

ADB-LTBJ

1-10

AOI

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GENERAL**Operational Hours****ATS Hours / AD ADMIN Hours:** H24**Airport Information****RFF:** CAT 9**PCN:** RWY 16L/34R: 88/F/C/W/T (first 300m PCN 120/R/C/W/T)

RWY 16R/34L: 110/R/D/W/T

Operation**TWY Restriction**

TWY L width 22m / 72ft (MIL use only).

Preferential RWY System Operations (PRS)During PRS the following RWY configuration will be used in preference to the other configurations:
LDG/TKOF RWY 34L/R.

PRS operations must be used in compliance with following conditions:

When the preferred RWY is dry and tail wind component does not exceed 10KT.

When the preferred RWY is wet and tail wind component does not exceed 5KT.

When braking action for the preferred RWY is less than "Good, Good, Good", select RWY according wind.

LDG: If unable to comply with PRS, notify ATC at first contact.

DEP: If unable to comply with PRS, notify ATC when requesting start-up.

RWY Restriction: Unless otherwise instructed by TWR, all traffic to use whole RWY are required to enter RWY via TWY F or J for TKOF by turn-away from beginning of RWY.**Taxi/Parking**

Visual Docking Guidance System (VDGS) AVBL at stands 26-42.

Marshaller AVBL for stands 6-25.

Push-back AVBL for all stands.

ACFT vacating RWY via Rapid Exit TWY (RET) has priority at intersection over ACFT taxiing on other TWYs.
ACFT on other TWYs give way to ACFT vacating RWY via RETs unless otherwise instructed.**Engine Run-up Areas**

ENG testing must be coordinated with TWR. Perform ENG test on the RWY 16R/34L THR used as TWY by NOTAM and shall be reverse direction of RWY 16L/34R using direction. Position ACFT into the wind.

Warnings**MEN VOR/DME unusable:**

R360-070 beyond 25NM below 15000ft.

R071-100 beyond 25NM below 12000ft.

ACFT on ILS course for RWY 16L or 34R exercise caution due to possible distortions/interruptions in GP broadcast.

Intensive MIL VFR TFC at Izmir/Gaziemir AD.

ADB-LTBJ

1-20

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ARRIVAL**Speed**

MAX IAS 250KT within TMA at or below FL100 (refer to RFCs).

During radar vectors:

MNM IAS 220KT below FL170.

MNM IAS 180KT below FL100.

MNM IAS 160KT when passing final APCH fix.

Arrival Procedure**ARR Notes**

RIKSO, BAPSI, SISVO will only be used:

01 APR-01 NOV 1730-0230‡

02 NOV-31 MAR 1700-0430‡ and weekends

Non-standard GP Intercept Position on RWY 16L

GP intercepts RWY 16L at 310m / 1016ft after landing threshold.

Remaining DIST beyond GP is 2930m / 9614ft.

DEPARTURE**Take-off Minima**

RWY		16L/34R	
All ACFT	ft - m/km	0 - 125R	-

RWY		16R/34L	
All ACFT	ft - m/km	0 - 400R/400V	-

Speed

MAX IAS 250KT within TMA at or below FL100 (refer to RFCs).

MNM IAS 230KT below FL100.

Departure Procedure

Start-up: For start-up PROCs see CRAR.

Noise Abatement Procedure

RWY 34L/R

Chapter 2 ACFT: Use ICAO Standard NADP 1.

Chapter 3 and 4 ACFT: Use ICAO Standard NADP 2.

Intersection TKOF

All ACFT are required to make INT TKOF:

- RWY 16L TKOF from TWY J intersection.
- RWY 34R TKOF from TWY F intersection.

Report the request to use full length of RWY for TKOF to TWR during ENG start-up and follow instructions accordingly.

ADB-LTBJ

1-30

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DEPARTURE

DEP Notes

BAPSI 1K/E/S/T, RIKSO 1K/E/S/T, SISVO 1K/E/S/T will only be used:

01 APR-01 NOV 1730-0230‡

02 NOV-31 MAR 1700-0430‡ and weekends/HOL

RWY 16L/R

**BAPSI 1K, BERGO 1K, KULAR 1K, OKESA 1K, REDRA 1K, RIKSO 1K, SISVO 1K, SITRU 1K,
VEXOL 1K:**

All SIDs AVBL by VMC only, O/R ATC/Pilot.

RWY 34L/R

BAPSI 1T, BERGO 1T, KULAR 1T, OKESA 1T, REDRA 1T, RIKSO 1T, SISVO 1T, SITRU 1T,

VEXOL 1T:

All SIDs AVBL by VMC only, O/R ATC/Pilot.

All SIDs, required MNM climb rate until IMR VOR is 7.7%, and MNM climb rate between IMR VOR and KAD NDB is 5.5%.

**BAPSI 1G/F, BERGO 1G, KULAR 1G, OKESA 1G, REDRA 1G, RIKSO 1G, SISVO 1G/1F, SITRU 1G,
VEXOL 1G:**

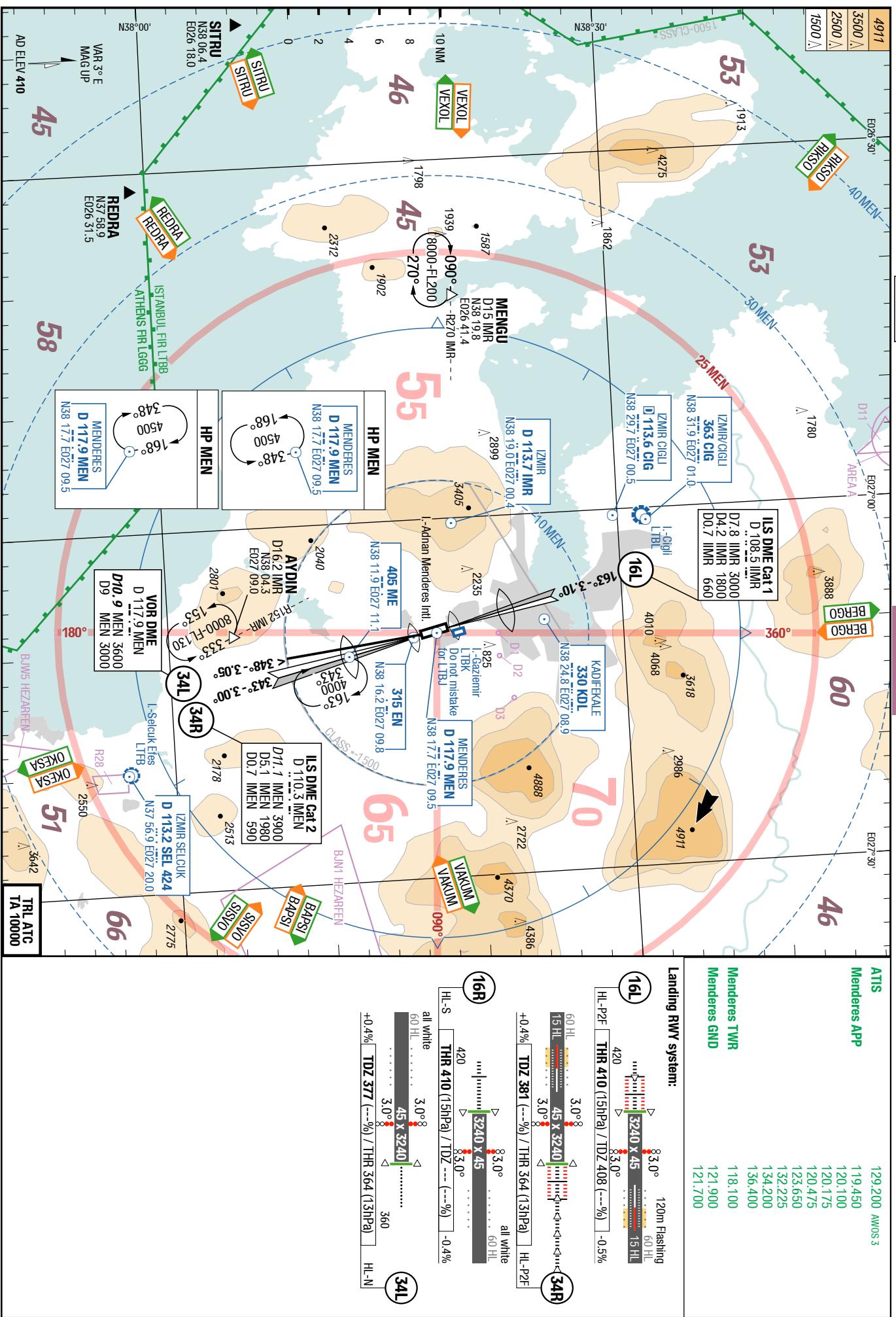
To be used only when TFC activities within CIGLI CTR permit.

De-Icing

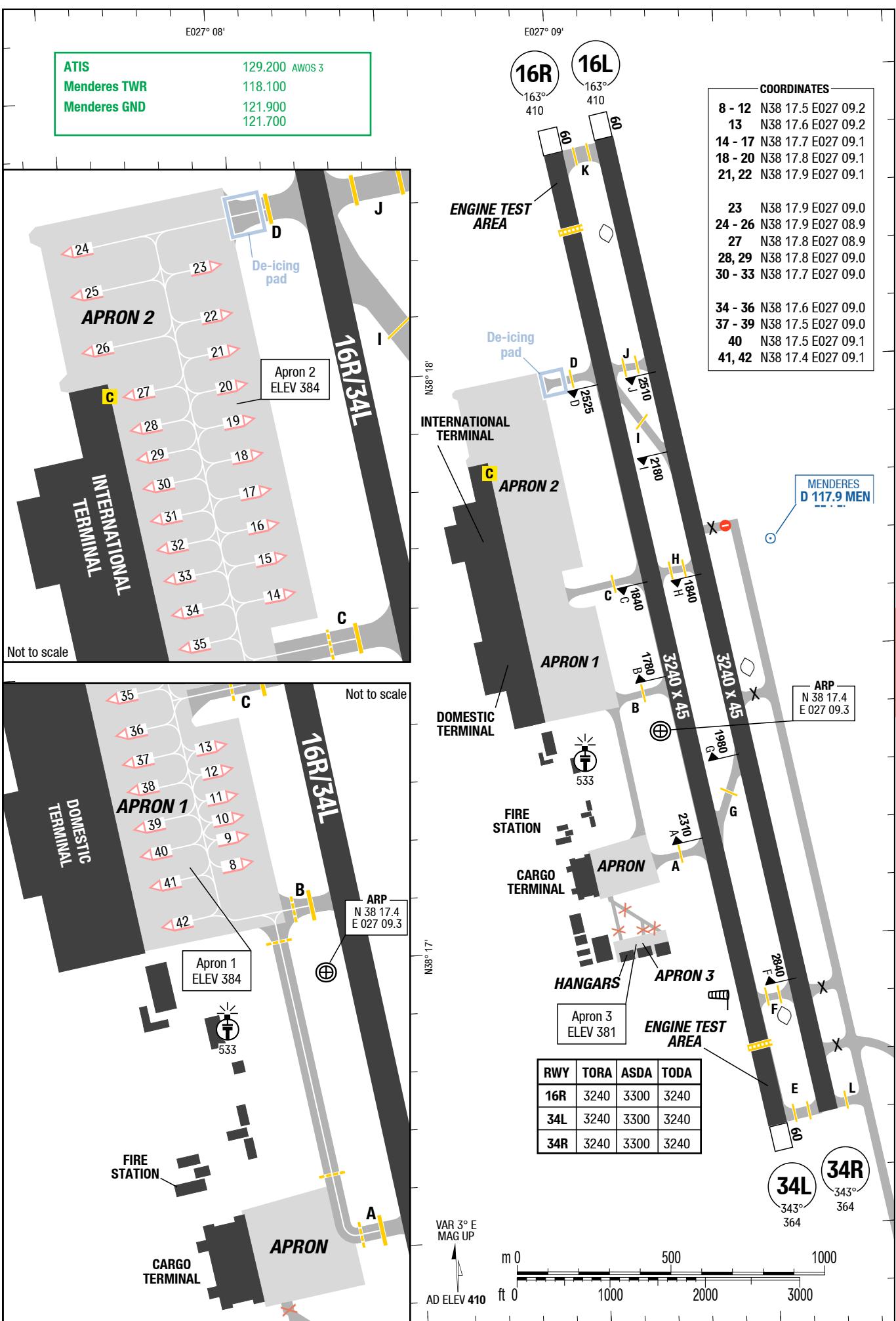
REQ de-icing from GND before ENG start-up.

