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Terminal Charts For LTAC
Revision Letter For Cycle 08-2013
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: 0311 Z
Sunset: 1626 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

Communication Information

ATIS 123.6
Esenboga Tower 118.525
Esenboga Tower 25.78
Esenboga Delivery Ground Control 118.35
Esenboga Ground Control 121.6
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.

3. DEPARTURE

3.1 START-UP PROCEDURES

Pilots of departing ACFT are reminded to contact ESENBOGA Delivery for ATC clearance 10 min before start-up.

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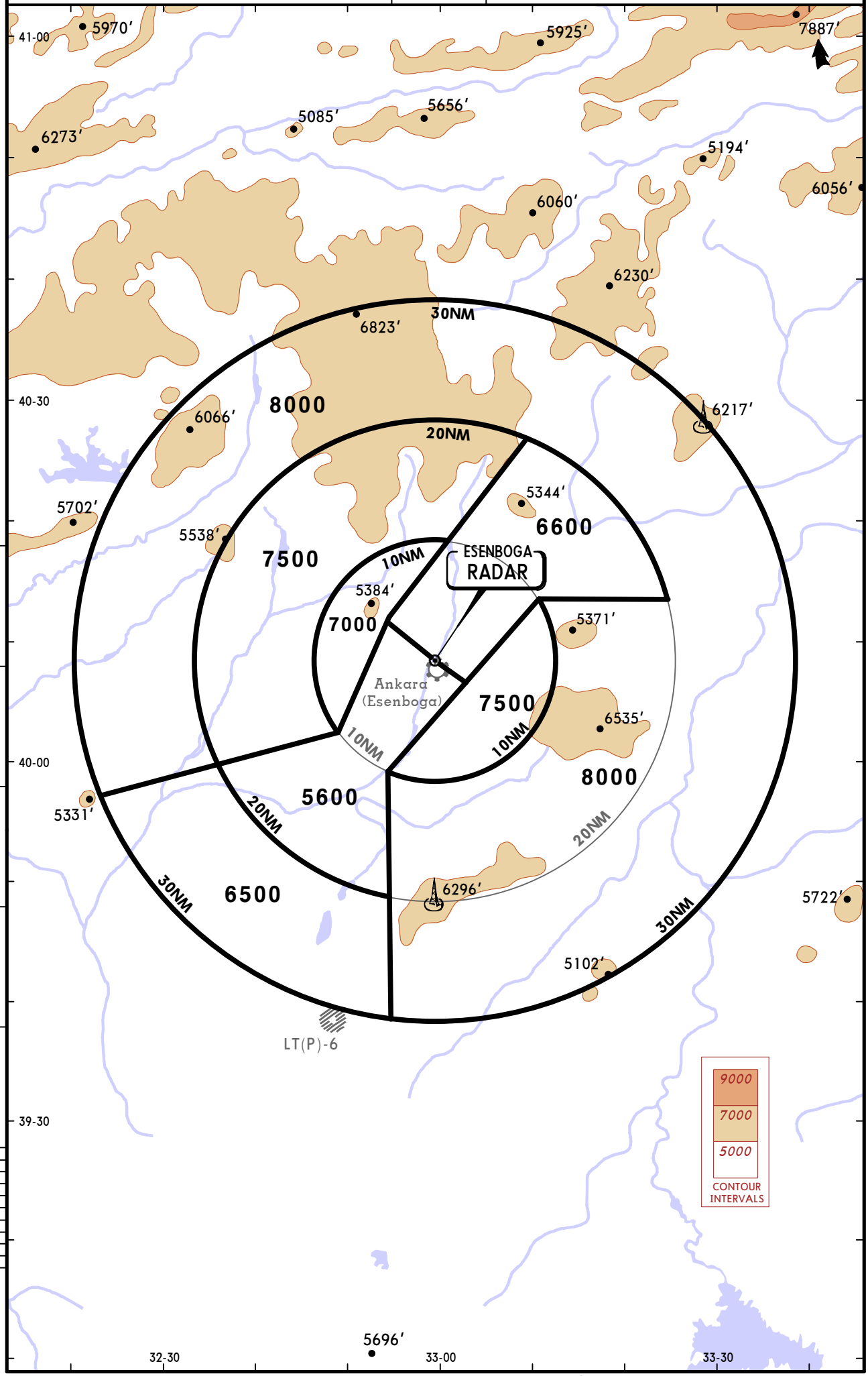
ESENBOGA Approach (R)				Apt Elev	Alt Set: hPa	
119.1	119.6	122.1	126.7	3125′	Trans level: By ATC	Trans alt: 10000′



CHANGES: Communication.

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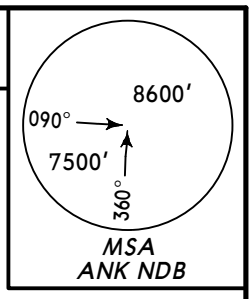
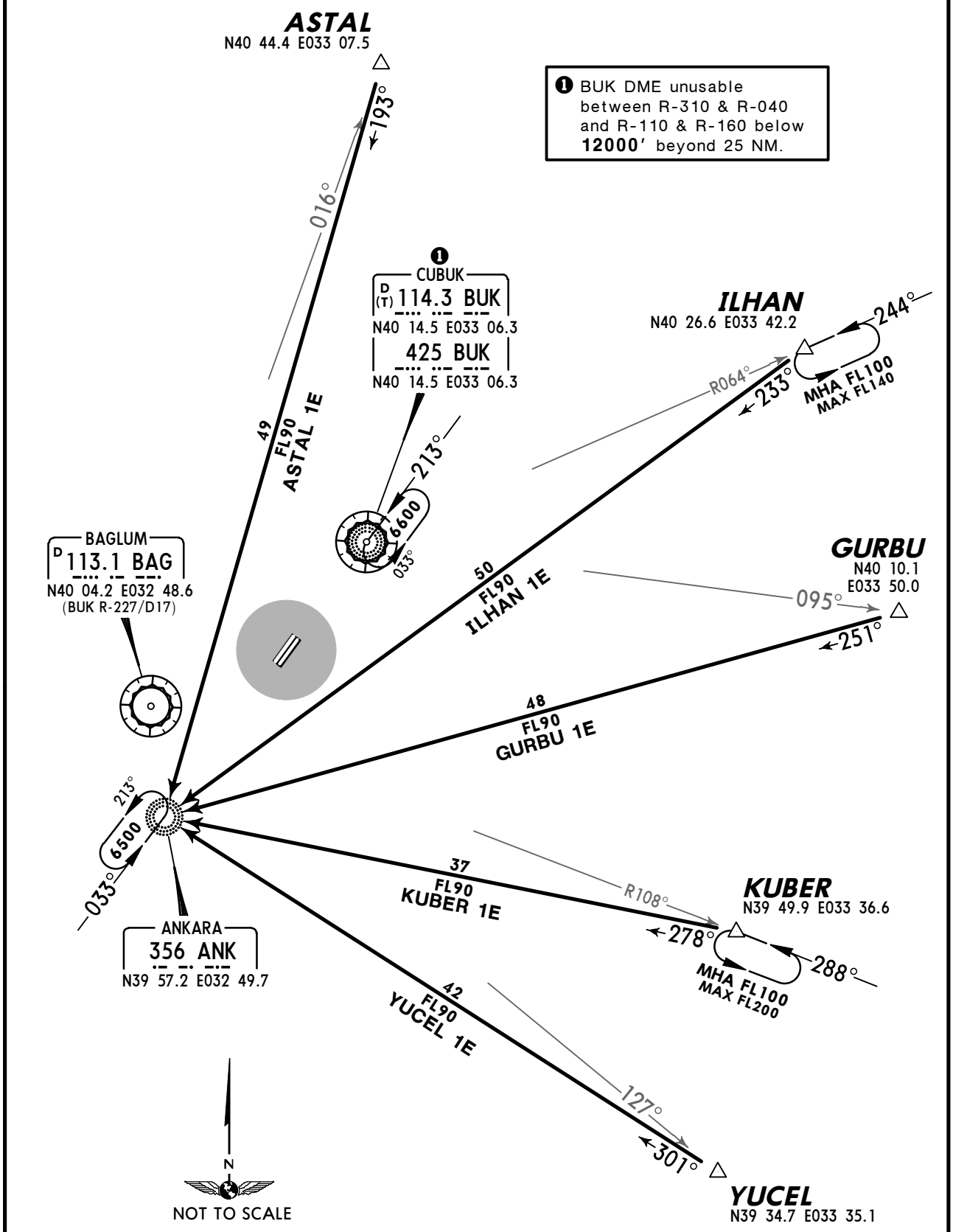
ATIS	Apt Elev	
123.6	3125′	Alt Set: hPa Trans level: By ATC Trans alt: 10000′



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.

CHANGES: STARs transferred; ballnote estbld; chart redrawn.

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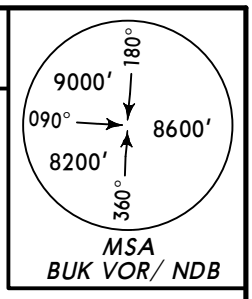
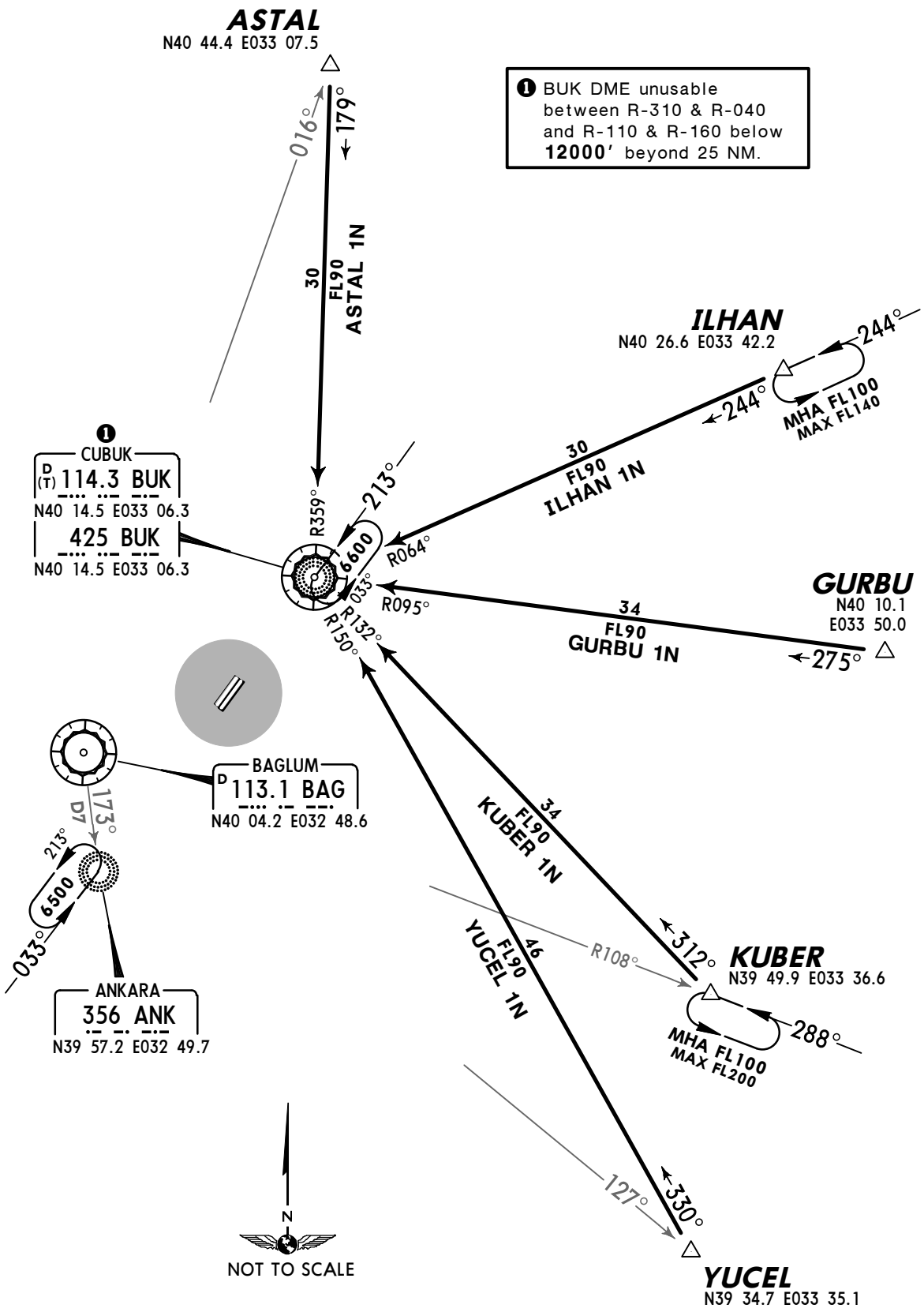
ATIS	Apt Elev	
123.6	3125′	Alt Set: hPa Trans level: By ATC Trans alt: 10000′



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



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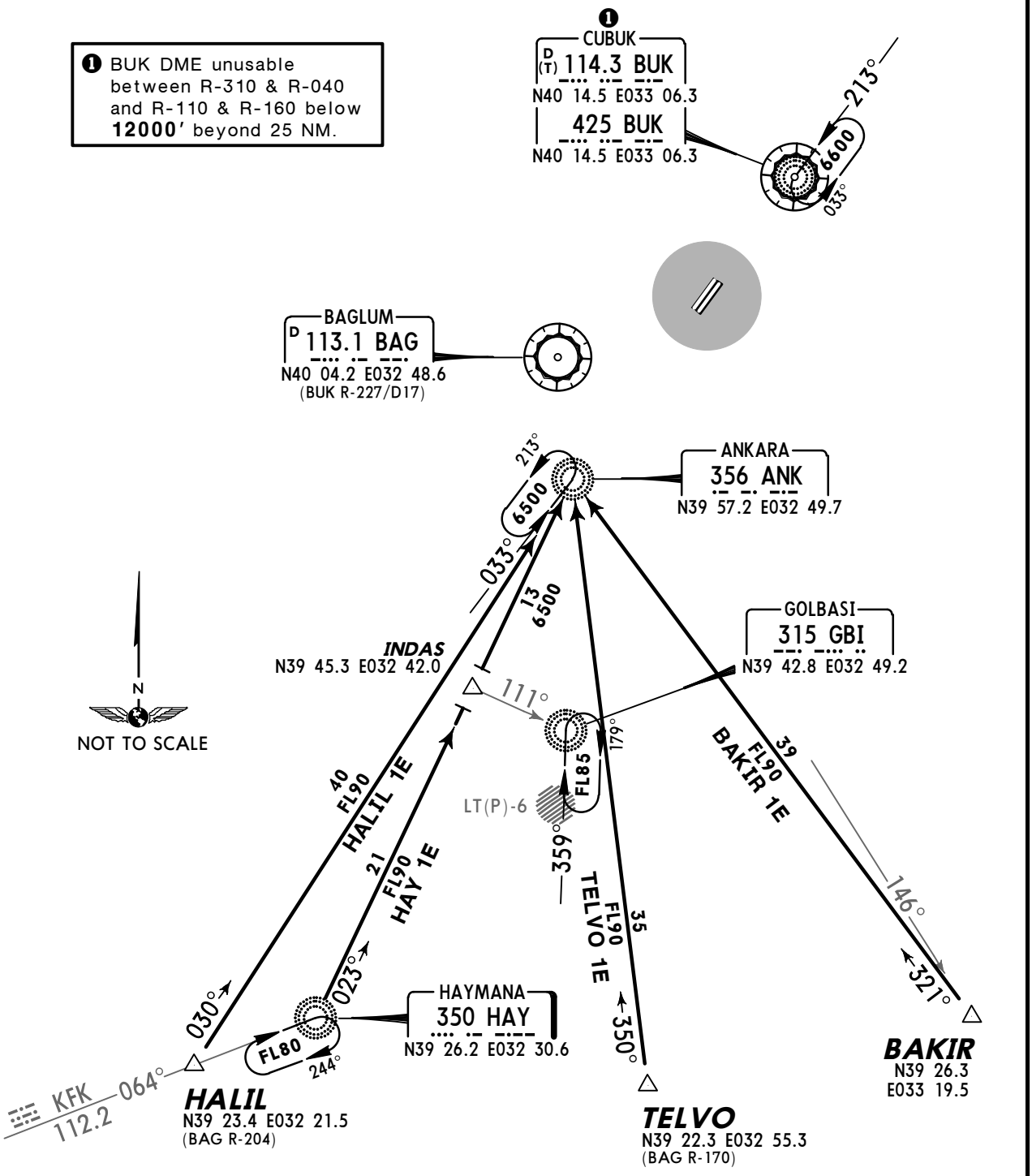
ATIS	Apt Elev	
123.6	3125′	Alt Set: hPa Trans level: By ATC Trans alt: 10000′

