

List of pages in this Trip Kit

Trip Kit Index

Airport Information For LTBJ

Terminal Charts For LTBJ

Revision Letter For Cycle 13-2014

Change Notices

Notebook

General Information

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

Airport Use: Public
Magnetic Variation: 4.5°E

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

Sunrise: 0248 Z
Sunset: 1738 Z,

Runway Information

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

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

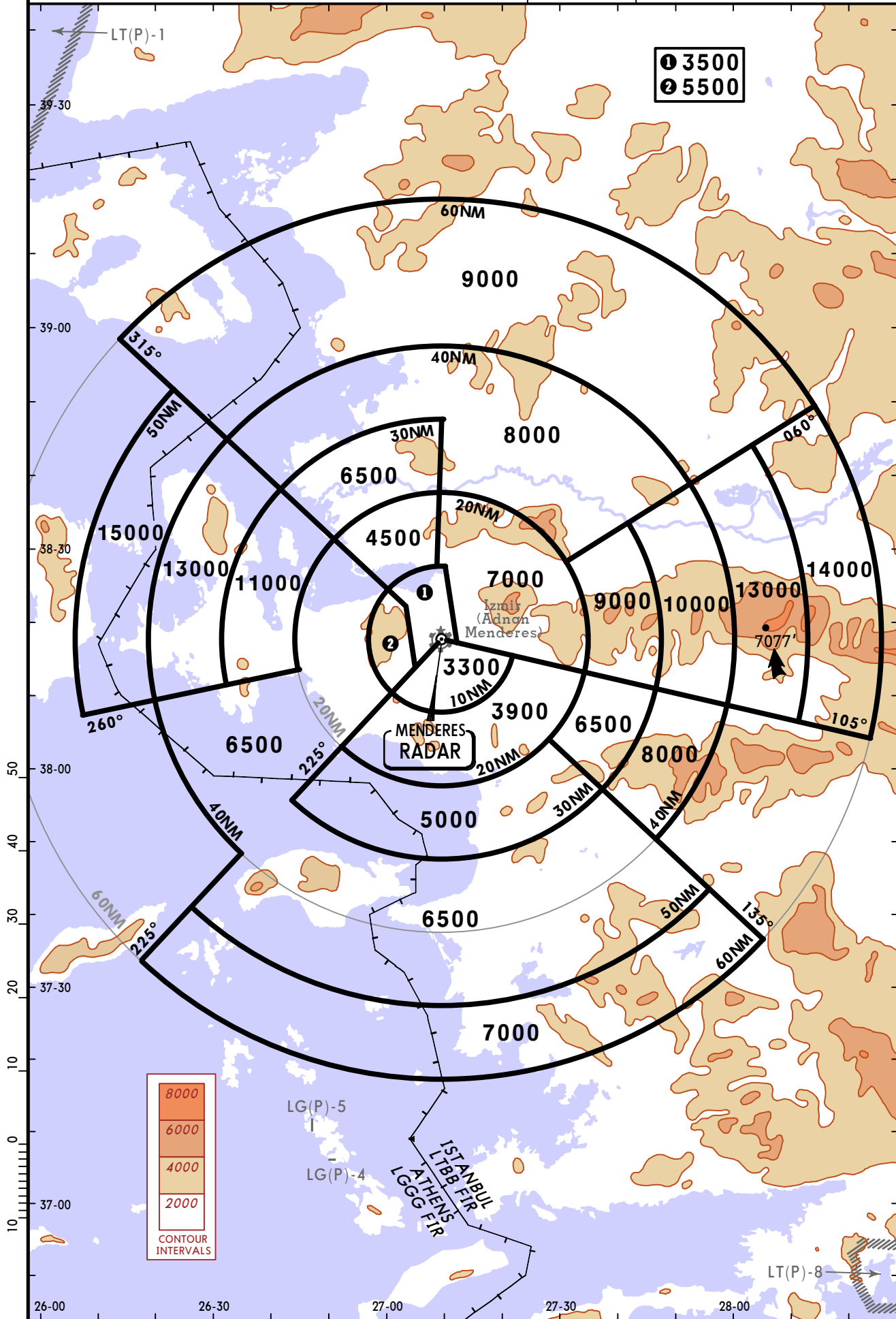
Runway: 34L
Length x Width: 10630 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 377 ft
Lighting: Edge, ALS
Stopway: 197 ft

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

Communication Information

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

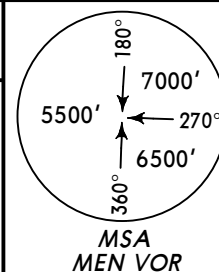
MENDERES Approach/Radar					Apt Elev 410'	Alt Set: hPa Trans level: By ATC Trans alt: 10000'
118.55	119.45	119.5	119.57	119.77		
120.07	120.1	120.17	121.5	125.62		
127.52	128.32	128.62	128.92			
132.22	132.62	134.2	136.4			



ATIS
129.2

Apt Elev
410'

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



BAPSI 1C [BAPS1C]①, BERGO 1C [BERG1C]
BERGO 1D [BERG1D], KULAR 1C [KULA1C]
SISVO 1C [SISV1C]①

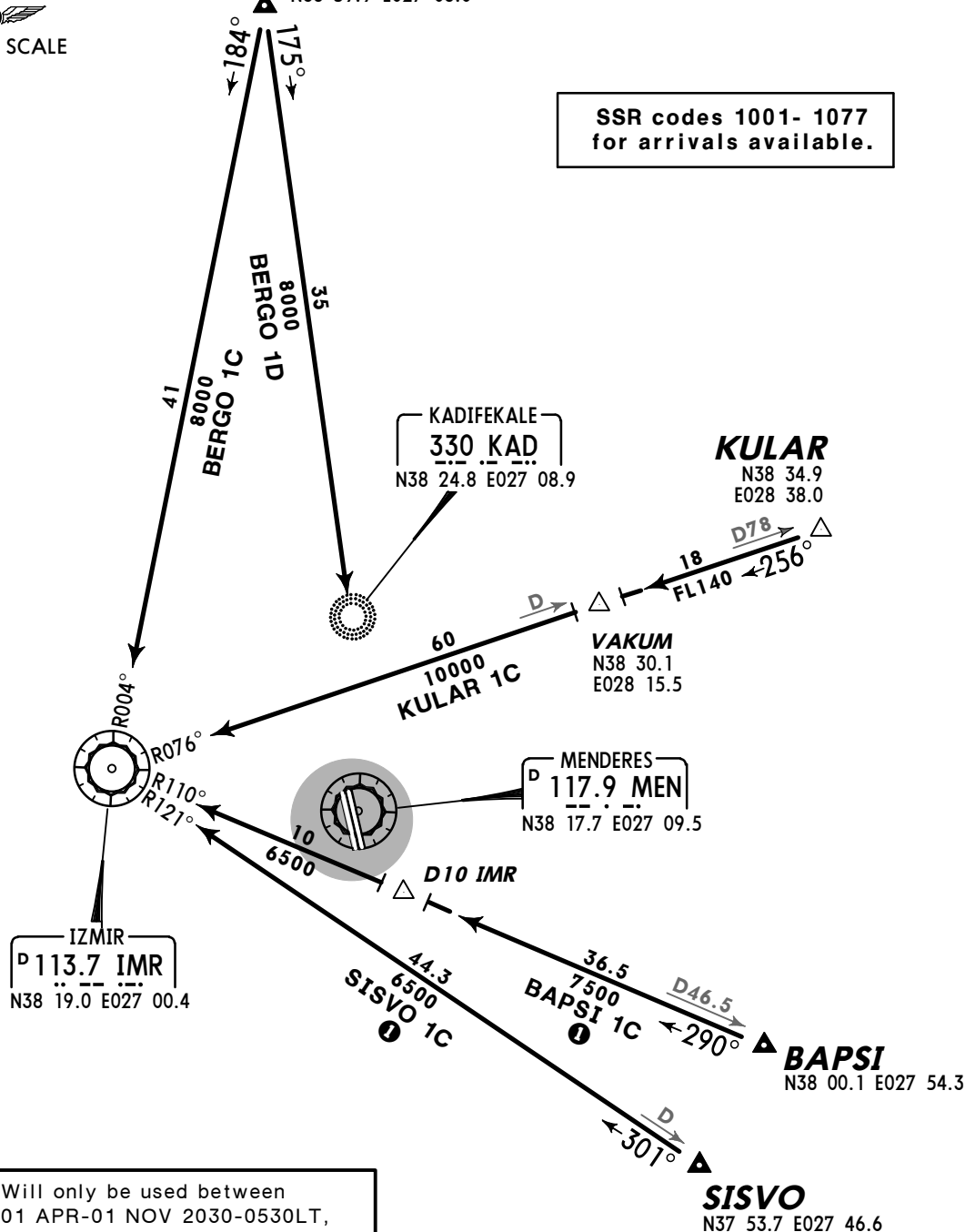
ARRIVALS
FROM NORTH & EAST



BERGO

N38 59.9 E027 08.0

SSR codes 1001- 1077
for arrivals available.



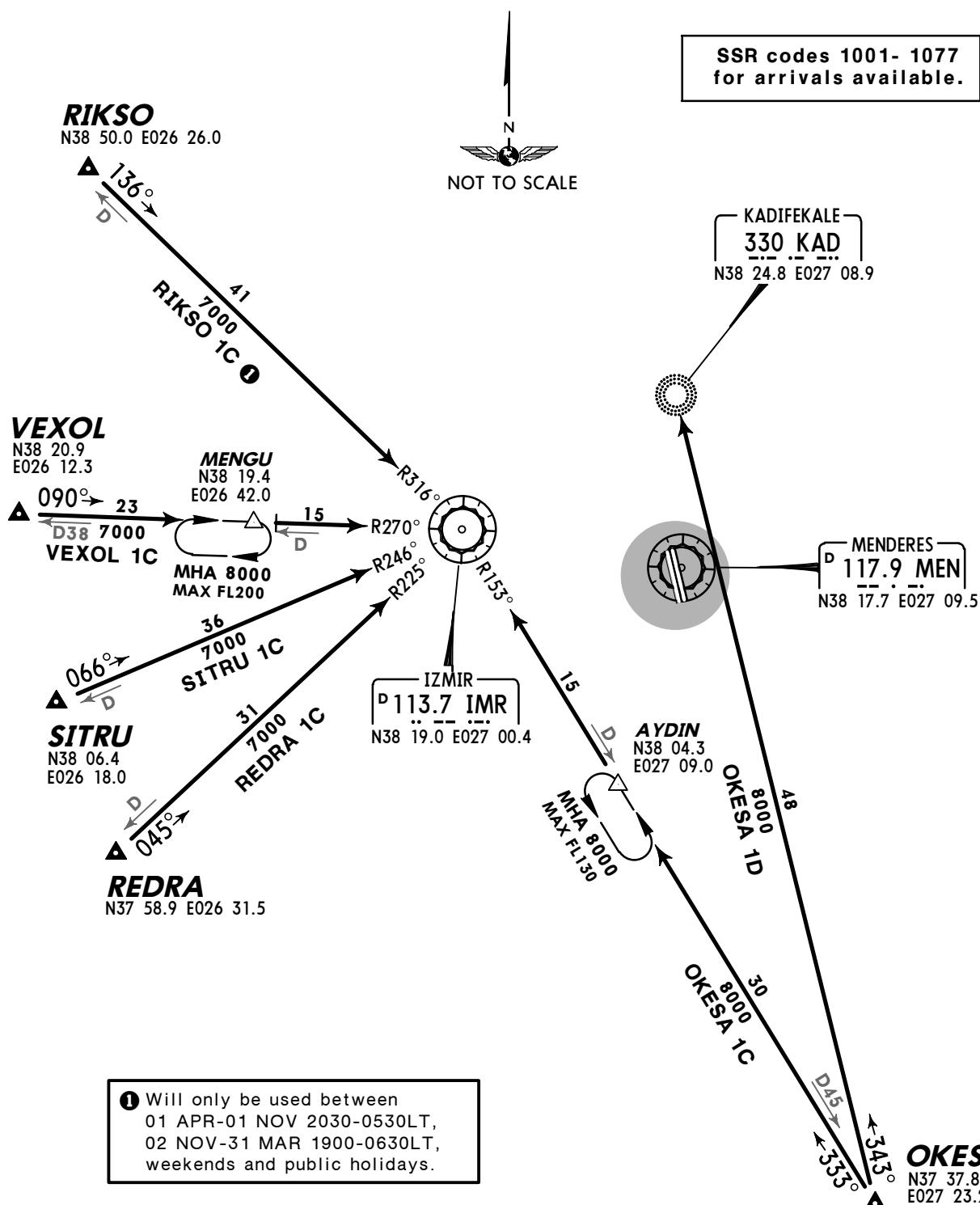
① Will only be used between
01 APR-01 NOV 2030-0530LT,
02 NOV-31 MAR 1900-0630LT,
weekends and public holidays.

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

ARRIVALS

FROM SOUTH & WEST

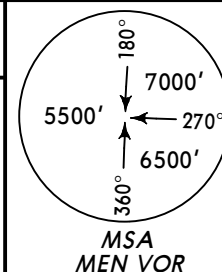
**SSR codes 1001- 1077
for arrivals available.**



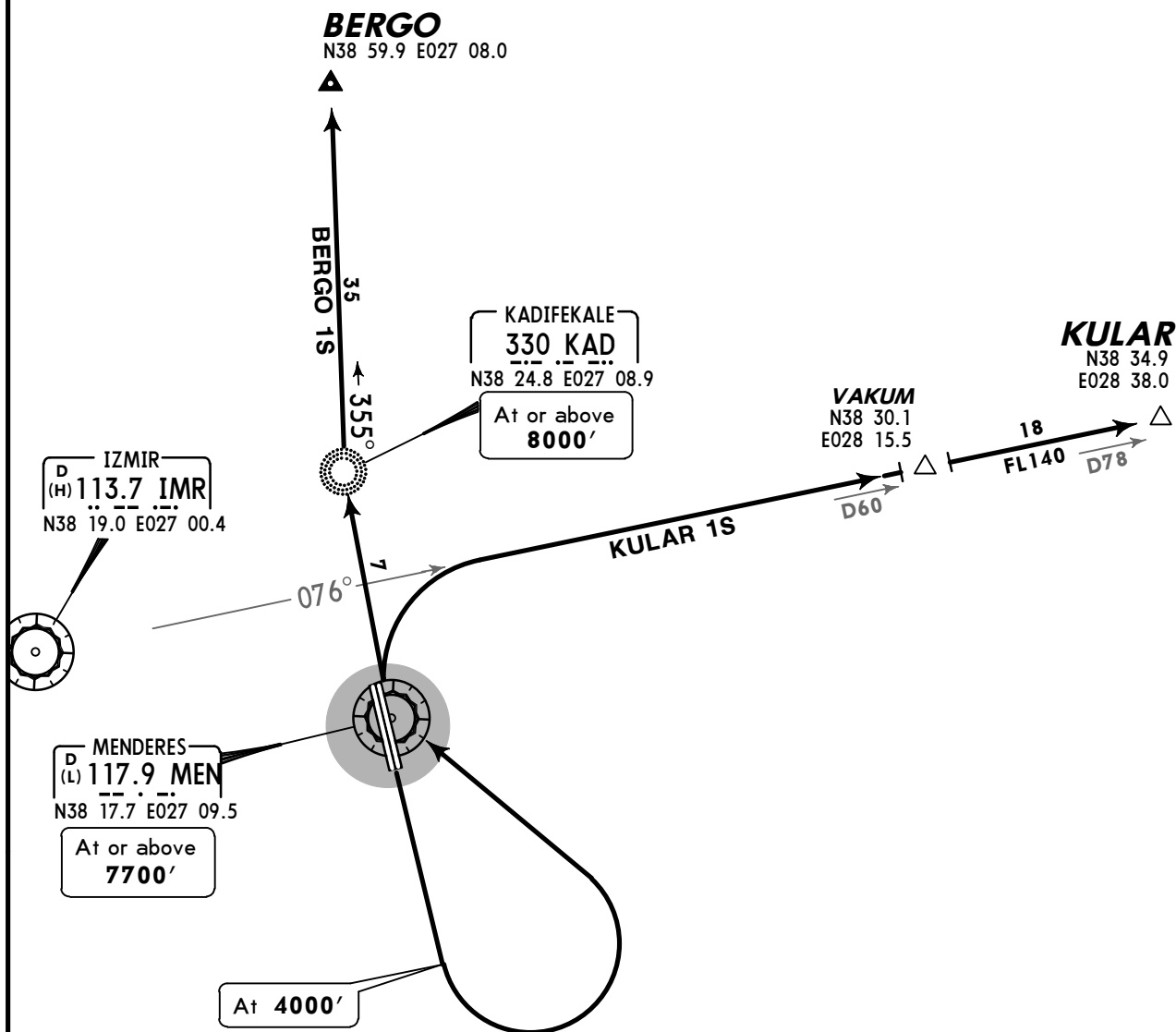
© JEPPESEN, 2011. ALL RIGHTS RESERVED.

Apt Elev
410'

Trans level: By ATC Trans alt: 10000'



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



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

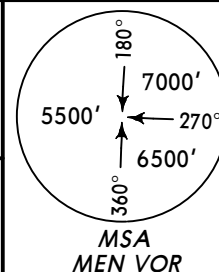


**SSR codes 1001 - 1077
for departures available.**

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

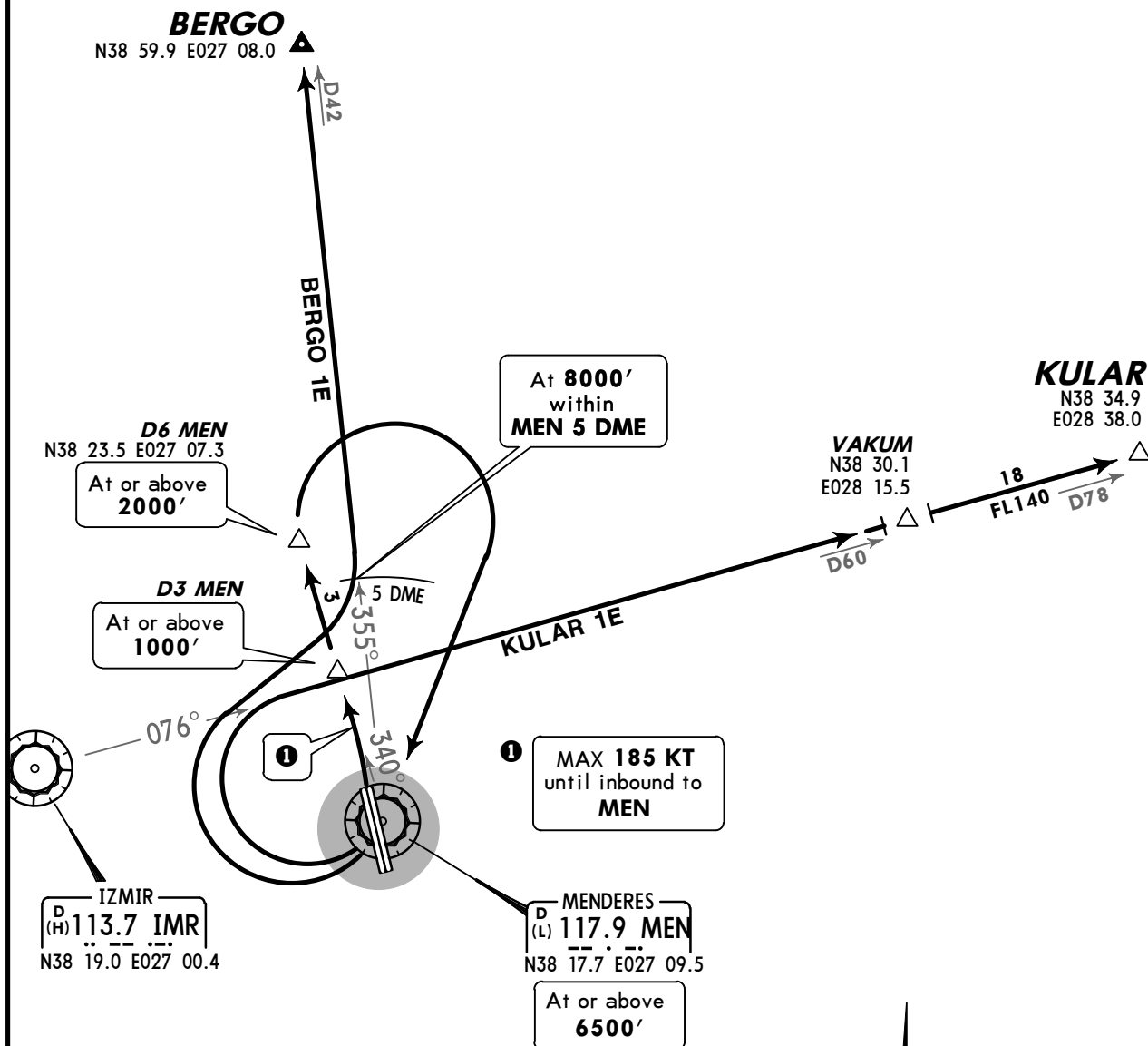
Apt Elev
410'

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



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

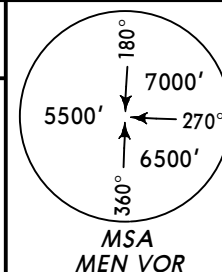
SSR codes 1001 - 1077
for departures available.



