

List of pages in this Trip Kit

Trip Kit Index

Airport Information For LTAC

Terminal Charts For LTAC

Revision Letter For Cycle 01-2014

Change Notices

Notebook

General Information

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

Airport Use: Public
Magnetic Variation: 5.3°E

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

Sunrise: 0511 Z
Sunset: 1437 Z,

Runway Information

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

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

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

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

Lighting: Edge, ALS, Centerline, TDZ

Communication Information

- ATIS 123.6
- Esenboga Tower 118.35
- Esenboga Tower 118.1
- Esenboga Tower 25.78
- Esenboga Delivery Ground Control 121.9
- Esenboga Delivery Ground Control 121.6 Secondary
- Esenboga Delivery Ground Control 118.525
- Esenboga Approach Control 122.1
- Esenboga Approach Control 119.6
- Esenboga Approach Control 119.1
- Esenboga Approach Control 36.23

1. GENERAL

1.1. ATIS

ATIS 123.6

1.2. LOW VISIBILITY PROCEDURE

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

1.3. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

1.3.1. A-SMGCS UTILISING MODE S

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

Flight crew should select XPNDR or equivalent according to specific installation, AUTO if available, not OFF or STDBY, and the assigned Mode A code.

From the request for push-back or taxi, whichever is earlier, after landing, continuously until ACFT is fully parked on stand, the Mode A code 2000 must be set before selecting OFF or STDBY.

Flight crew of ACFT equipped with Mode S having an ACFT identification feature should also set the ACFT ident.

This setting is the ACFT ident specified in item 7 of the flight plan.

ACFT ident should be entered from the request for push-back or taxi, whichever is earlier, through FMS or transponder control panel.

1.4. PARKING INFORMATION

On stands 103 thru 120 docking guidance available.

On all stands push-back mandatory.

1.5. OTHER INFORMATION

Birds.

2. ARRIVAL

2.1. CAT II OPERATIONS

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

3. DEPARTURE

3.1 START-UP PROCEDURES

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

LTAC/ESB ESENBOGA

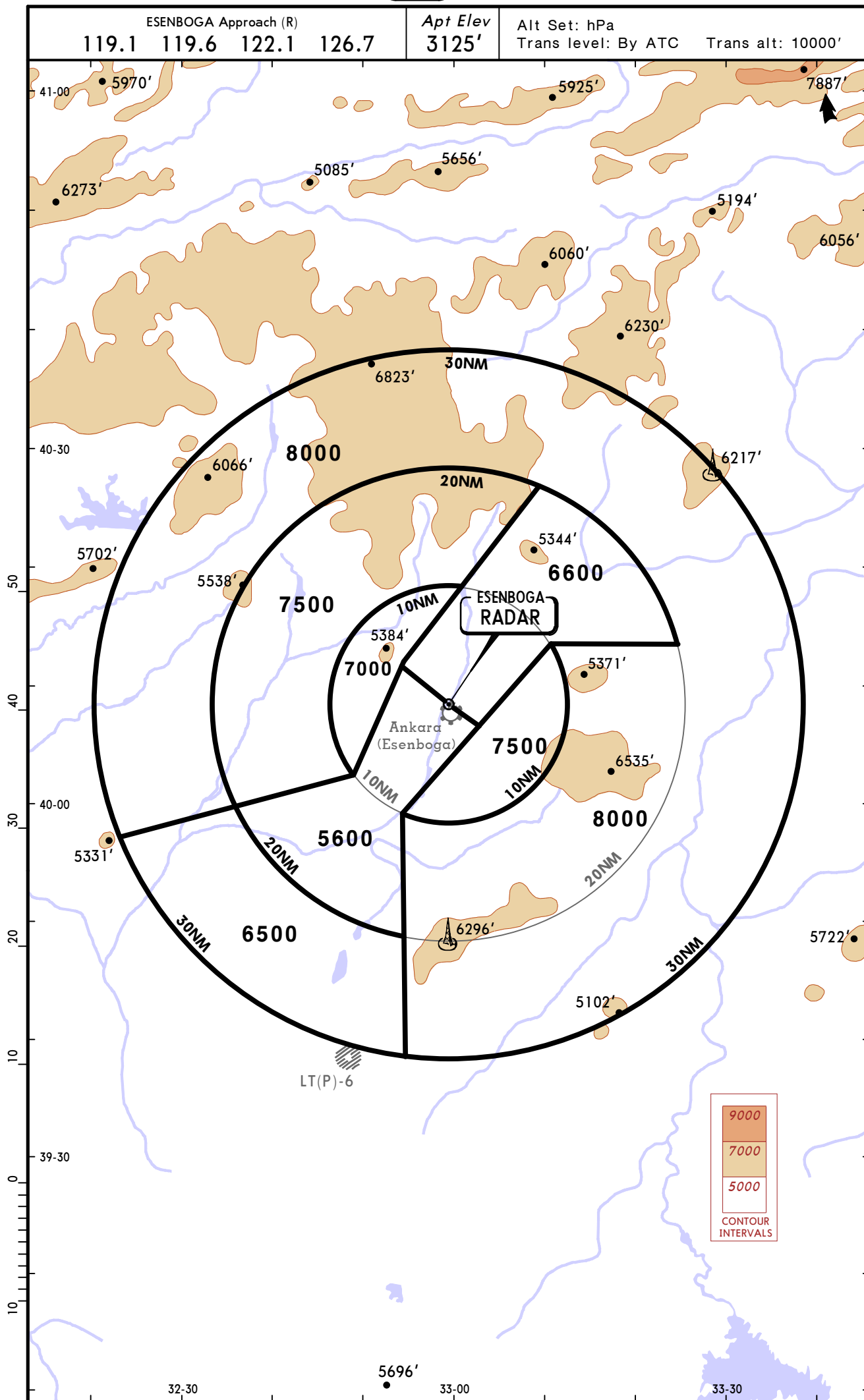
JEPPESEN

27 FEB 09

10-1R

Eff 12 Mar

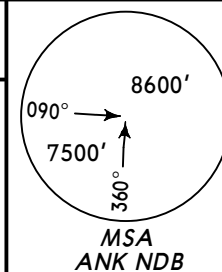
ANKARA, TURKEY
RADAR MINIMUM ALTITUDES



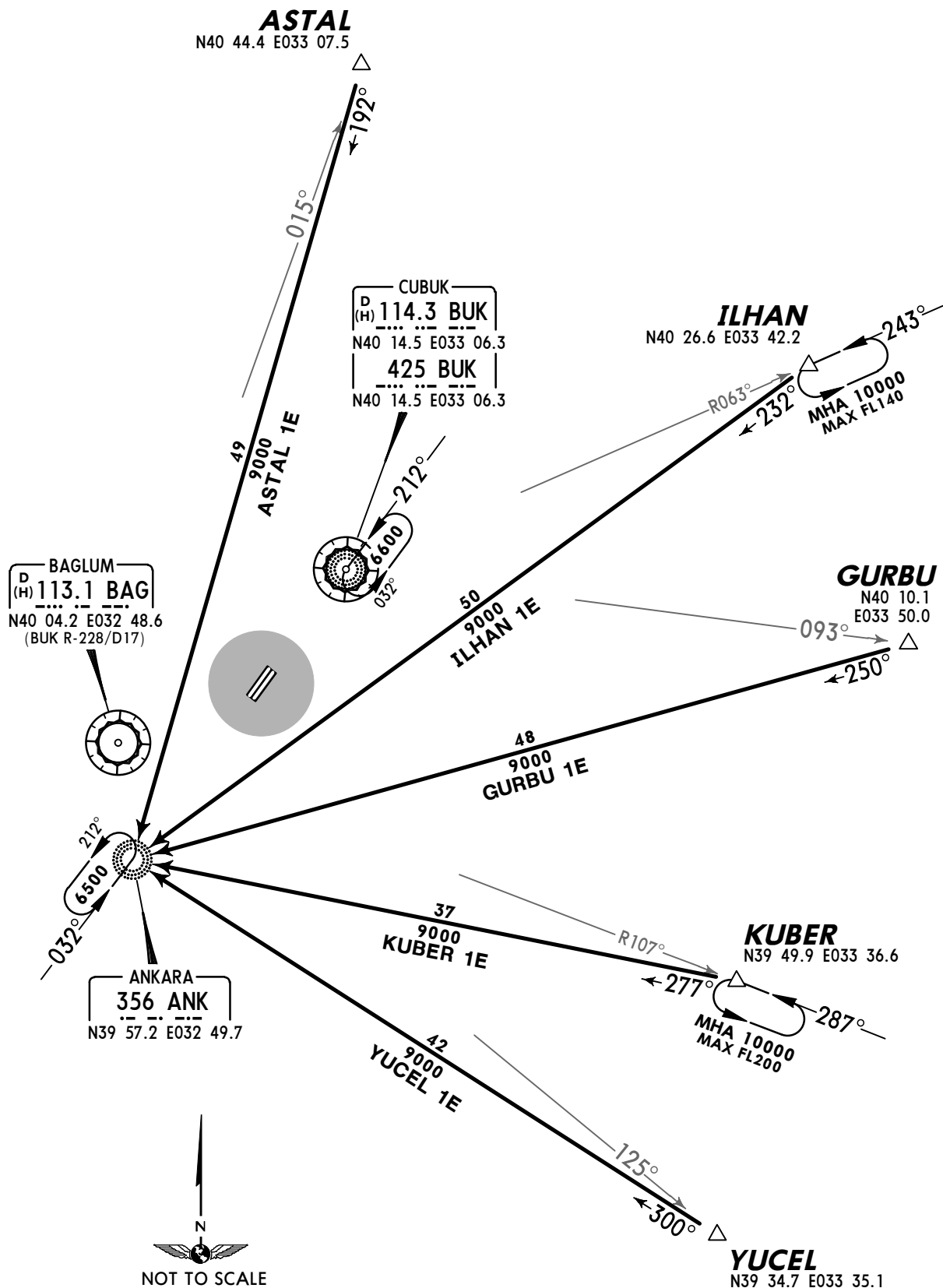
ATIS
123.6

Apt Elev
3125'

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



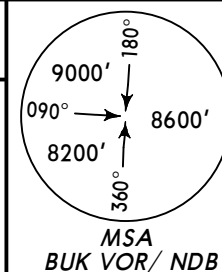
ASTAL 1E [ASTA1E], GURBU 1E [GURB1E]
ILHAN 1E [ILHA1E], KUBER 1E [KUBE1E]
YUCEL 1E [YUCE1E]
RWYS 03L/R ARRIVALS



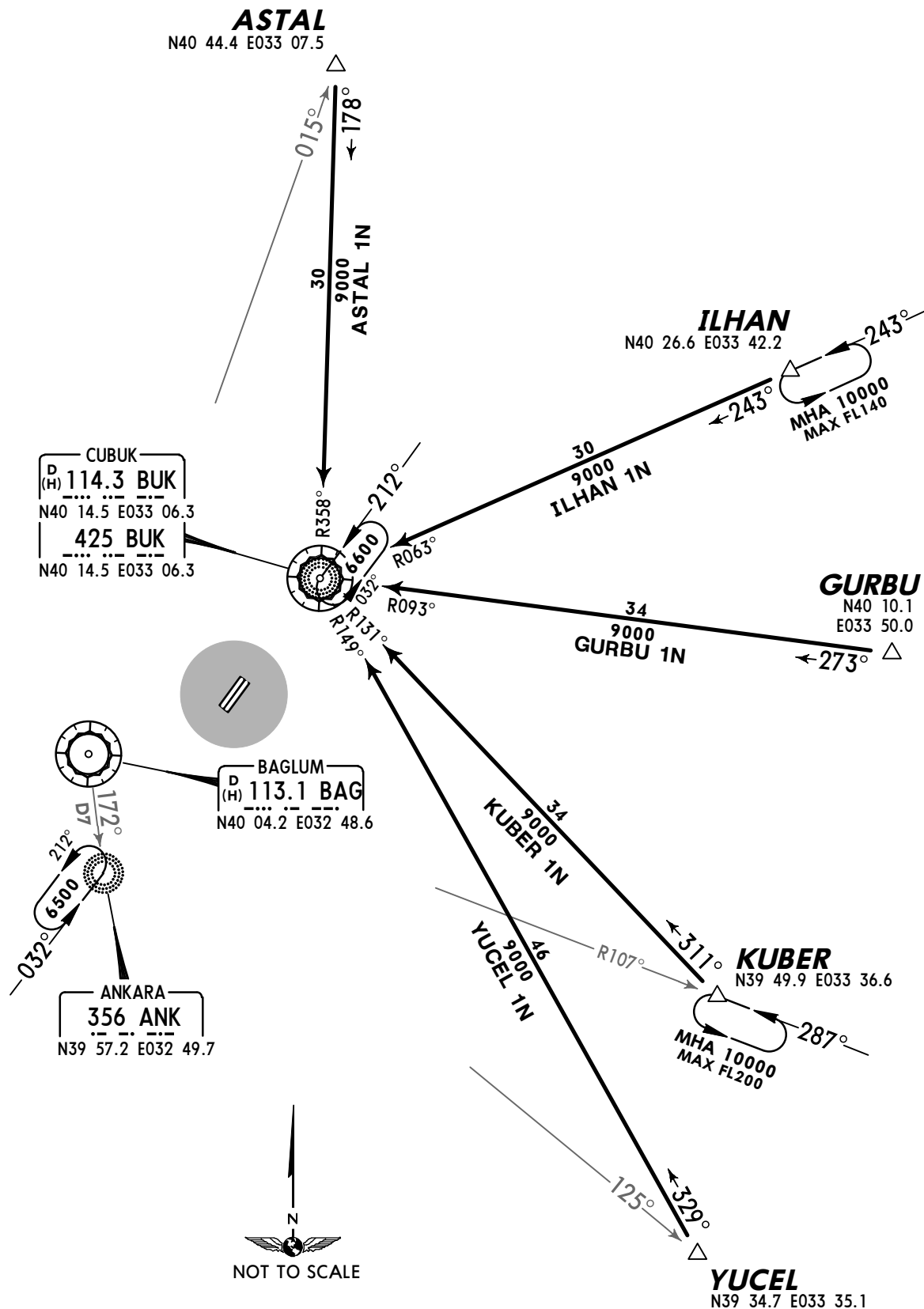
ATIS
123.6

Apt Elev
3125'

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



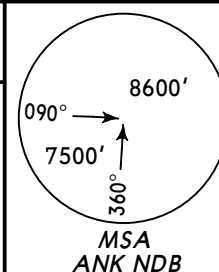
ASTAL 1N [ASTA1N], GURBU 1N [GURB1N]
ILHAN 1N [ILHA1N], KUBER 1N [KUBE1N]
YUCEL 1N [YUCE1N]
RWYS 21L/R ARRIVALS



ATIS
123.6

Apt Elev
3125'

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



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

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

BAGLUM
D 113.1 BAG
(H) 113.1 BAG
N40 04.2 E032 48.6
(BUK R-228/D17)

ANKARA
356 ANK
N39 57.2 E032 49.7

GOLBASI
315 GBI
N39 42.7 E032 49.1

INDAS
N39 45.3 E032 42.0

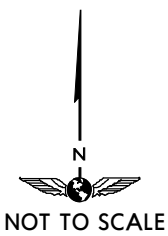
HAYMANA
350 HAY
N39 26.2 E032 30.6

HALIL
N39 23.4 E032 21.5
(BAG R-203)

TELVO
N39 22.3 E032 55.3
(BAG R-169)

