(c) JEPPESEN SANDERSON, INC., 2013, ALL RIGHTS RESERVED

List of pages in this Trip Kit

Trip Kit Index
Airport Information For LTFJ
Terminal Charts For LTFJ
Revision Letter For Cycle 26-2012
Change Notices
Notebook

(c) JEPPESEN SANDERSON, INC., 2013, ALL RIGHTS RESERVED

General Information

Location: Istanbul Tur
IATA Code: SAW
Lat/Long: N40° 53.9' E029° 18.5'
Elevation: 312 ft

Airport Use: Public
Magnetic Variation: 4.9°E

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

Sunrise: 0527 Z
Sunset: 1451 Z,

Runway Information

Runway: 06
Length x Width: 9843 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 300 ft
Lighting: Edge, ALS, Centerline, REIL
Stopway: 197 ft

Runway: 24
Length x Width: 9843 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 306 ft
Lighting: Edge, ALS, Centerline, REIL
Stopway: 197 ft

Communication Information

ATIS 128.55
Gokcen Tower 120.925
Gokcen Tower 118.8
Gokcen Tower 37.877
Gokcen Tower 36.23
Gokcen Tower 24.31
Gokcen Delivery Ground Control 122.625
Gokcen Ground Control 121.75

(c) JEPPESEN SANDERSON, INC., 2013, ALL RIGHTS RESERVED

Yesilkoy Approach Control 121.1
Yesilkoy Approach Control 120.5

1. GENERAL

1.1. ATIS

ATIS 128.55

1.2. PREFERENTIAL RWY SYSTEM (PRS)

Announcement of PRS operations in progress by ATIS.
Preferential RWY for landing is RWY 06. Pilots unable to comply PRS operations for RWY 06 shall notify ATC at first contact or 20 minutes in advance of the ETA, whichever is earlier. These traffic may normally be subject to delay. Aircrew must comply with the requirements announced by ATIS.
Preferential RWY for take-off is RWY 06. Pilots unable to comply PRS operations for RWY 06 shall notify ATC at the time of start-up clearance. These traffic may normally be subject to delay.
PRS operations shall be used when:

- preferred RWY is dry and tailwind component does not exceed 8 KT or;
- preferred RWY is wet and tailwind component does not exceed 5 KT or.

When braking action for the preferred RWY is less than 'Good, Good, Good', RWY to be used shall be selected so as to make landing and take-off into the wind.
It is the pilot decision and responsibility to accept or refuse the use of preferred RWY determined by ATC. If the pilot-in command requests permission to use a RWY other than the preferred one for landing or take off operations due to safety or performance reasons, this request will be met by ATC when it is available. In such cases, ACFT may be subject to delay. ATC shall notify pilots of delays expected to exceed 30 minutes.

1.3. TAXI PROCEDURES

CAUTION:
Due to dense ground movement Flight crew shall
- strictly obey ATC instructions and follow signs on apron and TWYs.
- never cross the RWY unless instruction is given by ATC.
- comply with read back and hear back procedures.

Flocks of sea gulls in vicinity of airport.

GA Apron, parking stands 9 thru 11, MRO, VIP and Fixed Base Operator (FBO) Apron not visible from Tower. Movement on these areas at own responsibility.
ACFT parking on GA Apron shall perform standard push-back to leave their parking slot.

1.4. PARKING PROCEDURES

Stands 201 thru 208 equipped with Automatic Guidance System.

1.5. RUN-UP TESTS

Engine test shall be performed at the MRO or Cargo Aprons.
ACFT operators intending to engine test shall get permission from Duty Manager of APT Authority (HEAS).

2. ARRIVAL

2.1. GNSS BASED RNAV STARS

When an arriving ACFT on a STAR is cleared to descend to an altitude/FL lower than the altitudes/FLs specified in a STAR, the ACFT shall follow the published vertical profile of a STAR, unless such restrictions are explicitly cancelled by ATC.
The cancelation of the level restrictions depicted on the STARs will be subject to the ATC clearance by the phrase:
"OPEN DESCEND TO ... (ALT./FL.)".

© JEPPESEN, 2011, 2012. ALL RIGHTS RESERVED.

3. DEPARTURE

3.1. DE-ICING

Unless otherwise noted, ACFT de-icing & anti-icing operations will be made on the area between stand numbers1-2-3-4-5 and 31-32 on Apron 1.
ACFT which need de-icing should submit the status before push back.
ACFT shall taxi to de-icing position by the assistance of "follow-me" car and comply to directives of marshaller.
After de-icing work was completed, even if the instructions given to taxi, ACFT shall not act without visual warning of marshaller.

3.2. NOISE ABATEMENT PROCEDURES

For departures, any ACFT having compliance with the noise category ICAO Annex 16 Chapter 3 and 4 shall apply NADP-2 whereas all other ACFT whose noise category are in compliance with ICAO Annex 16 Chapter 2 shall only apply NADP-1.
Pilots shall apply Noise Abatement Departure Procedure 1 or 2 (NADP-1 or NADP-2) which has been explained in ICAO Doc 8168 Vol 1 until passing 3000'.

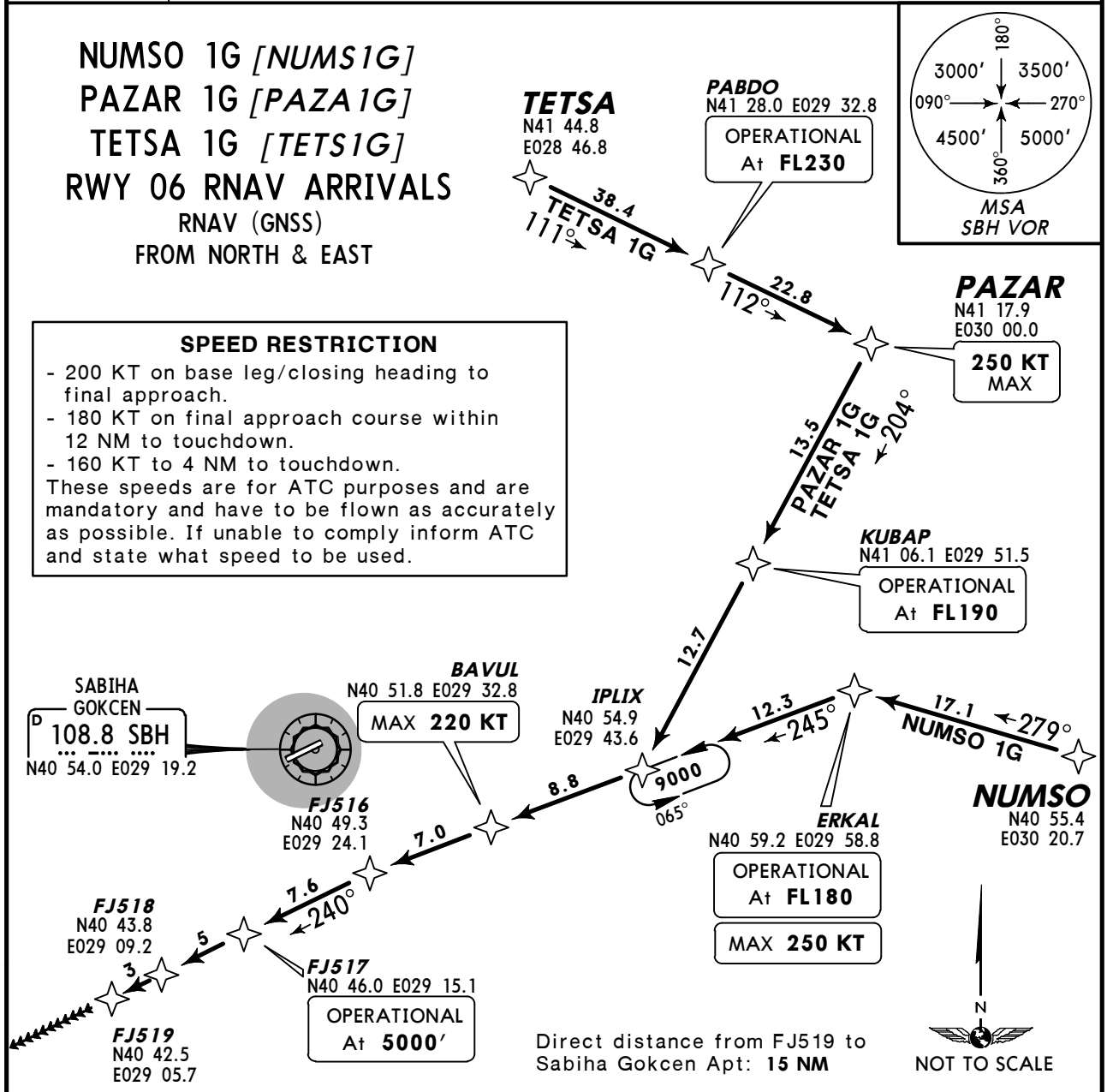
3.3. GNSS BASED RNAV SIDS

When a departing ACFT on a SID is cleared to climb to an altitude/FL higher than the initially cleared altitude/FL or the altitudes/FLs specified in a SID, the ACFT shall follow the published vertical profile of a SID, unless such restrictions are explicitly cancelled by ATC.
The cancelation of the level restrictions depicted on the SIDs will be subject to the ATC clearance by the phrase;
"OPEN CLIMB TO ... (ALT./FL.)".

© JEPPESEN, 2011, 2012. ALL RIGHTS RESERVED.

ATIS 128.55	Alt Set: hPa Trans level: By ATC Trans alt: 10000′ 1. RADAR required. 2. P-RNAV approval required otherwise advise ATC. 3. On downwind expect vectors to final. 4. At first contact with IST RADAR report if unable to comply RNAV STAR. At first contact with YESILKOY RADAR report only callsign. 5. Descend as cleared. 6. Crossings are for operational purposes. Do not descend to those altitudes/FLs unless authorized otherwise by ATC.
Apt Elev 312′	

NUMSO 1G *[NUMS1G]*
PAZAR 1G *[PAZA1G]*
TETSA 1G *[TETS1G]*
RWY 06 RNAV ARRIVALS
RNAV (GNSS)
FROM NORTH & EAST



SPEED RESTRICTION
- 200 KT on base leg/closing heading to final approach.
- 180 KT on final approach course within 12 NM to touchdown.
- 160 KT to 4 NM to touchdown.

These speeds are for ATC purposes and are mandatory and have to be flown as accurately as possible. If unable to comply inform ATC and state what speed to be used.

Direct distance from FJ519 to Sabiha Gokcen Apt: **15 NM**

LOST COMMS

Outside TMA

Select transponder code 7600. Follow the flight plan route using last assigned and acknowledged FL. For 3 minutes execute relevant STAR. Then, descending 9000′ proceed to SBH. Execute instrument approach procedure to land.

Inside TMA

If available call telephone number 0090 212 465 0121.

At or above 9000′: Select transponder code 7600. For 3 minutes execute last assigned and acknowledged ATC intructions. Then, descending 9000′ proceed to SBH. Execute instrument approach procedure to land.

Note: Traffic via 112.2 KFK is not allowed to descent below 10000′ before passing DEKEK Int or beyond SBH 32 DME.

Below 9000′: Select transponder code 7600. Proceed to SBH, descent or maintain last assigned and acknowledged altitude. Execute instrument approach procedure to land.

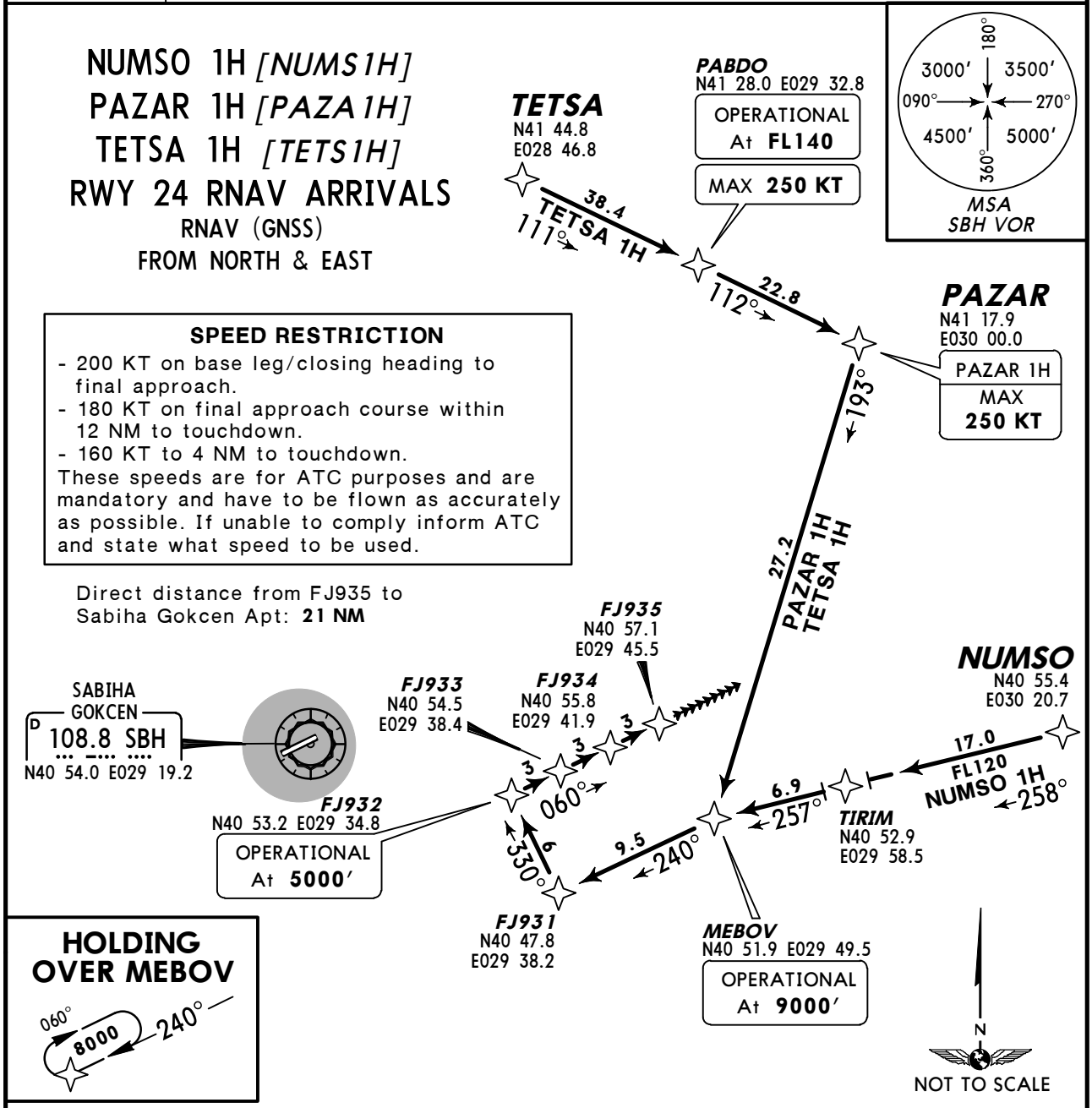
STAR	ROUTING
NUMSO 1G	NUMSO - ERKAL (OPERATIONAL FL180; K250-) - IPLIX - BAVUL (K220-) - FJ516 - FJ517 (OPERATIONAL 5000′) - FJ518 - FJ519.
PAZAR 1G	PAZAR (K250-) - KUBAP (OPERATIONAL FL190) - IPLIX - BAVUL (K220-) - FJ516 - FJ517 (OPERATIONAL 5000′) - FJ518 - FJ519.
TETSA 1G	TETSA - PABDO (OPERATIONAL FL230) - PAZAR (K250-) - KUBAP (OPERATIONAL FL190) - IPLIX - BAVUL (K220-) - FJ516 - FJ517 (OPERATIONAL 5000′) - FJ518 - FJ519.

CHANGES: Lost comm inside TMA.

© JEPPESEN, 2010, 2011. ALL RIGHTS RESERVED.

ATIS 128.55	Alt Set: hPa Trans level: By ATC Trans alt: 10000′ 1. RADAR required. 2. P-RNAV approval required otherwise advise ATC. 3. On downwind expect vectors to final. 4. At first contact with IST RADAR report if unable to comply RNAV STAR. At first contact with YESILKOY RADAR report only callsign. 5. Descend as cleared. 6. Crossings are for operational purposes. Do not descend to those altitudes/FLs unless authorized otherwise by ATC.
Apt Elev 312′	

NUMSO 1H *[NUMS1H]*
PAZAR 1H *[PAZA1H]*
TETSA 1H *[TETS1H]*
RWY 24 RNAV ARRIVALS
RNAV (GNSS)
FROM NORTH & EAST



SPEED RESTRICTION
- 200 KT on base leg/closing heading to final approach.
- 180 KT on final approach course within 12 NM to touchdown.
- 160 KT to 4 NM to touchdown.

These speeds are for ATC purposes and are mandatory and have to be flown as accurately as possible. If unable to comply inform ATC and state what speed to be used.

Direct distance from FJ935 to Sabiha Gokcen Apt: **21 NM**

HOLDING OVER MEBOV

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

Outside TMA

Select transponder code 7600. Follow the flight plan route using last assigned and acknowledged FL. For 3 minutes execute relevant STAR. Then, descending 9000′ proceed to SBH. Execute instrument approach procedure to land.

Inside TMA

If available call telephone number 0090 212 465 0121.

At or above 9000′: Select transponder code 7600. For 3 minutes execute last assigned and acknowledged ATC intructions. Then, descending 9000′ proceed to SBH. Execute instrument approach procedure to land.

Note: Traffic via 112.2 KFK is not allowed to descent below 10000′ before passing DEKEK Int or beyond SBH 32 DME.

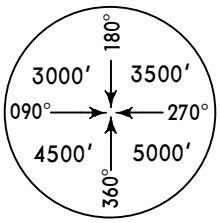
Below 9000′: Select transponder code 7600. Proceed to SBH, descent or maintain last assigned and acknowledged altitude. Execute instrument approach procedure to land.

STAR	ROUTING
NUMSO 1H	NUMSO - TIRIM - MEBOV (OPERATIONAL 9000′; K220-) - FJ931 - FJ932 (OPERATIONAL 5000′) - FJ933 - FJ934 - FJ935.
PAZAR 1H	PAZAR (K250-) - MEBOV (OPERATIONAL 9000′; K220-) - FJ931 - FJ932 (OPERATIONAL 5000′) - FJ933 - FJ934 - FJ935.
TETSA 1H	TETSA - PABDO (OPERATIONAL FL140; K250-) - PAZAR - MEBOV (OPERATIONAL 9000′; K220-) - FJ931 - FJ932 (OPERATIONAL 5000′) - FJ933 - FJ934 - FJ935.

CHANGES: Lost comm inside TMA.

© JEPPESEN, 2010, 2011. ALL RIGHTS RESERVED.

ATIS 128.55	Alt Set: hPa Trans level: By ATC Trans alt: 10000′ 1. RADAR required. 2. P-RNAV approval required otherwise advise ATC. 3. On downwind expect vectors to final. 4. At first contact with IST RADAR report if unable to comply RNAV STAR. At first contact with YESILKOY RADAR report only callsign. 5. Descend as cleared. 6. Crossings are for operational purposes. Do not descend to those altitudes/FLs unless authorized otherwise by ATC.
Apt Elev 312′	



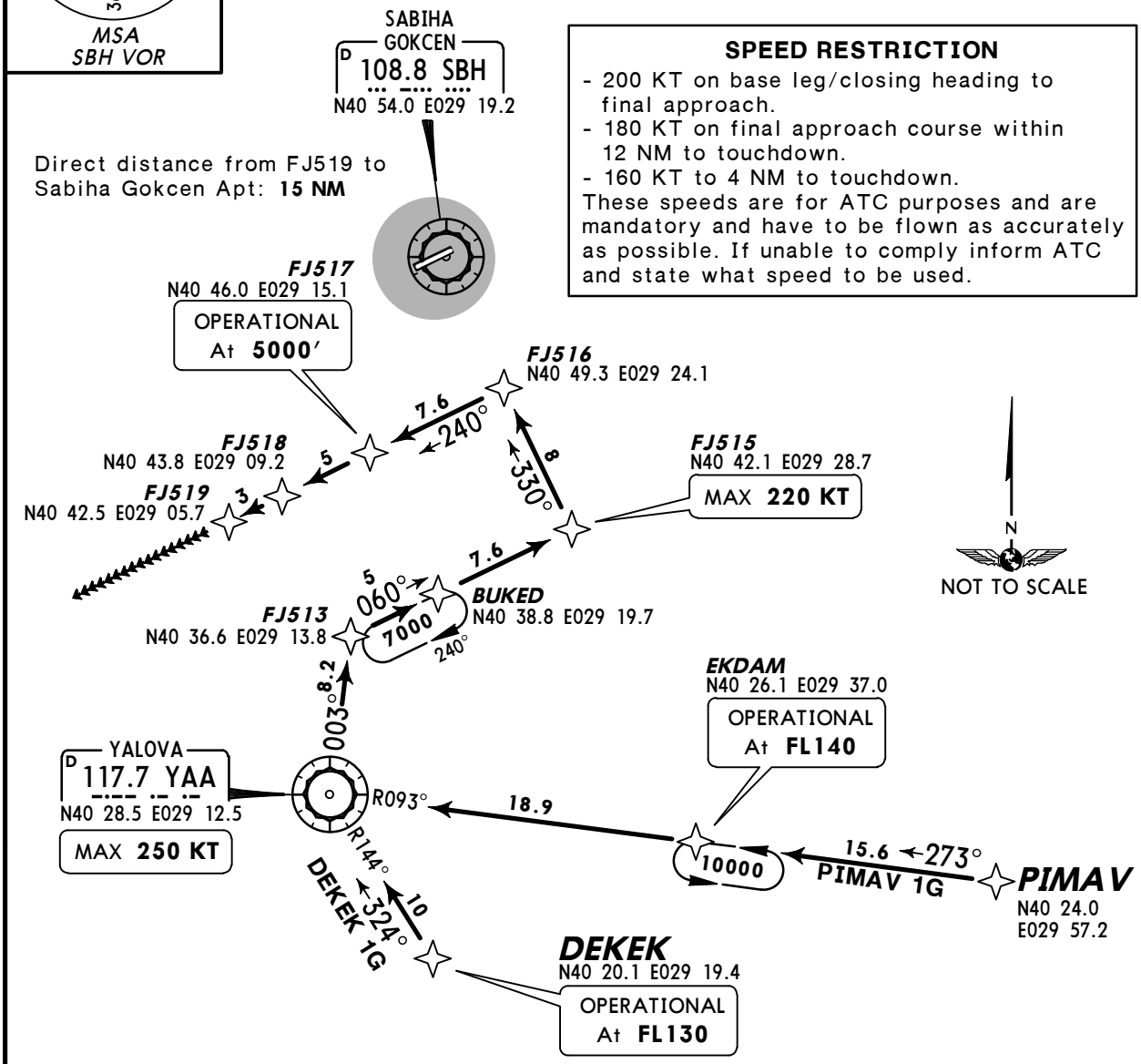
MSA
SBH VOR

DEKEK 1G *[DEKE1G]*, PIMAV 1G *[PIMA1G]*
RWY 06 RNAV ARRIVALS
RNAV (GNSS)
FROM SOUTH

SPEED RESTRICTION
- 200 KT on base leg/closing heading to final approach.
- 180 KT on final approach course within 12 NM to touchdown.
- 160 KT to 4 NM to touchdown.

