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Trip Kit Index

Airport Information For LTFJ

Terminal Charts For LTFJ

Revision Letter For Cycle 13-2016

Change Notices

Notebook

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: 0231 Z
Sunset: 1737 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: 37.877
Gokcen Tower: 120.925
Gokcen Tower: 36.230
Gokcen Tower: 24.310
Gokcen Ground: 121.750
Gokcen Delivery Ground: 122.625
Yesilkoy Approach/Radar Approach: 120.450
Yesilkoy Approach/Radar Approach: 119.350

LTFJ/SAW
SABIHA GOKCEN

4 MAR 16

JEPPesen

20-1P

ISTANBUL, TURKEY
AIRPORT BRIEFING

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.

LTFJ/SAW
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4 MAR 16

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(20-1P1)

ISTANBUL, TURKEY
AIRPORT BRIEFING

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.

After vacating RWY wholly, ACFTs shall hold position in the manner that not blocking TWY D and contact with ground control immediately.

All ACFT vacating a RWY via Rapid Exit TWY has the priority at the intersection of the TWYs, over the ACFT taxiing on other TWYs. All pilots shall be cautious about this priority and unless otherwise instructed not to do so, give way to the ACFT vacating a RWY via one of the Rapid Exit TWYs.

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.

Cat E and F ACFT which is crossing over or exiting RWY using TWY H are required not to wait on TWY H, paying attention to ACFT movement on TWY D. CAT E and F ACFT crossing over RWY between TWY D and Cargo Apron are required not to stop or wait on TWY G and to follow ATC instructions.

While taxiing from Apron 1 to TWY D via TWY C, MAX speed is 5 KT. ACFT requiring to stop or wait while taxiing from Apron 1 to TWY D via TWY C should stop or hold before entering TWY C.

TWY C is restricted for ACFT movement in the direction of TWY D to Apron 1.

LTFJ/SAW
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4 MAR 16

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(20-1P2)

ISTANBUL, TURKEY
AIRPORT BRIEFING

1. GENERAL

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, airlines 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.
 Only stand 101 is suitable for B747-8F type of ACFT.

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.

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

ACFT shall vacate RWY as soon as possible, if unable to vacate at TWYs F or H, inform tower.

After landing, it is recommended that the planning the vacating RWY from TWY G must be done if the vacating the RWY is accurate otherwise vacating the RWY by using TWY G shall not be tried.

2.3. OTHER INFORMATION

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

B747-8F type of ACFT is required to connect with APT authority for the approval terms. Landing and take-off permission will be given once a day in low traffic hours.

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4 MAR 16

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(20-1P3)

ISTANBUL, TURKEY

AIRPORT BRIEFING

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.)".

LTFJ/SAW
SABIHA GOKCEN

JEPPesen
31 JAN 14 (20-2A) Eff 6 Feb

ISTANBUL, TURKEY
RNAV STAR

ATIS 128.55	Alt Set: hPa Trans level: By ATC Trans alt: 10000'
Apt Elev 312'	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 call sign. 5. Descend as cleared. 6. Crossings are for operational purposes. Do not descend to those altitudes/FLs unless authorized otherwise by ATC.

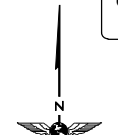
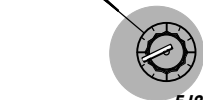
OTSAN 1H [OTSA 1H]
PAZAR 1H [PAZA 1H]
TETSA 1H [TETS 1H]
RWY 24 RNAV ARRIVALS
RNAV (GNSS)

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.

SABIHA
D (H) 108.8 SBH
N40 54.0 E029 19.2

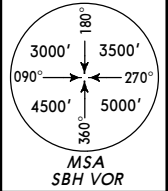


NOT TO SCALE

Direct distance from FJ935 to Sabiha Gokcen Apt: 21 NM

TETSA
N41 44.8
E028 46.8

PABDO
N41 28.0 E029 32.8
OPERATIONAL
At **FL140**
MAX **250 KT**



PAZAR
N41 17.9
E030 00.0
PAZAR 1H
MAX **250 KT**

EVNOT
N40 47.1 E029 58.2
OPERATIONAL
At or above **FL120**

OTSAN
N40 42.6
E030 19.9
MAX **250 KT**

MEBOV
N40 51.9 E029 49.5
OPERATIONAL
At **9000'**
MAX **220 KT**

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 instructions. Then, descending 9000' proceed to SBH. Execute instrument approach procedure to land.
Note: Traffic via 112.2 KFK is not allowed to descend 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.

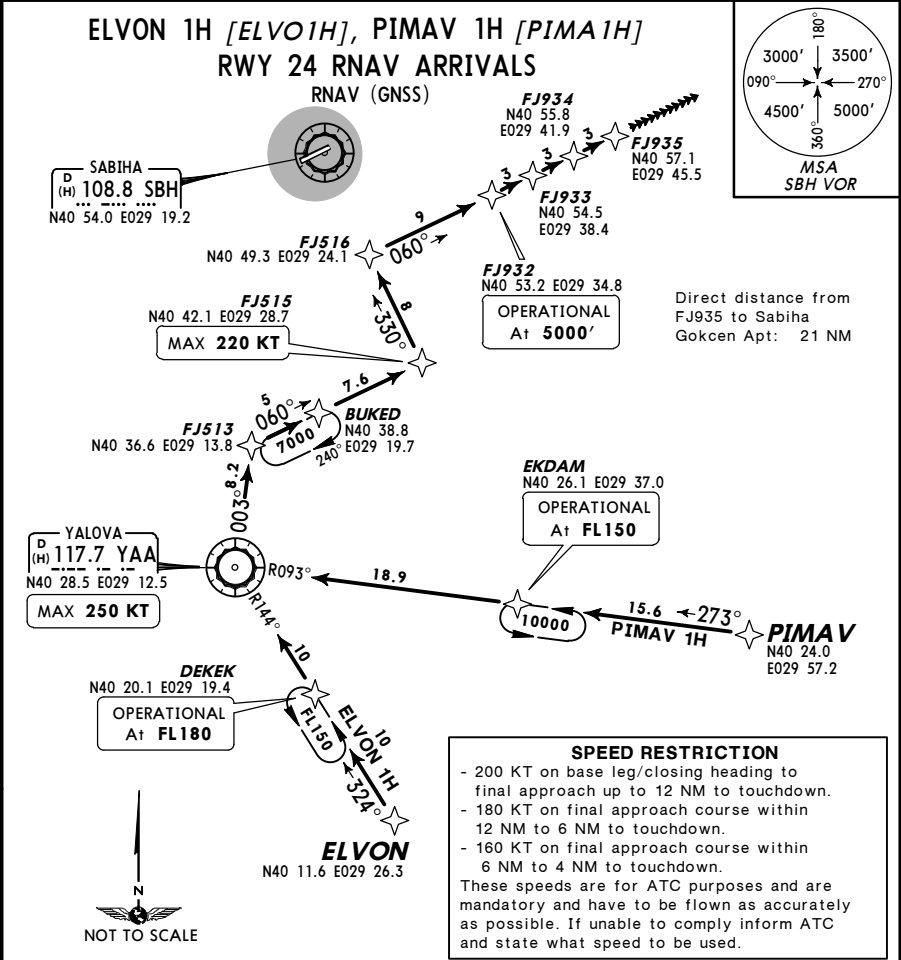
STAR	ROUTING
OTSAN 1H	OTSAN (K250-) - EVNOT (OPERATIONAL FL120+) - MEBOV (OPERATIONAL 9000'; K220-) - FJ931 - FJ932 (OPERATIONAL 5000') - FJ933 - FJ934 - FJ935.
PAZAR 1H	PAZAR (K250-) - MEBOV (OPERATIONAL 9000'; K220-) - FJ931 - FJ932 (OPERATIONAL 5000') - FJ933 - FJ934 - FJ935.
TETSA 1H	TETSA - PABDO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

LTFJ/SAW
SABIHA GOKCEN

JEPPesen
13 JUN 14 (20-2C) Eff 26 Jun

ISTANBUL, TURKEY
RNAV STAR

ATIS 128.55	Alt Set: hPa Trans level: By ATC Trans alt: 10000'
Apt Elev 312'	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 call sign. 5. Descend as cleared. 6. Crossings are for operational purposes. Do not descend to those altitudes/FLs unless authorized otherwise by ATC.



LOST COMMS	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 instructions. 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.									

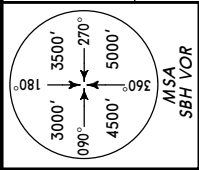
STAR	ROUTING
ELVON 1H	ELVON - DEKEK (OPERATIONAL FL180) - YAA (K250-) - FJ513 - BUKED - FJ515 (K220-) - FJ516 - FJ932 (OPERATIONAL 5000') - FJ933 - FJ934 - FJ935.
PIMAV 1H	PIMAV - EK DAM (OPERATIONAL FL150) - YAA (K250-) - FJ513 - BUKED - FJ515 (K220-) - FJ516 - FJ932 (OPERATIONAL 5000') - FJ933 - FJ934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

LTFJ/SAW
SABIHA GOKCEN

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

ISTANBUL, TURKEY
RNAV STAR

ATIS 128.55	Alt Set: hPa Trans level: By ATC Trans alt: 10000'
Apt Elev 312'	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 call sign. 5. Descend as cleared. 6. Crossings are for operational purposes. Do not descend to those altitudes/FLs unless authorized otherwise by ATC.



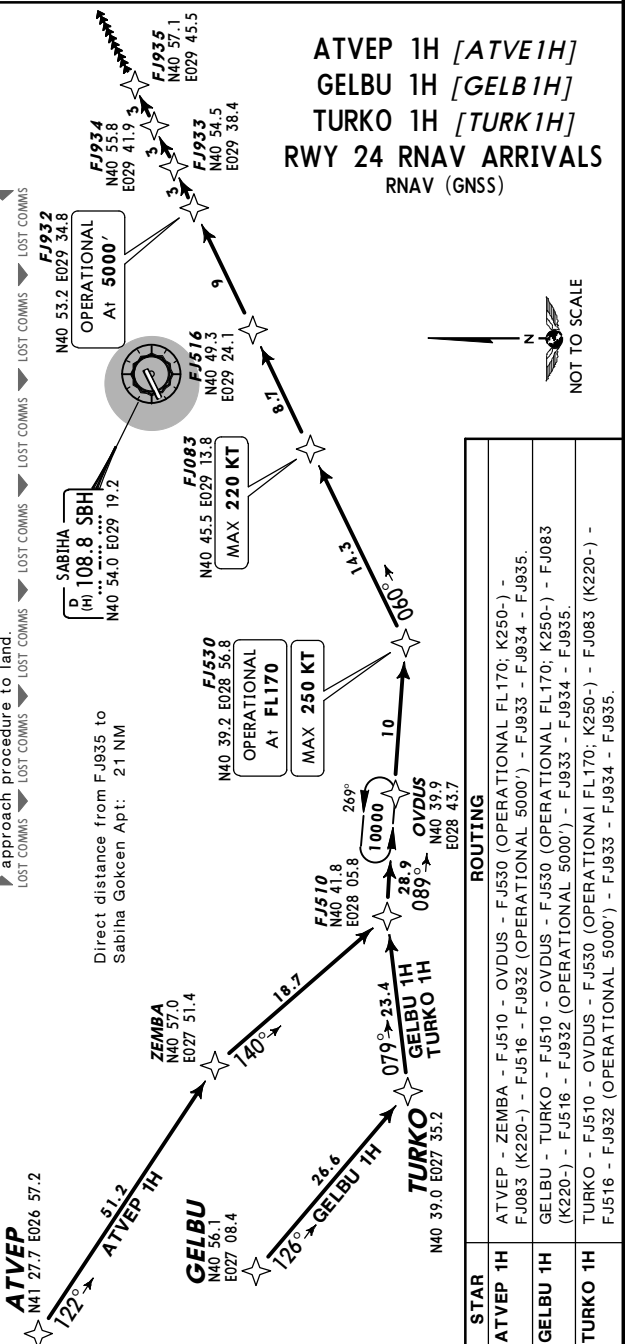
COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

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 instructions. Then, descending 9000' proceed to SBH. Execute instrument approach procedure to land.
Note: Traffic via 112.2 KFK is not allowed to descend below 10000' before passing DEKEK Int or beyond SBH 32 DME.
Below 9000': Select transponder code 7600. Proceed to SBH, descend or maintain last assigned and acknowledged altitude. Execute instrument approach procedure to land.

