

12-JUL-2018

SAW-LTFJ

1-10

A01**A01****GENERAL****Operational Hours****ATS Hours / AD ADMIN Hours:** H24**Airport Information****RFF:** CAT 10**PCN:** RWY 06/24: 84/R/A/X/T**Operation****Traffic Note**

No LDG allowed for: A380 and B747-8I. PPR for B747-8F ACFT.

Preferential RWY System Operations (PRS)

During PRS the following RWY configuration will be used:

LDG/TKOF RWY 06

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.

If unable to comply with PRS for RWY 06 report this fact on first contact with ATC or 20min in advance of ETA.

Transponder Mode S

Select assigned transponder mode A and activate S, set to AUTO if technically AVBL;

- from push-back or taxi REQ, whichever comes earlier.
- after LDG, continuously until fully parked on stand.
- after parking, set mode A code 2000 before selecting off or STBY.

Select ACFT identification feature if AVBL, before activating transponder.

Minimum Runway Occupancy Time (MROT)

Ensure standard MROT procedures and in addition:

After LDG vacate RWY via rapid exits, TWY T or F for RWY 06 and TWY U or H for RWY 24. If unable inform TWR. It is recommended that vacating RWY from TWY G should be planned if the vacating RWY is accurate and safe, otherwise vacating RWY by using TWY G shall not be attempted.

RWY Restriction

After vacating RWY ACFT shall hold position before entering TWY D and contact GND immediately.

Code letter E and F ACFT crossing or exiting RWY using TWY H are required not to wait on TWY H unless otherwise instructed.

RWY 06/24 MAINT

25 MAR 2018 - 27 OCT 2018 (EXC 13 JUN 2150 - 19 JUN 2150 and 19 AUG 2300 - 27 AUG 2150)

MON, SAT: 0000-0159, 2150-2359

TUE-THU: 0000-0249, 2150-2359

FRI, SUN: 0000-0249, 2300-2359

TWY Restriction

TWY D1 width 15m / 49ft.

TWY N, P width 12m / 39ft.

Insufficient safety DIST restrict large ACFT from using certain TWYs when taxiing with own PWR.

The part of cargo APN CL between TWY K and TWY L AVBL up to code letter D ACFT.

GENERAL

Code letter E and F ACFT must enter/exit cargo APN via TWY L and TWY M. ACFT crossing the RWY from TWY D to cargo APN are required not to stop or wait on TWY G and follow ATC instructions.

Code letter E and F ACFT must enter/exit MRO APN via TWY K. Do not use the part of cargo APN CL between TWY K and TWY L for taxi.

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

In case of ACFT movement around THR RWY 24, TWY C shall not be used for taxiing from TWY D to APN 1.

Taxi/Parking

When LDG ACFT are instructed to hold before TWY D, pilot shall ensure that the RWY is fully vacated and TWY D is not blocked and hold at HLDG point. Contact GND immediately when reaching HLDG point.

Towing OPS that require RWY crossing prohibited between 0300-1200 and 1400-2200.

Use MNM speed on APN.

Marshaller is mandatory for all foreign registered ACFT, O/R for locally registered ACFT.

Automatic guidance system AVBL for stands 201-208.

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 test shall be performed at the ENG test area and stands 113, 114. Perform FOD control in the concerned area and contact DLV before ENG test.

Warnings

Use of autopilot coupled APCH below 554ft (Middle Marker) not recommended due to misleading up- and down indication.

DME SBH fluctuating, use extreme caution especially during non-precision APCH.

Birds in vicinity of AD.

ARRIVAL**Speed**

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

RNAV STAR 06/24

200KT on base leg/closing HDG to final APCH up to 12NM to touchdown.

180KT on final APCH course within 12NM to 9NM to touchdown.

170KT on final APCH course within 9NM to 7NM to touchdown.

160KT on final APCH course within 7NM to 5NM to touchdown.

These speeds are applied for ATC separation purposes and are mandatory. ACFT unable to conform to these speeds, advise ATC and state which speeds will be used.

ARRIVAL**COM Failure****For IFR flights outside TMA**

Follow FPL route using last assigned and acknowledged flight level. For 3min execute relevant STAR. Then, descending to 9000ft and proceed to **SBH VOR/DME**. Execute IAP and land.

For IFR flights inside TMA (+90 212 465 0121)

ACFT at or above 9000ft:

For 3min execute last assigned and acknowledged ATC instructions. Then, descending to 9000ft* and proceed to **SBH VOR/DME**. Execute IAP and land.

* traffic via KFK is not allowed to descend below 10000ft before passing DEKEK or beyond D32 from **SBH VOR/DME**.

ACFT below 9000ft:

Proceed to **SBH VOR/DME**, descend or maintain last and acknowledged ALT. Execute IAP and land.

DEPARTURE**Take-off Minima**

RWY		06/24	
All ACFT	ft - m/km	0 - 400R/400V	-

Speed

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

Communication

Check ATIS to confirm published FREQ is the current one in use. At first contact report call sign only.

Departure Procedure

Noise Abatement Procedure: Use ICAO Standard NADP 1 or 2.

ATC Slot, Clearance**Start-up/Push-back**

For start-up PROC see CRAR and in addition:

REQ start-up and push-back 25min before RWY closure time not regarding SLOT time, otherwise start-up and push-back will not be allowed.

Report cross-bleed start to GND, if applicable, when REQ start-up. Cross bleed start on APN CL only.

Contact DLV for ATC CLR 10min before start-up.

ACFT standing at stands 404 and 405 do not start ENG during push-back, wait until get on APN CL.

Push-back mandatory for all parking PSNs except de-icing APN.

If ACFT received entry or departure instructions and is not fully ready, report the status before entering RWY.

Pilots reaction time shall not exceed 10sec for departure CLR and 60sec for pushback CLR.

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REQ de-icing before requesting push-back.

Unless otherwise instructed, de-icing OPS will be done on stands 51-54 for RWY 06 and TWY S, stands 14A, 15A for RWY 24.

De-icing for code letter C ACFT and below will be done on TWY S, stand 14A, 15A, stand 51-54, 54A.

De-icing for code letter D ACFT and above will be done:

- at stands when ACFT is parked on cargo APN
- on TWY S or east of APN 1 CL when ACFT is parked on APN 1

ACFT waiting for de-icing shall hold at HLDG positions D1-HP15 and D1-HP16.

After de-icing, request CLR before entering TWY D and do not move without visual sign by marshaller even if instructed to taxi by ATC.

Effective 19-JUL-2018

12-JUL-2018

SAW-LTFJ

Turkey Istanbul Sabiha Gokcen

AGC

AFC

AFC

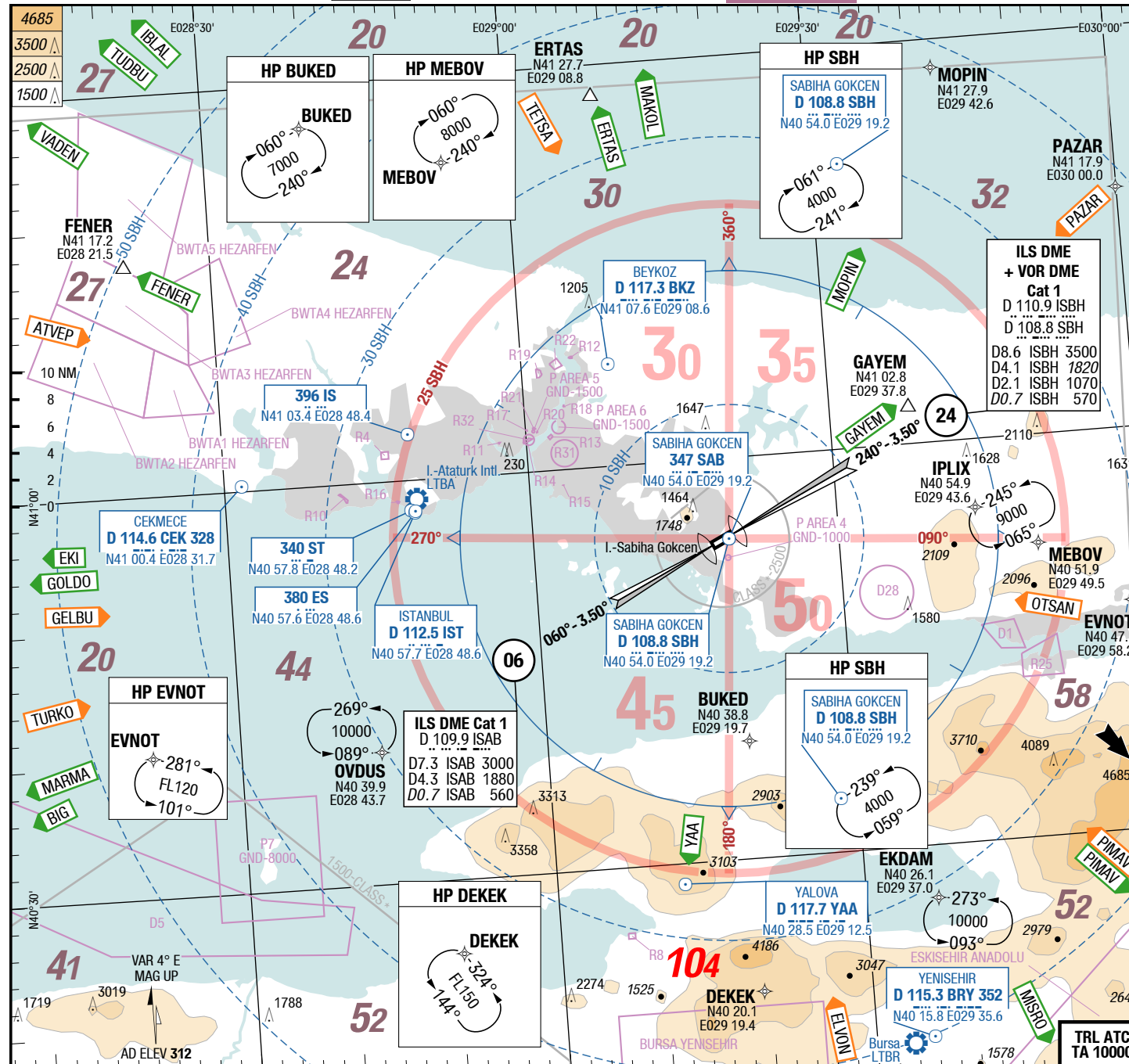
AFC

Sabiha Gokcen Istanbul Turkey

AGC

AFC

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ATIS 128.550 AWOS 3

Yesilkoy APP/RAD

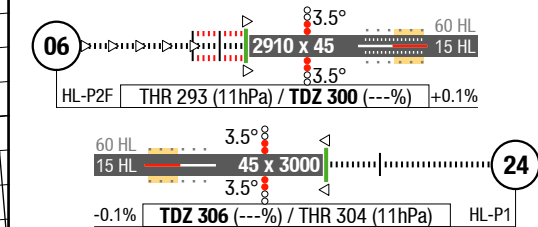
119.475 W
120.500 S
120.700 N
127.100 E
120.125
119.350
122.575
121.250
124.450 Emergency

