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## General Information

Location: ISTANBUL TUR

ICAO/IATA: LTFM / IST

Lat/Long: N41° 16.5', E028° 45.1'

Elevation: 325 ft

Airport Use: Public

Daylight Savings: Not Observed

UTC Conversion: -3:00 = UTC

Magnetic Variation: 5.0° E

Fuel Types: Jet A-1

Customs: Yes

Airport Type: IFR

Landing Fee: Yes

Control Tower: Yes

Jet Start Unit: No

LLWS Alert: No

Beacon: Yes

Sunrise: 0232 Z

Sunset: 1742 Z

## Runway Information

Runway: 16L

Length x Width: 12303 ft x 148 ft

Surface Type: asphalt

TDZ-Elev: 241 ft

Lighting: Edge, ALS, REIL

Runway: 16R

Length x Width: 12303 ft x 197 ft

Surface Type: asphalt

TDZ-Elev: 241 ft

Lighting: Edge, ALS, Centerline, REIL, TDZ

Runway: 17L

Length x Width: 13451 ft x 197 ft

Surface Type: asphalt

TDZ-Elev: 224 ft

Lighting: Edge, ALS, Centerline, REIL, TDZ

Runway: 17R

Length x Width: 13451 ft x 148 ft

Surface Type: asphalt

TDZ-Elev: 224 ft

Lighting: Edge, ALS, REIL

Runway: 18  
Length x Width: 10039 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 244 ft  
Lighting: Edge, ALS, Centerline, REIL, TDZ

Runway: 34L  
Length x Width: 12303 ft x 197 ft  
Surface Type: asphalt  
TDZ-Elev: 325 ft  
Lighting: Edge, ALS, Centerline, REIL, TDZ

Runway: 34R  
Length x Width: 12303 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 325 ft  
Lighting: Edge, ALS, REIL

Runway: 35L  
Length x Width: 13451 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 310 ft  
Lighting: Edge, ALS, REIL

Runway: 35R  
Length x Width: 13451 ft x 197 ft  
Surface Type: asphalt  
TDZ-Elev: 310 ft  
Lighting: Edge, ALS, Centerline, REIL, TDZ

Runway: 36  
Length x Width: 10039 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 309 ft  
Lighting: Edge, ALS, Centerline, REIL, TDZ

## Communication Information

ATIS: 128.850 Departure Service  
ATIS: 126.350 Arrival Service  
Istanbul Tower: 122.700  
Istanbul Tower: 124.250 Secondary  
Istanbul Tower: 120.950  
Istanbul Tower: 120.050  
Istanbul Tower: 119.025  
Istanbul Tower: 131.100  
Istanbul Tower: 118.075  
Istanbul Tower: 124.850  
Istanbul Tower: 130.275  
Istanbul Tower: 130.625  
Istanbul Tower: 130.800 Secondary

Istanbul Tower: 131.025  
Istanbul Ground: 121.625  
Istanbul Ground: 121.575  
Istanbul Ground: 121.550  
Istanbul Ground: 124.250 Secondary  
Istanbul Ground: 124.425  
Istanbul Ground: 124.725  
Istanbul Ground: 124.925  
Istanbul Ground: 125.325  
Istanbul Ground: 126.300  
Istanbul Ground: 126.825  
Istanbul Ground: 122.600  
Istanbul Ground: 126.925  
Istanbul Ground: 129.625  
Istanbul Ground: 130.000  
Istanbul Ground: 130.200  
Istanbul Ground: 130.800 Secondary  
Istanbul Ground: 121.925  
Istanbul Ground: 121.875  
Istanbul Ground: 121.825  
Istanbul Ground: 132.075  
Istanbul Ground: 133.000 Secondary  
Istanbul Ground: 121.800  
Istanbul Ground: 121.775  
Istanbul Ground: 121.750  
Istanbul Ground: 121.725  
Istanbul Ground: 121.675  
Istanbul Clearance Delivery: 129.175  
Istanbul Clearance Delivery: 121.700  
Yesilkoy Approach: 133.225  
Yesilkoy Approach: 120.700  
Yesilkoy Approach: 120.500  
Yesilkoy Approach: 120.450  
Yesilkoy Approach: 120.125  
Yesilkoy Approach: 119.475  
Yesilkoy Approach: 133.075  
Yesilkoy Approach: 132.950  
Yesilkoy Approach: 132.775  
Yesilkoy Approach: 119.350  
Yesilkoy Approach: 118.950  
Yesilkoy Approach: 132.475  
Yesilkoy Approach: 121.100  
Yesilkoy Approach: 132.325  
Yesilkoy Approach: 132.050  
Yesilkoy Approach: 131.125  
Yesilkoy Approach: 130.300  
Yesilkoy Approach: 128.725  
Yesilkoy Approach: 127.825  
Yesilkoy Approach: 127.100  
Yesilkoy Approach: 126.425  
Yesilkoy Approach: 122.575  
Yesilkoy Approach: 122.475  
Yesilkoy Approach: 121.250  
Yesilkoy Radar: 118.950  
Yesilkoy Radar: 119.350  
Yesilkoy Radar: 119.475  
Yesilkoy Radar: 120.125  
Yesilkoy Radar: 133.225  
Yesilkoy Radar: 120.450  
Yesilkoy Radar: 120.500

Yesilkoy Radar: 120.700  
Yesilkoy Radar: 121.100  
Yesilkoy Radar: 121.250  
Yesilkoy Radar: 122.475  
Yesilkoy Radar: 122.575  
Yesilkoy Radar: 126.425  
Yesilkoy Radar: 127.100  
Yesilkoy Radar: 127.825  
Yesilkoy Radar: 128.725  
Yesilkoy Radar: 130.300  
Yesilkoy Radar: 131.125  
Yesilkoy Radar: 132.050  
Yesilkoy Radar: 132.325  
Yesilkoy Radar: 132.475  
Yesilkoy Radar: 132.775  
Yesilkoy Radar: 132.950  
Yesilkoy Radar: 133.075

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+ JEPPESEN

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## 1. GENERAL

### 1.1. ATIS

D-ATIS Arrival 126.350

D-ATIS Departure 128.850

### 1.2. NOISE ABATEMENT PROCEDURES

As Auxiliary Power Units (APUs) generate high levels of noise and significant emissions, precautions are taken from planning to operation phase to minimize the environmental noise impact of LTFM.

It is the responsibility of airlines and ACFT handling companies to ensure that APUs are used in a manner consistent with necessity and for the absolute minimum time necessary to meet the operational needs. All inbound ACFT must be connected to a 400 Hz Fixed Electric Ground Power (FEGP) power supply within 5 minutes of entry into the parking position during docking.

All outbound ACFT are allowed to start APU earliest 10 minutes before engine start.

In areas where supported by FEGP, the use of APU and Ground Power Units (GPUs) is prohibited in LTFM.

The use of the APU and GPU for airborne Passenger Boarding Bridges (PBB) are strictly prohibited.

In circumstances where use of APU are required, electrical equipment (where city electricity is used instead of on-site generated electricity) will be used, wherever possible, in order to provide power to ACFT in order to reduce or eliminate the need for APU use.

For departures any ACFT having compliance with the noise category ICAO Annex 16, chapter 3 and 4 shall apply NADP-2 whereas all other ACFT whose noise category are in compliance with ICAO Annex 16, chapter 2 shall only apply NADP-1.

Pilots shall apply NADP-1 or NADP-2 until passing 3000'.

### 1.3. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

#### 1.3.1. OPERATION OF MODE S TRANSPONDERS

Advanced Surface Movement Guidance and Control System (A-SMGCS) utilizing Mode S is in service.

Activation of the Mode S transponder means selecting XPNDR, (AUTO mode if available) or the equivalent (selection of the OFF or STDBY mode will NOT activate the mode S transponder). Flight crew should also set the ACFT identification before the transponder is activated, in accordance with the ICAO defined format.

##### Arrival

ACFT should continue maintaining assigned Mode A code until parking on the stand. Then, Mode A code 2000 shall be set before selecting OFF or STDBY mode.

##### Departure

ACFT should activate the Mode-S transponder and set the assigned Mode A code as soon as ATC clearance is received.

#### 1.3.2. OTHER INFORMATION

Flight crew shall perform the maneuver with the lowest possible thrust at the narrow parts of the apron where other parking positions affected.

Illuminated Red Stop-Bars mean "STOP". ACFT will cross Red Stop-Bars only when ATC gives permission to proceed and Stop-Bar lights are switched off.

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## 1. GENERAL

### 1.4. RWY OPERATIONS

#### 1.4.1. GENERAL

Unless otherwise authorized by ATS authority, RWYs 16L/34R and 17R/35L will not be used for landing purposes.

To optimize RWY utilization, during parallel landing take-off operation, unless otherwise specified by ATC:

- RWY 17L/35R will not be used for departure;
- RWYs 16R/34L (or 16L/34R) and 17R/35L departures will be directed to the RWYs via end-around TWY.

To optimize RWY utilization and comply with the Calculated Take-Off Time (CTOT), ATC unit can change the departure sequence.

In order to speed up departures, a parallel departure operation is implemented. In the event that the departures are concentrated on a single RWY, ATC may direct the take-off traffic to the other RWY. Pilots must be prepared to make the RWY change in order not to increase the duration of the RWY and to avoid any delay.

#### 1.4.2. MULTIPLE LINE-UP PROCEDURES

To optimize RWY utilization, line-up instructions may be issued by TWR to more than one ACFT at different points on the same RWY, provided that:

- Intersection take-off criteria is applied;
- Minimum visibility shall be more than 3000m;
- TWR shall continuously observe the multiple line-up positions and the relevant ACFT by visual reference;
- Pilot of the succeeding ACFT shall observe the preceding ACFT on the same RWY by visual reference;
- Pilots shall be advised of the position of any essential traffic information on the same RWY;
- ACFT involved in multiple line-ups on the same RWY shall be on the same radio frequency;
- Pilots instructed to line-up shall read-back, the RWY designator, the name of the intersection (if applicable) and the number in the departure sequence;
- Wake turbulence separation is applied;
- ACFT concerned shall be identified on the A-SMGCS.

**Phraseology to be used:**

**ATC:** LINE UP AND WAIT RWY 35L, INTERSECTION B2, NUMBER 2 FOR DEPARTURE. NUMBER ONE IS B737 DEPARTING FROM B4A.

**A/C:** LINE UP AND WAIT RWY 35L, INTERSECTION B2, NUMBER 2.

#### 1.4.3. RWY-IN-USE

The term "RWY-in-use" is used to indicate the RWY that, at a particular time, is considered by ATC to be the most suitable for use by the types of ACFT expected to land or take off.

Accepting a RWY stated by ATC for landing or take-off is a pilot's decision. If the pilot-in-command considers the RWY-in-use not usable for reasons of safety or performance, he shall request permission to use another RWY. This request will be met by ATC at an appropriate time. In such cases, ACFT may be subject to a long delay. ATC unit shall notify the pilot in the event that delays exceed 30 minutes.

#### 1.4.4. PREFERENTIAL RWY SYSTEM OPERATIONS

The term "Preferential RWY System" (PRS) shall be used to indicate the RWY that, at a particular time, is considered by the ATC unit to be the most suitable for use by the ACFT expected to land at or take-off from the aerodrome, by taking into consideration ACFT performance, surface wind speed and its components. PRS operations contribute to the optimum use of airspace and aerodrome capacity.

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## 1. GENERAL

In the PRS operations, the following wind criteria depending on the RWY surface condition shall be applied:

RWY Condition Code (RWYCC)	Tail Wind Component (MAX)
RWYCC 6/6/6	10 KT (incl)
When RWYCC is reported at least 5 for any each RWY third	5 KT (incl)

The PRS will not be available under the following circumstances:

- The instrument approach/departure procedures available for the preferred RWY(s) are not convenient for landing and/or take-off operations under the existing meteorological conditions.
- When the preferred RWY(s) are dry (RWYCC 6/6/6), the tail wind component is greater than 10 KT.
- When RWYCC is reported at least 5 for any each the preferred RWY(s) third, the tail wind component is greater than 5 KT.
- When RWYCC is reported at least 5 for any each the preferred RWY(s) third, there is a NOTAM/equivalent information (which may be included in the RCR) stating that the RWY is slippery.
- RWYCC is reported 4 or less any each the preferred RWY(s) third.
- Meteorological conditions such as heavy rainfall, thunderstorm or wind-shear has been reported on the approach or climb path of the preferred RWYs.
- Low visibility operations are in progress.

ATIS announcement when PRS operations are in progress shall be: "Preferential RWY operations are in progress".

Pilots unable to comply with PRS operations shall notify the relevant ATC unit at the time of requesting start-up clearance, at the first contact or 20 minutes in advance of the ETA (which is earlier).

### 1.5. CAT II/III OPERATIONS

RWYs 16R, 34L, 17L, 35R, 18 and 36 approved for CAT II/III operations, subject to serviceability of the required facilities is suitable for CAT II and III operations by operators whose minima have been formally approved by relevant Civil Aviation Authority.

During CAT II and CAT III operations, RWYs 16L/34R and 17R/35L will not be used for landing and take-off.

For CAT II and CAT III operations, special aircrew and ACFT certification required.

During CAT II and CAT III operations, special ATC procedures (ATC Low Visibility Procedures) will be applied. Pilots will be informed when these procedures are in operation by ATIS or RTF.

#### Arriving ACFT

Advanced Surface Movement Guidance and Control System (A-SMGCS) is available and all RWY exits will be illuminated. Pilots should select the first convenient exit.

#### Departing ACFT

Advanced Surface Movement Guidance and Control System (A-SMGCS) is available and ATC will request departing ACFT to use the CAT II/III holding points.

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## 1. GENERAL

### 1.6. FLIGHT PROCEDURES

"Super" or "Heavy" turbulence category ACFT at first contact with each sector shall report: Call Sign + "SUPER" or "HEAVY" + ...

#### 1.6.1. SIMULTANEOUS INDEPENDENT PARALLEL APPROACHES/DEPARTURES

To optimize RWY utilization and increase air traffic efficiency, simultaneous independent parallel approaches are in progress daily (24 hours) and are subject to the availability of ILS approaches.

Simultaneous independent parallel departures are in progress daily (24 hours).

#### 1.6.2. PROCEDURES FOR SIMULTANEOUS INDEPENDENT PARALLEL APPROACHES

ATC will clear the ACFT to the ILS approach for the relevant RWY before the Initial Approach Fix (IAF). A sample of ATC instruction is stated below:

"(Call-sign) CLEARED FOR ILS APPROACH RWY..."

As soon as such an instruction is received, the ACFT shall completely follow the cleared ILS approach (including the P-RNAV TRANSITION) for the relevant RWY.

ACFT without P-RNAV approval (RNAV (GNSS)) may lose the sequence and be subject to a delaying action. The ACFT concerned will be radar vectored to final, or cleared/vectored to a point from where approach can be made.

#### 1.6.3. DEVIATION TOWARDS NTZ

When an ACFT is observed to have not established on the appropriate LOC course or deviated from its course towards the NTZ, monitoring controller will instruct the ACFT to return immediately to the correct LOC course with the following radiotelephony phraseology:

"YOU HAVE CROSSED THE LOCALIZER, TURN LEFT (or RIGHT) IMMEDIATELY AND RETURN TO THE LOCALIZER".

#### 1.6.4. BREAK-OUT MANEUVER

In the event that, an ACFT is observed to penetrate the NTZ, monitoring controller will instruct the ACFT on the adjacent LOC course to immediately turn and climb to the assigned heading and altitude by overriding the relevant Tower/Approach frequencies with the following radiotelephony phraseology:

"TURN LEFT (or RIGHT) HEADING (degrees) IMMEDIATELY TO AVOID TRAFFIC AND CLIMB TO (altitude)".

ATC will not give instructions for break-out maneuvers below 750' AMSL.

#### 1.6.5. RWY ASSIGNMENT

When the simultaneous independent parallel approaches/departures are in progress, appropriate use of RWYs is subject to ATC discretion in order to ensure safe and orderly flow of the traffic.

For tactical reasons and to increase air traffic efficiency, ATC may change the assigned landing RWY with the notification of the pilot prior to, clearing the ACFT to the relevant Initial Approach Fix (SADIK, IMREN, DIVDI or INSTA).

#### 1.6.6. PILOT NOTIFICATIONS TO OPERATIONS

Simultaneous independent parallel approaches/departures to the relevant RWYs will be broadcasted on ATIS during the active period like as:

- "Simultaneous independent parallel ILS approaches in progress on RWY 34L and RWY 35R"; or
- "Simultaneous independent parallel departures in progress".

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## 1. GENERAL

### 1.6.7. THE MANDATORY IMPLEMENTATION OF RNAV (GNSS) SIDS AND STARS

RNAV (GNSS) SID/STAR procedures are mandatory for P-RNAV approved ACFT equipped with PBN/D1-D2-O1-O2. Therefore, the P-RNAV approved ACFT arriving/departing to/from LTFM are required to flight plan or submit a Change Message (CHG) concerning the route section of their RPLs as described below.

1. GNSS based RNAV STARs for LTFM starts from the waypoint/fixes designated as RIXEN, ATPIX, ERSEN, SISPI, INBET, DRAMO, RILEX and AYTEK. These waypoints/fixes shall be the last element of the flight planned routes for the P-RNAV approved ACFT as illustrated below:

- A flight planned route for the arrivals to LTFM via AFYON VOR (KFK);

EXAMPLE: .... UB545 KFK M855 SISPI

2. GNSS based RNAV SIDs for LTFM ends at the waypoint/fixes, designated as MAKOL, OSMEV, ASMAP, RATVU, IVGUS, BARPE, VADE, TUDBU and IBLAX. These waypoints/fixes shall be the first element of the flight planned routes for the P-RNAV approved ACFT as illustrated below:

- A flight planned route for the departures from LTFM via OSMEV;

EXAMPLE: OSMEV T641 ....

The LTFM departures destined to LTBA or LTFJ are excepted from this mandatory implementation. The conventional procedures published on IST 1N & 1P DEPS (30-3W9) chart are available for these flights.

### 1.7. TAXI PROCEDURES

Wingtip clearance is under flight crew responsibility.

"Reduced engine taxi" not allowed during the RWY crossing.

### 1.8. OTHER INFORMATION

Flight crew should inform Ground Control if the ACFT livery differs from the ACFT callsign.

Birds.

All ACFT de-icing positions on De-icing 1, 2, 3, 4 and 5 Aprons to be used as penalty areas when needed.

Helicopter landing and take-off point is on TWY G2 at Southeast of the aerodrome (coordinates: N41 15.2 E028 45.3).

## 2. ARRIVAL

### 2.1. SPEED RESTRICTION

All speeds depicted on the STARs are applied for ATC separation purposes and mandatory. ACFT unable to conform to these speeds shall inform ATC and state what speeds to be used. The speed restrictions are to be flown as accurately as possible (accurate within 5 KT). ACFT are required to comply with the level and speed restrictions depicted on IAC.

### 2.2. POINT MERGE SYSTEM (PMS)

LTFM STARs are based on PMS. Each STAR contains segments forming a curved sequencing leg equidistant from the Merge Point (MP).

The sequencing legs of PMS vertically separated, with the one closer to the MP located above the one further away.

When descend clearance has been transmitted by ATC, ACFT have to reach a defined altitude and speed to fly the sequencing legs.

Merging to the next segment is then achieved by direct clearance to the MP.

PMS allows for efficient shortening or stretching of the ACFT arrival path depending on the traffic situation at hand.

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## 2. ARRIVAL

LTFM MPs that are at the same time designated as Initial Approach Fixes are SADIK, IMREN, DIVDI and INSTA.

Arriving ACFT established on the STAR may expect clearance direct to the relevant MP only when the traffic permits.

Succeeding ACFT will subsequently be cleared direct to the MP when sufficient spacing to preceding ACFT is obtained.

Hence, a precise sequencing can be achieved whilst the ACFT maintain own navigation (LNAV).

### 2.3. HOLDINGS AT ARRIVAL PHASE

In the event that delays on holdings at arrival phase exceed 20 minutes, ATC unit shall transmit EXPECTED APPROACH TIME to the ACFT concerned.

### 2.4. MINIMUM RWY OCCUPANCY TIME

Arrival ACFT at first contact with TWR shall report: "Call Sign + RWY".

Landing ACFT shall vacate the RWY as quickly as possible in order to ensure minimum RWY occupancy time and reduce go around due to an occupied RWY.

When RWY condition is dry, ACFT should vacate the RWY via rapid exits stated in the table below.

ACFT Category	Distance (m) from THR to Rapid Exit TWY											
	RWY 16R	RWY 17L	RWY 18	RWY 34L	RWY 35R	RWY 36						
Exit	Exit	Exit	Exit	Exit	Exit	Exit						
Medium	A6A	C7	G10	A7A	C8	G13						
	1785	2075	1845	1785	1785	1785						
Heavy	A6A	A5A	C7	C6	G10	G9A	A7A	A8A	C8	C9	G13	G14
	1785	2185	2075	2375	1845	2245	1785	2085	1785	2145	1785	2085

When deemed it is not possible/appropriate to use the rapid exit TWYs recommended in the table above by the pilot, due to flight safety requirements, the pilot shall inform TWR controller as soon as possible.

Unless otherwise instructed by ATC:

- Landing ACFT on RWY 17L, shall vacate the RWY to the LEFT, continue on TWY C and contact with Ground 3 on 122.6 MHz without waiting any instruction by TWR controller.
- Landing ACFT on RWY 35R, shall vacate the RWY to the RIGHT, continue on TWY C and contact with Ground 3 on 122.6 MHz without waiting any instruction by TWR controller.
- Landing ACFT on RWY 18, shall vacate the RWY to the RIGHT, continue on TWY G and contact with Ground 4 on 124.425 MHz without waiting any instruction by TWR controller.
- Landing ACFT on RWY 36, shall vacate the RWY to the LEFT, continue on TWY G and contact with Ground 4 on 124.425 MHz without waiting any instruction by TWR controller.
- Landing ACFT on RWY18/36, should not vacate the RWY via 90<sup>o</sup> turn G11 and G12 TWYs.
- Landing ACFT on RWY 16R/34L, shall cross RWY 16L/34R without waiting any instruction by TWR controller and contact with Ground 1 on 126.3 MHz.

ACFT vacating a RWY via rapid exit TWY has the priority at the intersection of the TWYs, over the ACFT taxiing on other TWYs. Therefore, pilots shall be cautious about this priority and unless otherwise instructed by ATC, shall give way to the ACFT vacating a RWY via one of the rapid exit TWYs.

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### 3. DEPARTURE

#### 3.1. ATC CLEARANCE PROCEDURES

Pilots of departing ACFT shall receive the ATC clearance via DCL system, unless otherwise specified by ATC.

If unable to receive ATC clearance via DCL, the flight crew shall contact with Clearance Delivery 121.700 MHz for ATC clearance and at first contact shall report; "Call Sign + Stand Position + Code confirming ATIS message received (e.g. Information A)". There may be delays while transmitting ATC clearances by radiotelephony.

#### 3.2. DE-ICING

Entrance to De-icing 1 Apron de-icing stands is from North side (as ACFT facing South). Entrance to De-icing 2, 3 and 4 Aprons de-icing stands is from South side (as ACFT facing North). Entrance to De-icing 5 Apron de-icing stands is from West side (as ACFT facing East). Entrance to any de-icing stand from opposite site is allowed only by ATC instructions and provided that a Follow-me vehicle is available.

#### 3.3. START-UP PROCEDURES

Flight crews, while requesting engine start-up clearance, should have completed their preparations for departure, according to the Calculated Take-off Time (CTOT) taking the average taxi time (16 minutes) into account. Otherwise ATC unit will not give push-back and start-up clearance.

Flight crews intending to start up at parking positions shall get clearance from the ATC unit.

Engine testing shall be performed at the Motor Test Apron. Prior to engine testing, ACFT shall contact Ground Control on frequency 126.3 MHz.

Cross bleed start request will not be accepted as it will cause delays in ground traffic and noise pollution. Only ACFT with APU failure can request cross bleed start, provided the necessary precautions are taken. This request will be met by ATC at an appropriate time. Delays expected to exceed 5 minutes will be notified to the pilot by ATC.

Flight crews intending to cross bleed start shall advise ATC unit before push-back as:

"Call sign + parking position + request cross bleed start".

ACFT engine shall not be start up in hangars, closed or semi closed areas.

ACFT engine shall not be start up while powered, or towed passenger steps or passenger boarding bridges are connected to the ACFT.

In order to prevent blocking TWY with a towed ACFT waiting for hangar doors to be opened, ACFT towing from open stands to closed hangars shall not commence unless hangar doors are opened before.

#### 3.4. PUSH-BACK PROCEDURES

Traffic with transponder off or not active will not be allowed for push-back.

Traffic cleared for push-back and start-up must start push-back within 1 minute at least. Otherwise ATC unit will give estimated start-up time.

It is forbidden to make power-back through using engines' reverse thrust.

ACFT shall push-back from the parking areas to the nearest TWY centerlines, unless otherwise specified by ATC.

ACFT relocation between stands or from stand to hangar is not allowed during LVO.

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17 MAR 23

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.Eff.23.Mar.

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### 3. DEPARTURE

#### 3.5. MINIMUM RWY OCCUPANCY TIME

To optimize the RWY utilization, flight crews shall complete all checklists prior to line-up clearance and be ready for immediate take-off. When ACFT is at the RWY holding point, pilots should commence line-up and take-off roll immediately after take-off clearance is issued by ATC.

When ACFT is already lined-up on RWY, pilots should commence take-off roll immediately after take-off clearance is issued by ATC. Pilots are expected to react take-off clearances within 10 seconds.

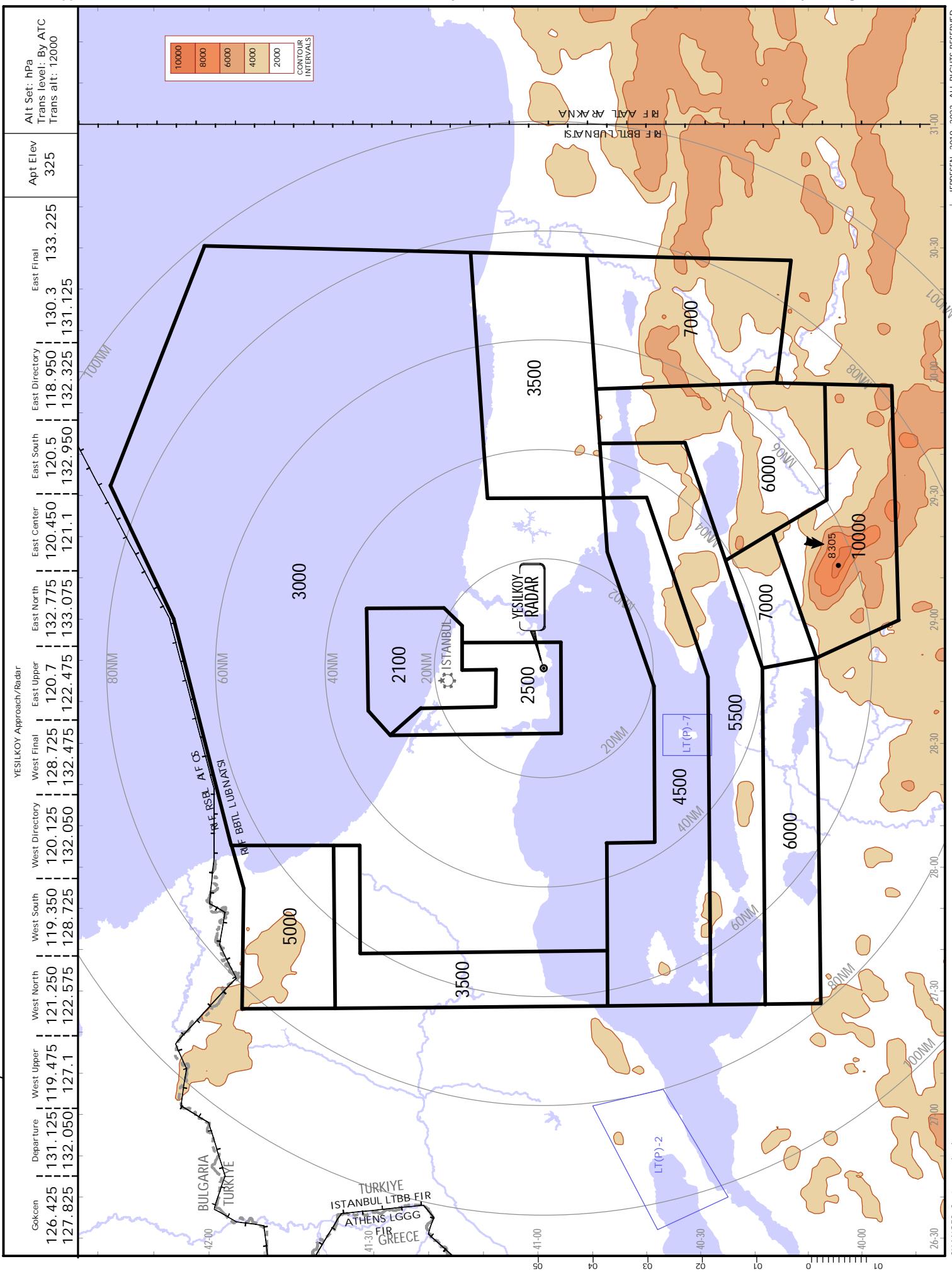
For departure ACFT, time-based wake turbulence separation minima are used in accordance with the ICAO WTG - Wake Turbulence Groups classification. Pilots must be ready for take-off in order not to increase RWY occupancy time and to avoid any delay.

The filling of the flight plan and the phraseology remain unchanged.

Pilots unable to comply with these requirements shall notify ATC before entering the RWY, otherwise ATC may instruct the ACFT to vacate the RWY and re-sequence in order to prevent excessive RWY occupation.

**İSTANBUL'U TÜRKİYE  
RADAR. MINIMUM ALTITUDES.**

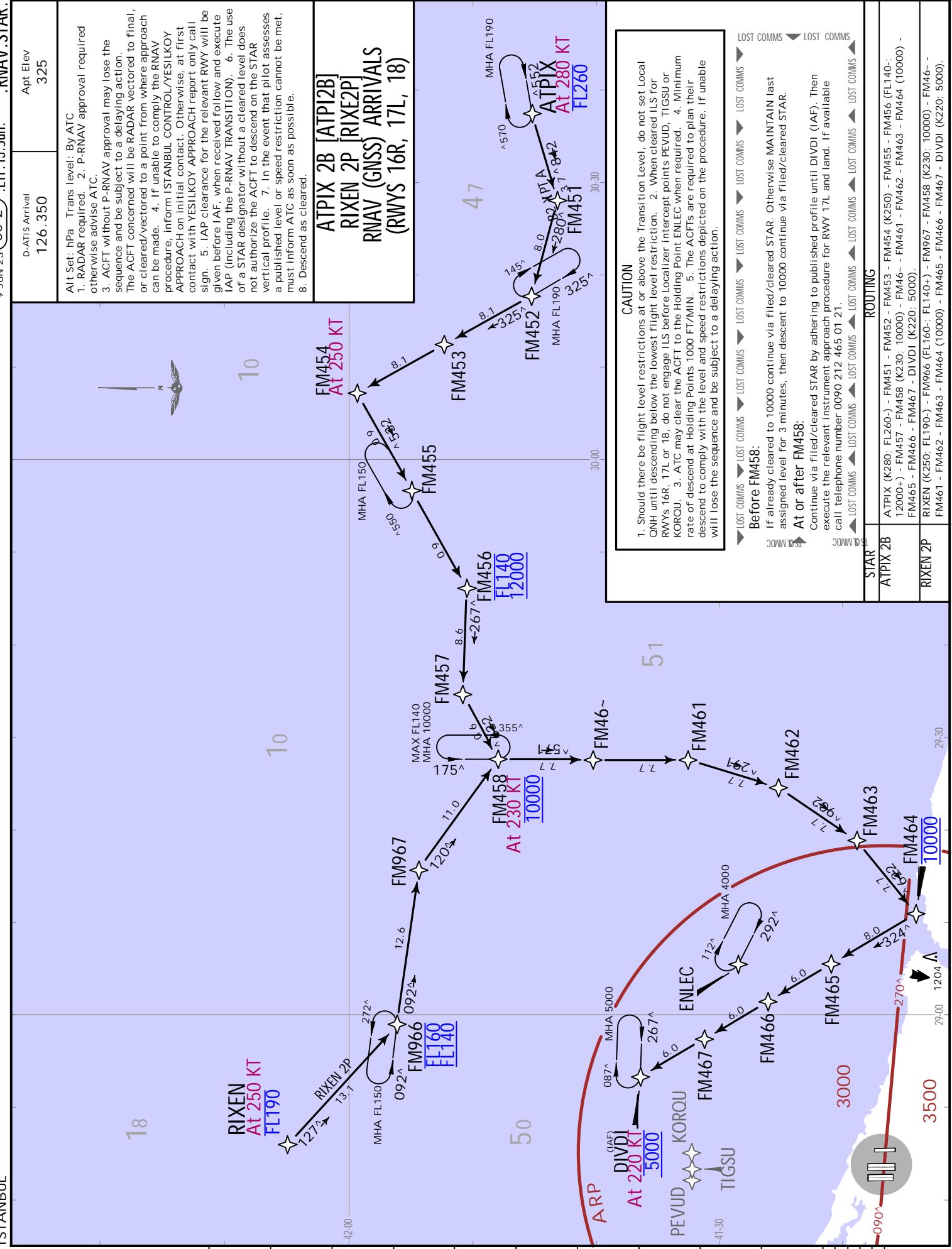
**JEPPESEN**  
MAY 23  
18 May  
30-1R

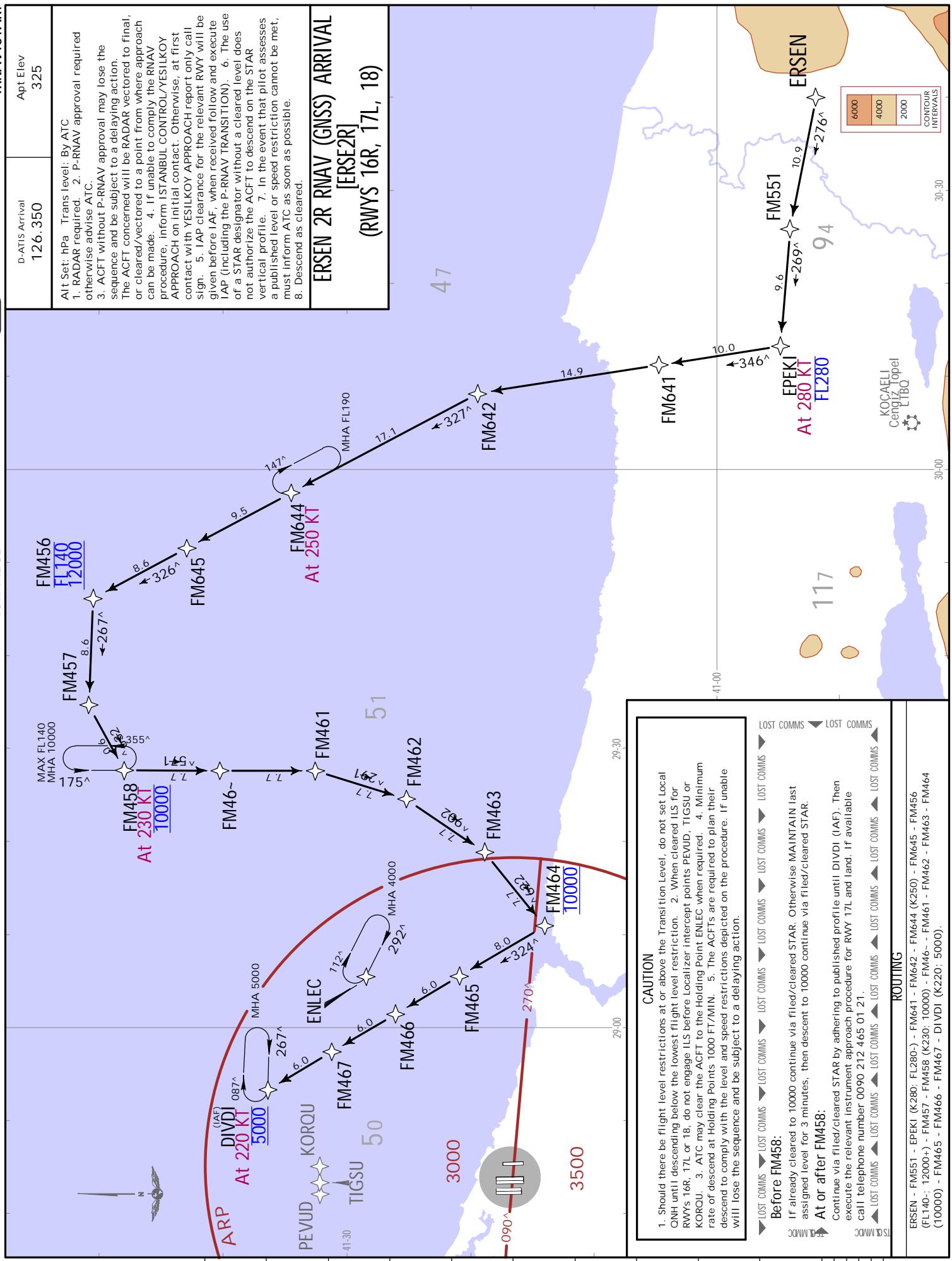


**JEPPESSEN İSTANBUL, TURKIYE**

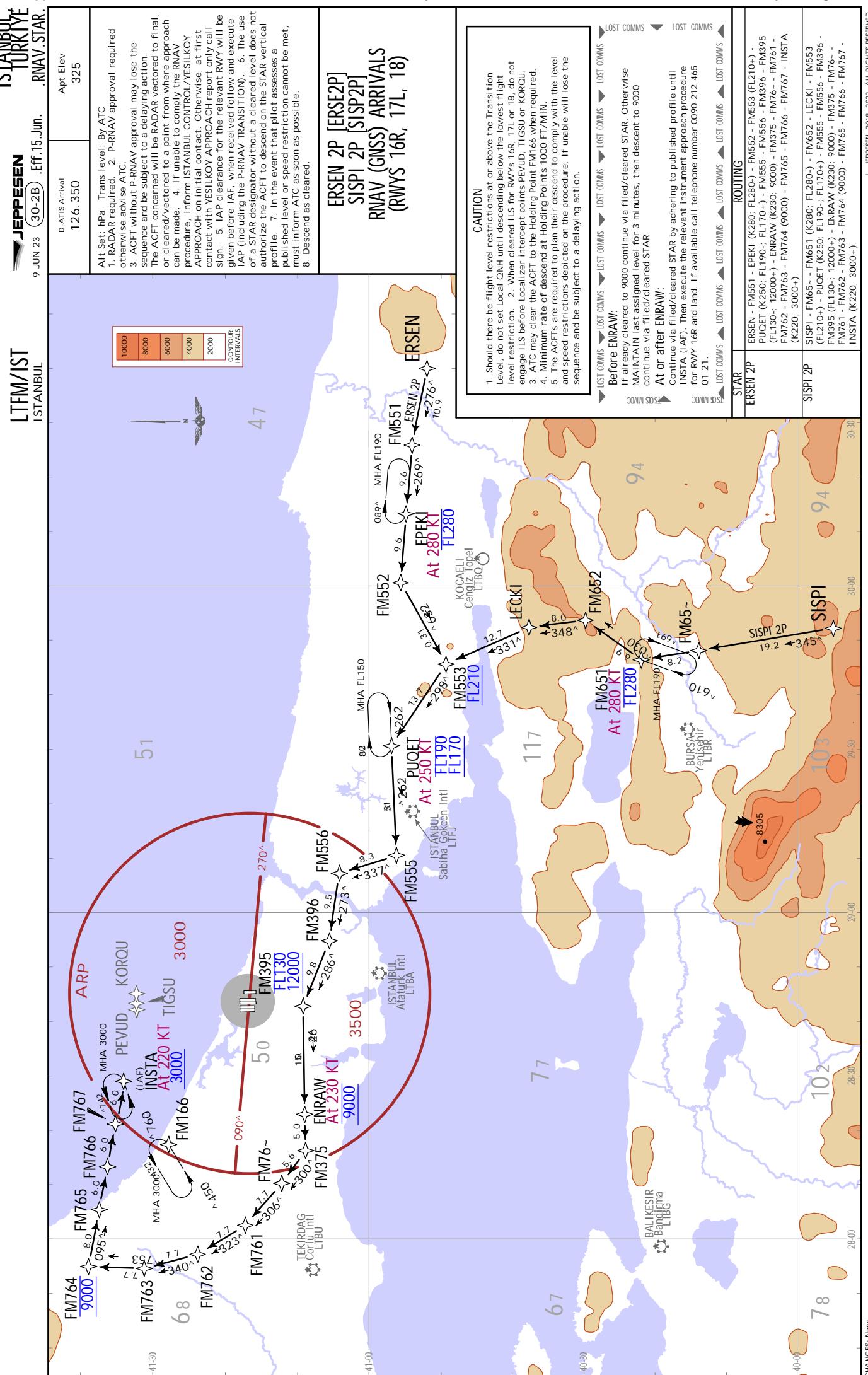
9 JUN 23 (30-2) .Eff. 15.Jun.

.RNAV STAR

**LTFM/İST  
İSTANBUL**

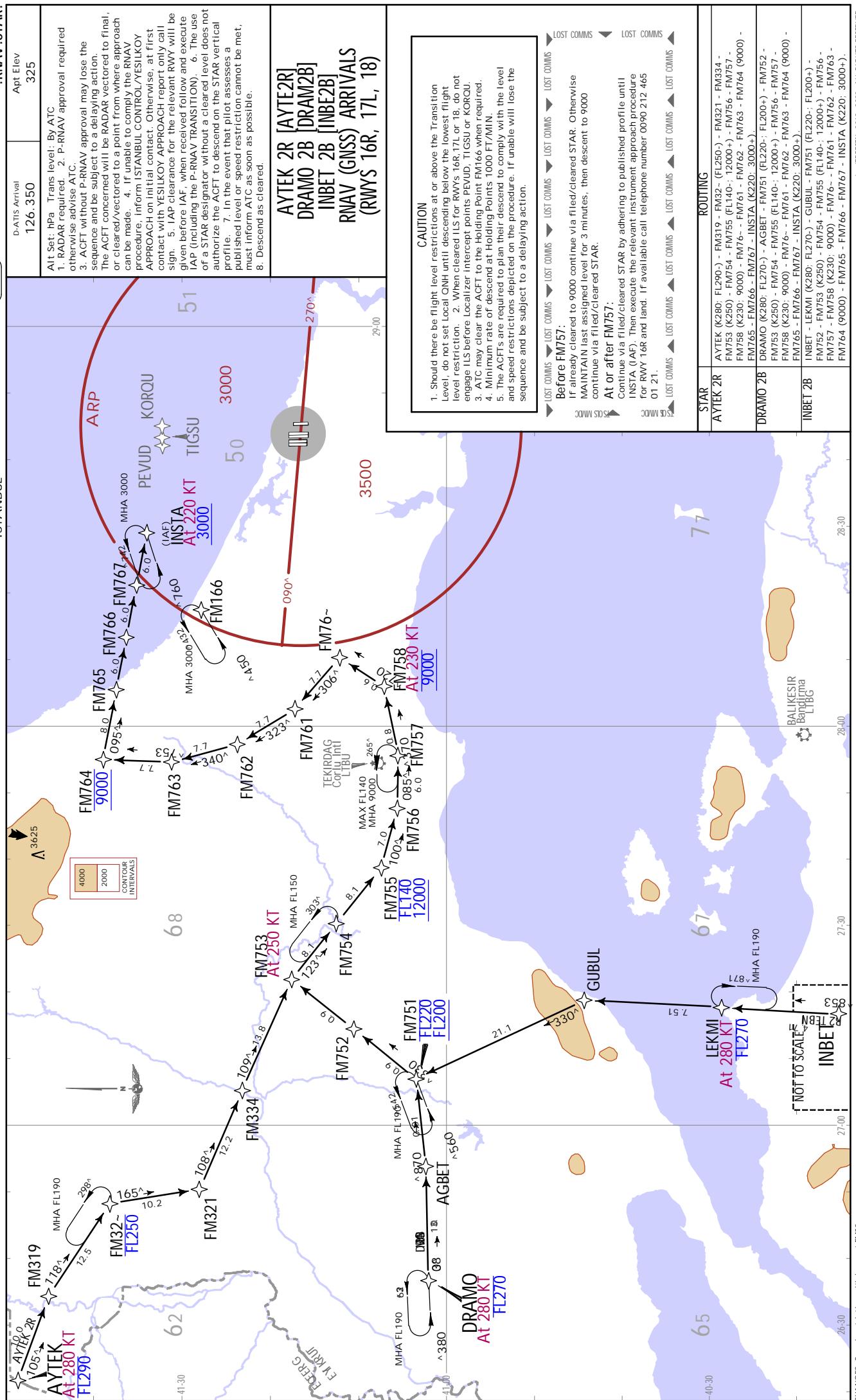






JEPPESEN

LTFM/IST  
ISTANBUL



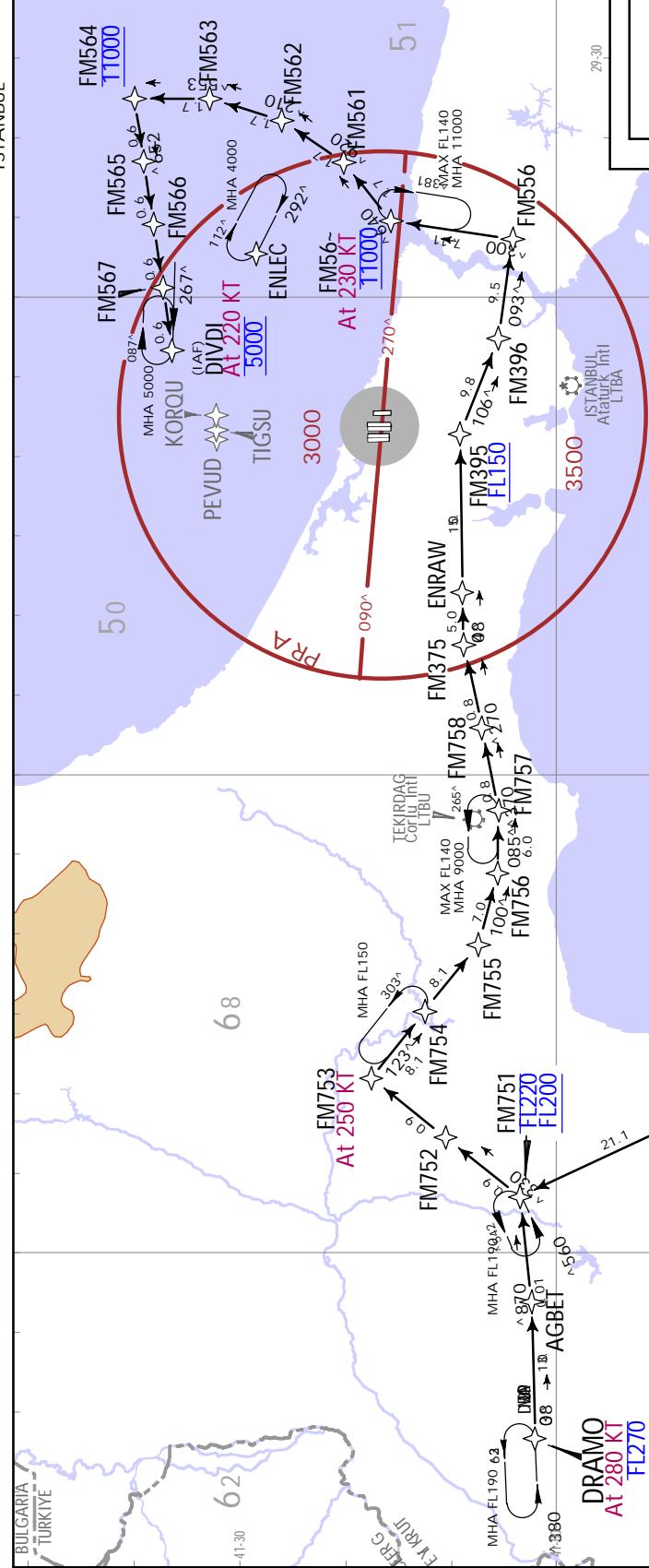
ISTANBUL  
TÜRKİYE

JEPPESEN

LTFM/IST  
ISTANBUL

12 MAY 23 (30-2D)	.Eff. 18 May.	.RNAV .STAR.
D-ATIS Arrival 126, 350	Apt Elev 325	

Alt Set: hPa Trans level: By ATC  
 1. RADAR required. 2. P-RNAV approval required otherwise advise ATC.  
 3. ACFT without PRNAV approval may lose the sequence and be subject to a delaying action.  
 The ACFT concerned will be RADAR vectored to final, or cleared/vectored to a point from where approach can be made. 4. If unable to comply the RNAV APPROACH on initial contact. Otherwise, at first contact with YESILKOVY APPROACH report only call sign. 5. IAP clearance for the relevant RWY will be given before IAF, when received follow and execute IAP (including the P-RNAV TRANSITION). 6. The use of a STAR designator without a cleared level does not authorize the ACFT to descend on the STAR vertical profile. 7. In the event that pilot assesses a published level or speed restriction cannot be met, must inform ATC as soon as possible.  
 8. Descend as cleared.













