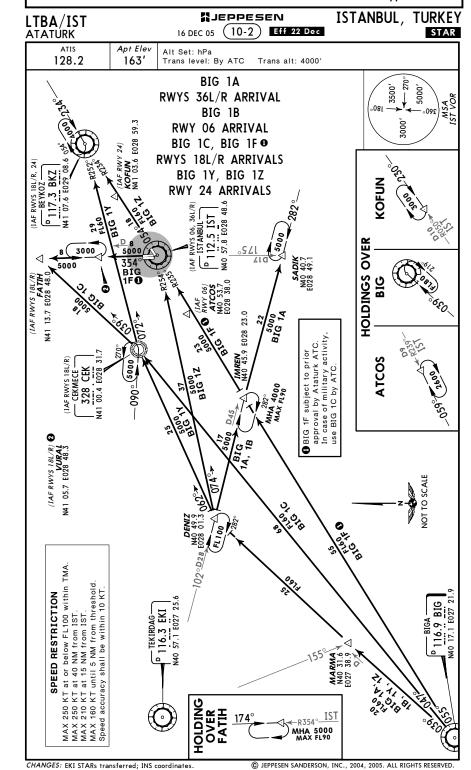


CHANGES: Altitude within 10NM sector raised.

Licensed to Elefant air. Printed on 15 Jun 2008. NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 05-2008 Jep View 3.5.2.0



ISTANBUL, TURKEY MJEPPESEN. LTBA/IST ATATURK (10-2A) Eff 22 Dec 16 DEC 05 Apt Elev Alt Set: hPa 128.2 163' Trans level: By ATC EKI 1A RWYS 36L/R ARRIVAL EKI 1B RWY 06 ARRIVAL EKI 1C (1AF RWYS 18L/R, 24) P 117.3 BKZ N41 07.6 E029 08.6 RWYS 18L/R ARRIVAL EKI 1Y RWY 24 ARRIVAL 3000 (1AF RWYS 18L/R) **FATIH** N41 13.7 E028 48.0 N40 (1AF RWY 06) ATCOS N40 53.7 E028 38.0 *IMREN* N40 45.9 E028 23.0 E028 HOLDINGS OVER MHA 5000

CHANGES: STARs transferred; INS coordinates.

Licensed to Elefant air. Printed on 15 Jun 2008. NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 05-2008 JEPPESEN JeppView 3.5.2.0

ISTANBUL, TURKEY #JEPPESEN LTBA/IST ATATURK (10-2B) Eff 6 Jul 23 JUN 06 Apt Elev Alt Set: hPa 128.2 163' Trans level: By ATC GAYEM 1A [GAYE1A] RWYS 36L/R ARRIVAL GAYEM 1B [GAYE1B] GAYEM 1C [GAYE1C] RWY 06 ARRIVALS GAYEM 1E [GAYE1E] ULMAR 1A [ULMA1A] **RWY 24 ARRIVALS** GAYEM 1F [GAYE1F] ULMAR 1B [ULMA1B] **RWYS 18L/R ARRIVALS** 2700 GAYEM 1A MHA 5000 MAX FL90 (1AF RWYS 06, 36L, ISTANBUL T12.5 IST N40 57.8 E028 48 (1AF RWY 06) ATCOS N40 53.7 E028 38.0 NM from IST. NM from threshold. II be within 10 KT. 甲 MHA 282° MAX F190 BKZ - 1280 - 280 -HOLDINGS OVER GAYEM HOLDINGS OVER IST **ATCOS**

ISTANBUL, TURKEY I JEPPESEN LTBA/IST (10-2C) Eff 6 Jul ATATÚRK 23 JUN 06 Apt Elev Alt Set: hPa 128.2 163' Trans level: By ATC Trans alt: 4000 3500' 3000' UNSAV 1A [UNSA1A] 270 5000' UNSAV 1B /UNSA1B] UNSAV 1C [UNSA1C] MSA IST VOR RWYS 36L/R ARRIVALS **HOLDINGS OVER** UNSAV 1E [UNSA 1E] **ATCOS** UNSAV 1F [UNSA1F] **RWY 06 ARRIVALS** UNSAV 1G [UNSA1G] RWYS 18L/R ARRIVAL **UNSAV** N41 28.7 E028 47.4 UNSAV 1H [UNSA1H] **KOFUN** (116.3 EKI R-060) UNSAV 1J [UNSA 1J] **RWYS 24 ARRIVALS** UNS. 1B, 1F, SPEED RESTRICTION MAX 250 KT at or below FL100 within TMA έΑV 1H: MAX 250 KT at 40 NM from IST. MAX 210 KT at 15 NM from IST. MAX 160 KT until 5 NM from (IAF RWYS 18L/R, 24) threshold. Speed accuracy shall - BEYKOZ be within 10 KT. **FATIH** N41 13.7 E028 48.0 117.3 BKZ N41 07.6 E029 08.6 (IAF RWY 18L/R) - CEKMECE -328 CEK N41 00.4 E028 31.7 **KOFUN** N41 03.6 -090° 5000 (IAF RWY 06) (IAF RWYS 06, 36L/R) ATCOS N40 53.7 - ISTANBUL ---112.5 IST E028 38.0 N40 57.8 E028 48.6 116.3 (IAF RWYS 36L/R) **ERMAN** N40 47.7 E028 48.9 102 **IMREN** UNSAV 1A MHA 4000 N40 45.9 MAX FL90 E028 23.0 5000 **SADIK** N40 40.7 NOT TO SCALE

© JEPPESEN SANDERSON, INC., 2004, 2006. ALL RIGHTS RESERVED.

Licensed to Elefant air. Printed on 15 Jun 2008. NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 05-2008 JEPPESEN JeppView 3.5.2.0

M JEPPESEN ISTANBUL, TURKEY LTBA/IST 16 DEC 05 (10-2D) Eff 22 Dec STAR **ATATÚRK** Apt Elev Alt Set: hPa 128.2 163' Trans level: By ATC Trans alt: 4000' 3500' 3000' YAA 1A **←** 270° 5000' RWYS 36L/R ARRIVAL YAA 1B MSARWY 06 ARRIVAL YAA 1R RWYS 18L/R ARRIVAL YAA 1T **RWY 24 ARRIVAL** (IAF RWYS 18L/R, 24) -BEYKOZ — (IAF RWY 18L/R) D117.3 BKZ FATIH N41 07.6 E029 08.6 N41 13.7 E028 48.0 SPEED RESTRICTION MAX 250 KT at or below FL100 within MAX 250 KT at 40 NM from IST. MAX 210 KT at 15 NM from IST. MAX 160 KT until 5 NM from threshold. Speed accuracy shall be within 10 KT. (IAF RWYS 06, 36L/R) - ISTANBÚL -(IAF RWY 06) '112.5 IST ATCOS N40 53.7 E028 38.0 N40 57.8 E028 48.6 (IAF RWYS 36L/R) **ERMAN** N40 47.7 E028 48.9 *IMREN* N40 45.9 E028 23.0 EKI -... 116.3 **SADIK** N40 40.7 E028 49.1 (IST R-175/D17) 352 **HOLDING OVER IMREN** 117.7 YAA N40 28.5 E029 12.5 NOT TO SCALE

JEPPESEN Licensed to Elefant air. Printed on 15 Jun 2008. JeppView 3.5.2.0 NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 05-2008

ISTANBUL, TURKEY MJEPPESEN. LTBA/IST (10-2E) Eff 22 Dec ATATÚRK 16 DEC 05 Apt Elev Alt Set: hPa 128.2 163' Trans level: By ATC Trans alt: 4000 YASEN 1A [YASE1A] RWYS 36L/R ARRIVAL YASEN 1B /YASE1B] YASEN 1C [YASE1C] **RWY 06 ARRIVALS** YASEN 1E [YASE1E] RWY 24 ARRIVAL YASEN 1F [YASE1F] RWYS 18L/R ARRIVAL 1 13.7 E028 48.0 KOFUN HOLDINGS OVER ATCOS KOF

© JEPPESEN SANDERSON, INC., 2005. ALL RIGHTS RESERVED.