These speeds are for ATC purposes and are mandatory and have to be flown as accurately as possible. If unable to comply inform ATC and state what speed to be used.

Direct distance from FJ519 to Sabiha Gokcen Apt: **15 NM**



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

Outside TMA

Select transponder code 7600. Follow the flight plan route using last assigned and acknowledged FL. For 3 minutes execute relevant STAR. Then, descending 9000′ proceed to SBH. Execute instrument approach procedure to land.

Inside TMA

If available call telephone number 0090 212 465 0121.

At or above 9000′: Select transponder code 7600. For 3 minutes execute last assigned and acknowledged ATC intructions. Then, descending 9000′ proceed to SBH. Execute instrument approach procedure to land.

Note: Traffic via 112.2 KFK is not allowed to descent below 10000′ before passing DEKEK Int or beyond SBH 32 DME.

Below 9000′: Select transponder code 7600. Proceed to SBH, descent or maintain last assigned and acknowledged altitude. Execute instrument approach procedure to land.

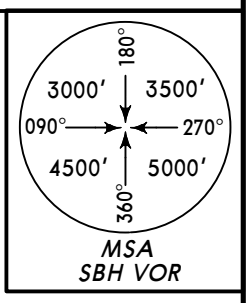
STAR	ROUTING
DEKEK 1G	DEKEK (OPERATIONAL FL130) - YAA (K250-) - FJ513 - BUKED - FJ515 (K220-) - FJ516 - FJ517 (OPERATIONAL 5000′) - FJ518 - FJ519.
PIMAV 1G	PIMAV - EKDAM (OPERATIONAL FL140) - YAA (K250-) - FJ513 - BUKED - FJ515 (K220-) - FJ516 - FJ517 (OPERATIONAL 5000′) - FJ518 - FJ519.

CHANGES: Lost comm inside TMA.

© JEPPESEN, 2010, 2011. ALL RIGHTS RESERVED.

ATIS 128.55	Alt Set: hPa Trans level: By ATC Trans alt: 10000′ 1. RADAR required. 2. P-RNAV approval required otherwise advise ATC. 3. On downwind expect vectors to final. 4. At first contact with IST RADAR report if unable to comply RNAV STAR. At first contact with YESILKOY RADAR report only callsign. 5. Descend as cleared. 6. Crossings are for operational purposes. Do not descend to those altitudes/FLs unless authorized otherwise by ATC.
Apt Elev 312′	

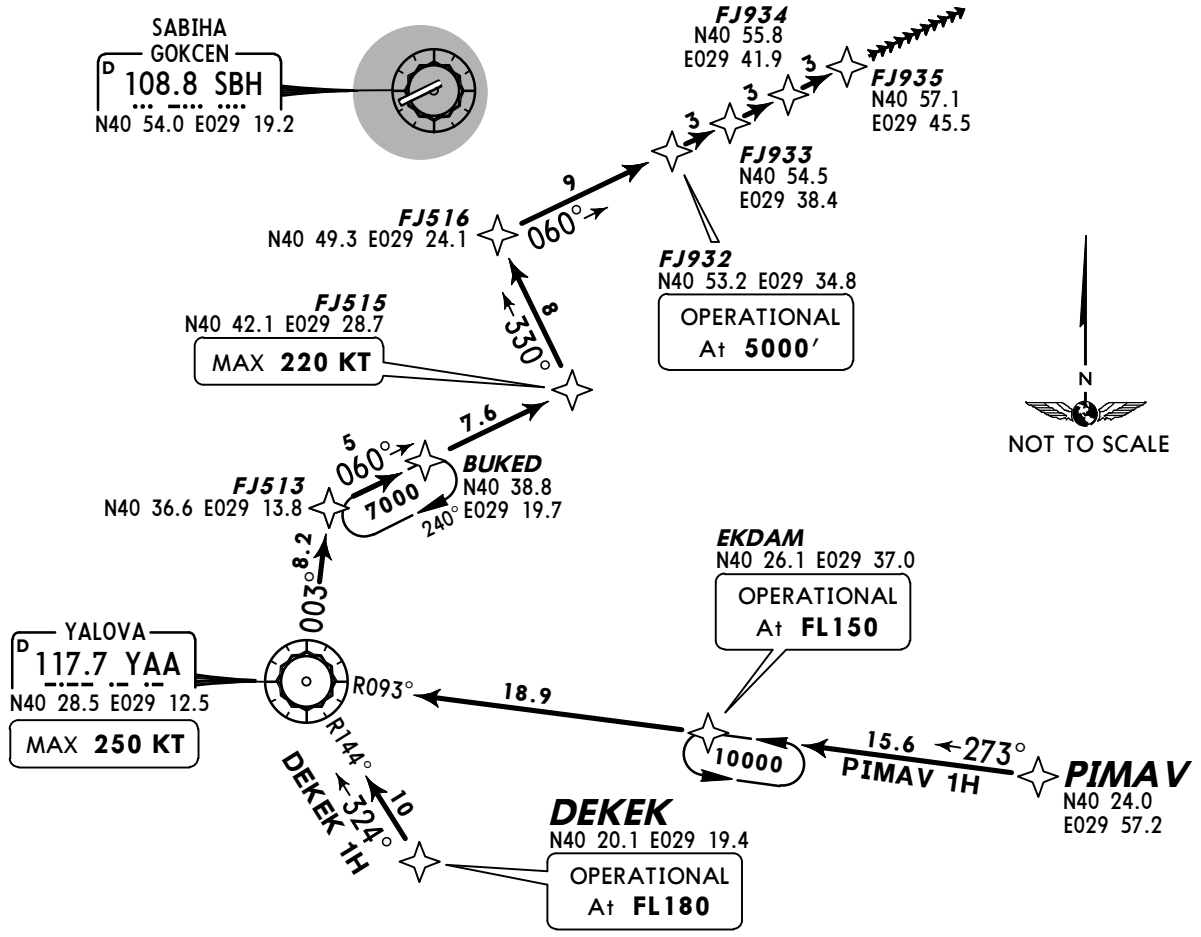
DEKEK 1H *[DEKE1H]*, PIMAV 1H *[PIMA1H]*
RWY 24 RNAV ARRIVALS
RNAV (GNSS)
FROM SOUTH



SPEED RESTRICTION
- 200 KT on base leg/closing heading to final approach.
- 180 KT on final approach course within 12 NM to touchdown.
- 160 KT to 4 NM to touchdown.

These speeds are for ATC purposes and are mandatory and have to be flown as accurately as possible. If unable to comply inform ATC and state what speed to be used.

Direct distance from FJ935 to Sabiha Gokcen Apt: **21 NM**



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

Outside TMA

Select transponder code 7600. Follow the flight plan route using last assigned and acknowledged FL. For 3 minutes execute relevant STAR. Then, descending 9000′ proceed to SBH. Execute instrument approach procedure to land.

Inside TMA

If available call telephone number 0090 212 465 0121.

At or above 9000′: Select transponder code 7600. For 3 minutes execute last assigned and acknowledged ATC intructions. Then, descending 9000′ proceed to SBH. Execute instrument approach procedure to land.

Note: Traffic via 112.2 KFK is not allowed to descent below 10000′ before passing DEKEK Int or beyond SBH 32 DME.

Below 9000′: Select transponder code 7600. Proceed to SBH, descent or maintain last assigned and acknowledged altitude. Execute instrument approach procedure to land.

STAR	ROUTING
DEKEK 1H	DEKEK (OPERATIONAL FL180) - YAA (K250-) - FJ513 - BUKED - FJ515 (K220-) - FJ516 - FJ932 (OPERATIONAL 5000′) - FJ933 - FJ934 - FJ935.
PIMAV 1H	PIMAV - EKDAM (OPERATIONAL FL150) - YAA (K250-) - FJ513 - BUKED - FJ515 (K220-) - FJ516 - FJ932 (OPERATIONAL 5000′) - FJ933 - FJ934 - FJ935.

CHANGES: Lost comm inside TMA.

© JEPPESEN, 2010, 2011. ALL RIGHTS RESERVED.

ATIS 128.55	Alt Set: hPa Trans level: By ATC Trans alt: 10000′ 1. RADAR required. 2. P-RNAV approval required otherwise advise ATC. 3. On downwind expect vectors to final. 4. At first contact with IST RADAR report if unable to comply RNAV STAR. At first contact with YESILKOY RADAR report only callsign. 5. Descend as cleared. 6. Crossings are for operational purposes. Do not descend to those altitudes/FLs unless authorized otherwise by ATC.
Apt Elev 312′	

ATVEP 1G *[ATVE1G]*
GELBU 1G *[GELB1G]*
TURKO 1G *[TURK1G]*
RWY 06 RNAV ARRIVALS
RNAV (GNSS)
FROM WEST

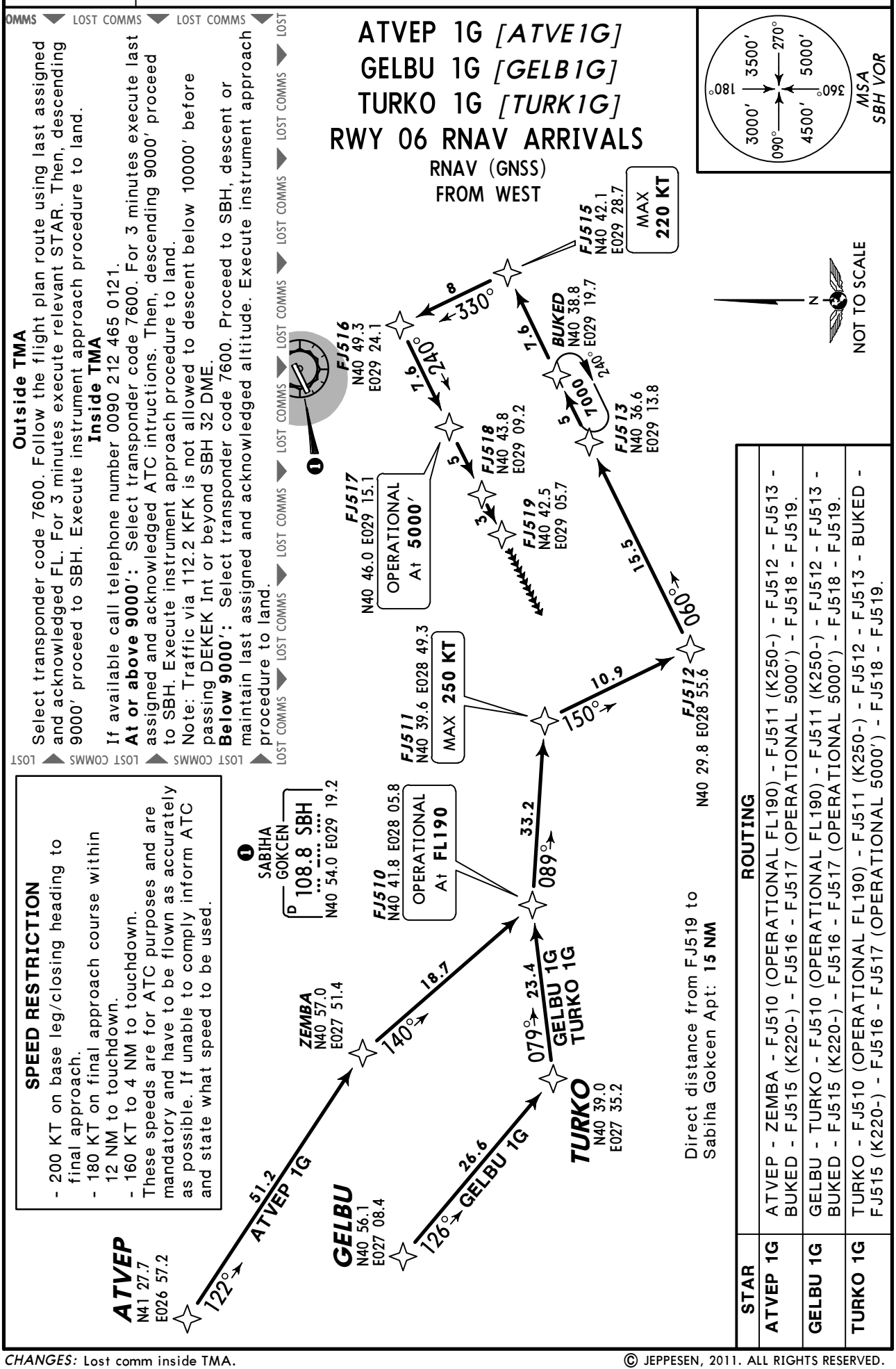
LOST COMMS

Outside TMA
Select transponder code 7600. Follow the flight plan route using last assigned and acknowledged FL. For 3 minutes execute relevant STAR. Then, descending 9000′ proceed to SBH. Execute instrument approach procedure to land.

Inside TMA
If available call telephone number 0090 212 465 0121.
At or above 9000′: Select transponder code 7600. For 3 minutes execute last assigned and acknowledged ATC intructions. Then, descending 9000′ proceed to SBH. Execute instrument approach procedure to land.
Note: Traffic via 112.2 KFK is not allowed to descent below 10000′ before passing DEKEK Int or beyond SBH 32 DME.
Below 9000′: Select transponder code 7600. Proceed to SBH, descent or maintain last assigned and acknowledged altitude. Execute instrument approach procedure to land.

SPEED RESTRICTION
- 200 KT on base leg/closing heading to final approach.
- 180 KT on final approach course within 12 NM to touchdown.
- 160 KT to 4 NM to touchdown.

These speeds are for ATC purposes and are mandatory and have to be flown as accurately as possible. If unable to comply inform ATC and state what speed to be used.

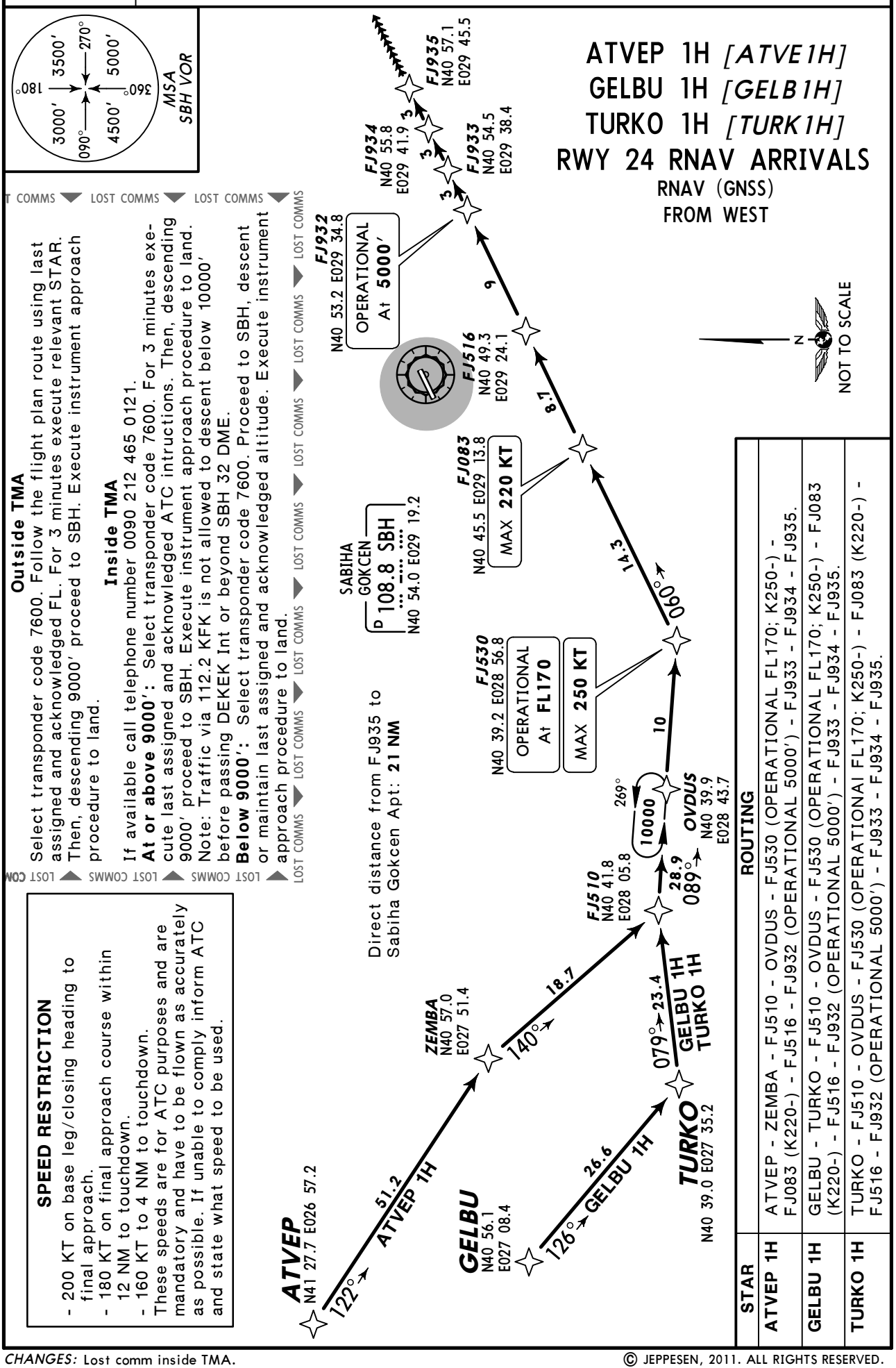


STAR	ROUTING
ATVEP 1G	ATVEP - ZEMBA - FJ510 (OPERATIONAL FL190) - FJ511 (K250-) - FJ512 - FJ513 - BUKED - FJ515 (K220-) - FJ516 - FJ517 (OPERATIONAL 5000′) - FJ518 - FJ519.
GELBU 1G	GELBU - TURKO - FJ510 (OPERATIONAL FL190) - FJ511 (K250-) - FJ512 - FJ513 - BUKED - FJ515 (K220-) - FJ516 - FJ517 (OPERATIONAL 5000′) - FJ518 - FJ519.
TURKO 1G	TURKO - FJ510 (OPERATIONAL FL190) - FJ511 (K250-) - FJ512 - FJ513 - BUKED - FJ515 (K220-) - FJ516 - FJ517 (OPERATIONAL 5000′) - FJ518 - FJ519.

CHANGES: Lost comm inside TMA.

© JEPPESEN, 2011. ALL RIGHTS RESERVED.

ATIS 128.55	Alt Set: hPa Trans level: By ATC Trans alt: 10000′ 1. RADAR required. 2. P-RNAV approval required otherwise advise ATC. 3. On downwind expect vectors to final. 4. At first contact with IST RADAR report if unable to comply RNAV STAR. At first contact with YESILKOY RADAR report only callsign. 5. Descend as cleared. 6. Crossings are for operational purposes. Do not descend to those altitudes/FLs unless authorized otherwise by ATC.
Apt Elev 312′	



STAR	ROUTING
ATVEP 1H	ATVEP - ZEMBA - FJ510 - OVDUS - FJ530 (OPERATIONAL FL170; K250-) - FJ083 (K220-) - FJ516 - FJ932 (OPERATIONAL 5000′) - FJ933 - FJ934 - FJ935.
GELBU 1H	GELBU - TURKO - FJ510 - OVDUS - FJ530 (OPERATIONAL FL170; K250-) - FJ083 (K220-) - FJ516 - FJ932 (OPERATIONAL 5000′) - FJ933 - FJ934 - FJ935.
TURKO 1H	TURKO - FJ510 - OVDUS - FJ530 (OPERATIONAI FL170; K250-) - FJ083 (K220-) - FJ516 - FJ932 (OPERATIONAL 5000′) - FJ933 - FJ934 - FJ935.

CHANGES: Lost comm inside TMA.

© JEPPESEN, 2011. ALL RIGHTS RESERVED.

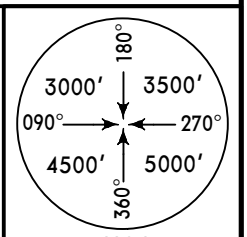
YESILKOY Radar	Apt Elev	
126.42	312′	Trans level: By ATC Trans alt: 10000′ 1. Contact YESILKOY Radar immediately after take-off, check ATIS for current frequency. 2. RADAR required. 3. P-RNAV approval required otherwise advise ATC.