TWY D is the application area for de-icing/anti-icing.

ACFT shall wait on the centerline of APN 2 before entrance of TWY D for de-icing/anti-icing. If it is busy, wait at the parking area.



3-20

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Effective 25-MAY-2017

18-MAY-2017

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Turkey Izmir Adnan Menderes Intl.

SIDs RWYs 16L/R VMC

4-10

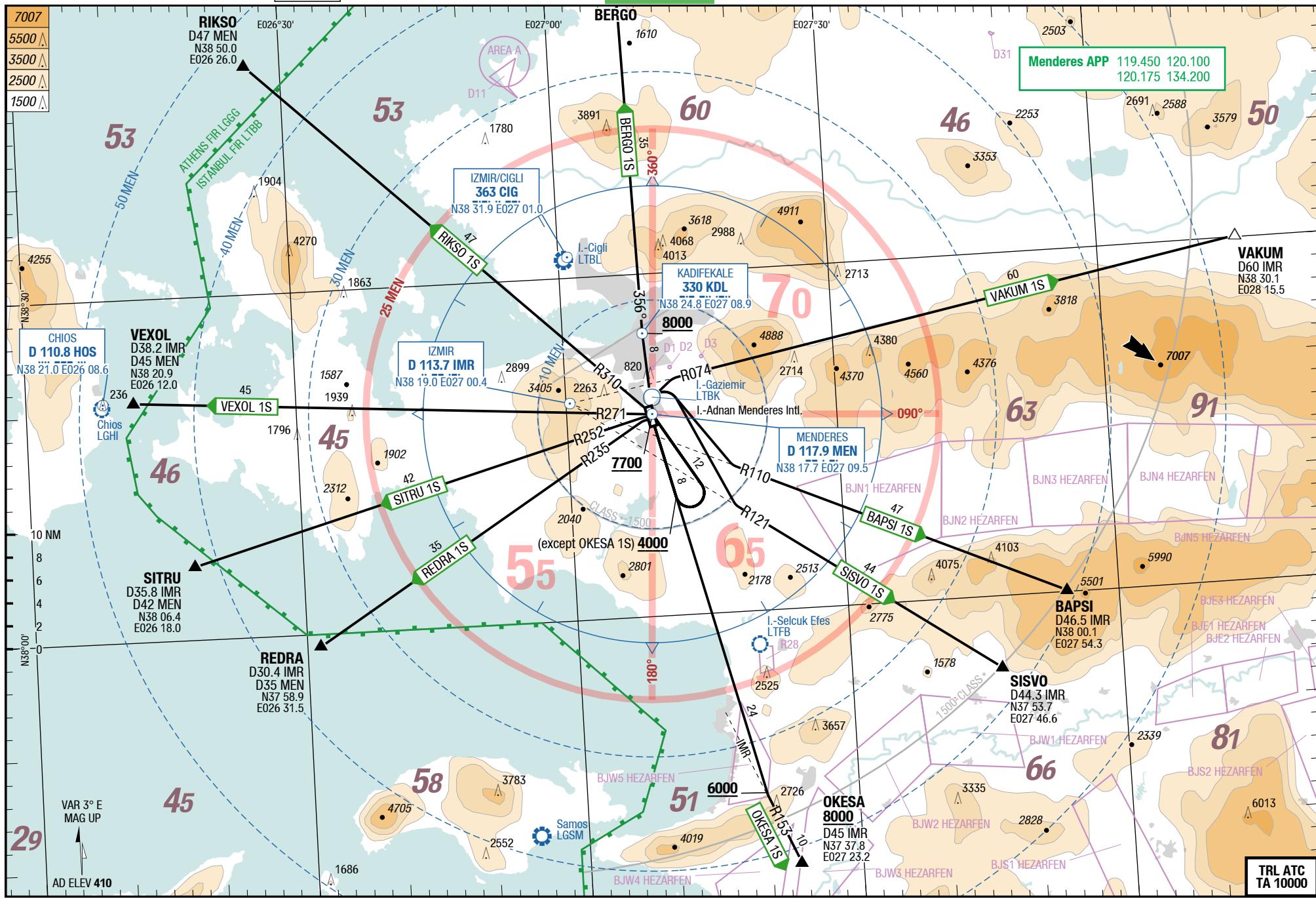
SIDs RWYs 16L/R

SID

Adnan Menderes Intl. Izmir Turkey

SIDs RWYs 16L/R VMC

SIDs RWYs 16L/R



Changes: PROC renamed, Track, OBST

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18-MAY-2017

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4-20

SIDs RWYs 16L/R VMC

SIDs RWYs 16L/R VMC

Menderes APP 119.450 120.100
120.175 134.200

These SIDs are applicable only in VMC and in agreement between ATC and pilots.

RIKSO
D47 MEN
N38 50.0
E026 26.0

BERGO
1610

ATHENS FIR LGGG
ISTANBUL FIR LTBB

53

53

36

60

46

2253

2503

D11

1780

3891

BERGO 1K

IZMIR/CIGLI 363 CIG
N38 31.9 E027 01.0

I-Cigli LTBL

KADIFEKALE 330 KDL
N38 24.8 E027 08.9

9000

6000

70

9000

6000

70

7007

VAKUM
D60 IMR
N38 30.1
E028 15.5

VEXOL
D38.2 IMR
D45 MEN
N38 20.9
E026 12.0

CHIOS
D 110.8 HOS
N38 21.0 E026 08.6

46

46

38

2899

3405

R316

R270

R246

R226

R121

R110

10 MEN

CLASS +1500

4000

55

25 MEN

SITRU 1K

31

REDRA 1K

30 MEN

40 MEN

1796

1939

1902

36

2312

2801

2040

15

180°

180°

10 MEN

CLASS +1500

4000

65

2178

2513

2775

44

BAPSI 1K

47

SISVO 1K

44

5501

BJN1 HEZARFEN

BJN2 HEZARFEN

BJN3 HEZARFEN

BJN4 HEZARFEN

BJN5 HEZARFEN

BJE1 HEZARFEN

BJE2 HEZARFEN

BJW1 HEZARFEN

BJW2 HEZARFEN

BJW3 HEZARFEN

BJW4 HEZARFEN

BJW5 HEZARFEN

OKESA 8000
D45 IMR
N37 37.8
E027 23.2

58

3783

4705

2552

1686

36

51

6000

10 MEN

1500-CLASS*

2726

3657

2726

3335

2828

2339

81

6013

BJS1 HEZARFEN

BJS2 HEZARFEN

BJW3 HEZARFEN

BJW4 HEZARFEN

BJW5 HEZARFEN

1500-CLASS*

2775

1578

2775

410

VAR 3° E MAG UP

AD ELEV 410

TRL ATC TA 10000

Changes: PROC renamed, Track, Editorial

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Turkey Izmir Adnan Menderes Intl.

SIDs RWYs 34L/R (by ATC)

SIDs RWYs 34L/R

4-30

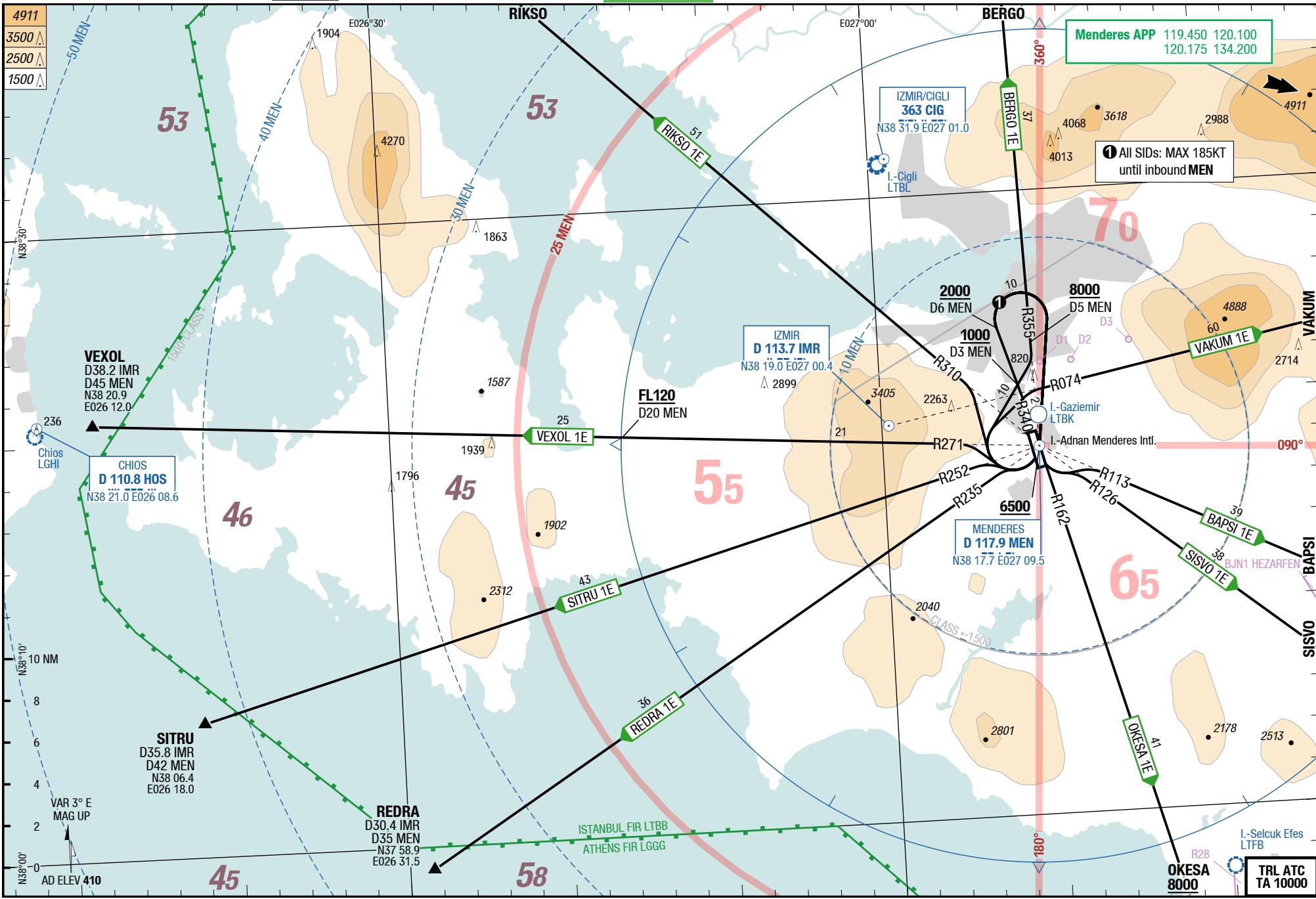
SID

SID

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SIDs RWYs 34L/R (by ATC)

SIDs RWYs 34L/R



Effective 25-MAY-2017

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Turkey Izmir Adnan Menderes Intl.

