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Terminal Charts For LTBJ
Revision Letter For Cycle 01-2014
Change Notices
Notebook

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General Information

Location: Izmir Tur
IATA Code: ADB
Lat/Long: N38° 17.3' E027° 09.3'
Elevation: 410 ft

Airport Use: Public
Magnetic Variation: 4.5°E

Fuel Types: 100 Octane (LL), 100-130 Octane, Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 0529 Z
Sunset: 1505 Z,

Runway Information

Runway: 16L
Length x Width: 10630 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 410 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ

Runway: 16R
Length x Width: 10630 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 410 ft
Lighting: Edge, ALS
Stopway: 197 ft

Runway: 34L
Length x Width: 10630 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 377 ft
Lighting: Edge, ALS
Stopway: 197 ft

Runway: 34R
Length x Width: 10630 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 381 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ
Stopway: 197 ft

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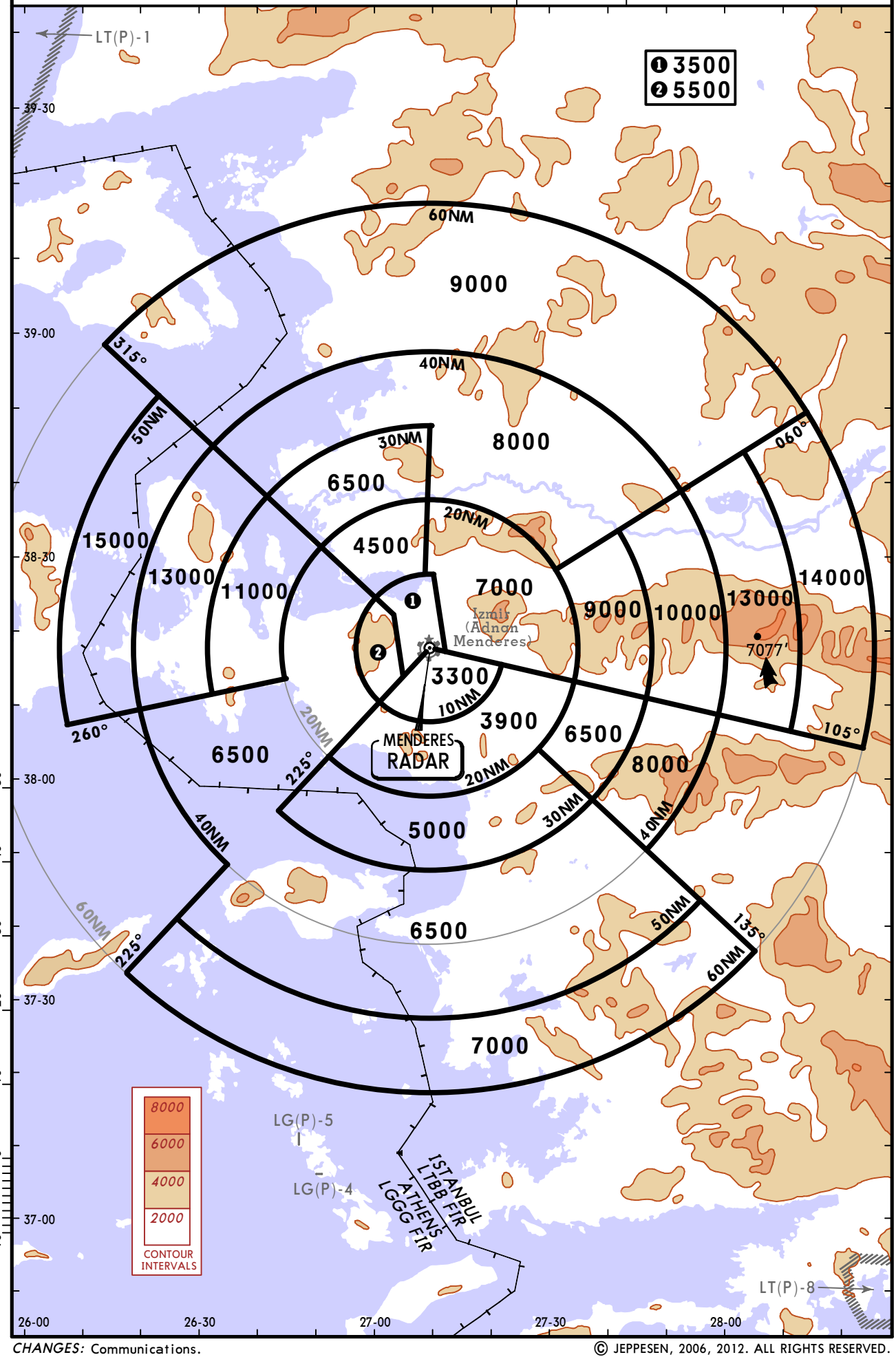
Communication Information

ATIS 129.2
Menderes Ground Tower 121.9
Menderes Tower 118.1
Menderes Tower 25.78
Menderes Ramp/Taxi Control 121.7
Menderes Approach Control 136.4
Menderes Approach Control 134.2
Menderes Approach Control 132.625
Menderes Approach Control 132.225
Menderes Approach Control 128.925
Menderes Approach Control 128.625
Menderes Approach Control 128.325
Menderes Approach Control 127.525
Menderes Approach Control 125.625
Menderes Approach Control 120.175
Menderes Approach Control 120.1
Menderes Approach Control 120.075
Menderes Approach Control 119.775
Menderes Approach Control 119.575
Menderes Approach Control 119.5
Menderes Approach Control 119.45
Menderes Approach Control 118.55
Menderes Approach Control 36.23
Menderes Approach Control 31.42
Menderes Approach Control 24.197
Menderes Approach Control 24.09 Military

MENDERES Approach/Radar
118.55 119.45 119.5 119.57 119.77
120.07 120.1 120.17 121.5 125.62
127.52 128.32 128.62 128.92
132.22 132.62 134.2 136.4

Apt Elev
410′

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



CHANGES: Communications.

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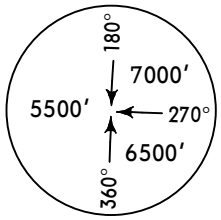
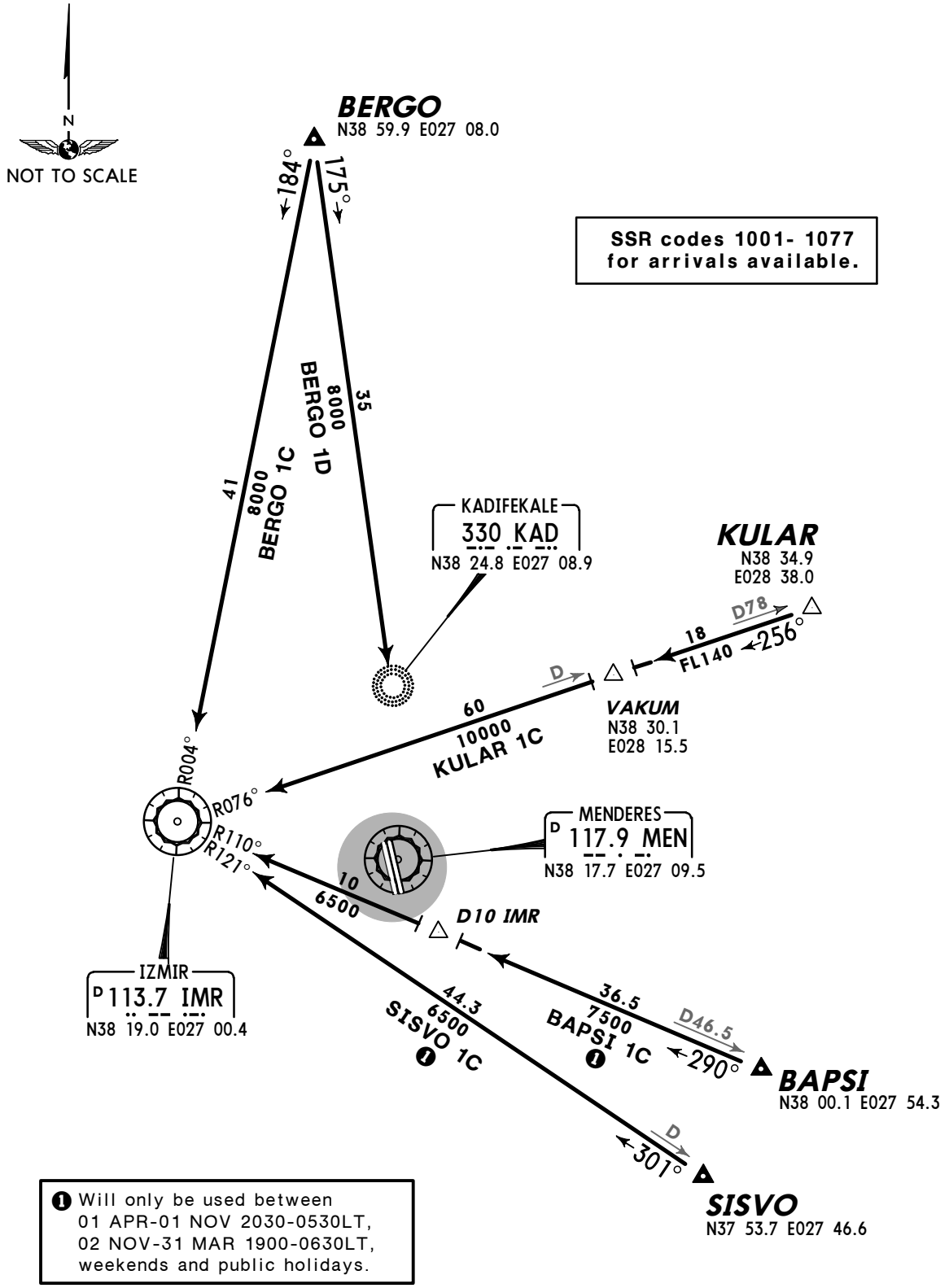
ATIS	Apt Elev	
129.2	410′	Alt Set: hPa Trans level: By ATC Trans alt: 10000′



MSA
MEN VOR

BAPSI 1C *[BAPS1C]*❶, BERGO 1C *[BERG1C]*
BERGO 1D *[BERG1D]*, KULAR 1C *[KULA1C]*
SISVO 1C *[SISV1C]*❶
ARRIVALS
FROM NORTH & EAST



❶ Will only be used between
01 APR-01 NOV 2030-0530LT,
02 NOV-31 MAR 1900-0630LT,
weekends and public holidays.

CHANGES: STARs BAPSI & SISVO 1C availability.

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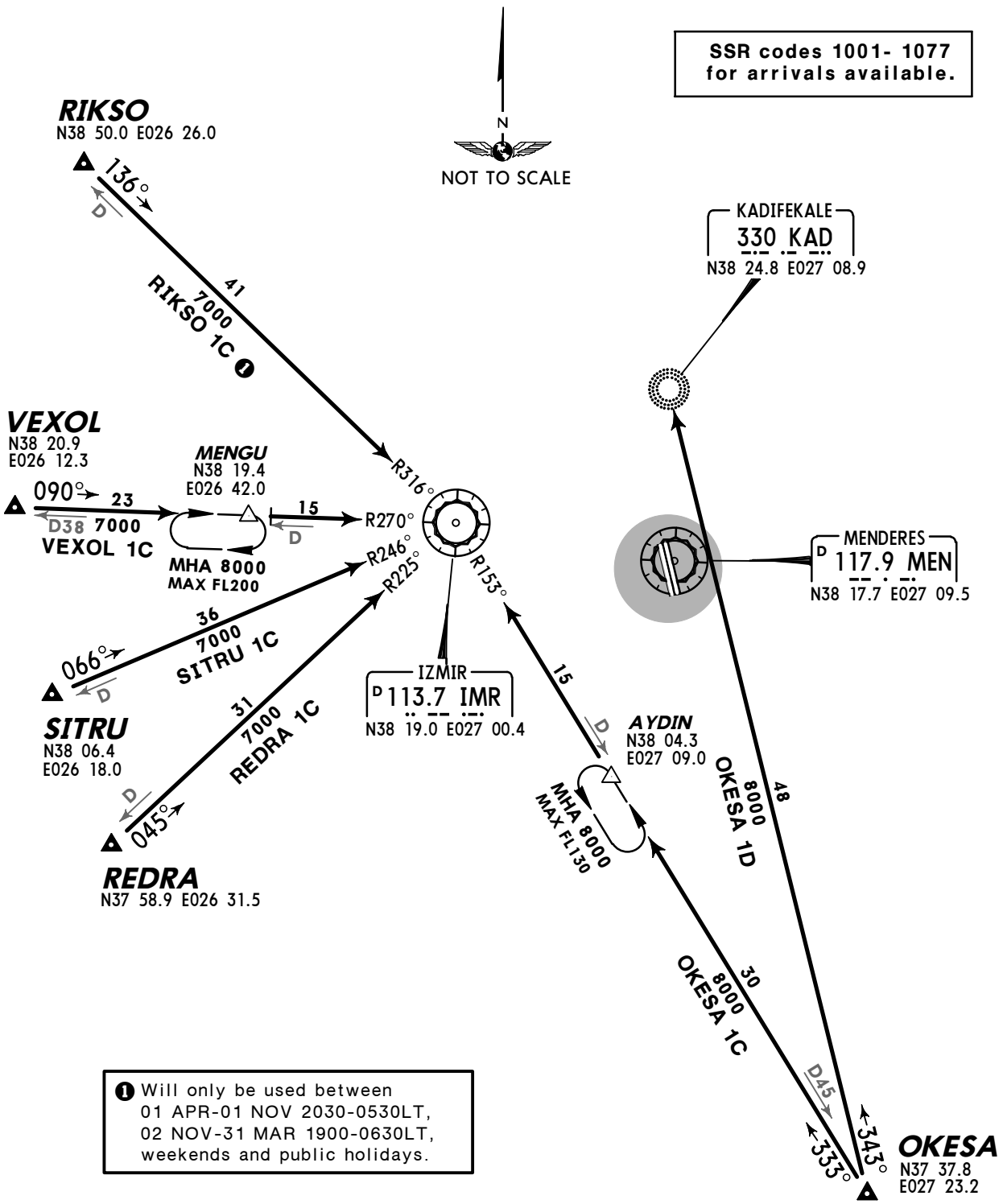
ATIS	Apt Elev	
129.2	410′	Alt Set: hPa Trans level: By ATC Trans alt: 10000′

180° 7000′
5500′ 270°
6500′ 360°
MSA
MEN VOR

OKESA 1C *[OKES1C]*, OKESA 1D *[OKES1D]*
REDRA 1C *[REDR1C]*, RIKSO 1C *[RIKS1C]* ❶
SITRU 1C *[SITR1C]*, VEXOL 1C *[VEXO1C]*
ARRIVALS
FROM SOUTH & WEST



❶ Will only be used between
01 APR-01 NOV 2030-0530LT,
02 NOV-31 MAR 1900-0630LT,
weekends and public holidays.

CHANGES: None.

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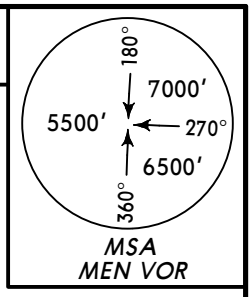
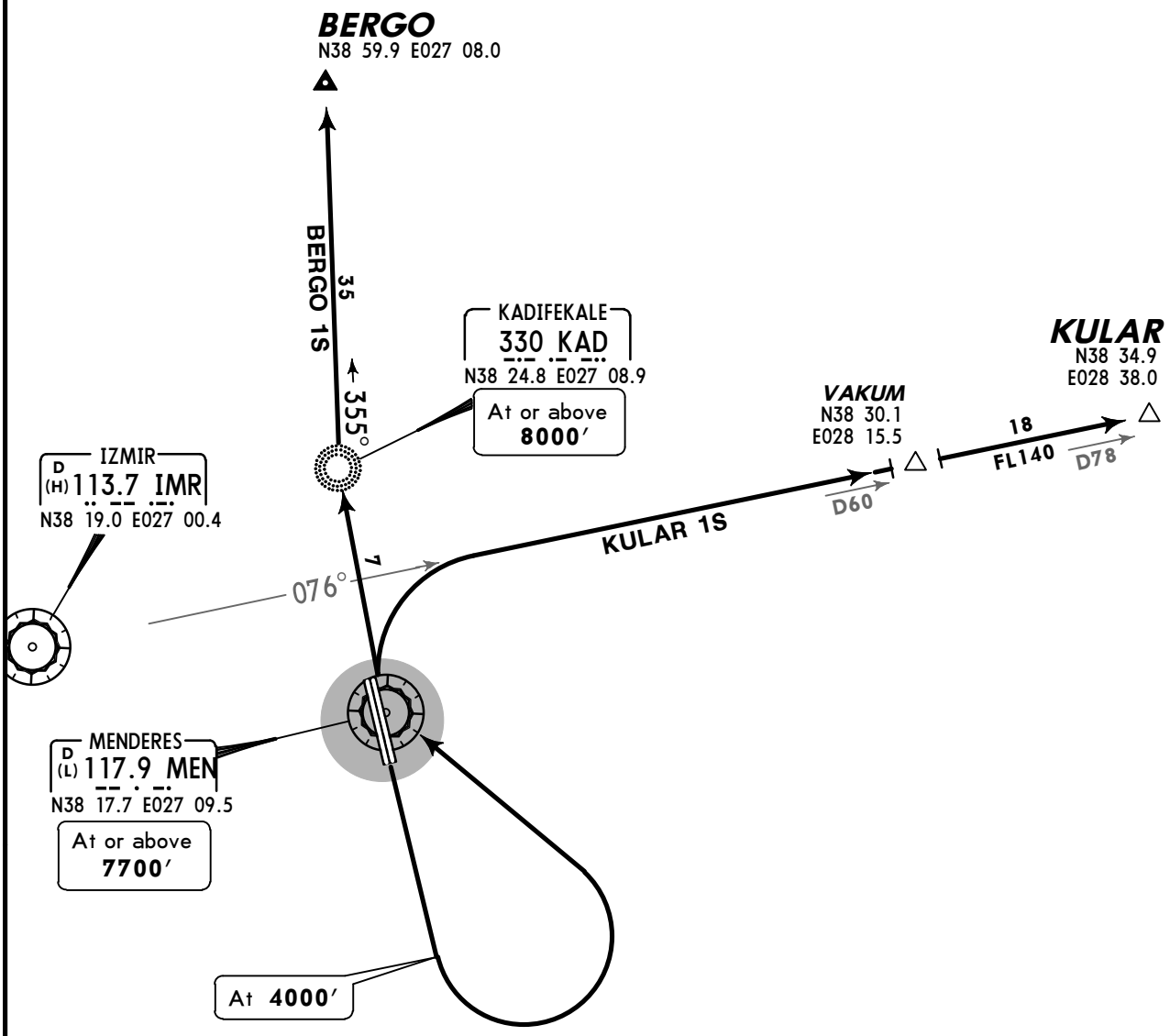
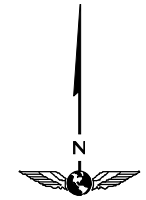
Apt Elev 410′	Trans level: By ATC Trans alt: 10000′



BERGO ONE SIERRA (BERGO 1S) *[BERG1S]*
KULAR ONE SIERRA (KULAR 1S) *[KULA1S]*
RWYS 16L/R DEPARTURES
TO NORTH & EAST



Direct distance from
Adnan Menderes Apt to:
KAD 8 NM
VAKUM 53 NM



NOT TO SCALE

SSR codes 1001 - 1077 for departures available.

SID	INITIAL CLIMB/ROUTING
BERGO 1S	Climb on runway heading to 4000′, turn LEFT to MEN, then to KAD, then to BERGO, then join airway.
KULAR 1S	Climb on runway heading to 4000′, turn LEFT to MEN, turn RIGHT, intercept IMR R-076 to KULAR, then join airway

CHANGES: SIDs transferred.

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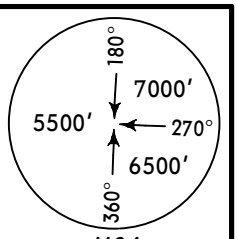
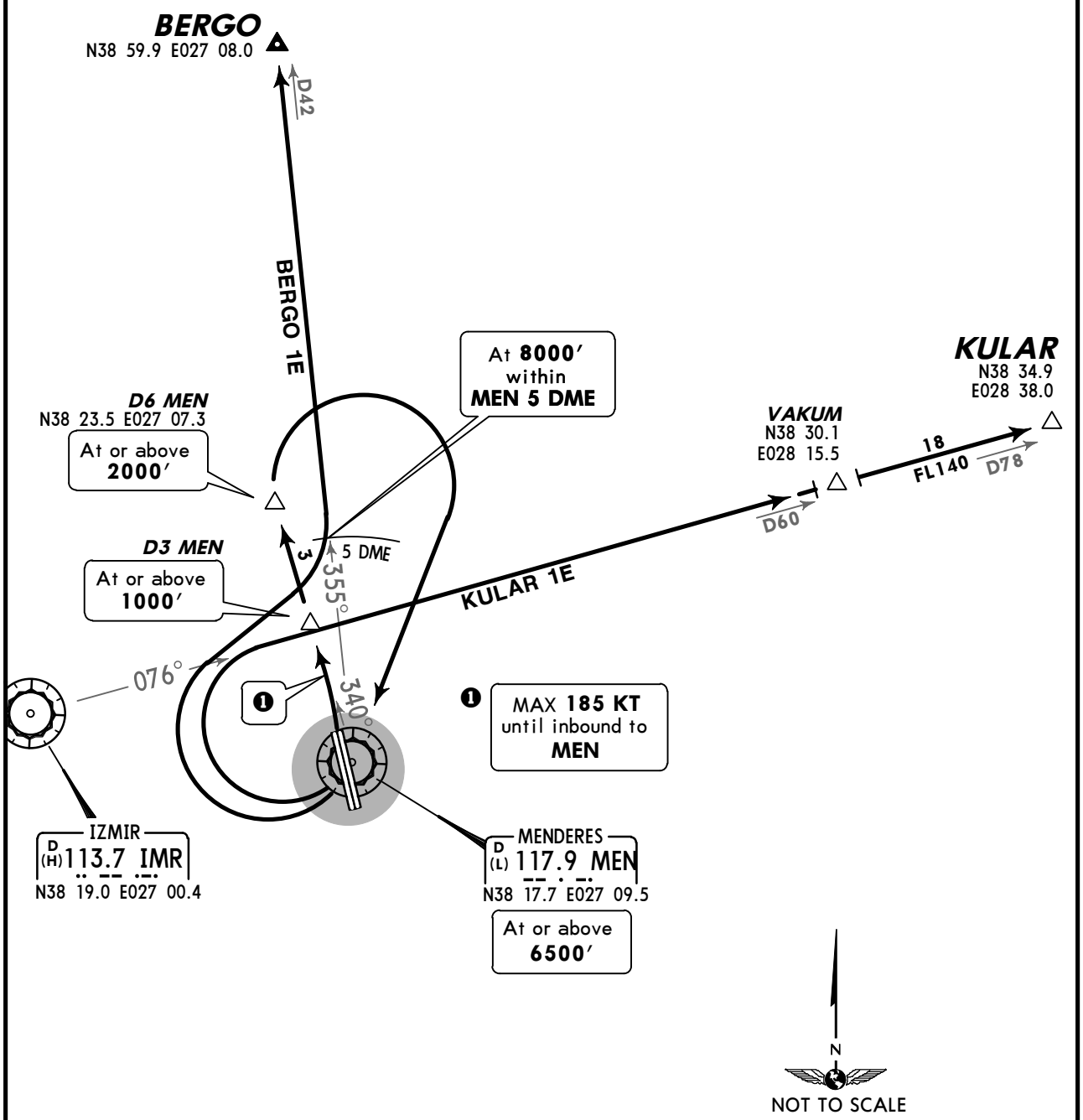
Apt Elev 410′	Trans level: By ATC Trans alt: 10000′ Any ACFT having compliance with the noise category ICAO Annex 16 Chapter 3 and 4 shall apply NADP-2 whereas all other ACFT whose noise category are in compliance with ICAO Annex 16 Chapter 2 shall only apply NADP-1.



MSA
MEN VOR

BERGO ONE ECHO (BERGO 1E) *[BERG1E]*
KULAR ONE ECHO (KULAR 1E) *[KULA1E]*
RWYS 34L/R DEPARTURES
TO NORTH & EAST

SSR codes 1001 - 1077 for departures available.



SID	INITIAL CLIMB/ROUTING
BERGO 1E	Intercept MEN R-340 to D6 MEN, turn RIGHT to MEN, intercept MEN R-355 within MEN 5 DME to BERGO, then join airway.
KULAR 1E	Intercept MEN R-340 to D6 MEN, turn RIGHT to MEN, turn RIGHT, intercept IMR R-076 to KULAR, then join airway.

CHANGES: NAPs established; SIDs transferred.

