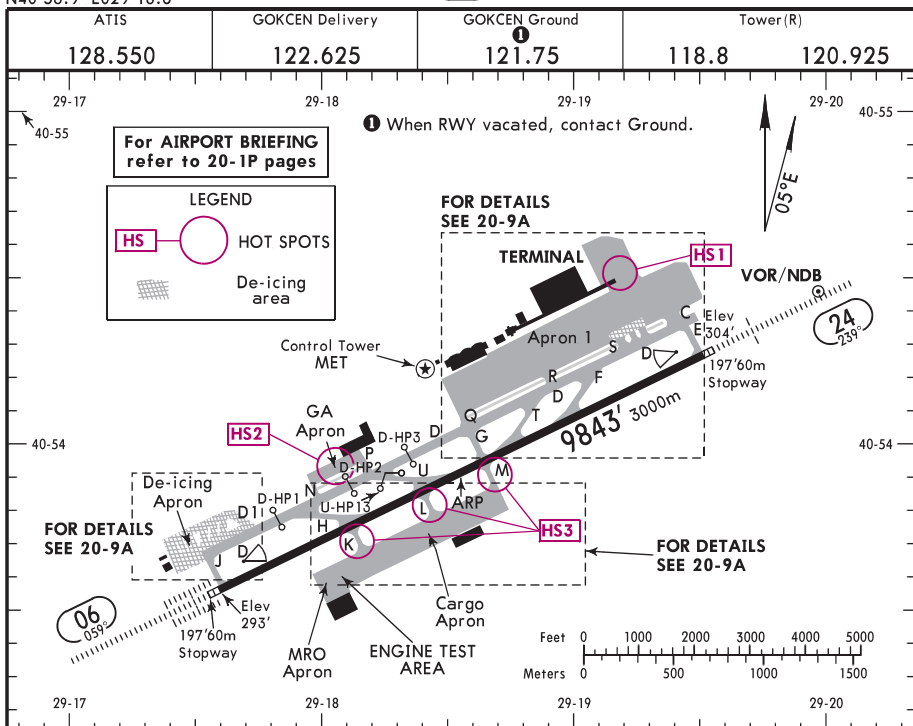


**LTFJ/SAW**  
Apt Elev **312'**  
N40 53.9 E029 18.6

**JEPESEN**  
25 SEP 20 **(20-9)** Eff 8 Oct

**ISTANBUL, TURKEY**  
**SABIHA GOKCEN INTL**



#### ADDITIONAL RUNWAY INFORMATION

RWY						USABLE LENGTHS		TAKE-OFF	WIDTH
						Threshold	Landing Beyond Glide Slope		
06	HIRL(60m) CL(15m) HIALS-II TDZ REIL SFL 2 3 RVR	9547'	2910m	8636'	2632m				148'
24	HIRL(60m) CL(15m) HIALS REIL 2 4 RVR			8871'	2704m				45m

② PAPI(angle 3.5°) ③ HST-T, F ④ HST-U, H

### HOT SPOTS

(For information only, not to be construed as ATC instructions.)

- [HS1]** The stands 301 - 308 at Apron1 and the entrance and exit points of this area cannot be seen by Tower. While entering and exiting on this area or at the turning point to the parking positions, minimum power and taxi speed should be used.
- [HS2]** The whole GA apron and twys N and P cannot be seen by the tower. Extreme care should be given to the ATC instructions and to the acft movements on twy D. At the entrance to GA apron from twy P extreme care should be given to the aircraft movements on this area. At the entry/exit of twys N and P on GA apron low taxi speed and low power shall used and apart from specified holding points on apron, ACFT shall not taxi with their own power.  
ACFT exiting GA apron shall be towed to specified holding points on apron without blocking twys N and P. Acft on those points are subject to standard procedures and ATC instructions and shall not enter to twy D without ATC clearance. On twys N and P ACFT shall not stop engine, park, board passengers and refuel.
- [HS3]** There are wide-body aircraft and light aircraft movements in the area of Cargo Apron and Maintenance Hangar. While entering and exiting from/to twys K, L and M low power and taxiway speed should be used. Extreme care should be given to holding points and seek ATC guidance by all means.