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

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.



LTFJ/SAW
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 15 MAY 15 (20-3) Eff 28 May

 ISTANBUL, TURKEY
RNAV SID

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

LTFJ/SAW
SABIHA GOKCEN

JEPPESSEN
15 MAY 15 (20-3B) Eff 28 May

ISTANBUL, TURKEY
RNAV SID

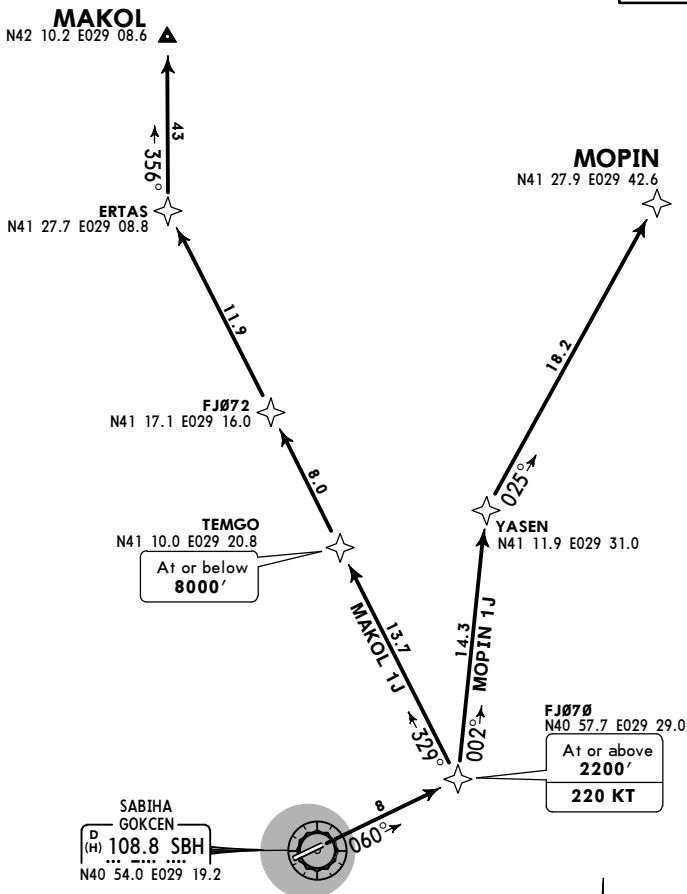
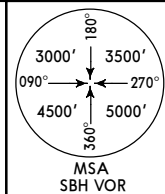
YESILKOY Radar
126.42

Apt Elev
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 [MOP11J]
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
MAKOL 1J	FJ070 (2200'+; K220) - TEMGO (8000'-) - FJ072 - ERTAS - MAKOL.
MOPIN 1J	FJ070 (2200'+; K220) - YASEN - MOPIN.

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JEPPesen
15 MAY 15 (20-3D) Eff 28 May

ISTANBUL, TURKEY
RNAV SID

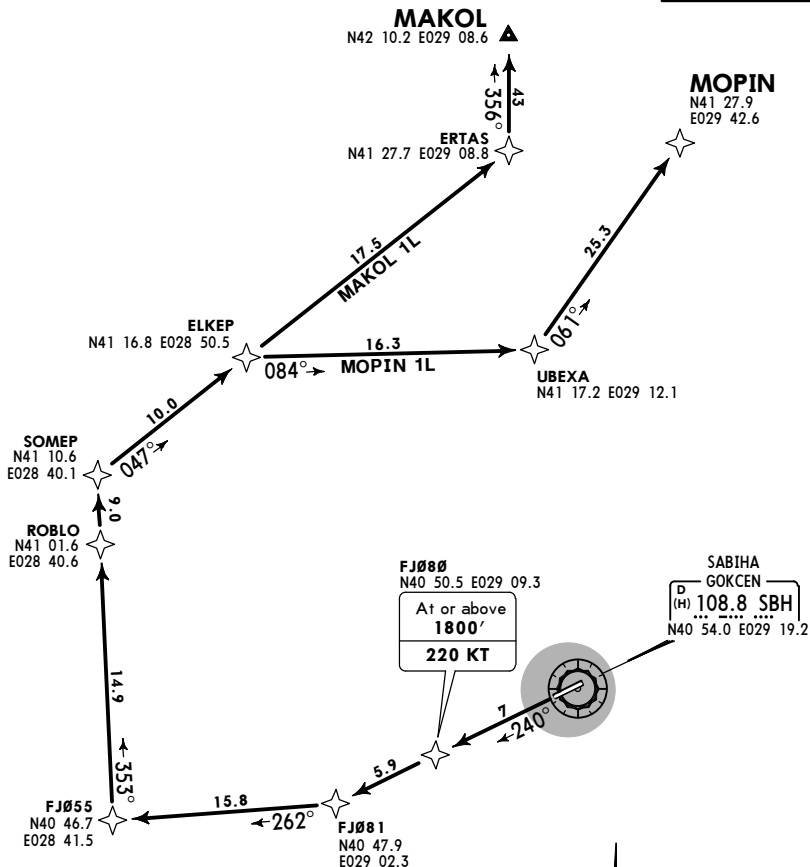
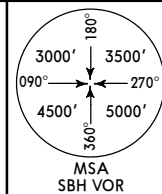
YESILKOY Radar
126.42

Apt Elev
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 [MOP11L]
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

MAKOL 1L

FJ080 (1800'+; K220) - FJ081 - FJ055 - ROBLO - SOMEPE - ELKEP - ERTAS - MAKOL.

MOPIN 1L

FJ080 (1800'+; K220) - FJ081 - FJ055 - ROBLO - SOMEPE - ELKEP - UBEXA - MOPIN.

LTFJ/SAW
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15 MAY 15 (20-3E) Eff 28 May

ISTANBUL, TURKEY
RNAV SID

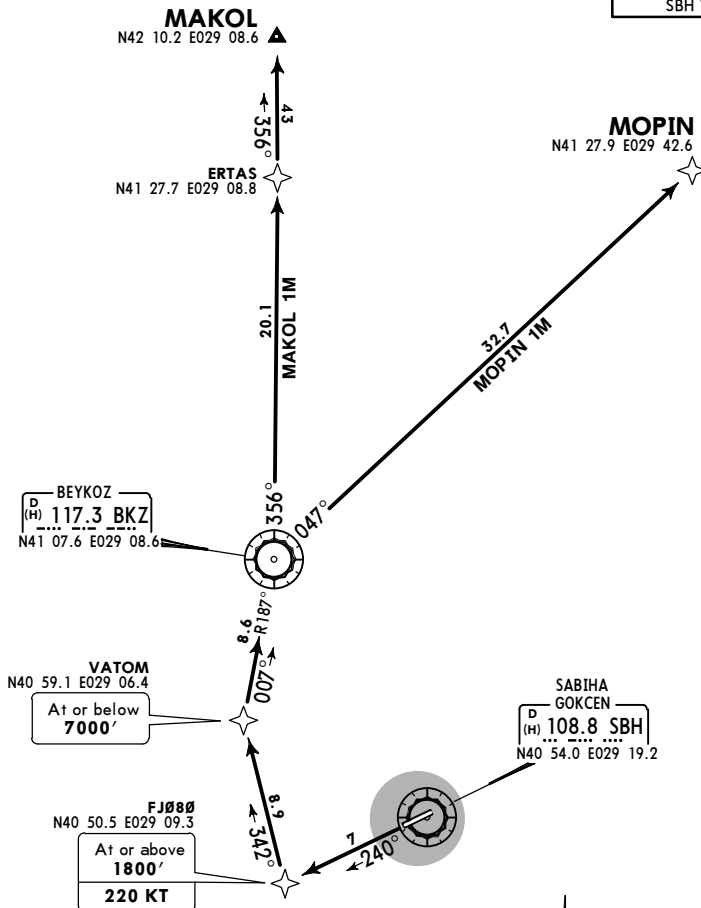
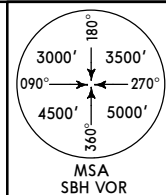
YESILKOY Radar
126.42

Apt Elev
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 [MOP11M]
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.

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LTFJ/SAW
SABIHA GOKCEN

JEPPesen
15 MAY 15 (20-3F) Eff 28 May

ISTANBUL, TURKEY
RNAV SID

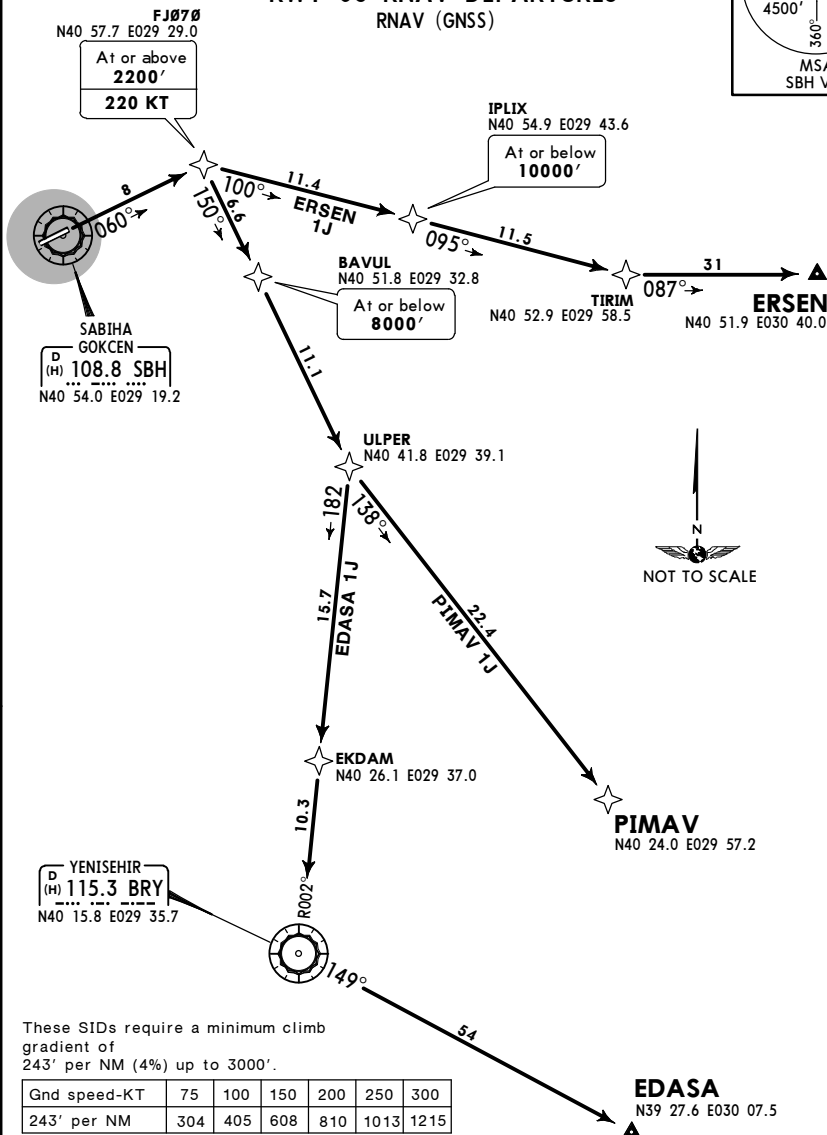
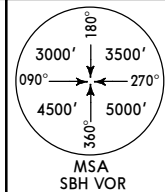
YESILKOY Radar
126.42

Apt Elev
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)



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.