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

Apt Elev
410'

Trans level: By ATC Trans alt: 10000'



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

IZMIR
D (H) 113.7 IMR
N38 19.0 E027 00.4



MENDERES
D (L) 117.9 MEN
N38 17.7 E027 09.5

At or above
7700'

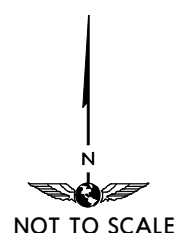
BAPSI 1S
SISVO 1S
Turn at
4000'

OKESA 1S

OKESA
N37 37.8 E027 23.2
At or above
8000'

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

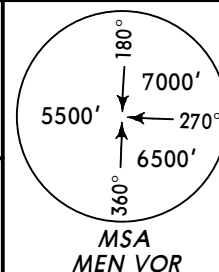
SSR codes 1001 - 1077
for departures available.



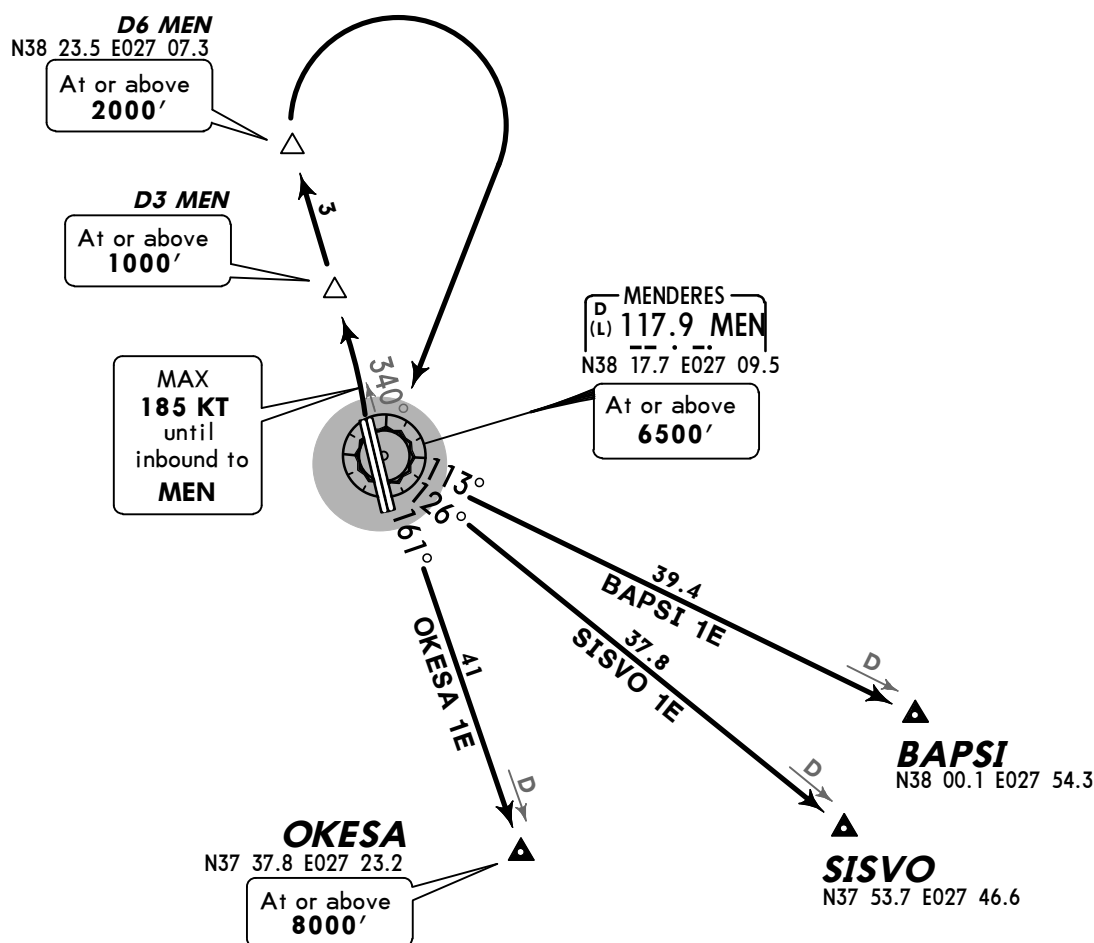
SID	INITIAL CLIMB/ROUTING
BAPSI 1S ①	Climb on runway heading to 4000', turn LEFT to MEN, turn RIGHT, intercept IMR R-110 to BAPSI, then join airway.
OKESA 1S	Climb on runway heading to 6000', intercept IMR R-153 to OKESA, then join airway.
SISVO 1S ①	Climb on runway heading to 4000', turn LEFT to MEN, turn RIGHT, intercept IMR R-121 to SISVO, then join airway.
① Will only be used between 01 APR-01 NOV 2030-0530LT, 02 NOV-31 MAR 1900-0630LT, weekends and public holidays.	

Apt Elev
410'

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



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



SSR codes 1001 - 1077
for departures available.



NOT TO SCALE

INITIAL CLIMB

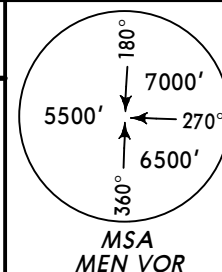
Intercept MEN R-340 to D6 MEN, turn RIGHT to MEN.

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

① Will only be used between 01 APR-01 NOV 2030-0530LT, 02 NOV-31 MAR 1900-0630LT, weekends and public holidays.

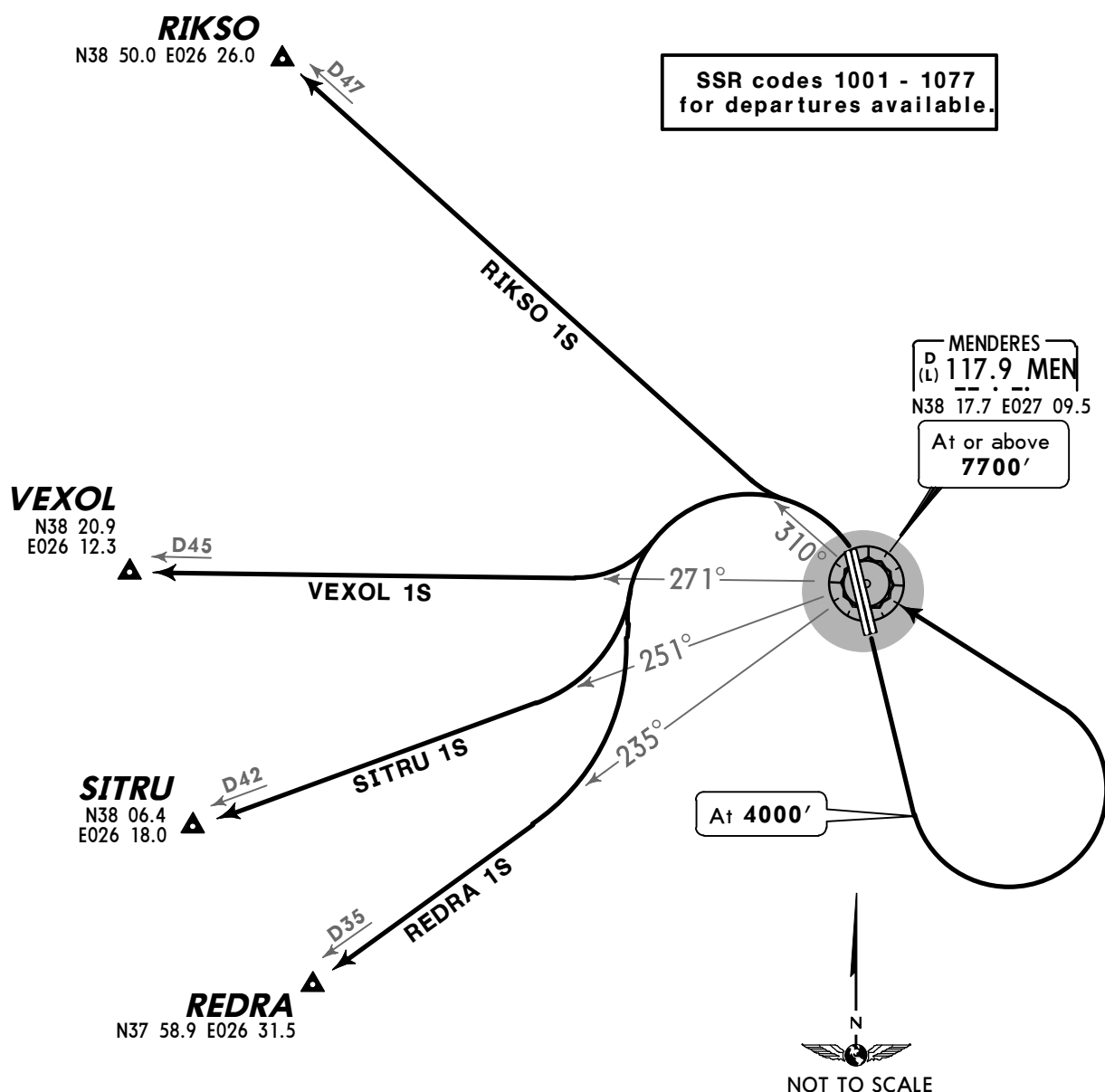
Apt Elev
410'

Trans level: By ATC Trans alt: 10000'



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

SSR codes 1001 - 1077
for departures available.



INITIAL CLIMB

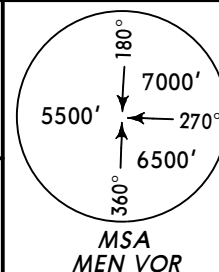
Climb on runway heading to 4000', turn LEFT to MEN.

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

① Will only be used between 01 APR-01 NOV 2030-0530LT, 02 NOV-31 MAR 1900-0630LT, weekends and public holidays.

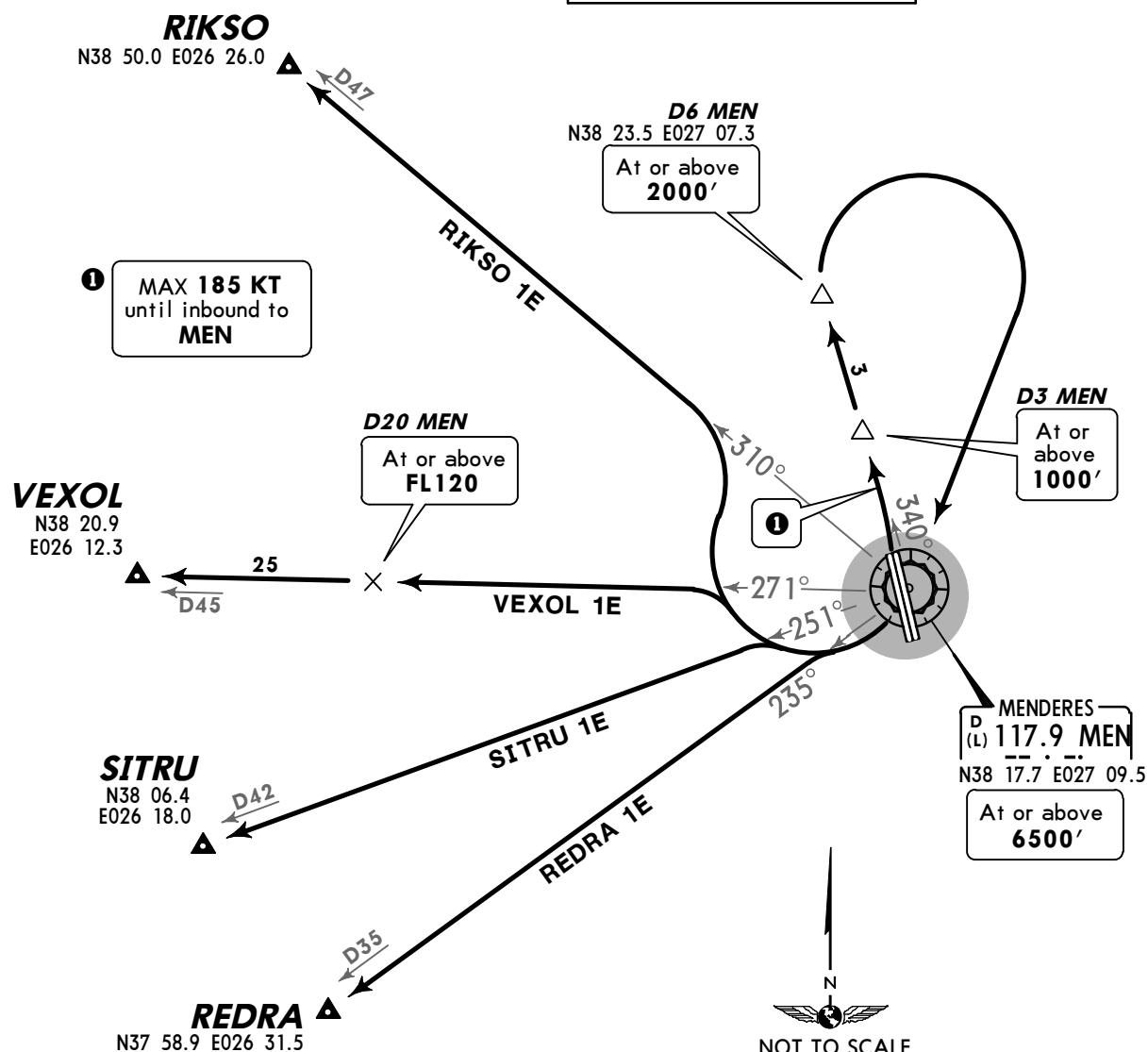
Apt Elev
410'

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



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

SSR codes 1001 - 1077
for departures available.



INITIAL CLIMB

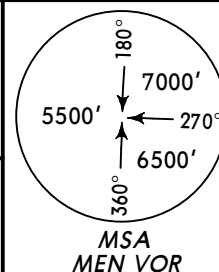
Intercept MEN R-340 to D6 MEN, turn RIGHT to MEN.

SID	ROUTING
REDRA 1E	At MEN, intercept MEN R-235 to REDRA, then join airway.
RIKSO 1E ②	At MEN, intercept MEN R-310 to RIKSO, then join airway.
SITRU 1E	At MEN, intercept MEN R-251 to SITRU, then join airway.
VEXOL 1E	At MEN, intercept MEN R-271 to VEXOL, then join airway.

② Will only be used between 01 APR-01 NOV 2030-0530LT, 02 NOV-31 MAR 1900-0630LT, weekends and public holidays.

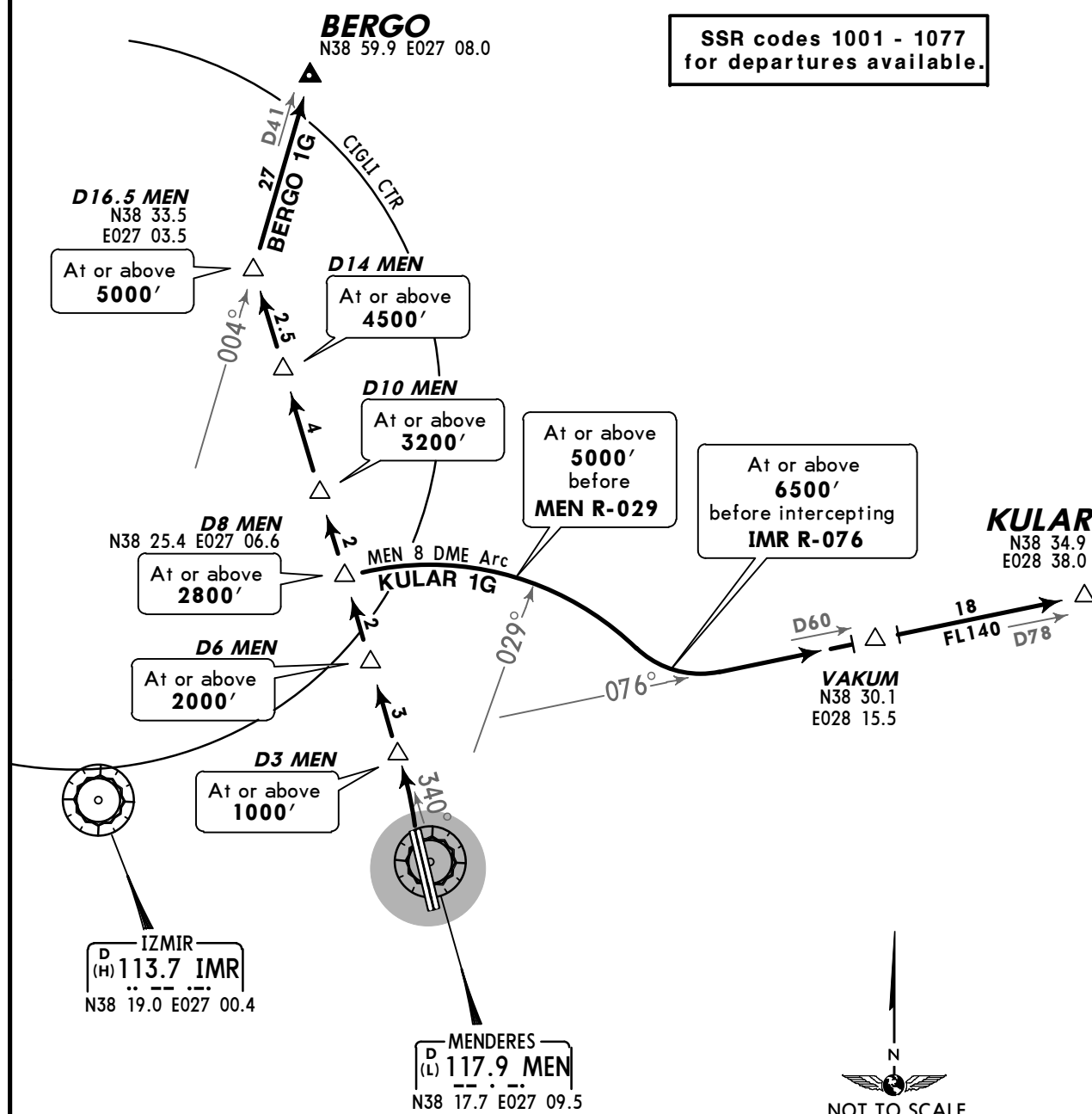
Apt Elev
410'

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



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

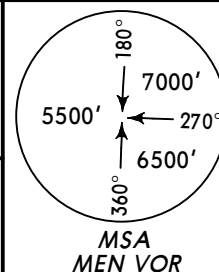
SSR codes 1001 - 1077
for departures available.