Licensed to Elefant air. Printed on 15 Jun 2008. NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 05-2008

Apt Elev

163'

Trans level: By ATC Trans alt: 4000

JEPPESEN JeppView 3.5.2.0

3000'

3500'

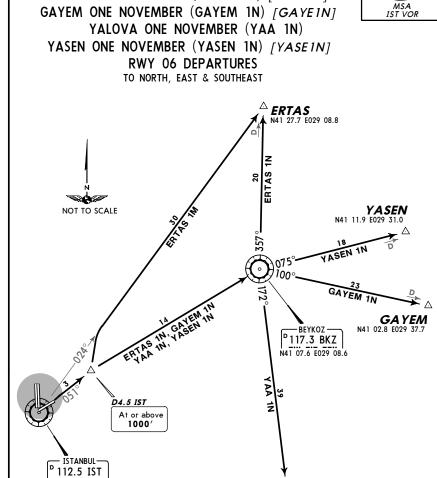
5000'

ISTANBUL, TURKEY M JEPPESEN LTBA/IST Eff 22 Dec ATATURK 16 DEC 05 (10-3)

ERTAS ONE MIKE (ERTAS 1M) [ERTA1M] ERTAS ONE NOVEMBER (ERTAS 1N) [ERTA1N] GAYEM ONE NOVEMBER (GAYEM 1N) [GAYE1N] YALOVA ONE NOVEMBER (YAA 1N)

Pilots shall apply Noise Abatement Departure Procedure 1 (NADP 1)

according to ICAO Annex 16, Doc 8168, Vol 1 until passing 3000'



304' per NM (5%) up to FL50. 75 100 150 200 250 300 Gnd speed-KT 380 506 760 1013 1266 1519 304' per NM

These SIDs require a minimum climb gradient

INITIAL CLIMB/ROUTING SID ERTAS 1M Intercept IST R-051 to D4.5 IST, turn LEFT, intercept IST R-024 to ERTAS ERTAS 1N Intercept IST R-051 to D4.5 IST, to BKZ, BKZ R-357 to ERTAS Intercept IST R-051 to D4.5 IST, to BKZ, BKZ R-100 to GAYEM GAYEM 1N Intercept IST R-051 to D4.5 IST, to BKZ, BKZ R-172 to YAA YASEN 1N Intercept IST R-051 to D4.5 IST, to BKZ, BKZ R-075 to YASEN.

YALOVA

117.7 YAA N40 28.5 E029 12.5

ISTANBUL, TURKEY MJEPPESEN LTBA/IST ATATURK 16 DEC 05 (10-3A) Eff 22 Dec SID Trans level: By ATC Trans alt: 4000' Apt Elev Pilots shall apply Noise Abatement Departure Procedure 1 (NADP 1) according to 163' ICAO Annex 16, Doc 8168, Vol 1 until passing 3000' BIGA ONE MIKE (BIG 1M) 3500, 5000 BIGA ONE NOVEMBER (BIG 1N) CORLU ONE NOVEMBER (CRL 1N) FENER ONE NOVEMBER (FENER 1N) [FENE1N] TEKIRDAG ONE NOVEMBER (EKI 1N) **RWY 06 DEPARTURES** TO SOUTHWEST, WEST & NORTHWEST At or above 1000′ inbound to BIG to SIVLI,
 100
 150
 200

 506
 760
 1013
 INITIAL CLIME 380 of 304' per NM (nese SIDs spee Gnd 304′ 33 BIG 1M BIG 1N CRL 1N EKI 1N FENER 1N BIG 1M **SIVLI** N40 59.1 E027 48.3 ORLU— D 114.8 CRL N41 09.1 E027 56

© JEPPESEN SANDERSON, INC., 2004, 2005. ALL RIGHTS RESERVED.

CHANGES: None

Licensed to Elefant air. Printed on 15 Jun 2008. NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 05-2008 JEPPESEN JeppView 3.5.2.0

ISTANBUL, TURKEY #JEPPESEN LTBA/IST ATATURK (10-3B) Eff 22 Dec 16 DEC 05 Trans level: By ATC Trans alt: 4000' Apt Elev Pilots shall apply Noise Abatement Departure Procedure 1 (NADP 1) according to ICAO Annex 16, Doc 8168, Vol 1 until passing 3000° . 163 ERTAS ONE SIERRA (ERTAS 1S) [ERTA1S] 3500, ERTAS ONE TANGO (ERTAS 1T) [ERTA1T] GAYEM ONE SIERRA (GAYEM 1S) [GAYE1S] YALOVA TWO SIERRA (YAA 2S) YASEN ONE SIERRA (YASEN 1S) [YASE1S] RWYS 18L/R DEPARTURES TO NORTH, EAST & SOUTHEAST T1 SATR3 to CEK, 042° bearing to ERTAS. intercept BKZ R-207 inbound to BKZ, intercept BKZ R-207 inbound to BKZ, YAA BKZ, 5 5 R-320 i These SIDs require a minimum climb gradient of 261' per NM (4.3%) up to **FL50.** GAYEM 1S

ISTANBUL, TURKEY MJEPPESEN. LTBA/IST ATATURK (10-3C) Eff 22 Dec 16 DEC 05 Trans level: By ATC Trans alt: 4000' Apt Elev Pilots shall apply Noise Abatement Departure Procedure 1 (NADP 1) according to 163' ICAO Annex 16, Doc 8168, Vol 1 until passing 3000 BIGA TWO SIERRA (BIG 2S) 2000 CORLU TWO SIERRA (CRL 2S) - ∘09g FENER TWO SIERRA (FENER 2S) [FENE2S] TEKIRDAG TWO SIERRA (EKI 2S) RWYS 18L/R DEPARTURES TO SOUTHWEST, WEST & NORTHWEST turn INITIAL CLIMB 1089 NM (4.3%) up **FENER** ² N41 17.2 E028 21.5 BIG 2S EKI 2S BIGA BIGA BIG N40 17.1 E027 21. **DENIZ** N40 49.9 E028 01.3

CHANGES: None

Licensed to Elefant air. Printed on 15 Jun 2008.

NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 05-2008

JEPPESEN JeppView 3.5.2.0

ISTANBUL, TURKEY **MJEPPESEN** LTBA/IST ATATURK (10-3D) Eff 22 Dec 16 DEC 05 Trans level: By ATC Trans alt: 4000' Apt Elev Pilots shall apply Noise Abatement Departure Procedure 1 (NADP 1) according to 163 ICAO Annex 16, Doc 8168, Vol 1 until passing 3000' ERTAS ONE GOLF (ERTAS 1G) [ERTA1G] 3500 ERTAS ONE JULIETT (ERTAS 1J) [ERTA1J] GAYEM ONE GOLF (GAYEM 1G) [GAYE1G] YALOVA TWO GOLF (YAA 2G) **YASEN** △ N41 11.9 E029 31.0 YASEN ONE GOLF (YASEN 1G) [YASE1G] **RWY 24 DEPARTURES** TO NORTH, EAST & SOUTHEAST DI SATRE P 117.3 BKZ N41 07.6 E029 08.6 IST turn LEFT to BKZ, BKZ R-100 to GAYEM.
IST turn LEFT, along IST 5 DME arc, intercept
145 to YAA. 250 300 1089 1306 These SIDs require a minimum climb gradient of 261' per NM (4.3%) up to **FL50.** 200 100 150 435 653 Gnd speed-KT 261' per NM

© JEPPESEN SANDERSON, INC., 2004, 2005. ALL RIGHTS RESERVED.

© JEPPESEN SANDERSON, INC., 2004, 2005. ALL RIGHTS RESERVED.

JEPPESEN

JeppView 3.5.2.0

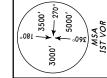
ISTANBUL, TURKEY MJEPPESEN. LTBA/IST (10-3E) Eff 22 Dec 16 DEC 05

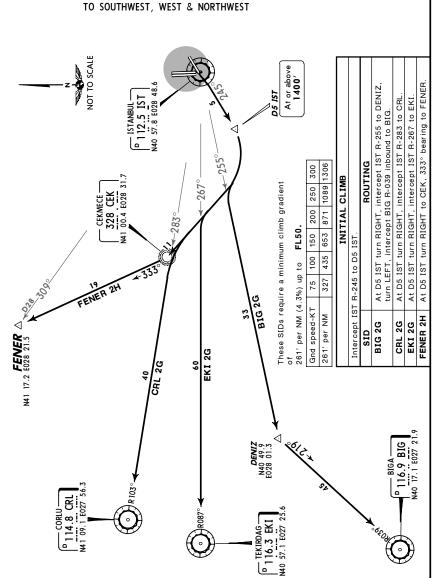
Trans level: By ATC Trans alt: 4000' Apt Elev 163'

ATATÚRK

Pilots shall apply Noise Abatement Departure Procedure 1 (NADP 1) according to ICAO Annex 16, Doc 8168, Vol 1 until passing 3000'

BIGA TWO GOLF (BIG 2G) CORLU TWO GOLF (CRL 2G) FENER TWO HOTEL (FENER 2H) [FENE2H] TEKIRDAG TWO GOLF (EKI 2G) **RWY 24 DEPARTURES**





CHANGES: None. © JEPPESEN SANDERSON, INC., 2004, 2005. ALL RIGHTS RESERVED. Licensed to Elefant air. Printed on 15 Jun 2008. NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 05-2008

Trans level: By ATC Trans alt: 4000'

JEPPESEN JeppView 3.5.2.0

LTBA/IST ATATÚRK

M JEPPESEN 16 DEC 05 (10-3F) Eff 22 Dec

ISTANBUL, TURKEY

SID

3000'

3500'

5000'

MSA

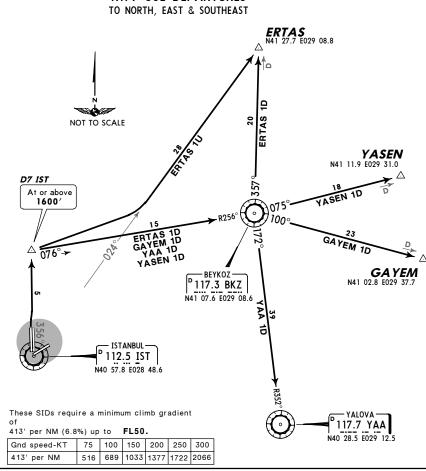
IST VOR

← 270°

Apt Elev Pilots shall apply Noise Abatement Departure Procedure 1 (NADP 1) according to ICAO Annex 16, Doc 8168, Vol 1 until passing 3000' ERTAS ONE DELTA (ERTAS 1D) [ERTA1D] ERTAS ONE UNIFORM (ERTAS 1U) [ERTA1U]

GAYEM ONE DELTA (GAYEM 1D) [GAYE1D] YALOVA ONE DELTA (YAA 1D)

YASEN ONE DELTA (YASEN 1D) [YASE1D] **RWY 36L DEPARTURES**



INITIAL CLIMB						
Intercept IST R-356 to D7 IST.						
SID	ROUTING					
ERTAS 1D	At D7 IST turn RIGHT, intercept BKZ R-256 inbound to BKZ, BKZ R-357 to ERTAS.					
ERTAS 1U	At D7 IST turn RIGHT, intercept IST R-024 to ERTAS.					
GAYEM 1D	At D7 IST turn RIGHT, intercept BKZ R-256 inbound to BKZ, BKZ R-100 to GAYEM.					
YAA 1D	At D7 IST turn RIGHT, intercept BKZ R-256 inbound to BKZ, BKZ R-172 to YAA.					
YASEN 1D	At D7 IST turn RIGHT, intercept BKZ R-256 inbound to BKZ, BKZ R-075 to YASEN.					

Apt Elev

163'

JEPPESEN JeppView 3.5.2.0

ISTANBUL, TURKEY MIEPPESEN

SIVLI,

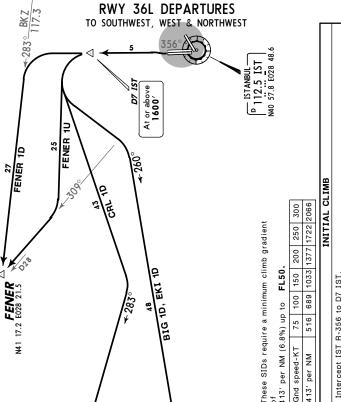
CRL 1D EKI 1D FENER 1D

BIG 1D

LTBA/IST ATATURK 16 DEC 05 (10-3G) Eff 22 Dec Trans level: By ATC Trans alt: 4000' Pilots shall apply Noise Abatement Departure Procedure 1 (NADP 1) according to

> BIGA ONE DELTA (BIG 1D) CORLU ONE DELTA (CRL 1D) FENER ONE DELTA (FENER 1D) [FENE1D] FENER ONE UNIFORM (FENER 1U) [FENE1U] TEKIRDAG ONE DELTA (EKI 1D)

ICAO Annex 16, Doc 8168, Vol 1 until passing 3000'



© JEPPESEN SANDERSON, INC., 2004, 2005. ALL RIGHTS RESERVED. CHANGES: None

Licensed to Elefant air. Printed on 15 Jun 2008. NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 05-2008 JEPPESEN JeppView 3.5.2.0

3500'

5000'

