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Airport Information For LTBJ

Terminal Charts For LTBJ

Revision Letter For Cycle 01-2016

Change Notices

Notebook

General Information

Location: IZMIR TUR
ICAO/IATA: LTBJ / ADB
Lat/Long: N38° 17.35', E027° 09.30'
Elevation: 410 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -2:00 = UTC
Magnetic Variation: 3.3° E

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

Sunrise: 0528 Z
Sunset: 1509 Z

Runway Information

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

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

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

Runway: 34R
Length x Width: 10630 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 381 ft

Lighting: Edge, ALS, Centerline, REIL, TDZ
Stopway: 197 ft

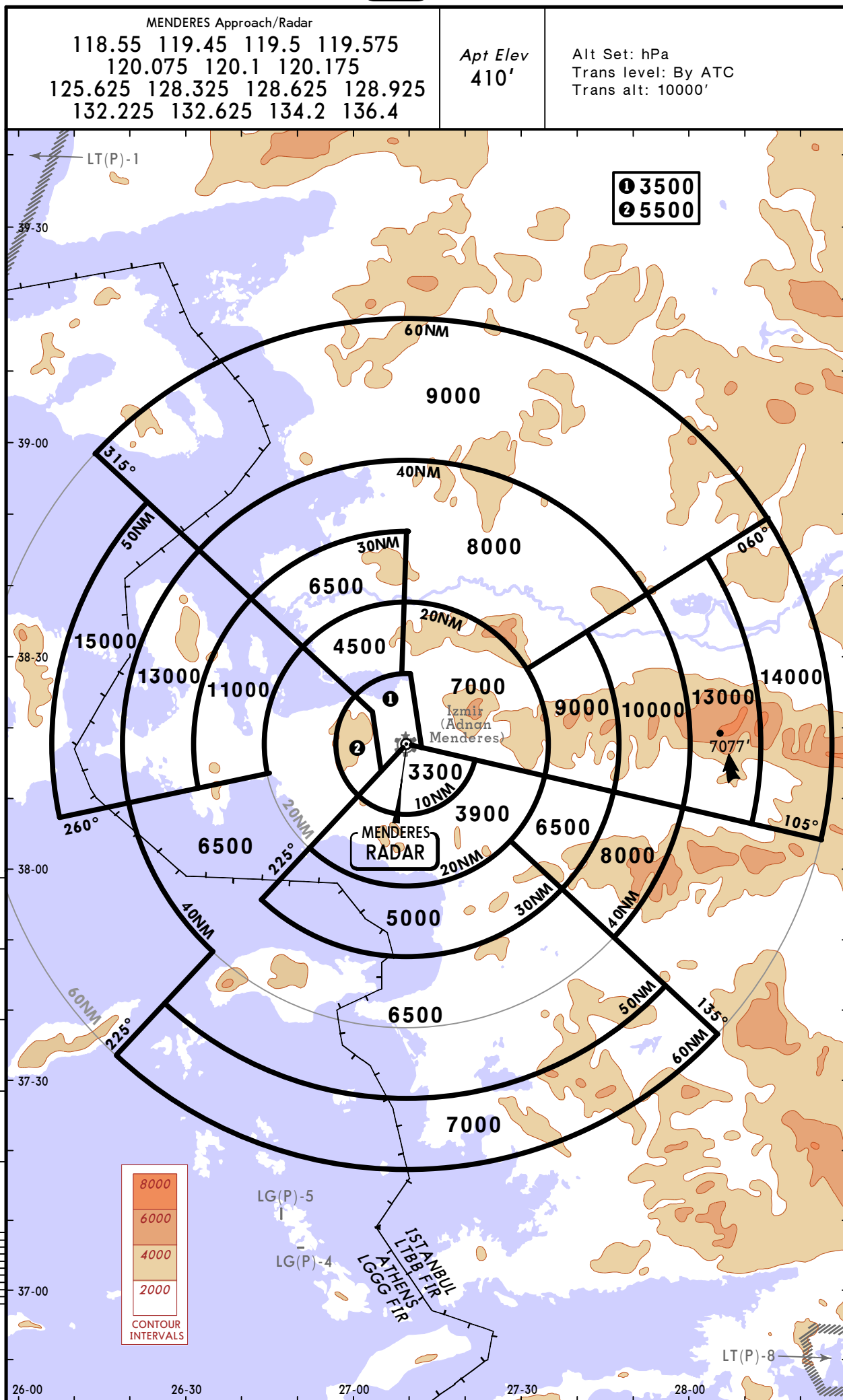
Communication Information

ATIS: 129.200
Menderes Ground Tower: 121.900
Menderes Tower: 118.100
Menderes Tower: 25.780
Menderes Ramp/Taxi: 121.700
Menderes Approach: 36.230
Menderes Approach: 128.925
Menderes Approach: 132.225
Menderes Approach: 132.625
Menderes Approach: 118.550
Menderes Approach: 119.450
Menderes Approach: 119.500
Menderes Approach: 119.575
Menderes Approach: 120.075
Menderes Approach: 120.100
Menderes Approach: 134.200
Menderes Approach: 128.625
Menderes Approach: 120.175
Menderes Approach: 120.475
Menderes Approach: 123.650
Menderes Approach: 24.090 Military
Menderes Approach: 125.625
Menderes Approach: 128.325
Menderes Approach: 24.197
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Menderes Approach: 136.400

LTBJ/ADB
ADNAN MENDERES

JEPPesen
26 SEP 14 (20-1R)

IZMIR, TURKEY
RADAR MINIMUM ALTITUDES



CHANGES: Communications.

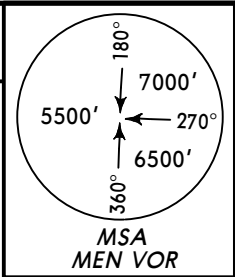
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LTBJ/ADB
ADNAN MENDERES

JEPPESEN
28 NOV 14 **20-2** **Eff 11 Dec**

IZMIR, TURKEY
STAR

ATIS 129.2	Apt Elev 410'	Alt Set: hPa Trans level: By ATC Trans alt: 10000'
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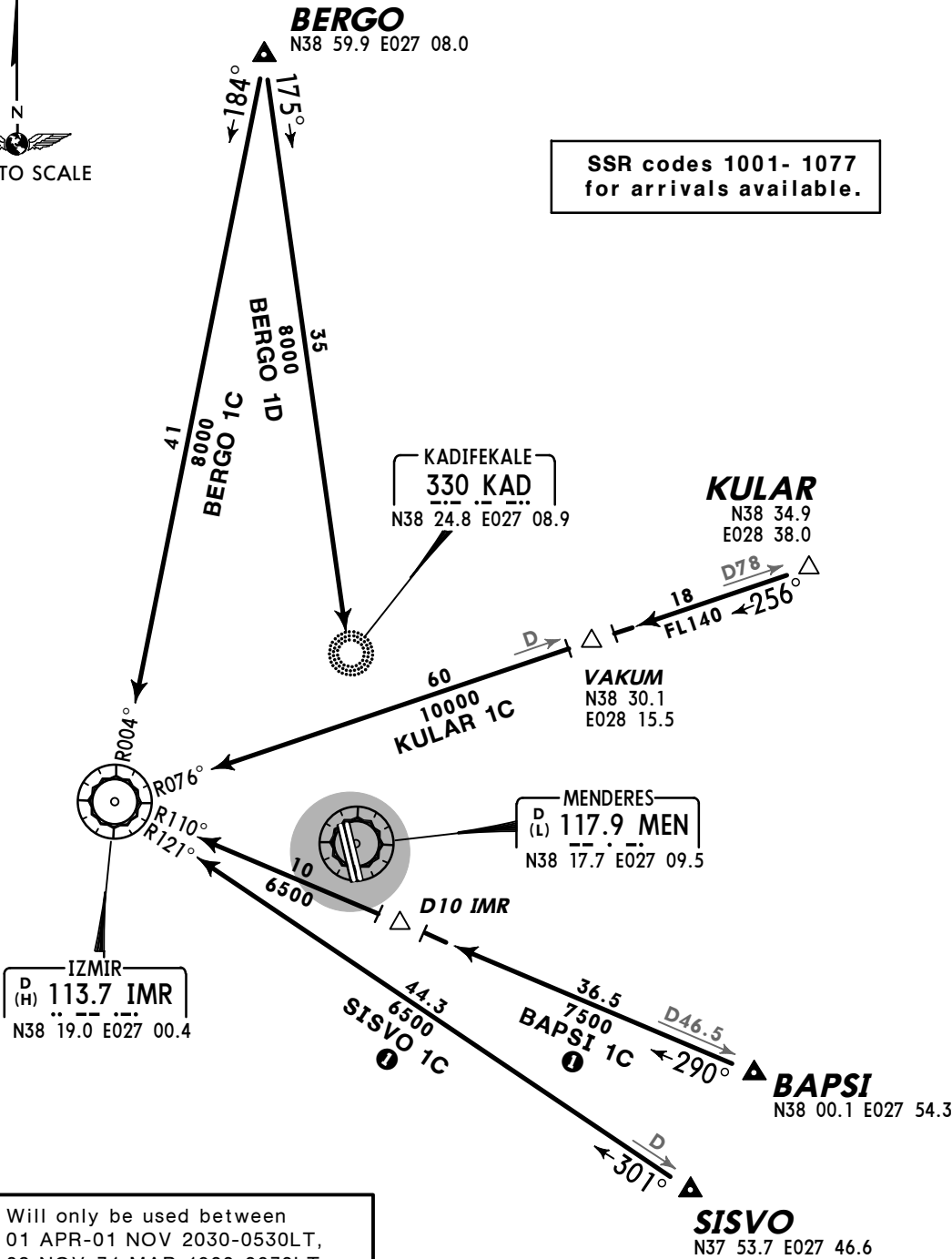
**BAPSI 1C [BAPS1C]❶, BERGO 1C [BERG1C]
BERGO 1D [BERG1D], KULAR 1C [KULA1C]
SISVO 1C [SISV1C]❶**

ARRIVALS

**~~SPEED~~ MAX 250 KT WITHIN TMA
UNLESS OTHERWISE INSTRUCTED BY ATC**



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



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

LTBJ/ADB
ADNAN MENDERES

JEPPESEN
28 NOV 14 **(20-2A)** **Eff 11 Dec**

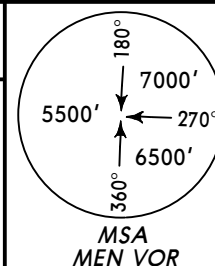
IZMIR, TURKEY

STAR

ATIS
129.2

Apt Elev
410'

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

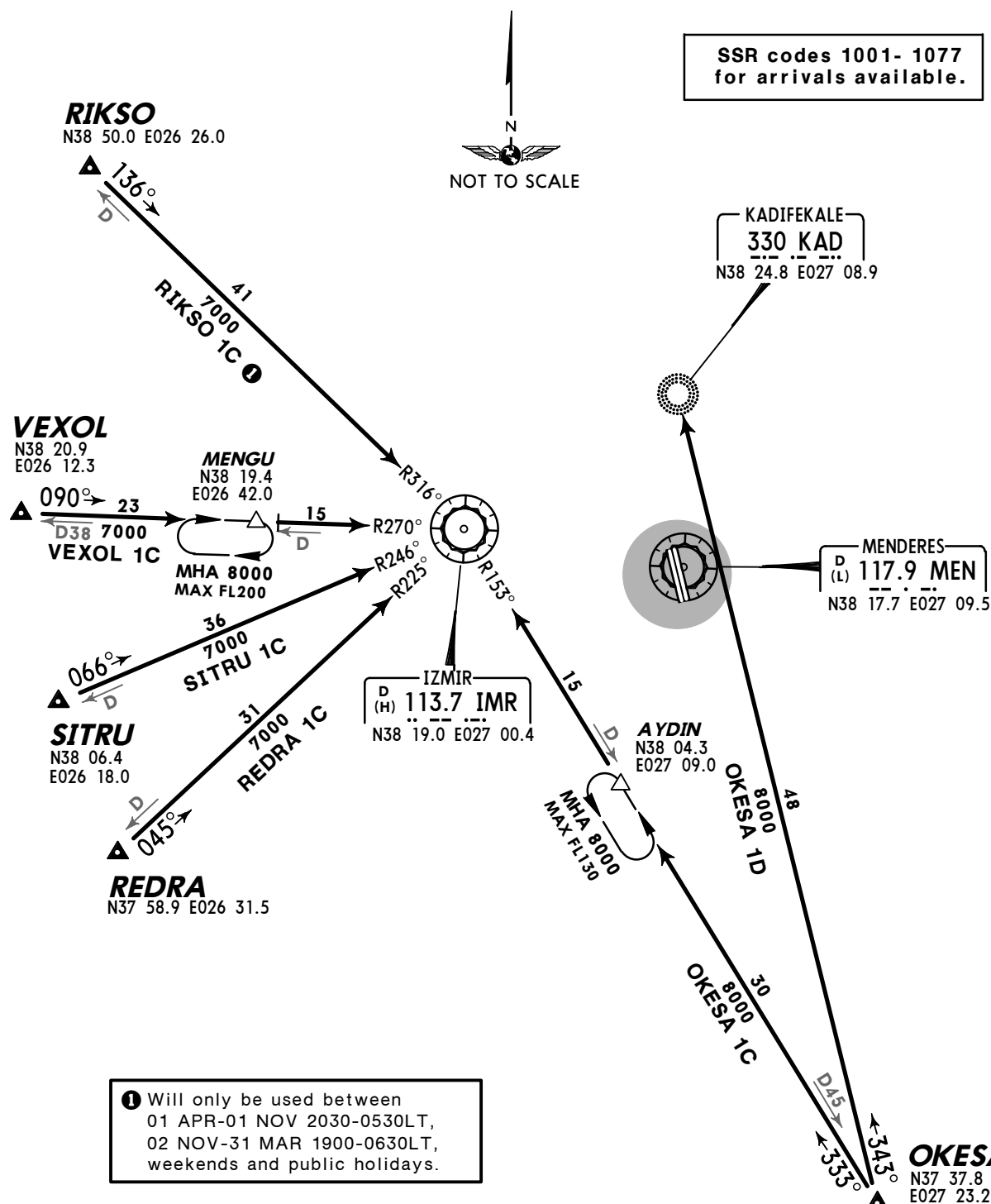


OKESA 1C [OKES1C], OKESA 1D [OKES1D]
REDRA 1C [REDR1C], RIKSO 1C [RIKS1C]①
SITRU 1C [SITR1C], VEXOL 1C [VEXO1C]

ARRIVALS

~~SPEED~~ MAX 250 KT WITHIN TMA
UNLESS OTHERWISE INSTRUCTED BY ATC

SSR codes 1001- 1077
for arrivals available.



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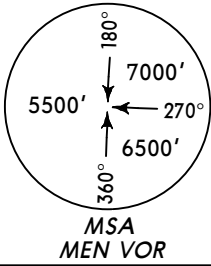
LTBJ/ADB
ADNAN MENDERES

JEPPesen
6 DEC 13 **(20-3C)** **Eff 12 Dec**

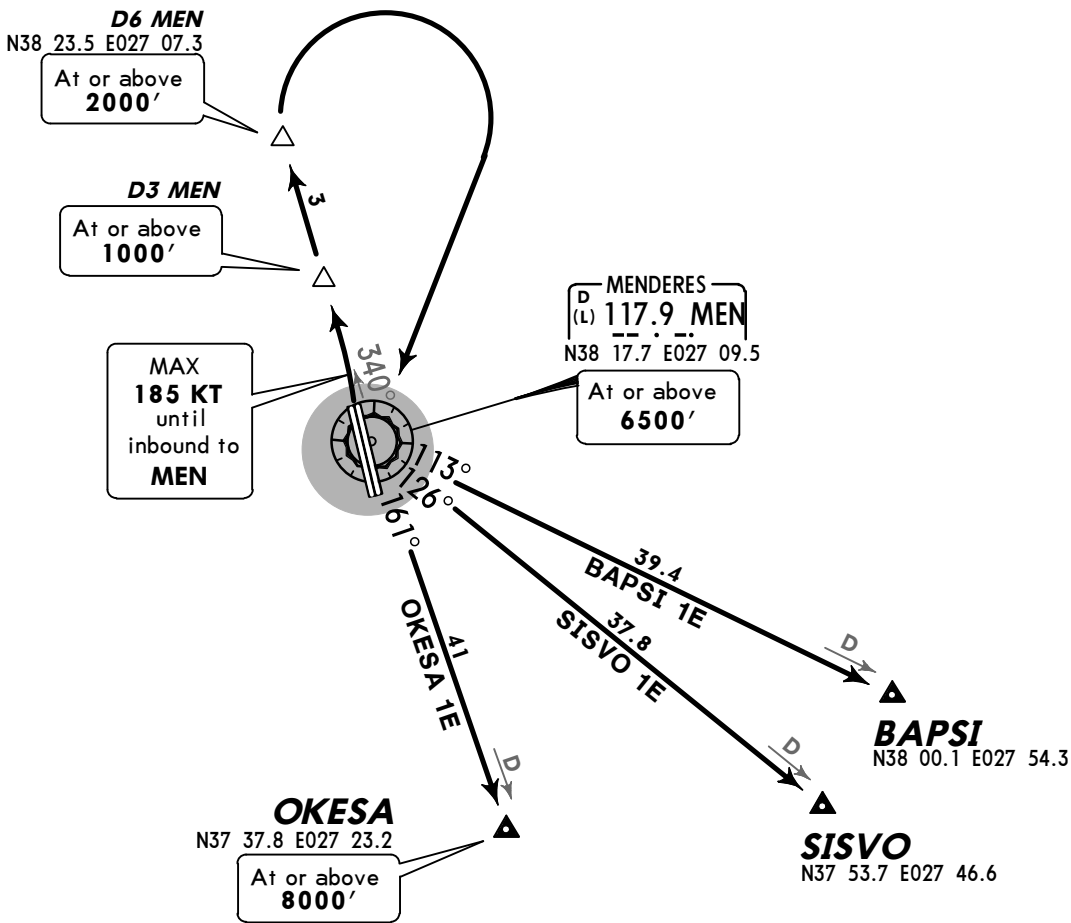
IZMIR, TURKEY
SID

Apt Elev
410'

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



BAPSI ONE ECHO (BAPSI 1E) [BAPSI1E]
OKESA ONE ECHO (OKESA 1E) [OKES1E]
SISVO ONE ECHO (SISVO 1E) [SISV1E]
RWYS 34L/R DEPARTURES
TO SOUTH



SSR codes 1001 - 1077
for departures available.

