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JEPPESEN
JeppView for Windows

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Terminal Charts For LTAC
Revision Letter For Cycle 13-2016
Change Notices
Notebook

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General Information

Location: ANKARA TUR
ICAO/IATA: LTAC / ESB
Lat/Long: N40° 07.68', E032° 59.70'
Elevation: 3125 ft

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

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

Sunrise: 0218 Z
Sunset: 1720 Z

Runway Information

Runway: 03L
Length x Width: 11125 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 3110 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 197 ft

Runway: 03R
Length x Width: 12310 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 3113 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 197 ft

Runway: 21L
Length x Width: 12310 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 3130 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 197 ft

Runway: 21R
Length x Width: 11125 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 3123 ft
Lighting: Edge, ALS, Centerline, TDZ

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Communication Information

ATIS: 123.600
Esenboga Tower: 118.350
Esenboga Delivery Tower: 118.525
Esenboga Tower: 118.100
Esenboga Tower: 25.780
Esenboga Ground: 121.600 Secondary
Esenboga Ground: 121.900
Esenboga Approach/Radar Approach: 122.100
Esenboga Approach/Radar Approach: 119.600
Esenboga Approach/Radar Approach: 119.100
Esenboga Approach/Radar Approach: 36.230

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1. GENERAL

1.1. ATIS

D-ATIS 123.6

1.2. LOW VISIBILITY PROCEDURE

Pilots will be informed via ATIS or RTF when these procedures are in force.

1.3. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

1.3.1. A-SMGCS UTILISING MODE S

ACFT operators should ensure that Mode S transponders are able to operate when ACFT is on the ground.

Flight crew should select XPNDR or equivalent according to specific installation, AUTO if available, not OFF or STDBY, and the assigned Mode A code.

From the request for push-back or taxi, whichever is earlier, after landing, continuously until ACFT is fully parked on stand, the Mode A code 2000 must be set before selecting OFF or STDBY.

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

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

ACFT ident should be entered from the request for push-back or taxi, whichever is earlier, through FMS or transponder control panel.

1.4. PARKING INFORMATION

On stands 103 thru 120 docking guidance available.

On all stands push-back mandatory.

Apron 5 available DAYTIME only.

1.5. OTHER INFORMATION

Birds.

2. ARRIVAL

2.1. SPEED RESTRICTIONS

- MAX 250 KT within TMA.
- MAX 220 KT within 15NM of ESB VOR/DME until 12NM on final APCH course.
- 180 KT on final APCH course within 12NM to 6NM to touchdown.
- 160 KT on final APCH course within 6NM to 4NM to touchdown.

These speeds are for ATC separation 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.

2.2. CAT II OPERATIONS

RWY 03R for CAT II/III operations, special aircrew and ACFT certification required.

2.3. LIMITATIONS ON USE OF APT

Caution: Momentary distortions or interruptions may be experienced in GP broadcast on the ILS course for RWY 03R or RWY 21L because of taxiing ACFT.

3. DEPARTURE

3.1. START-UP PROCEDURES

Pilots of departing ACFT are reminded to contact ESENBOGA Delivery for ATC clearance 10 MIN before start-up.

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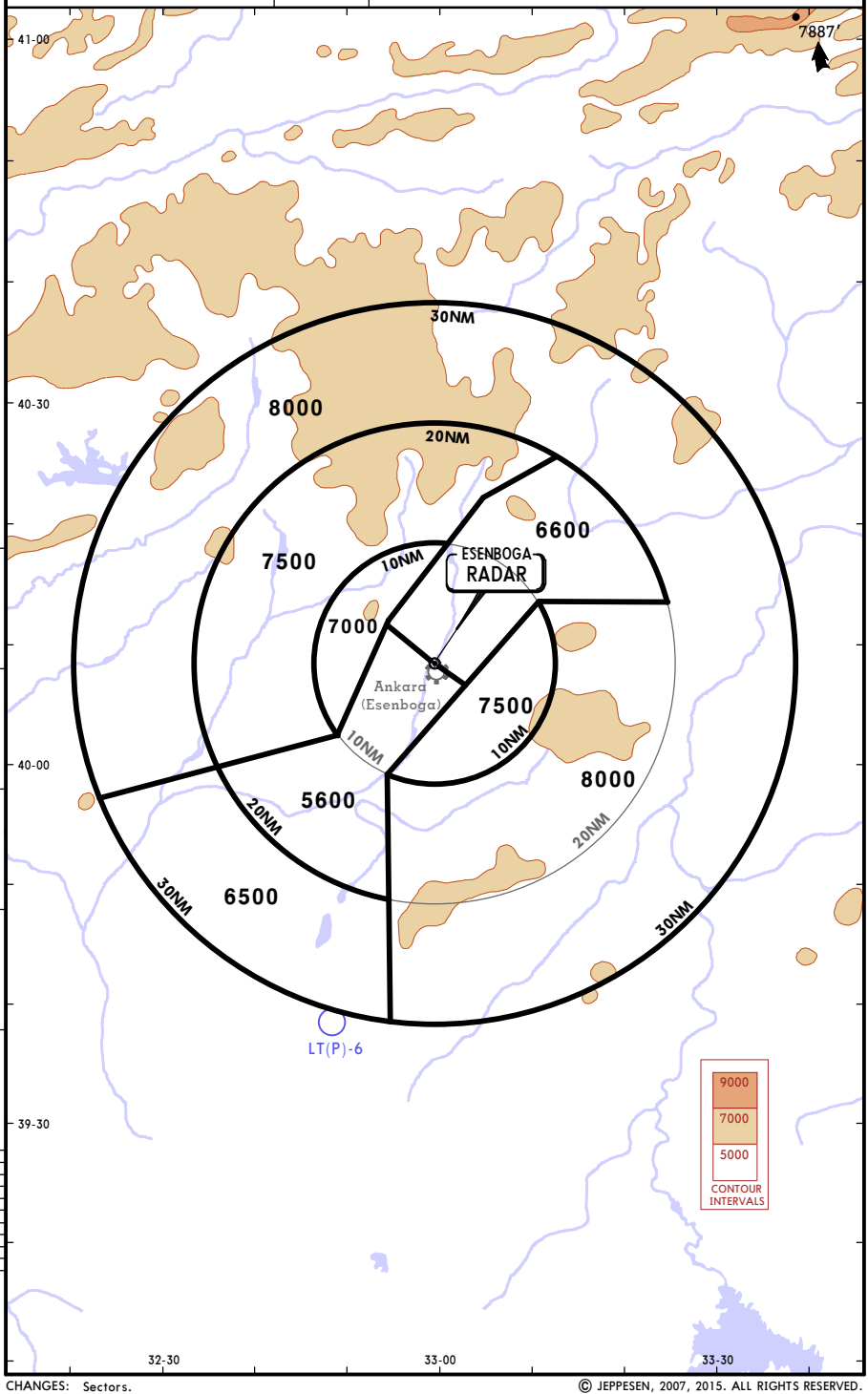
LTAC/ESB
ESENBOGA

JEPPESEN

24 APR 15 (10-1R) Eff 30 Apr

ANKARA, TURKEY
RADAR MINIMUM ALTITUDES

ESENBOGA Approach (R)			Apt Elev	
119.1	119.6	122.1	3125′	Alt Set: hPa Trans level: By ATC Trans alt: 10000′



CHANGES: Sectors.

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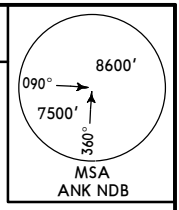
LTAC/ESB
ESENBOGA

JEPPESEN

8 APR 16 (10-2)

ANKARA, TURKEY
STAR

D-ATIS	Apt Elev	
123.6	3125′	Alt Set: hPa Trans level: By ATC Trans alt: 10000′

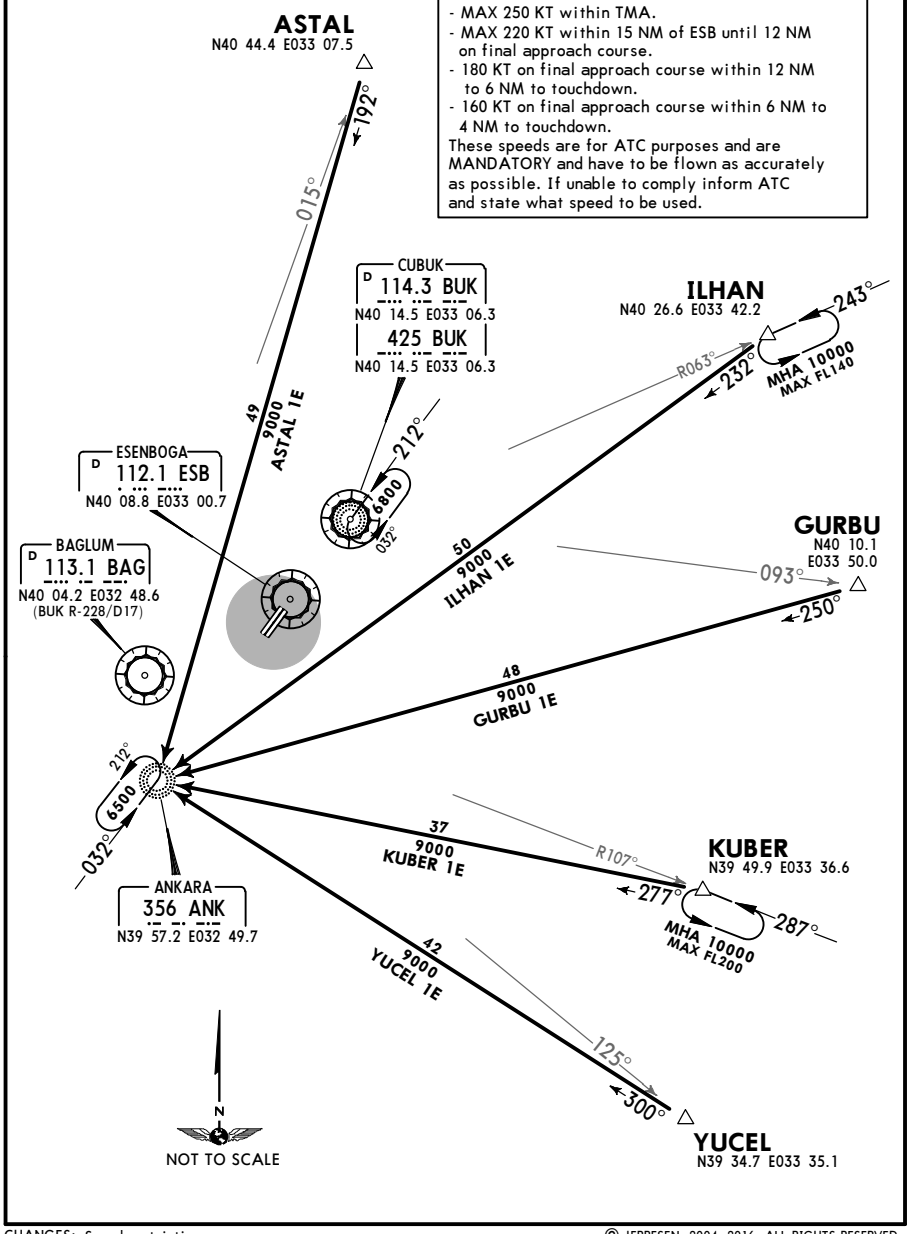


ASTAL 1E [ASTA1E], GURBU 1E [GURB1E]
ILHAN 1E [ILHA1E], KUBER 1E [KUBE1E]
YUCEL 1E [YUCE1E]
RWYS 03L/R

SPEED RESTRICTION

- MAX 250 KT within TMA.
- MAX 220 KT within 15 NM of ESB until 12 NM on final approach course.
- 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.



CHANGES: Speed restriction.

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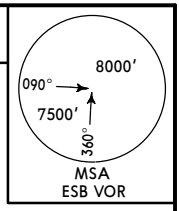
LTAC/ESB
ESENBOGA

JEPPESEN

8 APR 16 (10-2A)

ANKARA, TURKEY
STAR

D-ATIS	Apt Elev	
123.6	3125′	Alt Set: hPa Trans level: By ATC Trans alt: 10000′



ASTAL 1F [ASTA1F]	ASTAL 1G [ASTA1G]
GURBU 1F [GURB1F]	GURBU 1G [GURB1G]
ILHAN 1F [ILHA1F]	ILHAN 1G [ILHA1G]
KUBER 1F [KUBE1F]	KUBER 1G [KUBE1G]
YUCEL 1F [YUCE1F]	YUCEL 1G [YUCE1G]
RWYS 03L/R	RWYS 21L/R

SPEED RESTRICTION

- MAX 250 KT within TMA.
- MAX 220 KT within 15 NM of ESB until 12 NM on final approach course.
- 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.

ASTAL
N40 44.4 E033 07.5

D36.0 184°
31 8000 ASTAL 1F, 1G

ILHAN
N40 26.6 E033 42.2

D36.4 236°
31.4 8000 ILHAN 1F, 1G

D5.0 ESB

5 7000

ESENBOGA
D 112.1 ESB
N40 08.8 E033 00.7

R004° R056° R084° R120° R138°

GURBU
N40 10.1 E033 50.0

D37.8 264°
32.8 8000 GURBU 1F, 1G

D5.0 ESB

5 7000

D5.0 ESB

5 7000

D5.0 ESB

5 7000

D5.0 ESB

28.4 8000 KUBER 1F, 1G

D33.4 300°

KUBER
N39 49.9 E033 36.6

38.1 8000 YUCEL 1F, 1G

D43.1 318°

YUCEL
N39 34.7 E033 35.1

N

NOT TO SCALE

HOLDINGS OVER ESB

Runways 03L/R

032° 212° MHA 7000

Runways 21L/R

212° 032° MHA 7000

CHANGES: Speed restriction.

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LTAC/ESB
ESENBOGA

JEPPESEN

8 APR 16 (10-2B)

ANKARA, TURKEY
STAR

D-ATIS	Apt Elev	
123.6	3125′	Alt Set: hPa Trans level: By ATC Trans alt: 10000′

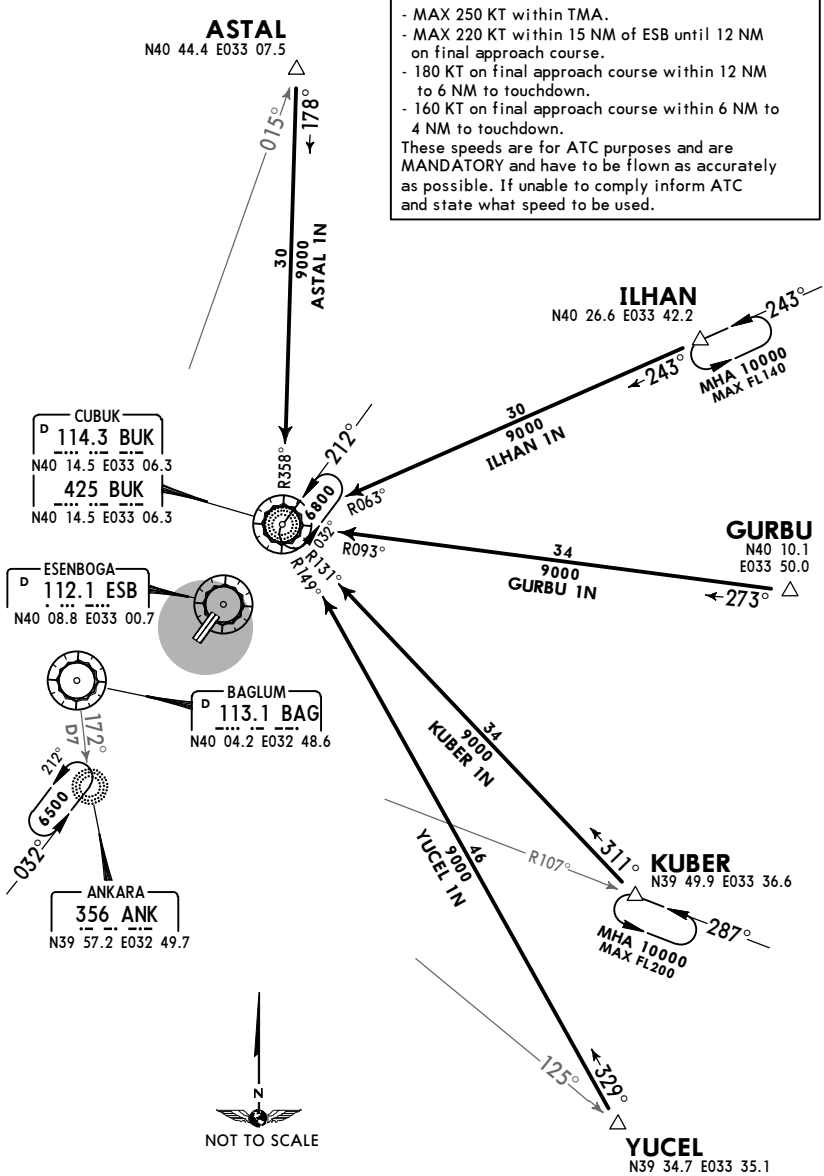
MSA
BUK VOR/ NDB
9000′ 090° 180° 8600′ 8200′ 360°

ASTAL 1N [ASTA1N], GURBU 1N [GURB1N]
ILHAN 1N [ILHA1N], KUBER 1N [KUBE1N]
YUCEL 1N [YUCE1N]
RWYS 21L/R

SPEED RESTRICTION

- MAX 250 KT within TMA.
- MAX 220 KT within 15 NM of ESB until 12 NM on final approach course.
- 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.



CHANGES: Speed restriction.

