R320 beyond 25NM below 12000ft.  
 R102-R115 beyond 10NM.  
 R116-R200 beyond 7NM.  
 R201-R220 beyond 12NM.

**MRD NDB** unusable:  
 290°-320° beyond 25NM below 12000ft.  
 102°-115° beyond 10NM.  
 116°-200° beyond 7NM.  
 201°-220° beyond 12NM.

Turkish/Syrian border 8NM south of AD.

Birds in vicinity of AD.

**ARRIVAL**

**Speed**

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

**DEPARTURE**

**Take-off Minima**

RWY		03/21	
All ACFT	ft - m/km	0 - 500V	-

**Speed**

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

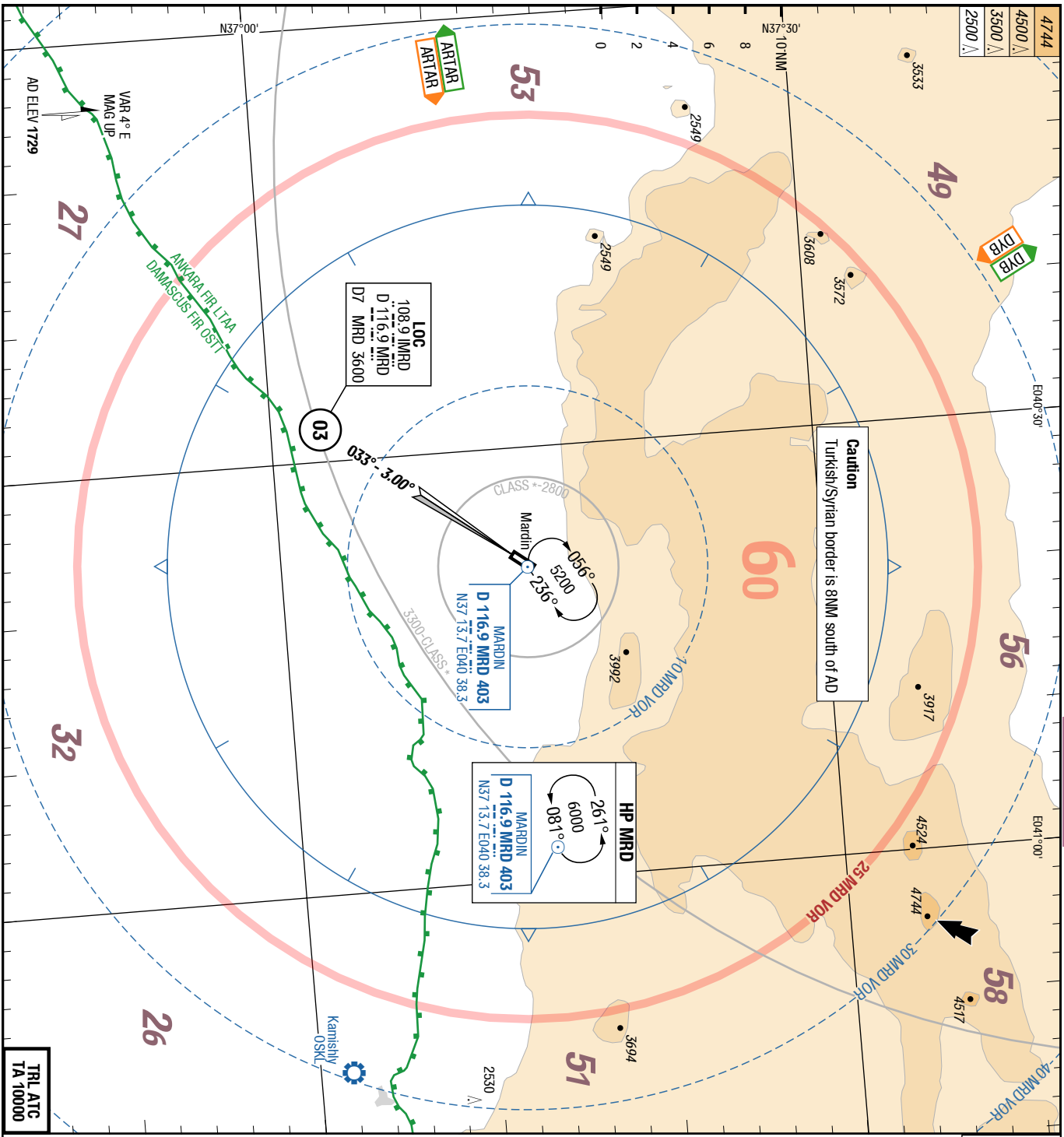
**ATC Slot, Clearance**

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

**De-icing**

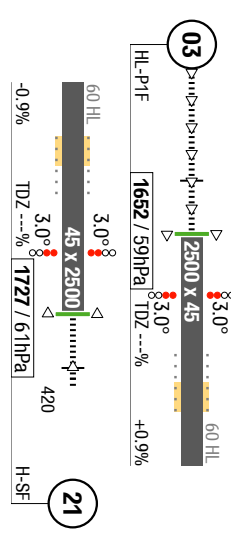
AVBL

2-10



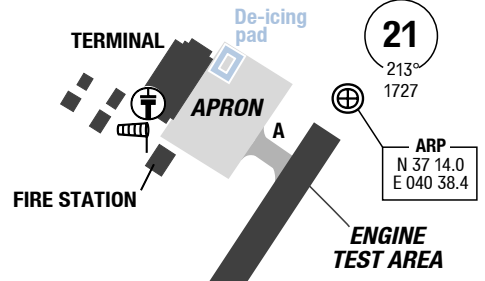
<b>Diyarbakir APP</b>	122.100
<b>TWR</b>	118.650
	119.050
<b>GND</b>	121.900