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

Apt Elev
410'

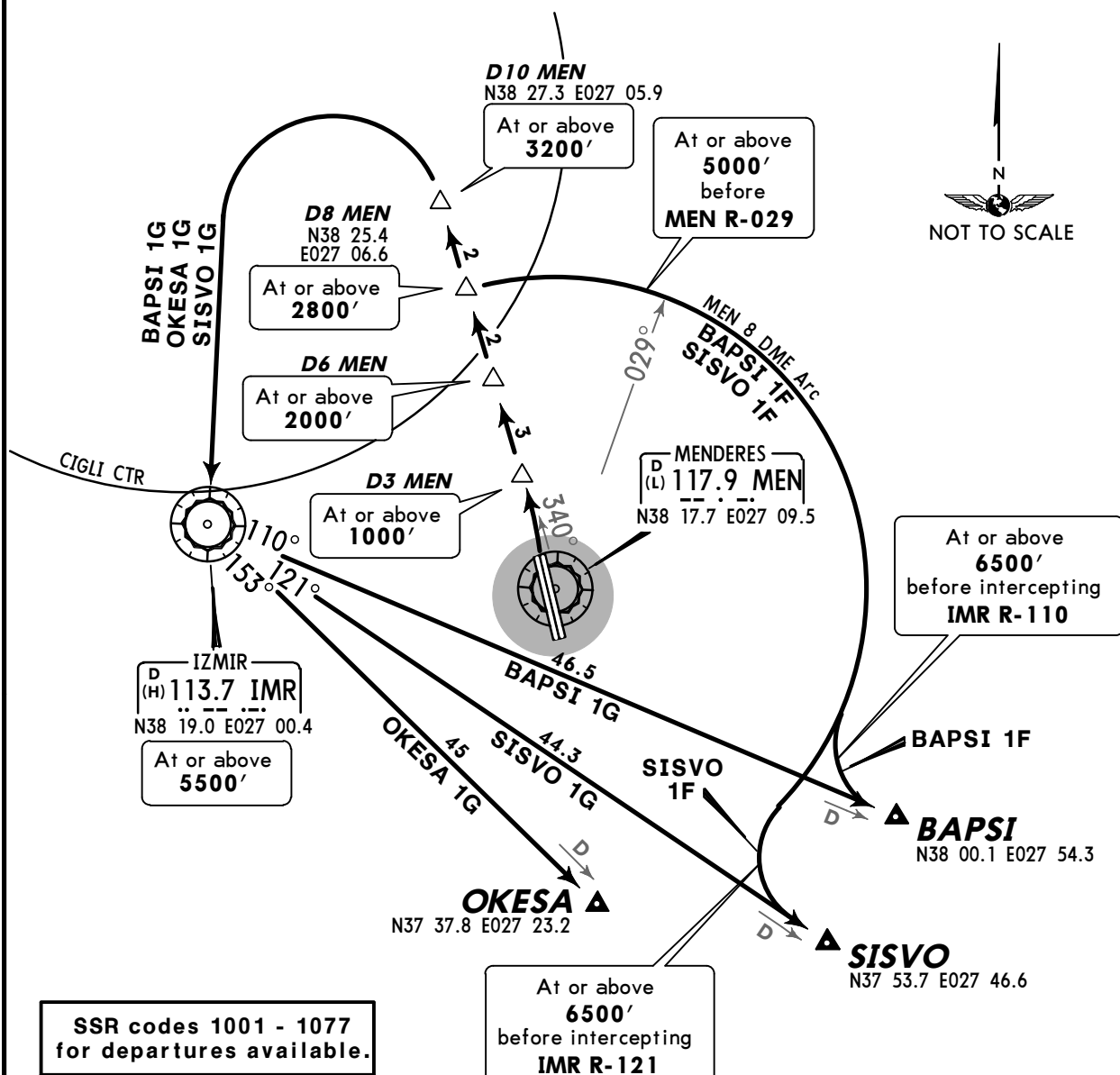
Trans level: By ATC Trans alt: 10000'
Any ACFT having compliance with the noise category ICAO Annex 16 Chapter 3 and 4 shall apply NADP-2 whereas all other ACFT whose noise category are in compliance with ICAO Annex 16 Chapter 2 shall only apply NADP-1.



BAPSI ONE FOXTROT (BAPSI 1F) [BAPS1F]
BAPSI ONE GOLF (BAPSI 1G) [BAPS1G]
OKESA ONE GOLF (OKESA 1G) [OKES1G]
SISVO ONE FOXTROT (SISVO 1F) [SISV1F]
SISVO ONE GOLF (SISVO 1G) [SISV1G]
RWYS 34L/R DEPARTURES

TO SOUTH

ONLY TO BE USED WHEN TRAFFIC WITHIN CIGLI CTR PERMITS

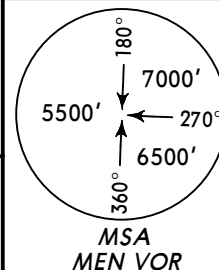


SSR codes 1001 - 1077
for departures available.

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

Apt Elev
410'

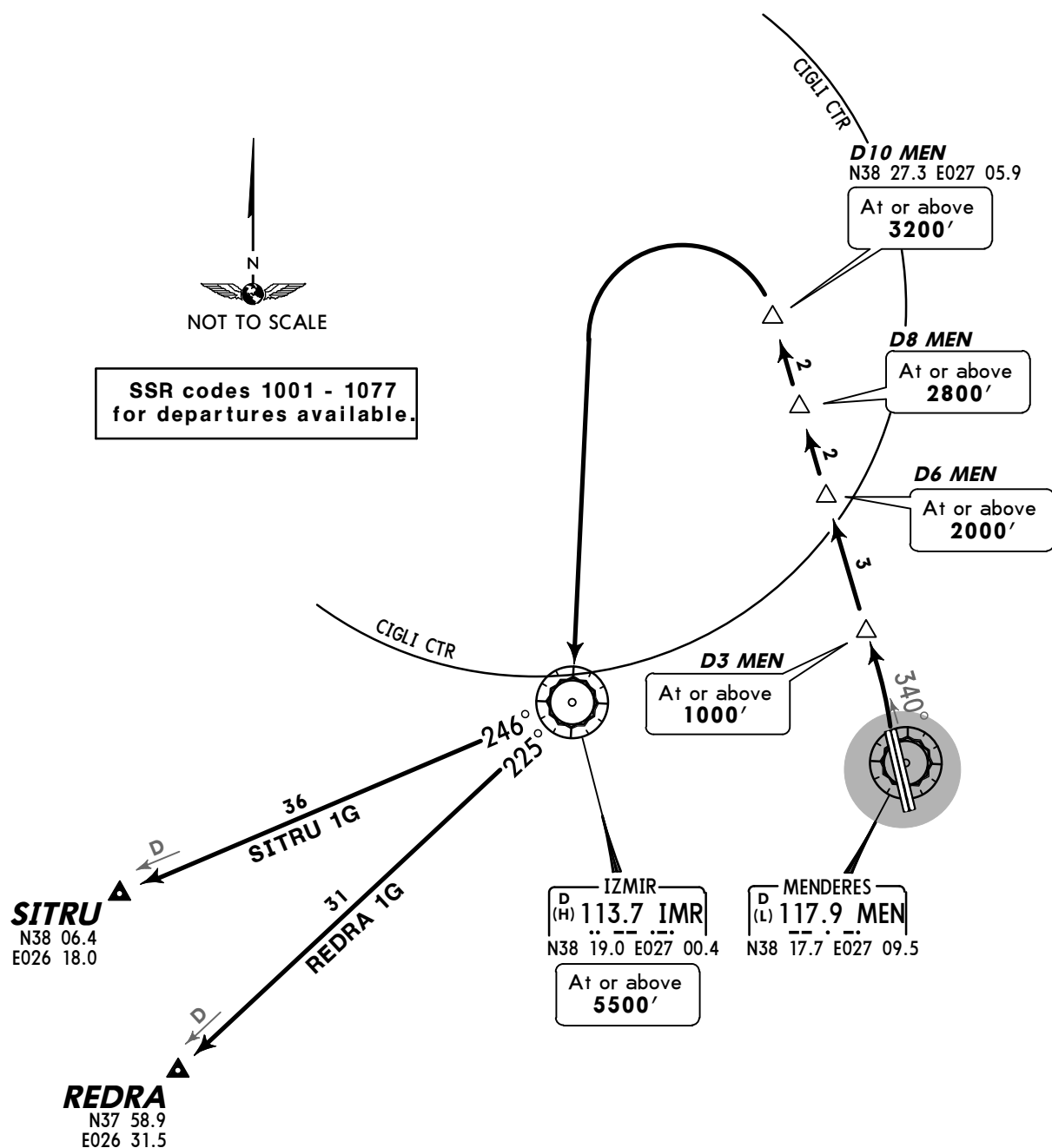
Trans level: By ATC Trans alt: 10000'
Any ACFT having compliance with the noise category ICAO Annex 16 Chapter 3 and 4 shall apply NADP-2 whereas all other ACFT whose noise category are in compliance with ICAO Annex 16 Chapter 2 shall only apply NADP-1.



**REDRA ONE GOLF (REDRA 1G) [REDR1G]
SITRU ONE GOLF (SITRU 1G) [SITR1G]
RWYS 34L/R DEPARTURES
TO SOUTHWEST
ONLY TO BE USED WHEN TRAFFIC
WITHIN CIGLI CTR PERMITS**



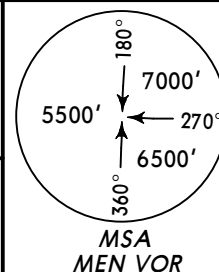
SSR codes 1001 - 1077
for departures available.



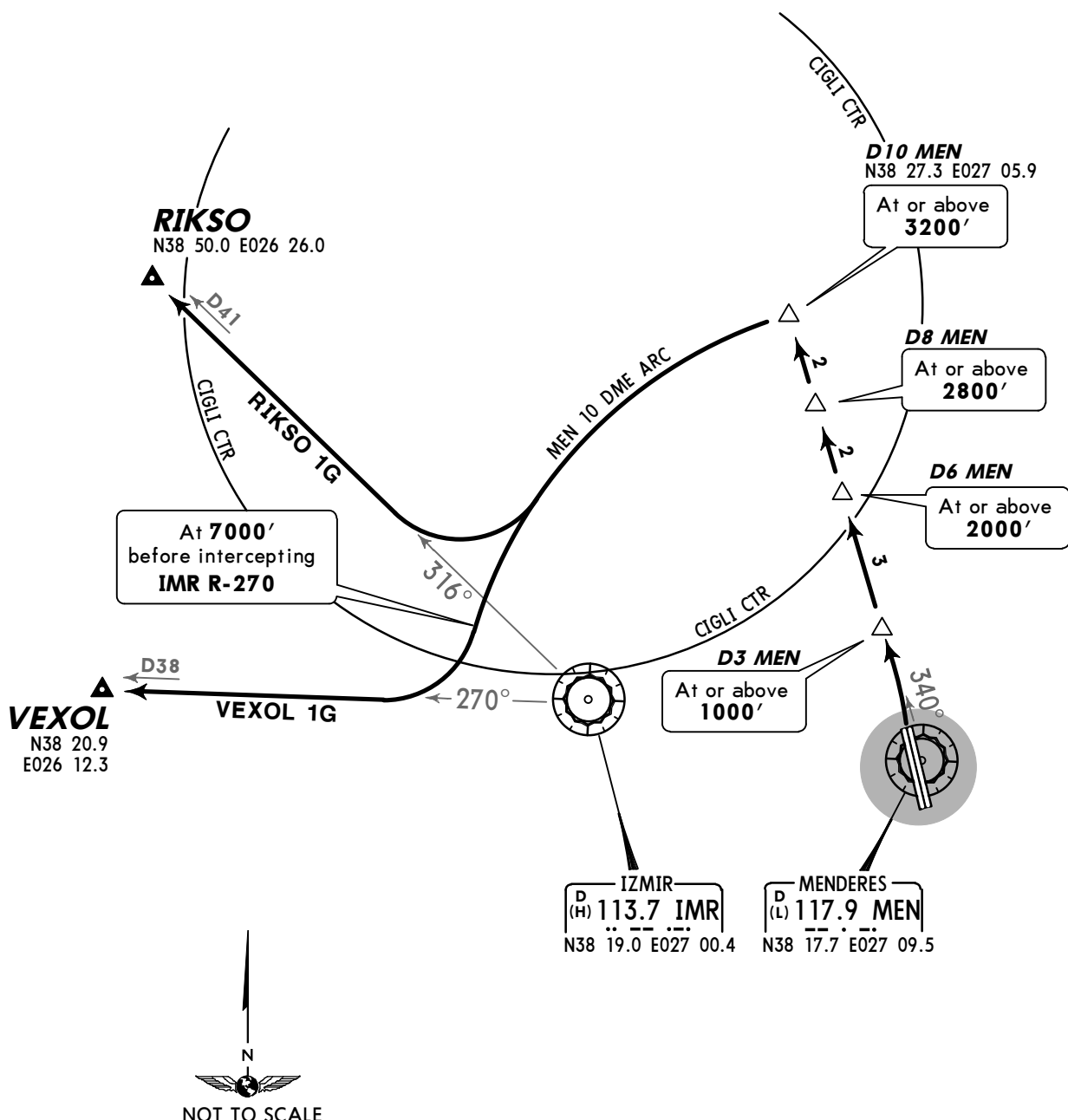
SID	INITIAL CLIMB/ROUTING
REDRA 1G	Intercept MEN R-340 to D10 MEN, turn LEFT to IMR, IMR R-225 to REDRA, then join airway.
SITRU 1G	Intercept MEN R-340 to D10 MEN, turn LEFT to IMR, IMR R-246 to SITRU, then join airway.

Apt Elev
410'

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



**RIKSO ONE GOLF (RIKSO 1G) [RIKS1G]
VEXOL ONE GOLF (VEXOL 1G) [VEXO1G]
RWYS 34L/R DEPARTURES
TO WEST
ONLY TO BE USED WHEN TRAFFIC
WITHIN CIGLI CTR PERMITS**

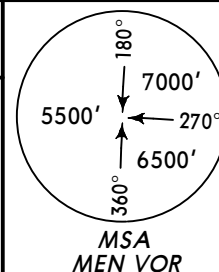


SSR codes 1001 - 1077
for departures available.

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

Apt Elev
410'

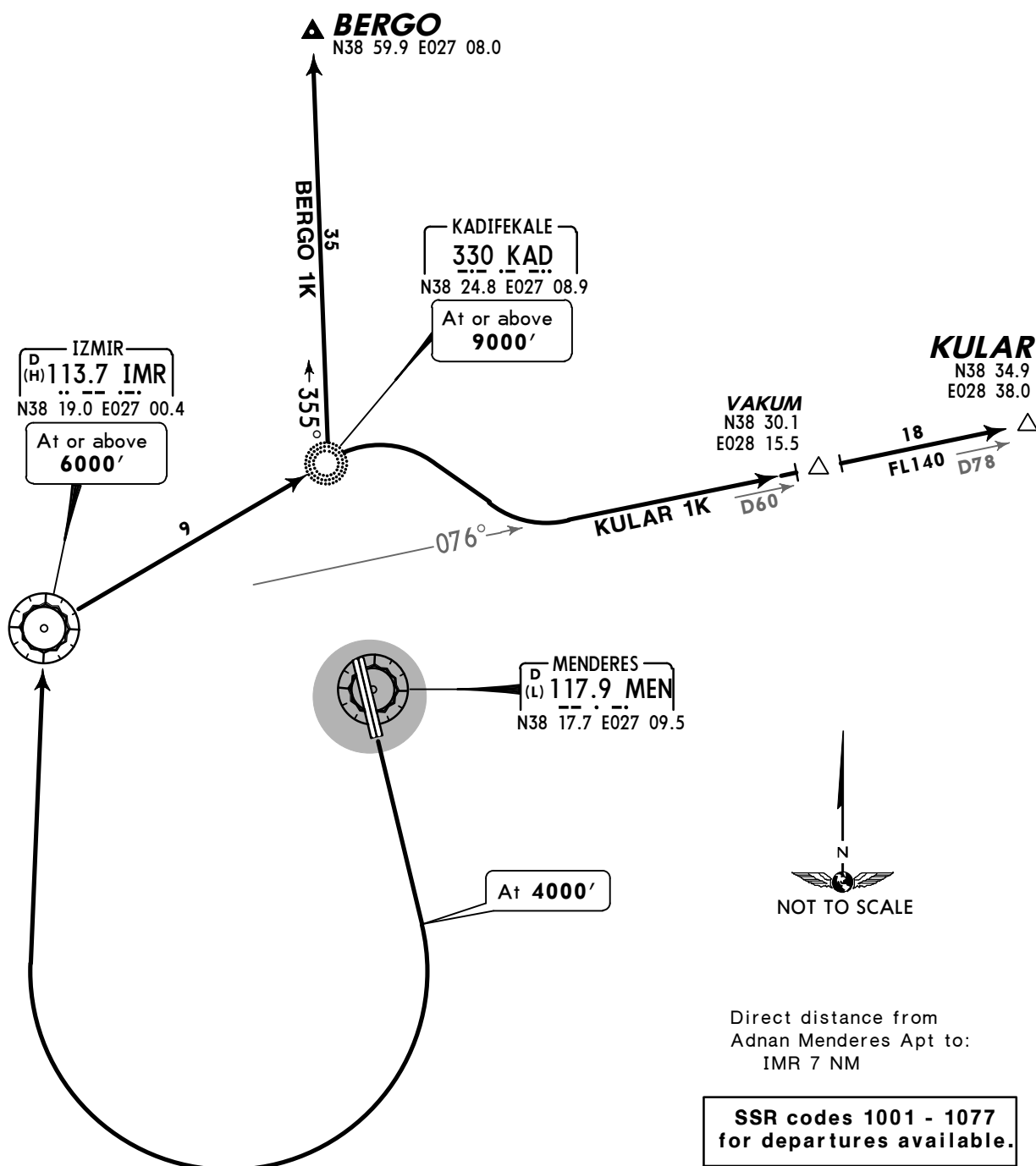
Trans level: By ATC Trans alt: 10000'



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

TO NORTH & EAST

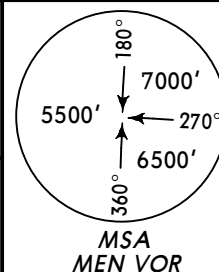
SIDS ARE APPLICABLE ONLY IN VMC
AND IN AGREEMENT BETWEEN ATC AND PILOT



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

Apt Elev
410'

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

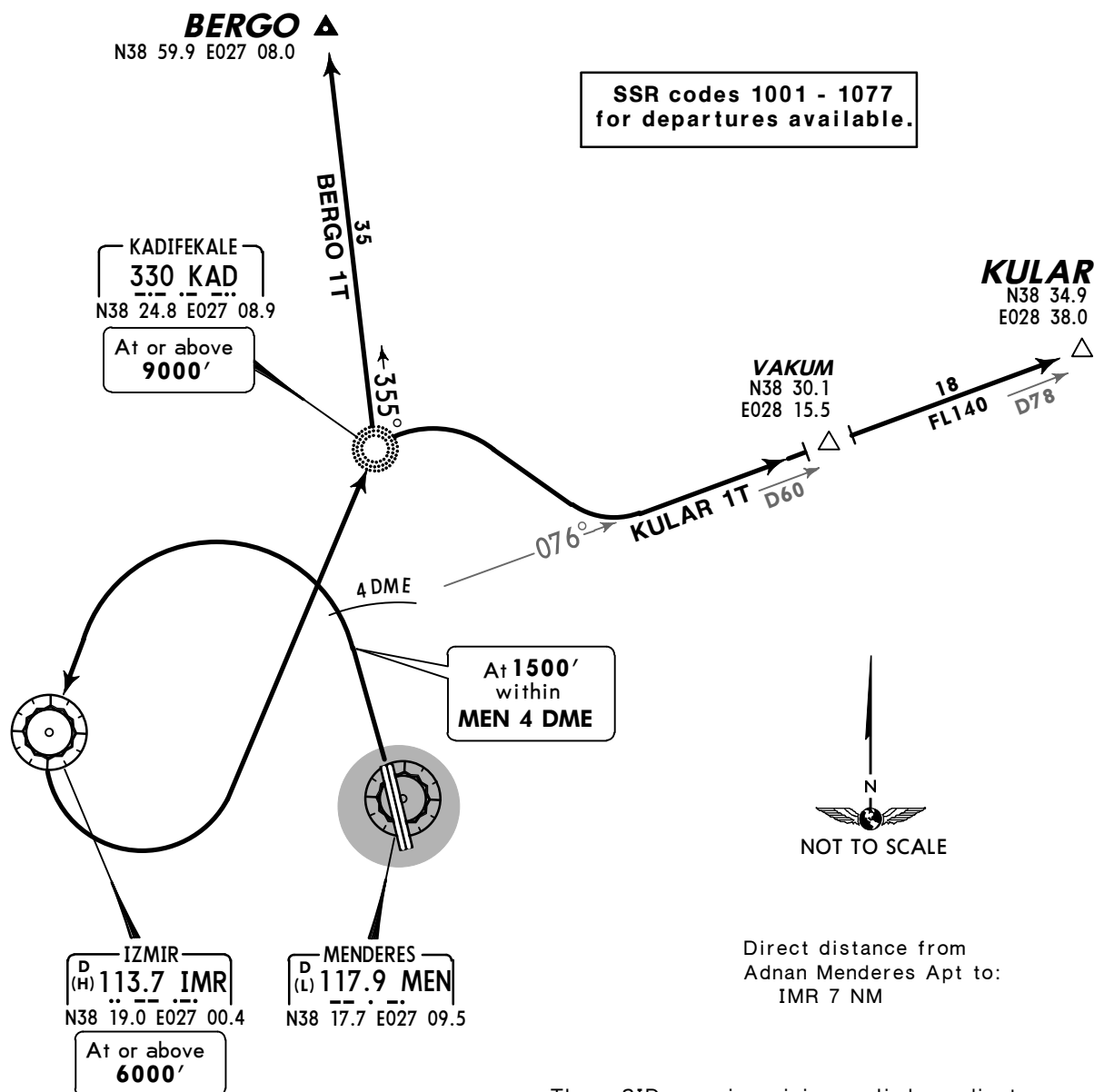


BERGO ONE TANGO (BERGO 1T) [BERG1T]
KULAR ONE TANGO (KULAR 1T) [KULA1T]

RWYS 34L/R DEPARTURES

TO NORTH & EAST

**SIDS ARE APPLICABLE ONLY IN VMC
AND IN AGREEMENT BETWEEN ATC AND PILOT**



Direct distance from
Adnan Menderes Apt to:
IMR 7 NM

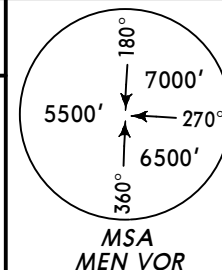
These SIDs require minimum climb gradients of
468' per NM (7.7%) up to IMR, then
334' per NM (5.5%) up to KAD.