LTFJ/SAW
SABIHA GOKCEN

JEPPesen
15 MAY 15 **(20-3G)** Eff 28 May

ISTANBUL, TURKEY
RNAV SID

YESILKOY Radar
126.42

Apt Elev
312'

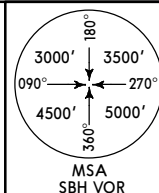
Trans level: By ATC Trans alt: 10000'

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



FJ080
N40 50.5 E029 09.3

At or above
1800'
220 KT

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

FJ083
N40 45.5 E029 13.8

At or below
8000'

BUKED
N40 38.8 E029 19.7

At or below
10000'

FJ087
N40 35.1 E029 29.1

ERSEN
N40 51.9 E030 40.0
NARUB
N40 38.5 E029 57.9

ERSEN 1K

PIMAV 1K

PIMAV
N40 24.0 E029 57.2

YENISEHIR
D
(H) **115.3 BRY**
N40 15.8 E029 35.7

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'**

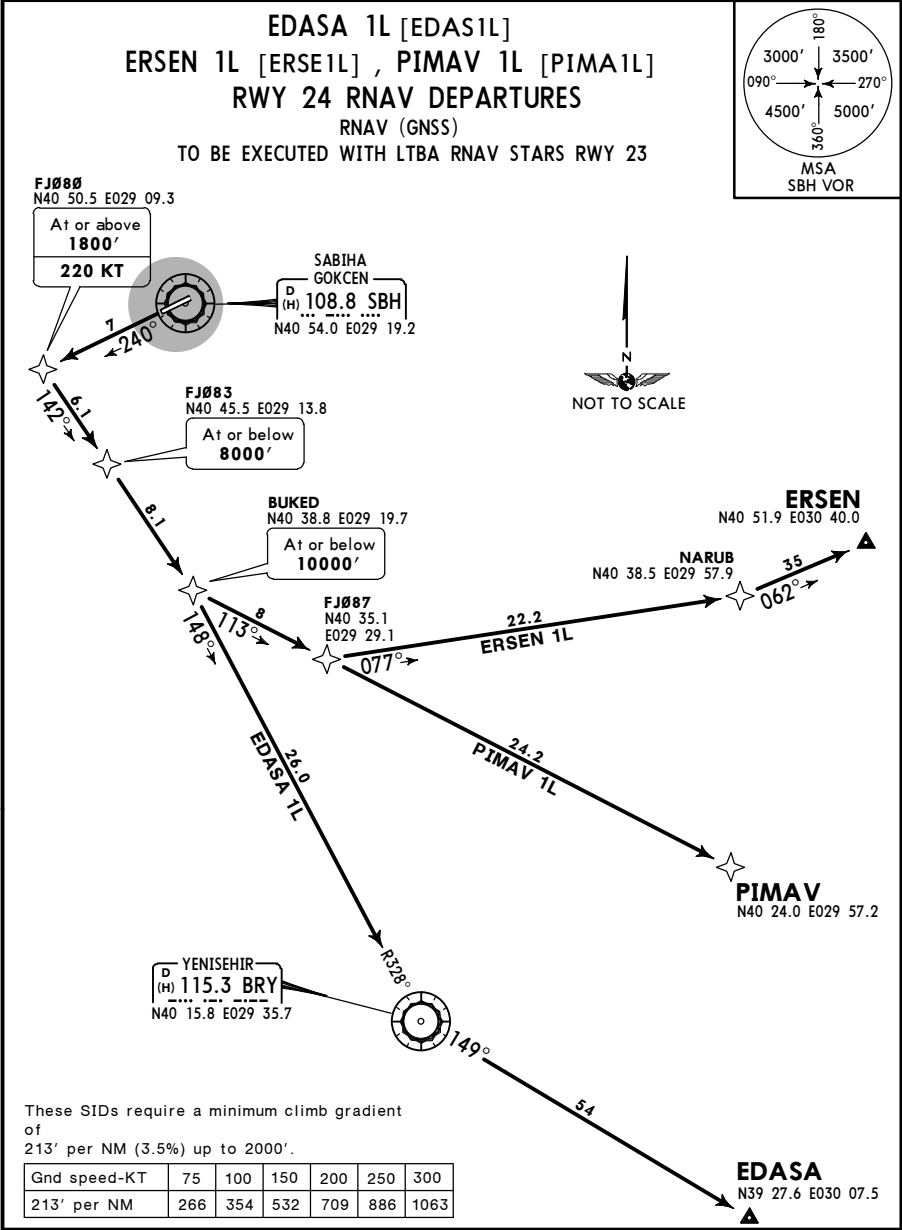
SID	ROUTING
EDASA 1K	FJ080 (1800'+; K220) - FJ083 (8000'-) - BUKED (10000'-) - BRY - EDASA.
ERSEN 1K	FJ080 (1800'+; K220) - FJ083 (8000'-) - BUKED (10000'-) - FJ087 - NARUB - ERSEN.
PIMAV 1K	FJ080 (1800'+; K220) - FJ083 (8000'-) - BUKED (10000'-) - FJ087 - PIMAV.

LTFJ/SAW
SABIHA GOKCEN

JEPPesen
15 MAY 15 (20-3H) Eff 28 May

ISTANBUL, TURKEY
RNAV SID

YESILKOY Radar 126.42	Apt Elev 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.
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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.

LTFJ/SAW
SABIHA GOKCEN

JEPPesen
15 MAY 15 (20-3J) Eff 28 May

ISTANBUL, TURKEY
RNAV SID

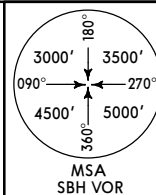
YESILKOY Radar
126.42

Apt Elev
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



FJ080
N40 50.5 E029 09.3

At or above
1800'
220 KT

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

FJ083
N40 45.5 E029 13.8

At or below
8000'

BUKED
N40 38.8 E029 19.7

At or below
10000'

FJ087
N40 35.1 E029 29.1

ERSEN
N40 51.9 E030 40.0
NARUB
N40 38.5 E029 57.9

PIMAV
N40 24.0 E029 57.2

YENISEHIR
D(H) 115.3 BRY
N40 15.8 E029 35.7

EDASA
N39 27.6 E030 07.5

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

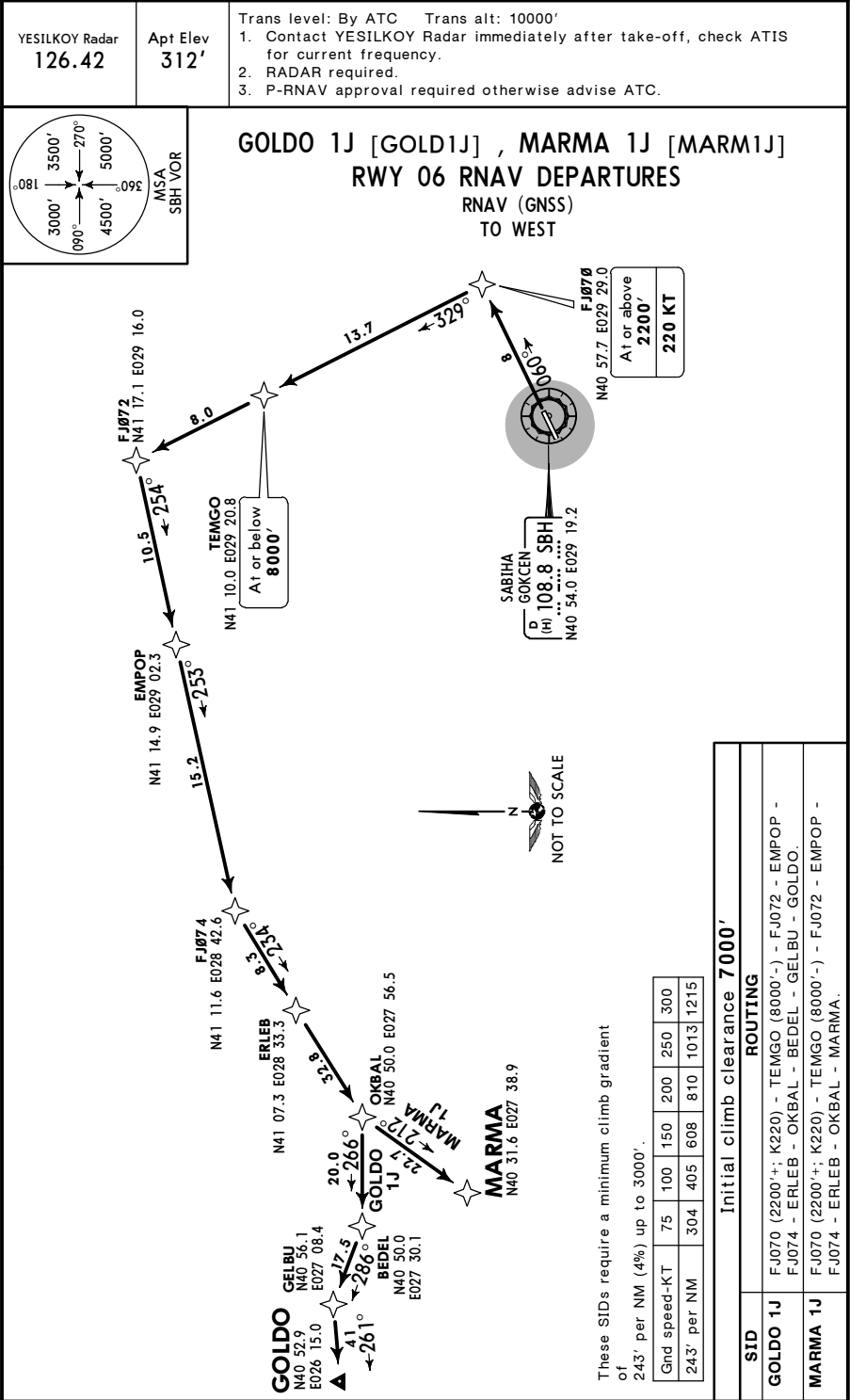
Initial climb clearance 7000'

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.

