

LTNU AD 2.1 AERODROME LOCATION INDICATOR AND NAME**LTNU - BURSA / ULUDAG**

(Virtual Airport for Flight Simulators)

LTNU AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	40°04'14"N - 29°13'41"E
2	Direction and distance from (city)	18 KM. SE
3	Elevation/Reference temperature	7765.7 FT (2367 M) / 11° C
4	MAG VAR/Annual change	3°15'E (2008)
5	AD Administration, address, telephone, telefax, telex, AFS, WEB	Uludag Int. Airport Cekirge-Uludag/Bursa Web link: http://vaps.hooxs.com Managers: vaps.hooxs@gmail.com 
6	Types of traffic permitted (IFR/VFR)	IFR/VFR
7	Remarks	NIL

LTNU AD 2.3 OPERATIONAL HOURS

1	AD Administration	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	NIL

LTNU AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Vehicles and equipment provided by Cargo Handling Serv. Co.
2	Fuel/oil types	Fuel: JET-A1, Avgas-OCT 85-100-130 Oil: Available
3	Fuelling facilities/capacity	By Tanker H24 unlimited
4	De-icing facilities	Available
5	Hangar space for visiting aircraft	Available
6	Repair facilities for visiting aircraft	Available
7	Remarks	NIL

LTNU AD 2.5 PASSENGER FACILITIES

1	Hotels	at AD and in the City.
2	Restaurants	at AD
3	Transportation	Teleferic, skitaxies, buses and taxies, car rental.
4	Medical facilities	First aid and treatment, ambulance; at AD, hospital in Bursa
5	Bank and Post Office	at AD
6	Tourist Office	at AD
7	Remarks	NIL

LTNU AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT A 10
2	Rescue equipment	4 Fire car, 5 Trucks, RWY foaming available and 2 Rescue helicopters
3	Capability for removal of disabled aircraft	Necessary equipment to rescue disabled aircraft is available
4	Remarks	NIL

LTNU AD 2.7 SEASONAL AVAILABILITY — CLEARING

1	Types of clearing equipment	2 Grader, 1 RWY rubber removal, 8 Snow sweeper, 4 Snow blower, 5 Icebreaker, 2 urea dissipator
2	Clearance priorities	1. RWY 11/29 and stopway associated TWY to apron. 2. Intersecting RWY 11/29 associated TWY to Apron A1, A2 3. Associated TWY to Apron A2 4. Care stations taxiways associated TWY-B.
3	Remarks	NIL

LTNU AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	Aprons Surface: Asphalt Strength for <u>Apron A1, A2</u> : PCN 95 R/C/W/T Strength for <u>Apron A3, A4, A5, A6</u> : PCN 100 R/A/X/T
2	Taxiway width, surface and strength	Taxiways Surface: Asphalt <u>TWY A, B, C, D, E, I, J, K, L, M</u> Width: 35M, Strength: PCN 100 R/A/X/T <u>TWY A1, B1, C1</u> Width: 25M, Strength: PCN 95 R/C/W/T
3	ACL location and elevation	Available at RWY 11 and RWY 29 Holding point
4	VOR/INS checkpoints	ULBAT VOR. Also see AD Chart
5	Remarks	NIL

LTNU AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS - NIL

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Standard visual marking aids available Visual aids to location; ABN Flg, W-G Indicator and ground signalling devices: WDI/LDI "T"
2	RWY and TWY markings and LGT	RWY 11/29: Edge, THR, End, Centerline, TDZ, RTIL TWY: Edge, Stopbar, centerline, signs.
3	Stop bars	RWY: Available; lighted
4	Remarks	NIL

