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List of pages in this Trip Kit

Trip Kit Index
Airport Information For LTBA
Terminal Charts For LTBA
Revision Letter For Cycle 01-2016
Change Notices
Notebook

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General Information

Location: ISTANBUL TUR
ICAO/IATA: LTBA / IST
Lat/Long: N40° 58.57', E028° 48.85'
Elevation: 163 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -2:00 = UTC
Magnetic Variation: 4.0° 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: 0529 Z
Sunset: 1455 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

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Lighting: Edge, ALS, Centerline, REIL, TDZ

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: 128.200 Departure Service
ATIS: 130.250 Arrival Service
Yesilkoy Tower: 25.780 Military
Yesilkoy Tower: 118.100 Arrival Service
Yesilkoy Tower: 118.375 Departure Service
Yesilkoy Ground North Tower: 121.600
Yesilkoy Delivery Tower: 121.700
Yesilkoy Ground South Tower: 121.800
Yesilkoy Tower: 123.525
Yesilkoy Ground North/Sou Tower: 126.800
Yesilkoy Tower: 125.900
Yesilkoy Approach/Radar Approach: 120.700
Yesilkoy Approach/Radar Approach: 120.500
Yesilkoy Approach/Radar Approach: 120.450
Yesilkoy Approach/Radar Approach: 126.425
Yesilkoy Approach/Radar Approach: 120.125
Yesilkoy Approach/Radar Approach: 119.475
Yesilkoy Approach/Radar Approach: 121.100
Yesilkoy Approach/Radar Approach: 121.250
Yesilkoy Approach/Radar Approach: 36.230 Military
Yesilkoy Approach/Radar Approach: 119.425
Yesilkoy Approach/Radar Approach: 119.350
Yesilkoy Approach/Radar Approach: 118.950
Yesilkoy Approach/Radar Approach: 122.675
Yesilkoy Approach/Radar Approach: 127.100
Yesilkoy Approach/Radar Approach: 127.825

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1. GENERAL

1.1. ATIS

ATIS Arrival 130.250
ATIS Departure 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. MANDATORY IMPLEMENTATION OF RNAV (GNSS) SIDS AND STARS

RNAV (GNSS) SIDs AND STARs procedures are mandatory for P-RNAV approved ACFT. Therefore, the P-RNAV approved ACFT arriving/departing to/from LTBA are required to flight plan or submit a change message (CHG) concerning the route section of their RPLs as described below.

1. GNSS based RNAV STARs for LTBA starts from the waypoints/fixes TETSA, PAZAR, ERKAL, DEKEK, TURKO, GELBU and ENESU. These waypoints/fixes shall be the last element of the flight planned routes for the P-RNAV approved ACFT as illustrated below:
   - A flight planned route for the arrivals to LTBA via BIGA;
     EXAMPLE: ..... UG80 BIG Y146 TURKO
2. GNSS based RNAV SIDs for LTBA ends at the waypoints/fixes MARMA, GOLDO, VADEN, IBLAL, MAKOL, MOPIN, PIMAV and EDASA. These waypoints/fixes shall be the first element of the flight planned routes for the P-RNAV approved ACFT as illustrated below:
   - A flight planned route for the departures from LTBA via VADEN;
     EXAMPLE: VADEN UL610 .....

1.4. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

1.4.1. 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. After parking, 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 pushback.

1.5. 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.

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1. GENERAL

1.6. TAXI PROCEDURES

1.6.1. 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 17L and RWY 35R" are required to proceed to the line up position 2 point where available psn-2 sign 200m inside from THR RWY 17L and 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 ACFT can wait along TWYs A1, A2, A3, A5 and A6.

Due to the situation of ACFT 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.

1.6.2. STANDARD TAXI ROUTES FOR ARRIVAL

1.6.2.1 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 G for ATC instructions.

1.6.2.2. RWY 17L

3D: Vacate RWY from B8, B9, A5B and B11 and use TWYs C, F and D and hold before B9 for ATC instructions.

3F: Vacate RWY from B8, B9, A5B and B11 and use TWYs C, F, E5 and G.

1.6.2.3. 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.

1.6.2.4. RWY 35L

2A: After ARR TWR instructions for cross RWY 35R. Vacate RWY 35R from B1, B2, B3, A2B, B4, A3B and B5 and use TWY C and hold before B8 for ATC instructions.

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1. GENERAL

1.6.3. STANDARD TAXI ROUTES FOR DEPARTURE

1.6.3.1. RWY 05

2C: Use TWYs D, B5, C, F and E1 and hold on RWY 05 holding position.

2F: Use TWYs G, E5 and F and hold before TWY C for ATC instructions.

1.6.3.2. RWY 17R

2A: Use TWYs G, 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.

1.6.3.3. RWY 35L/R

1A: Use TWYs B8, C and B12 and hold on RWY 35R holding position.
1B: Use TWYs G, C and B12 and hold on RWY 35R holding position.
1C: Use TWYs D, B5, C and B12 and hold on RWY 35R holding position.
1D: Use TWYs D, B5, C and B11 and hold on RWY 35R holding position.
1G: Use TWYs G, C and B11 and hold on RWY 35R holding position.
1H: Use G, C, F and A7 and hold on RWY 35L holding position.
1J: Use D, B5, C, F and A7 and hold on RWY 35L holding position.

1.7. 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.

1.8. OTHER INFORMATION

1.8.1. GENERAL

RWYs 05 and 17L right-hand circuit.

Birds.

1.8.2. BALKED LANDING MISSED APPROACH PROCEDURE

For the execution of the procedure at least one of the pilots in team shall have completed simulator training on this specific procedure and the flying pilot shall always be the pilot having had this training.

1.8.3. 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:

As a line-up area for CAT-I anti-icing application, TWY F (between E8 and E4 TWYs) shall be used. In case of CAT-II and CAT-III conditions, TWY C (between B8 and G1) shall be used as a line-up area.

TWY C (between B5 and B4 TWYs) is the line-up area and the intersection of TWYs C, B1, B2 and B3 is the application area.

For all Airline Companies other than Turkish Airlines:

In CAT-I conditions, the intersection of TWY F and TWY E3 is the anti-icing application area. In CAT-II and CAT III-conditions, F1, F2, F3 and F4 TWYs are the 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 positions PSN-1, PSN-2 or PSN-3 for MAX Code D ACFT and PSN-1 or PSN-2 for Code E ACFT.

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.

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3. DEPARTURE

ACFT at parking positions of ACFT maintenance apron 1 shall continue their push-back until TWY D and then start-up their engines.
CAT E ACFT entering the ACFT maintenance apron 1 shall use TWY J1.

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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LTBA/IST ATATURK

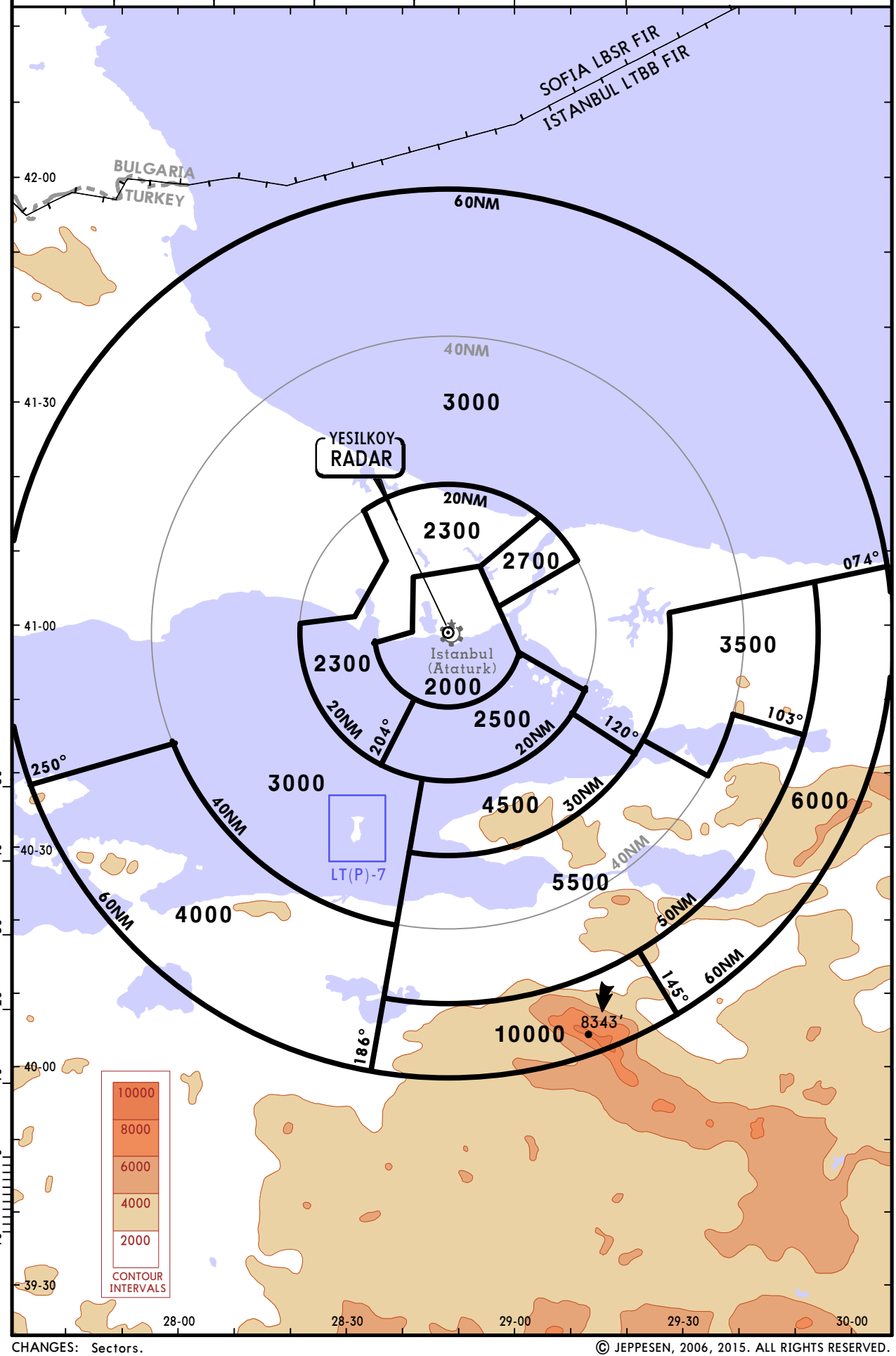
JEPPESEN

20 MAR 15 (10-1R) Eff 2 Apr

ISTANBUL, TURKEY

RADAR MINIMUM ALTITUDES

YESILKOY Approach/Radar						
Gokcen	North	East	South	West	Apt Elev	Alt Set:hPa Trans level: By ATC Trans alt: 10000′
127.825	121.1 126.425	120.7 122.675	120.5	119.475 121.25 127.1	163′	



CHANGES: Sectors.

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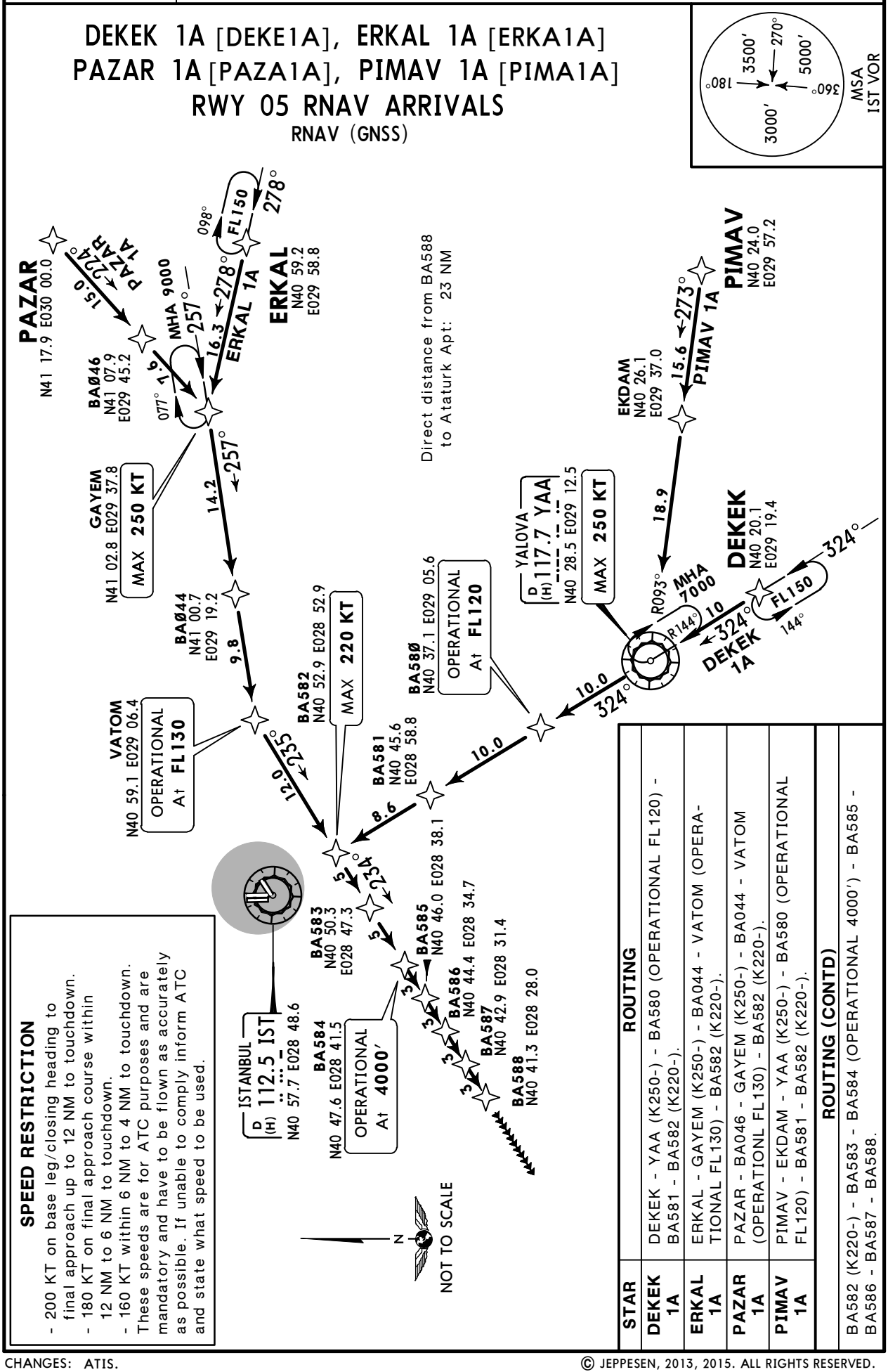
ATIS	Alt Set: hPa Trans level: By ATC Trans alt: 10000′
130.250	1. RADAR required. 2. P-RNAV approval required otherwise advise ATC. 3. On downwind expect vectors to final. 4. At first contact with IST RADAR report if unable to comply RNAV STAR. At first contact with YESILKOY RADAR report only callsign.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

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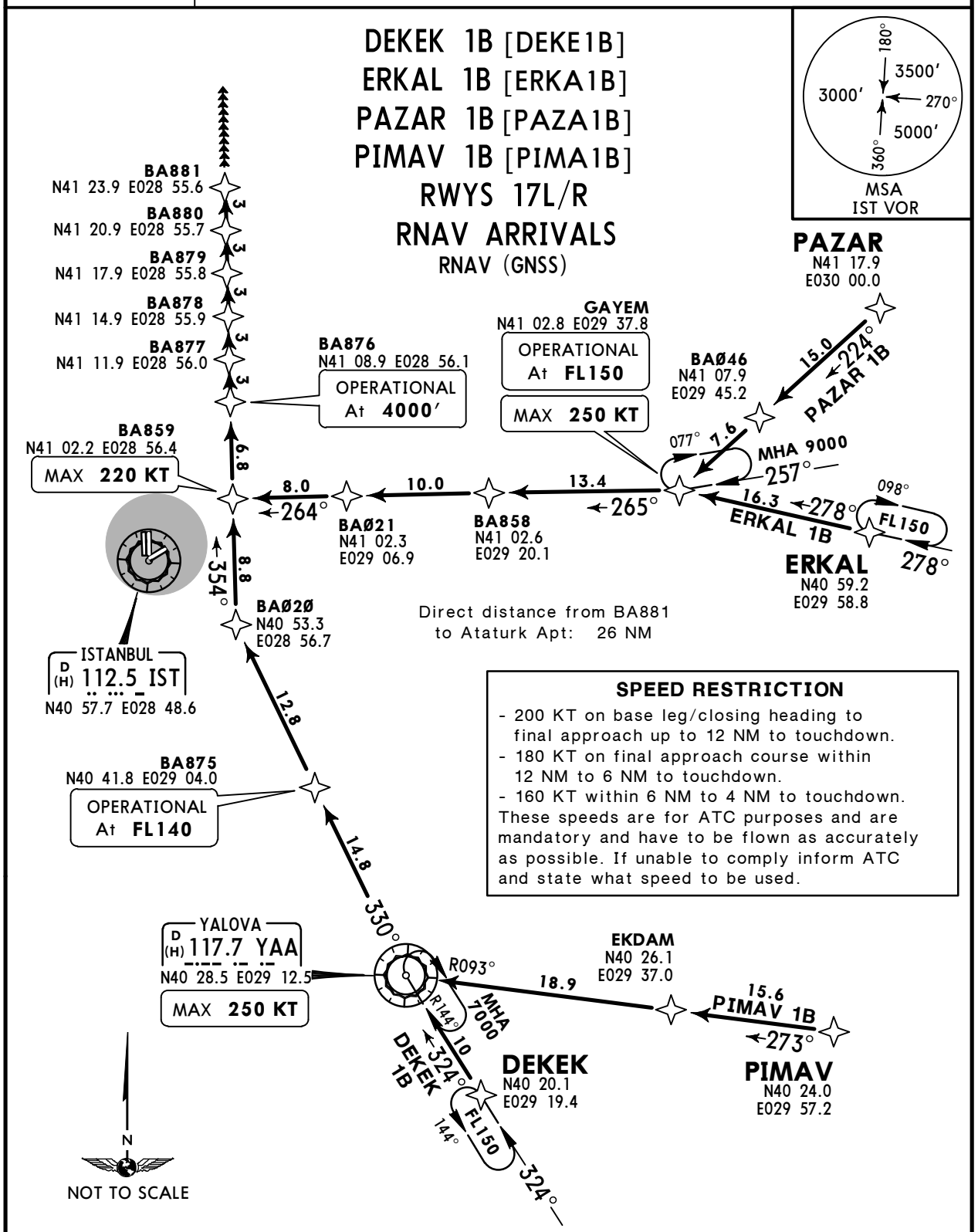
LTBA/IST
ATATURK

JEPPESEN

6 NOV 15 (10-2A) Eff 12 Nov

ISTANBUL, TURKEY
RNAV STAR

ATIS 130.250	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′	



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: ATIS.

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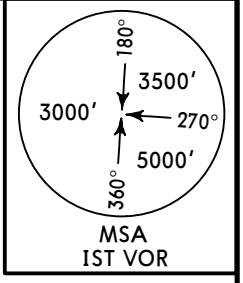
ATIS 130.250	Alt Set: hPa Trans level: By ATC Trans alt: 10000′ 1. RADAR required. 2. P-RNAV approval required otherwise advise ATC. 3. On downwind expect vectors to final. 4. At first contact with IST RADAR report if unable to comply RNAV STAR. At first contact with YESILKOY RADAR report only callsign. 5. Descend as cleared.
Apt Elev 163′	

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

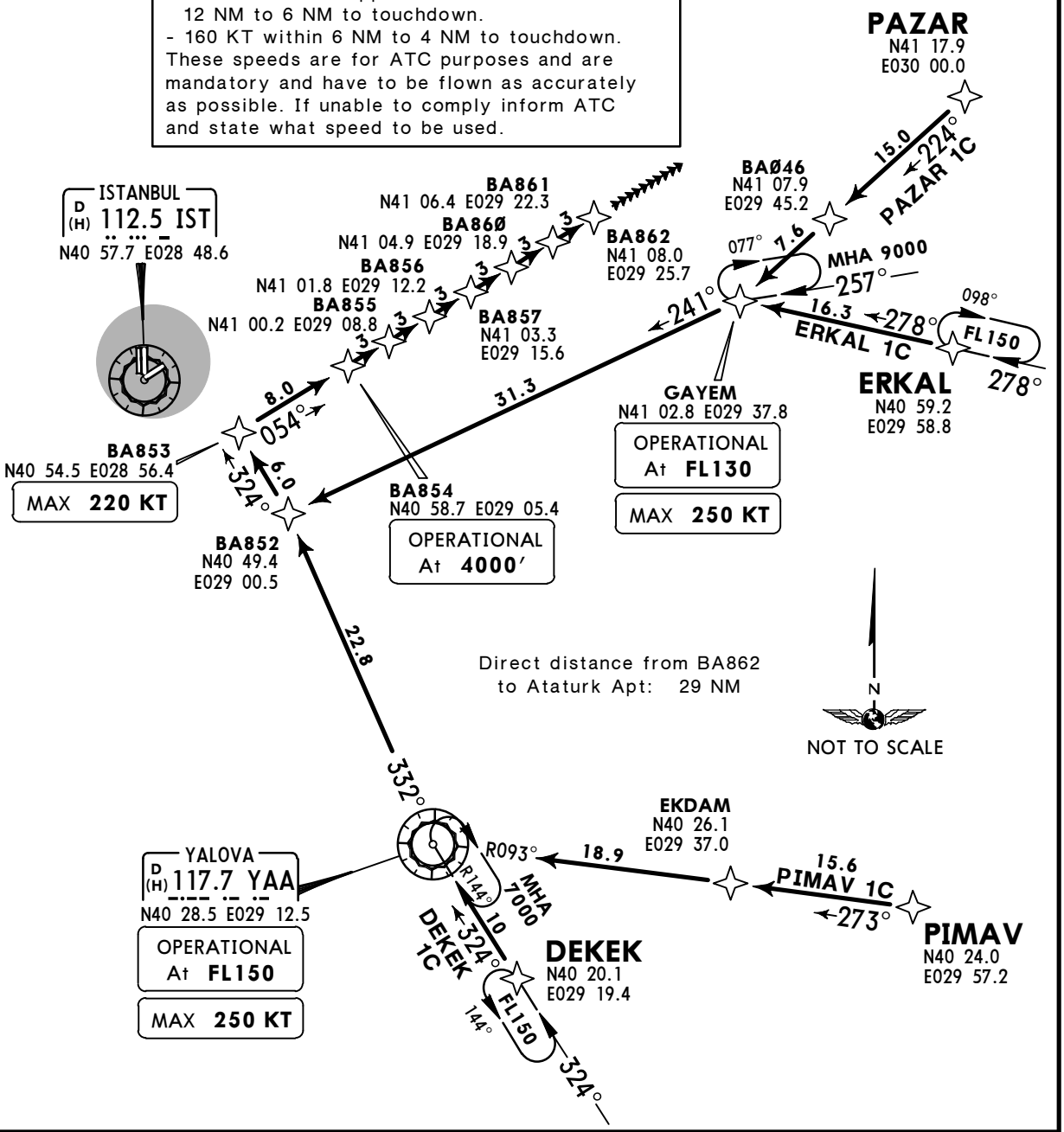
RNAV (GNSS)



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: ATIS.

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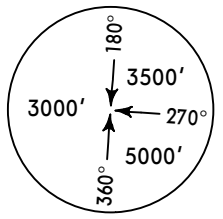
ATIS 130.250	Alt Set: hPa Trans level: By ATC Trans alt: 10000′ 1. RADAR required. 2. P-RNAV approval required otherwise advise ATC. 3. On downwind expect vectors to final. 4. At first contact with IST RADAR report if unable to comply RNAV STAR. At first contact with YESILKOY RADAR report only callsign. 5. Descend as cleared.
Apt Elev 163′	

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

RNAV (GNSS)

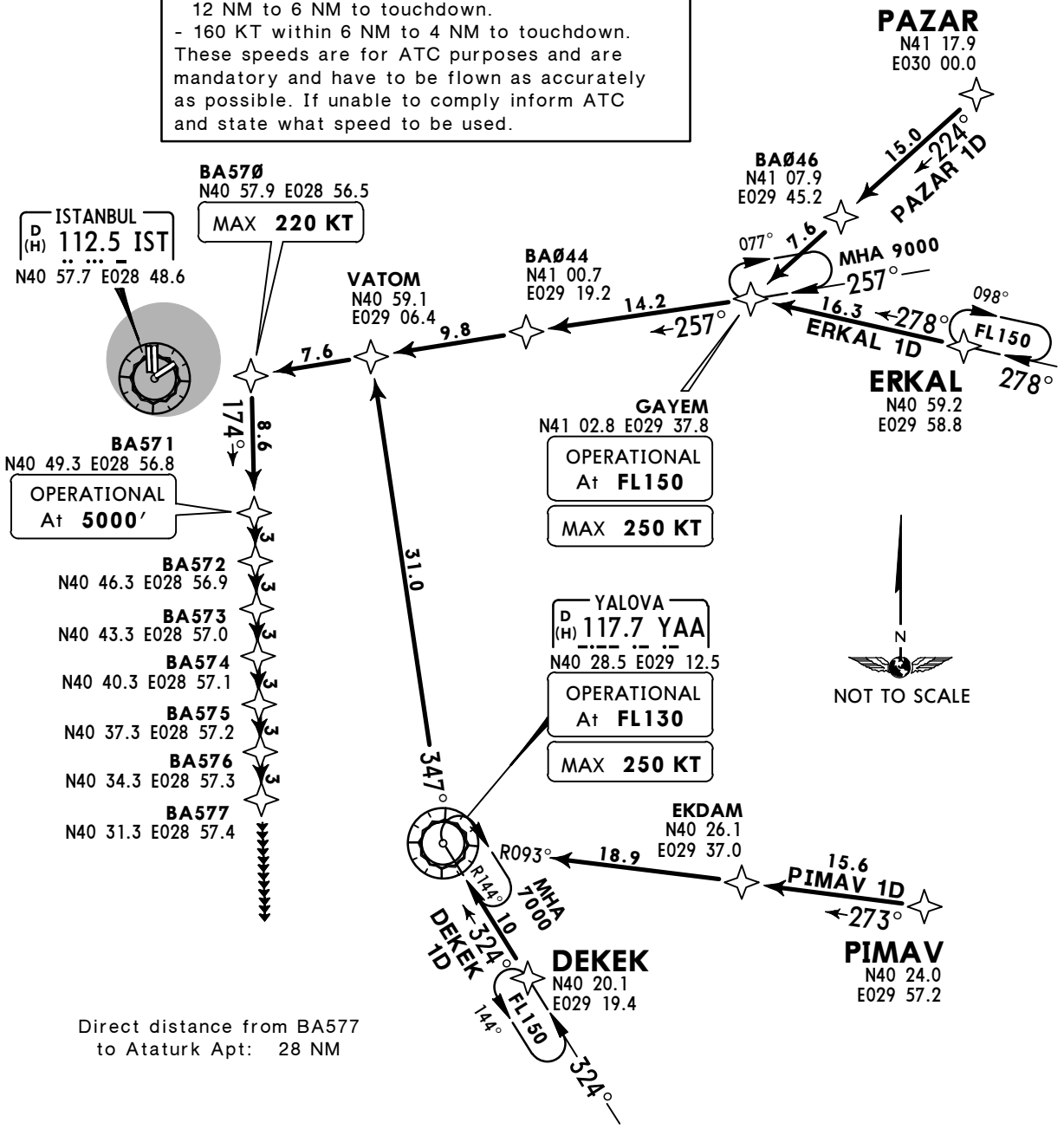


MSA
IST VOR

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: ATIS.

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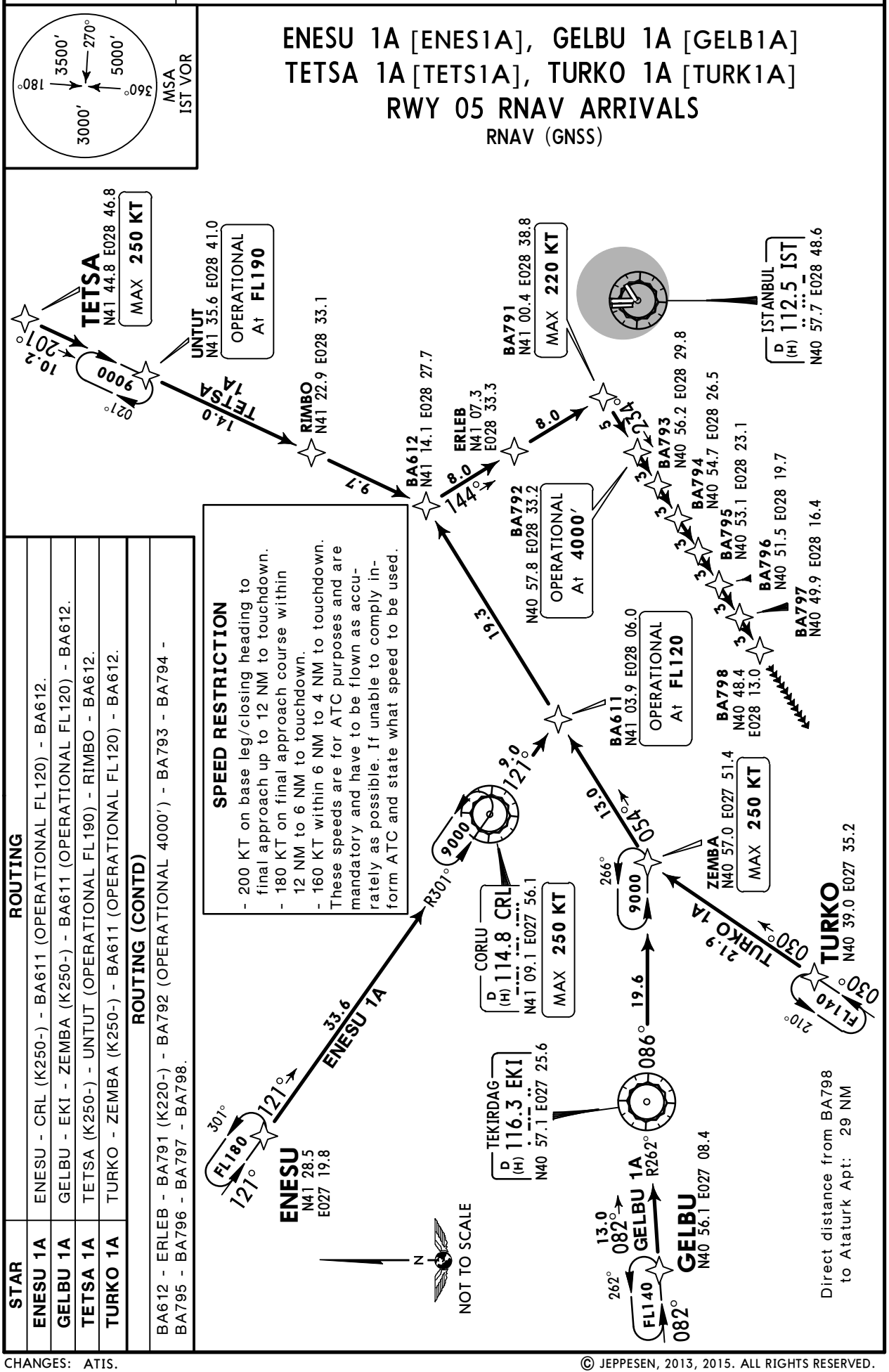
ATIS
130.250

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.



STAR	ROUTING
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: ATIS.

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LTBA/IST
ATATURK

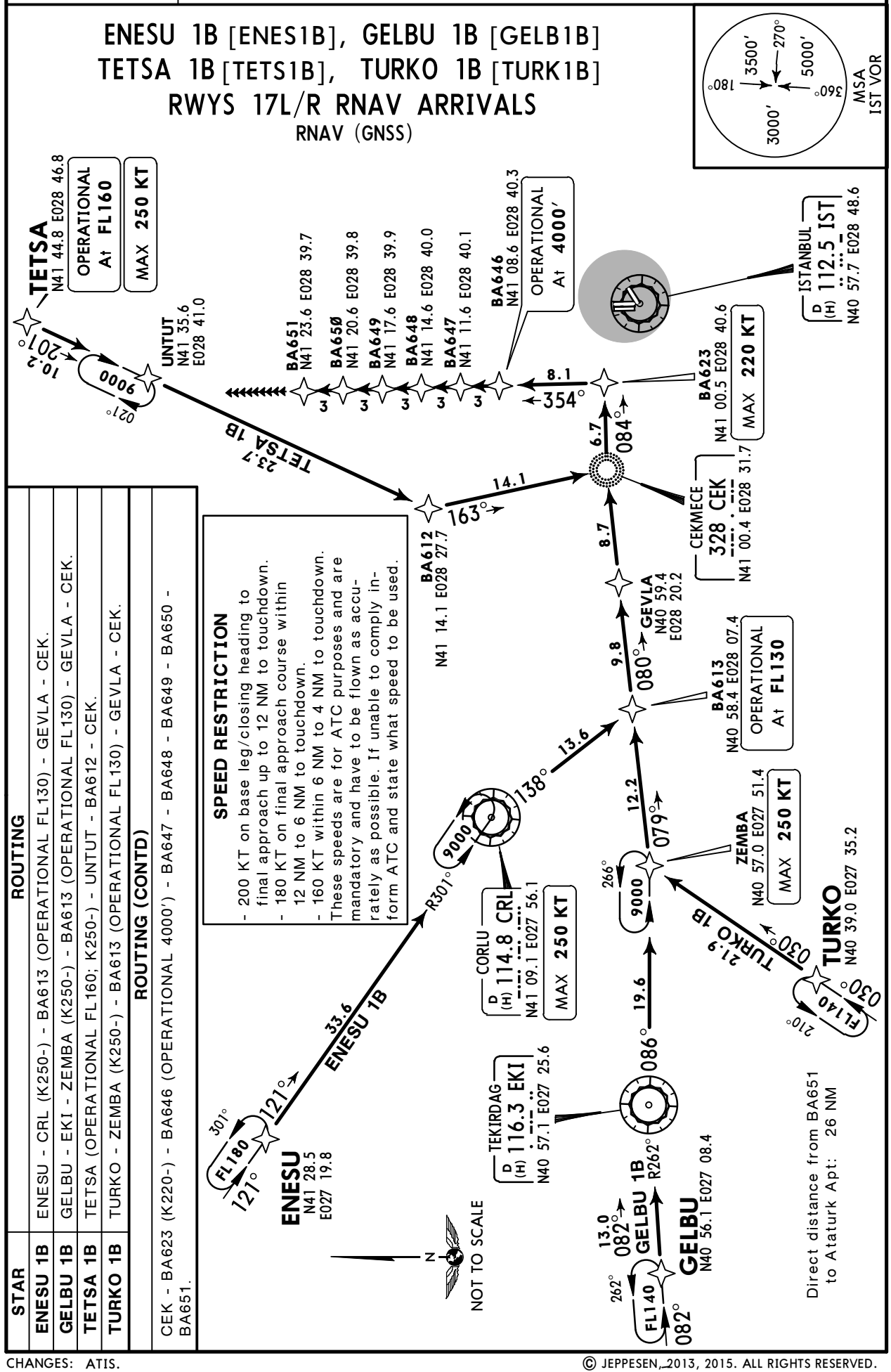
JEPPESEN

6 NOV 15 (10-2E) Eff 12 Nov

ISTANBUL, TURKEY
RNAV STAR

ATIS	
130.250	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′	

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



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.

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.

CHANGES: ATIS.

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LTBA/IST
ATATURK

JEPPESEN

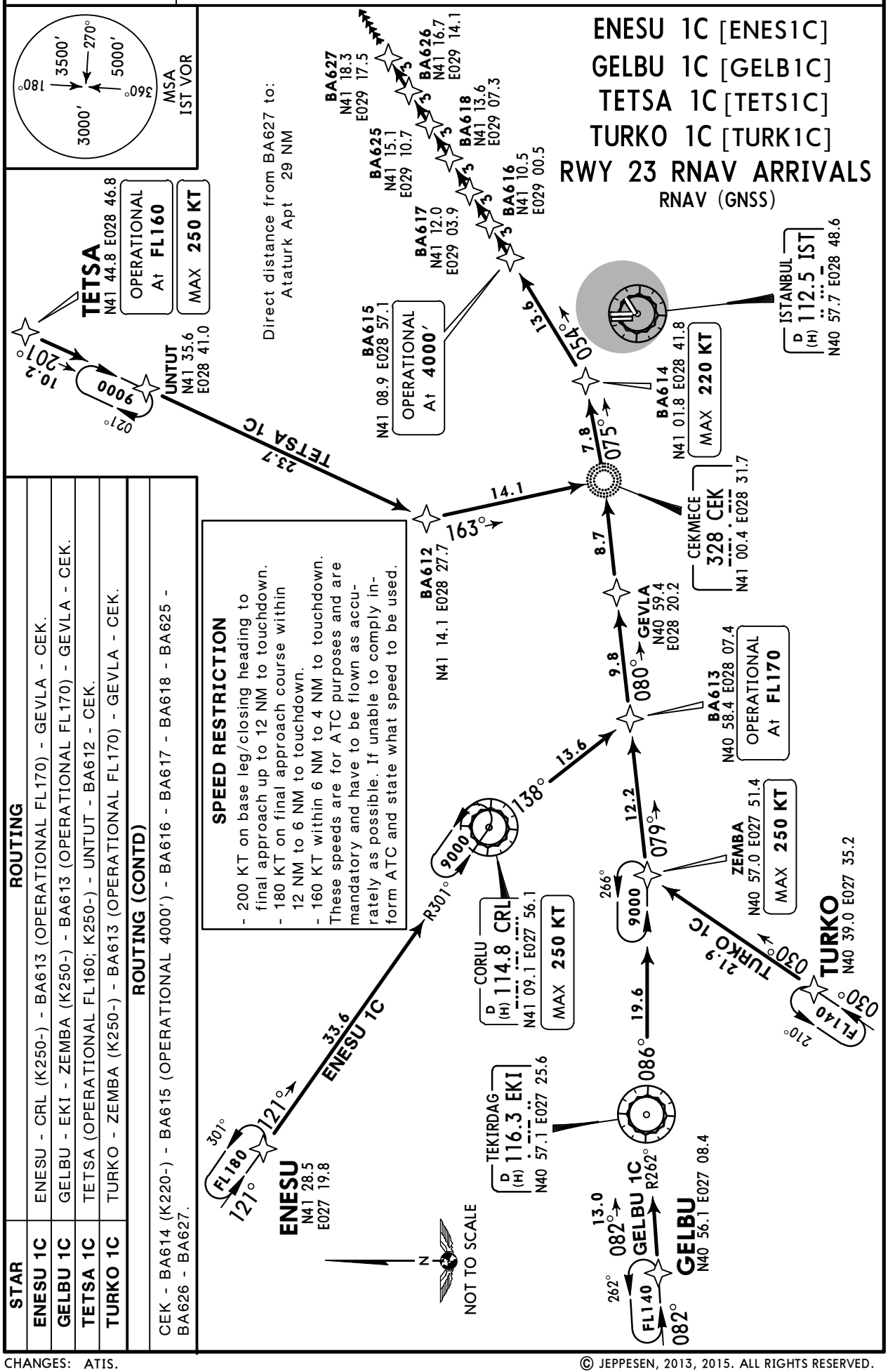
6 NOV 15 (10-2F) Eff 12 Nov

ISTANBUL, TURKEY
RNAV STAR

ATIS
130.250

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.



ROUTING

STAR	ROUTING
ENESU 1C	ENESU - CRL (K250-) - BA613 (OPERATIONAL FL170) - GEVLA - CEK.
GELBU 1C	GELBU - EKI - ZEMBA (K250-) - BA613 (OPERATIONAL FL170) - GEVLA - CEK.
TETSA 1C	TETSA (OPERATIONAL FL160; K250-) - UNTUT - BA612 - CEK.
TURKO 1C	TURKO - ZEMBA (K250-) - BA613 (OPERATIONAL FL170) - GEVLA - CEK.

ROUTING (CONTD)

CEK - BA614 (K220-) - BA615 (OPERATIONAL 4000′) - BA616 - BA617 - BA618 - BA625 - BA626 - BA627.

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.

CHANGES: ATIS.

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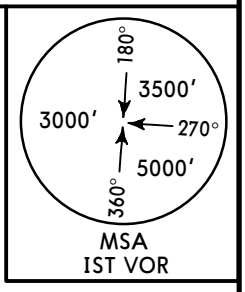
ATIS 130.250	Alt Set: hPa Trans level: By ATC Trans alt: 10000′ 1. RADAR required. 2. P-RNAV approval required otherwise advise ATC. 3. On downwind expect vectors to final. 4. At first contact with IST RADAR report if unable to comply RNAV STAR. At first contact with YESILKOY RADAR report only callsign. 5. Descend as cleared.
Apt Elev 163′	

ENESU 1D [ENES1D], GELBU 1D [GELB1D] TETSA 1D [TETS1D], TURKO 1D [TURK1D] 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 BA766 to Ataturk Apt: 25 NM

TETSA
N41 44.8 E028 46.8
MAX 250 KT

10.2 201°

UNTUT
N41 35.6 E028 41.0
OPERATIONAL At FL200

021° 9000

14.0 TETSA 1D

RIMBO
N41 22.9
E028 33.1

9.7

BA612
N41 14.1 E028 27.7

144° 8.0

ERLEB
N41 07.3
E028 33.3

10.6

BA760
N40 58.2 E028 40.6
MAX 220 KT

174° 9.2

BA761
N40 49.0 E028 41.0
OPERATIONAL At 5000′

BA762
N40 46.0 E028 41.1

BA763
N40 43.0 E028 41.2

BA764
N40 40.0 E028 41.3

BA765
N40 37.0 E028 41.4

BA766
N40 34.0 E028 41.5

ISTANBUL
D (H) 112.5 IST
N40 57.7 E028 48.6

BA611
N41 03.9 E028 06.0
OPERATIONAL At FL140

19.3

CORLU
D (H) 114.8 CRL
N41 09.1 E027 56.1
MAX 250 KT

9.0 121°

9000 R301°

121° FL180 301°

ENESU
N41 28.5
E027 19.8

121° 33.6 ENESU 1D

TEKIRDAG
D (H) 116.3 EKI
N40 57.1 E027 25.6

13.0 082° GELBU 1D R262°

GELBU
N40 56.1
E027 08.4

086° 19.6 9000 266° 13.0 054°

ZEMBA
N40 57.0 E027 51.4
MAX 250 KT

21.9 TURKO 1D 030°

210° FL140 030°

TURKO
N40 39.0
E027 35.2

HOLDING OVER GELBU
262° FL140 082°

N
NOT TO SCALE

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: ATIS.

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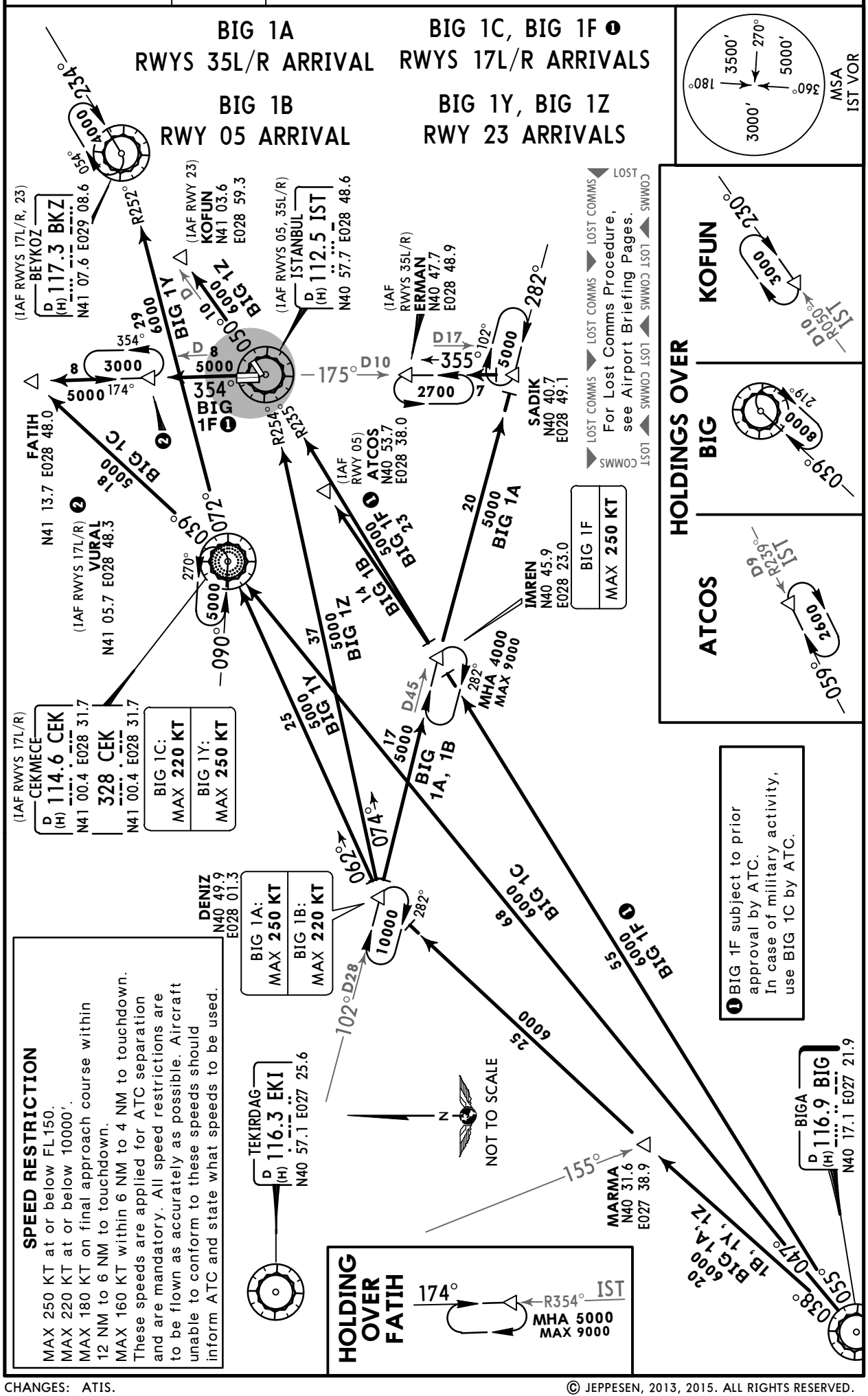
LTBA/IST
ATATURK

JEPPESEN

6 NOV 15 (10-2H) Eff 12 Nov

ISTANBUL, TURKEY
STAR

ATIS	Apt Elev	
130.250	163′	Alt Set: hPa Trans level: By ATC Trans alt: 10000′



CHANGES: ATIS.