LTFJ/SAW
SABIHA GOKCEN

JEPPesen
15 MAY 15 (20-3K) Eff 28 May

ISTANBUL, TURKEY
RNAV SID

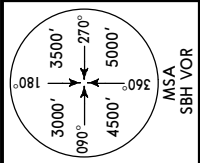


LTFJ/SAW
SABIHA GOKCEN

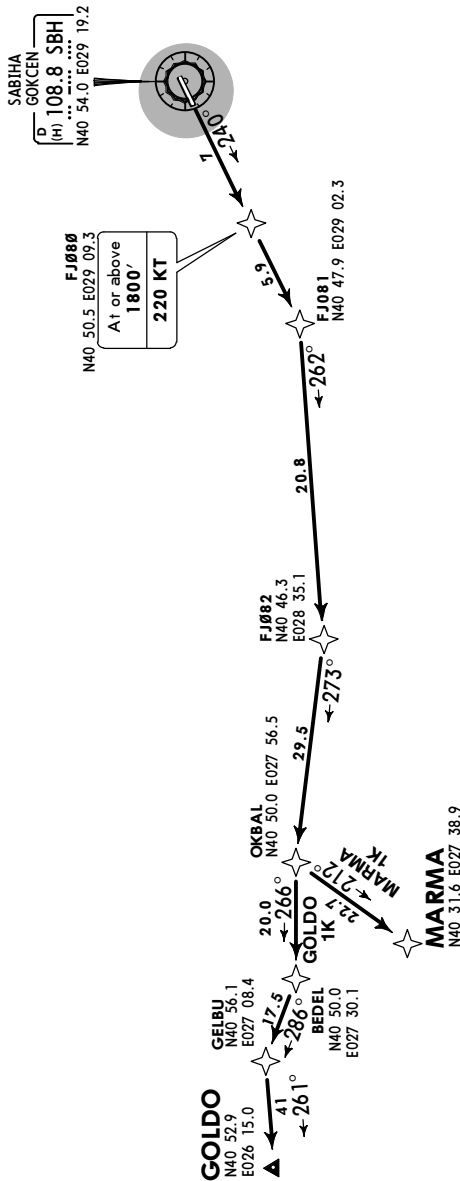
JEPPesen
15 MAY 15 (20-3L) Eff 28 May

ISTANBUL, TURKEY
RNAV SID

YESILKOY Radar 126.42	Apt Elev 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.
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GOLDO 1K [GOLD1K], MARMA 1K [MARM1K]
RWY 24 RNAV DEPARTURES
RNAV (GNSS)
TO BE EXECUTED WITH LTBA RNAV STARS RWYS 17L/R



These STDs 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

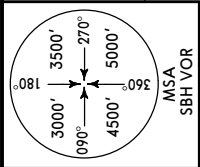
Initial climb clearance 7000'	
SID	ROUTING
GOLDO 1K	FJ080 (1800'+; K220) - FJ081 - FJ082 - OKBAL - BEDEL - GELBU - GOLDO.
MARMA 1K	FJ080 (1800'+; K220) - FJ081 - FJ082 - OKBAL - MARMA.

LTFJ/SAW
SABIHA GOKCEN

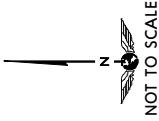
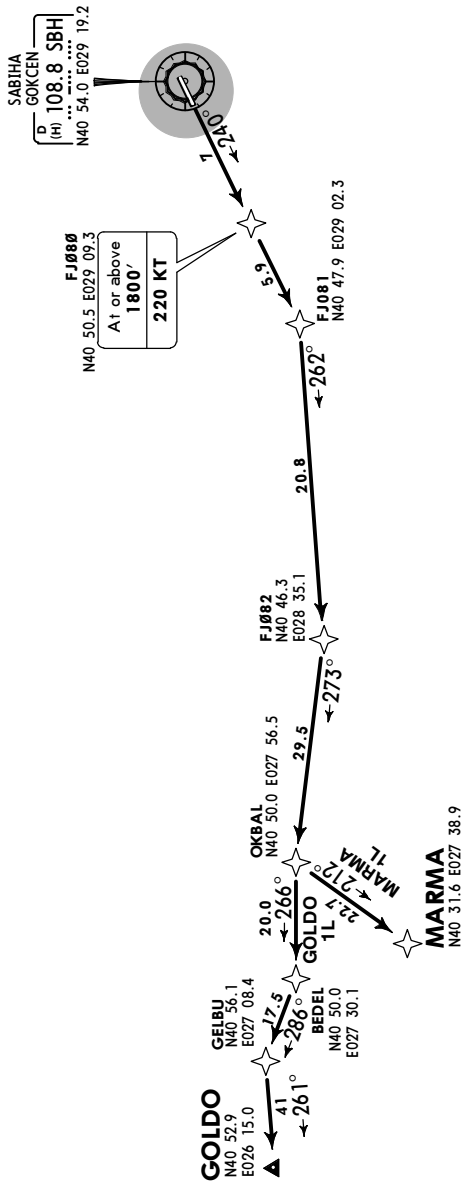
JEPPesen
15 MAY 15 20-3M Eff 28 May

ISTANBUL, TURKEY
RNAV SID

YESILKOY Radar 126.42	Apt Elev 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.
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GOLDO 1L [GOLD1L] , MARMA 1L [MARM1L]
RWY 24 RNAV DEPARTURES
RNAV (GNSS)
TO BE EXECUTED WITH LTBA RNAV STARS RWY 23



These STDs 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

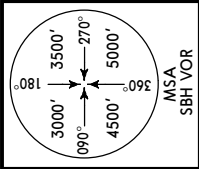
Initial climb clearance 7000'	
SID	ROUTING
GOLDO 1L	FJ080 (1800'+; K220) - FJ081 - FJ082 - OKBAL - BEDEL - GELBU - GOLDO.
MARMA 1L	FJ080 (1800'+; K220) - FJ081 - FJ082 - OKBAL - MARMA.

LTFJ/SAW
SABIHA GOKCEN

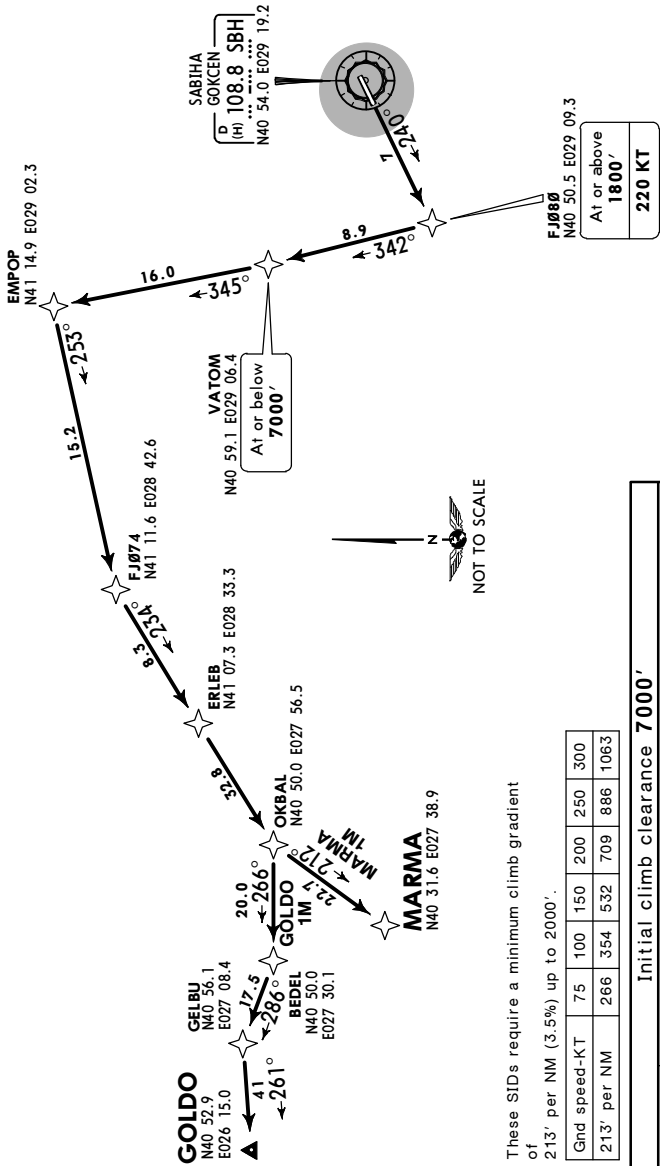
JEPPesen
15 MAY 15 (20-3N) Eff 28 May

ISTANBUL, TURKEY
RNAV SID

YESILKOY Radar 126.42	Apt Elev 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.
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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.

LTFJ/SAW
SABIHA GOKCEN

JEPPesen
15 MAY 15 (20-3P) Eff 28 May

ISTANBUL, TURKEY
RNAV SID

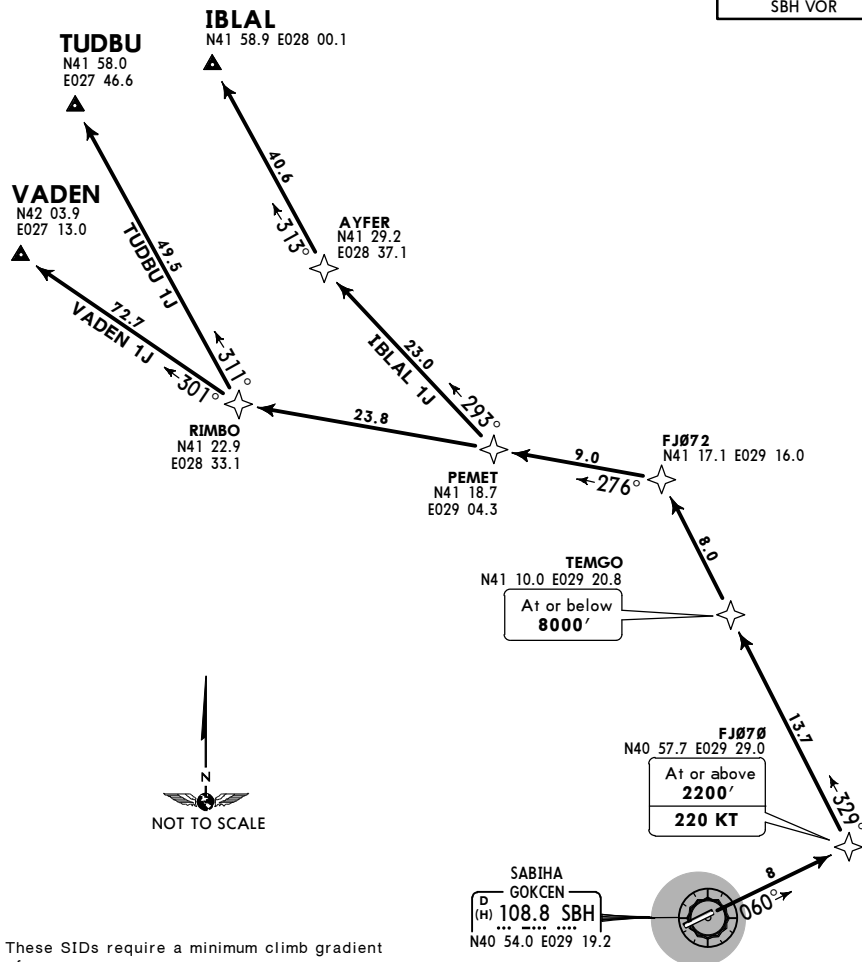
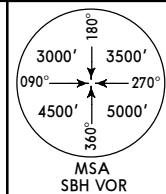
YESILKOY Radar
126.42

Apt Elev
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.

