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Airport Information For LTAC
Terminal Charts For LTAC
Revision Letter For Cycle 26-2012
Change Notices
Notebook

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## General Information

Location: Ankara Tur
IATA Code: ESB
Lat/Long: N40° 07.7' E032° 59.7'
Elevation: 3125 ft

Airport Use: Public
Magnetic Variation: 5.2°E

Fuel Types: 100 Octane (LL), Jet A-1
Repair Types: Minor Airframe, Minor Engine, Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 0510 Z
Sunset: 1439 Z,

## Runway Information

Runway: 03L
Length x Width: 11155 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 3110 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 197 ft

Runway: 03R
Length x Width: 12303 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 3113 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 197 ft

Runway: 21L
Length x Width: 12303 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 3130 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 197 ft

Runway: 21R
Length x Width: 11155 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 3123 ft

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Lighting: Edge, ALS, Centerline, TDZ
Stopway: 197 ft

## Communication Information

ATIS 123.6
Esenboga Tower 118.1
Esenboga Tower 25.78
Esenboga Ground Control 121.9
Esenboga Approach Control 122.1
Esenboga Approach Control 119.6
Esenboga Approach Control 119.1
Esenboga Approach Control 36.23

# 1. GENERAL

## 1.1. ATIS

ATIS 123.6

## 1.2. LOW VISIBILITY PROCEDURE

Pilots will be informed via ATIS or RTF when these procedures are in force.

## 1.3. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

### 1.3.1. A-SMGCS UTILISING MODE S

ACFT operators should ensure that Mode S transponders are able to operate when ACFT is on the ground.

Flight crew should select XPNDR or equivalent according to specific installation, AUTO if available, not OFF or STDBY, and the assigned Mode A code.
From the request for push-back or taxi, whichever is earlier, after landing, continuously until ACFT is fully parked on stand, the Mode A code 2000 must be set before selecting OFF or STDBY.

Flight crew of ACFT equipped with Mode S having an ACFT identification feature should also set the ACFT ident.
This setting is the ACFT ident specified in item 7 of the flight plan.
ACFT ident should be entered from the request for push-back or taxi, whichever is earlier, through FMS or transponder control panel.

## 1.4. PARKING INFORMATION

On stands 103 thru 120 docking guidance available.
On all stands push-back mandatory.

## 1.5. OTHER INFORMATION

Birds.

# 2. ARRIVAL

## 2.1. CAT II OPERATIONS

RWY 03L approved for CAT II, RWY 03R for CAT II/III operations, special aircrew and ACFT certification required.

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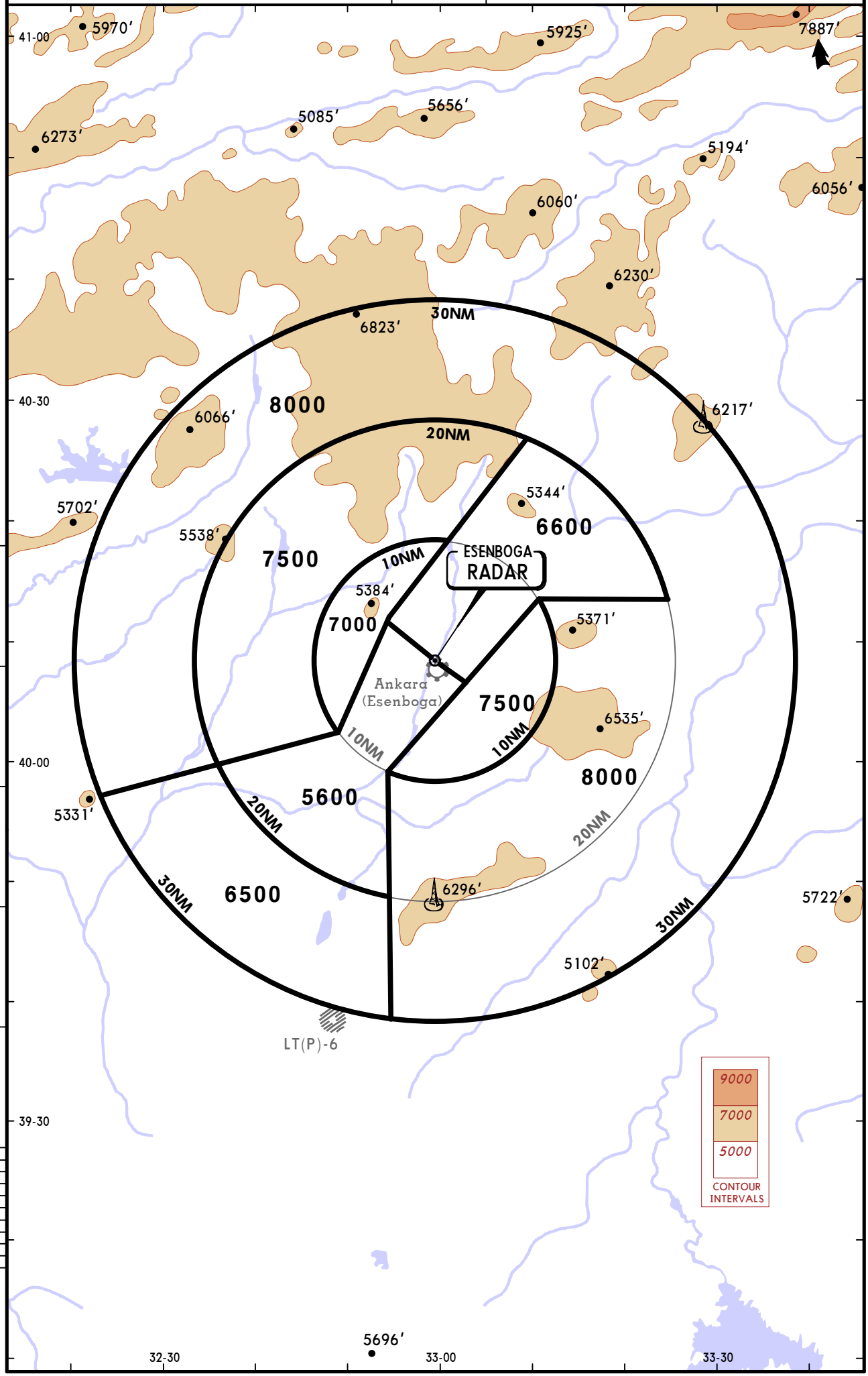
| ESENBOGA Approach (R) | Apt Elev | Alt Set: hPa |
|---|---|---|
| 119.1 119.6 122.1 126.7 | 3125′ | Trans level: By ATC Trans alt: 10000′ |




CHANGES: Communication.

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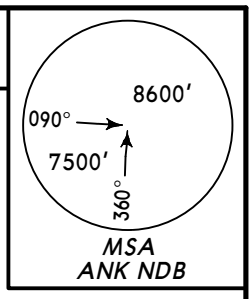
| ATIS | Apt Elev | |
|---|---|---|
| 123.6 | 3125′ | Alt Set: hPa<br>Trans level: By ATC Trans alt: 10000′ |




# ASTAL 1E [ASTA1E], GURBU 1E [GURB1E]
# ILHAN 1E [ILHA1E], KUBER 1E [KUBE1E]
# YUCEL 1E [YUCE1E]
## RWYS 03L/R ARRIVALS
### FROM NORTHEAST & EAST

❶ BUK DME unusable between R-310 & R-040 and R-110 & R-160 below **12000′** beyond 25 NM.

**ASTAL**
N40 44.4 E033 07.5

193°
016°
49
FL90
ASTAL 1E

❶ CUBUK
D (T) 114.3 BUK
N40 14.5 E033 06.3
425 BUK
N40 14.5 E033 06.3

213°
6600
033°

**ILHAN**
N40 26.6 E033 42.2

244°
R064°
233°
MHA FL100
MAX FL140

50
FL90
ILHAN 1E

BAGLUM
D 113.1 BAG
N40 04.2 E032 48.6
(BUK R-227/D17)

**GURBU**
N40 10.1
E033 50.0

095°
251°

48
FL90
GURBU 1E

213°
6500
033°

ANKARA
356 ANK
N39 57.2 E032 49.7

37
FL90
KUBER 1E

R108°
**KUBER**
N39 49.9 E033 36.6
278°
288°
MHA FL100
MAX FL200

42
FL90
YUCEL 1E

127°
301°
**YUCEL**
N39 34.7 E033 35.1

N
NOT TO SCALE

*CHANGES:* STARs transferred; ballnote estbld; chart redrawn.

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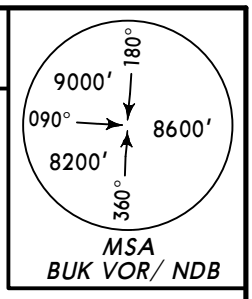
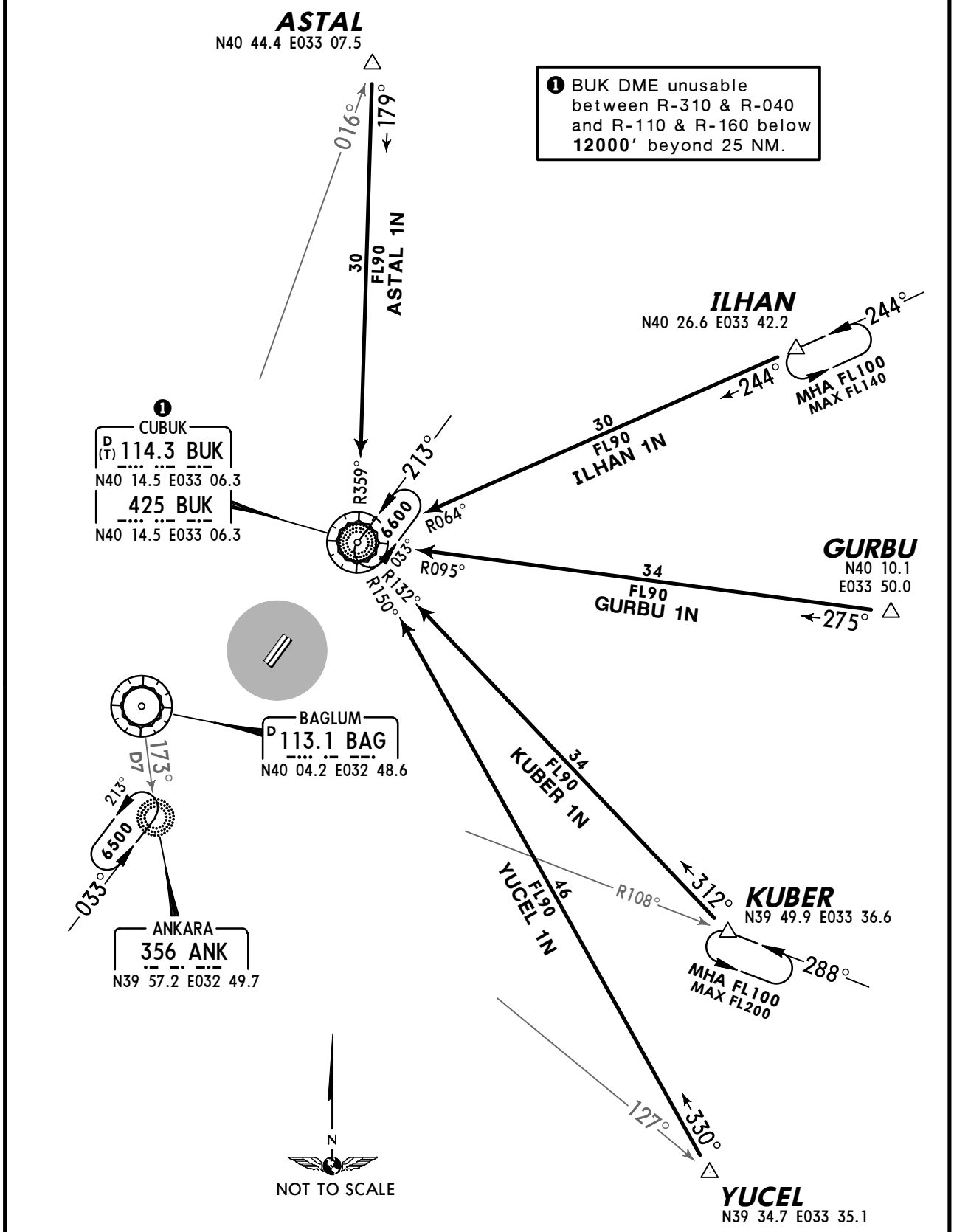
| ATIS | Apt Elev | |
|---|---|---|
| 123.6 | 3125′ | Alt Set: hPa<br>Trans level: By ATC Trans alt: 10000′ |




# ASTAL 1N *[ASTA1N]*, GURBU 1N *[GURB1N]*
# ILHAN 1N *[ILHA1N]*, KUBER 1N *[KUBE1N]*
# YUCEL 1N *[YUCE1N]*
# RWYS 21L/R ARRIVALS
## FROM NORTHEAST & EAST




*CHANGES:* STARs transferred; ballnote estbld; chart redrawn.

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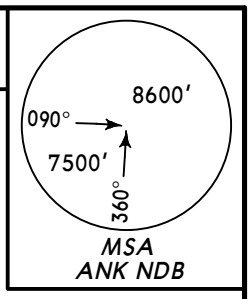
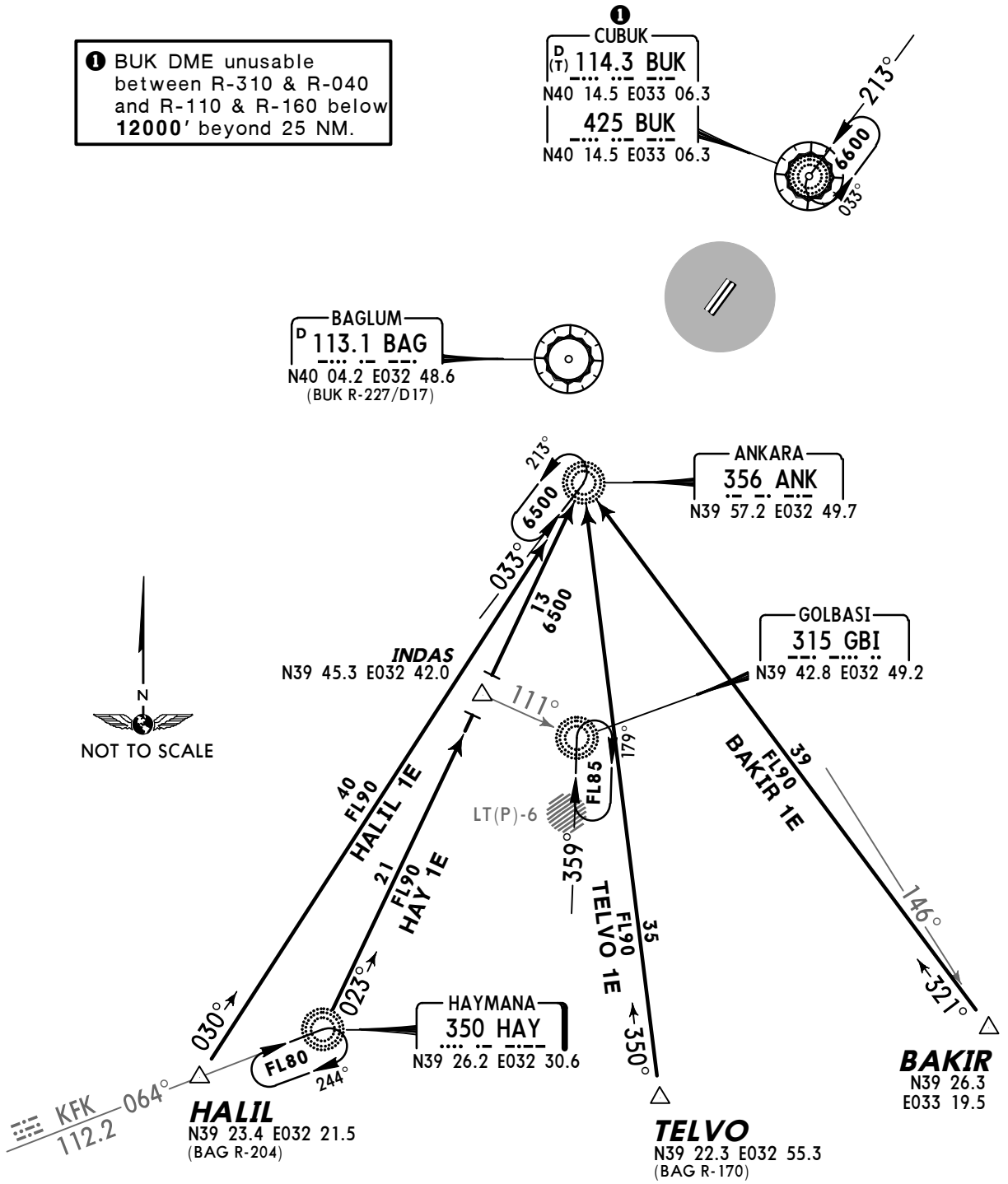
| ATIS | Apt Elev | |
|---|---|---|
| 123.6 | 3125′ | Alt Set: hPa<br>Trans level: By ATC Trans alt: 10000′ |




# BAKIR 1E *[BAKI1E]*, HALIL 1E *[HALI1E]*
# HAY 1E, TELVO 1E *[TELV1E]*
# RWYS 03L/R ARRIVALS
## FROM SOUTH




*CHANGES:* STARs transferred; ballnote estbld; chart redrawn.

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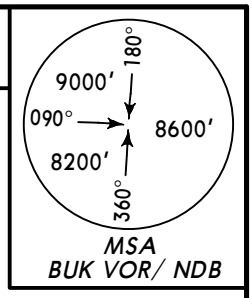
| ATIS | Apt Elev | Alt Set: hPa<br>Trans level: By ATC Trans alt: 10000′ |
|---|---|---|
| 123.6 | 3125′ | |

# BAKIR 1N *[BAKI1N]*
# HALIL 1M *[HALI1M]*, HALIL 1N *[HALI1N]*
# HAY 1M, HAY 1N, TELVO 1N *[TELV1N]*
# RWYS 21L/R ARRIVALS
## FROM SOUTH




❶ BUK DME unusable between R-310 & R-040 and R-110 & R-160 below **12000′** beyond 25 NM.