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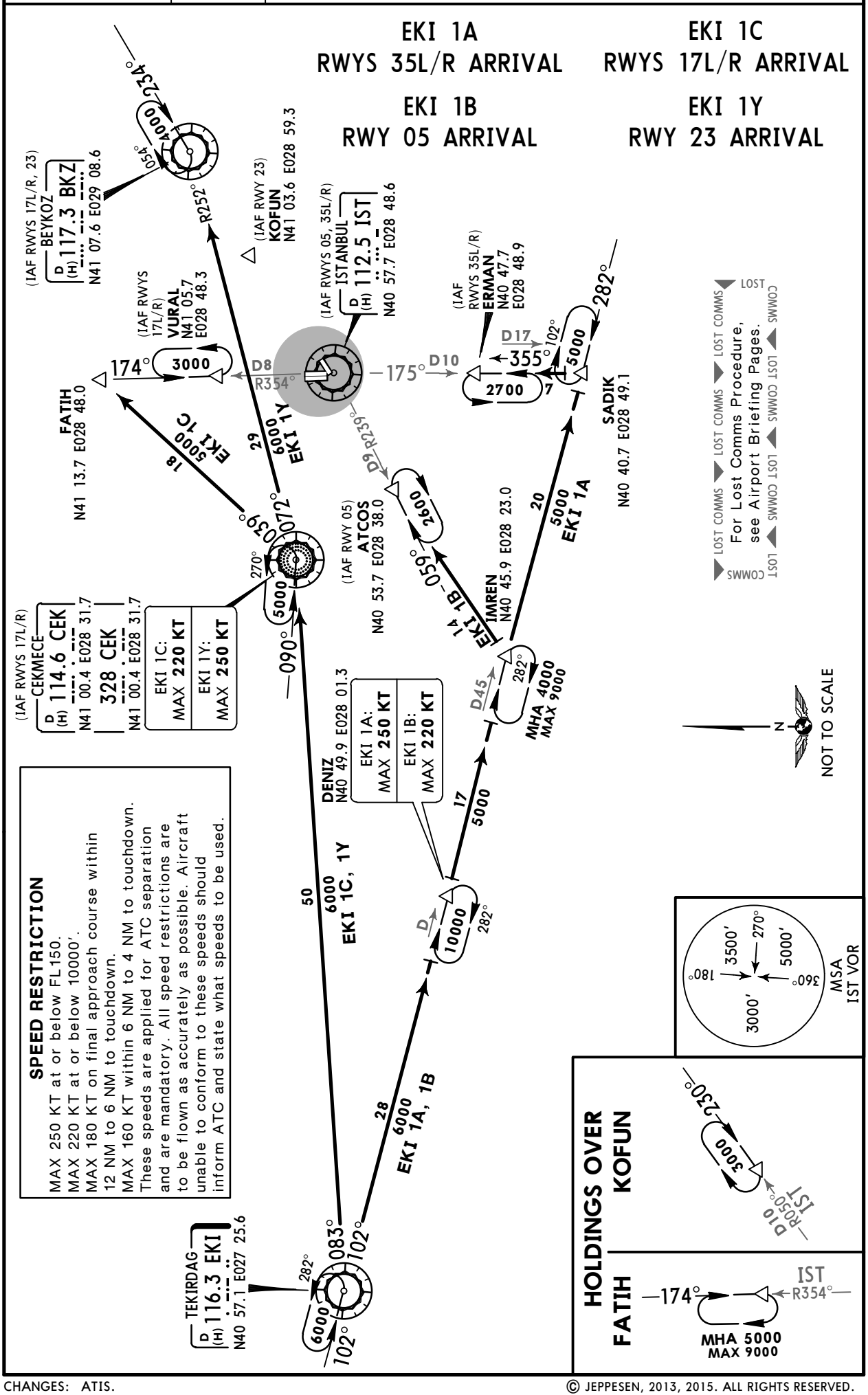
LTBA/IST
ATATURK

JEPPESEN

6 NOV 15 (10-2J) Eff 12 Nov

ISTANBUL, TURKEY
STAR

ATIS	Apt Elev	
130.250	163′	Alt Set: hPa Trans level: By ATC Trans alt: 10000′



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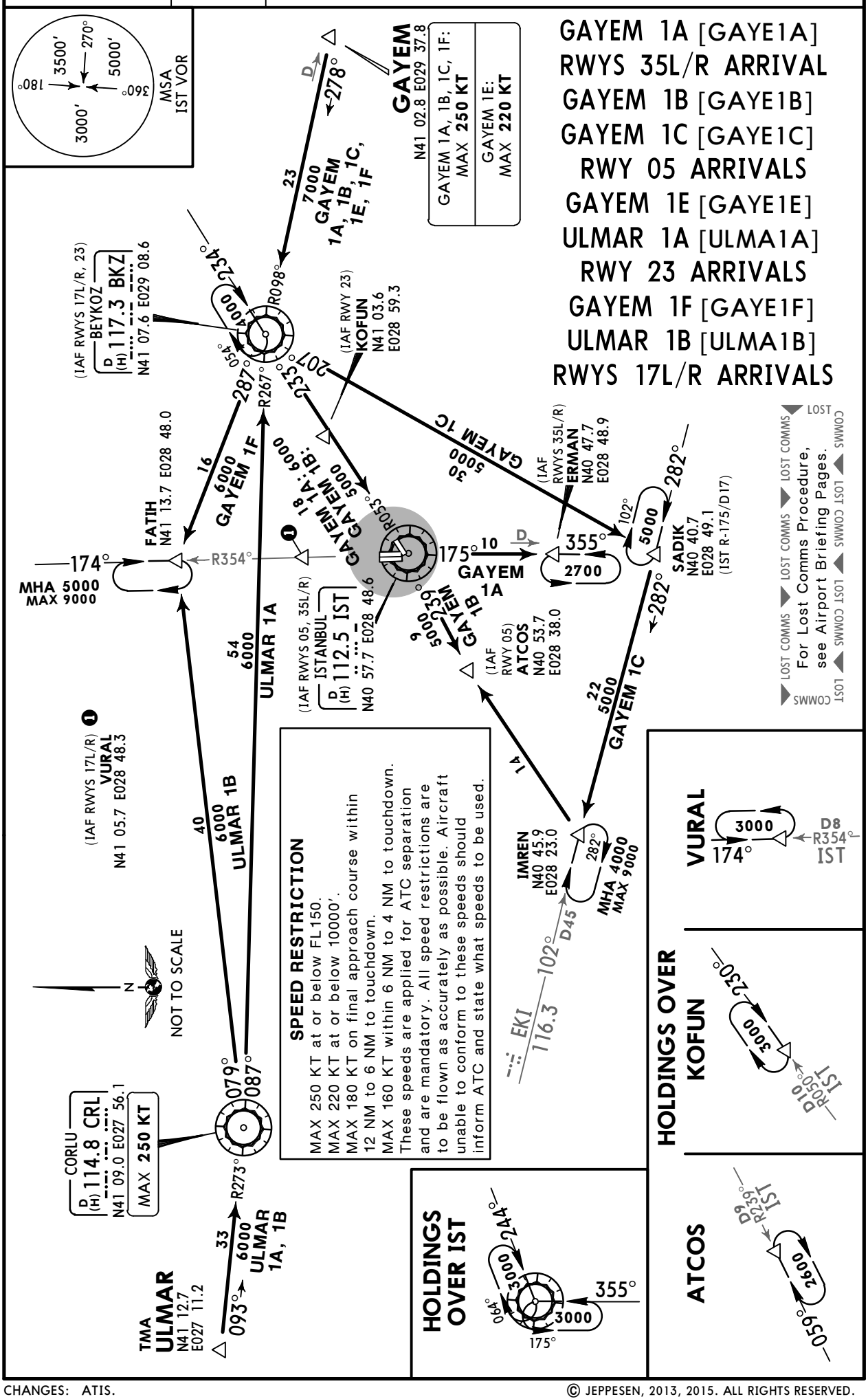
LTBA/IST
ATATURK

JEPPESEN

6 NOV 15 (10-2K) Eff 12 Nov

ISTANBUL, TURKEY
STAR

ATIS	Apt Elev	
130.250	163′	Alt Set: hPa Trans level: By ATC Trans alt: 10000′



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LTBA/IST
ATATURK

JEPPESEN

6 NOV 15 (10-2L) Eff 12 Nov

ISTANBUL, TURKEY
STAR

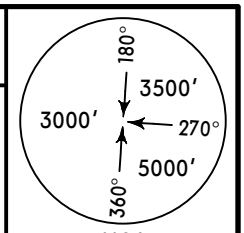
ATIS	Apt Elev	
130.250	163′	Alt Set: hPa Trans level: By ATC Trans alt: 10000′

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

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

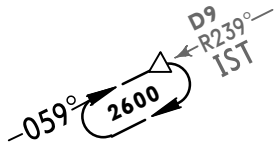
UNSAV 1G [UNSA1G]
RWYS 17L/R ARRIVAL

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



MSA
IST VOR

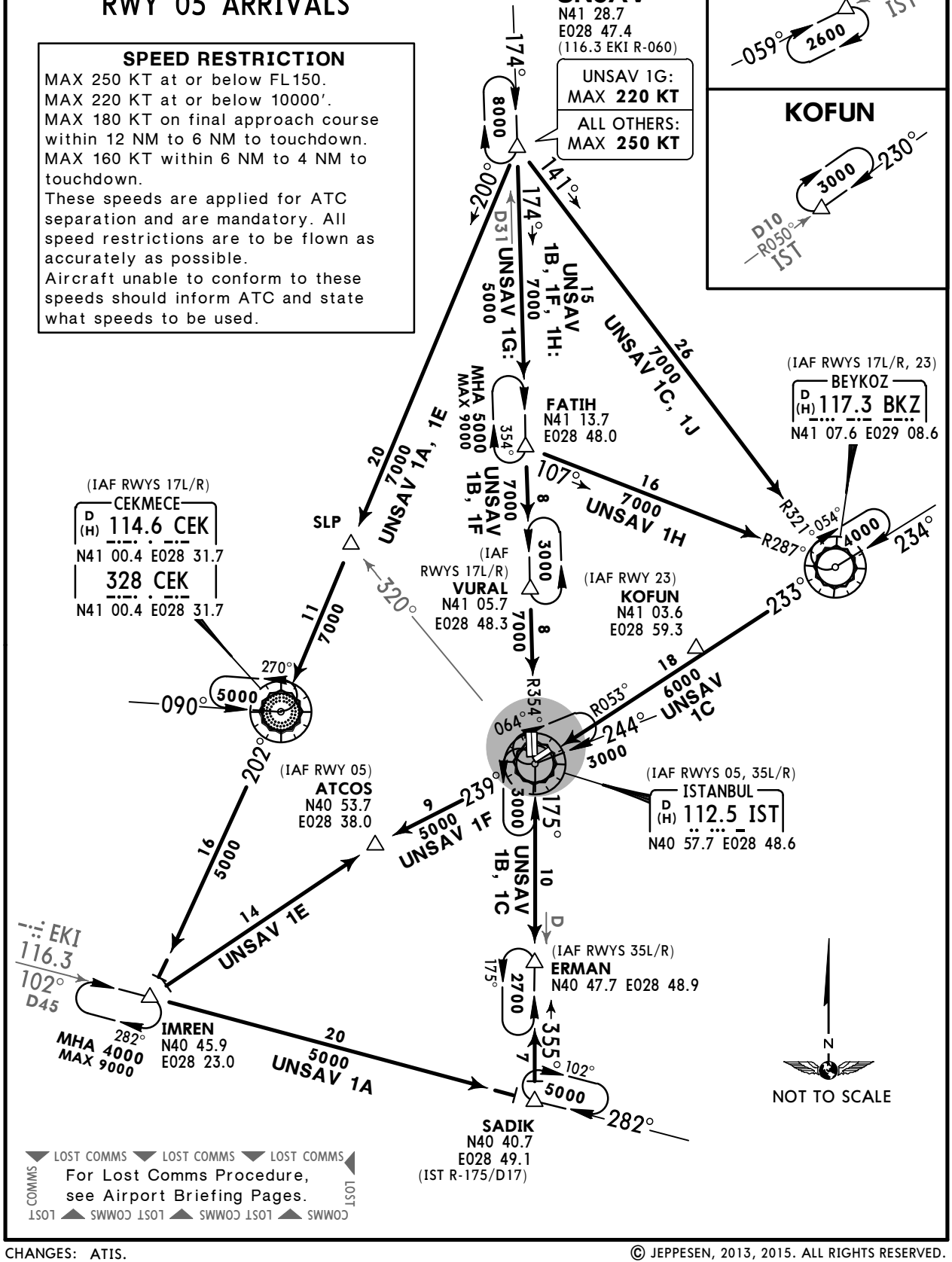
HOLDINGS OVER ATCOS



KOFUN

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.



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

CHANGES: ATIS.

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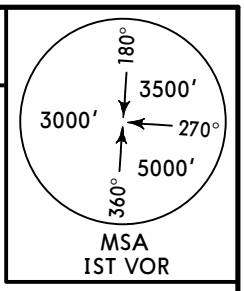
ATIS	Apt Elev	
130.250	163′	Alt Set: hPa Trans level: By ATC Trans alt: 10000′



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
(IAF RWYS 35L/R)
ERMAN
N40 47.7 E028 48.9
2700
355°
102°

39
6000
YAA 1R, 1T

D45
R102°
EKI
116.3
IMREN
N40 45.9
E028 23.0

22
5000
YAA 1B
YAA 1A
282°
7
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: ATIS.

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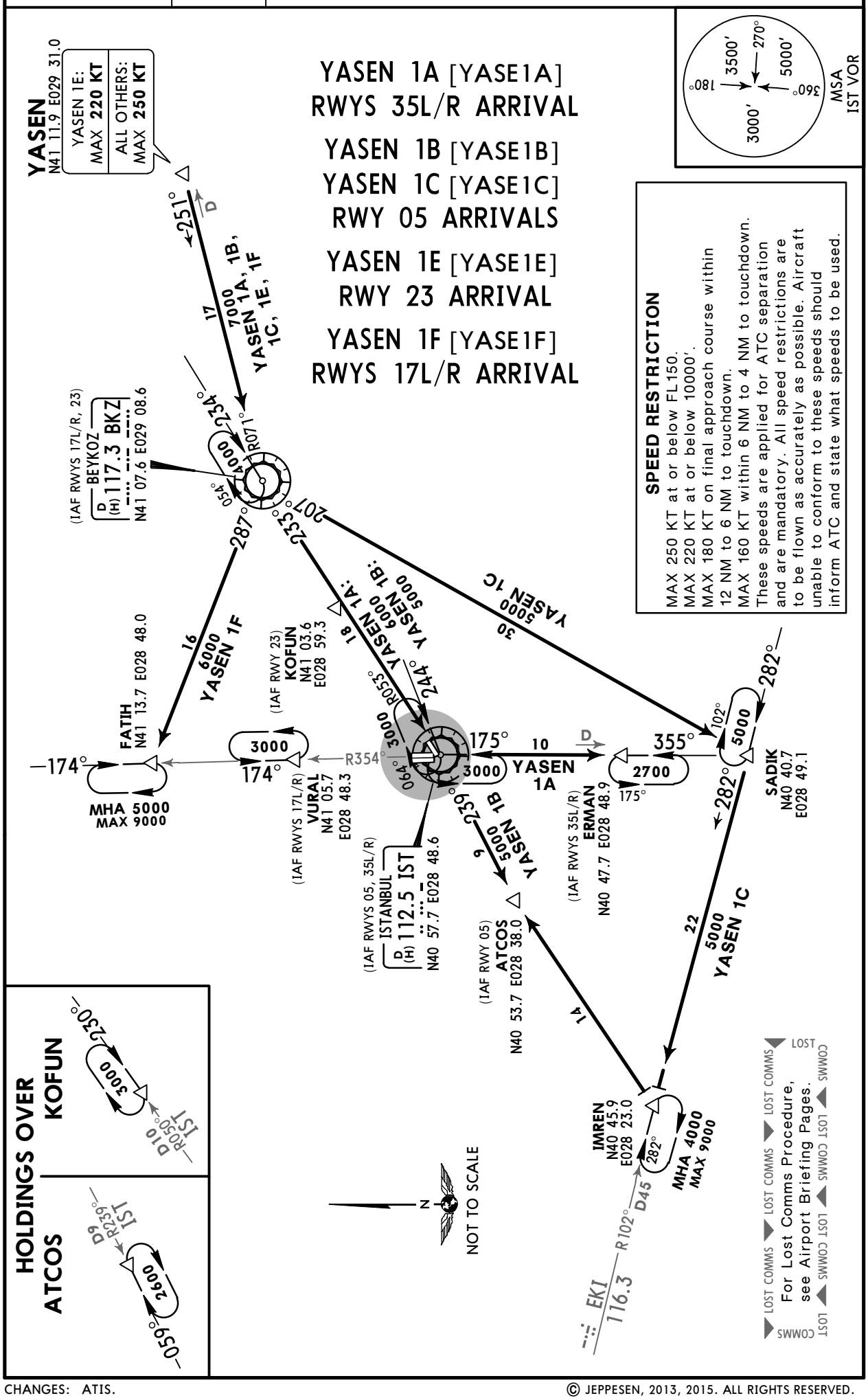
LTBA/IST
ATATURK

JEPPESEN

6 NOV 15 (10-2N) Eff 12 Nov

ISTANBUL, TURKEY
STAR

ATIS	Apt Elev	
130.250	163′	Alt Set: hPa Trans level: By ATC Trans alt: 10000′



CHANGES: ATIS.

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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, TUDBU 1E, VADEN 1E	10-3U
IBLAL 1P, TUDBU 1P, VADEN 1P	10-3V
IBLAL 1R, 1T, TUDBU 1R, 1T, VADEN 1R, 1T	10-3V1
IBLAL 1S, 1U, TUDBU 1S, 1U, VADEN 1S, 1U	10-3V2
IBLAL 1V, TUDBU 1V, VADEN 1V	10-3V3
IBLAL 1X, TUDBU 1X, VADEN 1X	10-3V4
IBLAL 1Y, TUDBU 1Y, VADEN 1Y	10-3V5
IBLAL 1Z, TUDBU 1Z, VADEN 1Z	10-3V6

FOR SID DESIGNATION REFER TO PAGE 10-3A

CHANGES: TUDBU RNAV SIDs established.

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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: None.

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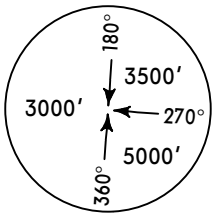
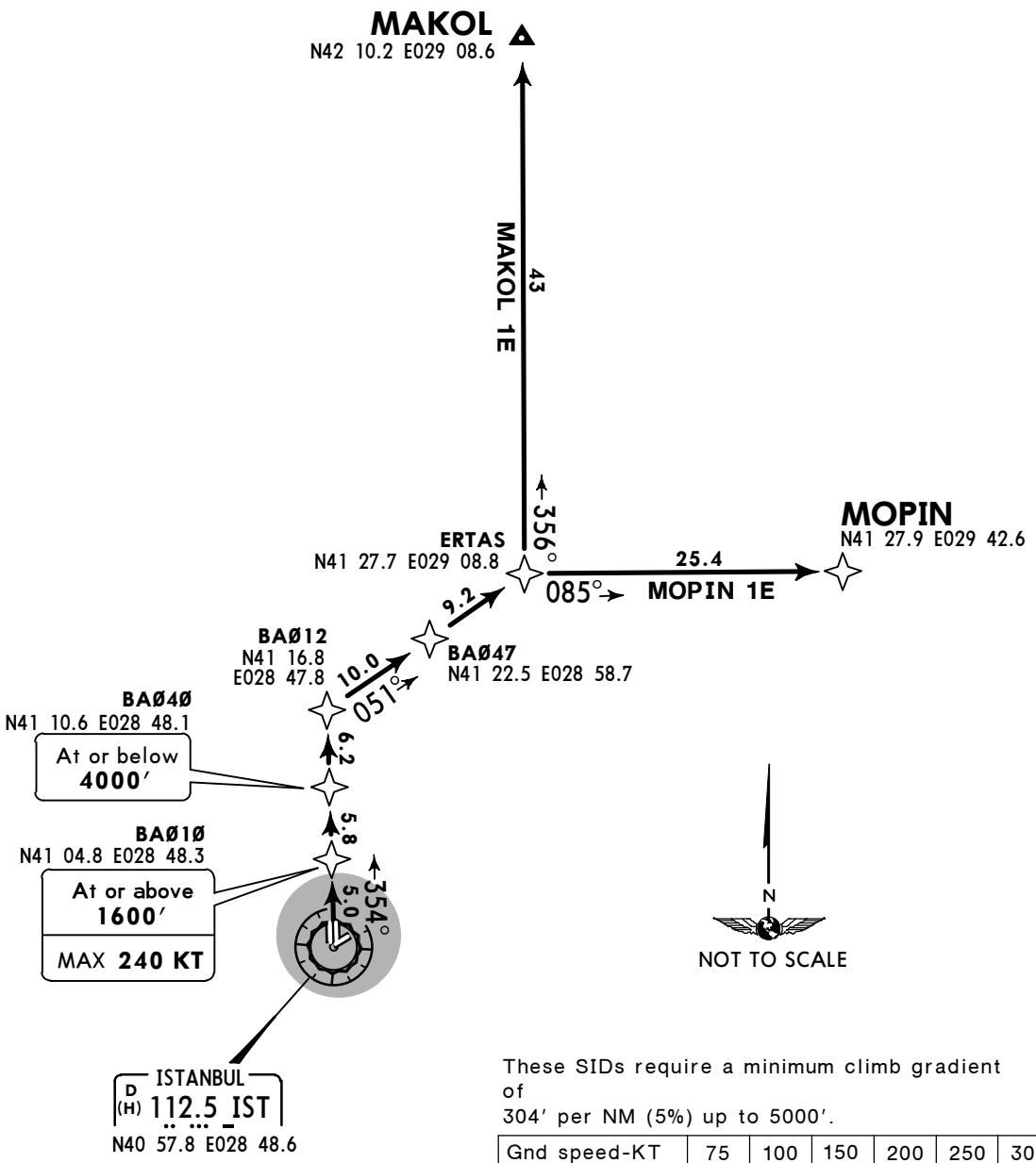
YESILKOY Radar	Apt Elev	
126.425	163′	Trans level: By ATC Trans alt: 10000′ 1. Contact YESILKOY Radar immediately after take-off with call sign only, check ATIS for current frequency. 2. RADAR required. 3. P-RNAV approval required otherwise advise ATC.

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



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
MAKOL 1E	BA010 (1600′+; K240-) - BA040 (4000′-) - BA012 - BA047 - ERTAS - MAKOL.
MOPIN 1E	BA010 (1600′+; K240-) - BA040 (4000′-) - BA012 - BA047 - ERTAS - MOPIN.

CHANGES: BA010 altitude & speed restriction.

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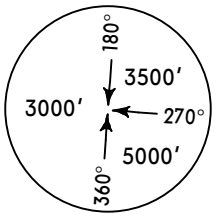
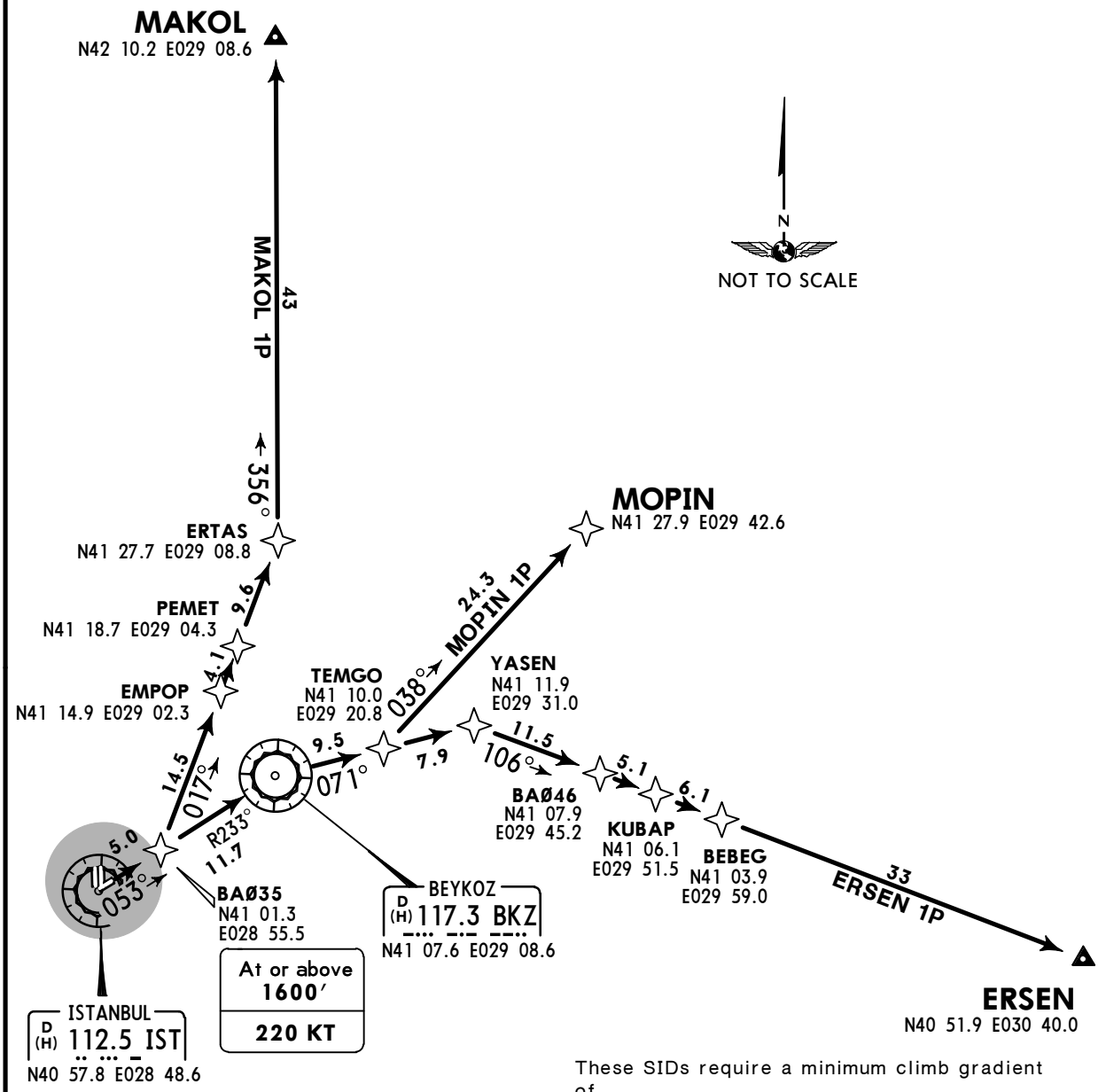
YESILKOY Radar	Apt Elev	
126.425	163′	Trans level: By ATC Trans alt: 10000′ 1. Contact YESILKOY Radar immediately after take-off with call sign only, check ATIS for current frequency. 2. RADAR required. 3. P-RNAV approval required otherwise advise ATC.

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: None.

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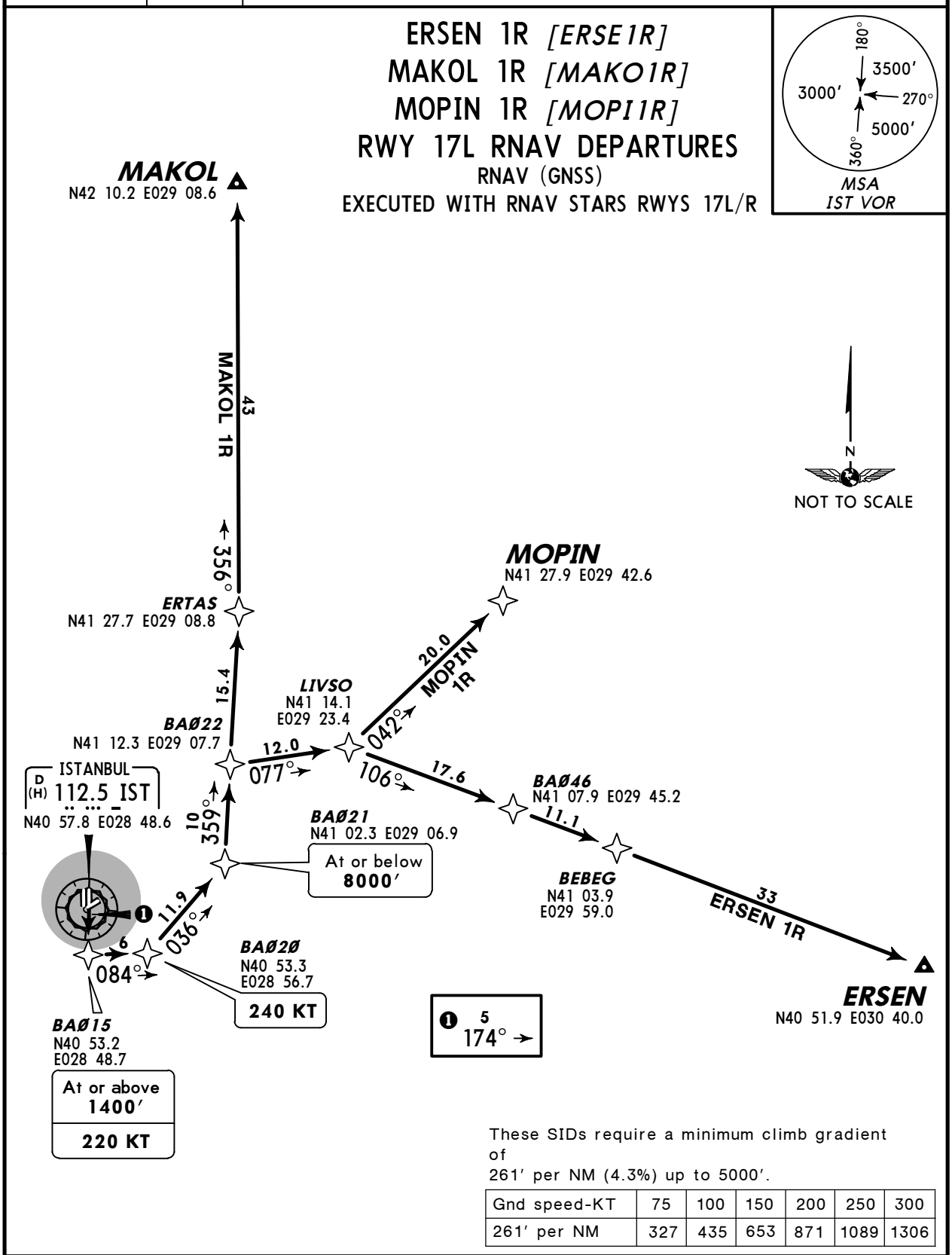
YESILKOY Radar	Apt Elev	
126.42	163′	Trans level: By ATC Trans alt: 10000′ 1. Contact YESILKOY Radar immediately after take-off with call sign only, check ATIS for current frequency. 2. RADAR required. 3. P-RNAV approval required otherwise advise ATC.

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

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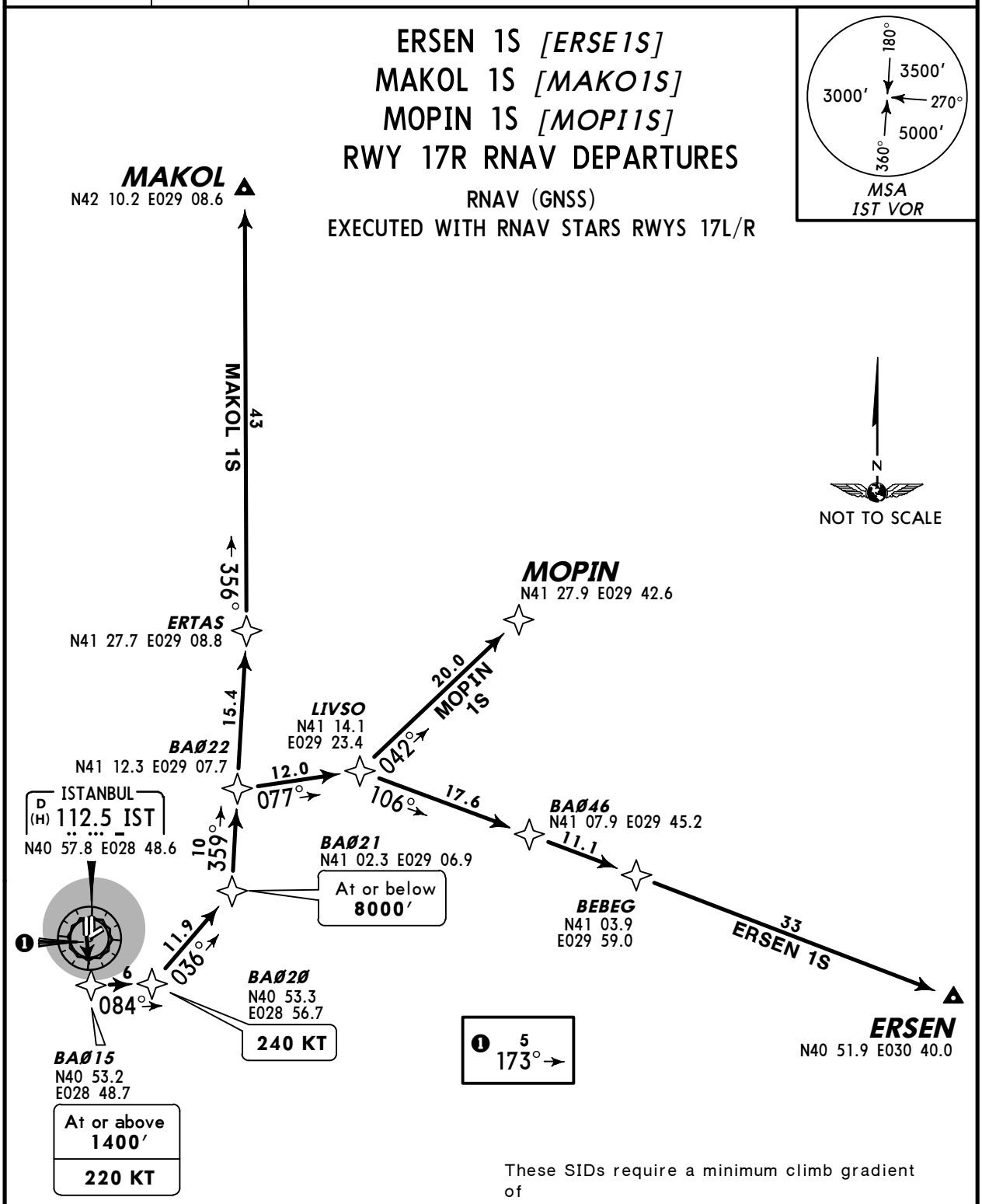
YESILKOY Radar	Apt Elev	
126.42	163′	Trans level: By ATC Trans alt: 10000′ 1. Contact YESILKOY Radar immediately after take-off with call sign only, check ATIS for current frequency. 2. RADAR required. 3. P-RNAV approval required otherwise advise ATC.

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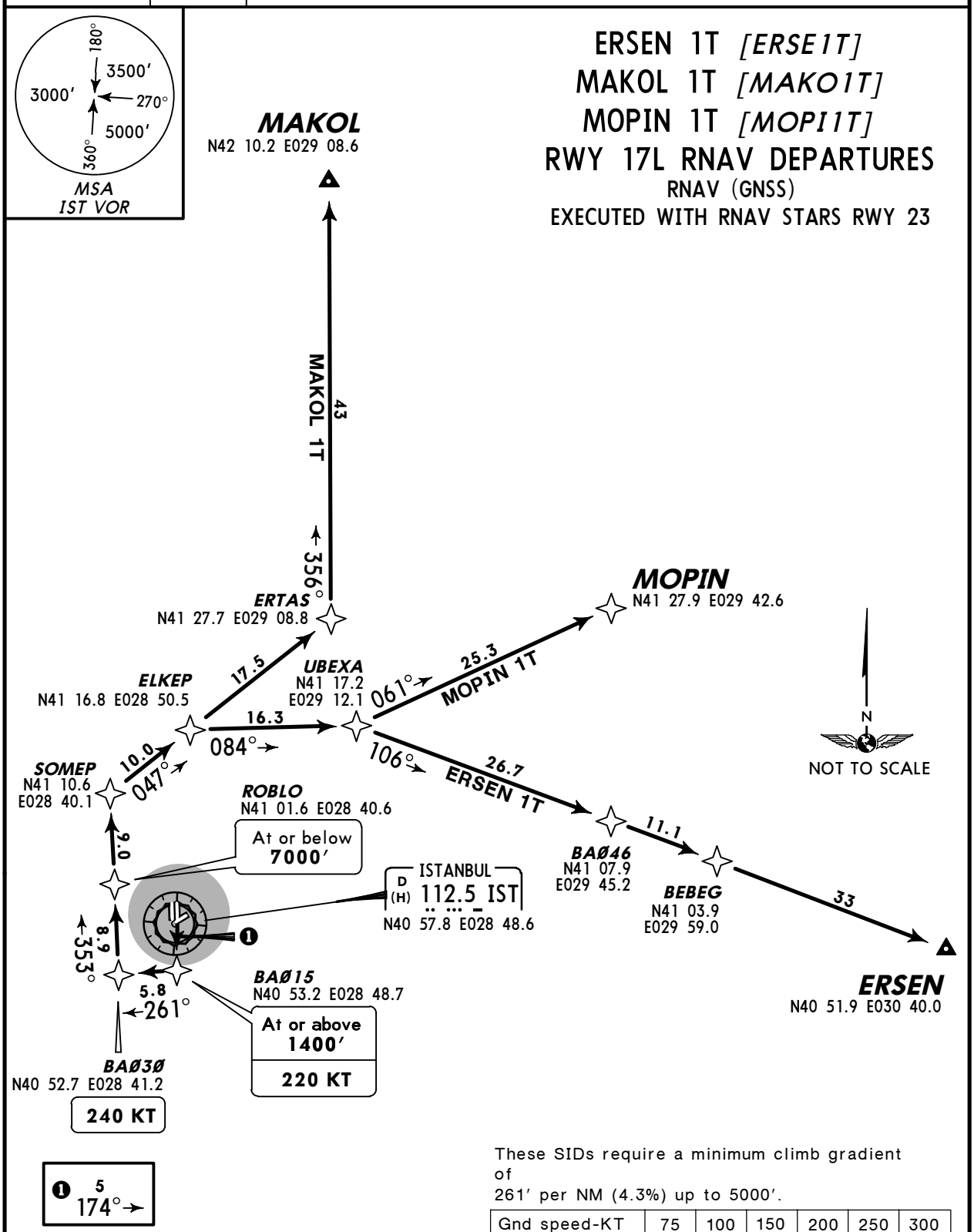
YESILKOY Radar	Apt Elev	
126.42	163′	Trans level: By ATC Trans alt: 10000′ 1. Contact YESILKOY Radar immediately after take-off with call sign only, check ATIS for current frequency. 2. RADAR required. 3. P-RNAV approval required otherwise advise ATC.



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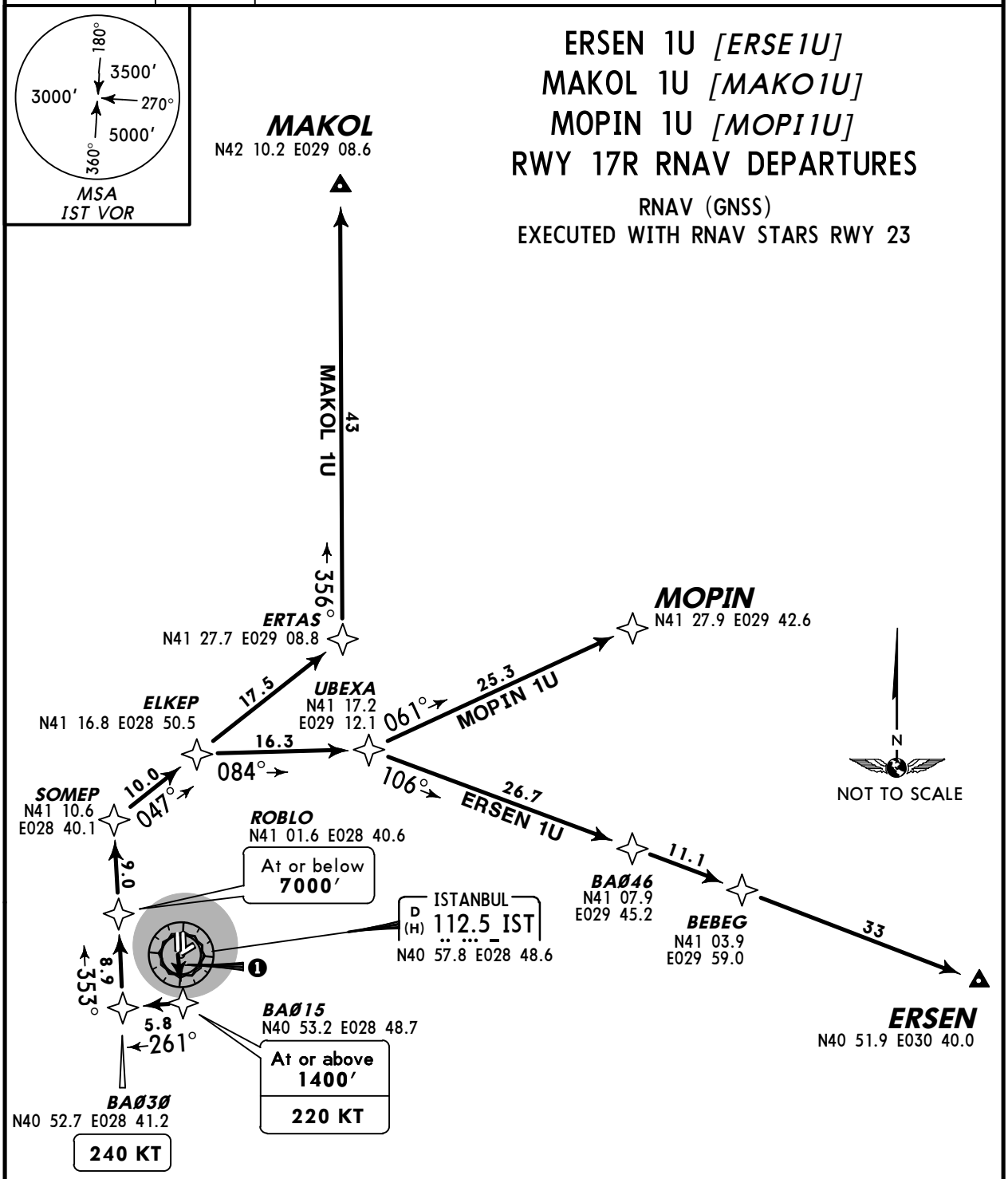
YESILKOY Radar	Apt Elev	
126.42	163′	Trans level: By ATC Trans alt: 10000′ 1. Contact YESILKOY Radar immediately after take-off with call sign only, check ATIS for current frequency. 2. RADAR required. 3. P-RNAV approval required otherwise advise ATC.

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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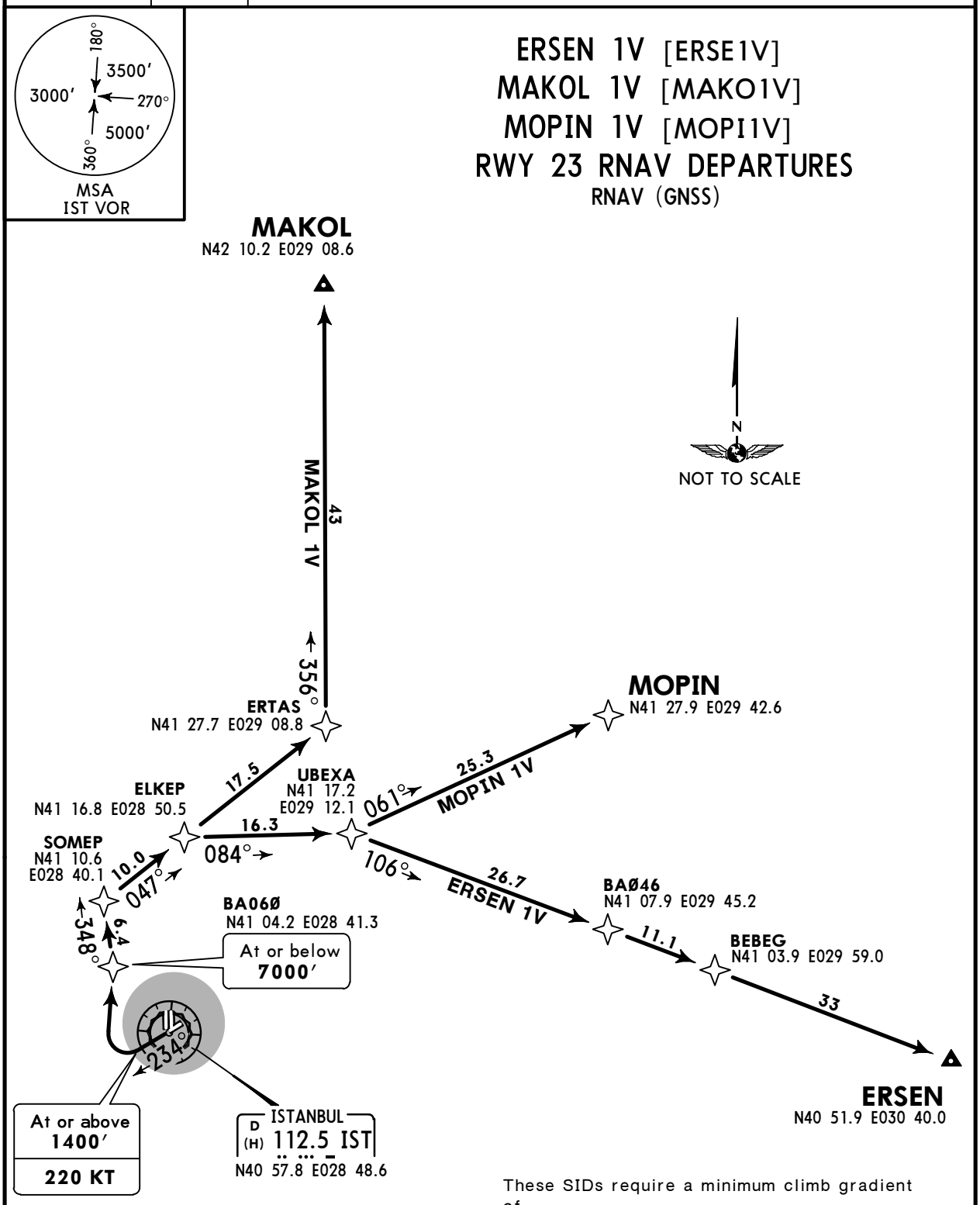
YESILKOY Radar	Apt Elev	
126.425	163′	Trans level: By ATC Trans alt: 10000′ 1. Contact YESILKOY Radar immediately after take-off with call sign only, check ATIS for current frequency. 2. RADAR required. 3. P-RNAV approval required otherwise advise ATC. 4. No turns prior to DER.



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: None.