**Landing RWY system:**

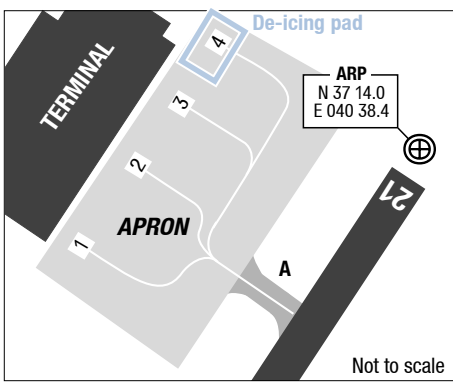


TRL ATC TA 10000

TWR	118.650	119.050
GND	121.900	



MARDIN  
D 116.9 MRD 403

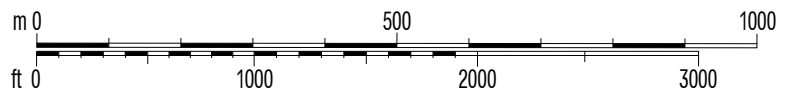


**COORDINATES**

1	N37 14.0	E040 38.2
2	N37 14.0	E040 38.3
3, 4	N37 14.1	E040 38.3



**03**  
033°  
1652



VAR 4° E  
MAG UP  
AD ELEV 1729

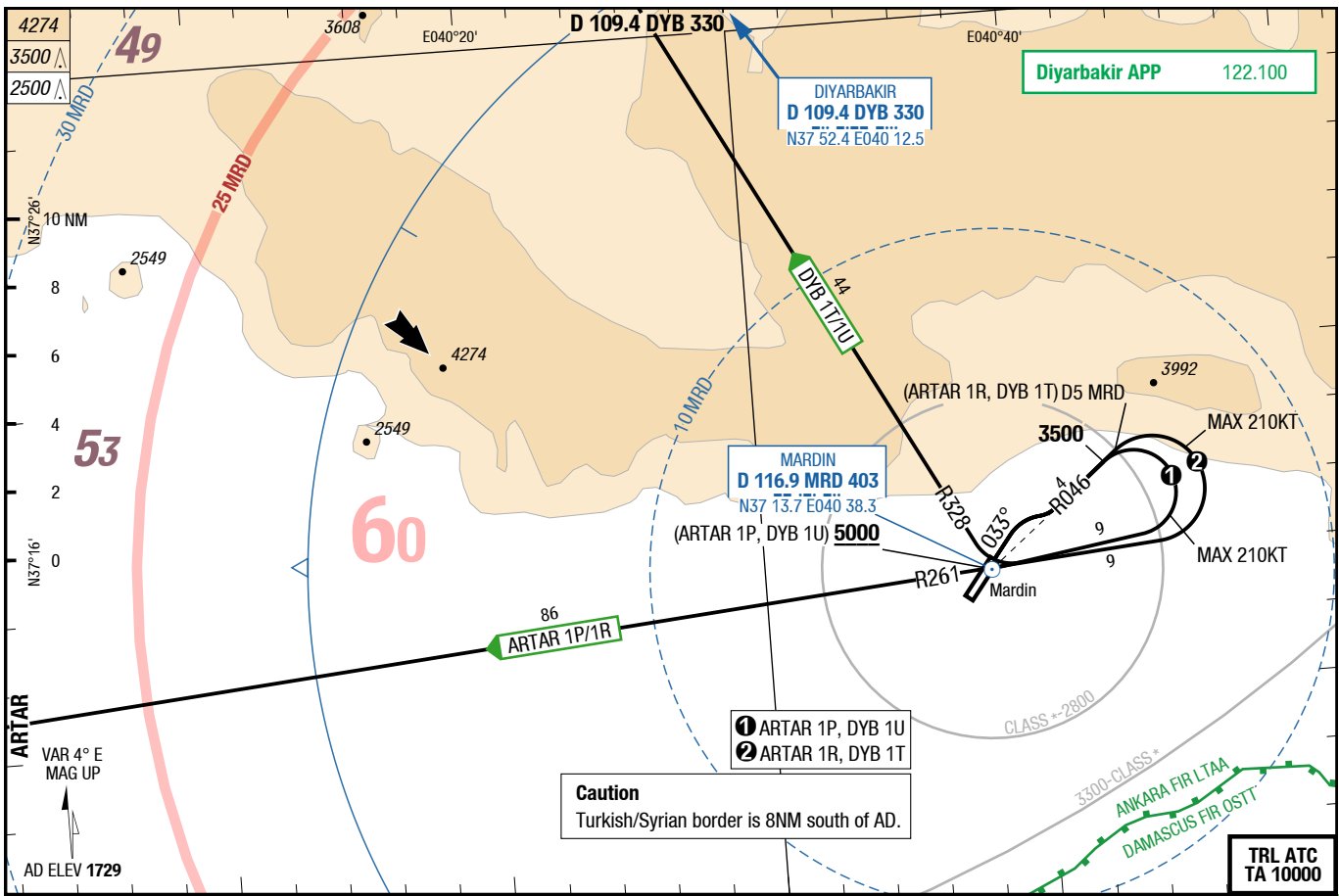
E040°37.5' E040°38' E040°38.5'

N37°14'

N37°13'