CUBUK
D (T) 114.3 BUK
N40 14.5 E033 06.3
425 BUK
N40 14.5 E033 06.3

BAGLUM
D 113.1 BAG
N40 04.2 E032 48.6

ANKARA
356 ANK
N39 57.2 E032 49.7

GOLBASI
315 GBI
N39 42.8 E032 49.2

LAGOL
N39 36.6
E032 58.3

HALIL
N39 23.4
E032 21.5

HAYMANA
350 HAY
N39 26.2 E032 30.6

TELVO
N39 22.3 E032 55.3

BAKIR
N39 26.3
E033 19.5

KFK 112.2

HALIL 1N

N
NOT TO SCALE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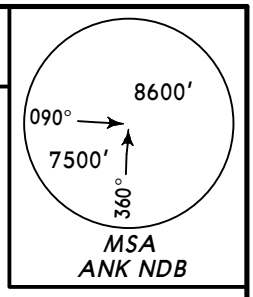
| ATIS | Apt Elev | |
|---|---|---|
| 123.6 | 3125′ | Alt Set: hPa<br>Trans level: By ATC Trans alt: 10000′ |

# KIZIK 1E *[KIZI1E]*, NASIM 1E *[NASI1E]* PETAR 1E *[PETA1E]*, SALGO 1E *[SALG1E]* RWYS 03L/R ARRIVALS

FROM WEST & NORTHWEST




❶ BUK DME unusable between R-310 & R-040 and R-110 & R-160 below **12000′** beyond 25 NM.

DEREL
N40 42.8 E032 11.6

141° 12 FL310

NASIM
N40 34.3 E032 20.0

145° 43 FL100 NASIM 1E

SALGO
N40 28.4 E032 12.0

286° 134° 43 FL190 SALGO 1E

KIZIK
N40 25.1 E032 09.0

302° 128° 42 FL100 KIZIK 1E

PETAR
N40 10.3 E032 04.9

277° 108° 27 FL90 PETAR 1E

BEYPAZARI
487 BEY
N40 09.5 E031 55.8

KANGU
N40 00.7 E032 37.7

D26 10 6500

CUBUK
D (T) 114.3 BUK
N40 14.5 E033 06.3
425 BUK
N40 14.5 E033 06.3

BAGLUM
D 113.1 BAG
N40 04.2 E032 48.6
(BUK R-227/D17)

238°

ANKARA
356 ANK
N39 57.2 E032 49.7

213° 6500 033°

## HOLDINGS OVER

**BEY**

098° FL80 278°

**BUK**

213° 6600 033°

N
NOT TO SCALE

*CHANGES:* New chart.

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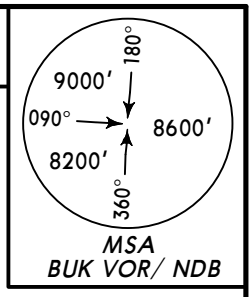
| ATIS | Apt Elev | |
|---|---|---|
| 123.6 | 3125′ | Alt Set: hPa<br>Trans level: By ATC Trans alt: 10000′ |

# KIZIK 1N *[KIZI1N]*, NASIM 1N *[NASI1N]* PETAR 1N *[PETA1N]*, SALGO 1N *[SALG1N]* RWYS 21L/R ARRIVALS

## FROM WEST & NORTHWEST




❶ BUK DME unusable between R-310 & R-040 and R-110 & R-160 below **12000′** beyond 25 NM.

**DEREL**
N40 42.8 E032 11.6

141° 12 FL310

**NASIM**
N40 34.3 E032 20.0

116° 40 FL100 NASIM 1N

**SALGO**
N40 28.4 E032 12.0

106° 44 FL100 SALGO 1N

**KIZIK**
N40 25.1 E032 09.0

101° 302° 45 FL100 KIZIK 1N

❶ CUBUK
D (T) 114.3 BUK
N40 14.5 E033 06.3
425 BUK
N40 14.5 E033 06.3

R296° R286° R281° R262°

**SEREN**
N40 13.4 E032 49.3

13

**PETAR**
N40 10.3
E032 04.9

082° 277° 34 FL90 PETAR 1N

D10 360°

BAGLUM
D 113.1 BAG
N40 04.2 E032 48.6

173° D7

BEYPAZARI
487 BEY
N40 09.5 E031 55.8

ANKARA
356 ANK
N39 57.2 E032 49.7

213° 6500 033°

## HOLDINGS OVER

**BEY**

098° FL80 278°

**BUK**

213° 6600 033°

N
NOT TO SCALE

*CHANGES:* New chart.

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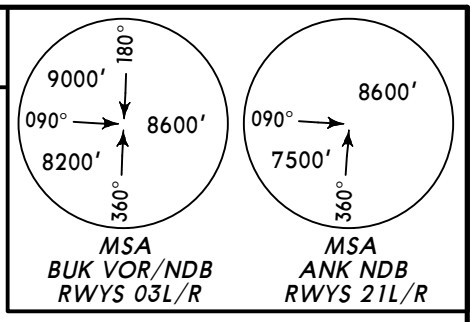
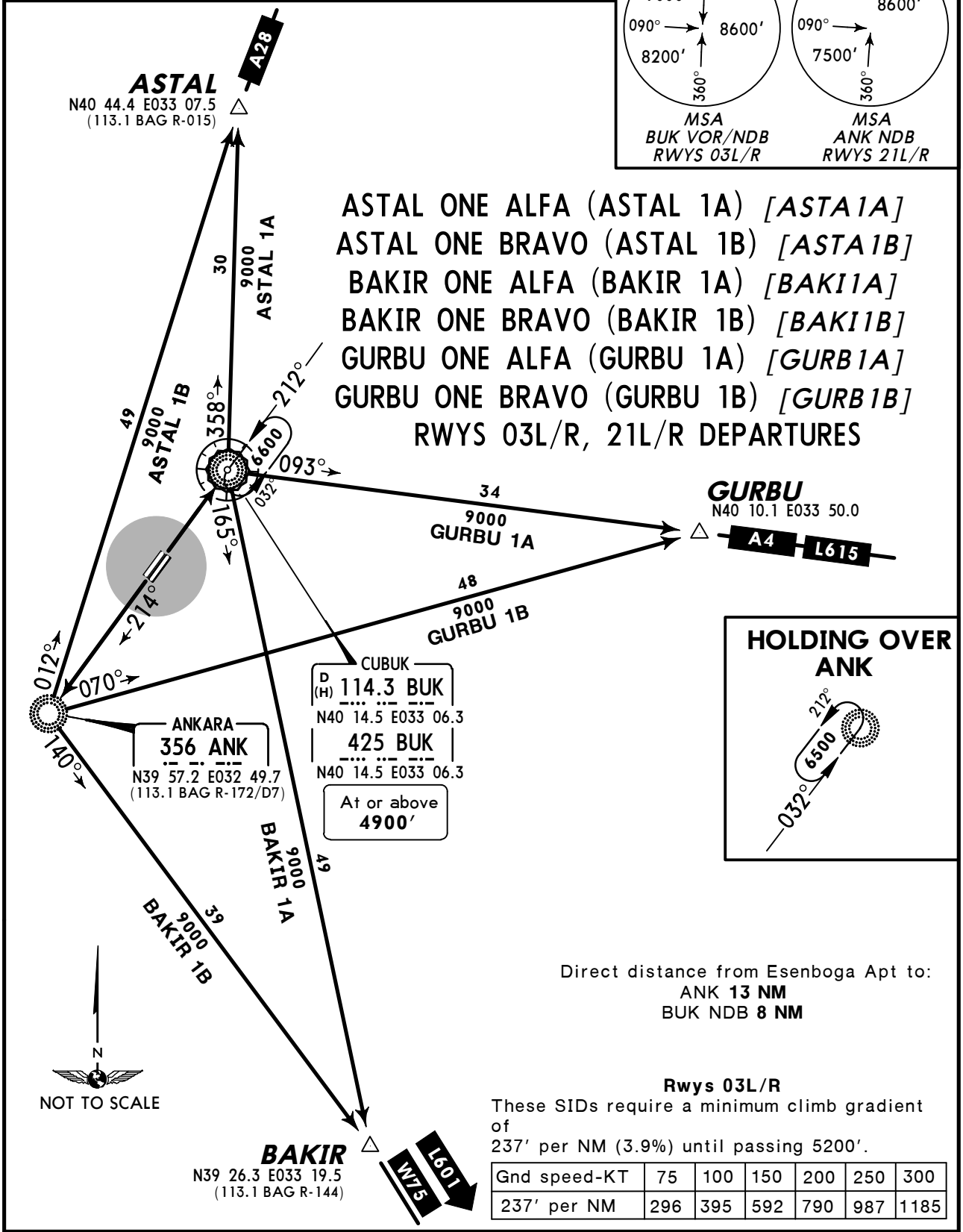
| Apt Elev 3125′ | Trans level: By ATC Trans alt: 10000′ |
|---|---|




ASTAL ONE ALFA (ASTAL 1A) *[ASTA1A]*
ASTAL ONE BRAVO (ASTAL 1B) *[ASTA1B]*
BAKIR ONE ALFA (BAKIR 1A) *[BAKI1A]*
BAKIR ONE BRAVO (BAKIR 1B) *[BAKI1B]*
GURBU ONE ALFA (GURBU 1A) *[GURB1A]*
GURBU ONE BRAVO (GURBU 1B) *[GURB1B]*
RWYS 03L/R, 21L/R DEPARTURES




Direct distance from Esenboga Apt to:
ANK **13 NM**
BUK NDB **8 NM**

**Rwys 03L/R**
These SIDs require a minimum climb gradient of
237′ per NM (3.9%) until passing 5200′.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 237′ per NM | 296 | 395 | 592 | 790 | 987 | 1185 |

| SID | RWY | ROUTING |
|---|---|---|
| **ASTAL 1A ❶** | **03L/R** | To BUK NDB, turn LEFT, 358° bearing to ASTAL, then along airway A-28. |
| **ASTAL 1B ❷** | **21L/R** | To ANK, turn RIGHT, 012° bearing to ASTAL, then along airway A-28. |
| **BAKIR 1A ❶** | **03L/R** | To BUK NDB, turn RIGHT, 165° bearing to BAKIR, then along airways W-75, L-601. |
| **BAKIR 1B ❷** | **21L/R** | To ANK, turn LEFT, 140° bearing to BAKIR, then along airways W-75, L-601. |
| **GURBU 1A ❶** | **03L/R** | To BUK NDB, turn RIGHT, 093° bearing to GURBU, then along airways A-4, L-615. |
| **GURBU 1B ❷** | **21L/R** | To ANK, turn LEFT, 070° bearing to GURBU, then along airways A-4, L-615. |

❶ Based on BUK NDB. ❷ Based on ANK.

*CHANGES:* SIDs RWYs 03l/R revised; airway designation.

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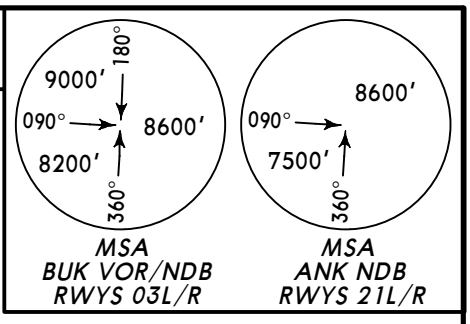
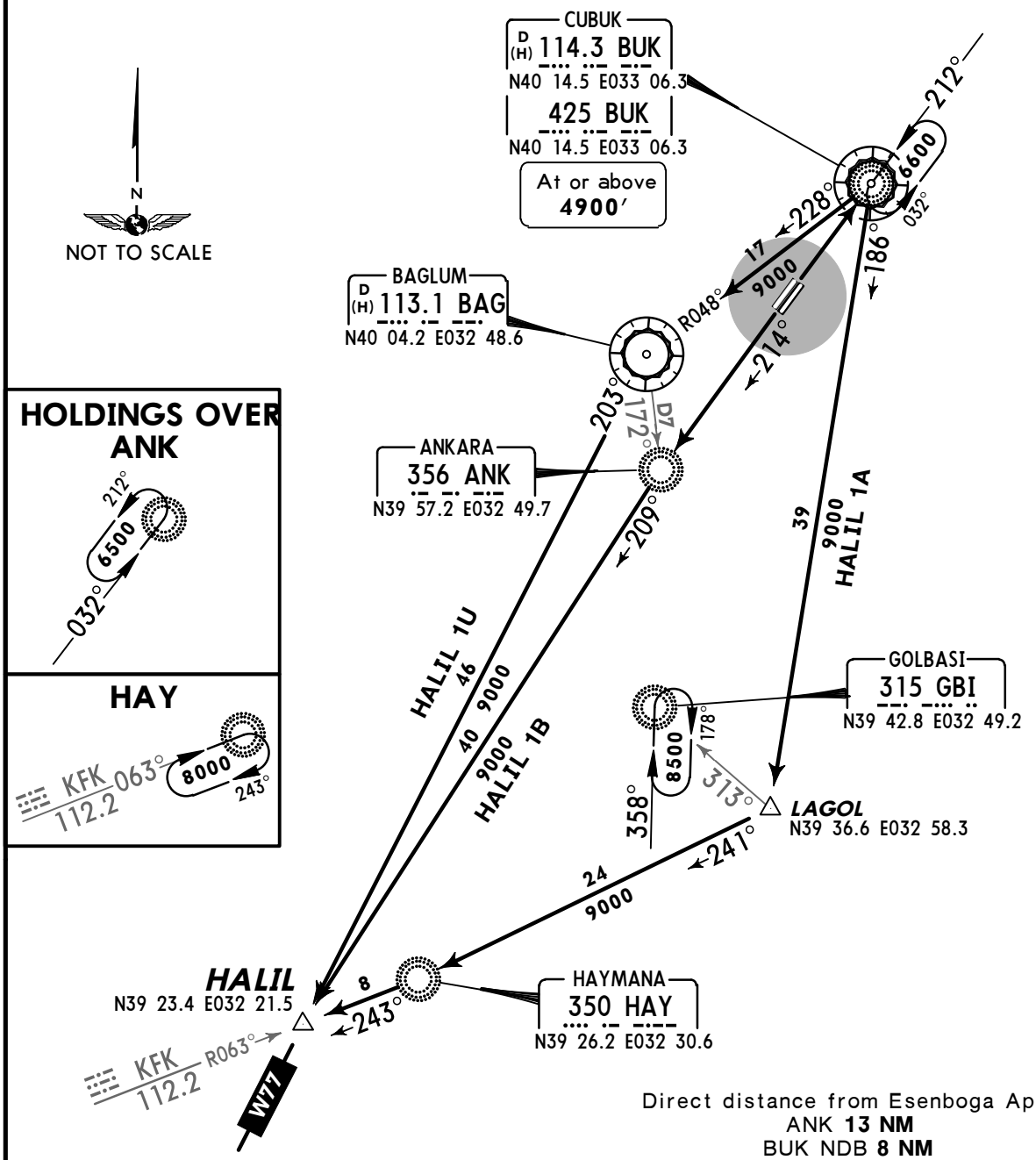
| Apt Elev 3125′ | Trans level: By ATC Trans alt: 10000′ |
|---|---|

# HALIL ONE ALFA (HALIL 1A) *[HALI1A]*
# HALIL ONE BRAVO (HALIL 1B) *[HALI1B]*
# HALIL ONE UNIFORM (HALIL 1U) *[HALI1U]*
# RWYS 03L/R, 21L/R DEPARTURES




Direct distance from Esenboga Apt to:
ANK **13 NM**
BUK NDB **8 NM**

**Rwys 03L/R**
These SIDs require a minimum climb gradient of
237′ per NM (3.9%) until passing 5200′.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 237′ per NM | 296 | 395 | 592 | 790 | 987 | 1185 |

| SID | RWY | ROUTING |
|---|---|---|
| **HALIL 1A** ❶ | **03L/R** | To BUK NDB, turn RIGHT, 186° bearing to LAGOL, then to HAY, then to HALIL, then along airway W-77. |
| **HALIL 1B** ❷ | **21L/R** | To ANK, 209° bearing to HALIL, then along airway W-77. |
| **HALIL 1U** ❶ | **03L/R** | To BUK NDB, turn LEFT, 228° bearing to BAG, BAG R-203 to HALIL, then along airway W-77. |

❶ Based on BUK NDB. ❷ Based on ANK.

*CHANGES:* SIDs RWYs 03l/R revised; airways.

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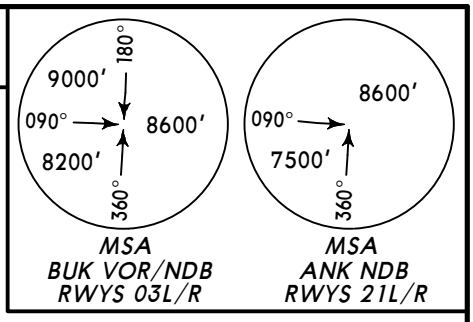
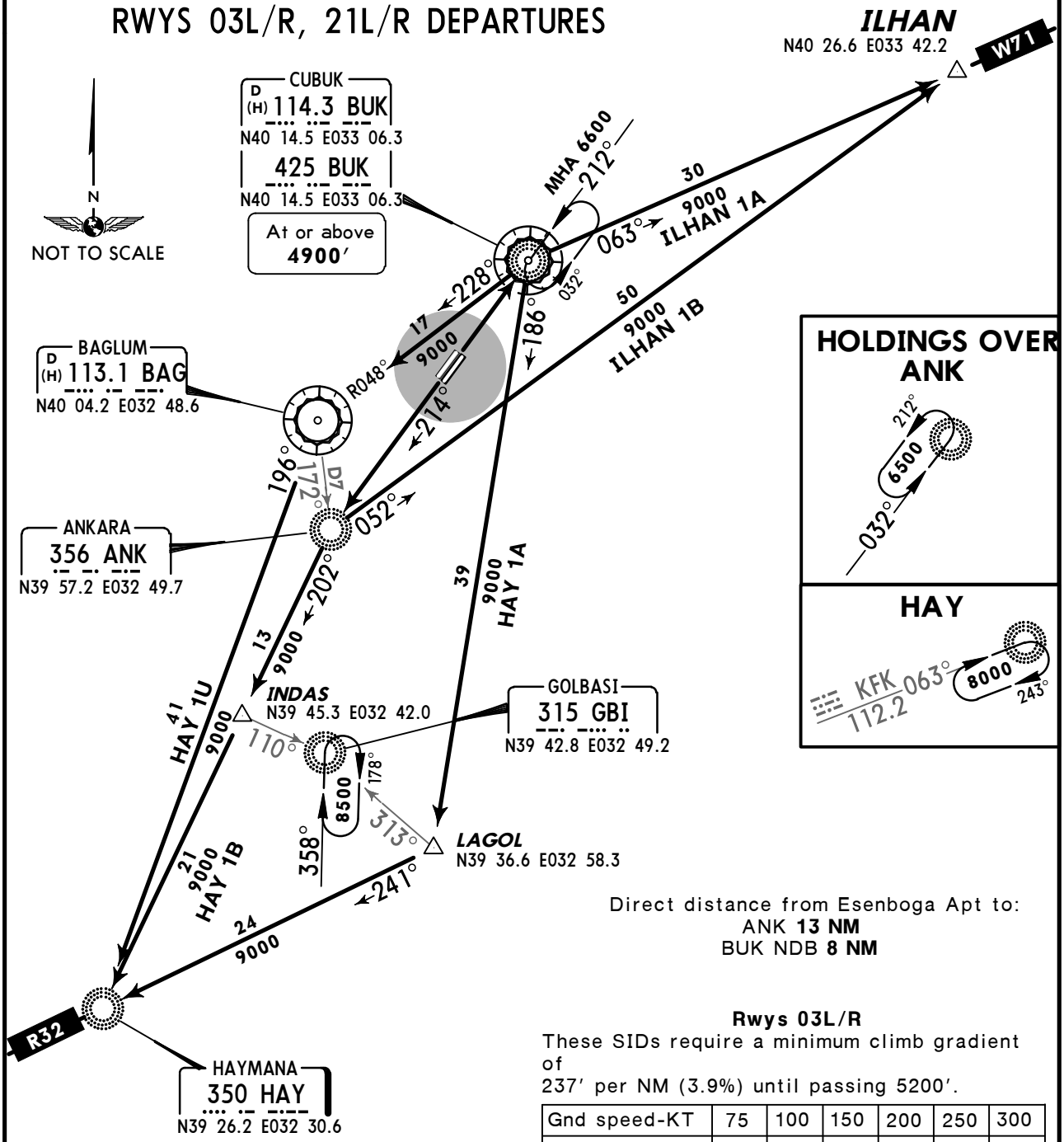
| Apt Elev 3125′ | Trans level: By ATC Trans alt: 10000′ |
|---|---|

# HAYMANA ONE ALFA (HAY 1A)
# HAYMANA ONE BRAVO (HAY 1B)
# HAYMANA ONE UNIFORM (HAY 1U)
# ILHAN ONE ALFA (ILHAN 1A) *[ILHA1A]*
# ILHAN ONE BRAVO (ILHAN 1B) *[ILHA1B]*
# RWYS 03L/R, 21L/R DEPARTURES




Direct distance from Esenboga Apt to:
ANK **13 NM**
BUK NDB **8 NM**

**Rwys 03L/R**
These SIDs require a minimum climb gradient of
237′ per NM (3.9%) until passing 5200′.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 237′ per NM | 296 | 395 | 592 | 790 | 987 | 1185 |

| SID | RWY | ROUTING |
|---|---|---|
| HAY 1A ❶ | 03L/R | To BUK NDB, turn RIGHT, 186° bearing to LAGOL, then to HAY, then along airway R-32. |
| HAY 1B ❷ | 21L/R | To ANK, 202° bearing to HAY, turn RIGHT, then along airway R-32. |
| HAY 1U ❶ | 03L/R | To BUK NDB, turn LEFT, 228° bearing to BAG, BAG R-196 to HAY, then along airway R-32. |
| ILHAN 1A ❶ | | To BUK NDB, turn RIGHT, 063° bearing to ILHAN, then along airway W-71. |
| ILHAN 1B ❷ | 21L/R | To ANK, turn LEFT, 052° bearing to ILHAN, then along airway W-71. |

❶ Based on BUK NDB. ❷ Based on ANK.

