(c) JEPPESEN SANDERSON, INC., 2016, ALL RIGHTS RESERVED

List of pages in this Trip Kit

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

(c) JEPPESEN SANDERSON, INC., 2016, ALL RIGHTS RESERVED

General Information

Location: ISTANBUL TUR
ICAO/IATA: LTFJ / SAW
Lat/Long: N40° 53.90', E029° 18.55'
Elevation: 312 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -2:00 = UTC
Magnetic Variation: 4.0° E

Fuel Types: 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: 0527 Z
Sunset: 1453 Z

Runway Information

Runway: 06
Length x Width: 9843 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 300 ft
Lighting: Edge, ALS, Centerline, REIL
Stopway: 197 ft

Runway: 24
Length x Width: 9843 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 306 ft
Lighting: Edge, ALS, Centerline, REIL
Stopway: 197 ft

Communication Information

ATIS: 128.550
Gokcen Tower: 118.800
Gokcen Tower: 24.310
Gokcen Tower: 37.877
Gokcen Tower: 120.925
Gokcen Tower: 36.230

(c) JEPPESEN SANDERSON, INC., 2016, ALL RIGHTS RESERVED

Gokcen Delivery Ground: 122.625
Gokcen Ground: 121.750
Yesilkoy Approach/Radar Approach: 120.450
Yesilkoy Approach/Radar Approach: 119.350

Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

1. GENERAL

1.1. ATIS

ATIS 128.550

1.2. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

1.2.1. A-SMGCS UTILISING MODE S

Pilots must ensure that ACFT transponder is set to transmit Mode S signals and associated Mode A code, from the request for push-back or taxi, whichever is earlier and after landing, continuously until ACFT is fully parked on stand.

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 start-up.

After landing, continuously until the ACFT is fully parked on stand, the Mode A code 2000 must be set before selecting OFF or STDBY.

Flight crew of ACFT equipped with Mode S having an ACFT identification feature should also set the ACFT ident.

This setting is the ACFT ident specified in item 7 of the flight plan.

The ACFT ident should be entered just after receiving the ATC clearance through FMS or transponder control panel.

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

1.3. PREFERENTIAL RWY SYSTEM (PRS)

Announcement of PRS operations in progress by ATIS.

Preferential RWY for landing is RWY 06. Pilots unable to comply with PRS operations for RWY 06 shall notify ATC at first contact or 20 minutes in advance of the ETA, whichever is earlier. This traffic may normally be subject to delay. Aircrew must comply with the requirements announced by ATIS.

Preferential RWY for take-off is RWY 06. Pilots unable to comply PRS operations for RWY 06 shall notify ATC at the time of start-up clearance. This traffic may normally be subject to delay.

PRS operations shall be used when:

- preferred RWY is dry and tailwind component does not exceed 10 KT or;
- preferred RWY is wet and tailwind component does not exceed 5 KT.

When braking action for the preferred RWY is less than 'Good, Good, Good', RWY 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 determined by ATC. If the pilot-in-command requests permission to use a RWY other than the preferred one for landing or take-off operations due to safety or performance reasons, 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.

1.4. 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 LTFJ are required to flight-plan or submit a change message (CHG) concerning the route section of their RPLs as described below.

© JEPPESEN, 2011, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

1. GENERAL

1. GNSS-based RNAV STARs for LTFJ start from the waypoints/fixes TETSA, PAZAR, OTSAN, ELVON, DEKEK, TURKO, GELBU and ATVEP. 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 LTFJ via RIXEN.
     Example: RIXEN UN616 TETSA
2. GNSS-based RNAV SIDs for LTFJ end 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 LTFJ via MAKOL.
     Example: MAKOL UN617

1.5. TAXI PROCEDURES

CAUTION: Due to dense ground movement Flight crew shall
- strictly obey ATC instructions and follow signs on apron and TWYs;
- never cross the RWY unless instruction is given by ATC;
- comply with read back and hear back procedures.

Flocks of sea gulls in vicinity of airport.

Push-back procedure is mandatory for all parking positions.

Parking areas and positions on Apron 1 (9,10,11 and 301-308 VIP), General Aviation GAV, M.R.O. aprons and parking positions 9,10,11 on Apron 1 and 301-308 are not seen from Tower. Taxiing, push-back and towing on these areas under pilot's responsibility.

General Aviation GAV apron is available only for ACFT with MAX wingspan of 102'/31m.

Taxiing from apron central line into stands 4A, 6A, 8A, 12A, 14A, 201, 202, 203, 204, 205, 206, 207 and 208 on idle power to avoid jet blast.

The part of Cargo Apron Centerline between TWY K and TWY L is available only for CAT D ACFT with small wingspan. CAT E and F ACFT will use TWY L and TWY M for entrance and exit to Cargo Apron.

CAT E and F ACFT will use TWY K for entrance and exit to HABOM Hangar and My Technic Hangar. CAT E and F ACFT will not use the part of Cargo Apron Centerline between TWY K and TWY L for taxi.

1.5.1. RWY CROSSING PRACTICES

1. Towing operations that require RWY crossing shall not be done between 0300-1200 hours UTC and 1400-2200 hours UTC. Except this timetable, airliners must apply to Aerodrome Authority for their need of emergency towing for RWY crossing.
2. ACFT taxiing by their own power shall do RWY crossing at any time by ATC instructions.
3. Towing operations that require RWY crossing for the purpose of planned maintenance shall be done between 2200-0300 hours UTC.

1.6. PARKING PROCEDURES

Stands 201 thru 208 equipped with Automatic Guidance System.

1.7. RUN-UP TESTS

Engine test shall be performed at the MRO or Cargo Aprons.

ACFT operators intending to engine test shall get permission from Duty Manager of APT Authority (HEAS). In the test area the nose of the ACFT shall be placed towards RWY 24 THR and the ACFT shall be in the centerline.

© JEPPESEN, 2011, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

2. ARRIVAL

2.1. GNSS-BASED RNAV STARS

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.)".

2.2. RWY OPERATIONS

At the stage after landing, crew are invited to vacate RWY rapidly by using TWYs F and H in compliance with safety. If unable, inform GOKCEN Tower as soon as possible.

2.3. OTHER INFORMATION

Landing of AN124, AN225, C5, A380, B747-8F/8I type ACFT are forbidden to the APT.

3. DEPARTURE

3.1. DE-ICING

Unless otherwise noted, ACFT de-icing & anti-icing operations will be made on the area between stand numbers 1-2-3-4-5 and 31-32 on Apron 1.

ACFT which need de-icing should submit the status before push back.

ACFT shall taxi to de-icing position by the assistance of "follow-me" car and comply to directives of marshaller.

After de-icing work was completed, even if the instructions given to taxi, ACFT shall not act without visual warning of marshaller.

3.2. NOISE ABATEMENT PROCEDURES

For departures, 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.

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'.

3.3. 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:

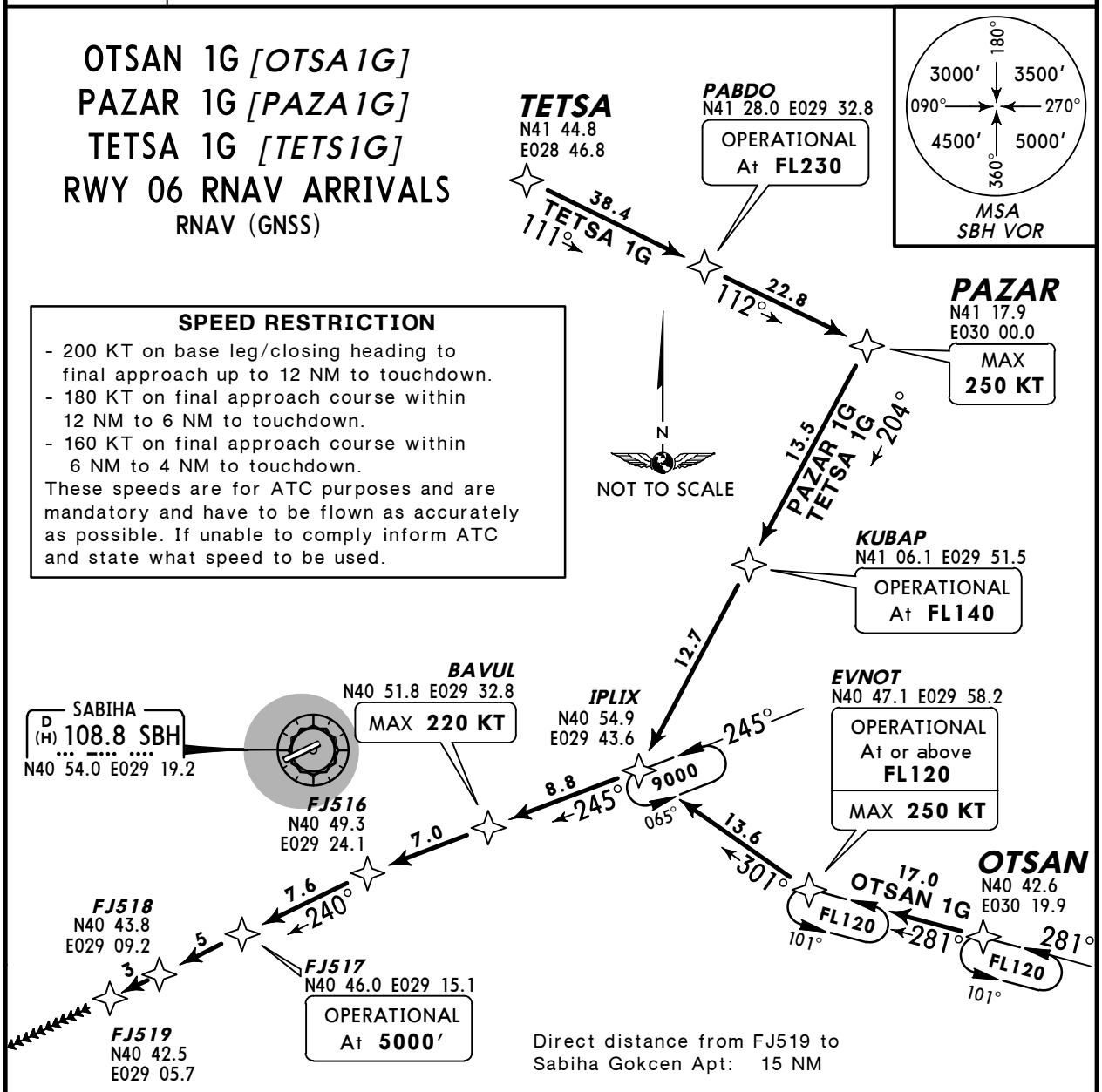
"OPEN CLIMB TO ... (ALT./FL.)".

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

ATIS 128.55	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. 6. Crossings are for operational purposes. Do not descend to those altitudes/FLs unless authorized otherwise by ATC.
Apt Elev 312′	

OTSAN 1G *[OTSA1G]*
PAZAR 1G *[PAZA1G]*
TETSA 1G *[TETS1G]*
RWY 06 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 on final approach course 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 FJ519 to Sabiha Gokcen Apt: 15 NM

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST

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 9000′ proceed to SBH. Execute instrument approach procedure to land.

Inside TMA

If available call telephone number 0090 212 465 0121.

At or above 9000′: Select transponder code 7600. For 3 minutes execute last assigned and acknowledged ATC intructions. Then, descending 9000′ proceed to SBH. Execute instrument approach procedure to land.

Note: Traffic via 112.2 KFK is not allowed to descent below 10000′ before passing DEKEK Int or beyond SBH 32 DME.

Below 9000′: Select transponder code 7600. Proceed to SBH, descent or maintain last assigned and acknowledged altitude. Execute instrument approach procedure to land.

LOST COMMS ◀ LOST COMMS ◀ LOST COMMS

STAR	ROUTING
OTSAN 1G	OTSAN - EVNOT (OPERATIONAL FL120+; K250-) - IPLIX - BAVUL (K220-) - FJ516 - FJ517 (OPERATIONAL 5000′) - FJ518 - FJ519.
PAZAR 1G	PAZAR (K250-) - KUBAP (OPERATIONAL FL140) - IPLIX - BAVUL (K220-) - FJ516 - FJ517 (OPERATIONAL 5000′) - FJ518 - FJ519.
TETSA 1G	TETSA - PABDO (OPERATIONAL FL230) - PAZAR (K250-) - KUBAP (OPERATIONAL FL140) - IPLIX - BAVUL (K220-) - FJ516 - FJ517 (OPERATIONAL 5000′) - FJ518 - FJ519.

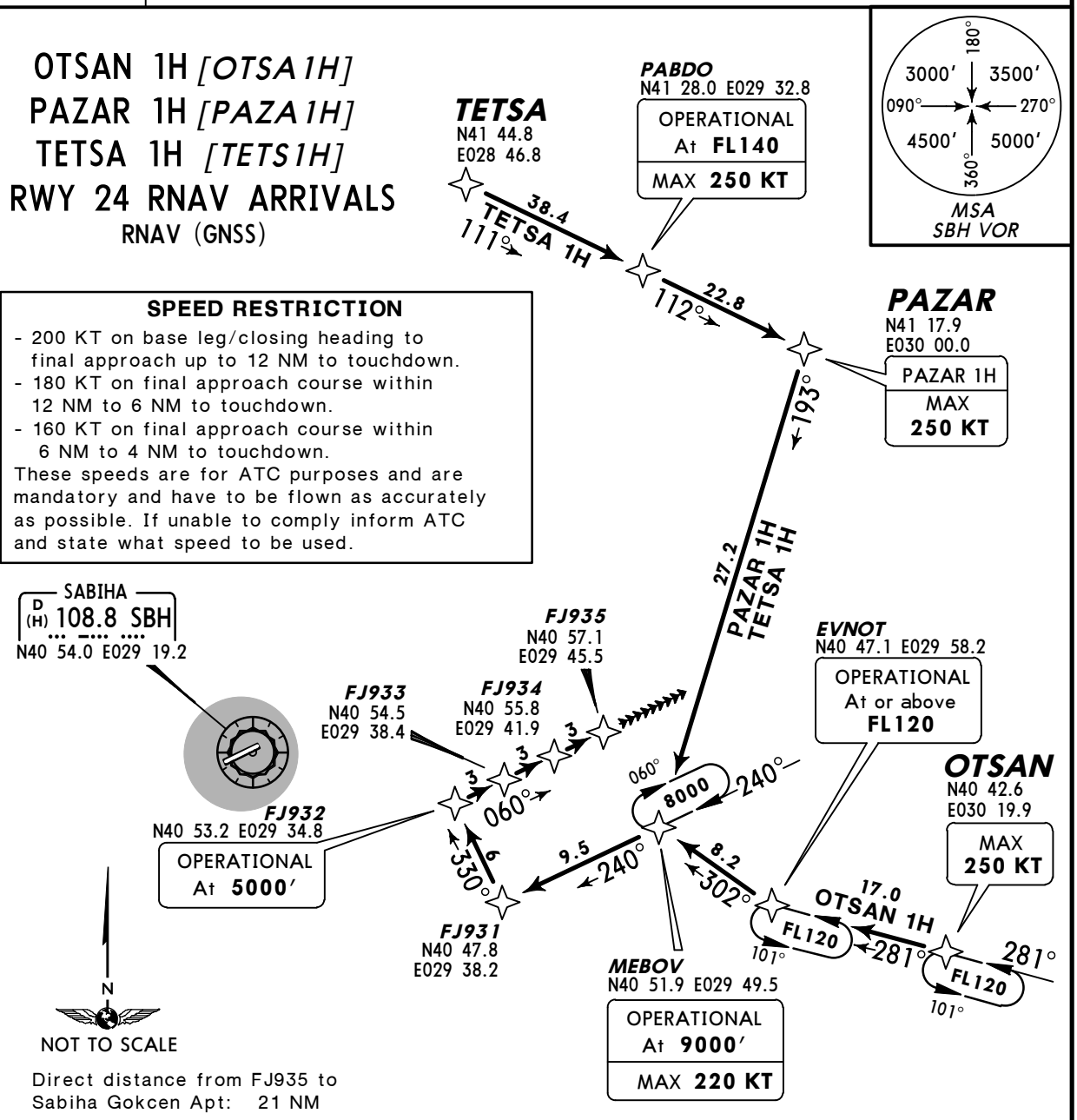
CHANGES: None.

© JEPPESEN, 2010, 2013. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

ATIS 128.55	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. 6. Crossings are for operational purposes. Do not descend to those altitudes/FLs unless authorized otherwise by ATC.
Apt Elev 312′	

OTSAN 1H *[OTSA1H]*
PAZAR 1H *[PAZA1H]*
TETSA 1H *[TETS1H]*
RWY 24 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 on final approach course 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 FJ935 to Sabiha Gokcen Apt: 21 NM

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST

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 9000′ proceed to SBH. Execute instrument approach procedure to land.

Inside TMA

If available call telephone number 0090 212 465 0121.

At or above 9000′: Select transponder code 7600. For 3 minutes execute last assigned and acknowledged ATC intructions. Then, descending 9000′ proceed to SBH. Execute instrument approach procedure to land.

Note: Traffic via 112.2 KFK is not allowed to descent below 10000′ before passing DEKEK Int or beyond SBH 32 DME.

Below 9000′: Select transponder code 7600. Proceed to SBH, descent or maintain last assigned and acknowledged altitude. Execute instrument approach procedure to land.

STAR	ROUTING
OTSAN 1H	OTSAN (K250-) - EVNOT (OPERATIONAL FL120+) - MEBOV (OPERATIONAL 9000′; K220-) - FJ931 - FJ932 (OPERATIONAL 5000′) - FJ933 - FJ934 - FJ935.
PAZAR 1H	PAZAR (K250-) - MEBOV (OPERATIONAL 9000′; K220-) - FJ931 - FJ932 (OPERATIONAL 5000′) - FJ933 - FJ934 - FJ935.
TETSA 1H	TETSA - PABDO (OPERATIONAL FL140; K250-) - PAZAR - MEBOV (OPERATIONAL 9000′; K220-) - FJ931 - FJ932 (OPERATIONAL 5000′) - FJ933 - FJ934 - FJ935.

CHANGES: Holdings established.

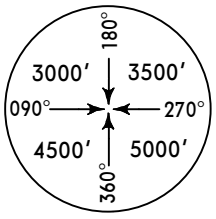
© JEPPESEN, 2010, 2014. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

ATIS 128.55

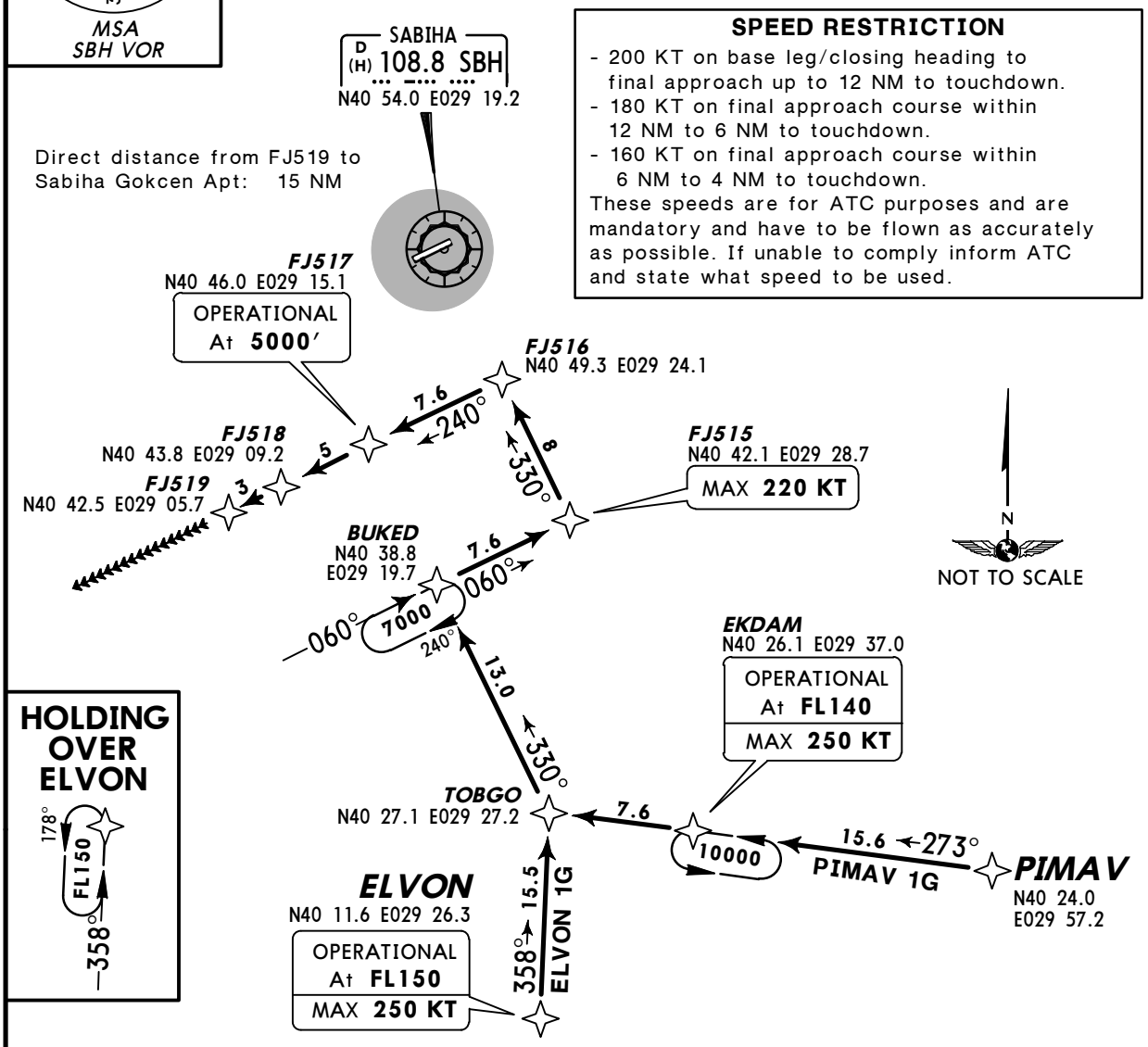
Apt Elev 312′

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. 6. Crossings are for operational purposes. Do not descend to those altitudes/FLs unless authorized otherwise by ATC.



MSA
SBH VOR

ELVON 1G *[ELVO1G]*, PIMAV 1G *[PIMA1G]*
RWY 06 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 on final approach course 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.

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

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 9000′ proceed to SBH. Execute instrument approach procedure to land.

Inside TMA

If available call telephone number 0090 212 465 0121.

At or above 9000′: Select transponder code 7600. For 3 minutes execute last assigned and acknowledged ATC intructions. Then, descending 9000′ proceed to SBH. Execute instrument approach procedure to land.

Note: Traffic via 112.2 KFK is not allowed to descent below 10000′ before passing DEKEK Int or beyond SBH 32 DME.

Below 9000′: Select transponder code 7600. Proceed to SBH, descent or maintain last assigned and acknowledged altitude. Execute instrument approach procedure to land.

STAR	ROUTING
ELVON 1G	ELVON (OPERATIONAL FL150; K250-) - TOBGO - BUKED - FJ515 (K220-) - FJ516 - FJ517 (OPERATIONAL 5000′) - FJ518 - FJ519.
PIMAV 1G	PIMAV - EKDAM (OPERATIONAL FL140; K220-) - TOBGO - BUKED - FJ515 (K220-) - FJ516 - FJ517 (OPERATIONAL 5000′) - FJ518 - FJ519.