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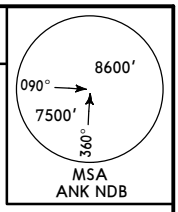
D-ATIS	Apt Elev	
123.6	3125′	Alt Set: hPa Trans level: By ATC Trans alt: 10000′

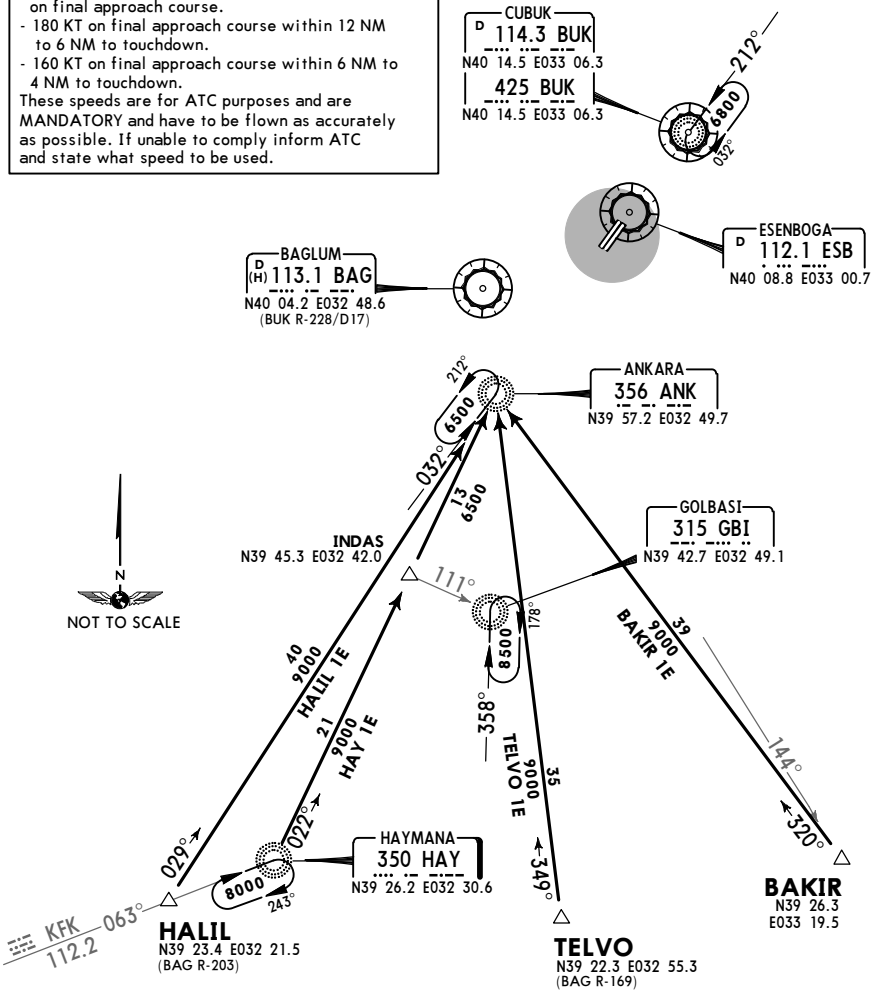


BAKIR 1E [BAKI1E], HALIL 1E [HALI1E]
HAY 1E, TELVO 1E [TELV1E]
RWYS 03L/R

SPEED RESTRICTION

- MAX 250 KT within TMA.
- MAX 220 KT within 15 NM of ESB until 12 NM on final approach course.
- 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.



CHANGES: Speed restriction.

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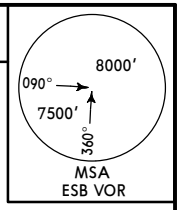
LTAC/ESB
ESENBOGA

JEPPESEN

8 APR 16 (10-2D)

ANKARA, TURKEY
STAR

D-ATIS	Apt Elev	
123.6	3125′	Alt Set: hPa Trans level: By ATC Trans alt: 10000′



BAKIR 1F [BAKI1F]	BAKIR 1G [BAKI1G]
HALIL 1F [HALI1F]	HALIL 1G [HALI1G]
HAY 1F [HAY1F]	HAY 1G [HAY1G]
TELVO 1F [TELV1F]	TELVO 1G [TELV1G]
RWYS 03L/R	RWYS 21L/R

SPEED RESTRICTION

- MAX 250 KT within TMA.
- MAX 220 KT within 15 NM of ESB until 12 NM on final approach course.
- 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.

ESENBOGA
D 112.1 ESB
N40 08.8 E033 00.7

R209° R204° R181° R157°

5 7000 5 7000 5 7000 5 7000

D5.0 ESB D5.0 ESB D5.0 ESB D5.0 ESB

49.5 8000 HALIL 1F, 1G

43.5 8000 HAY 1F, 1G

41.7 8000 TELVO 1F, 1G

39.9 8000 BAKIR 1F, 1G

D54.5 029°

D48.5 024°

D46.7 001°

D44.9 337°

HALIL
N39 23.4 E032 21.5

HAYMANA
350 HAY
N39 26.2 E032 30.6

TELVO
N39 22.3 E032 55.3

BAKIR
N39 26.3 E033 19.5

HOLDINGS OVER ESB

Runways 03L/R

032° 212° MHA 7000

Runways 21L/R

212° 032° MHA 7000

N

NOT TO SCALE

CHANGES: Speed restriction.

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D-ATIS	Apt Elev	
123.6	3125′	Alt Set: hPa Trans level: By ATC Trans alt: 10000′

MSA
BUK VOR/ NDB
9000′ 180°
090° 8600′
8200′ 360°

BAKIR 1N [BAKI1N], HALIL 1M [HALI1M]
HALIL 1N [HALI1N], HAY 1M [HAY1M]
HAY 1N [HAY1N], TELVO 1N [TELV1N]
RWYS 21L/R

SPEED RESTRICTION

- MAX 250 KT within TMA.
- MAX 220 KT within 15 NM of ESB until 12 N on final approach course.
- 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.

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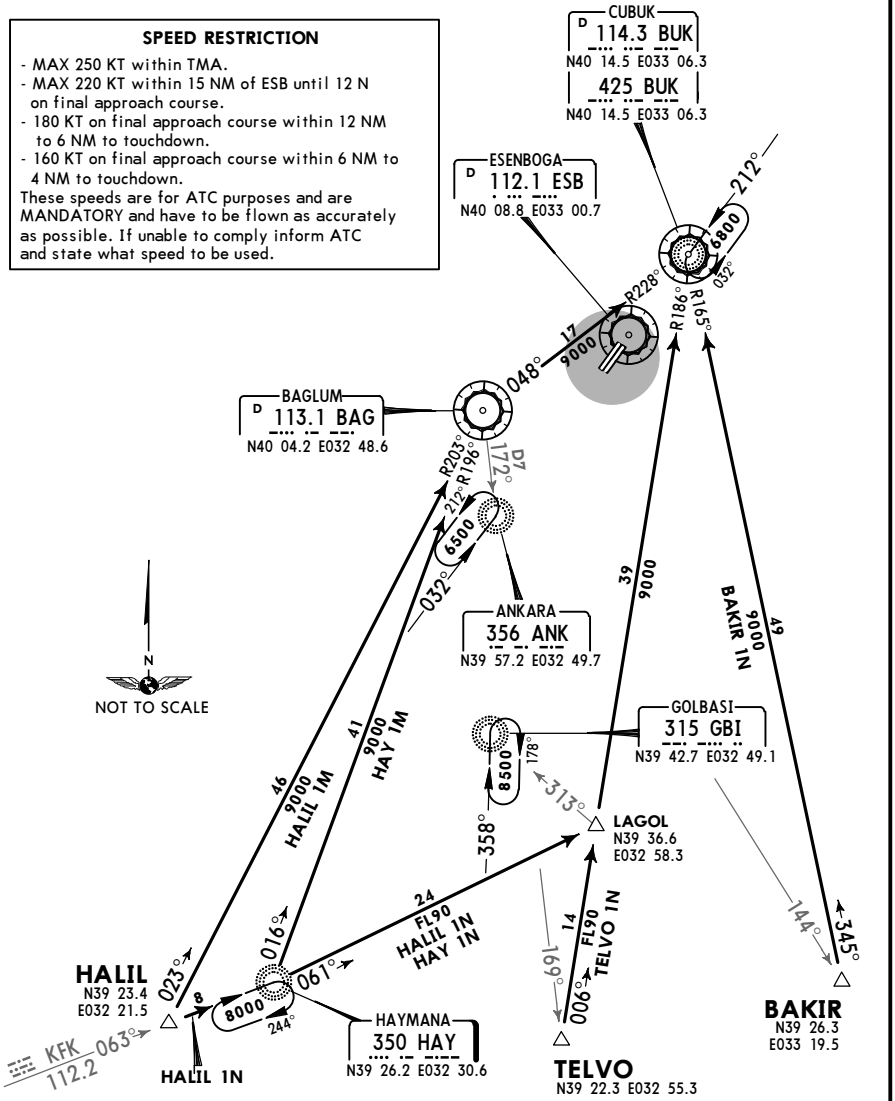

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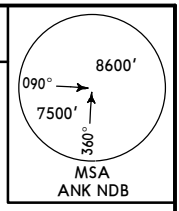
D-ATIS	Apt Elev	
123.6	3125′	Alt Set: hPa Trans level: By ATC Trans alt: 10000′

KIZIK 1E [KIZI1E], NASIM 1E [NASI1E] PETAR 1E [PETA1E], SALGO 1E [SALG1E] RWYS 03L/R



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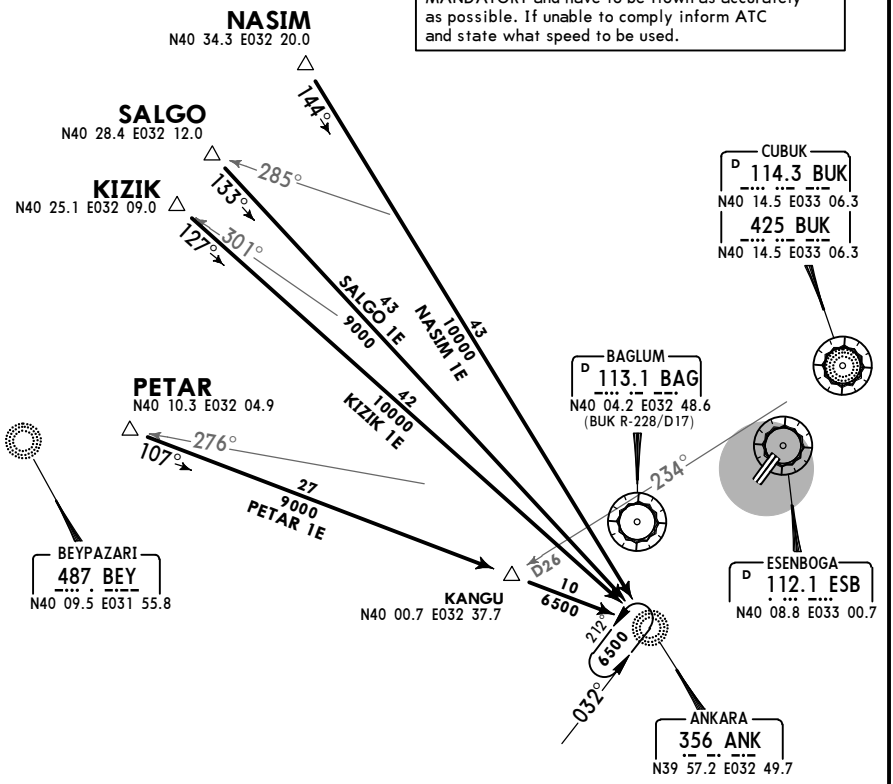
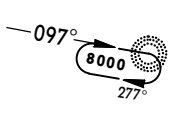
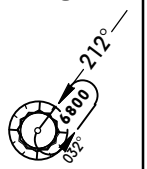


HOLDINGS OVER

BEY



BUK



NOT TO SCALE

CHANGES: Speed restriction.

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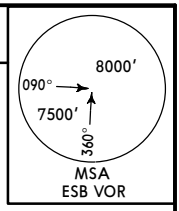
LTAC/ESB
ESENBOGA

JEPPESEN

8 APR 16 (10-2G)

ANKARA, TURKEY
STAR

D-ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC Trans alt: 10000′
123.6	3125′	



KIZIK 1F [KIZI1F] — KIZIK 1G [KIZI1G]
NASIM 1F [NASI1F] — NASIM 1G [NASI1G]
PETAR 1F [PETA1F] — PETAR 1G [PETA1G]
SALGO 1F [SALG1F] — SALGO 1G [SALG1G]
RWYS 03L/R — RWYS 21L/R

SPEED RESTRICTION

- MAX 250 KT within TMA.
- MAX 220 KT within 15 NM of ESB until 12 NM on final approach course.
- 180 KT on final approach course within 12 NM to 6 NM to touchdown.
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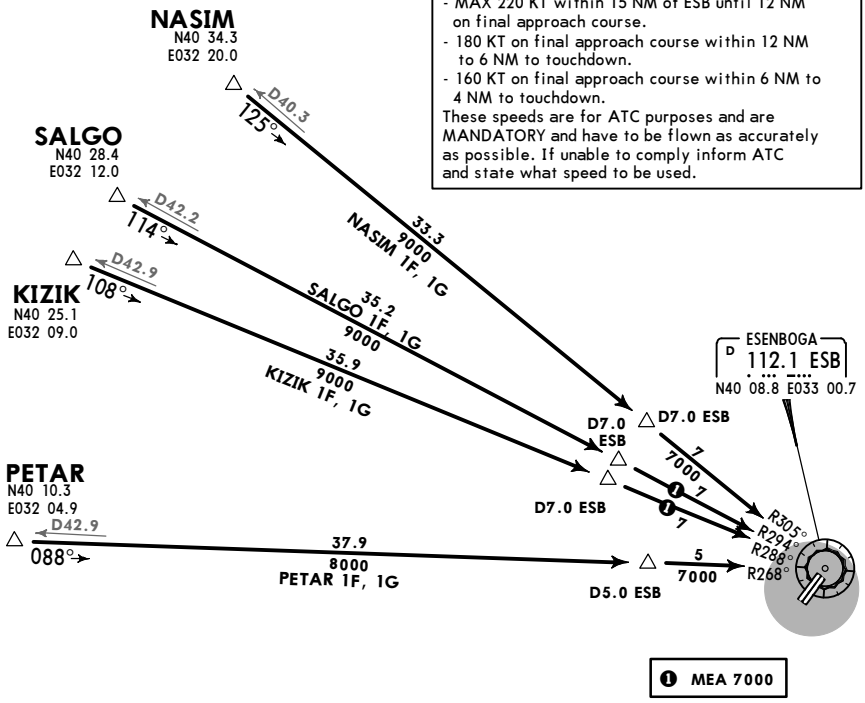
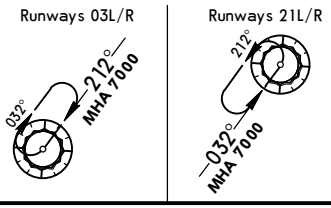
These speeds are for ATC purposes and are MANDATORY and have to be flown as accurately as possible. If unable to comply inform ATC and state what speed to be used.



HOLDINGS OVER ESB



CHANGES: Speed restriction.

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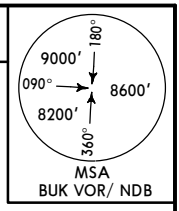
D-ATIS	Apt Elev	
123.6	3125′	Alt Set: hPa Trans level: By ATC Trans alt: 10000′

KIZIK 1N [KIZI1N], NASIM 1N [NASI1N]
PETAR 1N [PETA1N], SALGO 1N [SALG1N]
RWYS 21L/R



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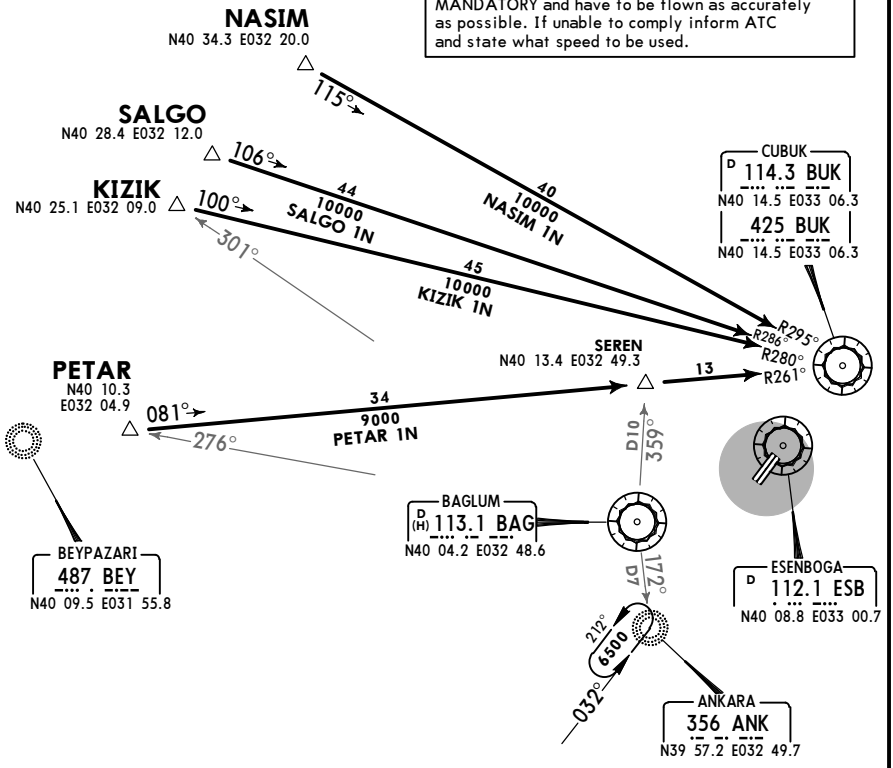
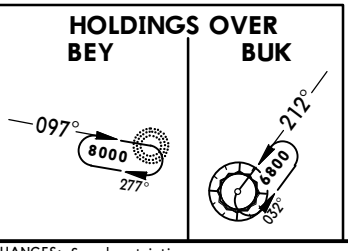


HOLDINGS OVER



CHANGES: Speed restriction.