Changes: Nil

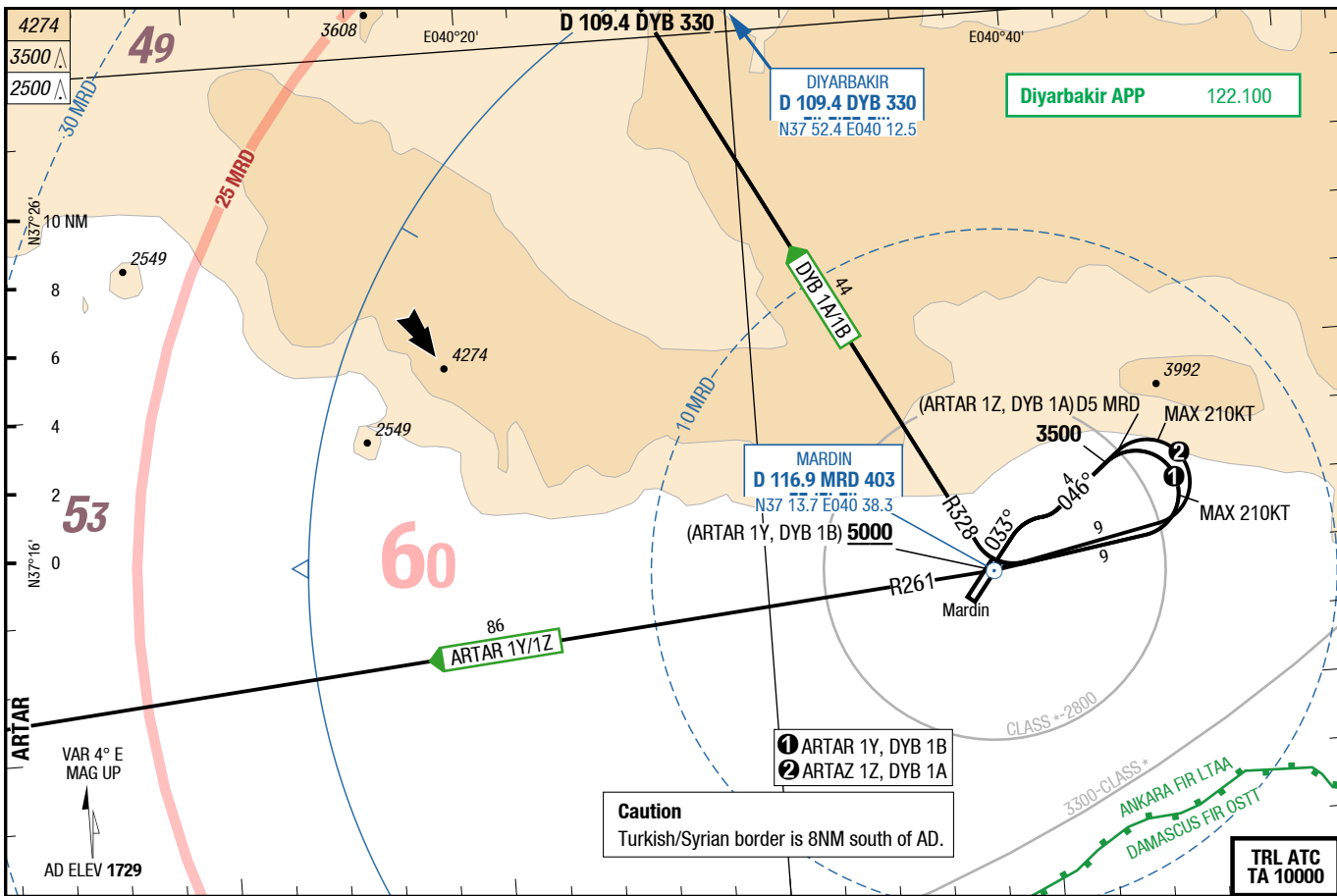
THIS CHART IS A PART OF NAVIGRAPH CHARTS AND IS INTENDED FOR FLIGHT SIMULATION USE ONLY