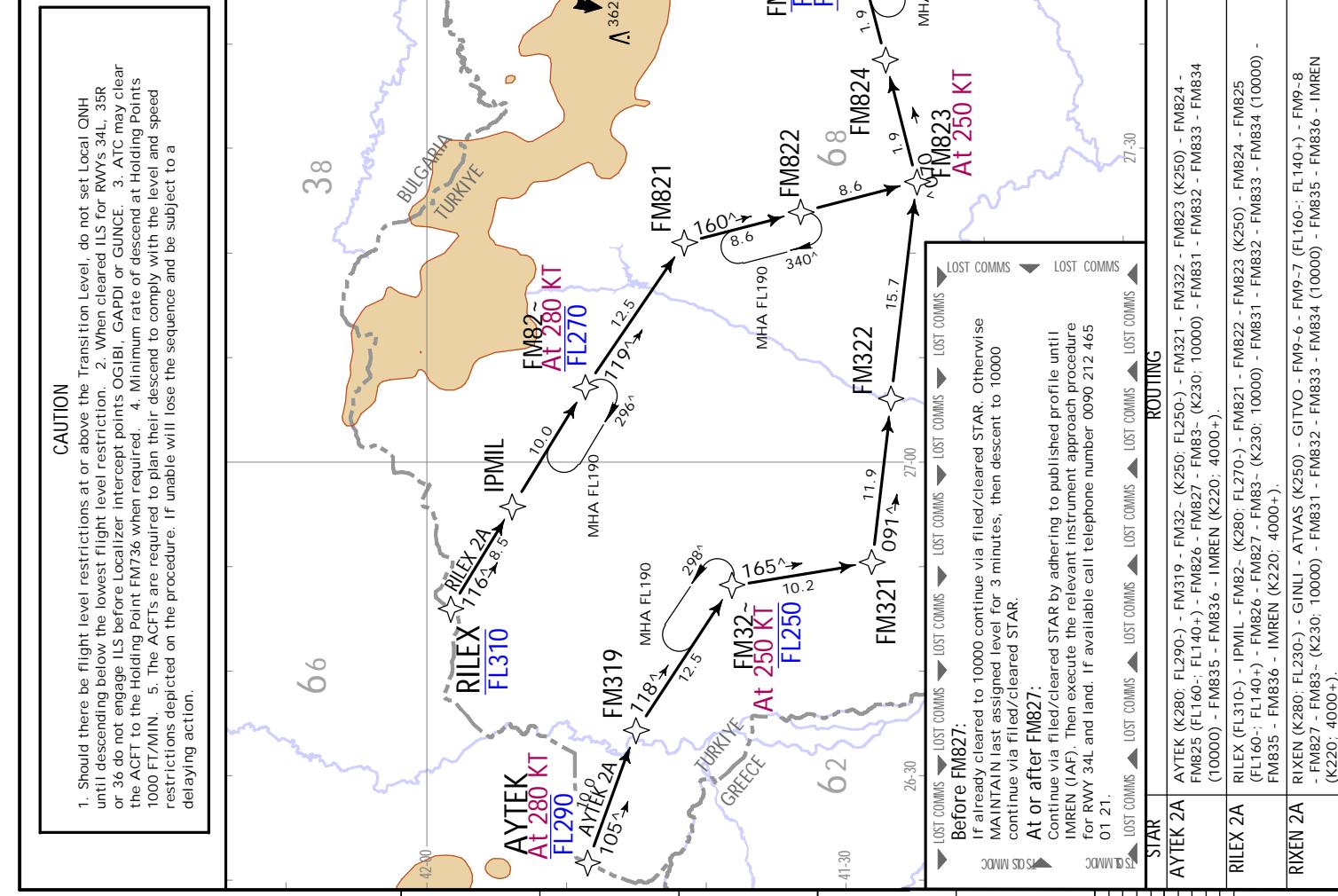
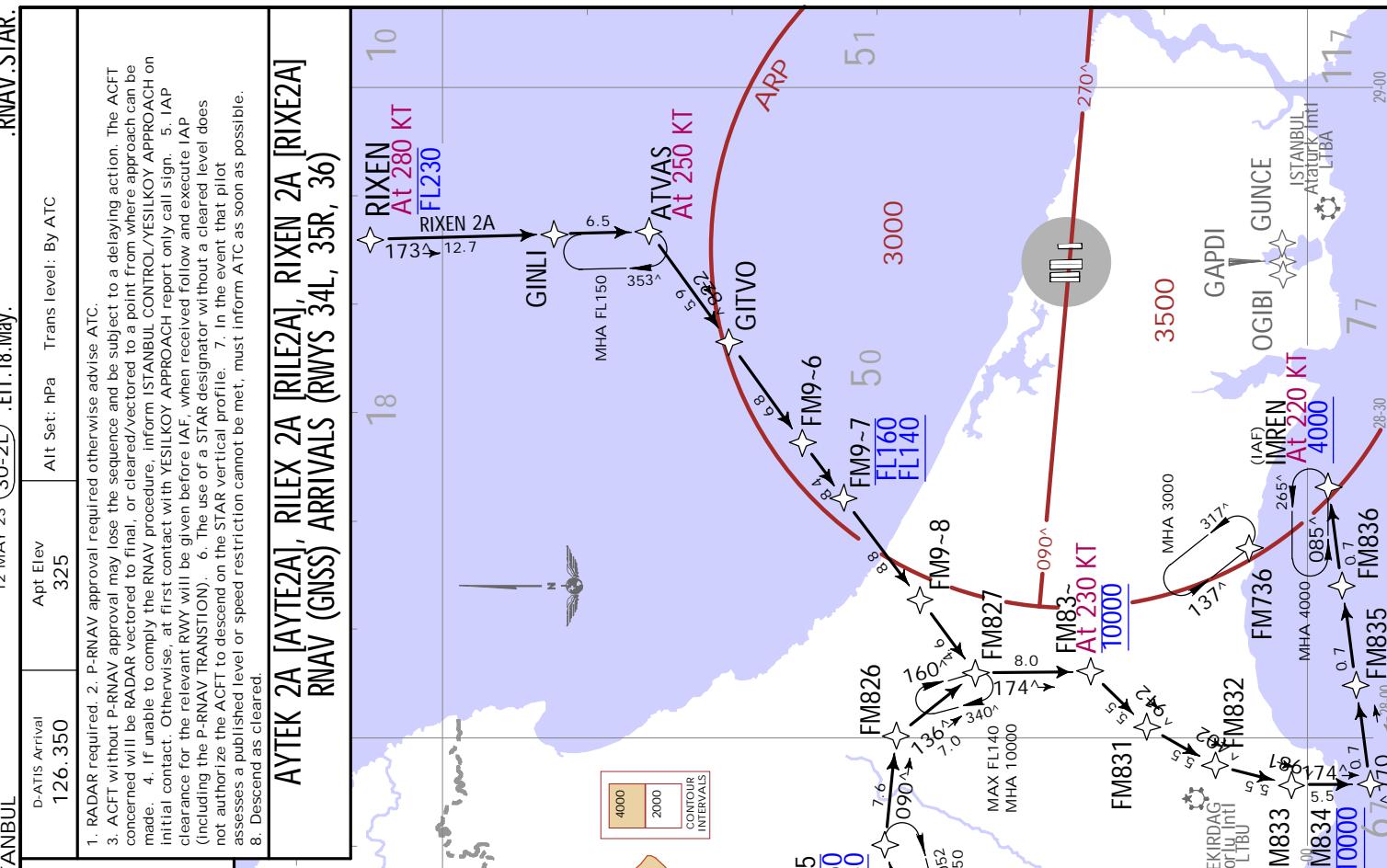


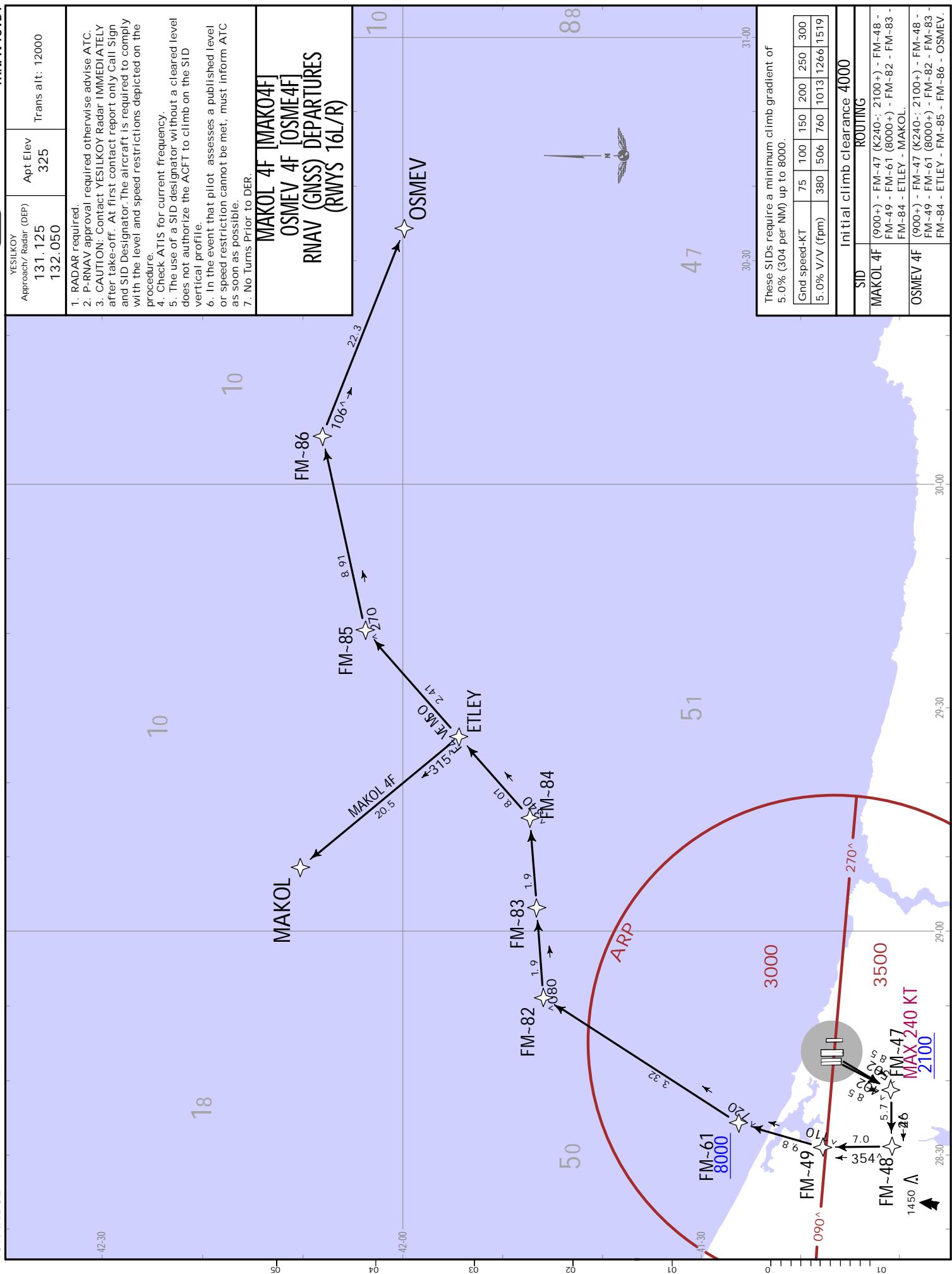
# LTFM/IST ISTANBUL

**JEPPESSEN**

12 MAY 23 (30-2L) .Eff.18.May.

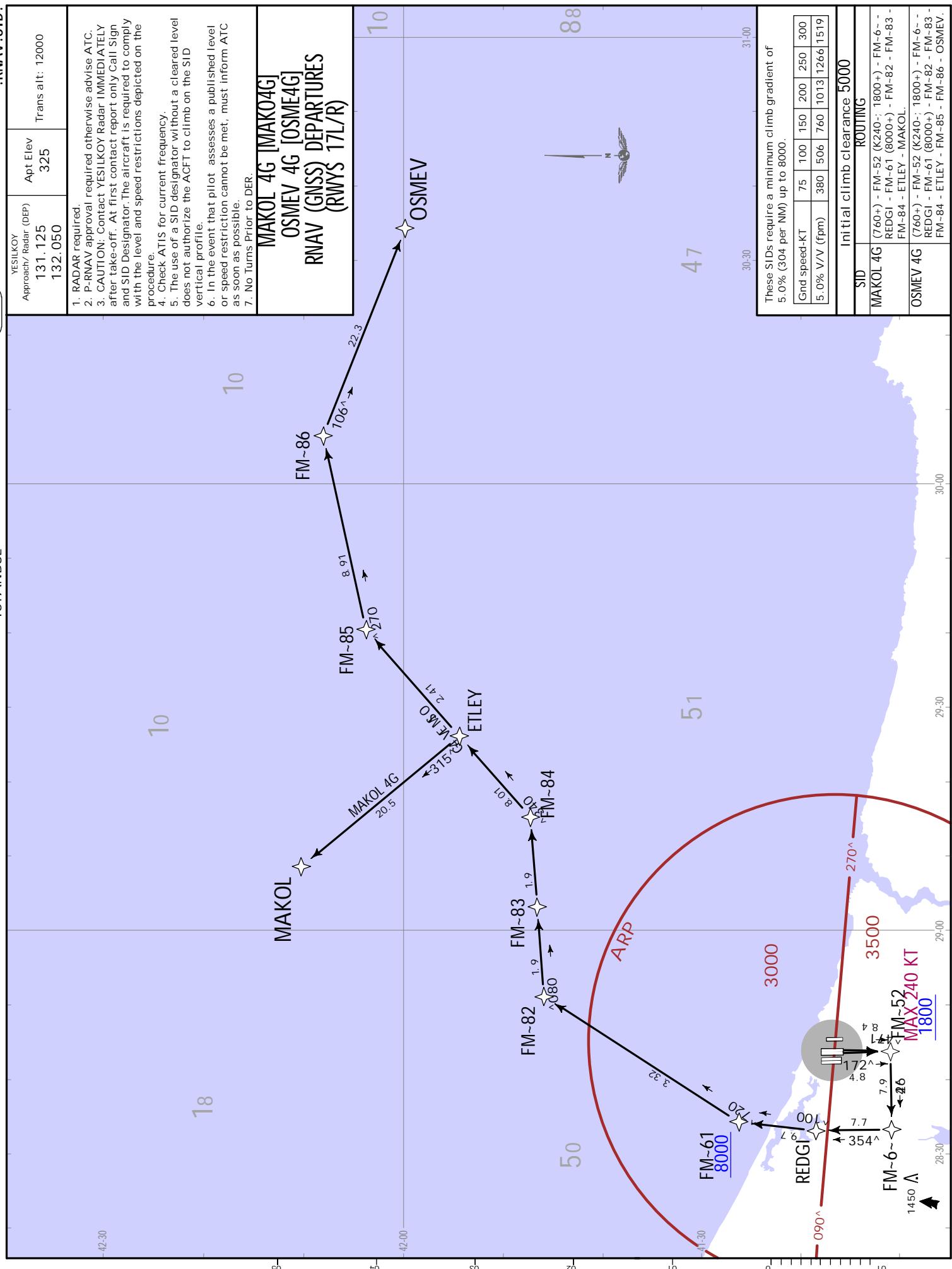
Printed from JeppView for Windows 5.3.0.0 on 22 Jun 2023; Terminal chart data cycle 13-2023; Notice: After 06 Jul 2023, 0000Z, this chart may no longer be valid

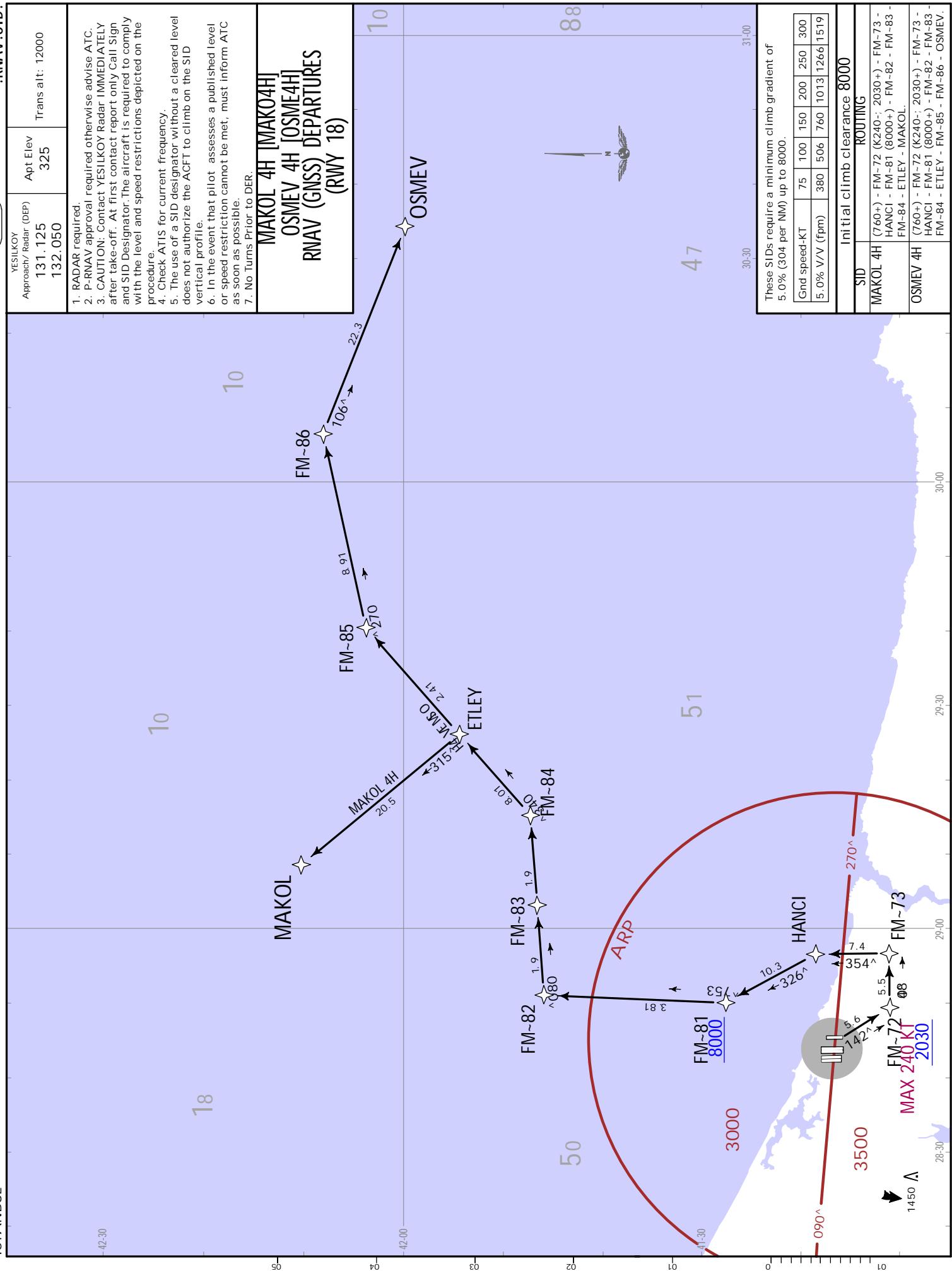


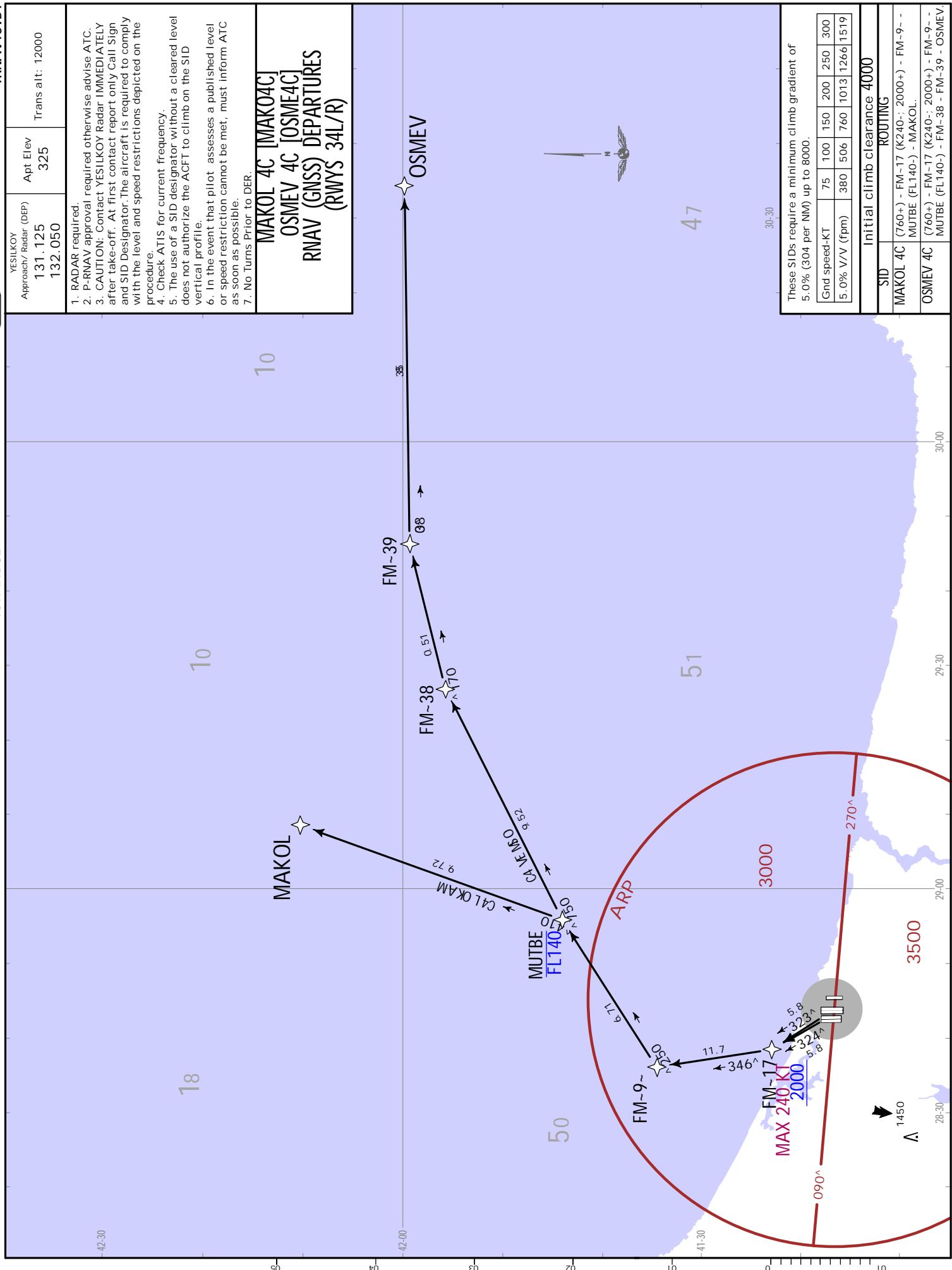


# LTFM/IST İSTANBUL

Printed from JeppView for Windows 5.3.0.0 on 22 Jun 2023; Terminal chart data cycle 13-2023; Notice: After 06 Jul 2023, 0000Z, this chart may no longer be valid