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

FROM SOUTH



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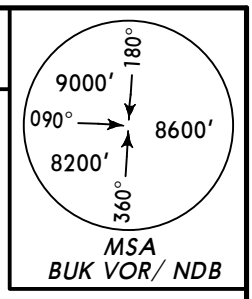
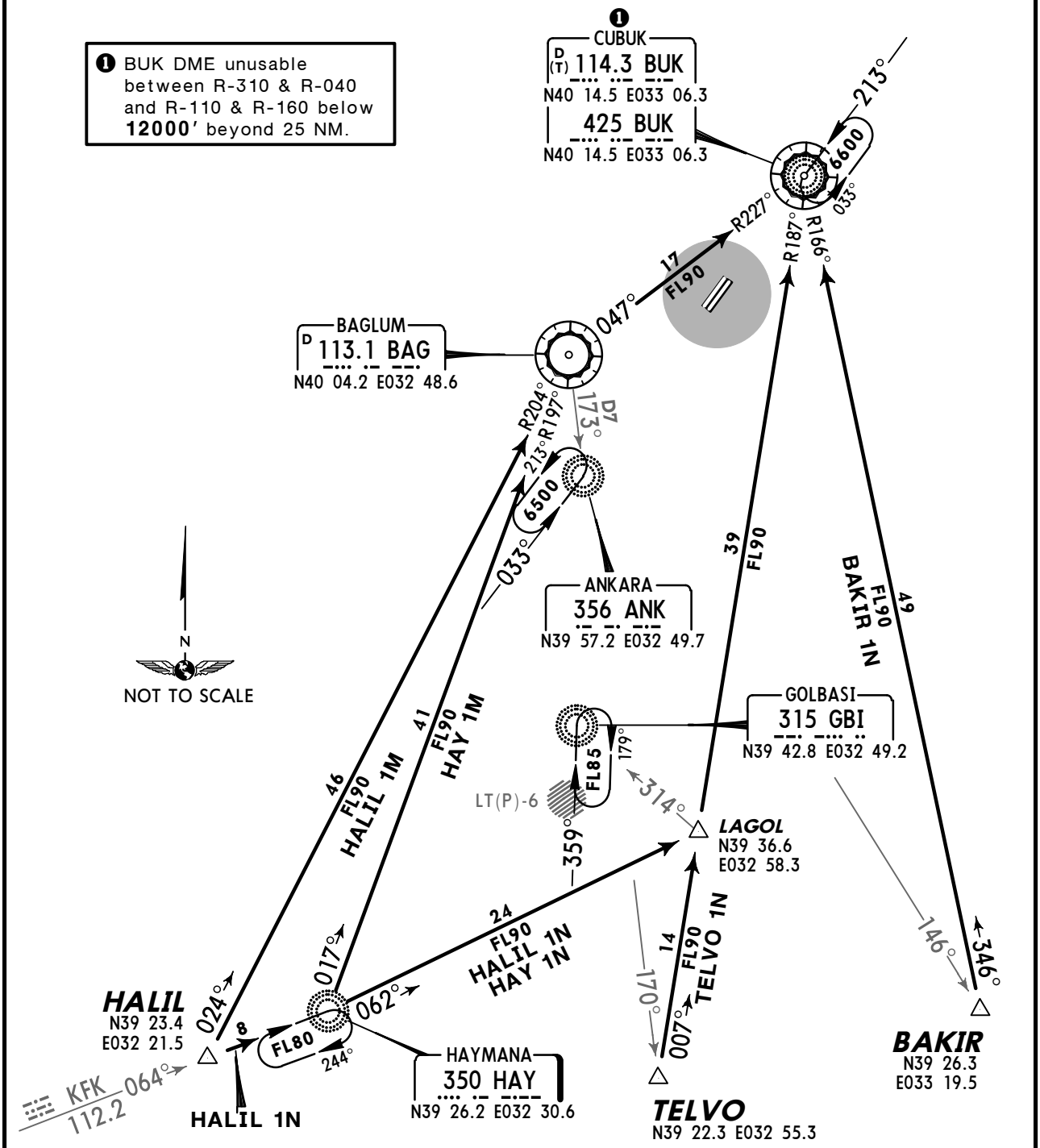
ATIS	Apt Elev	
123.6	3125′	Alt Set: hPa Trans level: By ATC Trans alt: 10000′



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



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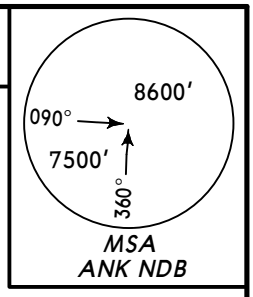
ATIS	Apt Elev	
123.6	3125′	Alt Set: hPa Trans level: By ATC Trans alt: 10000′

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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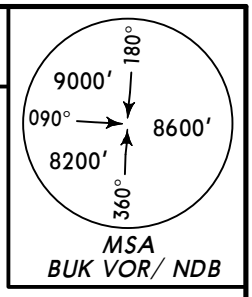
ATIS	Apt Elev	
123.6	3125′	Alt Set: hPa Trans level: By ATC Trans alt: 10000′

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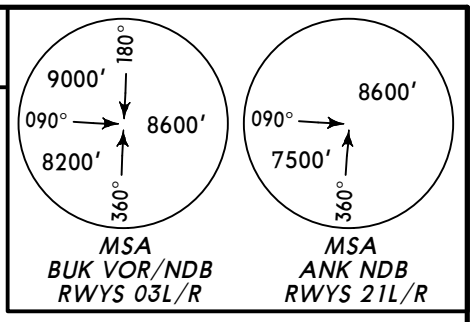
Apt Elev	Trans level: By ATC Trans alt: 10000′
3125′	



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

ASTAL
N40 44.4 E033 07.5
(113.1 BAG R-015)
A28
30
9000
ASTAL 1A
49
9000
ASTAL 1B
358°
212°
6600
093°
032°
165°
34
9000
GURBU 1A
GURBU
N40 10.1 E033 50.0
A4
L615
48
9000
GURBU 1B
214°
012°
070°
140°
CUBUK
D (H) 114.3 BUK
N40 14.5 E033 06.3
425 BUK
N40 14.5 E033 06.3
At or above
4900′
ANKARA
356 ANK
N39 57.2 E032 49.7
(113.1 BAG R-172/D7)
9000
BAKIR 1A
49
39
9000
BAKIR 1B
N
NOT TO SCALE
BAKIR
N39 26.3 E033 19.5
(113.1 BAG R-144)
W75
L601

HOLDING OVER ANK

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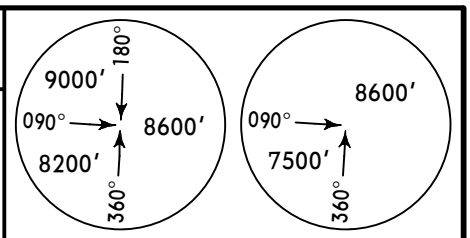
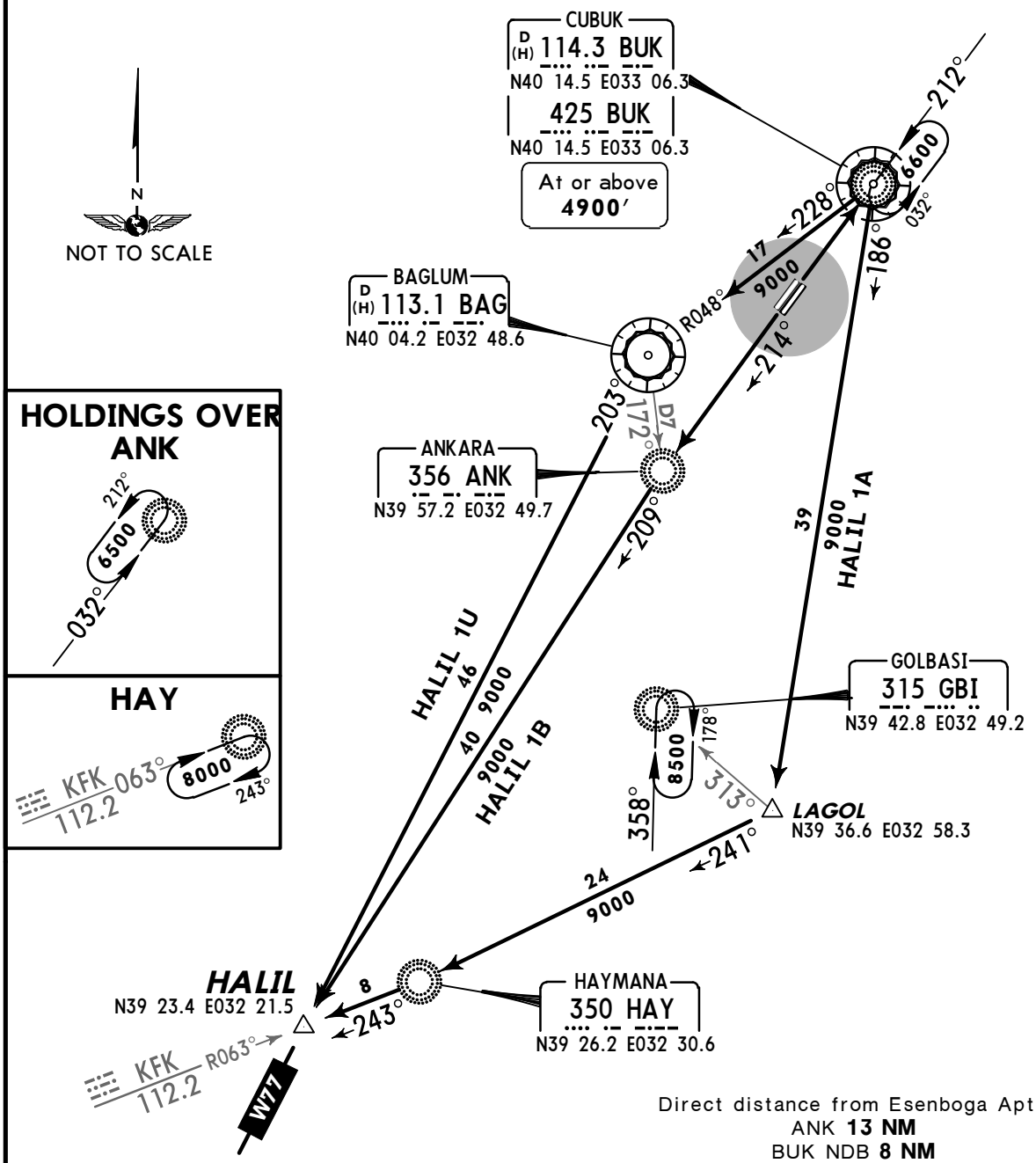
Apt Elev 3125′	Trans level: By ATC Trans alt: 10000′

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



MSA BUK VOR/NDB RWYS 03L/R — *MSA ANK NDB RWYS 21L/R*



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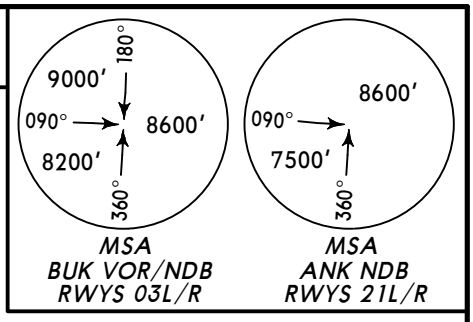
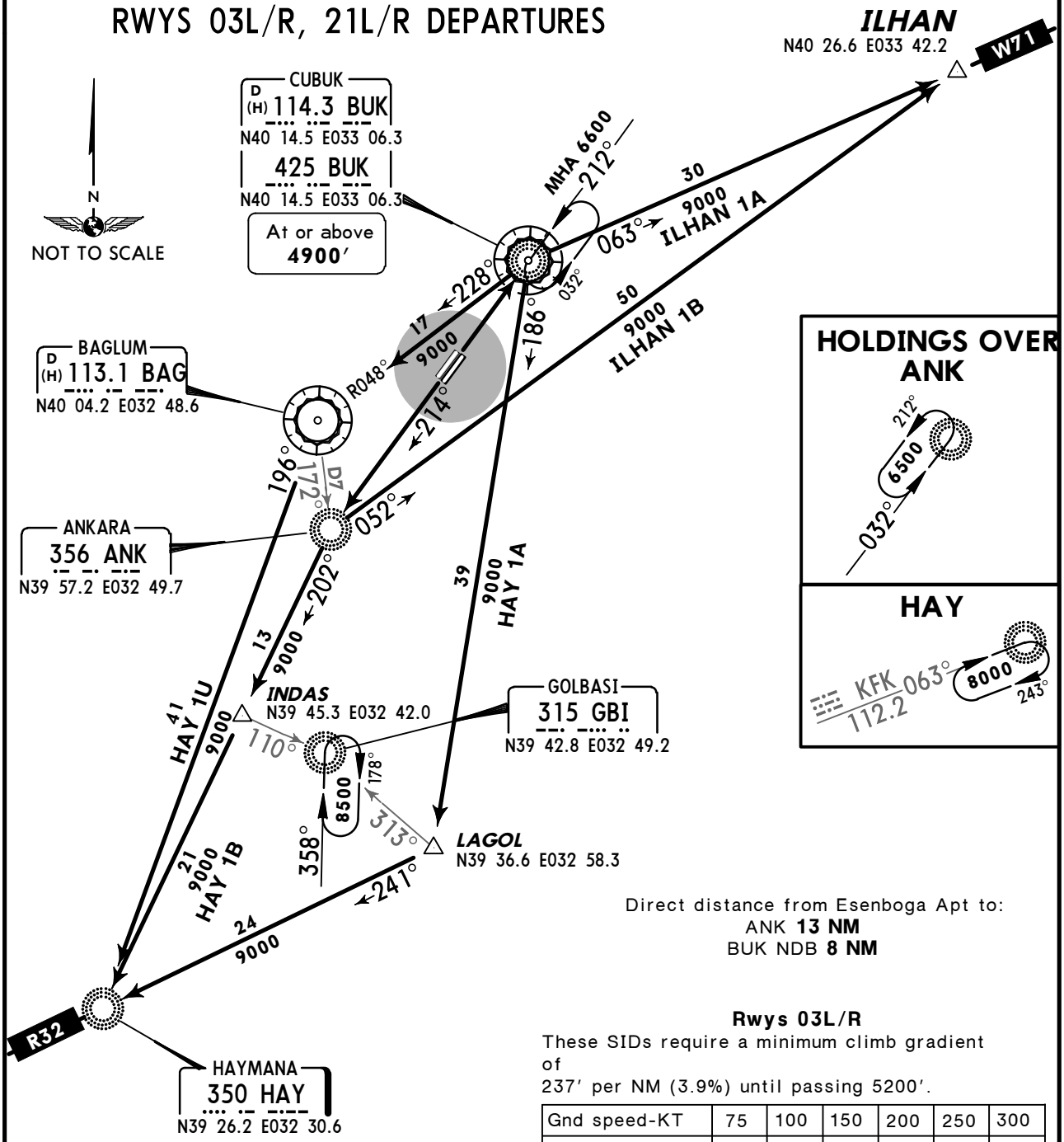
Apt Elev 3125′	Trans level: By ATC Trans alt: 10000′

