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Terminal Charts For LTBA
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General Information

Location: Istanbul Tur
IATA Code: IST
Lat/Long: N40° 58.6' E028° 48.8'
Elevation: 163 ft

Airport Use: Public
Magnetic Variation: 5.0°E

Fuel Types: 100-130 Octane, Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 0233 Z
Sunset: 1740 Z,

Runway Information

Runway: 05
Length x Width: 8465 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 93 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ
Displaced Threshold: 427 ft

Runway: 17L
Length x Width: 9843 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 157 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ

Runway: 17R
Length x Width: 9843 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 163 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ

Runway: 23
Length x Width: 8465 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 90 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ

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Runway: 35L
Length x Width: 9843 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 118 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ

Runway: 35R
Length x Width: 9843 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 124 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ

Communication Information

ATIS 128.2
Yesilkoy Ground South Tower 121.8
Yesilkoy Ground North/Sou Tower 126.8
Yesilkoy Ground North Tower 122.325
Yesilkoy Delivery Tower 121.7
Yesilkoy Tower 123.525
Yesilkoy Tower 118.375 Departure Service
Yesilkoy Tower 118.1 Arrival Service
Yesilkoy Tower 25.78
Yesilkoy Approach Control 127.825
Yesilkoy Approach Control 127.1
Yesilkoy Approach Control 126.425
Yesilkoy Approach Control 122.675
Yesilkoy Approach Control 121.25
Yesilkoy Approach Control 121.1
Yesilkoy Approach Control 120.7
Yesilkoy Approach Control 120.5
Yesilkoy Approach Control 119.475
Yesilkoy Approach Control 36.23

1. GENERAL

1.1. ATIS

ATIS 128.2

1.2. ATATURK AIRPORT PREFERENTIAL RUNWAY SYSTEM OPERATIONS

Ataturk Airport applies a "Preferential RWY System" (PRS) indicating the RWY or RWYs that are considered by ATC to be the most suitable for take-off or landing, taking ACFT performance, surface wind speed and other components into consideration.

During PRS operations the following RWY configuration will be used in preference to the other configurations:

- RWY 05 for landing, and
- RWY 35L/R for take-off and/or landing.

PRS Operations shall be used in compliance with the following conditions:

- The existing meteorological conditions are convenient for landing and/or take-off operations.
- There are no low visibility operations in progress.

When the preferred RWY/RWYs

- is/are dry and tail wind component does not exceed 10 Kt, or
- is/are wet and tail wind component does not exceed 5 Kt.

When braking action for the preferred RWY/RWYs is less than "Good, Good, Good", RWY/RWYs to be used shall be selected so as to make landing and take-off into the wind.

It is the pilot's decision and responsibility to accept or refuse the use of preferred RWY/RWYs determined by ATC. If another RWY than the preferred one is requested by the pilot, 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.

1.2.1 ANNOUNCEMENT BY ATIS DURING PRS OPERATIONS IN PROGRESS

1.2.1.1 ATIS ANNOUNCEMENT FOR TAKE-OFF TRAFFIC

PRS Operations are in progress. Pilots unable to comply with PRS Operations for RWY 35L/R shall notify the relevant ATC unit at the time of requesting start-up clearance. This traffic may normally be subject to delay.

1.2.1.2. ATIS ANNOUNCEMENT FOR LANDING TRAFFIC

PRS Operations are in progress. Pilots unable to comply with PRS Operations for RWY 05 shall notify the relevant ATC unit at the first contact or 20 minutes in advance of the ETA (which is earlier). This traffic may normally be subject to delay. Air crew must comply with the requirements announced by ATIS.

1.2.2. MINIMUM RWY OCCUPANCY TIME

1.2.2.1. APPROACH

During descent and approach briefings, pilot-in-command should plan the TWY to be used to vacate the RWY in order to reduce RWY Occupancy Time. However, pilot should take into consideration that if unable to exit via first TWY planned, it will take more time to re-open thrust to vacate the RWY via next TWY since the ACFT has already decelerated. In that case it may take shorter time to vacate the RWY directly via next TWY. In all cases Rapid Exit TWYs should be preferred to vacate the RWY .

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1. GENERAL

1.2.2.2. TAKE-OFF

Pilots, granted line-up clearance, must be ready to depart immediately after they receive take-off clearance. Pilot-in-command who is unable to comply with this requirement shall notify the relevant ATC unit, just after receiving the line-up clearance.

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.

Just after receiving the ATC clearance, 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 just after the ATC clearance through FMS or transponder control panel.

Traffic whose transponder is not on and active shall not be instructed for push-back.

1.4. LOW VISIBILITY PROCEDURES (LVP)

During CAT II and III operations, special ATC Low Visibility Procedures will be applied. Pilots will be informed when these procedures are in operation via ATIS and RTF.

1.5. TAXI PROCEDURES

1.5.1. GENERAL

Caution: Due to dense ground movement flight crew shall strictly obey ATC instructions and follow signs/markings on aprons and TWYs. Never cross RWYs unless clear permission is granted or instruction is given by ATC. Comply with the readback and hearback procedures.

ACFT ready for departure must start taxiing as soon as taxi-clearance is received.

The traffic having clearance to "line up to proceed to RWY 35R" are required to proceed to the line up position 2 point where available psn-2 sign 200m inside from THR RWY 35R unless otherwise authorized by ATC.

Heavy traffic departing from RWY 35R can cause jet wash impact for traffic to land RWY 05.

ACFT taxiing from West to East on TWY G shall stop on hotspot located at backward side of T4 parking area, and resume taxiing by ATC instruction.

Entering/Departing parking areas on Apron V and entering of stand 104 under low thrust level only.

Unless otherwise specified by TWR, taxiing speed is 20 kt in TWYs and 10 kt in TWYs D, D1, G and V apron.

Whenever RWY 17R Take-off / RWY 17L Landing or RWY 35R Landing / RWY 35L Take-off configurations are utilized, due to the insufficient distance between the subject RWYs 17/35, no aircraft can wait along TWYs A1, A2, A3, A5 and A6.

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1. GENERAL

Due to the situation of aircraft parking positions, ACFT must use push-back to leave the parking areas.

Unless otherwise specified by ATC, the following standard taxi-routes shall be used.

1.5.2. STANDARD TAXI ROUTES FOR ARRIVAL

1.5.2.1. RWY 05

1G: Vacate RWY from E5, E6, E7 and E8 and use TWY G.

1F: Vacate RWY from E5, E6, E7 and E8 and use TWYs F and D and hold before B9 for ATC instructions.

1.5.2.2. RWY 17L

3D: Vacate RWY from B8, B9, A5 and B11 and use TWYs C, F and D and hold before B9 for ATC instructions.

3F: Vacate RWY from B8, B9, A5 and B11 and use TWYs C, F, E5 and G.

1.5.2.3. RWY 23

2D: Vacate RWY from E1, E2, E3 and E4 and use TWYs F and D and hold before B9 for ATC instructions.

2F: Vacate RWY from E1, E2, E3 and E4 and use TWYs F, E5 and G.

1.5.3. STANDARD TAXI ROUTES FOR DEPARTURE

1.5.3.1. RWY 17R

2A: Use TWYs D, B9, C and B1 and hold on RWY 17L holding position.
3A: Use TWYs D, B8, C and B1 and hold on RWY 17L holding position.

1.5.3.2. RWY 35L/R

1A: Use TWYs B8, C and B12 and hold on RWY 35R holding position.
1B: Use TWYs B9, C and B12 and hold on RWY 35R holding position.
1C: Use TWYs D, B5, C and B12 and hold on RWY 35 holding position.
1D: Use TWYs D, B5, C and B11 and hold on RWY 35 holding position.
1G: Use TWYs G, B9, C and B11 and hold on RWY 35 holding position.

1.6. PARKING INFORMATION

Aprons L, M, N, R & T not visible from Tower.

Stands 101 thru 105 on Terminal B Apron not visible from Tower.

Automatic guidance system available on stands 101 thru 112 and 201 thru 226.

All ACFT should obtain tow-bar, except general aviation ACFT.

ACFT pushed-back from T4, T5 and T6 parking area on Apron T shall be towed West beyond hotspot line located at backward side of T4 parking area on TWY G. Pilots shall ask ATC for instruction to start engines and taxi on standby position.

1.7. OTHER INFORMATION

1.7.1. GENERAL

RWYs 05 and 17L right-hand circuit.

Birds.

1.7.2. ENGINE TESTING

Before an engine test contact YESILKOY Ground on 121.8 or 122.32.

Engine testing shall be performed on Motor Test Apron.

In case the testing could not be performed on Motor Test Apron for any reason, engine testing in coordination with the relevant ATC unit, will be carried out on TWY C between TWY B1 and TWY B4.

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2. ARRIVAL

2.1. COMMUNICATION FAILURE PROCEDURE

2.1.1. RF FOR IFR FLIGHTS 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 6000′ proceed to IST VOR. Leave IST VOR at 6000′. Proceed to relevant IAF, execute Instrument Approach Procedure (IAP) and land.

2.1.2. RF FOR IFR FLIGHTS INSIDE TMA

If available call telephone number 0090 212 465 0121.

ACFT at or above 6000′

Select transponder code 7600. For 3 minutes execute last assigned and acknowledged ATC instructions. Then, descending 6000′ proceed to IST VOR. Leave IST VOR at 6000′. Proceed to relevant IAF, execute Instrument Approach Procedure and land.

Note: Traffic via 112.2 KFK is not allowed to descend below 10000′ before passing DEKEK Int or beyond IST 40 DME.

ACFT below 6000′, at or above 3000′

Select transponder code 7600. Proceed to relevant IAF, descend or maintain last assigned and acknowledged altitude. Execute Instrument Approach Procedure and land. The Instrument Approach Procedures for RWYs 17 and 23 are to be executed via IAFs VURAL and KOFUN.

Note: ACFT on downwind legs shall execute this procedure regardless of altitude or FL.

ACFT below 3000′

Select transponder code 7600. Proceed to relevant Final Approach Fix and land.

2.2. GNSS BASED RNAV STARS

The altitudes/FLs depicted on the arrival procedures are for operational purposes. They do not represent permission to descend to those altitudes/FLs unless otherwise authorized by ATC.

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 cancellation of the level restrictions depicted on the STARs will be subject to the ATC clearance by the phrase: ″OPEN DESCEND TO ... (ALT./FL.)″.

2.3. CAT II/III OPERATIONS

RWY 05 approved for CAT II/III operations and RWY 35R approved for CAT II operations, special aircrew and ACFT certification required.

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2. ARRIVAL

2.4. LANDINGS

Due to conditions of the relevant RWY, Pilots should adjust their landings in a way to make them use of the high speed taxi-route turn-offs as stated in the table below so as not to occupy the RWY more than required.

RWY	ACFT	Turn off intersection	Dist from THR ft(m)
05	heavy	E7	6726'(2050m)
	medium	E6	5840'(1780m)
	light	E5	4593'(1400m)
17L	heavy/medium/light	B9	6562'(2000m)
17R	heavy/medium/light	A5	7054'(2150m)
23	heavy	E3	6398'(1950m)
	medium/light	E4	5249'(1600m)
35L	heavy	A2	7054'(2150m)
	medium/light	A3	5577'(1700m)
35R	heavy/medium	B4	6562'(2000m)
	light	B5	5364'(1635m)

To provide the least optimum duration of RWY occupation in landing operations, pilots, during the Approach phase, are strongly advised to make computations in a way to make them use of the preferred high speed taxi-route turn-offs.

When precision approach procedures are applied for landing operations, because of the speed restrictions, non-precision approach procedures regarding training purposes cannot be applied.

When RWY 35L is preferred for landing, the landing ACFT shall not cross RWY35R without taking ATC instruction/permission.

All traffic landing to RWY 05/23 or 17L immediately after vacating the RWY (crossing RWY holding points) shall contact with YESILKOY Ground South without waiting any instruction from TWR.

All traffic landing to RWY 35R immediately after vacating the RWY (crossing RWY holding points) shall contact with YESILKOY Ground North without waiting any instruction from TWR. After landing to RWY 17R/35L traffic shall be instructed by ATC for frequency change.

The requests regarding usage of the opposite RWYs shall not be accepted. Even the Optional RWY operations are concerned, those traffic persistently willing to use opposite RWYs for landing should take into consideration the very likelihood of being exposed to long duration of delay on holding position due to the intensity of air traffic operations within the vicinity.

Delays on holding position if happen to exceed 20 minutes, EXPECTED APPROACH TIME shall be informed accordingly.

In case of low fuel level condition, the situation shall be promptly declared to the ATC through using only the following statements whichever suit best to the described condition: "Minimum Diversion Fuel", "Low on Fuel", "Minimum Fuel".

2.5. OTHER INFORMATION

Caution: On apch to RWY 17L/35R expect momentary distortions or interruptions of GS signal.

GS fluctuations depending on taxiing of departing ACFT possible. ATC will clear landing ACFT for ILS apch without GS.

Phraseology will be "Cleared for ILS approach, glide path unreliable".

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3. DEPARTURE

3.1. CLEARANCE DELIVERY

Pilots shall contact with Clearance Delivery as follows:

Call Sign / Stand Position / Code confirming ATIS message received.

3.2. DE-ICING

3.2.1 GENERAL

De-icing can be handled at the park area; however, in case anti-icing has been started at the designated areas, de-icing in the parking area shall not be permitted.

3.2.2 ANTI-ICING AREA

For all Airline Companies:
In case the CAT-III conditions duly sustained render the usage of RWY 05/23 obligatory, F1 and F2 anti-icing application area shall be used by both Turkish Airlines and ACFT of all other airline companies. As a line-up area for anti-icing application TWY D (between TWYs B9 and F) shall be used firstly. In case this area has become insufficient TWY C (between TWYs B9 and B8) shall be used.

For all Airline Companies other than Turkish Airlines:
When the use of RWY 17L or RWY 17R is concerned, for all airlines other than Turkish Airlines, turning path from TWY D to TWY B4 is anti-icing application area whereas TWY D (between TWY B4 and B5) shall be utilized as line-up location.

When the use of RWY 35R or 35L is concerned, all along TWY F shall be used as line-up area whereas the intersection of TWY F, E3 and E4 TWYs are to be utilized as anti-icing application areas.

3.3. START-UP & PUSH BACK PROCEDURE

Departing traffic willing to use RWY 35R (normally designated for landing operations) instead of RWY 35L (normally designated for take-off operations) have to notify their request via Clearance Delivery frequency to ATC 35 minutes in advance of the estimated engine start-up time at the latest. The requests regarding usage of the opposite RWYs shall not be accepted. Nevertheless, while conducting optional RWY operations, those traffic persistently requesting to use opposite RWYs for take-off operations should be aware of the fact that they would most likely be exposed to long duration of delay due to the intensity of both ground and air traffic.

Pilots are required to be prepared for take-off from either RWY 35L or 35R (or similarly 17L or 17R) in order not to increase the RWY Occupancy Time and not to lead any delay by prolonging the departure.

Request to start engines shall be made approximately 15 min prior to planned time of departure.

When requesting start-up clearance the planned time of departure shall be started.

Start-up clearance or later taxi clearance can be based on the planned time of departure, therefore, the planned time of departure shall be made good.

ACFT departing from stands 101, 102 and R4 by push-back shall take clearance of ATC to proceed to the line of stand 103 (via TWY D1) where they are allowed to start their engines.

ACFT leaving stands 101,102, 103, 104, 105, 106, R1, R2, R3 and R4 shall do push-back first, and subsequently start-up their engines when reached at start-up position PSN-1, PSN-2 or PSN-3.

The part of TWY G behind the ACFT Parking Area T1 at Apron T created PSN-4 start-up position at the coordinates 40 58 38.01N 28 49 40.35E.

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3. DEPARTURE

Unless contrary instructions are given by ATC, traffic from apron Apron T shall run-up the engine after push-back the start-up position (PSN-4) towards West direction.

The requests of any traffic to make Cross Bleed Start-up shall not be accepted in as much as such an operation can affect Apron traffic safety adversely and cause extra noise pollution. Only those ACFT having APU failure are allowed to make Cross Bleed Start-Up provided that required measures were taken in advance.

ACFT at parking positions of ACFT maintenance apron 1 shall continue their push-back until TWY D and then start-up their engines. ACFT shall enter the ACFT maintenance apron 1 by towing from the parking position.

TWYs K and K1 are classified for ACFT with wing span up to 118′ (36m). The ACFT can start-up their engines and do taxiing on these TWYs.

ACFT with wing span up to 171′ (52m) and 213′ (65m) shall pass TWYs K and K1 by push-back without starting-up their engines.

Traffic granted with push-back and engine start-up permissions must start push-back within 1 minute at the latest, otherwise estimated start-up time shall be instructed by ATC.

Pilots must have accomplished all required cockpit checks for take-off before entering the RWY, and hence restrained their final checks only to minimum for take-off when entered the RWY. Pilots are deemed to react to the take-off clearances within 10 seconds at the latest. Otherwise ATC, in order to prevent the redundant RWY occupation, has the authority to withdraw the ACFT from the take-off course and re-direct it to the end of departure sequence.

3.4. NOISE ABATEMENT PROCEDURES

For departures, any ACFT having compliance with the noise category ICAO Annex16 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′.

Engine test operations must be conducted between 0700 - 2100 LT.

In parking area, APU must be switched-off within 5 minutes after parking. APU is allowed to be switched on 15 minutes before the estimated start-up.

3.5. 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 cancellation of the level restrictions depicted on the SIDs will be subject to the ATC clearance by the phrase: ″OPEN CLIMB TO ... (ALT./FL.)″.

3.6. OTHER INFORMATION

3.6.1. CALCULATED TAKE-OFF TIME (CTOT)

Pilots, while requesting for engine start-up clearance, should be ready for departure at the CTOT, taking into consideration the estimated TWY crossover durations which are approximately 26 minutes for RWY 17L/R, 20 minutes for RWY 35L/R and RWY 05/23.

Pilots not able to comply with the instructed CTOT, shall get in contact with their company representatives or authorized agencies to apply for and have a new CTOT.

As a precautionary measure for RWY usage capacity augmentation, TWR can change the departure sequence at any time so as to ensure all ACFT ready for take-off do not miss their CTOT.

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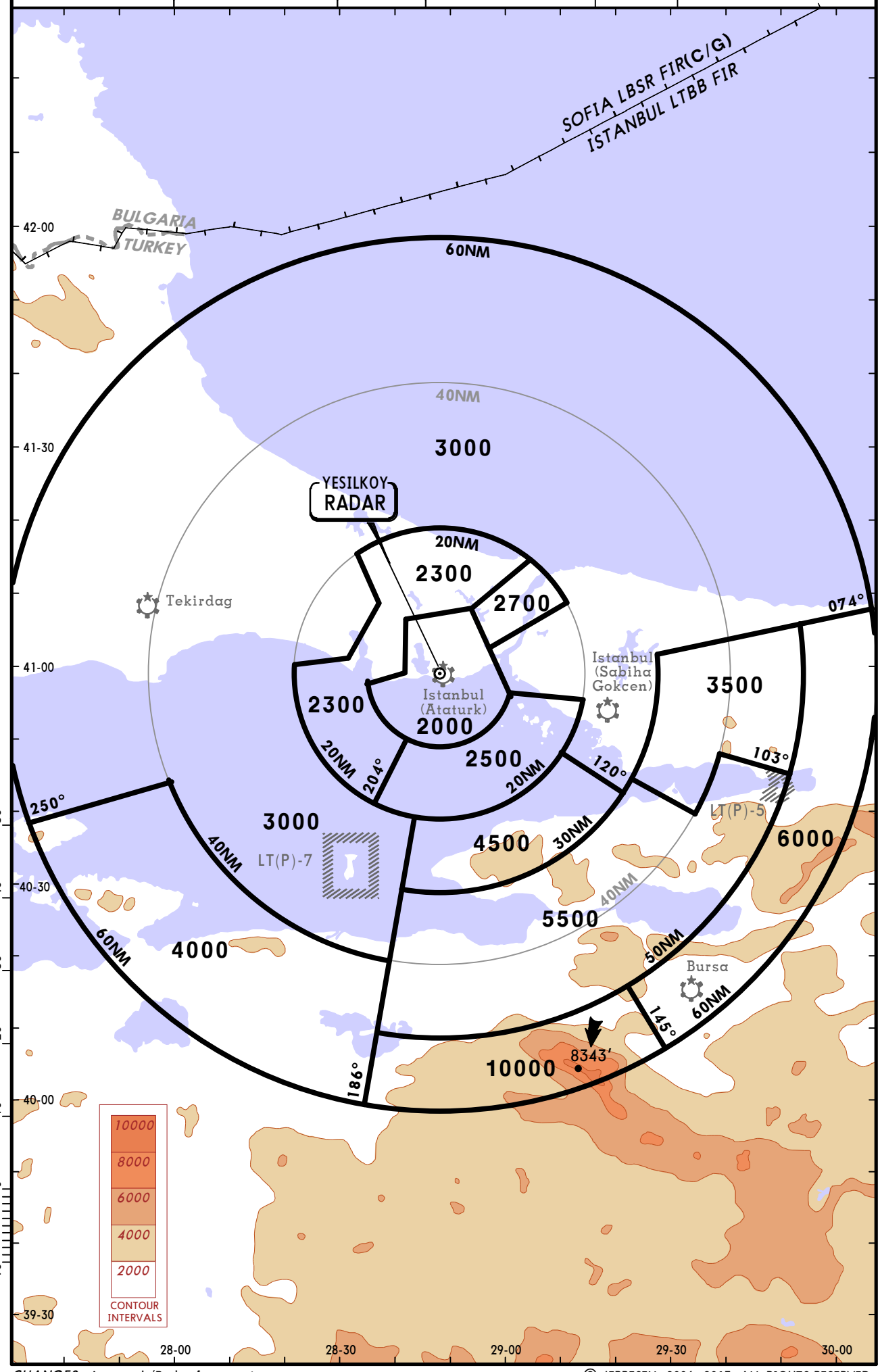
YESILKOY Approach/Radar				Apt Elev	Alt Set:hPa
North	East	South	West	163′	Trans level: By ATC
121.1 127.82	120.7 126.42	120.5	119.47 127.1		Trans alt: 10000′



CHANGES: Approach/Radar frequencies.

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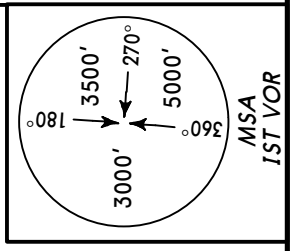
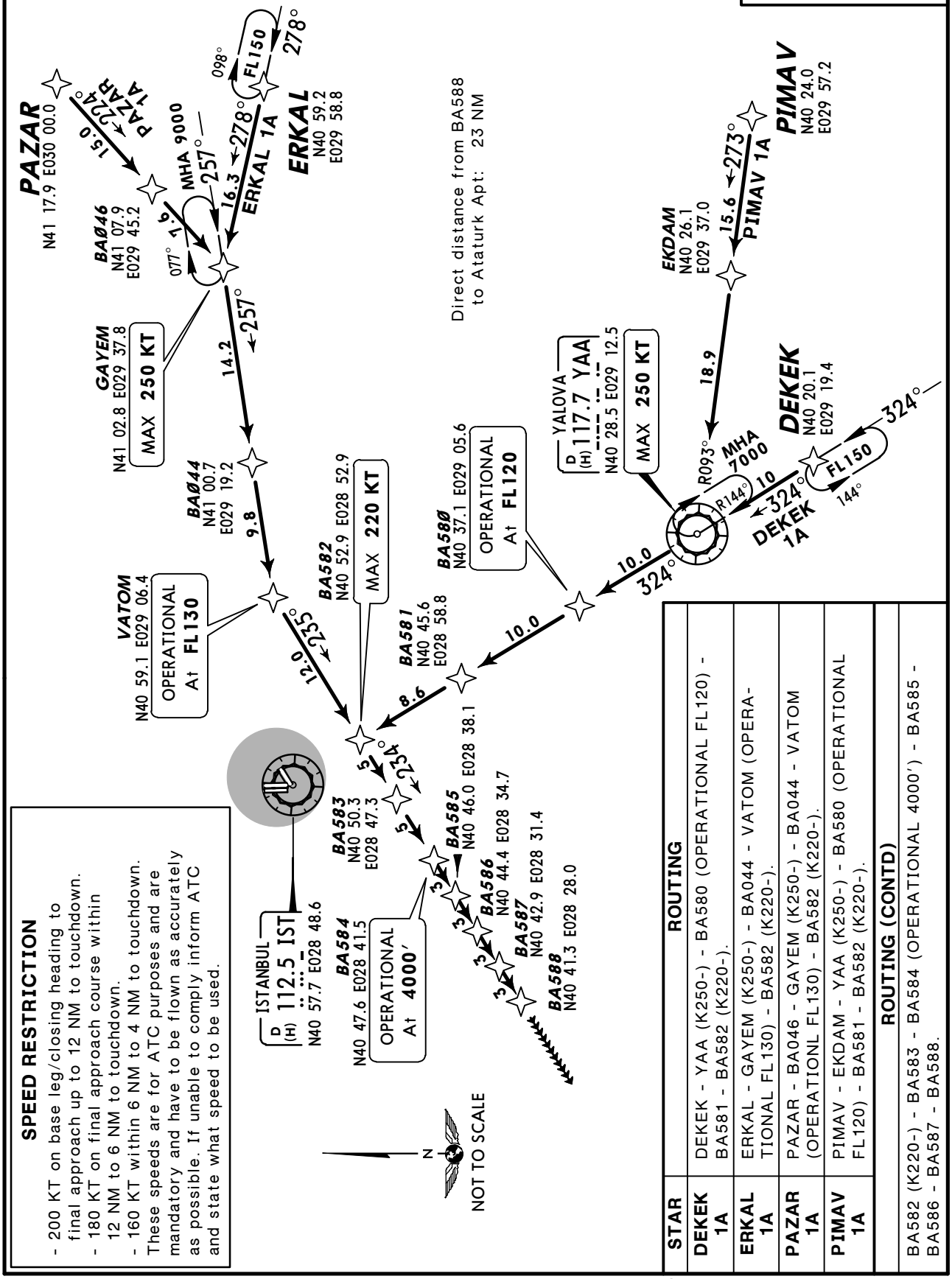
ATIS	Alt Set: hPa Trans level: By ATC Trans alt: 10000′
128.2	1. RADAR required. 2. P-RNAV approval required otherwise advise ATC. 3. On downwind expect vectors to final. 4. At first contact with IST RADAR report if unable to comply RNAV STAR. At first contact with YESILKOY RADAR report only callsign. 5. Descend as cleared.
Apt Elev 163′	

DEKEK 1A *[DEKE1A]*, ERKAL 1A *[ERKA1A]* PAZAR 1A *[PAZA1A]*, PIMAV 1A *[PIMA1A]* RWY 05 RNAV ARRIVALS

RNAV (GNSS)





SPEED RESTRICTION

- 200 KT on base leg/closing heading to final approach up to 12 NM to touchdown.
- 180 KT on final approach course within 12 NM to 6 NM to touchdown.
- 160 KT within 6 NM to 4 NM to touchdown.

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

STAR	ROUTING
DEKEK 1A	DEKEK - YAA (K250-) - BA580 (OPERATIONAL FL120) - BA581 - BA582 (K220-).
ERKAL 1A	ERKAL - GAYEM (K250-) - BA044 - VATOM (OPERATIONAL FL130) - BA582 (K220-).
PAZAR 1A	PAZAR - BA046 - GAYEM (K250-) - BA044 - VATOM (OPERATIONL FL130) - BA582 (K220-).
PIMAV 1A	PIMAV - EKDAM - YAA (K250-) - BA580 (OPERATIONAL FL120) - BA581 - BA582 (K220-).
ROUTING (CONTD)	
BA582 (K220-) - BA583 - BA584 (OPERATIONAL 4000′) - BA585 - BA586 - BA587 - BA588.	

CHANGES: Holding over GAYEM revised; Holding over ERKAL & DEKEK established.

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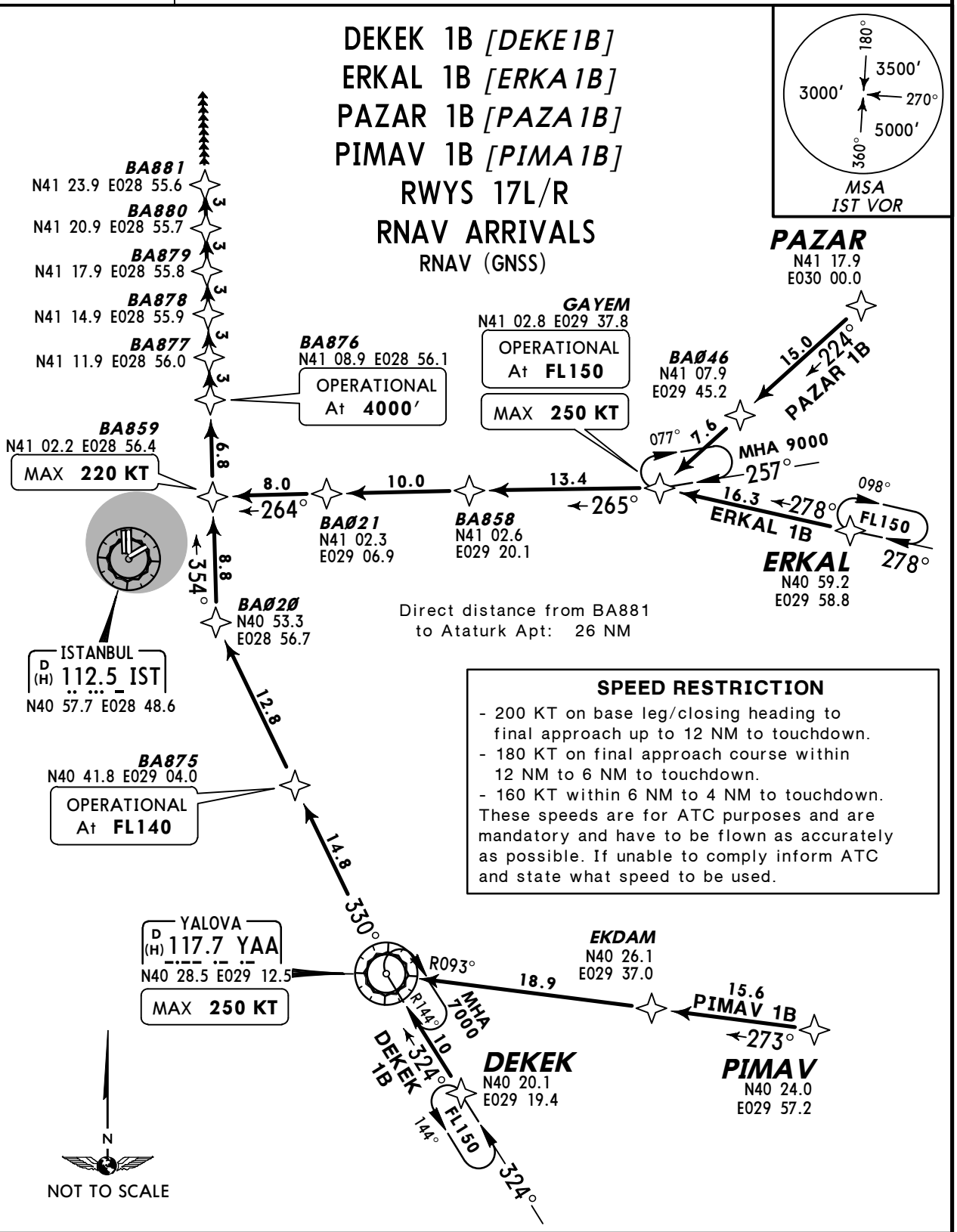
ATIS	
128.2	Alt Set: hPa Trans level: By ATC Trans alt: 10000′ 1. RADAR required. 2. P-RNAV approval required otherwise advise ATC. 3. On downwind expect vectors to final. 4. At first contact with IST RADAR report if unable to comply RNAV STAR. At first contact with YESILKOY RADAR report only callsign. 5. Descend as cleared.
Apt Elev 163′	

DEKEK 1B *[DEKE1B]*
ERKAL 1B *[ERKA1B]*
PAZAR 1B *[PAZA1B]*
PIMAV 1B *[PIMA1B]*
RWYS 17L/R
RNAV ARRIVALS
RNAV (GNSS)



SPEED RESTRICTION

- 200 KT on base leg/closing heading to final approach up to 12 NM to touchdown.
- 180 KT on final approach course within 12 NM to 6 NM to touchdown.
- 160 KT within 6 NM to 4 NM to touchdown.

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

STAR	ROUTING
DEKEK 1B	DEKEK - YAA (K250-) - BA875 (OPERATIONAL FL140) - BA020 - BA859 (K220-).
ERKAL 1B	ERKAL - GAYEM (OPERATIONAL FL150; K250-) - BA858 - BA021 - BA859 (K220-).
PAZAR 1B	PAZAR - BA046 - GAYEM (OPERATIONAL FL150; K250-) - BA858 - BA021 - BA859 (K220-).
PIMAV 1B	PIMAV - EKDAM - YAA (K250-) - BA875 (OPERATIONAL FL140) - BA020 - BA859 (K220-).

ROUTING (CONTD)

BA859 (K220-) - BA876 (OPERATIONAL 4000′) - BA877 - BA878 - BA879 - BA880 - BA881.

CHANGES: Holding over GAYEM revised; Holding over DEKEK & ERKAL established.

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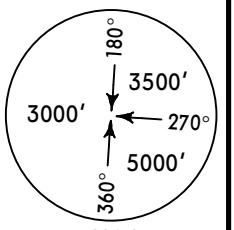
ATIS	Alt Set: hPa Trans level: By ATC Trans alt: 10000′
128.2	1. RADAR required. 2. P-RNAV approval required otherwise advise ATC. 3. On downwind expect vectors to final. 4. At first contact with IST RADAR report if unable to comply RNAV STAR. At first contact with YESILKOY RADAR report only callsign. 5. Descend as cleared.
Apt Elev 163′	

DEKEK 1C *[DEKE1C]*, ERKAL 1C *[ERKA1C]* PAZAR 1C *[PAZA1C]*, PIMAV 1C *[PIMA1C]* RWY 23 RNAV ARRIVALS

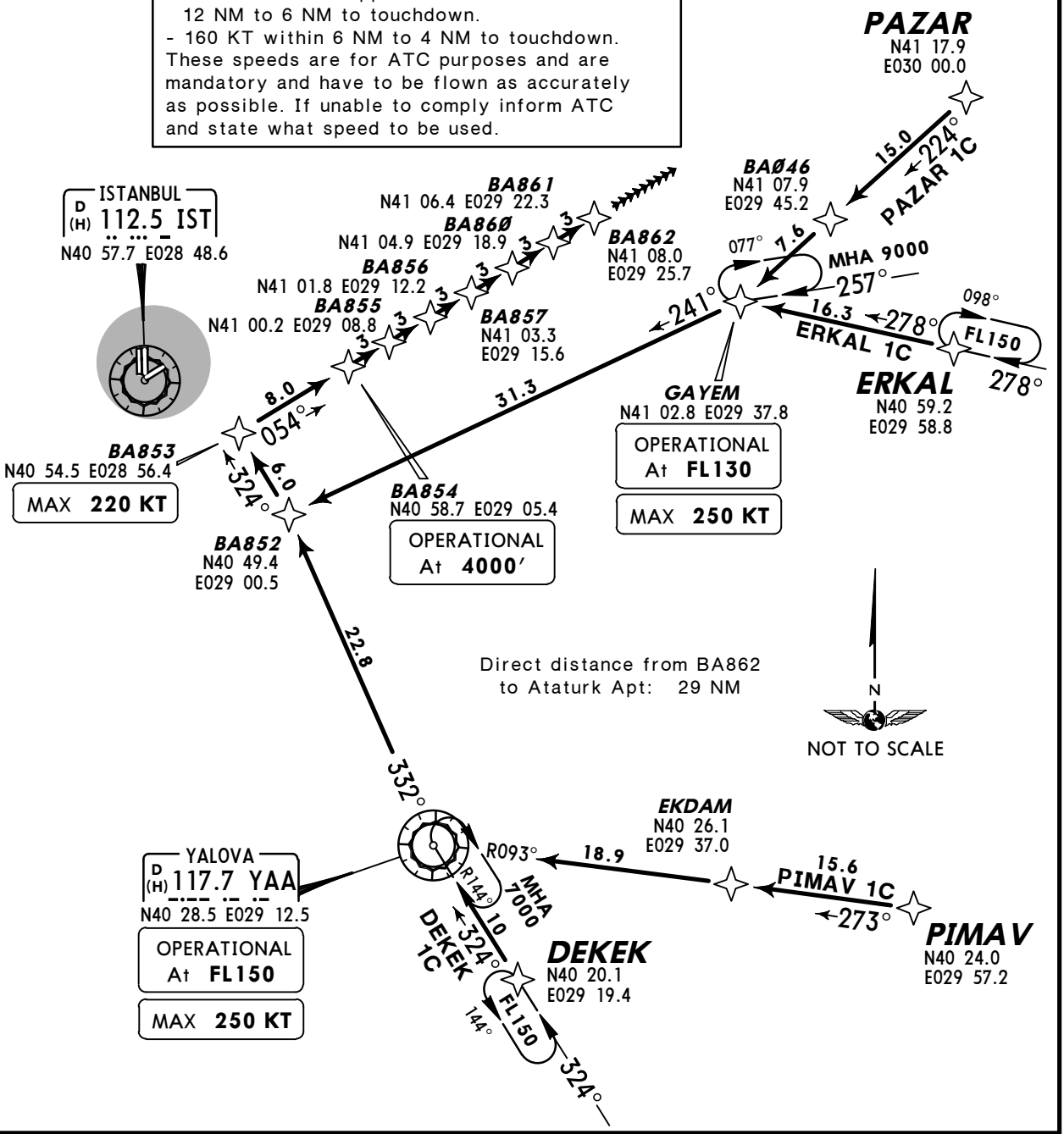
RNAV (GNSS)



SPEED RESTRICTION

- 200 KT on base leg/closing heading to final approach up to 12 NM to touchdown.
- 180 KT on final approach course within 12 NM to 6 NM to touchdown.
- 160 KT within 6 NM to 4 NM to touchdown.

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



STAR	ROUTING
DEKEK 1C	DEKEK - YAA (OPERATIONAL FL150; K250-) - BA852.
ERKAL 1C	ERKAL - GAYEM (OPERATIONAL FL130; K250-) - BA852.
PAZAR 1C	PAZAR - BA046 - GAYEM (OPERATIONAL FL130; K250-) - BA852.
PIMAV 1C	PIMAV - EKDAM - YAA (OPERATIONAL FL150; K250-) - BA852.

ROUTING (CONTD)

BA852 - BA853 (K220-) - BA854 (OPERATIONAL 4000′) - BA855 - BA856 - BA857 - BA860 - BA861 - BA862.

CHANGES: Holding over GAYEM revised; Holding over DEKEK & ERKAL established.

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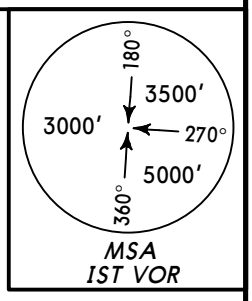
ATIS	Alt Set: hPa Trans level: By ATC Trans alt: 10000′
128.2	1. RADAR required. 2. P-RNAV approval required otherwise advise ATC. 3. On downwind expect vectors to final. 4. At first contact with IST RADAR report if unable to comply RNAV STAR. At first contact with YESILKOY RADAR report only callsign. 5. Descend as cleared.
Apt Elev 163′	

DEKEK 1D *[DEKE1D]*, ERKAL 1D *[ERKA1D]* PAZAR 1D *[PAZA1D]*, PIMAV 1D *[PIMA1D]* RWYS 35L/R RNAV ARRIVALS

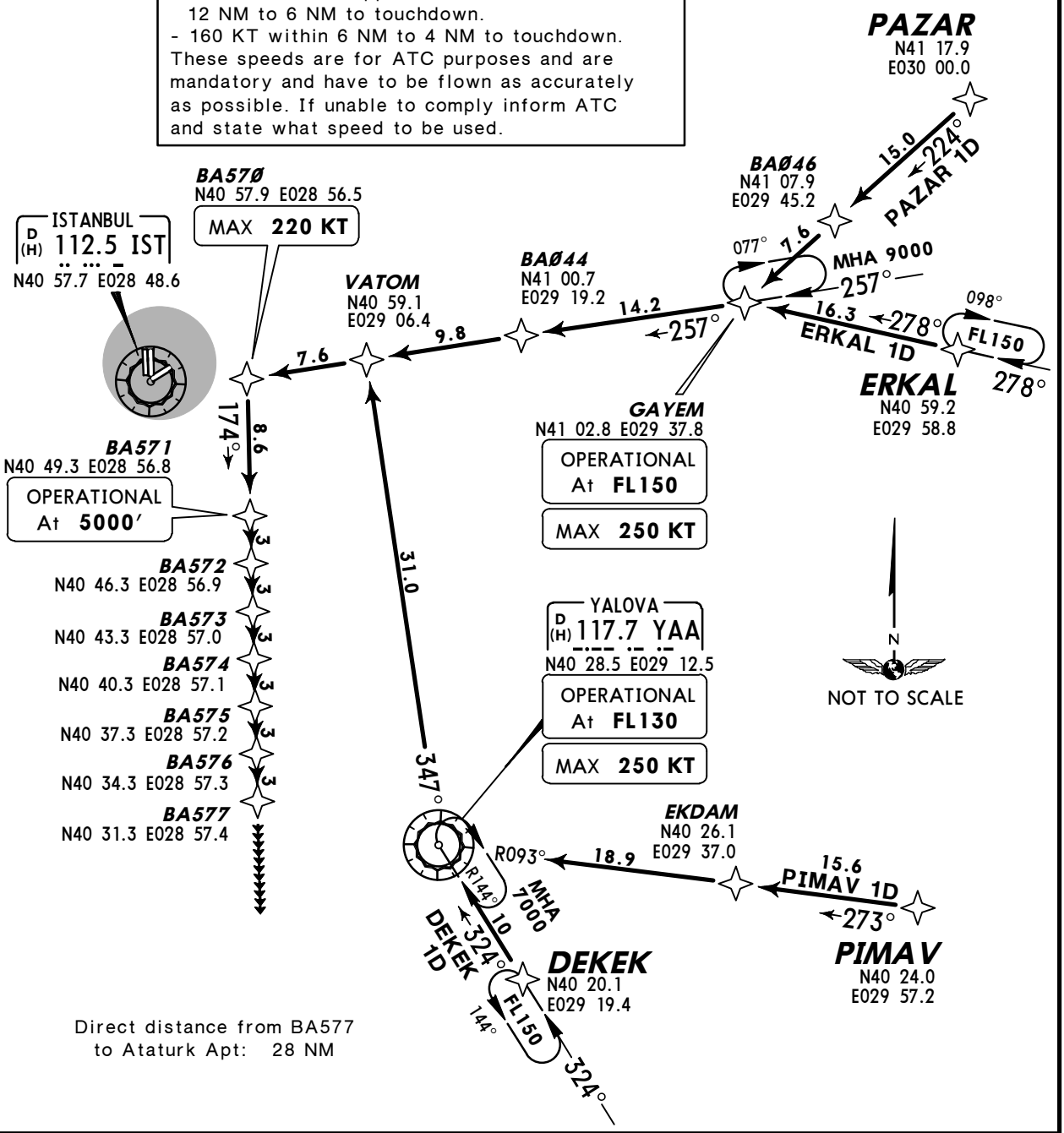
RNAV (GNSS)



SPEED RESTRICTION

- 200 KT on base leg/closing heading to final approach up to 12 NM to touchdown.
- 180 KT on final approach course within 12 NM to 6 NM to touchdown.
- 160 KT within 6 NM 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 BA577 to Ataturk Apt: 28 NM

STAR	ROUTING
DEKEK 1D	DEKEK - YAA (OPERATIONAL FL130; K250-) - VATOM.
ERKAL 1D	ERKAL - GAYEM (OPERATIONAL FL150; K250-) - BA044 - VATOM.
PAZAR 1D	PAZAR - BA046 - GAYEM (OPERATIONAL FL150; K250-) - BA044 - VATOM.
PIMAV 1D	PIMAV - EKDAM - YAA (OPERATIONAL FL130; K250-) - VATOM.

ROUTING (CONTD)

VATOM - BA570 (K220-) - BA571 (OPERATIONAL 5000′) - BA572 - BA573 - BA574 - BA575 - BA576 - BA577.

CHANGES: Holding over GAYEM revised; Holding over DEKEK & ERKAL established.

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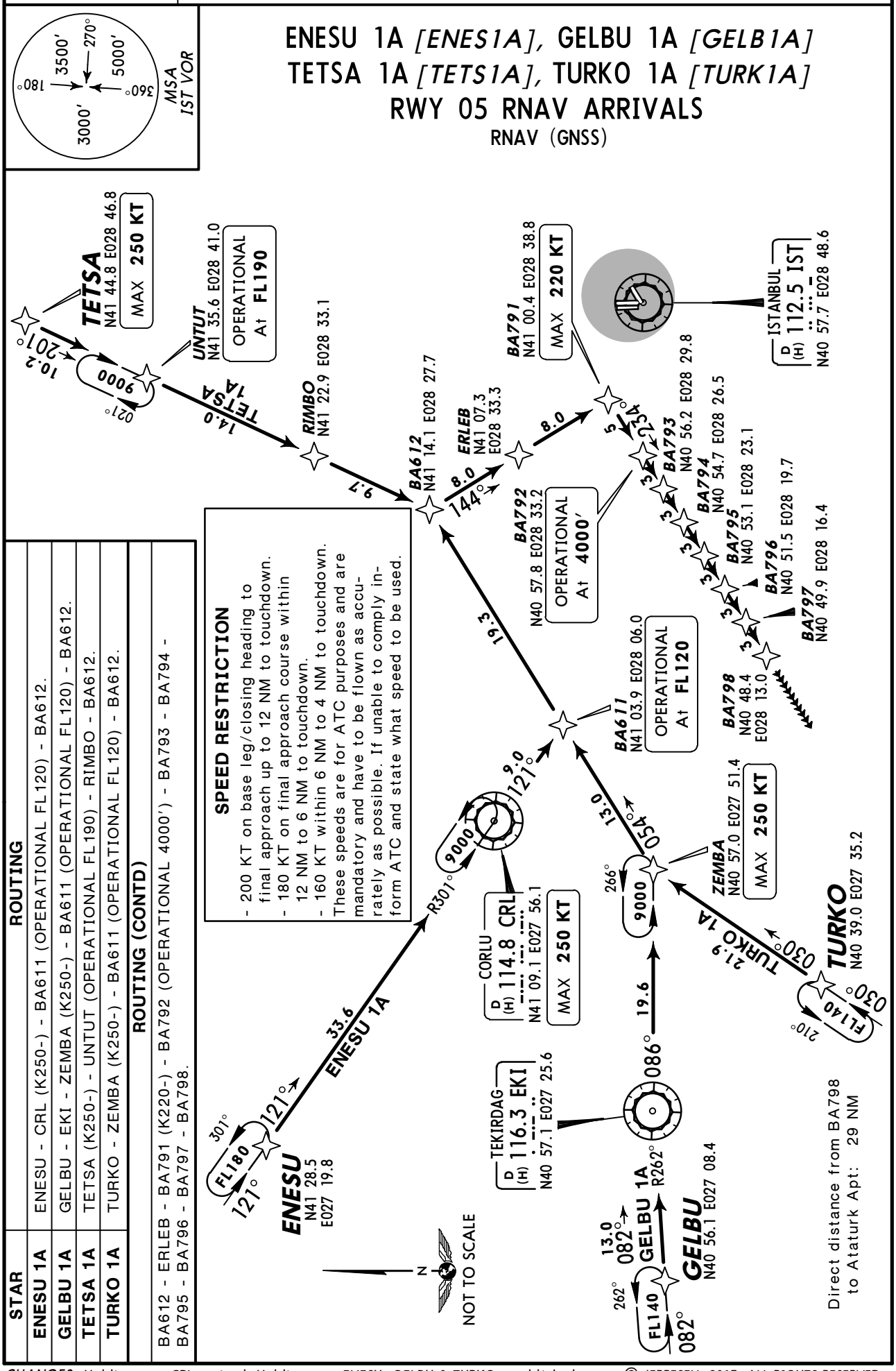
ATIS	Alt Set: hPa Trans level: By ATC Trans alt: 10000′
128.2	1. RADAR required. 2. P-RNAV approval required otherwise advise ATC. 3. On downwind expect vectors to final. 4. At first contact with IST RADAR report if unable to comply RNAV STAR. At first contact with YESILKOY RADAR report only callsign. 5. Descend as cleared.
Apt Elev 163′	

ENESU 1A *[ENES1A]*, GELBU 1A *[GELB1A]* TETSA 1A *[TETS1A]*, TURKO 1A *[TURK1A]* RWY 05 RNAV ARRIVALS

RNAV (GNSS)



SPEED RESTRICTION

- 200 KT on base leg/closing heading to final approach up to 12 NM to touchdown.
- 180 KT on final approach course within 12 NM to 6 NM to touchdown.
- 160 KT within 6 NM 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	
ENESU 1A	ENESU - CRL (K250-) - BA611 (OPERATIONAL FL120) - BA612.
GELBU 1A	GELBU - EKI - ZEMBA (K250-) - BA611 (OPERATIONAL FL120) - BA612.
TETSA 1A	TETSA (K250-) - UNTUT (OPERATIONAL FL190) - RIMBO - BA612.
TURKO 1A	TURKO - ZEMBA (K250-) - BA611 (OPERATIONAL FL120) - BA612.

ROUTING (CONTD)

BA612 - ERLEB - BA791 (K220-) - BA792 (OPERATIONAL 4000′) - BA793 - BA794 - BA795 - BA796 - BA797 - BA798.

CHANGES: Holding over CRL revised; Holding over ENESU, GELBU & TURKO established.

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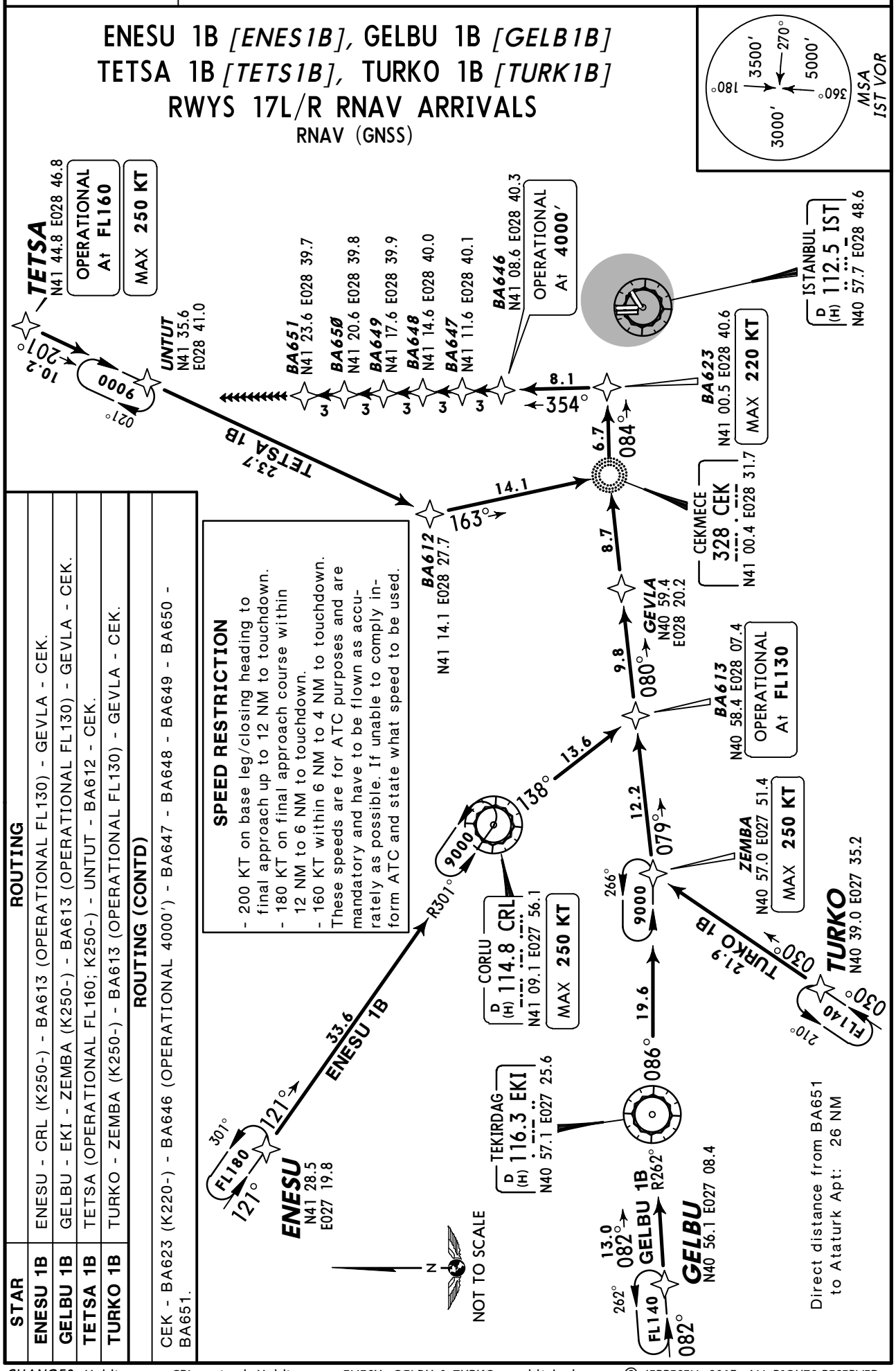
ATIS
128.2

Apt Elev
163′

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.

ENESU 1B *[ENES1B]*, GELBU 1B *[GELB1B]* TETSA 1B *[TETS1B]*, TURKO 1B *[TURK1B]* RWYS 17L/R RNAV ARRIVALS

RNAV (GNSS)



SPEED RESTRICTION

- 200 KT on base leg/closing heading to final approach up to 12 NM to touchdown.
- 180 KT on final approach course within 12 NM to 6 NM to touchdown.
- 160 KT within 6 NM to 4 NM to touchdown.

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

STAR	ROUTING
ENESU 1B	ENESU - CRL (K250-) - BA613 (OPERATIONAL FL130) - GEVLA - CEK.
GELBU 1B	GELBU - EKI - ZEMBA (K250-) - BA613 (OPERATIONAL FL130) - GEVLA - CEK.
TETSA 1B	TETSA (OPERATIONAL FL160; K250-) - UNTUT - BA612 - CEK.
TURKO 1B	TURKO - ZEMBA (K250-) - BA613 (OPERATIONAL FL130) - GEVLA - CEK.

ROUTING (CONTD)

CEK - BA623 (K220-) - BA646 (OPERATIONAL 4000′) - BA647 - BA648 - BA649 - BA650 - BA651.

CHANGES: Holding over CRL revised; Holding over ENESU, GELBU & TURKO established.

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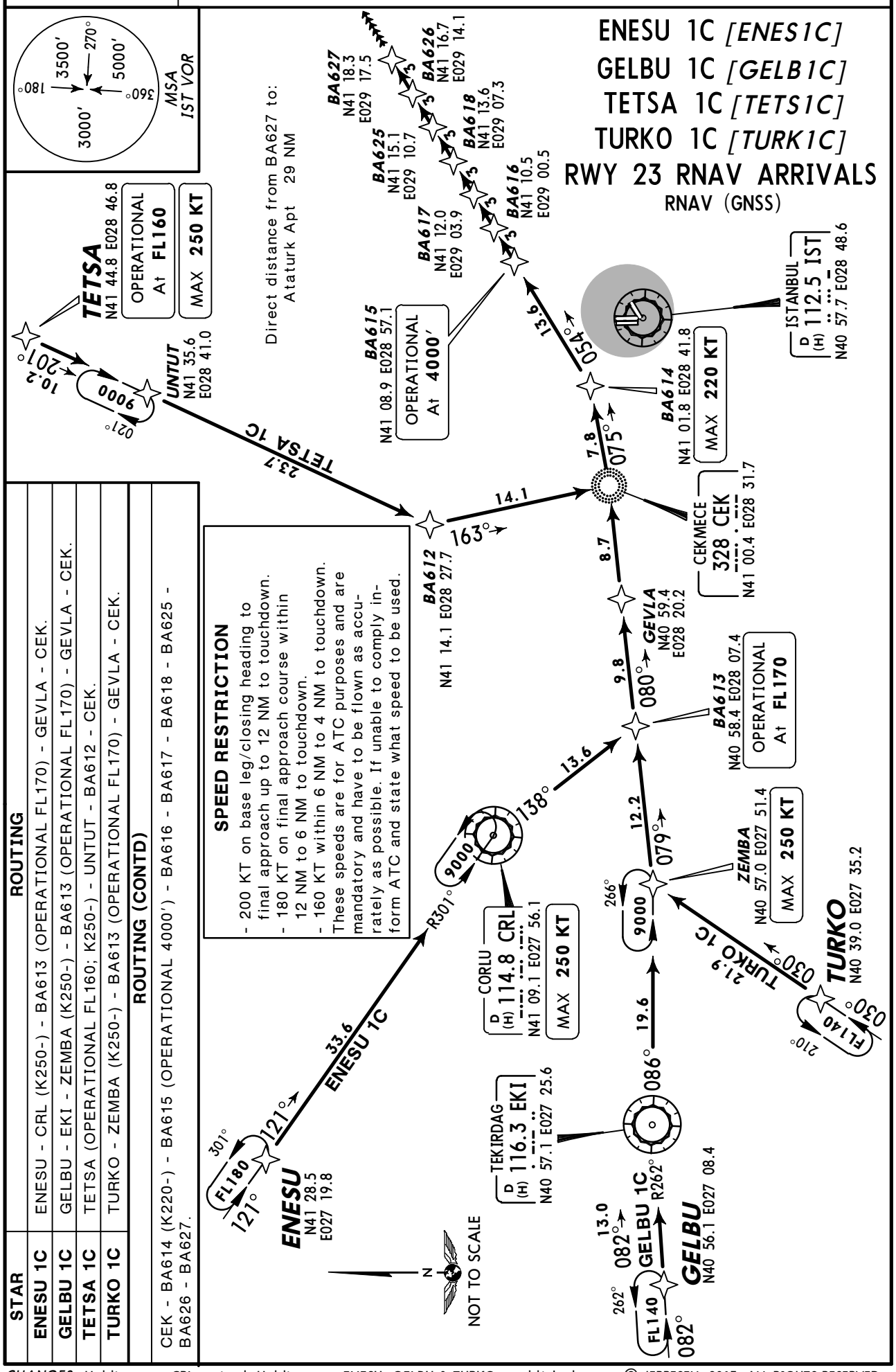
ATIS
128.2

Apt Elev
163′

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.