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LTAC/ESB
ESENBOGA

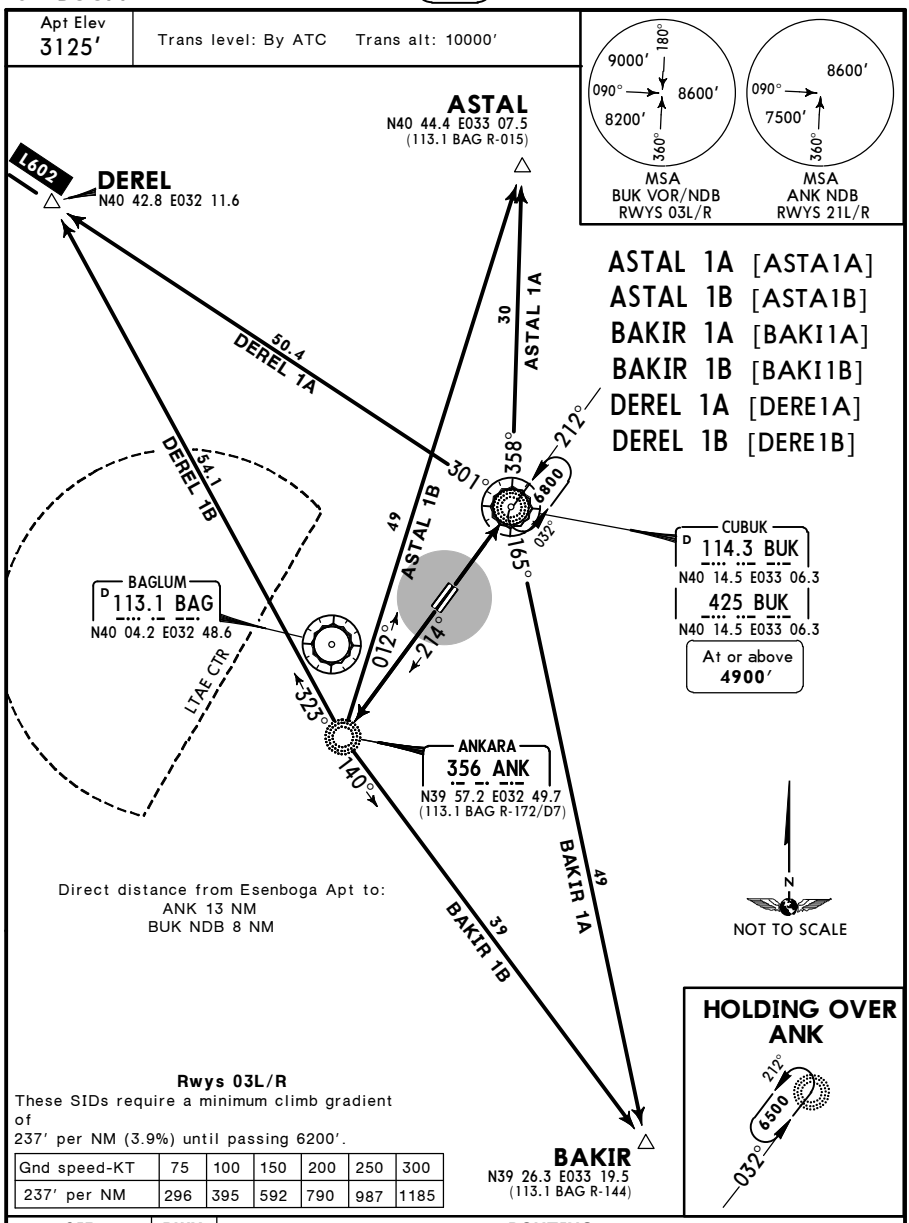
JEPPESEN

1 JAN 16 (10-3) Eff 7 Jan

ANKARA, TURKEY
SID

Apt Elev 3125′

Trans level: By ATC Trans alt: 10000′



Rwys 03L/R

These SIDs require a minimum climb gradient of 237′ per NM (3.9%) until passing 6200′.

Gnd speed-KT	75	100	150	200	250	300
237′ per NM	296	395	592	790	987	1185

SID	RWY	ROUTING
ASTAL 1A ❶	**03L/R**	To BUK, turn LEFT, BUK R-358 (358° bearing) to ASTAL, then join airway.
ASTAL 1B ❷	**21L/R**	To ANK, turn RIGHT, 012° bearing to ASTAL, then join airway.
BAKIR 1A ❶	**03L/R**	To BUK, turn RIGHT, BUK R-165 (165° bearing) to BAKIR, then join airway.
BAKIR 1B ❷	**21L/R**	To ANK, turn LEFT, 140° bearing to BAKIR, then join airway.
DEREL 1A ❶❸	**03L/R**	To BUK, turn LEFT, BUK R-301 (301° bearing) to DEREL, then join airway.
DEREL 1B ❷❸	**21L/R**	To ANK, turn RIGHT, 323° bearing to DEREL, then join airway.

❶ Based on BUK VOR/NDB. ❷ Based on ANK NDB.

❸ Only for destinations beyond LTBB FIR if AWY L-602 segment BUK-MAKOL available and if no MIL activity within LTAE CTR.

CHANGES: DEREL 1A & 1B SIDs established; GURBU 1A & 1B SIDs transferred.

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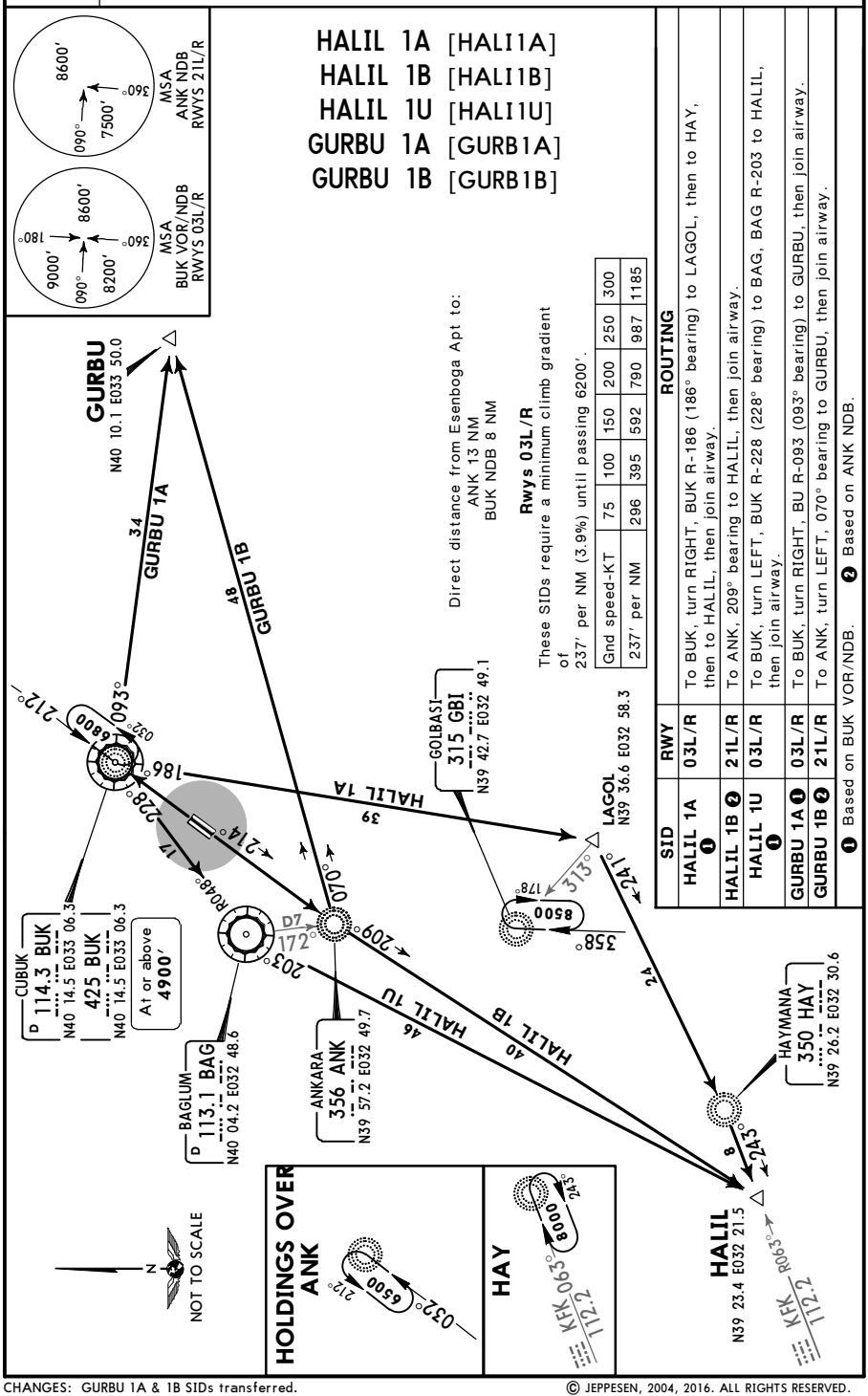
Apt Elev 3125′

Trans level: By ATC Trans alt: 10000′

HALIL 1A [HALI1A]
HALIL 1B [HALI1B]
HALIL 1U [HALI1U]
GURBU 1A [GURB1A]
GURBU 1B [GURB1B]



Direct distance from Esenboga Apt to:
ANK 13 NM
BUK NDB 8 NM

Rwys 03L/R

These SIDs require a minimum climb gradient of 237′ per NM (3.9%) until passing 6200′.

Gnd speed-KT	75	100	150	200	250	300
237′ per NM	296	395	592	790	987	1185

ROUTING

SID	RWY	
HALIL 1A ❶	03L/R	To BUK, turn RIGHT, BUK R-186 (186° bearing) to LAGOL, then to HAY, then to HALIL, then join airway.
HALIL 1B ❷	21L/R	To ANK, 209° bearing to HALIL, then join airway.
HALIL 1U ❶	03L/R	To BUK, turn LEFT, BUK R-228 (228° bearing) to BAG, BAG R-203 to HALIL, then join airway.
GURBU 1A ❶	03L/R	To BUK, turn RIGHT, BU R-093 (093° bearing) to GURBU, then join airway.
GURBU 1B ❷	21L/R	To ANK, turn LEFT, 070° bearing to GURBU, then join airway.

❶ Based on BUK VOR/NDB. ❷ Based on ANK NDB.

CHANGES: GURBU 1A & 1B SIDs transferred.

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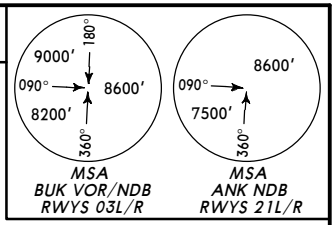
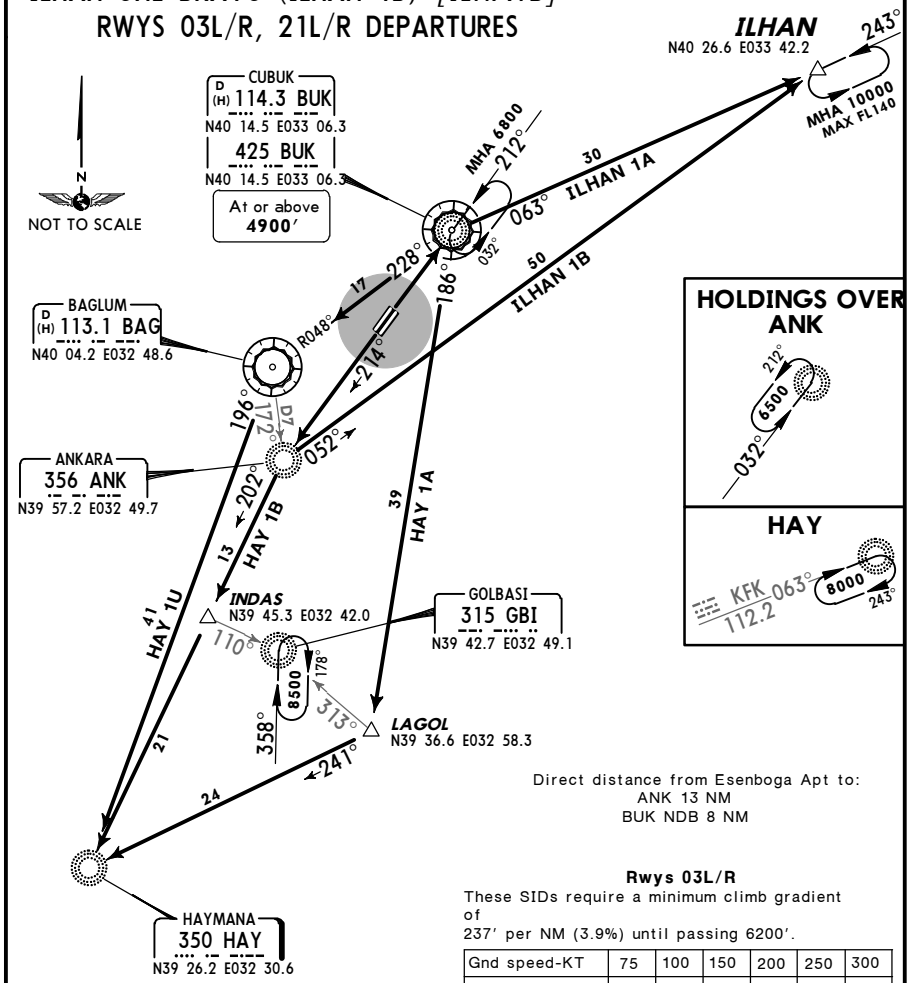
Apt Elev 3125′ | Trans level: By ATC | Trans alt: 10000′

HAYMANA ONE ALFA (HAY 1A)
HAYMANA ONE BRAVO (HAY 1B)
HAYMANA ONE UNIFORM (HAY 1U)
ILHAN ONE ALFA (ILHAN 1A) *[ILHA1A]*
ILHAN ONE BRAVO (ILHAN 1B) *[ILHA1B]*
RWYS 03L/R, 21L/R DEPARTURES





Direct distance from Esenboga Apt to:
ANK 13 NM
BUK NDB 8 NM

Rwys 03L/R

These SIDs require a minimum climb gradient of
237′ per NM (3.9%) until passing 6200′.

Gnd speed-KT	75	100	150	200	250	300
237′ per NM	296	395	592	790	987	1185

SID	RWY	ROUTING
HAY 1A ❶	03L/R	To BUK, turn RIGHT, BUK R-186 (186° bearing) to LAGOL, then to HAY, then join airway.
HAY 1B ❷	21L/R	To ANK, 202° bearing to HAY, turn RIGHT, then join airway.
HAY 1U ❶	03L/R	To BUK, turn LEFT, BUK R-228 (228° bearing) to BAG, BAG R-196 to HAY, then join airway.
ILHAN 1A ❶		To BUK, turn RIGHT, BUK R-063 (063° bearing) to ILHAN, then join airway.
ILHAN 1B ❷	21L/R	To ANK, turn LEFT, 052° bearing to ILHAN, then along airway.

❶ Based on BUK VOR/NDB. ❷ Based on ANK NDB.

CHANGES: MHA at BUK holding revised.

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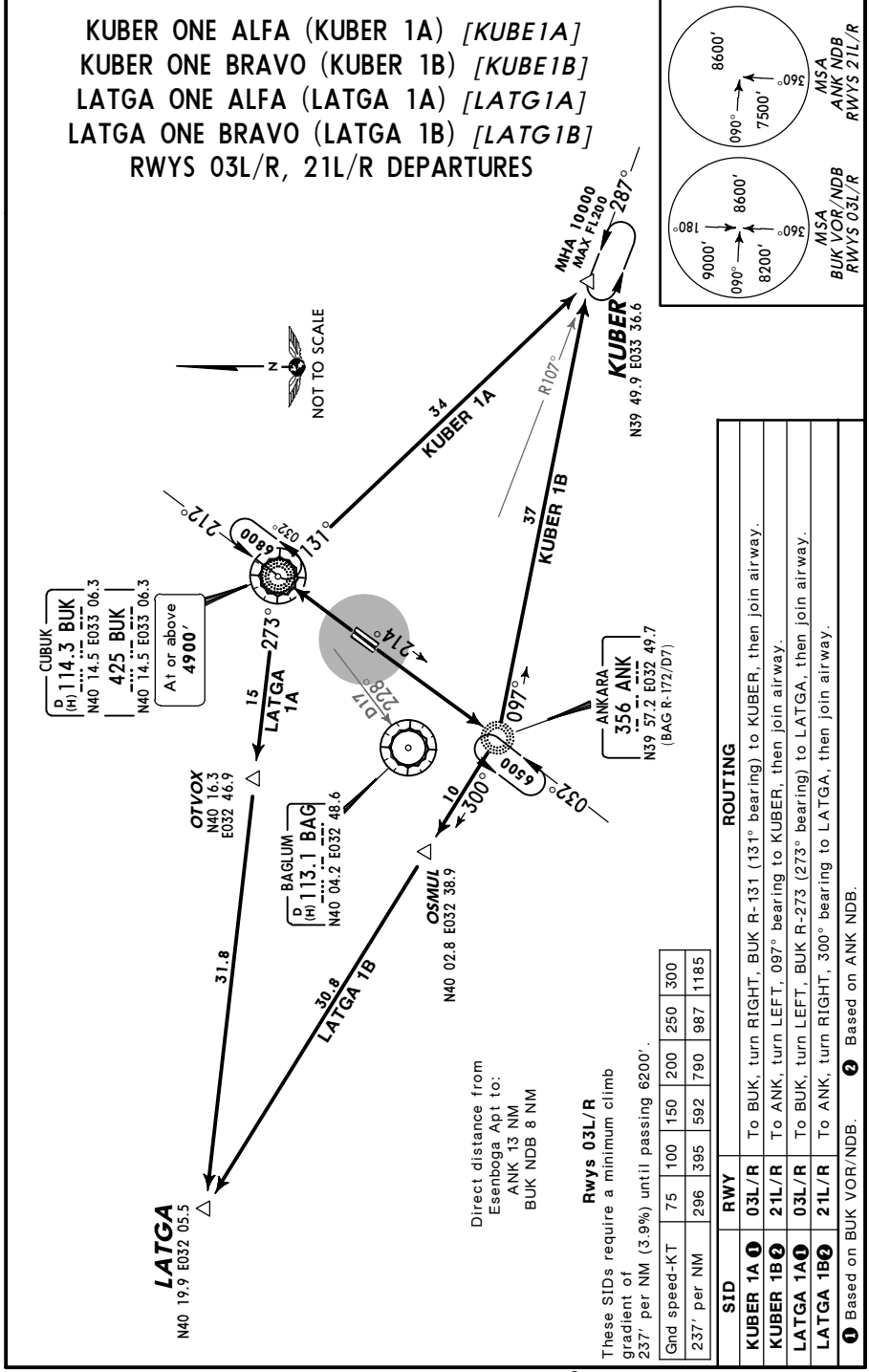
Apt Elev 3125′

Trans level: By ATC Trans alt: 10000′

KUBER ONE ALFA (KUBER 1A) *[KUBE1A]*
KUBER ONE BRAVO (KUBER 1B) *[KUBE1B]*
LATGA ONE ALFA (LATGA 1A) *[LATG1A]*
LATGA ONE BRAVO (LATGA 1B) *[LATG1B]*
RWYS 03L/R, 21L/R DEPARTURES



CHANGES: MHA at BUK holding revised.