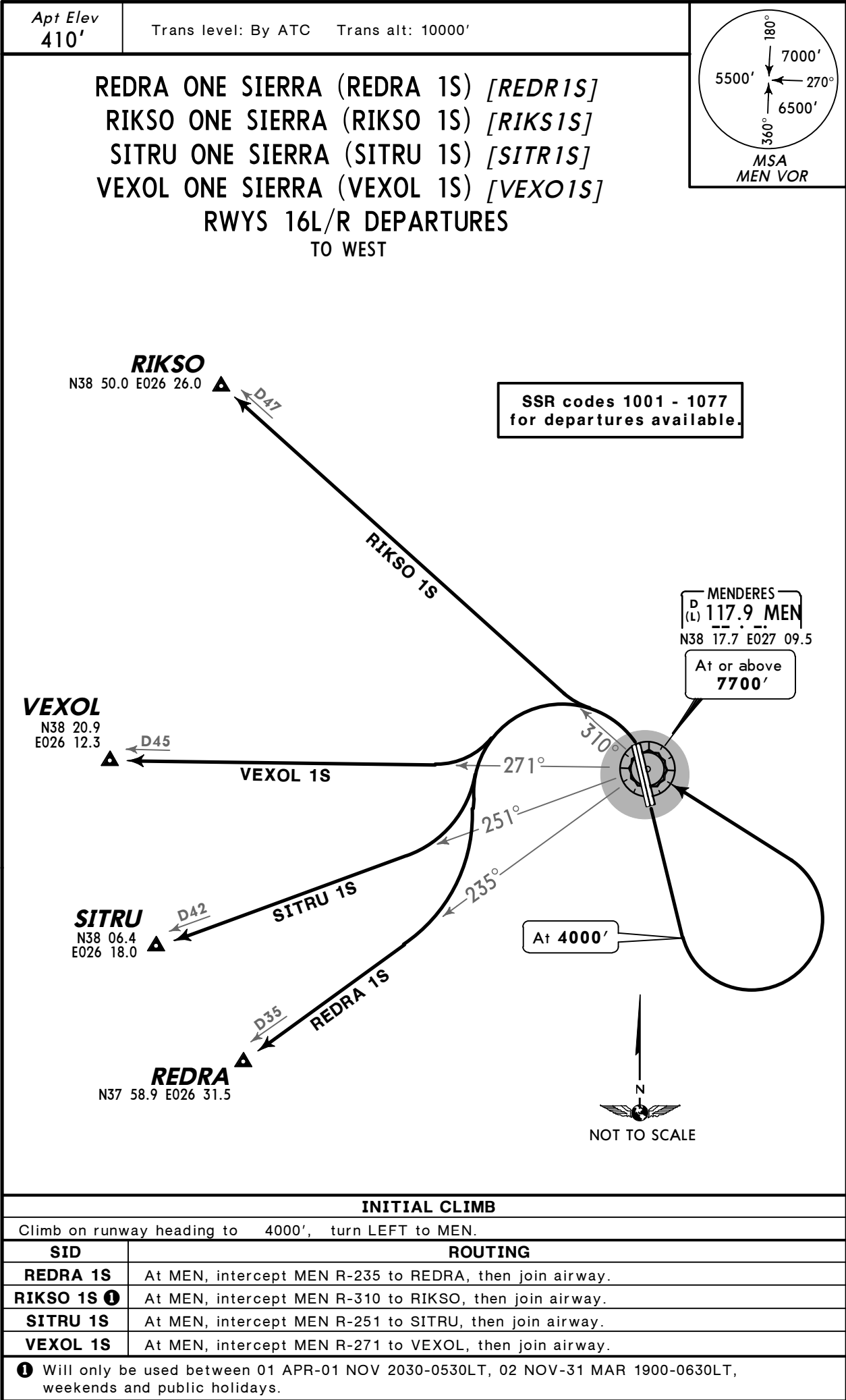


INITIAL CLIMB	
Intercept MEN R-340 to D6 MEN, turn RIGHT to MEN.	
SID	ROUTING
BAPSI 1E ①	At MEN, turn LEFT, intercept MEN R-113 to BAPSI, then join airway.
OKESA 1E	At MEN, MEN R-161 to OKESA, then join airway.
SISVO 1E ①	At MEN, turn LEFT, intercept MEN R-126 to SISVO, then join airway.
① Will only be used between 01 APR-01 NOV 2030-0530LT, 02 NOV-31 MAR 1900-0630LT, weekends and public holidays.	

LTBJ/ADB
ADNAN MENDERES

JEPPESEN
6 DEC 13 (20-3D) Eff 12 Dec

IZMIR, TURKEY
SID



LTBJ/ADB
ADNAN MENDERES

JEPPESSEN
6 DEC 13 (20-3E) Eff 12 Dec

IZMIR, TURKEY
SID

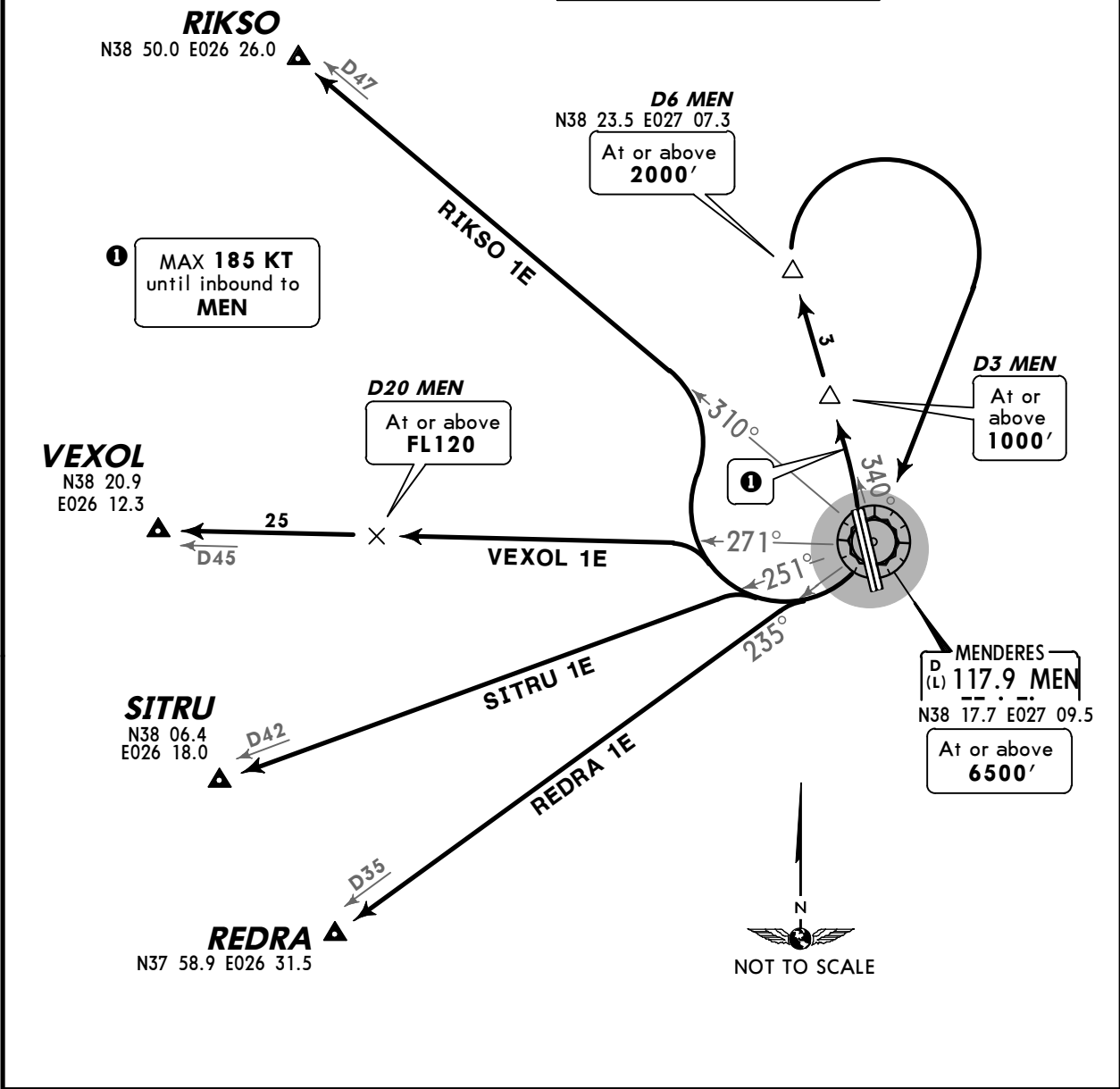
Apt Elev
410'

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

MSA
MEN VOR

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

SSR codes 1001 - 1077
for departures available.



INITIAL CLIMB	
Intercept MEN R-340 to D6 MEN, turn RIGHT to MEN.	
SID	ROUTING
REDRA 1E	At MEN, intercept MEN R-235 to REDRA, then join airway.
RIKSO 1E ②	At MEN, intercept MEN R-310 to RIKSO, then join airway.
SITRU 1E	At MEN, intercept MEN R-251 to SITRU, then join airway.
VEXOL 1E	At MEN, intercept MEN R-271 to VEXOL, then join airway.
② Will only be used between 01 APR-01 NOV 2030-0530LT, 02 NOV-31 MAR 1900-0630LT, weekends and public holidays.	

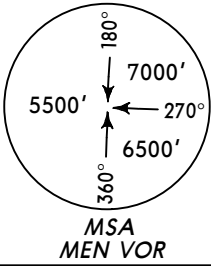
LTBJ/ADB
ADNAN MENDERES

 **JEPPESSEN**
6 DEC 13 **(20-3F)** **Eff 12 Dec**

IZMIR, TURKEY
SID

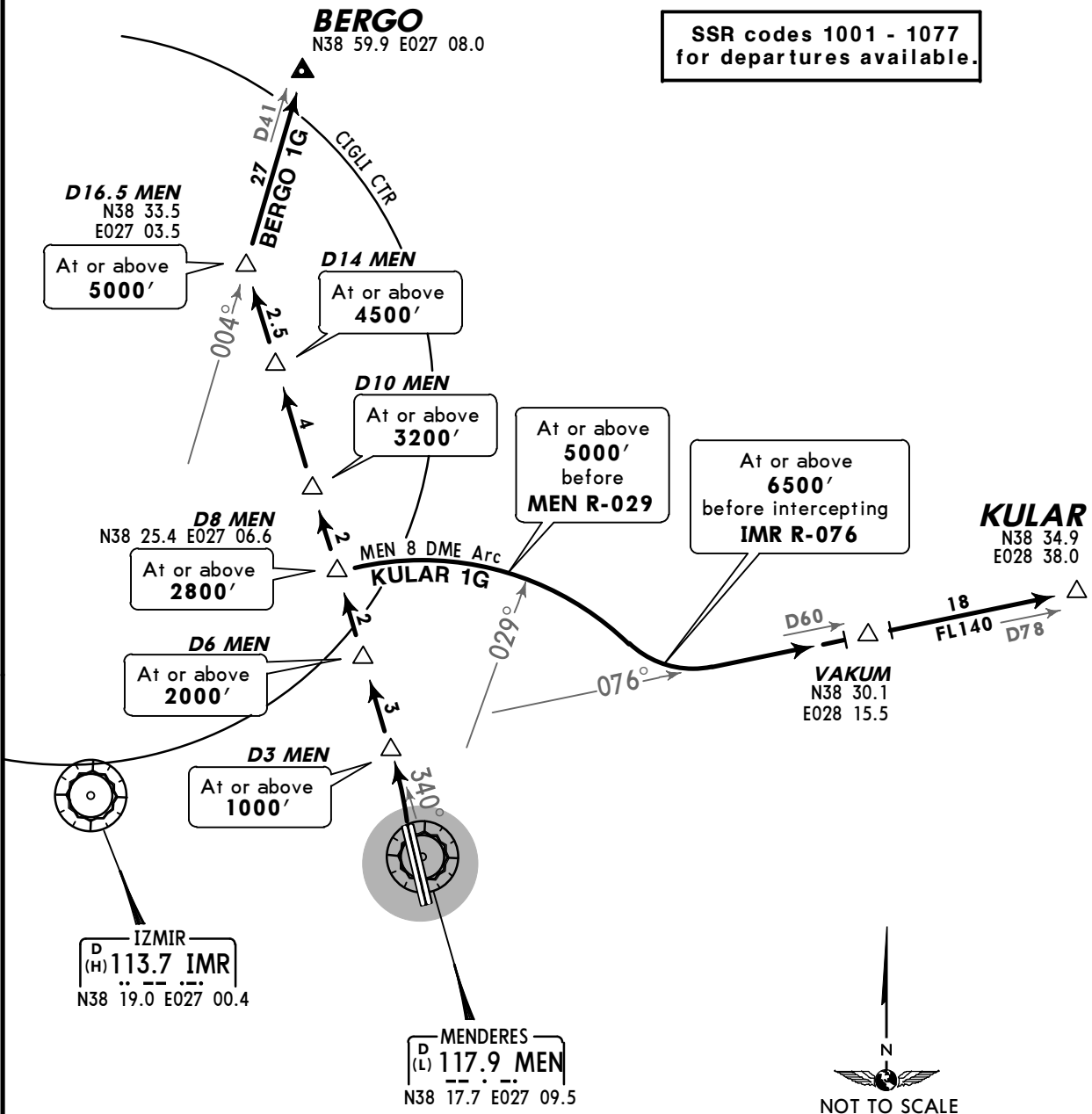
Apt Elev
410'

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



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

SSR codes 1001 - 1077
for departures available.



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

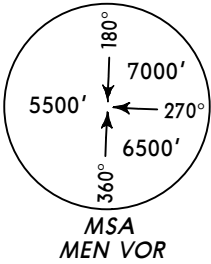
LTBJ/ADB
ADNAN MENDERES

JEPPESSEN
6 DEC 13 **20-3H** **Eff 12 Dec**

IZMIR, TURKEY
SID

Apt Elev
410'

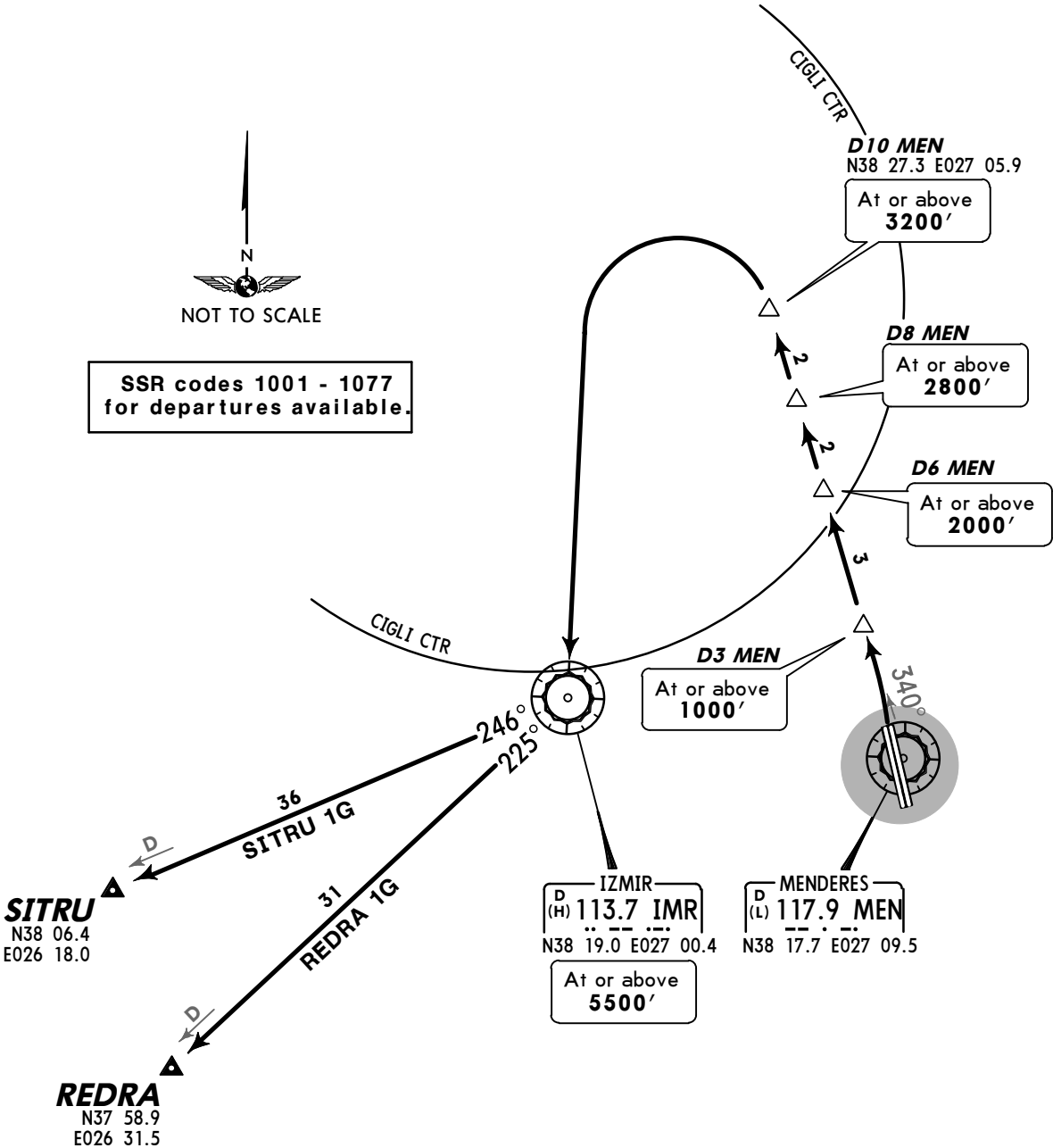
Trans level: By ATC Trans alt: 10000'
Any ACFT having compliance with the noise category ICAO Annex 16 Chapter 3 and 4 shall apply NADP-2 whereas all other ACFT whose noise category are in compliance with ICAO Annex 16 Chapter 2 shall only apply NADP-1.



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



SSR codes 1001 - 1077
for departures available.