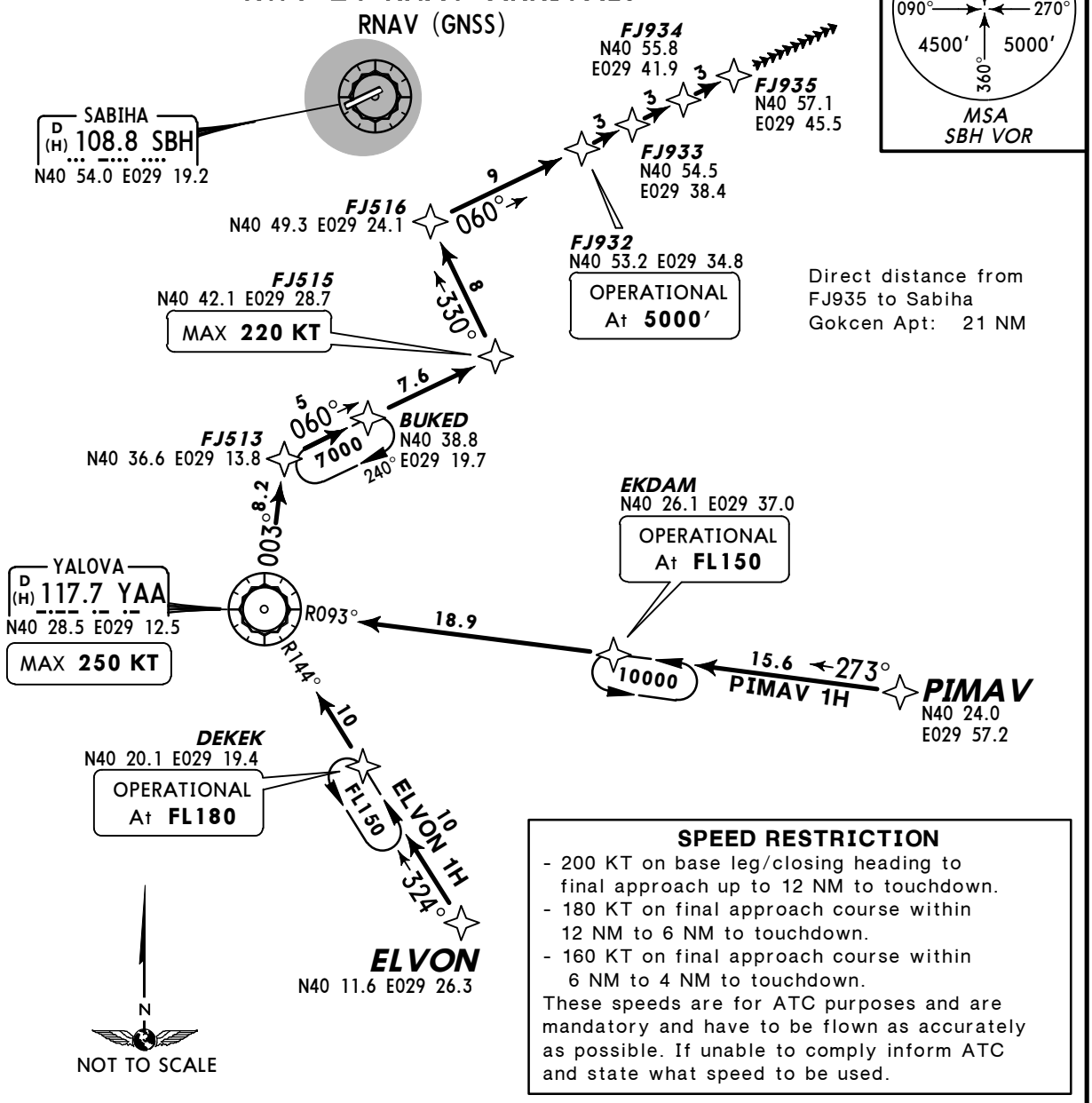
CHANGES: None.

© JEPPESEN, 2010, 2013. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

ATIS 128.55	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. 6. Crossings are for operational purposes. Do not descend to those altitudes/FLs unless authorized otherwise by ATC.
Apt Elev 312′	

ELVON 1H *[ELVO1H]*, PIMAV 1H *[PIMA1H]*
RWY 24 RNAV ARRIVALS



Direct distance from FJ935 to Sabiha Gokcen Apt: 21 NM

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 on final approach course 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.

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

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 9000′ proceed to SBH. Execute instrument approach procedure to land.

Inside TMA

If available call telephone number 0090 212 465 0121.

At or above 9000′: Select transponder code 7600. For 3 minutes execute last assigned and acknowledged ATC intructions. Then, descending 9000′ proceed to SBH. Execute instrument approach procedure to land.

Note: Traffic via 112.2 KFK is not allowed to descent below 10000′ before passing DEKEK Int or beyond SBH 32 DME.

Below 9000′: Select transponder code 7600. Proceed to SBH, descent or maintain last assigned and acknowledged altitude. Execute instrument approach procedure to land.

STAR	ROUTING
ELVON 1H	ELVON - DEKEK (OPERATIONAL FL180) - YAA (K250-) - FJ513 - BUKED - FJ515 (K220-) - FJ516 - FJ932 (OPERATIONAL 5000′) - FJ933 - FJ934 - FJ935.
PIMAV 1H	PIMAV - EKDAM (OPERATIONAL FL150) - YAA (K250-) - FJ513 - BUKED - FJ515 (K220-) - FJ516 - FJ932 (OPERATIONAL 5000′) - FJ933 - FJ934 - FJ935.

CHANGES: STAR DEKEK 1H replaced by ELVON 1H.

© JEPPESEN, 2010, 2014. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

LTFJ/SAW
SABIHA GOKCEN

JEPPESEN

17 MAY 13 (20-2D) Eff 30 May

ISTANBUL, TURKEY
RNAV STAR

ATIS 128.55

Apt Elev 312'

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. 6. Crossings are for operational purposes. Do not descend to those altitudes/FLs unless authorized otherwise by ATC.

LOST COMMS

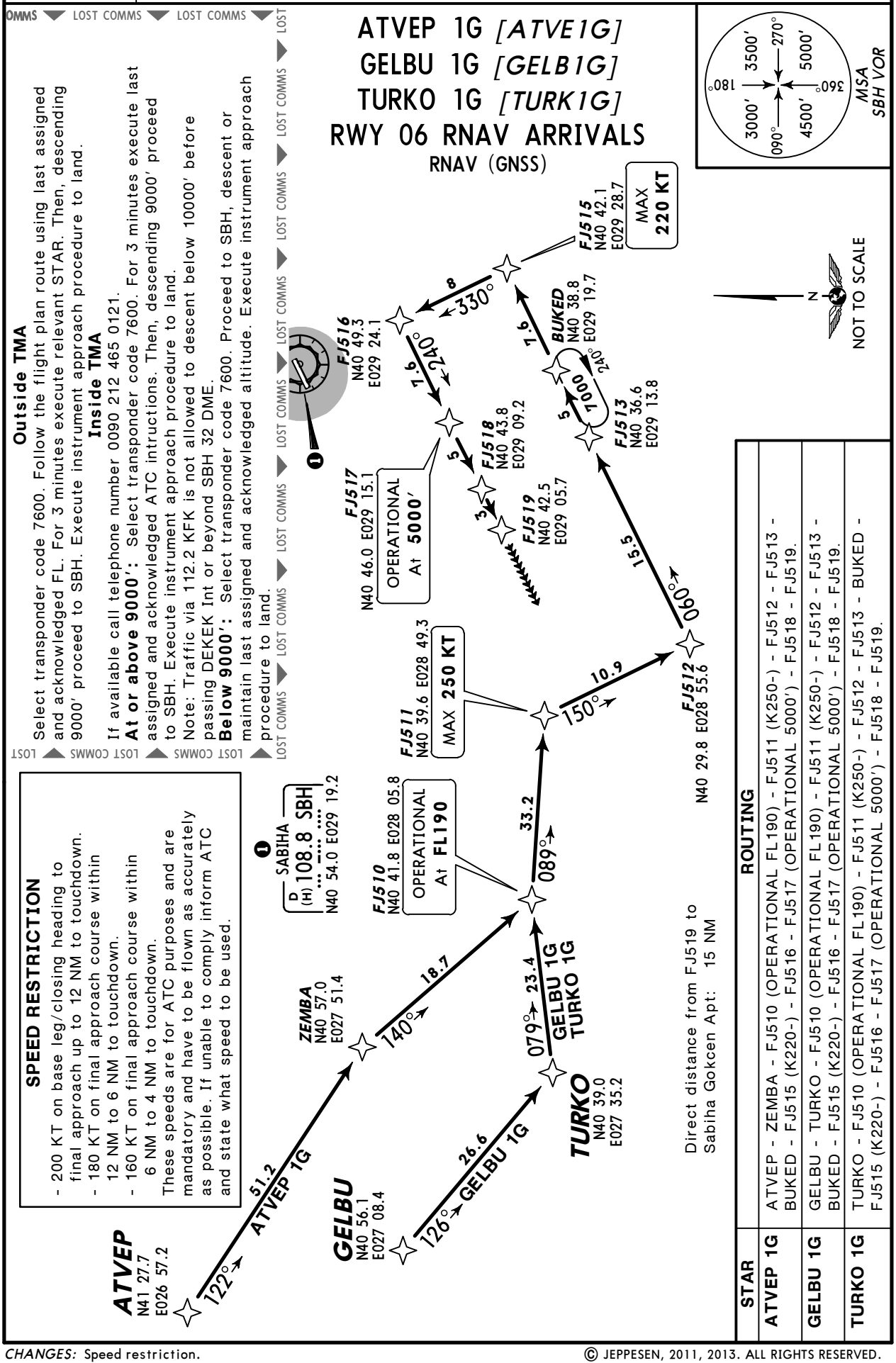
Outside TMA
Select transponder code 7600. Follow the flight plan route using last assigned and acknowledged FL. For 3 minutes execute relevant STAR. Then, descending 9000' proceed to SBH. Execute instrument approach procedure to land.

Inside TMA
If available call telephone number 0090 212 465 0121.
At or above 9000': Select transponder code 7600. For 3 minutes execute last assigned and acknowledged ATC intructions. Then, descending 9000' proceed to SBH. Execute instrument approach procedure to land.
Note: Traffic via 112.2 KFK is not allowed to descent below 10000' before passing DEKEK Int or beyond SBH 32 DME.
Below 9000': Select transponder code 7600. Proceed to SBH, descent or maintain last assigned and acknowledged altitude. Execute instrument approach procedure to land.

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 on final approach course 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.

ATVEP 1G [ATVE1G]
GELBU 1G [GELB1G]
TURKO 1G [TURK1G]
RWY 06 RNAV ARRIVALS
RNAV (GNSS)



STAR	ROUTING
ATVEP 1G	ATVEP - ZEMBA - FJ510 (OPERATIONAL FL190) - FJ511 (K250-) - FJ512 - FJ513 - BUKED - FJ515 (K220-) - FJ516 - FJ517 (OPERATIONAL 5000') - FJ518 - FJ519.
GELBU 1G	GELBU - TURKO - FJ510 (OPERATIONAL FL190) - FJ511 (K250-) - FJ512 - FJ513 - BUKED - FJ515 (K220-) - FJ516 - FJ517 (OPERATIONAL 5000') - FJ518 - FJ519.
TURKO 1G	TURKO - FJ510 (OPERATIONAL FL190) - FJ511 (K250-) - FJ512 - FJ513 - BUKED - FJ515 (K220-) - FJ516 - FJ517 (OPERATIONAL 5000') - FJ518 - FJ519.

CHANGES: Speed restriction.

© JEPPESEN, 2011, 2013. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

LTFJ/SAW
SABIHA GOKCEN

JEPPESEN

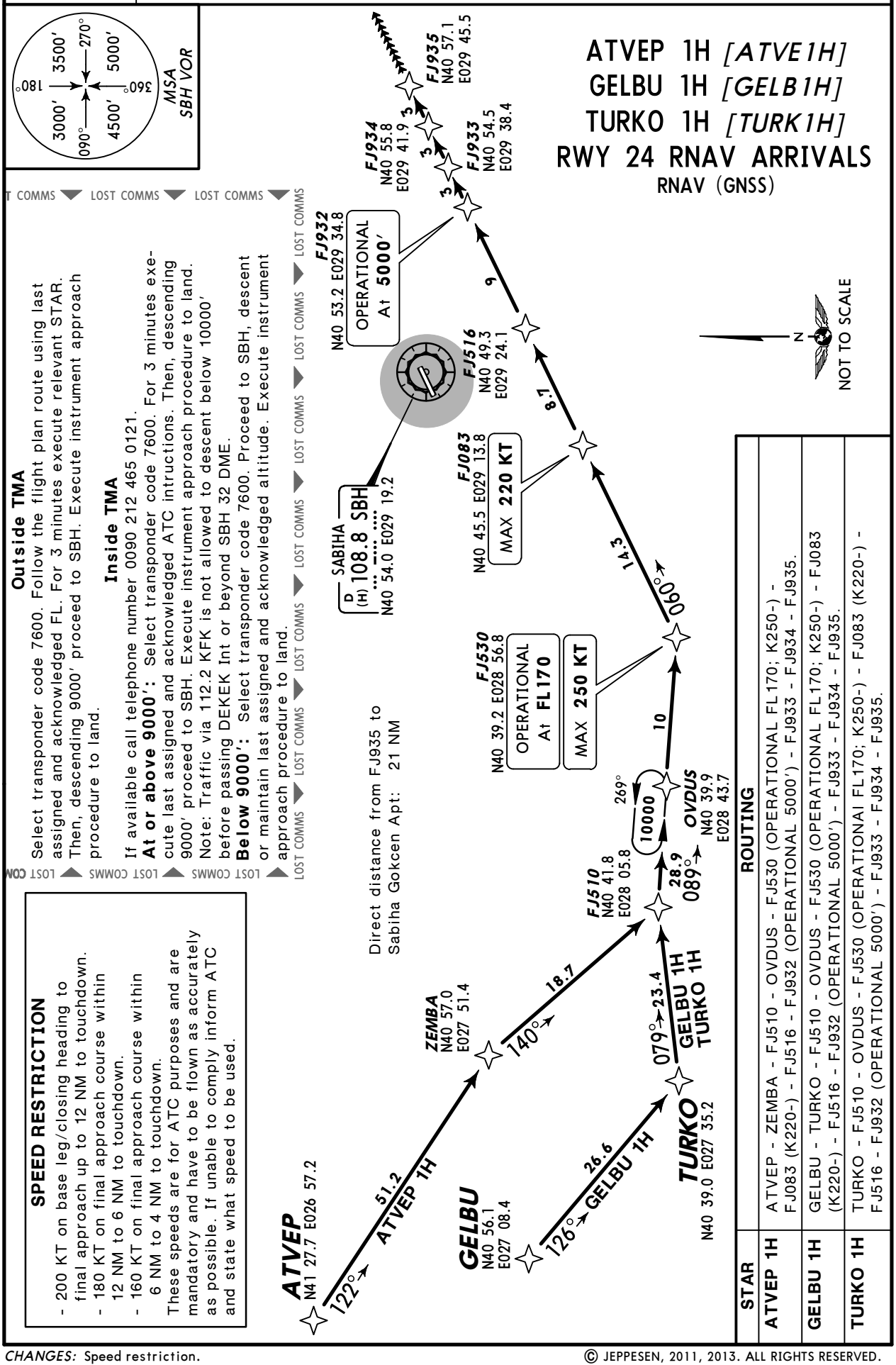
17 MAY 13 (20-2E) Eff 30 May

ISTANBUL, TURKEY
RNAV STAR

ATIS 128.55

Apt Elev 312′

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. 6. Crossings are for operational purposes. Do not descend to those altitudes/FLs unless authorized otherwise by ATC.



STAR	ROUTING
ATVEP 1H	ATVEP - ZEMBA - FJ510 - OVDUS - FJ530 (OPERATIONAL FL170; K250-) - FJ083 (K220-) - FJ516 - FJ932 (OPERATIONAL 5000′) - FJ933 - FJ934 - FJ935.
GELBU 1H	GELBU - TURKO - FJ510 - OVDUS - FJ530 (OPERATIONAL FL170; K250-) - FJ083 (K220-) - FJ516 - FJ932 (OPERATIONAL 5000′) - FJ933 - FJ934 - FJ935.
TURKO 1H	TURKO - FJ510 - OVDUS - FJ530 (OPERATIONAI FL170; K250-) - FJ083 (K220-) - FJ516 - FJ932 (OPERATIONAL 5000′) - FJ933 - FJ934 - FJ935.

CHANGES: Speed restriction.

© JEPPESEN, 2011, 2013. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

RNAV SID DESIGNATION	REFER TO CHART
MAKOL 1J, MOPIN 1J	20-3B
MAKOL 1K, MOPIN 1K	20-3C
MAKOL 1L, MOPIN 1L	20-3D
MAKOL 1M, MOPIN 1M	20-3E
EDASA 1J, ERSEN 1J, PIMAV 1J	20-3F
EDASA 1K, ERSEN 1K, PIMAV 1K	20-3G
EDASA 1L, ERSEN 1L, PIMAV 1L	20-3H
EDASA 1M, ERSEN 1M, PIMAV 1M	20-3J
GOLDO 1J, MARMA 1J	20-3K
GOLDO 1K, MARMA 1K	20-3L
GOLDO 1L, MARMA 1L	20-3M
GOLDO 1M, MARMA 1M	20-3N
IBLAL 1J, TUDBU 1J, VADEN 1J	20-3P
IBLAL 1K, TUDBU 1K, VADEN 1K	20-3Q
IBLAL 1L, TUDBU 1L, VADEN 1L	20-3S
IBLAL 1M, TUDBU 1M, VADEN 1M	20-3T
SID DESIGNATION	**REFER TO CHART**
GAYEM 1P, 1W, MOPIN 1F, 1W, YALOVA 1P, 1W	20-3U
BIGA 1F, 1J, 1P, 1W	20-3V
TEKIRDAG 1F, 1J, 1P, 1W	20-3W
ERTAS 1P, 1W, FENER 1P, 1W	20-3X

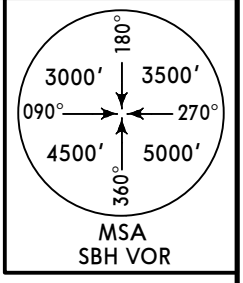
CHANGES: New chart; RNAV SIDs transferred,

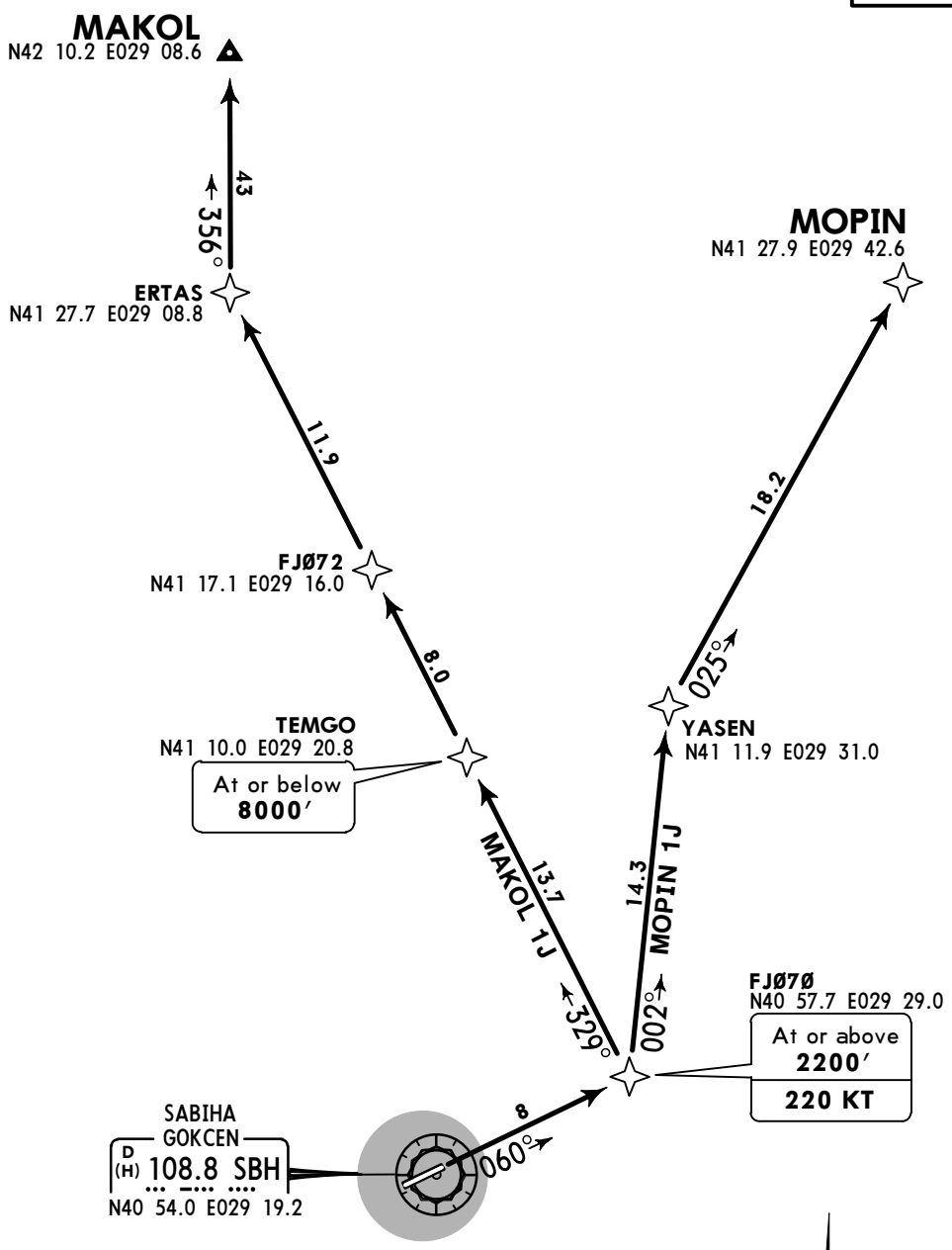
© JEPPESEN, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

YESILKOY Radar	Apt Elev	
126.42	312′	Trans level: By ATC Trans alt: 10000′ 1. Contact YESILKOY Radar immediately after take-off, check ATIS for current frequency. 2. RADAR required. 3. P-RNAV approval required otherwise advise ATC.

MAKOL 1J [MAKO1J]
MOPIN 1J [MOPI1J]
RWY 06 RNAV DEPARTURES
RNAV (GNSS)





These SIDs require a minimum climb gradient of
243′ per NM (4%) up to 3000′.

Gnd speed-KT	75	100	150	200	250	300
243′ per NM	304	405	608	810	1013	1215

N
NOT TO SCALE

Initial climb clearance **7000′**

SID	ROUTING
MAKOL 1J	FJ070 (2200′+; K220) - TEMGO (8000′-) - FJ072 - ERTAS - MAKOL.
MOPIN 1J	FJ070 (2200′+; K220) - YASEN - MOPIN.

CHANGES: RNAV SIDs transferred.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

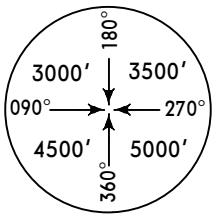
Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

YESILKOY Radar	Apt Elev	
126.42	312′	Trans level: By ATC Trans alt: 10000′ 1. Contact YESILKOY Radar immediately after take-off, check ATIS for current frequency. 2. RADAR required. 3. P-RNAV approval required otherwise advise ATC.