Gokcen TWR 118.800
120.925

Gokcen GND 121.750
122.625

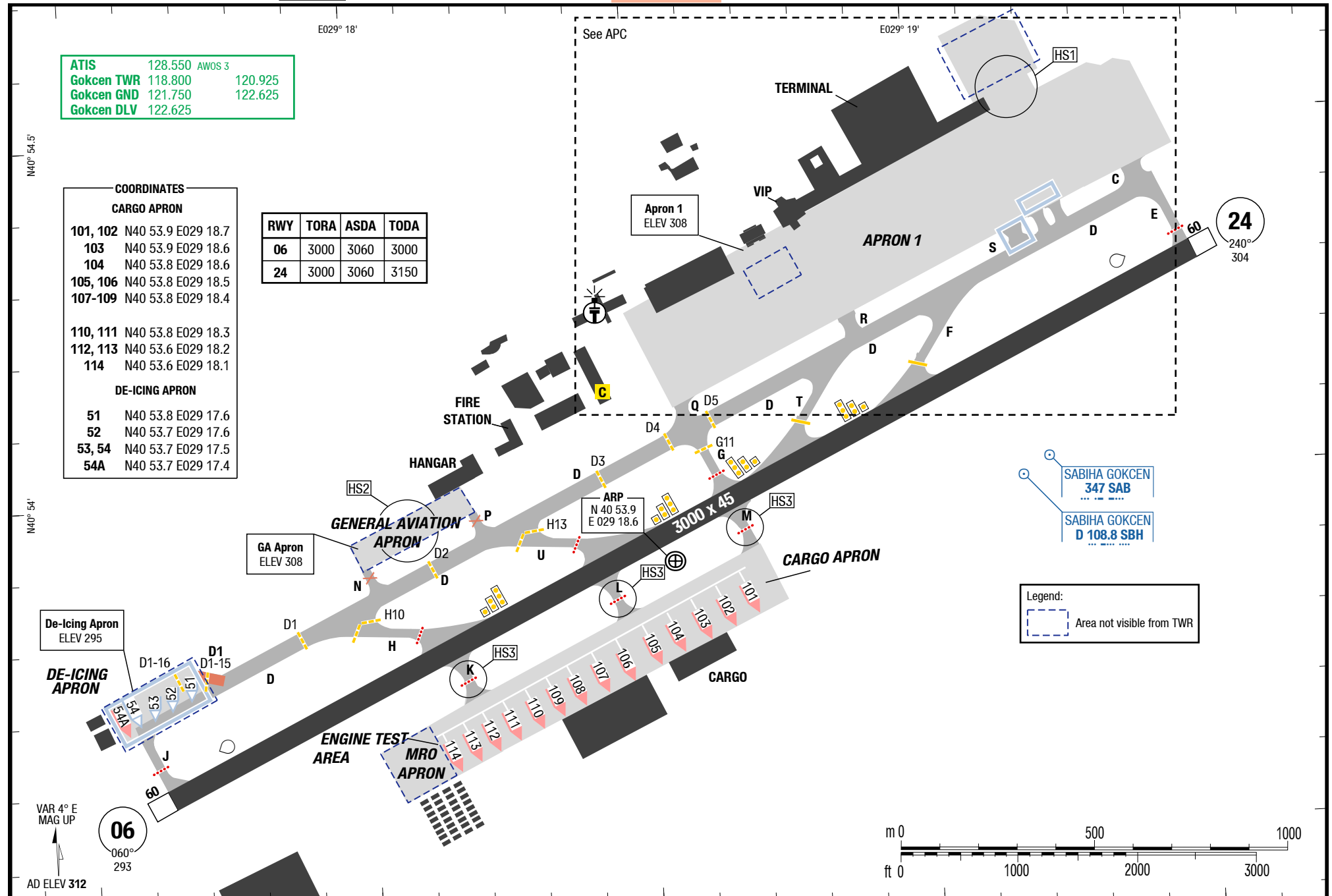
Gokcen DLV 122.625

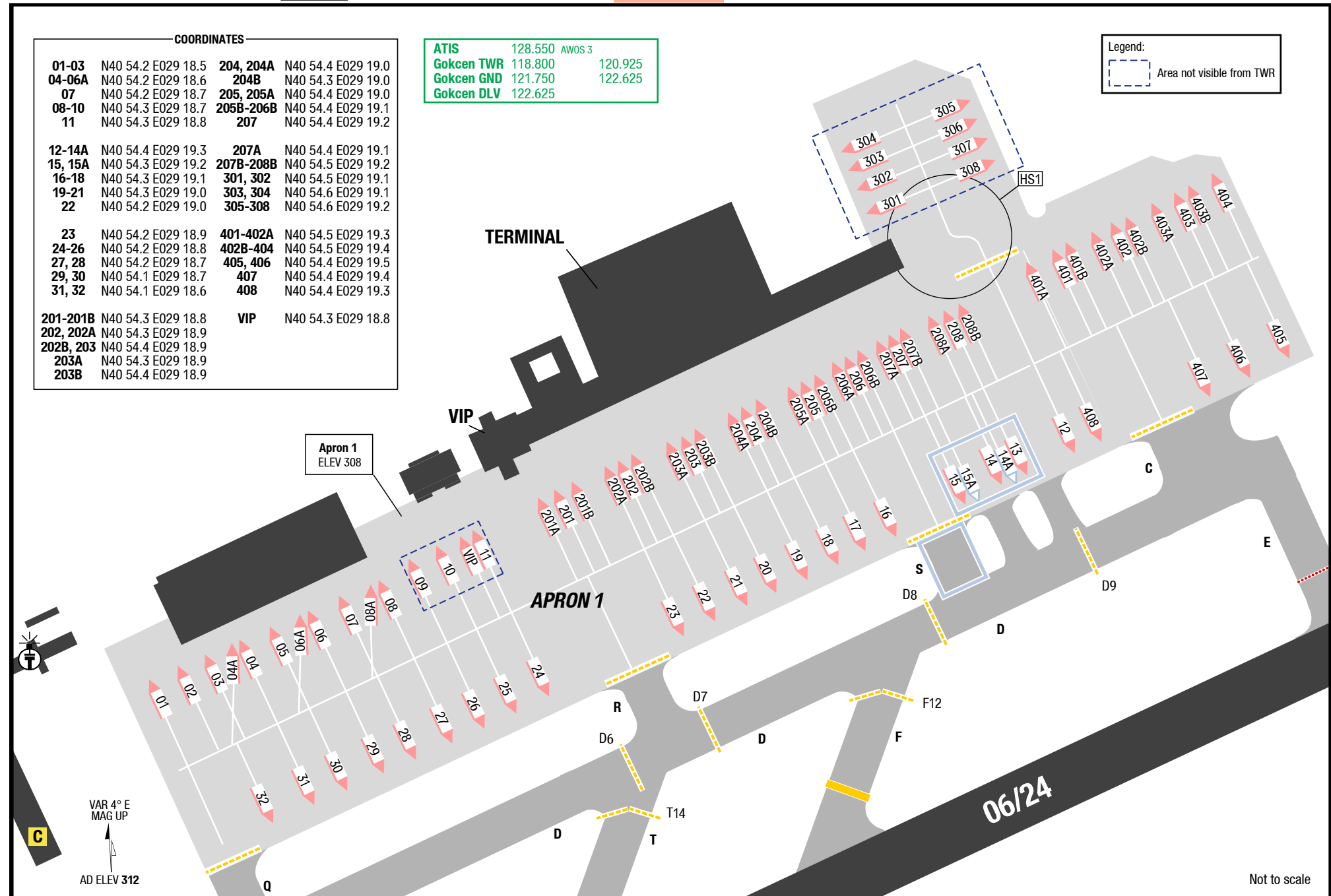
Landing RWY system:



3-20

AGC





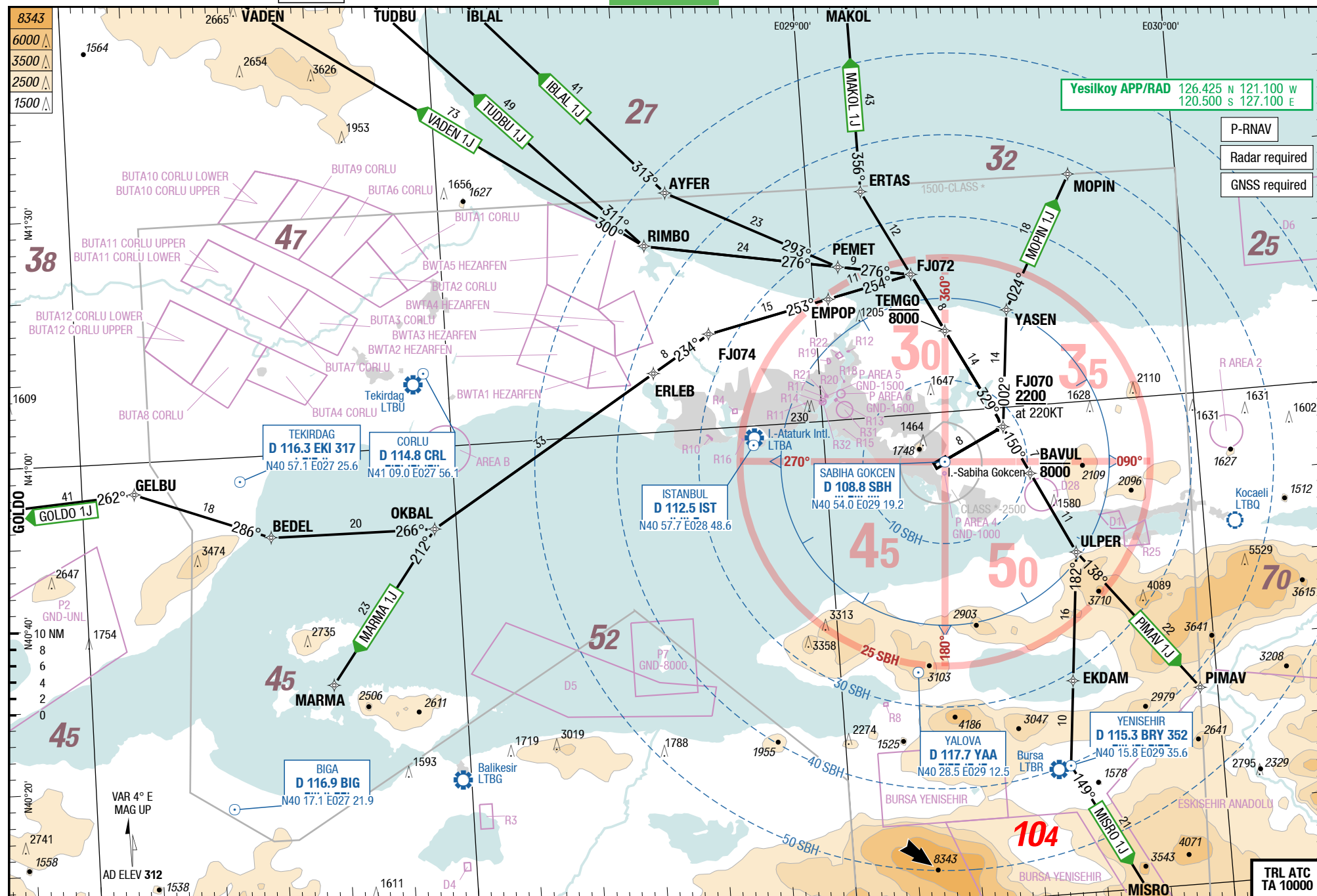
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RNAV SIDs RWY 06