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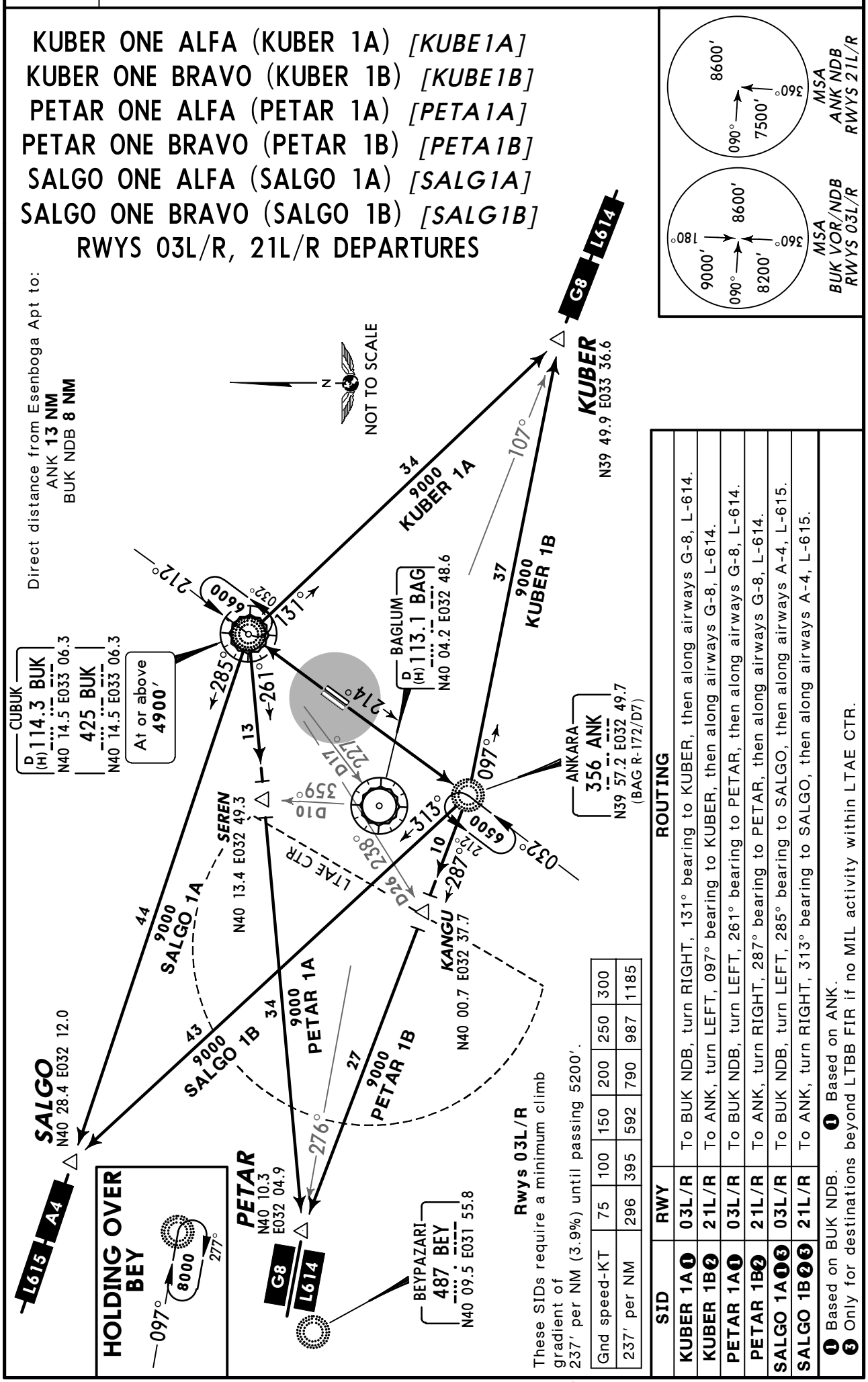
Apt Elev 3125′ | Trans level: By ATC Trans alt: 10000′

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 1A ❶	03L/R	To BUK NDB, turn RIGHT, 131° bearing to KUBER, then along airways G-8, L-614.
KUBER 1B ❷	21L/R	To ANK, turn LEFT, 097° bearing to KUBER, then along airways G-8, L-614.
PETAR 1A ❶	03L/R	To BUK NDB, turn LEFT, 261° bearing to PETAR, then along airways G-8, L-614.
PETAR 1B ❷	21L/R	To ANK, turn RIGHT, 287° bearing to PETAR, then along airways G-8, L-614.
SALGO 1A ❶❸	03L/R	To BUK NDB, turn LEFT, 285° bearing to SALGO, then along airways A-4, L-615.
SALGO 1B ❷❸	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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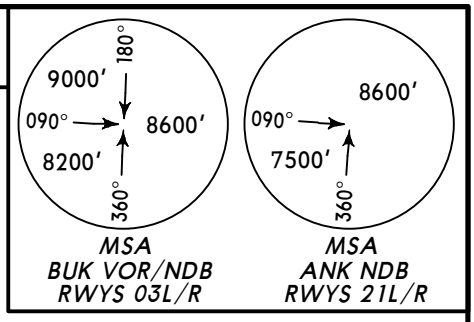
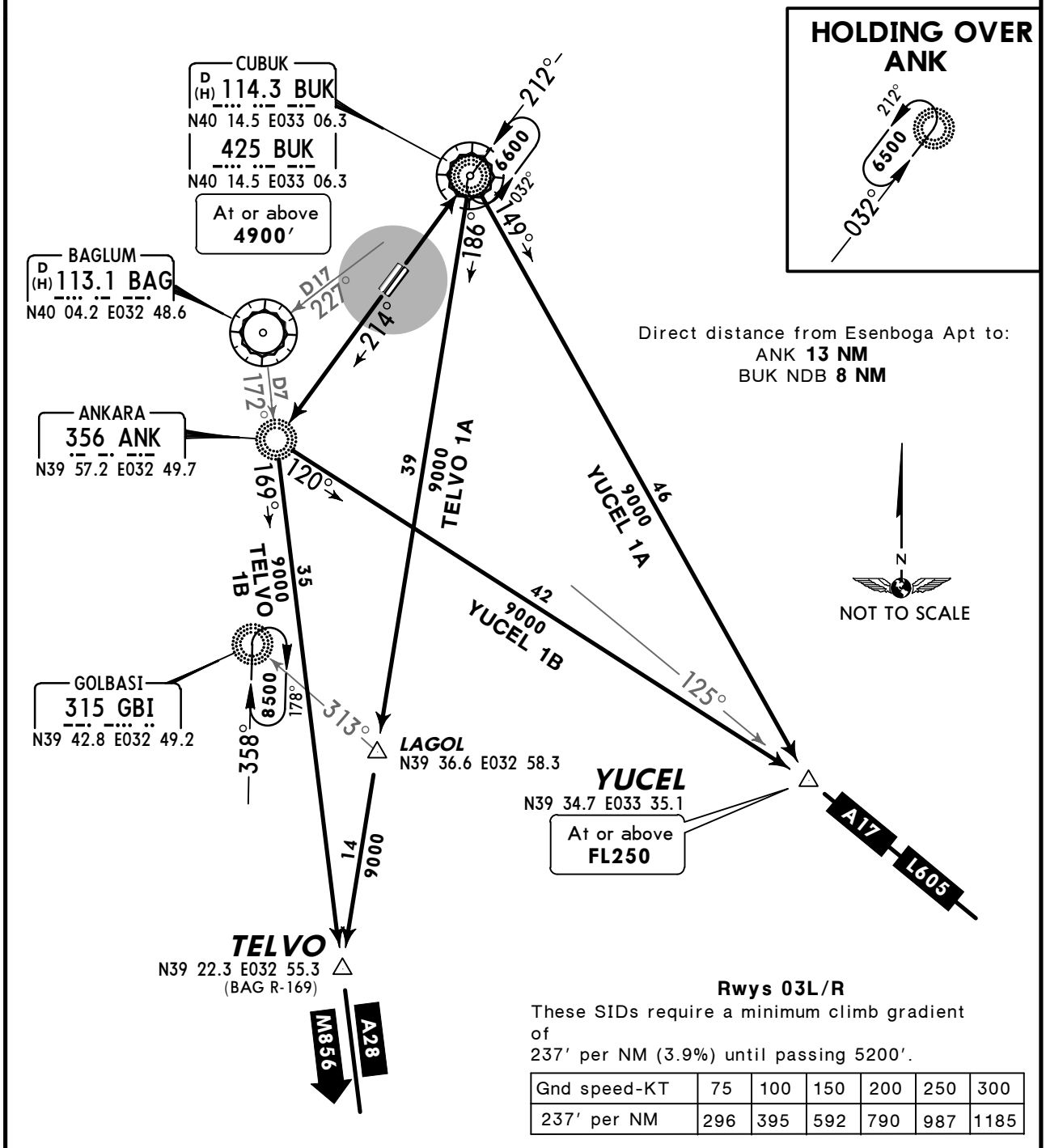
Apt Elev 3125′	Trans level: By ATC Trans alt: 10000′

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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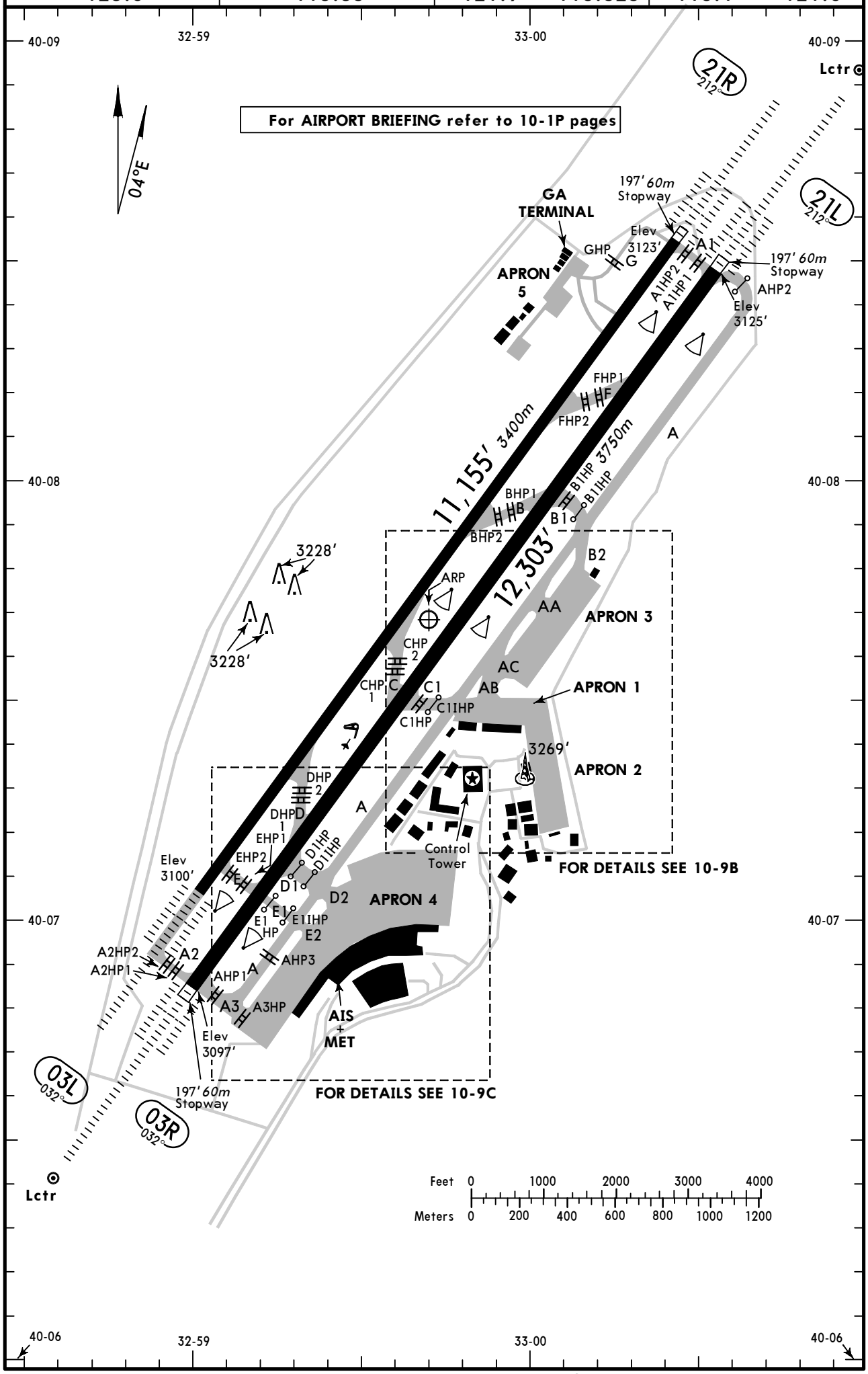
ATIS	ESENBOGA Delivery	Ground		Tower	
123.6	118.35	121.9	118.525	118.1	121.6



CHANGES: Communications. Swy withdrawn.

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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)

RWY		Threshold	Glide Slope	TAKE-OFF	WIDTH
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 [1]

	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*		

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

CHANGES: None.