*CHANGES:* SIDs RWYs 03L/R revised; airway designation.

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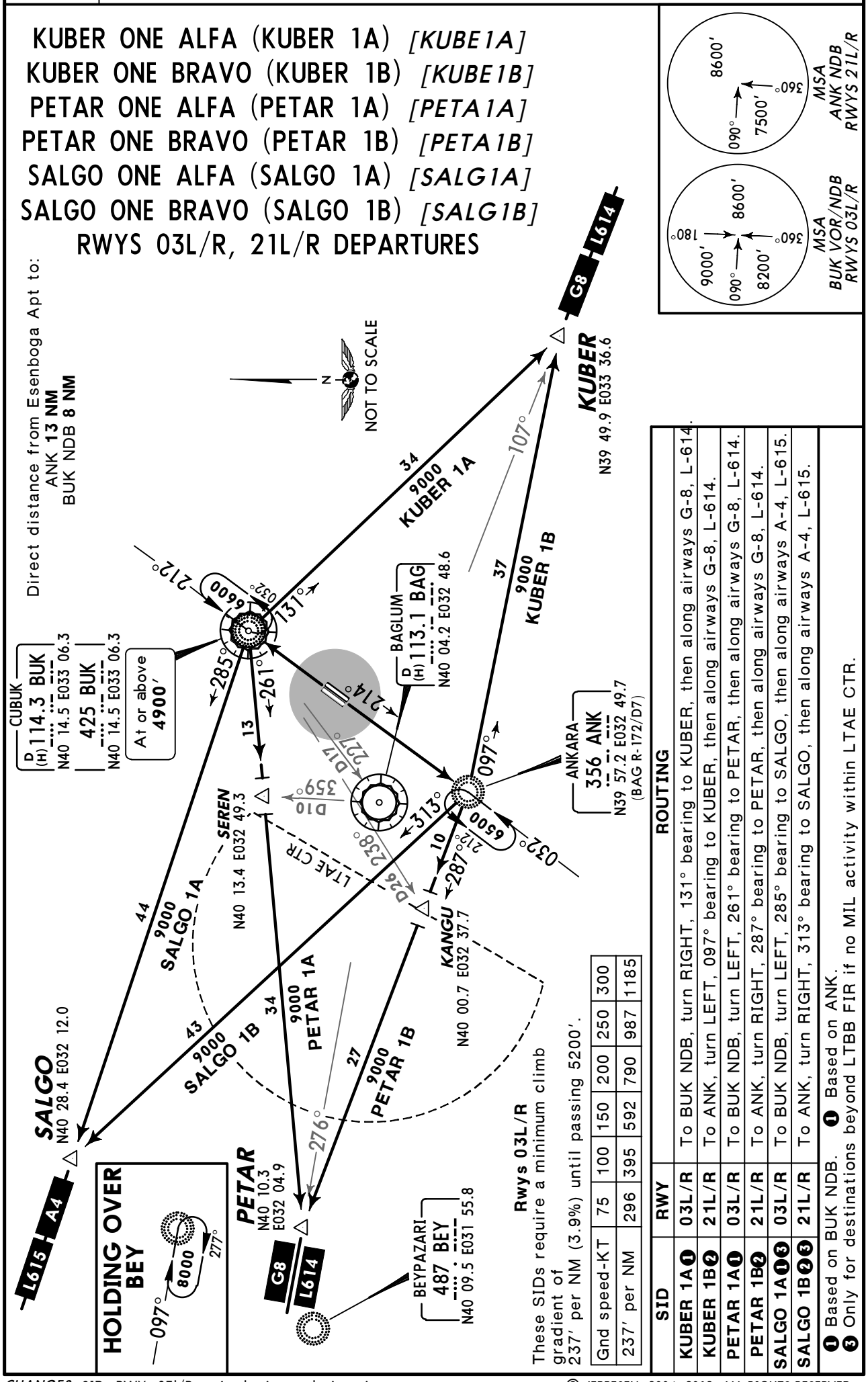
Apt Elev 3125′ | Trans level: By ATC Trans alt: 10000′

# KUBER ONE ALFA (KUBER 1A) *[KUBE1A]*
# KUBER ONE BRAVO (KUBER 1B) *[KUBE1B]*
# PETAR ONE ALFA (PETAR 1A) *[PETA1A]*
# PETAR ONE BRAVO (PETAR 1B) *[PETA1B]*
# SALGO ONE ALFA (SALGO 1A) *[SALG1A]*
# SALGO ONE BRAVO (SALGO 1B) *[SALG1B]*
## RWYS 03L/R, 21L/R DEPARTURES




**Rwys 03L/R**
These SIDs require a minimum climb gradient of 237′ per NM (3.9%) until passing 5200′.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 237′ per NM | 296 | 395 | 592 | 790 | 987 | 1185 |

| SID | RWY | ROUTING |
|---|---|---|
| KUBER 1A❶ | 03L/R | To BUK NDB, turn RIGHT, 131° bearing to KUBER, then along airways G-8, L-614. |
| KUBER 1B❷ | 21L/R | To ANK, turn LEFT, 097° bearing to KUBER, then along airways G-8, L-614. |
| PETAR 1A❶ | 03L/R | To BUK NDB, turn LEFT, 261° bearing to PETAR, then along airways G-8, L-614. |
| PETAR 1B❷ | 21L/R | To ANK, turn RIGHT, 287° bearing to PETAR, then along airways G-8, L-614. |
| SALGO 1A❶❸ | 03L/R | To BUK NDB, turn LEFT, 285° bearing to SALGO, then along airways A-4, L-615. |
| SALGO 1B❷❸ | 21L/R | To ANK, turn RIGHT, 313° bearing to SALGO, then along airways A-4, L-615. |

❶ Based on BUK NDB. ❷ Based on ANK.
❸ Only for destinations beyond LTBB FIR if no MIL activity within LTAE CTR.

*CHANGES:* SIDs RWYs 03l/R revised; airway designation.

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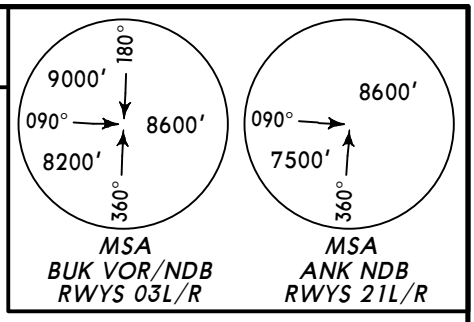
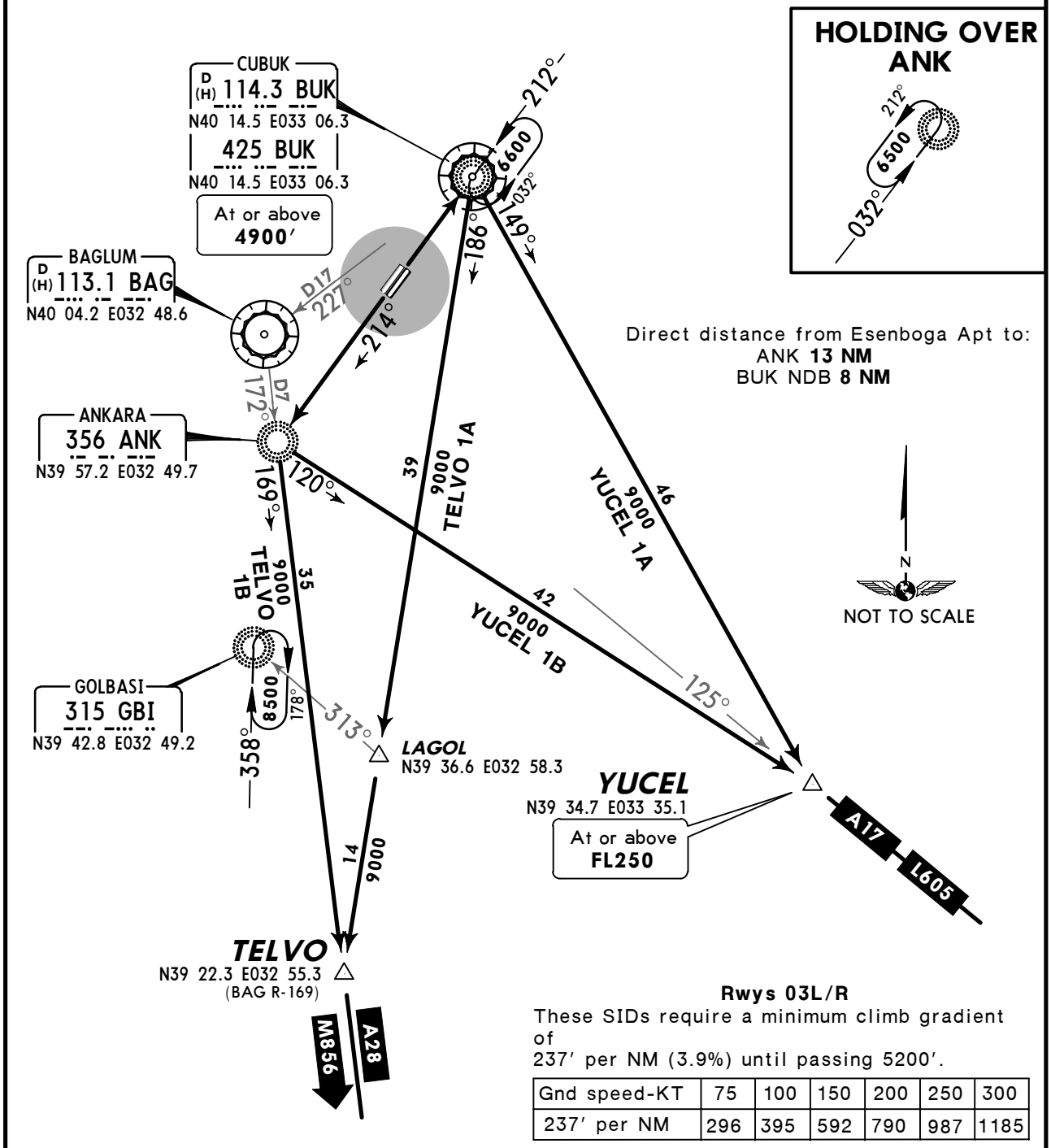
| Apt Elev 3125′ | Trans level: By ATC Trans alt: 10000′ |
|---|---|

# TELVO ONE ALFA (TELVO 1A) *[TELV1A]*
# TELVO ONE BRAVO (TELVO 1B) *[TELV1B]*
# YUCEL ONE ALFA (YUCEL 1A) *[YUCE1A]*
# YUCEL ONE BRAVO (YUCEL 1B) *[YUCE1B]*
# RWYS 03L/R, 21L/R DEPARTURES




**Rwys 03L/R**
These SIDs require a minimum climb gradient of
237′ per NM (3.9%) until passing 5200′.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 237′ per NM | 296 | 395 | 592 | 790 | 987 | 1185 |

| SID | RWY | ROUTING |
|---|---|---|
| TELVO 1A ❶ | 03L/R | To BUK NDB, turn RIGHT, 186° bearing to TELVO, then along airways A-28, M-856. |
| TELVO 1B ❷ | 21L/R | To ANK, turn LEFT, 169° bearing to TELVO, then along airways A-28, M-856. |
| YUCEL 1A ❶ | 03L/R | To BUK NDB, turn RIGHT, 149° bearing to YUCEL, then along airways A-17, L-605. |
| YUCEL 1B ❷ | 21L/R | To ANK, turn LEFT, 120° bearing to YUCEL, then along airways A-17, L-605. |

❶ Based on BUK NDB. ❷ Based on ANK.

*CHANGES:* SIDs RWYs 03l/R revised; airway designation.

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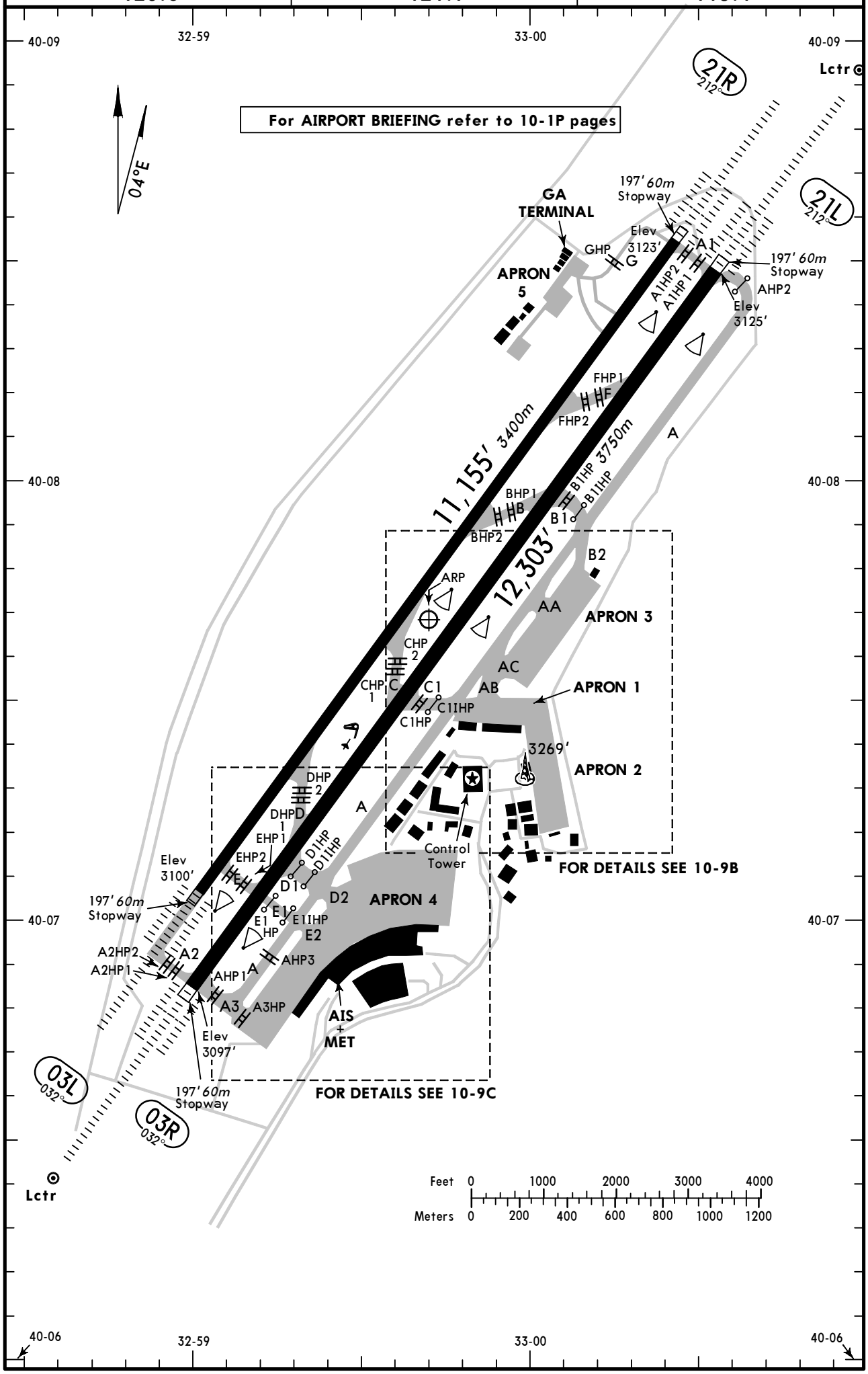
| ATIS | ESENBOGA Ground | Tower |
|---|---|---|
| 123.6 | 121.9 | 118.1 |




CHANGES: Holding positions.