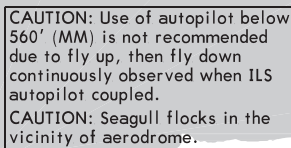
#### Std/State

#### TAKE-OFF

Low Visibility Take-off					RL or RCLM	RL or CL	Adequate Vis Ref		
HIRL & CL (spacing 15m or less) & relevant RVR	RL & CL & relevant RVR	RL & CL	RL & RCLM	RL or CL	RL or RCLM	RL or CL	Adequate Vis Ref		
			DAY	NIGHT		DAY	NIGHT	DAY	NIGHT
TDZ R125m Mid R125m Rollout R125m	TDZ R150m Mid R150m Rollout R150m	R200m	R300m		R/V400m		R/V500m		NA

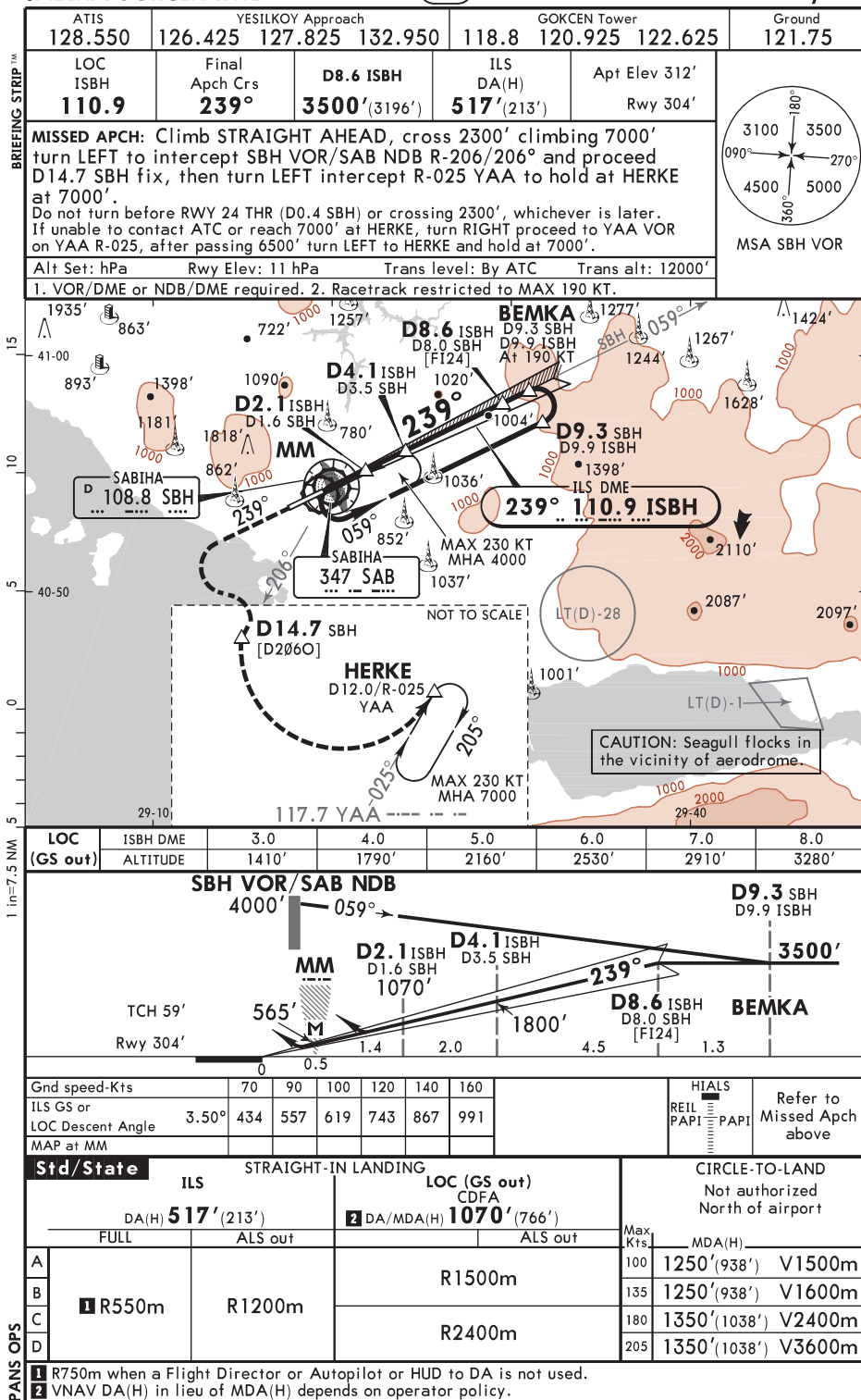
CHANGES: VOR/NDB position. New AOM concept.

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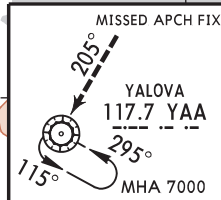


## PANS OPS

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.  
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.



