

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 THRs 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/Gazimir AD.

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.

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 ÇİGLI CTR permit.

De-Icing

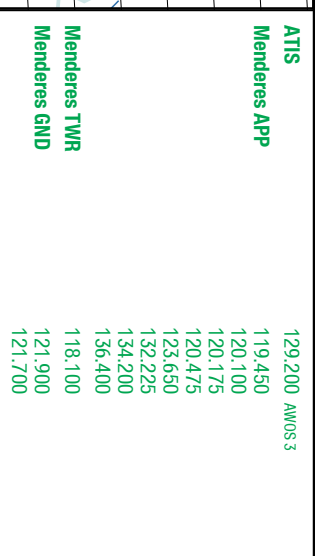
REQ de-icing from GND before ENG start-up.

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

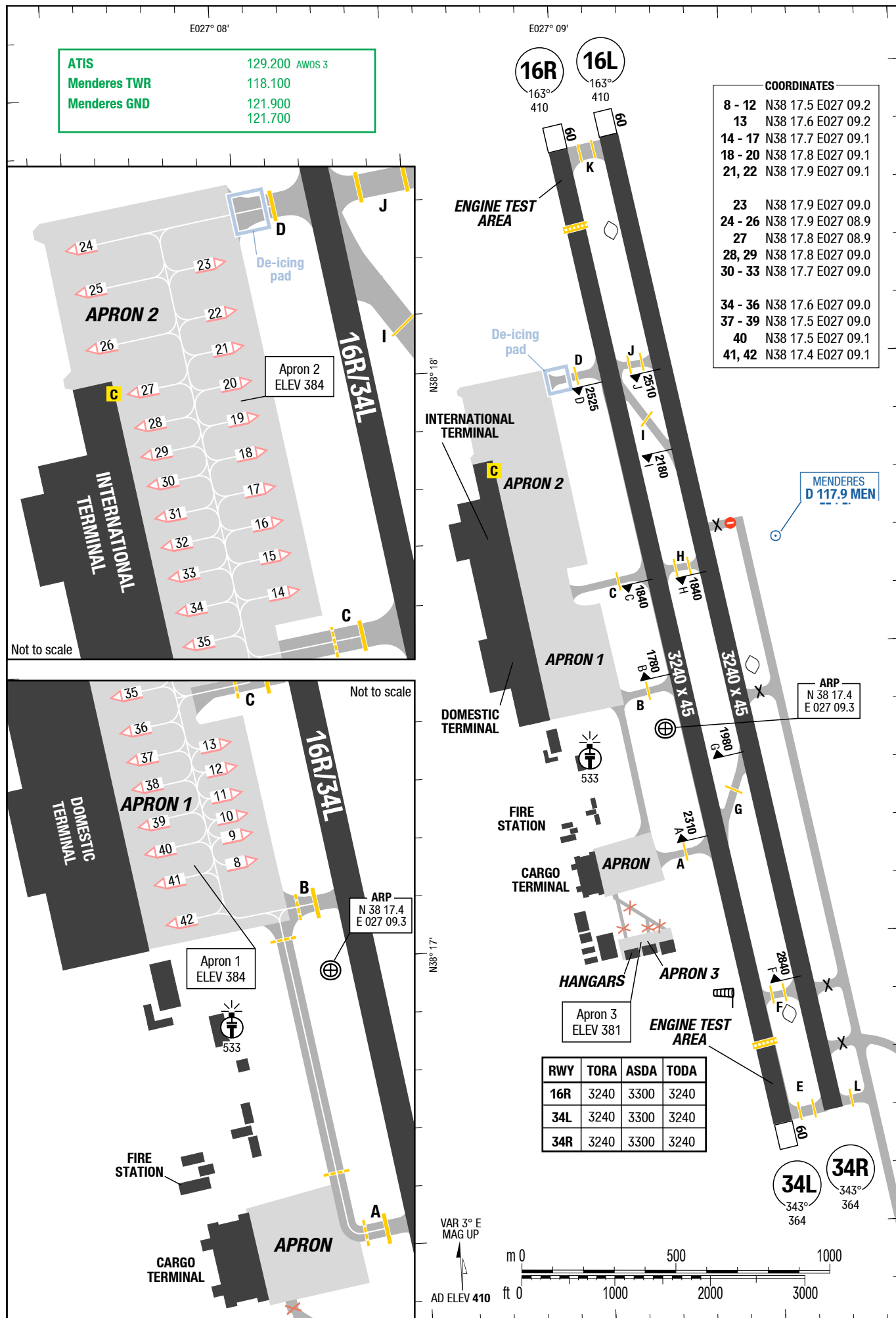
ACFT shall wait on the centerline of APN 2 before entrance of TWY D for de-icing/anti-icing. If it is busy, wait at the parking area.

Adnan Menderes Intl. **Izmir** Turkey

AGC
AFC



all white
60 HL
3.0°
45 x 3240
3.0°
360
+0.4% TDZ 377 (---%) / THR 364 (131Pa) HL-N



Effective 25-MAY-2017

18-MAY-2017

ADB-LTBJ

Turkey Izmir Adnan Menderes Intl.

SIDs RWYs 16L/R VMC

4-10

SIDs RWYs 16L/R

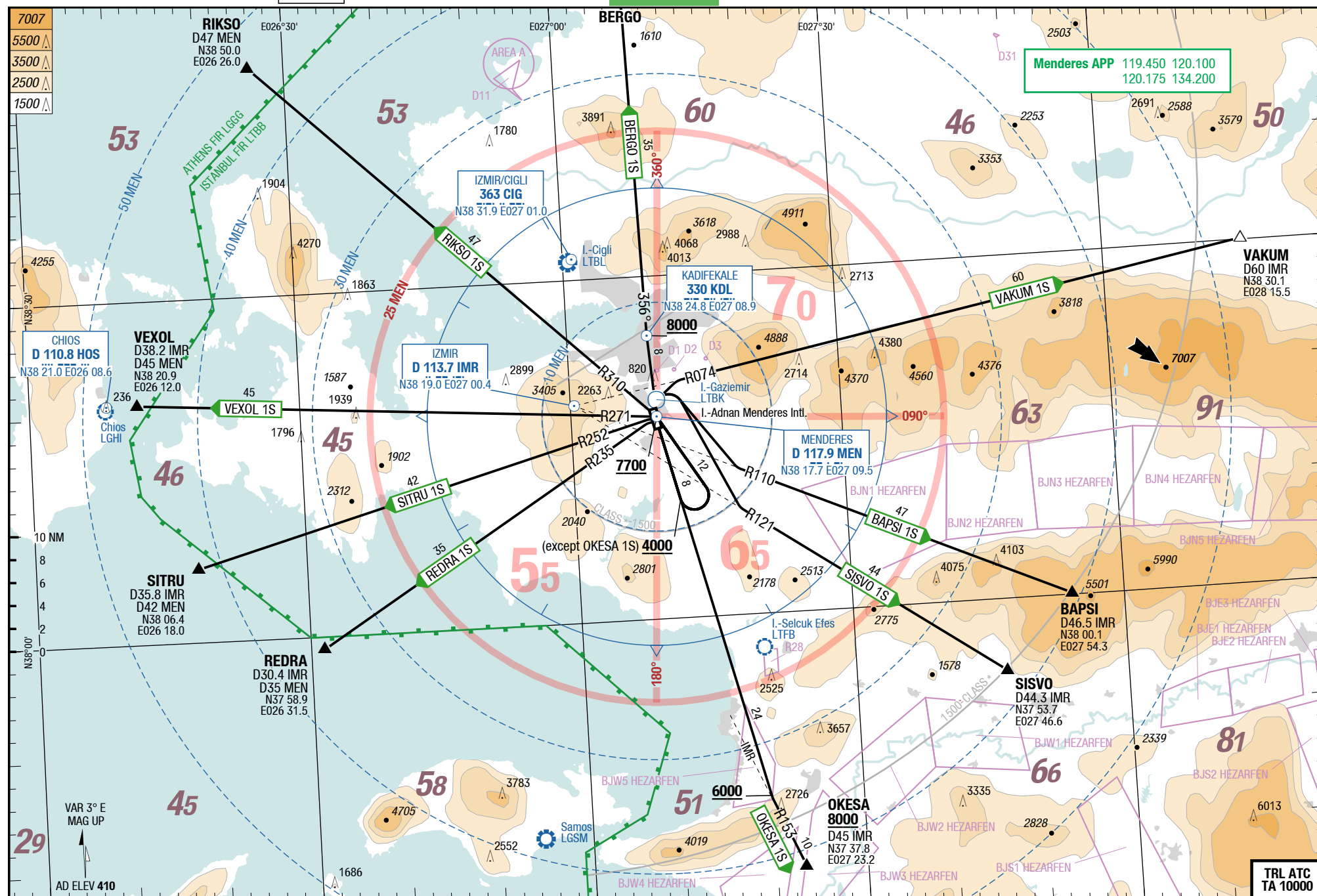
SID

SID

Adnan Menderes Intl. Izmir Turkey

SIDs RWYs 16L/R VMC

SIDs RWYs 16L/R



Changes: PROC renamed, Track, OBST

18-MAY-2017

Turkey **Izmir** Adnan Menderes Intl.