BAKIR
N39 26.3
E033 19.5

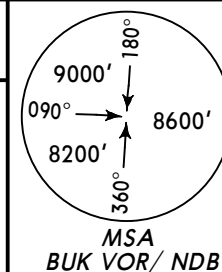
KFK
112.2
063°



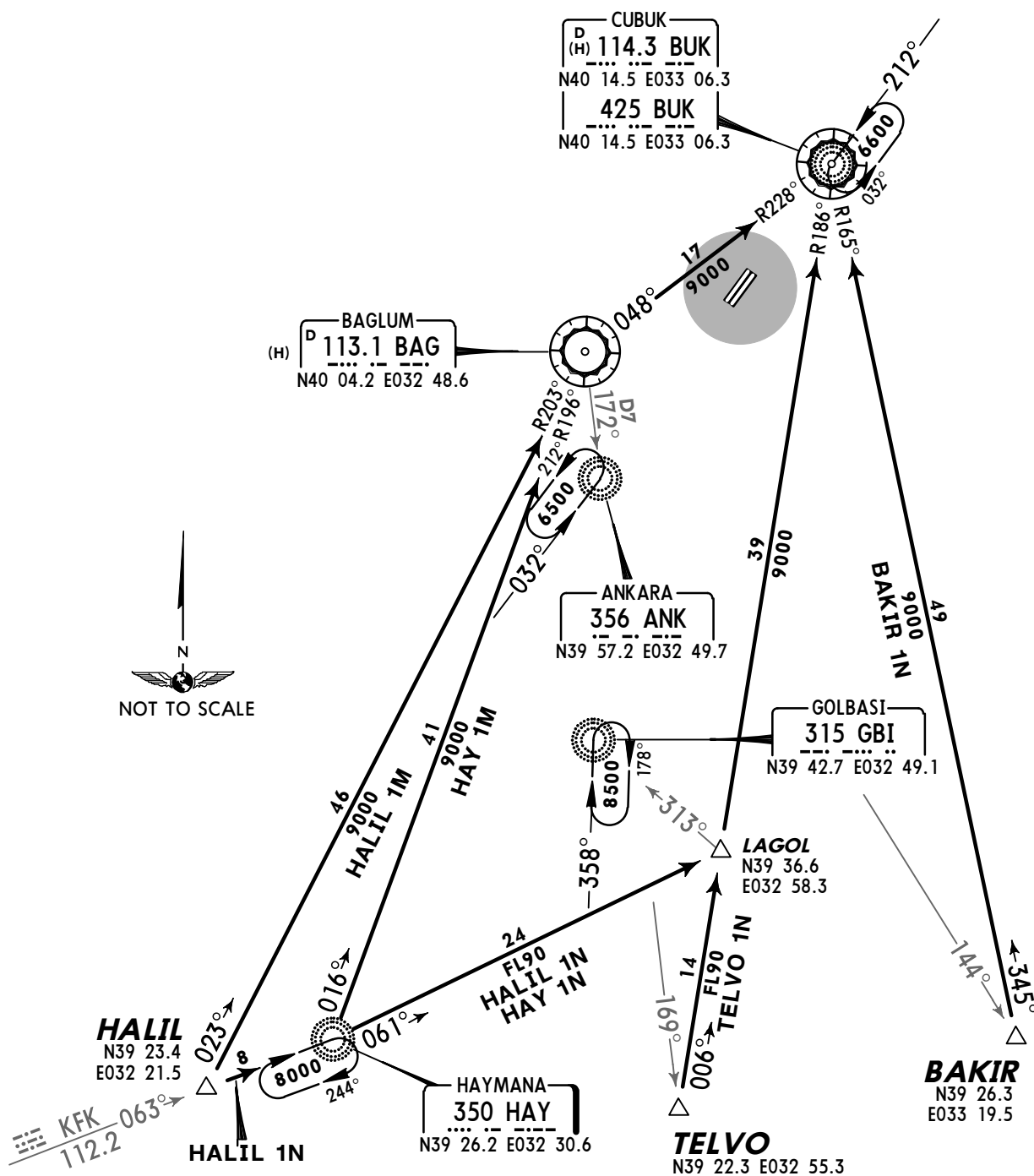
ATIS
123.6

Apt Elev
3125'

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



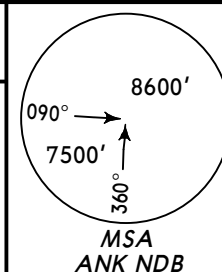
BAKIR 1N [BAKI1N]
HALIL 1M [HALI1M], HALIL 1N [HALI1N]
HAY 1M, HAY 1N, TELVO 1N [TELV1N]
RWYS 21L/R ARRIVALS



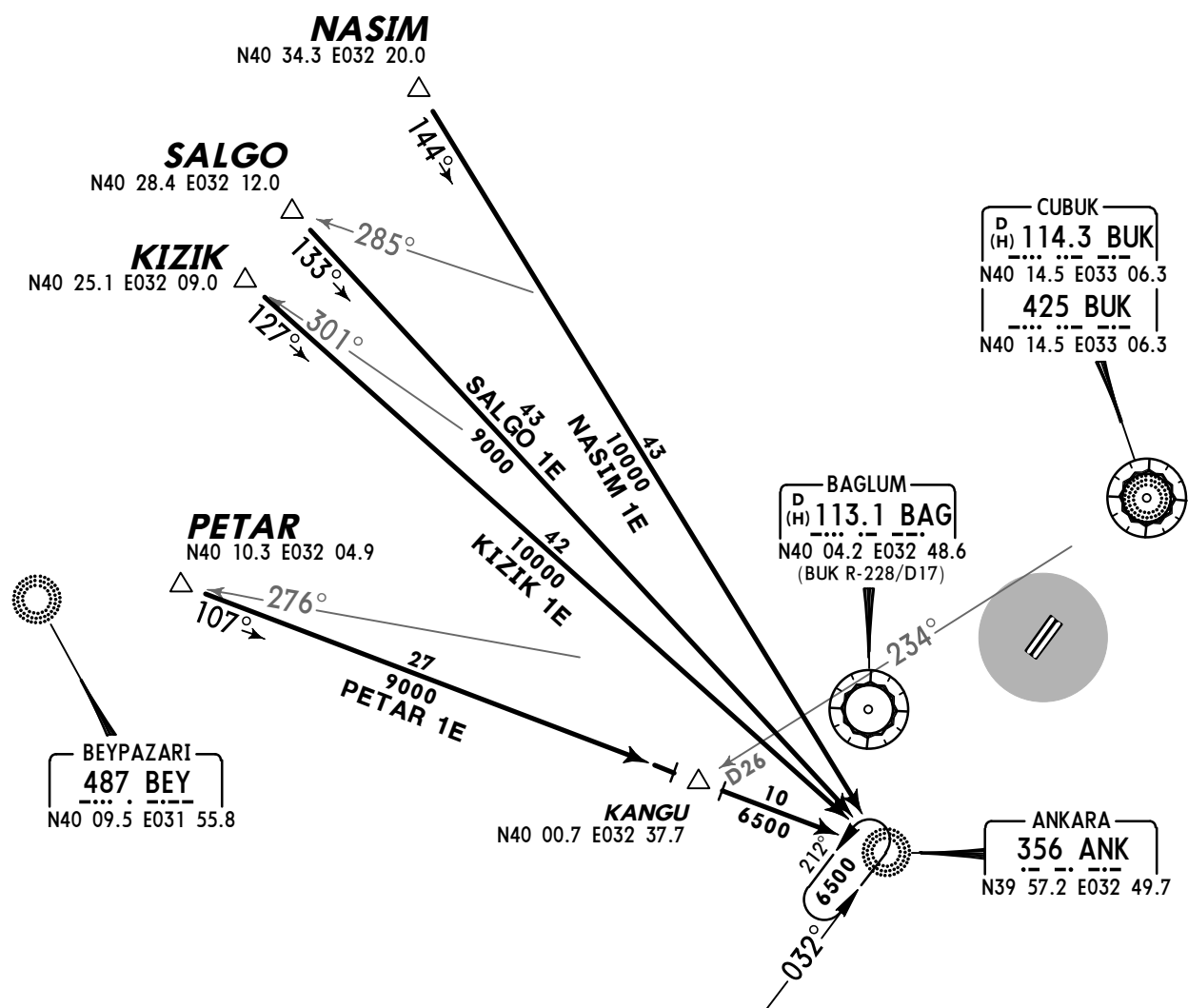
ATIS
123.6

Apt Elev
3125'

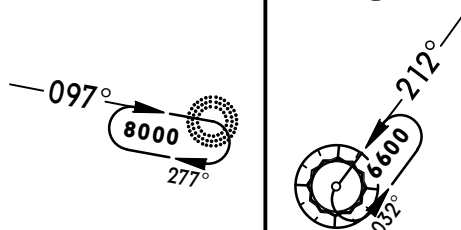
Alt Set: hPa
Trans level: By ATC Trans alt: 10000'



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



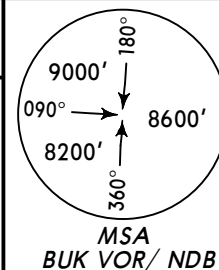
**HOLDINGS OVER
BEY BUK**



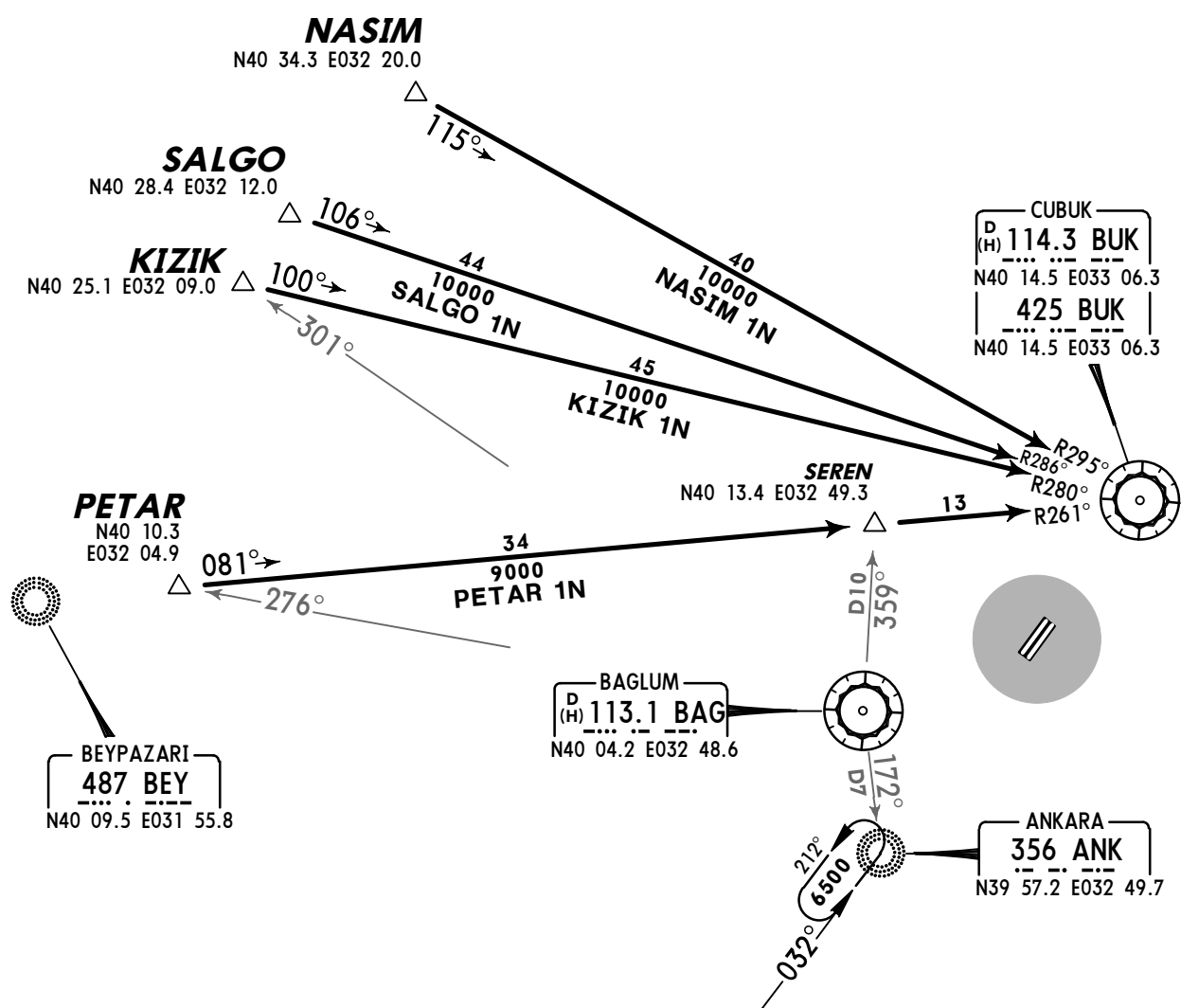
ATIS
123.6

Apt Elev
3125'

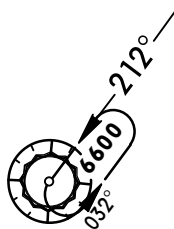
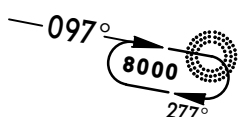
Alt Set: hPa
Trans level: By ATC Trans alt: 10000'



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

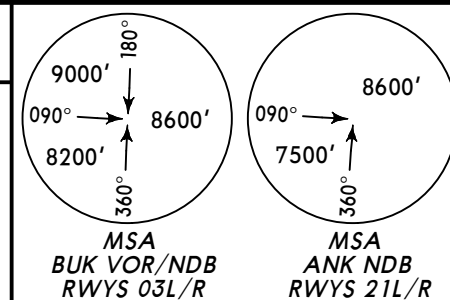
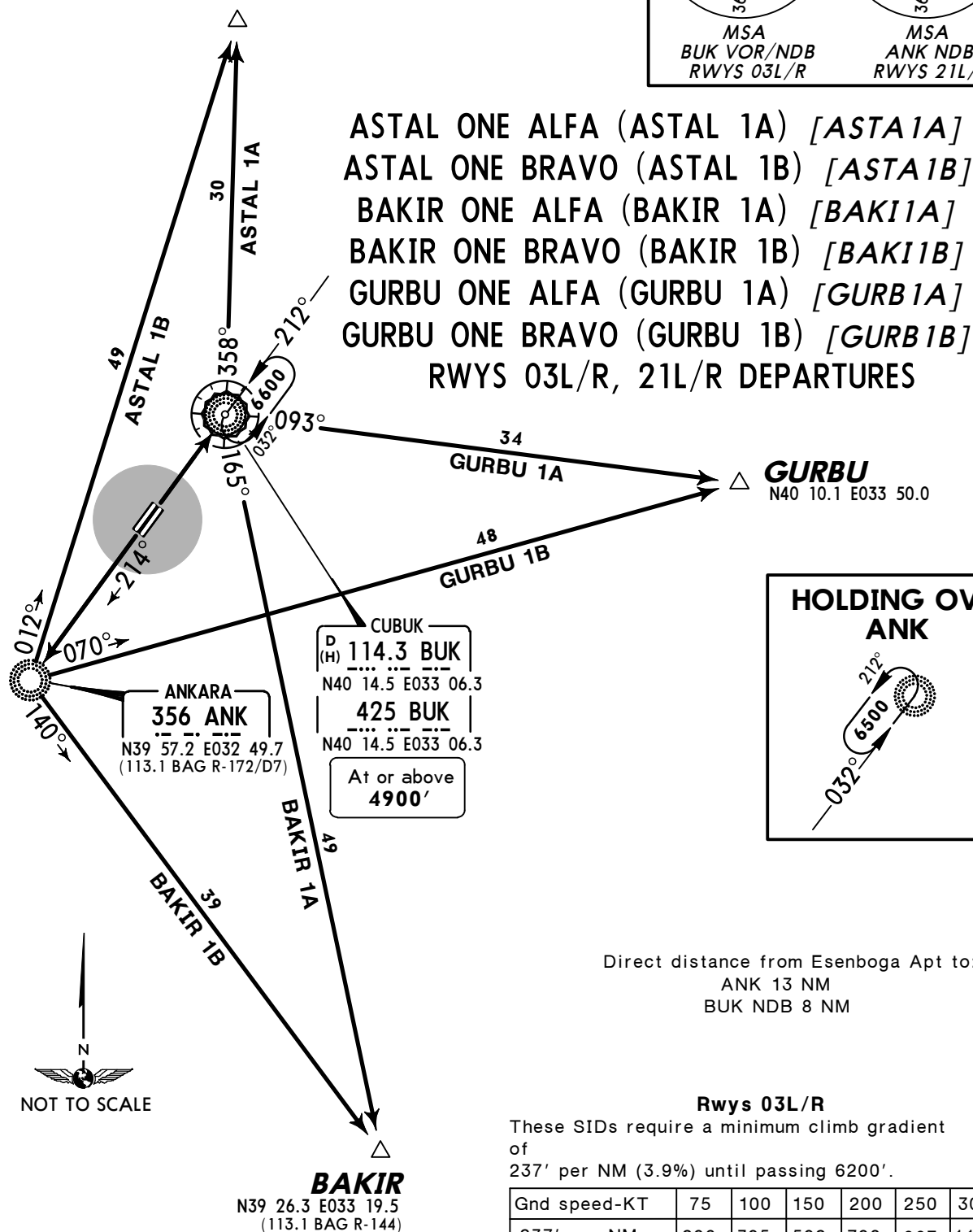
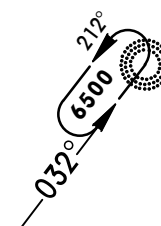


**HOLDINGS OVER
BEY BUK**



Apt Elev
3125'

Trans level: By ATC Trans alt: 10000'

**ASTAL**
N40 44.4 E033 07.5
(113.1 BAG R-015)**HOLDING OVER
ANK**Direct distance from Esenboga Apt to:
ANK 13 NM
BUK NDB 8 NM**Rwys 03L/R**These SIDs require a minimum climb gradient
of
237' per NM (3.9%) until passing 6200'.