LTNU AD 2.10 AERODROME OBSTACLES

Obstacle Type	Elevation coordinates		Elevation at top (FT)	Height (FT)	Obstacle Lighting	Type And Color Of Lighting
First aid Building	400448.00N	291345.00E	7773.3	15.5	No	
Building	400441.00N	291342.00E	7773.3	20.1	No	
SAT-TV Antenna	400513.00N	291051.00E	8122.8	377.2	Yes	One Red Light
Radio Antenna	400514.00N	291051.00E	8129.9	344.1	Yes	One Red Light
Building	400437.00N	291357.00E	7773.3	48.7	No	
Building	400436.00N	291372.00E	7773.3	114.7	No	
Building	400429.00N	291385.00E	7773.3	48.7	No	
Building	400428.00N	291398.00E	7773.3	15.1	No	
Building	400425.00N	291406.00E	7773.3	32.7	No	
Building	400425.00N	291410.00E	7773.3	16.6	No	
Building	400423.00N	291413.00E	7773.3	32.7	No	
Building	400424.00N	291422.00E	7773.3	49.7	No	
Fire Building	400421.00N	291425.00E	7773.3	24	No	
Building	400420.00N	291428.00E	7773.3	13.6	No	
Building	400419.00N	291435.00E	7773.3	28	No	
Wind Sock	400415.00N	291356.00E	7773.3	19.5	No	
Building	400420.00N	291436.00E	7773.3	15.5	No	
Hangar 1	400400.00N	291460.00E	7773.3	143.7	No	
Hangar 2	400420.00N	291426.00E	7773.3	88	No	
Hangar 3	400422.00N	291449.00E	7773.3	88	No	
Hangar 4	400423.00N	291443.00E	7773.3	64	No	
Building	400422.00N	291437.00E	7773.3	22	No	
Building	400406.00N	291432.00E	7773.3	22	No	
Building	400417.00N	291460.00E	7773.3	16	No	
Building	400417.00N	291461.00E	7773.3	16	No	
Building	400419.00N	291461.00E	7773.3	22	No	
Building	400418.00N	291464.00E	7773.3	22	No	
Building	400418.00N	291467.00E	7773.3	22	No	

LTNU AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	ULUDAG
2	Hours of service MET Office outside hours	H24
3	Office responsible for TAF preparation Periods of validity	ULUDAG 9-18 HR
4	Type of landing forecast Interval of issuance	NIL
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 SWC, T4, Model TA-M
8	Supplementary equipment available for providing information	Telefax, Dial-up PC connection
9	ATS units provided with information	Uludag Control TWR
10	Additional information (limitation of service, etc.)	Aerodrome Warnings

LTNU AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE & MAG BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
RWY 11	107	3320x60 M	PCN 95 R/A/W/T Concrete	400436.09N- 291263.87E	7773.3 FT
RWY 29	287	3320x60 M	PCN 95 R/A/W/T Concrete	400378.32N- 291470.95E	7773.3 FT
Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7	8	9	10	11	12
RWY 11: 0.0 %	60X45		3120x300	-	NIL
RWY 29: 0.0 %	60X45		3120x300	-	NIL

LTNU AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
11	3000	3000	3060	3000	NIL
29	3000	3000	3060	3000	

LTNU AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
11	Precision APP CAT II, 900 M HIGH INTST	Green	PAPI 3 DEG	900 M	3000 M Spacing 15 M White HIGH INTST	3000 M Spacing 50 M White HIGH INTST	Red	-	NIL
29	Simple APP Barette System 360 M Calvert System	Green	PAPI 3 DEG	900 M	3000 M Spacing 15 M White HIGH INTST	3000 M Spacing 50 M White HIGH INTST	Red	-	NIL

LTNU AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: Flg.W,G top of control TWR, clear green H24
2	LDI location and LGT Anemometer location and LGT	WDI/LDI "T": LGTD
3	TWY edge and centre line lighting	TWY Edge / High speed Turn-off centerline lights is existing.
4	Secondary power supply/switch-over time	Secondary power supply available. Switch-over time UPS (0) second
5	Remarks	NIL

LTNU AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO	MEDICAL: 400445.06N 291346.80E SQUARE: 400442.78N 291345.75E CIRCLE: 400440.70N 291344.60E CIRCLE: 400451.06N 291417.42E CIRCLE: 400428.99N 291416.40E
2	TLOF and/or FATO elevation M/FT	ALL: 2367 M. / 7773.3 FT.
3	TLOF and FATO area dimensions, surface, strength, marking	Dimensions: 34.16x34.16 M. Surface: ASPHALT Strength: PCN 80 R/D/W/T
4	APP and FATO lighting	Edge Lightings
5	Remarks	-