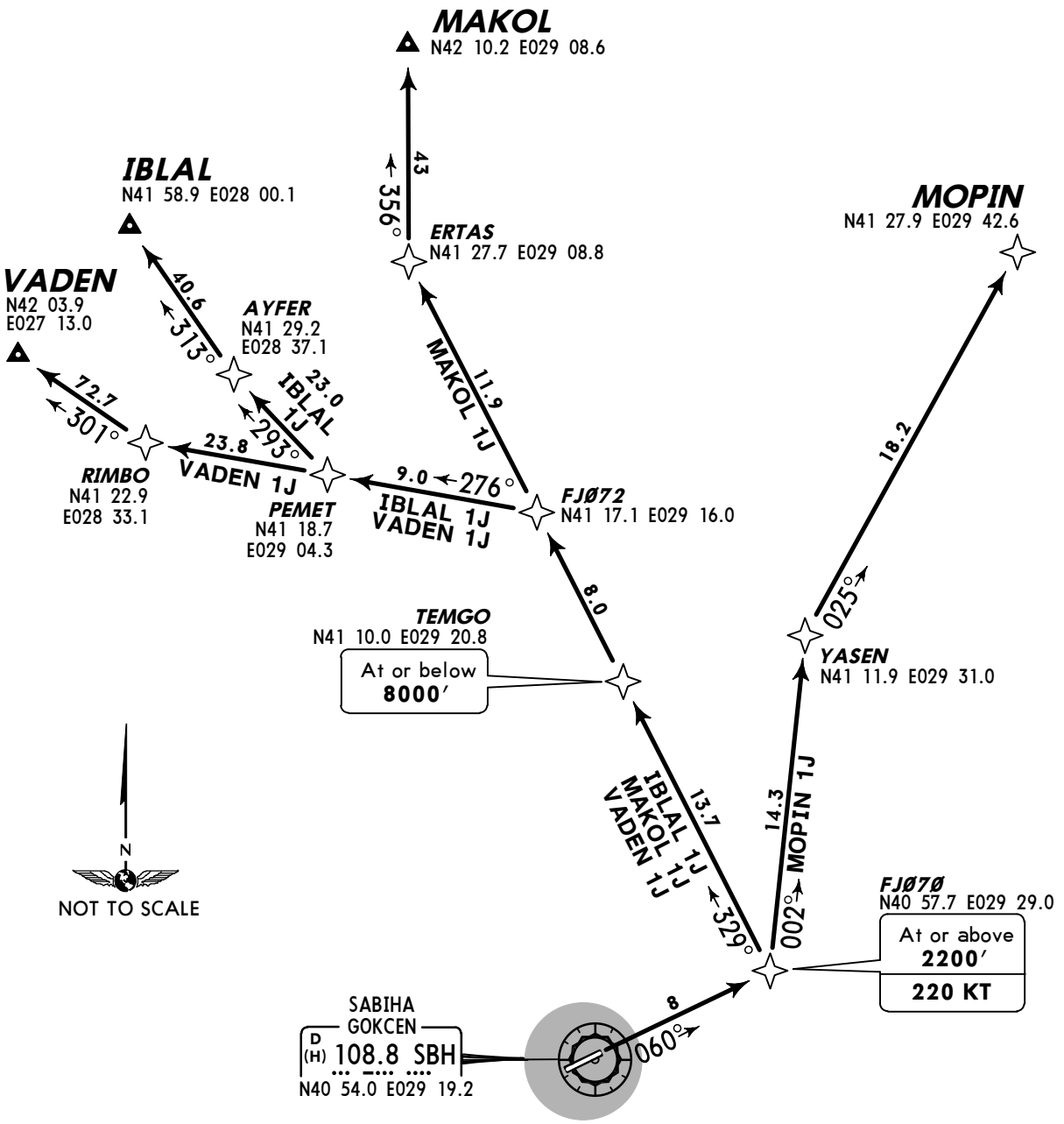
IBLAL 1J *[IBLA1J]*, MAKOL 1J *[MAKO1J]* MOPIN 1J *[MOPI1J]*, VADEN 1J *[VADE1J]*

RWY 06 RNAV DEPARTURES

RNAV (GNSS)

TO NORTH





These SIDs require a minimum climb gradient of
243′ per NM (4%) up to 3000′.

Gnd speed-KT	75	100	150	200	250	300
243′ per NM	304	405	608	810	1013	1215

Initial climb clearance **7000′**

SID	ROUTING
IBLAL 1J	FJ070 (2200′+; K220) - TEMGO (8000′-) - FJ072 - PEMET - AYFER - IBLAL.
MAKOL 1J	FJ070 (2200′+; K220) - TEMGO (8000′-) - FJ072 - ERTAS - MAKOL.
MOPIN 1J	FJ070 (2200′+; K220) - YASEN - MOPIN.
VADEN 1J	FJ070 (2200′+; K220) - TEMGO (8000′-) - FJ072 - PEMET - RIMBO - VADEN.

CHANGES: Procedure notes.

© JEPPESEN, 2011, 2012. ALL RIGHTS RESERVED.

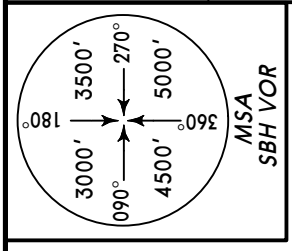
YESILKOY Radar	Apt Elev
126.42	312′

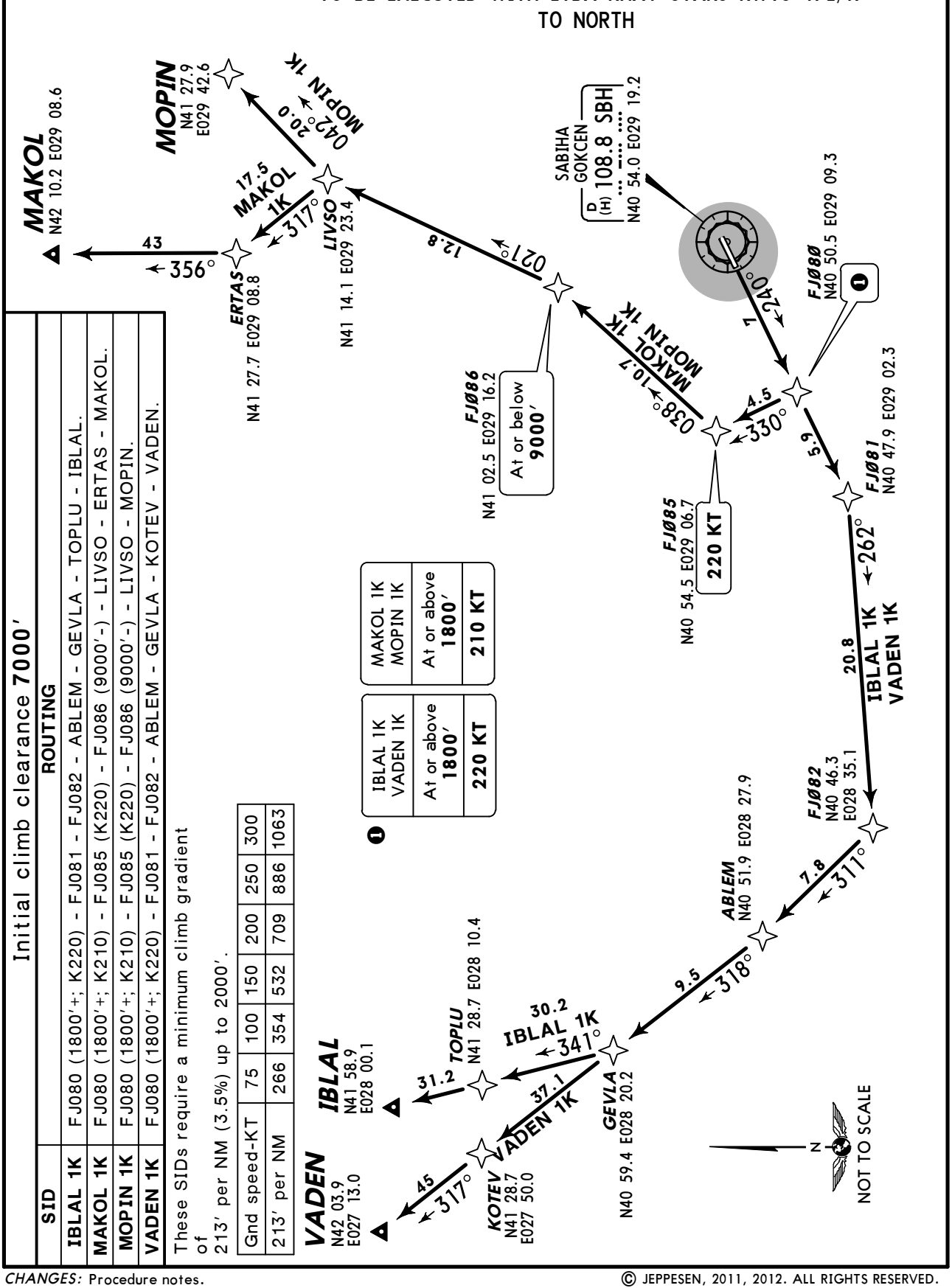
Trans level: By ATC Trans alt: 10000′
1. Contact YESILKOY Radar immediately after take-off, check ATIS for current frequency.
2. RADAR required.
3. P-RNAV approval required otherwise advise ATC.

IBLAL 1K *[IBLA1K]*, MAKOL 1K *[MAKO1K]* MOPIN 1K *[MOPI1K]*, VADEN 1K *[VADE1K]* RWY 24 RNAV DEPARTURES

RNAV (GNSS)

TO BE EXECUTED WITH LTBA RNAV STARS RWYS 17L/R TO NORTH





Initial climb clearance 7000′

SID	ROUTING
IBLAL 1K	FJ080 (1800′+; K220) - FJ081 - FJ082 - ABLEM - GEVLA - TOPLU - IBLAL.
MAKOL 1K	FJ080 (1800′+; K210) - FJ085 (K220) - FJ086 (9000′-) - LIVSO - ERTAS - MAKOL.
MOPIN 1K	FJ080 (1800′+; K210) - FJ085 (K220) - FJ086 (9000′-) - LIVSO - MOPIN.
VADEN 1K	FJ080 (1800′+; K220) - FJ081 - FJ082 - ABLEM - GEVLA - KOTEV - VADEN.

These SIDs require a minimum climb gradient of 213′ per NM (3.5%) up to 2000′.

Gnd speed-KT	75	100	150	200	250	300
213′ per NM	266	354	532	709	886	1063

© JEPPESEN, 2011, 2012. ALL RIGHTS RESERVED.

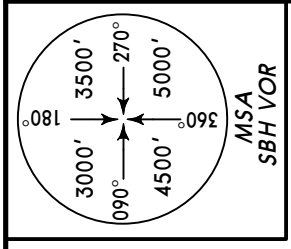
YESILKOY Radar	Apt Elev
126.42	312′

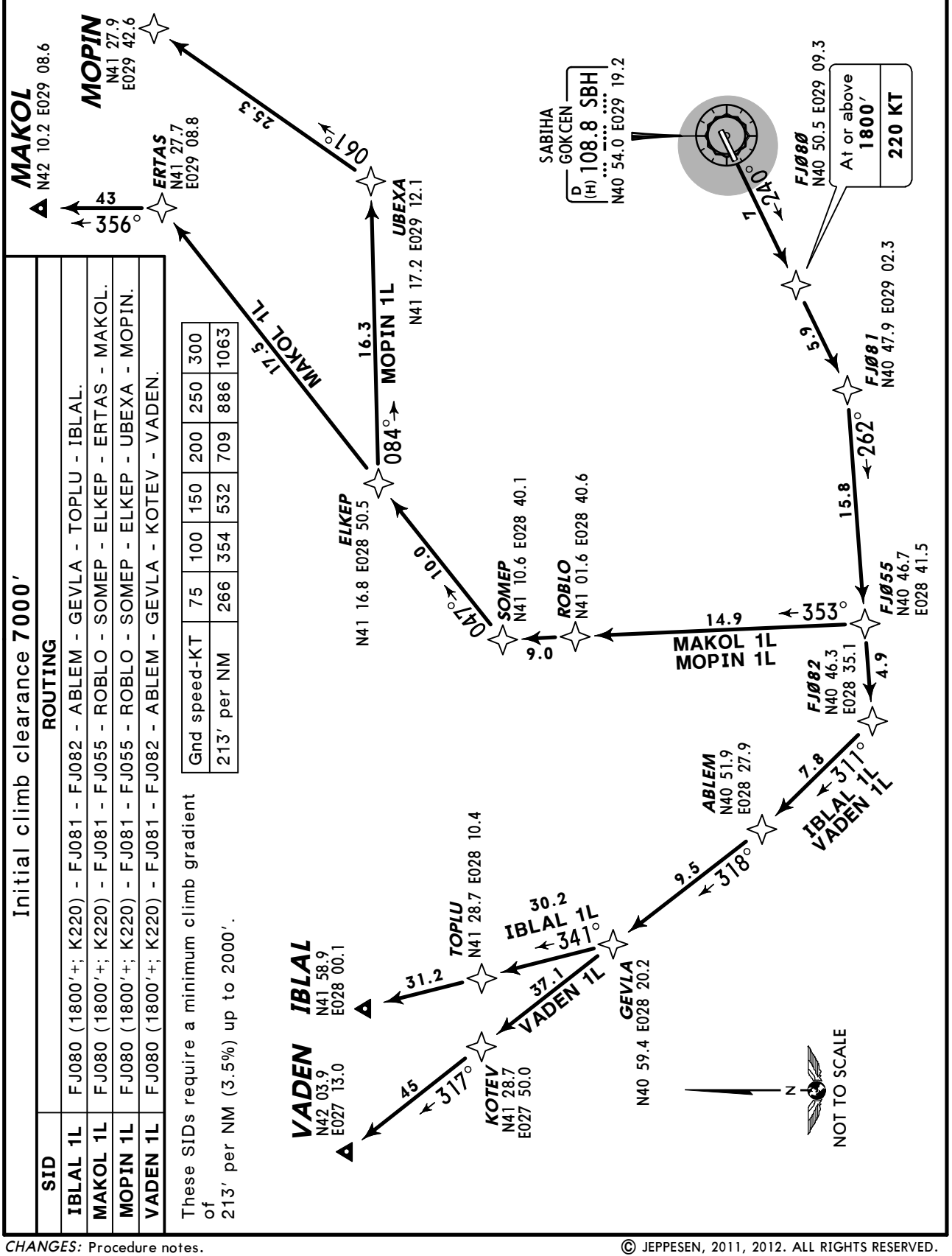
Trans level: By ATC Trans alt: 10000′
1. Contact YESILKOY Radar immediately after take-off, check ATIS for current frequency.
2. RADAR required.
3. P-RNAV approval required otherwise advise ATC.

IBLAL 1L *[IBLA1L]*, MAKOL 1L *[MAKO1L]* MOPIN 1L *[MOPI1L]*, VADEN 1L *[VADE1LK]* RWY 24 RNAV DEPARTURES

RNAV (GNSS)

TO BE EXECUTED WITH LTBA RNAV STARS RWY 23 TO NORTH





Initial climb clearance 7000′

SID	ROUTING
IBLAL 1L	FJ080 (1800′+; K220) - FJ081 - FJ082 - ABLEM - GEVLA - TOPLU - IBLAL.
MAKOL 1L	FJ080 (1800′+; K220) - FJ081 - FJ055 - ROBLO - SOMEP - ELKEP - ERTAS - MAKOL.
MOPIN 1L	FJ080 (1800′+; K220) - FJ081 - FJ055 - ROBLO - SOMEP - ELKEP - UBEXA - MOPIN.
VADEN 1L	FJ080 (1800′+; K220) - FJ081 - FJ082 - ABLEM - GEVLA - KOTEV - VADEN.

Gnd speed-KT	75	100	150	200	250	300
213′ per NM	266	354	532	709	886	1063

These SIDs require a minimum climb gradient of 213′ per NM (3.5%) up to 2000′.

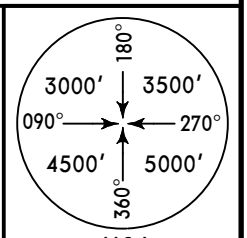
© JEPPESEN, 2011, 2012. ALL RIGHTS RESERVED.

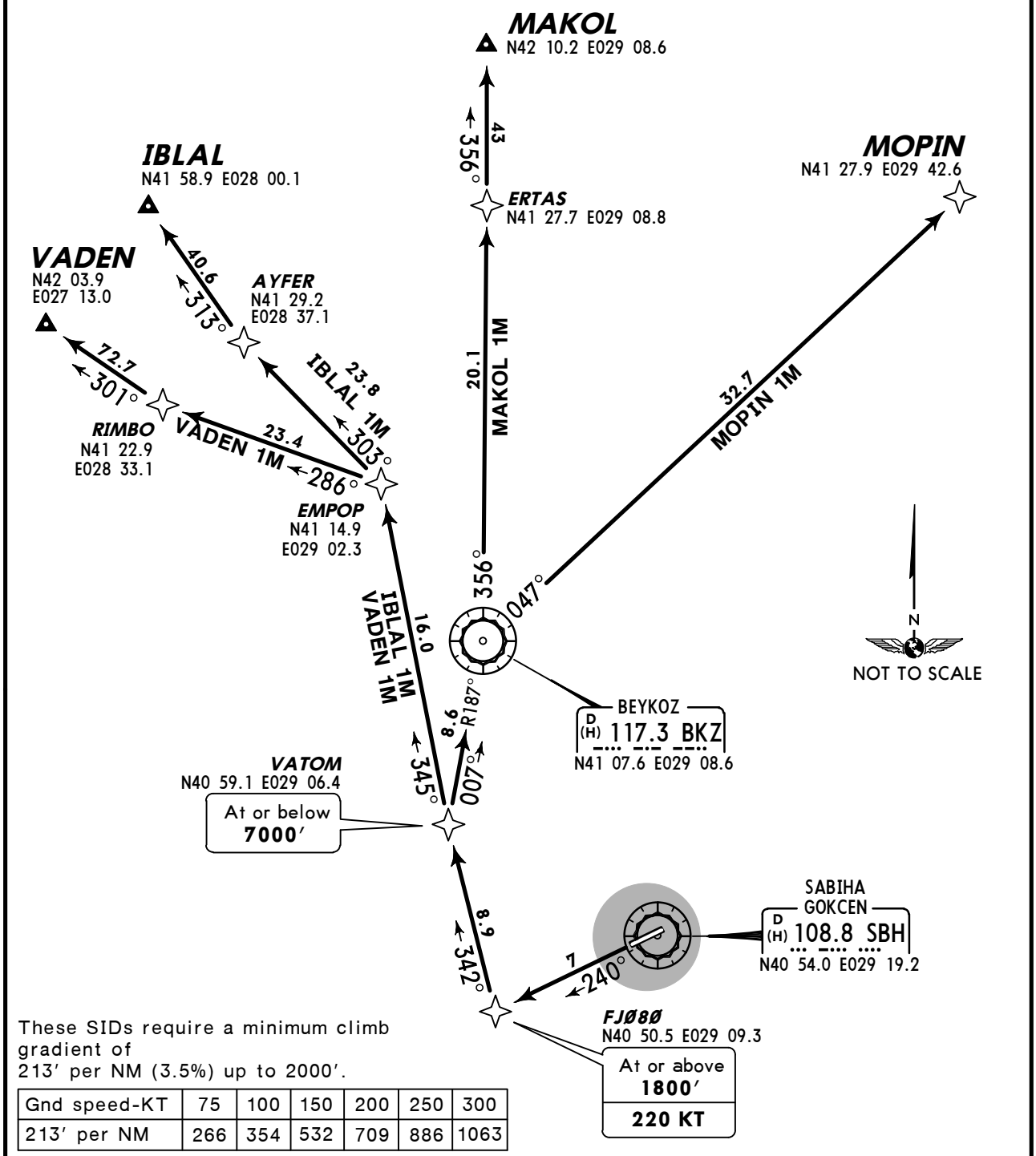
YESILKOY Radar	Apt Elev	
126.42	312′	Trans level: By ATC Trans alt: 10000′ 1. Contact YESILKOY Radar immediately after take-off, check ATIS for current frequency. 2. RADAR required. 3. P-RNAV approval required otherwise advise ATC.

IBLAL 1M *[IBLA1M]*, MAKOL 1M *[MAKO1M]* MOPIN 1M *[MOPI1M]*, VADEN 1M *[VADE1M]* RWY 24 RNAV DEPARTURES

RNAV (GNSS)

TO BE EXECUTED WITH LTBA RNAV STARS RWY 35L/R TO NORTH





These SIDs require a minimum climb gradient of 213′ per NM (3.5%) up to 2000′.

Gnd speed-KT	75	100	150	200	250	300
213′ per NM	266	354	532	709	886	1063

Initial climb clearance **7000′**

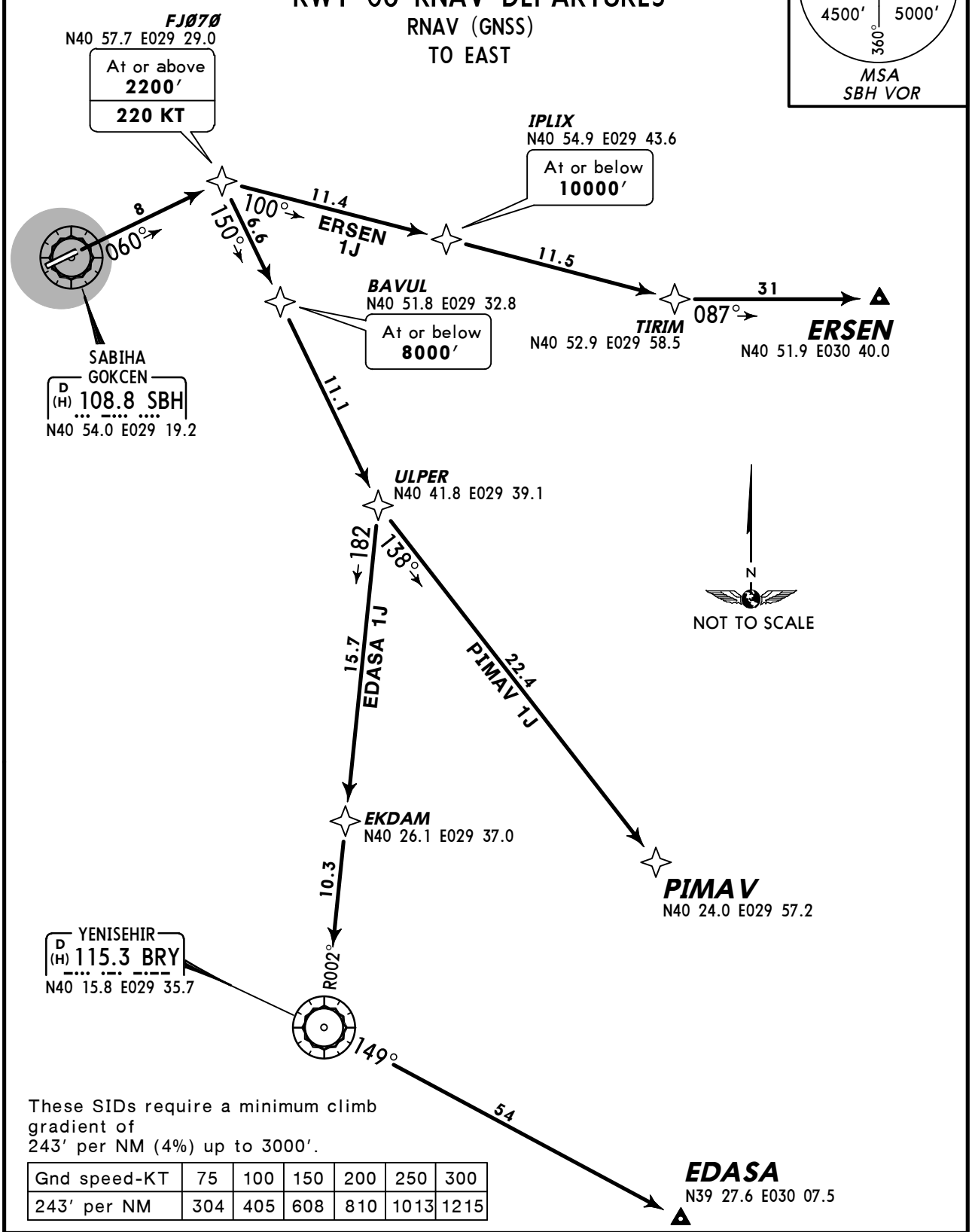
SID	ROUTING
IBLAL 1M	FJ080 (1800′+; K220) - VATOM (7000′-) - EMPOP - AYFER - IBLAL.
MAKOL 1M	FJ080 (1800′+; K220) - VATOM (7000′-) - BKZ - ERTAS - MAKOL.
MOPIN 1M	FJ080 (1800′+; K220) - VATOM (7000′-) - BKZ - MOPIN.
VADEN 1M	FJ080 (1800′+; K220) - VATOM (7000′-) - EMPOP - RIMBO - VADEN.