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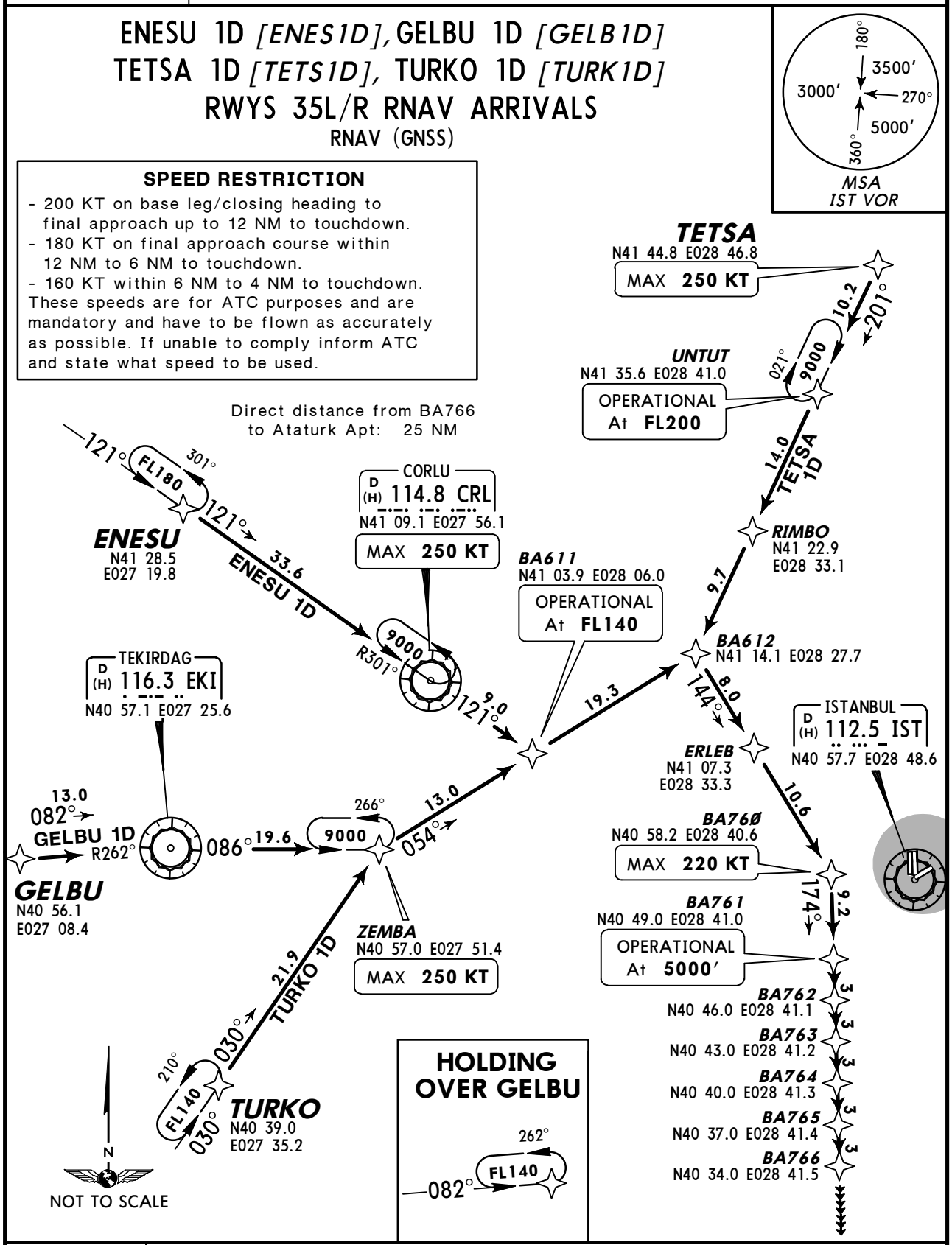
ATIS	Alt Set: hPa Trans level: By ATC Trans alt: 10000′
128.2	1. RADAR required. 2. P-RNAV approval required otherwise advise ATC.
Apt Elev 163′	3. On downwind expect vectors to final. 4. At first contact with IST RADAR report if unable to comply RNAV STAR. At first contact with YESILKOY RADAR report only callsign. 5. Descend as cleared.

ENESU 1D *[ENES1D]*, GELBU 1D *[GELB1D]* TETSA 1D *[TETS1D]*, TURKO 1D *[TURK1D]* RWYS 35L/R RNAV ARRIVALS

RNAV (GNSS)



STAR	ROUTING
ENESU 1D	ENESU - CRL (K250-) - BA611 (OPERATIONAL FL140) - BA612.
GELBU 1D	GELBU - EKI - ZEMBA (K250-) - BA611 (OPERATIONAL FL140) - BA612.
TETSA 1D	TETSA (K250-) - UNTUT (OPERATIONAL FL200) - RIMBO - BA612.
TURKO 1D	TURKO - ZEMBA (K250-) - BA611 (OPERATIONAL FL140) - BA612.

ROUTING (CONTD)

BA612 - ERLEB - BA760 (K220-) - BA761 (OPERATIONAL 5000′) - BA762 - BA763 - BA764 - BA765 - BA766.

CHANGES: Holding over CRL revised; Holding over ENESU, GELBU & TURKO established.

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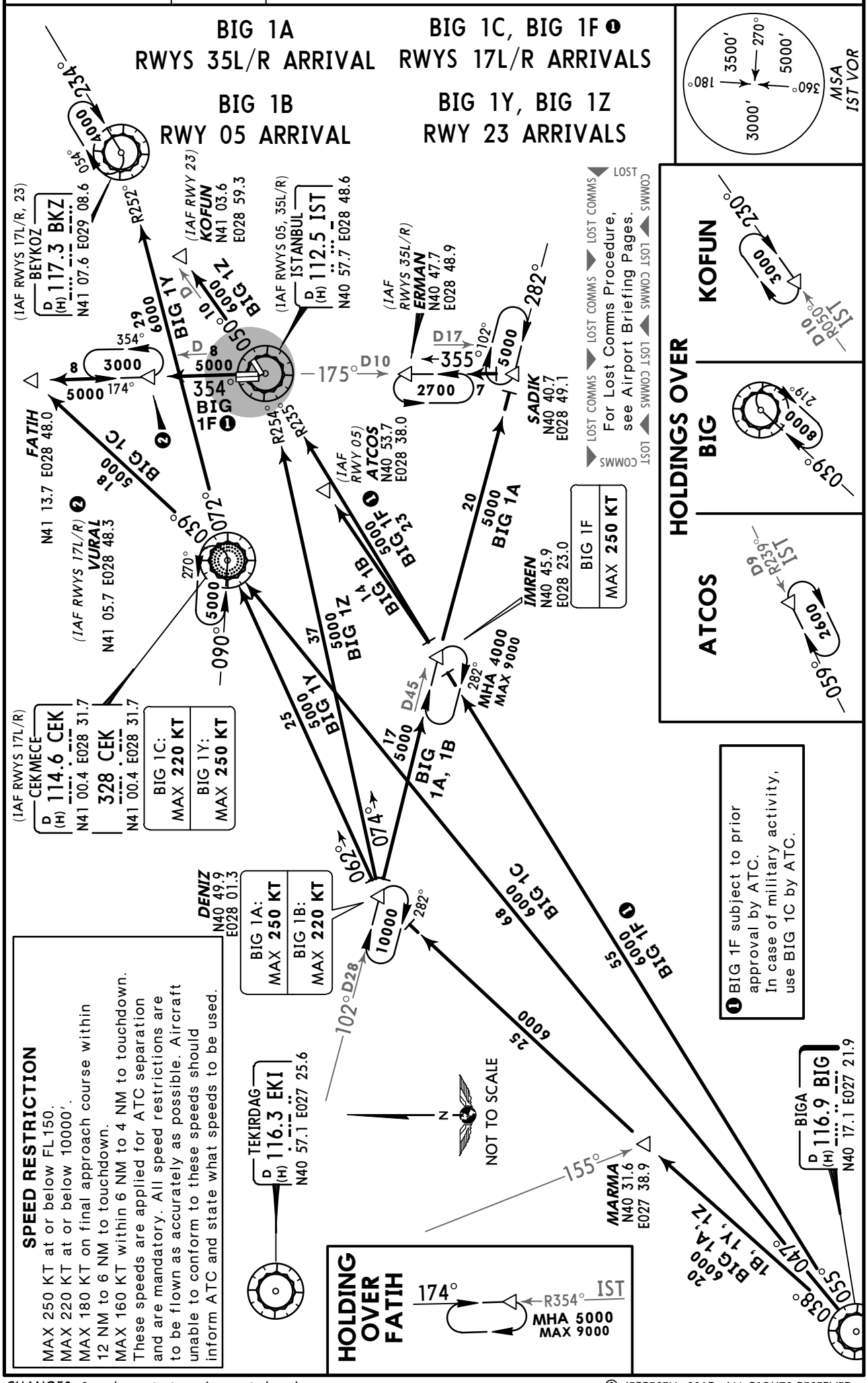
ATIS	Apt Elev	
128.2	163′	Alt Set: hPa Trans level: By ATC Trans alt: 10000′



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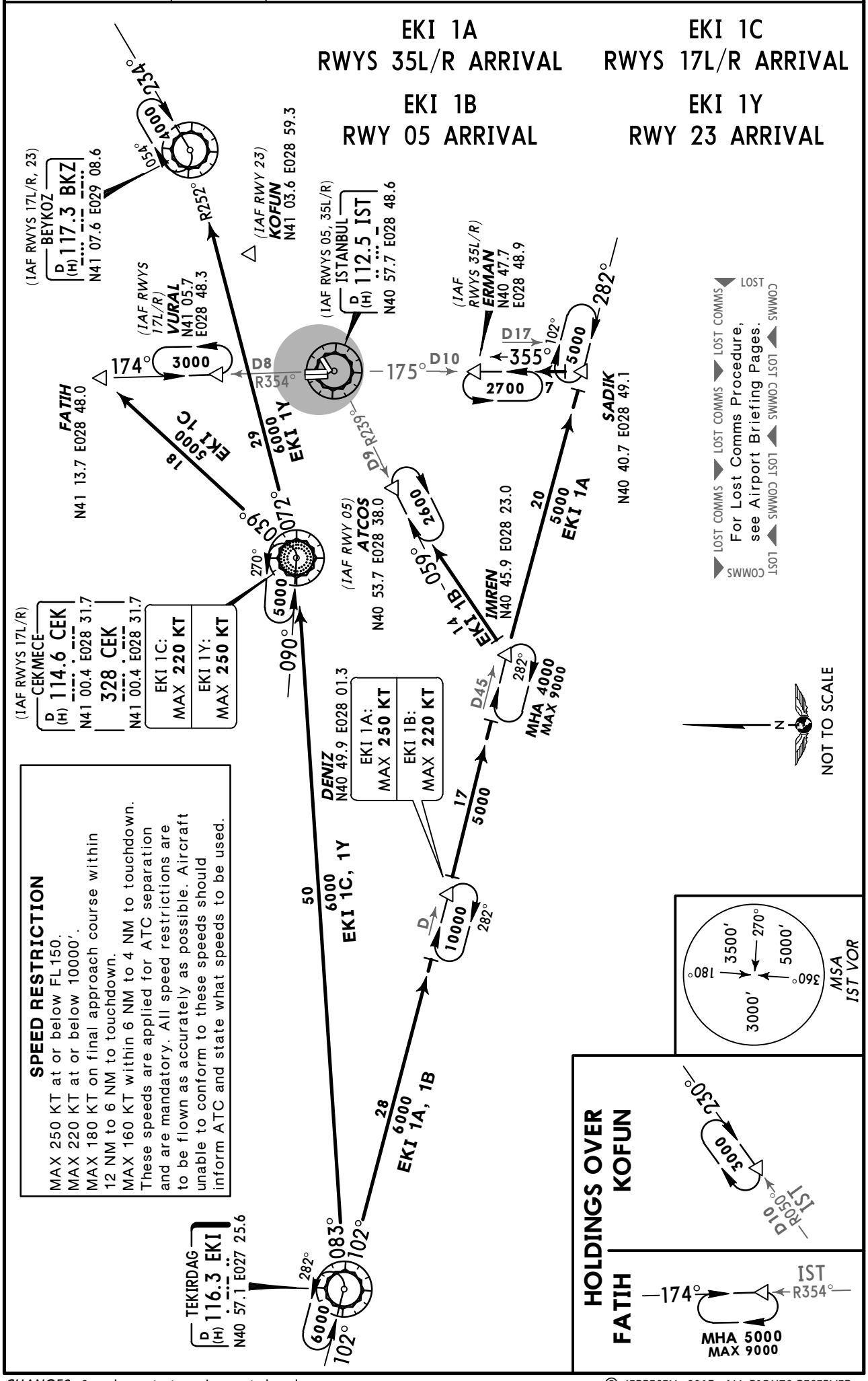
ATIS	Apt Elev	
128.2	163′	Alt Set: hPa Trans level: By ATC Trans alt: 10000′



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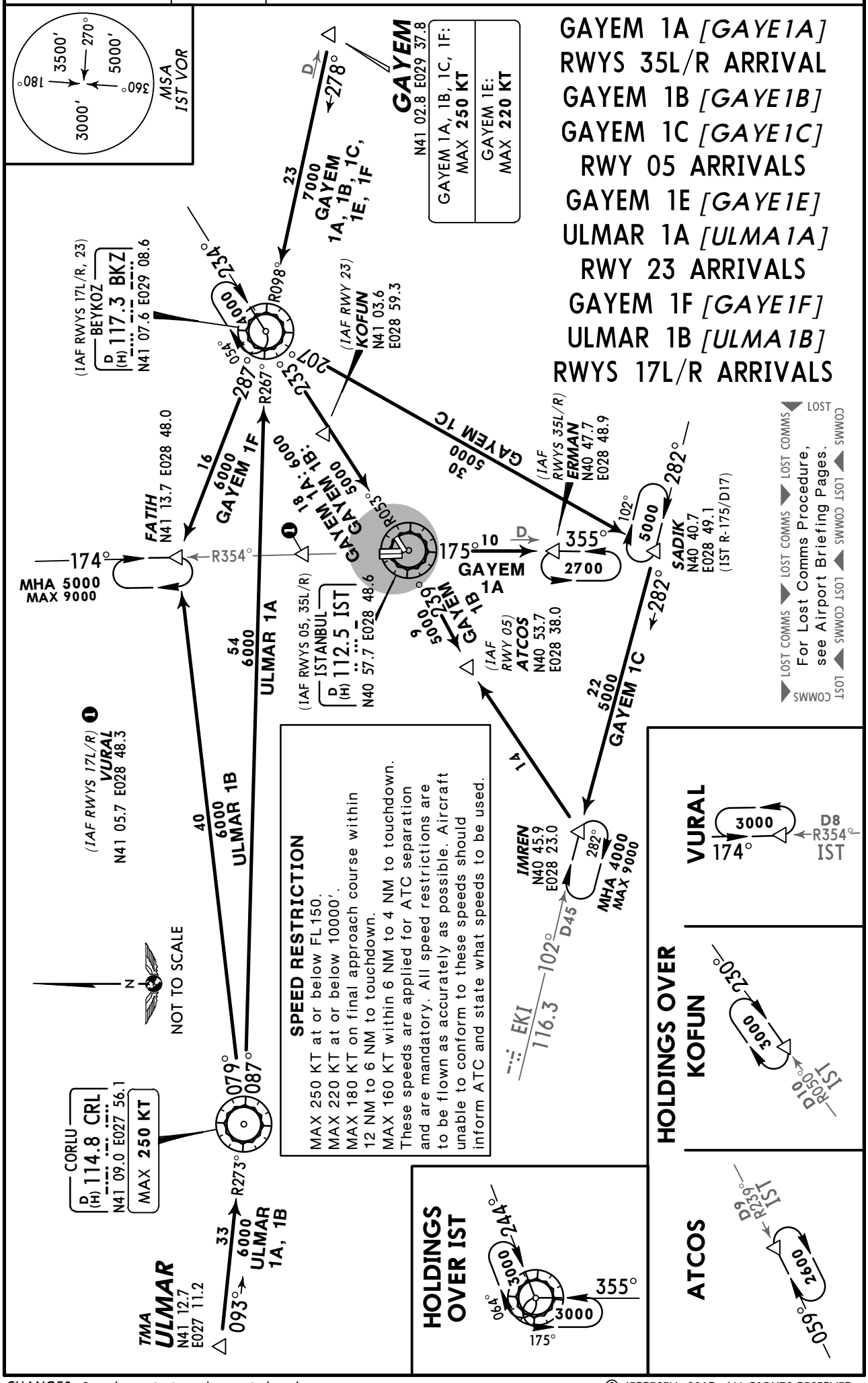
ATIS	Apt Elev	
128.2	163′	Alt Set: hPa Trans level: By ATC Trans alt: 10000′



CHANGES: Speed restriction; chart reindexed.

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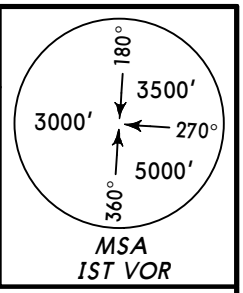
ATIS	Apt Elev	
128.2	163′	Alt Set: hPa Trans level: By ATC Trans alt: 10000′

UNSAV 1A *[UNSA1A]*
UNSAV 1B *[UNSA1B]*
UNSAV 1C *[UNSA1C]*
RWYS 35L/R ARRIVALS

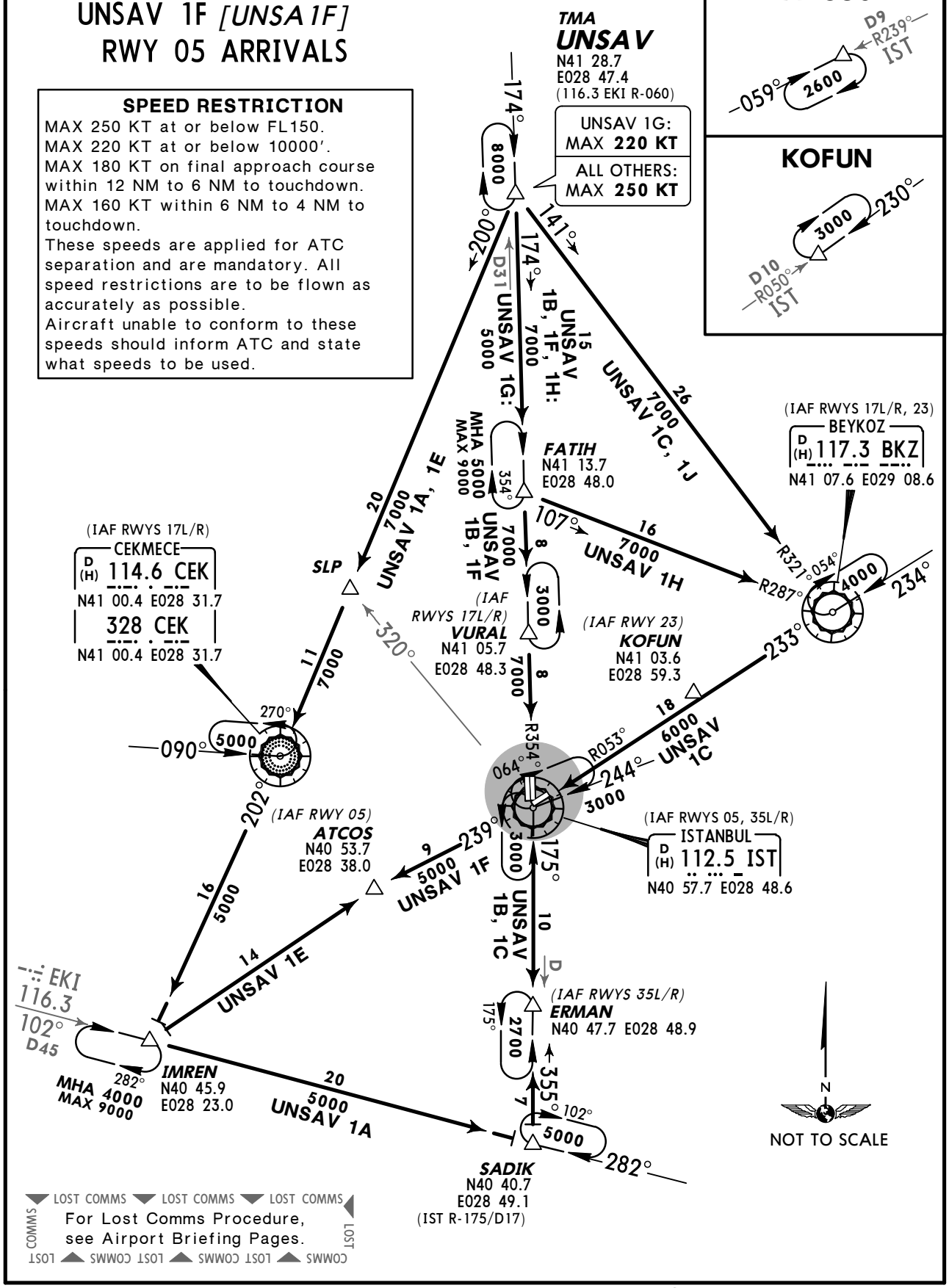
UNSAV 1E *[UNSA1E]*
UNSAV 1F *[UNSA1F]*
RWY 05 ARRIVALS

UNSAV 1G *[UNSA1G]*
RWYS 17L/R ARRIVAL

UNSAV 1H *[UNSA1H]*
UNSAV 1J *[UNSA1J]*
RWY 23 ARRIVALS



SPEED RESTRICTION
MAX 250 KT at or below FL150.
MAX 220 KT at or below 10000′.
MAX 180 KT on final approach course within 12 NM to 6 NM to touchdown.
MAX 160 KT within 6 NM to 4 NM to touchdown.
These speeds are applied for ATC separation and are mandatory. All speed restrictions are to be flown as accurately as possible.
Aircraft unable to conform to these speeds should inform ATC and state what speeds to be used.



CHANGES: Speed restriction; chart reindexed.

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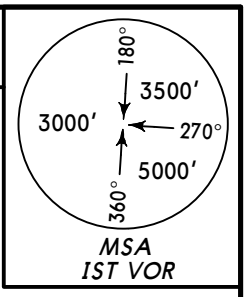
ATIS	Apt Elev	
128.2	163′	Alt Set: hPa Trans level: By ATC Trans alt: 10000′



YAA 1A
RWYS 35L/R ARRIVAL

YAA 1B
RWY 05 ARRIVAL

YAA 1R
RWYS 17L/R ARRIVAL

YAA 1T
RWYS 17L/R, 23 ARRIVAL

N
NOT TO SCALE

174°
MHA 5000
MAX 9000
FATIH
N41 13.7 E028 48.0

(IAF RWYS 17L/R, 23)
BEYKOZ
D (H) 117.3 BKZ
N41 07.6 E029 08.6

16
6000
YAA 1R
287°
054°
4000
234°
230°
R172°

174°
3000
(IAF RWYS 17L/R)
VURAL
N41 05.7
E028 48.3
R354°

3000
D10
R050°
(IAF RWY 23)
KOFUN
N41 03.6
E028 59.3

(IAF RWYS 05, 35L/R)
ISTANBUL
D (H) 112.5 IST
N40 57.7 E028 48.6

(IAF RWY 05)
ATCOS
N40 53.7 E028 38.0
D9
R239°
059°
2600
14

R175°
D10
39
6000
YAA 1R, 1T

D45
R102°
EKI
116.3
IMREN
N40 45.9
E028 23.0

(IAF RWYS 35L/R)
ERMAN
N40 47.7 E028 48.9
2700
355°
YAA 1A
22
5000
YAA 1B
7
282°
102°
5000
282°
SADIK
N40 40.7
E028 49.1
(IST R-175/D17)

22
6000
YAA 1A, 1B
300°
352°
172°
6000
352°

YALOVA
D (H) 117.7 YAA
N40 28.5 E029 12.5
MAX 250 KT

HOLDING OVER IMREN

EKI
102° D45
MHA 4000
MAX 9000
282°

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
For Lost Comms Procedure,
see Airport Briefing Pages.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

SPEED RESTRICTION

MAX 250 KT at or below FL150.
MAX 220 KT at or below 10000′.
MAX 180 KT on final approach course within 12 NM to 6 NM to touchdown.
MAX 160 KT within 6 NM to 4 NM to touchdown.
These speeds are applied for ATC separation and are mandatory. All speed restrictions are to be flown as accurately as possible. Aircraft unable to conform to these speeds should inform ATC and state what speeds to be used.

CHANGES: Speed restriction; chart reindexed.

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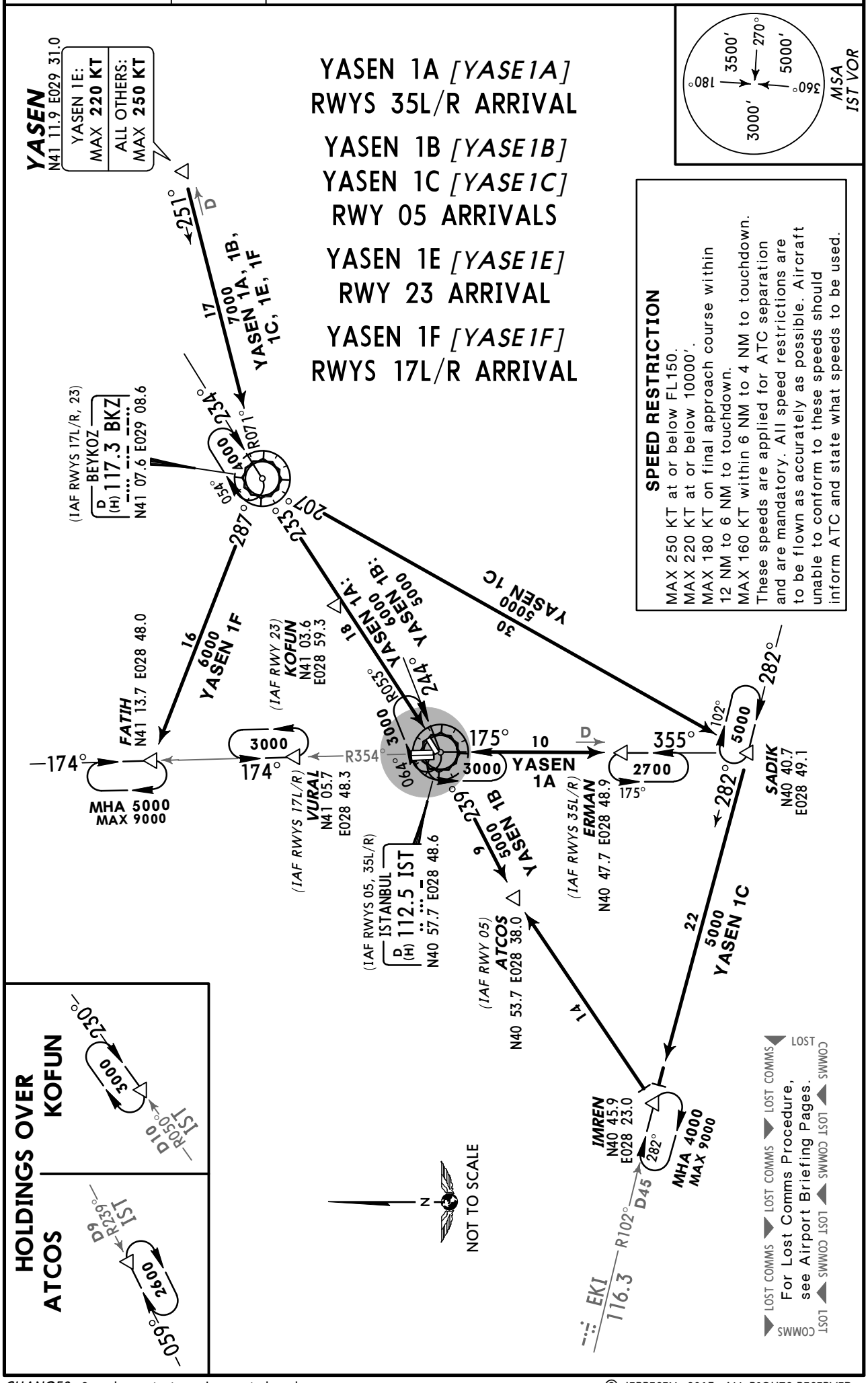
ATIS	Apt Elev	
128.2	163′	Alt Set: hPa Trans level: By ATC Trans alt: 10000′

YASEN 1A *[YASE1A]*
RWYS 35L/R ARRIVAL
YASEN 1B *[YASE1B]*
YASEN 1C *[YASE1C]*
RWY 05 ARRIVALS
YASEN 1E *[YASE1E]*
RWY 23 ARRIVAL
YASEN 1F *[YASE1F]*
RWYS 17L/R ARRIVAL



CHANGES: Speed restriction; chart reindexed.

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RNAV SID DESIGNATION	REFER TO CHART
MAKOL 1E, MOPIN 1E	10-3B
ERSEN 1P, MAKOL 1P, MOPIN 1P	10-3C
ERSEN 1R, MAKOL 1R, MOPIN 1R	10-3D
ERSEN 1S, MAKOL 1S, MOPIN 1S	10-3E
ERSEN 1T, MAKOL 1T, MOPIN 1T	10-3F
ERSEN 1U, MAKOL 1U, MOPIN 1U	10-3G
ERSEN 1V, MAKOL 1V, MOPIN 1V	10-3H
MAKOL 1X, MOPIN 1X	10-3J
ERSEN 1Y, MAKOL 1Y, MOPIN 1Y	10-3K
ERSEN 1Z, MAKOL 1Z, MOPIN 1Z	10-3L
EDASA 1E, PIMAV 1E	10-3M
EDASA 1N, PIMAV 1N	10-3N
EDASA 1P, PIMAV 1P	10-3P
EDASA 1Q, PIMAV 1Q	10-3Q
EDASA 1R, 1T, PIMAV 1R, 1T	10-3Q1
EDASA 1S, 1U, PIMAV 1S, 1U	10-3Q2
EDASA 1V, PIMAV 1V	10-3Q3
EDASA 1X, PIMAV 1X	10-3Q4
EDASA 1Y, PIMAV 1Y	10-3S
EDASA 1Z, PIMAV 1Z	10-3T
GOLDO 1E, MARMA 1E	10-3T1
GOLDO 1P, MARMA 1P	10-3T2
GOLDO 1R, 1T, MARMA 1R, 1T	10-3T3
GOLDO 1S, 1U, MARMA 1S, 1U	10-3T4
GOLDO 1V, MARMA 1V	10-3T5
GOLDO 1X, MARMA 1X	10-3T6
GOLDO 1Y, MARMA 1Y	10-3T7
GOLDO 1Z, MARMA 1Z	10-3T8
IBLAL 1E, VADEN 1E	10-3U
IBLAL 1P, VADEN 1P	10-3V
IBLAL 1R, 1T, VADEN 1R, 1T	10-3V1
IBLAL 1S, 1U, VADEN 1S, 1U	10-3V2
IBLAL 1V, VADEN 1V	10-3V3
IBLAL 1X, VADEN 1X	10-3V4
IBLAL 1Y, VADEN 1Y	10-3V5
IBLAL 1Z, VADEN 1Z	10-3V6

FOR SID DESIGNATION REFER TO PAGE 10-3A

CHANGES: New text page (RNAV SIDs transferred).

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SID DESIGNATION	REFER TO CHART
ERTAS 1M, 1N, GAYEM 1N, MOPIN 1N, YALOVA 1N	10-3V7
BIGA 1M, 1N, CORLU 1N, FENER 1N, TEKIRDAG 1N	10-3V8
ERTAS 1S, 1T, GAYEM 1S, MOPIN 1A, YALOVA 2S	10-3W
BIGA 2S, CORLU 2S, FENER 2S, TEKIRDAG 2S	10-3X
ERTAS 1G, 1J, GAYEM 1G, MOPIN 1G, YALOVA 2G	10-3X1
BIGA 2G, CORLU 2G, FENER 2H, TEKIRDAG 2G	10-3X2
ERTAS 1D, 1U, GAYEM 1D, MOPIN 1D, YALOVA 1D	10-3X3
BIGA 1D, CORLU 1D, FENER 1D, 1U, TEKIRDAG 1D	10-3X4
ERTAS 1K, 1L, GAYEM 1K, MOPIN 1B, YALOVA 1K	10-3X5
BIGA 1K, CORLU 1K, FENER 1K, 1L, TEKIRDAG 1K	10-3X6

CHANGES: New text page (RNAV SIDs transferred).

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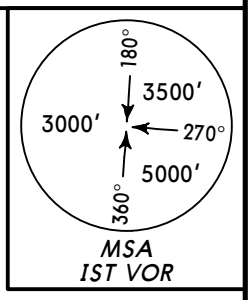
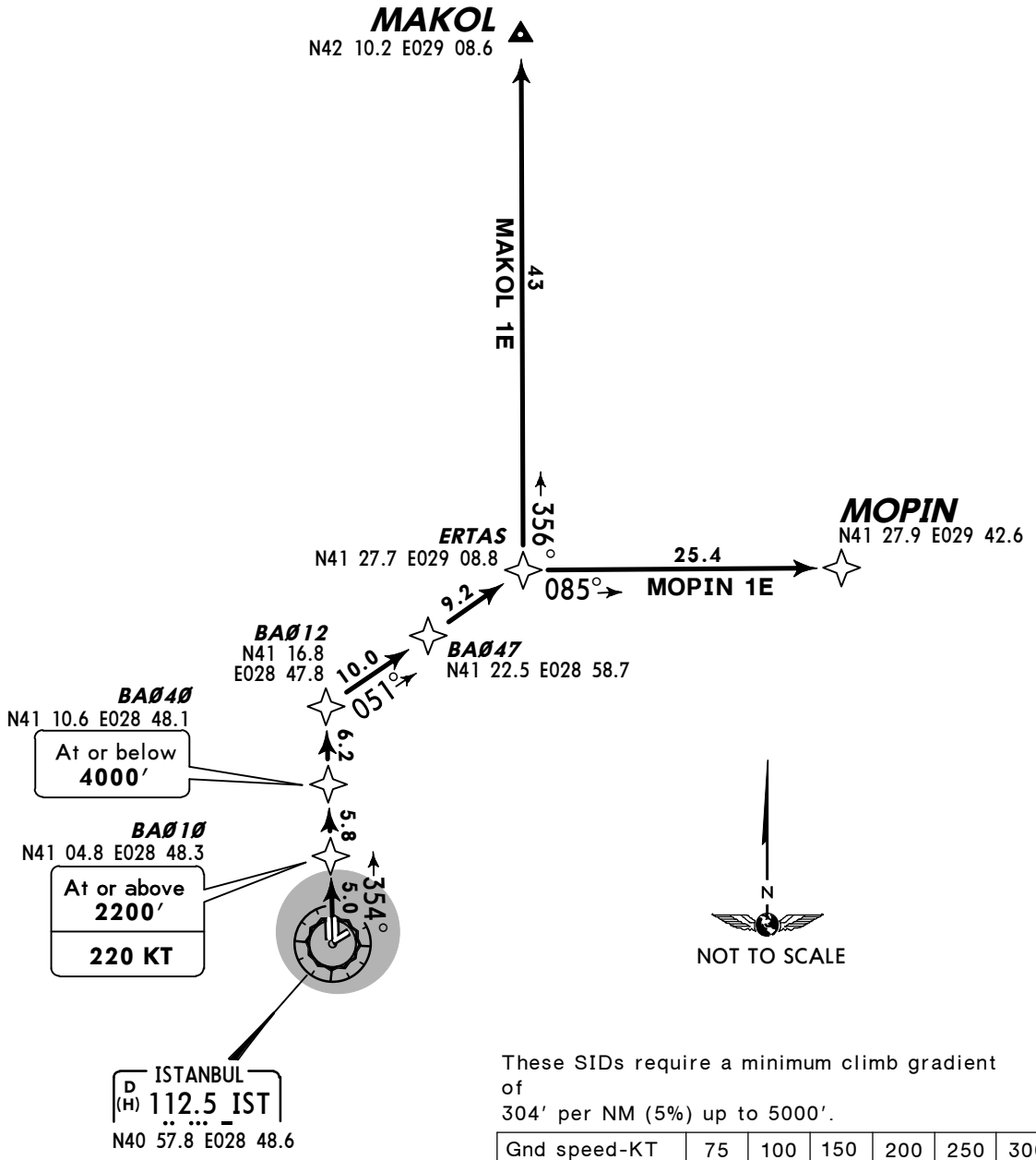
YESILKOY Radar	Apt Elev	
126.42	163′	Trans level: By ATC Trans alt: 10000′ 1. Contact YESILKOY Radar immediately after take-off with call sign only, check ATIS for current frequency. 2. RADAR required. 3. P-RNAV approval required otherwise advise ATC.

MAKOL 1E *[MAKO1E]*
MOPIN 1E *[MOPI1E]*
RWY 35R RNAV DEPARTURES
RNAV (GNSS)
EXECUTED WITH RNAV STARS RWY 23





These SIDs require a minimum climb gradient of
304′ per NM (5%) up to 5000′.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519

Initial climb clearance **5000′**

SID	ROUTING
MAKOL 1E	BA010 (2200′+; K220) - BA040 (4000′-) - BA012 - BA047 - ERTAS - MAKOL.
MOPIN 1E	BA010 (2200′+; K220) - BA040 (4000′-) - BA012 - BA047 - ERTAS - MOPIN.

CHANGES: RNAV SIDs transferred & established.

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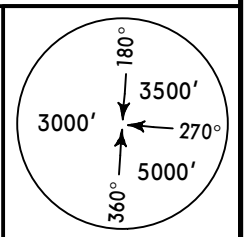
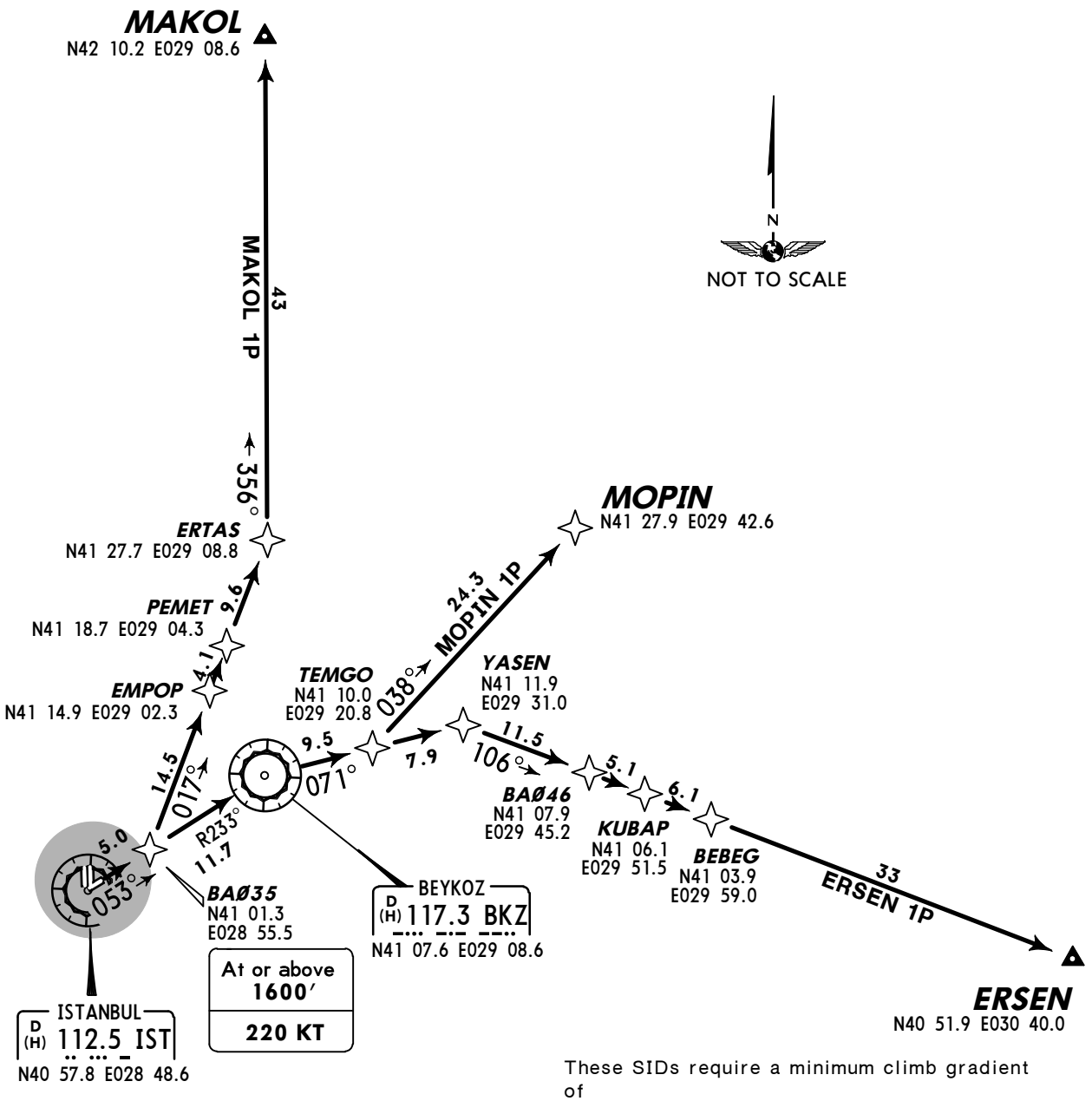
YESILKOY Radar	Apt Elev	
126.42	163′	Trans level: By ATC Trans alt: 10000′ 1. Contact YESILKOY Radar immediately after take-off with call sign only, check ATIS for current frequency. 2. RADAR required. 3. P-RNAV approval required otherwise advise ATC.

ERSEN 1P *[ERSE1P]*
MAKOL 1P *[MAKO1P]*
MOPIN 1P *[MOPI1P]*
RWY 05 RNAV DEPARTURES
RNAV (GNSS)



MSA
IST VOR



These SIDs require a minimum climb gradient of
304′ per NM (5%) up to 5000′.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519

Initial climb clearance **5000′**

SID	ROUTING
ERSEN 1P	BA035 (1600′+; K220) - BKZ - YASEN - BA046 - KUBAP - BEBEG - ERSEN.
MAKOL 1P	BA035 (1600′+; K220) - EMPOP - PEMET - ERTAS - MAKOL.
MOPIN 1P	BA035 (1600′+; K220) - BKZ - TEMGO - MOPIN.

CHANGES: Procedure notes; chart reindexed.

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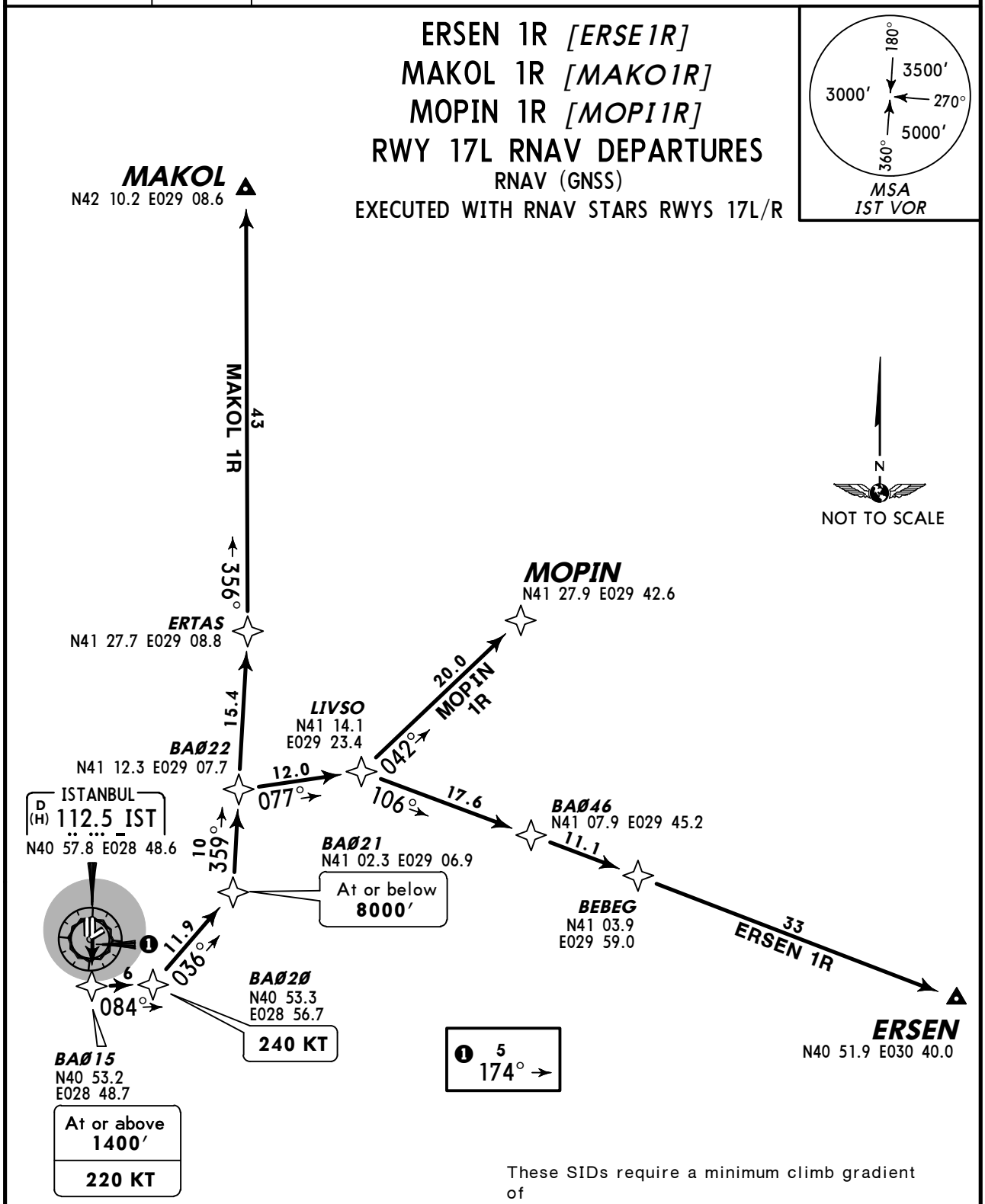
YESILKOY Radar	Apt Elev	
126.42	163′	Trans level: By ATC Trans alt: 10000′ 1. Contact YESILKOY Radar immediately after take-off with call sign only, check ATIS for current frequency. 2. RADAR required. 3. P-RNAV approval required otherwise advise ATC.

ERSEN 1R *[ERSE1R]*
MAKOL 1R *[MAKO1R]*
MOPIN 1R *[MOPI1R]*
RWY 17L RNAV DEPARTURES
RNAV (GNSS)
EXECUTED WITH RNAV STARS RWYS 17L/R



These SIDs require a minimum climb gradient of
261′ per NM (4.3%) up to 5000′.

Gnd speed-KT	75	100	150	200	250	300
261′ per NM	327	435	653	871	1089	1306

Initial climb clearance **5000′**

SID	ROUTING
ERSEN 1R	BA015 (1400′+; K220) - BA020 (K240) - BA021 (8000′-) - BA022 - LIVSO - BA046 - BEBEG - ERSEN.
MAKOL 1R	BA015 (1400′+; K220) - BA020 (K240) - BA021 (8000′-) - BA022 - ERTAS - MAKOL.
MOPIN 1R	BA015 (1400′+; K220) - BA020 (K240) - BA021 (8000′-) - BA022 - LIVSO - MOPIN.

CHANGES: Procedure notes; chart reindexed.

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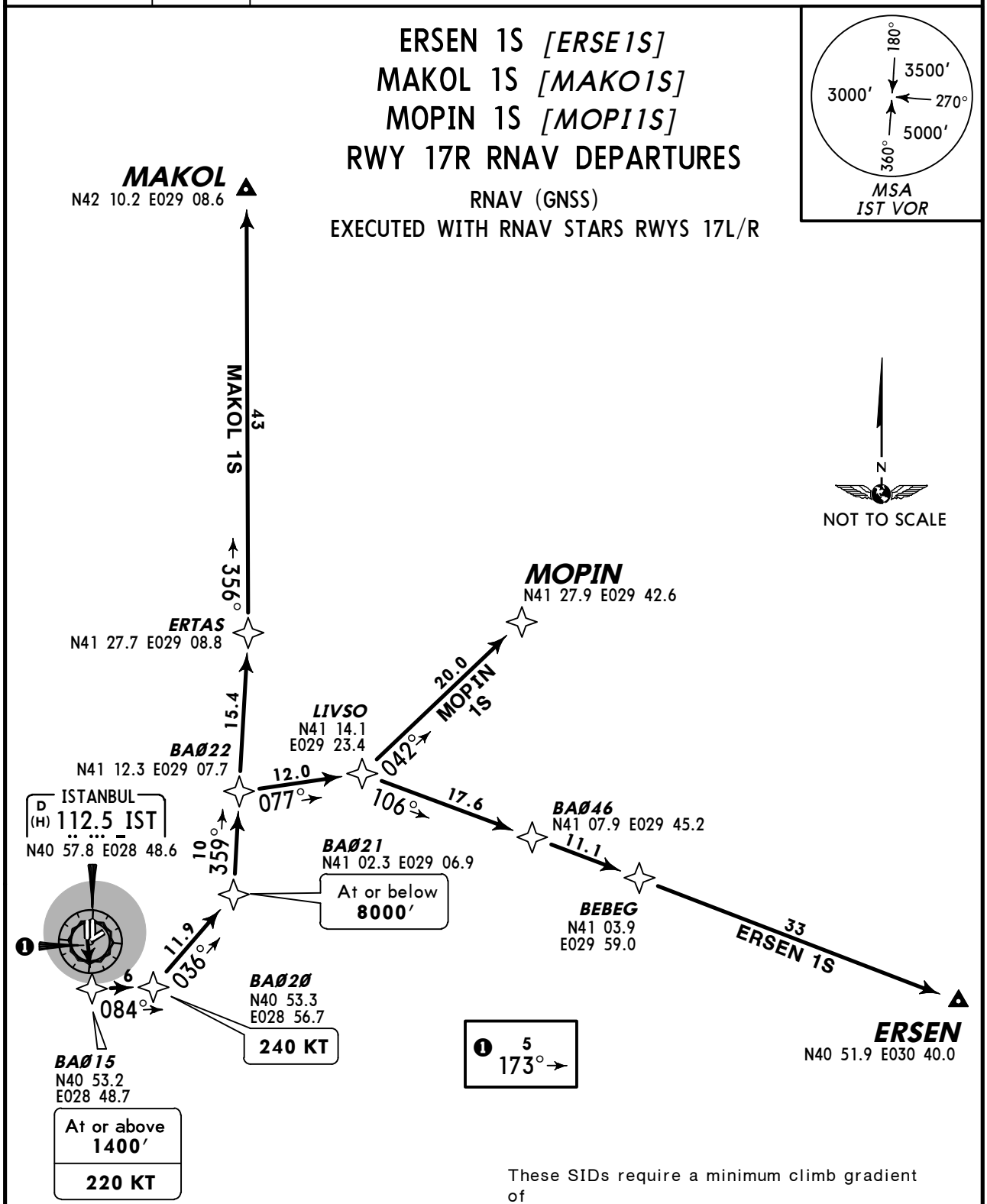
YESILKOY Radar	Apt Elev	
126.42	163′	Trans level: By ATC Trans alt: 10000′ 1. Contact YESILKOY Radar immediately after take-off with call sign only, check ATIS for current frequency. 2. RADAR required. 3. P-RNAV approval required otherwise advise ATC.

ERSEN 1S *[ERSE1S]*
MAKOL 1S *[MAKO1S]*
MOPIN 1S *[MOPI1S]*
RWY 17R RNAV DEPARTURES

RNAV (GNSS)
EXECUTED WITH RNAV STARS RWYS 17L/R



These SIDs require a minimum climb gradient of
261′ per NM (4.3%) up to 5000′.

Gnd speed-KT	75	100	150	200	250	300
261′ per NM	327	435	653	871	1089	1306

Initial climb clearance **5000′**

SID	ROUTING
ERSEN 1S	BA015 (1400′+; K220) - BA020 (K240) - BA021 (8000′-) - BA022 - LIVSO - BA046 - BEBEG - ERSEN.
MAKOL 1S	BA015 (1400′+; K220) - BA020 (K240) - BA021 (8000′-) - BA022 - ERTAS - MAKOL.
MOPIN 1S	BA015 (1400′+; K220) - BA020 (K240) - BA021 (8000′-) - BA022 - LIVSO - MOPIN.

CHANGES: Procedure notes; chart reindexed.

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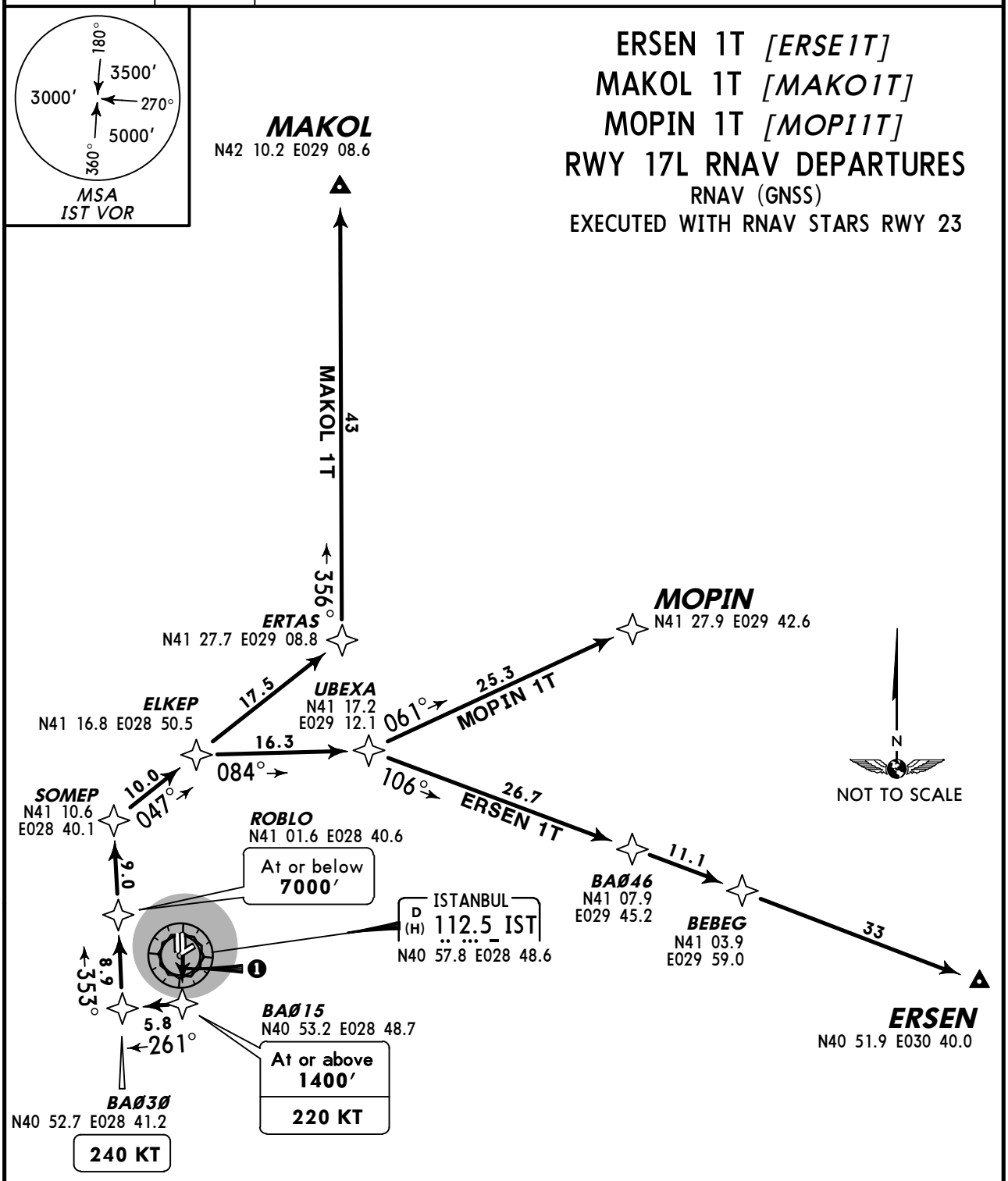
YESILKOY Radar	Apt Elev	
126.42	163′	Trans level: By ATC Trans alt: 10000′ 1. Contact YESILKOY Radar immediately after take-off with call sign only, check ATIS for current frequency. 2. RADAR required. 3. P-RNAV approval required otherwise advise ATC.

