

## List of pages in this Trip Kit

Trip Kit Index

Airport Information For LTFJ

Terminal Charts For LTFJ

Revision Letter For Cycle 08-2013

Change Notices

Notebook

## General Information

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

Airport Use: Public  
Magnetic Variation: 5.0°E

Fuel Types: 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: 0325 Z  
Sunset: 1641 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

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.)".

### 3. DEPARTURE

---

#### 3.1. DE-ICING

Unless otherwise noted, ACFT de-icing & anti-icing operations will be made on the area between stand numbers 1-2-3-4-5 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.)".

ATIS  
128.55Apt Elev  
312'

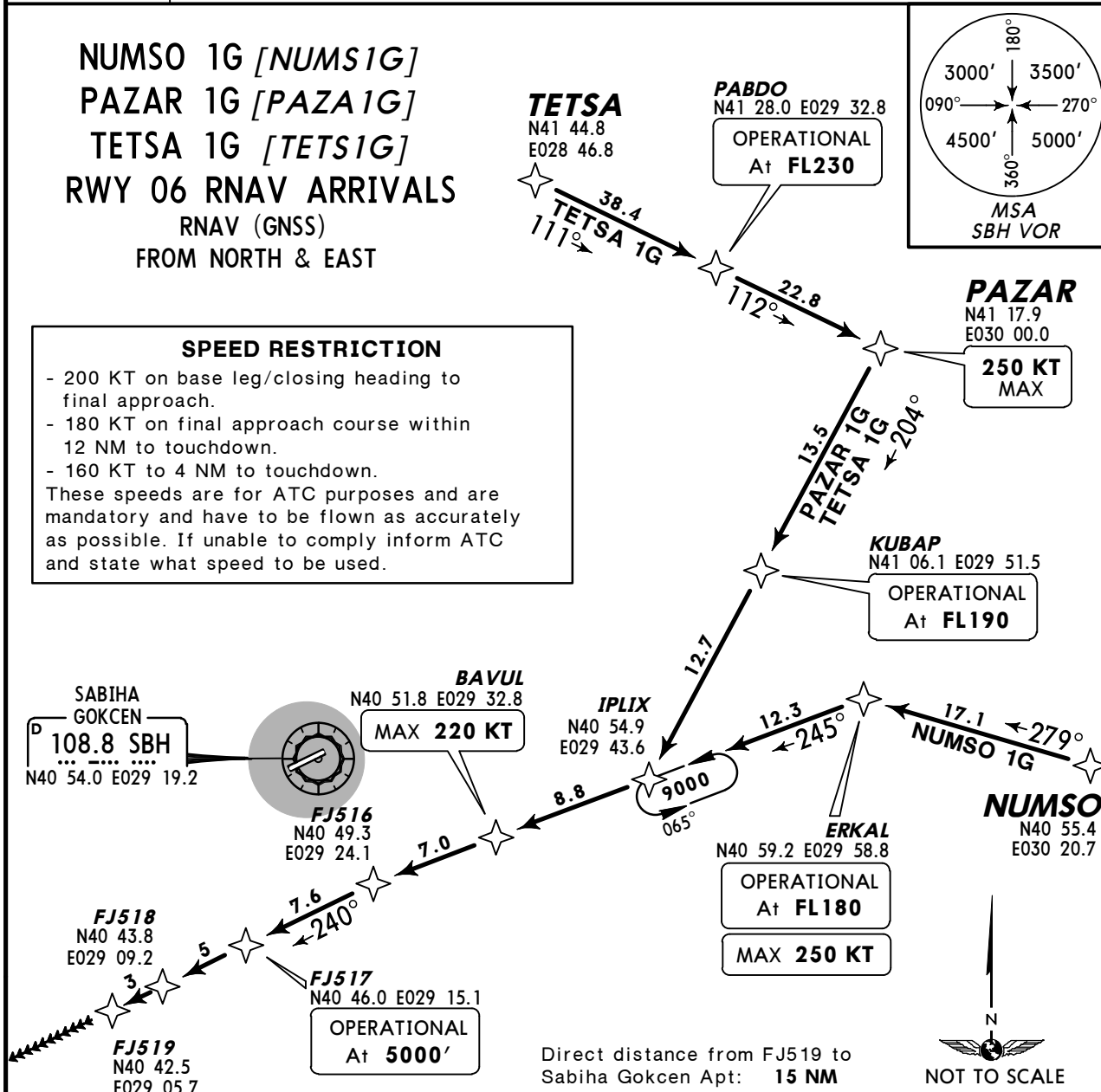
Alt Set: hPa Trans level: By ATC Trans alt: 10000'

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.

**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.



LOST COMMS 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 instructions. 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.

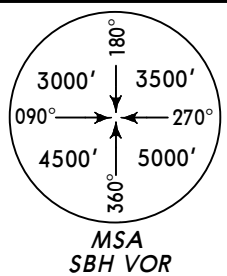
| STAR            | ROUTING                                                                                                                                                    |
|-----------------|------------------------------------------------------------------------------------------------------------------------------------------------------------|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

© JEPPESEN, 2010, 2011. ALL RIGHTS RESERVED.

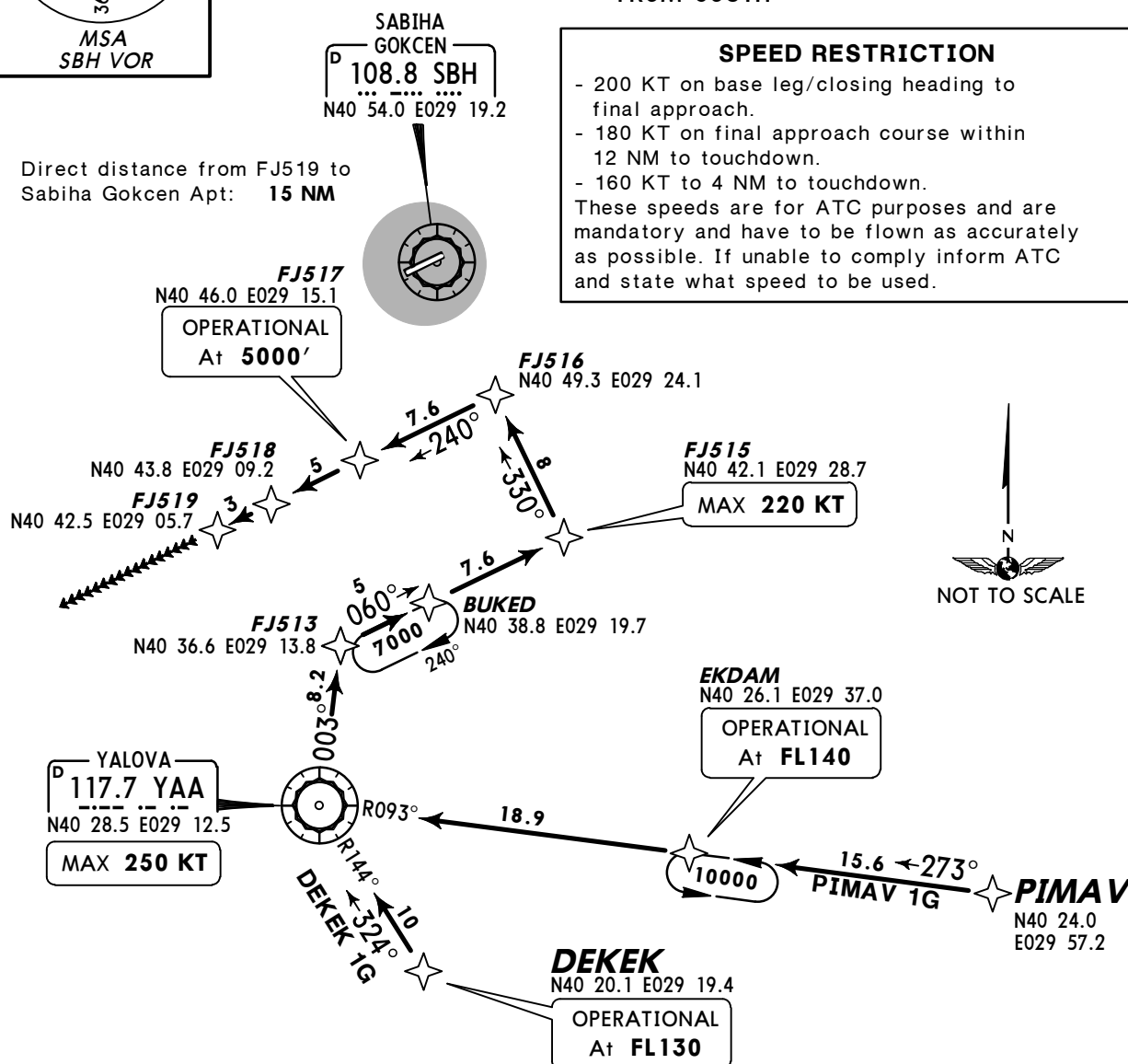
ATIS  
**128.55**Apt Elev  
**312'**

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.

**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 ▼ 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 instructions. 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**

|                 |                                                                                                                                      |
|-----------------|--------------------------------------------------------------------------------------------------------------------------------------|
| <b>DEKEK 1G</b> | DEKEK (OPERATIONAL FL130) - YAA (K250-) - FJ513 - BUKED - FJ515 (K220-) - FJ516 - FJ517 (OPERATIONAL 5000') - FJ518 - FJ519.         |
| <b>PIMAV 1G</b> | PIMAV - EKDAM (OPERATIONAL FL140) - YAA (K250-) - FJ513 - BUKED - FJ515 (K220-) - FJ516 - FJ517 (OPERATIONAL 5000') - FJ518 - FJ519. |



ATIS  
128.55Apt Elev  
312'

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.

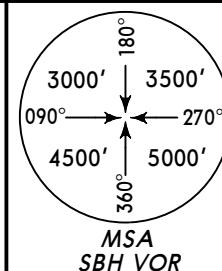
## DEKEK 1H [DEKE1H], PIMAV 1H [PIMA1H] RWY 24 RNAV ARRIVALS

RNAV (GNSS)  
FROM SOUTH

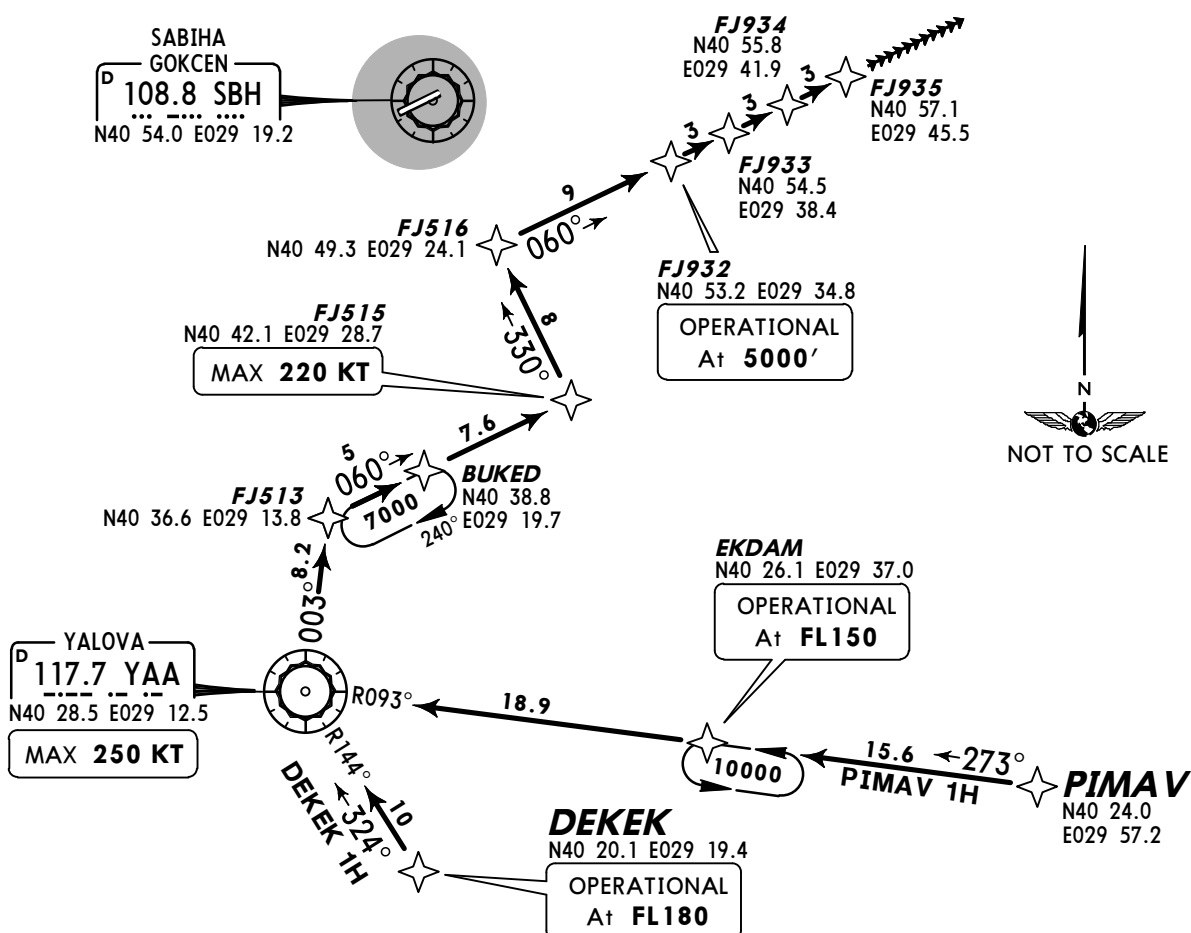
### SPEED RESTRICTION

- 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**



NOT TO SCALE

LOST COMMS ▼ LOST COMMS ▼ 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 instructions. Then, descending 9000' proceed to SBH. Execute instrument approach procedure to land.

Note: Traffic via 112.2 KFK is not allowed to descend 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

|                 |                                                                                                                                              |
|-----------------|----------------------------------------------------------------------------------------------------------------------------------------------|
| <b>DEKEK 1H</b> | DEKEK (OPERATIONAL FL180) - YAA (K250-) - FJ513 - BUKED - FJ515 (K220-) - FJ516 - FJ932 (OPERATIONAL 5000') - FJ933 - FJ934 - FJ935.         |
| <b>PIMAV 1H</b> | PIMAV - EKDAM (OPERATIONAL FL150) - YAA (K250-) - FJ513 - BUKED - FJ515 (K220-) - FJ516 - FJ932 (OPERATIONAL 5000') - FJ933 - FJ934 - FJ935. |

ATIS  
128.55Apt Elev  
312'

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.

OMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST

## 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 descend 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.

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

## 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.

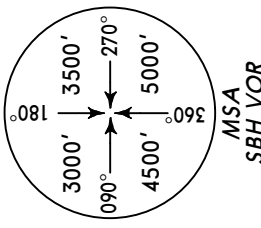
**ATVEP**N41 27.7  
E026 57.2**GELBU**  
N40 56.1  
E027 08.4**TURKO**N40 39.0  
E027 35.2SABIHA  
GOKCEN108.8 SBH  
N40 54.0 E029 19.2ZEMBA  
N40 57.0  
E027 51.4FJ510  
N40 41.8 E028 05.8OPERATIONAL  
At FL190FJ511  
N40 39.6 E028 49.3

MAX 250 KT

FJ517  
N40 46.0 E029 15.1OPERATIONAL  
At 5000'FJ518  
N40 43.8  
E029 09.2FJ519  
N40 42.5  
E029 05.7**ATVEP 1G [ATVE1G]  
GELBU 1G [GELB1G]  
TURKO 1G [TURK1G]  
RWY 06 RNAV ARRIVALS**RNAV (GNSS)  
FROM WESTDirect distance from FJ519 to  
Sabiha Gokcen Apt: 15 NM

## ROUTING

| 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.         |

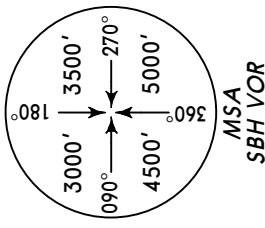
MSA  
SBH VOR

NOT TO SCALE

ATIS  
128.55Apt Elev  
312'

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.

MSA  
SBH VOR

T 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 instructions. Then, descending 9000' proceed to SBH. Execute instrument approach procedure to land.

