GENERAL

Operational Hours

ATS Hours / AD ADMIN Hours: H24

Airport Information

RFF: CAT 9 (foaming AVBL)
PCN: RWY 03L/21R: 110/F/C/W/T, RWY 03R/21L: 110/F/C/W/U

Operation

Preferential RWY

During Preferential RWY System OPS (PRS) the following RWY configuration will be used:
LDG/TKOF RWY 21L/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 towind direction.

If unable to comply with PRS for RWY 21L/R, report this fact on first contact with ATC (ARR) or at the time of start-up CLR REQ (DEP).

Transponder Mode S

Select assigned transponder mode A and activate S, set to AUTO if technically AVBL;
- from push-back or taxi whichever is earlier
- after LDG, continously until fully parked on stand.

Select ACFT identification feature if AVBL, before activating transponder.

Low Visibility Procedure

Advanced Surface Movement Guidance and Control System (A-SMGCS) in use when LVP activated.

When LVP in use, information by ATIS or ATC.

Hot Spots

HOT SPOT No.	DESCRIPTION
HS 1	Traffic leaving RWY via TWY H and taxiing through RWY 21 from APN 4 while RWY 21L is used for LDG.
HS 2	Traffic leaving RWY via TWY C1 and taxiing through RWY 03 from APN 1 and 2 while RWY 03R is used for LDG. Traffic taxiing through RWY 21 via TWY A from APN 4 via TWY A and TWY AB from APN 1 via TWY AB from APN 3 and all traffic using TWY AB and TWY AC through all directions while RWY 21 is in use.
HS 3	Traffic leaving RWY via TWY E1 and TWY D1 and taxiing via TWY E2 and TWY D2 from APN 4 through RWY 21 while RWY 21 is in use. Traffic taxiing through RWY 03 via TWY A from APNs 1-3, via TWY E2 from APN 4 while RWY 03 is in use.
HS 4	Vehicles using the way destined for the ground vehicles inside APN 4, during taxiing between stands 113-120 and 201-207 (through RWY THR / trough parking area) and during push-back from stand 113.

Taxi/Parking

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.

GENERAL

APU
At docking stands, APU must switched off within 5min after parking.
APU is allowed to be swichted on 15min before estimated start-up.

Engine Run-up Areas: ENG test area located at stand F1 on APN 5 and stands 15, 22 on APN 3.

Warnings

Momentary distorsions or interruptions may be experienced in GP broadcast when on ILS course for RWY 03R or 21L.

ANK DME ususable:
- R310-R050 beyond 20NM below 9000ft.
- R090-R180 beyond 25NM below 9000ft.

Birds in vicinity of AD.

ARRIVAL

Speed

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

MAX IAS 220KT within D15 of ESB VOR/DME until 12NM on final APCH course.

IAS 180KT on final APCH course within 12-6NM to touchdown.

IAS 160KT on final APCH course within 6-4NM to touchdown.

If unable to comply contact ATC.

Communication

COM Failure
IFR Flights outside TMA
Follow FPL route using last assigned and acknowledged FL. Execute relevant STAR for 3min. Descend to 12000ft and proceed to ESB VOR (RWY 03R/L) or BUK VOR (RWY 21L/R). Descend to 7000ft over ESB VOR or 6800ft over BUK VOR and execute IAP and land.

IFR Flights inside TMA
ACFT at or above 12000ft:
Execute last assigned and acknowledged ATC instructions for 3min. Descend to 12000ft and proceed to ESB VOR (RWY 03R/L) or BUK VOR (RWY 21L/R). Descend to 7000ft over ESB VOR or 6800ft over BUK VOR and execute IAP and land.

ACFT below 12000ft, at or above 7000ft:
Proceed to ESB VOR (RWY 03R/L) or BUK VOR (RWY 21L/R). Descend or maintain last assigned and acknowledged ALT. Descend to 7000ft over ESB VOR or 6800ft over BUK VOR and execute IAP and land.
Note: ACFT on downwind legs shall execute this procedure.

ACFT below 7000ft:
Proceed to relevant FAF and land.

Arrival Procedure

FMS RNAV Transitions
For FMS RNAV transitions leading to all instrument APCH PROCs refer to ILS APCH chart (IAC).

DEPARTURE

Take-off Minima

RWY		03R	
All ACFT	ft - m/km	0 - 75R	-

RWY		03L/21R, 21L	
All ACFT	ft - m/km	0 - 125R	-

Speed

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

Departure Procedure

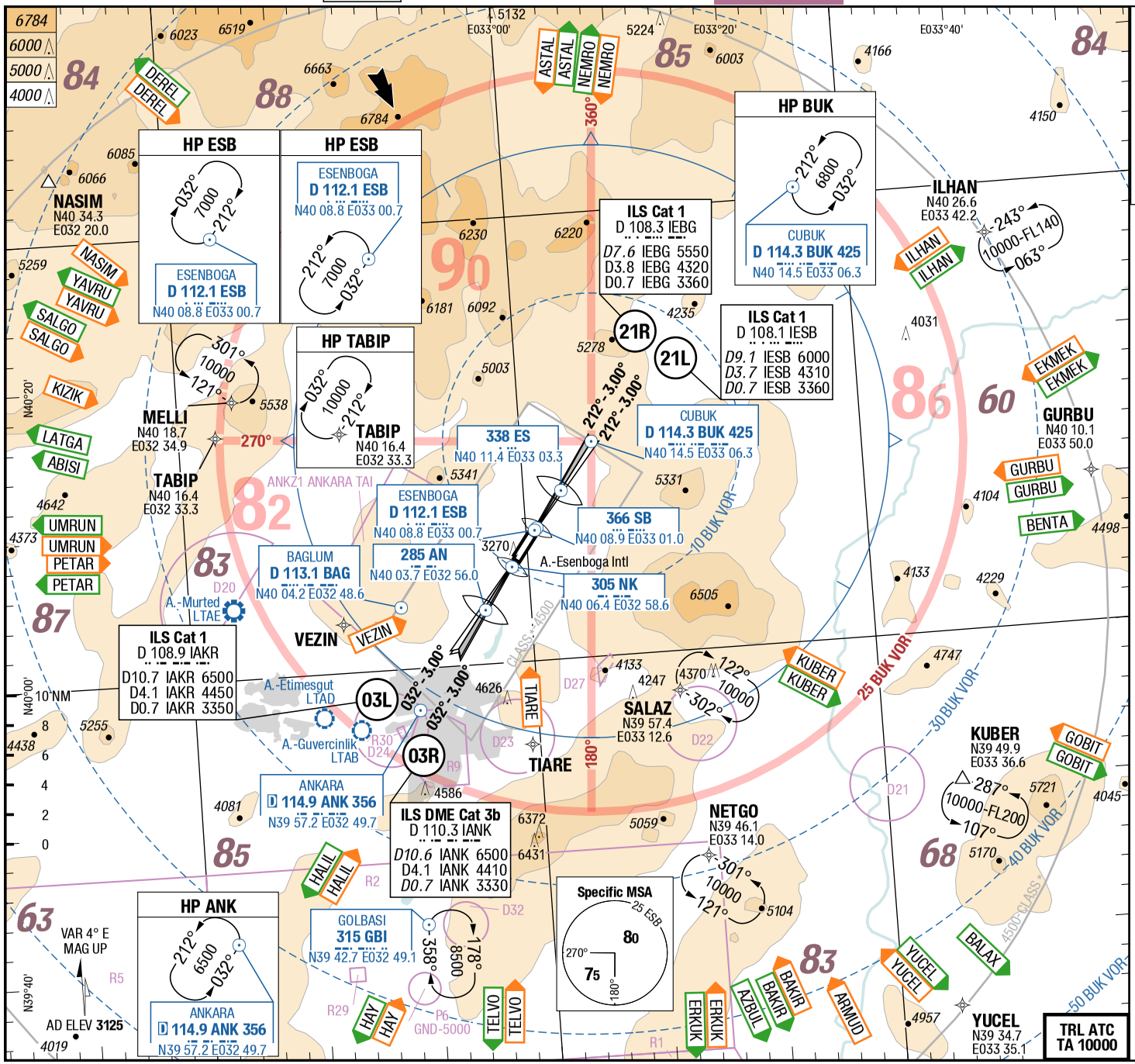
Steep climb-out procedure is recommended.

ATC Slot, Clearance

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

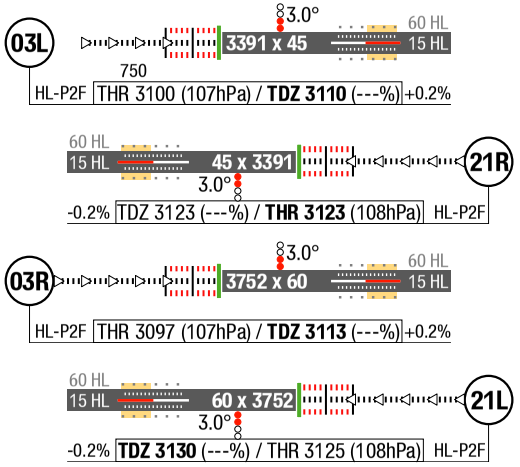
De-Icing

AVBL.

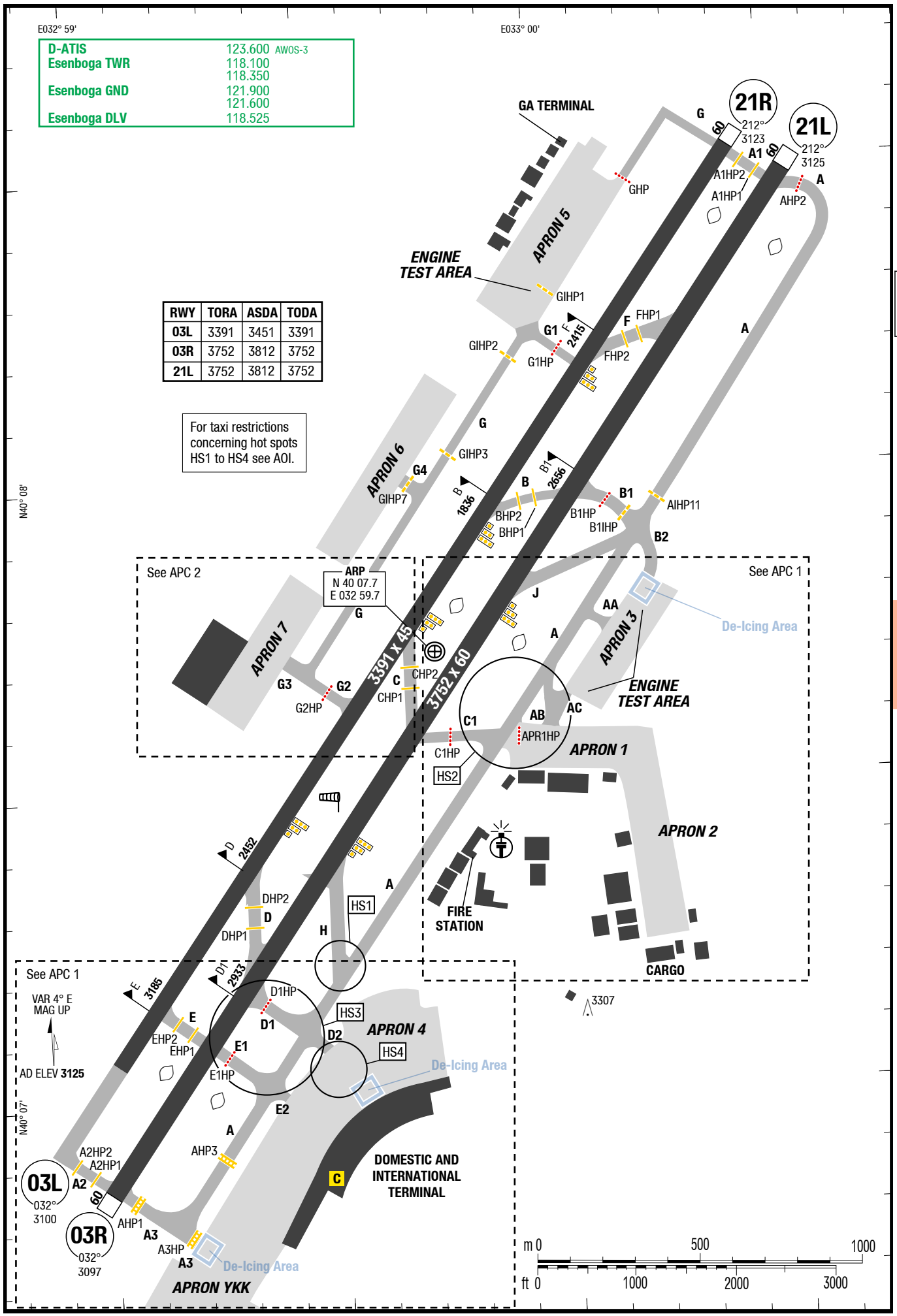


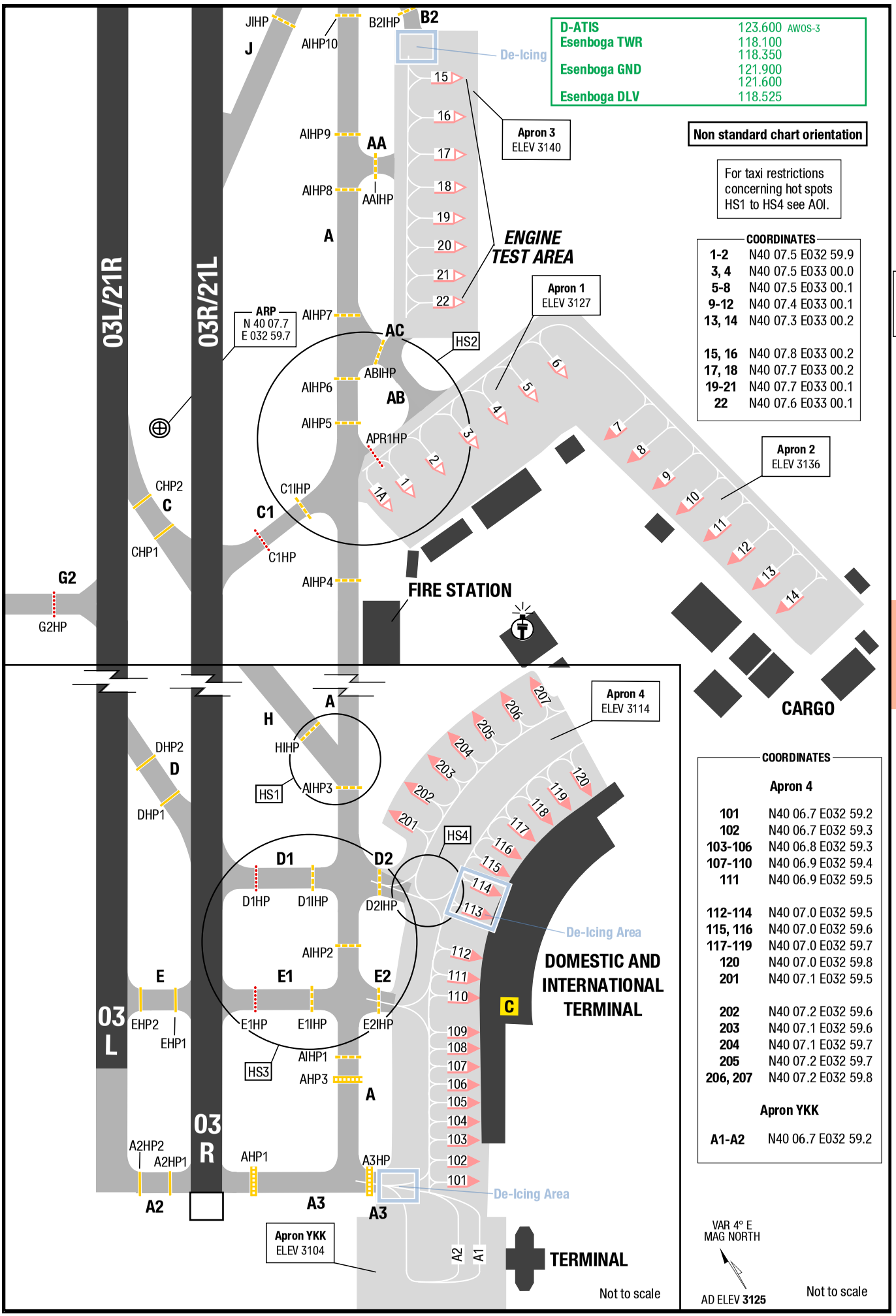
D-ATIS	123.600 AWOS-3
Esenboga APP/RAD	119.100 119.600 122.100
Esenboga TWR	118.100 118.350
Esenboga GND	121.900 121.600
Esenboga DLV	118.525

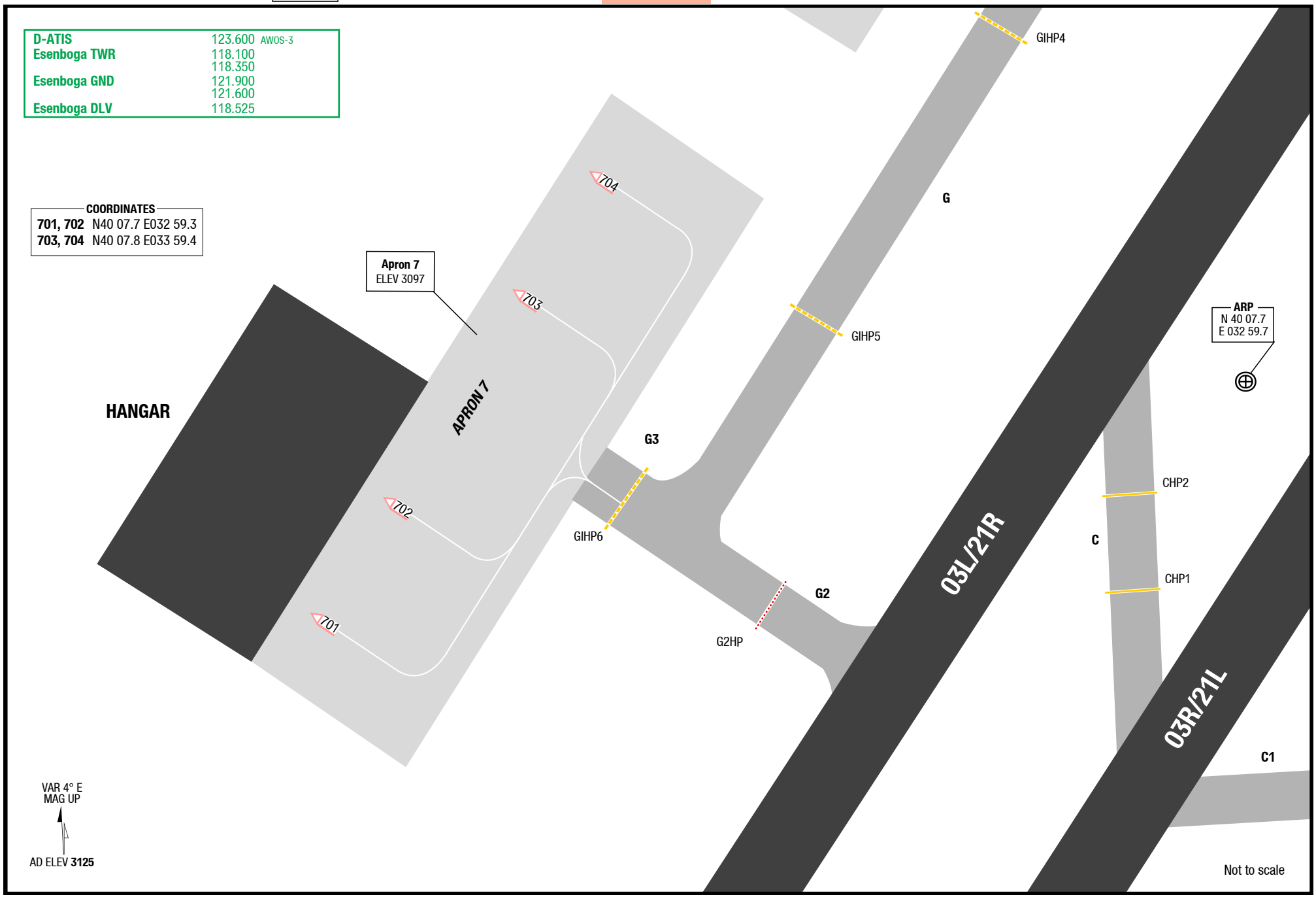
Landing RWY system:



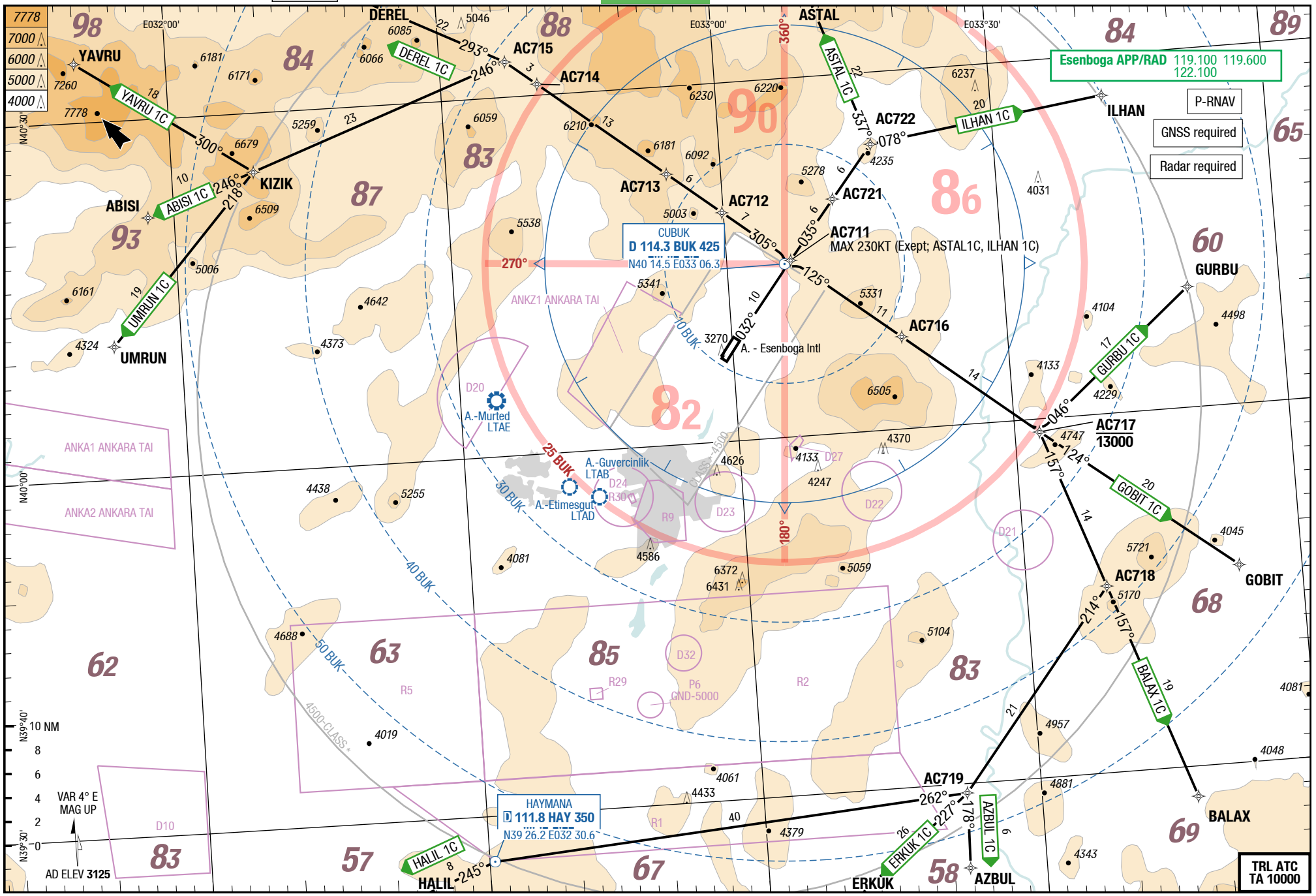
Changes: Nil


E032° 59'
E033° 00'
N40° 08'
N40° 07'
D-ATIS 123.600 AWOS-3
Esenboga TWR 118.100 118.350
Esenboga GND 121.900 121.600
Esenboga DLV 118.525
RWY TORA ASDA TODA
03L 3391 3451 3391
03R 3752 3812 3752
21L 3752 3812 3752
For taxi restrictions concerning hot spots HS1 to HS4 see AOI.
GA TERMINAL
21R 212° 3123
21L 212° 3125
APRON 5
ENGINE TEST AREA
APRON 6
APRON 7
APRON 3
APRON 1
APRON 2
APRON 4
APRON YKK
ENGINE TEST AREA
FIRE STATION
CARGO
DOMESTIC AND INTERNATIONAL TERMINAL
De-Icing Area
De-Icing Area
De-Icing Area
See APC 2
See APC 1
See APC 1
ARP N 40 07.7 E 032 59.7
3391 X 45
3752 X 60
VAR 4° E MAG UP
AD ELEV 3125
03L 032° 3100
03R 032° 3097
GHP
A1HP2
A1HP1
AHP2
GIHP1
GIHP2
G1HP
FHP1
FHP2
GIHP3
GIHP7
BHP2
BHP1
B1HP
B1IHP
AIHP11
CHP2
CHP1
G2HP
C1HP
APR1HP
DHP2
DHP1
D1HP
EHP2
EHP1
E1HP
AHP3
A2HP2
A2HP1
AHP1
A3HP
HS1
HS2
HS3
HS4
2452
2933
3185
2415
1836
2656
3307
m 0 500 1000
ft 0 1000 2000 3000

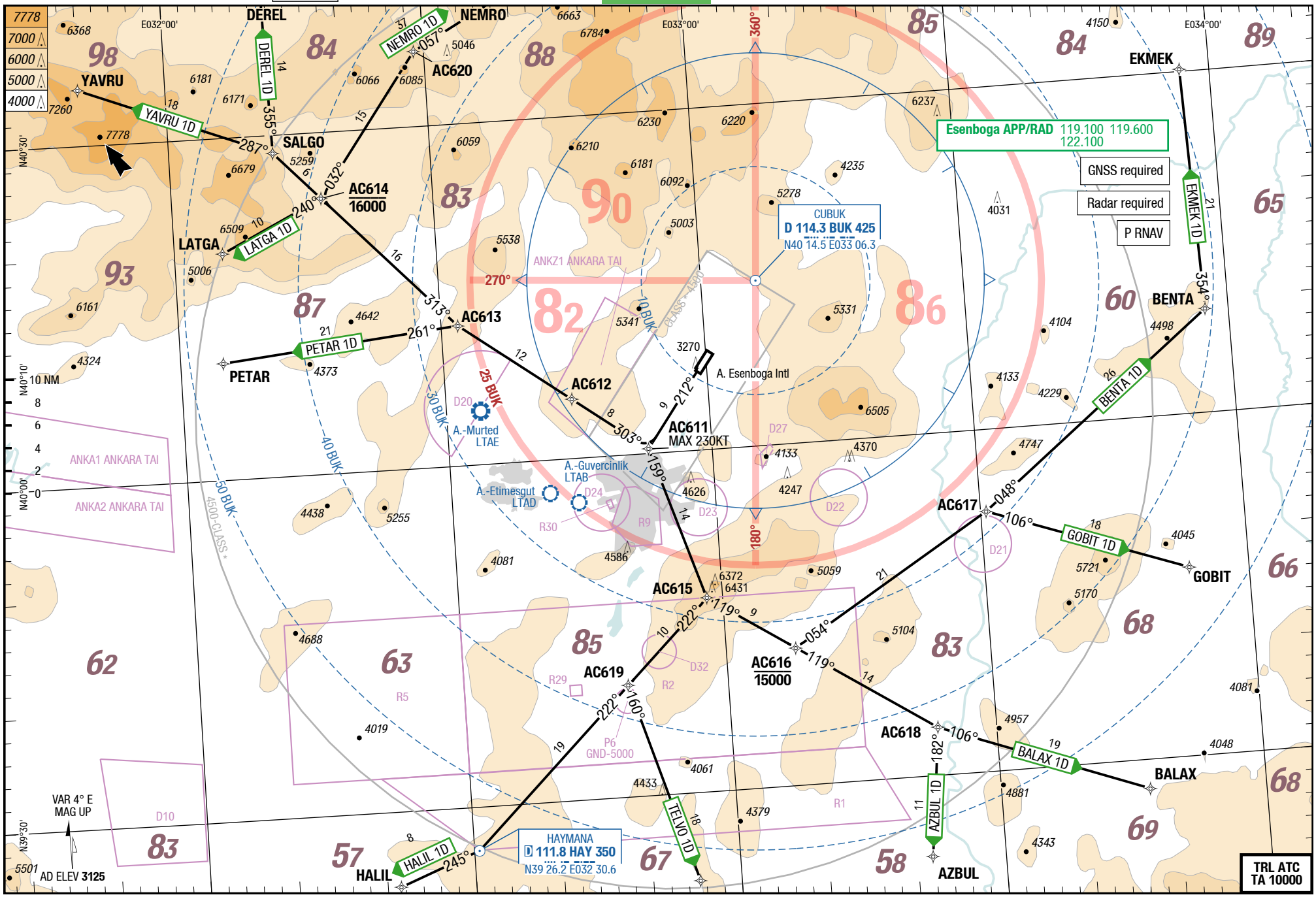

D-ATIS 123.600 AWOS-3
Esenboga TWR 118.100 118.350
Esenboga GND 121.900 121.600
Esenboga DLV 118.525
Non standard chart orientation
For taxi restrictions concerning hot spots HS1 to HS4 see AOI.
COORDINATES
1-2 N40 07.5 E032 59.9
3, 4 N40 07.5 E033 00.0
5-8 N40 07.5 E033 00.1
9-12 N40 07.4 E033 00.1
13, 14 N40 07.3 E033 00.2
15, 16 N40 07.8 E033 00.2
17, 18 N40 07.7 E033 00.2
19-21 N40 07.7 E033 00.1
22 N40 07.6 E033 00.1
03L/21R
03R/21L
ARP N 40 07.7 E 032 59.7
Apron 1 ELEV 3127
Apron 2 ELEV 3136
Apron 3 ELEV 3140
Apron 4 ELEV 3114
Apron YKK ELEV 3104
ENGINE TEST AREA
FIRE STATION
CARGO
DOMESTIC AND INTERNATIONAL TERMINAL
TERMINAL
De-Icing
De-Icing Area
HS1
HS2
HS3
HS4
COORDINATES
Apron 4
101 N40 06.7 E032 59.2
102 N40 06.7 E032 59.3
103-106 N40 06.8 E032 59.3
107-110 N40 06.9 E032 59.4
111 N40 06.9 E032 59.5
112-114 N40 07.0 E032 59.5
115, 116 N40 07.0 E032 59.6
117-119 N40 07.0 E032 59.7
120 N40 07.0 E032 59.8
201 N40 07.1 E032 59.5
202 N40 07.2 E032 59.6
203 N40 07.1 E032 59.6
204 N40 07.1 E032 59.7
205 N40 07.2 E032 59.7
206, 207 N40 07.2 E032 59.8
Apron YKK
A1-A2 N40 06.7 E032 59.2
VAR 4° E MAG NORTH
AD ELEV 3125
Not to scale
Not to scale

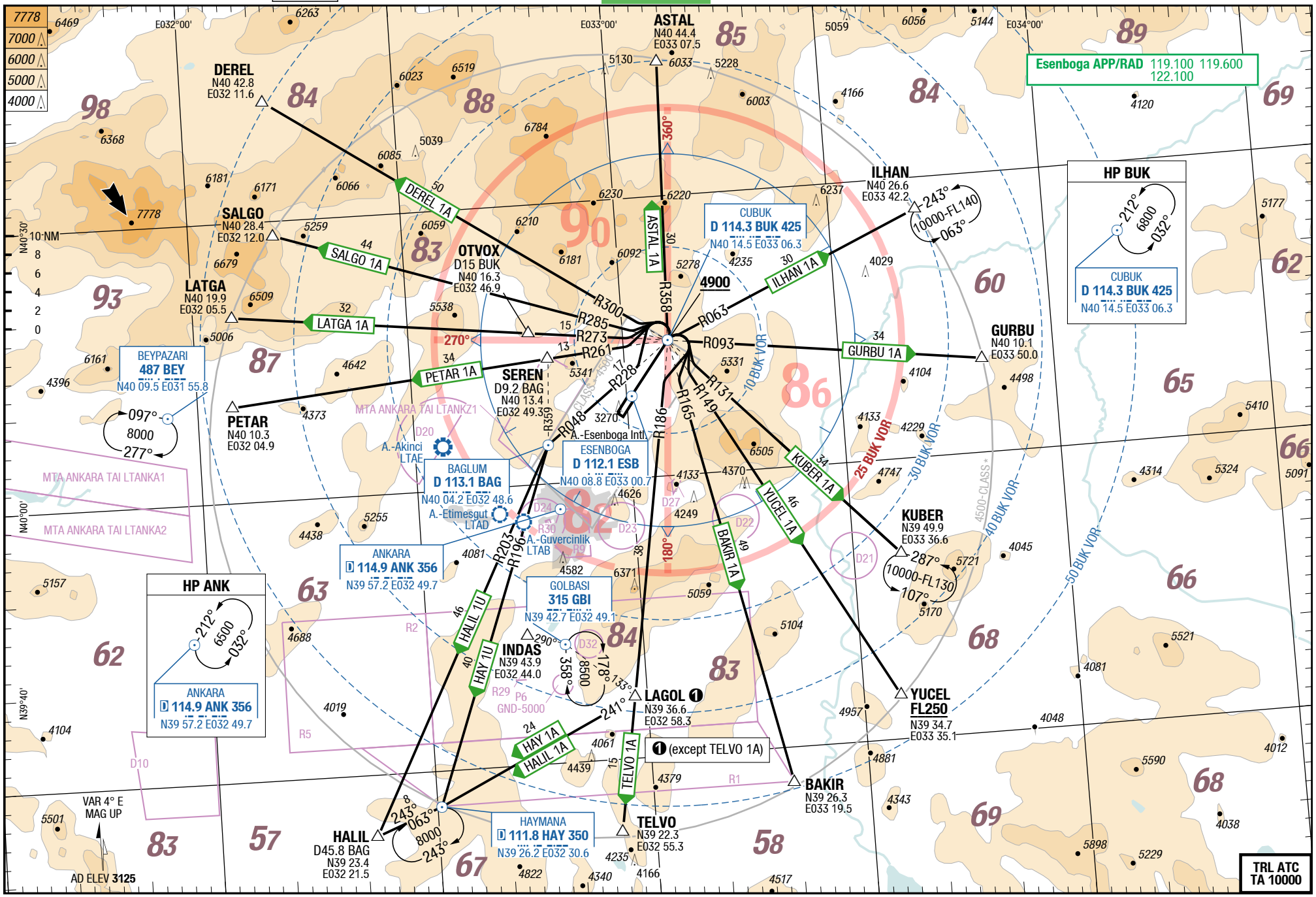


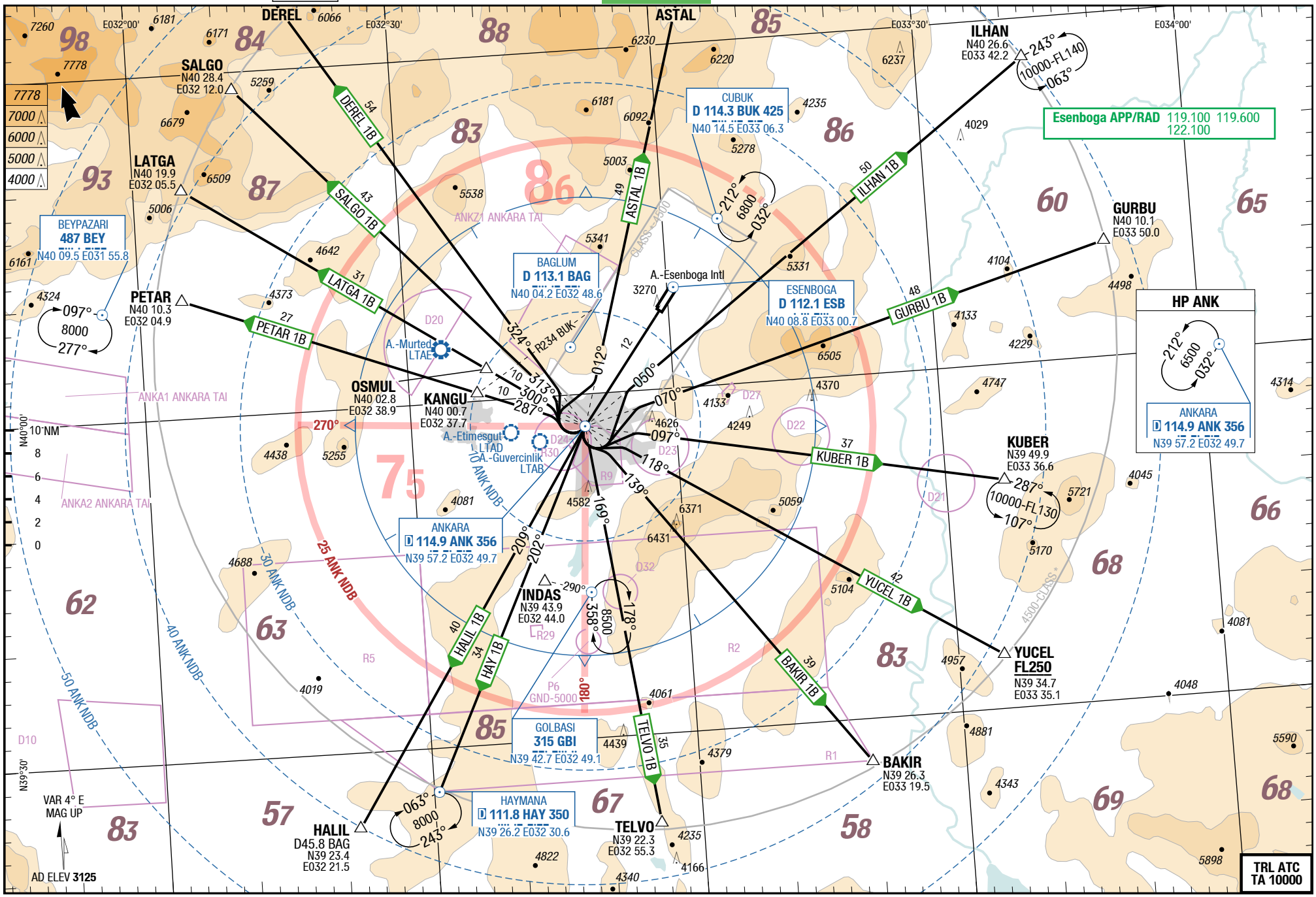
Changes: Nil


7778
7000
6000
5000
4000
Esenboga APP/RAD 119.100 119.600 122.100
P-RNAV
GNSS required
Radar required
YAVRU
DEREL
ASTAL
ILHAN
ABISI
KIZIK
UMRUN
GURBU
GOBIT
BALAX
AZBUL
ERKUK
HALIL
AC715
AC714
AC713
AC712
AC711
MAX 230KT (Exept; ASTAL1C, ILHAN 1C)
AC716
AC717
13000
AC718
AC719
AC721
AC722
CUBUK
D 114.3 BUK 425
N40 14.5 E033 06.3
HAYMANA
D 111.8 HAY 350
N39 26.2 E032 30.6
A. - Esenboga Intl
A.-Murted LTAE
A.-Guvercinlik LTAB
A.-Etimesgut LTAD
ANKZ1 ANKARA TAI
ANKA1 ANKARA TAI
ANKA2 ANKARA TAI
25 BUK
30 BUK
40 BUK
50 BUK
10 BUK
4500-CLASS*
VAR 4° E
MAG UP
AD ELEV 3125
TRL ATC
TA 10000
© Lido 2017