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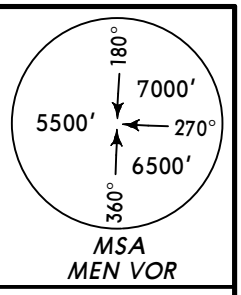
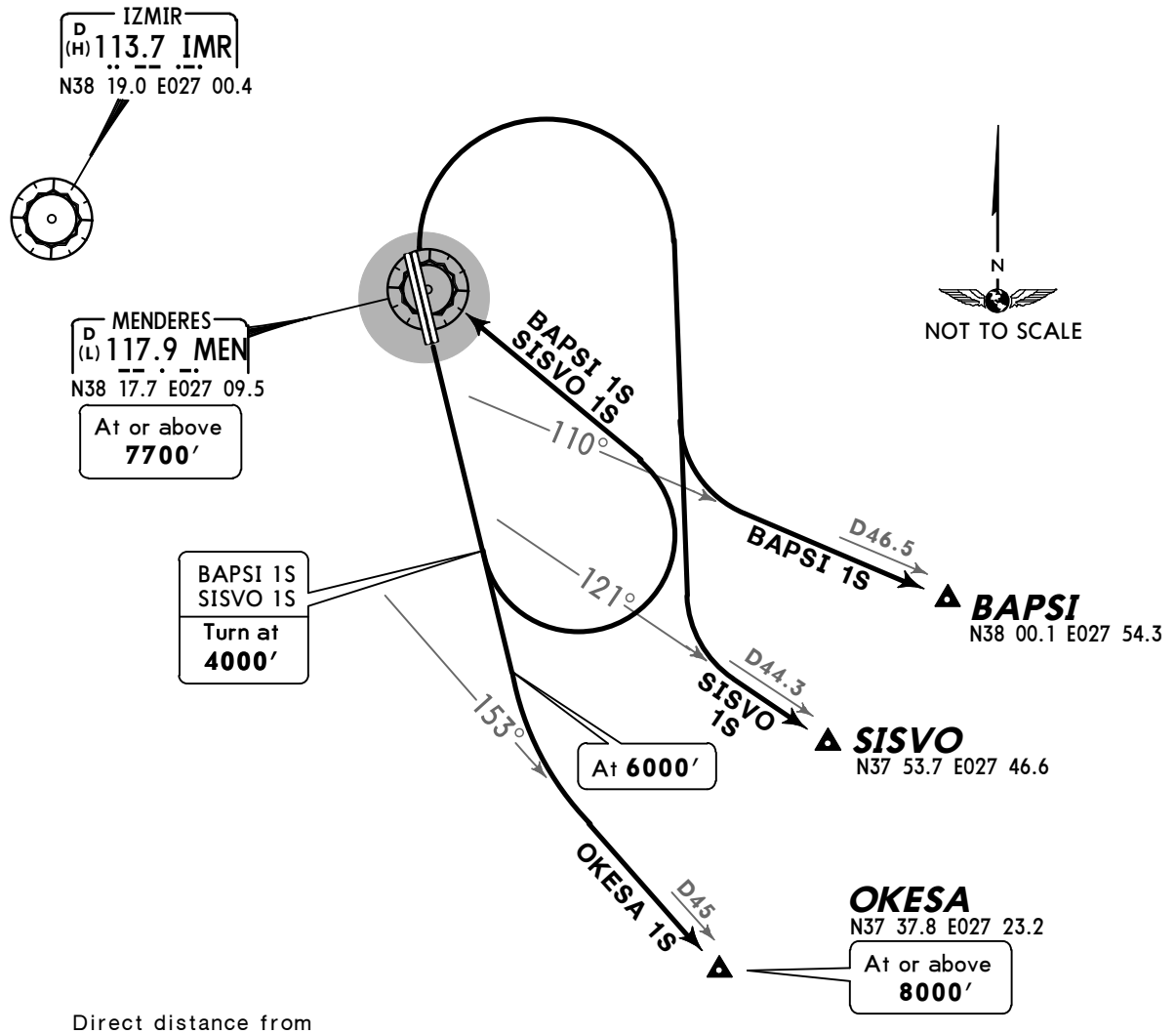
Apt Elev 410′	Trans level: By ATC Trans alt: 10000′



BAPSI ONE SIERRA (BAPSI 1S) *[BAPS1S]*
OKESA ONE SIERRA (OKESA 1S) *[OKES1S]*
SISVO ONE SIERRA (SISVO 1S) *[SISV1S]*
RWYS 16L/R DEPARTURES
TO SOUTH



Direct distance from
Adnan Menderes Apt to:
BAPSI 40 NM
OKESA 41 NM
SISVO 38 NM

SSR codes 1001 - 1077 for departures available.

SID	INITIAL CLIMB/ROUTING
BAPSI 1S ❶	Climb on runway heading to 4000′, turn LEFT to MEN, turn RIGHT, intercept IMR R-110 to BAPSI, then join airway.
OKESA 1S	Climb on runway heading to 6000′, intercept IMR R-153 to OKESA, then join airway.
SISVO 1S ❶	Climb on runway heading to 4000′, turn LEFT to MEN, turn RIGHT, intercept IMR R-121 to SISVO, then join airway.

❶ Will only be used between 01 APR-01 NOV 2030-0530LT, 02 NOV-31 MAR 1900-0630LT, weekends and public holidays.

CHANGES: SIDs transferred.

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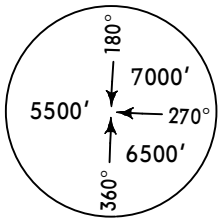
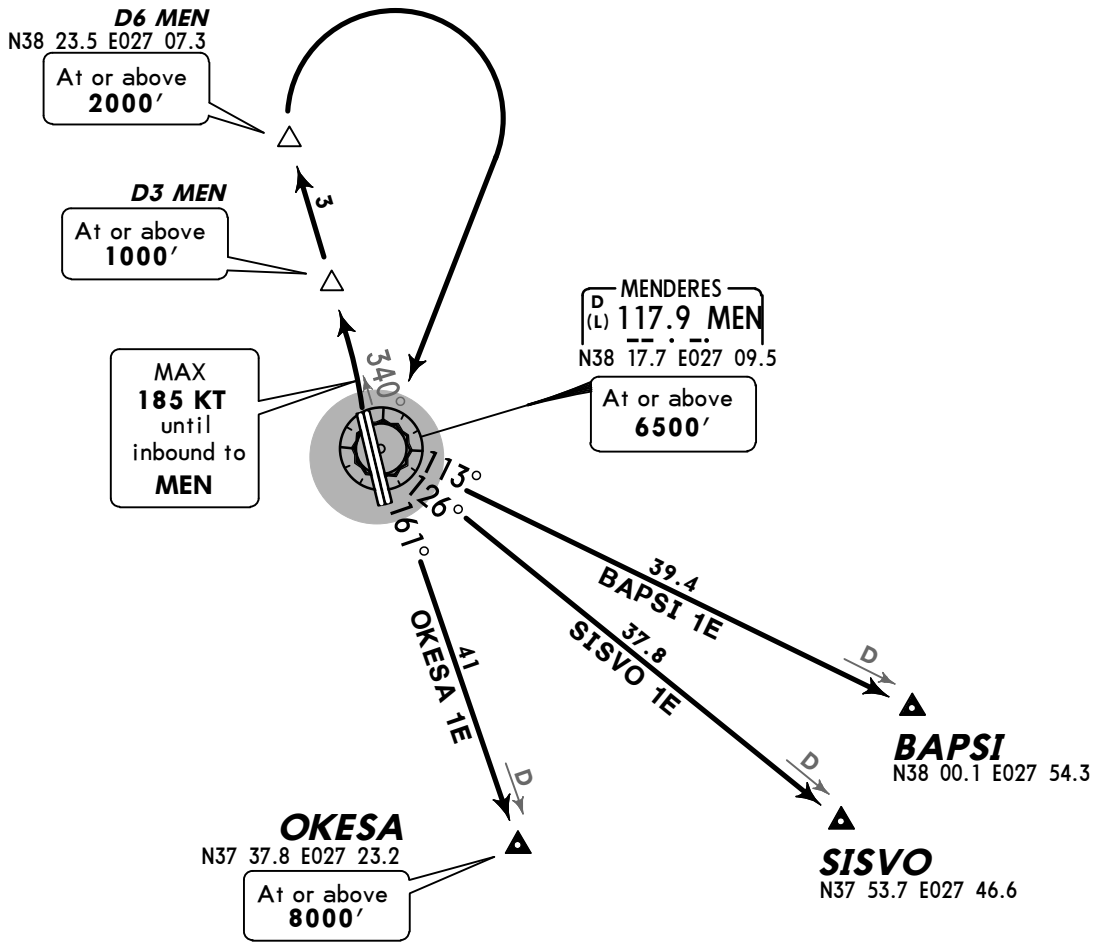
Apt Elev 410′	Trans level: By ATC Trans alt: 10000′ Any ACFT having compliance with the noise category ICAO Annex 16 Chapter 3 and 4 shall apply NADP-2 whereas all other ACFT whose noise category are in compliance with ICAO Annex 16 Chapter 2 shall only apply NADP-1.



MSA
MEN VOR

BAPSI ONE ECHO (BAPSI 1E) *[BAPS1E]*
OKESA ONE ECHO (OKESA 1E) *[OKES1E]*
SISVO ONE ECHO (SISVO 1E) *[SISV1E]*
RWYS 34L/R DEPARTURES
TO SOUTH



SSR codes 1001 - 1077 for departures available.

NOT TO SCALE

INITIAL CLIMB

Intercept MEN R-340 to D6 MEN, turn RIGHT to MEN.

SID	ROUTING
BAPSI 1E ❶	At MEN, turn LEFT, intercept MEN R-113 to BAPSI, then join airway.
OKESA 1E	At MEN, MEN R-161 to OKESA, then join airway.
SISVO 1E ❶	At MEN, turn LEFT, intercept MEN R-126 to SISVO, then join airway.

❶ Will only be used between 01 APR-01 NOV 2030-0530LT, 02 NOV-31 MAR 1900-0630LT, weekends and public holidays.

CHANGES: NAPs established; SIDs transferred.

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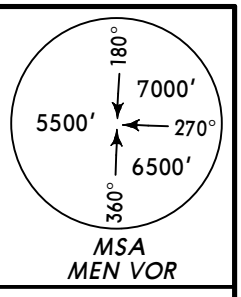
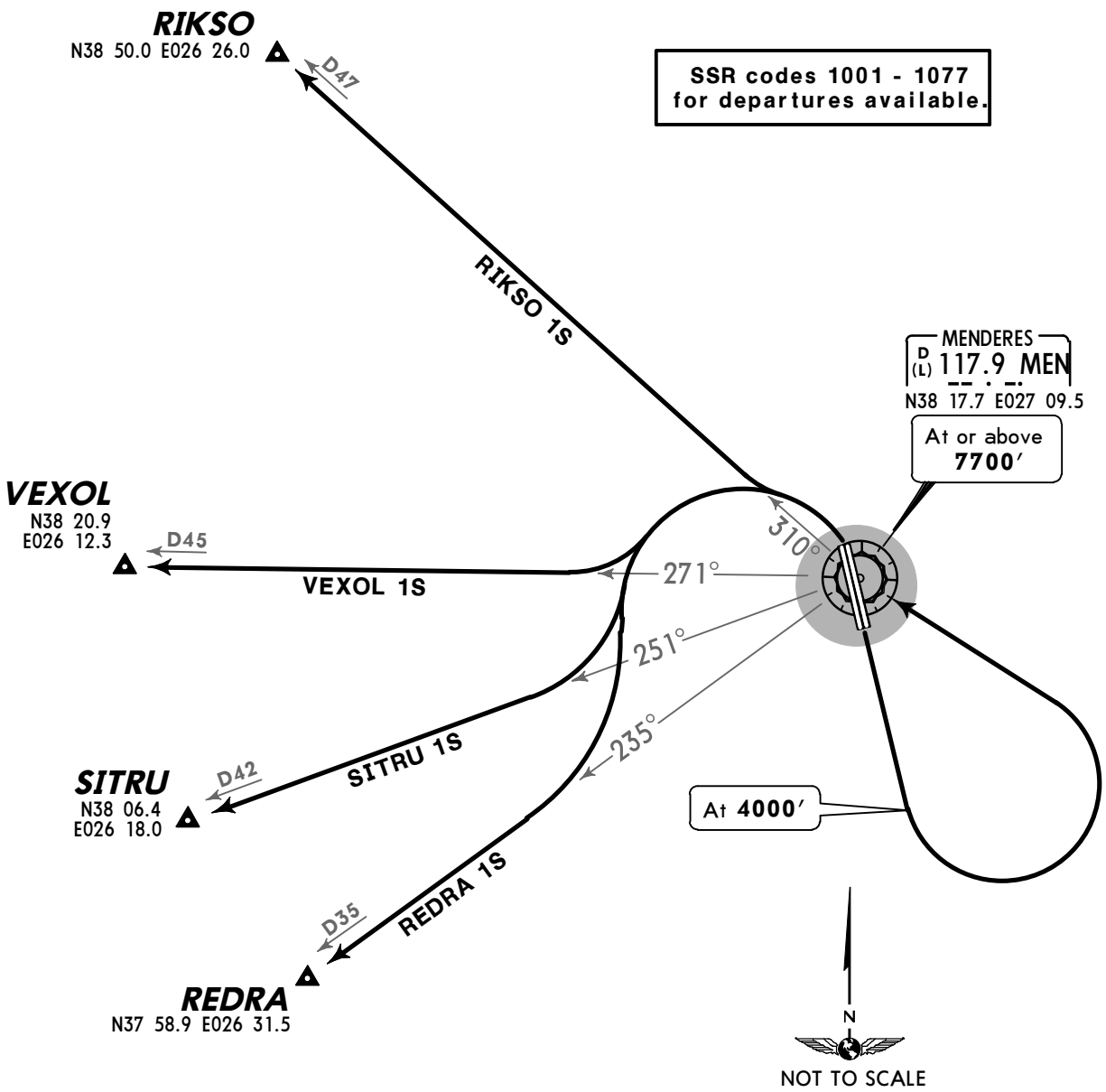
Apt Elev 410′	Trans level: By ATC Trans alt: 10000′



REDRA ONE SIERRA (REDRA 1S) *[REDR1S]*
RIKSO ONE SIERRA (RIKSO 1S) *[RIKS1S]*
SITRU ONE SIERRA (SITRU 1S) *[SITR1S]*
VEXOL ONE SIERRA (VEXOL 1S) *[VEXO1S]*
RWYS 16L/R DEPARTURES
TO WEST



INITIAL CLIMB

Climb on runway heading to 4000′, turn LEFT to MEN.

SID	ROUTING
REDRA 1S	At MEN, intercept MEN R-235 to REDRA, then join airway.
RIKSO 1S ❶	At MEN, intercept MEN R-310 to RIKSO, then join airway.
SITRU 1S	At MEN, intercept MEN R-251 to SITRU, then join airway.
VEXOL 1S	At MEN, intercept MEN R-271 to VEXOL, then join airway.

❶ Will only be used between 01 APR-01 NOV 2030-0530LT, 02 NOV-31 MAR 1900-0630LT, weekends and public holidays.

CHANGES: Chart reindexed.

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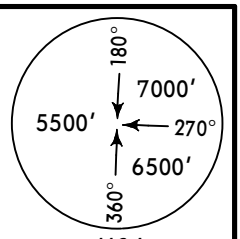
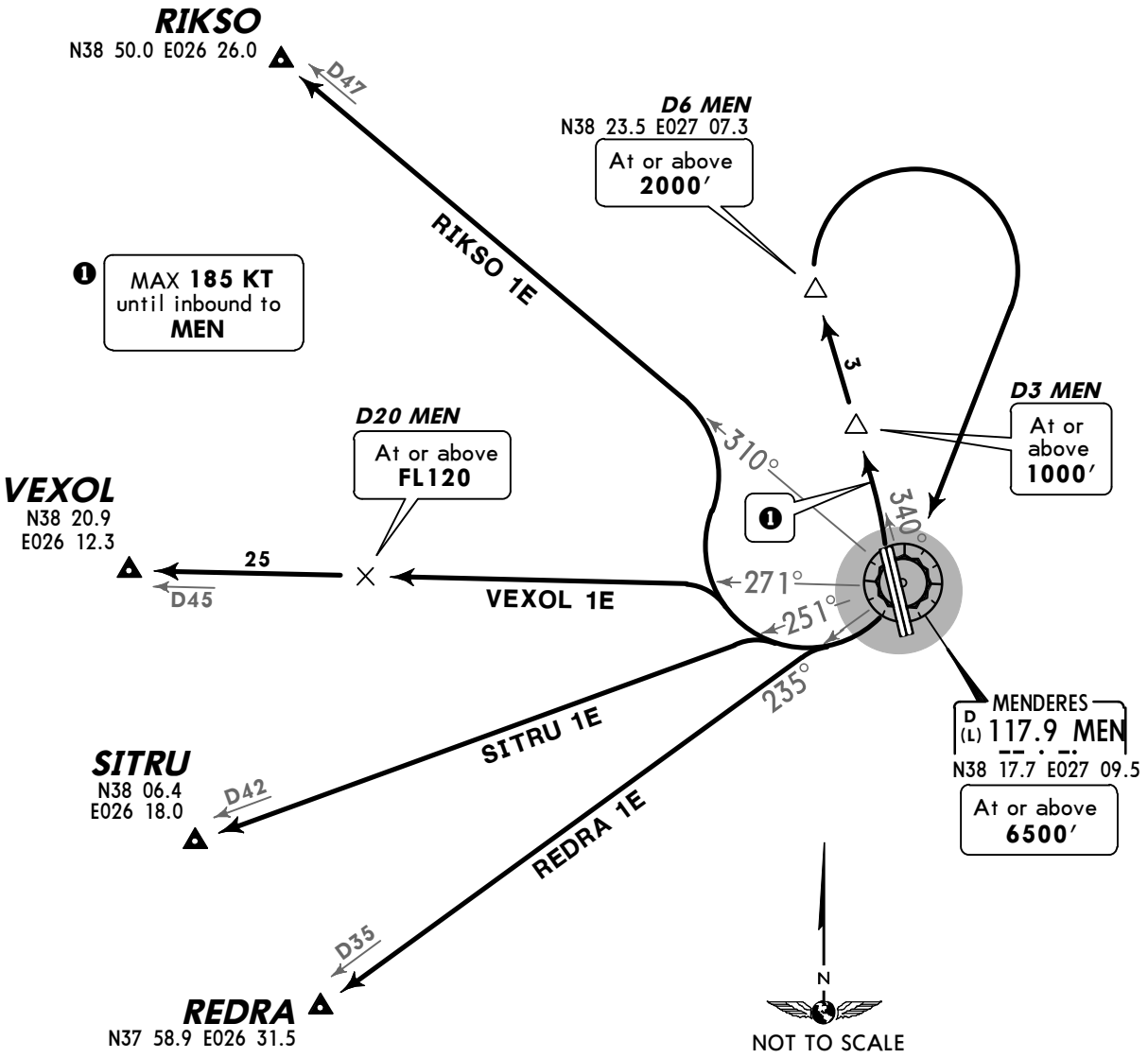
Apt Elev 410′	Trans level: By ATC Trans alt: 10000′ Any ACFT having compliance with the noise category ICAO Annex 16 Chapter 3 and 4 shall apply NADP-2 whereas all other ACFT whose noise category are in compliance with ICAO Annex 16 Chapter 2 shall only apply NADP-1.



MSA
MEN VOR

REDRA ONE ECHO (REDRA 1E) *[REDR1E]*
RIKSO ONE ECHO (RIKSO 1E) *[RIKS1E]*
SITRU ONE ECHO (SITRU 1E) *[SITR1E]*
VEXOL ONE ECHO (VEXOL 1E) *[VEXO1E]*
RWYS 34L/R DEPARTURES
TO WEST

SSR codes 1001 - 1077 for departures available.



INITIAL CLIMB
Intercept MEN R-340 to D6 MEN, turn RIGHT to MEN.

SID	ROUTING
REDRA 1E	At MEN, intercept MEN R-235 to REDRA, then join airway.
RIKSO 1E ❷	At MEN, intercept MEN R-310 to RIKSO, then join airway.
SITRU 1E	At MEN, intercept MEN R-251 to SITRU, then join airway.
VEXOL 1E	At MEN, intercept MEN R-271 to VEXOL, then join airway.

❷ Will only be used between 01 APR-01 NOV 2030-0530LT, 02 NOV-31 MAR 1900-0630LT, weekends and public holidays.

CHANGES: NAPs established; chart reindexed.

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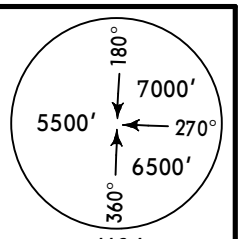
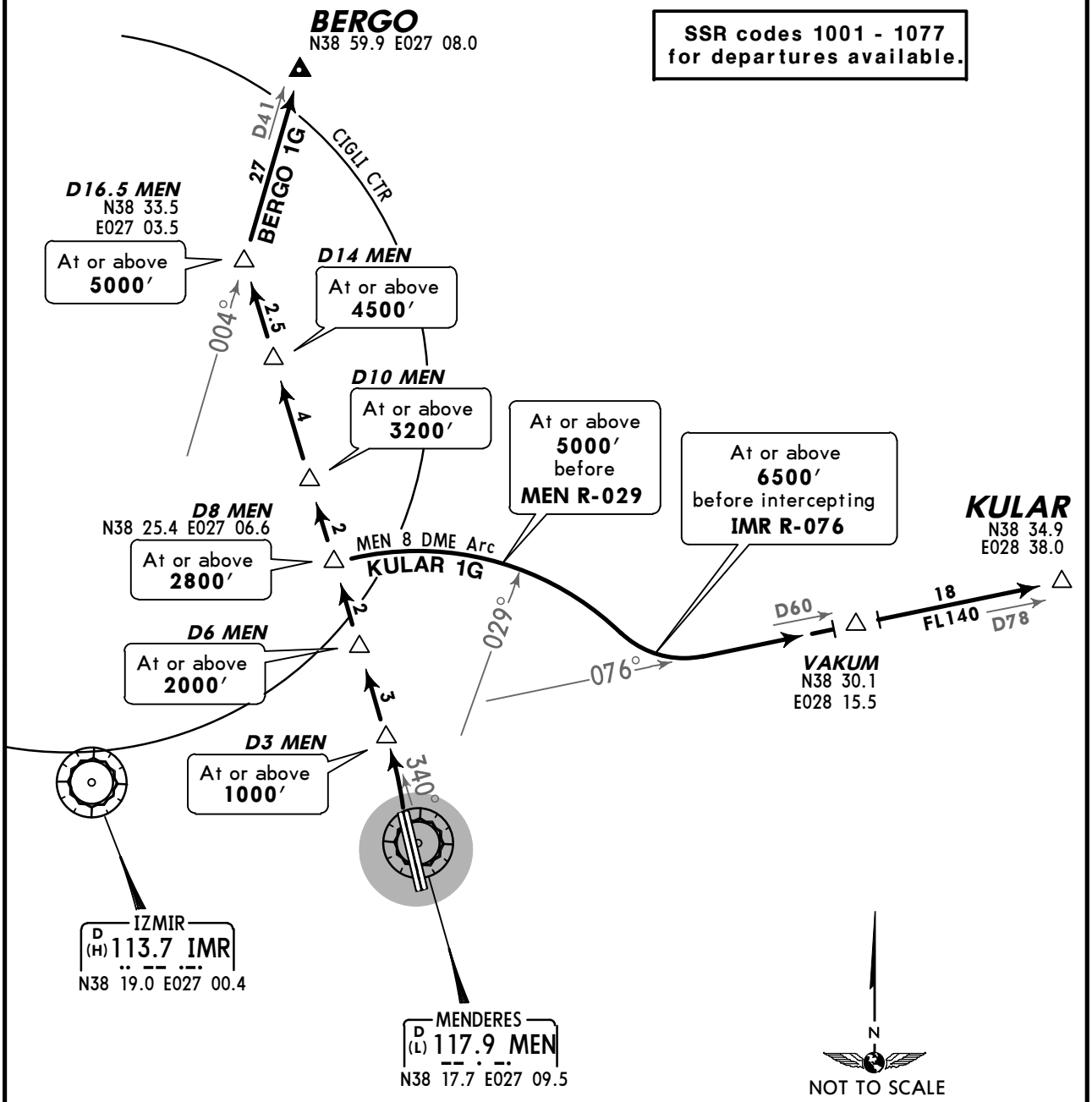
Apt Elev 410′	Trans level: By ATC Trans alt: 10000′ Any ACFT having compliance with the noise category ICAO Annex 16 Chapter 3 and 4 shall apply NADP-2 whereas all other ACFT whose noise category are in compliance with ICAO Annex 16 Chapter 2 shall only apply NADP-1.