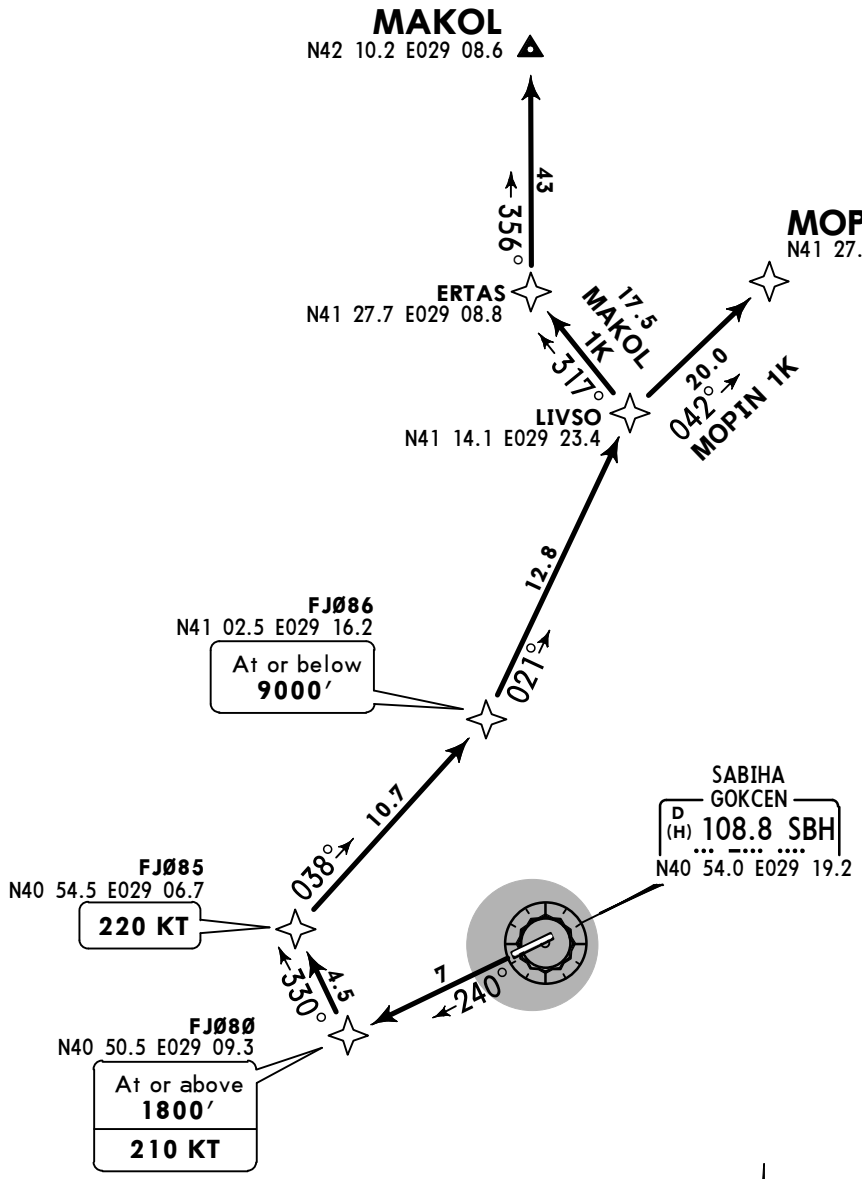
MAKOL 1K [MAKO1K]
MOPIN 1K [MOPI1K]
RWY 24 RNAV DEPARTURES

RNAV (GNSS)

TO BE EXECUTED WITH LTBA RNAV STARS RWYS 17L/R

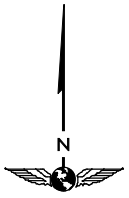


MSA
SBH VOR



These SIDs require a minimum climb gradient of
213′ per NM (3.5%) up to 2000′.

Gnd speed-KT	75	100	150	200	250	300
213′ per NM	266	354	532	709	886	1063



NOT TO SCALE

Initial climb clearance **7000′**

SID	ROUTING
MAKOL 1K	FJ080 (1800′+; K210) - FJ085 (K220) - FJ086 (9000′-) - LIVSO - ERTAS - MAKOL.
MOPIN 1K	FJ080 (1800′+; K210) - FJ085 (K220) - FJ086 (9000′-) - LIVSO - MOPIN.

CHANGES: RNAV SIDs transferred; chart redrawn.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

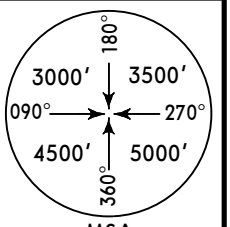
Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

YESILKOY Radar	Apt Elev	
126.42	312′	Trans level: By ATC Trans alt: 10000′ 1. Contact YESILKOY Radar immediately after take-off, check ATIS for current frequency. 2. RADAR required. 3. P-RNAV approval required otherwise advise ATC.

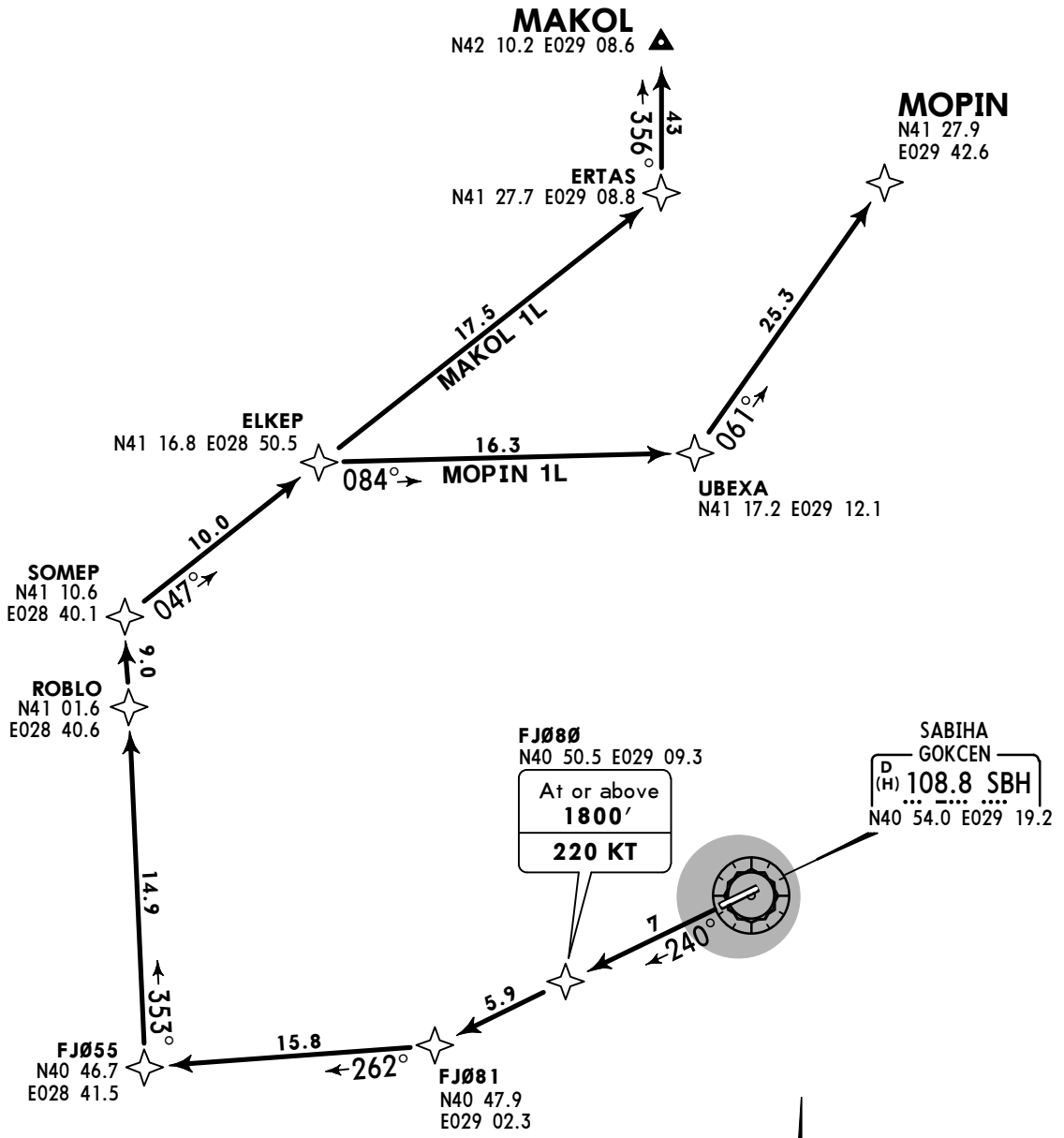
MAKOL 1L [MAKO1L]
MOPIN 1L [MOPI1L]
RWY 24 RNAV DEPARTURES

RNAV (GNSS)

TO BE EXECUTED WITH LTBA RNAV STARS RWY 23



MSA
SBH VOR



These SIDs require a minimum climb gradient of
213′ per NM (3.5%) up to 2000′.

Gnd speed-KT	75	100	150	200	250	300
213′ per NM	266	354	532	709	886	1063

Initial climb clearance **7000′**

SID	ROUTING
MAKOL 1L	FJ080 (1800′+; K220) - FJ081 - FJ055 - ROBLO - SOMEP - ELKEP - ERTAS - MAKOL.
MOPIN 1L	FJ080 (1800′+; K220) - FJ081 - FJ055 - ROBLO - SOMEP - ELKEP - UBEXA - MOPIN.

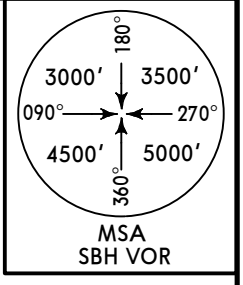
CHANGES: RNAV SIDs transferred; chart redrawn.

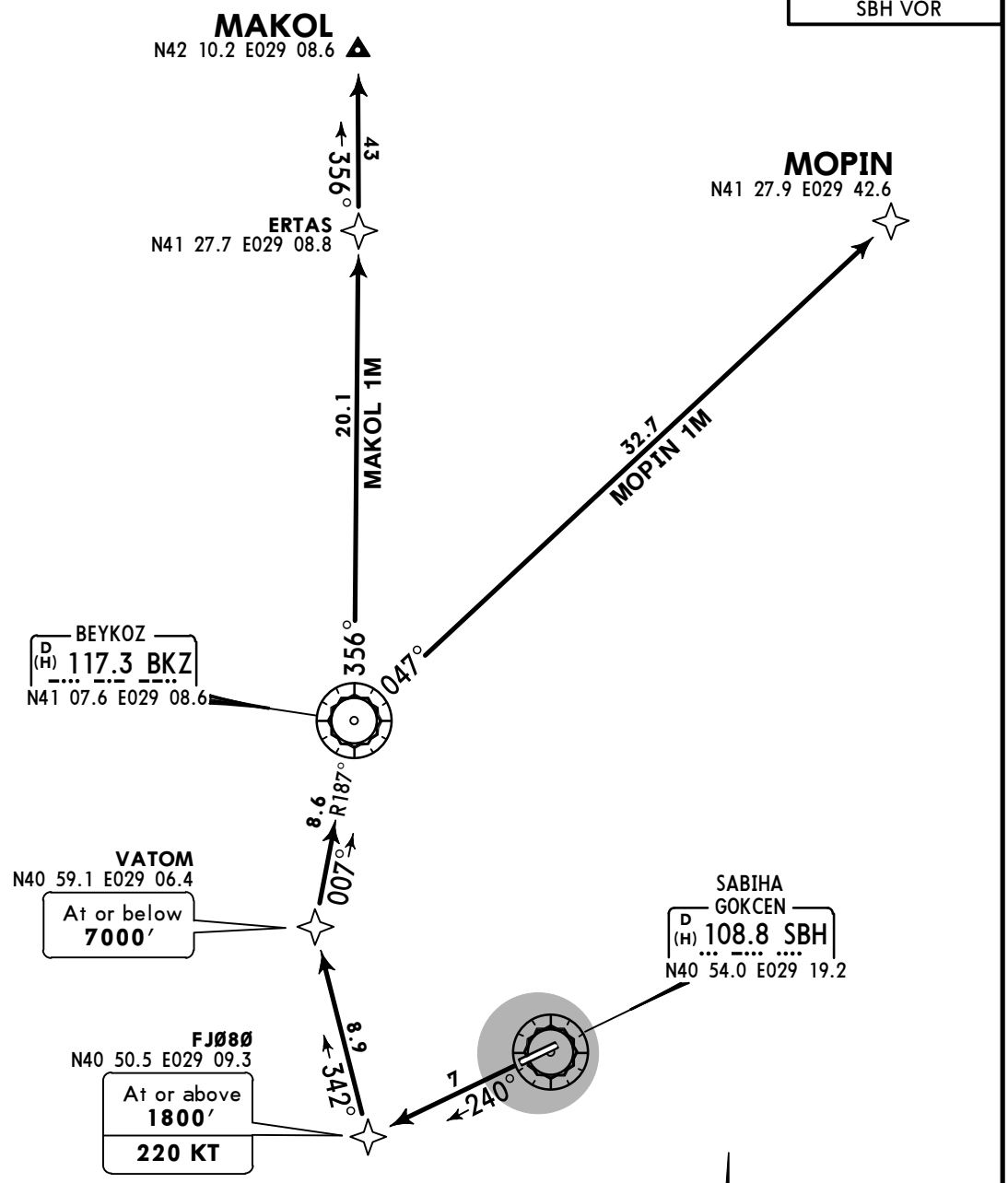
© JEPPESEN, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

YESILKOY Radar	Apt Elev	
126.42	312′	Trans level: By ATC Trans alt: 10000′ 1. Contact YESILKOY Radar immediately after take-off, check ATIS for current frequency. 2. RADAR required. 3. P-RNAV approval required otherwise advise ATC.

MAKOL 1M [MAKO1M]
MOPIN 1M [MOPI1M]
RWY 24 RNAV DEPARTURES
RNAV (GNSS)
TO BE EXECUTED WITH LTBA RNAV STARS RWY 35L/R





These SIDs require a minimum climb gradient of
213′ per NM (3.5%) up to 2000′.

Gnd speed-KT	75	100	150	200	250	300
213′ per NM	266	354	532	709	886	1063

Initial climb clearance **7000′**

SID	ROUTING
MAKOL 1M	FJ080 (1800′+; K220) - VATOM (7000′-) - BKZ - ERTAS - MAKOL.
MOPIN 1M	FJ080 (1800′+; K220) - VATOM (7000′-) - BKZ - MOPIN.

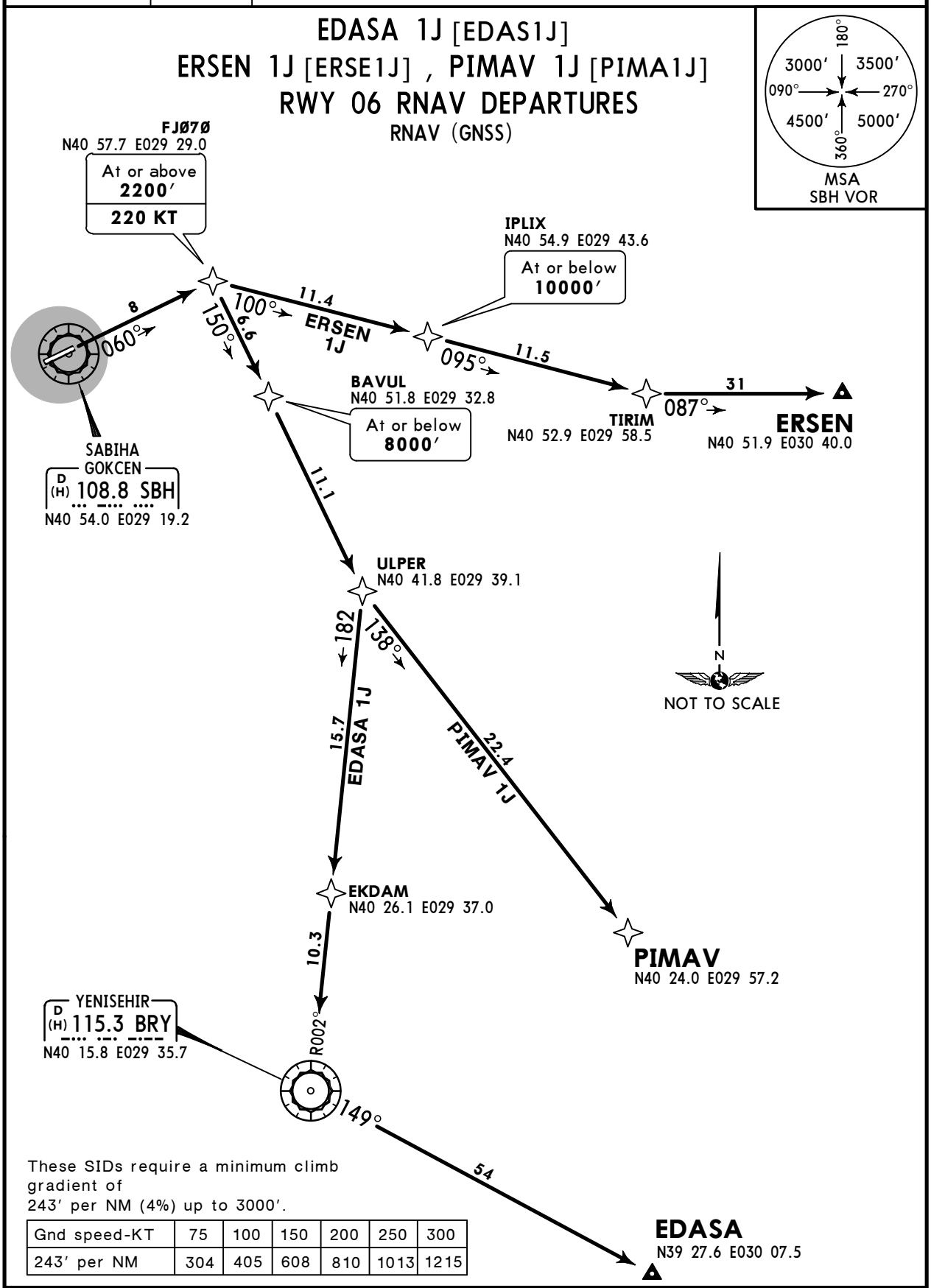
CHANGES: RNAV SIDs transferred.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

YESILKOY Radar	Apt Elev	
126.42	312′	Trans level: By ATC Trans alt: 10000′ 1. Contact YESILKOY Radar immediately after take-off, check ATIS for current frequency. 2. RADAR required. 3. P-RNAV approval required otherwise advise ATC.

EDASA 1J [EDAS1J]
ERSEN 1J [ERSE1J] , PIMAV 1J [PIMA1J]
RWY 06 RNAV DEPARTURES
RNAV (GNSS)



These SIDs require a minimum climb gradient of
243′ per NM (4%) up to 3000′.

Gnd speed-KT	75	100	150	200	250	300
243′ per NM	304	405	608	810	1013	1215

Initial climb clearance **7000′**

SID	ROUTING
EDASA 1J	FJ070 (2200′+; K220) - BAVUL (8000′-) - ULPER - EKDAM - BRY - EDASA.
ERSEN 1J	FJ070 (2200′+; K220) - IPLIX (10000′-) - TIRIM - ERSEN.
PIMAV 1J	FJ070 (2200′+; K220) - BAVUL (8000′-) - ULPER - PIMAV.

CHANGES: Chart reindexed.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

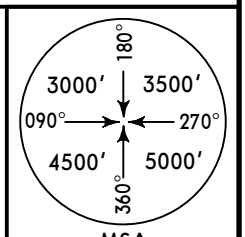
Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

YESILKOY Radar	Apt Elev	
126.42	312′	Trans level: By ATC Trans alt: 10000′ 1. Contact YESILKOY Radar immediately after take-off, check ATIS for current frequency. 2. RADAR required. 3. P-RNAV approval required otherwise advise ATC.

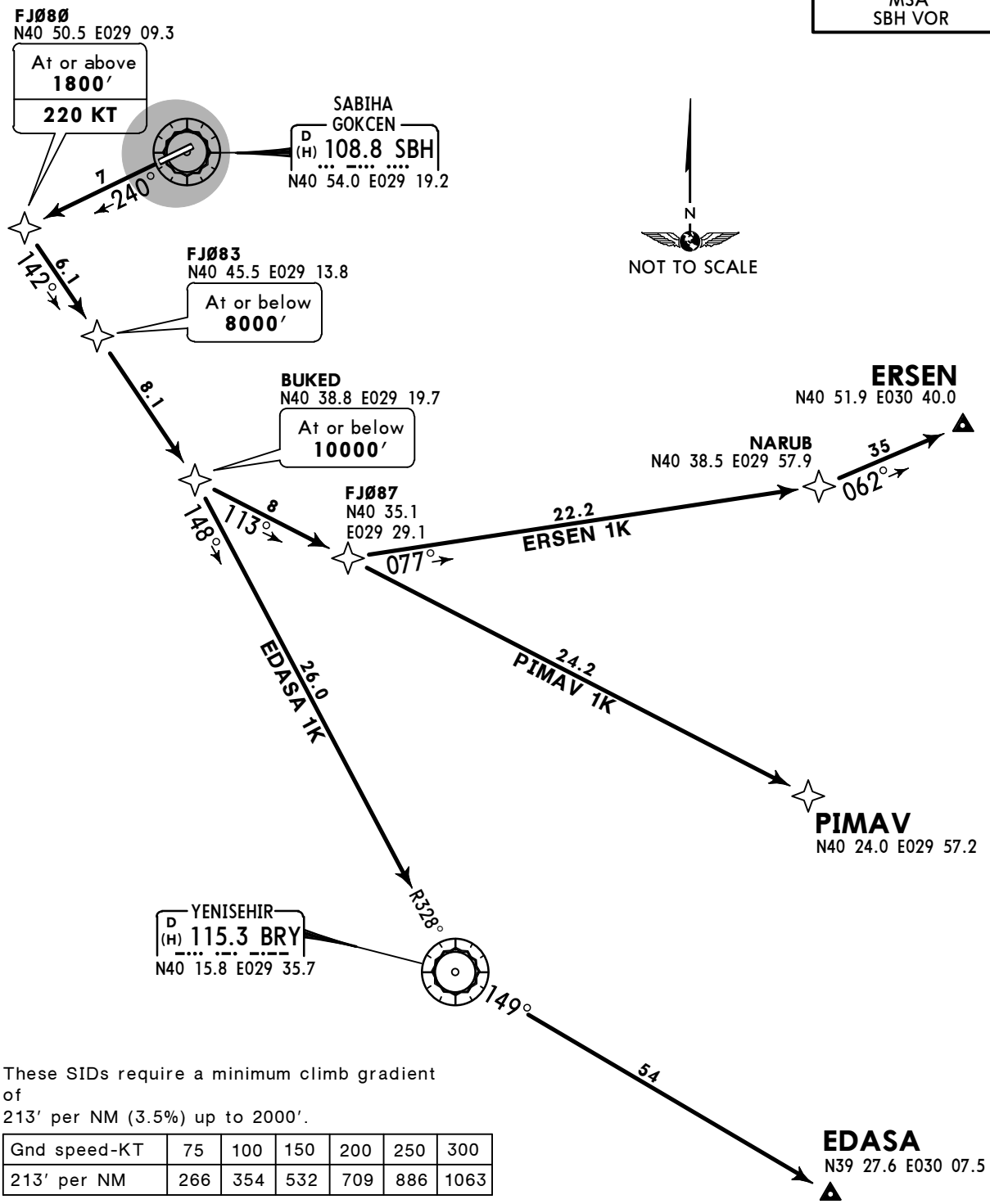
EDASA 1K [EDAS1K]
ERSEN 1K [ERSE1K], PIMAV 1K [PIMA1K]
RWY 24 RNAV DEPARTURES

RNAV (GNSS)

TO BE EXECUTED WITH LTBA RNAV STARS RWYS 17L/R



MSA
SBH VOR



These SIDs require a minimum climb gradient of
213′ per NM (3.5%) up to 2000′.

Gnd speed-KT	75	100	150	200	250	300
213′ per NM	266	354	532	709	886	1063

Initial climb clearance **7000′**

SID	ROUTING
EDASA 1K	FJ080 (1800′+; K220) - FJ083 (8000′-) - BUKED (10000′-) - BRY - EDASA.
ERSEN 1K	FJ080 (1800′+; K220) - FJ083 (8000′-) - BUKED (10000′-) - FJ087 - NARUB - ERSEN.
PIMAV 1K	FJ080 (1800′+; K220) - FJ083 (8000′-) - BUKED (10000′-) - FJ087 - PIMAV.