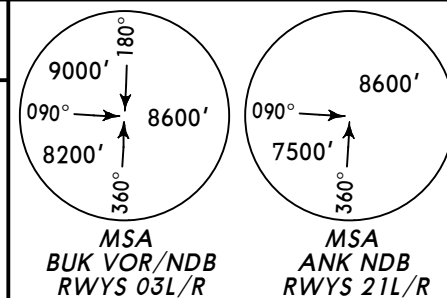
Gnd speed-KT	75	100	150	200	250	300
237' per NM	296	395	592	790	987	1185

SID	RWY	ROUTING
ASTAL 1A ①	03L/R	To BUK, turn LEFT, BUK R-358 (358° bearing) to ASTAL, then join airway.
ASTAL 1B ②	21L/R	To ANK, turn RIGHT, 012° bearing to ASTAL, then join airway.
BAKIR 1A ①	03L/R	To BUK, turn RIGHT, BUK R-165 (165° bearing) to BAKIR, then join airway.
BAKIR 1B ②	21L/R	To ANK, turn LEFT, 140° bearing to BAKIR, then join airway.
GURBU 1A ①	03L/R	To BUK, turn RIGHT, BU R-093 (093° bearing) to GURBU, then join airway.
GURBU 1B ②	21L/R	To ANK, turn LEFT, 070° bearing to GURBU, then join airway.

① Based on BUK VOR/NDB. ② Based on ANK NDB.

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

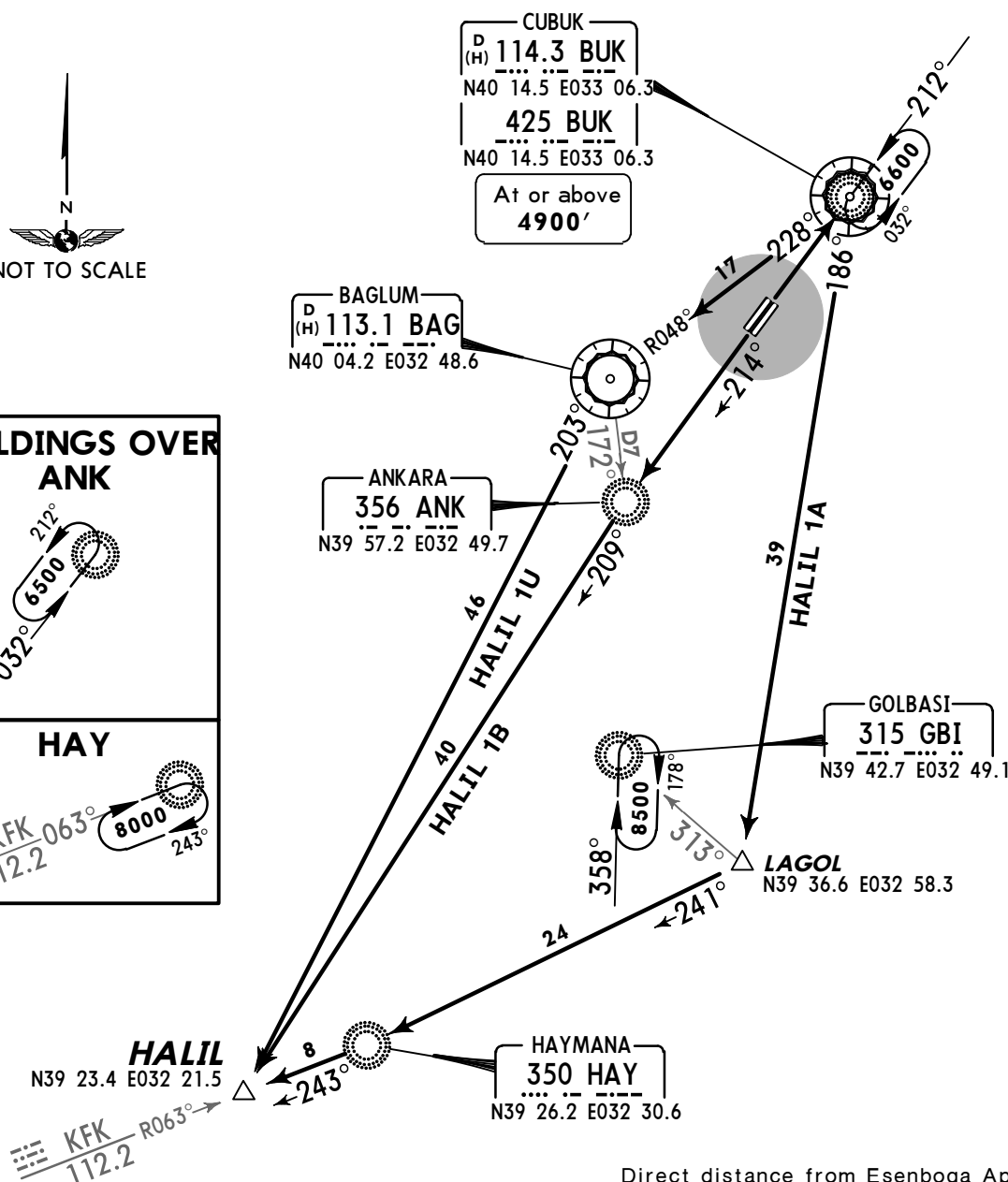
HALIL ONE ALFA (HALIL 1A) [HALI1A]
HALIL ONE BRAVO (HALIL 1B) [HALI1B]
HALIL ONE UNIFORM (HALIL 1U) [HALI1U]
RWYS 03L/R, 21L/R DEPARTURES



**HOLDINGS OVER
ANK**



HAY



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

Rwys 03L/R

These SIDs require a minimum climb gradient
of
237' per NM (3.9%) until passing 6200'.

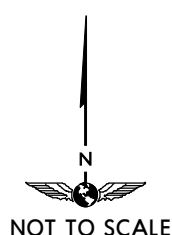
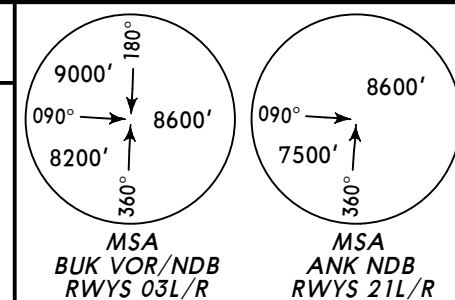
Gnd speed-KT	75	100	150	200	250	300
237' per NM	296	395	592	790	987	1185

SID	RWY	ROUTING
HALIL 1A ①	03L/R	To BUK, turn RIGHT, BUK R-186 (186° bearing) to LAGOL, then to HAY, then to HALIL, then join airway.
HALIL 1B ②	21L/R	To ANK, 209° bearing to HALIL, then join airway.
HALIL 1U ①	03L/R	To BUK, turn LEFT, BUK R-228 (228° bearing) to BAG, BAG R-203 to HALIL, then join airway.
① Based on BUK VOR/NDB. ② Based on ANK NDB.		

Apt Elev
3125'

Trans level: By ATC Trans alt: 10000'

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



CUBUK
D (H) 114.3 BUK
N40 14.5 E033 06.3
425 BUK
N40 14.5 E033 06.3
At or above
4900'

BAGLUM
D (H) 113.1 BAG
N40 04.2 E032 48.6

ANKARA
356 ANK
N39 57.2 E032 49.7

INDAS
N39 45.3 E032 42.0

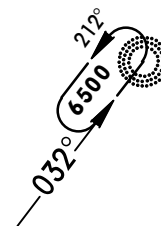
GOLBASI
315 GBI
N39 42.7 E032 49.1

LAGOL
N39 36.6 E032 58.3

HAYMANA
350 HAY
N39 26.2 E032 30.6

ILHAN
N40 26.6 E033 42.2
MHA 10000
MAX FL140

HOLDINGS OVER
ANK



HAY



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

Rwys 03L/R

These SIDs require a minimum climb gradient
of
237' per NM (3.9%) until passing 6200'.

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

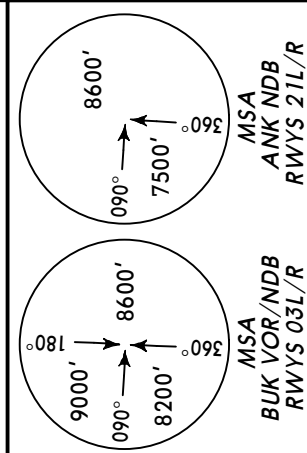
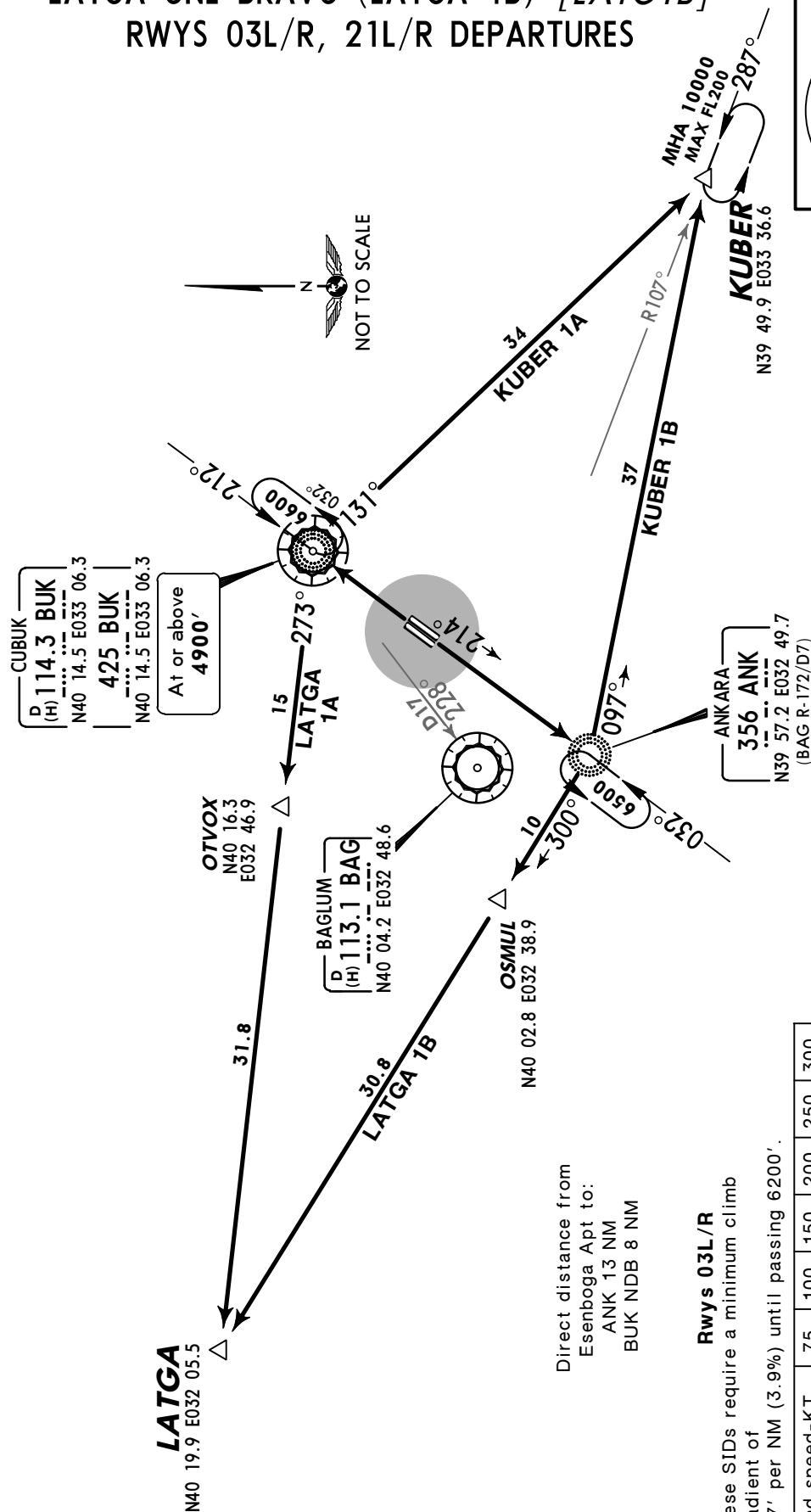
SID	RWY	ROUTING
HAY 1A ①	03L/R	To BUK, turn RIGHT, BUK R-186 (186° bearing) to LAGOL, then to HAY, then join airway.
HAY 1B ②	21L/R	To ANK, 202° bearing to HAY, turn RIGHT, then join airway.
HAY 1U ①	03L/R	To BUK, turn LEFT, BUK R-228 (228° bearing) to BAG, BAG R-196 to HAY, then join airway.
ILHAN 1A ①		To BUK, turn RIGHT, BUK R-063 (063° bearing) to ILHAN, then join airway.
ILHAN 1B ②	21L/R	To ANK, turn LEFT, 052° bearing to ILHAN, then along airway.

① Based on BUK VOR/NDB. ② Based on ANK NDB.