LTNU AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	Uludag CTR Centered 404137N 291360E Radius 8NM
2	Vertical limits	12.500 FT AMSL/SFC
3	Airspace classification	-
4	ATS unit call sign Language(s)	Uludag TWR TU-EN
5	Transition altitude	17.000 FT
6	Remarks	-

LTNU AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Coordinates	Contact Info	Remarks
1	2	3	4	5	6	7
TOWER	Uludag TWR	122.1 MHZ 121.5 MHZ 119.3 MHZ 122.5 MHZ 120.9 MHZ	H24	400425.28N 0291392.85E	VAPS (http://vaps.hooxs.com) vaps.hooxs@gmail.com	Emergency
	Uludag Ground	123.9 MHZ 123.3 MHZ				
APP	Uludag APP	126.9 MHZ	H24	400425.28N 0291392.85E	VAPS (http://vaps.hooxs.com) vaps.hooxs@gmail.com	
ATIS	LTNU	128.7 MHZ				
SAR	Rescue Sub-center	123.1 MHZ 282.8 MHZ	HO HO			

LTNU 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
ILS/LLZ RWY 11	INUB	108.3 MHZ	H24	400369.86N 0291501.26E		
VOR/DME	ULG	114.3 MHZ	H24	400423.88N 0291273.78E	32 M	VOR Coverage 60 NM, DME Coverage 110 NM
NDB	NUN	366 KHZ	H24	400402.68N 0291360.59E		

LTNU AD 2.20 LOCAL TRAFFIC REGULATIONS

LIMITATIONS ON USE OF AERODROME

A- USE:

a) Uludag (LTNU) airport;
Designed by VAPS® (<http://vaps.hooxs.com>) for Microsoft Flight Simulator 2004 the Virtual Airport, International and Domestic flights are used.(October'09)

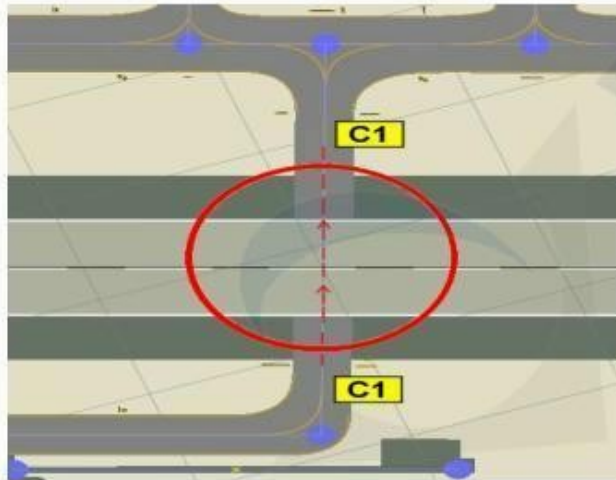
b) Antalya (LTAI), A.Menderes (LTBJ),Ankara (LTAC), Atina (LGAV), Sofia (LBSF) airport together with the Non-scheduled international flights Uludag airport will be used as a backup occurs.

c) Domestic air traffic for the normal and backup airport.

B- Runway 11 for landing in Localizer lines but no reason checked landing aircrafts, the Runway 11-29 of the 2. and other landing in the experiment, unless stated otherwise by ATC square tours will be from the **northeast** and landed on Runway 11 will again.

C- Runway 29 for landing in Localizer lines but no reason checked landing aircrafts, the Runway 29-11 of the 2. and other landing in the experiment, unless stated otherwise by ATC square tours will be from the **southwest** and landed on Runway 29 will again.