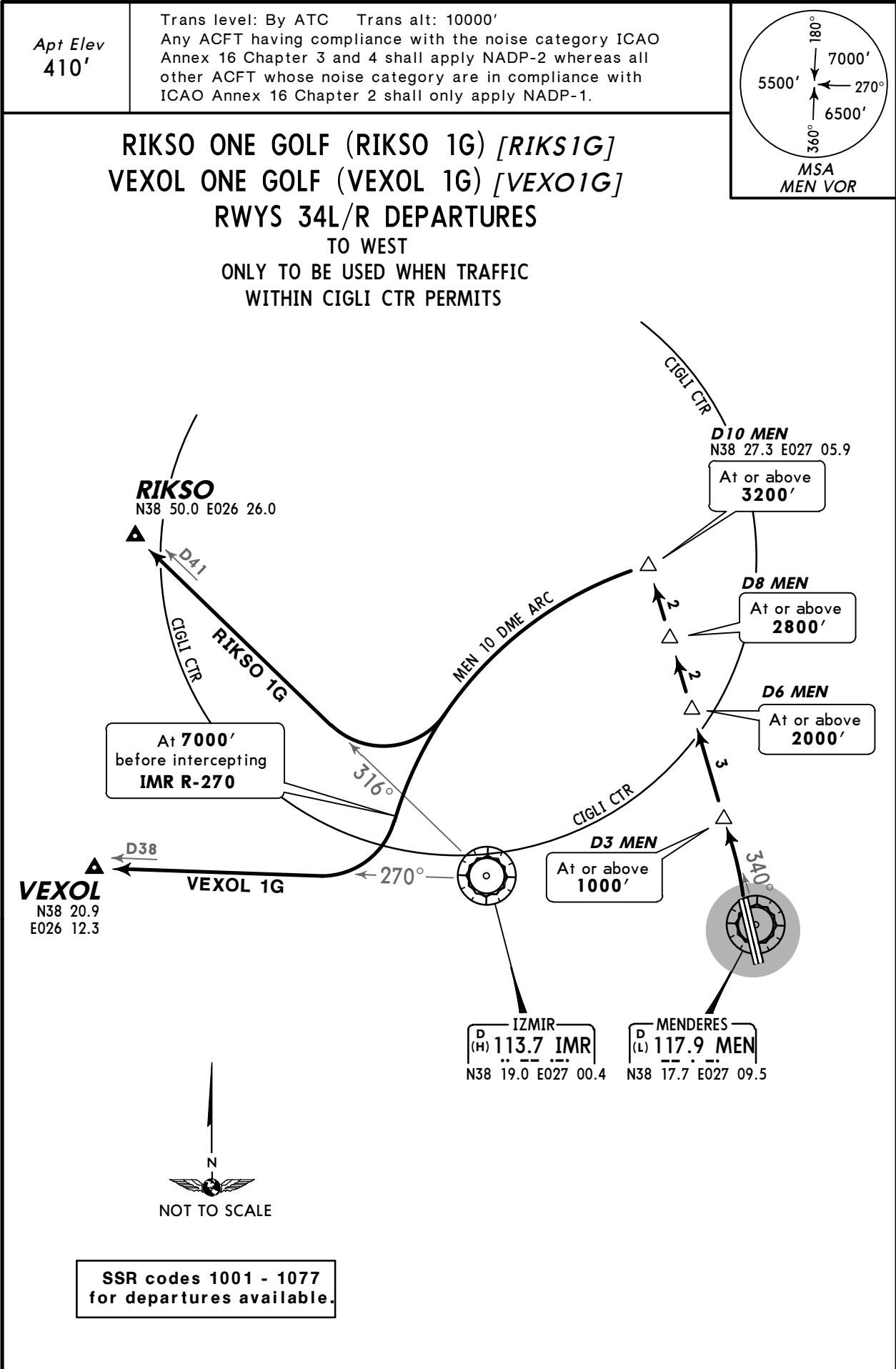


SID	INITIAL CLIMB/ROUTING
REDRA 1G	Intercept MEN R-340 to D10 MEN, turn LEFT to IMR, IMR R-225 to REDRA, then join airway.
SITRU 1G	Intercept MEN R-340 to D10 MEN, turn LEFT to IMR, IMR R-246 to SITRU, then join airway.

LTBJ/ADB
ADNAN MENDERES

 **JEPPESEN**
6 DEC 13 **20-3J** **Eff 12 Dec**

IZMIR, TURKEY
SID

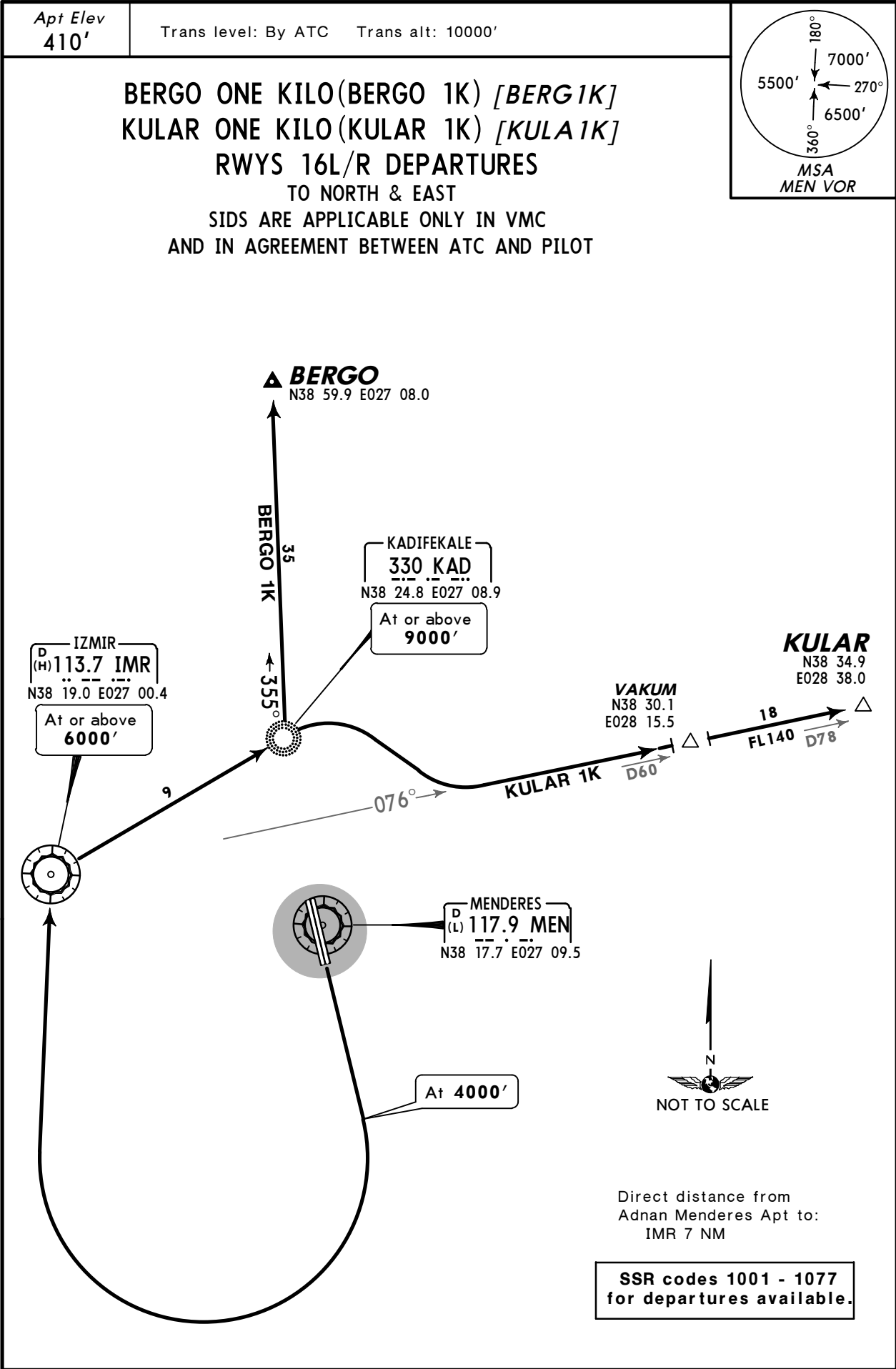


LTBJ/ADB
ADNAN MENDERES

 **JEPPESEN**
6 DEC 13 **20-3K** **Eff 12 Dec**

IZMIR, TURKEY

SID



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

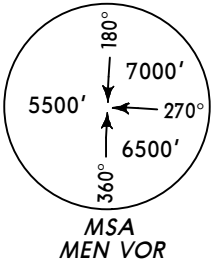
LTBJ/ADB
ADNAN MENDERES

JEPPESEN
6 DEC 13 20-3N Eff 12 Dec

IZMIR, TURKEY
SID

Apt Elev
410'

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

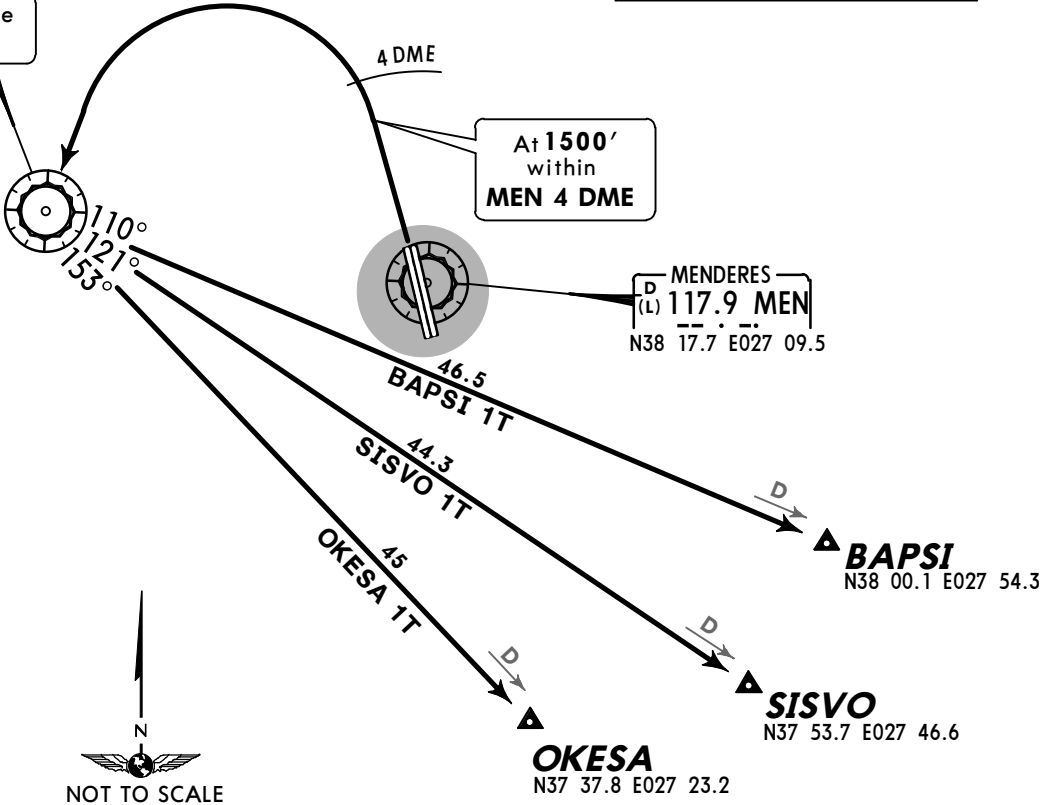


BAPSI ONE TANGO (BAPSI 1T) [BAPSI1T]
OKESA ONE TANGO (OKESA 1T) [OKESA1T]
SISVO ONE TANGO (SISVO 1T) [SISVO1T]
RWYS 34L/R DEPARTURES
TO SOUTH
SIDS ARE APPLICABLE ONLY IN VMC
AND IN AGREEMENT BETWEEN ATC AND PILOT

IZMIR
D (H) 113.7 IMR
N38 19.0 E027 00.4

At or above
6000'

SSR codes 1001 - 1077
for departures available.



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

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

Direct distance from
Adnan Menderes Apt to:
IMR 7 NM

INITIAL CLIMB

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

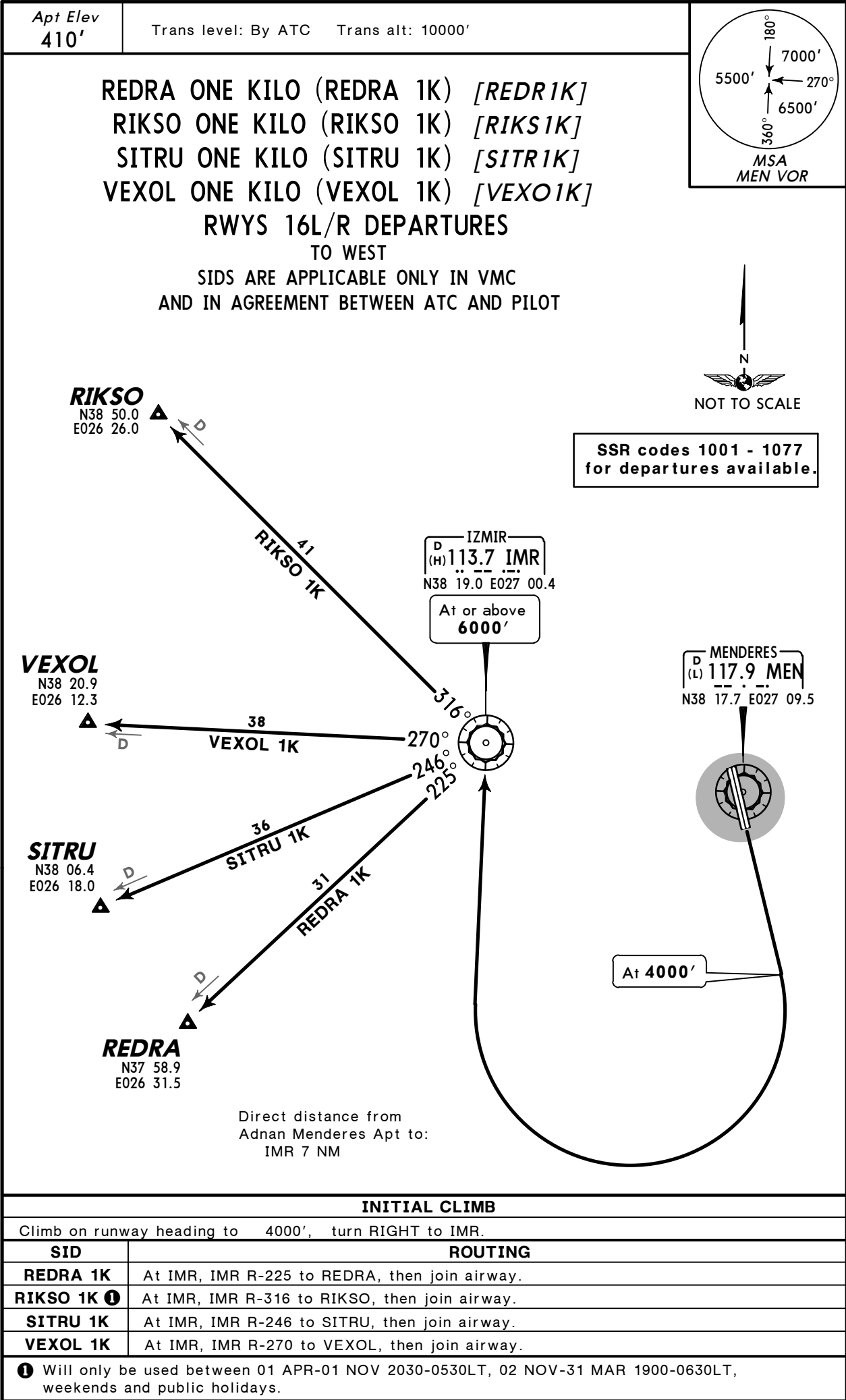
SID	ROUTING
B A P S I 1T ①	At IMR, IMR R-110 to BAPSI, then join airway.
O K E S A 1T	At IMR, IMR R-153 to OKESA, then join airway.
S I S V O 1T ①	At IMR, IMR R-121 to SISVO, then join airway.