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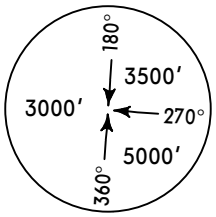
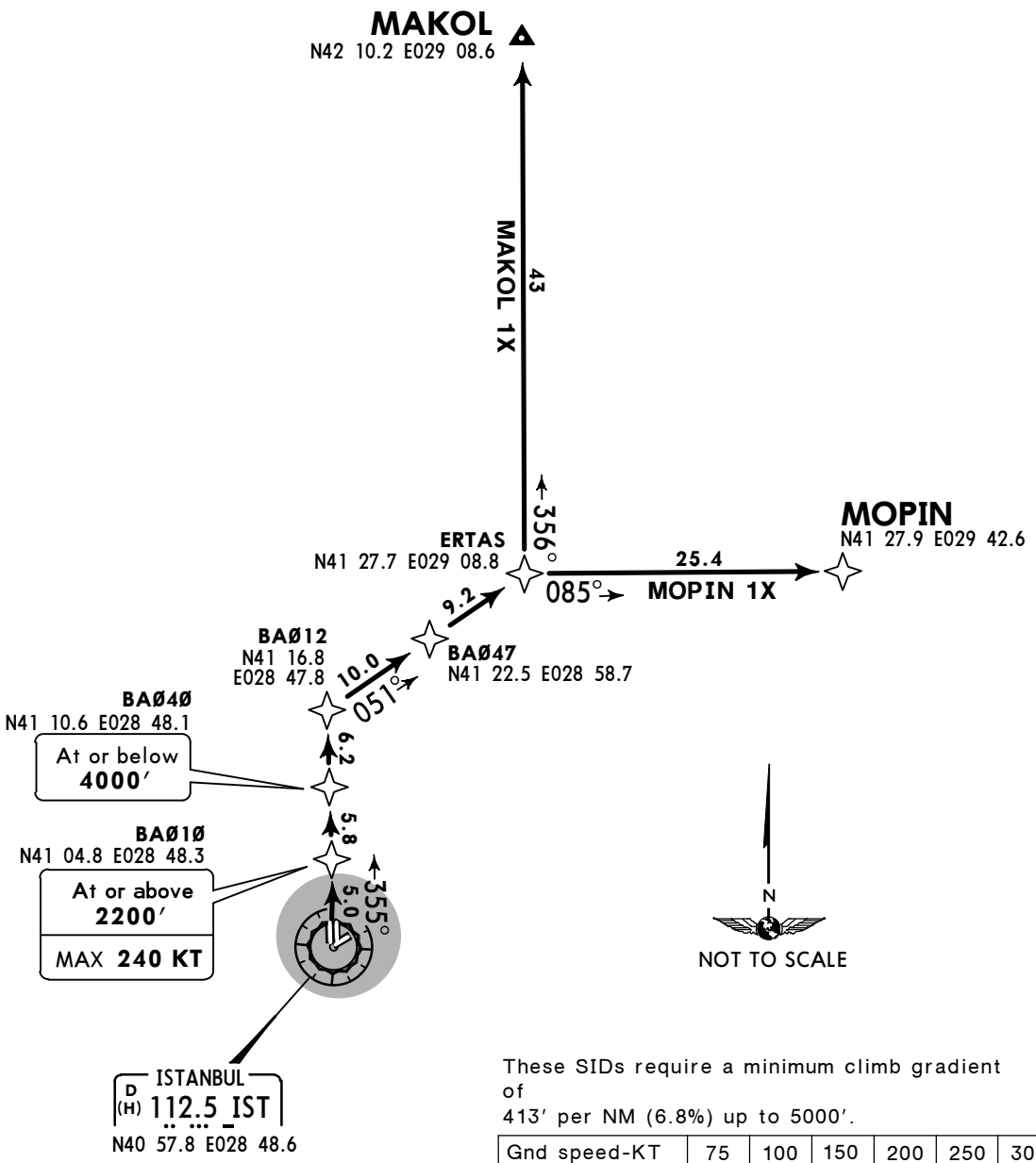
YESILKOY Radar	Apt Elev	
126.425	163′	Trans level: By ATC Trans alt: 10000′ 1. Contact YESILKOY Radar immediately after take-off with call sign only, check ATIS for current frequency. 2. RADAR required. 3. P-RNAV approval required otherwise advise ATC.

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′+; K240-) - BA040 (4000′-) - BA012 - BA047 - ERTAS - MAKOL.
MOPIN 1X	BA010 (2200′+; K240-) - BA040 (4000′-) - BA012 - BA047 - ERTAS - MOPIN.

CHANGES: BA010 speed restriction.

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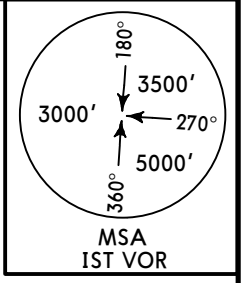
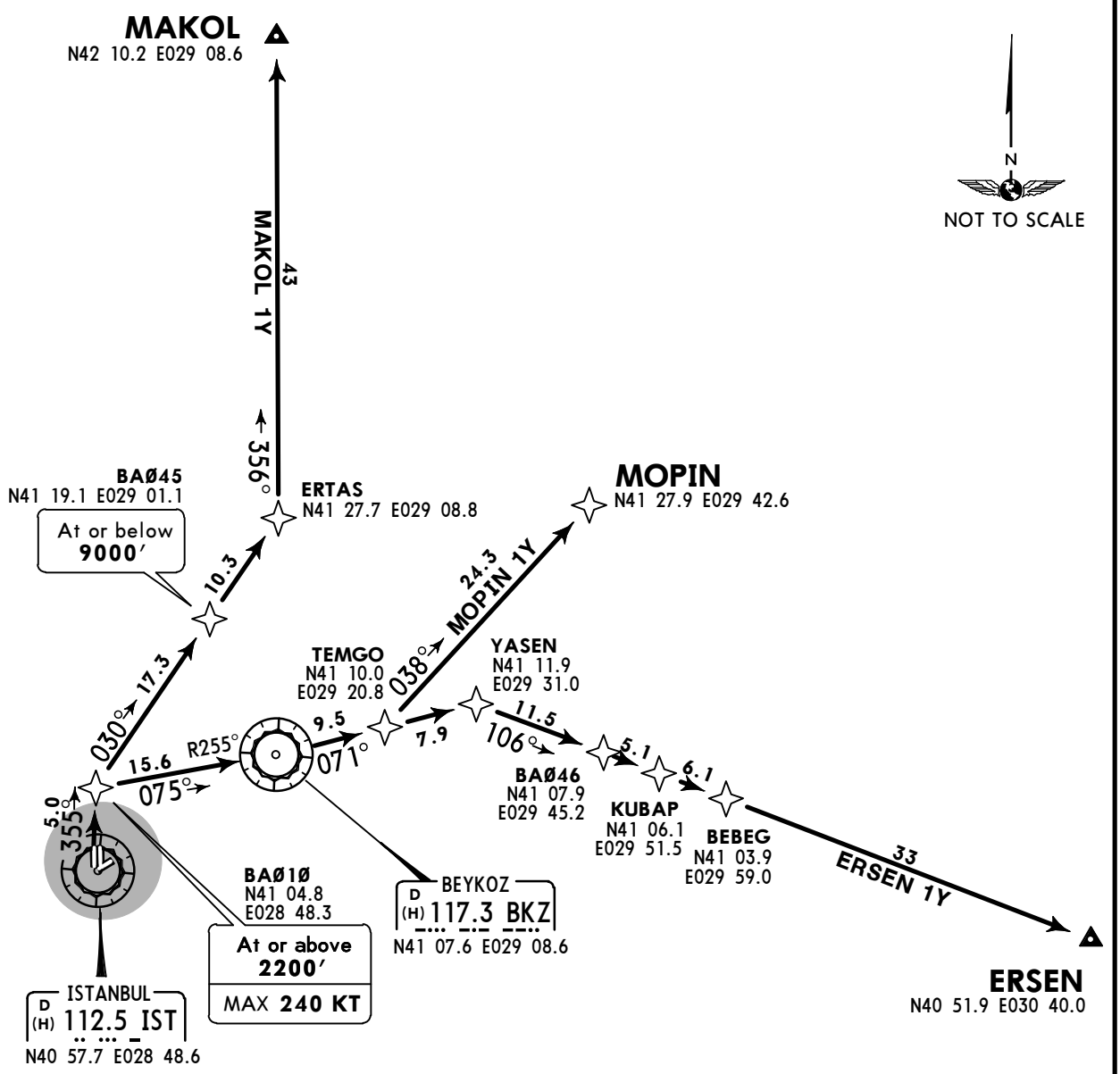
YESILKOY Radar	Apt Elev	
126.425	163′	Trans level: By ATC Trans alt: 10000′ 1. Contact YESILKOY Radar immediately after take-off with call sign only, check ATIS for current frequency. 2. RADAR required. 3. P-RNAV approval required otherwise advise ATC.

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′+; K240-) - BKZ - YASEN - BA046 - KUBAP - BEBEG - ERSEN.
MAKOL 1Y	BA010 (2200′+; K240-) - BA045 (9000′-) - ERTAS - MAKOL.
MOPIN 1Y	BA010 (2200′+; K240-) - BKZ - TEMGO - MOPIN.

CHANGES: BA010 speed restriction.

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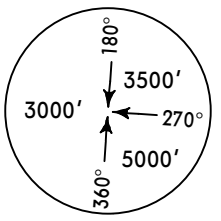
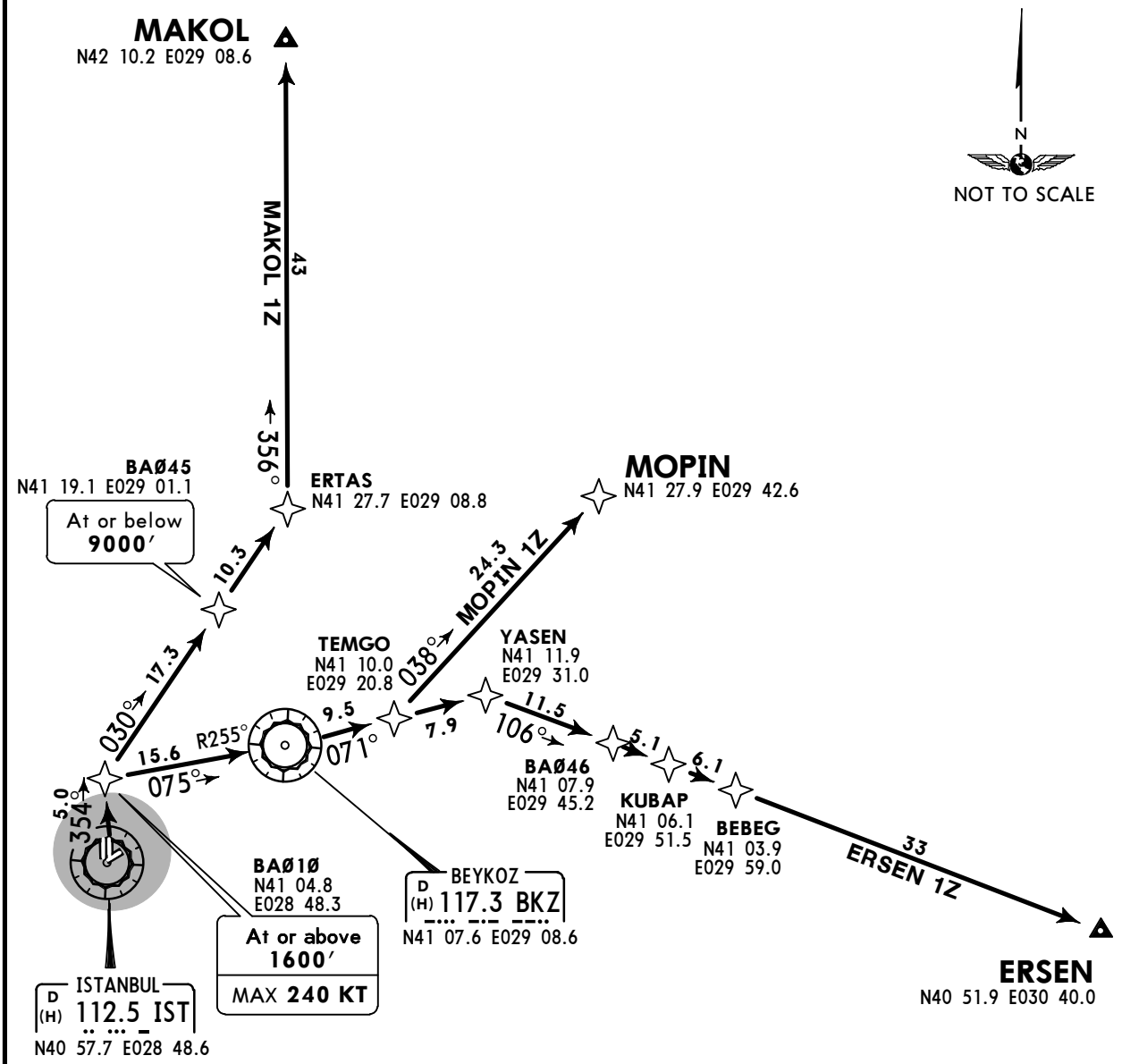
YESILKOY Radar	Apt Elev	
126.425	163′	Trans level: By ATC Trans alt: 10000′ 1. Contact YESILKOY Radar immediately after take-off with call sign only, check ATIS for current frequency. 2. RADAR required. 3. P-RNAV approval required otherwise advise ATC.

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



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 1Z	BA010 (1600′+; K240-) - BKZ - YASEN - BA046 - KUBAP - BEBEG - ERSEN.
MAKOL 1Z	BA010 (1600′+; K240-) - BA045 (9000′-) - ERTAS - MAKOL.
MOPIN 1Z	BA010 (1600′+; K240-) - BKZ - TEMGO - MOPIN.

CHANGES: BA010 speed restriction.

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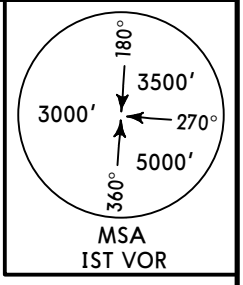
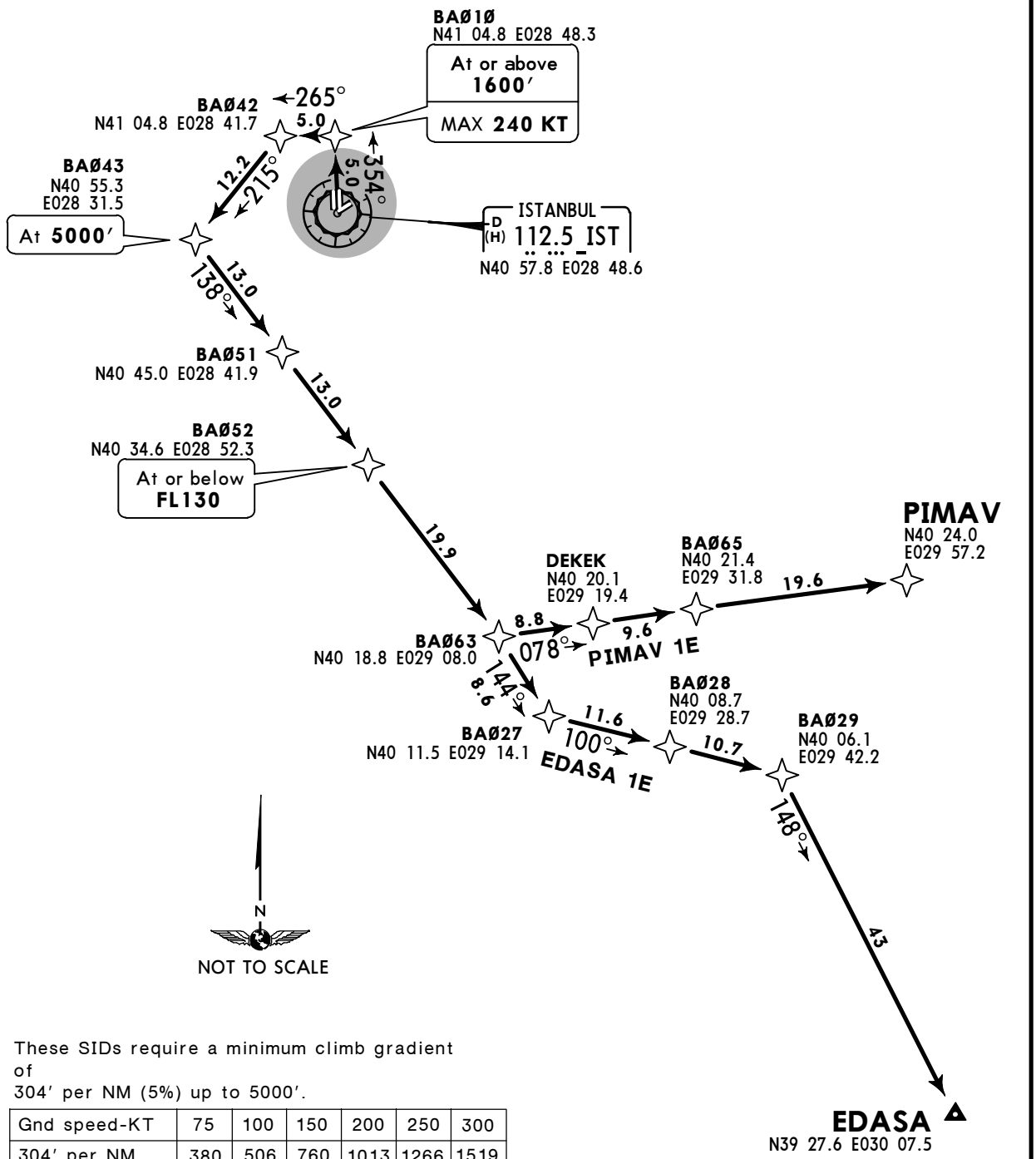
YESILKOY Radar	Apt Elev	
126.425	163′	Trans level: By ATC Trans alt: 10000′ 1. Contact YESILKOY Radar immediately after take-off with call sign only, check ATIS for current frequency. 2. RADAR required. 3. P-RNAV approval required otherwise advise ATC.

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





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 (1600′+; K240-) - BA042 - BA043 (5000′) - BA051 - BA052 (FL130-) - BA063 - BA027 - BA028 - BA029 - EDASA.
PIMAV 1E	BA010 (1600′+; K240-) - BA042 - BA043 (5000′) - BA051 - BA052 (FL130-) - BA063 - DEKEK - BA065 - PIMAV.

CHANGES: BA010 altitude & speed restriction.

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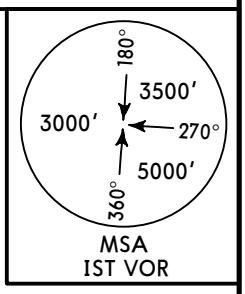
YESILKOY Radar	Apt Elev	
126.425	163′	Trans level: By ATC Trans alt: 10000′ 1. Contact YESILKOY Radar immediately after take-off with call sign only, check ATIS for current frequency. 2. RADAR required. 3. P-RNAV approval required otherwise advise ATC.

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



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
1600′
MAX 240 KT

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

EKDAM
N40 26.1 E029 37.0

PIMAV
N40 24.0 E029 57.2

EDASA
N39 27.6
E030 07.5

ISTANBUL
D (H) 112.5 IST
N40 57.8 E028 48.6

YENISEHIR
D (H) 115.3 BRY
N40 15.8 E029 35.7

9.2 · 8.0 · 149° · 10.0 · 051° · 6.2 · 5.8 · 5.0 · 354° · 10.0 · 10.0 · 12.2 · 150° · 11.1 · 138° · 182° · EDASA 1N 15.7 · PIMAV 1N 22.4 · 10.3 · R002° · 149° · 54

N
NOT TO SCALE

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 (1600′+; K240-) - BA040 (4000′-) - BA012 - BA047 - ERTAS - BA048 (FL160+) - BA049 - BA050 - BAVUL - ULPER - EKDAM - BRY - EDASA.
PIMAV 1N	BA010 (1600′+; K240-) - BA040 (4000′-) - BA012 - BA047 - ERTAS - BA048 (FL160+) - BA049 - BA050 - BAVUL - ULPER - PIMAV.

CHANGES: BA010 altitude & speed restriction.

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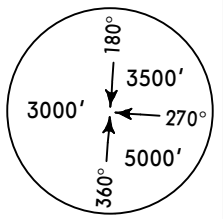
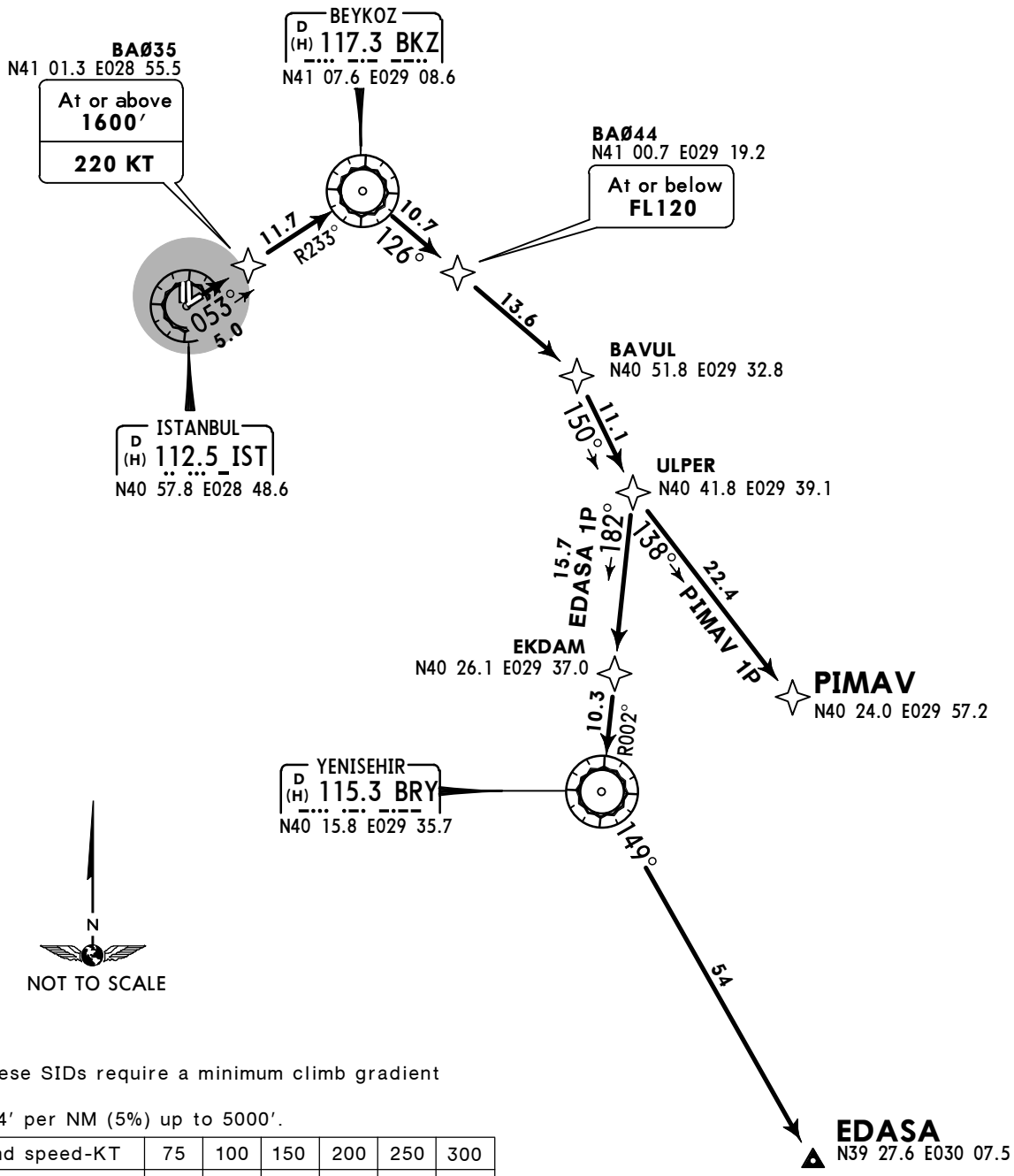
YESILKOY Radar	Apt Elev	
126.425	163′	Trans level: By ATC Trans alt: 10000′ 1. Contact YESILKOY Radar immediately after take-off with call sign only, check ATIS for current frequency. 2. RADAR required. 3. P-RNAV approval required otherwise advise ATC.

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



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

CHANGES: None.

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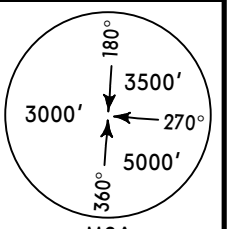
YESILKOY Radar	Apt Elev	
126.425	163′	Trans level: By ATC Trans alt: 10000′ 1. Contact YESILKOY Radar immediately after take-off with call sign only, check ATIS for current frequency. 2. RADAR required. 3. P-RNAV approval required otherwise advise ATC.

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

BA047
N41 22.5
E028 58.7

BA048
N41 20.5 E029 13.6
At or above
FL160

BA012
N41 16.8
E028 47.8

BA040
N41 10.6 E028 48.1
At or below
4000′

BA049
N41 11.6 E029 19.6

BA010
N41 04.8 E028 48.3
At or above
2200′
MAX 240 KT

BA050
N41 02.7 E029 25.6

BAVUL
N40 51.8 E029 32.8

ULPER
N40 41.8 E029 39.1

ISTANBUL
D (H) 112.5 IST
N40 57.8 E028 48.6

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

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′+; K240-) - BA040 (4000′-) - BA012 - BA047 - ERTAS - BA048 (FL160+) - BA049 - BA050 - BAVUL - ULPER - EKDAM - BRY - EDASA.
PIMAV 1Q	BA010 (2200′+; K240-) - BA040 (4000′-) - BA012 - BA047 - ERTAS - BA048 (FL160+) - BA049 - BA050 - BAVUL - ULPER - PIMAV.

CHANGES: BA010 speed restriction.

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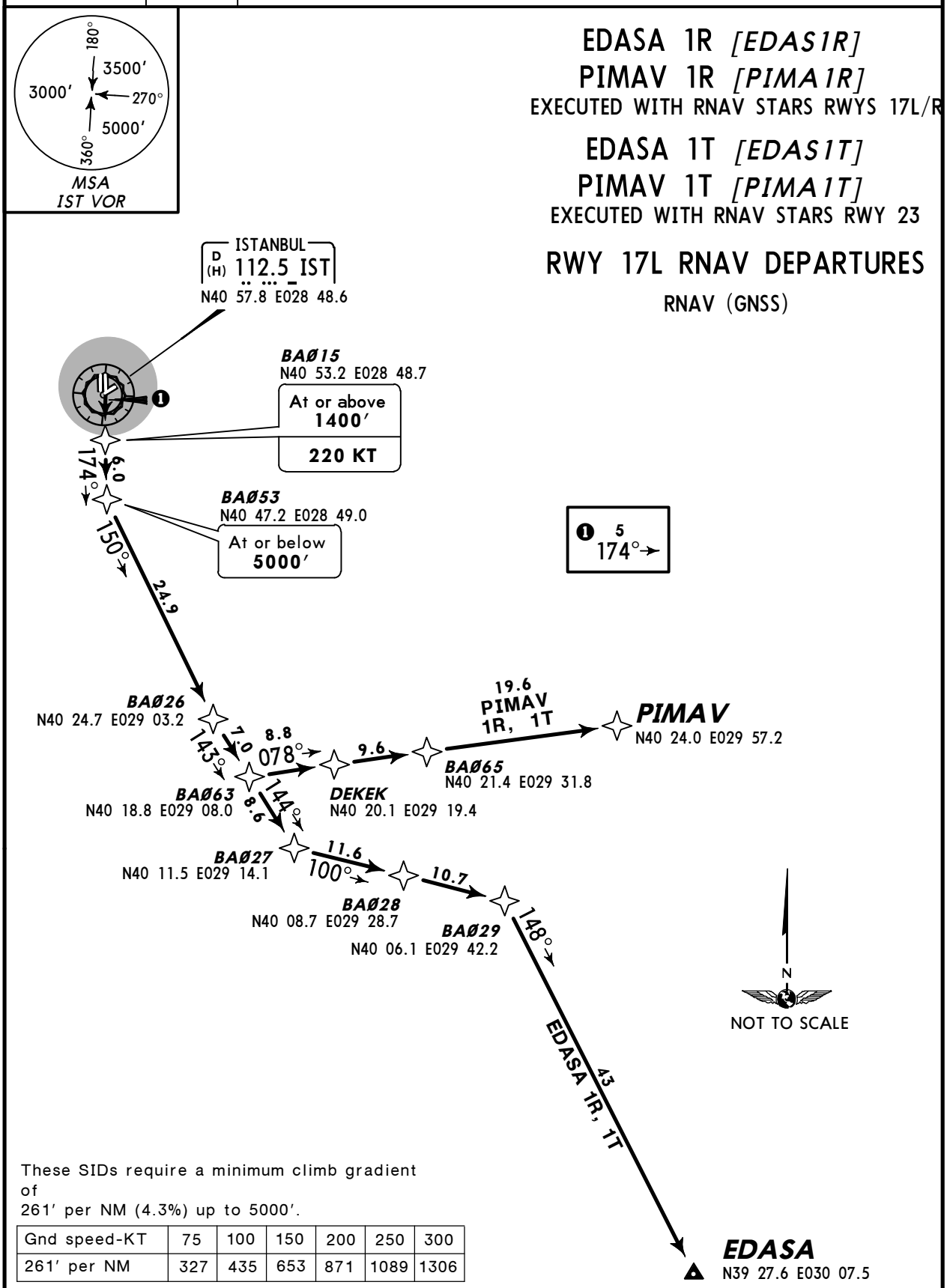
YESILKOY Radar	Apt Elev	
126.42	163′	Trans level: By ATC Trans alt: 10000′ 1. Contact YESILKOY Radar immediately after take-off with call sign only, check ATIS for current frequency. 2. RADAR required. 3. P-RNAV approval required otherwise advise ATC.



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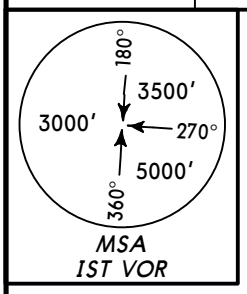
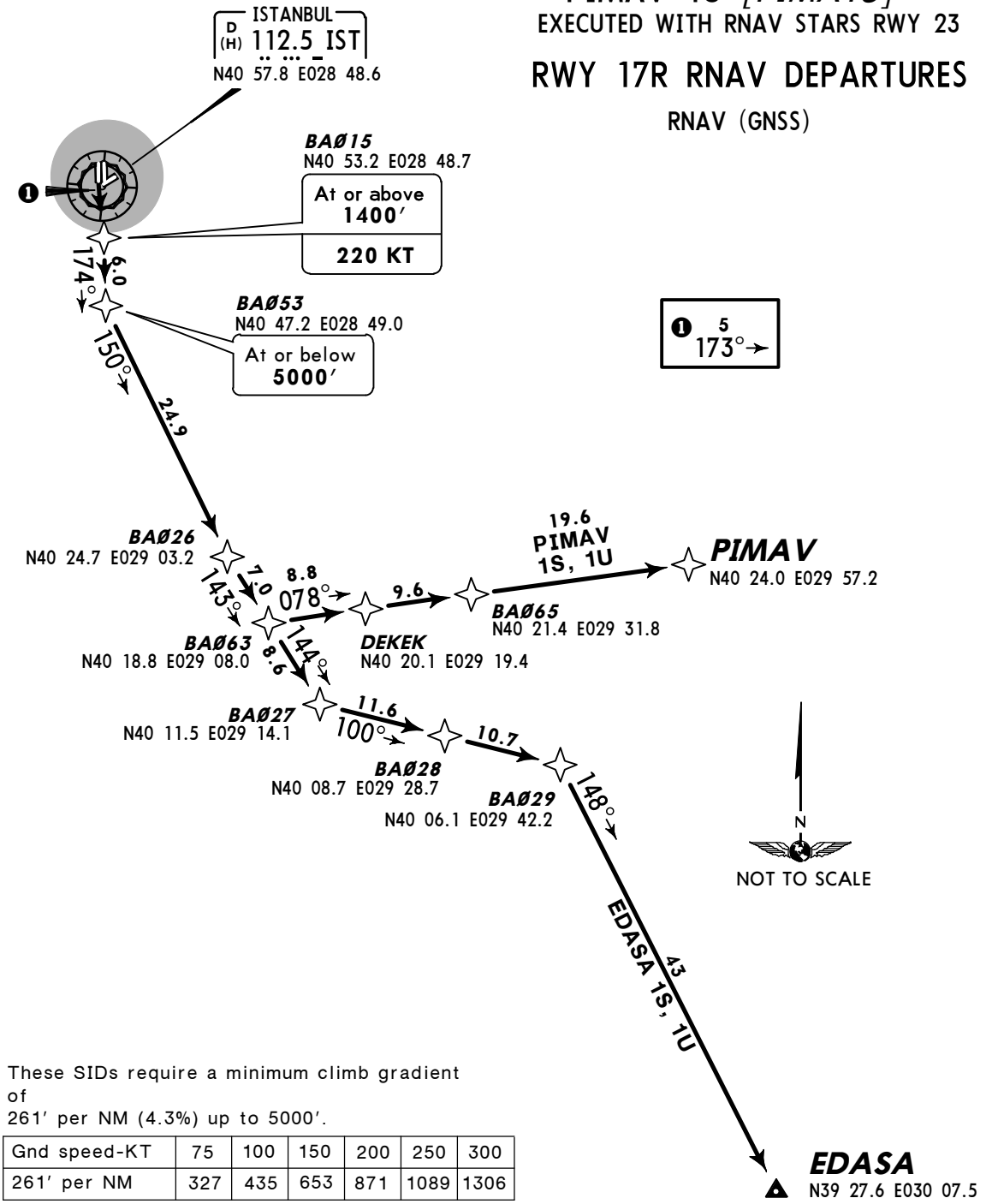
YESILKOY Radar	Apt Elev	
126.42	163′	Trans level: By ATC Trans alt: 10000′ 1. Contact YESILKOY Radar immediately after take-off with call sign only, check ATIS for current frequency. 2. RADAR required. 3. P-RNAV approval required otherwise advise ATC.



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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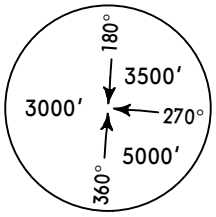
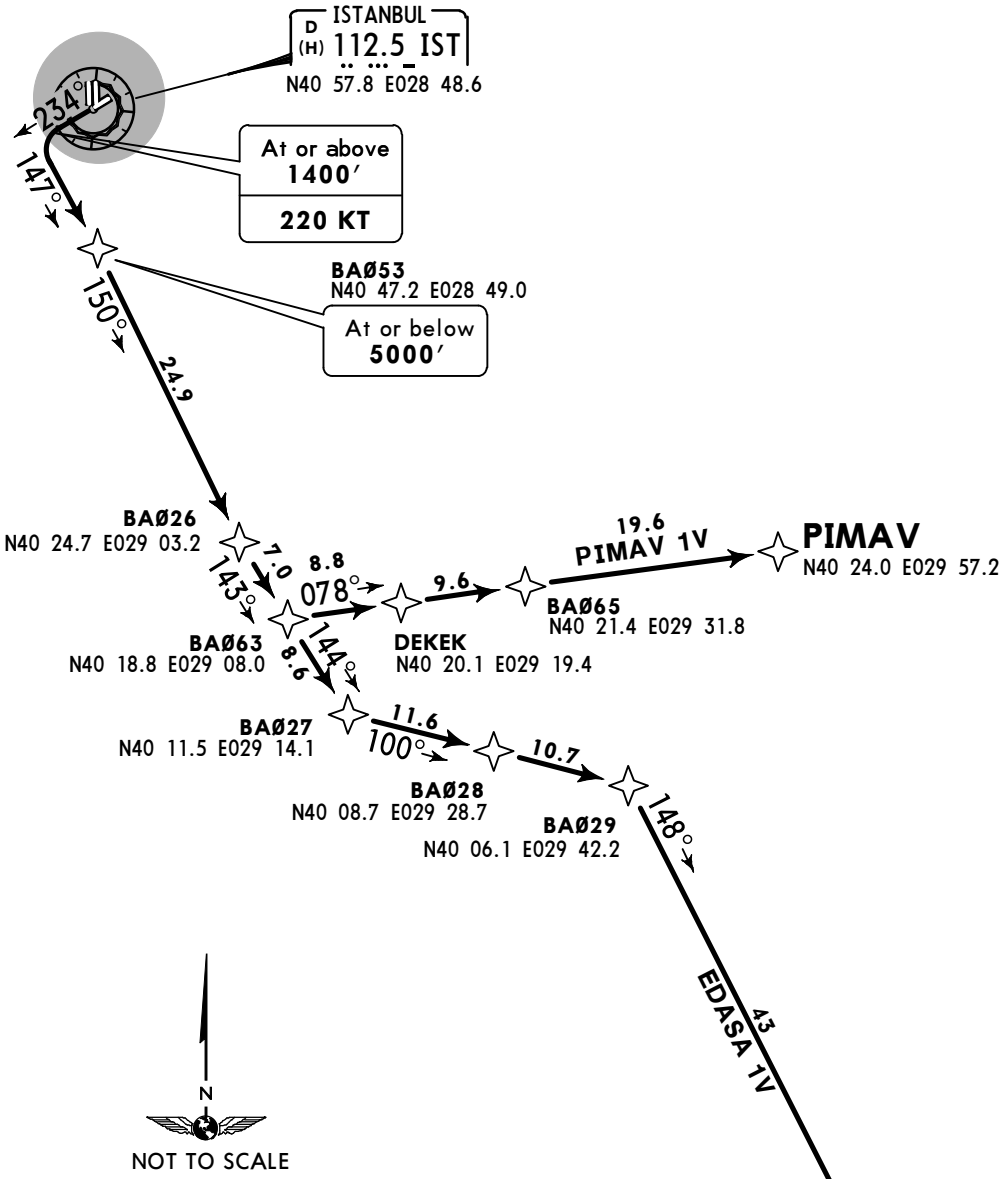
YESILKOY Radar	Apt Elev	
126.425	163′	Trans level: By ATC Trans alt: 10000′ 1. Contact YESILKOY Radar immediately after take-off with call sign only, check ATIS for current frequency. 2. RADAR required. 3. P-RNAV approval required otherwise advise ATC. 4. No turns prior to DER.

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



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

CHANGES: None.

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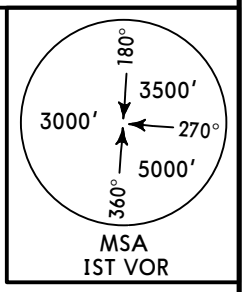
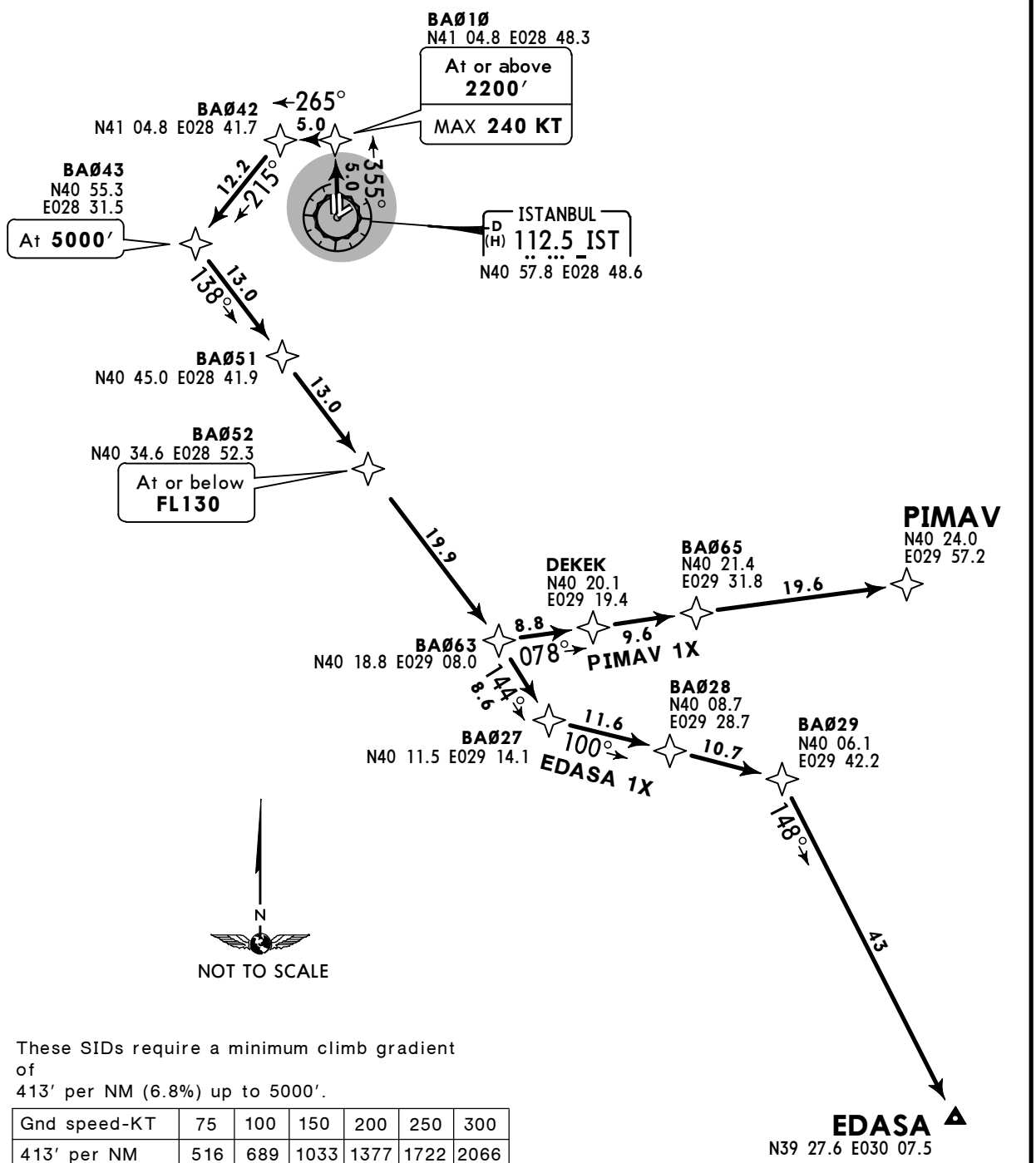
YESILKOY Radar	Apt Elev	
126.425	163′	Trans level: By ATC Trans alt: 10000′ 1. Contact YESILKOY Radar immediately after take-off with call sign only, check ATIS for current frequency. 2. RADAR required. 3. P-RNAV approval required otherwise advise ATC.

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





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′+; K240-) - BA042 - BA043 (5000′) - BA051 - BA052 (FL130-) - BA063 - BA027 - BA028 - BA029 - EDASA.
PIMAV 1X	BA010 (2200′+; K240-) - BA042 - BA043 (5000′) - BA051 - BA052 (FL130-) - BA063 - DEKEK - BA065 - PIMAV.

CHANGES: BA010 speed restriction.

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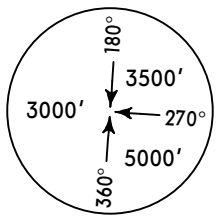
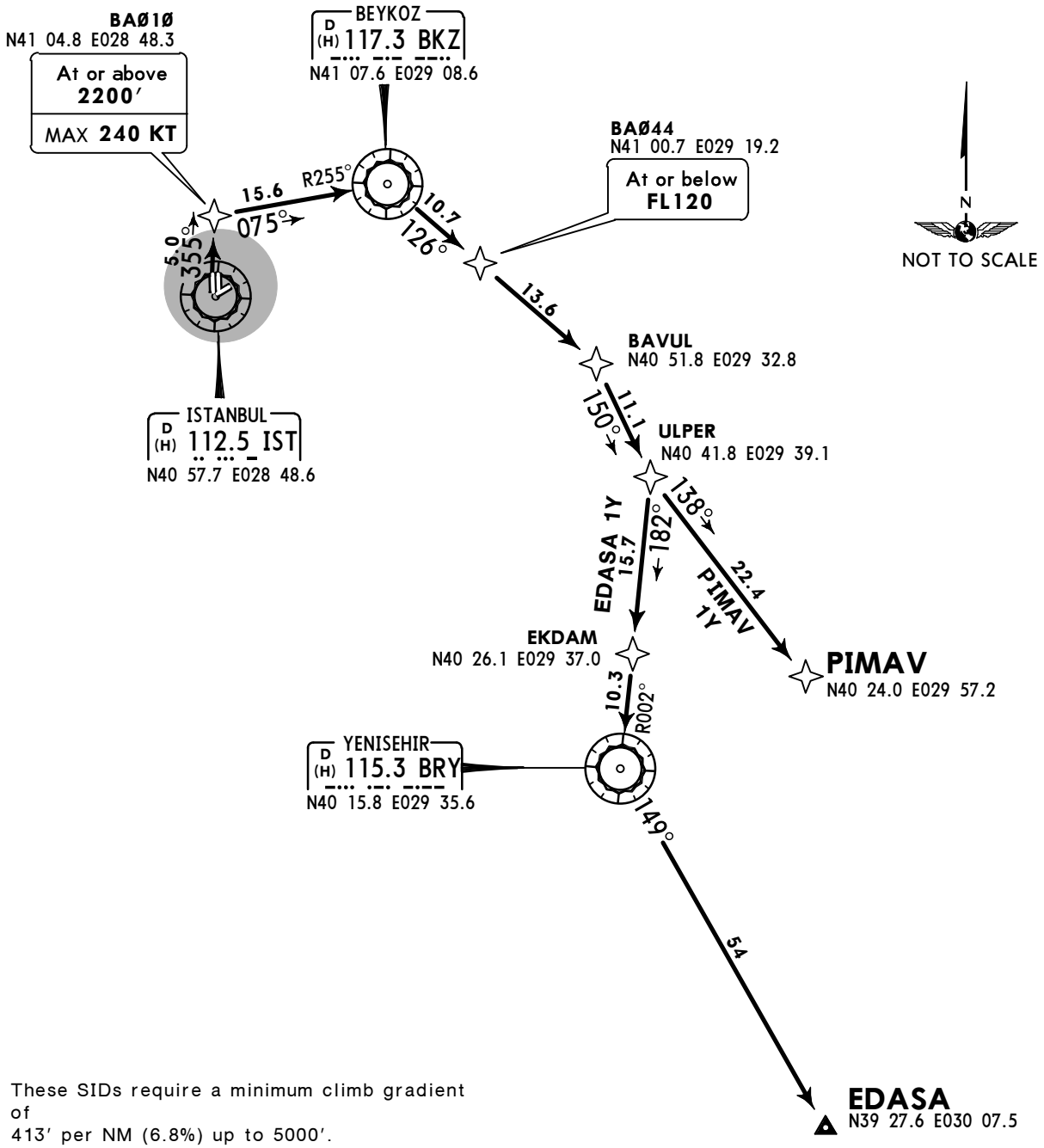
YESILKOY Radar	Apt Elev	
126.425	163′	Trans level: By ATC Trans alt: 10000′ 1. Contact YESILKOY Radar immediately after take-off with call sign only, check ATIS for current frequency. 2. RADAR required. 3. P-RNAV approval required otherwise advise ATC.

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

RNAV (GNSS)



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 1Y	BA010 (2200′+; K240-) - BKZ - BA044 (FL120-) - BAVUL - ULPER - EKDAM - BRY - EDASA.
PIMAV 1Y	BA010 (2200′+; K240-) - BKZ - BA044 (FL120-) - BAVUL - ULPER - PIMAV.

CHANGES: BA010 speed restriction.