MSA
MEN VOR

BERGO ONE GOLF (BERGO 1G) *[BERG1G]*
KULAR ONE GOLF (KULAR 1G) *[KULA1G]*
RWYS 34L/R DEPARTURES
TO NORTH & EAST
ONLY TO BE USED WHEN TRAFFIC
WITHIN CIGLI CTR PERMITS



SID	INITIAL CLIMB/ROUTING
BERGO 1G	Intercept MEN R-340 to D16.5 MEN, intercept IMR R-004 to BERGO, then join airway.
KULAR 1G	Intercept MEN R-340 to D8 MEN, turn RIGHT, along MEN 8 DME arc, intercept IMR R-076 to KULAR, then join airway.

CHANGES: NAPs established; SIDs transferred.

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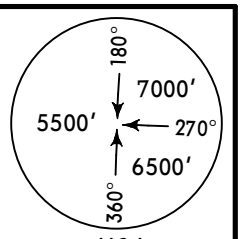
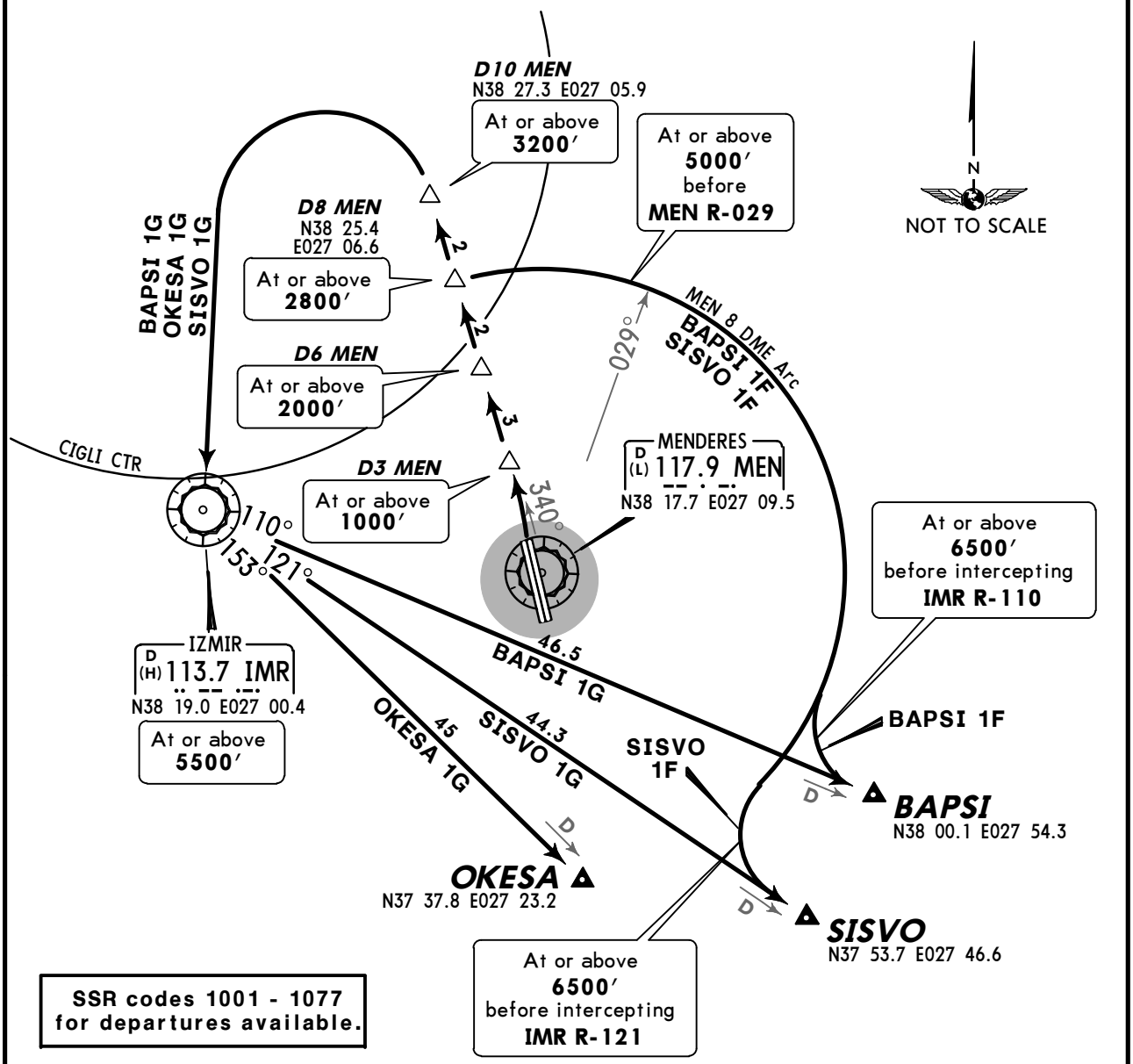
Apt Elev 410′	Trans level: By ATC Trans alt: 10000′ Any ACFT having compliance with the noise category ICAO Annex 16 Chapter 3 and 4 shall apply NADP-2 whereas all other ACFT whose noise category are in compliance with ICAO Annex 16 Chapter 2 shall only apply NADP-1.



MSA
MEN VOR

BAPSI ONE FOXTROT (BAPSI 1F) *[BAPS1F]*
BAPSI ONE GOLF (BAPSI 1G) *[BAPS1G]*
OKESA ONE GOLF (OKESA 1G) *[OKES1G]*
SISVO ONE FOXTROT (SISVO 1F) *[SISV1F]*
SISVO ONE GOLF (SISVO 1G) *[SISV1G]*
RWYS 34L/R DEPARTURES
TO SOUTH
ONLY TO BE USED WHEN TRAFFIC WITHIN CIGLI CTR PERMITS



SSR codes 1001 - 1077 for departures available.

SID	INITIAL CLIMB/ROUTING
BAPSI 1F	Intercept MEN R-340 to D8 MEN, turn RIGHT, along MEN 8 DME arc, intercept IMR R-110 to BAPSI, then join airway.
BAPSI 1G	Intercept MEN R-340 to D10 MEN, turn LEFT to IMR, IMR R-110 to BAPSI, then join airway.
OKESA 1G	Intercept MEN R-340 to D10 MEN, turn LEFT to IMR, IMR R-153 to OKESA, then join airway.
SISVO 1F	Intercept MEN R-340 to D8 MEN, turn RIGHT, along MEN 8 DME arc, intercept IMR R-121 to SISVO, then join airway.
SISVO 1G	Intercept MEN R-340 to D10 MEN, turn LEFT to IMR, IMR R-121 to SISVO, then join airway.

CHANGES: NAPs established; SIDs transferred.

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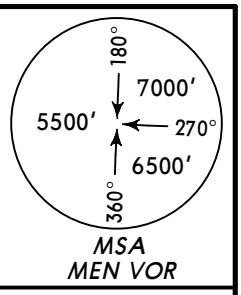
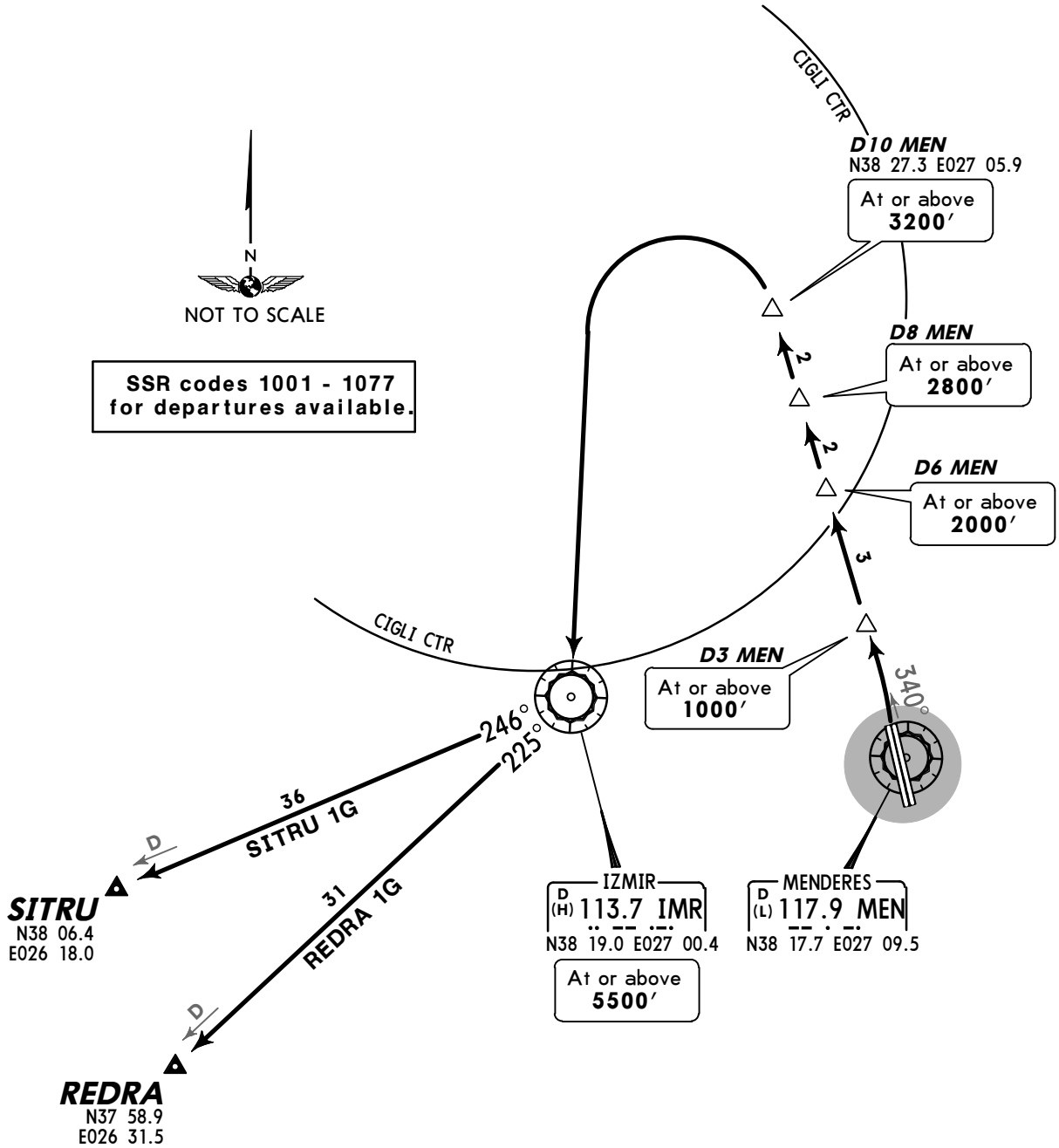
Apt Elev 410′	Trans level: By ATC Trans alt: 10000′ Any ACFT having compliance with the noise category ICAO Annex 16 Chapter 3 and 4 shall apply NADP-2 whereas all other ACFT whose noise category are in compliance with ICAO Annex 16 Chapter 2 shall only apply NADP-1.



REDRA ONE GOLF (REDRA 1G) *[REDR1G]*
SITRU ONE GOLF (SITRU 1G) *[SITR1G]*
RWYS 34L/R DEPARTURES

TO SOUTHWEST
ONLY TO BE USED WHEN TRAFFIC
WITHIN CIGLI CTR PERMITS



SID	INITIAL CLIMB/ROUTING
REDRA 1G	Intercept MEN R-340 to D10 MEN, turn LEFT to IMR, IMR R-225 to REDRA, then join airway.
SITRU 1G	Intercept MEN R-340 to D10 MEN, turn LEFT to IMR, IMR R-246 to SITRU, then join airway.

CHANGES: NAPs established; SIDs transferred.

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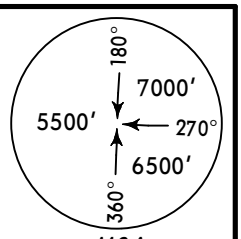
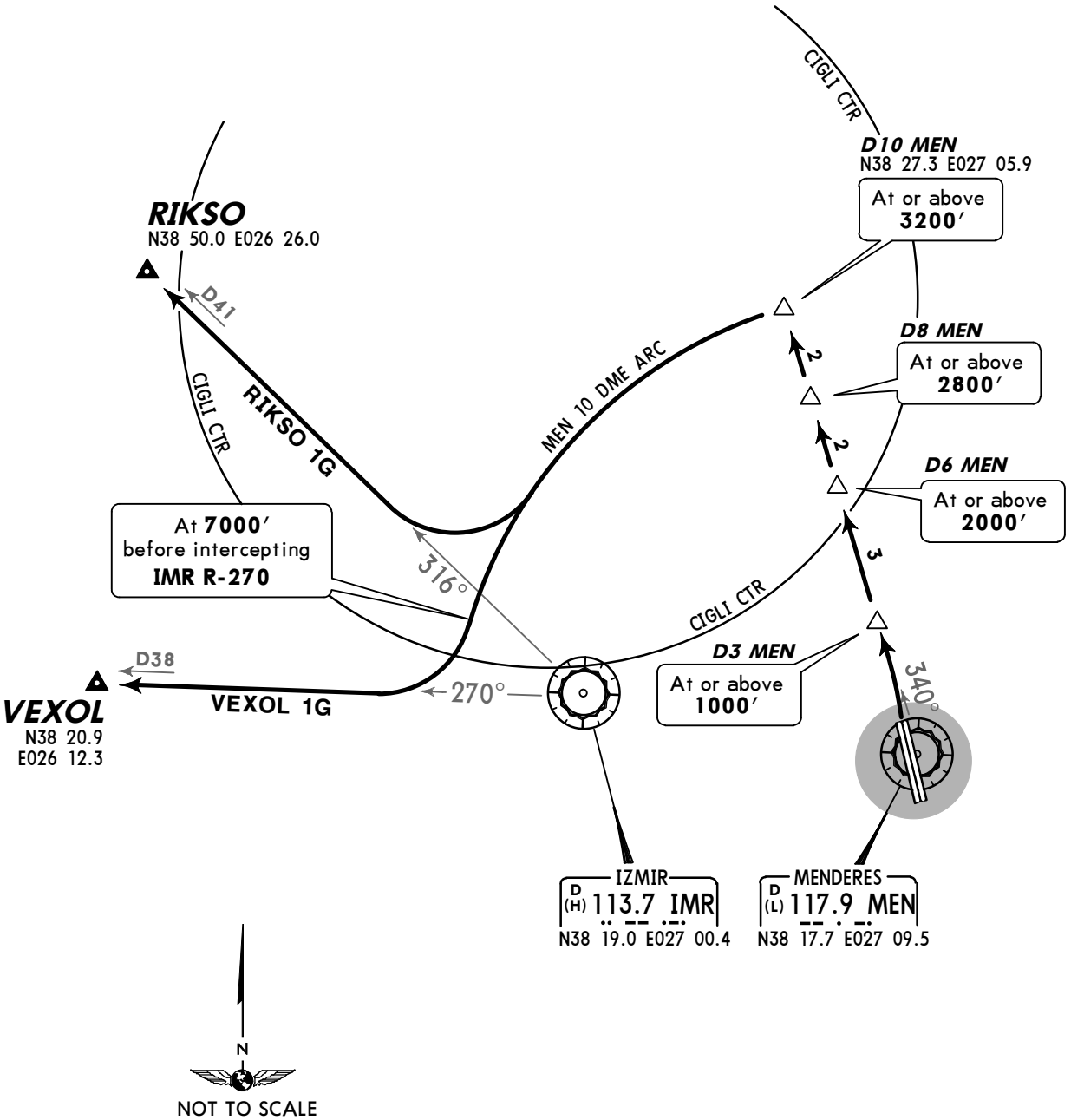
Apt Elev 410′	Trans level: By ATC Trans alt: 10000′ Any ACFT having compliance with the noise category ICAO Annex 16 Chapter 3 and 4 shall apply NADP-2 whereas all other ACFT whose noise category are in compliance with ICAO Annex 16 Chapter 2 shall only apply NADP-1.



MSA
MEN VOR

RIKSO ONE GOLF (RIKSO 1G) *[RIKS1G]*
VEXOL ONE GOLF (VEXOL 1G) *[VEXO1G]*
RWYS 34L/R DEPARTURES

TO WEST
ONLY TO BE USED WHEN TRAFFIC
WITHIN CIGLI CTR PERMITS



SSR codes 1001 - 1077 for departures available.

SID	INITIAL CLIMB/ROUTING
RIKSO 1G	Intercept MEN R-340 to D10 MEN, turn LEFT, along MEN 10 DME arc, intercept IMR R-316 to RIKSO, then join airway.
VEXOL 1G	Intercept MEN R-340 to D10 MEN, turn LEFT, along MEN 10 DME arc, intercept IMR R-270 to VEXOL, then join airway.

CHANGES: NAPs established; SIDs transferred.

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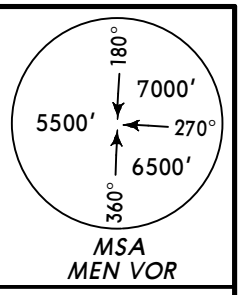
Apt Elev 410′	Trans level: By ATC Trans alt: 10000′



BERGO ONE KILO (BERGO 1K) *[BERG1K]*
KULAR ONE KILO (KULAR 1K) *[KULA1K]*
RWYS 16L/R DEPARTURES

TO NORTH & EAST
SIDS ARE APPLICABLE ONLY IN VMC
AND IN AGREEMENT BETWEEN ATC AND PILOT

BERGO
N38 59.9 E027 08.0
BERGO 1K
35
355°
KADIFEKALE
330 KAD
N38 24.8 E027 08.9
At or above 9000′
IZMIR
D (H) 113.7 IMR
N38 19.0 E027 00.4
At or above 6000′
9
076°
KULAR 1K
D60
VAKUM
N38 30.1
E028 15.5
18
FL140
D78
KULAR
N38 34.9
E028 38.0
MENDERES
D (L) 117.9 MEN
N38 17.7 E027 09.5
At 4000′
N
NOT TO SCALE

Direct distance from
Adnan Menderes Apt to:
IMR 7 NM

SSR codes 1001 - 1077 for departures available.

SID	INITIAL CLIMB/ROUTING
BERGO 1K	Climb on runway heading to 4000′, turn RIGHT to IMR, turn RIGHT to KAD, then to BERGO, then join airway.
KULAR 1K	Climb on runway heading to 4000′, turn RIGHT to IMR, turn RIGHT to KAD, turn RIGHT, intercept IMR R-076 to KULAR, then join airway.

CHANGES: New chart (SIDs transferred).

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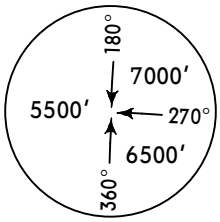
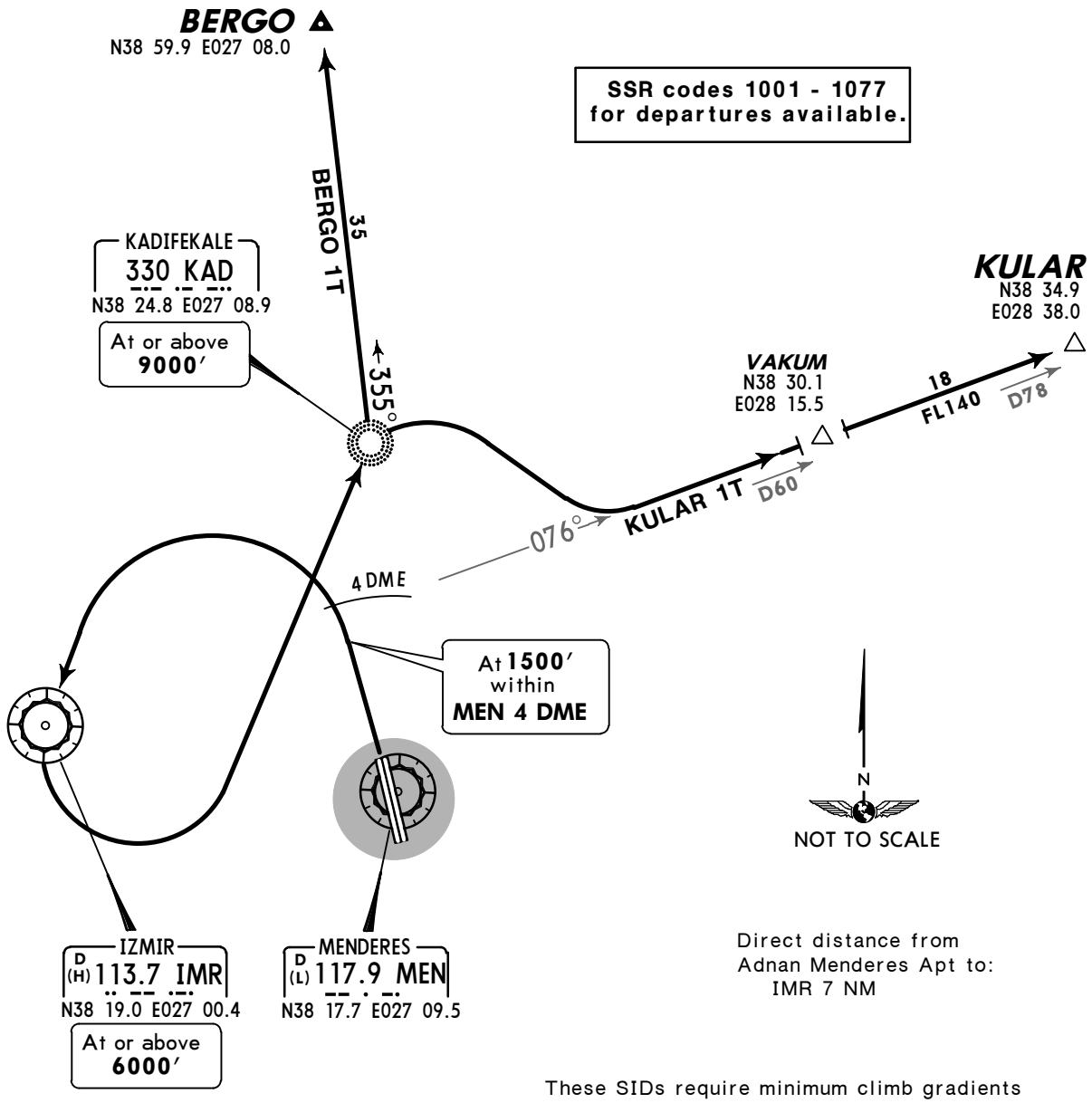
Apt Elev 410′	Trans level: By ATC Trans alt: 10000′ Any ACFT having compliance with the noise category ICAO Annex 16 Chapter 3 and 4 shall apply NADP-2 whereas all other ACFT whose noise category are in compliance with ICAO Annex 16 Chapter 2 shall only apply NADP-1.



MSA
MEN VOR

BERGO ONE TANGO(BERGO 1T) *[BERG1T]*
KULAR ONE TANGO(KULAR 1T) *[KULA1T]*
RWYS 34L/R DEPARTURES

TO NORTH & EAST
SIDS ARE APPLICABLE ONLY IN VMC
AND IN AGREEMENT BETWEEN ATC AND PILOT



Direct distance from Adnan Menderes Apt to:
IMR 7 NM

These SIDs require minimum climb gradients of
468′ per NM (7.7%) up to IMR, then
334′ per NM (5.5%) up to KAD.

Gnd speed-KT	75	100	150	200	250	300
468′ per NM	585	780	1170	1560	1949	2339
334′ per NM	418	557	835	1114	1392	1671

SID	INITIAL ROUTING/ROUTING
BERGO 1T	Climb to 1500′ within MEN 4 DME, turn LEFT to IMR, turn LEFT to KAD, then to BERGO, then join airway.
KULAR 1T	Climb to 1500′ within MEN 4 DME, turn LEFT to IMR, turn LEFT to KAD, turn RIGHT, intercept IMR R-076 to KULAR, then join airway.

CHANGES: New chart (NAPs established; SIDs transferred).