ERSEN 1T *[ERSE1T]*
MAKOL 1T *[MAKO1T]*
MOPIN 1T *[MOPI1T]*
RWY 17L RNAV DEPARTURES
RNAV (GNSS)
EXECUTED WITH RNAV STARS RWY 23



These SIDs require a minimum climb gradient of
261′ per NM (4.3%) up to 5000′.

Gnd speed-KT	75	100	150	200	250	300
261′ per NM	327	435	653	871	1089	1306

Initial climb clearance **5000′**

SID	ROUTING
ERSEN 1T	BA015 (1400′+; K220) - BA030 (K240) - ROBLO (7000′-) - SOMEP - ELKEP - UBEXA - BA046 - BEBEG - ERSEN.
MAKOL 1T	BA015 (1400′+; K220) - BA030 (K240) - ROBLO (7000′-) - SOMEP - ELKEP - ERTAS - MAKOL.
MOPIN 1T	BA015 (1400′+; K220) - BA030 (K240) - ROBLO (7000′-) - SOMEP - ELKEP - UBEXA - MOPIN.

CHANGES: Procedure notes; chart reindexed.

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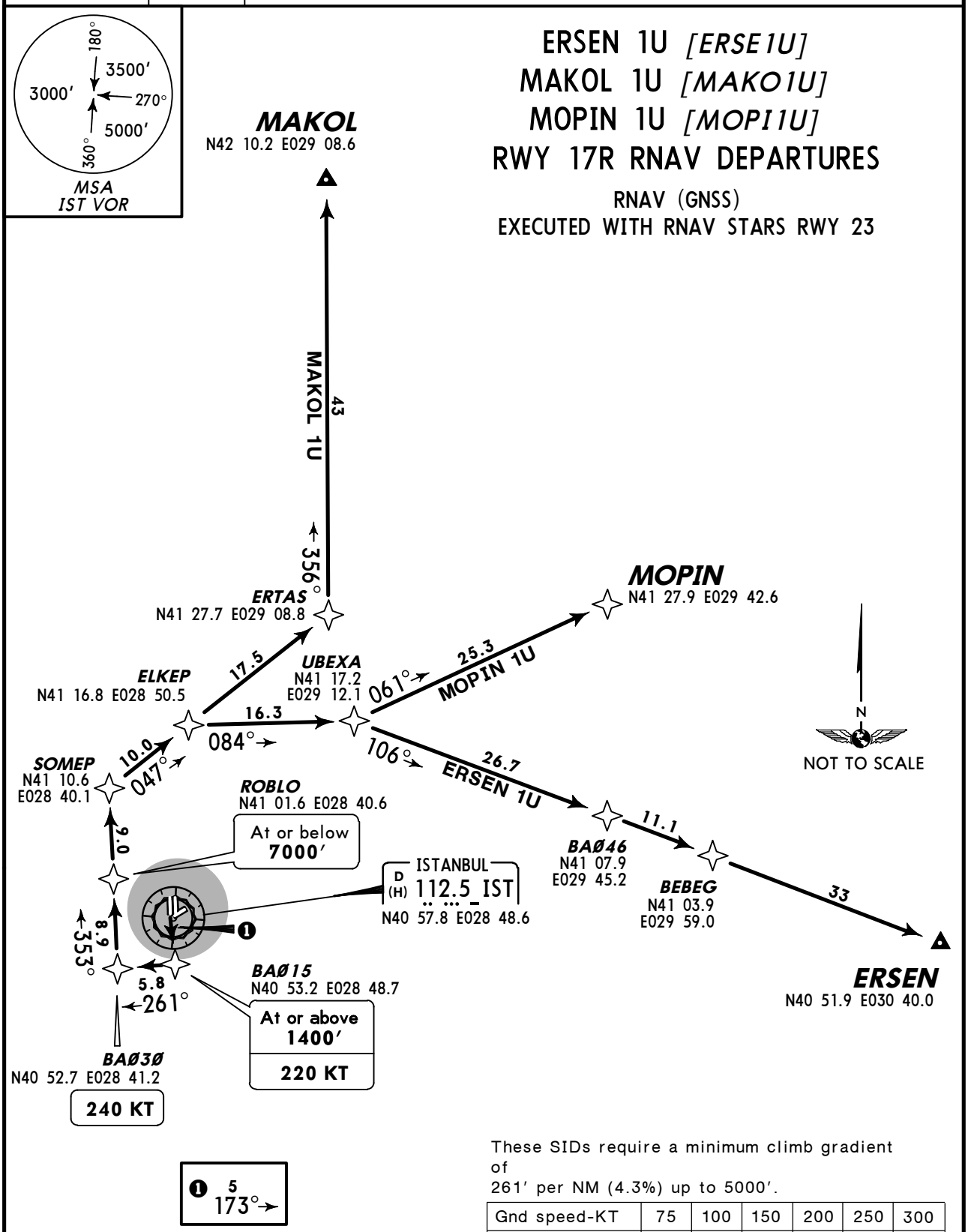
YESILKOY Radar	Apt Elev	
126.42	163′	Trans level: By ATC Trans alt: 10000′ 1. Contact YESILKOY Radar immediately after take-off with call sign only, check ATIS for current frequency. 2. RADAR required. 3. P-RNAV approval required otherwise advise ATC.

ERSEN 1U *[ERSE1U]*
MAKOL 1U *[MAKO1U]*
MOPIN 1U *[MOPI1U]*
RWY 17R RNAV DEPARTURES

RNAV (GNSS)
EXECUTED WITH RNAV STARS RWY 23



These SIDs require a minimum climb gradient of
261′ per NM (4.3%) up to 5000′.

Gnd speed-KT	75	100	150	200	250	300
261′ per NM	327	435	653	871	1089	1306

Initial climb clearance **5000′**

SID	ROUTING
ERSEN 1U	BA015 (1400′+; K220) - BA030 (K240) - ROBLO (7000′-) - SOMEP - ELKEP - UBEXA - BA046 - BEBEG - ERSEN.
MAKOL 1U	BA015 (1400′+; K220) - BA030 (K240) - ROBLO (7000′-) - SOMEP - ELKEP - ERTAS - MAKOL.
MOPIN 1U	BA015 (1400′+; K220) - BA030 (K240) - ROBLO (7000′-) - SOMEP - ELKEP - UBEXA - MOPIN.

CHANGES: Procedure notes; chart reindexed.

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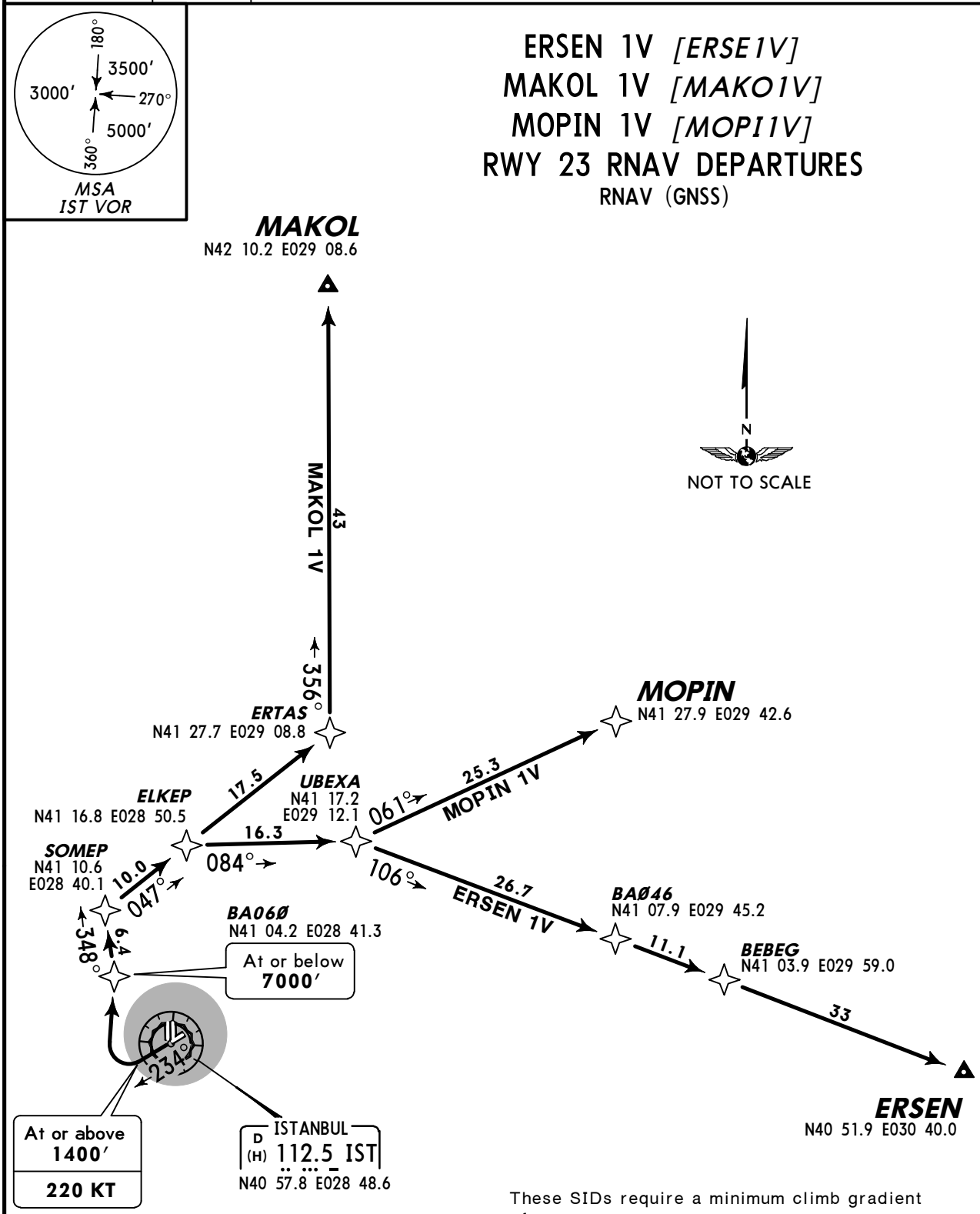
YESILKOY Radar	Apt Elev	
126.42	163′	Trans level: By ATC Trans alt: 10000′ 1. Contact YESILKOY Radar immediately after take-off with call sign only, check ATIS for current frequency. 2. RADAR required. 3. P-RNAV approval required otherwise advise ATC. 4. No turns prior to DER.

ERSEN 1V *[ERSE1V]*
MAKOL 1V *[MAKO1V]*
MOPIN 1V *[MOPI1V]*
RWY 23 RNAV DEPARTURES
RNAV (GNSS)



These SIDs require a minimum climb gradient of
261′ per NM (4.3%) up to 5000′.

Gnd speed-KT	75	100	150	200	250	300
261′ per NM	327	435	653	871	1089	1306

Initial climb clearance **5000′**

SID	ROUTING
ERSEN 1V	(1400′+; K220) - BA060 (7000′-) - SOMEP - ELKEP - UBEXA - BA046 - BEBEG - ERSEN.
MAKOL 1V	(1400′+; K220) - BA060 (7000′-) - SOMEP - ELKEP - ERTAS - MAKOL.
MOPIN 1V	(1400′+; K220) - BA060 (7000′-) - SOMEP - ELKEP - UBEXA - MOPIN.

CHANGES: Procedure notes; chart reindexed.

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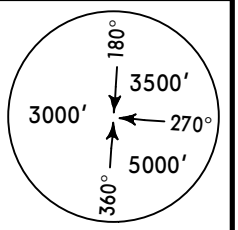
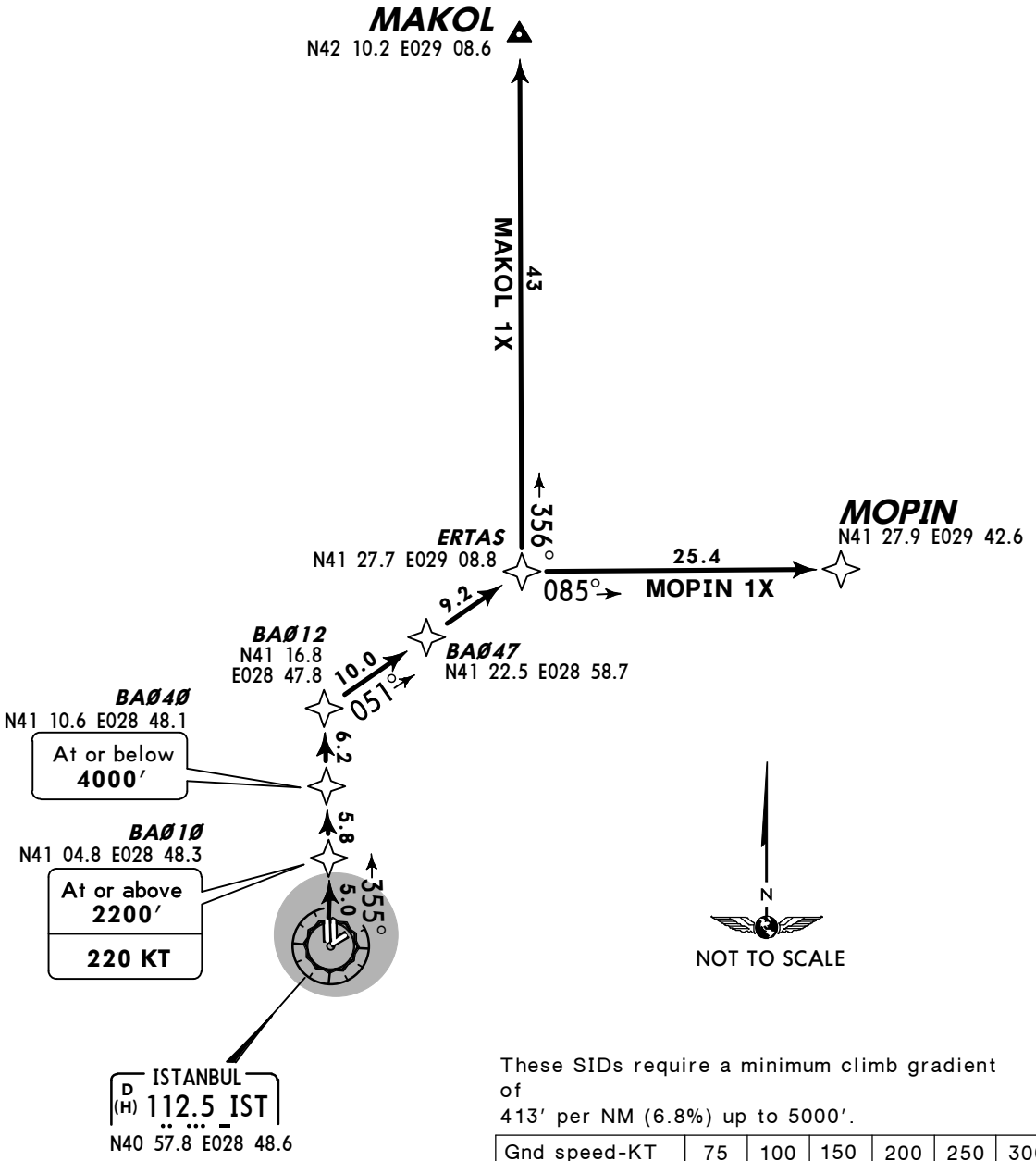
YESILKOY Radar	Apt Elev	
126.42	163′	Trans level: By ATC Trans alt: 10000′ 1. Contact YESILKOY Radar immediately after take-off with call sign only, check ATIS for current frequency. 2. RADAR required. 3. P-RNAV approval required otherwise advise ATC.

MAKOL 1X *[MAKO1X]*
MOPIN 1X *[MOPI1X]*
RWY 35L RNAV DEPARTURES
RNAV (GNSS)
EXECUTED WITH RNAV STARS RWY 23



MSA
IST VOR



These SIDs require a minimum climb gradient of
413′ per NM (6.8%) up to 5000′.

Gnd speed-KT	75	100	150	200	250	300
413′ per NM	516	689	1033	1377	1722	2066

Initial climb clearance **5000′**

SID	ROUTING
MAKOL 1X	BA010 (2200′+; K220) - BA040 (4000′-) - BA012 - BA047 - ERTAS - MAKOL.
MOPIN 1X	BA010 (2200′+; K220) - BA040 (4000′-) - BA012 - BA047 - ERTAS - MOPIN.

CHANGES: RNAV SIDs transferred & established.

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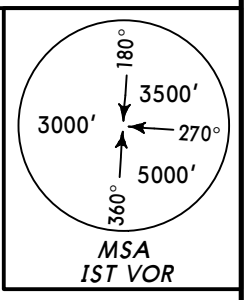
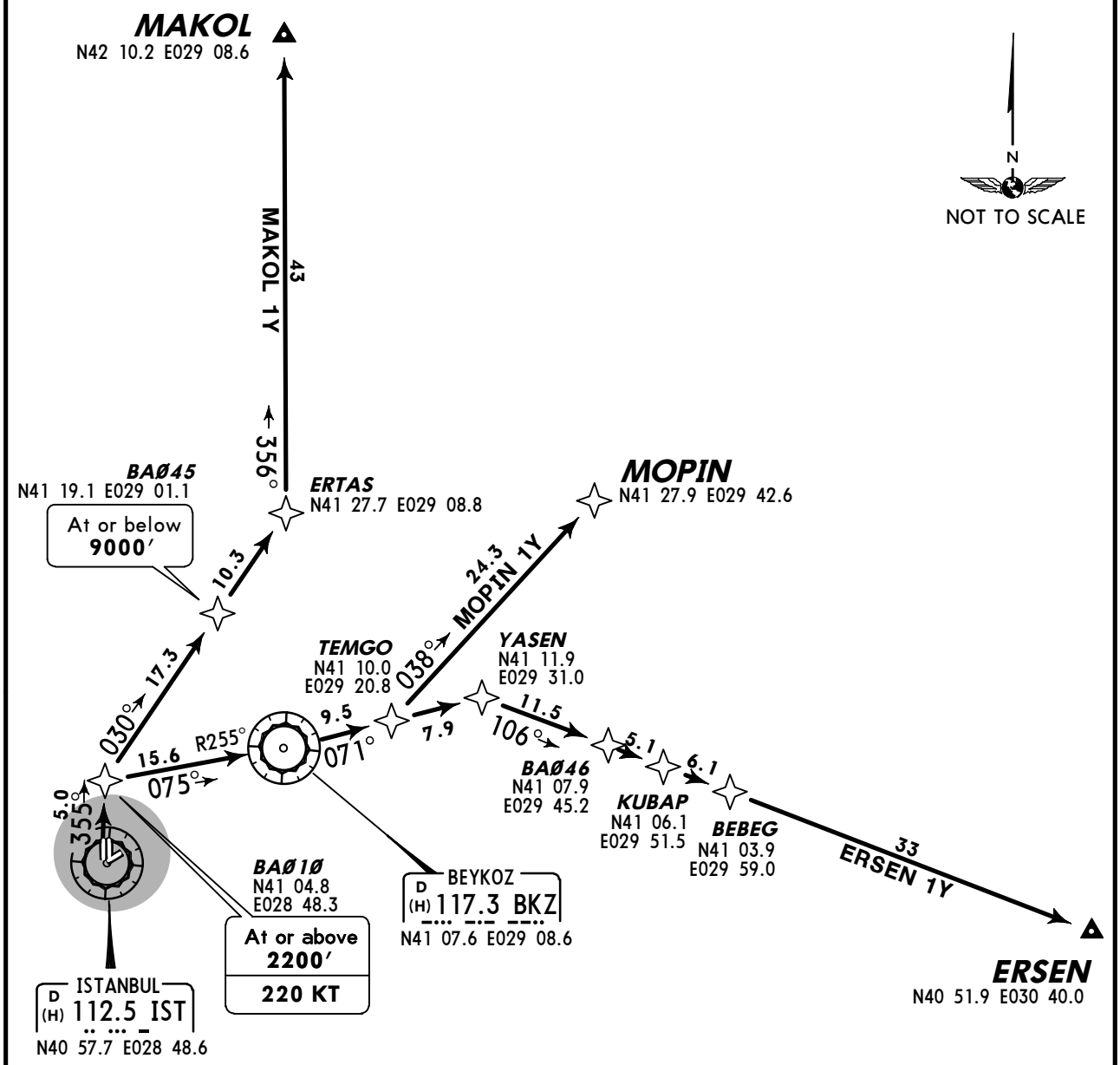
YESILKOY Radar	Apt Elev	
126.42	163′	Trans level: By ATC Trans alt: 10000′ 1. Contact YESILKOY Radar immediately after take-off with call sign only, check ATIS for current frequency. 2. RADAR required. 3. P-RNAV approval required otherwise advise ATC.

ERSEN 1Y *[ERSE1Y]*
MAKOL 1Y *[MAKO1Y]*
MOPIN 1Y *[MOPI1Y]*
RWY 35L RNAV DEPARTURES
RNAV (GNSS)





These SIDs require a minimum climb gradient of
413′ per NM (6.8%) up to 5000′.

Gnd speed-KT	75	100	150	200	250	300
413′ per NM	516	689	1033	1377	1722	2066

Initial climb clearance **5000′**

SID	ROUTING
ERSEN 1Y	BA010 (2200′+; K220) - BKZ - YASEN - BA046 - KUBAP - BEBEG - ERSEN.
MAKOL 1Y	BA010 (2200′+; K220) - BA045 (9000′-) - ERTAS - MAKOL.
MOPIN 1Y	BA010 (2200′+; K220) - BKZ - TEMGO - MOPIN.

CHANGES: None.

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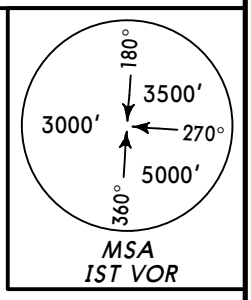
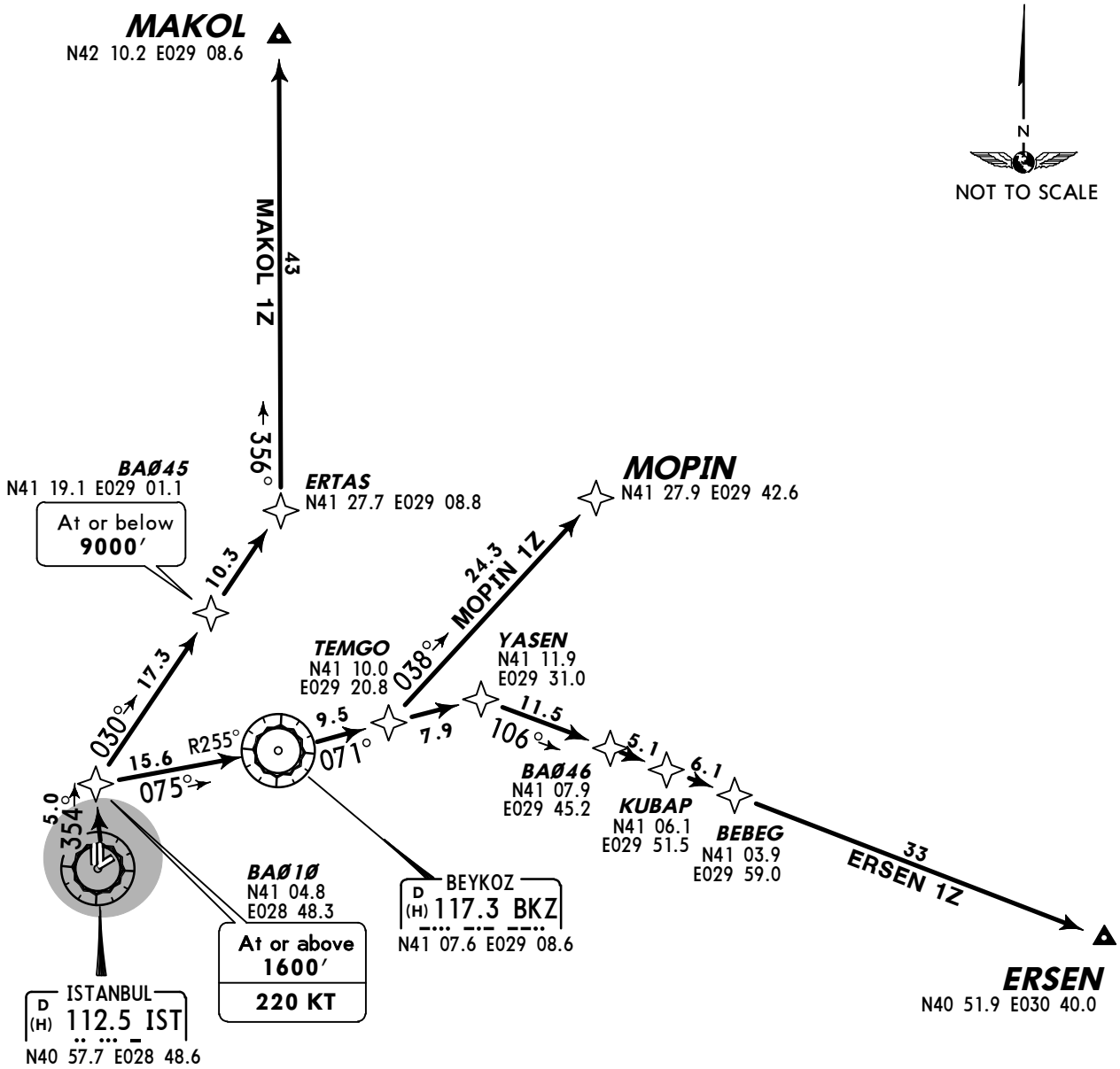
YESILKOY Radar	Apt Elev	
126.42	163′	Trans level: By ATC Trans alt: 10000′ 1. Contact YESILKOY Radar immediately after take-off with call sign only, check ATIS for current frequency. 2. RADAR required. 3. P-RNAV approval required otherwise advise ATC.

ERSEN 1Z *[ERSE1Z]*
MAKOL 1Z *[MAKO1Z]*
MOPIN 1Z *[MOPI1Z]*
RWY 35R RNAV DEPARTURES
RNAV (GNSS)





These SIDs require a minimum climb gradient of
304′ per NM (5%) up to 5000′.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519

Initial climb clearance **5000′**

SID	ROUTING
ERSEN 1Z	BA010 (1600′+; K220) - BKZ - YASEN - BA046 - KUBAP - BEBEG - ERSEN.
MAKOL 1Z	BA010 (1600′+; K220) - BA045 (9000′-) - ERTAS - MAKOL.
MOPIN 1Z	BA010 (1600′+; K220) - BKZ - TEMGO - MOPIN.

CHANGES: Initial climb clearance.

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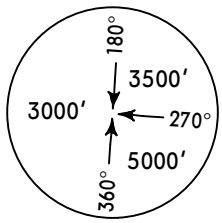
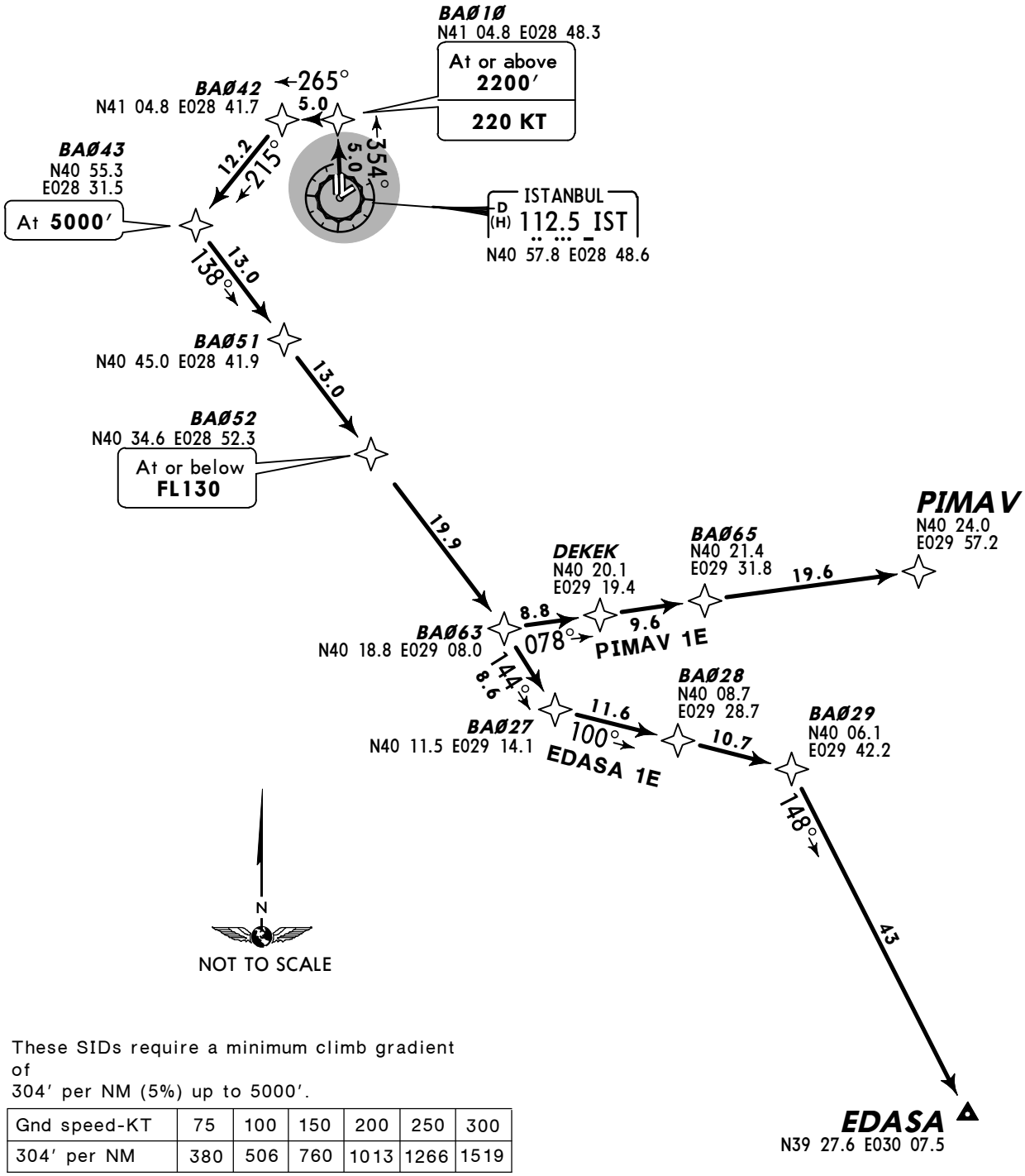
YESILKOY Radar	Apt Elev	
126.42	163′	Trans level: By ATC Trans alt: 10000′ 1. Contact YESILKOY Radar immediately after take-off with call sign only, check ATIS for current frequency. 2. RADAR required. 3. P-RNAV approval required otherwise advise ATC.

EDASA 1E *[EDAS1E]*
PIMAV 1E *[PIMA1E]*
RWY 35R RNAV DEPARTURES
RNAV (GNSS)
EXECUTED WITH RNAV STARS RWY 23



MSA
IST VOR



These SIDs require a minimum climb gradient of
304′ per NM (5%) up to 5000′.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519

Initial climb clearance **5000′**

SID	ROUTING
EDASA 1E	BA010 (2200′+; K220) - BA042 - BA043 (5000′) - BA051 - BA052 (FL130-) - BA063 - BA027 - BA028 - BA029 - EDASA.
PIMAV 1E	BA010 (2200′+; K220) - BA042 - BA043 (5000′) - BA051 - BA052 (FL130-) - BA063 - DEKEK - BA065 - PIMAV.

CHANGES: RNAV SIDs transferred & established.

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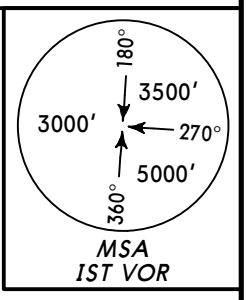
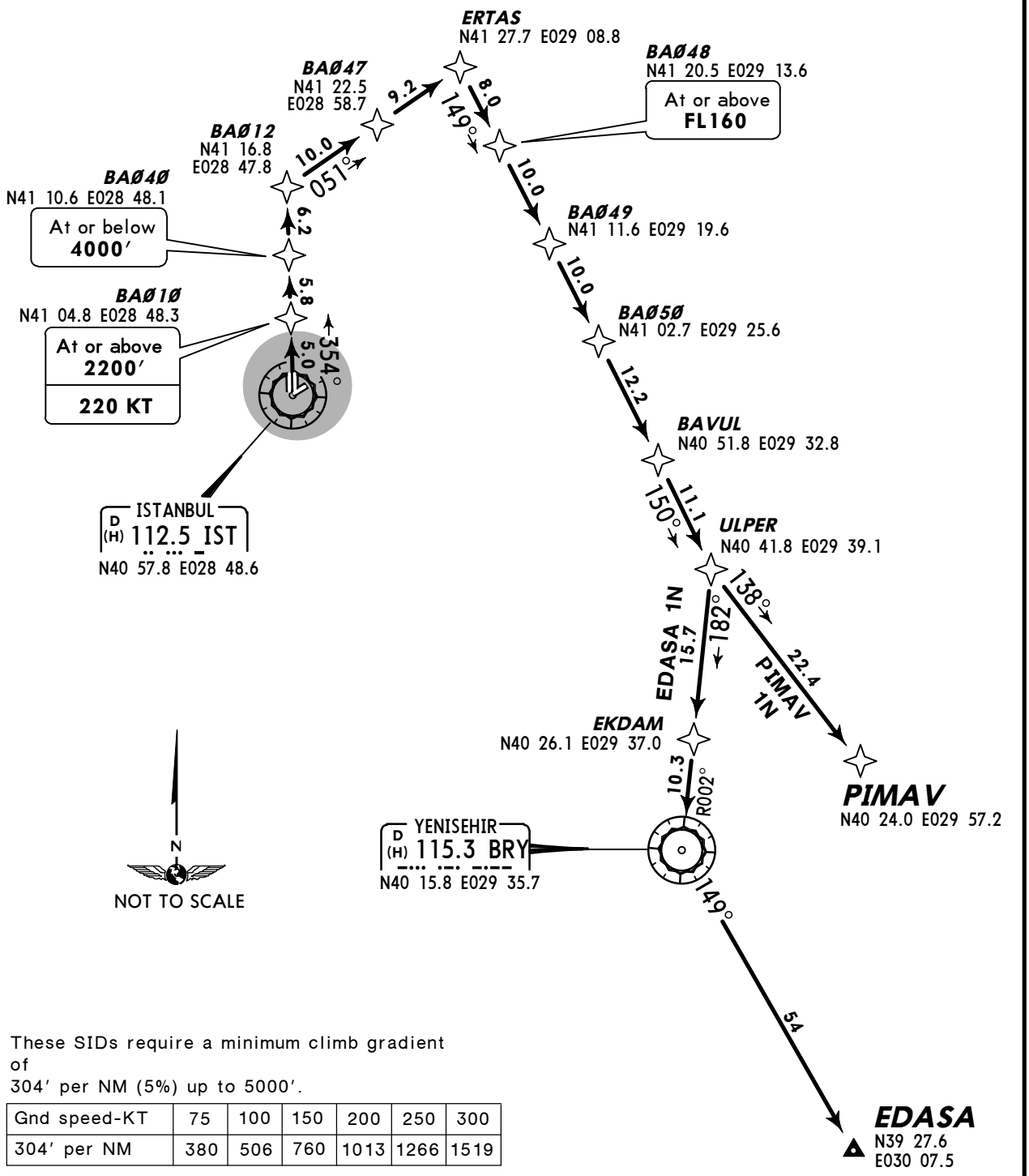
YESILKOY Radar	Apt Elev	
126.42	163′	Trans level: By ATC Trans alt: 10000′ 1. Contact YESILKOY Radar immediately after take-off with call sign only, check ATIS for current frequency. 2. RADAR required. 3. P-RNAV approval required otherwise advise ATC.

EDASA 1N *[EDAS1N]*
PIMAV 1N *[PIMA1N]*
RWY 35R RNAV DEPARTURES
RNAV (GNSS)
EXECUTED WITH RNAV STARS RWY 23





These SIDs require a minimum climb gradient of
304′ per NM (5%) up to 5000′.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519

Initial climb clearance **5000′**

SID	ROUTING
EDASA 1N	BA010 (2200′+; K220) - BA040 (4000′-) - BA012 - BA047 - ERTAS - BA048 (FL160+) - BA049 - BA050 - BAVUL - ULPER - EKDAM - BRY - EDASA.
PIMAV 1N	BA010 (2200′+; K220) - BA040 (4000′-) - BA012 - BA047 - ERTAS - BA048 (FL160+) - BA049 - BA050 - BAVUL - ULPER - PIMAV.

CHANGES: RNAV SIDs transferred & established.

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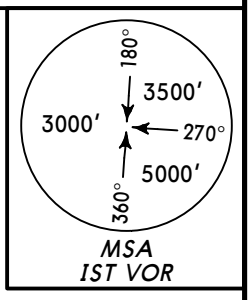
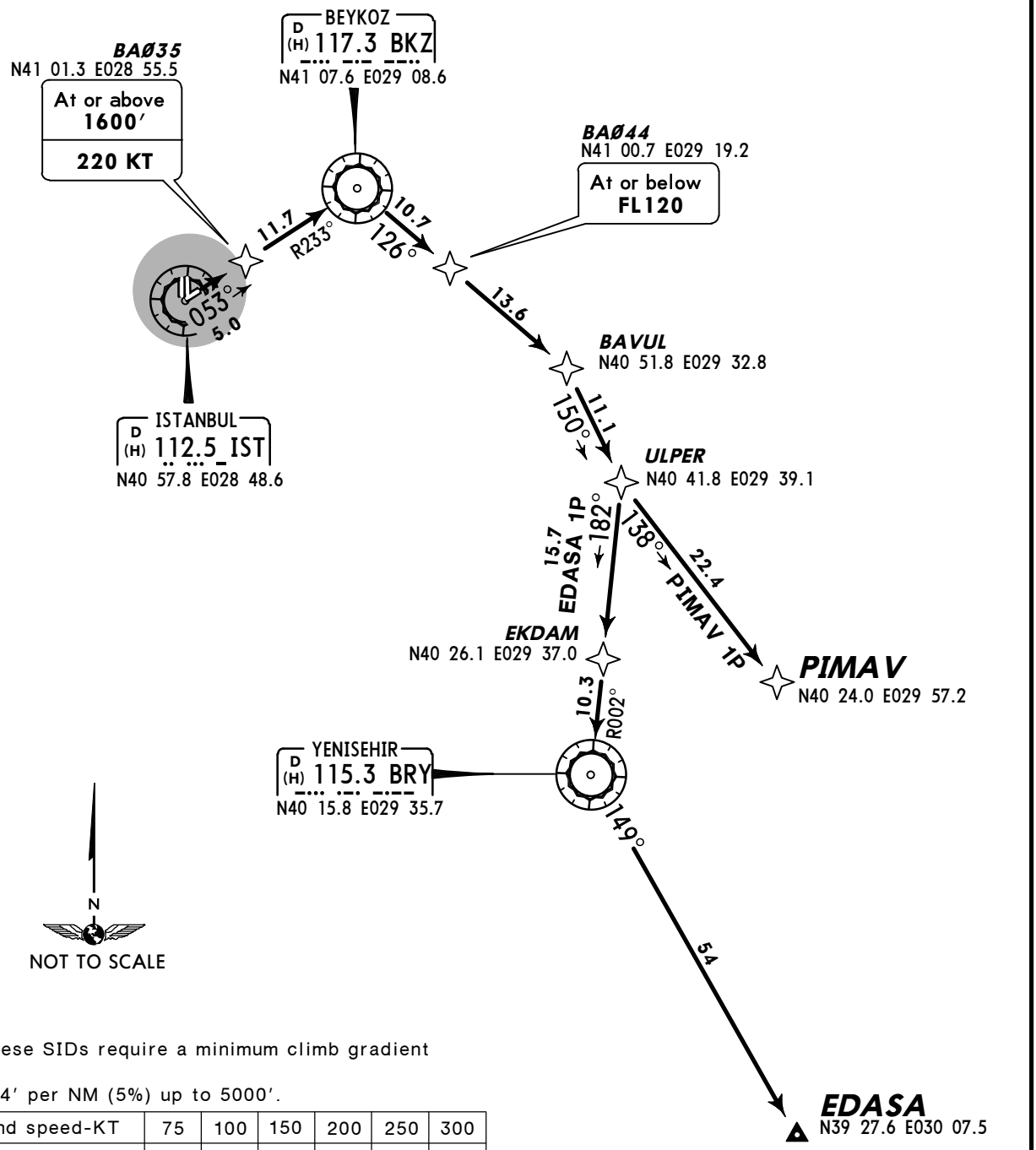
YESILKOY Radar	Apt Elev	
126.42	163′	Trans level: By ATC Trans alt: 10000′ 1. Contact YESILKOY Radar immediately after take-off with call sign only, check ATIS for current frequency. 2. RADAR required. 3. P-RNAV approval required otherwise advise ATC.

EDASA 1P *[EDAS1P]*
PIMAV 1P *[PIMA1P]*
RWY 05 RNAV DEPARTURES
RNAV (GNSS)





These SIDs require a minimum climb gradient of
304′ per NM (5%) up to 5000′.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519

Initial climb clearance **5000′**

SID	ROUTING
EDASA 1P	BA035 (1600′+; K220) - BKZ - BA044 (FL120-) - BAVUL - ULPER - EKDAM - BRY - EDASA.
PIMAV 1P	BA035 (1600′+; K220) - BKZ - BA044 (FL120-) - BAVUL - ULPER - PIMAV.

CHANGES: Procedure notes; chart reindexed.

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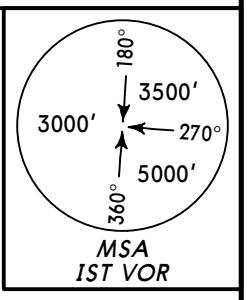
YESILKOY Radar	Apt Elev	
126.42	163′	Trans level: By ATC Trans alt: 10000′ 1. Contact YESILKOY Radar immediately after take-off with call sign only, check ATIS for current frequency. 2. RADAR required. 3. P-RNAV approval required otherwise advise ATC.

EDASA 1Q *[EDAS1Q]*
PIMAV 1Q *[PIMA1Q]*
RWY 35L RNAV DEPARTURES
RNAV (GNSS)
EXECUTED WITH RNAV STARS RWY 23



ERTAS
N41 27.7 E029 08.8

BAØ48
N41 20.5 E029 13.6
At or above
FL160

BAØ47
N41 22.5
E028 58.7

BAØ12
N41 16.8
E028 47.8

BAØ4Ø
N41 10.6 E028 48.1
At or below
4000′

BAØ1Ø
N41 04.8 E028 48.3
At or above
2200′
220 KT

ISTANBUL
D (H) 112.5 IST
N40 57.8 E028 48.6

9.2 | 8.0 | 149° | 10.0 | 051° | 6.2 | 5.8 | 5.0 | 355°

BAØ49
N41 11.6 E029 19.6

BAØ5Ø
N41 02.7 E029 25.6

BAVUL
N40 51.8 E029 32.8

ULPER
N40 41.8 E029 39.1

10.0 | 10.0 | 12.2 | 150° | 11.1

EDASA 1Q 15.7 | 182° | 138° | 22.4 PIMAV 1Q

EKDAM
N40 26.1 E029 37.0

PIMAV
N40 24.0 E029 57.2

YENISEHIR
D (H) 115.3 BRY
N40 15.8 E029 35.7

10.3 | R002° | 149° | 54

EDASA
N39 27.6
E030 07.5

N
NOT TO SCALE

These SIDs require a minimum climb gradient of
413′ per NM (6.8%) up to 5000′.

Gnd speed-KT	75	100	150	200	250	300
413′ per NM	516	689	1033	1377	1722	2066

Initial climb clearance **5000′**

SID	ROUTING
EDASA 1Q	BA010 (2200′+; K220) - BA040 (4000′-) - BA012 - BA047 - ERTAS - BA048 (FL160+) - BA049 - BA050 - BAVUL - ULPER - EKDAM - BRY - EDASA.
PIMAV 1Q	BA010 (2200′+; K220) - BA040 (4000′-) - BA012 - BA047 - ERTAS - BA048 (FL160+) - BA049 - BA050 - BAVUL - ULPER - PIMAV.

CHANGES: RNAV SIDs transferred & established.

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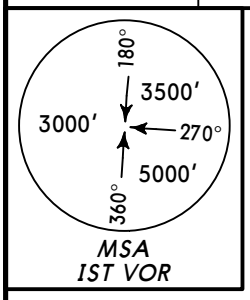
YESILKOY Radar	Apt Elev	
126.42	163′	Trans level: By ATC Trans alt: 10000′ 1. Contact YESILKOY Radar immediately after take-off with call sign only, check ATIS for current frequency. 2. RADAR required. 3. P-RNAV approval required otherwise advise ATC.

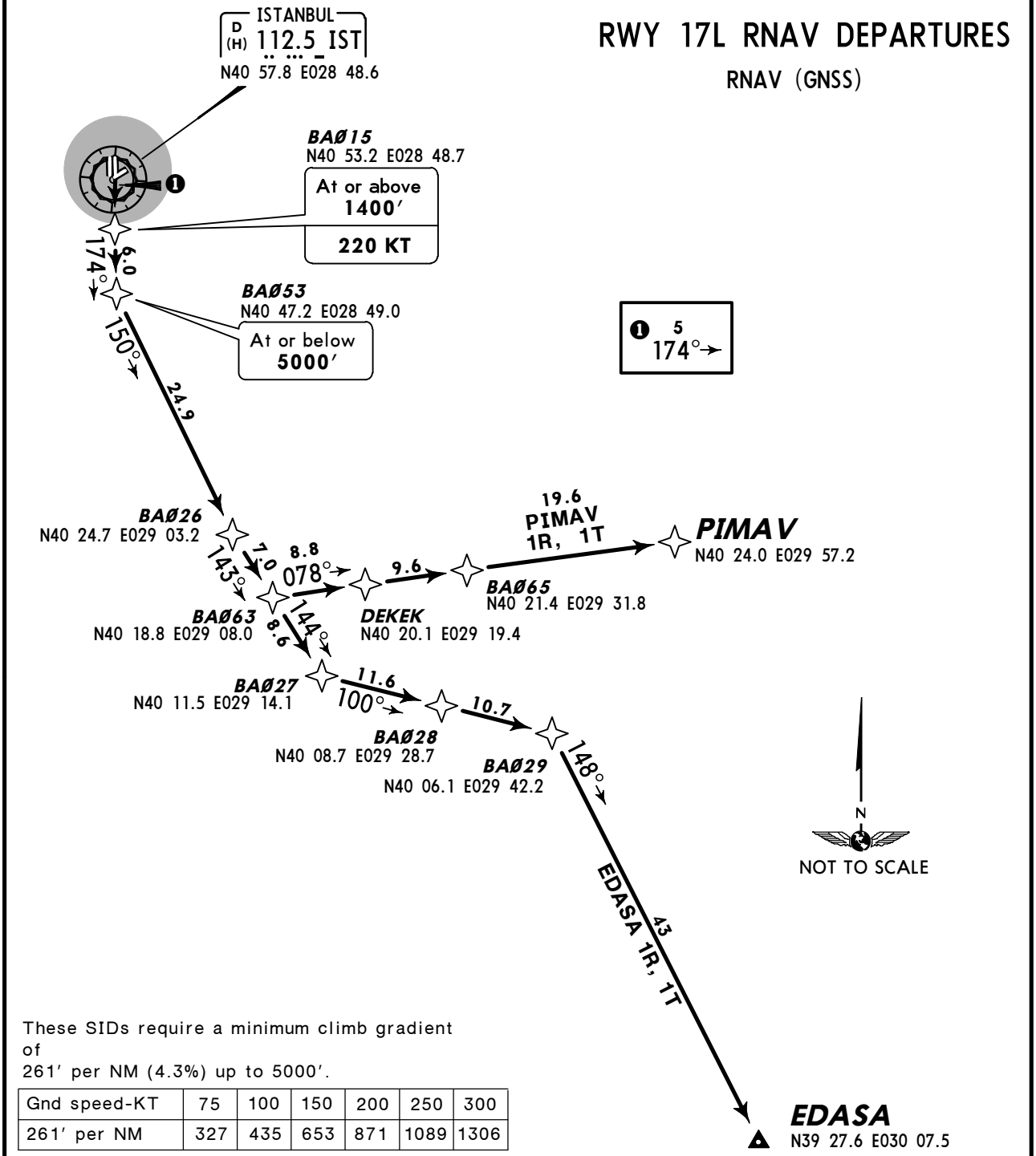


EDASA 1R *[EDAS1R]*
PIMAV 1R *[PIMA1R]*
EXECUTED WITH RNAV STARS RWYS 17L/R

EDASA 1T *[EDAS1T]*
PIMAV 1T *[PIMA1T]*
EXECUTED WITH RNAV STARS RWY 23

RWY 17L RNAV DEPARTURES

RNAV (GNSS)



These SIDs require a minimum climb gradient of
261′ per NM (4.3%) up to 5000′.

Gnd speed-KT	75	100	150	200	250	300
261′ per NM	327	435	653	871	1089	1306

Initial climb clearance **5000′**

SID	ROUTING
EDASA 1R, 1T	BA015 (1400′+; K220) - BA053 (5000′-) - BA026 - BA027 - BA028 - BA029 - EDASA.
PIMAV 1R, 1T	BA015 (1400′+; K220) - BA053 (5000′-) - BA026 - BA063 - DEKEK - BA065 - PIMAV.

CHANGES: New chart (RNAV SIDs transferred).

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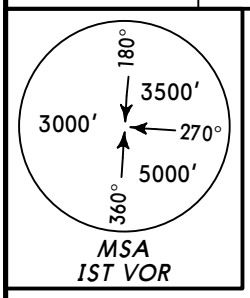
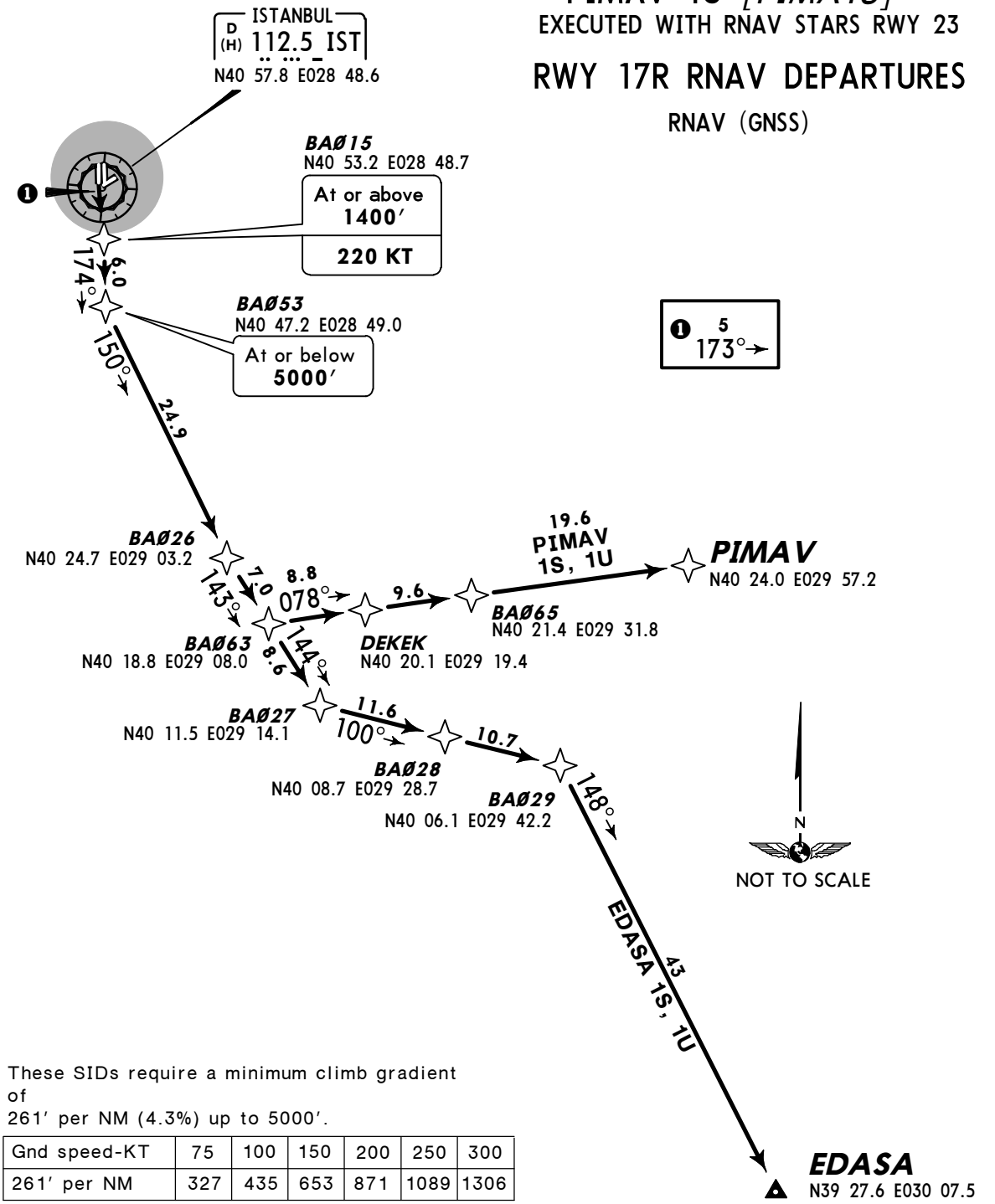
YESILKOY Radar	Apt Elev	
126.42	163′	Trans level: By ATC Trans alt: 10000′ 1. Contact YESILKOY Radar immediately after take-off with call sign only, check ATIS for current frequency. 2. RADAR required. 3. P-RNAV approval required otherwise advise ATC.



EDASA 1S *[EDAS1S]*
PIMAV 1S *[PIMA1S]*
RWY 17R RNAV DEPARTURES
EXECUTED WITH RNAV STARS RWYS 17L/R

EDASA 1U *[EDAS1U]*
PIMAV 1U *[PIMA1U]*
EXECUTED WITH RNAV STARS RWY 23

RWY 17R RNAV DEPARTURES
RNAV (GNSS)



These SIDs require a minimum climb gradient of
261′ per NM (4.3%) up to 5000′.

Gnd speed-KT	75	100	150	200	250	300
261′ per NM	327	435	653	871	1089	1306

Initial climb clearance **5000′**

SID	ROUTING
EDASA 1S, 1U	BA015 (1400′+; K220) - BA053 (5000′-) - BA026 - BA027 - BA028 - BA029 - EDASA.
PIMAV 1S, 1U	BA015 (1400′+; K220) - BA053 (5000′-) - BA026 - BA063 - DEKEK - BA065 - PIMAV.

CHANGES: New chart (RNAV SIDs transferred).

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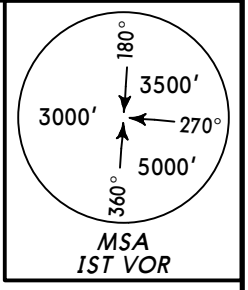
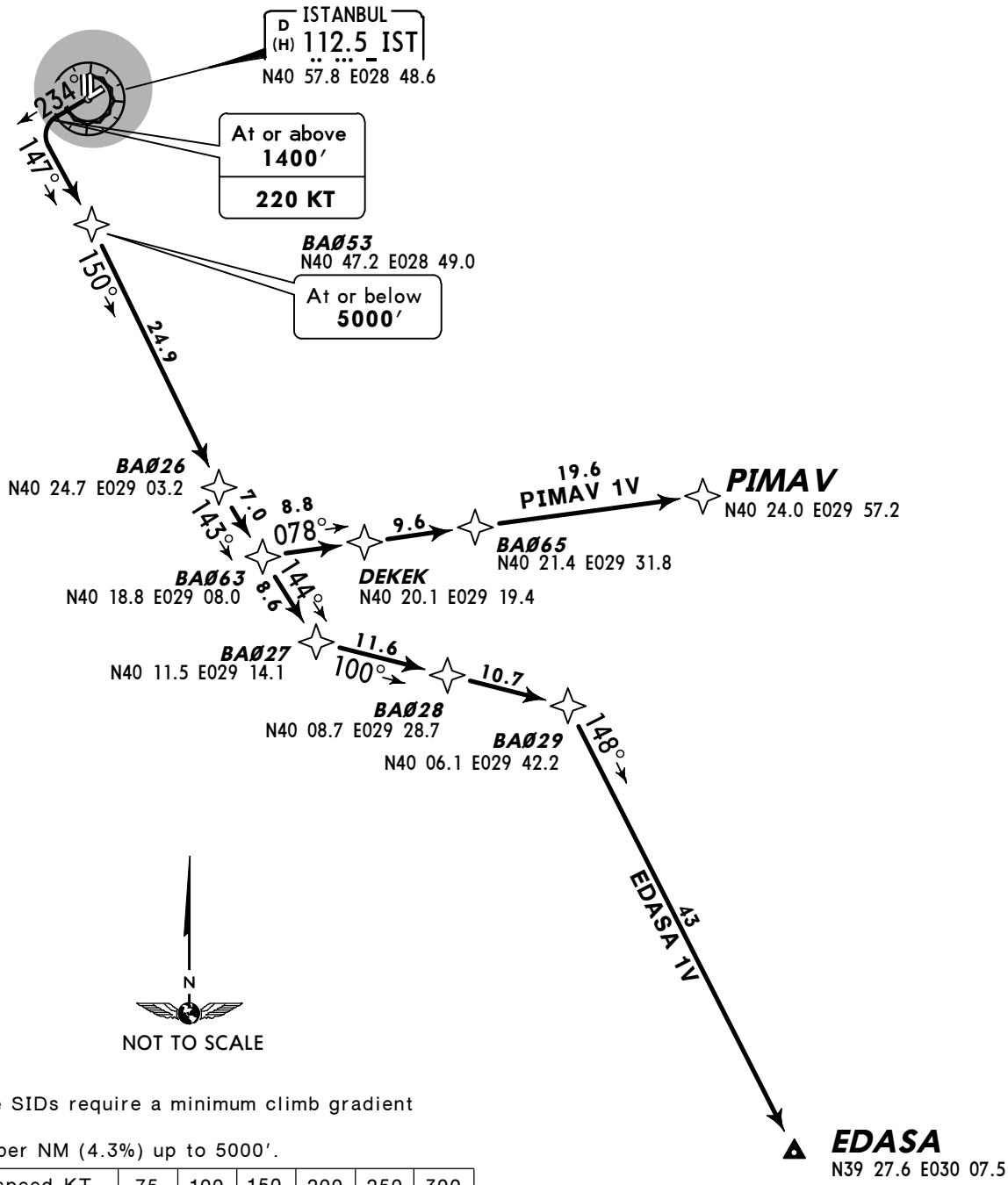
YESILKOY Radar	Apt Elev	
126.42	163′	Trans level: By ATC Trans alt: 10000′ 1. Contact YESILKOY Radar immediately after take-off with call sign only, check ATIS for current frequency. 2. RADAR required. 3. P-RNAV approval required otherwise advise ATC. 4. No turns prior to DER.