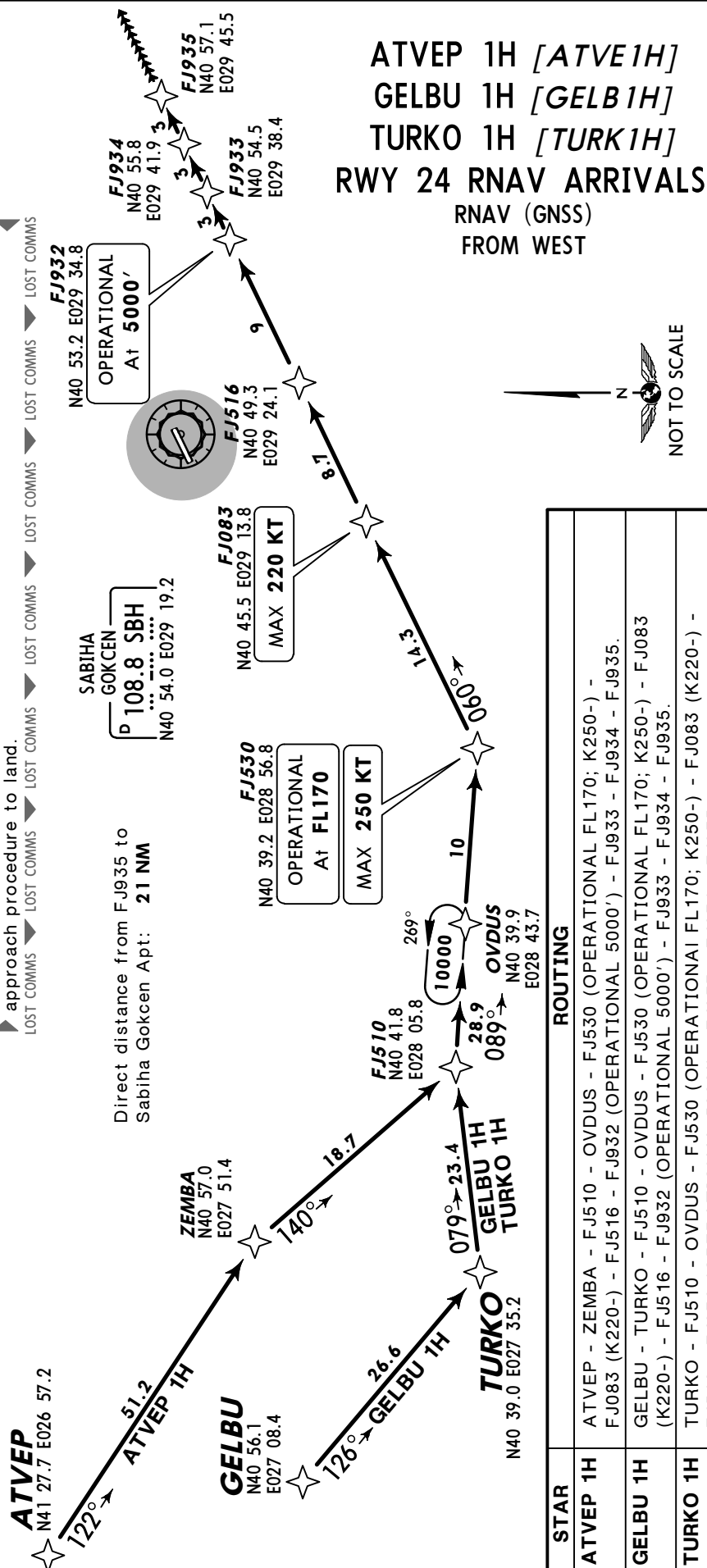
Note: Traffic via 112.2 KFK is not allowed to descend below 10000' before passing DEKEK Int or beyond SBH 32 DME.

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

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

## 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.



## ROUTING

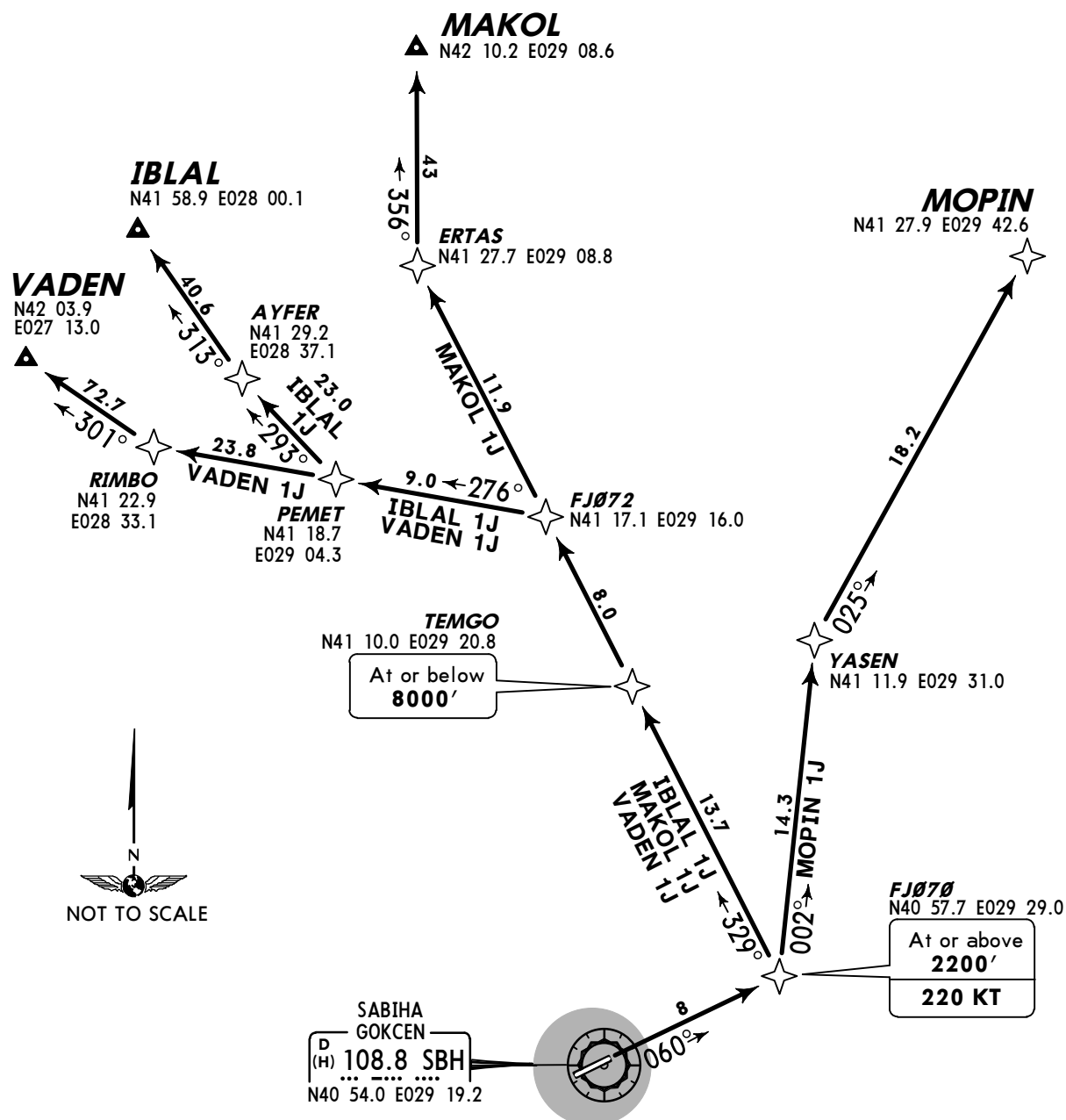
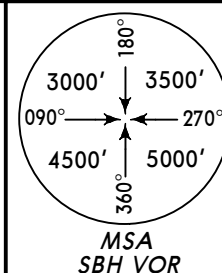
| STAR     | ROUTING                                                                                                                                       |
|----------|-----------------------------------------------------------------------------------------------------------------------------------------------|
| 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 (OPERATIONAL FL170; K250-) - FJ083 (K220-) - FJ516 - FJ932 (OPERATIONAL 5000') - FJ933 - FJ934 - FJ935.         |

YESILKOY Radar  
126.42Apt Elev  
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 [MOP11J], 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                                                                |
|-----------------|------------------------------------------------------------------------|
| <b>IBLAL 1J</b> | FJ070 (2200'+; K220) - TEMGO (8000'-) - FJ072 - PEMET - AYFER - IBLAL. |
| <b>MAKOL 1J</b> | FJ070 (2200'+; K220) - TEMGO (8000'-) - FJ072 - ERTAS - MAKOL.         |
| <b>MOPIN 1J</b> | FJ070 (2200'+; K220) - YASEN - MOPIN.                                  |
| <b>VADEN 1J</b> | FJ070 (2200'+; K220) - TEMGO (8000'-) - FJ072 - PEMET - RIMBO - VADEN. |

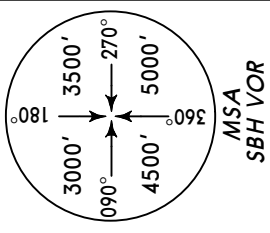
© JEPPESEN, 2011, 2012. ALL RIGHTS RESERVED.

YESILKOY Radar  
126.42

Apt Elev  
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 [MOP11L], VADEN 1L [VADE1LK] RWY 24 RNAV DEPARTURES

RNAV (GNSS)

TO BE EXECUTED WITH LTBA RNAV STARS RWY 23  
TO NORTH

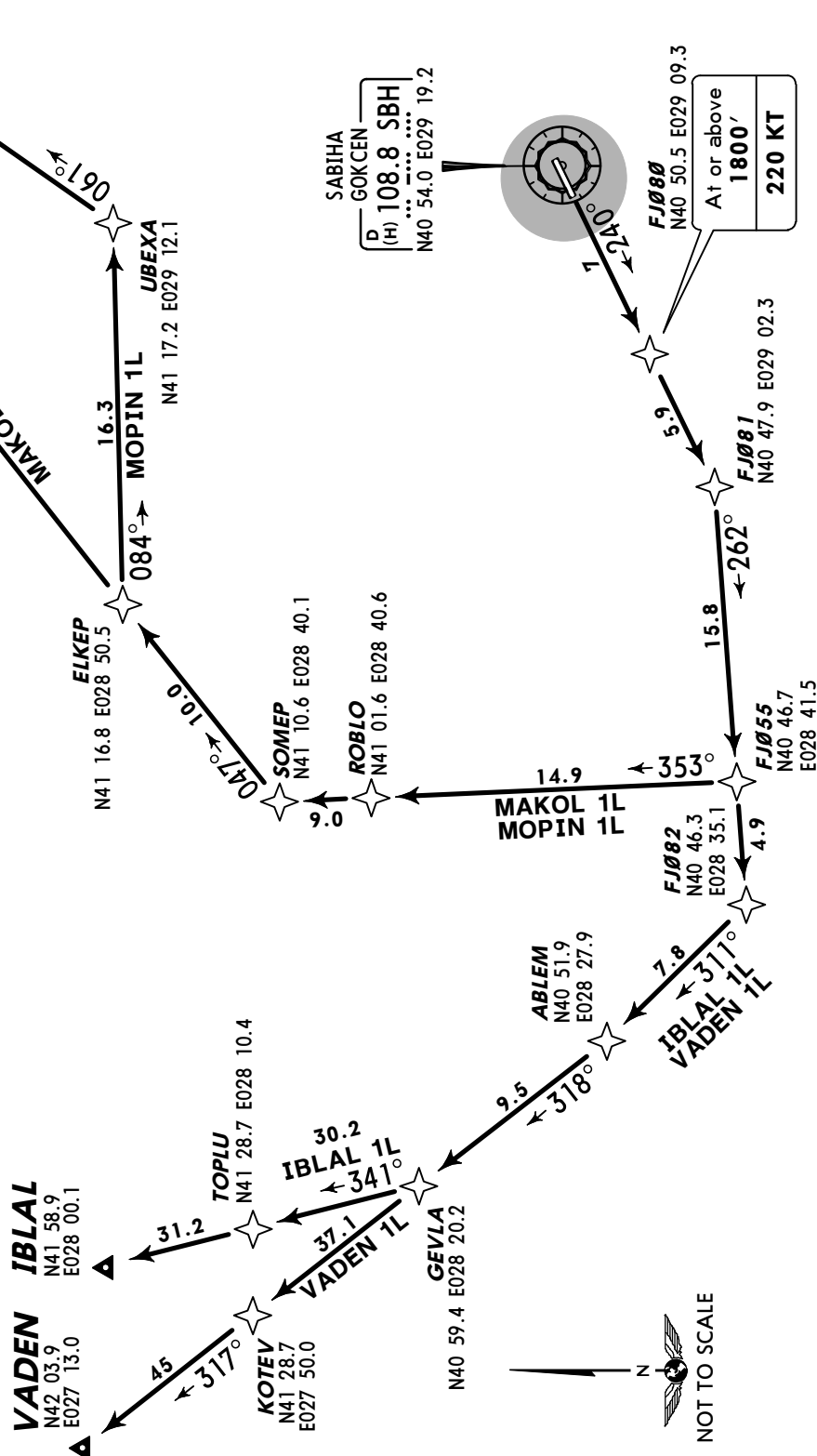
Initial climb clearance 7000'

## ROUTING

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



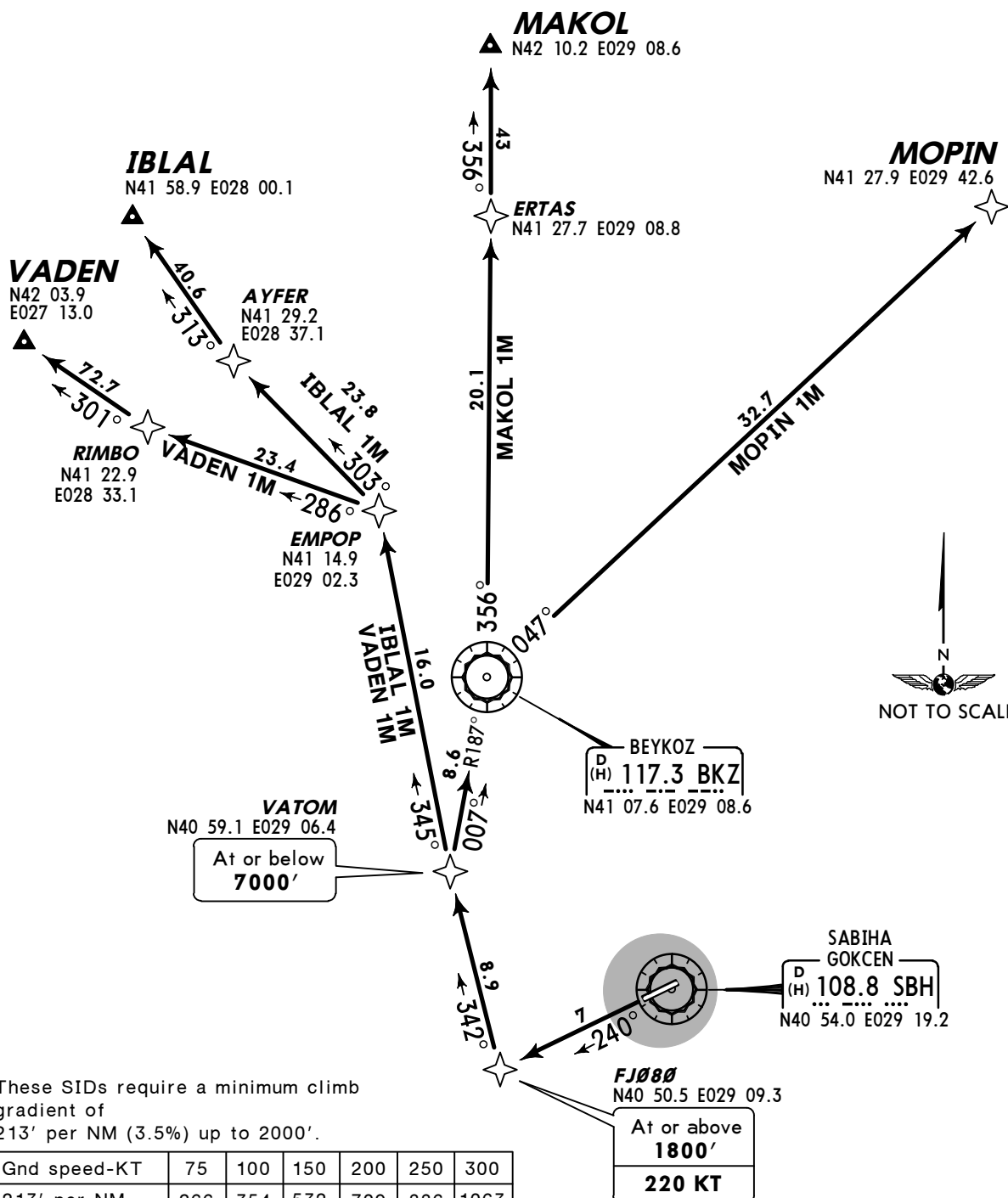
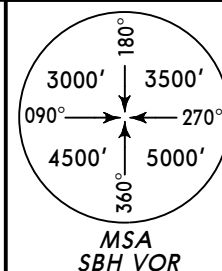
YESILKOY Radar  
126.42Apt Elev  
312'