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

SID	INITIAL ROUTING/ROUTING
BERGO 1T	Climb to 1500' within MEN 4 DME, turn LEFT to IMR, turn LEFT to KAD, then to BERGO, then join airway.
KULAR 1T	Climb to 1500' within MEN 4 DME, turn LEFT to IMR, turn LEFT to KAD, turn RIGHT, intercept IMR R-076 to KULAR, then join airway.

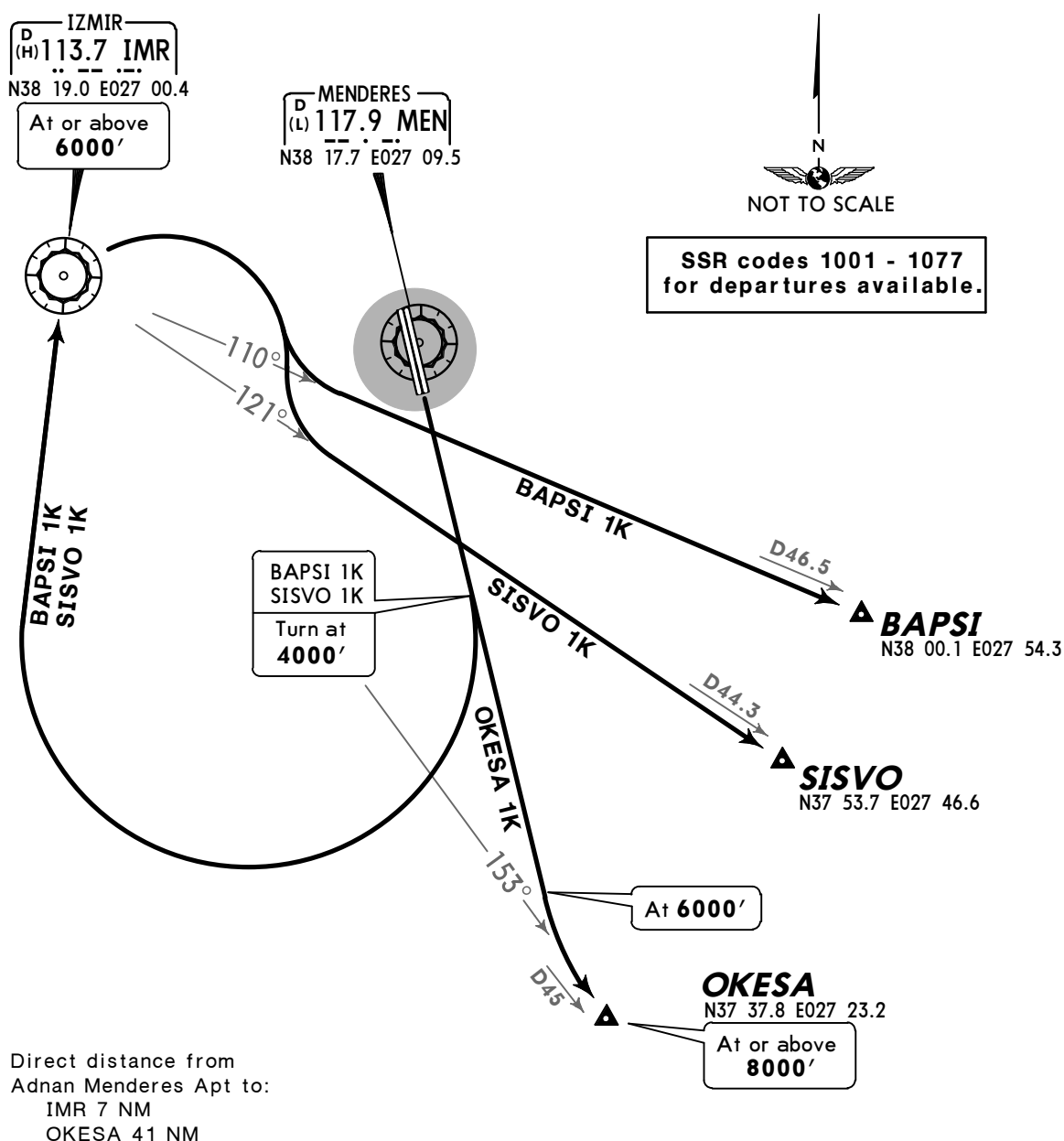
Apt Elev
410'

Trans level: By ATC Trans alt: 10000'



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

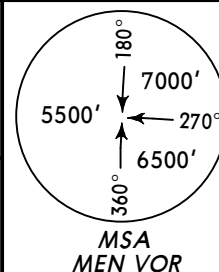
**SIDS ARE APPLICABLE ONLY IN VMC
AND IN AGREEMENT BETWEEN ATC AND PILOT**



SID	INITIAL CLIMB/ROUTING
BAPSI 1K ①	Climb on runway heading to 4000', turn RIGHT to IMR, intercept IMR R-110 to BAPSI, then join airway.
OKESA 1K	Climb on runway heading to 6000', intercept IMR R-153 to OKESA, then join airway.
SISVO 1K ①	Climb on runway heading to 4000', turn RIGHT to IMR, intercept IMR R-121 to SISVO, then join airway.
① Will only be used between 01 APR-01 NOV 2030-0530LT, 02 NOV-31 MAR 1900-0630LT, weekends and public holidays.	

Apt Elev
410'

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

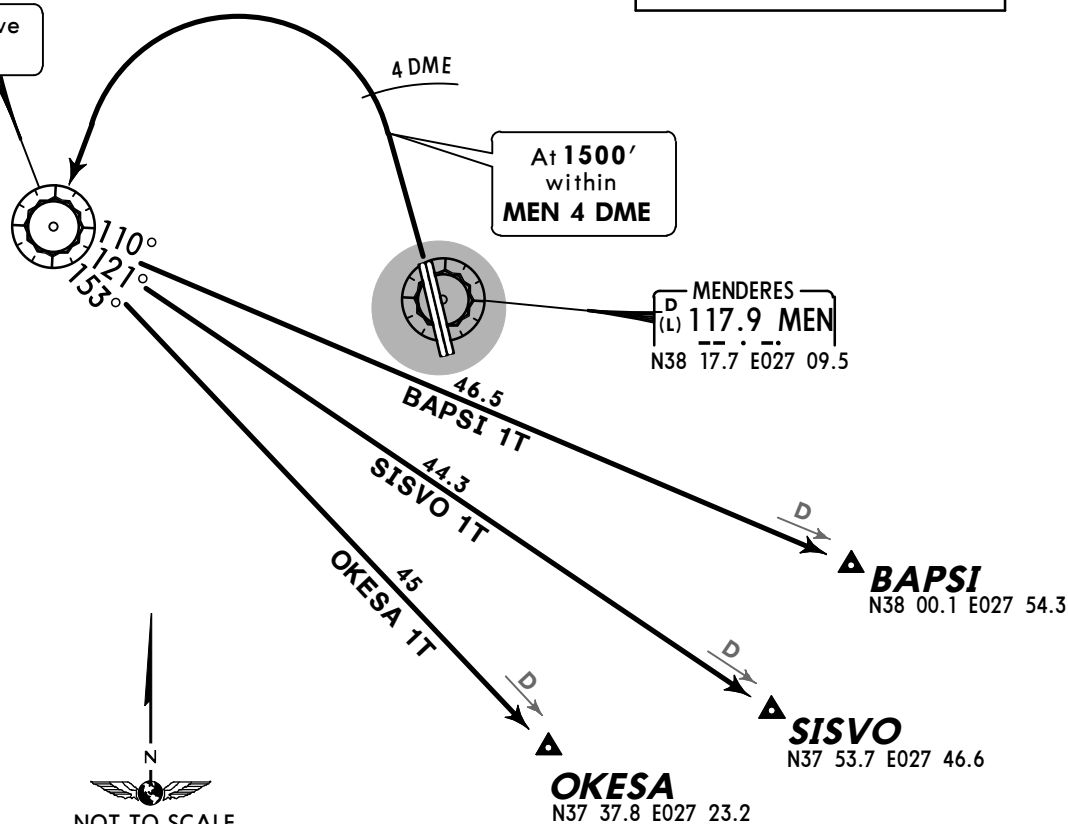


**BAPSI ONE TANGO (BAPSI 1T) [BAPS1T]
OKESA ONE TANGO (OKESA 1T) [OKES1T]
SISVO ONE TANGO (SISVO 1T) [SISV1T]
RWYS 34L/R DEPARTURES
TO SOUTH
SIDS ARE APPLICABLE ONLY IN VMC
AND IN AGREEMENT BETWEEN ATC AND PILOT**

IZMIR
D (H) 113.7 IMR
N38 19.0 E027 00.4

At or above
6000'

SSR codes 1001 - 1077
for departures available.



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

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

Direct distance from
Adnan Menderes Apt to:
IMR 7 NM

INITIAL CLIMB

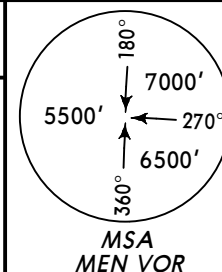
Climb to 1500' within MEN 4 DME, turn LEFT to IMR.

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

① Will only be used between 01 APR-01 NOV 2030-0530LT, 02 NOV-31 MAR 1900-0630LT, weekends and public holidays.

Apt Elev
410'

Trans level: By ATC Trans alt: 10000'



REDRA ONE KILO (REDRA 1K) [REDR1K]
RIKSO ONE KILO (RIKSO 1K) [RIKS1K]
SITRU ONE KILO (SITRU 1K) [SITR1K]
VEXOL ONE KILO (VEXOL 1K) [VEXO1K]

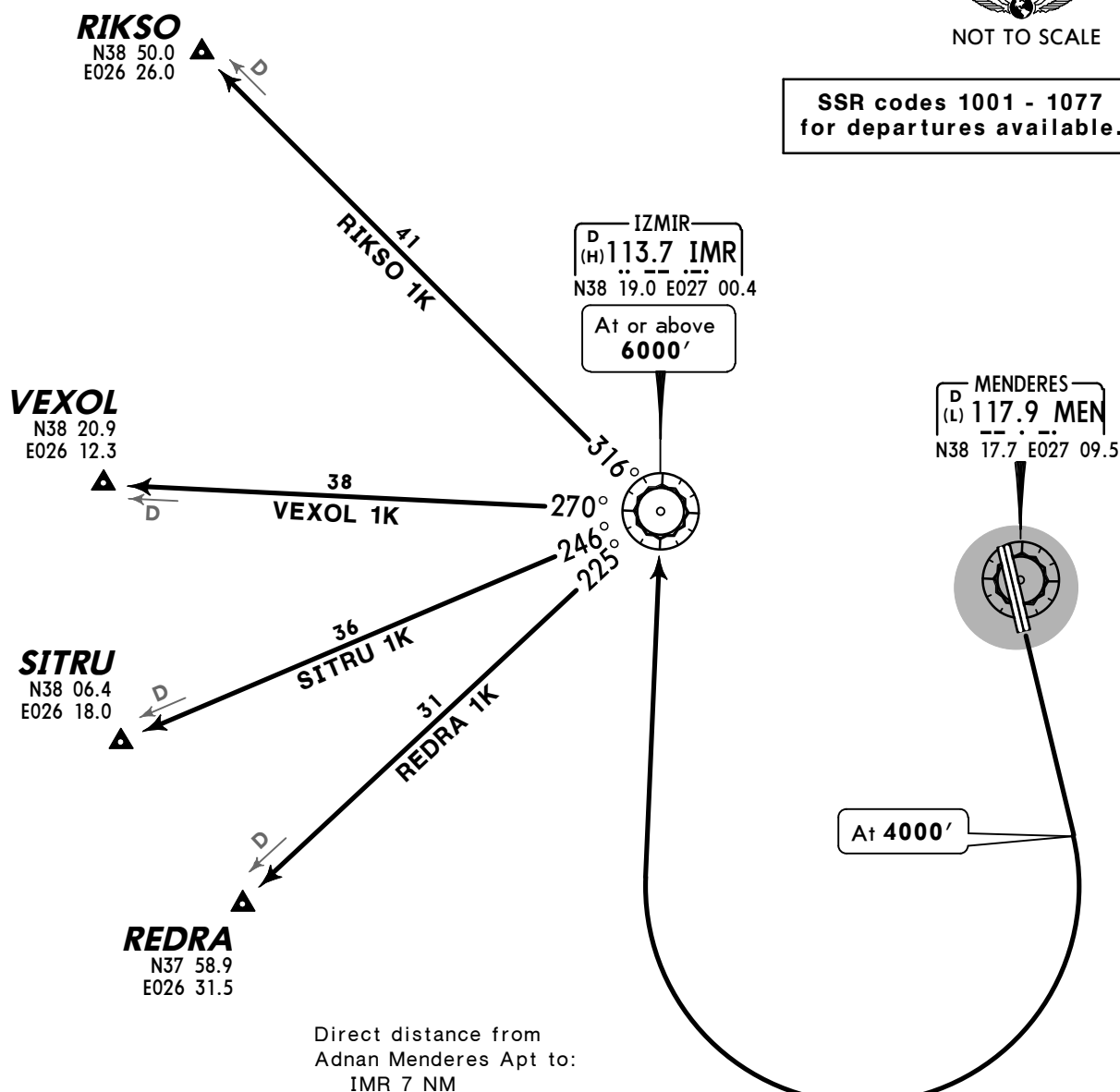
RWYS 16L/R DEPARTURES

TO WEST

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



SSR codes 1001 - 1077
for departures available.



INITIAL CLIMB

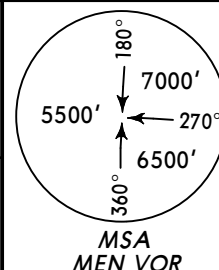
Climb on runway heading to 4000', turn RIGHT to IMR.

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

① Will only be used between 01 APR-01 NOV 2030-0530LT, 02 NOV-31 MAR 1900-0630LT, weekends and public holidays.

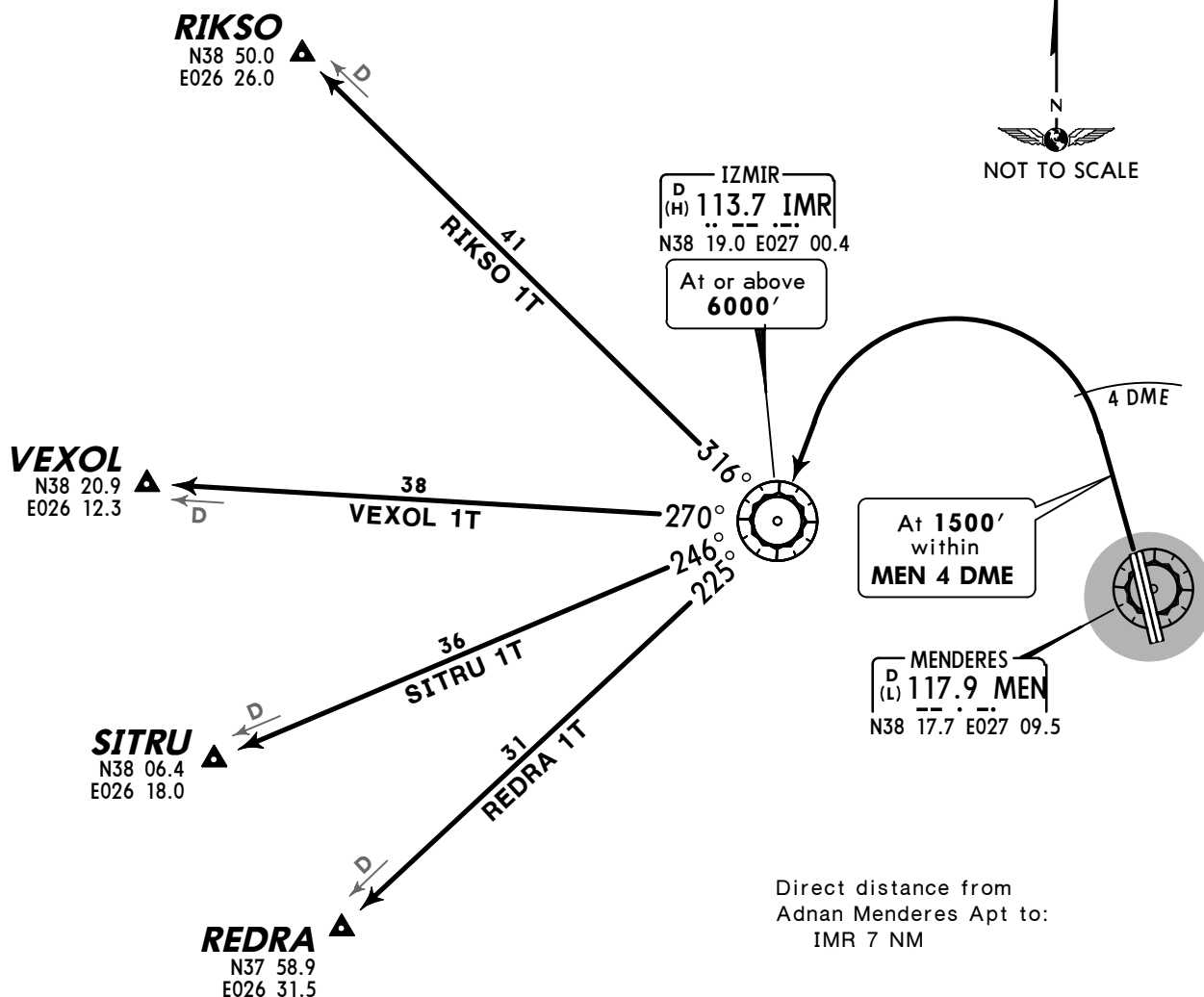
Apt Elev
410'

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



REDRA ONE TANGO (REDRA 1T) [REDR1T]
RIKSO ONE TANGO (RIKSO 1T) [RIKS1T]
SITRU ONE TANGO (SITRU 1T) [SITR1T]
VEXOL ONE TANGO (VEXOL 1T) [VEXO1T]
RWYS 34L/R DEPARTURES
TO WEST

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



SSR codes 1001 - 1077
for departures available.

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

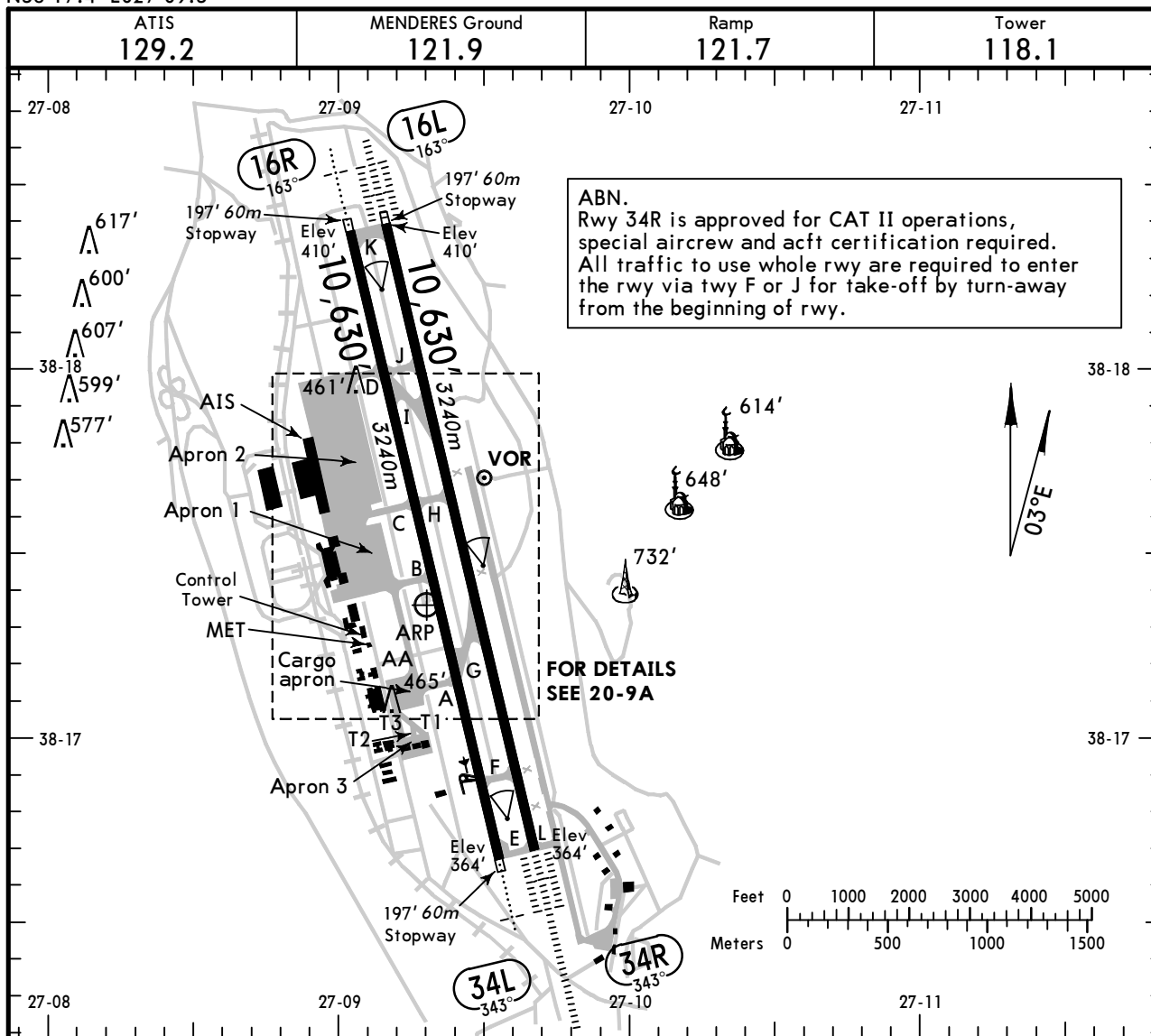
Gnd speed-KT	75	100	150	200	250	300
468' per NM	585	780	1170	1560	1949	2339

INITIAL CLIMB

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

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

① Will only be used between 01 APR-01 NOV 2030-0530LT, 02 NOV-31 MAR 1900-0630LT, weekends and public holidays.