EDASA 1V *[EDAS1V]*
PIMAV 1V *[PIMA1V]*
RWY 23 RNAV DEPARTURES
RNAV (GNSS)





These SIDs require a minimum climb gradient of
261′ per NM (4.3%) up to 5000′.

Gnd speed-KT	75	100	150	200	250	300
261′ per NM	327	435	653	871	1089	1306

Initial climb clearance **5000′**

SID	ROUTING
EDASA 1V	(1400′+; K220) - BA053 (5000′-) - BA026 - BA027 - BA028 - BA029 - EDASA.
PIMAV 1V	(1400′+; K220) - BA053 (5000′-) - BA026 - BA063 - DEKEK - BA065 - PIMAV.

CHANGES: New chart (RNAV SIDs transferred).

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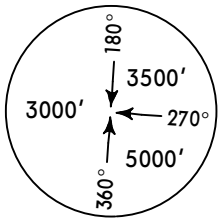
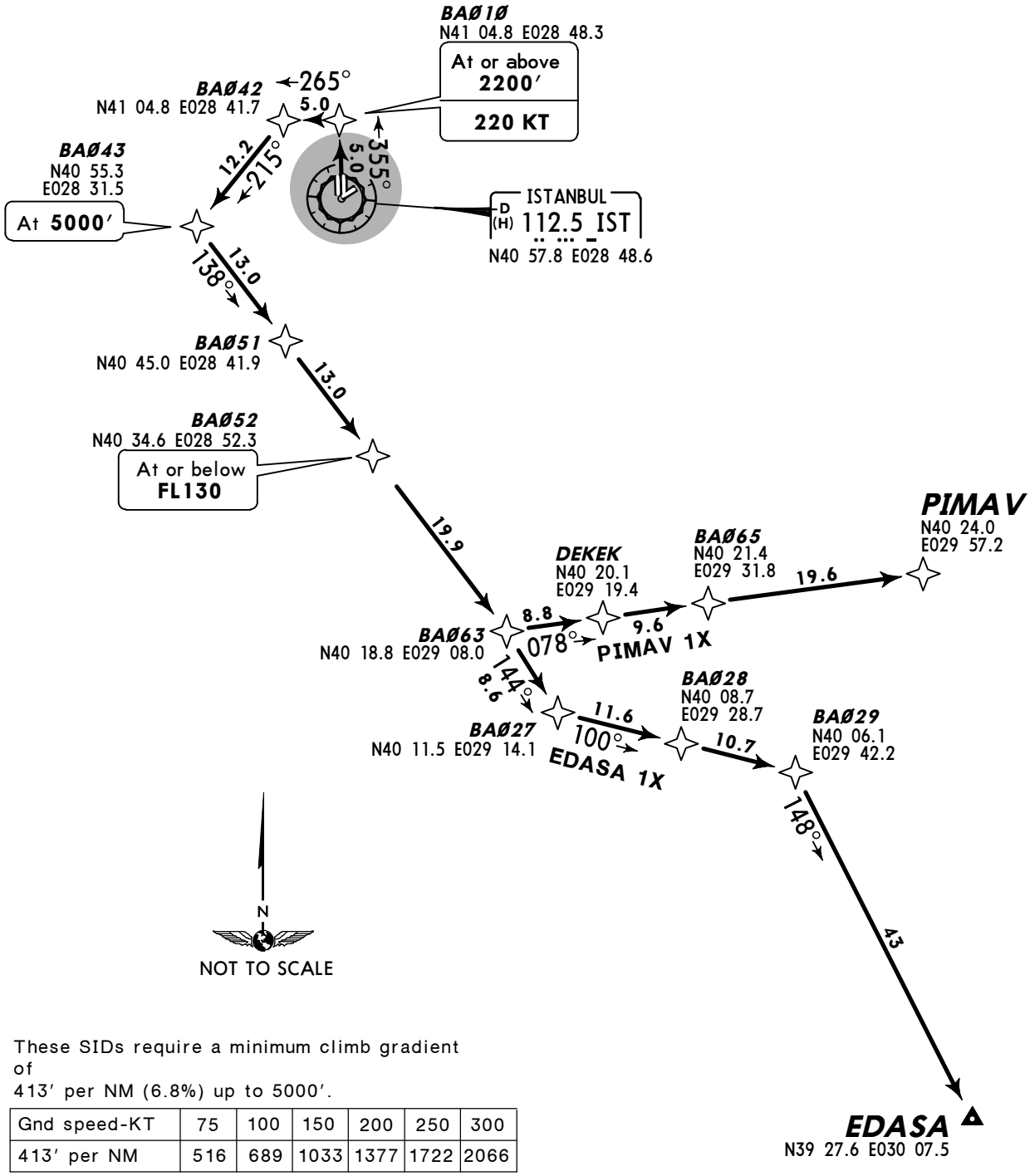
YESILKOY Radar	Apt Elev	
126.42	163′	Trans level: By ATC Trans alt: 10000′ 1.Contact YESILKOY Radar immediately after take-off with call sign only, check ATIS for current frequency. 2.RADAR required. 3.P-RNAV approval required otherwise advise ATC.

EDASA 1X *[EDAS1X]*
PIMAV 1X *[PIMA1X]*
RWY 35L RNAV DEPARTURES
RNAV (GNSS)
EXECUTED WITH RNAV STARS RWY 23



MSA
IST VOR



These SIDs require a minimum climb gradient of
413′ per NM (6.8%) up to 5000′.

Gnd speed-KT	75	100	150	200	250	300
413′ per NM	516	689	1033	1377	1722	2066

Initial climb clearance **5000′**

SID	ROUTING
EDASA 1X	BA010 (2200′+; K220) - BA042 - BA043 (5000′) - BA051 - BA052 (FL130-) - BA063 - BA027 - BA028 - BA029 - EDASA.
PIMAV 1X	BA010 (2200′+; K220) - BA042 - BA043 (5000′) - BA051 - BA052 (FL130-) - BA063 - DEKEK - BA065 - PIMAV.

CHANGES: New chart (RNAV SIDs established).

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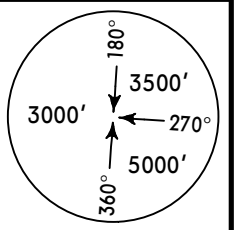
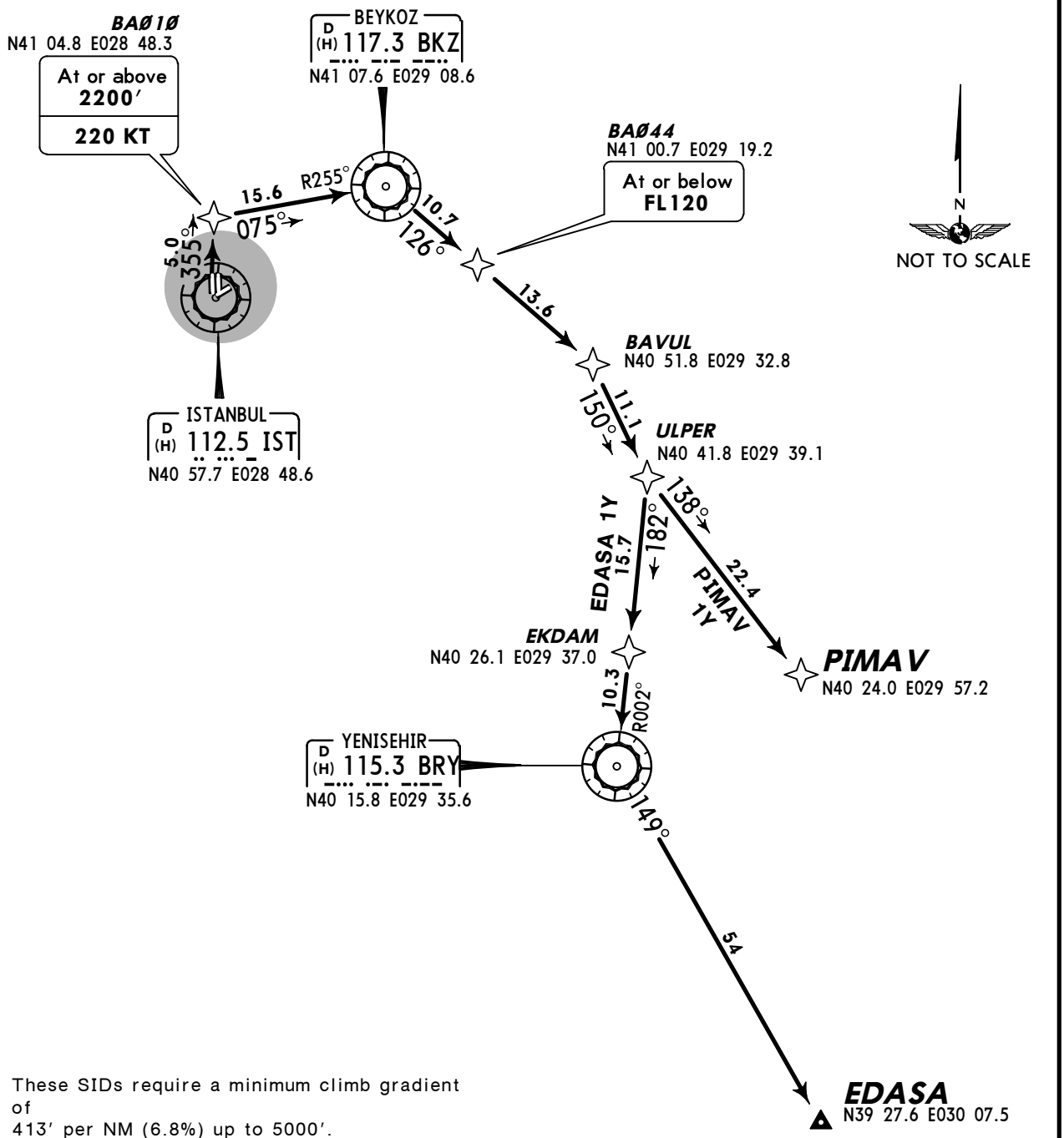
YESILKOY Radar	Apt Elev	
126.42	163′	Trans level: By ATC Trans alt: 10000′ 1. Contact YESILKOY Radar immediately after take-off with call sign only, check ATIS for current frequency. 2. RADAR required. 3. P-RNAV approval required otherwise advise ATC.

EDASA 1Y *[EDAS1Y]*
PIMAV 1Y *[PIMA1Y]*
RWY 35L RNAV DEPARTURES

RNAV (GNSS)





These SIDs require a minimum climb gradient of
413′ per NM (6.8%) up to 5000′.

Gnd speed-KT	75	100	150	200	250	300
413′ per NM	516	689	1033	1377	1722	2066

Initial climb clearance **5000′**

SID	ROUTING
EDASA 1Y	BA010 (2200′+; K220) - BKZ - BA044 (FL120-) - BAVUL - ULPER - EKDAM - BRY - EDASA.
PIMAV 1Y	BA010 (2200′+; K220) - BKZ - BA044 (FL120-) - BAVUL - ULPER - PIMAV.

CHANGES: None.

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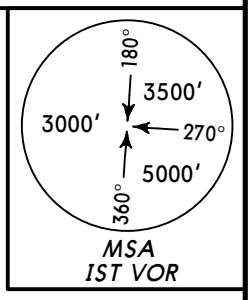
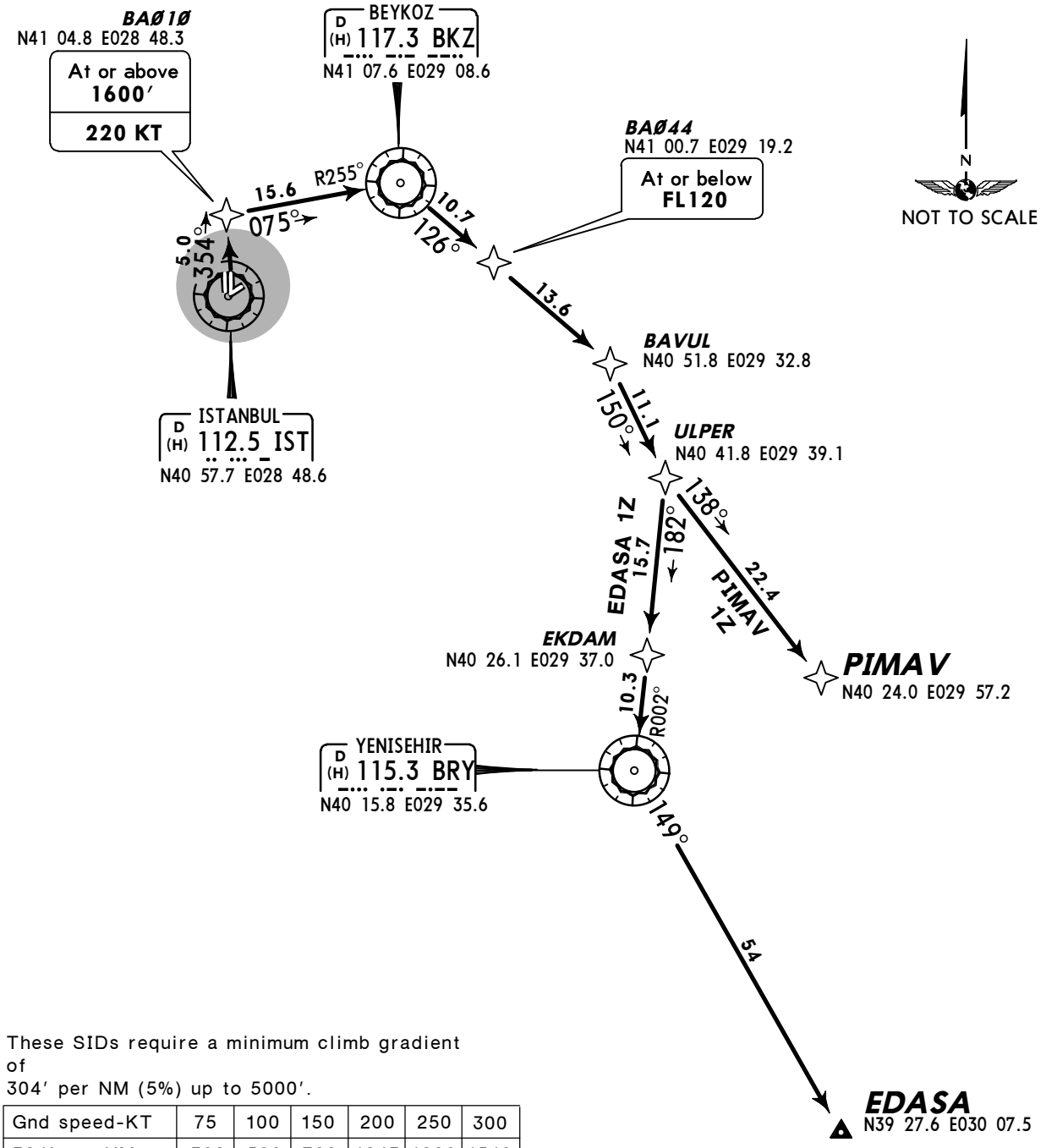
YESILKOY Radar	Apt Elev	
126.42	163′	Trans level: By ATC Trans alt: 10000′ 1. Contact YESILKOY Radar immediately after take-off with call sign only, check ATIS for current frequency. 2. RADAR required. 3. P-RNAV approval required otherwise advise ATC.

EDASA 1Z *[EDAS1Z]*
PIMAV 1Z *[PIMA1Z]*
RWY 35R RNAV DEPARTURES

RNAV (GNSS)





These SIDs require a minimum climb gradient of
304′ per NM (5%) up to 5000′.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519

Initial climb clearance **5000′**

SID	ROUTING
EDASA 1Z	BA010 (1600′+; K220) - BKZ - BA044 (FL120-) - BAVUL - ULPER - EKDAM - BRY - EDASA.
PIMAV 1Z	BA010 (1600′+; K220) - BKZ - BA044 (FL120-) - BAVUL - ULPER - PIMAV.

CHANGES: Initial climb clearance.

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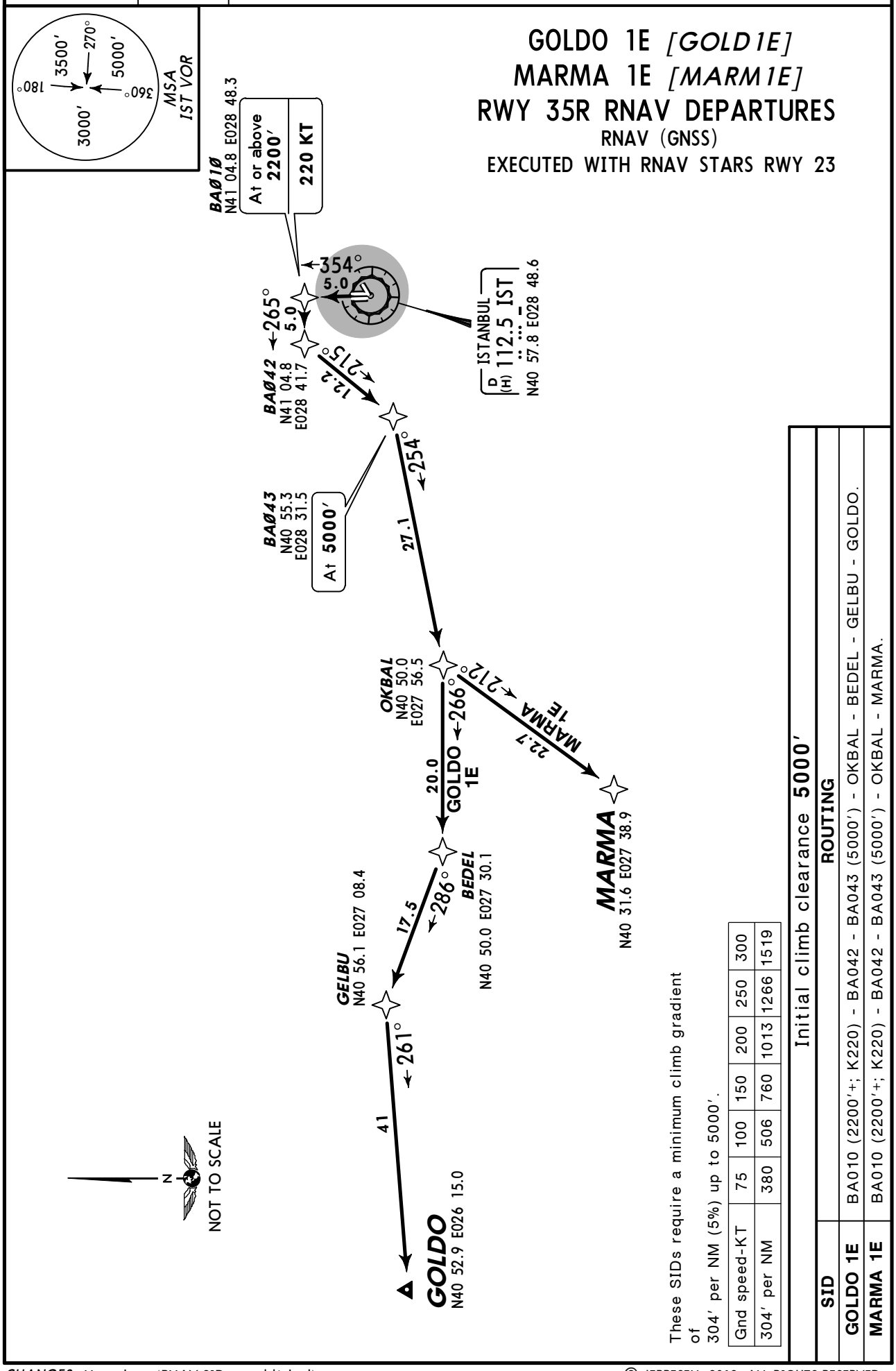
YESILKOY Radar	Apt Elev
126.42	163′

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

GOLDO 1E *[GOLD1E]*
MARMA 1E *[MARM1E]*
RWY 35R RNAV DEPARTURES
RNAV (GNSS)
EXECUTED WITH RNAV STARS RWY 23



These SIDs require a minimum climb gradient of 304′ per NM (5%) up to 5000′.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519

Initial climb clearance **5000′**

SID	ROUTING
GOLDO 1E	BA010 (2200′+; K220) - BA042 - BA043 (5000′) - OKBAL - BEDEL - GELBU - GOLDO.
MARMA 1E	BA010 (2200′+; K220) - BA042 - BA043 (5000′) - OKBAL - MARMA.

CHANGES: New chart (RNAV SIDs established).

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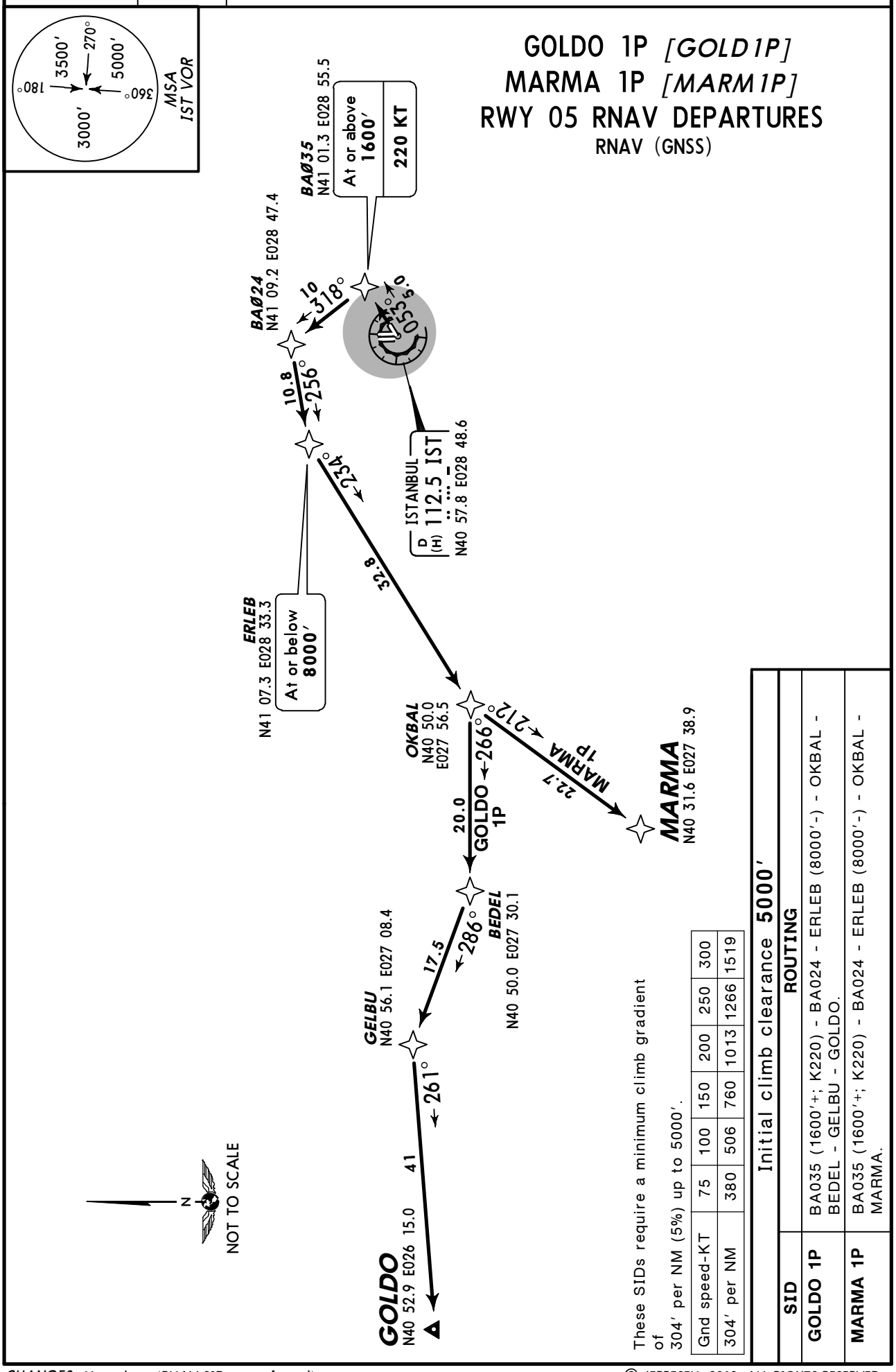
YESILKOY Radar	Apt Elev
126.42	163′

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



These SIDs require a minimum climb gradient of 304′ per NM (5%) up to 5000′.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519

Initial climb clearance **5000′**

SID	ROUTING
GOLDO 1P	BA035 (1600′+; K220) - BA024 - ERLEB (8000′-) - OKBAL - BEDEL - GELBU - GOLDO.
MARMA 1P	BA035 (1600′+; K220) - BA024 - ERLEB (8000′-) - OKBAL - MARMA.

CHANGES: New chart (RNAV SIDs transferred).

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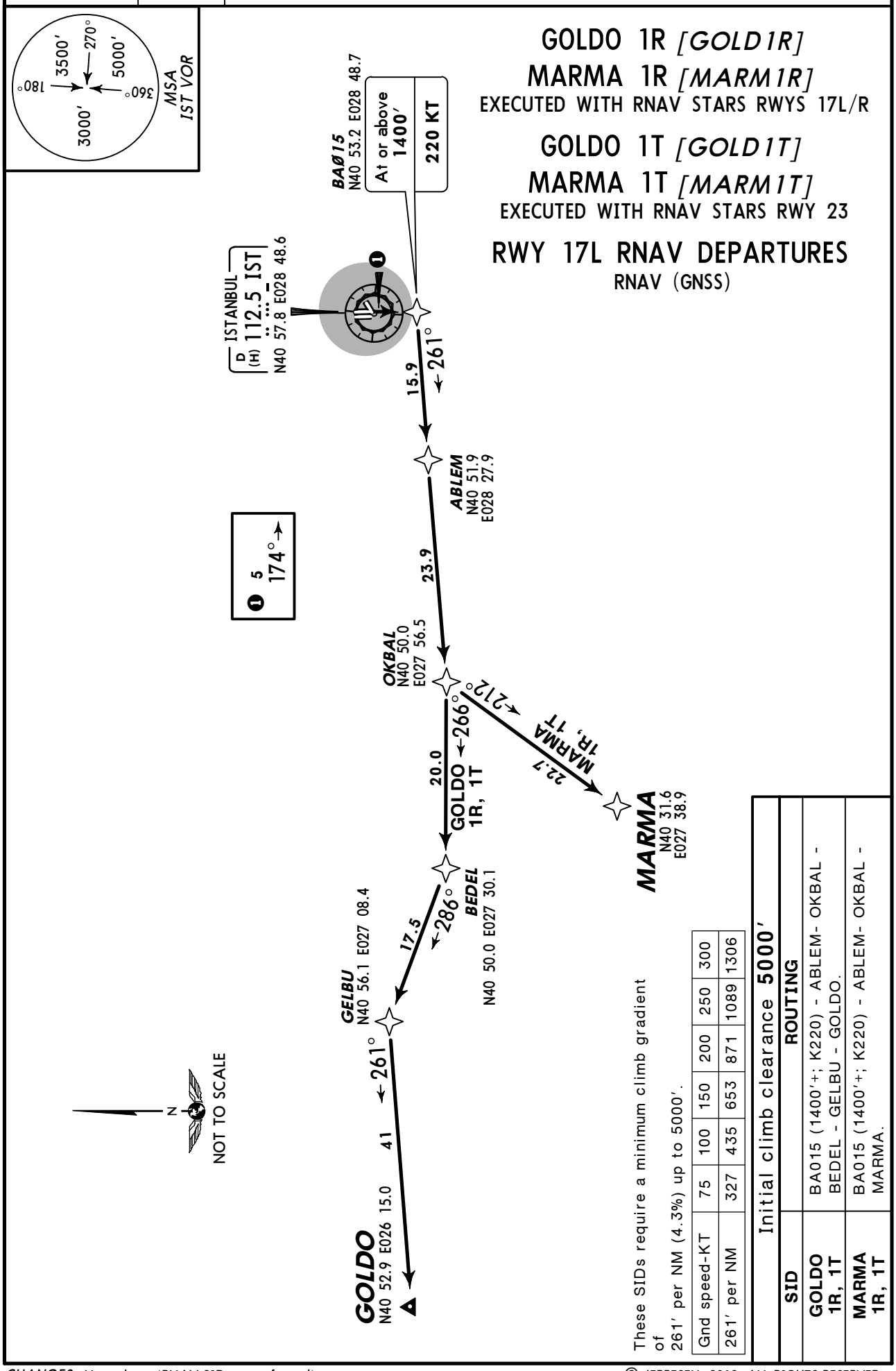
YESILKOY Radar	Apt Elev
126.42	163′

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

GOLDO 1R [GOLD1R]
MARMA 1R [MARM1R]
EXECUTED WITH RNAV STARS RWYS 17L/R

GOLDO 1T [GOLD1T]
MARMA 1T [MARM1T]
EXECUTED WITH RNAV STARS RWY 23

RWY 17L RNAV DEPARTURES
RNAV (GNSS)



These SIDs require a minimum climb gradient of 261′ per NM (4.3%) up to 5000′.

Gnd speed-KT	75	100	150	200	250	300
261′ per NM	327	435	653	871	1089	1306

Initial climb clearance **5000′**

SID	ROUTING
GOLDO 1R, 1T	BA015 (1400′+; K220) - ABLEM- OKBAL - BEDEL - GELBU - GOLDO.
MARMA 1R, 1T	BA015 (1400′+; K220) - ABLEM- OKBAL - MARMA.

CHANGES: New chart (RNAV SIDs transferred).

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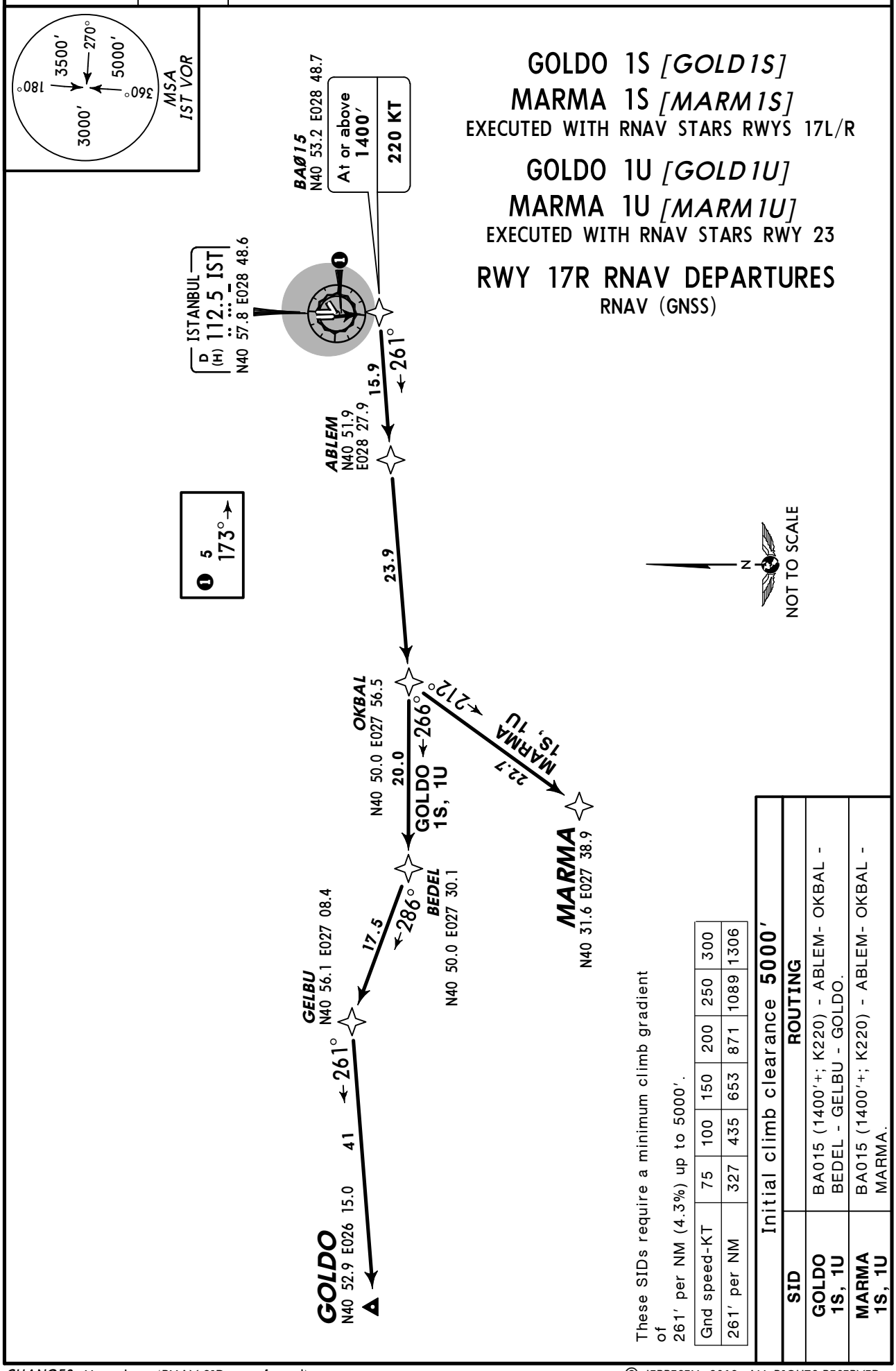
YESILKOY Radar	Apt Elev
126.42	163′

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



These SIDs require a minimum climb gradient of 261′ per NM (4.3%) up to 5000′.

Gnd speed-KT	75	100	150	200	250	300
261′ per NM	327	435	653	871	1089	1306

Initial climb clearance **5000′**

SID	ROUTING
GOLDO 1S, 1U	BA015 (1400′+; K220) - ABLEM- OKBAL - BEDEL - GELBU - GOLDO.
MARMA 1S, 1U	BA015 (1400′+; K220) - ABLEM- OKBAL - MARMA.

CHANGES: New chart (RNAV SID transferred).

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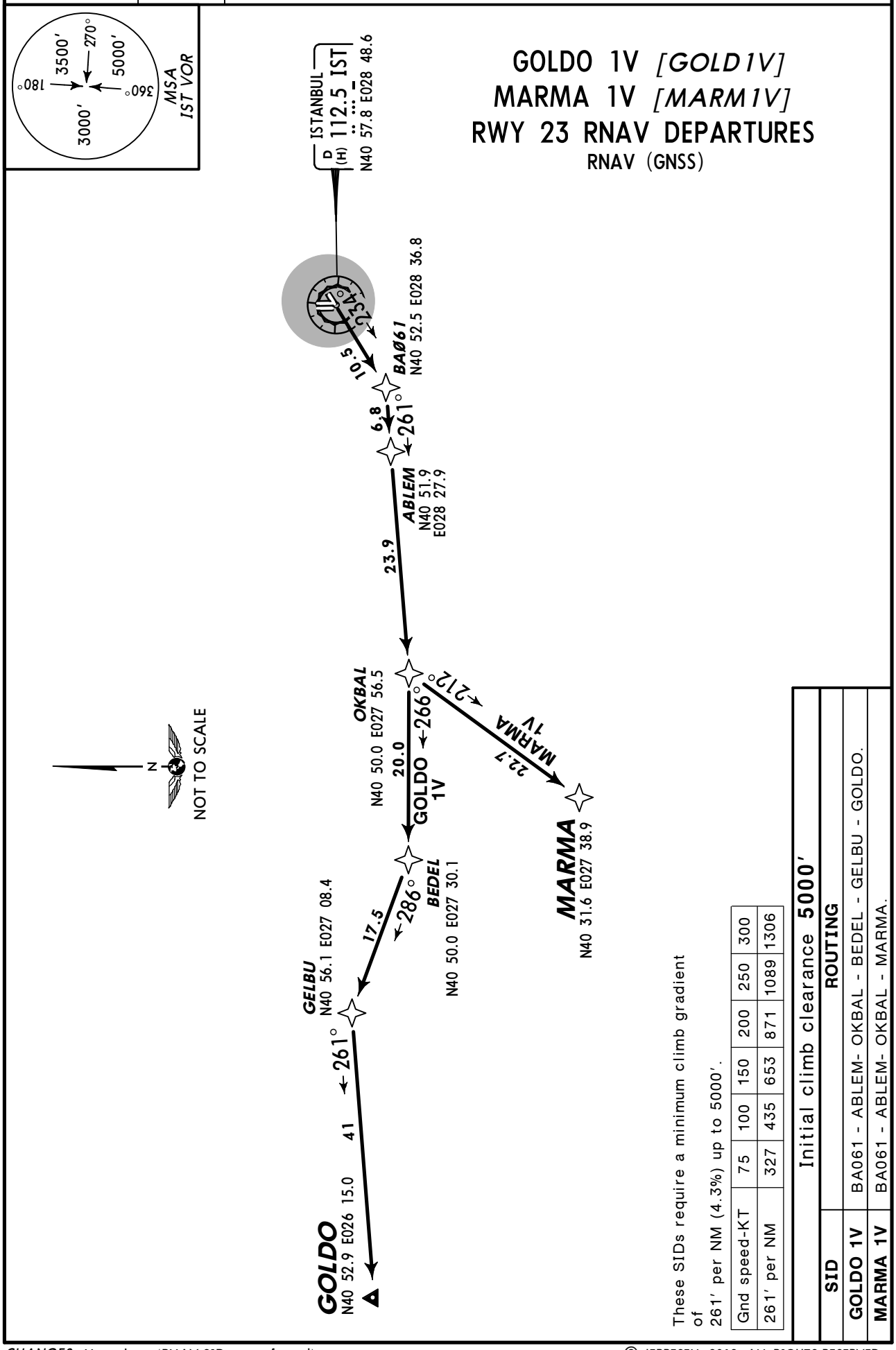
YESILKOY Radar	Apt Elev
126.42	163′

Trans level: By ATC Trans alt: 10000′

1. Contact YESILKOY Radar immediately after take-off with call sign only, check ATIS for current frequency.
2. RADAR required.
3. P-RNAV approval required otherwise advise ATC.
4. No turns prior to DER.

GOLDO 1V *[GOLD1V]*
MARMA 1V *[MARM1V]*
RWY 23 RNAV DEPARTURES
RNAV (GNSS)



These SIDs require a minimum climb gradient of 261′ per NM (4.3%) up to 5000′.

Gnd speed-KT	75	100	150	200	250	300
261′ per NM	327	435	653	871	1089	1306

Initial climb clearance **5000′**

SID	ROUTING
GOLDO 1V	BA061 - ABLEM- OKBAL - BEDEL - GELBU - GOLDO.
MARMA 1V	BA061 - ABLEM- OKBAL - MARMA.

CHANGES: New chart (RNAV SIDs transferred).

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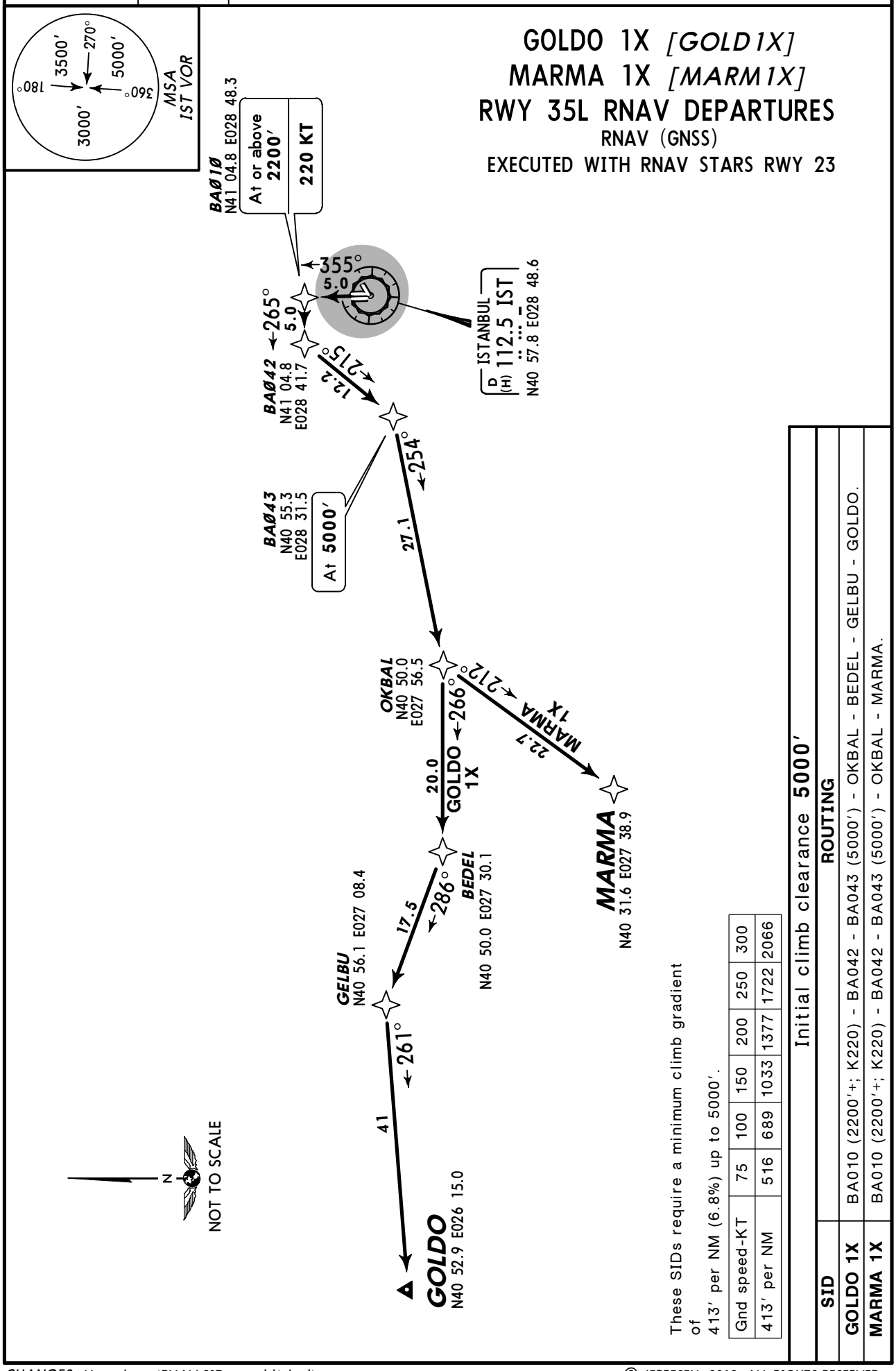
YESILKOY Radar	Apt Elev	
126.42	163′	Trans level: By ATC Trans alt: 10000′ 1. Contact YESILKOY Radar immediately after take-off with call sign only, check ATIS for current frequency. 2. RADAR required. 3. P-RNAV approval required otherwise advise ATC.

GOLDO 1X *[GOLD1X]*
MARMA 1X *[MARM1X]*
RWY 35L RNAV DEPARTURES
RNAV (GNSS)
EXECUTED WITH RNAV STARS RWY 23



These SIDs require a minimum climb gradient of 413′ per NM (6.8%) up to 5000′.

Gnd speed-KT	75	100	150	200	250	300
413′ per NM	516	689	1033	1377	1722	2066

Initial climb clearance **5000′**

SID	ROUTING
GOLDO 1X	BA010 (2200′+; K220) - BA042 - BA043 (5000′) - OKBAL - BEDEL - GELBU - GOLDO.
MARMA 1X	BA010 (2200′+; K220) - BA042 - BA043 (5000′) - OKBAL - MARMA.

CHANGES: New chart (RNAV SIDs established).

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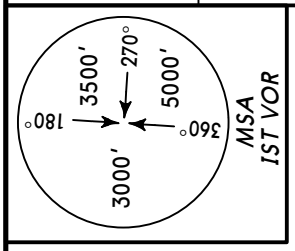
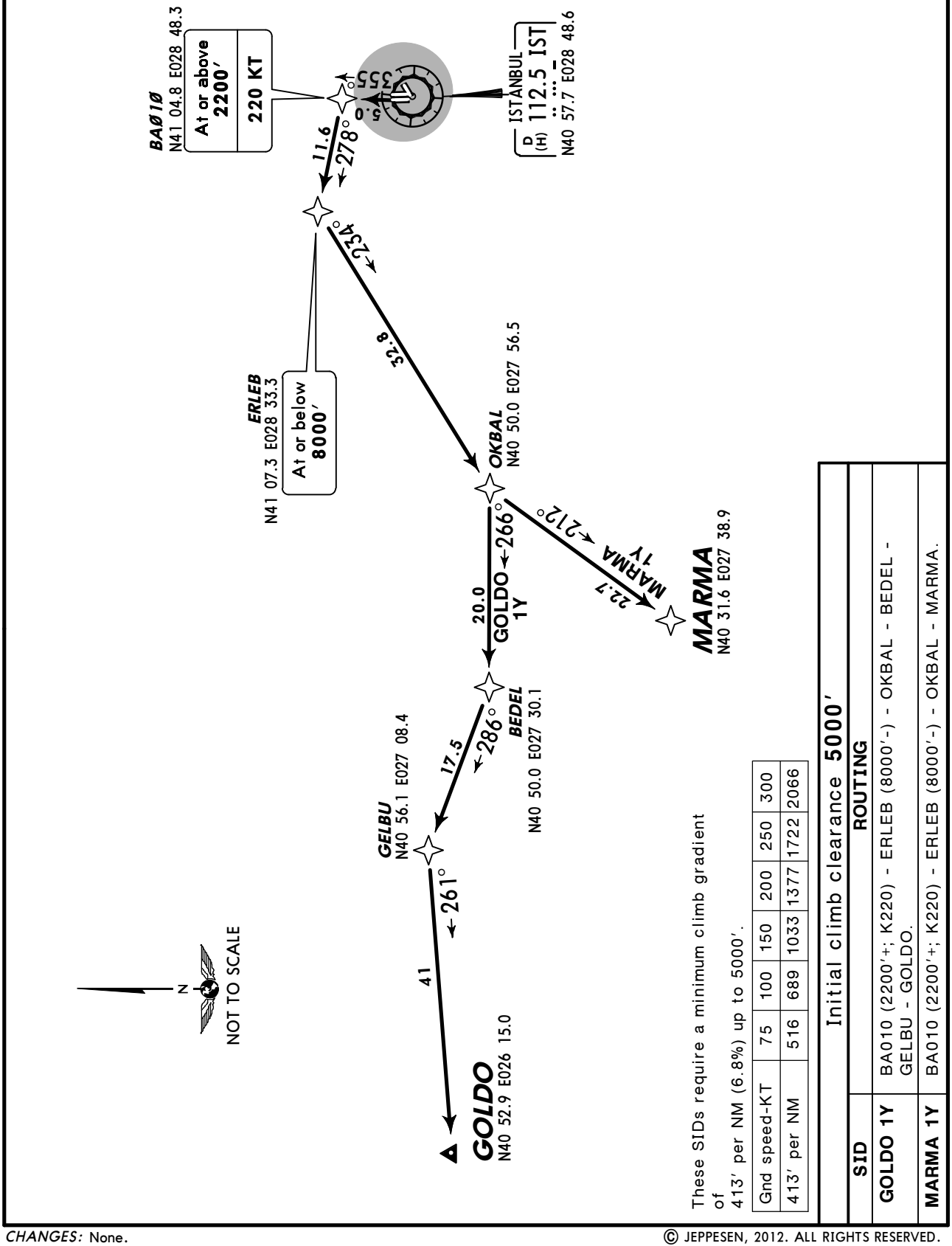
YESILKOY Radar	Apt Elev
126.42	163′

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



GOLDO 1Y *[GOLD1Y]*
MARMA 1Y *[MARM1Y]*
RWY 35L RNAV DEPARTURES

RNAV (GNSS)



These SIDs require a minimum climb gradient of 413′ per NM (6.8%) up to 5000′.

Gnd speed-KT	75	100	150	200	250	300
413′ per NM	516	689	1033	1377	1722	2066

Initial climb clearance **5000′**

SID	ROUTING
GOLDO 1Y	BA010 (2200′+; K220) - ERLEB (8000′-) - OKBAL - BEDEL - GELBU - GOLDO.
MARMA 1Y	BA010 (2200′+; K220) - ERLEB (8000′-) - OKBAL - MARMA.

CHANGES: None.

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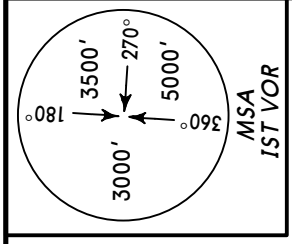
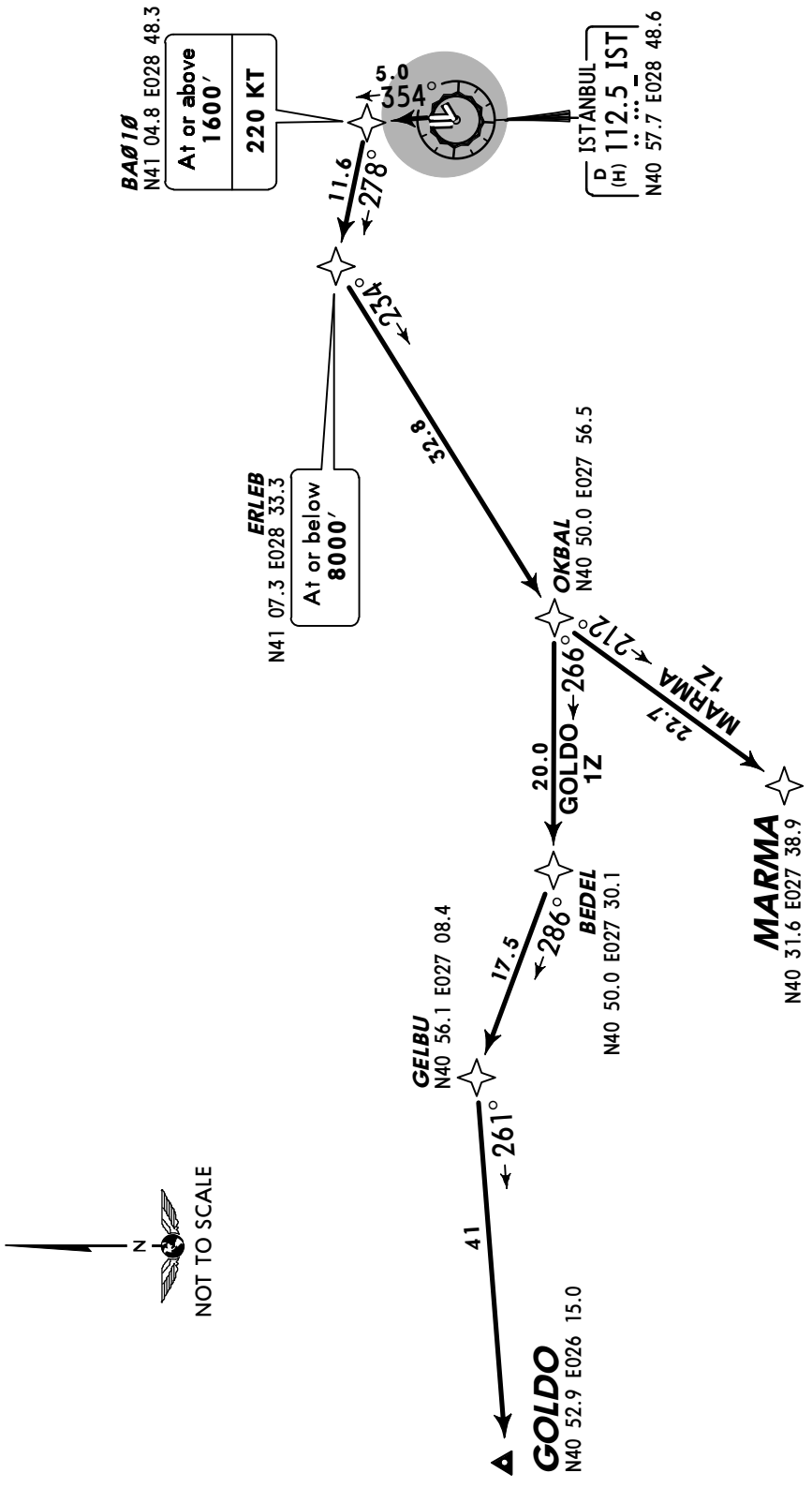
YESILKOY Radar	Apt Elev
126.42	163′

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

GOLDO 1Z *[GOLD1Z]*
MARMA 1Z *[MARM1Z]*
RWY 35R RNAV DEPARTURES
RNAV (GNSS)





These SIDs require a minimum climb gradient of 304′ per NM (5%) up to 5000′.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519

Initial climb clearance **5000′**

SID	ROUTING
GOLDO 1Z	BA010 (1600′+; K220) - ERLEB (8000′-) - OKBAL - BEDEL - GELBU - GOLDO.
MARMA 1Z	BA010 (1600′+; K220) - ERLEB (8000′-) - OKBAL - MARMA.

CHANGES: Initial climb clearance.

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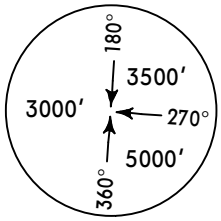
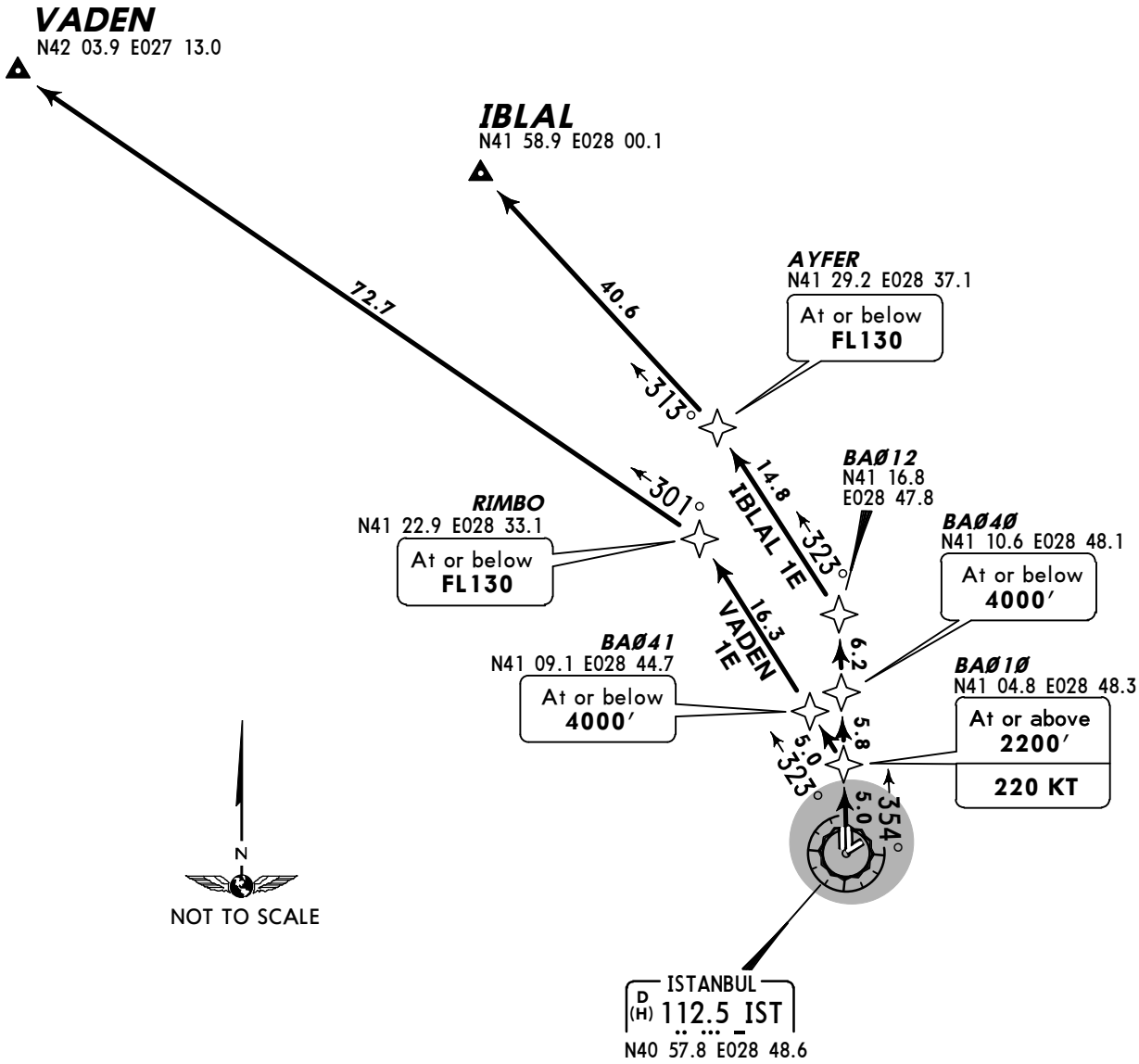
YESILKOY Radar	Apt Elev	
126.42	163′	Trans level: By ATC Trans alt: 10000′ 1. Contact YESILKOY Radar immediately after take-off with call sign only, check ATIS for current frequency. 2. RADAR required. 3. P-RNAV approval required otherwise advise ATC.