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'**

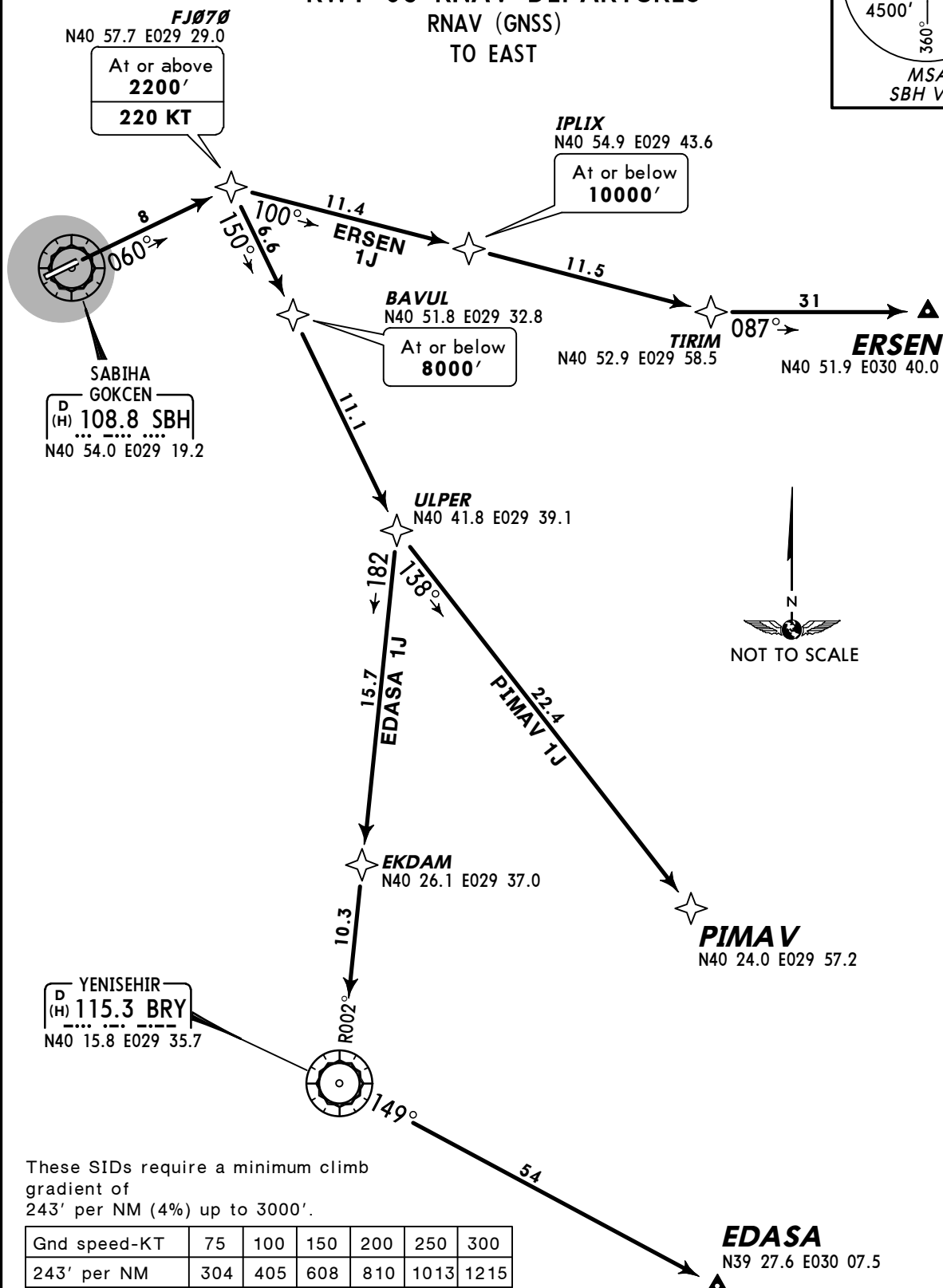
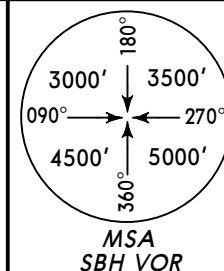
| SID             | ROUTING                                                         |
|-----------------|-----------------------------------------------------------------|
| <b>IBLAL 1M</b> | FJ080 (1800'+; K220) - VATOM (7000'-) - EMPPOP - AYFER - IBLAL. |
| <b>MAKOL 1M</b> | FJ080 (1800'+; K220) - VATOM (7000'-) - BKZ - ERTAS - MAKOL.    |
| <b>MOPIN 1M</b> | FJ080 (1800'+; K220) - VATOM (7000'-) - BKZ - MOPIN.            |
| <b>VADEN 1M</b> | FJ080 (1800'+; K220) - VATOM (7000'-) - EMPPOP - RIMBO - VADEN. |

YESILKOY Radar  
126.42Apt Elev  
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                                                              |
|-----------------|----------------------------------------------------------------------|
| <b>EDASA 1J</b> | FJ070 (2200'+; K220) - BAVUL (8000'-) - ULPER - EKDAM - BRY - EDASA. |
| <b>ERSEN 1J</b> | FJ070 (2200'+; K220) - IPLIX (10000'-) - TIRIM - ERSEN.              |
| <b>PIMAV 1J</b> | FJ070 (2200'+; K220) - BAVUL (8000'-) - ULPER - PIMAV.               |



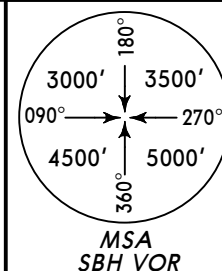
YESILKOY Radar  
126.42Apt Elev  
312'

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**FJ080**  
N40 50.5 E029 09.3At or above  
**1800'**  
**220 KT**SABIHA  
GOKCEN  
D (H) 108.8 SBH  
N40 54.0 E029 19.2**FJ083**  
N40 45.5 E029 13.8At or below  
**8000'****BUKED**  
N40 38.8 E029 19.7At or below  
**10000'****FJ087**  
N40 35.1 E029 29.1**ERSEN**  
N40 51.9 E030 40.0**NARUB**  
N40 38.5 E029 57.9**PIMAV**  
N40 24.0 E029 57.2YENISEHIR  
D (H) 115.3 BRY  
N40 15.8 E029 35.7**EDASA**  
N39 27.6 E030 07.5

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'**

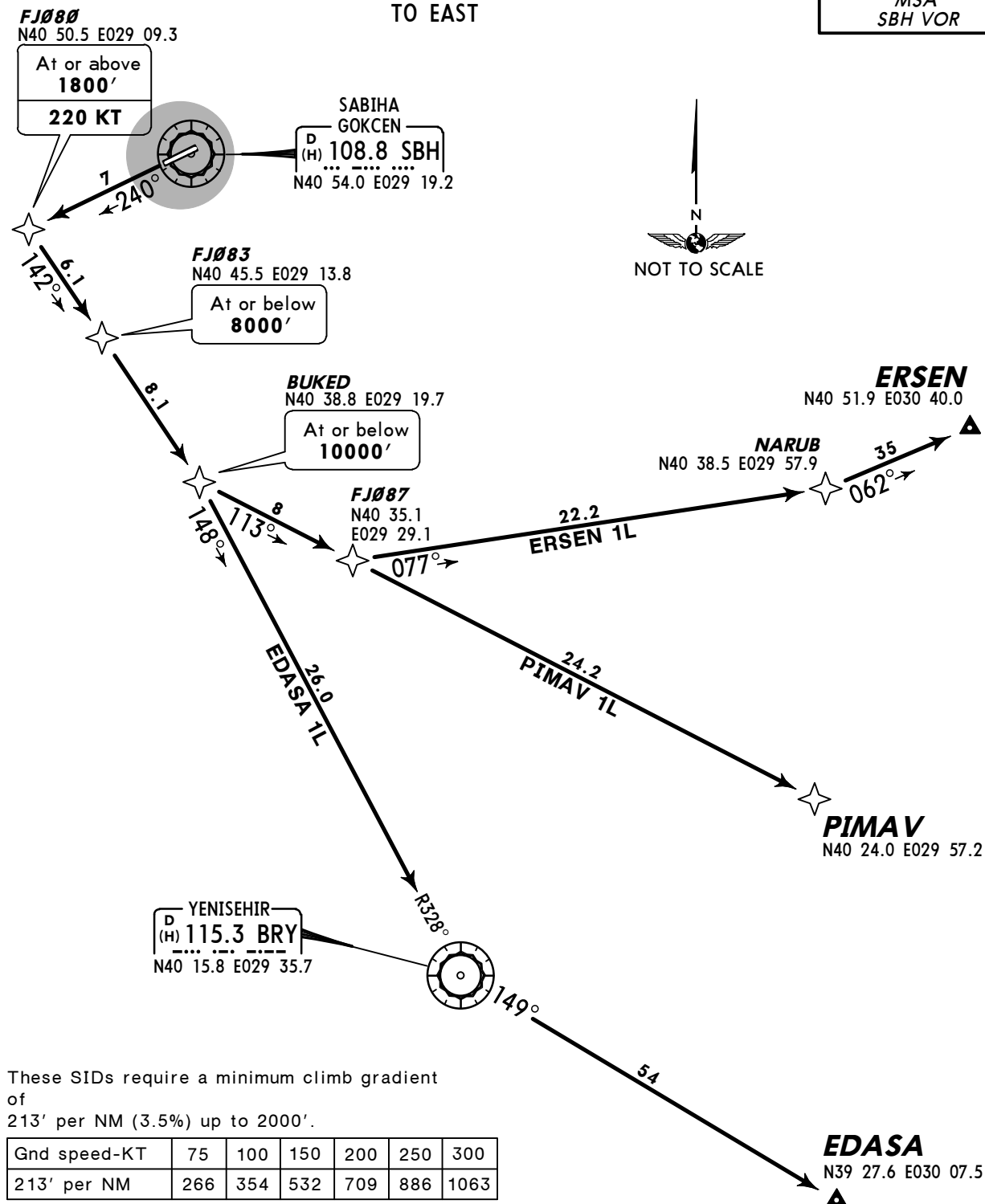
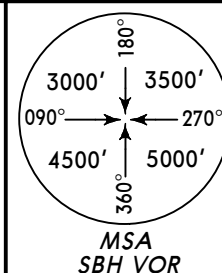
| SID             | ROUTING                                                                          |
|-----------------|----------------------------------------------------------------------------------|
| <b>EDASA 1K</b> | FJ080 (1800'+; K220) - FJ083 (8000'-) - BUKED (10000'-) - BRY - EDASA.           |
| <b>ERSEN 1K</b> | FJ080 (1800'+; K220) - FJ083 (8000'-) - BUKED (10000'-) - FJ087 - NARUB - ERSEN. |
| <b>PIMAV 1K</b> | FJ080 (1800'+; K220) - FJ083 (8000'-) - BUKED (10000'-) - FJ087 - PIMAV.         |

YESILKOY Radar  
126.42Apt Elev  
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



Initial climb clearance 7000'

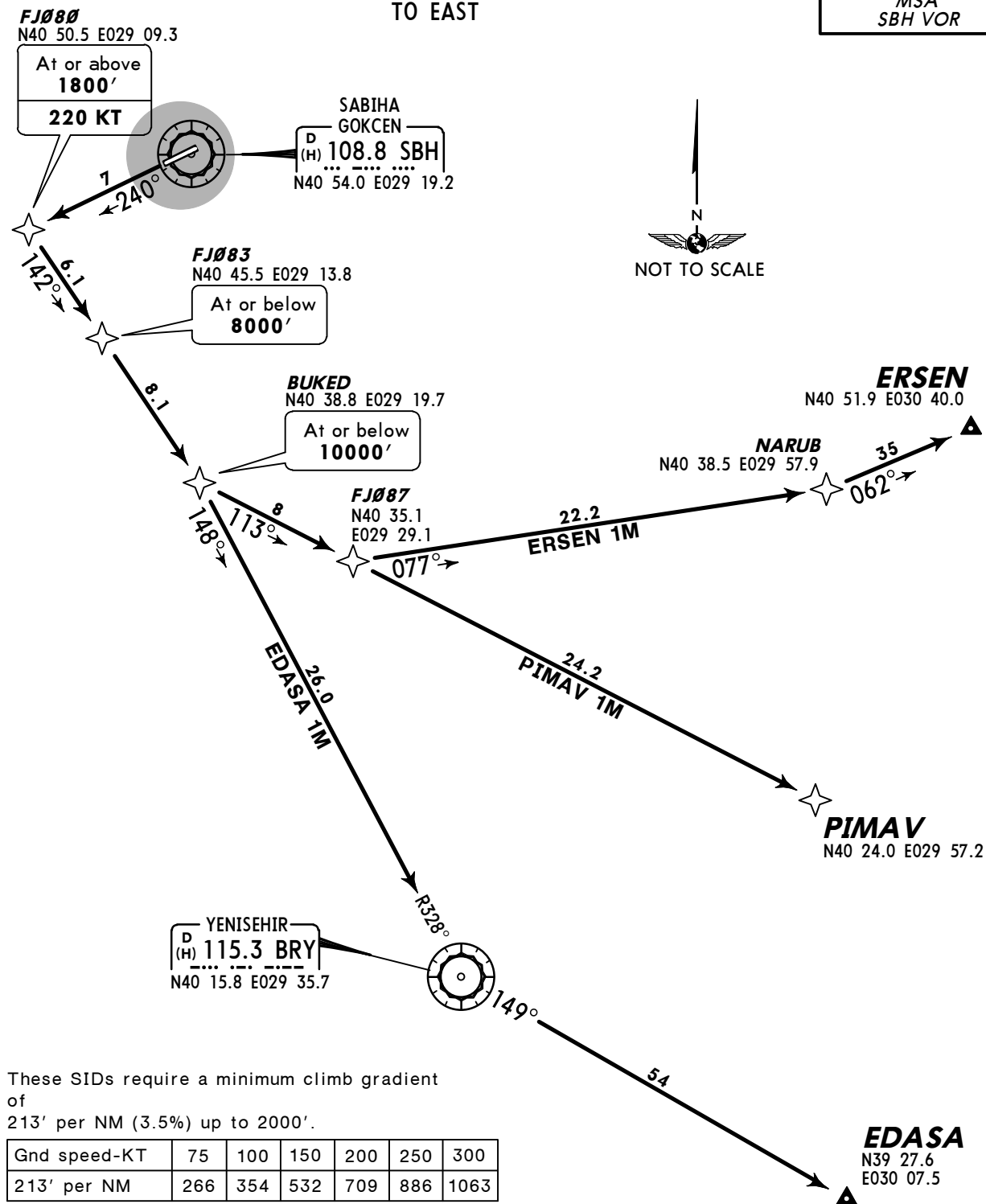
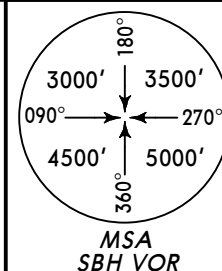
| SID      | ROUTING                                                                          |
|----------|----------------------------------------------------------------------------------|
| EDASA 1L | FJ080 (1800'+; K220) - FJ083 (8000'-) - BUKED (10000'-) - BRY - EDASA.           |
| ERSEN 1L |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

YESILKOY Radar  
126.42Apt Elev  
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'

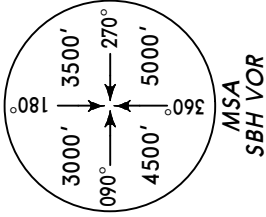
| SID             | ROUTING                                                                          |
|-----------------|----------------------------------------------------------------------------------|
| <b>EDASA 1M</b> | FJ080 (1800'+; K220) - FJ083 (8000'-) - BUKED (10000'-) - BRY - EDASA.           |
| <b>ERSEN 1M</b> | FJ080 (1800'+; K220) - FJ083 (8000'-) - BUKED (10000'-) - FJ087 - NARUB - ERSEN. |
| <b>PIMAV 1M</b> | FJ080 (1800'+; K220) - FJ083 (8000'-) - BUKED (10000'-) - FJ087 - PIMAV.         |

YESILKOY Radar  
126.42

Apt Elev  
312'

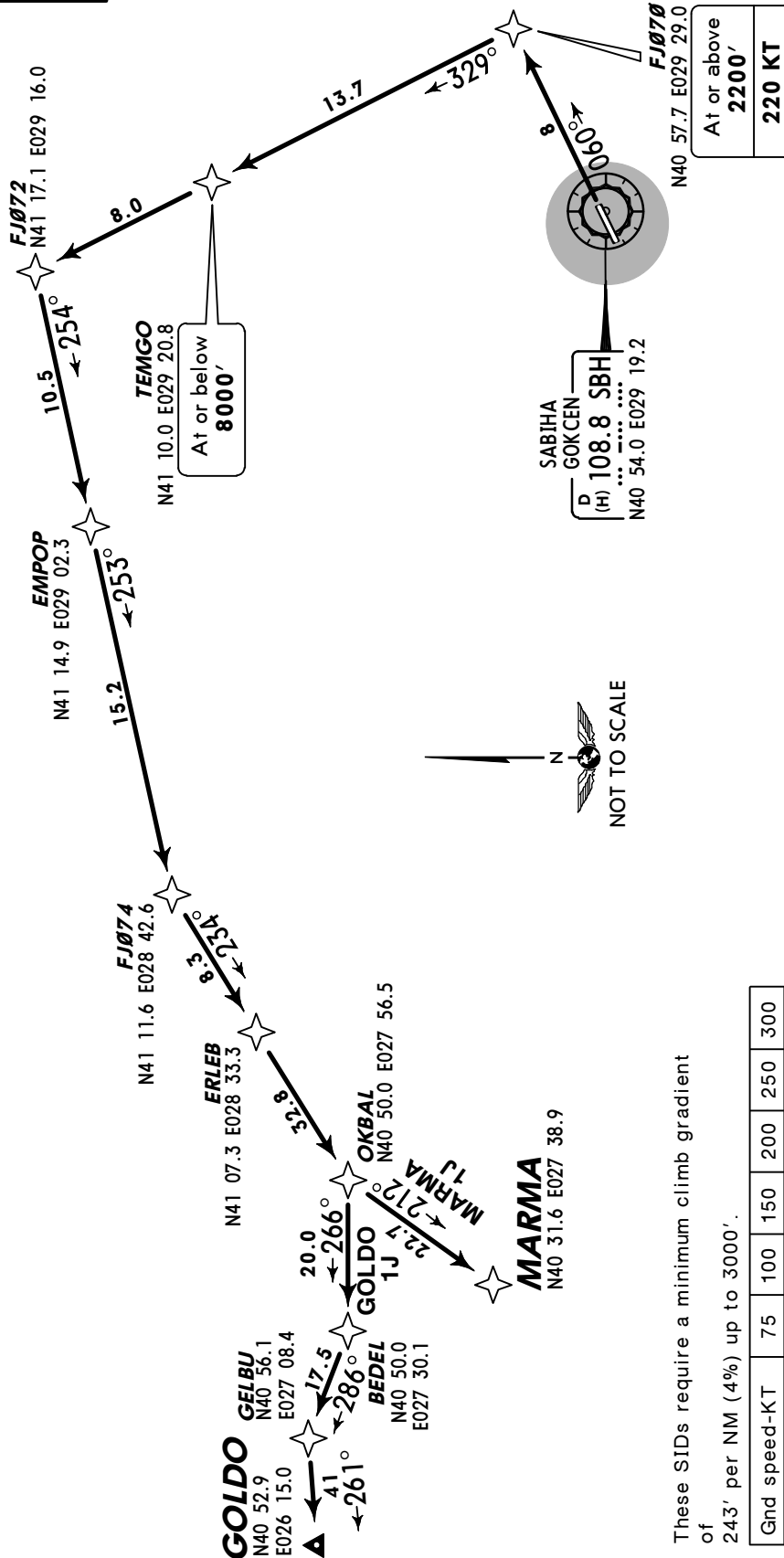
Trans level: By ATC Trans alt: 10000'