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ADB-LTBJ

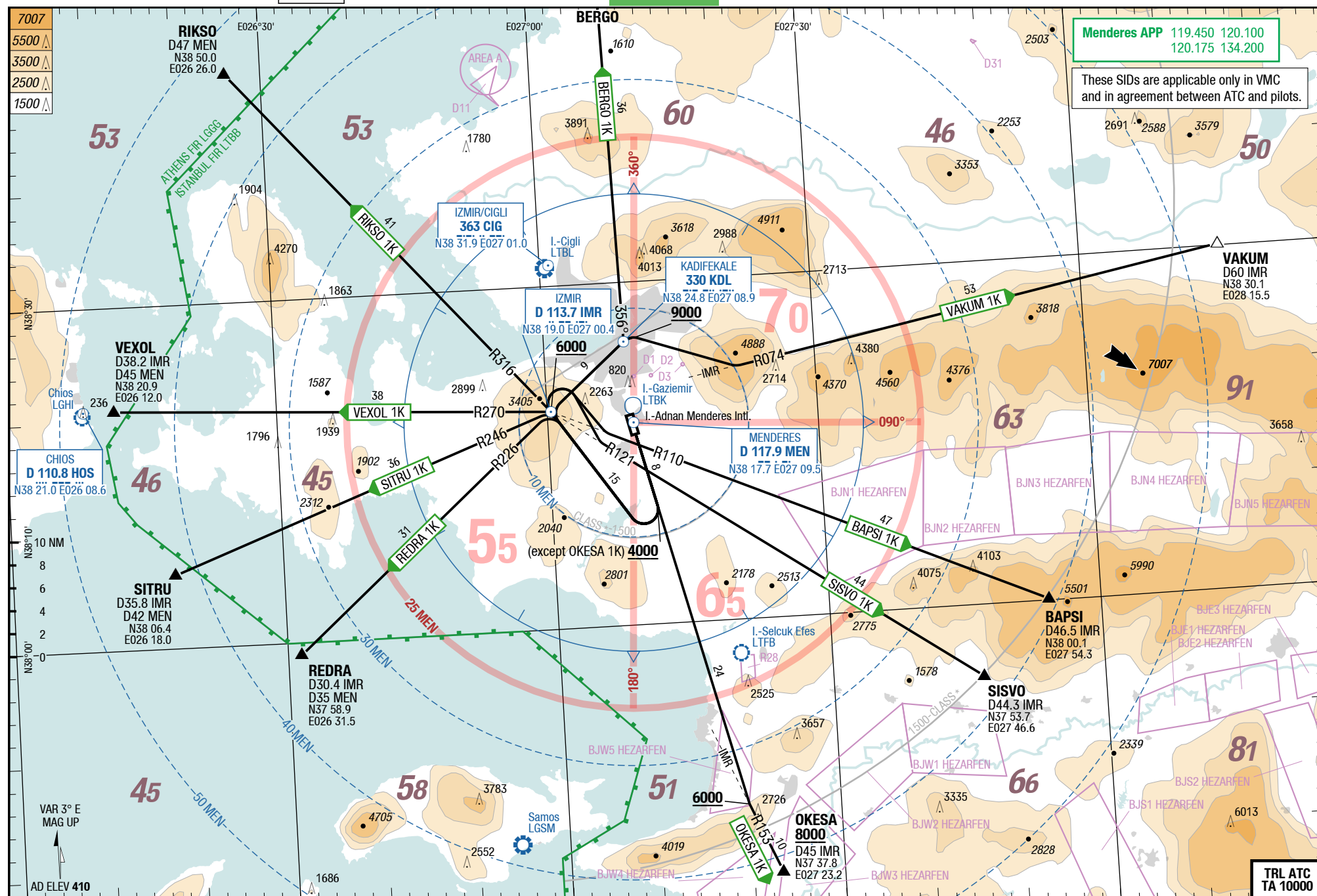
4-20

SIDs RWYs 16L/R VMC

SID

SID

SIDs RWYs 16L/R VMC



Changes: PROC renamed, Track, Editorial

18-MAY-2017

ADB-LTBJ

Turkey **Izmir** Adnan Menderes Intl.

SIDs RWYs 34L/R (by ATC)

4-30

SIDs RWYs 34L/R

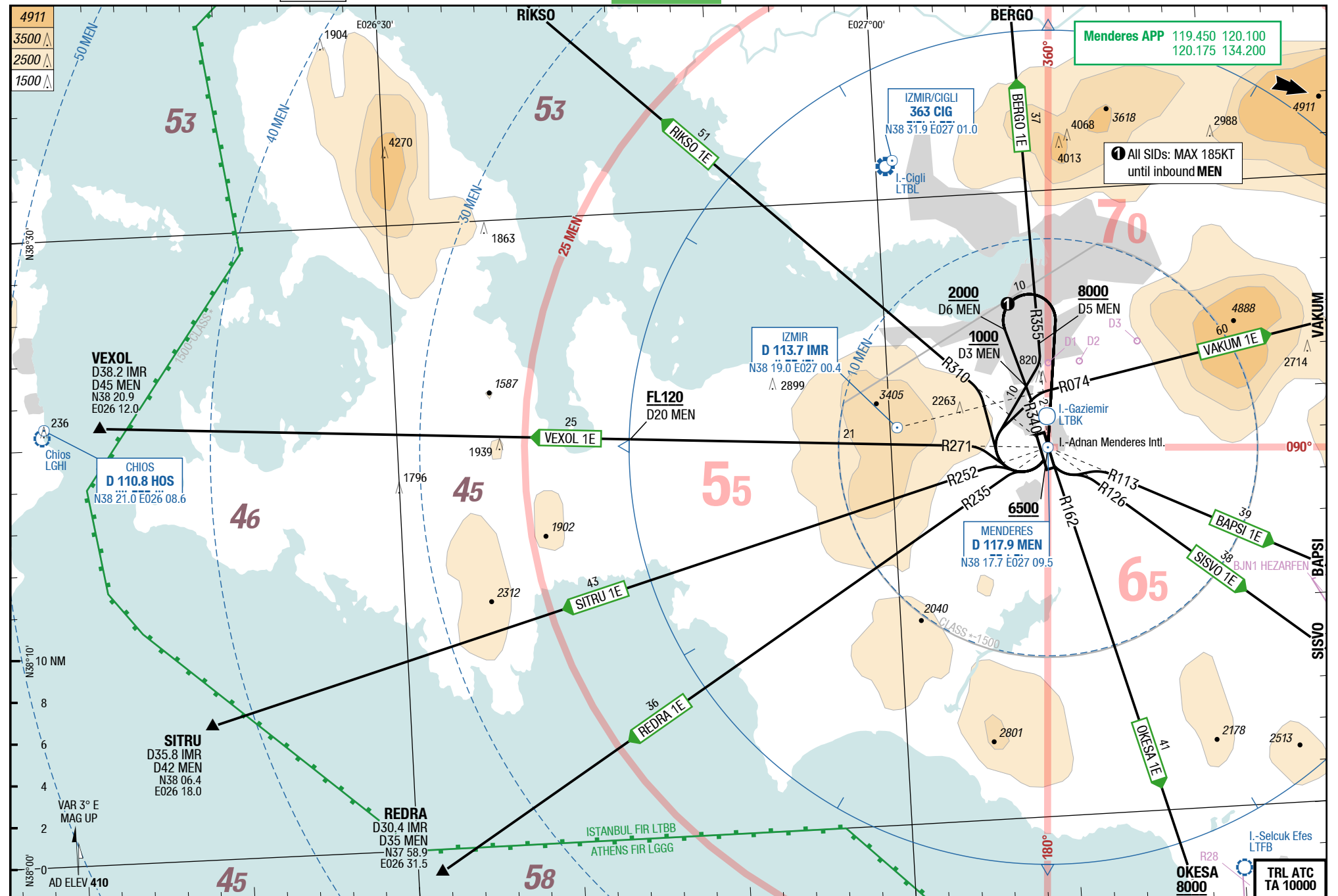
SID

SID

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SIDs RWYs 34L/R (by ATC)