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

LTBJ/ADB
ADNAN MENDERES

JEPPESEN
6 DEC 13 20-3P Eff 12 Dec

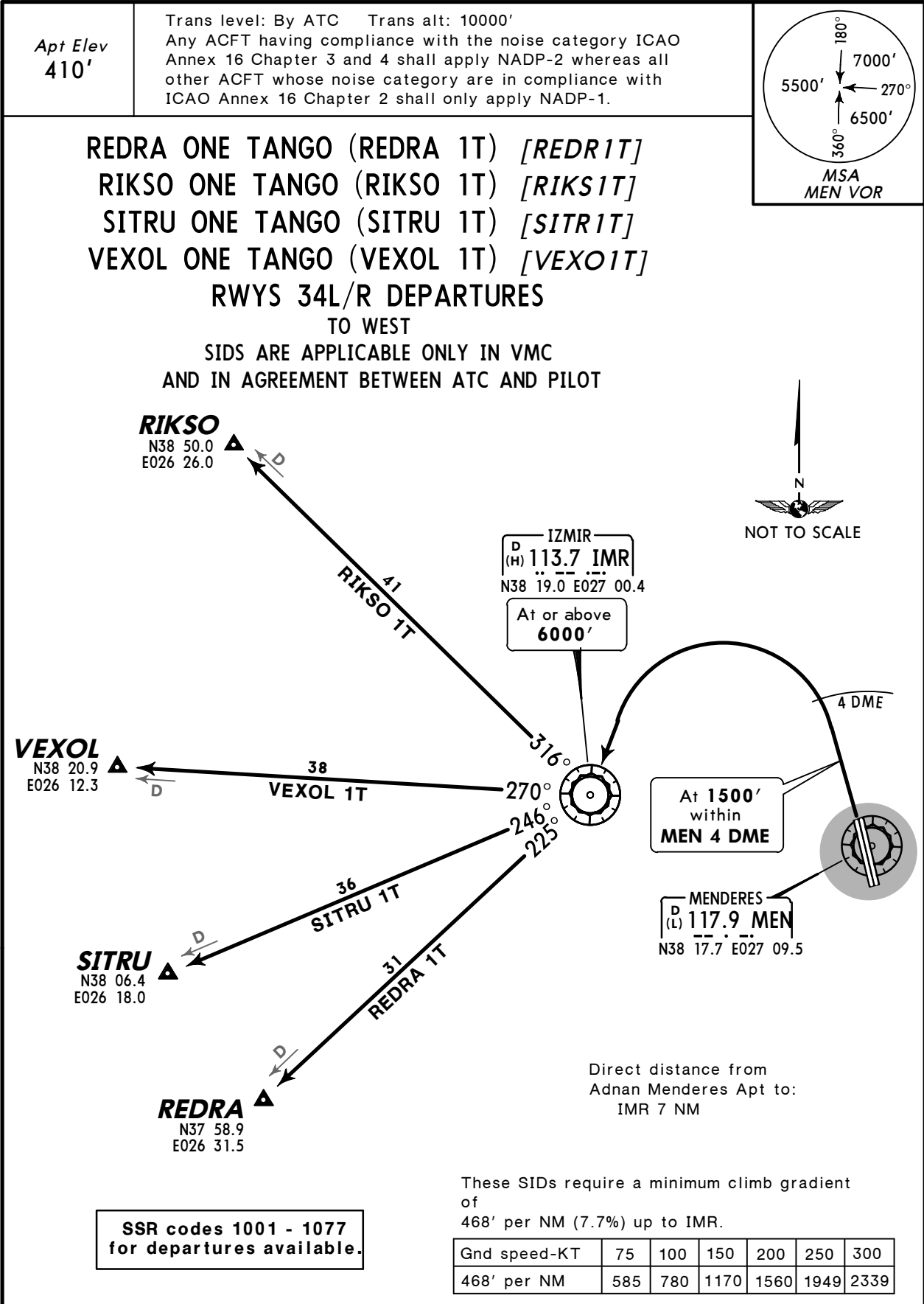
IZMIR, TURKEY
SID



LTBJ/ADB
ADNAN MENDERES

JEPPESSEN
6 DEC 13 20-3Q Eff 12 Dec

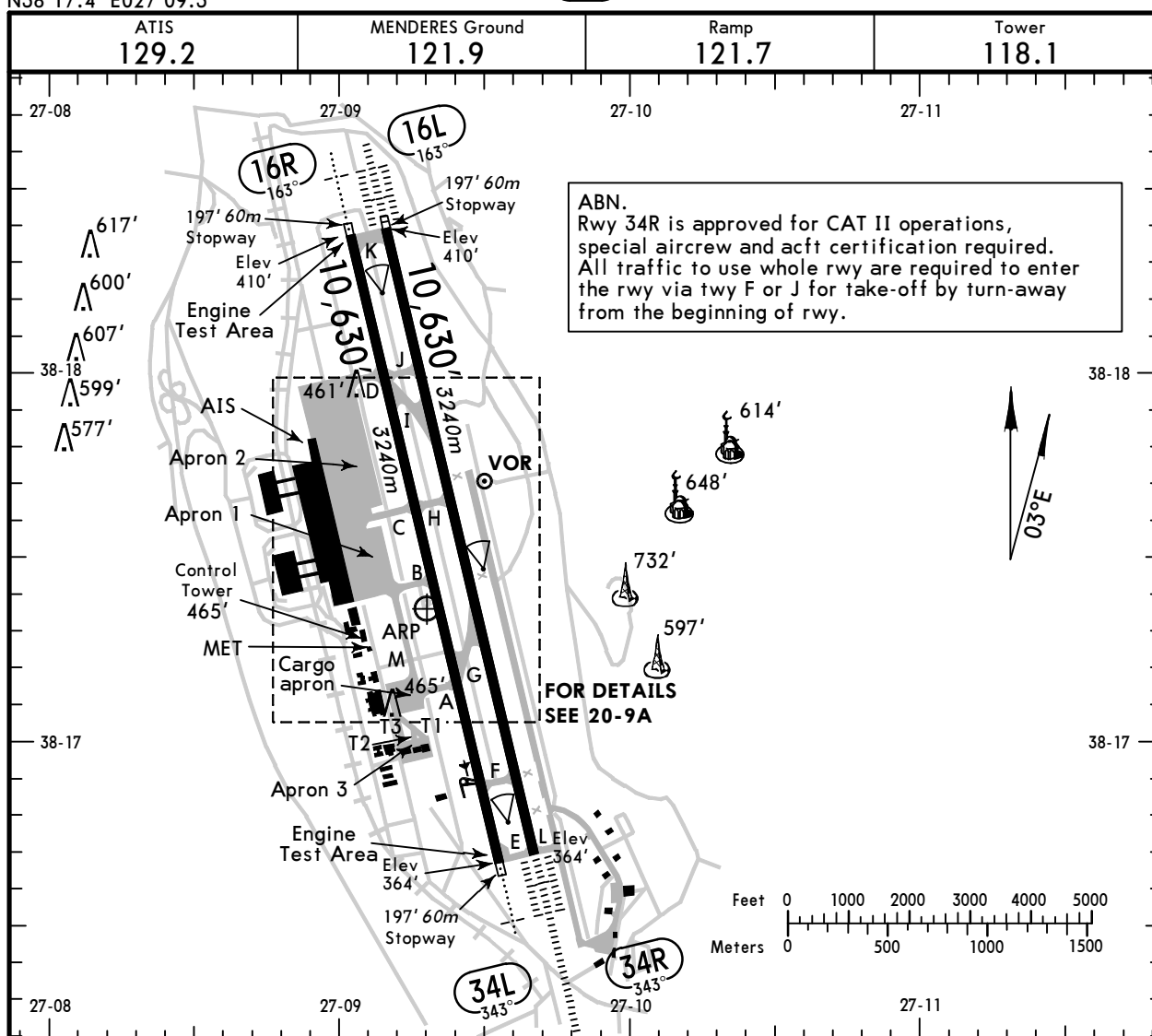
IZMIR, TURKEY
SID



LTBJ/ADB

Apt Elev **410'**
N38 17.4 E027 09.3

JEPPESSEN

29 AUG 14 **(20-9)**
IZMIR, TURKEY
ADNAN MENDERES


ADDITIONAL RUNWAY INFORMATION

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

① PAPI (3.0°)

② TAKE-OFF RUN AVAILABLE

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

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

③ TAKE-OFF RUN AVAILABLE

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

Standard
TAKE-OFF ①

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

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

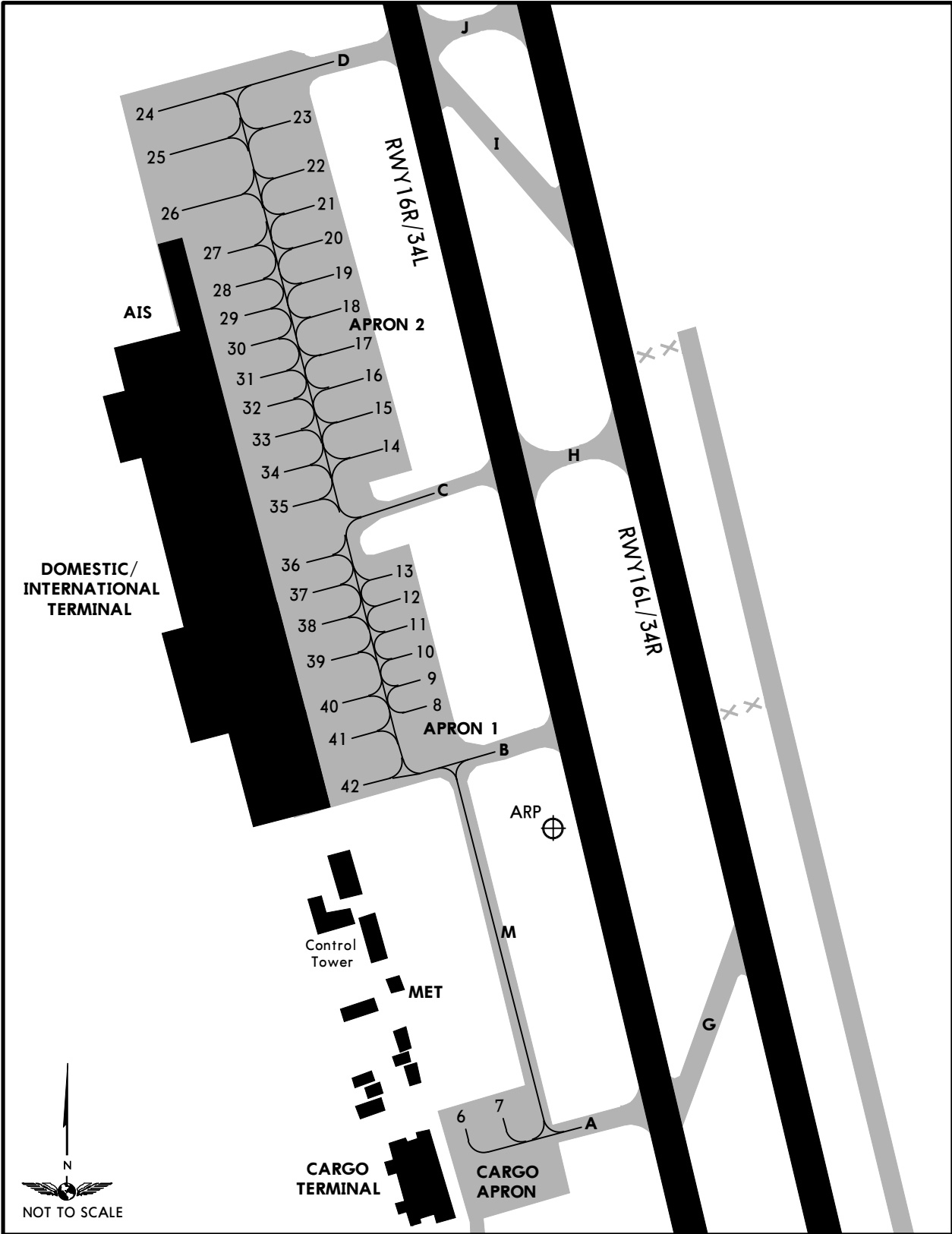
CHANGES: Taxiway Mike established.

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LTBJ/ADB

 **JEPPESSEN**
29 AUG 14 (20-9A)

IZMIR, TURKEY
ADNAN MENDERES

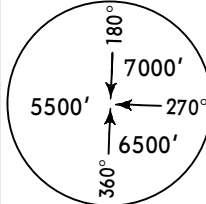


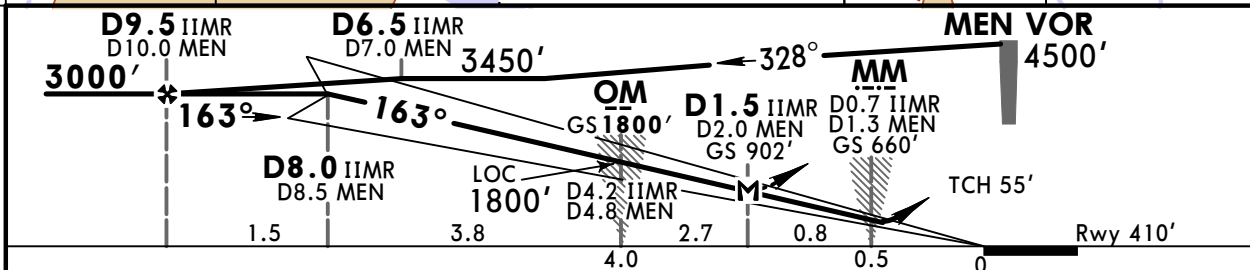
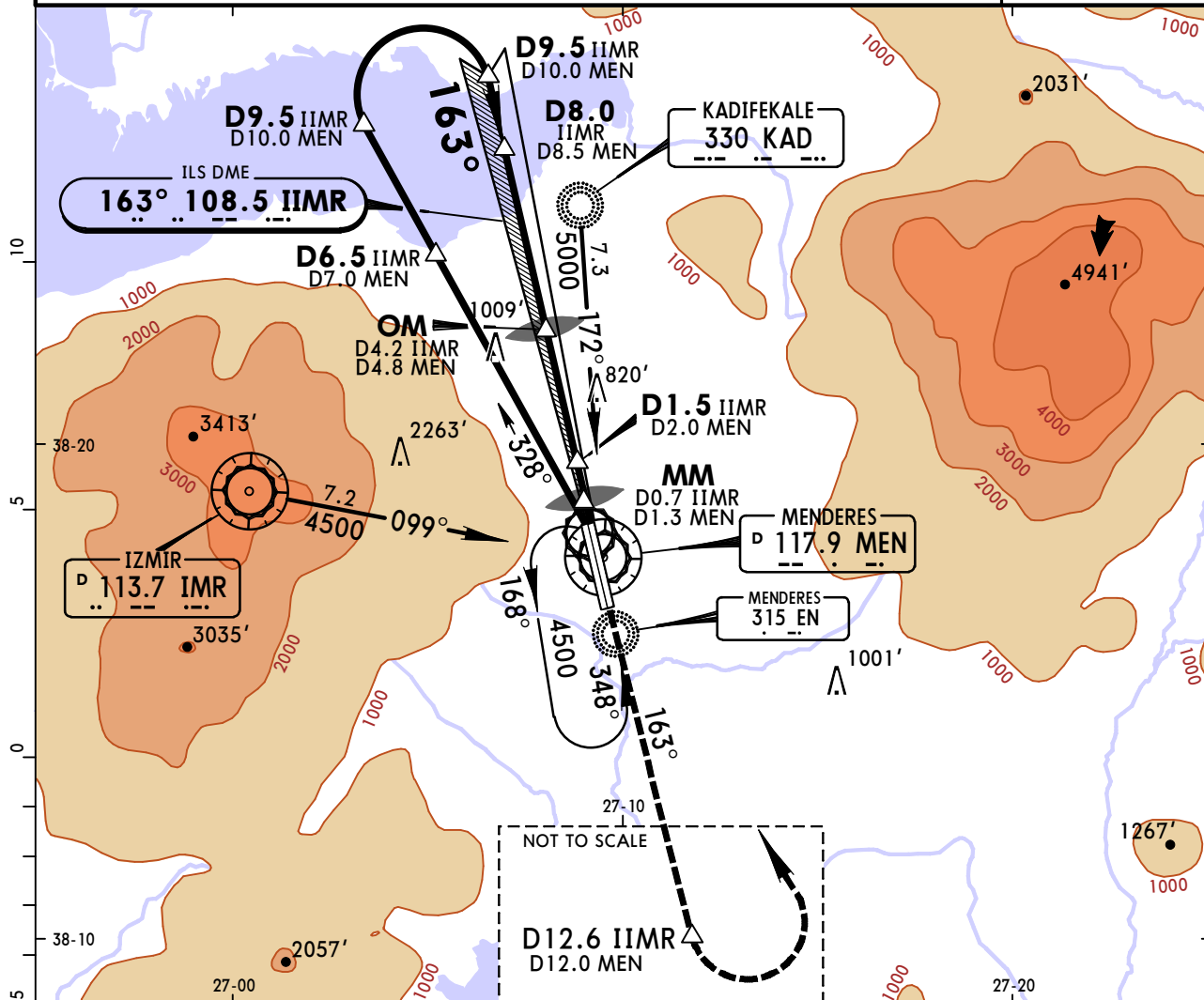
INS COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
6, 7	N38 17.2 E027 09.2	23	N38 17.9 E027 09.0
8 thru 12	N38 17.5 E027 09.2	24 thru 26	N38 17.9 E027 08.9
13	N38 17.6 E027 09.2	27	N38 17.8 E027 08.9
14 thru 17	N38 17.7 E027 09.1	28, 29	N38 17.8 E027 09.0
18 thru 20	N38 17.8 E027 09.1	30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

LTBJ/ADB
ADNAN MENDERES

JEPPESSEN
18 SEP 15 (21-1)

IZMIR, TURKEY
ILS DME Rwy 16L

BRIEFING STRIP™	ATIS 129.2	MENDERES Approach/Radar (APP) 119.450 120.1 120.175 128.325 134.2				MENDERES Tower 118.1	Ground 121.9
	LOC IIMR 108.5	Final Apch Crs 163°	GS OM 1800'(1390')	ILS DA(H) 612'(202')	Apt Elev 410' Rwy 410'		
	MISSED APCH: Climb and intercept R-163 MEN to 3000' within D12.6 IIMR, then turn LEFT and proceed to MEN VOR to 4500' and hold.						
	Alt Set: hPa		Rwy Elev: 15 hPa	Trans level: By ATC			
	Baseturn MAX 185 KT.						



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

STRAIGHT-IN LANDING RWY 16L				CIRCLE-TO-LAND			
ILS		LOC (GS out)		Not authorized West of airport			
DA(H) 612' (202')		MDA(H) 910' (500')					
FULL		ALS out		Max Kts	MDA(H)	VIS	
A				100	1150' (740')	3200m	
B	RVR 750m	RVR 1200m		135	1300' (890')	3400m	
C				180	1500' (1090')	4800m	
D				205			

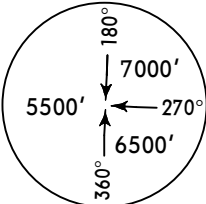
CHANGES: Communications.

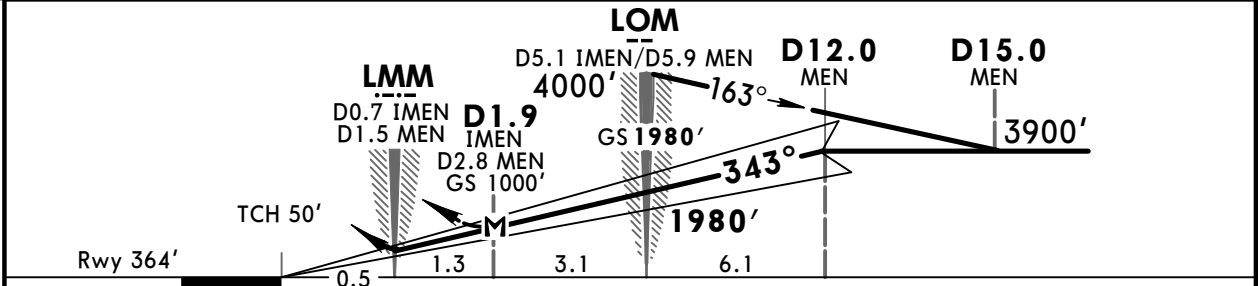
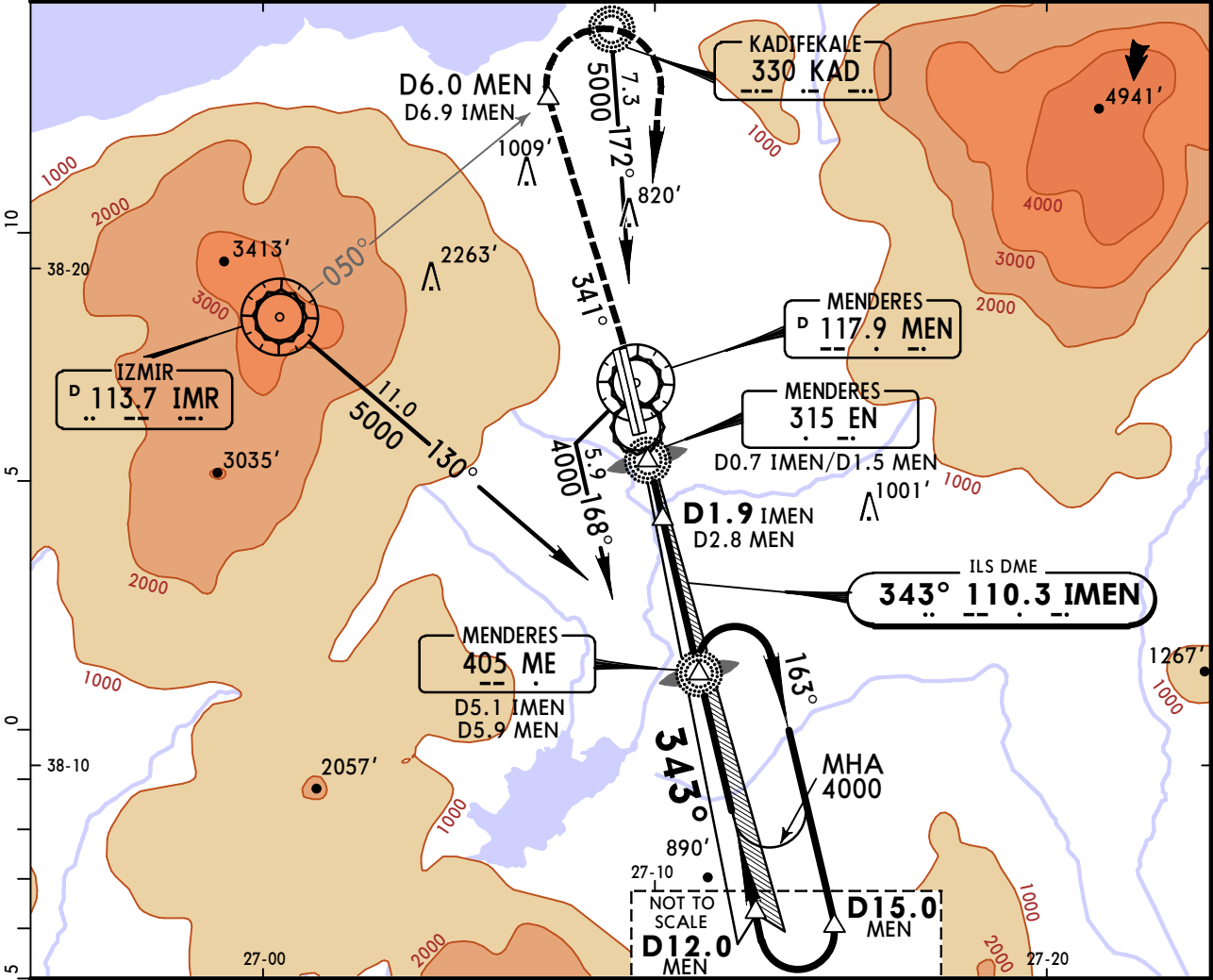
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LTBJ/ADB
ADNAN MENDERES