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'

## ROUTING

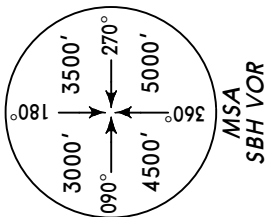
| SID      | ROUTING                                                                                                |
|----------|--------------------------------------------------------------------------------------------------------|
| GOLDO 1J | FJ070 (2200'+; K220) - TEMGO (8000'-) - FJ072 - EMPOP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

YESILKOY Radar  
126.42

Apt Elev  
312'

Trans level: By ATC Trans alt: 10000'

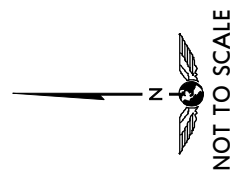
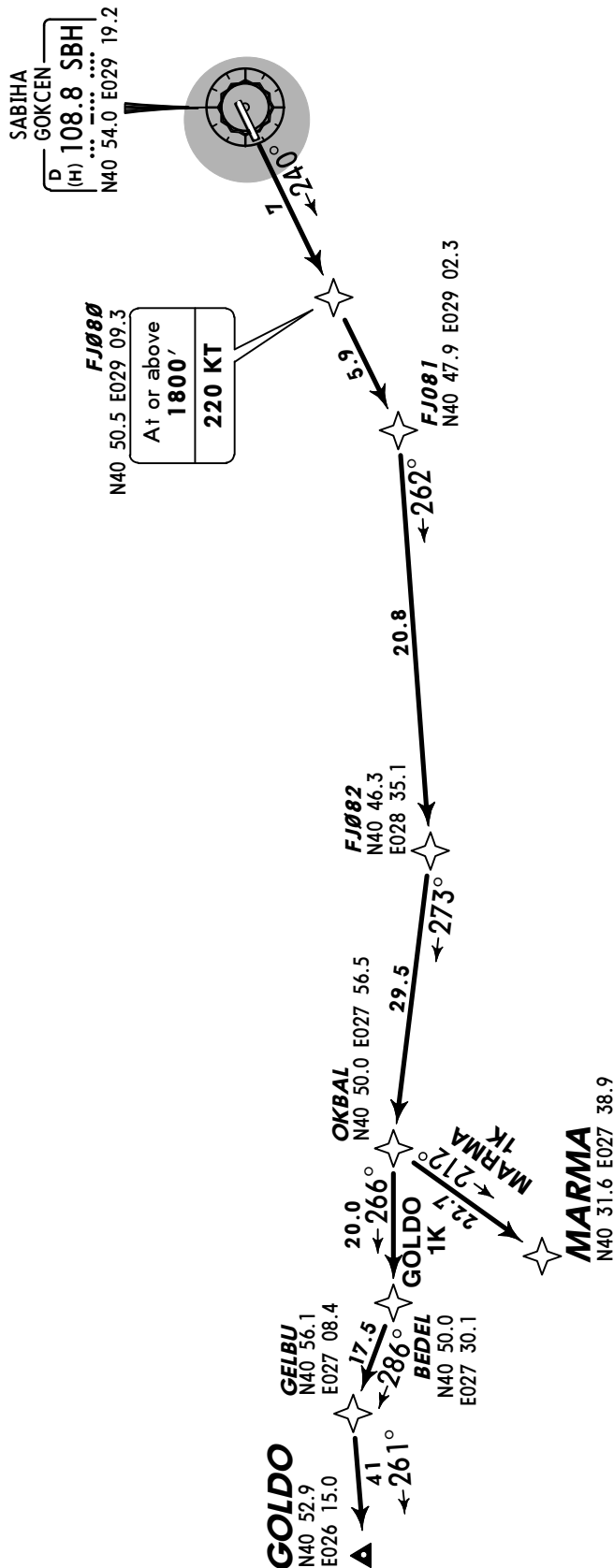
1. Contact YESILKOY Radar immediately after take-off, check ATIS for current frequency.
2. RADAR required.
3. P-RNAV approval required otherwise advise ATC.



# 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'

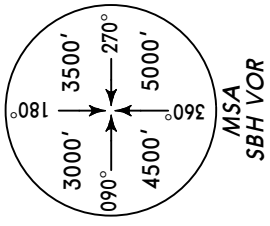
| ROUTING  |                                                                       |
|----------|-----------------------------------------------------------------------|
| SID      |                                                                       |
| GOLDO 1K | FJ080 (1800'+; K220) - FJ081 - FJ082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

YESILKOY Radar  
126.42

Apt Elev  
312'

Trans level: By ATC Trans alt: 10000'

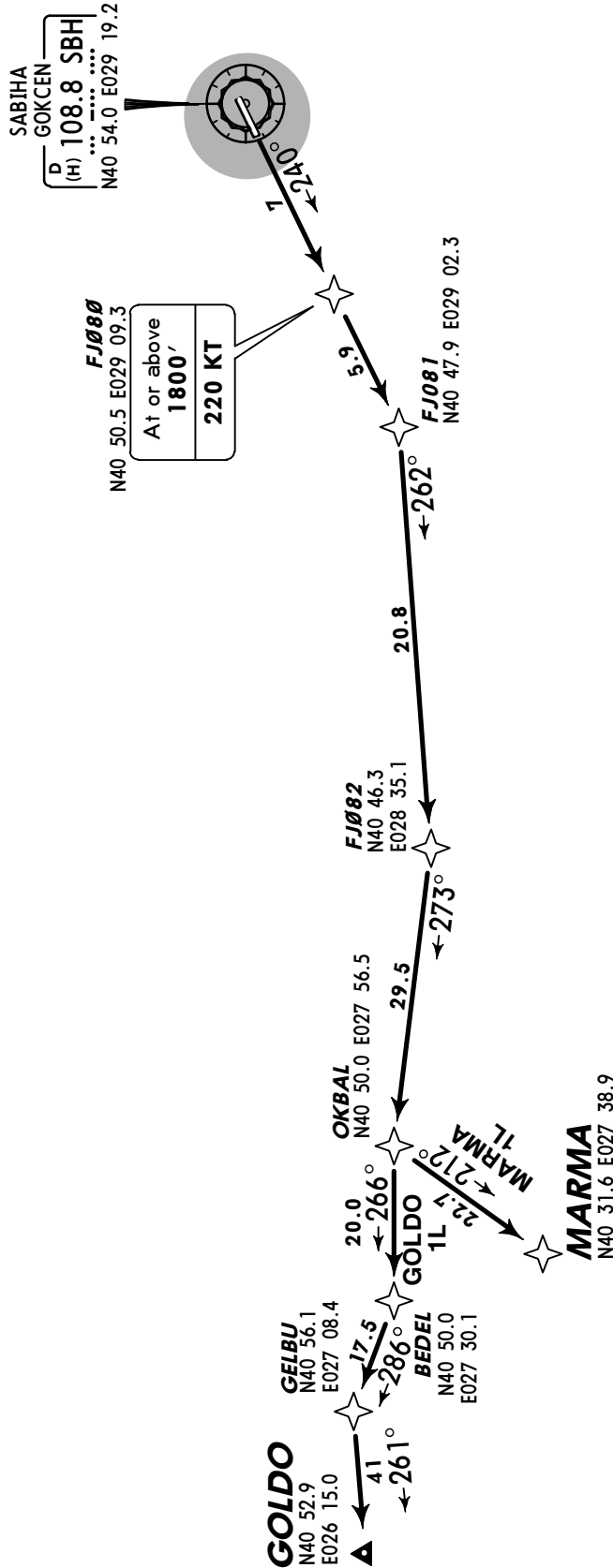
1. Contact YESILKOY Radar immediately after take-off, check ATIS for current frequency.
2. RADAR required.
3. P-RNAV approval required otherwise advise ATC.



# GOLDO 1L [GOLD 1L], MARMA 1L [MARM 1L] 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 |

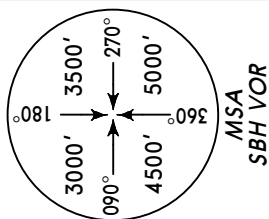
Initial climb clearance 7000'

| ROUTING  |                                                                       |
|----------|-----------------------------------------------------------------------|
| SID      |                                                                       |
| GOLDO 1L | FJ080 (1800'+; K220) - FJ081 - FJ082 - OKBAL - BEDEL - GELBU - GOLDO. |
| MARMA 1L | FJ080 (1800'+; K220) - FJ081 - FJ082 - OKBAL - MARMA.                 |

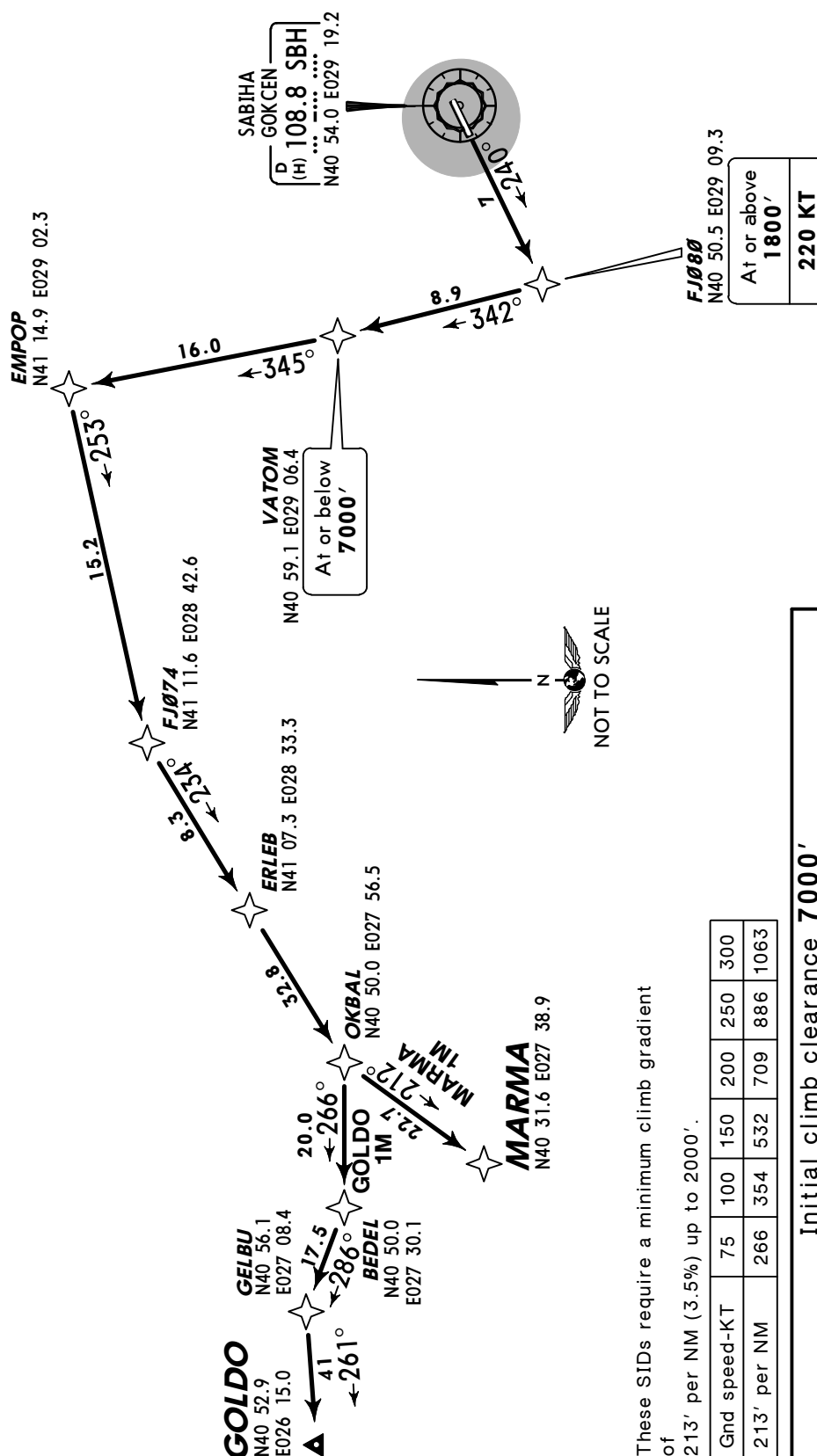
YESILKOY Radar  
126.42Apt Elev  
312'

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'.

| Ground speed-KT | 75  | 100 | 150 | 200 | 250 | 300  |
|-----------------|-----|-----|-----|-----|-----|------|
| 213' per NM     | 266 | 354 | 532 | 709 | 886 | 1063 |

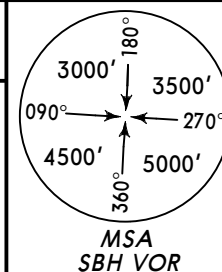
Initial climb clearance 7000'

**ROUTING****SID**

|                 |                                                                                                |
|-----------------|------------------------------------------------------------------------------------------------|
| <b>GOLDO 1M</b> | FJ080 (1800'+; K220) - VATOM (7000'-) - EMPOP - FJ074 - ERLEB - OKBAL - BEDEL - GELBU - GOLDO. |
| <b>MARMA 1M</b> | FJ080 (1800'+; K220) - VATOM (7000'-) - EMPOP - FJ074 - ERLEB - OKBAL - MARMA.                 |

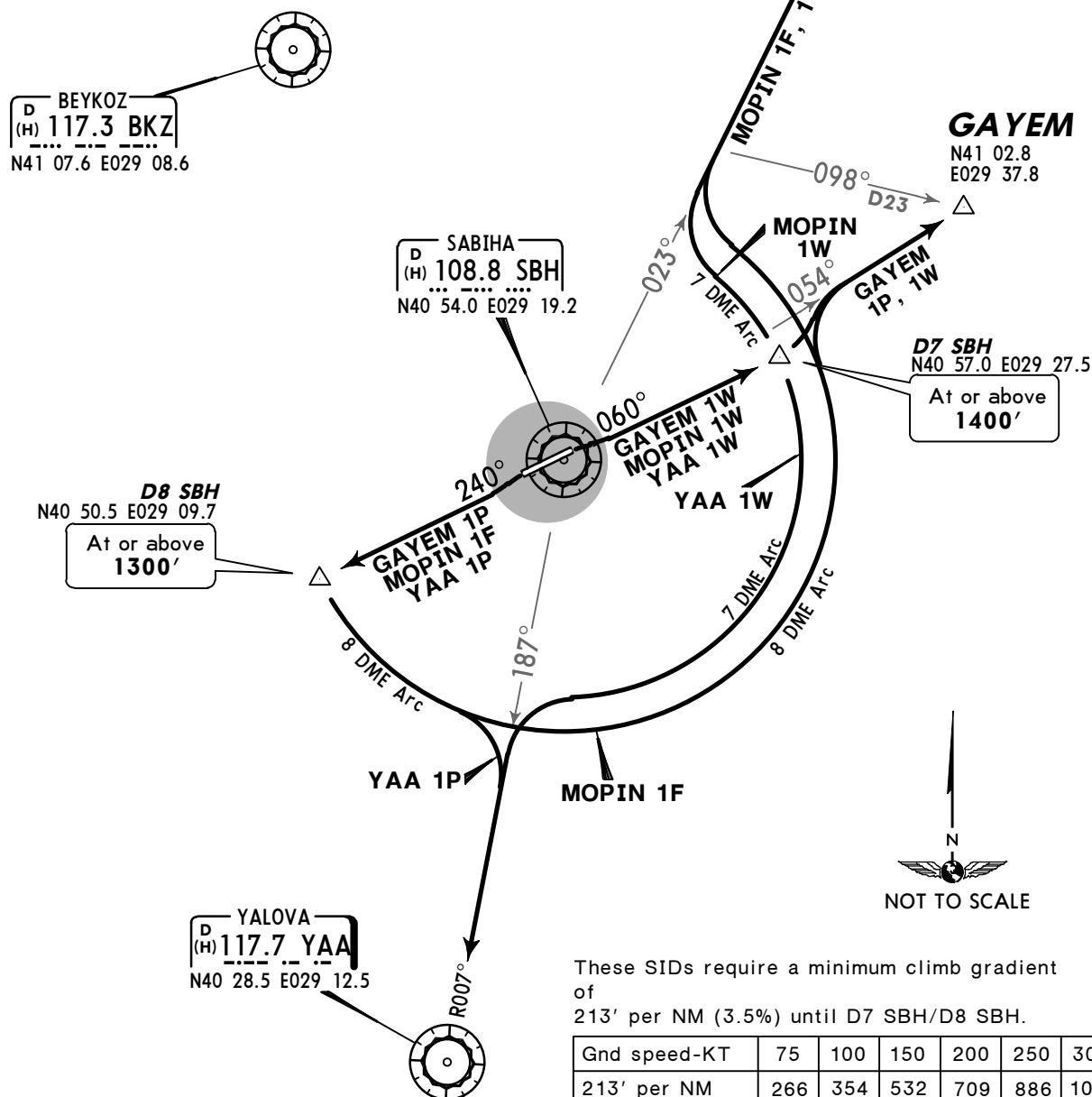
Apt Elev  
312'