IBLAL 1E *[IBLA1E]*
VADEN 1E *[VADE1E]*
RWY 35R RNAV DEPARTURES
RNAV (GNSS)
EXECUTED WITH RNAV STARS RWY 23



MSA
IST VOR



These SIDs require a minimum climb gradient of
304′ per NM (5%) up to 5000′.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519

Initial climb clearance **5000′**

SID	ROUTING
IBLAL 1E	BA010 (2200′+; K220) - BA040 (4000′-) - BA012 - AYFER (FL130-) - IBLAL.
VADEN 1E	BA010 (2200′+; K220) - BA041 (4000′-) - RIMBO (FL130-) - VADEN.

CHANGES: RNAV SIDs transferred & established.

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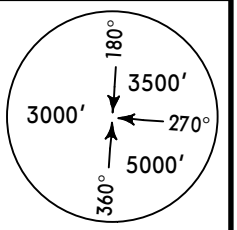
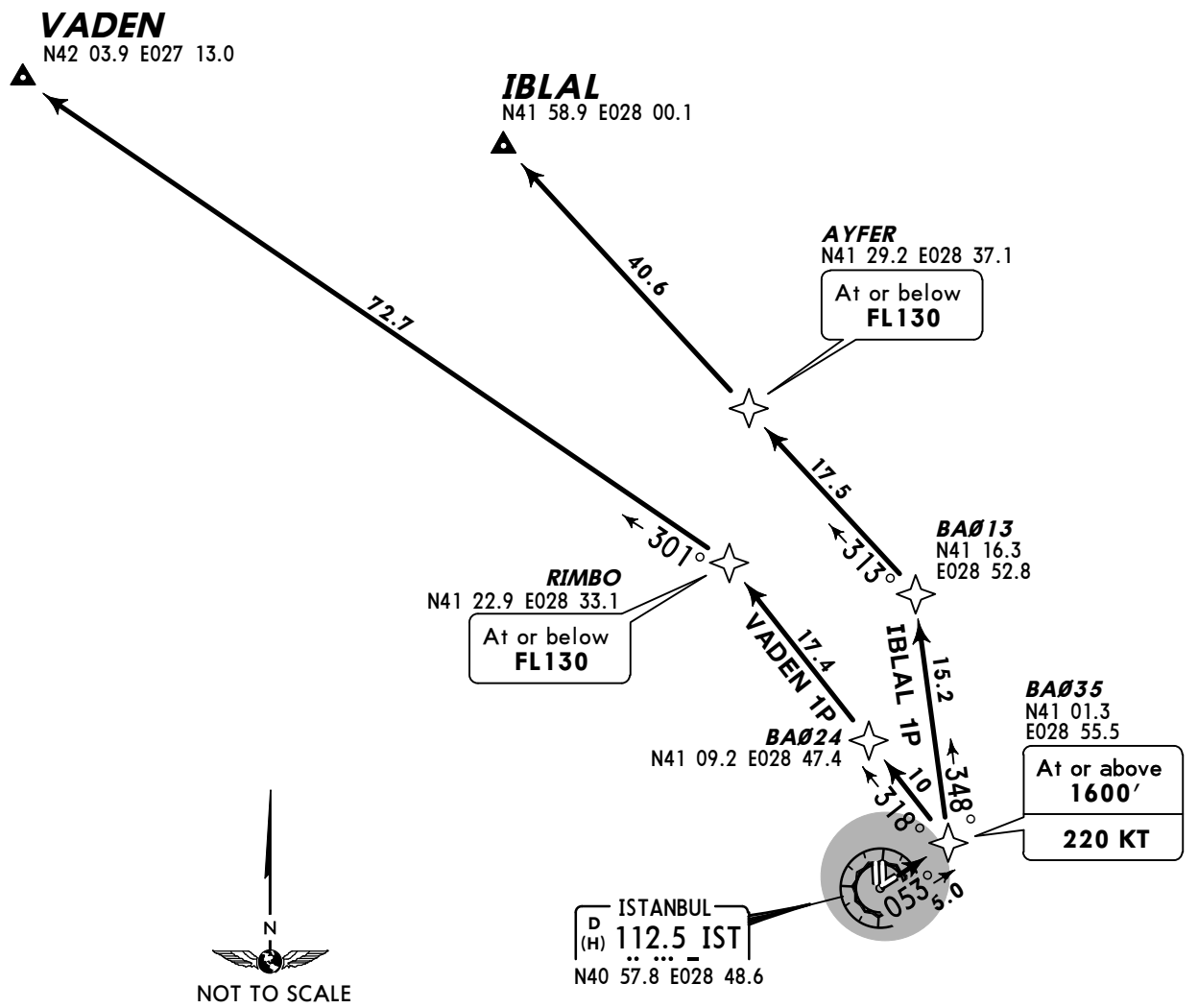
YESILKOY Radar	Apt Elev	
126.42	163′	Trans level: By ATC Trans alt: 10000′ 1. Contact YESILKOY Radar immediately after take-off with call sign only, check ATIS for current frequency. 2. RADAR required. 3. P-RNAV approval required otherwise advise ATC.

IBLAL 1P *[IBLA1P]*
VADEN 1P *[VADE1P]*
RWY 05 RNAV DEPARTURES
RNAV (GNSS)



MSA
IST VOR



These SIDs require a minimum climb gradient of
304′ per NM (5%) up to 5000′.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519

Initial climb clearance **5000′**

SID	ROUTING
IBLAL 1P	BA035 (1600′+; K220) - BA013 - AYFER (FL130-) - IBLAL.
VADEN 1P	BA035 (1600′+; K220) - BA024 - RIMBO (FL130-) - VADEN.

CHANGES: Procedure notes; chart reindexed.

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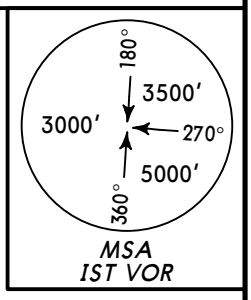
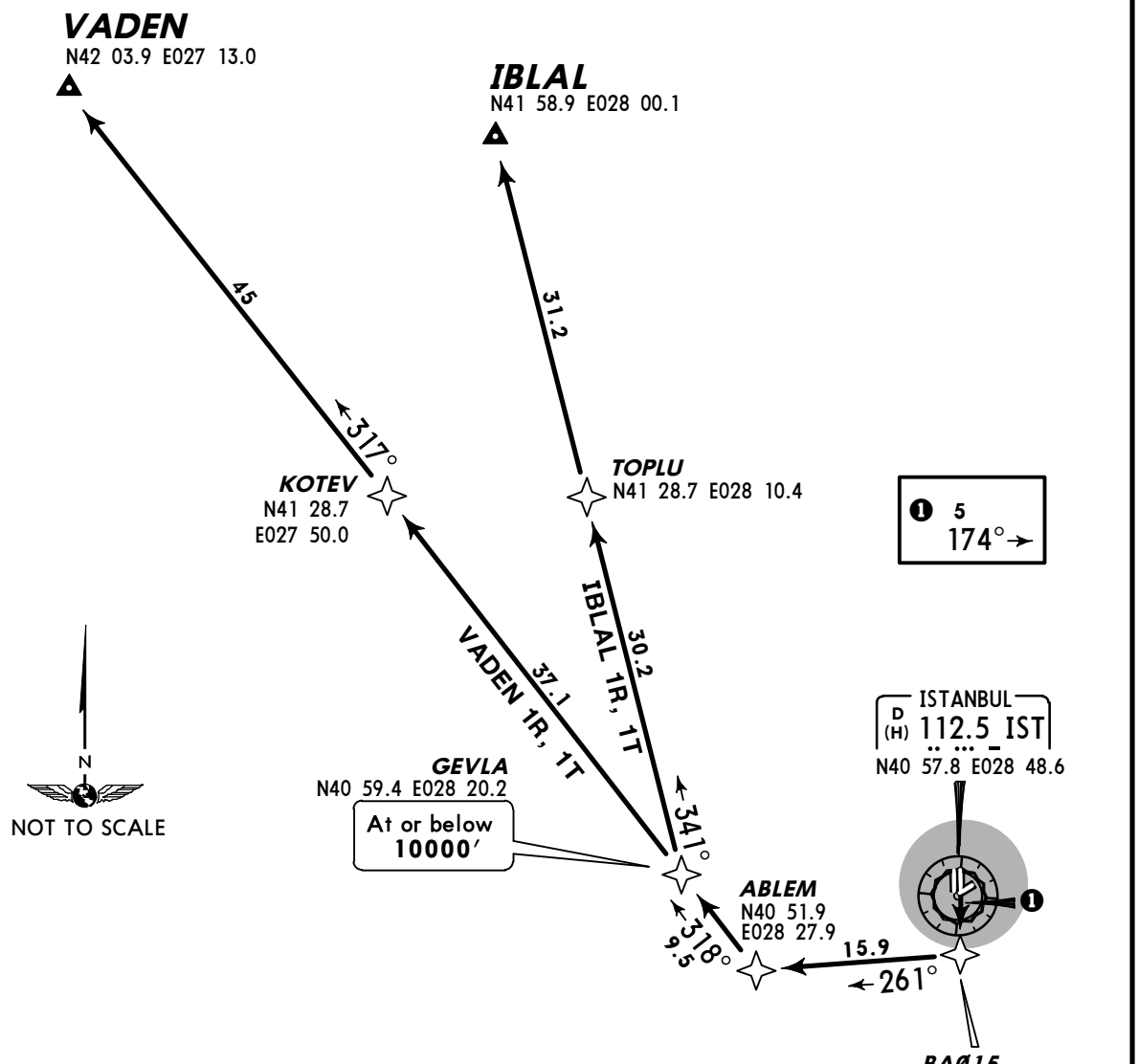
YESILKOY Radar	Apt Elev	
126.42	163′	Trans level: By ATC Trans alt: 10000′ 1. Contact YESILKOY Radar immediately after take-off with call sign only, check ATIS for current frequency. 2. RADAR required. 3. P-RNAV approval required otherwise advise ATC.

IBLAL 1R *[IBLA1R]*
VADEN 1R *[VADE1R]*
EXECUTED WITH RNAV STARS RWYS 17L/R

IBLAL 1T *[IBLA1T]*
VADEN 1T *[VADE1T]*
EXECUTED WITH RNAV STARS RWY 23

RWY 17L RNAV DEPARTURES
RNAV (GNSS)





These SIDs require a minimum climb gradient of
261′ per NM (4.3%) up to 5000′.

Gnd speed-KT	75	100	150	200	250	300
261′ per NM	327	435	653	871	1089	1306

Initial climb clearance **5000′**

SID	ROUTING
IBLAL 1R, 1T	BA015 (1400′+; K220) - ABLEM- GEVLA (10000′-) - TOPLU - IBLAL.
VADEN 1R, 1T	BA015 (1400′+; K220) - ABLEM- GEVLA (10000′-) - KOTEV - VADEN.

CHANGES: Procedure notes; chart reindexed.

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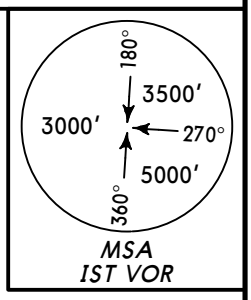
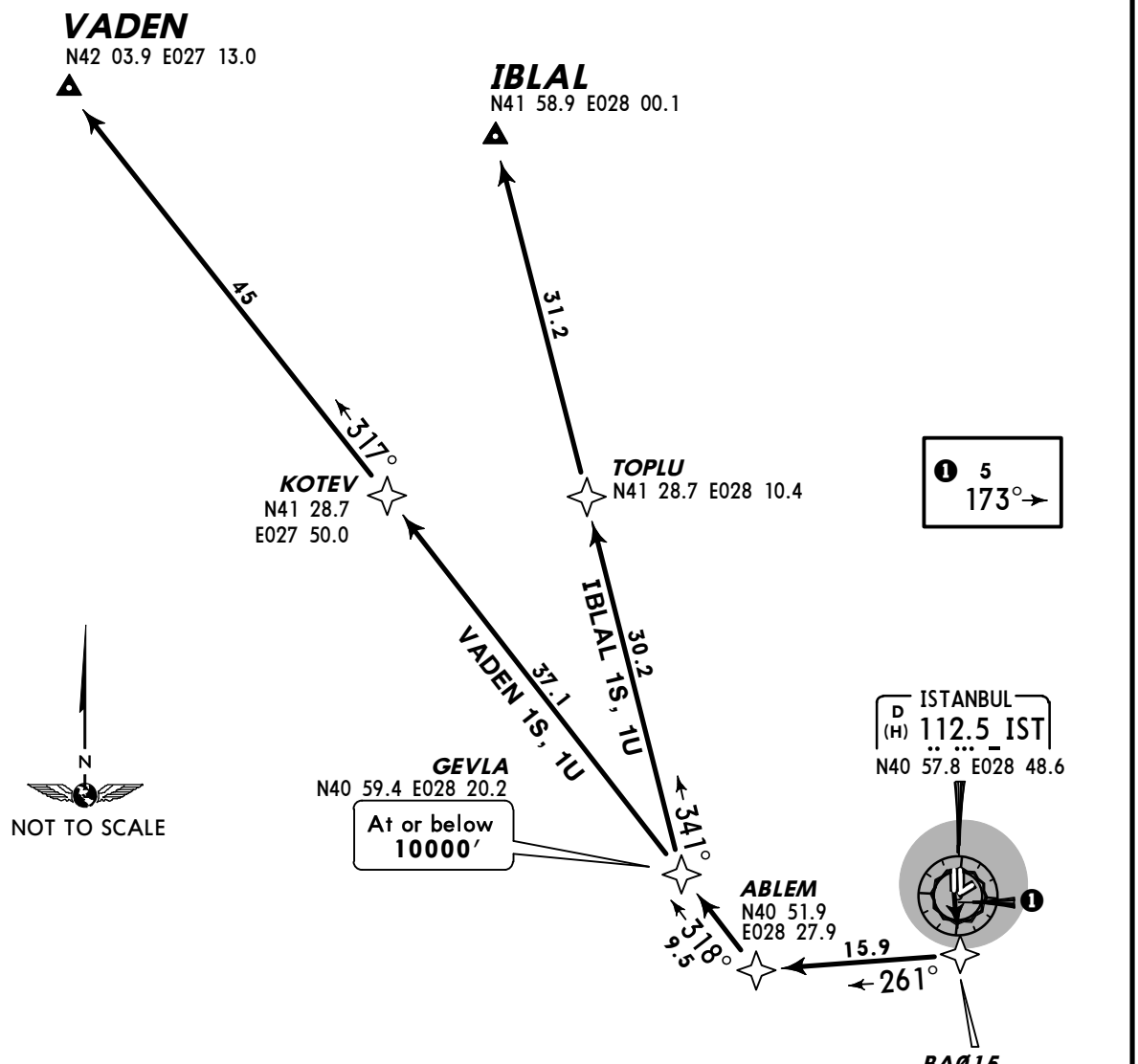
YESILKOY Radar	Apt Elev	
126.42	163′	Trans level: By ATC Trans alt: 10000′ 1.Contact YESILKOY Radar immediately after take-off with call sign only, check ATIS for current frequency. 2.RADAR required. 3.P-RNAV approval required otherwise advise ATC.

IBLAL 1S *[IBLA1S]*
VADEN 1S *[VADE1S]*
EXECUTED WITH RNAV STARS RWYS 17L/R

IBLAL 1U *[IBLA1U]*
VADEN 1U *[VADE1U]*
EXECUTED WITH RNAV STARS RWY 23

RWY 17R RNAV DEPARTURES
RNAV (GNSS)





These SIDs require a minimum climb gradient of
261′ per NM (4.3%) up to 5000′.

Gnd speed-KT	75	100	150	200	250	300
261′ per NM	327	435	653	871	1089	1306

Initial climb clearance **5000′**

SID	ROUTING
IBLAL 1S, 1U	BA015 (1400′+; K220) - ABLEM- GEVLA (10000′-) - TOPLU - IBLAL.
VADEN 1S, 1U	BA015 (1400′+; K220) - ABLEM- GEVLA (10000′-) - KOTEV - VADEN.

CHANGES: Procedure notes; chart reindexed.

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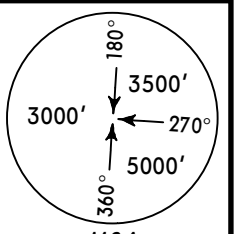
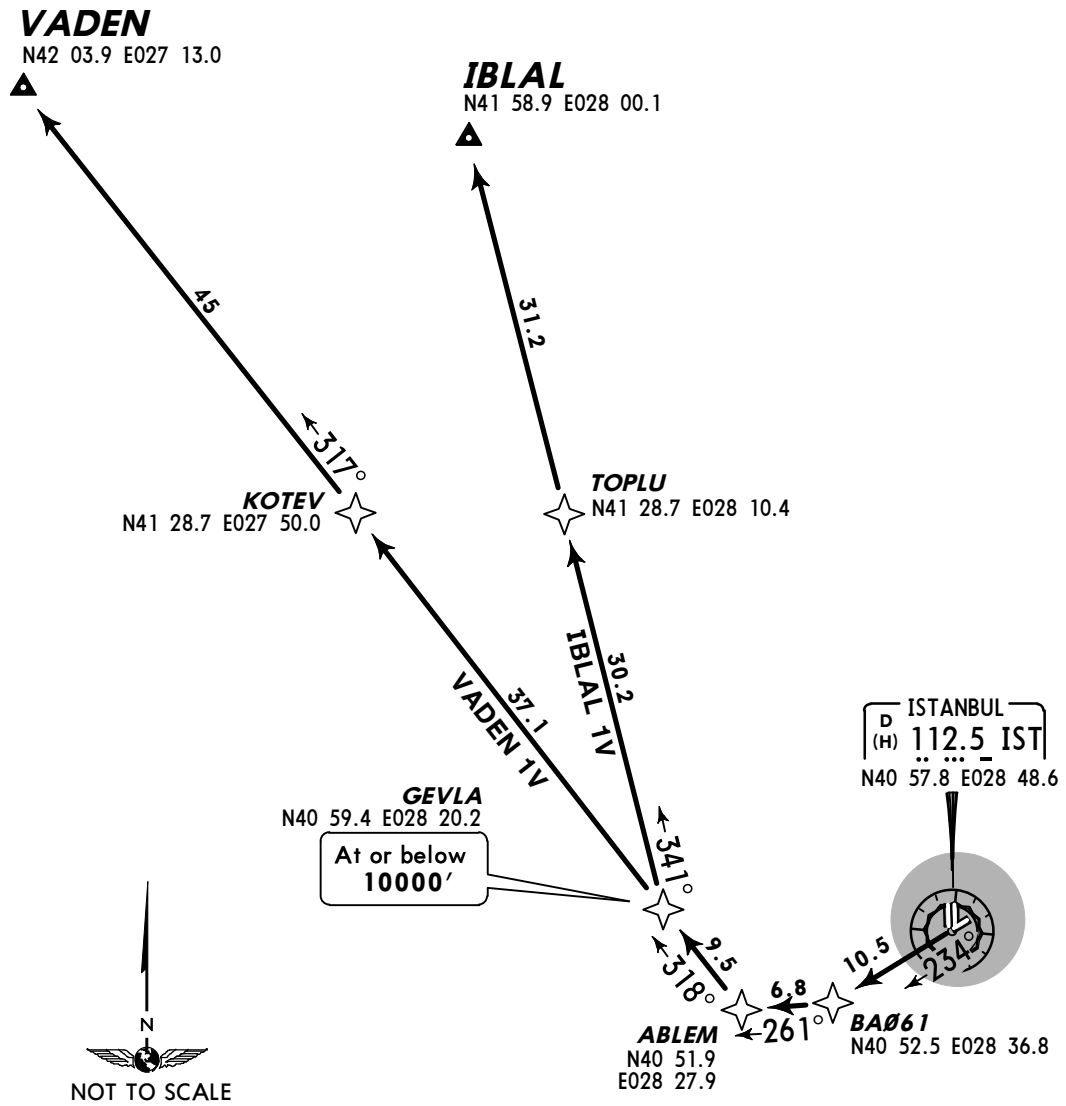
YESILKOY Radar	Apt Elev	
126.42	163′	Trans level: By ATC Trans alt: 10000′ 1. Contact YESILKOY Radar immediately after take-off with call sign only, check ATIS for current frequency. 2. RADAR required. 3. P-RNAV approval required otherwise advise ATC. 4. No turns prior to DER.

IBLAL 1V *[IBLA1V]*
VADEN 1V *[VADE1V]*
RWY 23 RNAV DEPARTURES
RNAV (GNSS)



MSA
IST VOR



These SIDs require a minimum climb gradient of
261′ per NM (4.3%) up to 5000′.

Gnd speed-KT	75	100	150	200	250	300
261′ per NM	327	435	653	871	1089	1306

Initial climb clearance **5000′**

SID	ROUTING
IBLAL 1V	BA061 - ABLEM- GEVLA (10000′-) - TOPLU - IBLAL.
VADEN 1V	BA061 - ABLEM- GEVLA (10000′-) - KOTEV - VADEN.

CHANGES: Procedure notes; chart reindexed.

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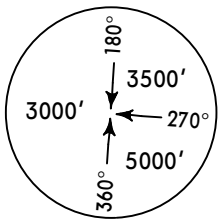
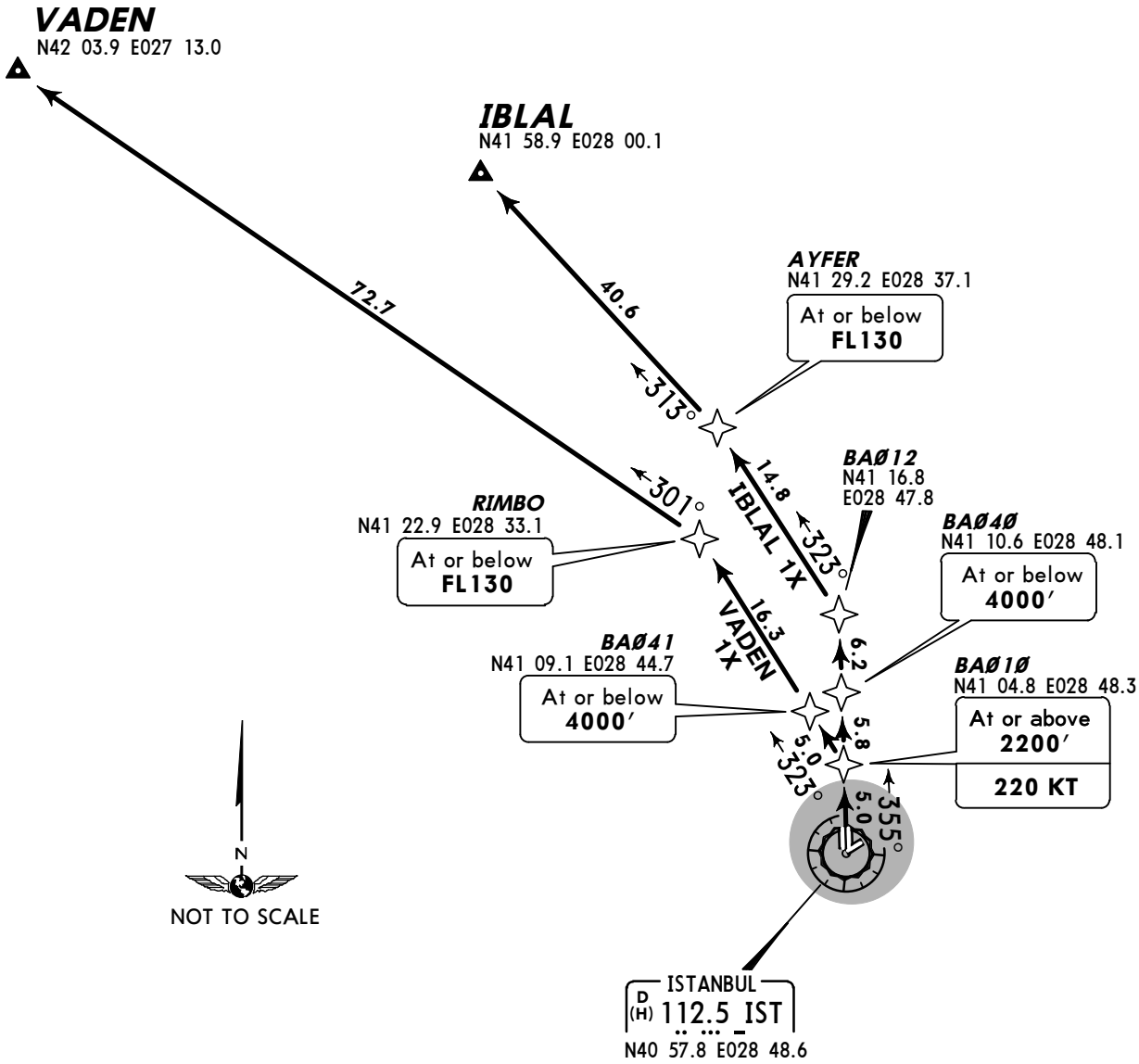
YESILKOY Radar	Apt Elev	
126.42	163′	Trans level: By ATC Trans alt: 10000′ 1. Contact YESILKOY Radar immediately after take-off with call sign only, check ATIS for current frequency. 2. RADAR required. 3. P-RNAV approval required otherwise advise ATC.

IBLAL 1X *[IBLA1X]*
VADEN 1X *[VADE1X]*
RWY 35L RNAV DEPARTURES
RNAV (GNSS)
EXECUTED WITH RNAV STARS RWY 23



MSA
IST VOR



These SIDs require a minimum climb gradient of
413′ per NM (6.8%) up to 5000′.

Gnd speed-KT	75	100	150	200	250	300
413′ per NM	516	689	1033	1377	1722	2066

Initial climb clearance **5000′**

SID	ROUTING
IBLAL 1X	BA010 (2200′+; K220) - BA040 (4000′-) - BA012 - AYFER (FL130-) - IBLAL.
VADEN 1X	BA010 (2200′+; K220) - BA041 (4000′-) - RIMBO (FL130-) - VADEN.

CHANGES: RNAV SIDs transferred & established.

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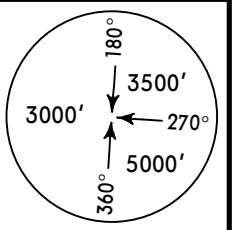
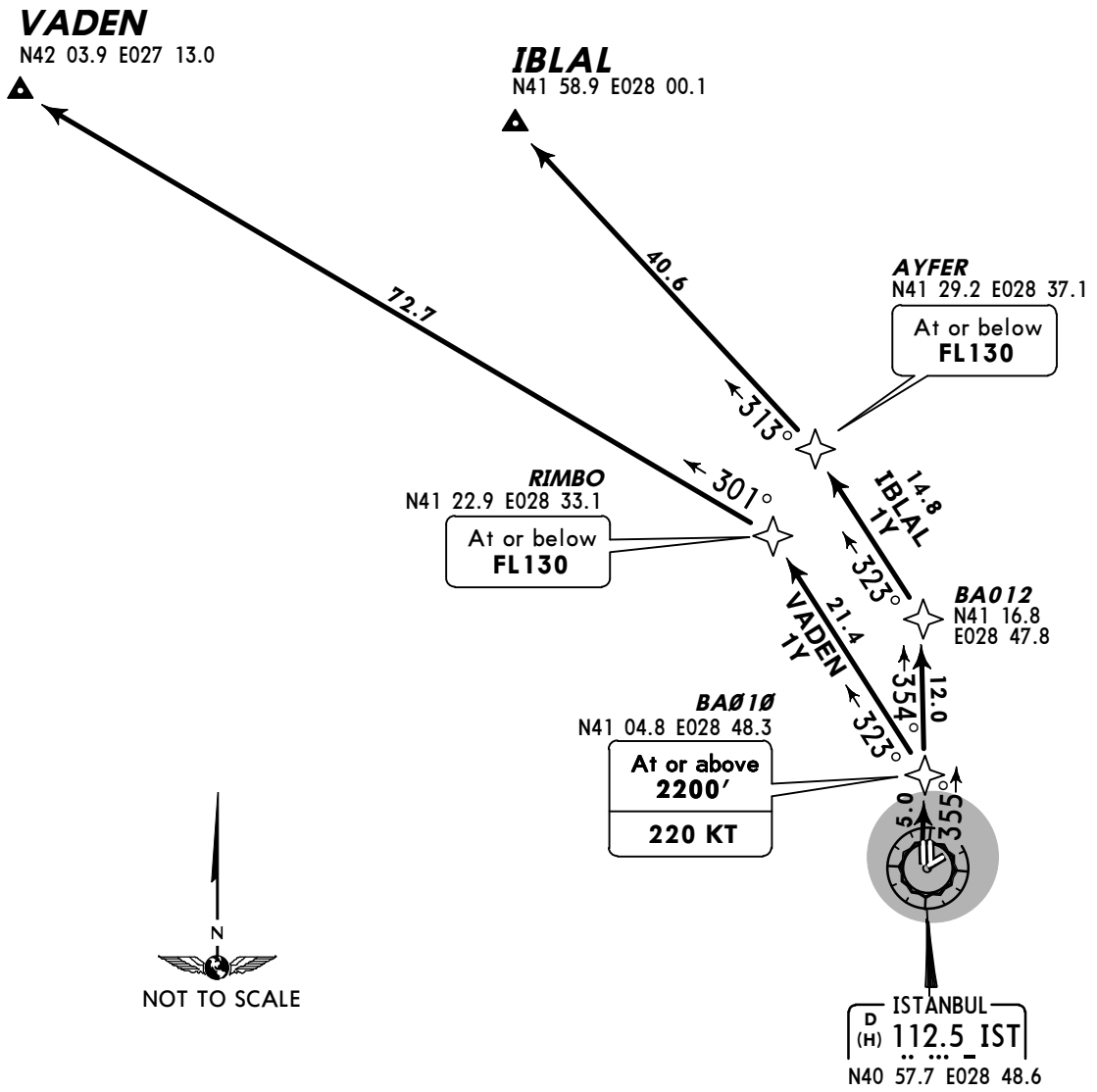
YESILKOY Radar	Apt Elev	
126.42	163′	Trans level: By ATC Trans alt: 10000′ 1. Contact YESILKOY Radar immediately after take-off with call sign only, check ATIS for current frequency. 2. RADAR required. 3. P-RNAV approval required otherwise advise ATC.

IBLAL 1Y *[IBLA1Y]*
VADEN 1Y *[VADE1Y]*
RWY 35L RNAV DEPARTURES
RNAV (GNSS)





These SIDs require a minimum climb gradient of
413′ per NM (6.8%) up to 5000′.

Gnd speed-KT	75	100	150	200	250	300
413′ per NM	516	689	1033	1377	1722	2066

Initial climb clearance **5000′**

SID	ROUTING
IBLAL 1Y	BA010 (2200′+; K220) - BA012 - AYFER (FL130-) - IBLAL.
VADEN 1Y	BA010 (2200′+; K220) - RIMBO (FL130-) - VADEN.

CHANGES: None.

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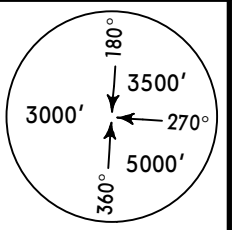
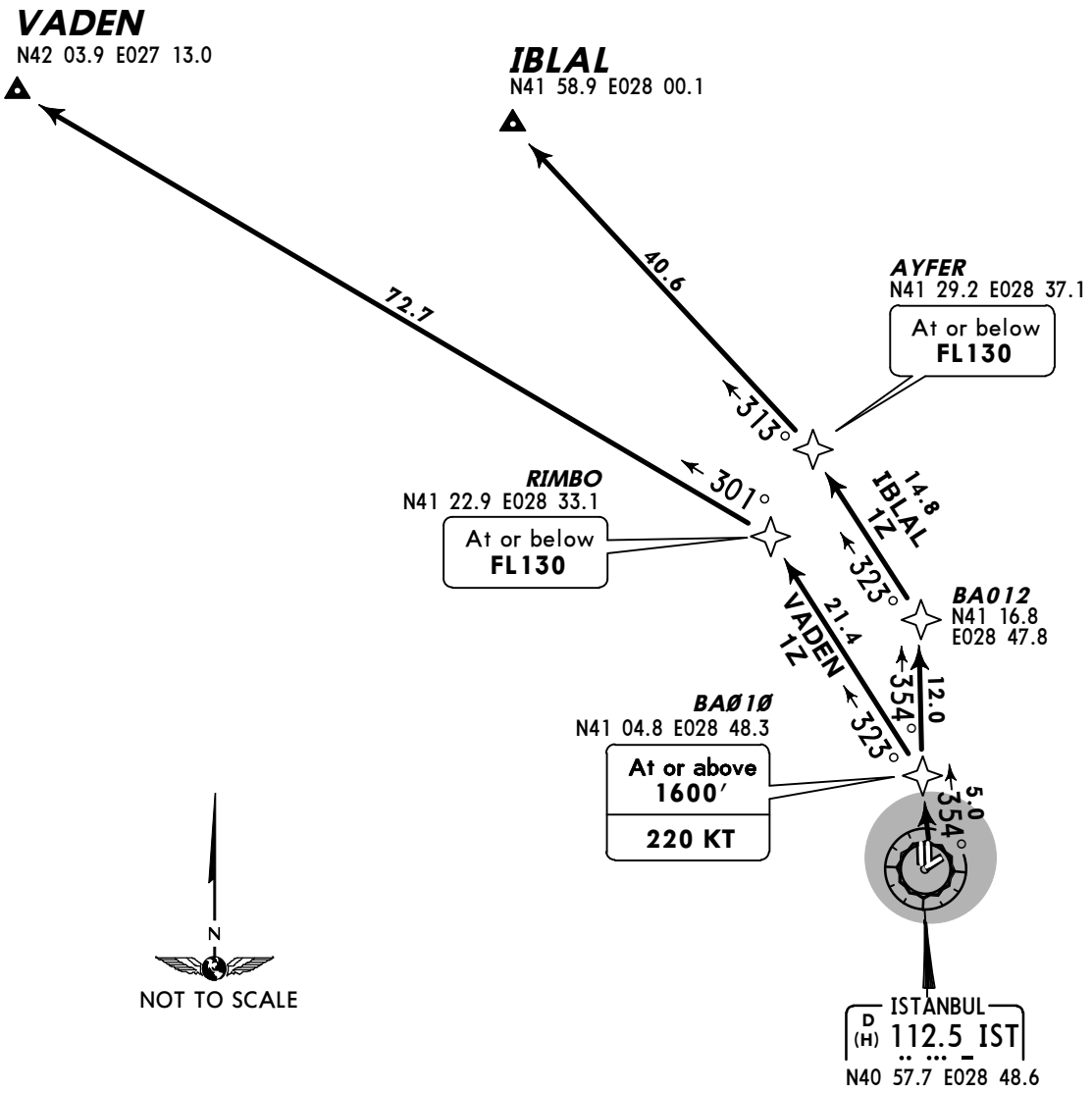
YESILKOY Radar	Apt Elev	
126.42	163′	Trans level: By ATC Trans alt: 10000′ 1. Contact YESILKOY Radar immediately after take-off with call sign only, check ATIS for current frequency. 2. RADAR required. 3. P-RNAV approval required otherwise advise ATC.

IBLAL 1Z *[IBLA1Z]*
VADEN 1Z *[VADE1Z]*
RWY 35R RNAV DEPARTURES
RNAV (GNSS)





These SIDs require a minimum climb gradient of
304′ per NM (5%) up to 5000′.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519

Initial climb clearance **5000′**

SID	ROUTING
IBLAL 1Z	BA010 (1600′+; K220) - BA012 - AYFER (FL130-) - IBLAL.
VADEN 1Z	BA010 (1600′+; K220) - RIMBO (FL130-) - VADEN.

CHANGES: Initial climb clearance.

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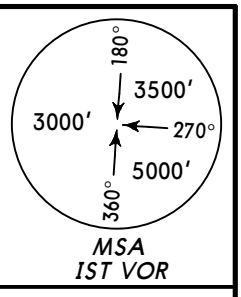
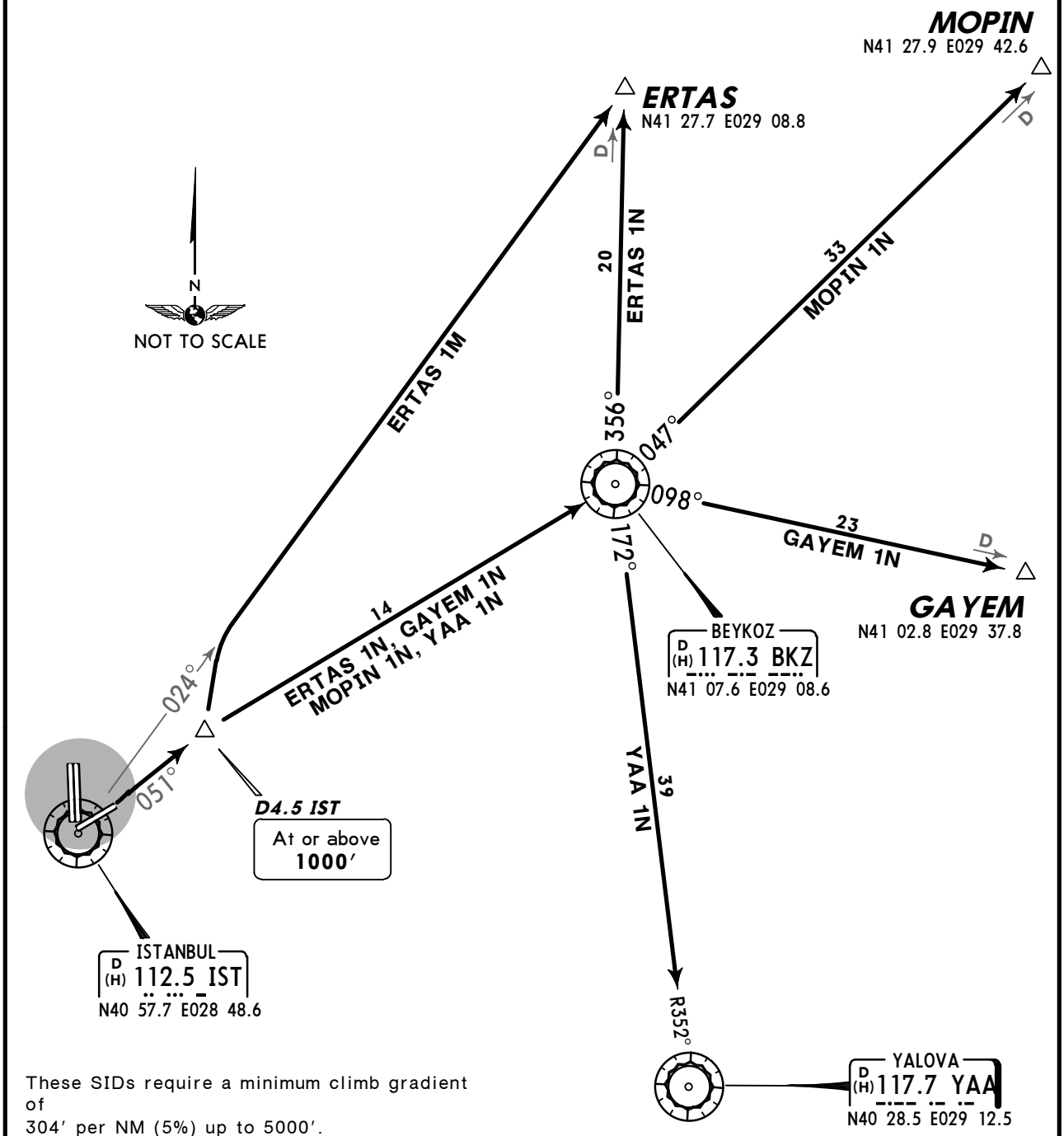
Apt Elev 163′	Trans level: By ATC Trans alt: 10000′



ERTAS ONE MIKE (ERTAS 1M) *[ERTA1M]*
ERTAS ONE NOVEMBER (ERTAS 1N) *[ERTA1N]*
GAYEM ONE NOVEMBER (GAYEM 1N) *[GAYE1N]*
MOPIN ONE NOVEMBER (MOPIN 1N) *[MOPI1N]*
YALOVA ONE NOVEMBER (YAA 1N)
RWY 05 DEPARTURES



These SIDs require a minimum climb gradient of
304′ per NM (5%) up to 5000′.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519

SID	INITIAL CLIMB/ROUTING
ERTAS 1M	Intercept IST R-051 to D4.5 IST, turn LEFT, intercept IST R-024 to ERTAS.
ERTAS 1N	Intercept IST R-051 to D4.5 IST, to BKZ, BKZ R-356 to ERTAS.
GAYEM 1N	Intercept IST R-051 to D4.5 IST, to BKZ, BKZ R-098 to GAYEM.
MOPIN 1N	Intercept IST R-051 to D4.5 IST, to BKZ, BKZ R-047 to MOPIN.
YAA 1N	Intercept IST R-051 to D4.5 IST, to BKZ, BKZ R-172 to YAA.

CHANGES: None.

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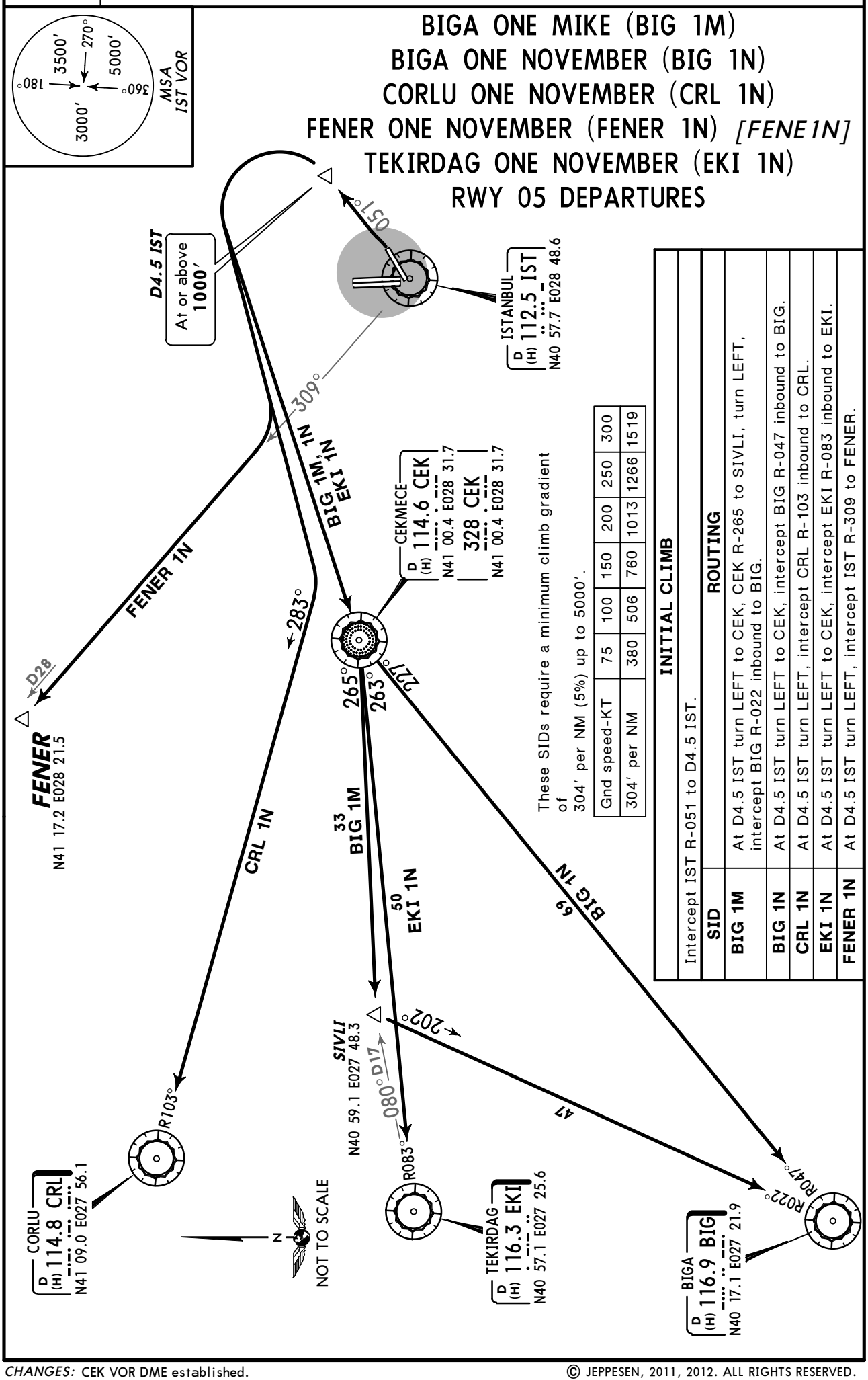
Apt Elev 163′

Trans level: By ATC Trans alt: 10000′

BIGA ONE MIKE (BIG 1M)
BIGA ONE NOVEMBER (BIG 1N)
CORLU ONE NOVEMBER (CRL 1N)
FENER ONE NOVEMBER (FENER 1N) *[FENE1N]*
TEKIRDAG ONE NOVEMBER (EKI 1N)
RWY 05 DEPARTURES



These SIDs require a minimum climb gradient of 304′ per NM (5%) up to 5000′.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519

INITIAL CLIMB

Intercept IST R-051 to D4.5 IST.

SID	ROUTING
BIG 1M	At D4.5 IST turn LEFT to CEK, CEK R-265 to SIVLI, turn LEFT, intercept BIG R-022 inbound to BIG.
BIG 1N	At D4.5 IST turn LEFT to CEK, intercept BIG R-047 inbound to BIG.
CRL 1N	At D4.5 IST turn LEFT, intercept CRL R-103 inbound to CRL.
EKI 1N	At D4.5 IST turn LEFT to CEK, intercept EKI R-083 inbound to EKI.
FENER 1N	At D4.5 IST turn LEFT, intercept IST R-309 to FENER.

CHANGES: CEK VOR DME established.

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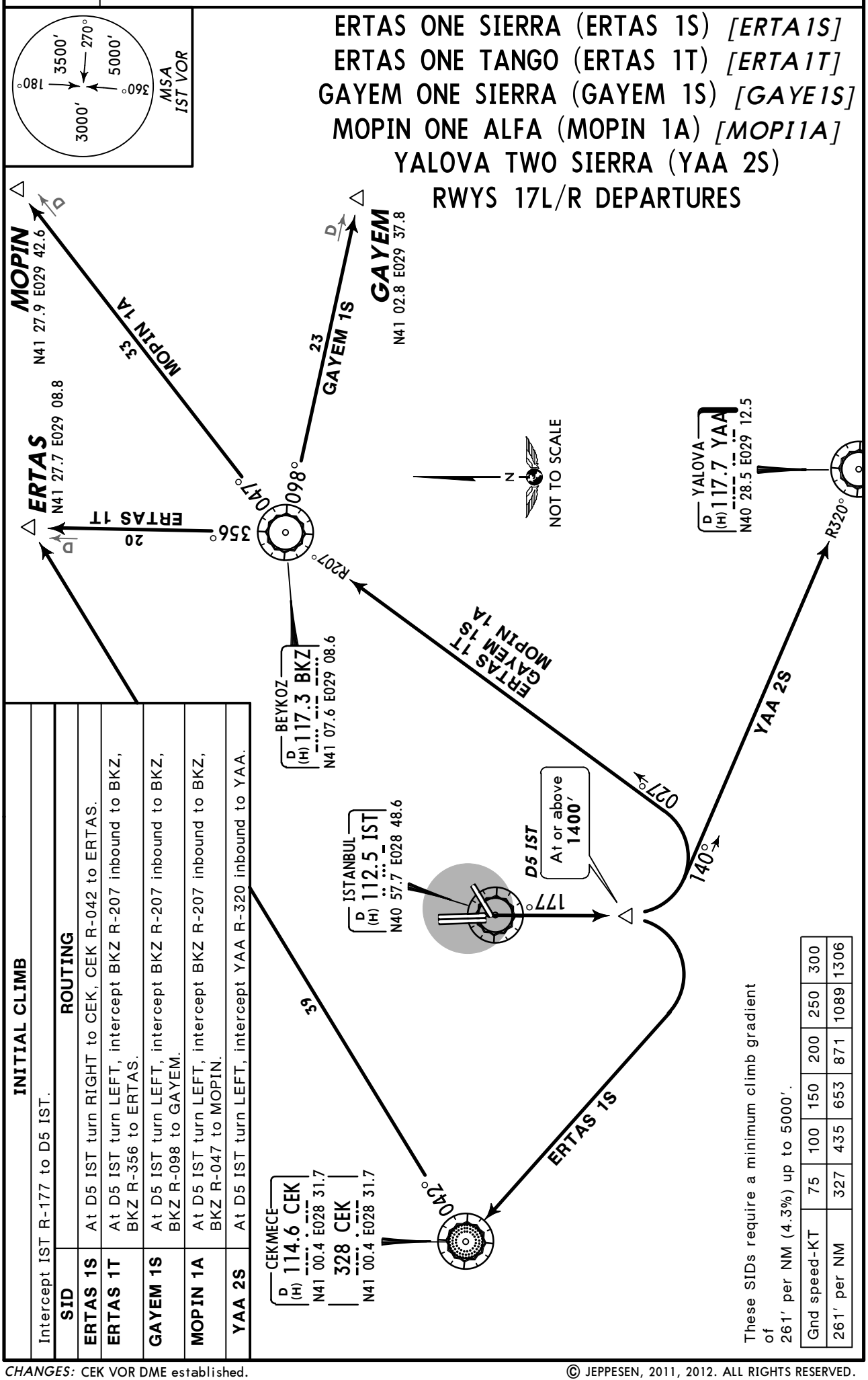
Apt Elev 163′

Trans level: By ATC Trans alt: 10000′

ERTAS ONE SIERRA (ERTAS 1S) *[ERTA1S]*
ERTAS ONE TANGO (ERTAS 1T) *[ERTA1T]*
GAYEM ONE SIERRA (GAYEM 1S) *[GAYE1S]*
MOPIN ONE ALFA (MOPIN 1A) *[MOPI1A]*
YALOVA TWO SIERRA (YAA 2S)
RWYS 17L/R DEPARTURES



INITIAL CLIMB

Intercept IST R-177 to D5 IST.

SID	ROUTING
ERTAS 1S	At D5 IST turn RIGHT to CEK, CEK R-042 to ERTAS.
ERTAS 1T	At D5 IST turn LEFT, intercept BKZ R-207 inbound to BKZ, BKZ R-356 to ERTAS.
GAYEM 1S	At D5 IST turn LEFT, intercept BKZ R-207 inbound to BKZ, BKZ R-098 to GAYEM.
MOPIN 1A	At D5 IST turn LEFT, intercept BKZ R-207 inbound to BKZ, BKZ R-047 to MOPIN.
YAA 2S	At D5 IST turn LEFT, intercept YAA R-320 inbound to YAA.

These SIDs require a minimum climb gradient of 261′ per NM (4.3%) up to 5000′.

Gnd speed-KT	75	100	150	200	250	300
261′ per NM	327	435	653	871	1089	1306

CHANGES: CEK VOR DME established.

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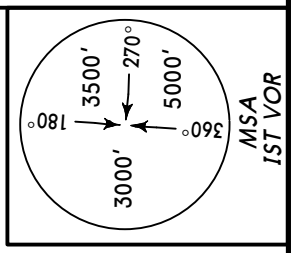
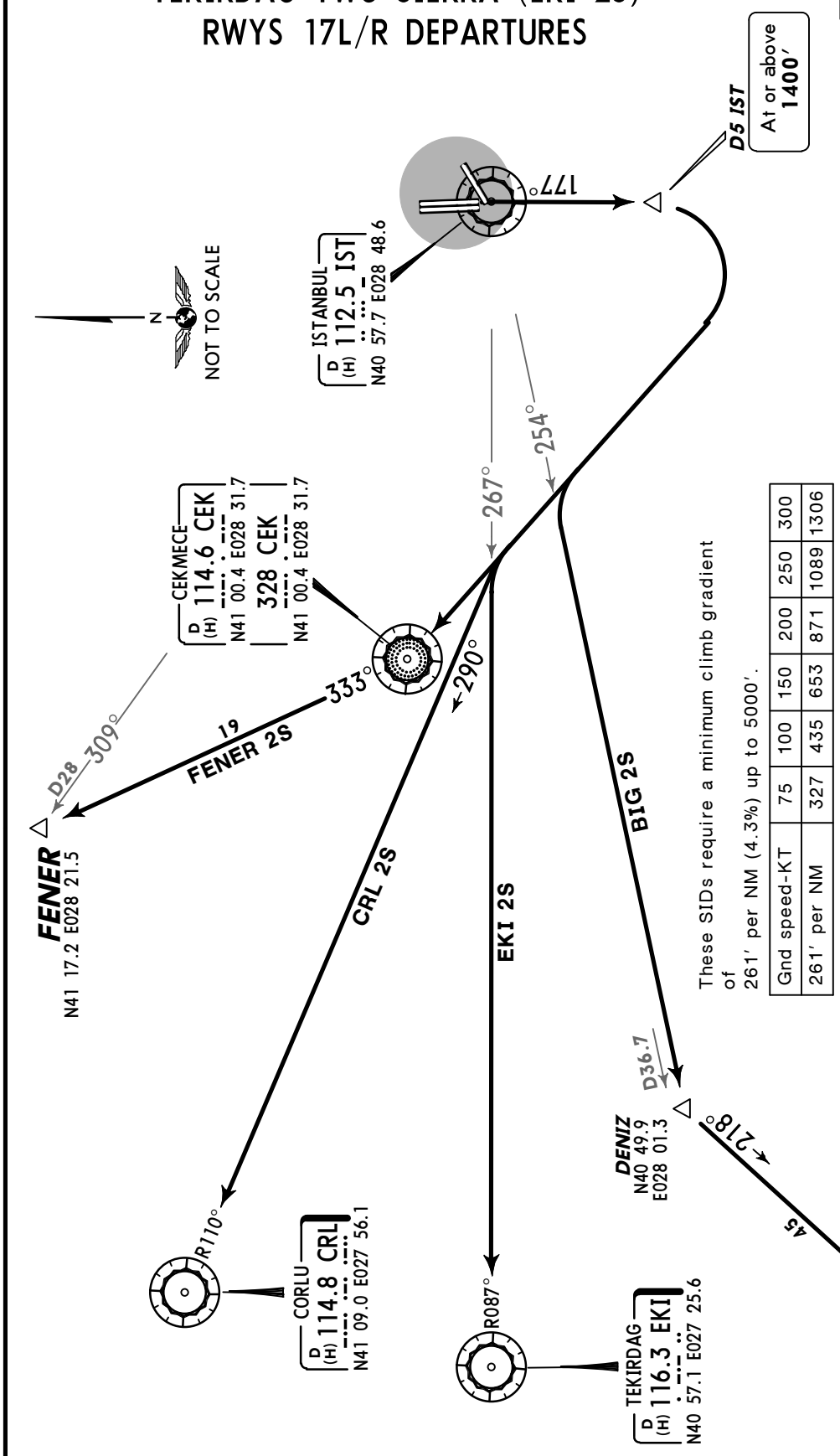
Apt Elev 163′	Trans level: By ATC Trans alt: 10000′

BIGA TWO SIERRA (BIG 2S)
CORLU TWO SIERRA (CRL 2S)
FENER TWO SIERRA (FENER 2S) *[FENE2S]*
TEKIRDAG TWO SIERRA (EKI 2S)
RWYS 17L/R DEPARTURES





These SIDs require a minimum climb gradient of 261′ per NM (4.3%) up to 5000′.

Gnd speed-KT	75	100	150	200	250	300
261′ per NM	327	435	653	871	1089	1306

INITIAL CLIMB

Intercept IST R-177 to D5 IST.

SID	ROUTING
BIG 2S	At D5 IST turn RIGHT, intercept IST R-254 to DENIZ, turn LEFT, intercept BIG R-038 inbound to BIG.
CRL 2S	At D5 IST turn RIGHT, intercept CRL R-110 inbound to CRL.
EKI 2S	At D5 IST turn RIGHT, intercept IST R-267 to EKI.
FENER 2S	At D5 IST turn RIGHT to CEK, CEK R-333 to FENER.

CHANGES: CEK VOR DME established.