LTJF/SAW
SABIHA GOKCEN

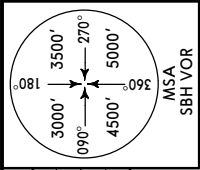
JEPPesen
15 MAY 15 (20-3Q) Eff 28 May

ISTANBUL, TURKEY
RNAV SID

YESILKOY Radar
126.42

Apt Elev
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.

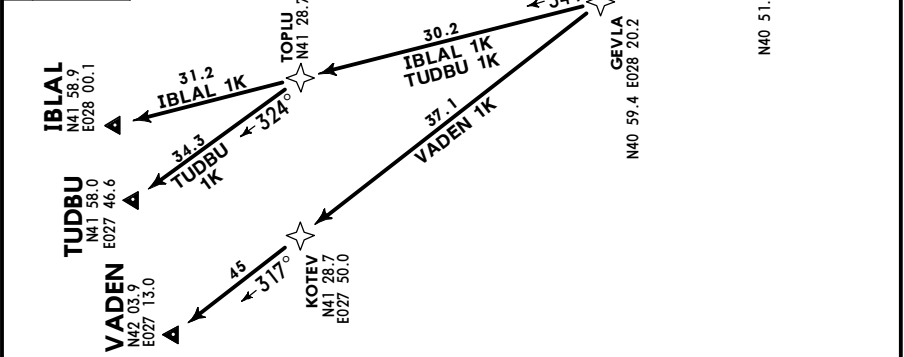
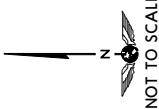


IBLAL 1K [IBLA1K], TUDBU 1K [TUDB1K]
VADEN 1K [VADE1K]
RWY 24 RNAV DEPARTURES
RNAV (GNSS)
TO BE EXECUTED WITH LTBA RNAV STARS RWYS 17L/R

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



LTJF/SAW
SABIHA GOKCEN

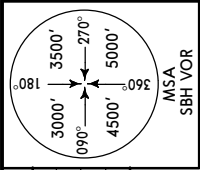
JEPPesen
15 MAY 15 (20-3S) Eff 28 May

ISTANBUL, TURKEY
RNAV SID

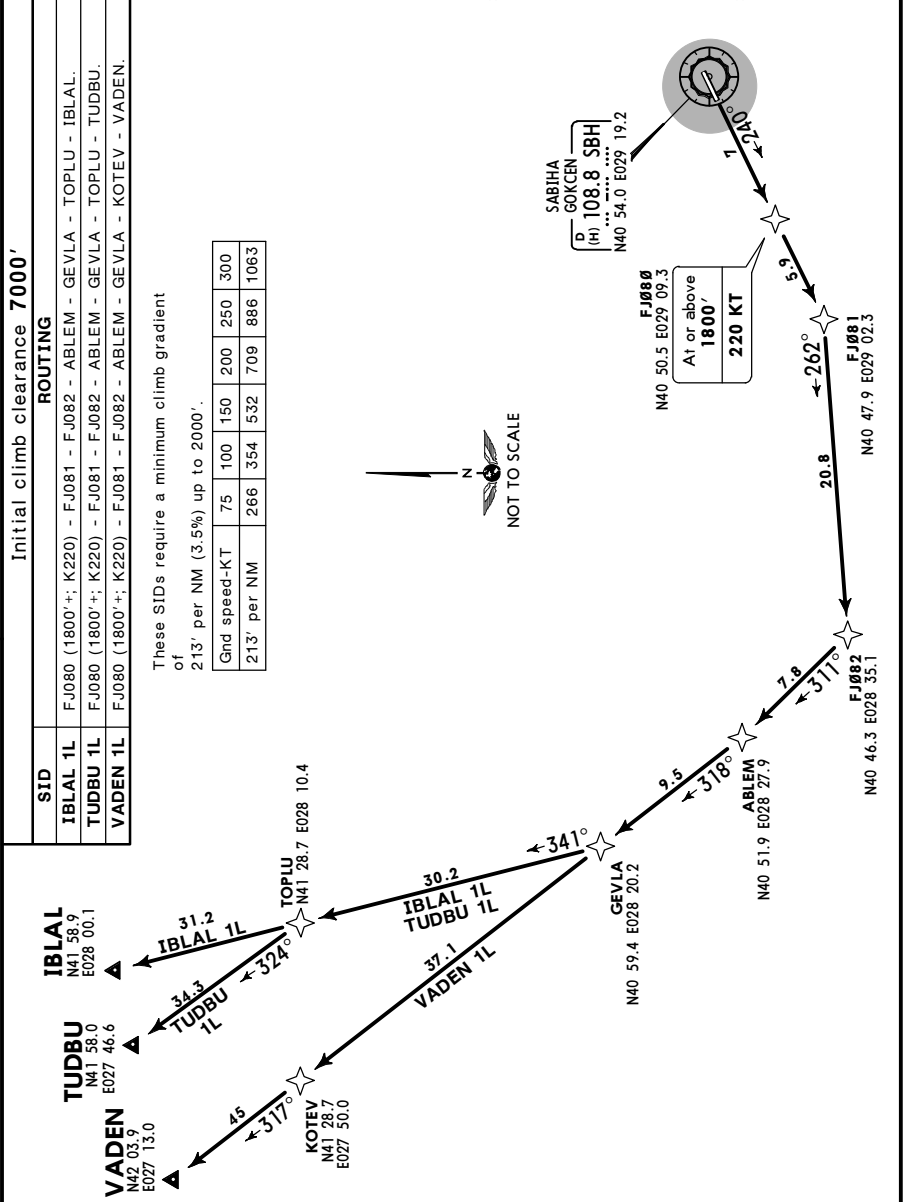
YESILKOY Radar
126.42

Apt Elev
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



LTFJ/SAW
SABIHA GOKCEN

JEPPESSEN
15 MAY 15 (20-3T) Eff 28 May

ISTANBUL, TURKEY
RNAV SID

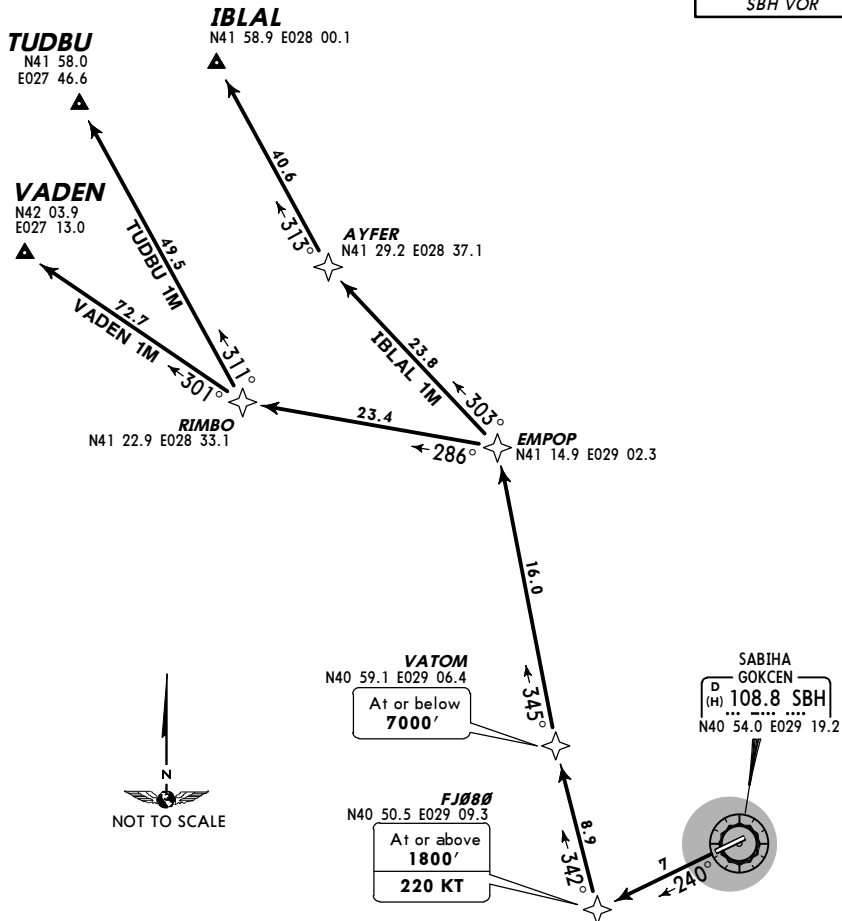
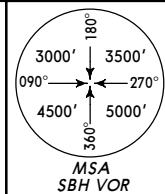
YESILKOY Radar
126.42

Apt Elev
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



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).

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LTFJ/SAW
SABIHA GOKCEN

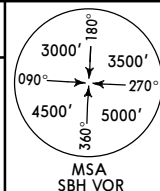
JEPPesen
15 MAY 15 (20-3U) Eff 28 May

ISTANBUL, TURKEY

SID

Apt Elev
312'

Trans level: By ATC Trans alt: 10000'



GAYEM ONE PAPA (GAYEM 1P) [GAYE1P]
GAYEM ONE WHISKEY (GAYEM 1W) [GAYE1W]
MOPIN ONE FOXTROT (MOPIN 1F) [MOP11F]
MOPIN ONE WHISKEY (MOPIN 1W) [MOP11W]
YALOVA ONE PAPA (YAA 1P)
YALOVA ONE WHISKEY (YAA 1W)
RWYS 24, 06 DEPARTURES

MOPIN
N41 27.9
E029 42.6

GAYEM
N41 02.8
E029 37.8

D7 SBH
N40 57.0 E029 27.5
At or above
1400'

SABIHA
D (H) 108.8 SBH
N40 54.0 E029 19.2

D8 SBH
N40 50.5 E029 09.7
At or above
1300'