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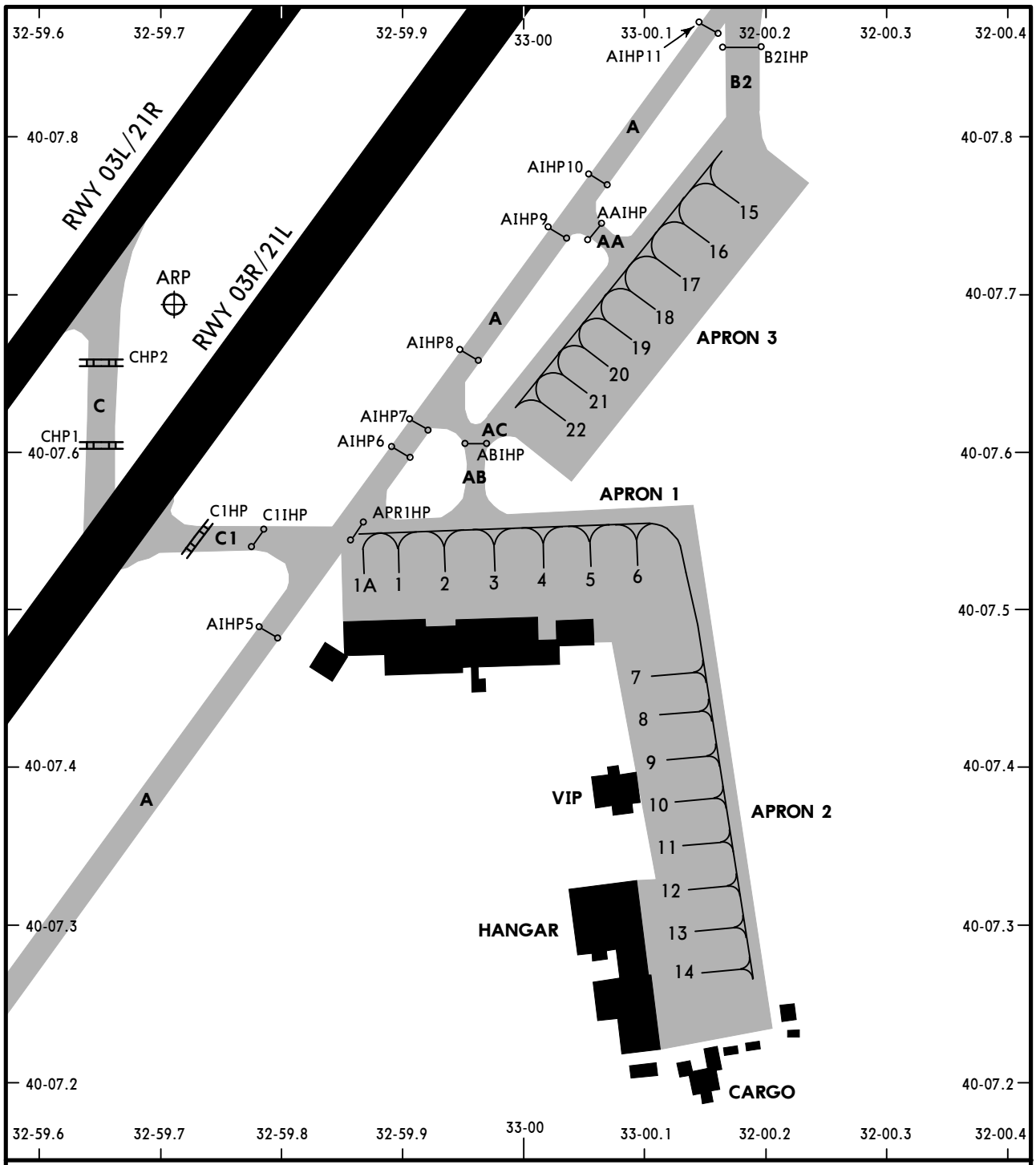

INS COORDINATES

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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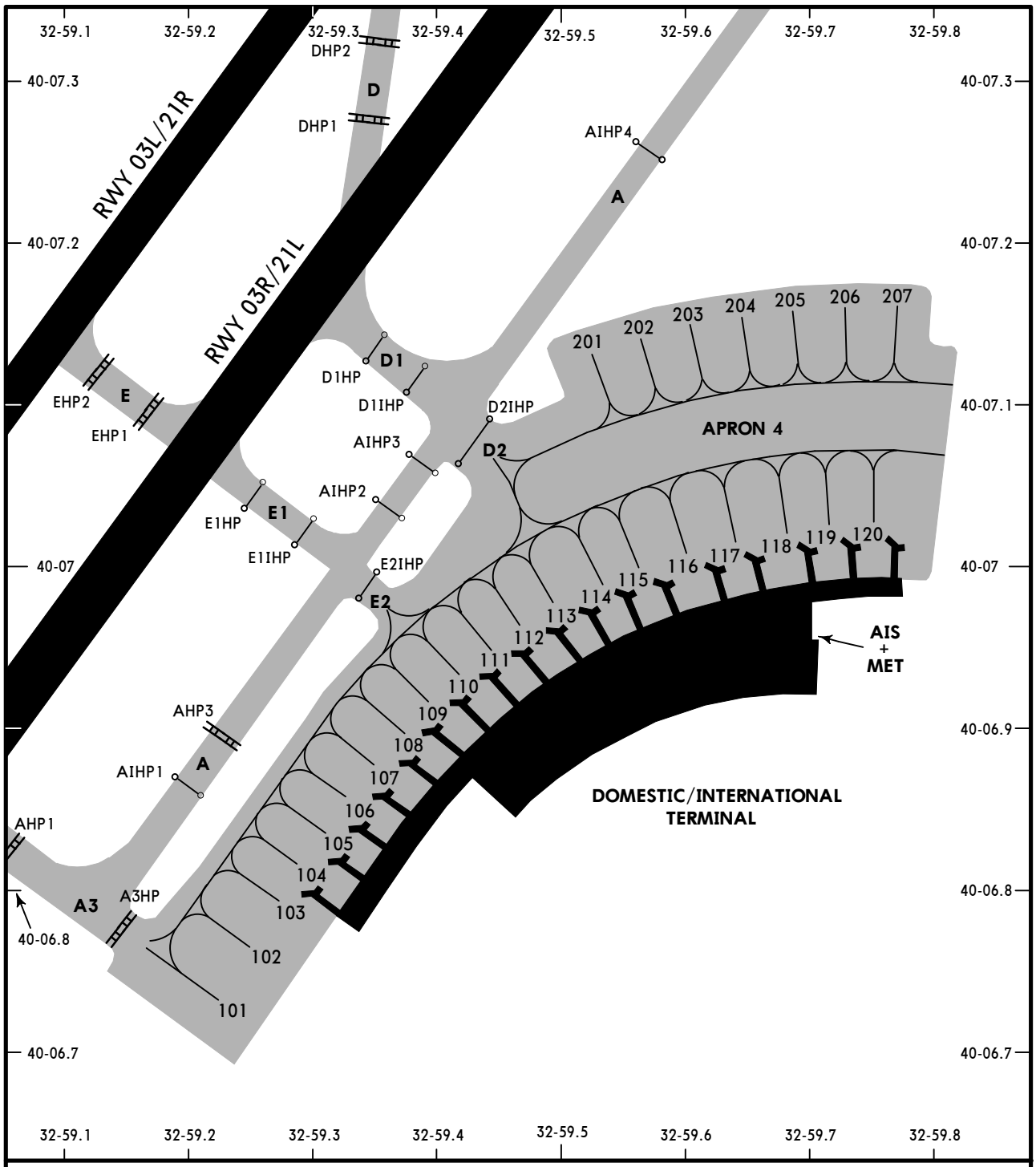

INS COORDINATES

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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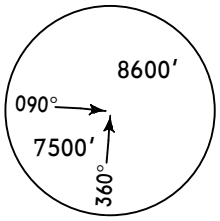
BRIEFING STRIP ™

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

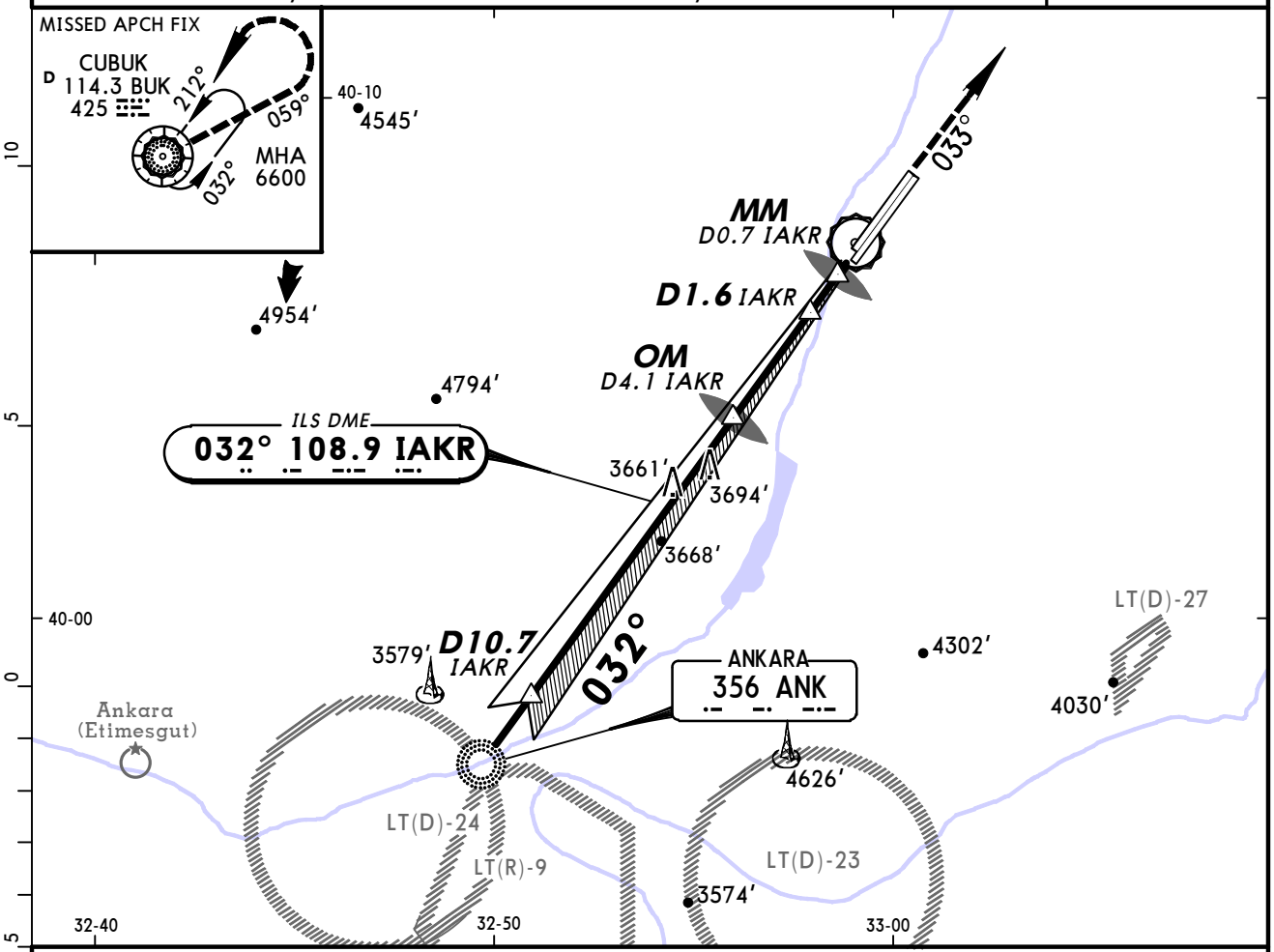
LOC IAKR	Final Apch Crs	GS OM	ILS DA(H)	Apt Elev 3125′
108.9	032°	4450′ (1350′)	3300′ (200′)	RWY 3100′

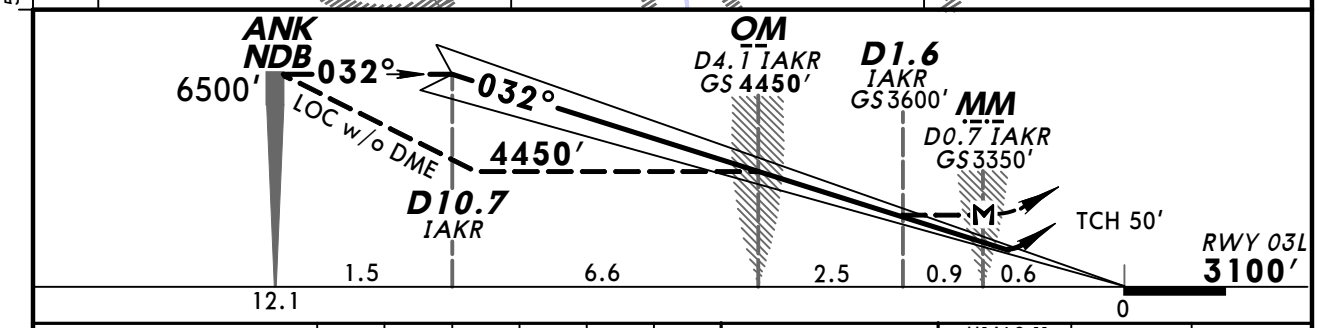
MISSED APCH: Proceed to BUK VOR/NDB climbing to 5500′ or above, continue climb on 059° to 6600′, then turn LEFT to BUK VOR/NDB and hold.

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

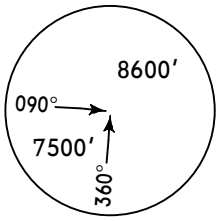
BRIEFING STRIP ™

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

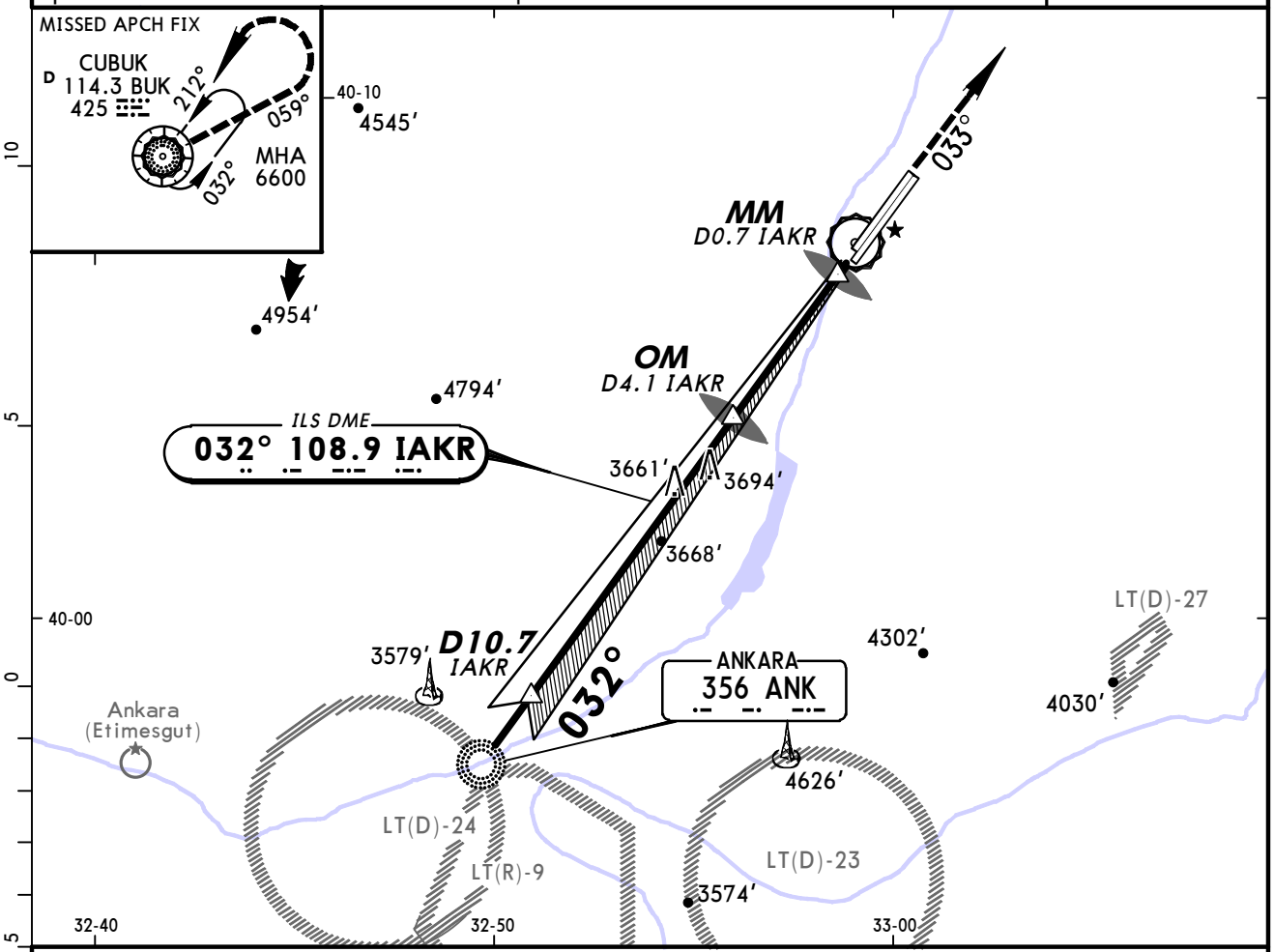
LOC	Final Apch Crs	GS OM	CAT II ILS RA 102′ DA(H)	Apt Elev 3125′
IAKR 108.9	032°	4450′ (1350′)	3200′ (100′)	RWY 3100′