SIDs RWYs 34L/R



Changes: PROC renamed, OBST, Editorial

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SID

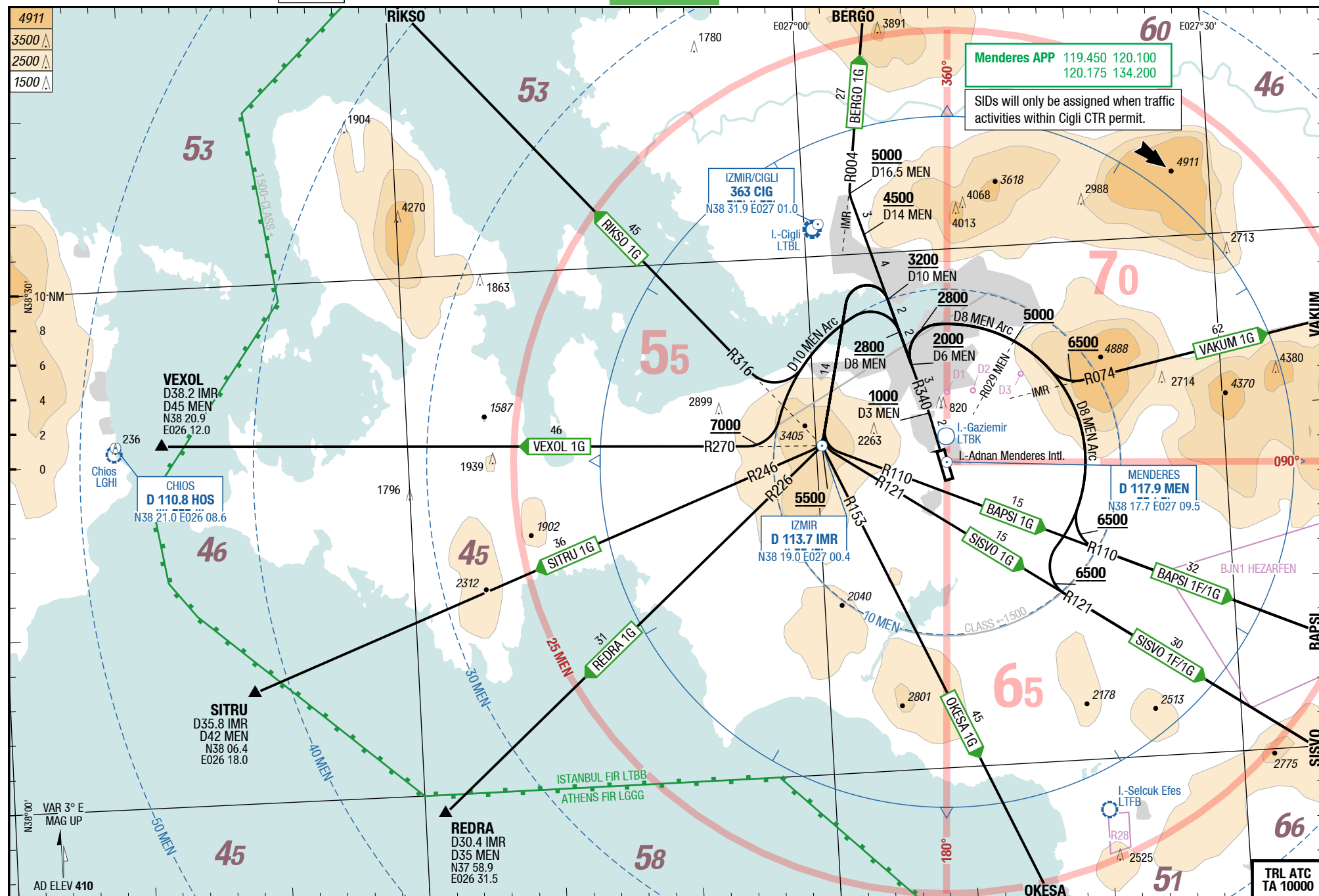
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Adnan Menderes Intl. **Izmir** Turkey

ADB-LTBJ

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

SIDs RWYs 34L/R (by ATC)



Changes: PROC renamed, Track, SUAs, Editorial

ADB-LTBJ



4-50

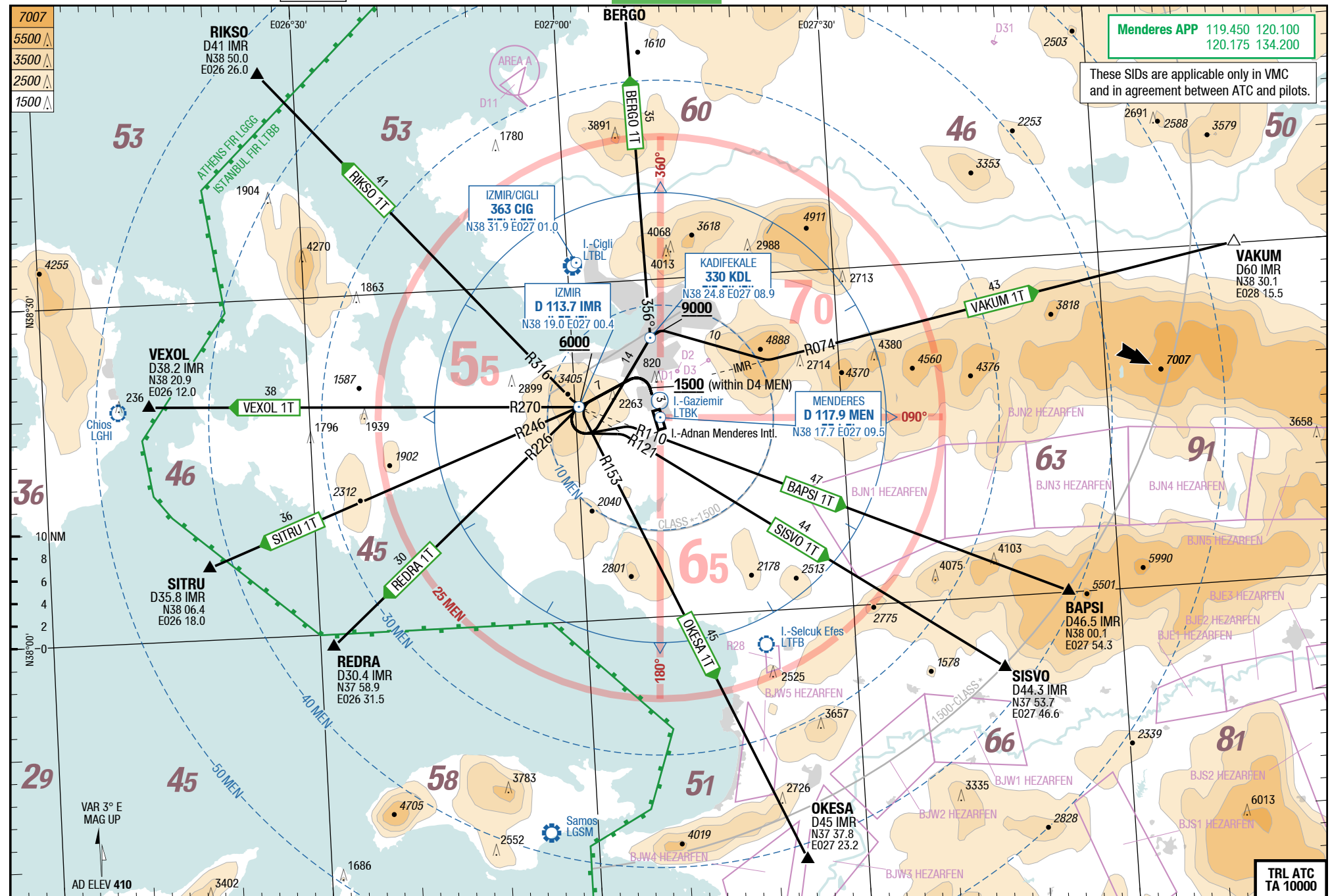
SIDs RWYs 34 L/R VMC

SID

SID

NIL

SIDs RWYs 34 L/R VMC



Changes: Reprint

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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

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.