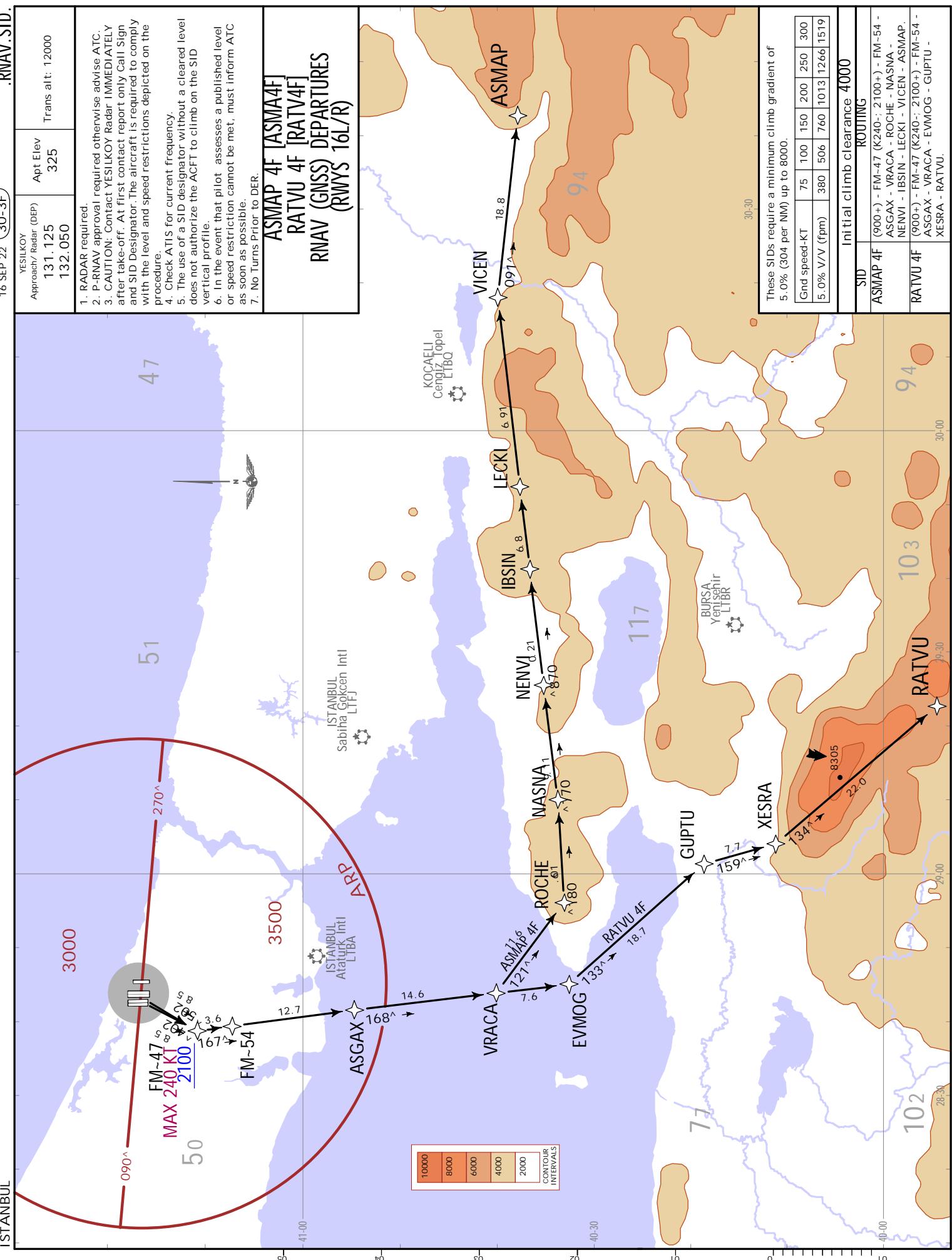


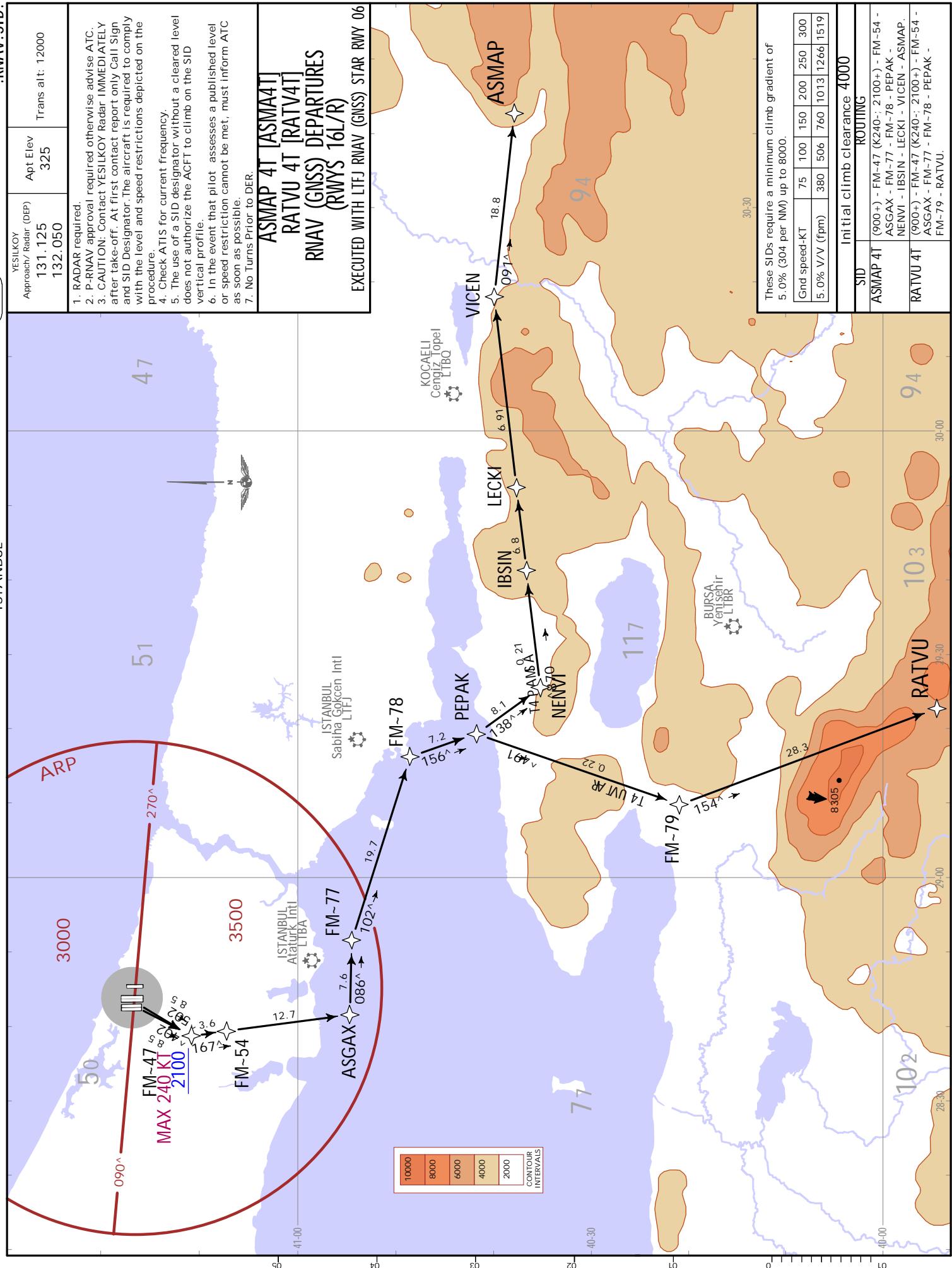


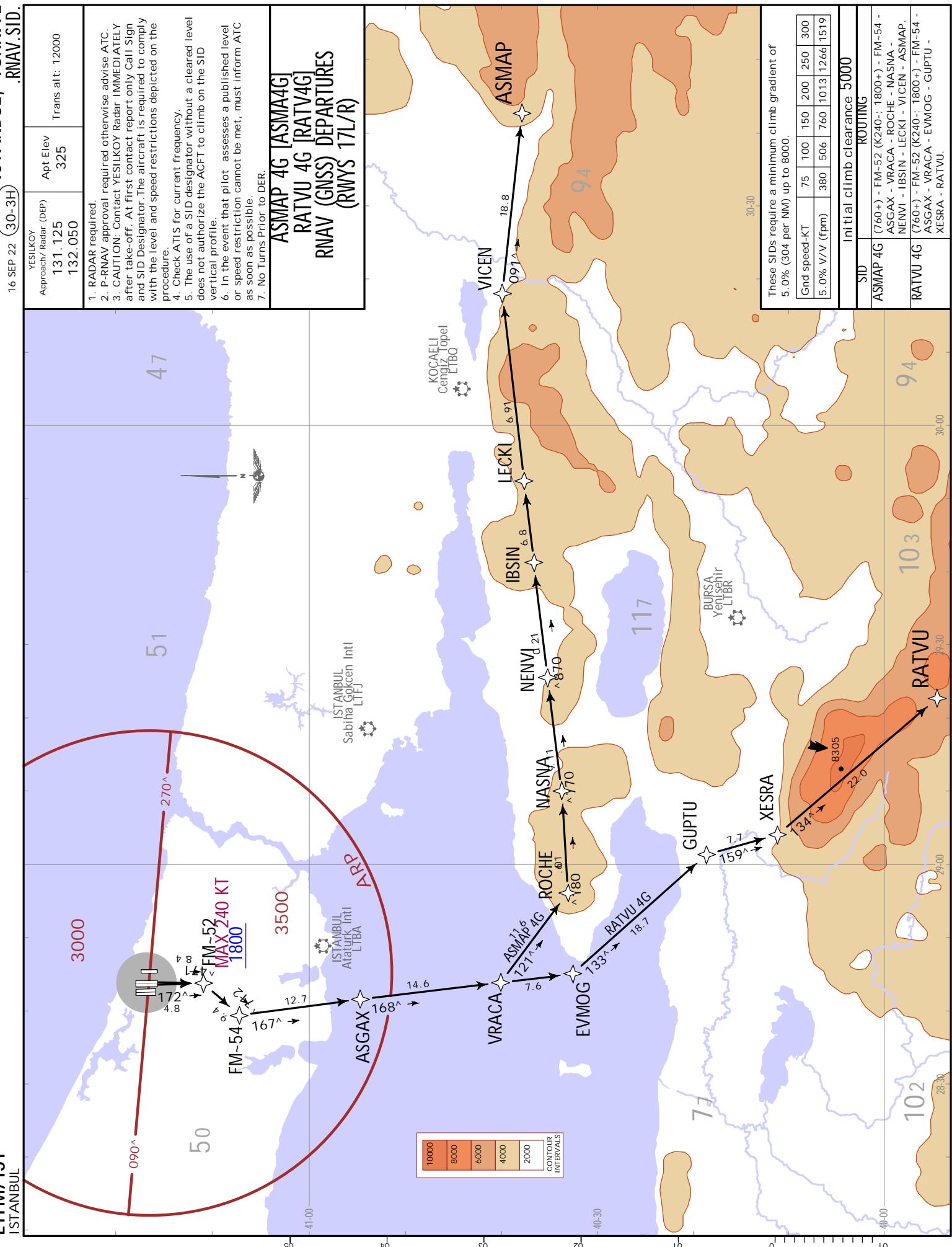


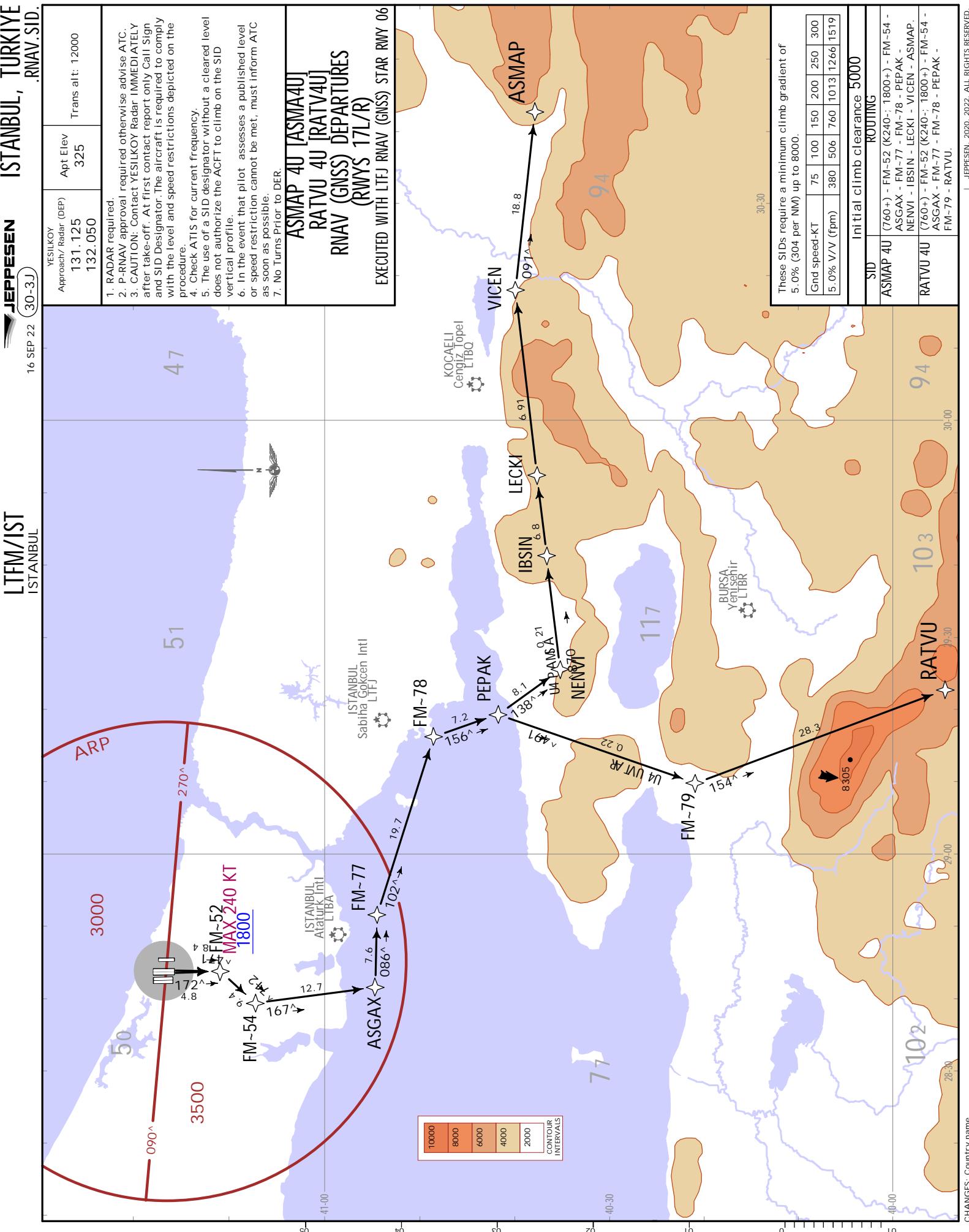


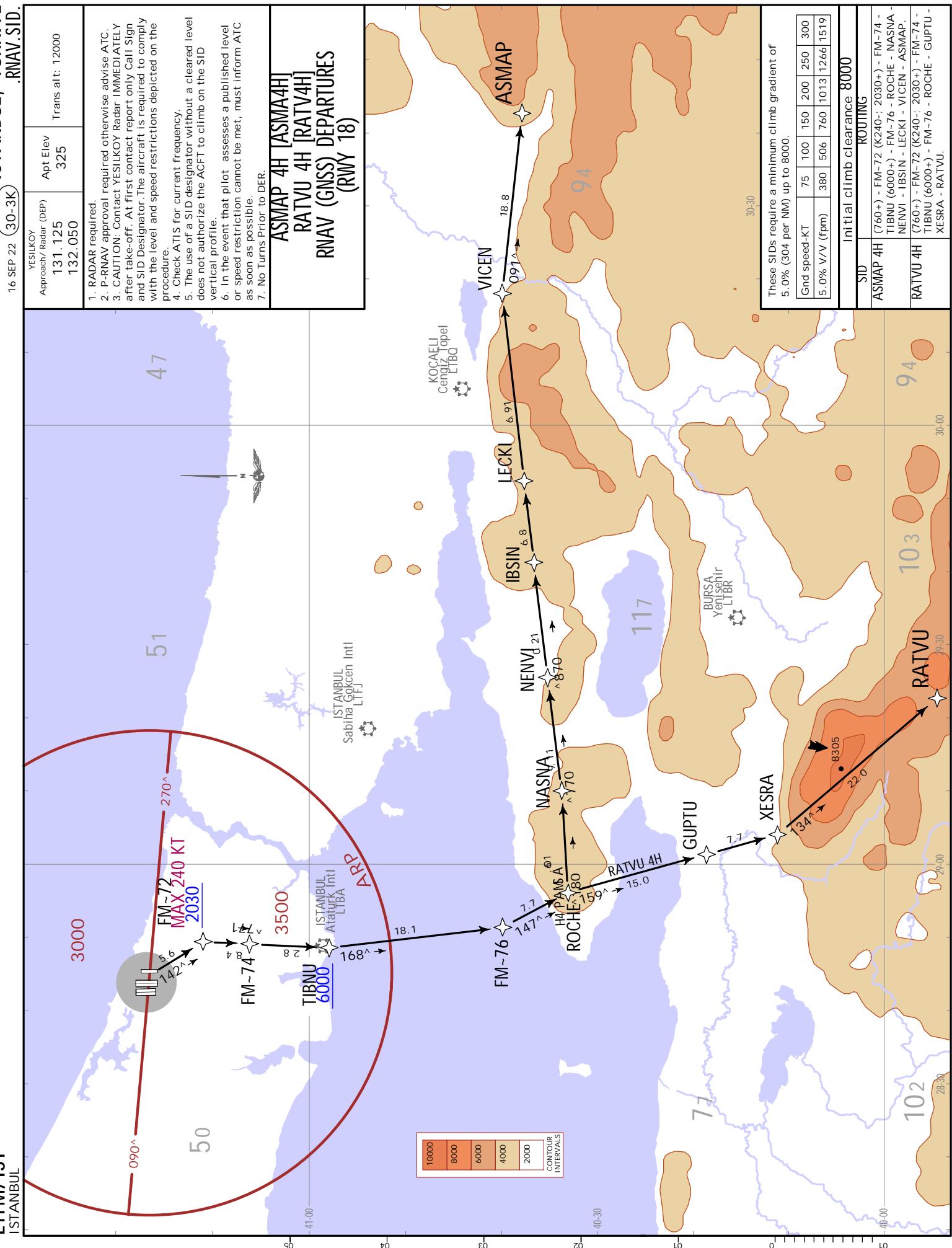


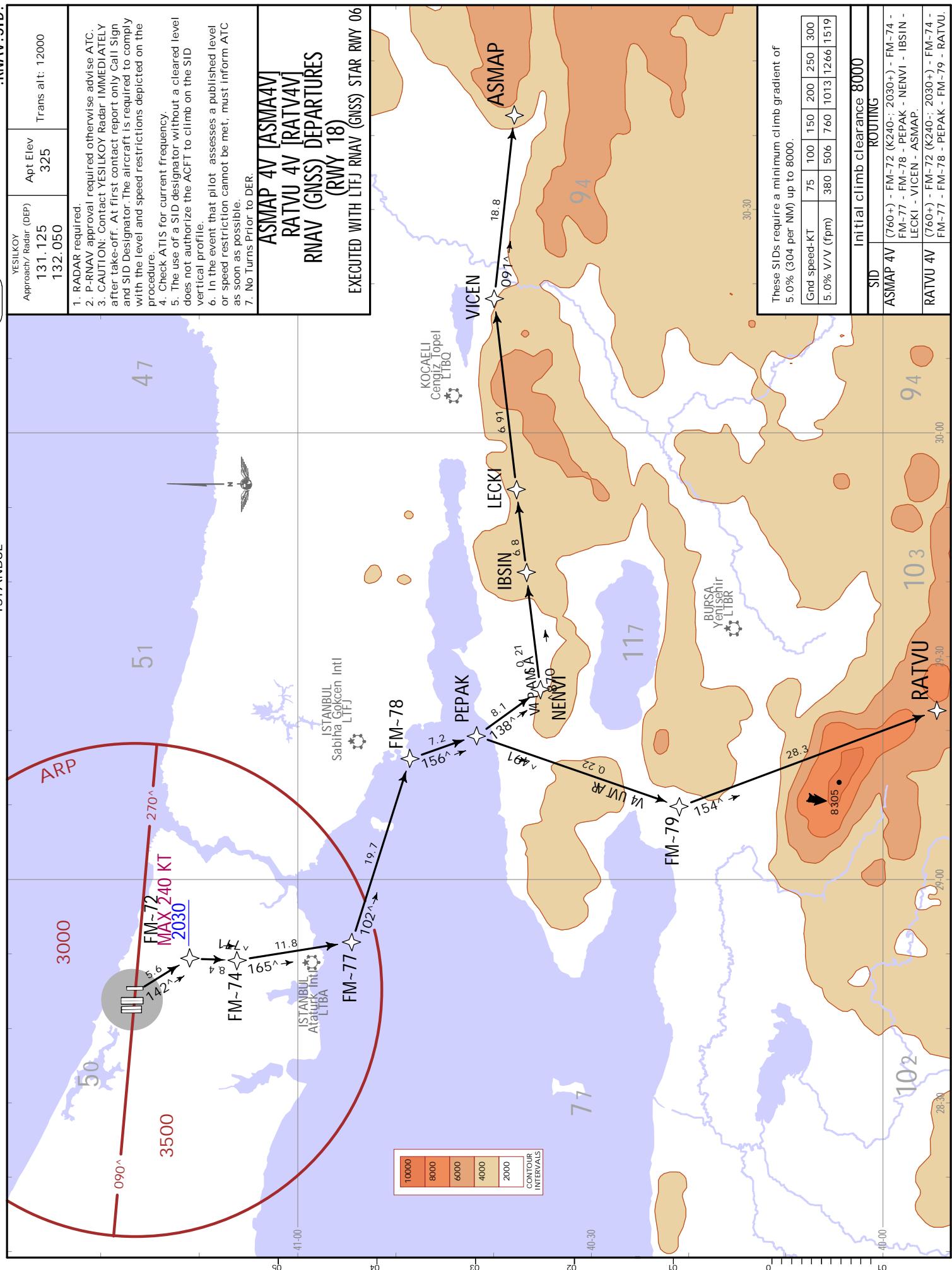


**JEPPESSEN****LTFM/IST  
ISTANBUL**

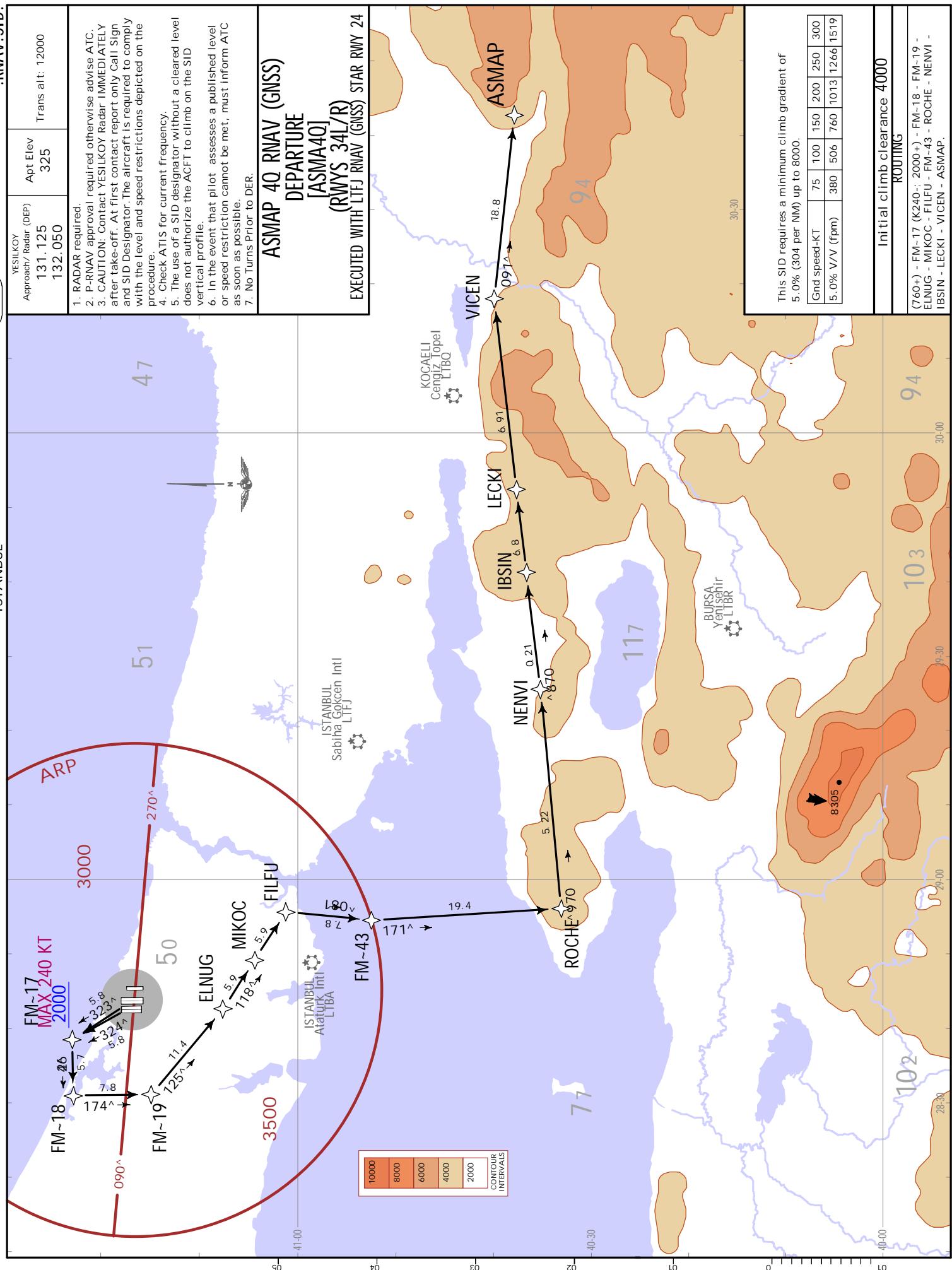


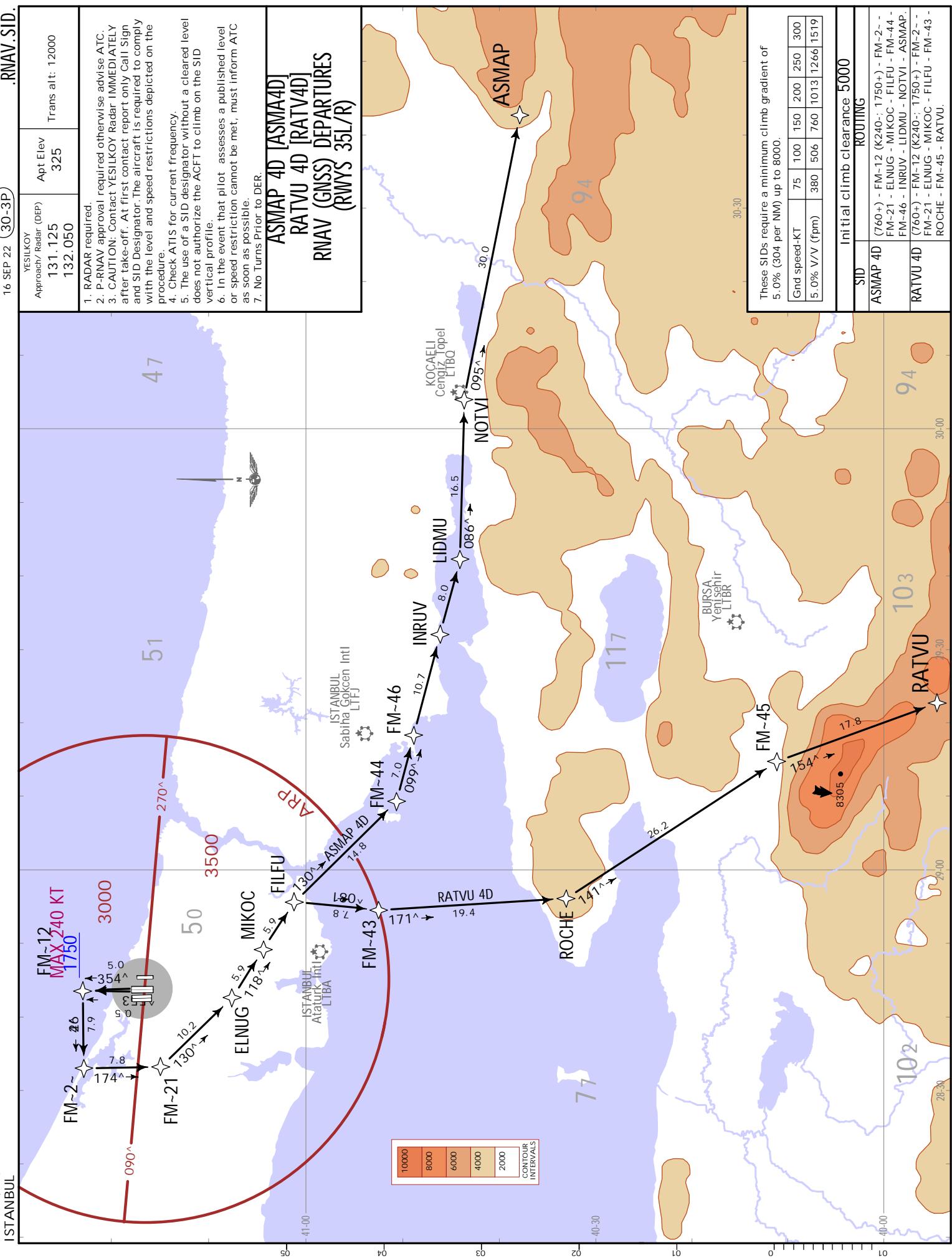


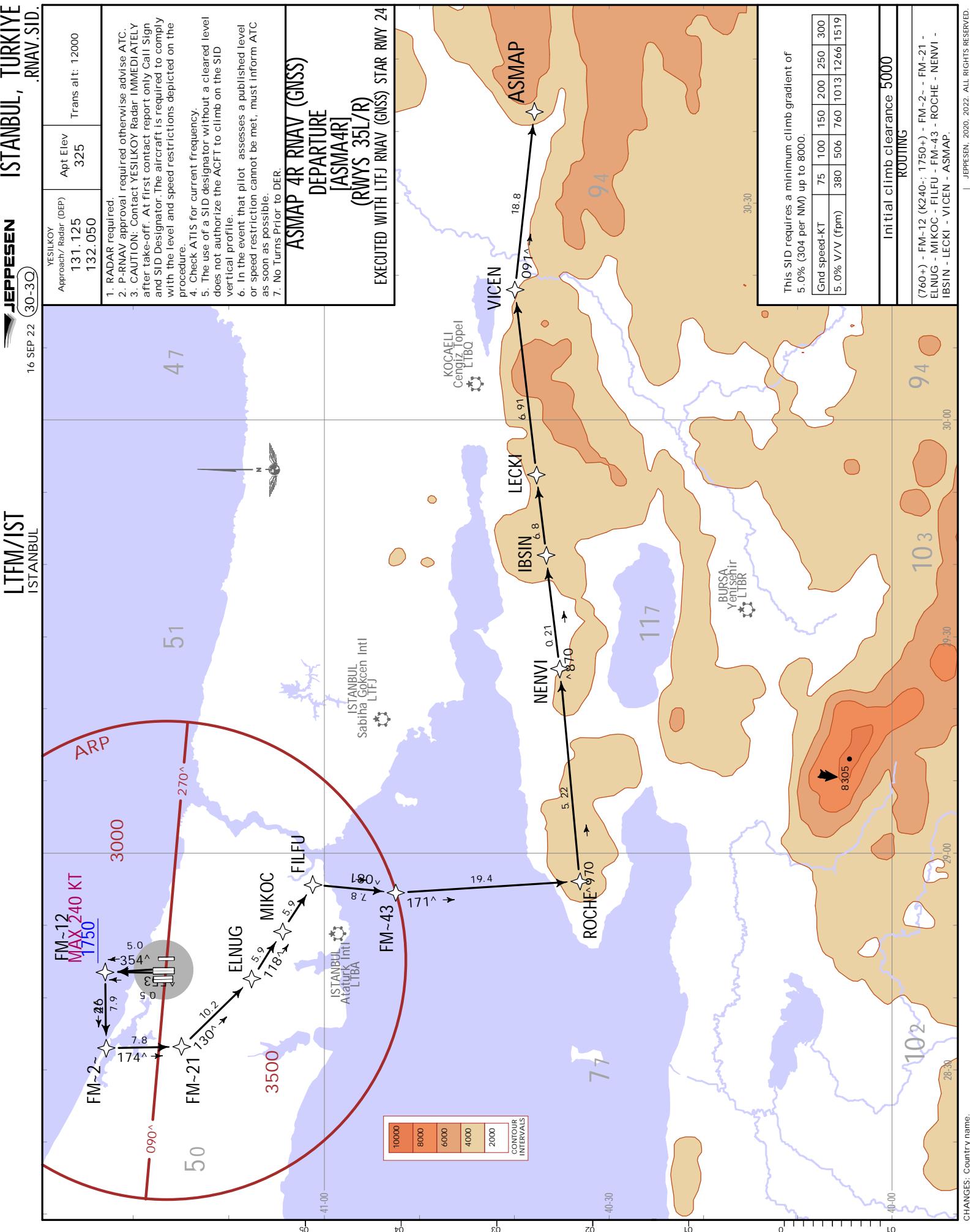




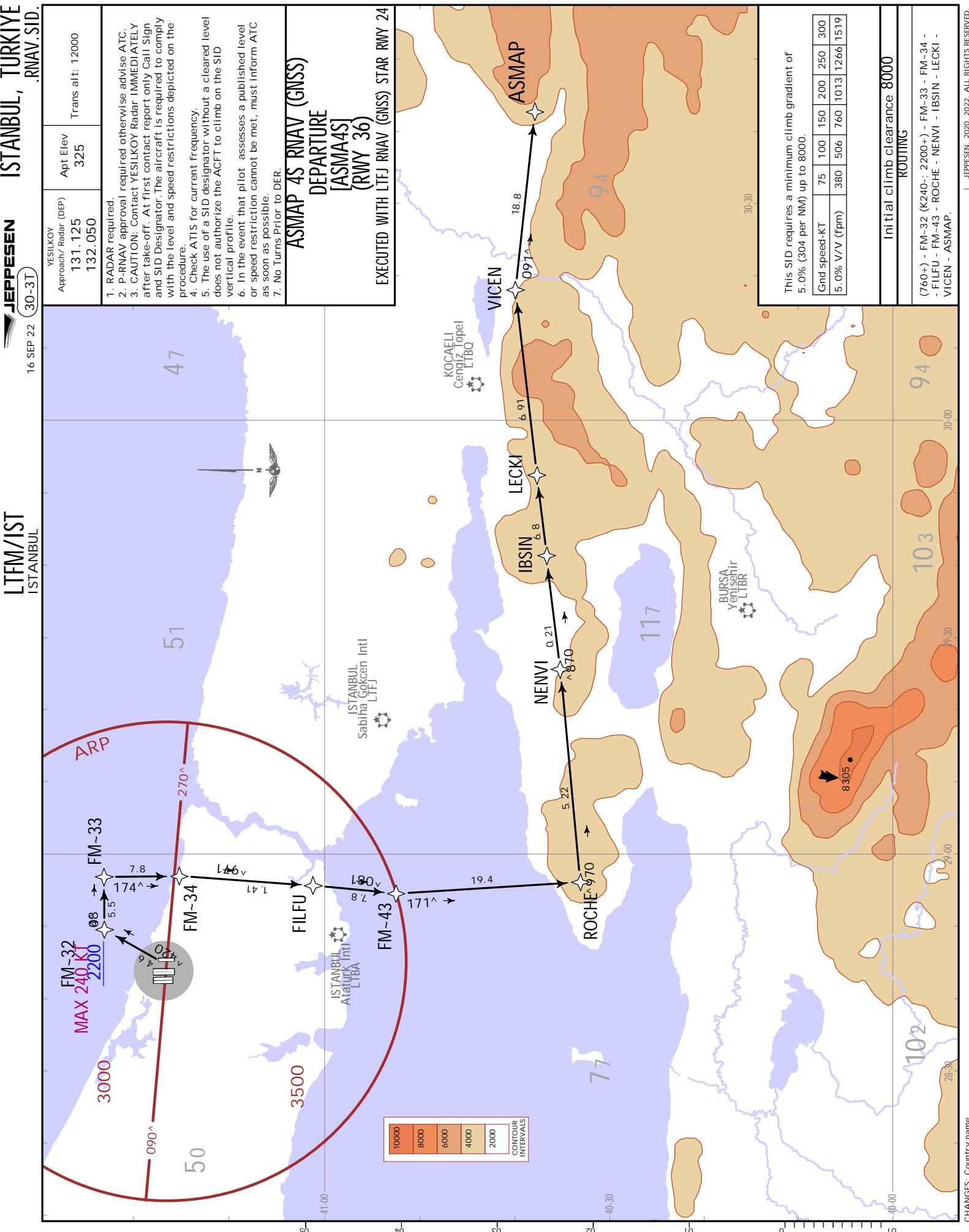


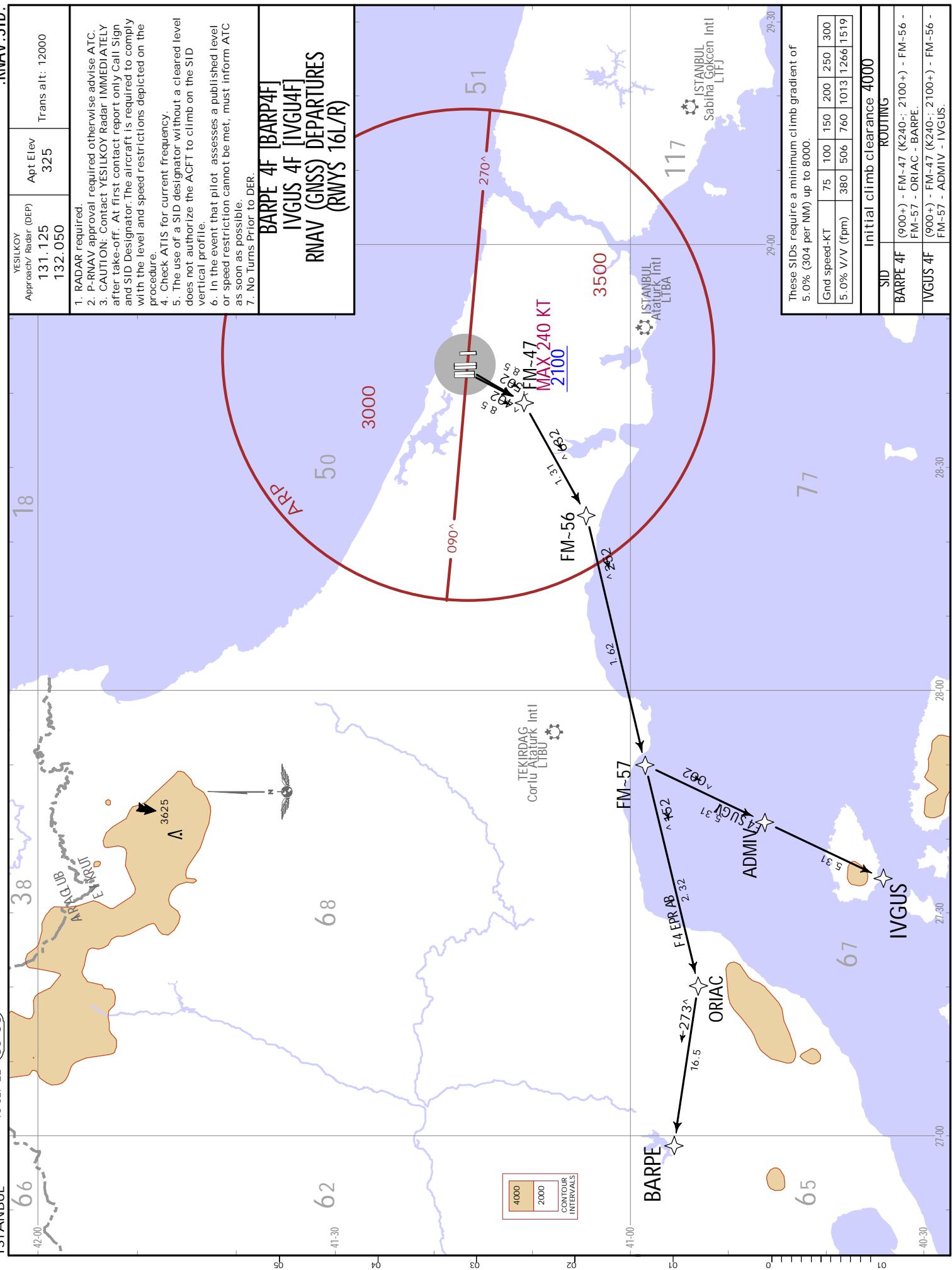
**JEPPESSEN****LTFM/IST  
ISTANBUL**

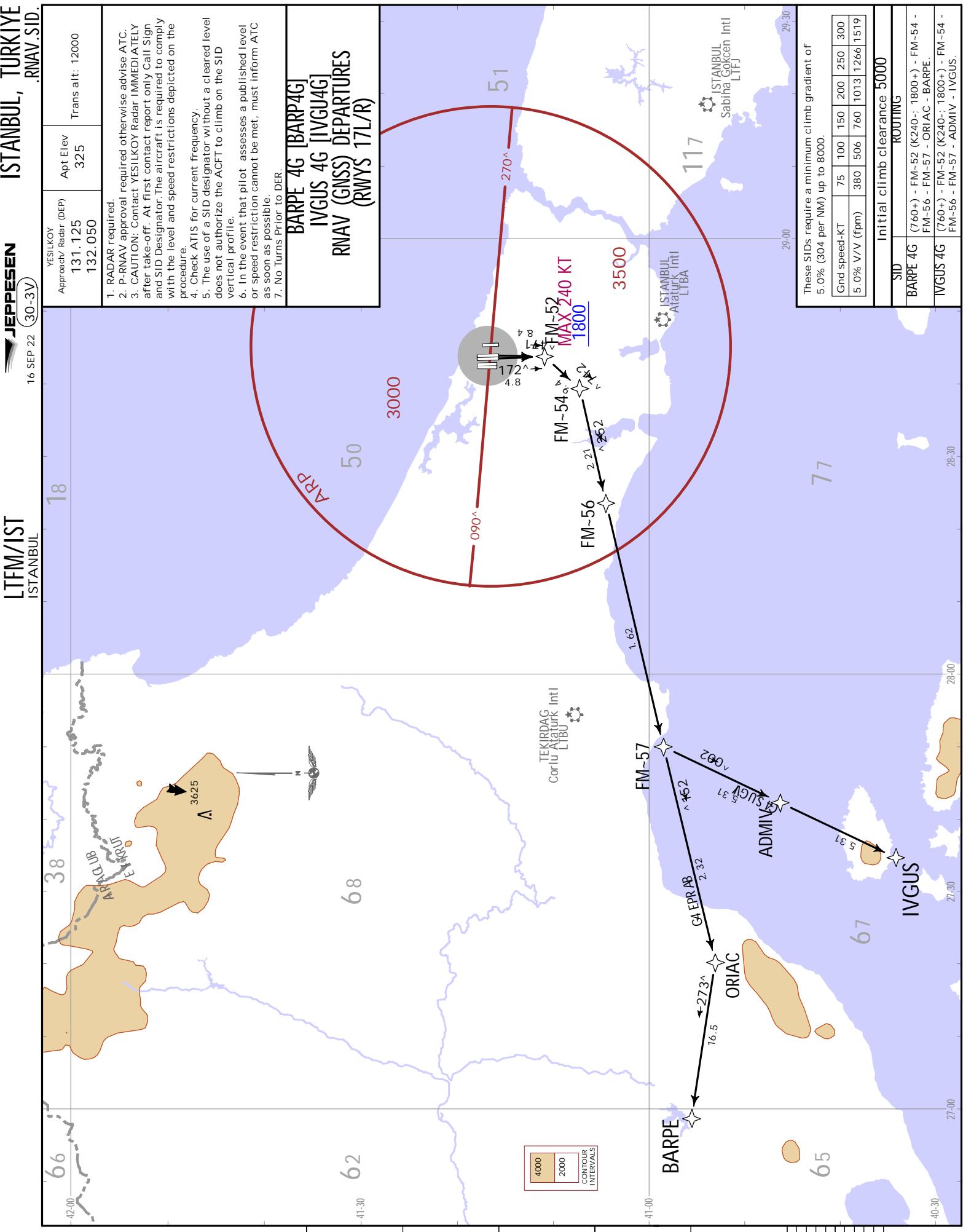


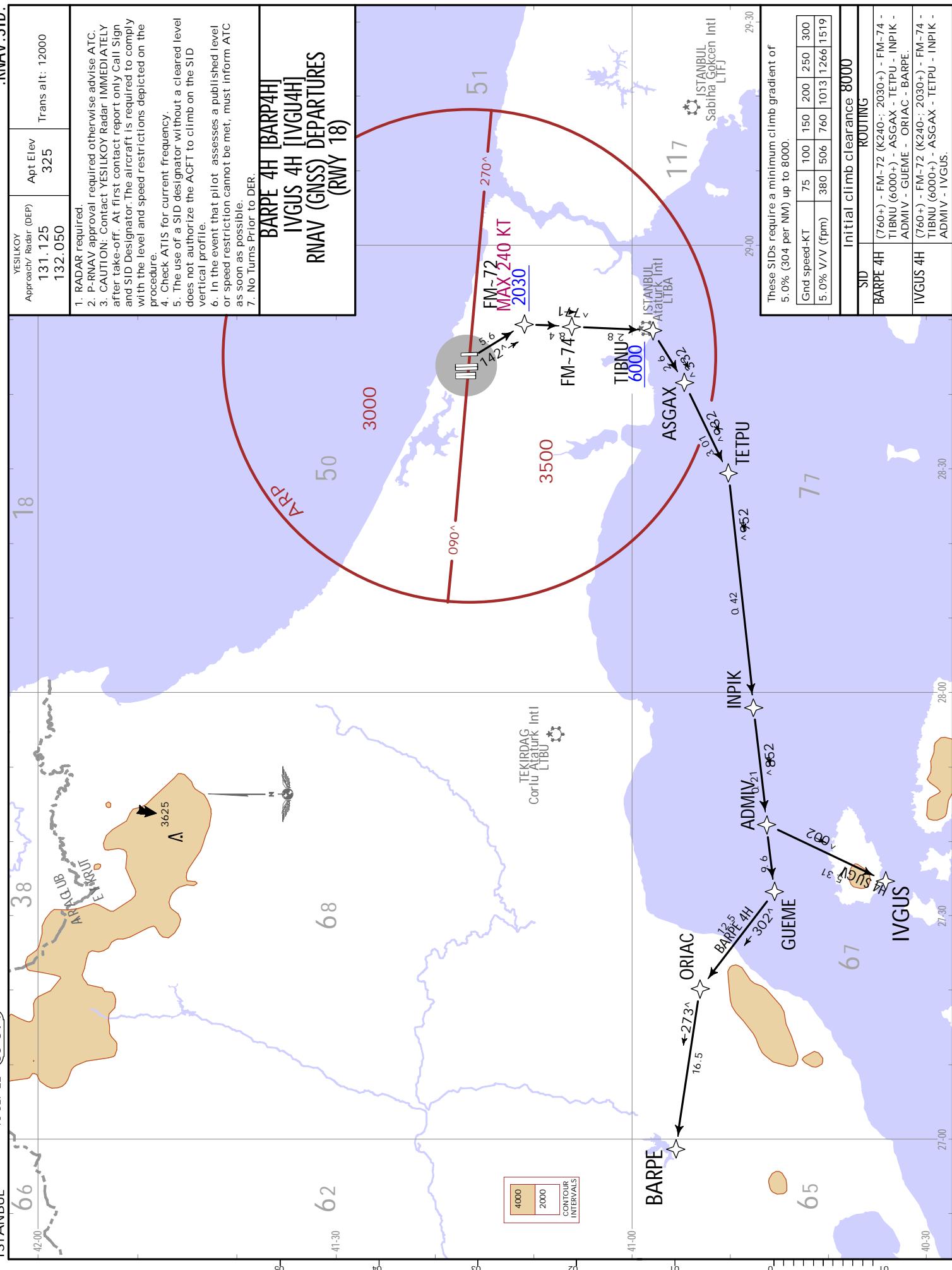






.ISTANBUL, TURKIYE  
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16 SEP 22 (30-3U)  
LTFM/IST  
ISTANBUL

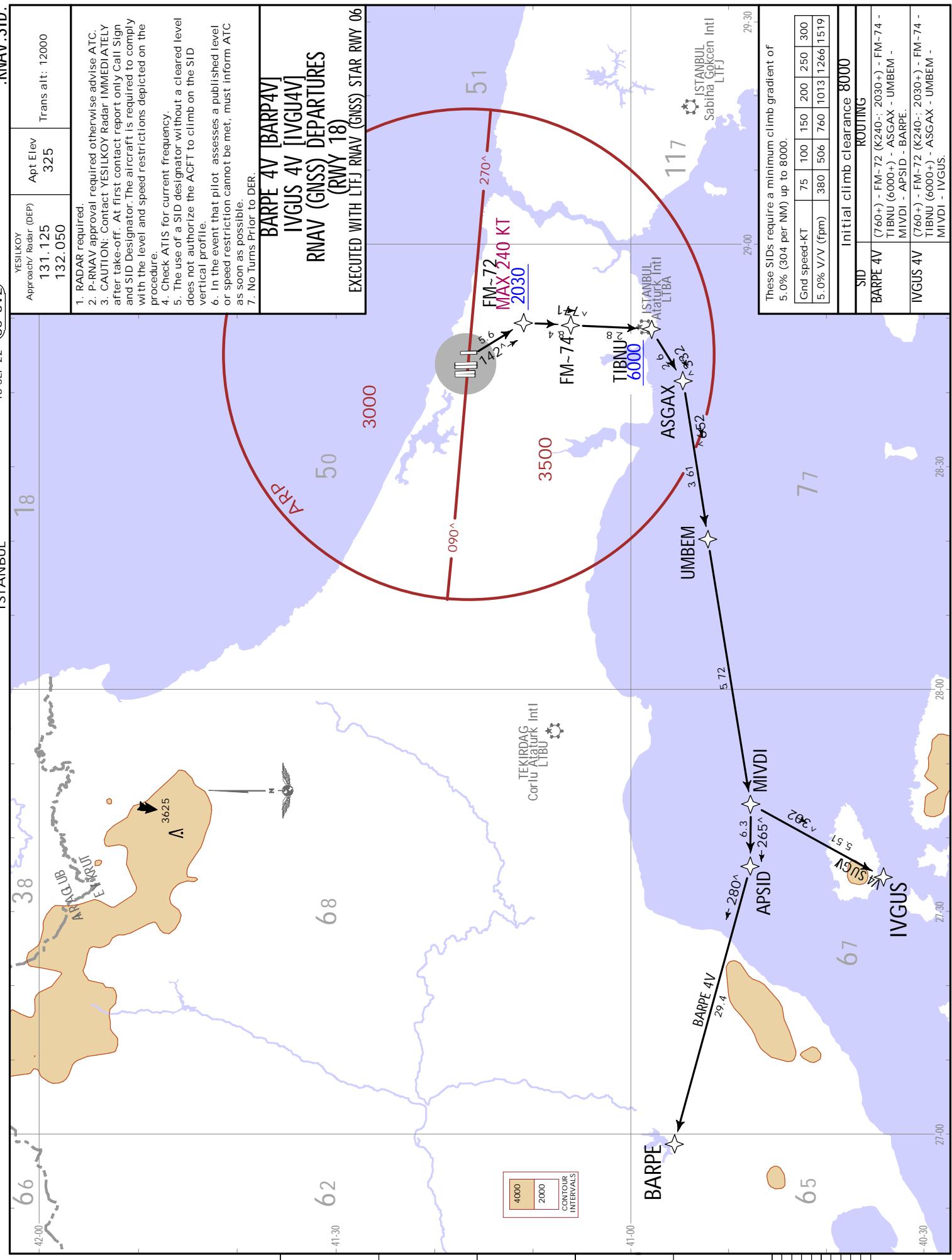


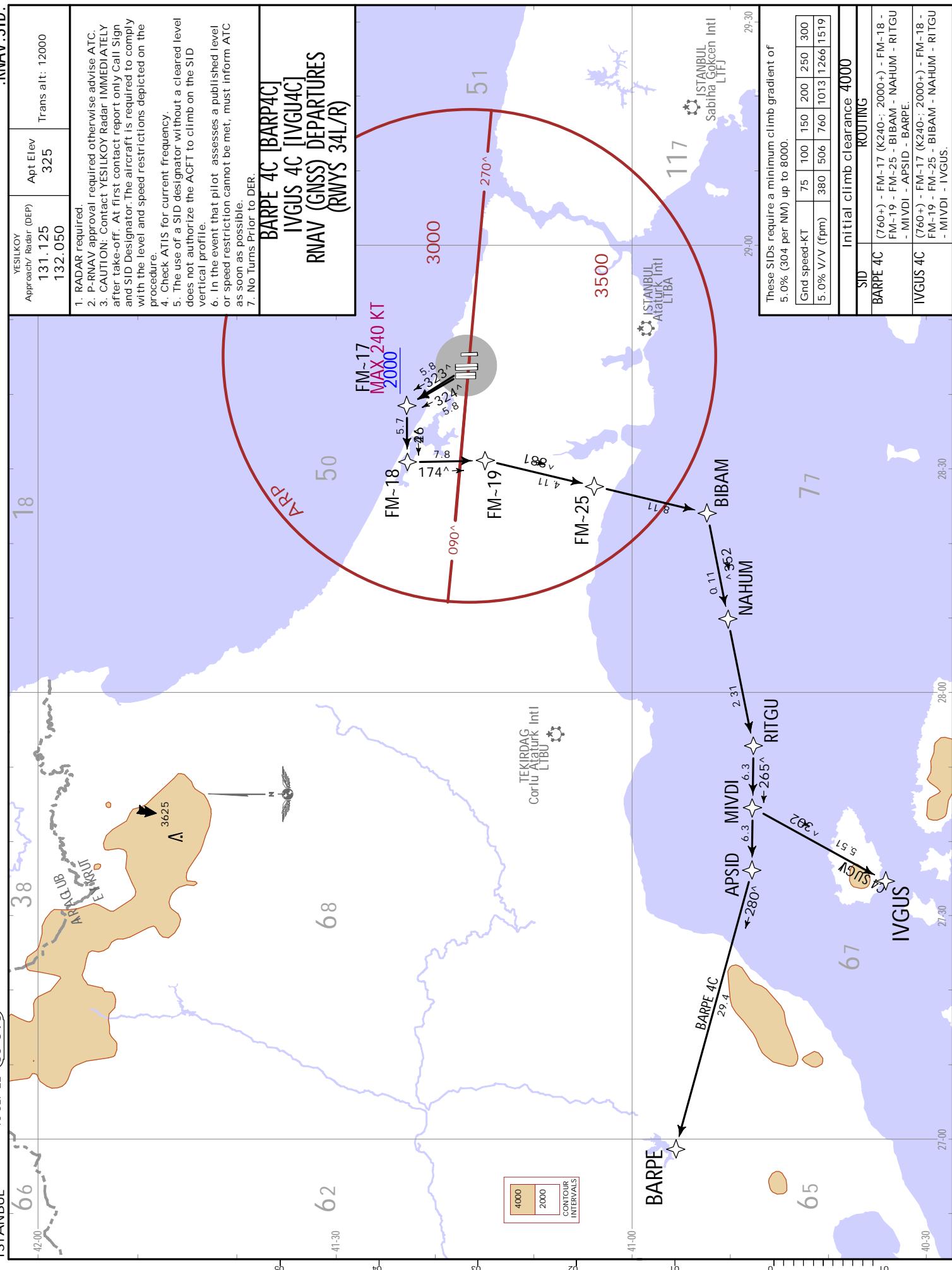
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16 SEP 22 (30-3V1)

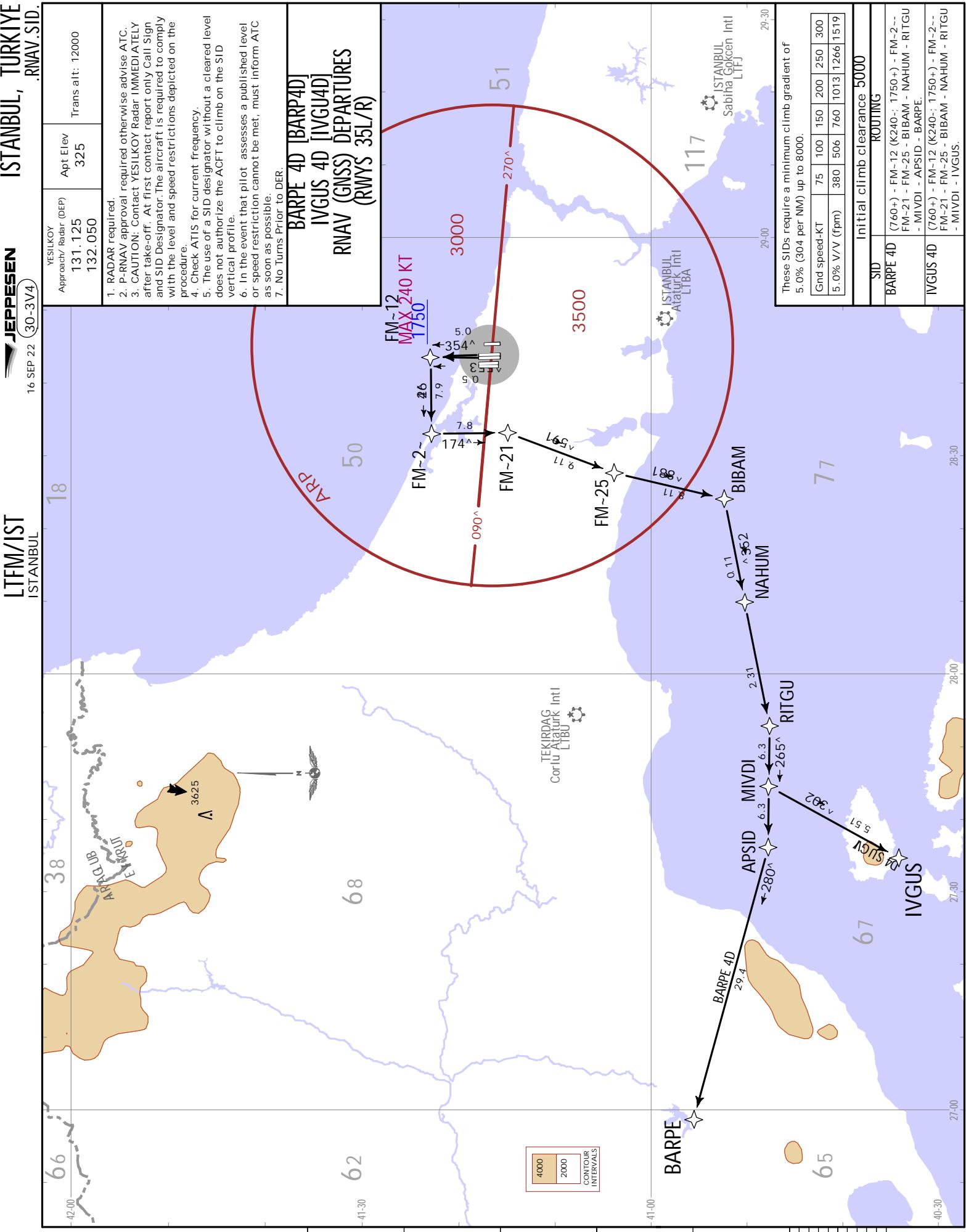
İSTANBUL, TÜRKİYE  
PNAY SID

**JEPPESEN**  
6 SEP 22 (30-3V2)

LTFM/IST  
ISTANBUL



ISTANBUL, TURKIYE  
.RNAV.SID.JEPPESEN  
16 SEP 22  
30-3V3LTFM/IST  
ISTANBUL





**JEPPESEN** TURKIYE İSTANBUL, BNAV SID 18 May 18 Eff 30-3V6 AY 23

LTFM/IST  
ISTANBUL

**RNAV (GNSS) DEPARTURES**

**BLAX 4F [BLAX4F]**  
**TUDBU 4F [TUDB4F]**  
**VADEN 4F [VAD4F]**  
**RNAV (GNSS) DEPARTURES**  
**(RWYS 16/L/R)**

**SID ROUTING**

SID	ROUTING
BLAX 4F	(9000+) - FM-47 (K240; 2100+) - FM-48 - FM-49 - FM-61 (8000+) - FM-62 - FM-63 - BLAX.
TUDBU 4F	(9000+) - FM-47 (K240; 2100+) - FM-48 - FM-49 - FM-61 (8000+) - FM-62 - FM-63 - FM-64 - FM-65 - TUDBU.
VADEN 4F	(9000+) - FM-47 (K240; 2100+) - FM-48 - FM-49 - FM-61 (8000+) - FM-62 - FM-63 - FM-64 - FM-65 - VADEN.

**Initial climb clearance 4000**

**These SIDs require a minimum climb gradient of 5.0% (304 per NM) up to 8000.**

Grid speed-kT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

**CONTOUR INTERVALS**

**4000**  
**2000**

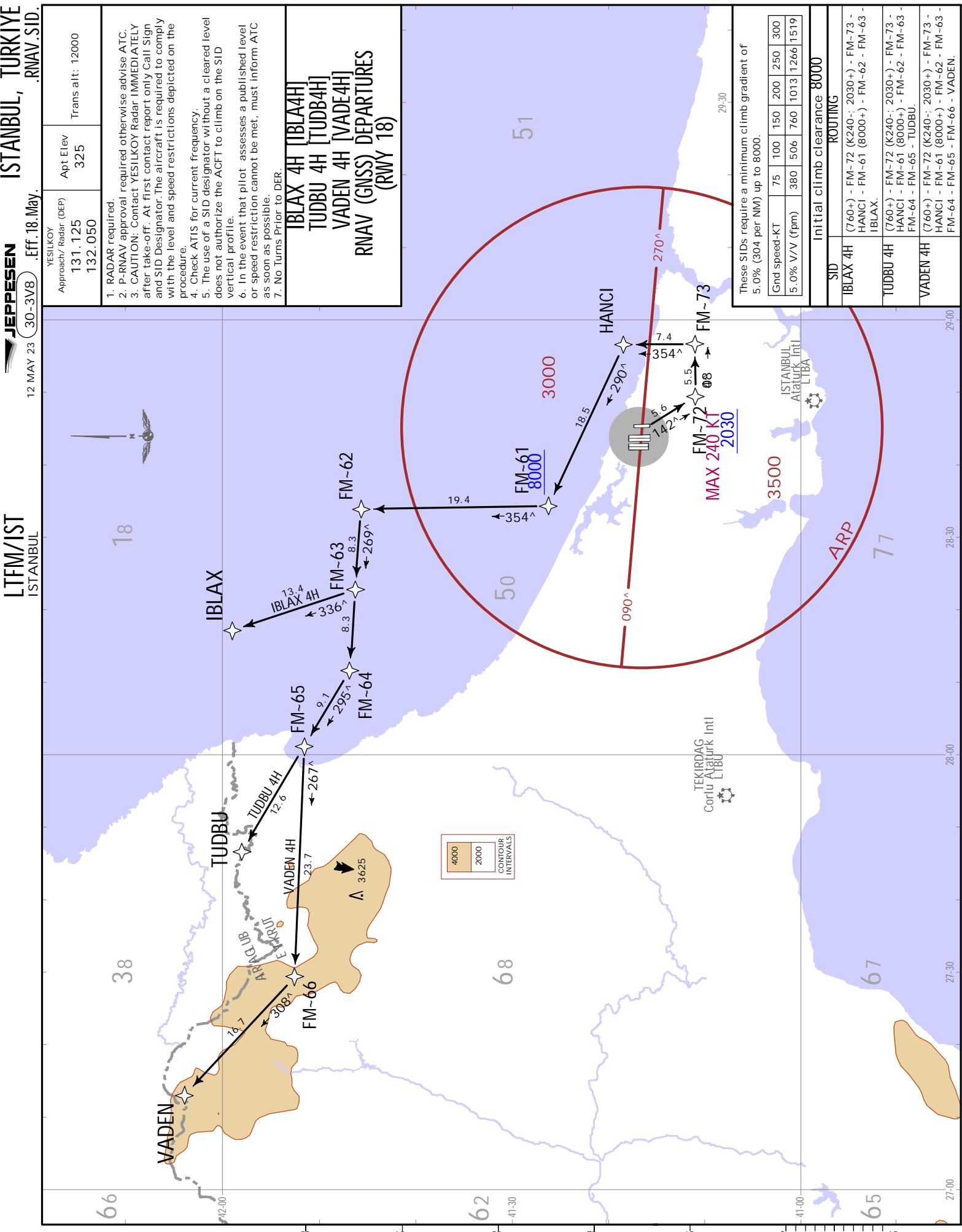
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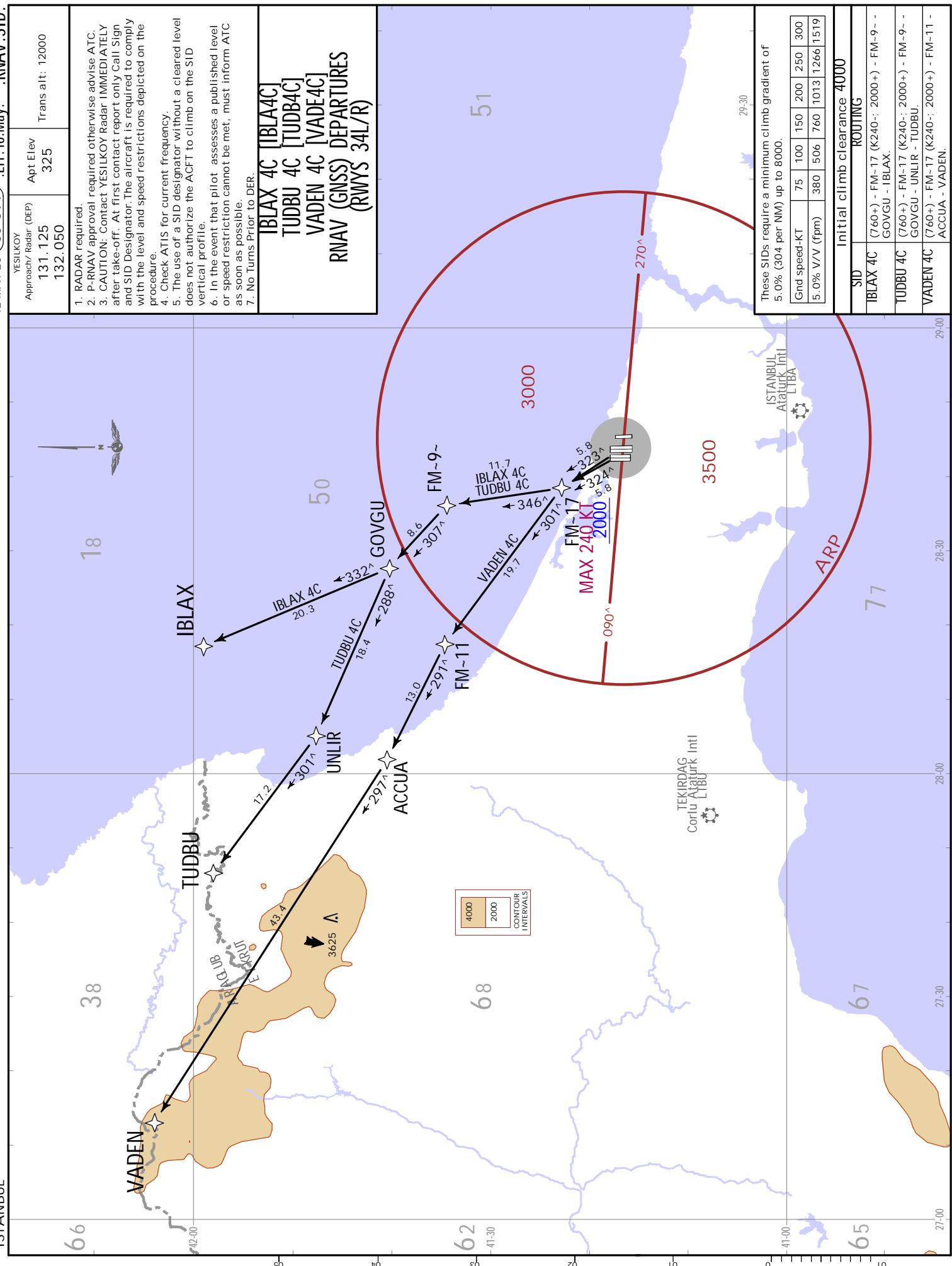
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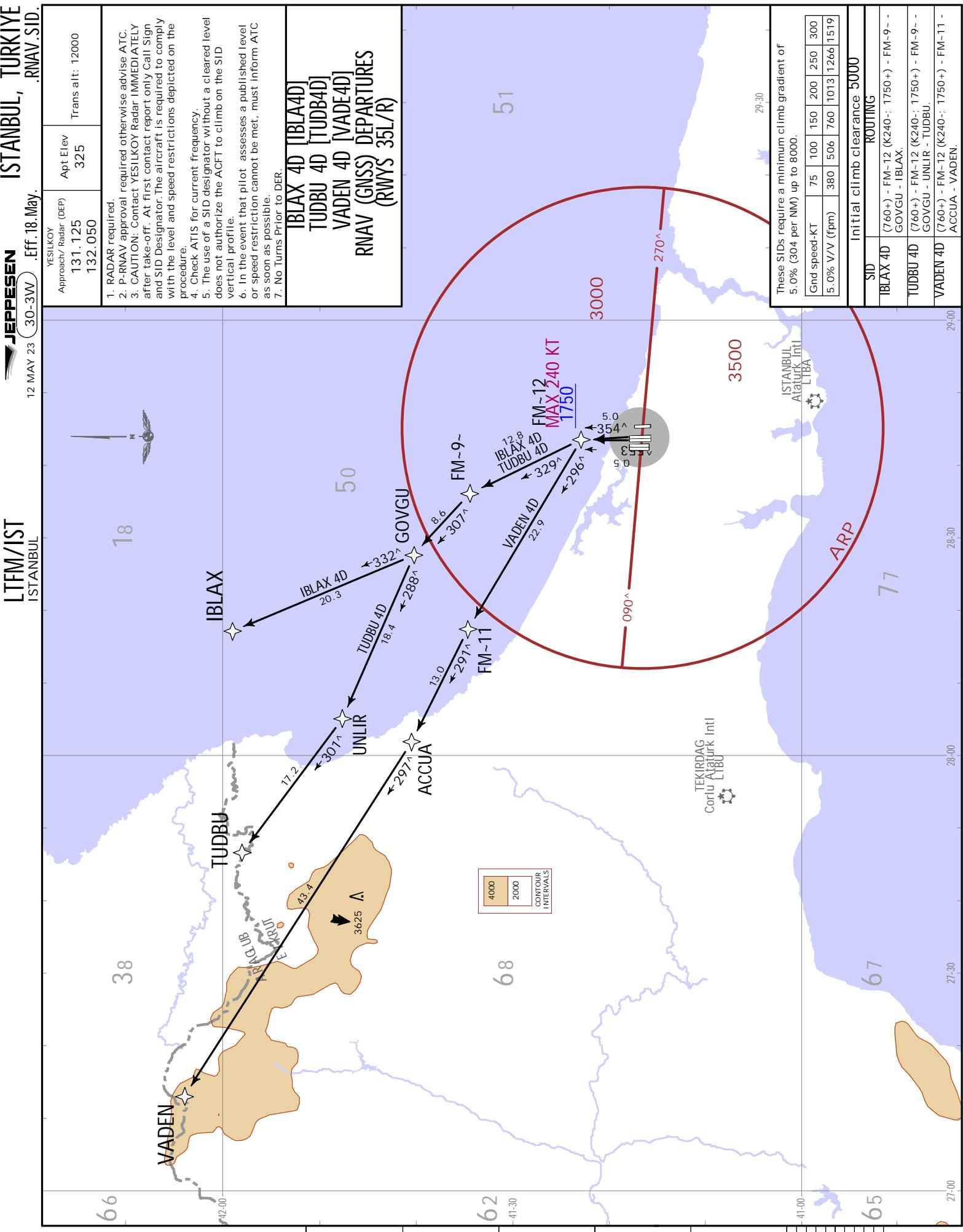
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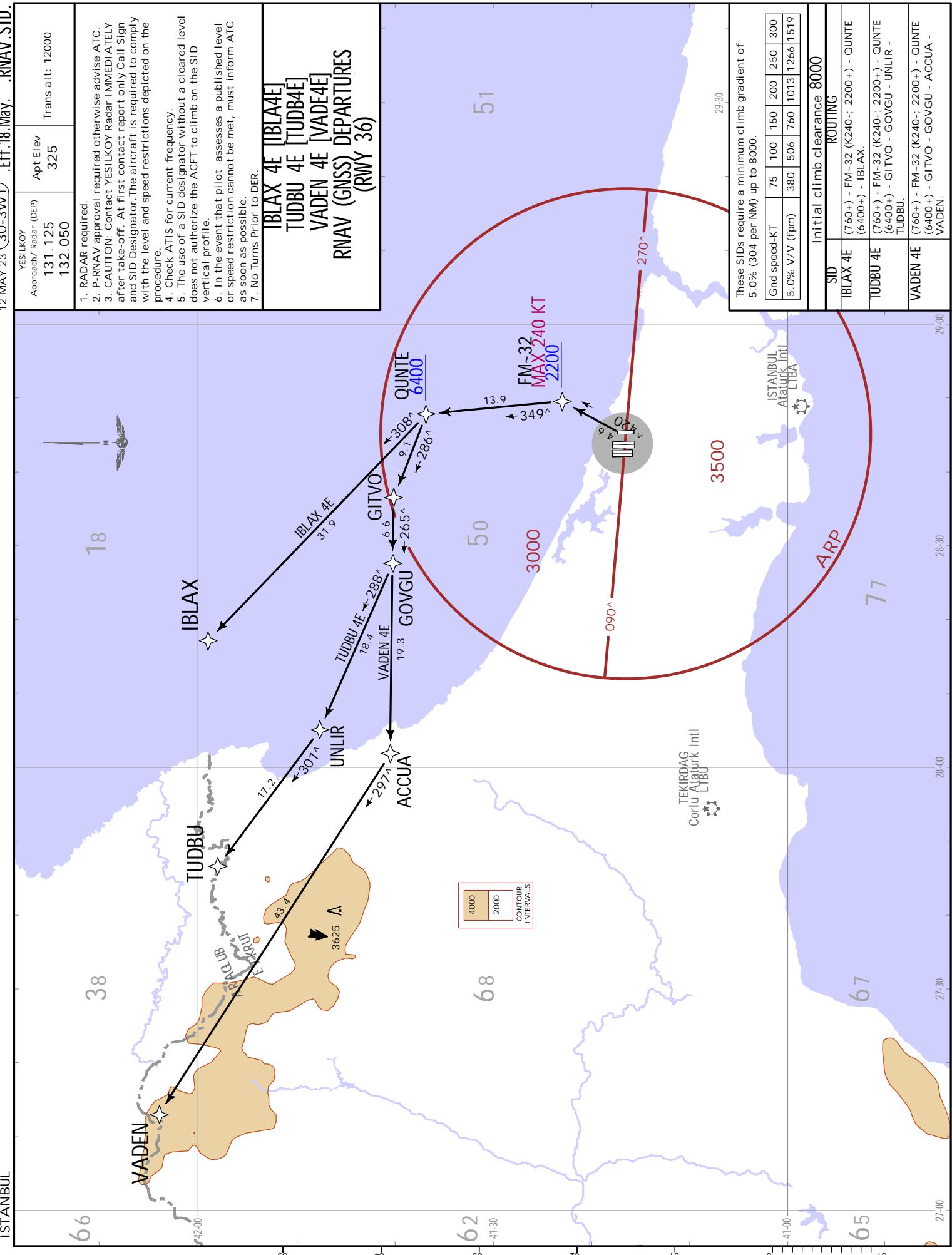
**CHANGES:** Procedure |BLAX| 4F withdrawn; procedure |BLAX| 4F added.





**JEPPESEN ISTANBUL, TURKIYE**LTFM/IST  
ISTANBUL



**JEPPESEN ISTANBUL, TURKIYE****LTFM/IST  
ISTANBUL**

LTFM/IST  
ISTANBUL

JEPPESEN

12 MAY 23

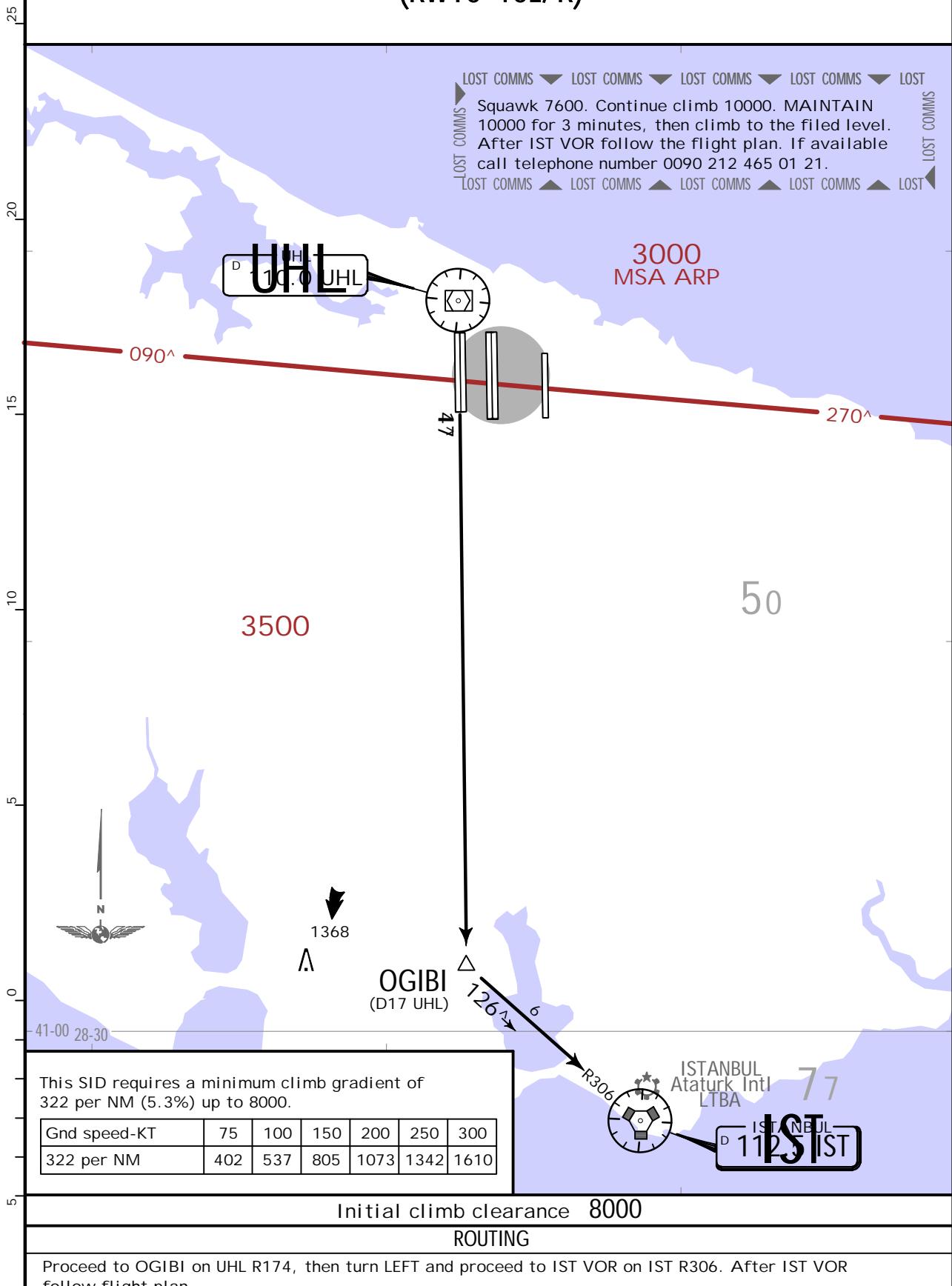
30-3W2

.Eff.18.May.

ISTANBUL, TURKIYE  
.SID.YESILKOY  
Approach/  
Radar (DEP)  
131.125  
132.050Apt Elev  
325

Trans alt: 12000  
 1. Contact YESILKOY Radar IMMEDIATELY after take-off.  
 2. CAUTION: At first contact report only Call Sign and SID Designator.  
 3. CAUTION: This SID is only available for the aircraft unable to comply  
 the P-RNAV departure procedures.  
 4. CAUTION: The aircraft executing this SID may lose departure sequence  
 and be subject to a delay.

## IST 1F DEPARTURE (RWYS 16L/R)



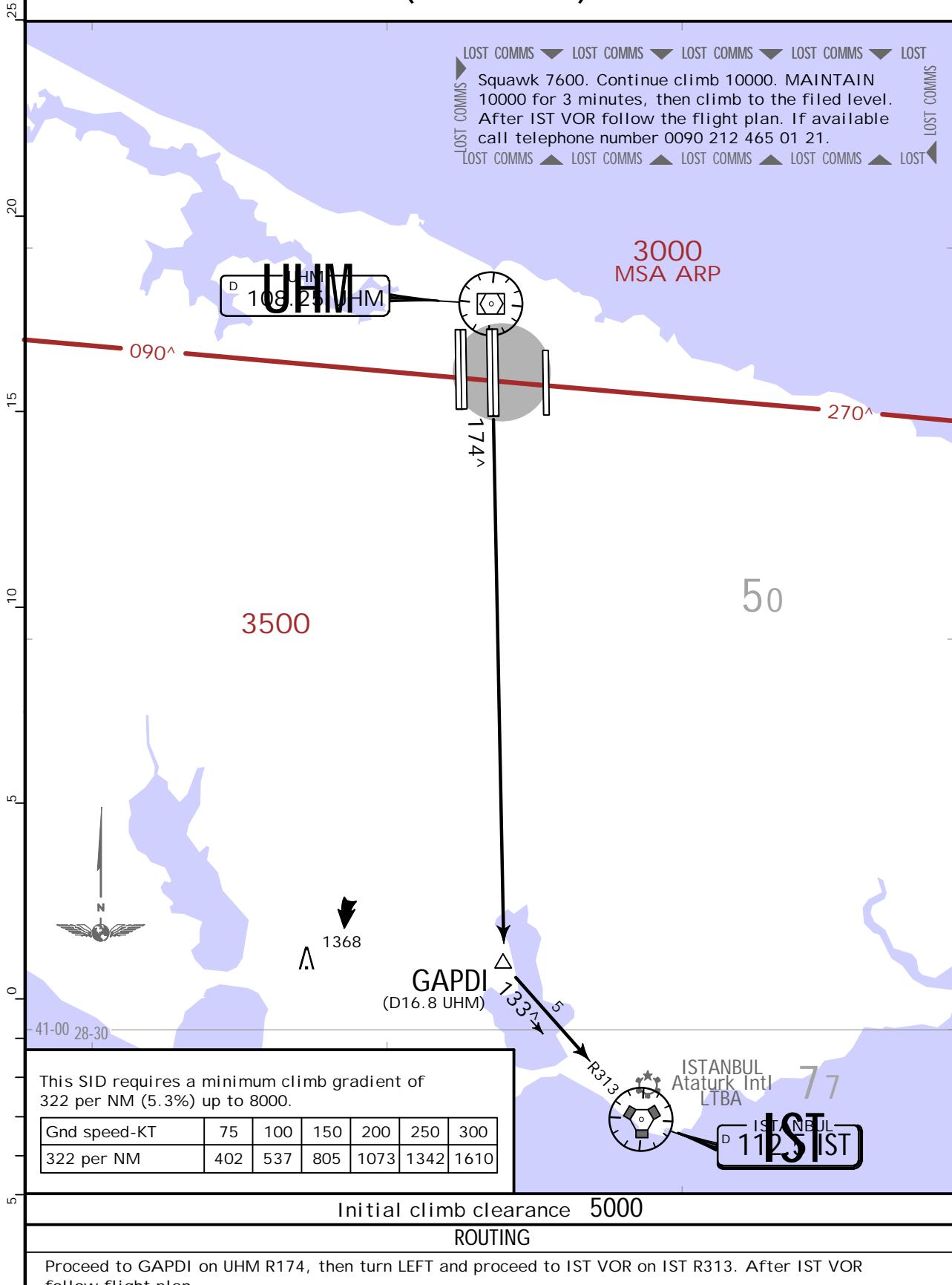
LTFM/IST  
ISTANBUL

JEPPESEN

16 SEP 22 30-3W3

ISTANBUL, TURKIYE  
.SID.

YESILKOY Approach/Radar (DEP) 131.125 132.050	Apt Elev 325	Trans alt: 12000 1. Contact YESILKOY Radar IMMEDIATELY after take-off. 2. CAUTION: At first contact report only Call Sign and SID Designator. 3. CAUTION: This SID is only available for the aircraft unable to comply the P-RNAV departure procedures. 4. CAUTION: The aircraft executing this SID may lose departure sequence and be subject to a delay.
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IST 2G DEPARTURE  
(RWYS 17L/R)

ITFM/IST

www.10  
ISTANBUL



16 SEP 22

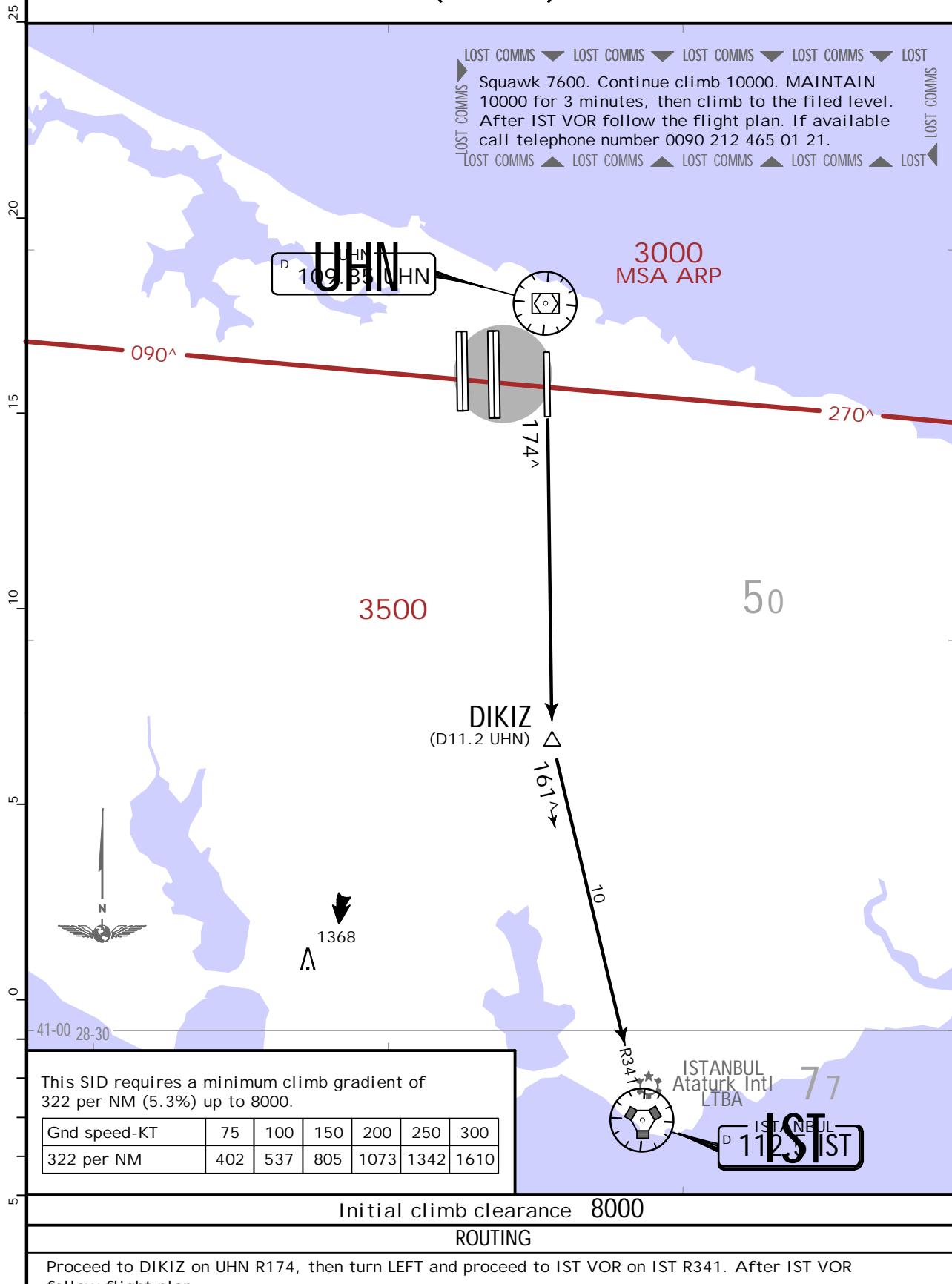
30-3W4

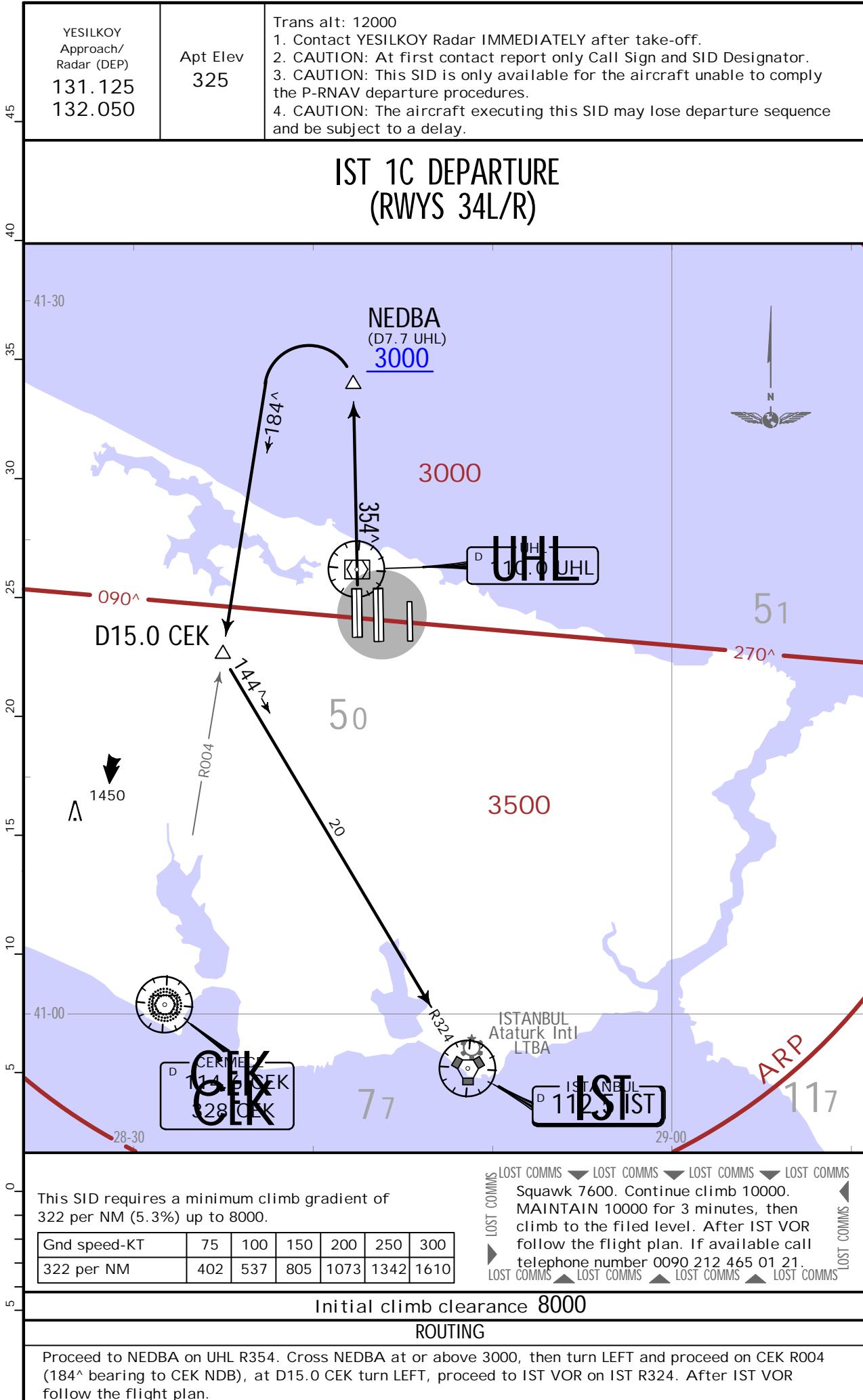
# ISTANBUL, TURKIYE

.SID.

