

## BODRUM (Milas) (BJV/LTFE)

Elevation 21ft

### CATEGORY B

AV brief – not required

### GENERAL

- The airfield is located 11 nm to the NE of Bodrum.
- The airfield is situated on the Aegean Sea coast on low lying coastal land and is surrounded to the N, E and S by steeply rising terrain.

### Threats

#### CFIT

- N of the airfield is terrain of 1172ft asl at 2 nm and of 3553ft at 8 nm.
- NE of the airfield is terrain of 4514ft asl at 14 nm.
- E of the airfield is terrain of 3432ft asl at 12.5 nm.
- S of the airfield is terrain of 1011ft asl at 2 nm and of 1637ft at 4 nm.
- Terrain spot height of 3432ft only 1.5 nm S of Rwy 28R approach track at a range of approximately 12.5 nm from the landing threshold.
- Circling is NOT permitted at NIGHT, or to the NORTH of the airfield.
- Expect radar vectoring for runway 28 – which places you quite close to terrain to the North of the airfield.
- Expect descent to Alt 6000ft and quite a late turn on to the ILS (little or no base leg).
- Circling at BJV is extremely challenging and as such any circling manoeuvre must be comprehensively briefed and conducted with upmost caution due proximity of high ground. The circling altitude is higher than normal and may require a steeper than normal final approach due to terrain.

#### Runway Excursion

- Unstable and high energy approaches due to steep approach slope.

#### Loss of Control

- Hard Landings due to steep approach.

### ARRIVAL

#### Diversion Airports

DALAMAN	DLM/LTBS	63 nm/121°T	CAT B
IZMIR	ADB/LTBJ	68 nm/338°T	CAT B
ANTALYA	AYT/LTAI	151 nm/098°T	CAT B
ISTANBUL (Yeni Havalimani)	IST/LTFM	248 nm/011°T	CAT A
RHODES	RHO/LGRP	55 nm/159°T	CAT B

## Approach

A32N

- Rwy 10L/28R ILS Cat II procedures are **not authorised** for Airbus A319/A320/A321 as the maximum glideslope angle for autoland is 3.15°.

ALL

- Rwy 10L ILS glideslope is 3.3°.
- Rwy 28R ILS glideslope is 3.9° due to the significant terrain on approach.

**CAUTION:** *Straight in approach to Rwy 28 is not possible using VOR/DME ONE or VOR/DME TWO procedures due to the extremely steep approach (approx 5.3°). Circling to Rwy 28 is recommended to only be completed from an initial approach towards Rwy 10, this allows a more conventional circling approach.*

- No instrument approaches to Rwy 28L. Therefore landing 28L in daylight only.

### DEPARTURE

- Performance Restrictions and Emergency Turn Procedures (ETPs) are available from CARD and selected Performance Manuals.

### WEATHER

- Warm, dry summers with cool, wet winters.
- Occasional thunderstorms.
- Fog is not a common occurrence.
- Visibility at the airfield tends to be good with low incidence of haze or dust.
- Extremes of temperature range from 42°C (Jul) to -3°C (Dec).

### OPERATIONAL INFORMATION

<b>Handling Agent</b>	HAVAS GHA
<b>Handling Agent VHF</b>	131.45
<b>Potable Water</b>	Uplift Banned

<b>IF ONLY Electrical Power is required</b>	Use at all times
<b>If BOTH electrical power and air conditioning is required:</b>	Use APU