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ADDITIONAL RUNWAY INFORMATION

| RWY | | USABLE LENGTHS LANDING BEYOND Threshold | Glide Slope | TAKE-OFF | WIDTH |
|---|---|---|---|---|---|
| 03L | HIRL *(60m)* CL *(15m)* HIALS-II SFL TDZ ❶ RVR | | 10,183' *3104m* | ❸ | 148' *45m* |
| 21R | HIRL *(60m)* CL *(15m)* HIALS-II SFL TDZ ❷ RVR | | 10,061' *3067m* | | |

❶ PAPI (3.0°), HSTIL - B & F
❷ PAPI (3.0°), HSTIL - C & D
❸ TAKE-OFF RUN AVAILABLE

RWY 03L:
from rwy head 11155' (3400m)
twy E int 10499' (3200m)
twy D int 8202' (2500m)

RWY 21R:
from rwy head 11155' (3400m)
twy F int 9186' (2800m)
twy B int 7218' (2200m)

| | | | | | |
|---|---|---|---|---|---|
| 03R | HIRL *(60m)* CL *(15m)* HIALS-II SFL TDZ ❹ RVR | | 11,392' *3472m* | ❺ | 197' *60m* |
| 21L | | | 11,331' *3454m* | | |

❹ PAPI (3.0°)
❺ TAKE-OFF RUN AVAILABLE

RWY 03R:
from rwy head 12303' (3750m)
twy D1 int 9843' (3000m)

RWY 21L:
from rwy head 12303' (3750m)
twy B1 int 8530' (2600m)

**Standard**

TAKE-OFF ❶

| | Approved Operators HIRL, CL & mult. RVR req | LVP must be in force RL, CL & mult. RVR req | RL & CL | RCLM (DAY only) or RL | RCLM (DAY only) or RL | NIL (DAY only) |
|---|---|---|---|---|---|---|
| A | *125m* | *150m* | *200m* | *250m* | *400m* | *500m* |
| B | | | | | | |
| C | | | | | | |
| D | *150m* | *200m* | *250m* | *300m* | | |

❶ Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.

*CHANGES:* Take-Off distances.

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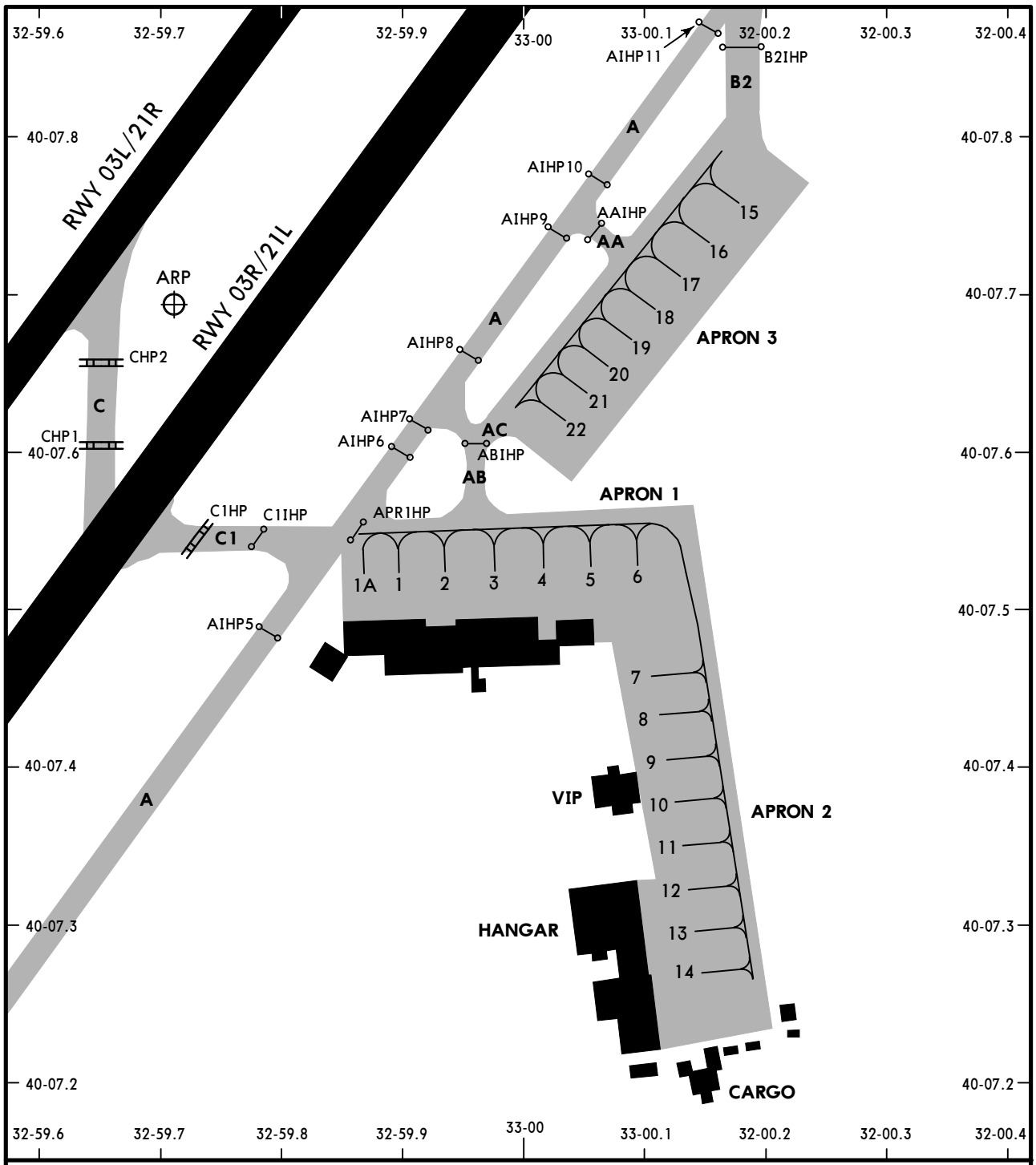


## INS COORDINATES

| STAND No. | COORDINATES | STAND No. | COORDINATES |
|---|---|---|---|
| 1, 1A, 2 | N40 07.5 E032 59.9 | 15 | N40 07.8 E033 00.2 |
| 3 thru 5 | N40 07.5 E033 00.0 | 16 thru 18 | N40 07.7 E033 00.2 |
| 6 thru 8 | N40 07.5 E033 00.1 | 19, 20 | N40 07.7 E033 00.1 |
| 9 thru 11 | N40 07.4 E033 00.1 | 21, 22 | N40 07.6 E033 00.1 |
| 12 thru 14 | N40 07.3 E033 00.1 | | |

*CHANGES:* Holding positions.

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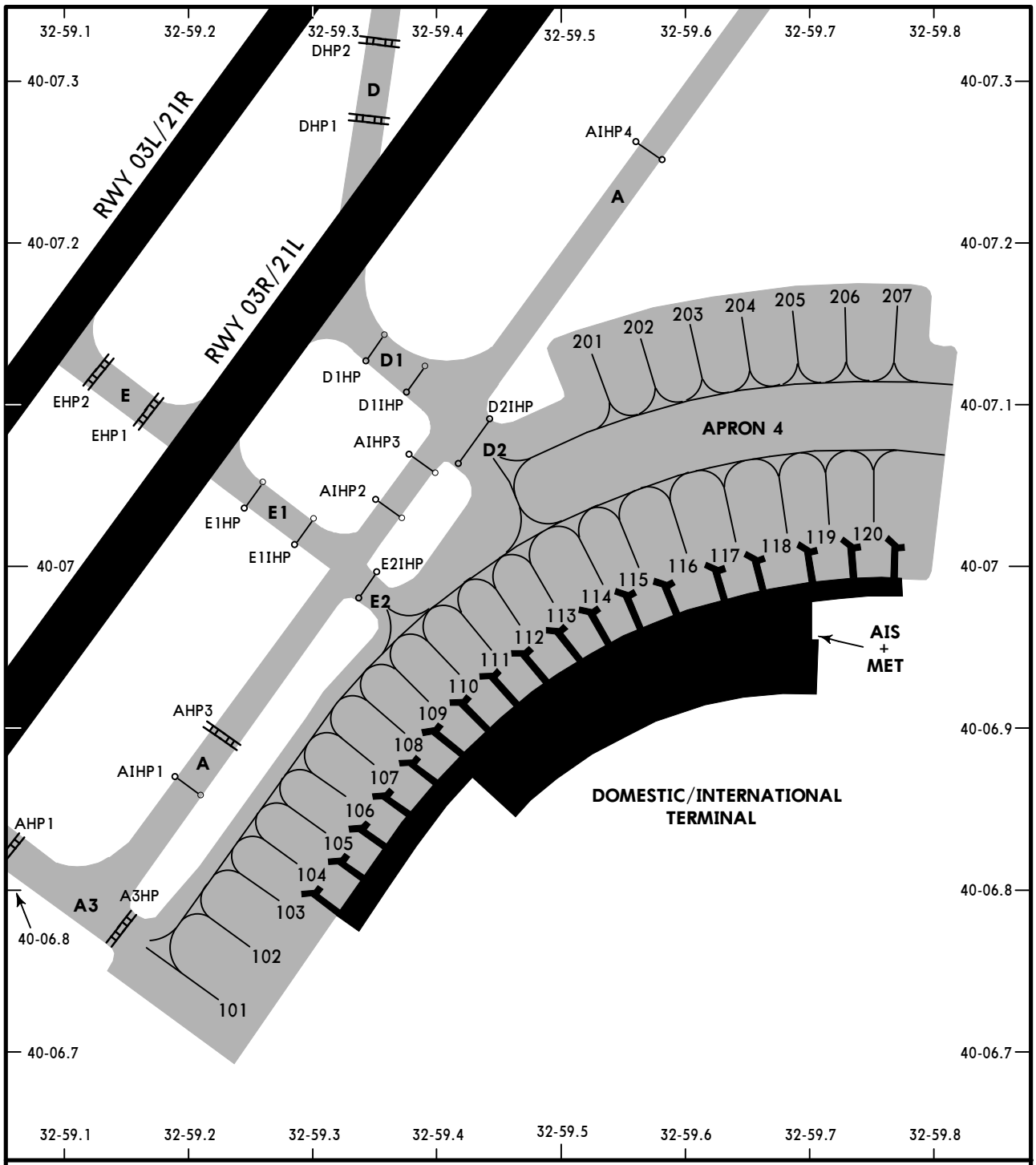


## INS COORDINATES

| STAND No. | COORDINATES | STAND No. | COORDINATES |
|---|---|---|---|
| 101 | N40 06.7 E032 59.2 | 202, 203 | N40 07.2 E032 59.6 |
| 102 | N40 06.7 E032 59.3 | 204, 205 | N40 07.2 E032 59.7 |
| 103 thru 106 | N40 06.8 E032 59.3 | 206, 207 | N40 07.2 E032 59.8 |
| 107 thru 110 | N40 06.9 E032 59.4 | | |
| 111 | N40 06.9 E032 59.5 | | |
| 112 thru 114 | N40 07.0 E032 59.5 | | |
| 115, 116 | N40 07.0 E032 59.6 | | |
| 117 thru 119 | N40 07.0 E032 59.7 | | |
| 120 | N40 07.0 E032 59.8 | | |
| 201 | N40 07.1 E032 59.5 | | |

*CHANGES:* Holding positions.

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# ANKARA, TURKEY
## ILS DME or ILS Rwy 03L

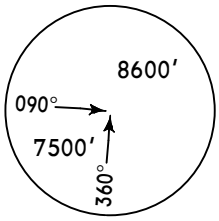
BRIEFING STRIP ™

| ATIS | ESENBOGA Approach (R) | | | ESENBOGA Tower | Ground |
|---|---|---|---|---|---|
| 123.6 | 119.1 | 119.6 | 122.1 | 118.1 | 121.9 |

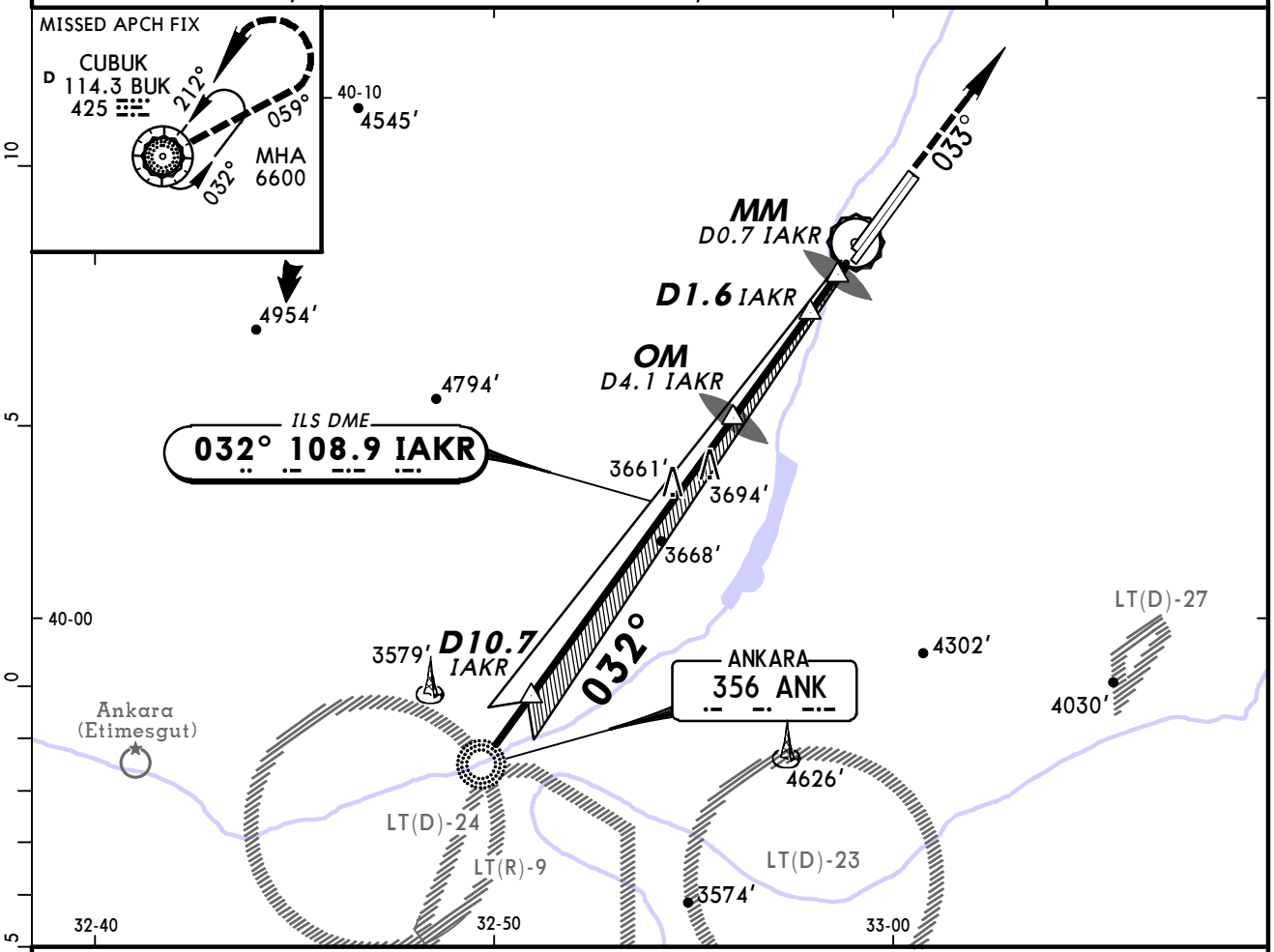
| LOC IAKR | Final Apch Crs | GS OM | ILS DA(H) | Apt Elev 3125′ |
|---|---|---|---|---|
| 108.9 | 032° | 4450′ (1350′) | 3300′ (200′) | RWY 3100′ |

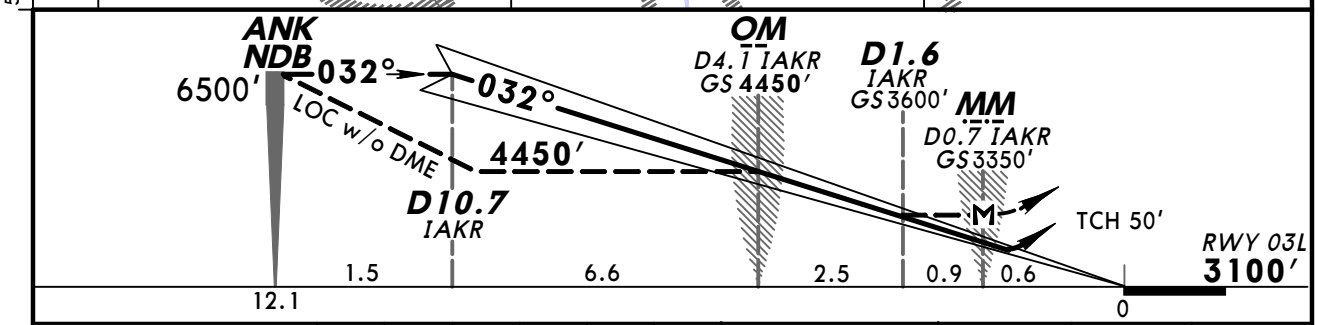
**MISSED APCH:** Proceed to BUK VOR/NDB climbing to 5500′ or above, continue climb on 059° to 6600′, then turn LEFT to BUK VOR/NDB and hold.

Alt Set: hPa  Rwy Elev: 109 hPa  Trans level: By ATC  Trans alt: 10000′




MSA
ANK NDB




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| ILS GS or LOC Descent Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at MM/D0.7 IAKR | | | | | | |

HIALS-II
PAPI PAPI

5500′

BUK
114.3
425

**Standard** STRAIGHT-IN LANDING RWY 03L

| | ILS DA(H) 3300′ (200′) | | | LOC (GS out) MDA(H) 3600′ (500′) | |
|---|---|---|---|---|---|
| | FULL | Limited | ALS out | | ALS out |
| A | RVR 550m | RVR 750m | RVR 1200m | RVR 1500m | |
| B | | | | | |
| C | | | | RVR 1500m | CMV 2300m |
| D | | | | | |

CIRCLE-TO-LAND

| Max Kts | MDA(H) | VIS |
|---|---|---|
| 100 | 3800′ (675′) | 2800m |
| 135 | | |
| 180 | 4650′ (1525′) | 5000m |
| 205 | | |

PANS OPS 3

*CHANGES:* Procedure title.