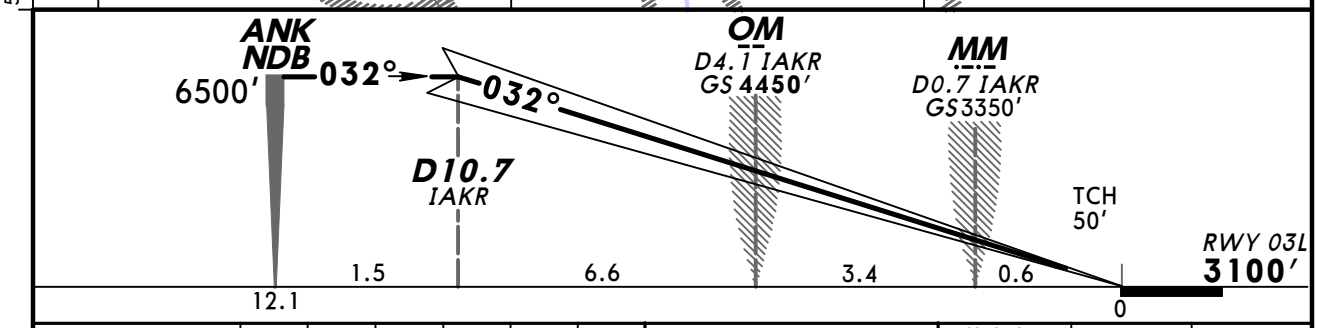
MISSED APCH: Proceed to BUK VOR/NDB climbing to 5500′ or above, continue climb on 059° to 6600′, then turn LEFT to BUK VOR/NDB and hold.

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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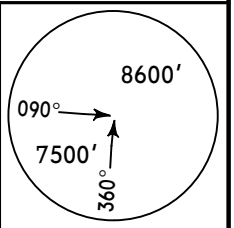
BRIEFING STRIP ™

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

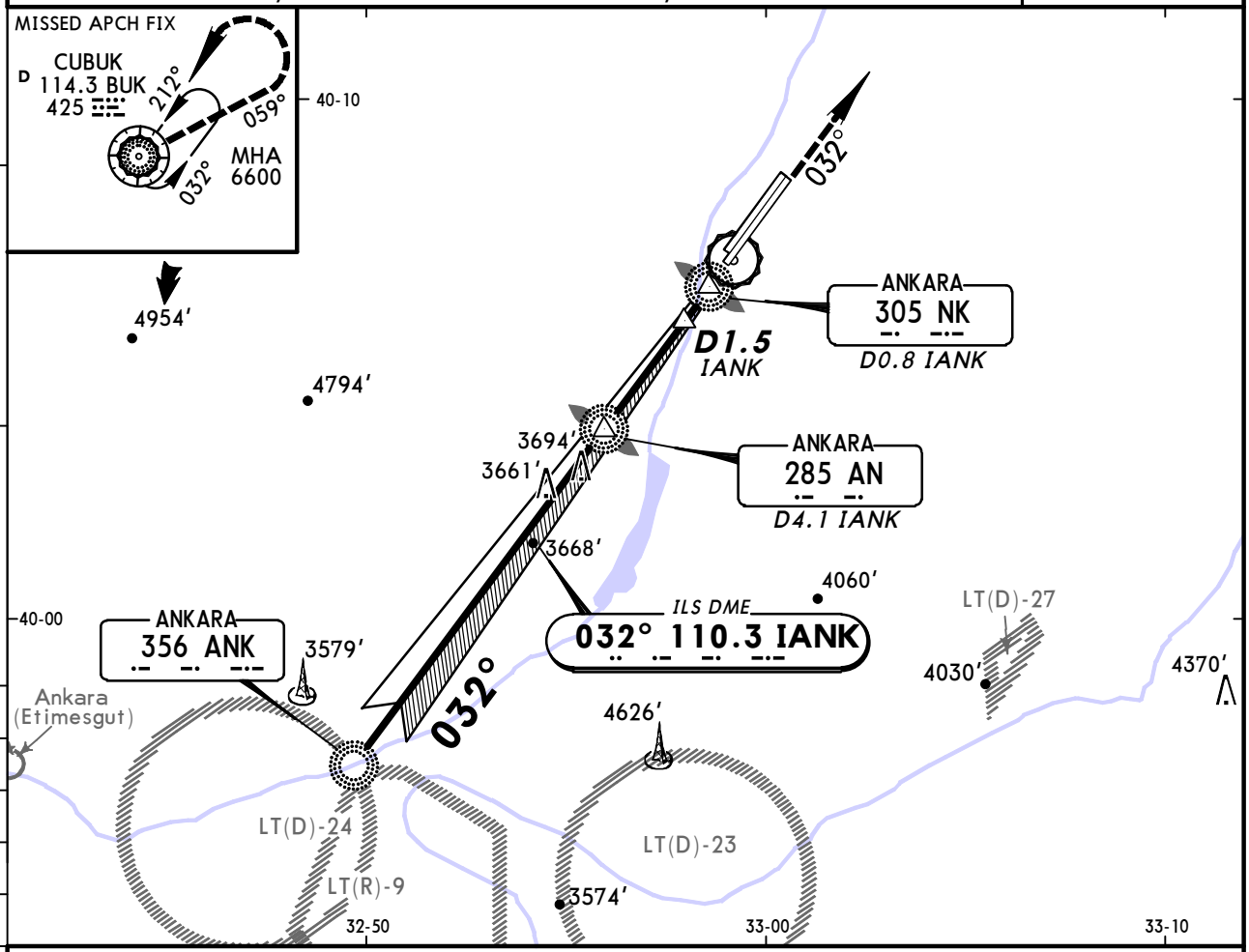
LOC	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 3125′
IANK 110.3	032°	4410′ (1313′)	3300′ (203′)	RWY 3097′

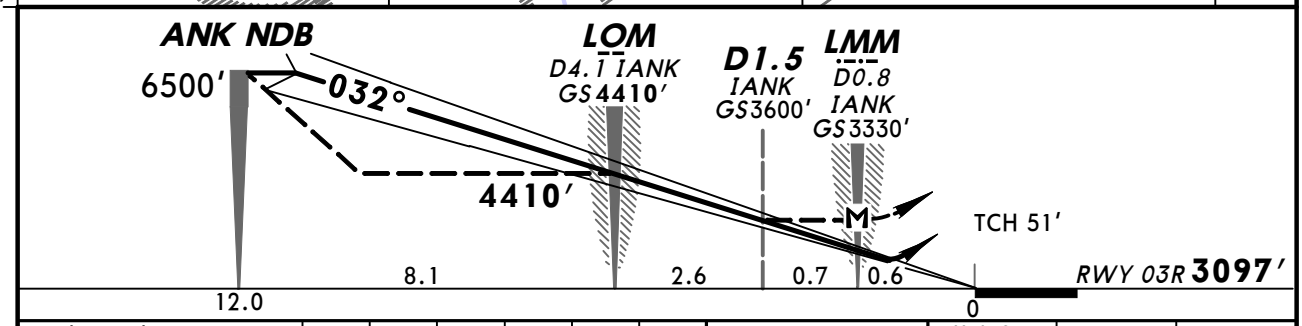
MISSED APCH: Proceed to BUK VOR/NDB climbing to 5500′ or above, continue climb on 059° to 6600′, then turn LEFT to BUK VOR/NDB and hold.

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′) FULL	ILS Limited	ILS ALS out	LOC (GS out) MDA(H) 3600′(503′)	LOC (GS out) ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1500m	
B					
C				RVR 1600m	CMV 2400m
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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CAT II/III ILS DME or ILS Rwy 03R

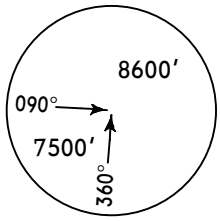
BRIEFING STRIP™

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

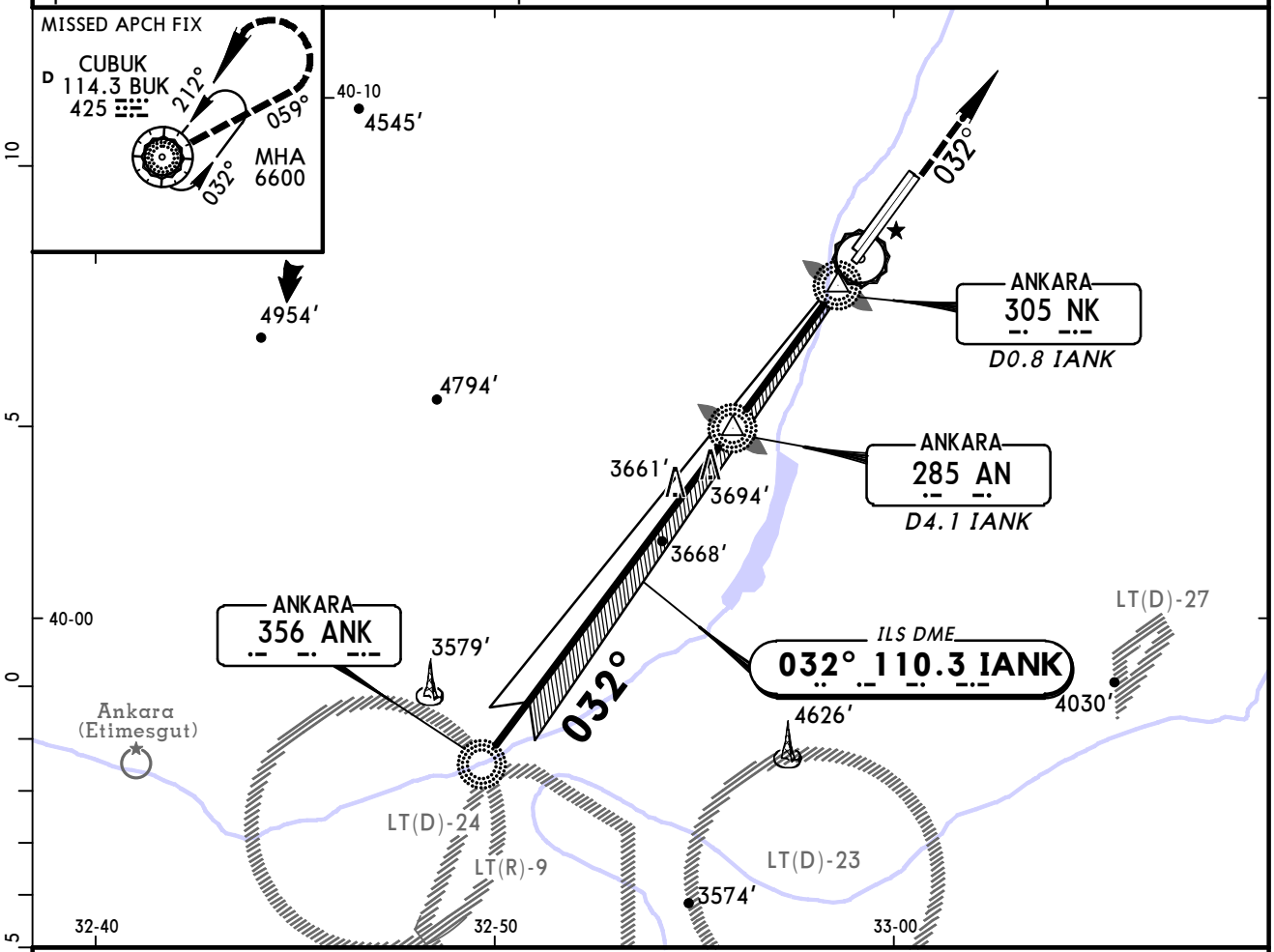
LOC	Final Apch Crs	GS	CAT II ILS	Apt Elev 3125′
IANK 110.3	032°	LOM 4410′ (1313′)	RA 110′ DA(H) 3197′ (100′)	RWY 3097′

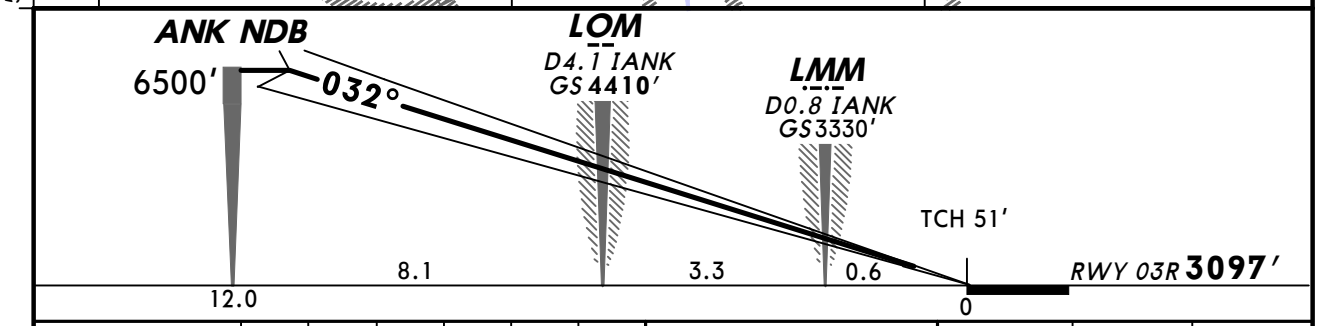
MISSED APCH: Proceed to BUK VOR/NDB climbing to 5500′ or above, continue climb on 059° to 6600′, then turn LEFT to BUK VOR/NDB and hold.

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]

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

PANS OPS 3

CHANGES: Minimums.