Changes: new


DEREL
NEMRO
AC620
YAVRU
SALGO
AC614
16000
LATGA
AC613
PETAR
AC612
AC611
MAX 230KT
A. Esenboga Intl
EKMEK
BENTA
AC617
GOBIT
AC615
AC616
15000
AC619
AC618
BALAX
AZBUL
HALIL
HAYMANA
D 111.8 HAY 350
N39 26.2 E032 30.6
CUBUK
D 114.3 BUK 425
N40 14.5 E033 06.3
Esenboga APP/RAD 119.100 119.600 122.100
GNSS required
Radar required
P RNAV
ANKZ1 ANKARA TAI
ANKA1 ANKARA TAI
ANKA2 ANKARA TAI
A.-Murted LTAE
A.-Guvercinlik LTAB
A.-Etimesgut LTAD
P6 GND-5000
TRL ATC
TA 10000
VAR 4° E
MAG UP
AD ELEV 3125
Changes: new
© Lido 2017


7778
7000
6000
5000
4000
ASTAL
N40 44.4
E033 07.5
DEREL
N40 42.8
E032 11.6
SALGO
N40 28.4
E032 12.0
LATGA
N40 19.9
E032 05.5
OTVOX
D15 BUK
N40 16.3
E032 46.9
SEREN
D9.2 BAG
N40 13.4
E032 49.3
PETAR
N40 10.3
E032 04.9
ILHAN
N40 26.6
E033 42.2
GURBU
N40 10.1
E033 50.0
KUBER
N39 49.9
E033 36.6
YUCEL
FL250
N39 34.7
E033 35.1
BAKIR
N39 26.3
E033 19.5
TELVO
N39 22.3
E032 55.3
LAGOL
N39 36.6
E032 58.3
INDAS
N39 43.9
E032 44.0
HALIL
D45.8 BAG
N39 23.4
E032 21.5
GOLBASI
315 GBI
N39 42.7 E032 49.1
ESENBOGA
D 112.1 ESB
N40 08.8 E033 00.7
BAGLUM
D 113.1 BAG
N40 04.2 E032 48.6
ANKARA
114.9 ANK 356
N39 57.2 E032 49.7
HAYMANA
111.8 HAY 350
N39 26.2 E032 30.6
CUBUK
D 114.3 BUK 425
N40 14.5 E033 06.3
BEYPAZARI
487 BEY
N40 09.5 E031 55.8
HP ANK
HP BUK
Esenboga APP/RAD 119.100 119.600 122.100
DEREL 1A
SALGO 1A
LATGA 1A
PETAR 1A
ASTAL 1A
ILHAN 1A
GURBU 1A
KUBER 1A
YUCEL 1A
BAKIR 1A
TELVO 1A
HAY 1A
HALIL 1A
HALIL 1U
4900
270°
360°
180°
10 BUK VOR
25 BUK VOR
30 BUK VOR
40 BUK VOR
50 BUK VOR
4500-CLASS*
MTA ANKARA TAI LTANKZ1
MTA ANKARA TAI LTANKA1
MTA ANKARA TAI LTANKA2
A.-Esenboga Intl
A.-Akinci LTAE
A.-Etimesgut LTAD
A.-Guvercinlik LTAB
R2
R5
R29
P6
GND-5000
D10
D20
D21
D22
D23
D24
D27
D32
B9
R30
R1
VAR 4° E
MAG UP
AD ELEV 3125
TRL ATC
TA 10000
10 NM
(except TELVO 1A)



Changes: Page Number

ABISI 1C / ASTAL 1C / AZBUL 1C / BALAX 1C / DEREL 1C / ERKUK 1C / GOBIT 1C / GURBU 1C / HALIL 1C / ILHAN 1C / UMRUN 1C / YAVRU 1C

RWYs 03L/R (032°)

	GS	120	150	180	210	240	270
4.2%	ft/MIN	600	700	800	900	1100	1200

DESIGNATOR	ROUTING	ALTITUDES
	Runway 03L/03R	
ABISI 1C 4.2% to 10000	DCT AC711 [K230-] - AC712 - AC713 - AC714 - AC715 - KIZIK - ABISI	
ASTAL 1C 4.2% to 10000	DCT AC711 - AC721 - AC722 - ASTAL	
AZBUL 1C 4.2% to 10000	DCT AC711 [K230-] - AC716 - AC717 - AC718 - AC719 - AZBUL	AC717 MAX **13000**
BALAX 1C 4.2% to 10000	DCT AC711 [K230-] - AC716 - AC717 - AC718 - BALAX	AC717 MAX **13000**
DEREL 1C 4.2% to 10000	DCT AC711 [K230-] - AC712 - AC713 - AC714 - AC715 - DEREL	
ERKUK 1C 4.2% to 10000	DCT AC711 [K230-] - AC716 - AC717 - AC718 - AC719 - ERKUK	AC717 MAX **13000**
GOBIT 1C 4.2% to 10000	DCT AC711 [K230-] - AC716 - AC717 - GOBIT	AC717 MAX **13000**
GURBU 1C 4.2% to 10000	DCT AC711 [K230-] - AC716 - AC717 - GURBU	AC717 MAX **13000**
HALIL 1C 4.2% to 10000	DCT AC711 [K230-] - AC716 - AC717 - AC718 - AC719 - HAY - HALIL	AC717 MAX **13000**
ILHAN 1C 4.2% to 10000	DCT AC711 - AC721 - AC722 - ILHAN	
UMRUN 1C 4.2% to 10000	DCT AC711 [K230-] - AC712 - AC713 - AC714 - AC715 - KIZIK - UMRUN	
YAVRU 1C 4.2% to 10000	DCT AC711 [K230-] - AC712 - AC713 - AC714 - AC715 - KIZIK - YAVRU	

AZBUL 1D / BALAX 1D / BENTA 1D / DEREL 1D / EKMEK 1D / GOBIT 1D / HALIL 1D / LATGA 1D / NEMRO 1D / PETAR 1D / TELVO 1D / YAVRU 1D

RWYs 21L/R (212°)

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

DESIGNATOR	ROUTING	ALTITUDES
	Runway 21L/21R	
AZBUL 1D 4.0% to 10000	DCT AC611 [K230-] - AC615 - AC616 - AC618 - AZBUL	AC616 MAX **15000**
BALAX 1D 4.0% to 10000	DCT AC611 [K230-] - AC615 - AC616 - AC618 - BALAX	AC616 MAX **15000**
BENTA 1D 4.0% to 10000	DCT AC611 [K230-] - AC615 - AC616 - AC617 - BENTA	AC616 MAX **15000**
DEREL 1D 4.0% to 10000	DCT AC611 [K230-] - AC612 - AC613 - AC614 - SALGO - DEREL	AC614 MAX **16000**
EKMEK 1D 4.0% to 10000	DCT AC611 [K230-] - AC615 - AC616 - AC617 - BENTA - EKMEK	AC616 MAX **15000**
GOBIT 1D 4.0% to 10000	DCT AC611 [K230-] - AC615 - AC616 - AC617 - GOBIT	AC616 MAX **15000**
HALIL 1D 4.0% to 10000	DCT AC611 [K230-] - AC615 - AC619 - HAY - HALIL	
LATGA 1D 4.0% to 10000	DCT AC611 [K230-] - AC612 - AC613 - AC614 - LATGA	AC614 MAX **16000**
NEMRO 1D 4.0% to 10000	DCT AC611 [K230-] - AC612 - AC613 - AC614 - AC620 - NEMRO	AC614 MAX **16000**
PETAR 1D 4.0% to 10000	DCT AC611 [K230-] - AC612 - AC613 - PETAR	
TELVO 1D 4.0% to 10000	DCT AC611 [K230-] - AC615 - AC619 - TELVO	
YAVRU 1D 4.0% to 10000	DCT AC611 [K230-] - AC612 - AC613 - AC614 - SALGO - YAVRU	AC614 MAX **16000**

Changes: New

ASTAL 1A / BAKIR 1A / DEREL 1A / GURBU 1A / HALIL 1A / HALIL 1U / HAYMANA 1A / HAYMANA 1U / ILHAN 1A / KUBER 1A / LATGA 1A

RWYs 03L/R (032°)

	GS	120	150	180	210	240	270
3.9%	ft/MIN	500	600	800	900	1000	1100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 03L/03R	
ASTAL 1A 3.9% to 6200 **119.100**	direct **BUK LT** intercept R358 **BUK** (QDR 358 **BUK**) to ASTAL	**BUK** MNM **4900**
BAKIR 1A 3.9% to 6200 **119.100**	direct **BUK RT** intercept R165 **BUK** (QDR 165 **BUK**) to BAKIR	**BUK** MNM **4900**
DEREL 1A 3.9% to 6200 **119.100**	direct **BUK LT** intercept R300 **BUK** (QDR 300 **BUK**) to DEREL	**BUK** MNM **4900**
GURBU 1A 3.9% to 6200 **119.100**	direct **BUK RT** intercept R093 **BUK** (QDR 093 **BUK**) to GURBU	**BUK** MNM **4900**
HALIL 1A 3.9% to 6200 **119.100**	direct **BUK RT** intercept R186 **BUK** (QDR 186 **BUK**) to LAGOL - QDM 241 **HAY** to **HAY** QDR 243 **HAY** to HALIL	**BUK** MNM **4900**
HALIL 1U 3.9% to 6200 **119.100**	direct **BUK LT** intercept R228 **BUK** (QDR 228 **BUK**) to **BAG** - R203 **BAG** to HALIL	**BUK** MNM **4900**
HAYMANA 1A **HAY 1A** 3.9% to 6200 **119.100**	direct **BUK RT** intercept R186 **BUK** (QDR 186 **BUK**) to LAGOL QDM 241 **HAY** to **HAY**	**BUK** MNM **4900**
HAYMANA 1U **HAY 1U** 3.9% to 6200 **119.100**	direct **BUK LT** intercept R228 **BUK** (QDR 228 **BUK**) to **BAG** - R196 **BAG** to **HAY**	**BUK** MNM **4900**
ILHAN 1A 3.9% to 6200 **119.100**	direct **BUK RT** intercept R063 **BUK** (QDR 063 **BUK**) to ILHAN	**BUK** MNM **4900**
KUBER 1A 3.9% to 6200 **119.100**	direct **BUK RT** intercept R131 **BUK** (QDR 131 **BUK**) to KUBER	**BUK** MNM **4900**
LATGA 1A 3.9% to 6200 **119.100**	direct **BUK LT** intercept R273 **BUK** (QDR 273 **BUK**) to LATGA	**BUK** MNM **4900**

PETAR 1A / SALGO 1A / TELVO 1A / YUCEL 1A

RWYs 03L/R (032°)

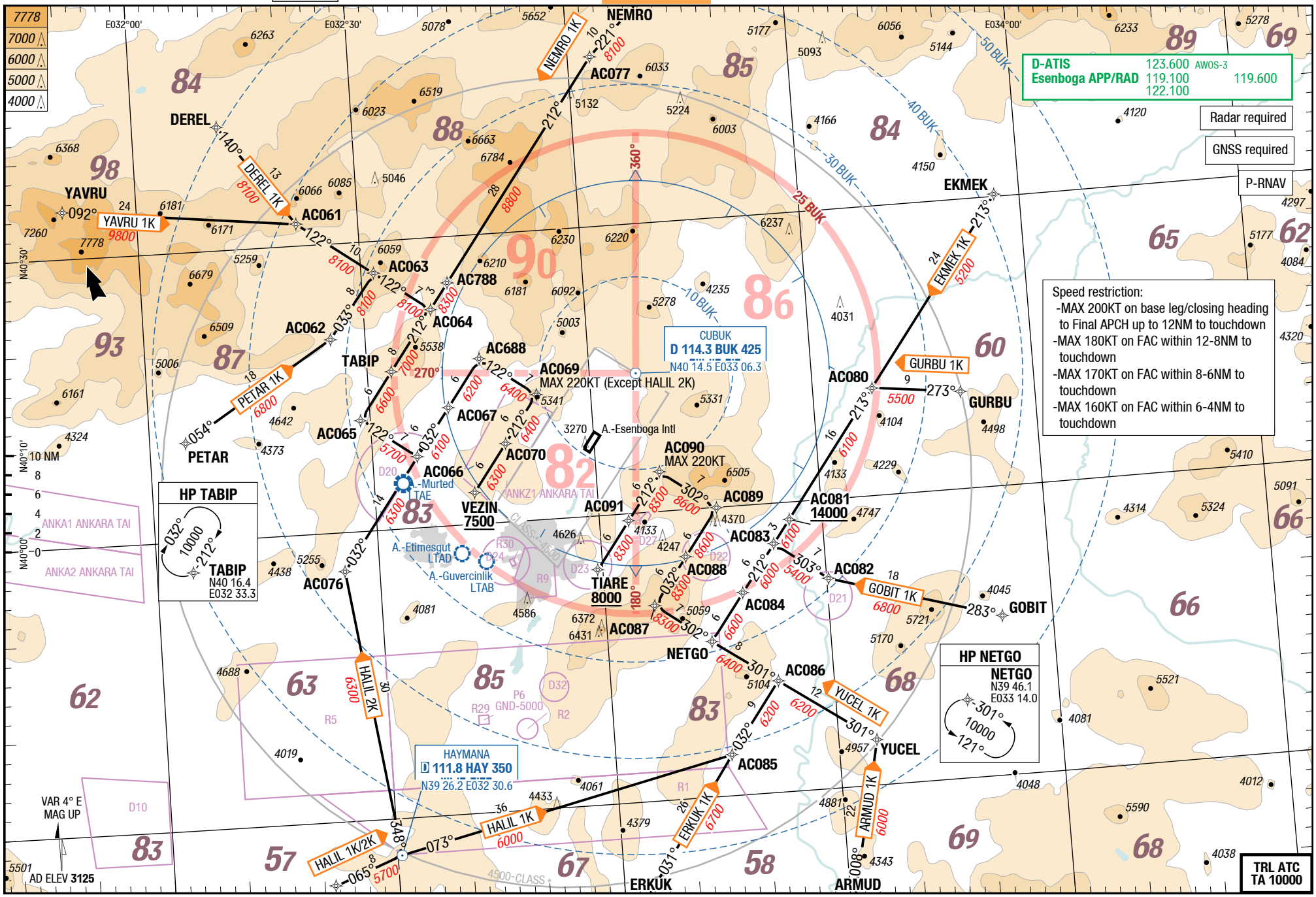
	GS	120	150	180	210	240	270
3.9%	ft/MIN	500	600	800	900	1000	1100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 03L/03R	
PETAR 1A 3.9% to 6200 **119.100**	direct **BUK LT** intercept R261 **BUK** (QDR 261 **BUK**) to SEREN - PETAR	**BUK** MNM **4900**
SALGO 1A 3.9% to 6200 **119.100**	direct **BUK LT** intercept R285 **BUK** (QDR 285 **BUK**) to SALGO	**BUK** MNM **4900**
TELVO 1A 3.9% to 6200 **119.100**	direct **BUK RT** intercept R186 **BUK** (QDR 186 **BUK**) to TELVO	**BUK** MNM **4900**
YUCEL 1A 3.9% to 6200 **119.100**	direct **BUK RT** intercept R149 **BUK** (QDR 149 **BUK**) to YUCEL	**BUK** MNM **4900** YUCEL MNM **FL250**

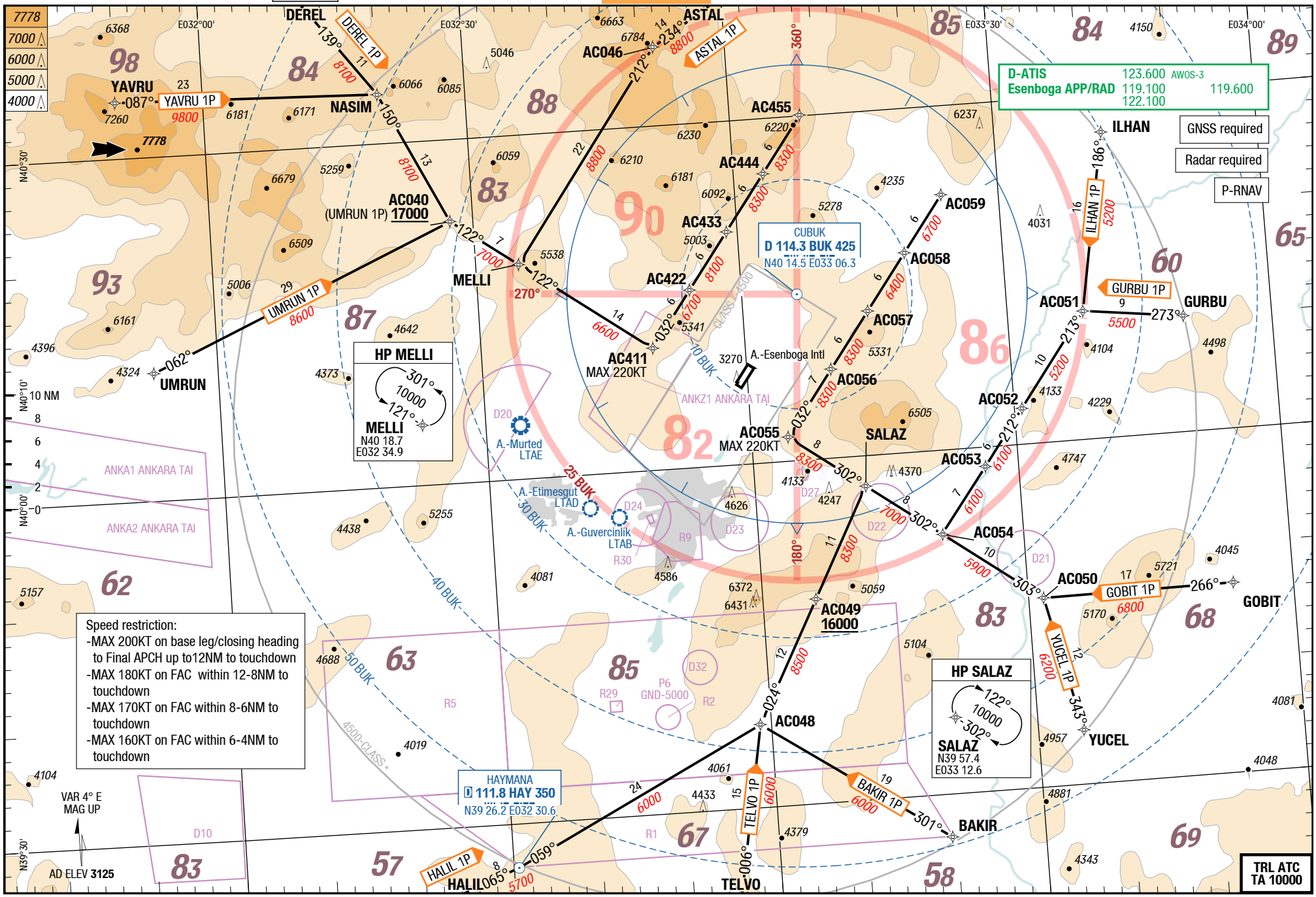
ASTAL 1B / BAKIR 1B / DEREL 1B / GURBU 1B / HALIL 1B / HAYMANA 1B / ILHAN 1B / KUBER 1B / LATGA 1B / PETAR 1B / SALGO 1B / TELVO 1B / YUCEL 1B