THIS CHART IS A PART OF NAVIGRAPH CHARTS AND IS INTENDED FOR FLIGHT SIMULATION USE ONLY

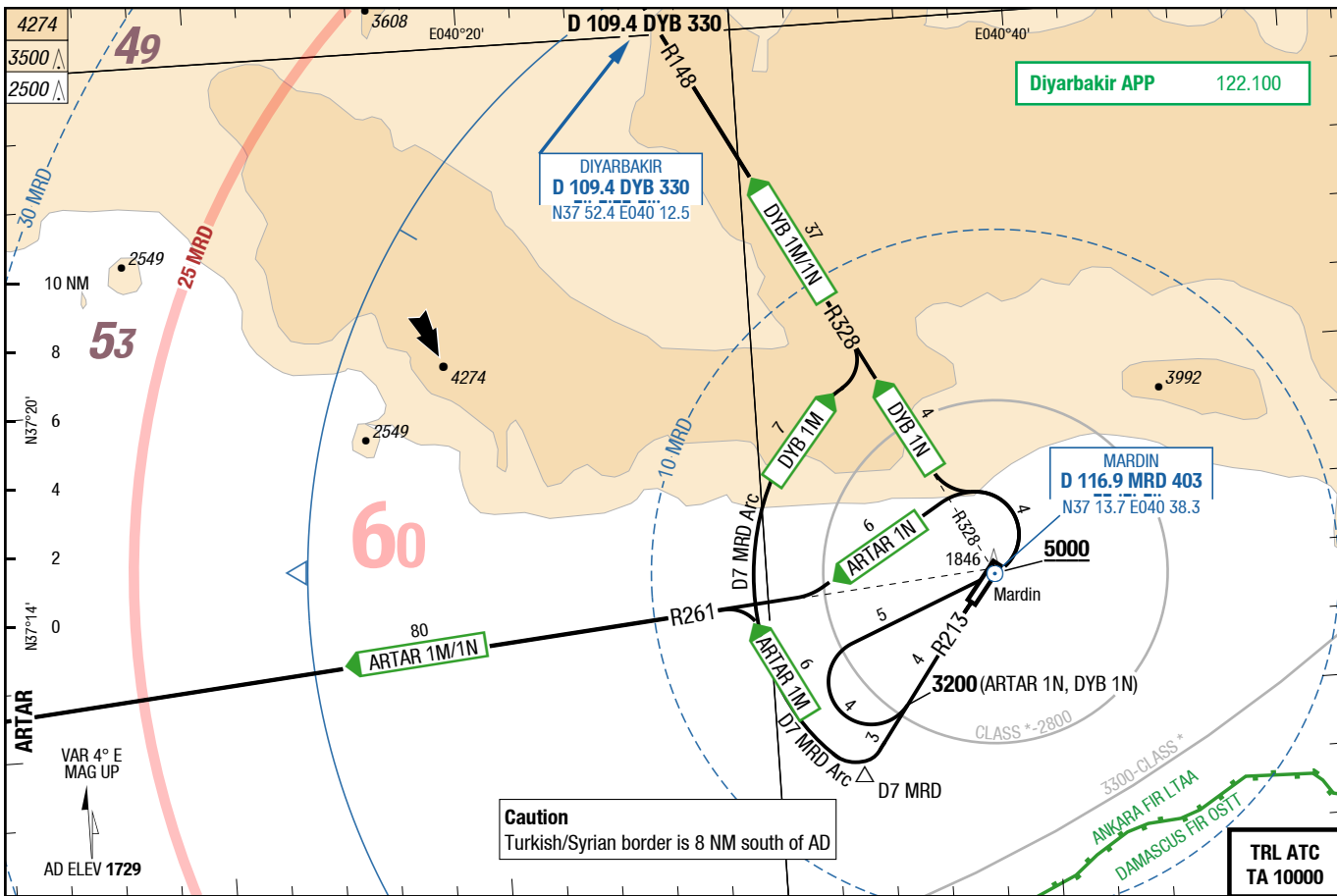
Changes: OBST, Editorial

TRL ATC  
TA 10000



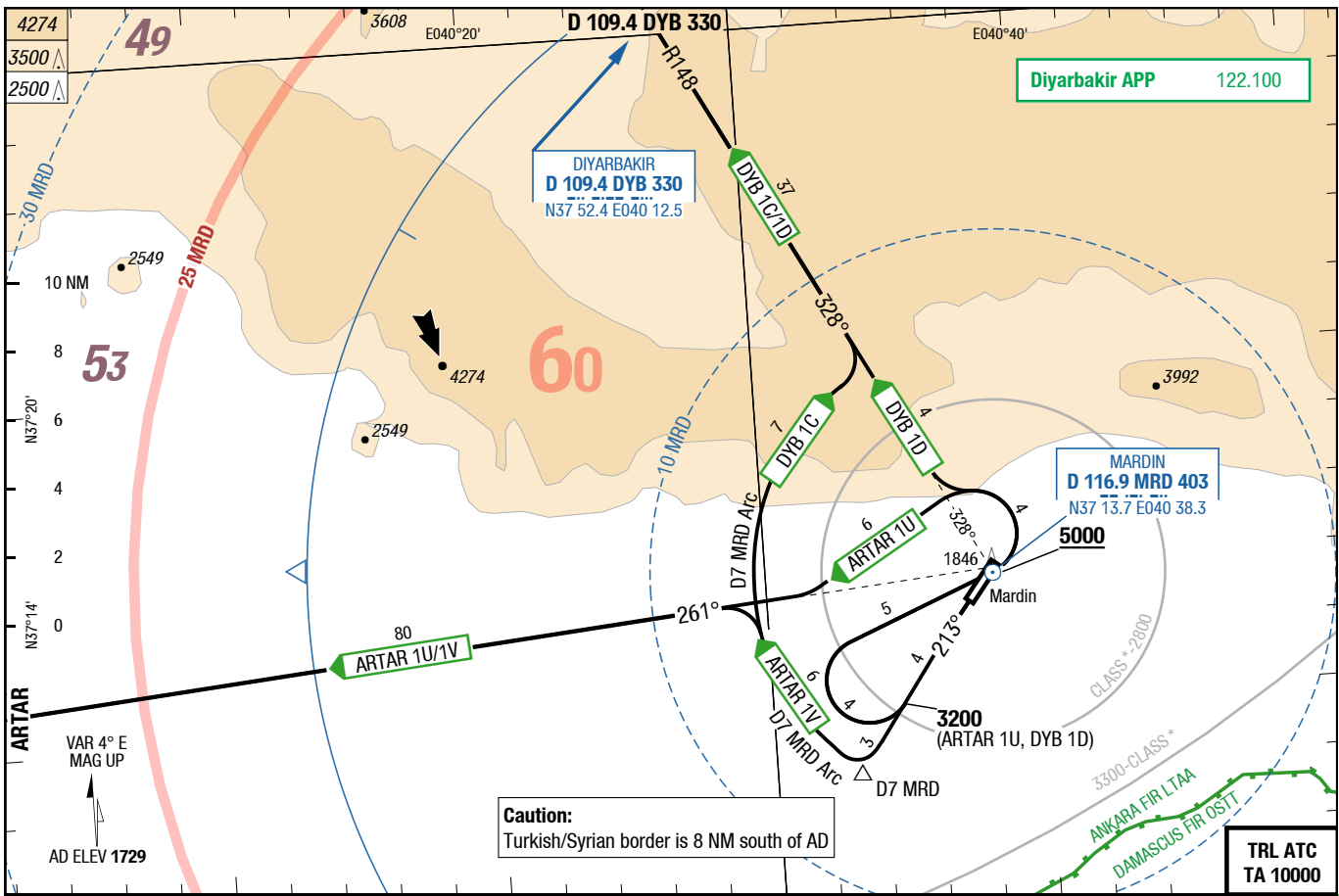
Changes: OBST, Editorial

THIS CHART IS A PART OF NAVIGRAPH CHARTS AND IS INTENDED FOR FLIGHT SIMULATION USE ONLY



Changes: Completely revised

THIS CHART IS A PART OF NAVIGRAPH CHARTS AND IS INTENDED FOR FLIGHT SIMULATION USE ONLY



THIS CHART IS A PART OF NAVGRAPH CHARTS AND IS INTENDED FOR FLIGHT SIMULATION USE ONLY

Changes: Completely revised

**ARTAR 1P / ARTAR 1R / DIYARBAKIR 1T / DIYARBAKIR 1U**  
 RWY 03 (033°)

	GS	120	150	180	210	240	270
6.4%	ft/MIN	800	1000	1200	1400	1600	1800

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 03</b>	
<b>ARTAR 1P</b> 6.4% to 5000 <b>122.100</b> ①	intercept R046 <b>MRD</b> - at <b>3500 RT</b> (MAX 210KT) direct <b>MRD</b> - R261 <b>MRD</b> to ARTAR	<b>MRD MNM 5000</b>
<b>ARTAR 1R</b> 6.4% to 5000 <b>122.100</b> ①	intercept R046 <b>MRD</b> - at D5 <b>MRD RT</b> (MAX 210KT) direct <b>MRD</b> - R261 <b>MRD</b> to ARTAR	
<b>DIYARBAKIR 1T</b> <b>DYB 1T</b> 6.4% to 5000 <b>122.100</b> ①	intercept R046 <b>MRD</b> - at D5 <b>MRD RT</b> (MAX 210KT) direct <b>MRD</b> - R328 <b>MRD</b> (R148 <b>DYB</b> ) to <b>DYB</b>	
<b>DIYARBAKIR 1U</b> <b>DYB 1U</b> 6.4% to 5000 <b>122.100</b> ①	intercept R046 <b>MRD</b> - at <b>3500 RT</b> (MAX 210KT) direct <b>MRD</b> - R328 <b>MRD</b> (R148 <b>DYB</b> ) to <b>DYB</b>	<b>MRD MNM 5000</b>

① Turkish / Syrian border is 8NM South of aerodrome.