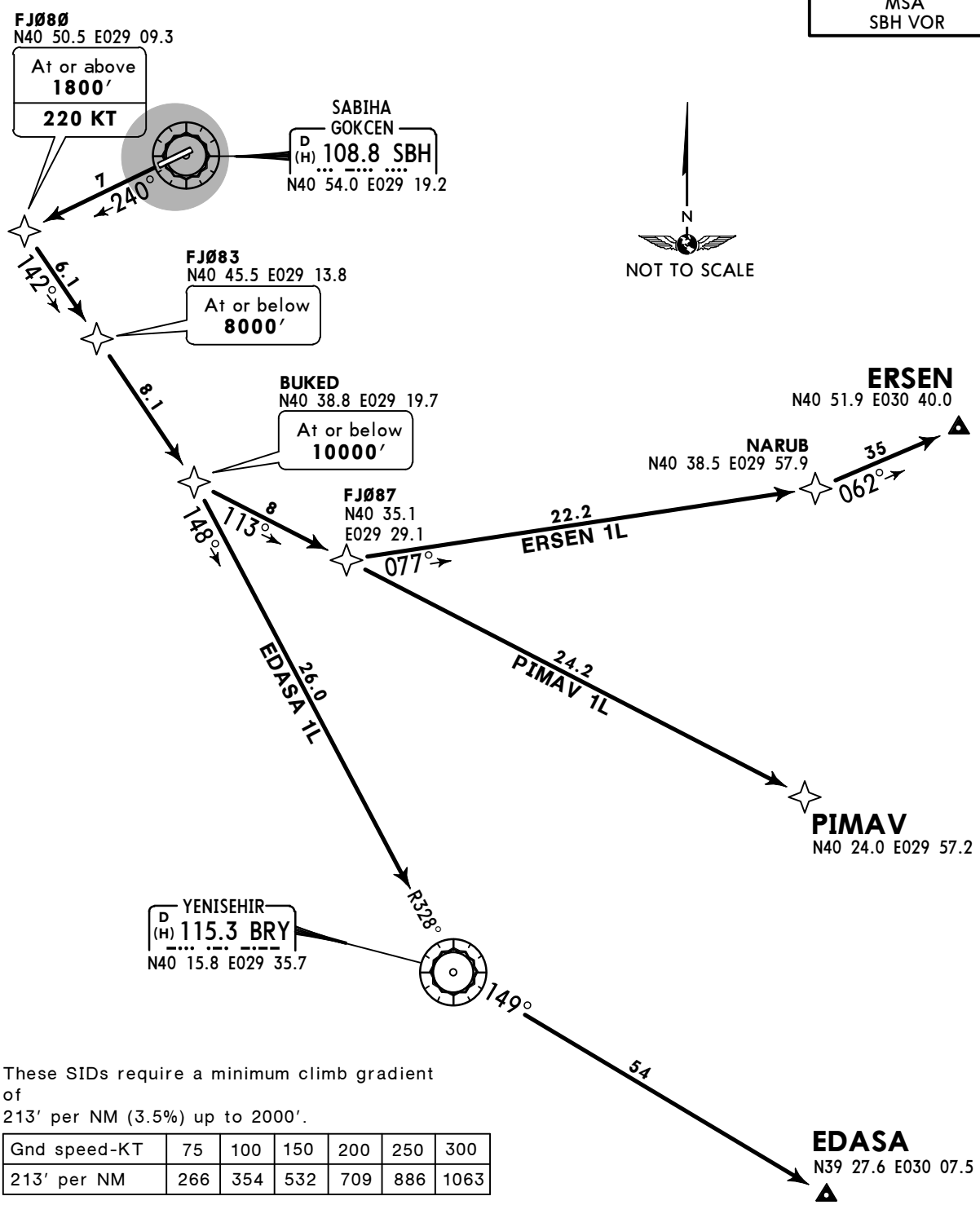
CHANGES: Chart reindexed.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

YESILKOY Radar	Apt Elev	
126.42	312′	Trans level: By ATC Trans alt: 10000′ 1. Contact YESILKOY Radar immediately after take-off, check ATIS for current frequency. 2. RADAR required. 3. P-RNAV approval required otherwise advise ATC.

EDASA 1L [EDAS1L]
ERSEN 1L [ERSE1L], PIMAV 1L [PIMA1L]
RWY 24 RNAV DEPARTURES
RNAV (GNSS)
TO BE EXECUTED WITH LTBA RNAV STARS RWY 23



These SIDs require a minimum climb gradient of
213′ per NM (3.5%) up to 2000′.

Gnd speed-KT	75	100	150	200	250	300
213′ per NM	266	354	532	709	886	1063

Initial climb clearance **7000′**

SID	ROUTING
EDASA 1L	FJ080 (1800′+; K220) - FJ083 (8000′-) - BUKED (10000′-) - BRY - EDASA.
ERSEN 1L	FJ080 (1800′+; K220) - FJ083 (8000′-) - BUKED (10000′-) - FJ087 - NARUB - ERSEN.
PIMAV 1L	FJ080 (1800′+; K220) - FJ083 (8000′-) - BUKED (10000′-) - FJ087 - PIMAV.

CHANGES: Chart reindexed.

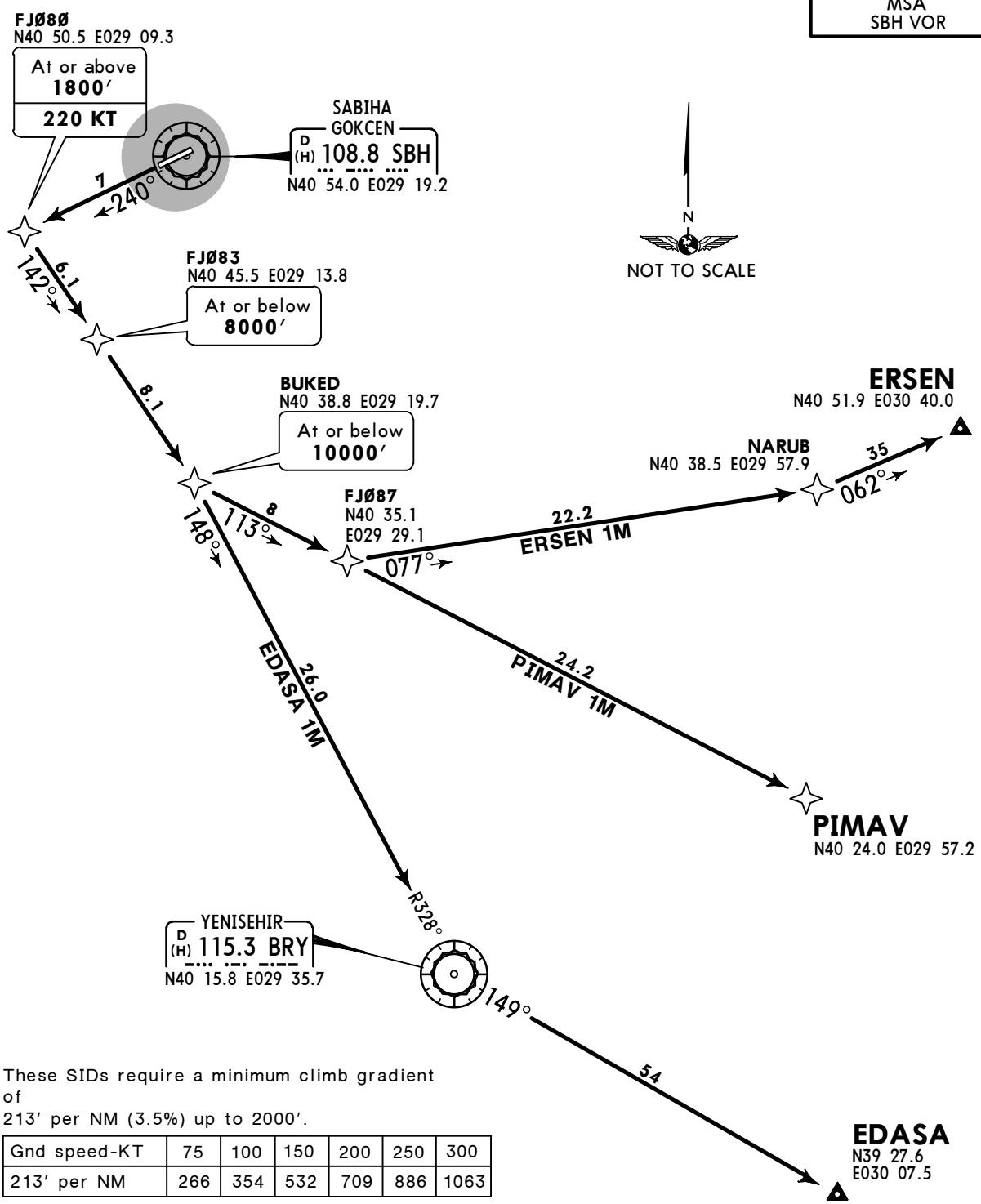
© JEPPESEN, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

YESILKOY Radar	Apt Elev	
126.42	312′	Trans level: By ATC Trans alt: 10000′ 1. Contact YESILKOY Radar immediately after take-off, check ATIS for current frequency. 2. RADAR required. 3. P-RNAV approval required otherwise advise ATC.

EDASA 1M [EDAS1M]
ERSEN 1M [ERSE1M], PIMAV 1M [PIMA1M]
RWY 24 RNAV DEPARTURES
RNAV (GNSS)

TO BE EXECUTED WITH LTBA RNAV STARS RWY 35L/R



These SIDs require a minimum climb gradient of
213′ per NM (3.5%) up to 2000′.

Gnd speed-KT	75	100	150	200	250	300
213′ per NM	266	354	532	709	886	1063

Initial climb clearance **7000′**

SID	ROUTING
EDASA 1M	FJ080 (1800′+; K220) - FJ083 (8000′-) - BUKED (10000′-) - BRY - EDASA.
ERSEN 1M	FJ080 (1800′+; K220) - FJ083 (8000′-) - BUKED (10000′-) - FJ087 - NARUB - ERSEN.
PIMAV 1M	FJ080 (1800′+; K220) - FJ083 (8000′-) - BUKED (10000′-) - FJ087 - PIMAV.

CHANGES: Chart reindexed.

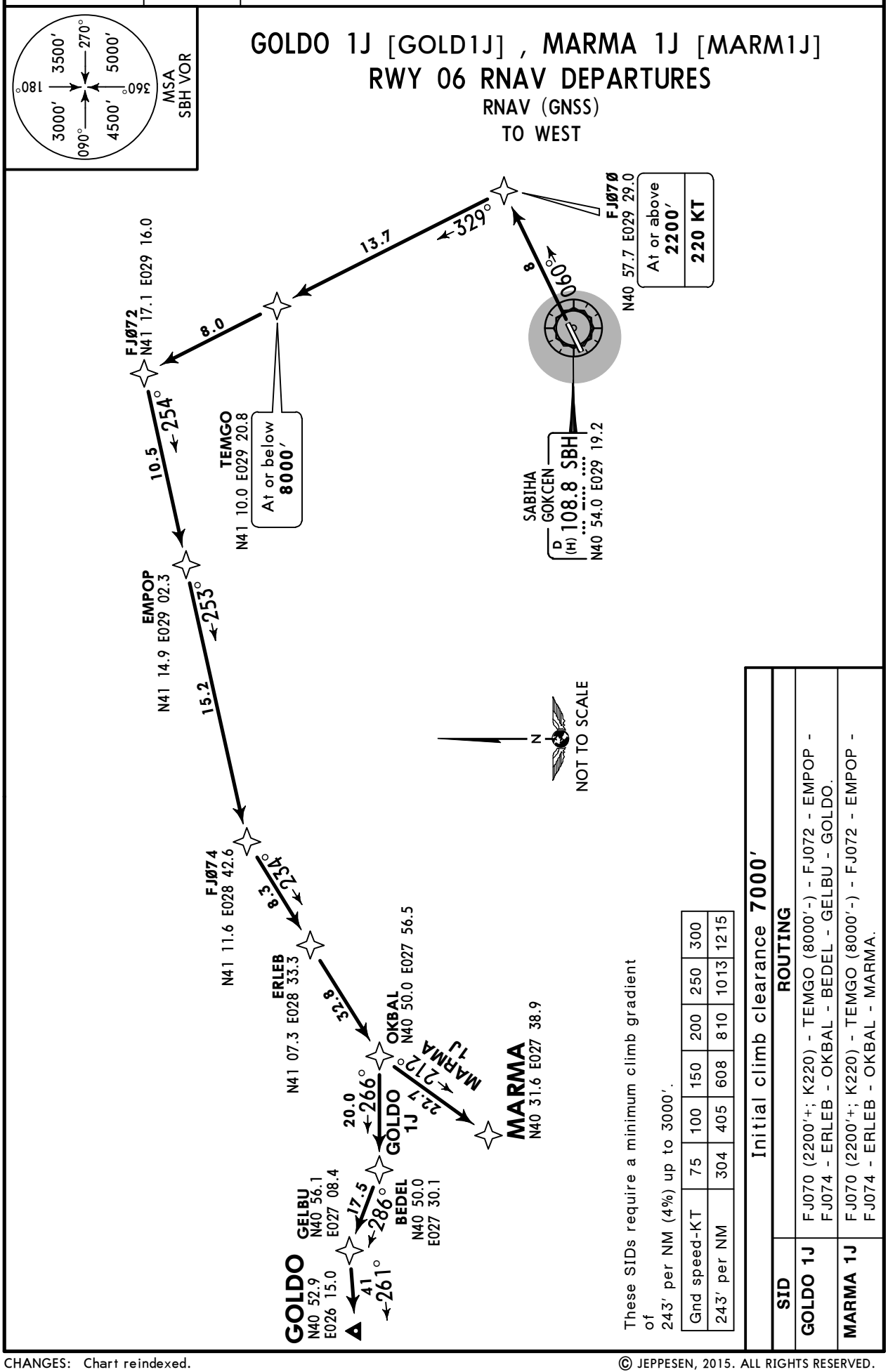
© JEPPESEN, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

YESILKOY Radar	Apt Elev
126.42	312′

Trans level: By ATC Trans alt: 10000′

1. Contact YESILKOY Radar immediately after take-off, check ATIS for current frequency.
2. RADAR required.
3. P-RNAV approval required otherwise advise ATC.



These SIDs require a minimum climb gradient of 243′ per NM (4%) up to 3000′.

Gnd speed-KT	75	100	150	200	250	300
243′ per NM	304	405	608	810	1013	1215

Initial climb clearance 7000′

SID	ROUTING
GOLDO 1J	FJ070 (2200′+; K220) - TEMGO (8000′-) - FJ072 - EMPOP - FJ074 - ERLEB - OKBAL - BEDEL - GELBU - GOLDO.
MARMA 1J	FJ070 (2200′+; K220) - TEMGO (8000′-) - FJ072 - EMPOP - FJ074 - ERLEB - OKBAL - MARMA.

CHANGES: Chart reindexed.

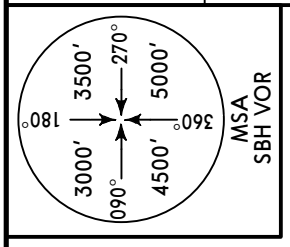
© JEPPESEN, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

YESILKOY Radar	Apt Elev
126.42	312′

Trans level: By ATC Trans alt: 10000′

1. Contact YESILKOY Radar immediately after take-off, check ATIS for current frequency.
2. RADAR required.
3. P-RNAV approval required otherwise advise ATC.



GOLDO 1K [GOLD1K], MARMA 1K [MARM1K]
RWY 24 RNAV DEPARTURES
RNAV (GNSS)

TO BE EXECUTED WITH LTBA RNAV STARS RWYS 17L/R

SABIHA GOKCEN
D (H) 108.8 SBH
N40 54.0 E029 19.2

240° 1

FJØ8Ø
N40 50.5 E029 09.3
At or above 1800′
220 KT

5.9

FJ081
N40 47.9 E029 02.3

262°

20.8

FJØ82
N40 46.3
E028 35.1

273°

29.5

OKBAL
N40 50.0 E027 56.5

212° MARMA 1K 22.1

MARMA
N40 31.6 E027 38.9

266° 20.0

GOLDO 1K

BEDEL
N40 50.0
E027 30.1

286° 17.5

GELBU
N40 56.1
E027 08.4

261° 41

GOLDO
N40 52.9
E026 15.0

N
NOT TO SCALE

These SIDs require a minimum climb gradient of 213′ per NM (3.5%) up to 2000′.

Gnd speed-KT	75	100	150	200	250	300
213′ per NM	266	354	532	709	886	1063

Initial climb clearance **7000′**

SID	ROUTING
GOLDO 1K	FJ080 (1800′+; K220) - FJ081 - FJ082 - OKBAL - BEDEL - GELBU - GOLDO.
MARMA 1K	FJ080 (1800′+; K220) - FJ081 - FJ082 - OKBAL - MARMA.

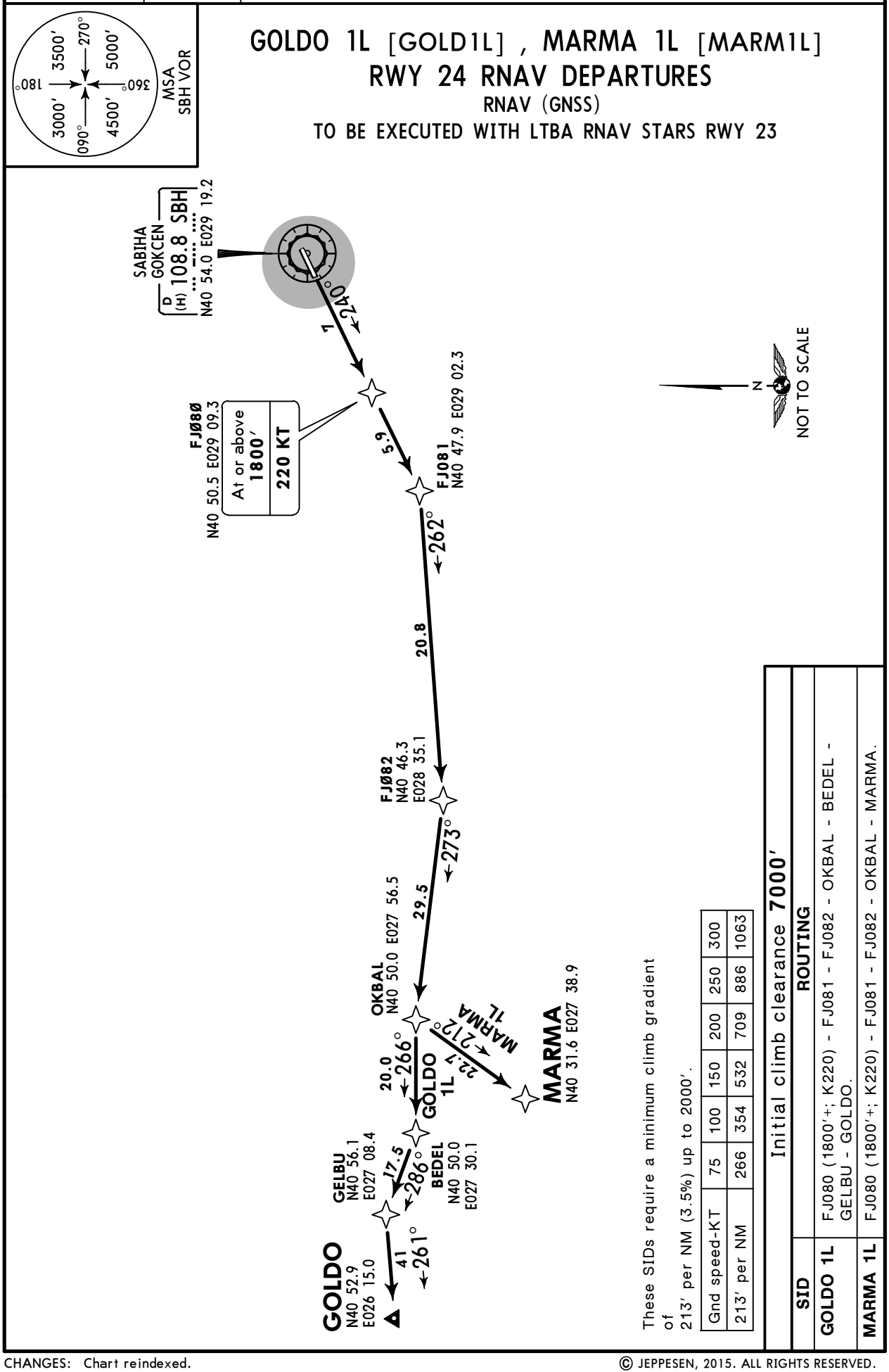
CHANGES: Chart reindexed.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

YESILKOY Radar	Apt Elev
126.42	312′

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



These SIDs require a minimum climb gradient of 213′ per NM (3.5%) up to 2000′.

Gnd speed-KT	75	100	150	200	250	300
213′ per NM	266	354	532	709	886	1063

Initial climb clearance **7000′**

SID	ROUTING
GOLDO 1L	FJ080 (1800′+; K220) - FJ081 - FJ082 - OKBAL - BEDEL - GELBU - GOLDO.
MARMA 1L	FJ080 (1800′+; K220) - FJ081 - FJ082 - OKBAL - MARMA.

CHANGES: Chart reindexed.

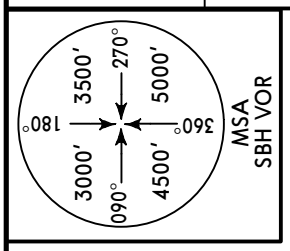
© JEPPESEN, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

YESILKOY Radar	Apt Elev
126.42	312′

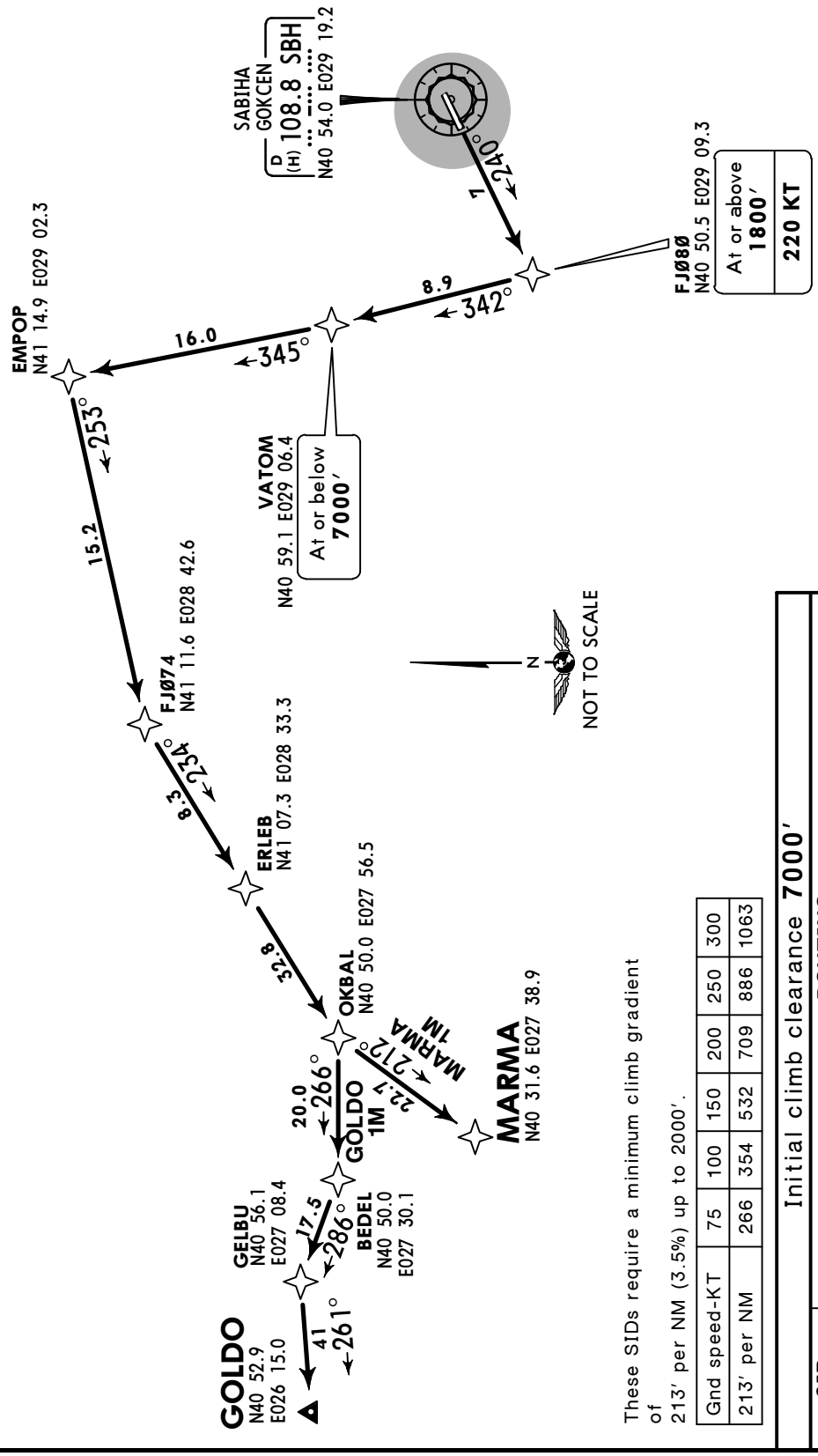
Trans level: By ATC Trans alt: 10000′

1. Contact YESILKOY Radar immediately after take-off, check ATIS for current frequency.
2. RADAR required.
3. P-RNAV approval required otherwise advise ATC.