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)****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.

Changes: Nil

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.

Changes: Climb gradient

08-FEB-2018

ADB-LTBJ**5-70****SIDs RWYs 34 L/R VMC****SIDPT****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.

Changes: Climb gradient

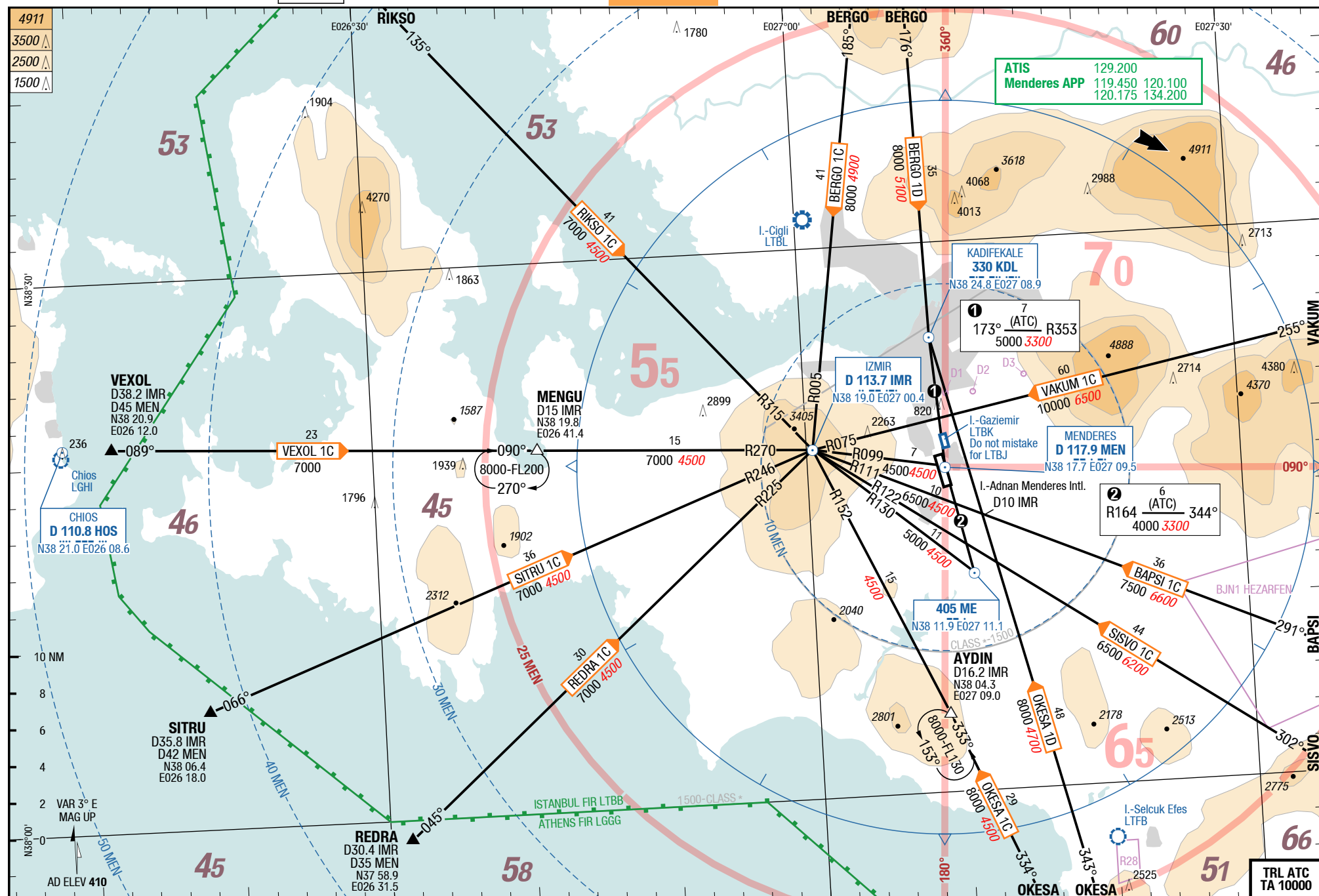
ADB-LTBJ

NIL
STARS

STAR

STAR

NIL
STARS



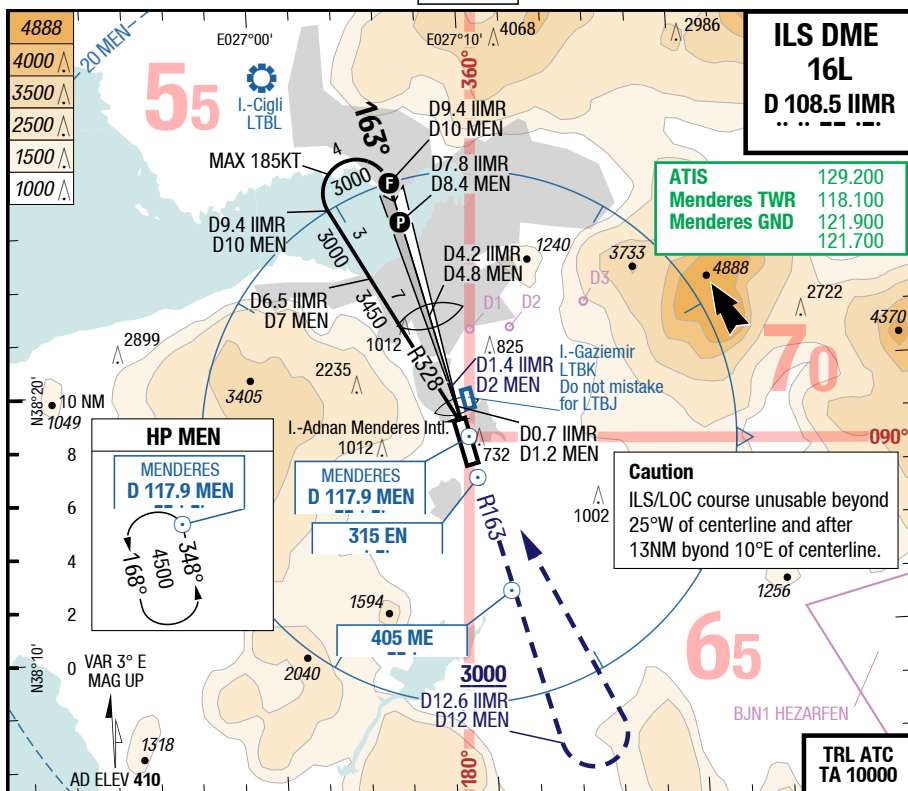
Changes: PROC renamed

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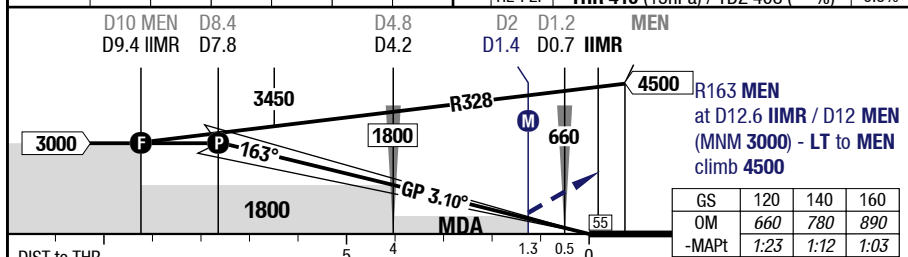
ADB-LTBJ