YALOVA
D (H) 117.7 YAA
N40 28.5 E029 12.5



YAA 1P MOPIN 1F



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

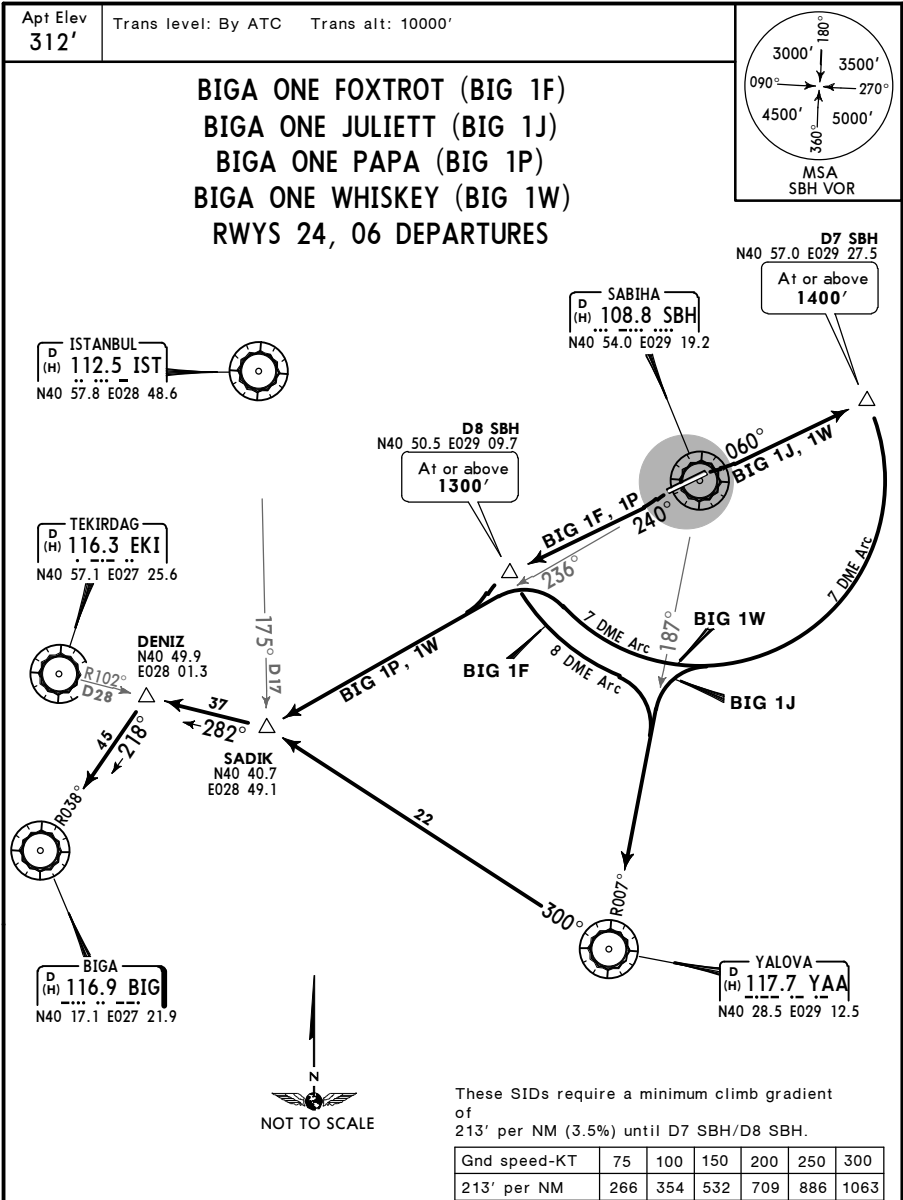
Gnd speed-KT	75	100	150	200	250	300
213' per NM	266	354	532	709	886	1063

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.

LTFJ/SAW
SABIHA GOKCEN

JEPPESN
15 MAY 15 (20-3V) Eff 28 May

ISTANBUL, TURKEY
SID

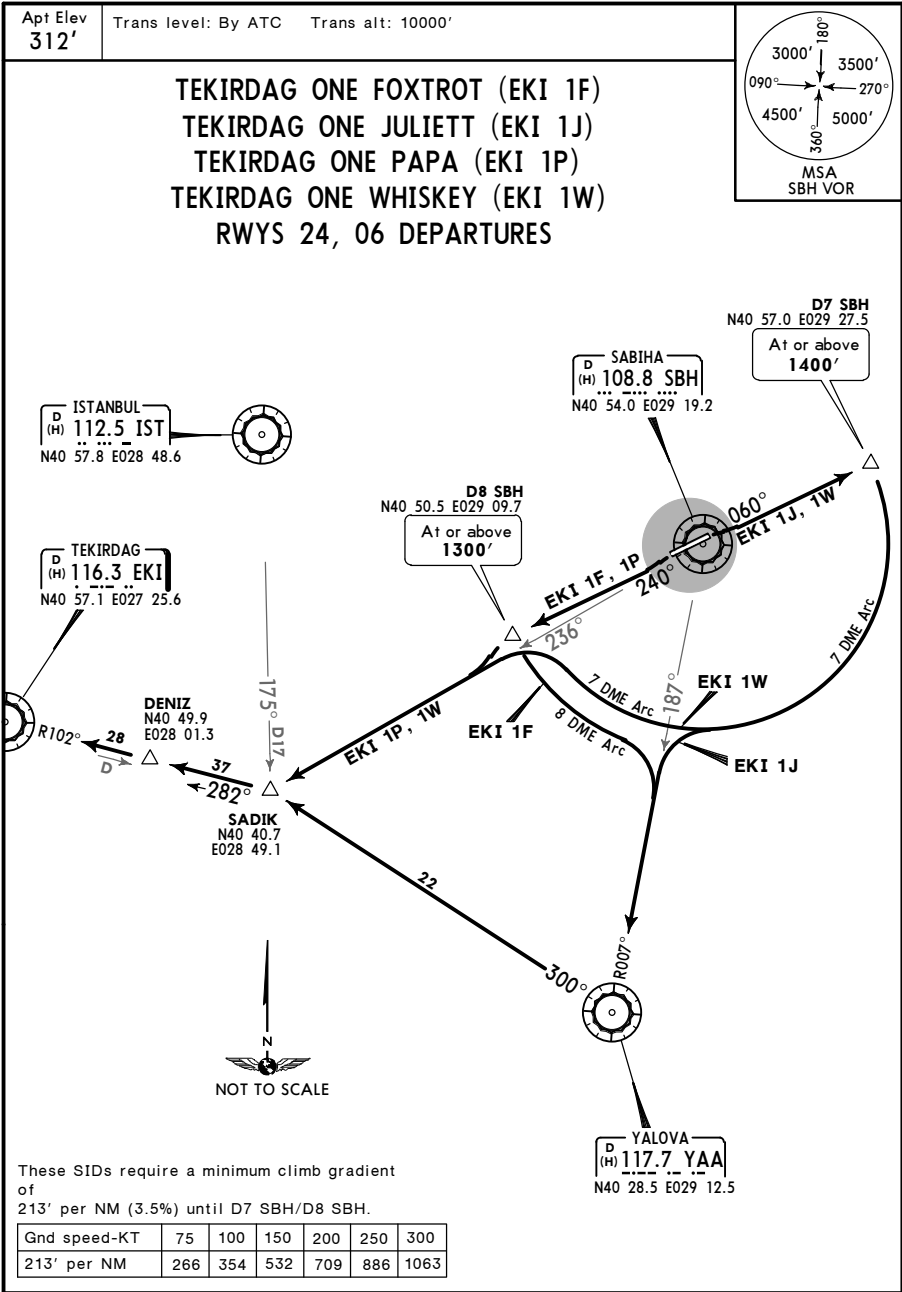


SID	RWY	ROUTING
BIG 1F	24	Intercept SBH R-240 to D8 SBH, turn LEFT, along SBH 8 DME arc, intercept SBH R-187 to YAA, YAA R-300 to SADIK, intercept EKI R-102 inbound to DENIZ, intercept BIG R-038 inbound to BIG.
BIG 1J	06	Intercept SBH R-060 to D7 SBH, turn RIGHT, along SBH 7 DME arc, intercept SBH R-187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

LTFJ/SAW
SABIHA GOKCEN

JEPPESSEN
15 MAY 15 (20-3W) Eff 28 May

ISTANBUL, TURKEY
SID



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.

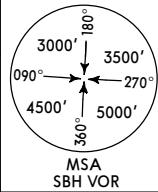
LTFJ/SAW
SABIHA GOKCEN

JEPPESSEN
15 MAY 15 (20-3X) Eff 28 May

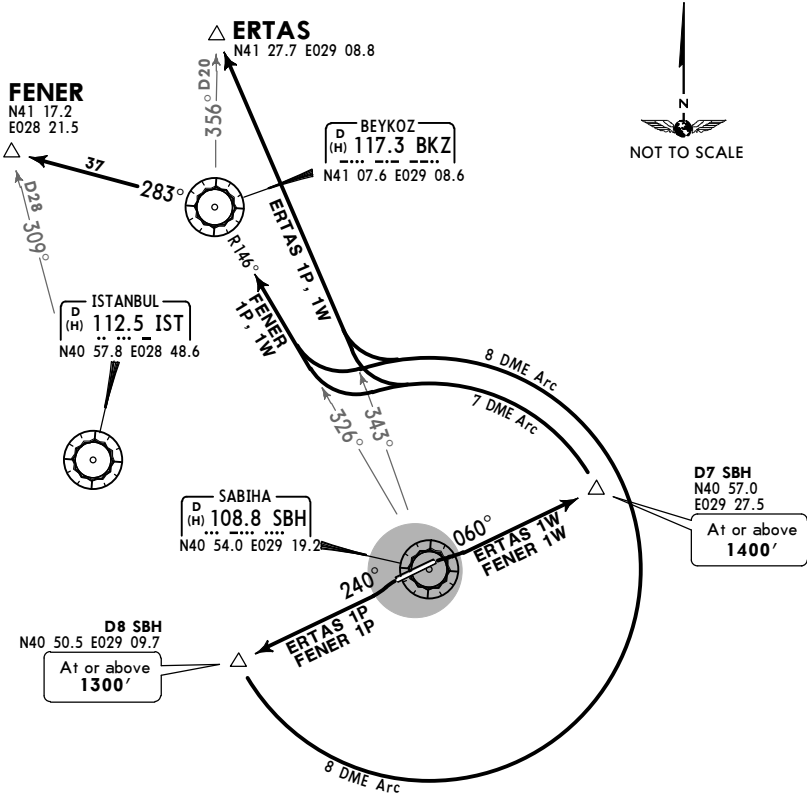
ISTANBUL, TURKEY
SID

Apt Elev
312'

Trans level: By ATC Trans alt: 10000'



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.

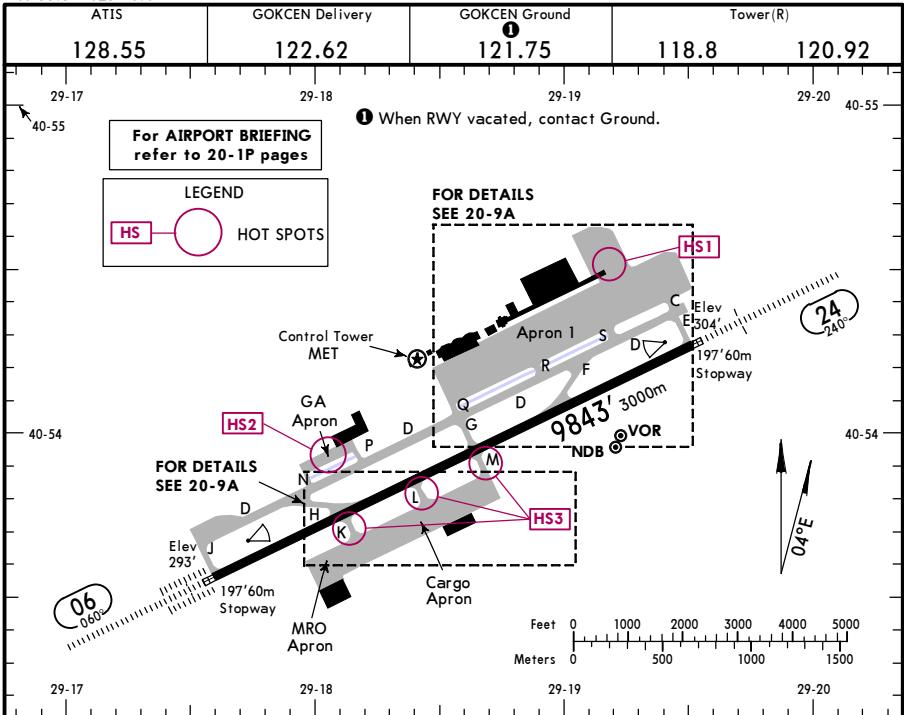
Gnd speed-KT	75	100	150	200	250	300
213' per NM	266	354	532	709	886	1063

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.