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# CAT II ILS DME or ILS Rwy 03L

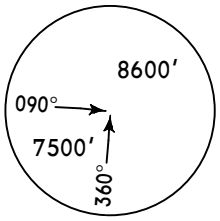
BRIEFING STRIP ™

| ATIS | ESENBOGA Approach (R) | ESENBOGA Tower | Ground |
|---|---|---|---|
| 123.6 | 119.1 119.6 122.1 | 118.1 | 121.9 |

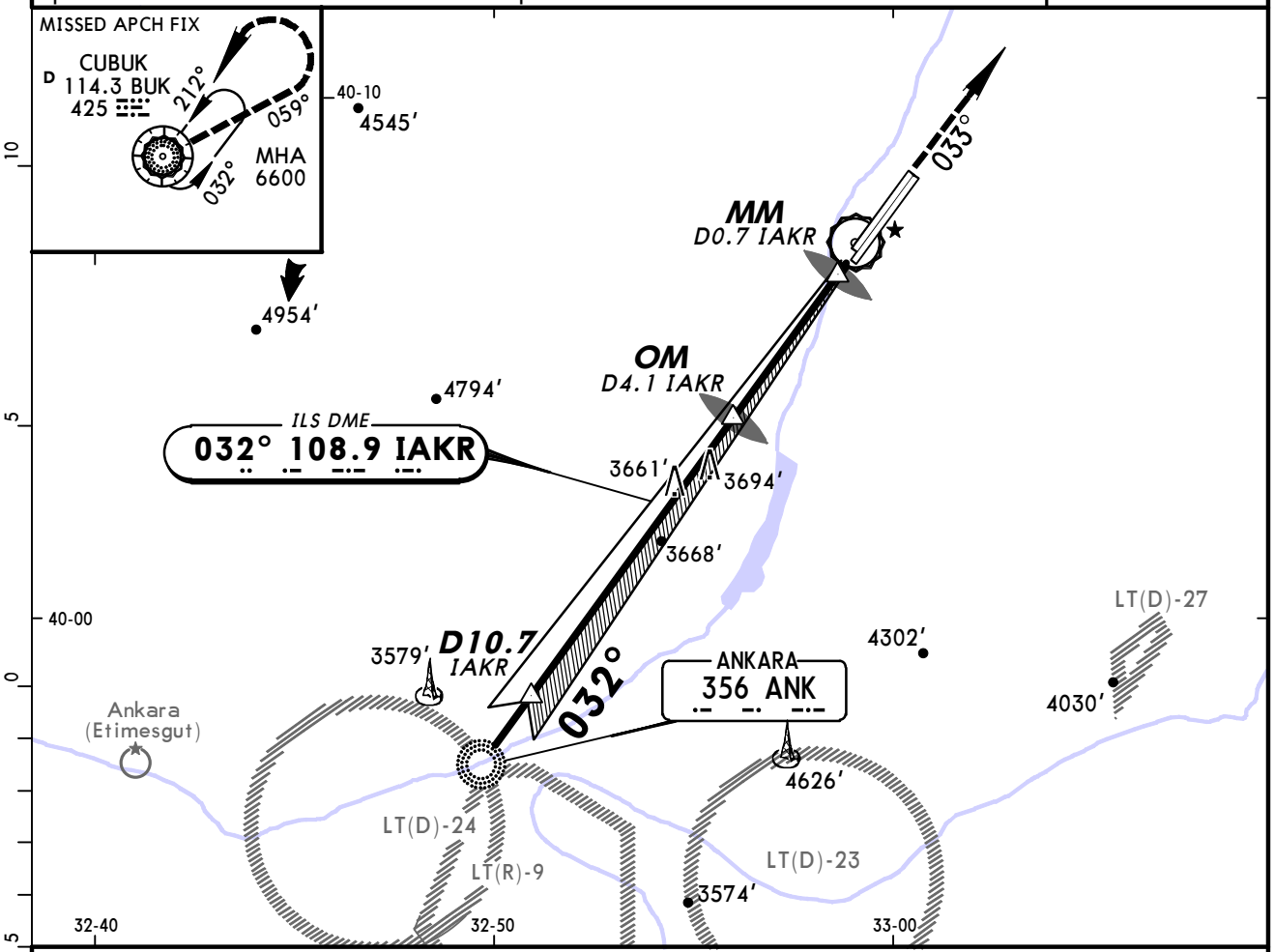
| LOC | Final Apch Crs | GS OM | CAT II ILS RA 102′ DA(H) | Apt Elev 3125′ |
|---|---|---|---|---|
| IAKR 108.9 | 032° | 4450′ (1350′) | 3200′ (100′) | RWY 3100′ |

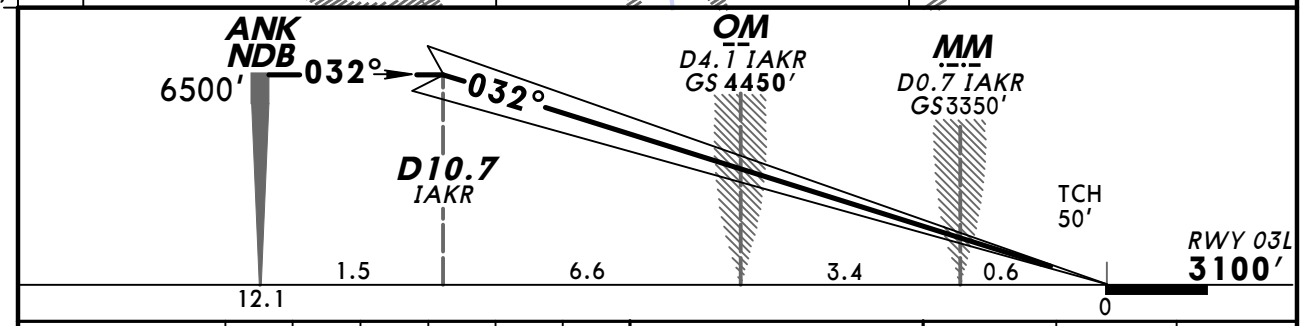
**MISSED APCH:** Proceed to BUK VOR/NDB climbing to 5500′ or above, continue climb on 059° to 6600′, then turn LEFT to BUK VOR/NDB and hold.

Alt Set: hPa  Rwy Elev: 109 hPa  Trans level: By ATC  Trans alt: 10000′
Special Aircrew and Acft Certification required.




MSA
ANK NDB




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| GS | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |

HIALS-II
PAPI PAPI

5500′

BUK
114.3
425

**Standard**

STRAIGHT-IN LANDING RWY **03L**
**CAT II ILS**

ABCD
**RA 102′**
DA(H) **3200′** (100′)

RVR 300m [1]

PANS OPS 3

[1] Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

*CHANGES:* None.

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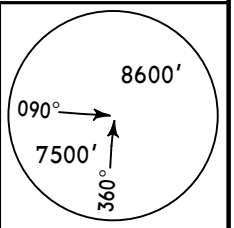
BRIEFING STRIP ™

| ATIS | ESENBOGA Approach (R) | ESENBOGA Tower | Ground |
|---|---|---|---|
| 123.6 | 119.1 119.6 122.1 | 118.1 | 121.9 |

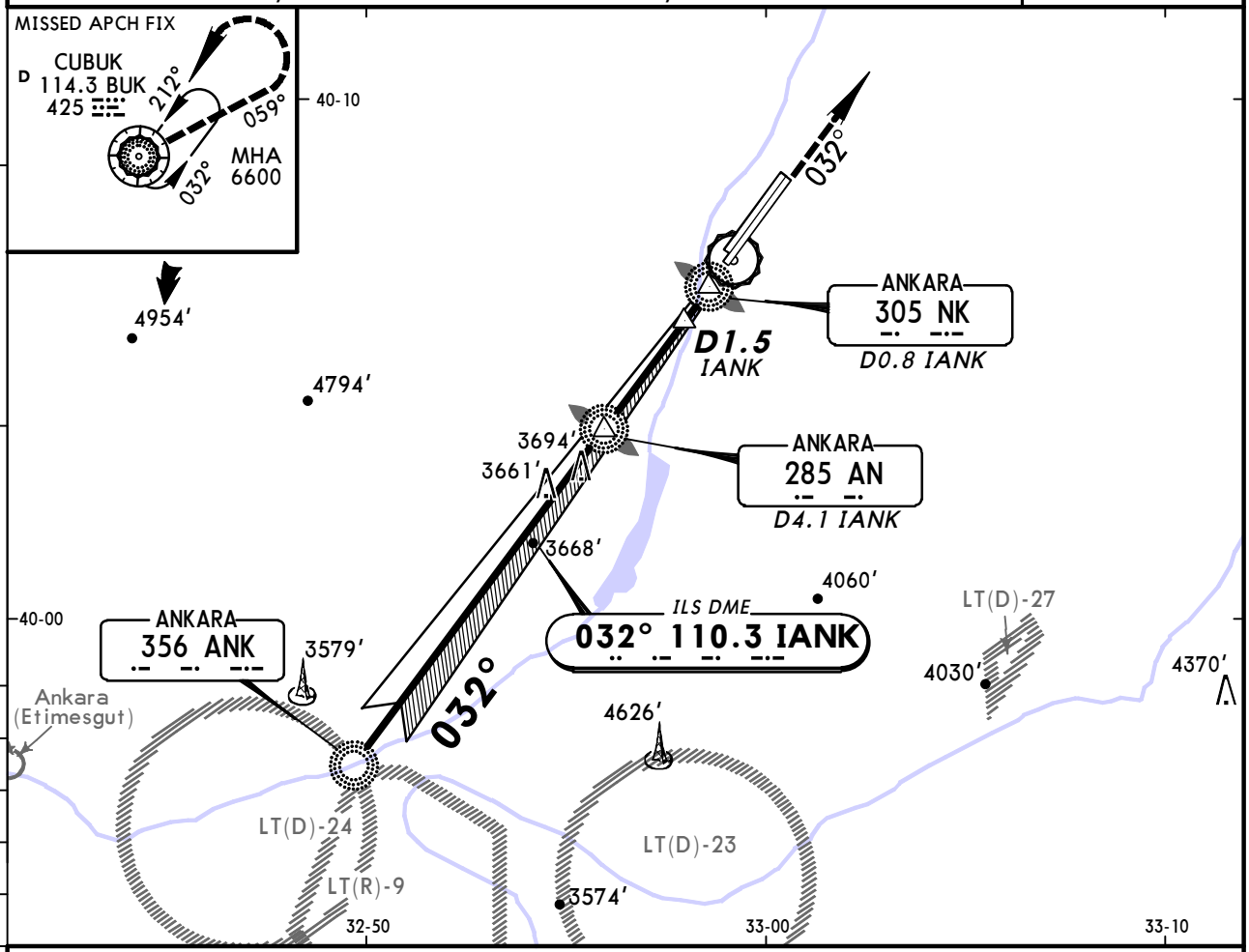
| LOC | Final Apch Crs | GS LOM | ILS DA(H) | Apt Elev 3125′ |
|---|---|---|---|---|
| IANK 110.3 | 032° | 4410′ (1313′) | 3300′ (203′) | RWY 3097′ |

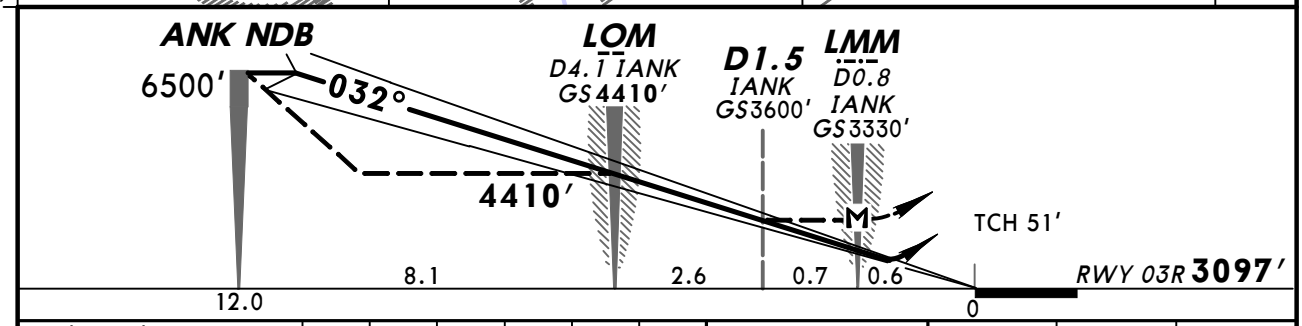
**MISSED APCH:** Proceed to BUK VOR/NDB climbing to 5500′ or above, continue climb on 059° to 6600′, then turn LEFT to BUK VOR/NDB and hold.

Alt Set: hPa  Rwy Elev: 108 hPa  Trans level: By ATC  Trans alt: 10000′




MSA ANK NDB




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| ILS GS or LOC Descent Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at LMM/D0.8 IANK | | | | | | |

HIALS-II
PAPI PAPI

5500′

BUK
114.3
425

**Standard** STRAIGHT-IN LANDING RWY 03R

| | ILS DA(H) 3300′ (203′) | | | LOC (GS out) MDA(H) 3600′ (503′) | | CIRCLE-TO-LAND | |
|---|---|---|---|---|---|---|---|
| | FULL | Limited | ALS out | | ALS out | Max Kts | MDA(H) VIS |
| A | RVR 550m | RVR 750m | RVR 1200m | RVR 1500m | | 100 | 3800′ (675′) 2800m |
| B | | | | | | 135 | |
| C | | | | RVR 1600m | CMV 2400m | 180 | 4650′ (1525′) 5000m |
| D | | | | | | 205 | |

CHANGES: Bearings.

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# CAT II/III ILS DME or ILS Rwy 03R

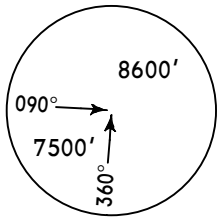
BRIEFING STRIP™

| ATIS | ESENBOGA Approach (R) | ESENBOGA Tower | Ground |
|---|---|---|---|
| 123.6 | 119.1 119.6 122.1 | 118.1 | 121.9 |

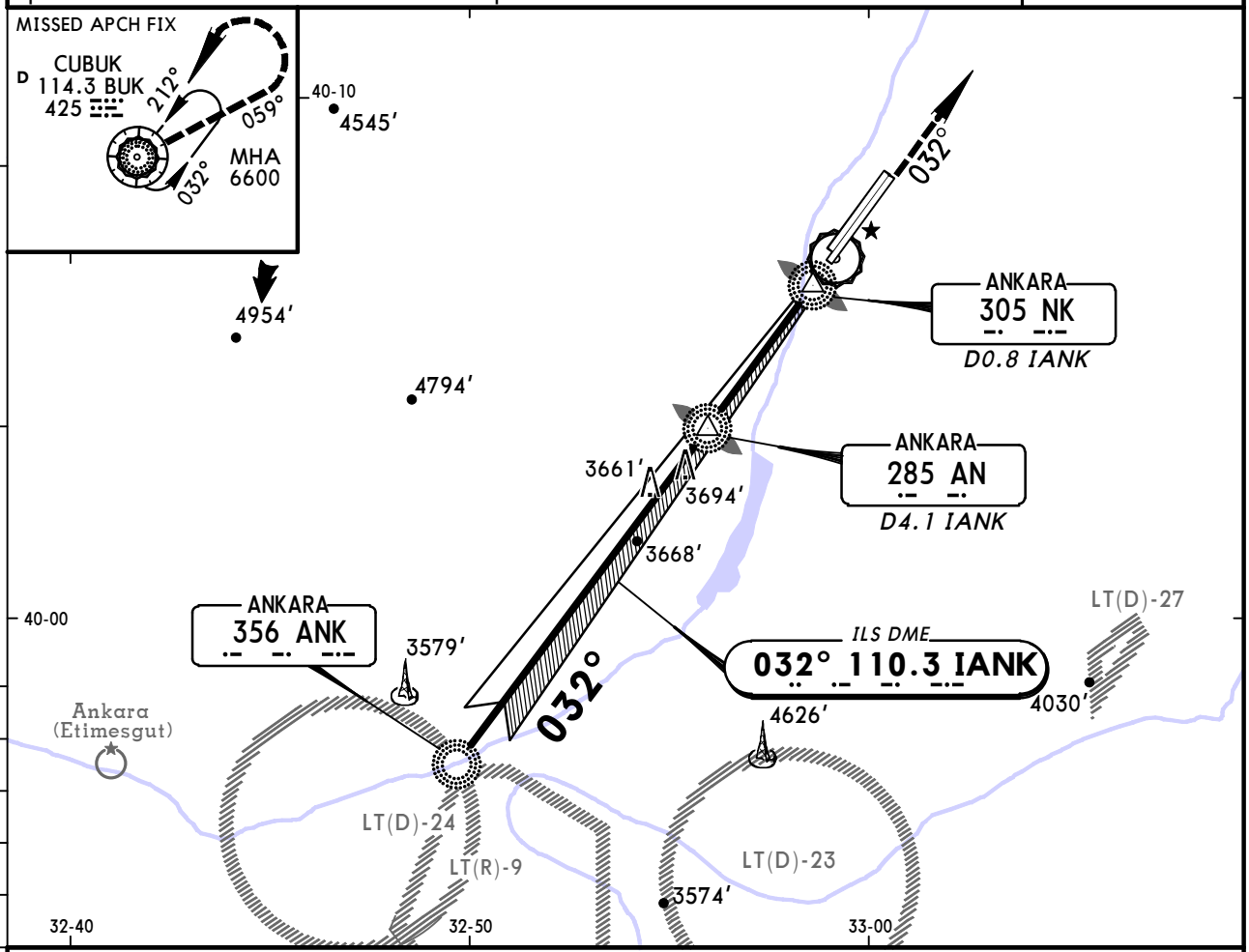
| LOC | Final Apch Crs | GS | CAT II ILS | Apt Elev 3125′ |
|---|---|---|---|---|
| IANK 110.3 | 032° | LOM 4410′ (1313′) | RA 110′ DA(H) 3197′ (100′) | RWY 3097′ |

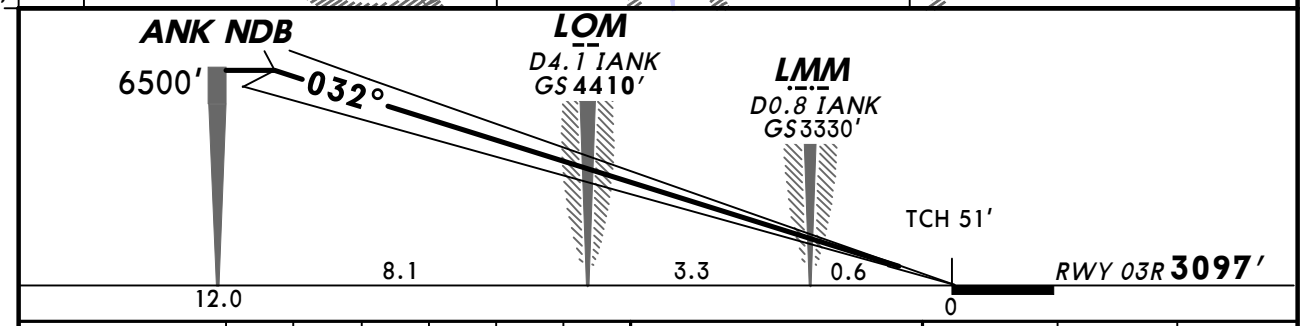
**MISSED APCH:** Proceed to BUK VOR/NDB climbing to 5500′ or above, continue climb on 059° to 6600′, then turn LEFT to BUK VOR/NDB and hold.

Alt Set: hPa Rwy Elev: 108 hPa Trans level: By ATC Trans alt: 10000′
Special Aircrew and Acft Certification required.




MSA
ANK NDB




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| GS | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |

HIALS-II
PAPI PAPI

5500′

BUK
114.3
425

**Standard** STRAIGHT-IN LANDING RWY **03R**

| CAT IIIA ILS | CAT II ILS ABCD |
|---|---|
| DH 50′ | RA 110′ DA(H) 3197′ (100′) |
| RVR 200m | RVR 300m [1] |

PANS OPS 3

[1] Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

*CHANGES:* Minimums.