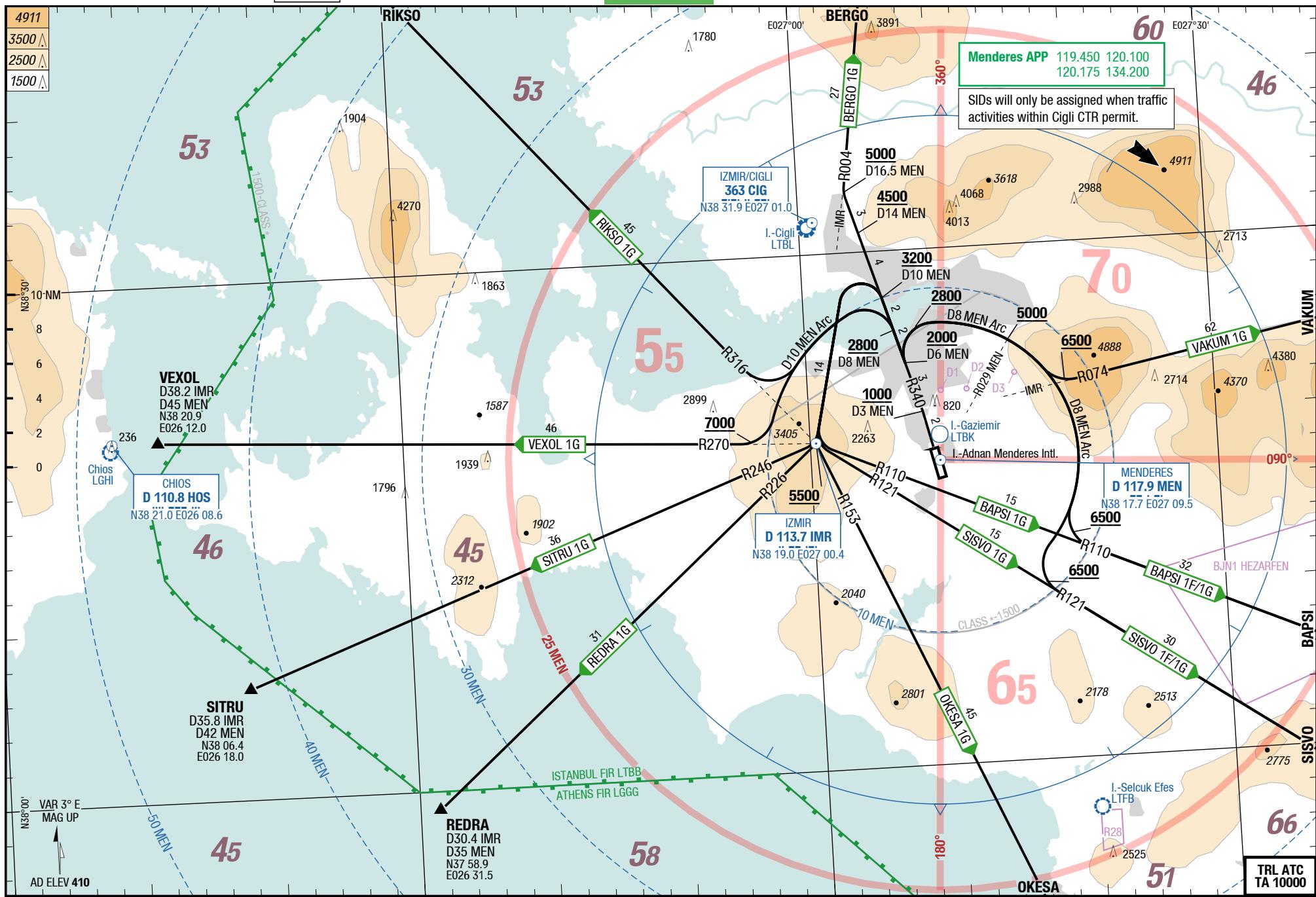
Adnan Menderes Intl. Izmir Turkey

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4-40 SIDs RWYs 34L/R (by ATC)

SIDs RWYs 34L/R (by ATC)

SD



08-FEB-2018

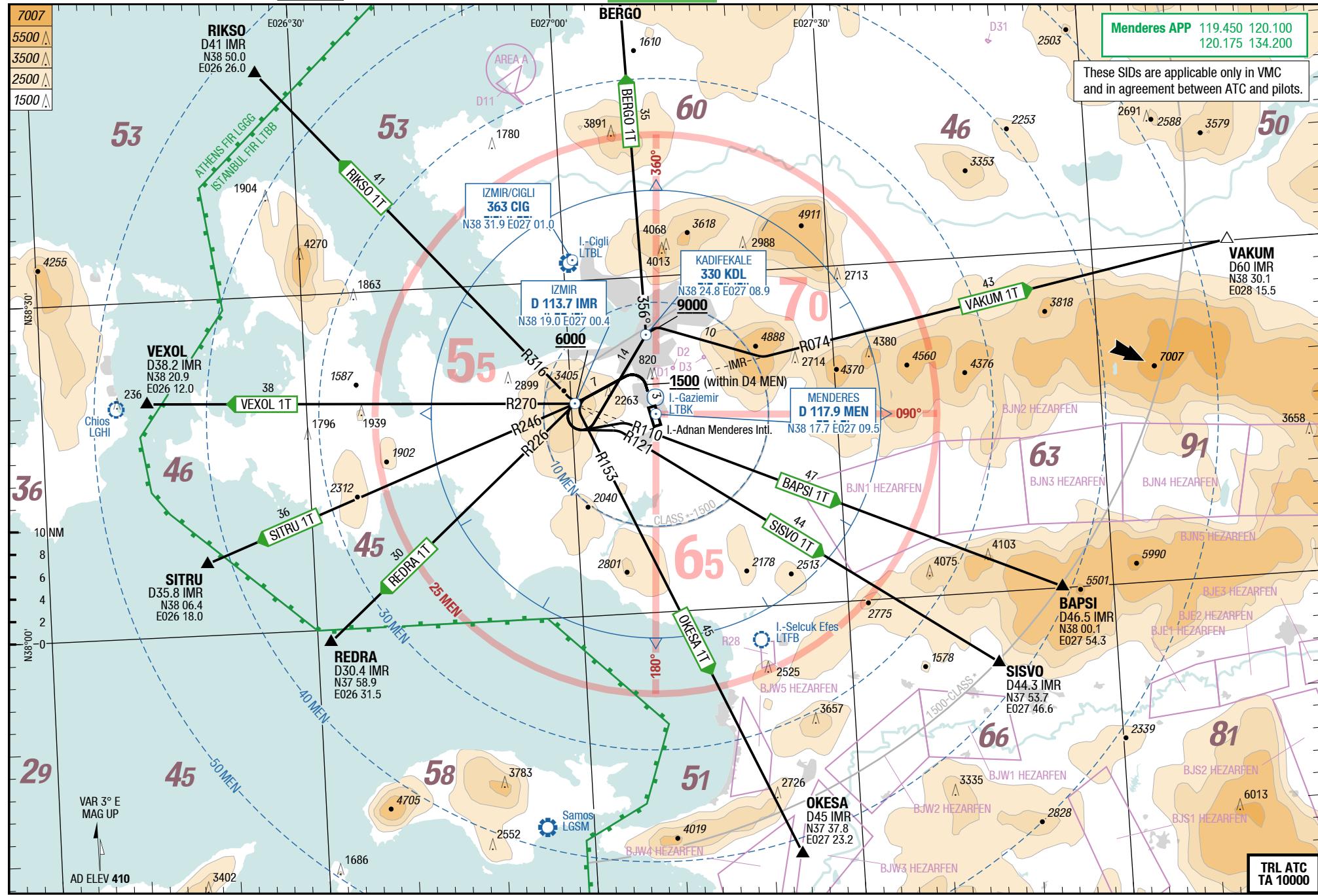
ADB-LTBJ

Turkey Izmir Adnan Menderes Intl.

4-50

SIDs RWYs 34 L/R VMC

Adnan Menderes Intl. Izmir Turkey

SID
NIL
SID
SID
SIDs RWYs 34 L/R VMC

Changes: Reprint

ADB-LTBJ

5-10

SIDs RWYs 16L/R

BAPSI 1S / BERGO 1S / OKESA 1S / REDRA 1S / RIKSO 1S / SISVO 1S / SITRU 1S / VAKUM 1S / VEXOL 1S
RWYs 16L/R (163°)

DESIGNATOR	ROUTING	ALTITUDES
Runway 16L/16R		
BAPSI 1S 119.450	at MNM 4000 LT direct MEN - RT intercept R110 IMR to BAPSI	MEN MNM 7700
BERGO 1S 119.450	at MNM 4000 LT direct MEN - RT direct KDL - QDR 356 KDL to BERGO	MEN MNM 7700 KDL MNM 8000
OKESA 1S 119.450	at MNM 6000 intercept R153 IMR to OKESA	OKESA MNM 8000
REDRA 1S 119.450	at MNM 4000 LT direct MEN - R235 MEN to REDRA	MEN MNM 7700
RIKSO 1S 119.450	at MNM 4000 LT direct MEN - R310 MEN to RIKSO	MEN MNM 7700
SISVO 1S 119.450	at MNM 4000 LT direct MEN - RT intercept R121 IMR to SISVO	MEN MNM 7700
SITRU 1S 119.450	at MNM 4000 LT direct MEN - R252 MEN to SITRU	MEN MNM 7700
VAKUM 1S 119.450	at MNM 4000 LT direct MEN - RT intercept R074 IMR to VAKUM	MEN MNM 7700
VEXOL 1S 119.450	at MNM 4000 LT direct MEN - R271 MEN to VEXOL	MEN MNM 7700

ADB-LTBJ

5-20

SIDs RWYs 16L/R VMC

BAPSI 1K / BERGO 1K / OKESA 1K / REDRA 1K / RIKSO 1K / SISVO 1K / SITRU 1K / VAKUM 1K / VEXOL 1K
RWYs 16L/R (163°)

DESIGNATOR	ROUTING	ALTITUDES
Runway 16L/16R		
BAPSI 1K 119,450 ①	at MNM 4000 RT direct IMR - R110 IMR to BAPSI	IMR MNM 6000
BERGO 1K 119,450 ①	at MNM 4000 RT direct IMR - RT direct KDL - QDR 356 KDL to BERGO	IMR MNM 6000 KDL MNM 9000
OKESA 1K 119,450 ①	at MNM 6000 LT intercept R153 IMR to OKESA	OKESA MNM 8000
REDRA 1K 119,450 ①	at MNM 4000 RT direct IMR - R226 IMR to REDRA	IMR MNM 6000
RIKSO 1K 119,450 ①	at MNM 4000 RT direct IMR - R316 IMR to RIKSO	IMR MNM 6000
SISVO 1K 119,450 ①	at MNM 4000 RT direct IMR - R121 IMR to SISVO	IMR MNM 6000
SITRU 1K 119,450 ①	at MNM 4000 RT direct IMR - R246 IMR to SITRU	IMR MNM 6000
VAKUM 1K 119,450 ①	at MNM 4000 RT direct IMR - RT direct KDL - RT intercept R074 IMR to VAKUM	IMR MNM 6000 KDL MNM 9000
VEXOL 1K 119,450 ①	at MNM 4000 RT direct IMR - R270 IMR to VEXOL	IMR MNM 6000

① SID is applicable only in VMC and in agreement between ATC and pilots.