YESILKOY Approach/ Radar (DEP) <b>131.125</b> <b>132.050</b>	Apt Elev <b>325</b>	Trans alt: 12000 1. Contact YESILKOY Radar IMMEDIATELY after take-off. 2. CAUTION: At first contact report only Call Sign and SID Designator. 3. CAUTION: This SID is only available for the aircraft unable to comply the P-RNAV departure procedures. 4. CAUTION: The aircraft executing this SID may lose departure sequence and be subject to a delay.
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**IST 1H DEPARTURE  
(RWY 18)**



LTFM/IST  
ISTANBULJEPPESEN  
16 SEP 22 30-3W5ISTANBUL, TURKIYE  
.SID.

LTFM/IST

ISTANBUL



16 SEP 22

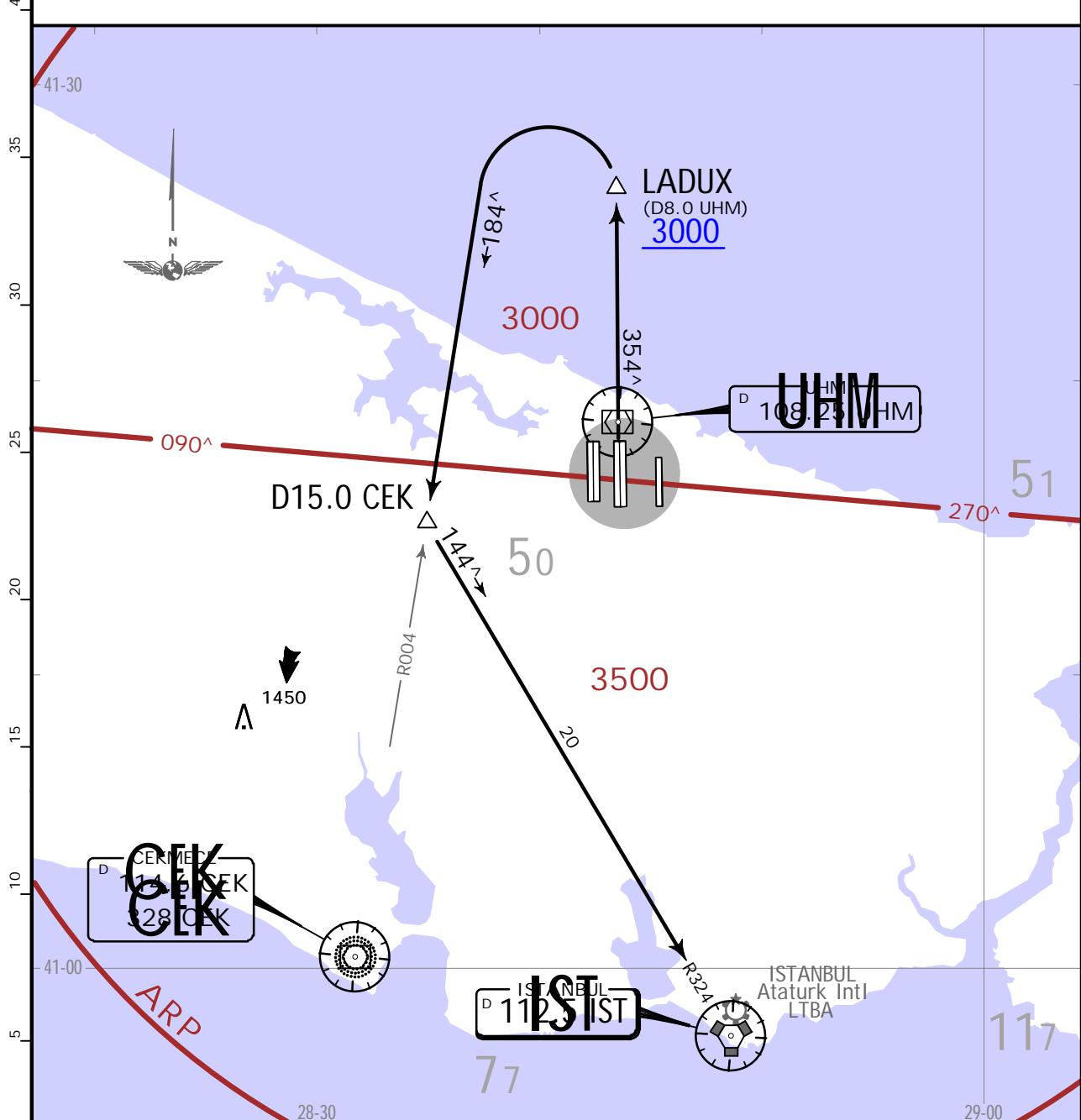
30-3W6

# ISTANBUL, TURKIYE

.SID.

YESILKOY Approach/ Radar (DEP) <b>131.125</b> <b>132.050</b>	Apt Elev <b>325</b>	Trans alt: 12000 1. Contact YESILKOY Radar IMMEDIATELY after take-off. 2. CAUTION: At first contact report only Call Sign and SID Designator. 3. CAUTION: This SID is only available for the aircraft unable to comply the P-RNAV departure procedures. 4. CAUTION: The aircraft executing this SID may lose departure sequence and be subject to a delay.
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**IST 1A DEPARTURE  
(RWYS 35L/R)**



This SID requires a minimum climb gradient of 322 per NM (5.3%) up to 8000

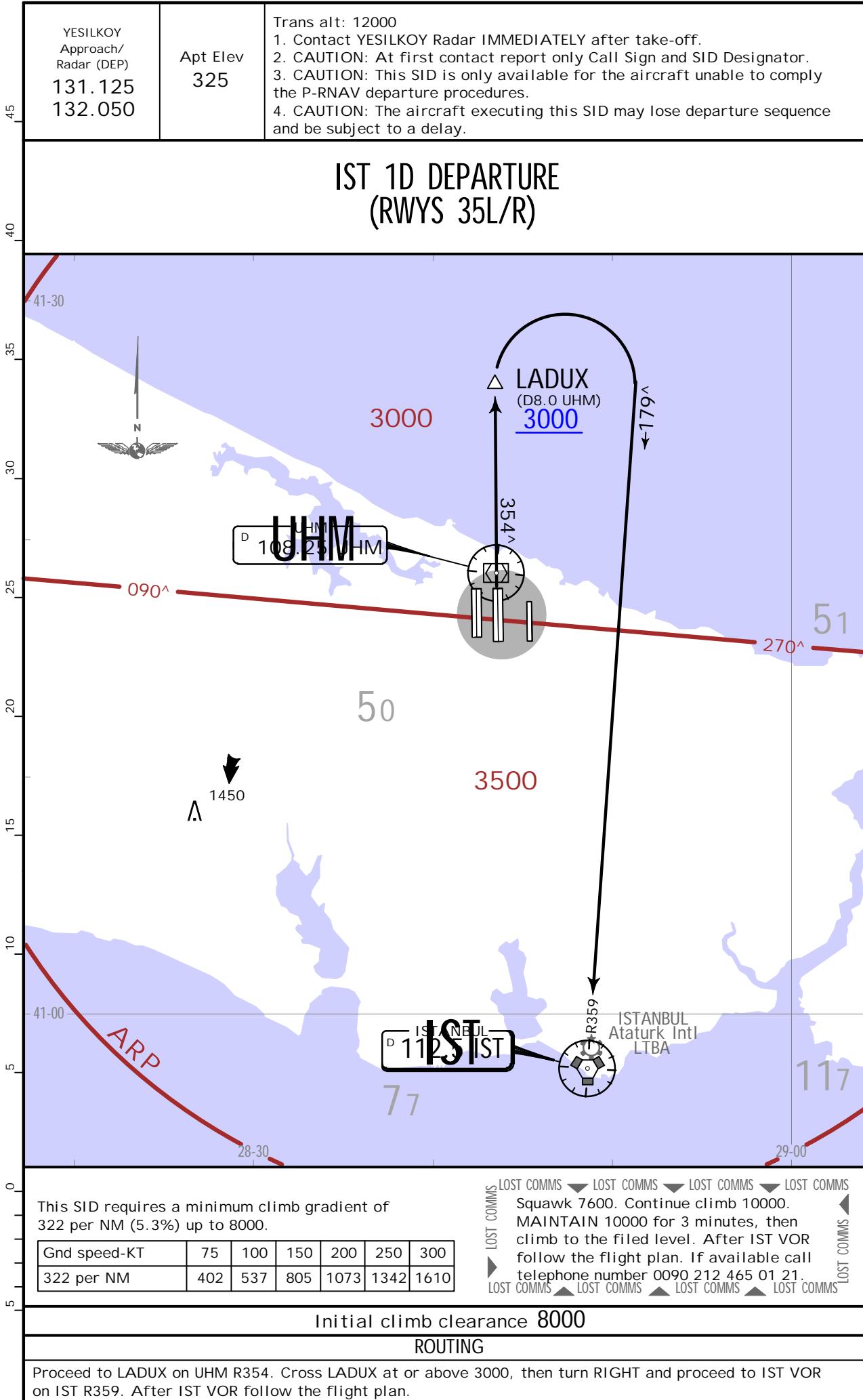
Gnd speed-KT	75	100	150	200	250	300
322 per NM	402	537	805	1073	1342	1610

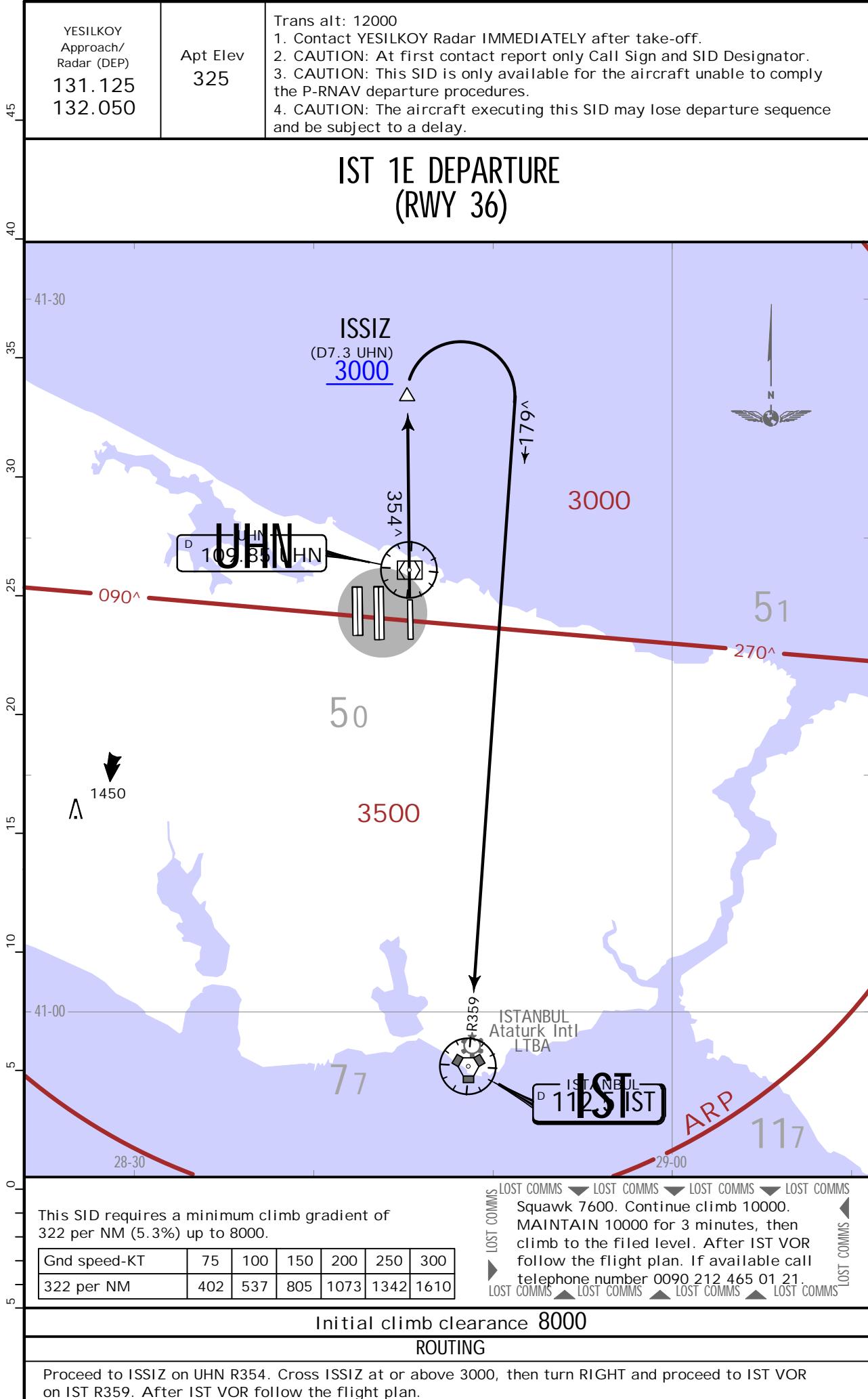
**LOST COMM** LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS  
Squawk 7600. Continue climb 10000.  
MAINTAIN 10000 for 3 minutes, then  
climb to the filed level. After 1ST VOR  
follow the flight plan. If available call  
telephone number 0090 212 465 01 21.

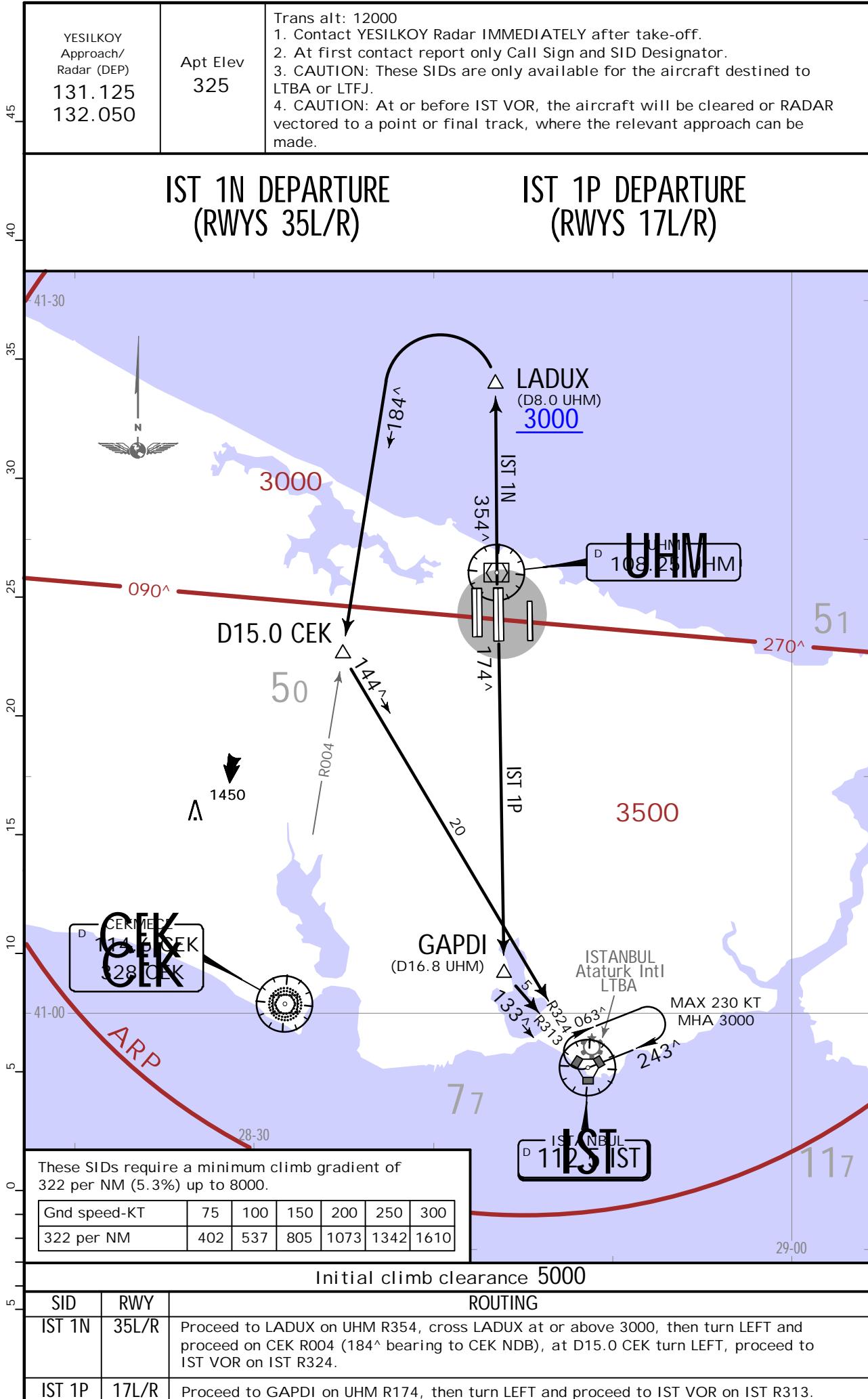
Initial climb clearance 8000

## **ROUTING**

Proceed to LADUX on UHM R354. Cross LADUX at or above 3000, then turn LEFT and proceed on CEK R004 (184 $^{\circ}$  bearing to CEK NDB), at D15.0 CEK turn LEFT, proceed to IST VOR on IST R324. After IST VOR follow the flight plan.

LTFM/IST  
ISTANBULJEPPESEN  
16 SEP 22 30-3W7ISTANBUL, TURKIYE  
.SID.

LTFM/IST  
ISTANBULJEPPESEN  
16 SEP 22 30-3W8ISTANBUL, TURKIYE  
.SID.

LTFM/IST  
ISTANBULJEPPESEN  
16 SEP 22 30-3W9ISTANBUL, TURKIYE  
.SID.

LIFM/325  
Apt Elev  
N41 16.5 E028 45.1

**JEPPESEN**  
17 MAR 23  
**(30-9)**

Eff. 23. Mar

CHANGES HOLD SUSPENDED	D-ATIS Departure	Data Comm ACARS:	ISTANBUL Clearance	Ground 1	Ground 2	Ground 3	Ground 4	Ground 5	Ground 6							
	D-ATIS	DCL	121.7	129.175	124.725	126.3	121.8	126.825	122.6	126.925	124.425	124.925	121.550	129.625	121.575	121.625
			Ground 7W	Ground 7E	Ground 8	Ground 9	Tower 1	Tower 2	Tower 3							
			121.675	121.725	121.750	121.625	121.775	121.825	121.875	129.925	130.625	131.1	130.275	131.025	122.7	124.850
			20.10	20.10	20.10	20.10	20.11	20.11	20.11	20.11	20.15	20.15	20.15	20.15	20.15	20.15
															Tower 4	Tower 5

D-ATIS Departure <b>28.850</b>	Data Comm ACARS: D-ATIS	DCL	ISTANBUL Clearance <b>121.7</b>	<b>129.175</b>	11
Ground 7W			Ground 7E		
<b>21.675</b>	<b>121.725</b>		<b>121.750</b>	<b>121.625</b>	
42				28-43	

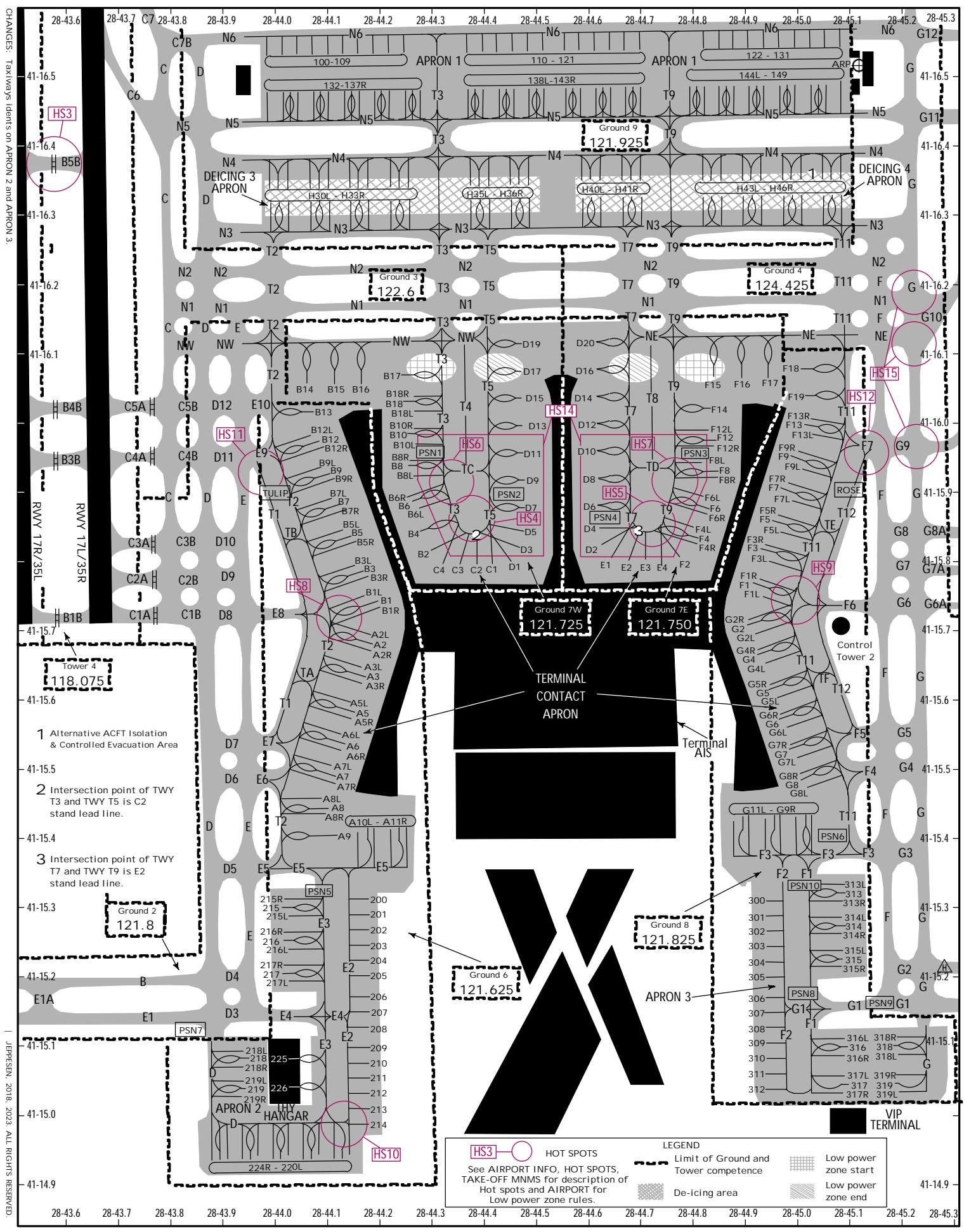
See TWY RESTRICTIONS (SPEED AND CODE C/F ACFT) for taxi speed restrictions

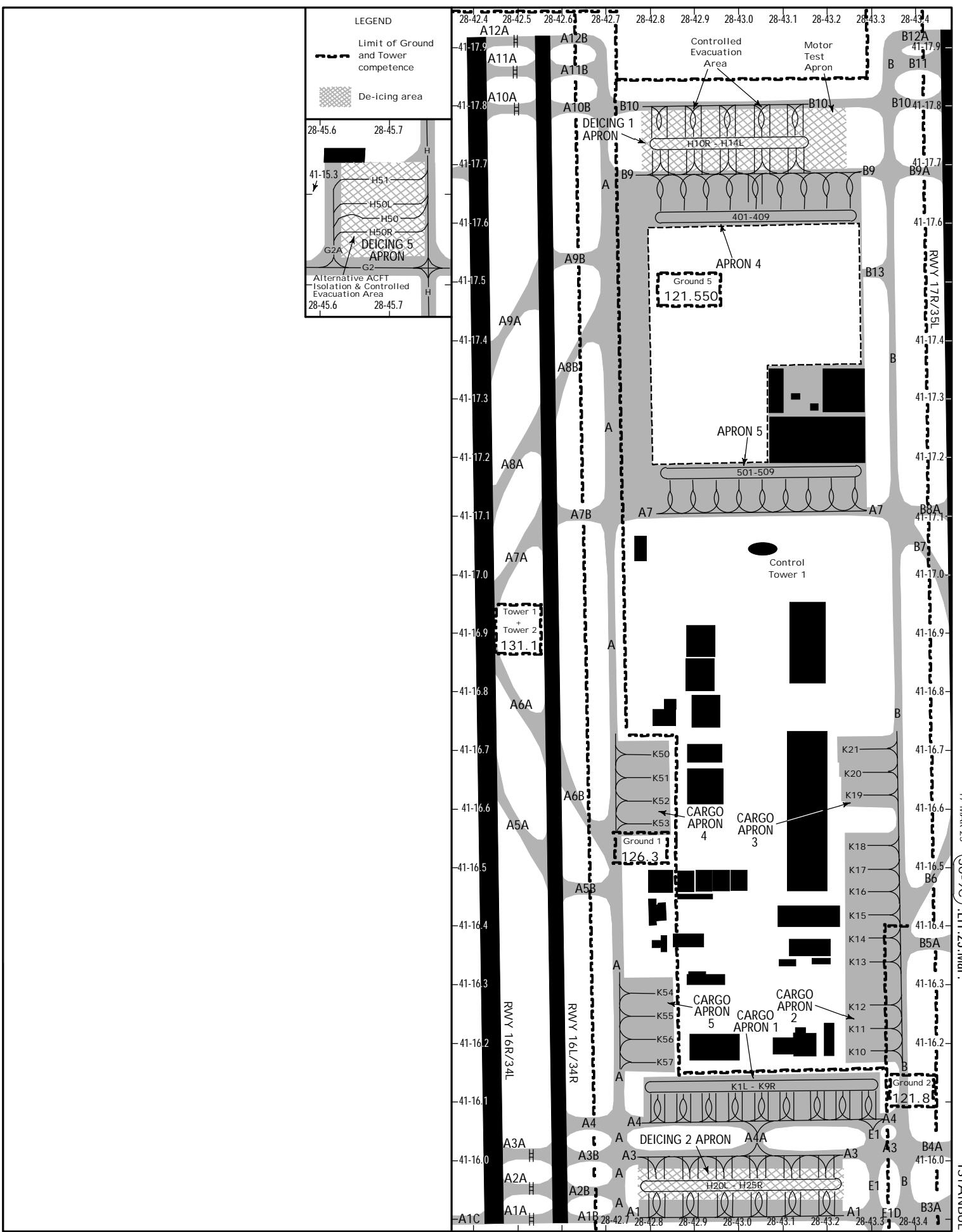
# İSTANBUL, TÜRKİYE

HOT SPOTS		ADDITIONAL RUNWAY INFORMATION										
	(For Information only, not to be construed as ATC Instructions.)	RWY				LANDING BEYOND		USABLE LENGTHS		TAKE-OFF		WIDTH
		16L	HIRL (60m) HIALS REIL PAPI (3.0°)	1	RVR	Threshold	Glide Slope			3	148' 45m	
		34R	HIRL (60m) HIALS REIL PAPI (3.0°)	2	RVR							
HS3	Unless otherwise specified by ATC unit, landing ACFT on RWY 17L/35R shall not vacate the RWY via B5B or B8B.	1 HSTL: A6B 2 HSTL: A8B	3 TAKE-OFF RUN AVAILABLE	RWY 34R:								
HS4	ACFT taxiing into or pushing out from ACFT parking stands B2, B4, C1, C2, C3, C4, D1, D3 and D5 shall observe other ACFT in the adjacent parking stands because ACFT parking stand lead in lines are converging towards TWY centerline. There is a risk of collision with adjacent ACFT while two ACFT are taxiing in at the same time, or one is taxiing in and other one is taxiing out or vice versa or ACFT are taxiing out at the same time.	From rwy head twy A11A/A11B int twy A10A/A10B int twy A9B int	12,303 (3750m) 11,985' (3653m) 11,594 (3534m) 10,033 (3058m) twy A7B int	12,303 (3750m) twy A2A/A2B int twy A3A/A3B int twy A4 int twy A5B int	From rwy head twy A2A/A2B int twy A3A/A3B int twy A4 int twy A5B int	12,303 (3750m) 11,985' (3653m) 11,624 (3543m) 8885' (2708m)						
HS5	ACFT taxiing into or pushing out from ACFT parking stands D2, D4, E1, E2, E3, E4, F2, F4, F4L and F4R shall observe other ACFT in the adjacent parking stands because ACFT parking stand lead in lines are converging towards TWY centerline. There is a risk of collision with adjacent ACFT while two ACFT are taxiing in at the same time, or one is taxiing in and other one is taxiing out or vice versa or ACFT are taxiing out at the same time.	From rwy head twy A11A/A11B int twy A10A int	12,303 (3750m) 11,985' (3653m) 11,594 (3534m)	12,303 (3750m) twy A2A int twy A3A int	From rwy head twy A2A int twy A3A int	12,303 (3750m) 11,985' (3653m) 11,624 (3543m)						
HS6	ACFT taxiing into or pushing out from ACFT parking stands B6R and B8L shall observe other ACFT in the adjacent parking stands because ACFT parking stand lead in lines are converging towards TWY T3. There is a risk of collision with adjacent ACFT while two ACFT are taxiing in at the same time, or one is taxiing in and other one is taxiing out or vice versa or ACFT are taxiing out at the same time.	From rwy head twy A11A int twy A10A int	12,303 (3750m) 11,985' (3653m) 11,594 (3534m)	12,303 (3750m) twy A2A int twy A3A int	From rwy head twy A2A int twy A3A int	12,303 (3750m) 11,985' (3653m) 11,624 (3543m)						
HS7	ACFT taxiing into or pushing out from ACFT parking stands F6L and F8R shall observe other ACFT in the adjacent parking stands because ACFT parking stand lead in lines are converging towards TWY T9. There is a risk of collision with adjacent ACFT while two ACFT are taxiing in at the same time, or one is taxiing in and other one is taxiing out or vice versa or ACFT are taxiing out at the same time.	From rwy head twy C13 int twy C12 int twy B9B/C11 int	13,451' (4100m) 13,136' (4004m) 12,818' (3907m) 12,034' (3668m)	13,451' (4100m) twy C2A int twy C3A int twy B3B/C4A int twy B4B/C5A int	From rwy head twy C2A int twy C3A int twy B3B/C4A int twy B4B/C5A int	13,451' (4100m) 13,136' (4004m) 12,818' (3907m) 12,067' (3678m)						
HS8	ACFT taxiing into or pushing out from ACFT parking stands A2L, A2, B1 and B1R shall observe other ACFT in the adjacent parking stands because ACFT parking stand lead in lines are converging towards TWY T2. There is a risk of collision with adjacent ACFT while two ACFT are taxiing in at the same time, or one is taxiing in and other one is taxiing out or vice versa or ACFT are taxiing out at the same time.	From rwy head twy B9B int twy B8A int	12,034' (3668m) 8524' (2598m)	12,034' (3668m) 8524' (2598m)	From rwy head twy B3A/B3B int twy B4A/B4B int twy B5A/B5B int	12,034' (3668m) 12,067' (3678m) 9508' (2898m)						
HS9	ACFT taxiing into or pushing out from ACFT parking stands F1L, F1, G2 and G2R shall observe other ACFT in the adjacent parking stands because ACFT parking stand lead in lines are converging towards TWY T11. There is a risk of collision with adjacent ACFT while two ACFT are taxiing in at the same time, or one is taxiing in and other one is taxiing out or vice versa or ACFT are taxiing out at the same time.	From rwy head twy B11 int twy B9B int twy B8A int	13,451' (4100m) 13,136' (4004m) 12,746' (3885m) 12,034' (3668m)	13,451' (4100m) twy B2 int twy B3A/B3B int twy B4A/B4B int	From rwy head twy B2 int twy B3A/B3B int twy B4A/B4B int	13,451' (4100m) 13,136' (4004m) 12,747' (3885m) 12,067' (3678m)						
HS10	Simultaneous taxiing in or pushing out from ACFT parking stands 214 and 220 are not allowed due to risk of collision.	From rwy head twy G16 int twy G15 int	9,046' (2879m)	9,046' (2879m)	From rwy head twy G7A int twy G8A int	9,046' (2879m) 9,403' (2866m)						
HS11	Taxing ACFT on T1 towards North shall stop at TULIP (N41 15.9 E028 44.0) and request further ATC instructions. ACFT taxiing on TWY T1 towards North beyond TULIP is under risk of collision with ACFT taxiing on TWY E.	# spacing 15m. & TAKE-OFF RUN AVAILABLE	RWY 36:									
HS12	Taxing ACFT on T12 towards North shall stop at ROSE (N41 15.9 E028 45.1) and request further ATC instructions. ACFT taxiing on TWY T12 towards North beyond ROSE is under risk of collision with ACFT taxiing on TWY F.	From rwy head twy G16 int twy G15 int	10,040' (3060m) 9,744' (2970m) 9,446' (2879m)	10,040' (3060m) 9,744' (2970m) 9,446' (2879m)	From rwy head twy G7A int twy G8A int	10,040' (3060m) 9,724' (2964m) 9,403' (2866m)						
HS13	While Code E or Code F category ACFT is holding short for RWY 35L at TWY B1A and TWY B2, no other Code E or Code F category ACFT is allowed to tax on TWY B.											
HS14	Code E ACFT taxiing on TWY TC and TWY TD shall not stop once taxiing. In case Code E ACFT stops on TWY TC and TWY TD after start of taxiing, ACFT shall not attempt to taxi again. The pilot shall request taxiing until a safe point before continuing taxiing due to very high jet blast effect of Code E ACFT.											
HS15	For RWY 18 Southern operations, there is a risk of collision between the landing ACFT vacating RWY via TWY G10 and TWY G9A and ACFT taxiing via TWY G, TWY G9, TWY NE and TWY N1.											
Std/State.		TAKE-OFF										
HIRL & CL (spacing 15m or less) & relevant RVR	1	Rl & CL & relevant RVR	RL & CL	RL & RCLM	RL or CL	RL or CLM	RL or CL	RL or CL	RL or CL	Adequate Vs Ref		
	TDZ R125m Mid R125m Roll out R125m	TDZ R150m Mid R150m Rollout R150m		Day	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	
	1 RWY 16R, 17L, 18, 34L, 35R, 36, 375m with approved lateral guidance system or HUD/HUDLS.			R200m	R300m	R/V400m	R/V500m	R/V500m	NA		JEPSEN, 2018, 2023, ALL RIGHTS RESERVED	

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**JEPPESEN**  
 16 SEP 22    30-9E

**ISTANBUL, TURKIYE**  
 ISTANBUL
**INS COORDINATES**

STAND No.	COORDINATES
CARGO 1 THRU 5 APRONS	
K1L thru K1R	N41 16.1 E028 42.8
K2L thru K3R	N41 16.1 E028 42.9
K4L thru K5	N41 16.1 E028 43.0
K5R thru K6R	N41 16.1 E028 43.1
K7L thru K8R	N41 16.1 E028 43.2
K9L thru K9R	N41 16.1 E028 43.3
K10, K11	N41 16.2 E028 43.2
K12, K13	N41 16.3 E028 43.2
K14, K15	N41 16.4 E028 43.2
K16 thru K18	N41 16.5 E028 43.2
K19	N41 16.6 E028 43.2
K20, K21	N41 16.7 E028 43.2
K50, K51	N41 16.7 E028 42.8
K52, K53	N41 16.6 E028 42.8
K54, K55	N41 16.3 E028 42.8
K56, K57	N41 16.2 E028 42.8



**D-ATIS Departure** 128.850   **Data Comm ACARS:** DCL   **ISTANBUL Clearance**

	Ground 1	Ground 2	Ground 3	Ground 4	Ground 5	Ground 6							
121.675	129.175	124.725	126.3	121.8	126.825	122.6	126.925	124.425	124.925	121.550	129.625	121.575	121.625

**TOWER LOCATIONS:** Tower 1 (131.1), Tower 2 (121.725), Tower 3 (122.7), Tower 4 (118.075), Tower 5 (119.025)

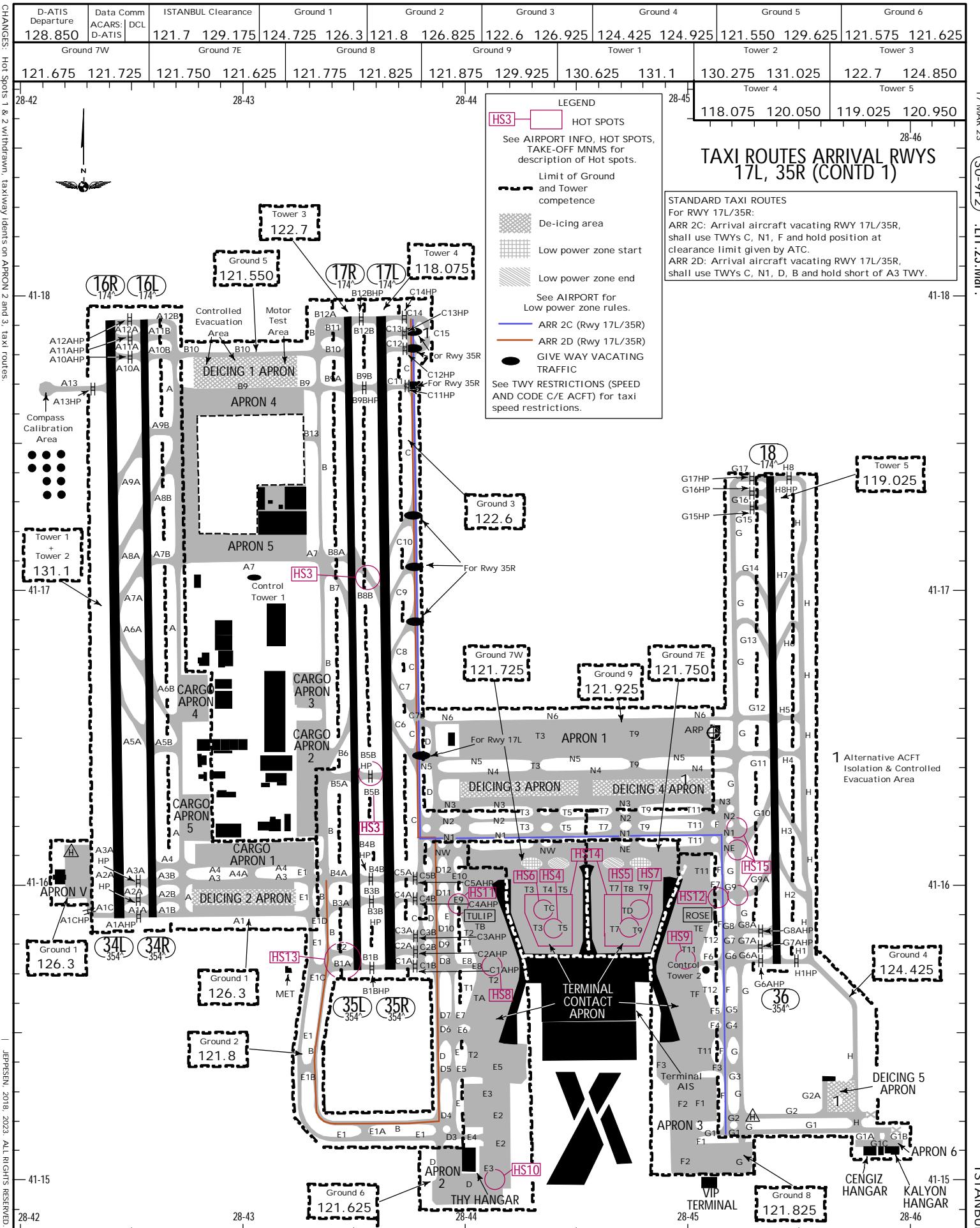
**APRON AREAS:** APRON 1, APRON 2, APRON 3, APRON 4, APRON 5, APRON 6, CARGO APRON 1, CARGO APRON 2, CARGO APRON 3, CARGO APRON 4, DEICING 1 APRON, DEICING 2 APRON, DEICING 3 APRON, DEICING 4 APRON, DEICING 5 APRON, DEICING 6 APRON, APRON V, THY HANGAR, CENGIZ HANGAR, KALYON HANGAR, VIP TERMINAL, TULIP, ROSE, MET, Terminal AIS, Terminal Contact Apron.

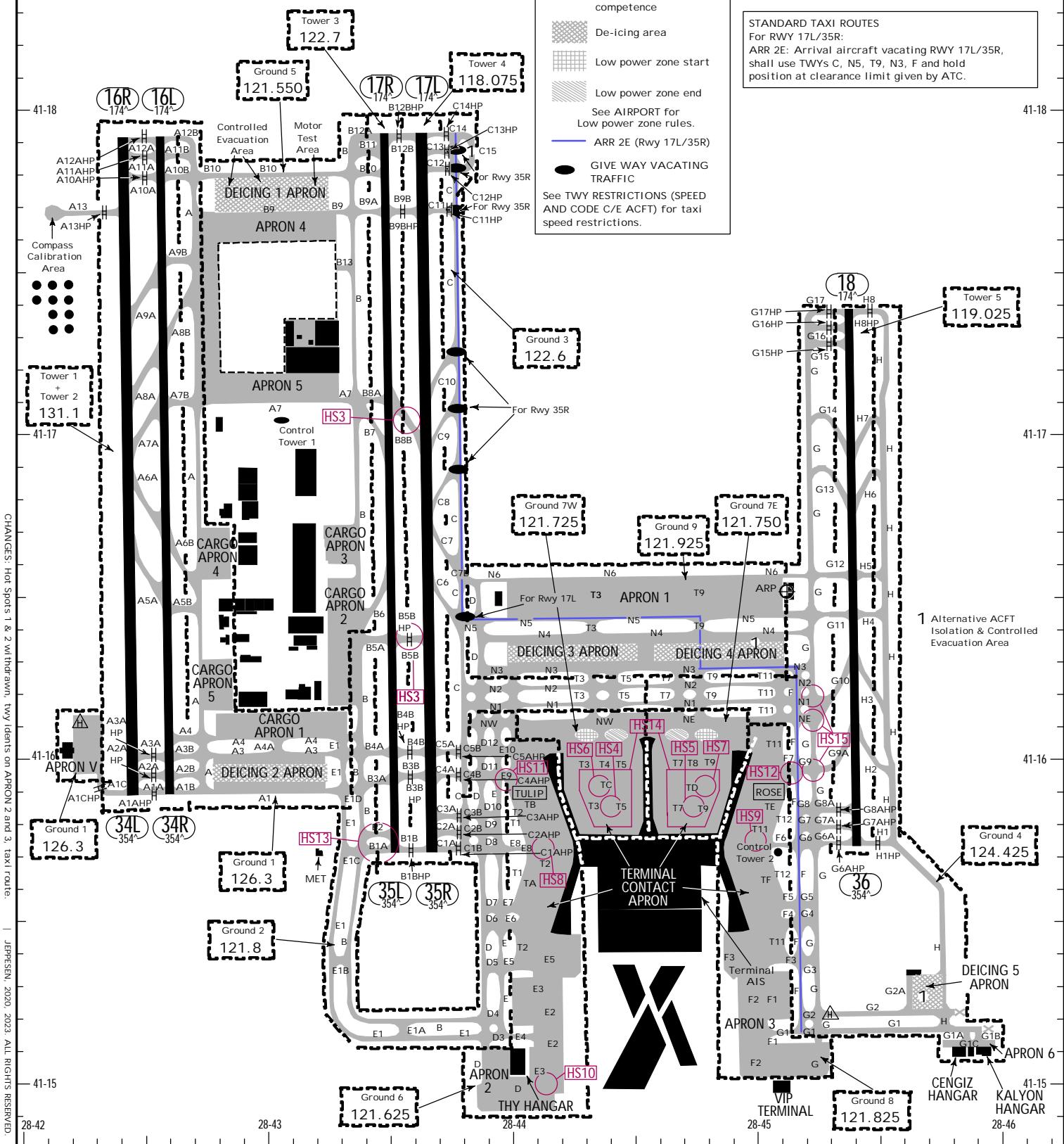
**LEGEND:**

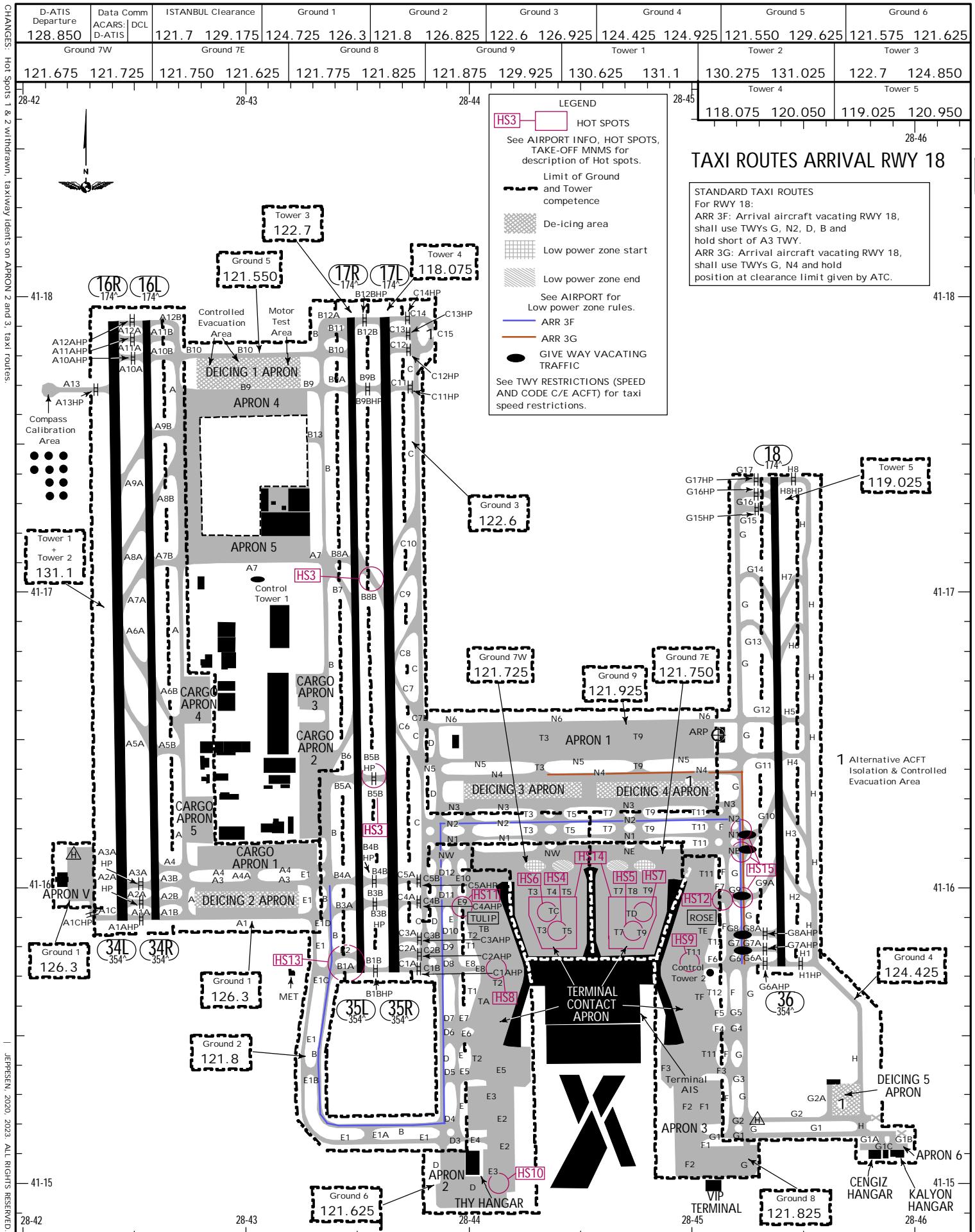
- HS3** HOT SPOTS
- See AIRPORT INFO, HOT SPOTS, TAKE-OFF MNMS for description of Hot Spots.
- Limit of Ground and Tower competence**
- De-icing area**
- Low power zone start**
- Low power zone end**
- See AIRPORT for Low power zone rules.
- ARR 2A (Rwy 17L/35R)**
- ARR 2B (Rwy 17L/35R)**
- GIVE WAY VACATING TRAFFIC**
- See TWY RESTRICTIONS (SPEED AND CODE C/E ACFT) for taxi speed restrictions.

**STANDARD TAXI ROUTES**  
For RWY 17L/35R:  
ARR 2A: Arrival aircraft vacating RWY 17L/35R, shall use TWYs C, N5, T3 and hold short of N2 TWY.  
ARR 2B: Arrival aircraft vacating RWY 17L/35R, shall use TWYs C, N5, T9 and hold short of N2 TWY.