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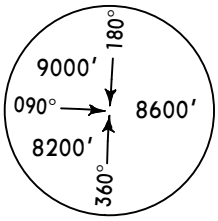
BRIEFING STRIP

| ATIS | ESENBOGA Approach (R) | ESENBOGA Tower | Ground |
|---|---|---|---|
| 123.6 | 119.1 119.6 122.1 | 118.1 | 121.9 |

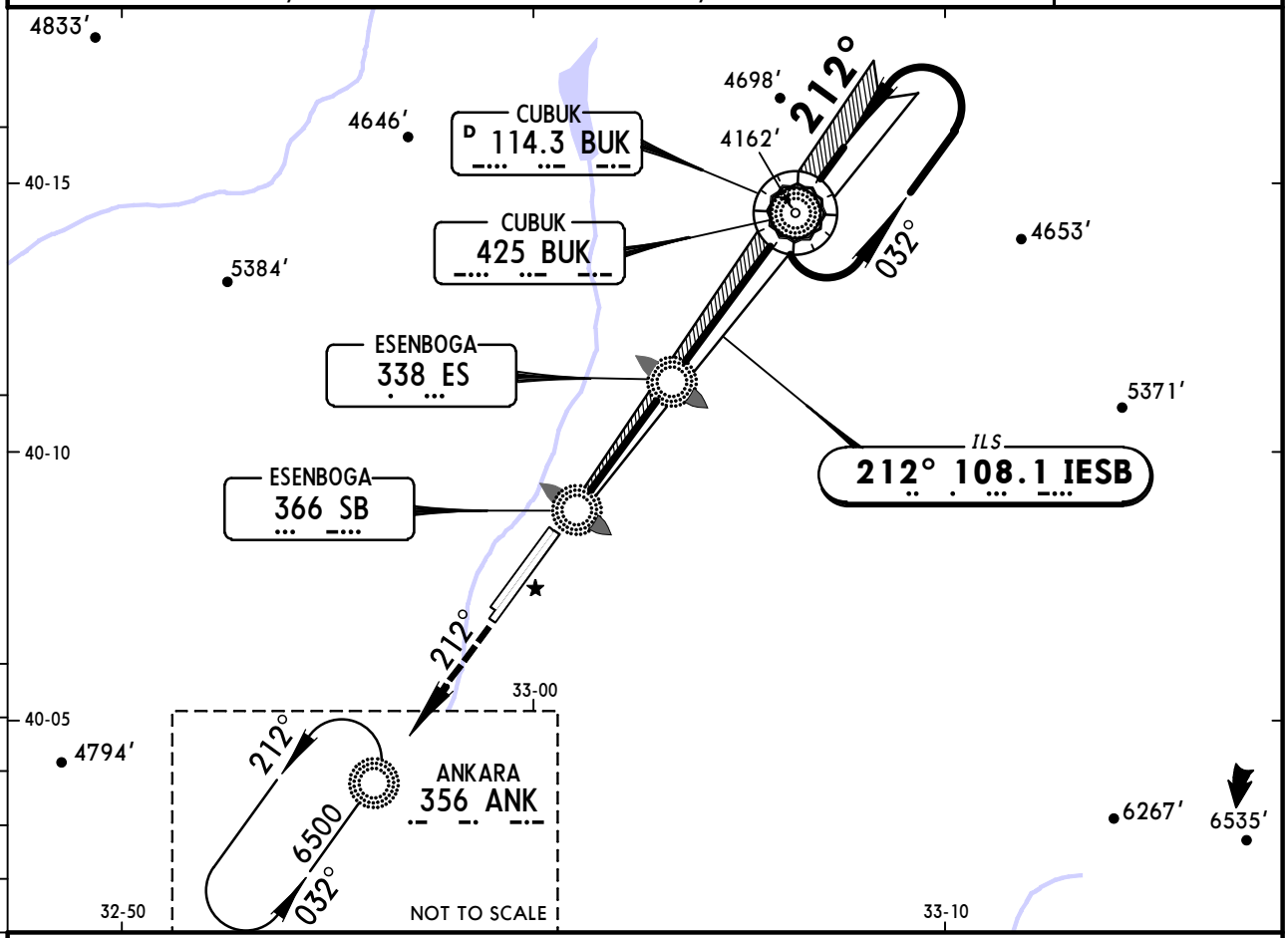
| LOC IESB | Final Apch Crs | GS LOM | ILS DA(H) | Apt Elev 3125′ |
|---|---|---|---|---|
| 108.1 | 212° | 4310′ (1185′) | 3325′ (200′) | RWY 3125′ |

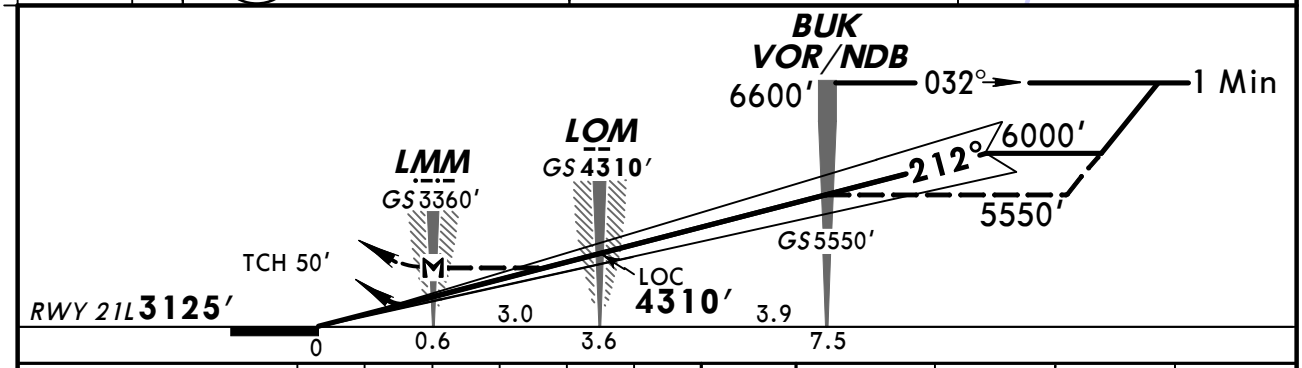
**MISSED APCH:** Climb on 212° to cross ANK NDB at 6500′ and hold.

Alt Set: hPa  Rwy Elev: 109 hPa  Trans level: By ATC  Trans alt: 10000′




MSA
BUK VOR/NDB




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| ILS GS or LOC Descent Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at LMM | | | | | | |

HIALS-II
PAPI PAPI

6500′ on 212°

ANK 356

**Standard** STRAIGHT-IN LANDING RWY 21L

| | ILS DA(H) 3325′ (200′) | | | LOC (GS out) MDA(H) 3600′ (475′) | | CIRCLE-TO-LAND | | |
|---|---|---|---|---|---|---|---|---|
| | FULL | Limited | ALS out | | ALS out | Max Kts | MDA(H) | VIS |
| A | RVR 550m | RVR 750m | RVR 1200m | RVR 1500m | | 100 | 3800′ (675′) | 2800m |
| B | | | | | | 135 | | |
| C | | | | RVR 1500m | CMV 2200m | 180 | 4650′ (1525′) | 5000m |
| D | | | | | | 205 | | |

PANS OPS 3

CHANGES: Bearings.

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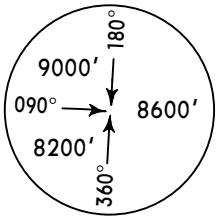
BRIEFING STRIP ™

| ATIS | ESENBOGA Approach (R) | | | ESENBOGA Tower | Ground |
|---|---|---|---|---|---|
| 123.6 | 119.1 | 119.6 | 122.1 | 118.1 | 121.9 |

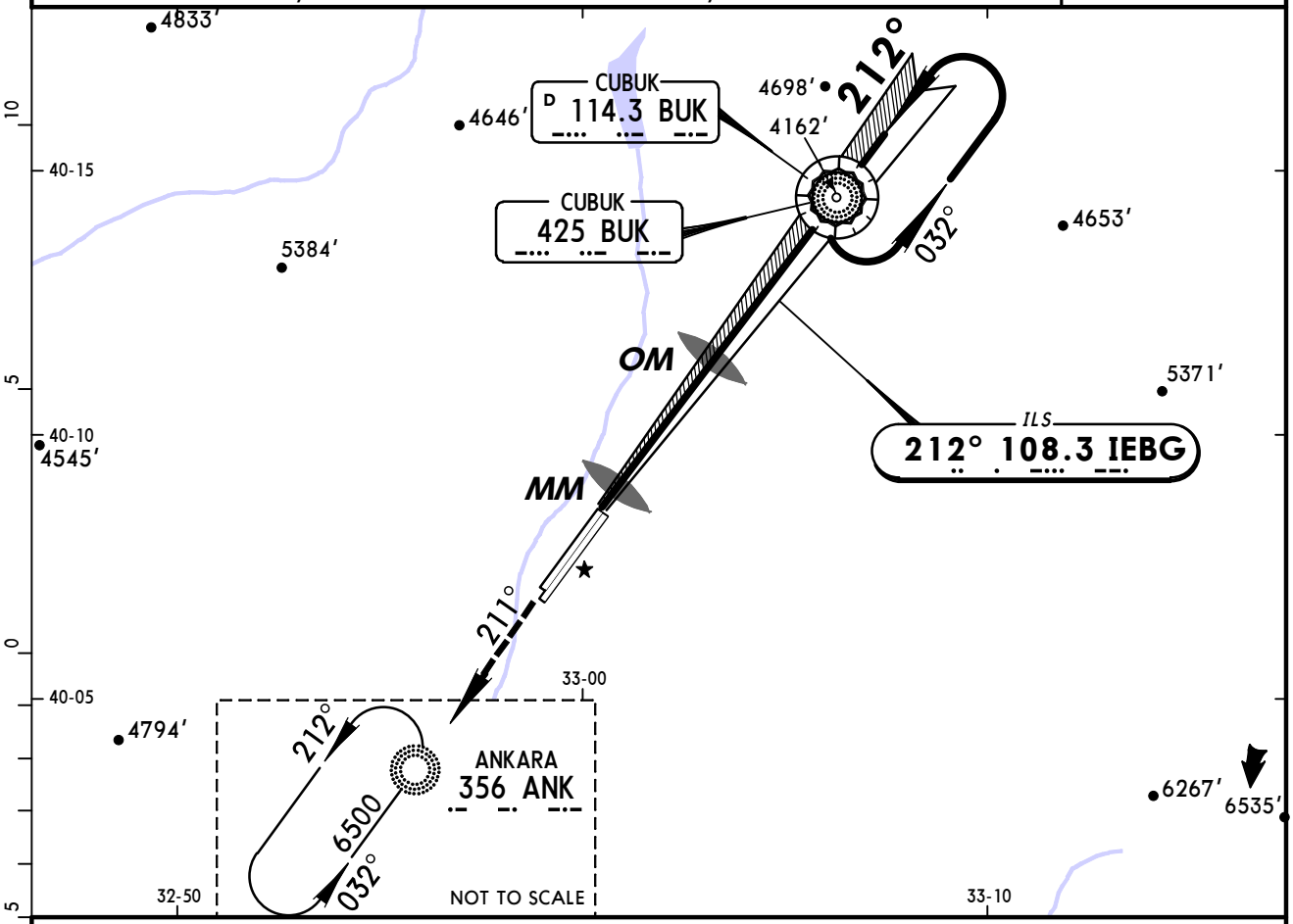
| LOC IEBG | Final Apch Crs | GS OM | ILS DA(H) | Apt Elev 3125′ |
|---|---|---|---|---|
| 108.3 | 212° | 4320′ (1197′) | 3323′ (200′) | RWY 3123′ |

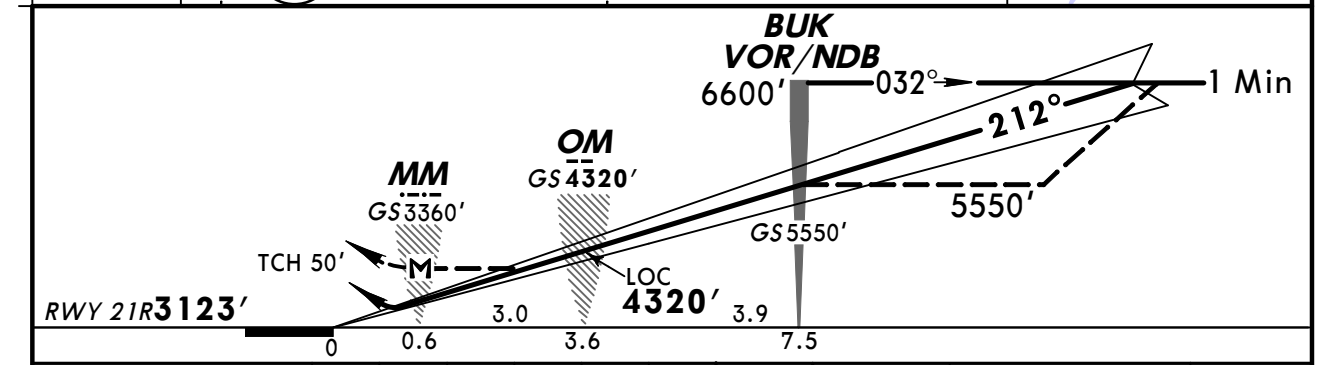
**MISSED APCH:** Climb on 211° to cross ANK NDB at 6500′ and hold.

Alt Set: hPa  Rwy Elev: 109 hPa  Trans level: By ATC  Trans alt: 10000′




MSA
BUK VOR/NDB




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| ILS GS or LOC Descent Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at MM | | | | | | |

HIALS-II
PAPI PAPI

6500′ on 211°

ANK 356

**Standard** STRAIGHT-IN LANDING RWY 21R

| | ILS DA(H) 3323′ (200′) FULL | ILS Limited | ILS ALS out | LOC (GS out) MDA(H) 3600′ (477′) | LOC (GS out) ALS out |
|---|---|---|---|---|---|
| A | RVR 550m | RVR 750m | RVR 1200m | RVR 1500m | |
| B | | | | | |
| C | | | | RVR 1500m | CMV 2200m |
| D | | | | | |

CIRCLE-TO-LAND

| Max Kts | MDA(H) | VIS |
|---|---|---|
| 100 | 3800′ (675′) | 2800m |
| 135 | | |
| 180 | 4650′ (1525′) | 5000m |
| 205 | | |

PANS OPS 3

*CHANGES:* Bearings.

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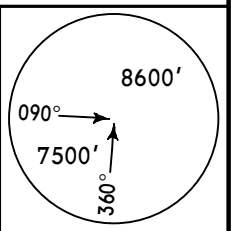
BRIEFING STRIP ™

| ATIS | ESENBOGA Approach (R) | ESENBOGA Tower | Ground |
|---|---|---|---|
| 123.6 | 119.1 119.6 122.1 | 118.1 | 121.9 |

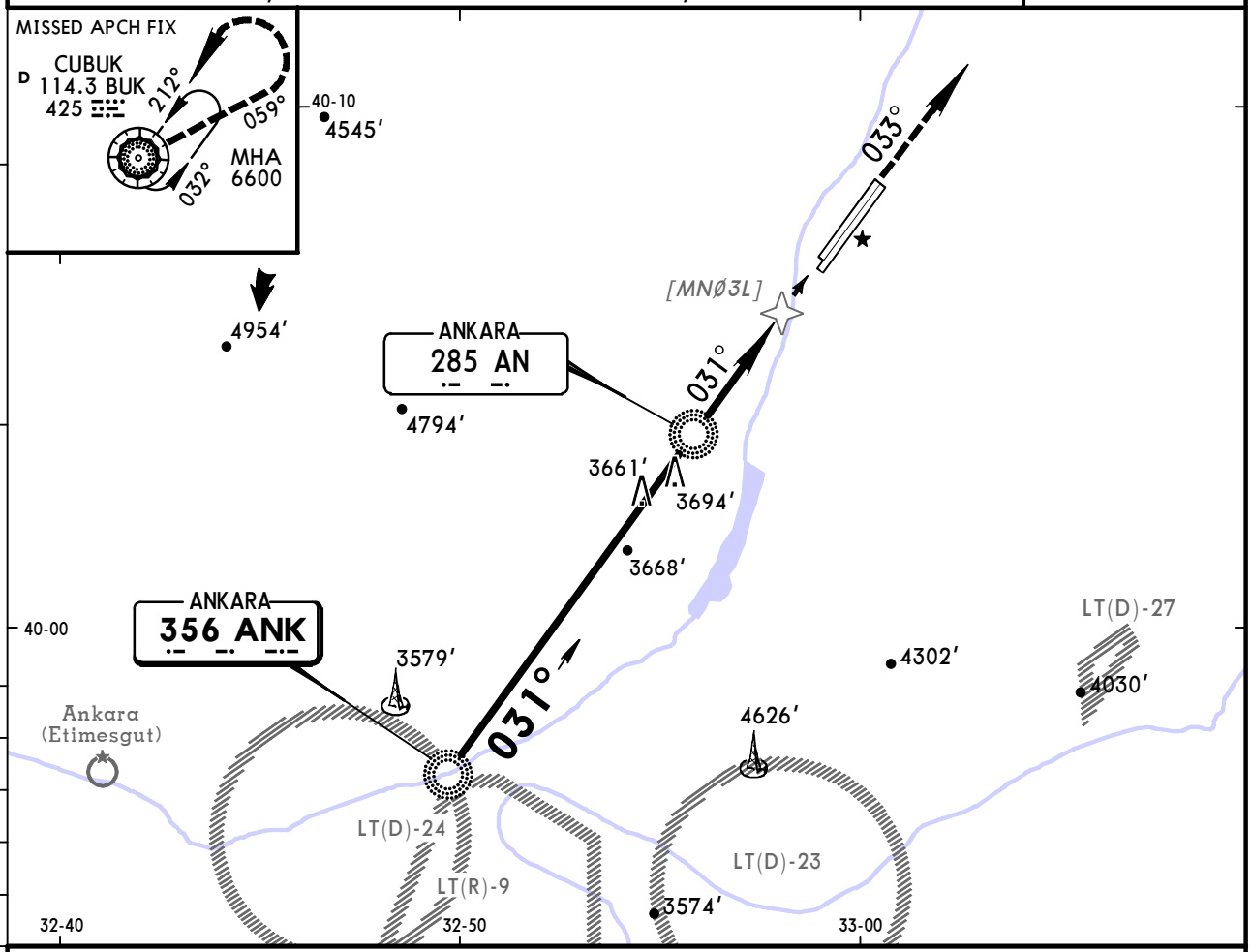
| NDB ANK | Final Apch Crs | Minimum Alt AN Lctr | MDA(H) | Apt Elev 3125′ |
|---|---|---|---|---|
| 356 | 031° | 4450′ (1350′) | 3650′ (550′) | RWY 3100′ |

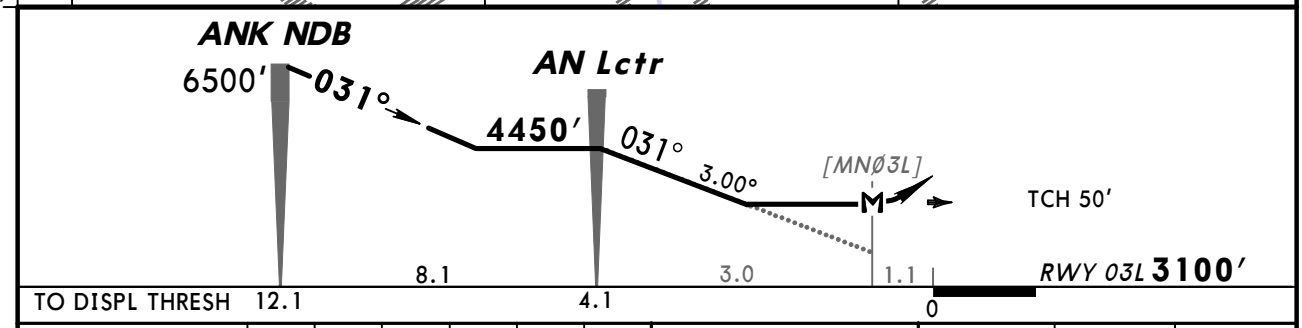
**MISSED APCH:** Proceed to BUK VOR/NDB climbing to 5500′ or above, continue climb on 059° to 6600′, then turn LEFT to BUK VOR/NDB and hold.