ADB-LTBJ

5-30

SIDs RWYs 34L/R

BAPSI 1E / BERGO 1E / OKESA 1E / REDRA 1E / RIKSO 1E / SISVO 1E / SITRU 1E / VAKUM 1E / VEXOL 1E
RWYs 34L/R (343°)

DESIGNATOR	ROUTING	ALTITUDES
Runway 34L/34R		
BAPSI 1E 119.450 ①	intercept R340 MEN - at D6 MEN RT direct MEN - LT intercept R113 MEN to BAPSI	D3 MEN MNM 1000 D6 MEN MNM 2000 MEN MNM 6500
BERGO 1E 119.450 ①	intercept R340 MEN - at D6 MEN RT direct MEN - R355 MEN (within D5 MEN) to BERGO	D3 MEN MNM 1000 D6 MEN MNM 2000 MEN MNM 6500 R355/D5 MEN MNM 8000
OKESA 1E 119.450 ①	intercept R340 MEN - at D6 MEN RT direct MEN - R162 MEN to OKESA	D3 MEN MNM 1000 D6 MEN MNM 2000 MEN MNM 6500 OKESA MNM 8000
REDRA 1E 119.450 ①	intercept R340 MEN - at D6 MEN RT direct MEN - R235 MEN to REDRA	D3 MEN MNM 1000 D6 MEN MNM 2000 MEN MNM 6500
RIKSO 1E 119.450 ①	intercept R340 MEN - at D6 MEN RT direct MEN - R310 MEN to RIKSO	D3 MEN MNM 1000 D6 MEN MNM 2000 MEN MNM 6500
SISVO 1E 119.450 ①	intercept R340 MEN - at D6 MEN RT direct MEN - LT intercept R126 MEN to SISVO	D3 MEN MNM 1000 D6 MEN MNM 2000 MEN MNM 6500
SITRU 1E 119.450 ①	intercept R340 MEN - at D6 MEN RT direct MEN - R252 MEN to SITRU	D3 MEN MNM 1000 D6 MEN MNM 2000 MEN MNM 6500
VAKUM 1E 119.450 ①	intercept R340 MEN - at D6 MEN RT direct MEN - RT intercept R074 IMR to VAKUM	D3 MEN MNM 1000 D6 MEN MNM 2000 MEN MNM 6500
VEXOL 1E 119.450 ①	intercept R340 MEN - at D6 MEN RT direct MEN - R271 MEN to VEXOL	D3 MEN MNM 1000 D6 MEN MNM 2000 MEN MNM 6500 D20 MEN MNM FL120

① MAX 185KT until inbound MEN.

ADB-LTBJ

5-40

SIDs RWYs 34L/R (by ATC)

BAPSI 1F / BAPSI 1G / BERGO 1G / OKESA 1G / REDRA 1G / RIKSO 1G / SISVO 1F
RWYs 34L/R (343°)

DESIGNATOR	ROUTING	ALTITUDES
Runway 34L/34R		
BAPSI 1F 119.450 ①	intercept R340 MEN - at D8 MEN RT follow D8 MEN arc - intercept R110 IMR to BAPSI	D3 MEN MNM 1000 D6 MEN MNM 2000 D8 MEN MNM 2800 R029 MEN MNM 5000 R110 IMR MNM 6500
BAPSI 1G 119.450 ①	intercept R340 MEN - at D10 MEN LT direct IMR - R110 IMR to BAPSI	D3 MEN MNM 1000 D6 MEN MNM 2000 D8 MEN MNM 2800 D10 MEN MNM 3200 IMR MNM 5500
BERGO 1G 119.450 ①	intercept R340 MEN - at D16.5 MEN intercept R004 IMR to BERGO	D3 MEN MNM 1000 D6 MEN MNM 2000 D8 MEN MNM 2800 D10 MEN MNM 3200 D14 MEN MNM 4500 D16.5 MEN MNM 5000
OKESA 1G 119.450 ①	intercept R340 MEN - at D10 MEN LT direct IMR - R153 IMR to OKESA	D3 MEN MNM 1000 D6 MEN MNM 2000 D8 MEN MNM 2800 D10 MEN MNM 3200 IMR MNM 5500
REDRA 1G 119.450 ①	intercept R340 MEN - at D10 MEN LT direct IMR - R226 IMR to REDRA	D3 MEN MNM 1000 D6 MEN MNM 2000 D8 MEN MNM 2800 D10 MEN MNM 3200 IMR MNM 5500
RIKSO 1G 119.450 ①	intercept R340 MEN - at D10 MEN LT follow D10 MEN arc - intercept R316 IMR to RIKSO	D3 MEN MNM 1000 D6 MEN MNM 2000 D8 MEN MNM 2800 D10 MEN MNM 3200
SISVO 1F 119.450 ①	intercept R340 MEN - at D8 MEN RT follow D8 MEN arc - intercept R121 IMR to SISVO	D3 MEN MNM 1000 D6 MEN MNM 2000 D8 MEN MNM 2800 R029 MEN MNM 5000 R121 IMR MNM 6500

① SID will only be assigned when traffic activities within Cigli CTR permit.

08-FEB-2018

ADB-LTBJ**5-50****SIDs RWYs 34L/R (by ATC)**

SIDPT

SISVO 1G / SITRU 1G / VAKUM 1G / VEXOL 1G

RWYs 34L/R (343°)

DESIGNATOR	ROUTING	ALTITUDES
Runway 34L/34R		
SISVO 1G 119,450 ①	intercept R340 MEN - at D10 MEN LT direct IMR - R121 IMR to SISVO	D3 MEN MNM 1000 D6 MEN MNM 2000 D8 MEN MNM 2800 D10 MEN MNM 3200 IMR MNM 5500
SITRU 1G 119,450 ①	intercept R340 MEN - at D10 MEN LT direct IMR - R246 IMR to SITRU	D3 MEN MNM 1000 D6 MEN MNM 2000 D8 MEN MNM 2800 D10 MEN MNM 3200 IMR MNM 5500
VAKUM 1G 119,450 ①	intercept R340 MEN - at D8 MEN RT follow D8 MEN arc - intercept R074 IMR to VAKUM	D3 MEN MNM 1000 D6 MEN MNM 2000 D8 MEN MNM 2800 R029 MEN MNM 5000 R074 IMR MNM 6500
VEXOL 1G 119,450 ①	intercept R340 MEN - at D10 MEN LT follow D10 MEN arc - intercept R270 IMR to VEXOL	D3 MEN MNM 1000 D6 MEN MNM 2000 D8 MEN MNM 2800 D10 MEN MNM 3200 R270 MEN MNM 7000

① SID will only be assigned when traffic activities within Cigli CTR permit.

08-FEB-2018

ADB-LTBJ

5-60

SIDs RWYs 34 L/R VMC

BAPSI 1T / BERGO 1T / OKESA 1T / REDRA 1T / RIKSO 1T / SISVO 1T / SITRU 1T
RWYs 34L/R (343°)

	GS	120	150	180	210	240	270
5.5%	ft/MIN	700	900	1100	1200	1400	1600
7.7%	ft/MIN	1000	1200	1500	1700	1900	2200

DESIGNATOR	ROUTING	ALTITUDES
	Runway 34L/34R	
BAPSI 1T 7.7% to IMR 119.450 ①	at MNM 1500 (within D4 MEN) LT direct IMR - intercept R110 IMR to BAPSI	IMR MNM 6000
BERGO 1T 7.7% to IMR 5.5% to KDL 119.450 ①	at MNM 1500 (within D4 MEN) LT direct IMR - LT direct KDL - QDR 356 KDL to BERGO	IMR MNM 6000 KDL MNM 9000
OKESA 1T 7.7% to IMR 119.450 ①	at MNM 1500 (within D4 MEN) LT direct IMR - R153 IMR to OKESA	IMR MNM 6000
REDRA 1T 7.7% to IMR 119.450 ①	at MNM 1500 (within D4 MEN) LT direct IMR - R226 IMR to REDRA	IMR MNM 6000
RIKSO 1T 7.7% to IMR 119.450 ①	at MNM 1500 (within D4 MEN) LT direct IMR - R316 IMR to RIKSO	IMR MNM 6000
SISVO 1T 7.7% to IMR 119.450 ①	at MNM 1500 (within D4 MEN) LT direct IMR - R121 IMR to SISVO	IMR MNM 6000
SITRU 1T 7.7% to IMR 119.450 ①	at MNM 1500 (within D4 MEN) LT direct IMR - R246 IMR to SITRU	IMR MNM 6000

① SID is applicable only in VMC and in agreement between ATC and pilots.

ADB-LTBJ**5-70****SIDs RWYs 34 L/R VMC****VAKUM 1T / VEXOL 1T**

RWYs 34L/R (343°)

	GS	120	150	180	210	240	270
5.5%	ft/MIN	700	900	1100	1200	1400	1600
7.7%	ft/MIN	1000	1200	1500	1700	1900	2200

DESIGNATOR	ROUTING	ALTITUDES
	Runway 34L/34R	
VAKUM 1T 7.7% to IMR 5.5% to KDL 119.450 ①	at MNM 1500 (within D4 MEN) LT direct IMR - LT direct KDL - RT intercept R074 IMR to VAKUM	IMR MNM 6000 KDL MNM 9000
VEXOL 1T 7.7% to IMR 119.450 ①	at MNM 1500 (within D4 MEN) LT direct IMR - R270 IMR to VEXOL	IMR MNM 6000

① SID is applicable only in VMC and in agreement between ATC and pilots.