MSA IST VOR

← 270°

LTBA/IST ATATÚRK

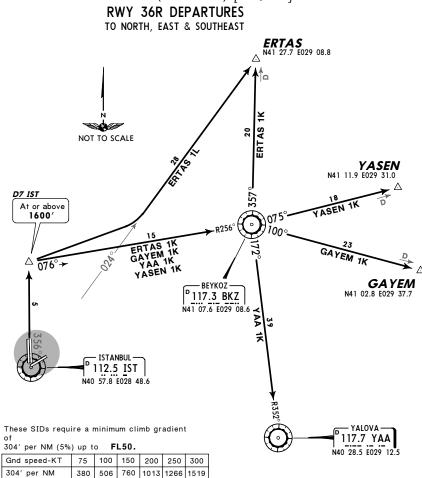
M JEPPESEN 16 DEC 05 (10-3H) Eff 22 Dec ISTANBUL, TURKEY

3000'

Trans level: By ATC Trans alt: 4000' Apt Elev

Pilots shall apply Noise Abatement Departure Procedure 1 (NADP 1) according to ICAO Annex 16, Doc 8168, Vol 1 until passing 3000'

ERTAS ONE KILO (ERTAS 1K) [ERTA1K] ERTAS ONE LIMA (ERTAS 1L) [ERTA1L] GAYEM ONE KILO (GAYEM 1K) [GAYE1K] YALOVA ONE KILO (YAA 1K) YASEN ONE KILO (YASEN 1K) [YASE1K]



INITIAL CLIMB							
Intercept IS	Intercept IST R-356 to D7 IST.						
SID	ROUTING						
ERTAS 1K	At D7 IST turn RIGHT, intercept BKZ R-256 inbound to BKZ, BKZ R-357 to ERTAS.						
ERTAS 1L	At D7 IST turn RIGHT, intercept IST R-024 to ERTAS.						
GAYEM 1K	At D7 IST turn RIGHT, intercept BKZ R-256 inbound to BKZ, BKZ R-100 to GAYEM.						
YAA 1K	At D7 IST turn RIGHT, intercept BKZ R-256 inbound to BKZ, BKZ R-172 to YAA.						
YASEN 1K	At D7 IST turn RIGHT, intercept BKZ R-256 inbound to BKZ, BKZ R-075 to YASEN.						

ISTANBUL, TURKEY MIEPPESEN LTBA/IST ATATURK 16 DEC 05 (10-3J) Eff 22 Dec Trans level: By ATC Trans alt: 4000' Apt Elev Pilots shall apply Noise Abatement Departure Procedure 1 (NADP 1) according to 163' ICAO Annex 16, Doc 8168, Vol 1 until passing 3000' **BIGA ONE KILO (BIG 1K)** 5000 CORLU ONE KILO (CRL 1K) FENER ONE KILO (FENER 1K) [FENE1K] FENER ONE LIMA (FENER 1L) [FENE1L] TEKIRDAG ONE KILO (EKI 1K) ili **RWY 36R DEPARTURES** BKZ 17.3 TO SOUTHWEST, WEST & NORTHWEST to SIVLI, INITIAL CLIMB 200 250 1013 1266 1 climb gradient **FENER** N41 17.2 E028 21.5 CRL 1K EKI 1K FENER 1k BIG 1K

© JEPPESEN SANDERSON, INC., 2005. ALL RIGHTS RESERVED

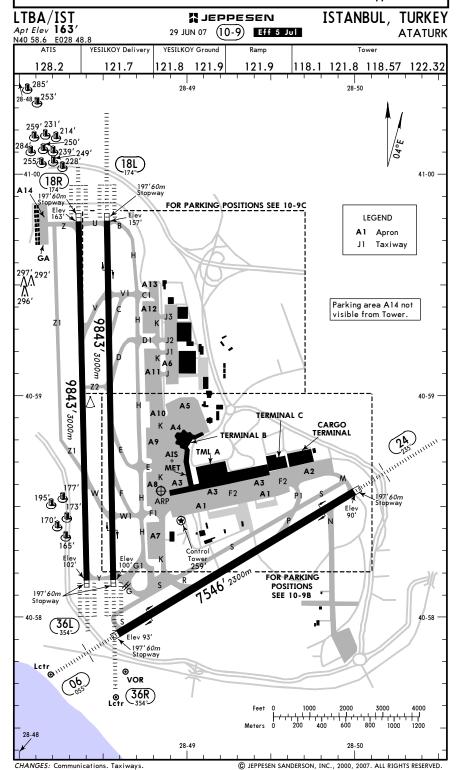
CHANGES: None

Licensed to Elefant air. Printed on 15 Jun 2008.

NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 05-2008

JEPPES EN

JeppView 3.5.2.0



JEPPESEN JeppView 3.5.2.0

LTBA/IST

M JEPPESEN 29 JUN 07 (10-9A) Eff 5 Jul ISTANBUL, TURKEY **ATATURK**

Rwy 36R approved for CAT II operations, special aircrew and acft certification required.

Before an engine test contact Tower. Rwy 06 & 18L right-hand circuit.

	ADDITIONAL RUNWAY INFORMATION						
			USABLE LENGTHS			1	
l ,			LANDING BEYOND —				
RV	/Y		Threshold	Glide Slope	TAKE-OFF	WIDTH	
06		HIRL (60m) CL(30m white) HIALS SFL REIL PAPI (3.0°)		6546' 1995m		197'	
	24	HIRL (60m) CL(30m white) HIALS SFL REIL PAPI (3.2°)		6696' 2041m		60m	

18L	HIRL OCL @ALSF-II TDZ REIL PAPI (3.0°)	6	8809' 2685m	148'
3	6R HIRL OCL @ALSF-II TDZ PAPI (2.7°)	6	8900' 2713m	45m

- 1 spacing 60m.
- 2 spacing 15m white

	-			
18R	HIRL (60m) CL(15m white) HIALS-II TDZ	⊘ R∨R		148
36L	HIRL (60m) CL(15m white) HIALS-II TDZ	RVR	8932' <i>2722m</i>	45m
	HST 18R	(5111) 62 (11111)	 ♦ HST, RVR 18R HIRL (60m) CL(15m white) HIALS-II TDZ ♠ RVR 	S HST, RVR 18R HIRL (60m) CL(15m white) HIALS-II TDZ RVR

- **④** PAPI (3.5°).
- **6** PAPI (3.0°).

CHANGES: None.

START-UP PROCEDURES

Request to start engines shall be made approximately 15 minutes prior to planned time of departure.

When requesting start-up clearance the planned time of departure shall be stated.

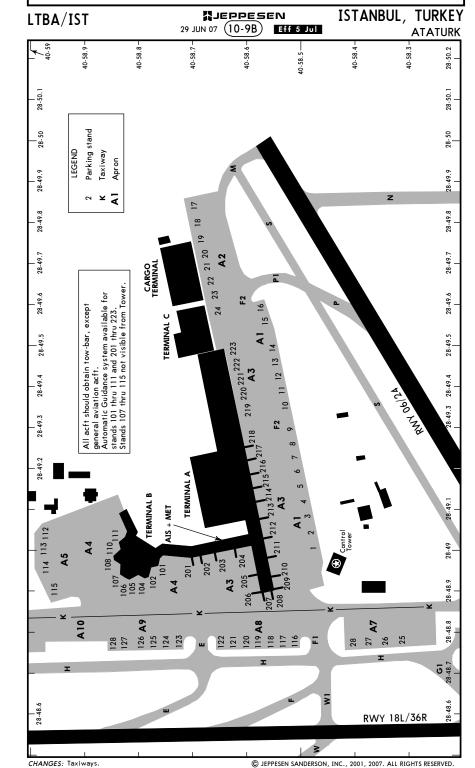
Start-up clearance or later taxi clearance can be based on the planned time of departure, therefore, the planned time of departure shall be made good.