SID

SID

RNAV SIDs RWY 06



Changes: PROC, SUAs, OBST

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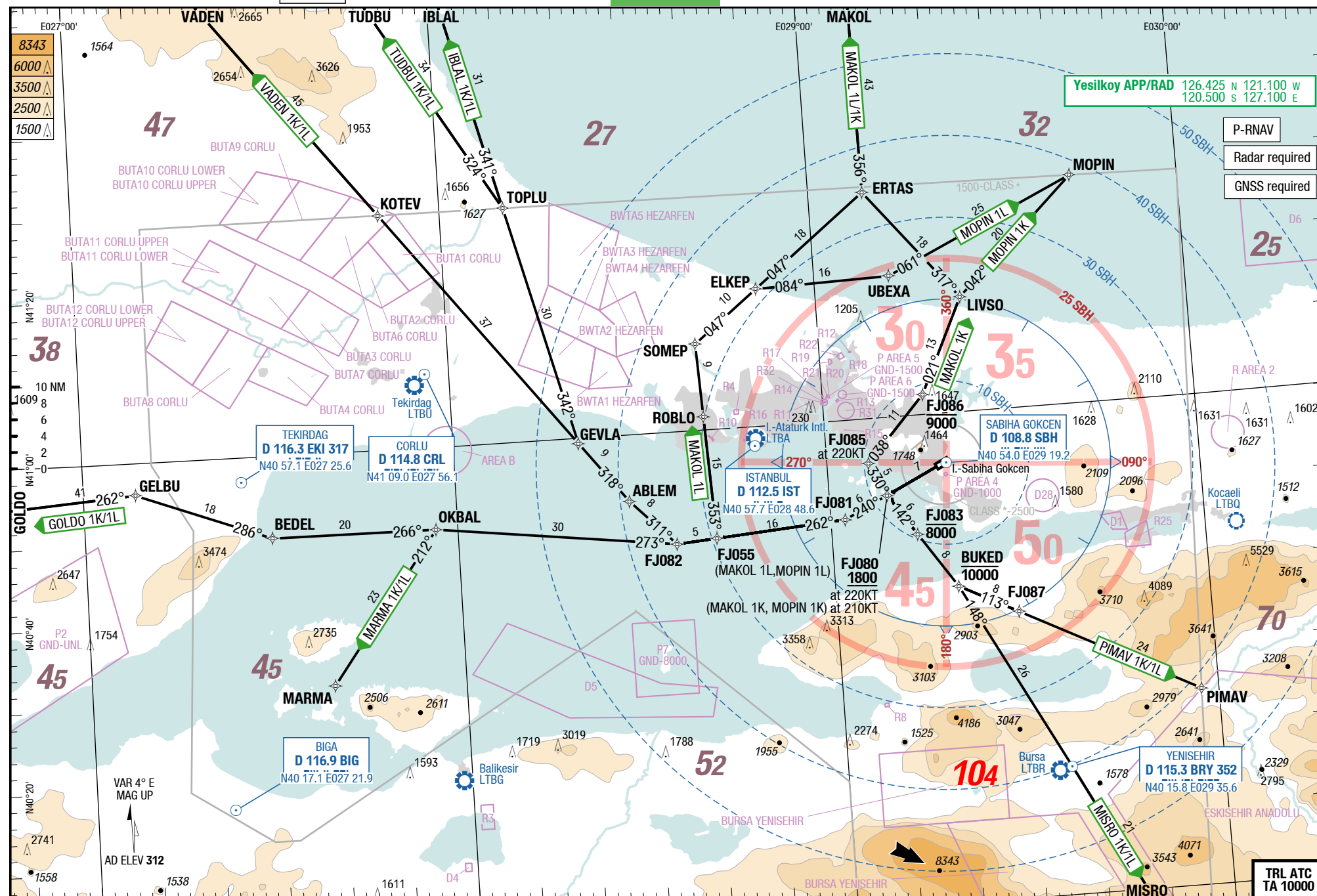
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4-20 RNAV SIDs RWY 24 (K/L DEPs)

SID

SID

RNAV SIDs RWY 24 (K/L DEPs)



Changes: PROC, SUAs, OBST

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Turkey **Istanbul** Sabiha Gokcen

SIDs RWY 06

SID

SID

Sabiha Gokcen **Istanbul** Turkey

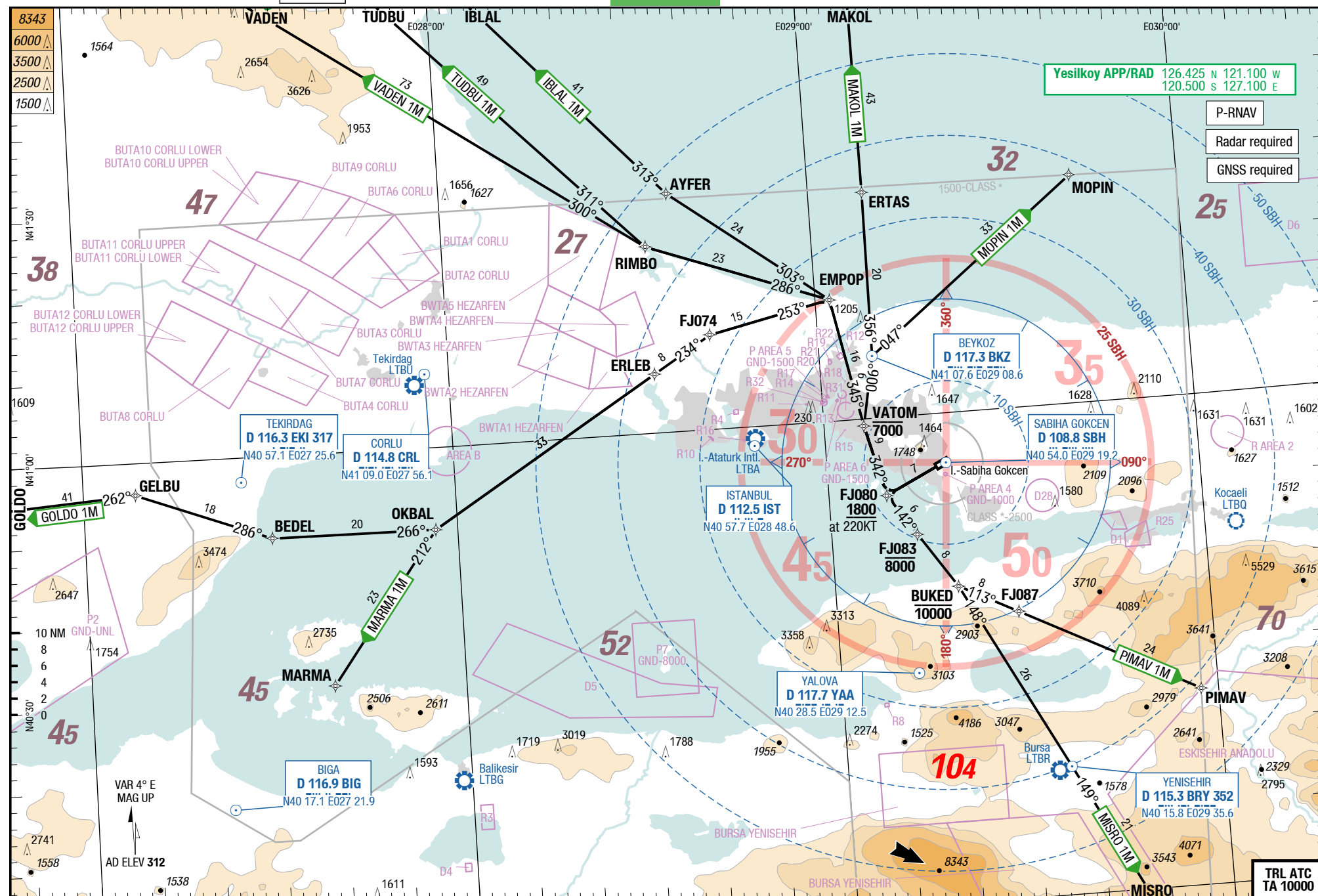
SIDs RWY 06

RNAV SIDs RWY 24 (M DEPs)

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RNAV SIDs RWY 24 (M DEPs)



Changes: PROC, SUAs, OBST

TRL ATC
TA 10000

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Turkey Istanbul Sabiha Gokcen