JEPPESSEN
18 SEP 15 (21-2)

IZMIR, TURKEY
ILS DME 1 Rwy 34R

ATIS 129.2	MENDERES Approach/Radar (APP) 119.450 120.1 120.175 128.325 134.2					MENDERES Tower 118.1	Ground 121.9
LOC IMEN 110.3	Final Apch Crs 343°	GS LOM 1980' (1616')	ILS DA(H) Refer to Minimums	Apt Elev 410' Rwy 364'			
MISSED APCH: Intercept R-341 MEN climbing to D6.0 MEN at 2000' or above, then climbing turn RIGHT and proceed via MEN VOR to ME NDB to 4000' and hold. MAX 180 KT until inbound to MEN VOR.							
Alt Set: hPa	Rwy Elev: 13 hPa	Trans level: By ATC	Trans alt: 10000'	MSA ME NDB			



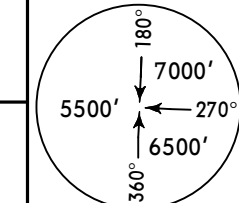
Gnd speed-Kts	70	90	100	120	140	160		180 KT MAX	D6.0 MEN ↑ 117.9 MEN R-341
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743			
MAP at D1.9 IMEN/D2.8 MEN									
MAP at D1.9 IMEN/D2.8 MEN									

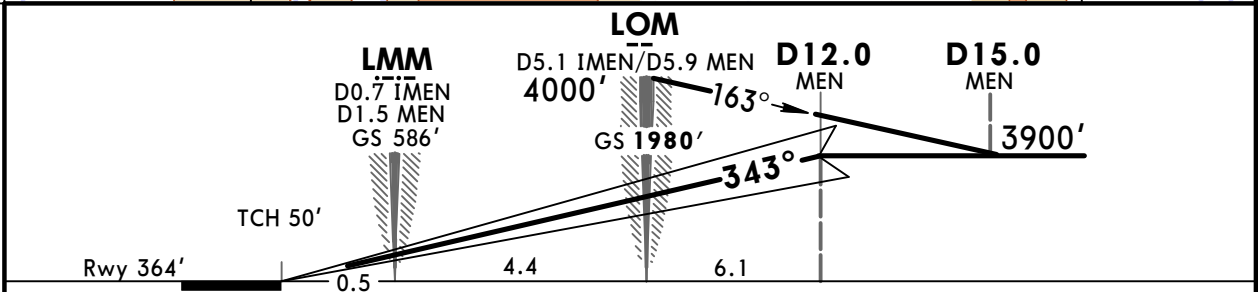
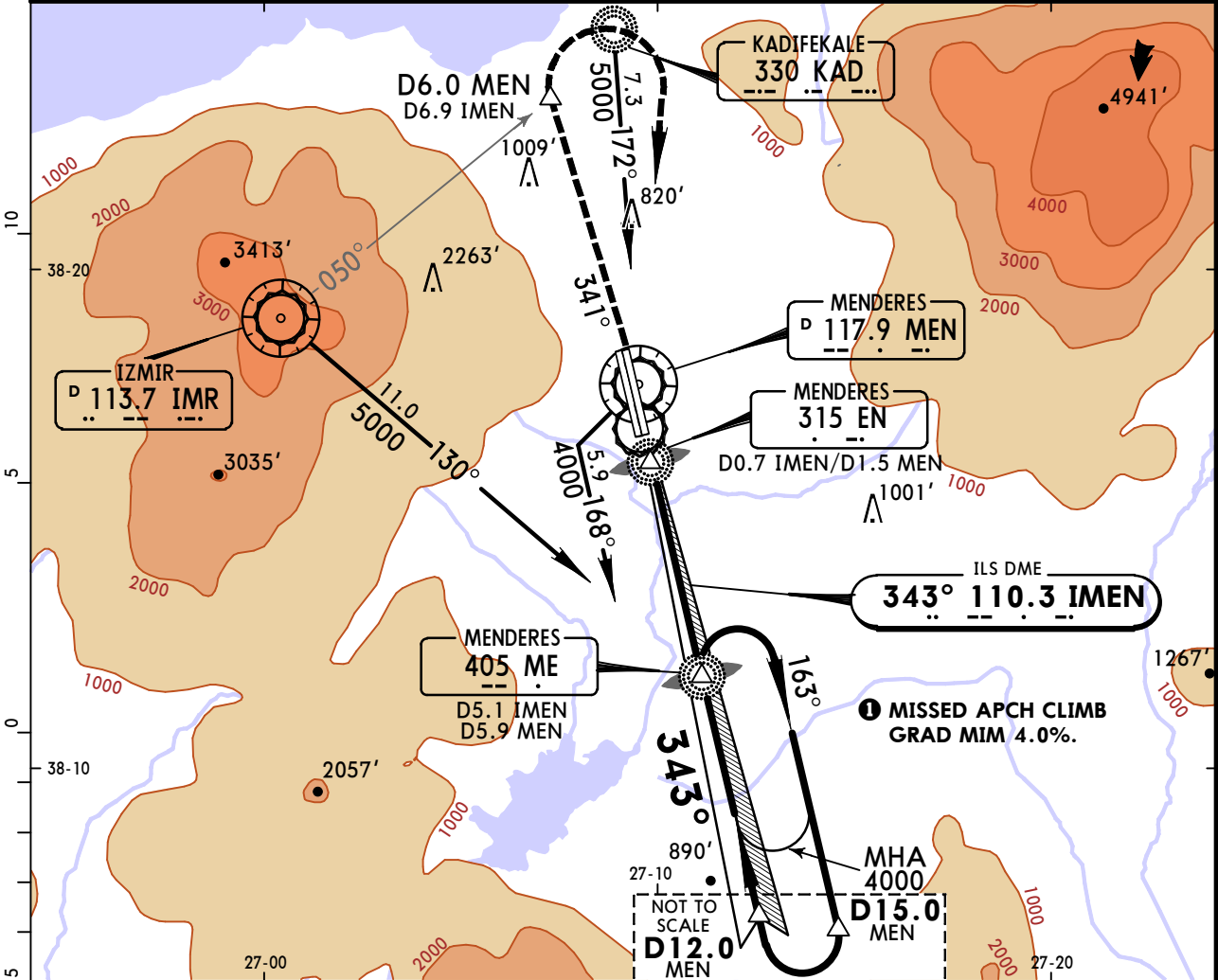
Standard				STRAIGHT-IN LANDING RWY 34R				LOC (GS out)				CIRCLE-TO-LAND			
Missed apch climb grad mim 4.0% DA(H) 590' (226')				Missed apch climb grad mim 2.5% DA(H) 1000' (636')				MDA(H) 1000' (636')				Not authorized West of airport			
FULL				FULL/Limited				ALS out				Max Kts			
A				B				C				100			
RVR 550m				RVR 750m				RVR 1200m				1150' (740')			
RVR 550m				RVR 750m				RVR 1200m				135			
RVR 550m				RVR 750m				RVR 1200m				1300' (890')			
RVR 550m				RVR 750m				RVR 1200m				180			
RVR 550m				RVR 750m				RVR 1200m				1500' (1090')			
RVR 550m				RVR 750m				RVR 1200m				205			
RVR 550m				RVR 750m				RVR 1200m				1500' (1090')			

LTBJ/ADB
ADNAN MENDERES

JEPPESSEN
18 SEP 15

IZMIR, TURKEY
CAT II ILS DME 1 Rwy 34R

ATIS 129.2		MENDERES Approach/Radar (APP) 119.450 120.1 120.175 128.325 134.2					MENDERES Tower 118.1	Ground 121.9	
LOC IMEN 110.3		Final Apch Crs 343°		GS LOM 1980' (1616')		CAT II ILS RA 107' DA(H) 464' (100')		Apt Elev 410' Rwy 364'	
MISSED APCH: Intercept R-341 MEN climbing to D6.0 MEN at 2000' or above, then climbing turn RIGHT and proceed via MEN VOR to ME NDB to 4000' and hold. MAX 180 KT until inbound to MEN VOR.									
Alt Set: hPa		Rwy Elev: 13 hPa		Trans level: By ATC		Trans alt: 10000'		MSA ME NDB	
Special Aircrew & Acft Certification Required.									



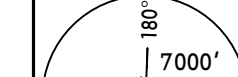
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II REIL PAPI	180 KT MAX	D6.0 MEN ↑	MEN on 117.9 R-341
GS	3.00°	372	478	531	637	743				

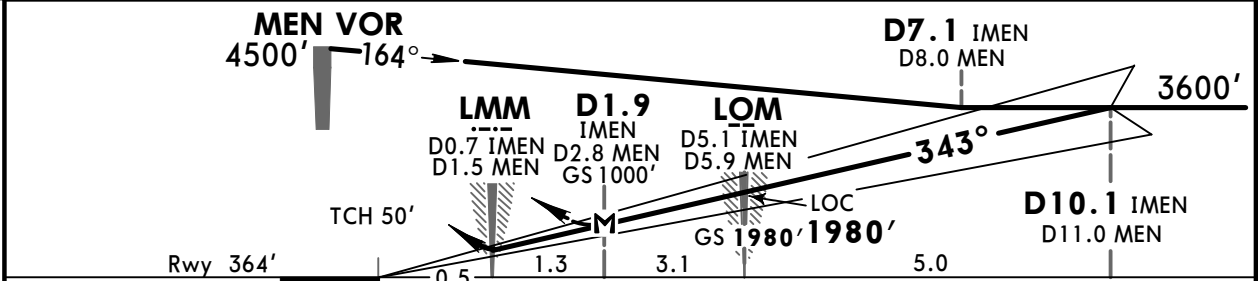
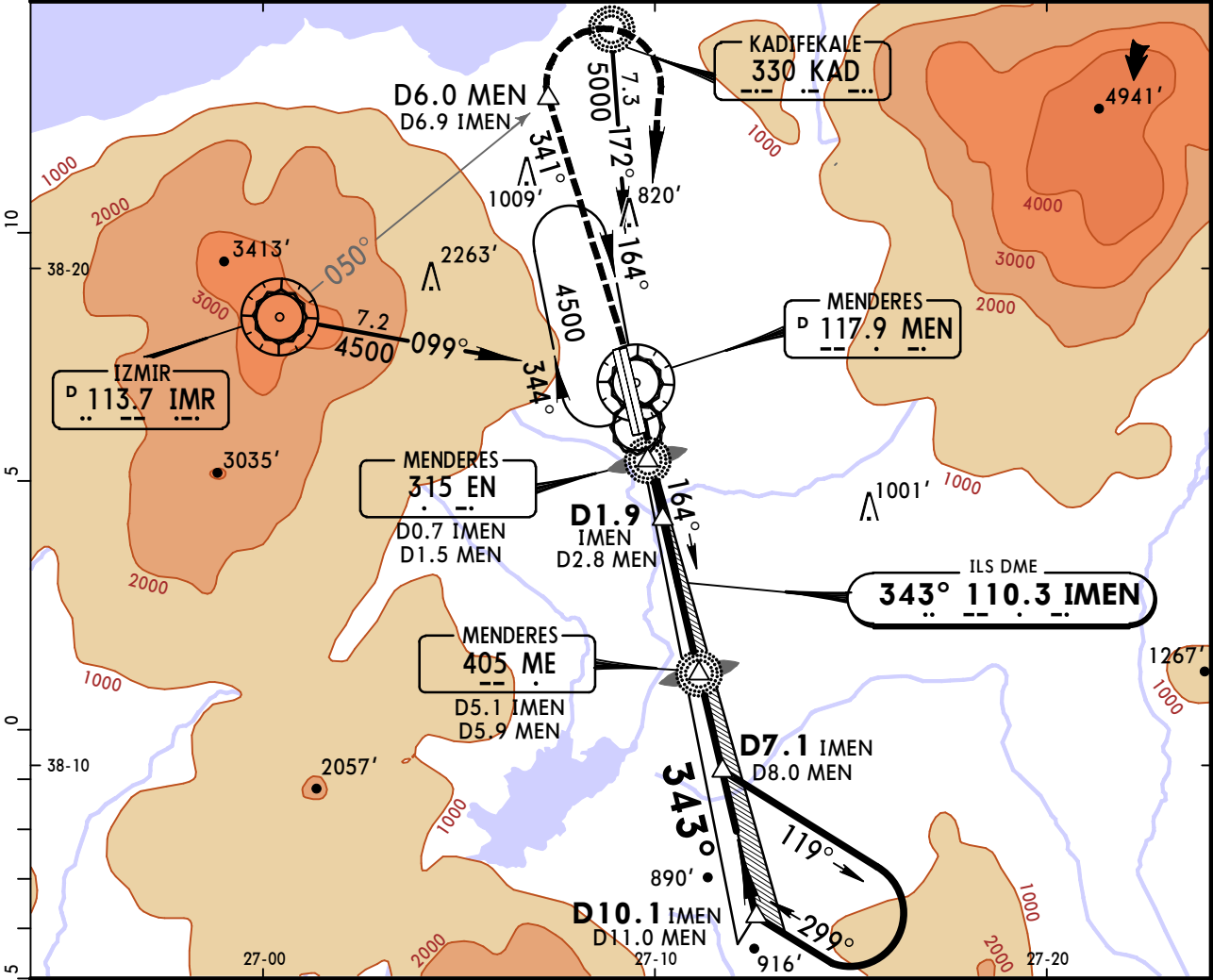
Standard STRAIGHT-IN LANDING RWY 34R
Missed apch climb gradient mim 4.0%.
CAT II ILS
ABCD
RA 107'
DA(H) 464' (100')
RVR 300m 
 Operators applying U.S. Specs: Autoland or HUD required below RVR 350m.

LTBJ/ADB
ADNAN MENDERES

JEPPESEN
18 SEP 15 (21-3)

IZMIR, TURKEY
ILS DME 2 Rwy 34R

ATIS 129.2		MENDERES Approach/Radar (APP) 119.450 120.1 120.175 128.325 134.2				MENDERES Tower 118.1	Ground 121.9
LOC IMEN 110.3		Final Apch Crs 343°	GS LOM 1980' (1616')	ILS DA(H) Refer to Minimums	Apt Elev 410' Rwy 364'		
MISSED APCH: Intercept R-341 MEN climbing to D6.0 MEN at 2000' or above, then climbing turn RIGHT to MEN VOR to 4500' and hold. MAX 180 KT until inbound to MEN VOR. If over MEN VOR below 4500', intercept R-164 MEN climbing to 4500', then turn RIGHT to join holding.							
Alt Set: hPa		Rwy Elev: 13 hPa		Trans level: By ATC		Trans alt: 10000'	



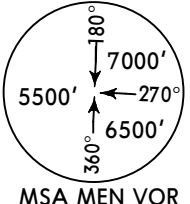
Gnd speed-Kts	70	90	100	120	140	160		180 KT MAX	D6.0 MEN ↑ on 117.9 R-341
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743			
MAP at D1.9 IMEN/D2.8 MEN									

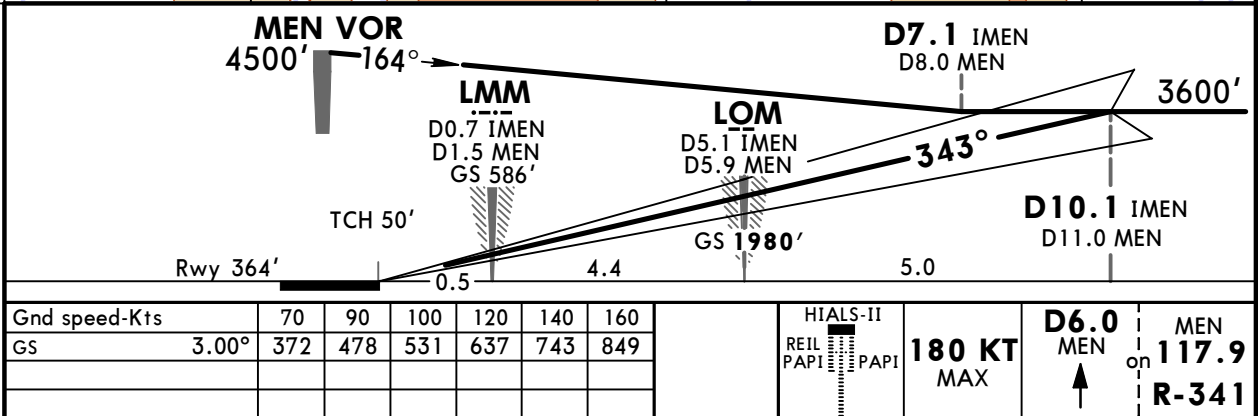
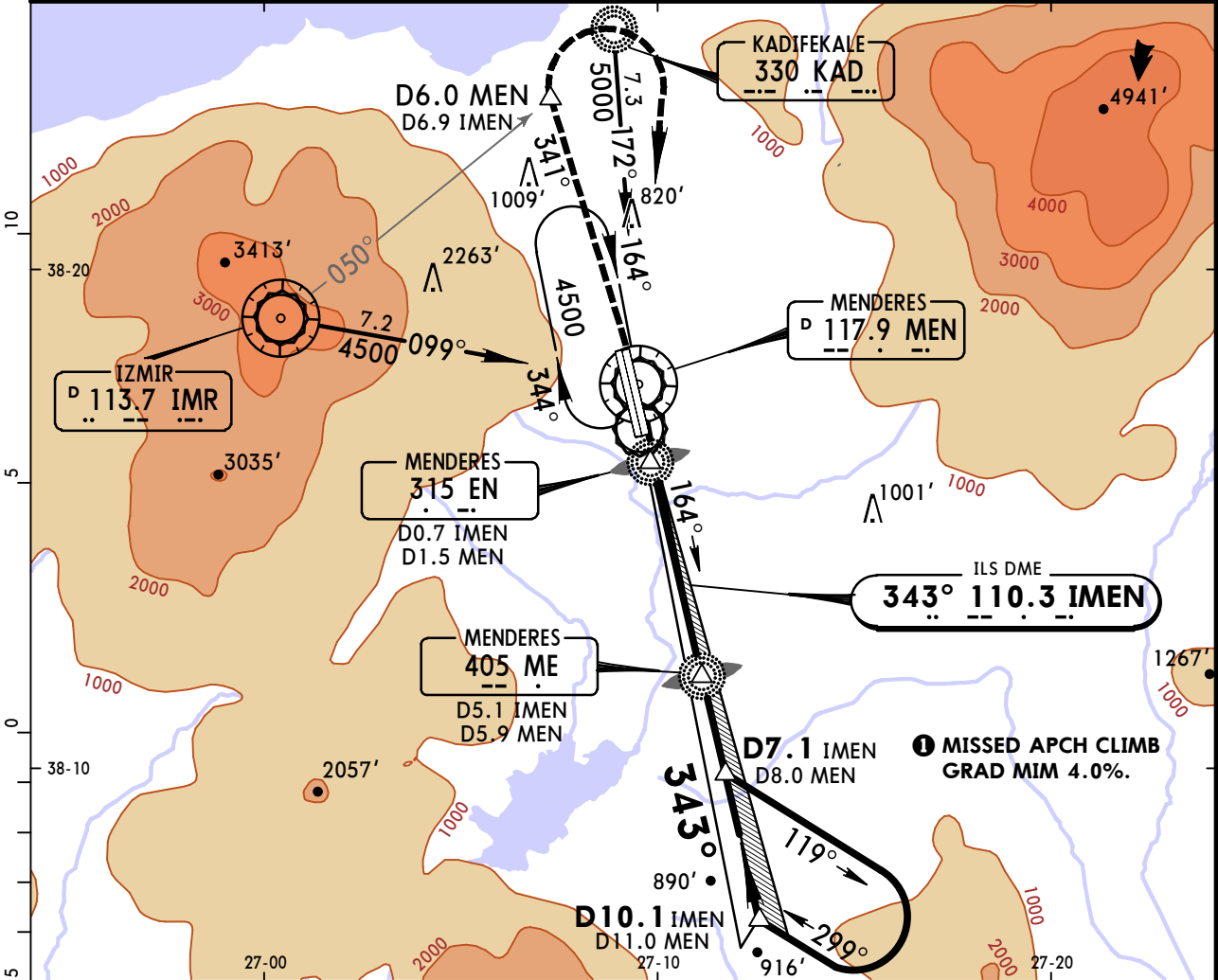
Standard STRAIGHT-IN LANDING RWY 34R				LOC (GS out)		CIRCLE-TO-LAND	
Missed apch climb grad mim 4.0% DA(H) 590' (226')		Missed apch climb grad mim 2.5% DA(H) 1000' (636')		MDA(H) 1000' (636')		Not authorized West of airport	
FULL	Limited	ALS out	FULL/Limited	ALS out	ALS out	Max Kts	MDA(H) VIS
A						100	1150' (740') 3200m
B	RVR 550m	RVR 750m	RVR 1200m	RVR 1500m	RVR 1500m	135	1300' (890') 3400m
C				CMV 2200m	CMV 2400m	180	1500' (1090') 4800m
D						205	