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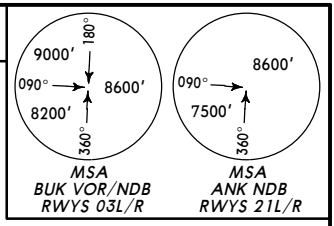
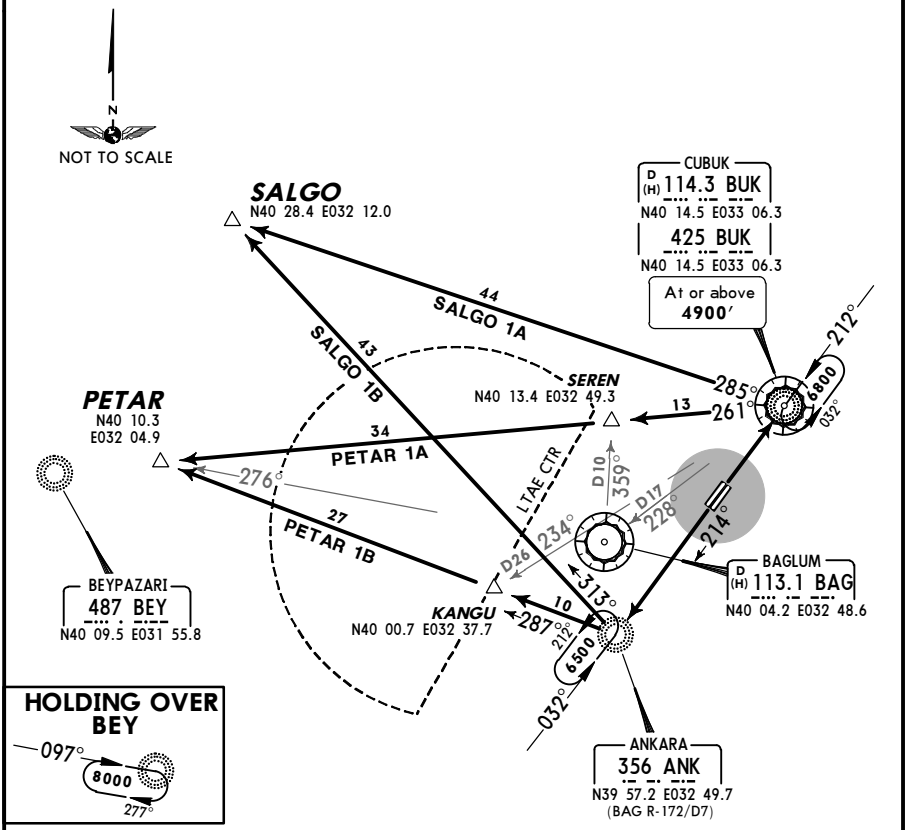
Apt Elev 3125′ | Trans level: By ATC Trans alt: 10000′

PETAR ONE ALFA (PETAR 1A) *[PETA1A]*
PETAR ONE BRAVO (PETAR 1B) *[PETA1B]*
SALGO ONE ALFA (SALGO 1A) *[SALG1A]*
SALGO ONE BRAVO (SALGO 1B) *[SALG1B]*
RWYS 03L/R, 21L/R DEPARTURES





Rwys 03L/R
These SIDs require a minimum climb gradient of
237′ per NM (3.9%) until passing 6200′.

Gnd speed-KT	75	100	150	200	250	300
237′ per NM	296	395	592	790	987	1185

Direct distance from
Esenboga Apt to:
ANK 13 NM
BUK NDB 8 NM

SID	RWY	ROUTING
PETAR 1A ❶	**03L/R**	To BUK, turn LEFT, BUK R-261 (261° bearing) to PETAR, then join airway.
PETAR 1B ❷	**21L/R**	To ANK, turn RIGHT, 287° bearing to PETAR, then join airway.
SALGO 1A ❶❸	**03L/R**	To BUK, turn LEFT, BUK R-285 (285° bearing) to SALGO, then join airway.
SALGO 1B ❷❸	**21L/R**	To ANK, turn RIGHT, 313° bearing to SALGO, then join airway.

❶ Based on BUK VOR/NDB. ❷ Based on ANK NDB.
❸ Only for destinations beyond LTBB FIR if no MIL activity within LTAE CTR.

CHANGES: MHA at BUK holding revised.

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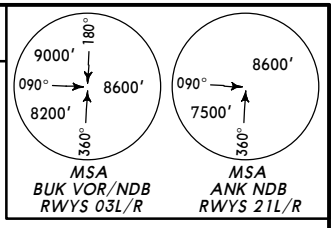
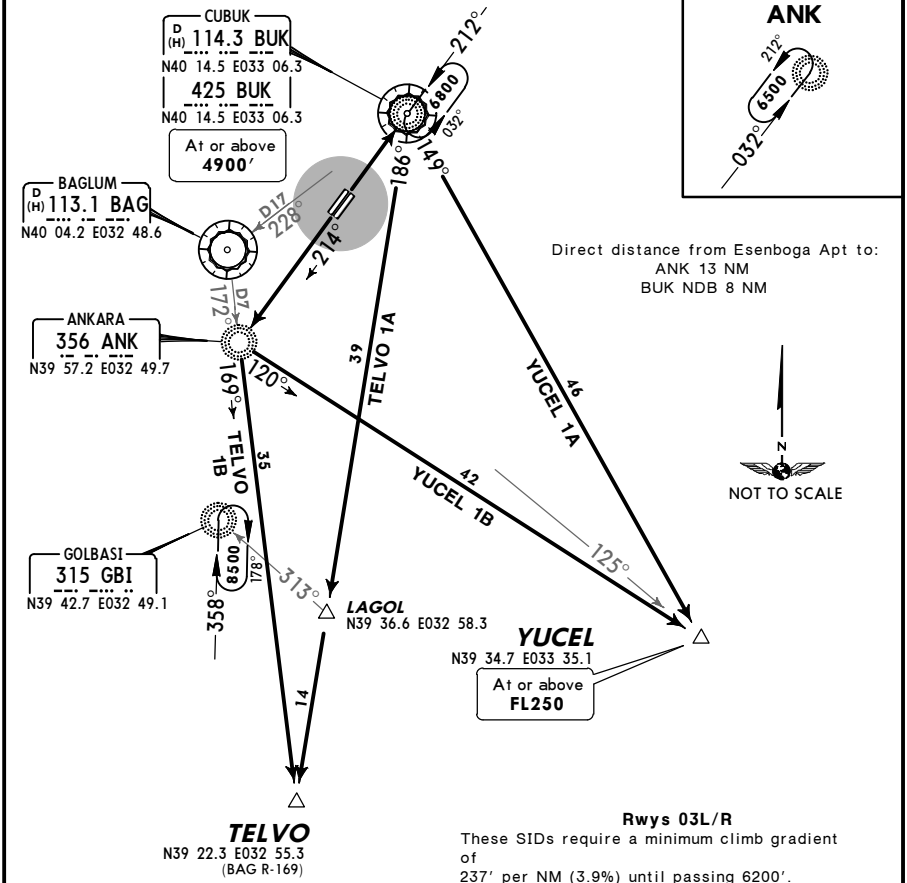
Apt Elev 3125′	Trans level: By ATC	Trans alt: 10000′

TELVO ONE ALFA (TELVO 1A) *[TELV1A]*
TELVO ONE BRAVO (TELVO 1B) *[TELV1B]*
YUCEL ONE ALFA (YUCEL 1A) *[YUCE1A]*
YUCEL ONE BRAVO (YUCEL 1B) *[YUCE1B]*
RWYS 03L/R, 21L/R DEPARTURES





Direct distance from Esenboga Apt to:
ANK 13 NM
BUK NDB 8 NM

Rwys 03L/R
These SIDs require a minimum climb gradient of
237′ per NM (3.9%) until passing 6200′.

Gnd speed-KT	75	100	150	200	250	300
237′ per NM	296	395	592	790	987	1185

SID	RWY	ROUTING
TELVO 1A ❶	**03L/R**	To BUK, turn RIGHT, BUK R-186 (186° bearing) to TELVO, then join airway.
TELVO 1B ❷	**21L/R**	To ANK, turn LEFT, 169° bearing to TELVO, then join airway.
YUCEL 1A ❶	**03L/R**	To BUK, turn RIGHT, BUK R-149 (149° bearing) to YUCEL, then join airway.
YUCEL 1B ❷	**21L/R**	To ANK, turn LEFT, 120° bearing to YUCEL, then along airway.

❶ Based on BUK VOR/NDB. ❷ Based on ANK NDB.

CHANGES: MHA at BUK holding revised.

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LTAC/ESB

Apt Elev **3125′**

N40 07.7 E032 59.7

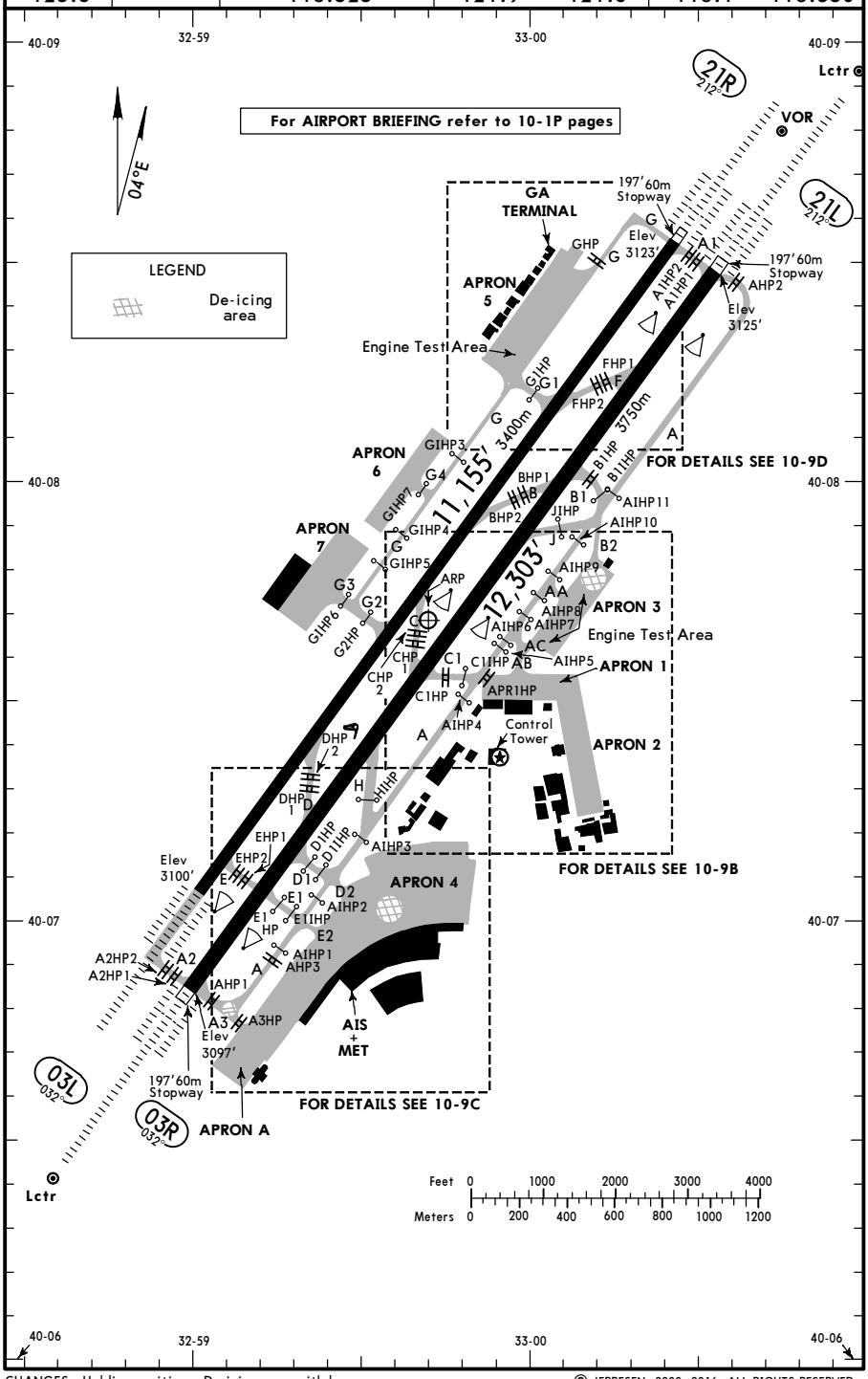
JEPPESEN

18 MAR 16 (10-9) **Eff 31 Mar**

ANKARA, TURKEY

ESENBOGA

D-ATIS	ACARS: D-ATIS	ESENBOGA Delivery	Ground		Tower	
123.6		118.525	121.9	121.6	118.1	118.350



CHANGES: Holding positions. De-icing area withdrawn.

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ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
03L	HIRL (60m) CL (15m) HIALS-II SFL TDZ ❶ RVR		10,183′ 3104m	❸	148′ 45m
21R	HIRL (60m) CL (15m) HIALS-II SFL TDZ ❷ RVR		10,061′ 3067m		

❶ PAPI (3.0°), HSTIL - B & F
❷ PAPI (3.0°), HSTIL - C & D
❸ TAKE-OFF RUN AVAILABLE

RWY 03L:
from rwy head 11155′ (3400m)
twy E int 10499′ (3200m)
twy D int 8202′ (2500m)

RWY 21R:
from rwy head 11155′ (3400m)
twy F int 9186′ (2800m)
twy B int 7218′ (2200m)

03R	HIRL (60m) CL (15m) HIALS-II SFL TDZ ❹ RVR		11,392′ 3472m	❻	197′ 60m
21L	HIRL (60m) CL (15m) HIALS-II SFL TDZ ❺ RVR		11,331′ 3454m		

❹ PAPI (3.0°), HSTIL - J
❺ PAPI (3.0°), HSTIL - H
❻ TAKE-OFF RUN AVAILABLE

RWY 03R:
from rwy head 12303′ (3750m)
twy D1 int 9843′ (3000m)

RWY 21L:
from rwy head 12303′ (3750m)
twy B1 int 8530′ (2600m)

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: Lights.

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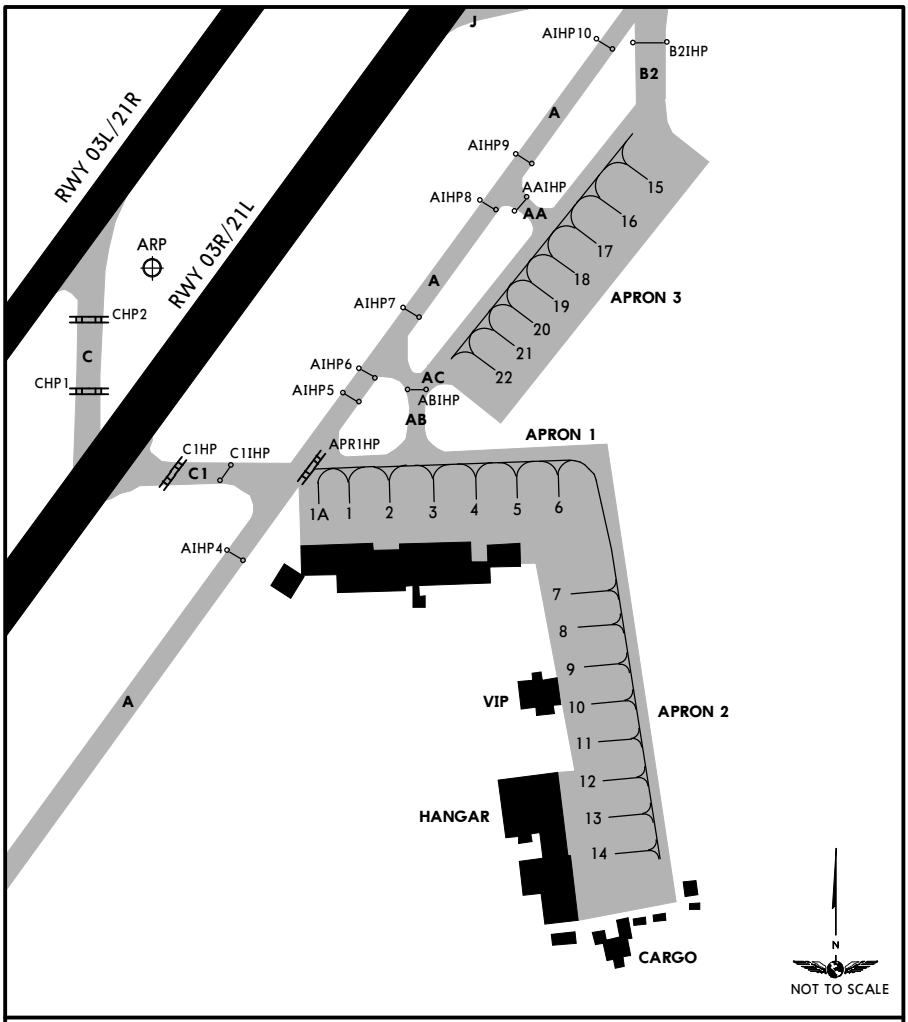

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1, 1A, 2	N40 07.5 E032 59.9	15	N40 07.8 E033 00.2
3 thru 5	N40 07.5 E033 00.0	16 thru 18	N40 07.7 E033 00.2
6 thru 8	N40 07.5 E033 00.1	19, 20	N40 07.7 E033 00.1
9 thru 11	N40 07.4 E033 00.1	21, 22	N40 07.6 E033 00.1
12 thru 14	N40 07.3 E033 00.1		

CHANGES: Holding positions.