CHANGES: Procedure notes.

© JEPPESEN, 2011, 2012. ALL RIGHTS RESERVED.

YESILKOY Radar	Apt Elev	
126.42	312′	Trans level: By ATC Trans alt: 10000′ 1. Contact YESILKOY Radar immediately after take-off, check ATIS for current frequency. 2. RADAR required. 3. P-RNAV approval required otherwise advise ATC.

EDASA 1J *[EDAS1J]*
ERSEN 1J *[ERSE1J]*, PIMAV 1J *[PIMA1J]*
RWY 06 RNAV DEPARTURES
RNAV (GNSS)
TO EAST



These SIDs require a minimum climb gradient of
243′ per NM (4%) up to 3000′.

Gnd speed-KT	75	100	150	200	250	300
243′ per NM	304	405	608	810	1013	1215

Initial climb clearance **7000′**

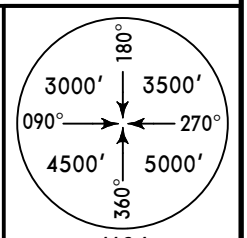
SID	ROUTING
EDASA 1J	FJ070 (2200′+; K220) - BAVUL (8000′-) - ULPER - EKDAM - BRY - EDASA.
ERSEN 1J	FJ070 (2200′+; K220) - IPLIX (10000′-) - TIRIM - ERSEN.
PIMAV 1J	FJ070 (2200′+; K220) - BAVUL (8000′-) - ULPER - PIMAV.

CHANGES: Procedure notes.

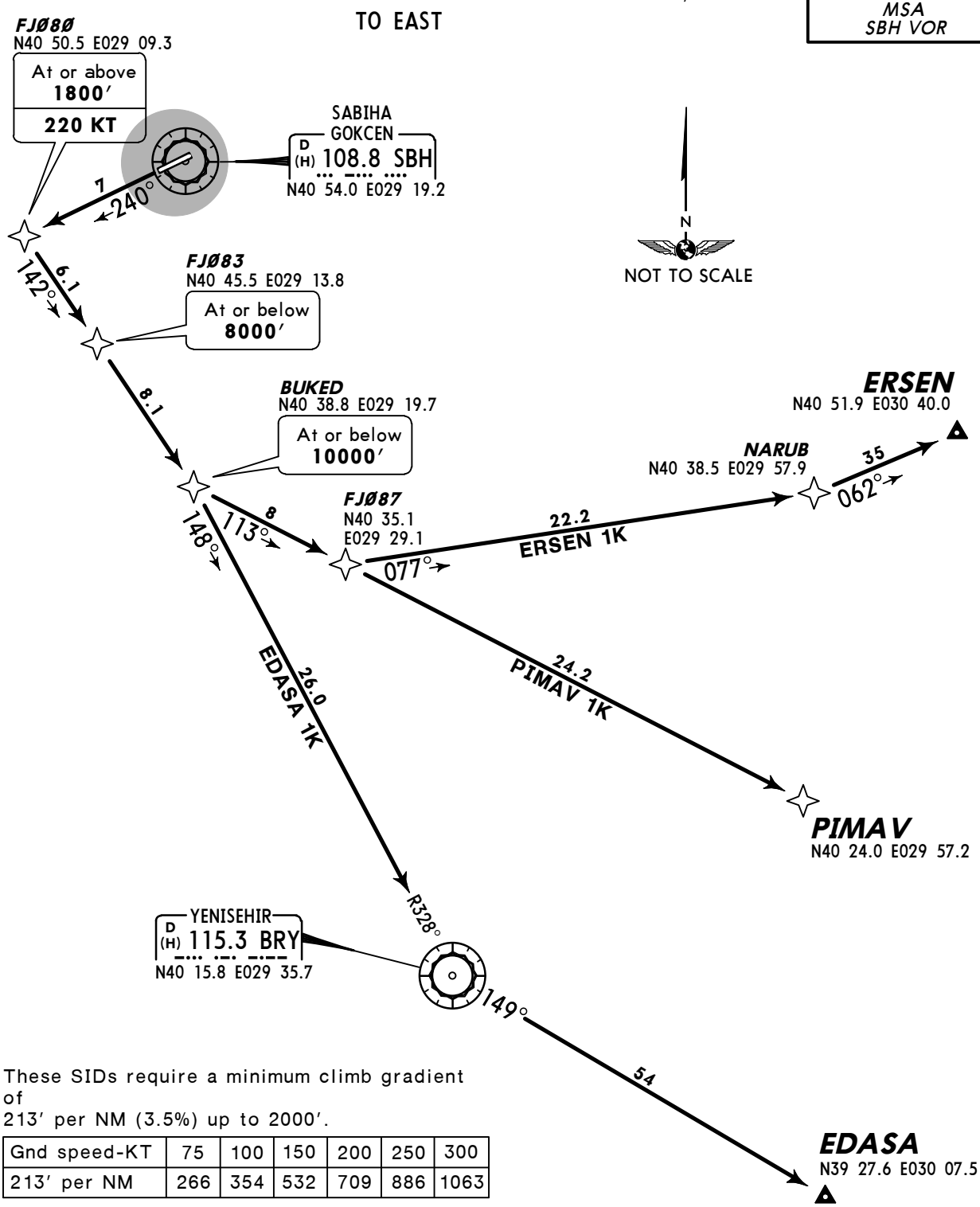
© JEPPESEN, 2010, 2012. ALL RIGHTS RESERVED.

YESILKOY Radar	Apt Elev	
126.42	312′	Trans level: By ATC Trans alt: 10000′ 1. Contact YESILKOY Radar immediately after take-off, check ATIS for current frequency. 2. RADAR required. 3. P-RNAV approval required otherwise advise ATC.

EDASA 1K *[EDAS1K]*
ERSEN 1K *[ERSE1K]*, PIMAV 1K *[PIMA1K]*
RWY 24 RNAV DEPARTURES
RNAV (GNSS)
TO BE EXECUTED WITH LTBA RNAV STARS RWYS 17L/R TO EAST



MSA
SBH VOR



These SIDs require a minimum climb gradient of
213′ per NM (3.5%) up to 2000′.

Gnd speed-KT	75	100	150	200	250	300
213′ per NM	266	354	532	709	886	1063

Initial climb clearance **7000′**

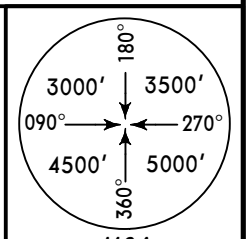
SID	ROUTING
EDASA 1K	FJ080 (1800′+; K220) - FJ083 (8000′-) - BUKED (10000′-) - BRY - EDASA.
ERSEN 1K	FJ080 (1800′+; K220) - FJ083 (8000′-) - BUKED (10000′-) - FJ087 - NARUB - ERSEN.
PIMAV 1K	FJ080 (1800′+; K220) - FJ083 (8000′-) - BUKED (10000′-) - FJ087 - PIMAV.

CHANGES: Procedure notes.

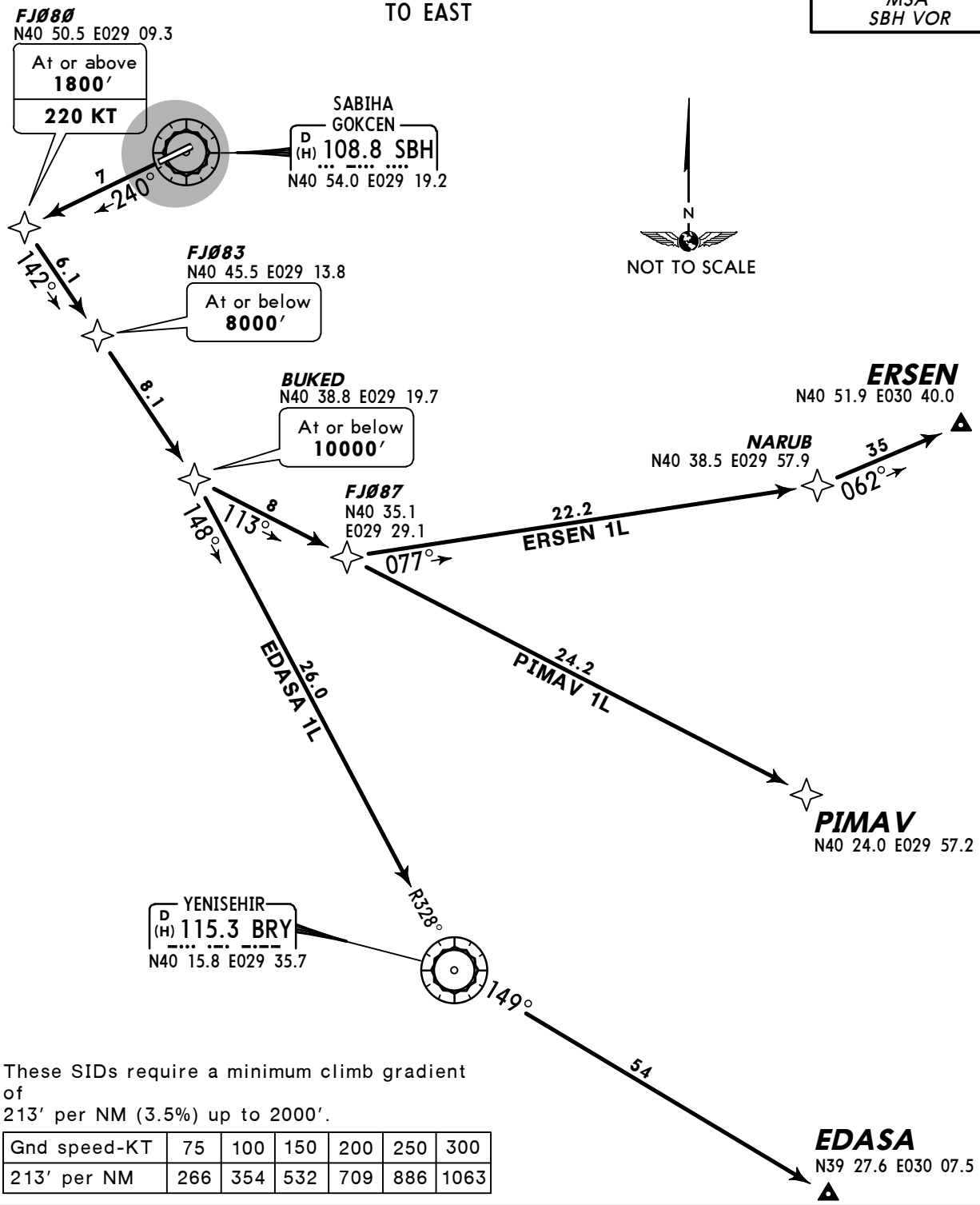
© JEPPESEN, 2010, 2012. ALL RIGHTS RESERVED.

YESILKOY Radar	Apt Elev	
126.42	312′	Trans level: By ATC Trans alt: 10000′ 1. Contact YESILKOY Radar immediately after take-off, check ATIS for current frequency. 2. RADAR required. 3. P-RNAV approval required otherwise advise ATC.

EDASA 1L *[EDAS1L]*
ERSEN 1L *[ERSE1L]*, PIMAV 1L *[PIMA1L]*
RWY 24 RNAV DEPARTURES
RNAV (GNSS)
TO BE EXECUTED WITH LTBA RNAV STARS RWY 23
TO EAST



MSA
SBH VOR



These SIDs require a minimum climb gradient of
213′ per NM (3.5%) up to 2000′.

Gnd speed-KT	75	100	150	200	250	300
213′ per NM	266	354	532	709	886	1063

Initial climb clearance **7000′**

SID	ROUTING
EDASA 1L	FJ080 (1800′+; K220) - FJ083 (8000′-) - BUKED (10000′-) - BRY - EDASA.
ERSEN 1L	FJ080 (1800′+; K220) - FJ083 (8000′-) - BUKED (10000′-) - FJ087 - NARUB - ERSEN.
PIMAV 1L	FJ080 (1800′+; K220) - FJ083 (8000′-) - BUKED (10000′-) - FJ087 - PIMAV.

CHANGES: Procedure notes.

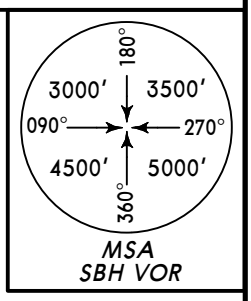
© JEPPESEN, 2010, 2012. ALL RIGHTS RESERVED.

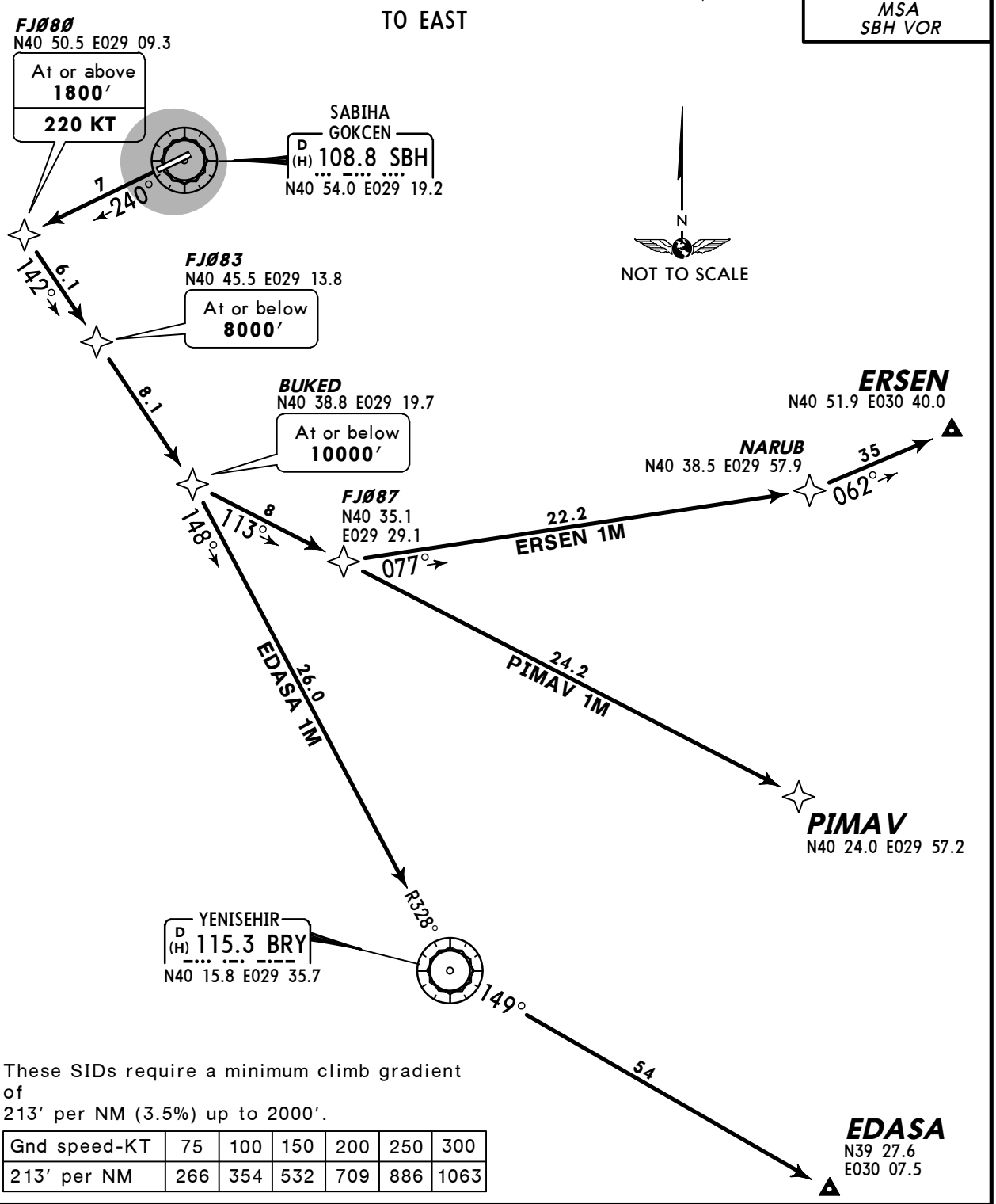
YESILKOY Radar	Apt Elev	
126.42	312′	Trans level: By ATC Trans alt: 10000′ 1. Contact YESILKOY Radar immediately after take-off, check ATIS for current frequency. 2. RADAR required. 3. P-RNAV approval required otherwise advise ATC.

EDASA 1M *[ERSE1M]*
ERSEN 1M *[ERSE1M]*, PIMAV 1M *[PIMA1M]*
RWY 24 RNAV DEPARTURES

RNAV (GNSS)

TO BE EXECUTED WITH LTBA RNAV STARS RWY 35L/R TO EAST





These SIDs require a minimum climb gradient of
213′ per NM (3.5%) up to 2000′.

Gnd speed-KT	75	100	150	200	250	300
213′ per NM	266	354	532	709	886	1063

Initial climb clearance **7000′**

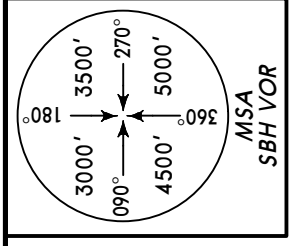
SID	ROUTING
EDASA 1M	FJ080 (1800′+; K220) - FJ083 (8000′-) - BUKED (10000′-) - BRY - EDASA.
ERSEN 1M	FJ080 (1800′+; K220) - FJ083 (8000′-) - BUKED (10000′-) - FJ087 - NARUB - ERSEN.
PIMAV 1M	FJ080 (1800′+; K220) - FJ083 (8000′-) - BUKED (10000′-) - FJ087 - PIMAV.

CHANGES: Procedure notes.

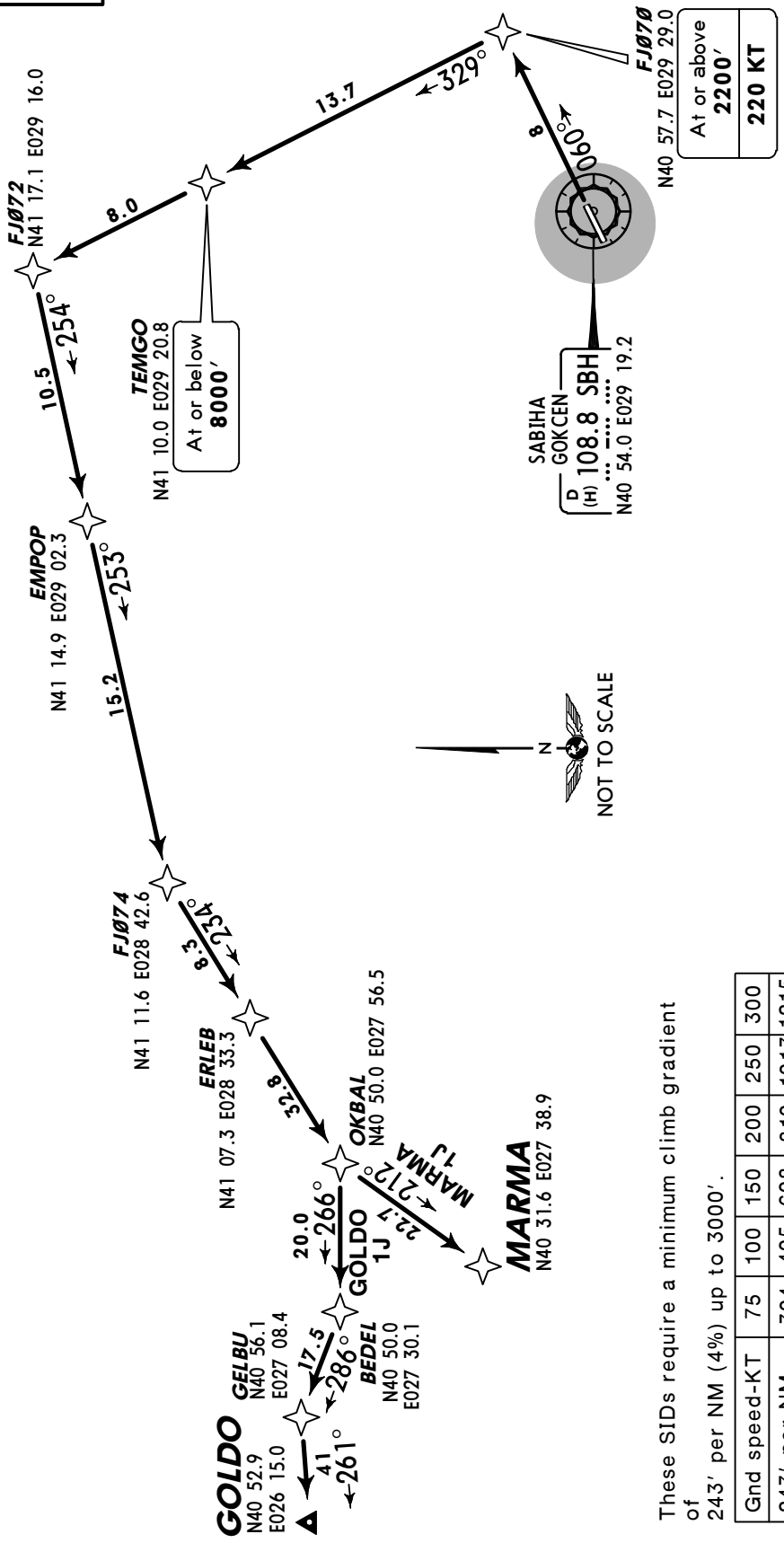
© JEPPESEN, 2010, 2012. ALL RIGHTS RESERVED.

YESILKOY Radar	*Apt Elev*
126.42	312′

Trans level: By ATC Trans alt: 10000′
1. Contact YESILKOY Radar immediately after take-off, check ATIS for current frequency.
2. RADAR required.
3. P-RNAV approval required otherwise advise ATC.