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			WIDTH
		Threshold	Glide Slope	TAKE-OFF	
16L	HIRL CL (15m) HIALS-II SFL REIL TDZ ① HST-G RVR		9536' 2907m	②	148'
34R	HIRL CL (15m) HIALS-II SFL REIL TDZ ① HST-I RVR		9719' 2962m		45m

① PAPI(3.0°)

② TAKE-OFF RUN AVAILABLE

<u>RWY 16L:</u> From rwy head	10,630' (3240m)	<u>RWY 34R:</u> From rwy head	10,630' (3240m)
twy J int	8235' (2510m)	twy F int	9318' (2840m)
twy I int	7152' (2180m)	twy G int	6496' (1980m)
twy H int	6037' (1840m)	twy H int	4593' (1400m)
twy F int	1312' (400m)	twy J int	2395' (730m)

16R	HIRL (60m) HIALS PAPI(3.0°)		③	148'
34L				45m

③ TAKE-OFF RUN AVAILABLE

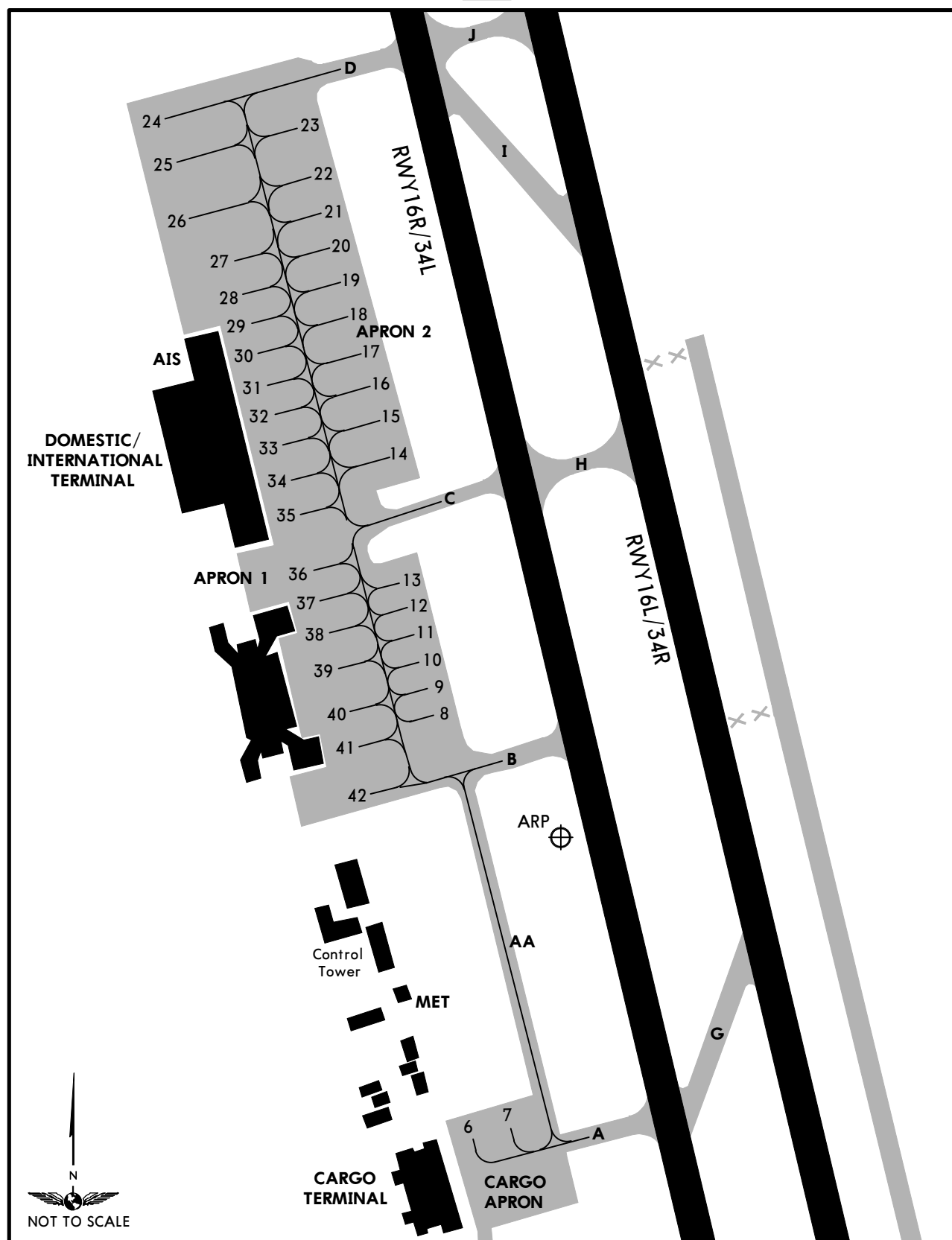
<u>RWY 16R:</u> From rwy head	10,630' (3240m)	<u>RWY 34L:</u> From rwy head	10,630' (3240m)
twy D int	8284' (2525m)	twy A int	7579' (2310m)
twy C int	6037' (1840m)	twy B int	5840' (1780m)
twy B int	4790' (1460m)	twy C int	4593' (1400m)
twy A int	3051' (930m)	twy D int	2346' (715m)

Standard

TAKE-OFF ①

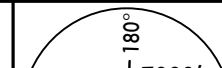
	LVP must be in force				
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL
A					
B	125m	150m	200m	250m	400m
C					
D	150m	200m	250m	300m	500m

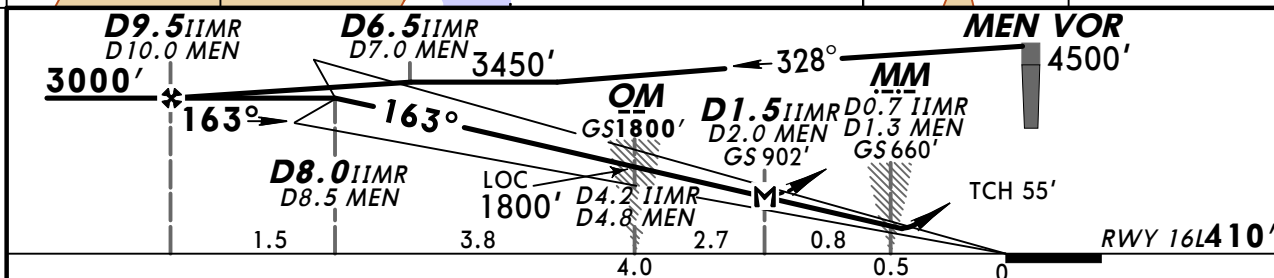
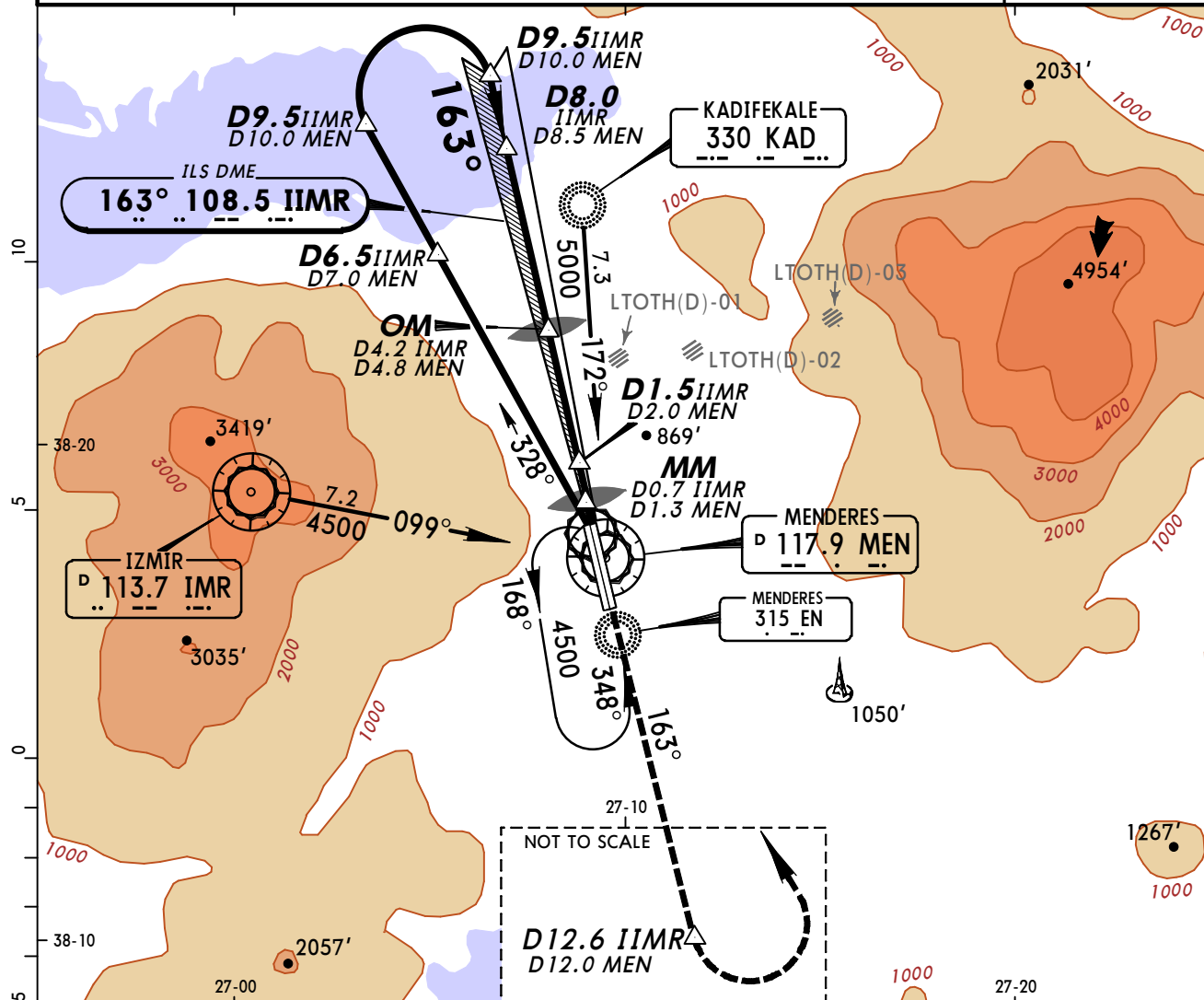
① Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.

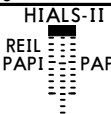


INS COORDINATES

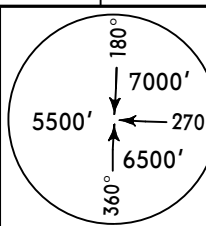
STAND No.	COORDINATES	STAND No.	COORDINATES
6, 7	N38 17.2 E027 09.2	23	N38 17.9 E027 09.0
8 thru 12	N38 17.5 E027 09.2	24 thru 26	N38 17.9 E027 08.9
13	N38 17.6 E027 09.2	27	N38 17.8 E027 08.9
14 thru 17	N38 17.7 E027 09.1	28, 29	N38 17.8 E027 09.0
18 thru 20	N38 17.8 E027 09.1	30 thru 33	N38 17.7 E027 09.0
21, 22	N38 17.9 E027 09.1	34 thru 36	N38 17.6 E027 09.0
		37 thru 39	N38 17.5 E027 09.0
		40	N38 17.5 E027 09.1
		41, 42	N38 17.4 E027 09.1

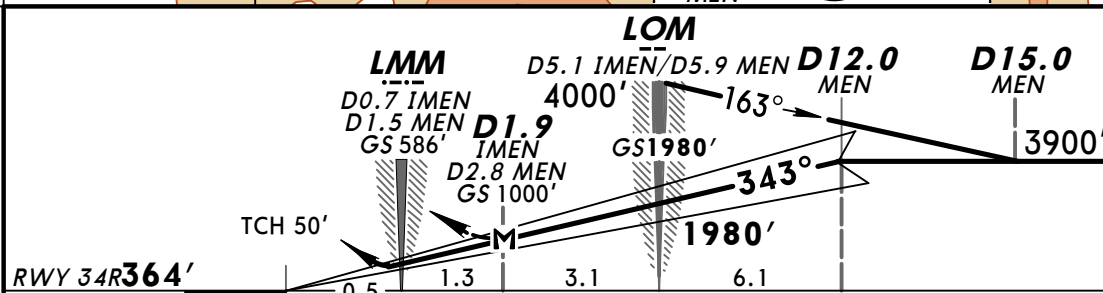
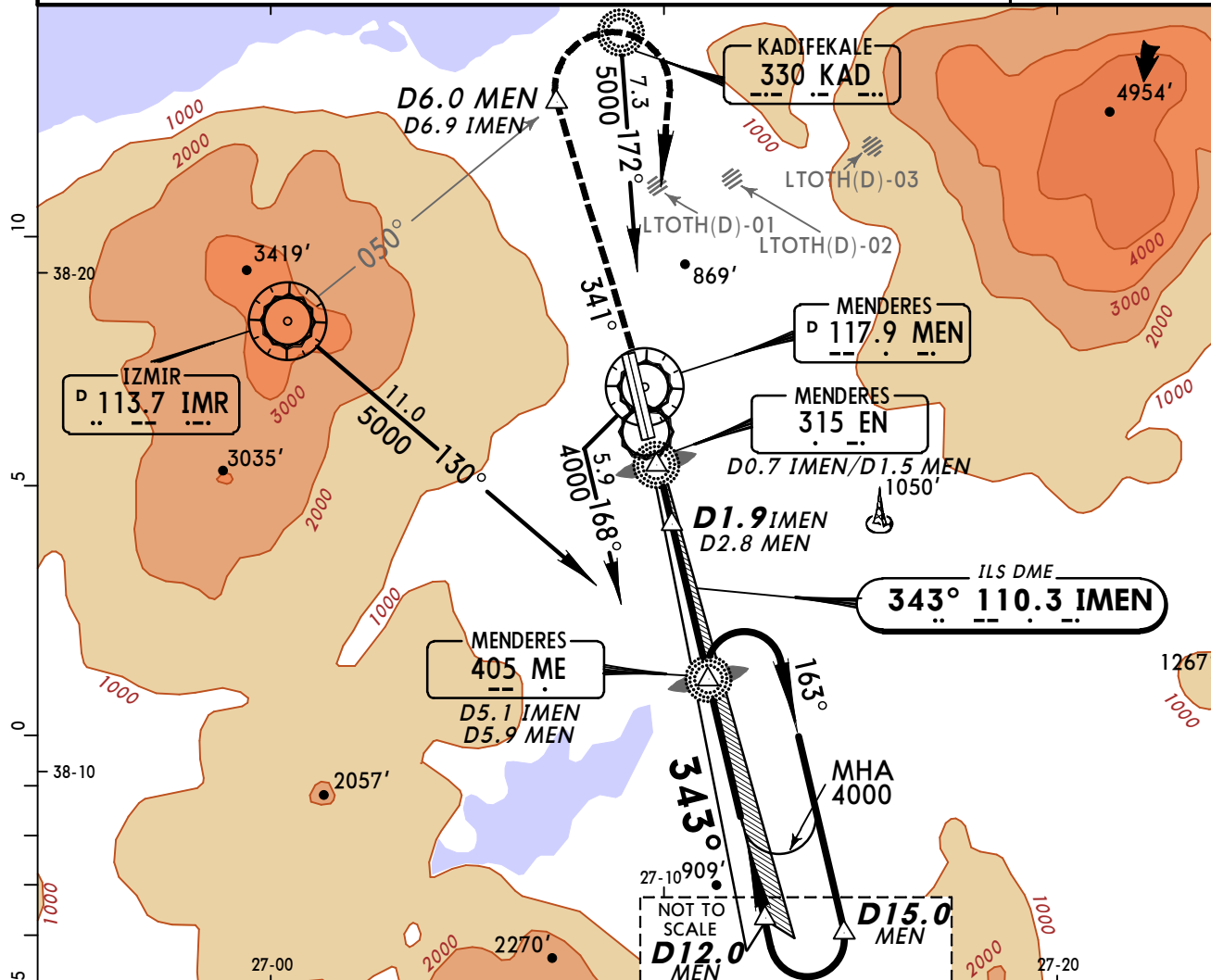
BRIEFING STRIP™	ATIS 129.2		MENDERES Approach/Radar (APP) 118.55 119.45 119.5 119.77 120.1 120.17 132.62						MENDERES Tower 118.1	Ground 121.9	
	LOC IIMR 108.5		Final Apch Crs 163°		GS OM 1800' (1390')		ILS DA(H) 612' (202')		Apt Elev 410' RWY 410'		
	MISSED APCH: Climb and intercept R-163 MEN to 3000' within D12.6 IIMR, then turn LEFT and proceed to MEN VOR to 4500' and hold.										
	Alt Set: hPa		Rwy Elev: 15 hPa		Trans level: By ATC		Trans alt: 10000'				
	Baseturn MAX 185 KT.										



