



AeroDataMarket

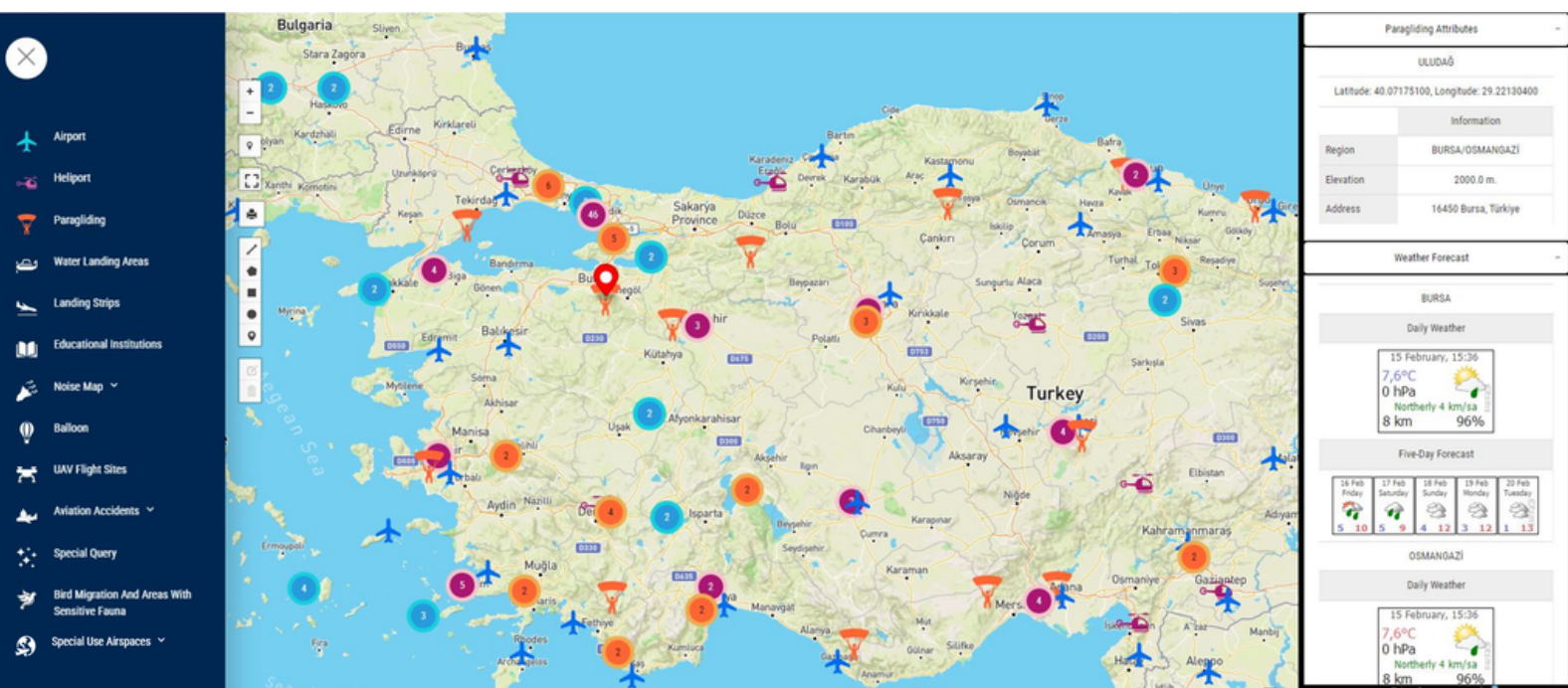


Haritaevi has been developing GIS-based platforms for the aviation industry since 2014. These solutions offer advanced capabilities such as 2D and 3D visualization of geospatial data, spatial analysis, automated surface generation, height queries, and calculations.

Within this scope, the AeroDataMarket platform has been developed as a web portal focused on the sportive and professional aviation industry.

Some of AeroDataMarket Layers: Airports, Heliports, Special Use Airspace (SUA), Airport Noise Maps, UAV Flight Sites, Aviation Accidents, Bird Migration and Areas With Sensitive Fauna etc.

Accessible via www.aerodatamarket.com, the platform provides certain data layers free of charge, while more detailed and specialized layers are packaged and licensed specifically for institutional clients. Some features will be detailed in the following pages.