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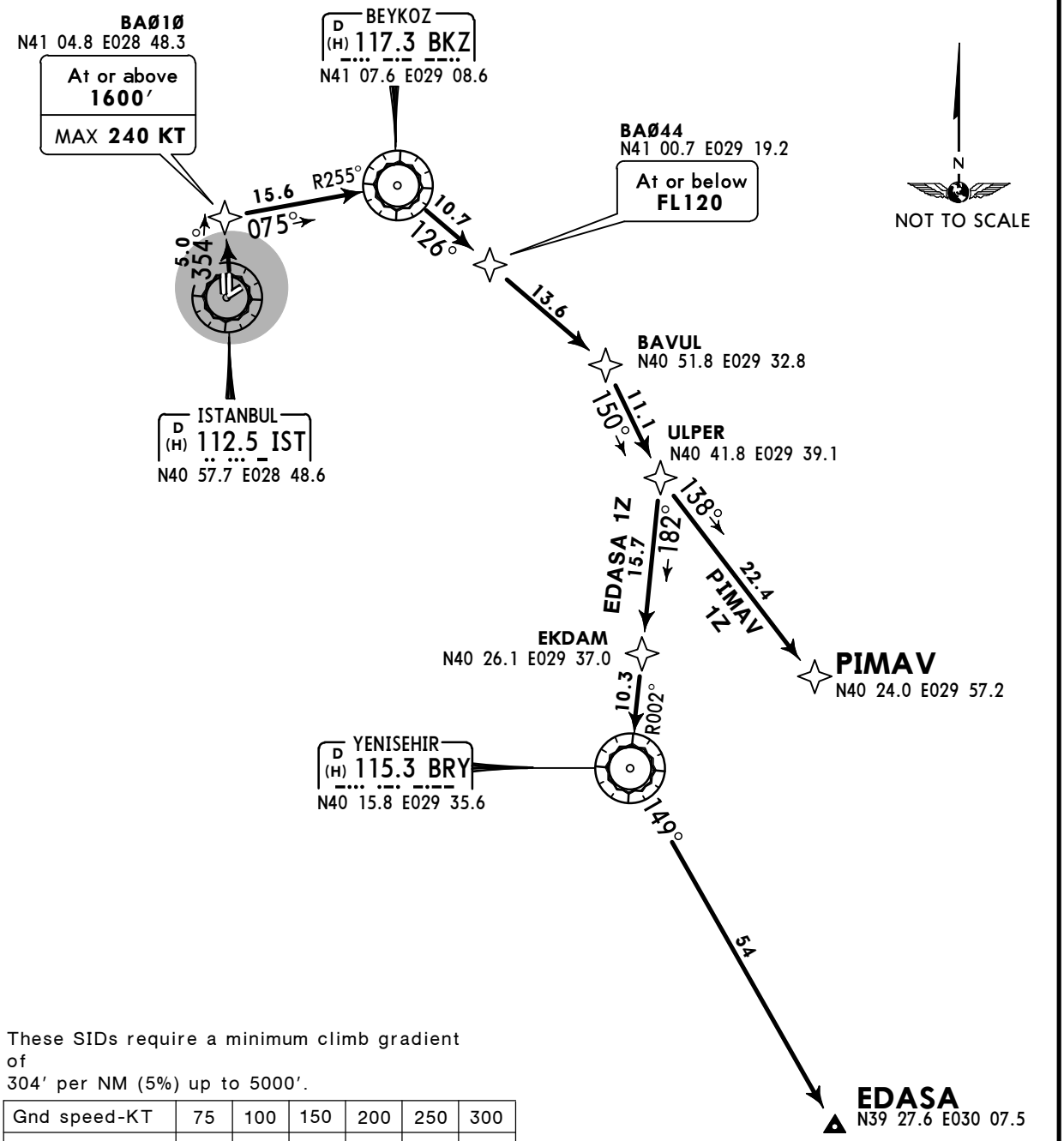
YESILKOY Radar	Apt Elev	
126.425	163′	Trans level: By ATC Trans alt: 10000′ 1. Contact YESILKOY Radar immediately after take-off with call sign only, check ATIS for current frequency. 2. RADAR required. 3. P-RNAV approval required otherwise advise ATC.

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′+; K240-) - BKZ - BA044 (FL120-) - BAVUL - ULPER - EKDAM - BRY - EDASA.
PIMAV 1Z	BA010 (1600′+; K240-) - BKZ - BA044 (FL120-) - BAVUL - ULPER - PIMAV.

CHANGES: BA010 speed restriction.

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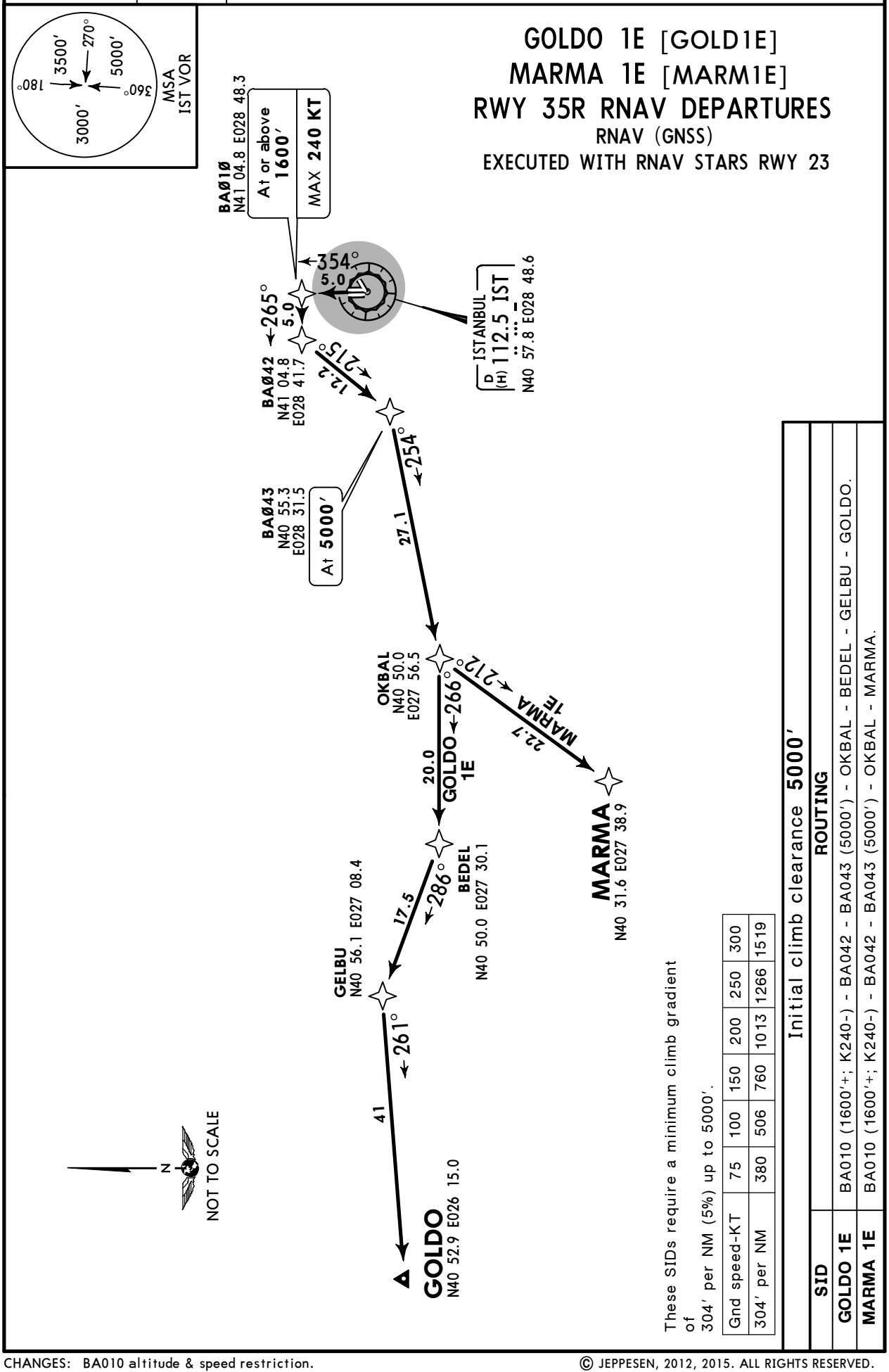
YESILKOY Radar	Apt Elev
126.425	163′

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 (1600′+; K240-) - BA042 - BA043 (5000′) - OKBAL - BEDEL - GELBU - GOLDO.
MARMA 1E	BA010 (1600′+; K240-) - BA042 - BA043 (5000′) - OKBAL - MARMA.

CHANGES: BA010 altitude & speed restriction.

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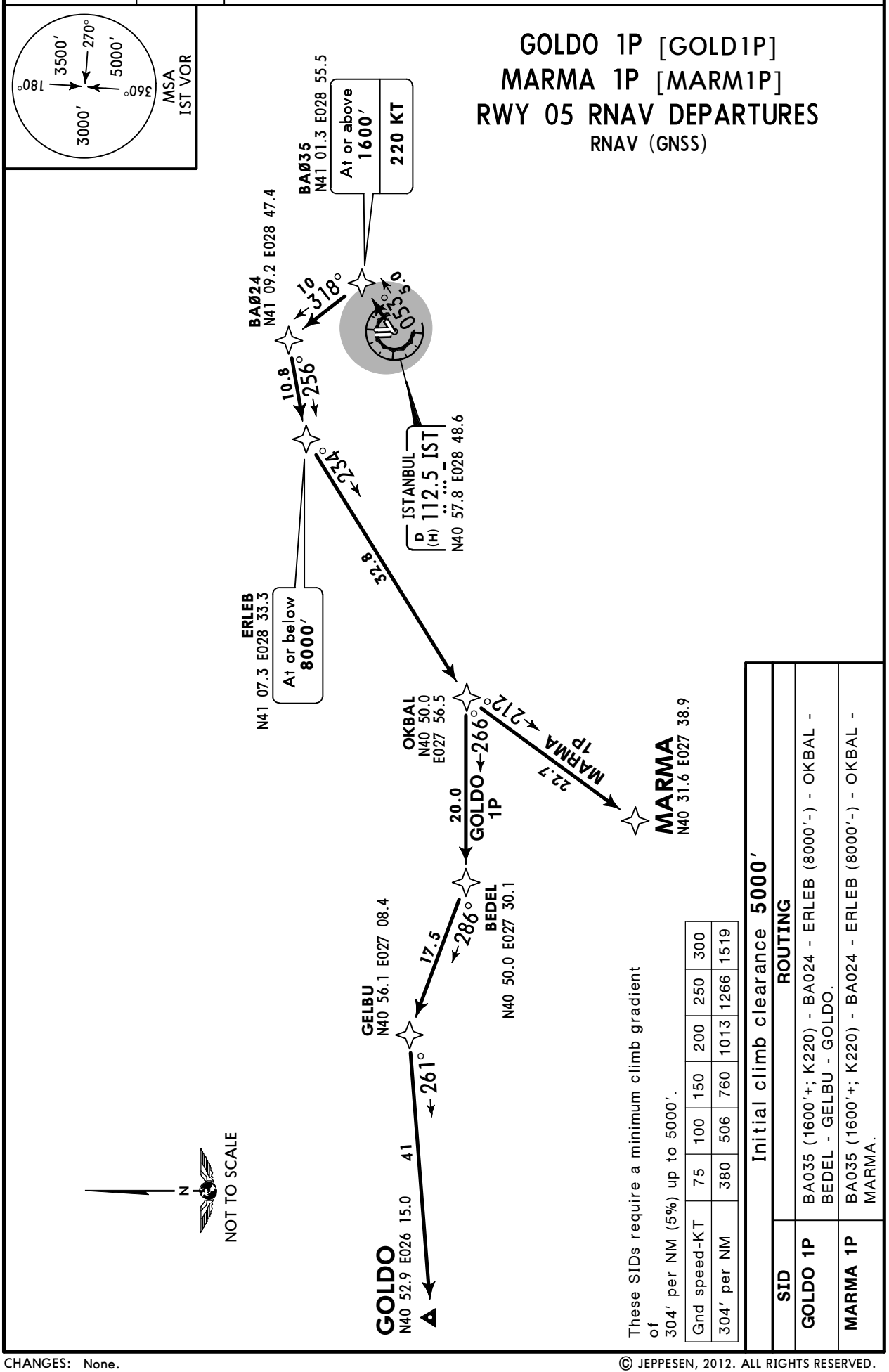
YESILKOY Radar	Apt Elev
126.425	163′

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: None.

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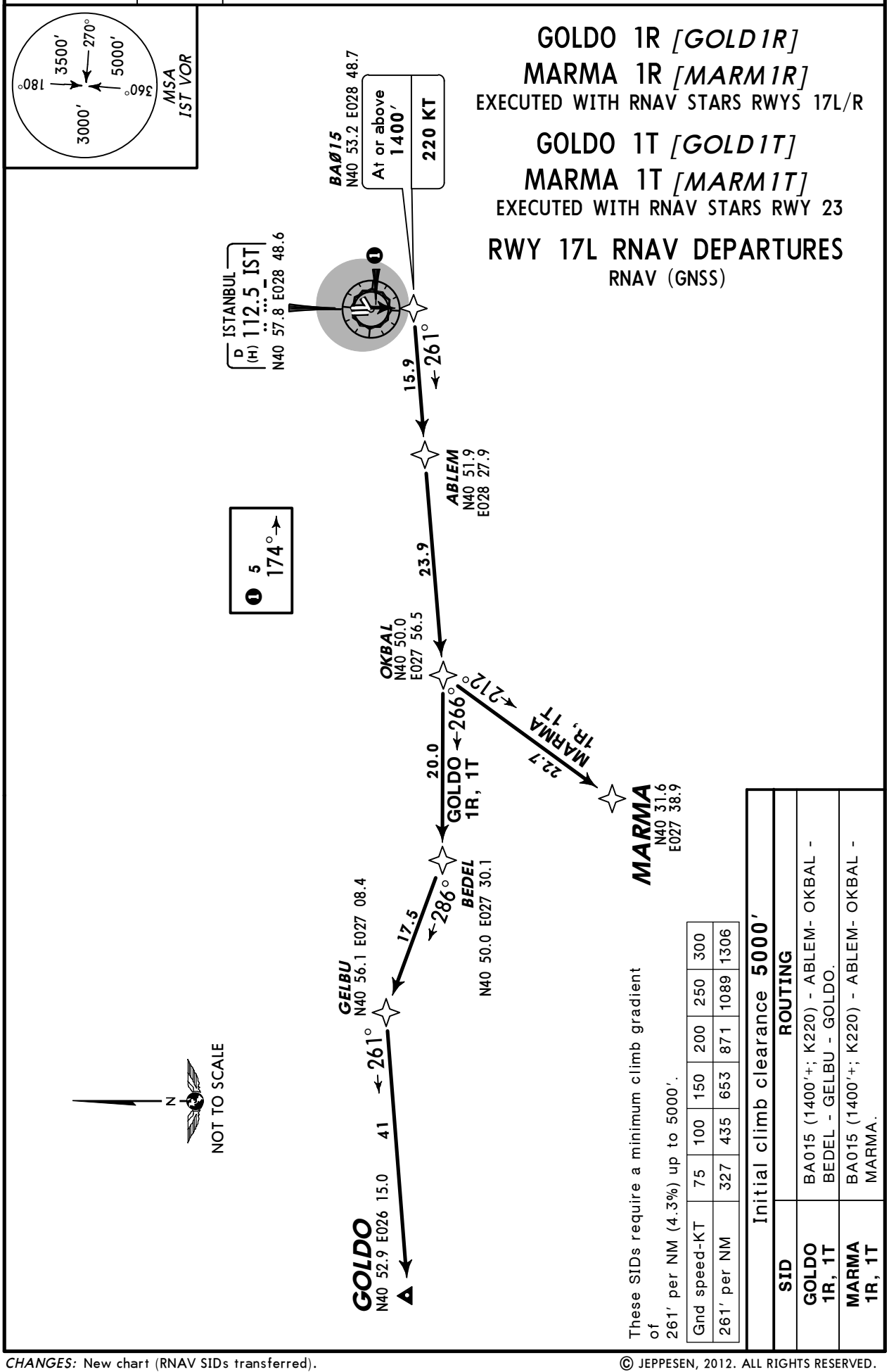
YESILKOY Radar	Apt Elev
126.42	163′

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.



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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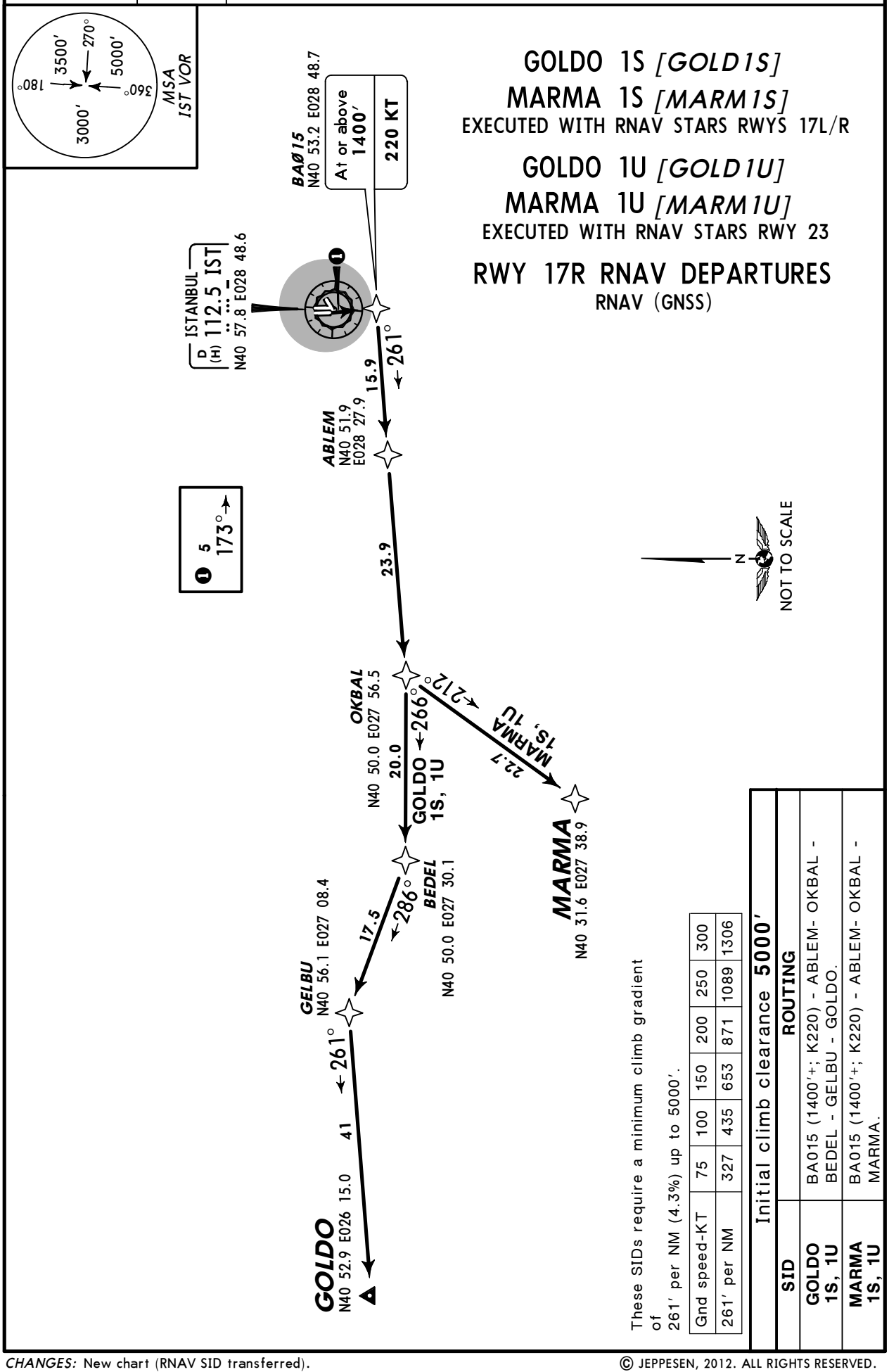
YESILKOY Radar	Apt Elev
126.42	163′

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

SID	Initial climb clearance 5000′ 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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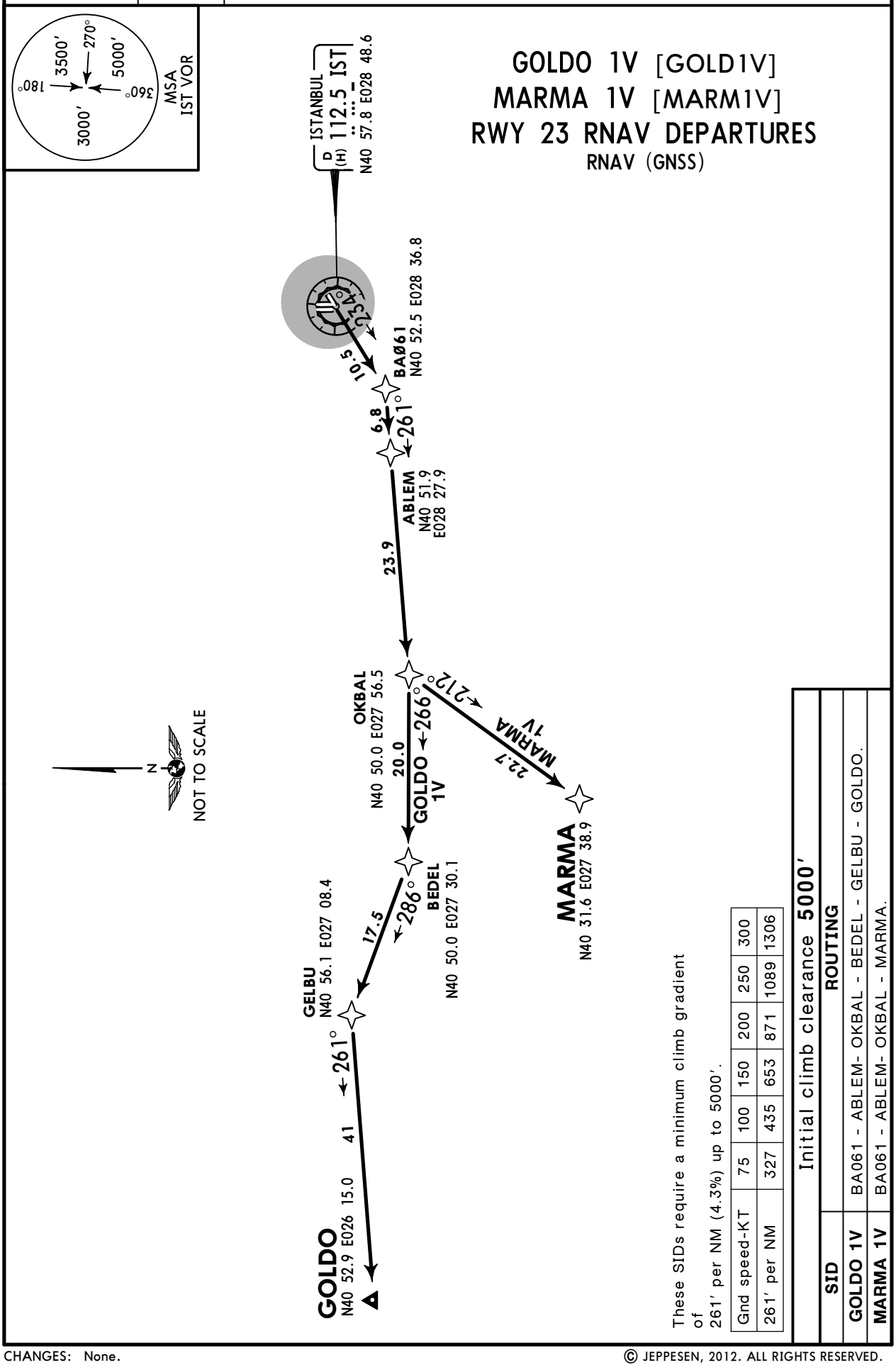
YESILKOY Radar	Apt Elev
126.425	163′

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.



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: None.

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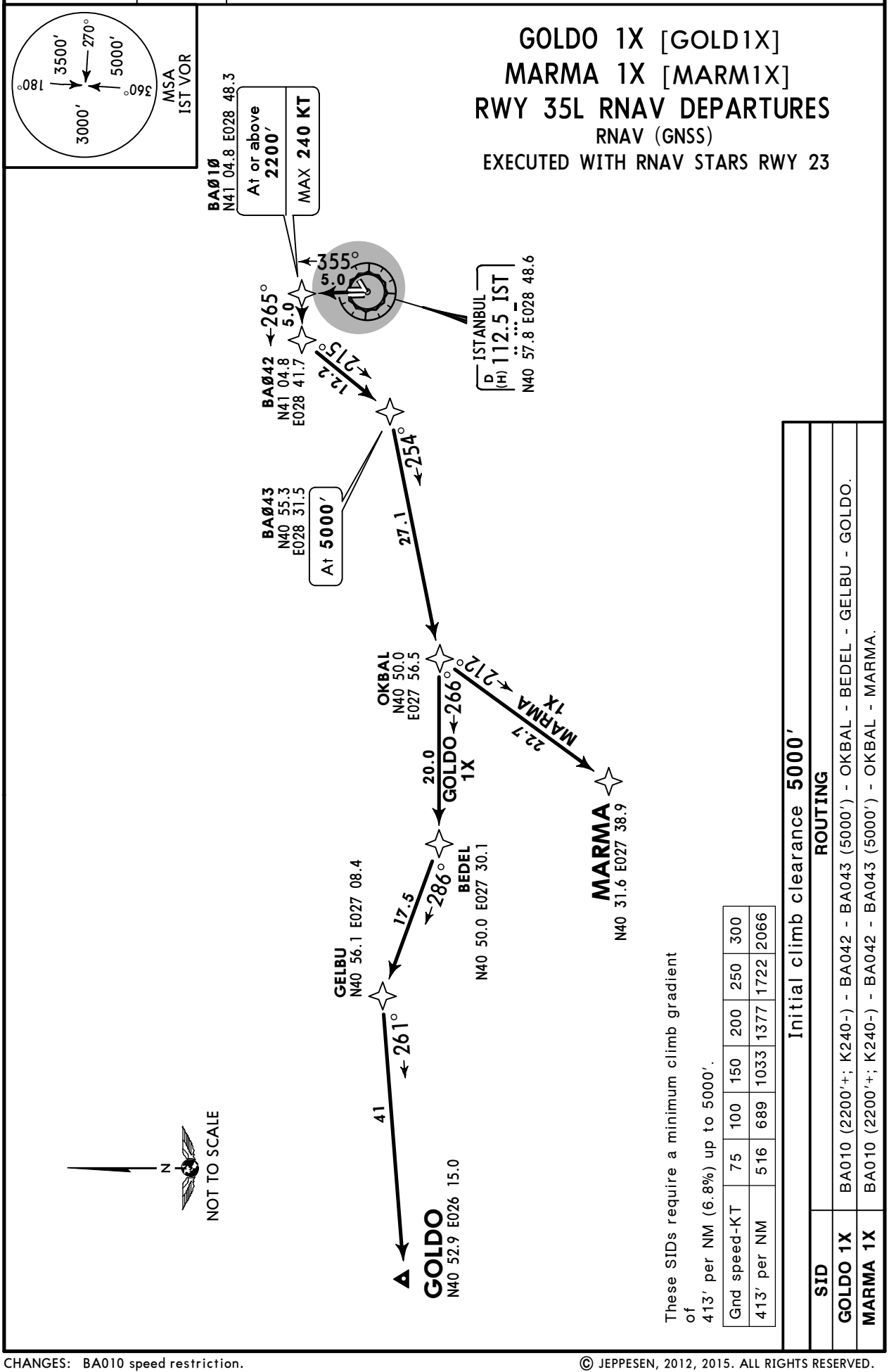
YESILKOY Radar	Apt Elev
126.425	163′

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′+; K240-) - BA042 - BA043 (5000′) - OKBAL - BEDEL - GELBU - GOLDO.
MARMA 1X	BA010 (2200′+; K240-) - BA042 - BA043 (5000′) - OKBAL - MARMA.

CHANGES: BA010 speed restriction.

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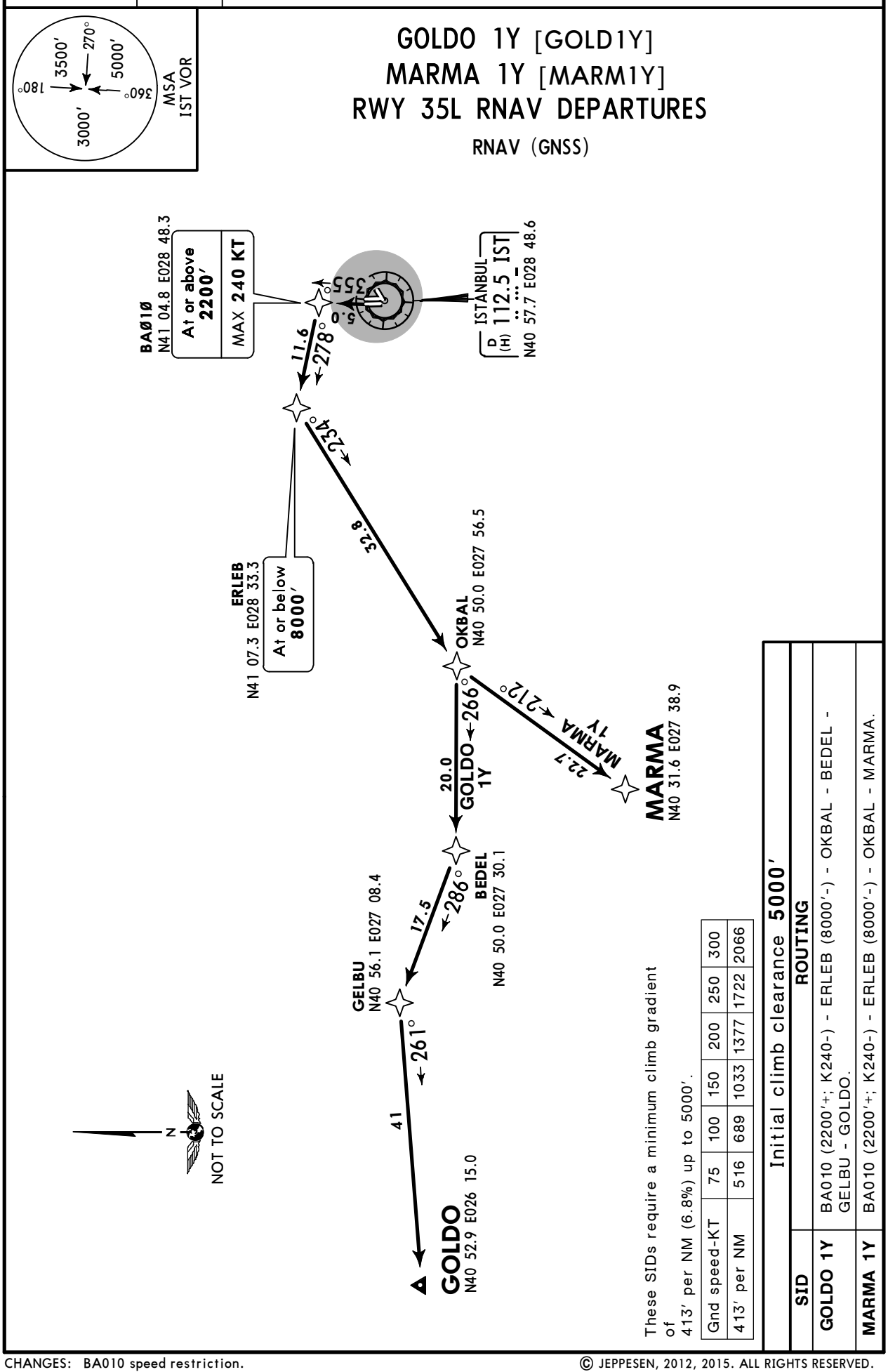
YESILKOY Radar	Apt Elev
126.425	163′

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′+; K240-) - ERLEB (8000′-) - OKBAL - BEDEL - GELBU - GOLDO.
MARMA 1Y	BA010 (2200′+; K240-) - ERLEB (8000′-) - OKBAL - MARMA.

CHANGES: BA010 speed restriction.

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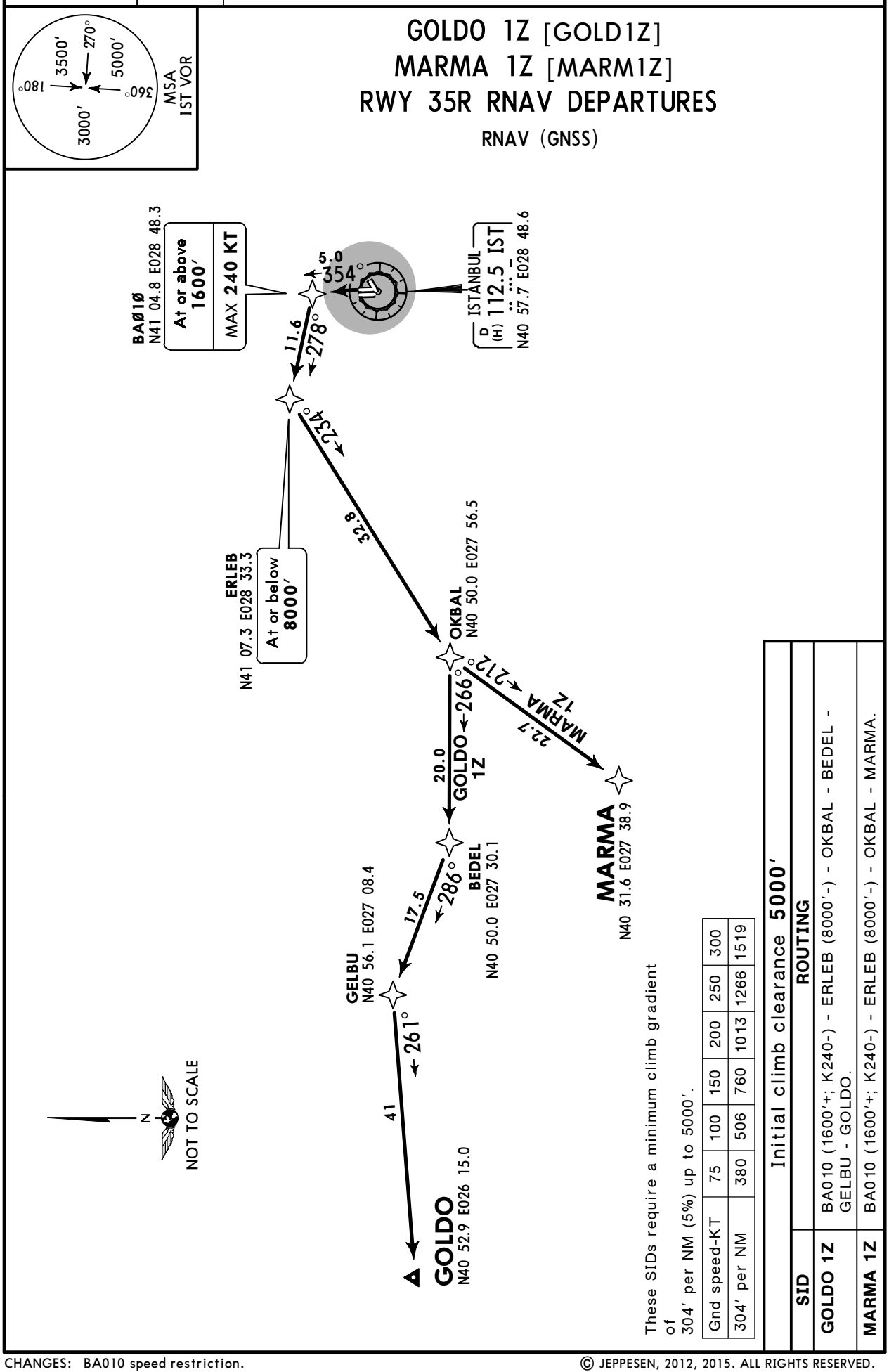
YESILKOY Radar	Apt Elev
126.425	163′

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′+; K240-) - ERLEB (8000′-) - OKBAL - BEDEL - GELBU - GOLDO.
MARMA 1Z	BA010 (1600′+; K240-) - ERLEB (8000′-) - OKBAL - MARMA.

CHANGES: BA010 speed restriction.

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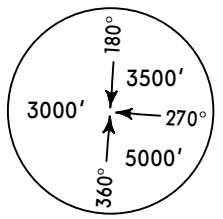
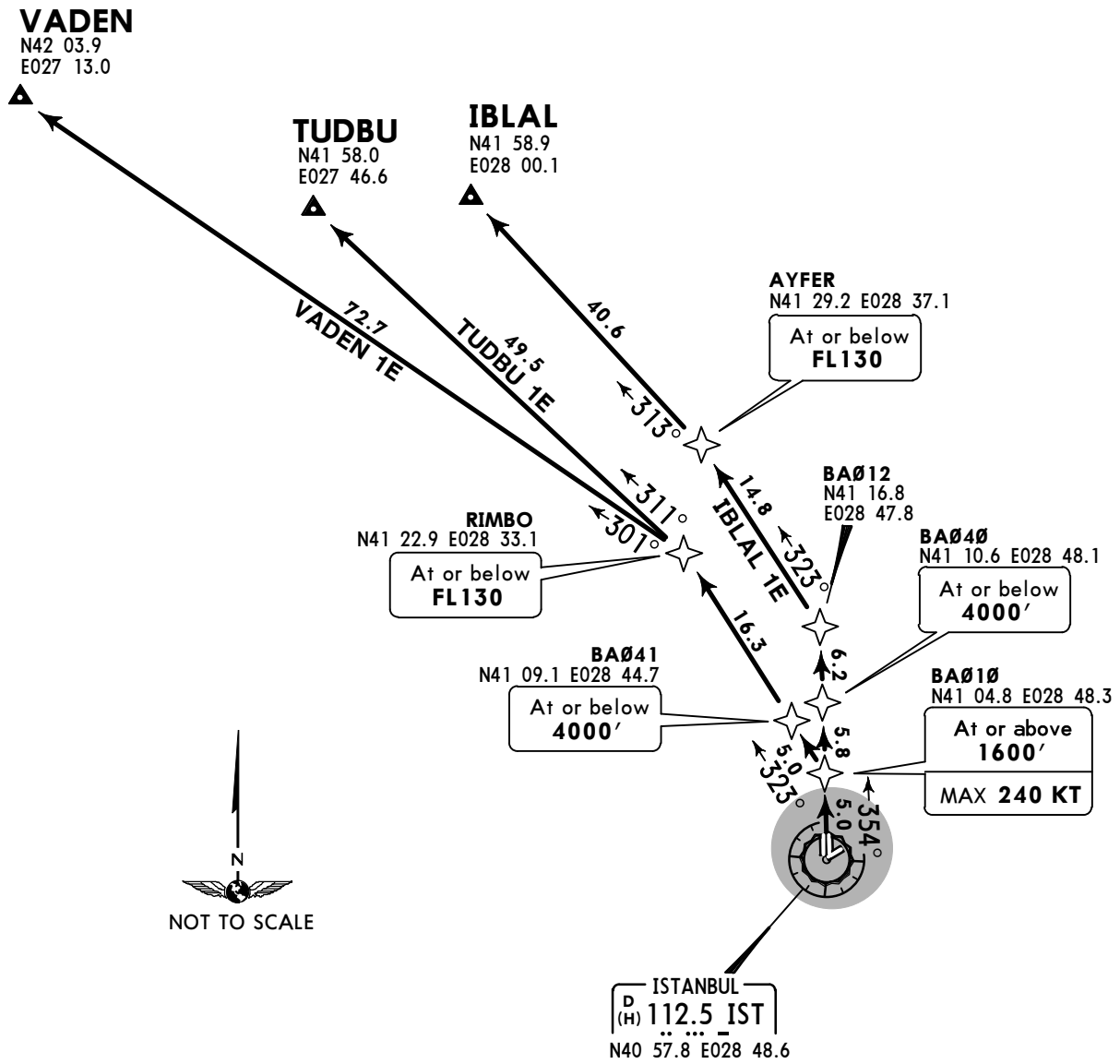
YESILKOY Radar	Apt Elev	
126.425	163′	Trans level: By ATC Trans alt: 10000′ 1. Contact YESILKOY Radar immediately after take-off with call sign only, check ATIS for current frequency. 2. RADAR required. 3. P-RNAV approval required otherwise advise ATC.

IBLAL 1E [IBLA1E]
TUDBU 1E [TUDB1E]
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 (1600′+; K240-) - BA040 (4000′-) - BA012 - AYFER (FL130-) - IBLAL.
TUDBU 1E	BA010 (1600′+; K240-) - BA041 (4000′-) - RIMBO (FL130-) - TUDBU.
VADEN 1E	BA010 (1600′+; K240-) - BA041 (4000′-) - RIMBO (FL130-) - VADEN.

CHANGES: BA010 altitude & speed restriction.

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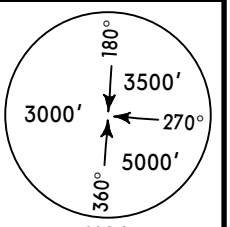
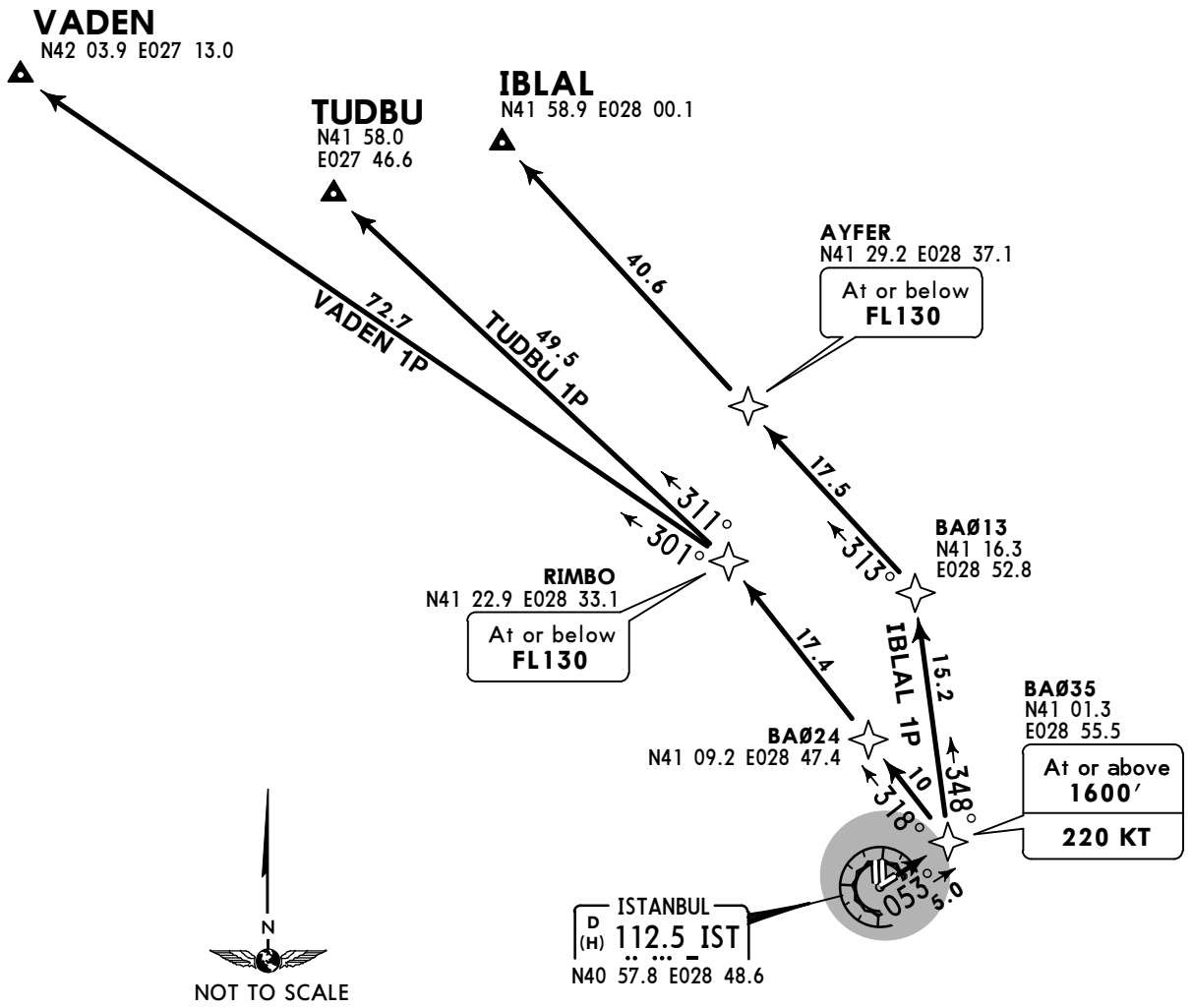
YESILKOY Radar	Apt Elev	
126.425	163′	Trans level: By ATC Trans alt: 10000′ 1. Contact YESILKOY Radar immediately after take-off with call sign only, check ATIS for current frequency. 2. RADAR required. 3. P-RNAV approval required otherwise advise ATC.

IBLAL 1P [IBLA1P]
TUDBU 1P [TUDB1P]
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.
TUDBU 1P	BA035 (1600′+; K220) - BA024 - RIMBO (FL130-) - TUDBU.
VADEN 1P	BA035 (1600′+; K220) - BA024 - RIMBO (FL130-) - VADEN.

CHANGES: None.

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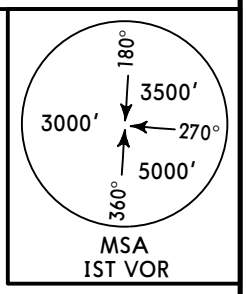
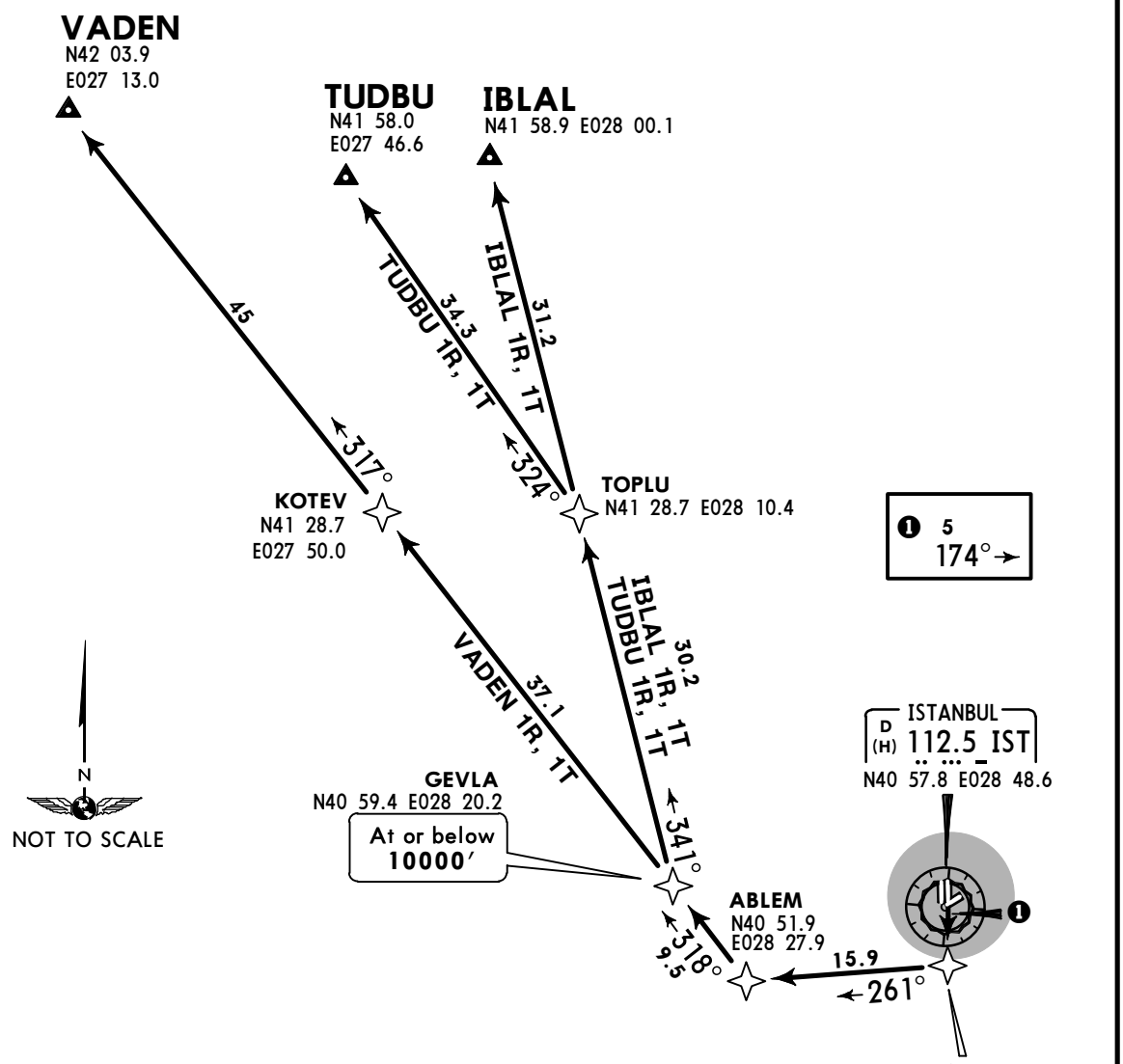
YESILKOY Radar	Apt Elev	
126.42	163′	Trans level: By ATC Trans alt: 10000′ 1. Contact YESILKOY Radar immediately after take-off with call sign only, check ATIS for current frequency. 2. RADAR required. 3. P-RNAV approval required otherwise advise ATC.