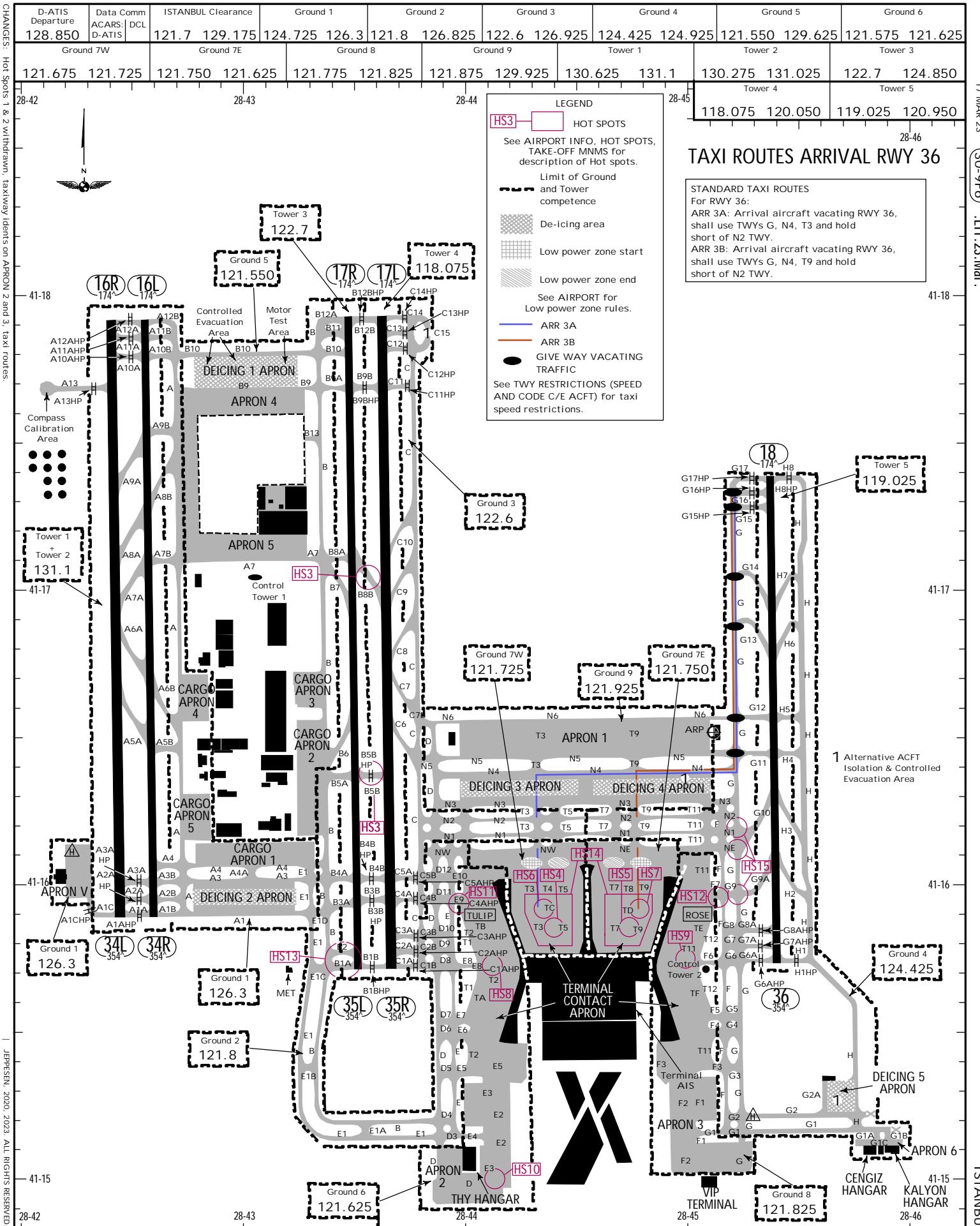
**1 Alternative ACFT Isolation & Controlled Evacuation Area**





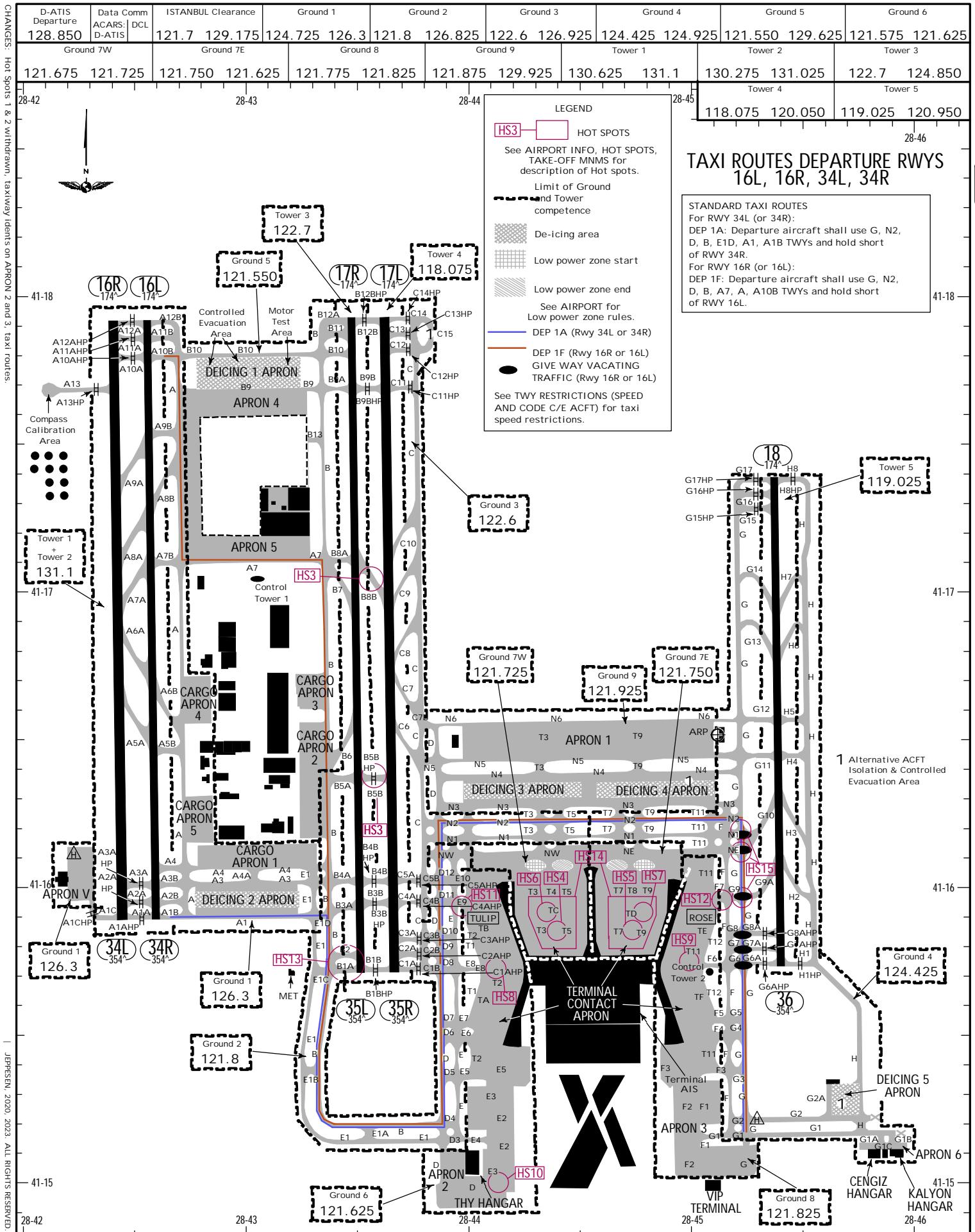






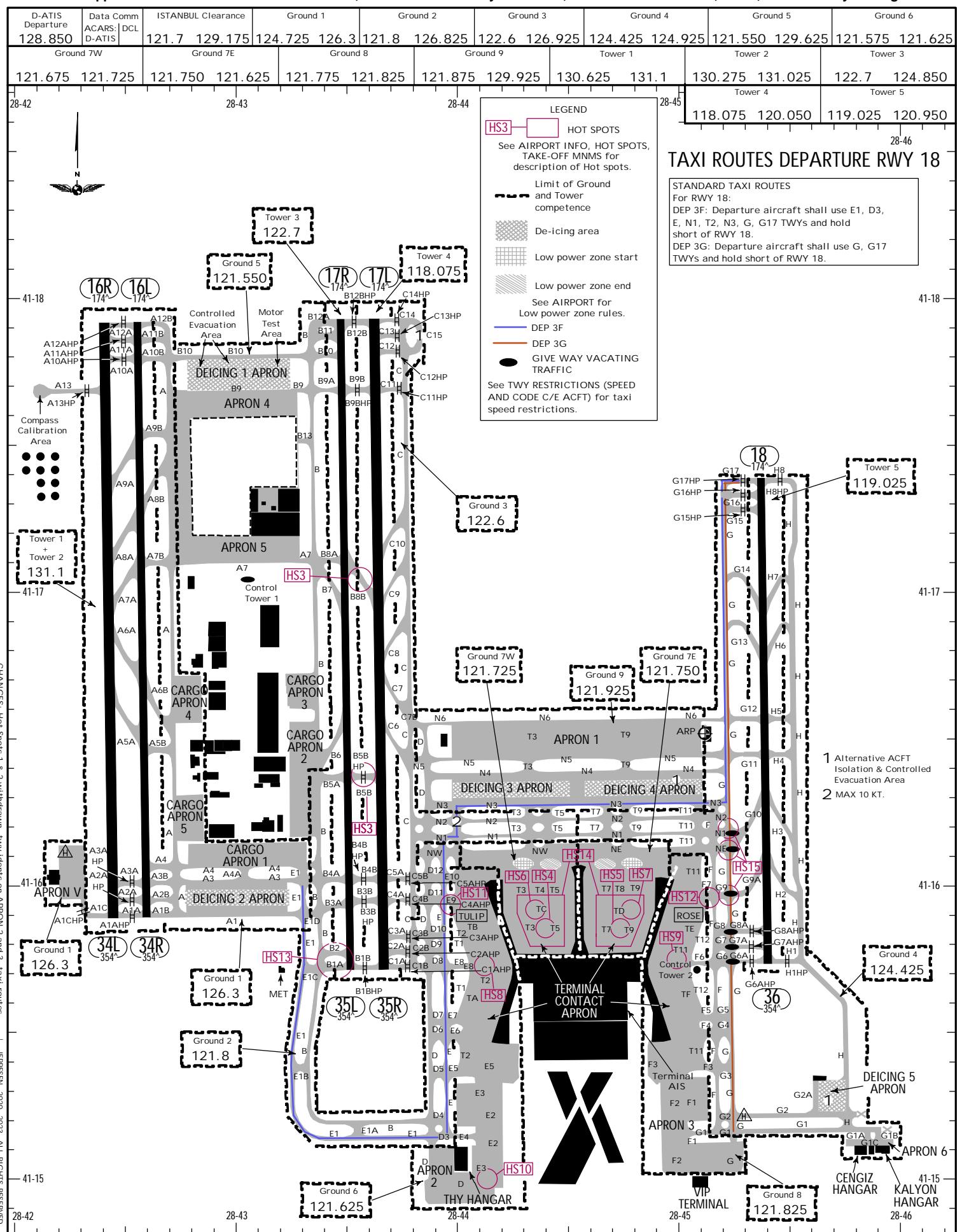


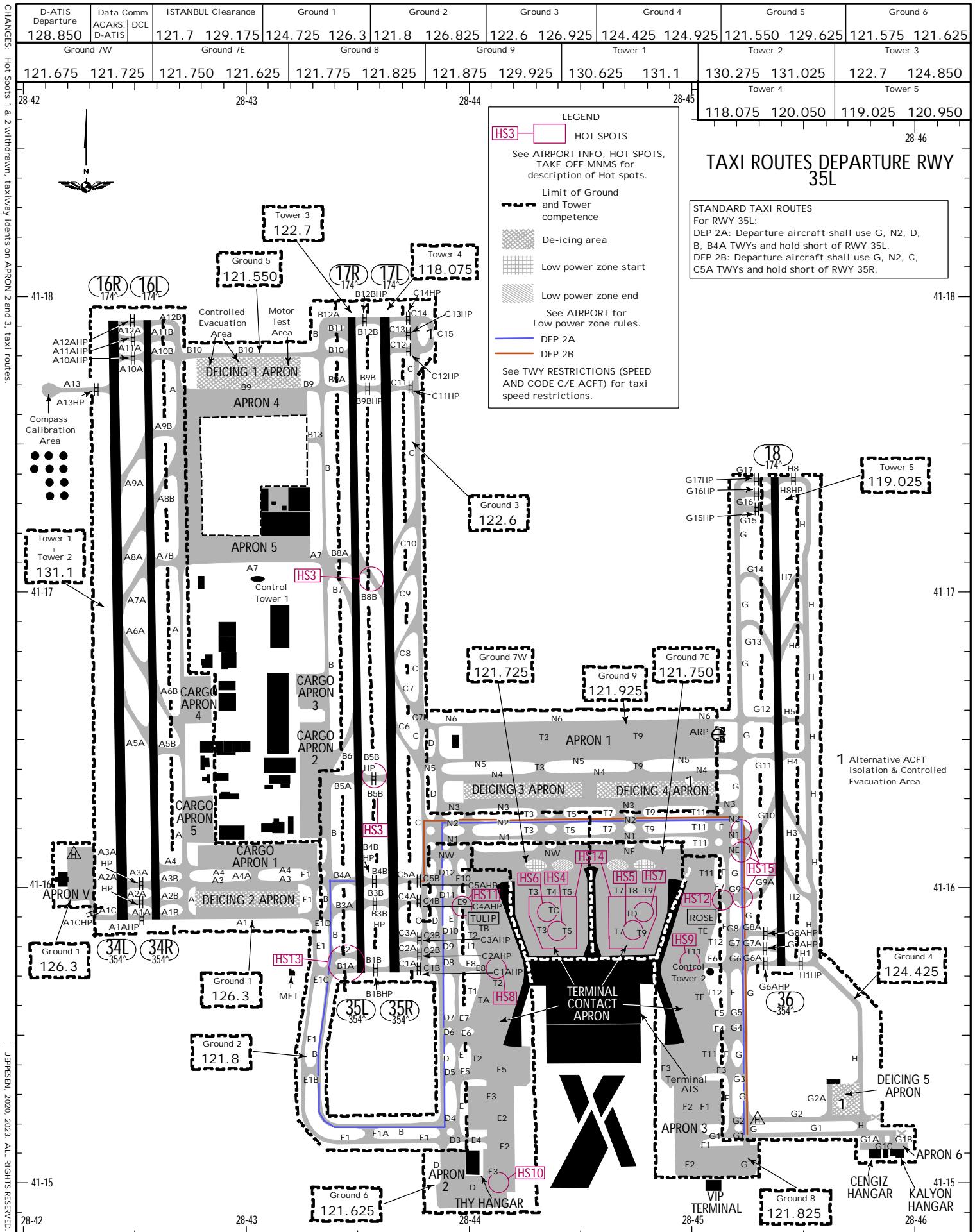


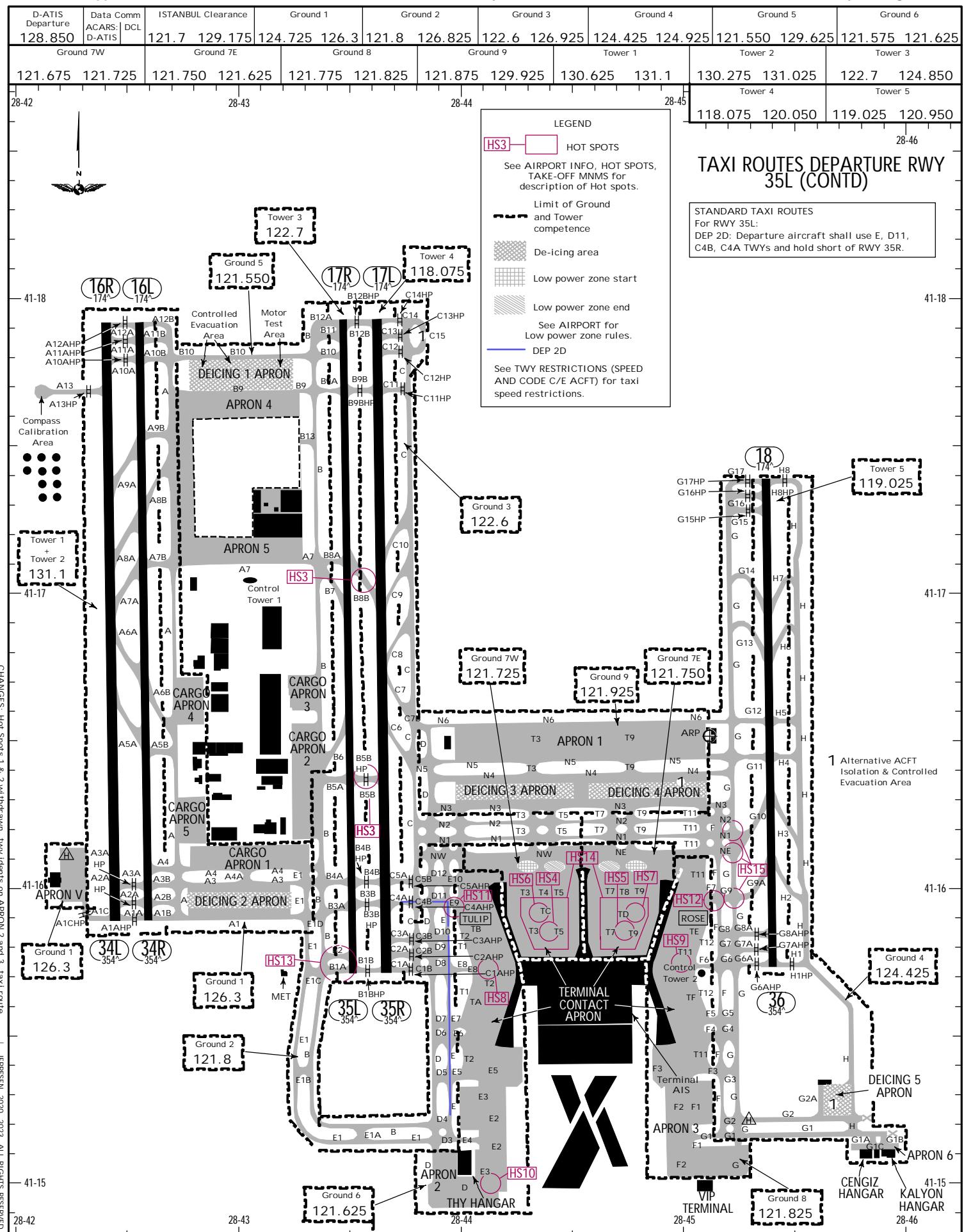








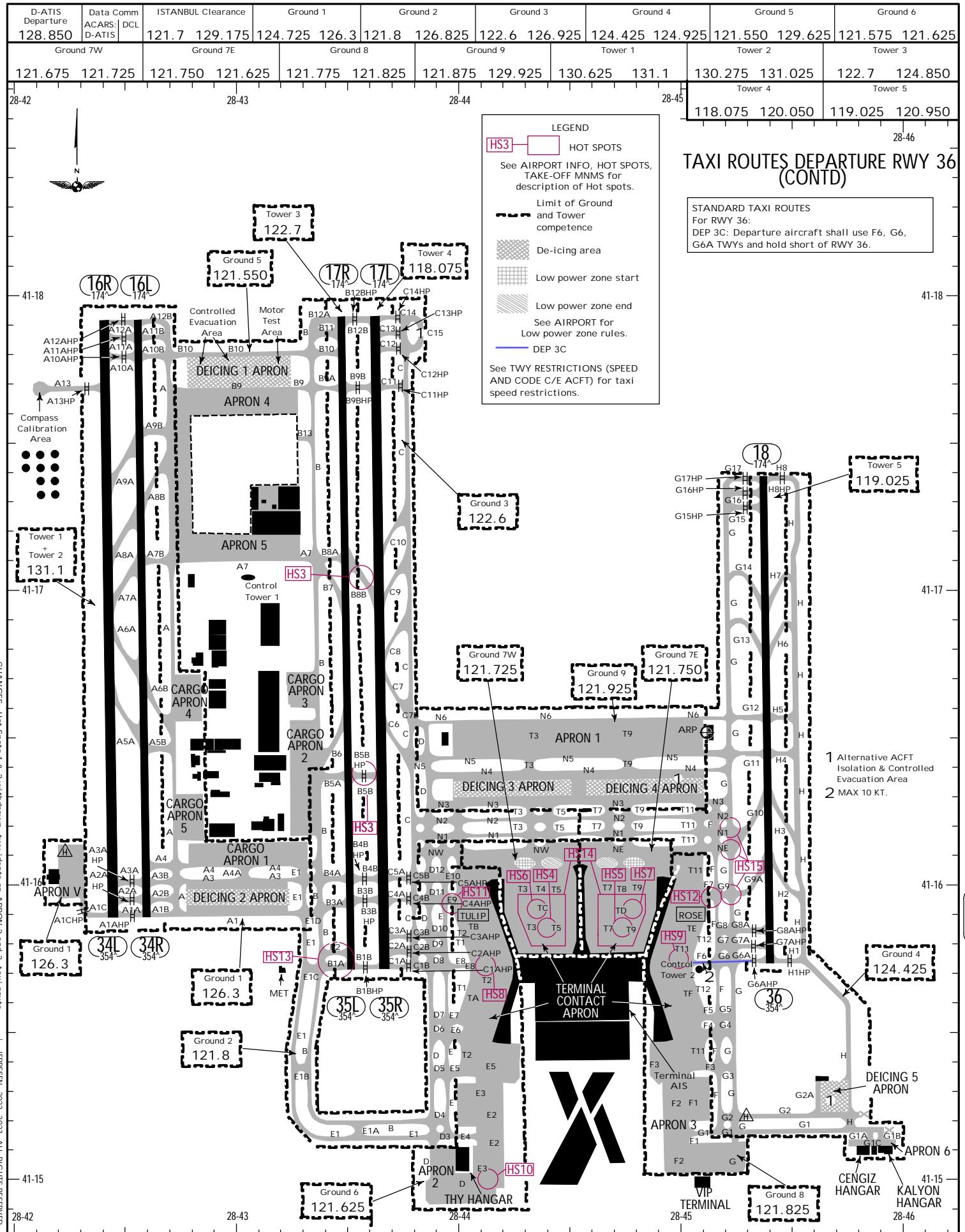


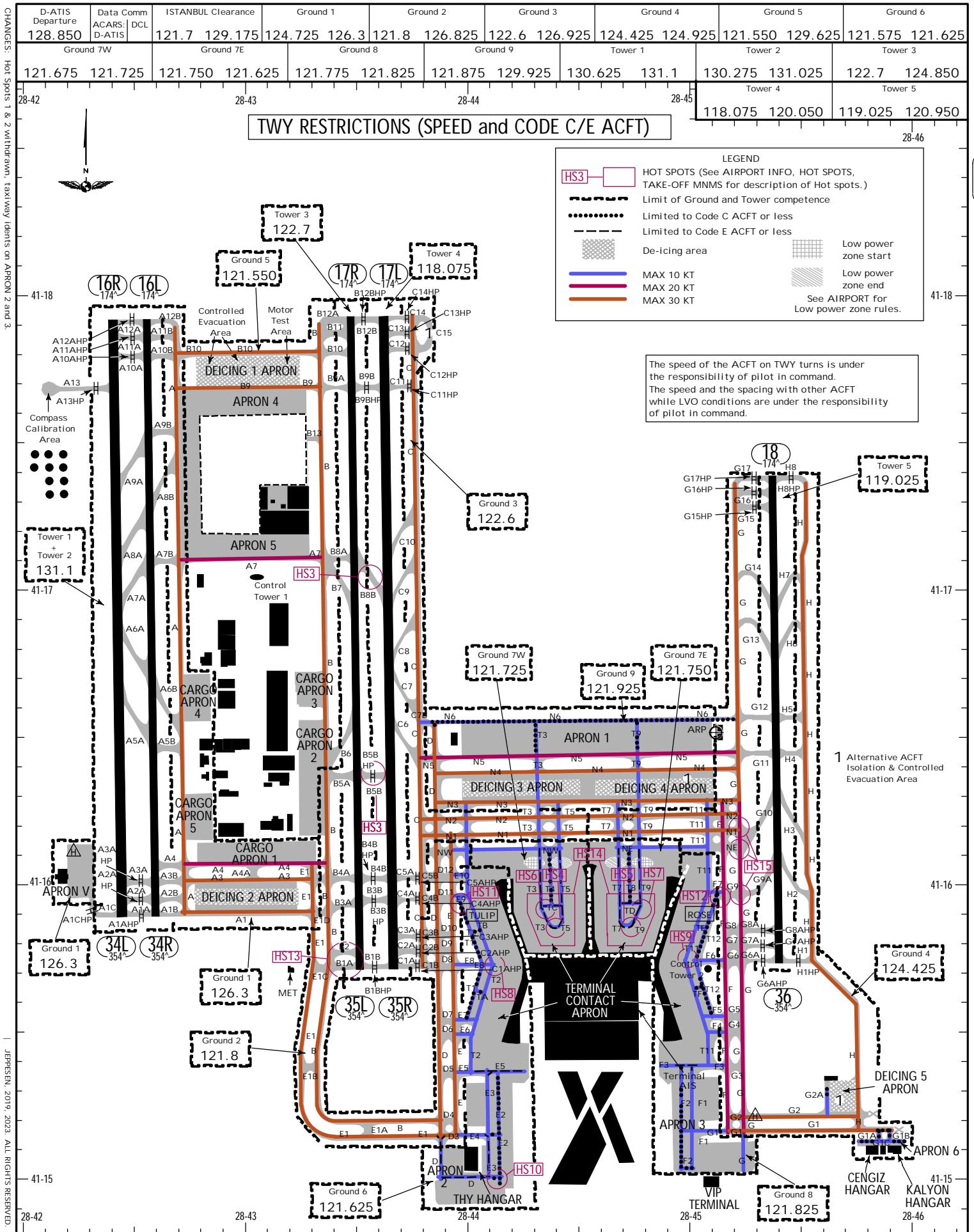












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## PUSHBACK PROCEDURES

### 1. INTRODUCTION

- 1.1. The purpose of these pages is to inform all external and internal stakeholders of Istanbul Airport about the pushback procedures of all ACFT stands.
- 1.2. The objective of the pushback procedures is to reduce ground conflicts, delays and radiotelephony congestion thereby enhancing the operational efficiency and safety of Istanbul Airport.
- 1.3. All stands at Istanbul Airport have standard prescribed pushback procedures.
- 1.4. On some occasions due to the ground traffic situation, obstacles or work in progress, a non-standard pushback is required. In these situations, a non-standard pushback instruction will be issued to the pilot by ATC. ATC instructions overrule the standard procedures.

### 2. PROCEDURES

- 2.1. Pilots shall switch on their transponders before the time of the request for pushback. ACFT not identified on the ATC system will not allowed for pushback.
- 2.2. If there is any uncertainty or possibility of misunderstanding, pushbacks shall never be commenced, pushback operators shall contact the flight deck and request a conformation of the instruction by ATC.
- 2.3. If ATC may thought that the instruction is not completely understood by the flight crew or possibility of commencing wrong pushback, ATC may give an estimated pushback time in order to regulate traffic.
- 2.4. Unless prior permission has been obtained from the Airside Operation, pushback is compulsory at all stands. It is forbidden to execute power back through using engine's reverse thrust.
- 2.5. Pushback shall start within at the least 1 minute after approval has been received from Ground, taking into account the traffic information and/or restrictions contained in the approval message otherwise ATC may give an estimated start time.
- 2.6. The ground crew is responsible for ensuring that the area in the front, behind and around the ACFT is clear of personnel, vehicles, equipment and other obstructions before commencing pushback.
- 2.7. Portion of TWY T3 from intersection TWY NW towards South until the end of TWY T3, portion of TWY T5 from intersection TWY NW towards South until the end of TWY T5, portion of TWY T7 from intersection TWY NE towards South until the end of TWY T7 and portion of TWY T9 from intersection TWY NE towards South until the end of TWY T9 are defined as LOW POWER ZONE.
- 2.8. Code D and Code E arrival ACFT taxiing on T3 TWY in the LOW POWER ZONE, shall turn to parking stands D9, D11, D13, D15, D17 and D19 via TC TWY at a lower power rate.
- 2.9. Code D and Code E arrival ACFT taxiing on T9 TWY in the LOW POWER ZONE, shall turn to parking stands D8, D10, D12, D14, D16 and D20 via TD TWY at a lower power rate.
- 2.10. E2, F2, N6, T1, T4, T8, T12 and North of G2A TWYs are Code C (max wingspan 118'/36m) designated TWYs, these TWYs are not available for Code D, Code E and Code F ACFT.
- 2.11. In case ACFT need to start up one engine or both engines at parking stand, ATC shall accept the request after obtaining safety report from Airside Operation. ACFT shall start up engines with minimum power (on idle power) when parking at stand or during pushback.

### 3. CROSS BLEED START PROCEDURES

- 3.1. "Cross Bleed Start" requests made by traffic will not be accepted because it will cause delays and noise pollution in ground traffic. Only ACFT with APU failure can request Cross Bleed Start with the necessary precautions taken. This request will be fulfilled at an appropriate time depending on the status of the traffic. Delays expected to exceed 5 minutes will be notified to the pilot by ATC.
- 3.2. Code D and Code E ACFT that requires Cross-bleed engine start in the Cul-de-Sac areas shall start their engines at the North side of TWY TC and TWY TD. Code D and Code E ACFT shall not start cross-bleed at PSN2 and PSN4 points, Code C ACFT can start cross-bleed at PSN2 and PSN4 points.
- 3.3. Pilots of ACFT that require "Cross-bleed Start" will notify ATC of their request as shown at item 4.3.

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## PUSHBACK PROCEDURES (CONTD 1)

### 4. PHRASEOLOGY

- 4.1. To approve the pushback and start up request from pilot, basic phraseology used by ATC maybe as given below:  
"ATC: [Call sign of ACFT] GROUND + PUSHBACK AND START UP APPROVED RUNWAY-- + FACE --".
- 4.2. To approve the pushback and startup request from pilot, phraseology used by ATC for defined PSN points maybe as given below:  
"ATC: [Call sign of ACFT] GROUND, PUSHBACK AND START UP APPROVED RUNWAY-- + PSN--".
- 4.3. Flight crews intending to 'Cross Bleed Start' shall advise ATC before pushback as;  
"GROUND [Call sign of ACFT] + [Parking Position] + REQUEST CROSS BLEED START".
- 4.4. The direction information in a standard pushback phraseology indicates the final direction of the ACFT after pushback is completed.
- 4.5. ATC instructions may include a condition to be complied with. For example:  
"AFTER B737 PASSING BEHIND, PUSHBACK APPROVED".
- 4.6. If any doubt exists as to which ACFT is the 'subject ACFT' of a conditional clearance, the ground crew shall ask the flight crew to confirm with ATC.
- 4.7. ATC may give long pushback, pull forward or additional instructions to increase separation, clear a stand or a TWY or point out the first TWY of the departure ACFT.  
Example 1: "PUSHBACK AND START UP APPROVED RWY 36 FACE SOUTH, LONG PUSHBACK ABEAM STAND F6".  
Example 2: "PUSHBACK AND START UP APPROVED RWY 36 FACE SOUTH, AFTER PUSHBACK PULL FORWARD ABEAM STAND F6".  
Example 3: "PUSHBACK AND START UP APPROVED RWY 36 FACE SOUTH, KEEP CLEAR TWY F6".  
Example 4: "PUSHBACK AND START UP APPROVED RWY 36 FACE SOUTH, EXPECT TAXI VIA TWY F6".  
Note: In these phraseologies 'ABEAM' means the nearest TWY centerline to the subject parking stand.

### 5. HOT SPOTS

See 30-9A for description of Hot Spots.

### 6. TOWING

- 6.1. Ground crews who operate towing in Istanbul Airport must be appropriately trained in APT layout and radiotelephony.
- 6.2. Towing is not permitted unless under a leader escort from Airside Operation. The tow crew shall wait until the leader vehicle has arrived before pushback clearance is requested.
- 6.3. The personnel who will perform the towing operation should set Transponder Code 2000 before contacting the relevant Ground frequency.
- 6.4. Tow crews shall give full readbacks to ATC instructions. Additional care should be taken when tow crews are subject to a conditional clearance. It is vital that the correct ACFT or vehicle specified in the condition is identified. If there is any doubt, tow crews shall ask clarification from ATC.
- 6.5. Towing crew is responsible to maintain and listen carefully the relevant Ground frequency until the towing process is completed.
- 6.6. An illuminated red stop bar means STOP. Tow crews shall not put any part of the ACFT beyond the stop bar until it is extinguished, and ATC permission has been received.
- 6.7. Tow crews shall inform ATC if they are unable to execute an instruction or face difficulty in executing an instruction.

### 7. PUSHBACK POSITIONS

- 7.1. Istanbul Airport has 10 identified pushback positions. Facing in pushback other than those specified in the published positions is not possible.
- 7.2. The identified pushback positions: PSN 2, PSN 4, PSN 5, PSN 7 and PSN 10 are facing towards the North. PSN 1, PSN 3, PSN 6, PSN 8 are facing towards the South. PSN 9 is facing towards the East.

### 8. STANDARD TRAFFIC FLOW OF TERMINAL CONTACT APRON AREA

Standard taxi route is counterclockwise at West Cul-de-Sac while clockwise at East Cul-de-Sac.

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## PUSHBACK PROCEDURES (CONTD 2)

### TERMINAL CONTACT APRON - Southwest area

STAND	PUSHBACK PROCEDURE	CAUTION	PHRASEOLOGY
A2L thru A2R	<b>Standard Pushback:</b> The ACFT shall be pushed back following the pushback line onto TWY T2 to face North and continue push until TWY E8 will remain clear of ACFT.	HS8 (Be aware of the ACFT pushbacks from stands A2L, A2, B1 and B1R).	Pushback Approved Face North
	<b>Alternate Pushback:</b> The ACFT shall be pushed back following the pushback line onto TWY T2 to face South and continue push until TWY E8 will remain clear of ACFT.		Pushback Approved Face South
A3L thru A7R	<b>Standard Pushback:</b> The ACFT shall be pushed back following the pushback line onto TWY T2 to face North.		Pushback Approved Face North
	<b>Alternate Pushback:</b> The ACFT shall be pushed back following the pushback line onto TWY T2 to face South.		Pushback Approved Face South
A8L thru A8R	<b>Standard Pushback:</b> The ACFT shall be pushed back following the pushback line onto TWY T2 to face North. TWY E5 will remain clear of ACFT.		Pushback Approved Face North
	<b>Alternate Pushback:</b> The ACFT shall be pushed back following the pushback line onto TWY T2 to face South.		Pushback Approved Face South
A9	<b>Standard Pushback:</b> The ACFT shall be pushed back following the pushback line onto TWY T2 to face South.		Pushback Approved Face South
	<b>Alternate Pushback:</b> The ACFT shall be pushed back following the pushback line onto TWY T2 to face North, then pulled forward until TWY E5 will remain clear of ACFT.		Pushback Approved Face North
A10 A11	<b>Standard Pushback:</b> The ACFT shall be pushed back following the pushback line onto TWY E3 to face North until its nosewheel is at the PSN5 point.	E2 TWY is CAT C.	Pushback Approved PSN5
A10L, A10R A11L, A11R	<b>Standard Pushback:</b> The ACFT shall be pushed back following the pushback line onto TWY E3 to face North until its nosewheel is at the PSN5 point.		Pushback Approved PSN5
	<b>Alternate Pushback:</b> The ACFT shall be pushed back following the pushback line onto TWY E2 to face North and continue push until TWY E5 will remain clear of ACFT.		Pushback Approved Face South on E2 TWY

### TERMINAL CONTACT APRON - Northwest area

B1L thru B1R	<b>Standard Pushback:</b> The ACFT shall be pushed back following the pushback line onto TWY T2 to face South until TWY E8 will remain clear of ACFT.	HS8 (Be aware of the ACFT pushbacks from stands A2L, A2, B1 and B1R).	Pushback Approved Face South
	<b>Alternate Pushback:</b> The ACFT shall be pushed back following the pushback line onto TWY T2 to face North and continue push until TWY E8 will remain clear of ACFT.		Pushback Approved Face North
B3L thru B3R B5L thru B5R B7L thru B7R B9L thru B9R B12L thru B12R B13	<b>Standard Pushback:</b> The ACFT shall be pushed back following the pushback line onto TWY T2 to face South.		Pushback Approved Face South
	<b>Alternate Pushback:</b> The ACFT shall be pushed back following the pushback line onto TWY T2 to face North.		Pushback Approved Face North

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## PUSHBACK PROCEDURES (CONTD 3)

STAND	PUSHBACK PROCEDURE	CAUTION	PHRASEOLOGY
B14 B15 B16	Standard Pushback: The ACFT shall be pushed back following the pushback line onto TWY NW to face West.	The ACFT pushing back from stand B14 facing East should pull forward until T2 TWY is clear.	Pushback Approved Face West
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY NW to face East.		Pushback Approved Face East
TERMINAL CONTACT APRON - West Cul-de-Sac area			
B10L thru B10R B17 B18L thru B18R	Standard Pushback: The ACFT shall be pushed back following the pushback line onto TWY T3 facing South. Taxi out via TC TWY.	The ACFT pushing back from stand B17 should pull forward until NW TWY is clear. CAT D and E ACFTs pushing back face South shall use TWY TC.	Pushback Approved Face South
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY T3 facing North.		Pushback Approved Face North
D13 D15 D17	Standard Pushback: The ACFT shall be pushed back following the pushback line onto TWY T5 facing North.	CAT D and E ACFTs pushing back face South shall use TWY TC.	Pushback Approved Face North
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY T5 facing South.		Pushback Approved Face South
D19	Standard Pushback: The ACFT shall be pushed back following the pushback line onto TWY T5 facing North.		Pushback Approved Face North
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY NW facing East and continue push until TWY T3 will remain clear of ACFT.		Pushback Approved Face East on NW TWY
B4	Standard Pushback: The ACFT shall be pushed back following the pushback line onto TWY T3 facing South and continue push until its nosewheel is at the PSN1 point. Taxi out via TC TWY.	HS4 (Be aware of the ACFT pushbacks from stands B2, B4, C1, C2, C3, C4, D1, D3 and D5).	Pushback Approved PSN1
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY T3 facing South, then pulled forward until its nosewheel is at the PSN2 point on TWY T5 facing North.		Pushback Approved PSN2
B6L thru B6R B8L thru B8R	Standard Pushback: The ACFT shall be pushed back following the pushback line onto TWY T3 facing South and continue push until its nosewheel is at the PSN1 point. Taxi out via TC TWY.	HS6 (Be aware of the ACFT pushbacks from stands B6R and B8L).  CAT D and E ACFTs pushing back face South.	Pushback Approved PSN1
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY T3 facing North abeam stand B6, TWY TC will remain clear of ACFT.		Pushback Approved Face North Abeam Stand B6
D7 D9 D11	Standard Pushback: The ACFT shall be pushed back following the pushback line onto TWY T5 facing North, then pulled forward until its nosewheel is at the PSN2 point.	CAT D and E ACFTs pushing back face South shall use TWY TC.	Pushback Approved PSN2
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY T5 facing South and continue push until abeam stand D11. Taxi out via TC TWY.		Pushback Approved Face South Abeam Stand D11

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## PUSHBACK PROCEDURES (CONTD 4)

STAND	PUSHBACK PROCEDURE	CAUTION	PHRASEOLOGY
B2 C3 C4	Standard Pushback: The ACFT shall be pushed back following the pushback line onto TWY T3 facing South. Taxi out via T5 TWY.	HS4 (Be aware of the ACFT pushbacks from stands B2, B4, C1, C2, C3, C4, D1, D3 and D5).	Pushback Approved Face South on T3 TWY
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY facing West abeam stand C2. Taxi out via T3 TWY.		Pushback Approved Face West
C1 C2 D1 D3 D5	Standard Pushback: The ACFT shall be pushed back following the pushback line onto TWY facing East abeam stand C3. Taxi out via T5 TWY.	HS4 (Be aware of the ACFT pushbacks from stands B2, B4, C1, C2, C3, C4, D1, D3 and D5).	Pushback Approved Face East
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY T5 facing South abeam stand D7. Taxi out via T3 TWY.		Pushback Approved Face South on T5 TWY

## TERMINAL CONTACT APRON - East Cul-de-Sac area

D12 D14 D16	Standard Pushback: The ACFT shall be pushed back following the pushback line onto TWY T7 facing North.	CAT D and E ACFTs pushing back face South shall use TWY TD.	Pushback Approved Face North
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY T7 facing South.		Pushback Approved Face South
D20	Standard Pushback: The ACFT shall be pushed back following the pushback line onto TWY T7 facing North.		Pushback Approved Face North
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY NE facing West and continue push until TWY T9 will remain clear of ACFT.		Pushback Approved Face West on NE TWY
F12L thru F12R F14	Standard Pushback: The ACFT shall be pushed back following the pushback line onto TWY T9 facing South.	CAT D and E ACFTs pushing back face South shall use TWY TD.	Pushback Approved Face South
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY T9 facing North.		Pushback Approved Face North
D6 D8 D10	Standard Pushback: The ACFT shall be pushed back following the pushback line onto TWY T7 facing North, then pulled forward until its nosewheel is at the PSN4 point.	CAT D and E ACFTs pushing back face South shall use TWY TD.	Pushback Approved PSN4
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY T7 facing South and continue push until abeam stand D10.		Pushback Approved Face South Abeam Stand D10
F4L thru F4R	Standard Pushback: The ACFT shall be pushed back following the pushback line onto TWY T9 facing South and continue push until its nosewheel is at the PSN3 point.	HS5 (Be aware of the ACFT pushbacks from stands D2, D4, E1, E2, E3, E4, F2, F4L, F4 and F4R).	Pushback Approved PSN3
F4	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY T9 facing South then pulled forward until its nosewheel is at the PSN 4 on TWY T7 face North.		Pushback Approved PSN4
F4L F4R	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY facing East abeam stand E3. Taxi out via T9 TWY.		Pushback Approved Face East

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## PUSHBACK PROCEDURES (CONTD 5)

STAND	PUSHBACK PROCEDURE	CAUTION	PHRASEOLOGY
F6L thru F6R F8L thru F8R	Standard Pushback: The ACFT shall be pushed back following the pushback line onto TWY T9 facing South and continue push until its nosewheel is at the PSN3 point.	HS7 (Be aware of the ACFT pushbacks from stands F6L and F8R) CAT D and E ACFTs pushing back face South shall use TWY TD.	Pushback Approved PSN3
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY T9 facing North, then pulled forward until abeam stand F6.		Pushback Approved Face North Abeam Stand F6
D2 D4 E1 E2	Standard Pushback: The ACFT shall be pushed back following the pushback line onto TWY facing West abeam stand E3. Taxi out via T7 TWY.	HS5 (Be aware of the ACFT pushbacks from stands D2, D4, E1, E2, E3, E4, F2, F4L, F4 and F4R).	Pushback Approved Face West
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY T7 facing South abeam D6. Taxi out via T9 TWY.		Pushback Approved Face South on T7 TWY
E3	Standard Pushback: The ACFT shall be pushed back following the pushback line onto TWY T9 facing South abeam stand F4. Taxi out via T7 TWY.	HS5 (Be aware of the ACFT pushbacks from stands D2, D4, E1, E2, E3, E4, F2, F4L, F4 and F4R).	Pushback Approved Face South on T9 TWY
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY T7 facing South abeam stand D6. Taxi out via T9 TWY.		Pushback Approved Face South on T7 TWY
E4 F2	Standard Pushback: The ACFT shall be pushed back following the pushback line onto TWY T9 facing South abeam stand F4 Taxi out via T7 TWY.	HS5 (Be aware of the ACFT pushbacks from stands D2, D4, E1, E2, E3, E4, F2, F4L, F4 and F4R).	Pushback Approved Face South on T9 TWY
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY facing East abeam stand E3. Taxi out via T9 TWY.		Pushback Approved Face East

## TERMINAL CONTACT APRON - Northwest area

F1L thru F1R	Standard Pushback: The ACFT shall be pushed back following the pushback line onto TWY T11 facing South and continue push until TWY F6 will remain clear of ACFT.	HS9 (Be aware of the ACFT pushbacks from stands F1L, F1 and G2, G2R).	Pushback Approved Face South
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY T11 facing North and continue push until TWY F6 will remain clear of ACFT.		Pushback Approved Face North
F3L thru F3R F5L thru F5R F7L thru F7R F9L thru F9R F13L thru F13R F18 F19	Standard Pushback: The ACFT shall be pushed back following the pushback line onto TWY T11 facing South.		Pushback Approved Face South
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY T11 facing North.		Pushback Approved Face North
F15 F16 F17	Standard Pushback: The ACFT shall be pushed back following the pushback line onto TWY NE facing West.	The ACFT pushing back from Stand F15 should pull forward until T9 TWY is clear.	Pushback Approved Face West
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY NE facing East.		Pushback Approved Face East

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7 APR 23 (30-96)

ISTANBUL, TURKIYE

ISTANBUL

## PUSHBACK PROCEDURES (CONTD 6)

STAND	PUSHBACK PROCEDURE	CAUTION	PHRASEOLOGY
<b>TERMINAL CONTACT APRON - Southeast area</b>			
G2L thru G2R	Standard Pushback: The ACFT shall be pushed back following the pushback line onto TWY T11 facing South and continue push until TWY F6 will remain clear of ACFT.	HS9 (Be aware of the ACFT pushbacks from stands F1L, F1 and G2, G2R).	Pushback Approved Face South
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY T11 facing North and continue push until TWY F6 will remain clear of ACFT.		Pushback Approved Face North
G4L thru G8R	Standard Pushback: The ACFT shall be pushed back following the pushback line onto TWY T11 facing South.		Pushback Approved Face South
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY T11 facing North.		Pushback Approved Face North
G9L thru G9R	Standard Pushback: The ACFT shall be pushed back following the pushback line onto TWY F1 facing North and continue push until its nosewheel is at the PSN10 point.	F2 TWY is CAT C.	Pushback Approved PSN10
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY F3 facing West and continue push until its nosewheel is at the PSN6 point facing South.		Pushback Approved PSN6
G10L thru G11R	Standard Pushback: The ACFT shall be pushed back following the pushback line onto TWY F3 facing West then following the pushback line onto TWY F1 facing North and continue push until its nosewheel is at the PSN10 point.	F2 TWY is CAT C.	Pushback Approved PSN10
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY F3 facing West and continue push until its nosewheel is at the PSN6 point facing South.		Pushback Approved PSN6
<b>APRON 1</b>			
100 thru 109	Standard Pushback: The ACFT shall be pushed back following the pushback line onto TWY N6 facing East.		Pushback Approved Face East
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY N6 facing West.		Pushback Approved Face West
110 thru 121	Standard Pushback: The ACFT shall be pushed back following the pushback line onto TWY N6 facing West.		Pushback Approved Face West
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY N6 facing East.		Pushback Approved Face East
122 thru 131	Standard Pushback: The ACFT shall be pushed back following the pushback line onto TWY N6 facing West.		Pushback Approved Face West
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY N6 facing East.		Pushback Approved Face East

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7 APR 23 (30-97)

ISTANBUL, TURKIYE

ISTANBUL

## PUSHBACK PROCEDURES (CONTD 7)

STAND	PUSHBACK PROCEDURE	CAUTION	PHRASEOLOGY
132 thru 137R	Standard Pushback: The ACFT shall be pushed back following the pushback line onto TWY N5 facing East.	The ACFT pushes on a live TWY that may delay other taxiing ACFT.	Pushback Approved Face East
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY N5 facing West.		Pushback Approved Face West
138L thru 143R	Standard Pushback: The ACFT shall be pushed back following the pushback line onto TWY N5 facing East.	The ACFT pushes on a live TWY that may delay other taxiing ACFT.	Pushback Approved Face East
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY N5 facing West.		Pushback Approved Face West
144L thru 149	Standard Pushback: The ACFT shall be pushed back following the pushback line onto TWY N5 facing West.	The ACFT pushes on a live TWY that may delay other taxiing ACFT.	Pushback Approved Face West
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY N5 facing East.		Pushback Approved Face East

## APRON 2

200 thru 207	Standard Pushback: The ACFT shall be pushed back following the pushback line onto TWY E2 to face North.		Pushback Approved Face North
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY E2 to face South.		Pushback Approved Face South
215L thru 217R	Standard Pushback: The ACFT shall be pushed back following the pushback line onto TWY E3 to face North.		Pushback Approved Face North
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY E3 to face South.		Pushback Approved Face South
220L thru 220R	Standard Pushback: The ACFT shall be pushed back following the pushback line onto TWY D to face East.	HS10 (Be aware of the ACFT pushbacks from stands 214 and 220).	Pushback Approved Face East
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY E3 to face South and continue push until D TWY is clear.		Pushback Approved Face South on E3 TWY
221L thru 221R	Standard Pushback: The ACFT shall be pushed back following the pushback line onto TWY D to face East.	E2 TWY is CAT C.	Pushback Approved Face East
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY D to face West, then pulled forward until abeam stand 221.		Pushback Approved Face West
222L thru 222R	Standard Pushback: The ACFT shall be pushed back following the pushback line onto TWY D to face East.		Pushback Approved Face East
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY D to face West.		Pushback Approved Face West

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7 APR 23 (30-9J8)

ISTANBUL, TURKIYE

ISTANBUL

## PUSHBACK PROCEDURES (CONTD 8)

STAND	PUSHBACK PROCEDURE	CAUTION	PHRASEOLOGY
223L thru 223R	Standard Pushback: The ACFT shall be pushed back following the pushback line onto TWY D to face East, then pulled forward until abeam stand 223.		Pushback Approved Face East
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY D to face West.		Pushback Approved Face West
224L thru 224R	Standard Pushback: The ACFT shall be pushed back following the pushback line onto TWY D to face South.		Pushback Approved Face South
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY D to face West.		Pushback Approved Face West
208 thru 212	Standard Pushback: The ACFT shall be pushed back following the pushback line onto TWY E2 to face North.		Pushback Approved Face North
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY E2 to face South.		Pushback Approved Face South
213, 214	Standard Pushback: The ACFT shall be pushed back following the pushback line onto TWY D to face East.	HS10 (Be aware of the ACFT pushbacks from stands 214 and 220).	Pushback Approved Face East
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY E2 to face South.		Pushback Approved Face South
218L thru 218R	Standard Pushback: The ACFT shall be pushed back following the pushback line onto TWY D to face North, then pulled forward until its nosewheel is at the PSN7 point.		Pushback Approved PSN7
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY D to face South, then pulled forward until TWY E1 will remain clear of ACFT.		Pushback Approved Face South
219L thru 219R	Standard Pushback: The ACFT shall be pushed back following the pushback line onto TWY D to face North, then pulled forward until its nosewheel is at the PSN7 point.		Pushback Approved PSN7
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY D to face South.		Pushback Approved Face South

## APRON 3

300 thru 312	Standard Pushback: The ACFT shall be pushed back following the pushback line onto TWY F2 facing South.	Alternate pushback is not suitable for stands 311 and 312.	Pushback Approved Face South
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY F2 facing North.		Pushback Approved Face North
313L thru 315R	Standard Pushback: The ACFT shall be pushed back following the pushback line onto TWY F1 facing South.	The ACFTs pushing back from stands 313L thru 313R should pull forward until TWY F3 is clear.	Pushback Approved Face South
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY F1 facing North.		Pushback Approved Face North

LTFM/IST



7 APR 23 30-9J9

ISTANBUL, TURKIYE

ISTANBUL

## PUSHBACK PROCEDURES (CONTD 9)

STAND	PUSHBACK PROCEDURE	CAUTION	PHRASEOLOGY
316L thru 317R	<p><b>Standard Pushback:</b> The ACFT shall be pushed back following the pushback line onto TWY F1 facing South and continue push until its nosewheel is at the PSN8 point.</p>	F2 TWY is CAT C.	Pushback Approved PSN8
318L thru 319R	<p><b>Standard Pushback:</b> The ACFT shall be pushed back following the pushback line onto TWY G facing South and continue push until its nosewheel is at the PSN9 point facing East on G1 TWY.</p>		Pushback Approved PSN9

## CARGO 1 THRU 5 APRONS

K1L thru K9R	<p><b>Standard Pushback:</b> The ACFT shall be pushed back following the pushback line onto TWY A4 facing West.</p>		Pushback Approved Face West
	<p><b>Alternate Pushback:</b> The ACFT shall be pushed back following the pushback line onto TWY A4 facing East.</p>		Pushback Approved Face East
K10 thru K21	<p><b>Standard Pushback:</b> The ACFT shall be pushed back following the pushback line onto TWY B facing South.</p>	The ACFT pushes on a live TWY that may delay other taxiing ACFT.	Pushback Approved Face South
	<p><b>Alternate Pushback:</b> The ACFT shall be pushed back following the pushback line onto TWY B facing North.</p>		Pushback Approved Face North
K50 thru K57	<p><b>Standard Pushback:</b> The ACFT shall be pushed back following the pushback line onto TWY A facing South.</p>	The ACFT pushes on a live TWY that may delay other taxiing ACFT.	Pushback Approved Face South
	<p><b>Alternate Pushback:</b> The ACFT shall be pushed back following the pushback line onto TWY A facing North.</p>		Pushback Approved Face North

LTFM/IST  
ISTANBUL

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16 SEP 22 (31-1)

ISTANBUL, TURKIYE  
ILS Z' Rwy 16R

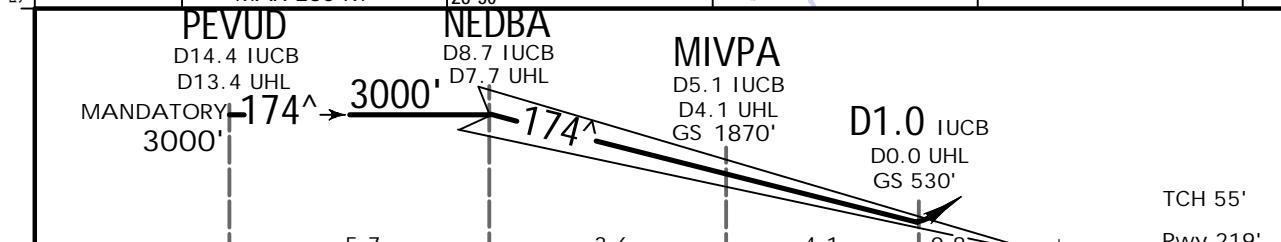
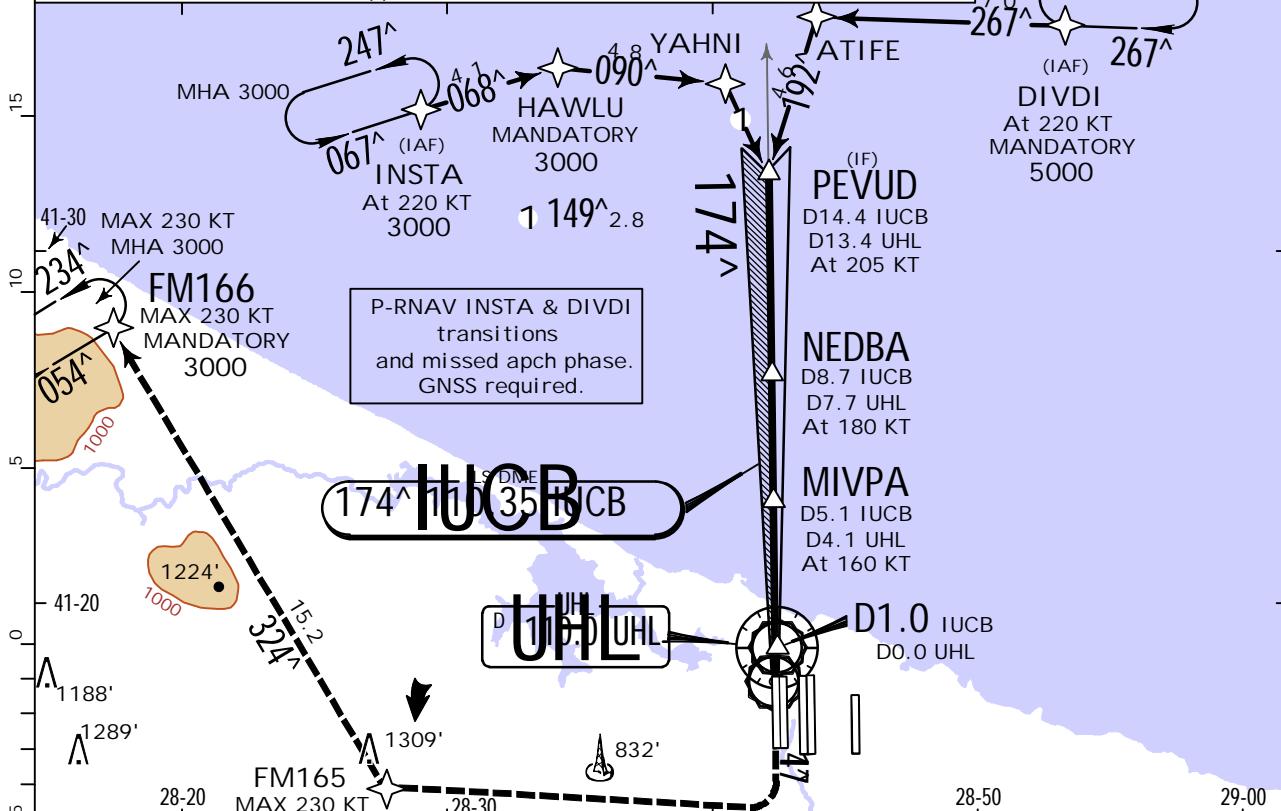
D-ATIS Arrival	YESILKOY Approach/Radar West Final	ISTANBUL Tower 1	ISTANBUL Tower 4	Ground 1
126.350	132.475 120.125 132.050	131.1	118.075	126.3 124.725

LOC IUCB 110.35	Final Apch Crs 174 <sup>^</sup>	NEDBA 3000' (2781')	DA(H) Refer to Minimums	Apt Elev 325' Rwy 219'
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**MISSED APCH:** Climb on track 174<sup>^</sup> (MAX 230 KT). At or above 900' turn RIGHT direct to FM165, turn RIGHT to FM166 and hold at 3000'. Do not turn to FM165 before RWY 16R THR (D0.1 IUCB/D0.8 UHL) or crossing 900', whichever is later. Refer to minimums for missed apch climb gradient.