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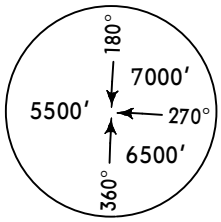
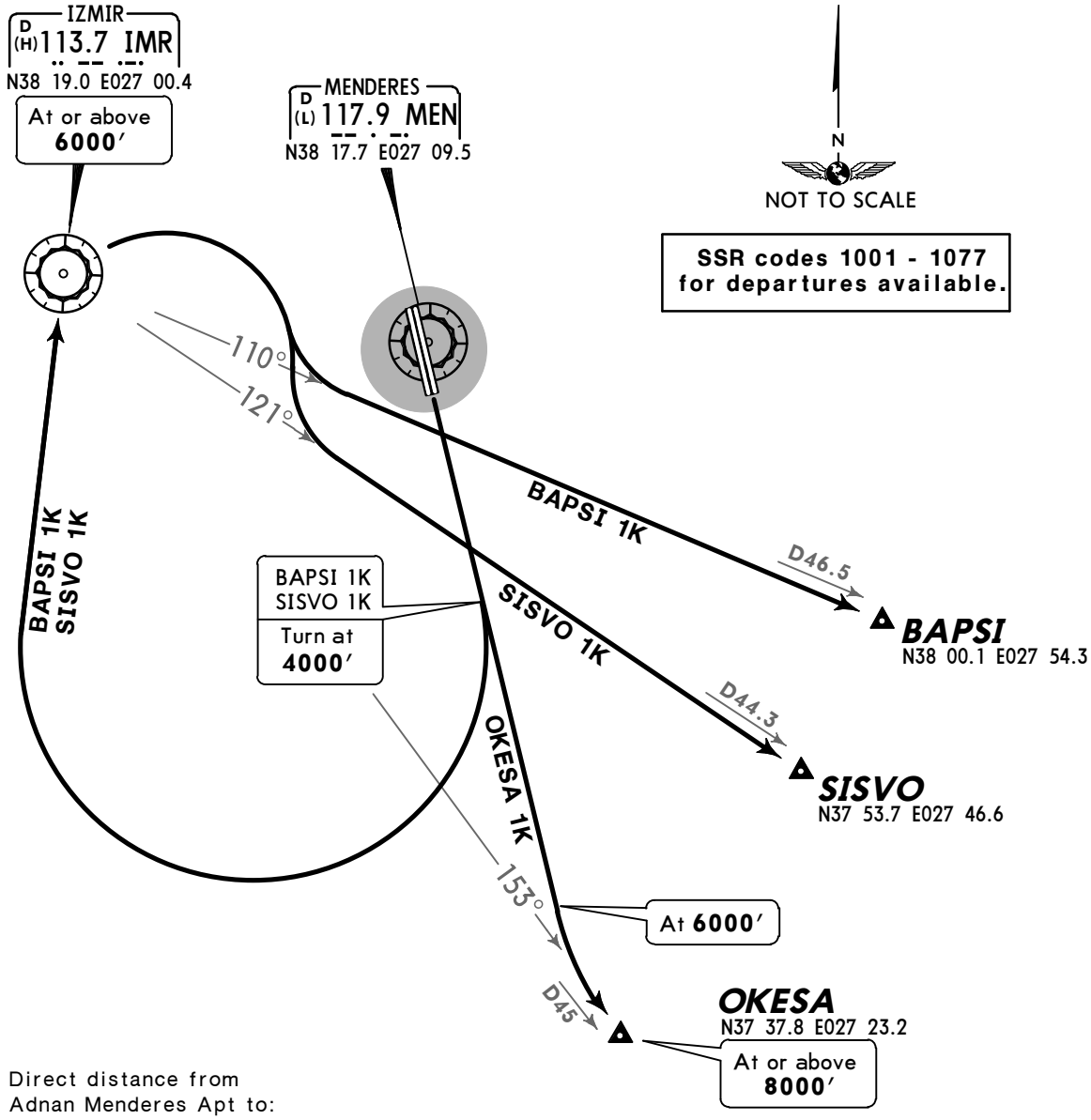
Apt Elev 410′	Trans level: By ATC Trans alt: 10000′



MSA
MEN VOR

BAPSI ONE KILO (BAPSI 1K) *[BAPS1K]*
OKESA ONE KILO (OKESA 1K) *[OKES1K]*
SISVO ONE KILO (SISVO 1K) *[SISV1K]*
RWYS 16L/R DEPARTURES

TO SOUTH
SIDS ARE APPLICABLE ONLY IN VMC
AND IN AGREEMENT BETWEEN ATC AND PILOT



Direct distance from
Adnan Menderes Apt to:
IMR 7 NM
OKESA 41 NM

SID	INITIAL CLIMB/ROUTING
BAPSI 1K ❶	Climb on runway heading to 4000′, turn RIGHT to IMR, intercept IMR R-110 to BAPSI, then join airway.
OKESA 1K	Climb on runway heading to 6000′, intercept IMR R-153 to OKESA, then join airway.
SISVO 1K ❶	Climb on runway heading to 4000′, turn RIGHT to IMR, intercept IMR R-121 to SISVO, then join airway.

❶ Will only be used between 01 APR-01 NOV 2030-0530LT, 02 NOV-31 MAR 1900-0630LT, weekends and public holidays.

CHANGES: New chart (SIDs transferred).

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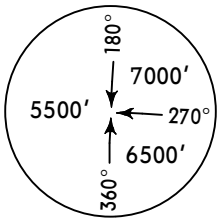
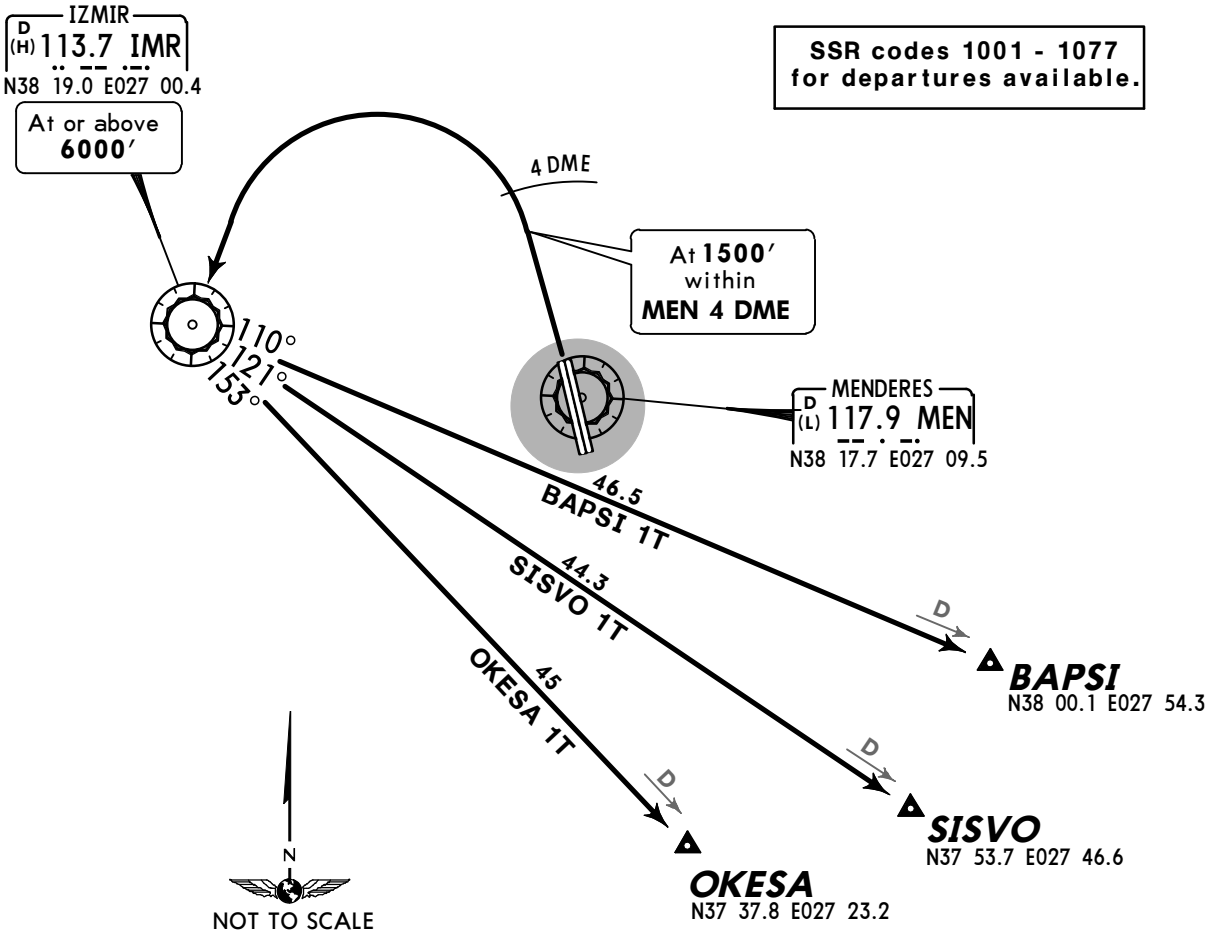
Apt Elev 410′	Trans level: By ATC Trans alt: 10000′ Any ACFT having compliance with the noise category ICAO Annex 16 Chapter 3 and 4 shall apply NADP-2 whereas all other ACFT whose noise category are in compliance with ICAO Annex 16 Chapter 2 shall only apply NADP-1.



MSA
MEN VOR

BAPSI ONE TANGO (BAPSI 1T) *[BAPS1T]*
OKESA ONE TANGO (OKESA 1T) *[OKES1T]*
SISVO ONE TANGO (SISVO 1T) *[SISV1T]*
RWYS 34L/R DEPARTURES

TO SOUTH
SIDS ARE APPLICABLE ONLY IN VMC
AND IN AGREEMENT BETWEEN ATC AND PILOT



These SIDs require minimum climb gradients of
468′ per NM (7.7%) up to IMR, then
334′ per NM (5.5%) up to KAD.

Gnd speed-KT	75	100	150	200	250	300
468′ per NM	585	780	1170	1560	1949	2339
334′ per NM	418	557	835	1114	1392	1671

Direct distance from Adnan Menderes Apt to:
IMR 7 NM

INITIAL CLIMB

Climb to 1500′ within MEN 4 DME, turn LEFT to IMR.

SID	ROUTING
BAPSI 1T ❶	At IMR, IMR R-110 to BAPSI, then join airway.
OKESA 1T	At IMR, IMR R-153 to OKESA, then join airway.
SISVO 1T ❶	At IMR, IMR R-121 to SISVO, then join airway.

❶ Will only be used between 01 APR-01 NOV 2030-0530LT, 02 NOV-31 MAR 1900-0630LT, weekends and public holidays.

CHANGES: New chart (NAPs established; SIDs transferred).

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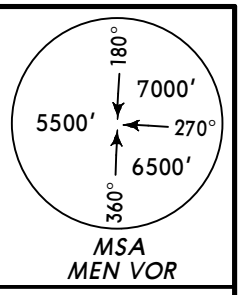
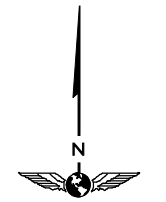
Apt Elev 410′	Trans level: By ATC Trans alt: 10000′



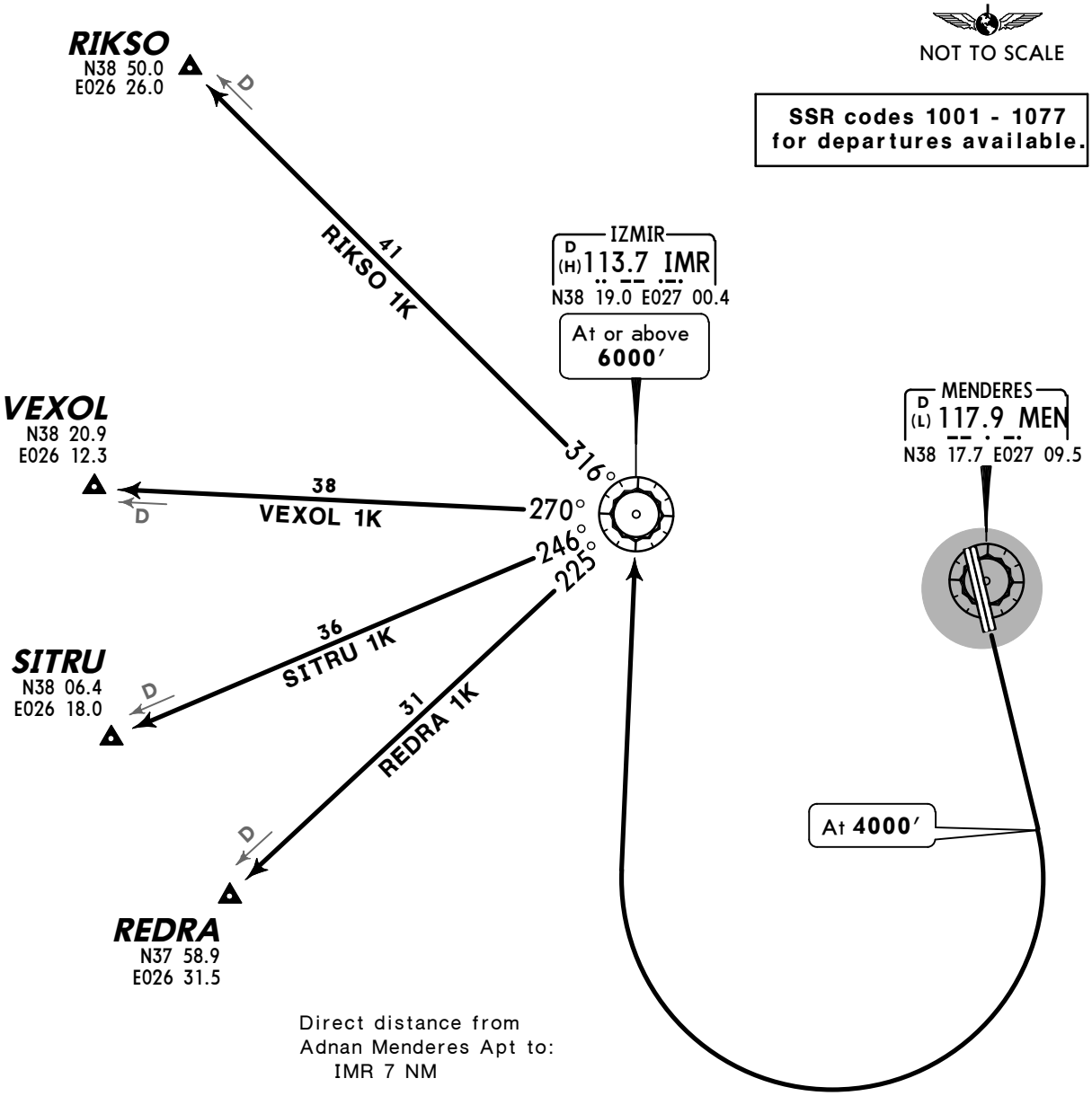
REDRA ONE KILO (REDRA 1K) *[REDR1K]*
RIKSO ONE KILO (RIKSO 1K) *[RIKS1K]*
SITRU ONE KILO (SITRU 1K) *[SITR1K]*
VEXOL ONE KILO (VEXOL 1K) *[VEXO1K]*
RWYS 16L/R DEPARTURES

TO WEST
SIDS ARE APPLICABLE ONLY IN VMC
AND IN AGREEMENT BETWEEN ATC AND PILOT



NOT TO SCALE

SSR codes 1001 - 1077 for departures available.



Direct distance from
Adnan Menderes Apt to:
IMR 7 NM

INITIAL CLIMB

Climb on runway heading to 4000′, turn RIGHT to IMR.

SID	ROUTING
REDRA 1K	At IMR, IMR R-225 to REDRA, then join airway.
RIKSO 1K ❶	At IMR, IMR R-316 to RIKSO, then join airway.
SITRU 1K	At IMR, IMR R-246 to SITRU, then join airway.
VEXOL 1K	At IMR, IMR R-270 to VEXOL, then join airway.

❶ Will only be used between 01 APR-01 NOV 2030-0530LT, 02 NOV-31 MAR 1900-0630LT, weekends and public holidays.

CHANGES: New chart (chart reindexed).

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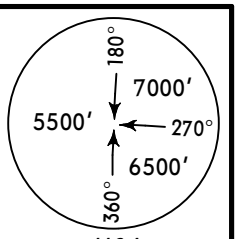
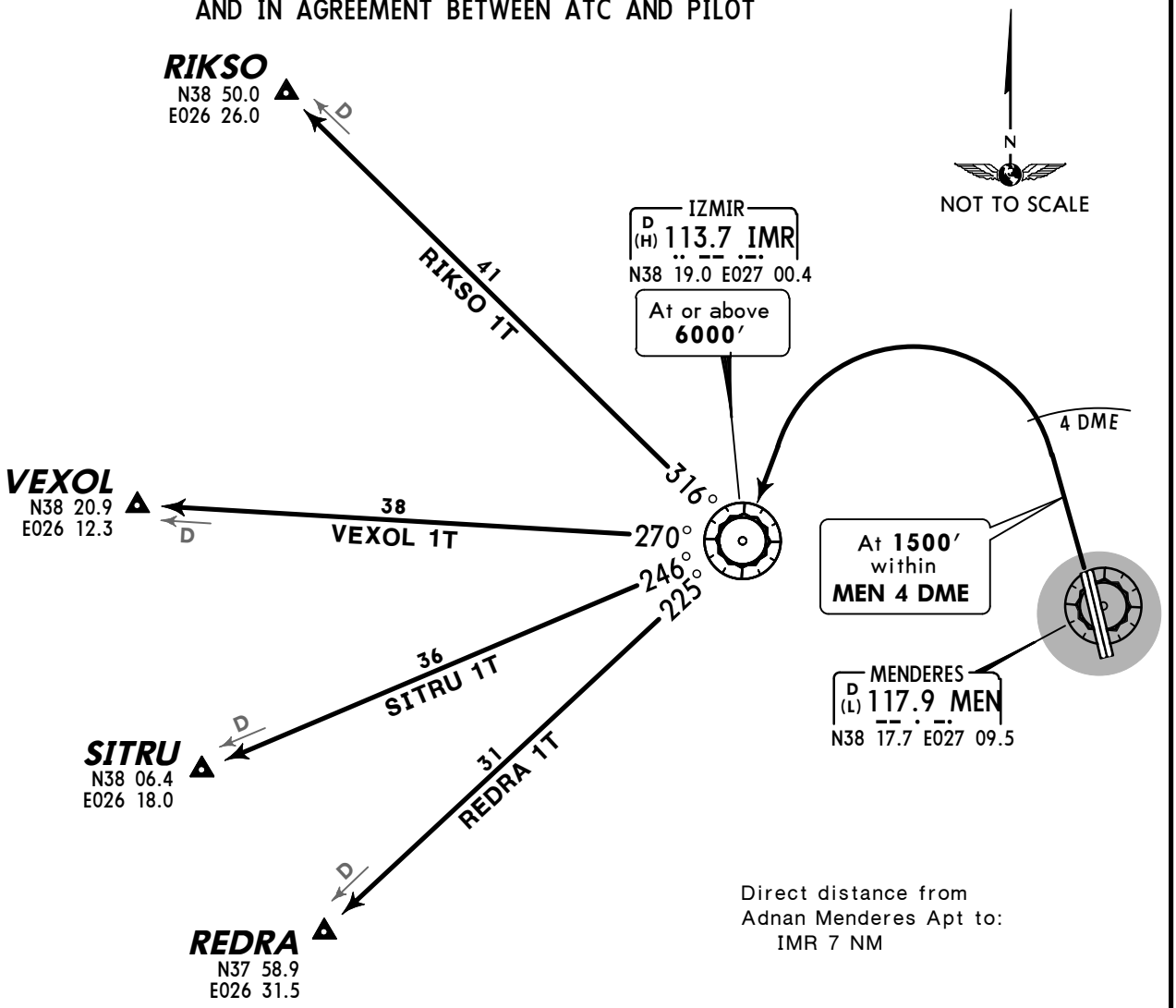
Apt Elev 410′	Trans level: By ATC Trans alt: 10000′ Any ACFT having compliance with the noise category ICAO Annex 16 Chapter 3 and 4 shall apply NADP-2 whereas all other ACFT whose noise category are in compliance with ICAO Annex 16 Chapter 2 shall only apply NADP-1.



MSA
MEN VOR

REDRA ONE TANGO (REDRA 1T) *[REDR1T]*
RIKSO ONE TANGO (RIKSO 1T) *[RIKS1T]*
SITRU ONE TANGO (SITRU 1T) *[SITR1T]*
VEXOL ONE TANGO (VEXOL 1T) *[VEXO1T]*
RWYS 34L/R DEPARTURES
TO WEST
SIDS ARE APPLICABLE ONLY IN VMC
AND IN AGREEMENT BETWEEN ATC AND PILOT



Direct distance from
Adnan Menderes Apt to:
IMR 7 NM

SSR codes 1001 - 1077 for departures available.

These SIDs require a minimum climb gradient of
468′ per NM (7.7%) up to IMR.

Gnd speed-KT	75	100	150	200	250	300
468′ per NM	585	780	1170	1560	1949	2339

INITIAL CLIMB

Climb to 1500′ within MEN 4 DME, turn LEFT to IMR.

SID	ROUTING
REDRA 1T	At IMR, IMR R-226 to REDRA, then join airway.
RIKSO 1T ❶	At IMR, IMR R-316 to RIKSO, then join airway.
SITRU 1T	At IMR, IMR R-246 to SITRU, then join airway.
VEXOL 1T	At IMR, IMR R-270 to VEXOL, then join airway.

❶ Will only be used between 01 APR-01 NOV 2030-0530LT, 02 NOV-31 MAR 1900-0630LT, weekends and public holidays.

CHANGES: New chart (NAPs established; chart reindexed).

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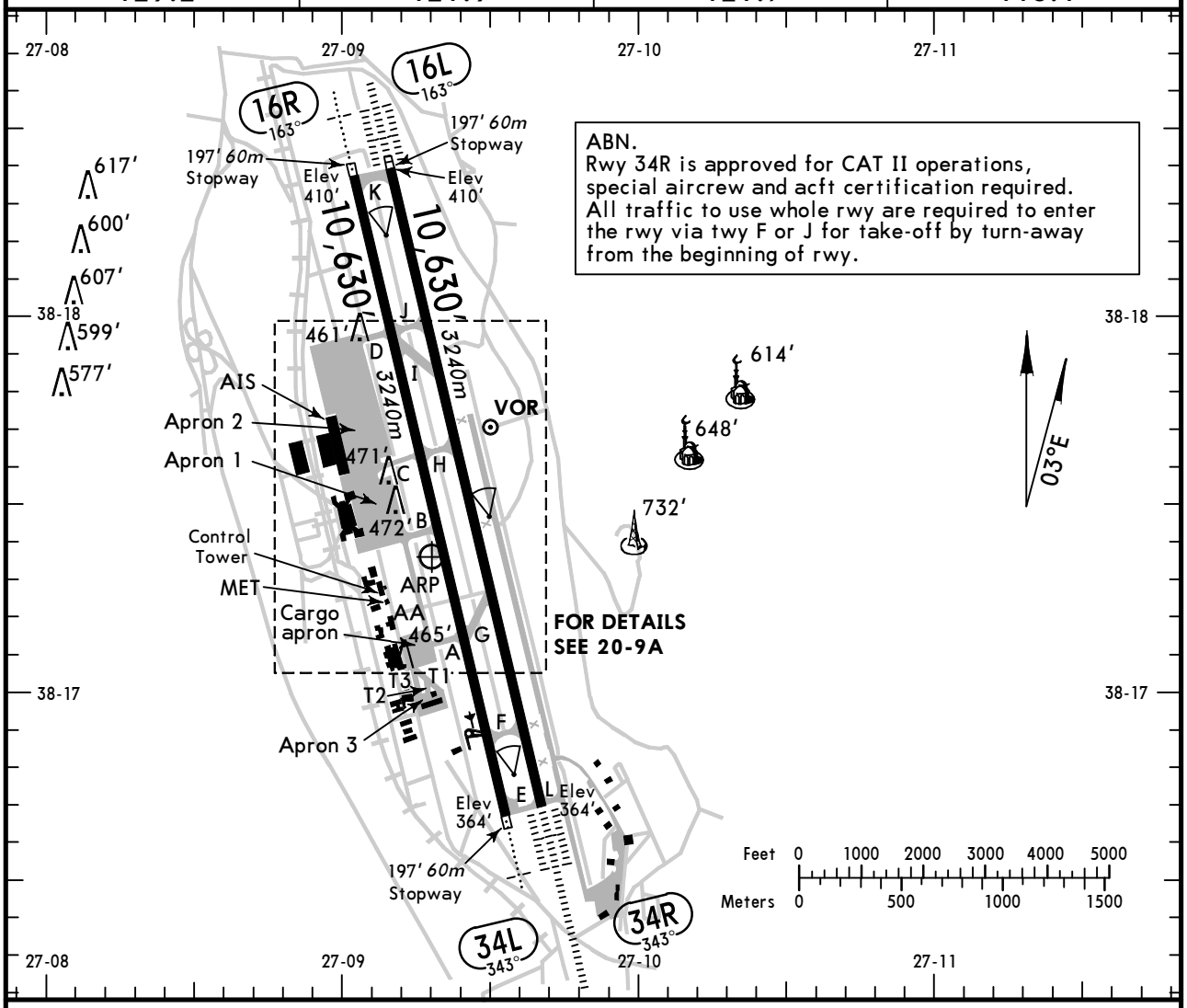
ATIS	MENDERES Ground	Ramp	Tower
129.2	121.9	121.7	118.1



ABN.
Rwy 34R is approved for CAT II operations, special aircrew and acft certification required.
All traffic to use whole rwy are required to enter the rwy via twy F or J for take-off by turn-away from the beginning of rwy.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
16L	HIRL CL(15m) HIALS-II SFL REIL TDZ ❶ HST-G RVR		9536′ 2907m	❷	148′ 45m
34R	HIRL CL(15m) HIALS-II SFL REIL TDZ ❶ HST-I RVR		9719′ 2962m		

❶ PAPI(3.0°)

❷ TAKE-OFF RUN AVAILABLE

RWY 16L:

From rwy head	10,630′ (3240m)
twy J int	8235′ (2510m)
twy I int	7152′ (2180m)
twy H int	6037′ (1840m)
twy F int	1312′ (400m)

RWY 34R:

From rwy head	10,630′ (3240m)
twy F int	9318′ (2840m)
twy G int	6496′ (1980m)
twy H int	4593′ (1400m)
twy J int	2395′ (730m)

RWY					WIDTH
16R 34L	HIRL (60m) HIALS PAPI(3.0°)			❸	148′ 45m

❸ TAKE-OFF RUN AVAILABLE

RWY 16R:

From rwy head	10,630′ (3240m)
twy D int	8284′ (2525m)
twy C int	6037′ (1840m)
twy B int	4790′ (1460m)
twy A int	3051′ (930m)

RWY 34L:

From rwy head	10,630′ (3240m)
twy A int	7579′ (2310m)
twy B int	5840′ (1780m)
twy C int	4593′ (1400m)
twy D int	2346′ (715m)

Standard

TAKE-OFF ❶

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

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

CHANGES: Intersection take-off.