GOLDO 1M [GOLD1M], MARMA 1M [MARM1M]
RWY 24 RNAV DEPARTURES
RNAV (GNSS)

TO BE EXECUTED WITH LTBA RNAV STARS RWY 35L/R



These SIDs require a minimum climb gradient of 213′ per NM (3.5%) up to 2000′.

Gnd speed-KT	75	100	150	200	250	300
213′ per NM	266	354	532	709	886	1063

Initial climb clearance **7000′**

SID	ROUTING
GOLDO 1M	FJ080 (1800′+; K220) - VATOM (7000′-) - EMPOP - FJ074 - ERLEB - OKBAL - BEDEL - GELBU - GOLDO.
MARMA 1M	FJ080 (1800′+; K220) - VATOM (7000′-) - EMPOP - FJ074 - ERLEB - OKBAL - MARMA.

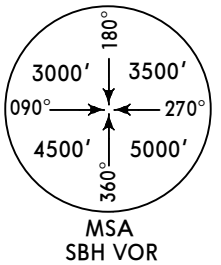
CHANGES: Chart reindexed.

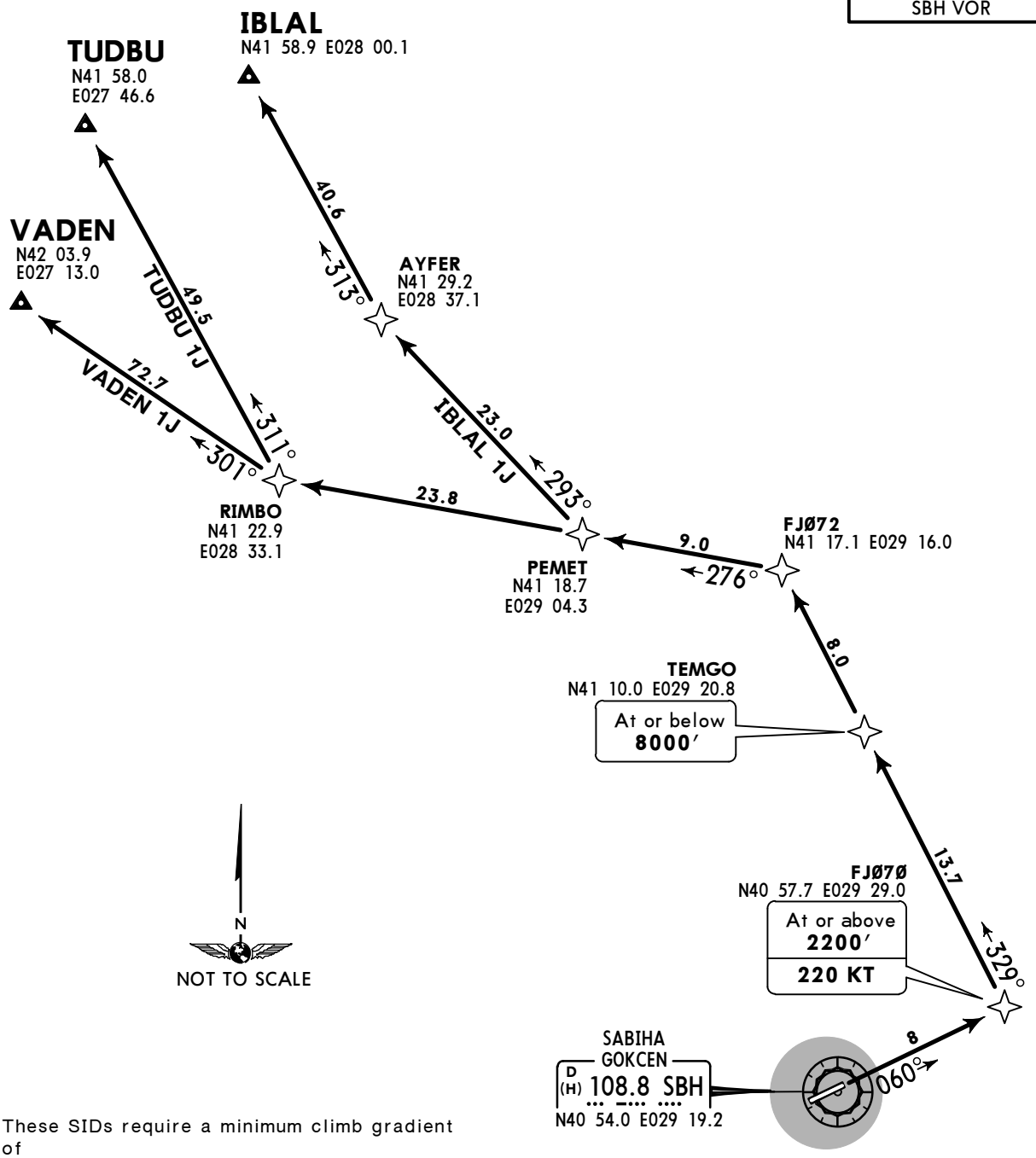
© JEPPESEN, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

YESILKOY Radar	Apt Elev	
126.42	312′	Trans level: By ATC Trans alt: 10000′ 1. Contact YESILKOY Radar immediately after take-off, check ATIS for current frequency. 2. RADAR required. 3. P-RNAV approval required otherwise advise ATC.

IBLAL 1J [IBLA1J], TUDBU 1J [TUDB1J]
VADEN 1J [VADE1J]
RWY 06 RNAV DEPARTURES
RNAV (GNSS)





These SIDs require a minimum climb gradient of
243′ per NM (4%) up to 3000′.

Gnd speed-KT	75	100	150	200	250	300
243′ per NM	304	405	608	810	1013	1215

	Initial climb clearance **7000′**
SID	**ROUTING**
IBLAL 1J	FJ070 (2200′+; K220) - TEMGO (8000′-) - FJ072 - PEMET - AYFER - IBLAL.
TUDBU 1J	FJ070 (2200′+; K220) - TEMGO (8000′-) - FJ072 - PEMET - RIMBO - TUDBU.
VADEN 1J	FJ070 (2200′+; K220) - TEMGO (8000′-) - FJ072 - PEMET - RIMBO - VADEN.

CHANGES: SIDs & RNAV SIDs transferred; TUDBU 1J RNAV SID established.

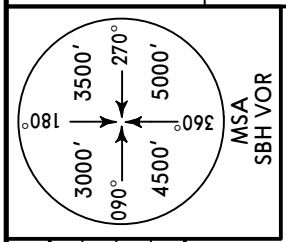
© JEPPESEN, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

YESILKOY Radar	Apt Elev
126.42	312′

Trans level: By ATC Trans alt: 10000′

1. Contact YESILKOY Radar immediately after take-off, check ATIS for current frequency.
2. RADAR required.
3. P-RNAV approval required otherwise advise ATC.



IBLAL 1K [IBLA1K], TUDBU 1K [TUDB1K]
VADEN 1K [VADE1K]
RWY 24 RNAV DEPARTURES

RNAV (GNSS)

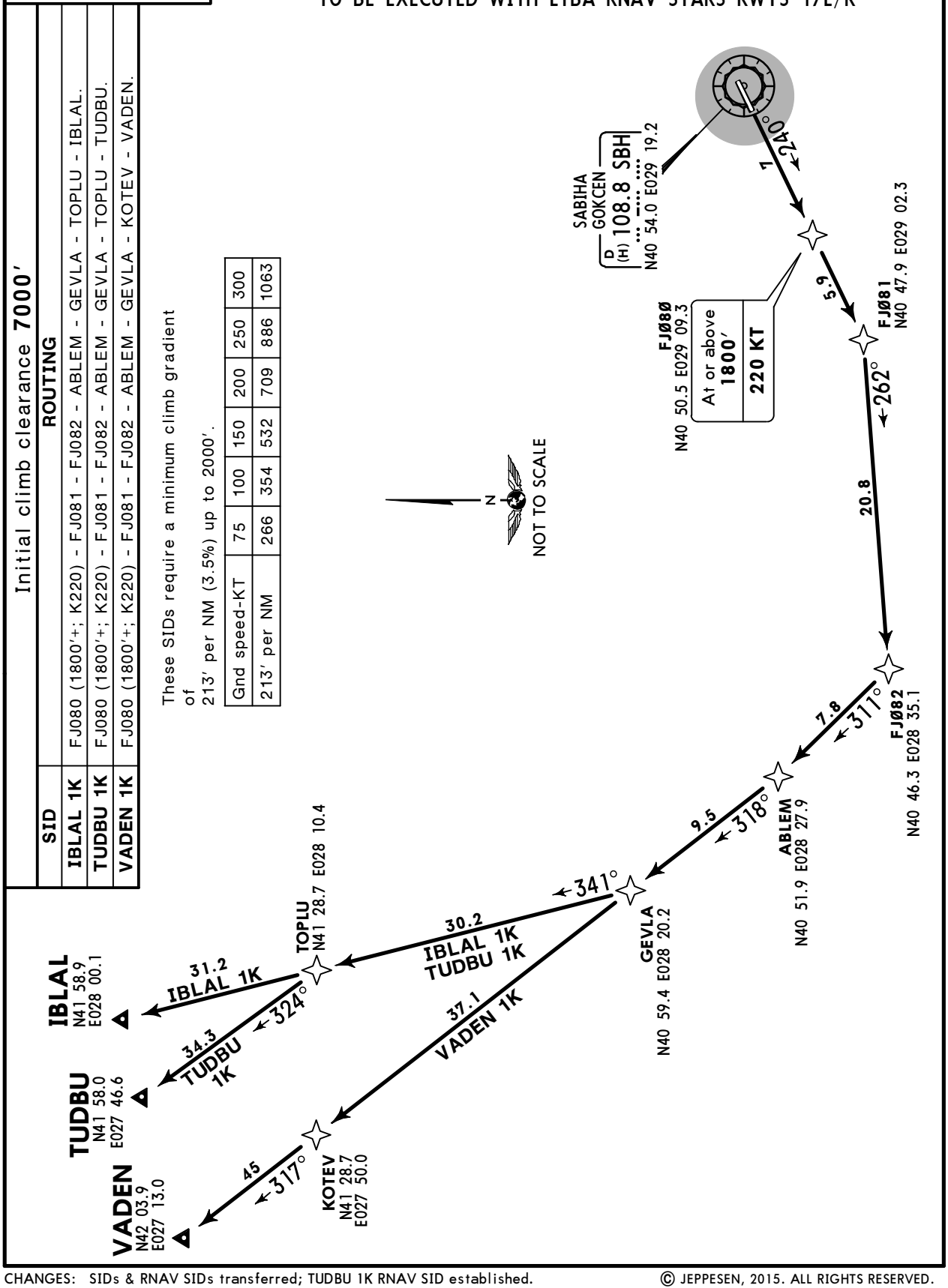
TO BE EXECUTED WITH LTBA RNAV STARS RWYS 17L/R

Initial climb clearance **7000′**

SID	ROUTING
IBLAL 1K	FJ080 (1800′+; K220) - FJ081 - FJ082 - ABLEM - GEVLA - TOPLU - IBLAL.
TUDBU 1K	FJ080 (1800′+; K220) - FJ081 - FJ082 - ABLEM - GEVLA - TOPLU - TUDBU.
VADEN 1K	FJ080 (1800′+; K220) - FJ081 - FJ082 - ABLEM - GEVLA - KOTEV - VADEN.

These SIDs require a minimum climb gradient of 213′ per NM (3.5%) up to 2000′.

Gnd speed-KT	75	100	150	200	250	300
213′ per NM	266	354	532	709	886	1063



CHANGES: SIDs & RNAV SIDs transferred; TUDBU 1K RNAV SID established.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

YESILKOY Radar	Apt Elev
126.42	312′

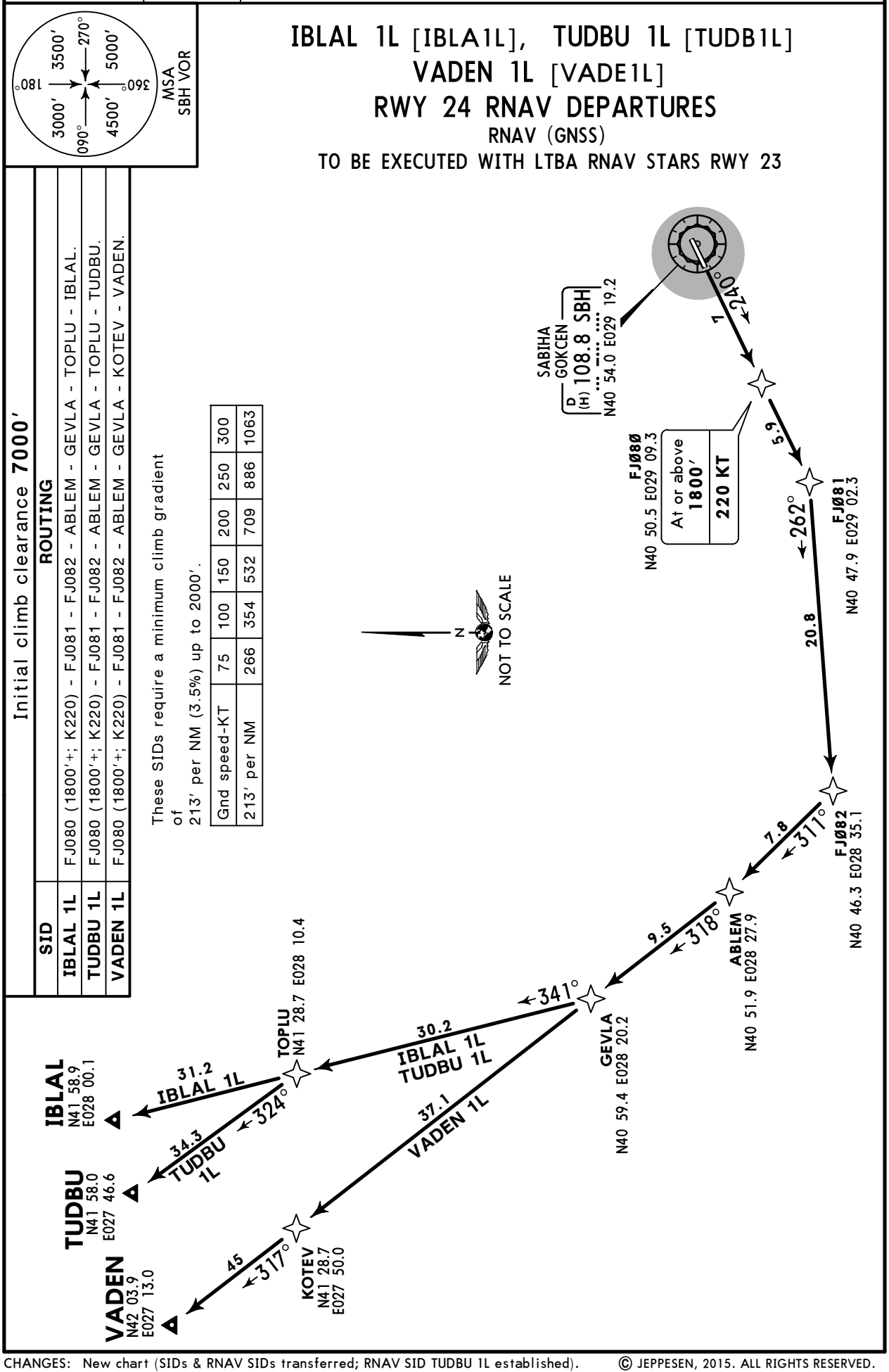
Trans level: By ATC Trans alt: 10000′

1. Contact YESILKOY Radar immediately after take-off, check ATIS for current frequency.
2. RADAR required.
3. P-RNAV approval required otherwise advise ATC.

IBLAL 1L [IBLA1L], TUDBU 1L [TUDB1L]
VADEN 1L [VADE1L]
RWY 24 RNAV DEPARTURES

RNAV (GNSS)

TO BE EXECUTED WITH LTBA RNAV STARS RWY 23



CHANGES: New chart (SIDs & RNAV SIDs transferred; RNAV SID TUDBU 1L established).

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

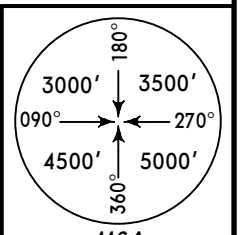
Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

YESILKOY Radar	Apt Elev	
126.42	312′	Trans level: By ATC Trans alt: 10000′ 1. Contact YESILKOY Radar immediately after take-off, check ATIS for current frequency. 2. RADAR required. 3. P-RNAV approval required otherwise advise ATC.

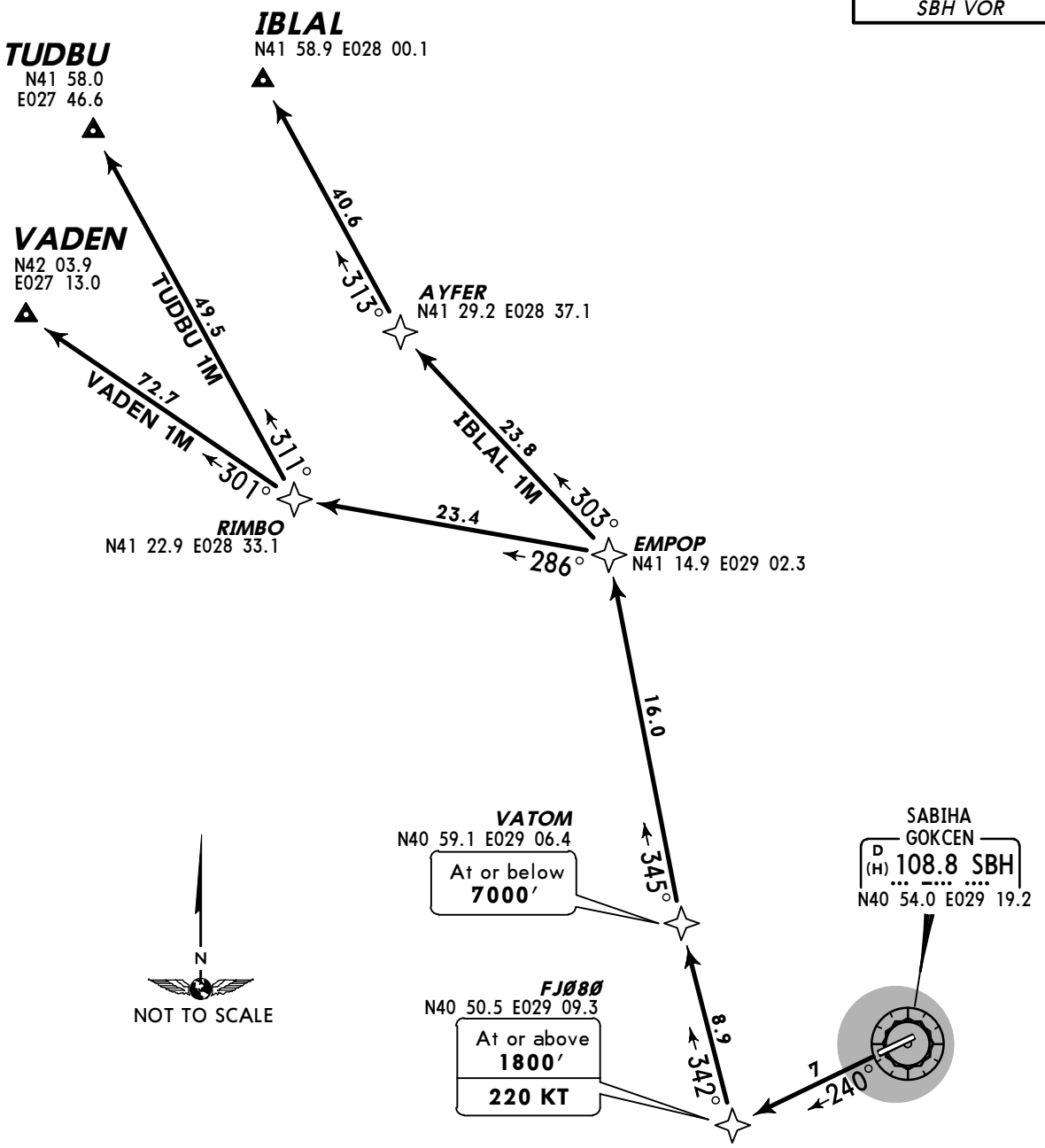
IBLAL 1M *[IBLA1M]*, TUDBU 1M *[TUDB1M]*
VADEN 1M *[VADE1M]*
RWY 24 RNAV DEPARTURES

RNAV (GNSS)

TO BE EXECUTED WITH LTBA RNAV STARS RWY 35L/R



MSA
SBH VOR



These SIDs require a minimum climb gradient of
213′ per NM (3.5%) up to 2000′.

Gnd speed-KT	75	100	150	200	250	300
213′ per NM	266	354	532	709	886	1063

Initial climb clearance **7000′**

SID	ROUTING
IBLAL 1M	FJ080 (1800′+; K220) - VATOM (7000′-) - EMPOP - AYFER - IBLAL.
TUDBU 1M	FJ080 (1800′+; K220) - VATOM (7000′-) - EMPOP - RIMBO - TUDBU.
VADEN 1M	FJ080 (1800′+; K220) - VATOM (7000′-) - EMPOP - RIMBO - VADEN.

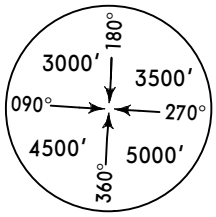
CHANGES: New chart (SIDs & RNAV SIDs transferred; TUDBU 1M RNAV SID established).

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

Apt Elev 312′

Trans level: By ATC Trans alt: 10000′



MSA
SBH VOR

GAYEM ONE PAPA (GAYEM 1P) [GAYE1P]
GAYEM ONE WHISKEY (GAYEM 1W) [GAYE1W]
MOPIN ONE FOXTROT (MOPIN 1F) [MOPI1F]
MOPIN ONE WHISKEY (MOPIN 1W) [MOPI1W]
YALOVA ONE PAPA (YAA 1P)
YALOVA ONE WHISKEY (YAA 1W)
RWYS 24, 06 DEPARTURES

MOPIN
N41 27.9
E029 42.6

D38
MOPIN 1F, 1W

BEYKOZ
D (H) 117.3 BKZ
N41 07.6 E029 08.6

GAYEM
N41 02.8
E029 37.8

098°
D23

MOPIN 1W

SABIHA
D (H) 108.8 SBH
N40 54.0 E029 19.2

023°
7 DME Arc
054°
GAYEM 1P, 1W

D7 SBH
N40 57.0 E029 27.5
At or above 1400′

060°
GAYEM 1W
MOPIN 1W
YAA 1W

YAA 1W

240°
GAYEM 1P
MOPIN 1F
YAA 1P

D8 SBH
N40 50.5 E029 09.7
At or above 1300′

7 DME Arc
8 DME Arc
8 DME Arc
187°

YAA 1P
MOPIN 1F

N
NOT TO SCALE

YALOVA
D (H) 117.7 YAA
N40 28.5 E029 12.5

R007°

These SIDs require a minimum climb gradient of
213′ per NM (3.5%) until D7 SBH/D8 SBH.