Changes: Completely revised



**ARTAR 1Y / ARTAR 1Z / DIYARBAKIR 1A / DIYARBAKIR 1B**  
 RWY 03 (033°)

	GS	120	150	180	210	240	270
6.4%	ft/MIN	800	1000	1200	1400	1600	1800

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 03</b>	
<b>ARTAR 1Y</b> 6.4% to 5000 <b>122.100</b> ①	intercept QDR 046 <b>MRD</b> - at <b>3500 RT</b> (MAX 210KT) direct <b>MRD</b> - QDR 261 <b>MRD</b> to ARTAR	<b>MRD MNM 5000</b>
<b>ARTAR 1Z</b> 6.4% to 5000 <b>122.100</b> ①	intercept QDR 046 <b>MRD</b> - at D5 <b>MRD RT</b> (MAX 210KT) direct <b>MRD</b> - QDR 261 <b>MRD</b> to ARTAR	
<b>DIYARBAKIR 1A</b> <b>DYB 1A</b> 6.4% to 5000 <b>122.100</b> ①	intercept QDR 046 <b>MRD</b> - at D5 <b>MRD RT</b> (MAX 210KT) direct <b>MRD</b> - QDR 328 <b>MRD</b> (R148 <b>DYB</b> ) to <b>DYB</b>	
<b>DIYARBAKIR 1B</b> <b>DYB 1B</b> 6.4% to 5000 <b>122.100</b> ①	intercept QDR 046 <b>MRD</b> - at <b>3500 RT</b> (MAX 210KT) direct <b>MRD</b> - QDR 328 <b>MRD</b> (R148 <b>DYB</b> ) to <b>DYB</b>	<b>MRD MNM 5000</b>

① Turkish / Syrian border is 8NM South of aerodrome.

Changes: Completely revised

## ARTAR 1M / ARTAR 1N / DIYARBAKIR 1M / DIYARBAKIR 1N

RWY 21 (213°)

	GS	120	150	180	210	240	270
4.3%	ft/MIN	600	700	800	1000	1100	1200

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 21</b>	
<b>ARTAR 1M</b> 4.3% to 5000 <b>122.100</b> ①	R213 MRD - at D7 MRD RT follow D7 MRD arc - intercept R261 MRD to ARTAR	
<b>ARTAR 1N</b> 4.3% to 5000 <b>122.100</b> ①	R213 MRD - at 3200 RT direct MRD - LT intercept R261 MRD to ARTAR	<b>MRD MNM 5000</b>
<b>DIYARBAKIR 1M</b> <b>DYB 1M</b> 4.3% to 5000 <b>122.100</b> ①	R213 MRD - at D7 MRD RT follow D7 MRD arc - intercept R328 MRD (R148 DYB) to DYB	
<b>DIYARBAKIR 1N</b> <b>DYB 1N</b> 4.3% to 5000 <b>122.100</b> ①	R213 MRD - at 3200 RT direct MRD - R328 MRD (R148 DYB) to DYB	<b>MRD MNM 5000</b>

① Turkish / Syrian border is 8NM South of aerodrome.

Changes: Completely revised

21-JUN-2012

MQM-LTCR

5-40

SIDs RWY 21 NDB / NDB DME

SIDPT

ARTAR 1U / ARTAR 1V / DIYARBAKIR 1C / DIYARBAKIR 1D

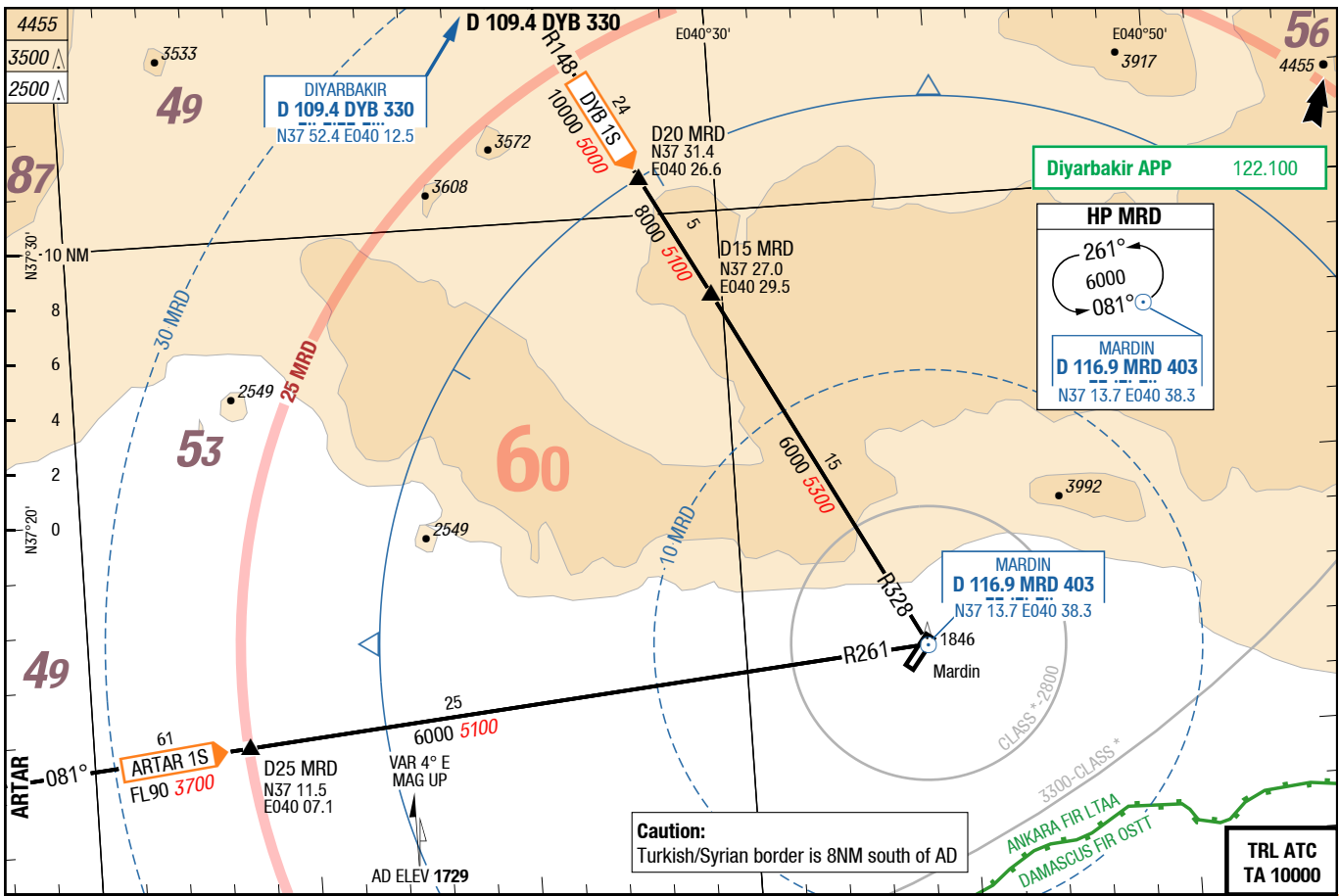
RWY 21 (213°)