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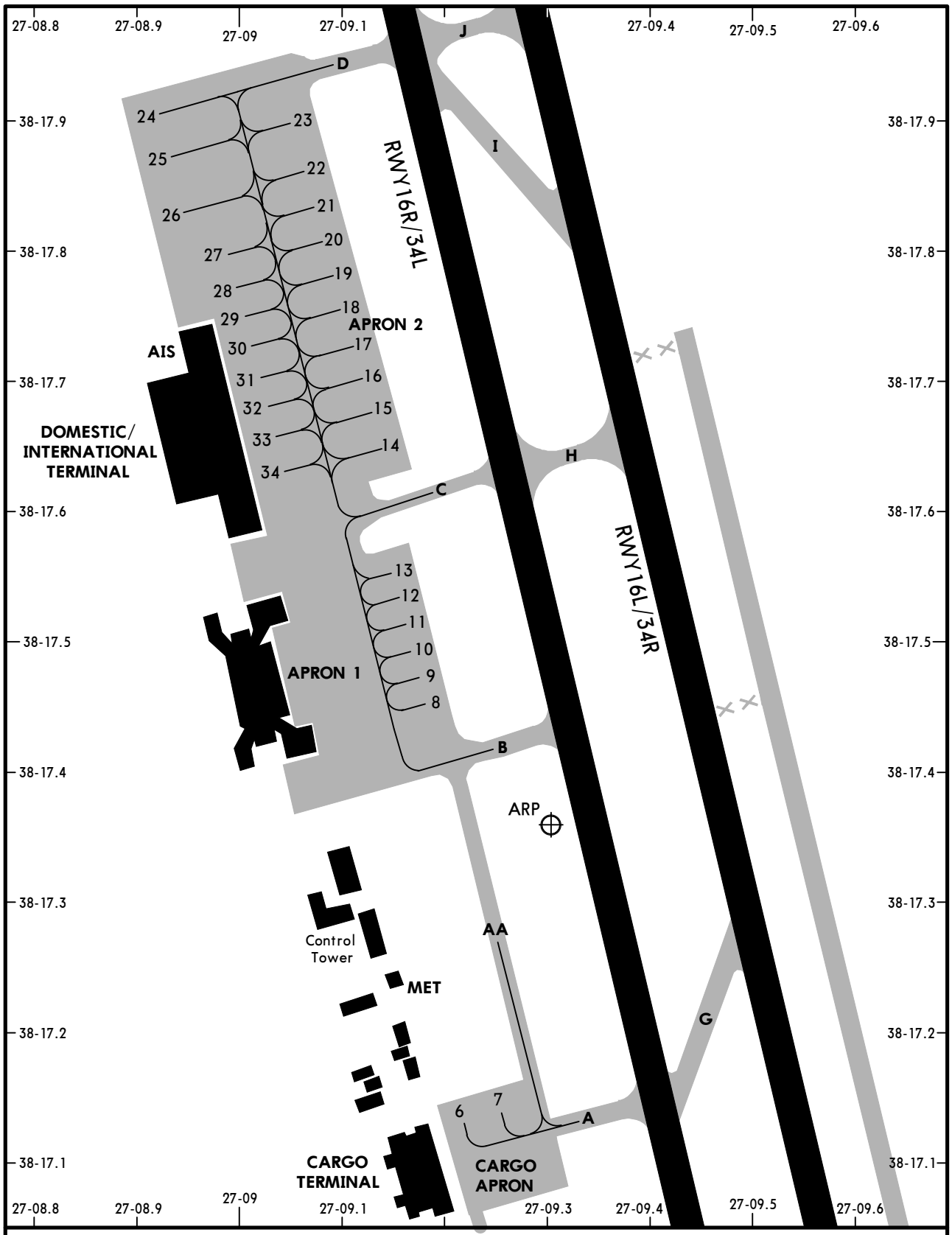

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
6, 7	N38 17.2 E027 09.2	23	N38 17.9 E027 09.0
8 thru 12	N38 17.5 E027 09.2	24 thru 26	N38 17.9 E027 08.9
13	N38 17.6 E027 09.2	27	N38 17.8 E027 08.9
14 thru 17	N38 17.7 E027 09.1	28, 29	N38 17.8 E027 09.0
18 thru 20	N38 17.8 E027 09.1	30 thru 33	N38 17.7 E027 09.0
21, 22	N38 17.9 E027 09.1	34	N38 17.6 E027 09.0

CHANGES: Stands. Coordinates.

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ATIS	MENDERES Approach/Radar (APP)	MENDERES Tower	Ground
129.2	118.55 119.45 119.5 119.77 120.1 120.17 132.62	118.1	121.9

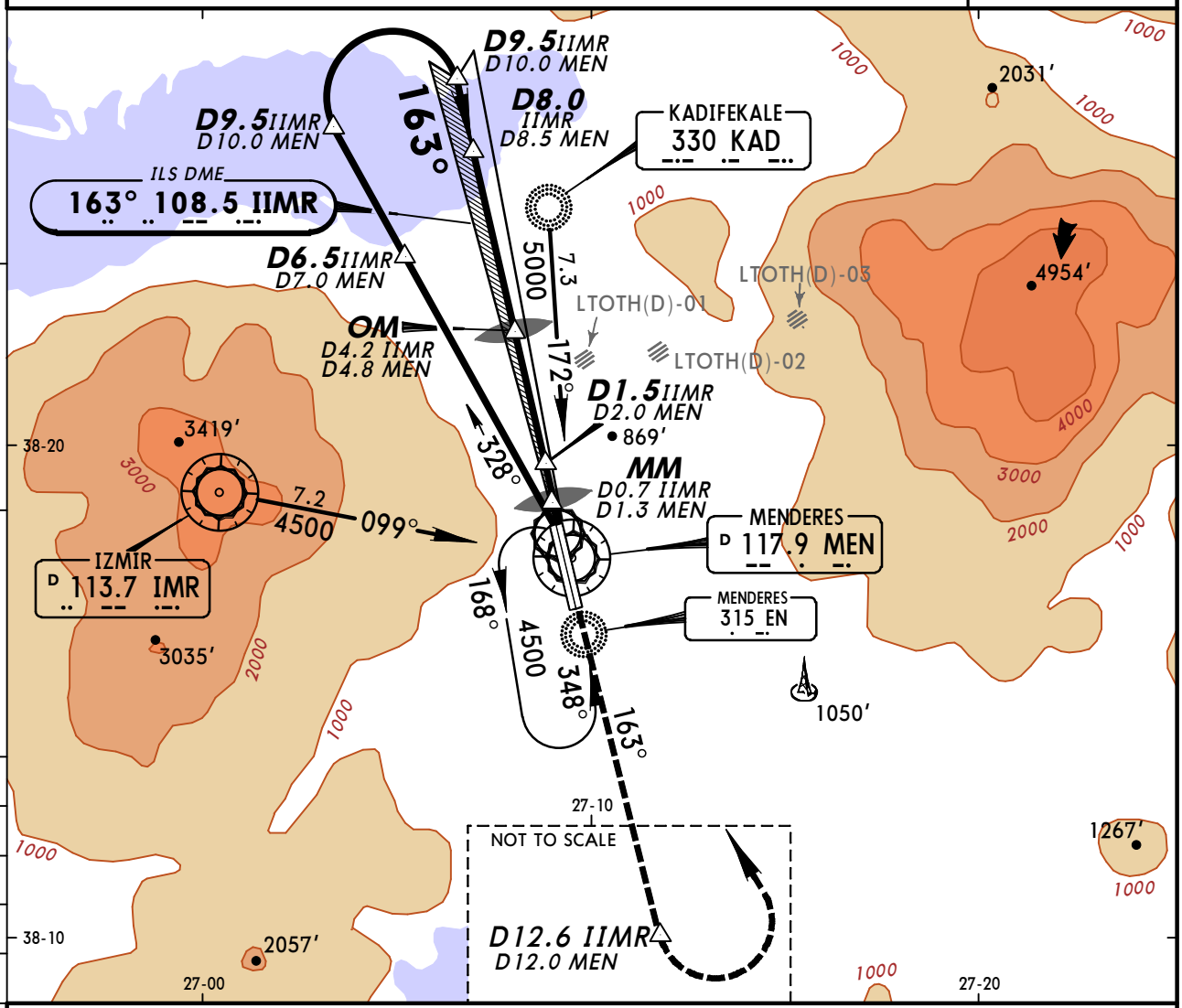
BRIEFING STRIP™

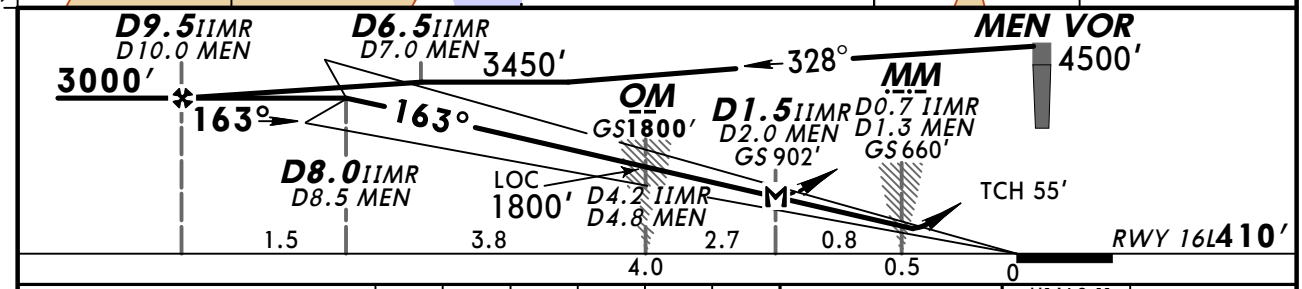
LOC IIMR	Final Apch Crs	GS OM	ILS DA(H)	Apt Elev 410′
108.5	163°	1800′(1390′)	612′(202′)	RWY 410′

MISSED APCH: Climb and intercept R-163 MEN to 3000′ within D12.6 IIMR, then turn LEFT and proceed to MEN VOR to 4500′ and hold.

Alt Set: hPa Rwy Elev: 15 hPa Trans level: By ATC Trans alt: 10000′
Baseturn MAX 185 KT.

MSA MEN VOR: 180° 7000′; 270° 5500′; 360° 6500′





Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.10°	384	494	548	658	768	878
MAP at D1.5 IIMR/D2.0 MEN						

HIALS-II REIL PAPI PAPI

Refer to Missed Apch above

Standard STRAIGHT-IN LANDING RWY 16L

	ILS DA(H) 612′(202′) FULL	ILS DA(H) 612′(202′) ALS out	LOC (GS out) MDA(H) 910′(500′)	LOC (GS out) MDA(H) 910′(500′) ALS out
A	RVR 750m	RVR 1200m	RVR 1500m	
B				
C			RVR 1800m	CMV 2300m
D				

CIRCLE-TO-LAND
Not authorized West of airport

Max Kts	MDA(H)	VIS
100	1150′ (740′)	3200m
135	1300′ (890′)	3400m
180	1500′(1090′)	4800m
205		

PANS OPS

CHANGES: Note. MAPt.

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LTBJ/ADB
ADNAN MENDERES

JEPPESEN
17 AUG 12 (21-2)

IZMIR, TURKEY
ILS DME-1 Rwy 34R

ATIS	MENDERES Approach/Radar (APP)	MENDERES Tower	Ground
129.2	118.55 119.45 119.5 119.77 120.1 120.17 132.62	118.1	121.9

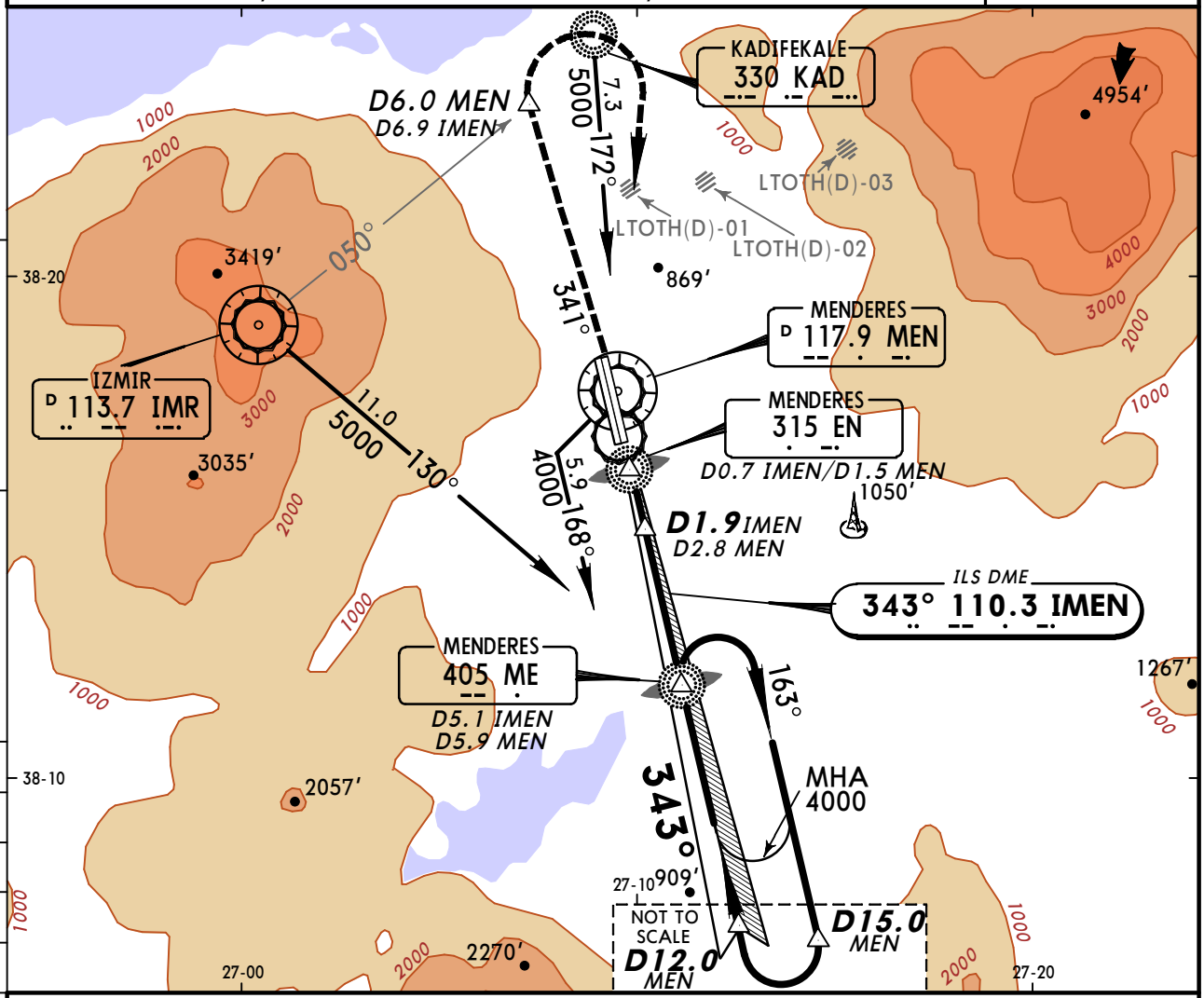
BRIEFING STRIP™

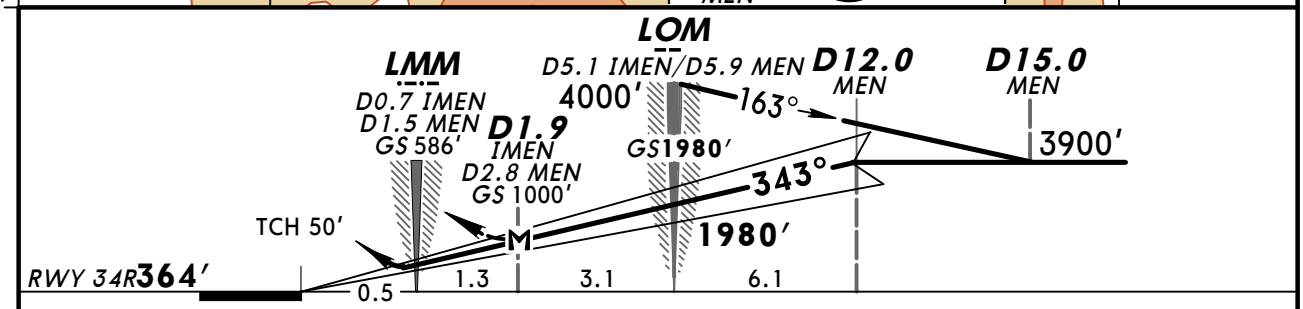
LOC IMEN	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 410′
110.3	343°	1980′ (1616′)	Refer to Minimums	RWY 364′

MISSED APCH: Intercept R-341 MEN climbing to D6.0 MEN at 2000′ or above, then climbing turn RIGHT and proceed via MEN VOR to ME NDB to 4000′ and hold. MAX 180 KT until inbound to MEN VOR.

Alt Set: hPa Rwy Elev: 13 hPa Trans level: By ATC Trans alt: 10000′

MSA ME NDB: 180° 7000′; 270° 5500′; 360° 6500′





Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at D1.9 IMEN/D2.8 MEN						

HIALS-II; REIL; PAPI; PAPI

180 KT MAX

D6.0 MEN on MEN 117.9 R-341

Standard STRAIGHT-IN LANDING RWY 34R

PANS OPS	ILS Missed apch climb grad min 4.0% DA(H) 564′ (200′) FULL	Limited	ALS out	Missed apch climb grad min 2.5% DA(H) 1000′ (636′) FULL/Limited	ALS out	LOC (GS out) MDA(H) 1000′ (636′)	ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1500m		RVR 1500m	
B							
C				CMV 2200m	CMV 2400m	CMV 2200m	CMV 2400m
D							

CIRCLE-TO-LAND
Not authorized West of airport

Max Kts	MDA(H)	VIS
100	1150′ (740′)	3200m
135	1300′ (890′)	3400m
180	1500′ (1090′)	4800m
205		

CHANGES: Communications.

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❶ CAT II ILS DME-1 Rwy 34R

ATIS	MENDERES Approach/Radar (APP)	MENDERES Tower	Ground
129.2	118.55 119.45 119.5 119.77 120.1 120.17 132.62	118.1	121.9

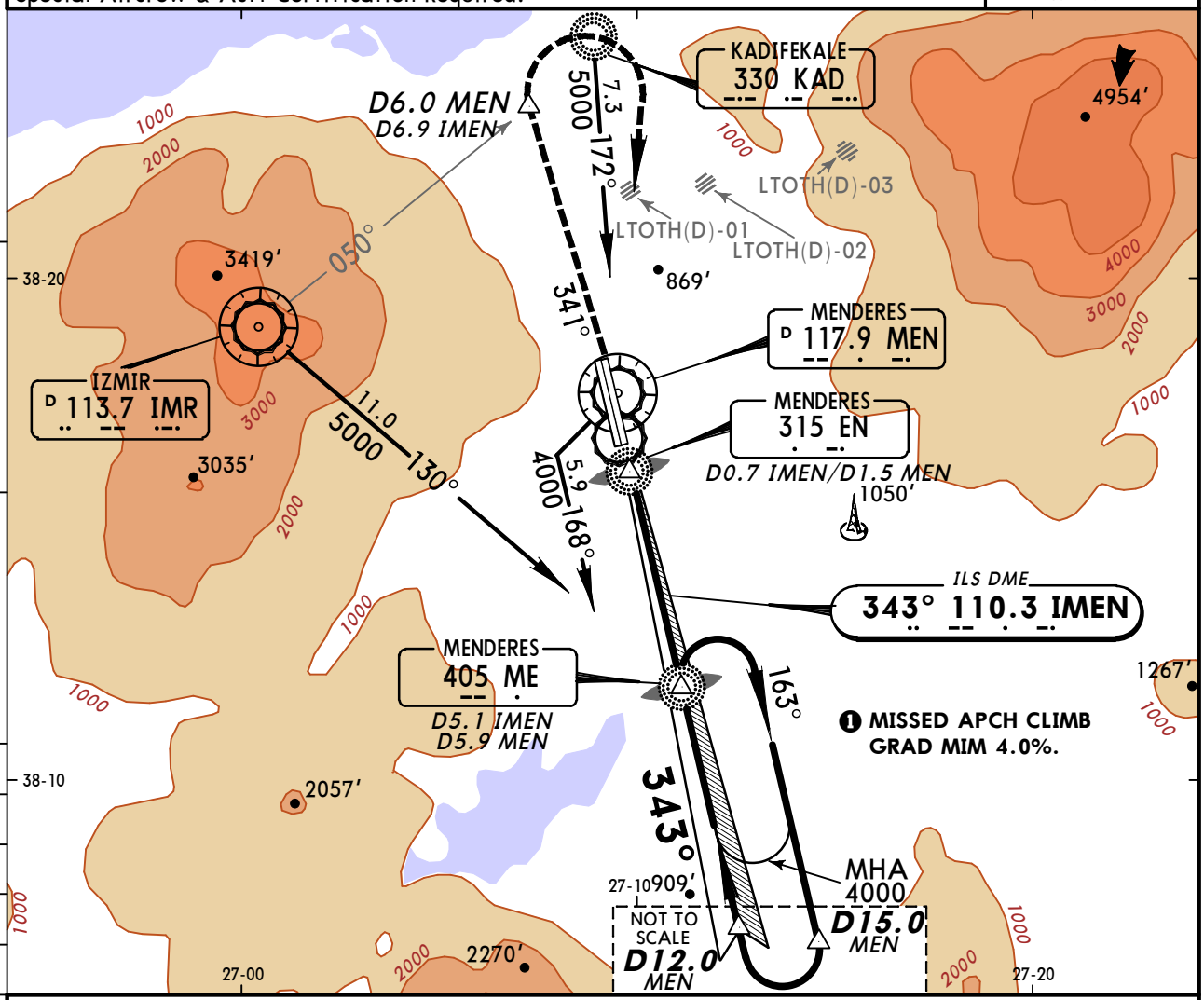
BRIEFING STRIP™

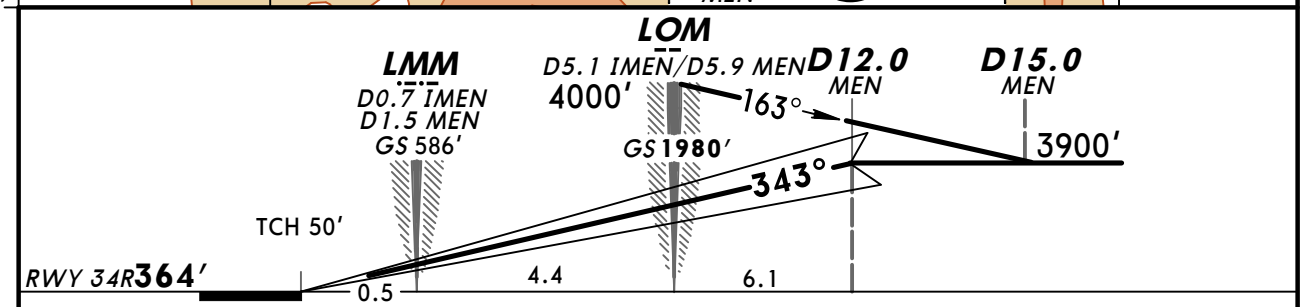
LOC IMEN	Final Apch Crs	GS LOM	CAT II ILS RA 107′ DA(H) 464′(100′)	Apt Elev 410′ RWY 364′
110.3	343°	1980′ (1616′)		

MISSED APCH: Intercept R-341 MEN climbing to D6.0 MEN at 2000′ or above, then climbing turn RIGHT and proceed via MEN VOR to ME NDB to 4000′ and hold. MAX 180 KT until inbound to MEN VOR.

Alt Set: hPa Rwy Elev: 13 hPa Trans level: By ATC Trans alt: 10000′
Special Aircrew & Acft Certification Required.