D- Cessna, Beechcraft aircraft as small as allocated to them A1, A2 apronlarına they used to go to C1 taxiway (to the south of the runway) , 11-29 with the intersection of runway because the runway C1 taxiway passing traffic should be observed. (In the picture at the bottom)



LTNU AD 2.20 YEREL TRAFİK YÖNETMELİĞİ

HAVALİMANI KULLANIM SINIRLAMALARI

A- KULLANIMI:

a) Uludag (LTNU) havalimanı;
VAPS® (<http://vaps.hooxs.com>) tarafından Microsoft Flight Simulator 2004 için tasarlanan bu Virtual havalimanı, Uluslararası ve Yurtiçi uçuşlar için kullanılır. (Ekim'2009)

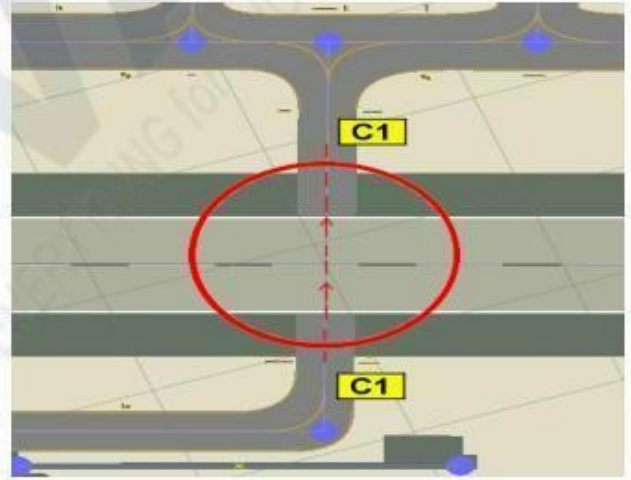
b) Antalya (LTAI), A.Menderes-İzmir (LTBJ), Ankara (LTAC), Atina (LGAV), Sofia (LBSF) havalimanları ile birlikte Uludag (LTNU) havalimanı da tarifesiz uluslararası uçuşlarda yedek meydan olarak kullanılacaktır.

c) Yurtiçi hava trafiği için normal ve yedek havalimanı.

B- "11" pist inişi için Localizer hattında bulunan, ancak herhangi bir nedenden dolayı inişten vazgeçerek pisti pas geçen uçaklar, 2. ve diğer iniş denemelerindeki 11-29 pistinin meydan turları, ATC tarafından aksi belirtilmedikçe "**kuzeydoğu**" dan olacak ve tekrar "11" pistine iniş yapacaktır.

C- "29" pist inişi için Localizer hattında bulunan, ancak herhangi bir nedenden dolayı inişten vazgeçerek pisti pas geçen uçaklar, 2. ve diğer iniş denemelerindeki 29-11 pistinin meydan turları, ATC tarafından aksi belirtilmedikçe "**güneybatı**" dan olacak ve tekrar "29" pistine iniş yapacaktır.

D- Cessna, Beechcraft gibi küçük ölçekli uçaklar, kendilerine tahsis edilmiş olan A1 ve A2 apronlarına gitmek için kullandıkları "C1" taksiyolu (pistin güneyinde) "11-29" pisti ile kesiştiğinden, "C1" taksiyolu ile pisti geçerken trafiklere dikkat etmeleri gerekir.(Altındaki resim)



LTNU AD 2.20 LOCAL TRAFFIC REGULATIONS

LIMITATIONS ON USE OF AERODROME

E- Training flights in the winter months due to heavy traffic, helicopter tours and excursions are not allowed to place tour.

This type of flights, A. Menderes (LTBJ) and Ankara (LTAC) will be done at airports. These flights, traffic will be less than that in the summer months.

F- Engine testing at the airport rules:

a) Motor tests will be done above Apron A6

b) Motor test before "Uludag Ground Control" (123.9 MHZ) will be contacted.

c) Motor test security measures in the field test will be done by the company will be provided.

d) Apron A6 is not appropriate to test apron engines, engine testing "Ground Control" un deems appropriate taxiways in C and D will be done.

G- Take off aircrafts, to get permission to take off engine Non-running 5-7 minutes before "Uludag DPT" (118.4 MHZ) will contact.