RWYs 21L/R (212°)

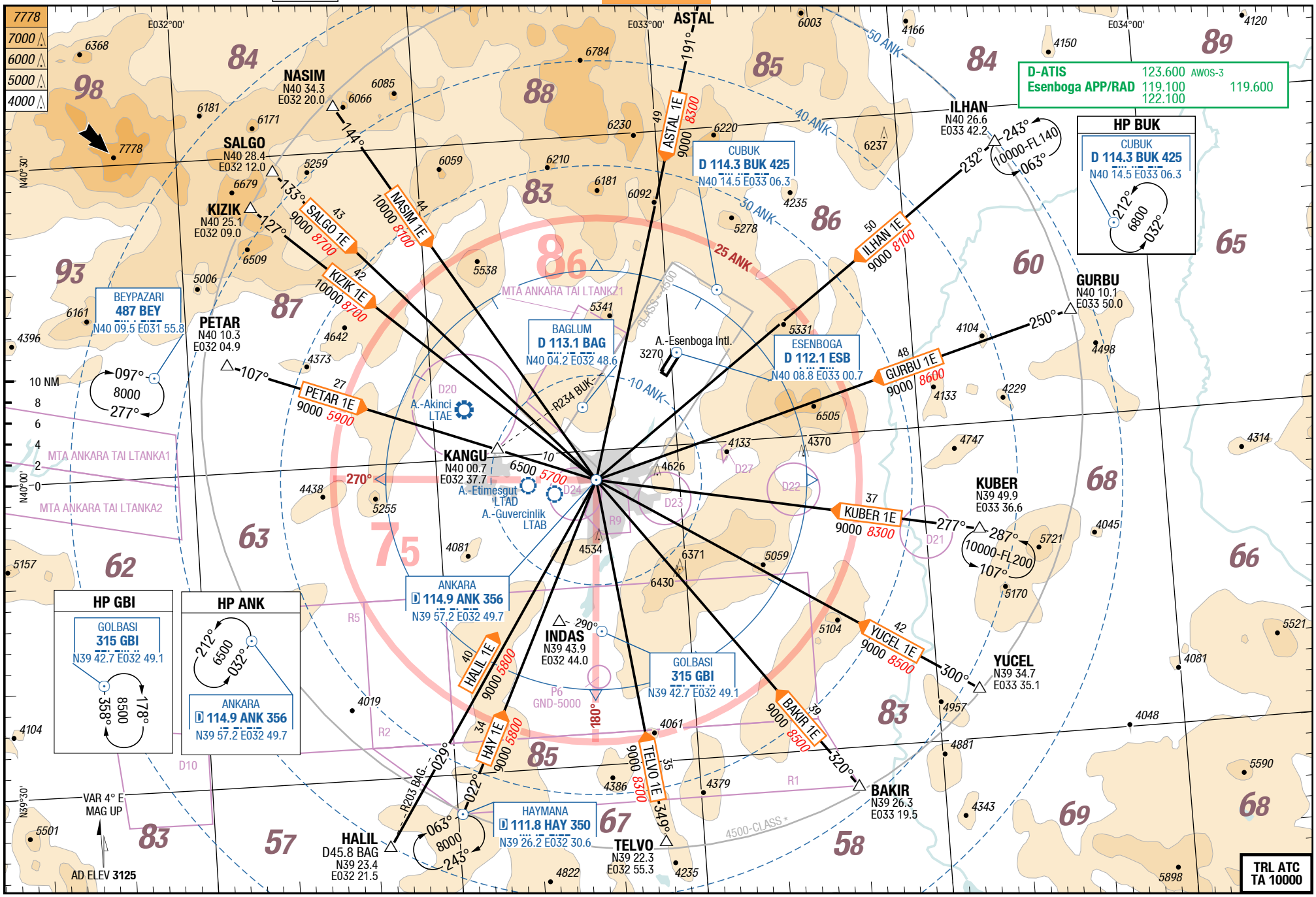
DESIGNATOR	ROUTING	ALTITUDES
	Runway 21L/21R	
ASTAL 1B **119.100**	direct **ANK** - **RT** intercept QDR 012 **ANK** to ASTAL	
BAKIR 1B **119.100**	direct **ANK** - **LT** intercept QDR 139 **ANK** to BAKIR	
DEREL 1B **119.100**	direct **ANK** - **RT** intercept QDR 324 **ANK** to DEREL	
GURBU 1B **119.100**	direct **ANK** - **LT** intercept QDR 070 **ANK** to GURBU	
HALIL 1B **119.100**	direct **ANK** - intercept QDR 209 **ANK** to HALIL	
HAYMANA 1B **HAY 1B** **119.100**	direct **ANK** - intercept QDR 202 **ANK** to **HAY**	
ILHAN 1B **119.100**	direct **ANK** - **LT** intercept QDR 050 **ANK** to ILHAN	
KUBER 1B **119.100**	direct **ANK** - **LT** intercept QDR 097 **ANK** to KUBER	
LATGA 1B **119.100**	direct **ANK** - **RT** intercept QDR 300 **ANK** to LATGA	
PETAR 1B **119.100**	direct **ANK** - **RT** intercept QDR 287 **ANK** to KANGU - PETAR	
SALGO 1B **119.100**	direct **ANK** - **RT** intercept QDR 313 **ANK** to SALGO	
TELVO 1B **119.100**	direct **ANK** - **LT** intercept QDR 169 **ANK** to TELVO	
YUCEL 1B **119.100**	direct **ANK** -**LT** intercept QDR 118 **ANK** to YUCEL	YUCEL MNM **FL250**



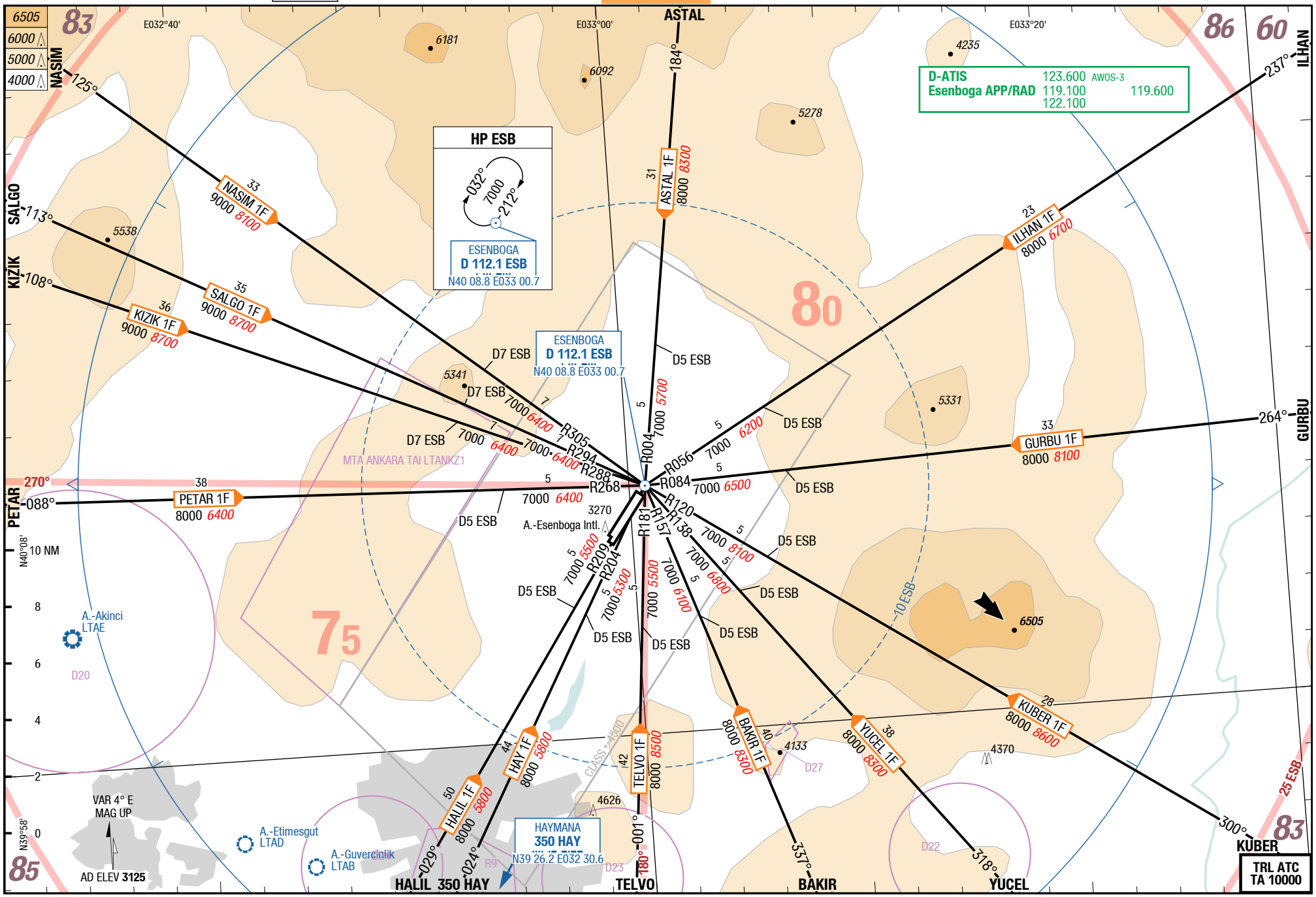
Changes: Editorial



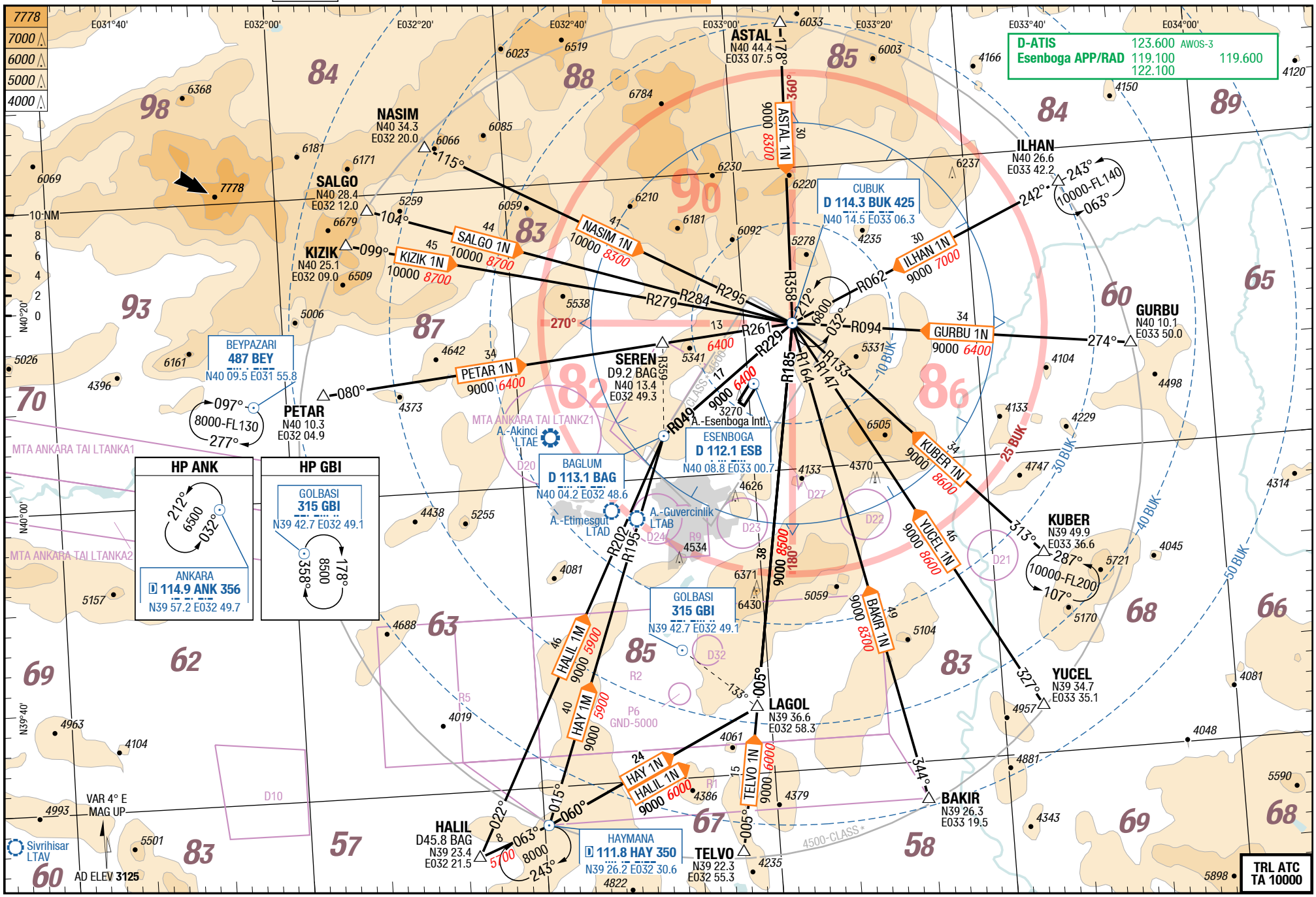
Changes: Editorial



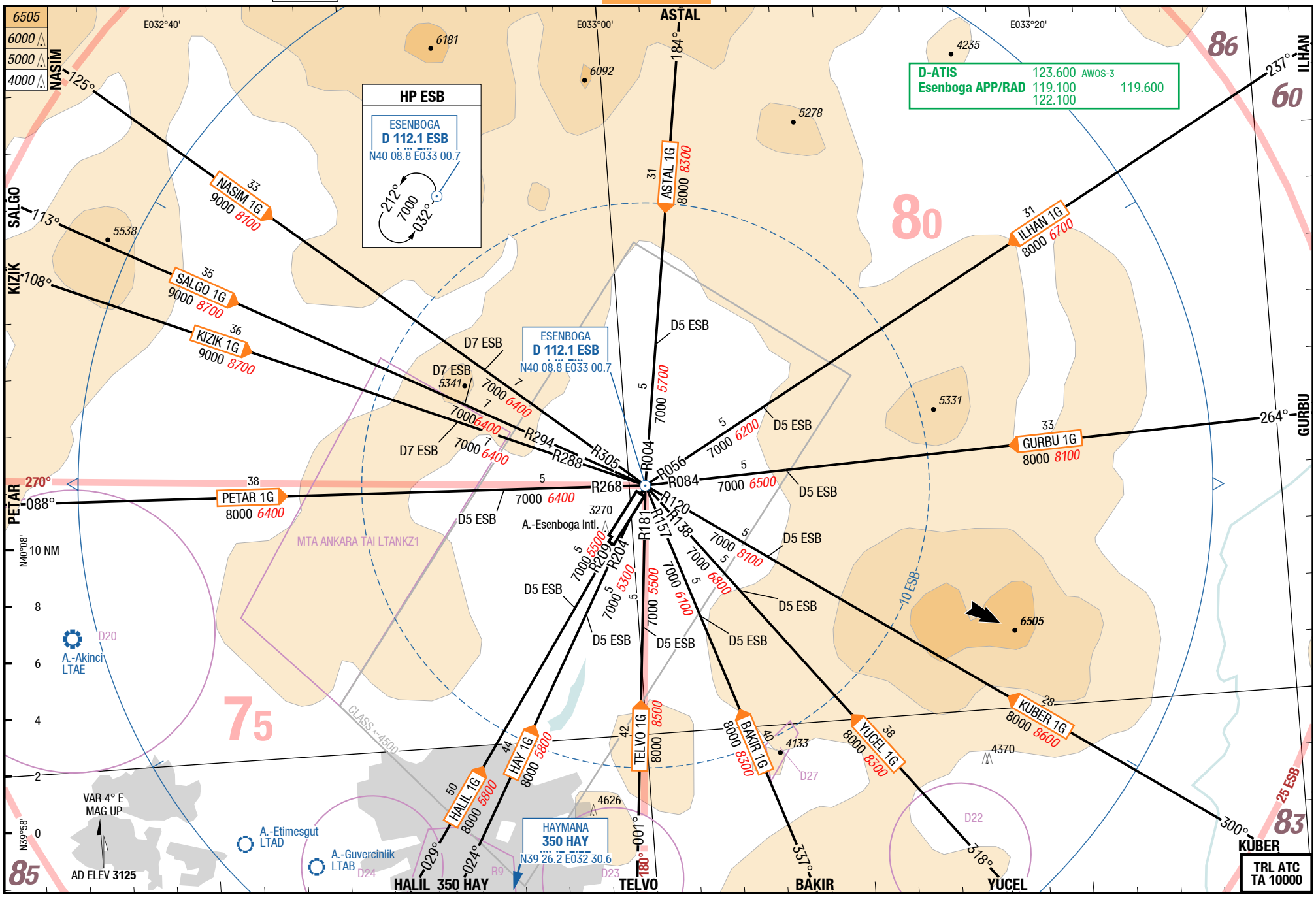
Changes: Page Number



Changes: Page Number



Changes: Page Number

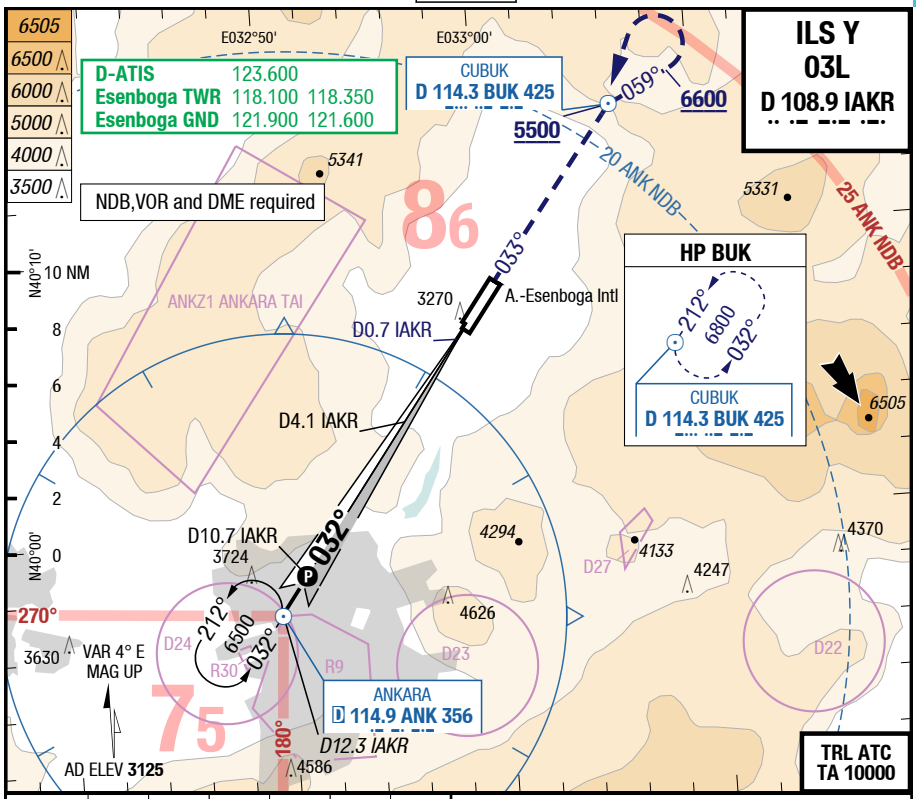


Changes: Page Number

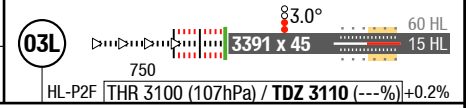
ESB-LTAC

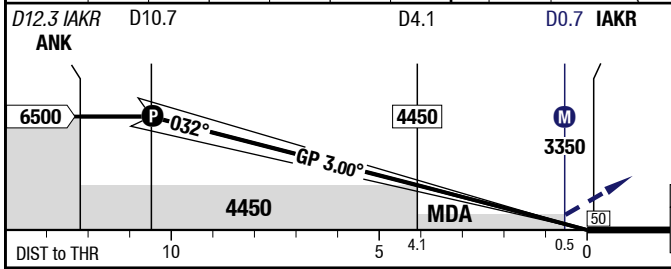
7-10

ILS Y 03L



LOC 3.00° D IAKR	10.7	9	7	5	3	2
	6500	5970	5330	4700	4060	3740





033°
at **BUK** (MNM **5500**) **RT** 059°
at MNM **6600** **LT** direct **BUK**
climb **6800**