J/	JAR-OPS TAKE-OFF I							
	Rwy 18L/36R, 18R/36L LVP must be in Force Approved Operators		LVP must	All F be in Force	Rwys			
П	HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)		
A B C	125m	150m	200m	250m	400m	500m		
D	150m	200m	250m	300m				

■ Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.

© JEPPESEN SANDERSON, INC., 2000, 2005. ALL RIGHTS RESERVED.

JEPPESEN Licensed to Elefant air. Printed on 15 Jun 2008. JeppView 3.5.2.0 NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 05-2008

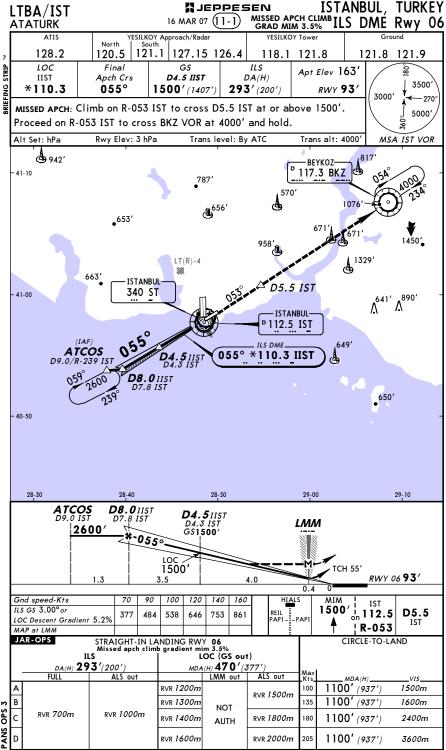


ISTANBUL, TURKEY M JEPPESEN LTBA/IST 29 JUN 07 (10-9C) Eff 5 Jul **ATATURK** 28-49.4 28-48.4 28-49.6 28-48.6 28-48.8 28-49.2 28-49 40-59.8 40-59.7 40-59.7 **LEGEND** 137 Parking stand 40-59.6 40-59.6 K Taxiway A12 Apron A 13 40-59.5 40-59.5 141 40-59.4 140 Parking areas A6, A11, A12 and A13 not visible from Tower. 139 138 40-59.3 40-59.3 RWY 18R/361 J2 DI 137 136 135 134 40-59.2 A6 HANGAR A 11 133 132 131 130 40-59.1 40-59.1 28-49.4 28-49.6 **INS COORDINATES** STAND No. **COORDINATES** STAND No. COORDINATES N40 58.5 E028 49.0 117 thru 121 N40 58.6 E028 48.8 2 thru 4 N40 58.5 E028 49.1 122, 123 N40.58.7 E028 48.8 N40 58.8 E028 48.8 5 thru 7 N40 58.5 E028 49.2 124 thru 126 N40 58.5 E028 49.3 127, 128 N40 58.9 E028 48.8 8.9 129, 130 N40 59.0 E028 48.8 10 thru 12 N40 58.5 E028 49.4 13 thru 15 N40 58.5 E028 49.5 131 thru 133 N40 59.1 E028 48.8 N40 58.6 E028 49.6 134 thru 137 N40 59.2 E028 48.8 16 17 N40 58.7 E028 49.9 138 N40 59.3 E028 48.8 N40 58.7 E028 49.8 N40 59.4 E028 48.8 18, 19 139 thru 141 20 thru 22 N40 58.7 E028 49.7 201 thru 203 N40 58.7 E028 49.0 23, 24 N40 58.7 E028 49.6 204 N40 58.6 E028 49.0 N40 58.3 E028 48.8 205 thru 208 N40 58.6 E028 48.9 25 26 thru 28 N40 58.4 E028 48.8 209 thru 211 N40 58.6 E028 49.0 101 N40 58.8 E028 49.0 212 thru 214 N40 58.6 E028 49.1 102 thru 105 N40 58.8 E028 48.9 215, 216 N40 58.6 E028 49.2 106 N40 58.9 E028 48.9 217, 218 N40 58.6 E028 49.3 107 thru 111 N40 58.9 E028 49.0 219 N40 58.6 E028 49.3 220, 221 112 thru 114 N40 59.0 E028 49.0 N40 58.6 E028 49.4 N40 59.0 E028 48.9 222, 223 N40 58.6 E028 49.5 115 116 N40 58.5 E028 48.8 CHANGES: Twys C1 & D1. © JEPPESEN SANDERSON, INC., 2000, 2007. ALL RIGHTS RESERVED.

Licensed to Elefant air. Printed on 15 Jun 2008.

NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 05-2008

JEPPESEN JeppView 3.5.2.0



© JEPPESEN SANDERSON, INC., 2000, 2007. ALL RIGHTS RESERVED

CHANGES: Minimums.

ISTANBUL, TURKEY MJEPPESEN. LTBA/IST 16 MAR 07 (11-2) ILS Rwy 18L ATATÚRK YESILKOY Approach/Radar YESILKOY Tower 128.2 120.5 | 121.1 | 127.15 | 126.4 118.1 121.8 121.8 121.9 LOC Final GS ILS Apt Elev 163' IISB Apch Crs LOM DA(H) 3500' 174° 1400'(1243') 360'(203') 111.1 RWY 157 3000' 270 MISSED APCH: Climb on 174° to 2500', then turn RIGHT climbing 5000' to cross CEK NDB at 5000' and hold. Alt Set: hPa Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 4000' MSA IST VOR HÖLDING MIM 5000 MAX FL 90 FATÍH D16.0 IST BEYKOZ-D117.3 BKZ 174° 111.1 IISB 942 **0**5.1 ♨ A817 41-10 787 570' 3000 D10.8 ·ISTANBUL 653 396 IS 1450'. 958 270° **4**1329′ LT(R)-4 663' 5000 ► MM 090° 641' 41-00 — ISTANBUL— D 112.5 IST - CEKMECE 328 CEK 649 380 ES ७ 650' 40-50 28-30 28-40 29-00 29-10 LOM 3000 GS 1400 ММ GS 384 D10.8 IST LOC 1400 RWY 18L 157 3.2 3.8 0.6 Gnd speed-Kts 70 90 100 120 140 160 2500'i ILS GS 3.00° or 377 484 538 646 753 on 174° LOC Descent Gradient 5.2% MAP at MM JAR-OPS STRAIGHT-IN LANDING RWY 18L CIRCLE-TO-LAND ILS LOC (GS out) DA(H) 360' (203') MDA(H) 930' (773') ALS out FULL MM out ALS out RVR 1200m 1100′ *(937′*, 1500m RVR 1500m В 1100' (937') 1600m NOT RVR 1400m RVR 1000m RVR 600m 1100' (937') 2400m AUTH RVR 2000m RVR 1800m 1100' (937') 3600m

CHANGES: Minimums.

© JEPPESEN SANDERSON, INC., 2000, 2007. ALL RIGHTS RESERVED

Licensed to Elefant air. Printed on 15 Jun 2008.

NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 05-2008

LTBA/IST

MALEPPESEN

JEPPESEN

JeppView 3.5.2.0

ISTANBUL, TURKEY

16 MAR 07 (11-3) ILS DME Rwy 24 **ATATÚRK** YESILKOY Approach/Radar YESILKOY Tower 128.2 120.5 121.1 127.15 126.4 118.1 121.8 121.8 121.9 LOC Final GS ILS Apt Elev 163' IATA Apch Crs ОМ DA(H) 3500 235° 1440′ (1350′) 290' (200') 111.9 RWY 90' 3000' ← 270 MISSED APCH: Climb on 235° to 2500', then turn RIGHT climbing 5000' to cross NDB at 5000' and hold. Rwy Elev: 3 hPa Alt Set: hPa Trans level: By ATC Trans alt: 4000 MSA IST VOR •676′ 617 942' 817 41-10 787 •1076' MHA 3000 •653° **D9.7** IST D8.6 IATA 1450' OM D4.0 IATA 270° 663 MM DO.7 IATA 5000 KOFUN 090° 890' D10.0 IST 641 Λ 41-00 ILS DME 235° 111.9 IATA CEKMECE 328 CEK 649 ISTANBUL-♨ 112.5 IST 650 40-50 28-30 28-40 28-50 29-00 29-10 ОМ 3000' ΜМ D4.0 IATA DO.7 TATA --235° GS 351 **KOFUN** D10.0 IST **D9.7** IST D8.6 IATA 1440' RWY 24 90' Gnd speed-Kts 70 90 100 120 140 160 2500'i ILS GS 3.20° or 401 516 574 688 803 on 235° LOC Descent Gradient 5.6% -PAP MAP at MM / D0.7 IATA JAR-OPS STRAIGHT-IN LANDING RWY 24 CIRCLE-TO-LAND LOC (GS out) DA(H) 290'(200') MDA(H) 710' (620') ALS out FULL ALS out RVR 1000m 100 1100′ (937′) 1500m RVR 1500m PANS OPS 3 1100′ (937′) 1600m RVR 1200m RVR 550m RVR 1000m 1100' (937') 2400m RVR 2000m RVR 1600m 1100' (937') 3600m © JEPPESEN SANDERSON, INC., 2000, 2007. ALL RIGHTS RESERVED CHANGES: Minimums

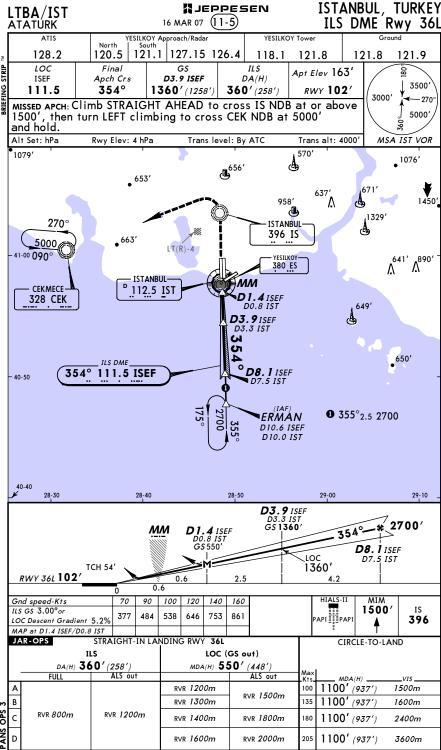
ISTANBUL, TURKEY "JEPPESEN LTBA/IST 16 MAR 07 (11-4) ILS Rwy 24 **ATATÚRK** YESILKOY Approach/Radar YESILKOY Tower ATIS 128.2 120.5 | 121.1 | 127.15 | 126.4 118.1 121.8 121.8 121.9 Final LOC GS ILS Apt Elev 163' IATA Apch Crs ОМ DA(H) 3500' 235° 111.9 1440'(1350') 290'(200') RWY 90' 3000' **←** 270 MISSED APCH: Climb on 235° to 2500', then turn RIGHT climbing 5000' to cross CEK NDB at 5000' and hold. Rwy Elev: 3 hPa Alt Set: hPa Trans level: By ATC Trans alt: 4000' MSA IST VOR •676° 617 942 ♨ -BEYKOZ-D117.3 BKZ 41-10 787 570' ٨ _•653′ 1450' 270° 663 5000 090° OM 890' 41-00 ILS DME. 235° 111.9 IATA - CEKMECE-328 CEK - ISTANBUL-D 112.5 IST **∆**649′ 650′ 40-50 28-30 28-40 28-50 29-00 29-10 **BKZ VOR** ОМ мм 4000 GS 1440' GS 351 1440' TCH 57 RWY 24 90' 12.8 0.6 3.9 16.7 Gnd speed-Kts 90 100 120 140 160 2500'i ILS GS 3.20° or 401 516 574 688 803 918 on 235° LOC Descent Gradient 5.6% -PAP MAP at MM JAR-OPS STRAIGHT-IN LANDING RWY 24 CIRCLE-TO-LAND ILS LOC (GS out) DA(H) 290'(200') MDA(H) 710' (620') ALS out MM out ALS out FULL RVR 1000m 1100' (937') 1500m RVR 1500m 1100′ (937′) 1600m NOT RVR 1200m RVR 1000m RVR 550m 1100' (937') 2400m AUTH RVR 2000m RVR 1600m 1100' (937') 3600m

CHANGES: Minimums.

© JEPPESEN SANDERSON, INC., 2000, 2007. ALL RIGHTS RESERVED

Licensed to Elefant air. Printed on 15 Jun 2008.

NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 05-2008



CHANGES: Minimums.