Alt Set: hPa  Rwy Elev: 109 hPa  Trans level: By ATC  Trans alt: 10000′




MSA ANK NDB




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Descent Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| AN Lctr to MAP 3.0 | 2:34 | 2:00 | 1:48 | 1:30 | 1:17 | 1:08 |

HIALS-II
PAPI PAPI

5500′

BUK
114.3
425

**Standard** STRAIGHT-IN LANDING RWY **03L**

MDA(H) **3650′** (550′)

| | | ALS out |
|---|---|---|
| A | 1600m | 2300m |
| B | | |
| C | 2200m | 2900m |
| D | | |

CIRCLE-TO-LAND

| Max Kts | MDA(H) | VIS |
|---|---|---|
| 100 | 3800′ (675′) | 2800m |
| 135 | | |
| 180 | 4650′ (1525′) | 5000m |
| 205 | | |

PANS OPS 3

*CHANGES:* Bearings.

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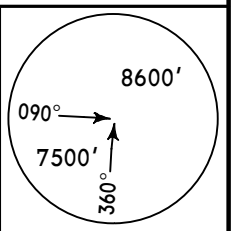
BRIEFING STRIP ™

| ATIS | ESENBOGA Approach (R) | ESENBOGA Tower | Ground |
|---|---|---|---|
| 123.6 | 119.1 119.6 122.1 | 118.1 | 121.9 |

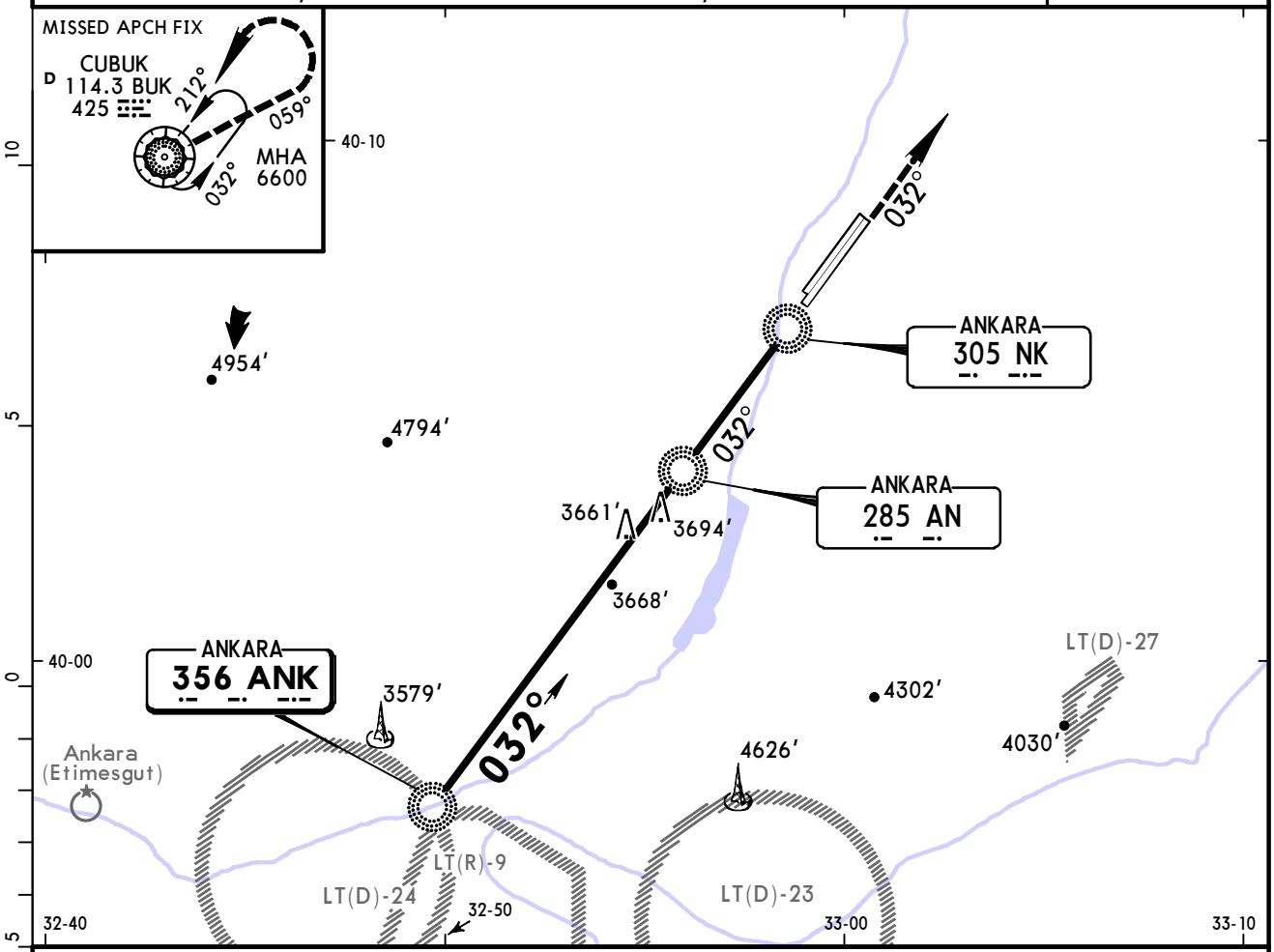
| NDB ANK 356 | Final Apch Crs 032° | Minimum Alt AN Lctr 4450′ (1353′) | MDA(H) 3650′ (553′) | Apt Elev 3125′ RWY 3097′ |
|---|---|---|---|---|

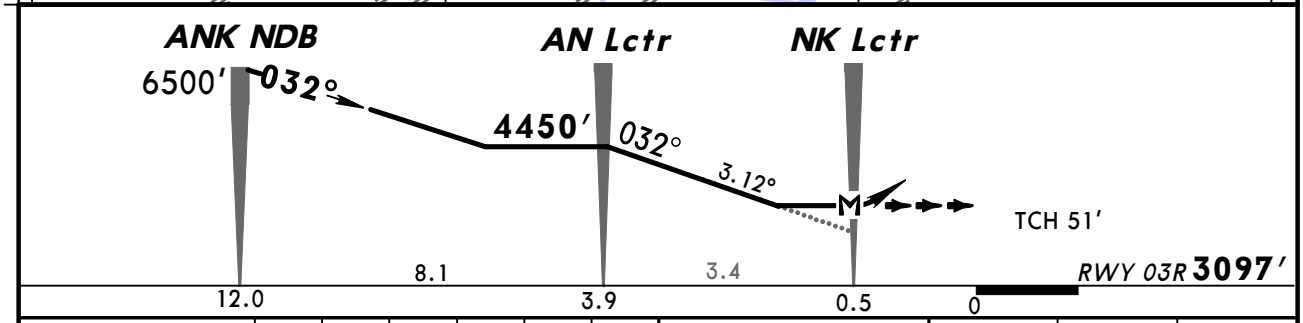
**MISSED APCH:** Proceed to BUK VOR/NDB climbing to 5500′ or above, continue climb on 059° to 6600′, then turn LEFT to BUK VOR/NDB and hold.

Alt Set: hPa  Rwy Elev: 108 hPa  Trans level: By ATC  Trans alt: 10000′




MSA ANK NDB




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Descent Angle 3.12° | 386 | 497 | 552 | 662 | 773 | 883 |
| MAP at NK Lctr | | | | | | |

HIALS-II
PAPI PAPI

5500′

BUK
114.3
425

**Standard**

STRAIGHT-IN LANDING RWY **03R**

MDA(H) **3650′** (553′)

| | | ALS out |
|---|---|---|
| A | 1500m | 2200m |
| B | | |
| C | 2100m | 2800m |
| D | | |

CIRCLE-TO-LAND

| Max Kts | MDA(H) | VIS |
|---|---|---|
| 100 | 3800′ (675′) | 2800m |
| 135 | | |
| 180 | 4650′ (1525′) | 5000m |
| 205 | | |

*CHANGES:* Bearings.

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# ANKARA, TURKEY
## NDB DME Rwy 21L

BRIEFING STRIP ™

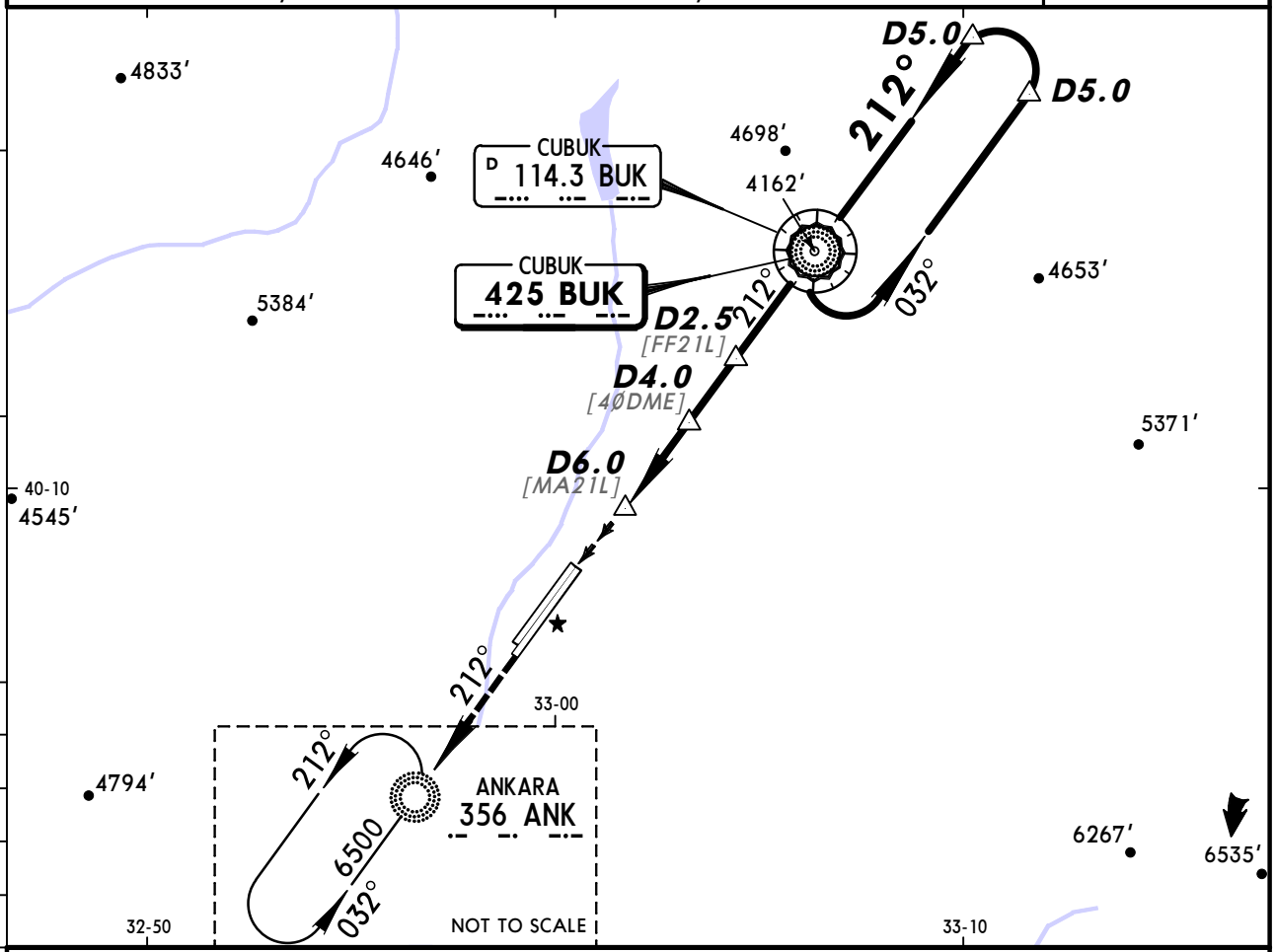
| ATIS | ESENBOGA Approach (R) | | | ESENBOGA Tower | Ground |
|---|---|---|---|---|---|
| 123.6 | 119.1 | 119.6 | 122.1 | 118.1 | 121.9 |

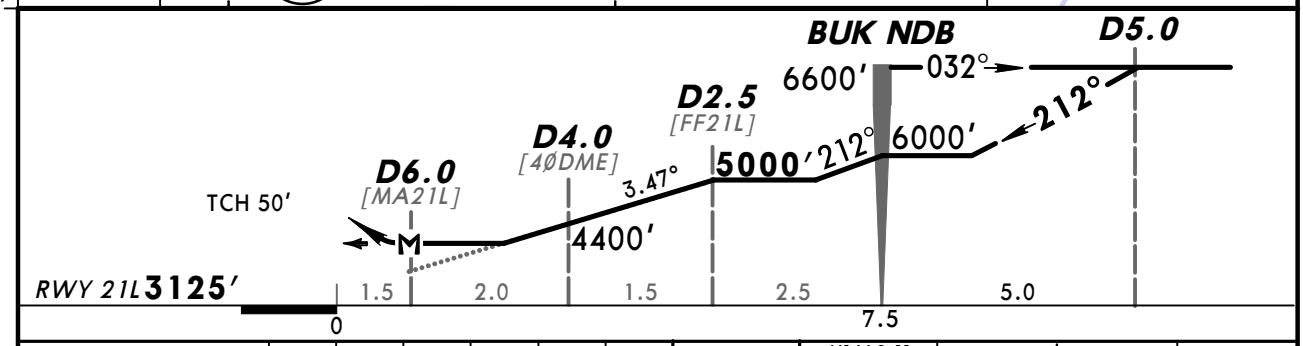
| NDB BUK 425 | Final Apch Crs 212° | Minimum Alt D5.0 5000′ (1875′) | MDA(H) 3650′ (525′) | Apt Elev 3125′ RWY 3125′ |
|---|---|---|---|---|

**MISSED APCH:** Climb on 212° to cross ANK NDB at 6500′ and hold.

Alt Set: hPa | Rwy Elev: 109 hPa | Trans level: By ATC | Trans alt: 10000′

MSA BUK VOR/NDB: 9000′ (090°–180°), 8600′ (180°–360°), 8200′ (360°–090°)




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Descent Angle 3.47° | 430 | 553 | 614 | 737 | 860 | 983 |
| MAP at D6.0 | | | | | | |

HIALS-II, PAPI, PAPI

6500′ on 212°

ANK 356

**Standard** STRAIGHT-IN LANDING RWY 21L

MDA(H) 3650′ (525′)

| | | ALS out |
|---|---|---|
| A, B | 1500m | 2100m |
| C, D | 2000m | 2700m |

CIRCLE-TO-LAND

| Max Kts | MDA(H) | VIS |
|---|---|---|
| 100, 135 | 3800′ (675′) | 2800m |
| 180, 205 | 4650′ (1525′) | 5000m |

PANS OPS 3

CHANGES: Bearings.