LTBJ/ADB
ADNAN MENDERES

JEPPESSEN
18 SEP 15 21-3A

IZMIR, TURKEY
CAT II ILS DME-2 Rwy 34R

ATIS 129.2		MENDERES Approach/Radar (APP) 119.450 120.1 120.175 128.325 134.2				MENDERES Tower 118.1	Ground 121.9
LOC IMEN 110.3	Final Apch Crs 343°	GS LOM 1980' (1616')	CAT II ILS RA 107' DA(H) 464' (100')		Apt Elev 410' Rwy 364'		
MISSED APCH: Intercept R-341 MEN climbing to D6.0 MEN at 2000' or above, then climbing turn RIGHT to MEN VOR to 4500' and hold. MAX 180 KT until inbound to MEN VOR. If over MEN VOR below 4500', intercept R-164 MEN climbing to 4500', then turn RIGHT to join holding.							MSA MEN VOR
Alt Set: hPa		Rwy Elev: 13 hPa		Trans level: By ATC		Trans alt: 10000'	
Special Aircrew & Acft Certification Required.							



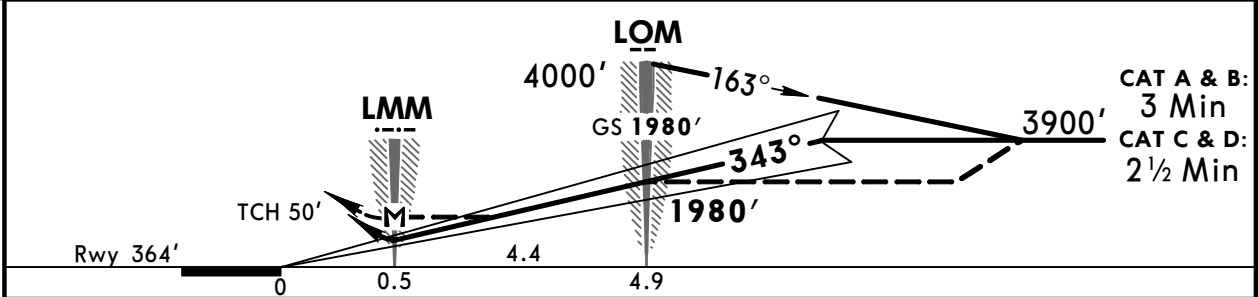
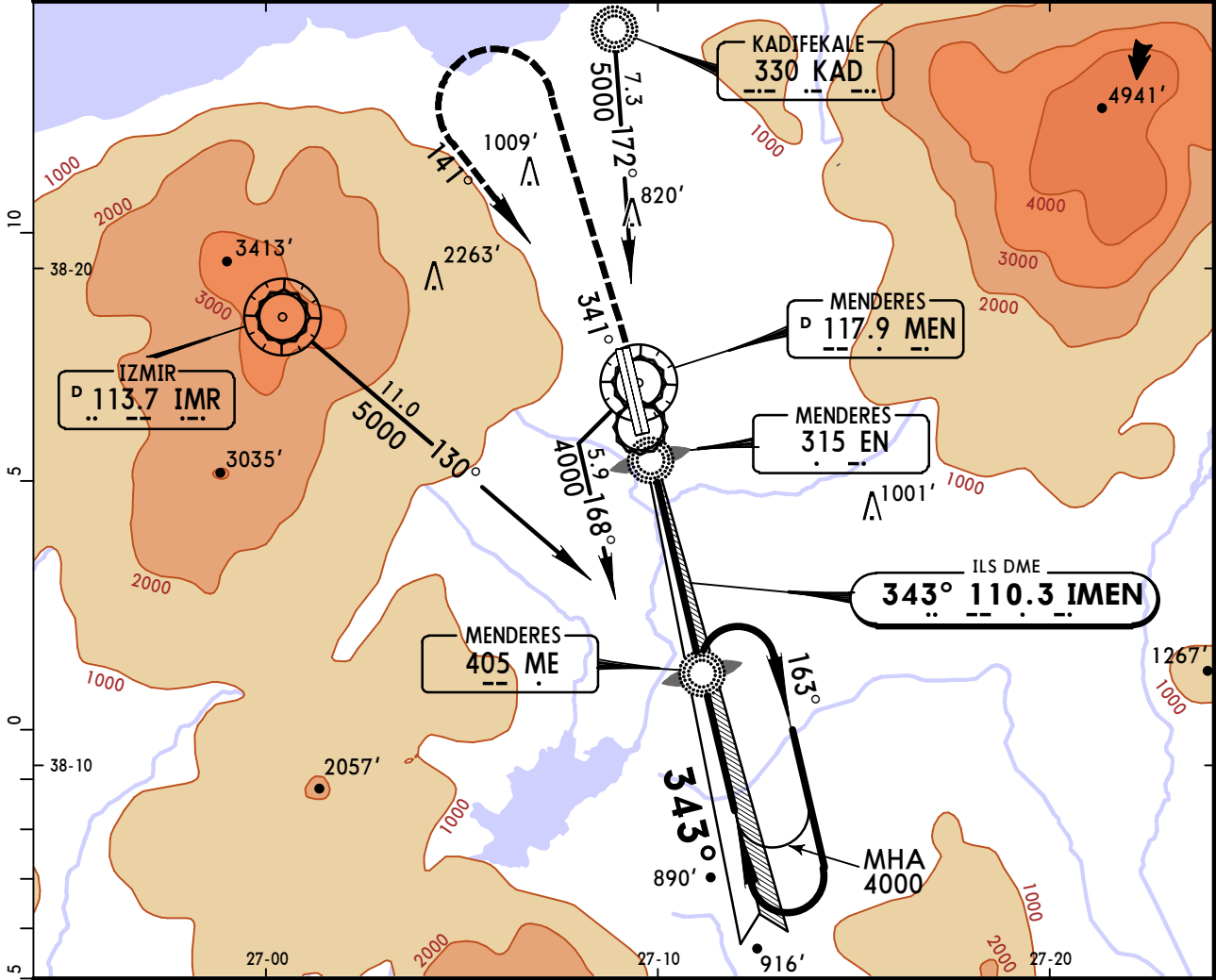
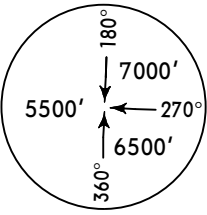
Standard	STRAIGHT-IN LANDING RWY 34R
	Missed apch climb gradient mim 4.0%
	CAT II ILS
	ABCD
	RA 107'
	DA(H) 464' (100')
	RVR 300m 1
1 Operators applying U.S. Specs: Autoland or HUD required below RVR 350m.	

LTBJ/ADB
ADNAN MENDERES

JEPPESSEN
18 SEP 15 (21-4)

IZMIR, TURKEY
ILS Rwy 34R

ATIS 129.2	MENDERES Approach/Radar (APP) 119.450 120.1 120.175 128.325 134.2					MENDERES Tower 118.1	Ground 121.9
LOC IMEN 110.3	Final Apch Crs 343°	GS LOM 1980' (1616')	ILS DA(H) 590' (226')	Apt Elev 410' Rwy 364'			
MISSED APCH: Climb on R-341 MEN to 3200', then climbing turn LEFT and proceed on 141° via MEN VOR to ME NDB to 4000' and hold. MAX 180 KT until inbound to MEN VOR.							
Alt Set: hPa	Rwy Elev: 13 hPa	Trans level: By ATC		Trans alt: 10000'			



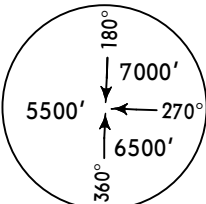
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II REIL PAPI PAPI	180 KT MAX	3200' ↑	MEN on 117.9 R-341
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743				
MAP at LMM										

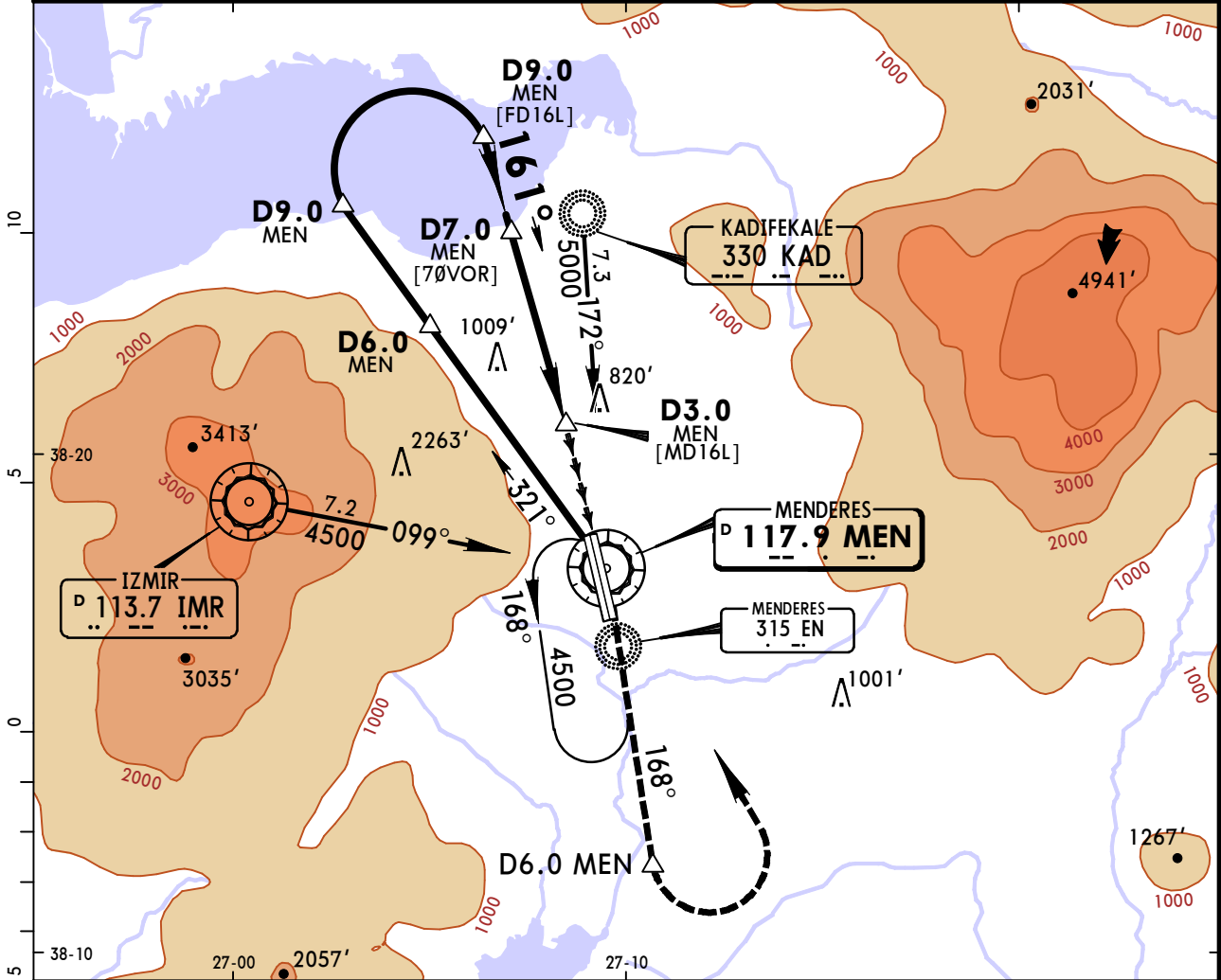
Standard STRAIGHT-IN LANDING RWY 34R					CIRCLE-TO-LAND			
ILS				LOC (GS out)		Not authorized West of airport		
DA(H) 590'(226')				MDA(H) 1000'(636')				
FULL		Limited	ALS out			Max Kts	MDA(H)	VIS
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1500m		100	1150'(740')	3200m
B						135	1300'(890')	3400m
C				CMV 2200m	CMV 2400m	180	1500'(1090')	4800m
D						205		

LTBJ/ADB
ADNAN MENDERES

JEPPESEN
18 SEP 15 (23-1)

IZMIR, TURKEY
VOR DME Rwy 16L

ATIS 129.2		MENDERES Approach/Radar (APP) 119.450 120.1 120.175 128.325 134.2				MENDERES Tower 118.1	Ground 121.9
VOR MEN 117.9		Final Apch Crs 161°	Minimum Alt D9.0 MEN 3500' (3090')	MDA(H) 1150' (740')	Apt Elev 410' Rwy 410'	 MSA MEN VOR	
MISSED APCH: Climb to MEN VOR, intercept R-168 MEN to D6.0 MEN at 2360' or above, then climbing turn LEFT to MEN VOR to 4500' and hold. MAX 180 KT until inbound to MEN VOR. If over MEN VOR below 4500', intercept R-341 MEN climbing to 4500', then turn LEFT to join holding.							
Alt Set: hPa		Rwy Elev: 15 hPa		Trans level: By ATC			



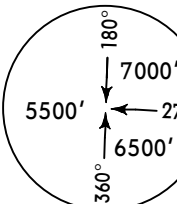
Gnd speed-Kts	70	90	100	120	140	160	
Descent Angle 3.46°	429	551	612	735	857	980	
MAP at D3.0 MEN							
REIL PAPI PAPI HIALS-II							
				180 KT MAX		MEN 117.9	D6.0 MEN on R-168

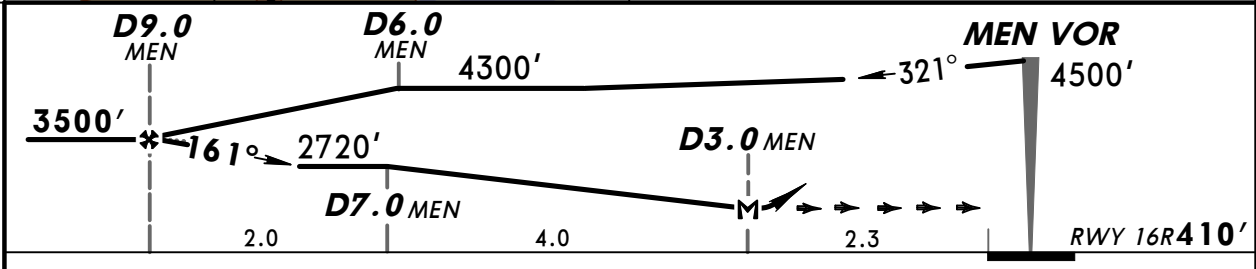
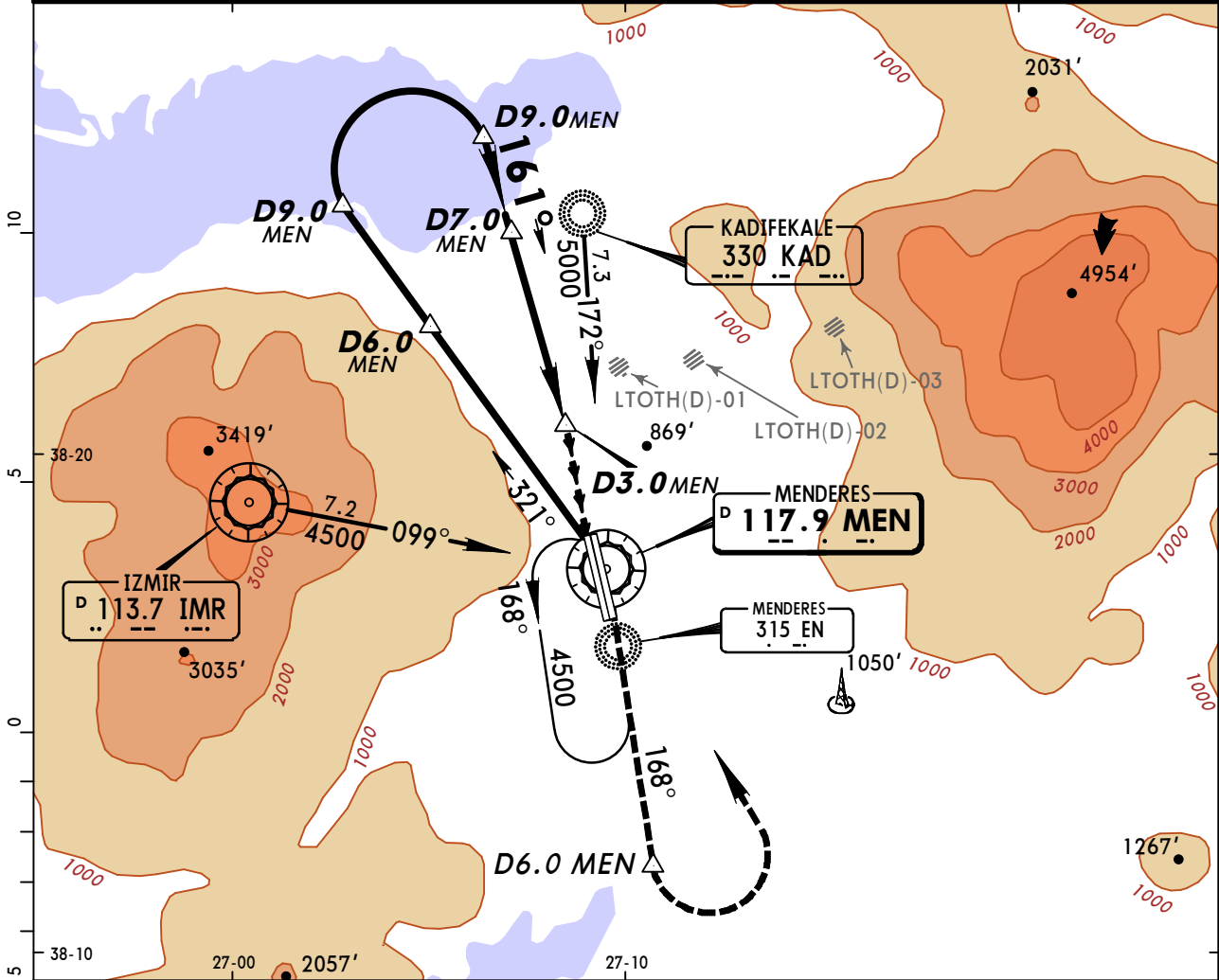
Standard		STRAIGHT-IN LANDING RWY 16L		CIRCLE-TO-LAND	
				Not authorized West of airport	
		MDA(H) 1150' (740')			
		ALS out		Max Kts	
A	2700m	3100m		100	1150' (740') 3200m
B				135	1300' (890') 3400m
C	3400m	3800m		180	1500' (1090') 4800m
D				205	