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

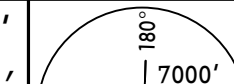
PANS OPS	STRAIGHT-IN LANDING RWY 16L				CIRCLE-TO-LAND		
	ILS		LOC (GS out)		Not authorized West of airport		
	DA(H) 612' (202')		MDA(H) 910' (500')				
	FULL	ALS out		ALS out	Max Kts	MDA(H)	VIS
	A				100	1150' (740')	3200m
B					135	1300' (890')	3400m
C					180	1500' (1090')	4800m
D					205		

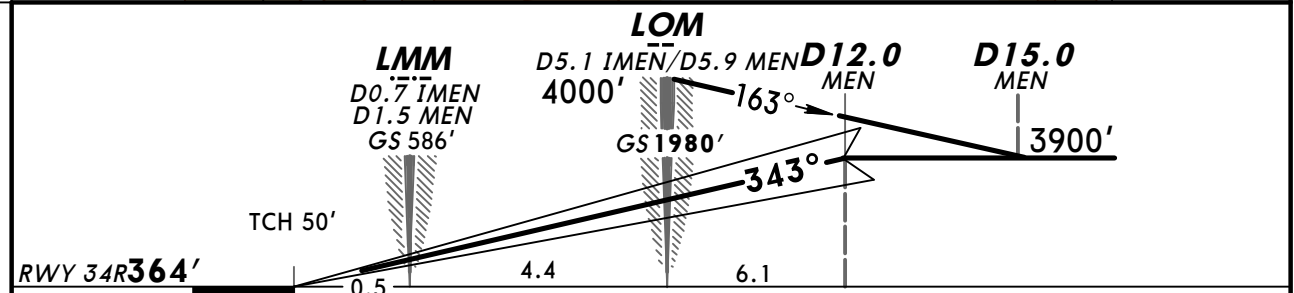
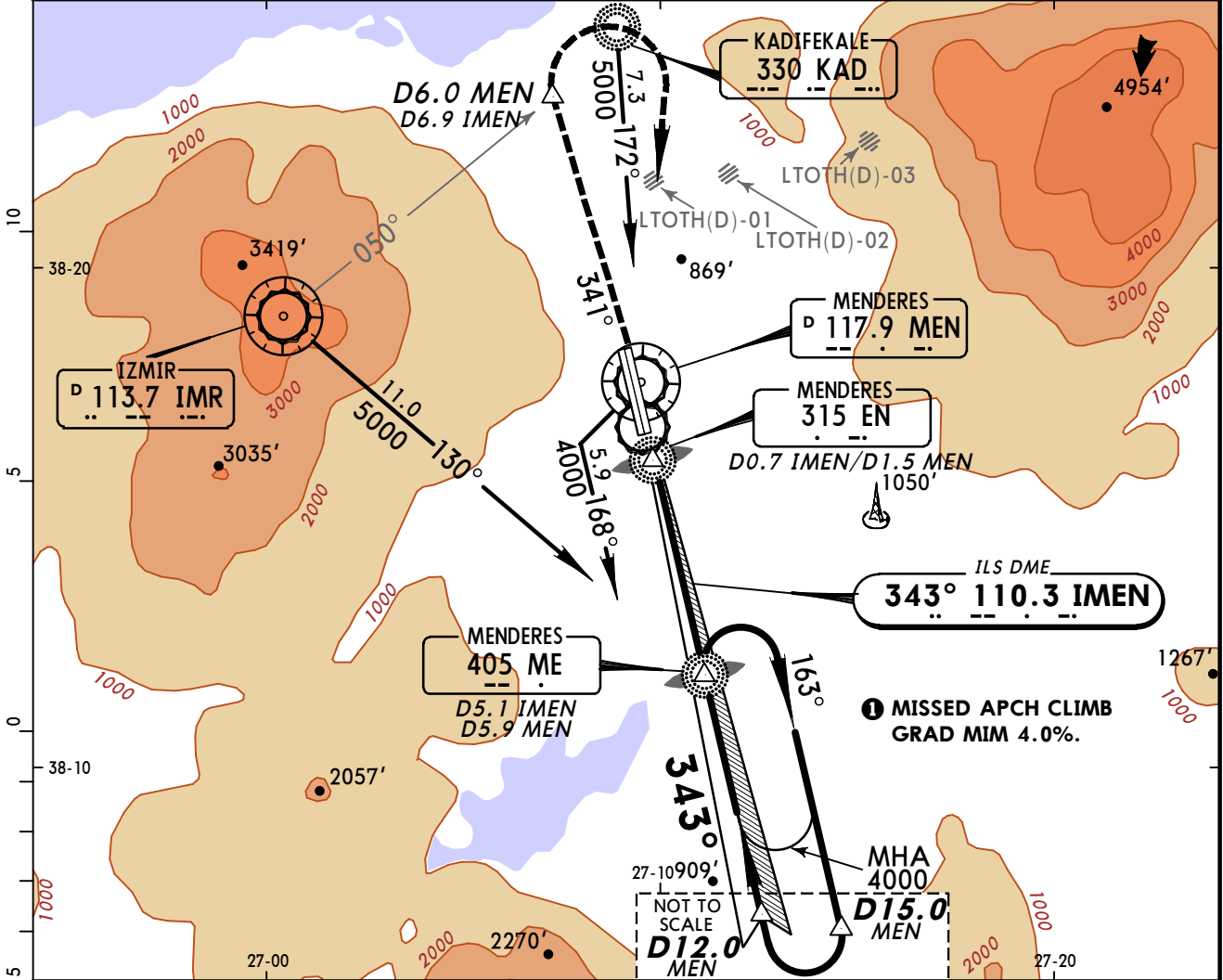
BRIEFING STRIP™	ATIS 129.2	MENDERES Approach/Radar (APP) 118.55 119.45 119.5 119.77 120.1 120.17 132.62							MENDERES Tower 118.1	Ground 121.9
	LOC IMEN 110.3	Final Apch Crs 343°	GS LOM 1980' (1616')	ILS DA(H) Refer to Minimums	Apt Elev 410' RWY 364'					
	MISSED APCH: Intercept R-341 MEN climbing to D6.0 MEN at 2000' or above, then climbing turn RIGHT and proceed via MEN VOR to ME NDB to 4000' and hold. MAX 180 KT until inbound to MEN VOR.									
	Alt Set: hPa	Rwy Elev: 13 hPa	Trans level: By ATC		Trans alt: 10000'					



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II REIL PAPI PAPI	180 KT MAX	D6.0 MEN ↑	MEN on 117.9 R-341
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849				
MAP at D1.9 IMEN/D2.8 MEN										

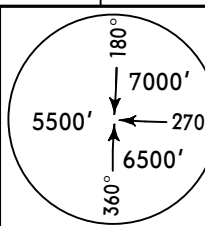
Standard				STRAIGHT-IN LANDING RWY 34R				LOC (GS out)		CIRCLE-TO-LAND	
Missed apch climb grad mim 4.0%				Missed apch climb grad mim 2.5%				DA(H) 1000' (636')		Not authorized West of airport	
DA(H) 564' (200')				DA(H) 1000' (636')				MDA(H) 1000' (636')			
FULL		Limited	ALS out	FULL/Limited		ALS out	ALS out		Max Kts	MDA(H)	VIS
A				RVR 1500m			RVR 1500m		100	1150' (740')	3200m
B		RVR 550m	RVR 750m	RVR 1200m					135	1300' (890')	3400m
C				CMV 2200m		CMV 2400m	CMV 2200m		180	1500' (1090')	
D									205		

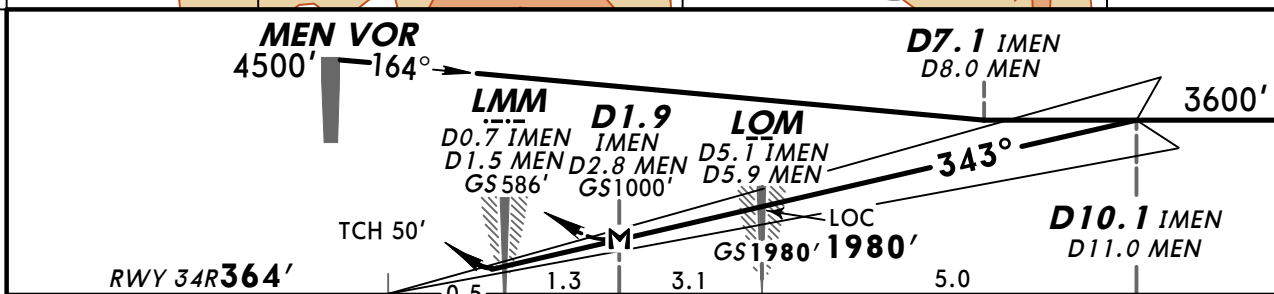
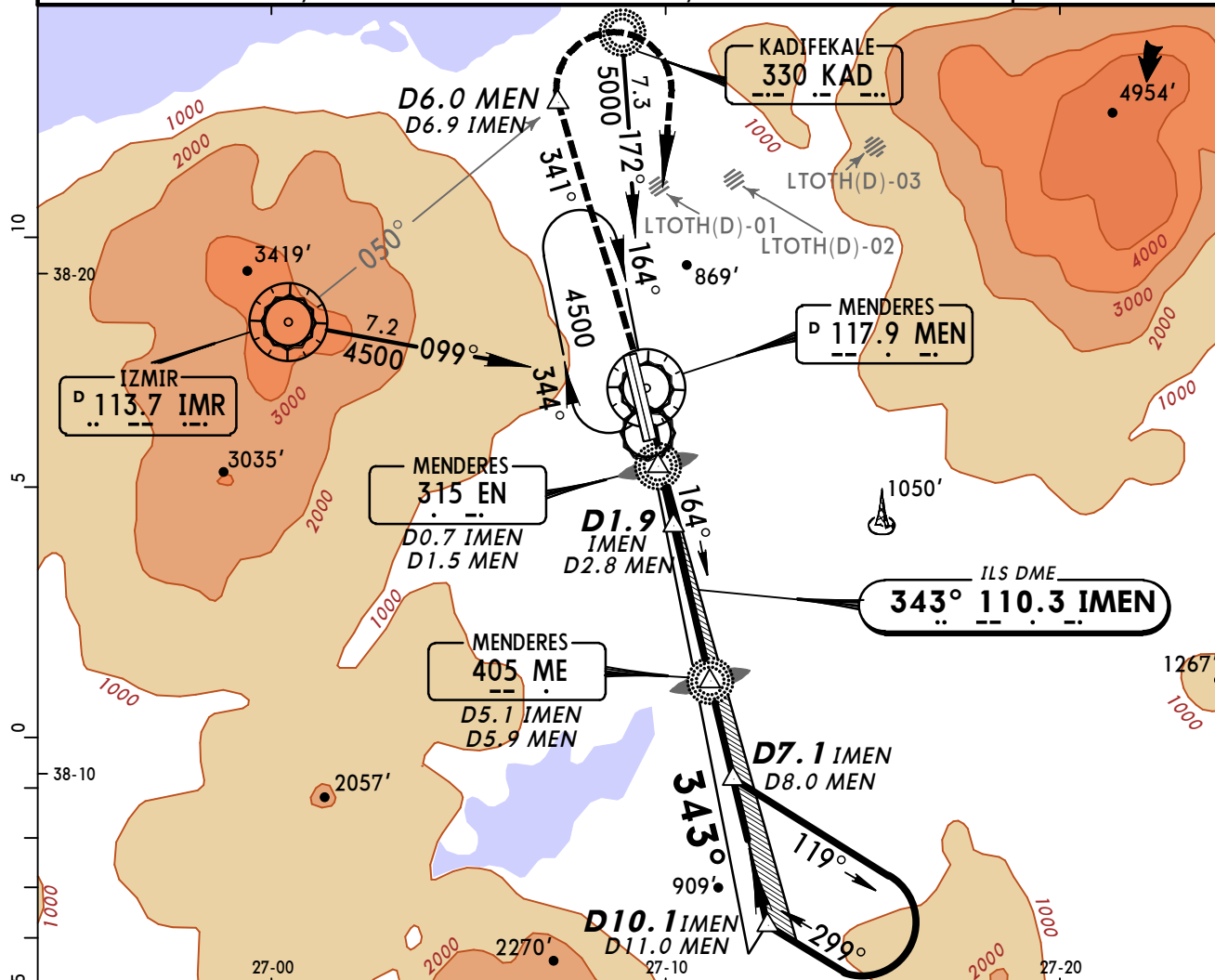
ATIS		MENDERES Approach/Radar (APP)							MENDERES Tower	Ground
129.2		118.55	119.45	119.5	119.77	120.1	120.17	132.62	118.1	121.9
LOC IMEN 110.3		Final Apch Crs 343°		GS LOM 1980' (1616')		CAT II ILS RA 107' DA(H) 464' (100')		Apt Elev 410' RWY 364'		
MISSED APCH: Intercept R-341 MEN climbing to D6.0 MEN at 2000' or above, then climbing turn RIGHT and proceed via MEN VOR to ME NDB to 4000' and hold. MAX 180 KT until inbound to MEN VOR.										
Alt Set: hPa		Rwy Elev: 13 hPa		Trans level: By ATC		Trans alt: 10000'		MSA ME NDB		
Special Aircrew & Acft Certification Required.										



Gnd speed-Kts	70	90	100	120	140	160	180 KT MAX	D6.0 MEN ↑	MEN on 117.9 R-341
GS	3.00°	372	478	531	637	743			

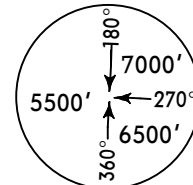
PANS OPS	Standard	STRAIGHT-IN LANDING RWY 34R	
		Missed apch climb gradient mim 4.0%.	
		CAT II ILS ABCD	
		RA 107'	
		DA(H) 464' (100')	
		RVR 300m	

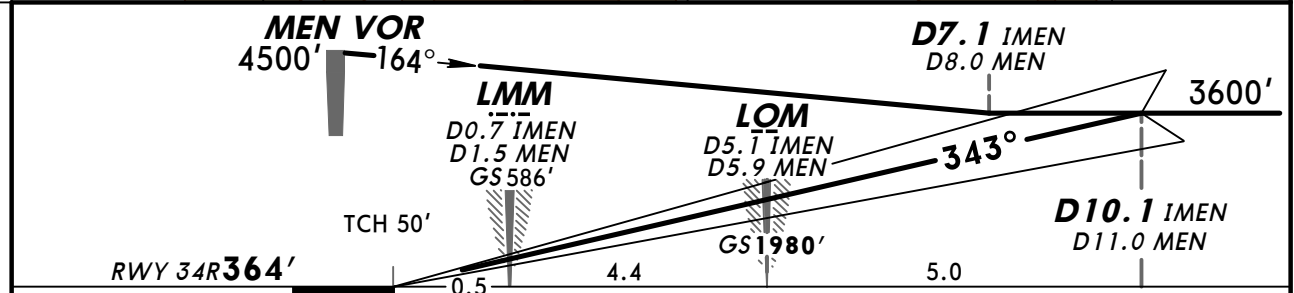
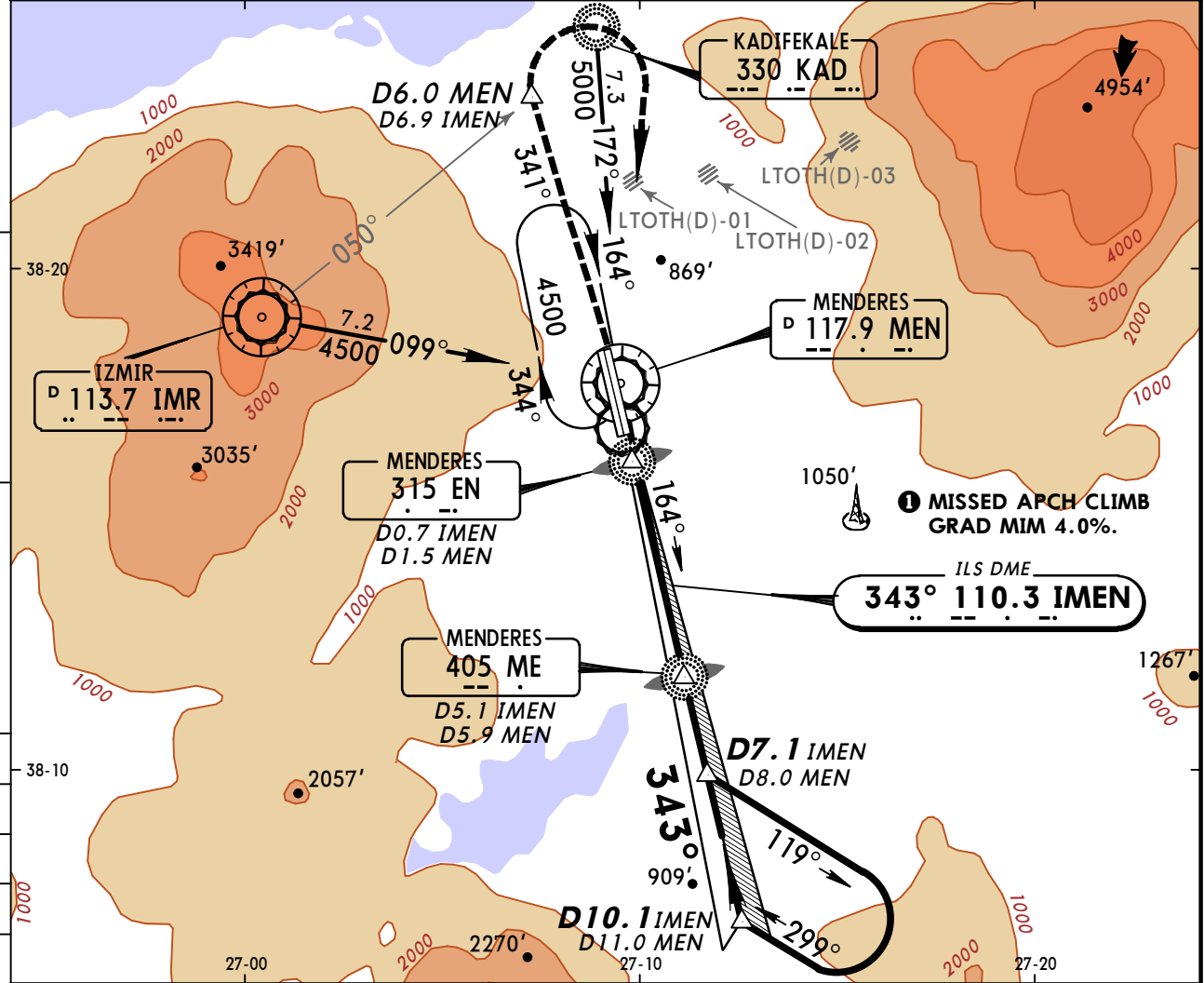
BRIEFING STRIP TM	ATIS 129.2	MENDERES Approach/Radar (APP) 118.55 119.45 119.5 119.77 120.1 120.17 132.62						MENDERES Tower 118.1	Ground 121.9
	LOC IMEN 110.3	Final Apch Crs 343°	GS LOM 1980' (1616')	ILS DA(H) Refer to Minimums		Apt Elev 410' RWY 364'			
	MISSED APCH: Intercept R-341 MEN climbing to D6.0 MEN at 2000' or above, then climbing turn RIGHT to MEN VOR to 4500' and hold. MAX 180 KT until inbound to MEN VOR. If over MEN VOR below 4500', intercept R-164 MEN climbing to 4500', then turn RIGHT to join holding.								
	Alt Set: hPa		Rwy Elev: 13 hPa		Trans level: By ATC		Trans alt: 10000'		



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II REIL PAPI PAPI	180 KT MAX	D6.0 MEN ↑ on R-341
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849			
MAP at D1.9 IMEN/D2.8 MEN									

Standard			STRAIGHT-IN LANDING RWY 34R				LOC (GS out)		CIRCLE-TO-LAND	
			Missed apch climb grad mim 4.0%		Missed apch climb grad mim 2.5%		DA(H) 1000' (636')		Not authorized West of airport	
			DA(H) 564' (200')		DA(H) 1000' (636')		MDA(H) 1000' (636')			
			FULL	Limited	ALS out	FULL/Limited	ALS out	ALS out	Max Kts	MDA(H) VIS
A									100	1150' (740') 3200m
B	RVR 550m	RVR 750m	RVR 1200m			RVR 1500m			135	1300' (890') 3400m
C									180	
D						CMV 2200m	CMV 2400m	CMV 2200m	205	1500' (1090') 4800m

ATIS		MENDERES Approach/Radar (APP)							MENDERES Tower	Ground
129.2		118.55	119.45	119.5	119.77	120.1	120.17	132.62	118.1	121.9
LOC IMEN 110.3		Final Apch Crs 343°		GS LOM 1980' (1616')		CAT II ILS RA 107' DA(H) 464' (100')		Apt Elev 410' RWY 364'		 MSA MEN VOR
MISSED APCH: Intercept R-341 MEN climbing to D6.0 MEN at 2000' or above, then climbing turn RIGHT to MEN VOR to 4500' and hold. MAX 180 KT until inbound to MEN VOR. If over MEN VOR below 4500', intercept R-164 MEN climbing to 4500', then turn RIGHT to join holding.										
Alt Set: hPa			Rwy Elev: 13 hPa			Trans level: By ATC			Trans alt: 10000'	
Special Aircrew & Acft Certification Required.										