7-10

ILS DME 16L



LOC 3.13° D IIMR	7.8	6	5	4	3	2	
	3000	2400	2060	1730	1400	1070	

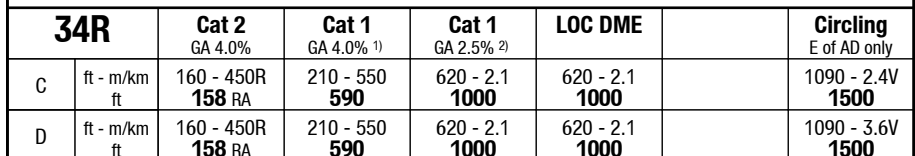


16L		Cat 1 1)	LOC DME			Circling E of AD only
C	ft - m/km ft	210 - 750 620	500 - 1.8 910			1090 - 2.4V 1500
D	ft - m/km ft	210 - 750 620	500 - 1.8 910			1090 - 3.6V 1500

1) With EVS 550m

Changes: FREQ, OBST

ILS DME One 34R



Changes: APL, FREQ, OBST, SUAs

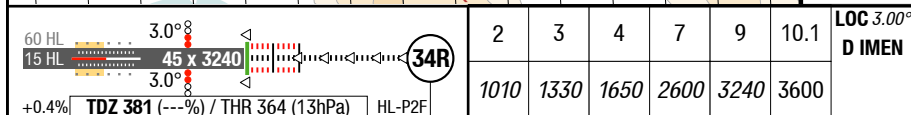
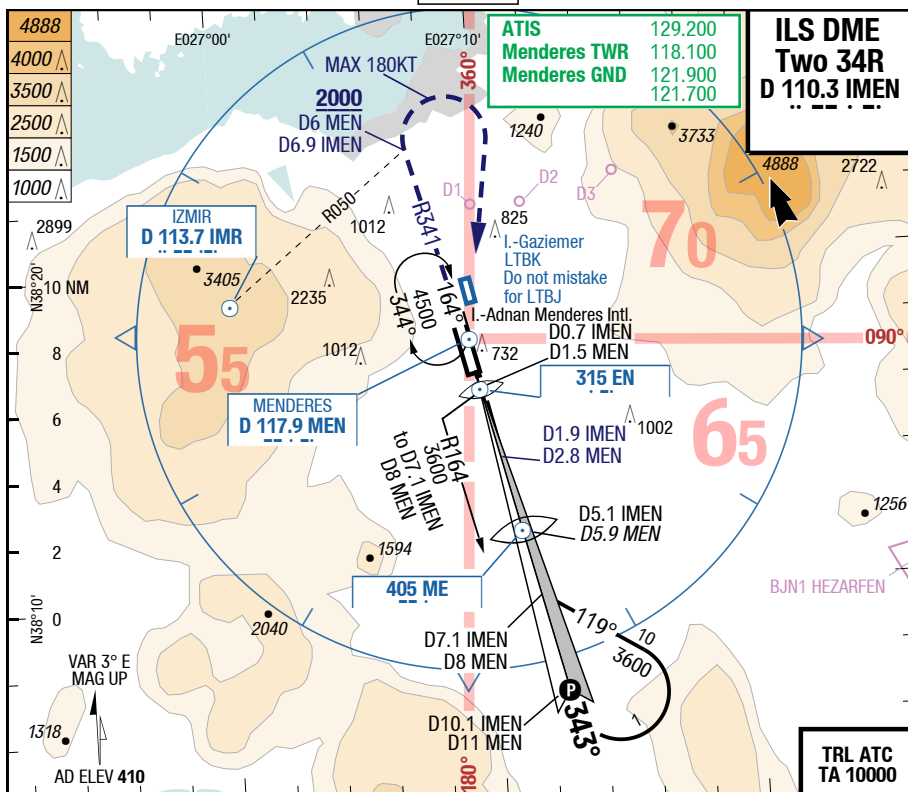
12-JUL-2018

IAC

ADB-LTBJ

7-30

ILS DME Two 34R



R341 MEN at D6 MEN /

D6.9 IMEN (MNM 2000)

RT (MAX 180KT) d

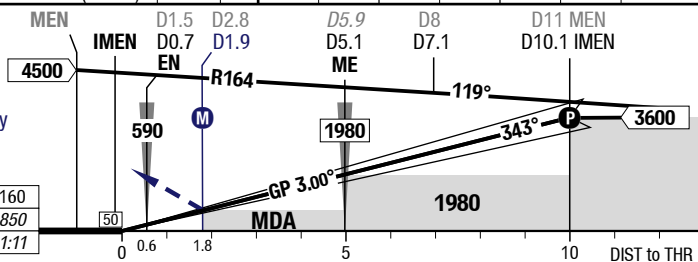
MEN - climb 4500

If unable to reach **4500** by

MEN - R164 MEN

at 4500 RT join HP MEN

GS	120	140	160
OM	640	740	850
-MAPt	1:35	1:22	1:11



34R		Cat 2 GA 4.0%	Cat 1 GA 4.0% ¹⁾	Cat 1 GA 2.5% ²⁾	LOC DME	Circling E of AD only
C	ft - m/km ft	160 - 450R 158 RA	210 - 550 590	620 - 2.1 1000	620 - 2.1 1000	1090 - 2.4V 1500
D	ft - m/km ft	160 - 450R 158 RA	210 - 550 590	620 - 2.1 1000	620 - 2.1 1000	1090 - 3.6V 1500

1) With EVS 350m

2) With EVS 1.4km

Changes: APL, FREQ, OBST, SUAs

12-JUL-2018

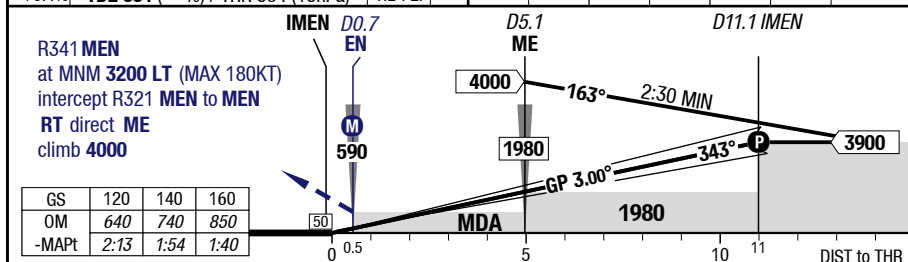
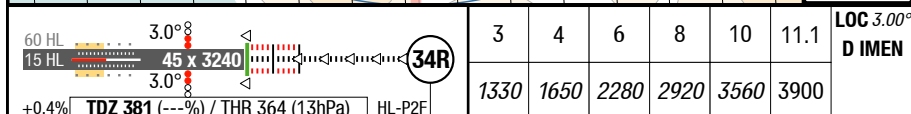
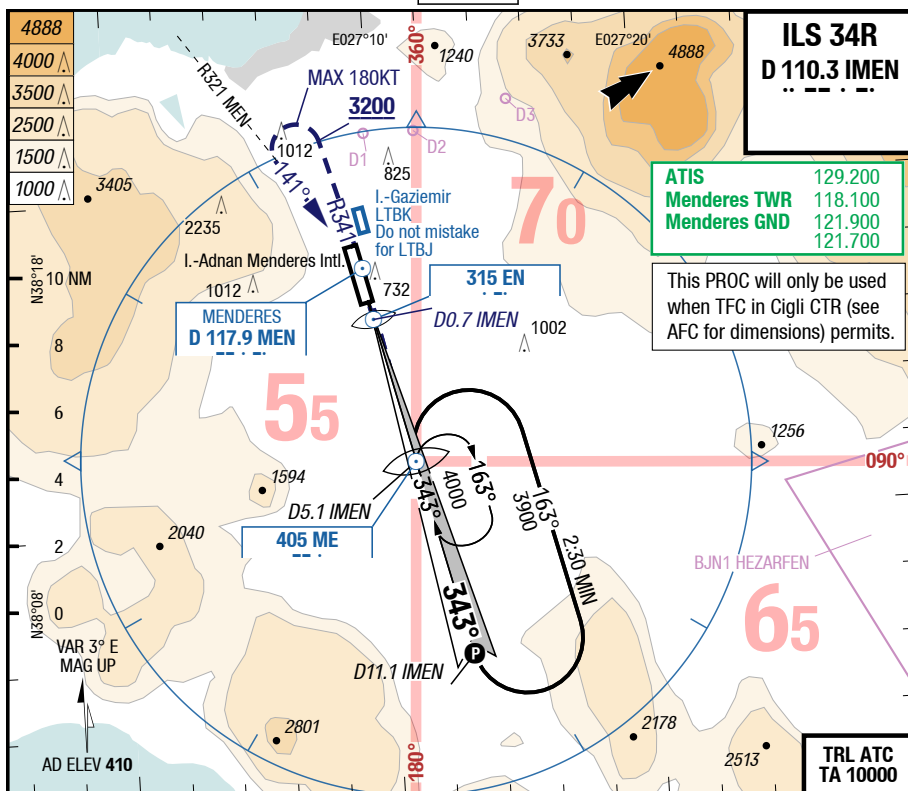
Turkey **Izmir** Adnan Menderes Intl.