Apt Elev
3125'

Trans level: By ATC Trans alt: 10000'

KUBER ONE ALFA (KUBER 1A) [KUBE1A]
KUBER ONE BRAVO (KUBER 1B) [KUBE1B]
LATGA ONE ALFA (LATGA 1A) [LATG1A]
LATGA ONE BRAVO (LATGA 1B) [LATG1B]
RWYS 03L/R, 21L/R DEPARTURES



ROUTING

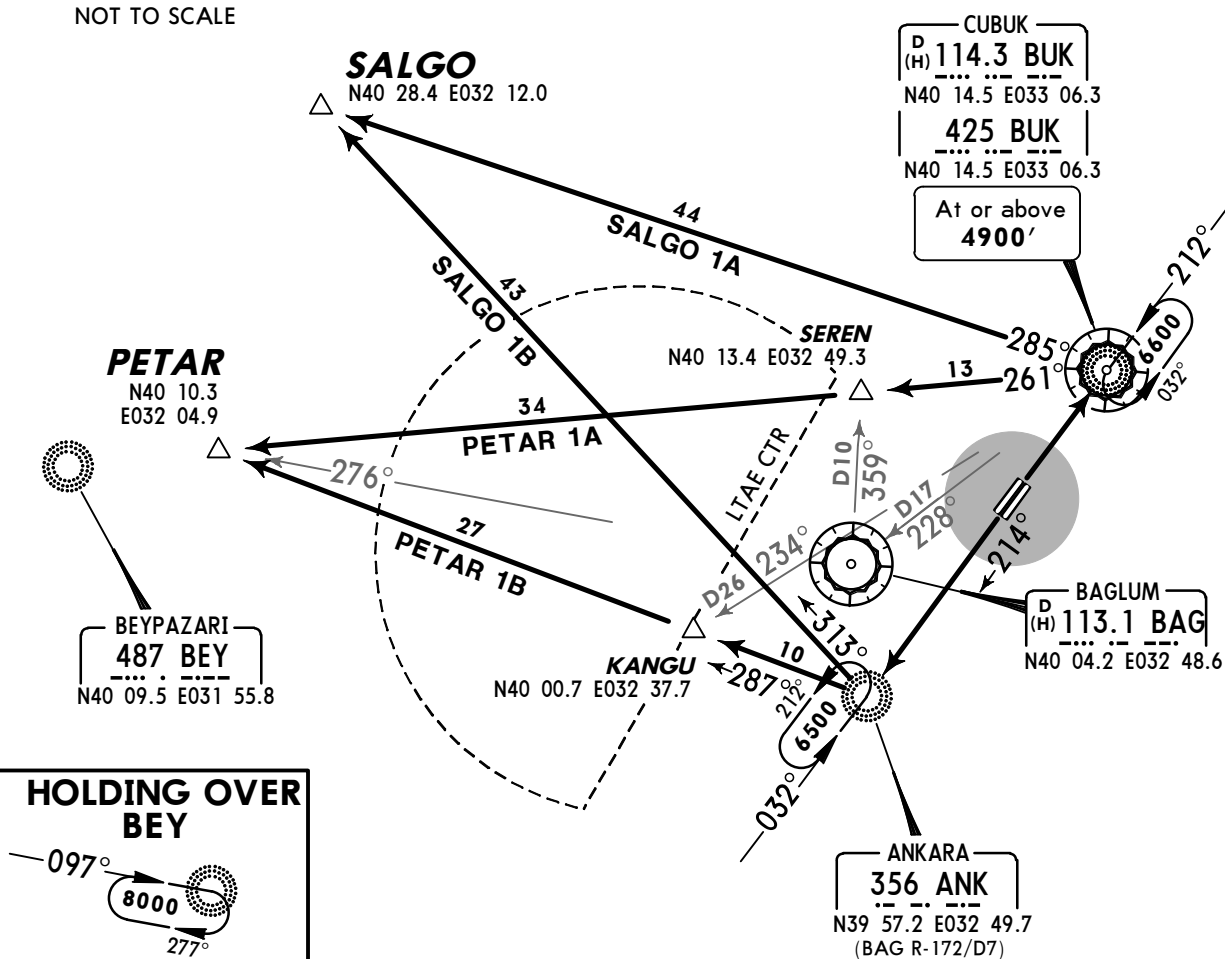
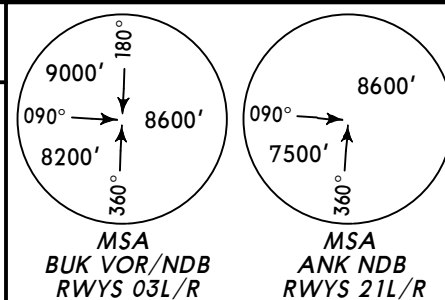
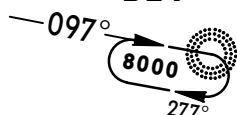
SID	RWY	ROUTING
KUBER 1A ①	03L/R	To BUK, turn RIGHT, BUK R-131 (131° bearing) to KUBER, then join airway.
KUBER 1B ②	21L/R	To ANK, turn LEFT, 097° bearing to KUBER, then join airway.
LATGA 1A ①	03L/R	To BUK, turn LEFT, BUK R-273 (273° bearing) to LATGA, then join airway.
LATGA 1B ②	21L/R	To ANK, turn RIGHT, 300° bearing to LATGA, then join airway.

① Based on BUK VOR/NDB. ② Based on ANK NDB.

Apt Elev
3125'

Trans level: By ATC Trans alt: 10000'

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

**HOLDING OVER
BEY****Rwys 03L/R**

These SIDs require a minimum climb
gradient of
237' per NM (3.9%) until passing 6200'.

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

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

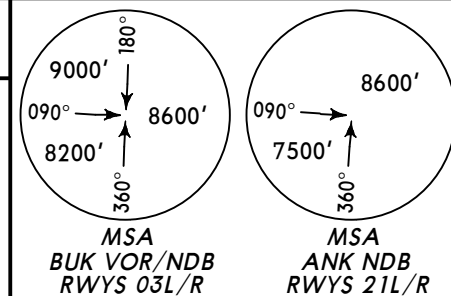
SID	RWY	ROUTING
PETAR 1A ①	03L/R	To BUK, turn LEFT, BUK R-261 (261° bearing) to PETAR, then join airway.
PETAR 1B ②	21L/R	To ANK, turn RIGHT, 287° bearing to PETAR, then join airway.
SALGO 1A ①③	03L/R	To BUK, turn LEFT, BUK R-285 (285° bearing) to SALGO, then join airway.
SALGO 1B ②③	21L/R	To ANK, turn RIGHT, 313° bearing to SALGO, then join airway.

① Based on BUK VOR/NDB. ② Based on ANK NDB.
③ Only for destinations beyond LTBB FIR if no MIL activity within LTAE CTR.

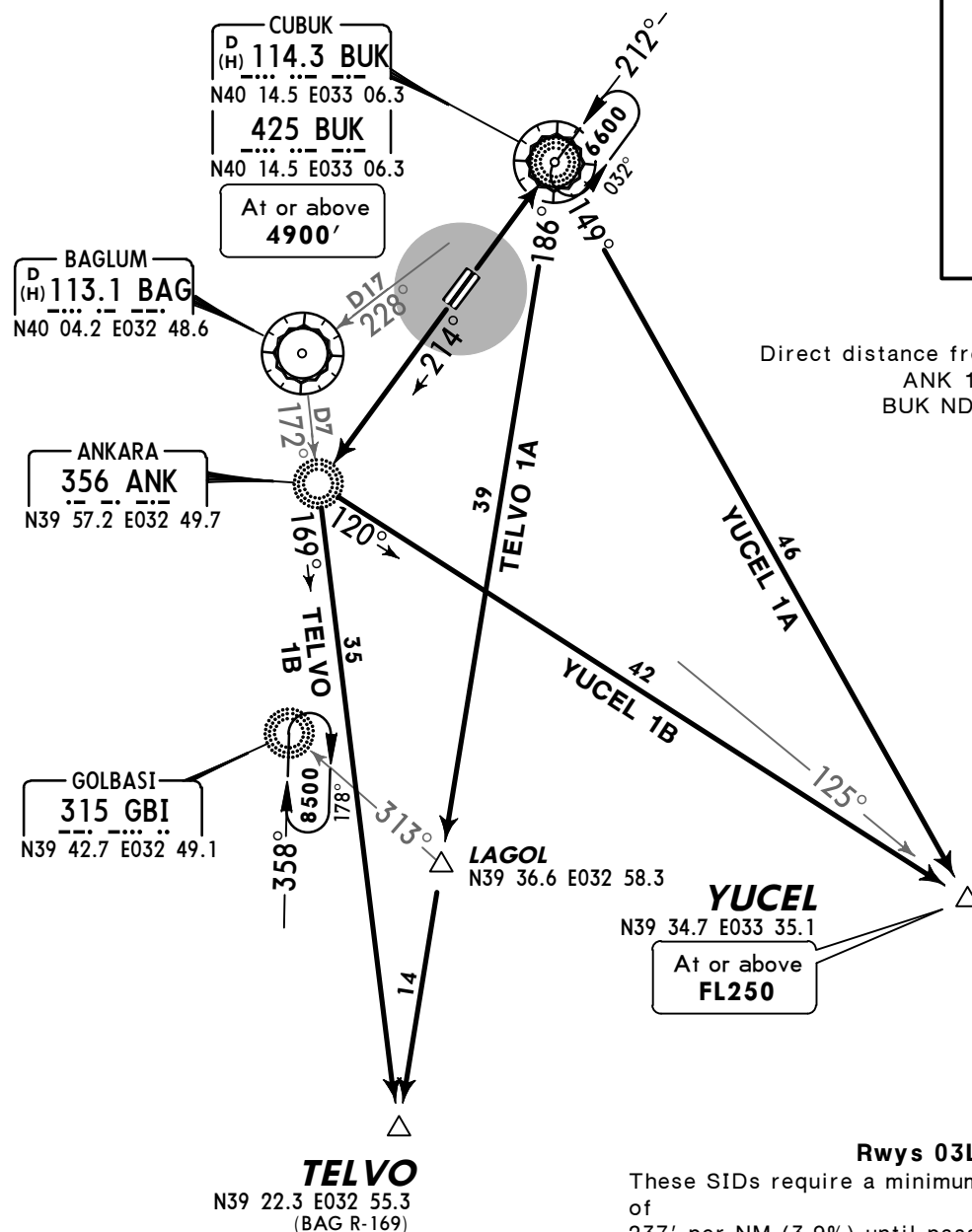
Apt Elev
3125'

Trans level: By ATC Trans alt: 10000'

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



HOLDING OVER ANK



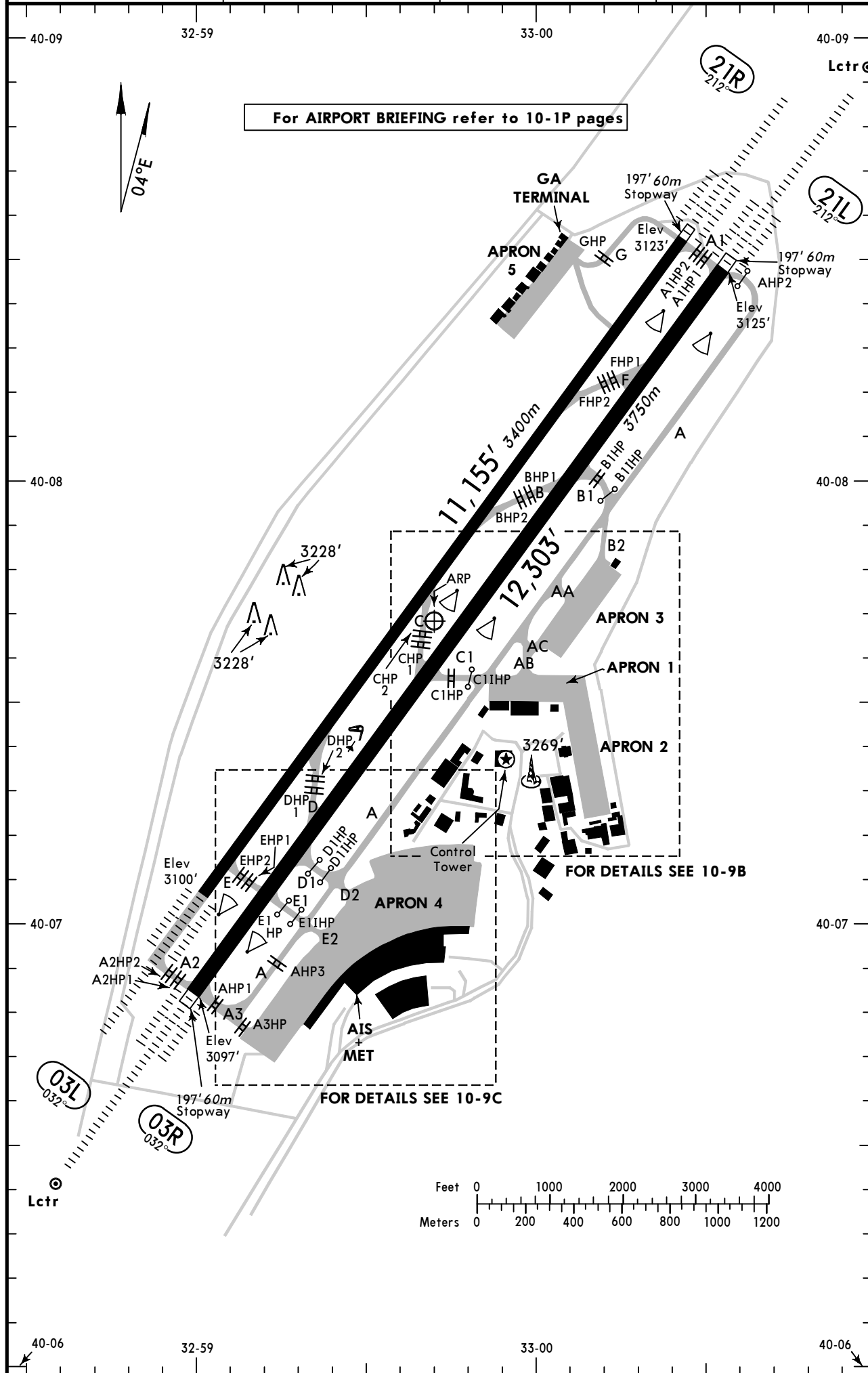
Rwys 03L/R

These SIDs require a minimum climb gradient of 237' per NM (3.9%) until passing 6200'.

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

SID	RWY	ROUTING
TELVO 1A ①	03L/R	To BUK, turn RIGHT, BUK R-186 (186° bearing) to TELVO, then join airway.
TELVO 1B ②	21L/R	To ANK, turn LEFT, 169° bearing to TELVO, then join airway.
YUCEL 1A ①	03L/R	To BUK, turn RIGHT, BUK R-149 (149° bearing) to YUCEL, then join airway.
YUCEL 1B ②	21L/R	To ANK, turn LEFT, 120° bearing to YUCEL, then along airway.

① Based on BUK VOR/NDB. ② Based on ANK NDB.



ADDITIONAL RUNWAY INFORMATION

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

❶ PAPI (3.0°), HSTIL - B & F

❷ PAPI (3.0°), HSTIL - C & D

❸ TAKE-OFF RUN AVAILABLE

RWY 03L:

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

RWY 21R:

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

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

❹ PAPI (3.0°)

❺ TAKE-OFF RUN AVAILABLE

RWY 03R:

from rwy head 12303' (3750m)
 twy D1 int 9843' (3000m)

RWY 21L:

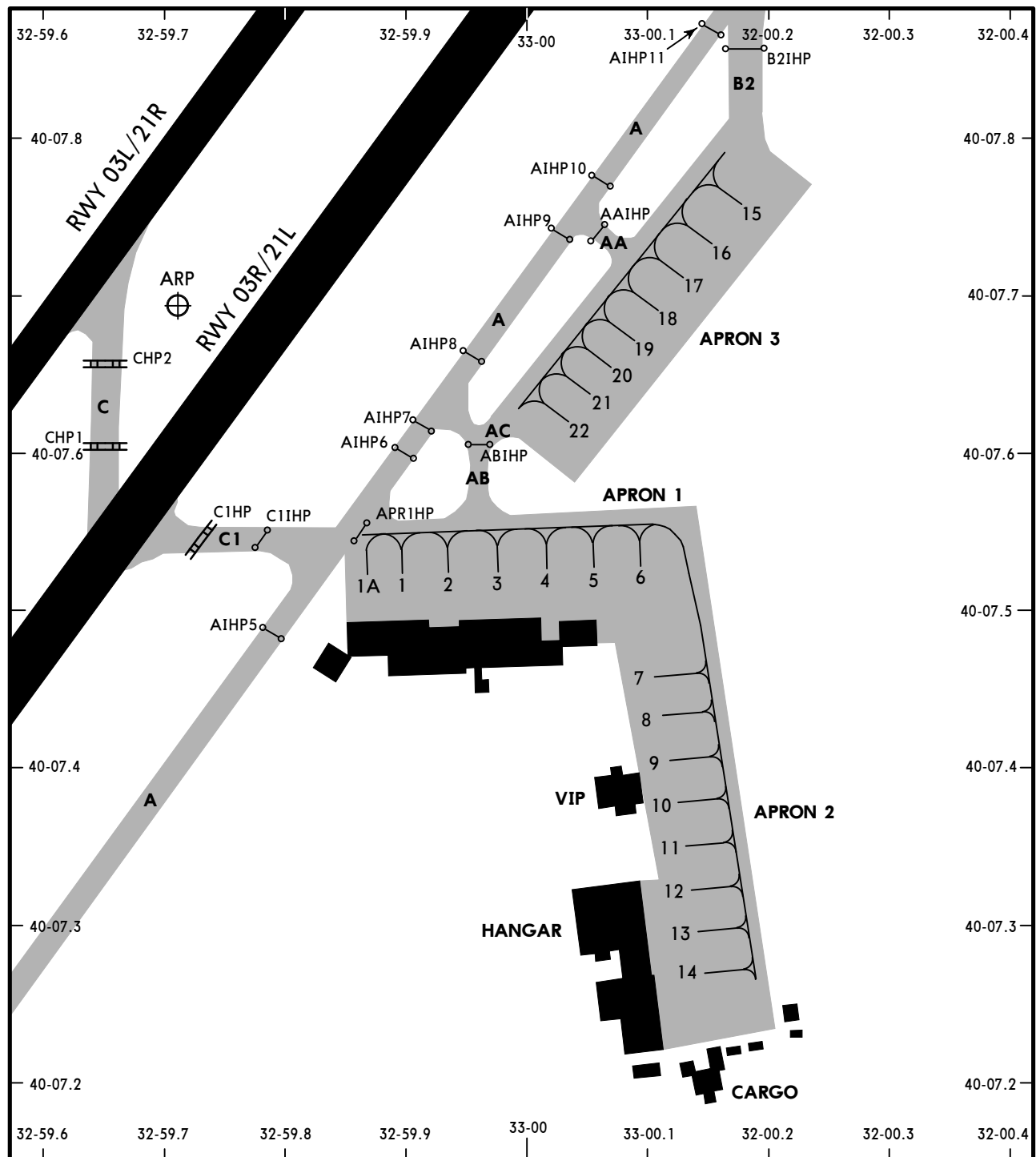
from rwy head 12303' (3750m)
 twy B1 int 8530' (2600m)