H- C5, C17 and An225 cargo aircrafts to the in airport may like. This type aircrafts, be parked in Apron A4 (cargo section)

I- Flight crew to adhere to the rules of Hearback and Readback.

J- ATC instructions, taxiways and Apron signs to pay attention.

K- Allow change the location of the aircraft unless ATC and compliance with ATC instructions.

LTNU AD 2.20 YEREL TRAFİK YÖNETMELİĞİ

HAVALİMANI KULLANIM SINIRLAMALARI

E- Kış aylarındaki yoğun trafik nedeniyle eğitim uçuşlarına, helikopter gezi ve meydan turlarına izin verilmemektedir. Bu tür uçuşlar Adnan Menderes (LTBJ) ve Ankara (LTAC) havalimanlarında yapılacaktır.

Bu uçuşlar, trafiğin az olduğu yaz aylarında yapılacaktır.

F- Havalimanındaki motor testi çalışmaları için kurallar:

a) Motor test çalışmaları A6 apronunda yapılacaktır.

b) Motor testinden önce "Uludağ Yer Kontrol" (123.9 MHZ) ile temasa geçilecektir.

c) Motor testi yapılacak aprondaki bütün güvenlik tedbirleri, testi yapacak şirket tarafından sağlanacaktır.

d) A6 Apronunda motor testi yapılmasına uygun olmadığı hallerde, motor testleri "Uludağ Yer Kontrol"(123.9 MHZ)'un uygun gördüğü "C" ve "D" taksiyollarında yapılacaktır.

G- Kalkış yapacak uçaklar kalkış izni almak için, motor çalıştırmadan 5-7 dakika önce "Uludag DPT" (118.4 MHZ) ile temas kuracaklardır.

H- C5, C17 ve AN225 gibi kargo uçakları havalimanına inebilir. Bu tip uçaklar A4 Apronuna (Cargo bölümü) park edeceklerdir.

I- Uçuş ekiplerinin Hearback ve Readback kurallarına uymaları.

J- ATC talimatlarına, taxi yolu ve Apron işaretlerine dikkat etmeleri.

K- ATC izin vermedikçe uçakların yerlerini değiştirmemeleri, ATC talimatlarına uymaları.

LTNU AD 2.21 NOISE ABATEMENT PROCEDURES

Pilot shall apply " Noise Abatement Departure Procedures 1" (NADP1) which has been explained in ICAO Doc 8186 Vol-1 until passing 11000 FT.

LTNU AD 2.22 FLIGHT PROCEDURES

VFR flight procedures and routes, the dense air traffic in the winter months in areas where VFR flight "Uludag ATC" is to ensure safe and orderly.

In the VFR routes will be able to flying pilots, to fit compulsory in to Turkey AIP explaining to VFR rules.

Meteorological weather states and natural phenomena belong to the pilot's responsibility in the VFR flights.

Determined for any reason separated from VFR aircraft route, the state as soon as possible "Uludag ATC" as reported to cause yaw after completion of the event "Uludag ATC" to notify the designated route will return.

1) Radio-free VFR flights shall not fly above 12500 ft. MSL within the "Uludag ATC" area .

2) VFR traffic not equipped with radio destined to any airport within the Uludag aerodrome, shall enter the CTR's below 12500 ft. MSL through the routes given here below, provided that they will not affect the instrument approach and SID routes.

3) VFR traffic operating within the "Uludag ATC" area shall not establish radio contact with "Uludag ATC" unless they climb above 12500 ft.

a) VFR traffic which will land at Bursa/Uludag airport shall join the route by flying to the nearest point given below after entering the "Uludag ATC" area.

LTNU AD 2.21 GÜRÜLTÜ AZALTMA YÖNTEMLERİ

Pilotlar 11000 FT'i geçinceye kadar ICAO Doc 8186 Vol-1'de belirtilen "Noise Abatement Departure Procedures1"(NADP1) yöntemlerini uygulayacaklardır.