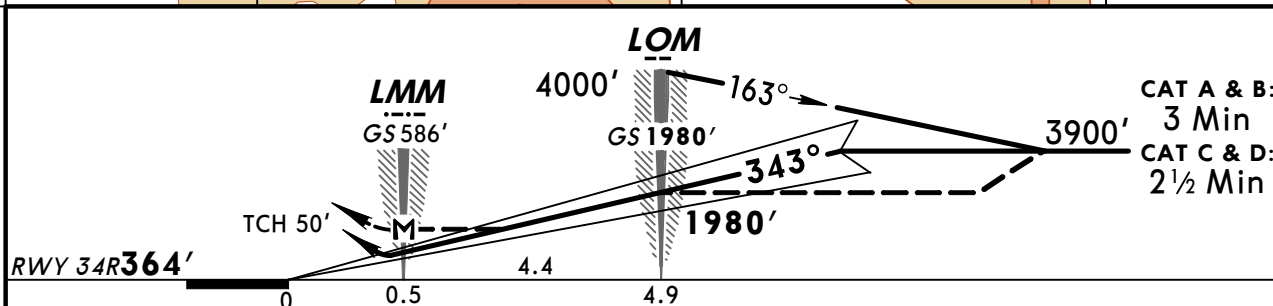
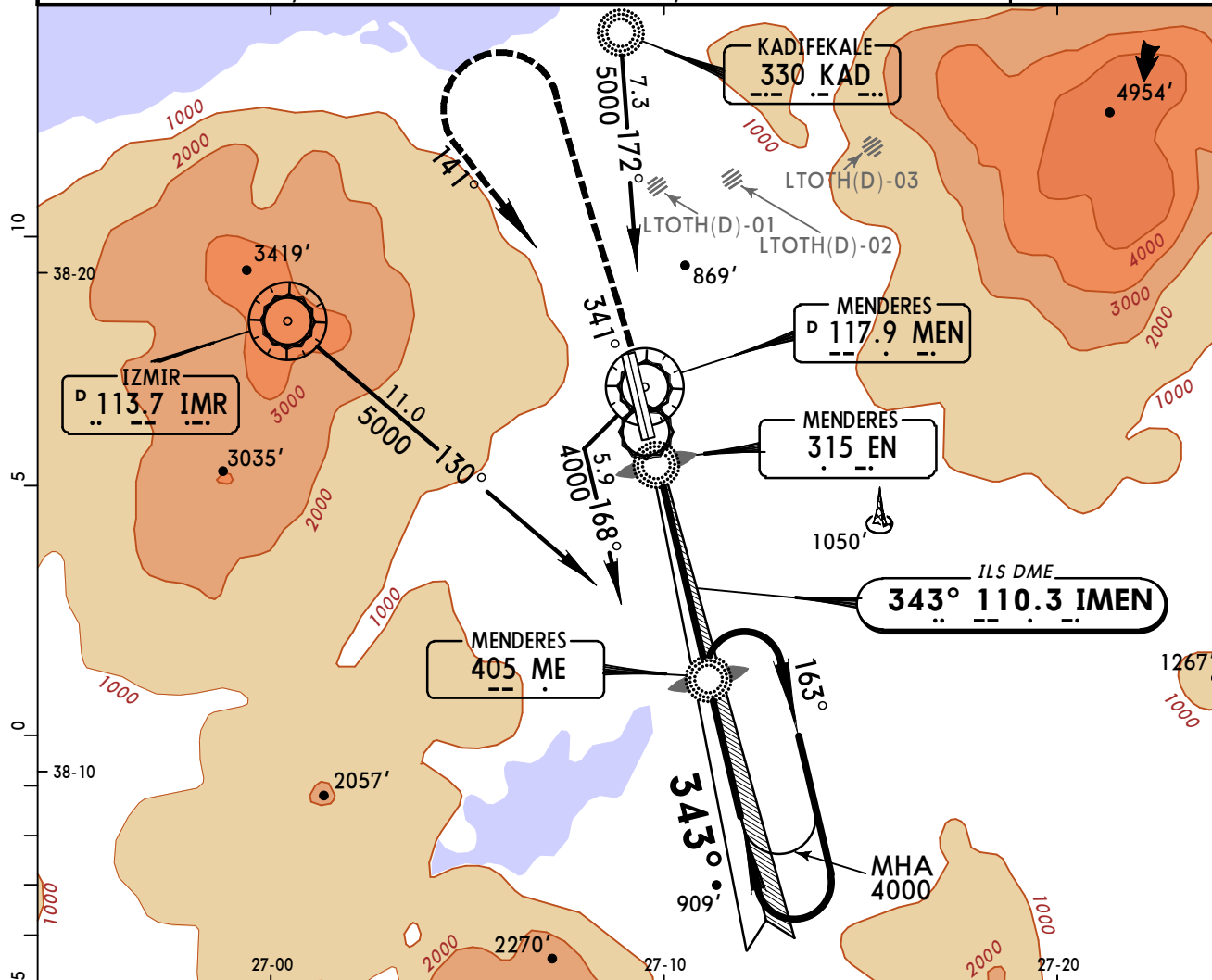


Gnd speed-Kts	70	90	100	120	140	160	180 KT MAX	D6.0 MEN ↑	MEN on 117.9 R-341
GS	3.00°	372	478	531	637	743			

Standard	STRAIGHT-IN LANDING RWY 34R	
	Missed apch climb gradient mim 4.0%	
	CAT II ILS	
	ABCD	
	RA 107'	
	DA(H) 464' (100')	
	RVR 300m I	
	I Operators applying U.S. Specs: Autoland or HUD required below RVR 350m.	

BRIEFING STRIP

ATIS 129.2	MENDERES Approach/Radar (APP) 118.55 119.45 119.5 119.77 120.1 120.17 132.62							MENDERES Tower 118.1	Ground 121.9
LOC IMEN 110.3	Final Apch Crs 343°	GS LOM 1980' (1616')	ILS DA(H) 586' (222')	Apt Elev 410' RWY 364'		180° 7000' 5500' 270° 6500' 360° MSA ME NDB			
MISSED APCH: Climb on R-341 MEN to 3200', then climbing turn LEFT and proceed on 141° via MEN VOR to ME NDB to 4000' and hold. MAX 180 KT until inbound to MEN VOR.									
Alt Set: hPa Rwy Elev: 13 hPa Trans level: By ATC Trans alt: 10000'									



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II REIL PAPI		180 KT MAX	3200'	MEN on 117.9 R-341
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849				
MAP at LMM											

PANS OPS	Standard			STRAIGHT-IN LANDING RWY 34R		CIRCLE-TO-LAND	
	ILS			LOC (GS out)		Not authorized West of airport	
	DA(H) 586' (222')			MDA(H) 1000' (636')			
	FULL	Limited	ALS out	ALS out		Max Kts	
				RVR 1500m			
A						100	1150' (740') 3200m
B	RVR 550m	RVR 750m	RVR 1200m			135	1300' (890') 3400m
C				CMV 2200m	CMV 2400m	180	1500' (1090') 4800m
D						205	

LTBJ/ADB
ADNAN MENDERES

JEPPesen
4 OCT 13 **(23-1)** **Eff 17 Oct**

IZMIR, TURKEY
VOR DME Rwy 16L

BRIEFING STRIP

ATIS

129.2

MENDERES Approach/Radar (APP)

118.55 119.45 119.5 119.77 120.1 120.17 132.62

MENDERES Tower

118.1

Ground

121.9

VOR

MEN

117.9

Final

Apch Crs

161°

Minimum Alt

D9.0 MEN

3500' (3090')

MDA(H)

1150' (740')

Apt Elev

410'

RWY 410'

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

Alt Set: hPa

Rwy Elev: 15 hPa

Trans level: By ATC

Trans alt: 10000'

180°

7000'

270°

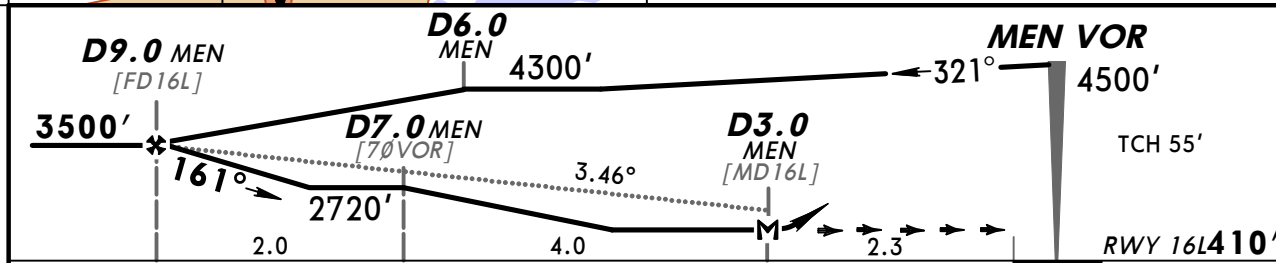
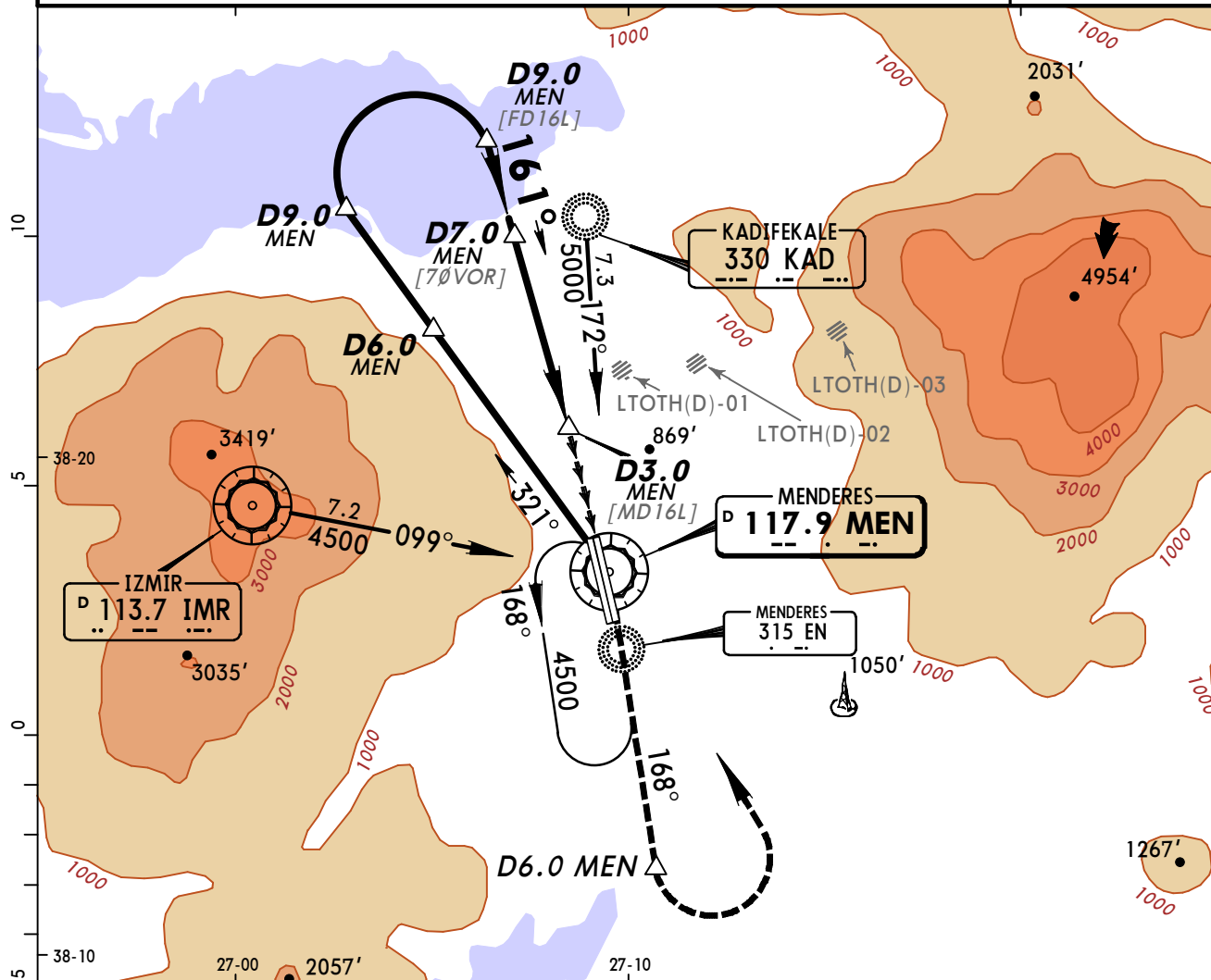
6500'

360°

5500'

MSA

MEN VOR



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II REIL PAPI PAPI	180 KT MAX	MEN 117.9	D6.0 MEN on 117.9 R-168
Descent Angle	3.46°	429	551	612	735	857				
MAP at D3.0 MEN										

Standard				CIRCLE-TO-LAND			
STRAIGHT-IN LANDING RWY 16L				Not authorized West of airport			
MDA(H) 1150' (740')				Max Kts	MDA(H)	VIS	
A		ALS out		100	1150' (740')	3200m	
B	2700m	3100m		135	1300' (890')	3400m	
C	3400m	3800m		180	1500' (1090')	4800m	
D				205			

CHANGES: None.

© JEPPesen, 2002, 2012. ALL RIGHTS RESERVED.

BRIEFING STRIP™

ATIS 129.2		MENDERES Approach/Radar (APP) 118.55 119.45 119.5 119.77 120.1 120.17 132.62						MENDERES Tower 118.1	Ground 121.9
VOR MEN 117.9		Final Apch Crs 161°		Minimum Alt D9.0 MEN 3500' (3090')		MDA(H) Refer to Minimums		Apt Elev 410' RWY 410'	
MISSED APCH: Climb to MEN VOR, intercept R-168 MEN to D6.0 MEN at 2360' or above, then climbing turn LEFT to MEN VOR to 4500' and hold. MAX 180 KT until inbound to MEN VOR. If over MEN VOR below 4500', intercept R-341 MEN climbing to 4500', then turn LEFT to join holding.									
Alt Set: hPa		Rwy Elev: 15 hPa		Trans level: By ATC		Trans alt: 10000'			

180°

7000'

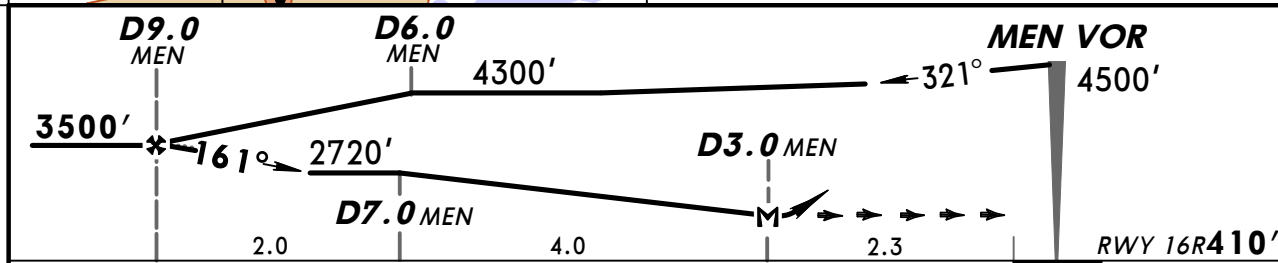
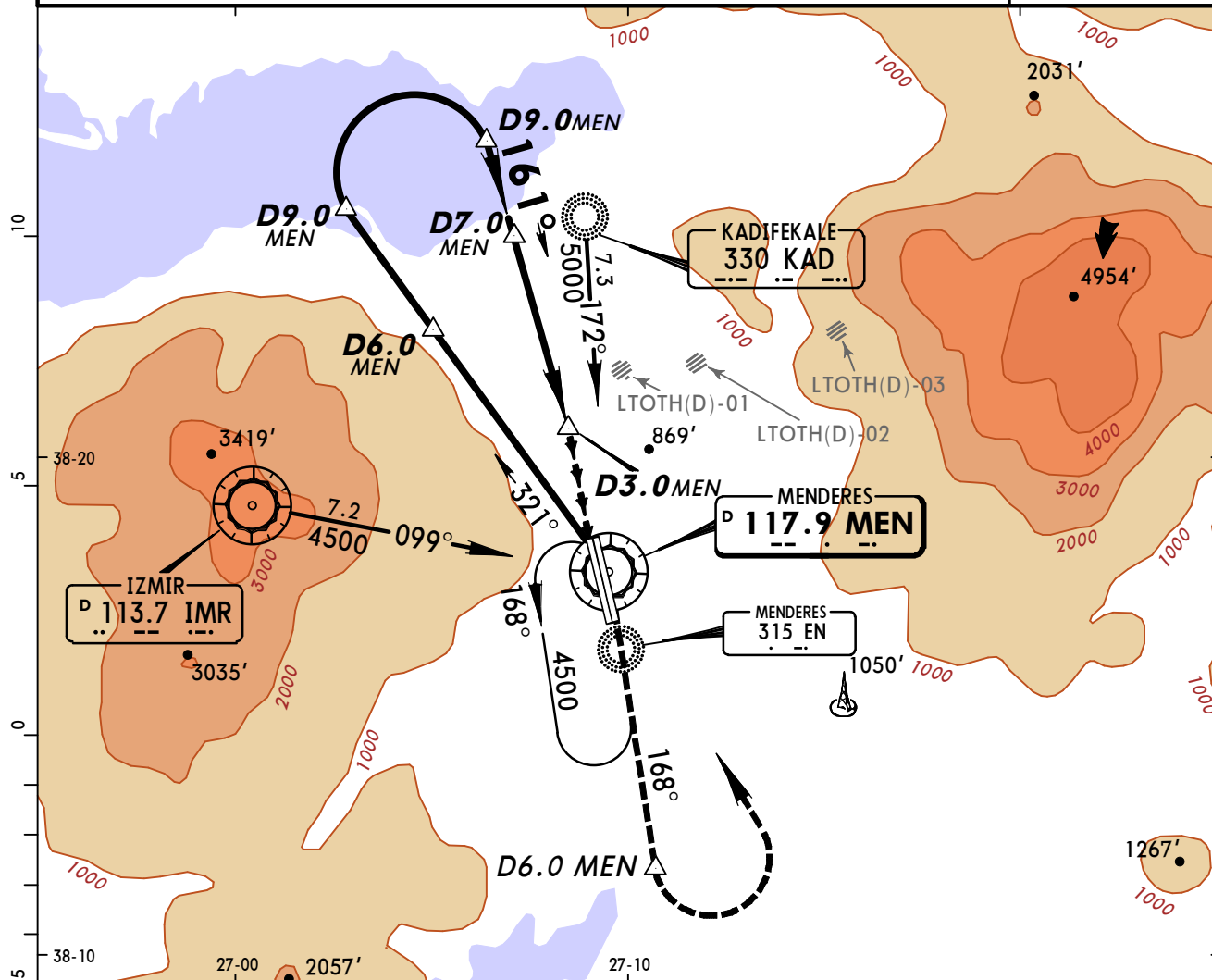
270°

6500'

360°

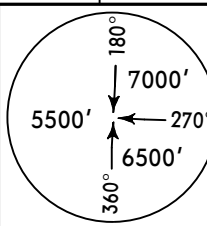
5500'

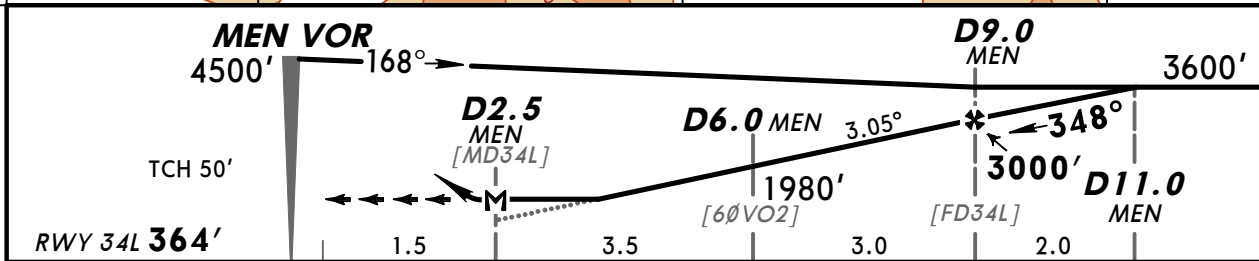
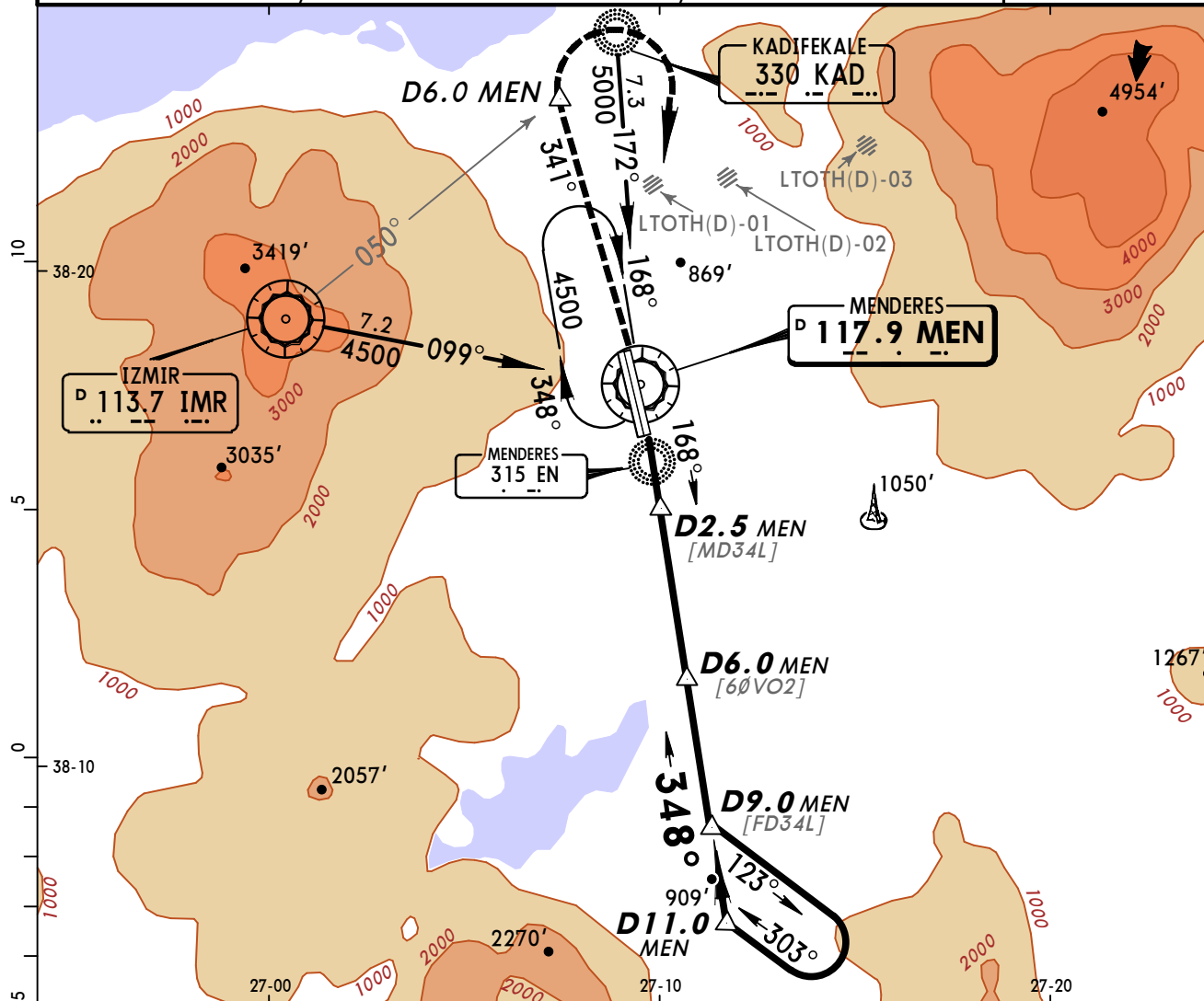
MSA
MEN VOR