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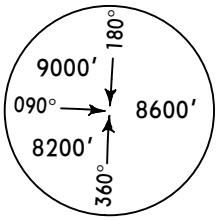
BRIEFING STRIP

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

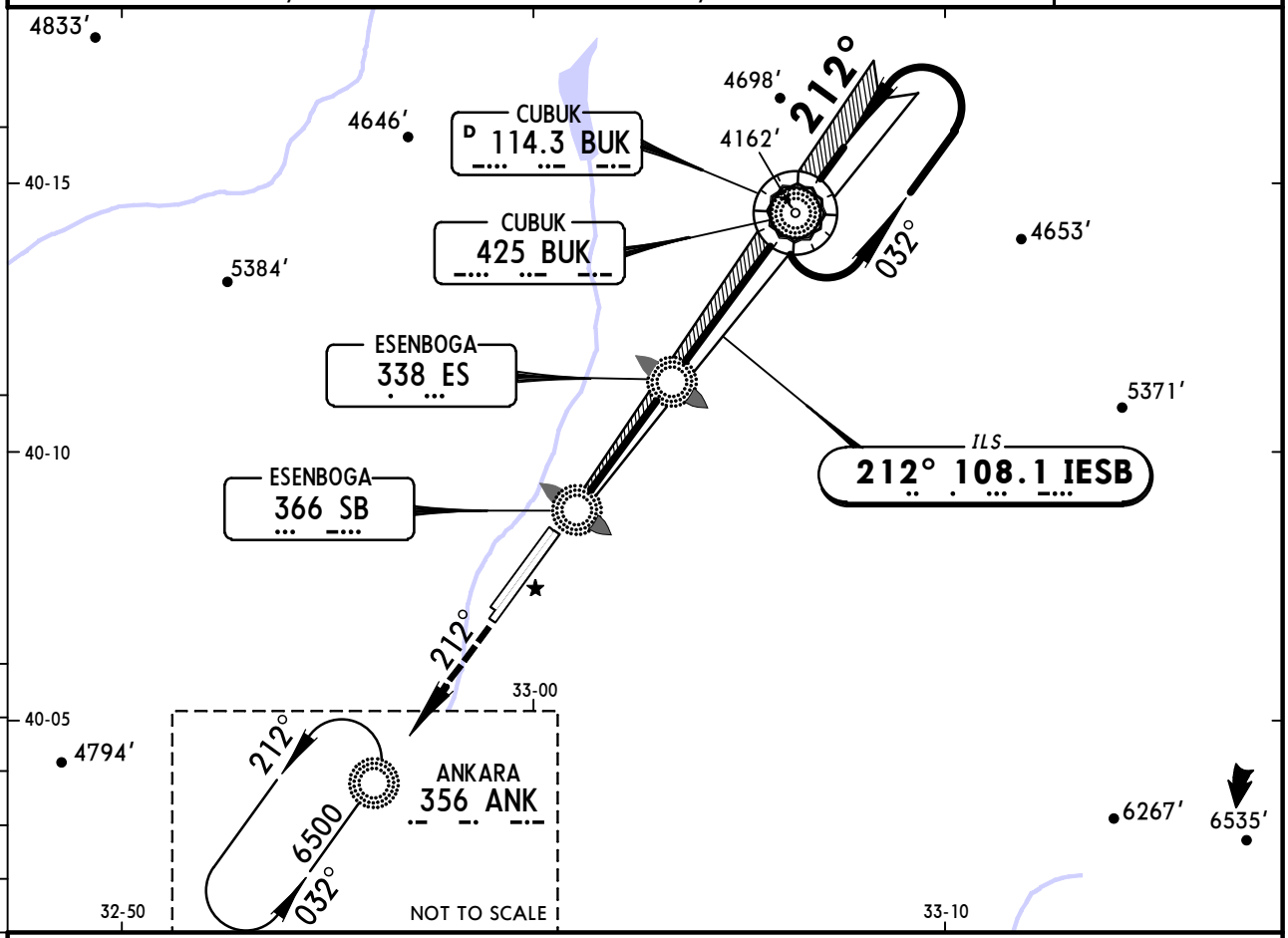
LOC IESB	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 3125′
108.1	212°	4310′ (1185′)	3325′ (200′)	RWY 3125′

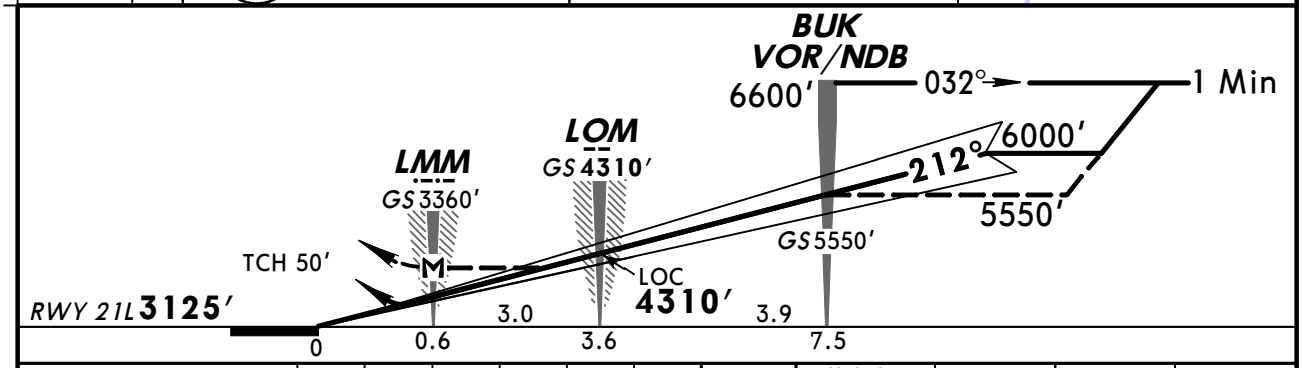
MISSED APCH: Climb on 212° to cross ANK NDB at 6500′ and hold.

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′) FULL	ILS Limited	ILS ALS out	LOC (GS out) MDA(H) 3600′ (475′)	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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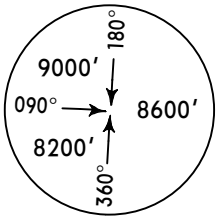
BRIEFING STRIP ™

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

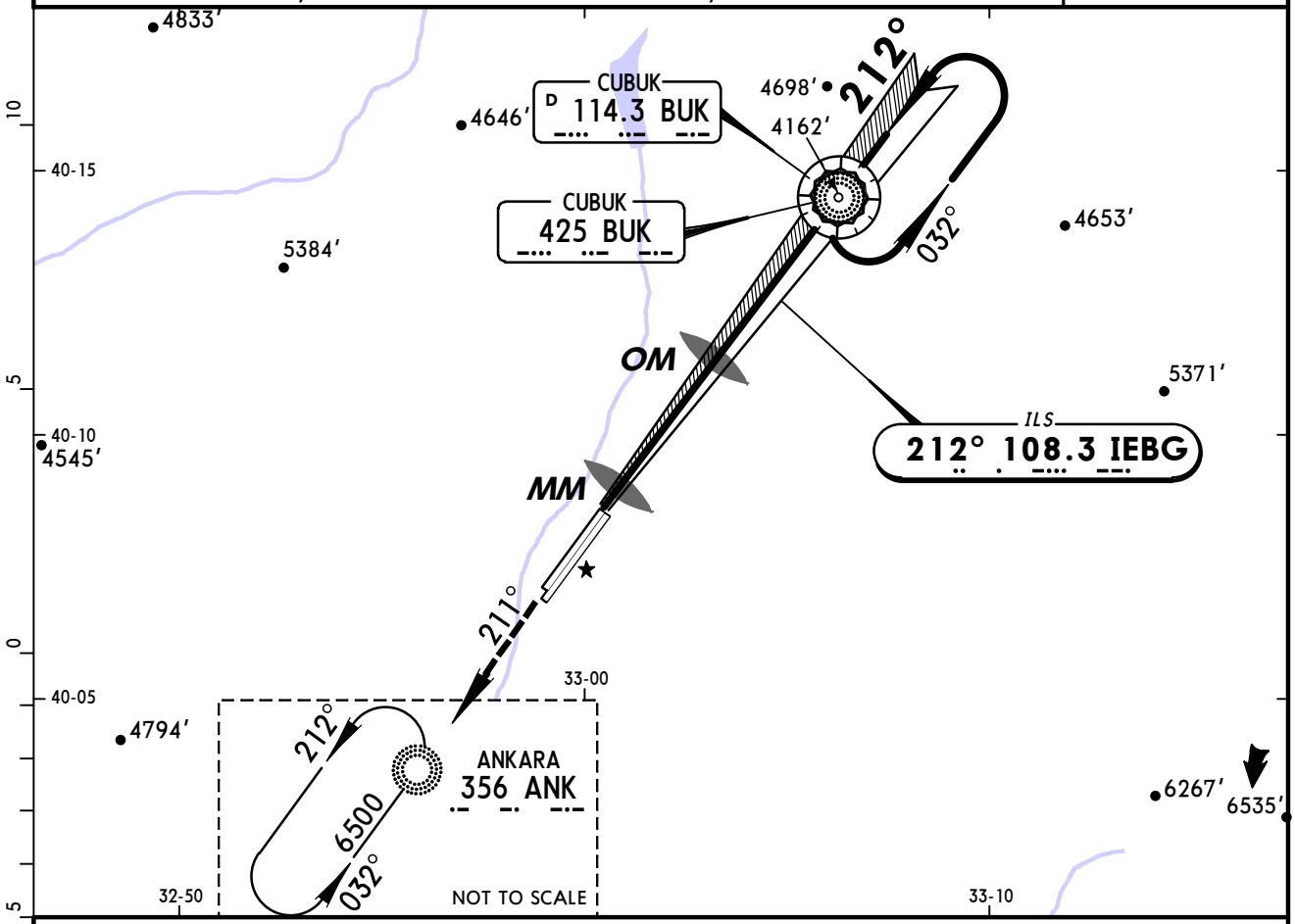
LOC IEBG	Final Apch Crs	GS OM	ILS DA(H)	Apt Elev 3125′
108.3	212°	4320′ (1197′)	3323′ (200′)	RWY 3123′

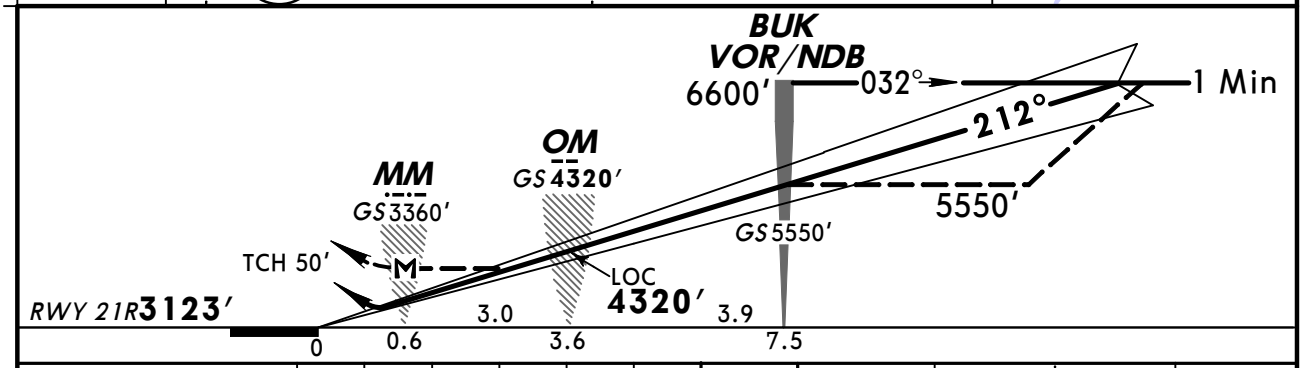
MISSED APCH: Climb on 211° to cross ANK NDB at 6500′ and hold.

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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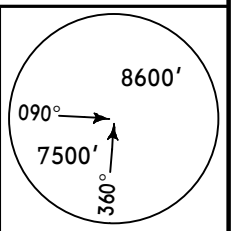
BRIEFING STRIP ™

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

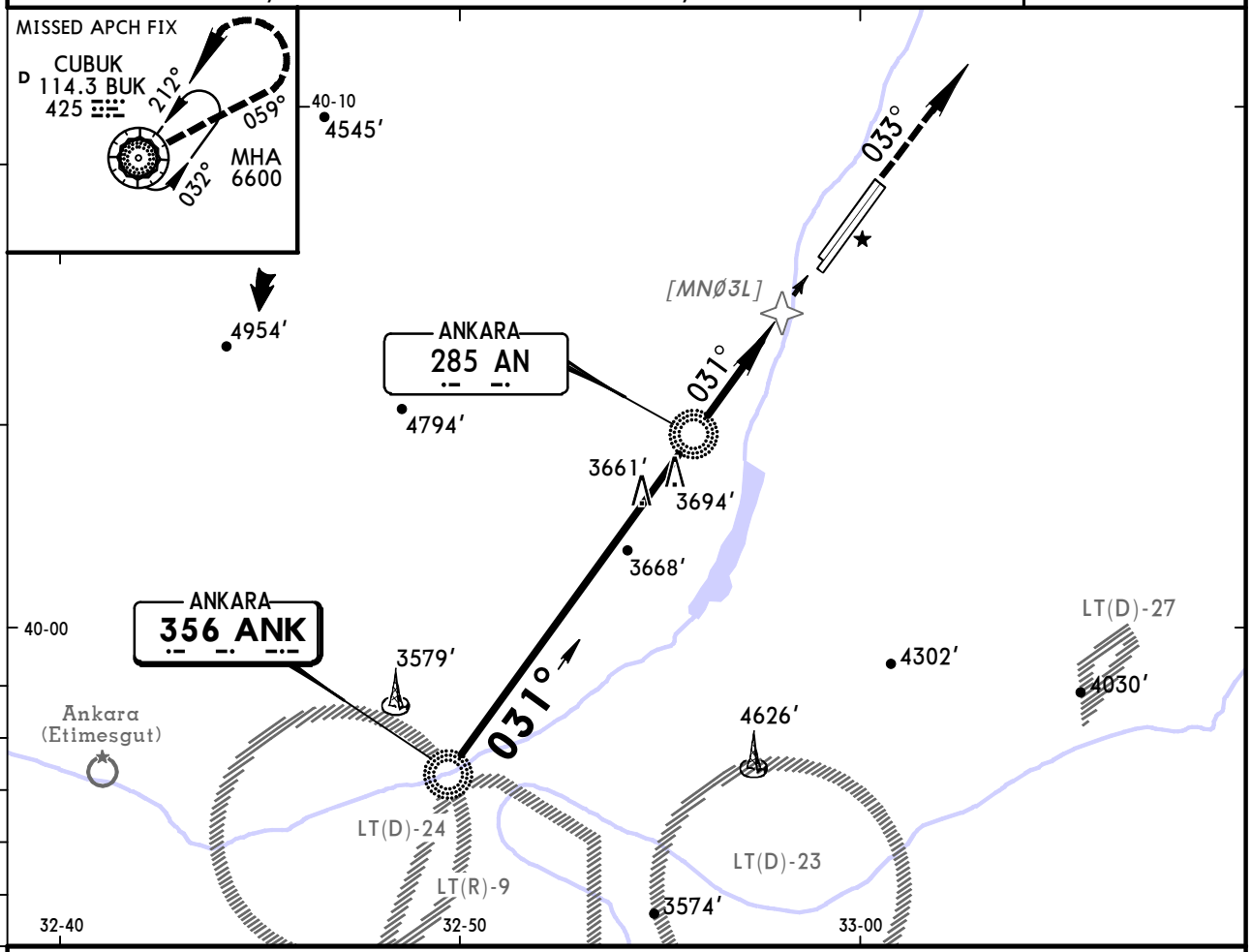
NDB ANK	Final Apch Crs	Minimum Alt AN Lctr	MDA(H)	Apt Elev 3125′
356	031°	4450′ (1350′)	3650′ (550′)	RWY 3100′

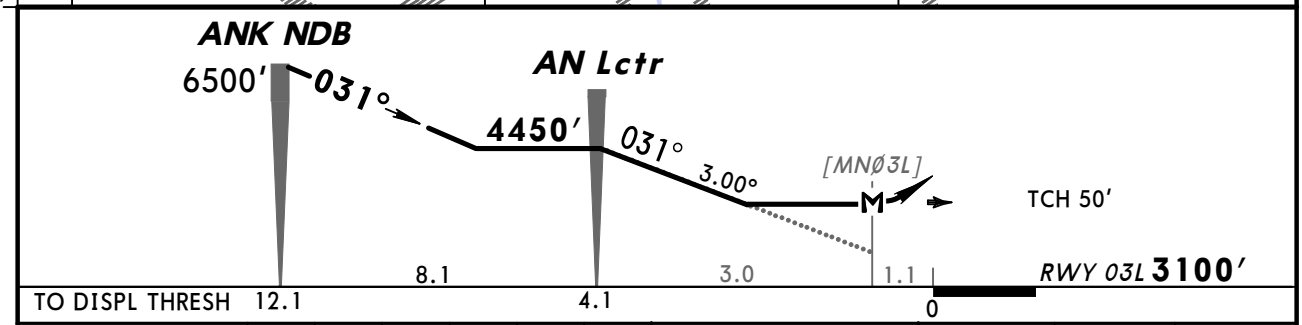
MISSED APCH: Proceed to BUK VOR/NDB climbing to 5500′ or above, continue climb on 059° to 6600′, then turn LEFT to BUK VOR/NDB and hold.