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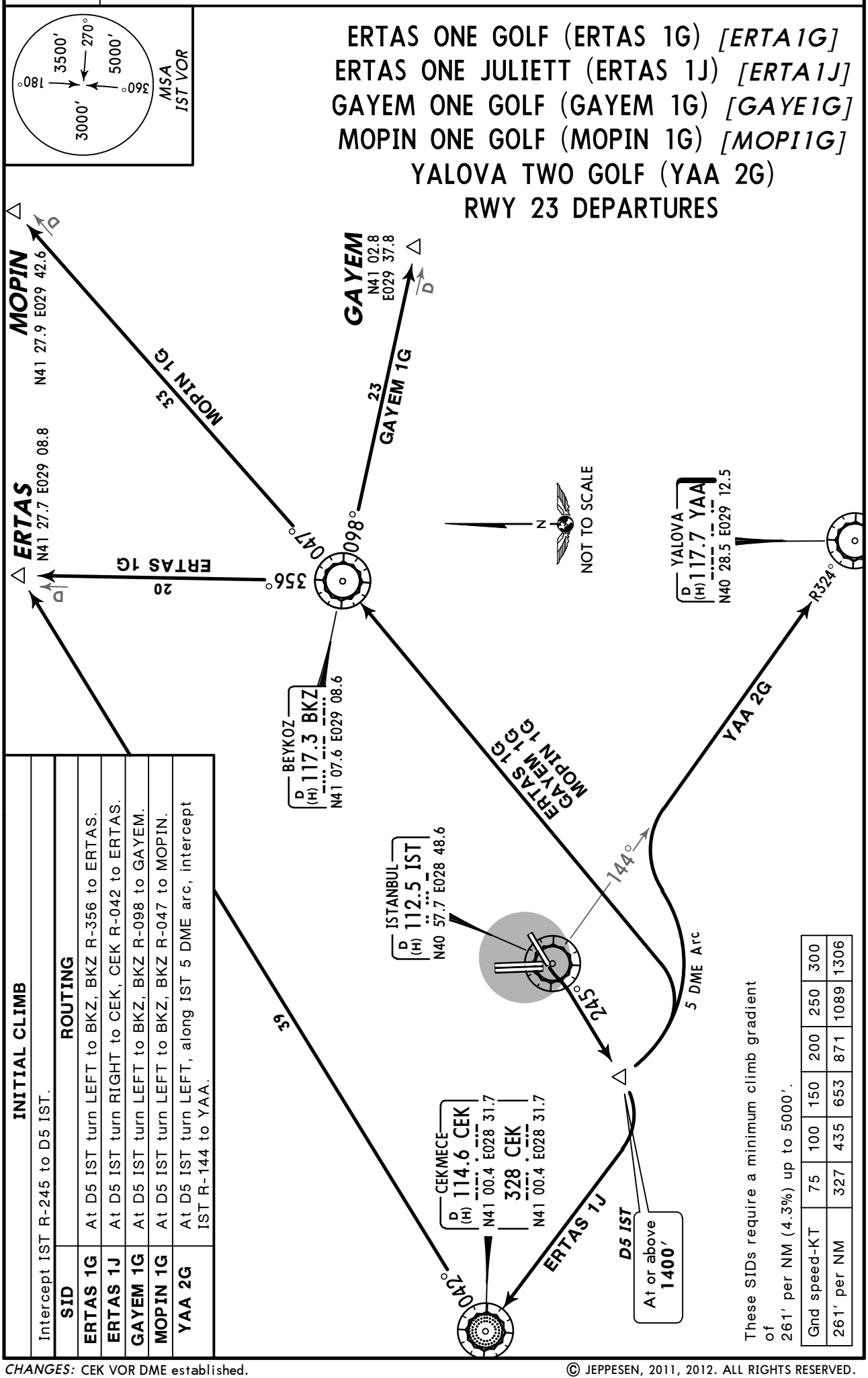
Apt Elev 163′	Trans level: By ATC Trans alt: 10000′

ERTAS ONE GOLF (ERTAS 1G) *[ERTA1G]*
ERTAS ONE JULIETT (ERTAS 1J) *[ERTA1J]*
GAYEM ONE GOLF (GAYEM 1G) *[GAYE1G]*
MOPIN ONE GOLF (MOPIN 1G) *[MOPI1G]*
YALOVA TWO GOLF (YAA 2G)
RWY 23 DEPARTURES



INITIAL CLIMB

Intercept IST R-245 to D5 IST.

SID	ROUTING
ERTAS 1G	At D5 IST turn LEFT to BKZ, BKZ R-356 to ERTAS.
ERTAS 1J	At D5 IST turn RIGHT to CEK, CEK R-042 to ERTAS.
GAYEM 1G	At D5 IST turn LEFT to BKZ, BKZ R-098 to GAYEM.
MOPIN 1G	At D5 IST turn LEFT to BKZ, BKZ R-047 to MOPIN.
YAA 2G	At D5 IST turn LEFT, along IST 5 DME arc, intercept IST R-144 to YAA.

These SIDs require a minimum climb gradient of 261′ per NM (4.3%) up to 5000′.

Gnd speed-KT	75	100	150	200	250	300
261′ per NM	327	435	653	871	1089	1306

CHANGES: CEK VOR DME established.

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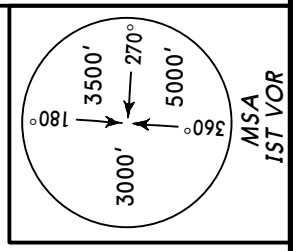
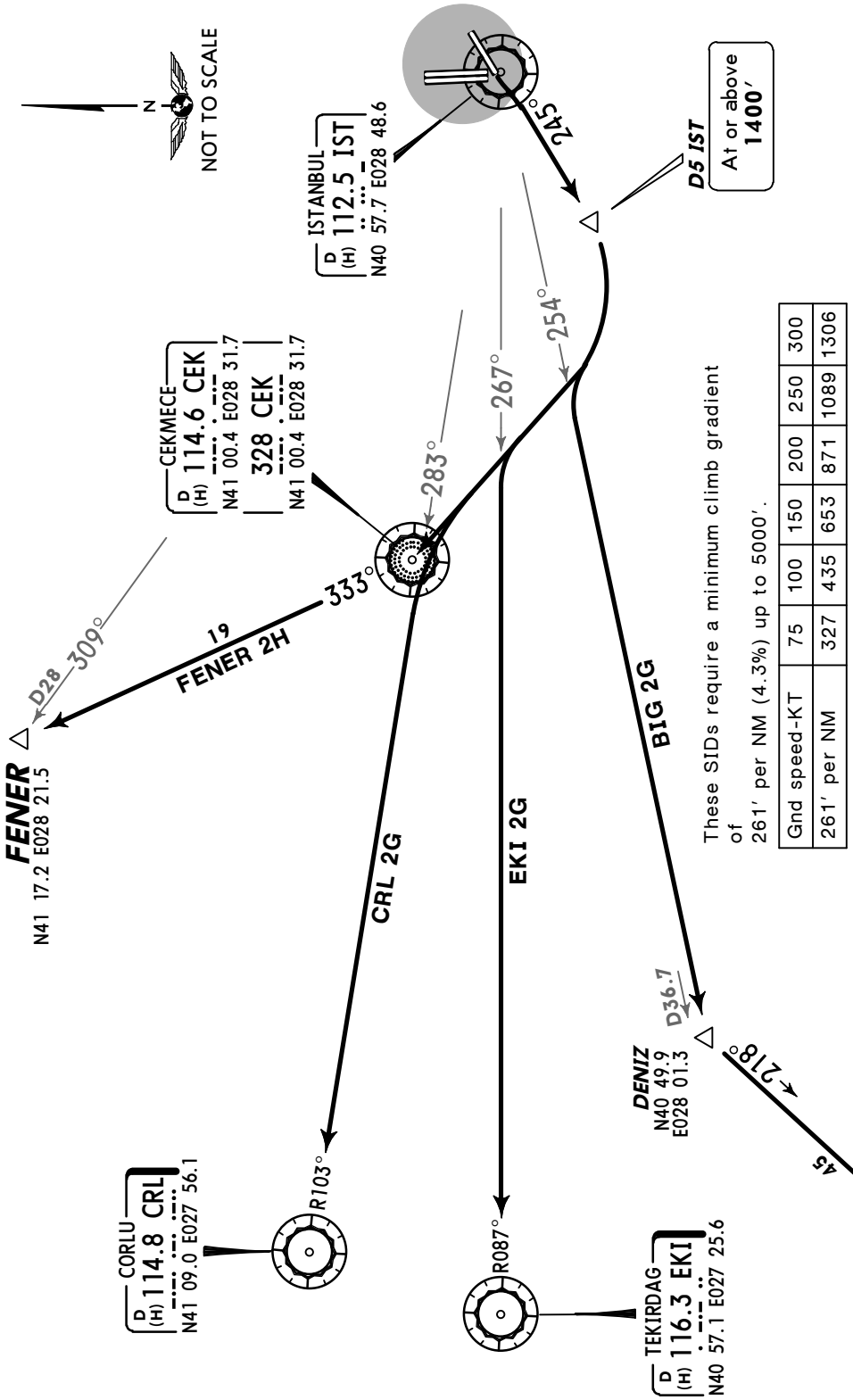
Apt Elev 163′	Trans level: By ATC Trans alt: 10000′

BIGA TWO GOLF (BIG 2G)
CORLU TWO GOLF (CRL 2G)
FENER TWO HOTEL (FENER 2H) *[FENE2H]*
TEKIRDAG TWO GOLF (EKI 2G)
RWY 23 DEPARTURES





These SIDs require a minimum climb gradient of 261′ per NM (4.3%) up to 5000′.

Gnd speed-KT	75	100	150	200	250	300
261′ per NM	327	435	653	871	1089	1306

INITIAL CLIMB

Intercept IST R-245 to D5 IST.

SID	ROUTING
BIG 2G	At D5 IST turn RIGHT, intercept IST R-254 to DENIZ, turn LEFT, intercept BIG R-038 inbound to BIG.
CRL 2G	At D5 IST turn RIGHT, intercept IST R-283 to CRL.
EKI 2G	At D5 IST turn RIGHT, intercept IST R-267 to EKI.
FENER 2H	At D5 IST turn RIGHT to CEK, CEK R-333 to FENER.

CHANGES: CEK VOR DME established.

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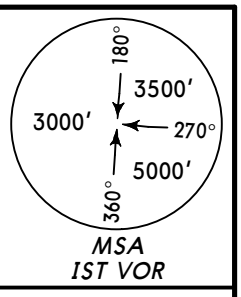
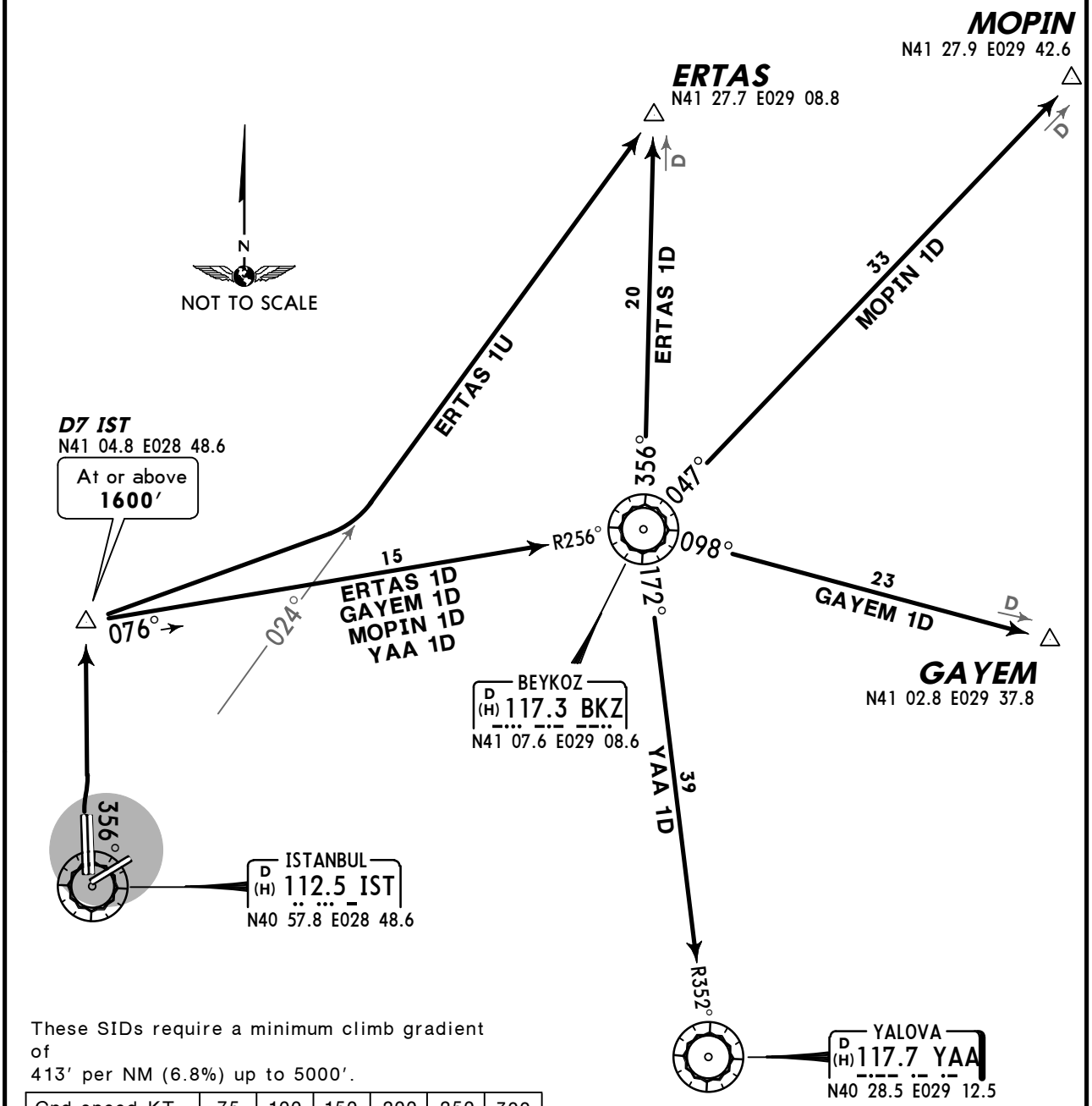
Apt Elev 163′	Trans level: By ATC Trans alt: 10000′



ERTAS ONE DELTA (ERTAS 1D) *[ERTA1D]*
ERTAS ONE UNIFORM (ERTAS 1U) *[ERTA1U]*
GAYEM ONE DELTA (GAYEM 1D) *[GAYE1D]*
MOPIN ONE DELTA (MOPIN 1D) *[MOPI1D]*
YALOVA ONE DELTA (YAA 1D)
RWY 35L DEPARTURES



These SIDs require a minimum climb gradient of
413′ per NM (6.8%) up to 5000′.

Gnd speed-KT	75	100	150	200	250	300
413′ per NM	516	689	1033	1377	1722	2066

INITIAL CLIMB

Intercept IST R-356 to D7 IST.

SID	ROUTING
ERTAS 1D	At D7 IST turn RIGHT, intercept BKZ R-256 inbound to BKZ, BKZ R-356 to ERTAS.
ERTAS 1U	At D7 IST turn RIGHT, intercept IST R-024 to ERTAS.
GAYEM 1D	At D7 IST turn RIGHT, intercept BKZ R-256 inbound to BKZ, BKZ R-098 to GAYEM.
MOPIN 1D	At D7 IST turn RIGHT, intercept BKZ R-256 inbound to BKZ, BKZ R-047 to MOPIN.
YAA 1D	At D7 IST turn RIGHT, intercept BKZ R-256 inbound to BKZ, BKZ R-172 to YAA.

CHANGES: Procedure notes.

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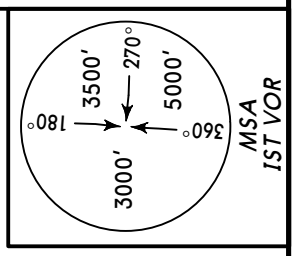
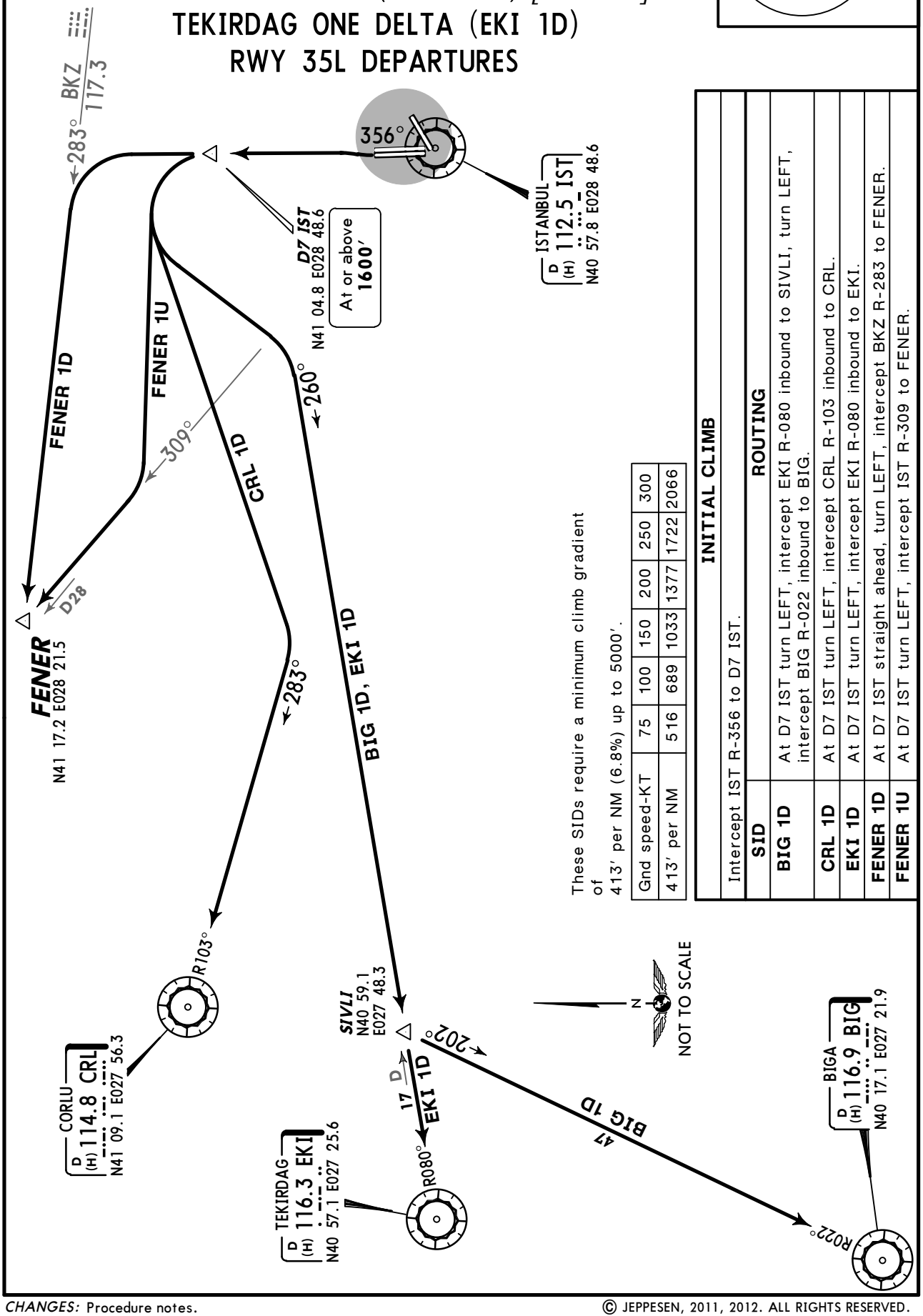
Apt Elev 163′	Trans level: By ATC Trans alt: 10000′

BIGA ONE DELTA (BIG 1D)
CORLU ONE DELTA (CRL 1D)
FENER ONE DELTA (FENER 1D) *[FENE1D]*
FENER ONE UNIFORM (FENER 1U) *[FENE1U]*
TEKIRDAG ONE DELTA (EKI 1D)
RWY 35L DEPARTURES





These SIDs require a minimum climb gradient of 413′ per NM (6.8%) up to 5000′.

Gnd speed-KT	75	100	150	200	250	300
413′ per NM	516	689	1033	1377	1722	2066

INITIAL CLIMB

Intercept IST R-356 to D7 IST.

SID	ROUTING
BIG 1D	At D7 IST turn LEFT, intercept EKI R-080 inbound to SIVLI, turn LEFT, intercept BIG R-022 inbound to BIG.
CRL 1D	At D7 IST turn LEFT, intercept CRL R-103 inbound to CRL.
EKI 1D	At D7 IST turn LEFT, intercept EKI R-080 inbound to EKI.
FENER 1D	At D7 IST straight ahead, turn LEFT, intercept BKZ R-283 to FENER.
FENER 1U	At D7 IST turn LEFT, intercept IST R-309 to FENER.

CHANGES: Procedure notes.

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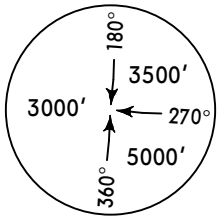
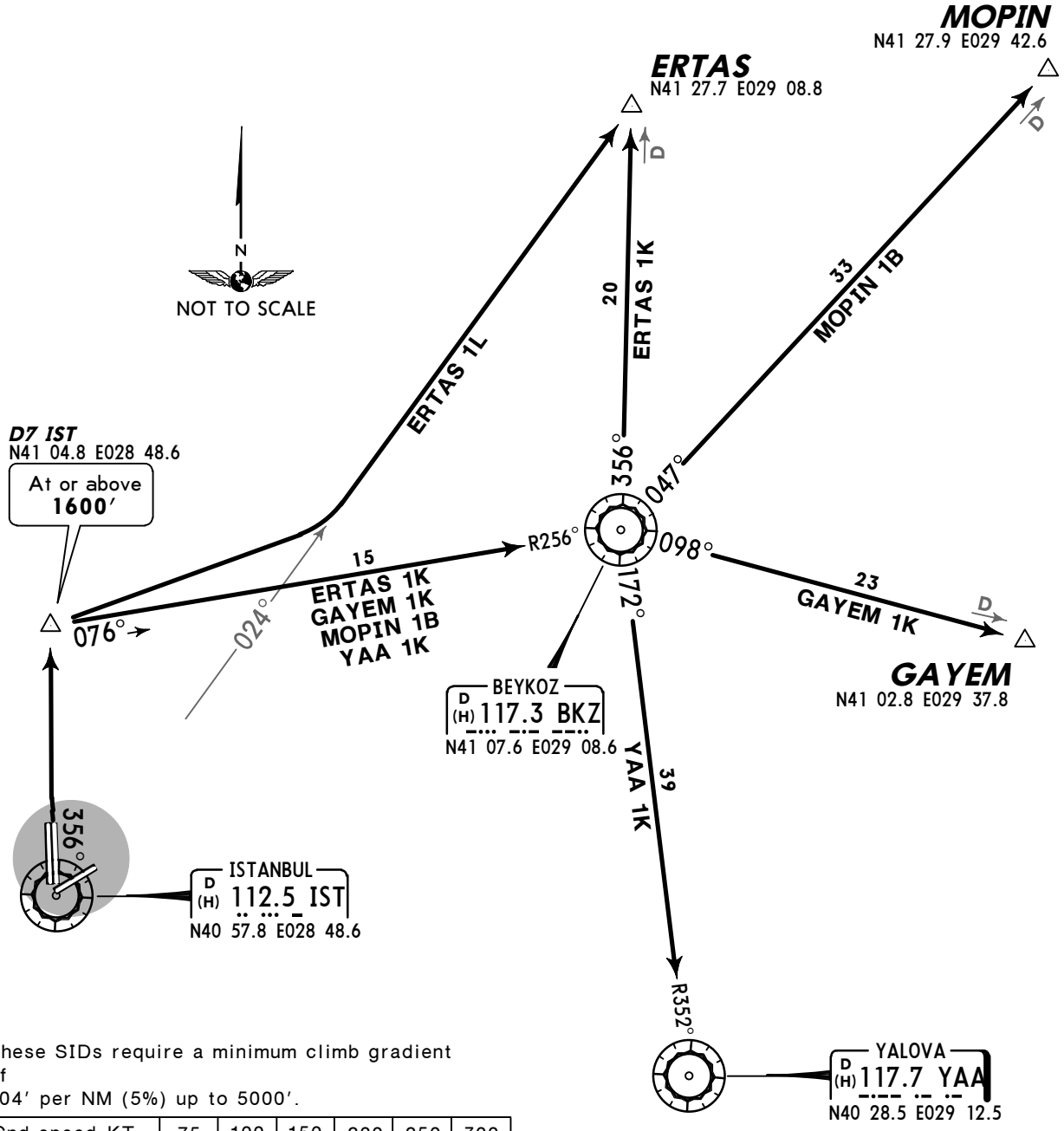
Apt Elev 163′	Trans level: By ATC Trans alt: 10000′



MSA
IST VOR

ERTAS ONE KILO (ERTAS 1K) *[ERTA1K]*
ERTAS ONE LIMA (ERTAS 1L) *[ERTA1L]*
GAYEM ONE KILO (GAYEM 1K) *[GAYE1K]*
MOPIN ONE BRAVO (MOPIN 1B) *[MOPI1B]*
YALOVA ONE KILO (YAA 1K)
RWY 35R DEPARTURES



These SIDs require a minimum climb gradient of
304′ per NM (5%) up to 5000′.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519

INITIAL CLIMB

Intercept IST R-356 to D7 IST.

SID	ROUTING
ERTAS 1K	At D7 IST turn RIGHT, intercept BKZ R-256 inbound to BKZ, BKZ R-356 to ERTAS.
ERTAS 1L	At D7 IST turn RIGHT, intercept IST R-024 to ERTAS.
GAYEM 1K	At D7 IST turn RIGHT, intercept BKZ R-256 inbound to BKZ, BKZ R-098 to GAYEM.
MOPIN 1B	At D7 IST turn RIGHT, intercept BKZ R-256 inbound to BKZ, BKZ R-047 to MOPIN.
YAA 1K	At D7 IST turn RIGHT, intercept BKZ R-256 inbound to BKZ, BKZ R-172 to YAA.

CHANGES: Procedure notes.

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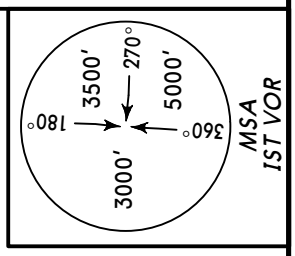
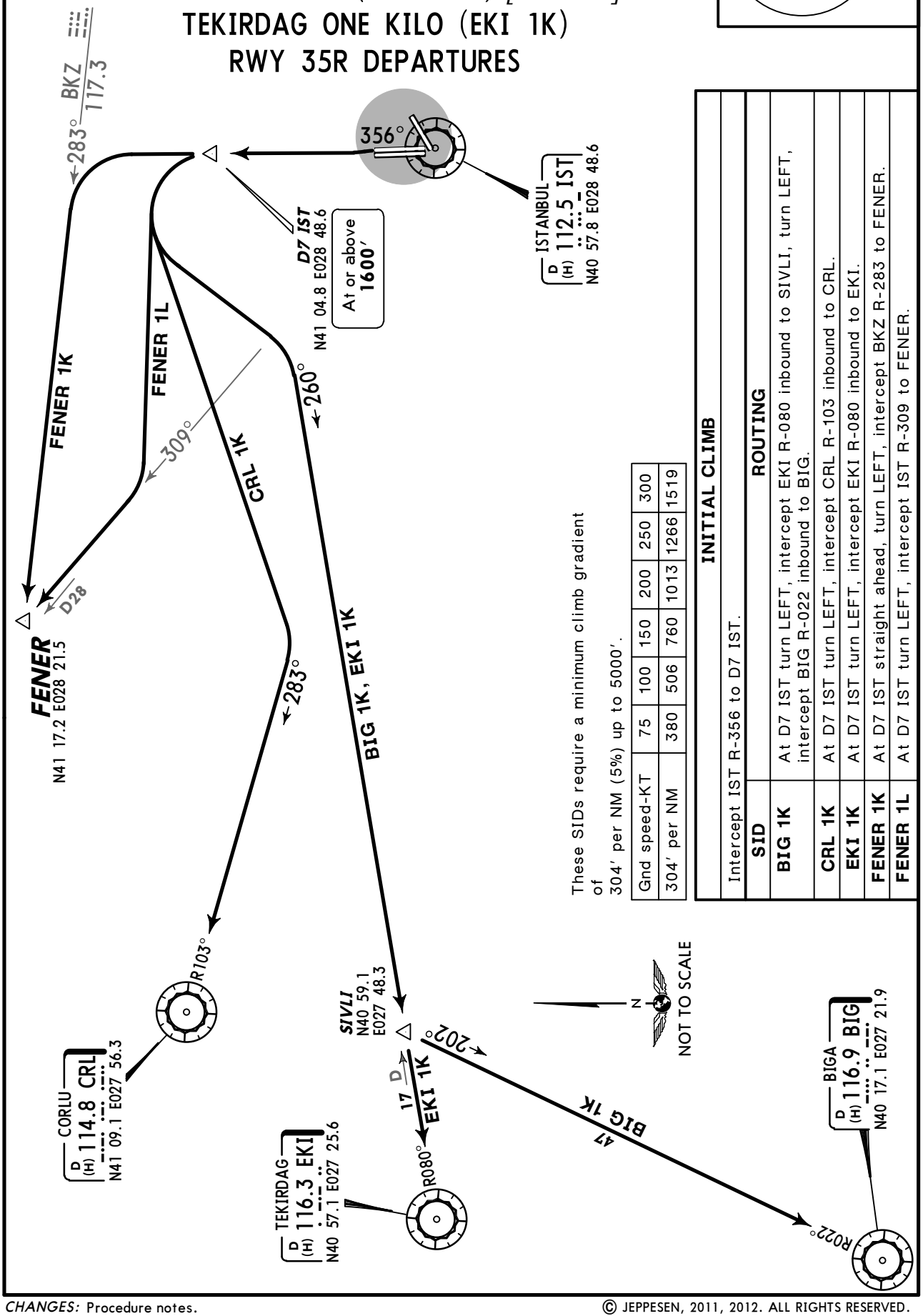
Apt Elev 163′	Trans level: By ATC Trans alt: 10000′

BIGA ONE KILO (BIG 1K)
CORLU ONE KILO (CRL 1K)
FENER ONE KILO (FENER 1K) *[FENE1K]*
FENER ONE LIMA (FENER 1L) *[FENE1L]*
TEKIRDAG ONE KILO (EKI 1K)
RWY 35R DEPARTURES





These SIDs require a minimum climb gradient of 304′ per NM (5%) up to 5000′.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519

INITIAL CLIMB

Intercept IST R-356 to D7 IST.

SID	ROUTING
BIG 1K	At D7 IST turn LEFT, intercept EKI R-080 inbound to SIVLI, turn LEFT, intercept BIG R-022 inbound to BIG.
CRL 1K	At D7 IST turn LEFT, intercept CRL R-103 inbound to CRL.
EKI 1K	At D7 IST turn LEFT, intercept EKI R-080 inbound to EKI.
FENER 1K	At D7 IST straight ahead, turn LEFT, intercept BKZ R-283 to FENER.
FENER 1L	At D7 IST turn LEFT, intercept IST R-309 to FENER.

CHANGES: Procedure notes.

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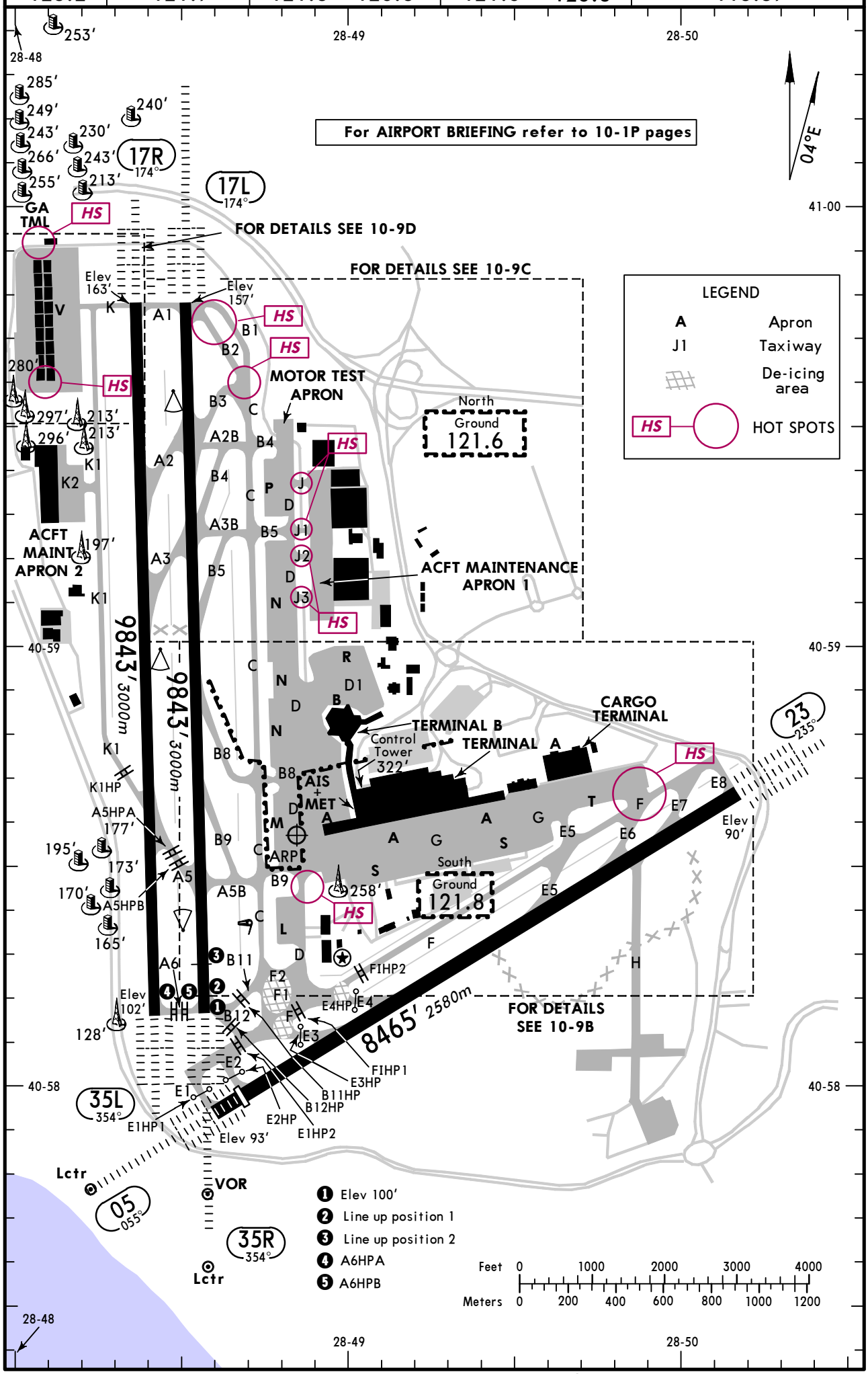
ATIS	YESILKOY Delivery	Ground South		Ground North		Tower (DEP)
128.2	121.7	121.8	126.8	121.6	126.8	118.37



CHANGES: Ground frequencies. Twy H1 closed. Apron designation.

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ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
05	HIRL *(60m)* CL *(15m)* HIALS-II SFL TDZ REIL ❶ RVR	8038′ *2450m*	6884′ *2098m*	❸	197′ *60m*
23	HIRL *(60m)* CL *(15m)* HIALS-II SFL TDZ REIL ❷ RVR		7493′ *2284m*		

❶ PAPI-R (3.0°) HSTIL-E5, E6 & E7.
❷ PAPI-L (3.2°) HSTIL-E4, E3 & E2.
❸ TAKE-OFF RUN AVAILABLE
RWY 05:
from rwy head 8465′ (2580m)
twy E2 int 8038′ (2450m)

17L	HIRL ❹CL ❺HIALS-II SFL TDZ REIL ❻ RVR		8932′ *2722m*		148′ *45m*
35R	HIRL ❹CL ❺HIALS-II SFL TDZ REIL ❼ RVR			❽	

❹ spacing 60m.
❺ spacing 15m.
❻ PAPI(3.0°) HSTIL-B8 & B9.
❼ PAPI(3.0°) HSTIL-B5, B4 & B3.
❽ TAKE-OFF RUN AVAILABLE
RWY 35R:
from line up position 1 9843′ (3000m)
line up position 2 9186′ (2800m)
twy A5 int 8038′ (2450m)
twy A5B int 8038′ (2450m)

17R	HIRL *(60m)* CL *(15m)* HIALS-II SFL TDZ REIL ❾ RVR				148′ *45m*
35L	HIRL *(60m)* CL *(15m)* HIALS-II SFL TDZ REIL ❿ RVR		8932′ *2722m*	⓫	

❾ PAPI (3.5°) HSTIL-A5.
❿ PAPI (3.0°) HSTIL-A3 & A2.
⓫ TAKE-OFF RUN AVAILABLE
RWY 35L:
from rwy head 9843′ (3000m)
twy K1 int 6890′ (2100m)

Standard

TAKE-OFF [1]

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*		

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

CHANGES: None.

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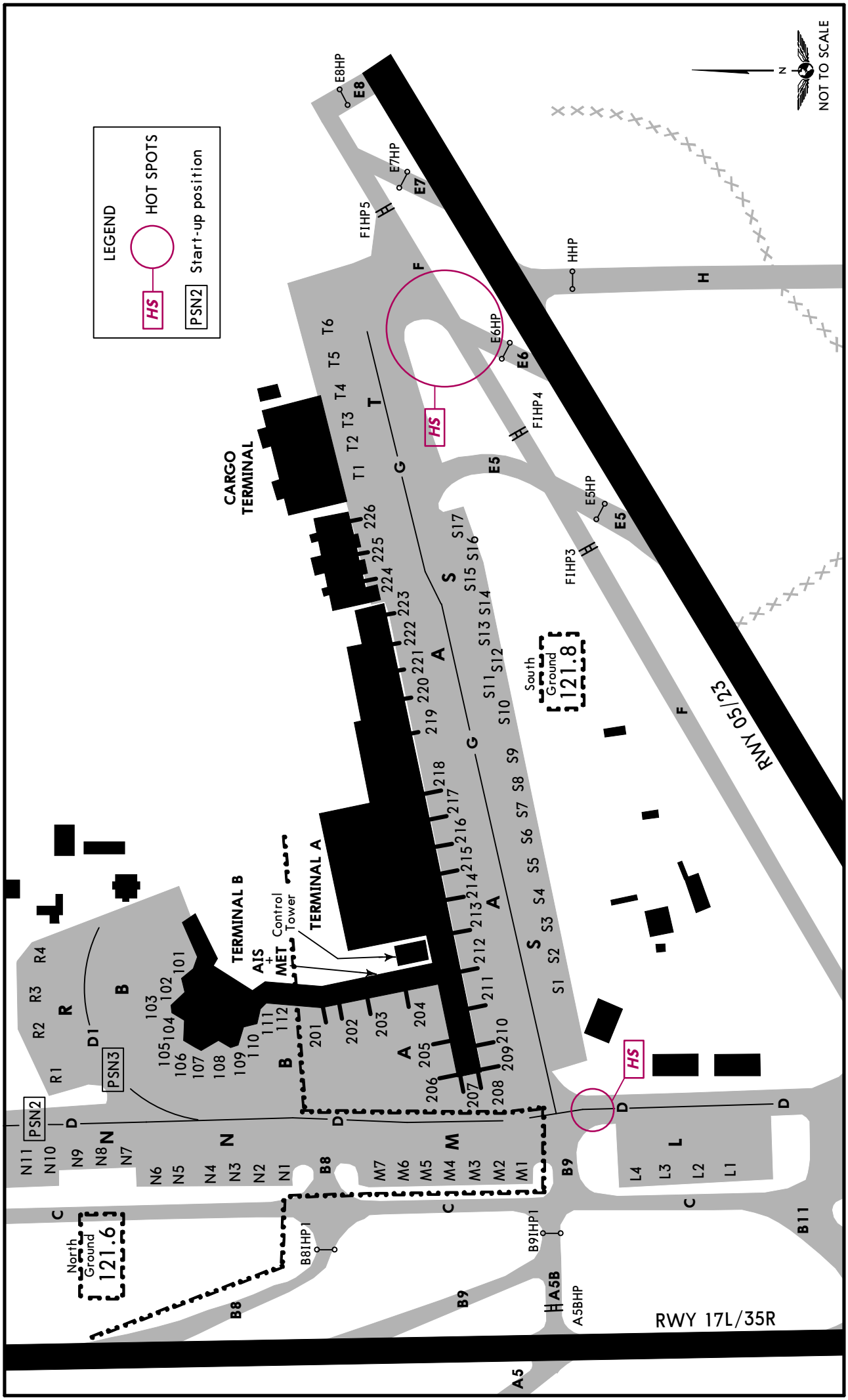

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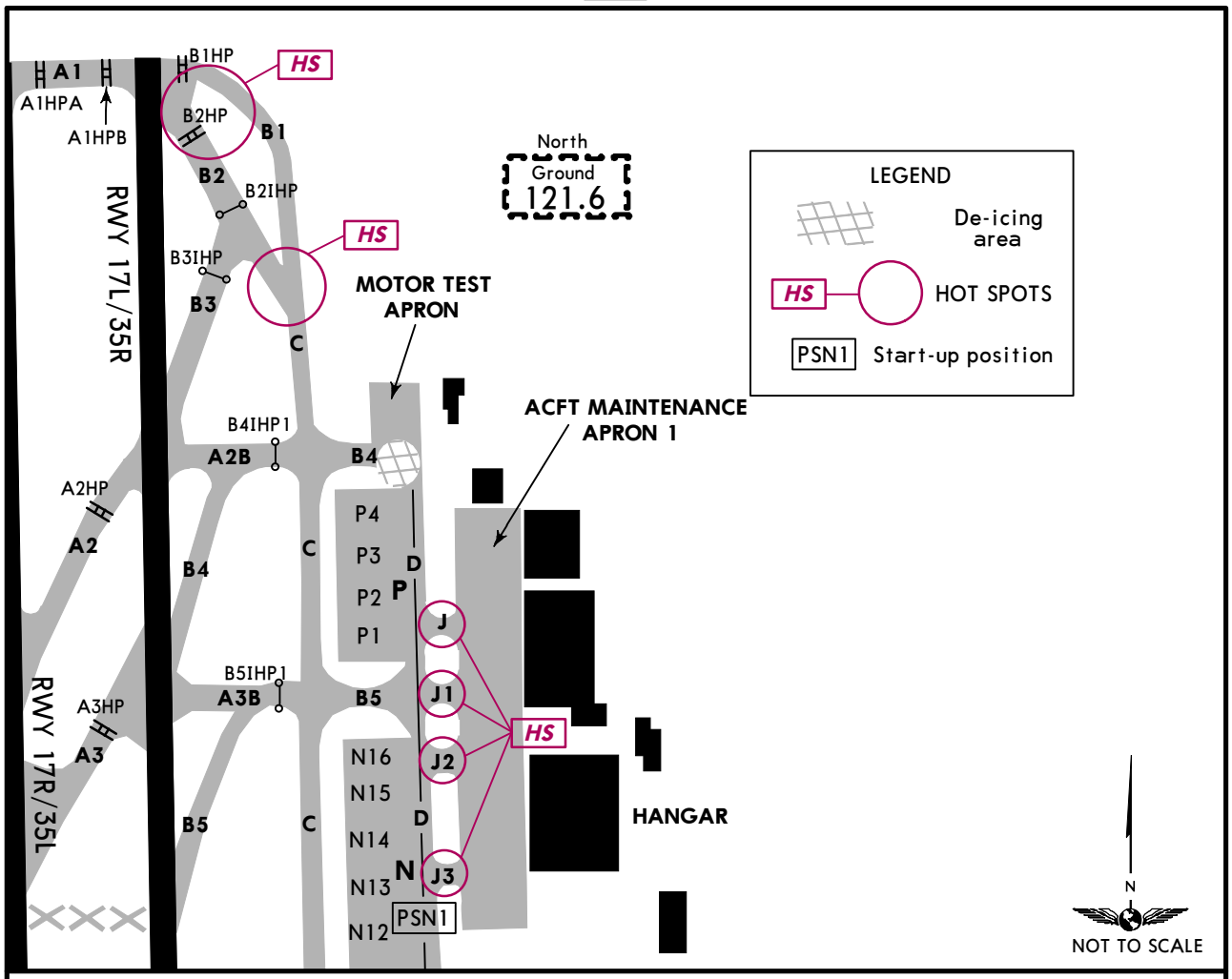

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
101 thru 104	N40 58.9 E028 49.0	N15, N16	N40 59.2 E028 48.8
105 thru 107	N40 58.9 E028 48.9	P1	N40 59.3 E028 48.8
108 thru 110	N40 58.8 E028 48.9	P2 thru P4	N40 59.4 E028 48.8
111	N40 58.8 E028 49.0	R1, R2	N40 59.0 E028 48.9
112	N40 58.7 E028 49.0	R3, R4	N40 59.0 E028 49.0
201 thru 203	N40 58.7 E028 49.0	S1	N40 58.5 E028 49.0
204	N40 58.6 E028 49.0	S2 thru S4	N40 58.5 E028 49.1
205 thru 209	N40 58.6 E028 48.9	S5 thru S7	N40 58.5 E028 49.2
210, 211	N40 58.6 E028 49.0	S8, S9	N40 58.5 E028 49.3
212 thru 214	N40 58.6 E028 49.1	S10 thru S12	N40 58.5 E028 49.4
215 thru 217	N40 58.6 E028 49.2	S13 thru S15	N40 58.5 E028 49.5
218, 219	N40 58.6 E028 49.3	S16	N40 58.5 E028 49.6
220, 221	N40 58.6 E028 49.4	S17	N40 58.6 E028 49.6
222 thru 224	N40 58.6 E028 49.5	T1 thru T3	N40 58.7 E028 49.7
225, 226	N40 58.7 E028 49.6	T4, T5	N40 58.7 E028 49.8
L1	N40 58.3 E028 48.8	T6	N40 58.7 E028 49.9
L2 thru L4	N40 58.4 E028 48.8		
M1	N40 58.5 E028 48.8		
M2 thru M6	N40 58.6 E028 48.8		
M7	N40.58.7 E028 48.8		
N1	N40.58.7 E028 48.8		
N2 thru N4	N40 58.8 E028 48.8		
N5 thru N8	N40 58.9 E028 48.8		
N9 thru N11	N40 59.0 E028 48.8		
N12 thru N14	N40 59.1 E028 48.8		

CHANGES: Ground frequency. Apron designation.

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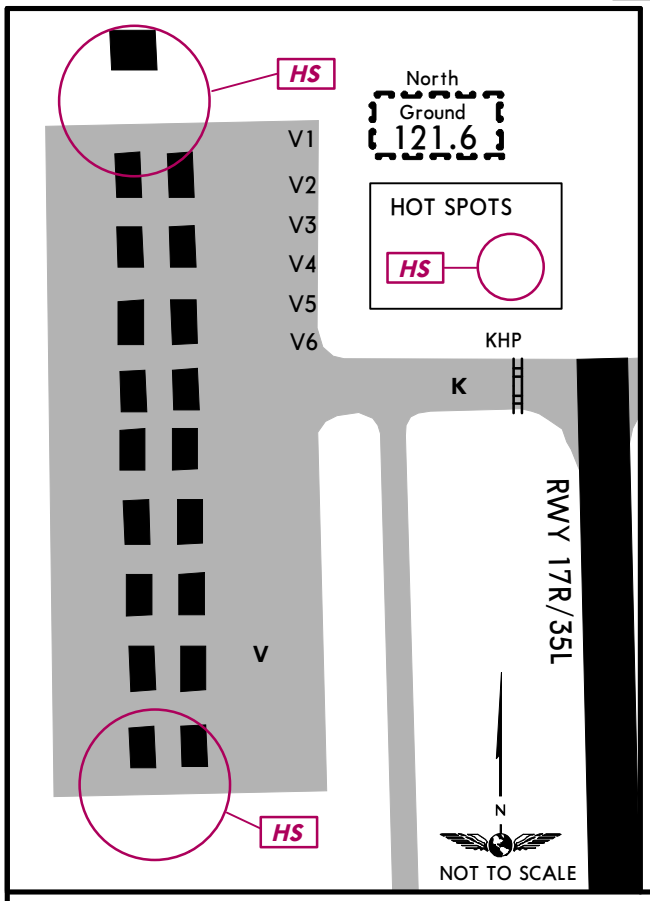

INS COORDINATES

STAND No.	COORDINATES
V1 thru 3	N40 59.9 E028 48.2
V4 thru 6	N40 59.8 E028 48.2

CHANGES: Ground frequency. Stopbars.

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LTBA/IST
ATATURK

JEPPESEN

30 MAY 14 (11-1)

MISSED APCH CLIMB GRAD MIM 3.5%

ISTANBUL, TURKEY
ILS DME Rwy 05

BRIEFING STRIP ™

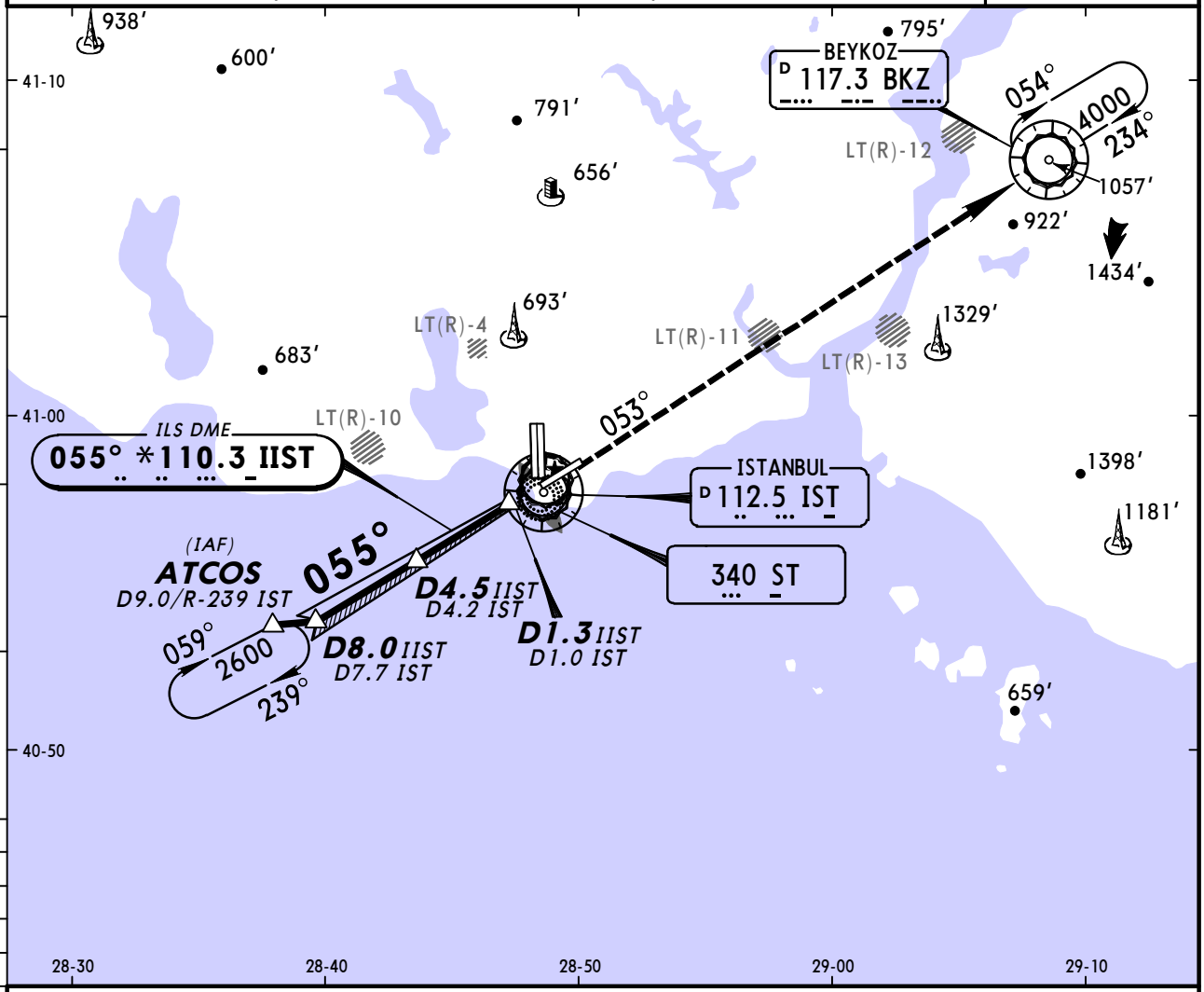
ATIS	YESILKOY Approach/Radar South	North	West	East	YESILKOY Tower	Ground
128.2	120.5	121.1 127.82	119.47 127.1	120.7 126.42	118.1	121.6 121.8 126.8

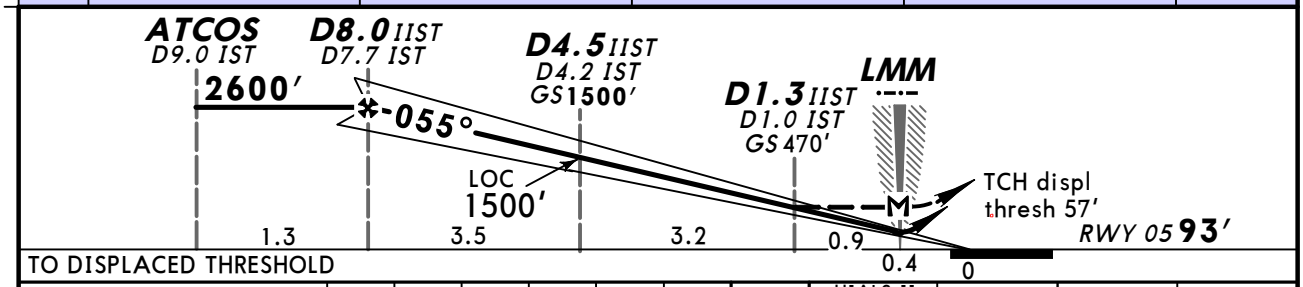
LOC IIST	Final Apch Crs	GS D4.5 IIST	ILS DA(H)	Apt Elev 163′
*110.3	055°	1500′ (1407′)	293′ (200′)	RWY 93′

MISSED APCH: Climb on R-053 IST to cross BKZ VOR at 4000′ and hold.

Alt Set: hPa Rwy Elev: 3 hPa Trans level: By ATC Trans alt: 10000′

MSA IST VOR: 180° 3500′; 270° 5000′; 360° 3000′





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

4000′ on IST 112.5 R-053

BKZ 117.3

Standard STRAIGHT-IN LANDING RWY 05

Missed apch climb gradient mim 3.5%

PANS OPS	ILS DA(H) 293′ (200′) FULL	Limited	ALS out	LOC (GS out) MDA(H) 470′ (377′)	ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1000m	RVR 1500m
B					
C					RVR 1700m
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1100′ (937′)	3600m
135		
180	1100′ (937′)	4400m
205		

CHANGES: Communications.