Effective 25-MAY-2017

18-MAY-2017

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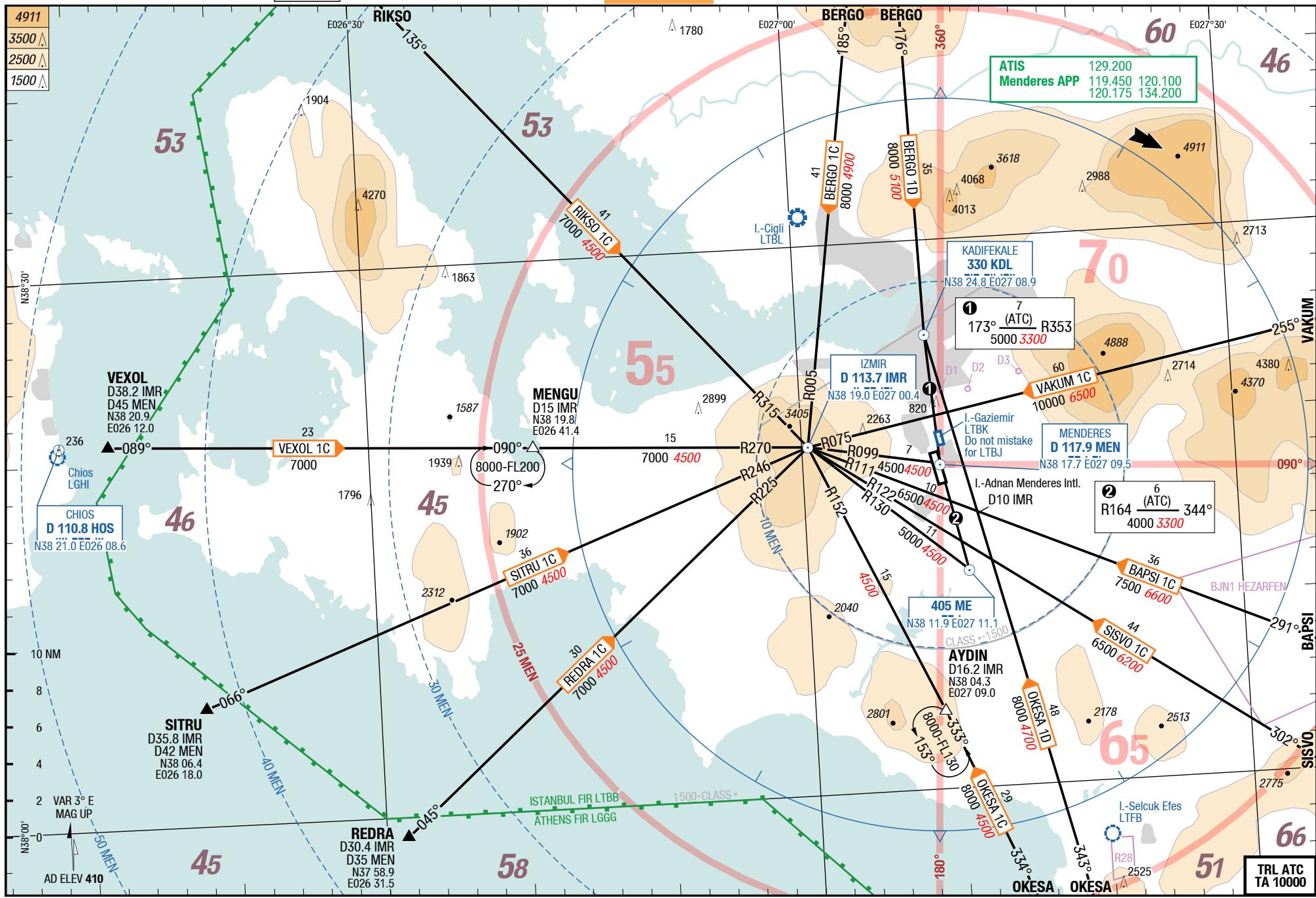
ADB-LTBJ