MSA ME NDB: 180° 7000′; 270° 5500′; 360° 6500′





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

HIALS-II REIL PAPI PAPI

180 KT MAX

D6.0 MEN on MEN 117.9 R-341

PANS OPS

Standard

STRAIGHT-IN LANDING RWY **34R**

Missed apch climb gradient mim 4.0%.

CAT II ILS
ABCD
RA 107′
DA(H) **464′** (100′)

RVR 300m ❶

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

CHANGES: Communications.

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ATIS	MENDERES Approach/Radar (APP)	MENDERES Tower	Ground
129.2	118.55 119.45 119.5 119.77 120.1 120.17 132.62	118.1	121.9

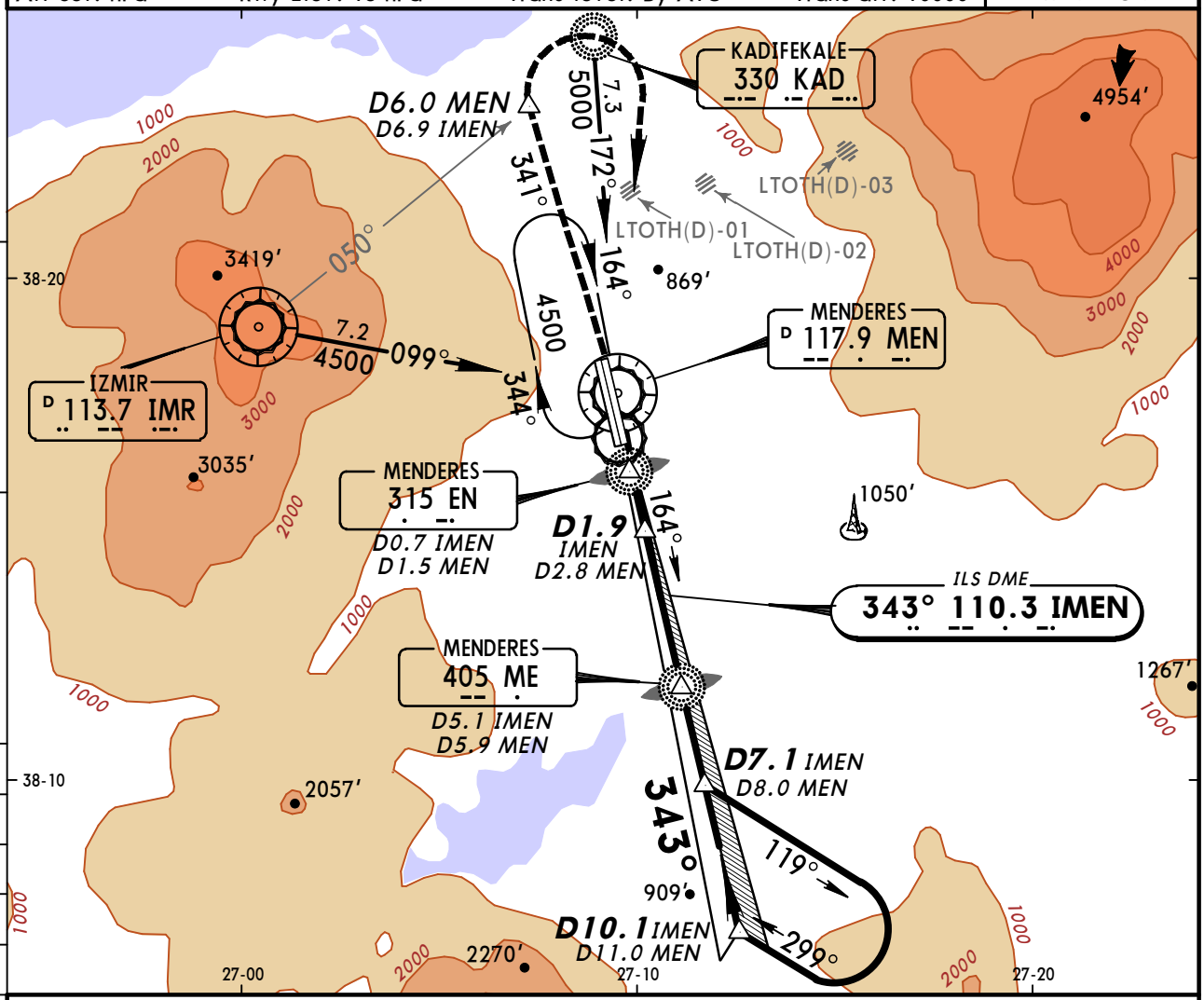
BRIEFING STRIP ™

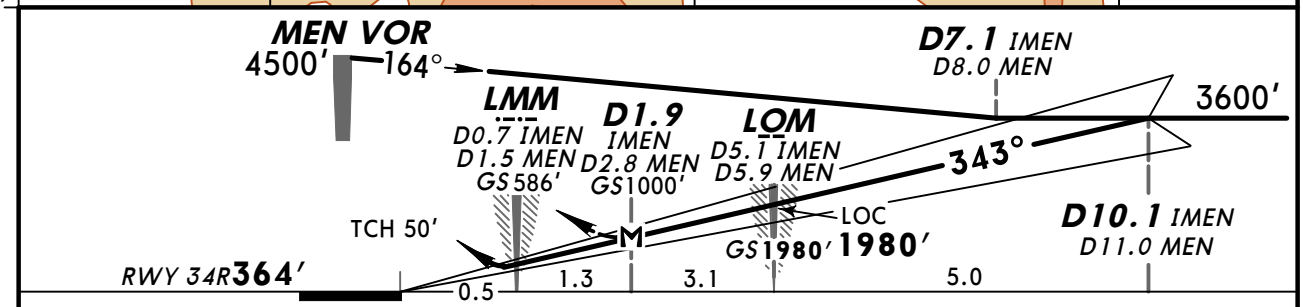
LOC IMEN	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 410′
110.3	343°	1980′ (1616′)	Refer to Minimums	RWY 364′

MISSED APCH: Intercept R-341 MEN climbing to D6.0 MEN at 2000′ or above, then climbing turn RIGHT to MEN VOR to 4500′ and hold. MAX 180 KT until inbound to MEN VOR. If over MEN VOR below 4500′, intercept R-164 MEN climbing to 4500′, then turn RIGHT to join holding.

Alt Set: hPa Rwy Elev: 13 hPa Trans level: By ATC Trans alt: 10000′

MSA MEN VOR: 180° 7000′; 270° 5500′; 360° 6500′





Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at D1.9 IMEN/D2.8 MEN						

HIALS-II, REIL, PAPI, PAPI

180 KT MAX

D6.0 MEN on MEN 117.9 R-341

Standard STRAIGHT-IN LANDING RWY 34R

	ILS: Missed apch climb grad mim 4.0% DA(H) 564′ (200′)			ILS: Missed apch climb grad mim 2.5% DA(H) 1000′ (636′)		LOC (GS out) MDA(H) 1000′ (636′)	
	FULL	Limited	ALS out	FULL/Limited	ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1500m		RVR 1500m	
B							
C				CMV 2200m	CMV 2400m	CMV 2200m	CMV 2400m
D							

CIRCLE-TO-LAND: Not authorized West of airport

Max Kts	MDA(H)	VIS
100	1150′ (740′)	3200m
135	1300′ (890′)	3400m
180	1500′ (1090′)	4800m
205		

PANS OPS

CHANGES: Communications.

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LTBJ/ADB
ADNAN MENDERES

JEPPESEN

17 AUG 12 (21-3A) ❶ CAT II ILS DME-2 Rwy 34R

IZMIR, TURKEY

ATIS	MENDERES Approach/Radar (APP)	MENDERES Tower	Ground
129.2	118.55 119.45 119.5 119.77 120.1 120.17 132.62	118.1	121.9

BRIEFING STRIP ™

LOC	Final	GS	CAT II ILS	Apt Elev 410′
IMEN	Apch Crs	LOM	RA 107′	RWY 364′
110.3	343°	1980′ (1616′)	DA(H) 464′(100′)	

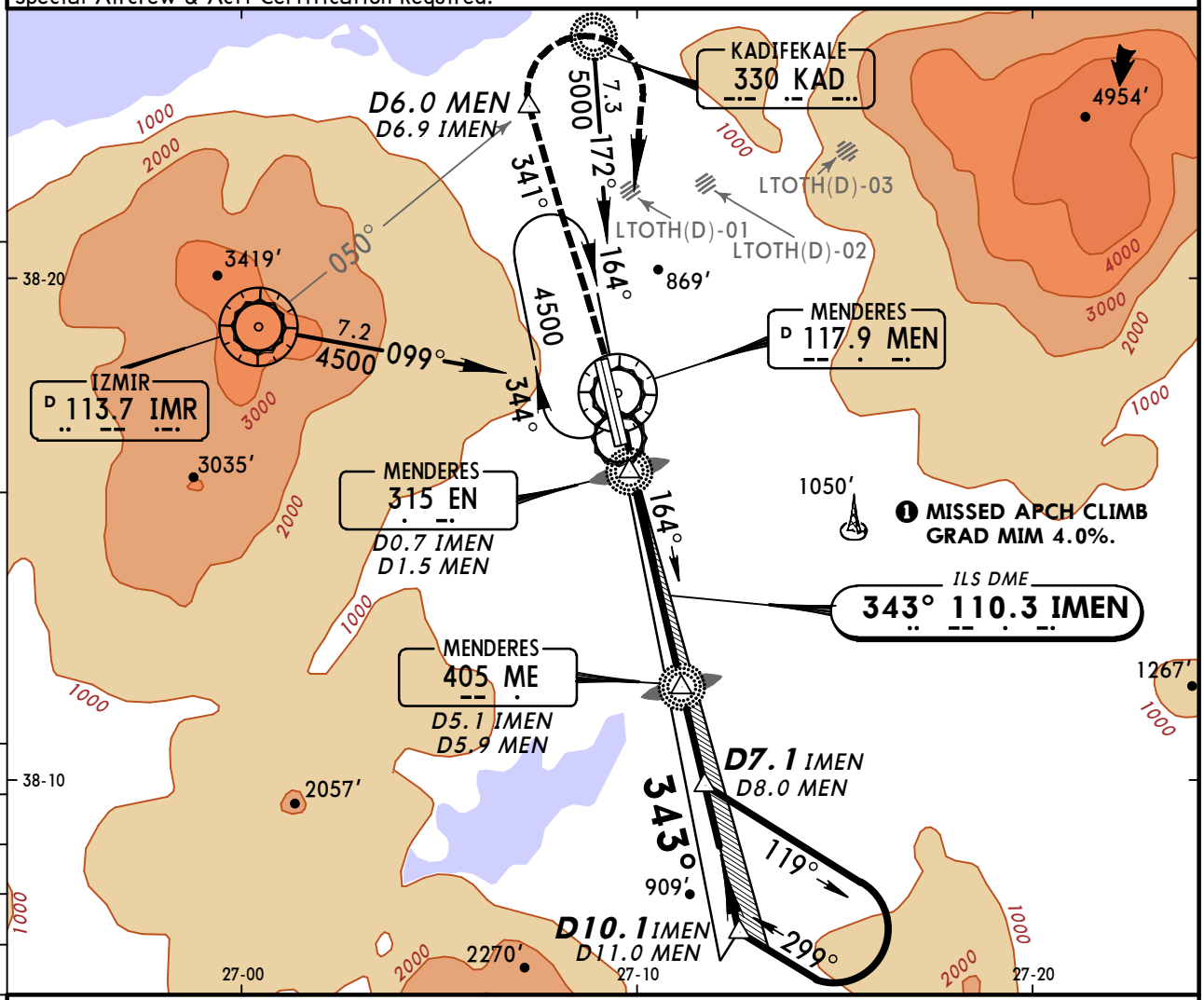
MISSED APCH: Intercept R-341 MEN climbing to D6.0 MEN at 2000′ or above, then climbing turn RIGHT to MEN VOR to 4500′ and hold. MAX 180 KT until inbound to MEN VOR. If over MEN VOR below 4500′, intercept R-164 MEN climbing to 4500′, then turn RIGHT to join holding.

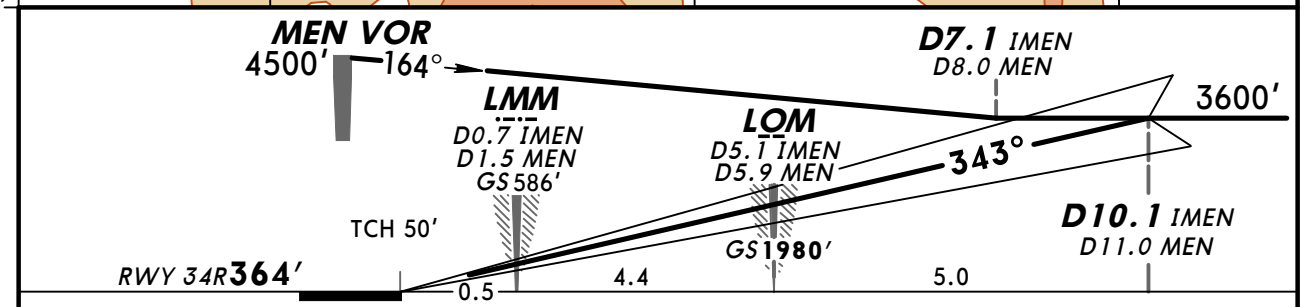
180° 7000′ 270° 5500′ 6500′ 360°

MSA MEN VOR

Alt Set: hPa Rwy Elev: 13 hPa Trans level: By ATC Trans alt: 10000′

Special Aircrew & Acft Certification Required.





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

HIALS-II REIL PAPI PAPI

180 KT MAX

D6.0 MEN ↑ on MEN 117.9 R-341

PANS OPS

Standard

STRAIGHT-IN LANDING RWY **34R**

Missed apch climb gradient mim 4.0%

CAT II ILS

ABCD

RA 107′

DA(H) **464′** (100′)

RVR *300m* ❶

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

CHANGES: Communications.

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LTBJ/ADB
ADNAN MENDERES

JEPPESEN
4 OCT 13 (21-4) Eff 17 Oct

IZMIR, TURKEY
ILS Rwy 34R

ATIS	MENDERES Approach/Radar (APP)	MENDERES Tower	Ground
129.2	118.55 119.45 119.5 119.77 120.1 120.17 132.62	118.1	121.9

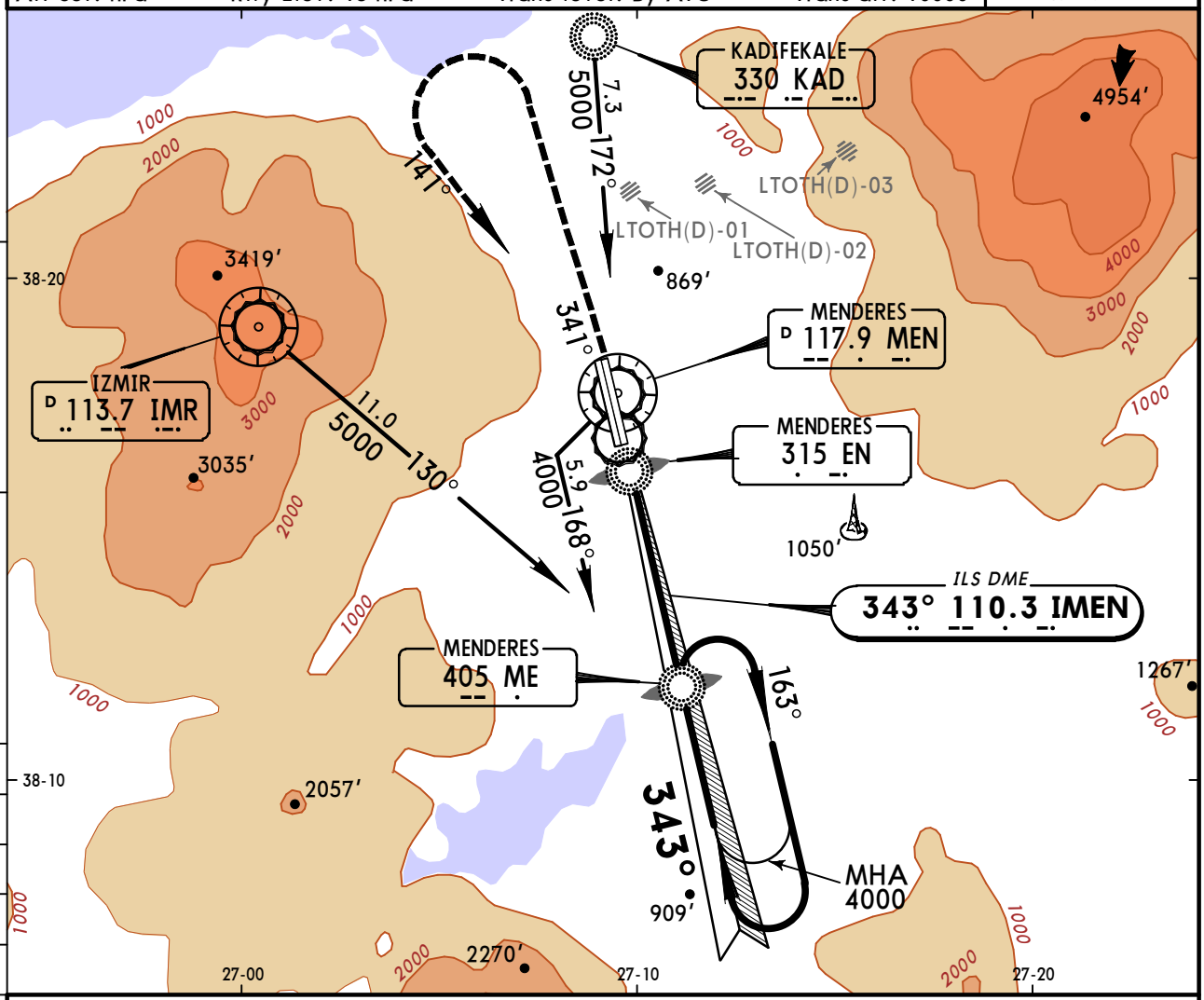
BRIEFING STRIP™

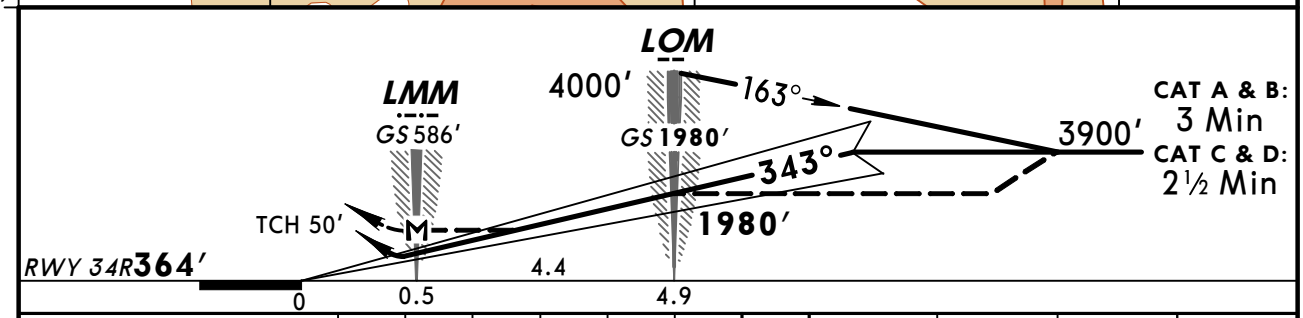
LOC IMEN	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 410′
110.3	343°	1980′ (1616′)	586′ (222′)	RWY 364′

MISSED APCH: Climb on R-341 MEN to 3200′, then climbing turn LEFT and proceed on 141° via MEN VOR to ME NDB to 4000′ and hold. MAX 180 KT until inbound to MEN VOR.

Alt Set: hPa Rwy Elev: 13 hPa Trans level: By ATC Trans alt: 10000′

MSA ME NDB: 180° 7000′; 270° 5500′; 360° 6500′





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

HIALS-II; REIL; PAPI; PAPI

180 KT MAX

3200′ on MEN 117.9 R-341

Standard STRAIGHT-IN LANDING RWY 34R

	ILS DA(H) 586′ (222′) FULL	ILS Limited	ILS ALS out	LOC (GS out) MDA(H) 1000′ (636′)	LOC (GS out) ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1500m	
B					
C				CMV 2200m	CMV 2400m
D					

CIRCLE-TO-LAND
Not authorized West of airport

Max Kts	MDA(H)	VIS
100	1150′ (740′)	3200m
135	1300′ (890′)	3400m
180	1500′ (1090′)	4800m
205		

PANS OPS

CHANGES: Missed apch.

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LTBJ/ADB
ADNAN MENDERES

JEPPESEN
4 OCT 13 (23-1) Eff 17 Oct

IZMIR, TURKEY
VOR DME Rwy 16L

ATIS	MENDERES Approach/Radar (APP)	MENDERES Tower	Ground
129.2	118.55 119.45 119.5 119.77 120.1 120.17 132.62	118.1	121.9

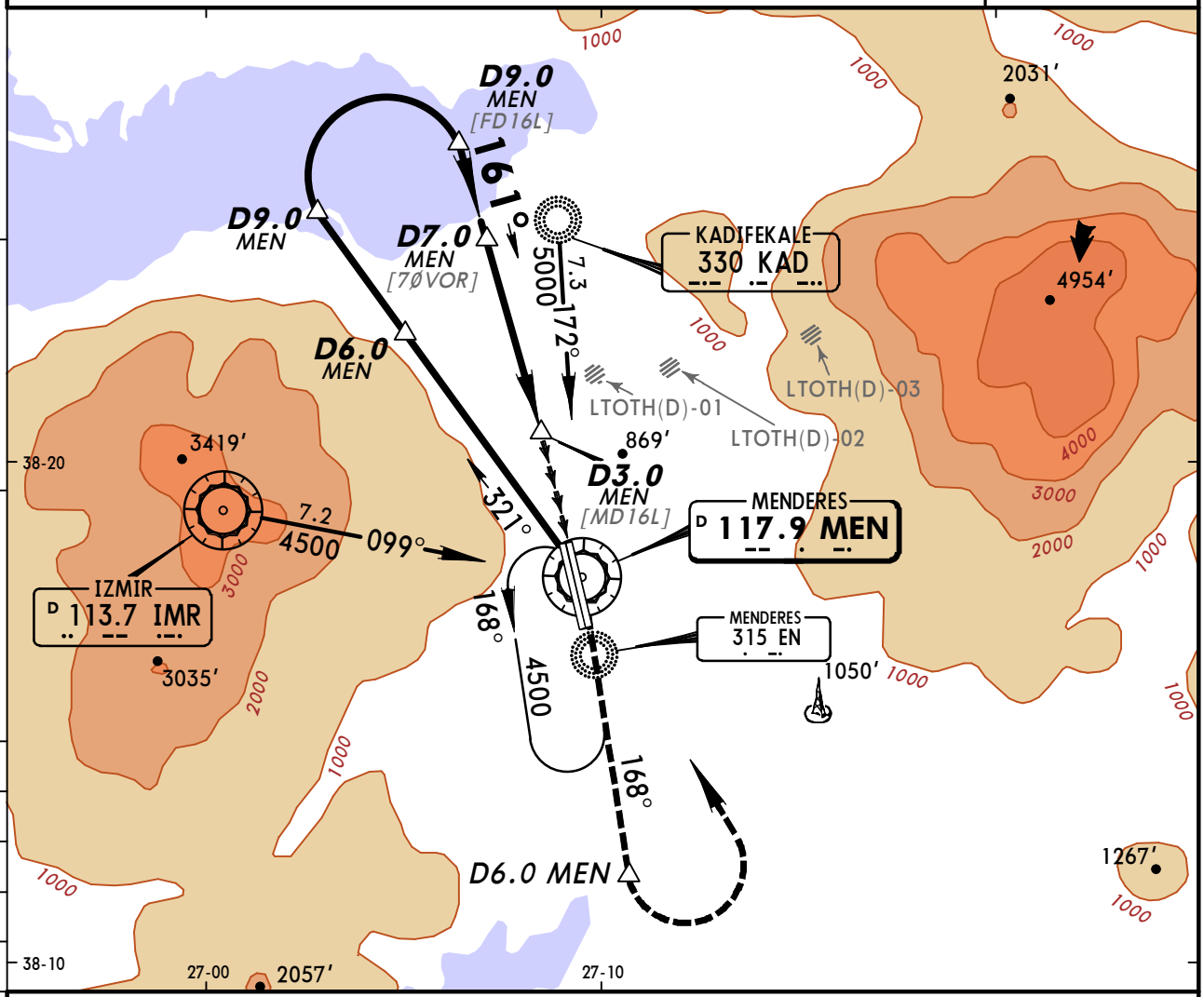
BRIEFING STRIP™

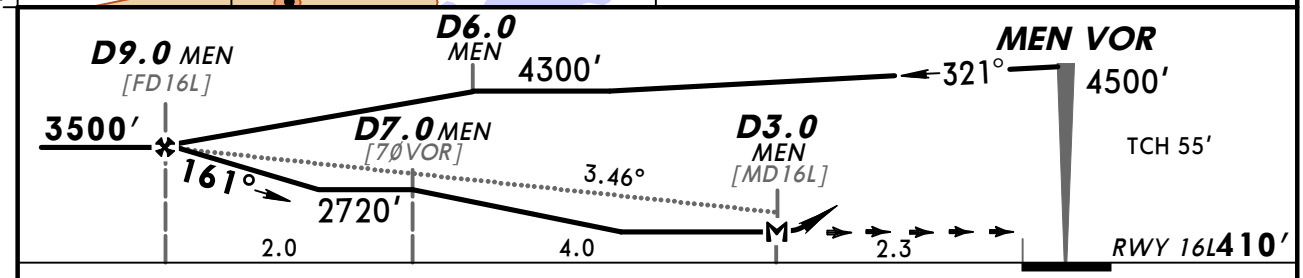
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
MEN 117.9	161°	D9.0 MEN 3500′ (3090′)	1150′ (740′)	Apt Elev 410′ RWY 410′

MISSED APCH: Climb to MEN VOR, intercept R-168 MEN to D6.0 MEN at 2360′ or above, then climbing turn LEFT to MEN VOR to 4500′ and hold.
MAX 180 KT until inbound to MEN VOR. If over MEN VOR below 4500′, intercept R-341 MEN climbing to 4500′, then turn LEFT to join holding.