Gnd speed-KT	75	100	150	200	250	300
213′ per NM	266	354	532	709	886	1063

SID	RWY	ROUTING
GAYEM 1P	24	Intercept SBH R-240 to D8 SBH, turn LEFT, along SBH 8 DME arc, intercept SBH R-054 to GAYEM.
GAYEM 1W	06	Intercept SBH R-060 to D7 SBH, turn LEFT, intercept SBH R-054 to GAYEM.
MOPIN 1F	24	Intercept SBH R-240 to D8 SBH, turn LEFT, along SBH 8 DME arc, intercept SBH R-023 to MOPIN.
MOPIN 1W	06	Intercept SBH R-060 to D7 SBH, turn LEFT, along SBH 7 DME arc, intercept SBH R-023 to MOPIN.
YAA 1P	24	Intercept SBH R-240 to D8 SBH, turn LEFT, along SBH 8 DME arc, intercept SBH R-187 to YAA.
YAA 1W	06	Intercept SBH R-060 to D7 SBH, turn RIGHT, along SBH 7 DME arc, intercept SBH R-187 to YAA.

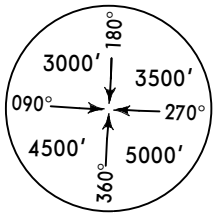
CHANGES: New chart (chart reindexed).

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

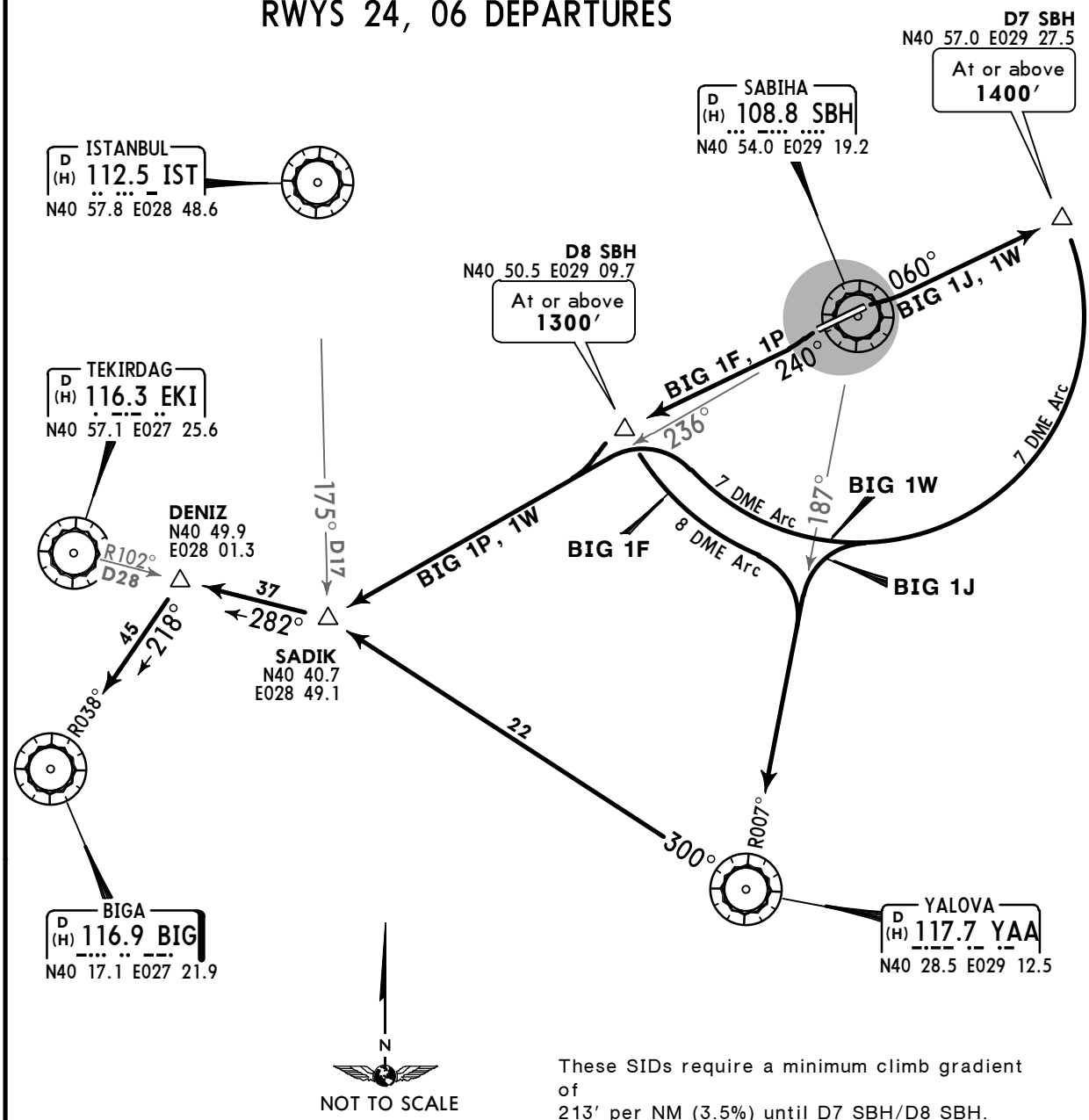
Apt Elev 312′

Trans level: By ATC Trans alt: 10000′



MSA
SBH VOR

BIGA ONE FOXTROT (BIG 1F)
BIGA ONE JULIETT (BIG 1J)
BIGA ONE PAPA (BIG 1P)
BIGA ONE WHISKEY (BIG 1W)
RWYS 24, 06 DEPARTURES



These SIDs require a minimum climb gradient of
213′ per NM (3.5%) until D7 SBH/D8 SBH.

Gnd speed-KT	75	100	150	200	250	300
213′ per NM	266	354	532	709	886	1063

SID	RWY	ROUTING
BIG 1F	24	Intercept SBH R-240 to D8 SBH, turn LEFT, along SBH 8 DME arc, intercept SBH R-187 to YAA, YAA R-300 to SADIK, intercept EKI R-102 inbound to DENIZ, intercept BIG R-038 inbound to BIG.
BIG 1J	06	Intercept SBH R-060 to D7 SBH, turn RIGHT, along SBH 7 DME arc, intercept SBH R-187 to YAA, YAA R-300 to SADIK, intercept EKI R-102 inbound to DENIZ, intercept BIG R-038 inbound to BIG.
BIG 1P	24	Intercept SBH R-240 to D8 SBH, intercept SBH R-236 to SADIK, turn RIGHT, intercept EKI R-102 inbound to DENIZ, turn LEFT, intercept BIG R-038 inbound to BIG.
BIG 1W	06	Intercept SBH R-060 to D7 SBH, turn RIGHT, along SBH 7 DME arc, intercept SBH R-236 to SADIK, turn RIGHT, intercept EKI R-102 inbound to DENIZ, turn LEFT, intercept BIG R-038 inbound to BIG.

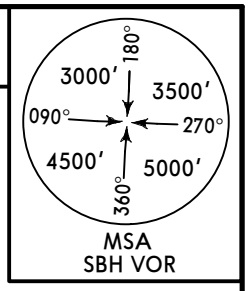
CHANGES: New chart (chart reindexed).

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

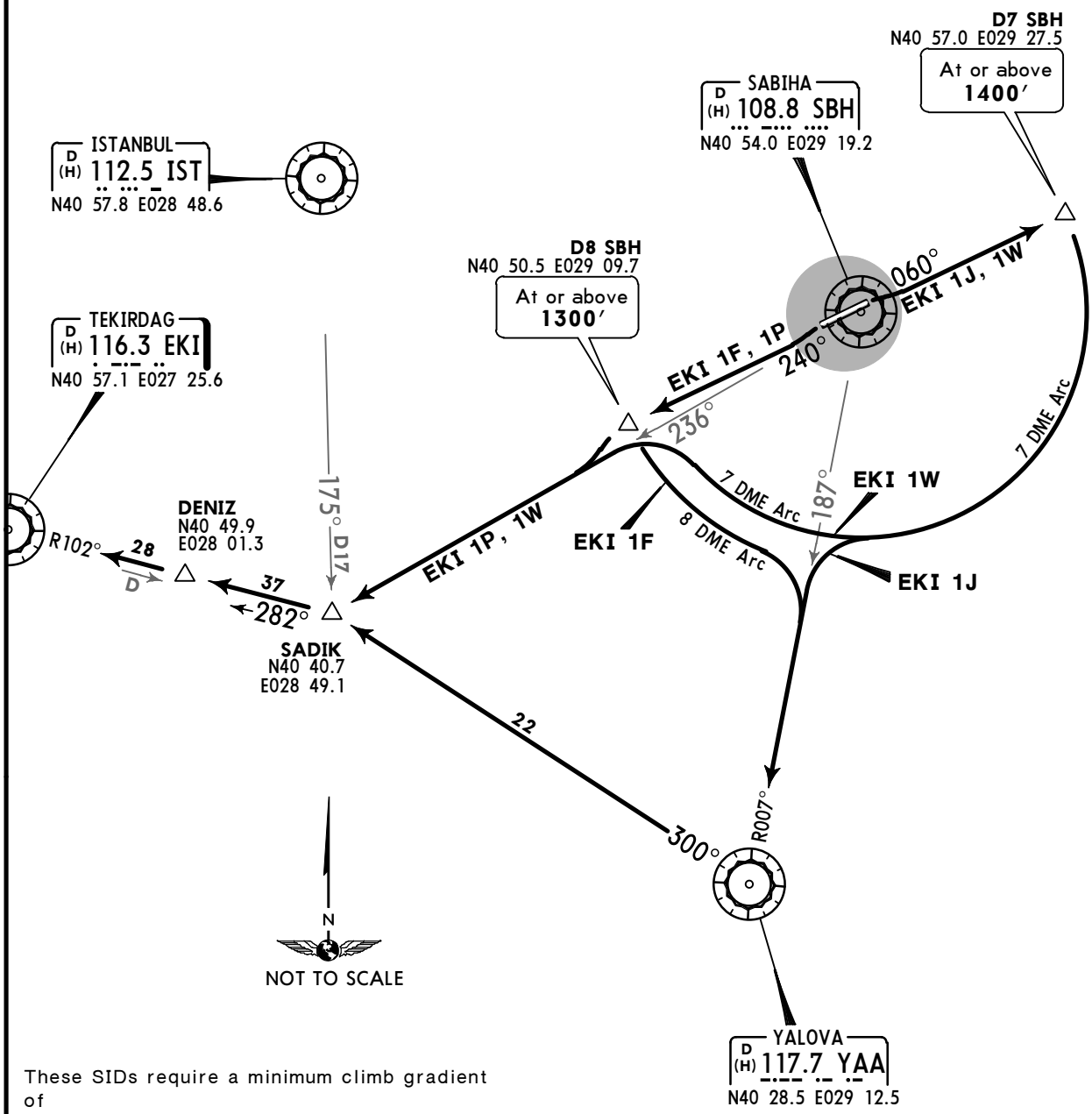
Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

Apt Elev 312′

Trans level: By ATC Trans alt: 10000′



TEKIRDAG ONE FOXTROT (EKI 1F)
TEKIRDAG ONE JULIETT (EKI 1J)
TEKIRDAG ONE PAPA (EKI 1P)
TEKIRDAG ONE WHISKEY (EKI 1W)
RWYS 24, 06 DEPARTURES



These SIDs require a minimum climb gradient of
213′ per NM (3.5%) until D7 SBH/D8 SBH.

Gnd speed-KT	75	100	150	200	250	300
213′ per NM	266	354	532	709	886	1063

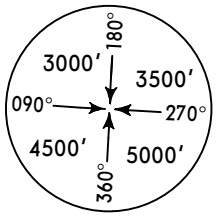
SID	RWY	ROUTING
EKI 1F	**24**	Intercept SBH R-240 to D8 SBH, turn LEFT, along SBH 8 DME arc, intercept SBH R-187 to YAA, YAA R-300 to SADIK, intercept EKI R-102 inbound to EKI.
EKI 1J	**06**	Intercept SBH R-060 to D7 SBH, turn RIGHT, along SBH 7 DME arc, intercept SBH R-187 to YAA, YAA R-300 to SADIK, intercept EKI R-102 inbound to EKI.
EKI 1P	**24**	Intercept SBH R-240 to D8 SBH, intercept SBH R-236 to SADIK, turn RIGHT, intercept EKI R-102 inbound to EKI.
EKI 1W	**06**	Intercept SBH R-060 to D7 SBH, turn RIGHT, along SBH 7 DME arc, intercept SBH R-236 to SADIK, turn RIGHT, intercept EKI R-102 inbound to EKI.

CHANGES: New chart (chart reindexed).

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

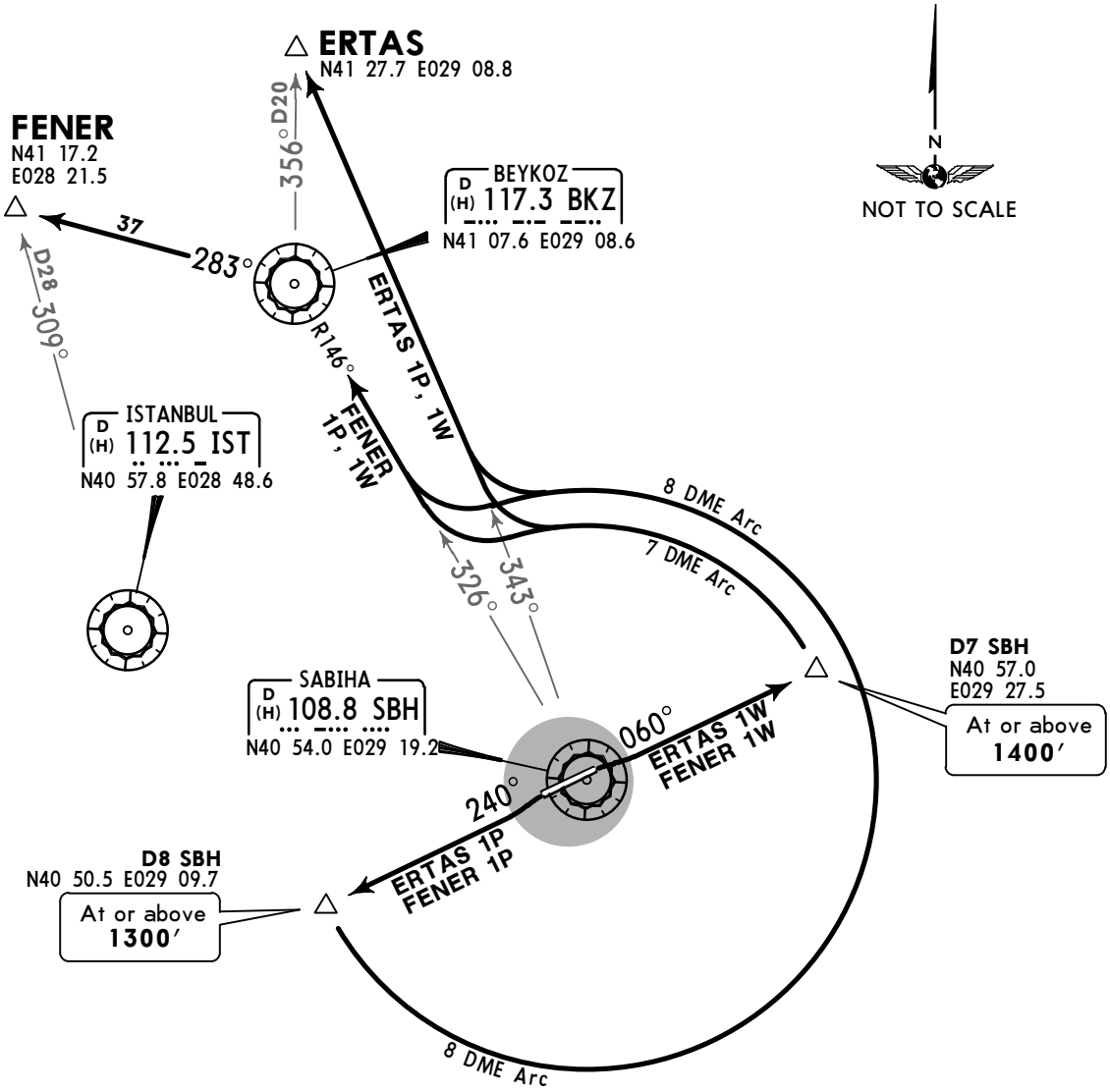
Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

Apt Elev 312′	Trans level: By ATC Trans alt: 10000′



MSA
SBH VOR

ERTAS ONE PAPA (ERTAS 1P) [ERTA1P]
ERTAS ONE WHISKEY (ERTAS 1W) [ERTA1W]
FENER ONE PAPA (FENER 1P) [FENE1P]
FENER ONE WHISKEY (FENER 1W) [FENE1W]
RWYS 24, 06 DEPARTURES



These SIDs require a minimum climb gradient of
213′ per NM (3.5%) until D7 SBH/D8 SBH.

Gnd speed-KT	75	100	150	200	250	300
213′ per NM	266	354	532	709	886	1063

SID	RWY	ROUTING
ERTAS 1P	24	Intercept SBH R-240 to D8 SBH, turn LEFT, along SBH 8 DME arc, intercept SBH R-343 to ERTAS.
ERTAS 1W	06	Intercept SBH R-060 to D7 SBH, turn LEFT, along SBH 7 DME arc, intercept SBH R-343 to ERTAS.
FENER 1P	24	Intercept SBH R-240 to D8 SBH, turn LEFT, along SBH 8 DME arc, intercept SBH R-326 to BKZ, BKZ R-283 to FENER.
FENER 1W	06	Intercept SBH R-060 to D7 SBH, turn LEFT, along SBH 7 DME arc, intercept SBH R-326 to BKZ, BKZ R-283 to FENER.

CHANGES: New chart (chart reindexed).

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

LTFJ/SAW

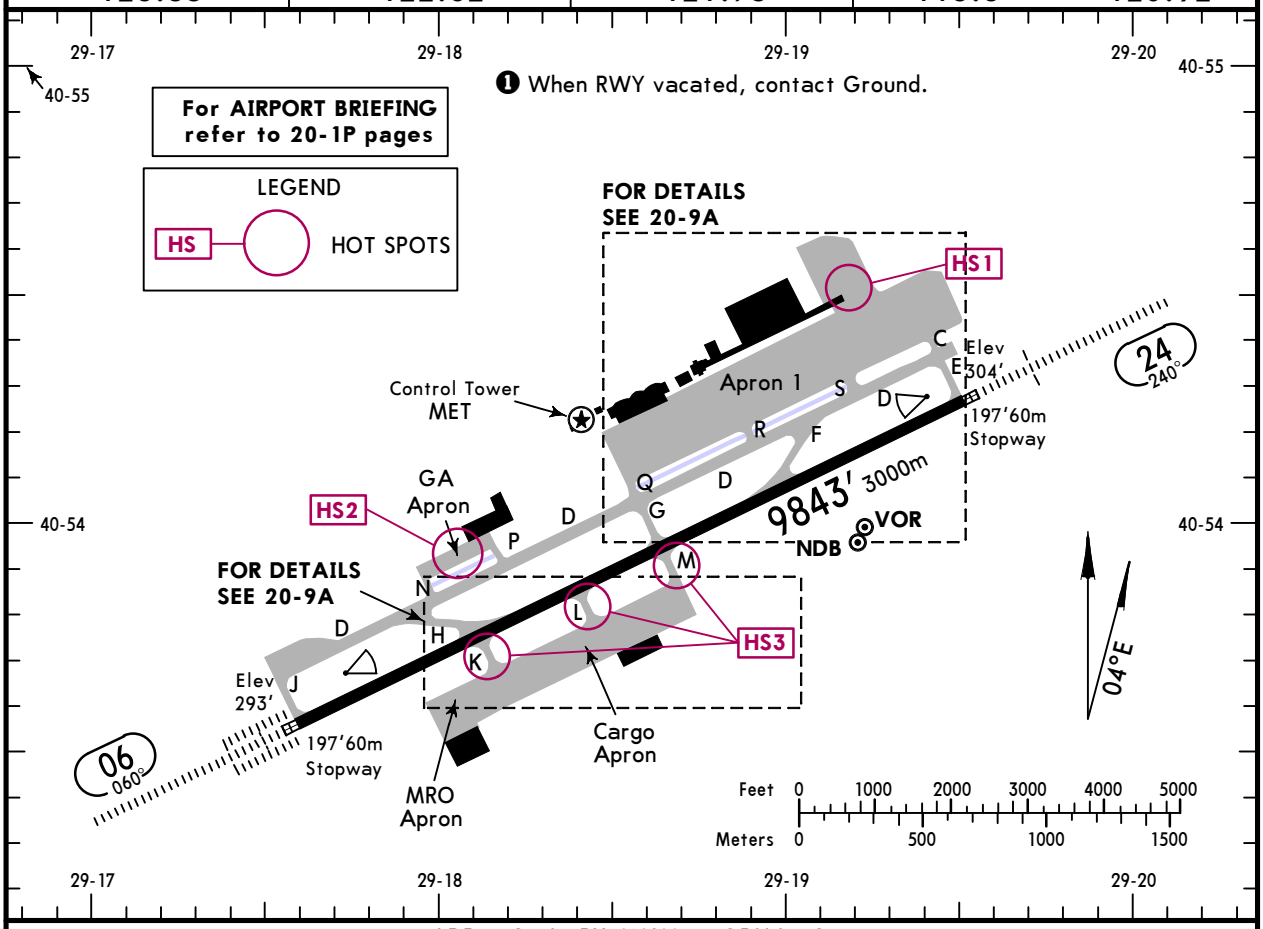
Apt Elev **312'**
N40 53.9 E029 18.6

JEPPESEN

4 SEP 15 (20-9) **Eff 17 Sep**

ISTANBUL, TURKEY
SABIHA GOKCEN

ATIS	GOKCEN Delivery	GOKCEN Ground ❶	Tower(R)	
128.55	122.62	121.75	118.8	120.92



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
06	HIRL (60m) CL (15m) HIALS-II TDZ REIL SFL ❷ RVR		8932' 2722m		148' 45m
24	HIRL (60m) CL (15m) HIALS REIL ❷ RVR		8871' 2704m		

❷ PAPI(angle 3.5°)

HOT SPOTS

(For information only, not to be construed as ATC instructions.)

HS1 The stands 301 - 308 at Apron1 and the entrance and exit points of this area cannot be seen by Tower. While entering and exiting on this area or at the turning point to the parking positions, minimum power and taxi speed should be used.

HS2 The whole GA apron and twys N and P cannot be seen by the tower. Extreme care should be given to the ATC instructions and to the acft movements on twy D. At the entrance to GA apron from twy P extreme care should be given to the aircraft movements on this area. At the entry/exit of twys N and P on GA apron low taxi speed and low power shall used and apart from specified holding points on apron, ACFT shall not taxi with their own power.
ACFT exiting GA apron shall be towed to specified holding points on apron without blocking twys N and P. Acft on those points are subject to standart procedures and ATC instructions and shall not enter to twy D without ATC clearance. On twys N and P ACFT shall not stop engine, park, board passengers and refuel.

HS3 There are wide-body aircraft and light aircraft movements in the area of Cargo Apron and Maintenance Hangar. While entering and exiting from/to twys K, L and M low power and taxiway speed should be used. Extreme care should be given to holding points and seek ATC guidance by all means.