GOLDO 1J *[GOLD1J]*, MARMA 1J *[MARM1J]*
RWY 06 RNAV DEPARTURES
RNAV (GNSS)
TO WEST



These SIDs require a minimum climb gradient of 243′ per NM (4%) up to 3000′.

Gnd speed-KT	75	100	150	200	250	300
243′ per NM	304	405	608	810	1013	1215

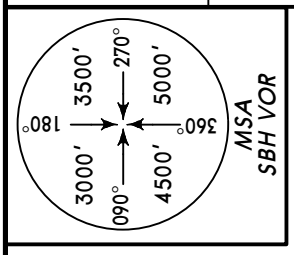
Initial climb clearance **7000′**

SID	ROUTING
GOLDO 1J	FJ070 (2200′+; K220) - TEMGO (8000′-) - FJ072 - EMPOP - FJ074 - ERLEB - OKBAL - BEDEL - GELBU - GOLDO.
MARMA 1J	FJ070 (2200′+; K220) - TEMGO (8000′-) - FJ072 - EMPOP - FJ074 - ERLEB - OKBAL - MARMA.

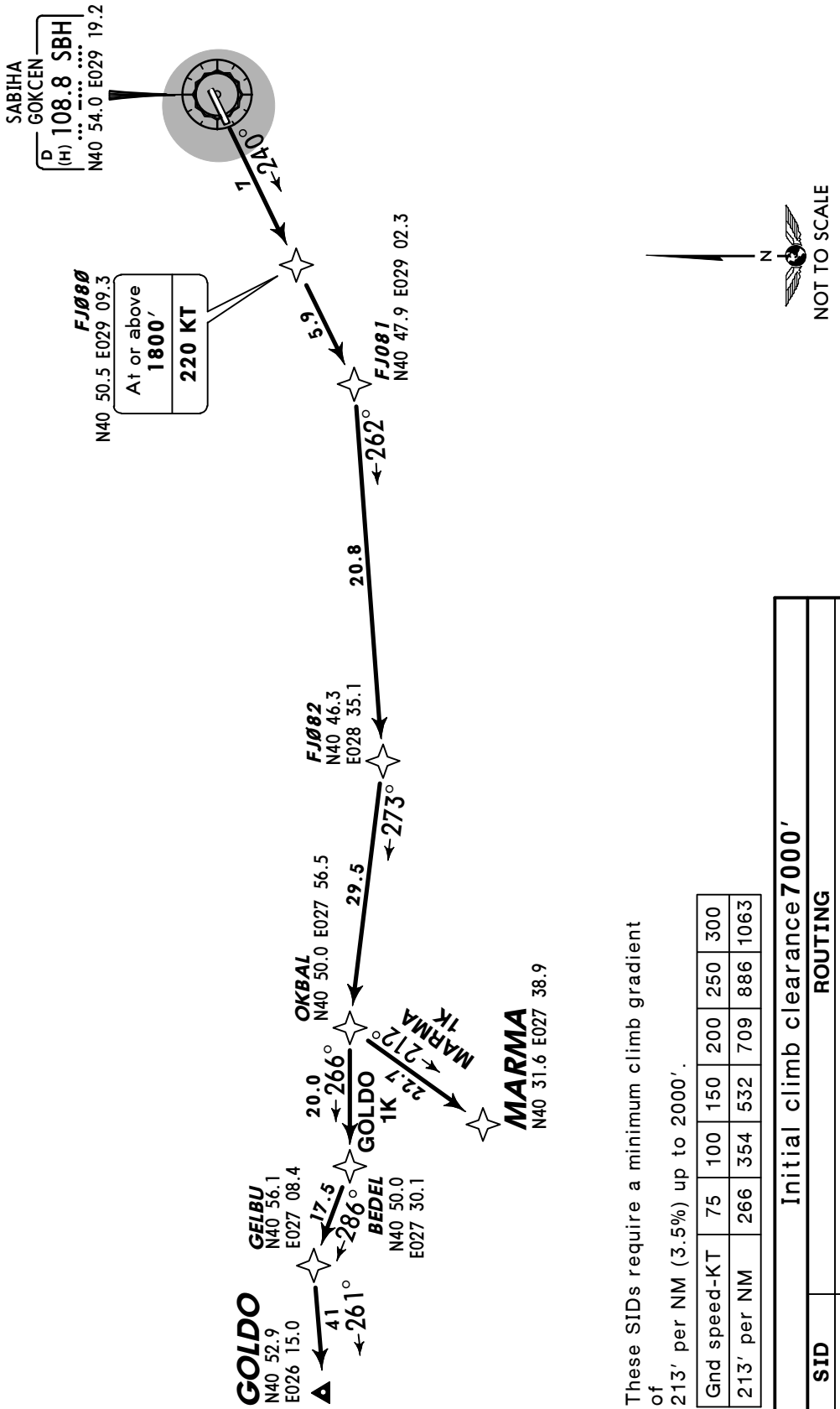
CHANGES: Procedure notes.

© JEPPESEN, 2010, 2012. ALL RIGHTS RESERVED.

YESILKOY Radar	Apt Elev	
126.42	312′	Trans level: By ATC Trans alt: 10000′ 1. Contact YESILKOY Radar immediately after take-off, check ATIS for current frequency. 2. RADAR required. 3. P-RNAV approval required otherwise advise ATC.



GOLDO 1K *[GOLD1K]*, MARMA 1K *[MARM1K]*
RWY 24 RNAV DEPARTURES
RNAV (GNSS)
TO BE EXECUTED WITH LTBA RNAV STARS RWYS 17L/R TO WEST



These SIDs require a minimum climb gradient of 213′ per NM (3.5%) up to 2000′.

Gnd speed-KT	75	100	150	200	250	300
213′ per NM	266	354	532	709	886	1063

Initial climb clearance **7000′**

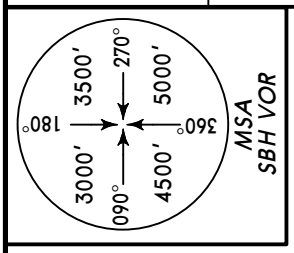
SID	ROUTING
GOLDO 1K	FJ080 (1800′+; K220) - FJ081 - FJ082 - OKBAL - BEDEL - GELBU - GOLDO.
MARMA 1K	FJ080 (1800′+; K220) - FJ081 - FJ082 - OKBAL - MARMA.

CHANGES: Procedure notes.

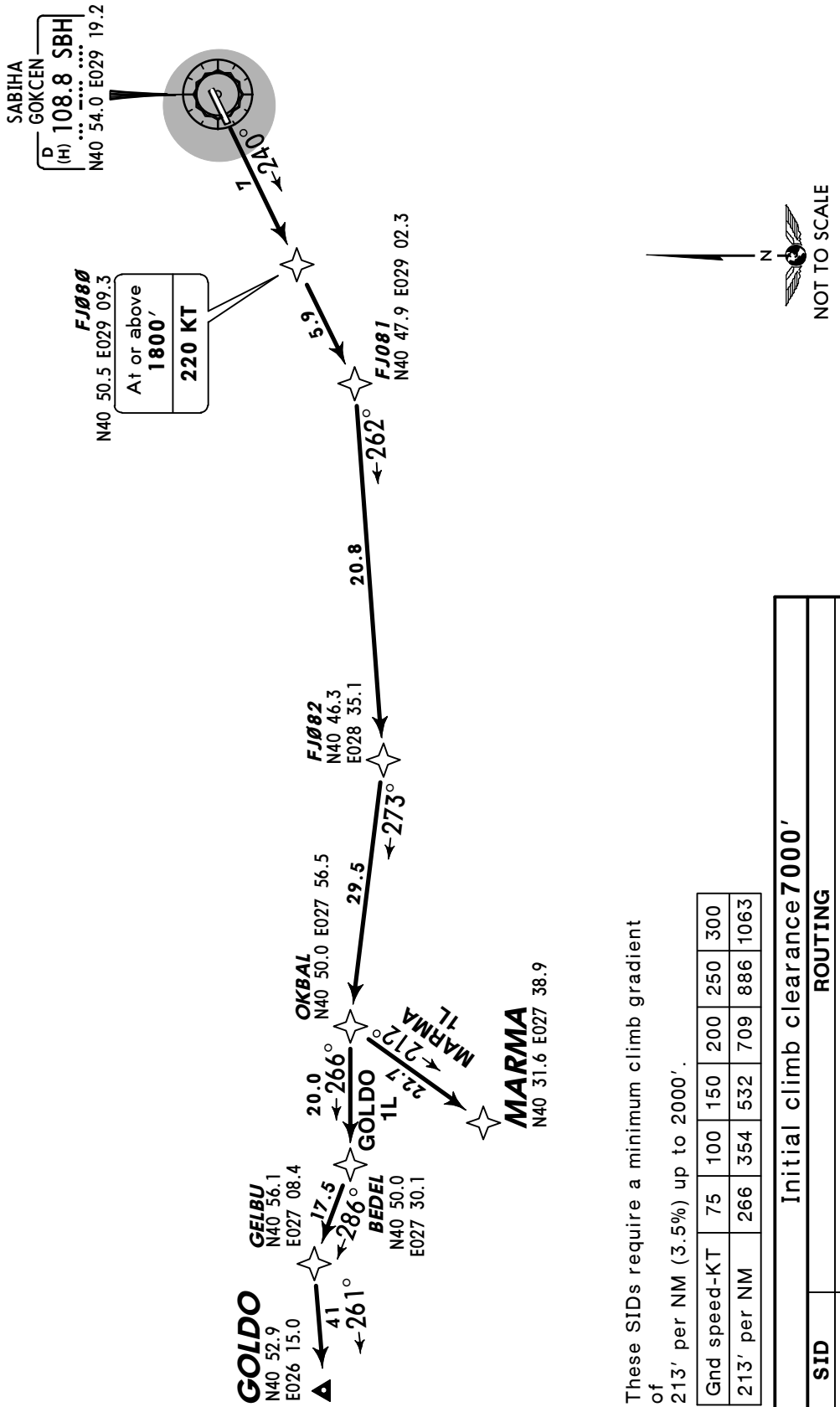
© JEPPESEN, 2010, 2012. ALL RIGHTS RESERVED.

YESILKOY Radar	Apt Elev
126.42	312′

Trans level: By ATC Trans alt: 10000′
1. Contact YESILKOY Radar immediately after take-off, check ATIS for current frequency.
2. RADAR required.
3. P-RNAV approval required otherwise advise ATC.



GOLDO 1L *[GOLD1L]*, MARMA 1L *[MARM1L]*
RWY 24 RNAV DEPARTURES
RNAV (GNSS)
TO BE EXECUTED WITH LTBA RNAV STARS RWY 23 TO WEST



These SIDs require a minimum climb gradient of 213′ per NM (3.5%) up to 2000′.

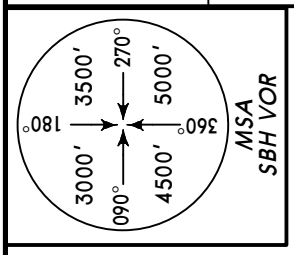
Gnd speed-KT	75	100	150	200	250	300
213′ per NM	266	354	532	709	886	1063

SID	Initial climb clearance 7000′ ROUTING
GOLDO 1L	FJ080 (1800′+; K220) - FJ081 - FJ082 - OKBAL - BEDEL - GELBU - GOLDO.
MARMA 1L	FJ080 (1800′+; K220) - FJ081 - FJ082 - OKBAL - MARMA.

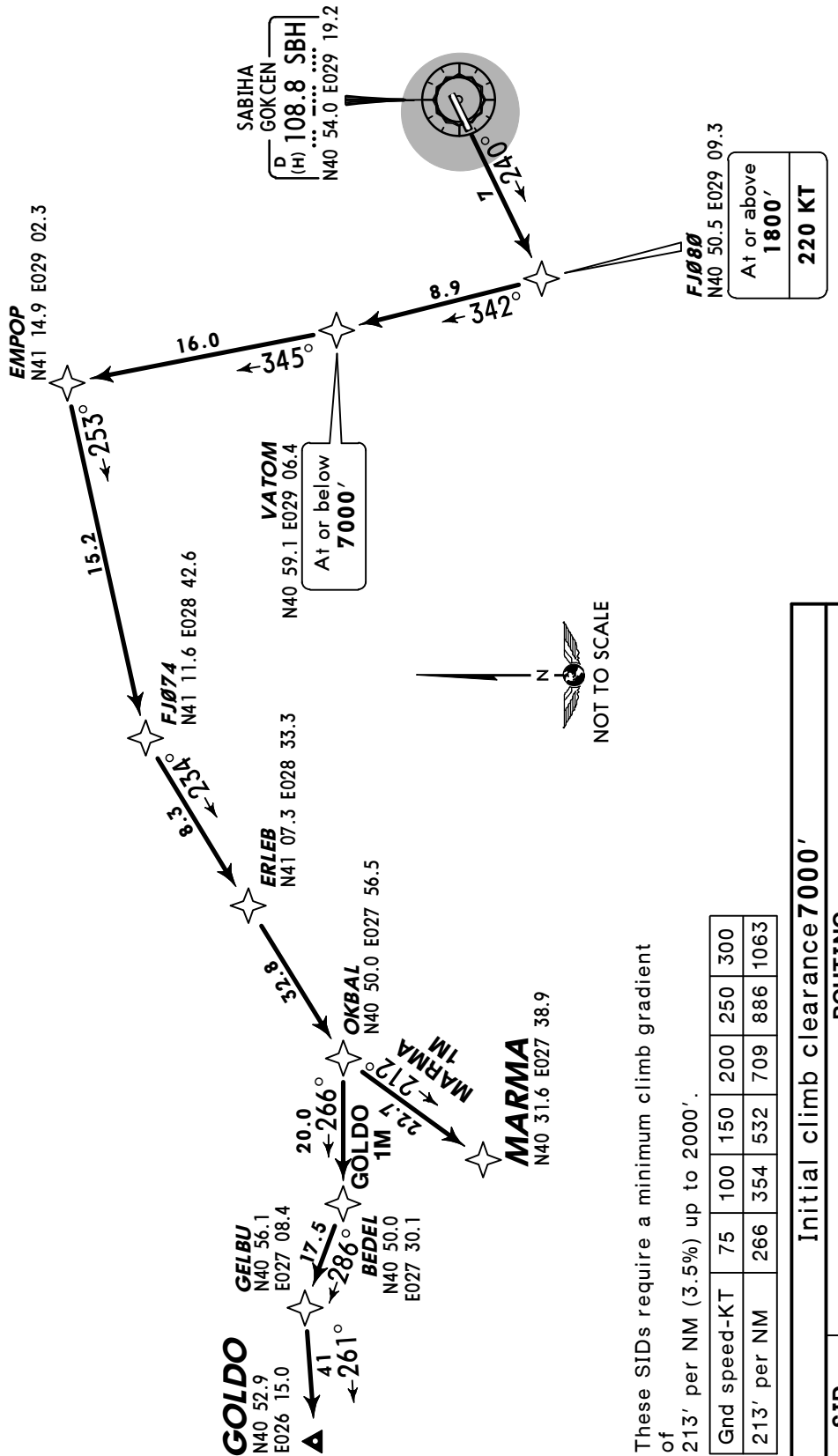
CHANGES: Procedure notes.

© JEPPESEN, 2010, 2012. ALL RIGHTS RESERVED.

YESILKOY Radar	Apt Elev	
126.42	312′	Trans level: By ATC Trans alt: 10000′ 1. Contact YESILKOY Radar immediately after take-off, check ATIS for current frequency. 2. RADAR required. 3. P-RNAV approval required otherwise advise ATC.



GOLDO 1M *[GOLD1M]*, MARMA 1M *[MARM1M]*
RWY 24 RNAV DEPARTURES
RNAV (GNSS)
TO BE EXECUTED WITH LTBA RNAV STARS RWY 35L/R
TO WEST



These SIDs require a minimum climb gradient of 213′ per NM (3.5%) up to 2000′.

Gnd speed-KT	75	100	150	200	250	300
213′ per NM	266	354	532	709	886	1063

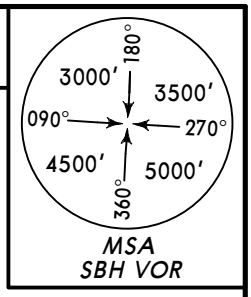
Initial climb clearance **7000′**

SID	ROUTING
GOLDO 1M	FJ080 (1800′+; K220) - VATOM (7000′-) - EMPOP - FJ074 - ERLEB - OKBAL - BEDEL - GELBU - GOLDO.
MARMA 1M	FJ080 (1800′+; K220) - VATOM (7000′-) - EMPOP - FJ074 - ERLEB - OKBAL - MARMA.

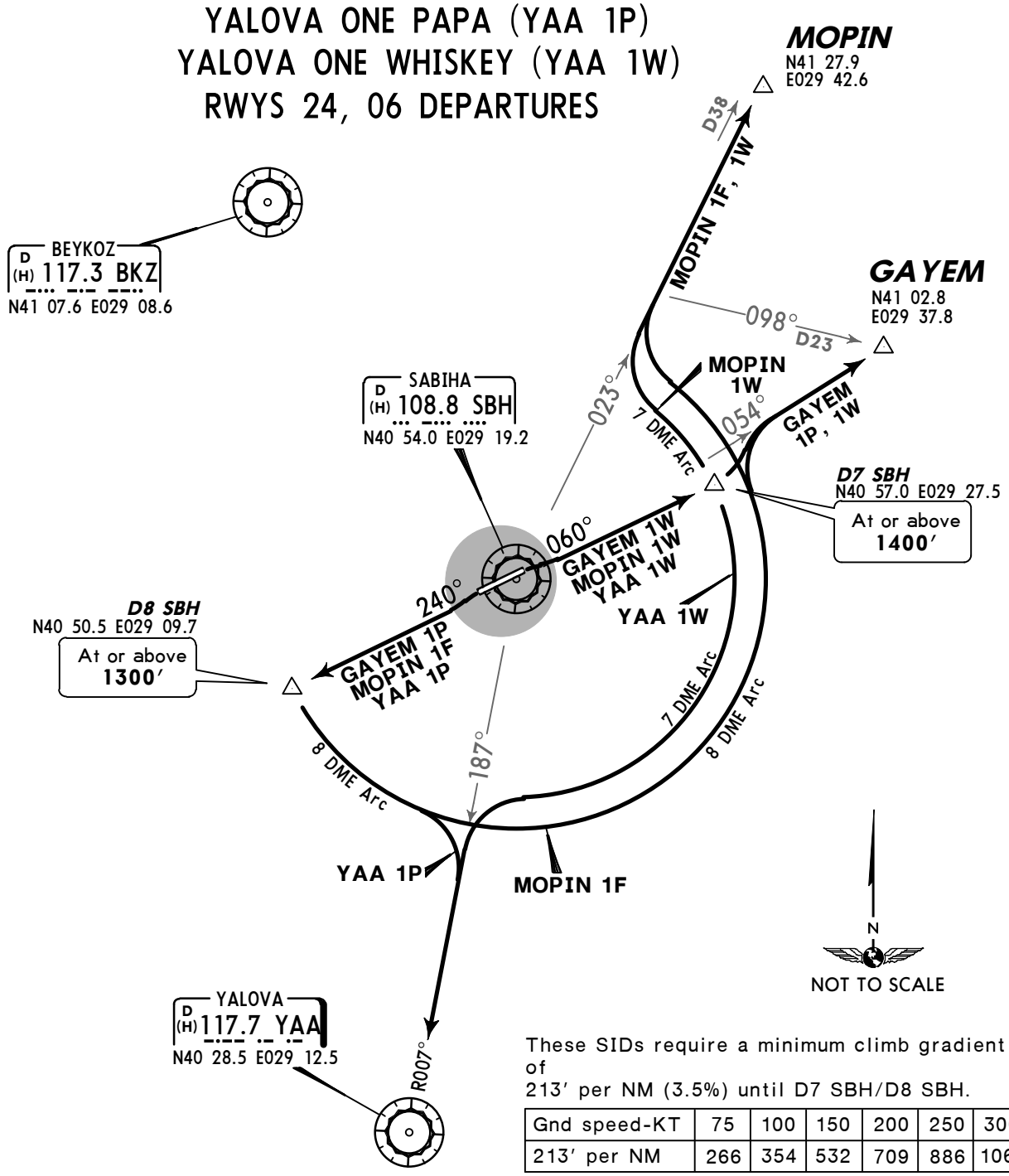
CHANGES: Procedure notes.

© JEPPESEN, 2010, 2012. ALL RIGHTS RESERVED.

Apt Elev 312′	Trans level: By ATC Trans alt: 10000′



GAYEM ONE PAPA (GAYEM 1P) *[GAYE1P]*
GAYEM ONE WHISKEY (GAYEM 1W) *[GAYE1W]*
MOPIN ONE FOXTROT (MOPIN 1F) *[MOPI1F]*
MOPIN ONE WHISKEY (MOPIN 1W) *[MOPI1W]*
YALOVA ONE PAPA (YAA 1P)
YALOVA ONE WHISKEY (YAA 1W)
RWYS 24, 06 DEPARTURES



These SIDs require a minimum climb gradient of
213′ per NM (3.5%) until D7 SBH/D8 SBH.