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

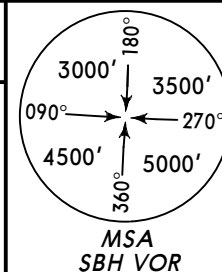


| SID      | RWY | ROUTING                                                                                      |
|----------|-----|----------------------------------------------------------------------------------------------|
| GAYEM 1P | 24  | Intercept SBH R-240 to D8 SBH, turn LEFT, along SBH 8 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.  |

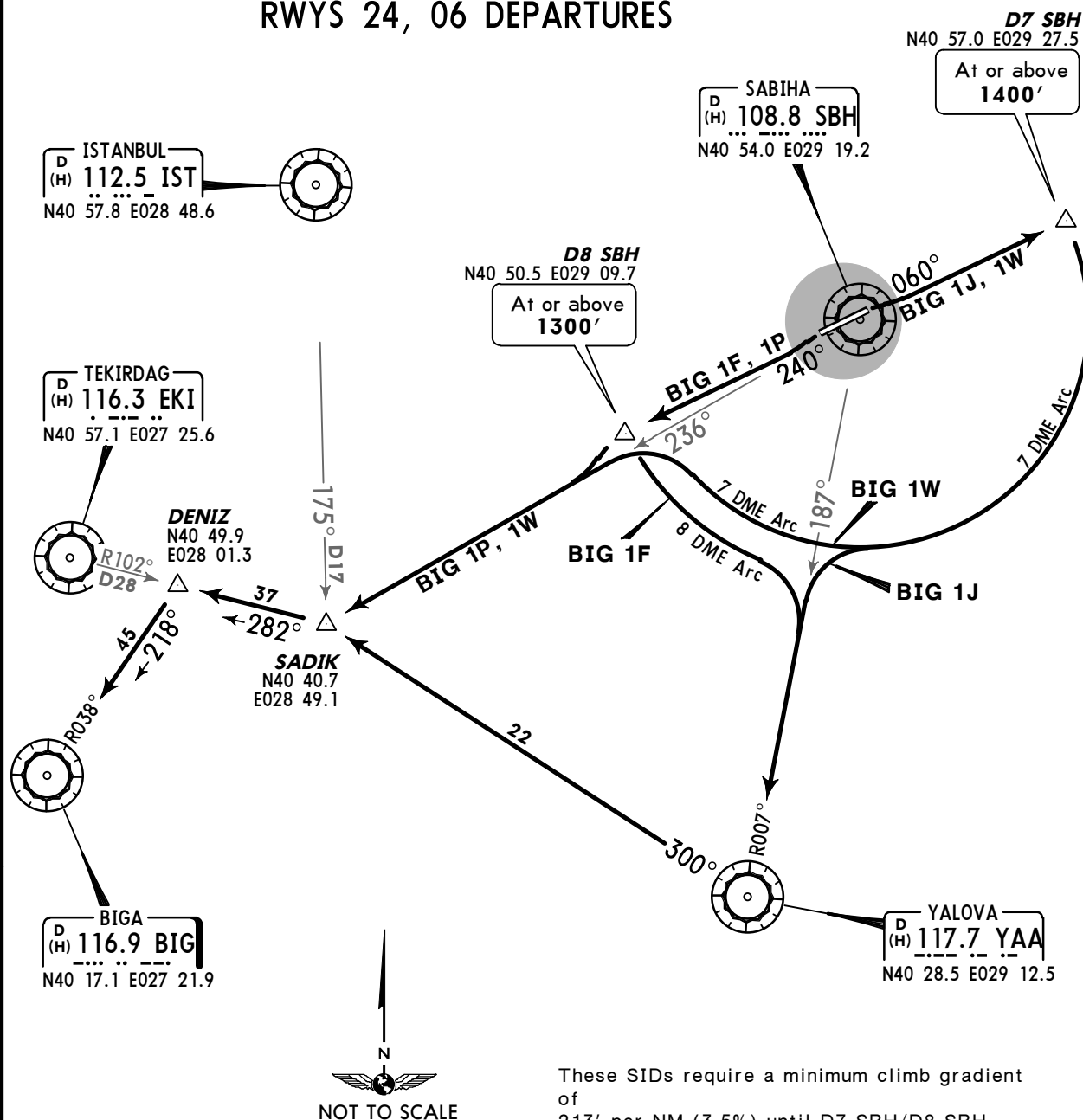


Apt Elev  
312'

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 |

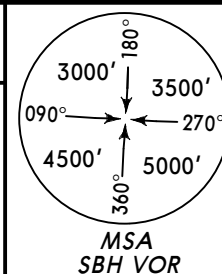
| SID    | RWY | ROUTING                                                                                                                                                                                        |
|--------|-----|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 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. |

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



ISTANBUL  
D (H) 112.5 IST  
N40 57.8 E028 48.6

TEKIRDAG  
D (H) 116.3 EKI  
N40 57.1 E027 25.6

DENIZ  
N40 49.9  
E028 01.3

SADIK  
N40 40.7  
E028 49.1

D8 SBH  
N40 50.5 E029 09.7  
At or above 1300'

SABIHA  
D (H) 108.8 SBH  
N40 54.0 E029 19.2

D7 SBH  
N40 57.0 E029 27.5  
At or above 1400'

YALOVA  
D (H) 117.7 YAA  
N40 28.5 E029 12.5



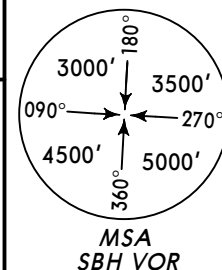
These SIDs require a minimum climb gradient of 213' per NM (3.5%) until D7 SBH/D8 SBH.

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

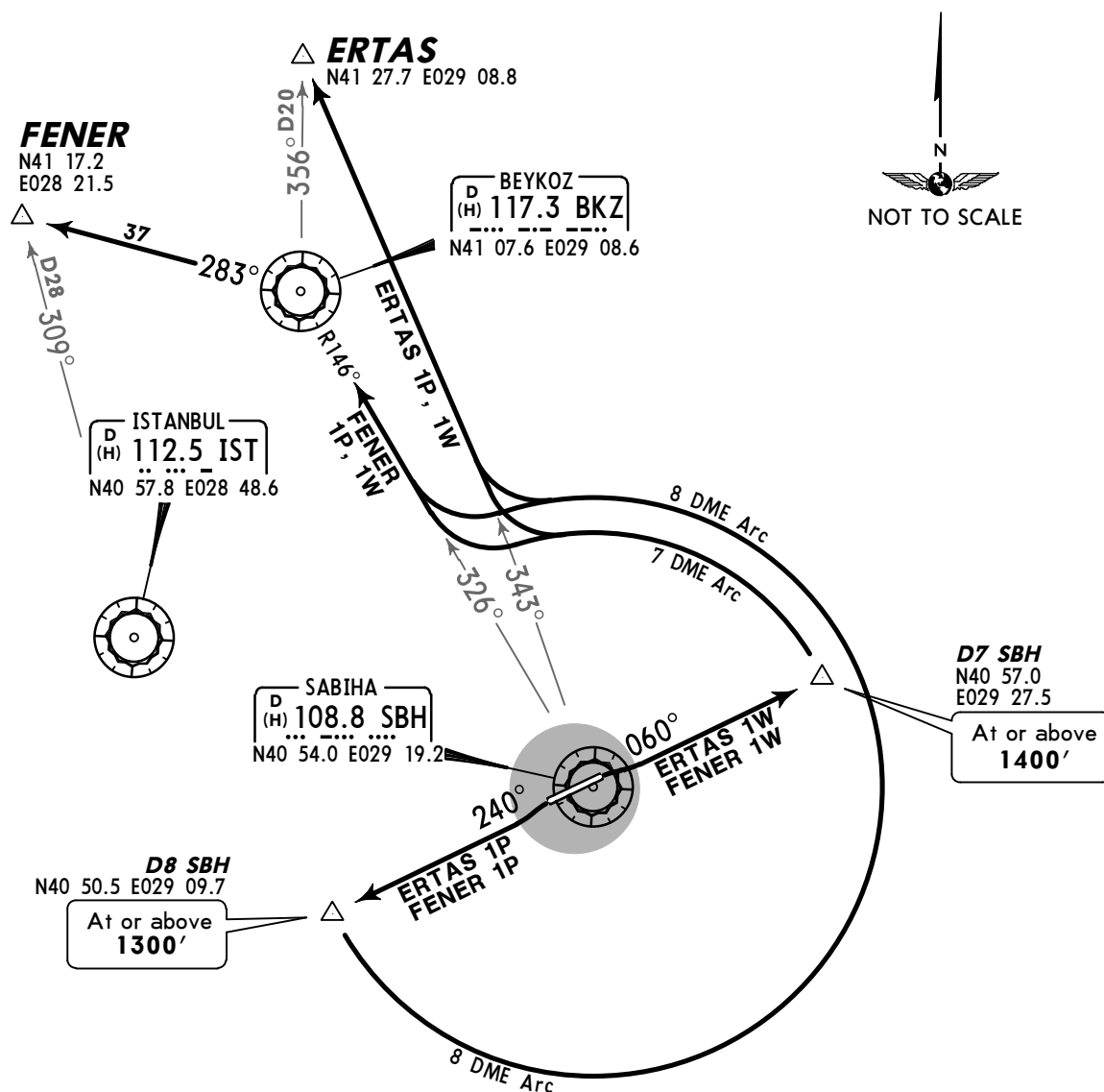
| SID    | RWY | ROUTING                                                                                                                                             |
|--------|-----|-----------------------------------------------------------------------------------------------------------------------------------------------------|
| 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.       |

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.

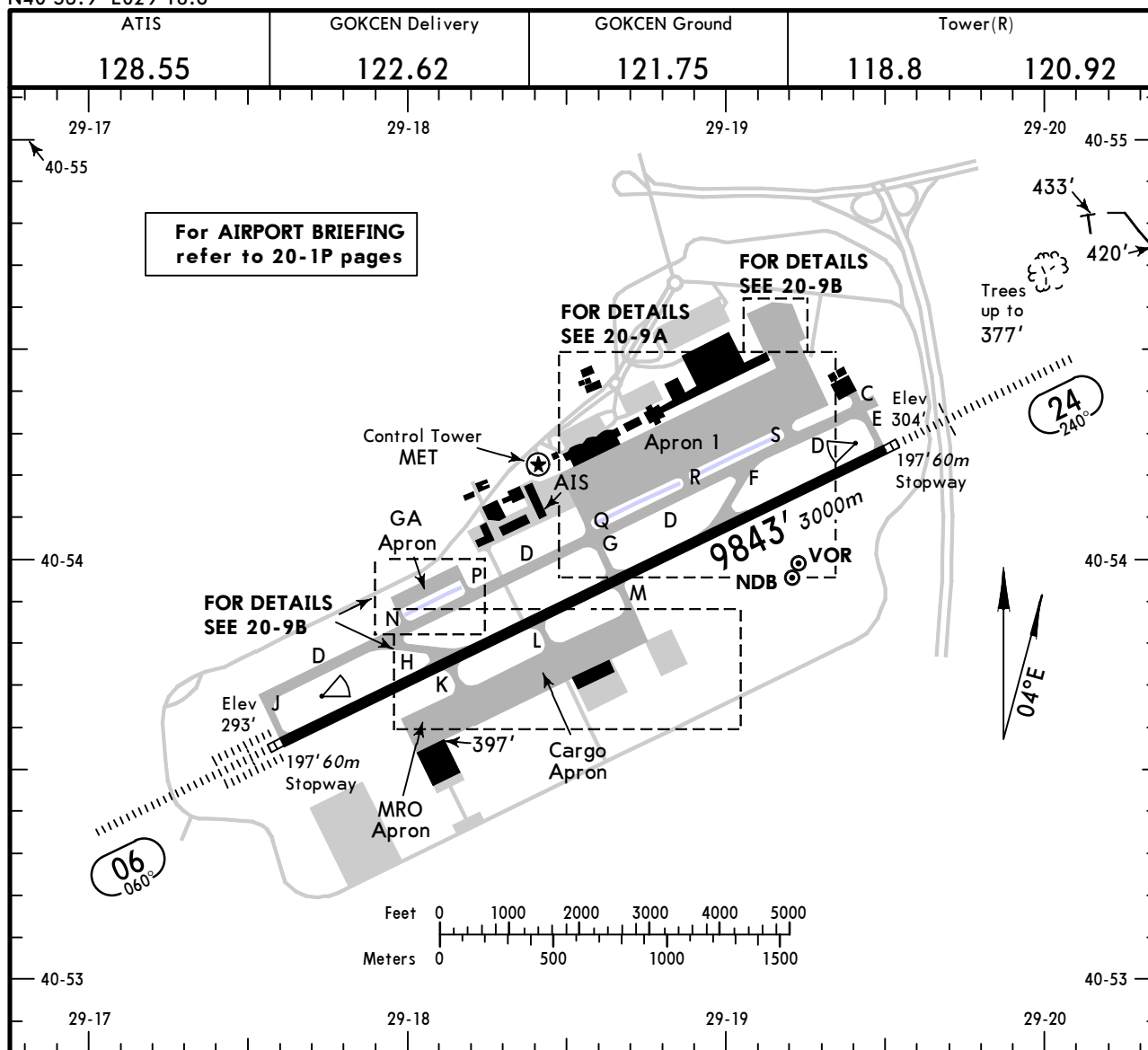
| Gnd speed-KT | 75  | 100 | 150 | 200 | 250 | 300  |
|--------------|-----|-----|-----|-----|-----|------|
| 213' per NM  | 266 | 354 | 532 | 709 | 886 | 1063 |

| 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. |

**LTFJ/SAW**  
 Apt Elev **312'**  
 N40 53.9 E029 18.6

**JEPPesen**  
 25 JAN 13 **(20-9)** Eff 7 Feb

**ISTANBUL, TURKEY**  
**SABIHA GOKCEN**



**ADDITIONAL RUNWAY INFORMATION**

| RWY |                                                 | USABLE LENGTHS |                               | TAKE-OFF | WIDTH |
|-----|-------------------------------------------------|----------------|-------------------------------|----------|-------|
|     |                                                 | Threshold      | Landing Beyond<br>Glide Slope |          |       |
| 06  | HIRL (60m) CL (15m) HIALS-II TDZ REIL SFL ① RVR |                | 8932' 2722m                   |          | 148'  |
| 24  | HIRL (60m) CL (15m) HIALS REIL ① RVR            |                | 8871' 2704m                   |          | 45m   |

① PAPI(angle 3.5°)