LTNU AD 2.22 UÇUŞ YÖNTEMLERİ

VFR uçuş yöntem ve rotaları, kış aylarında hava trafiğinin yoğun olduğu "Uludag ATC Kontrol" alanları içinde, VFR uçuşların güvenli ve düzen içinde olmasını sağlamaktadır. Belirlenen VFR rotalarında uçacak pilotlar,Türkiye AIP'sinde belirtilen VFR kurallarına uymak zorundadır.

Meteorolojik olaylarda veya doğal afetlerde VFR uçuşun sorumluluğu Pilot'a aittir.

Herhangi bir nedenle belirlenen VFR rotalarından ayrılan uçakların pilotları,durumu en kısa sürede Uludag ATC'ye (Hava Trafik Kontrol) bildirerek,rotadan çıkmasına neden olan olayların bitiminde Uludag ATC'yi bilgilendirerek belirlenen rotaya hemen gireceklerdir.

1) Radyosuz VFR uçuşlar,Uludağ havalimanı Kontrol alanı içinde 12500 ft.'in üzerinde yapılamaz.

2) Uludag havalimanına iniş yapacak radyosuz VFR uçaklar, CTR'a 12500 ft. MSL'nin altındaki pisti pas geçen,aletli yaklaşma yapan ve procedurlere uygun seyir halindeki trafikleri etkilemeyecek şekilde aşağıdaki rotaları takip edeceklerdir.

3) Uludag havalimanı kontrol sahasında seyreden VFR trafikler,12500 ft'in altında iken "Uludag ATC" ile radyo teması kurmayacak.Ancak 12500 ft.'in üzerinde temas kuracaklar.

a) Uludag havalimanına iniş yapacak VFR uçaklar, aşağıda belirtilen rotalardan kendine en yakın olan rotaya girmelidir.

LTNU AD 2.22 FLIGHT PROCEDURES

b) VFR traffic departing from Uludag airport and passing through the "Uludag ATC" area shall follow the opposite directions of the routes given above.

EAST Route:

ESKİŞEHİR (39.48.63N-030.32.08E) YENİŞEHİR AB (40.15.19N-029.32.78E)

WEST Route:

BURSA (40.14.13N-029.00.96E) BANDIRMA AB (40.18.14N-027.58.94E)
BIGA (40.21.20N-027.22.00E)

NORTH Route:

YENİŞEHİR AB (40.15.19N-029.32.78E) YALOVA AB (40.40.84N-029.22.33E)
SABİHA GÖKÇEN (40.53.58N-029.17.64E) ATATÜRK-İST (40.58.21N-029.48.42E)

NORTH-WEST Route:

BANDIRMA AB (40.18.14N-027.58.94E) ATATÜRK-İST (40.58.21N-029.48.42E)

NORTH-EAST Route:

YENİŞEHİR AB (40.15.19N-029.32.78E)

SOUTH Route:

BALIKESİR AB (39.36.31N-027.55.60E) KUTAHYA AB (39.25.80N-030.01.09E)

SOUTH-WEST Route:

BANDIRMA AB (40.18.14N-027.58.94E) BALIKESİR AB (39.36.31N-027.55.60E)
BIGA (40.21.20N-027.22.00E)

SOUTH-EAST Route:

ESKİŞEHİR (39.48.63N-030.32.08E) KUTAHYA AB (39.25.80N-030.01.09E)

LTNU AD 2.22 UÇUŞ YÖNTEMLERİ

b) Uludağ havaalanından kalkış ve Uludağ Meydan Kontrol sahasından çıkışlarda, gidiş yönüne göre belirtilen rotaların tersi uygulanacaktır.

DOĞU Rotası:

ESKİŞEHİR (39.48.63N-030.32.08E) YENİŞEHİR AB (40.15.19N-029.32.78E)

BATI Rotası:

BURSA (40.14.13N-029.00.96E) BANDIRMA AB (40.18.14N-027.58.94E)
BIGA (40.21.20N-027.22.00E)

KUZEY Rotası:

YENİŞEHİR AB (40.15.19N-029.32.78E) YALOVA AB (40.40.84N-029.22.33E)
SABİHA GÖKÇEN (40.53.58N-029.17.64E) ATATÜRK-İST (40.58.21N-029.48.42E)