ISTANBUL, TURKEY  
VOR or NDB Rwy 06

1 in=7.5 NM

<p>HIALS-II</p>	<p>Refer to Missed Apch above</p>
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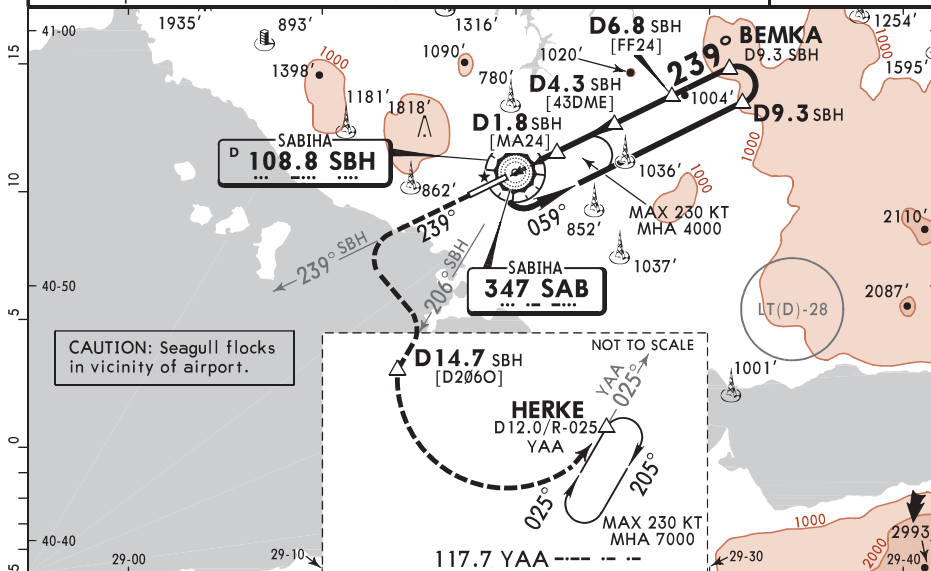
PANS OPS

CHANGES: Procedure title. SAB NDB added. New AOM concept.

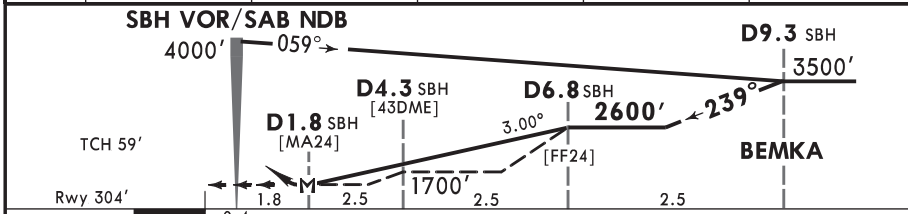
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ATIS <b>128.550</b>		YESILKOY Approach <b>126.425 127.825 132.950</b>		GOKCEN Tower <b>118.8 120.925 122.625</b>		Ground <b>121.75</b>	
VOR SBH <b>108.8</b>	NDB SAB <b>347</b>	Final Apch Crs <b>239°</b>	<b>D6.8 SBH</b> <b>2600'</b> (2296')	DA/MDA(H) <b>1100'</b> (796')	Apt Elev <b>312'</b>	Rwy <b>304'</b>	
<p><b>MISSED APCH:</b> Climb on SBH VOR/SAB NDB R-239/239°, cross 2300', climbing 7000' turn LEFT to intercept SBH VOR/SAB NDB R-206/206° and proceed to D14.7 SBH fix then turn LEFT intercept YAA R-025 to to hold at HERKE at 7000'.</p> <p>Do not turn before RWY 24 THR (D0.4 SBH) or crossing 2300', whichever is later. If unable to contact ATC or reach 7000' at HERKE, turn RIGHT proceed to YAA VOR on YAA R-025, after passing 6500' turn LEFT to HERKE and hold at 7000'.</p>							
Alt Set: hPa		Rwy Elev: 11 hPa		Trans level: By ATC		Trans alt: 12000'	
1. DME required. 2. Racetrack restricted to MAX 185 KT.							

MSA  
SBH VOR



SBH DME	2.0	3.0	4.0	5.0	6.0
ALTITUDE	1130'	1450'	1770'	2090'	2410'



0.4							<div><div>HIALS</div><div>REIL PAPI</div><div>PAPI</div></div>	Refer to Missed ApcH above
Gnd speed-Kts	70	90	100	120	140	160		
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at D1.8 SBH								

Std/State		STRAIGHT-IN LANDING	CIRCLE-TO-LAND
		CDFA	Not authorized North of airport
		1 DA/MDA(H) 1100' (796')	
		ALS out	Max Kts MDA(H)
A			100 1250' (938') V1500m
B	R1500m		135 1250' (938') V1600m
C			180 1350' (1038') V2400m
D	R2400m		205 1350' (1038') V3600m

**1** VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Procedure title, SAB NDB added, New AOM concept.

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ISTANBUL, TURKEY  
VOR A or NDB A

**BRIEFING STRIP™**



	Max Kfs	MDA(H)	
A	100	1250' (938')	V1500m
B	135	1250' (938')	V1600m
C	180	1350' (1038')	V2400m
D	205	1350' (1038')	V3600m