Alt Set: hPa Rwy Elev: 8 hPa Trans level: By ATC Trans alt: 12000'  
1. P-RNAV approval required. 2. Radar required. 3. DME required.

**CAUTION:** 1. ATC will clear the ACFT to the Approach Procedure before IAF (INSTA or DIVDI) for Rwy 16R. As soon as such an instruction is received, the ACFT shall completely follow the procedure (including the P-RNAV TRANSITION) for Rwy 16R. 2. Do not engage ILS before Localizer intercept point PEVUD. 3. Descent on the GP below 3000' not permitted until passing NEDBA. 4. ACFT unable to conform to speed restrictions shall inform ATC and state what speeds to be used. 5. Simultaneous approach authorized with RWY 17L or RWY 18.



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II REIL PAPI	230 KT MAX	900' on 174 <sup>^</sup>	FM165 RT
GS	3.00 <sup>^</sup> 372	4.78 478	5.31 531	6.37 637	7.43 743	8.49 849				

STRaight-IN LANDING ILS			CIRCLE-TO-LAND		
MACG MIN 4.2% DA(H) 420' (201')			MACG MIN 2.5% DA(H) 490' (271')		
FULL	TDZ or CL out	ALS out	FULL	TDZ or CL out	ALS out

A	R550m	1 R550m	R1200m	R600m	1 R600m	R1300m	Max Kts	MDA(H)
B							100	1400'(1075') V1500m
C							135	1400'(1075') V1600m
D							180	1400'(1075') V2400m
							205	1400'(1075') V3600m

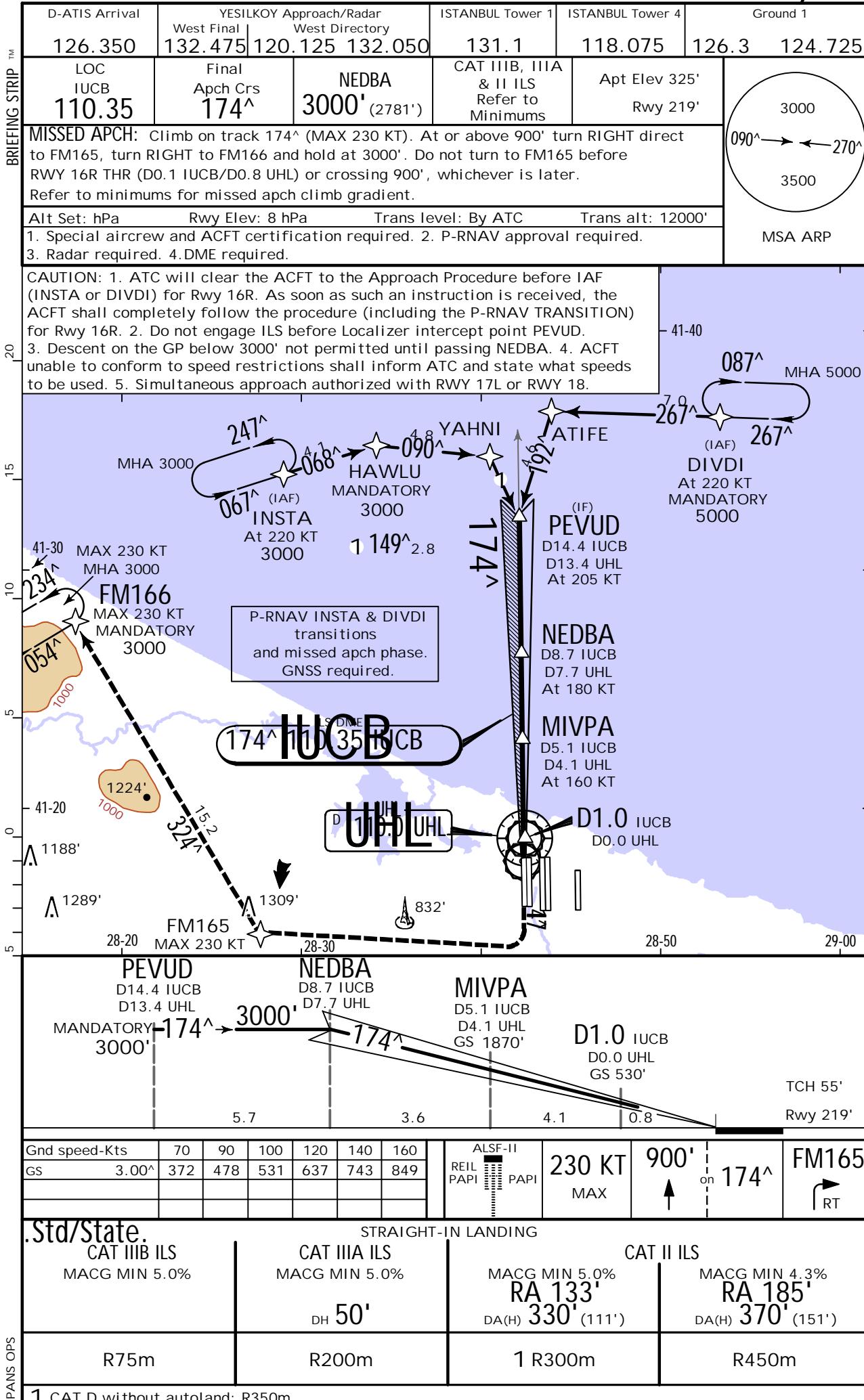
1 R750m when a Flight Director or Autopilot or HUD to DA is not used.

LTFM/IST  
ISTANBUL

JEPPESEN

16 SEP 22

31-1A

ISTANBUL, TURKIYE  
CAT II/III ILS Z' Rwy 16R

LTFM/IST  
ISTANBUL

JEPPESEN

16 SEP 22 (31-2)

ISTANBUL, TURKIYE  
ILS Y Rwy 16R

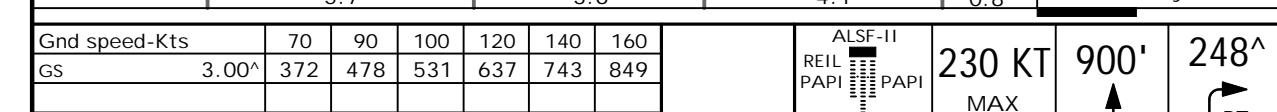
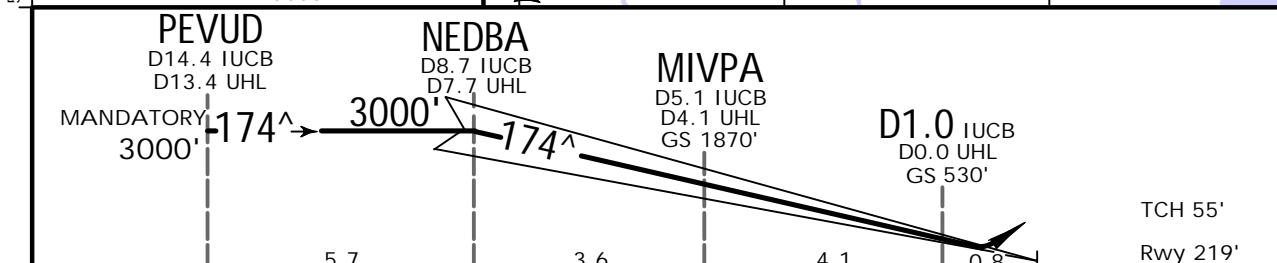
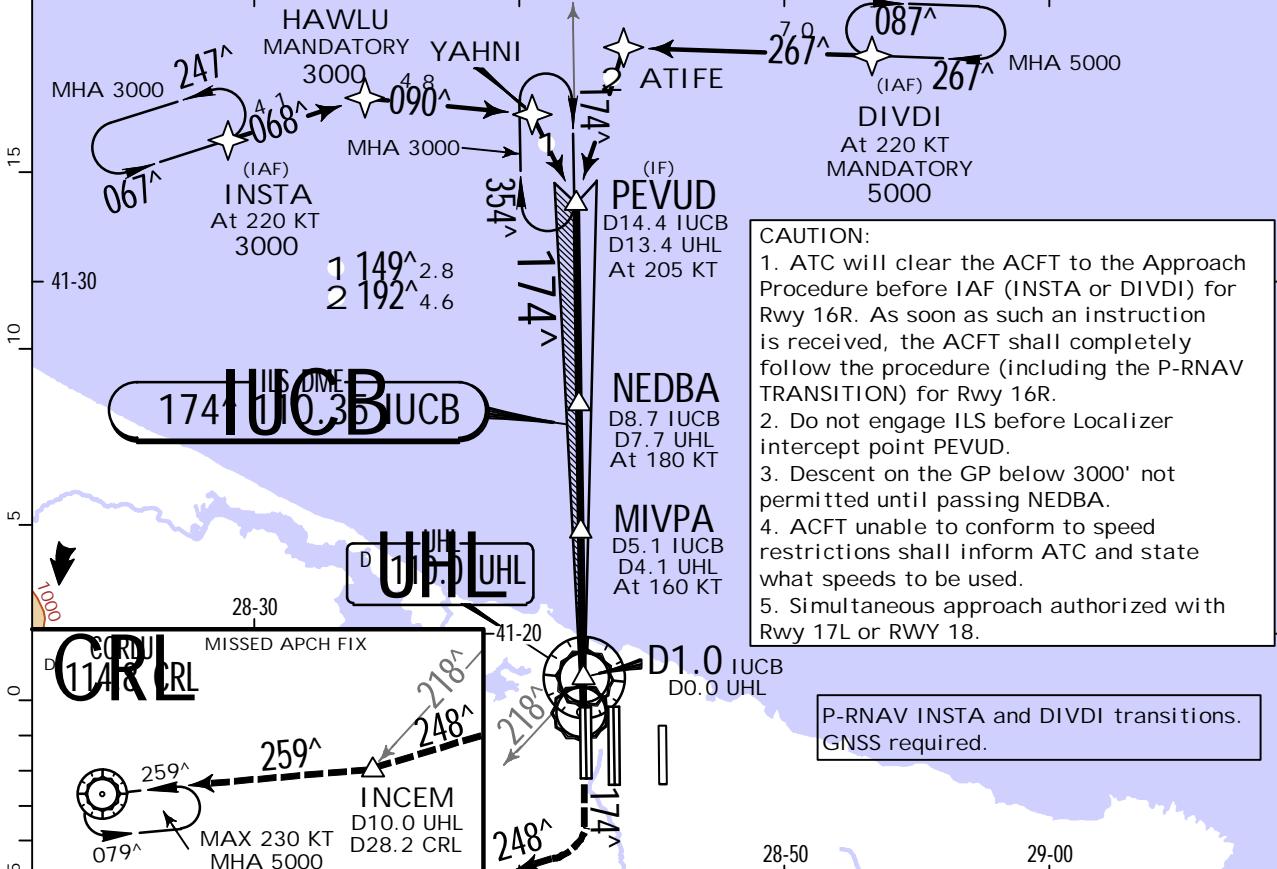
D-ATIS Arrival	YESILKOY Approach/Radar West Final			ISTANBUL Tower 1	ISTANBUL Tower 4	Ground 1
126.350	132.475	120.125	132.050	131.1	118.075	126.3 124.725
LOC IUCB 110.35	Final Apch Crs 174^	NEDBA 3000' (2781')	DA(H) Refer to Minimums	Apt Elev 325' Rwy 219'		

**MISSSED APCH:** Climb to 5000'. Climb STRAIGHT AHEAD, at or above 900' turn RIGHT on 248^ to proceed INCEM, then turn RIGHT to intercept R-079 CRL, proceed to CRL VOR and hold. MAX 230 KT. Do not turn to INCEM before Rwy 16R end (D1.8 IUCB/D2.8 UHL) or crossing 900' whichever is later. Refer to minimums for missed apch climb gradient.

Alt Set: hPa Rwy Elev: 8 hPa Trans level: By ATC Trans alt: 12000'

1. For transitions P-RNAV approval & Radar required. 2. VOR/DME required. 3. Non P-RNAV ACFT will be radar vectored to PEVUD and may be subject to a delaying action.

20 MSA ARP



.Std/State.			STRAIGHT-IN LANDING ILS			CIRCLE-TO-LAND		
MACG MIN 4.2% DA(H) 420' (201')			MACG MIN 2.5% DA(H) 490' (271')					
FULL	TDZ or CL out	ALS out	FULL	TDZ or CL out	ALS out	Max Kts	MDA(H)	
A	R550m	1 R550m	R1200m	R600m	1 R600m	R1300m	100	1400'(1075') V1500m
B							135	1400'(1075') V1600m
C							180	1400'(1075') V2400m
D							205	1400'(1075') V3600m

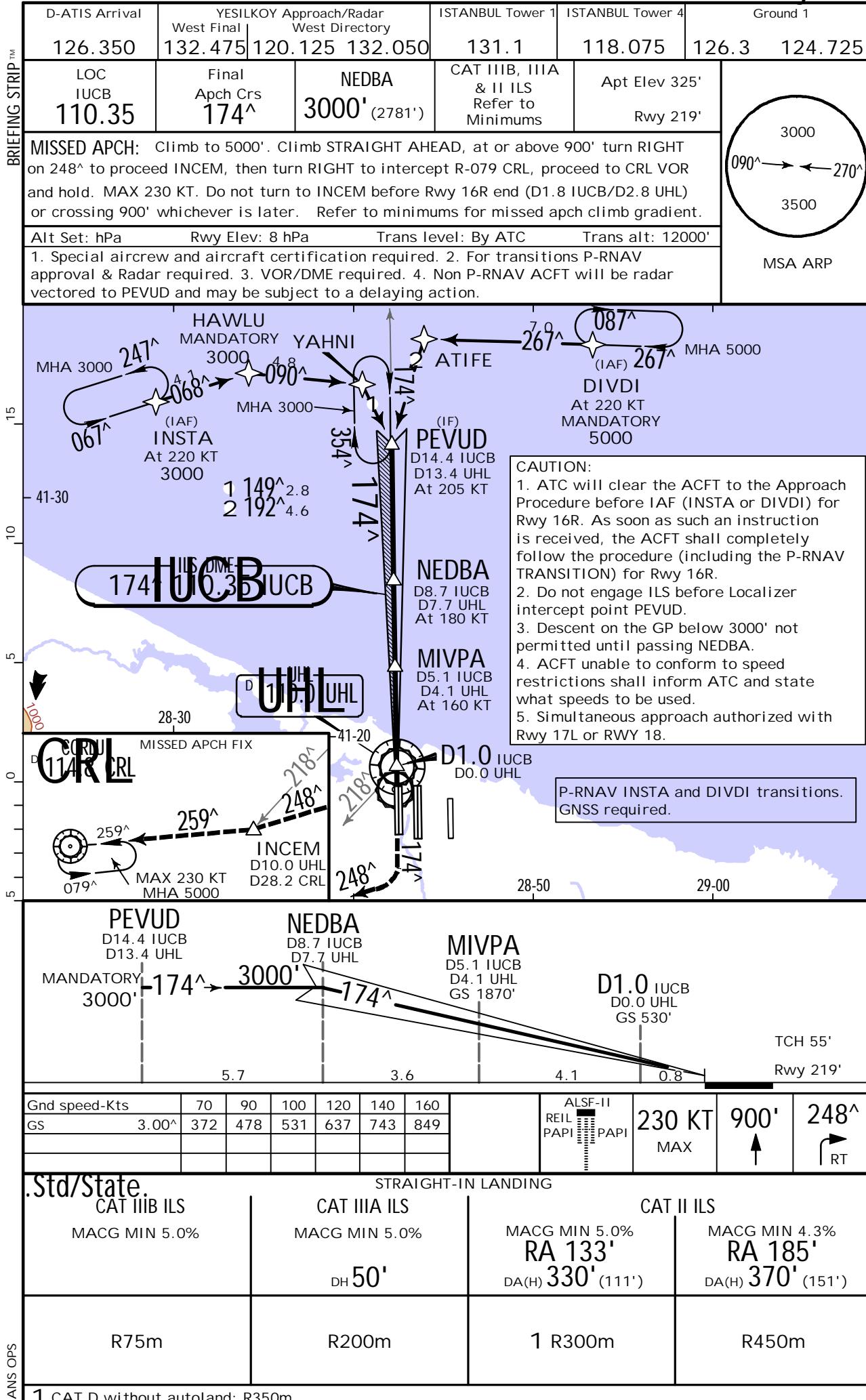
1 R750m when a Flight Director or Autopilot or HUD to DA is not used.

LTFM/IST  
ISTANBUL

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16 SEP 22

31-2A

ISTANBUL, TURKIYE  
CAT II/III ILS Y' Rwy 16R

LTFM/IST  
ISTANBUL

JEPPESEN

16 SEP 22

31-3

ISTANBUL, TURKIYE  
LOC or VOR' Rwy 16R

D-ATIS Arrival	YESILKOY Approach/Radar West Final	ISTANBUL Tower 1	ISTANBUL Tower 4	Ground 1
126.350	132.475   120.125 132.050	131.1	118.075	126.3 124.725
LOC IUCB <b>110.35</b>	Final Apch Crs <b>174<sup>^</sup></b>	NEDBA 3000' (2781')	DA/MDA(H) <b>720'</b> (501')	Apt Elev 325' Rwy 219'
VOR UHL <b>110.0</b>				3000 090 <sup>^</sup> → ← 270 <sup>^</sup> 3500

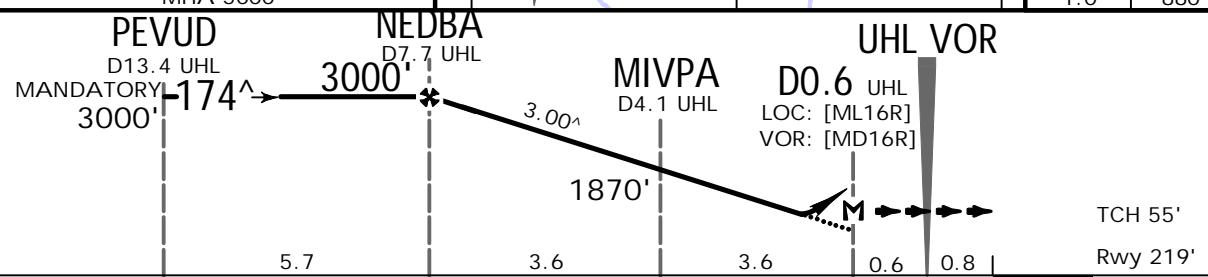
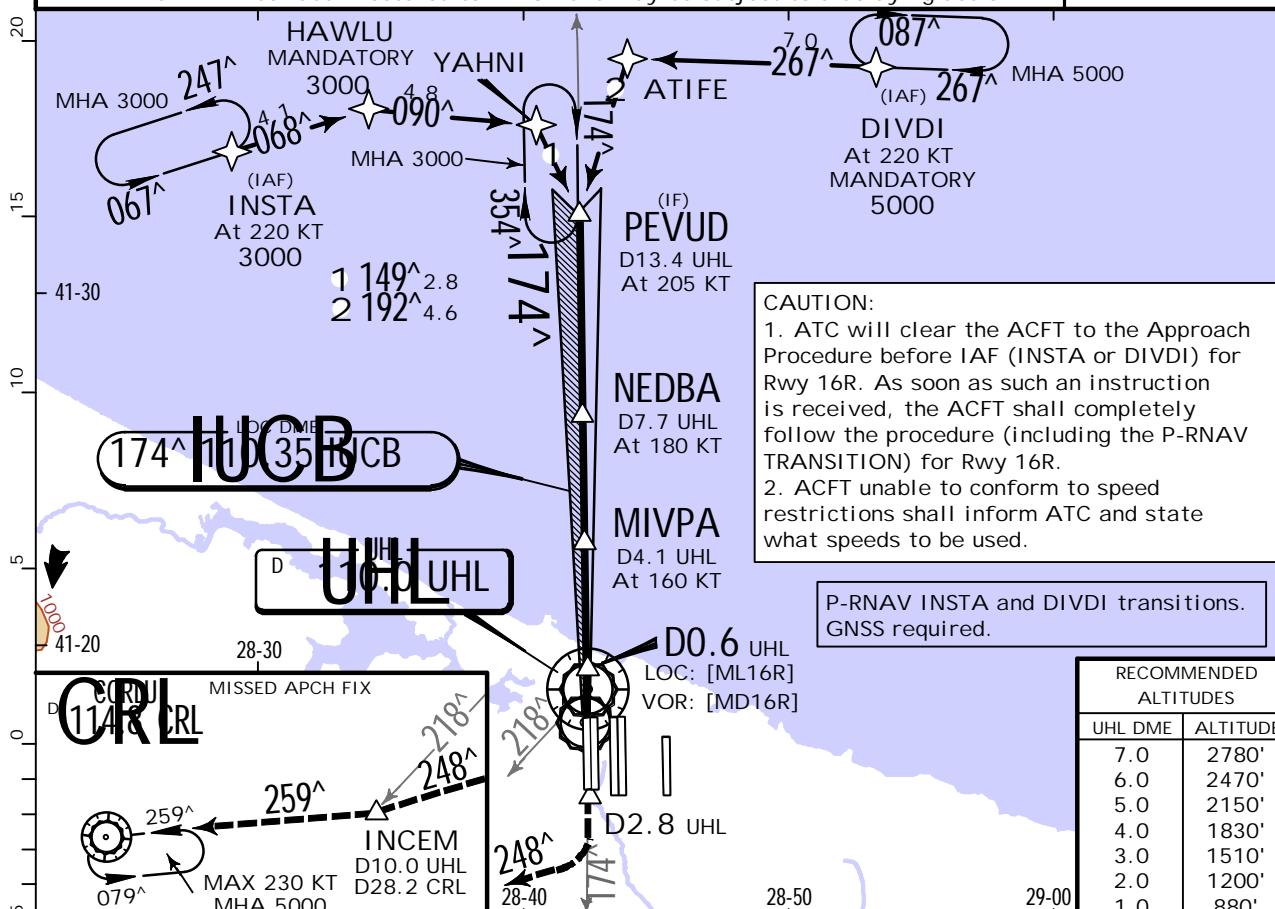
MISSED APCH: Climb to 5000'. On R-174 UHL at D2.8 UHL turn RIGHT on 248<sup>^</sup> to proceed INCEM, then turn RIGHT to intercept R-079 CRL. Proceed to CRL VOR and hold.

MAX 230 KT. Do not turn to INCEM before D2.8 UHL.

Alt Set: hPa Rwy Elev: 8 hPa Trans level: By ATC Trans alt: 12000'

1. For transitions P-RNAV approval & Radar required. 2. VOR/DME required. 3. Non P-RNAV ACFT will be radar vectored to PEVUD and may be subject to a delaying action.

MSA ARP



Gnd speed-Kts	70	90	100	120	140	160	ALS-II REIL PAPI	230 KT MAX	5000'	UHL on 110.0 R-174	D2.8 UHL	248 <sup>^</sup> RT
Descent Angle 3.00 <sup>^</sup>	372	478	531	637	743	849						
MAP at D0.6 UHL												

.Std/State.		STRAIGHT-IN LANDING				CIRCLE-TO-LAND			
		CDFA 1 DA/MDA(H) 720' (501')							
		ALS out				Max Kts MDA(H)			
		R1500m				100 1400'(1075') V1500m			
		R1600m				135 1400'(1075') V1600m			
		R2400m				180 1400'(1075') V2400m			
						205 1400'(1075') V3600m			

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

CHANGES: Country name.

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LTFM/IST  
ISTANBUL

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16 SEP 22 (31-4)

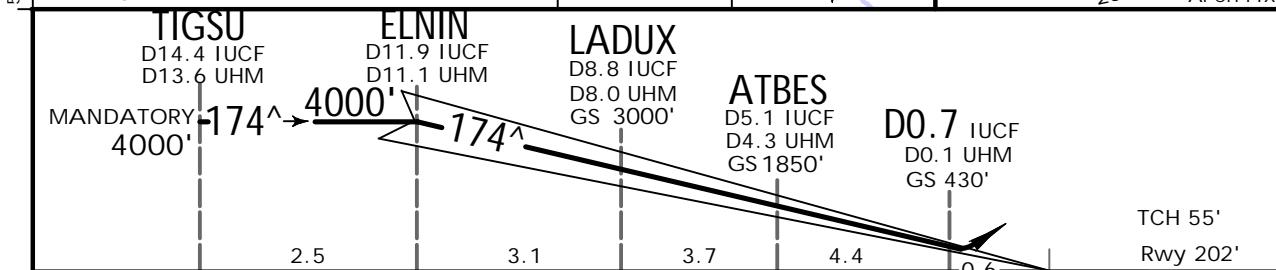
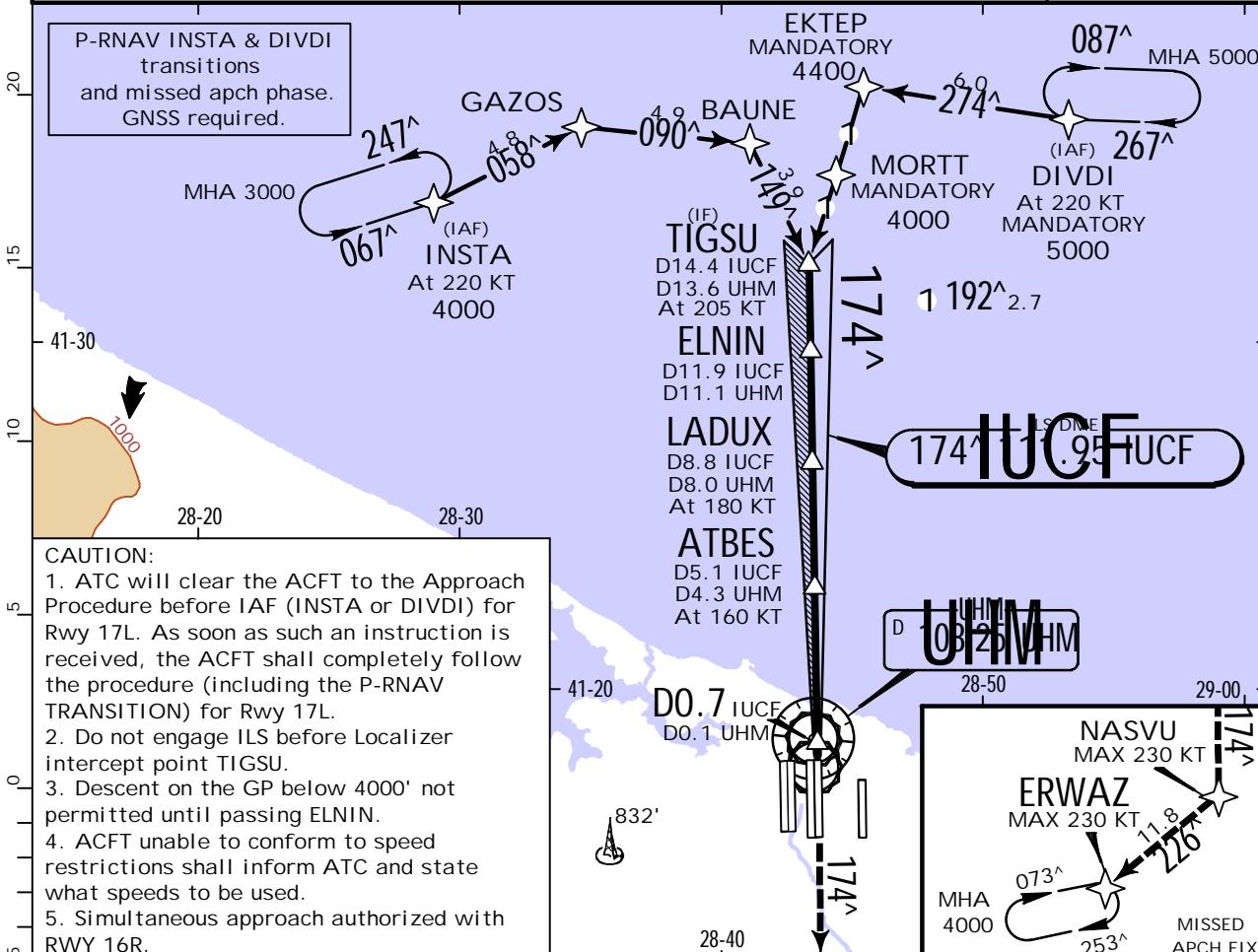
ISTANBUL TURKIYE  
ILS Z Rwy 17L

D-ATIS Arrival	East Final	YESILKOY Approach/Radar East Directory	ISTANBUL Tower 1	ISTANBUL Tower 4
126.350	130.3	118.950 132.325	131.1	118.075
	Ground 2	Ground 3	Ground 5	
121.8	126.825	122.6 126.925	121.550	129.625
LOC IUCF 111.95	Final Apch Crs 174 <sup>^</sup>	ELNIN 4000' (3798')	DA(H) 402' (200')	Apt Elev 325' Rwy 202'
				3000 090 <sup>^</sup> → ← 270 <sup>^</sup> 3500
				MSA ARP

MISSED APCH: Climbing 4000' to NASVU on course 174<sup>^</sup>, (MAX 230 KT), turn RIGHT to ERWAZ and hold.

Alt Set: hPa Rwy Elev: 7 hPa Trans level: By ATC Trans alt: 12000'

1. P-RNAV approval required. 2. RADAR required. 3. DME required.



Gnd speed-Kts	70	90	100	120	140	160	ALS-II REIL PAPI	230 KT MAX	NASVU on 174 <sup>^</sup>	ERWAZ RT
GS	3.00 <sup>^</sup>	372	478	531	637	743	849			

Std/State.		STRAIGHT-IN LANDING ILS			CIRCLE-TO-LAND		
		DA(H) 402' (200')					
		FULL		TDZ or CL out	ALS out	Max Kts	MDA(H)
A						100	1400' (1075') V1500m
B		R550m		1 R550m		135	1400' (1075') V1600m
C						180	1400' (1075') V2400m
D						205	1400' (1075') V3600m

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.

LTFM/IST  
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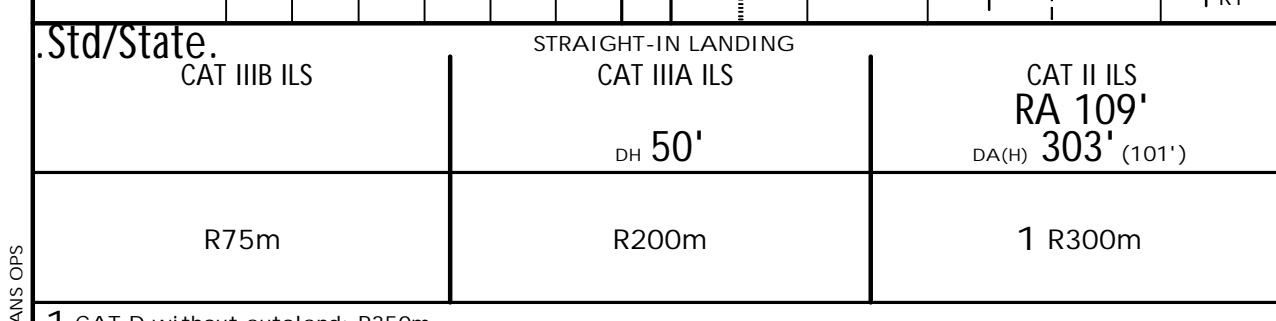
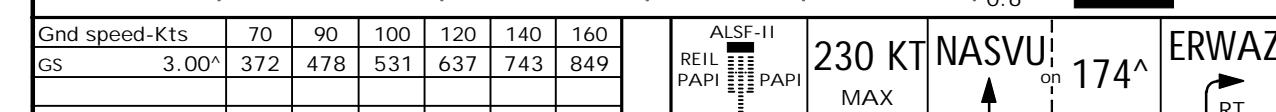
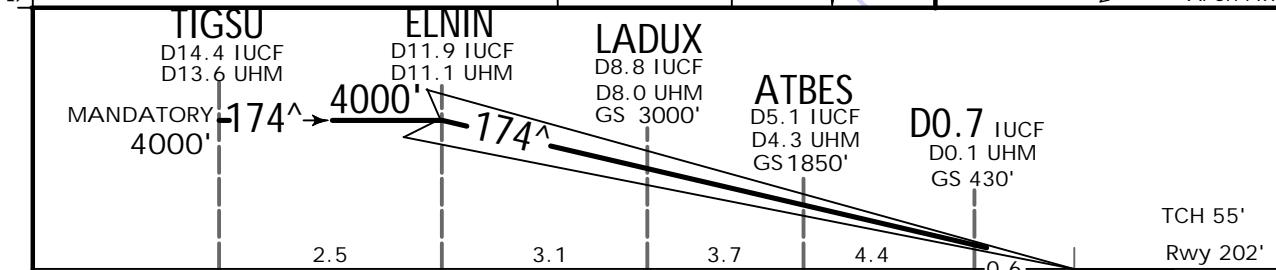
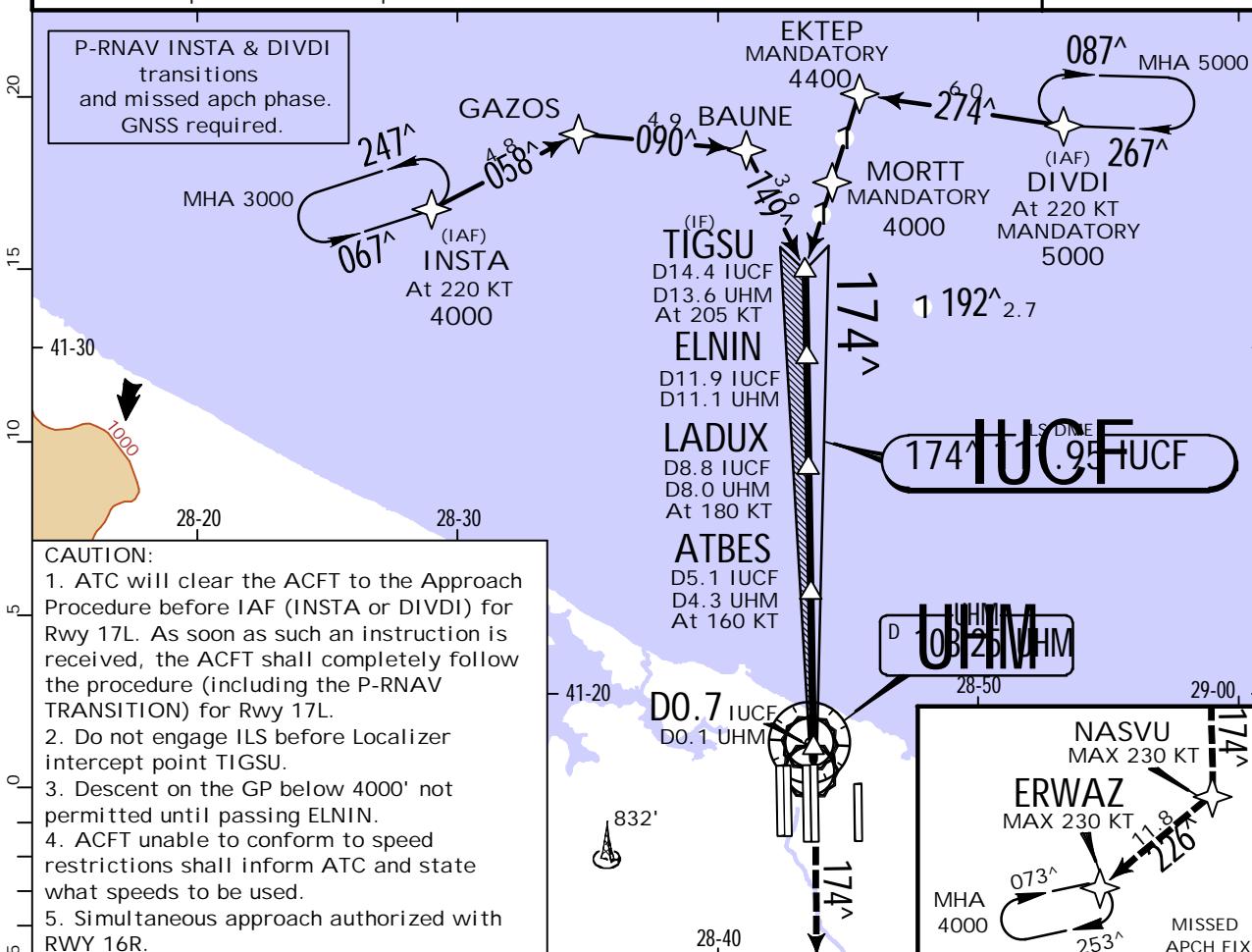
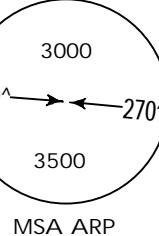
16 SEP 22

31-4A

ISTANBUL TURKIYE  
CAT II/III ILS Z Rwy 17L

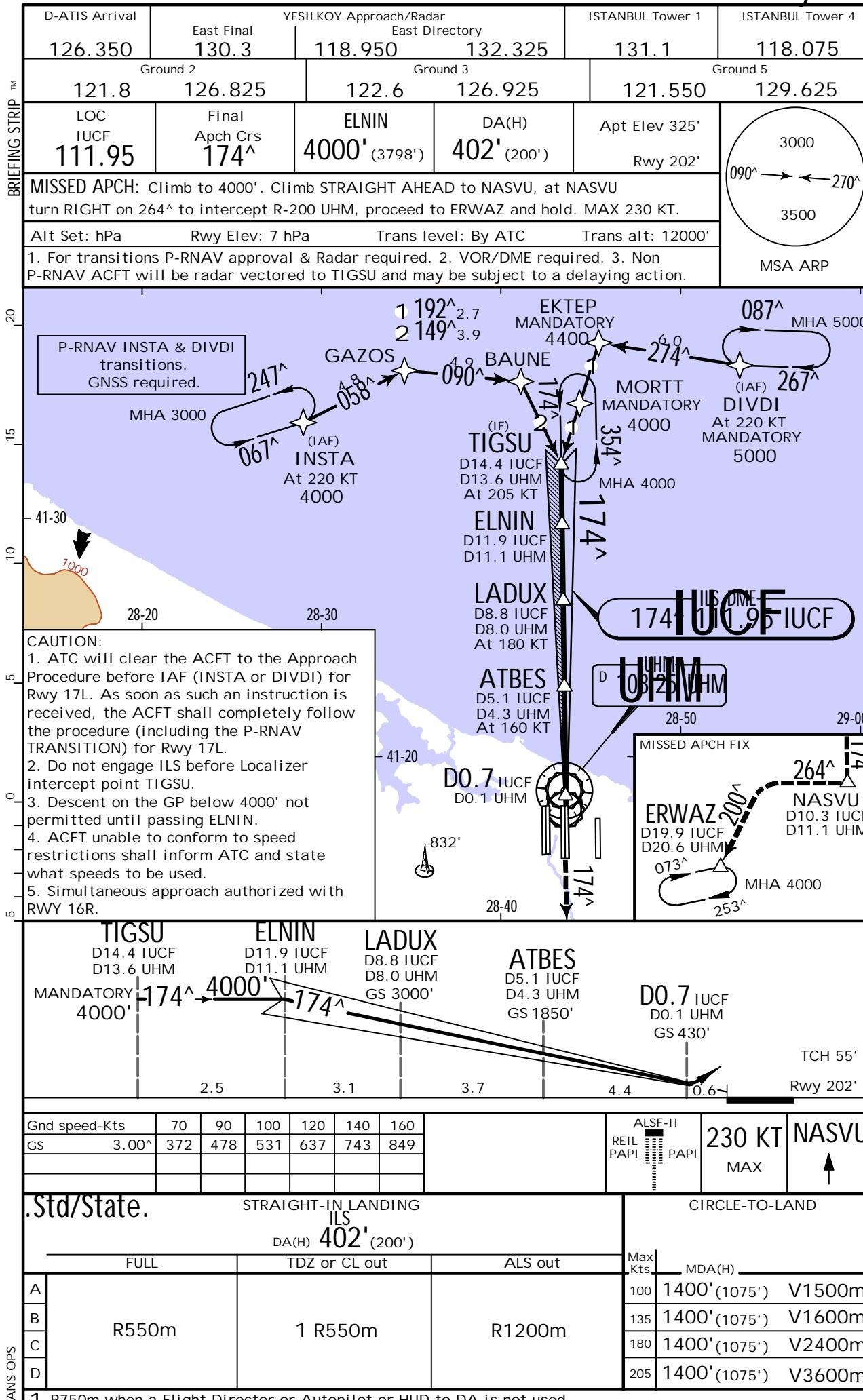
D-ATIS Arrival	East Final	YESILKOY Approach/Radar East Directory	ISTANBUL Tower 1	ISTANBUL Tower 4
126.350	130.3	118.950 132.325	131.1	118.075
	Ground 2	Ground 3	Ground 5	
121.8	126.825	122.6 126.925	121.550	129.625

LOC IUCF 111.95	Final Apch Crs 174 <sup>^</sup>	ELNIN 4000' (3798')	CAT IIIB, IIIA & II ILS Refer to Minimums	Apt Elev 325' Rwy 202'
MISSSED APCH: Climbing 4000' to NASVU on course 174 <sup>^</sup> , (MAX 230 KT), turn RIGHT to ERWAZ and hold.				
Alt Set: hPa Rwy Elev: 7 hPa Trans level: By ATC Trans alt: 12000'				
1. Special aircrew and acft certification required. 2. P-RNAV approval required. 3. RADAR required. 4. DME required.				



16 SEP 22

(31-5)

**LTFM/IST**  
ISTANBUL**ISTANBUL TURKIYE**  
**ILS Y Rwy 17L**

LTFM/IST  
ISTANBUL

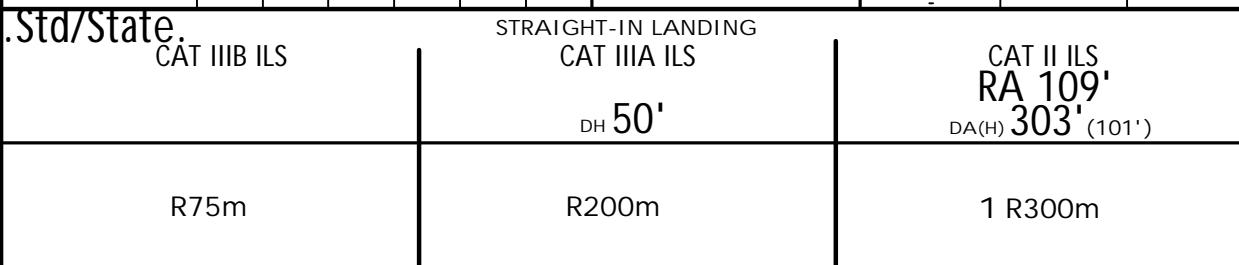
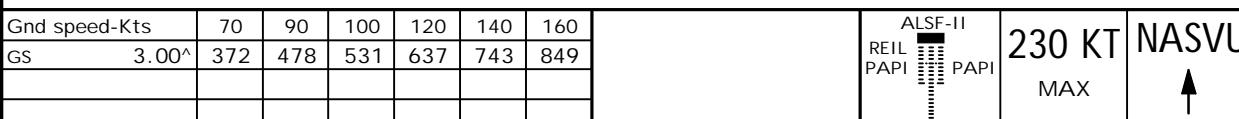
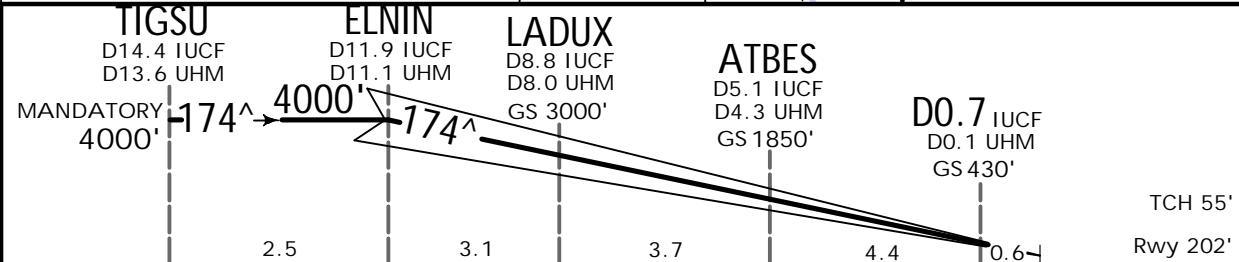
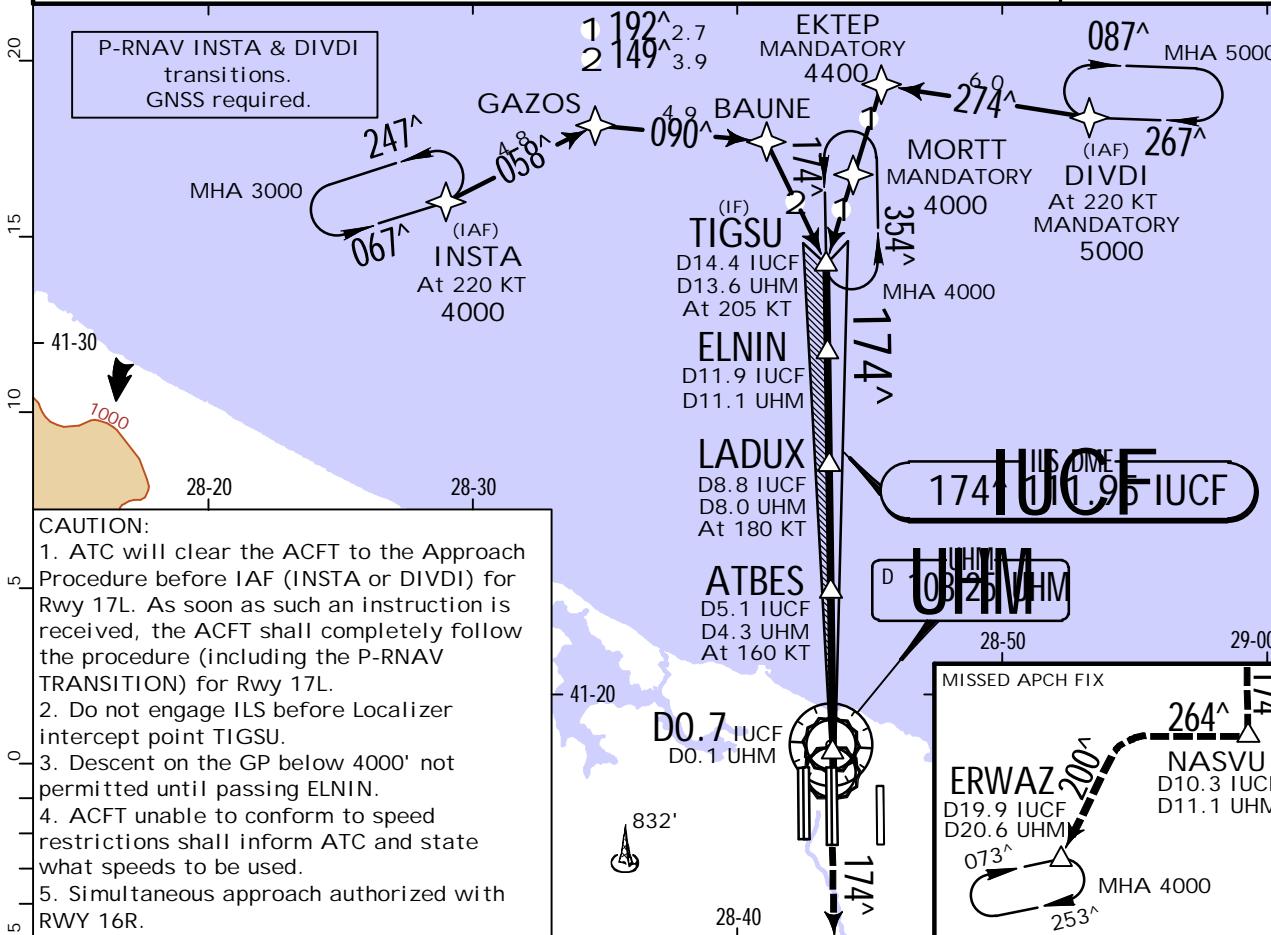
JEPPESEN

16 SEP 22

(31-5A)

ISTANBUL TURKIYE  
CAT II/III ILS Y Rwy 17L

D-ATIS Arrival	East Final	YESILKOY Approach/Radar	ISTANBUL Tower 1	ISTANBUL Tower 4
126.350	130.3	118.950	132.325	131.1
	Ground 2	Ground 3		Ground 5
121.8	126.825	122.6	126.925	121.550
LOC IUCF 111.95	Final Apch Crs 174 <sup>^</sup>	ELNIN 4000' (3798')	CAT IIIB, IIIA & II ILS Refer to Minimums	Apt Elev 325' Rwy 202'
MISSSED APCH: Climb to 4000'. Climb STRAIGHT AHEAD to NASVU, at NASVU turn RIGHT on 264 <sup>^</sup> to intercept R-200 UHM, proceed to ERWAZ and hold. MAX 230 KT.				
Alt Set: hPa	Rwy Elev: 7 hPa	Trans level: By ATC	Trans alt: 12000'	
1. Special aircrew and ACFT certification required. 2. For transitions P-RNAV approval & Radar required. 3. VOR/DME required. 4. Non P-RNAV ACFT will be radar vectored to TIGSU and may be subject to a delaying action.				