	GS	120	150	180	210	240	270
4.3%	ft/MIN	600	700	800	1000	1100	1200

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 21</b>	
<b>ARTAR 1U</b> 4.3% to 5000 <b>122.100</b> ①	QDR 213 <b>MRD</b> - at <b>3200 RT</b> direct <b>MRD</b> - <b>LT</b> intercept QDR 261 <b>MRD</b> to ARTAR	<b>MRD MNM 5000</b>
<b>ARTAR 1V</b> 4.3% to 5000 <b>122.100</b> ①	QDR 213 <b>MRD</b> - at D7 <b>MRD RT</b> follow D7 <b>MRD</b> arc - intercept QDR 261 <b>MRD</b> to ARTAR	
<b>DIYARBAKIR 1C</b> <b>DYB 1C</b> 4.3% to 5000 <b>122.100</b> ①	QDR 213 <b>MRD</b> - at D7 <b>MRD RT</b> follow D7 <b>MRD</b> arc - intercept QDR 328 <b>MRD</b> (R148 <b>DYB</b> ) to <b>DYB</b>	
<b>DIYARBAKIR 1D</b> <b>DYB 1D</b> 4.3% to 5000 <b>122.100</b> ①	QDR 213 <b>MRD</b> - at <b>3200 RT</b> direct <b>MRD</b> - QDR 328 <b>MRD</b> (R148 <b>DYB</b> ) to <b>DYB</b>	<b>MRD MNM 5000</b>

① Turkish / Syrian border is 8NM South of aerodrome.