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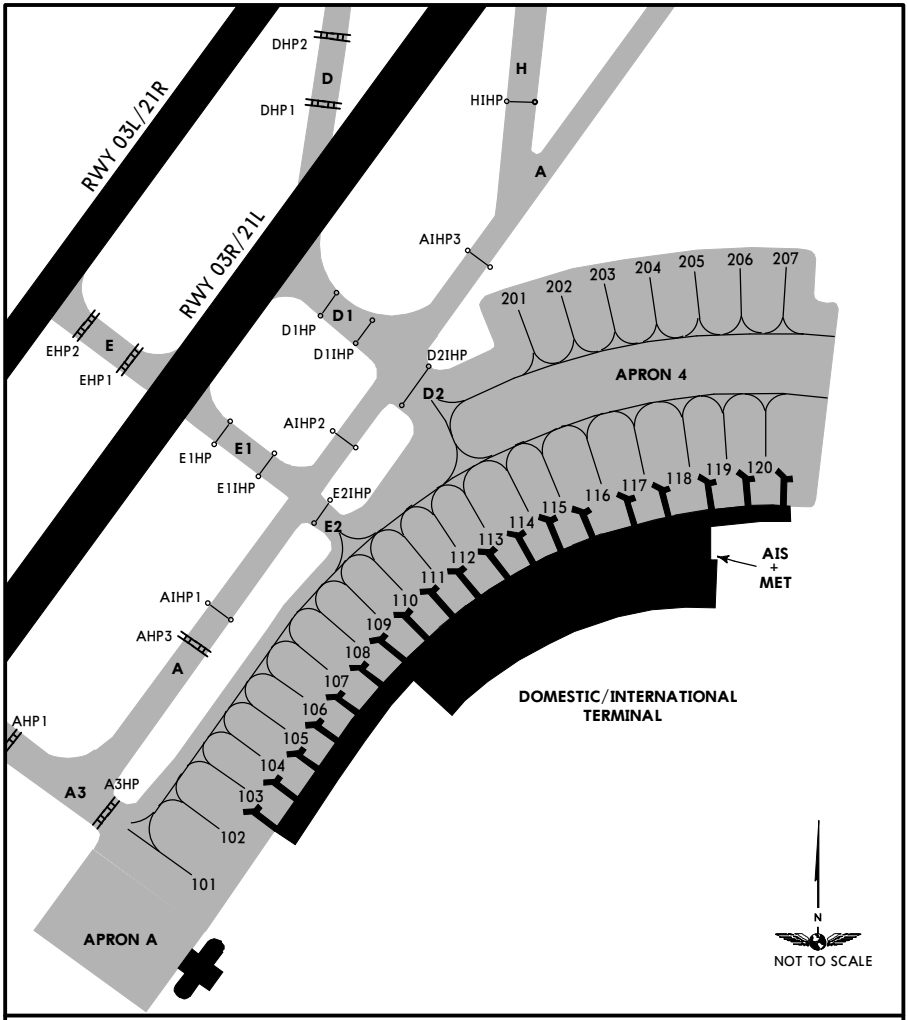

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
101	N40 06.7 E032 59.2	202, 203	N40 07.2 E032 59.6
102	N40 06.7 E032 59.3	204, 205	N40 07.2 E032 59.7
103 thru 106	N40 06.8 E032 59.3	206, 207	N40 07.2 E032 59.8
107 thru 110	N40 06.9 E032 59.4		
111	N40 06.9 E032 59.5		
112 thru 114	N40 07.0 E032 59.5		
115, 116	N40 07.0 E032 59.6		
117 thru 119	N40 07.0 E032 59.7		
120	N40 07.0 E032 59.8		
201	N40 07.1 E032 59.5		

CHANGES: Holding positions.

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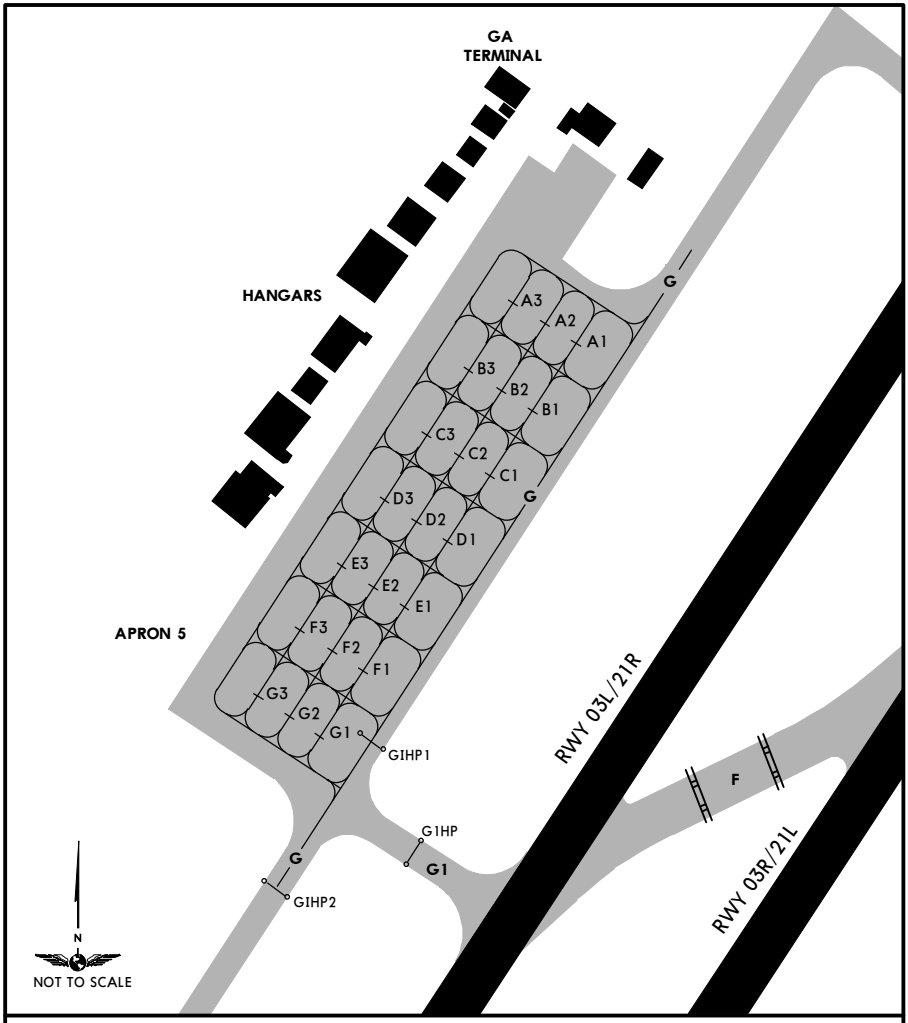

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
A1	N40 08.4 E033 00.1		
A2, A3	N40 08.5 E033 00.1		
B1 thru C1	N40 08.4 E033 00.1		
C2 thru D3	N40 08.4 E033 00.0		
E1 thru F2	N40 08.3 E033 00.0		
F3 thru G3	N40 08.3 E032 59.9		

CHANGES: Holding positions.

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LTAC/ESB
ESENBOGA

JEPPESEN
24 JUL 15 (11-1)

ANKARA, TURKEY
ILS DME or ILS Rwy 03L

BRIEFING STRIP

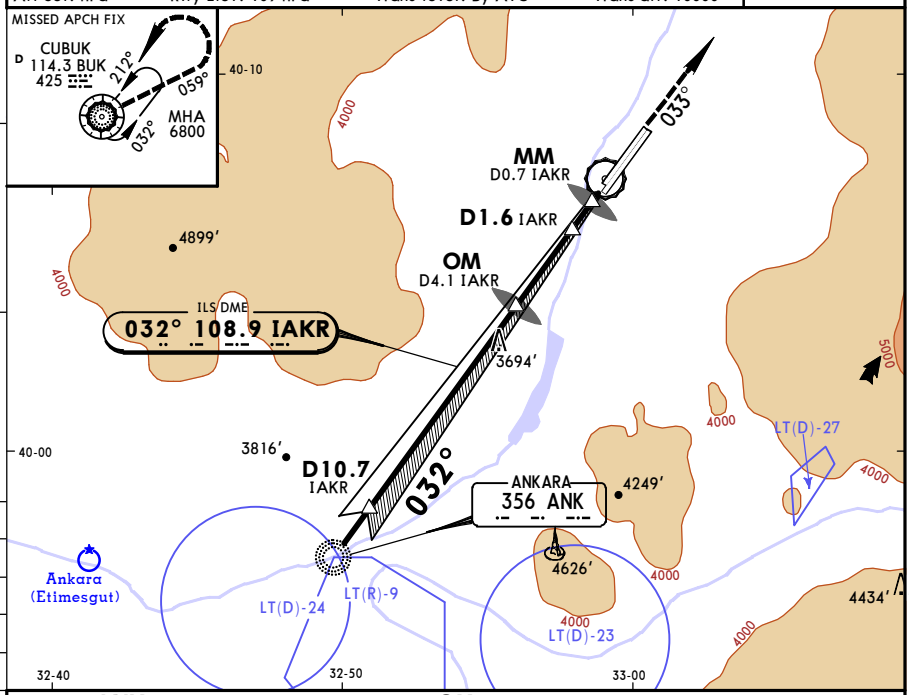
D-ATIS	ESENBOGA Approach (R)	ESENBOGA Tower	Ground
123.6	119.1 119.6	118.1 118.350	121.9 121.6

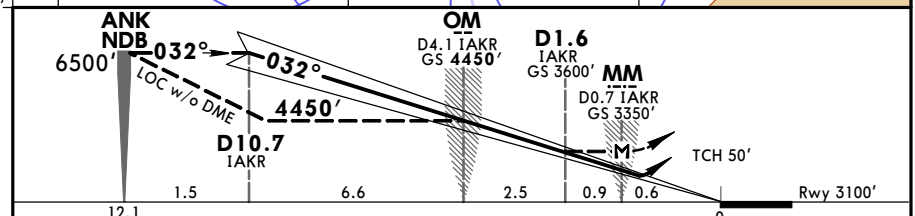
LOC IAKR	Final Apch Crs	GS OM	ILS DA(H)	Apt Elev 3125′
108.9	032°	4450′ (1350′)	3300′ (200′)	Rwy 3100′

MISSED APCH: Proceed to BUK VOR/NDB cross 5500′ or above, then continue climbing to 6600′ on 059° from BUK VOR/NDB, then turn LEFT climb to 6800′ proceed to BUK VOR/NDB and hold.

MSA ANK NDB: 8600′ (090°–360°), 7500′

Alt Set: hPa | Rwy Elev: 109 hPa | Trans level: By ATC | Trans alt: 10000′





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

HIALS-II
PAPI PAPI
5500′
BUK
114.3
425

PANS OPS

Standard STRAIGHT-IN LANDING RWY 03L

	ILS DA(H) 3300′ (200′) FULL	Limited	ALS out	LOC (GS out) MDA(H) 3600′ (500′)	ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1500m	
B					
C				RVR 1500m	CMV 2300m
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	3800′ (675′)	2800m
135		
180	4650′ (1525′)	5000m
205		

CHANGES: Printing sequence.

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LTAC/ESB
ESENBOGA

JEPPESEN
27 JUN 14 (11-2)

ANKARA, TURKEY
ILS DME or ILS Rwy 03R

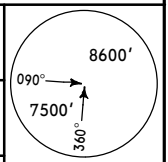
BRIEFING STRIP TM

ATIS	ESENBOGA Approach (R)	ESENBOGA Tower	Ground
123.6	119.1 119.6 122.1	118.1 118.35	121.9 121.6

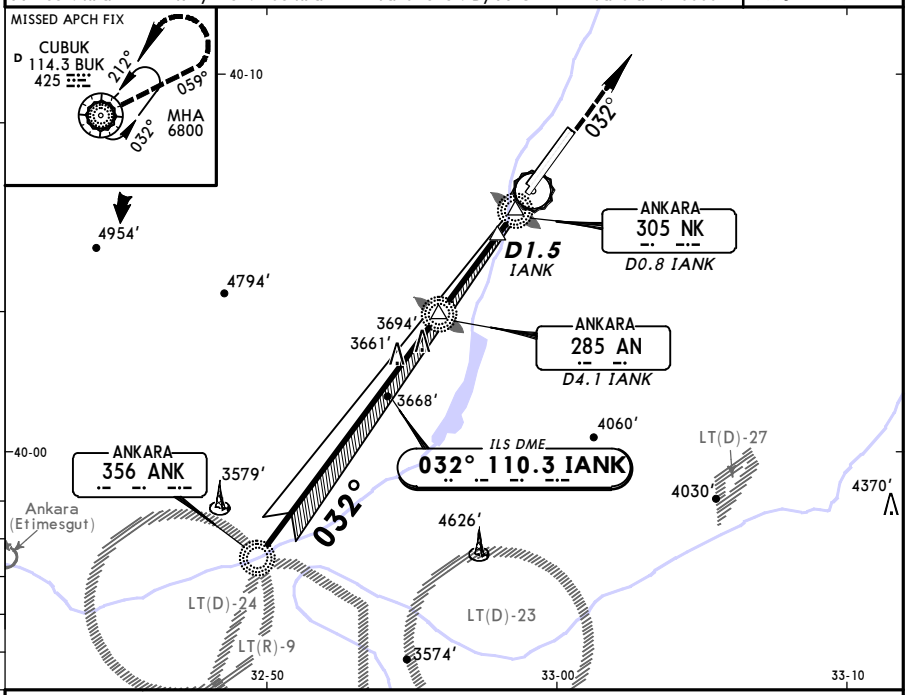
LOC IANK	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 3125′
110.3	032°	4410′ (1313′)	3300′ (203′)	RWY 3097′

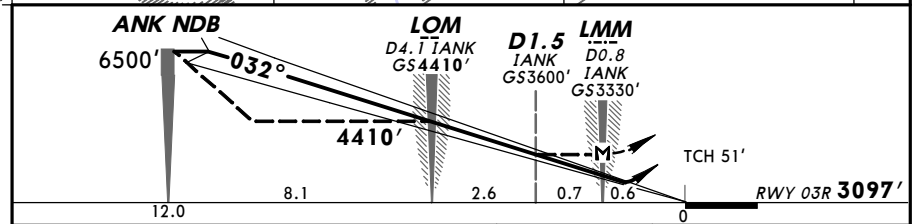
MISSED APCH: Proceed to BUK VOR/NDB cross 5500′ or above, then continue climbing to 6600′ on 059° from BUK VOR/NDB, then turn LEFT climb to 6800′ proceed to BUK VOR/NDB and hold.

Alt Set: hPa Rwy Elev: 108 hPa Trans level: By ATC Trans alt: 10000′



MSA ANK NDB





Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at LMM/D0.8 IANK						

HIALS-II
PAPI PAPI

5500′

BUK
114.3
425

Standard STRAIGHT-IN LANDING RWY **03R**

	ILS DA(H) 3300′ (203′) FULL	ILS Limited	ILS ALS out	LOC (GS out) MDA(H) 3600′ (503′)	LOC ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1500m	
B					
C				RVR 1600m	CMV 2400m
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	3800′ (675′)	2800m
135		
180	4650′ (1525′)	5000m
205		

PANS OPS

CHANGES: Missed approach.

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LTAC/ESB
ESENBOGA

JEPPESEN

27 JUN 14 (11-2A)

ANKARA, TURKEY
CAT II/III ILS DME or ILS Rwy 03R

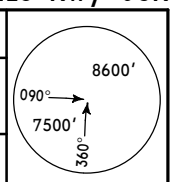
BRIEFING STRIP™

ATIS	ESENBOGA Approach (R)			ESENBOGA Tower		Ground	
123.6	119.1	119.6	122.1	118.1	118.35	121.9	121.6

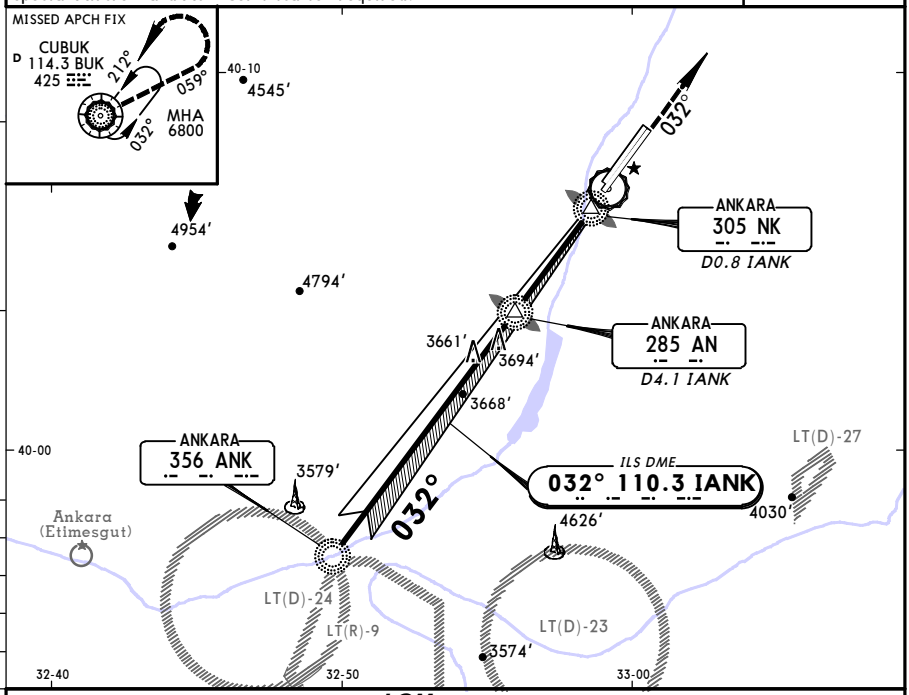
LOC IANK	Final Apch Crs	GS LOM	CAT II ILS	Apt Elev	
110.3	032°	4410′ (1313′)	RA 110′ DA(H) 3197′ (100′)	3125′	RWY 3097′

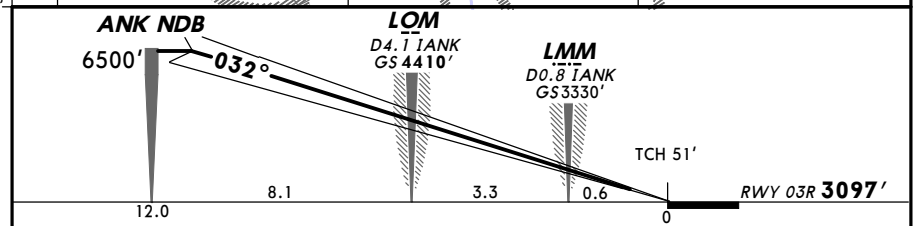
MISSED APCH: Proceed to BUK VOR/NDB cross 5500′ or above, then continue climbing to 6600′ on 059° from BUK VOR/NDB, then turn LEFT climb to 6800′ proceed to BUK VOR/NDB and hold.