SID

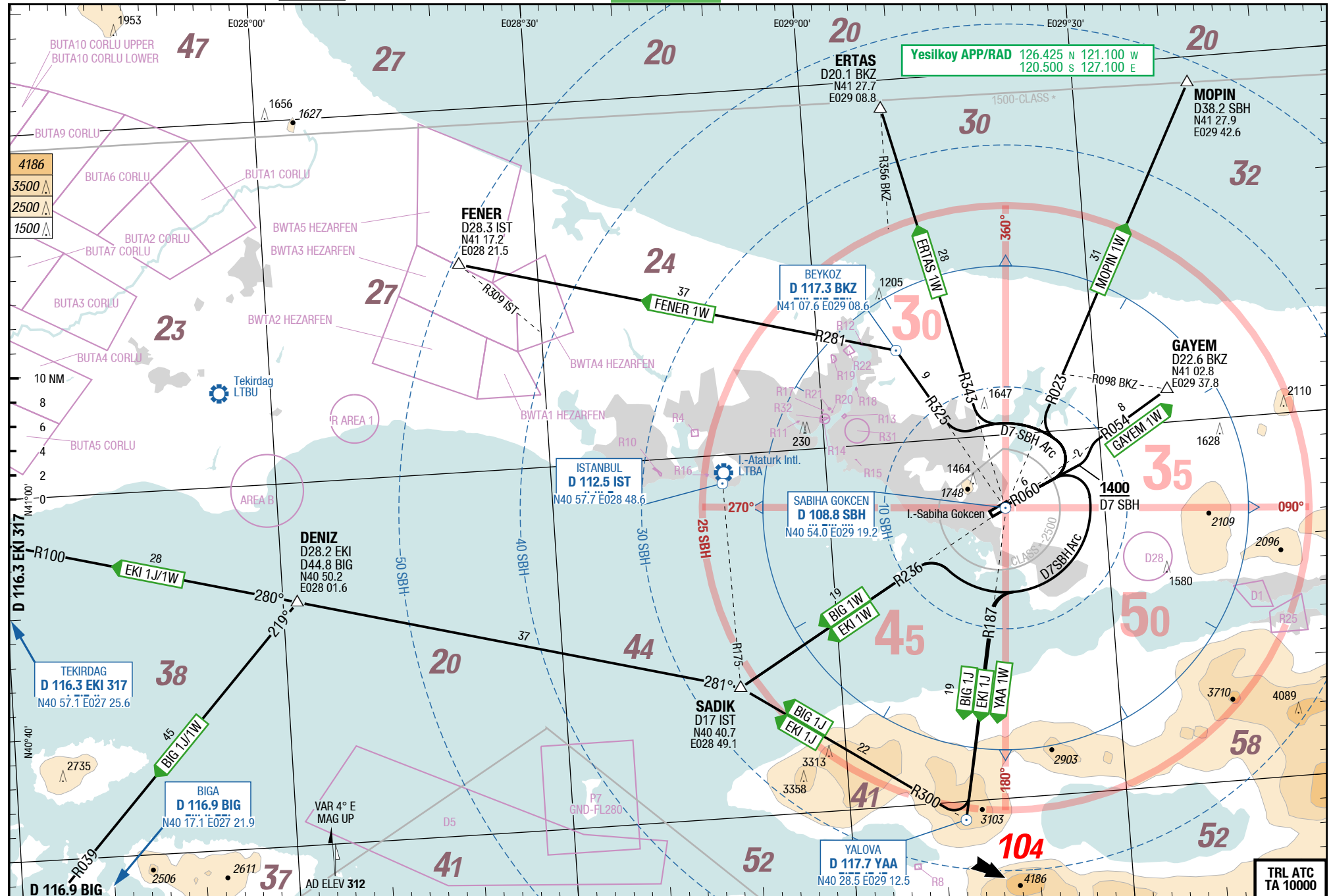
SID

Sabiha Gokcen Istanbul Turkey

4-40

SIDs RWY 06

SIDs RWY 06



Changes: Nil

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NIL

4-50

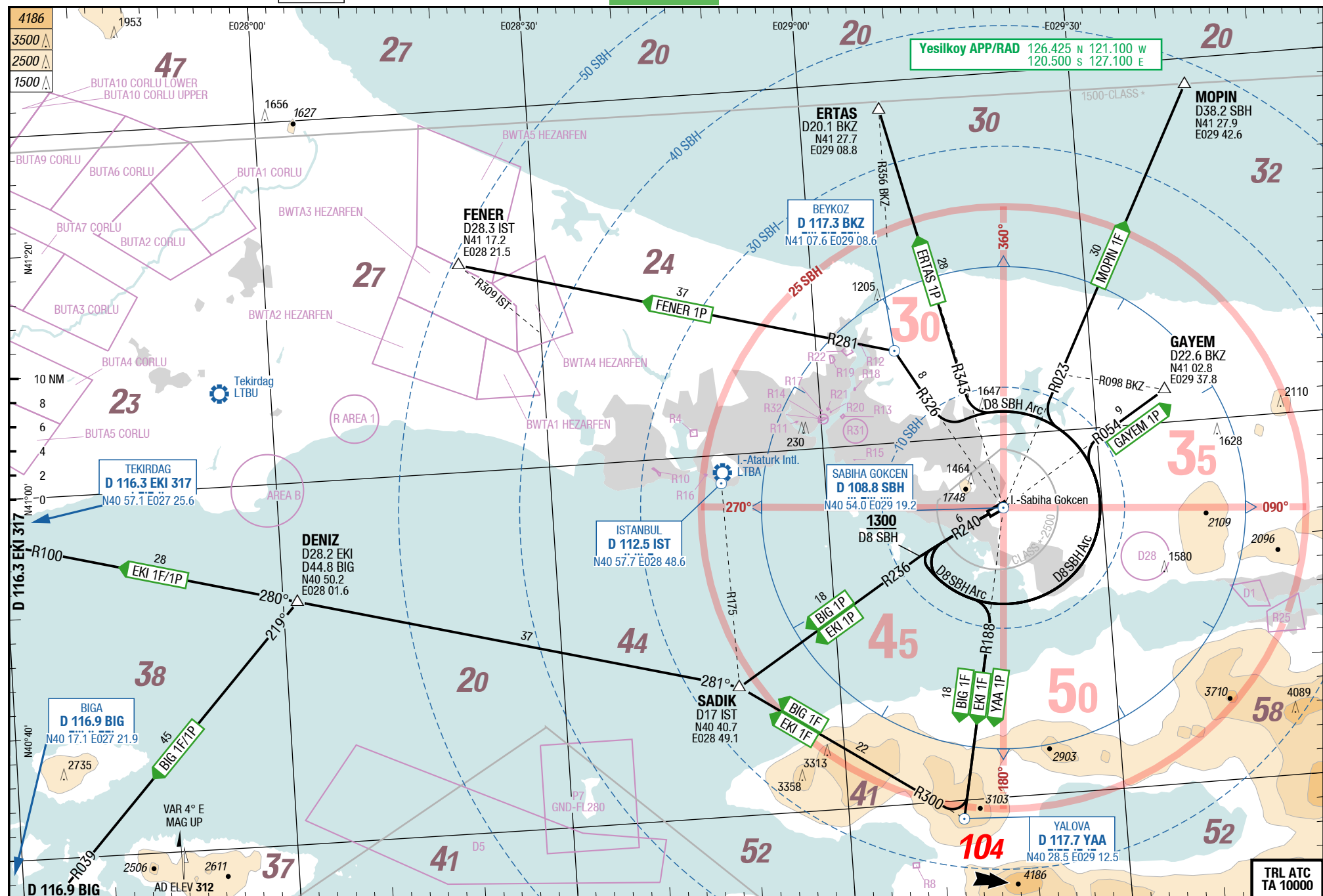
SIDs RWY 24

SID

SID

NIL

SIDs RWY 24



Changes: Page Number

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RNAV SIDs RWY 06

**GOLDO 1J / IBLAL 1J / MAKOL 1J / MARMA 1J / MISRO 1J / MOPIN 1J / PIMAV 1J /
TUDBU 1J / VADEN 1J**

RWY 06 (060°)

After take-off, immediately contact Yesilkoy RAD.

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 06	
GOLDO 1J 4.0% to 3000 126.425	DCT FJ070 [K220] - TEMGO - FJ072 - EMPOP - FJ074 - ERLEB - OKBAL - BEDEL - GELBU - GOLDO	FJ070 MNM 2200 TEMGO MAX 8000 initial climb 7000
IBLAL 1J 4.0% to 3000 126.425	DCT FJ070 [K220] - TEMGO - FJ072 - PEMET - AYFER - IBLAL	FJ070 MNM 2200 TEMGO MAX 8000 initial climb 7000
MAKOL 1J 4.0% to 3000 126.425	DCT FJ070 [K220] - TEMGO - FJ072 - ERTAS - MAKOL	FJ070 MNM 2200 TEMGO MAX 8000 initial climb 7000
MARMA 1J 4.0% to 3000 126.425	DCT FJ070 [K220] - TEMGO - FJ072 - EMPOP - FJ074 - ERLEB - OKBAL - MARMA	FJ070 MNM 2200 TEMGO MAX 8000 initial climb 7000
MISRO 1J 4.0% to 3000 126.425	DCT FJ070 [K220] - BAVUL - ULPER - EKDAM - BRY - MISRO	FJ070 MNM 2200 BAVUL MAX 8000 initial climb 7000
MOPIN 1J 4.0% to 3000 126.425	DCT FJ070 [K220] - YASEN - MOPIN	FJ070 MNM 2200 initial climb 7000
PIMAV 1J 4.0% to 3000 126.425	DCT FJ070 [K220] - BAVUL - ULPER - PIMAV	FJ070 MNM 2200 BAVUL MAX 8000 initial climb 7000
TUDBU 1J 4.0% to 3000 126.425	DCT FJ070 [K220] - TEMGO - FJ072 - PEMET - RIMBO - TUDBU	FJ070 MNM 2200 TEMGO MAX 8000 initial climb 7000
VADEN 1J 4.0% to 3000 126.425	DCT FJ070 [K220] - TEMGO - FJ072 - PEMET - RIMBO - VADEN	FJ070 MNM 2200 TEMGO MAX 8000 initial climb 7000

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RNAV SIDs RWY 24 (K/L DEPs)

GOLDO 1K / GOLDO 1L / IBLAL 1K / IBLAL 1L / MAKOL 1K / MAKOL 1L / MARMA 1K / MARMA 1L / MISRO 1K

RWY 24 (240°)

After take-off, immediately contact Yesilkoy RAD.

	GS	120	150	180	210	240	270
3.5%	ft/MIN	500	600	700	800	900	1000
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 24	
GOLDO 1K 3.5% to 2000 126.425	DCT FJ080 [K220] - FJ081 - FJ082 - OKBAL - BEDEL - GELBU - GOLDO	FJ080 MNM 1800 initial climb 7000
GOLDO 1L 5.0% to 2000 126.425	DCT FJ080 [K220] - FJ081 - FJ082 - OKBAL - BEDEL - GELBU - GOLDO	FJ080 MNM 1800 initial climb 7000
IBLAL 1K 3.5% to 2000 126.425	DCT FJ080 [K220] - FJ081 - FJ082 - ABLEM - GEVLA - TOPLU - IBLAL	FJ080 MNM 1800 initial climb 7000
IBLAL 1L 5.0% to 2000 126.425	DCT FJ080 [K220] - FJ081 - FJ082 - ABLEM - GEVLA - TOPLU - IBLAL	FJ080 MNM 1800 initial climb 7000
MAKOL 1K 3.5% to 2000 126.425	DCT FJ080 [K210] - FJ085 [K220] - FJ086 - LIVSO - ERTAS - MAKOL	FJ080 MNM 1800 FJ086 MAX 9000 initial climb 7000
MAKOL 1L 5.0% to 2000 126.425	DCT FJ080 [K220] - FJ081 - FJ055 - ROBLO - SOMEPE - ELKEP - ERTAS - MAKOL	FJ080 MNM 1800 initial climb 7000
MARMA 1K 3.5% to 2000 126.425	DCT FJ080 [K220] - FJ081 - FJ082 - OKBAL - MARMA	FJ080 MNM 1800 initial climb 7000
MARMA 1L 5.0% to 2000 126.425	DCT FJ080 [K220] - FJ081 - FJ082 - OKBAL - MARMA	FJ080 MNM 1800 initial climb 7000
MISRO 1K 3.5% to 2000 126.425	DCT FJ080 [K220] - FJ083 - BUKED - BRY - MISRO	FJ080 MNM 1800 FJ083 MAX 8000 BUKED MAX 10000 initial climb 7000

MISRO 1L / MOPIN 1K / MOPIN 1L / PIMAV 1K / PIMAV 1L / TUDBU 1K / TUDBU 1L / VADEN 1K

RWY 24 (240°)

After take-off, immediately contact Yesilkoy RAD.

	GS	120	150	180	210	240	270
3.5%	ft/MIN	500	600	700	800	900	1000
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 24	
MISRO 1L 5.0% to 2000 126.425	DCT FJ080 [K220] - FJ083 - BUKED - BRY - MISRO	FJ080 MNM 1800 FJ083 MAX 8000 BUKED MAX 10000 initial climb 7000
MOPIN 1K 3.5% to 2000 126.425	DCT FJ080 [K210] - FJ085 [K220] - FJ086 - LIVSO - MOPIN	FJ080 MNM 1800 FJ086 MAX 9000 initial climb 7000
MOPIN 1L 5.0% to 2000 126.425	DCT FJ080 [K220] - FJ081 - FJ055 - ROBLO - SOMEF - ELKEP - UBEXA - MOPIN	FJ080 MNM 1800 initial climb 7000
PIMAV 1K 3.5% to 2000 126.425	DCT FJ080 [K220] - FJ083 - BUKED - FJ087 - PIMAV	FJ080 MNM 1800 FJ083 MAX 8000 BUKED MAX 10000 initial climb 7000
PIMAV 1L 5.0% to 2000 126.425	DCT FJ080 [K220] - FJ083 - BUKED - FJ087 - PIMAV	FJ080 MNM 1800 FJ083 MAX 8000 BUKED MAX 10000 initial climb 7000
TUDBU 1K 3.5% to 2000 126.425	DCT FJ080 [K220] - FJ081 - FJ082 - ABLEM - GEVLA - TOPLU - TUDBU	FJ080 MNM 1800 initial climb 7000
TUDBU 1L 5.0% to 2000 126.425	DCT FJ080 [K220] - FJ081 - FJ082 - ABLEM - GEVLA - TOPLU - TUDBU	FJ080 MNM 1800 initial climb 7000
VADEN 1K 3.5% to 2000 126.425	DCT FJ080 [K220] - FJ081 - FJ082 - ABLEM - GEVLA - KOTEV - VADEN	FJ080 MNM 1800 initial climb 7000

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RNAV SIDs RWY 24 (K/L DEPs)**VADEN 1L**

RWY 24 (240°)

After take-off, immediately contact Yesilkoy RAD.

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 24	
VADEN 1L 5.0% to 2000 126.425	DCT FJ080 [K220] - FJ081 - FJ082 - ABLEM - GEVLA - KOTEV - VADEN	FJ080 MNM 1800 initial climb 7000

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RNAV SIDs RWY 24 (M DEPs)

GOLDO 1M / IBLAL 1M / MAKOL 1M / MARMA 1M / MISRO 1M / MOPIN 1M / PIMAV 1M /
TUDBU 1M

RWY 24 (240°)

After take-off, immediately contact Yesilkoy RAD.