© JEPPESEN SANDERSON, INC., 2005, 2007. ALL RIGHTS RESERVED

JEPPESEN

JeppView 3.5.2.0

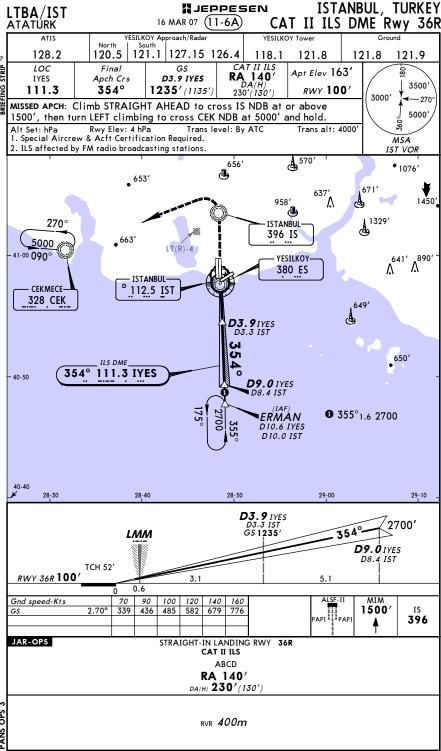
ISTANBUL, TURKEY MJEPPESEN LTBA/IST 16 MAR 07 (11-6) ILS DME Rwy 36R **ATATÚRK** YESILKOY Approach/Radar YESILKOY Tower ATIS 121.1 127.15 126.4 128.2 120.5 118.1 121.8 121.8 121.9 LOC Final GS ILS Apt Elev 163' IYES Apch Crs D3.9 IYES DA(H) 3500' 111.3 354° **1235**′(1135′) **313**′(213′) RWY 100 3000' 270 MISSED APCH: Climb STRAIGHT AHEAD to cross IS NDB at or above 5000' 1500', then turn LEFT climbing to cross CEK NDB at 5000' and hold. Alt Set: hPa Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 4000 MSA IST VOR ILS affected by FM radio broadcasting stations. 570 10791 1076 **3**656′ ₫ • ⁶⁵³′ 637 1450' 958' Λ 1329' 270° ISTANBUL-396 IS • 663' 5000 LT(R)-4 41-00 090° YESILKOY-641' V₈₉₀ 380 ES Λ - ISTANBUL-[□] 112.5 <u>I</u>ST — CEKMECE -**D1.6** IYES D1.0 IST 328 CEK 649' 4 D3.9 IYES D3.3 IST 35 650 ILS DME 40 354° 111.3 IYES 40-50 D9.0 IYES D8.4 IST 2700 175° **1** 355°_{1.6} 2700 ■*ERMÁN* D10.6 IYES D10.0 IST 40-40 28-30 28-40 28-50 29-00 29-10 **D3.9** IYES 354°-# 2700' **D1.6** IYES D3.3 IST GS **1235**' **LMM** D1.0 IST GS 550' GS 313' D9.0 IYES LOC D8.4 IST TCH 52' 1240 RWY 36R 100 5.1 0.6 Gnd speed-Kts 70 90 100 120 140 160 ILS GS 2.70° or 1500 339 436 485 582 679 396 LOC Descent Gradient 4.7% MAP at D1.6 IYES/D1.0 IST JAR-OPS STRAIGHT-IN LANDING RWY 36R CIRCLE-TO-LAND LOC (GS out) DA(H) 313'(213') MDA(H) 550' (450' FULL ALS out ALS out RVR 1000m 1500m 100 1100′ (937′) RVR 1500m В 1100' (937') 1600m RVR 1200m RVR 600m RVR 1000m 1100' (937') 2400m RVR 2000m RVR 1600m 1100′ (937′) 3600m

CHANGES: Minimums. © JEPPESEN SANDERSON, INC., 2000, 2007. ALL RIGHTS RESERVED

Licensed to Elefant air. Printed on 15 Jun 2008.

NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 05-2008

JEPPESEN *JeppView 3.5.2.0*



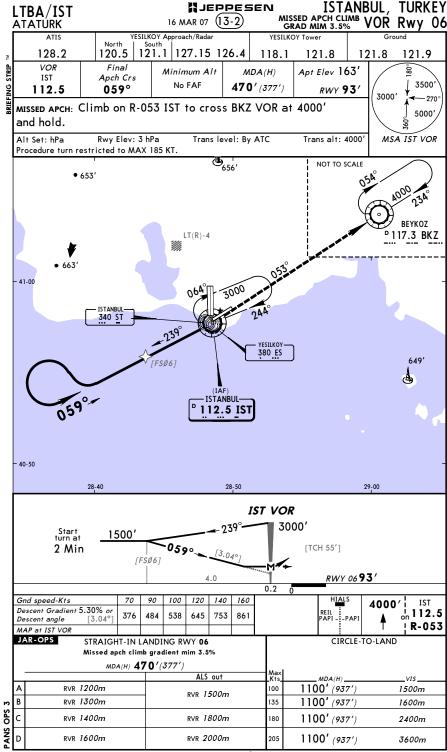
JEPPESEN Licensed to Elefant air. Printed on 15 Jun 2008. JeppView 3.5.2.0 NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 05-2008

ISTANBUL, TURKEY MJEPPESEN LTBA/IST MISSED APCH CLIMB VOR TAC RWY 06 16 MAR 07 (13-1) **ATATÚRK** YESILKOY Approach/Radar YESILKOY Tower 120.5 | 121.1 | 127.15 | 126.4 128.2 118.1 121.8 121.8 121.9 VOR Final Minimum Alt Apt Elev 163' MDA(H) IST Apch Crs D4.5 IST 3500' **470**′(377′) 112.5 059° 1600' (1507') RWY 93' 3000' **—** 270 MISSED APCH: Climb on R-053 IST to cross D5.5 IST at or above 5000' 1500'. Proceed to cross BKZ VOR at 4000' and hold. MSA IST VOR Alt Set: hPa Rwy Elev: 3 hPa Trans level: By ATC Trans alt: 4000' NOT TO SCALE 656 • ⁶⁵³′ BEYKOZ □ 117.3 BKZ - ISTANBUL-663' 112.5 IST 41-00 ISTANBUL-340 ST ATCOS D9.0 IST 40-50 28-50 ATCOS D9.0 IST IST VOR **D4.5** IST 3000' 1600 RWY 0693' 4.5 4.5 0.2 IST 1500' i 112.5 D5.5 REIL PAPI R-053 MAP at IST VOR JAR-OPS STRAIGHT-IN LANDING RWY 06 CIRCLE-TO-LAND Missed apch climb gradient mim 3.5% MDA(H) 470'(377') ALS out VIS RVR 1200m 1100' (937') 1500m RVR 1500m RVR 1300m 1100' (937') 1600m RVR 1800m 1100′ (937′) RVR 1400m 2400m RVR 1600m RVR 2000m 1100′ (937′) 3600m

CHANGES: Minimums.

© JEPPESEN SANDERSON, INC., 2002, 2007. ALL RIGHTS RESERVED

Licensed to Elefant air. Printed on 15 Jun 2008. NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 05-2008 **JEPPESEN** JeppView 3.5.2.0



ISTANBUL, TURKEY "JEPPESEN LTBA/IST 16 MAR 07 (13-3) VOR TAC Rwy 18L **ATATÚRK** YESILKOY Approach/Radar YESILKOY Tower ATIS 128.2 120.5 | 121.1 | 127.15 | 126.4 | 118.1 121.8 121.8 121.9 Minimum Alt VOR Final MDA(H)Apt Elev 163' IST Apch Crs **VURAL** 3500' 174° 112.5 1800' (1643') | 1010' (853') RWY 157 3000' 270 MISSED APCH: Climb on 174° to 2500', then turn RIGHT climbing 5000' to cross CEK NDB at 5000' and hold. Alt Set: hPa Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 4000' MSA IST VOR Racetrack restricted to MAX 185 KT. A 942' MHA 41-10 D12.0 787 570' A) 653′ (IAF) **VÙRÁ**I D8.0 958' CEKMECE -328 CEK 270° D4.0 • 663 5000 41-00 090° ISTANBUL-112.5 IST ISTANBUL-380 ES 28-30 28-40 3000' D 12.0 VURAL **VOR** 1800 D4.0 RWY 18L 157' 4.0 2.0 ALSF-II 2500'i on 174° PAPI MAP at D4.0 JAR-OPS STRAIGHT-IN LANDING RWY 18L CIRCLE-TO-LAND MDA(H) 1010' (853') ALS out RVR 1200m 1100′ (937′) 1500m RVR 1500m 1100′ (937′) 1600m RVR 1400m 1100′ (937′) 2400m RVR 2000m 1100′ (937′) RVR 1800m 3600m

CHANGES: Procedure. Minimums

© JEPPESEN SANDERSON, INC., 2000, 2007. ALL RIGHTS RESERVED

Licensed to Elefant air. Printed on 15 Jun 2008.
NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 05-2008

JEPPESEN JeppView 3.5.2.0



© JEPPESEN SANDERSON, INC., 2000, 2007. ALL RIGHTS RESERVED

CHANGES: Minimums.