GS	120	140	160
D4.1 IAKR	*640*	*740*	*850*
-MAPt	*1:42*	*1:27*	*1:17*

03L		Cat 1 DME GA 4.1%	Cat 1 DME GA 2.5% 1)	LOC DME GA 3.7%			Circling
C	ft - m/km ft	200 - 550 **3310**	760 - 2.4 **3870**	490 - 1.5 **3600**			1530 - 2.4V **4650**
D	ft - m/km ft	200 - 550 **3310**	760 - 2.4 **3870**	490 - 1.5 **3600**			1530 - 3.6V **4650**

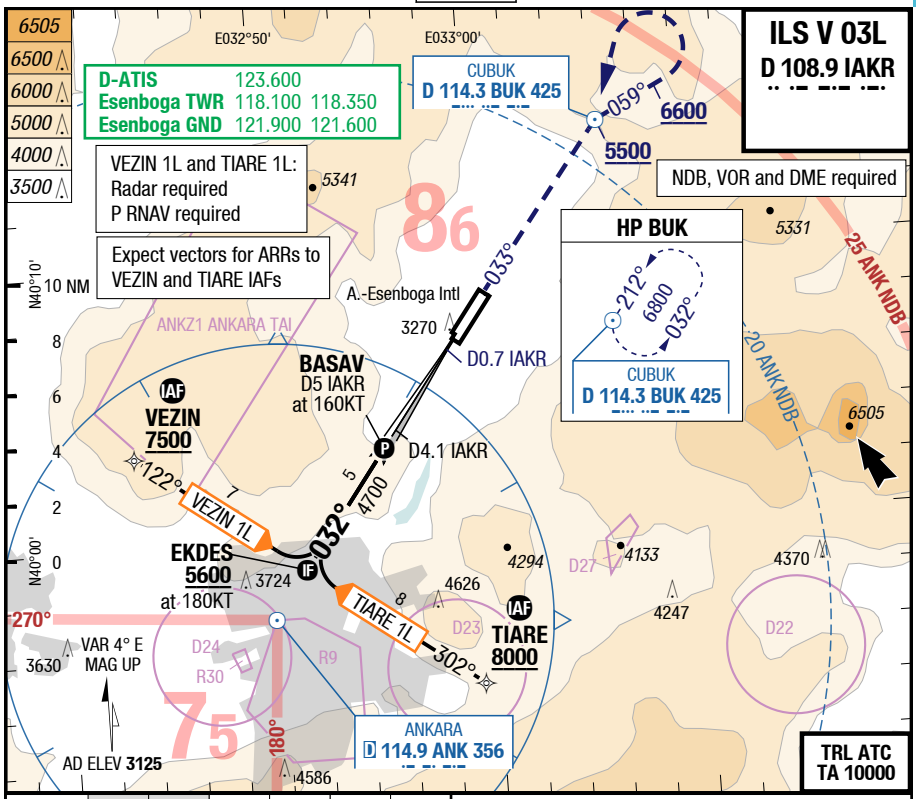
1) With EVS 1.6km

Changes: MIN

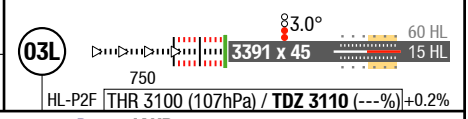
ESB-LTAC

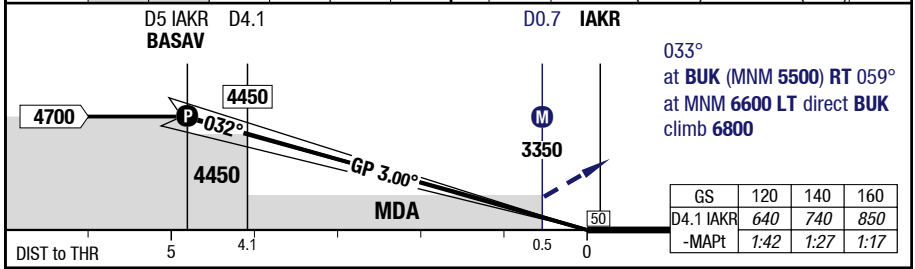
7-20

ILS V 03L



LOC 3.00° D IAKR			5	4	3	2
			4700	4380	4060	3740



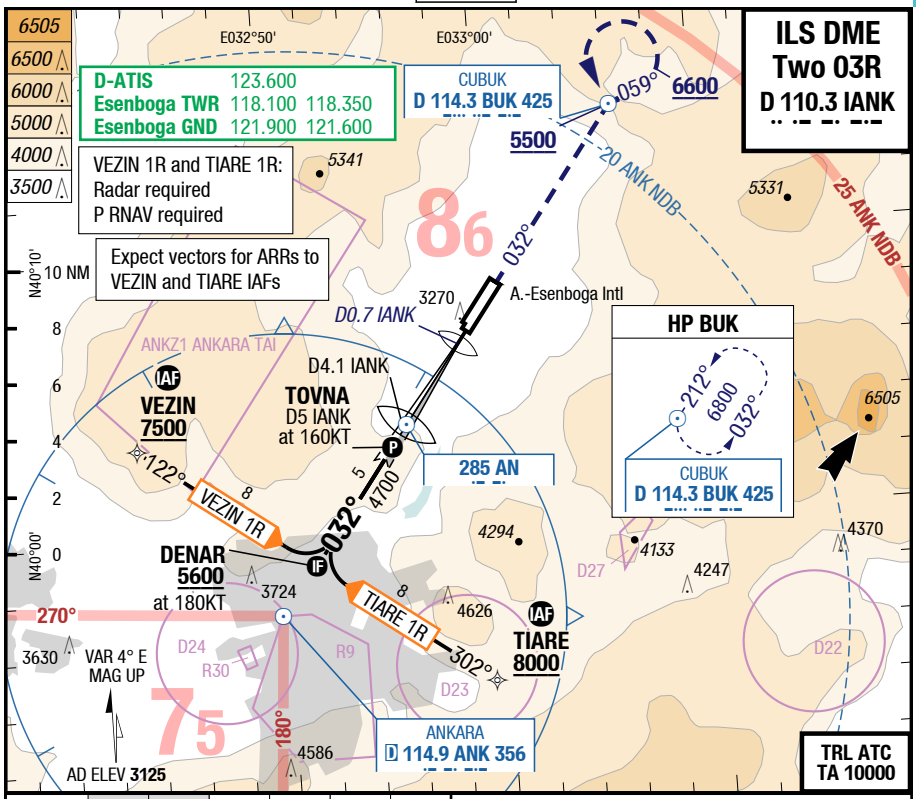


GS	120	140	160
D4.1 IAKR	*640*	*740*	*850*
-MAPt	*1:42*	*1:27*	*1:17*

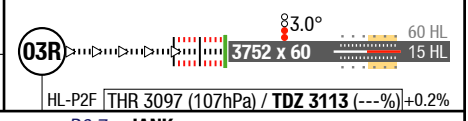
03L		Cat 1 DME GA 4.1% 1)	Cat 1 DME GA 2.5% 2)	LOC DME GA 3.7% 1)			Circling
C	ft - m/km ft	200 - 550 **3310**	760 - 2.4 **3870**	490 - 1.5 **3600**			1530 - 2.4V **4650**
D	ft - m/km ft	200 - 550 **3310**	760 - 2.4 **3870**	490 - 1.5 **3600**			1530 - 3.6V **4650**

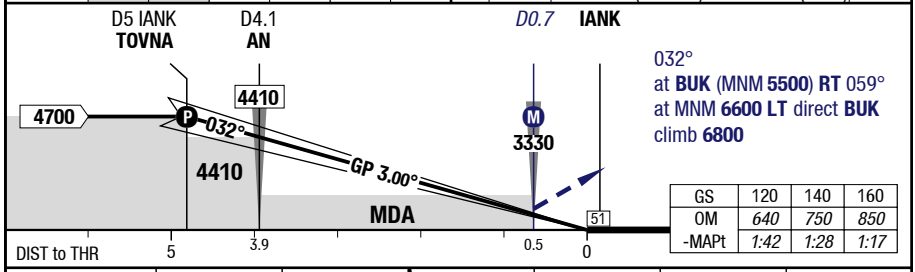
1) GA 2.5% after BUK VOR
2) With EVS 1.6km

Changes: chart title, MIN, Note



LOC 3.02° D IANK			5	4	3	2
			4700	4380	4060	3740





GS	120	140	160
OM	*640*	*750*	*850*
-MAPt	*1:42*	*1:28*	*1:17*

03R		Cat 3b GA 4.2% 1)	Cat 2 GA 4.2% 1)	Cat 1 GA 4.1% 1) 2)	Cat 1 GA 4.1% 1) 2)	Cat 1 GA 2.5% 3)	Circling
C	ft - m/km ft	0 - 75R **Company**	100 - 300R **110** RA	200 - 400 **3320**	200 - 550 **3320**	760 - 2.4 **3870**	1530 - 2.4V **4650**
D	ft - m/km ft	0 - 75R **Company**	100 - 300R **110** RA 4)	200 - 400 **3320**	200 - 550 **3320**	760 - 2.4 **3870**	1530 - 3.6V **4650**

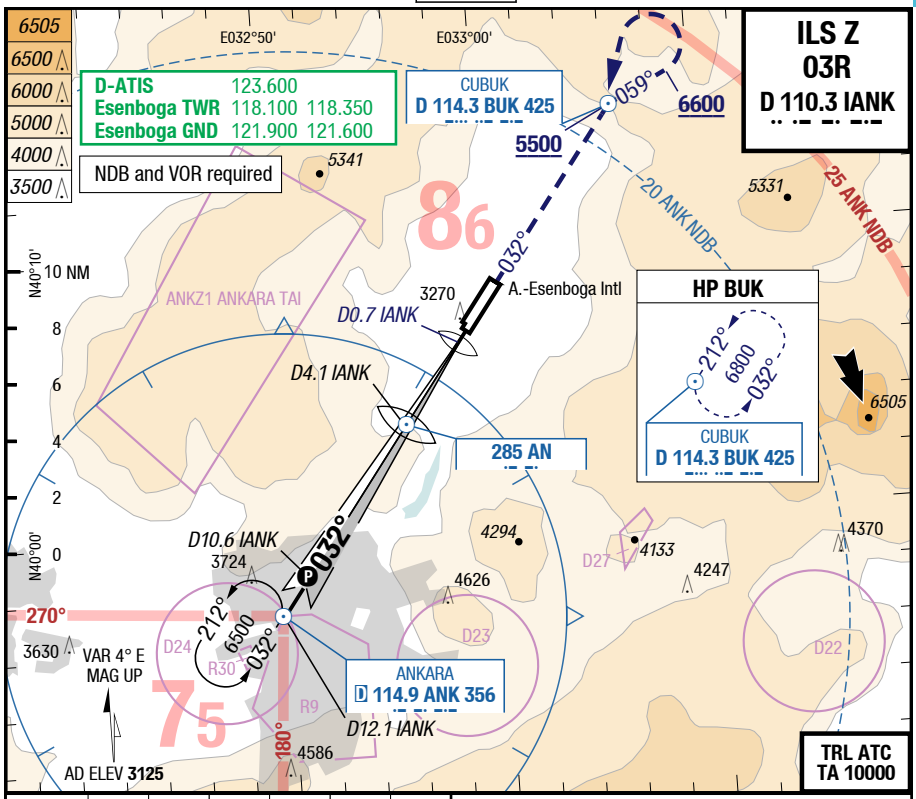
1) GA 2.5% after BUK VOR
2) With EVS 350m
3) With EVS 1.6km
4) If not conducting autoland RVR 350m required

Changes: Navaid NK removed, DIST ALT table, DIST, ROD

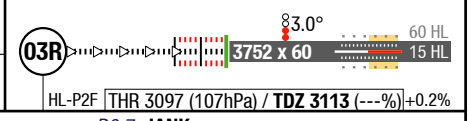
ESB-LTAC

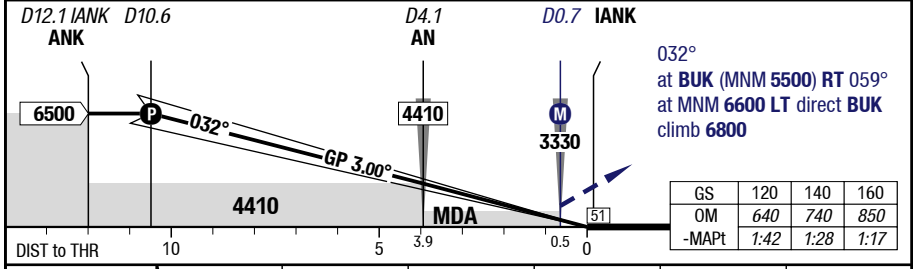
7-40

ILS Z 03R



LOC 3.00°						
D IANK	10.6	10	8	6	4	2
	6500	6310	5670	5020	4380	3740



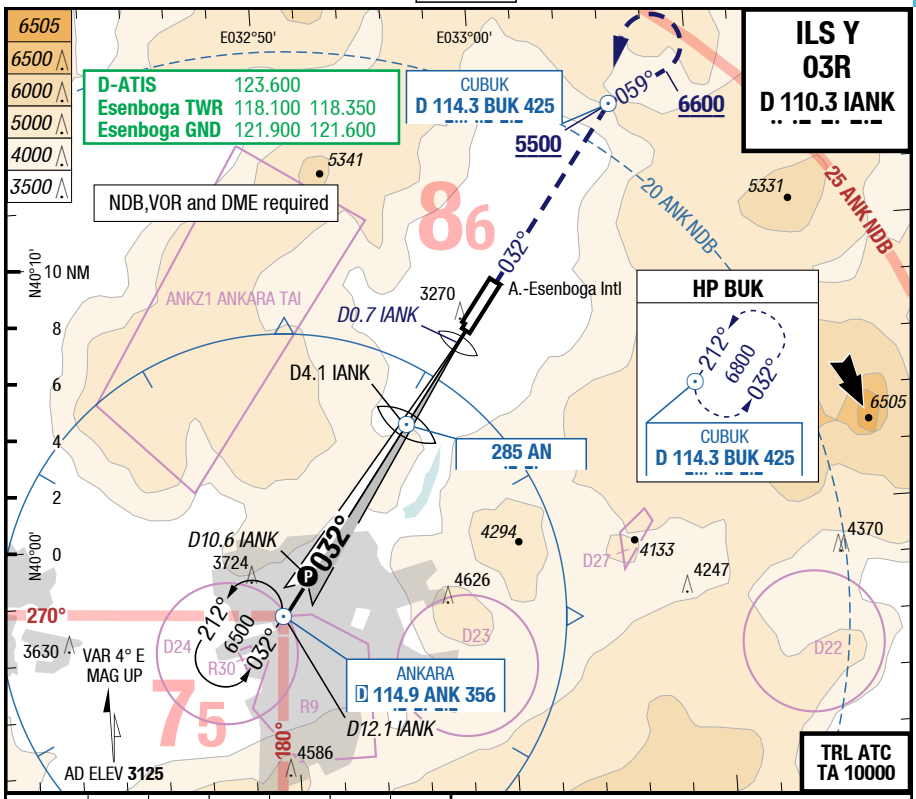


GS	120	140	160
OM	*640*	*740*	*850*
-MAPt	*1:42*	*1:28*	*1:17*

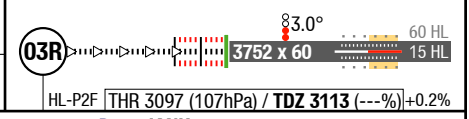
03R		Cat 1 GA 4.1% 1)	Cat 1 GA 4.1% 1)	Cat 1 GA 2.5% 2)	LOC GA 3.7%		Circling
C	ft - m/km ft	200 - 400 **3320**	200 - 550 **3320**	760 - 2.4 **3870**	490 - 1.5 **3600**		1530 - 2.4V **4650**
D	ft - m/km ft	200 - 400 **3320**	200 - 550 **3320**	760 - 2.4 **3870**	490 - 1.5 **3600**		1530 - 3.6V **4650**

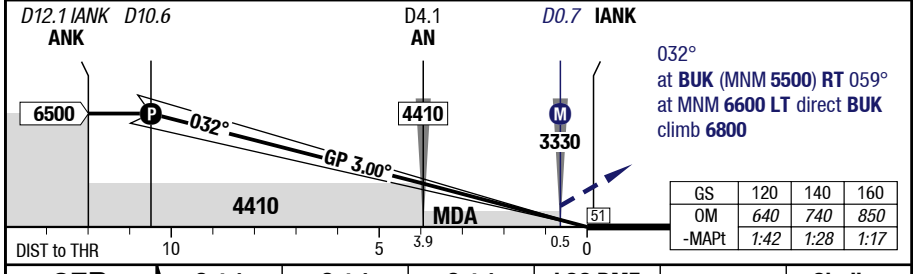
1) With EVS 350m
2) With EVS 1.6km

Changes: Navaid NK removed, DIST, ROD



LOC 3.00° D IANK	10.6	9	7	5	3	2
	6500	5990	5350	4700	4060	3740



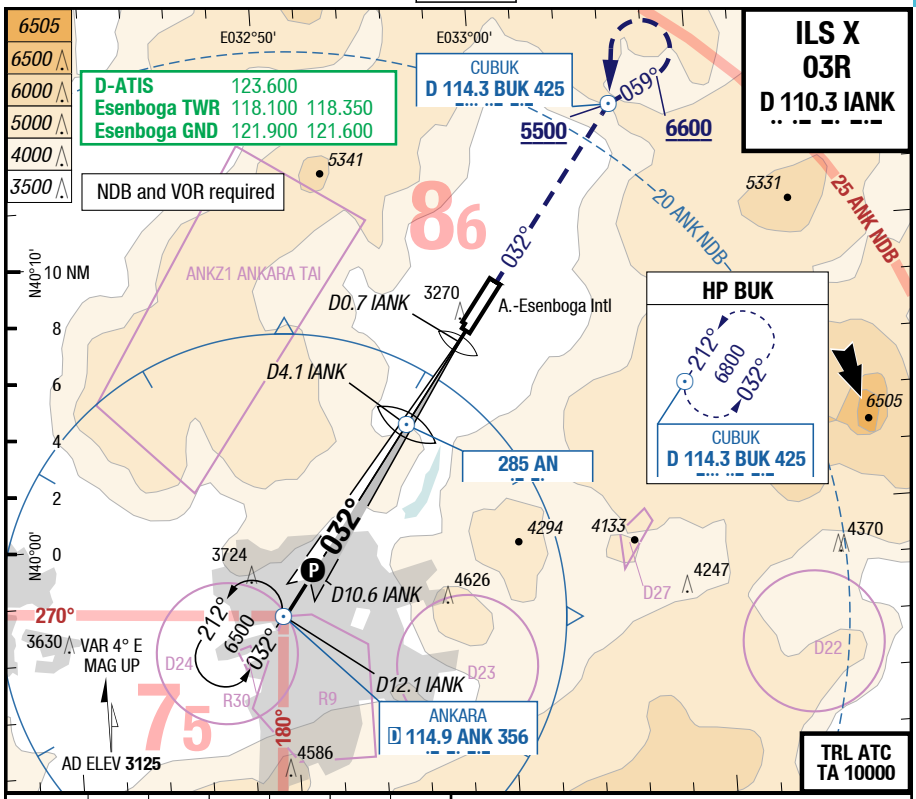


GS	120	140	160
OM	*640*	*740*	*850*
-MAPt	*1:42*	*1:28*	*1:17*

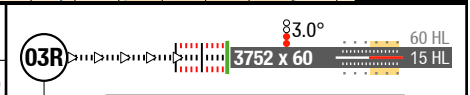
03R		Cat 1 GA 4.1% 1)	Cat 1 GA 4.1% 1)	Cat 1 GA 2.5% 2)	LOC DME GA 3.7%		Circling
C	ft - m/km ft	200 - 400 **3320**	200 - 550 **3320**	760 - 2.4 **3870**	490 - 1.5 **3600**		1530 - 2.4V **4650**
D	ft - m/km ft	200 - 400 **3320**	200 - 550 **3320**	760 - 2.4 **3870**	490 - 1.5 **3600**		1530 - 3.6V **4650**