Alt Set: hPa Rwy Elev: 108 hPa Trans level: By ATC Trans alt: 10000′
Special Aircrew and Acft Certification required.



MSA
ANK NDB





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

HIALS-II
PAPI PAPI

5500′

BUK
114.3
425

PANS OPS

Standard STRAIGHT-IN LANDING RWY **03R**

CAT IIIA ILS	CAT II ILS ABCD
DH 50′	RA 110′ DA(H) 3197′ (100′)
RVR 200m	RVR 300m [1]

[1] Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

CHANGES: Missed approach.

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LTAC/ESB
ESENBOGA

JEPPESEN

4 JUL 14 (11-3)

ANKARA, TURKEY
ILS Rwy 21L

BRIEFING STRIP

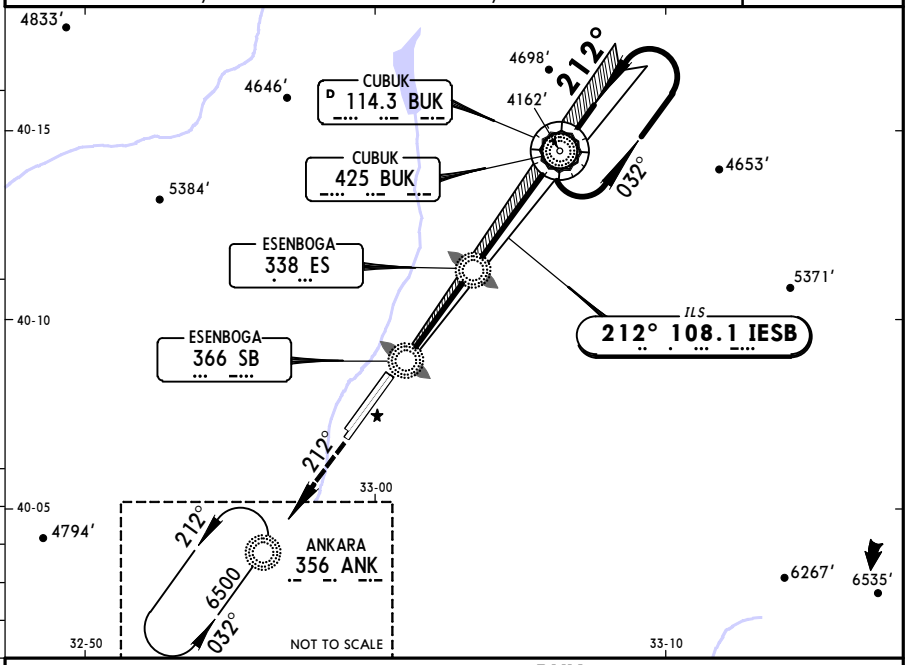
ATIS	ESENBOGA Approach (R)			ESENBOGA Tower		Ground	
123.6	119.1	119.6	122.1	118.1	118.35	121.9	121.6

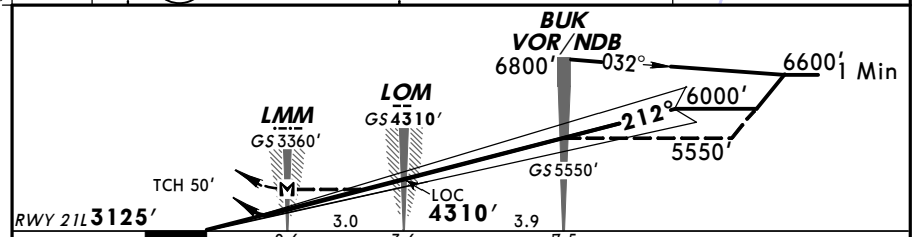
LOC IESB 108.1	Final Apch Crs 212°	GS LOM 4310′ (1185′)	ILS DA(H) 3325′ (200′)	Apt Elev 3125′ RWY 3125′

MISSED APCH: Climb on 212° to cross ANK NDB at 6500′ and hold.

Alt Set: hPa | Rwy Elev: 109 hPa | Trans level: By ATC | Trans alt: 10000′

MSA BUK VOR/NDB: 180°, 9000′; 090°, 8600′; 360°, 8200′





Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at LMM						

HIALS-II; PAPI | PAPI

6500′ on 212°

ANK 356

PANS OPS

Standard STRAIGHT-IN LANDING RWY 21L

	ILS DA(H) 3325′ (200′) FULL	Limited	ALS out	LOC (GS out) MDA(H) 3600′ (475′)	ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1500m	
B					
C				RVR 1500m	CMV 2200m
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100 / 135	3800′ (675′)	2800m
180 / 205	4650′ (1525′)	5000m

CHANGES: Procedure altitude.

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LTAC/ESB
ESENBOGA

JEPPESEN

4 JUL 14 (11-4)

ANKARA, TURKEY
ILS Rwy 21R

BRIEFING STRIP TM

ATIS	ESENBOGA Approach (R)	ESENBOGA Tower	Ground
123.6	119.1 119.6 122.1	118.1 118.35	121.9 121.6

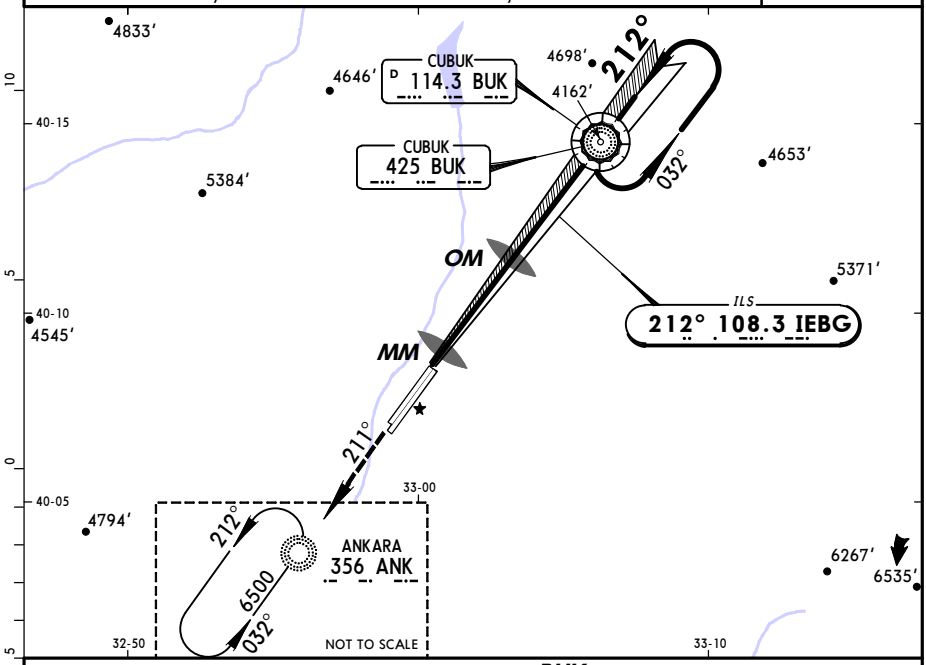
LOC IEBG	Final Apch Crs	GS OM	ILS DA(H)	Apt Elev 3125′
108.3	212°	4320′ (1197′)	3323′ (200′)	RWY 3123′

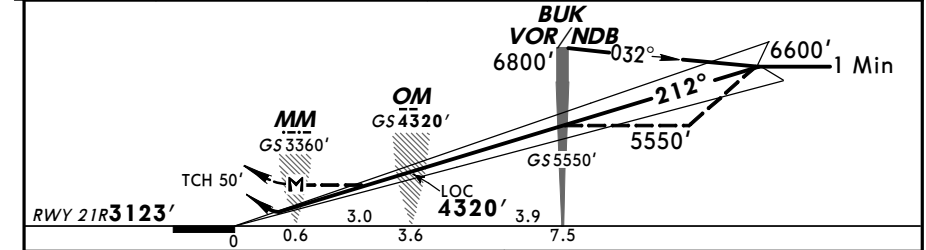
MISSED APCH: Climb on 211° to cross ANK NDB at 6500′ and hold.

Alt Set: hPa | Rwy Elev: 109 hPa | Trans level: By ATC | Trans alt: 10000′

180° 9000′ 090° 8600′ 8200′ 360°

MSA BUK VOR/NDB





Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at MM						

HIALS-II PAPI PAPI

6500′ on 211°

ANK 356

PANS OPS

Standard STRAIGHT-IN LANDING RWY 21R

	ILS DA(H) 3323′ (200′) FULL	ILS Limited	ILS ALS out	LOC (GS out) MDA(H) 3600′ (477′)	LOC ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1500m	
B					
C				RVR 1500m	CMV 2200m
D					

CIRCLE-TO-LAND Max Kts	MDA(H)	VIS
100 / 135	3800′ (675′)	2800m
180 / 205	4650′ (1525′)	5000m

CHANGES: Procedure altitude.

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LTAC/ESB
ESENBOGA

JEPPESEN

25 APR 14 (13-1) Eff 1 May

ANKARA, TURKEY
VOR DME Rwy 03L

BRIEFING STRIP ™

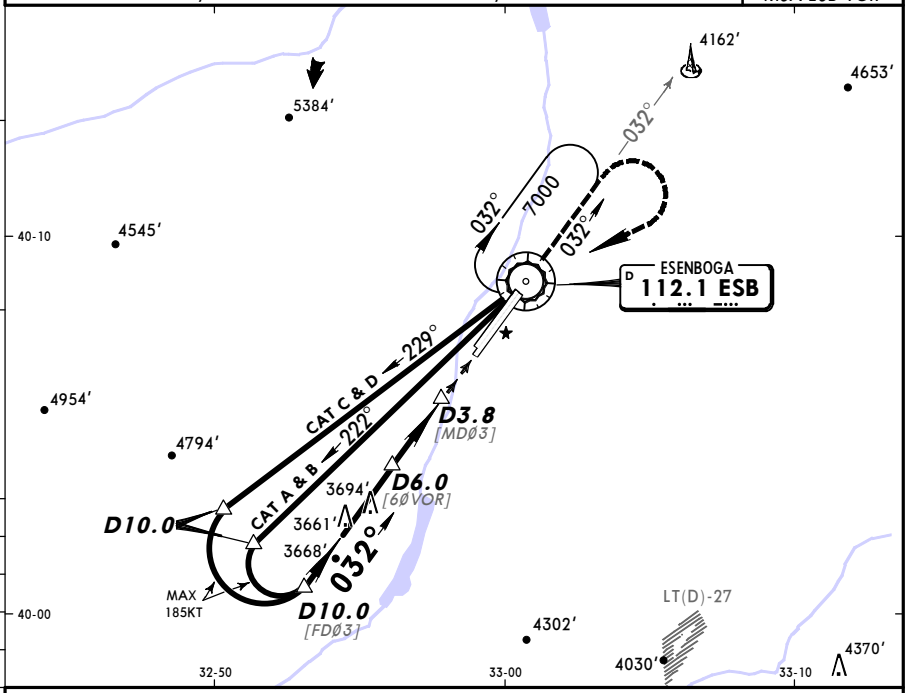
ATIS	ESENBOGA Approach (R)	ESENBOGA Tower	Ground
123.6	119.1 119.6 122.1	118.1 118.35	121.9 121.6

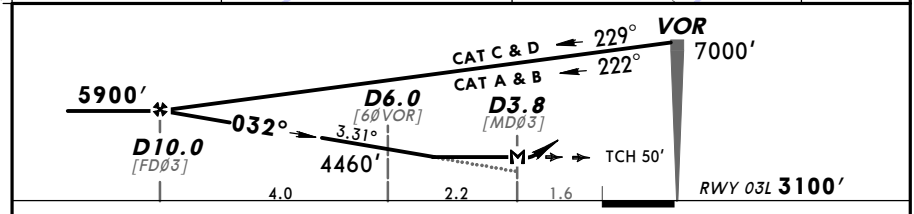
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 3125′
ESB 112.1	032°	D10.0 5900′ (2800′)	3650′ (550′)	RWY 3100′

MISSED APCH: Climb to 5400′ on R-032 (MAX 200KT) then turn RIGHT climbing to 7000′ to VOR and hold.

Alt Set: hPa | Rwy Elev: 109 hPa | Trans level: By ATC | Trans alt: 10000′

MSA ESB VOR: 8000′ (090°–360°), 7500′





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.31°	410	527	586	703	840	937
MAP at D3.8						

HIALS-II, PAPI, PAPI

MAX 200KT | 5400′ | ESB 112.1 R-032

PANS OPS

Standard STRAIGHT-IN LANDING RWY 03L

MDA(H) 3650′ (550′)

		ALS out
A	1600m	2300m
B		
C	2200m	2900m
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	3800′ (675′)	2800m
135		
180	4650′ (1525′)	5000m
205		

CHANGES: New procedure.

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LTAC/ESB
ESENBOGA

JEPPESEN

25 APR 14 (13-2) Eff 1 May

ANKARA, TURKEY
VOR DME Rwy 03R

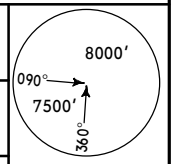
BRIEFING STRIP ™

ATIS	ESENBOGA Approach (R)	ESENBOGA Tower	Ground
123.6	119.1 119.6 122.1	118.1 118.35	121.9 121.6

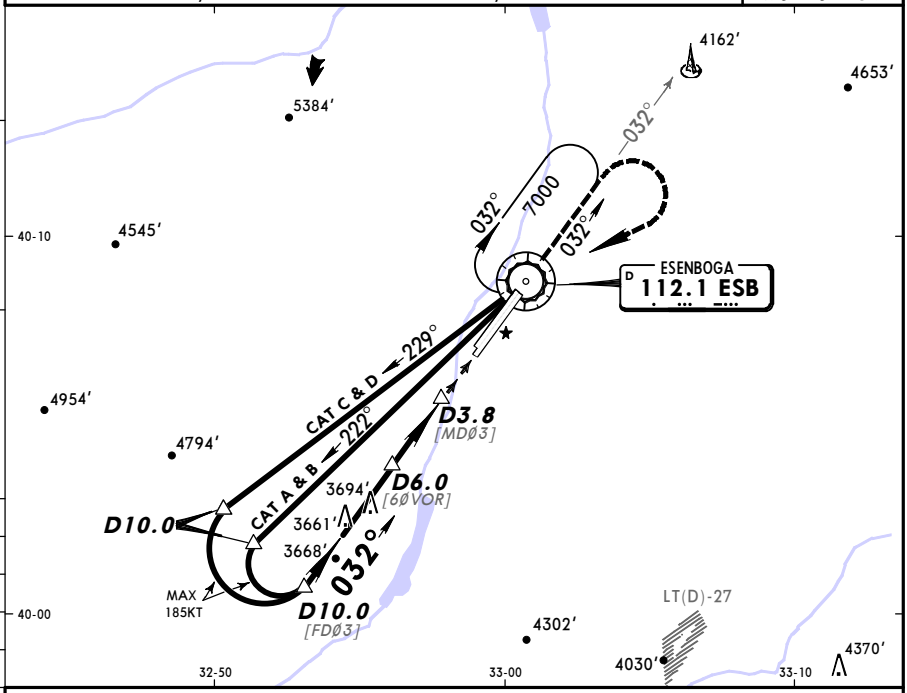
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 3125′
ESB 112.1	032°	D10.0 5900′ (2803′)	3650′ (553′)	RWY 3097′

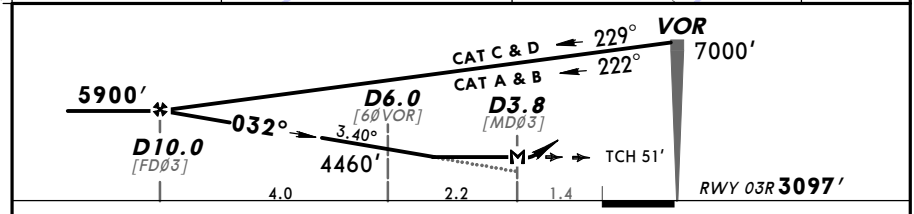
MISSED APCH: Climb to 5400′ on R-032 (MAX 200KT) then turn RIGHT climbing to 7000′ to VOR and hold.

Alt Set: hPa Rwy Elev: 109 hPa Trans level: By ATC Trans alt: 10000′



MSA ESB VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.40°	421	541	602	722	842	963
MAP at D3.8						

HIALS-II PAPI PAPI

MAX 200KT

5400′

ESB 112.1 R-032

PANS OPS

Standard STRAIGHT-IN LANDING RWY 03R

MDA(H) 3650′ (553′)

		ALS out
A	1500m	2200m
B		
C	2100m	2800m
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	3800′ (675′)	2800m
135		
180	4650′ (1525′)	5000m
205		

CHANGES: New procedure.