	GS	120	150	180	210	240	270
3.5%	ft/MIN	500	600	700	800	900	1000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 24	
GOLDO 1M 3.5% to 2000 126.425	DCT FJ080 [K220] - VATOM - EMPOP - FJ074 - ERLEB - OKBAL - BEDEL - GELBU - GOLDO	FJ080 MNM 1800 VATOM MAX 7000 initial climb 7000
IBLAL 1M 3.5% to 2000 126.425	DCT FJ080 [K220] - VATOM - EMPOP - AYFER - IBLAL	FJ080 MNM 1800 VATOM MAX 7000 initial climb 7000
MAKOL 1M 3.5% to 2000 126.425	DCT FJ080 [K220] - VATOM - BKZ - ERTAS - MAKOL	FJ080 MNM 1800 VATOM MAX 7000 initial climb 7000
MARMA 1M 3.5% to 2000 126.425	DCT FJ080 [K220] - VATOM - EMPOP - FJ074 - ERLEB - OKBAL - MARMA	FJ080 MNM 1800 VATOM MAX 7000 initial climb 7000
MISRO 1M 3.5% to 2000 126.425	DCT FJ080 [K220] - FJ083 - BUKED - BRY - MISRO	FJ080 MNM 1800 FJ083 MAX 8000 BUKED MAX 10000 initial climb 7000
MOPIN 1M 3.5% to 2000 126.425	DCT FJ080 [K220] - VATOM - BKZ - MOPIN	FJ080 MNM 1800 VATOM MAX 7000 initial climb 7000
PIMAV 1M 3.5% to 2000 126.425	DCT FJ080 [K220] - FJ083 - BUKED - FJ087 - PIMAV	FJ080 MNM 1800 FJ083 MAX 8000 BUKED MAX 10000 initial climb 7000
TUDBU 1M 3.5% to 2000 126.425	DCT FJ080 [K220] - VATOM - EMPOP - RIMBO - TUDBU	FJ080 MNM 1800 VATOM MAX 7000 initial climb 7000

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RNAV SIDs RWY 24 (M DEPs)**VADEN 1M**

RWY 24 (240°)

After take-off, immediately contact Yesilkoy RAD.

	GS	120	150	180	210	240	270
3.5%	ft/MIN	500	600	700	800	900	1000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 24	
VADEN 1M 3.5% to 2000 126.425	DCT FJ080 [K220] - VATOM - EMPOP - RIMBO - VADEN	FJ080 MNM 1800 VATOM MAX 7000 initial climb 7000

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SIDs RWY 06

BIGA 1J / BIGA 1W / ERTAS 1W / FENER 1W / GAYEM 1W / MOPIN 1W / TEKIRDAG 1J / TEKIRDAG 1W / YALOVA 1W

RWY 06 (060°)

	GS	120	150	180	210	240	270
3.5%	ft/MIN	500	600	700	800	900	1000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 06	
BIGA 1J BIG 1J 3.5% to D7 SBH 126.425	R060 SBH - at D7 SBH RT follow D7 SBH arc - intercept R187 SBH to YAA - R300 YAA - at SADIK intercept R100 EKI inbound - at DENIZ intercept R039 BIG to BIG	D7 SBH MNM 1400
BIGA 1W BIG 1W 3.5% to D7 SBH 126.425	R060 SBH - at D7 SBH RT follow D7 SBH arc - intercept R236 SBH - at SADIK intercept R100 EKI inbound - at DENIZ intercept R039 BIG to BIG	D7 SBH MNM 1400
ERTAS 1W 3.5% to D7 SBH 126.425	R060 SBH - at D7 SBH LT follow D7 SBH arc - intercept R343 SBH to ERTAS	D7 SBH MNM 1400
FENER 1W 3.5% to D7 SBH 126.425	R060 SBH - at D7 SBH LT follow D7 SBH arc - intercept R325 SBH to BKZ - R281 BKZ to FENER	D7 SBH MNM 1400
GAYEM 1W 3.5% to D7 SBH 126.425	R060 SBH - at D7 SBH LT follow D7 SBH arc - intercept R054 SBH to GAYEM	D7 SBH MNM 1400
MOPIN 1W 3.5% to D7 SBH 126.425	R060 SBH - at D7 SBH LT follow D7 SBH arc - intercept R023 SBH to MOPIN	D7 SBH MNM 1400
TEKIRDAG 1J EKI 1J 3.5% to D7 SBH 126.425	R060 SBH - at D7 SBH RT follow D7 SBH arc - intercept R187 SBH to YAA - R300 YAA - at SADIK intercept R100 EKI via DENIZ to EKI	D7 SBH MNM 1400
TEKIRDAG 1W EKI 1W 3.5% to D7 SBH 126.425	R060 SBH - at D7 SBH RT follow D7 SBH arc - intercept R236 SBH - at SADIK intercept R100 EKI via DENIZ to EKI	D7 SBH MNM 1400
YALOVA 1W YAA 1W 3.5% to D7 SBH 126.425	R060 SBH - at D7 SBH RT follow D7 SBH arc - intercept R187 SBH to YAA	D7 SBH MNM 1400

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SIDs RWY 24

BIGA 1F / BIGA 1P / ERTAS 1P / FENER 1P / GAYEM 1P / MOPIN 1F / TEKIRDAG 1F / TEKIRDAG 1P / YALOVA 1P

RWY 24 (240°)

	GS	120	150	180	210	240	270
3.5%	ft/MIN	500	600	700	800	900	1000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 24	
BIGA 1F BIG 1F 3.5% to D8 SBH 126.425	R240 SBH - at D8 SBH LT follow D8 SBH arc - intercept R188 SBH to YAA - R300 YAA - at SADIK intercept R100 EKI inbound - at DENIZ intercept R039 BIG to BIG	D8 SBH MNM 1300
BIGA 1P BIG 1P 3.5% to D8 SBH 126.425	R240 SBH - at D8 SBH intercept R236 SBH - at SADIK intercept R100 EKI inbound - at DENIZ intercept R039 BIG to BIG	D8 SBH MNM 1300
ERTAS 1P 3.5% to D8 SBH 126.425	R240 SBH - D8 SBH LT follow D8 SBH arc - intercept R343 SBH to ERTAS	D8 SBH MNM 1300
FENER 1P 3.5% to D8 SBH 126.425	R240 SBH - D8 SBH LT follow D8 SBH arc - intercept R326 SBH to BKZ - R281 BKZ to FENER	D8 SBH MNM 1300
GAYEM 1P 3.5% to D8 SBH 126.425	R240 SBH - D8 SBH LT follow D8 SBH arc - intercept R054 SBH to GAYEM	D8 SBH MNM 1300
MOPIN 1F 3.5% to D8 SBH 126.425	R240 SBH - D8 SBH LT follow D8 SBH arc - intercept R023 SBH to MOPIN	D8 SBH MNM 1300
TEKIRDAG 1F EKI 1F 3.5% to D8 SBH 126.425	R240 SBH - at D8 SBH LT follow D8 SBH arc - intercept R188 SBH to YAA - R300 YAA - at SADIK intercept R100 EKI via DENIZ to EKI	D8 SBH MNM 1300
TEKIRDAG 1P EKI 1P 3.5% to D8 SBH 126.425	R240 SBH - at D8 SBH intercept R236 SBH - at SADIK intercept R100 EKI via DENIZ to EKI	D8 SBH MNM 1300
YALOVA 1P YAA 1P 3.5% to D8 SBH 126.425	R240 SBH - at D8 SBH LT follow D8 SBH arc - intercept R188 SBH to YAA	D8 SBH MNM 1300

Effective 17-AUG-2017

10-AUG-2017

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Turkey Istanbul Sabiha Gokcen