Standard TAKE-OFF ❶

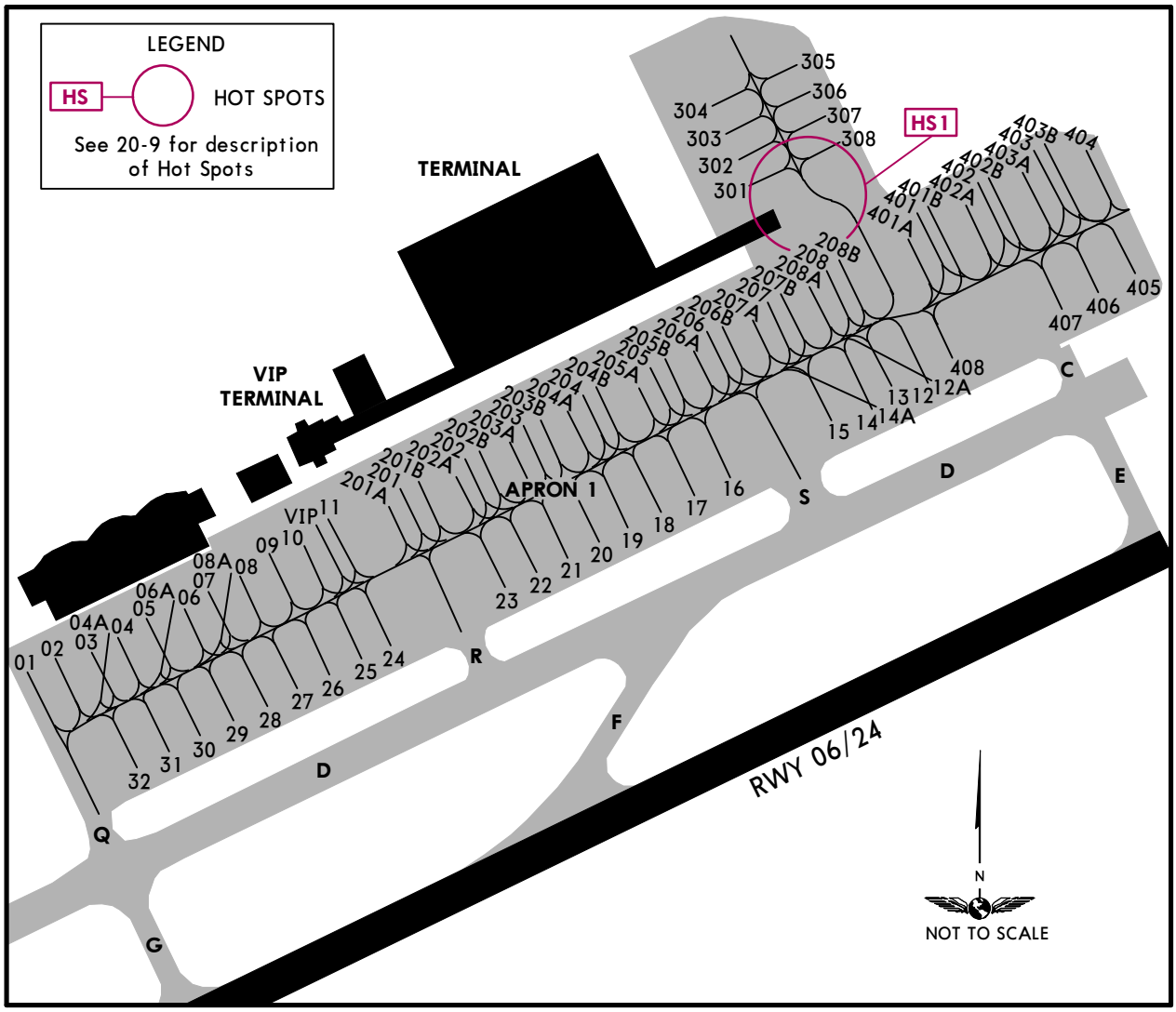
	Approved Operators HIRL, CL & mult. RVR req	LVP must be in force: RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	125m	150m	200m	250m	400m	500m
B						
C						
D	150m	200m	250m	300m		

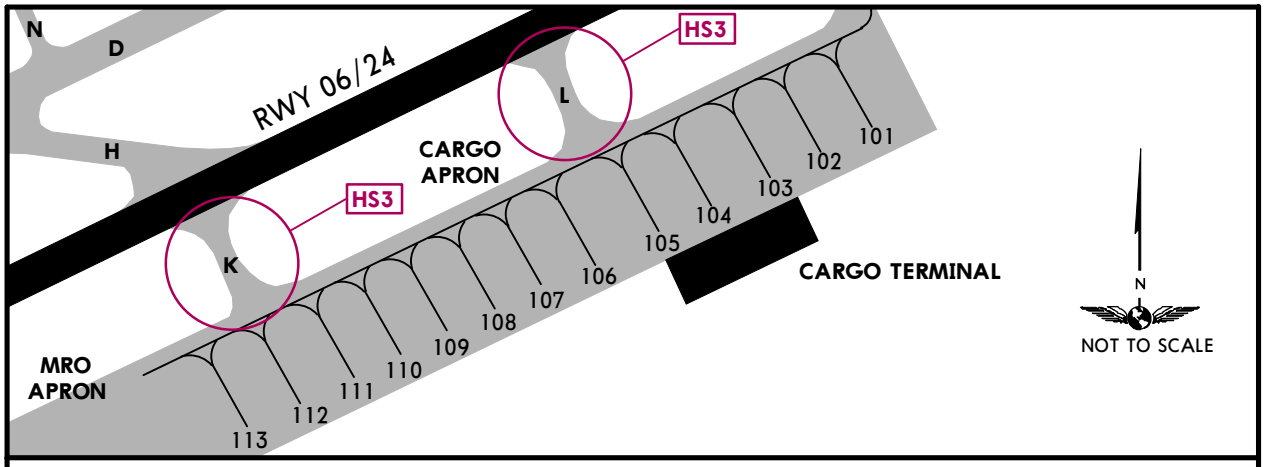
❶ Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.

CHANGES: Hot spots.

© JEPPESEN, 2001, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid





CHANGES: Stands withdrawn.

© JEPPESEN, 2014, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

INS COORDINATES

STAND No.	COORDINATES		STAND No.	COORDINATES	
1 thru 3	N40 54.2	E029 18.5	203A	N40 54.3	E029 18.9
4 thru 06A	N40 54.2	E029 18.6	203B	N40 54.4	E029 18.9
7	N40 54.2	E029 18.7	204, 204A	N40 54.4	E029 19.0
8 thru 10	N40 54.3	E029 18.7	204B	N40 54.3	E029 19.0
11	N40 54.3	E029 18.8	205, 205A	N40 54.4	E029 19.0
12 thru 14A	N40 54.4	E029 19.3	205B thru 206B	N40 54.4	E029 19.1
15	N40 54.3	E029 19.2	207	N40 54.4	E029 19.2
16 thru 18	N40 54.3	E029 19.1	207A	N40 54.4	E029 19.1
19 thru 21	N40 54.3	E029 19.0	207B thru 208B	N40 54.5	E029 19.2
22	N40 54.2	E029 19.0	301, 302	N40 54.5	E029 19.1
23	N40 54.2	E029 18.9	303, 304	N40 54.6	E029 19.1
24 thru 26	N40 54.2	E029 18.8	305 thru 308	N40 54.6	E029 19.2
27, 28	N40 54.2	E029 18.7	401 thru 402A	N40 54.5	E029 19.3
29, 30	N40 54.1	E029 18.7	402B thru 404	N40 54.5	E029 19.4
31, 32	N40 54.1	E029 18.6	405, 406	N40 54.4	E029 19.5
101, 102	N40 53.9	E029 18.7	407	N40 54.4	E029 19.4
103	N40 53.9	E029 18.6	408	N40 54.4	E029 19.3
104	N40 53.8	E029 18.6	VIP	N40 54.3	E029 18.8
105, 106	N40 53.8	E029 18.5			
107 thru 109	N40 53.8	E029 18.4			
110, 111	N40 53.8	E029 18.3			
112, 113	N40 53.7	E029 18.2			
201 thru 201B	N40 54.3	E029 18.8			
202, 202A	N40 54.3	E029 18.9			
202B, 203	N40 54.4	E029 18.9			

CHANGES: Stand coordinates withdrawn.

© JEPPESEN, 2014, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

LTFJ/SAW SABIHA GOKCEN

JEPPESEN 13 DEC 13 (21-1)

ISTANBUL, TURKEY ILS DME or ILS NDB DME Rwy 06

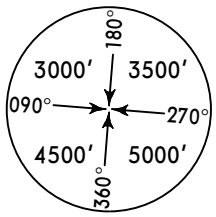
BRIEFING STRIP ™

ATIS	YESILKOY Approach North	YESILKOY Approach South	GOKCEN Tower			Ground
128.55	120.5	121.1	118.8	120.92	122.1	121.75

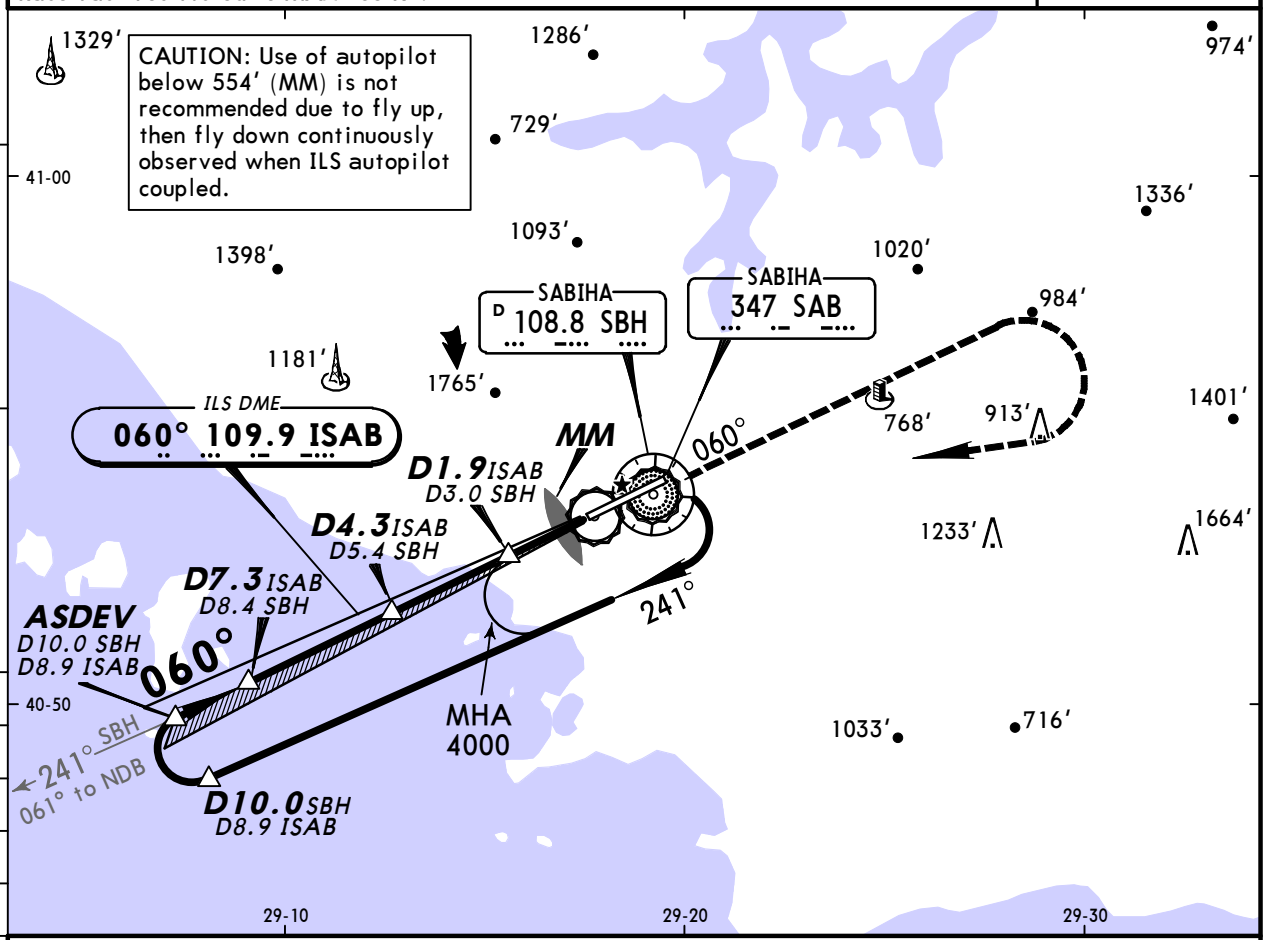
LOC ISAB	Final Apch Crs	GS D4.3 ISAB	ILS DA(H)	Apt Elev 312′
109.9	060°	1880′ (1587′)	506′ (213′)	RWY 293′

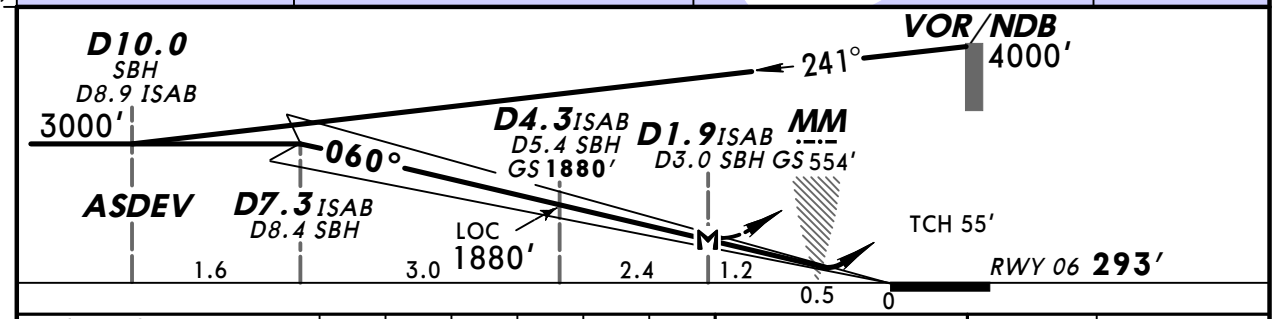
MISSED APCH: Proceed to VOR/NDB, then climb on R-060 SBH (060° from NDB) to 2300′, then turn RIGHT climbing to 4000′ to VOR/NDB and hold.

Alt Set: hPa Rwy Elev: 11 hPa Trans level: By ATC Trans alt: 10000′
Racetrack restricted to MAX 185 KT.



MSA SBH VOR





Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.50°	434	557	619	743	867	991
MAP at D1.9 ISAB/ D3.0 SBH						

HIALS-II REIL PAPI PAPI

Refer to Missed Apch above

PANS OPS

Standard STRAIGHT-IN LANDING RWY 06

	ILS DA(H) 506′ (213′) FULL	ILS Limited	ILS ALS out	LOC (GS out) MDA(H) 980′ (687′)	LOC (GS out) ALS out	Max Kts	CIRCLE-TO-LAND MDA(H)	CIRCLE-TO-LAND VIS
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1500m		100	1200′ (888′)	3400m
B						135		
C				CMV 2400m		180	1300′ (988′)	4600m
D						205		

CIRCLE-TO-LAND: Not authorized North of airport

CHANGES: Minimums.

© JEPPESEN, 2001, 2013. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

LTFJ/SAW

SABIHA GOKCEN

JEPPESEN

13 DEC 13 (21-2)

ISTANBUL, TURKEY
ILS VOR DME Rwy 24
or ILS NDB DME Rwy 24

ATIS	YESILKOY Approach North	YESILKOY Approach South	GOKCEN Tower			Ground
128.55	120.5	121.1	118.8	120.92	122.1	121.75

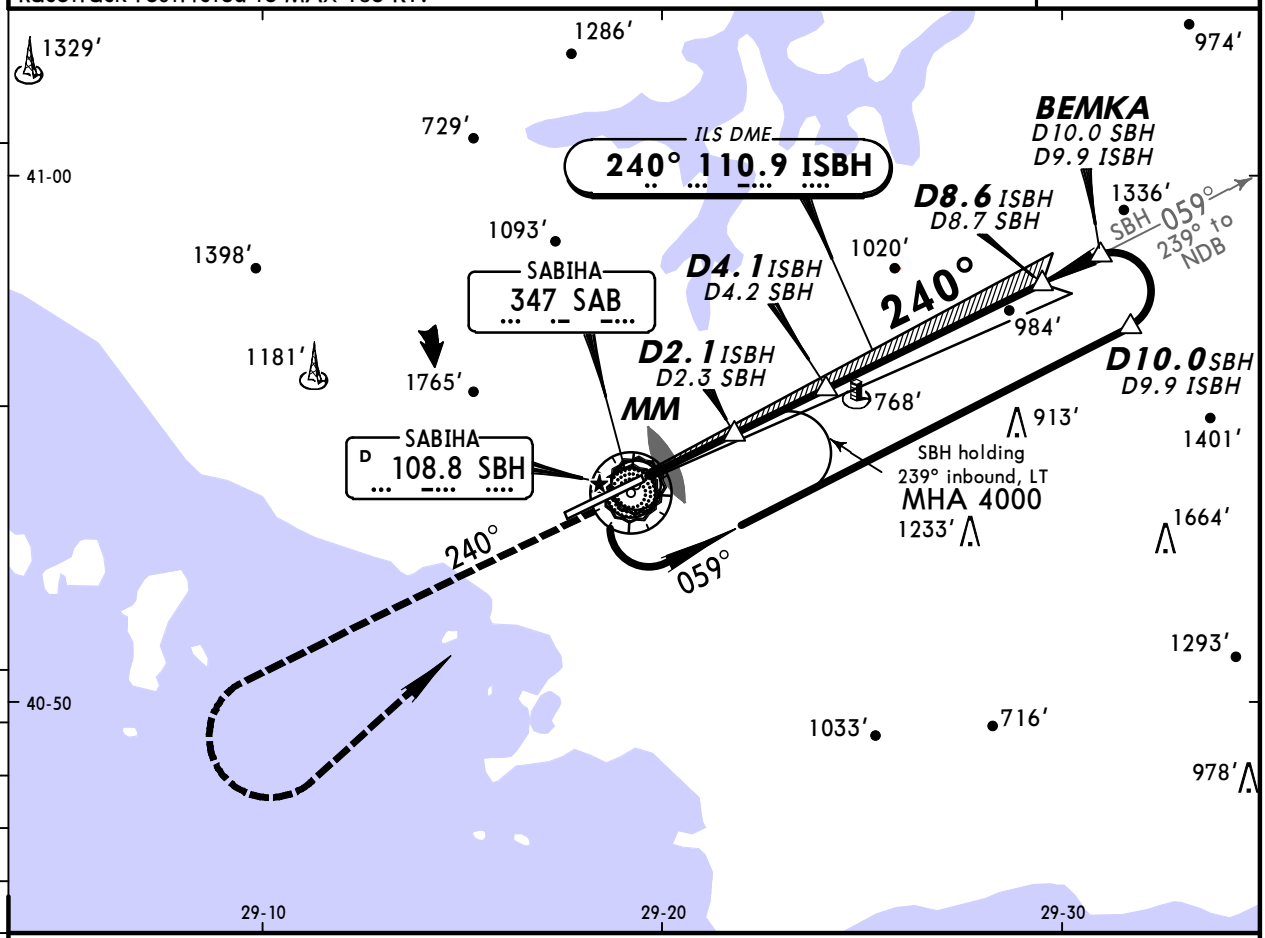
BRIEFING STRIP TM

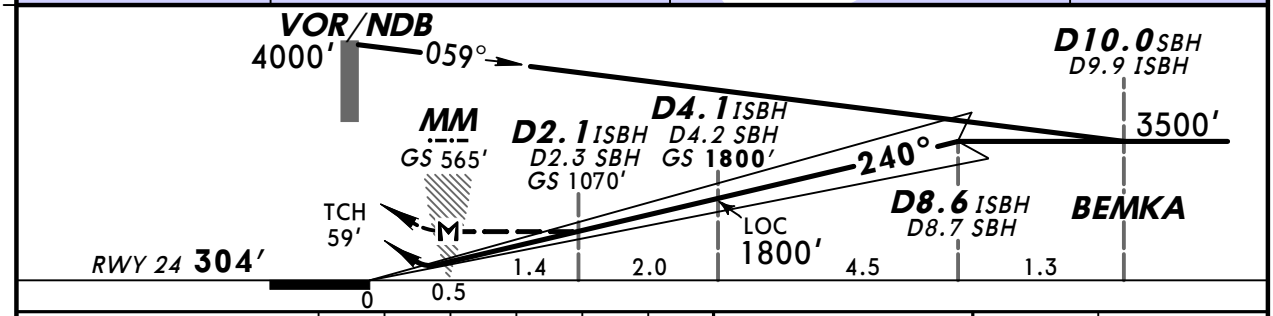
LOC ISBH	Final Apch Crs	GS	ILS DA(H)	Apt Elev 312′
110.9	240°	D4.1 ISBH 1800′ (1496′)	517′ (213′)	RWY 304′

MISSED APCH: Proceed to VOR/NDB, then climb on R-240 SBH (240° from SAB) to 2300′, then turn LEFT climbing to 4000′ to VOR/NDB and hold.

Alt Set: hPa Rwy Elev: 11 hPa Trans level: By ATC Trans alt: 10000′
Racetrack restricted to MAX 185 KT.

MSA SBH VOR: 180°; 3000′ 3500′; 090° 270°; 4500′ 5000′; 360°





Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.50°	434	557	619	743	867	991
MAP at MM						

HIALS REIL PAPI PAPI

Refer to Missed Apch above

Standard STRAIGHT-IN LANDING RWY 24

	ILS DA(H) 517′ (213′) FULL	Limited	ALS out	LOC (GS out) MDA(H) 1070′ (766′)	ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1500m	
B					
C				CMV 2400m	
D					

CIRCLE-TO-LAND
Not authorized North of airport

Max Kts	MDA(H)	VIS
100	1200′ (888′)	3400m
135		
180	1300′ (988′)	4600m
205		

PANS OPS

CHANGES: None.