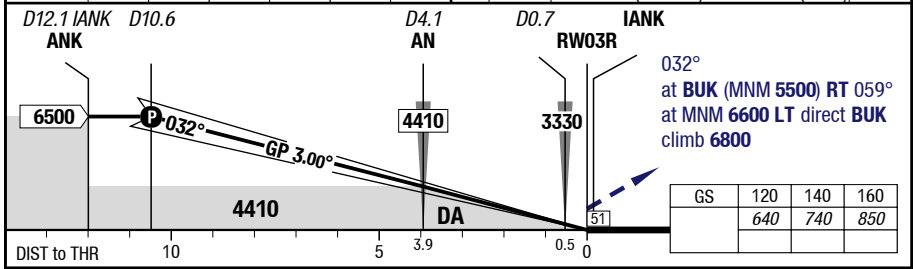
1) With EVS 350m
2) With EVS 1.6km

Changes: Navaid NK removed, DIST, ROD



D IANK	10.6	9	7	5	3	1
	6500	5980	5350	4710	4070	3420

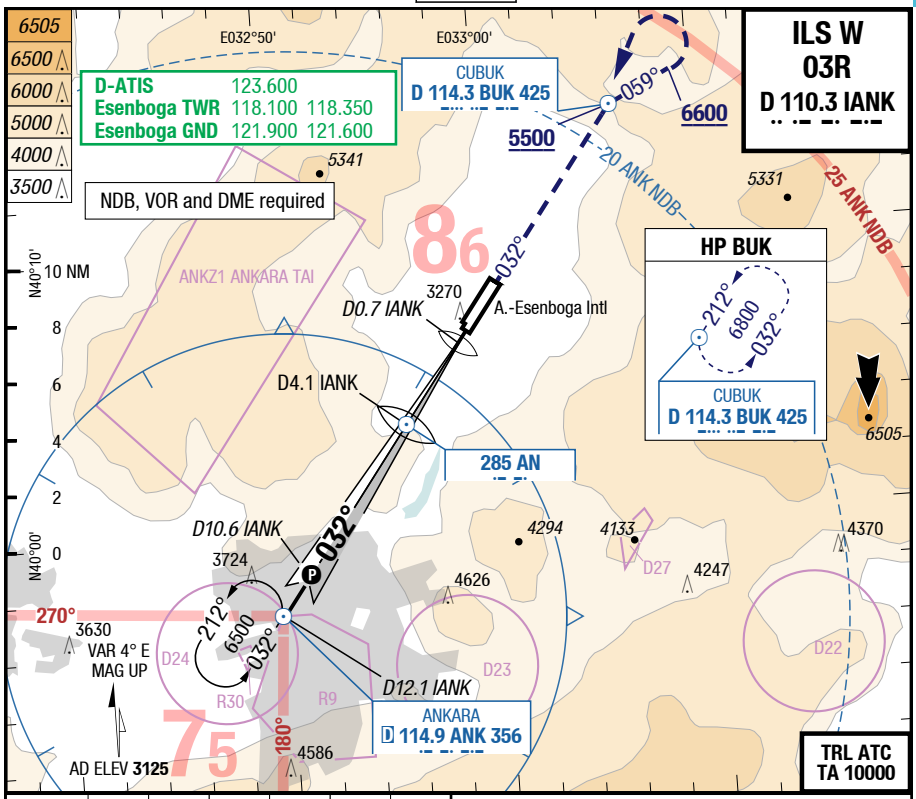




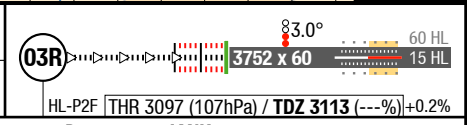
03R		Cat 3b GA 4.2%	Cat 2 GA 4.2%				
C	ft - m/km ft	0 - 75R **Company**	100 - 300R **110** RA				
D	ft - m/km ft	0 - 75R **Company**	100 - 300R **110** RA 1)				

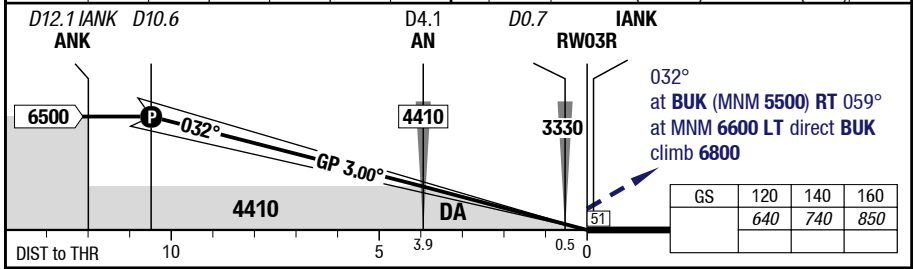
1) If not conducting autoland RVR 350m required

Changes: Navaid NK removed, DIST ALT table, DIST



D IANK	10.6	9	7	5	3	1
	6500	5980	5350	4710	4070	3420

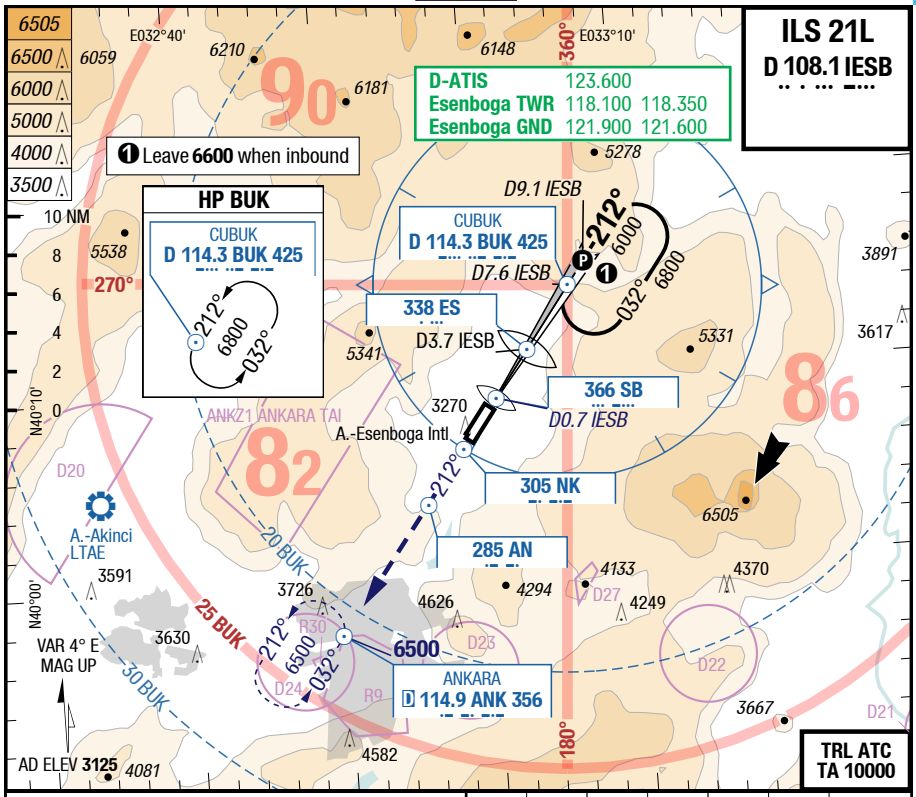


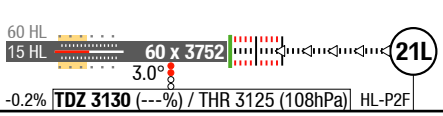


03R		Cat 3b GA 4.2%	Cat 2 GA 4.2%				
C	ft - m/km ft	0 - 75R **Company**	100 - 300R **110** RA				
D	ft - m/km ft	0 - 75R **Company**	100 - 300R **110** RA 1)				

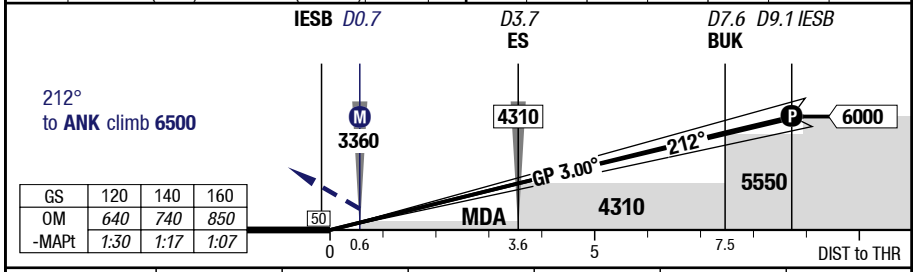
1) If not conducting autoland RVR 350m required

Changes: Navaid NK removed, DIST ALT table, DIST



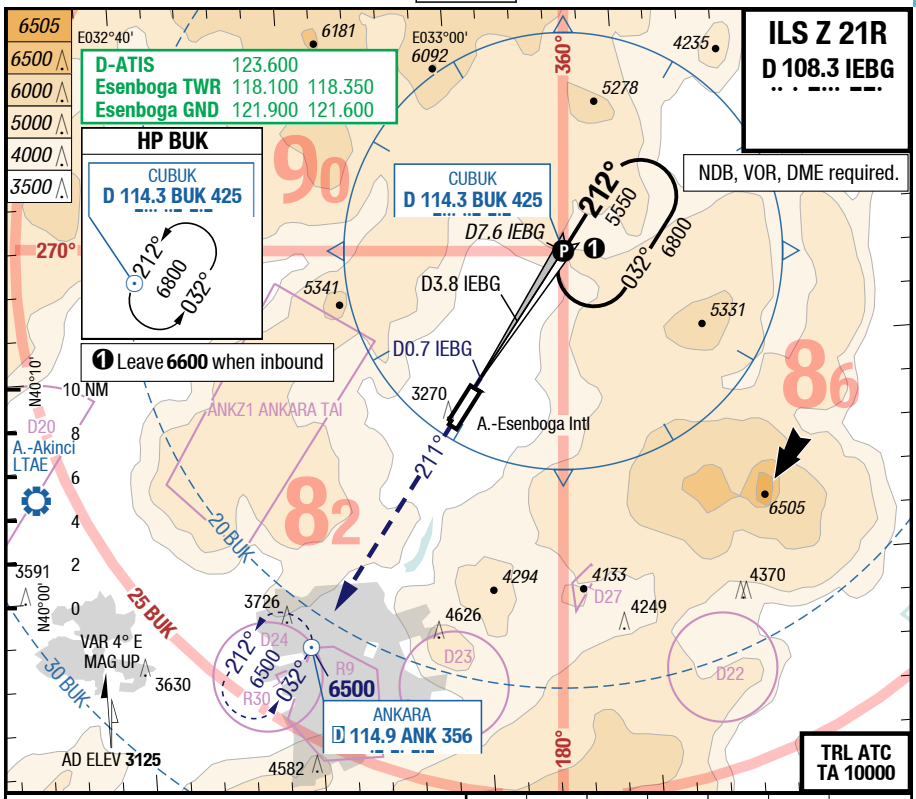


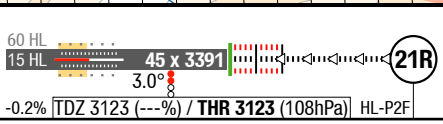
2	3	4	6	8	9.1	LOC 3.00° D IESB
3770	4090	4400	5040	5680	6000	



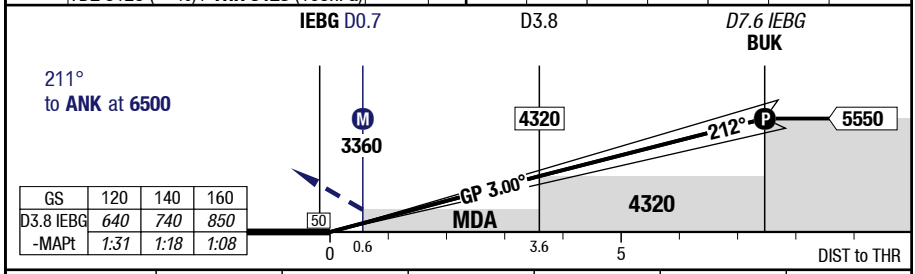
GS	120	140	160
OM	640	740	850
-MAPt	1:30	1:17	1:07

21L		Cat 1	LOC				Circling
C	ft - m/km ft	200 - 550 **3330**	470 - 1.5 **3600**				1530 - 2.4V **4650**
D	ft - m/km ft	200 - 550 **3330**	470 - 1.5 **3600**				1530 - 3.6V **4650**





2	3	4	5	6	7.6	LOC 3.00° D IEBG
3760	4080	4400	4720	5030	5550	



GS	120	140	160
D3.8 IEBG	640	740	850
-MAPt	1:31	1:18	1:08

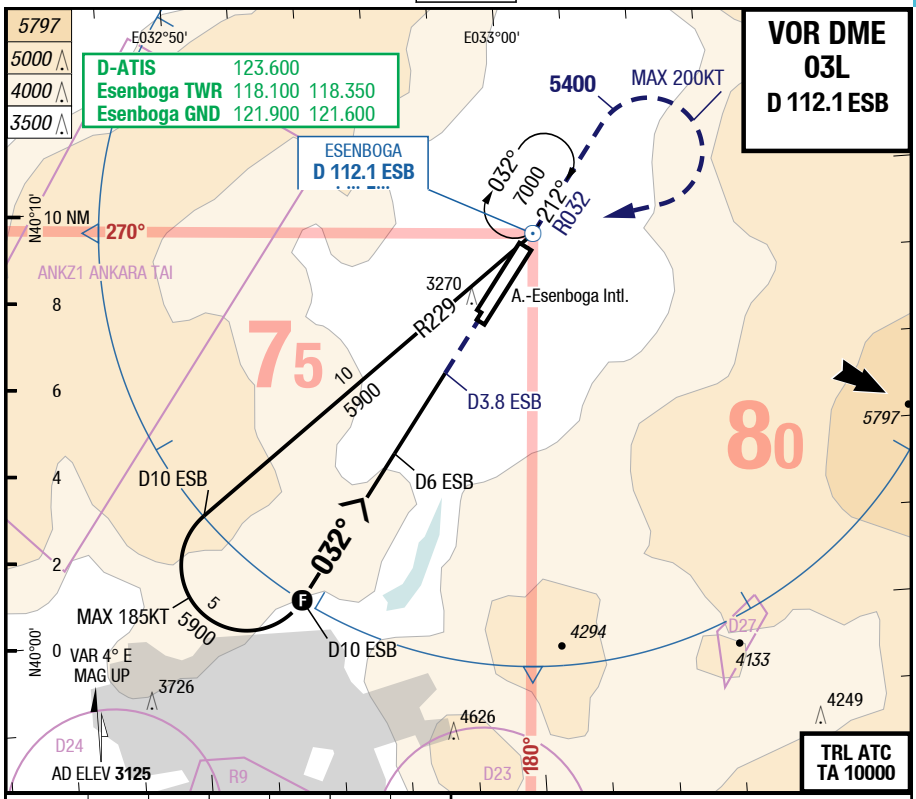
21R		Cat 1	LOC				Circling
C	ft - m/km ft	200 - 550 **3330**	480 - 1.5 **3600**				1530 - 2.4V **4650**
D	ft - m/km ft	200 - 550 **3330**	480 - 1.5 **3600**				1530 - 3.6V **4650**

Changes: PROC renamed, MM, OM, Note

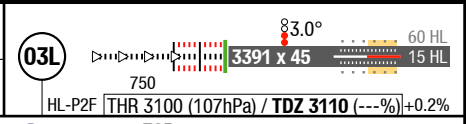
ESB-LTAC

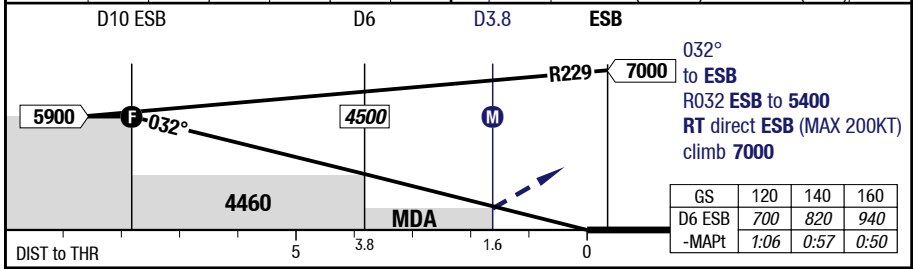
7-100

VOR DME 03L



3.31° D ESB	10	9	8	7	5	4
	5900	5550	5200	4850	4150	3790





GS	120	140	160
D6 ESB	*700*	*820*	*940*
-MAPt	*1:06*	*0:57*	*0:50*

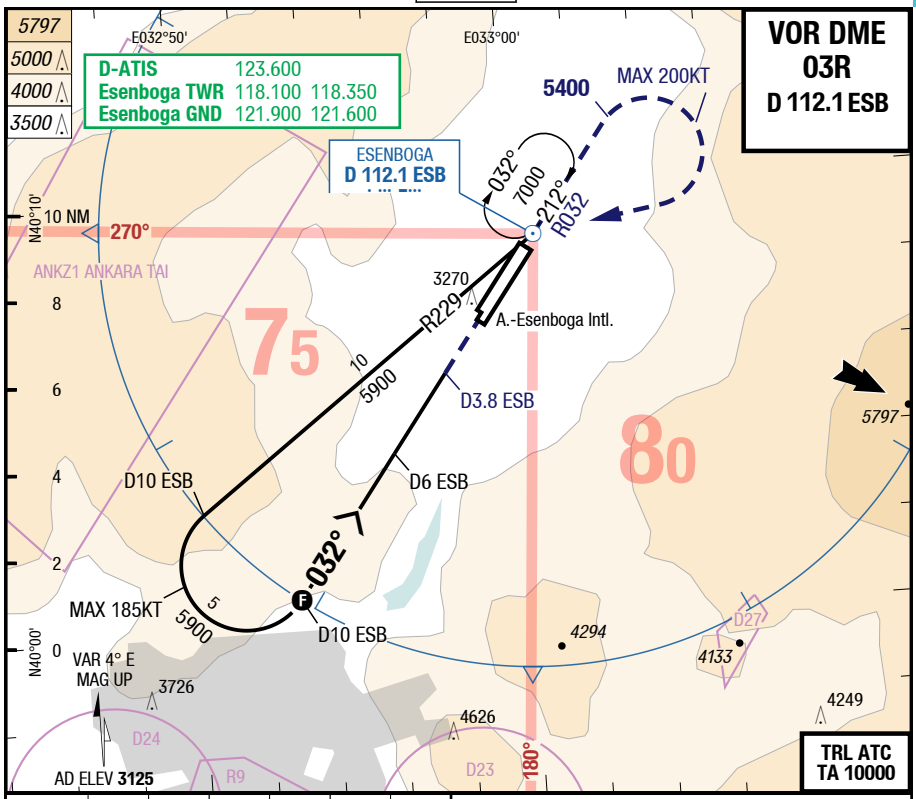
03L		VOR DME					Circling
C	ft - m/km ft	540 - 1.7 **3650**					1530 - 2.4V **4650**
D	ft - m/km ft	540 - 1.7 **3650**					1530 - 3.6V **4650**