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LTAC/ESB
ESENBOGA

JEPPESEN

4 JUL 14 (13-3)

ANKARA, TURKEY
VOR DME 1 or NDB DME Rwy 21L

ATIS	ESENBOGA Approach (R)	ESENBOGA Tower	Ground
123.6	119.1 119.6 122.1	118.1 118.35	121.9 121.6

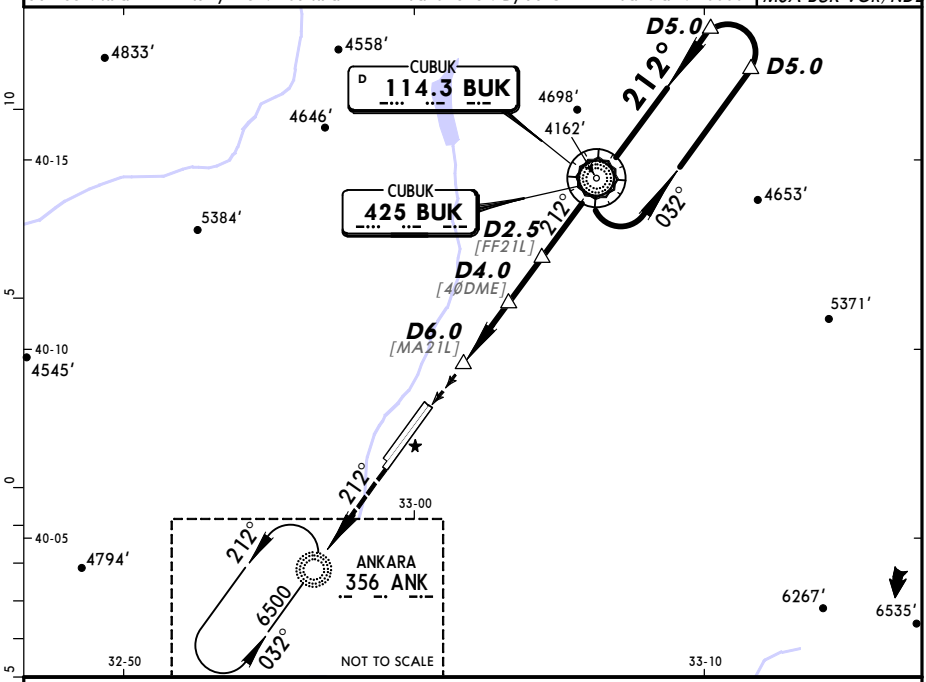
BRIEFING STRIP ™

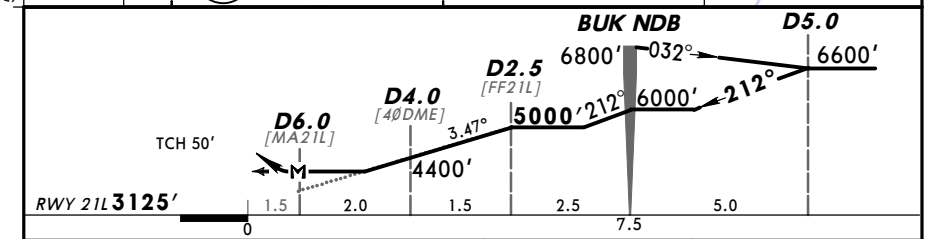
VOR	NDB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 3125′
BUK 114.3	BUK 425	212°	D5.0 5000′ (1875′)	3650′ (525′)	RWY 3125′

MISSED APCH: Climb on R-212 (212° from NDB) to cross ANK NDB at 6500′ and hold.

MSA BUK VOR/NDB: 180° 9000′; 090° 8600′; 360° 8200′

Alt Set: hPa | Rwy Elev: 109 hPa | Trans level: By ATC | Trans alt: 10000′





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.47°	430	553	614	737	860	983
MAP at D6.0						

HIALS-II PAPI PAPI

Refer to Missed Apch above

PANS OPS

Standard STRAIGHT-IN LANDING RWY 21L

MDA(H) 3650′ (525′)

		ALS out
A	1400m	2100m
B		
C	2000m	2700m
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	3800′ (675′)	2800m
135		
180	4650′ (1525′)	5000m
205		

CHANGES: Procedure altitude.

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LTAC/ESB
ESENBOGA

JEPPESEN
4 JUL 14 (13-4)

ANKARA, TURKEY
VOR DME 2 Rwy 21L

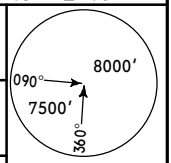
BRIEFING STRIP ™

ATIS	ESENBOGA Approach (R)	ESENBOGA Tower	Ground
123.6	119.1 119.6 122.1	118.1 118.35	121.9 121.6

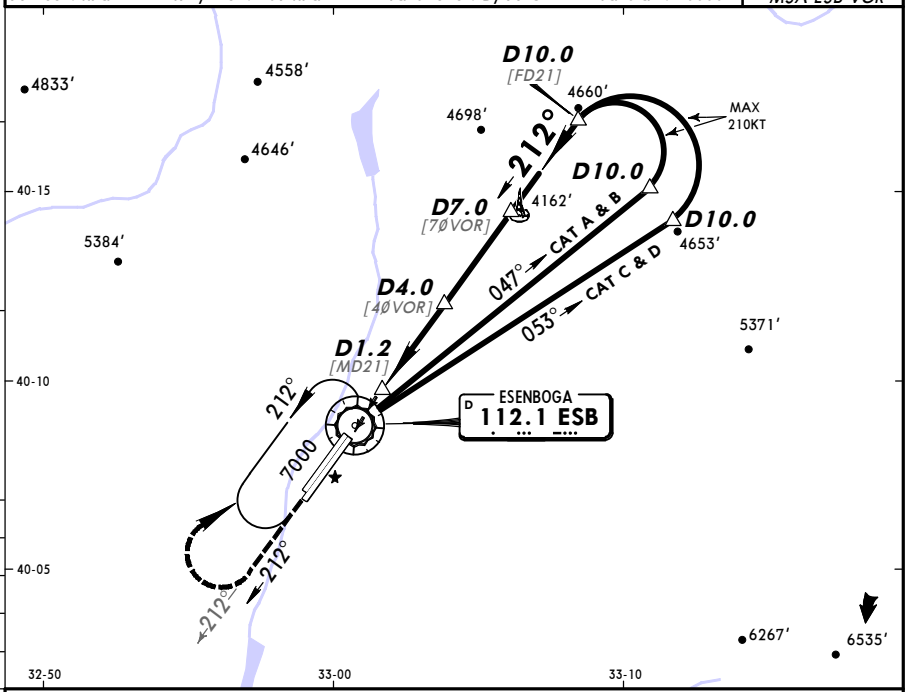
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 3125′
ESB 112.1	212°	D10.0 6800′ (3675′)	3650′ (525′)	RWY 3125′

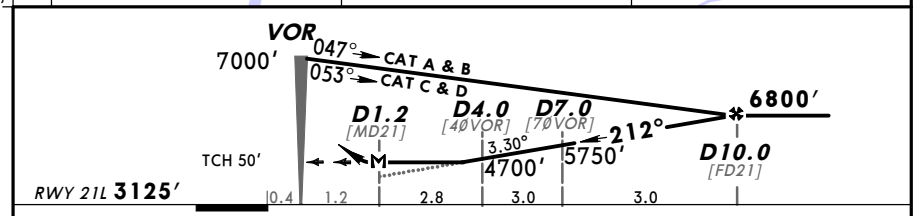
MISSED APCH: Climb to 5300′ on R-212 to VOR then turn RIGHT climbing to 7000′ to VOR and hold.

Alt Set: hPa Rwy Elev: 109 hPa Trans level: By ATC Trans alt: 10000′



MSA ESB VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.30°	409	526	584	701	817	934
MAP at D1.2						

HIALS-II
PAPI PAPI

5300′

ESB 112.1 R-212

PANS OPS

Standard STRAIGHT-IN LANDING RWY 21L

MDA(H) 3650′ (525′)

		ALS out
A	1400m	2100m
B		
C	2000m	2700m
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	3800′ (675′)	2800m
135		
180	4650′ (1525′)	5000m
205		

CHANGES: None.

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LTAC/ESB
ESENBOGA

JEPPESEN

4 JUL 14 (13-5)

ANKARA, TURKEY
VOR DME 1 or NDB DME Rwy 21R

ATIS	ESENBOGA Approach (R)	ESENBOGA Tower	Ground
123.6	119.1 119.6 122.1	118.1 118.35	121.9 121.6

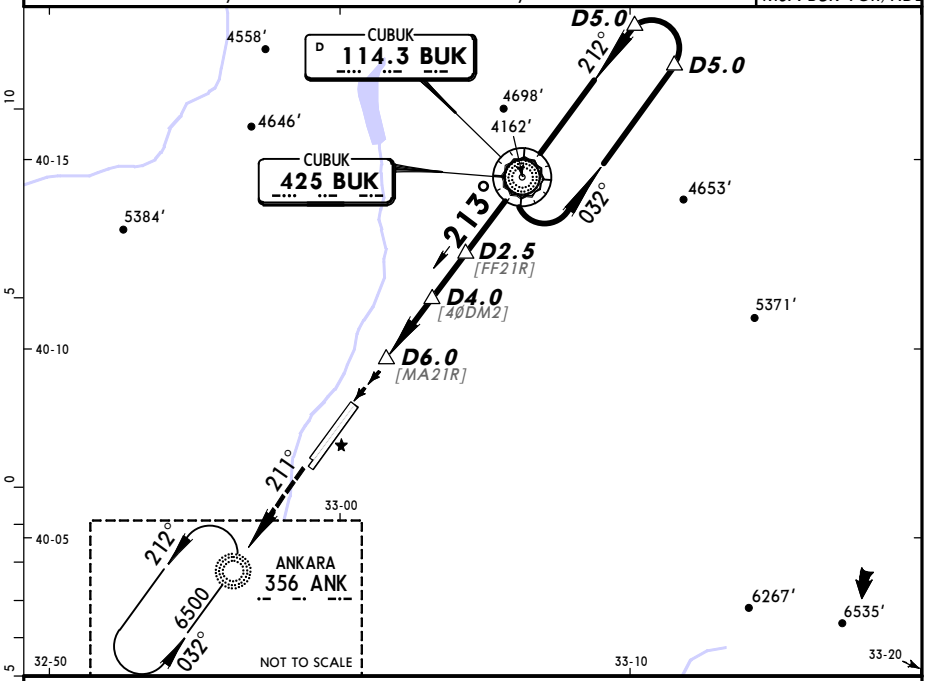
BRIEFING STRIP ™

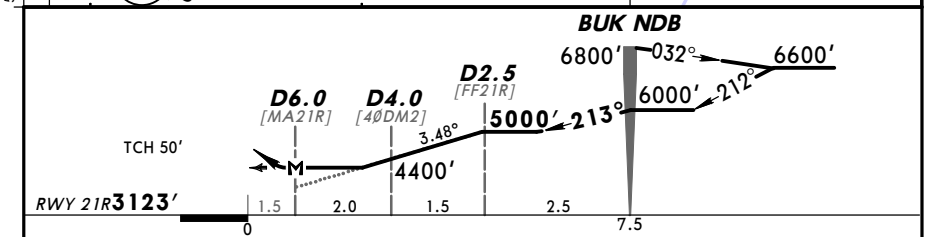
VOR	NDB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 3125′
BUK 114.3	BUK 425	213°	D2.5 5000′ (1877′)	3650′ (527′)	RWY 3123′

MISSED APCH: Climb on R-211 (211° from NDB) to cross ANK NDB at 6500′ and hold.

Alt Set: hPa Rwy Elev: 109 hPa Trans level: By ATC Trans alt: 10000′

MSA BUK VOR/NDB: 9000′ (090°–180°), 8600′ (180°–360°), 8200′ (360°–090°)





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.48°	431	554	616	739	862	985
MAP at D6.0							

HIALS-II, PAPI, PAPI

Refer to Missed Apch above

PANS OPS

Standard STRAIGHT-IN LANDING RWY **21R**

MDA(H) **3650′** (527′)

		ALS out
A	1400m	2100m
B		
C	2000m	2700m
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	3800′ (675′)	2800m
135		
180	4650′ (1525′)	5000m
205		

CHANGES: Procedure altitude.

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LTAC/ESB
ESENBOGA

JEPPESEN
4 JUL 14 (13-6)

ANKARA, TURKEY
VOR DME 2 Rwy 21R

BRIEFING STRIP ™

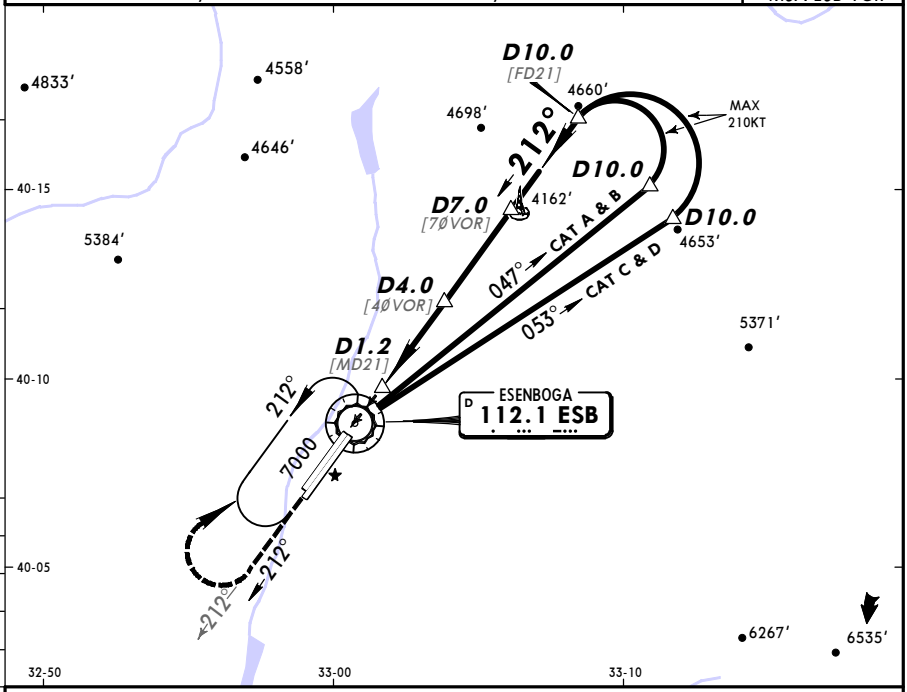
ATIS	ESENBOGA Approach (R)	ESENBOGA Tower	Ground
123.6	119.1 119.6 122.1	118.1 118.35	121.9 121.6

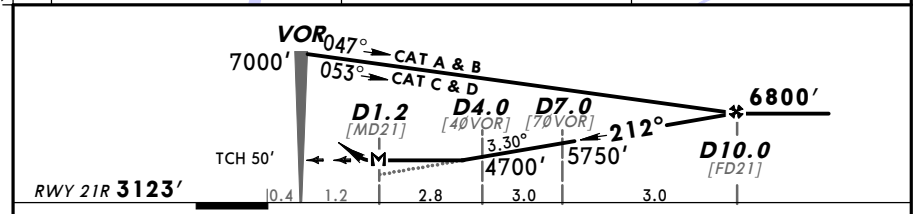
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 3125′
ESB 112.1	212°	D10.0 6800′ (3677′)	3650′ (527′)	RWY 3123′

MISSED APCH: Climb to 5300′ on R-212 to VOR then turn RIGHT climbing to 7000′ to VOR and hold.

Alt Set: hPa Rwy Elev: 109 hPa Trans level: By ATC Trans alt: 10000′

MSA ESB VOR: 090° 8000′; 360° 7500′





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.30°	409	526	584	701	817	934
MAP at D1.2						

HIALS-II
PAPI PAPI

5300′

ESB 112.1 R-212

PANS OPS

Standard STRAIGHT-IN LANDING RWY 21R

MDA(H) 3650′ (527′)

		ALS out
A	1400m	2100m
B		
C	2000m	2700m
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	3800′ (675′)	2800m
135		
180	4650′ (1525′)	5000m
205		

CHANGES: None.

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LTAC/ESB
ESENBOGA

JEPPESEN

4 JUL 14 (13-7)

ANKARA, TURKEY
VOR

ATIS	ESENBOGA Approach (R)	ESENBOGA Tower	Ground
123.6	119.1 119.6 122.1	118.1 118.35	121.9 121.6

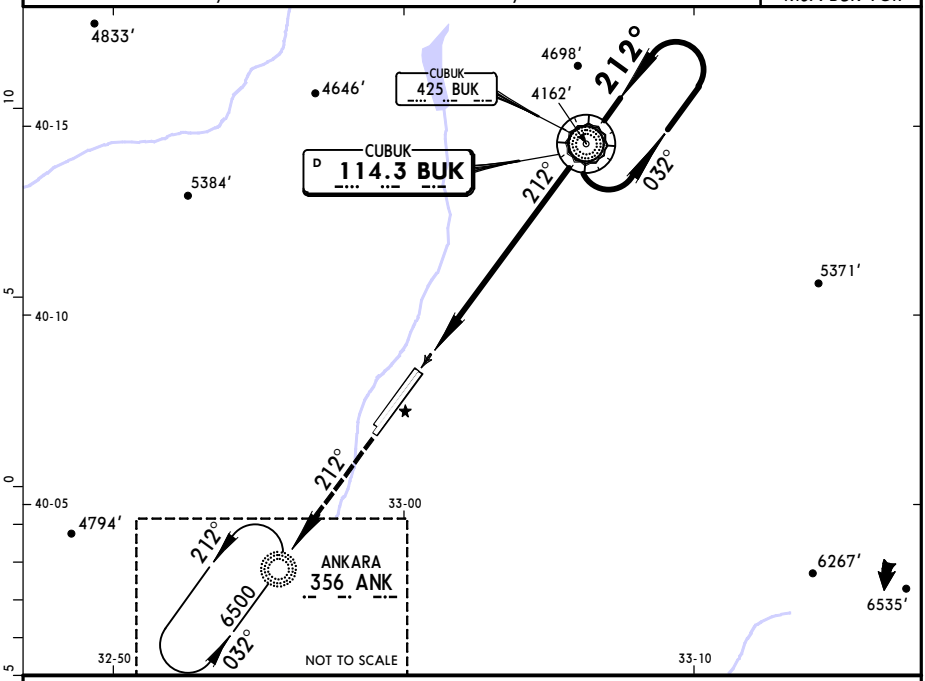
BRIEFING STRIP TM

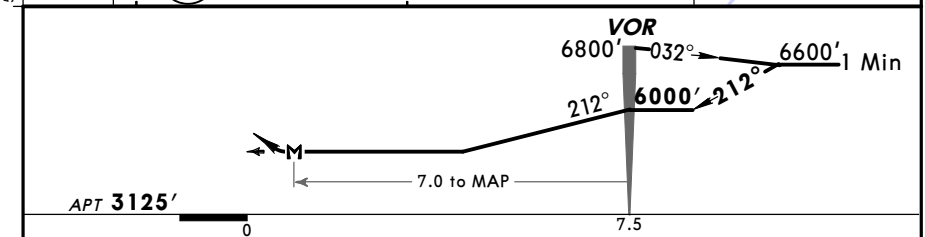
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev
BUK 114.3	212°	No FAF	Refer to Minimums	3125′

MISSED APCH: Climb on R-212 to cross ANK NDB at 6500′ and hold.