IAC

ADB-LTBJ

7-40

ILS 34R



34R		Cat 1 1)	LOC				Circling E of AD only
C	ft - m/km ft	210 - 550 590	620 - 2.1 1000				1090 - 2.4V 1500
D	ft - m/km ft	210 - 550 590	620 - 2.1 1000				1090 - 3.6V 1500

1) With EVS 350m

Changes: ALT, APL, FREQ, OBST, SUAs

12-JUL-2018

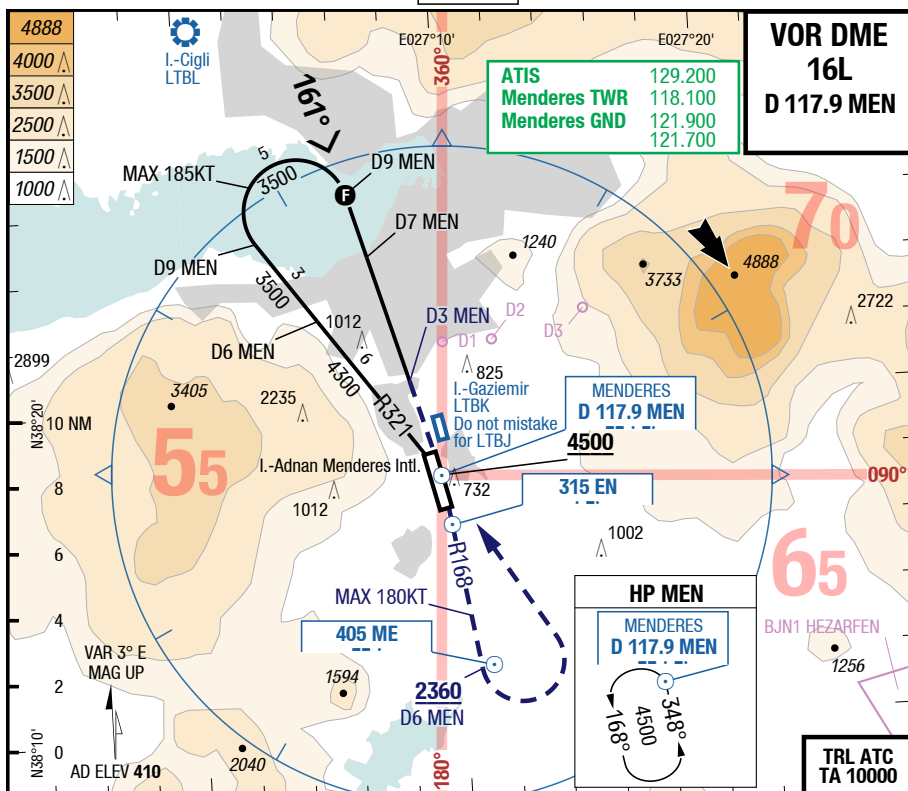
Turkey **Izmir** Adnan Menderes Intl.

IAC

ADB-LTBJ

7-50

VOR DME 16L



3.46°	9	8	6	5	4	3
D MEN						
161°						
RWY 163°	3500	3130	2400	2030	1660	1290

16L

3240 x 45

420

3.0°

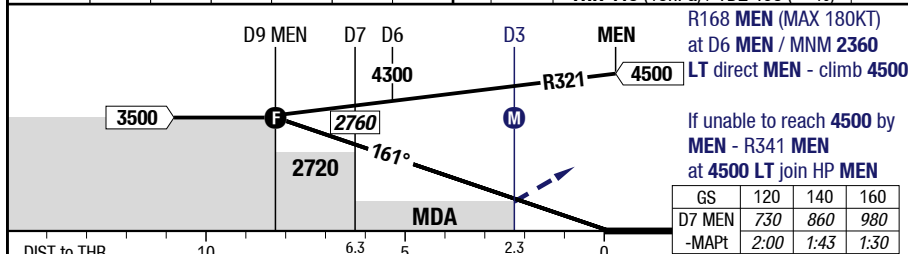
120m Flashing

60 HL

15 HL

HL-P2F

THR 410 (15hPa) / TDZ 408 (---%) -0.5%



16L		VOR DME 1)				Circling E of AD only
C	ft - m/km ft	740 - 2.4 1150				1090 - 2.4V 1500
D	ft - m/km ft	740 - 2.4 1150				1090 - 3.6V 1500

1) Timing to determine MAPt NA

Changes: FREQ, OBST

Effective 19-JUL-2018

12-JUL-2018

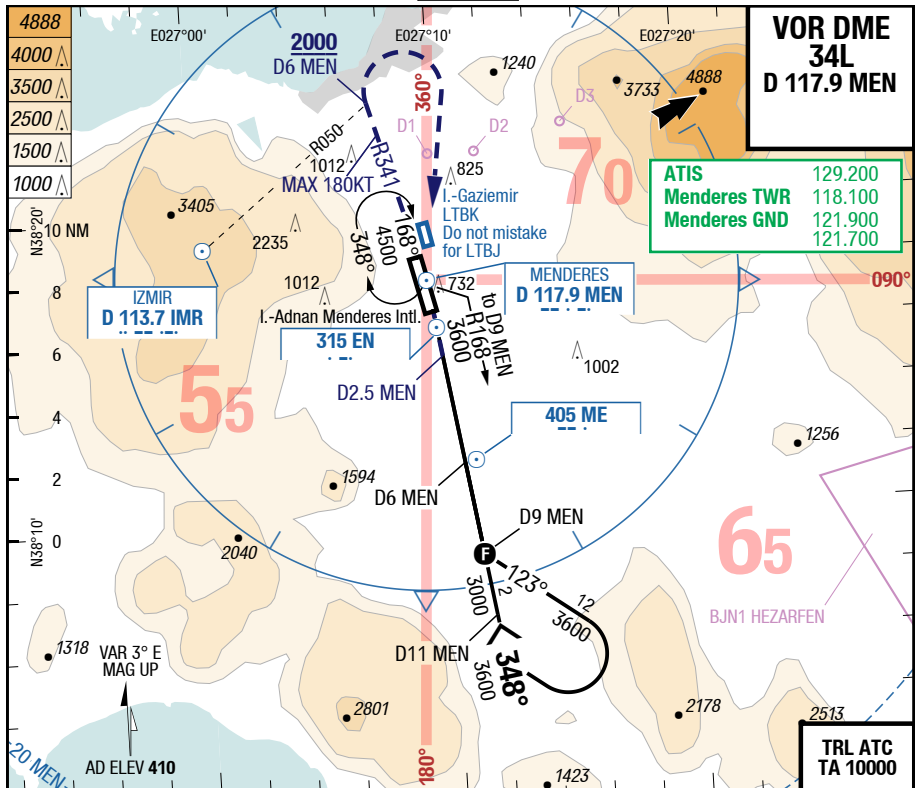
Turkey Izmir Adnan Menderes Intl.