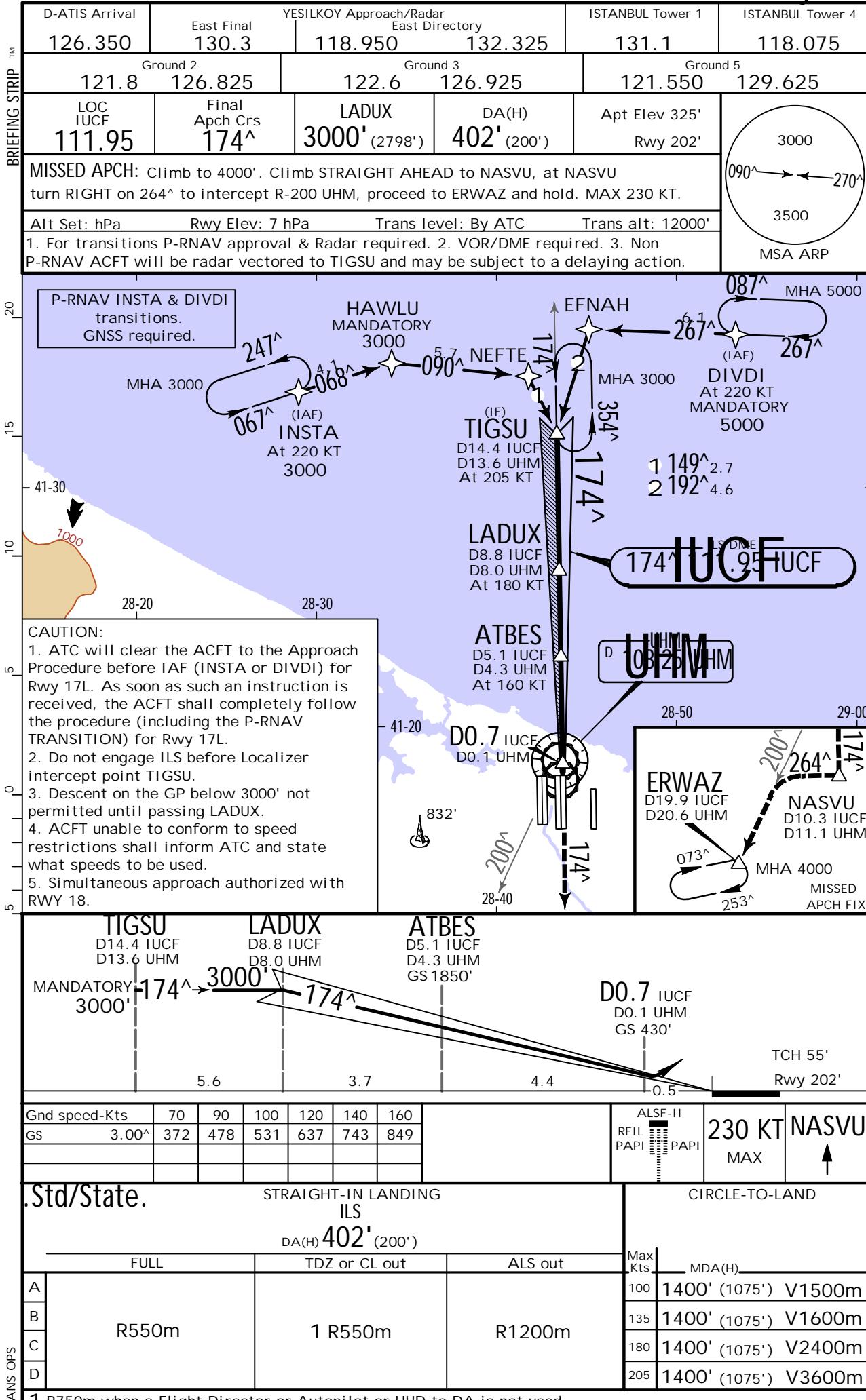


1 CAT D without Autoland: R350m.

LTFM/IST  
ISTANBUL

JEPPESEN

16 SEP 22 31-6

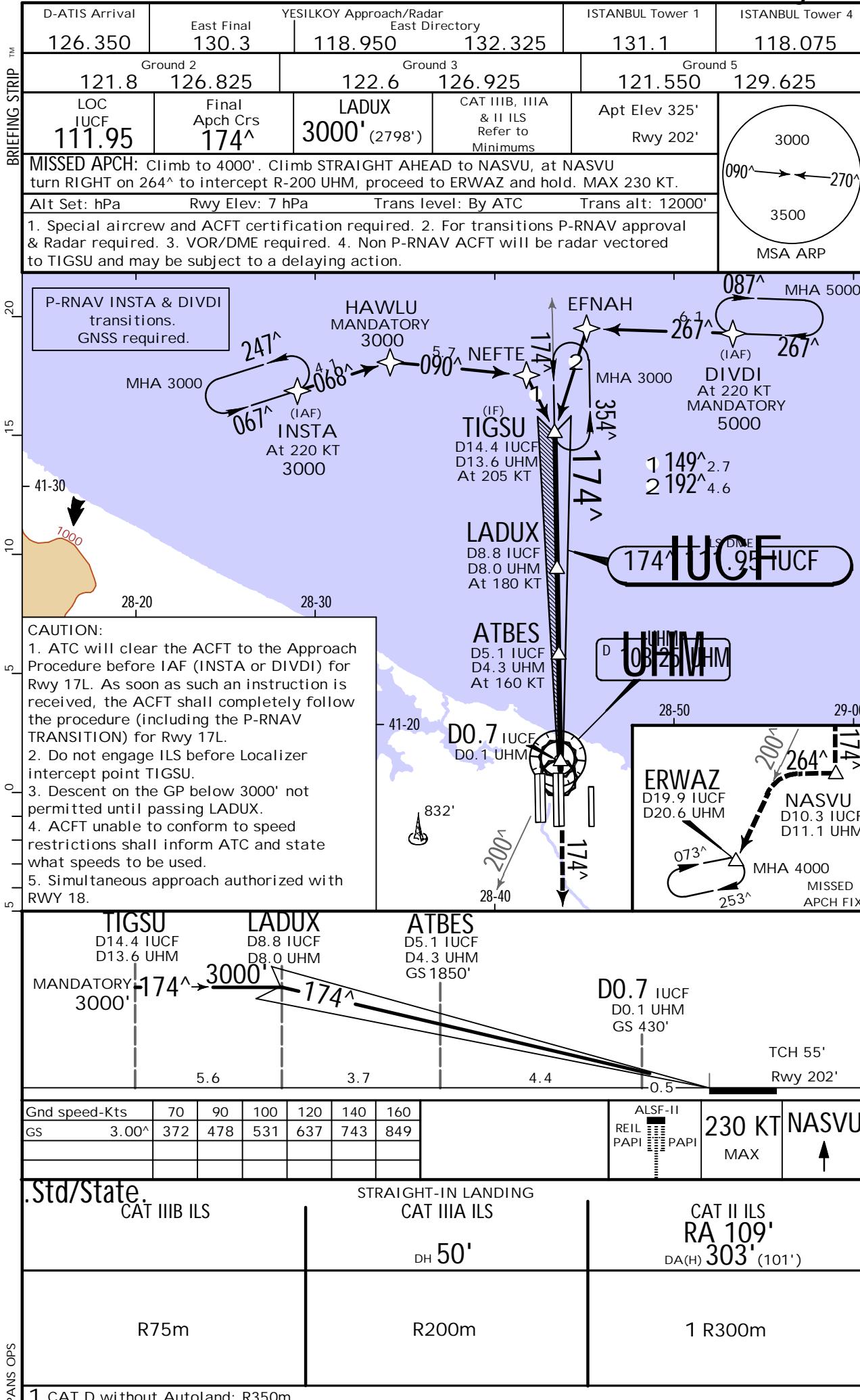
ISTANBUL TURKIYE  
ILS X Rwy 17L

LTFM/IST  
ISTANBUL

JEPPESEN

16 SEP 22

31-6A

ISTANBUL TURKIYE  
CAT II/III ILS X Rwy 17L

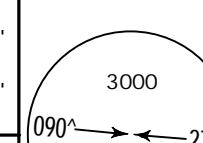
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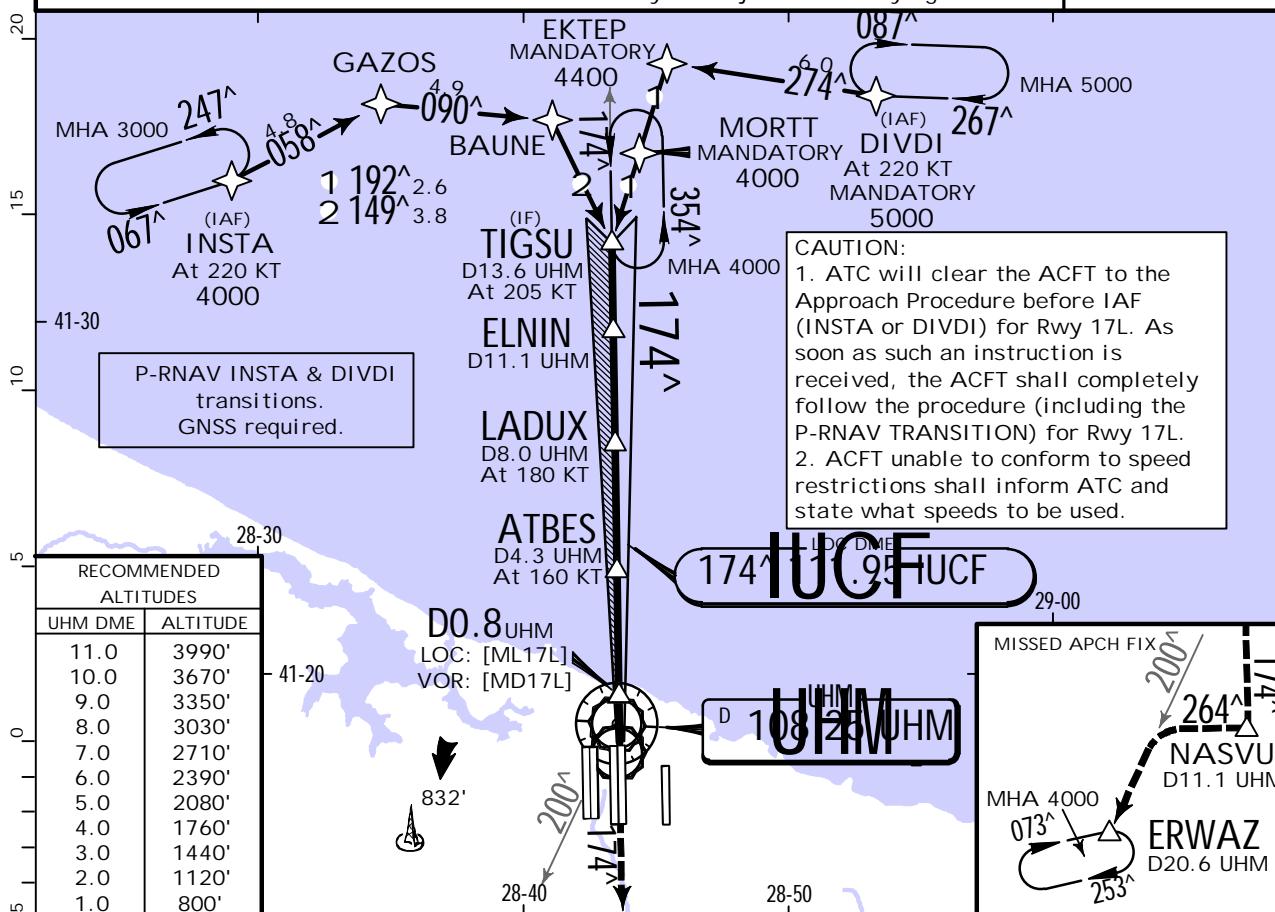
www.turkcell.com.tr



16 SEP 22 (31-7)

**ISTANBUL, TURKIYE**  
LOC or VOR' Rwy 17L

D-ATIS Arrival	YESILKOY Approach/Radar East Directory			ISTANBUL Tower 1	ISTANBUL Tower 4
126.350	East Final 130.3	118.950	132.325	131.1	118.075
Ground 2		Ground 3		Ground 5	
121.8	126.825	122.6	126.925	121.550	129.625
LOC UUCF <b>111.95</b>	Final Apch Crs <b>174^</b>	ELNIN <b>4000'</b> (3798')	DA/MDA(H) <b>720'</b> (518')	Apt Elev 325' Rwy 202'	
MISSING APCH: Climb to 4000'. Climb on R-174 UHM to NASVU, at NASVU turn RIGHT on 264^ to intercept R-200 UHM, proceed to ERWAZ and hold. MAX 230 KT.					
Alt Set: hPa	Rwy Elev: 7 hPa	Trans level: By ATC	Trans alt: 12000'		
1. For transitions P-RNAV approval & Radar required. 2. VOR/DME required. 3. Non P-RNAV ACFT will be radar vectored to TIGSU and may be subject to a delaying action.					



**TIGSU**  
D13.6 UHM  
MANDATORY  
4000'

**ELNIN**  
D11.1 UHM

**LADUX**  
D8.0 UHM

**ATBES**  
D4.3 UHM  
LOC: [ML17L]  
VOR: [MD17L]

**UHM VOR**  
D0.8 UHM  
TCH 55'  
Rwy 202'

174<sup>^</sup> → 4000' ← 3.00<sup>^</sup>

4000'

3000'

1850'

2.5      3.1      3.7      3.6      0.8      0.6

.Std/State.

## **STRAIGHT-IN LANDING**

CIRCLE-TO-LAND

CDEFA		1 DA/MDA(H) 720' (518')	ALS out	Max Kts.	MDA(H)
A	R1500m		100	1400' (1075')	V1500m
B			135	1400' (1075')	V1600m
C	R1600m		180	1400' (1075')	V2400m
D	R2400m		205	1400' (1075')	V2600m

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

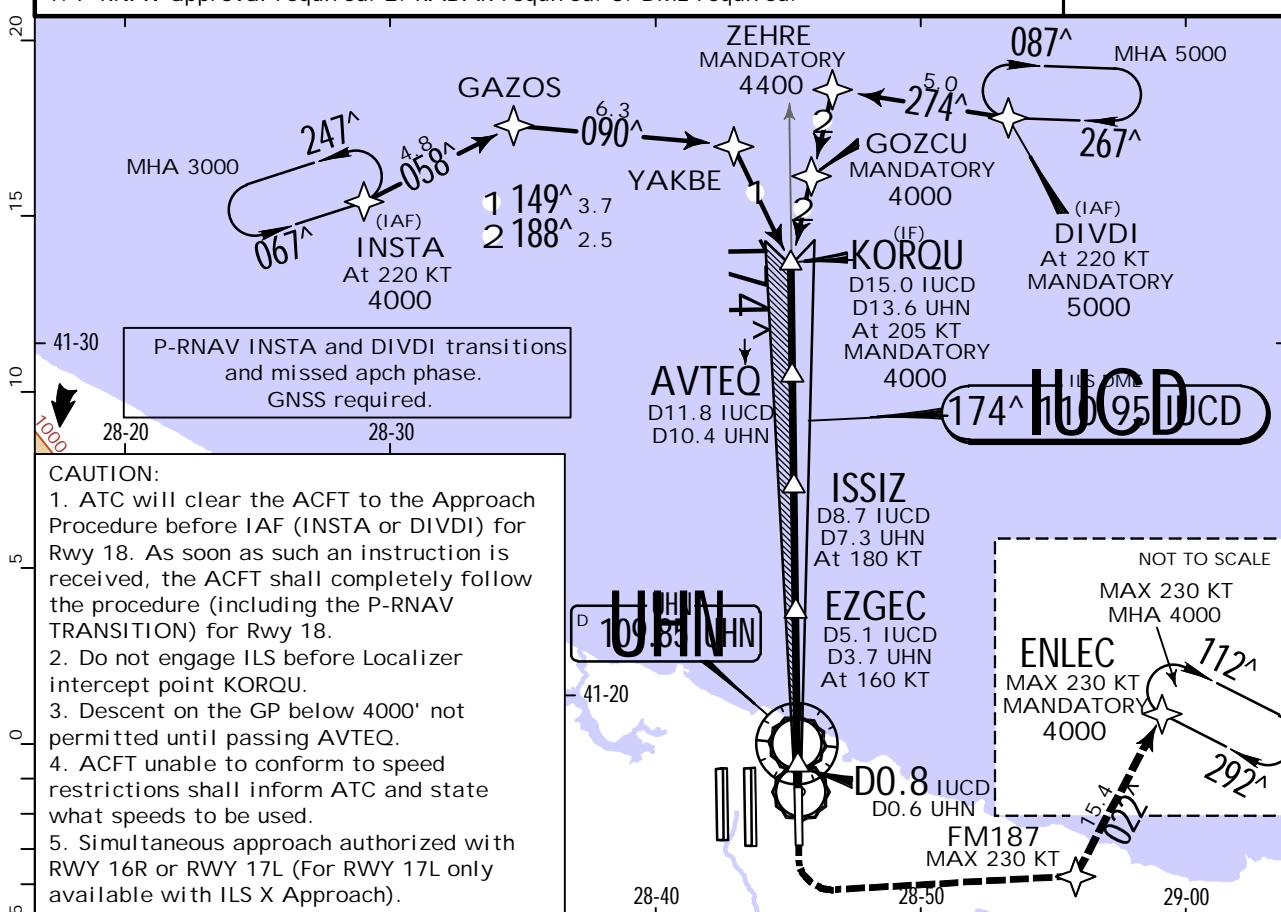
LTFM/IST  
ISTANBUL

JEPPESEN

27 JAN 23 31-8

ISTANBUL TURKIYE  
ILS Z RWY 18

D-ATIS Arrival	YESILKOY Approach/Radar			ISTANBUL Tower 5	ISTANBUL Tower 4	ISTANBUL Ground 4
126.350	East Final	130.3	118.950 132.325	119.025	118.075	124.425 124.925
LOC IUCD 110.95	Final Apch Crs 174 <sup>^</sup>	AVTEQ 4000' (3779')	DA(H) 421' (200')	Apt Elev 325' Rwy 221'		
MISSED APCH: Climb on track 174 <sup>^</sup> (MAX 230 KT). At or above 760' turn LEFT direct to FM187, turn LEFT to ENLEC and hold at 4000'. Do not turn to FM187 before RWY 18 THR (D0.2 IUCD/D1.2 UHN) or crossing 760', whichever is later.						
Alt Set: hPa	Rwy Elev: 8 hPa	Trans level: By ATC	Trans alt: 12000'			
1. P-RNAV approval required. 2. RADAR required. 3. DME required.						

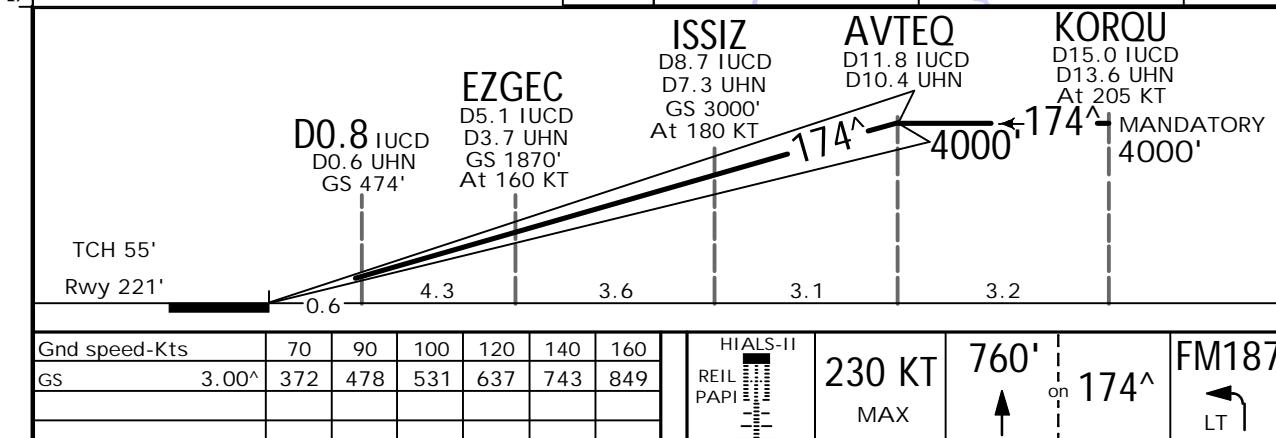
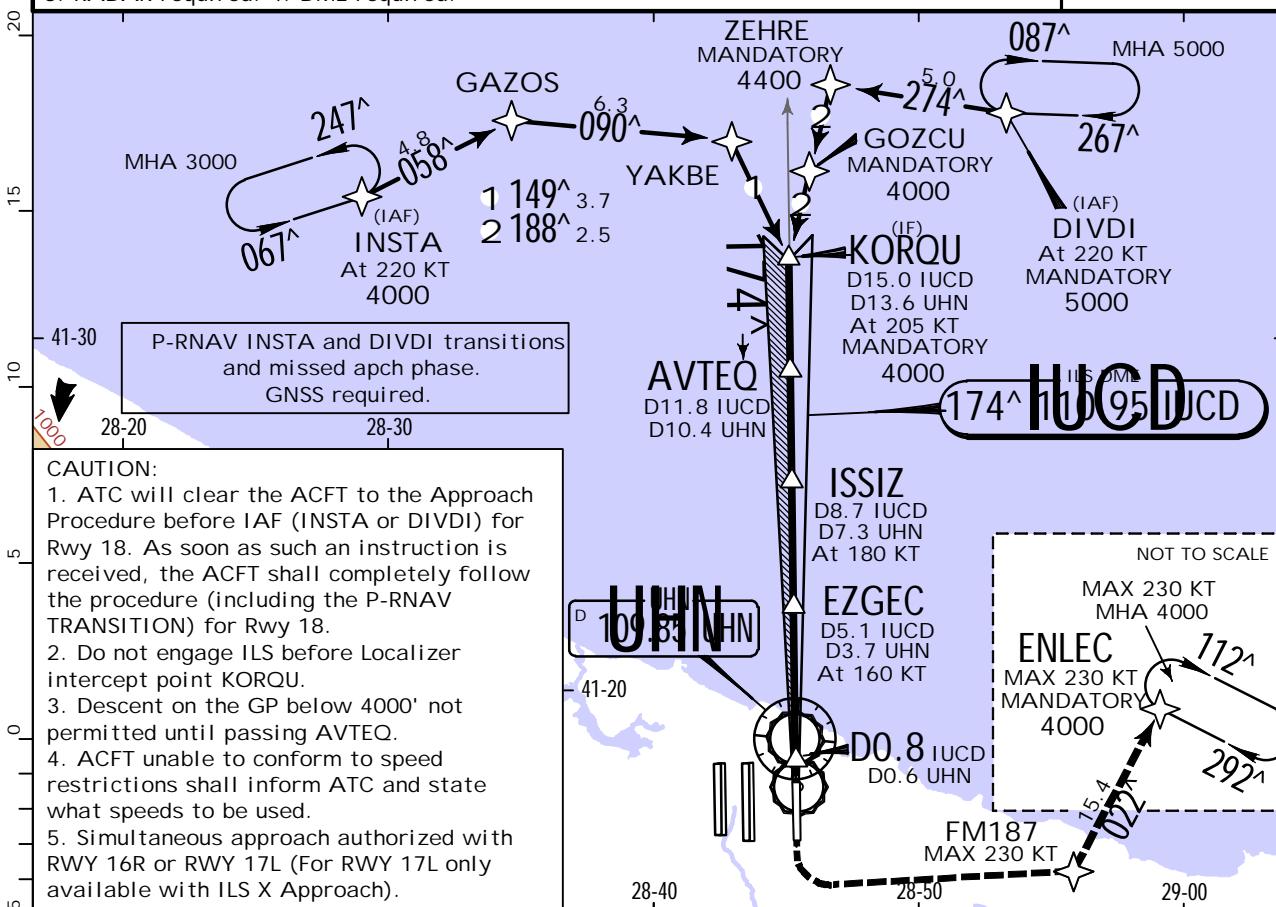


LTFM/IST  
ISTANBULJEPPESEN  
27 JAN 23 (31-8A)ISTANBUL, TURKIYE  
CAT II/III ILS Z RWY 18

D-ATIS Arrival	YESILKOY Approach/Radar			ISTANBUL Tower 5	ISTANBUL Tower 4	ISTANBUL Ground 4
126.350	East Final	118.950	132.325	119.025	118.075	124.425 124.925
LOC IUCD 110.95	Final Apch Crs 174 <sup>^</sup>	AVTEQ 4000' (3779')	CAT IIIIB, IIIA & II ILS Refer to Minimums	Apt Elev 325' Rwy 221'		
					3000 090 <sup>^</sup> → ← 270 <sup>^</sup> 3500	MSA ARP

**MISSED APCH:** Climb on track 174<sup>^</sup> (MAX 230 KT). At or above 760' turn LEFT direct to FM187, turn LEFT to ENLEC and hold at 4000'. Do not turn to FM187 before RWY 18 THR (D0.2 IUCD/D1.2 UHN) or crossing 760', whichever is later. Refer to minimums for missed apch climb gradients.

Alt Set: hPa Rwy Elev: 8 hPa Trans level: By ATC Trans alt: 12000'  
1. Special aircrew and ACFT certification required. 2. P-RNAV approval required.  
3. RADAR required. 4. DME required.



.Std/State.

STRAIGHT-IN LANDING

CAT IIIB ILS

MACG MIN 3.5%

CAT IIIA ILS

MACG MIN 3.5%

DH 50'

CAT II ILS

RA 142'

DA(H) 345' (124')

PANS OPS

R75m

R200m

R400m

LTFM/IST  
ISTANBUL

JEPPESEN

27 JAN 23 31-9

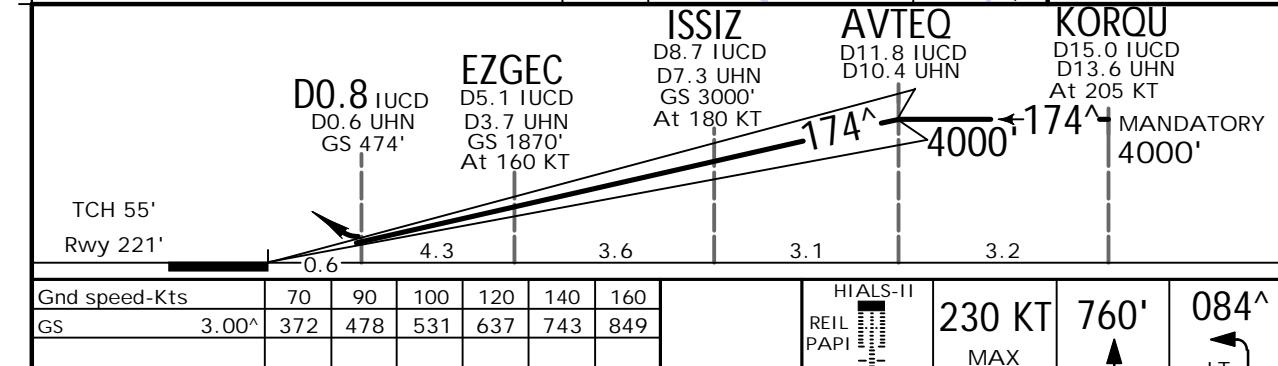
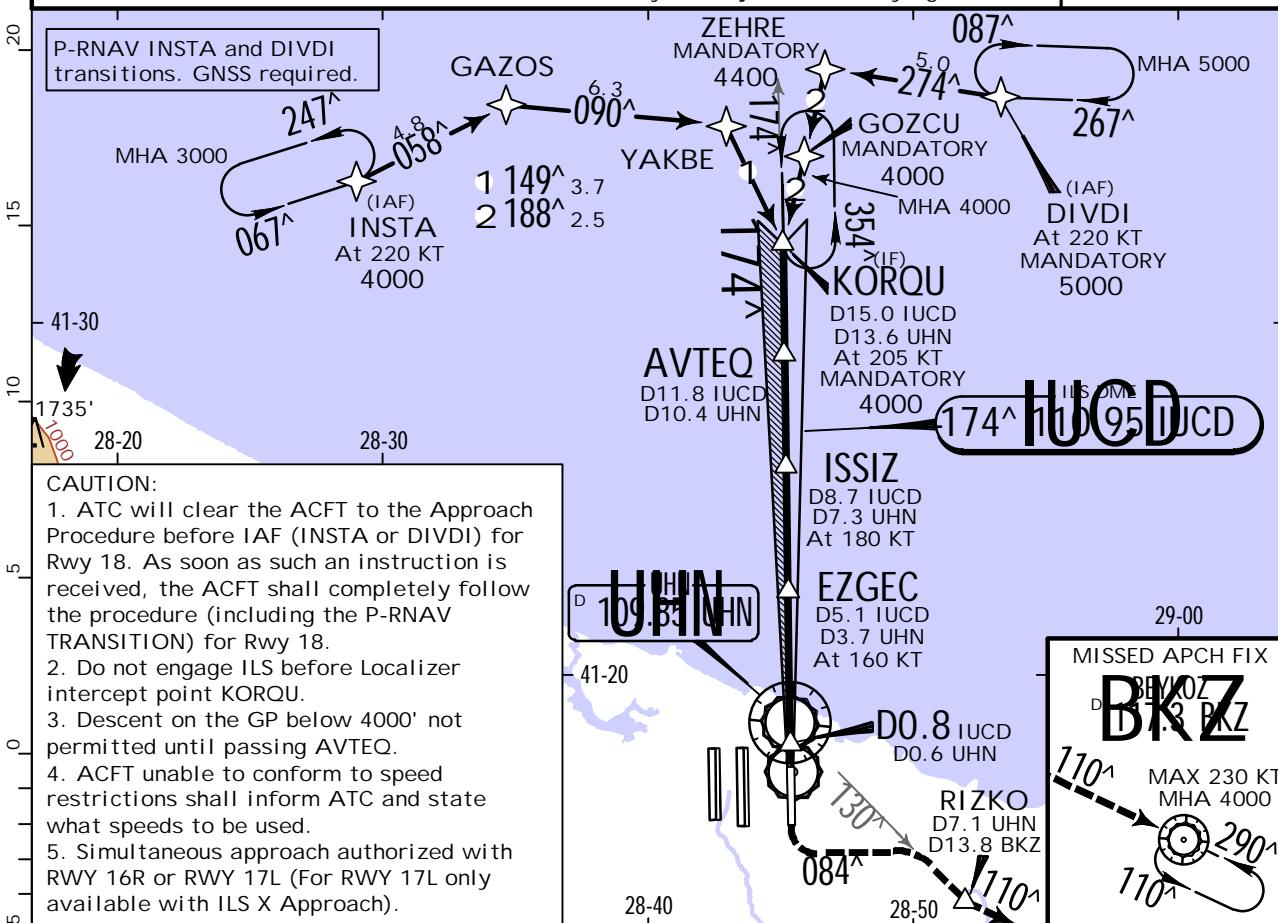
ISTANBUL, TURKIYE  
ILS Y RWY 18

D-ATIS Arrival	YESILKOY Approach/Radar		ISTANBUL Tower 5	ISTANBUL Tower 4	ISTANBUL Ground 4
126.350	East Final	118.950 132.325	119.025	118.075	124.425 124.925
LOC IUCD 110.95	Final Apch Crs 174 <sup>^</sup>	AVTEQ 4000' (3779')	DA(H) 421' (200')	Apt Elev 325' Rwy 221'	3000 090 <sup>^</sup> → ← 270 <sup>^</sup> 3500 MSA ARP

**MISSSED APCH:** Climb to 4000'. Climb STRAIGHT AHEAD, at or above 760' turn LEFT on 084<sup>^</sup> to intercept R-130 UHN and proceed RIZKO, then turn LEFT to intercept R-290 BKZ, proceed BKZ VOR and hold. MAX 230 KT. Do not turn to RIZKO before Rwy 18 end (D1.4 IUCD/D2.8 UHL) or crossing 760' whichever is later.

Alt Set: hPa Rwy Elev: 8 hPa Trans level: By ATC Trans alt: 12000'

1. For transitions P-RNAV approval & Radar required. 2. VOR/DME required. 3. Non P-RNAV ACFT will be radar vectored to KORQU and may be subject to a delaying action.



PANS OPS	.Std/State.						STRAIGHT-IN LANDING ILS			CIRCLE-TO-LAND		
	FULL			TDZ or CL out		ALS out		Max Kts	MDA(H)	Max	760'	084 <sup>^</sup>
A								100	1400' (1075') V1500m			
B								135	1400' (1075') V1600m			
C								180	1400' (1075') V2400m			
D								205	1400' (1075') V3600m			
<b>1 R750m when a Flight Director or Autopilot or HUD to DA is not used.</b>												

LTFM/IST  
ISTANBULJEPPESEN  
27 JAN 23 31-9AISTANBUL, TURKIYE  
CAT II/III ILS Y RWY 18

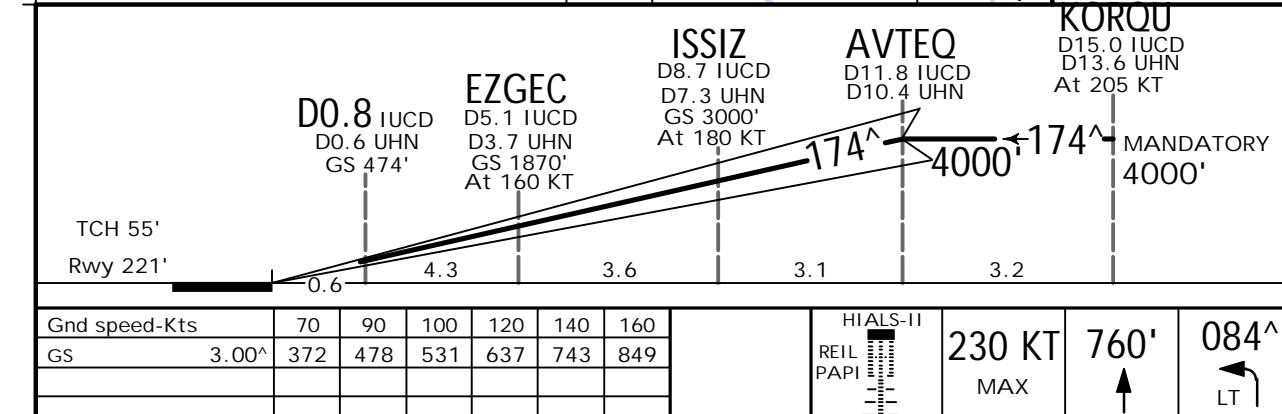
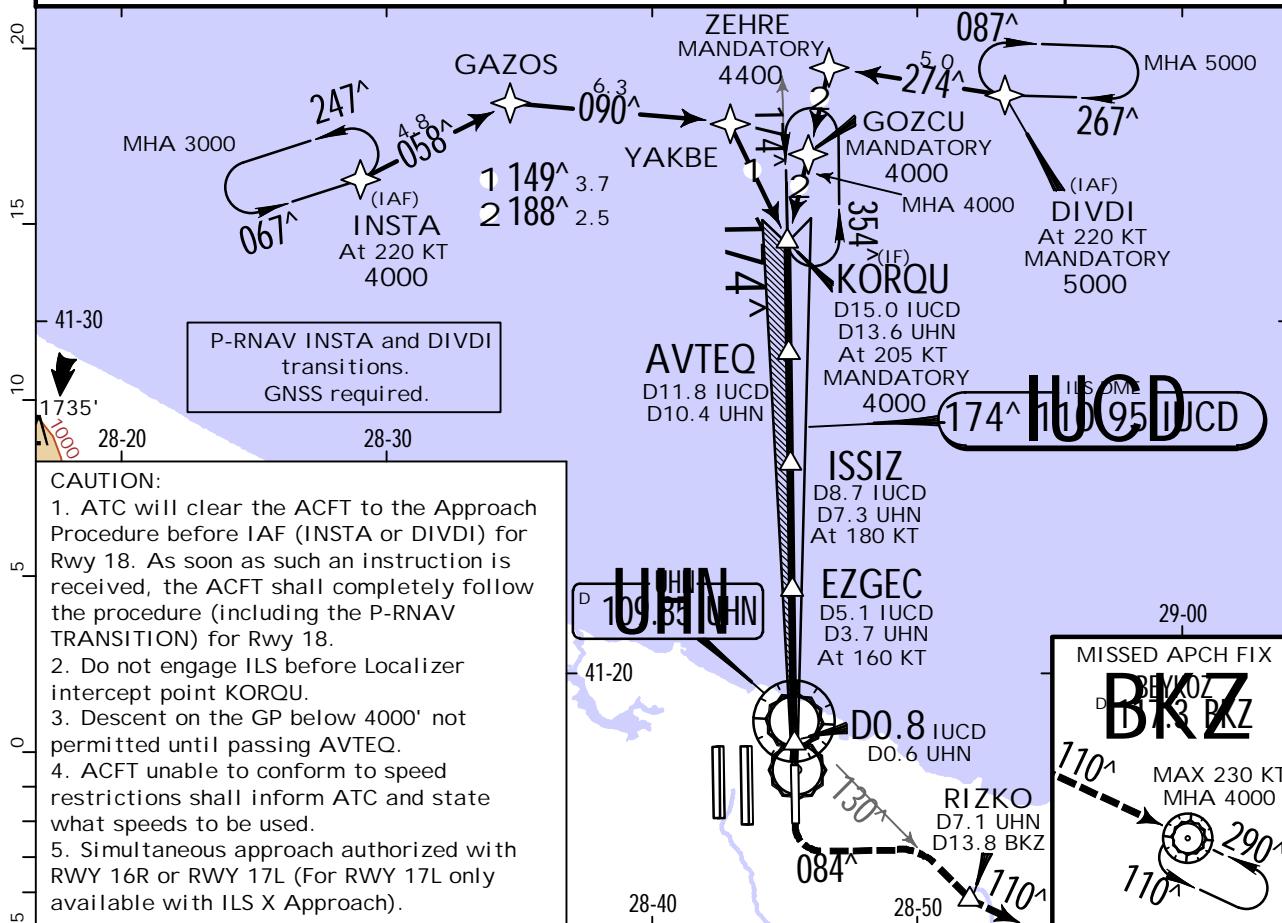
D-ATIS Arrival	YESILKOY Approach/Radar			ISTANBUL Tower 5	ISTANBUL Tower 4	ISTANBUL Ground 4
126.350	East Final	118.950	132.325	119.025	118.075	124.425 124.925
LOC IUCD 110.95	Final Apch Crs 174^	AVTEQ 4000' (3779')	CAT IIIB, IIIA & II ILS Refer to Minimums	Apt Elev 325' Rwy 221'		
					3000 090^ → ← 270^ 3500	MSA ARP

**BRIEFING STRIP™**

**MISSSED APCH:** Climb to 4000'. Climb STRAIGHT AHEAD, at or above 760' turn LEFT on 084^ to intercept R-130 UHN and proceed RIZKO, then turn LEFT to intercept R-290 BKZ, proceed BKZ VOR and hold. MAX 230 KT. Do not turn to RIZKO before Rwy 18 end (D1.4 IUCD /D2.8 UHL) or crossing 760' whichever is later. Refer to minimums for missed apch climb gradients.

Alt Set: hPa Rwy Elev: 8 hPa Trans level: By ATC Trans alt: 12000'

1. Special aircrew and aircraft certification required. 2. For transitions P-RNAV approval & Radar required. 3. VOR/DME required. 4. Non P-RNAV ACFT will be radar vectored to KORQU and may be subject to a delaying action.



.Std/State.		STRAIGHT-IN LANDING			CAT II ILS		
CAT IIIB ILS		CAT IIIA ILS			CAT II ILS		
MACG MIN 3.5%		MACG MIN 3.5%			RA 142' DA(H) 345' (124')		
R75m		R200m			R400m		

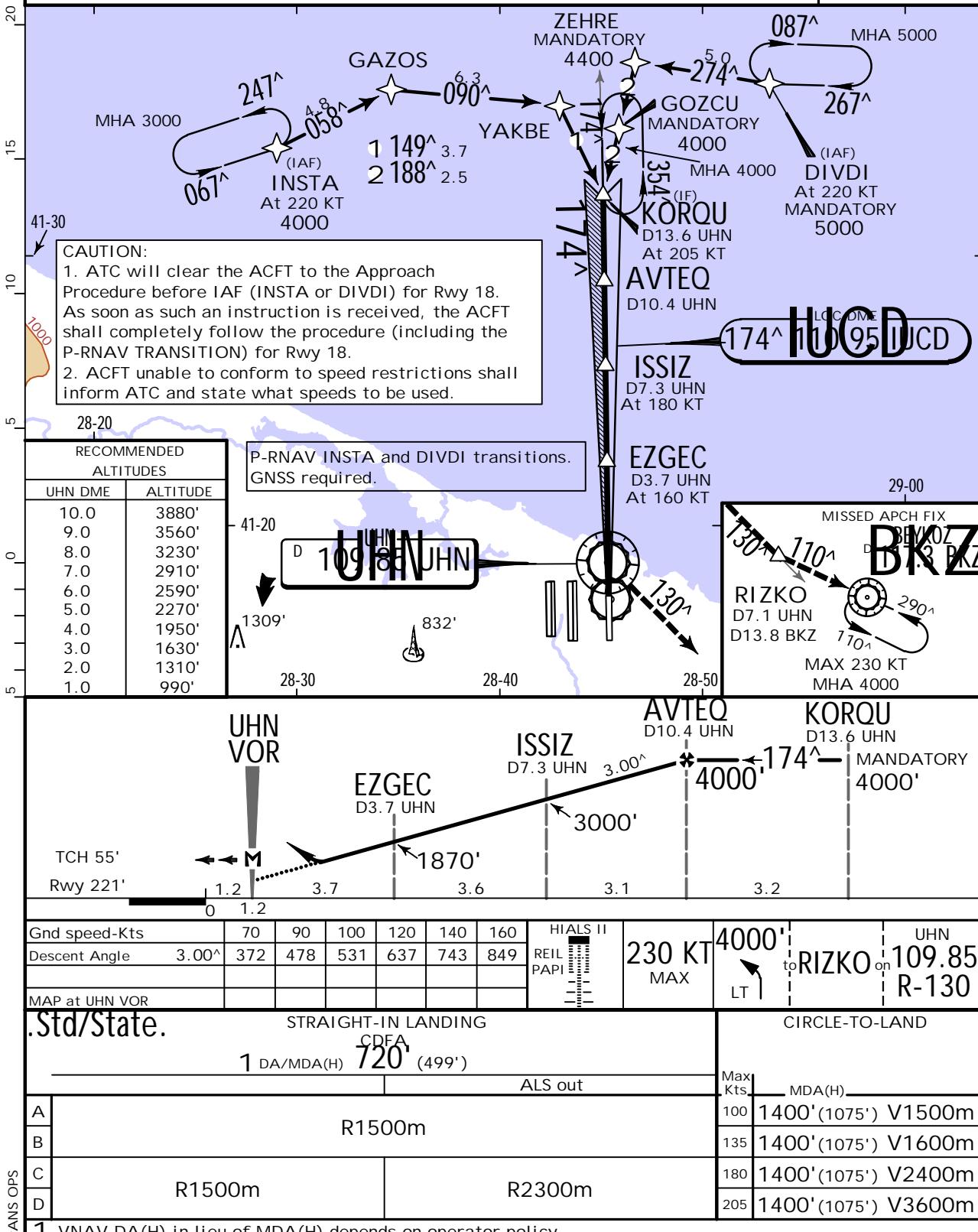
LTFM/IST  
ISTANBUL

JEPPESEN

16 SEP 22 31-10

ISTANBUL, TURKIYE  
LOC or VOR Rwy 18

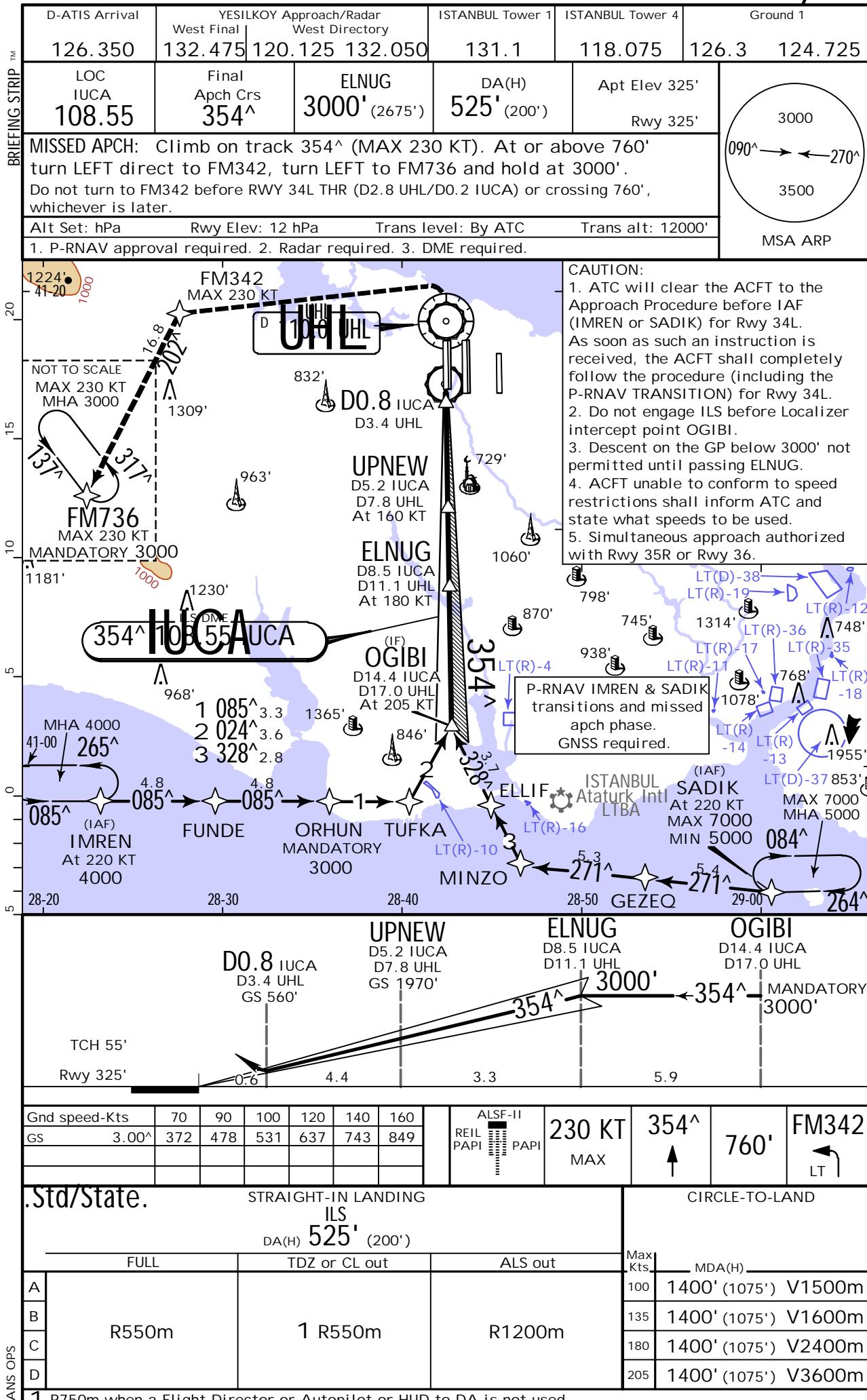
D-ATIS Arrival	YESILKOY Approach/Radar		ISTANBUL Tower 5	ISTANBUL Tower 4	ISTANBUL Ground 4
126.350	East Final	118.950 132.325	119.025	118.075	124.425 124.925
LOC IUCD <b>110.95</b>	Final Apch Crs 174 <sup>^</sup>	AVTEQ 4000' (3779')	DA/MDA(H) 720' (499')	Apt Elev 325' Rwy 221'	3000 090 <sup>^</sup> → 270 <sup>^</sup> 3500
VOR UHN <b>109.85</b>					MSA ARP
MISSED APCH: Climb 4000'. Turn LEFT to intercept R-130 UHN to proceed RIZKO, then turn LEFT to intercept R-290 BKZ, proceed BKZ VOR and hold. MAX 230 KT. Do not turn to RIZKO (D7.1/R-130 UHN) before MAP.					
Alt Set: hPa	Rwy Elev: 8 hPa	Trans level: By ATC	Trans alt: 12000'		
1. For transitions P-RNAV approval & Radar required. 2. VOR/DME required. 3. Non P-RNAV ACFT will be radar vectored to KORQU and may be subject to a delaying action.					



**LTFM/IST**  
**ISTANBUL**

16 SEP 22

31-11

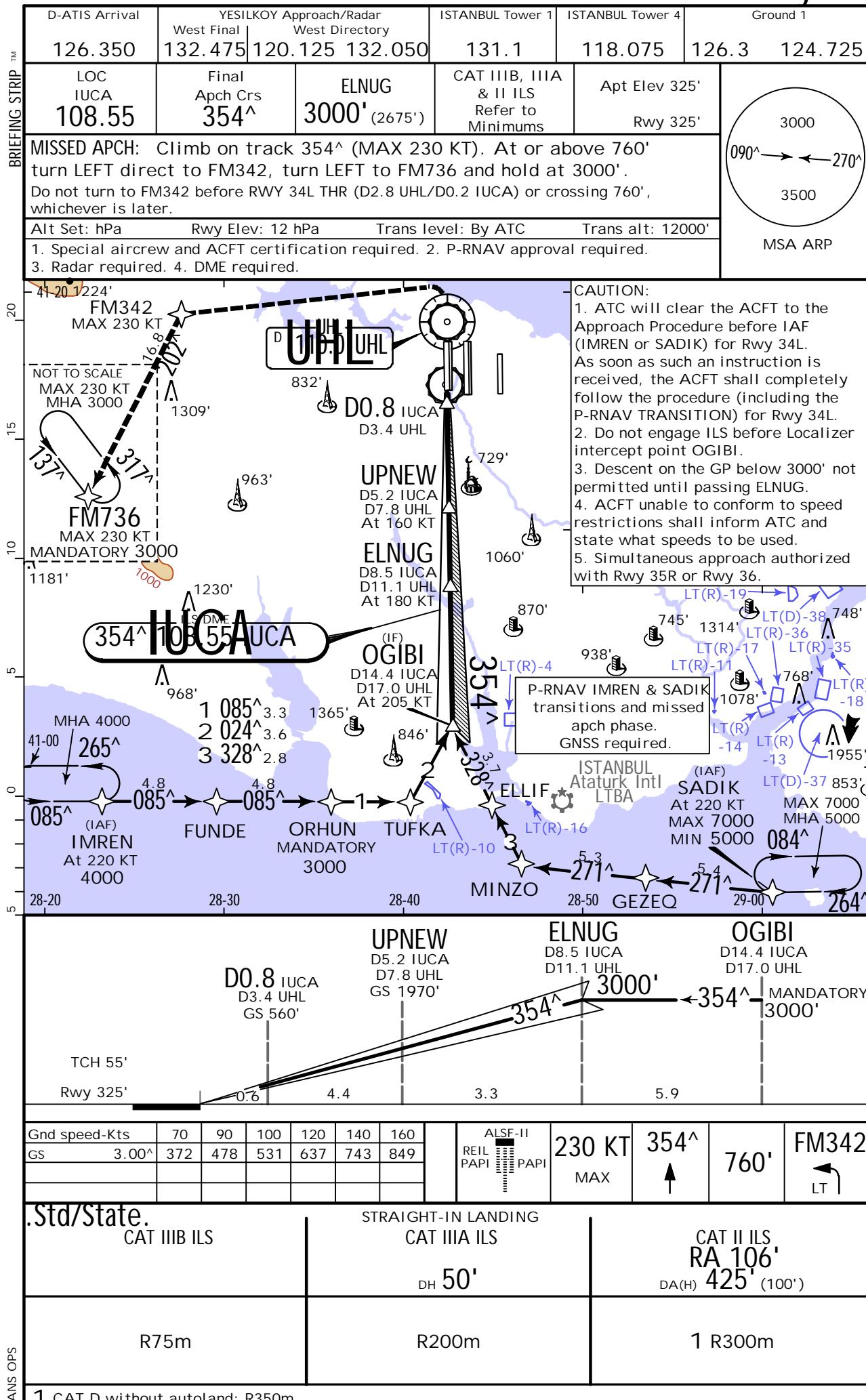
**ISTANBUL TURKIYE**  
**ILS Z Rwy 34L**

LTFM/IST  
ISTANBUL

JEPPESEN

16 SEP 22

31-11A

ISTANBUL, TURKIYE  
CAT II/III ILS Z Rwy 34L

LTFM/IST

ISTANBUL

16 SEP 22 31-12

**JEPPESEN**

# ISTANBUL TURKIYE ILS Y Rwy 34L

16 SEP 22 (31-12)

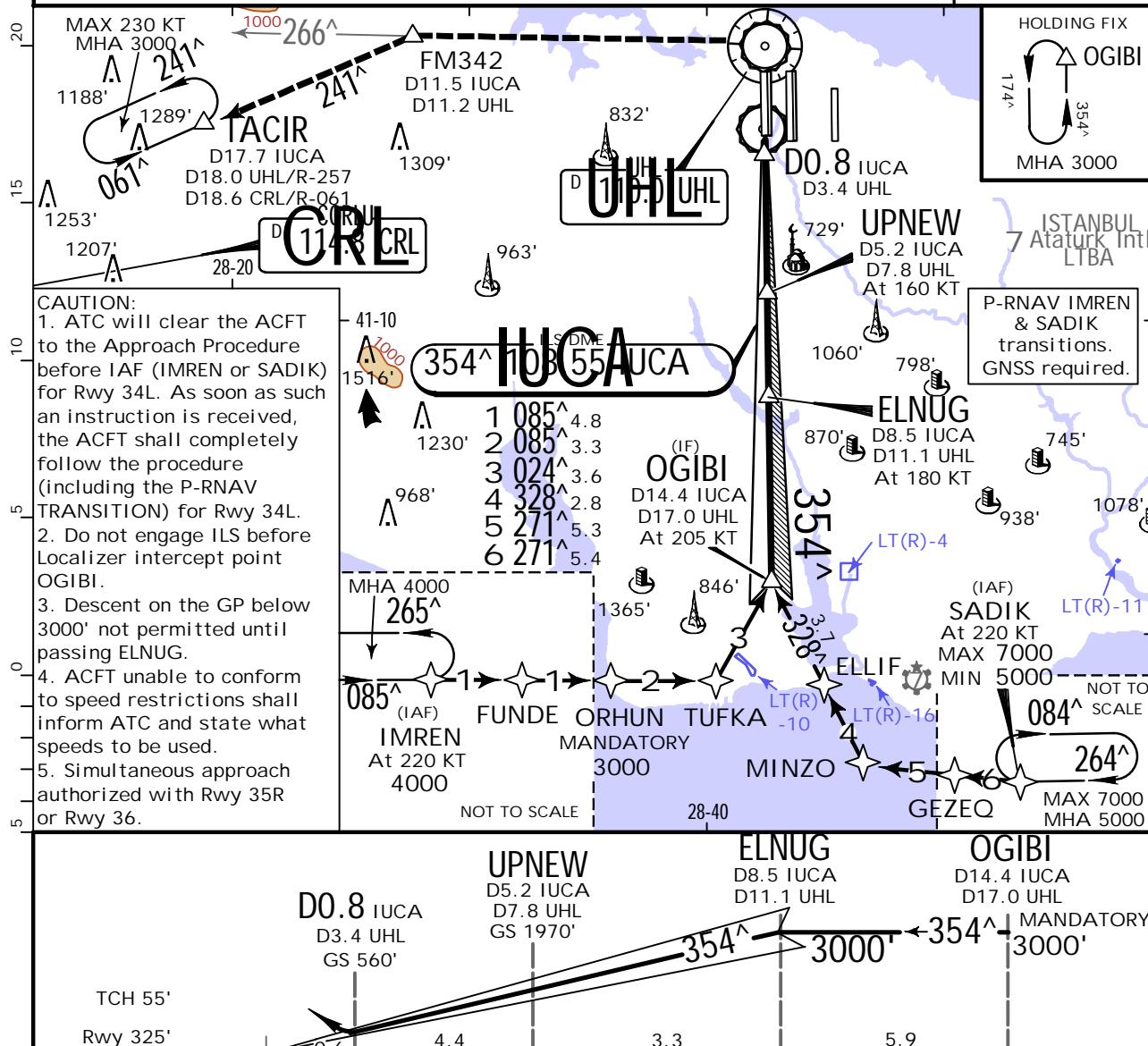
31-12

D-ATIS Arrival 126.350	YESILKOY Approach/Radar West Final 132.475	ISTANBUL Tower 1 131.1	ISTANBUL Tower 4 118.075	Ground 1 126.3 124.725
LOC IUCA 108.55	Final Apch Crs 354^	ELNUG 3000' (2675')	DA(H) 525' (200')	Apt Elev 325' Rwy 325'

**BRIEF** MISSED APCH: Climb 3000'. Climb STRAIGHT AHEAD. At or above 760' turn LEFT to intercept R-266 UHL and proceed FM342, then turn LEFT to intercept R-061 CRL inbound, proceed TACIR and hold. MAX 230 KT. Do not turn to FM342 before RWY 34L End (D1.8 IUCA/D0.8 UHL) or crossing 760', whichever is later.

1. For transitions P-RNAV approval & Radar required. 2. VOR/DME required. 3. Non P-RNAV ACFT will be radar vectored to OGIBI and may be subject to a delaying action.

1. For transitions P-RNAV approval & Radar required. 2. VOR/DME required. 3. Non P-RNAV ACFT will be radar vectored to OGIBI and may be subject to a delaying action.