IBLAL 1R [IBLA1R], TUDBU 1R [TUDB1R]
VADEN 1R [VADE1R]
EXECUTED WITH RNAV STARS RWYS 17L/R

IBLAL 1T [IBLA1T], TUDBU 1T [TUDB1T]
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.
TUDBU 1R, 1T	BA015 (1400′+; K220) - ABLEM- GEVLA (10000′-) - TOPLU - TUDBU.
VADEN 1R, 1T	BA015 (1400′+; K220) - ABLEM- GEVLA (10000′-) - KOTEV - VADEN.

CHANGES: TUDBU 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.

IBLAL 1S [IBLA1S], TUDBU 1S [TUDB1S] VADEN 1S [VADE1S]

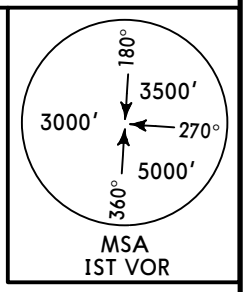
EXECUTED WITH RNAV STARS RWYS 17L/R

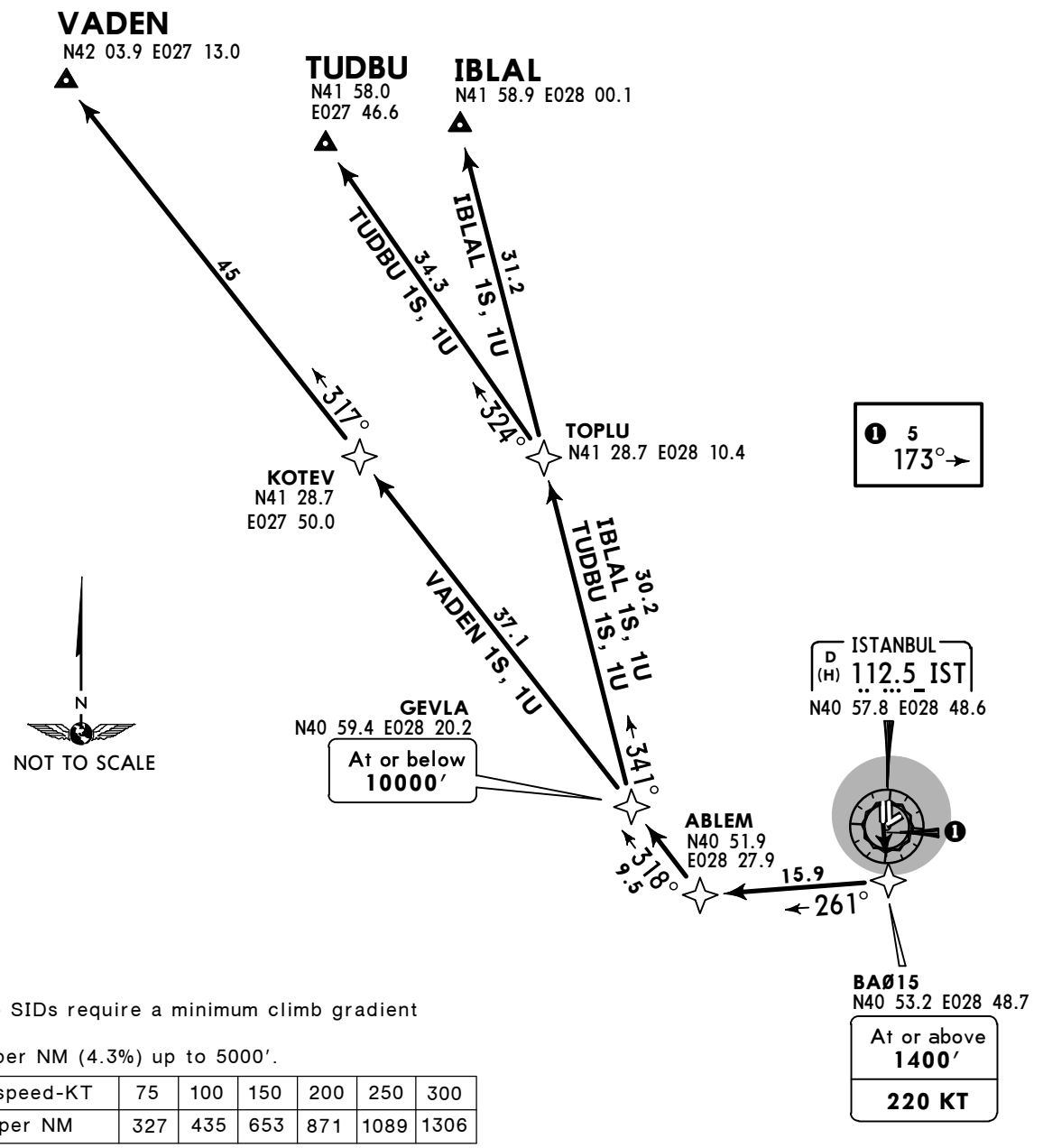
IBLAL 1U [IBLA1U], TUDBU 1U [TUDB1U] VADEN 1U [VADE1U]

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

CHANGES: TUDBU RNAV SIDs established.

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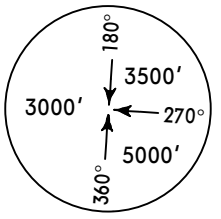
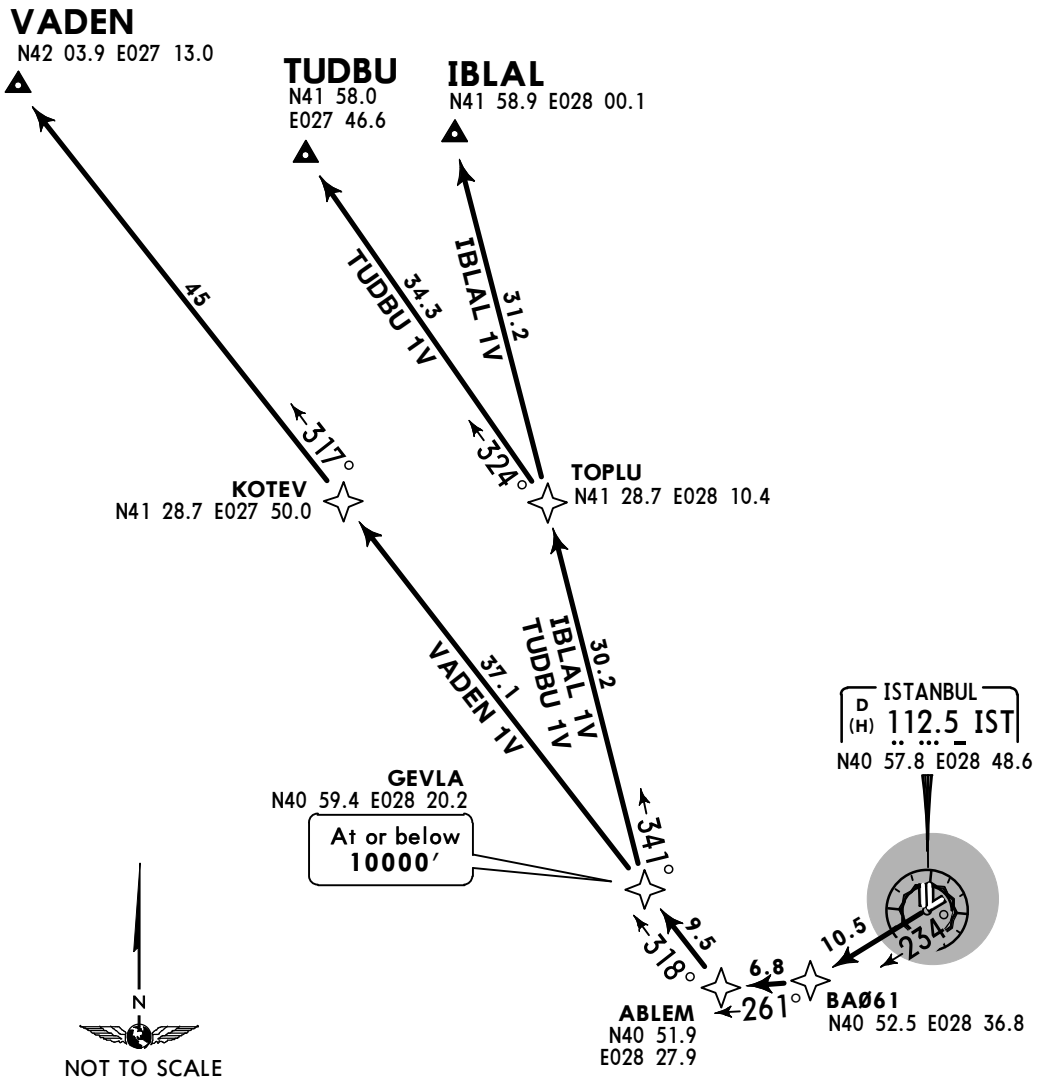
YESILKOY Radar	Apt Elev	
126.425	163′	Trans level: By ATC Trans alt: 10000′ 1. Contact YESILKOY Radar immediately after take-off with call sign only, check ATIS for current frequency. 2. RADAR required. 3. P-RNAV approval required otherwise advise ATC. 4. No turns prior to DER.

IBLAL 1V [IBLA1V]
TUDBU 1V [TUDB1V]
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.
TUDBU 1V	BA061 - ABLEM- GEVLA (10000′-) - TOPLU - TUDBU.
VADEN 1V	BA061 - ABLEM- GEVLA (10000′-) - KOTEV - VADEN.

CHANGES: None.

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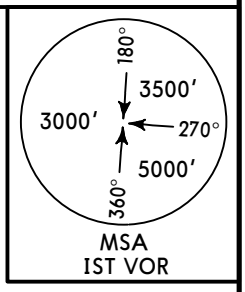
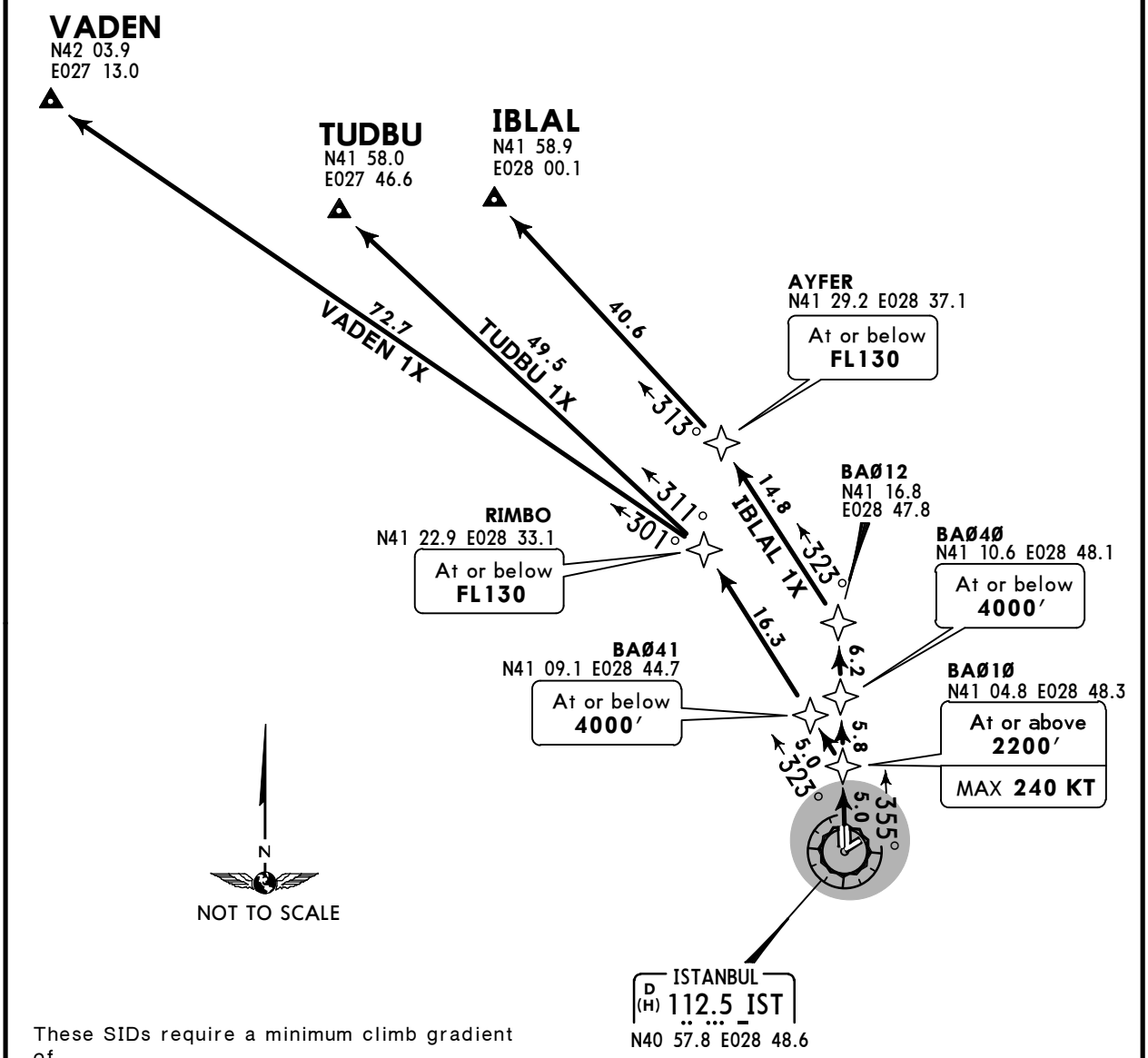
YESILKOY Radar	Apt Elev	
126.425	163′	Trans level: By ATC Trans alt: 10000′ 1. Contact YESILKOY Radar immediately after take-off with call sign only, check ATIS for current frequency. 2. RADAR required. 3. P-RNAV approval required otherwise advise ATC.

IBLAL 1X [IBLA1X]
TUDBU 1X [TUDB1X]
VADEN 1X [VADE1X]
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
IBLAL 1X	BA010 (2200′+; K240-) - BA040 (4000′-) - BA012 - AYFER (FL130-) - IBLAL.
TUDBU 1X	BA010 (2200′+; K240-) - BA041 (4000′-) - RIMBO (FL130-) - TUDBU.
VADEN 1X	BA010 (2200′+; K240-) - BA041 (4000′-) - RIMBO (FL130-) - VADEN.

CHANGES: BA010 speed restriction.

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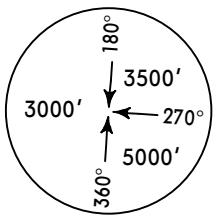
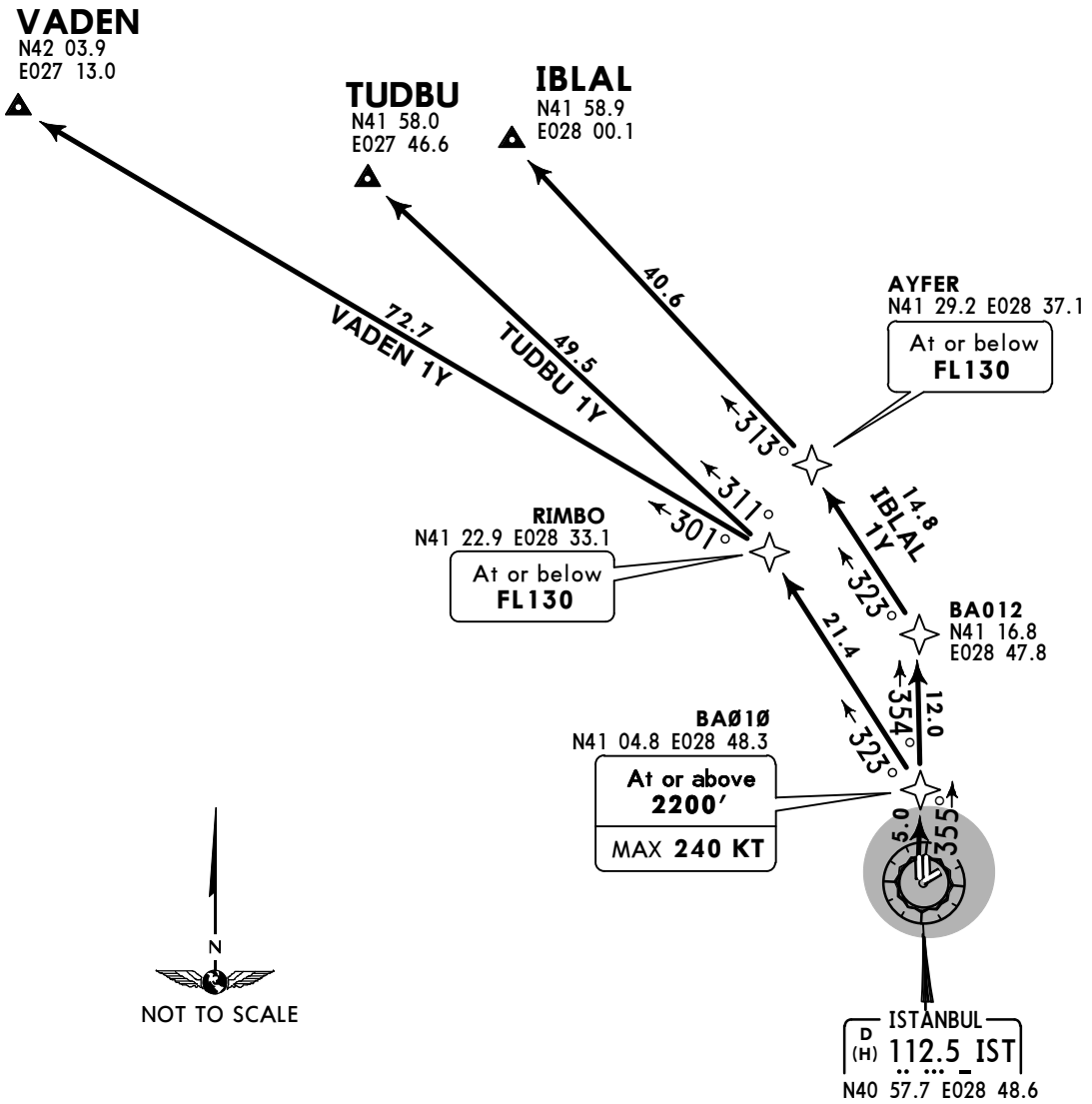
YESILKOY Radar	Apt Elev	
126.425	163′	Trans level: By ATC Trans alt: 10000′ 1. Contact YESILKOY Radar immediately after take-off with call sign only, check ATIS for current frequency. 2. RADAR required. 3. P-RNAV approval required otherwise advise ATC.

IBLAL 1Y [IBLA1Y]
TUDBU 1Y [TUDB1Y]
VADEN 1Y [VADE1Y]
RWY 35L RNAV DEPARTURES
RNAV (GNSS)



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 1Y	BA010 (2200′+; K240-) - BA012 - AYFER (FL130-) - IBLAL.
TUDBU 1Y	BA010 (2200′+; K240-) - RIMBO (FL130-) - TUDBU.
VADEN 1Y	BA010 (2200′+; K240-) - RIMBO (FL130-) - VADEN.

CHANGES: BA010 speed restriction.

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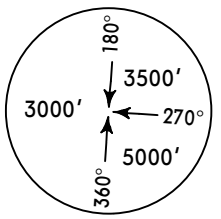
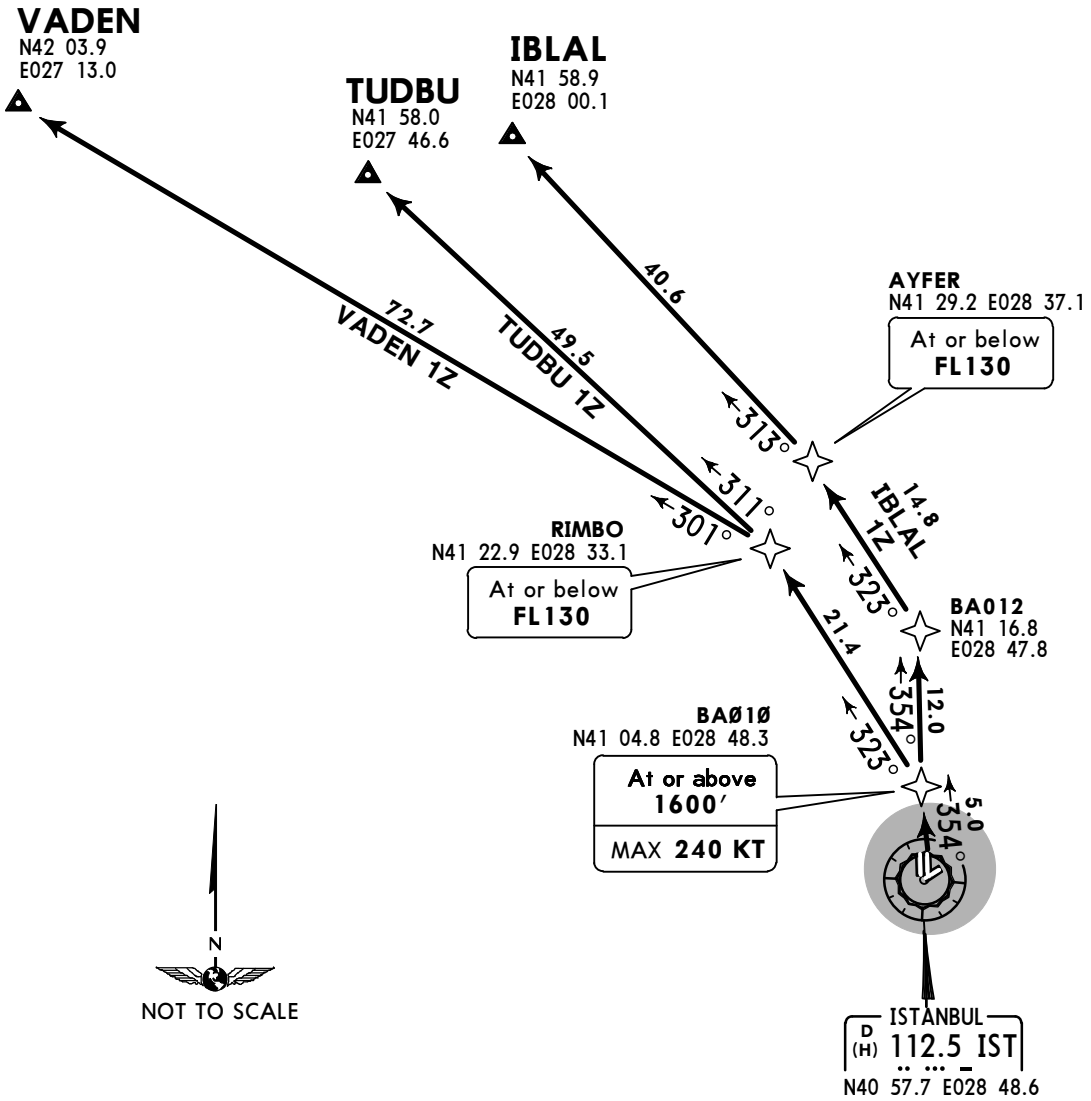
YESILKOY Radar	Apt Elev	
126.425	163′	Trans level: By ATC Trans alt: 10000′ 1. Contact YESILKOY Radar immediately after take-off with call sign only, check ATIS for current frequency. 2. RADAR required. 3. P-RNAV approval required otherwise advise ATC.

IBLAL 1Z [IBLA1Z]
TUDBU 1Z [TUDB1Z]
VADEN 1Z [VADE1Z]
RWY 35R 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 1Z	BA010 (1600′+; K240-) - BA012 - AYFER (FL130-) - IBLAL.
TUDBU 1Z	BA010 (1600′+; K240-) - RIMBO (FL130-) - TUDBU.
VADEN 1Z	BA010 (1600′+; K240-) - RIMBO (FL130-) - VADEN.

CHANGES: BA010 speed restriction.

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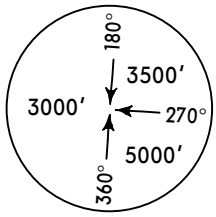
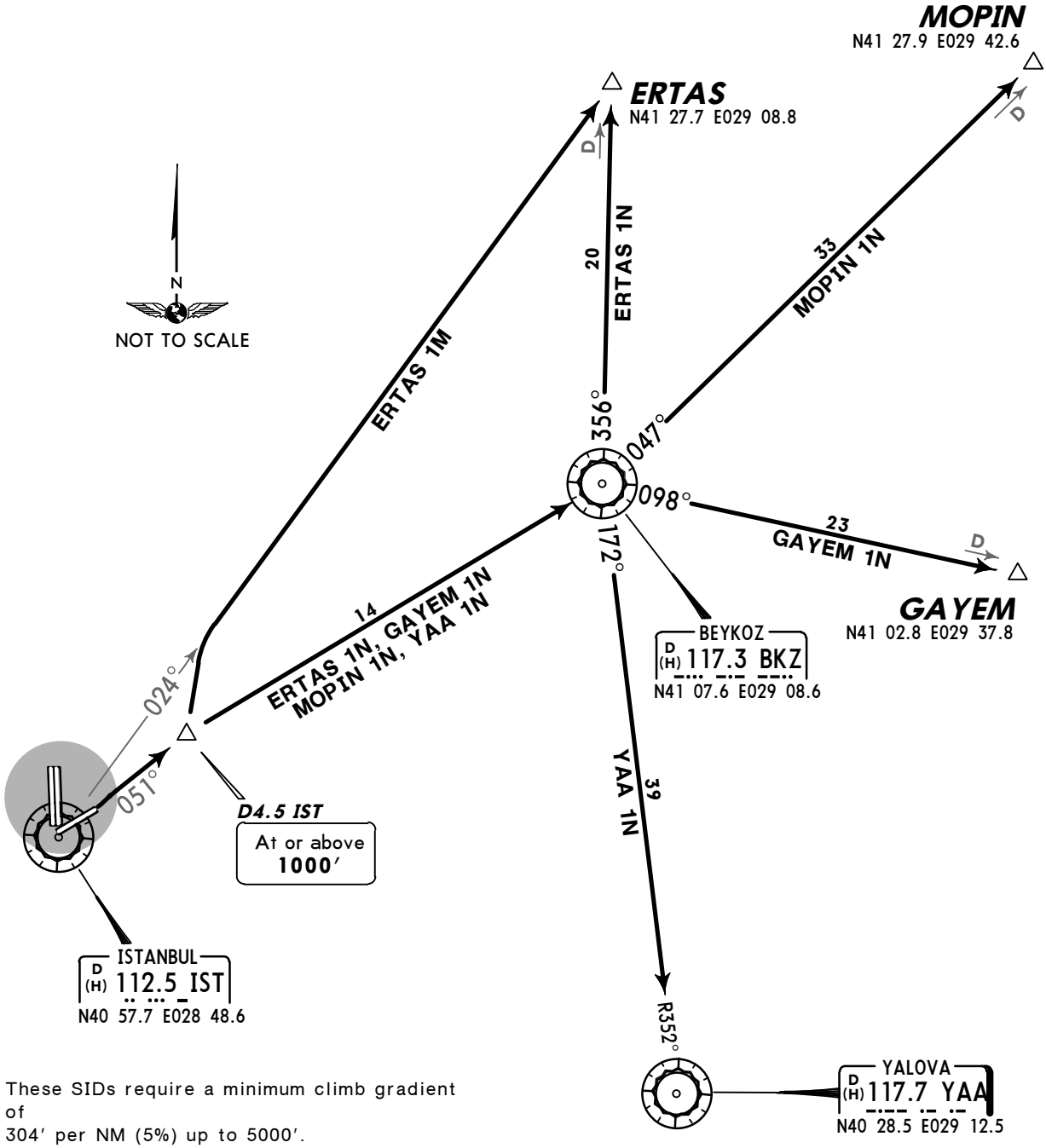
Apt Elev 163′

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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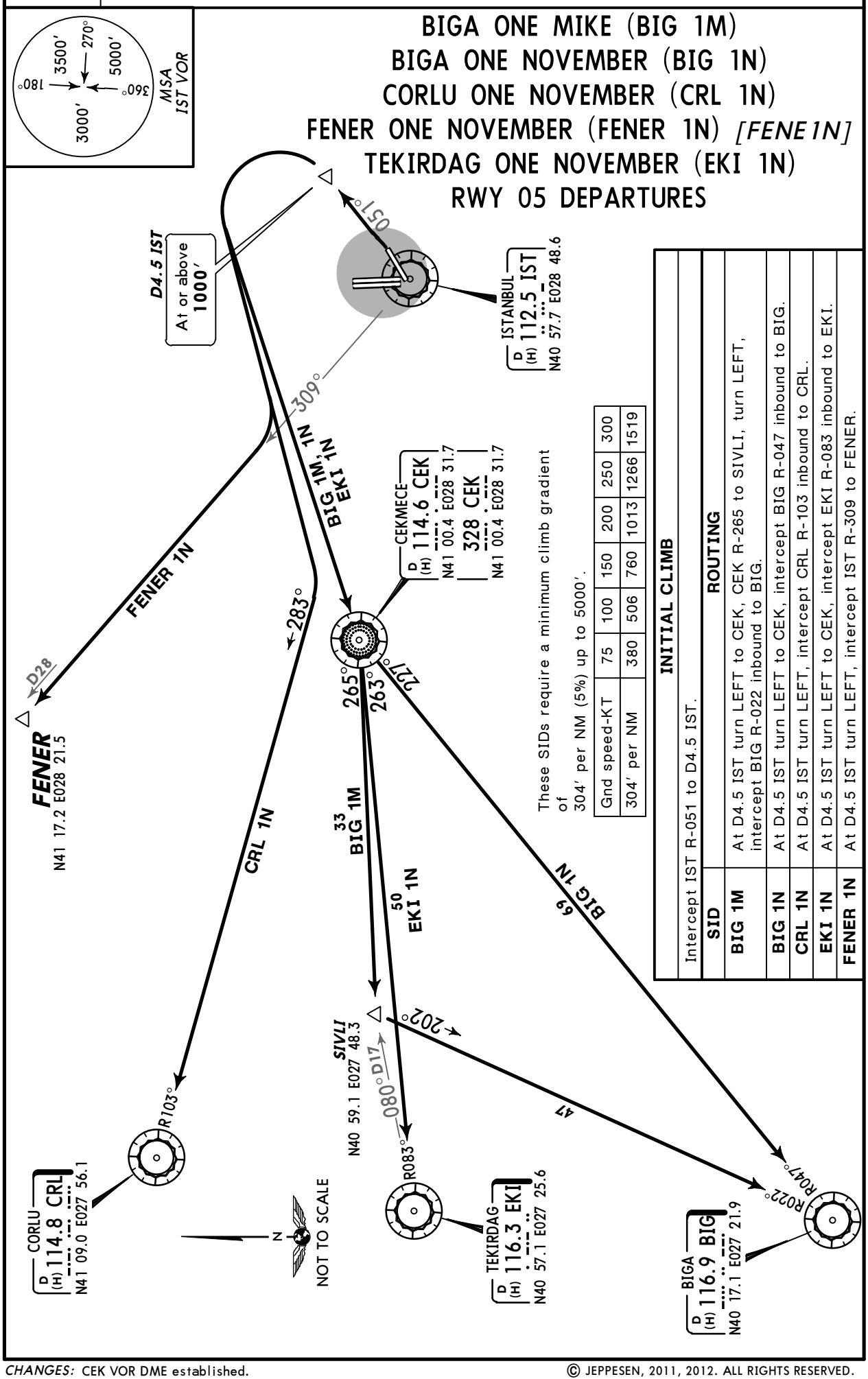
Apt Elev 163′

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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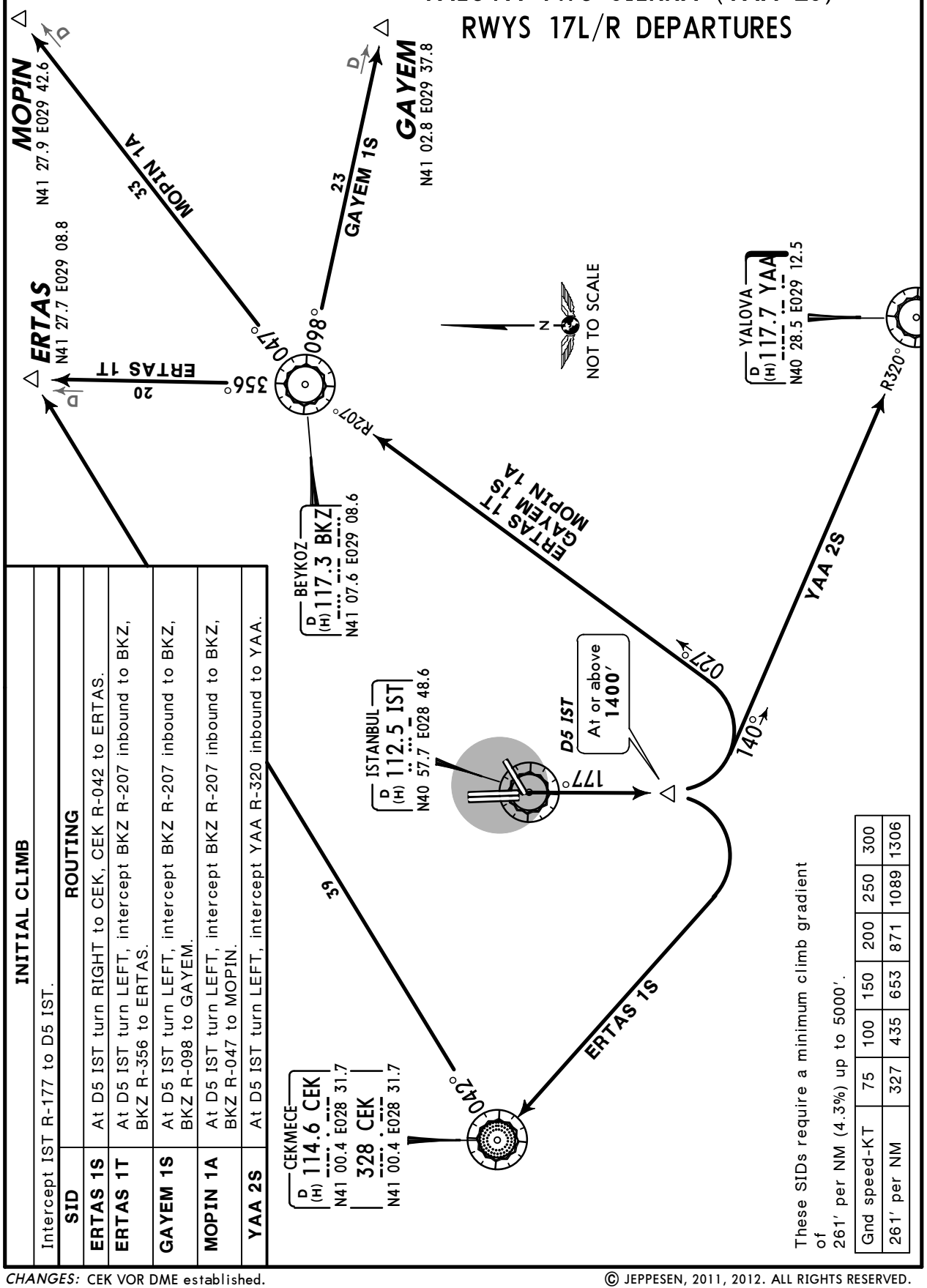
Apt Elev 163′

Trans level: By ATC Trans alt: 10000′

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

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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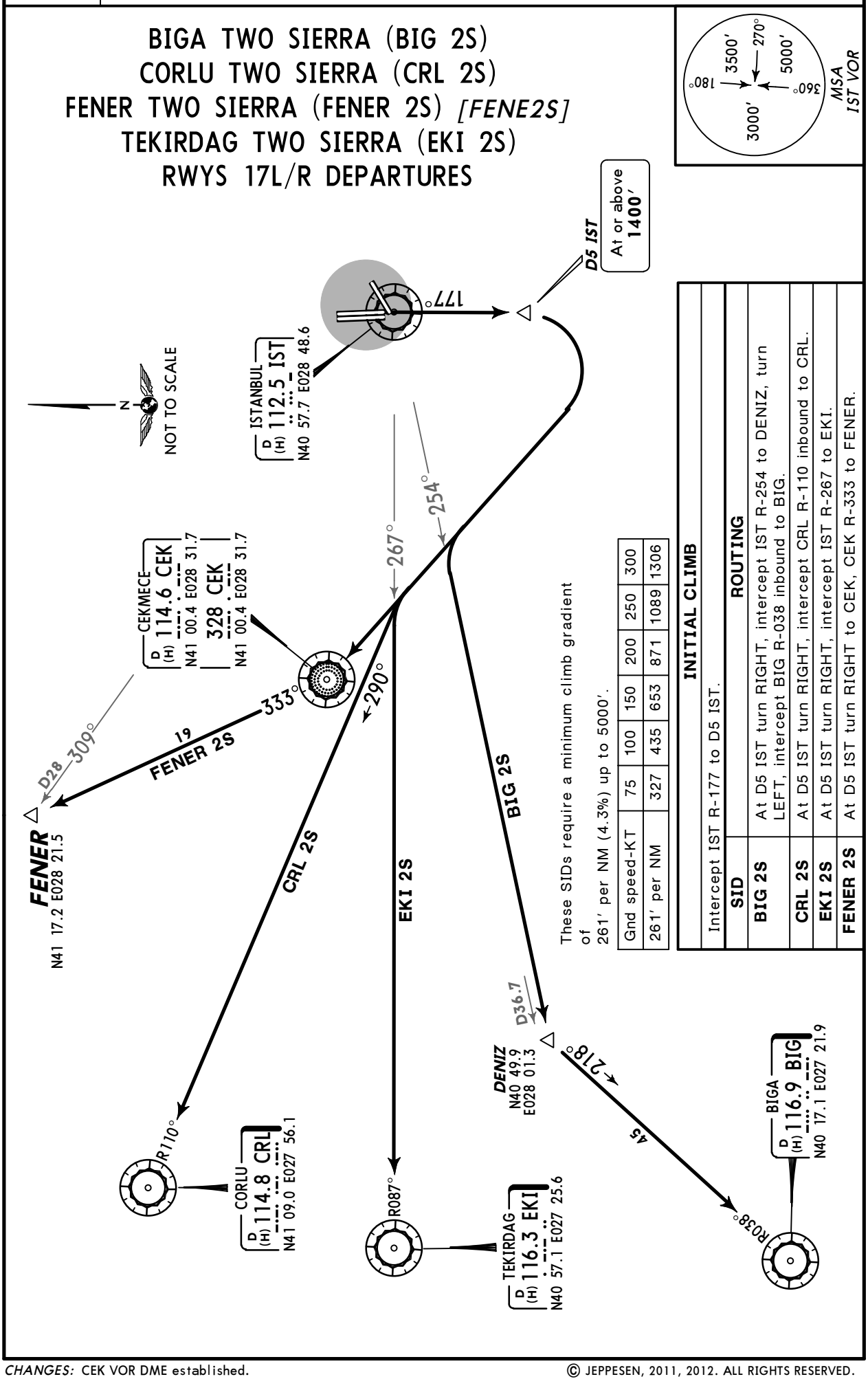
Apt Elev 163′

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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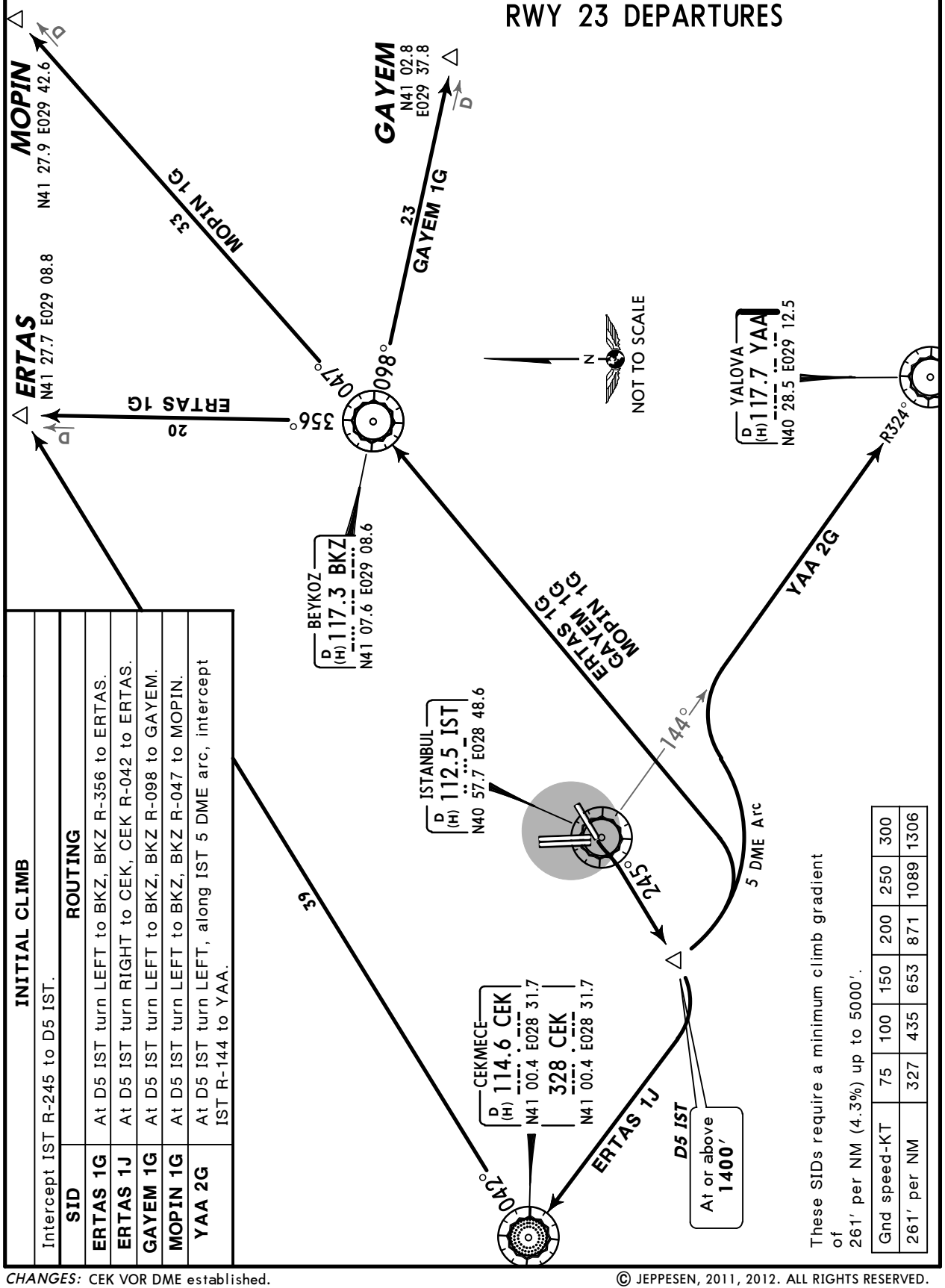
Apt Elev 163′

Trans level: By ATC Trans alt: 10000′

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

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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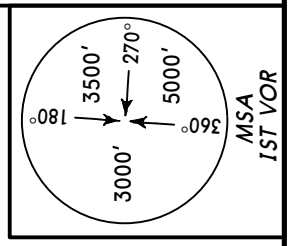
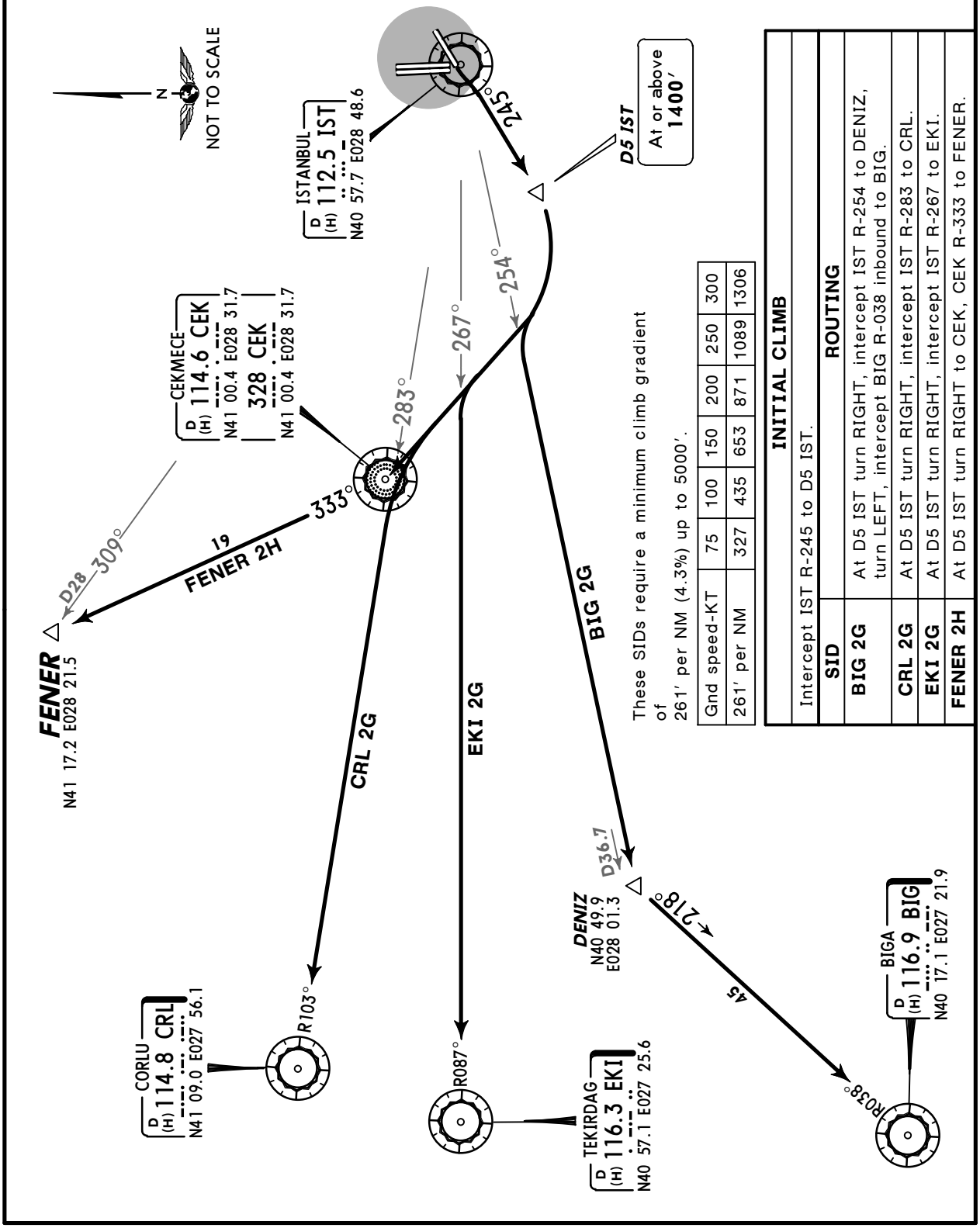
Apt Elev 163′