LTBJ/ADB
ADNAN MENDERES

JEPPESSEN
5 OCT 12 **(23-2)** **Eff 18 Oct**

IZMIR, TURKEY
VOR DME

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



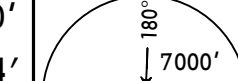
MAP at D3.0 MEN				HIALS PAPI	180 KT MAX	MEN 117.9	D6.0 MEN ↑	MEN 117.9 on R-168
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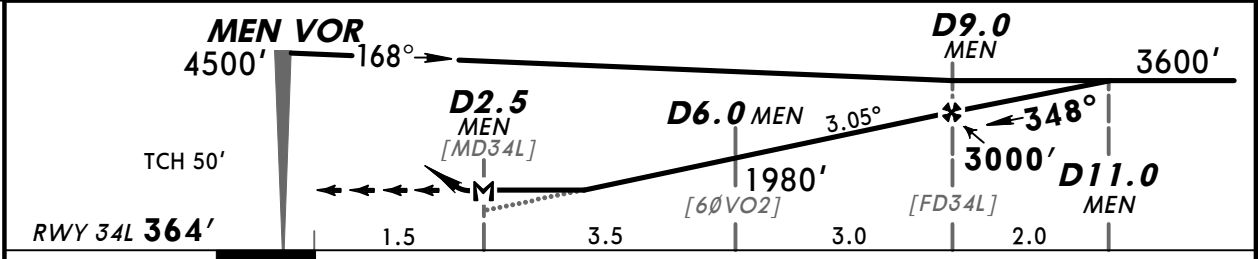
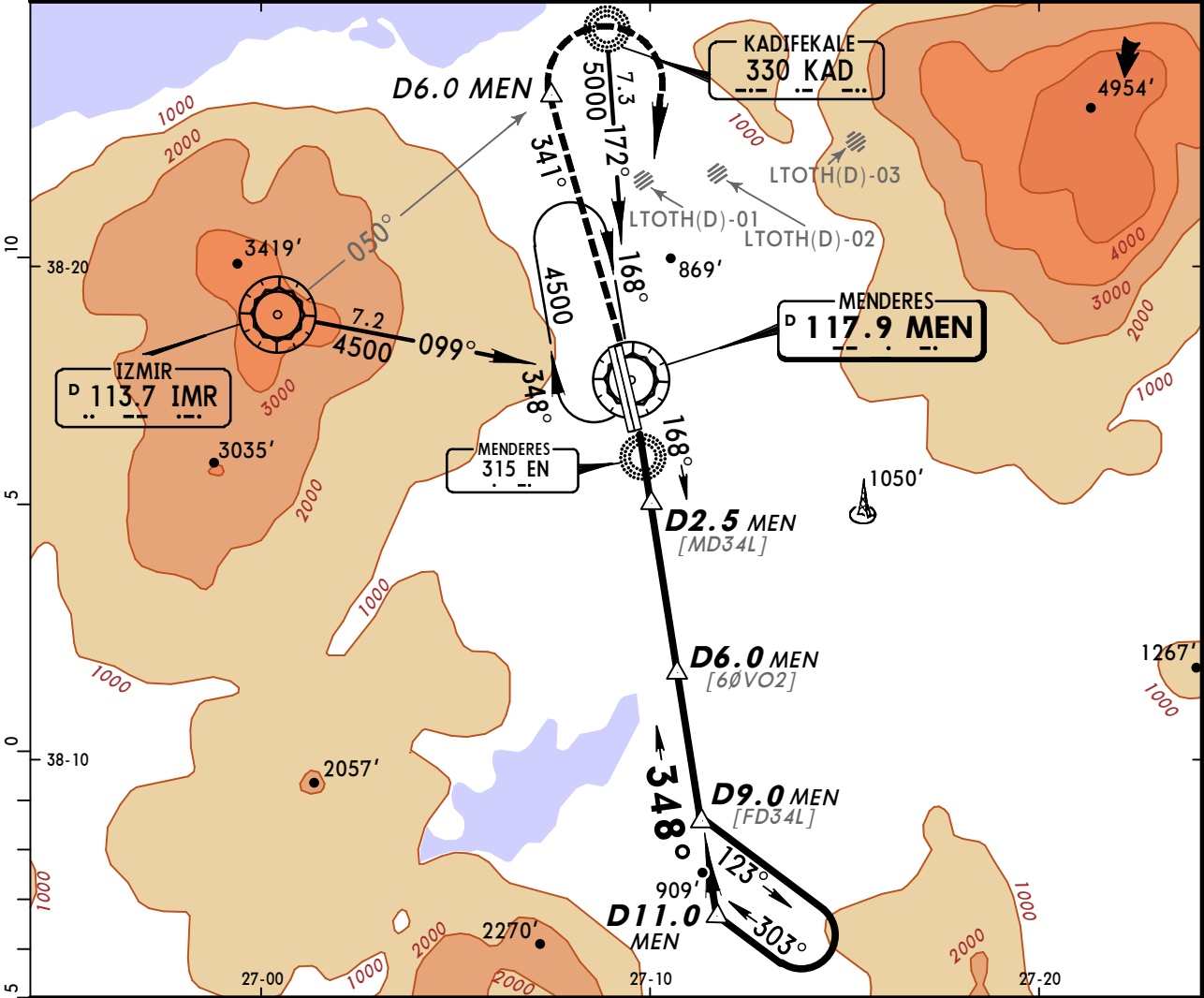
Standard				STRAIGHT-IN LANDING				CIRCLE-TO-LAND			
								Not authorized West of airport			
								Max Kts			
								MDA(H)			
								VIS			
								100			
								135			
								180			
								205			
								1150' (740')			
								3200m			
								1300' (890')			
								3400m			
								1500' (1090')			
								4800m			

LTBJ/ADB
ADNAN MENDERES

JEPPESEN
5 OCT 12 (23-3) Eff 18 Oct

IZMIR, TURKEY
VOR DME Rwy 34L

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



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

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

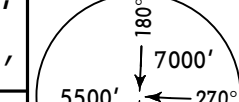
CHANGES: Descent angle.

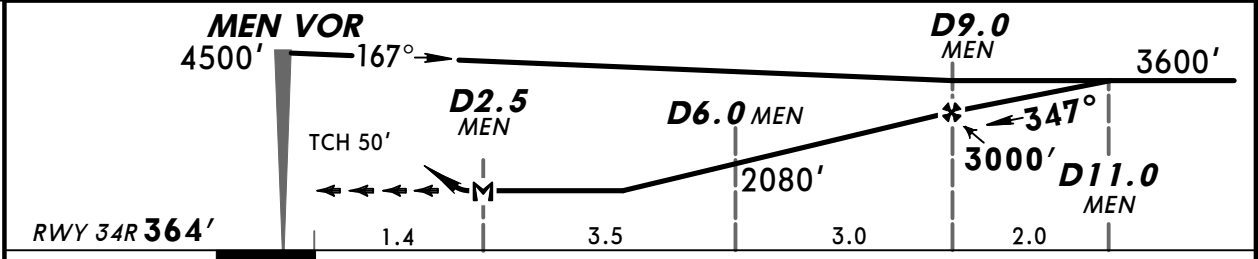
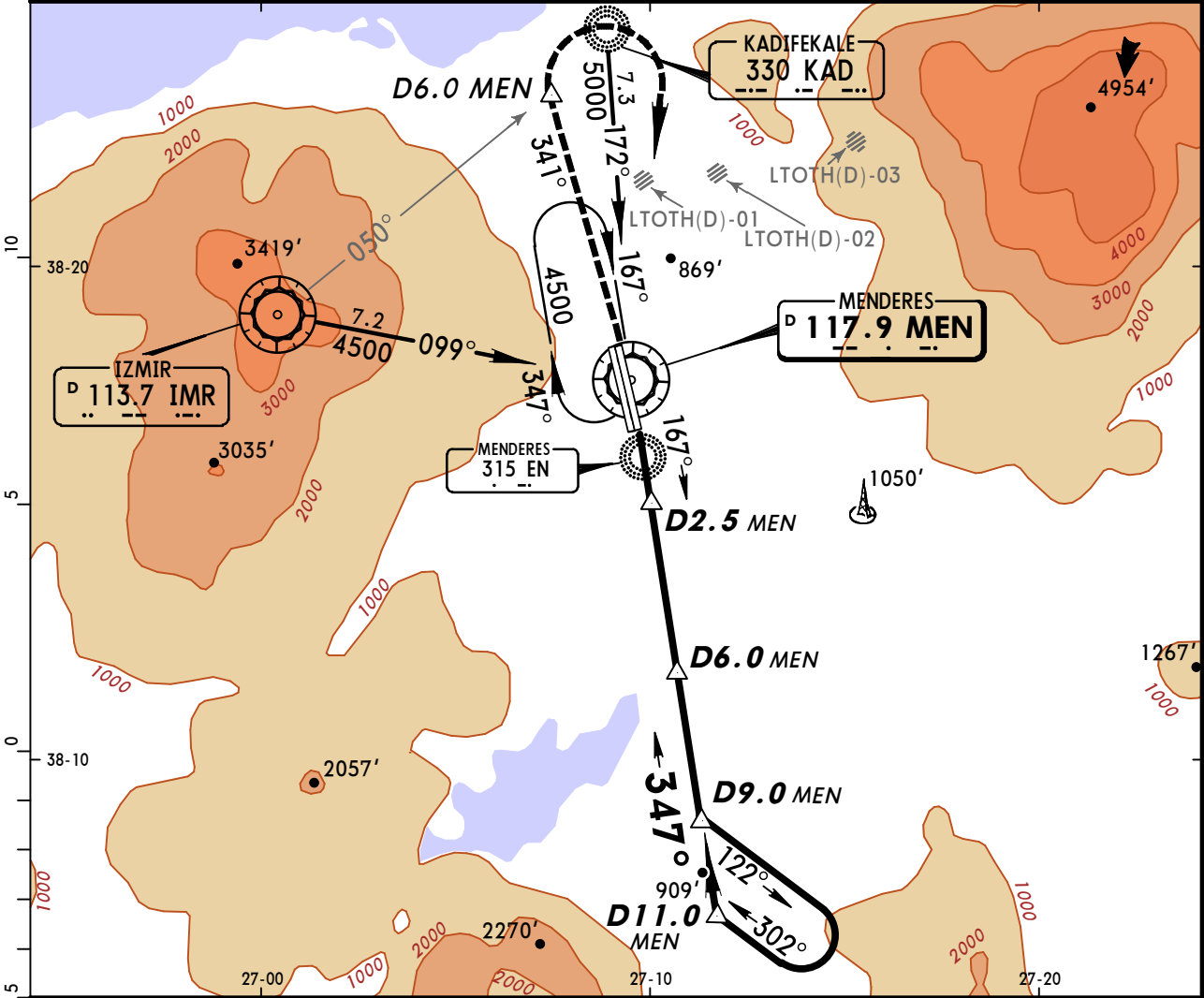
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LTBJ/ADB
ADNAN MENDERES

JEPPESSEN
17 AUG 12 (23-4)

IZMIR, TURKEY
VOR DME Rwy 34R

ATIS 129.2	MENDERES Approach/Radar (APP) 118.55 119.45 119.5 119.77 120.1 120.17 132.62							MENDERES Tower 118.1	Ground 121.9
VOR MEN 117.9	Final Apch Crs 347°	Minimum Alt D9.0 MEN 3000' (2636')	MDA(H) 1000' (636')	Apt Elev 410' RWY 364'					
MISSED APCH: Intercept R-341 MEN climbing to D6.0 MEN at 2000' or above, then climbing turn RIGHT to MEN VOR to 4500' and hold. MAX 180 KT until inbound to MEN VOR. If over MEN VOR below 4500', intercept R-167 MEN climbing to 4500', then turn RIGHT to join holding.									
Alt Set: hPa		Rwy Elev: 13 hPa		Trans level: By ATC		Trans alt: 10000'			



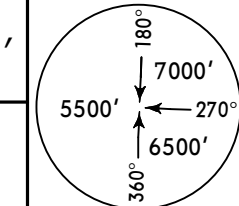
MAP at D2.5 MEN				HIALS-II REIL PAPI	180 KT MAX	D6.0 MEN ↑	MEN on 117.9 R-341
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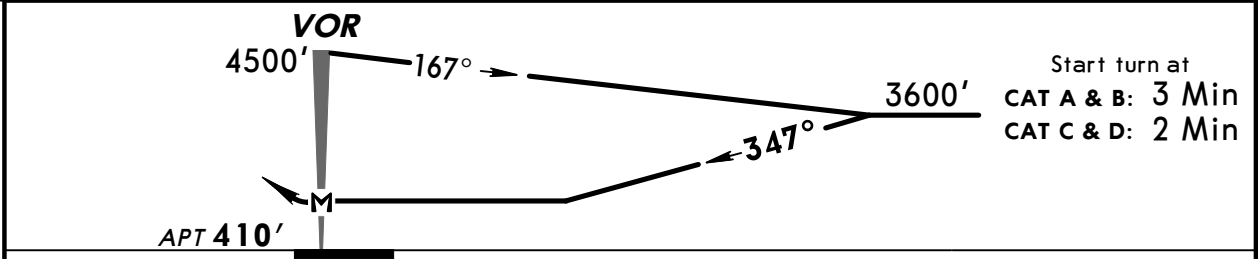
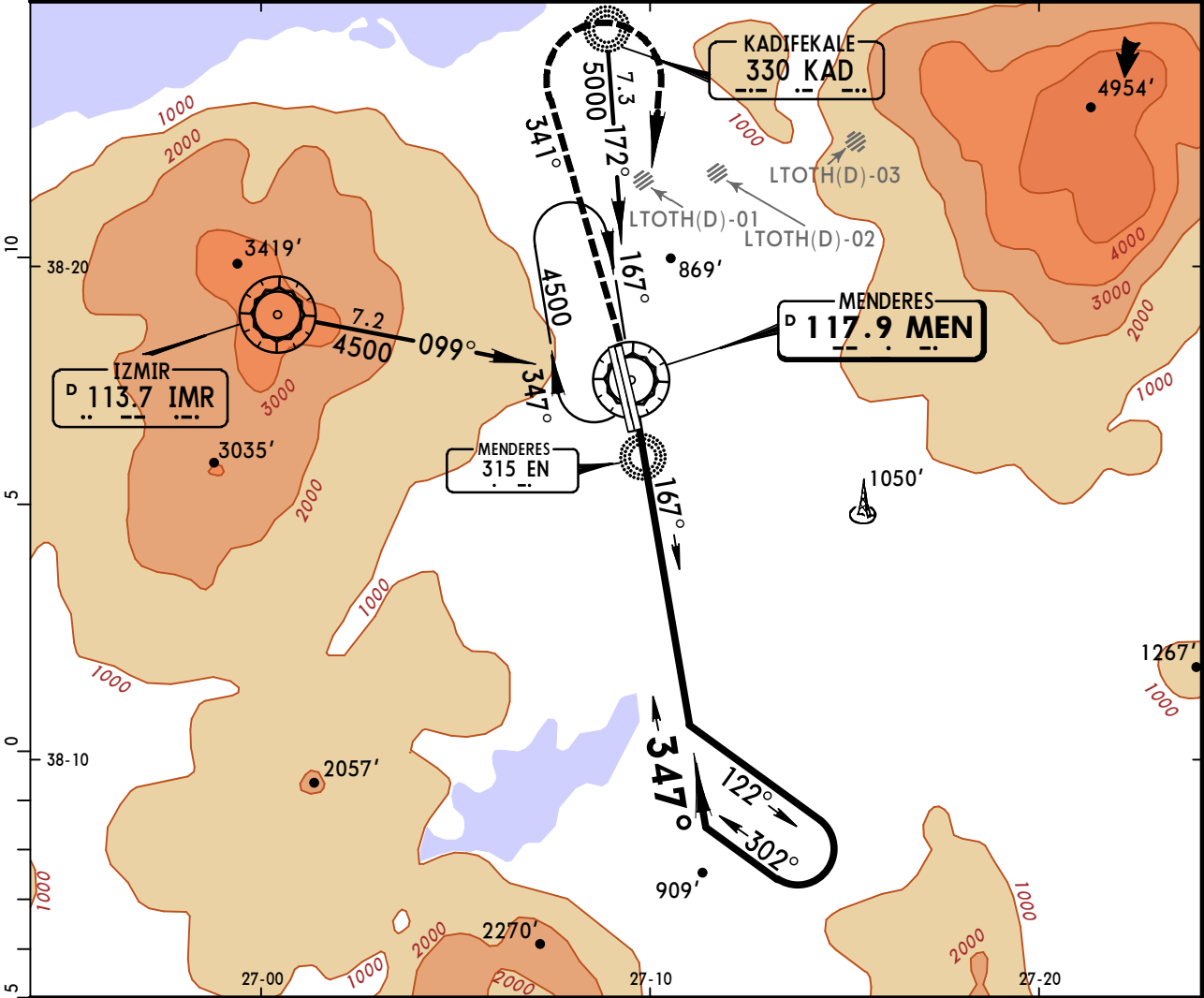
STRAIGHT-IN LANDING RWY 34R			CIRCLE-TO-LAND		
MDA(H) 1000' (636')			Not authorized West of airport		
ALS out		Max Kts	MDA(H)	VIS	
A	2400m	100	1150' (740')	3200m	
B		135	1300' (890')	3400m	
C	2600m	180	1500' (1090')	4800m	
D		205			

LTBJ/ADB
ADNAN MENDERES

JEPPESSEN
17 AUG 12 (23-5)