LTFJ/SAW
Apt Elev 312'
N40 53.9 E029 18.6

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

ISTANBUL, TURKEY
SABIHA GOKCEN



ADDITIONAL RUNWAY INFORMATION											
RWY							USABLE LENGTHS		TAKE-OFF	WIDTH	
							LANDING BEYOND				
							Threshold	Glide Slope			
06	HIRL (60m)	CL (15m)	HIALS-II	TDZ	REIL	SFL ②	RVR	8932'	2722m		148'
24	HIRL (60m)	CL (15m)	HIALS	REIL	②		RVR	8871'	2704m		45m

② PAPI (angle 3.5°)

HOT SPOTS

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

- HS1** The stands 301 - 308 at Apron 1 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 be 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 standard 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 ①

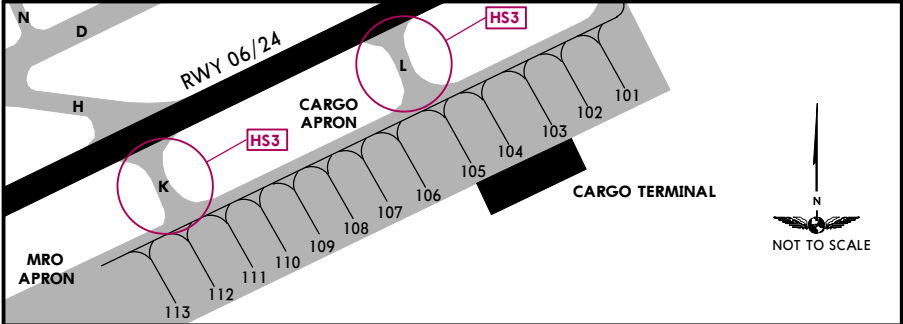
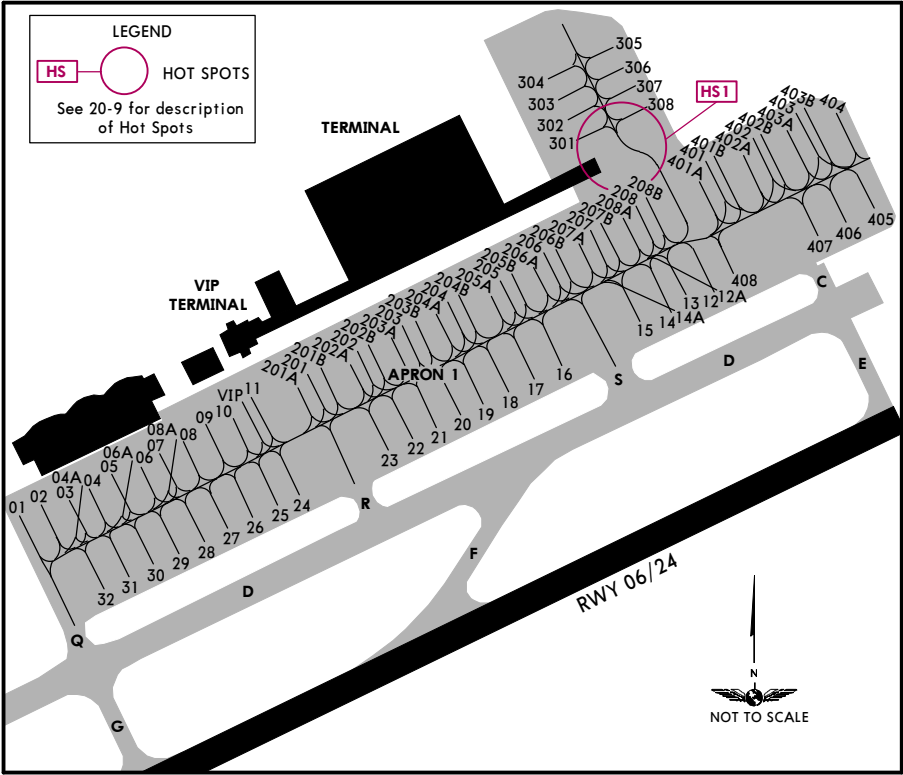
	LVP must be in force				
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL
A					
B	125m	150m	200m	250m	400m
C					
D	150m	200m	250m	300m	500m

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

LTFJ/SAW

JEPPesen
4 SEP 15 (20-9A) Eff 17 Sep

ISTANBUL, TURKEY
SABIHA GOKCEN



LTFJ/SAW


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

ISTANBUL, TURKEY

SABIHA GOKCEN

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.

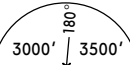
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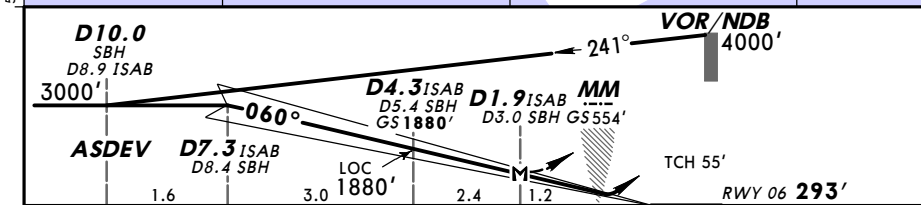
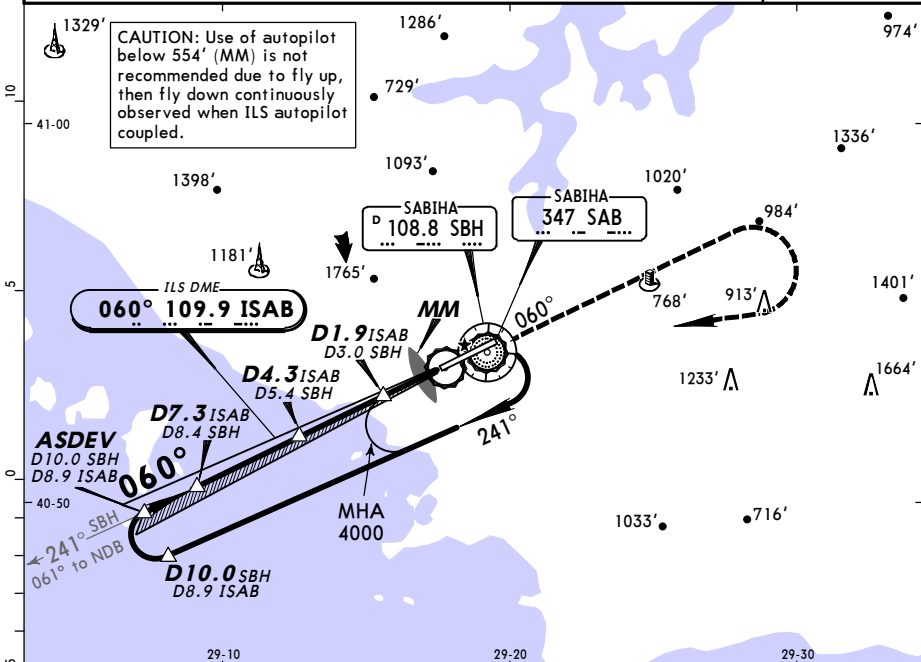
LTFJ/SAW
SABIHA GOKCEN

JEPPESSEN
13 DEC 13 (21-1)

ISTANBUL, TURKEY
ILS DME or ILS NDB Rwy 06

BRIEFING STRIP™

ATIS	YESILKOY North	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'	MSA SBH VOR
Racetrack restricted to MAX 185 KT.						



Gnd speed-Kts		70	90	100	120	140	160	0.5		0	HIALS-II		Refer to Missed Apch above
ILS GS or		434	557	619	743	867	991				REIL	PAPI	
LOC Descent Angle		3.50°											
MAP at D1.9 ISAB/ D3.0 SBH													
Standard STRAIGHT-IN LANDING RWY 06													
ILS				LOC (GS out)				CIRCLE-TO-LAND					
DA(H) 506' (213')				MDA(H) 980' (687')				Not authorized North of airport					
FULL		Limited		ALS out		ALS out		Max Kts	MDA(H) _____ VIS _____				
A	RVR 550m		RVR 750m		RVR 1200m		RVR 1500m		100	1200' (888') 3400m			
RVR 1500m							135						
CMV 2400m							180						
CMV 2400m							205						
D										1300' (988') 4600m			

TRANS OPS

LTFJ/SAW

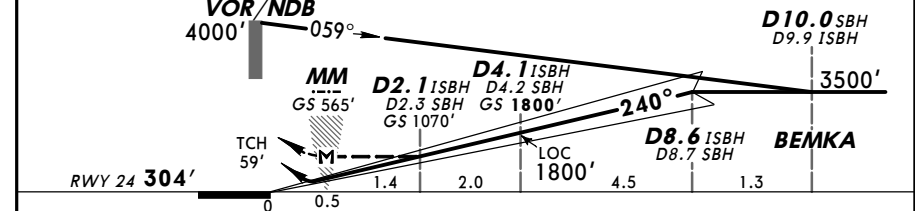
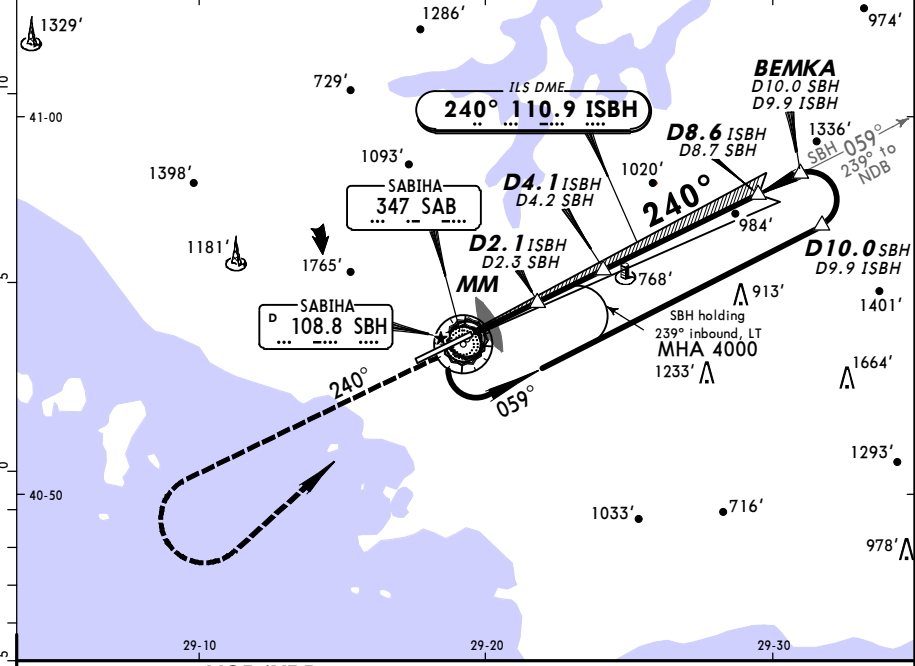


ISTANBUL, TURKEY
ILS VOR DME Rwy 24
or ILS NDB DME Rwy 24

SABIHA GOKCEN

13 DEC 13 (21-2)

BRIEFING STRIP™	ATIS	YESILKOY Approach North		South	GOKCEN Tower			Ground
	128.55	120.5	121.1	118.8	120.92	122.1	121.75	
	LOC ISBH 110.9	Final Apch Crs 240°		GS D4.1 ISBH 1800' (1496')	ILS DA(H) 517' (213')	Apt Elev 312'		
	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'
	Race-track restricted to MAX 185 KT.							MSA SBH VOR



Gnd speed-Kts		70	90	100	120	140	160	HIALS REIL PAPI PAPI		Refer to Missed Apch above	
ILS GS or LOC Descent Angle 3.50°		434	557	619	743	867	991				
MAP at MM											
STRAIGHT-IN LANDING RWY 24											
ILS						LOC (GS out)				CIRCLE-TO-LAND	
DA(H) 517' (213')						MDA(H) 1070' (766')				Not authorized North of airport	
FULL		Limited		ALS out				ALS out		Max Kts.	MDA(H) _____ VIS _____
A	RVR 550m		RVR 750m		RVR 1200m		RVR 1500m		100	1200' (888') 3400m	
CMV 2400m							135				
							180				
							205				
D									205	1300' (988') 4600m	

CHANGES: None.