-10

STARs

5

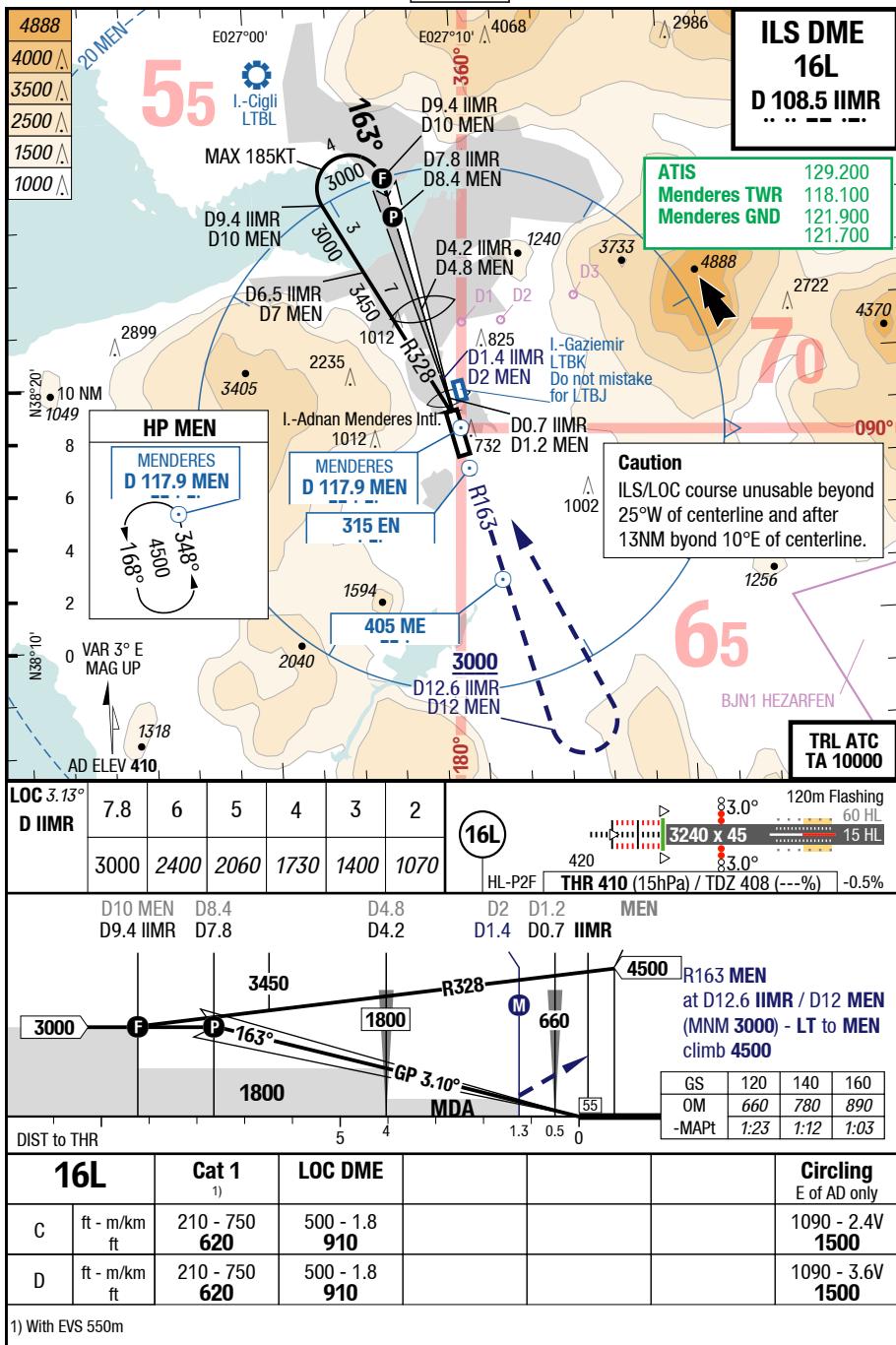
S STAR



ADB-LTBJ

7-10

ILS DME 16L

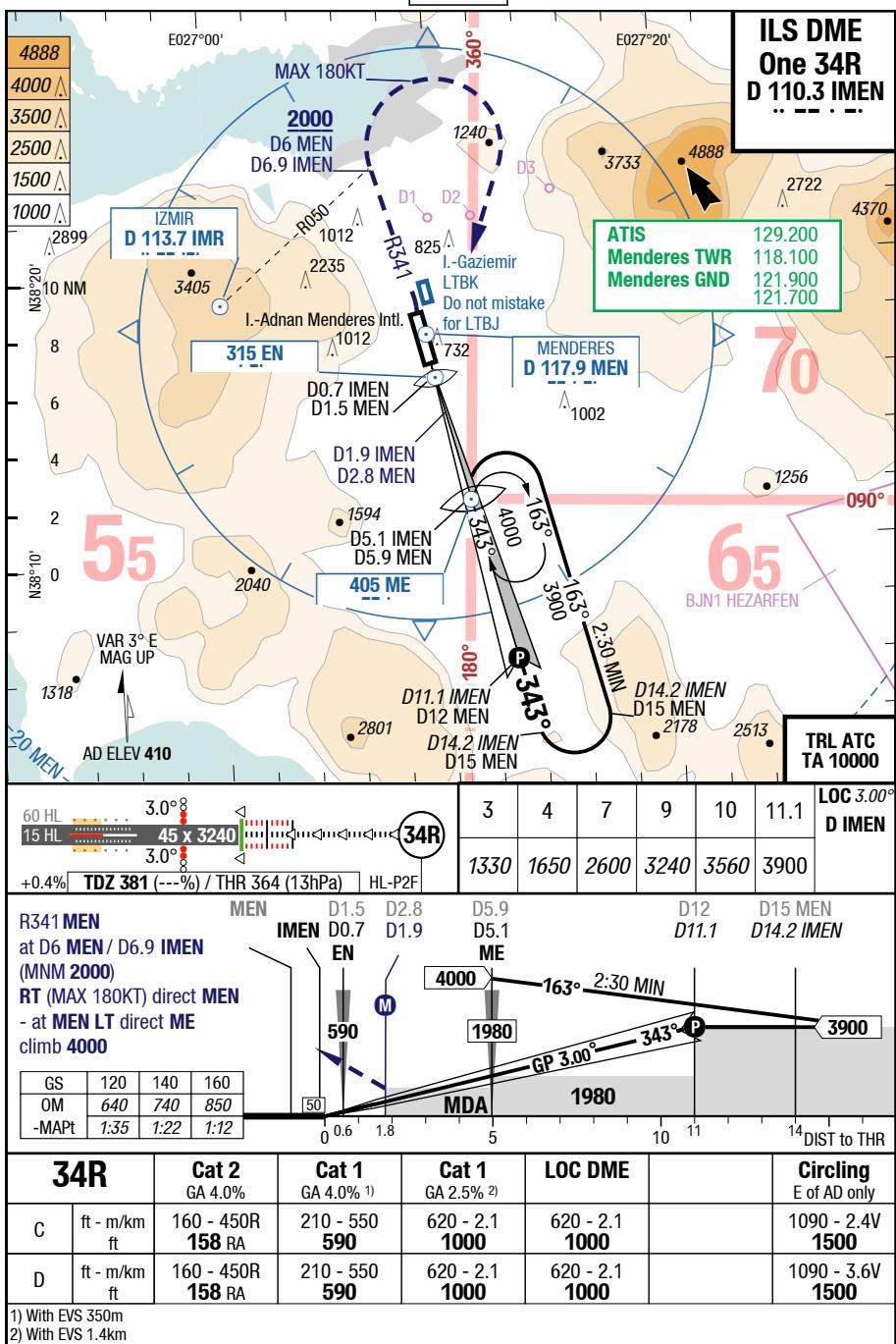


Changes: FREQ, OBST

ADB-LTBJ

7-20

ILS DME One 34R



Effective 19-JUL-2018

12-JUL-2018

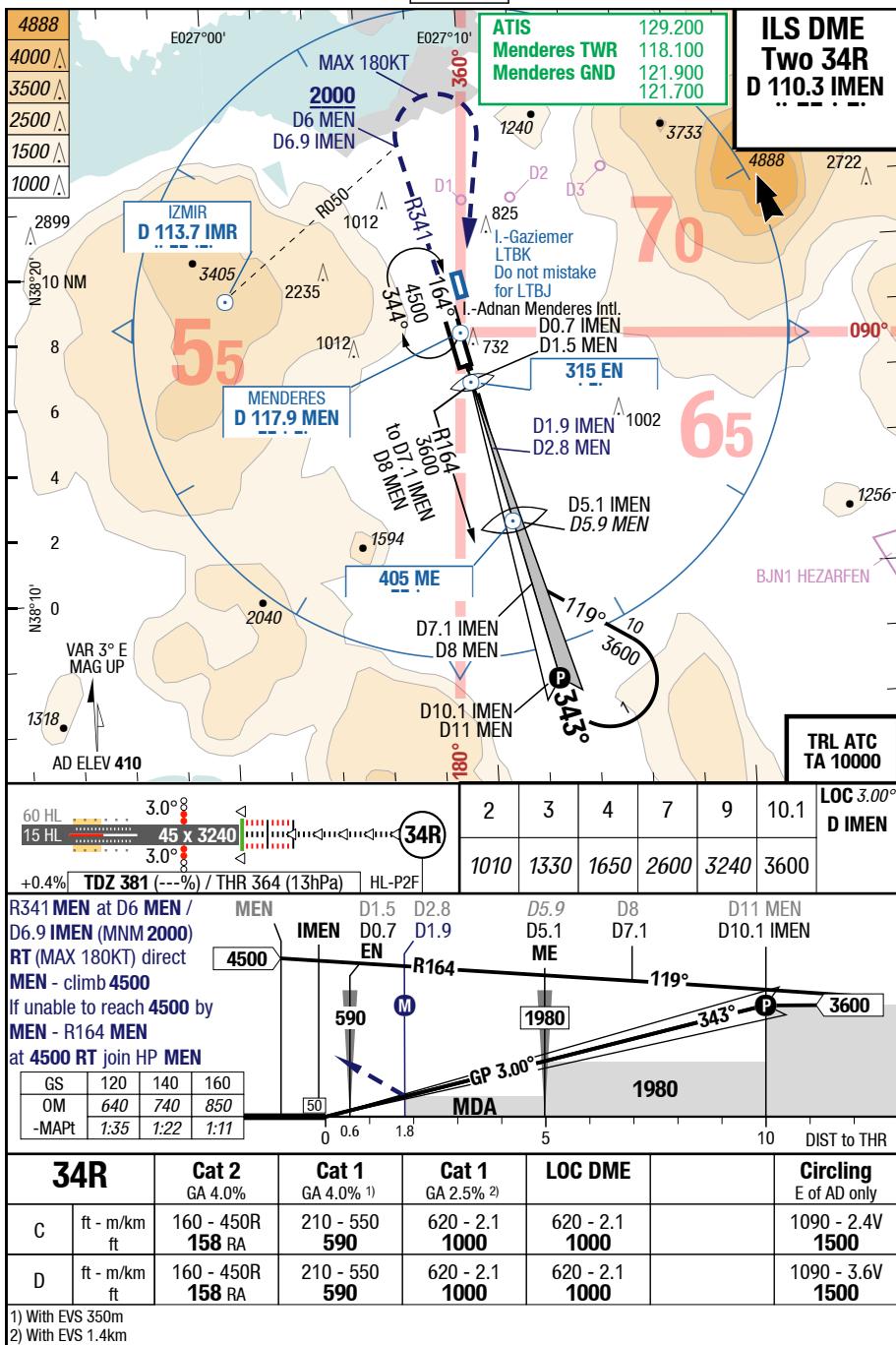
Turkey Izmir Adnan Menderes Intl.