Alt Set: hPa Rwy Elev: 15 hPa Trans level: By ATC Trans alt: 10000′

MSA MEN VOR: 180° 7000′; 270° 5500′; 360° 6500′





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.46°	429	551	612	735	857	980
MAP at D3.0 MEN						

HIALS-II; REIL; PAPI; PAPI

180 KT MAX

MEN 117.9

D6.0 MEN on MEN 117.9 R-168

Standard STRAIGHT-IN LANDING RWY 16L

MDA(H) 1150′ (740′)

		ALS out
A	2700m	3100m
B		
C	3400m	3800m
D		

CIRCLE-TO-LAND

Not authorized West of airport

Max Kts	MDA(H)	VIS
100	1150′ (740′)	3200m
135	1300′ (890′)	3400m
180	1500′ (1090′)	4800m
205		

PANS OPS

CHANGES: None.

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LTBJ/ADB
ADNAN MENDERES

JEPPESEN
5 OCT 12 (23-2) Eff 18 Oct

IZMIR, TURKEY
VOR DME

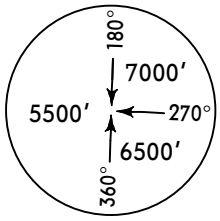
ATIS	MENDERES Approach/Radar (APP)	MENDERES Tower	Ground
129.2	118.55 119.45 119.5 119.77 120.1 120.17 132.62	118.1	121.9

BRIEFING STRIP™

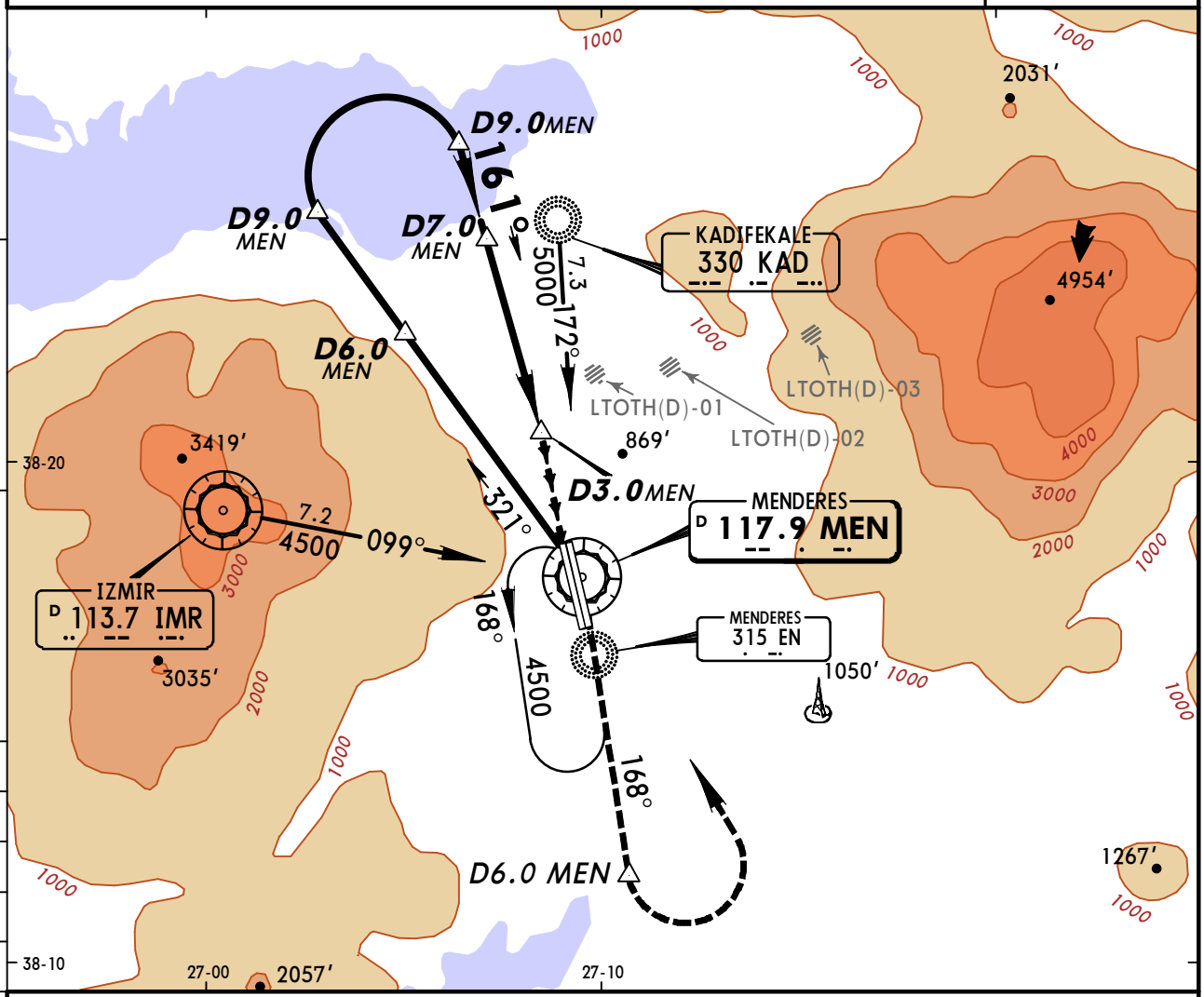
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 410′
MEN 117.9	161°	D9.0 MEN 3500′ (3090′)	Refer to Minimums	RWY 410′

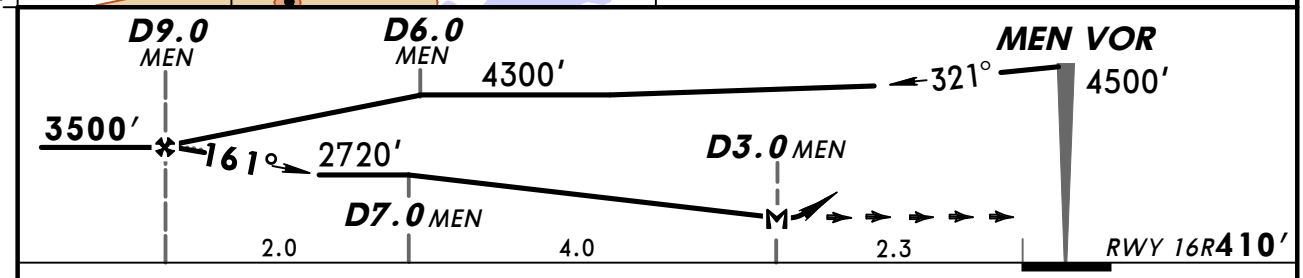
MISSED APCH: Climb to MEN VOR, intercept R-168 MEN to D6.0 MEN at 2360′ or above, then climbing turn LEFT to MEN VOR to 4500′ and hold.
MAX 180 KT until inbound to MEN VOR. If over MEN VOR below 4500′, intercept R-341 MEN climbing to 4500′, then turn LEFT to join holding.

Alt Set: hPa Rwy Elev: 15 hPa Trans level: By ATC Trans alt: 10000′



MSA MEN VOR





MAP at D3.0 MEN							HIALS PAPI PAPI	180 KT MAX	MEN 117.9	D6.0 MEN on MEN 117.9 R-168

Standard

STRAIGHT-IN LANDING	CIRCLE-TO-LAND Not authorized West of airport		
	Max Kts	MDA(H)	VIS
A	100	1150′ (740′)	3200m
B	135	1300′ (890′)	3400m
C	180	1500′ (1090′)	4800m
D	205		
NOT AUTHORIZED			

PANS OPS

CHANGES: Note withdrawn.

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ADNAN MENDERES

JEPPESEN

5 OCT 12 (23-3) Eff 18 Oct

IZMIR, TURKEY
VOR DME Rwy 34L

ATIS	MENDERES Approach/Radar (APP)	MENDERES Tower	Ground
129.2	118.55 119.45 119.5 119.77 120.1 120.17 132.62	118.1	121.9

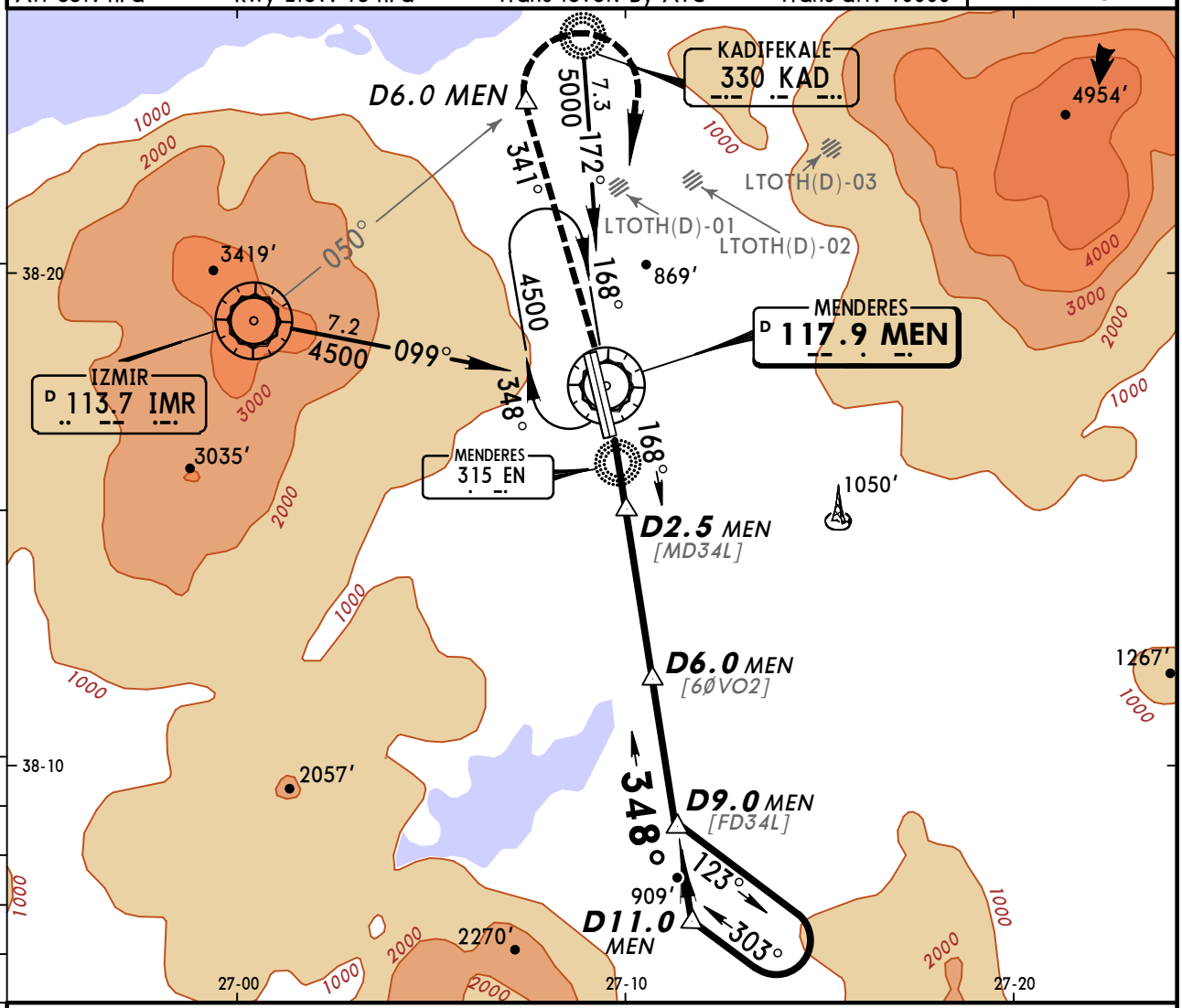
BRIEFING STRIP™

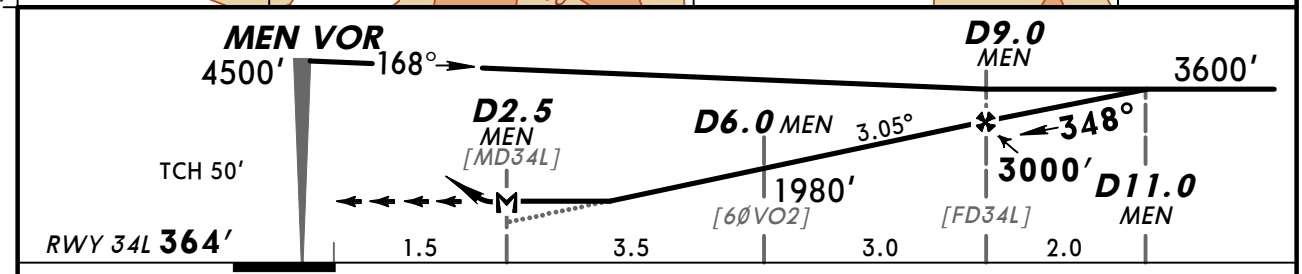
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 410′
MEN 117.9	348°	D9.0 MEN 3000′ (2636′)	1000′ (636′)	RWY 364′

MISSED APCH: Intercept R-341 MEN climbing to D6.0 MEN at 2000′ or above, then climbing turn RIGHT to MEN VOR to 4500′ and hold.
MAX 180 KT until inbound to MEN VOR. If over MEN VOR below 4500′, intercept R-168 MEN climbing to 4500′, then turn RIGHT to join holding.

Alt Set: hPa Rwy Elev: 13 hPa Trans level: By ATC Trans alt: 10000′

MSA MEN VOR: 180° 7000′; 270° 5500′; 360° 6500′





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.05°	378	486	540	648	755	863
MAP at D2.5 MEN							

HIALS; PAPI PAPI

180 KT MAX

D6.0 MEN on MEN 117.9 R-341

Standard STRAIGHT-IN LANDING RWY 34L

MDA(H) 1000′ (636′)

		ALS out
A	2300m	2500m
B		
C	3000m	3200m
D		

CIRCLE-TO-LAND

Not authorized West of airport

Max Kts	MDA(H)	VIS
100	1150′ (740′)	3200m
135	1300′ (890′)	3400m
180	1500′ (1090′)	4800m
205		

PANS OPS

CHANGES: Descent angle.

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LTBJ/ADB
ADNAN MENDERES

JEPPESEN
17 AUG 12 (23-4)

IZMIR, TURKEY
VOR DME Rwy 34R

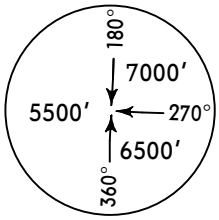
ATIS	MENDERES Approach/Radar (APP)	MENDERES Tower	Ground
129.2	118.55 119.45 119.5 119.77 120.1 120.17 132.62	118.1	121.9

BRIEFING STRIP™

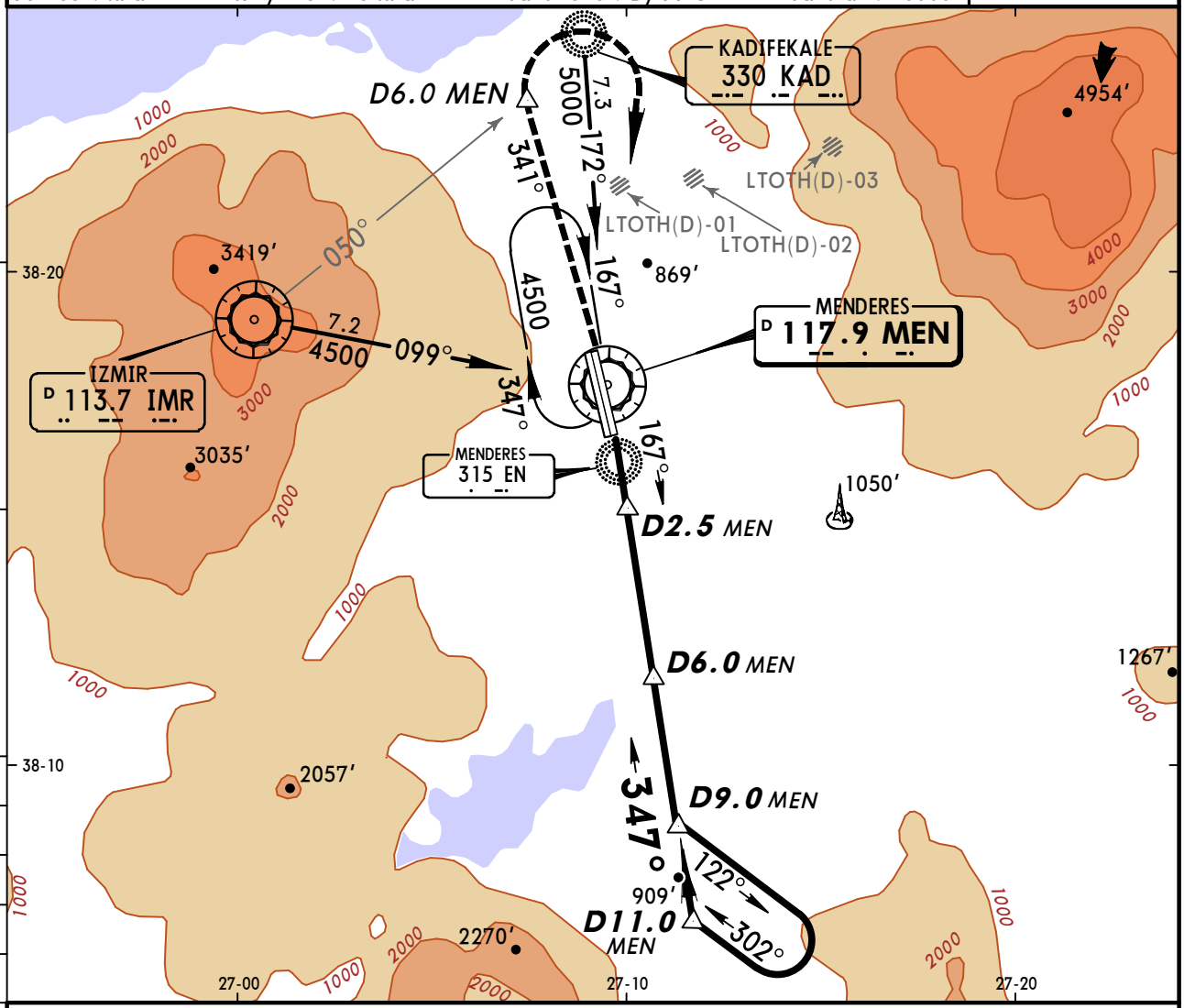
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 410′
MEN 117.9	347°	D9.0 MEN 3000′ (2636′)	1000′ (636′)	RWY 364′

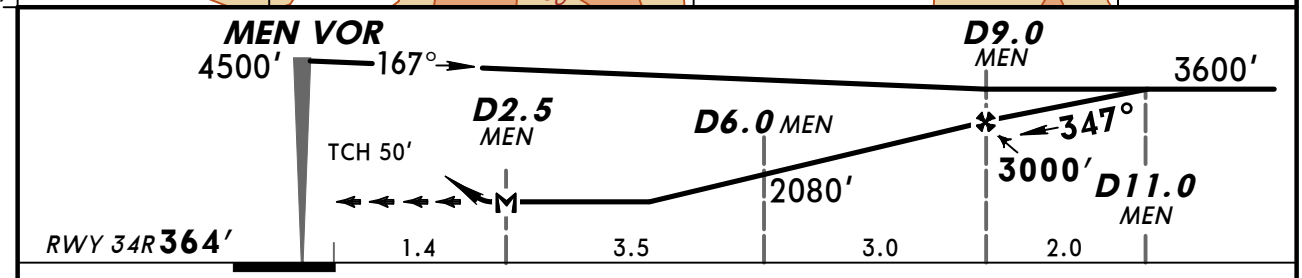
MISSED APCH: Intercept R-341 MEN climbing to D6.0 MEN at 2000′ or above, then climbing turn RIGHT to MEN VOR to 4500′ and hold.
MAX 180 KT until inbound to MEN VOR. If over MEN VOR below 4500′, intercept R-167 MEN climbing to 4500′, then turn RIGHT to join holding.

Alt Set: hPa | Rwy Elev: 13 hPa | Trans level: By ATC | Trans alt: 10000′



MSA MEN VOR





							HIALS-II REIL PAPI PAPI	180 KT MAX	D6.0 MEN	MEN 117.9 on R-341
MAP at D2.5 MEN										

Standard STRAIGHT-IN LANDING RWY **34R**

MDA(H) **1000′** (636′)

		ALS out
A	2400m	3100m
B		
C	2600m	3300m
D		

CIRCLE-TO-LAND

Not authorized West of airport

Max Kts	MDA(H)	VIS
100	1150′ (740′)	3200m
135	1300′ (890′)	3400m
180	1500′ (1090′)	4800m
205		

PANS OPS

CHANGES: Communications. Minimums. Descent Angle.

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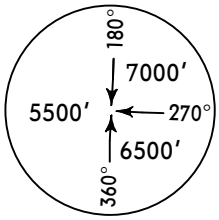
ATIS	MENDERES Approach/Radar (APP)	MENDERES Tower	Ground
129.2	118.55 119.45 119.5 119.77 120.1 120.17 132.62	118.1	121.9

BRIEFING STRIP ™

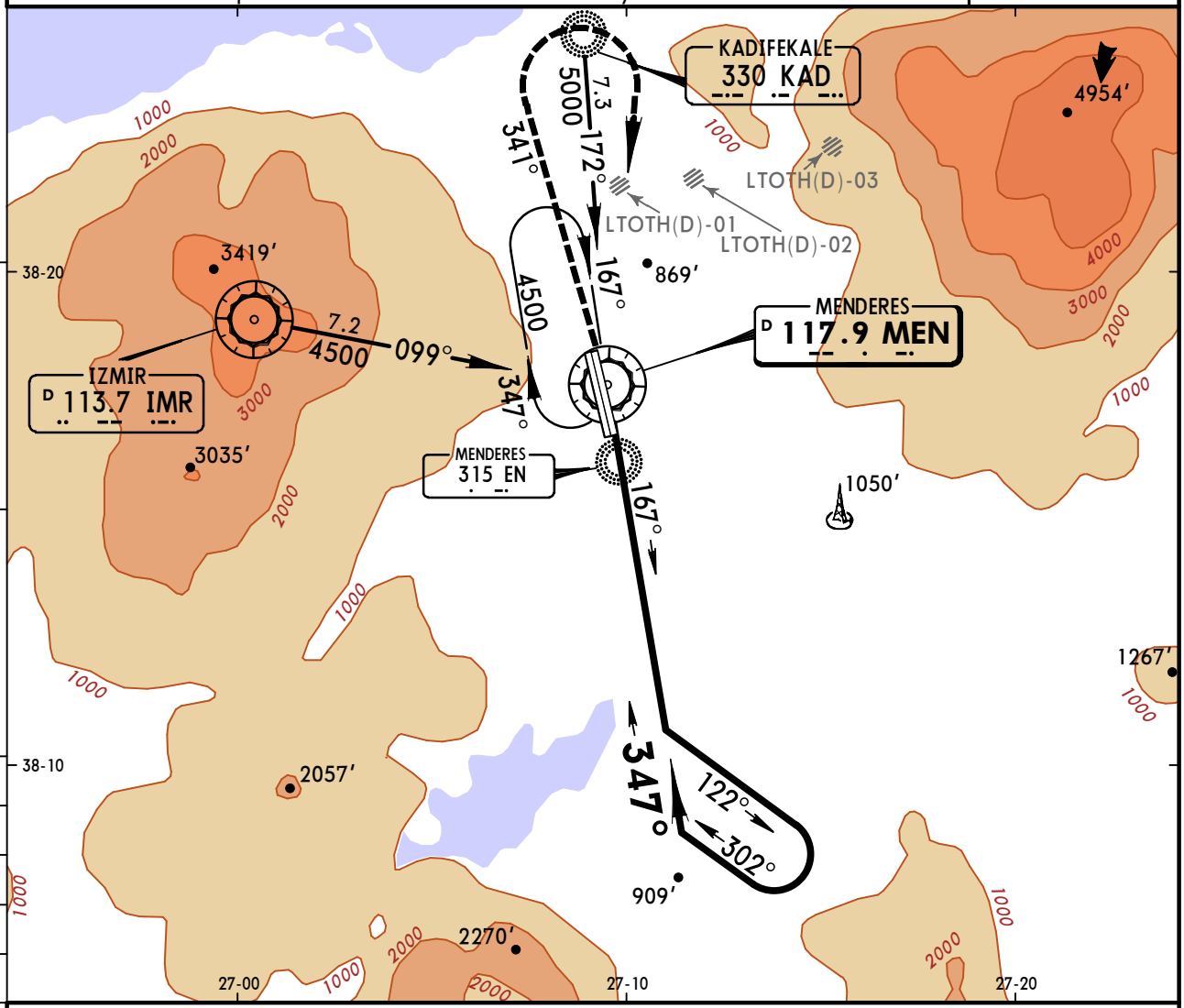
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev
MEN 117.9	347°	No FAF	Refer to Minimums	410′

MISSED APCH: Intercept R-341 MEN climbing to 2000′, then climbing turn RIGHT to MEN VOR to 4500′ and hold.
MAX 180 KT until inbound to MEN VOR. If over MEN VOR below 4500′, intercept R-167 MEN climbing to 4500′, then turn RIGHT to join holding.