Changes: Completely revised

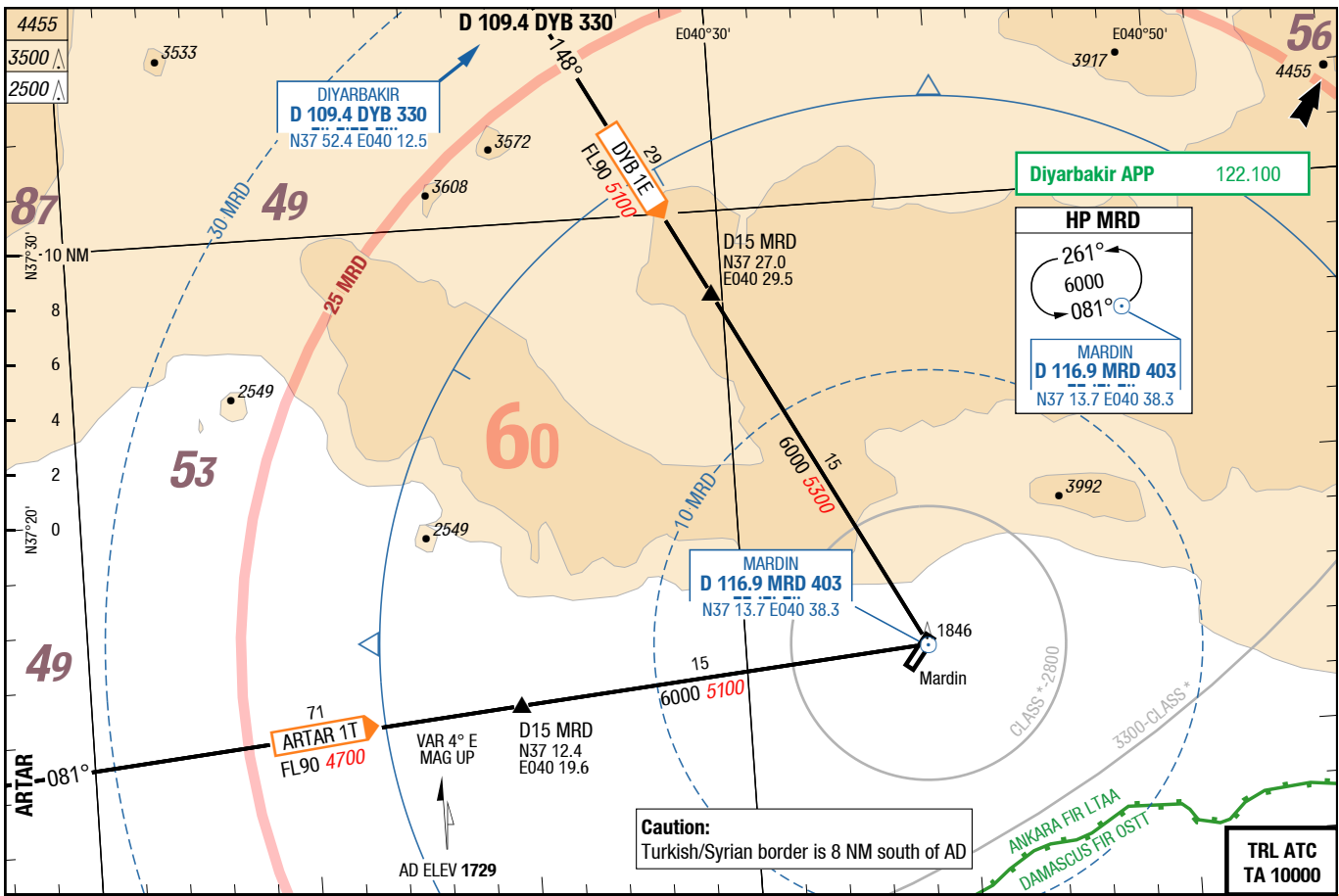


**Caution:**  
 Turkish/Syrian border is 8NM south of AD

TRL ATC  
 TA 10000

THIS CHART IS A PART OF NAVGRAPH CHARTS AND IS INTENDED FOR FLIGHT SIMULATION USE ONLY

Changes: Completely revised



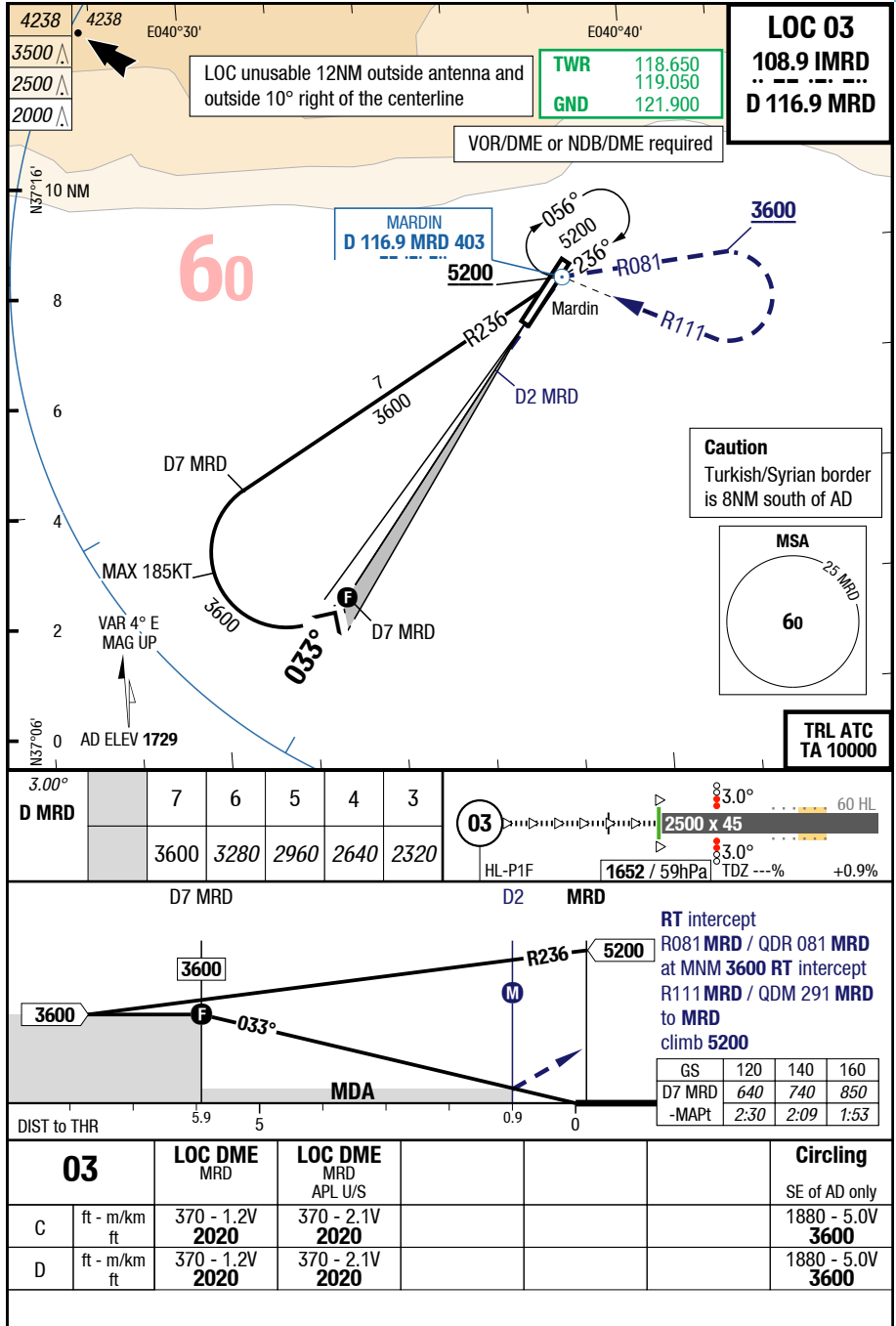
THIS CHART IS A PART OF NAVGRAPH CHARTS AND IS INTENDED FOR FLIGHT SIMULATION USE ONLY