RNAV STARs RWY 24

RNAV STARs RWY 06

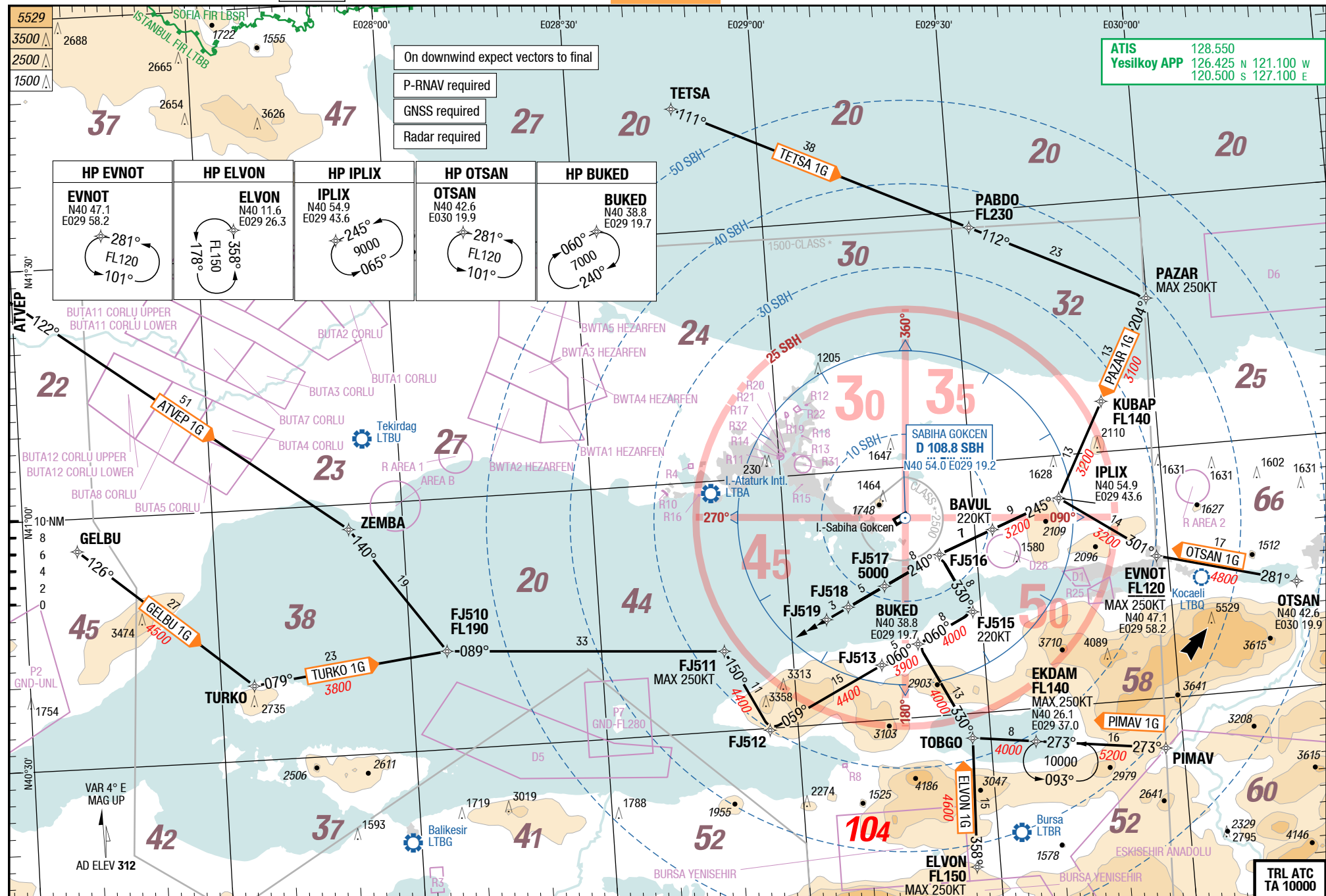
STAR

STAR

Sabiha Gokcen Istanbul Turkey

RNAV STARs RWY 24

RNAV STARs RWY 06



Changes: MTCA, MGA, OBST

Effective 17-AUG-2017

10-AUG-2017

SAW-LTFJ

6-20

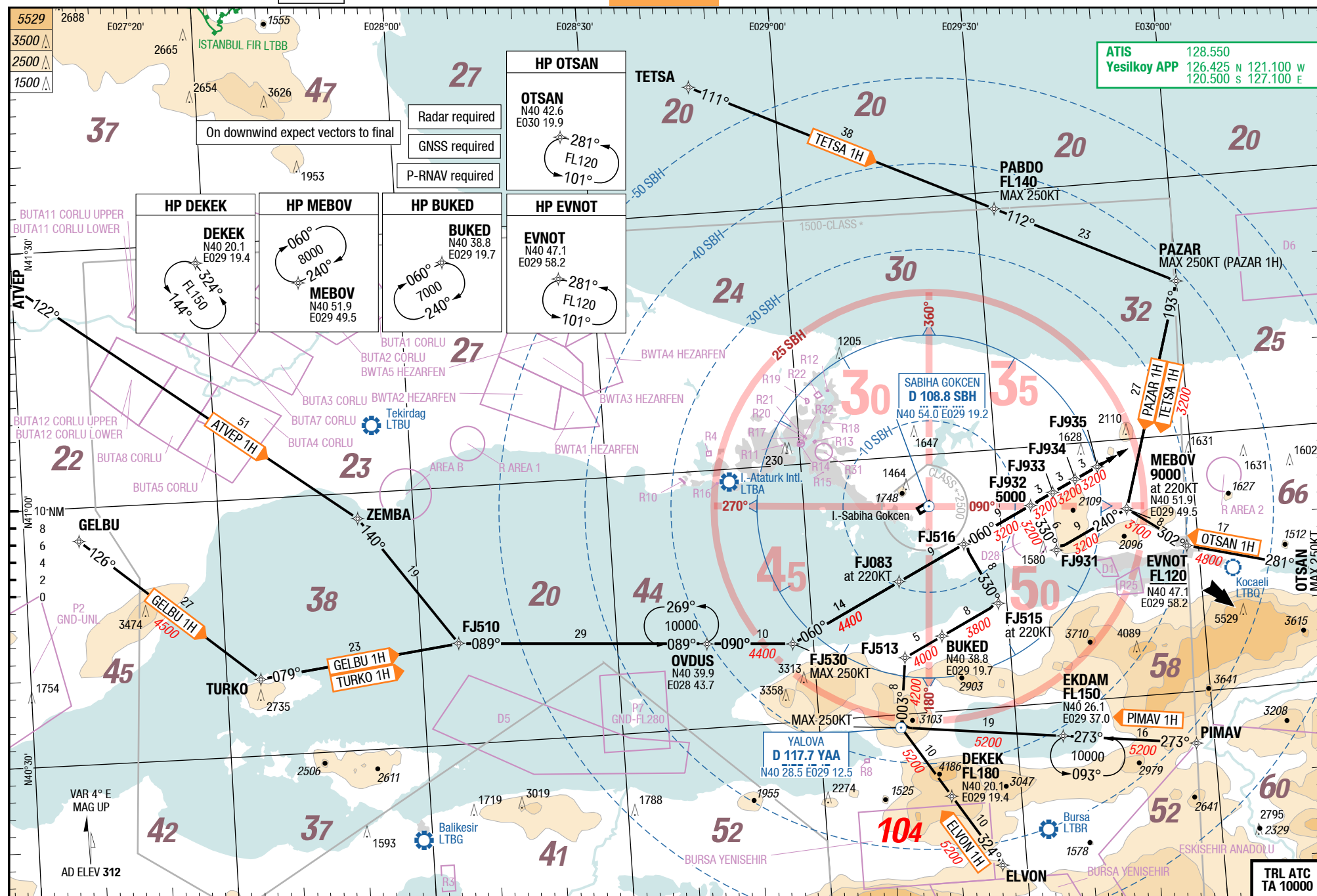
RNAV STARs RWY 24

STAR

STAR

Sabiha Gokcen Istanbul Turkey

RNAV STARs RWY 24



Changes: ALT, Track, MGA, OBST

25-JAN-2018

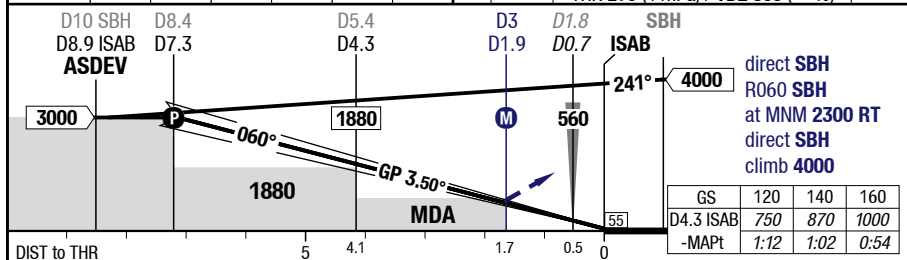
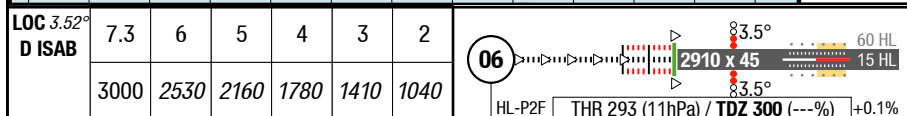
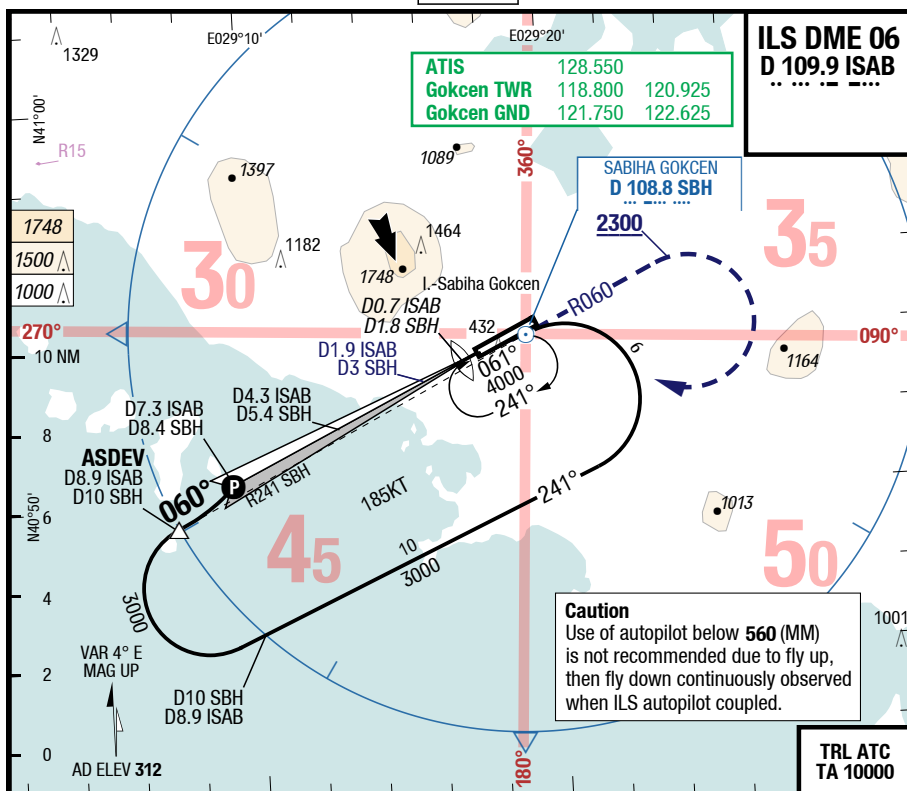
Turkey Istanbul Sabiha Gokcen

IAC

SAW-LTFJ

7-10

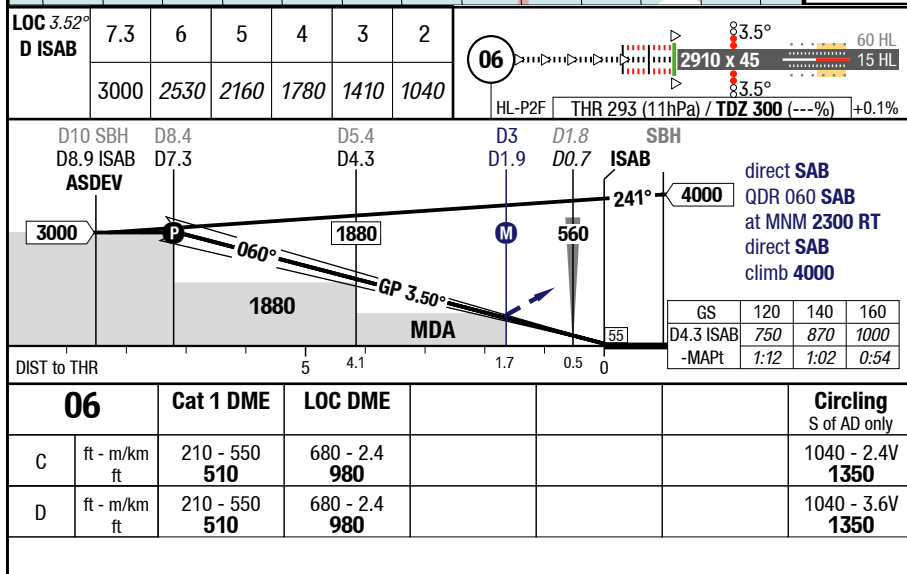
ILS DME 06



06		Cat 1 DME	LOC DME			Circling S of AD only
C	ft - m/km ft	210 - 550 510	680 - 2.4 980			1040 - 2.4V 1350
D	ft - m/km ft	210 - 550 510	680 - 2.4 980			1040 - 3.6V 1350

Changes: MIN

ILS + NDB + DME 06



25-JAN-2018

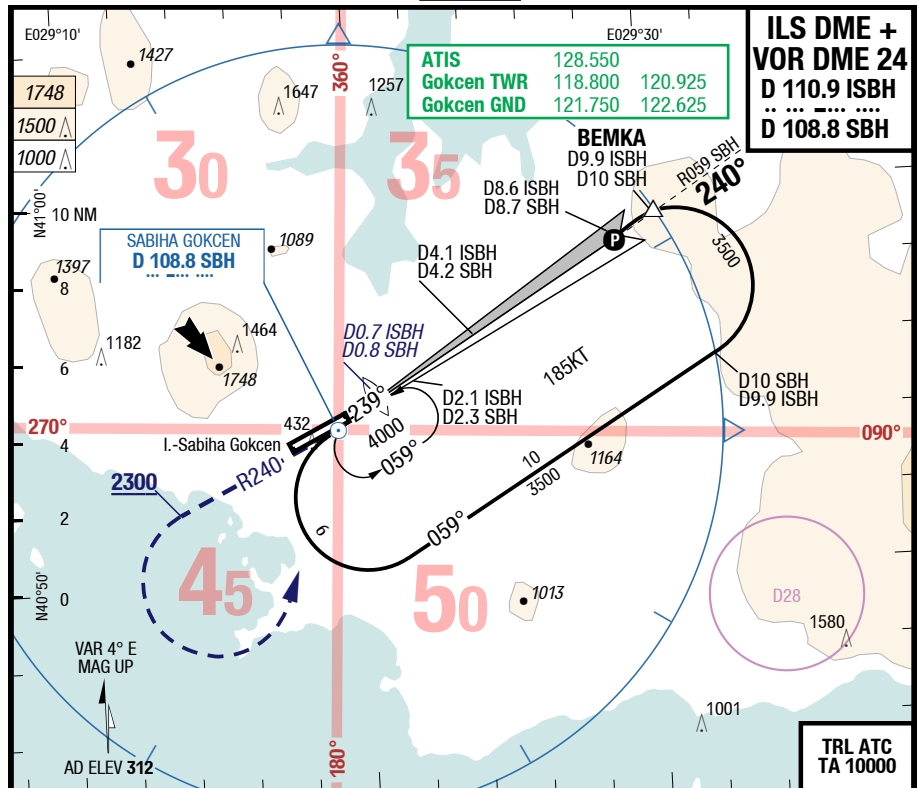
Turkey Istanbul Sabiha Gokcen

IAC

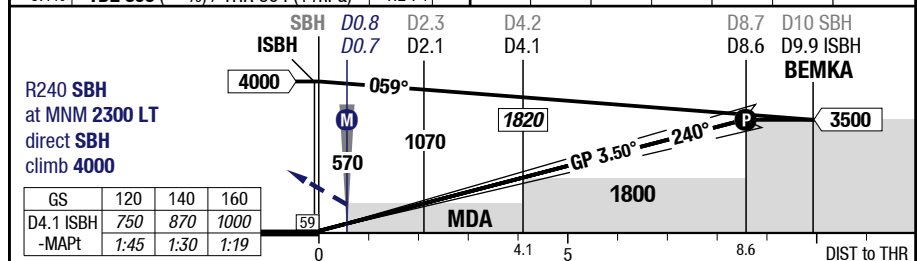
SAW-LTFJ

7-30

ILS DME + VOR DME 24



60 HL	3.5° 8	3	4	5	6	7	8.6	LOC 3.50° D SBH
15 HL	45 x 3000	1420	1800	2170	2550	2920	3500	
-0.1%	TDZ 306 (---%) / THR 304 (11hPa)							