© JEPPESEN, 2001, 2012. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

LTFJ/SAW
SABIHA GOKCEN

JEPPESEN
21 MAY 10
Eff 3 Jun
(23-1)

ISTANBUL, TURKEY
VOR DME or NDB DME Rwy 06

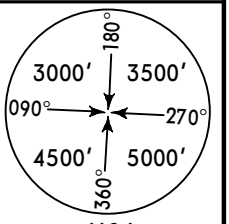
BRIEFING STRIP ™

ATIS	YESILKOY Approach North	YESILKOY Approach South	GOKCEN Tower			Ground
128.55	120.5	121.1	118.8	120.92	122.1	121.75

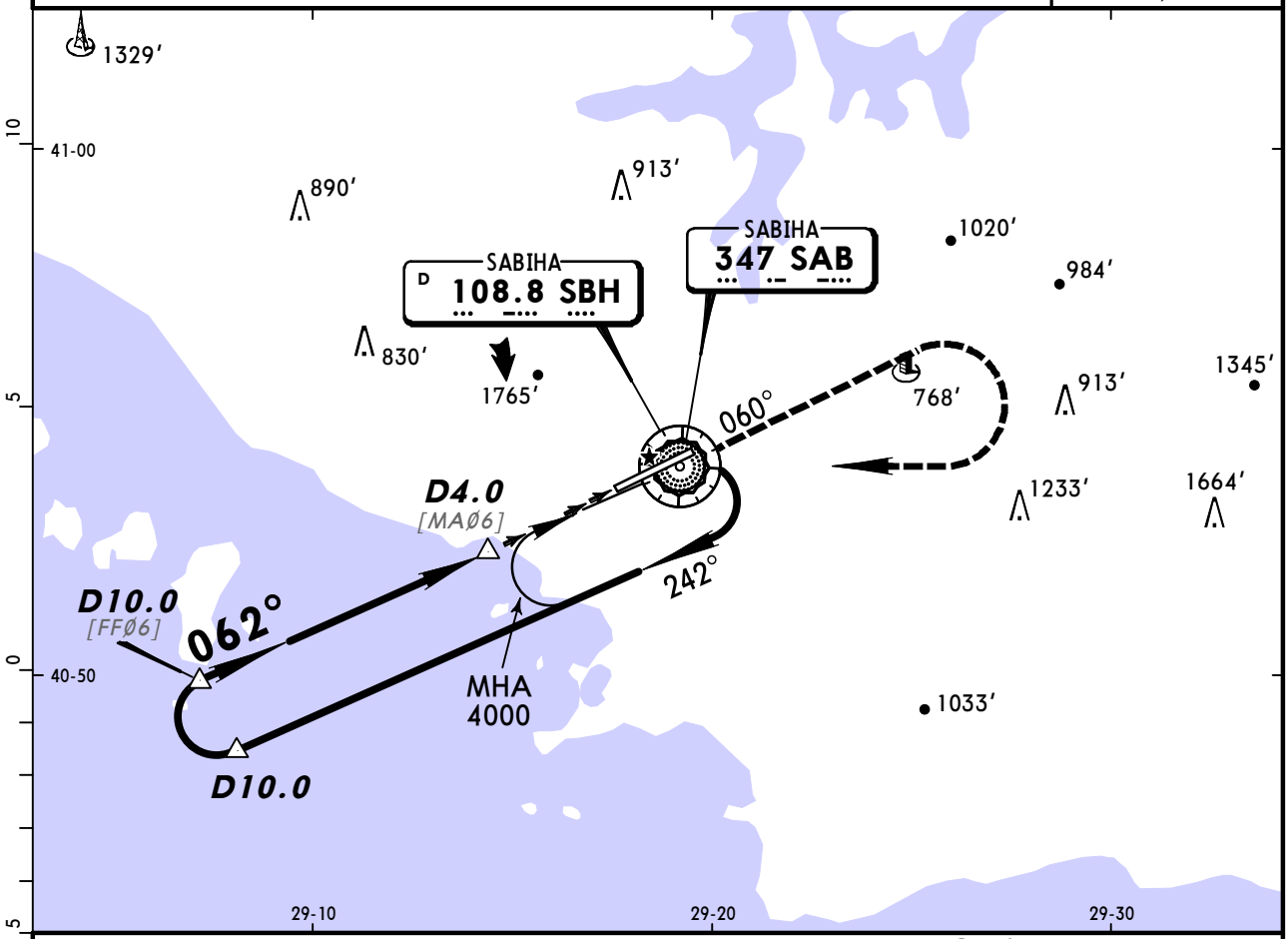
VOR	NDB	Final Apch Crs	Minimum Alt D10.0	MDA(H)	Apt Elev 312′
SBH 108.8	SAB 347	062°	3000′ (2707′)	1000′ (707′)	RWY 293′

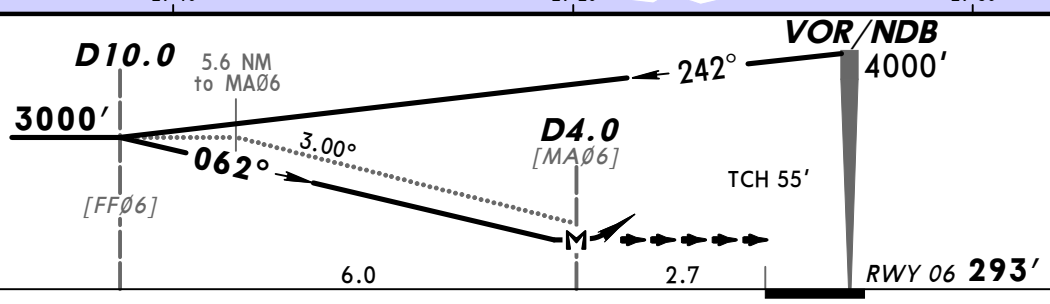
MISSED APCH: Proceed to VOR/NDB, then climb on 060° to 2800′, then turn RIGHT climbing to 4000′ to VOR/NDB and hold.

Alt Set: hPa Rwy Elev: 11 hPa Trans level: By ATC Trans alt: 10000′
Racetrack restricted to MAX 185 KT.



MSA
SBH VOR/SAB NDB





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

HIALS-II
REIL PAPI PAPI

SBH 108.8 or SAB 347

Standard STRAIGHT-IN LANDING RWY **06**

MDA(H) **1000′**(707′)

		ALS out
A	2100m	2800m
B		
C	2800m	3500m
D		

CIRCLE-TO-LAND

Not authorized North of airport

Max Kts	MDA(H)	VIS
100	1200′(888′)	3400m
135		
180	1300′(988′)	4600m
205		

PANS OPS 3

CHANGES: Bearings.

© JEPPESEN, 2001, 2010. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

LTFJ/SAW
SABIHA GOKCEN

JEPPESEN
21 MAY 10
Eff 3 Jun
(23-2)

ISTANBUL, TURKEY
VOR DME or NDB DME Rwy 24

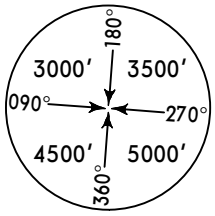
BRIEFING STRIP ™

ATIS	YESILKOY Approach North	YESILKOY Approach South	GOKCEN Tower			Ground
128.55	120.5	121.1	118.8	120.92	122.1	121.75

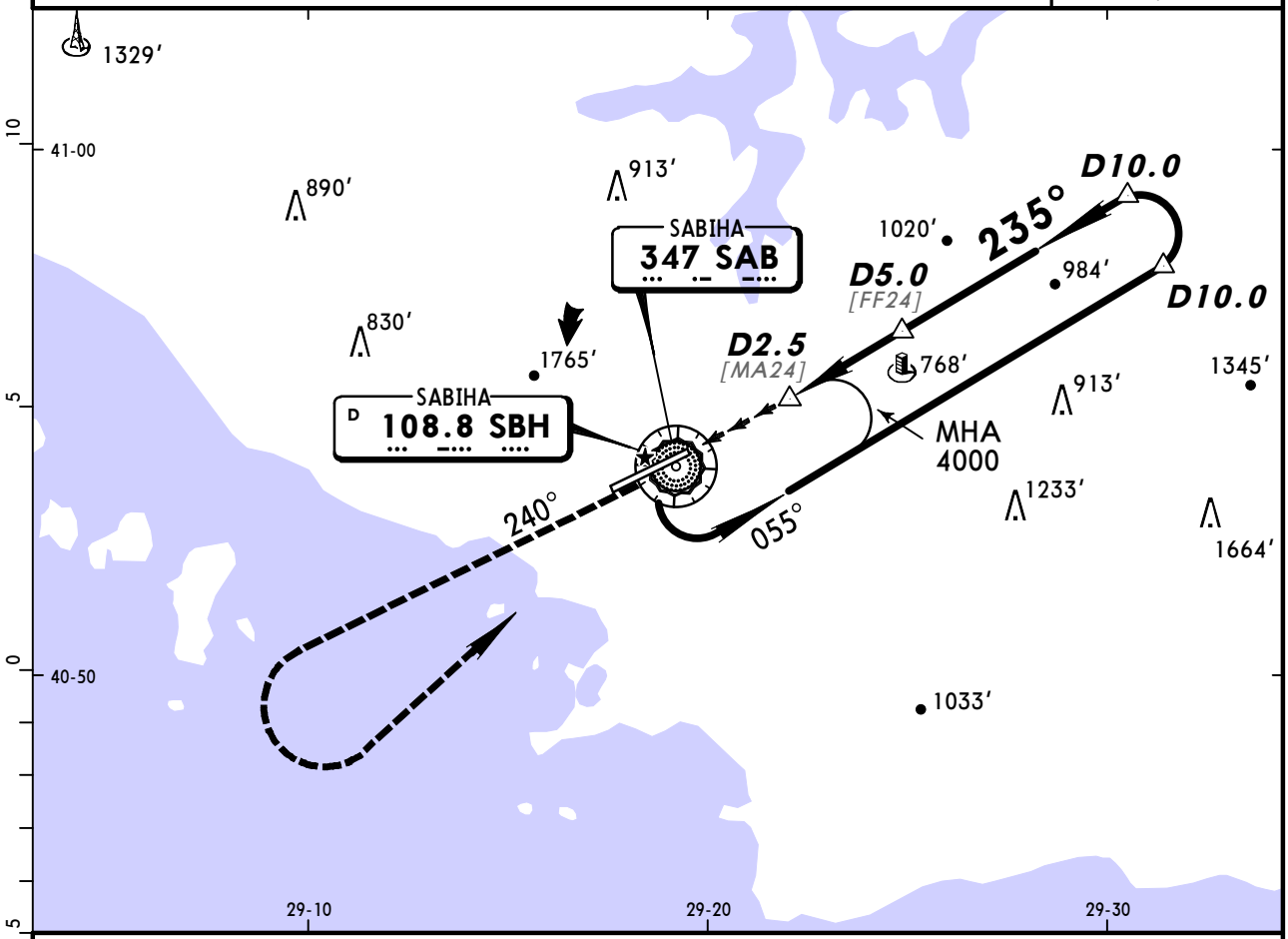
VOR	NDB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 312′
SBH 108.8	SAB 347	235°	D5.0 1700′ (1396′)	1100′ (796′)	RWY 304′

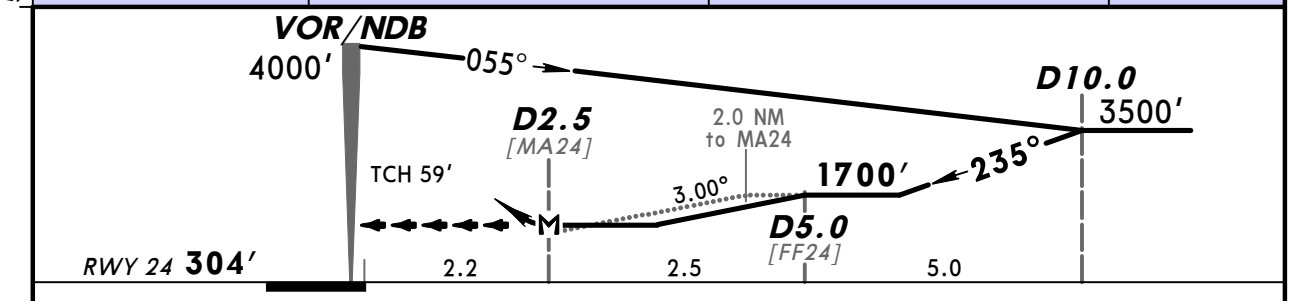
MISSED APCH: Proceed to VOR/NDB, then climb on 240° to 2700′, then turn LEFT climbing to 4000′ to VOR/NDB and hold.

Alt Set: hPa Rwy Elev: 11 hPa Trans level: By ATC Trans alt: 10000′
Racetrack restricted to MAX 185 KT.



MSA
SBH VOR/SAB NDB





Gnd speed-Kts		70	90	100	120	140	160
Descent angle	3.00°	372	478	531	637	743	849
MAP at D2.5							

HIALS
REIL
PAPI PAPI

SBH 108.8 or SAB 347

PANS OPS 3

Standard STRAIGHT-IN LANDING RWY 24

MDA(H) 1100′(796′)

	ALS out
A, B	2900m
C, D	3200m

	ALS out
A, B	3600m
C, D	3900m

CIRCLE-TO-LAND

Not authorized North of airport

Max Kts	MDA(H)	VIS
100, 135	1200′(888′)	3600m
180, 205	1300′(988′)	4600m

CHANGES: Bearings.

© JEPPESEN, 2001, 2010. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

LTFJ/SAW
SABIHA GOKCEN

JEPPESEN
21 MAY 10
Eff 3 Jun
23-3

ISTANBUL, TURKEY
VOR-1 or NDB-1

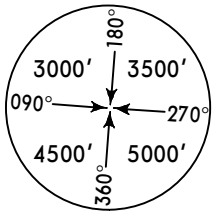
BRIEFING STRIP ™

ATIS	YESILKOY Approach North	YESILKOY Approach South	GOKCEN Tower			Ground
128.55	120.5	121.1	118.8	120.92	122.1	121.75

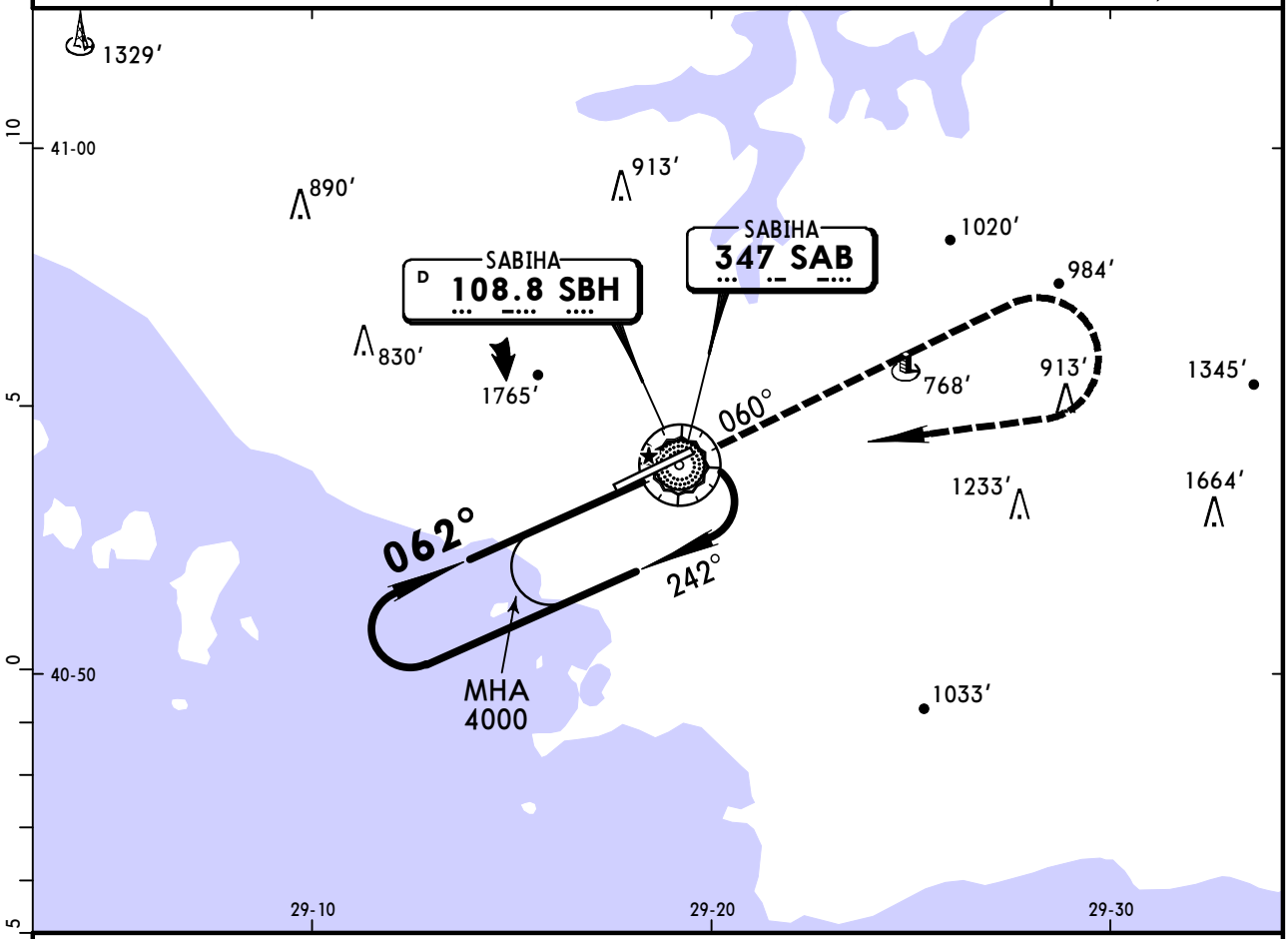
VOR	NDB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev
SBH 108.8	SAB 347	062°	No FAF	Refer to Minimums	312′

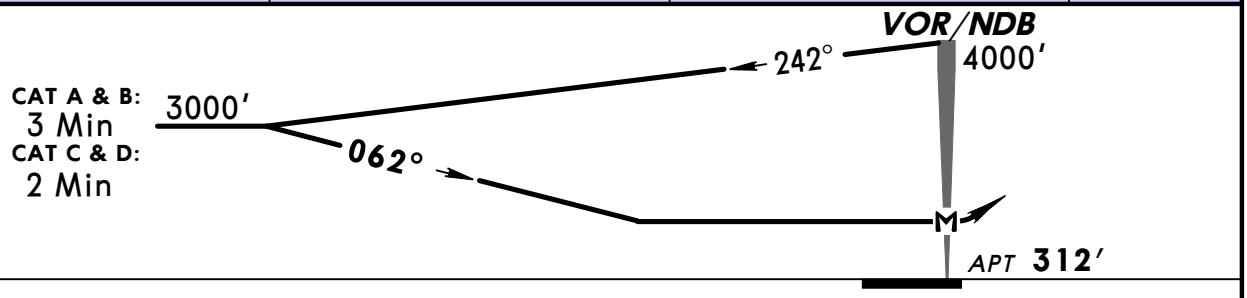
MISSED APCH: Climb on 060° to 2600′, then turn RIGHT climbing to 4000′ to VOR/NDB and hold.

Alt Set: hPa Apt Elev: 11 hPa Trans level: By ATC Trans alt: 10000′
Racetrack restricted to MAX 185 KT.



MSA
SBH VOR/SAB NDB





MAP at VOR/NDB								Lighting - Refer to Airport Chart	2600′ on 060°

PANS OPS 3

Standard	STRAIGHT-IN LANDING		CIRCLE-TO-LAND Not authorized North of airport		
		Max Kts	MDA(H)		VIS
A	NOT AUTHORIZED	100	1200′	(888′)	3400m
B		135			
C		180	1300′	(988′)	4600m
D		205			

CHANGES: Bearings.

© JEPPESEN, 2001, 2010. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

LTFJ/SAW
SABIHA GOKCEN

JEPPESEN
21 MAY 10
Eff 3 Jun
23-4

ISTANBUL, TURKEY
VOR-2 or NDB-2

BRIEFING STRIP ™

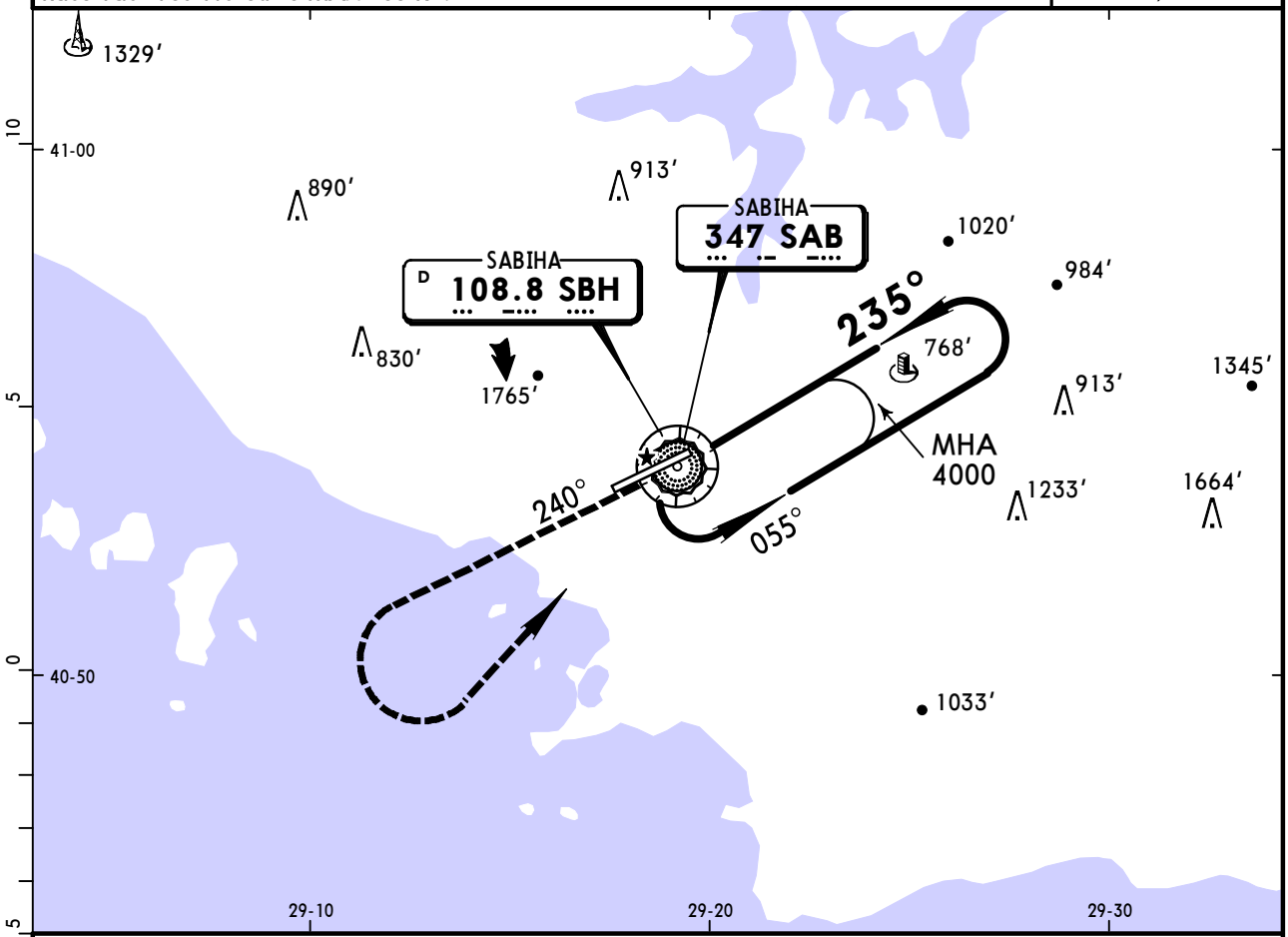
ATIS	YESILKOY Approach North	YESILKOY Approach South	GOKCEN Tower			Ground
128.55	120.5	121.1	118.8	120.92	122.1	121.75

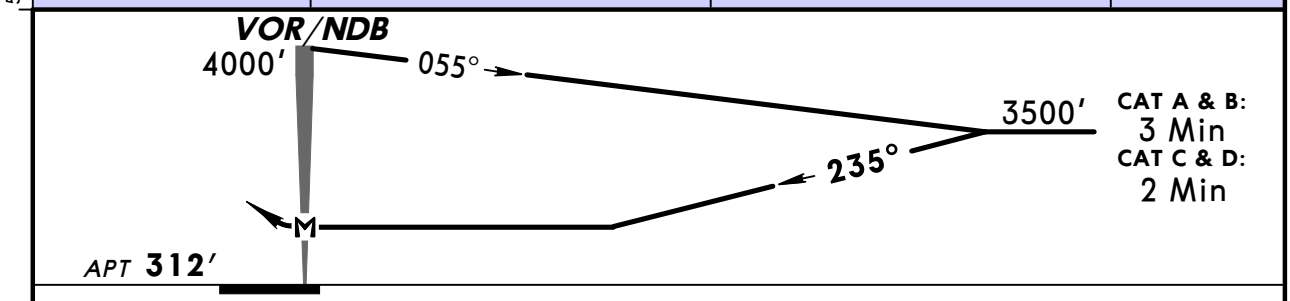
VOR	NDB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev
SBH 108.8	SAB 347	235°	No FAF	1500′ (1188′)	312′

MISSED APCH: Climb on 240° to 2700′, then turn LEFT climbing to 4000′ to VOR/NDB and hold.

Alt Set: hPa Apt Elev: 11 hPa Trans level: By ATC Trans alt: 10000′
Racetrack restricted to MAX 185 KT.

MSA
SBH VOR/SAB NDB
180°
3000′ 3500′
090° 270°
4500′ 5000′
360°





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

MAP at VOR/NDB							Lighting - Refer to Airport Chart	2700′ on 240°

PANS OPS 3

Standard

	STRAIGHT-IN LANDING	Max Kts	CIRCLE-TO-LAND Not authorized North of airport MDA(H)	VIS
A	NOT AUTHORIZED	100	1500′ (1188′)	4600m
B		135		
C		180	1500′ (1188′)	5000m
D		205		

CHANGES: Bearings.

© JEPPESEN, 2001, 2010. ALL RIGHTS RESERVED.

(c) JEPPESEN SANDERSON, INC., 2016, ALL RIGHTS RESERVED

JEPPESEN
JeppView for Windows

Chart changes since cycle 26-2015

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

ISTANBUL, (SABIHA GOKCEN - LTFJ)

(c) JEPPESEN SANDERSON, INC., 2016, ALL RIGHTS RESERVED

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LTFJ