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ADB-LTBJ

7-30

ILS DME Two 34R

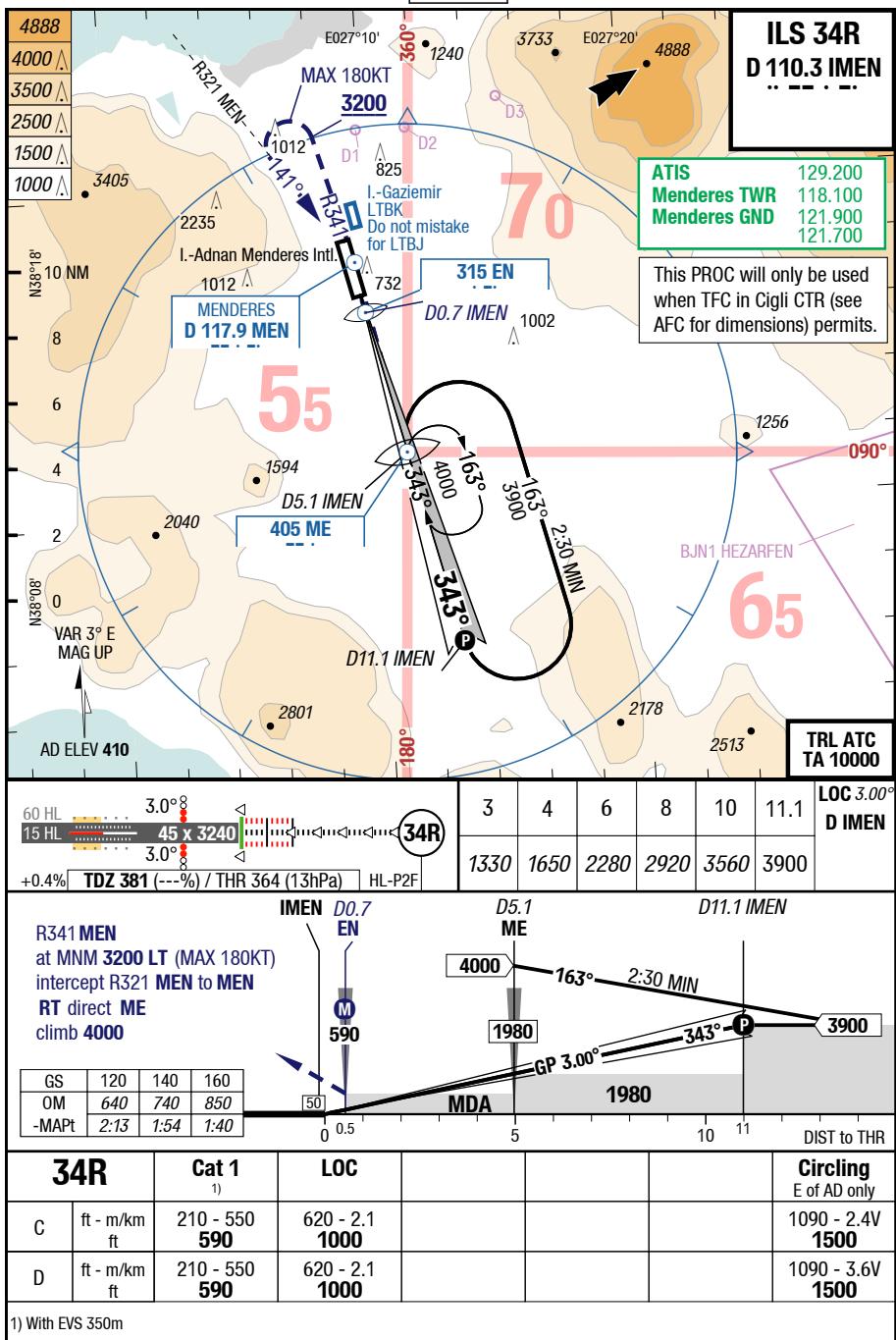


Changes: APL, FREQ, OBST, SUAs

ADB-LTBJ

7-40

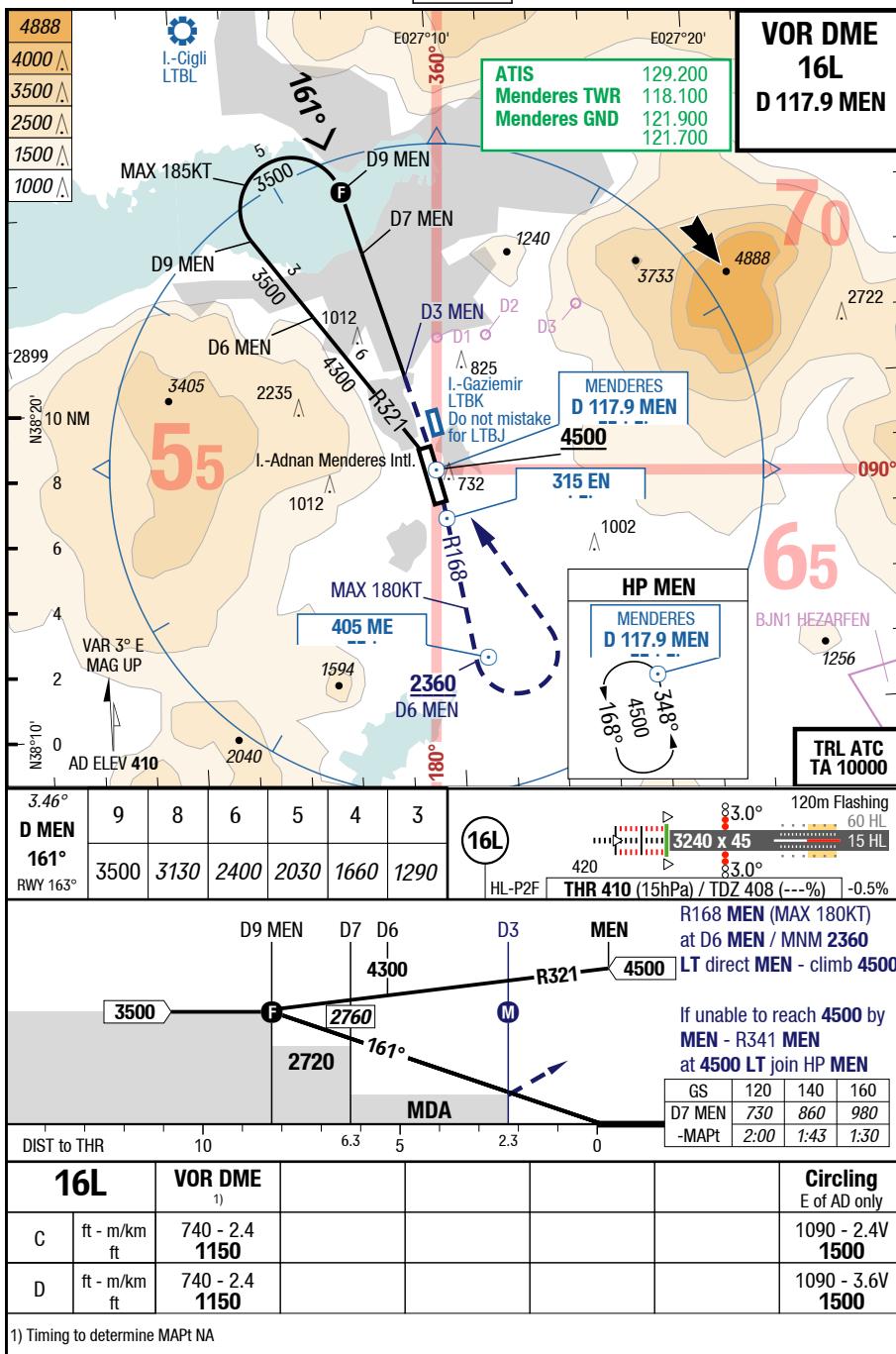
ILS 34R



ADB-LTBJ

7-50

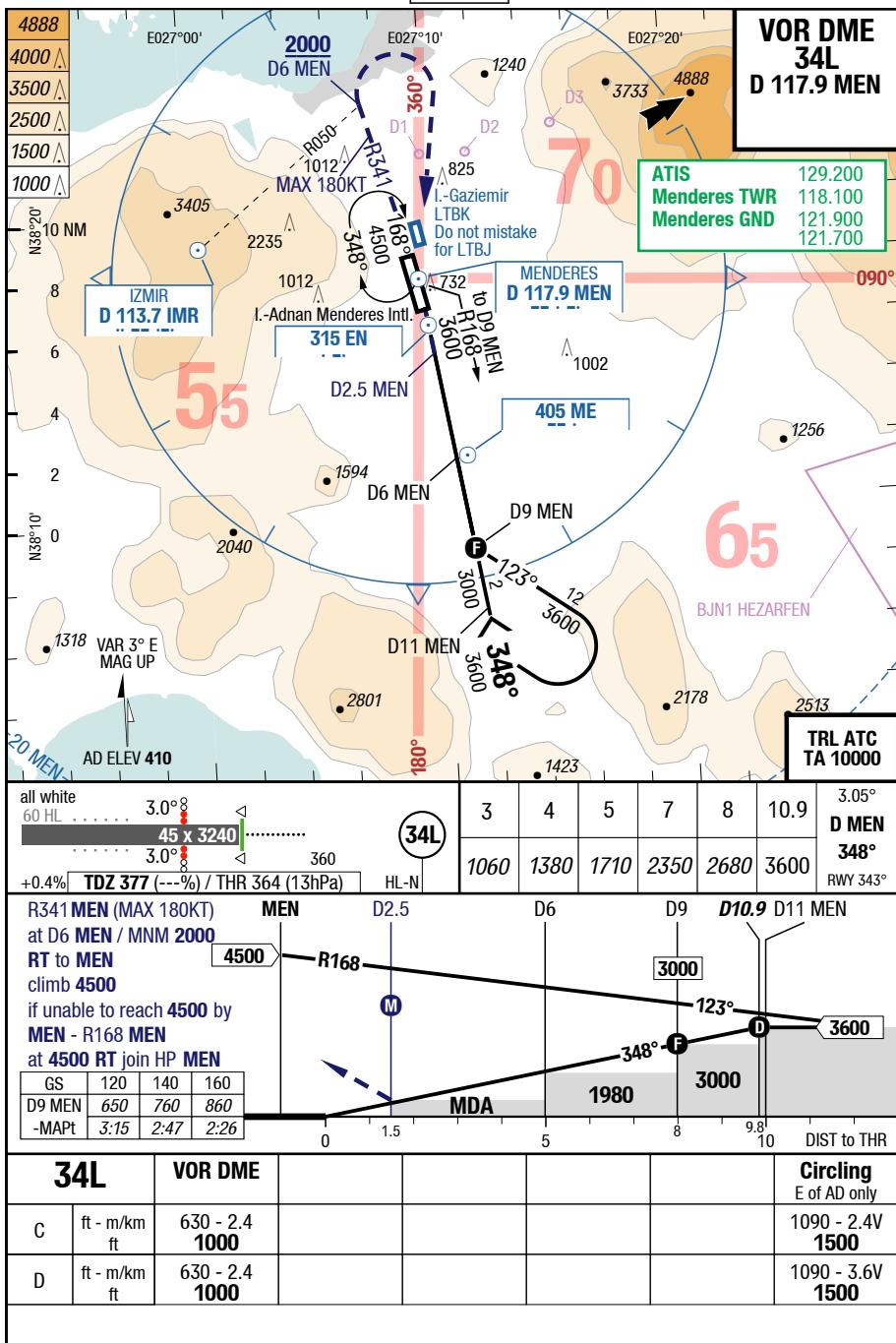
VOR DME 16L



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7-60

VOR DME 34L



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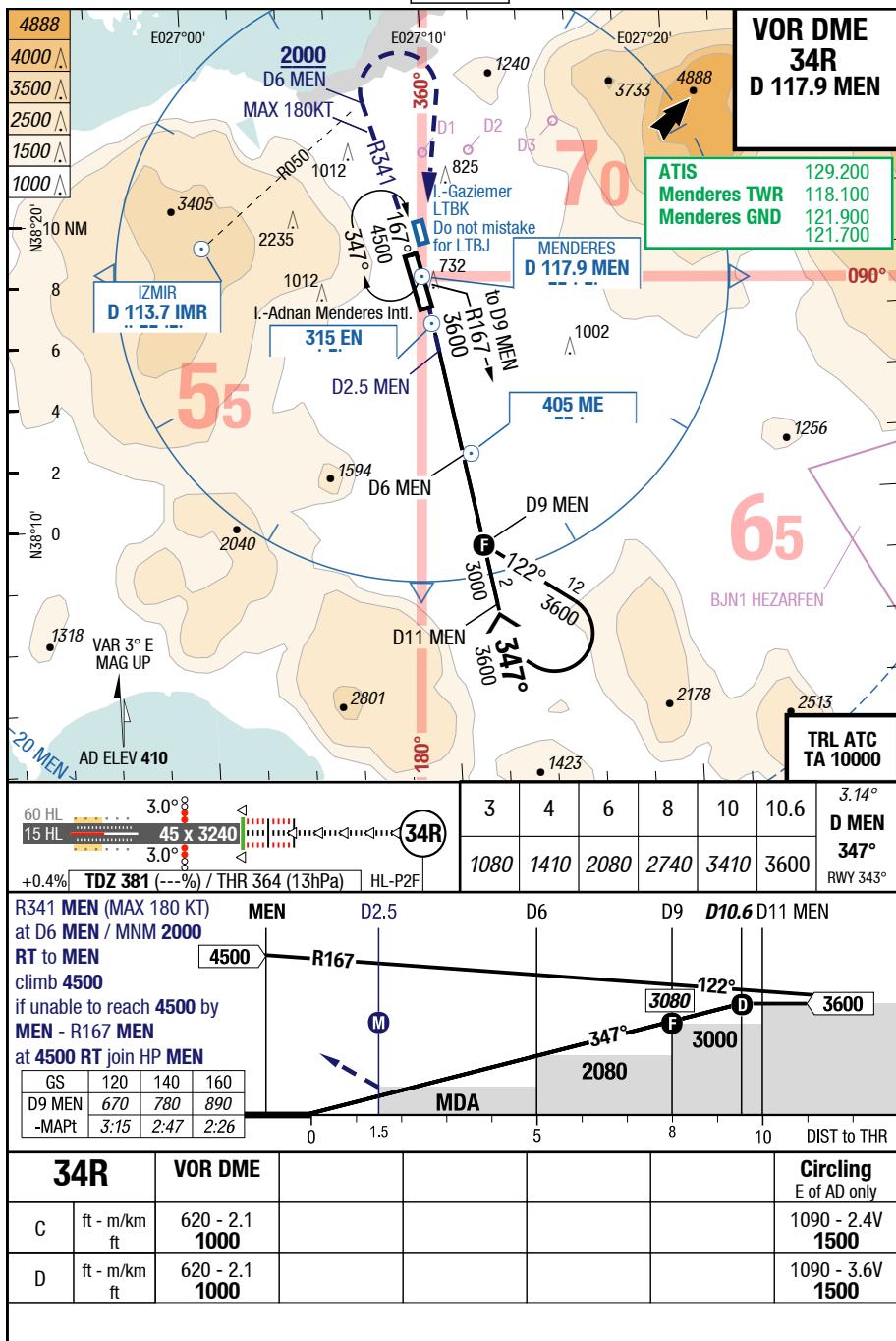
12-JUL-2018