Standard

TAKE-OFF ❶

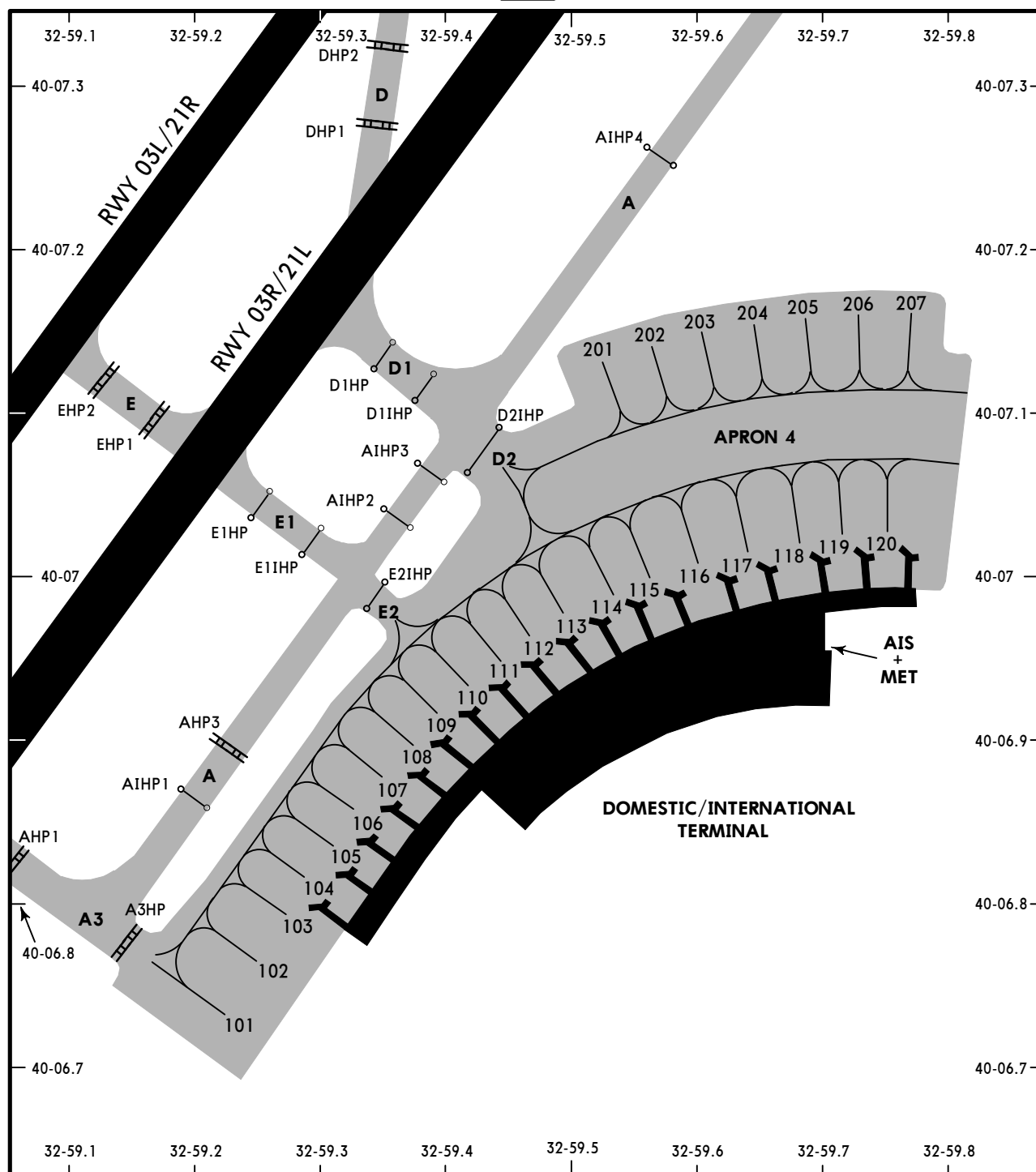
	LVP must be in force				RCLM (DAY only) or RL	NIL (DAY only)
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL		
A					400m	500m
B	125m	150m	200m	250m		
C						
D	150m	200m	250m	300m		

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



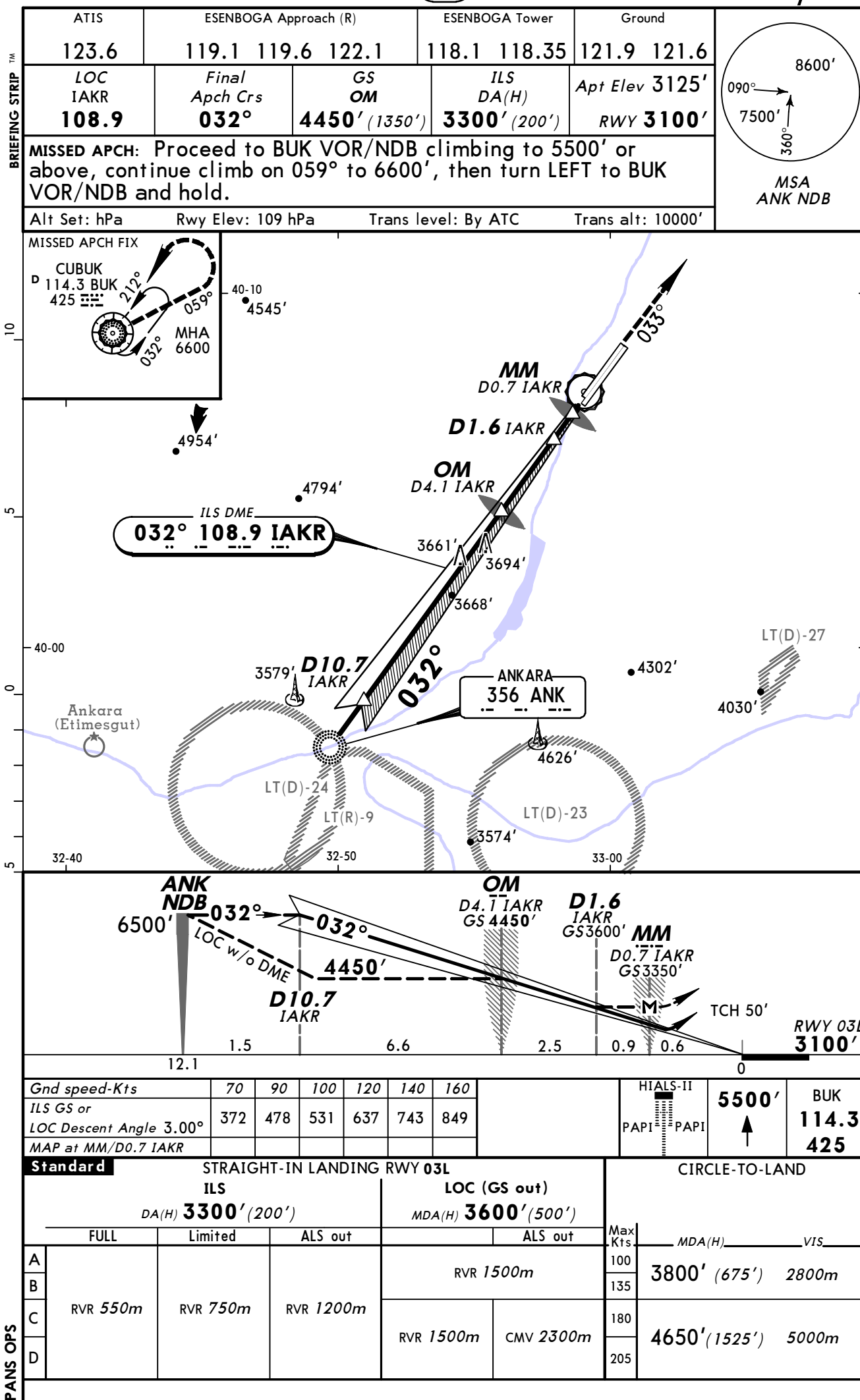
INS COORDINATES

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



INS COORDINATES

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



LTAC/ESB
ESENBOGA

JEPPesen ANKARA, TURKEY
20 DEC 13 11-1A CAT II ILS DME or ILS Rwy 03L

BRIEFING STRIP

ATIS 123.6	ESENBOGA Approach (R) 119.1 119.6 122.1	ESENBOGA Tower 118.1 118.35	Ground 121.9 121.6
LOC IAKR 108.9	Final Apch Crs 032°	GS OM 4450' (1350')	CAT II ILS RA 102' DA(H) 3200' (100')
MISSED APCH: Proceed to BUK VOR/NDB climbing to 5500' or above, continue climb on 059° to 6600', then turn LEFT to BUK VOR/NDB and hold.			
Alt Set: hPa Rwy Elev: 109 hPa Trans level: By ATC Trans alt: 10000' Special Aircrew and Acft Certification required.			

8600'

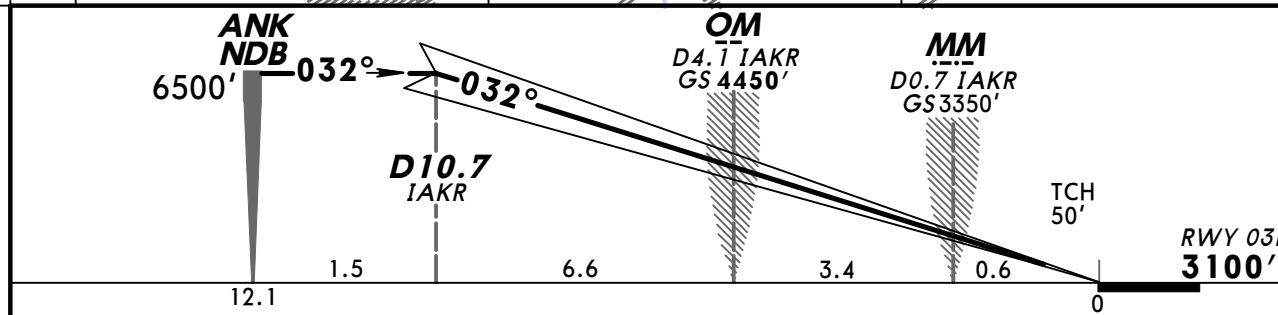
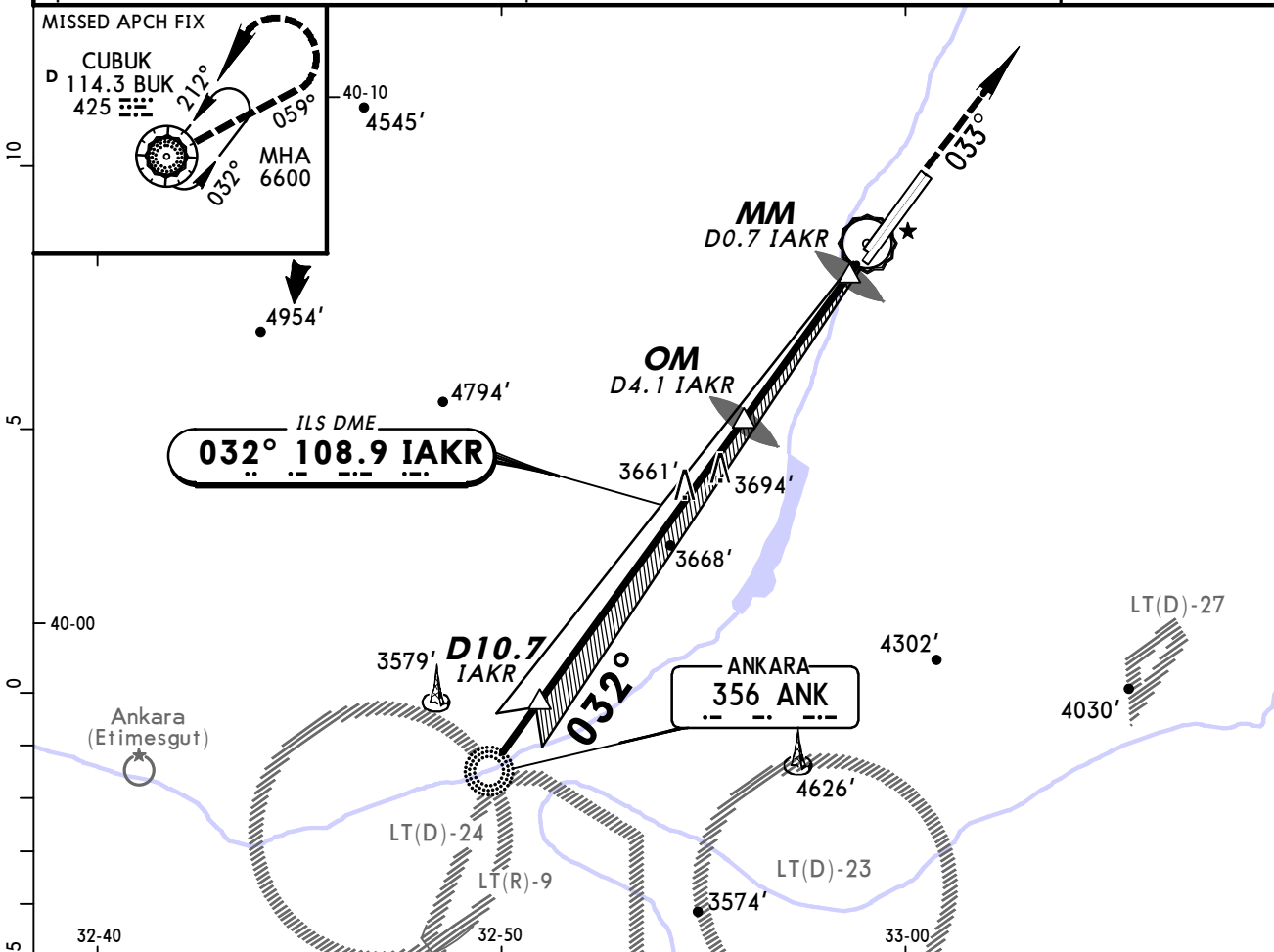
090°

7500'