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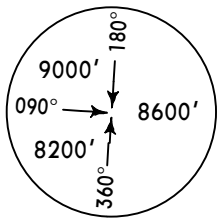
BRIEFING STRIP

| ATIS | ESENBOGA Approach (R) | | | ESENBOGA Tower | Ground |
|---|---|---|---|---|---|
| 123.6 | 119.1 | 119.6 | 122.1 | 118.1 | 121.9 |

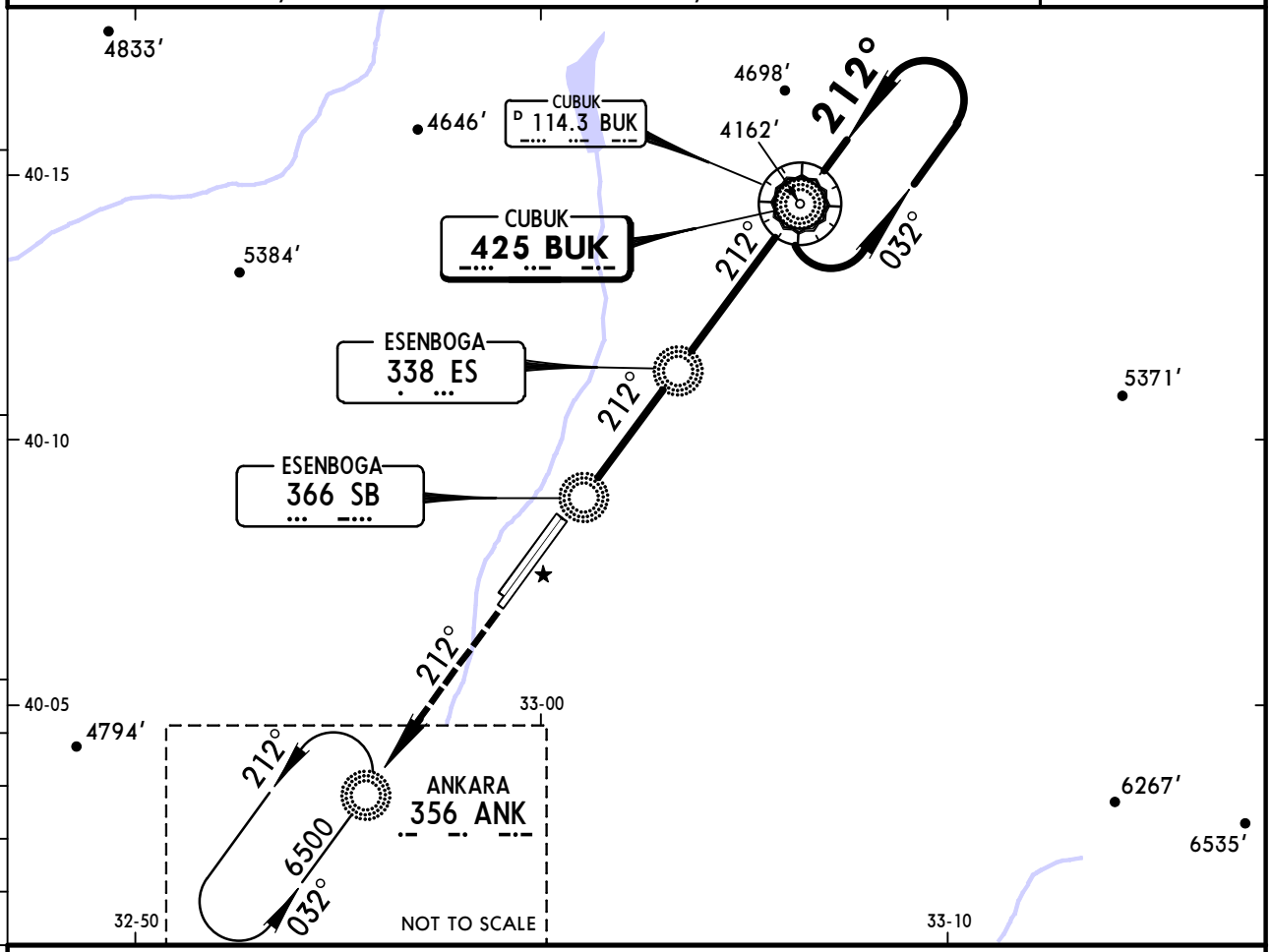
| NDB BUK | Final Apch Crs | Minimum Alt ES Lctr | MDA(H) | Apt Elev 3125′ |
|---|---|---|---|---|
| 425 | 212° | 4800′ (1675′) | 3800′ (675′) | RWY 3125′ |

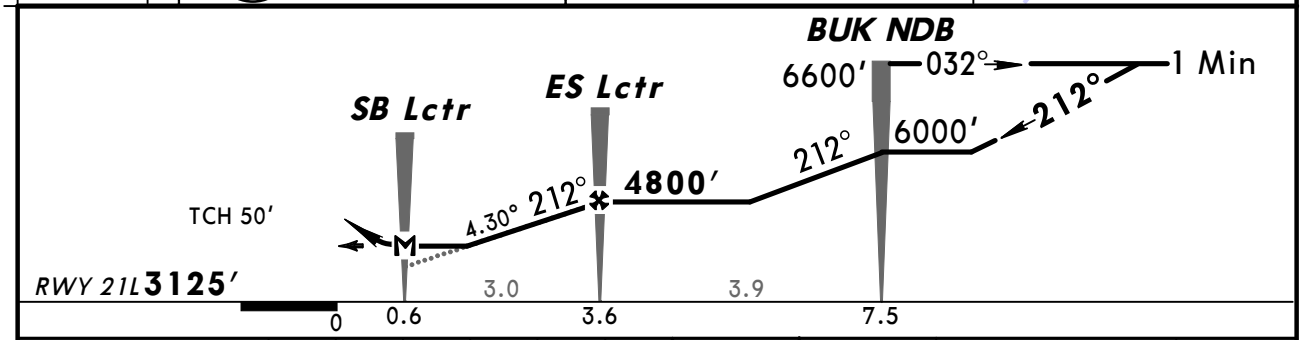
**MISSED APCH:** Climb on 212° to cross ANK NDB at 6500′ and hold.

Alt Set: hPa | Rwy Elev: 109 hPa | Trans level: By ATC | Trans alt: 10000′




MSA
BUK NDB




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| Descent Angle | 4.30° | 533 | 685 | 761 | 914 | 1066 | 1218 |
| MAP at SB Lctr | | | | | | | |

HIALS-II
PAPI PAPI

6500′ on 212°

ANK 356

**Standard** STRAIGHT-IN LANDING RWY 21L

MDA(H) 3800′ (675′)

| | | ALS out |
|---|---|---|
| A | 2000m | 2700m |
| B | | |
| C | 2700m | 3400m |
| D | | |

CIRCLE-TO-LAND

| Max Kts | MDA(H) | VIS |
|---|---|---|
| 100 | 3800′ (675′) | 2800m |
| 135 | | |
| 180 | 4650′ (1525′) | 5000m |
| 205 | | |

PANS OPS 3

CHANGES: Bearings.

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# ANKARA, TURKEY
## NDB DME Rwy 21R

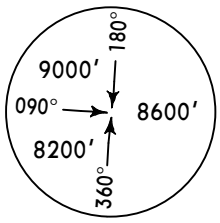
BRIEFING STRIP ™

| ATIS | ESENBOGA Approach (R) | ESENBOGA Tower | Ground |
|---|---|---|---|
| 123.6 | 119.1 119.6 122.1 | 118.1 | 121.9 |

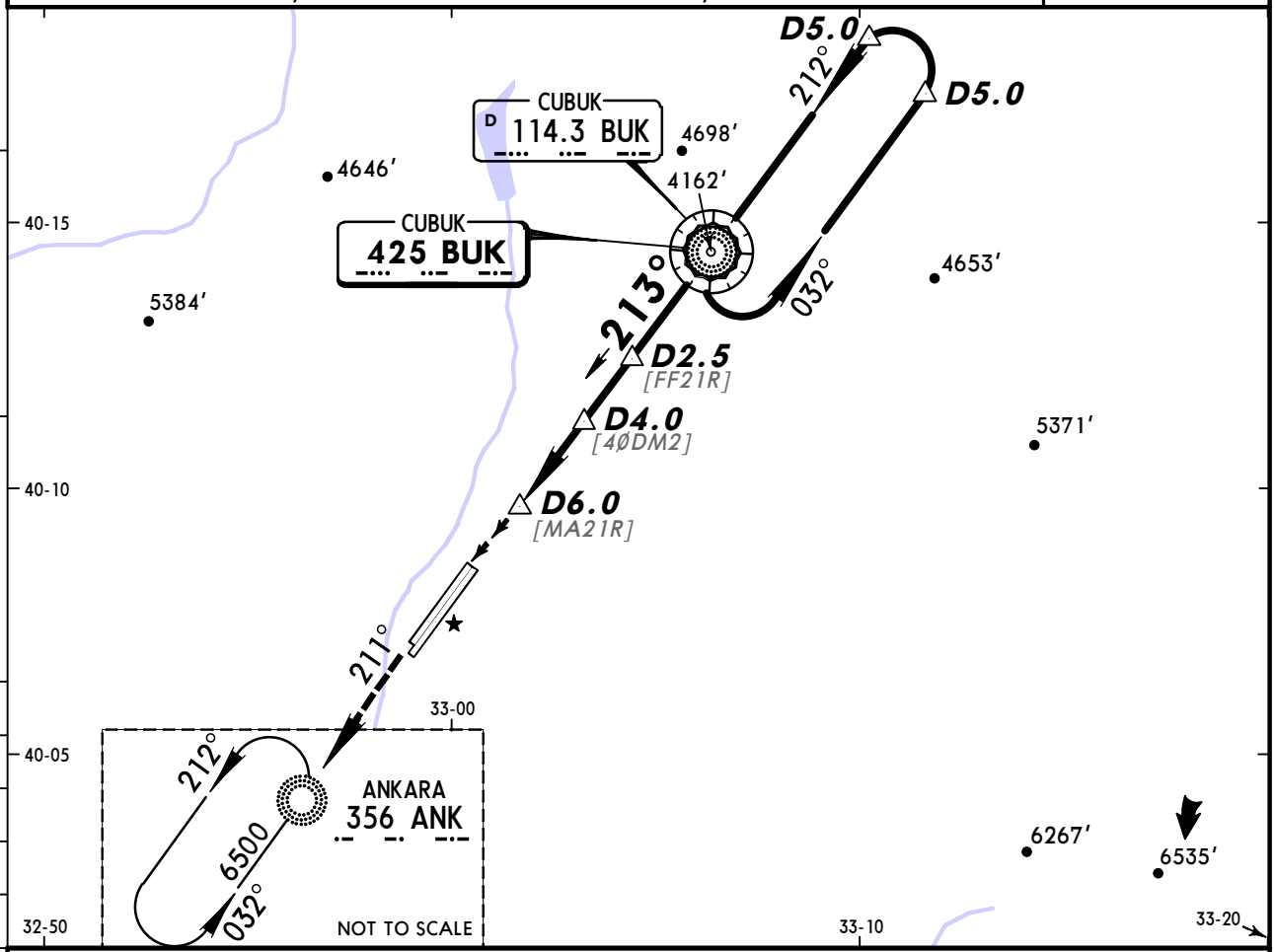
| NDB BUK 425 | Final Apch Crs 213° | Minimum Alt D2.5 5000′ (1877′) | MDA(H) 3650′ (527′) | Apt Elev 3125′ RWY 3123′ |
|---|---|---|---|---|

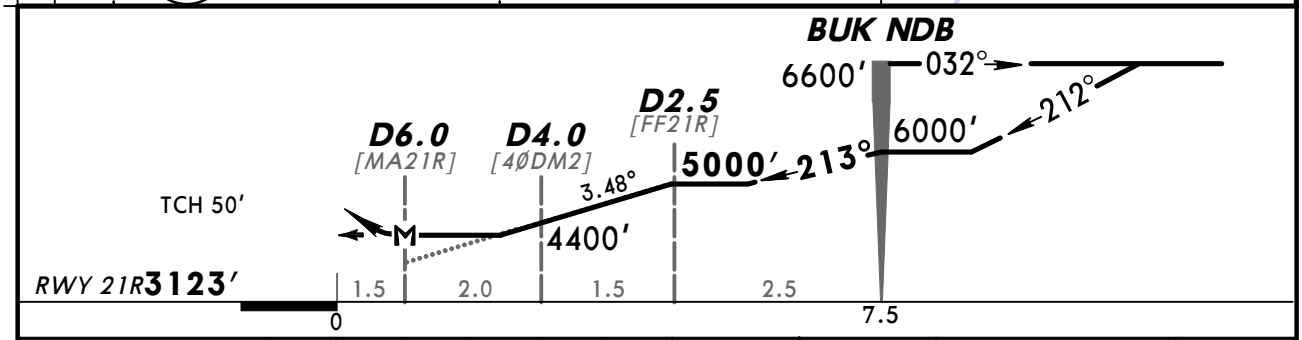
**MISSED APCH:** Climb on 211° to cross ANK NDB at 6500′ and hold.

Alt Set: hPa  Rwy Elev: 109 hPa  Trans level: By ATC  Trans alt: 10000′




MSA
BUK NDB




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Descent Angle 3.48° | 431 | 554 | 616 | 739 | 862 | 985 |
| MAP at D6.0 | | | | | | |

HIALS-II
PAPI PAPI

6500′ on 211°

ANK 356

**Standard** STRAIGHT-IN LANDING RWY 21R

MDA(H) 3650′ (527′)

| | | ALS out |
|---|---|---|
| A, B | 1500m | 2100m |
| C, D | 2000m | 2700m |

CIRCLE-TO-LAND

| Max Kts | MDA(H) | VIS |
|---|---|---|
| 100, 135 | 3800′ (675′) | 2800m |
| 180, 205 | 4650′ (1525′) | 5000m |

PANS OPS 3

CHANGES: Bearings.

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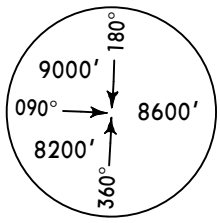
BRIEFING STRIP ™

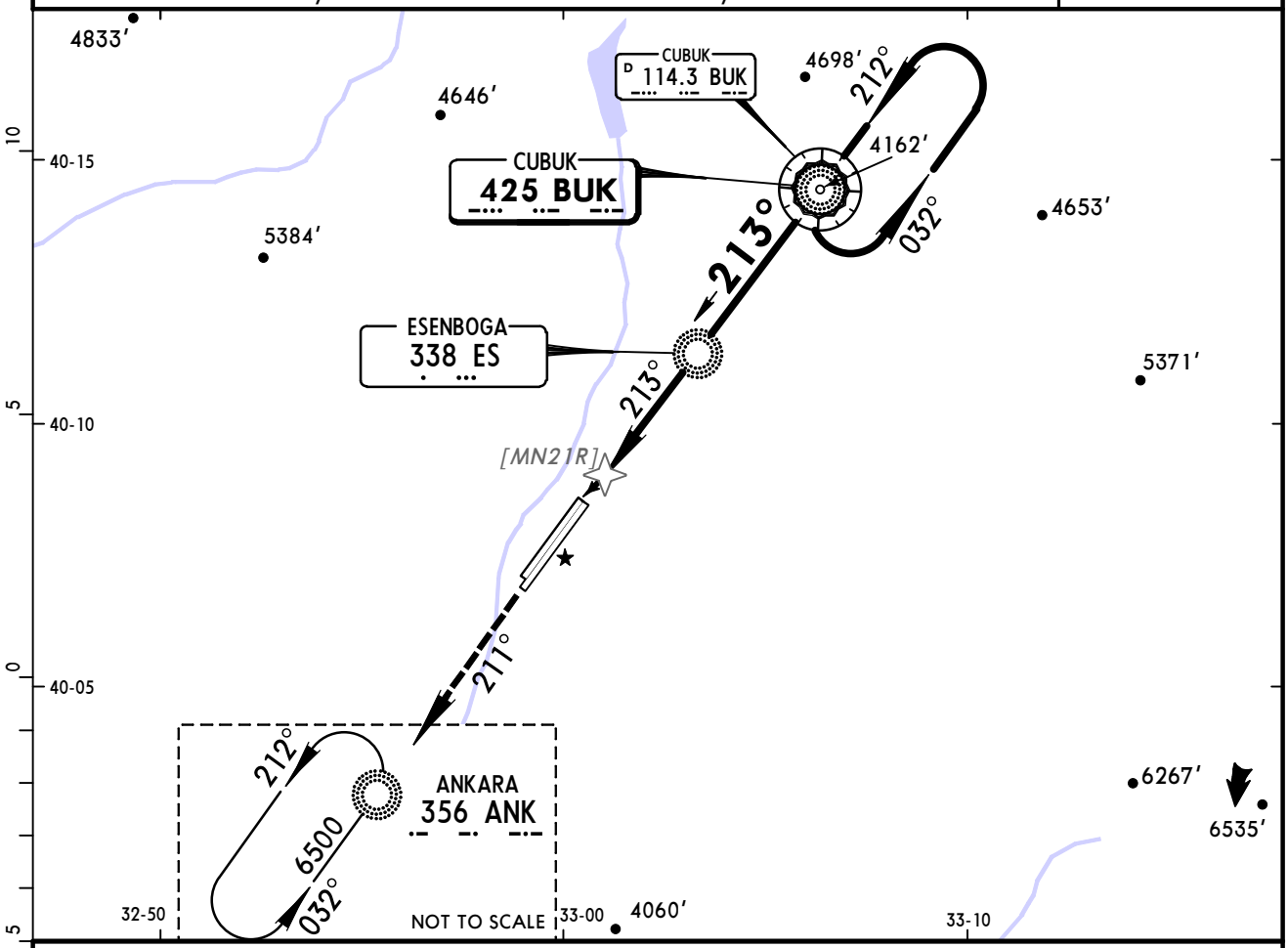
| ATIS | ESENBOGA Approach (R) | | ESENBOGA Tower | Ground |
|---|---|---|---|---|
| 123.6 | 119.1 119.6 122.1 | | 118.1 | 121.9 |
| *NDB* BUK **425** | *Final Apch Crs* **213°** | *Minimum Alt* ***ES Lctr*** **4800′** *(1677′)* | *MDA(H)* **3800′** *(677′)* | *Apt Elev* **3125′** *RWY* **3123′** |

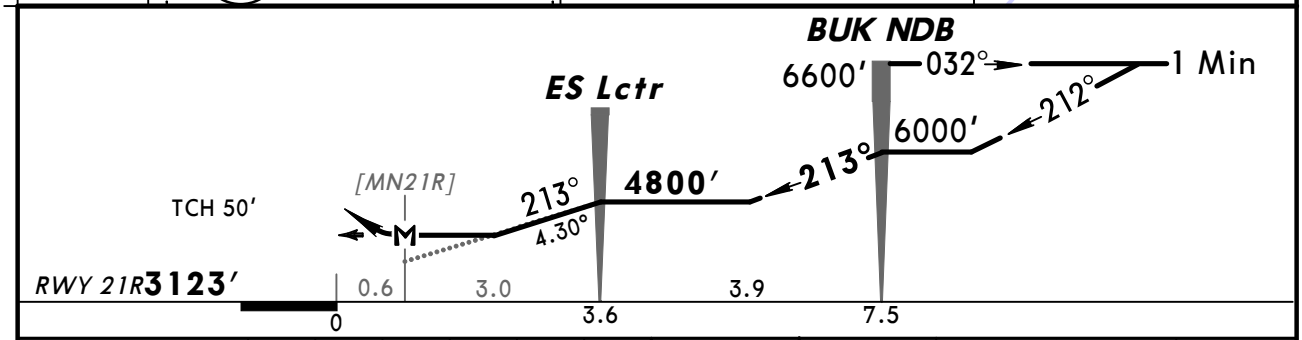
**MISSED APCH:** Climb on 211° to cross ANK NDB at 6500′ and hold.

Alt Set: hPa | Rwy Elev: 109 hPa | Trans level: By ATC | Trans alt: 10000′




*MSA BUK NDB*




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Descent Angle 4.30° | 533 | 685 | 761 | 914 | 1066 | 1218 |
| ES Lctr to MAP 3.0 | 2:34 | 2:00 | 1:48 | 1:30 | 1:17 | 1:08 |

HIALS-II
PAPI PAPI

**6500′** on **211°**

ANK **356**

**Standard** STRAIGHT-IN LANDING RWY **21R**

*MDA(H)* **3800′** *(677′)*

| | | ALS out |
|---|---|---|
| A | 2000m | 2700m |
| B | | |
| C | 2700m | 3400m |
| D | | |

CIRCLE-TO-LAND

| Max Kts | MDA(H) | VIS |
|---|---|---|
| 100 | 3800′ (675′) | 2800m |
| 135 | | |
| 180 | 4650′ (1525′) | 5000m |
| 205 | | |

PANS OPS 3

*CHANGES:* Bearings.

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## Chart changes since cycle 25-2012

ADD = added chart, REV = revised chart, DEL = deleted chart.

| ACT | PROCEDURE IDENT | INDEX | REV DATE | EFF DATE |
|---|---|---|---|---|

**ANKARA, (ESENBOGA - LTAC)**

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# TERMINAL CHART CHANGE NOTICES

## No Chart Change Notices for Airport LTAC