Gnd speed-KT	75	100	150	200	250	300
213′ per NM	266	354	532	709	886	1063

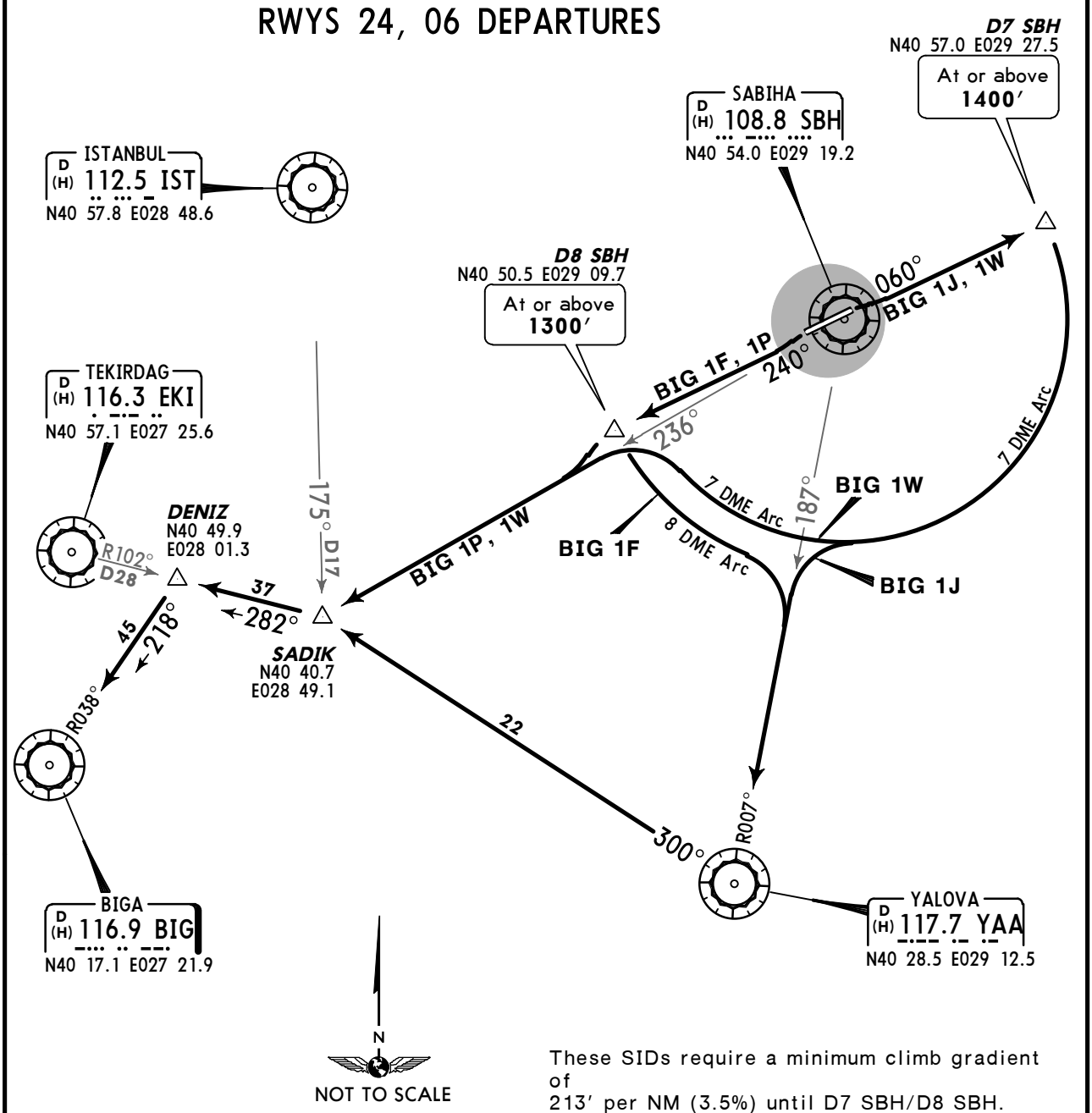
SID	RWY	ROUTING
GAYEM 1P	24	Intercept SBH R-240 to D8 SBH, turn LEFT, along SBH 8 DME arc, intercept SBH R-054 to GAYEM.
GAYEM 1W	06	Intercept SBH R-060 to D7 SBH, turn LEFT, intercept SBH R-054 to GAYEM.
MOPIN 1F	24	Intercept SBH R-240 to D8 SBH, turn LEFT, along SBH 8 DME arc, intercept SBH R-023 to MOPIN.
MOPIN 1W	06	Intercept SBH R-060 to D7 SBH, turn LEFT, along SBH 7 DME arc, intercept SBH R-023 to MOPIN.
YAA 1P	24	Intercept SBH R-240 to D8 SBH, turn LEFT, along SBH 8 DME arc, intercept SBH R-187 to YAA.
YAA 1W	06	Intercept SBH R-060 to D7 SBH, turn RIGHT, along SBH 7 DME arc, intercept SBH R-187 to YAA.

CHANGES: Procedure note.

© JEPPESEN, 2011, 2012. ALL RIGHTS RESERVED.

Apt Elev 312′	Trans level: By ATC Trans alt: 10000′

BIGA ONE FOXTROT (BIG 1F)
BIGA ONE JULIETT (BIG 1J)
BIGA ONE PAPA (BIG 1P)
BIGA ONE WHISKEY (BIG 1W)
RWYS 24, 06 DEPARTURES



These SIDs require a minimum climb gradient of
213′ per NM (3.5%) until D7 SBH/D8 SBH.

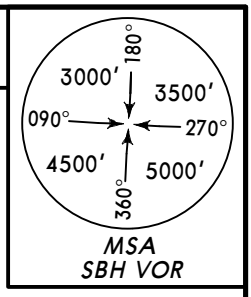
Gnd speed-KT	75	100	150	200	250	300
213′ per NM	266	354	532	709	886	1063

SID	RWY	ROUTING
BIG 1F	24	Intercept SBH R-240 to D8 SBH, turn LEFT, along SBH 8 DME arc, intercept SBH R-187 to YAA, YAA R-300 to SADIK, intercept EKI R-102 inbound to DENIZ, intercept BIG R-038 inbound to BIG.
BIG 1J	06	Intercept SBH R-060 to D7 SBH, turn RIGHT, along SBH 7 DME arc, intercept SBH R-187 to YAA, YAA R-300 to SADIK, intercept EKI R-102 inbound to DENIZ, intercept BIG R-038 inbound to BIG.
BIG 1P	24	Intercept SBH R-240 to D8 SBH, intercept SBH R-236 to SADIK, turn RIGHT, intercept EKI R-102 inbound to DENIZ, turn LEFT, intercept BIG R-038 inbound to BIG.
BIG 1W	06	Intercept SBH R-060 to D7 SBH, turn RIGHT, along SBH 7 DME arc, intercept SBH R-236 to SADIK, turn RIGHT, intercept EKI R-102 inbound to DENIZ, turn LEFT, intercept BIG R-038 inbound to BIG.

CHANGES: Procedure note.

© JEPPESEN, 2011, 2012. ALL RIGHTS RESERVED.

Apt Elev 312′	Trans level: By ATC Trans alt: 10000′



TEKIRDAG ONE FOXTROT (EKI 1F)
TEKIRDAG ONE JULIETT (EKI 1J)
TEKIRDAG ONE PAPA (EKI 1P)
TEKIRDAG ONE WHISKEY (EKI 1W)
RWYS 24, 06 DEPARTURES

D7 SBH
N40 57.0 E029 27.5
At or above 1400′

SABIHA
D (H) 108.8 SBH
N40 54.0 E029 19.2

ISTANBUL
D (H) 112.5 IST
N40 57.8 E028 48.6

D8 SBH
N40 50.5 E029 09.7
At or above 1300′

TEKIRDAG
D (H) 116.3 EKI
N40 57.1 E027 25.6

060°
EKI 1J, 1W
EKI 1F, 1P
240°
236°
7 DME Arc
187°
EKI 1W
175° D17
DENIZ
N40 49.9
E028 01.3
R102°
28
D
37
282°
EKI 1P, 1W
EKI 1F
8 DME Arc
EKI 1J
SADIK
N40 40.7
E028 49.1
22
300°
R007°
N
NOT TO SCALE
YALOVA
D (H) 117.7 YAA
N40 28.5 E029 12.5

These SIDs require a minimum climb gradient of
213′ per NM (3.5%) until D7 SBH/D8 SBH.

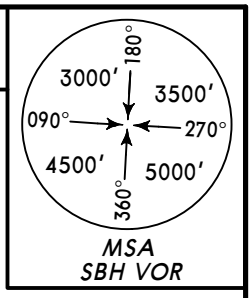
Gnd speed-KT	75	100	150	200	250	300
213′ per NM	266	354	532	709	886	1063

SID	RWY	ROUTING
EKI 1F	24	Intercept SBH R-240 to D8 SBH, turn LEFT, along SBH 8 DME arc, intercept SBH R-187 to YAA, YAA R-300 to SADIK, intercept EKI R-102 inbound to EKI.
EKI 1J	06	Intercept SBH R-060 to D7 SBH, turn RIGHT, along SBH 7 DME arc, intercept SBH R-187 to YAA, YAA R-300 to SADIK, intercept EKI R-102 inbound to EKI.
EKI 1P	24	Intercept SBH R-240 to D8 SBH, intercept SBH R-236 to SADIK, turn RIGHT, intercept EKI R-102 inbound to EKI.
EKI 1W	06	Intercept SBH R-060 to D7 SBH, turn RIGHT, along SBH 7 DME arc, intercept SBH R-236 to SADIK, turn RIGHT, intercept EKI R-102 inbound to EKI.

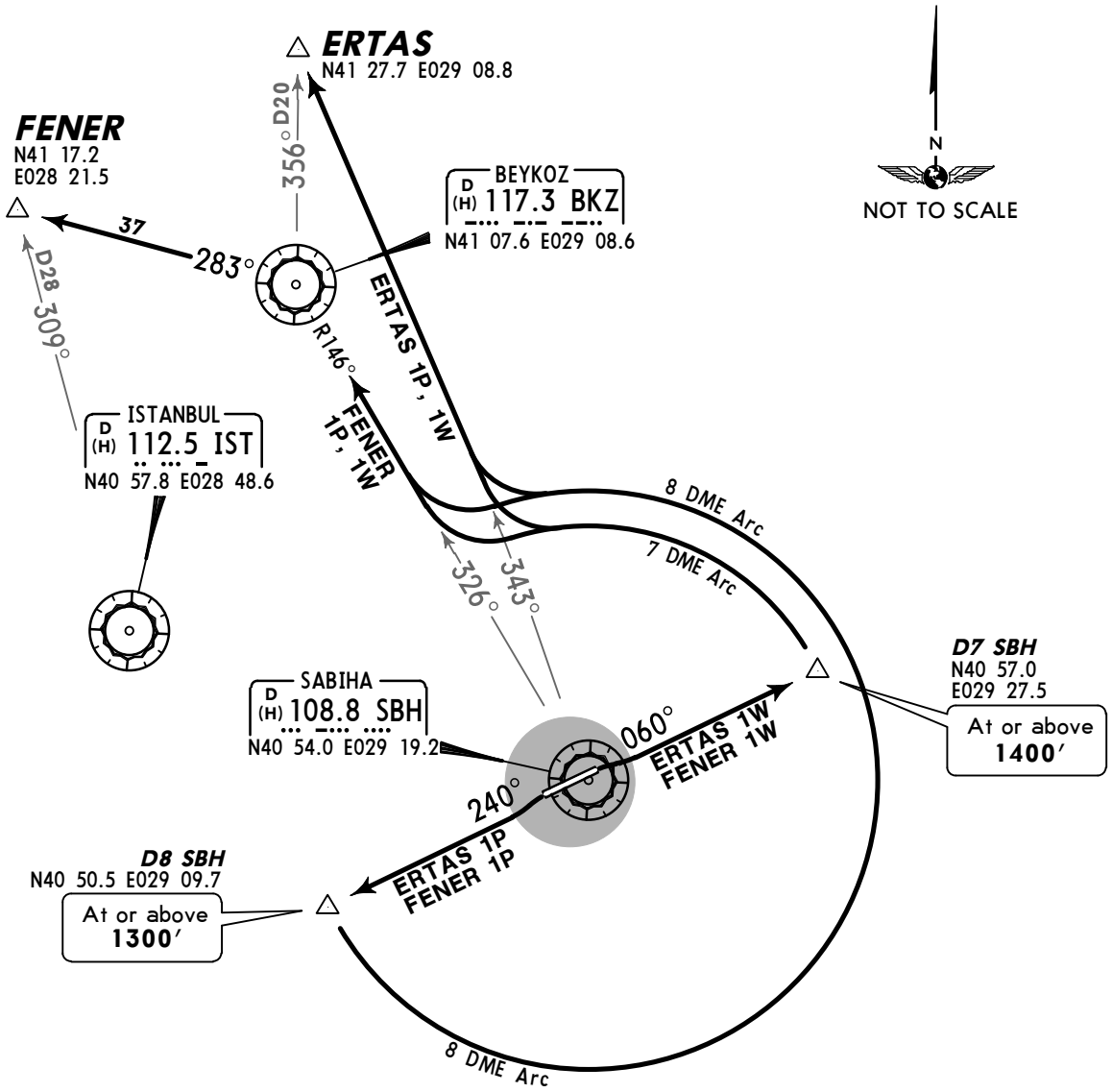
CHANGES: Procedure note.

© JEPPESEN, 2010, 2012. ALL RIGHTS RESERVED.

Apt Elev 312′	Trans level: By ATC Trans alt: 10000′



ERTAS ONE PAPA (ERTAS 1P) *[ERTA1P]*
ERTAS ONE WHISKEY (ERTAS 1W) *[ERTA1W]*
FENER ONE PAPA (FENER 1P) *[FENE1P]*
FENER ONE WHISKEY (FENER 1W) *[FENE1W]*
RWYS 24, 06 DEPARTURES



These SIDs require a minimum climb gradient of
213′ per NM (3.5%) until D7 SBH/D8 SBH.

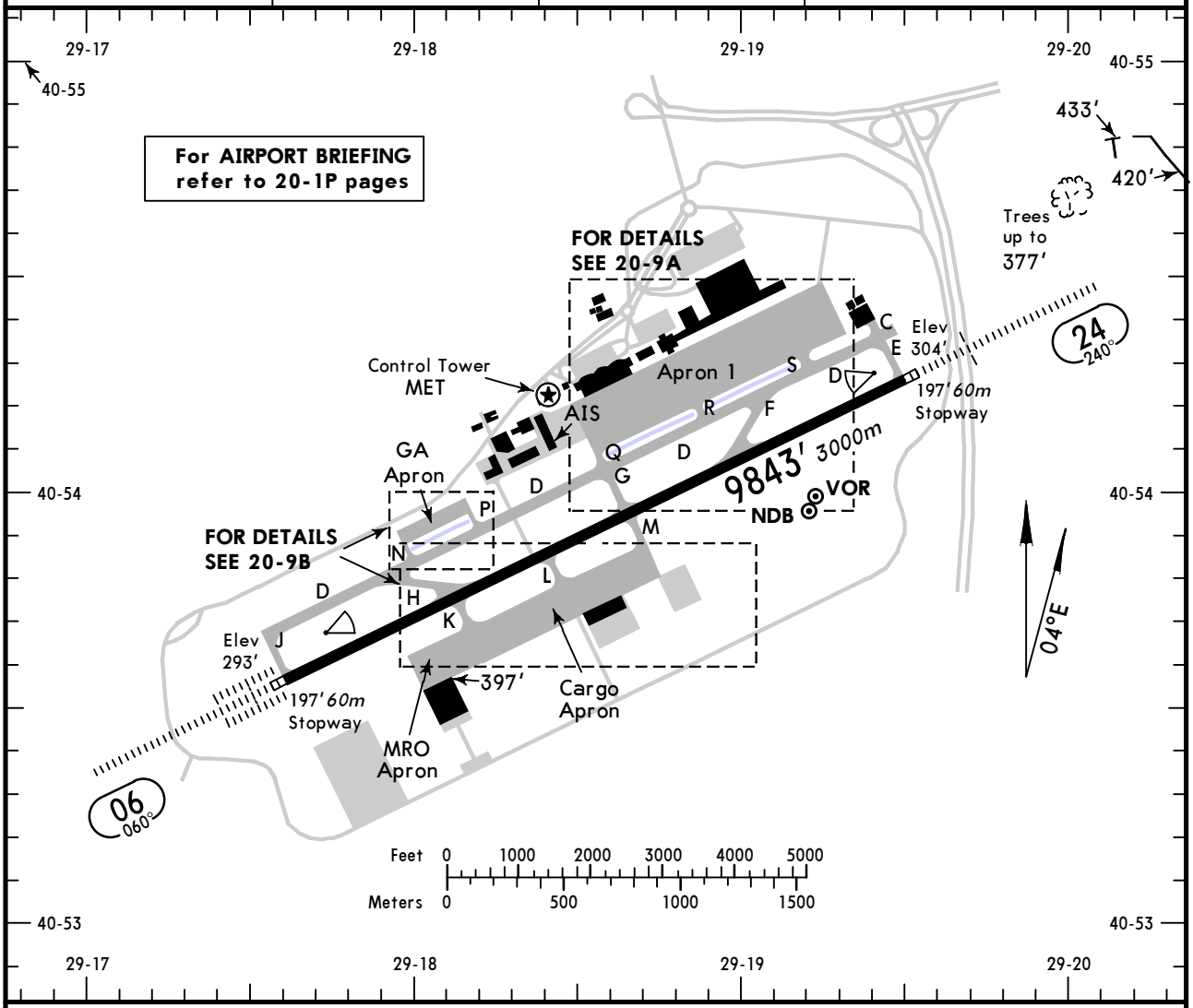
Gnd speed-KT	75	100	150	200	250	300
213′ per NM	266	354	532	709	886	1063

SID	RWY	ROUTING
ERTAS 1P	**24**	Intercept SBH R-240 to D8 SBH, turn LEFT, along SBH 8 DME arc, intercept SBH R-343 to ERTAS.
ERTAS 1W	**06**	Intercept SBH R-060 to D7 SBH, turn LEFT, along SBH 7 DME arc, intercept SBH R-343 to ERTAS.
FENER 1P	**24**	Intercept SBH R-240 to D8 SBH, turn LEFT, along SBH 8 DME arc, intercept SBH R-326 to BKZ, BKZ R-283 to FENER.
FENER 1W	**06**	Intercept SBH R-060 to D7 SBH, turn LEFT, along SBH 7 DME arc, intercept SBH R-326 to BKZ, BKZ R-283 to FENER.

CHANGES: Procedure note.

© JEPPESEN, 2011, 2012. ALL RIGHTS RESERVED.

ATIS	GOKCEN Delivery	GOKCEN Ground	Tower(R)	
128.55	122.62	121.75	118.8	120.92



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
06	HIRL *(60m)* CL *(15m)* HIALS-II TDZ REIL SFL ❶ RVR		8932′ *2722m*		148′ *45m*
24	HIRL *(60m)* CL *(15m)* HIALS REIL ❶ RVR		8871′ *2704m*		

❶ PAPI(angle 3.5°)

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*		

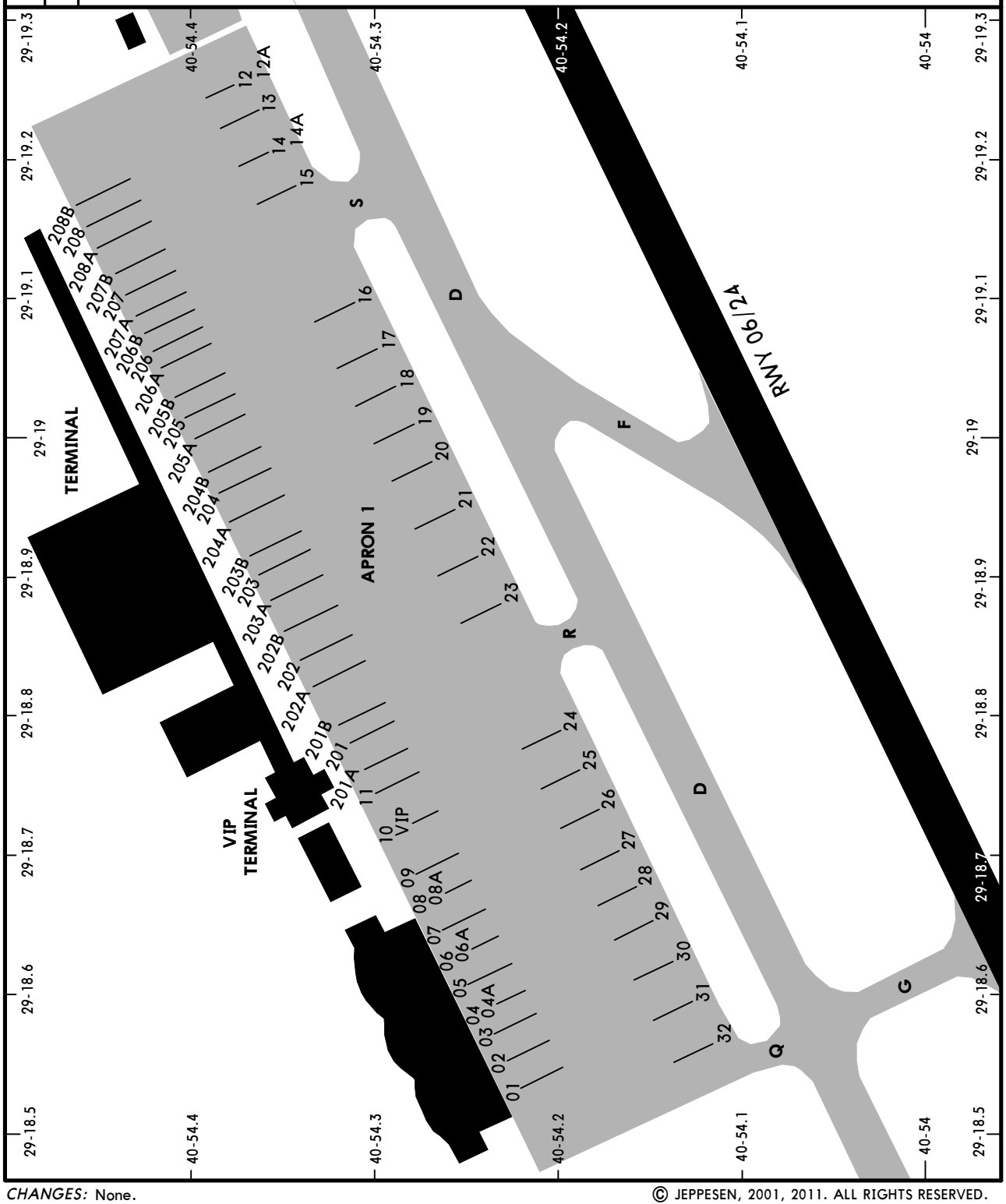
❶ Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.

CHANGES: GA Apron. Usable length.

© JEPPESEN, 2001, 2012. ALL RIGHTS RESERVED.