360°

MSA

ANK NDB

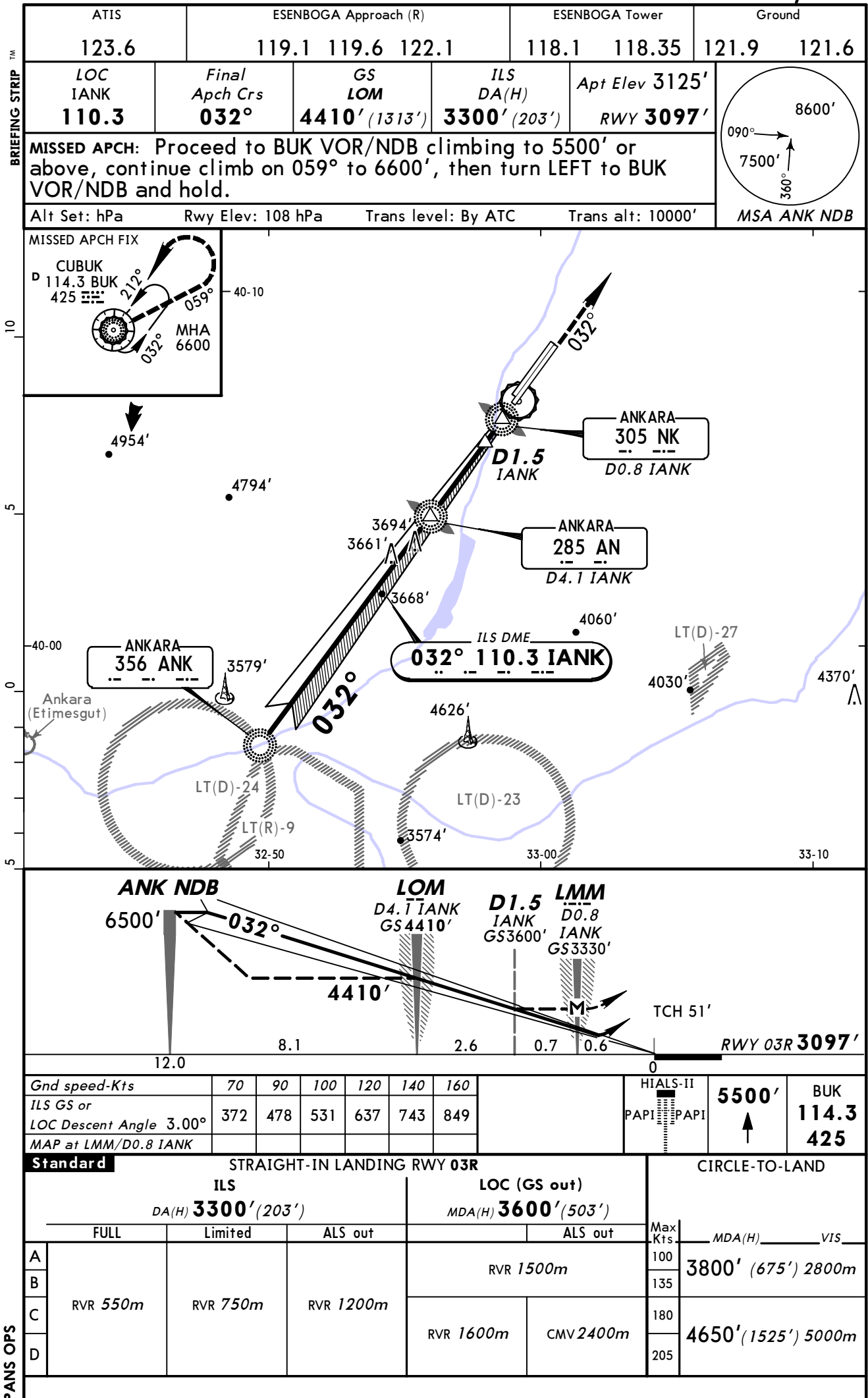


Gnd speed-Kts	70	90	100	120	140	160	 5500'	BUK 114.3 425
GS	3.00°	372	478	531	637	743		

Standard STRAIGHT-IN LANDING RWY 03L
CAT II ILS
ABCD
RA 102'
DA(H) 3200' (100')

RVR 300m **I**

I Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.
CHANGES: Communications. © JEPPesen, 2001, 2013. ALL RIGHTS RESERVED.



LTAC/ESB
ESENBOGA

20 DEC 13

11-2A

JEPPesen

CAT II/III ILS DME or ILS Rwy 03R

ANKARA, TURKEY

BRIEFING STRIP

ATIS 123.6	ESENBOGA Approach (R) 119.1 119.6 122.1			ESENBOGA Tower 118.1 118.35		Ground 121.9 121.6	
LOC IANK 110.3	Final Apch Crs 032°	GS LOM 4410' (1313')	CAT II ILS RA 110' DA(H) 3197' (100')		Apt Elev 3125' RWY 3097'		
MISSED APCH: Proceed to BUK VOR/NDB climbing to 5500' or above, continue climb on 059° to 6600', then turn LEFT to BUK VOR/NDB and hold.							
Alt Set: hPa		Rwy Elev: 108 hPa		Trans level: By ATC		Trans alt: 10000'	
Special Aircrew and Acft Certification required.							

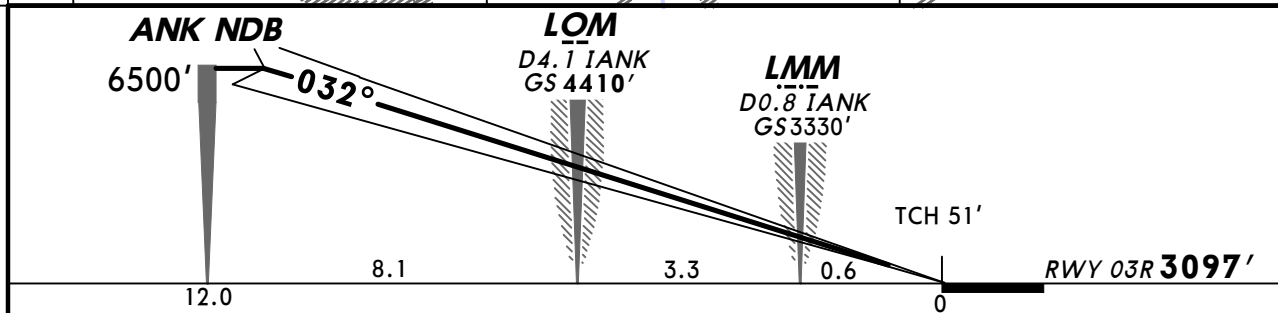
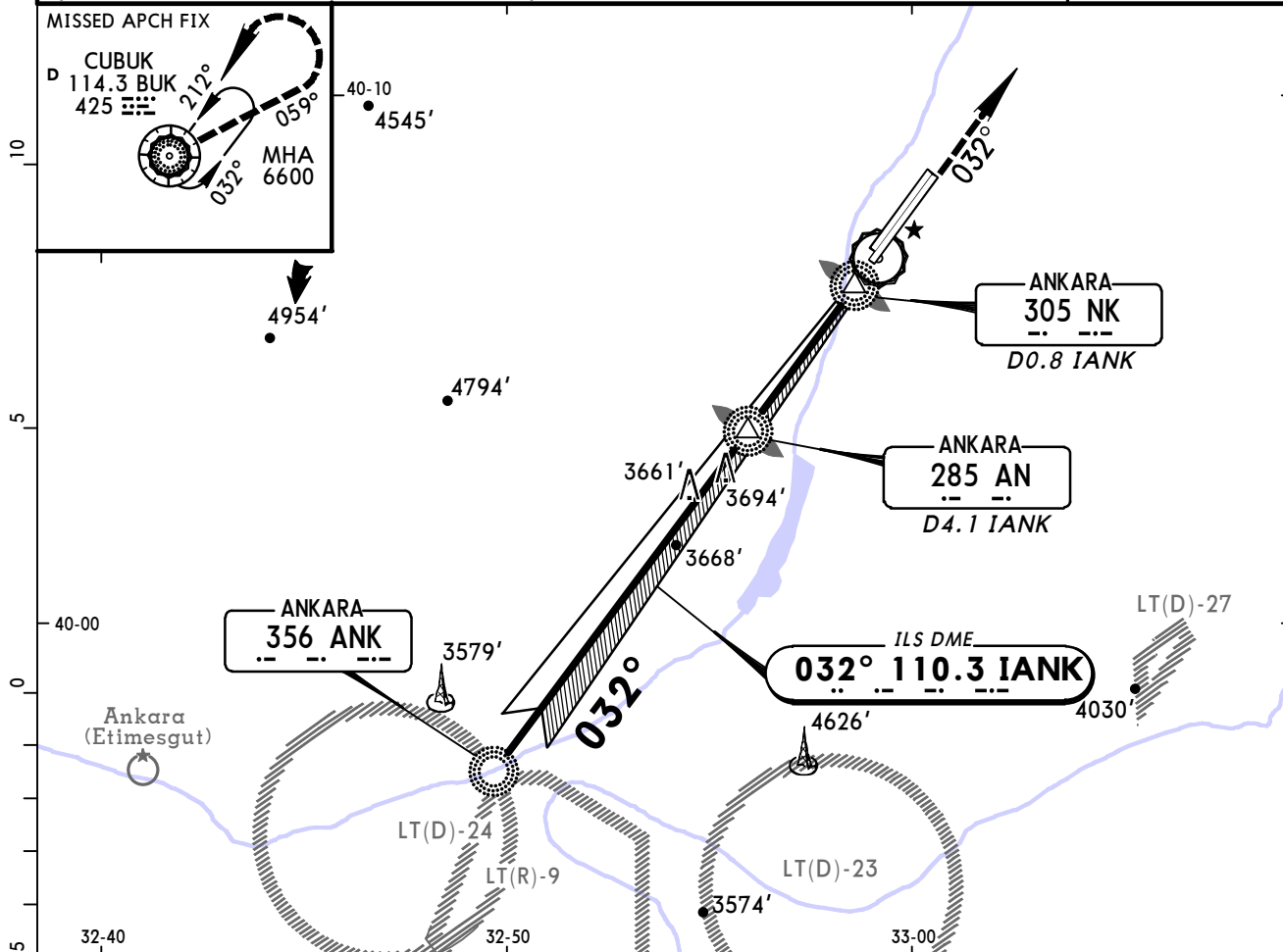
090°

7500'

360°

8600'

MSA
ANK NDB



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI PAPI		5500'	BUK 114.3 425
GS	3.00°	372	478	531	637	743			↑	

Standard		STRAIGHT-IN LANDING RWY 03R	
CAT IIIA ILS		CAT II ILS ABCD RA 110' DA(H) 3197' (100')	
DH 50'			
RVR 200m		RVR 300m	

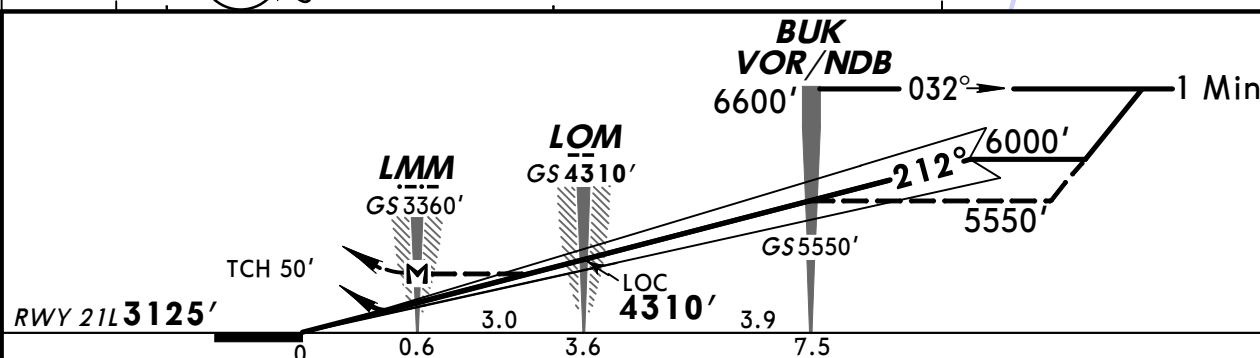
Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

CHANGES: Communications.

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A circular radar display with a 360-degree scale. A target is indicated by a vertical line at 180 degrees, with a distance of 8600 feet. A horizontal line at 90 degrees is also shown, with a distance of 9000 feet. A vertical line at 360 degrees is also shown, with a distance of 8200 feet.

MSA
BUK VOR/NDB

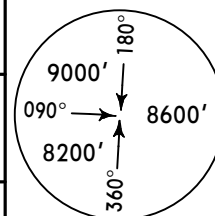


Standard		STRAIGHT-IN LANDING RWY 21L				CIRCLE-TO-LAND	
		ILS DA(H) 3325' (200')		LOC (GS out) MDA(H) 3600' (475')			
		FULL	Limited	ALS out		Max Kts	MDA(H) _____ VIS _____
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1500m		100	3800' (675') 2800m
B						135	
C				RVR 1500m CMV 2200m		180	4650' (1525') 5000m
D						205	

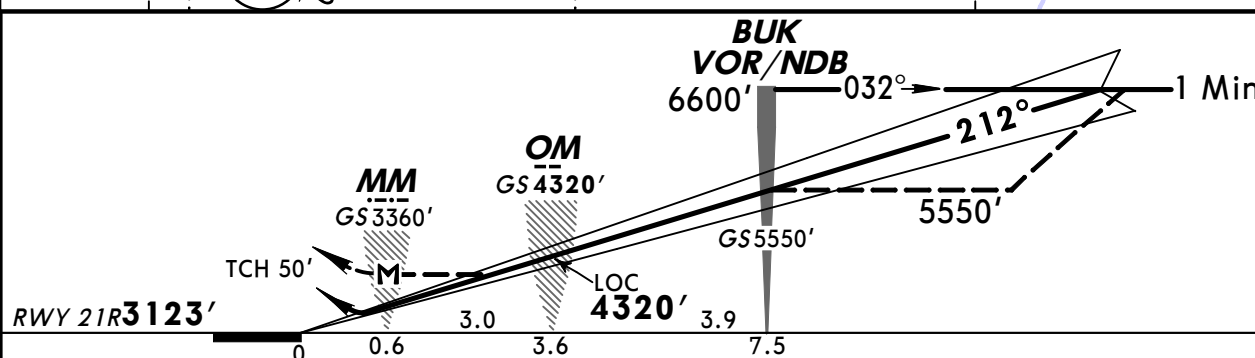
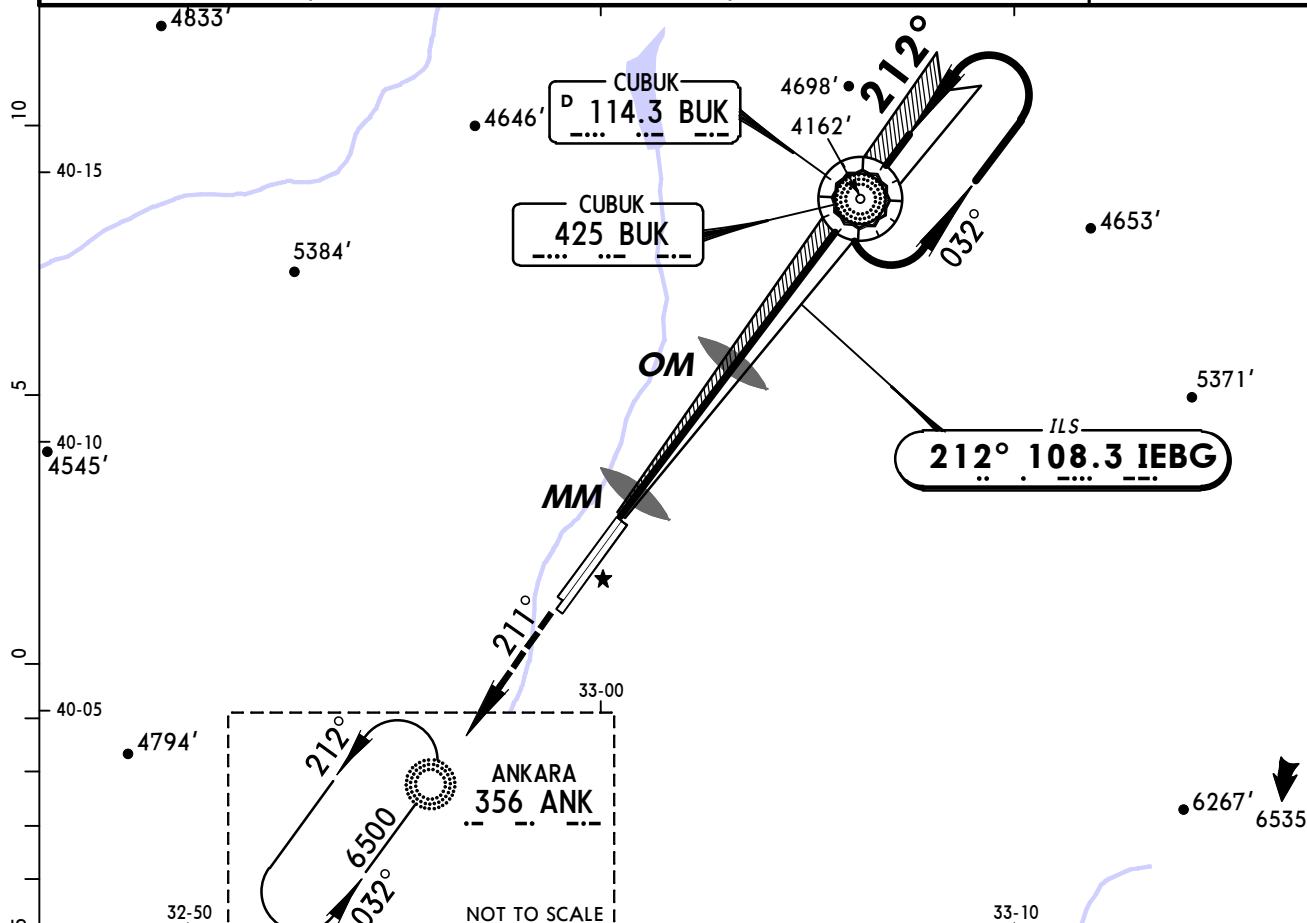
BRIEFING STRIP™