Alt Set: hPa Apt Elev: 15 hPa Trans level: By ATC Trans alt: 10000′



MSA MEN VOR



Start turn at
CAT A & B: 3 Min
CAT C & D: 2 Min

MAP at VOR	Lighting-Refer to Airport chart	180 KT MAX	2000′ ↑ on	MEN 117.9 R-341

Standard STRAIGHT-IN LANDING

CIRCLE-TO-LAND
Not authorized West of airport

PANS OPS

		Max Kts	MDA(H)	VIS
A	NOT AUTHORIZED	100	1150′ (740′)	3200m
B		135	1300′ (890′)	3400m
C		180	1500′ (1090′)	4800m
D		205		

CHANGES: Communications.

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LTBJ/ADB
ADNAN MENDERES

JEPPESEN
17 AUG 12 (26-1)

IZMIR, TURKEY
NDB Rwy 34L

ATIS	MENDERES Approach/Radar (APP)	MENDERES Tower	Ground
129.2	118.55 119.45 119.5 119.77 120.1 120.17 132.62	118.1	121.9

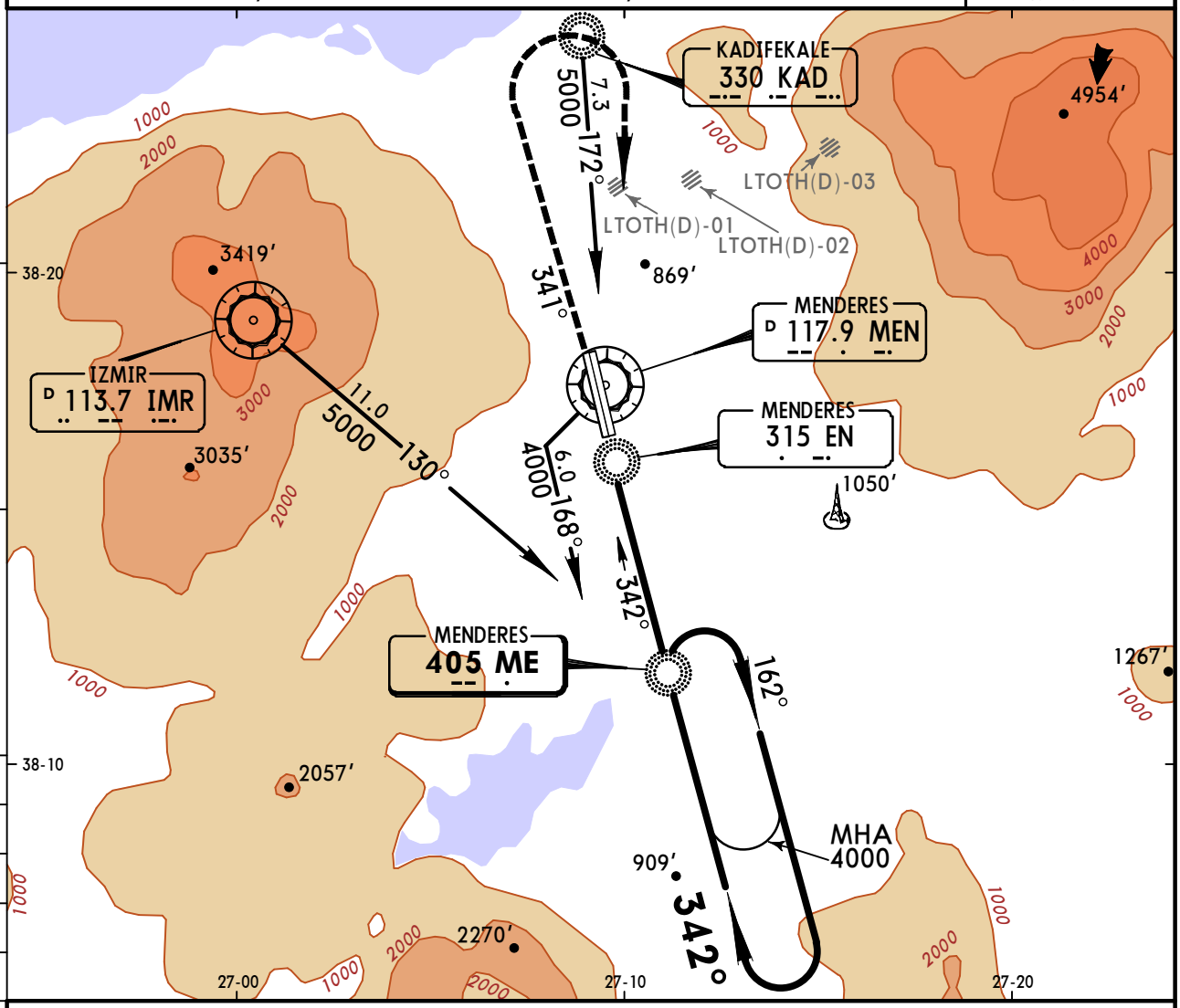
BRIEFING STRIP™

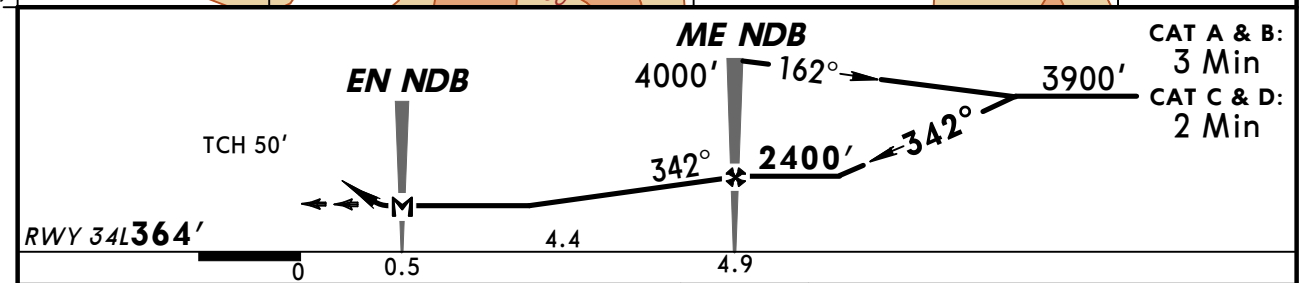
NDB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 410′
ME 405	342°	ME NDB 2400′ (2036′)	1150′ (786′)	RWY 364′

MISSED APCH: Climb on 341° from EN NDB to 2200′, then climbing turn RIGHT and proceed via EN NDB to ME NDB to 4000′ and hold. MAX 180 KT until inbound to EN NDB.

Alt Set: hPa Rwy Elev: 13 hPa Trans level: By ATC Trans alt: 10000′

MSA ME NDB: 180° 7000′; 270° 5500′; 360° 6500′





MAP at EN NDB							HIALS PAPI PAPI	180 KT MAX	2200′ on	341° from EN 315

Standard STRAIGHT-IN LANDING RWY 34L

MDA(H) 1150′ (786′)

		ALS out
A	3600m	3800m
B		
C	3800m	4000m
D		

CIRCLE-TO-LAND

Not authorized West of airport

Max Kts	MDA(H)	VIS
100	1200′ (790′)	3800m
135	1300′ (890′)	3800m
180	1500′ (1090′)	4800m
205		

PANS OPS

CHANGES: Communications. Minimums. Descent angle.

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LTBJ/ADB
ADNAN MENDERES

JEPPESEN
17 AUG 12 (26-2)

IZMIR, TURKEY
NDB DME Rwy 34R

ATIS	MENDERES Approach/Radar (APP)	MENDERES Tower	Ground
129.2	118.55 119.45 119.5 119.77 120.1 120.17 132.62	118.1	121.9

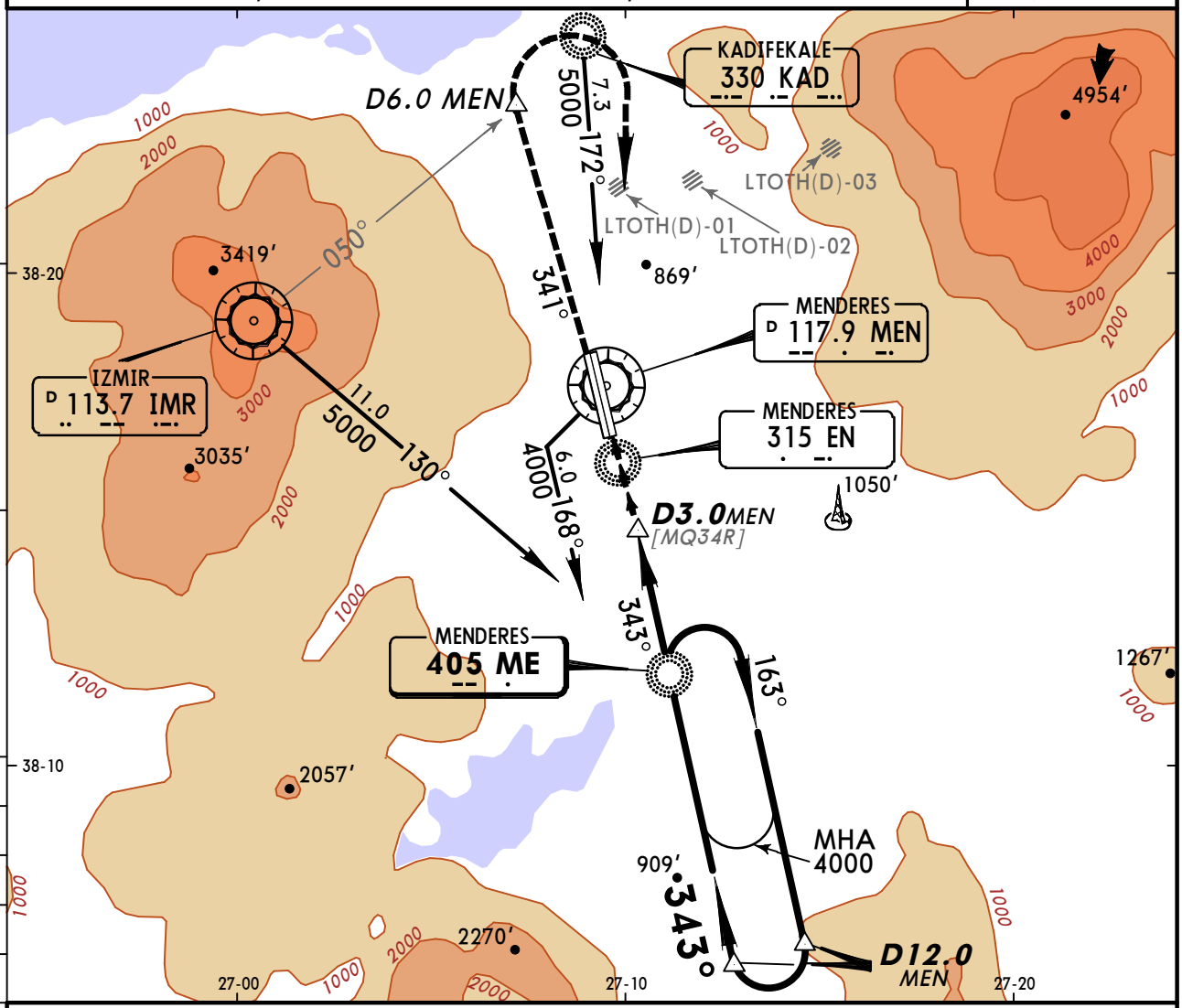
BRIEFING STRIP™

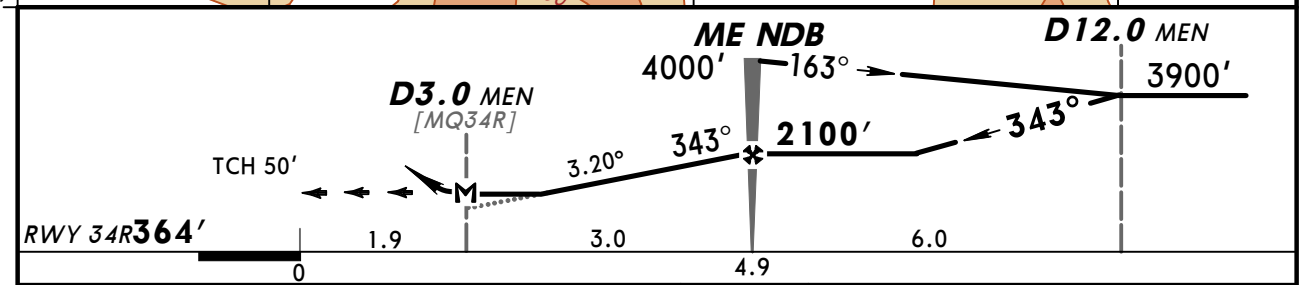
NDB ME	Final Apch Crs	Minimum Alt ME NDB	MDA(H)	Apt Elev 410′
405	343°	2100′ (1736′)	1150′ (786′)	RWY 364′

MISSED APCH: Climb on 341° from EN NDB to D6.0 MEN to 2200′, then climbing turn RIGHT and proceed via EN NDB to ME NDB to 4000′ and hold. MAX 180 KT until inbound to EN NDB.

Alt Set: hPa Rwy Elev: 13 hPa Trans level: By ATC Trans alt: 10000′

MSA ME NDB: 180° 7000′; 270° 5500′; 360° 6500′





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.20°	396	510	566	679	793	906
MAP at D3.0 MEN							

HIALS-II; REIL; PAPI; PAPI

180 KT MAX

D6.0 MEN on 341° from EN 315

PANS OPS

Standard STRAIGHT-IN LANDING RWY 34R

	MDA(H) 1150′ (786′)	ALS out
A	2400m	3100m
B		
C	3200m	3900m
D		

CIRCLE-TO-LAND

Not authorized West of airport

Max Kts	MDA(H)	VIS
100	1200′ (790′)	3200m
135	1300′ (890′)	3400m
180	1500′ (1090′)	4800m
205		

CHANGES: Communications.

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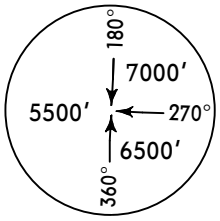
ATIS	MENDERES Approach/Radar (APP)	MENDERES Tower	Ground
129.2	118.55 119.45 119.5 119.77 120.1 120.17 132.62	118.1	121.9

BRIEFING STRIP ™

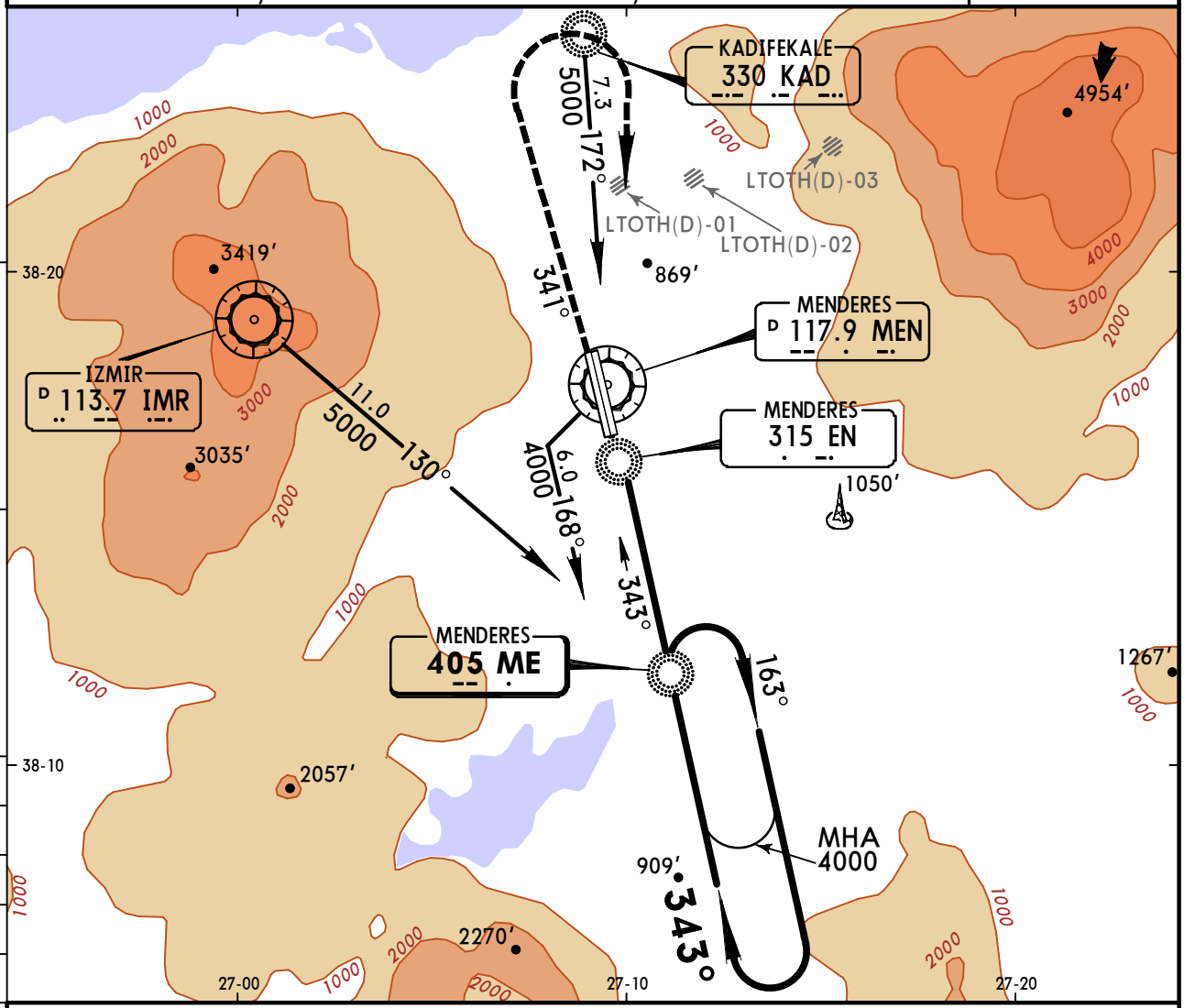
NDB	Final Apch Crs	Minimum Alt ME NDB	MDA(H)	Apt Elev 410′
ME 405	343°	2400′ (2036′)	1150′ (786′)	RWY 364′

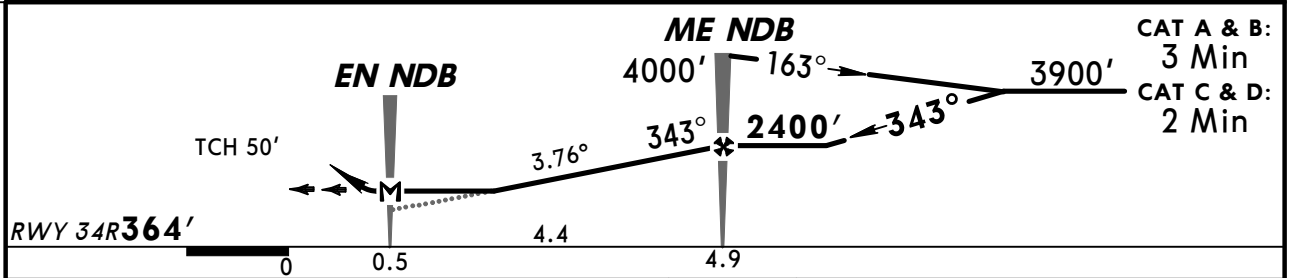
MISSED APCH: Climb on 341° from EN NDB to 2200′, then climbing turn RIGHT and proceed via EN NDB to ME NDB to 4000′ and hold. MAX 180 KT until inbound to EN NDB.

Alt Set: hPa Rwy Elev: 13 hPa Trans level: By ATC Trans alt: 10000′



MSA ME NDB





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

Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.76°	466	599	666	799	932	1065
MAP at EN NDB							

HIALS-II
REIL PAPI PAPI

180 KT MAX

2200′ on 341° from EN 315

PANS OPS

Standard STRAIGHT-IN LANDING RWY **34R**

MDA(H) **1150′** (786′)

		ALS out
A	2400m	3100m
B		
C	3200m	3900m
D		

CIRCLE-TO-LAND

Not authorized West of airport

Max Kts	MDA(H)	VIS
100	1200′ (790′)	3200m
135	1300′ (890′)	3400m
180	1500′ (1090′)	4800m
205		

CHANGES: Communications.

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Chart changes since cycle 26-2013

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
IZMIR, (ADNAN MENDERES - LTBJ)				
DEL	BAPSI, BERGO, KULAR, OKES...	20-3	06 Dec 2013	12 Dec 2013
ADD	BERGO & KULAR 1S DEPS	20-3	06 Dec 2013	12 Dec 2013
DEL	BAPSI, BERGO, KULAR, OKES...	20-3A	06 Dec 2013	12 Dec 2013
ADD	BERGO & KULAR 1E DEPS	20-3A	06 Dec 2013	12 Dec 2013
ADD	BAPSI, OKESA & SISVO 1S D...	20-3B	06 Dec 2013	12 Dec 2013
DEL	REDRA, RIKSO, SITRU & VEX...	20-3B	06 Dec 2013	12 Dec 2013
ADD	BAPSI, OKESA & SISVO 1E D...	20-3C	06 Dec 2013	12 Dec 2013
DEL	REDRA, RIKSO, SITRU & VEX...	20-3C	06 Dec 2013	12 Dec 2013
DEL	BAPSI & SISVO 1F & 1G, BE...	20-3D	06 Dec 2013	12 Dec 2013
ADD	REDRA, RIKSO, SITRU & VEX...	20-3D	06 Dec 2013	12 Dec 2013
ADD	REDRA, RIKSO, SITRU & VEX...	20-3E	06 Dec 2013	12 Dec 2013
DEL	REDRA, RIKSO, SITRU & VEX...	20-3E	06 Dec 2013	12 Dec 2013
DEL	BAPSI, BERGO, KULAR, OKES...	20-3F	06 Dec 2013	12 Dec 2013
ADD	BERGO & KULAR 1G DEPS	20-3F	06 Dec 2013	12 Dec 2013
ADD	BAPSI & SISVO 1F & 1G, OK...	20-3G	06 Dec 2013	12 Dec 2013
DEL	BAPSI, BERGO, KULAR, OKES...	20-3G	06 Dec 2013	12 Dec 2013
ADD	REDRA & SITRU 1G DEPS	20-3H	06 Dec 2013	12 Dec 2013
DEL	REDRA, RIKSO, SITRU & VEX...	20-3H	06 Dec 2013	12 Dec 2013
DEL	REDRA, RIKSO, SITRU & VEX...	20-3J	06 Dec 2013	12 Dec 2013
ADD	RIKSO & VEXOL 1G DEPS	20-3J	06 Dec 2013	12 Dec 2013
ADD	BERGO & KULAR 1K DEPS	20-3K	06 Dec 2013	12 Dec 2013
ADD	BERGO & KULAR 1T DEPS	20-3L	06 Dec 2013	12 Dec 2013
ADD	BAPSI, OKESA & SISVO 1K D...	20-3M	06 Dec 2013	12 Dec 2013
ADD	BAPSI, OKESA & SISVO 1T D...	20-3N	06 Dec 2013	12 Dec 2013
ADD	REDRA, RIKSO, SITRU & VEX...	20-3P	06 Dec 2013	12 Dec 2013
ADD	REDRA, RIKSO, SITRU & VEX...	20-3Q	06 Dec 2013	12 Dec 2013

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LTBJ