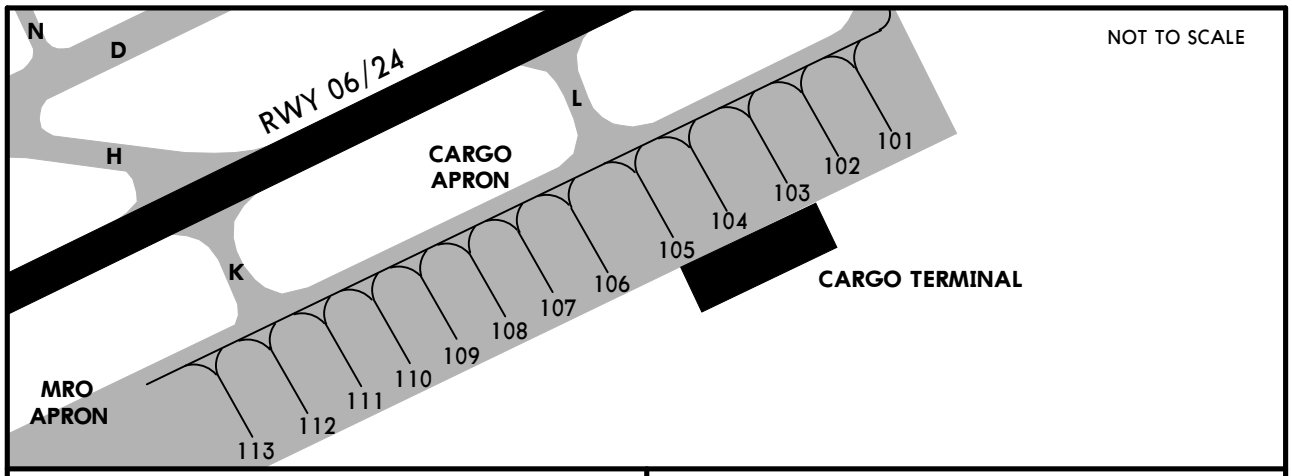
INS COORDINATES

STAND No.	COORDINATES
01 thru 03	N40 54.2 E029 18.5
04 thru 06A	N40 54.2 E029 18.6
07	N40 54.2 E029 18.7
08 thru 10	N40 54.3 E029 18.7
11	N40 54.3 E029 18.8
12 thru 14A	N40 54.4 E029 19.3
15	N40 54.3 E029 19.2
16 thru 18	N40 54.3 E029 19.1
19 thru 21	N40 54.3 E029 19.0
22	N40 54.2 E029 19.0
23	N40 54.2 E029 18.9
24 thru 26	N40 54.2 E029 18.8
27, 28	N40 54.2 E029 18.7
29, 30	N40 54.1 E029 18.7
31, 32	N40 54.1 E029 18.6
201 thru 201B	N40 54.3 E029 18.8
202, 202A	N40 54.3 E029 18.9
202B thru 203B	N40 54.4 E029 18.9
204 thru 205A	N40 54.4 E029 19.0
205B thru 206B	N40 54.4 E029 19.1
207	N40 54.4 E029 19.2
207A	N40 54.4 E029 19.1
207B thru 208B	N40 54.5 E029 19.2
VIP	N40 54.3 E029 18.8



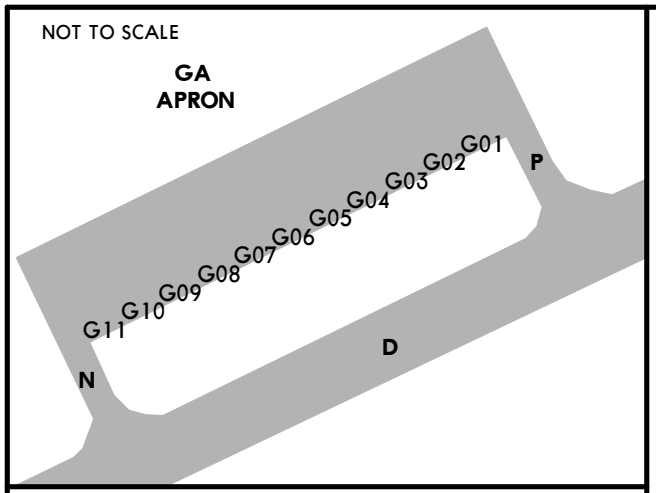
CHANGES: None.

© JEPPESEN, 2001, 2011. ALL RIGHTS RESERVED.



INS COORDINATES

STAND No.	COORDINATES
101, 102	N40 53.9 E029 18.7
103	N40 53.9 E029 18.6
104	N40 53.8 E029 18.6
105, 106	N40 53.8 E029 18.5
107 thru 109	N40 53.8 E029 18.4
110, 111	N40 53.8 E029 18.3
112, 113	N40 53.7 E029 18.2



INS COORDINATES

STAND No.	COORDINATES
G01 thru G06	N40 53.9 E029 18.1
G07 thru G11	N40 53.9 E029 18.0

CHANGES: Parking stands revised.

© JEPPESEN, 2010, 2012. ALL RIGHTS RESERVED.

LTFJ/SAW
SABIHA GOKCEN

JEPPESEN
24 JUN 11
Eff 30 Jun

ISTANBUL, TURKEY
(21-1) ILS DME or ILS NDB DME Rwy 06

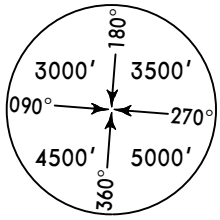
BRIEFING STRIP

ATIS	YESILKOY Approach North	YESILKOY Approach South	GOKCEN Tower			Ground
128.55	120.5	121.1	118.8	120.92	122.1	121.75

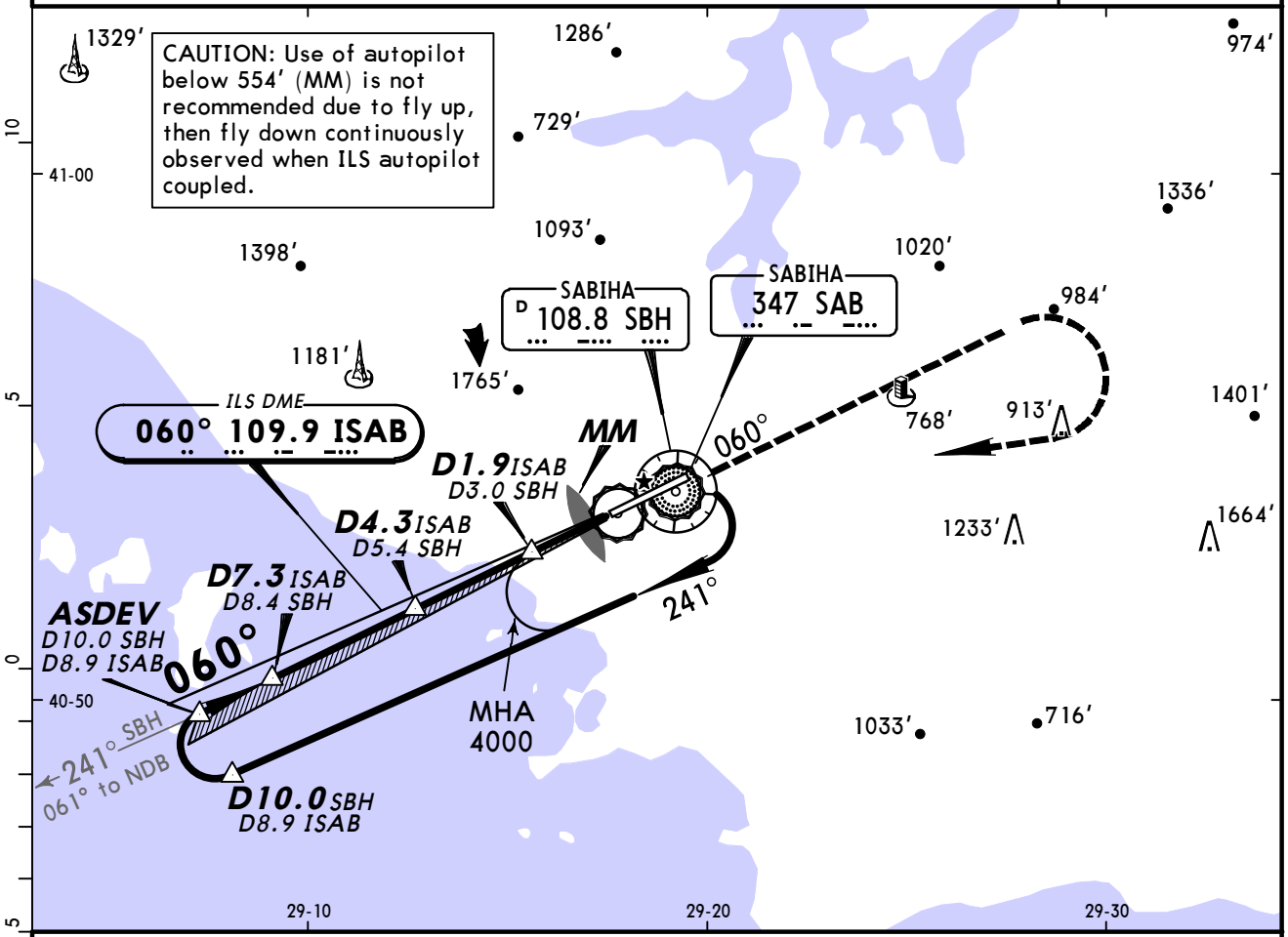
LOC ISAB	Final Apch Crs	GS D4.3 ISAB	ILS DA(H)	Apt Elev 312′
109.9	060°	1880′ (1587′)	506′ (213′)	RWY 293′

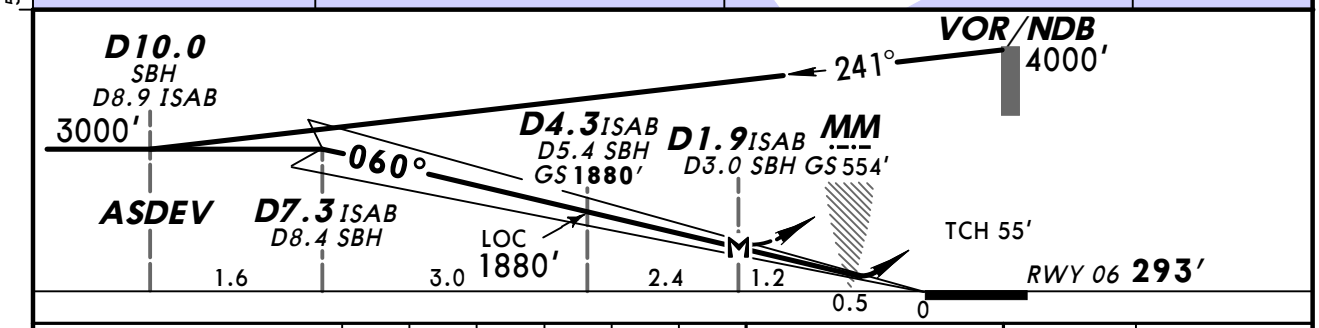
MISSED APCH: Proceed to VOR/NDB, then climb on R-060 SBH (060° from NDB) to 2300′, then turn RIGHT climbing to 4000′ to VOR/NDB and hold.

Alt Set: hPa Rwy Elev: 11 hPa Trans level: By ATC Trans alt: 10000′
Racetrack restricted to MAX 185 KT.



MSA SBH VOR





Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.50°	439	564	627	752	877	1003
MAP at D1.9 ISAB/ D3.0 SBH						

HIALS-II
REIL
PAPI PAPI

Refer to Missed Apch above

PANS OPS 3

Standard STRAIGHT-IN LANDING RWY 06

	ILS DA(H) 506′ (213′) FULL	ILS Limited	ILS ALS out	LOC (GS out) MDA(H) 980′ (687′)	LOC (GS out) ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1500m	
B					
C				CMV 2400m	
D					

CIRCLE-TO-LAND
Not authorized North of airport

Max Kts	MDA(H)	VIS
100	1200′ (888′)	3400m
135		
180	1300′ (988′)	4600m
205		

CHANGES: None.

© JEPPESEN, 2001, 2011. ALL RIGHTS RESERVED.

LTFJ/SAW

SABIHA GOKCEN

JEPPESEN

24 JUN 11
Eff 30 Jun

(21-2)

ISTANBUL, TURKEY
ILS VOR DME Rwy 24
or ILS NDB DME Rwy 24

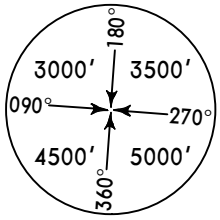
BRIEFING STRIP TM

ATIS	YESILKOY Approach North	South	GOKCEN Tower			Ground
128.55	120.5	121.1	118.8	120.92	122.1	121.75

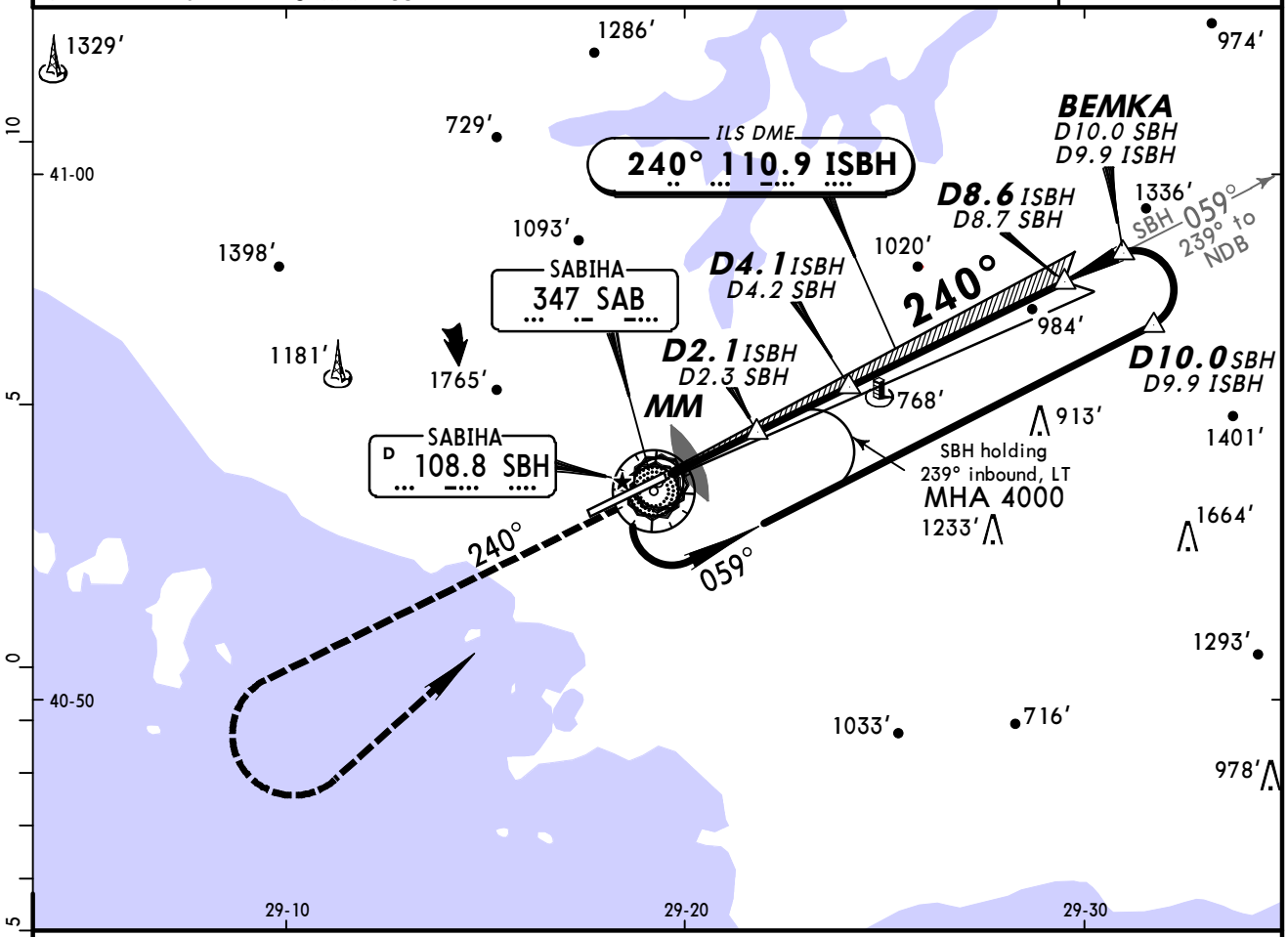
LOC ISBH	Final Apch Crs	GS D4.1 ISBH	ILS DA(H)	Apt Elev 312′
110.9	240°	1800′ (1496′)	517′ (213′)	RWY 304′

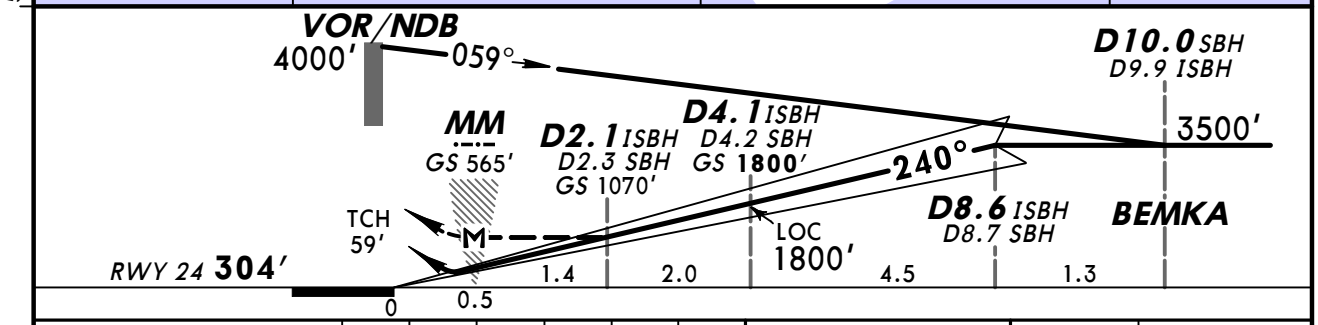
MISSED APCH: Proceed to VOR/NDB, then climb on R-240 SBH (240° from SAB) to 2300′, then turn LEFT climbing to 4000′ to VOR/NDB and hold.

Alt Set: hPa Rwy Elev: 11 hPa Trans level: By ATC Trans alt: 10000′
Racetrack restricted to MAX 185 KT.



MSA SBH VOR





Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.50°	439	564	627	752	877	1003
MAP at MM						

HIALS
REIL PAPI PAPI

Refer to Missed Apch above

Standard STRAIGHT-IN LANDING RWY 24

	ILS DA(H) 517′ (213′) FULL	Limited	ALS out	LOC (GS out) MDA(H) 1070′ (766′)	ALS out	Max Kts	CIRCLE-TO-LAND Not authorized North of airport MDA(H)	VIS
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1500m		100	1200′ (888′)	3400m
B						135		
C				CMV 2400m		180	1300′ (988′)	4600m
D						205		

PANS OPS 3

CHANGES: Procedure.

© JEPPESEN, 2001, 2011. ALL RIGHTS RESERVED.

LTFJ/SAW
SABIHA GOKCEN

JEPPESEN
21 MAY 10
Eff 3 Jun
(23-1)

ISTANBUL, TURKEY
VOR DME or NDB DME Rwy 06

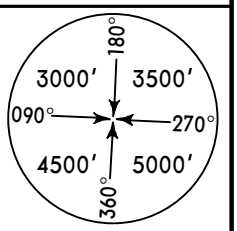
ATIS	YESILKOY Approach North	YESILKOY Approach South	GOKCEN Tower			Ground
128.55	120.5	121.1	118.8	120.92	122.1	121.75

BRIEFING STRIP ™

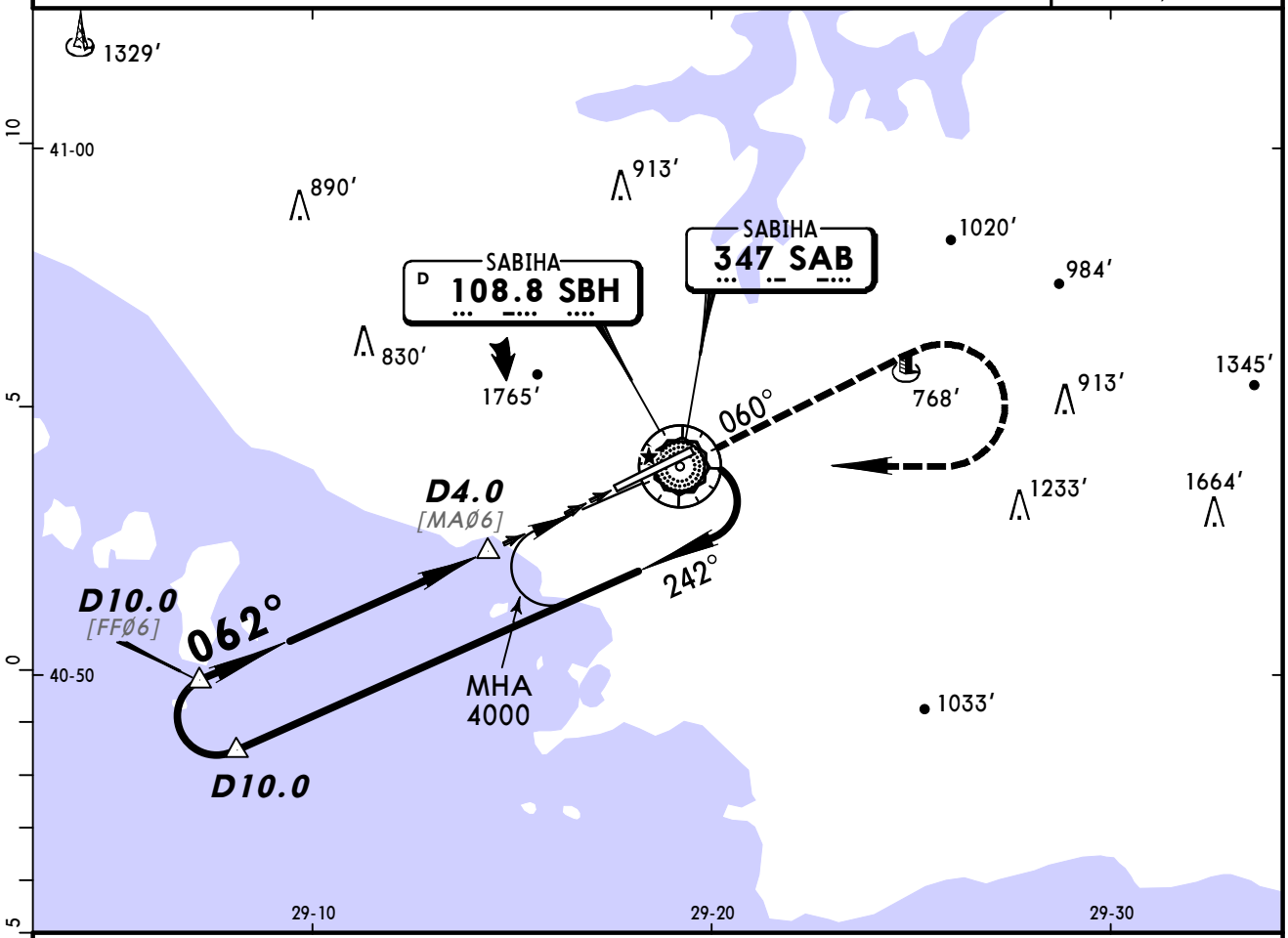
VOR	NDB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 312′
SBH 108.8	SAB 347	062°	D10.0 3000′ (2707′)	1000′ (707′)	RWY 293′

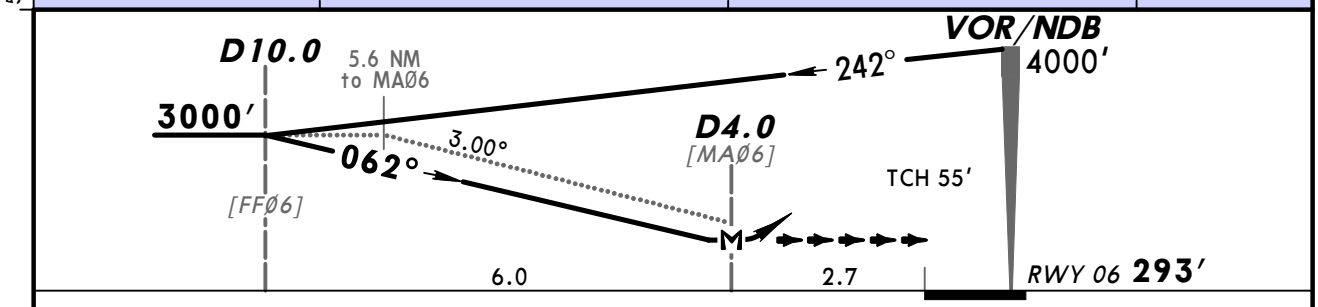
MISSED APCH: Proceed to VOR/NDB, then climb on 060° to 2800′, then turn RIGHT climbing to 4000′ to VOR/NDB and hold.