**Standard**

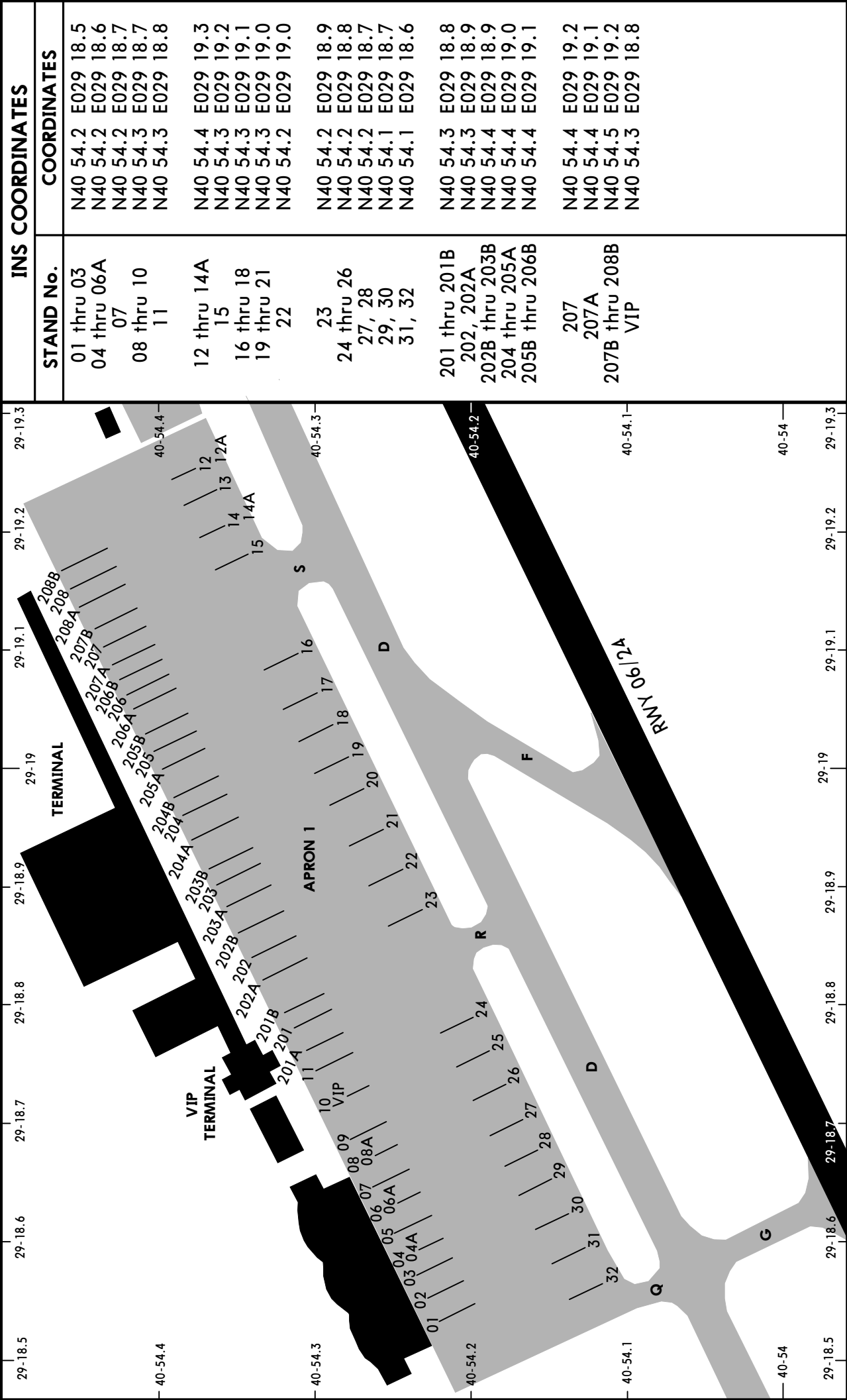
**TAKE-OFF ①**

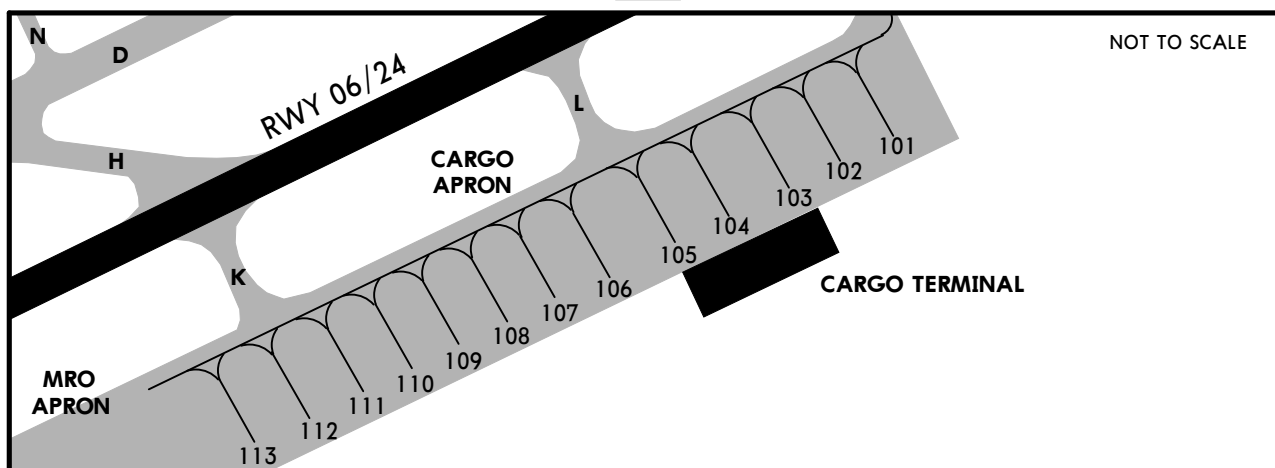
|   | LVP must be in force                              |                           |         |                          | RCLM (DAY only)<br>or RL | NIL<br>(DAY only) |
|---|---------------------------------------------------|---------------------------|---------|--------------------------|--------------------------|-------------------|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

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

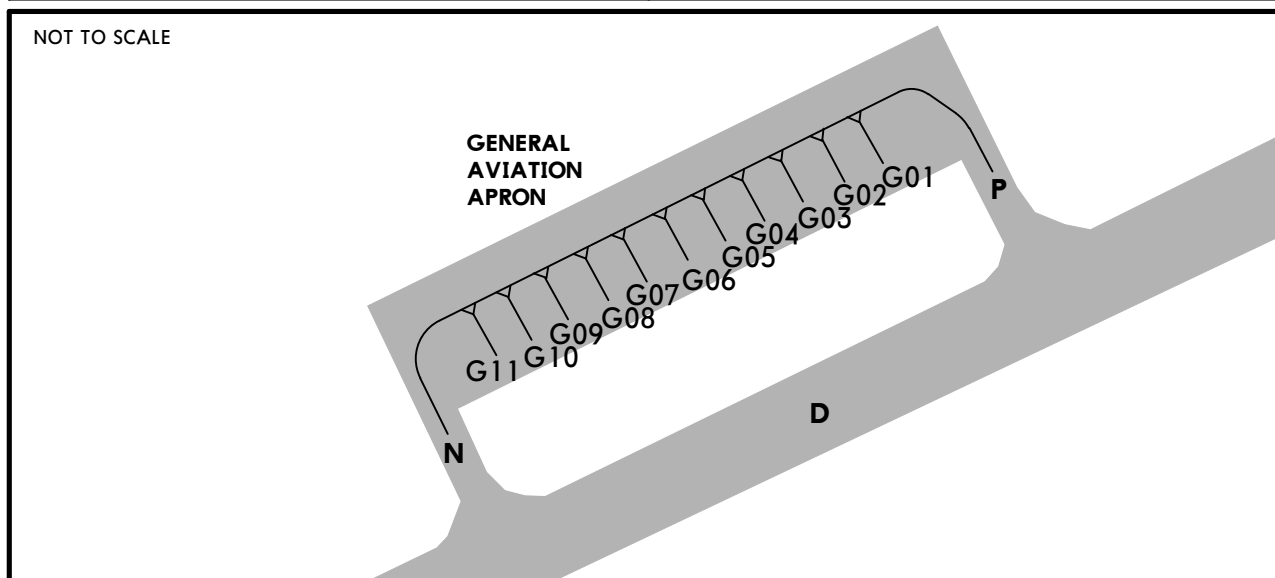
CHANGES: Apron.

© JEPPesen, 2001, 2013. ALL RIGHTS RESERVED.

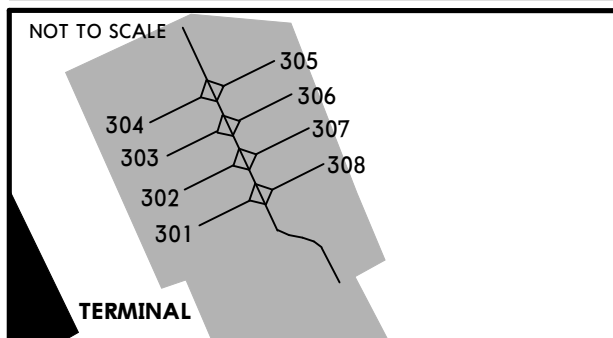


**INS COORDINATES**

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

**INS COORDINATES**

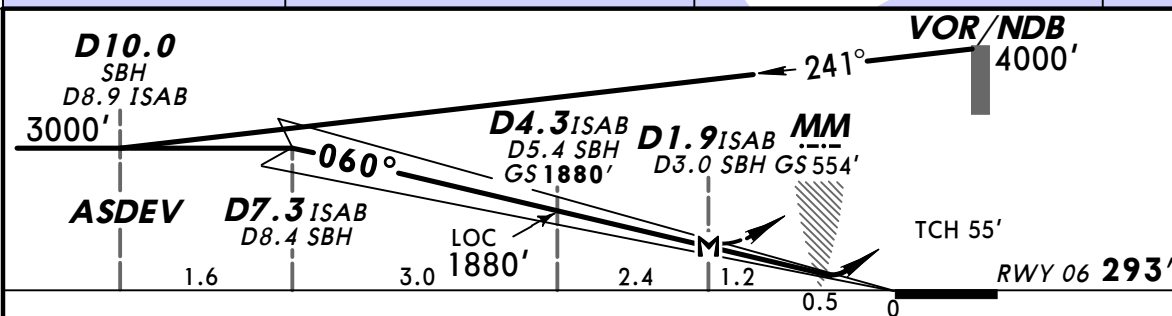
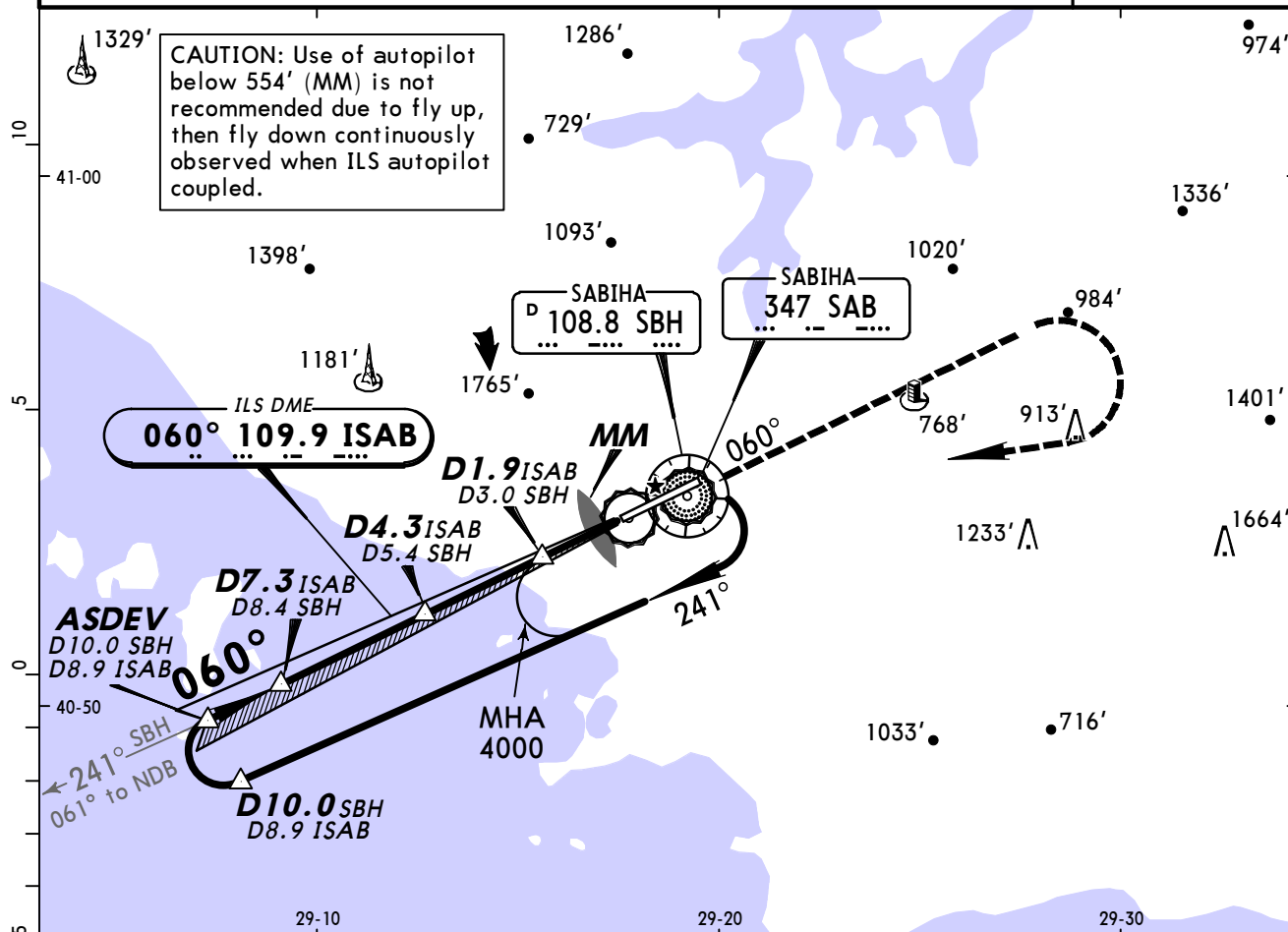
| STAND No.    | COORDINATES        |
|--------------|--------------------|
| G01 thru G06 | N40 53.9 E029 18.1 |
| G07 thru G11 | N40 53.9 E029 18.0 |

**INS COORDINATES**

| STAND No.    | COORDINATES        |
|--------------|--------------------|
| 301, 302     | N40 54.5 E029 19.1 |
| 303, 304     | N40 54.6 E029 19.1 |
| 305 thru 308 | N40 54.5 E029 19.2 |

BRIEFING STRIP™

|                                                                                                                                                  |                            |                                  |                                    |                           |                   |                  |
|--------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------|----------------------------------|------------------------------------|---------------------------|-------------------|------------------|
| ATIS<br>128.55                                                                                                                                   | YESILKOY<br>North<br>120.5 | Approach<br>South<br>121.1       | GOKCEN Tower<br>118.8 120.92 122.1 |                           |                   | Ground<br>121.75 |
| LOC<br>ISAB<br>109.9                                                                                                                             | Final<br>Apch Crs<br>060°  | GS<br>DA.3 ISAB<br>1880' (1587') | ILS<br>DA(H)<br>506' (213')        | Apt Elev 312'<br>RWY 293' |                   | <br>MSA SBH VOR  |
| <b>MISSED APCH:</b> 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.                                                                                                              |                            |                                  |                                    |                           |                   |                  |



|                                      |     |     |     |     |     |      |                                                          |  |
|--------------------------------------|-----|-----|-----|-----|-----|------|----------------------------------------------------------|--|
| Gnd speed-Kts                        | 70  | 90  | 100 | 120 | 140 | 160  | HIALS-II<br>REIL PAPI PAPI<br>Refer to Missed Apch above |  |
| ILS GS or<br>LOC Descent Angle 3.50° | 439 | 564 | 627 | 752 | 877 | 1003 |                                                          |  |
| MAP at D1.9 ISAB/ D3.0 SBH           |     |     |     |     |     |      |                                                          |  |

| STRAIGHT-IN LANDING RWY 06 |          |          |                    | CIRCLE-TO-LAND |                                    |                        |
|----------------------------|----------|----------|--------------------|----------------|------------------------------------|------------------------|
| ILS                        |          |          | LOC (GS out)       |                | Not authorized<br>North of airport |                        |
| DA(H) 506' (213')          |          |          | MDA(H) 980' (687') |                |                                    |                        |
| FULL                       |          | Limited  | ALS out            | ALS out        | Max<br>Kts                         | MDA(H) _____ VTS _____ |
| A                          | RVR 550m | RVR 750m | RVR 1200m          | RVR 1500m      | 100                                | 1200' (888') 3400m     |
| B                          |          |          |                    | 135            |                                    |                        |
| C                          |          |          |                    | 180            | 1300' (988') 4600m                 |                        |
| D                          |          |          |                    | 205            |                                    |                        |