KUZEY-BATI Rotası:

BANDIRMA AB (40.18.14N-027.58.94E) ATATÜRK-İST (40.58.21N-029.48.42E)

KUZEY-DOĞU Rotası:

YENİŞEHİR AB (40.15.19N-029.32.78E)

GÜNEY Rotası:

BALIKESİR AB (39.36.31N-027.55.60E) KUTAHYA AB (39.25.80N-030.01.09E)

GÜNEY-BATI Rotası:

BANDIRMA AB (40.18.14N-027.58.94E) BALIKESİR AB (39.36.31N-027.55.60E)
BIGA (40.21.20N-027.22.00E)

GÜNEY-DOĞU Rotası:

ESKİŞEHİR (39.48.63N-030.32.08E) KUTAHYA AB (39.25.80N-030.01.09E)

LTNU AD 2.23 ADDITIONAL INFORMATION

1) K, L, M taxiways to be present connected aircraft care stations. Enter to make, ONLY to "L" taxiways. K, M taxiways is EXIT!. (Sings is reveal to bottom picture.)

← CLOSED ← K → M → CLOSED →

2) Cessna, Beechcraft aircraft as small as allocated to them A1, A2 aprons they used go to C1 taxiway (to the south of the runway), 11-29 with the intersection of runway because the runway C1 taxiway passing traffic should be observed. (In the picture at the bottom)

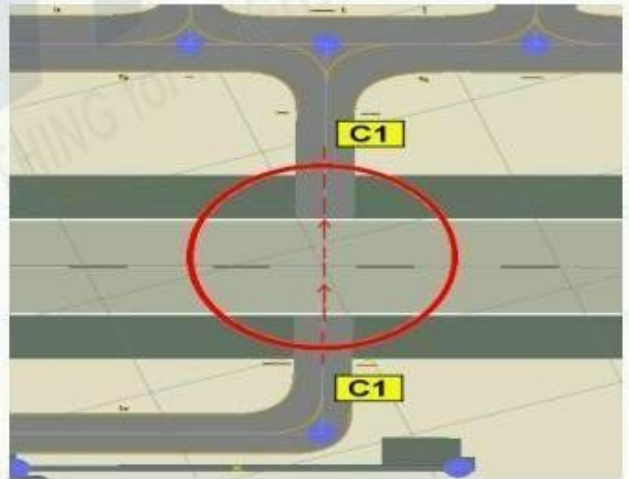


LTNU AD 2.23 EK BİLGİLER

1) Uçak Bakım hangarlarına bağlı K, L, M taksiyolları vardır. Giriş sadece "L" taksiyolundan olacaktır. Diğerleri ÇIKIŞ'tır!. (Altındaki resimdeki işaretlerle belirtilmiştir.)

← CLOSED ← K → M → CLOSED →

2) Cessna, Beechcraft gibi küçük ölçekli uçaklar, kendilerine tahsis edilmiş olan A1 ve A2 apronlarına gitmek için kullandıkları "C1" taksiyolu (pistin güneyinde) "11-29" pisti ile kesiştiğinden, "C1" taksiyolu ile pisti geçerken trafiklere dikkat etmeleri gerekir. (Altındaki resim)



LTNU AD 2 .24 CHARTS RELATED TO ULUDAG AERODROME

CHART DEFINITION

Aerodrome Location Indicator and Introduction Chart
Aerodrome Chart
Instrument APP Chart VOR/NDB RWY 11 Chart
Instrument APP Chart VOR/DME-NDB RWY 11 Chart
Instrument APP Chart ILS RWY 11 CAT II Chart
Parking Chart
Parking Position Chart
Uludag TMA/Area Control Transit Route Chart
Uludag TMA VFR Flight Route Chart
Standart Instrument Departure (SID) RWY 11 Chart
Standart Instrument Departure Route (SID) RWY 11 Chart
Standart Instrument Arrival (STAR) RWY 11 Chart

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AD 2 LTNU SID-A
AD 2 LTNU STAR

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Start Date : February'08
Finish Date : November'09 VAPS



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