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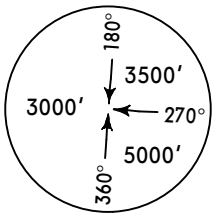
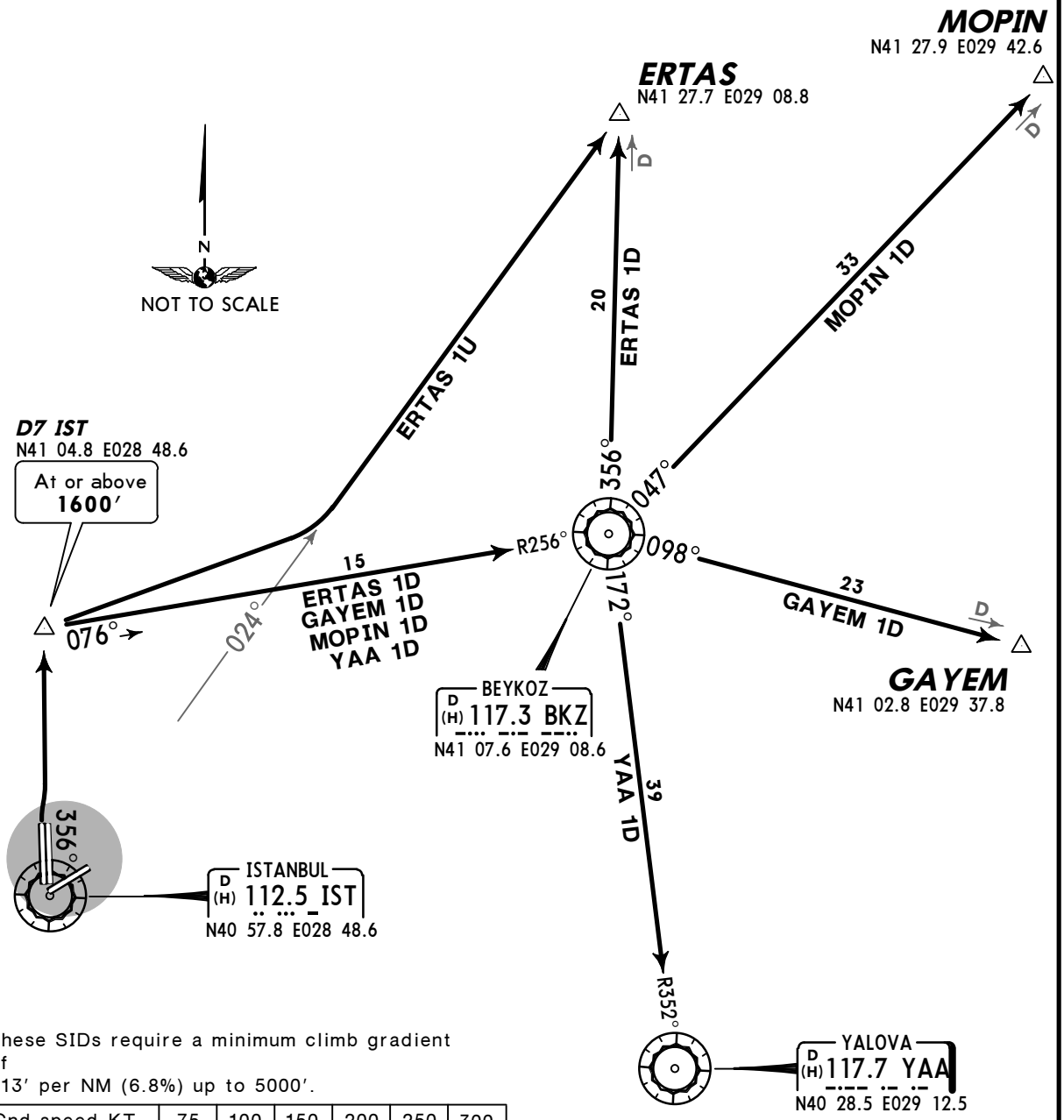
Apt Elev 163′	Trans level: By ATC Trans alt: 10000′



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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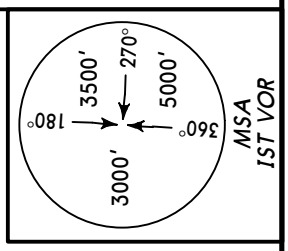
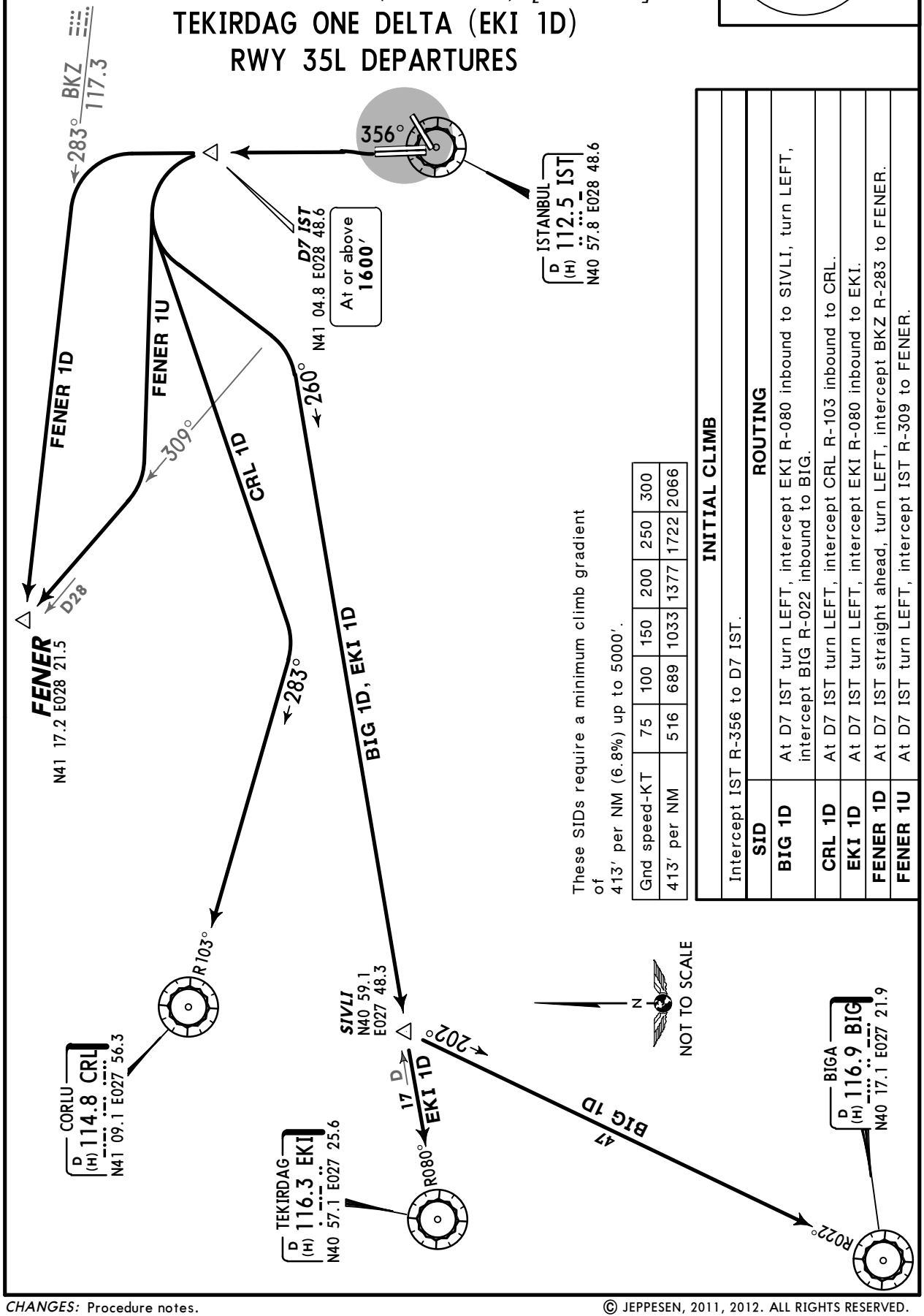
Apt Elev 163′

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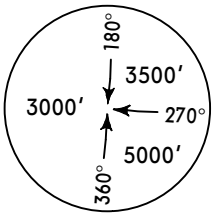
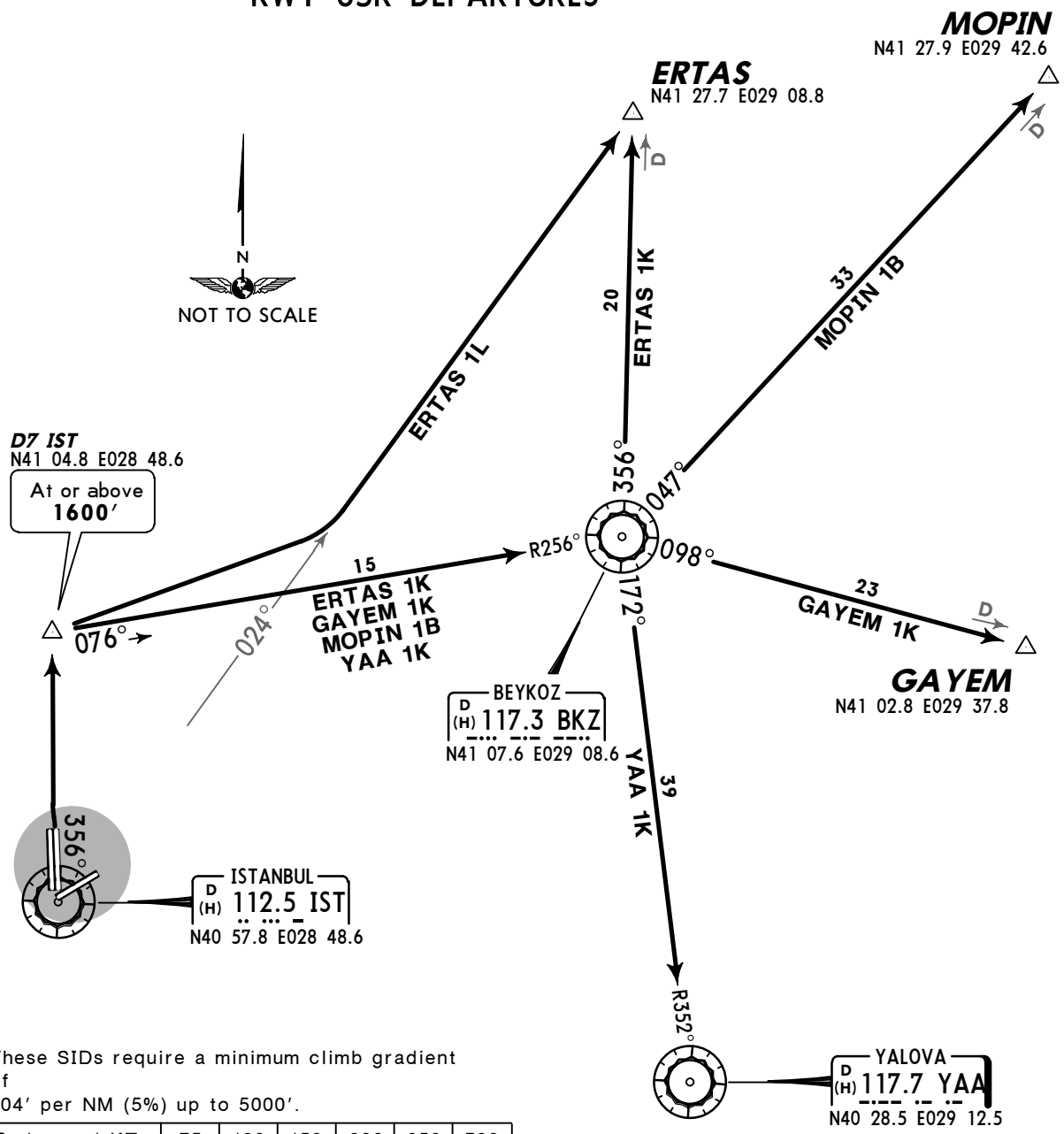
Apt Elev 163′	Trans level: By ATC Trans alt: 10000′



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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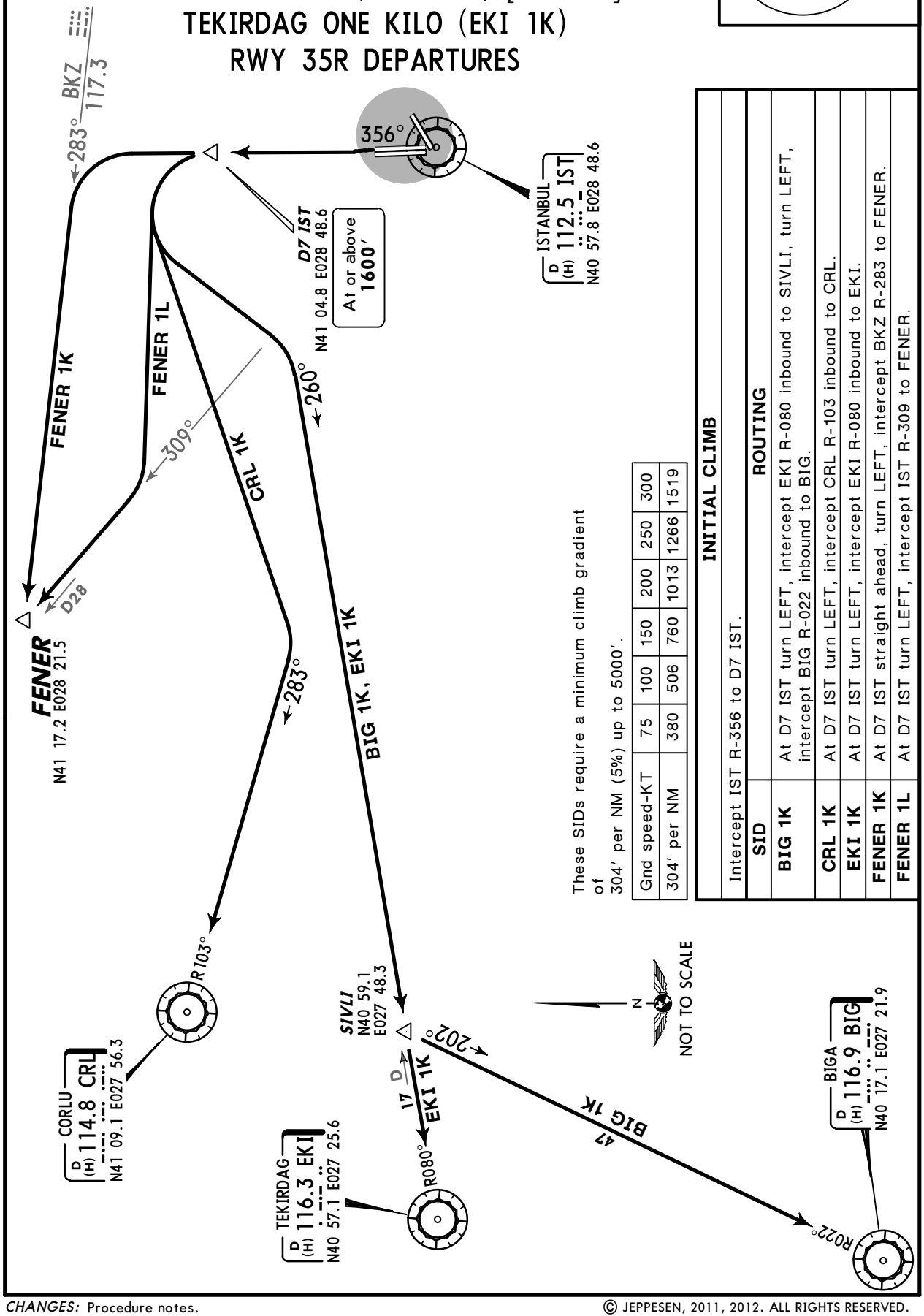
Apt Elev 163′

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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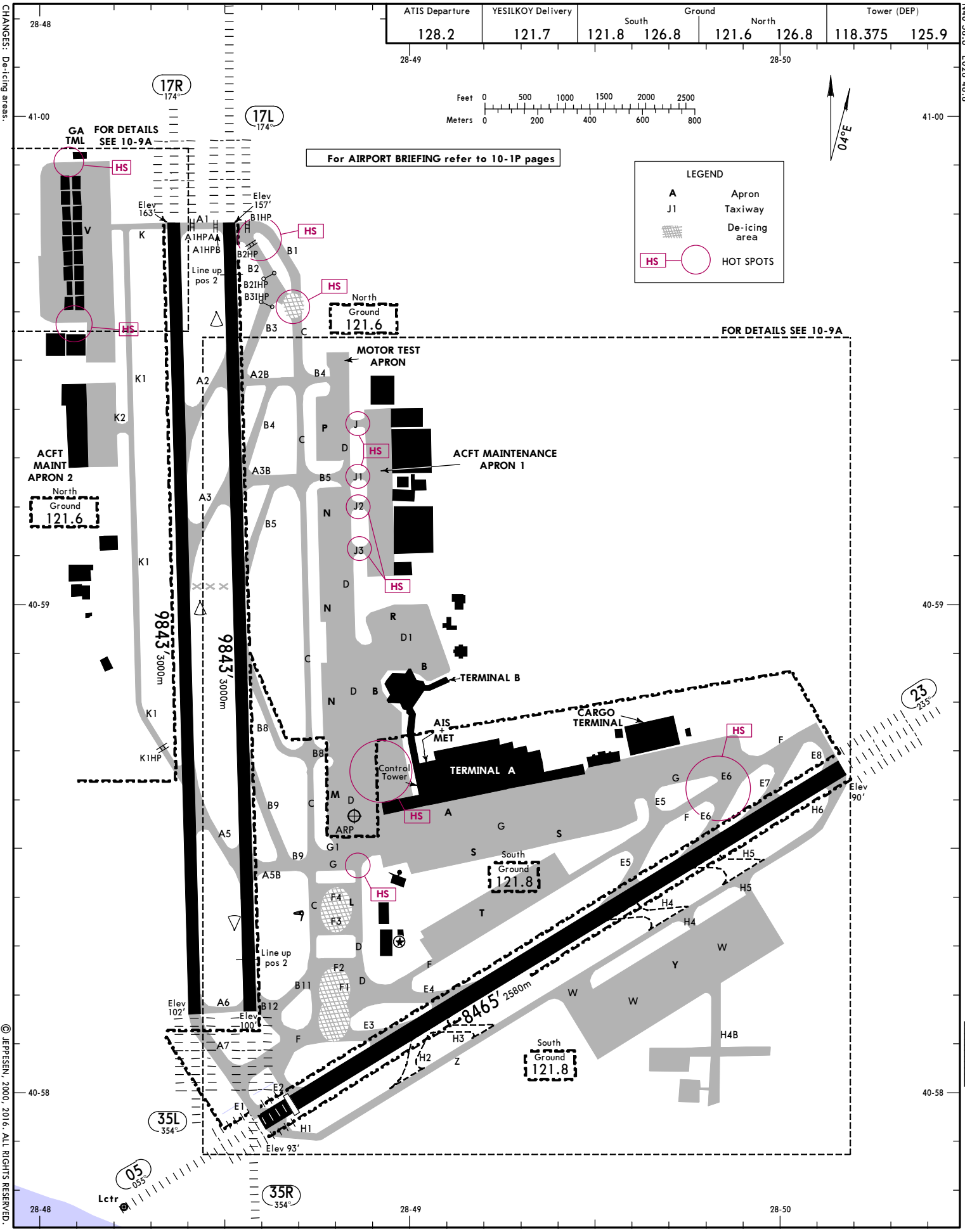
ATIS Departure	YESILKOY Delivery	Ground South	Ground North	Tower (DEP)
128.2	121.7	121.8 126.8	121.6 126.8	118.375 125.9



CHANGES: De-icing areas.

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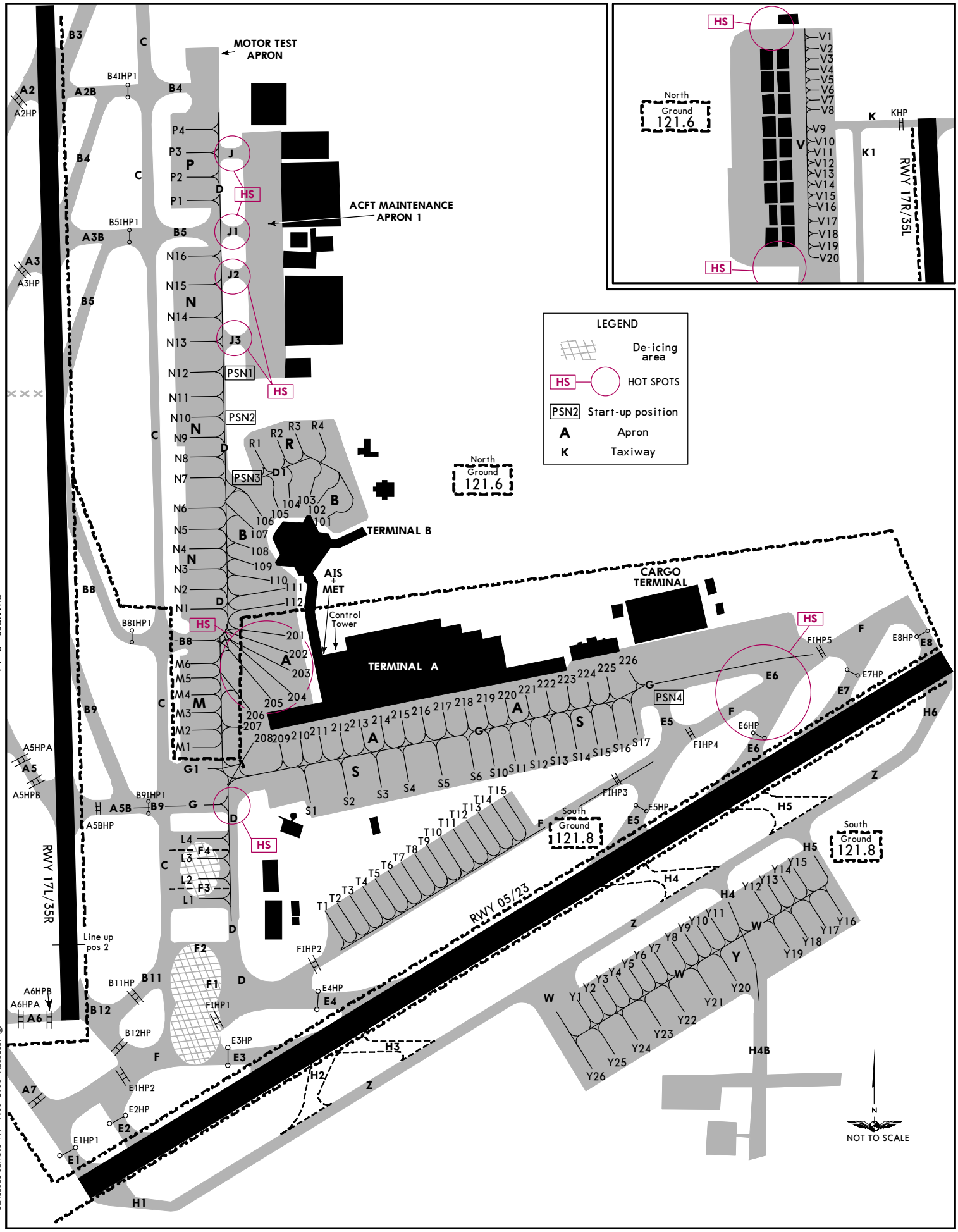

CHANGES: De-icing areas.

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LTBA/IST

JEPPESEN 1 JAN 16 (10-9A) Eff 7 Jan

ISTANBUL, TURKEY ATATURK

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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	❽	148′ 45m
35R	HIRL ❹CL ❺HIALS-II SFL TDZ REIL ❼ RVR				

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 17L:
From rwy head 9843′ (3000m)
line up position 2 9186′ (2800m)

RWY 35R:
From rwy head 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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INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
101 thru 104	N40 58.9 E028 49.0	S16	N40 58.5 E028 49.6
105 thru 107	N40 58.9 E028 48.9	S17	N40 58.6 E028 49.6
108 thru 110	N40 58.8 E028 48.9	T1, T2	N40 58.3 E028 49.0
111	N40 58.8 E028 49.0	T3	N40 58.3 E028 49.1
112	N40 58.7 E028 49.0	T4 thru T6	N40 58.4 E028 49.1
201 thru 203	N40 58.7 E028 49.0	T7 thru T10	N40 58.4 E028 49.2
204	N40 58.6 E028 49.0	T11	N40 58.4 E028 49.3
205 thru 209	N40 58.6 E028 48.9	T12 thru T14	N40 58.5 E028 49.3
210, 211	N40 58.6 E028 49.0	T15	N40 58.5 E028 49.4
212 thru 214	N40 58.6 E028 49.1	V1 thru V4	N40 59.9 E028 48.2
215 thru 217	N40 58.6 E028 49.2	V5 thru V8	N40 59.8 E028 48.2
218, 219	N40 58.6 E028 49.3	V9 thru V14	N40 59.7 E028 48.2
220, 221	N40 58.6 E028 49.4	V15 thru V18	N40 59.6 E028 48.2
222 thru 224	N40 58.6 E028 49.5	V19, V20	N40 59.5 E028 48.2
225, 226	N40 58.7 E028 49.6	Y1, Y2	N40 58.2 E028 49.5
L1	N40 58.3 E028 48.8	Y3 thru Y6	N40 58.2 E028 49.6
L2 thru L4	N40 58.4 E028 48.8	Y7 thru Y10	N40 58.3 E028 49.7
M1 thru M5	N40 58.6 E028 48.8	Y11	N40 58.3 E028 49.8
M6	N40.58.7 E028 48.8	Y12	N40 58.3 E028 49.9
N1	N40.58.7 E028 48.8	Y13 thru Y15	N40 58.4 E028 49.9
N2 thru N4	N40 58.8 E028 48.8	Y16, Y17	N40 58.3 E028 50.0
N5 thru N8	N40 58.9 E028 48.8	Y18, Y19	N40 58.3 E028 49.9
N9 thru N11	N40 59.0 E028 48.8	Y20, Y21	N40 58.2 E028 49.8
N12 thru N14	N40 59.1 E028 48.8	Y22	N40 58.2 E028 49.7
N15, N16	N40 59.2 E028 48.8	Y23	N40 58.1 E028 49.7
P1	N40 59.3 E028 48.8	Y24, Y25	N40 58.1 E028 49.6
P2 thru P4	N40 59.4 E028 48.8	Y26	N40 58.1 E028 49.5
R1, R2	N40 59.0 E028 48.9		
R3, R4	N40 59.0 E028 49.0		
S1	N40 58.4 E028 49.0		
S2, S3	N40 58.5 E028 49.1		
S4, S5	N40 58.5 E028 49.2		
S6	N40 58.5 E028 49.3		
S10 thru S12	N40 58.5 E028 49.4		
S13 thru S15	N40 58.5 E028 49.5		

CHANGES: Parking stands.

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LTBA/IST ATATURK

JEPPESEN

6 NOV 15
Eff 12 Nov

(11-1)

MISSED APCH CLIMB GRAD MIM 3.5%

ISTANBUL, TURKEY ILS DME Rwy 05

BRIEFING STRIP ™

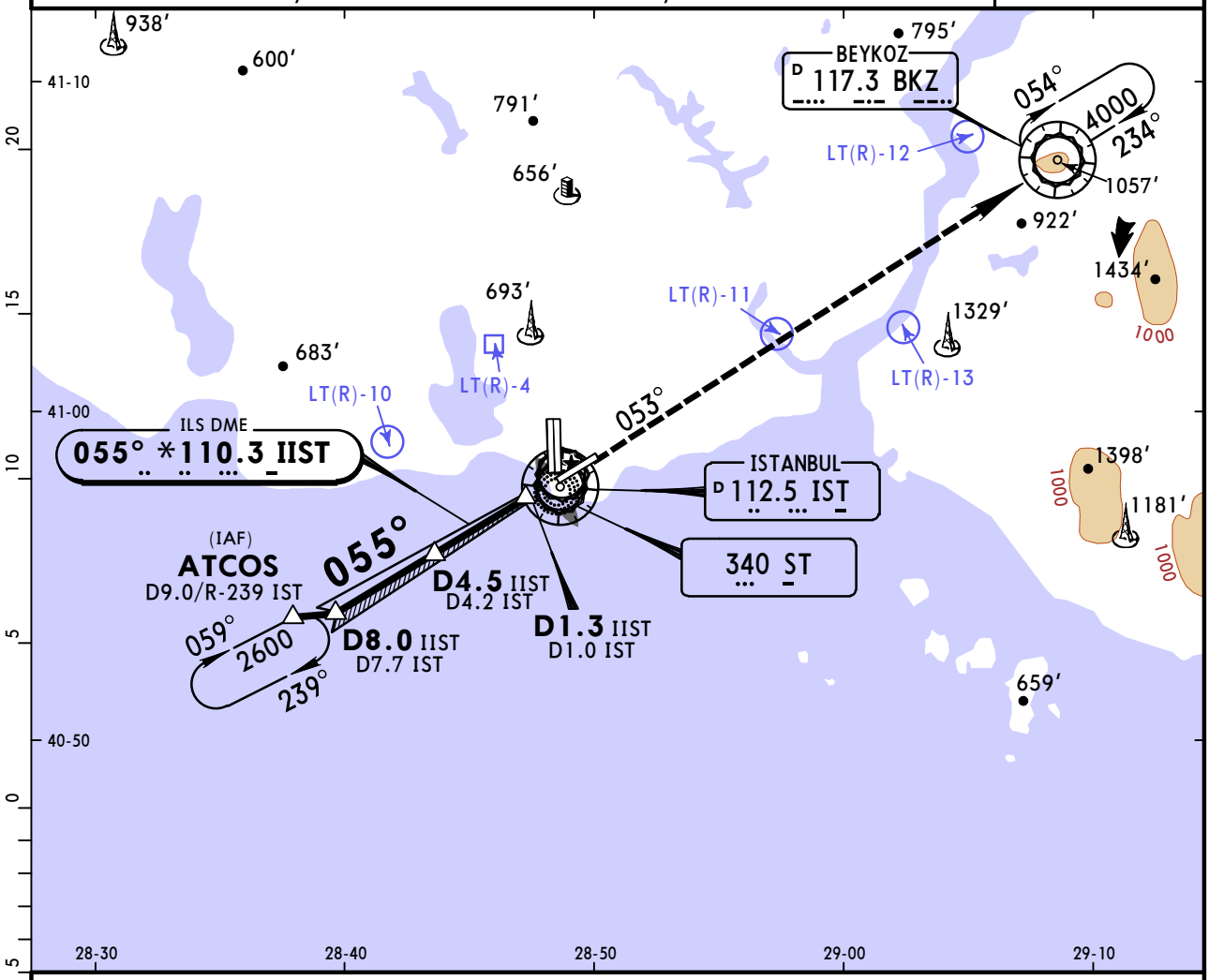
ATIS Arrival	YESILKOY Approach/Radar North	South	West	East	Gokcen	YESILKOY Tower	Ground North	South
130.250	119.350	120.5	121.250	122.675	127.825	118.1 125.9	121.6	121.8 126.8

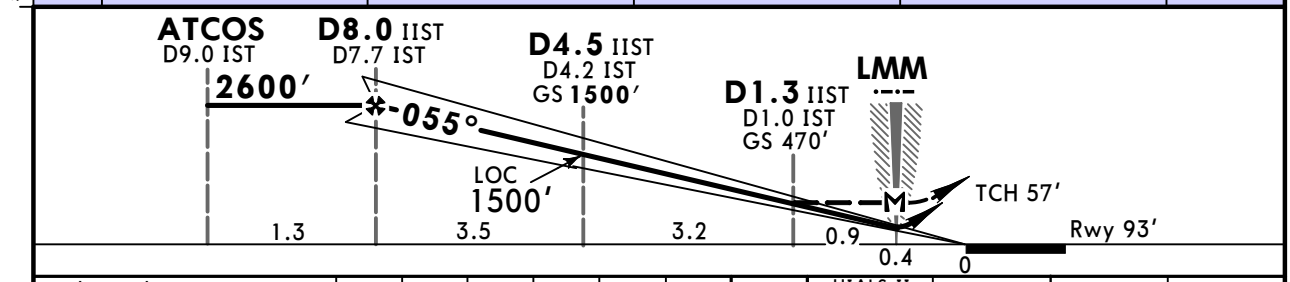
LOC IIST	Final Apch Crs	GS D4.5 IIST	ILS DA(H)	Apt Elev 163′
*110.3	055°	1500′ (1407′)	293′ (200′)	Rwy 93′

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%

	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		

PANS OPS

CHANGES: Communications.

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LTBA/IST ATATURK

JEPPESEN

6 NOV 15
Eff 12 Nov

(11-1A)

ISTANBUL, TURKEY
❶CAT II/III ILS DME Rwy 05

BRIEFING STRIP

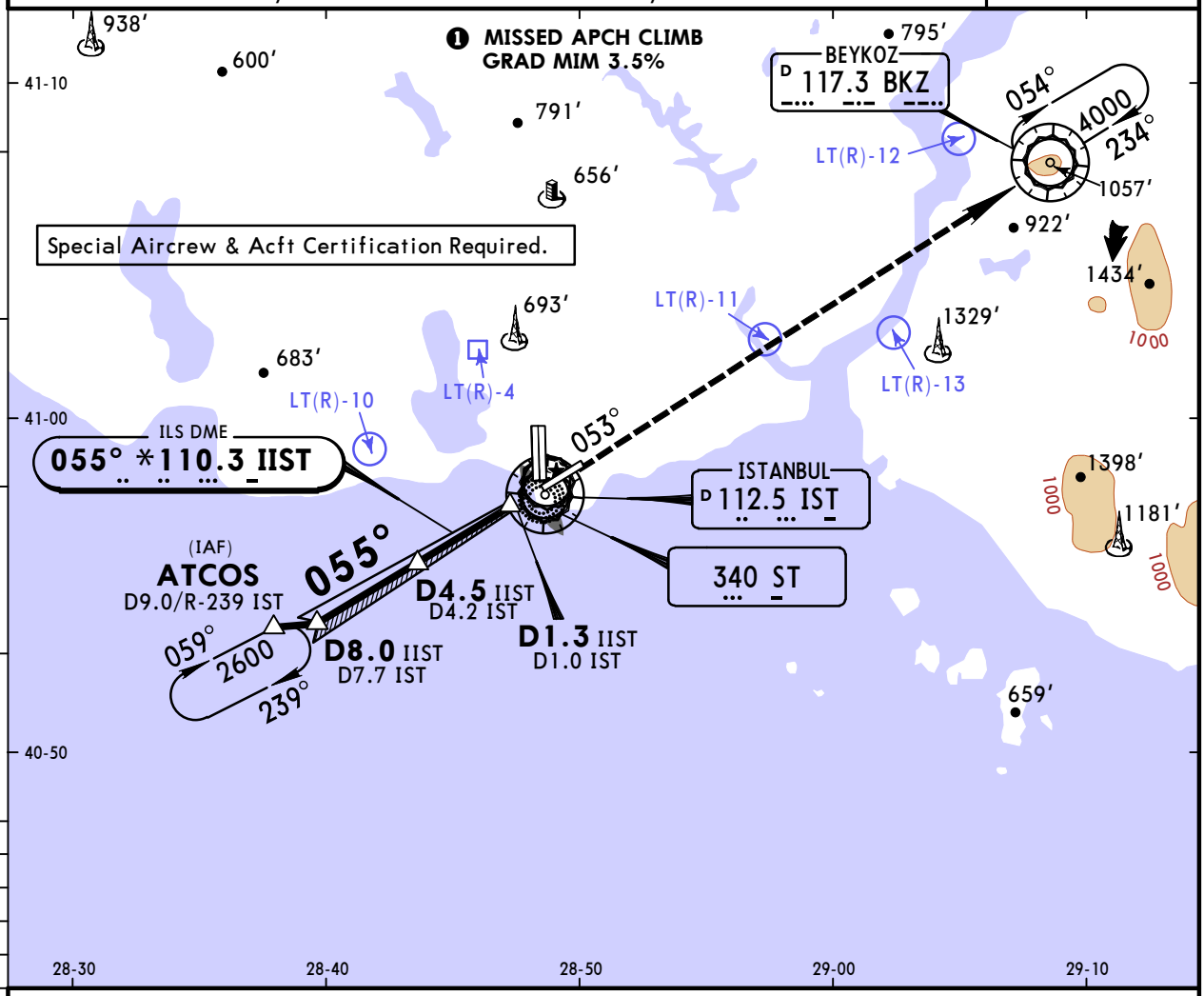
ATIS Arrival	YESILKOY Approach/Radar North	South	West	East	Gokcen	YESILKOY Tower		Ground North	South
130.250	119.350	120.5	121.250	122.675	127.825	118.1	125.9	121.6	121.8	126.8

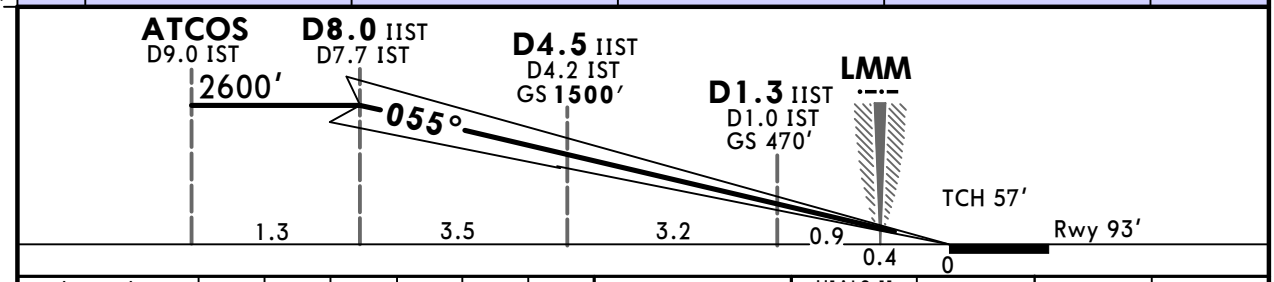
LOC IIST	Final Apch Crs	GS	CAT II & IIIA ILS	Apt Elev 163′
*110.3	055°	D4.5 IIST 1500′ (1407′)	Refer to Minimums	Rwy 93′

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° 5000′; 360° 3000′





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

HIALS-II REIL PAPI

4000′ on IST 112.5 R-053

BKZ 117.3

PANS OPS

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

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

CHANGES: Communications.

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LTBA/IST ATATURK

JEPPESEN 6 NOV 15 (11-2) Eff 12 Nov

ISTANBUL, TURKEY ILS DME Rwy 17L

ATIS Arrival	YESILKOY Approach/Radar North	South	West	East	Gokcen	YESILKOY Tower		Ground North	South	
130.250	119.350	120.5	121.250	122.675	127.825	118.1	125.9	121.6	121.8	126.8

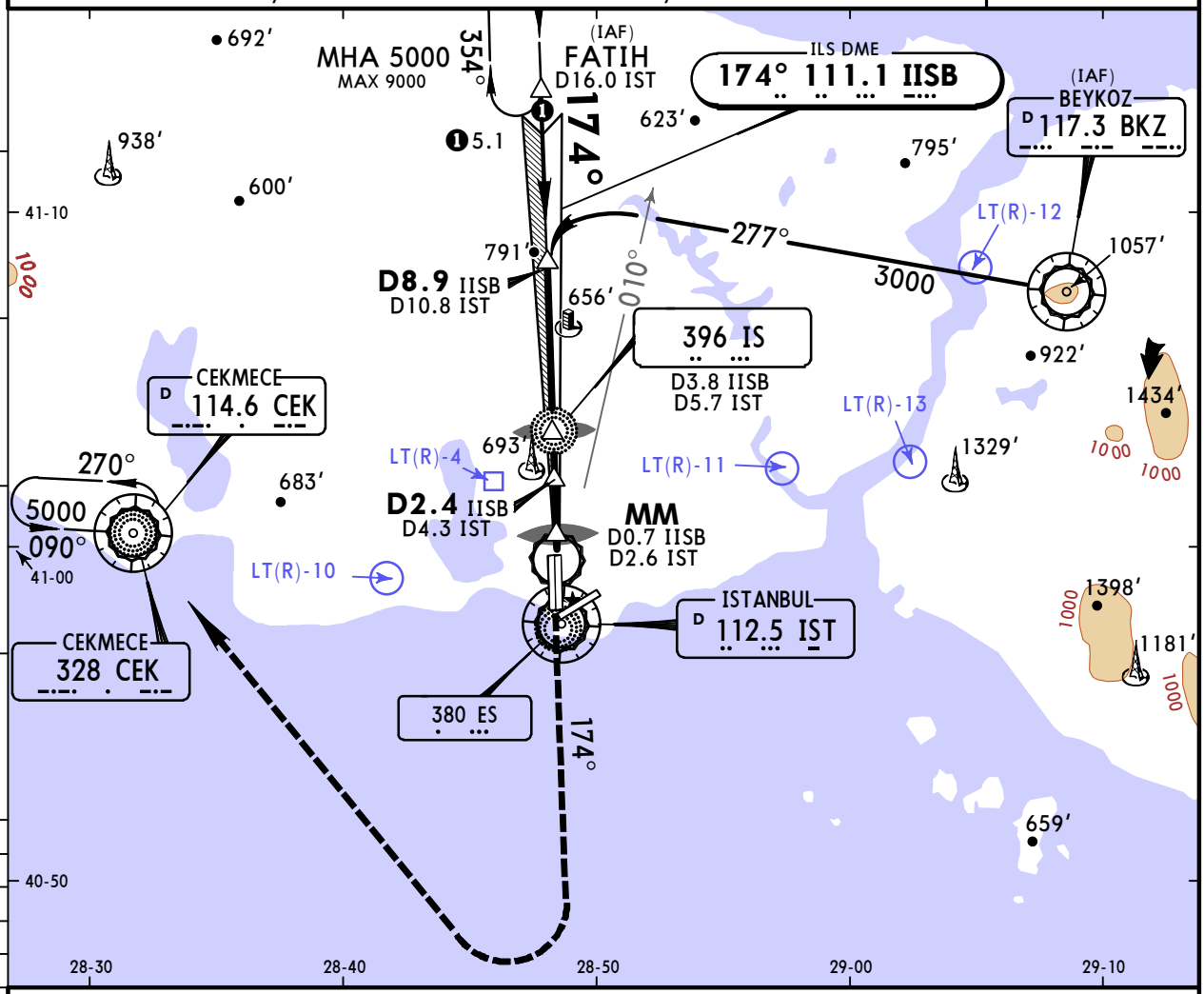
BRIEFING STRIP ™

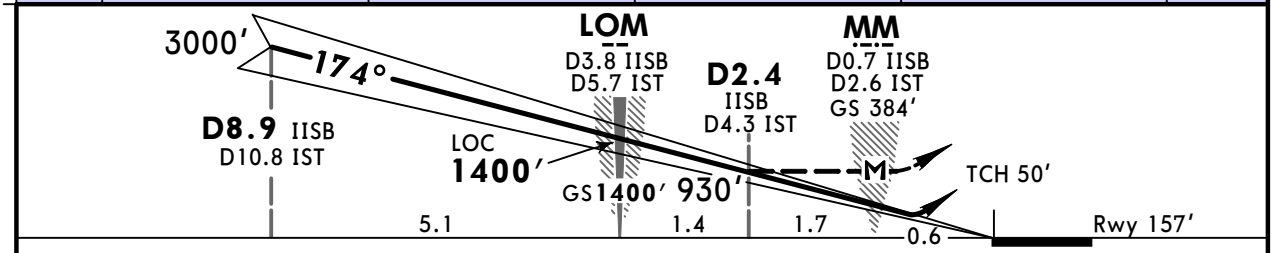
LOC IISB	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 163′
111.1	174°	1400′(1243′)	360′(203′)	Rwy 157′

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° 3000′; 360° 5000′





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	Limited	ALS out	LOC (GS out) MDA(H) 930′(773′)	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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LTBA/IST ATATURK