IAC

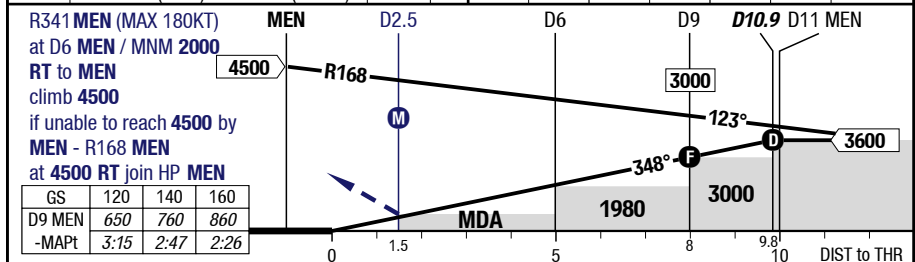
ADB-LTBJ

7-60

VOR DME 34L



all white	3.0°	8								3.05°
60 HL	45 x 3240									D MEN
	3.0°	8								348°
+0.4%	TDZ 377 (---%) / THR 364 (13hPa)	HL-N	3	4	5	7	8	10.9		RWY 343°
			1060	1380	1710	2350	2680	3600		



34L	VOR DME									Circling E of AD only
C	ft - m/km ft	630 - 2.4 1000								1090 - 2.4V 1500
D	ft - m/km ft	630 - 2.4 1000								1090 - 3.6V 1500

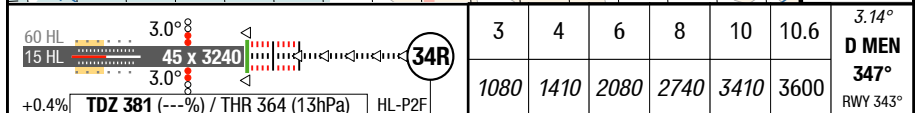
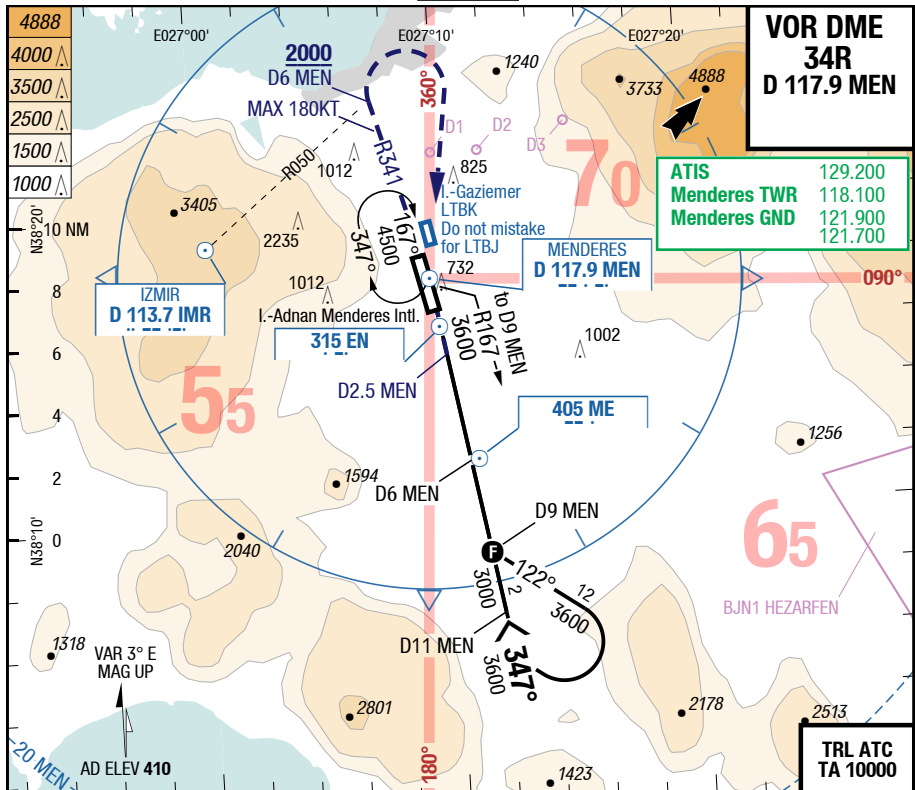
Changes: APL, FREQ, OBST, SUAs

12-JUL-2018

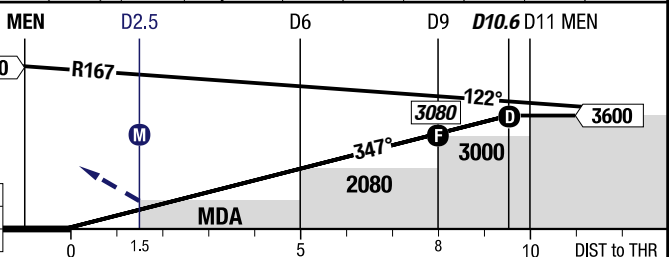
IAC

7-70

VOR DME 34R



D9 MEN	670	780	890
-MAPt	3:15	2:47	2:26



34R		VOR DME					Circling E of AD only
C	ft - m/km ft	620 - 2.1 1000					1090 - 2.4V 1500
D	ft - m/km ft	620 - 2.1 1000					1090 - 3.6V 1500

Changes: APL, FREQ, SUAs, OBST

Effective 19-JUL-2018

12-JUL-2018

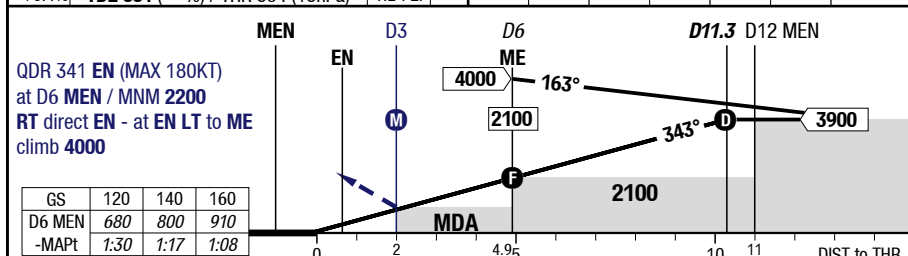
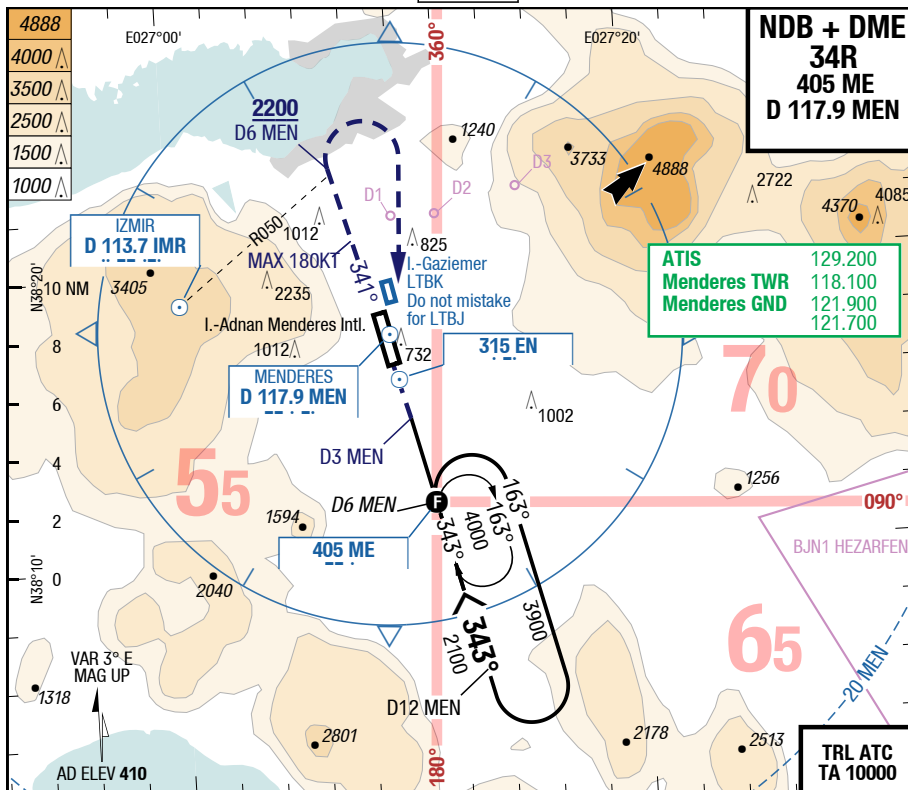
Turkey Izmir Adnan Menderes Intl.