Alt Set: hPa | Rwy Elev: 109 hPa | Trans level: By ATC | Trans alt: 10000′

MSA BUK VOR: 180°, 9000′, 090°, 8600′, 8200′, 360°





Gnd speed-Kts	70	90	100	120	140	160
VOR to MAP 7.0	6:00	4:40	4:12	3:30	3:00	2:38

HIALS-II, PAPI PAPI: 6500′ on R-212

ANK 356

Standard STRAIGHT-IN LANDING

NOT AUTHORIZED

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	3800′ (675′)	2800m
135		
180	4650′ (1525′)	5000m
205		

PANS OPS: A, B, C, D

CHANGES: Procedure altitude.

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LTAC/ESB
ESENBOGA

JEPPESEN

27 JUN 14 (16-1)

ANKARA, TURKEY
NDB Rwy 03L

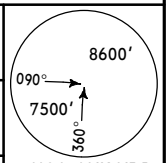
BRIEFING STRIP TM

ATIS	ESENBOGA Approach (R)	ESENBOGA Tower	Ground
123.6	119.1 119.6 122.1	118.1 118.35	121.9 121.6

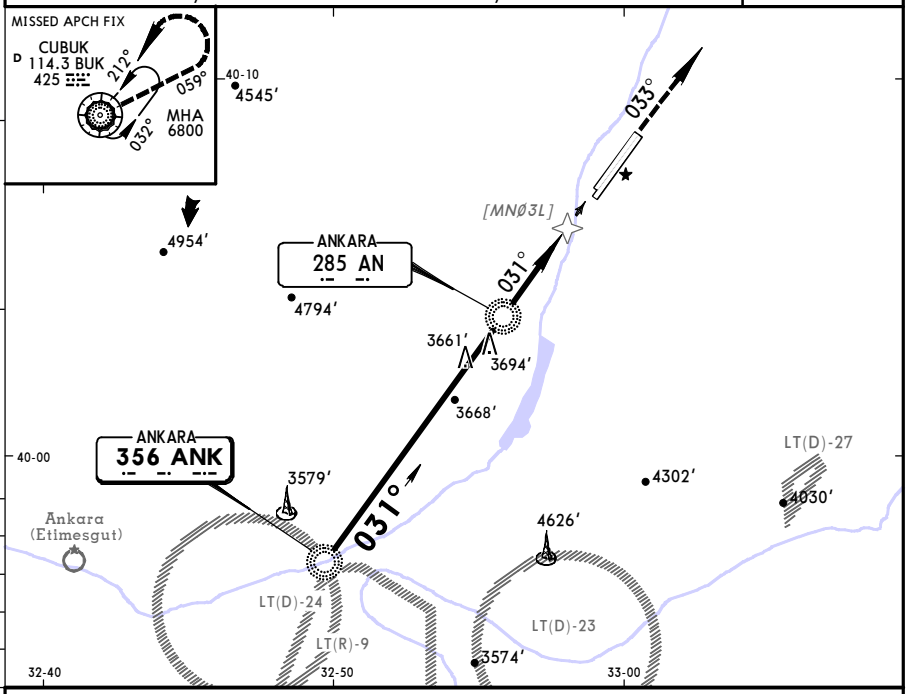
NDB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 3125′
ANK 356	031°	AN Lctr 4450′ (1350′)	3650′ (550′)	RWY 3100′

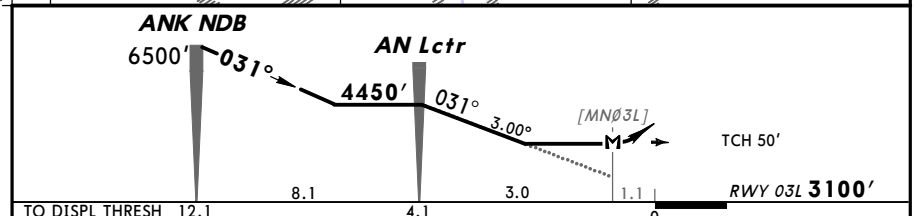
MISSED APCH: Proceed to BUK VOR/NDB cross 5500′ or above, then continue climbing to 6600′ on 059° from BUK VOR/NDB, then turn LEFT climb to 6800′ proceed to BUK VOR/NDB and hold.

Alt Set: hPa | Rwy Elev: 109 hPa | Trans level: By ATC | Trans alt: 10000′



MSA ANK NDB





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	1849
AN Lctr to MAP 3.0	2:34	2:00	1:48	1:30	1:17	1:08

HIALS-II PAPI PAPI

5500′

BUK 114.3 425

PANS OPS

Standard STRAIGHT-IN LANDING RWY 03L

MDA(H) 3650′ (550′)

		ALS out
A	1600m	2300m
B		
C	2200m	2900m
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	3800′ (675′)	2800m
135		
180	4650′ (1525′)	5000m
205		

CHANGES: Missed approach.

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LTAC/ESB
ESENBOGA

JEPPESEN
27 JUN 14 (16-2)

ANKARA, TURKEY
NDB Rwy 03R

ATIS	ESENBOGA Approach (R)	ESENBOGA Tower	Ground
123.6	119.1 119.6 122.1	118.1 118.35	121.9 121.6

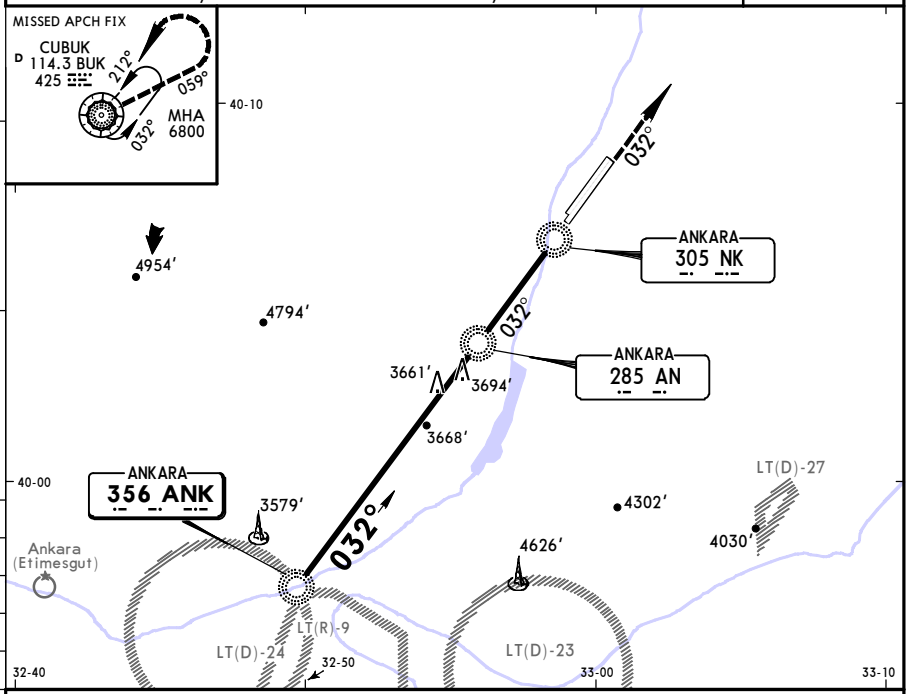
BRIEFING STRIP TM

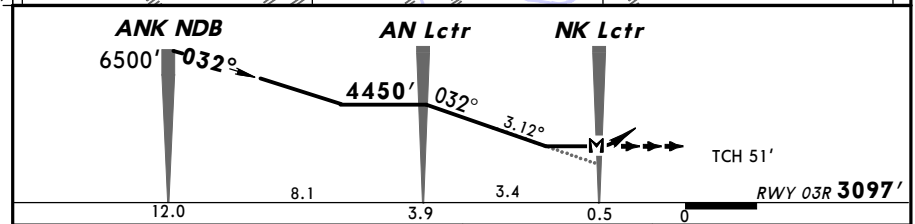
NDB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 3125′
ANK 356	032°	AN Lctr 4450′ (1353′)	3650′ (553′)	RWY 3097′

MISSED APCH: Proceed to BUK VOR/NDB cross 5500′ or above, then continue climbing to 6600′ on 059° from BUK VOR/NDB, then turn LEFT climb to 6800′ proceed to BUK VOR/NDB and hold.

Alt Set: hPa | Rwy Elev: 108 hPa | Trans level: By ATC | Trans alt: 10000′

MSA ANK NDB: 090° 8600′; 7500′; 360°





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.12°	386	497	552	662	773	883
MAP at NK Lctr						

HIALS-II
PAPI PAPI

5500′

BUK 114.3 425

Standard STRAIGHT-IN LANDING RWY 03R

MDA(H) 3650′(553′)

		ALS out
A	1500m	2200m
B		
C	2100m	2800m
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	3800′(675′)	2800m
135		
180	4650′(1525′)	5000m
205		

CHANGES: Missed approach.

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LTAC/ESB
ESENBOGA

JEPPESEN

4 JUL 14 (16-3)

ANKARA, TURKEY
NDB Rwy 21L

ATIS	ESENBOGA Approach (R)	ESENBOGA Tower	Ground
123.6	119.1 119.6 122.1	118.1 118.35	121.9 121.6

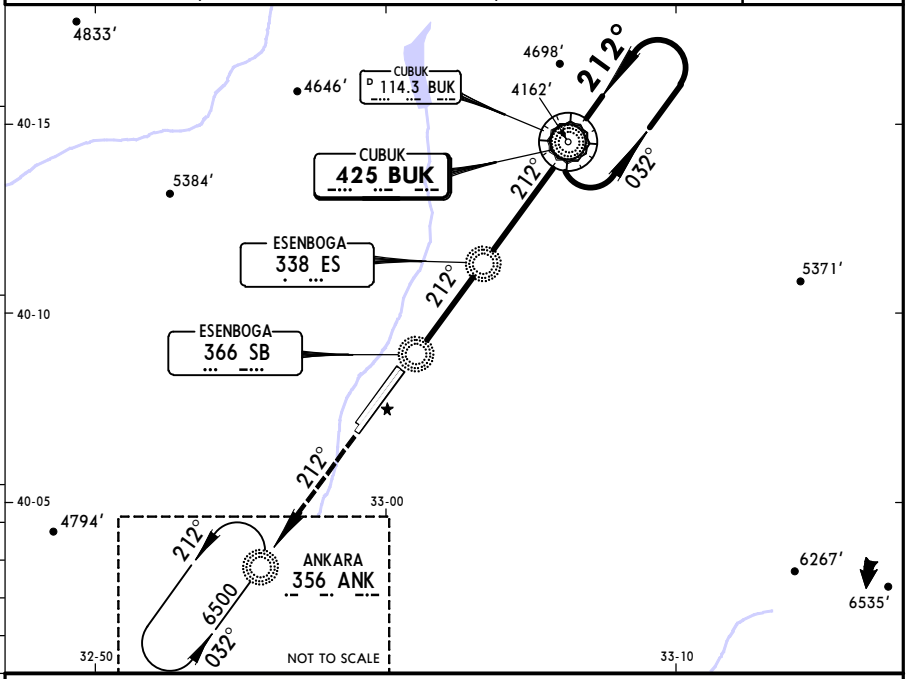
BRIEFING STRIP TM

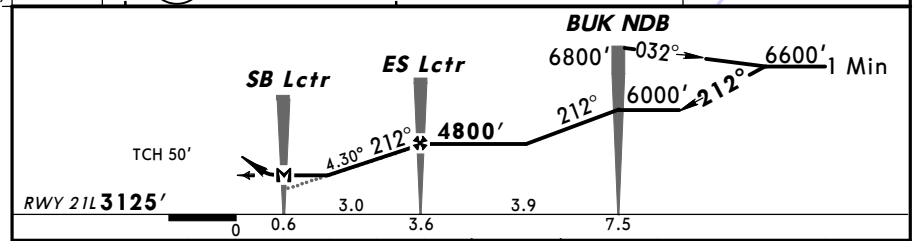
NDB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 3125′
BUK 425	212°	ES Lctr 4800′ (1675′)	3800′ (675′)	RWY 3125′

MISSED APCH: Climb on 212° to cross ANK NDB at 6500′ and hold.

Alt Set: hPa | Rwy Elev: 109 hPa | Trans level: By ATC | Trans alt: 10000′

MSA BUK NDB: 9000′ (090°–180°), 8600′ (180°–360°), 8200′ (360°–090°)





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 4.30°	533	685	761	914	1066	1218
MAP at SB Lctr						

HIALS-II PAPI PAPI

6500′ on 212°

ANK 356

Standard STRAIGHT-IN LANDING RWY 21L

MDA(H) 3800′ (675′)

		ALS out
A	2000m	2700m
B		
C	2700m	3400m
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	3800′ (675′)	2800m
135		
180	4650′ (1525′)	5000m
205		

PANS OPS

CHANGES: Procedure altitude.

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LTAC/ESB
ESENBOGA

JEPPESEN

4 JUL 14 (16-4)

ANKARA, TURKEY
NDB Rwy 21R

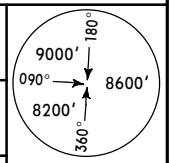
ATIS	ESENBOGA Approach (R)	ESENBOGA Tower	Ground
123.6	119.1 119.6 122.1	118.1 118.35	121.9 121.6

BRIEFING STRIP TM

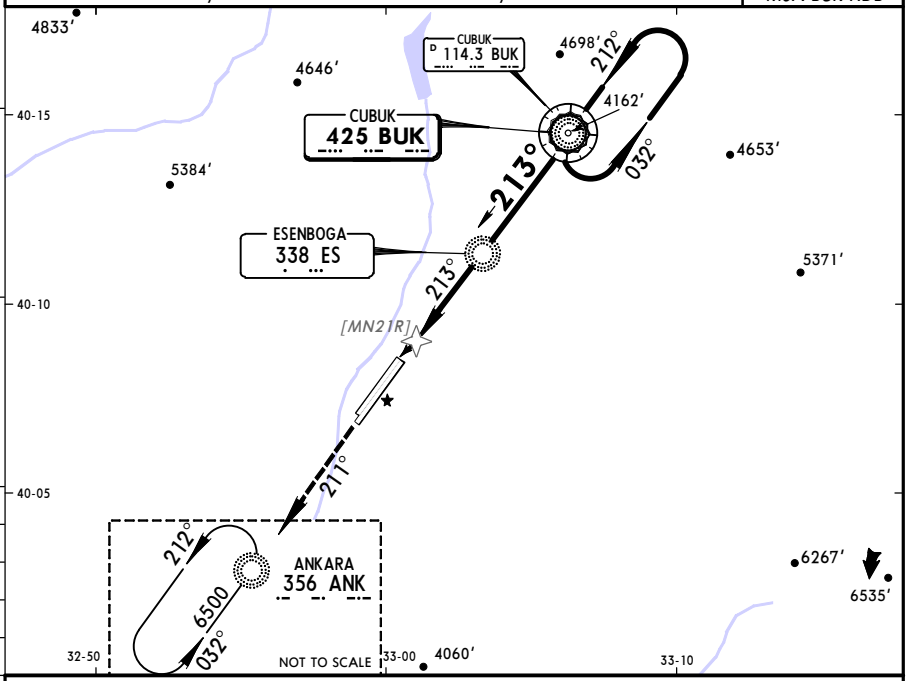
NDB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 3125′
BUK 425	213°	ES Lctr 4800′ (1677′)	3800′ (677′)	RWY 3123′

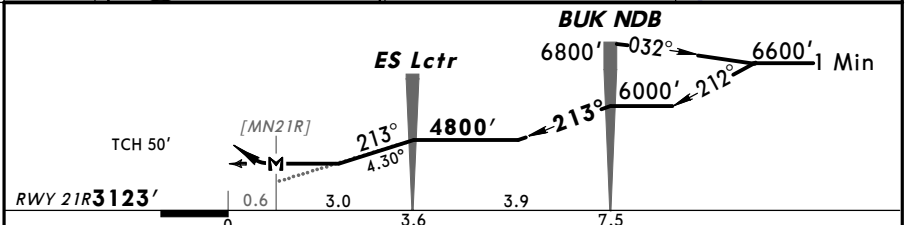
MISSED APCH: Climb on 211° to cross ANK NDB at 6500′ and hold.

Alt Set: hPa | Rwy Elev: 109 hPa | Trans level: By ATC | Trans alt: 10000′



MSA BUK NDB





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 4.30°	533	685	761	914	1066	1218
ES Lctr to MAP 3.0	2:34	2:00	1:48	1:30	1:17	1:08

HIALS-II PAPI PAPI

6500′ on 211°

ANK 356

Standard STRAIGHT-IN LANDING RWY 21R

MDA(H) 3800′ (677′)

		ALS out
A	2000m	2700m
B		
C	2700m	3400m
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	3800′ (675′)	2800m
135		
180	4650′ (1525′)	5000m
205		

PANS OPS

CHANGES: Procedure altitude.

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Chart changes since cycle 12-2016

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

ANKARA, (ESENBOGA - LTAC)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LTAC