Changes: Nil

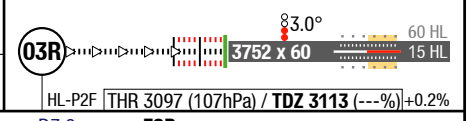
ESB-LTAC

7-110

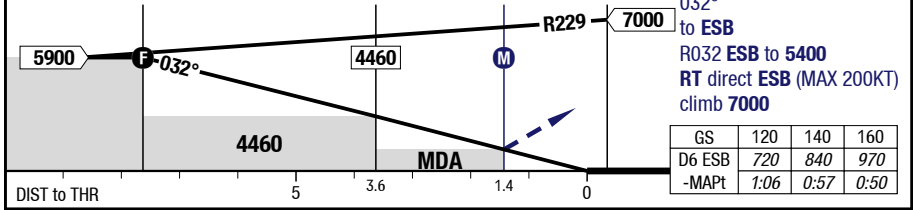
VOR DME 03R



3.41° D ESB	10	9	8	7	5	4
	5900	5550	5190	4830	4100	3740



D10 ESB D6 D3.8 **ESB**



GS	120	140	160
D6 ESB	*720*	*840*	*970*
-MAPt	*1:06*	*0:57*	*0:50*

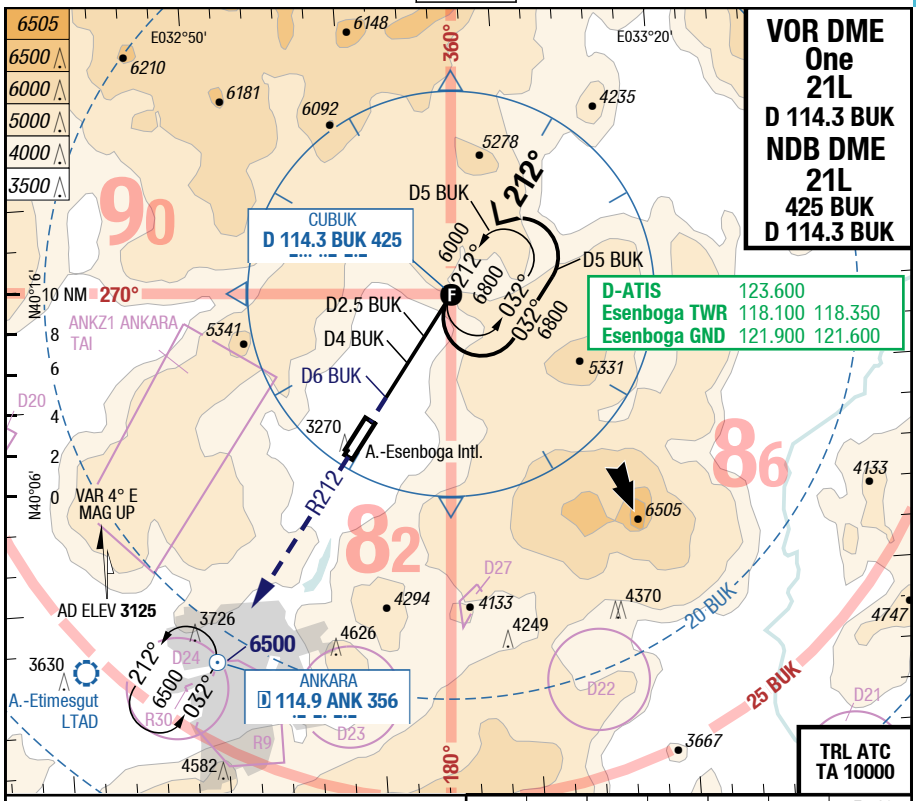
03R		VOR DME					Circling
C	ft - m/km ft	540 - 1.7 **3650**					1530 - 2.4V **4650**
D	ft - m/km ft	540 - 1.7 **3650**					1530 - 3.6V **4650**

Changes: Page Number

ESB-LTAC

7-120

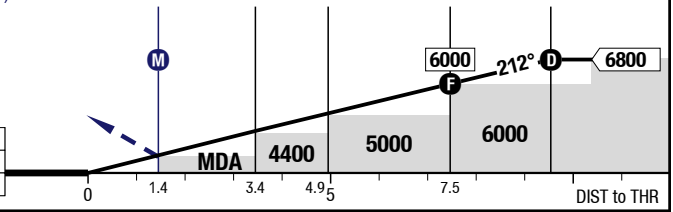
VOR DME One 21L / NDB DME 21L



5	3	1	BUK	1	2.1	3.58° D BUK
4120	4880	5640	6000	6400	6800	

D6 BUK D4 D2.5 **BUK** ***D2.1 BUK***

R212 **BUK** (QDR 212 **BUK**)
at **ANK** at **6500**



GS	120	140	160
BUK	760	890	1010
-MAPt	3:00	2:35	2:15

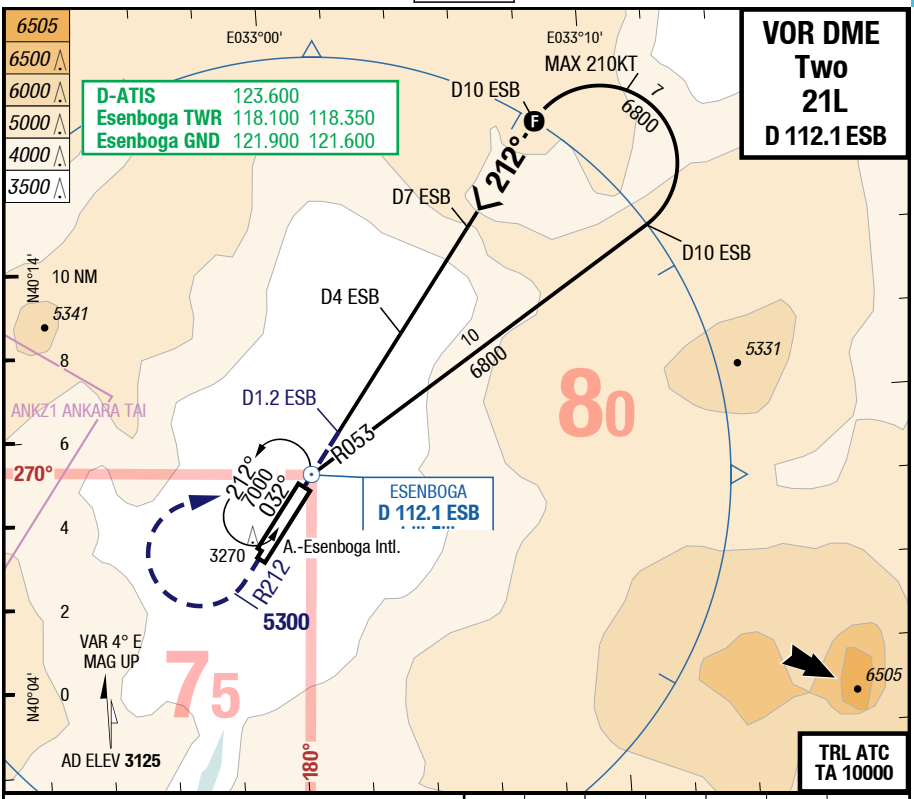
21L		VOR DME	NDB DME BUK				Circling
C	ft - m/km ft	520 - 1.6 **3650**	520 - 1.6 **3650**				1530 - 2.4V **4650**
D	ft - m/km ft	520 - 1.6 **3650**	520 - 1.6 **3650**				1530 - 3.6V **4650**

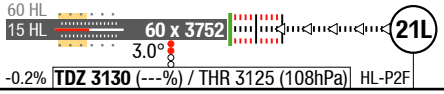
Changes: Page Number

ESB-LTAC

7-130

VOR DME Two 21L

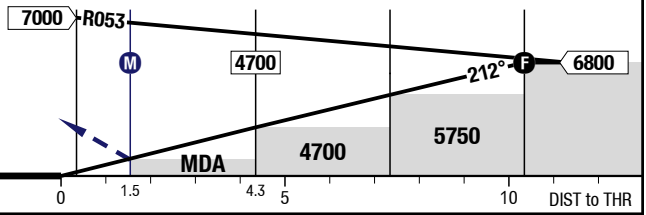




2	3	5	6	8	10	3.31° D ESB
4000	4350	5050	5410	6110	6800	

ESB D1.2 D4 D7 D10 ESB

212°
to **ESB**
R212 **ESB** to **5300**
RT direct **ESB**
climb **7000**



GS	120	140	160
D4 ESB	*700*	*820*	*940*
-MAPt	*1:24*	*1:12*	*1:03*

21L		VOR DME					Circling
C	ft - m/km ft	520 - 1.6 **3650**					1530 - 2.4V **4650**
D	ft - m/km ft	520 - 1.6 **3650**					1530 - 3.6V **4650**

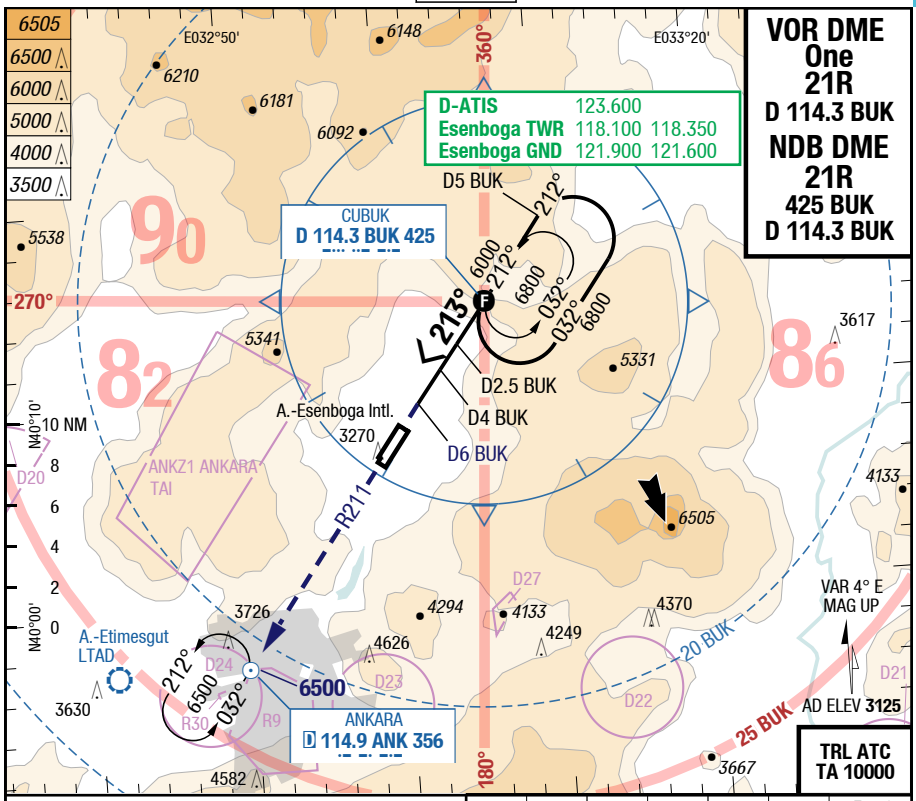
Changes: Page Number

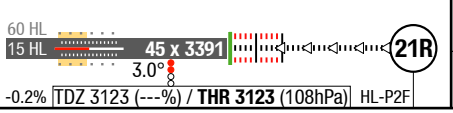
ESB-LTAC

Turkey **Ankara** Esenboga Intl

7-140

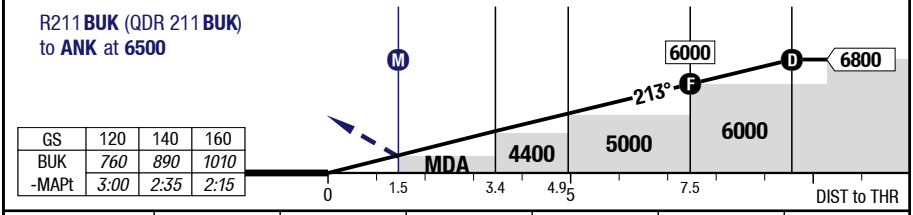
VOR DME One 21R / NDB DME 21R





5	3	1	BUK	1	2.1	*3.57°* D BUK 213° RWY 212°
4110	*4870*	*5630*	*6000*	*6390*	6800	

D6 BUK D4 D2.5 **BUK** ***D2.1 BUK***



GS	120	140	160
BUK	*760*	*890*	*1010*
-MAPt	*3:00*	*2:35*	*2:15*

21R		VOR DME	NDB DME BUK				Circling
C	ft - m/km ft	530 - 1.7 **3650**	530 - 1.7 **3650**				1530 - 2.4V **4650**
D	ft - m/km ft	530 - 1.7 **3650**	530 - 1.7 **3650**				1530 - 3.6V **4650**

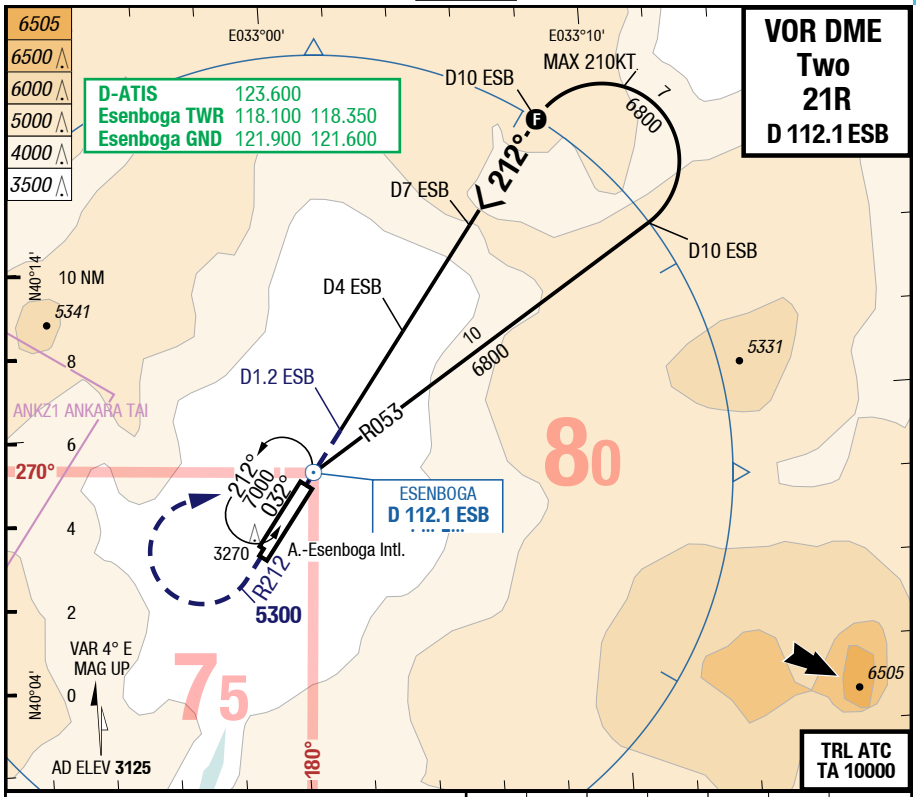
Changes: Page Number

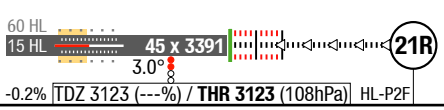
Turkey **Ankara** Esenboga Intl

ESB-LTAC

7-150

VOR DME Two 21R

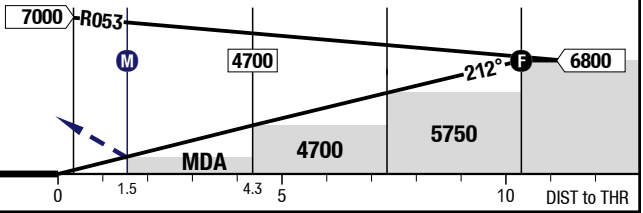




2	3	5	6	8	10	3.31° D ESB
4000	4350	5060	5410	6110	6800	

ESB D1.2 D4 D7 D10 ESB

212°
to **ESB**
R212 **ESB** to **5300**
RT direct **ESB**
climb **7000**



GS	120	140	160
D4 ESB	*700*	*820*	*940*
-MAPt	*1:24*	*1:12*	*1:03*

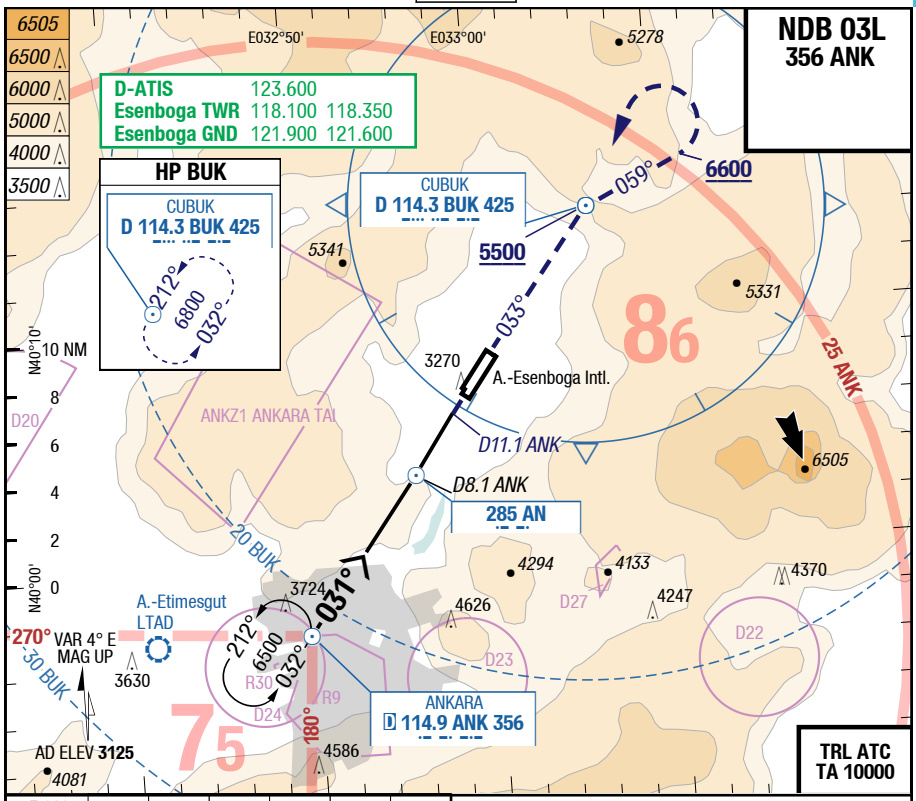
21R		VOR DME					Circling
C	ft - m/km ft	530 - 1.7 **3650**					1530 - 2.4V **4650**
D	ft - m/km ft	530 - 1.7 **3650**					1530 - 3.6V **4650**