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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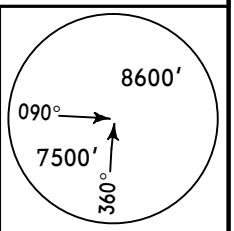
BRIEFING STRIP ™

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

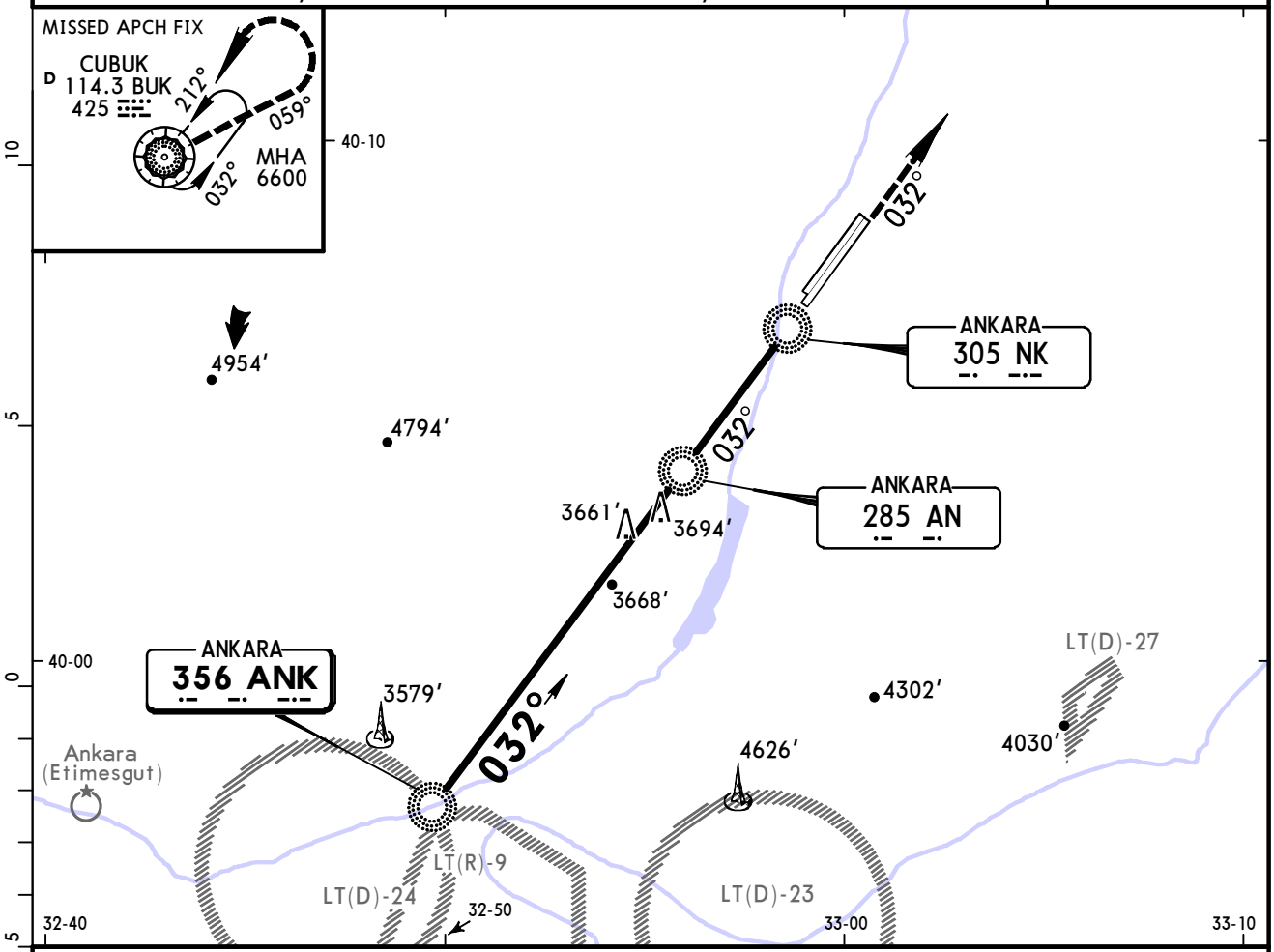
NDB ANK 356	Final Apch Crs 032°	Minimum Alt AN Lctr 4450′ (1353′)	MDA(H) 3650′ (553′)	Apt Elev 3125′ RWY 3097′

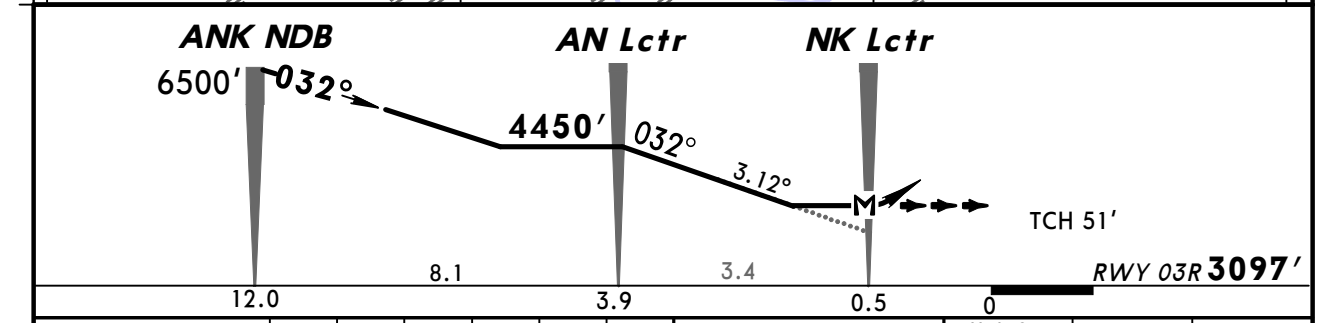
MISSED APCH: Proceed to BUK VOR/NDB climbing to 5500′ or above, continue climb on 059° to 6600′, then turn LEFT to BUK VOR/NDB and hold.

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 ™

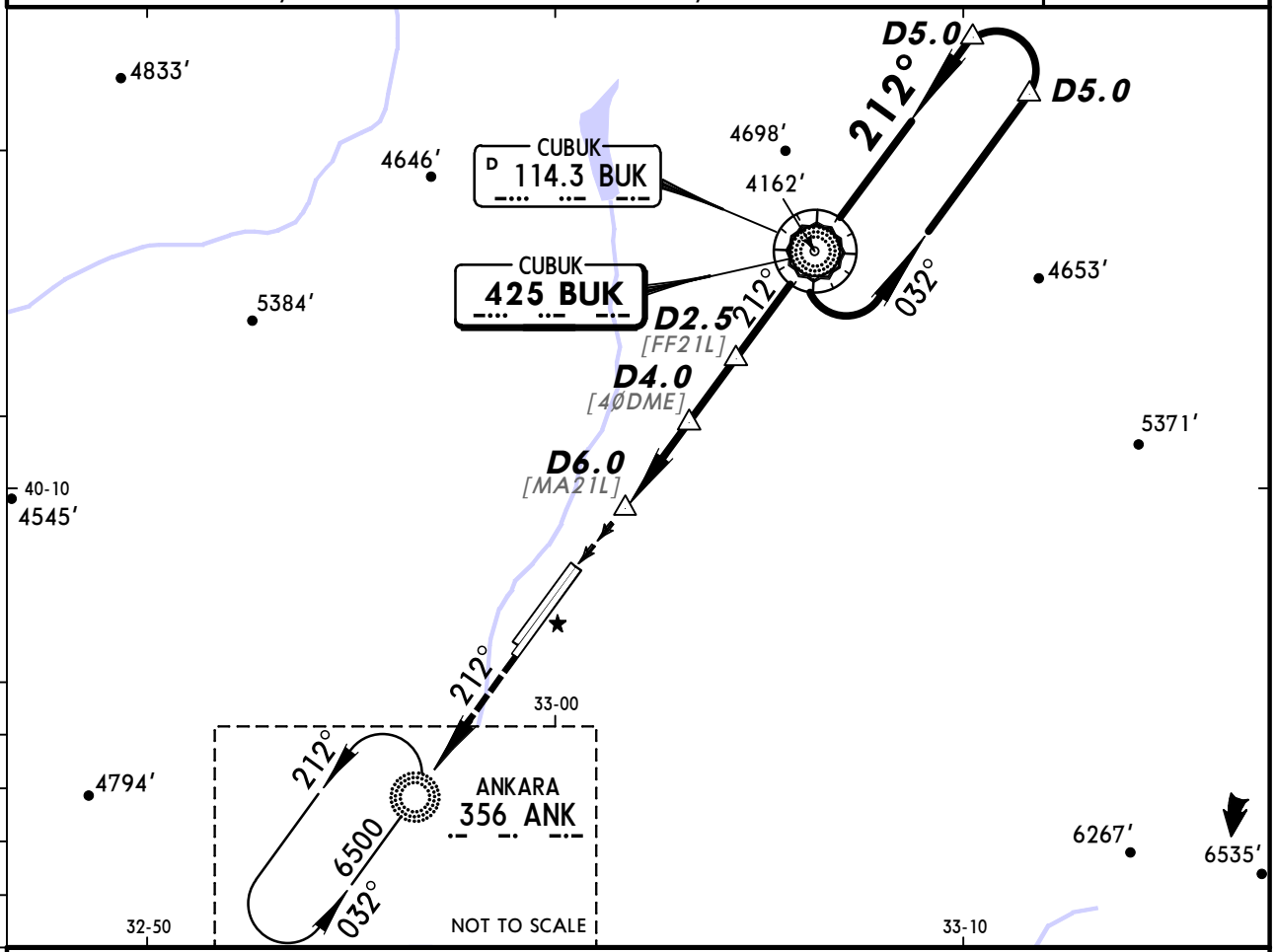
ATIS	ESENBOGA Approach (R)			ESENBOGA Tower	Ground
123.6	119.1	119.6	122.1	118.1	121.9

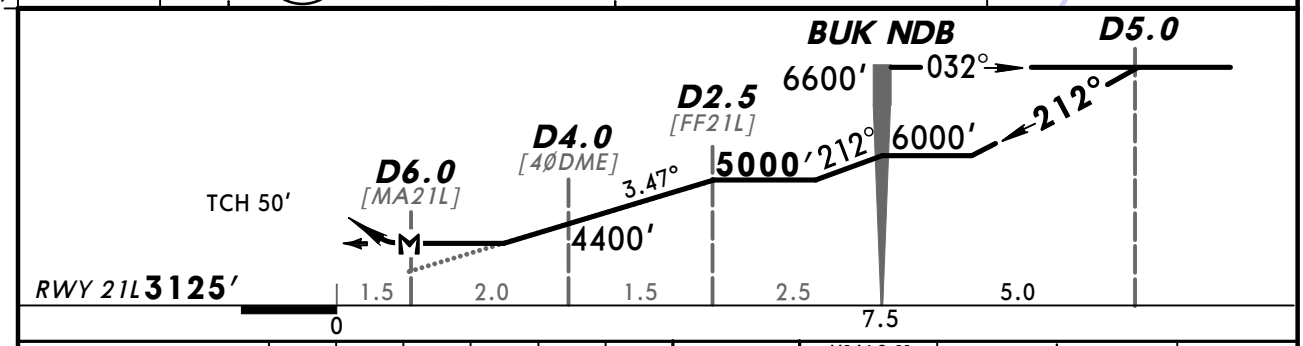
NDB BUK 425	Final Apch Crs 212°	Minimum Alt D5.0 5000′ (1875′)	MDA(H) 3650′ (525′)	Apt Elev 3125′ RWY 3125′

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	1500m	2100m
B		
C	2000m	2700m
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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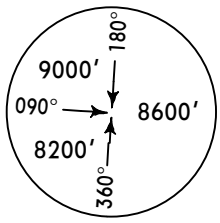
BRIEFING STRIP ™