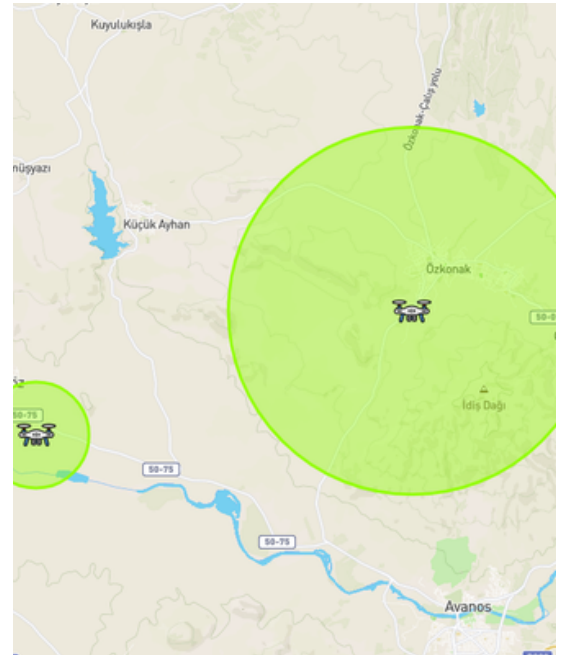


UAV Flight Sites

Many spatial data related to civil aviation can be accessed with AeroDataMarket. The system allows you to view some spatial data and the information that you have on the map or in the table. The **Unmanned Aerial Vehicle (UAV)** is one of them.

UAV (Unmanned Aerial Vehicle/Drone) Flight Areas are geographical boundaries and altitude limits established by civil aviation authorities to protect airspace safety, human lives, and strategic facilities. The areas in airspace where civil unmanned aerial vehicles can be used are shown spatially with coordinates, upper limits and other descriptive information in the AIP document.

Users can obtain detailed information about the UAV layers by clicking on the icons on the map. Visualization and analysis techniques can be customized according to user requirements. Data can be stored in geographic databases and retrieved via web services.



Flight Areas With Unmanned Aerial Vehicle	
LT-IHAS	
Latitude: 40.84080000, Longitude: 41.53780000	
Information	
Upper Limit	400 Feet Above Ground Level
Lower Limit	Surface
Remarks and Time of ACT	SunRise/SunSet
Radius	0.05 nm.
Effective Date (AIP)	28-02-2019
Explanation	UAV Flight Permits (place, time, NOTAM, prohibitions, etc., Foreign UAV flight permits) are carried out by the Air Navigation Department. Please refer to https://iha.shgm.gov.tr/public/index for details of UAV flight operations.
Data Source	DHMI AIP TURKEY LT_ENR 5.5
Address	Livane, Yusufeli Taşkıran Yolu, Yusufeli/Artvin, Türkiye

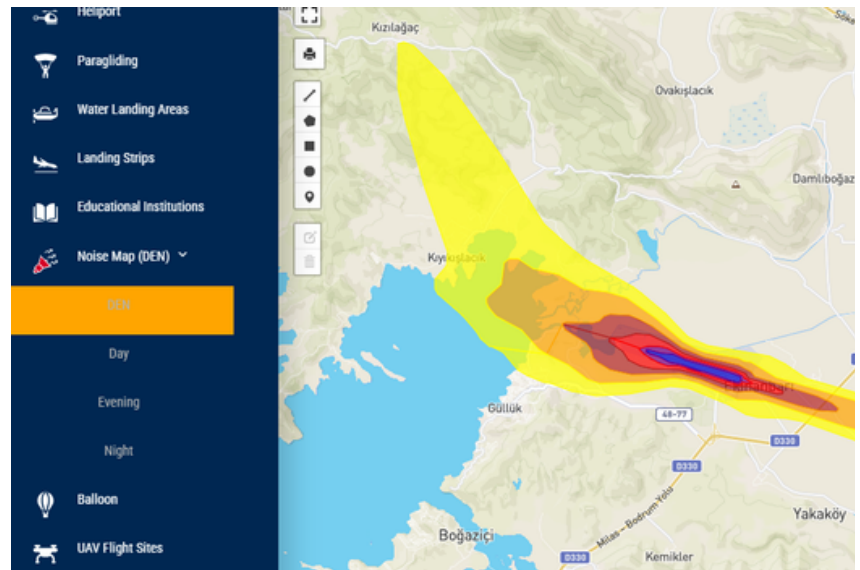
Print the query result
Contact with HaritaEvi for information and help.