24	Cat 1 DME	LOC DME ¹⁾	Circling S of AD only
C	ft - m/km ft	220 - 550 520	1040 - 2.4V 1350
D	ft - m/km ft	220 - 550 520	1040 - 3.6V 1350

1) Timing to determine MAPt NA

Changes: MIN

25-JAN-2018

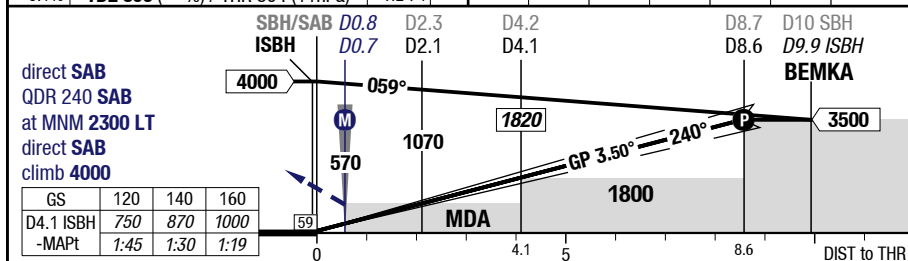
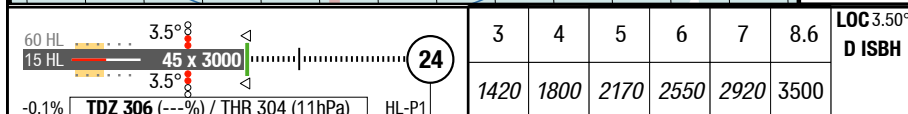
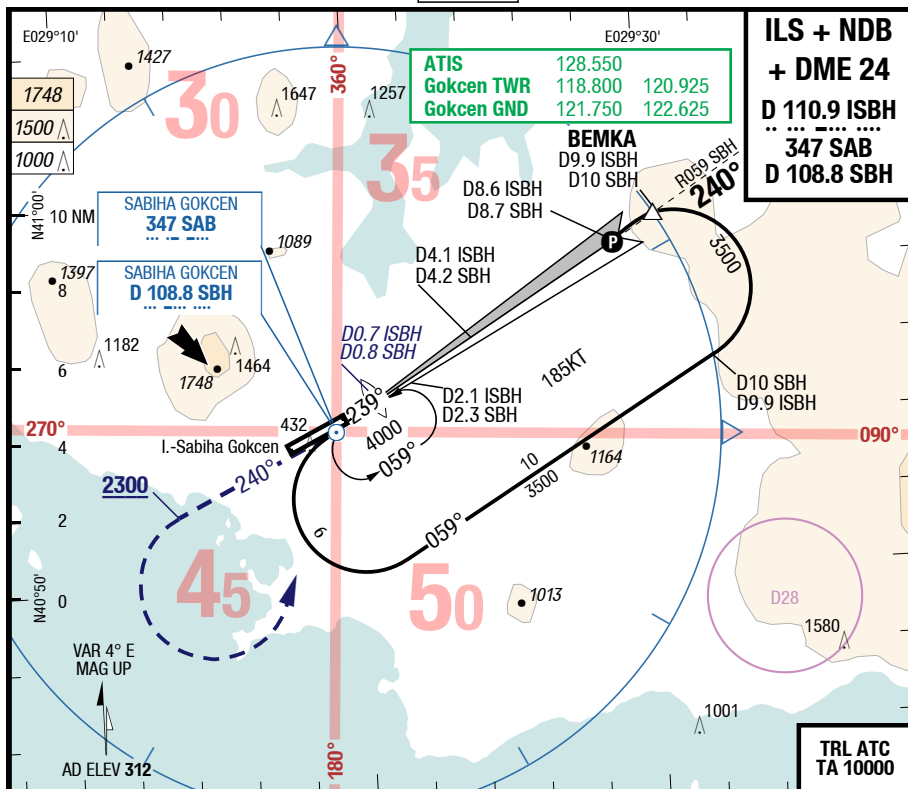
Turkey Istanbul Sabiha Gokcen

IAC

SAW-LTFJ

7-40

ILS + NDB + DME 24



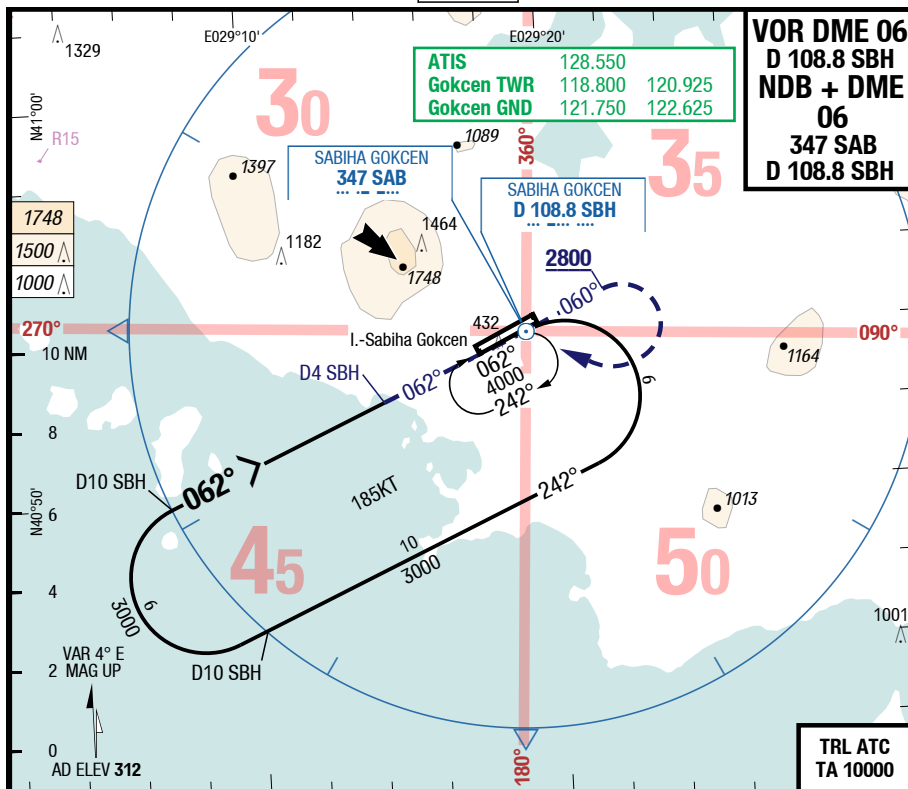
24	Cat 1 DME	LOC DME 1)	Circling S of AD only
C	ft - m/km ft 220 - 550 520	770 - 2.4 1070	1040 - 2.4V 1350
D	ft - m/km ft 220 - 550 520	770 - 2.4 1070	1040 - 3.6V 1350

1) Timing to determine MAPt NA

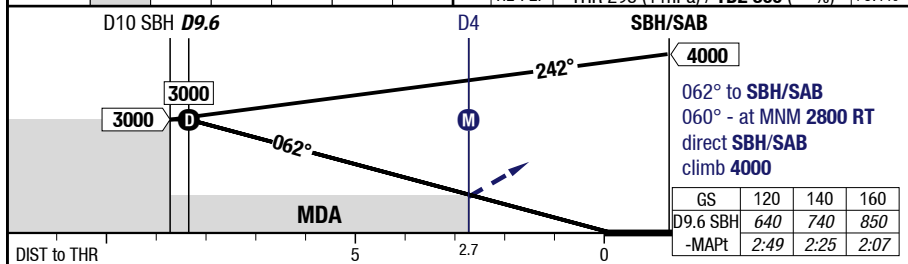
Changes: MIN

7-50

VOR DME 06 / NDB + DME 06



3.00°						
D SBH	9.6	8	7	6	5	
062° RWY 060°	3000	2480	2160	1850	1530	



06		VOR DME 1)	NDB DME SBH 1)				Circling S of AD only
C	ft - m/km ft	800 - 2.4 1100	800 - 2.4 1100				1040 - 2.4V 1350
D	ft - m/km ft	800 - 2.4 1100	800 - 2.4 1100				1040 - 3.6V 1350