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

Standard						STRAIGHT-IN LANDING					CIRCLE-TO-LAND				
											Not authorized West of airport				
						Max Kts	MDA(H)		VIS						
						100	1150' (740')		3200m						
						135	1300' (890')		3400m						
						180	1500' (1090')		4800m						
						205									

ATIS 129.2	MENDERES Approach/Radar (APP) 118.55 119.45 119.5 119.77 120.1 120.17 132.62						MENDERES Tower 118.1	Ground 121.9
VOR MEN 117.9	Final Apch Crs 348°	Minimum Alt D9.0 MEN 3000' (2636')	MDA(H) 1000' (636')	Apt Elev 410'	RWY 364'			
MISSED APCH: Intercept R-341 MEN climbing to D6.0 MEN at 2000' or above, then climbing turn RIGHT to MEN VOR to 4500' and hold. MAX 180 KT until inbound to MEN VOR. If over MEN VOR below 4500', intercept R-168 MEN climbing to 4500', then turn RIGHT to join holding.								 MSA MEN VOR
Alt Set: hPa	Rwy Elev: 13 hPa	Trans level: By ATC	Trans alt: 10000'					



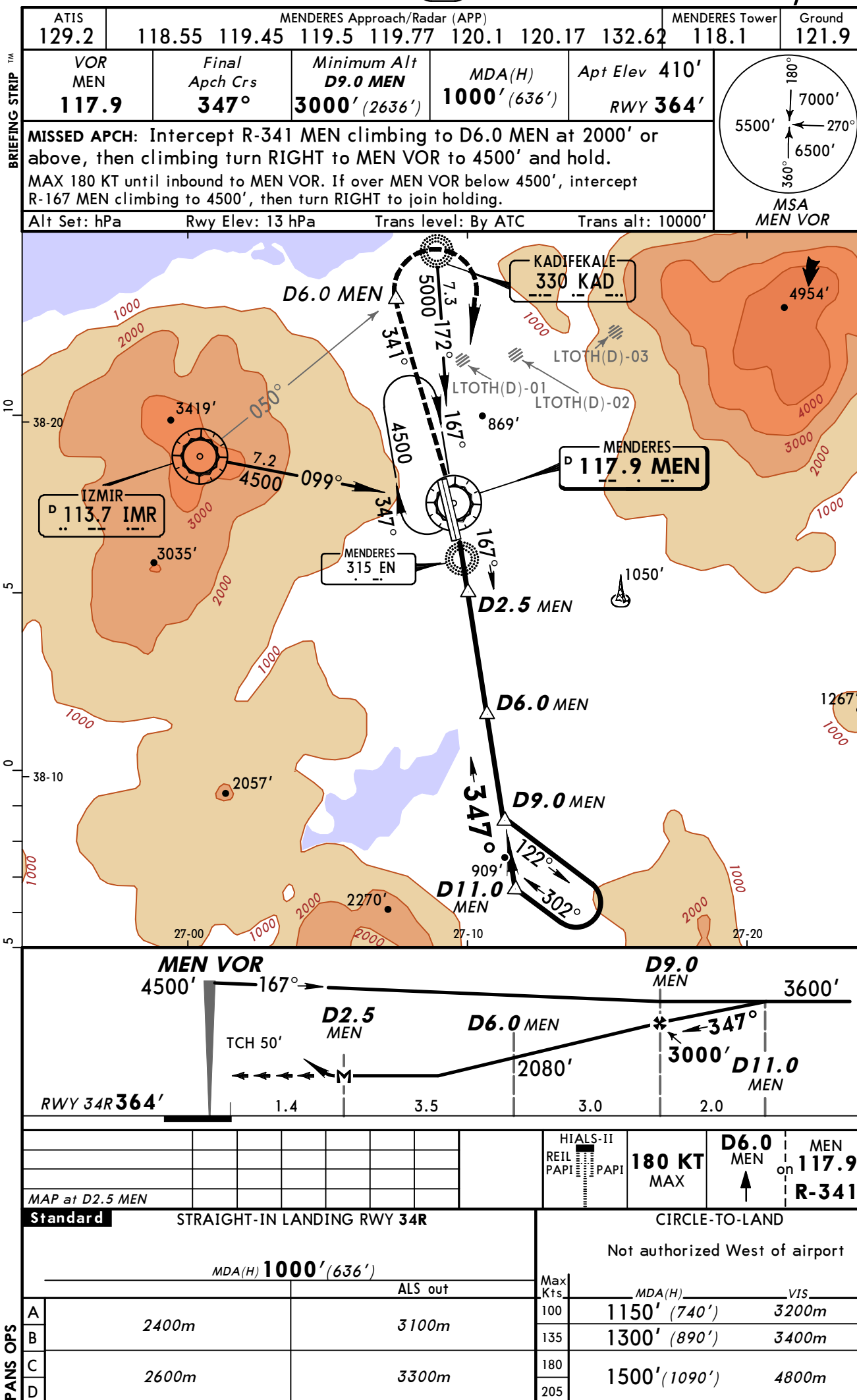
Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI	180 KT MAX	D6.0 MEN ↑ on 117.9 R-341
Descent Angle	3.05°	378	486	540	648	755			
MAP at D2.5 MEN									

Standard			CIRCLE-TO-LAND		
STRAIGHT-IN LANDING RWY 34L			Not authorized West of airport		
MDA(H) 1000' (636')			Max Kts	MDA(H)	VIS
A		ALS out	100	1150' (740')	3200m
B	2300m	2500m	135	1300' (890')	3400m
C			180		
D	3000m	3200m	205	1500' (1090')	4800m

LTBJ/ADB
ADNAN MENDERES

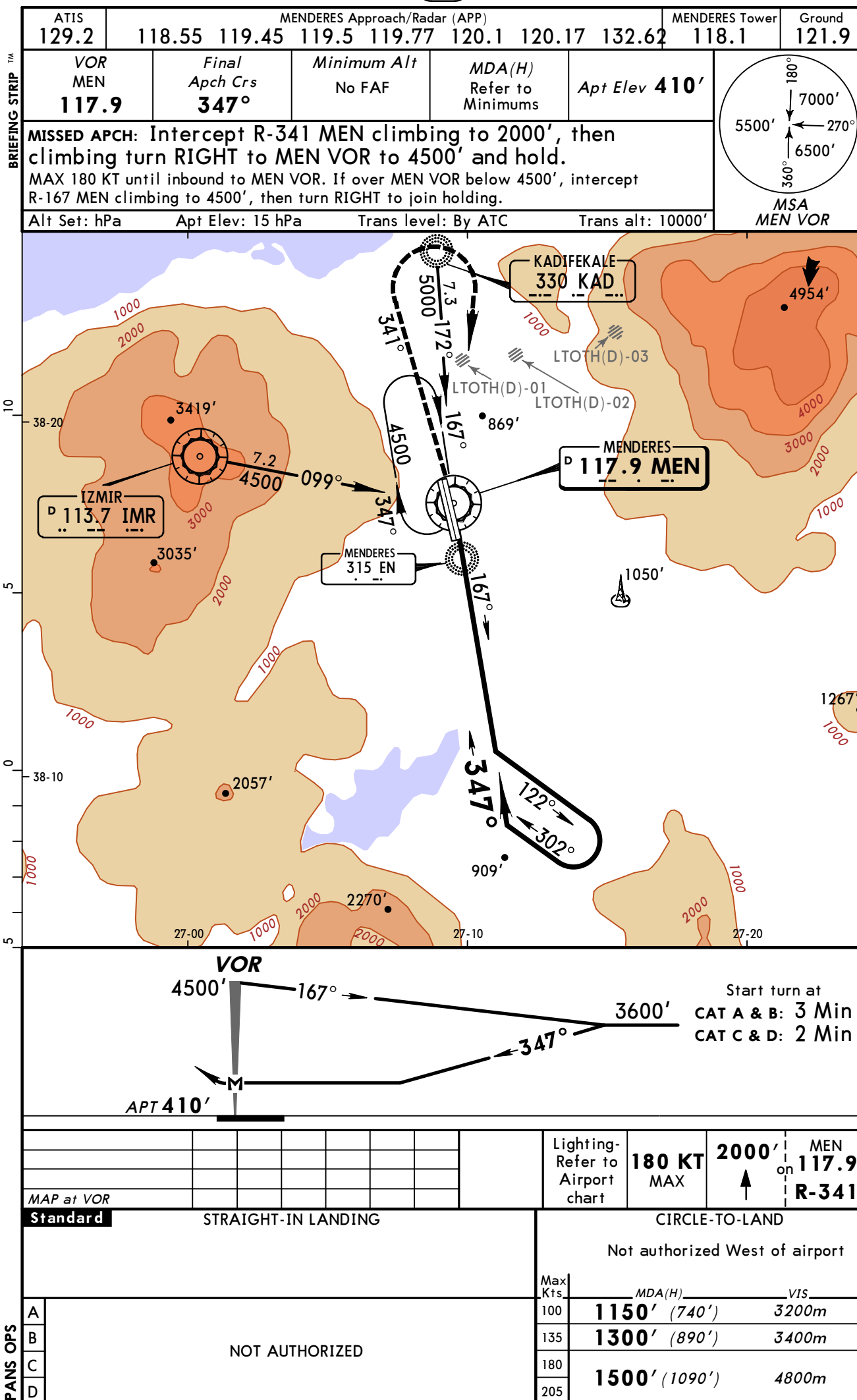
JEPPesen
17 AUG 12 (23-4)

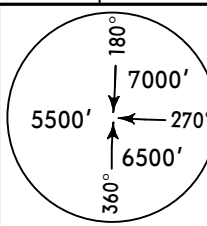
IZMIR, TURKEY
VOR DME Rwy 34R

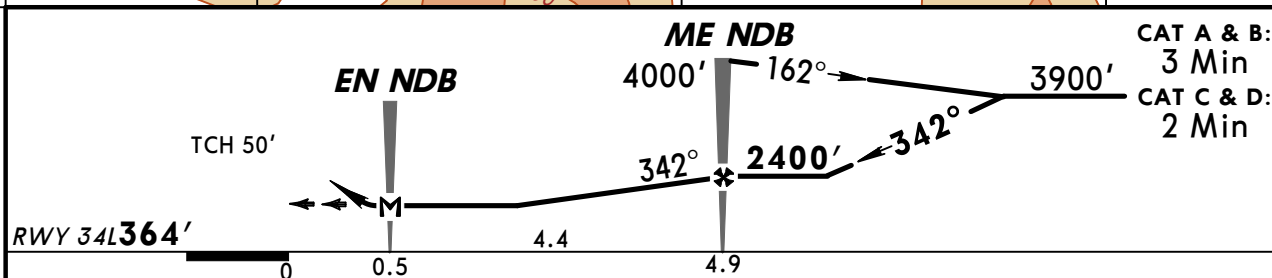
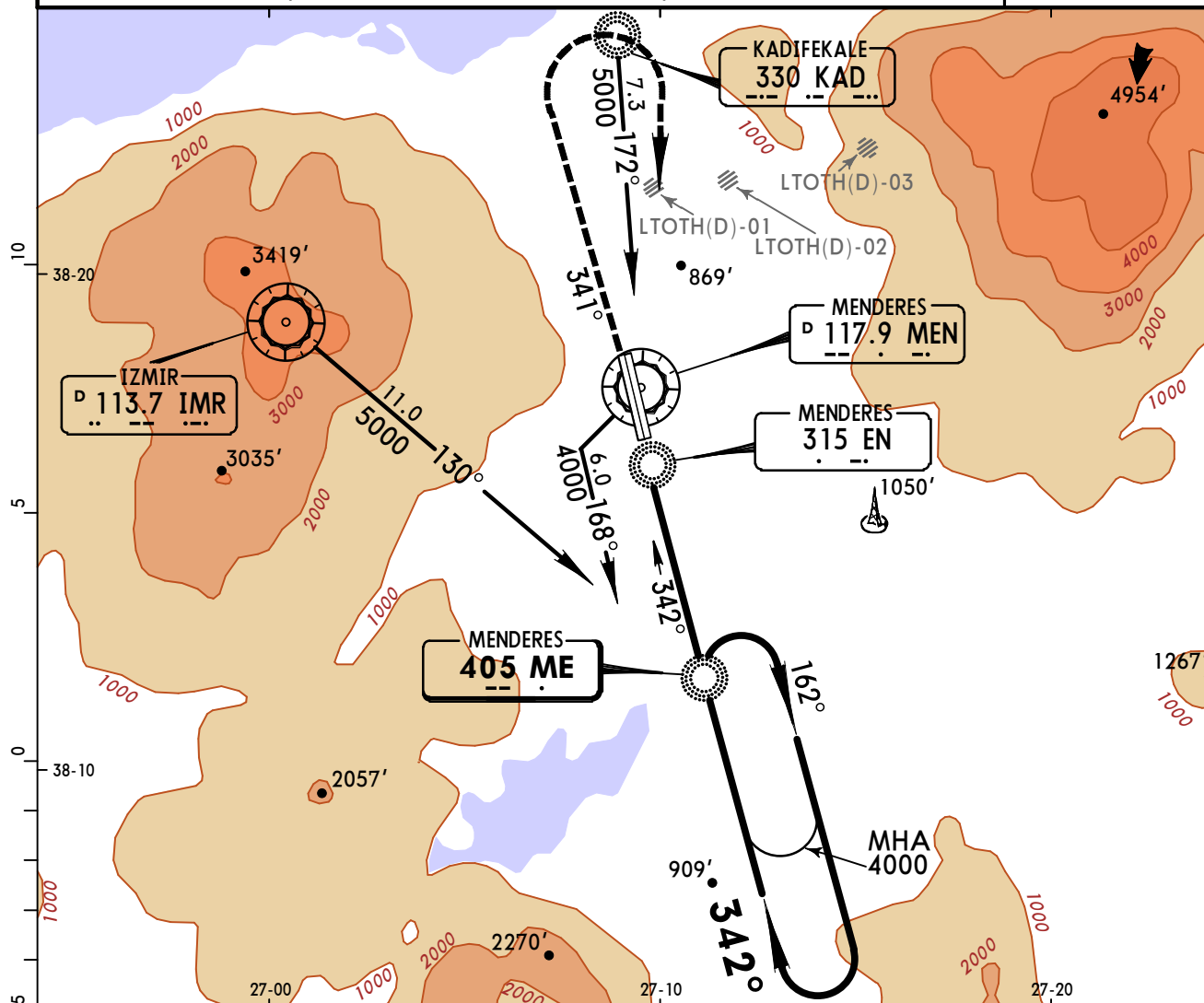


CHANGES: Communications. Minimums. Descent Angle.

© JEPPesen, 2002, 2012. ALL RIGHTS RESERVED.



ATIS 129.2	MENDERES Approach/Radar (APP) 118.55 119.45 119.5 119.77 120.1 120.17 132.62						MENDERES Tower 118.1	Ground 121.9
NDB ME 405	Final Apch Crs 342°	Minimum Alt ME NDB 2400' (2036')	MDA(H) 1150' (786')	Apt Elev 410'	RWY 364'			
MISSED APCH: Climb on 341° from EN NDB to 2200', then climbing turn RIGHT and proceed via EN NDB to ME NDB to 4000' and hold. MAX 180 KT until inbound to EN NDB.								
Alt Set: hPa	Rwy Elev: 13 hPa	Trans level: By ATC	Trans alt: 10000'					MSA ME NDB



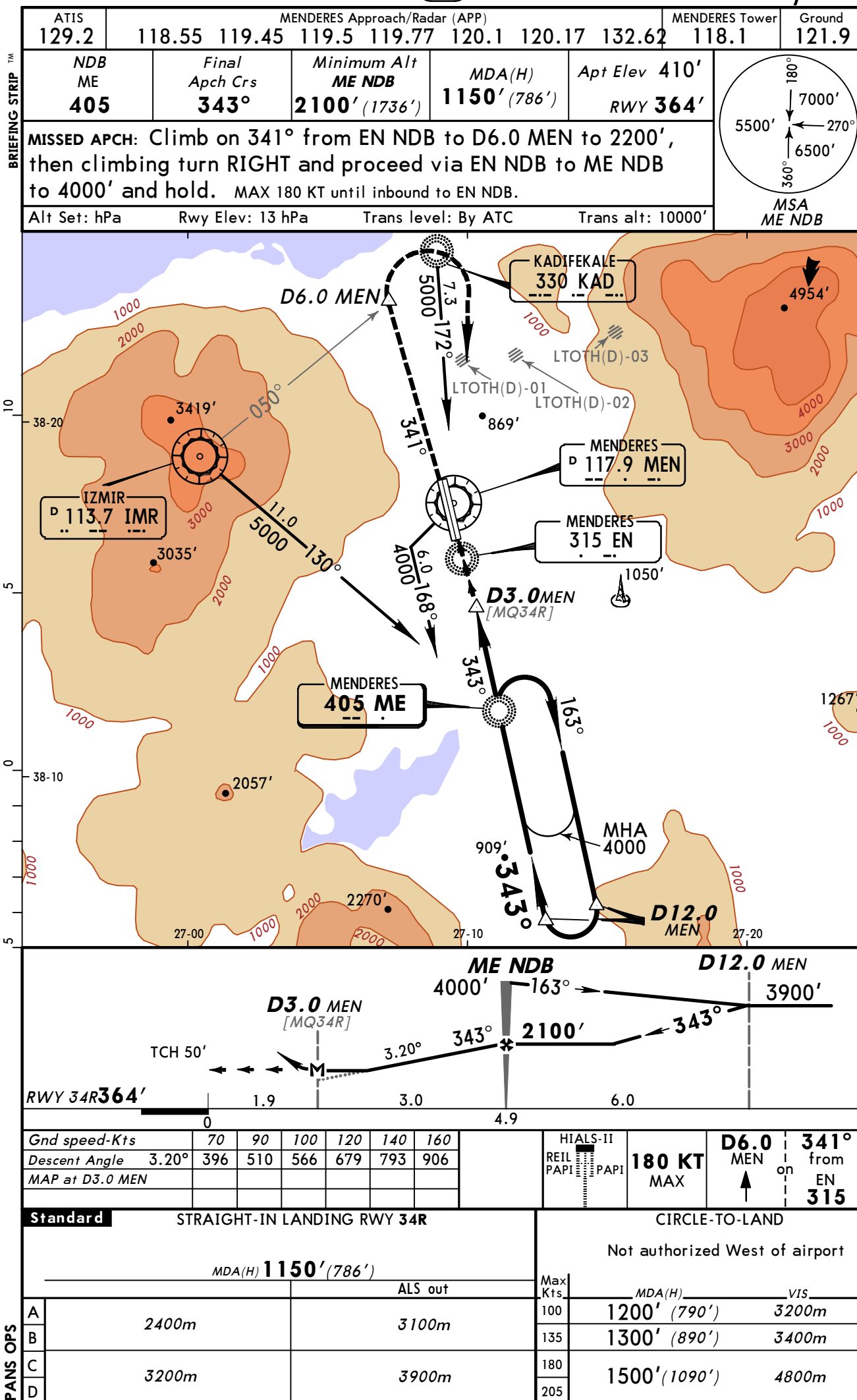
MAP at EN NDB				HIALS PAPI	180 KT MAX	2200'	341° on EN 315
---------------	--	--	--	---------------	---------------	-------	-------------------------

STRAIGHT-IN LANDING RWY 34L				CIRCLE-TO-LAND	
MDA(H) 1150' (786')				Not authorized West of airport	
ALS out		Max Kts	MDA(H)	VIS	
A	3600m	100	1200'	3800m	
B	3600m	135	1300'	3800m	
C	3800m	180	1500'	4800m	
D	3800m	205			

LTBJ/ADB
ADNAN MENDERES

JEPPesen
17 AUG 12 (26-2)

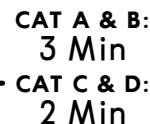
IZMIR, TURKEY
NDB DME Rwy 34R



CHANGES: Communications.

© JEPPESEN, 2002, 2012. ALL RIGHTS RESERVED.

IZMIR, TURKEY
NDB Rwy 34R

BRIEFING STRIP™

HIALS-II
REIL
PAPI

PANS OPS

© JEPPESEN, 2002, 2012. ALL RIGHTS RESERVED.

Chart changes since cycle 12-2014

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
IZMIR, (ADNAN MENDERES - LTBJ)				

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LTBJ