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BRIEFING STRIP

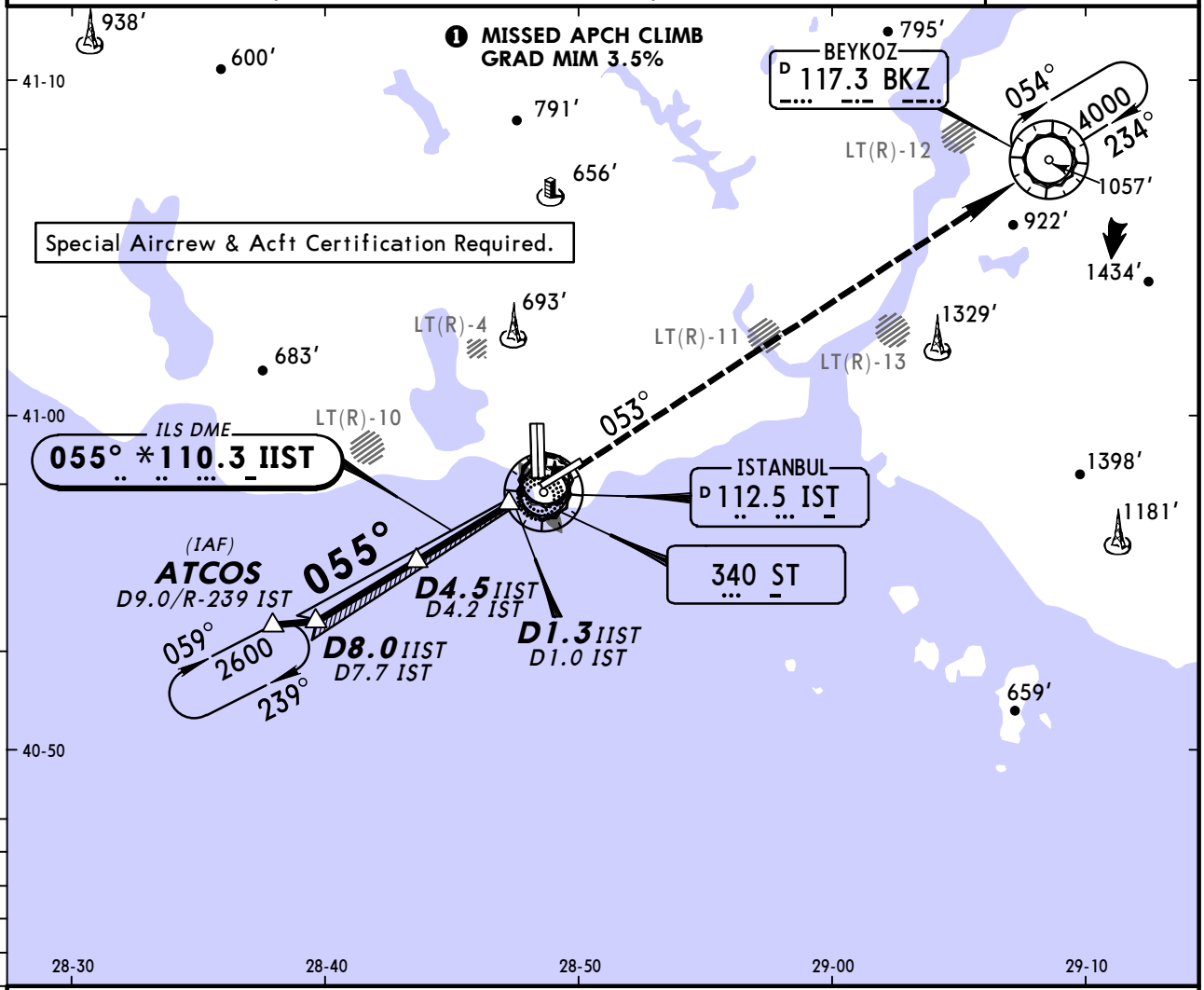
ATIS	YESILKOY Approach/Radar				YESILKOY Tower	Ground
	South	North	West	East		
128.2	120.5	121.1 127.82	119.47 127.1	120.7 126.42	118.1	121.6 121.8 126.8

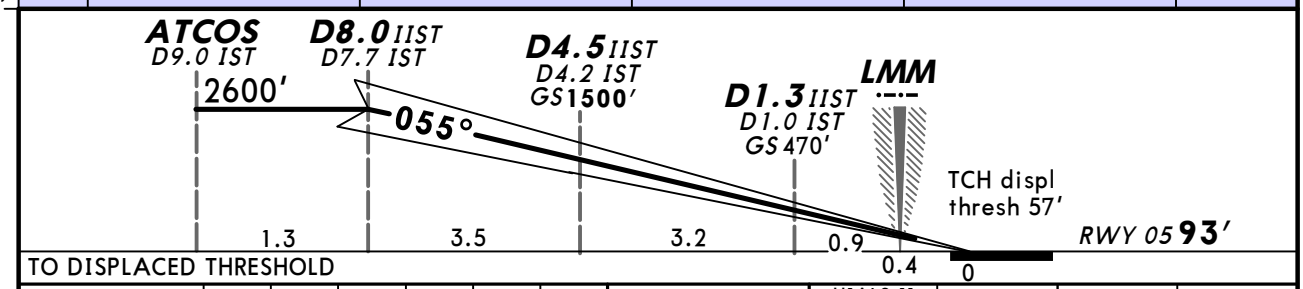
LOC IIST	Final Apch Crs	GS	CAT II & IIIA ILS	Apt Elev 163′
*110.3	055°	D4.5 IIST 1500′ (1407′)	Refer to Minimums	RWY 93′

MISSED APCH: Climb on R-053 IST to cross BKZ VOR at 4000′ and hold.

Alt Set: hPa | Rwy Elev: 3 hPa | Trans level: By ATC | Trans alt: 10000′

MSA IST VOR: 180° 3500′; 270° 3000′; 360° 5000′





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

HIALS-II, REIL, PAPI | 4000′ | IST on 112.5 R-053 | BKZ 117.3

Standard STRAIGHT-IN LANDING RWY 05

Missed apch climb gradient mim 3.5%

CAT IIIA ILS	CAT II ILS
DH 50′	RA 103′ DA(H) 193′ (100′)
RVR 200m	RVR 300m ❶

PANS OPS

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

CHANGES: Communications. Notes.

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ISTANBUL, TURKEY
ILS DME Rwy 17L

BRIEFING STRIP

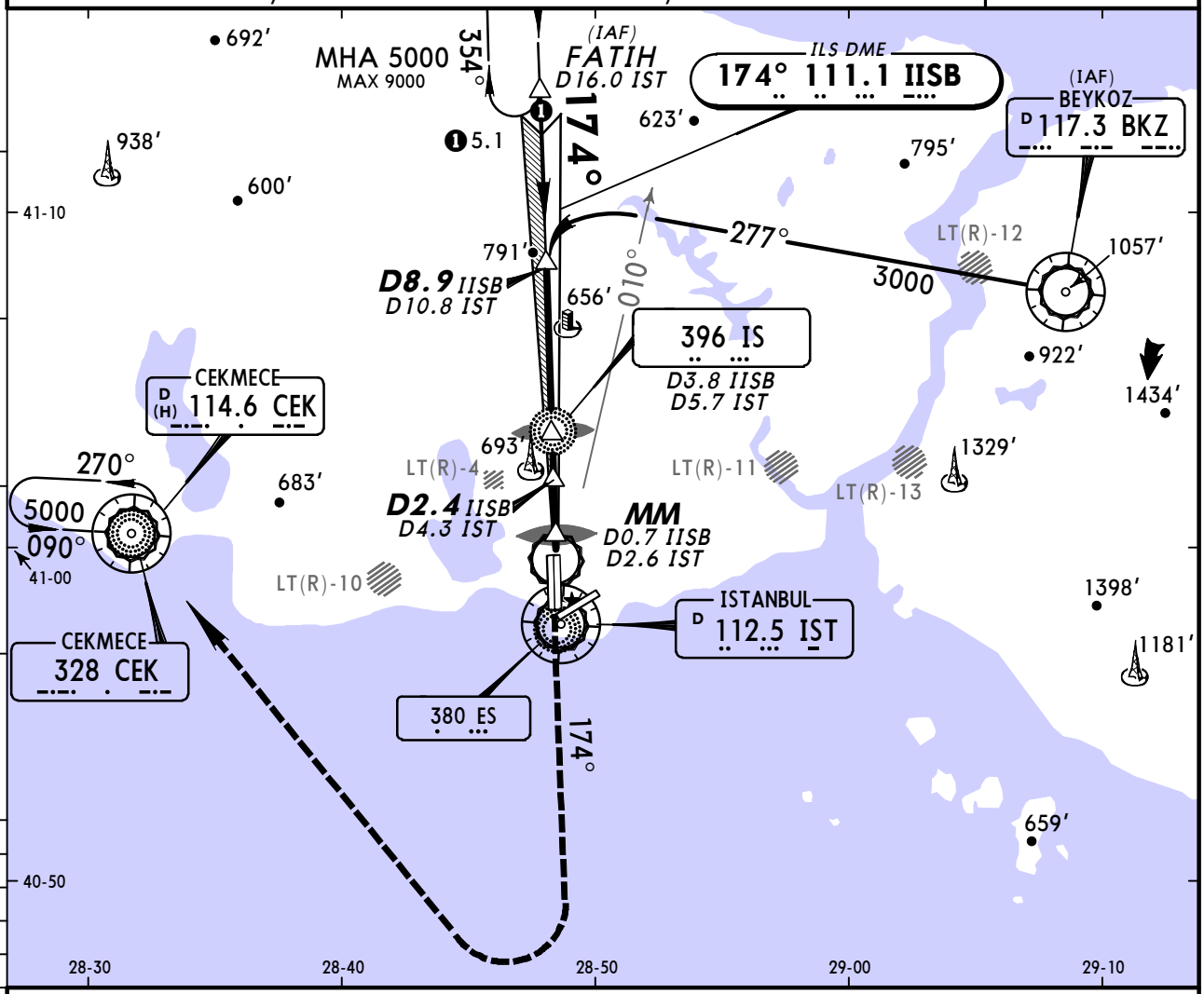
ATIS	YESILKOY Approach/Radar				YESILKOY Tower	Ground
	South	North	West	East		
128.2	120.5	121.1 127.82	119.47 127.1	120.7 126.42	118.1	121.6 121.8 126.8

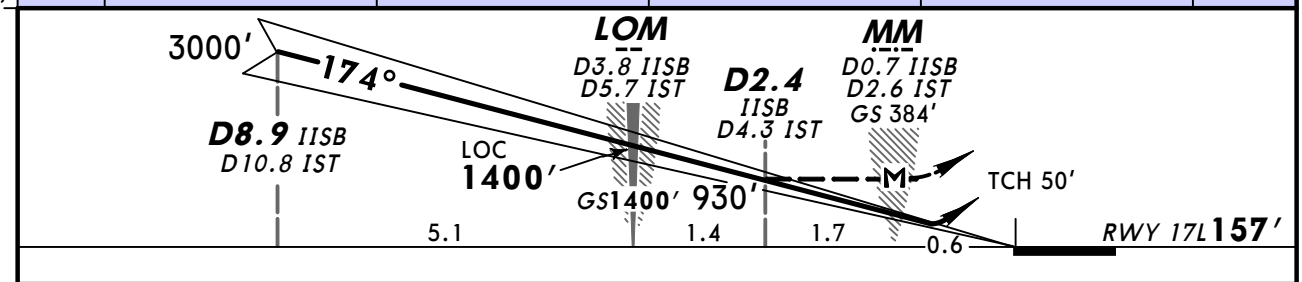
LOC	Final	GS	ILS	
IISB	Apch Crs	LOM	DA(H)	Apt Elev 163′
111.1	174°	1400′ (1243′)	360′ (203′)	RWY 157′

MISSED APCH: Climb on 174° to 2500′, then turn RIGHT climbing to cross CEK VOR/NDB at 5000′ and hold.

Alt Set: hPa Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 10000′

MSA IST VOR: 180° 3500′; 270° 5000′; 360° 3000′





Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at MM/D0.7 IISB/D2.6 IST						

ALSF-II; REIL; PAPI; PAPI

2500′ on 174°

Standard STRAIGHT-IN LANDING RWY 17L

	ILS DA(H) 360′ (203′) FULL	ILS Limited	ILS ALS out	LOC (GS out) MDA(H) 930′ (773′)	LOC (GS out) ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1500m	
B					
C				CMV 2400m	
D					

CIRCLE-TO-LAND Max Kts	MDA(H)	VIS
100	1100′ (937′)	3600m
135		
180	1100′ (937′)	4400m
205		

PANS OPS

CHANGES: Communications.

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ATIS	YESILKOY Approach/Radar South	North	West	East	YESILKOY Tower	Ground
128.2	120.5	121.1 127.82	119.47 127.1	120.7 126.42	118.1	121.6 121.8 126.8

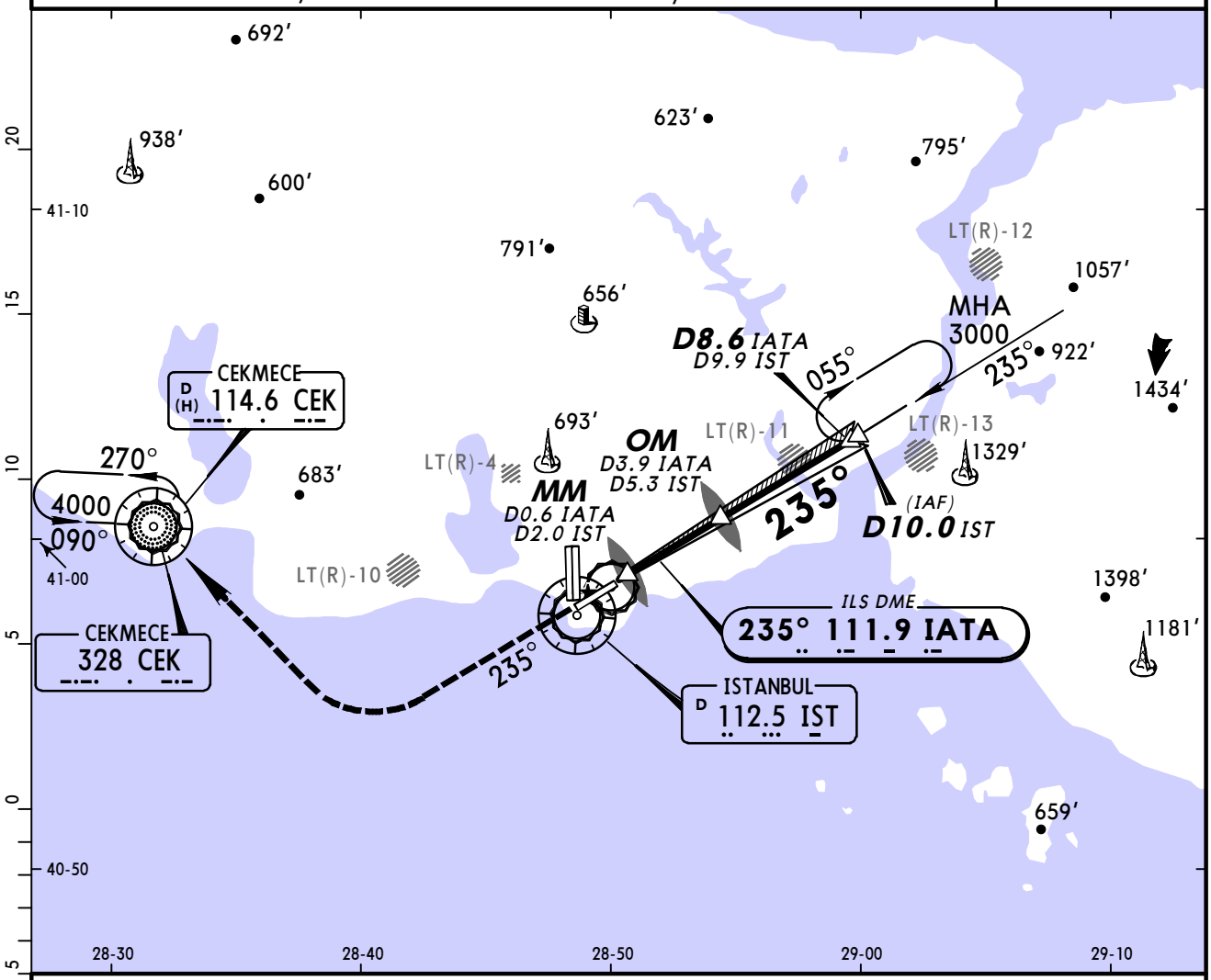
BRIEFING STRIP ™

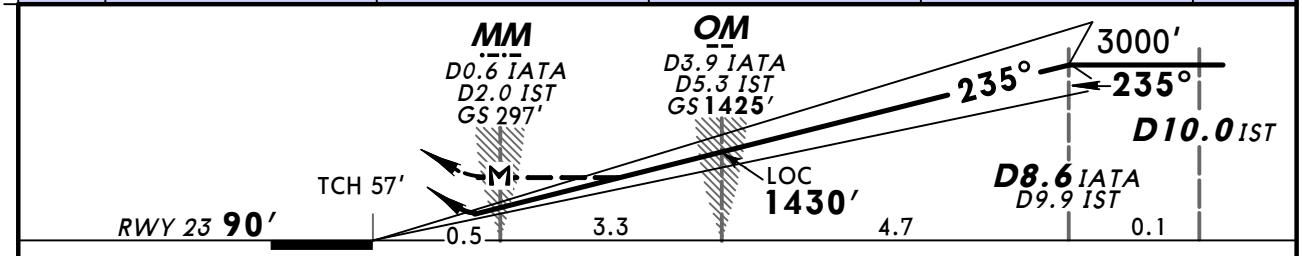
LOC IATA	Final Apch Crs	GS OM	ILS DA(H)	Apt Elev 163′
111.9	235°	1425′ (1335′)	290′ (200′)	RWY 90′

MISSED APCH: Climb on 235° to 2500′, then turn RIGHT climbing to cross CEK VOR/NDB at 4000′ and hold.

Alt Set: hPa Rwy Elev: 3 hPa Trans level: By ATC Trans alt: 10000′

MSA IST VOR: 180° 3500′; 270° 3000′; 360° 5000′





Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.20°	396	510	566	679	793	906
MAP at MM/D0.6 IATA/D2.0 IST						

HIALS-II
REIL
PAPI

2500′ on 235°

Standard STRAIGHT-IN LANDING RWY 23

	ILS DA(H) 290′ (200′) FULL/Limited	ILS DA(H) 290′ (200′) ALS out	LOC (GS out) MDA(H) 710′ (620′)	LOC (GS out) MDA(H) 710′ (620′) ALS out
A	RVR 750m	RVR 1200m	RVR 1500m	
B				
C			CMV 2400m	
D				

CIRCLE-TO-LAND Max Kts	MDA(H)	VIS
100	1100′ (937′)	3600m
135		
180	1100′ (937′)	4400m
205		

PANS OPS

CHANGES: Communications.

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ATIS	YESILKOY Approach/Radar South	North	West	East	YESILKOY Tower	Ground
128.2	120.5	121.1 127.82	119.47 127.1	120.7 126.42	118.1	121.6 121.8 126.8

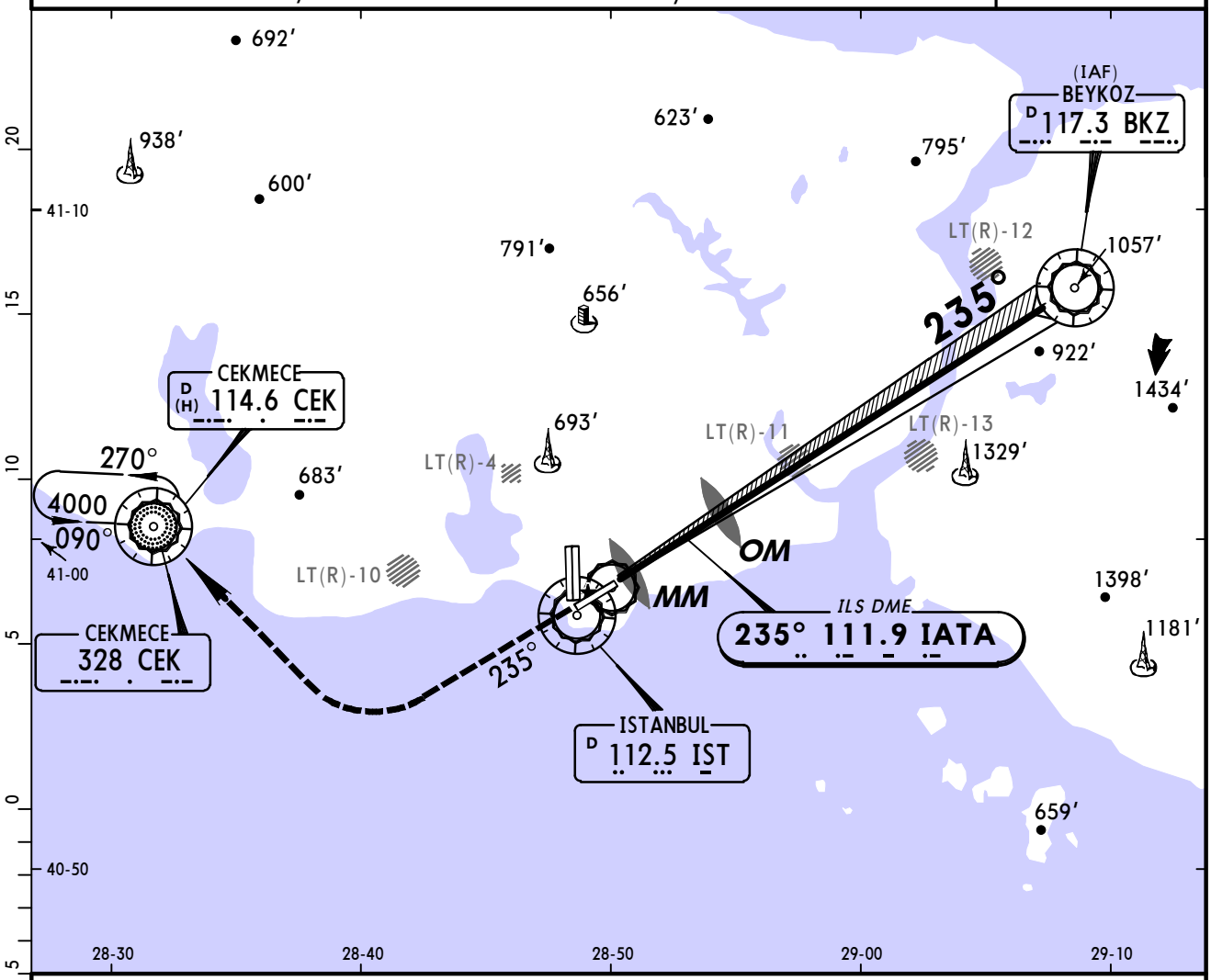
BRIEFING STRIP™

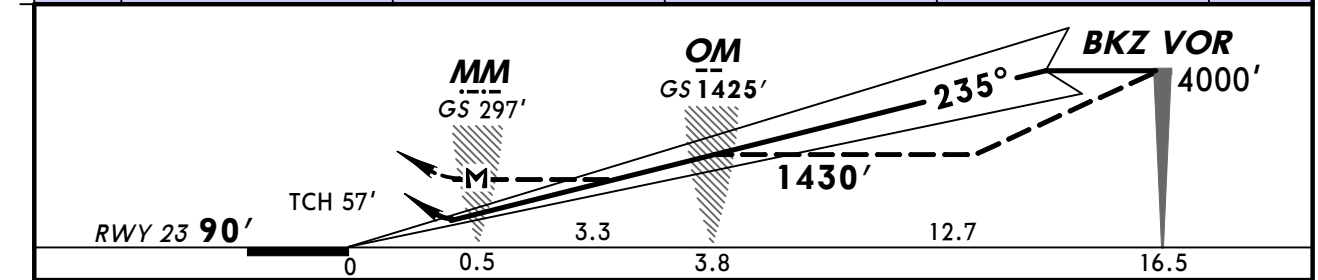
LOC IATA	Final Apch Crs	GS OM	ILS DA(H)	Apt Elev 163′
111.9	235°	1425′ (1335′)	290′ (200′)	RWY 90′

MISSED APCH: Climb on 235° to 2500′, then turn RIGHT climbing to cross CEK VOR/NDB at 4000′ and hold.

Alt Set: hPa Rwy Elev: 3 hPa Trans level: By ATC Trans alt: 10000′

MSA IST VOR: 180° 3500′; 270° 3000′; 360° 5000′





Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.20°	396	510	566	679	793	906
MAP at MM							

HIALS-II, REIL, PAPI

2500′ on 235°

Standard STRAIGHT-IN LANDING RWY 23

	ILS DA(H) 290′ (200′) FULL/Limited	ILS DA(H) 290′ (200′) ALS out	LOC (GS out) MDA(H) 710′ (620′)	LOC (GS out) MDA(H) 710′ (620′) ALS out
A	RVR 750m	RVR 1200m	RVR 1500m	
B				
C			CMV 2400m	
D				

CIRCLE-TO-LAND Max Kts	MDA(H)	VIS
100	1100′ (937′)	3600m
135		
180	1100′ (937′)	4400m
205		

PANS OPS

CHANGES: Communications.

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ATIS	YESILKOY Approach/Radar South	North	West	East	YESILKOY Tower	Ground
128.2	120.5	121.1 127.82	119.47 127.1	120.7 126.42	118.1	121.6 121.8 126.8

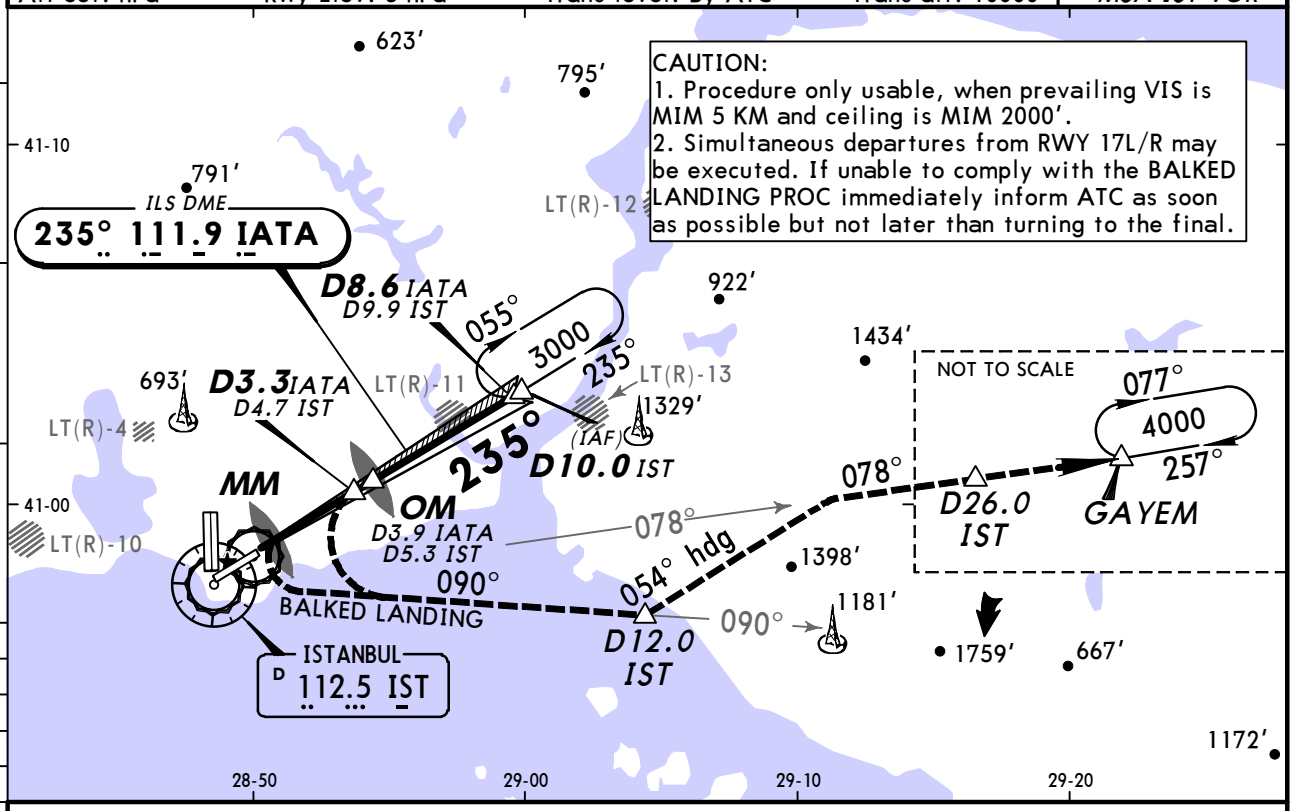
BRIEFING STRIP ™

LOC IATA	Final Apch Crs	GS OM	ILS DA(H)	Apt Elev 163′
111.9	235°	1425′ (1335′)	1270′ (1180′)	RWY 90′

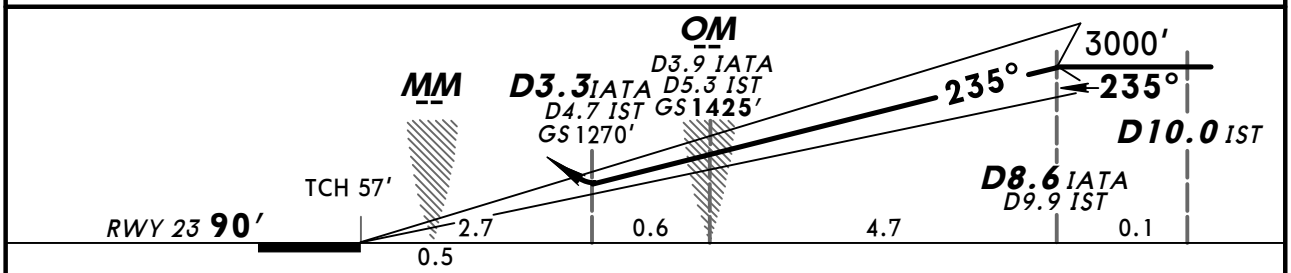
MISSED APCH: Turn LEFT to intercept R-090 IST climbing to 3000′, contact Approach. If unable to contact Approach until passing D12.0 IST turn LEFT on hdg 054° and intercept R-078 IST. After D26.0 IST climb to 4000′ proceed to GAYEM and hold.

Alt Set: hPa | Rwy Elev: 3 hPa | Trans level: By ATC | Trans alt: 10000′

MSA IST VOR: 180° 3500′; 270° 5000′; 360° 3000′



BALKED LANDING MISSED APPROACH PROCEDURE:
As early as practicable turn LEFT and intercept R-090 IST climbing to 3000′ with MAX bank to avoid penetration of RWY 17L/R departure path. Contact Approach. Terrain clearance up to 2000′ and avoidance of departure path and other traffic in the vicinity shall be under the responsibility of Pilot in Command. If unable to contact Approach until passing D12.0/R-090 IST, turn LEFT on hdg 054°. Intercept R-078 IST. After D26.0 IST climb to 4000′ proceed GAYEM and hold. If pilots cleared to perform ILS DME Y RWY 23 proc cannot perform balked landing missed approach inform ATC on Approach and Istanbul TWR at least before starting the approach. In this case, ATC guiding the traffic to safer point and takes the ACFT to hold for an appropriate period for ATC.



Gnd speed-Kts		70	90	100	120	140	160
GS	3.20°	396	510	566	679	793	906

HIALS-II
REIL
PAPI

3000′ LT

IST 112.5 R-090

Standard STRAIGHT-IN LANDING RWY **23**

DA(H) **1270′** (1180′)

	FULL/Limited	ALS out
A	RVR 1500m	
B		
C	CMV 2400m	
D		

PANS OPS

CHANGES: Communications.

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ISTANBUL, TURKEY
ILS DME Rwy 35L

ATIS	YESILKOY Approach/Radar South	North	West	East	YESILKOY Tower	Ground
128.2	120.5	121.1 127.82	119.47 127.1	120.7 126.42	118.1	121.6 121.8 126.8

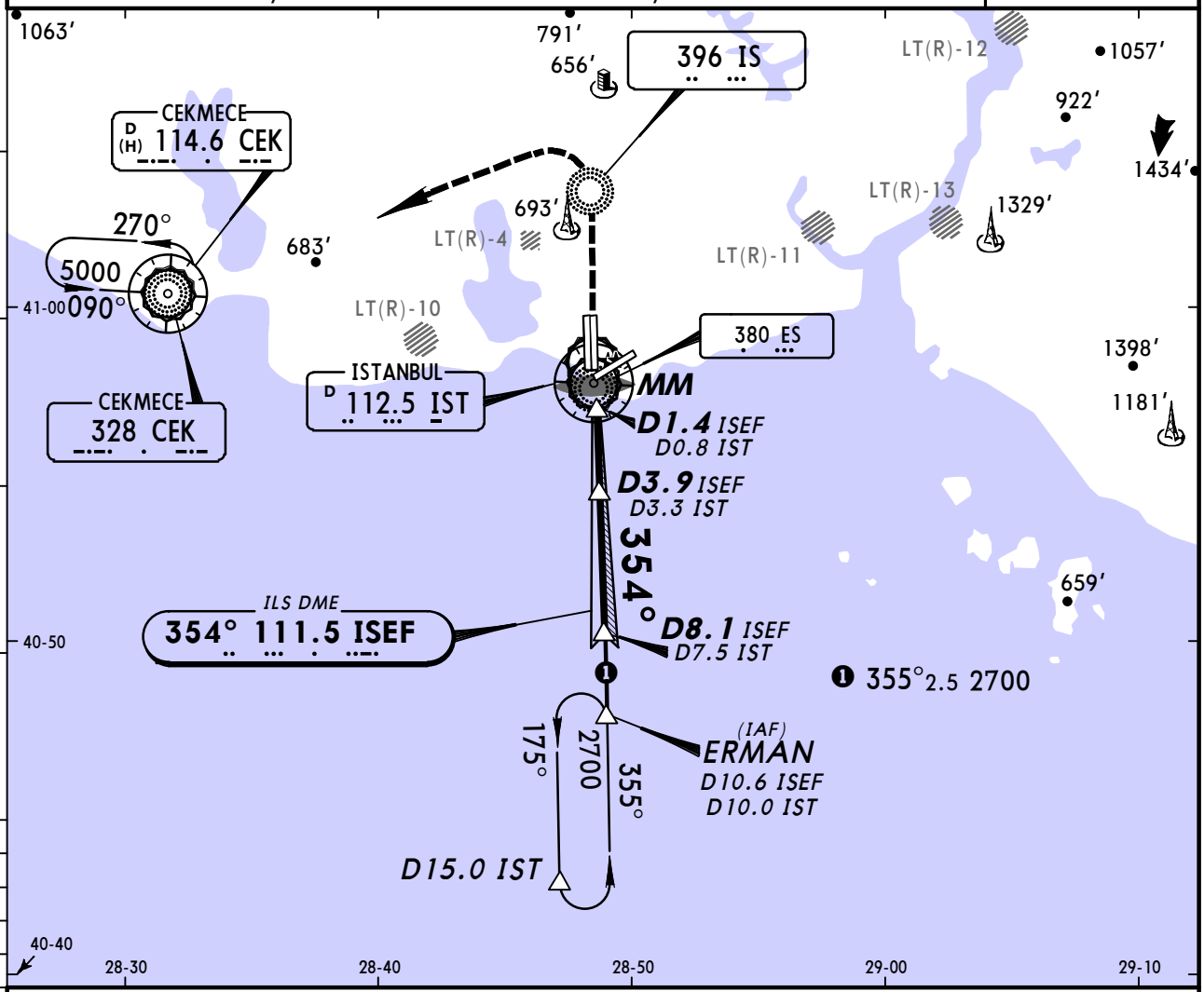
BRIEFING STRIP™

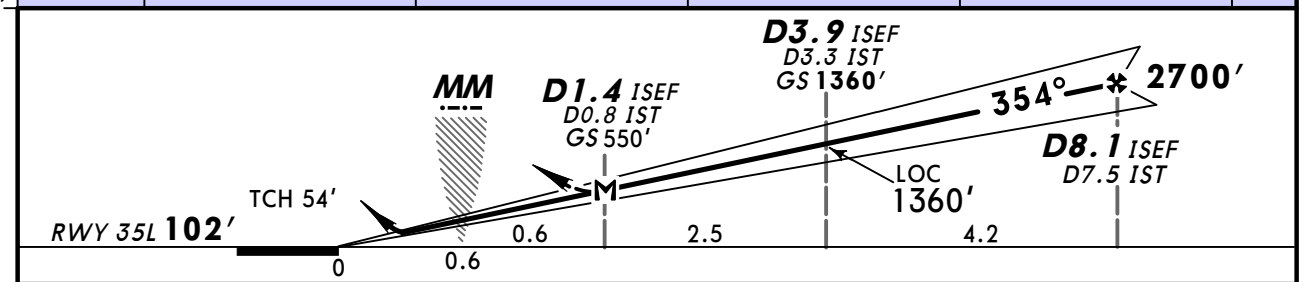
LOC ISEF	Final Apch Crs	GS D3.9 ISEF	ILS DA(H)	Apt Elev 163′
111.5	354°	1360′ (1258′)	360′ (258′)	RWY 102′

MISSED APCH: Climb STRAIGHT AHEAD to cross IS NDB at or above 1500′, then turn LEFT climbing to cross CEK VOR/NDB at 5000′ and hold.

Alt Set: hPa Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 10000′

MSA IST VOR: 180° 3500′; 270° 5000′; 360° 3000′





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 D1.4 ISEF/D0.8 IST						

HIALS-II; REIL; PAPI; PAPI

MIM 1500′

IS 396

Standard STRAIGHT-IN LANDING RWY 35L

	ILS DA(H) 360′ (258′) FULL/Limited	ILS DA(H) 360′ (258′) ALS out	LOC (GS out) MDA(H) 550′ (448′)	LOC (GS out) MDA(H) 550′ (448′) ALS out
A	RVR 800m	RVR 1300m	RVR 1500m	
B				
C			RVR 1700m	CMV 2100m
D				

PANS OPS

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1100′ (937′)	3600m
135		
180	1100′ (937′)	4400m
205		

CHANGES: Communications.

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LTBA/IST
ATATURK

JEPPESEN
30 MAY 14 (11-7)

ISTANBUL, TURKEY
ILS DME Rwy 35R

BRIEFING STRIP ™

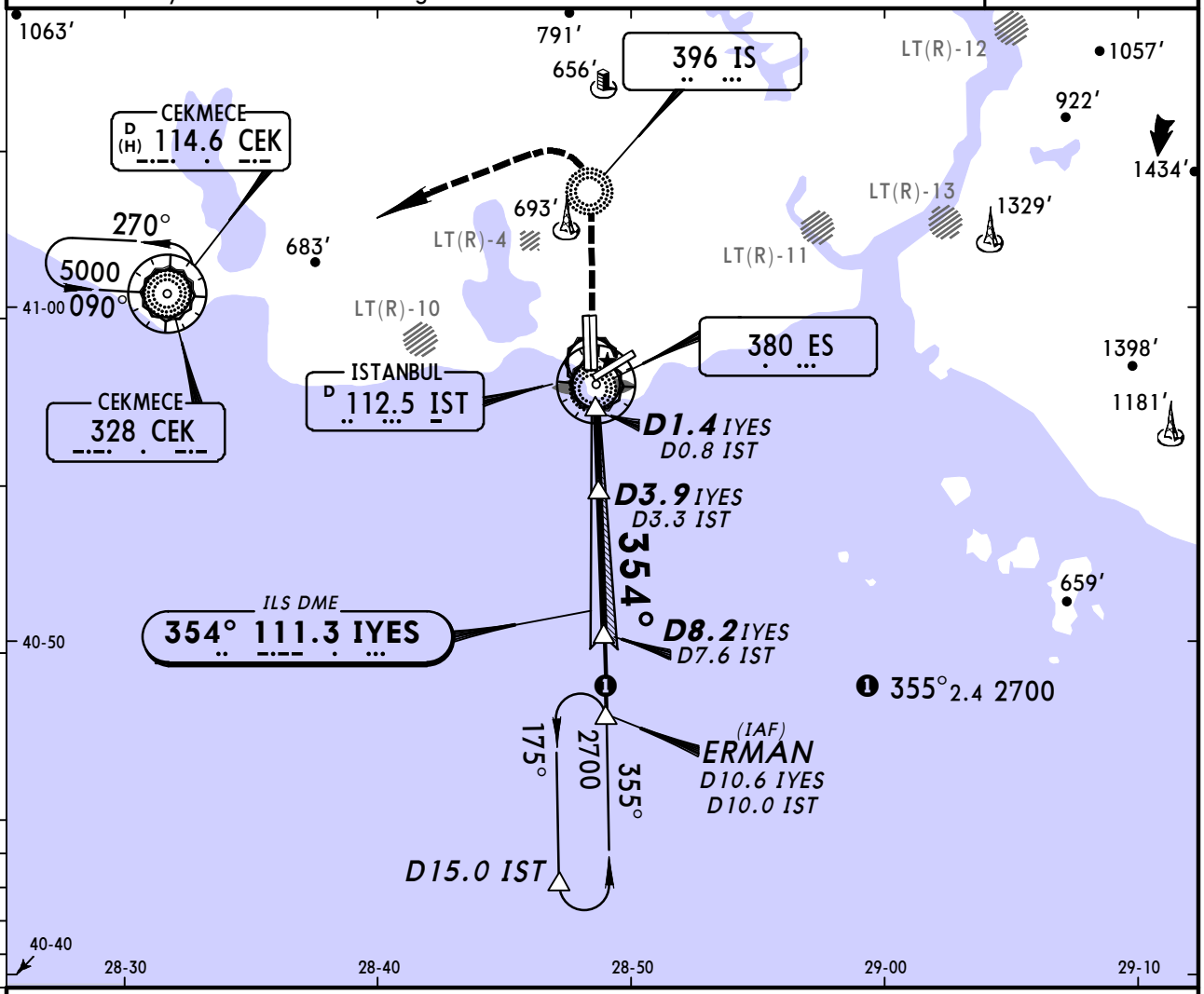
ATIS	YESILKOY Approach/Radar South	North	West	East	YESILKOY Tower	Ground
128.2	120.5	121.1 127.82	119.47 127.1	120.7 126.42	118.1	121.6 121.8 126.8

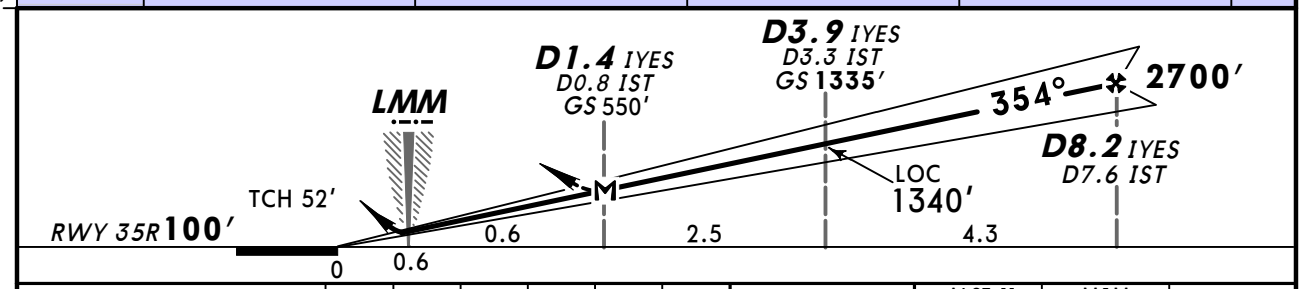
LOC IYES	Final Apch Crs	GS D3.9 IYES	ILS DA(H)	Apt Elev 163′
111.3	354°	1335′ (1235′)	313′ (213′)	RWY 100′

MISSED APCH: Climb STRAIGHT AHEAD to cross IS NDB at or above 1500, then turn LEFT climbing to cross CEK VOR/NDB at 5000′ and hold.

Alt Set: hPa Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 10000′
ILS affected by FM radio broadcasting stations.

MSA IST VOR: 180° 3500′; 270° 5000′; 360° 3000′





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 D1.4 IYES/D0.8 IST						

ALSF-II; REIL; PAPI; PAPI

MIM 1500′

IS 396

Standard STRAIGHT-IN LANDING RWY 35R

	ILS DA(H) 313′(213′) FULL	Limited	ALS out	LOC (GS out) MDA(H) 550′(450′)	ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1400m	RVR 1500m
B					
C					CMV 2100m
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1100′ (937′)	3600m
135		
180	1100′ (937′)	4400m
205		

PANS OPS

CHANGES: Communications.

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BRIEFING STRIP

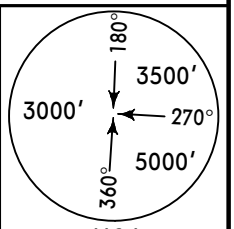
ATIS	YESILKOY Approach/Radar				YESILKOY Tower	Ground
	South	North	West	East		
128.2	120.5	121.1 127.82	119.47 127.1	120.7 126.42	118.1	121.6 121.8 126.8

LOC IYES	Final Apch Crs	GS	CAT II ILS	Apt Elev 163′
111.3	354°	D3.9 IYES 1335′ (1235′)	RA 140′ DA(H) 230′(130′)	RWY 100′

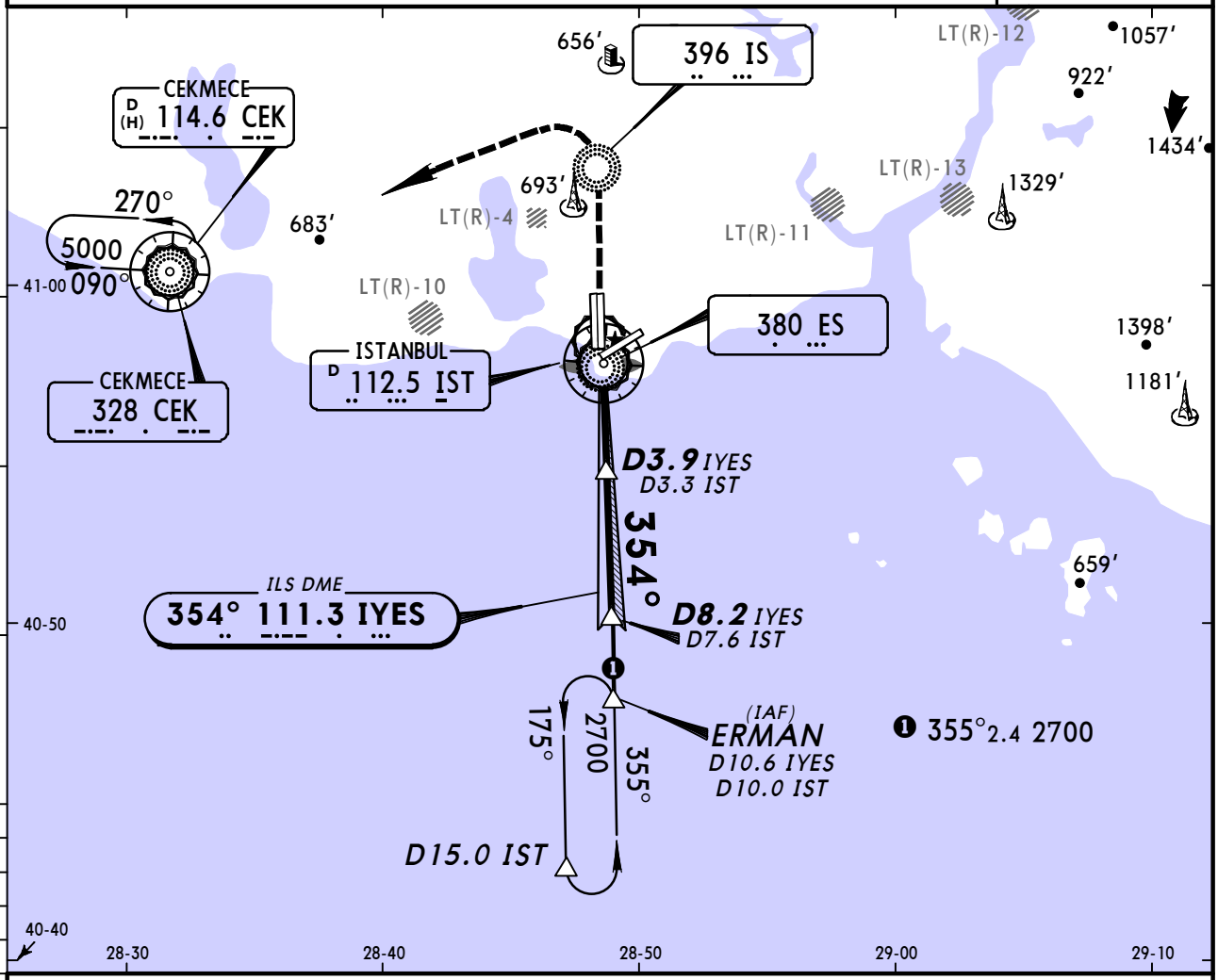
MISSED APCH: Climb STRAIGHT AHEAD to cross IS NDB at or above 1500, then turn LEFT climbing to cross CEK VOR/NDB at 5000′ and hold.

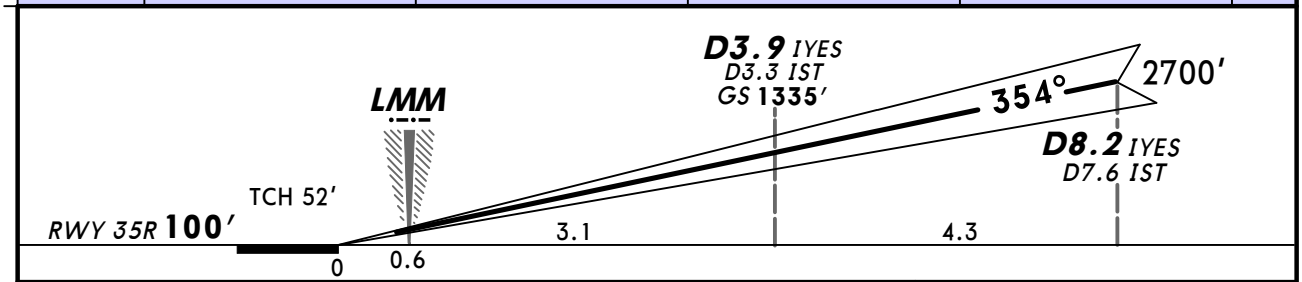
Alt Set: hPa Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 10000′

1. Special Aircrew & Acft Certification Required.
2. ILS affected by FM radio broadcasting stations.



MSA
IST VOR





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

ALSF-II
REIL PAPI PAPI

MIM 1500′

IS 396

Standard

STRAIGHT-IN LANDING RWY **35R**
CAT II ILS

ABCD
RA 140′
DA(H) **230′**(130′)

PANS OPS

RVR *400m*

CHANGES: Communications.

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LTBA/IST
ATATURK

JEPPESEN

30 MAY 14 (13-1)

MISSED APCH CLIMB GRAD MIM 3.5%

ISTANBUL, TURKEY
VORTAC Rwy 05

BRIEFING STRIP

ATIS	YESILKOY Approach/Radar South	North	West	East	YESILKOY Tower	Ground
128.2	120.5	121.1 127.82	119.47 127.1	120.7 126.42	118.1	121.6 121.8 126.8

VOR IST	Final Apch Crs	Minimum Alt D4.5 IST	MDA(H)	Apt Elev 163′
112.5	059°	1600′ (1507′)	470′ (377′)	RWY 93′

MISSED APCH: Climb on R-053 IST to cross D5.5 IST at or above 1500′. Proceed to cross BKZ VOR at 4000′ and hold.

Alt Set: hPa Rwy Elev: 3 hPa Trans level: By ATC Trans alt: 10000′

MSA IST VOR: 180° 3500′; 270° 5000′; 360° 3000′

NOT TO SCALE

BEYKOZ D 117.3 BKZ

054° 4000 234°

656′ 693′ 683′ 1329′

LT(R)-4 LT(R)-10 LT(R)-11 LT(R)-13

ISTANBUL D 112.5 IST

D5.5 IST

053°

340 ST

380 ES

D4.5 IST [FDØ5]

(IAF) ATCOS D9.0 IST

059° 3000 239°

059°

41-00 40-50

28-40 28-50 29-00

ATCOS D9.0 IST 3000′ 059° D4.5 IST [FDØ5] 1600′ 3.00° IST VOR

TCH displ thresh 57′

4.5 4.5 0.2 0

RWY 05 93′

TO DISPLACED THRESHOLD

Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at IST VOR							

HIALS-II REIL PAPI

MIM 1500′

IST 112.5 on R-053

D5.5 IST

Standard STRAIGHT-IN LANDING RWY 05

Missed apch climb gradient mim 3.5%

MDA(H) 470′ (377′)

PANS OPS

		ALS out	Max Kts	MDA(H)	VIS
A	1000m	1500m	100	1100′ (937′)	3600m
B			135		
C	1400m	1800m	180	1100′ (937′)	4400m
D			205		

CIRCLE-TO-LAND

CHANGES: Communications.

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LTBA/IST
ATATURK

JEPPESEN
30 MAY 14 (13-2)

ISTANBUL, TURKEY
MISSED APCH CLIMB GRAD MIN 3.5%
VOR Rwy 05

BRIEFING STRIP ™

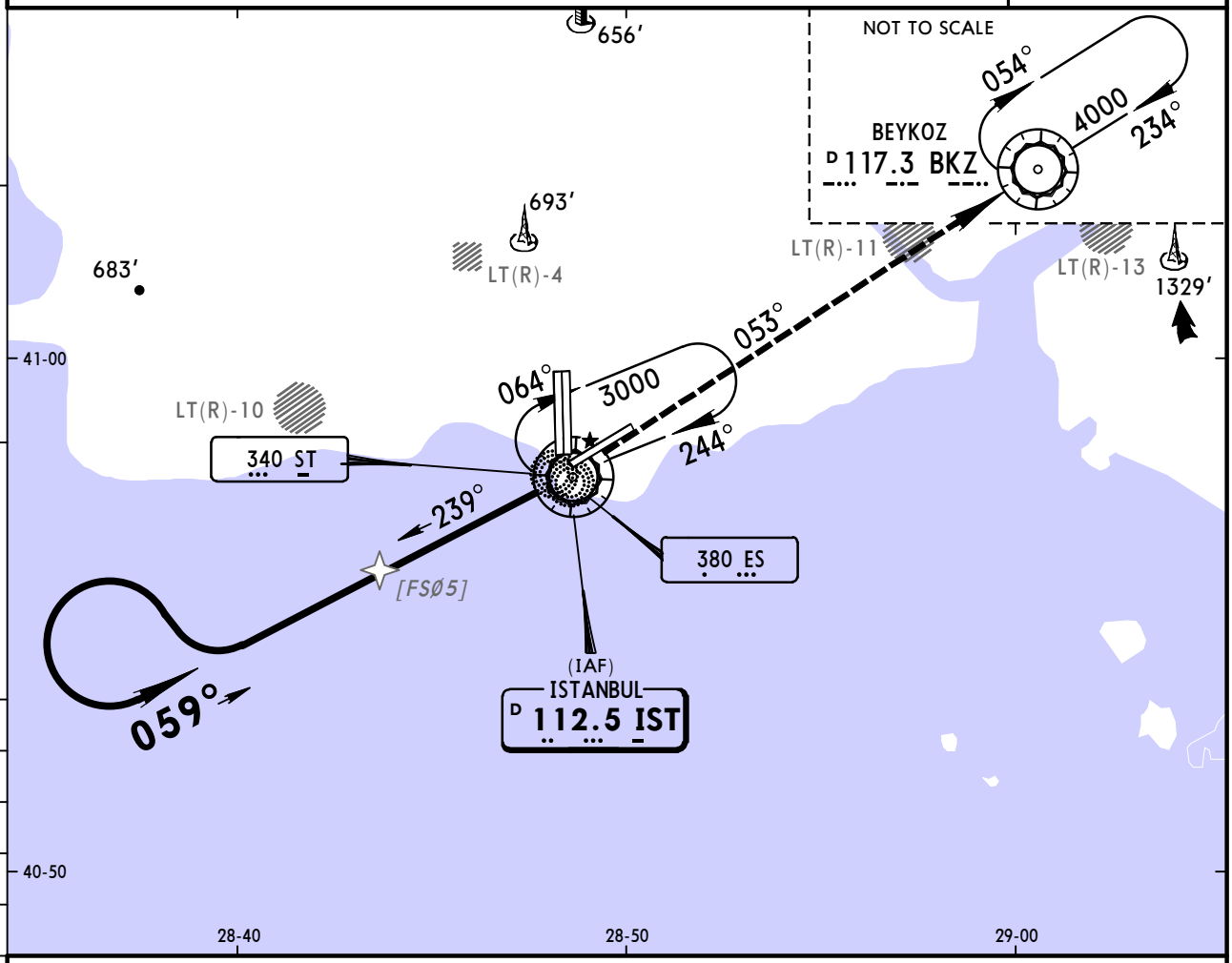
ATIS	YESILKOY Approach/Radar South	North	West	East	YESILKOY Tower	Ground
128.2	120.5	121.1 127.82	119.47 127.1	120.7 126.42	118.1	121.6 121.8 126.8

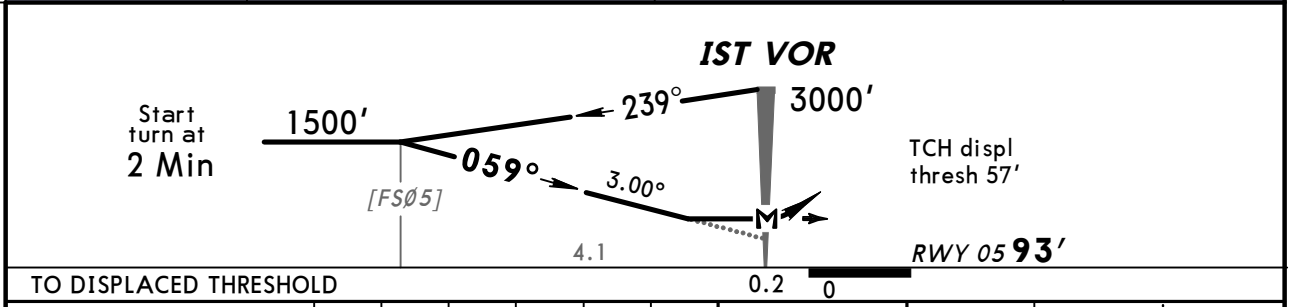
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 163′
IST 112.5	059°	No FAF	470′ (377′)	RWY 93′

MISSED APCH: Climb on R-053 IST to cross BKZ VOR at 4000′ and hold.

Alt Set: hPa Rwy Elev: 3 hPa Trans level: By ATC Trans alt: 10000′
Procedure turn restricted to MAX 185 KT.

MSA IST VOR: 180° 3500′; 270° 5000′; 360° 3000′





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at IST VOR							

HIALS-II REIL PAPI

4000′ on IST 112.5 R-053

Standard STRAIGHT-IN LANDING RWY 05
Missed apch climb gradient mim 3.5%

	CDFA MDA(H) 470′(377′)	ALS out	non-CDFA MDA(H) 470′(377′)	ALS out
A, B	1000m	1500m	1200m	1900m
C, D	1400m	1800m	1400m	2100m

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100, 135	1100′ (937′)	3600m
180, 205	1100′ (937′)	4400m

PANS OPS

CHANGES: Communications.