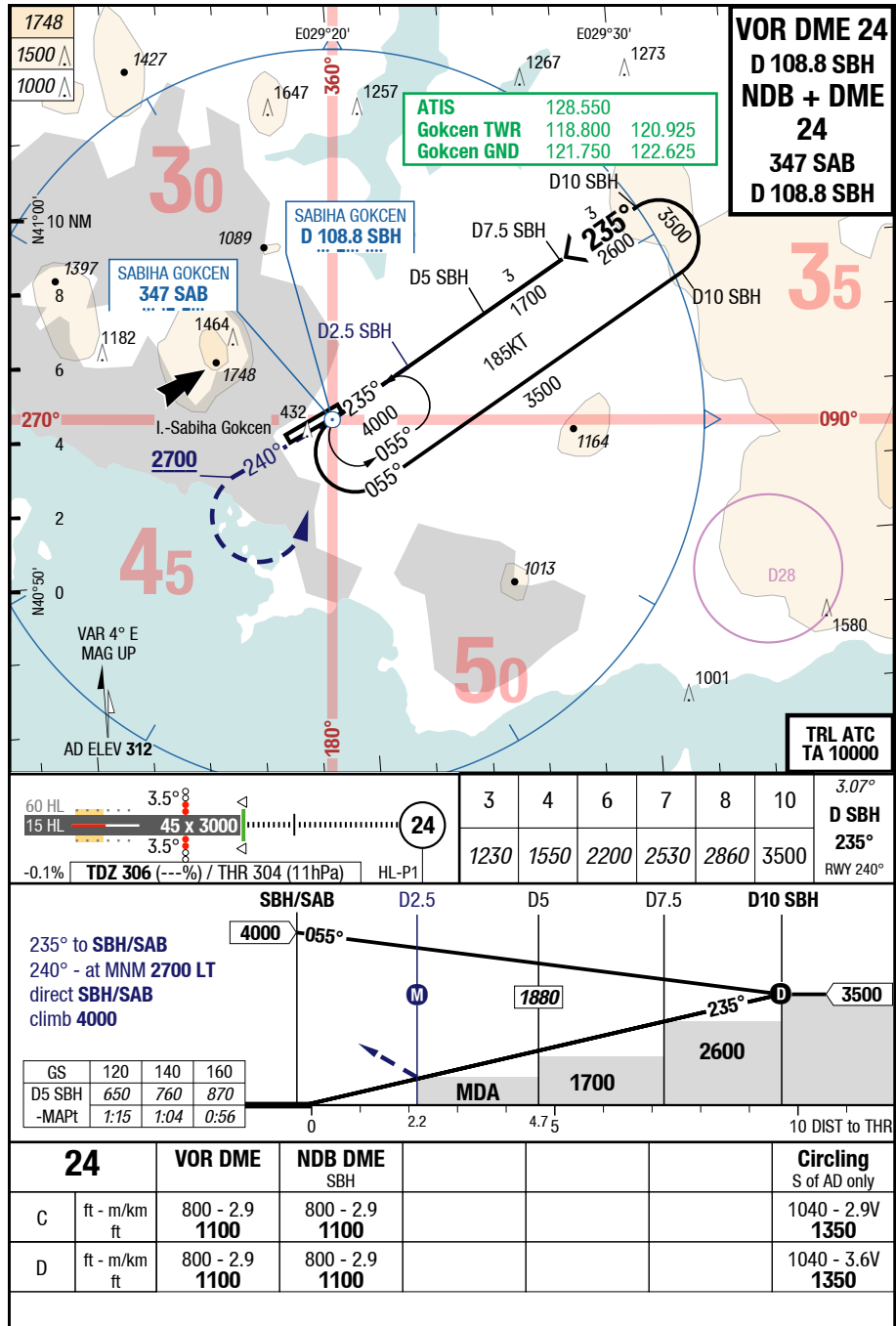
1) Timing to determine MAPt NA

25-JAN-2018

SAW-LTFJ

7-60

VOR DME 24 / NDB + DME 24

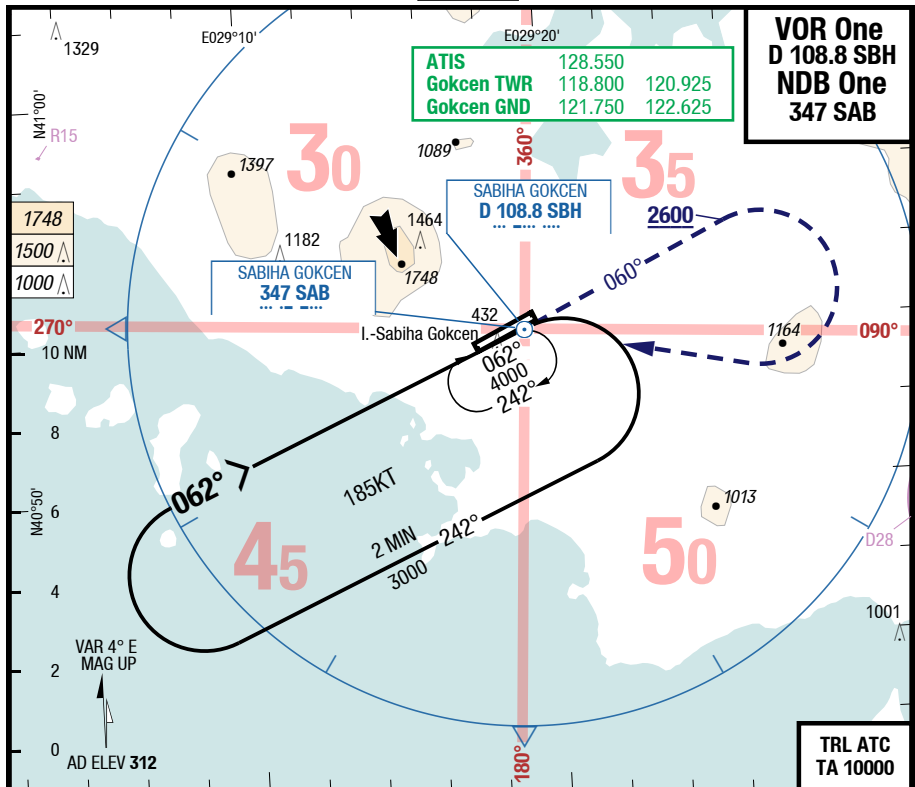


Changes: MIN

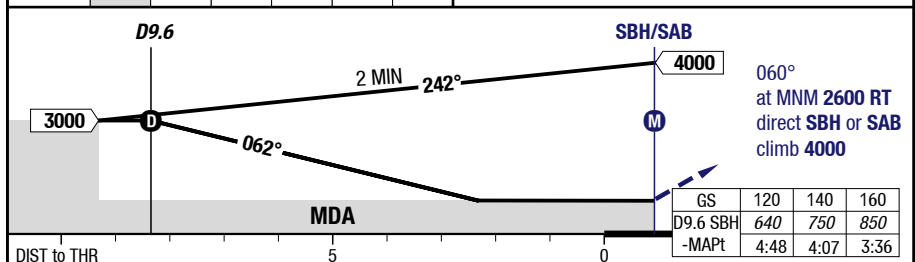
SAW-LTFJ

7-70

VOR One / NDB One



3.00° D SBH	9.6	8	7	6	5	See AFC for RWY information and approach light system.
	3000	2480	2170	1850	1530	

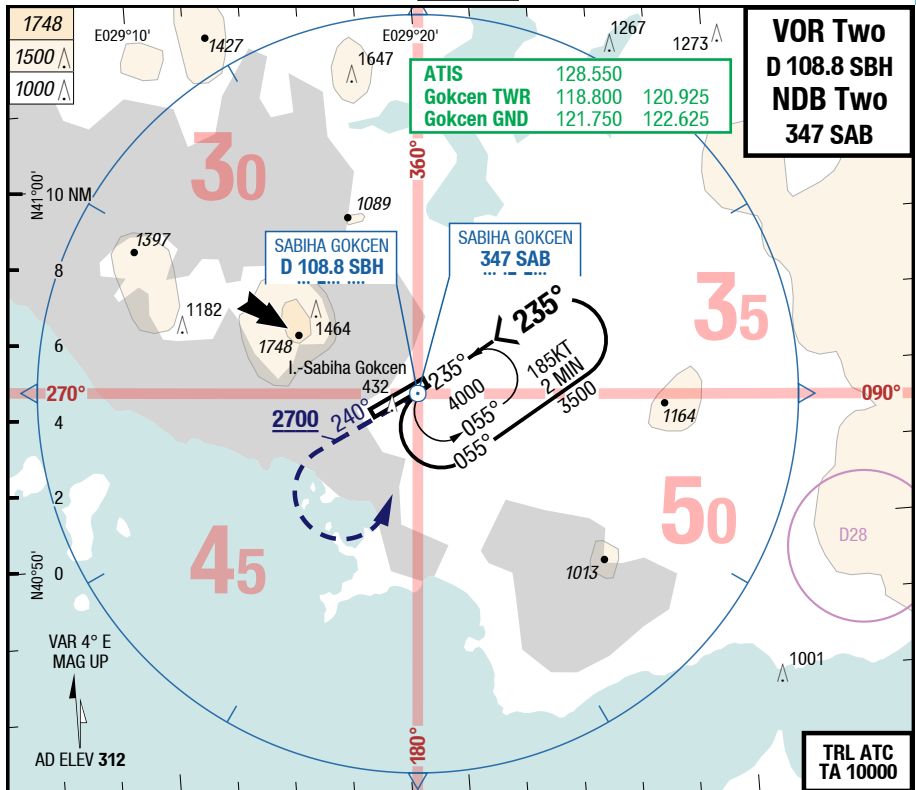


All RWYs		VOR/NDB				Circling S of AD only
C	ft - m/km ft	Straight-in Not authorized				1040 - 2.4V 1350
D	ft - m/km ft	Straight-in Not authorized				1040 - 3.6V 1350

SAW-LTFJ

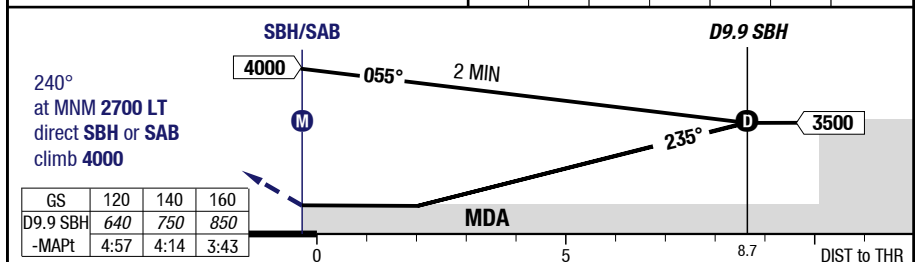
7-80

VOR Two / NDB Two



See AFC for RWY information
and approach light system.

4	5	6	7	8	9.9	3.00° D SBH
1630	1950	2270	2580	2900	3500	



06/24	VOR/NDB						Circling S of AD only
C	ft - m/km ft	Straight-in Not authorized					1890 - 2.4V 2200
D	ft - m/km ft	Straight-in Not authorized					1890 - 3.6V 2200

25-AUG-2016
SAW-LTFJ

8-10

Turkey Istanbul Sabiha Gokcen

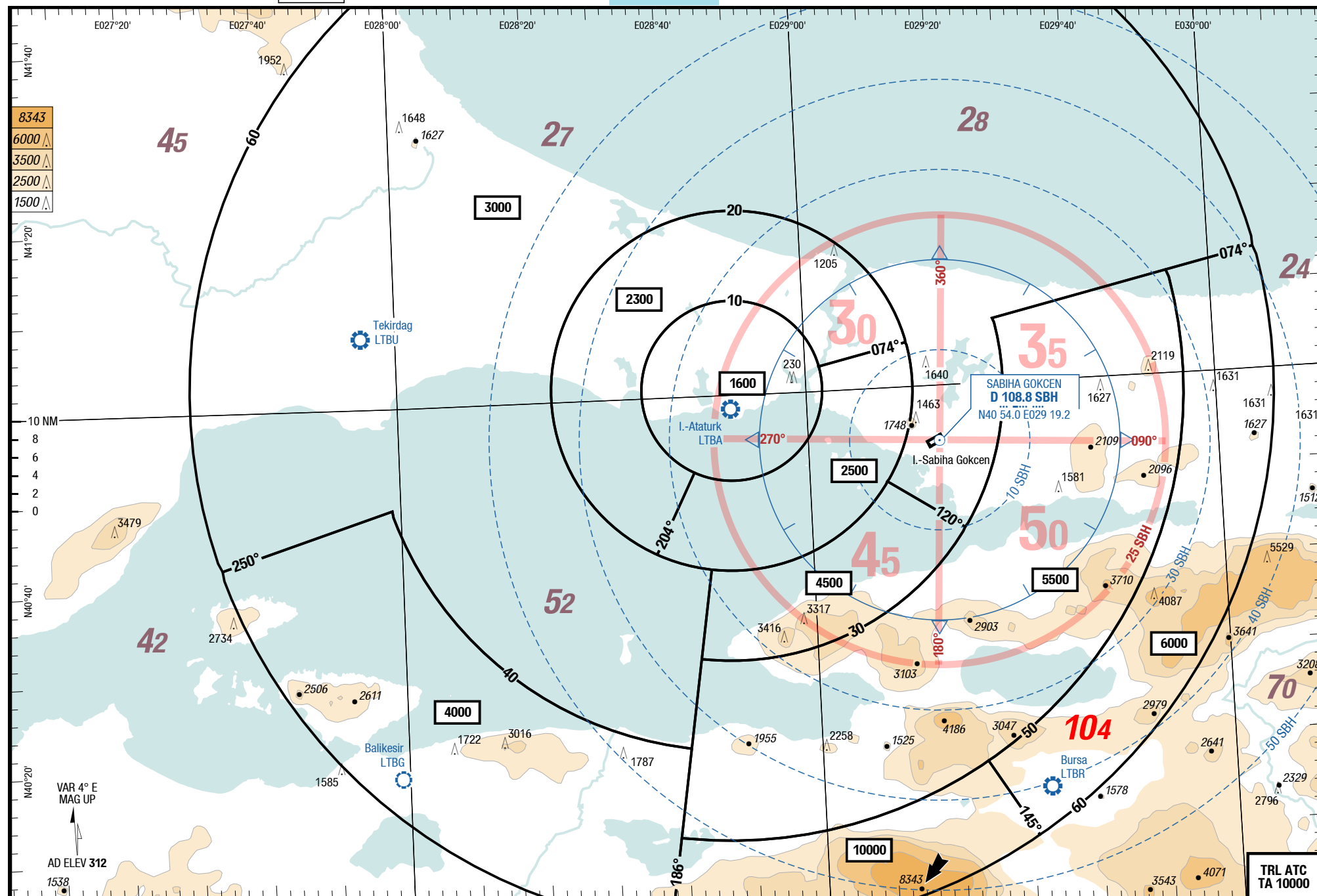
NIL
MRC

MRC

MRC

Sabiha Gokcen Istanbul Turkey

NIL
MRC



Changes: Editorial

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