LTFJ/SAW
SABIHA GOKCEN

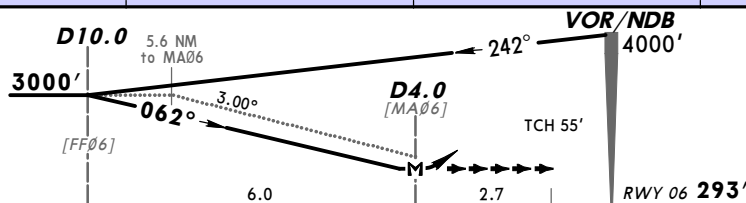
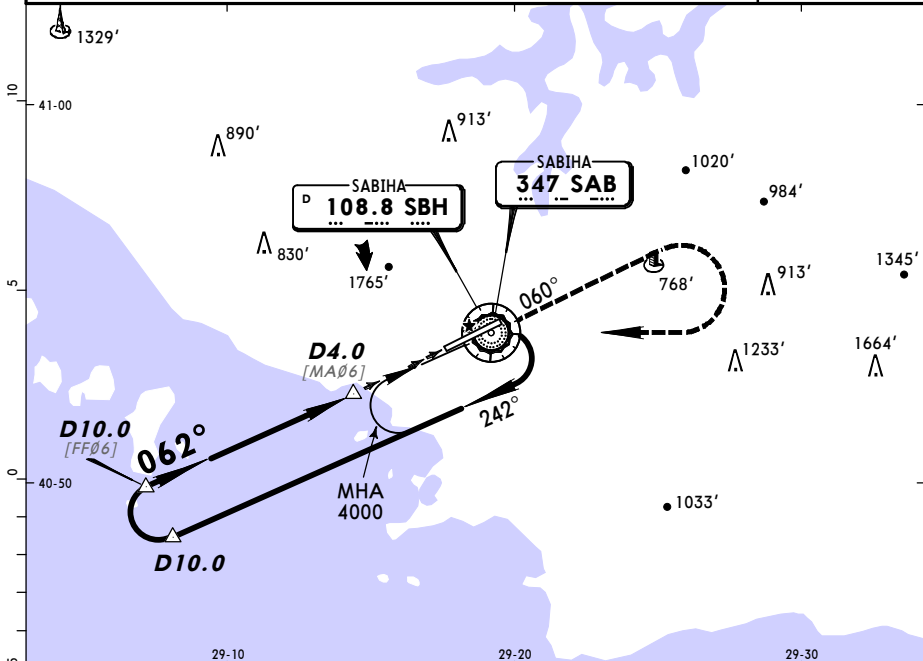
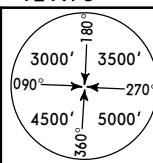
JEPPESEN
21 MAY 10
Eff 3 Jun (23-1)

ISTANBUL, TURKEY
VOR DME or NDB DMÉ Rwy 06

B R E E F I N G S T R I P ™	ATIS		YESILKOY		Approach		GOKCEN Tower			Ground				
	128.55		North		South		118.8		120.92		122.1		121.75	
	VOR		NDB		Final		Minimum Alt		MDA(H)		Apt Elev		312'	
	SBH		SAB		Apch Crs		D10.0							
	108.8		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'						
Racetack 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
MAP at D4.0						

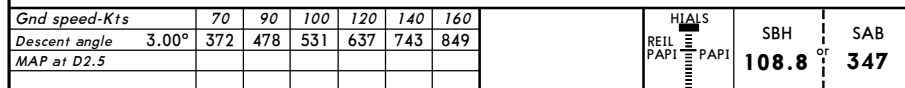
HIALS-II REIL PAPI	SBH 108.8	SAB 347
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Standard			STRAIGHT-IN LANDING RWY 06			CIRCLE-TO-LAND		
			MDA(H) 1000' (707')			Not authorized North of airport		
			ALS out			Max Kts		
A						100		
B	2100m		2800m			135	1200' (888')	3400m
C						180		
D	2800m		3500m			205	1300' (988')	4600m

PANS OPS 3

CHANGES: Bearings.

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LTFJ/SAW
SABIHA GOKCEN

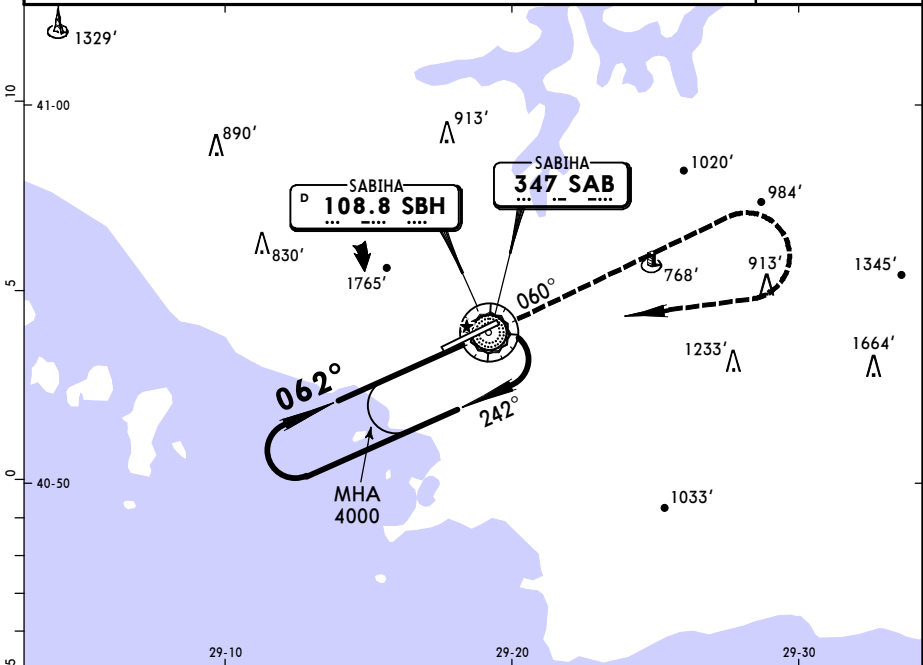
JEPPesen
21 MAY 10
Eff 3 Jun (23-3)

ISTANBUL, TURKEY
VOR-1 or NDB-1

BREITING STRIP™

ATIS		YESILKOY		GOKCEN Tower			Ground
128.55		North	South				
120.5		121.1		118.8	120.92	122.1	121.75
VOR SBH	NDB SAB	Final Apch Crs	Minimum Alt	MDA(H) Refer to Minimums	Apt Elev 312'		
108.8	347	062°	No FAF				
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



VOR/NDB 4000'

242°

3000'

CAT A & B:
3 Min

CAT C & D:
2 Min

062°

APT 312'

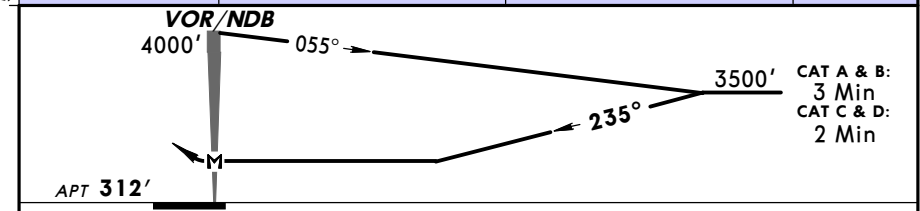
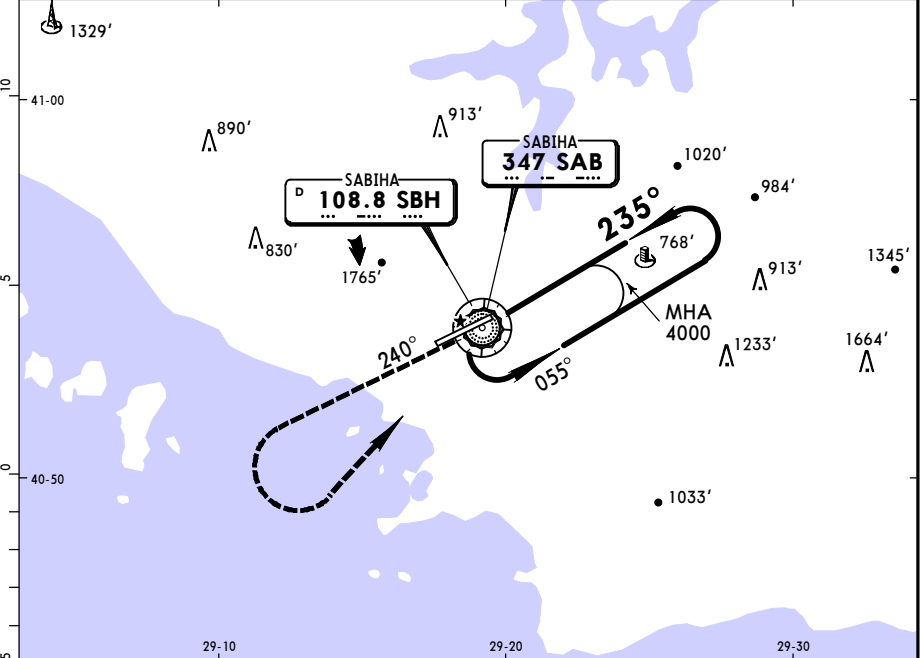
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LTFJ/SAW
SABIHA GOKCEN

JEPPesen
21 MAY 10
Eff 3 Jun (23-4)

ISTANBUL, TURKEY
VOR-2 or NDB-2

BRIEFING STRIP	ATIS		YESILKOY Approach North		Approach South		GOKCEN Tower			Ground
	128.55		120.5		121.1		118.8 120.92 122.1		121.75	
	VOR SBH	NDB SAB	Final Apch Crs	Minimum Alt No FAF	MDA(H)	Apt Elev				
	108.8	347	235°		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.										



												Lighting - Refer to Airport Chart		2700' on 240°	
MAP at VOR/NDB															
Standard										STRAIGHT-IN LANDING					
										CIRCLE-TO-LAND					
										Not authorized North of airport					
										Max Kts.		MDA(H)		VIS	
A										100		1500' (1188')		4600m	
B										135					
C										180		1500' (1188')		5000m	
D										205					
NOT AUTHORIZED															



Chart changes since cycle 12-2016

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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ISTANBUL, (SABIHA GOKCEN - LTFJ)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LTFJ