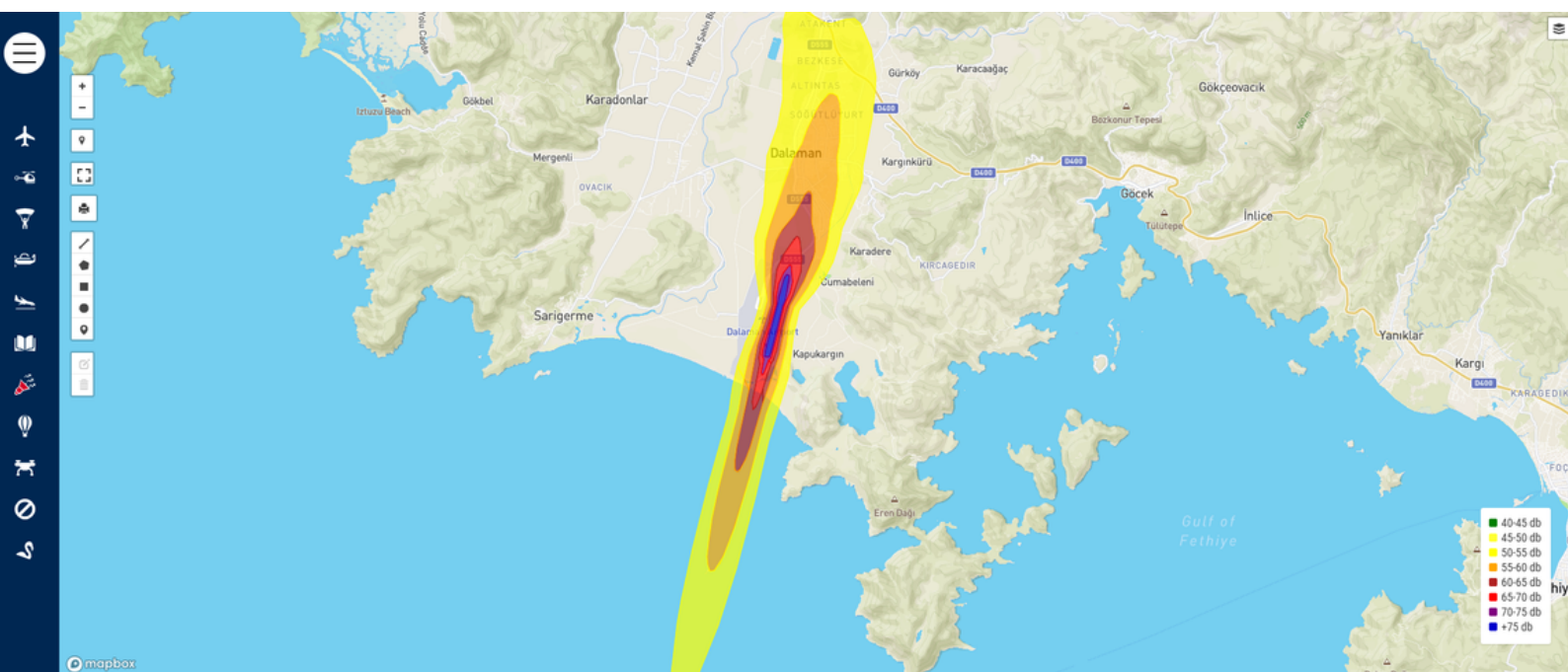
Airport Noise Maps

Airport Noise Maps are a study to determine the disturbance caused by noise to the population living in a specific area and to evaluate the environmental noise to which the population is exposed.

In the system, noise maps of each airport, which is regulated and managed in accordance with the regulation and management of environmental noise, are also included spatially.



Information about air traffic data, which is effective in the formation of noise maps, can also be accessed in the system. In addition, basic information about the airport and information about the runway, taxiway and apron are also accessed. Noise maps are published on the system in 4 different time periods. Their distribution according to decibel ranges is presented on the map.



It is of critical importance in the aviation industry for the protection of natural habitats, ecosystems and the security of airports. For this reason, **Bird Migration Routes and Areas** with sensitive fauna around the world are included in the system spatially.

Bird migration routes are a critical area of study where ornithology, meteorology, and Air Traffic Management (ATM) intersect in order to minimize bird strike incidents, which are one of the greatest natural risks directly threatening flight safety.

These airspace areas are published in AIP documents such as AD 2.23 and ENR 5.6. The system provides these areas digitally. Detailed information can be obtained by clicking on the icons.

ENR 5.6 BIRD MIGRATION AND AREAS WITH SENSITIVE FAUNA

Bird Migration

There are no well defined heavily used bird migratory routes within United Kingdom airspace at any time of the year. Bird migration to and from the United Kingdom occurs largely in the autumn and winter on broad fronts in streams running E-W and N-S. The density of bird movements is greatest in SE England where these two fronts cross. Most migrating birds fly below 5000 FT.

Areas with Sensitive Fauna

As elsewhere in the world, offshore islands, headlands, cliffs, inland waters and shallow estuaries attract flocks of birds for breeding, roosting and feeding at various times of the year. Within 20 NM or so of such locations concentrations of birds flying mostly below 1500 FT may be encountered (see ENR 6.78 and ENR 6.79).

In order to lessen the risk of bird strikes, pilots of low flying aircraft should, whenever possible, avoid flying at less than 1500 FT above surface level over areas where birds are likely to concentrate. Where it is necessary to fly lower than this, pilots should bear in mind that the risk of a collision increases with speed and it is a fact that birds rarely fly at an object moving slower than 80 knots. Apart from endangering aircraft by flying close to bird colonies, the breeding of the birds may be upset and the practice should be avoided on conservation grounds. It should also be appreciated that, especially in the case of sea bird colonies, concentrations of birds may be soaring on lee waves downwind of the areas where they breed.