IAC

ADB-LTBJ

7-80

NDB + DME 34R



34R		NDB DME MEN		Circling E of AD only	
C	ft - m/km ft	770 - 2.4 1150		1090 - 2.4V 1500	
D	ft - m/km ft	770 - 2.4 1150		1090 - 3.6V 1500	

Changes: APL, FREQ, OBST, SUAS

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12-JUL-2018

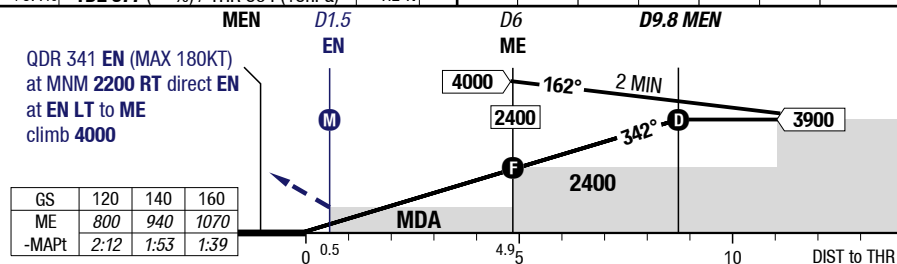
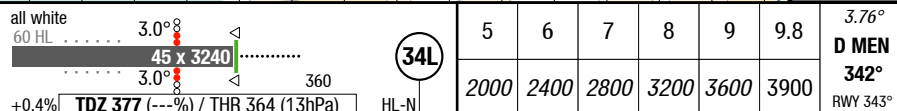
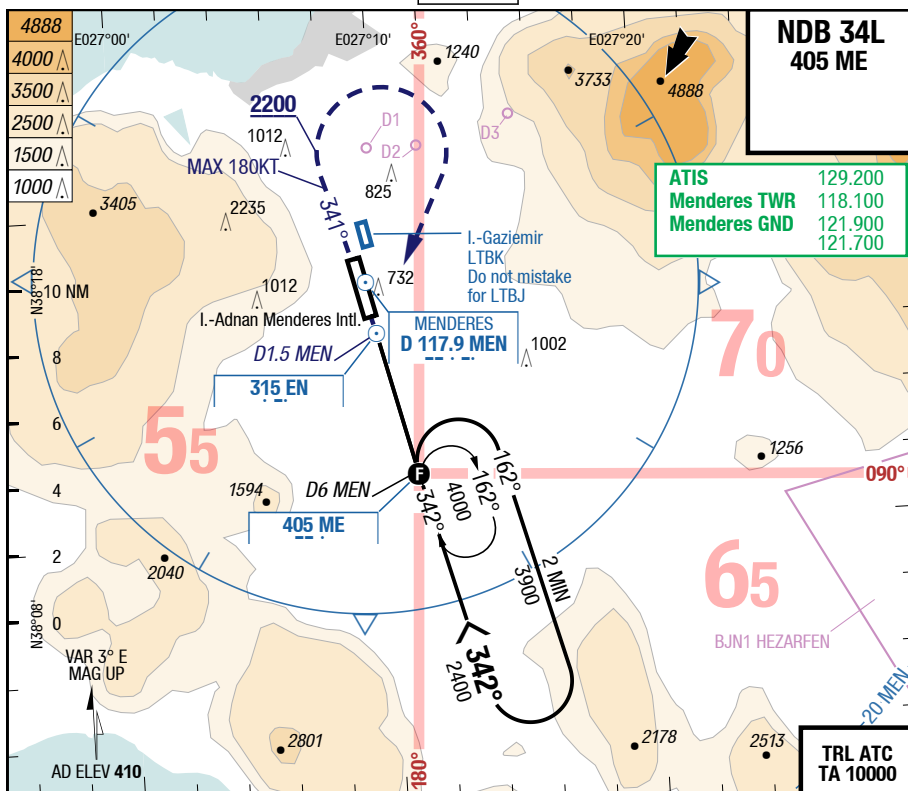
Turkey **Izmir** Adnan Menderes Intl.

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ADB-LTBJ

7-90

NDB 34L



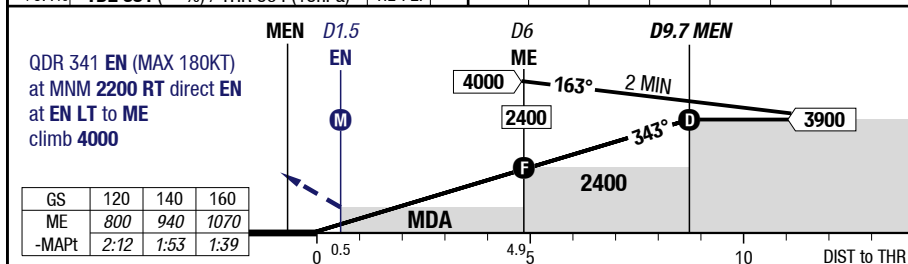
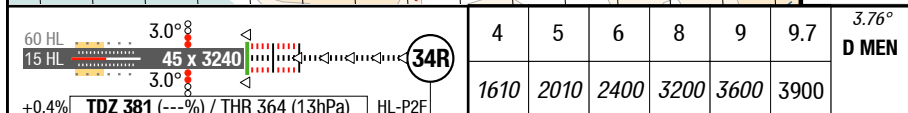
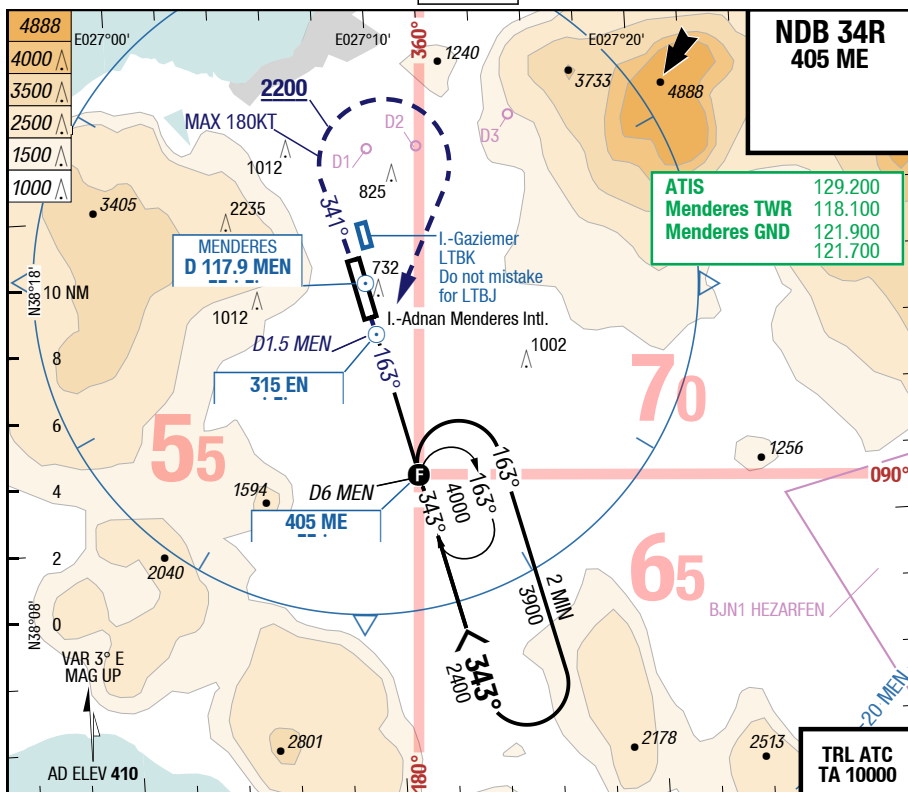
34L		NDB					Circling E of AD only
C	ft - m/km ft	780 - 2.4 1150					1090 - 2.4V 1500
D	ft - m/km ft	780 - 2.4 1150					1090 - 3.6V 1500

Changes: ALT, APL, FREQ, OBST, SUAs

ADB-LTBJ

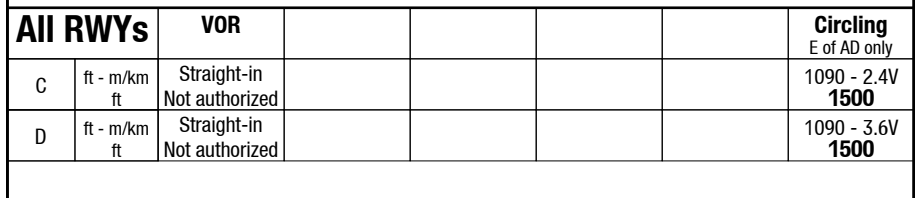
7-100

NDB 34R



34R		NDB					Circling E of AD only
C	ft - m/km ft	770 - 2.4 1150					1090 - 2.4V 1500
D	ft - m/km ft	770 - 2.4 1150					1090 - 3.6V 1500

VOR Circling



03-NOV-2016

ADB-LTBJ

Turkey **Izmir** Adnan Menderes Intl.

MRC

MRC

MRC

Adnan Menderes Intl. **Izmir** Turkey

NIL
MRC

8-10