JEPPESEN Licensed to Elefant air. Printed on 15 Jun 2008. JeppView 3.5.2.0 NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 05-2008

ISTANBUL, TURKEY M JEPPESEN LTBA/IST 16 MAR 07 (13-5) VOR TAC Rwy 24 **ATATURK** YESILKOY Approach/Radar YESILKOY Tower 121.1 | 127.15 | 126.4 128.2 120.5 118.1 121.8 121.8 121.9 VOR Final Minimum Alt Apt Elev 163' MDA(H) IST Apch Crs D7.0 3500' 710' (620') 112.5 230° 2000′ (1910′) RWY 90' 3000' --- 270 MISSED APCH: Climb on 235° to 2500', then turn RIGHT climbing 5000' to cross CEK NDB at 5000' and hold. Alt Set: hPa Rwy Elev: 3 hPa Trans level: By ATC Trans alt: 4000' MSA IST VOR 41-10 787 570 656 (Å) 653′ 958 KOFUN D10.0 LT(R)-4 1329' NOT TO SCALE D4.0 270° [4ØVOR 5000 D2.5 090° [MD24] CEKMECE - ISTANBUL-328 CEK 112.5 IST YESILKOY -649 380 ES 340 ST 28-50 KOFUN VOR **D7.0**[FD24] d 3000° D4.0 D2.5 2000 D10.0 1000' RWY 24 90 3.0 Gnd speed-Kts 90 100 120 140 160 70 2500 Descent Gradient 5.39% or 383 492 547 656 765 875 REIL - PAPI on 235° Descent angle MAP at D2.5 JAR-OPS STRAIGHT-IN LANDING RWY 24 CIRCLE-TO-LAND MDA(H) 710'(620') ALS out _VIS_ RVR 1000m 1100' (937') 1500m RVR 1500m 1100' (937') 1600m RVR 1200m 1100' (937') 2400m RVR 2000m RVR 1600m 1100' (937')

CHANGES: Minimums.

© JEPPESEN SANDERSON, INC., 2000, 2007. ALL RIGHTS RESERVED

Licensed to Elefant air. Printed on 15 Jun 2008. NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 05-2008 **JEPPESEN** JeppView 3.5.2.0



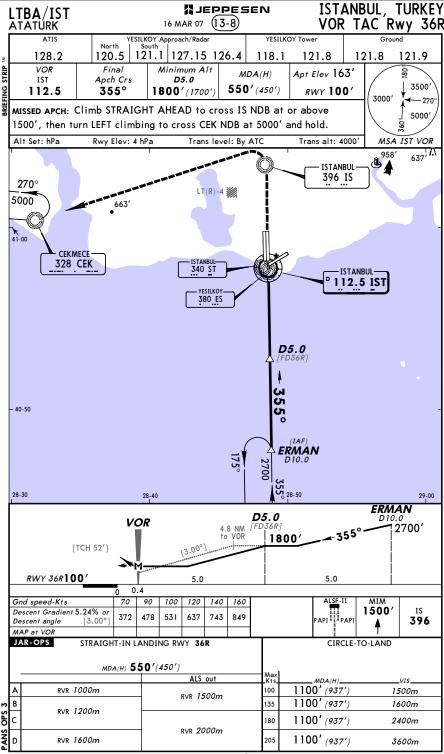
MJEPPESEN

ISTANBUL, TURKEY MJEPPESEN. LTBA/IST 16 MAR 07 (13-7) VOR TAC-2 Rwy 36L **ATATÚRK** YESILKOY Approach/Radar YESILKOY Tower ATIS 120.5 | 121.1 | 127.15 | 126.4 128.2 118.1 121.8 121.8 121.9 VOR Final Minimum Alt Apt Elev 163' MDA(H) IST Apch Crs D5.0 3500' 1410′(1308′) **550'** (448') 112.5 004° RWY 102' 3000' 270 MISSED APCH: Climb on R-356 to 2500', then turn LEFT climbing proceed 5000' to NDB at 5000' and hold. Alt Set: hPa Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 4000' MSA IST VOR 637,71 958' 270° LT(R)-4 5000 663 41-00 CEKMECE 328 CEK 340 ST -ISTANBUL-112.5 IST D0.9 380 ES D5.0 40-50 D10.0 3000 28-30 28-50 28-40 29-00 D10.0 D5.0 [FD36L] 2.7 NM DO.9 VOR 30001 to MD36L [3.000 [TCH 50'] RWY 36L 102' 5.0 0.9 4.1 0.4 Gnd speed-Kts 70 90 100 120 140 160 2500' Descent Gradient 5.24% or 112.5 372 478 531 637 743 849 API PAPI 396 Descent angle R-356 MAP at D0.9 JAR-OPS STRAIGHT-IN LANDING RWY 36L CIRCLE-TO-LAND MDA(H) 550'(448') ALS out 1100' (937') RVR 1200m 1500m RVR 1500m 1100' (937') RVR 1300m 1600m 1100' (937') RVR 1400m RVR 1800m 2400m 1100′ (937′) RVR 1600m RVR 2000m 3600m

CHANGES: Minimums.

Licensed to Elefant air. Printed on 15 Jun 2008.

NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 05-2008



JEPPESEN

JeppView 3.5.2.0

ISTANBUL, TURKEY MJEPPESEN. LTBA/IST 16 MAR 07 (13-9) VOR Rwy 36R **ATATÚRK** YESILKOY Approach/Radar ATIS YESILKOY Tower 121.1 127.15 126.4 128.2 120.5 118.1 121.8 121.8 121.9 VOR Final Minimum Alt Apt Elev 163' MDA(H) IST Apch Crs No FAF 3500' 550' (450') 355° RWY 100 112.5 3000' € 270 MISSED APCH: Climb STRAIGHT AHEAD to cross IS NDB at or above 5000' 1500', then turn LEFT climbing to cross CEK NDB at 5000' and hold. Alt Set: hPa Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 4000 MSA IST VOR Racetrack restricted to MAX 185 KT. , 570° 656' ⋬ • 653' 637'A 958 ISTANBUL-396 IS 270° LT(R)-4 5000 663 41-00 340 ST CEKMECE 328 CEK 175 ISTANBUL 112.5 IST YESTIKOY-380 ES MHA 3000 35 Ċ 40-50 28-30 28-40 28-50 29-00 VOR 3000' 1500' 2 Min [TCH 52'] [FS36R] RWY 36R 100' 0.4 Gnd speed-Kts 70 90 100 120 140 160 Descent Gradient 5.24% or 1500 372 478 531 637 743 849 396 Descent angle MAP at VOR JAR-OPS STRAIGHT-IN LANDING RWY 36R CIRCLE-TO-LAND MDA(H) 550'(450') ALS out RVR 1000m 1100' (937') 1500m RVR 1500m 1100' (937') 1600m RVR 1200m 1100′ (937′) 2400m RVR 2000m RVR 1600m 1100' (937') 3600m

CHANGES: Minimums.

© JEPPESEN SANDERSON, INC., 2000, 2007. ALL RIGHTS RESERVED

Licensed to Elefant air. Printed on 15 Jun 2008.

NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 05-2008

CHANGES: Procedure. Minimums.

JEPPESEN *JeppView 3.5.2.0*