Changes: Completely revised

**MQM-LTCR**

7-10

**LOC 03**



Changes: ALT, MISAP text, Editorial

**THIS CHART IS A PART OF NAVIGRAPH CHARTS AND IS INTENDED FOR FLIGHT SIMULATION USE ONLY**



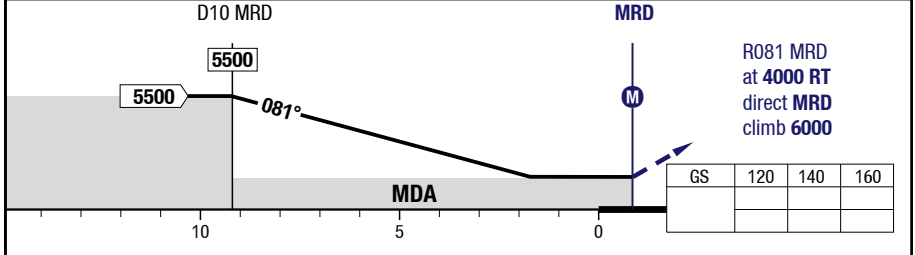
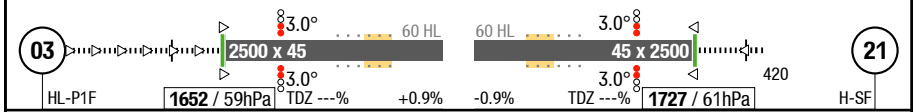
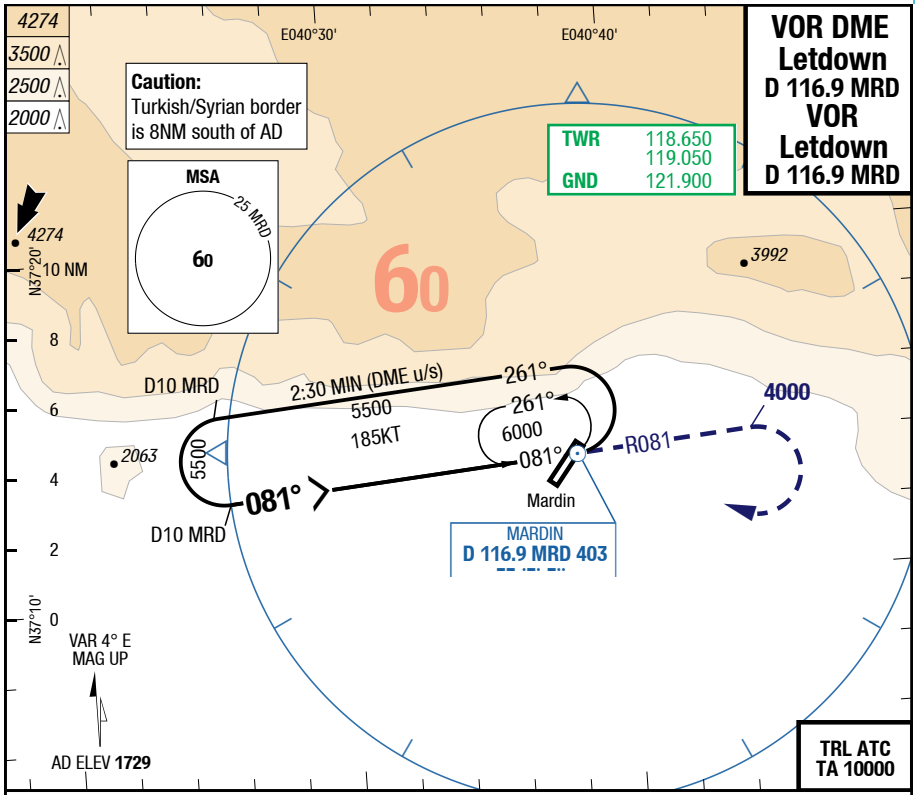




MQM-LTCR

7-40

VOR DME Letdown / VOR Letdown



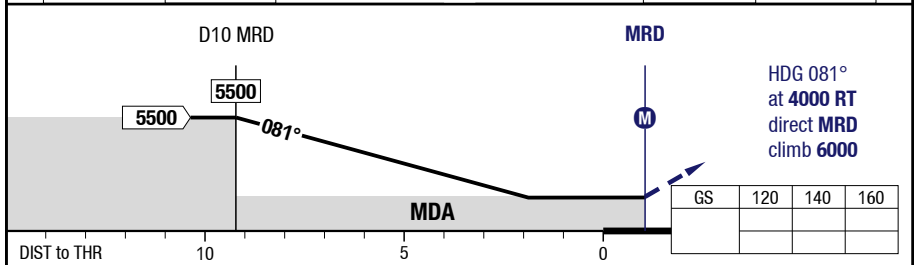
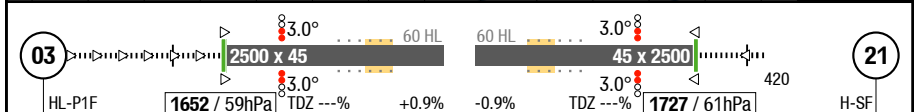
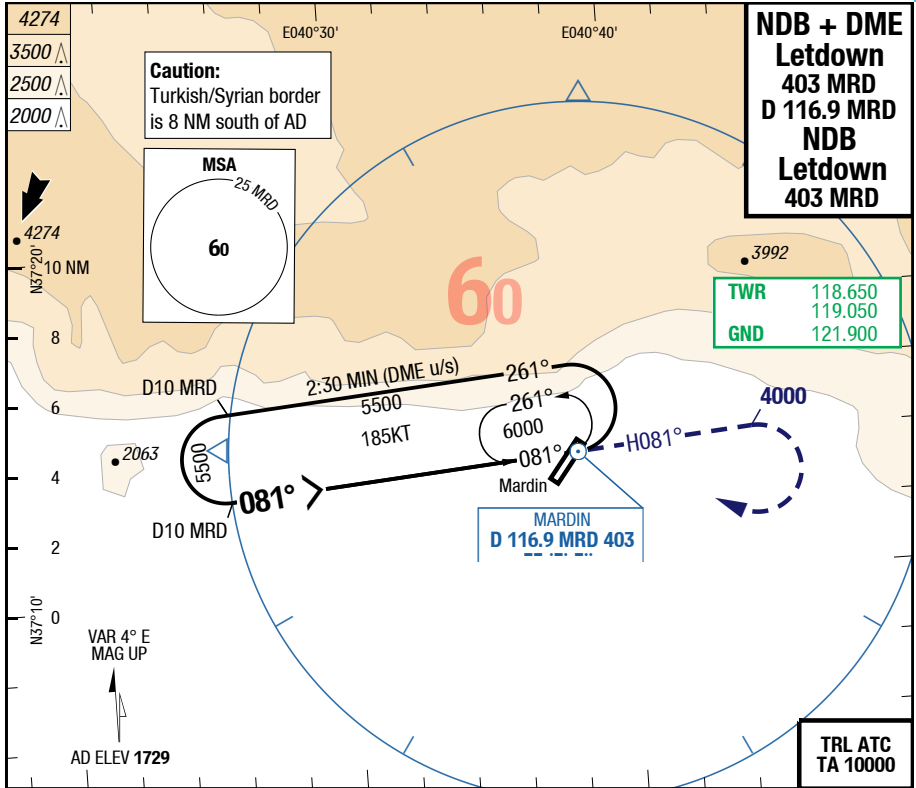
All RWYS		Letdown VOR w/wo DME			Circling 1)
C	ft - m/km ft	Straight-in Not authorized			1880 - 5.0V <b>3600</b>
D	ft - m/km ft	Straight-in Not authorized			1880 - 5.0V <b>3600</b>

1) SE of AD only

MQM-LTCR

7-50

NDB + DME Letdown / NDB Letdown



All RWYS		Letdown NDB DME MRD	Letdown NDB			Circling 1)
C	ft - m/km ft	Straight-in Not authorized	Straight-in Not authorized			1880 - 5.0V 3600
D	ft - m/km ft	Straight-in Not authorized	Straight-in Not authorized			1880 - 5.0V 3600

1) SE of AD only

Changes: Page Number