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BRIEFING STRIP

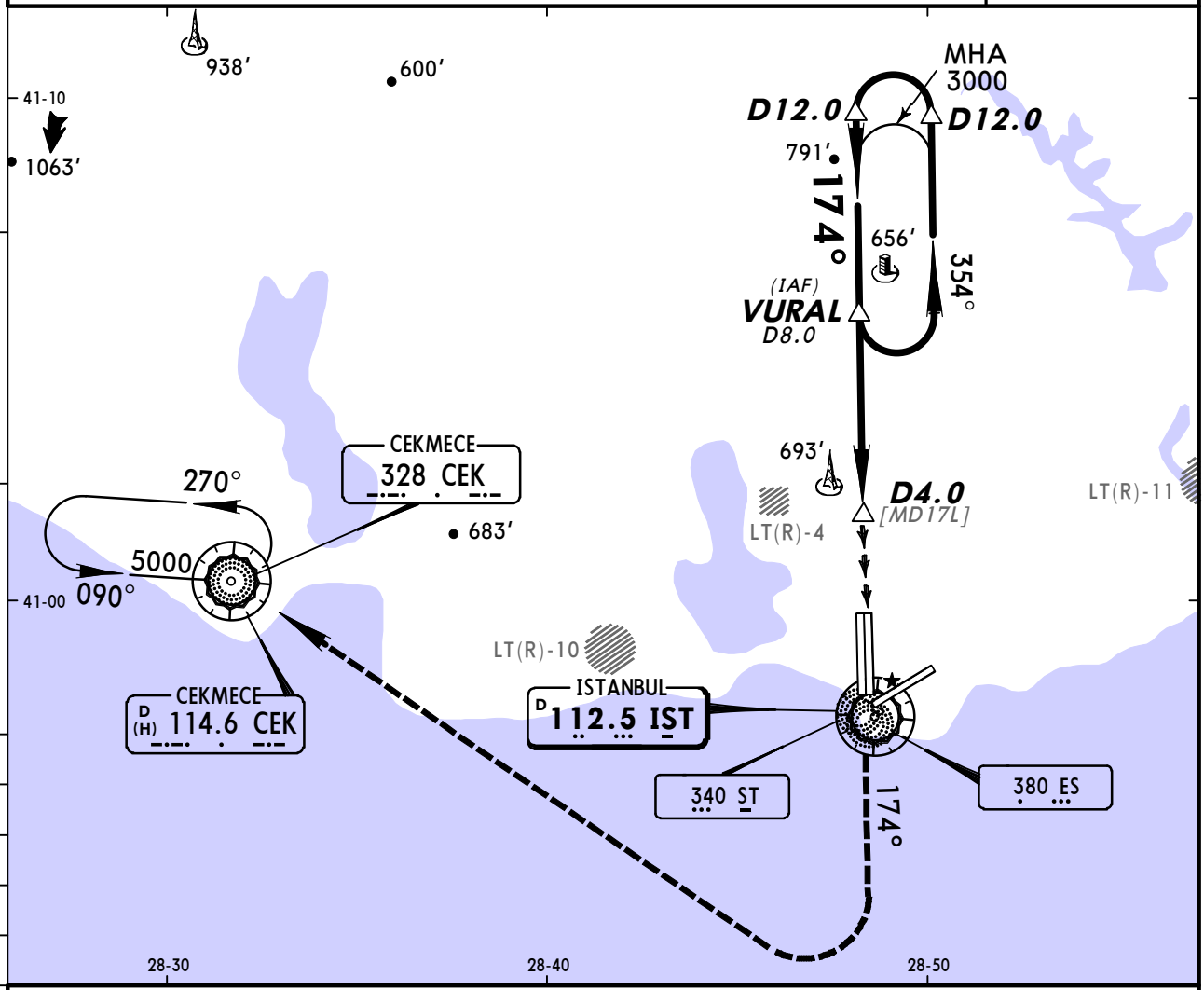
ATIS	YESILKOY Approach/Radar South	North	West	East	YESILKOY Tower	Ground
128.2	120.5	121.1 127.82	119.47 127.1	120.7 126.42	118.1	121.6 121.8 126.8

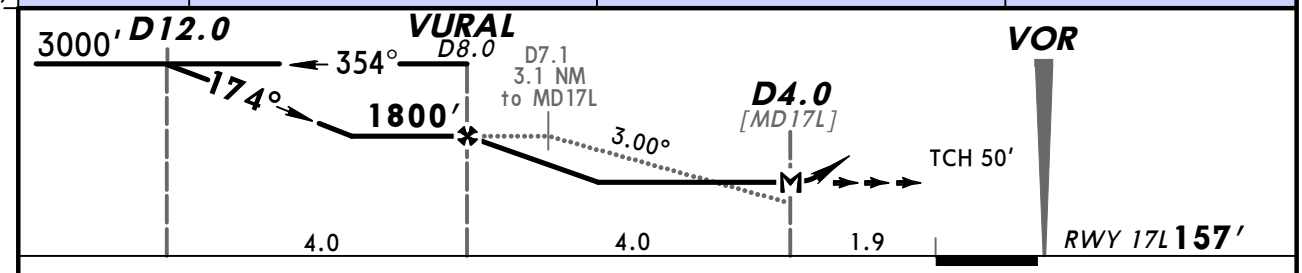
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 163′
IST 112.5	174°	VURAL 1800′ (1643′)	1010′ (853′)	RWY 157′

MISSED APCH: Climb on 174° to 2500′, then turn RIGHT climbing to cross CEK VOR/NDB at 5000′ and hold.

Alt Set: hPa Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 10000′
Racetrack MAX 185 KT.

MSA IST VOR: 180° 3500′; 270° 3000′; 360° 5000′





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

ALSF-II; REIL; PAPI; PAPI

2500′ on 174°

Standard STRAIGHT-IN LANDING RWY 17L

MDA(H) 1010′ (853′)

		ALS out
A	2700m	3400m
B		
C	3500m	4200m
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1100′ (937′)	3600m
135		
180	1100′ (937′)	4400m
205		

PANS OPS

CHANGES: Communications.

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ISTANBUL, TURKEY
VOR DME Rwy 23

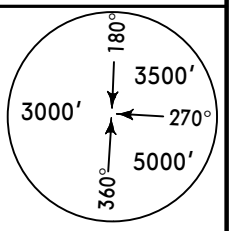
BRIEFING STRIP ™

ATIS	YESILKOY Approach/Radar South	North	West	East	YESILKOY Tower	Ground
128.2	120.5	121.1 127.82	119.47 127.1	120.7 126.42	118.1	121.6 121.8 126.8

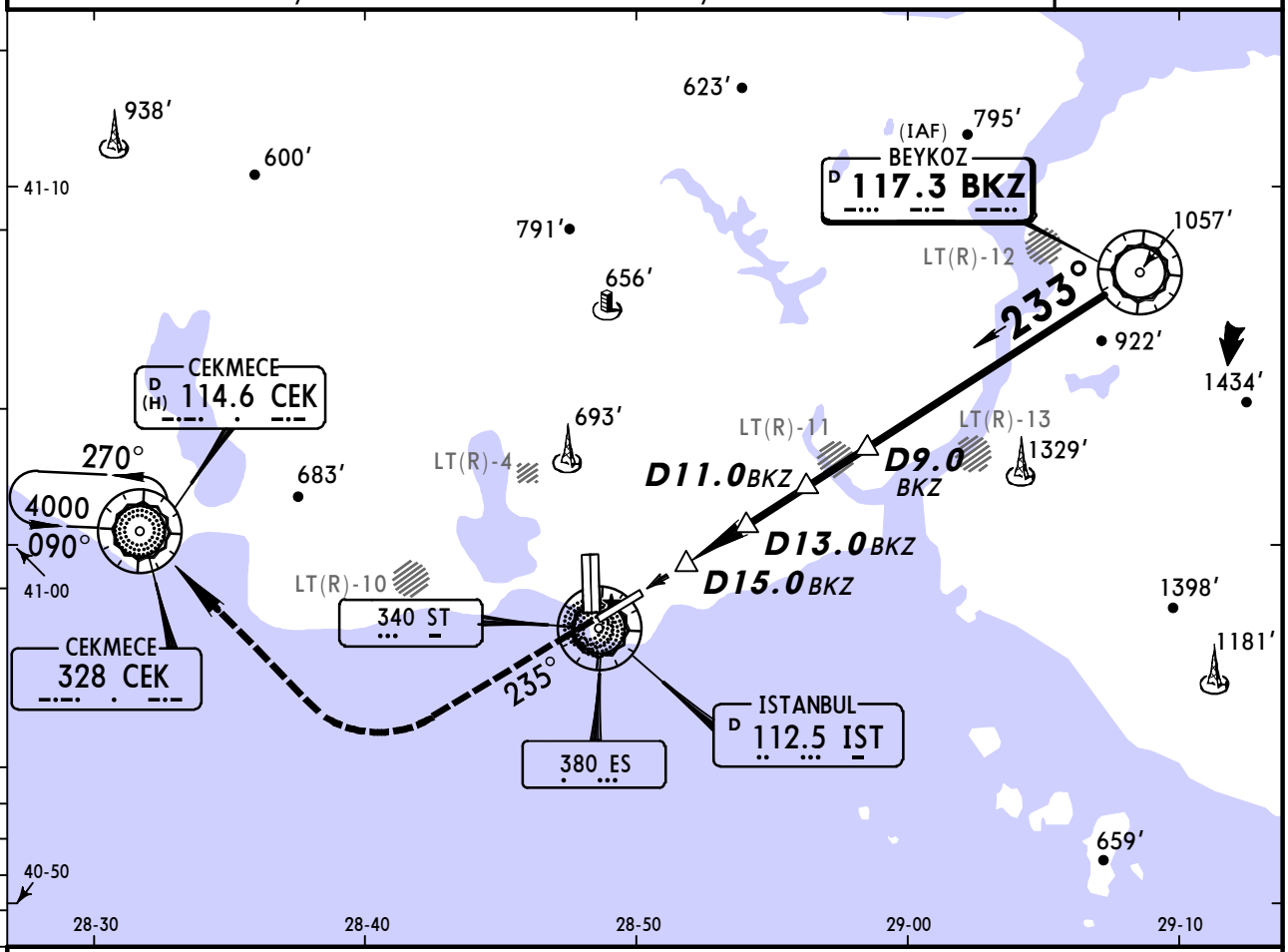
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 163′
BKZ 117.3	233°	D9.0 BKZ 2500′ (2410′)	800′ (710′)	RWY 90′

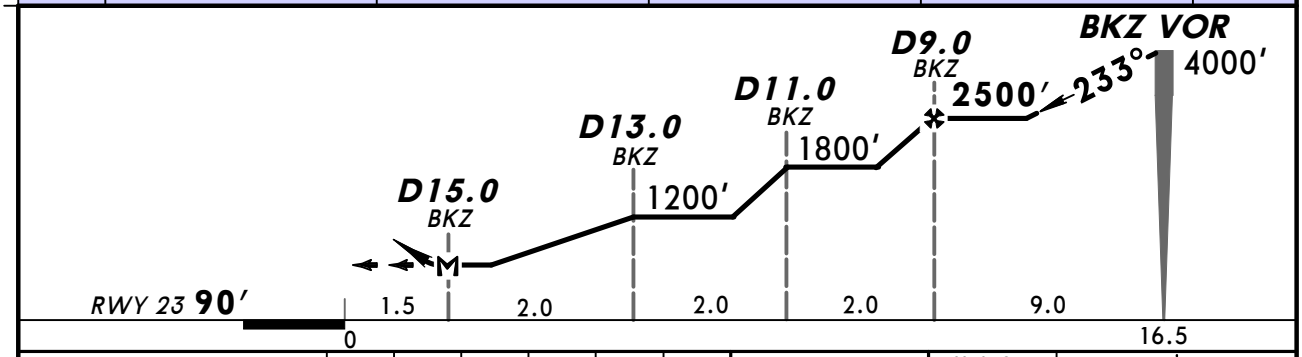
MISSED APCH: Climb on 235° to 2500′, then turn RIGHT climbing to cross CEK VOR/NDB at 4000′ and hold.

Alt Set: hPa Rwy Elev: 3 hPa Trans level: By ATC Trans alt: 10000′



MSA IST VOR





MAP at D15.0 BKZ							

HIALS-II
REIL
PAPI
2500′ on 235°

Standard STRAIGHT-IN LANDING RWY 23

MDA(H) 800′ (710′)

PANS OPS

		ALS out	Max Kts	CIRCLE-TO-LAND MDA(H)	VIS
A	3100m	3500m	100	1100′ (937′)	3600m
B			135		
C	3300m	3700m	180	1100′ (937′)	4400m
D			205		

CHANGES: Communications.

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BRIEFING STRIP

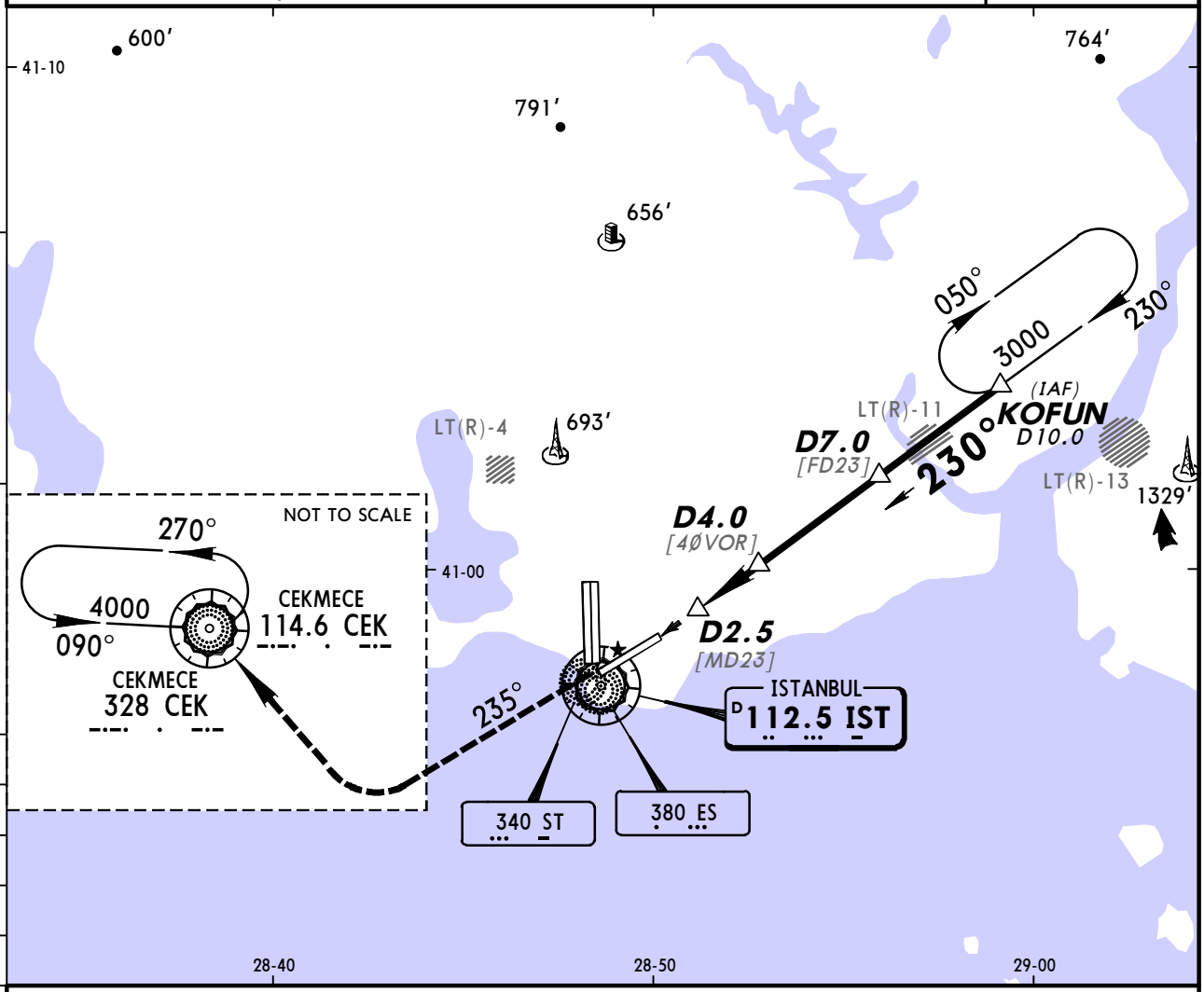
ATIS	YESILKOY Approach/Radar				YESILKOY Tower	Ground
	South	North	West	East		
128.2	120.5	121.1 127.82	119.47 127.1	120.7 126.42	118.1	121.6 121.8 126.8

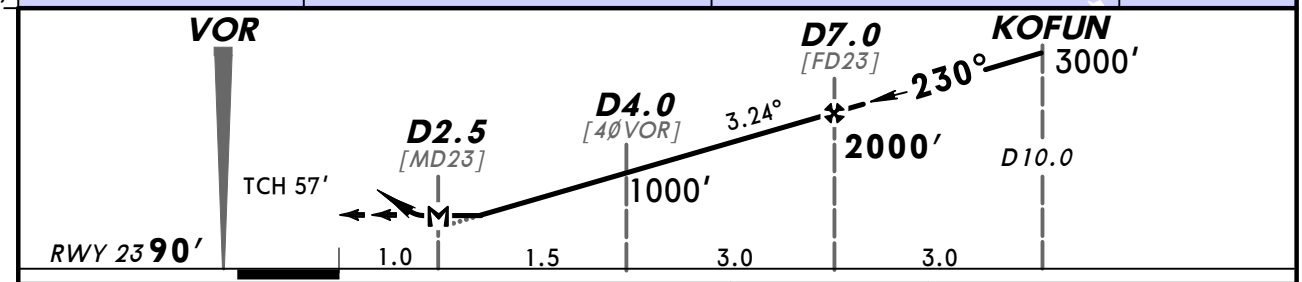
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 163′
IST 112.5	230°	D7.0 2000′ (1910′)	710′ (620′)	RWY 90′

MISSED APCH: Climb on 235° to 2500′, then turn RIGHT climbing to cross CEK VOR/NDB at 4000′ and hold.

Alt Set: hPa Rwy Elev: 3 hPa Trans level: By ATC Trans alt: 10000′

MSA IST VOR: 180° 3500′; 270° 3000′; 360° 5000′





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.24°	401	516	573	688	803	917
MAP at D2.5							

HIALS-II
REIL
PAPI

2500′ on 235°

PANS OPS

Standard STRAIGHT-IN LANDING RWY 23

MDA(H) 710′ (620′)

		ALS out	Max Kts	CIRCLE-TO-LAND MDA(H)	VIS
A	2200m	2600m	100	1100′ (937′)	3600m
B			135		
C	2700m	3100m	180	1100′ (937′)	4400m
D			205		

CHANGES: Communications.

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ISTANBUL, TURKEY
VORTAC-1 Rwy 35L

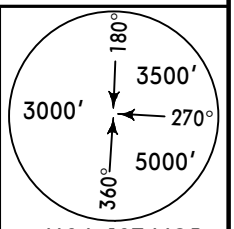
BRIEFING STRIP ™

ATIS	YESILKOY Approach/Radar South	North	West	East	YESILKOY Tower	Ground
128.2	120.5	121.1 127.82	119.47 127.1	120.7 126.42	118.1	121.6 121.8 126.8

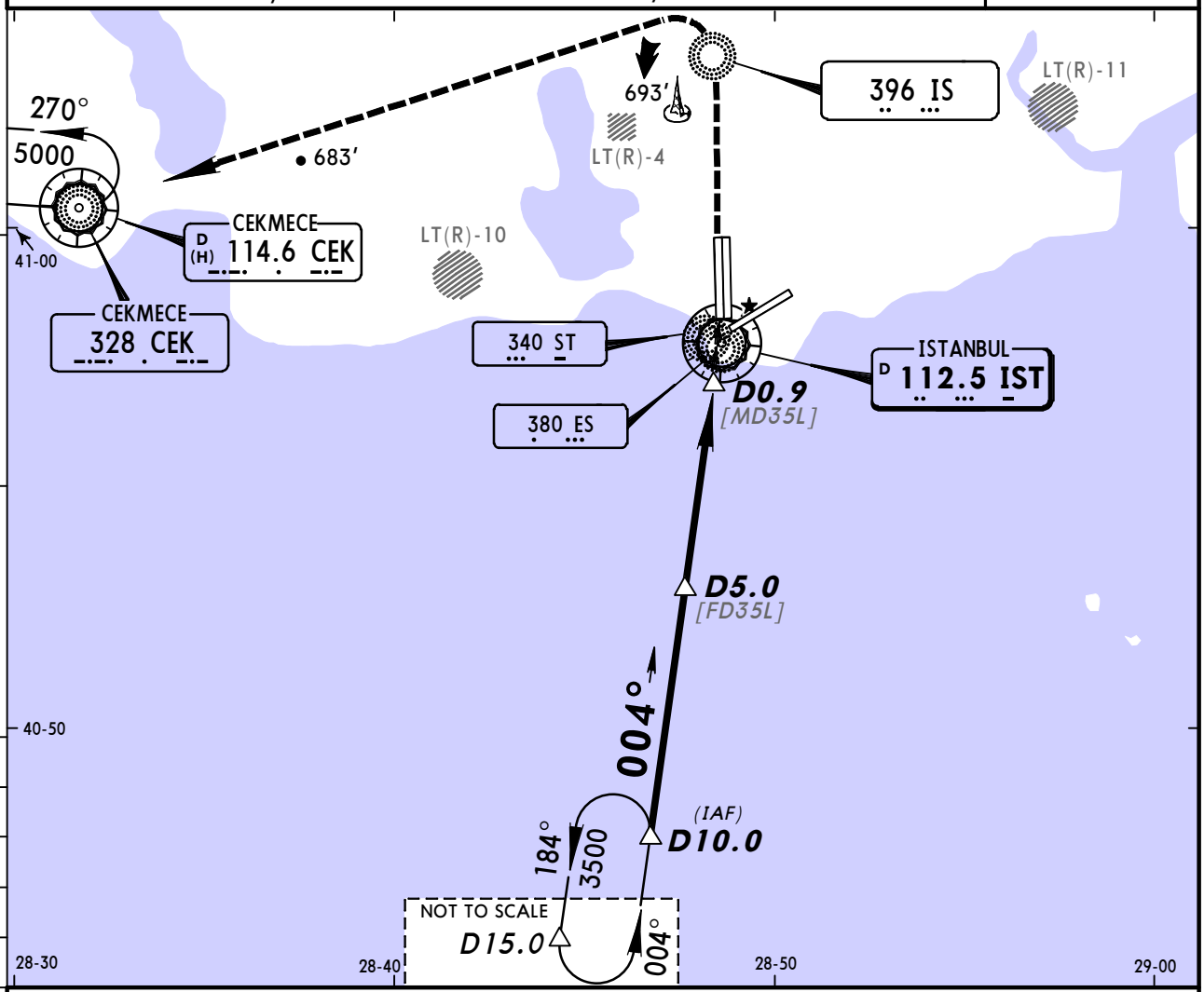
VOR IST	Final Apch Crs	Minimum Alt D5.0	MDA(H)	Apt Elev 163′
112.5	004°	1890′ (1788′)	550′ (448′)	RWY 102′

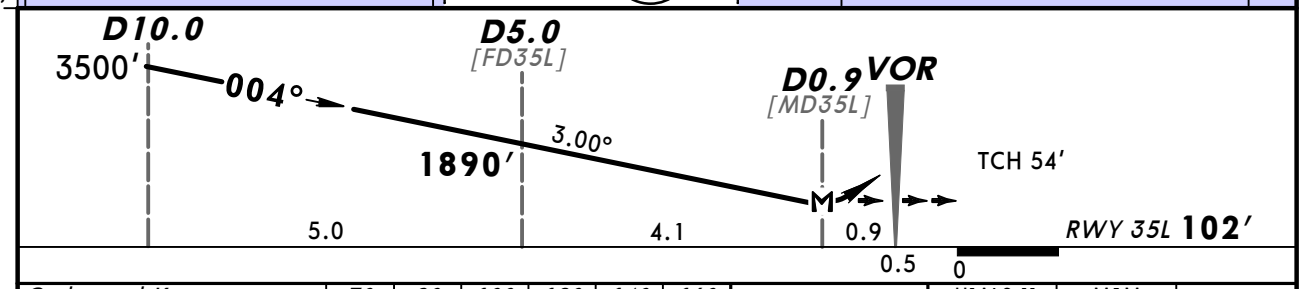
MISSED APCH: Climb STRAIGHT AHEAD to cross IS NDB at or above 1500, then turn LEFT climbing to cross CEK VOR/NDB at 5000′ and hold.

Alt Set: hPa | Rwy Elev: 4 hPa | Trans level: By ATC | Trans alt: 10000′



MSA IST VOR





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.9							

HIALS-II
REIL
PAPI PAPI

MIM 1500′

IS 396

PANS OPS

Standard STRAIGHT-IN LANDING RWY **35L**

MDA(H) **550′** (448′)

		ALS out
A	1600m	2000m
B		
C	2100m	2500m
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1100′ (937′)	3600m
135		
180	1100′ (937′)	4400m
205		

CHANGES: Communications.

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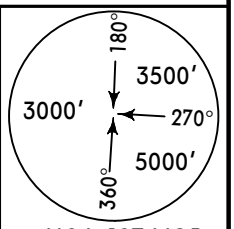
BRIEFING STRIP

ATIS	YESILKOY Approach/Radar South	North	West	East	YESILKOY Tower	Ground
128.2	120.5	121.1 127.82	119.47 127.1	120.7 126.42	118.1	121.6 121.8 126.8

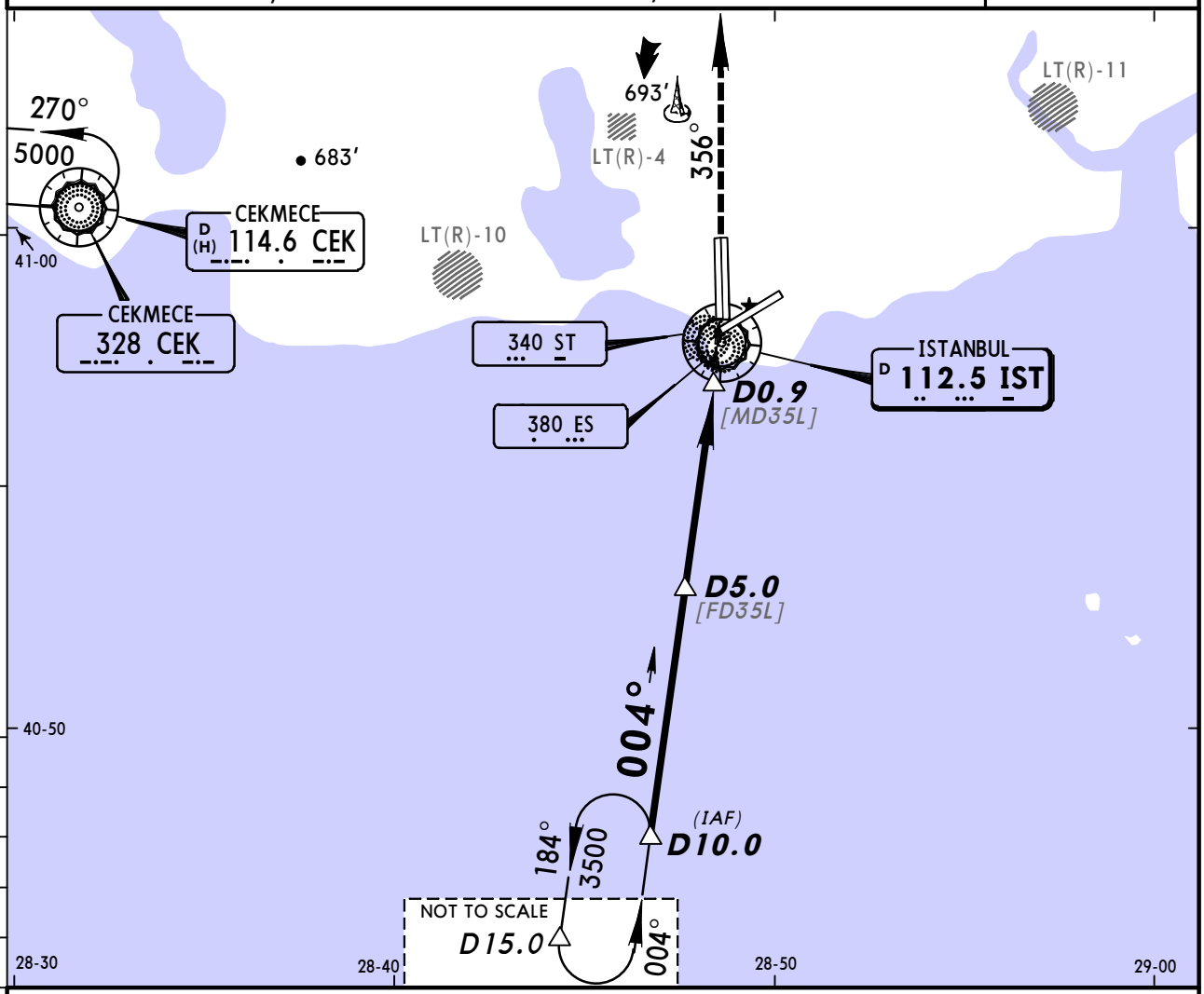
VOR IST	Final Apch Crs	Minimum Alt D5.0	MDA(H)	Apt Elev 163′
112.5	004°	1890′ (1788′)	550′ (448′)	RWY 102′

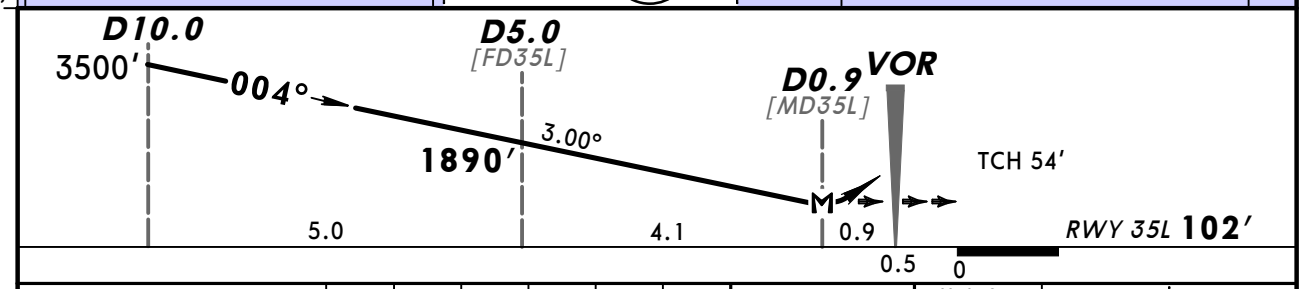
MISSED APCH: Climb on R-356 to 2500′, then turn LEFT climbing to cross CEK VOR/NDB at 5000′ and hold.

Alt Set: hPa Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 10000′



MSA IST VOR





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.9							

HIALS-II
REIL PAPI PAPI

2500′ on IST 112.5 R-356

Standard STRAIGHT-IN LANDING RWY **35L**

MDA(H) **550′** (448′)

	ALS out
A, B	1600m
C, D	2100m

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100, 135	1100′ (937′)	3600m
180, 205	1100′ (937′)	4400m

PANS OPS

CHANGES: Communications.

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ISTANBUL, TURKEY
VORTAC Rwy 35R

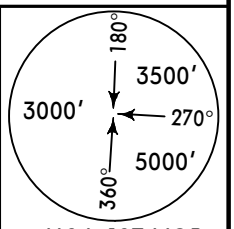
BRIEFING STRIP TM

ATIS	YESILKOY Approach/Radar South	North	West	East	YESILKOY Tower	Ground
128.2	120.5	121.1 127.82	119.47 127.1	120.7 126.42	118.1	121.6 121.8 126.8

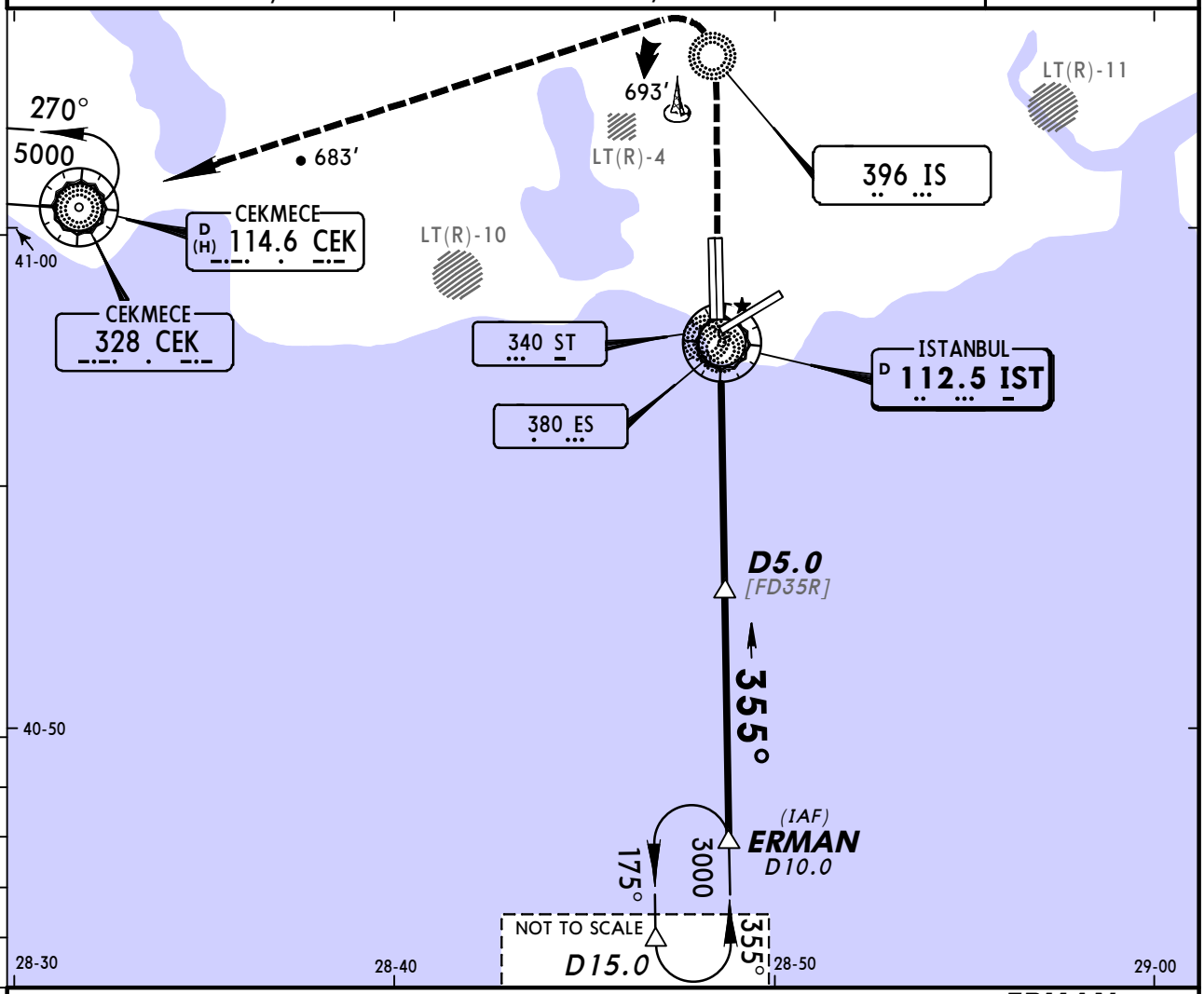
VOR IST	Final Apch Crs	Minimum Alt D5.0	MDA(H)	Apt Elev 163′
112.5	355°	1800′ (1700′)	550′ (450′)	RWY 100′

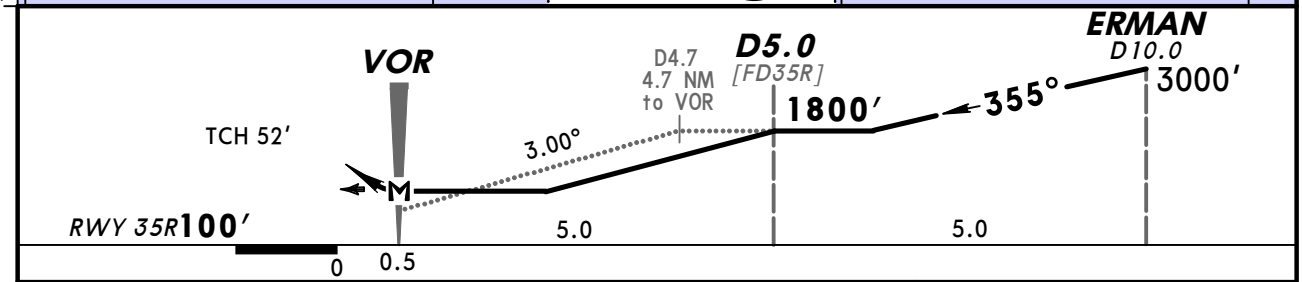
MISSED APCH: Climb STRAIGHT AHEAD to cross IS NDB at or above 1500′, then turn LEFT climbing to cross CEK VOR/NDB at 5000′ and hold.

Alt Set: hPa Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 10000′



MSA IST VOR





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at VOR							

ALSF-II
REIL PAPI PAPI

MIM 1500′

IS 396

Standard STRAIGHT-IN LANDING RWY **35R**

MDA(H) **550′ (450′)**

		ALS out
A	1400m	1800m
B		
C	1600m	2300m
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1100′ (937′)	3600m
135		
180	1100′ (937′)	4400m
205		

PANS OPS

CHANGES: Communications.

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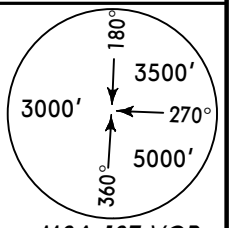
BRIEFING STRIP

ATIS	YESILKOY Approach/Radar South	North	West	East	YESILKOY Tower	Ground
128.2	120.5	121.1 127.82	119.47 127.1	120.7 126.42	118.1	121.6 121.8 126.8

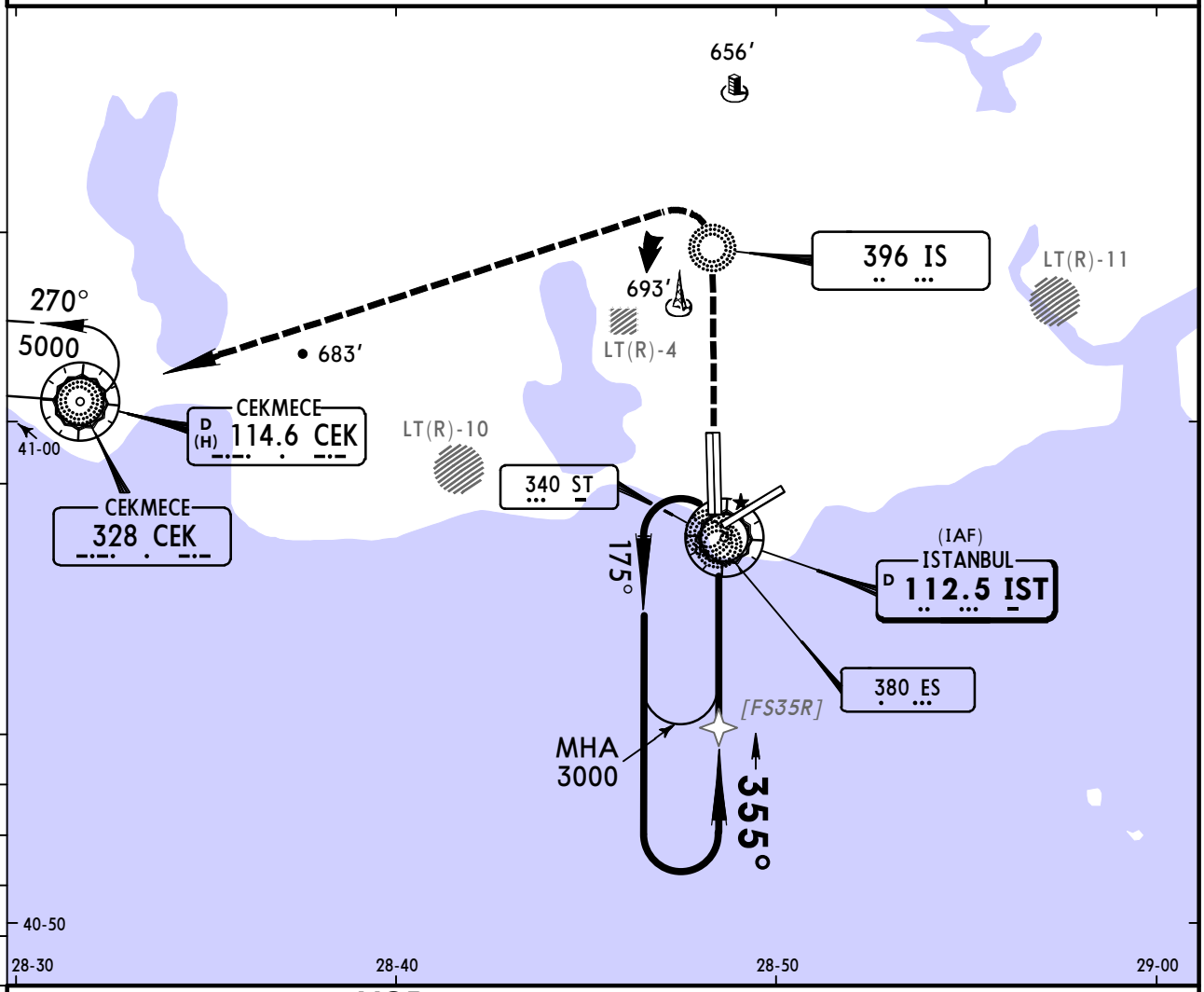
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 163′
IST 112.5	355°	No FAF	550′ (450′)	RWY 100′

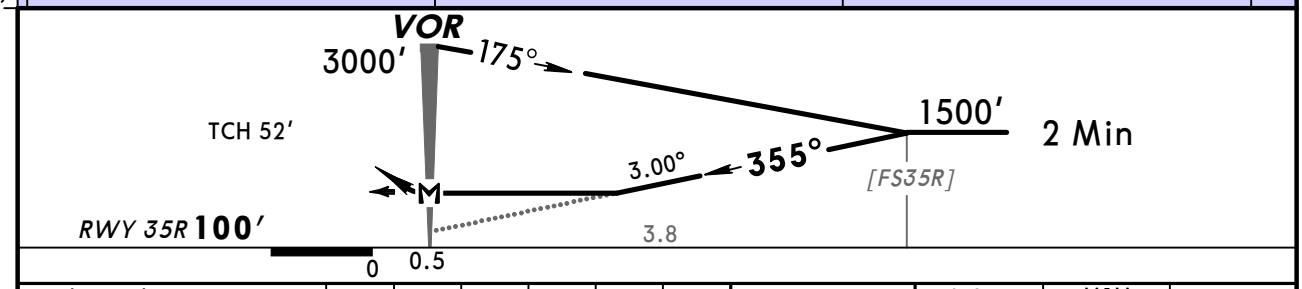
MISSED APCH: Climb STRAIGHT AHEAD to cross IS NDB at or above 1500, then turn LEFT climbing to cross CEK VOR/NDB at 5000′ and hold.

Alt Set: hPa Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 10000′
Racetrack MAX 185 KT.



MSA IST VOR





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at VOR							

ALSF-II REIL PAPI PAPI

MIM 1500′

IS 396

Standard STRAIGHT-IN LANDING RWY **35R**

PANS OPS

	CDFA MDA(H) 550′ (450′)	CDFA MDA(H) 550′ (450′) ALS out	non-CDFA MDA(H) 550′ (450′)	non-CDFA MDA(H) 550′ (450′) ALS out
A, B	1400m	1800m	1600m	2300m
C, D	1600m	2300m	1800m	2500m

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100, 135	1100′ (937′)	3600m
180, 205	1100′ (937′)	4400m

CHANGES: Communications.

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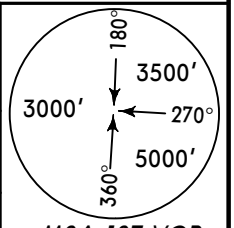
BRIEFING STRIP

ATIS	YESILKOY Approach/Radar				YESILKOY Tower	Ground
	South	North	West	East		
128.2	120.5	121.1 127.82	119.47 127.1	120.7 126.42	118.1	121.6 121.8 126.8

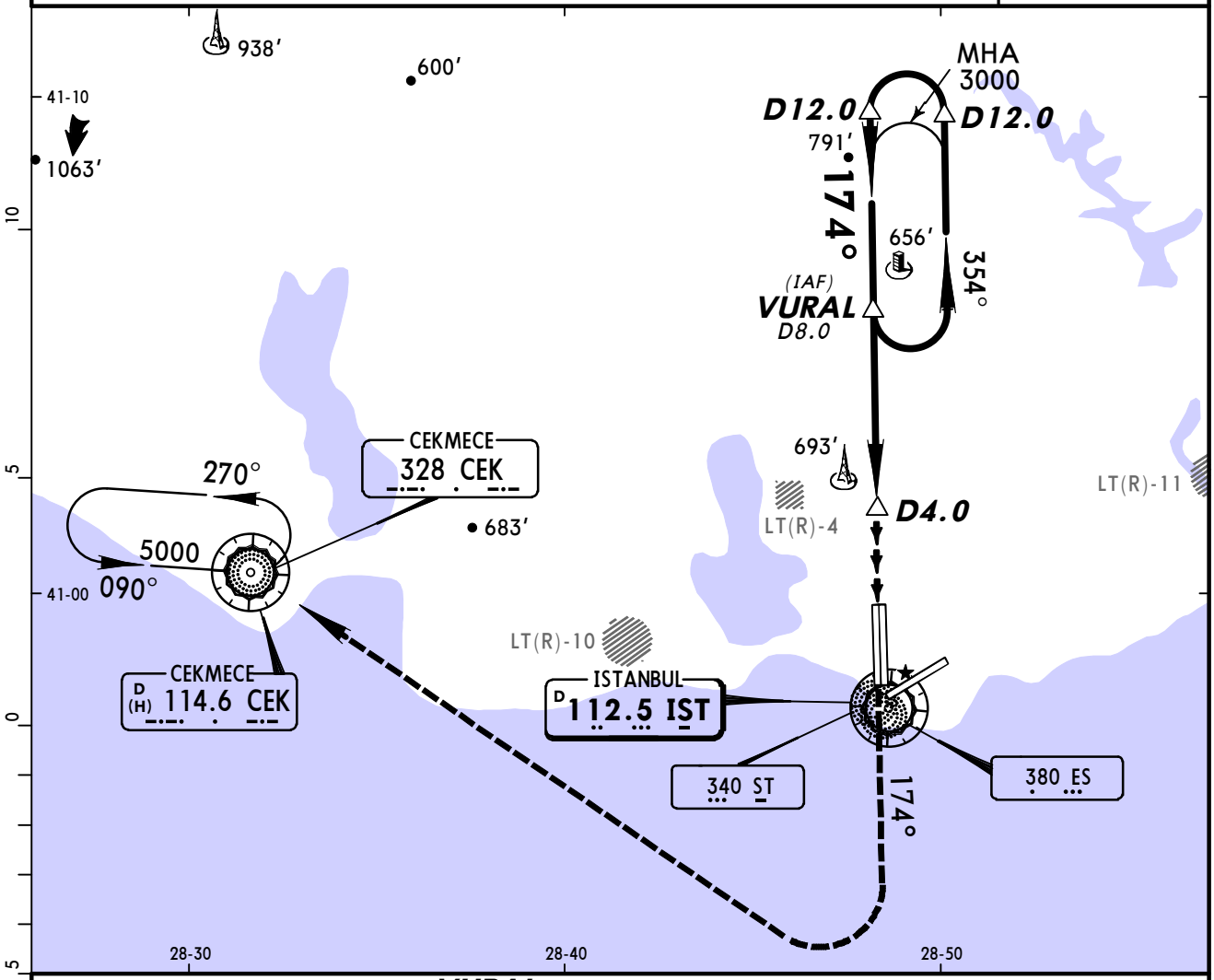
VOR	Final Apch Crs	Minimum Alt	MDA(H)	
IST 112.5	174°	VURAL 1800′ (1637′)	1100′ (937′)	Apt Elev 163′

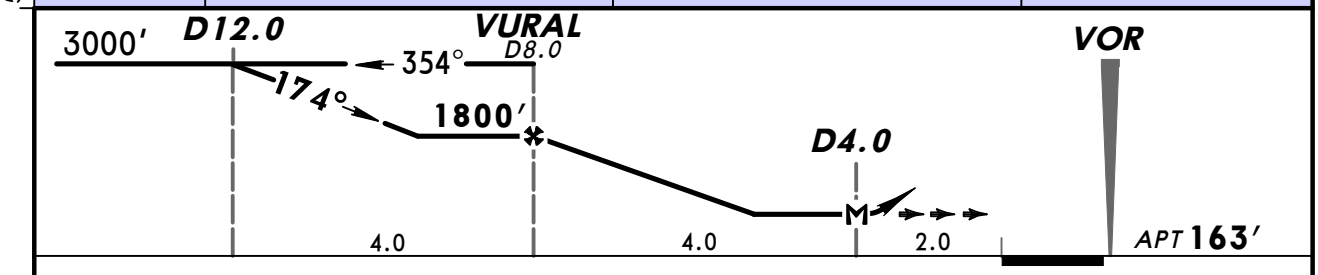
MISSED APCH: Climb on 174° to 2500′, then turn RIGHT climbing to cross CEK VOR/NDB at 5000′ and hold.

Alt Set: hPa Apt Elev: 6 hPa Trans level: By ATC Trans alt: 10000′
Racetrack MAX 185 KT.



MSA IST VOR





MAP at D4.0

Lighting - Refer to Airport Chart: 2500′ on 174°

PANS OPS

Standard

	STRAIGHT-IN LANDING	CIRCLE-TO-LAND Max Kts	MDA(H)	VIS
A	NOT AUTHORIZED	100	1100′ (937′)	3600m
B		135		
C		180	1100′ (937′)	4400m
D		205		

CHANGES: Communications.

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ISTANBUL, TURKEY
NDB DME Rwy 17L

BRIEFING STRIP ™

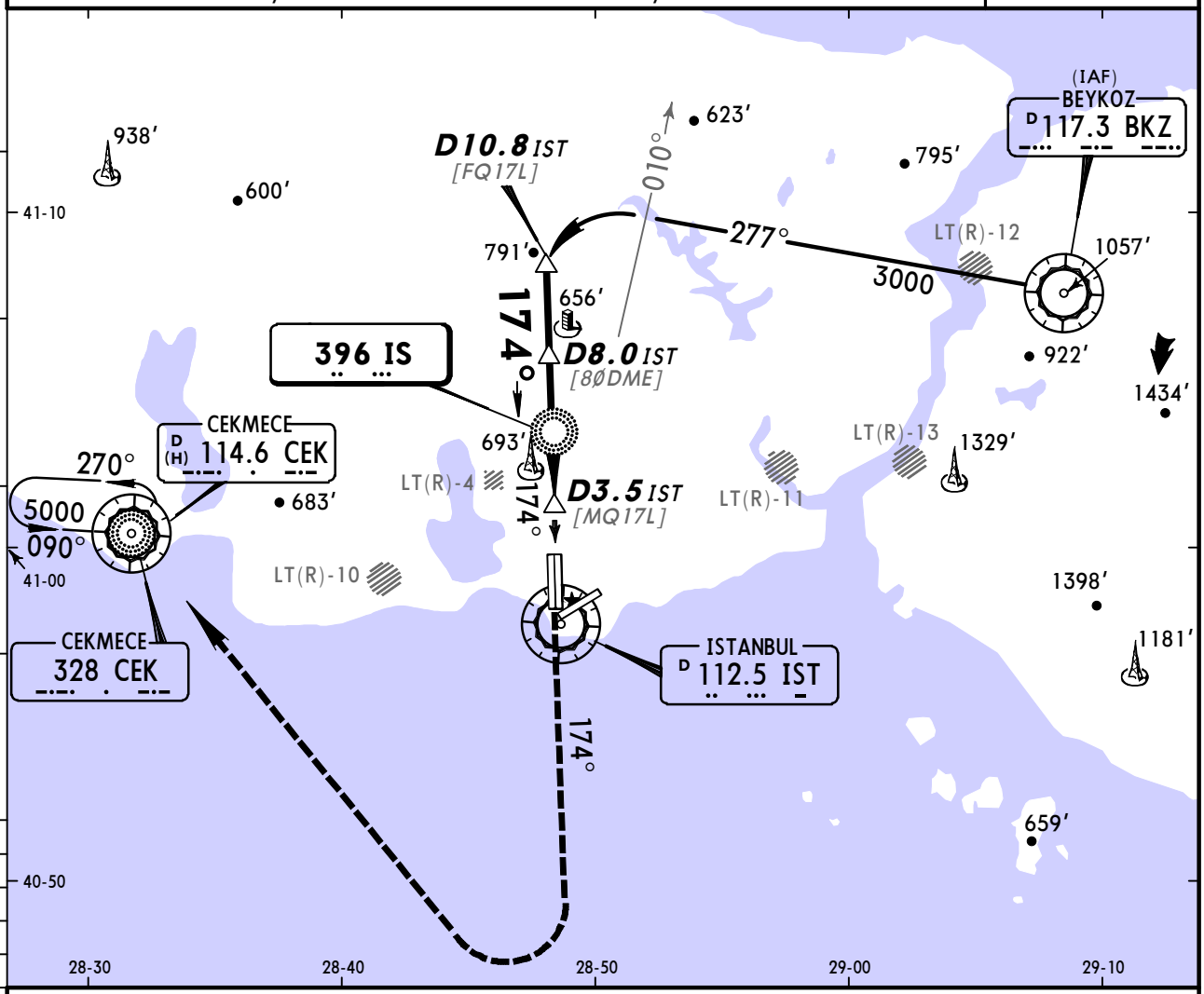
ATIS	YESILKOY Approach/Radar South	North	West	East	YESILKOY Tower	Ground
128.2	120.5	121.1 127.82	119.47 127.1	120.7 126.42	118.1	121.6 121.8 126.8

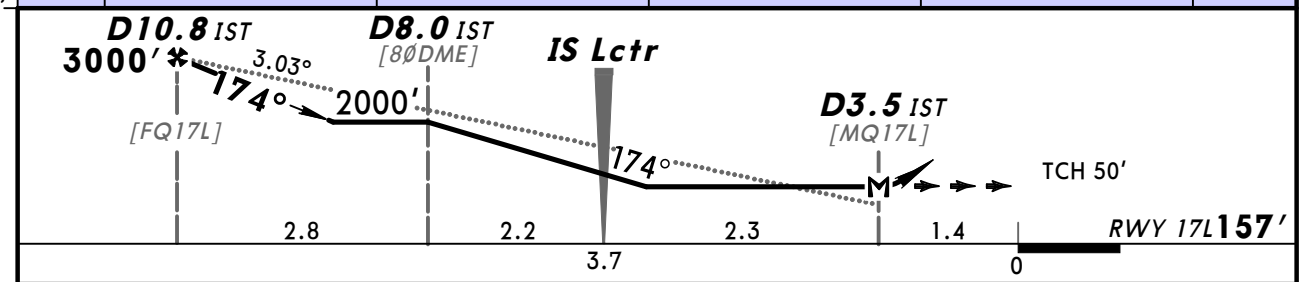
NDB IS	Final Apch Crs	Minimum Alt D10.7 IST	MDA(H)	Apt Elev 163′
396	174°	3000′ (2843′)	1010′ (853′)	RWY 157′

MISSED APCH: Climb on 174° from IS NDB to 2500′, then turn RIGHT climbing to cross CEK VOR/NDB at 5000′ and hold.

Alt Set: hPa Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 10000′

MSA IST VOR: 180° 3500′; 270° 5000′; 360° 3000′





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.03°	375	482	536	643	750	858
MAP at D3.5 IST							

ALSF-II; REIL; PAPI; PAPI

2500′ on 174°

PANS OPS

Standard STRAIGHT-IN LANDING RWY 17L

MDA(H) 1010′ (853′)

		ALS out
A	2700m	3400m
B		
C	3500m	4200m
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1100′ (937′)	3600m
135		
180	1100′ (937′)	4400m
205		

CHANGES: Communications.

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Chart changes since cycle 12-2014

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
ISTANBUL, (ATATURK - LTBA)				
REV	AIRPORT BRIEFING (GEN)	10-1P	13 Jun 2014	26 Jun 2014
ADD	AIRPORT BRIEFING (GEN CON...	10-1P1	13 Jun 2014	26 Jun 2014
DEL	AIRPORT BRIEFING (GEN CON...	10-1P1	13 Jun 2014	26 Jun 2014
DEL	AIRPORT BRIEFING (GEN CON...	10-1P2	13 Jun 2014	26 Jun 2014
ADD	AIRPORT BRIEFING (GEN CON...	10-1P2	13 Jun 2014	26 Jun 2014
DEL	AIRPORT BRIEFING (ARR)	10-1P3	13 Jun 2014	26 Jun 2014
ADD	AIRPORT BRIEFING (GEN CON...	10-1P3	13 Jun 2014	26 Jun 2014
DEL	AIRPORT BRIEFING (ARR CON...	10-1P4	13 Jun 2014	26 Jun 2014
ADD	AIRPORT BRIEFING (ARR)	10-1P4	13 Jun 2014	26 Jun 2014
ADD	AIRPORT BRIEFING (ARR CON...	10-1P5	13 Jun 2014	26 Jun 2014
DEL	AIRPORT BRIEFING (DEP)	10-1P5	13 Jun 2014	26 Jun 2014
DEL	AIRPORT BRIEFING (DEP CON...	10-1P6	13 Jun 2014	26 Jun 2014
ADD	AIRPORT BRIEFING (DEP)	10-1P6	13 Jun 2014	26 Jun 2014
ADD	AIRPORT BRIEFING (DEP CON...	10-1P7	13 Jun 2014	26 Jun 2014
REV	AIRPORT	10-9	13 Jun 2014	26 Jun 2014
REV	AIRPORT INFO, TAKE-OFF MN...	10-9A	13 Jun 2014	26 Jun 2014
REV	PARKING STANDS	10-9B	13 Jun 2014	26 Jun 2014
REV	PARKING STANDS & COORDS	10-9C	13 Jun 2014	26 Jun 2014

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LTBA