Bird Sanctuaries

A Bird Sanctuary is airspace of defined dimensions within which large colonies of birds are known to breed

Pilots are specifically requested to avoid the Bird Sanctuaries listed below, especially during any stated breeding season.

Identification and Name Lateral Limits	Upper Limit (FT) Lower Limit (FT)	Remarks
1	2	3
Isle of May A circle 1 NM radius centred on 561109N 0023327W.	2000 FT ALT SFC	Pilots are requested to avoid the area throughout the year. Peak activity April to September.
Martin Mere A circle 1 NM radius centred on 533726N 0025542W.	2000 FT ALT SFC	Pilots are requested to avoid the area throughout the year. Peak activity September to March.
Hillbox Islands A circle 1 NM radius centred on 532239N 0031255W.	500 FT ALT SFC	Pilots are requested to avoid the area throughout the year.
Gibraltar Point A circle 1.5 NM radius centred on 530616N 0001849E.	2000 FT ALT SFC	Pilots are requested to avoid the area throughout the year.
Estuary area north-east of Brancaster A circle 1 NM radius centred on 525910N 0004041E.	500 FT ALT SFC	Pilots are requested to avoid the area throughout the year.

The screenshot displays the HARTA v1.0 web application interface. On the left is a sidebar with a dark blue background containing icons and labels for various map layers: Airport, Heliport, Paragliding, Water Landing Areas, Landing Strips, Educational Institutions, Noise Map (with a dropdown arrow), Balloon, UAV Flight Sites, Aviation Accidents (2020) (with a dropdown arrow), and Bird Migration And Areas With Sensitive Fauna (which is currently selected). The main map area shows a geographical view of Central Europe, including parts of Poland, Slovakia, Hungary, Ukraine, and Romania. A red polygon highlights a specific area in the Danube Delta region. On the right side, a white panel titled 'Bird Migration And Areas With Sensitive Fauna' displays the following information:

- Latitude: 45.35805550, Longitude: 29.73194450
- Country: UKRAINE
- Region: DUNAYSKI PLAVNI
- Identification: NATIONAL PARK
- Limits: 2000 M / SCF
- Bird Species: NULL
- Remarks: NULL

At the bottom right of the interface, there are links to 'Print the query result' and 'Contact with HARTA v1.0 for information and help'.



Special Use Airspaces



Airspace can be defined as the designated portion of the atmosphere controlled by a particular country above its territory or over international waters. It is divided into various categories based on altitude, geographical location, and specific usage regulations. **Special Use Airspace (SUA)**, refers to designated areas within airspace where certain activities or restrictions apply for specific purposes.

The Special Use Airspace layer is derived from AIP documents and digitized within the system. It is available to users in the Prohibited, Restricted, and Danger Areas menus.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS

1. PROHIBITED AREAS

Identification, Name and Lateral limits	Upper limit / Lower limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
LHP1 / PAKS A circle radius 3 KM centered on 463443N 0185110E	FL 195 / GND	H24 Nuclear Power Plant
LHP2 / CSILLEBERC A circle radius 0.5 KM centered on 472923N 0185708E	3500 FT ALT / GND	H24 Research nuclear reactor

2. RESTRICTED AREAS

Identification, Name and Lateral limits	Upper limit / Lower limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
LHR1 / BUDAPEST 473059N 0185828E - 473055N 0190118E - 473054N 0190159E - 473053N 0190237E - 473038N 0190321E - 473022N 0190325E - 472941N 0190336E - 472859N 0190147E - 472910N 0190047E - 472931N 0185846E - 473002N 0185812E - 473059N 0185828E	3500 FT ALT / GND	H24 By special permission of the aeronautical authority
LHR1A / BUDAPEST 473154N 0185620E - 473154N 0185756E - 473121N 0185756E - 473121N 0185620E - 473154N 0185620E	3500 FT ALT / GND	H24 By special permission of the aeronautical authority
LHR4 / ZALAEGERSZEG A circle radius 1 KM centered on 464816N 0163720E	7500 FT ALT / GND	H24 For aircraft with less than 250 kt (IAS)
LHR6 / SZAZHALOMBATTA I. A circle radius 2 KM centered on 471702N 0185358E	7500 FT ALT / GND	H24 For aircraft with less than 250 kt (IAS) except DEP/ARR LHBP
LHR8 / KAZINCBARCIKA A circle with a radius of 2.5 KM centred on 481429N 0200555E	3500 FT ALT / GND	H24 For aircraft with less than 250 kt (IAS)