JEPPESEN

6 NOV 15 (11-3) Eff 12 Nov

ISTANBUL, TURKEY ILS DME Rwy 23

BRIEFING STRIP™

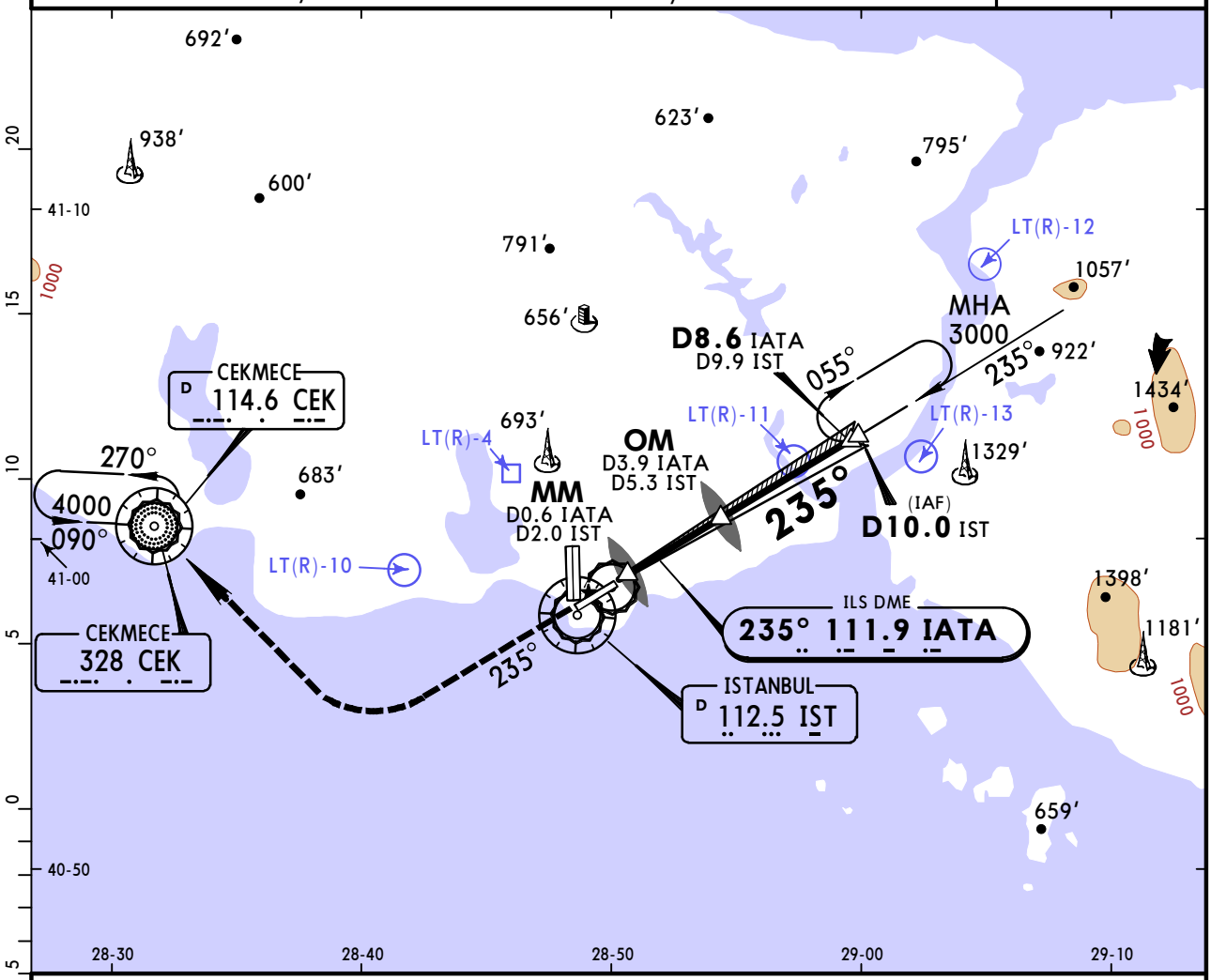
ATIS Arrival	YESILKOY Approach/Radar North	South	West	East	Gokcen	YESILKOY Tower		Ground North	South
130.250	119.350	120.5	121.250	122.675	127.825	118.1	125.9	121.6	121.8	126.8

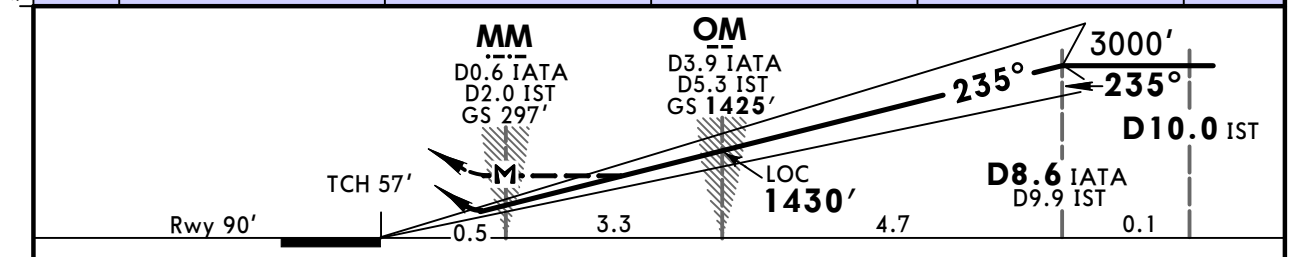
LOC IATA	Final Apch Crs	GS OM	ILS DA(H)	Apt Elev 163′
111.9	235°	1425′ (1335′)	290′ (200′)	Rwy 90′

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	RVR 1500m
B				
C			CMV 2400m	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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LTBA/IST ATATURK

JEPPESEN

6 NOV 15 (11-4) Eff 12 Nov

ISTANBUL, TURKEY ILS Rwy 23

BRIEFING STRIP™

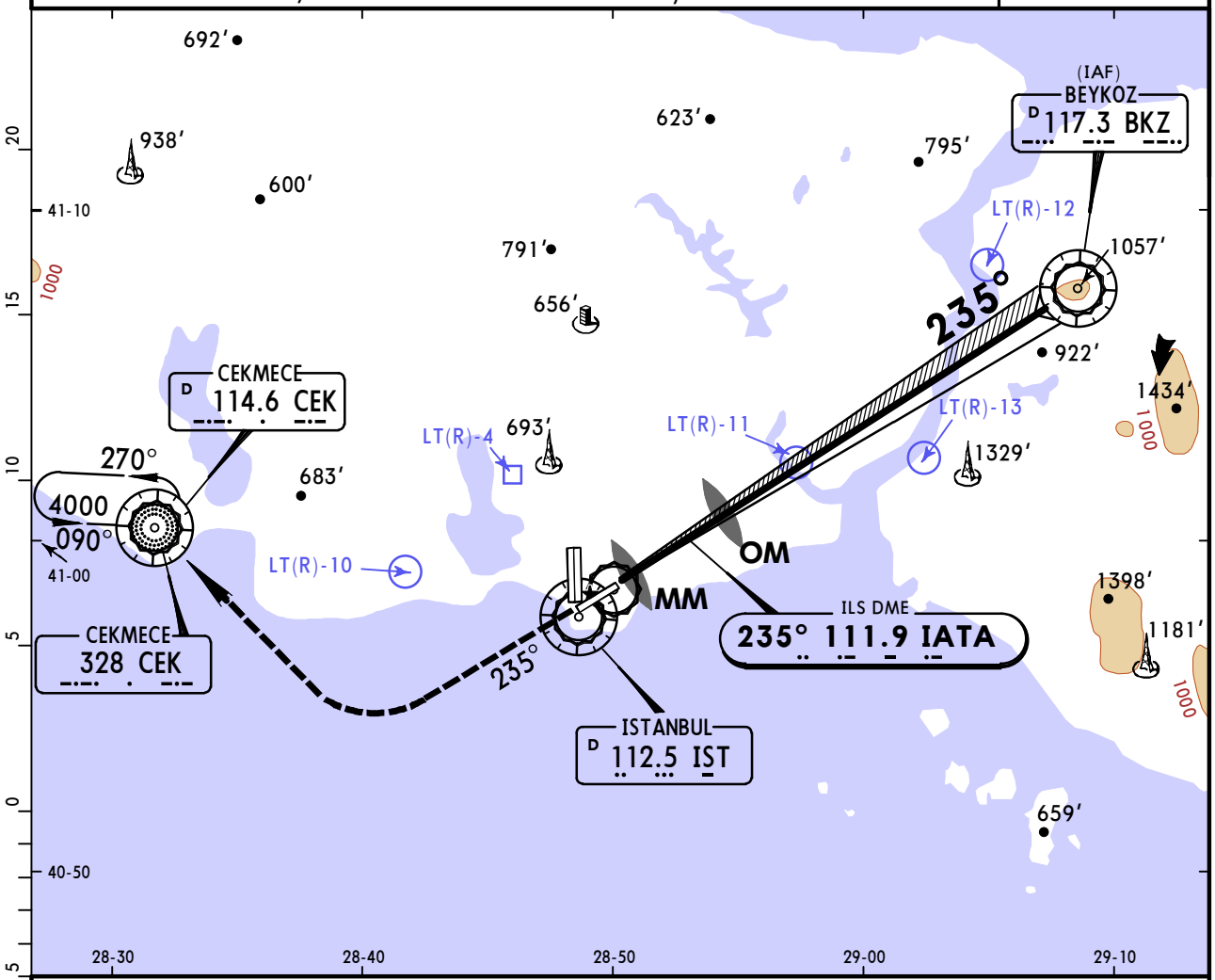
ATIS Arrival	YESILKOY Approach/Radar North	South	West	East	Gokcen	YESILKOY Tower		Ground North	South	
130.250	119.350	120.5	121.250	122.675	127.825	118.1	125.9	121.6	121.8	126.8

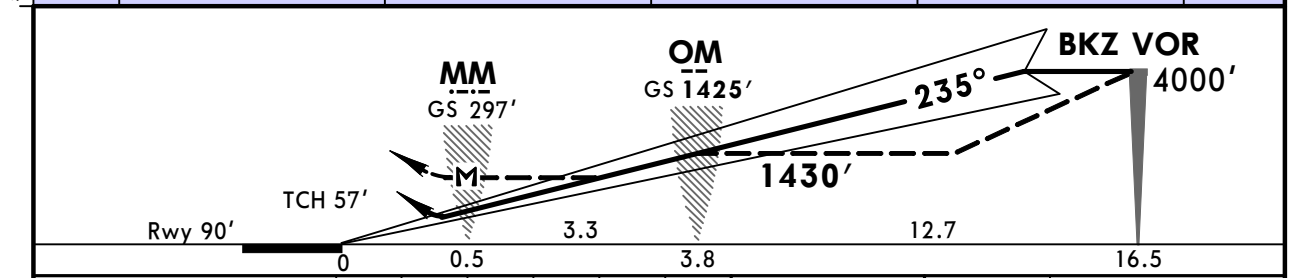
LOC IATA	Final Apch Crs	GS OM	ILS DA(H)	Apt Elev 163′ Rwy 90′
111.9	235°	1425′ (1335′)	290′ (200′)	

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°

PANS OPS

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		

CHANGES: Communications.

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LTBA/IST ATATURK

JEPPESEN

6 NOV 15 (11-5) Eff 12 Nov

ISTANBUL, TURKEY ILS DME Y Rwy 23

BRIEFING STRIP

ATIS Arrival	YESILKOY Approach/Radar North	South	West	East	Gokcen	YESILKOY Tower		Ground North	South	
130.250	119.350	120.5	121.250	122.675	127.825	118.1	125.9	121.6	121.8	126.8

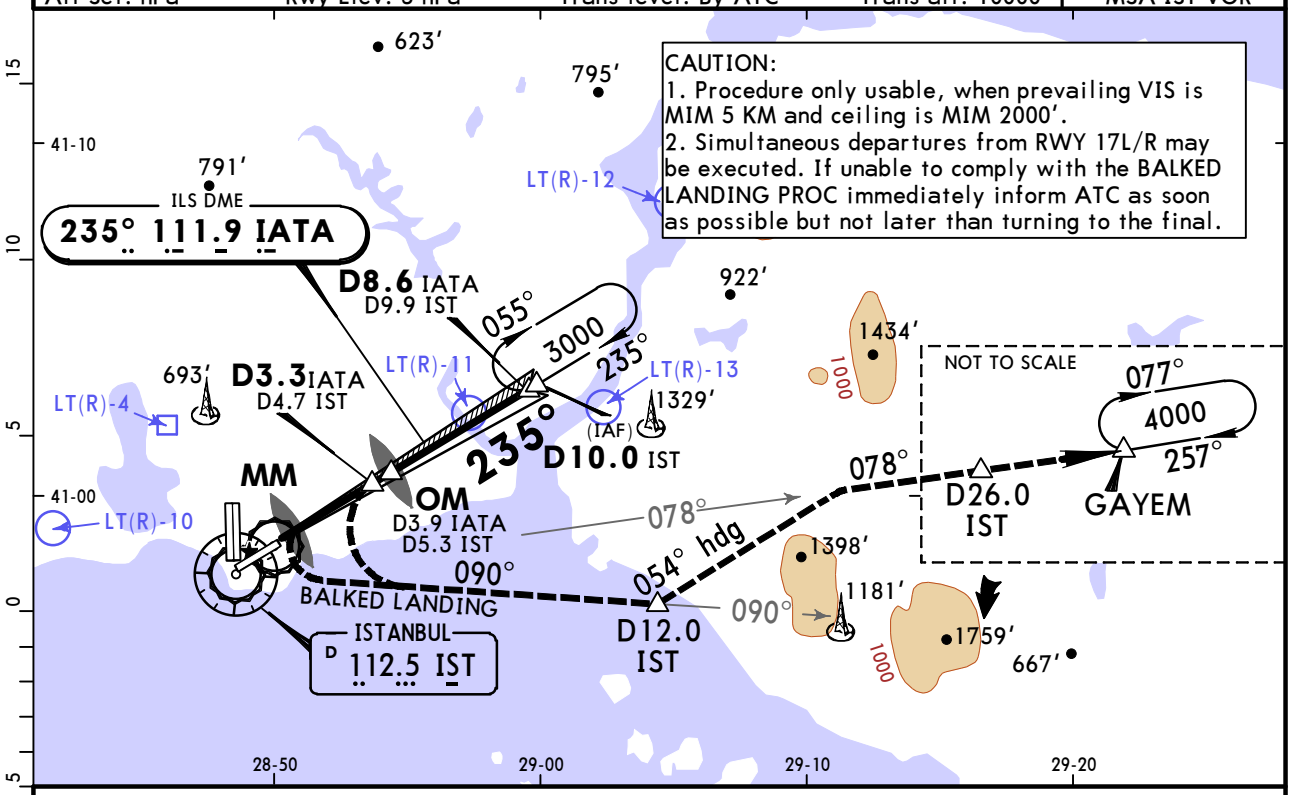
LOC IATA	Final Apch Crs	GS OM	ILS DA(H)	Apt Elev 163′
111.9	235°	1425′(1335′)	1270′(1180′)	Rwy 90′

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.

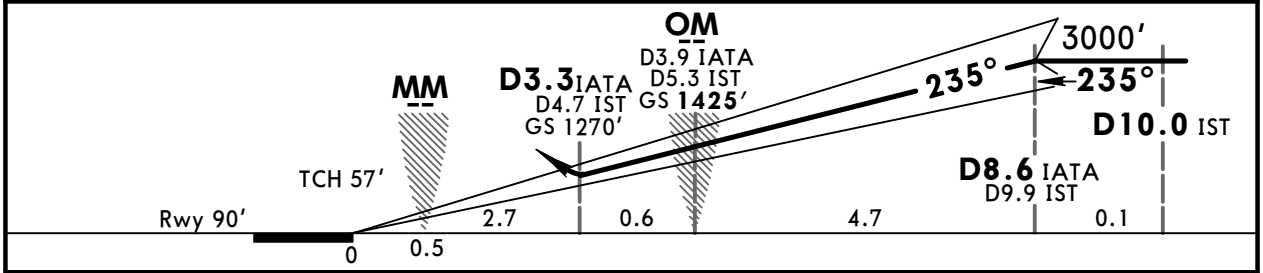
Alt Set: hPa | Rwy Elev: 3 hPa | Trans level: By ATC | Trans alt: 10000′

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

CAUTION:
1. Procedure only usable, when prevailing VIS is MIM 5 KM and ceiling is MIM 2000′.
2. Simultaneous departures from RWY 17L/R may be executed. If unable to comply with the BALKED LANDING PROC immediately inform ATC as soon as possible but not later than turning to the final.



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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LTBA/IST ATATURK

JEPPESEN 6 NOV 15 (11-6) Eff 12 Nov

ISTANBUL, TURKEY ILS DME Rwy 35L

ATIS Arrival	YESILKOY Approach/Radar North	South	West	East	Gokcen	YESILKOY Tower		Ground North	South	
130.250	119.350	120.5	121.250	122.675	127.825	118.1	125.9	121.6	121.8	126.8

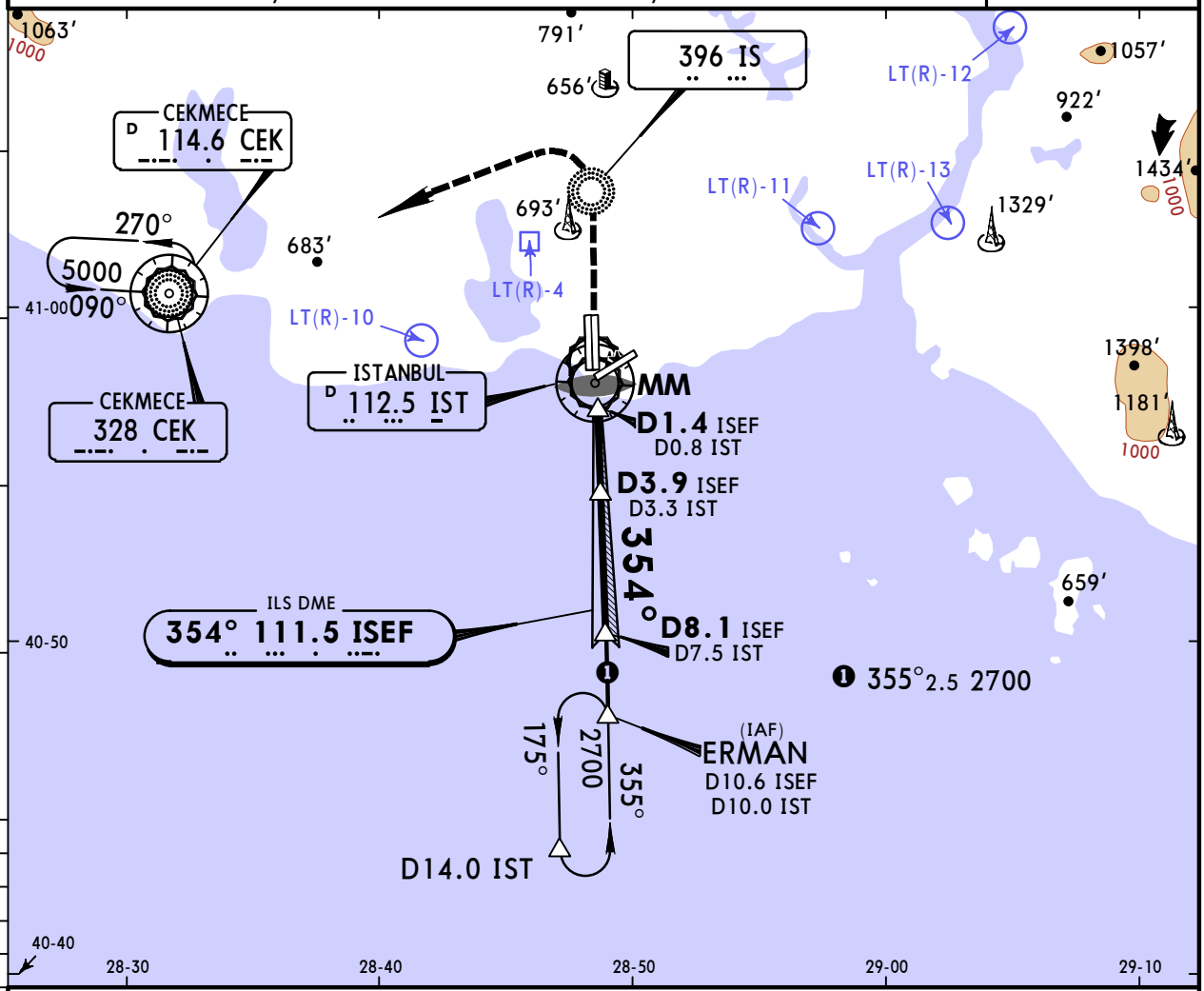
BRIEFING STRIP

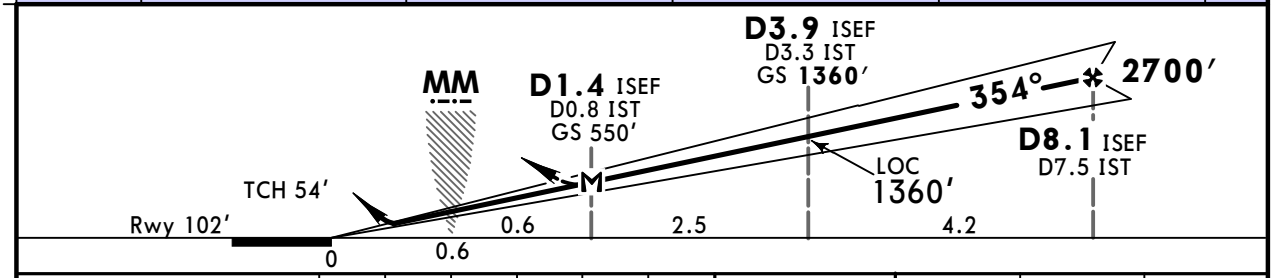
LOC ISEF	Final Apch Crs	GS D3.9 ISEF	ILS DA(H)	Apt Elev 163′
111.5	354°	1360′(1258′)	360′(258′)	Rwy 102′

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° 3000′; 360° 5000′





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

PANS OPS	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				

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

6 NOV 15 (11-7) Eff 12 Nov

ISTANBUL, TURKEY ILS DME Rwy 35R

ATIS Arrival	YESILKOY Approach/Radar					YESILKOY Tower		Ground		
	North	South	West	East	Gokcen			North	South	
130.250	119.350	120.5	121.250	122.675	127.825	118.1	125.9	121.6	121.8	126.8

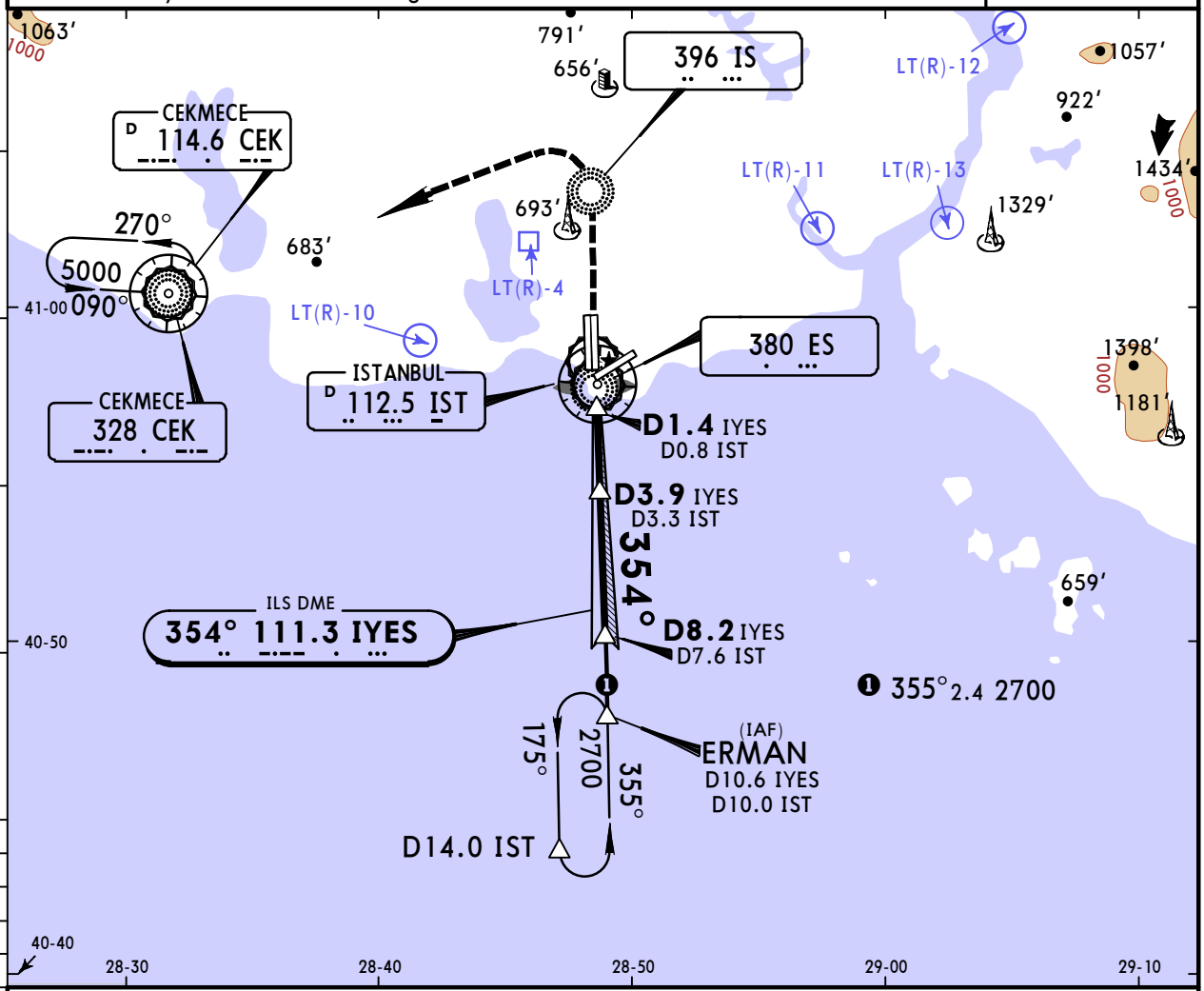
BRIEFING STRIP ™

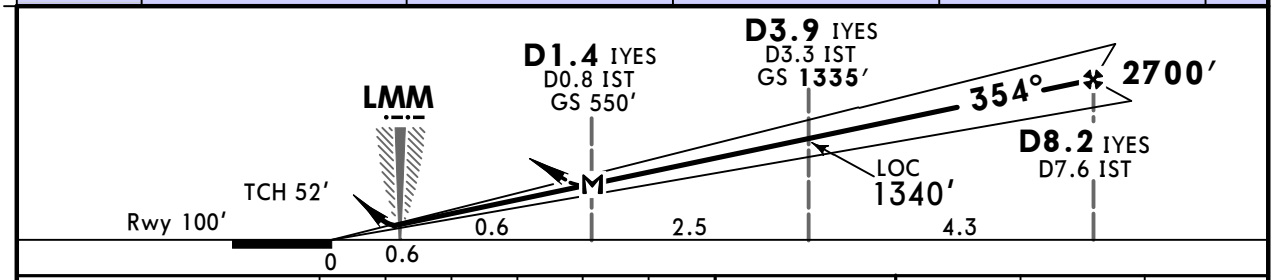
LOC IYES	Final Apch Crs	GS D3.9 IYES	ILS DA(H)	Apt Elev 163′
111.3	354°	1335′(1235′)	313′(213′)	Rwy 100′

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° 3000′; 360° 5000′





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	ILS Limited	ILS ALS out	LOC (GS out) MDA(H) 550′(450′)	LOC 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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LTBA/IST
ATATURK

JEPPESEN
6 NOV 15
Eff 12 Nov
(11-7A)

ISTANBUL, TURKEY
CAT II ILS DME Rwy 35R

ATIS Arrival	YESILKOY Approach/Radar					YESILKOY Tower		Ground		
	North	South	West	East	Gokcen			North	South	
130.250	119.350	120.5	121.250	122.675	127.825	118.1	125.9	121.6	121.8	126.8

BRIEFING STRIP ™

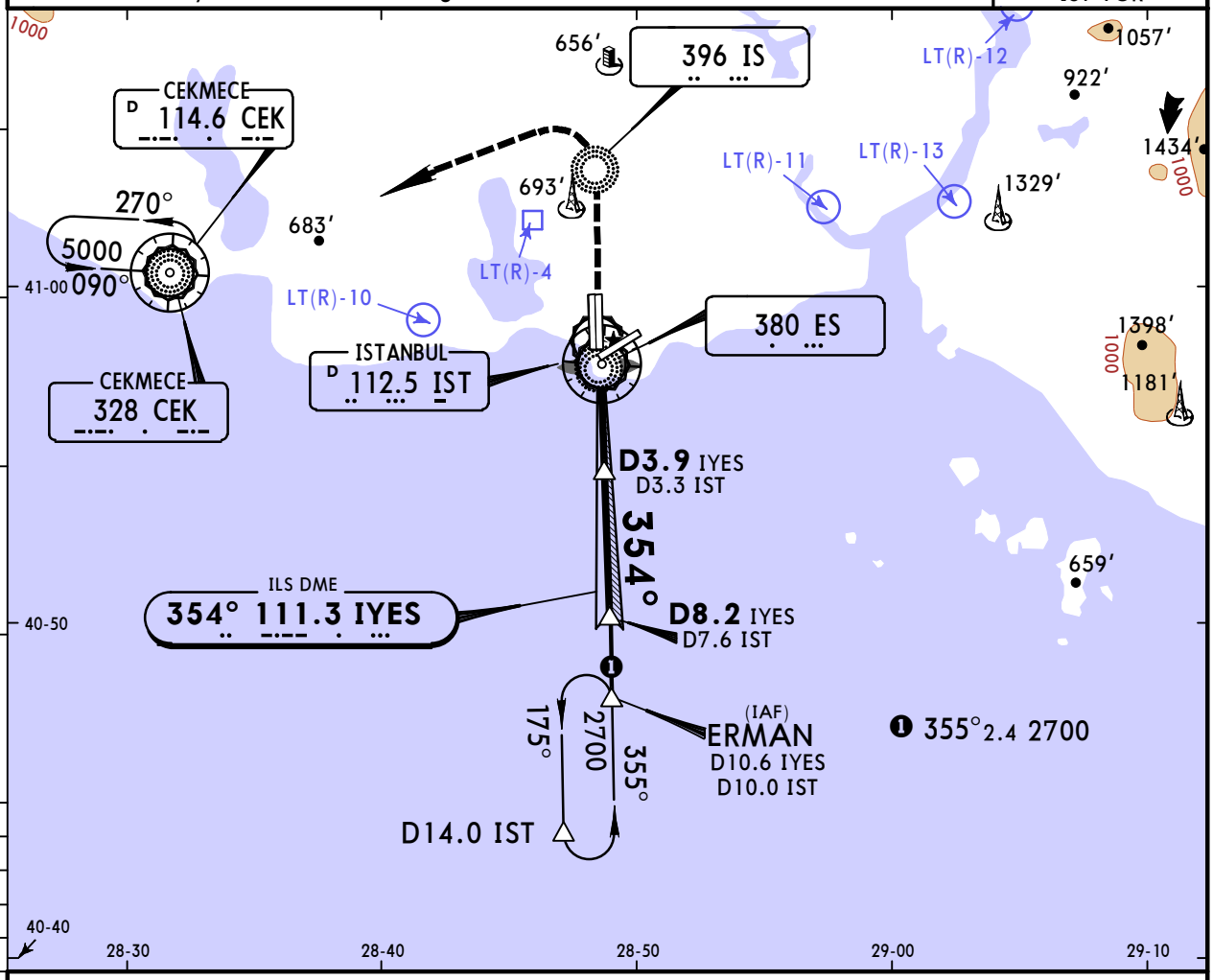
LOC IYES	Final Apch Crs	GS	CAT II ILS	Apt Elev 163′
111.3	354°	D3.9 IYES 1335′(1235′)	RA 140′ DA(H) 230′(130′)	Rwy 100′

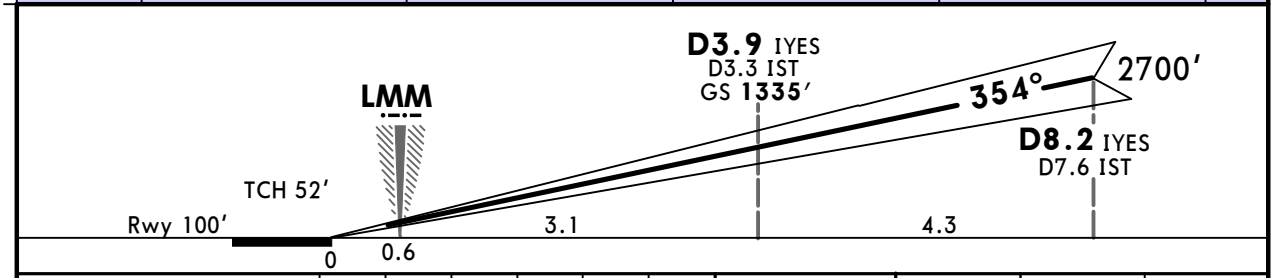
MISSED APCH: Climb STRAIGHT AHEAD to cross IS NDB at or above 1500, then turn LEFT climbing to cross CEK VOR/NDB at 5000′ and hold.

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: 180° 3500′; 270° 3000′; 360° 5000′





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

6 NOV 15
Eff 12 Nov

(13-1)

MISSED APCH CLIMB GRAD MIM 3.5%

ISTANBUL, TURKEY VORTAC Rwy 05

BRIEFING STRIP

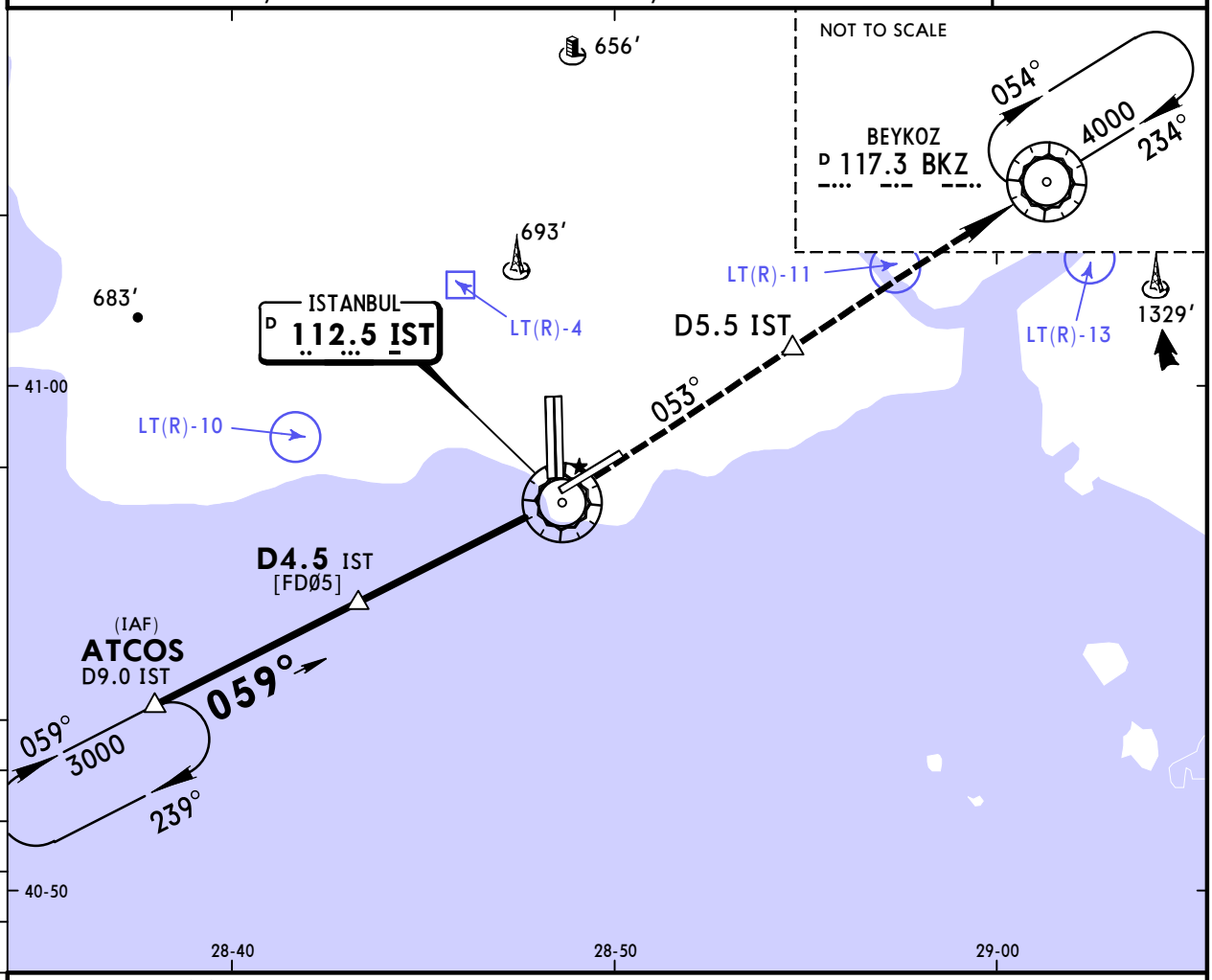
ATIS Arrival	YESILKOY Approach/Radar North	South	West	East	Gokcen	YESILKOY Tower		Ground North	South	
130.250	119.350	120.5	121.250	122.675	127.825	118.1	125.9	121.6	121.8	126.8

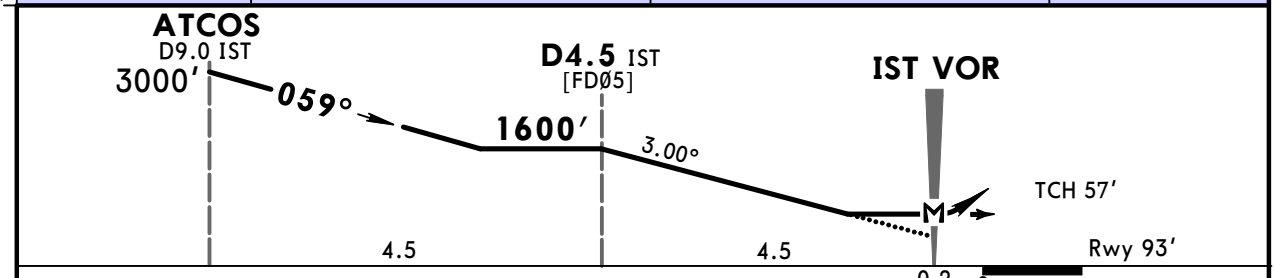
VOR IST	Final Apch Crs	Minimum Alt D4.5 IST	MDA(H)	Apt Elev 163′
112.5	059°	1600′ (1507′)	470′ (377′)	Rwy 93′

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° 3000′; 360° 5000′





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′ on IST 112.5 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	CIRCLE-TO-LAND MDA(H)	VIS
A	1000m	1500m	100	1100′ (937′)	3600m
B			135		
C	1400m	1800m	180	1100′ (937′)	4400m
D			205		

CHANGES: Communications.

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LTBA/IST ATATURK

JEPPESEN

6 NOV 15 **Eff 12 Nov** (13-2)

ISTANBUL, TURKEY VOR Rwy 05

MISSED APCH CLIMB GRAD MIM 3.5%

ATIS Arrival	YESILKOY Approach/Radar North	South	West	East	Gokcen	YESILKOY Tower		Ground North	South	
130.250	119.350	120.5	121.250	122.675	127.825	118.1	125.9	121.6	121.8	126.8

BRIEFING STRIP ™

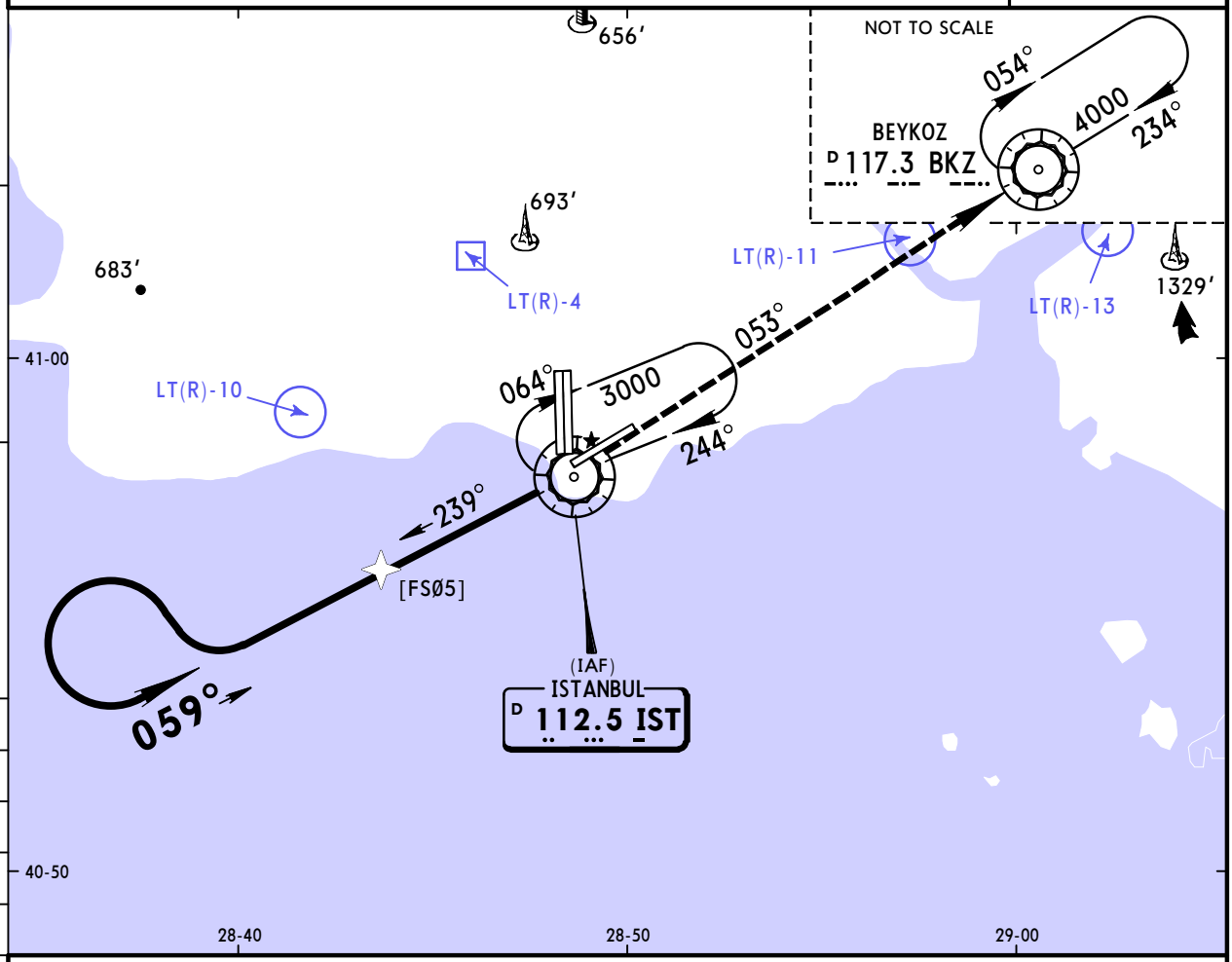
VOR IST	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 163′
112.5	**059°**	No FAF	**470′** (377′)	Rwy 93′

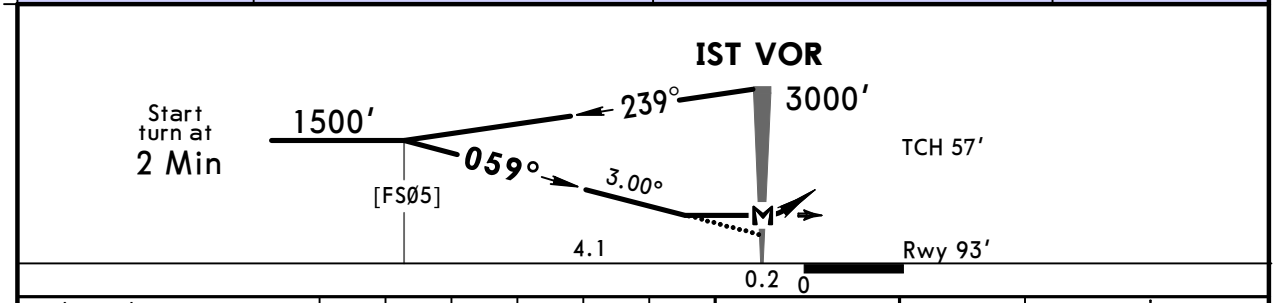
MISSED APCH: Climb on R-053 IST to cross BKZ VOR at 4000′ and hold.