IZMIR, TURKEY
VOR

ATIS 129.2	MENDERES Approach/Radar (APP) 118.55 119.45 119.5 119.77 120.1 120.17 132.62						MENDERES Tower 118.1	Ground 121.9
VOR MEN 117.9	Final Apch Crs 347°	Minimum Alt No FAF	MDA(H) Refer to Minimums	Apt Elev 410'				
MISSED APCH: Intercept R-341 MEN climbing to 2000', then climbing turn RIGHT to MEN VOR to 4500' and hold. MAX 180 KT until inbound to MEN VOR. If over MEN VOR below 4500', intercept R-167 MEN climbing to 4500', then turn RIGHT to join holding.								
Alt Set: hPa		Apt Elev: 15 hPa		Trans level: By ATC		Trans alt: 10000'		

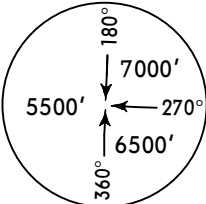


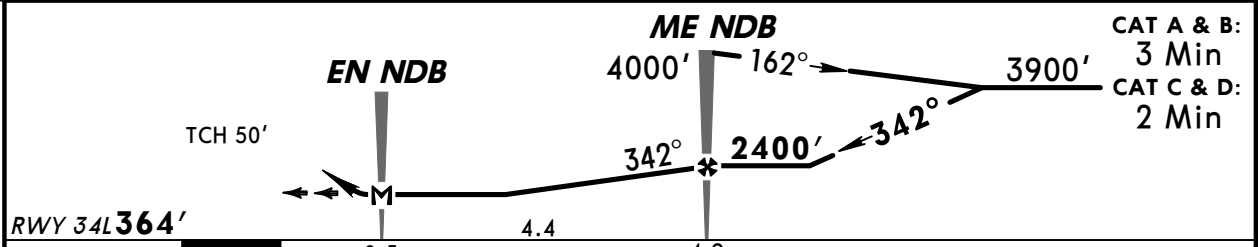
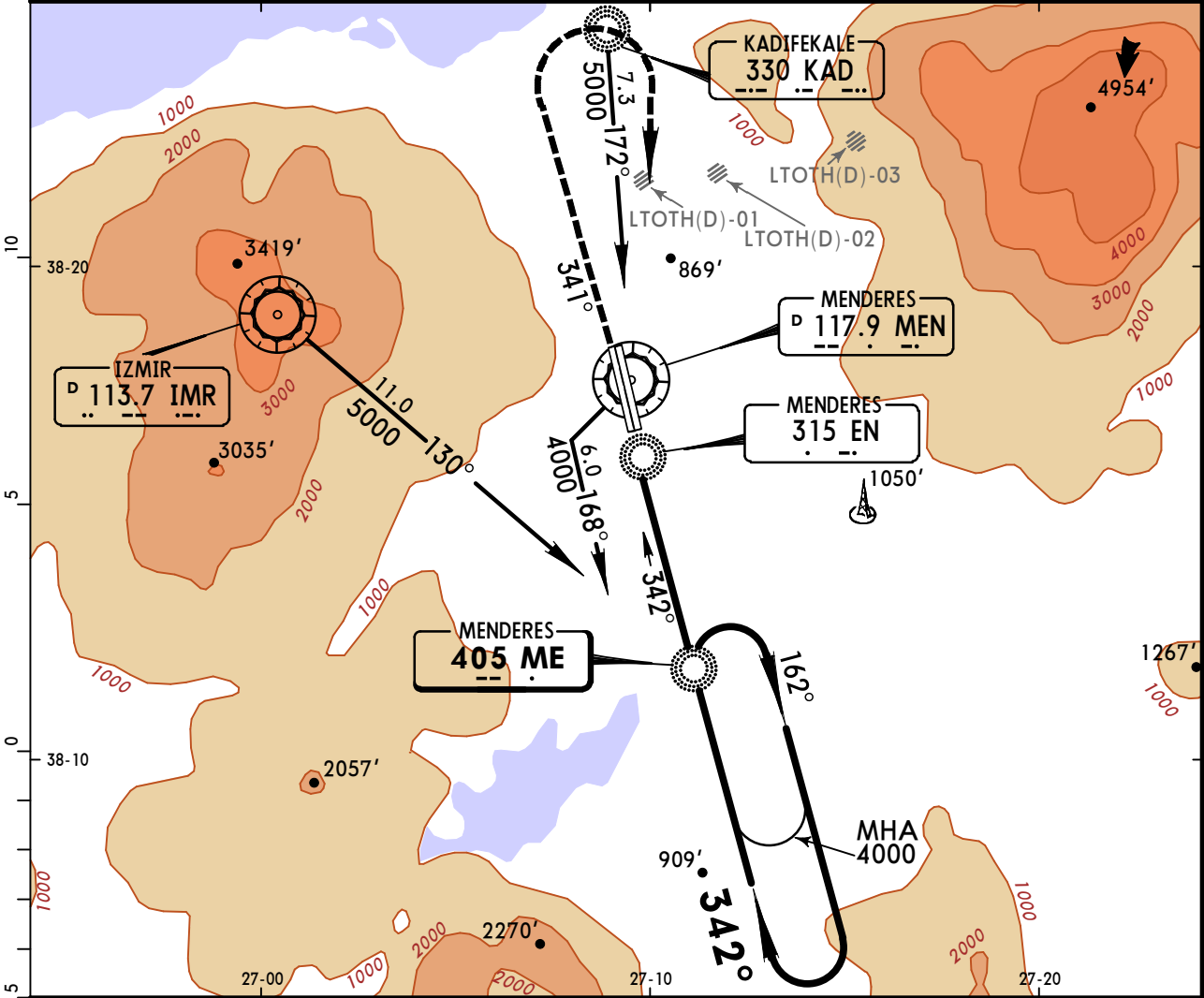
MAP at VOR					Lighting- Refer to Airport chart	180 KT MAX	2000' on ↑	MEN 117.9 R-341
Standard					STRAIGHT-IN LANDING			
NOT AUTHORIZED					CIRCLE-TO-LAND			
					Not authorized West of airport			
					Max Kts	MDA(H)	VIS	
					100	1150' (740')	3200m	
					135	1300' (890')	3400m	
					180	1500' (1090')	4800m	
					205			

LTBJ/ADB
ADNAN MENDERES

JEPPESSEN
17 AUG 12 (26-1)

IZMIR, TURKEY
NDB Rwy 34L

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



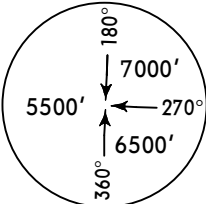
MAP at EN NDB				HIALS PAPI PAPI	180 KT MAX	2200' on 341° from EN 315
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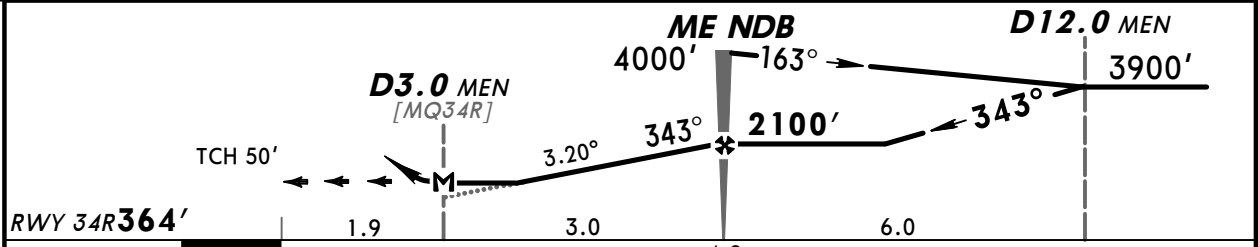
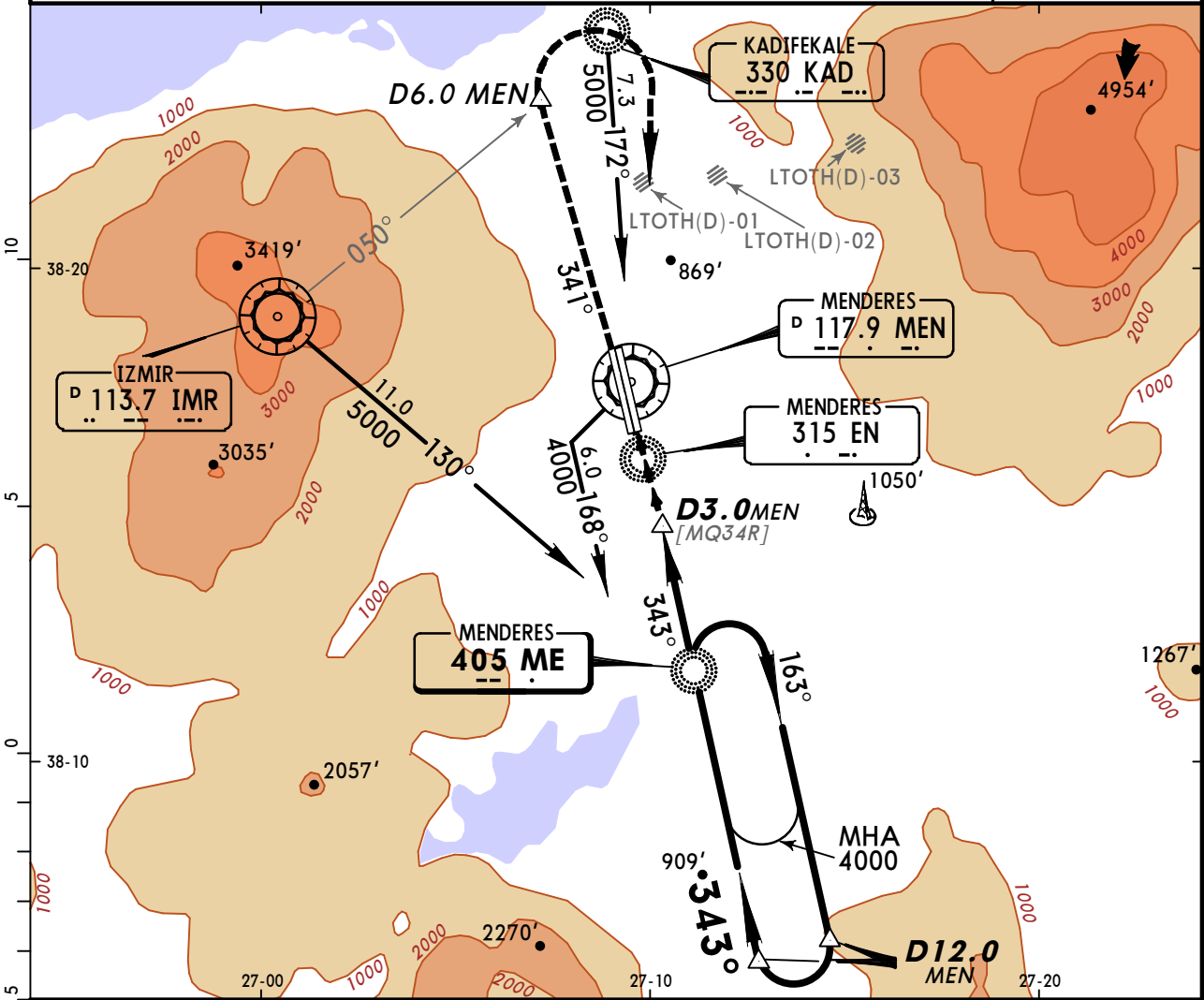
STRAIGHT-IN LANDING RWY 34L			CIRCLE-TO-LAND	
MDA(H) 1150' (786')			Not authorized West of airport	
ALS out		Max Kts	MDA(H)	VIS
A	3600m	100	1200' (790')	3800m
B	3800m	135	1300' (890')	3800m
C	3800m	180	1500' (1090')	4800m
D	4000m	205		

LTBJ/ADB
ADNAN MENDERES

JEPPESEN
17 AUG 12 (26-2)

IZMIR, TURKEY
NDB DME Rwy 34R

ATIS	MENDERES Approach/Radar (APP)							MENDERES Tower	Ground		
129.2	118.55	119.45	119.5	119.77	120.1	120.17	132.62	118.1	121.9		
NDB ME 405		Final Apch Crs 343°	Minimum Alt ME NDB 2100' (1736')		MDA(H) 1150' (786')		Apt Elev 410' RWY 364'				
MISSED APCH: Climb on 341° from EN NDB to D6.0 MEN to 2200', then climbing turn RIGHT and proceed via EN NDB to ME NDB to 4000' and hold. MAX 180 KT until inbound to EN NDB.											
Alt Set: hPa		Rwy Elev: 13 hPa		Trans level: By ATC		Trans alt: 10000'			MSA ME NDB		



Gnd speed-Kts	70	90	100	120	140	160		180 KT MAX	D6.0 MEN ↑ on EN 315	341° from EN 315
Descent Angle	3.20°	396	510	566	679	793				
MAP at D3.0 MEN										

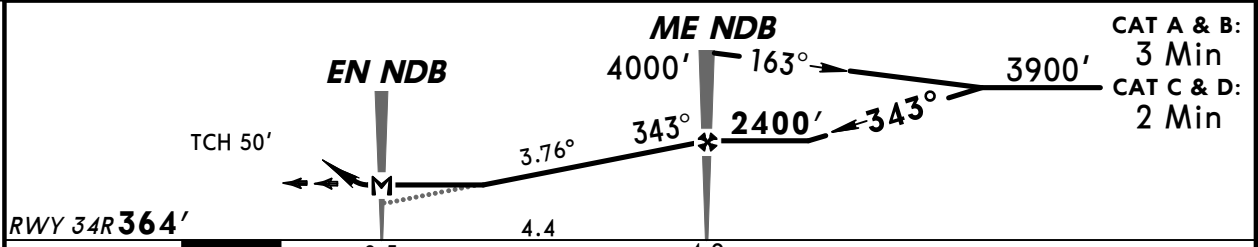
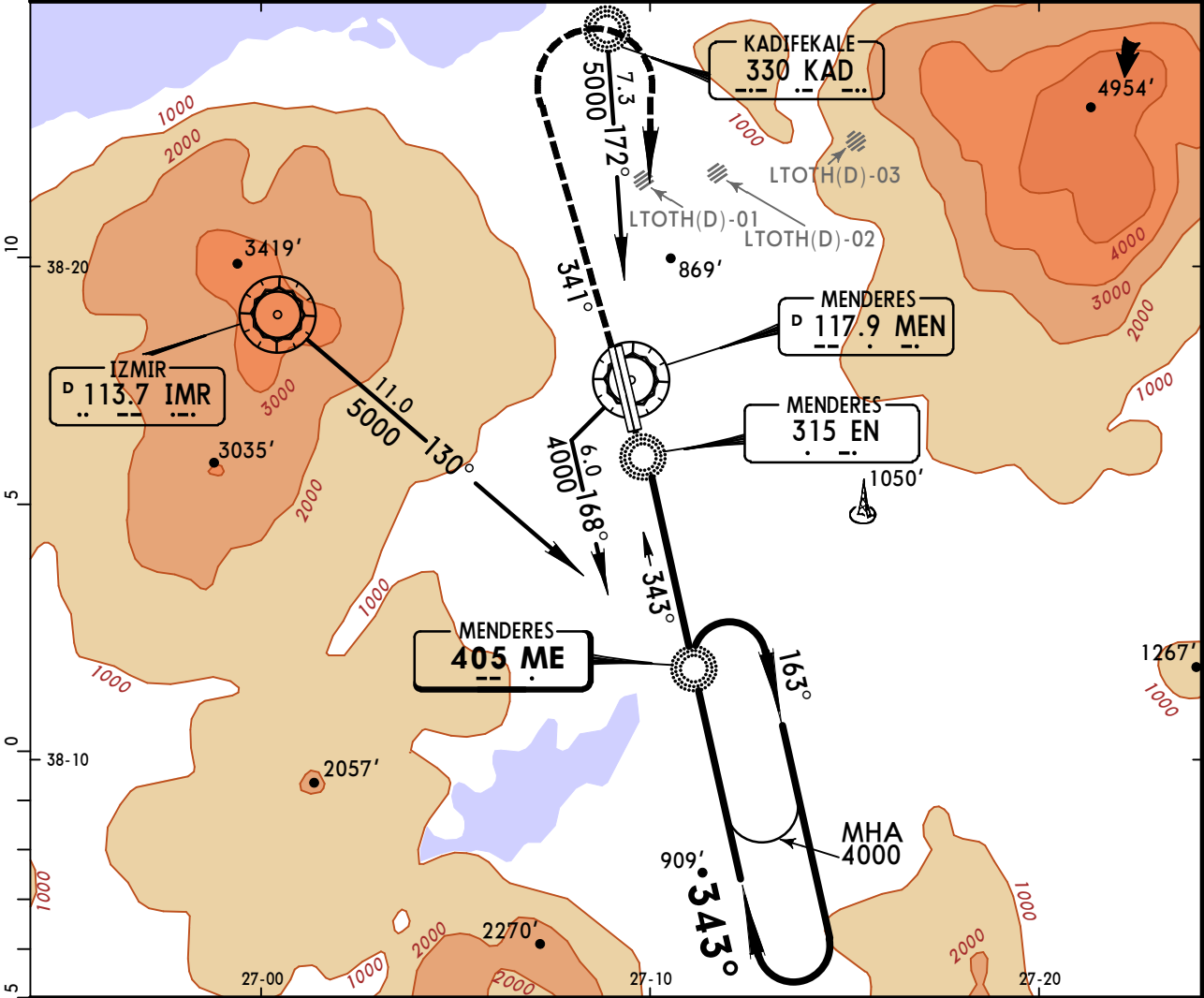
Standard			STRAIGHT-IN LANDING RWY 34R			CIRCLE-TO-LAND		
			MDA(H) 1150' (786')			Not authorized West of airport		
			ALS out			Max Kts	MDA(H)	VIS
A	2400m		3100m			100	1200' (790')	3200m
B						135	1300' (890')	3400m
C	3200m		3900m			180	1500' (1090')	4800m
D						205		

LTBJ/ADB
ADNAN MENDERES

JEPPESSEN
17 AUG 12 (26-3)

IZMIR, TURKEY
NDB Rwy 34R

ATIS 129.2	MENDERES Approach/Radar (APP) 118.55 119.45 119.5 119.77 120.1 120.17 132.62							MENDERES Tower 118.1	Ground 121.9
NDB ME 405	Final Apch Crs 343°	Minimum Alt ME NDB 2400' (2036')	MDA(H) 1150' (786')	Apt Elev 410' RWY 364'					
MISSED APCH: Climb on 341° from EN NDB to 2200', then climbing turn RIGHT and proceed via EN NDB to ME NDB to 4000' and hold. MAX 180 KT until inbound to EN NDB.						MSA ME NDB			
Alt Set: hPa		Rwy Elev: 13 hPa		Trans level: By ATC					



Gnd speed-Kts	70	90	100	120	140	160		180 KT MAX	2200' on ↑	341° from EN 315
Descent Angle	3.76°	466	599	666	799	932				
MAP at EN NDB										

Standard STRAIGHT-IN LANDING RWY 34R				CIRCLE-TO-LAND			
MDA(H) 1150' (786')				Not authorized West of airport			
		ALS out		Max Kts	MDA(H)	VIS	
A	2400m	3100m		100	1200' (790')	3200m	
B				135	1300' (890')	3400m	
C	3200m	3900m		180	1500' (1090')	4800m	
D				205			

Chart changes since cycle 26-2015

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

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

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LTBJ