Changes: Nil

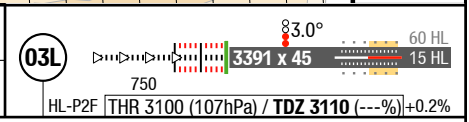
ESB-LTAC

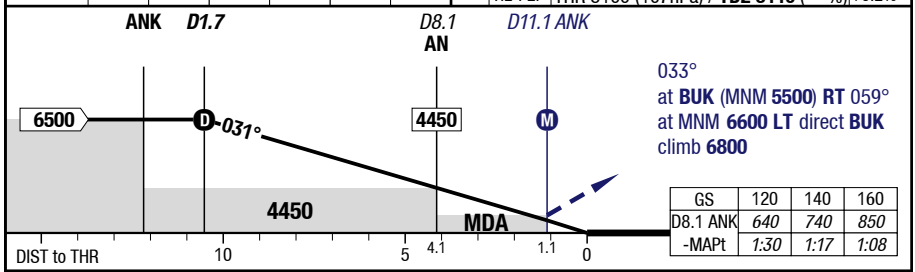
7-160

NDB 03L



3.00°	1.7	3	5	7	9	10
D ANK 031° RWY 032°	6500	6080	5440	4810	4170	3850

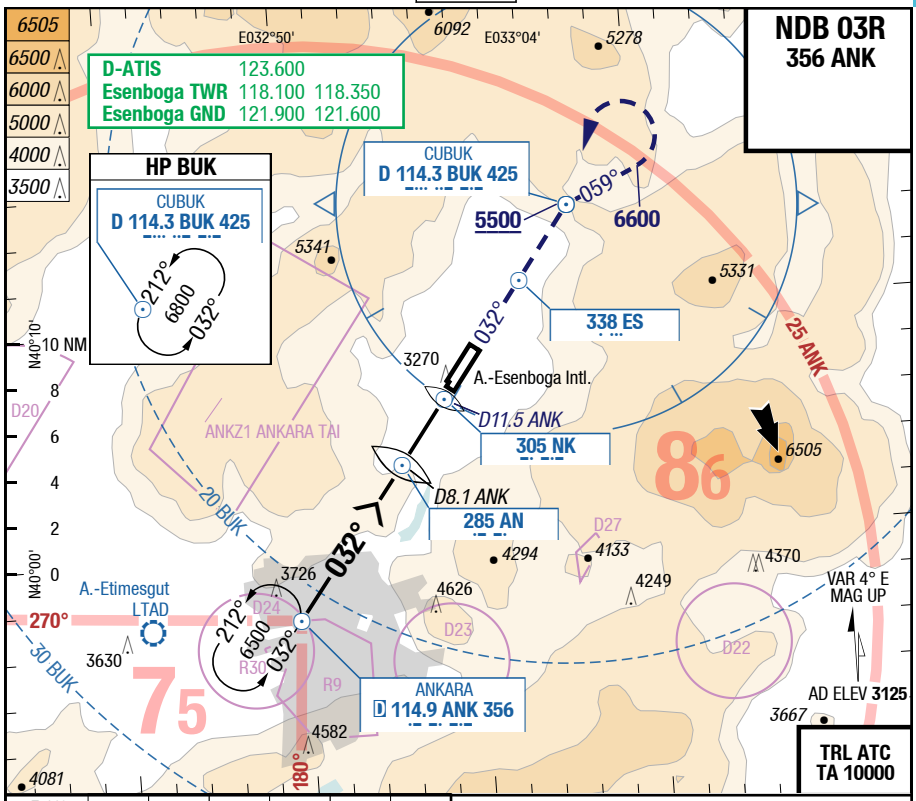




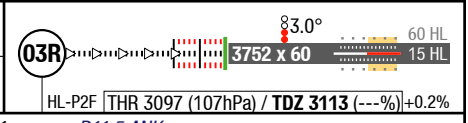
GS	120	140	160
D8.1 ANK	*640*	*740*	*850*
-MAPt	*1:30*	*1:17*	*1:08*

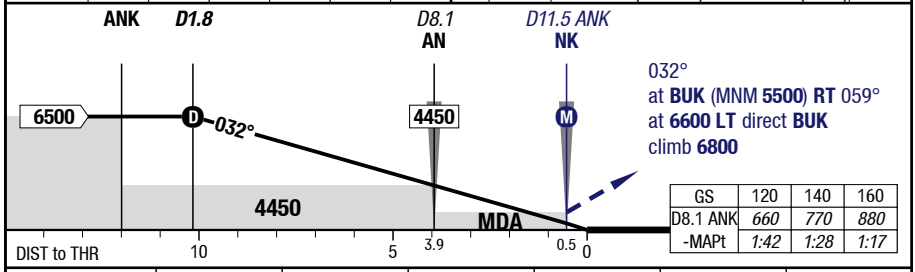
03L		NDB					Circling
C	ft - m/km ft	540 - 1.7 **3650**					1530 - 2.4V **4650**
D	ft - m/km ft	540 - 1.7 **3650**					1530 - 3.6V **4650**

Changes: ALT, OBST, OM, MM, ROD, Editorial



3.11° D ANK	1.8	3	5	7	9	10
	6500	6120	5460	4800	4140	3810





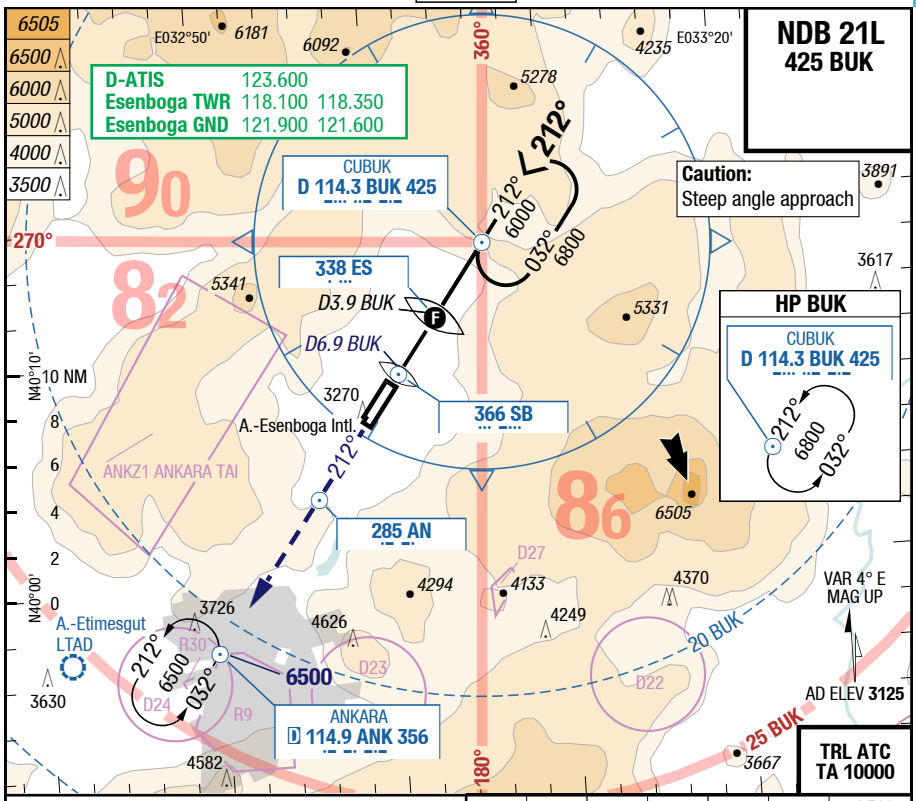
03R		NDB					Circling
C	ft - m/km ft	540 - 1.7 **3650**					1530 - 2.4V **4650**
D	ft - m/km ft	540 - 1.7 **3650**					1530 - 3.6V **4650**

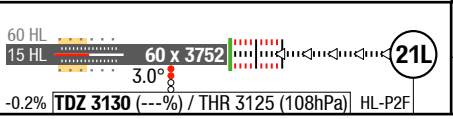
Changes: Page Number

ESB-LTAC

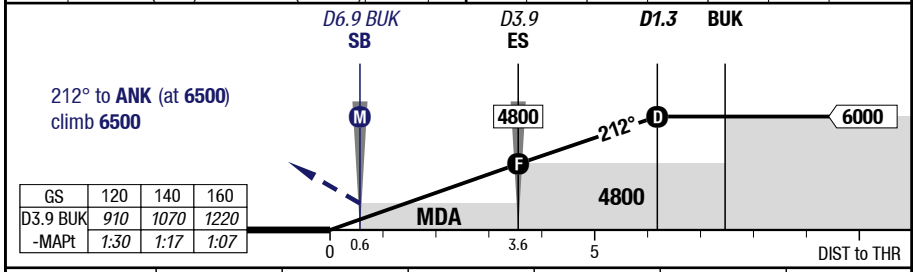
7-180

NDB 21L





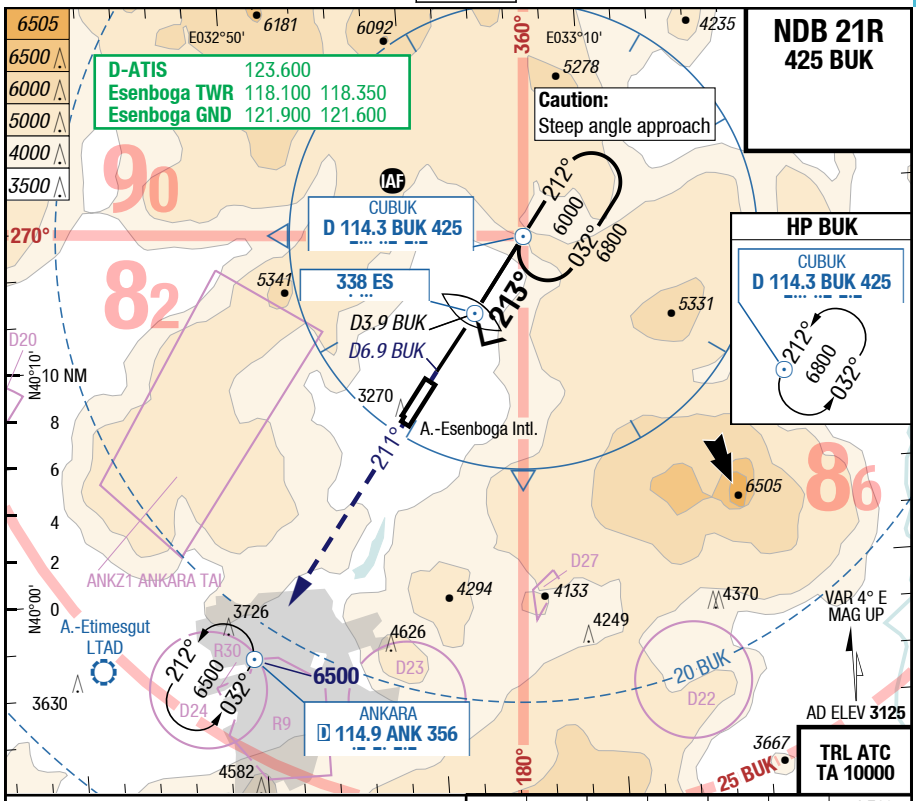
6	5	4	3	2	1.3	4.30°
3850	*4300*	*4760*	*5220*	*5680*	6000	**D BUK**



GS	120	140	160
D3.9 BUK	*910*	*1070*	*1220*
-MAPt	*1:30*	*1:17*	*1:07*

21L		NDB					Circling
C	ft - m/km ft	670 - 2.4 **3800**					1530 - 2.4V **4650**
D	ft - m/km ft	670 - 2.4 **3800**					1530 - 3.6V **4650**

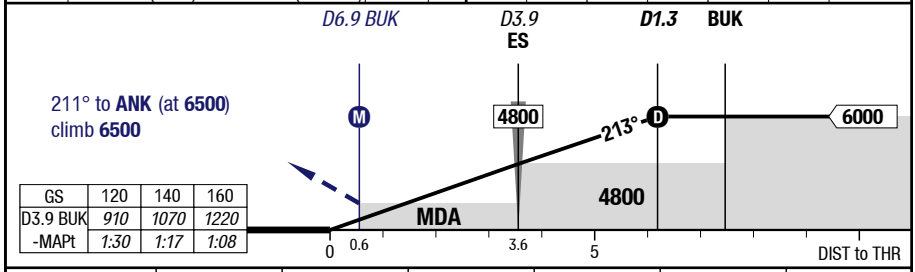
Changes: Page Number



60 HL
15 HL
45 x 3391
3.0°
21R
-0.2% TDZ 3123 (---%) / **THR 3123** (108hPa) HL-P2F

6	5	4	3	2	1.3
3850	4300	4760	5220	5670	6000

4.30°
D BUK
213°
RWY 212°



GS	120	140	160
D3.9 BUK	910	1070	1220
-MAPt	1:30	1:17	1:08

21R		NDB					Circling
C	ft - m/km ft	680 - 2.4 **3800**					1530 - 2.4V **4650**
D	ft - m/km ft	680 - 2.4 **3800**					1530 - 3.6V **4650**

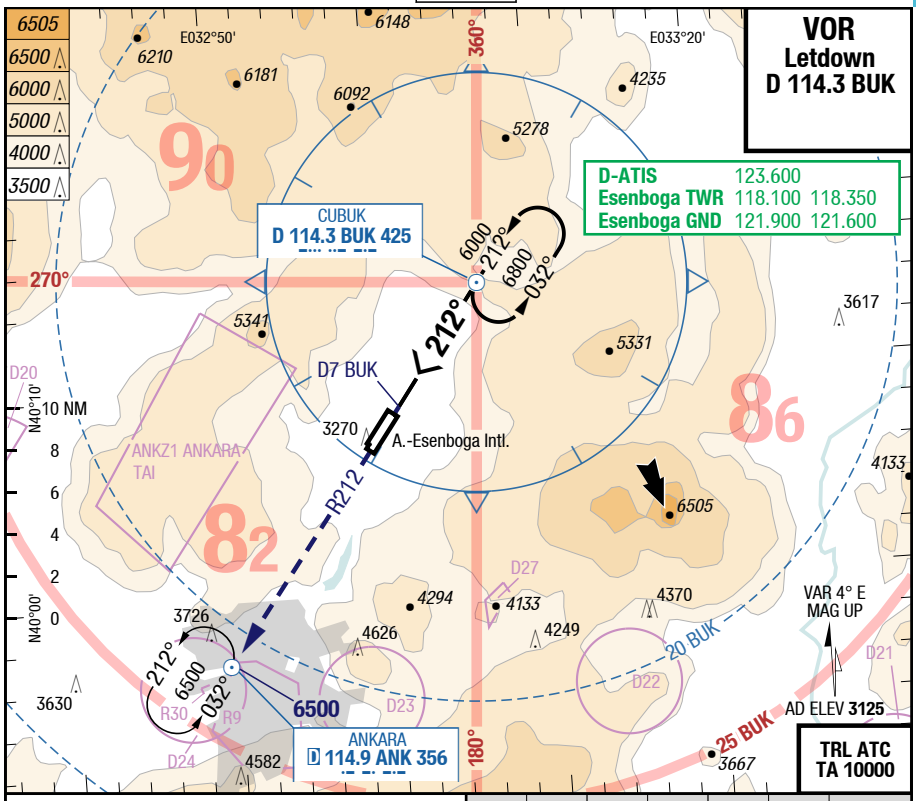
Changes: Page Number

Turkey **Ankara** Esenboga Intl

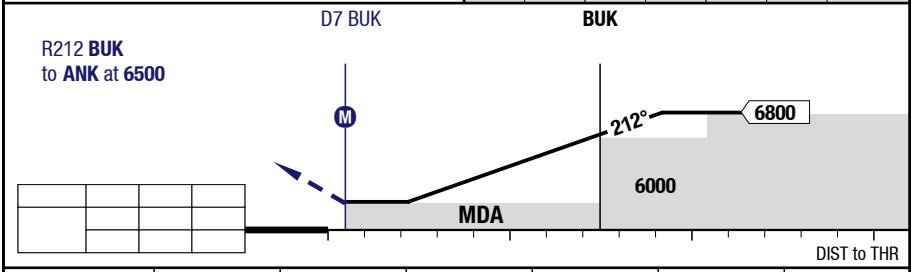
ESB-LTAC

7-200

VOR Letdown



See AFC for RWY information and approach light system.



All RWYs		VOR					Circling
C	ft - m/km ft	Straight-in Not authorized					1530 - 2.4V **4650**
D	ft - m/km ft	Straight-in Not authorized					1530 - 3.6V **4650**

Changes: Page Number

ESB-LTAC

7-210

WxMinima Overflow

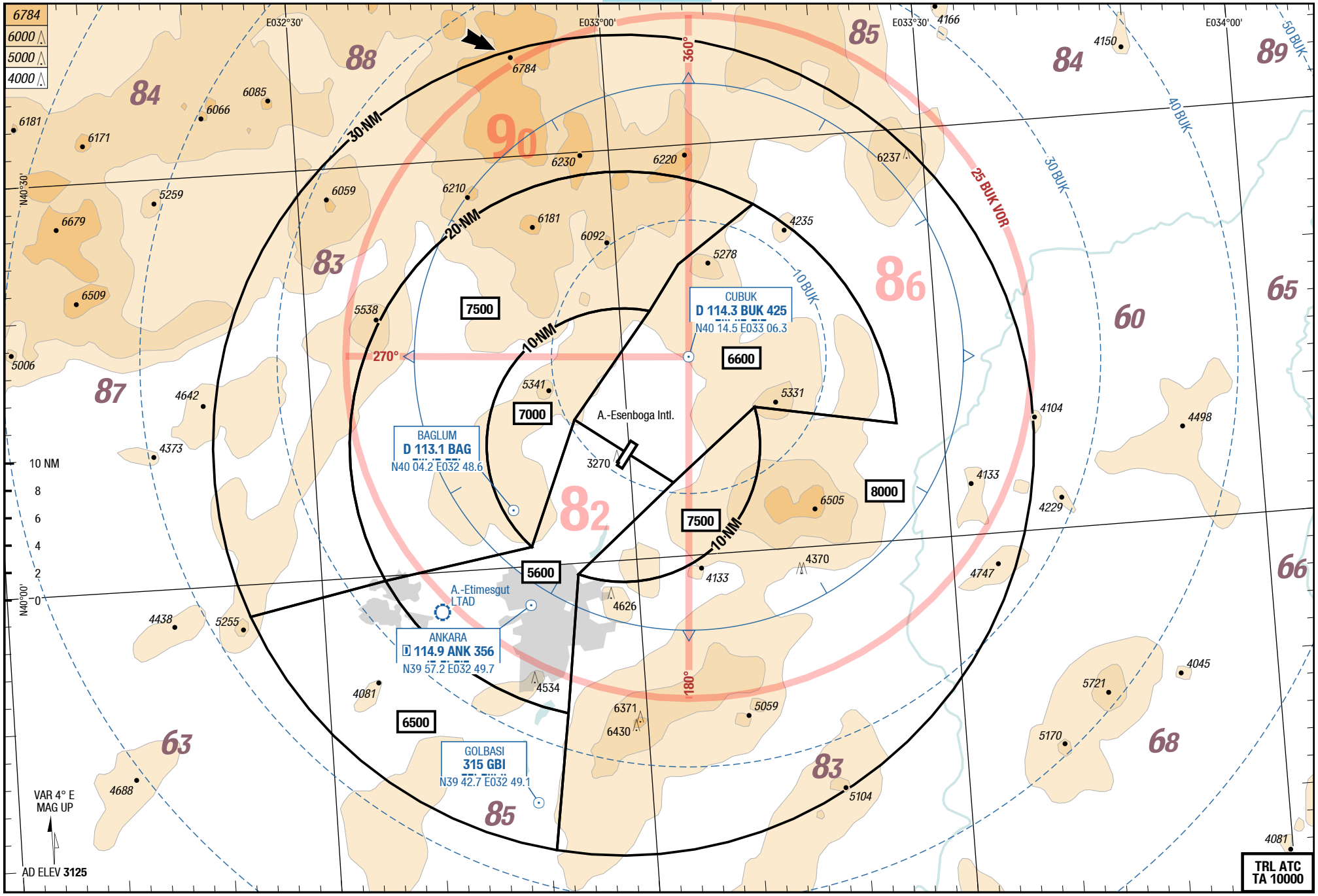
03R		LOC DME GA 3.7% 1)					
C	ft - m/km ft	490 - 1.5 **3600**					
D	ft - m/km ft	490 - 1.5 **3600**					

1) GA 2.5% after BUK VOR

Turkey **Ankara** Esenboga Intl.
NIL
MRC

MRC MRC

Esenboga Intl. **Ankara** Turkey
NIL
MRC



Changes: RADAR SECT