LTFJ/SAW

JEPPESSEN

ISTANBUL, TURKEY

SABIHA GOKCEN

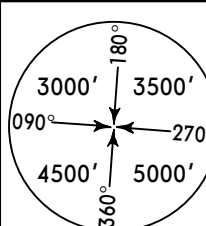
24 JUN 11  
Eff 30 Jun

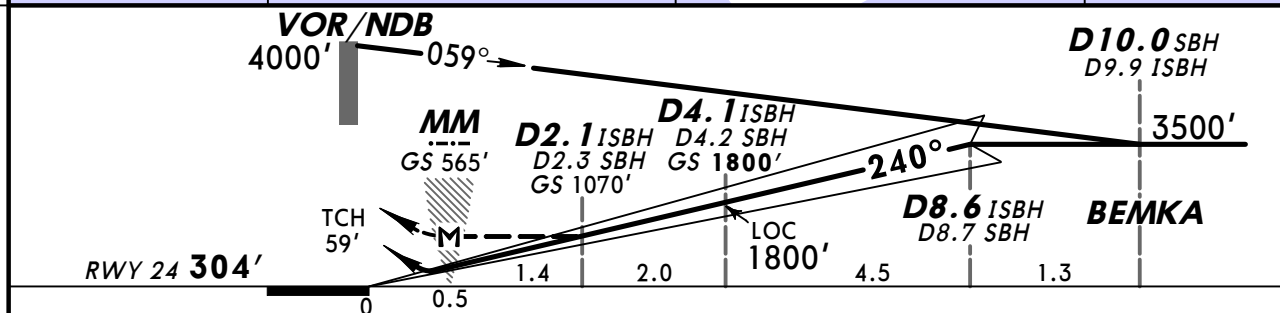
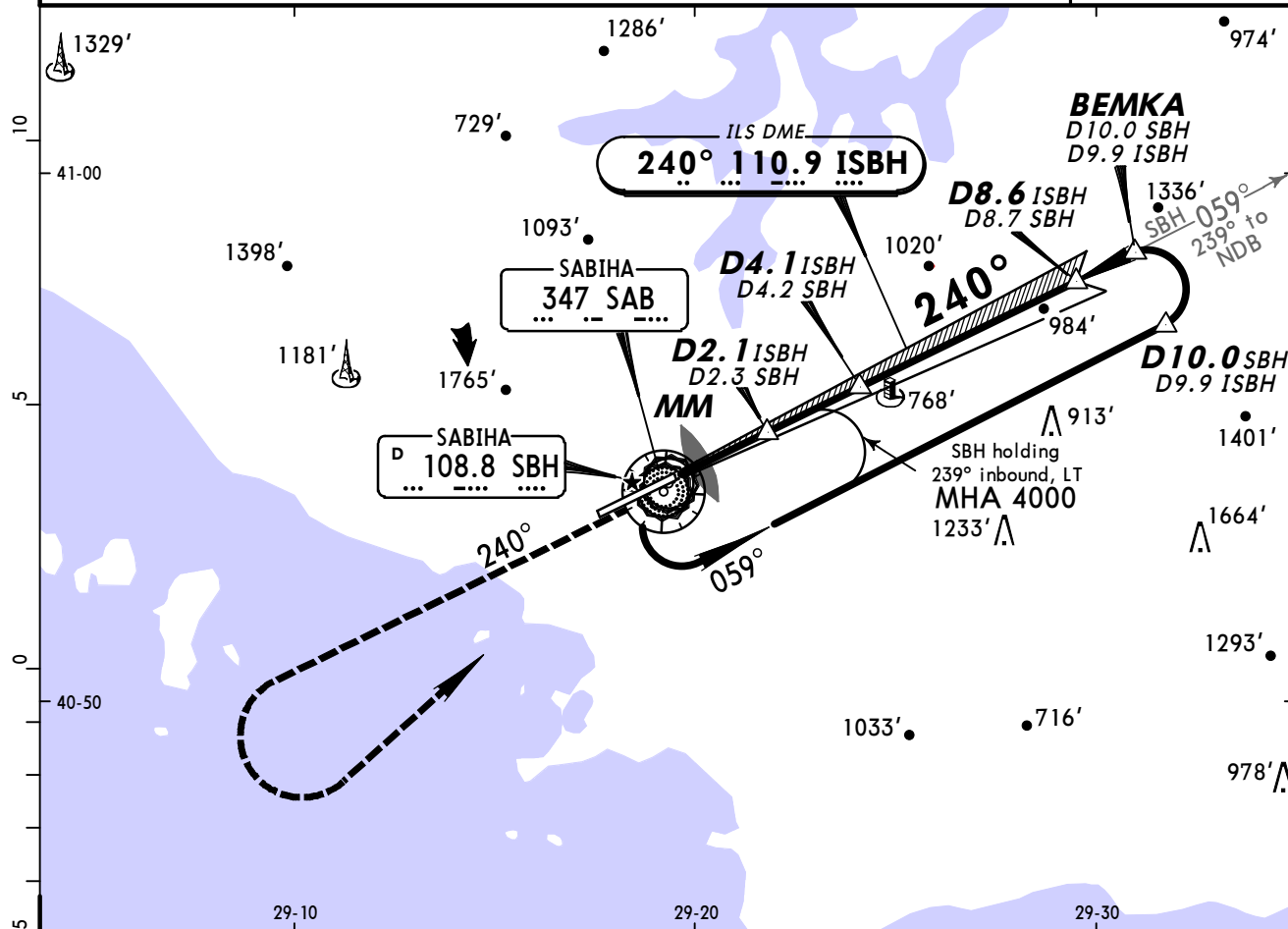
(21-2)

ILS VOR DME Rwy 24  
or ILS NDB DME Rwy 24

BRIEFING STRIP

TM

|                                                                                                                                          |                           |                   |                                  |                             |        |                           |                                                                                                        |
|------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|-------------------|----------------------------------|-----------------------------|--------|---------------------------|--------------------------------------------------------------------------------------------------------|
| ATIS                                                                                                                                     |                           | YESILKOY Approach |                                  | GOKCEN Tower                |        |                           | Ground                                                                                                 |
| 128.55                                                                                                                                   |                           | North<br>120.5    | South<br>121.1                   | 118.8                       | 120.92 | 122.1                     | 121.75                                                                                                 |
| LOC<br>ISBH<br>110.9                                                                                                                     | Final<br>Apch Crs<br>240° |                   | GS<br>D4.1 ISBH<br>1800' (1496') | ILS<br>DA(H)<br>517' (213') |        | Apt Elev 312'<br>RWY 304' | <br><br>MSA SBH VOR |
| 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.                                                                                                      |                           |                   |                                  |                             |        |                           |                                                                                                        |



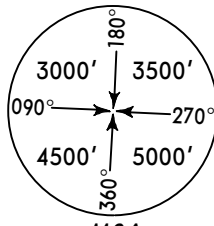
|                                      |     |     |     |     |     |      |                                                       |  |
|--------------------------------------|-----|-----|-----|-----|-----|------|-------------------------------------------------------|--|
| Gnd speed-Kts                        | 70  | 90  | 100 | 120 | 140 | 160  | HIALS<br>REIL PAPI PAPI<br>Refer to Missed Apch above |  |
| ILS GS or<br>LOC Descent Angle 3.50° | 439 | 564 | 627 | 752 | 877 | 1003 |                                                       |  |
| MAP at MM                            |     |     |     |     |     |      |                                                       |  |

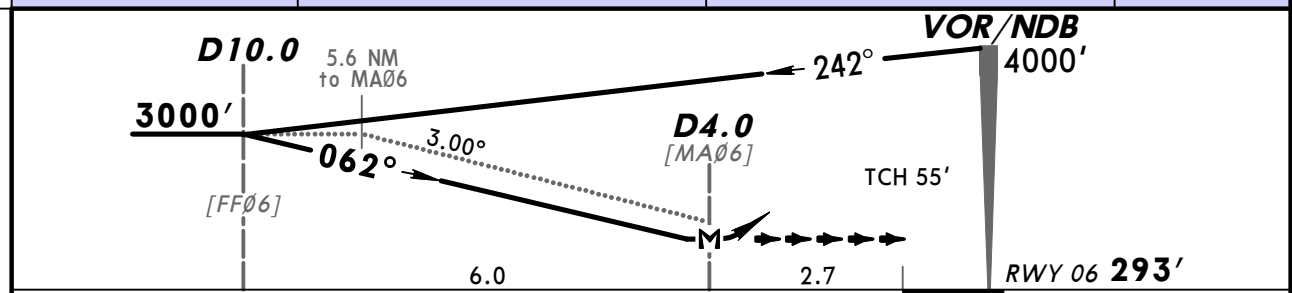
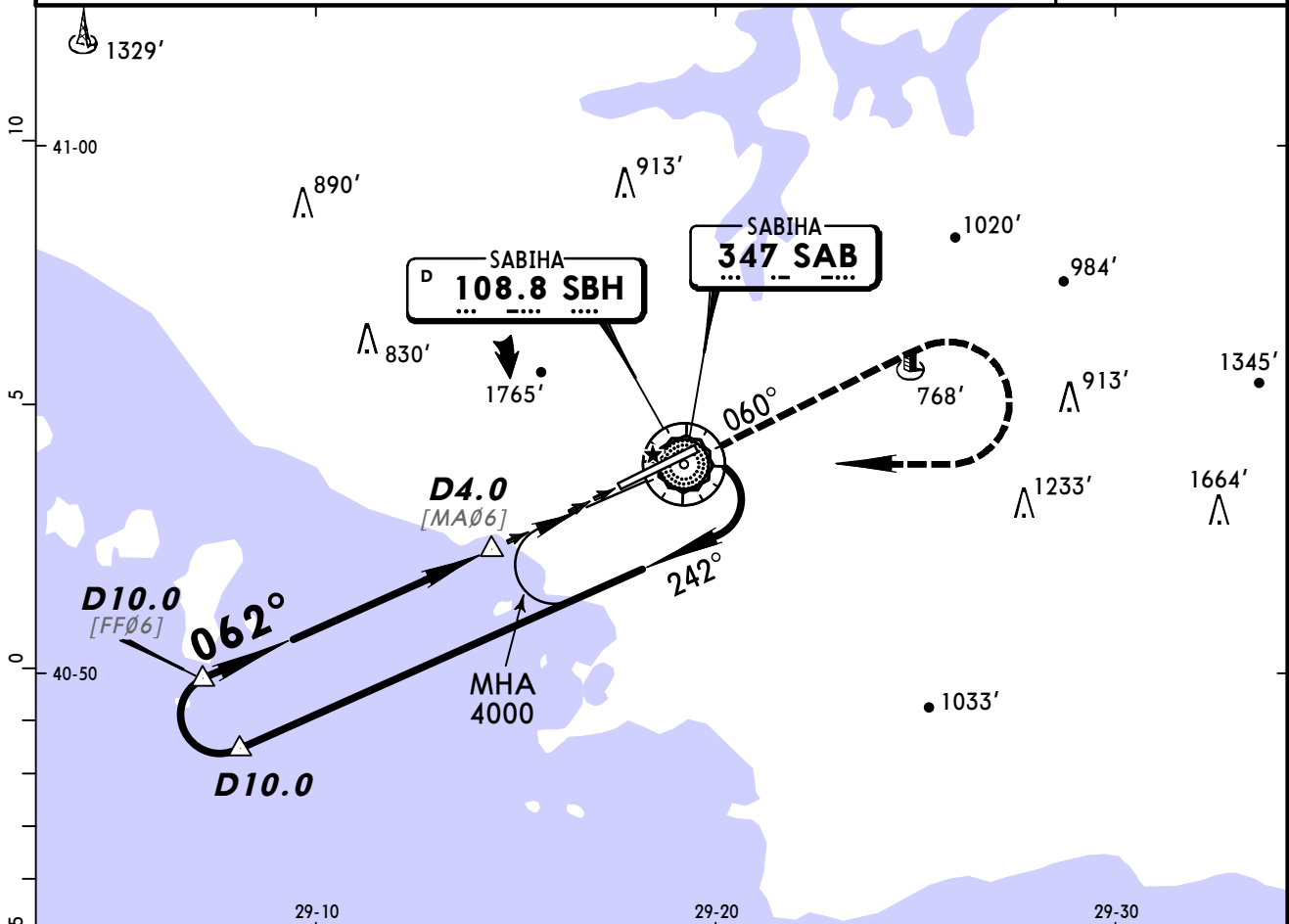
| Standard          |          |         |          |         | STRAIGHT-IN LANDING RWY 24 |           |           |         |     | CIRCLE-TO-LAND                     |              |  |       |  |
|-------------------|----------|---------|----------|---------|----------------------------|-----------|-----------|---------|-----|------------------------------------|--------------|--|-------|--|
| ILS               |          |         |          |         | LOC (GS out)               |           |           |         |     | Not authorized<br>North of airport |              |  |       |  |
| DA(H) 517' (213') |          |         |          |         | MDA(H) 1070' (766')        |           |           |         |     |                                    |              |  |       |  |
| FULL              |          | Limited |          | ALS out |                            |           |           | ALS out |     | Max<br>Kts                         | MDA(H) VIS   |  |       |  |
| A                 | RVR 550m |         | RVR 750m |         | RVR 1200m                  |           | RVR 1500m |         | 100 |                                    | 1200' (888') |  | 3400m |  |
| B                 |          |         |          |         |                            |           | 135       |         |     |                                    |              |  |       |  |
| C                 |          |         |          |         |                            |           | 180       |         |     |                                    |              |  |       |  |
| D                 |          |         |          |         |                            |           | 205       |         |     |                                    |              |  |       |  |
|                   |          |         |          |         |                            | CMV 2400m |           |         |     |                                    | 1300' (988') |  | 4600m |  |

CHANGES: Procedure.

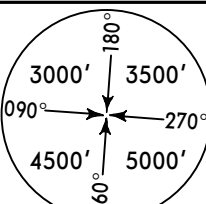
© JEPPESSEN, 2001, 2011. ALL RIGHTS RESERVED.

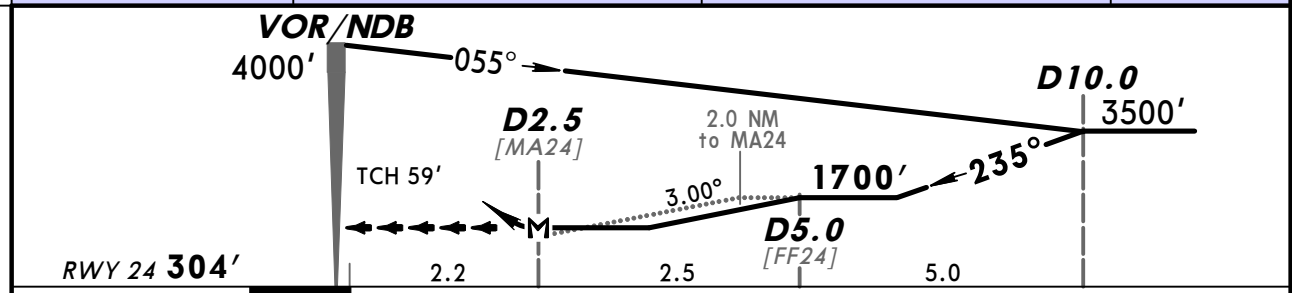
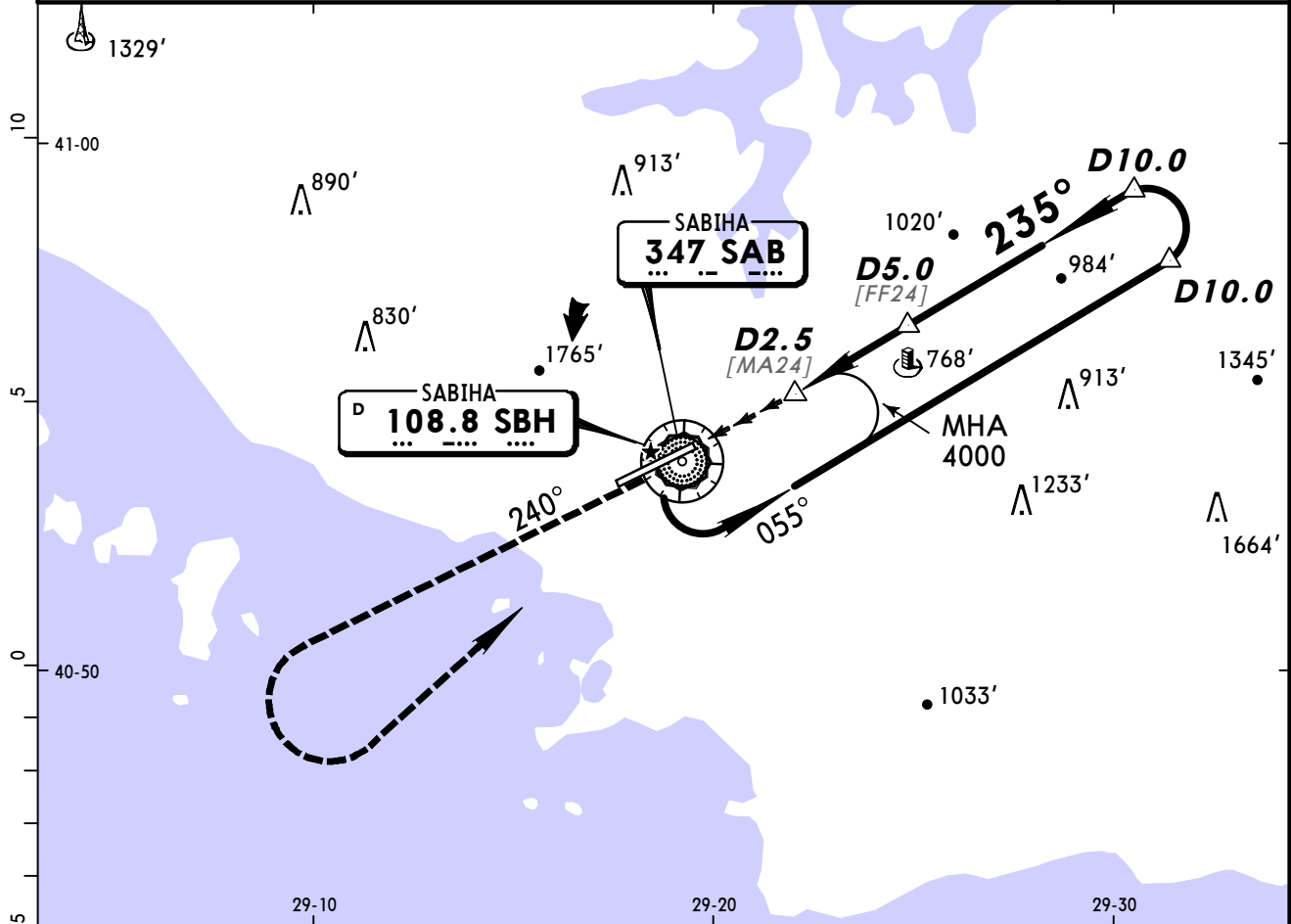


|                                                                                                                      |                          |                                  |                                                     |                               |                                         |                                                                                     |        |
|----------------------------------------------------------------------------------------------------------------------|--------------------------|----------------------------------|-----------------------------------------------------|-------------------------------|-----------------------------------------|-------------------------------------------------------------------------------------|--------|
| ATIS                                                                                                                 |                          | YESILKOY Approach                |                                                     | GOKCEN Tower                  |                                         |                                                                                     | Ground |
| 128.55                                                                                                               |                          | North<br>120.5                   | South<br>121.1                                      | 118.8                         | 120.92                                  | 122.1                                                                               | 121.75 |
| VOR<br>SBH<br><b>108.8</b>                                                                                           | NDB<br>SAB<br><b>347</b> | Final<br>Apch Crs<br><b>062°</b> | Minimum Alt<br><b>D10.0</b><br><b>3000' (2707')</b> | MDA(H)<br><b>1000' (707')</b> | Apt Elev <b>312'</b><br><b>RWY 293'</b> |  |        |
| 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.                                                                                  |                          |                                  |                                                     |                               |                                         |                                                                                     |        |



|                     |       |     |     |     |     |     |     |                            |                                                                              |                     |                         |                                 |              |  |  |       |  |  |
|---------------------|-------|-----|-----|-----|-----|-----|-----|----------------------------|------------------------------------------------------------------------------|---------------------|-------------------------|---------------------------------|--------------|--|--|-------|--|--|
| Gnd speed-Kts       |       | 70  | 90  | 100 | 120 | 140 | 160 |                            | <div>HIALS-II<br/>REIL<br/>PAPI</div> <div><div></div></div> <div>PAPI</div> | SBH<br><b>108.8</b> | or<br>SAB<br><b>347</b> |                                 |              |  |  |       |  |  |
| Descent angle 3.00° |       | 372 | 478 | 531 | 637 | 743 | 849 |                            |                                                                              |                     |                         |                                 |              |  |  |       |  |  |
| MAP at D4.0         |       |     |     |     |     |     |     |                            |                                                                              |                     |                         |                                 |              |  |  |       |  |  |
|                     |       |     |     |     |     |     |     |                            |                                                                              |                     |                         |                                 |              |  |  |       |  |  |
| <b>Standard</b>     |       |     |     |     |     |     |     | STRAIGHT-IN LANDING RWY 06 |                                                                              |                     |                         | CIRCLE-TO-LAND                  |              |  |  |       |  |  |
|                     |       |     |     |     |     |     |     | MDA(H) <b>1000'</b> (707') |                                                                              |                     |                         | Not authorized North of airport |              |  |  |       |  |  |
|                     |       |     |     |     |     |     |     | ALS out                    |                                                                              |                     |                         | Max Kts                         | MDA(H)VIS    |  |  |       |  |  |
| A                   | 2100m |     |     |     |     |     |     | 2800m                      |                                                                              |                     |                         | 100                             | 1200' (888') |  |  | 3400m |  |  |
| B                   |       |     |     |     |     |     |     |                            |                                                                              |                     |                         | 135                             |              |  |  |       |  |  |
| C                   | 2800m |     |     |     |     |     |     | 3500m                      |                                                                              |                     |                         | 180                             | 1300' (988') |  |  | 4600m |  |  |
| D                   |       |     |     |     |     |     |     |                            |                                                                              |                     |                         | 205                             |              |  |  |       |  |  |