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ADB-LTBJ

7-70

VOR DME 34R

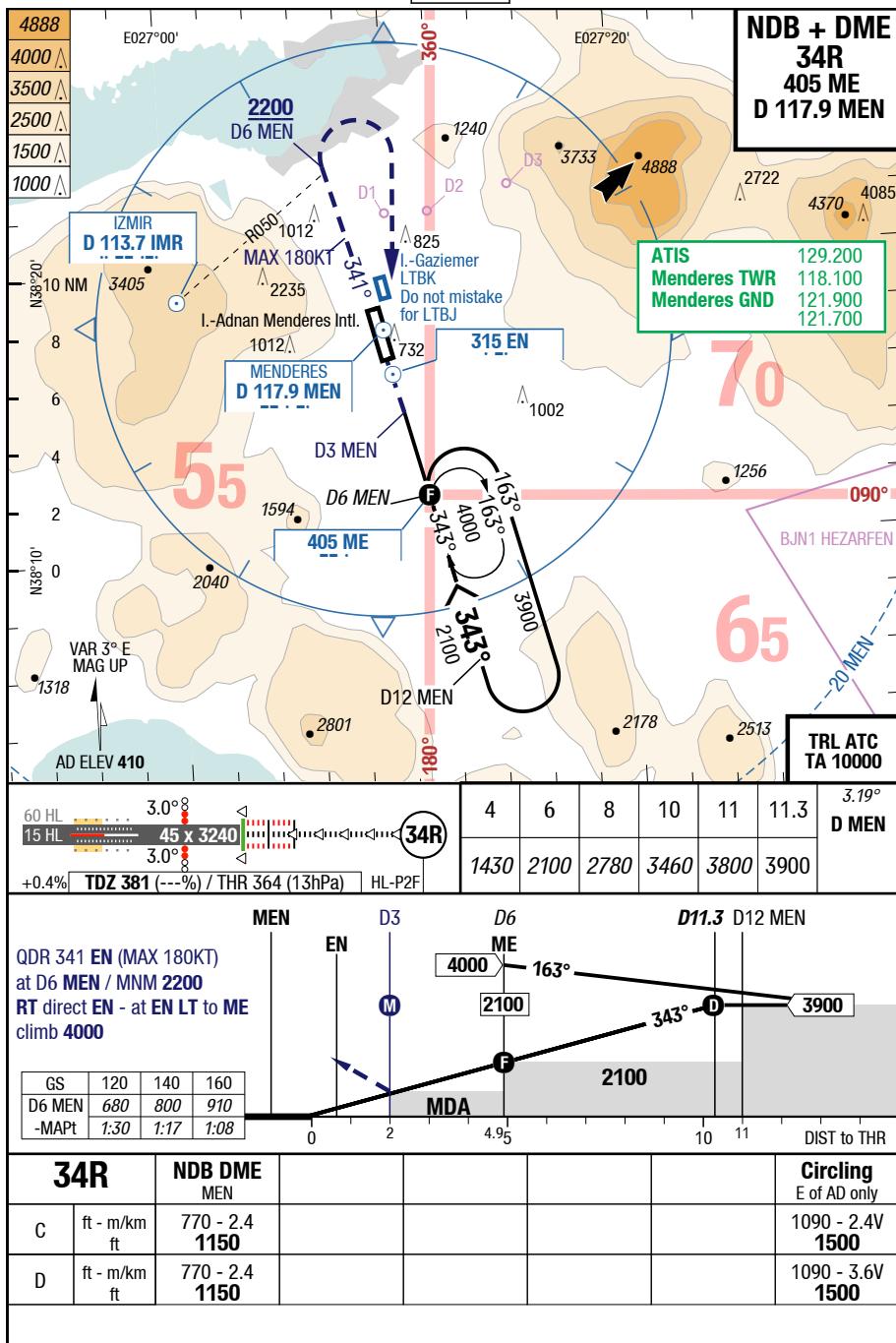


Changes: APL, FREQ, SUAs, OBST

ADB-LTB.J

7-80

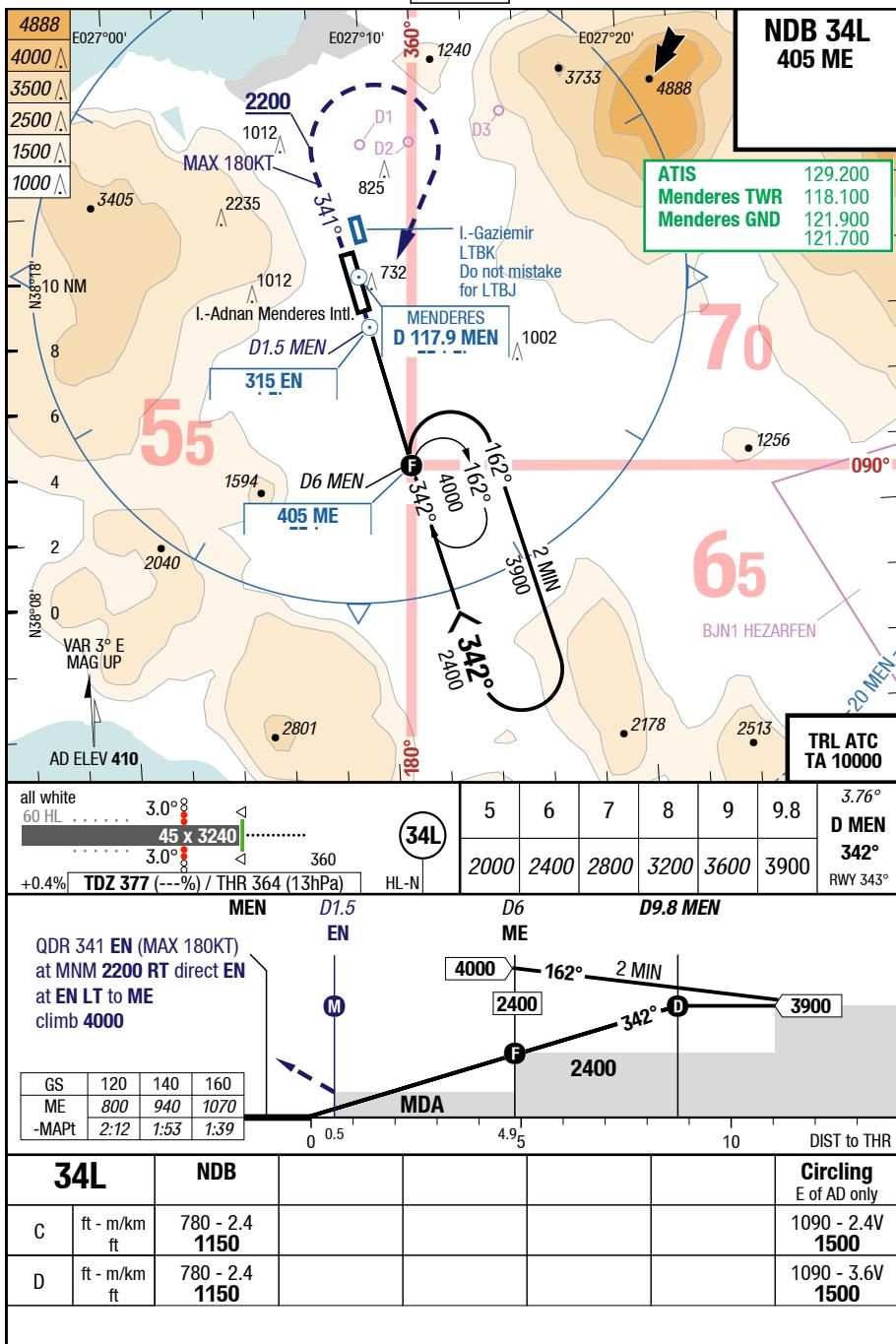
NDB + DME 34R



ADB-LTBJ

7-90

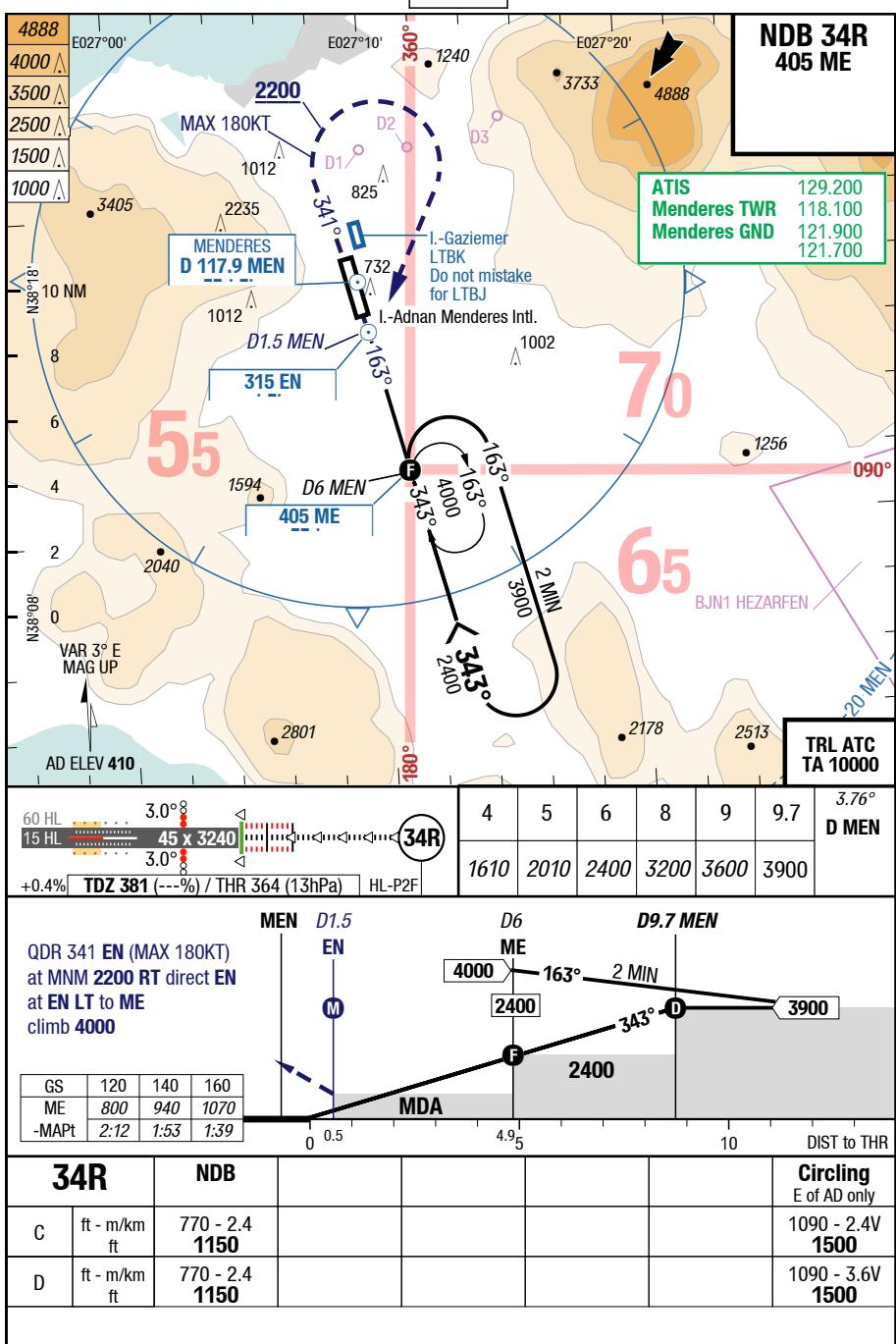
NDB 34L



ADB-LTBJ

7-100

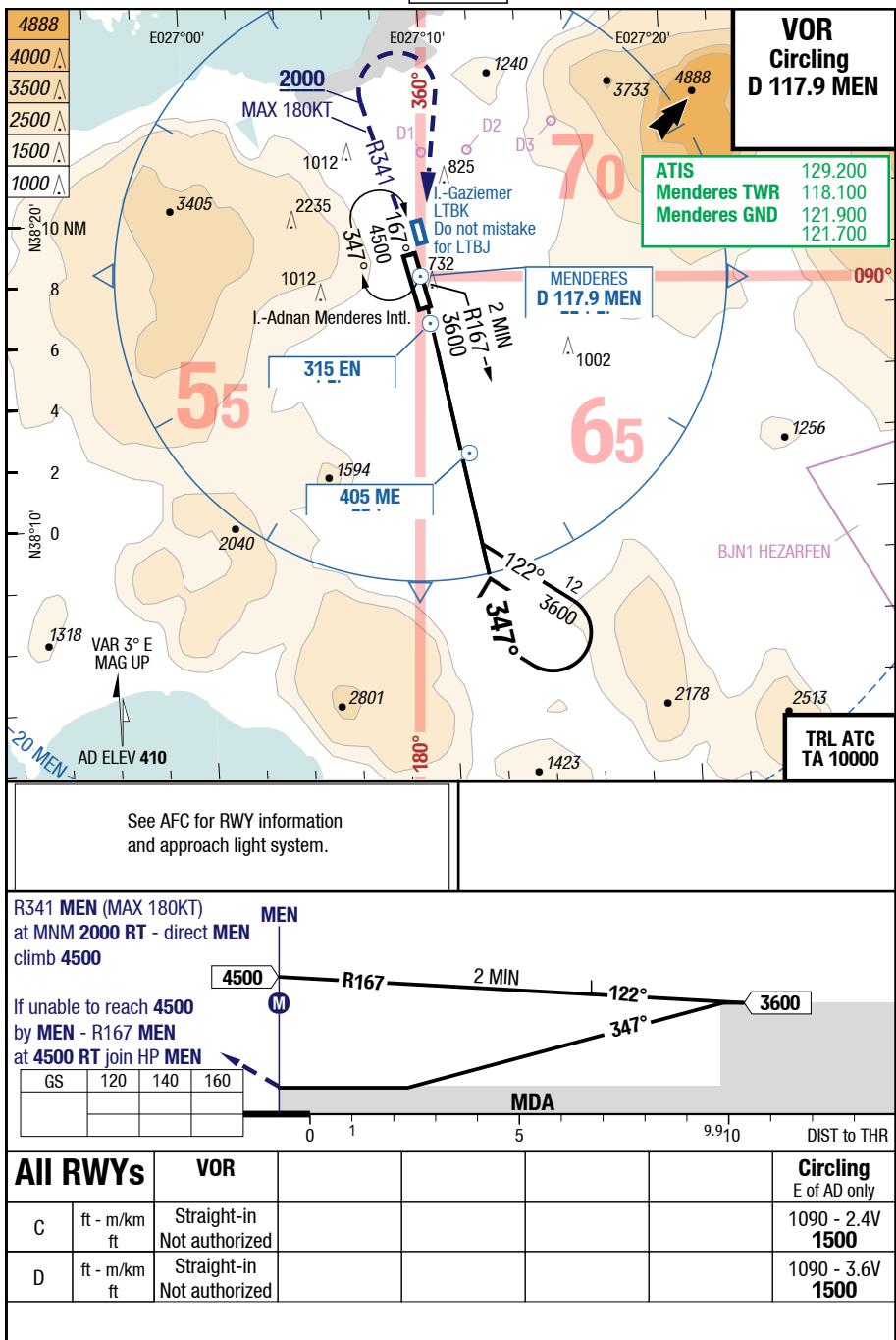
NDB 34R



ADB-LTBJ

7-110

VOR Circling



Effective 10-NOV-2016

03-NOV-2016

ADB-LTBJ

Turkey Izmir Adnan Menderes Intl.

Adnan Menderes Intl. **Izmir** Turkey

8-10

MRC

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