ATIS	ESENBOGA Approach (R)			ESENBOGA Tower		Ground	
123.6	119.1	119.6	122.1	118.1	118.35	121.9	121.6
LOC IEBG 108.3	Final Apch Crs 212°	GS OM 4320' (1197')	ILS DA(H) 3323' (200')		Apt Elev 3125' RWY 3123'		
MISSED APCH: Climb on 211° to cross ANK NDB at 6500' and hold.							
Alt Set: hPa		Rwy Elev: 109 hPa		Trans level: By ATC		Trans alt: 10000'	

MSA
BUK VOR/NDB



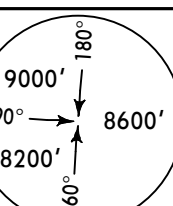
MSA
BUK VOR/NDB



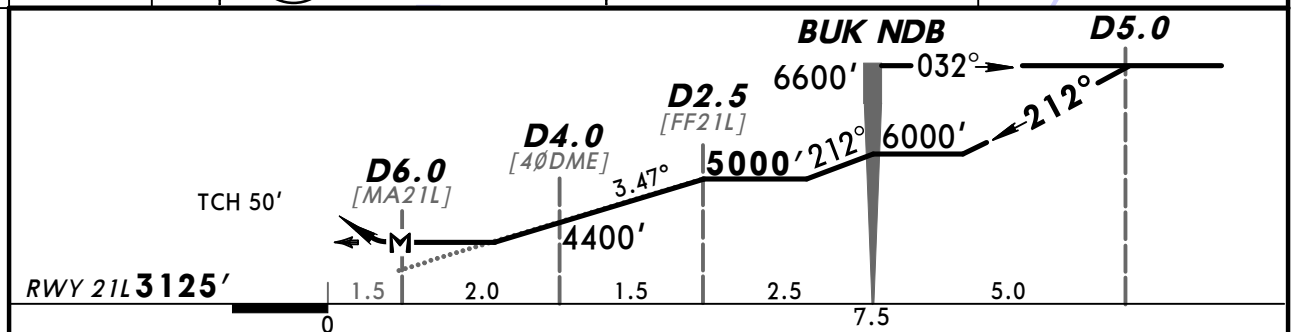
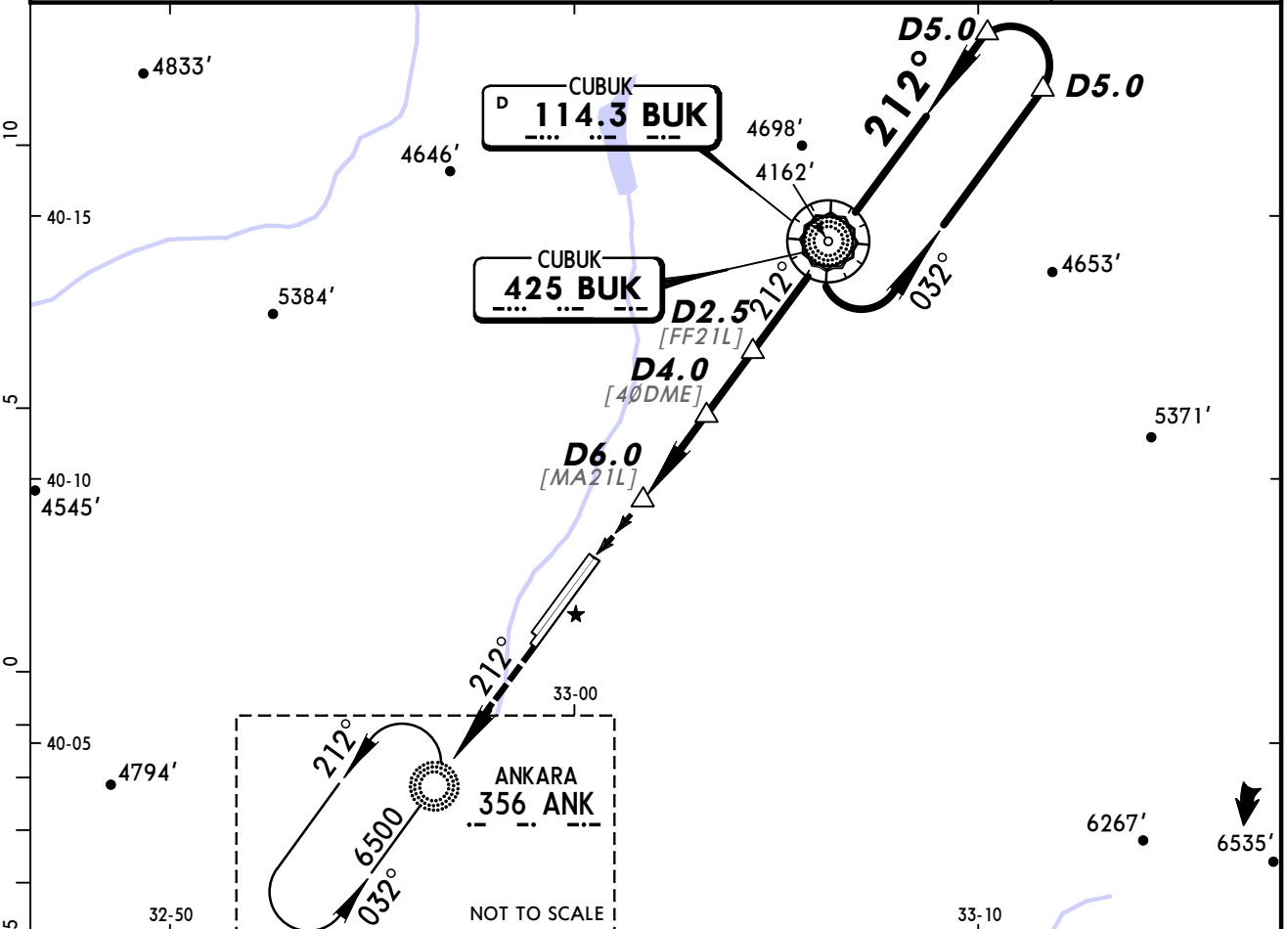
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II		6500' on 211°	ANK 356
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849	PAPI	PAPI		
MAP at MM										

STRAIGHT-IN LANDING RWY 21R					CIRCLE-TO-LAND				
ILS			LOC (GS out)						
DA(H) 3323' (200')			MDA(H) 3600' (477')						
FULL	Limited	ALS out	ALS out		Max Kts	MDA(H)	VIS		
A			RVR 1500m		100	3800' (675')		2800m	
B					135				
C	RVR 550m	RVR 750m	RVR 1200m		180	4650' (1525')		5000m	
D				RVR 1500m CMV 2200m	205				

BRIEFING STRIP™

ATIS 123.6		ESENBOGA Approach (R) 119.1 119.6 122.1		ESENBOGA Tower 118.1 118.35		Ground 121.9 121.6	
VOR BUK 114.3	NDB BUK 425	Final Apch Crs 212°	Minimum Alt D5.0 5000' (1875')	MDA(H) 3650' (525')	Apt Elev 3125' RWY 3125'		
MISSED APCH: Climb on R-212 (212° from NDB) to cross ANK NDB at 6500' and hold.							
Alt Set: hPa		Rwy Elev: 109 hPa		Trans level: By ATC		Trans alt: 10000'	

MSA BUK VOR/ND



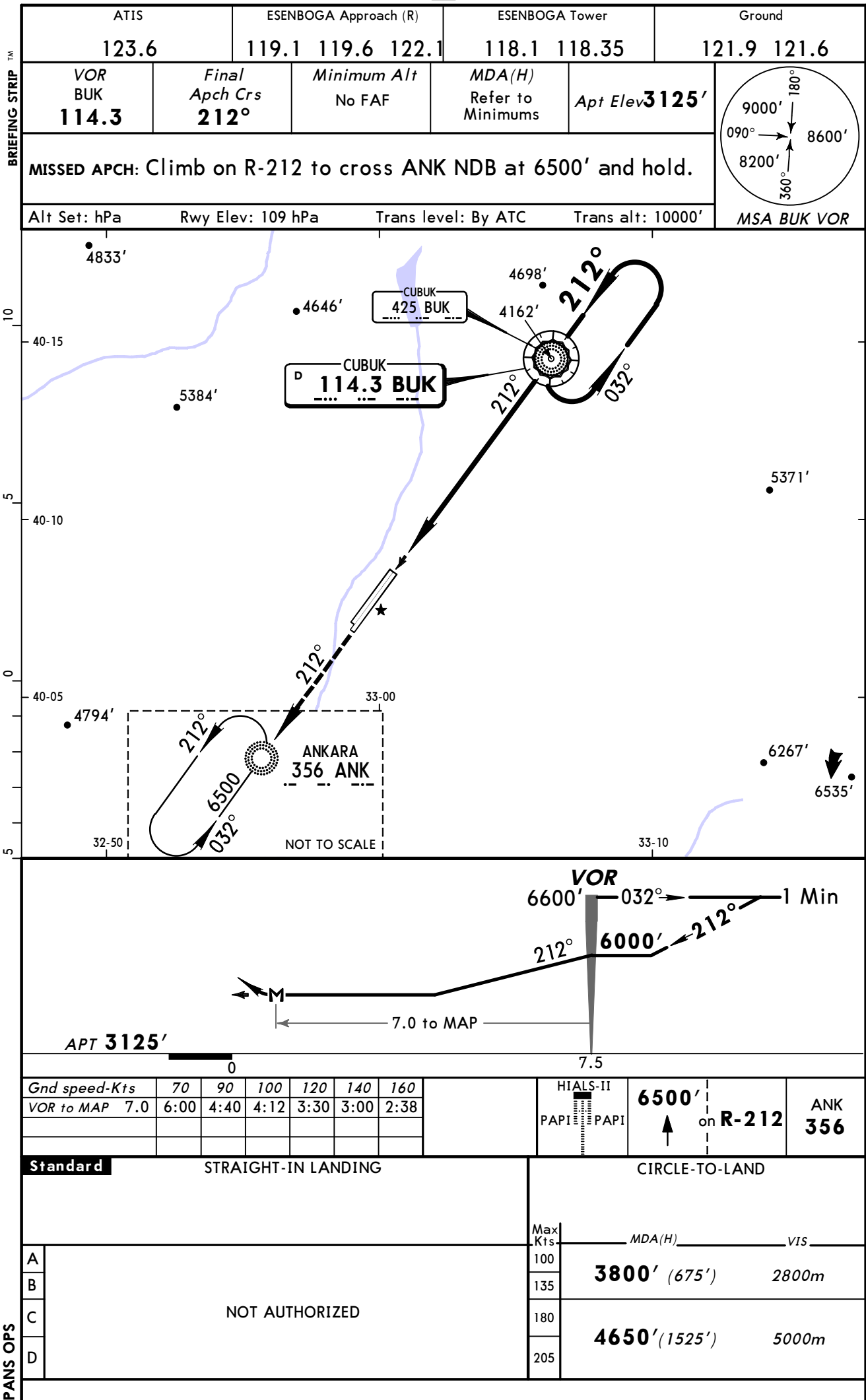
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI PAPI Refer to Missed Apch above	
Descent Angle 3.47°	430	553	614	737	860	983		
MAP at D6.0								

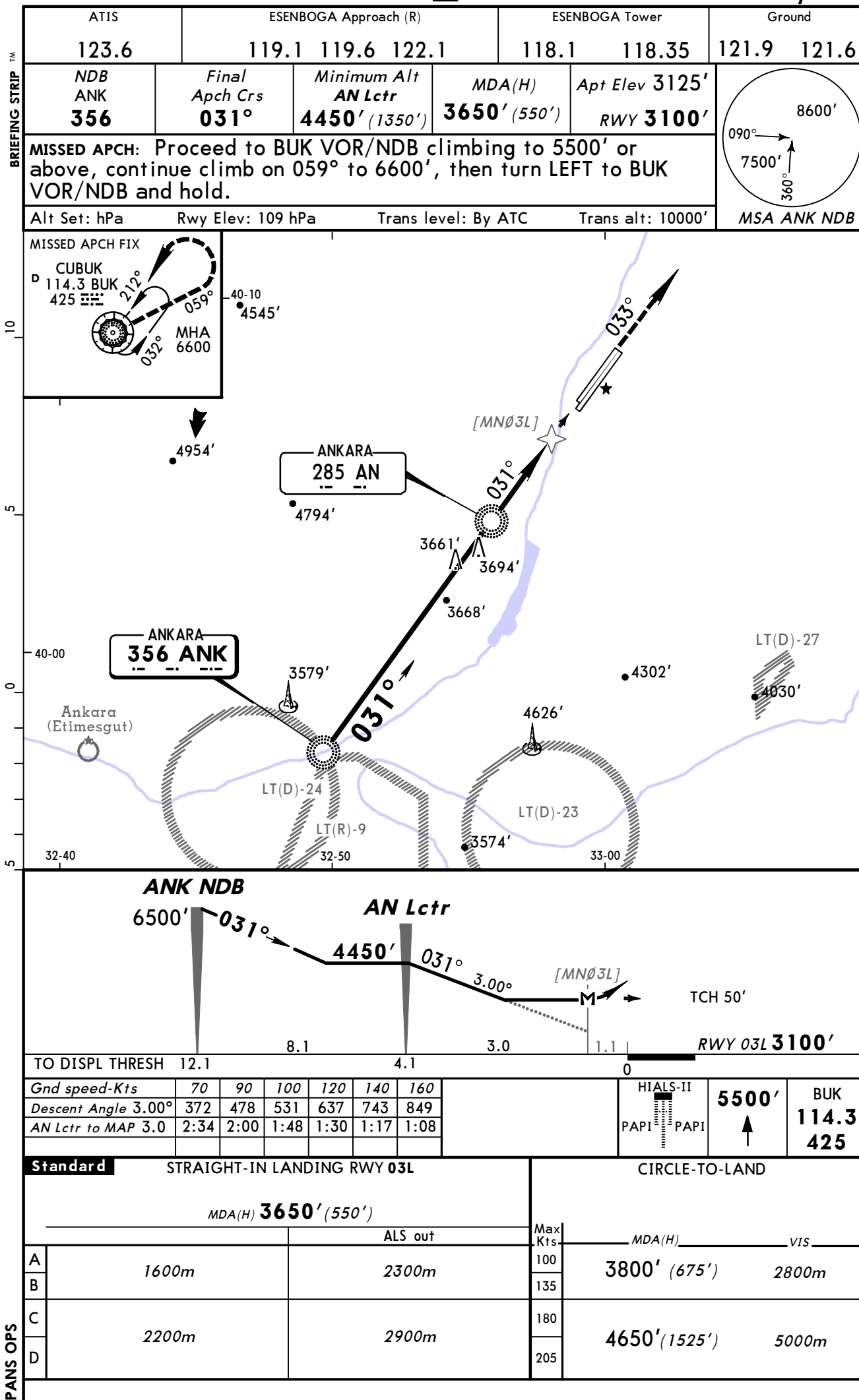
Standard STRAIGHT-IN LANDING RWY 21L				CIRCLE-TO-LAND			
MDA(H) 3650' (525')				Max Kts	MDA(H) _____ VIS _____		
ALS out				100	3800' (675') 2800m		
A	1500m			135			
B				180			
C	2000m			205	4650' (1525') 5000m		
D							