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

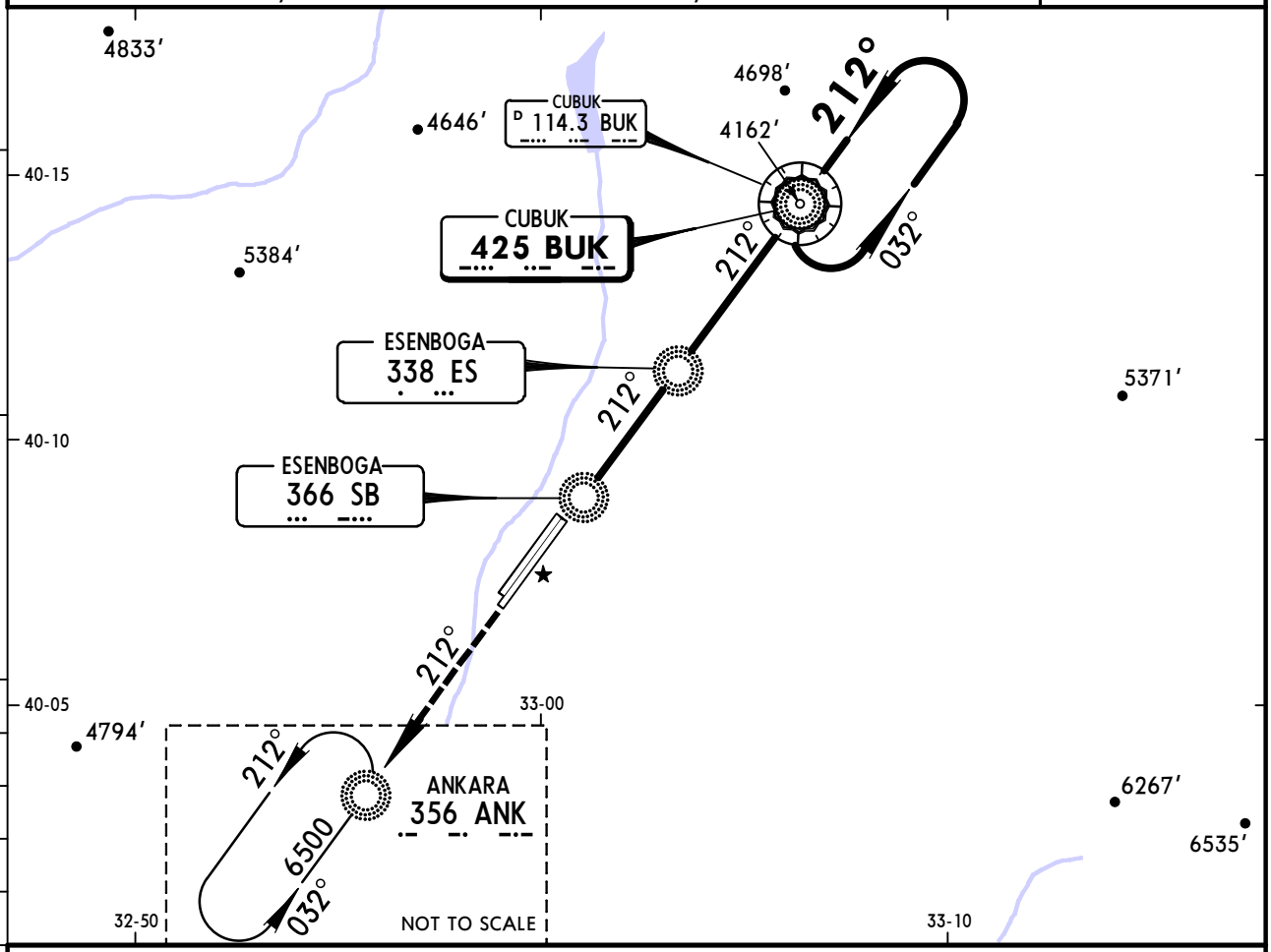
NDB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 3125′
BUK 425	212°	ES Lctr 4800′ (1675′)	3800′ (675′)	RWY 3125′

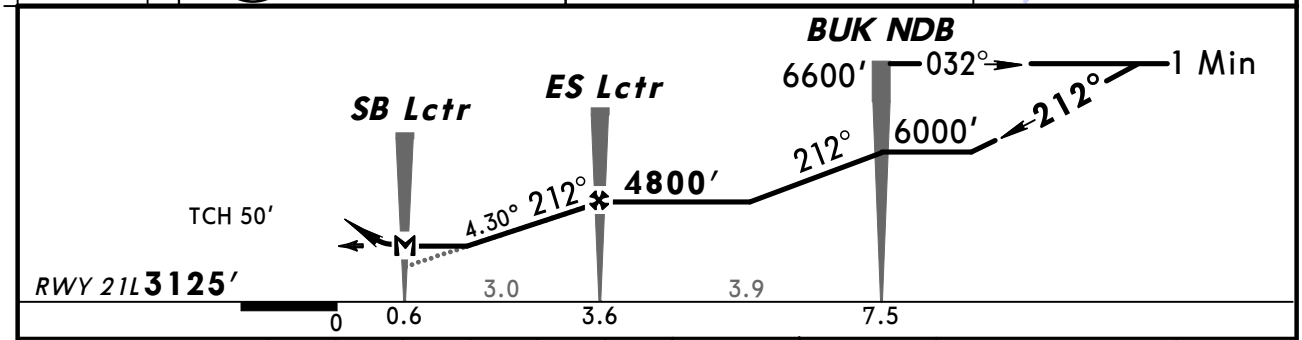
MISSED APCH: Climb on 212° to cross ANK NDB at 6500′ and hold.

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

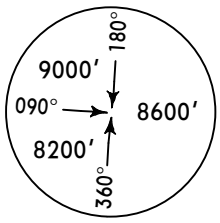
BRIEFING STRIP ™

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

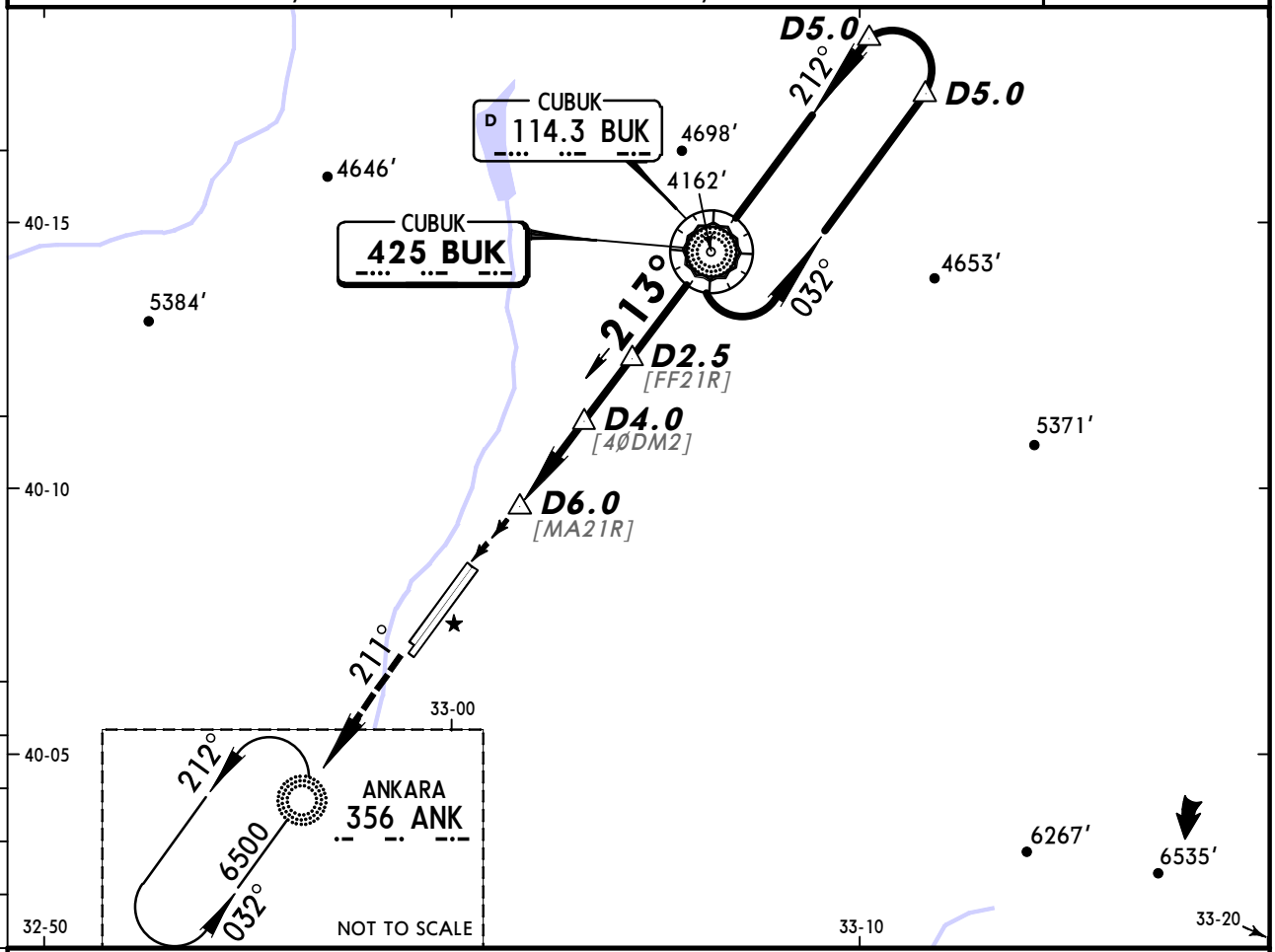
NDB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 3125′
BUK 425	213°	D2.5 5000′ (1877′)	3650′ (527′)	RWY 3123′

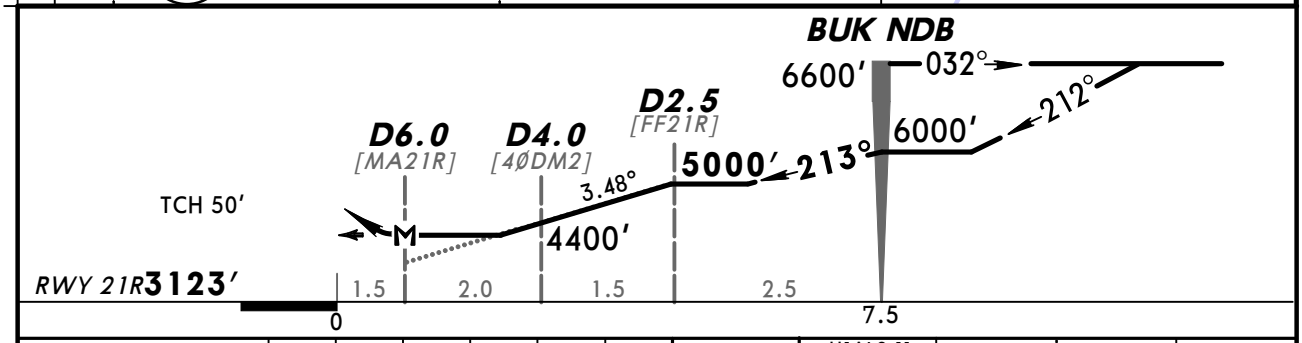
MISSED APCH: Climb on 211° to cross ANK NDB at 6500′ and hold.

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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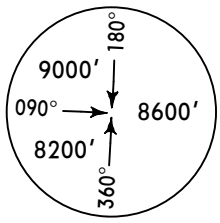
BRIEFING STRIP ™

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

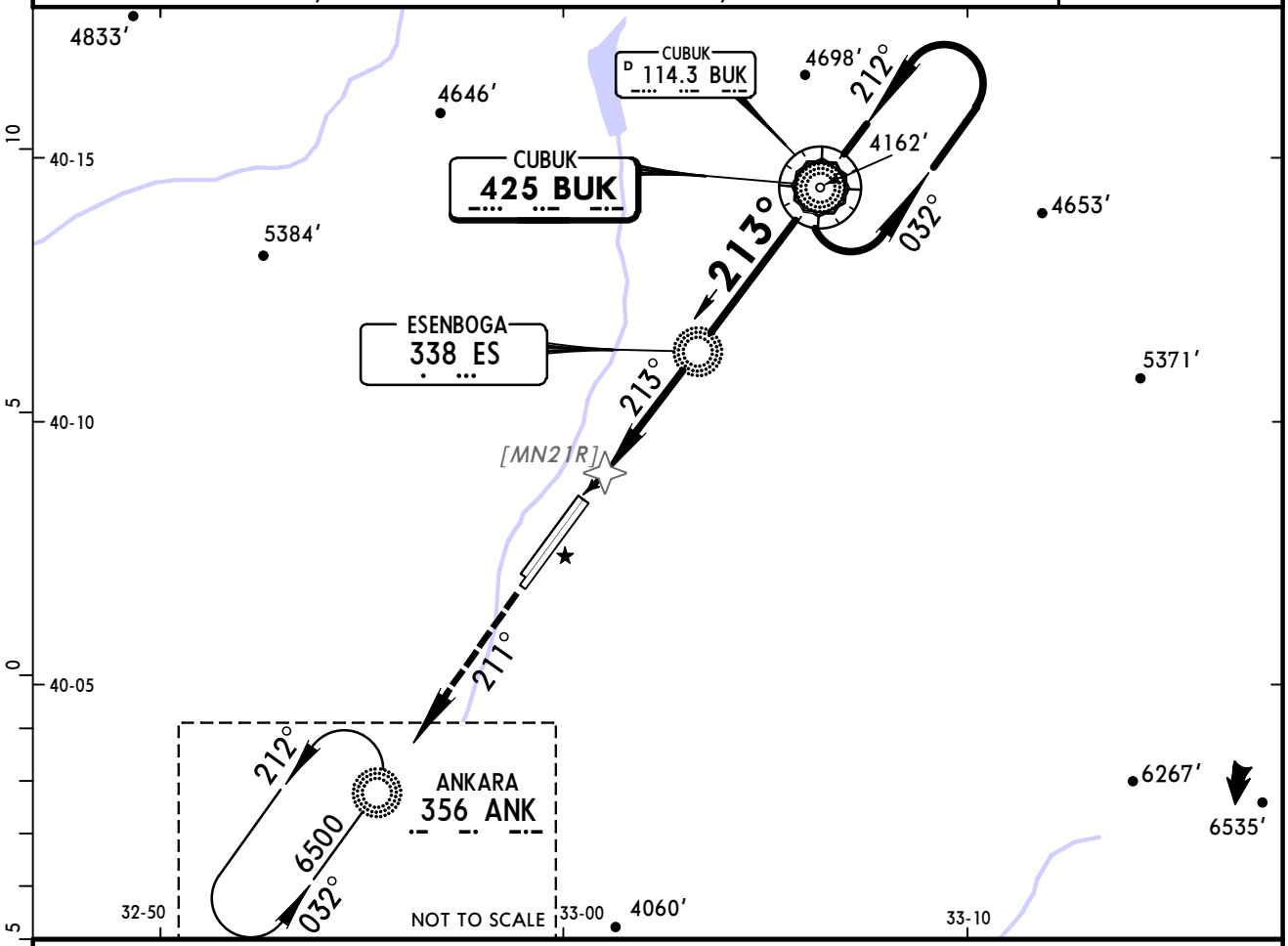
NDB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 3125′
BUK 425	213°	ES Lctr 4800′ (1677′)	3800′ (677′)	RWY 3123′

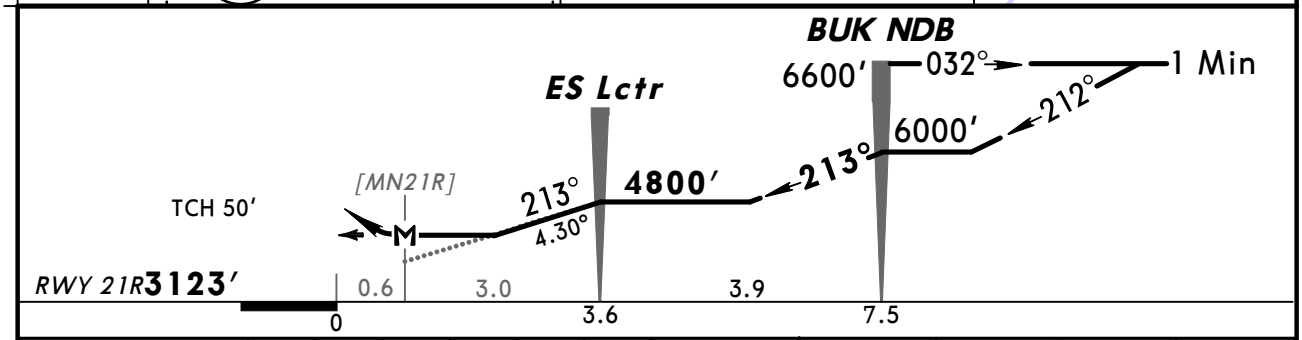
MISSED APCH: Climb on 211° to cross ANK NDB at 6500′ and hold.

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 07-2013

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