Alt Set: hPa Rwy Elev: 11 hPa Trans level: By ATC Trans alt: 10000′
Racetrack restricted to MAX 185 KT.



MSA
SBH VOR/SAB NDB





Gnd speed-Kts		70	90	100	120	140	160
Descent angle	3.00°	372	478	531	637	743	849
MAP at D4.0							

HIALS-II
REIL
PAPI
PAPI

SBH 108.8 or SAB 347

Standard STRAIGHT-IN LANDING RWY 06

MDA(H) 1000′(707′)

		ALS out
A	2100m	2800m
B		
C	2800m	3500m
D		

CIRCLE-TO-LAND

Not authorized North of airport

Max Kts	MDA(H)	VIS
100	1200′(888′)	3400m
135		
180	1300′(988′)	4600m
205		

PANS OPS 3

CHANGES: Bearings.

© JEPPESEN, 2001, 2010. ALL RIGHTS RESERVED.

LTFJ/SAW
SABIHA GOKCEN

JEPPESEN
21 MAY 10
Eff 3 Jun
(23-2)

ISTANBUL, TURKEY
VOR DME or NDB DME Rwy 24

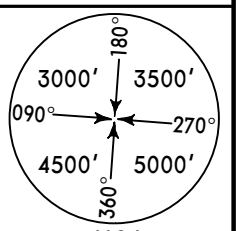
ATIS	YESILKOY Approach North	YESILKOY Approach South	GOKCEN Tower			Ground
128.55	120.5	121.1	118.8	120.92	122.1	121.75

BRIEFING STRIP ™

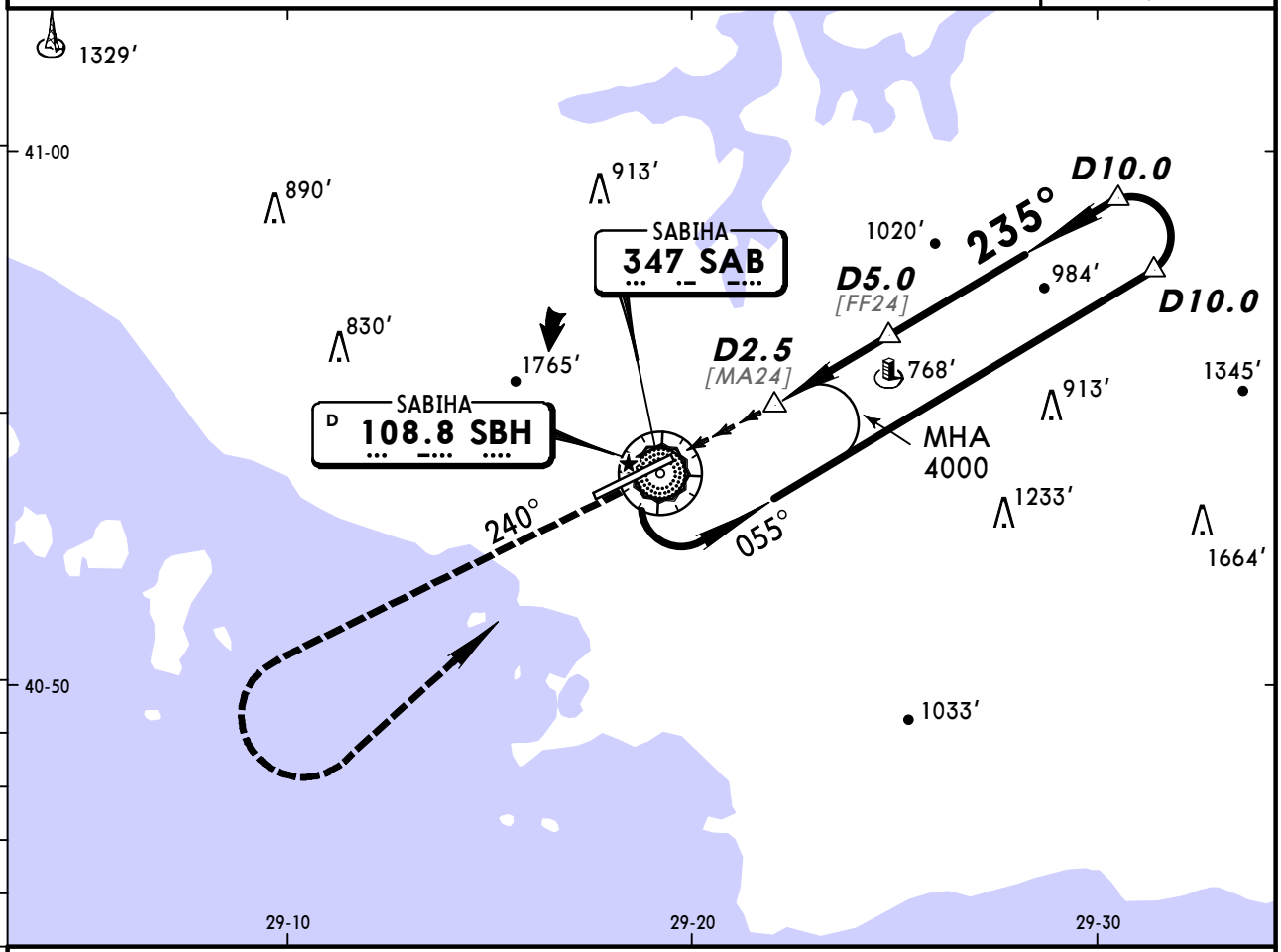
VOR	NDB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 312′
SBH 108.8	SAB 347	235°	D5.0 1700′ (1396′)	1100′ (796′)	RWY 304′

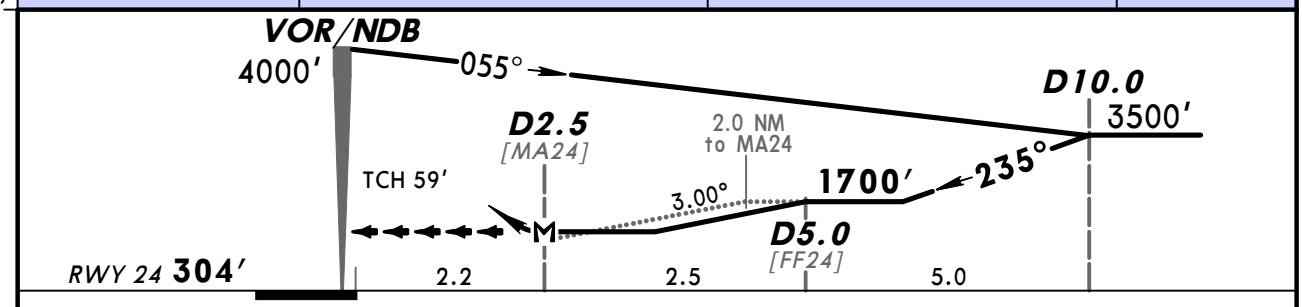
MISSED APCH: Proceed to VOR/NDB, then climb on 240° to 2700′, then turn LEFT climbing to 4000′ to VOR/NDB and hold.

Alt Set: hPa Rwy Elev: 11 hPa Trans level: By ATC Trans alt: 10000′
Racetrack restricted to MAX 185 KT.



MSA
SBH VOR/SAB NDB





Gnd speed-Kts		70	90	100	120	140	160
Descent angle	3.00°	372	478	531	637	743	849
MAP at D2.5							

HIALS
REIL
PAPI PAPI

SBH	or	SAB
108.8		347

PANS OPS 3

Standard STRAIGHT-IN LANDING RWY 24

MDA(H) 1100′(796′)

		ALS out
A	2900m	3600m
B		
C	3200m	3900m
D		

CIRCLE-TO-LAND

Not authorized North of airport

Max Kts	MDA(H)	VIS
100	1200′(888′)	3600m
135		
180	1300′(988′)	4600m
205		

CHANGES: Bearings.

© JEPPESEN, 2001, 2010. ALL RIGHTS RESERVED.

LTFJ/SAW
SABIHA GOKCEN

JEPPESEN
21 MAY 10
Eff 3 Jun
23-3

ISTANBUL, TURKEY
VOR-1 or NDB-1

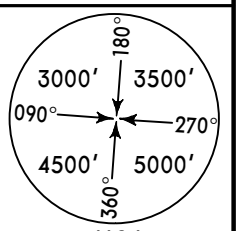
BRIEFING STRIP ™

ATIS	YESILKOY Approach North	YESILKOY Approach South	GOKCEN Tower			Ground
128.55	120.5	121.1	118.8	120.92	122.1	121.75

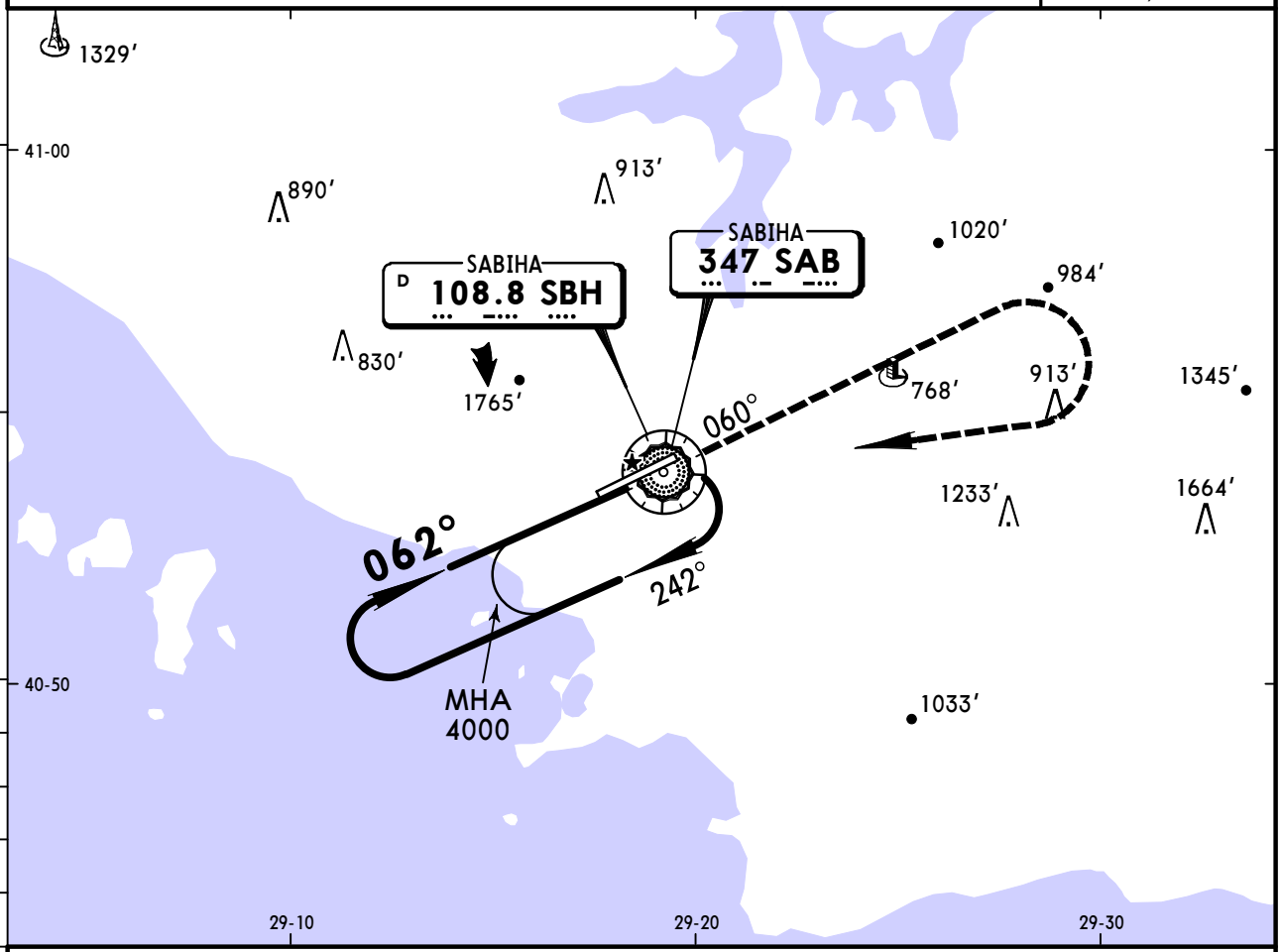
VOR	NDB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev
SBH 108.8	SAB 347	062°	No FAF	Refer to Minimums	312′

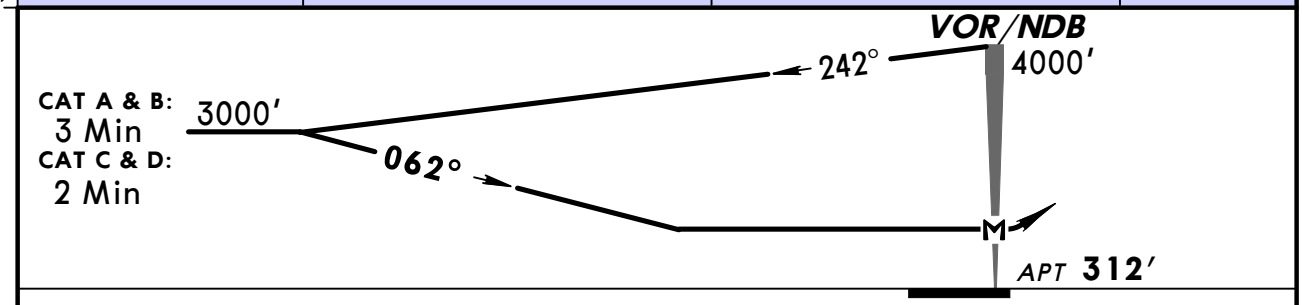
MISSED APCH: Climb on 060° to 2600′, then turn RIGHT climbing to 4000′ to VOR/NDB and hold.

Alt Set: hPa Apt Elev: 11 hPa Trans level: By ATC Trans alt: 10000′
Racetrack restricted to MAX 185 KT.



MSA
SBH VOR/SAB NDB





MAP at VOR/NDB							Lighting - Refer to Airport Chart	2600′ on 060°

Standard

PANS OPS 3	STRAIGHT-IN LANDING	Max Kts	CIRCLE-TO-LAND Not authorized North of airport MDA(H)	VIS
A	NOT AUTHORIZED	100	1200′ (888′)	3400m
B		135		
C		180	1300′ (988′)	4600m
D		205		

CHANGES: Bearings.

© JEPPESEN, 2001, 2010. ALL RIGHTS RESERVED.

BRIEFING STRIP ™

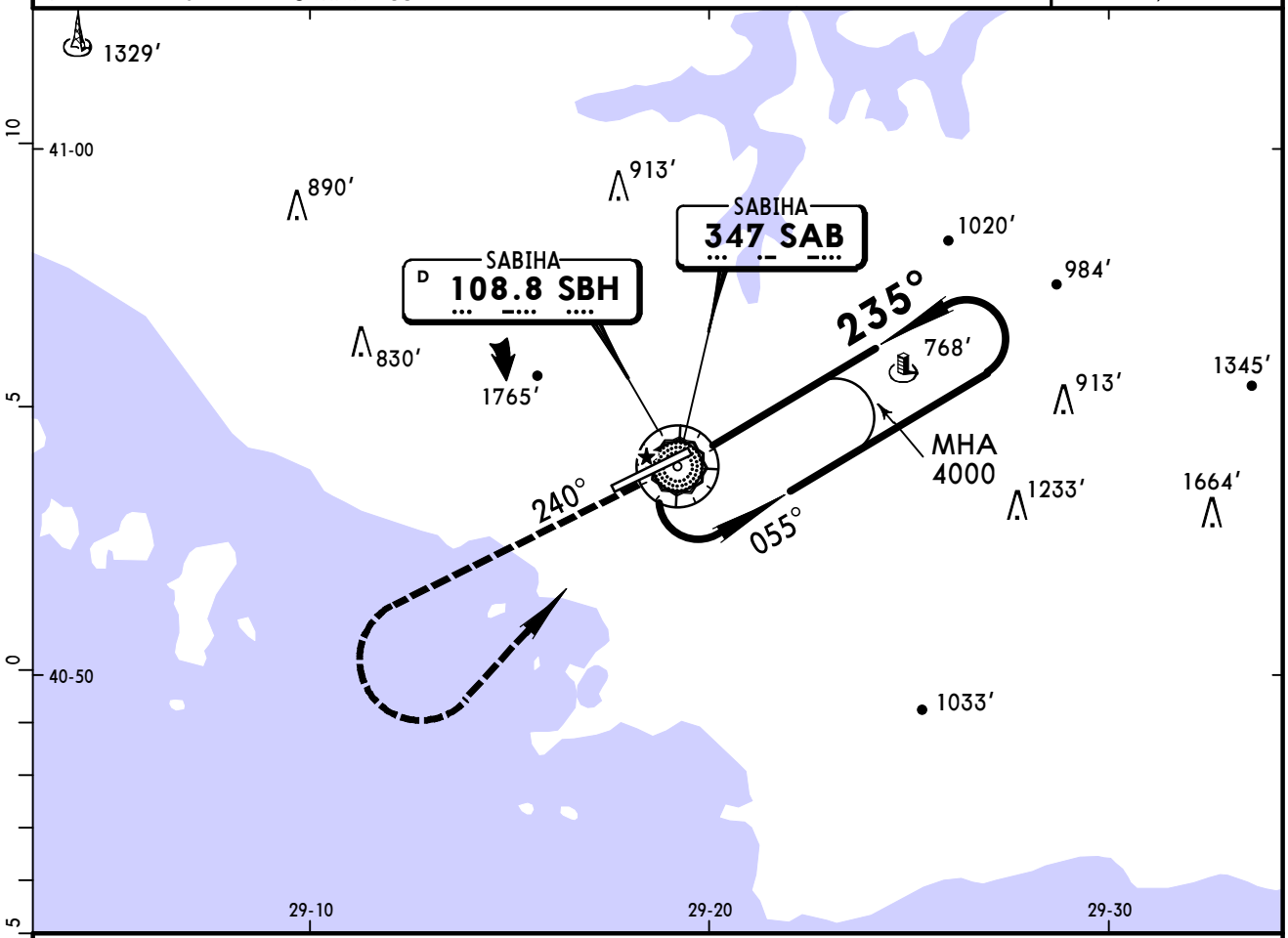
ATIS	YESILKOY Approach North	YESILKOY Approach South	GOKCEN Tower			Ground
128.55	120.5	121.1	118.8	120.92	122.1	121.75

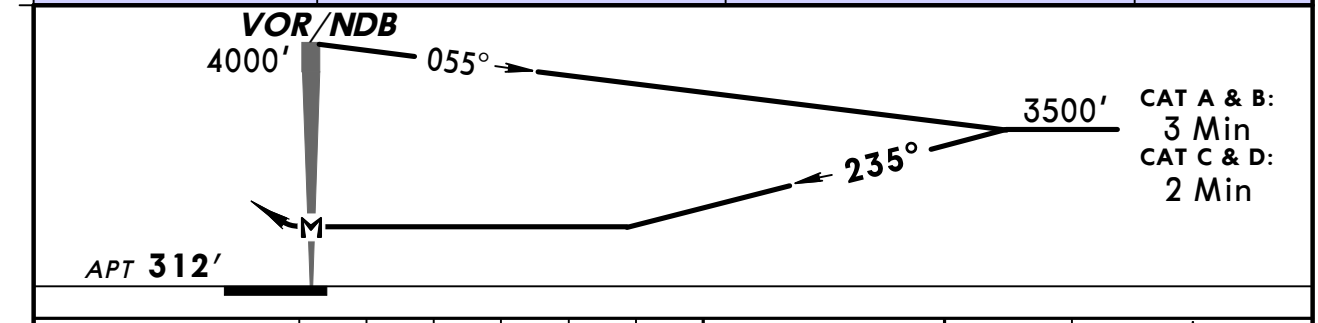
VOR	NDB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev
SBH 108.8	SAB 347	235°	No FAF	1500′ (1188′)	312′

MISSED APCH: Climb on 240° to 2700′, then turn LEFT climbing to 4000′ to VOR/NDB and hold.

Alt Set: hPa Apt Elev: 11 hPa Trans level: By ATC Trans alt: 10000′
Racetrack restricted to MAX 185 KT.

MSA
SBH VOR/SAB NDB
180°
3000′ 3500′
090° 270°
4500′ 5000′
360°





CAT A & B: 3 Min
CAT C & D: 2 Min

MAP at VOR/NDB							Lighting - Refer to Airport Chart	2700′ on 240°

PANS OPS 3

Standard STRAIGHT-IN LANDING

		Max Kts	MDA(H)	VIS
A	NOT AUTHORIZED	100	1500′ (1188′)	4600m
B		135		
C		180	1500′ (1188′)	5000m
D		205		

CIRCLE-TO-LAND
Not authorized North of airport

CHANGES: Bearings.

© JEPPESEN, 2001, 2010. ALL RIGHTS RESERVED.

(c) JEPPESEN SANDERSON, INC., 2013, ALL RIGHTS RESERVED

JEPPESEN
JeppView for Windows

Chart changes since cycle 25-2012

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

ISTANBUL, (SABIHA GOKCEN - LTFJ)

(c) JEPPESEN SANDERSON, INC., 2013, ALL RIGHTS RESERVED

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LTFJ