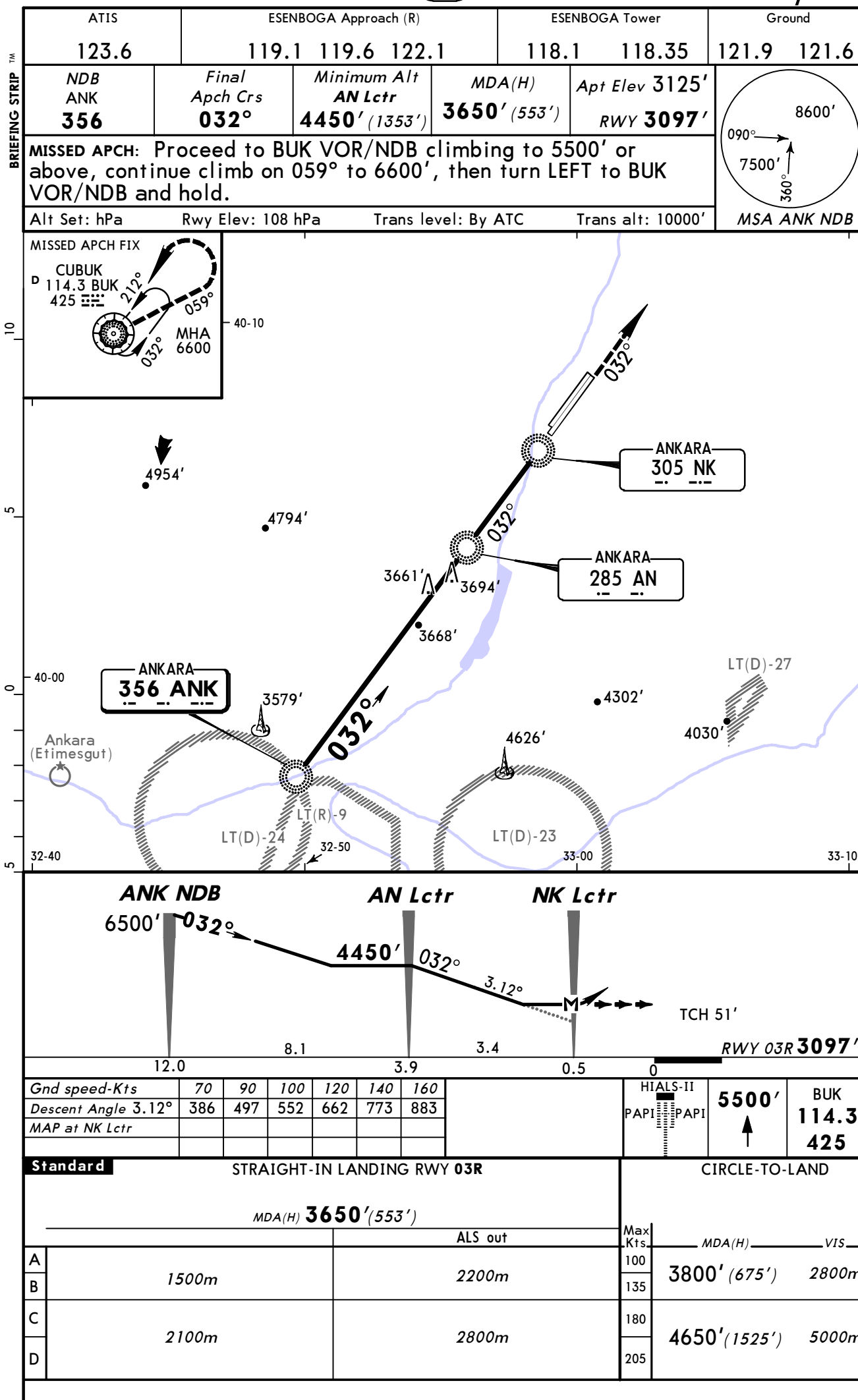
BRIEFING STRIP TM

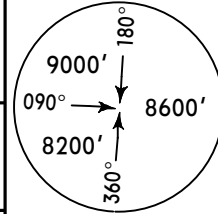


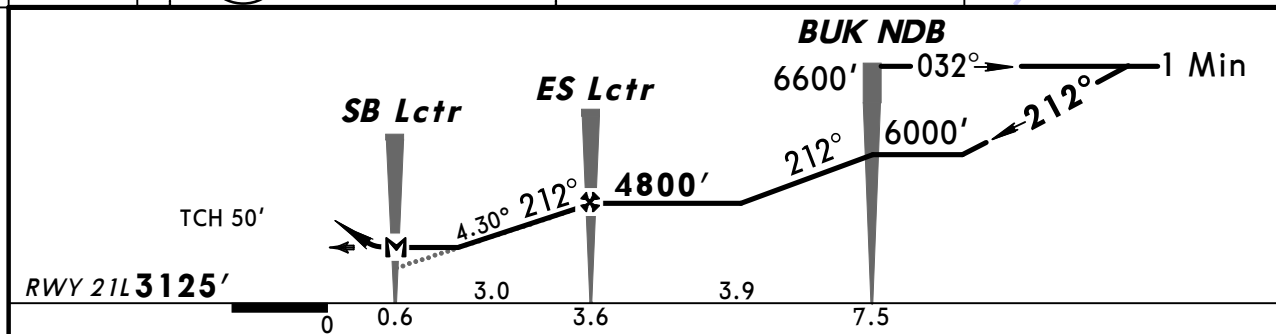
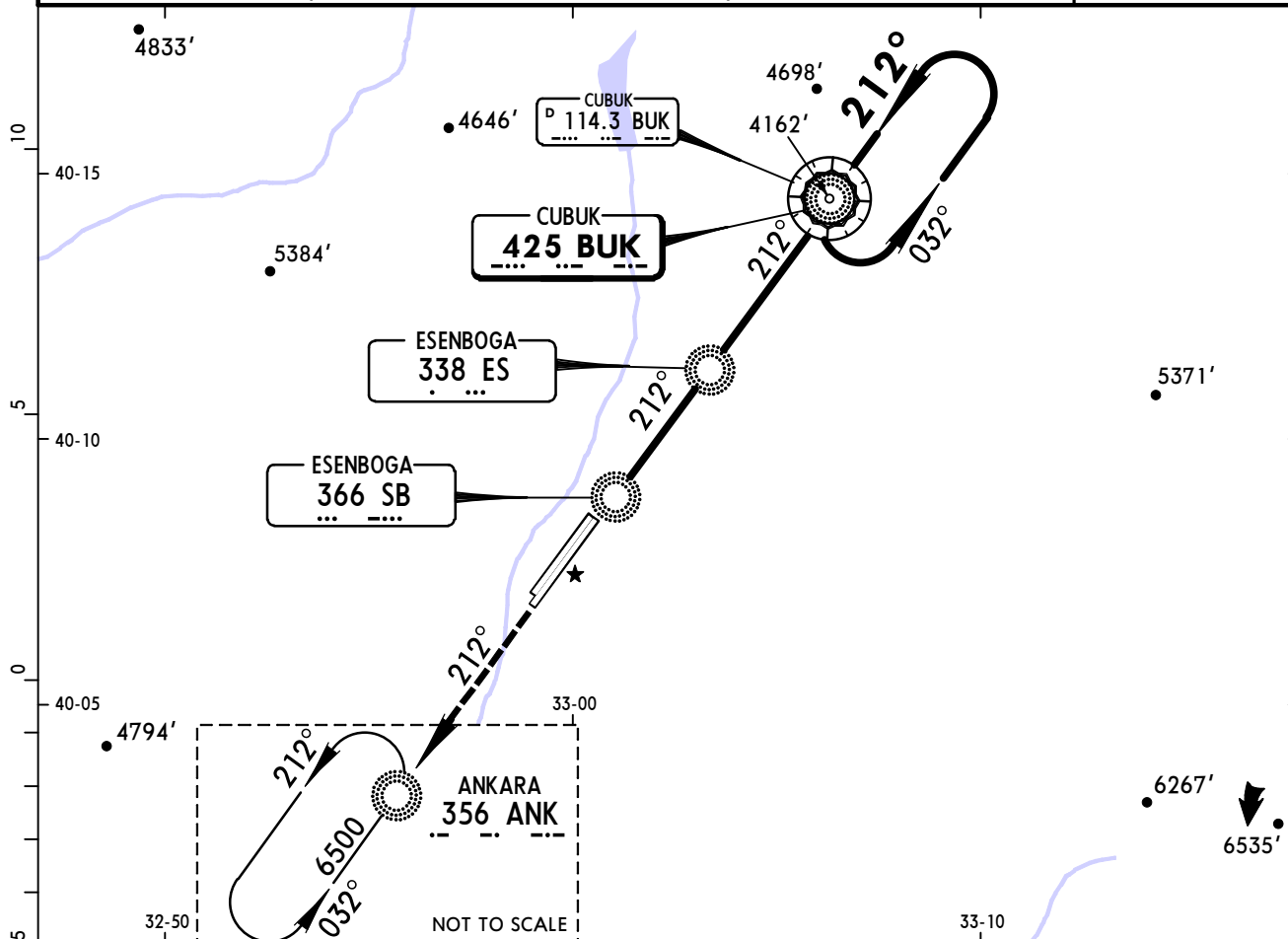
Standard		STRAIGHT-IN LANDING RWY 21R		CIRCLE-TO-LAND	
		MDA(H) 3650' (527')			
		ALS out		Max Kts	MDA(H) _____ VIS _____
A	1500m	2100m	100	3800' (675')	2800m
B			135		
C	2000m	2700m	180	4650' (1525')	5000m
D			205		

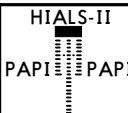






BRIEFING STRIP™	ATIS 123.6		ESENBOGA Approach (R) 119.1 119.6 122.1			ESENBOGA Tower 118.1 118.35		Ground 121.9 121.6	
	NDB BUK 425	Final Apch Crs 212°	Minimum Alt ES Lctr 4800' (1675')	MDA(H) 3800' (675')		Apt Elev 3125' RWY 3125'			
	MISSED APCH: Climb on 212° to cross ANK NDB at 6500' and hold.								
	Alt Set: hPa		Rwy Elev: 109 hPa		Trans level: By ATC		Trans alt: 10000'		MSA BUK NDB



Gnd speed-Kts	70	90	100	120	140	160		6500' ↑ on 212°	ANK 356
Descent Angle	4.30°	533	685	761	914	1066			
MAP at SB Lctr									

Standard STRAIGHT-IN LANDING RWY 21L				CIRCLE-TO-LAND			
MDA(H) 3800' (675')							
ALS out				Max Kts	MDA(H)	VIS	
A	2000m			100	3800' (675')	2800m	
B				135			
C	2700m			180	4650' (1525')	5000m	
D				205			

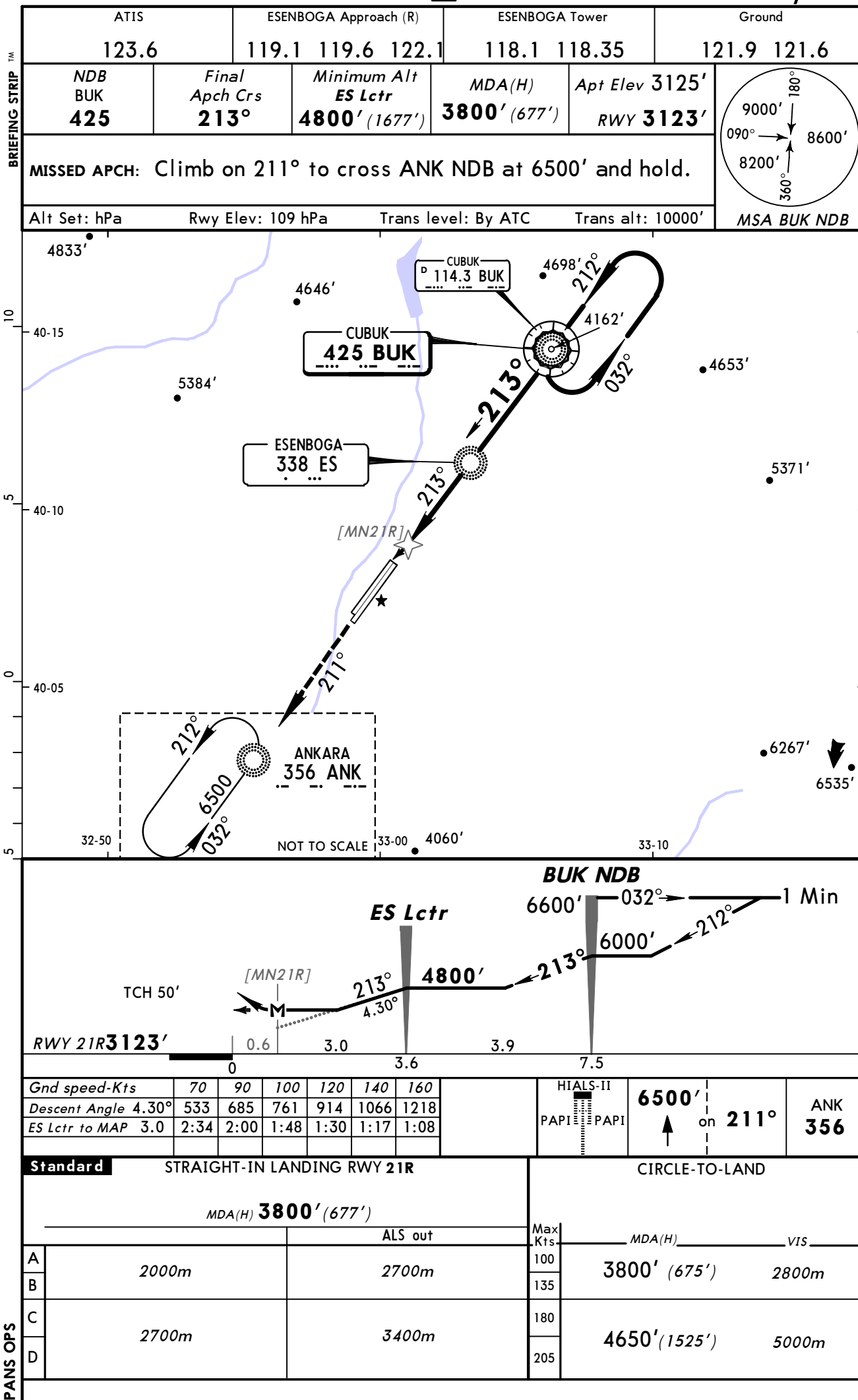


Chart changes since cycle 26-2013

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
ANKARA, (ESENBOGA - LTAC)				

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LTAC

Type: Terminal

Effectivity: Permanent

Begin Date: 20131017

End Date: No end date

Delivery frequency chgd from 118.35 to 118.52, second Ground frequency chgd from 118.52 to 121.6 and second Tower frequency chgd from 121.6 to 118.35.