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

PANS OPS

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

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LTBA/IST ATATURK

JEPPESEN

6 NOV 15 (13-3) Eff 12 Nov

ISTANBUL, TURKEY VORTAC Rwy 17L

BRIEFING STRIP

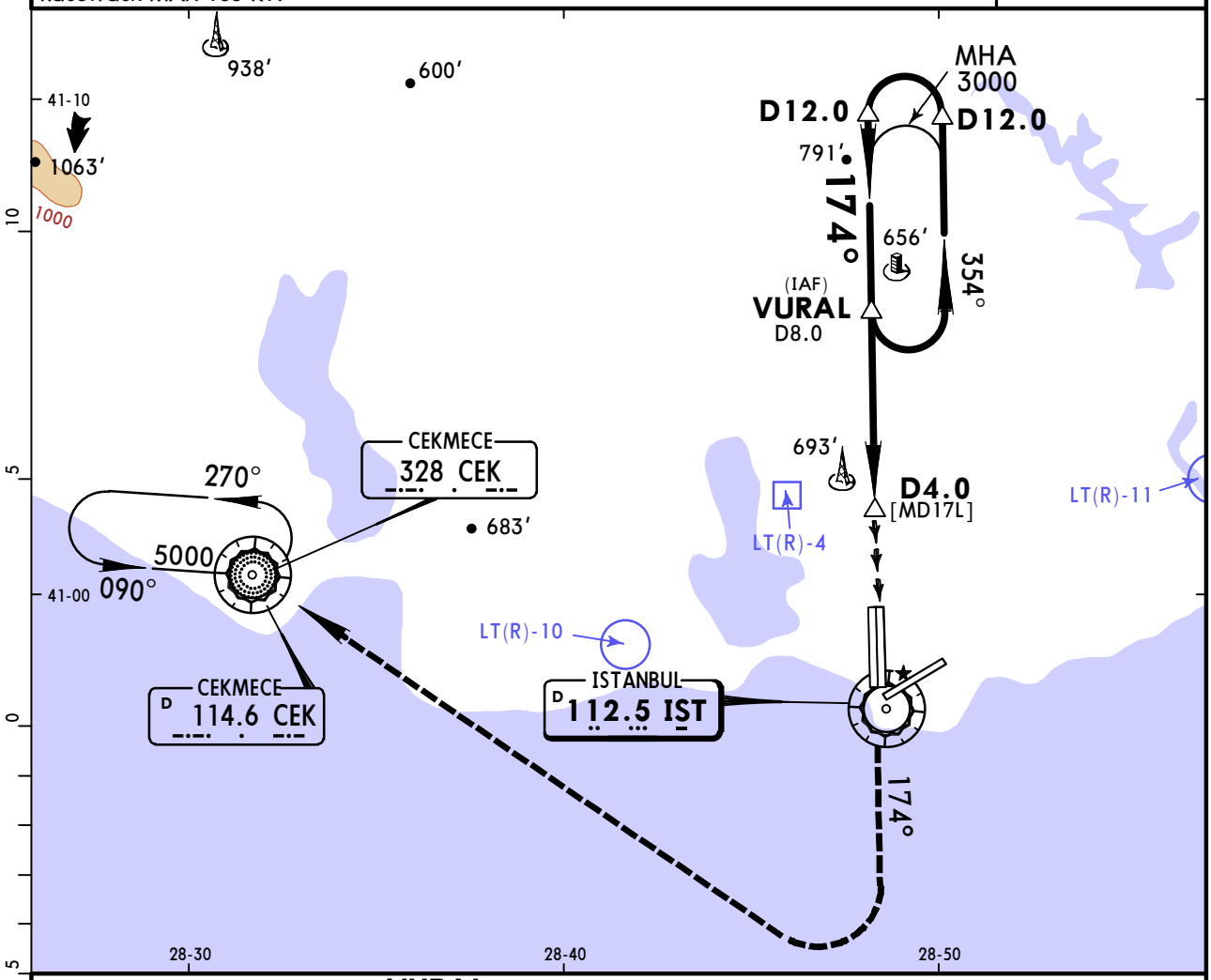
ATIS Arrival	YESILKOY Approach/Radar North	South	West	East	Gokcen	YESILKOY Tower		Ground North	South	
130.250	119.350	120.5	121.250	122.675	127.825	118.1	125.9	121.6	121.8	126.8

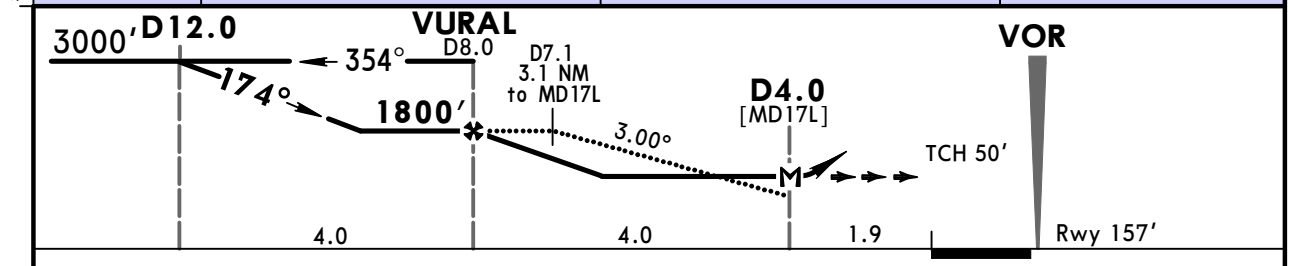
VOR IST	Final Apch Crs	Minimum Alt VURAL	MDA(H)	Apt Elev 163′
112.5	174°	1800′(1643′)	1010′(853′)	Rwy 157′

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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LTBA/IST ATATURK

JEPPESEN

6 NOV 15 (13-4) Eff 12 Nov

ISTANBUL, TURKEY VOR DME Rwy 23

BRIEFING STRIP™

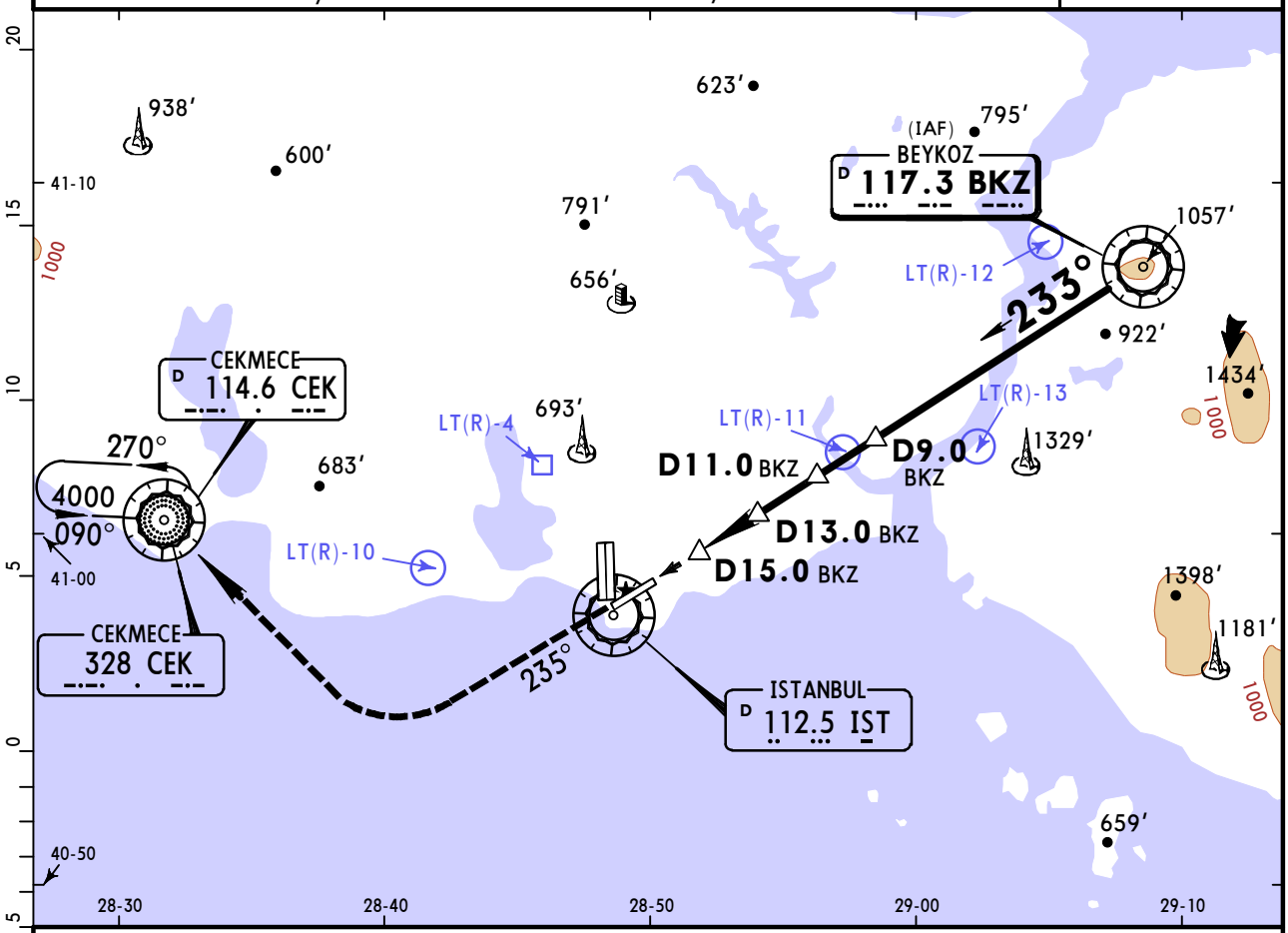
ATIS Arrival	YESILKOY Approach/Radar North	South	West	East	Gokcen	YESILKOY Tower		Ground North	South	
130.250	119.350	120.5	121.250	122.675	127.825	118.1	125.9	121.6	121.8	126.8

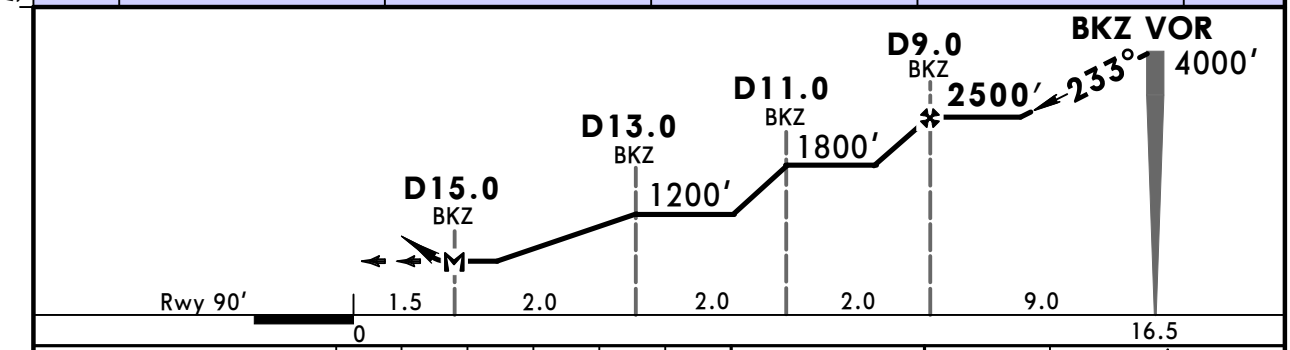
VOR BKZ	Final Apch Crs	Minimum Alt D9.0 BKZ	MDA(H)	Apt Elev 163′
117.3	233°	2500′ (2410′)	800′ (710′)	Rwy 90′

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: 180° 3500′; 270° 3000′; 360° 5000′





MAP at D15.0 BKZ

HIALS-II, REIL, PAPI

2500′ on 235°

Standard STRAIGHT-IN LANDING RWY 23

MDA(H) 800′ (710′)

		ALS out
A	3100m	3500m
B		
C	3300m	3700m
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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LTBA/IST ATATURK

JEPPESEN

6 NOV 15 (13-5) Eff 12 Nov

ISTANBUL, TURKEY VORTAC Rwy 23

BRIEFING STRIP™

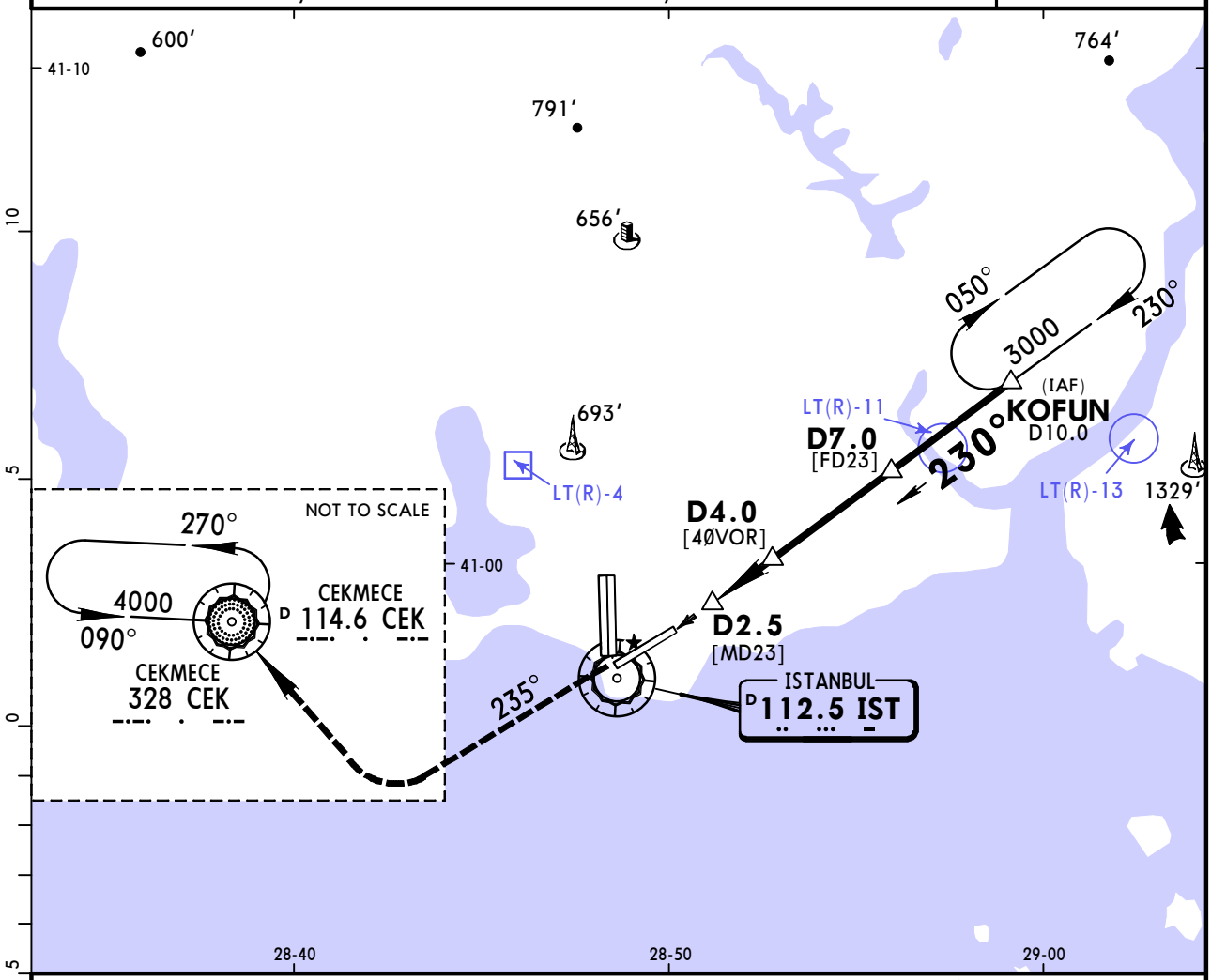
ATIS Arrival	YESILKOY Approach/Radar North	South	West	East	Gokcen	YESILKOY Tower		Ground North	South	
130.250	119.350	120.5	121.250	122.675	127.825	118.1	125.9	121.6	121.8	126.8

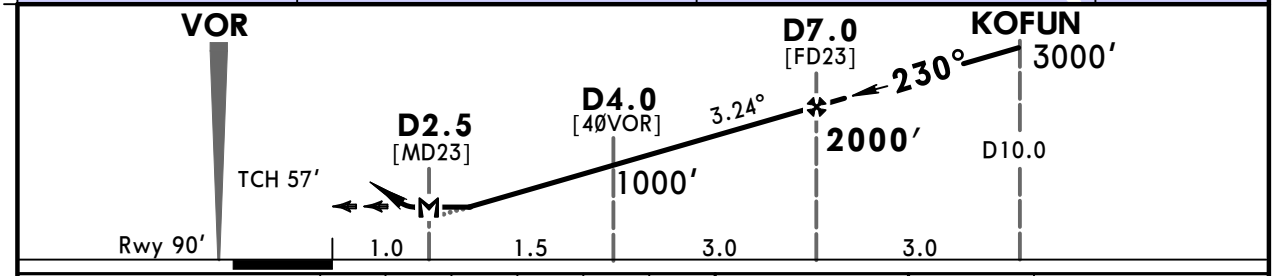
VOR IST	Final Apch Crs	Minimum Alt D7.0	MDA(H)	Apt Elev 163′
112.5	230°	2000′ (1910′)	710′ (620′)	Rwy 90′

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
A	2200m	2600m
B		
C	2700m	3100m
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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LTBA/IST ATATURK

JEPPESEN 6 NOV 15 (13-6) Eff 12 Nov

ISTANBUL, TURKEY VORTAC 1 Rwy 35L

BRIEFING STRIP TM

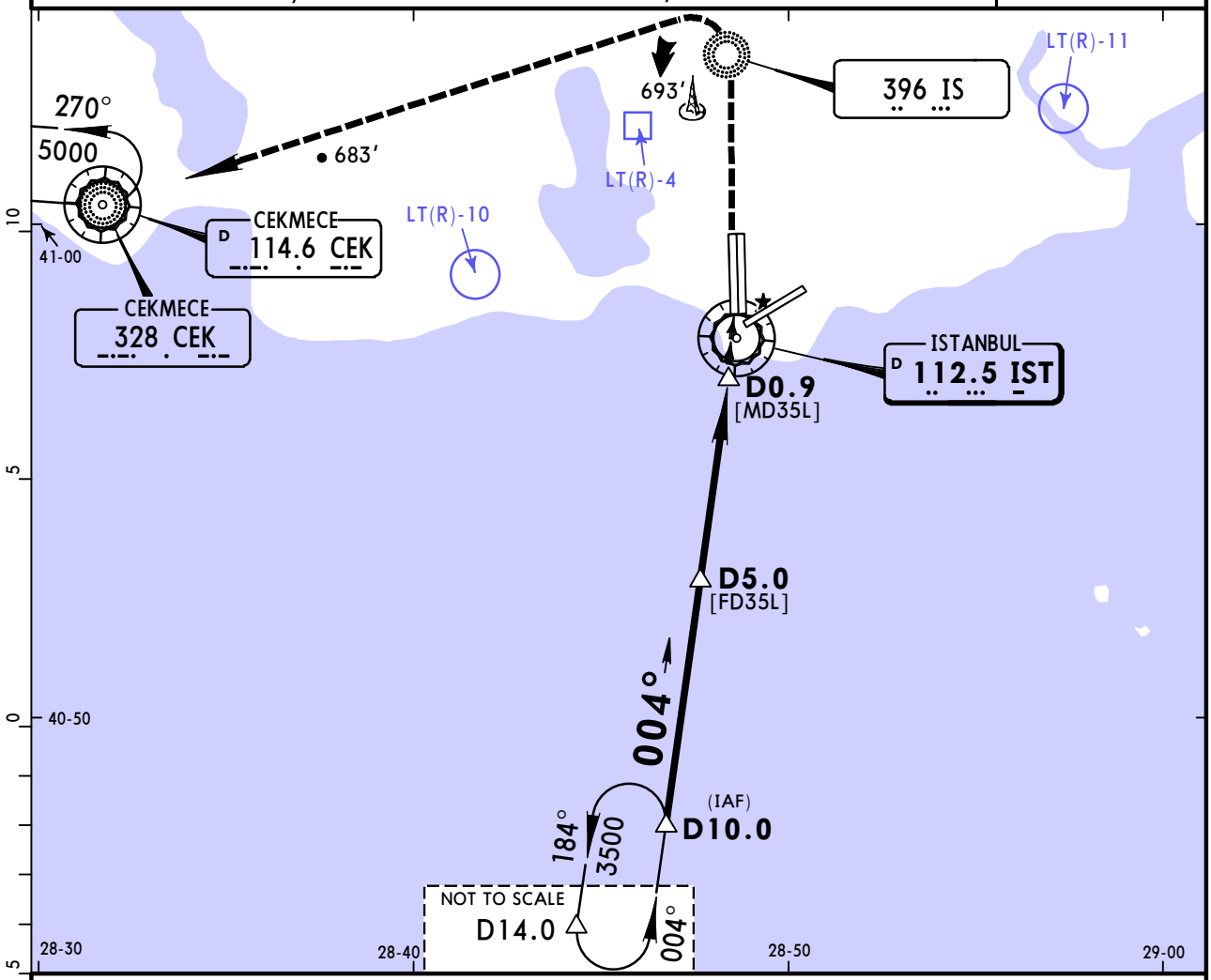
ATIS Arrival	YESILKOY Approach/Radar North	South	West	East	Gokcen	YESILKOY Tower		Ground North	South	
130.250	119.350	120.5	121.250	122.675	127.825	118.1	125.9	121.6	121.8	126.8

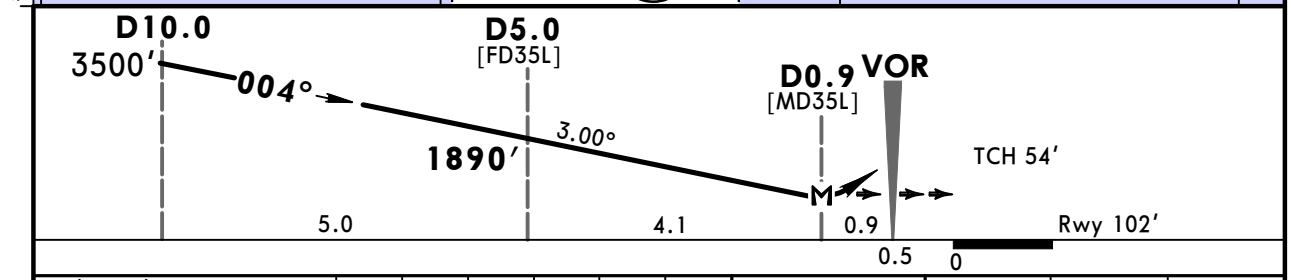
VOR IST	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 163′
112.5	004°	D5.0 1890′ (1788′)	550′ (448′)	Rwy 102′

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: 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 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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LTBA/IST ATATURK

JEPPESEN 6 NOV 15 (13-7) Eff 12 Nov

ISTANBUL, TURKEY VORTAC 2 Rwy 35L

BRIEFING STRIP

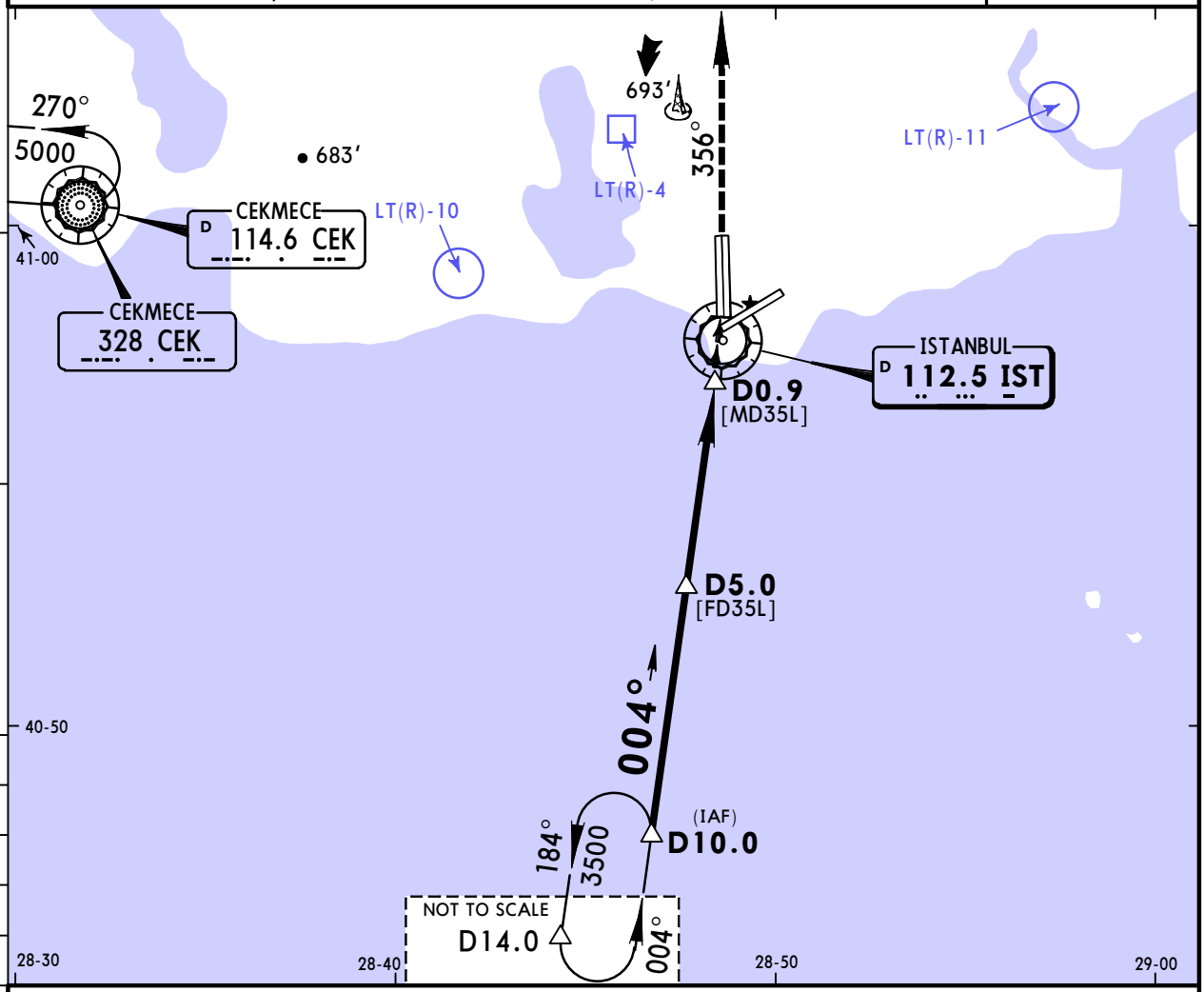
ATIS Arrival	YESILKOY Approach/Radar North	South	West	East	Gokcen	YESILKOY Tower		Ground North	South	
130.250	119.350	120.5	121.250	122.675	127.825	118.1	125.9	121.6	121.8	126.8

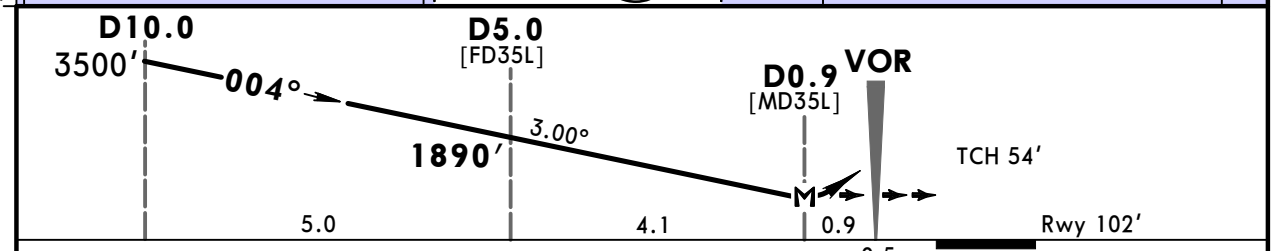
VOR IST	Final Apch Crs	Minimum Alt D5.0	MDA(H)	Apt Elev 163′
112.5	004°	1890′ (1788′)	550′ (448′)	Rwy 102′

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: 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 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	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		

PANS OPS

CHANGES: Communications.

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LTBA/IST ATATURK

JEPPESEN

6 NOV 15 (13-8) **Eff 12 Nov**

ISTANBUL, TURKEY VORTAC Rwy 35R

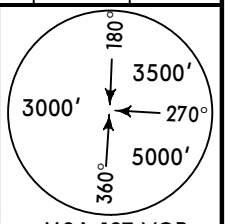
ATIS Arrival	YESILKOY Approach/Radar					YESILKOY Tower		Ground		
	North	South	West	East	Gokcen			North	South	
130.250	119.350	120.5	121.250	122.675	127.825	118.1	125.9	121.6	121.8	126.8

BRIEFING STRIP ™

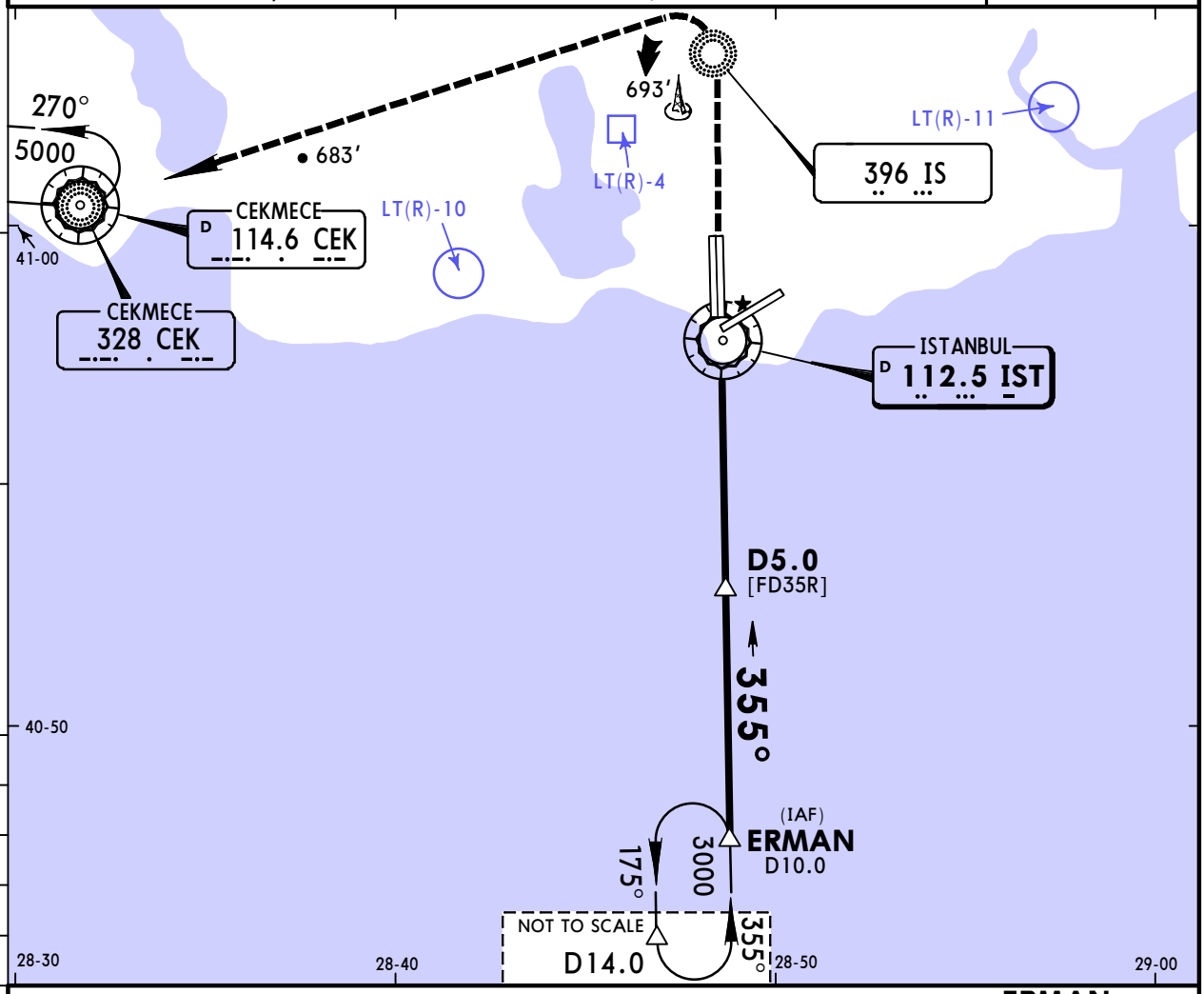
VOR IST	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 163′
112.5	**355°**	**D5.0** **1800′** (1700′)	**550′** (450′)	Rwy 100′

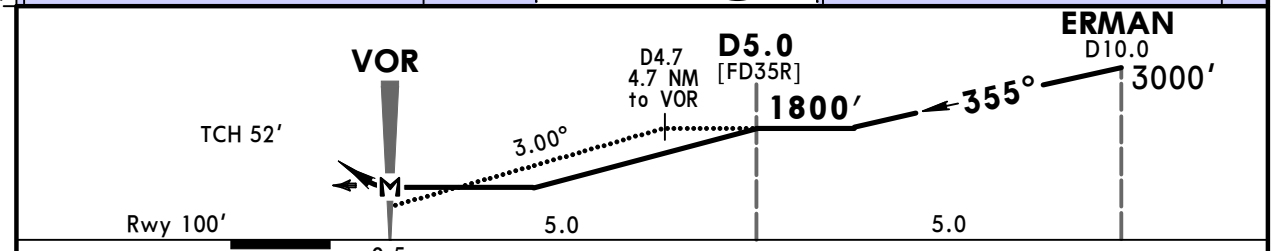
MISSED APCH: Climb STRAIGHT AHEAD to cross IS NDB at or above 1500′, then turn LEFT climbing to cross CEK VOR/NDB at 5000′ and hold.

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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LTBA/IST ATATURK

JEPPESEN

6 NOV 15 (13-9) Eff 12 Nov

ISTANBUL, TURKEY VOR Rwy 35R

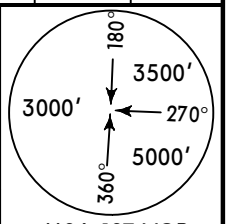
ATIS Arrival	YESILKOY Approach/Radar					YESILKOY Tower		Ground		
	North	South	West	East	Gokcen			North	South	
130.250	119.350	120.5	121.250	122.675	127.825	118.1	125.9	121.6	121.8	126.8

BRIEFING STRIP ™

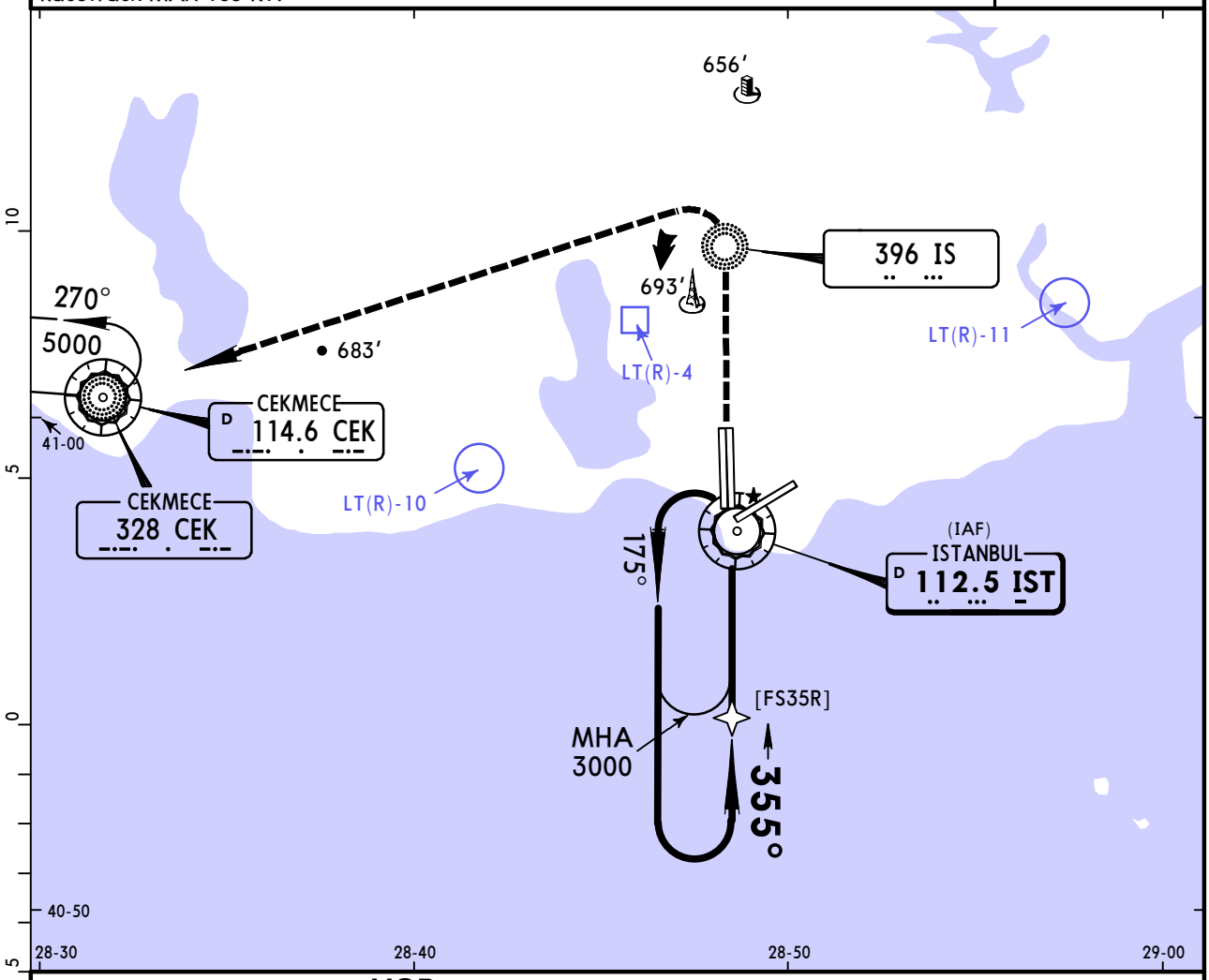
VOR IST 112.5	Final Apch Crs 355°	Minimum Alt No FAF	MDA(H) 550′ (450′)	Apt Elev 163′ Rwy 100′

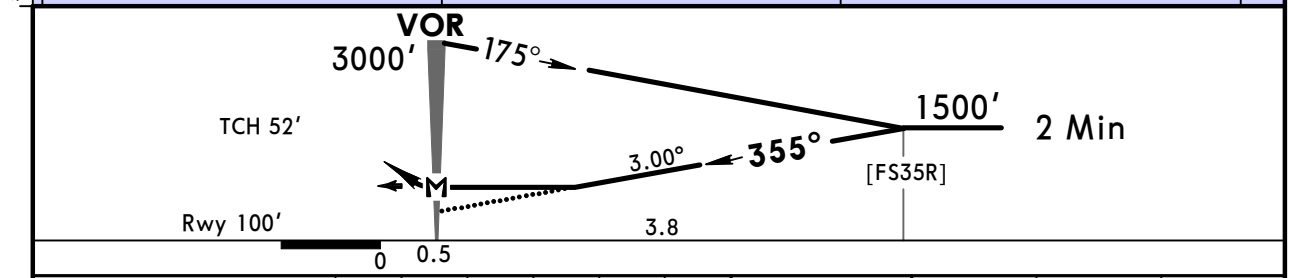
MISSED APCH: Climb STRAIGHT AHEAD to cross IS NDB at or above 1500, then turn LEFT climbing to cross CEK VOR/NDB at 5000′ and hold.

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**

	CDFA MDA(H) 550′ (450′)		non-CDFA MDA(H) 550′ (450′)	
		ALS out		ALS out
A	1400m	1800m	1600m	2300m
B				
C	1600m	2300m	1800m	2500m
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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LTBA/IST ATATURK

JEPPESEN

6 NOV 15 (13-10) **Eff 12 Nov**

ISTANBUL, TURKEY VORTAC

BRIEFING STRIP™

ATIS Arrival	YESILKOY Approach/Radar North	South	West	East	Gokcen	YESILKOY Tower		Ground North	South	
130.250	119.350	120.5	121.250	122.675	127.825	118.1	125.9	121.6	121.8	126.8

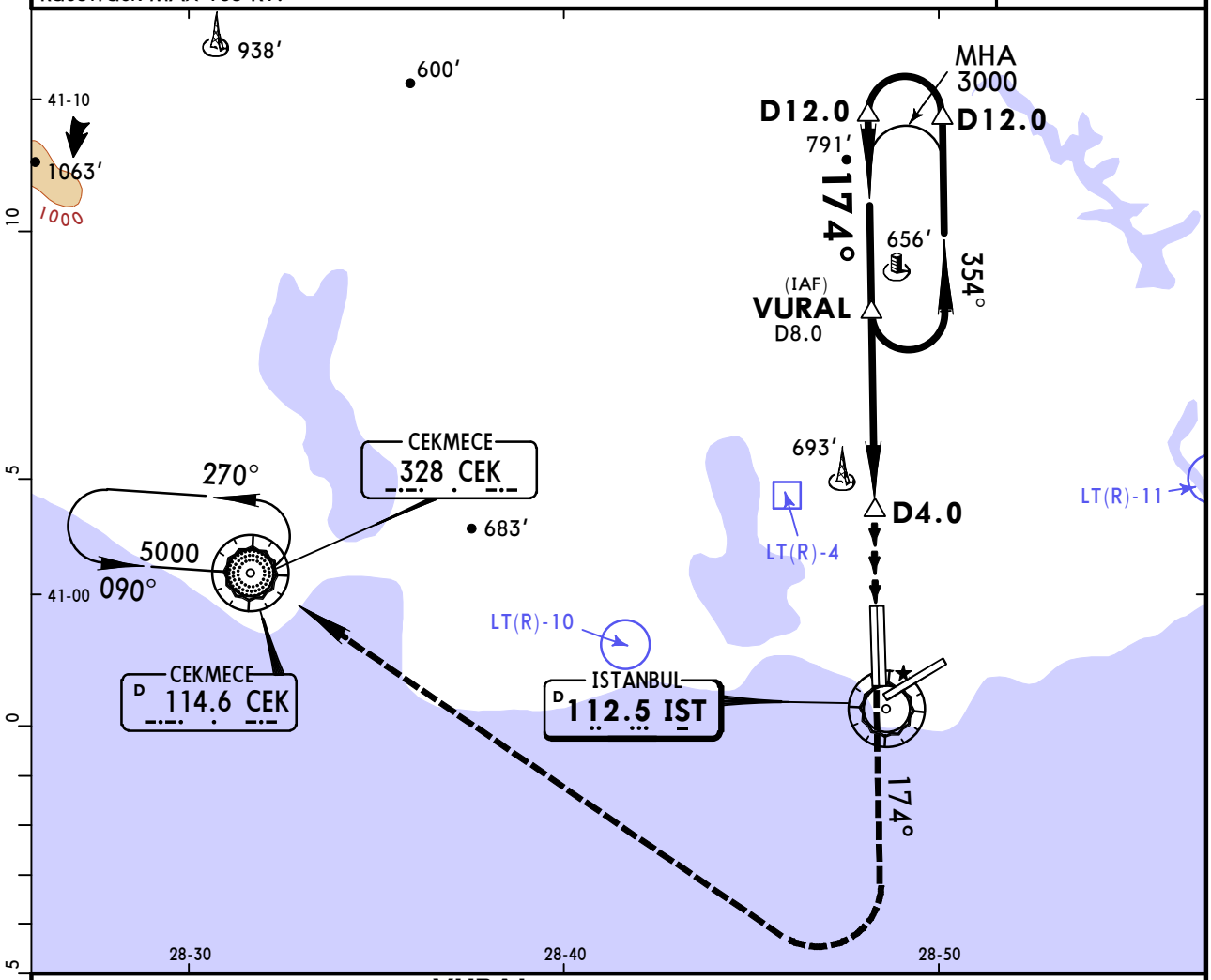
VOR IST	Final Apch Crs	Minimum Alt VURAL	MDA(H)	Apt Elev 163′
112.5	174°	1800′ (1637′)	1100′ (937′)	

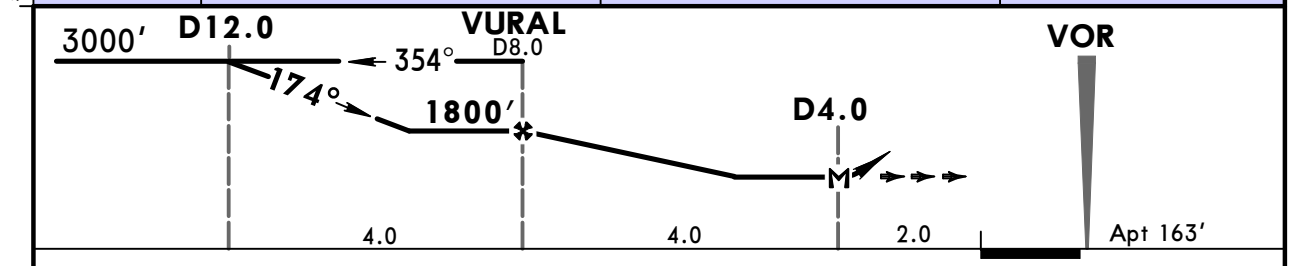
MISSED APCH: Climb on 174° to 2500′, then turn RIGHT climbing to cross CEK VOR/NDB at 5000′ and hold.

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

Racetrack MAX 185 KT.

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





MAP at D4.0								

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

Standard

PANS OPS	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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LTBA/IST ATATURK

JEPPESEN 6 NOV 15 (16-1) Eff 12 Nov

ISTANBUL, TURKEY NDB DME Rwy 17L

BRIEFING STRIP ™

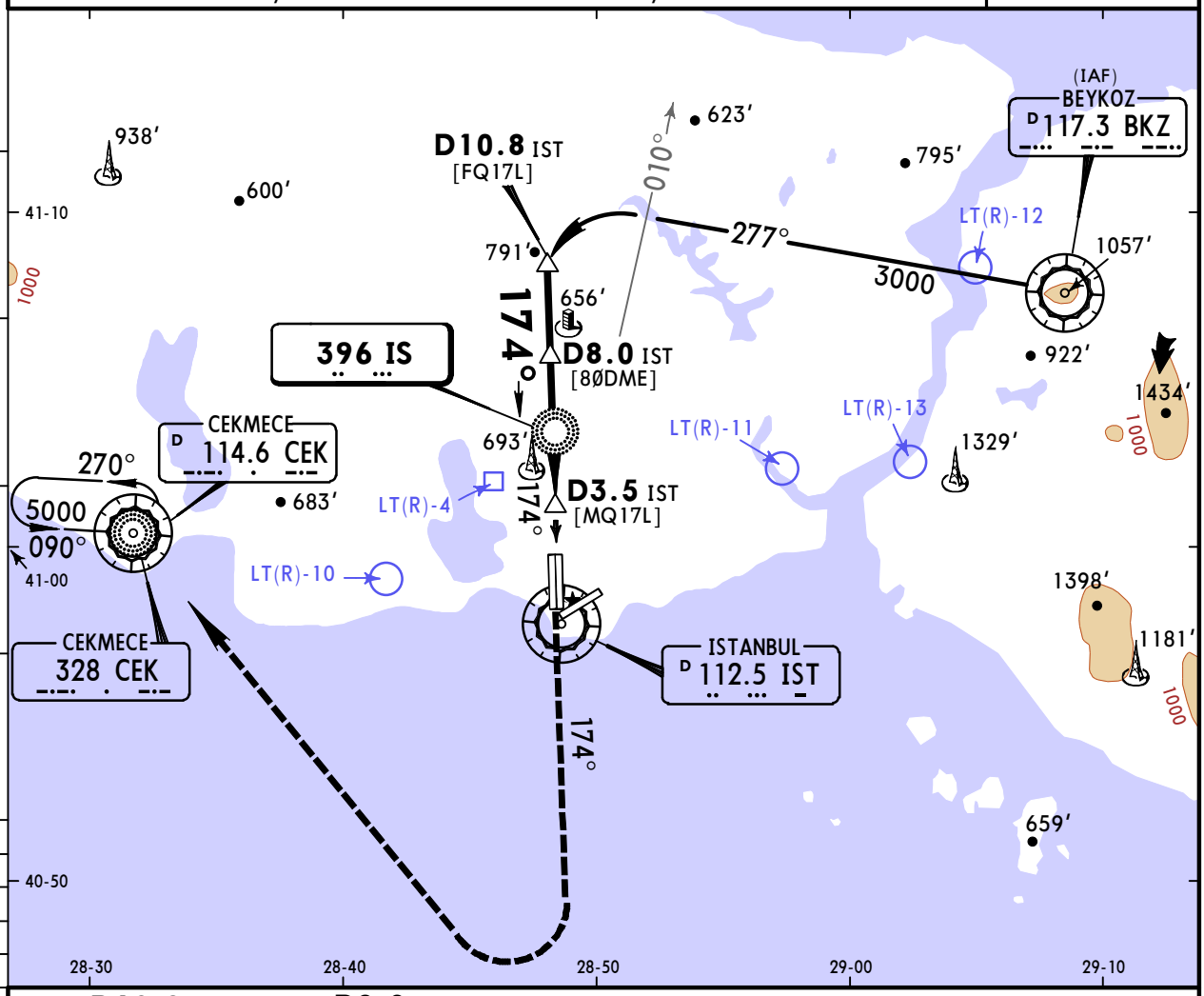
ATIS Arrival	YESILKOY Approach/Radar North	South	West	East	Gokcen	YESILKOY Tower		Ground North	South	
130.250	119.350	120.5	121.250	122.675	127.825	118.1	125.9	121.6	121.8	126.8

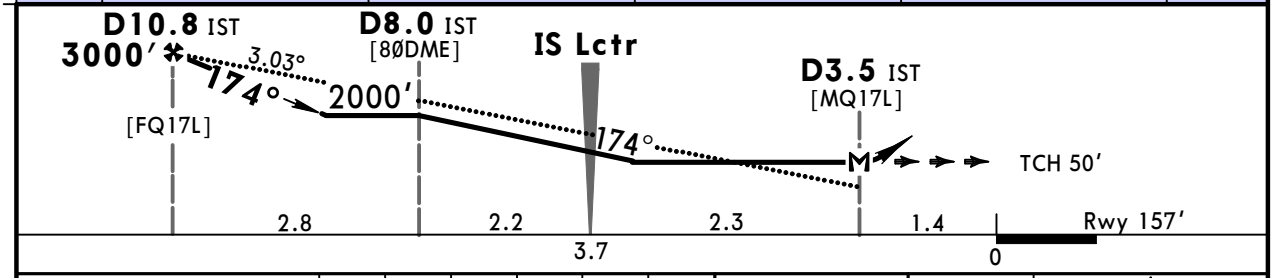
NDB IS	Final Apch Crs	Minimum Alt D10.7 IST	MDA(H)	Apt Elev 163′
396	174°	3000′ (2843′)	1010′ (853′)	Rwy 157′

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° 3000′; 360° 5000′





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 26-2015

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
ISTANBUL, (ATATURK - LTBA)				
REV	AIRPORT BRIEFING (DEP)	10-1P6	01 Jan 2016	07 Jan 2016
REV	AIRPORT BRIEFING (DEP CON...	10-1P7	01 Jan 2016	07 Jan 2016
REV	AIRPORT	10-9	01 Jan 2016	07 Jan 2016
REV	PARKING STANDS	10-9A	01 Jan 2016	07 Jan 2016

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LTBA