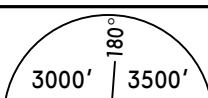
|                                                                                                                     |            |                   |                     |                     |          |                   |                                                                                     |
|---------------------------------------------------------------------------------------------------------------------|------------|-------------------|---------------------|---------------------|----------|-------------------|-------------------------------------------------------------------------------------|
| ATIS                                                                                                                |            | YESILKOY Approach |                     | GOKCEN Tower        |          |                   | Ground                                                                              |
| 128.55                                                                                                              |            | North<br>120.5    | South<br>121.1      | 118.8               | 120.92   | 122.1             | 121.75                                                                              |
| VOR<br>SBH                                                                                                          | NDB<br>SAB | Final<br>Apch Crs | Minimum Alt<br>D5.0 | MDA(H)              | Apt Elev | 312'              |  |
| 108.8                                                                                                               | 347        | 235°              | 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.                                                                                 |            |                   |                     |                     |          |                   |                                                                                     |



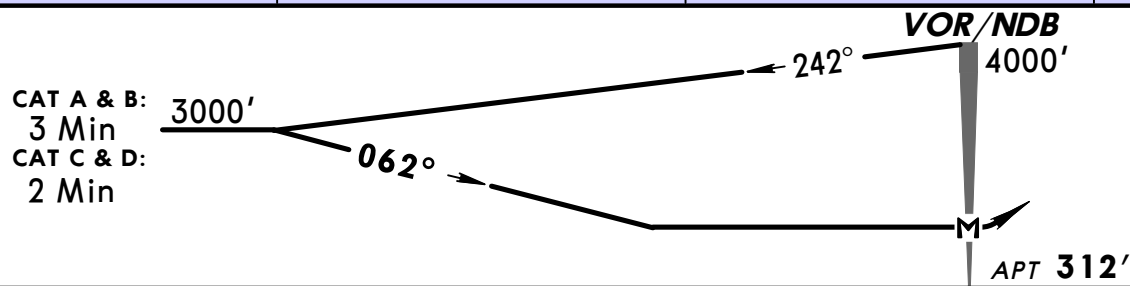
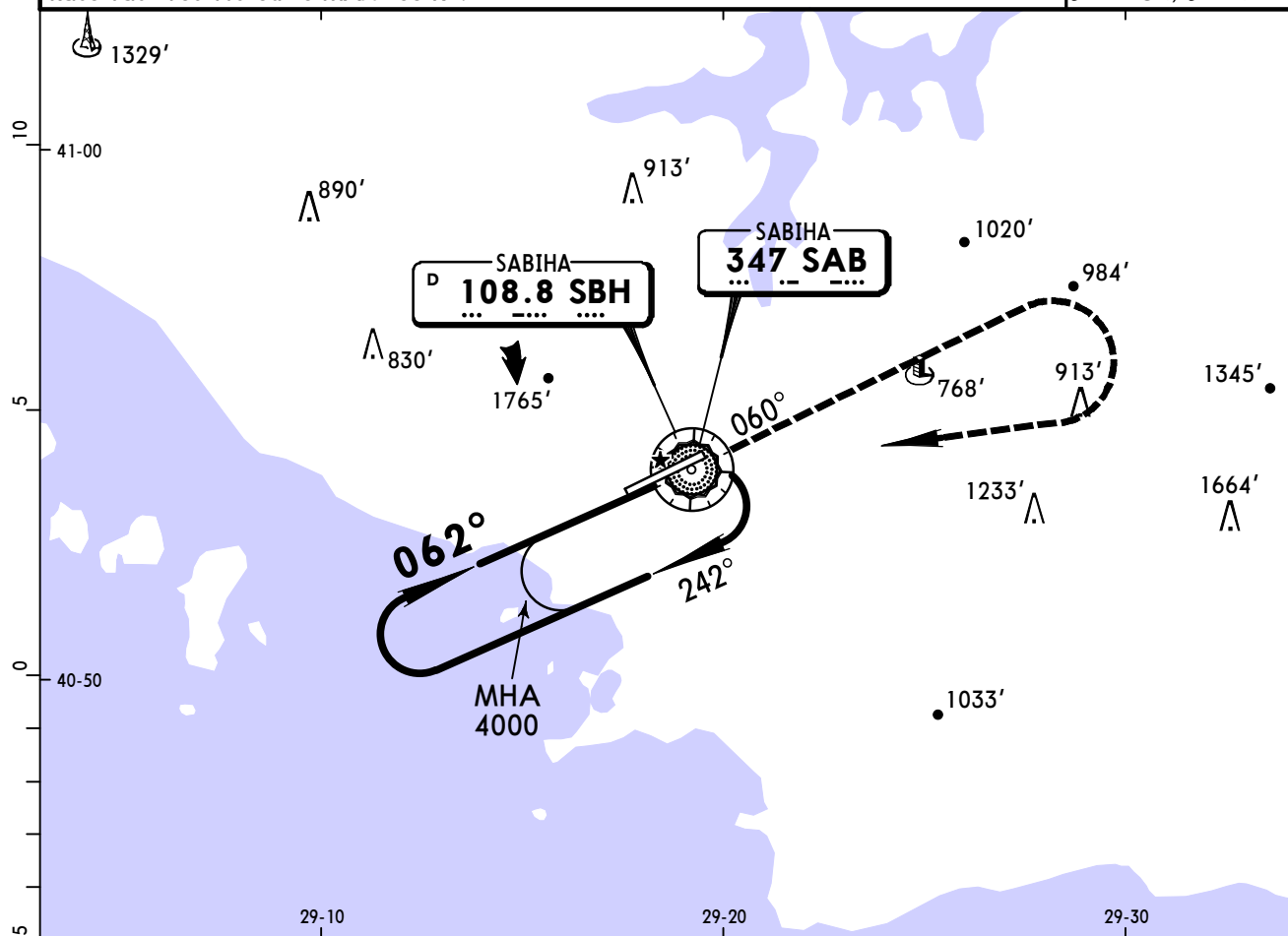
|               |       |     |     |     |     |     |       |           |       |     |
|---------------|-------|-----|-----|-----|-----|-----|-------|-----------|-------|-----|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | HIALS |           | SBH   | SAB |
| Descent angle | 3.00° | 372 | 478 | 531 | 637 | 743 | 849   | REIL PAPI | 108.8 | 347 |
| MAP at D2.5   |       |     |     |     |     |     |       |           |       |     |

|                            |       |  |       |                                 |              |  |  |
|----------------------------|-------|--|-------|---------------------------------|--------------|--|--|
| Standard                   |       |  |       | CIRCLE-TO-LAND                  |              |  |  |
| STRAIGHT-IN LANDING RWY 24 |       |  |       | Not authorized North of airport |              |  |  |
| MDA(H) 1100' (796')        |       |  |       |                                 |              |  |  |
| ALS out                    |       |  |       | Max Kts                         | MDA(H)       |  |  |
| A                          | 2900m |  | 3600m | 100                             | 1200' (888') |  |  |
| B                          |       |  |       | 135                             | 3600m        |  |  |
| C                          | 3200m |  | 3900m | 180                             | 1300' (988') |  |  |
| D                          |       |  |       | 205                             | 4600m        |  |  |

BRIEFING STRIP™

|                                                                                             |                   |                            |  |                            |  |                                    |  |               |                                                                                     |  |
|---------------------------------------------------------------------------------------------|-------------------|----------------------------|--|----------------------------|--|------------------------------------|--|---------------|-------------------------------------------------------------------------------------|--|
| ATIS<br>128.55                                                                              |                   | YESILKOY<br>North<br>120.5 |  | Approach<br>South<br>121.1 |  | GOKCEN Tower<br>118.8 120.92 122.1 |  |               | Ground<br>121.75                                                                    |  |
| VOR<br>SBH<br>108.8                                                                         | NDB<br>SAB<br>347 | Final<br>Apch Crs<br>062°  |  | Minimum Alt<br>No FAF      |  | MDA(H)<br>Refer to<br>Minimums     |  | Apt Elev 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'                  |  |               |                                                                                     |  |
| Race-track restricted to MAX 185 KT.                                                        |                   |                            |  |                            |  |                                    |  |               |                                                                                     |  |

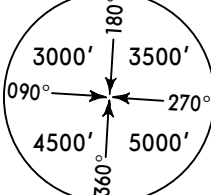
MSA  
SBH VOR/SAB NDB

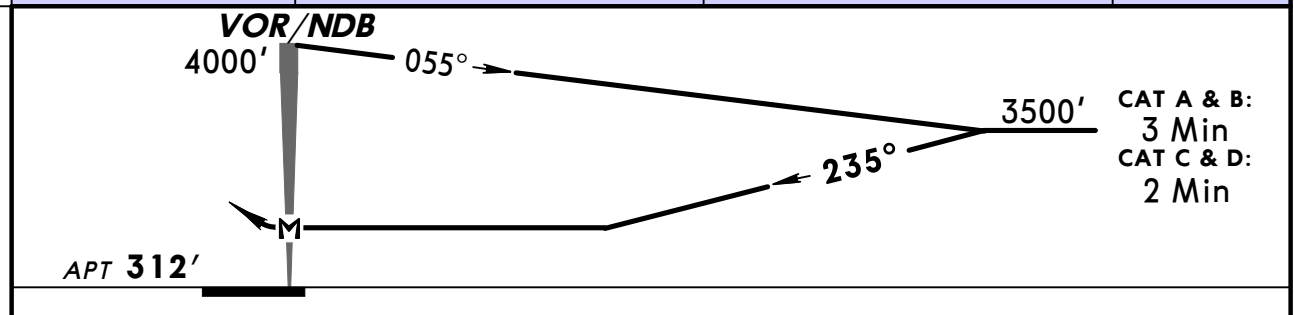
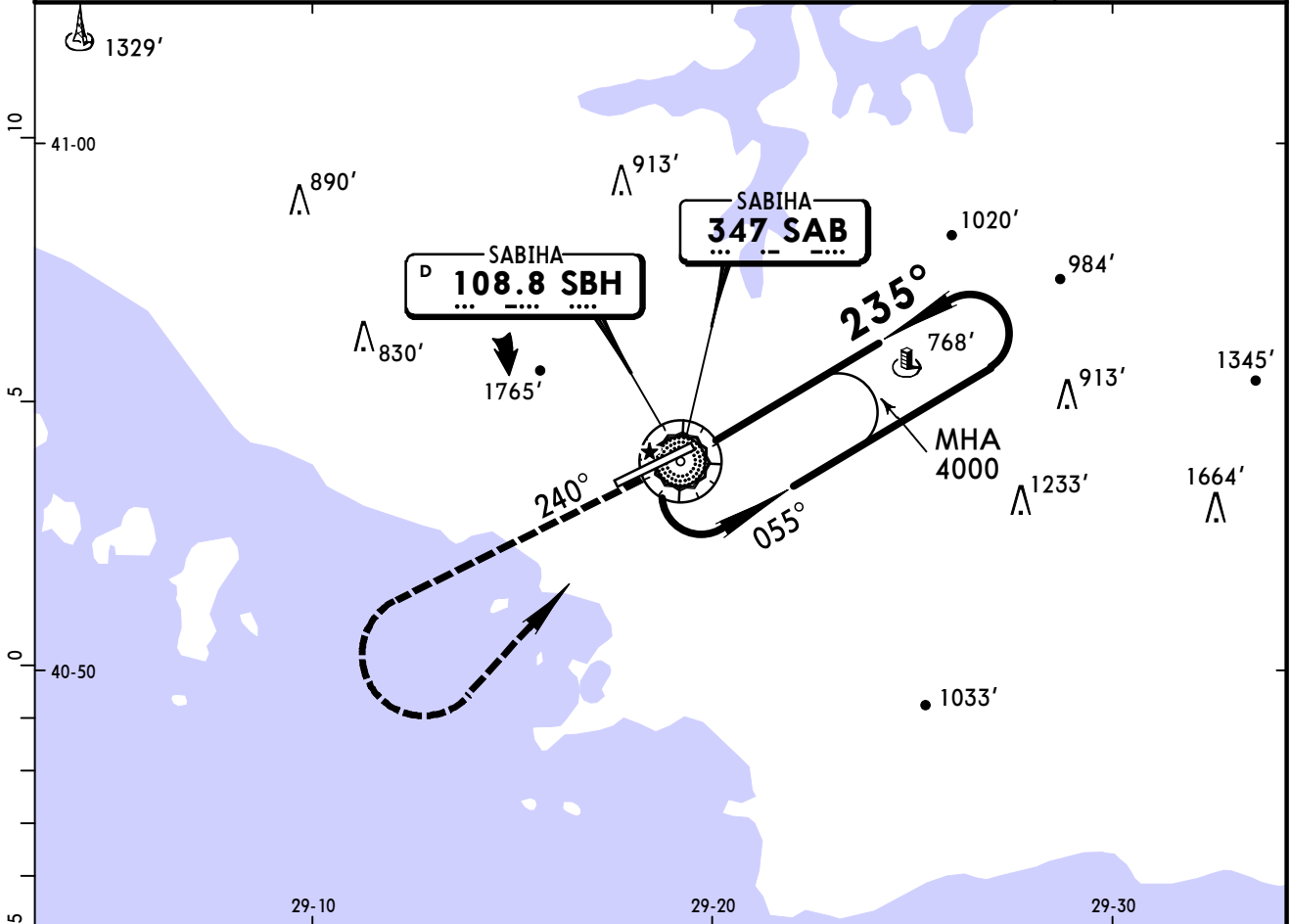


|                |  |  |  |  |  |                                   |               |
|----------------|--|--|--|--|--|-----------------------------------|---------------|
| MAP at VOR/NDB |  |  |  |  |  | Lighting - Refer to Airport Chart | 2600' on 060° |
|----------------|--|--|--|--|--|-----------------------------------|---------------|

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

BRIEFING STRIP™

|                                                                                            |                   |                                     |                       |                     |                         |                                          |               |  |                                                                                                                              |  |
|--------------------------------------------------------------------------------------------|-------------------|-------------------------------------|-----------------------|---------------------|-------------------------|------------------------------------------|---------------|--|------------------------------------------------------------------------------------------------------------------------------|--|
| ATIS<br>128.55                                                                             |                   | YESILKOY Approach<br>North<br>120.5 |                       | South<br>121.1      |                         | GOKCEN Tower<br>118.8    120.92    122.1 |               |  | Ground<br>121.75                                                                                                             |  |
| VOR<br>SBH<br>108.8                                                                        | NDB<br>SAB<br>347 | Final<br>Apch Crs<br>235°           | Minimum Alt<br>No FAF |                     | MDA(H)<br>1500' (1188') |                                          | Apt Elev 312' |  | <div><p>MSA<br/>SBH VOR/SAB NDB</p></div> |  |
| 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.                                                        |                   |                                     |                       |                     |                         |                                          |               |  |                                                                                                                              |  |



|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |    |
|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|----|
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | </ |
|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|----|

**ISTANBUL, (SABIHA GOKCEN - LTFJ)**

## **TERMINAL CHART CHANGE NOTICES**

### **No Chart Change Notices for Airport LTFJ**