Std/State

#### **STRAIGHT-IN LANDING**

CIRCLE-TO-LAND

ILS 525' (sec)

DA(H) <b>J2J</b> (200')				Max Kts	MDA(H)
	FULL	TDZ or CL out	ALS out		
A	R550m	1 R550m	R1200m	100	1400' (1075') V1500m
B				135	1400' (1075') V1600m
C				180	1400' (1075') V2400m
D				205	1400' (1075') V3600m

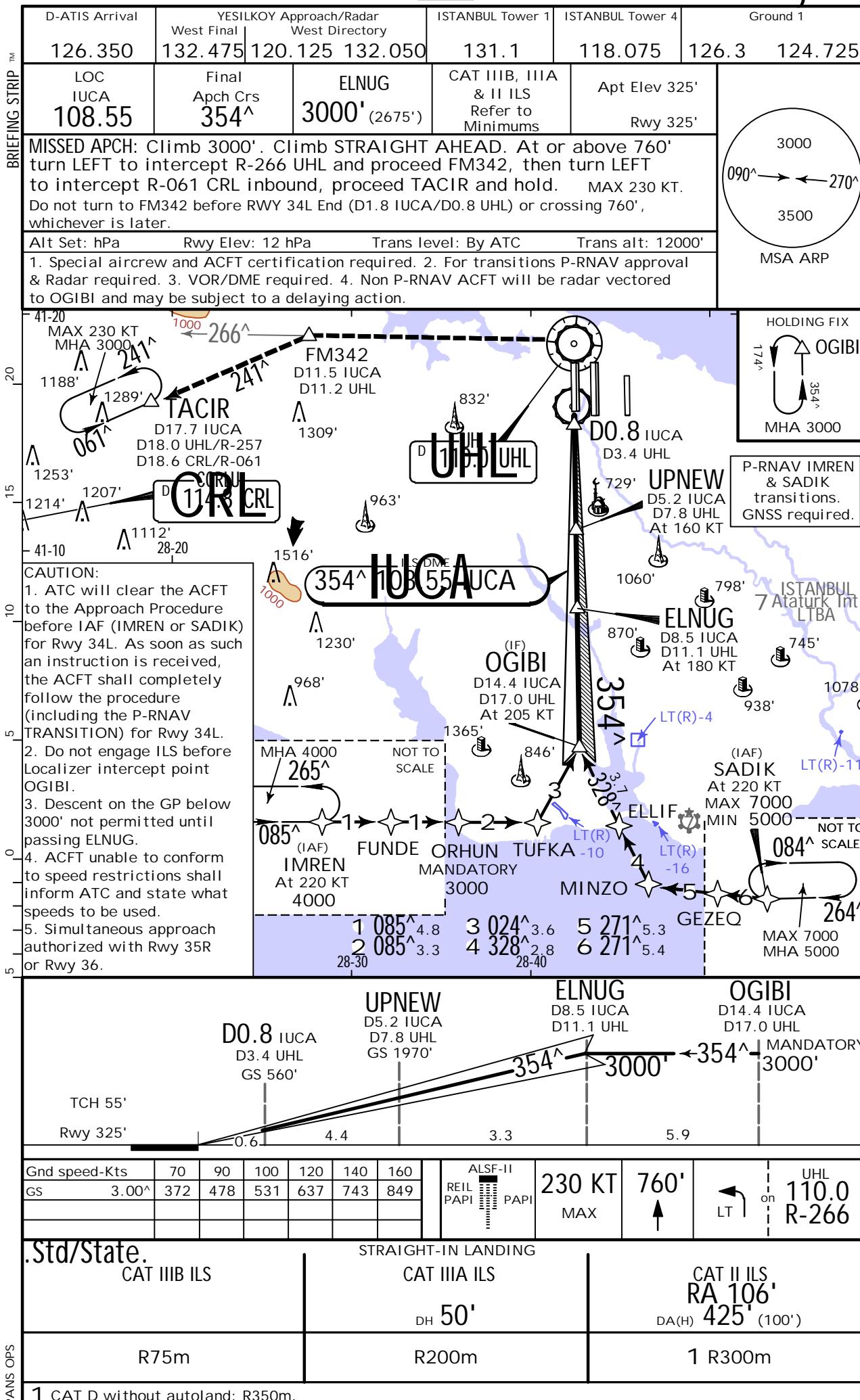
1 R750m when a Flight Director or Autopilot or HUD to DA is not used.

LTFM/IST  
ISTANBUL

JEPPESEN

16 SEP 22

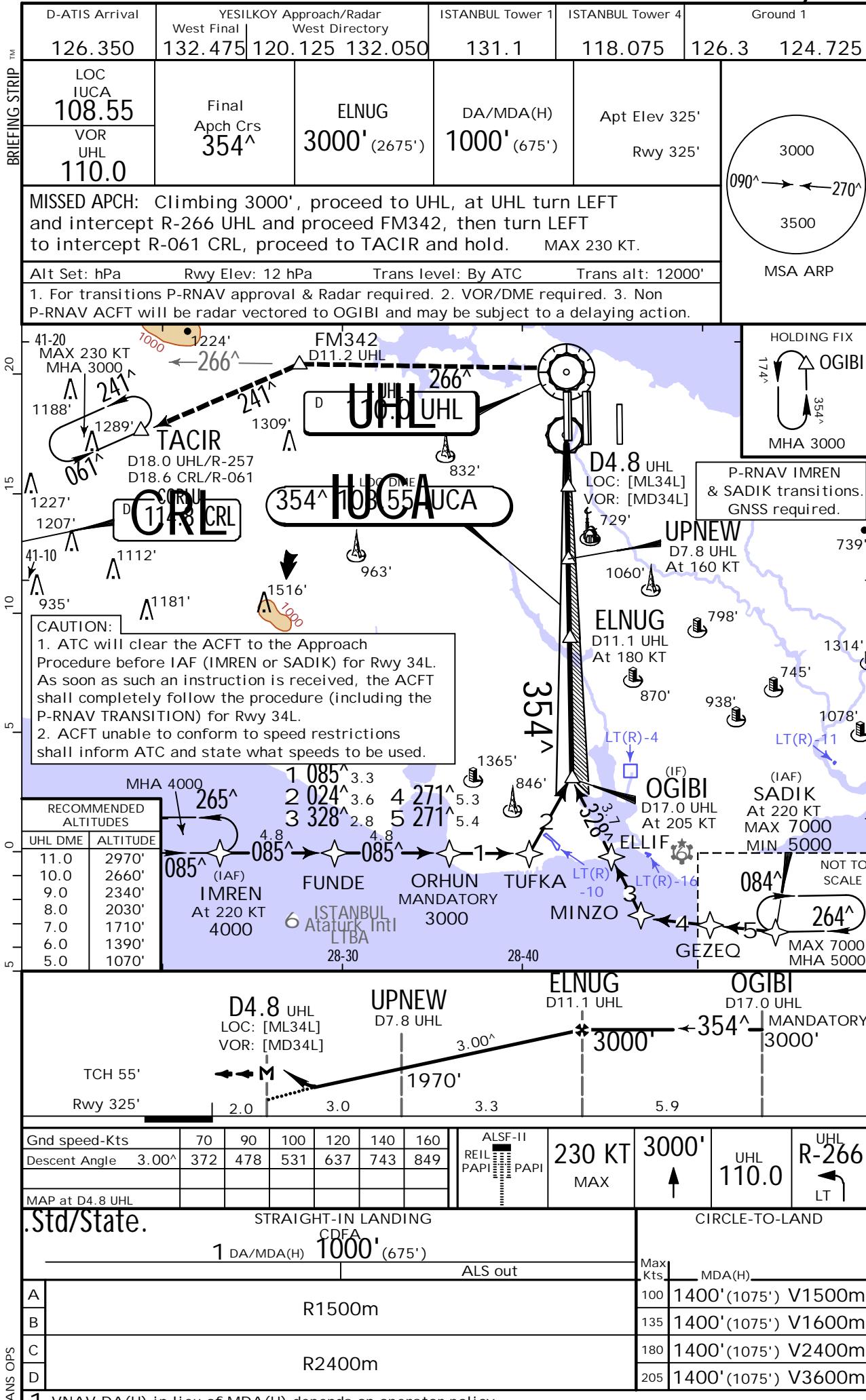
31-12A

ISTANBUL TURKIYE  
CAT II/III ILS Y Rwy 34L

LTFM/IST  
ISTANBUL

JEPPESEN

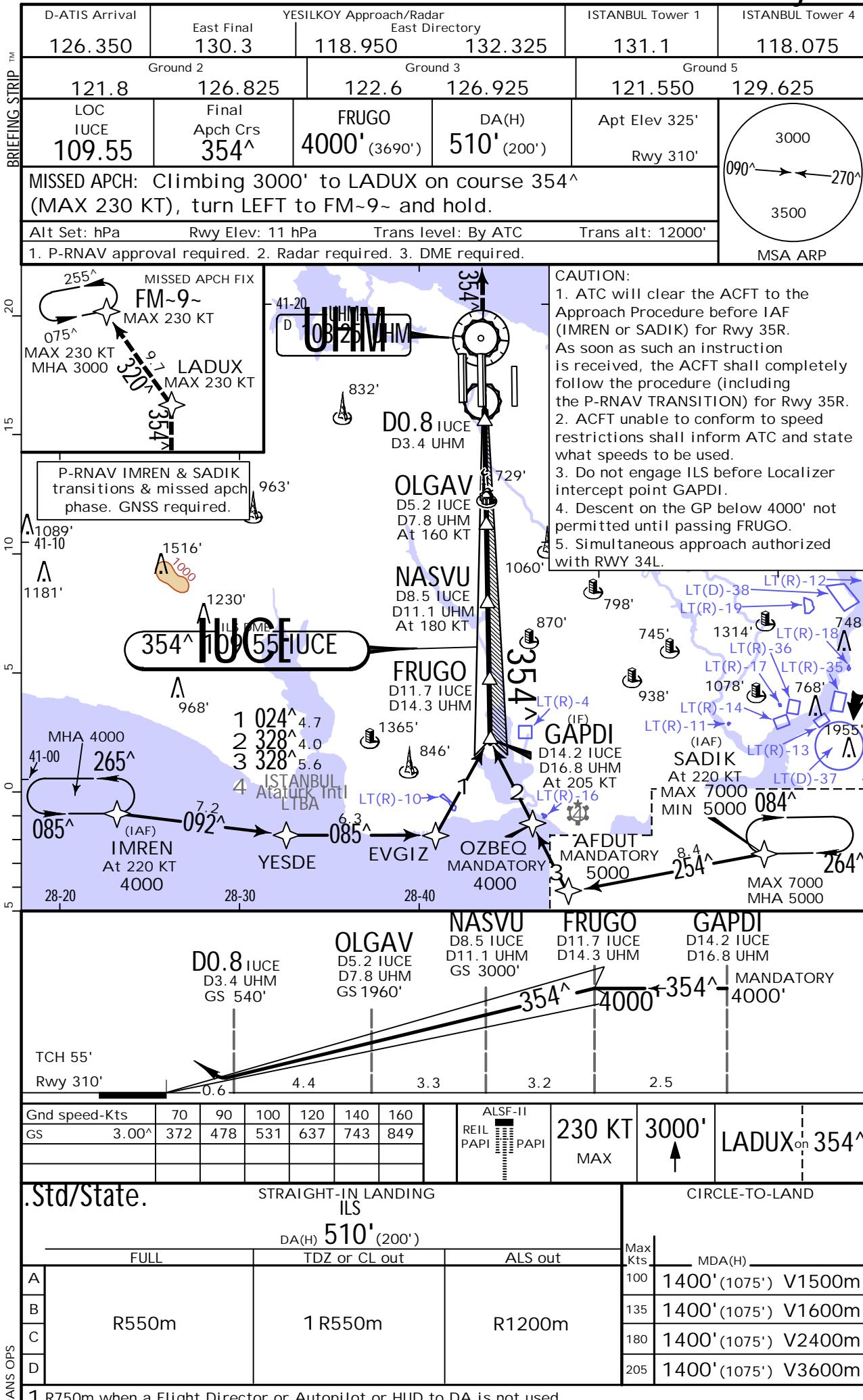
16 SEP 22 31-13

ISTANBUL TURKIYE  
LOC or VOR Rwy 34L

LTFM/IST  
ISTANBUL

JEPPESEN

16 SEP 22 31-14

ISTANBUL, TURKIYE  
ILS Z' Rwy 35R

LTFM/IST

ISTANBUL

SEP 22

**JEPPESSEN**

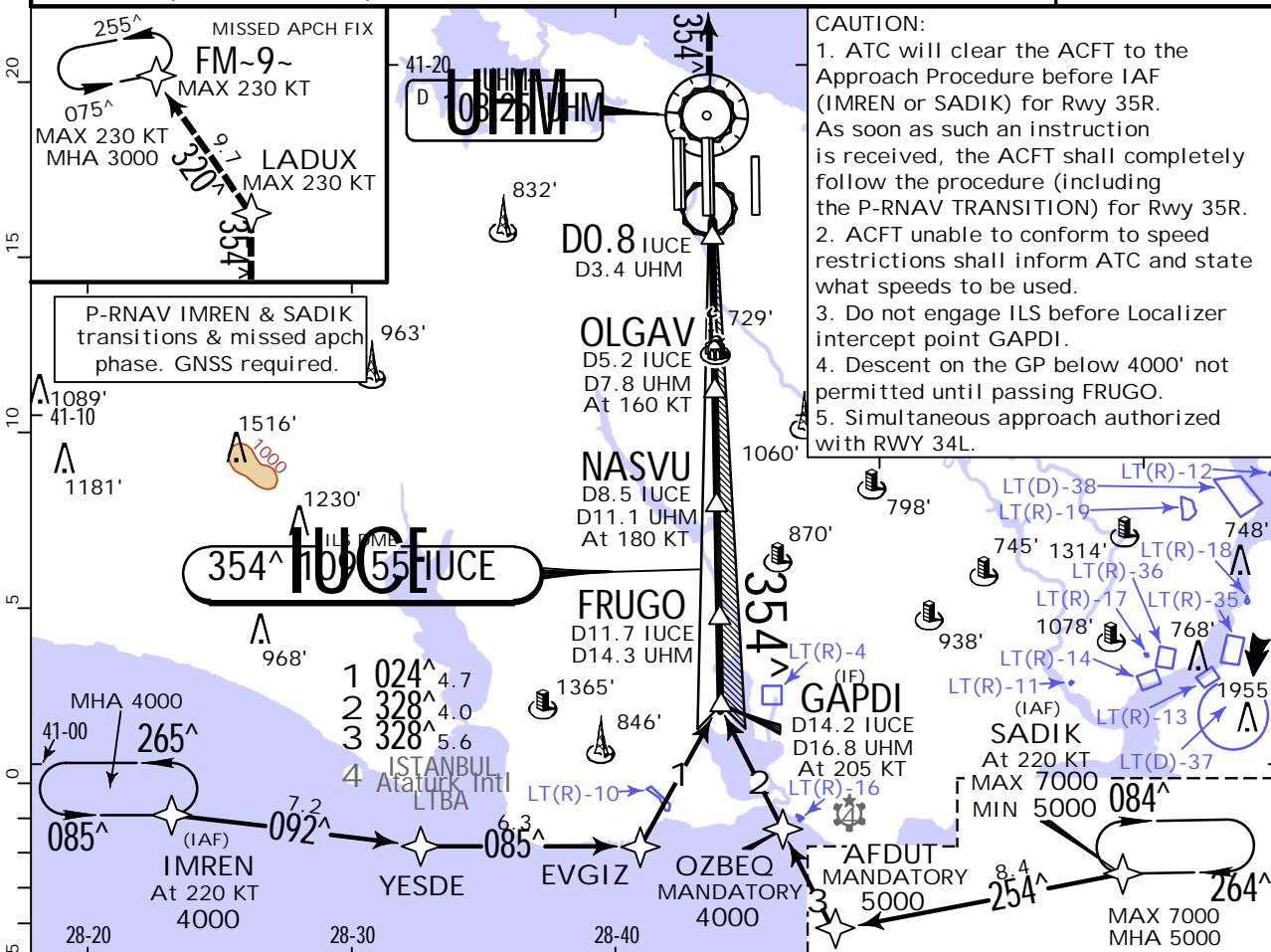
**ISTANBUL, TURKIYE**  
**/III ILS Z' Rwy 35R**

16 SEP 22

31-14A

CAT

17



This diagram illustrates the takeoff performance of a Cessna 172N from Runway 310 at Olgav Airport. The Y-axis represents distance in feet, ranging from 0 to 4000'. The X-axis represents ground speed in Kts, ranging from 70 to 160. Four curves are shown for different flap settings: 0.8° (top), 3.4° (second from top), 7.8° (third from top), and 16.5° (bottom). Key points marked on the curves include:

- 0.8° IUCE (D0.8):** 540' GS at 300' TCH.
- 3.4° UHM (D3.4):** 540' GS at 300' TCH.
- 7.8° UHM (D7.8):** 1960' GS at 300' TCH.
- 16.5° UHM (D16.5):** 3000' GS at 300' TCH.
- OLGAV (D5.2 IUCE):** 1960' GS at 300' TCH.
- NASVU (D8.5 IUCE):** 3000' GS at 300' TCH.
- FRUGO (D11.7 IUCE):** 4000' GS at 300' TCH.
- GAPDI (D14.2 IUCE):** 4000' GS at 300' TCH.
- MANDATORY 4000':** 4000' GS at 300' TCH.

The diagram also shows the transition altitude (TCH) of 55' and the runway length of 310'.

### Std/State

CAT III B II S

#### **Straight-in Landing**

CAT IIIA ILS

CAT II IS

CAPITLES  
RA 97'  
RA(H) 415' (105')

R75m

R200m

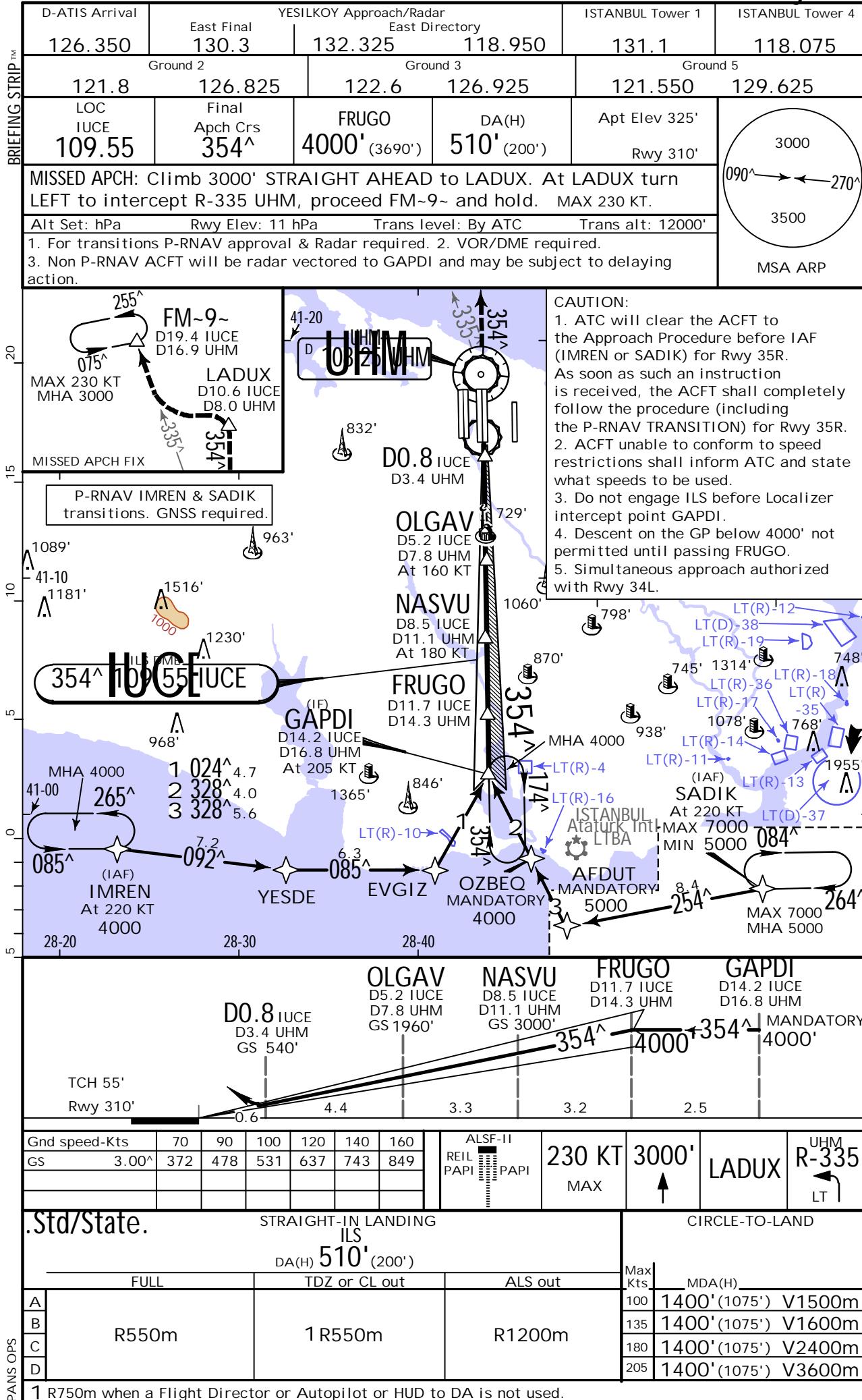
1 R300m

1 CAT D without autoland: R350m

LTFM/IST  
ISTANBUL

JEPPESEN

16 SEP 22 31-15

ISTANBUL, TURKIYE  
ILS Y Rwy 35R

LTFM/IST  
ISTANBUL

JEPPESEN

16 SEP 22

31-15A

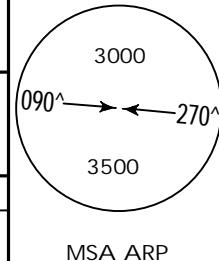
ISTANBUL, TURKIYE  
CAT II/III ILS Y' Rwy 35R

D-ATIS Arrival	East Final	YESILKOY Approach/Radar East Directory	ISTANBUL Tower 1	ISTANBUL Tower 4
126.350	130.3	132.325 118.950	131.1	118.075
	Ground 2	Ground 3	Ground 5	
121.8	126.825	122.6 126.925	121.550	129.625
LOC IUCE 109.55	Final Apch Crs 354 <sup>^</sup>	FRUGO 4000' (3690')	CAT IIIB, IIIA & II ILS Refer to Minimums	Apt Elev 325' Rwy 310'

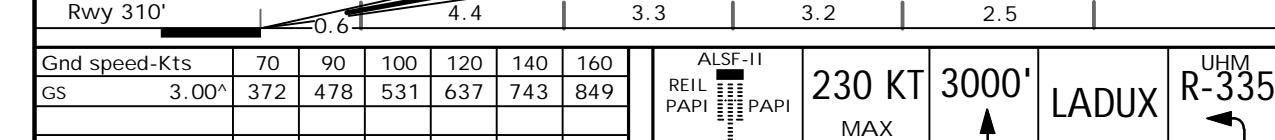
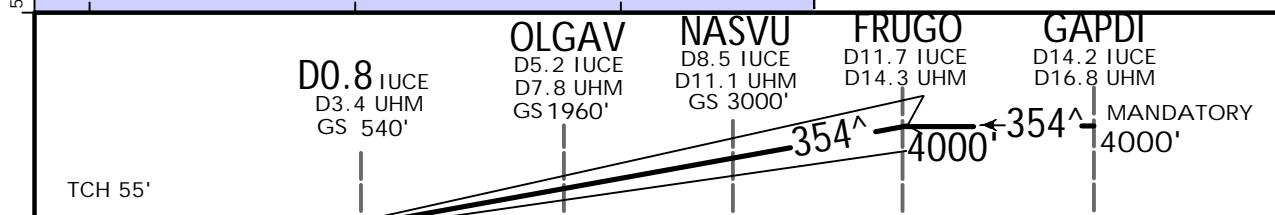
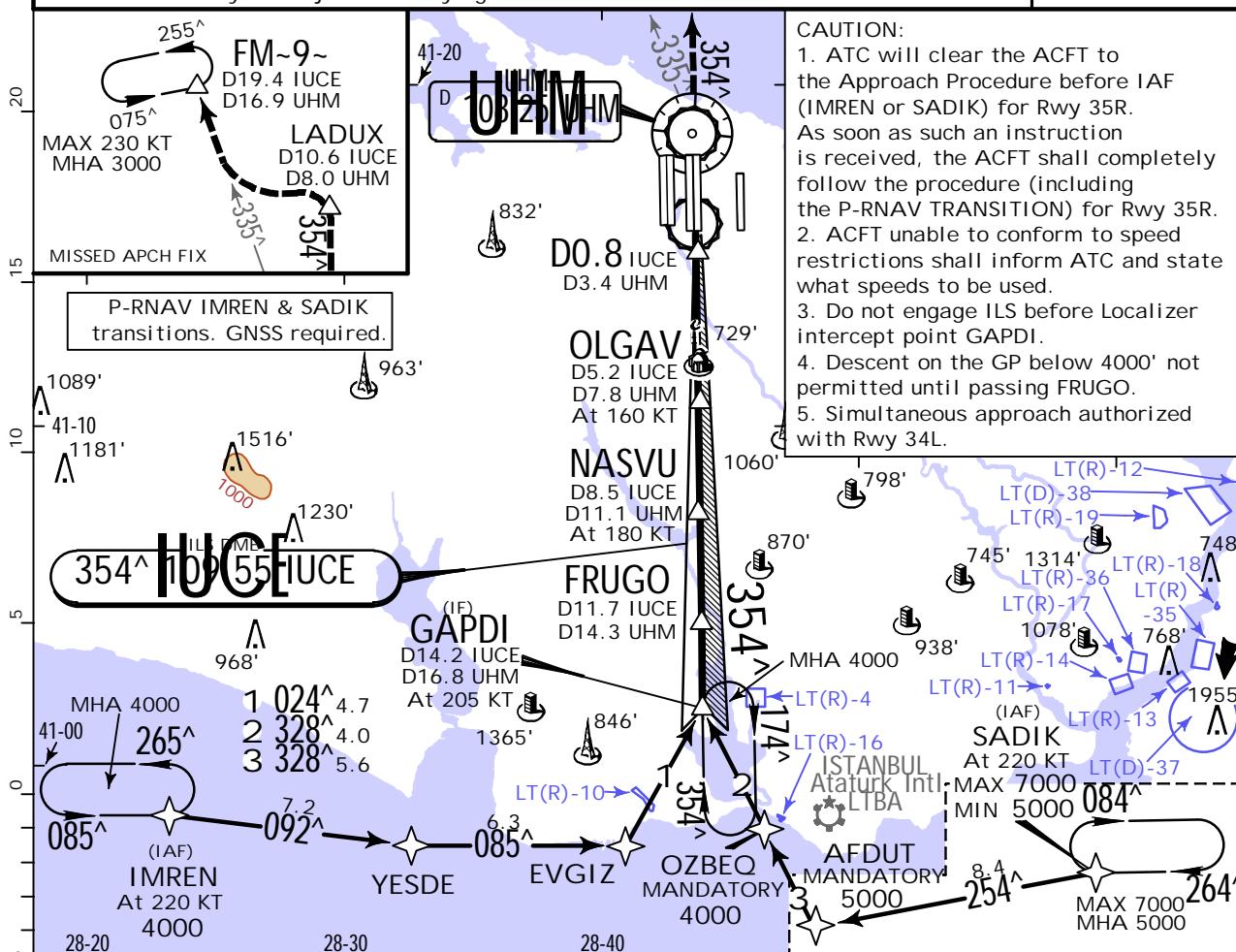
MISSSED APCH: Climb 3000' STRAIGHT AHEAD to LADUX. At LADUX turn LEFT to intercept R-335 UHM, proceed FM~9~ and hold.  
MAX 230 KT.

Alt Set: hPa Rwy Elev: 11 hPa Trans level: By ATC Trans alt: 12000'

1. Special aircrew and ACFT certification required. 2. For transitions P-RNAV approval & Radar required. 3. VOR/DME required. 4. Non P-RNAV ACFT will be radar vectored to GAPDI and may be subject to delaying action.



MSA ARP



.Std/State.		STRAIGHT-IN LANDING			CAT II ILS RA 97' DA(H) 415' (105')	
CAT IIIB ILS		CAT IIIA ILS DH 50'				
R75m		R200m			1 R300m	

1 CAT D without autoland: R350m.

LTFM/IST

ISTANBUL

**JEPPESEN**

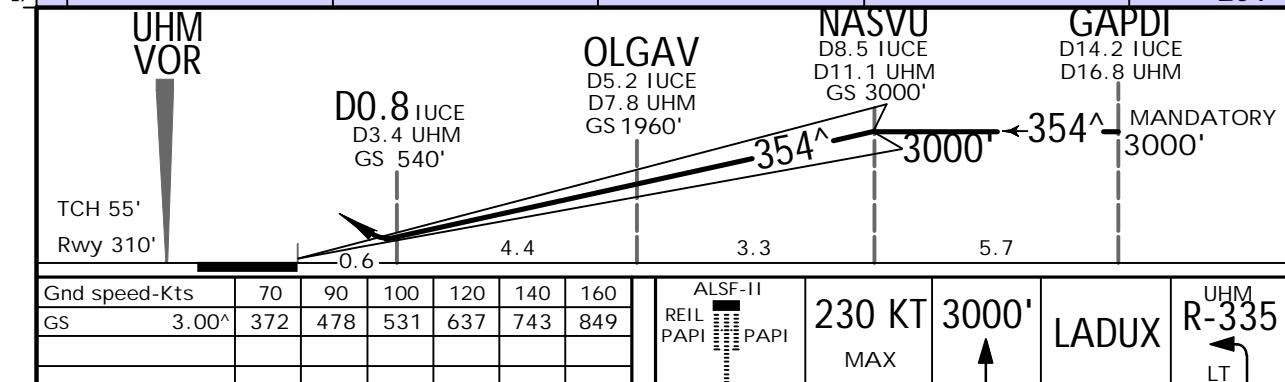
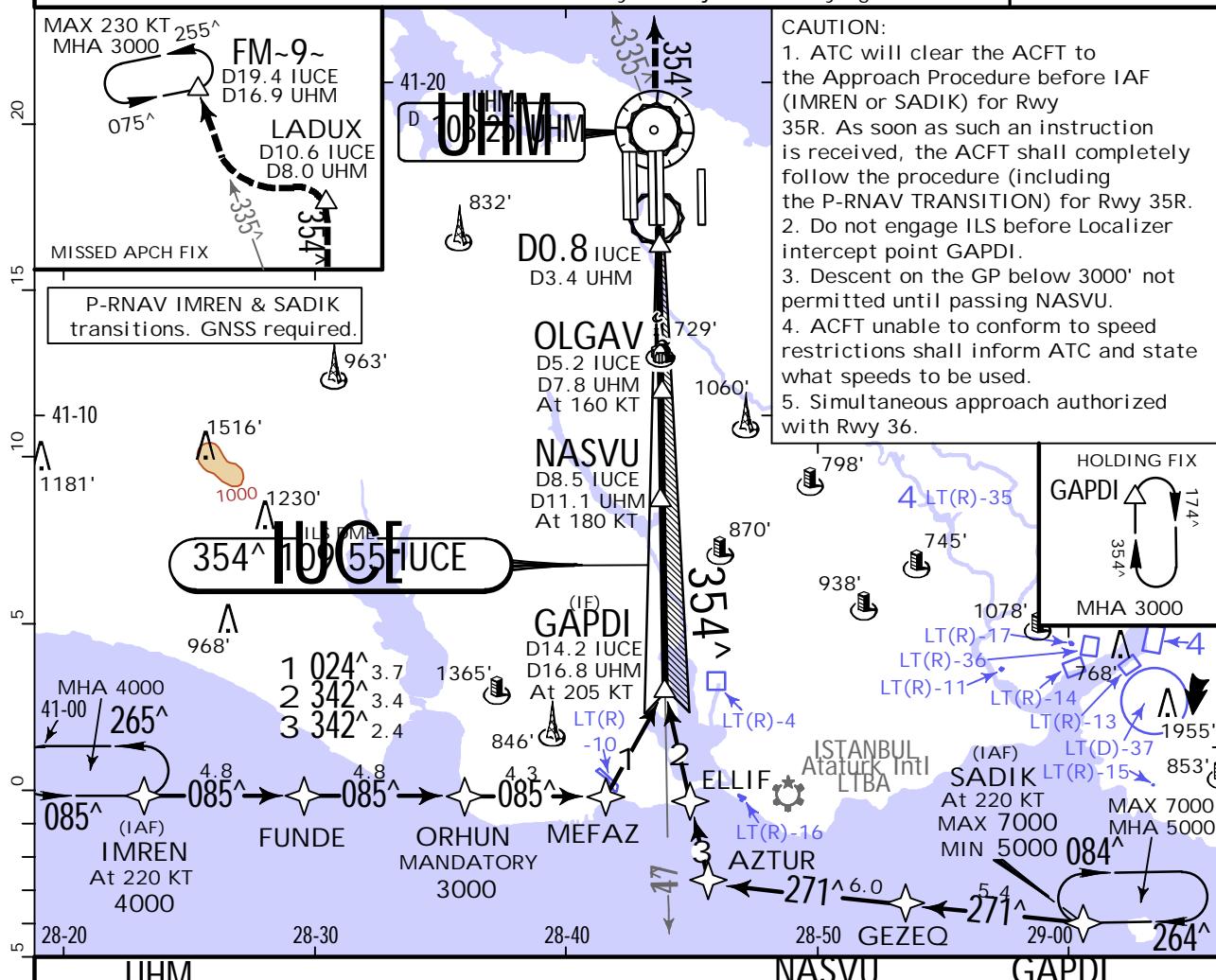
16 SFP 22

(31-16)

# **ISTANBUL, TURKIYE**

## **ILS X' Rwy 35R**

D-ATIS Arrival	YESILKOY Approach/Radar			ISTANBUL Tower 1	ISTANBUL Tower 4
	East Final	132.325	118.950	131.1	118.075
126.350	130.3				
Ground 2		Ground 3		Ground 5	
121.8	126.825	122.6	126.925	121.550	129.625
LOC	Final	NASVU	DA(H)	Apt Elev 325'	
IUCE	Apch Crs	3000' (2690')	510' (200')	Rwy 310'	
109.55	354^				
MISSED APCH: Climb 3000' STRAIGHT AHEAD to LADUX. At LADUX turn LEFT to intercept R-335 UHM, proceed FM~9~ and hold. MAX 230 KT.					
Alt Set: hPa	Rwy Elev: 11 hPa	Trans level: By ATC	Trans alt: 12000'		
1. For transitions P-RNAV approval & Radar required. 2. VOR/DME required. 3. Non P-RNAV ACFT will be radar vectored to GAPDI and may be subject to delaying action.					

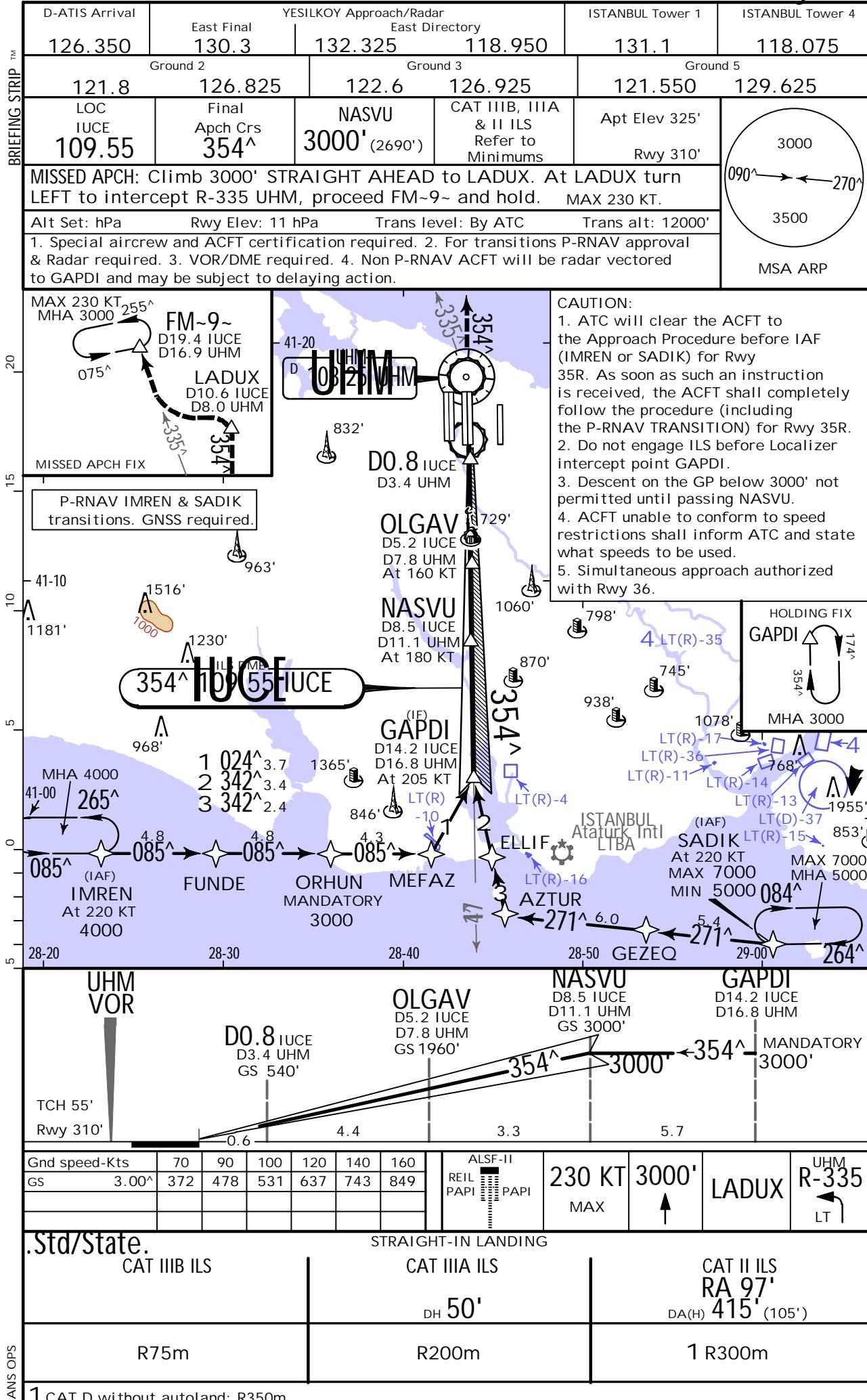


.Std/State.		STRAIGHT-IN LANDING ILS DA(H) 510' (200')		CIRCLE-TO-LAND	
	FULL	TDZ or CL out	ALS out	Max Kts	MDA(H)
A	R550m	1R550m	R1200m	100	1400'(1075') V1500m
B				135	1400'(1075') V1600m
C				180	1400'(1075') V2400m
D				205	1400'(1075') V3600m

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.

LTFM/IST  
ISTANBUL

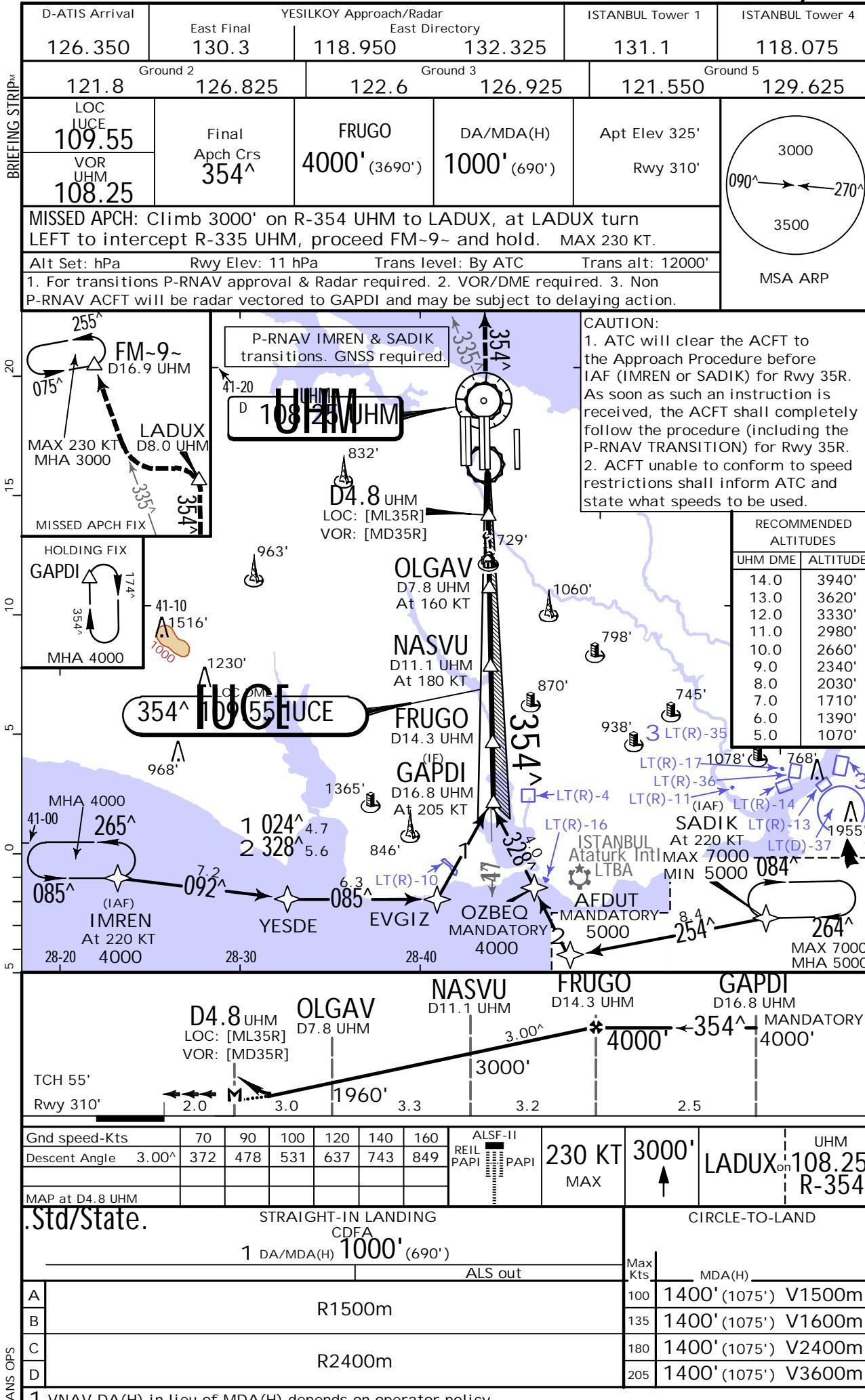
16 SEP 22

JEPPESEN  
31-16AISTANBUL, TURKIYE  
CAT II/III ILS X' Rwy 35R

LTFM/IST  
ISTANBUL

JEPPESEN

16 SEP 22 31-17

ISTANBUL, TURKIYE  
LOC or VOR' Rwy 35R

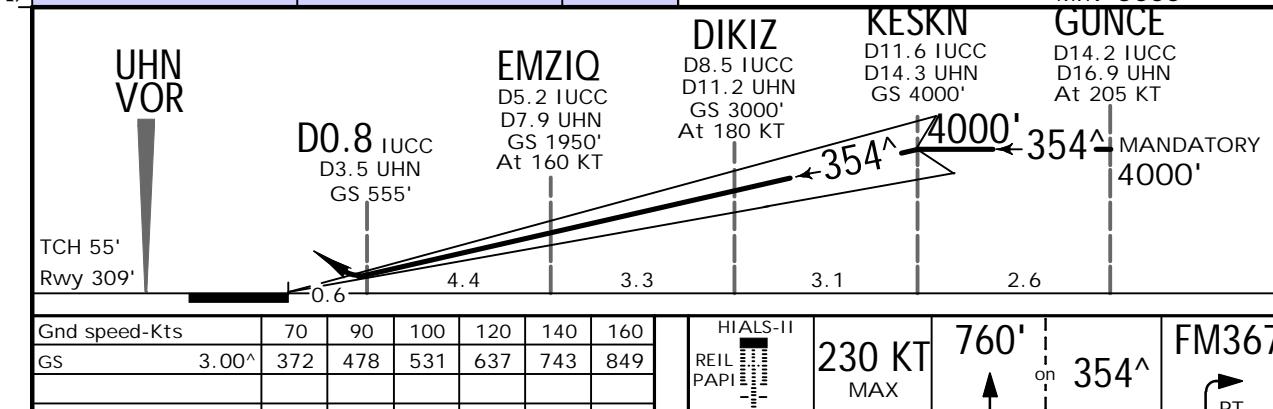
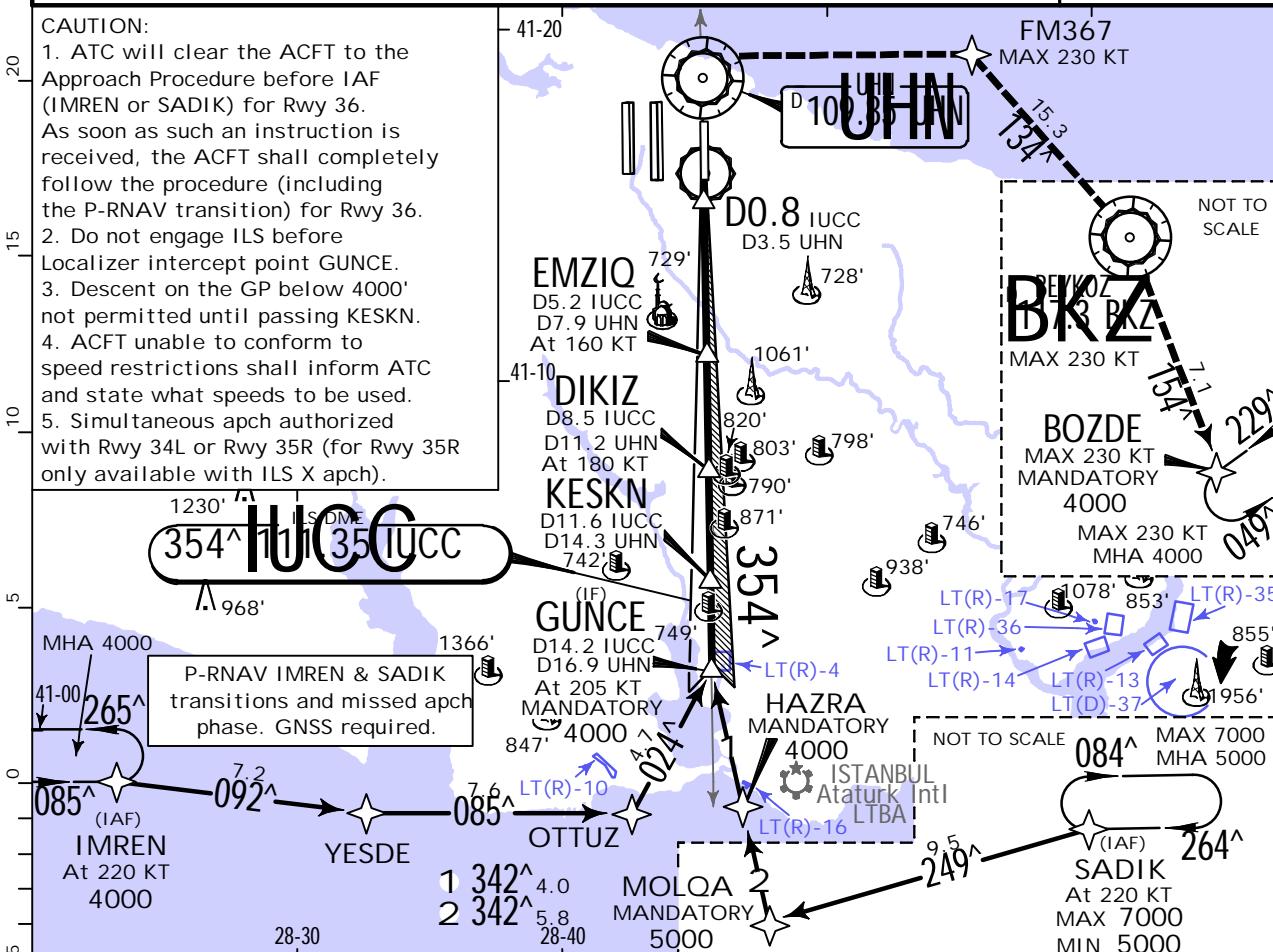
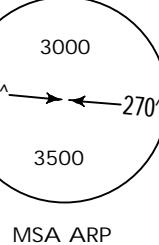
LTFM/IST  
ISTANBULJEPPESEN  
27 JAN 23 31-18ISTANBUL, TURKIYE  
ILS Z RWY 36

D-ATIS Arrival	YESILKOY Approach/Radar			ISTANBUL Tower 5	ISTANBUL Tower 4	ISTANBUL Ground 4
126.350	East Final	118.950	132.325	119.025	118.075	124.425 124.925
LOC IUCC 111.35	Final Apch Crs 354 <sup>^</sup>	KESKN 4000' (3691')	DA(H) 510' (201')	Apt Elev 325' Rwy 309'		

MISSED APCH: Climb on track 354<sup>^</sup> (MAX 230 KT). At or above 760' turn RIGHT direct to FM367, then turn RIGHT to BKZ VOR, turn RIGHT to BOZDE and hold at 4000'. Do not turn to FM367 before Rwy 36 THR (D0.2 IUCC/D2.9 UHN) or crossing 760', whichever is later.

Alt Set: hPa Rwy Elev: 11 hPa Trans level: By ATC Trans alt: 12000'

1. P-RNAV approval required. 2. Radar required. 3. DME required.



.Std/State.		STRAIGHT-IN LANDING				CIRCLE-TO-LAND			
		ILS DA(H) 510' (201')							
		FULL		TDZ or CL out		ALS out			
A									
B	R550m		1 R550m		R1200m				
C									
D									

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.

LTFM/IST  
İSTANBUL

27 JAN 23 31-18A

**ISTANBUL, TURKIYE**  
**CAT II/III ILS Z Rwy 36**

**MISSED APCH:** Climb on track 354<sup>^</sup> (MAX 230 KT). At or above 760' turn  
RIGHT direct to FM367, then turn RIGHT to BKZ VOR, turn RIGHT  
to BOZDE and hold at 4000'.

Do not turn to FM367 before Rwy 36 THR (D0.2 IUCC/D2.9 UHN) or crossing 760', whichever is later.

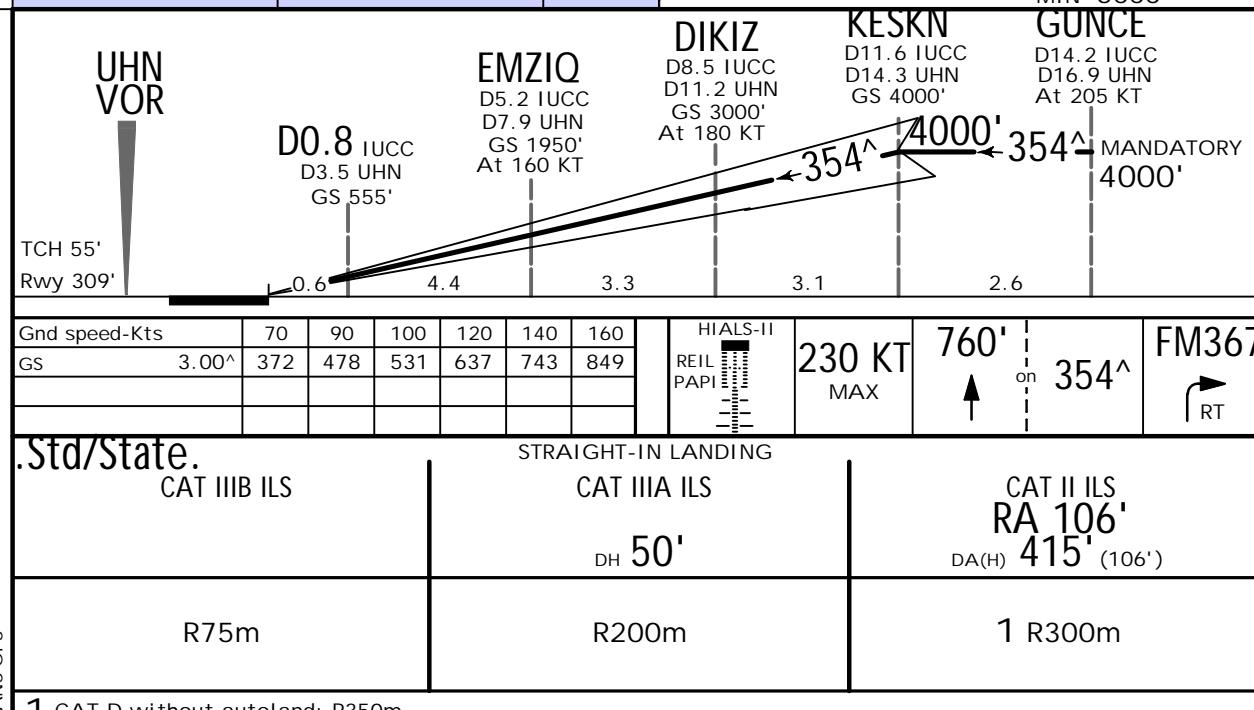
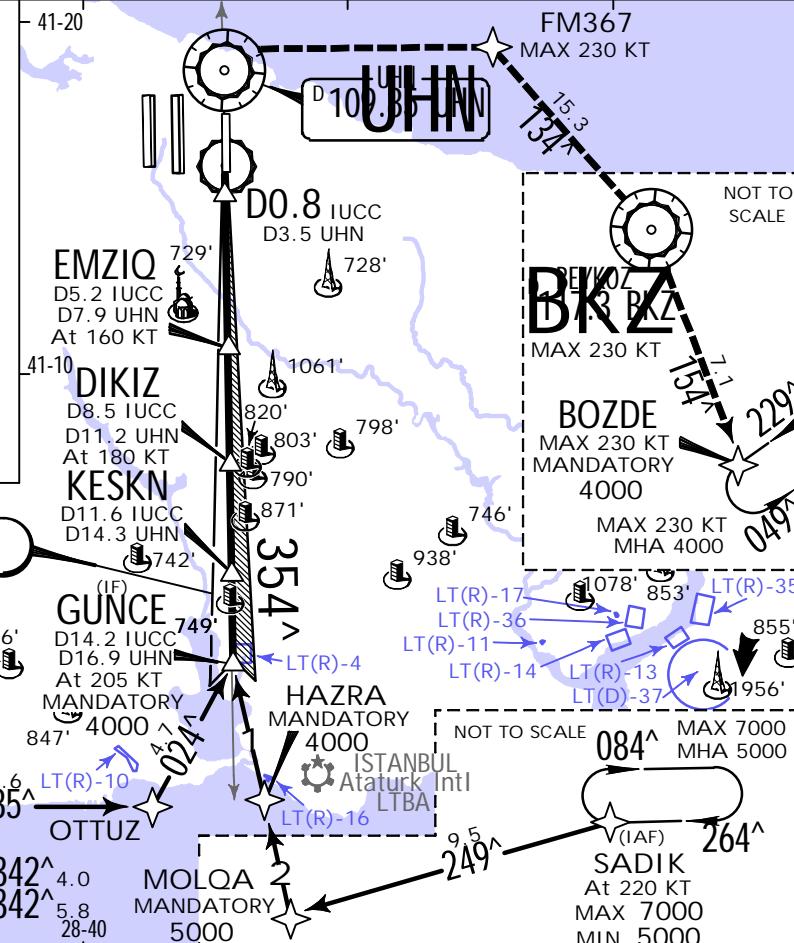
Trans level: By ATC Trans alt: 12000'

1. Special aircrew and ACFT certification required. 2. P-RNAV approval required.

3. Radar required; 4. DME required;

**CAUTION:**

1. ATC will clear the ACFT to the Approach Procedure before IAF (IMREN or SADIK) for Rwy 36. As soon as such an instruction is received, the ACFT shall completely follow the procedure (including the P-RNAV transition) for Rwy 36.
  2. Do not engage ILS before Localizer intercept point GUNCE.
  3. Descent on the GP below 4000' not permitted until passing KESKN.
  4. ACFT unable to conform to speed restrictions shall inform ATC and state what speeds to be used.
  5. Simultaneous apch authorized with Rwy 34L or Rwy 35R (for Rwy 35R only available with ILS X apch).



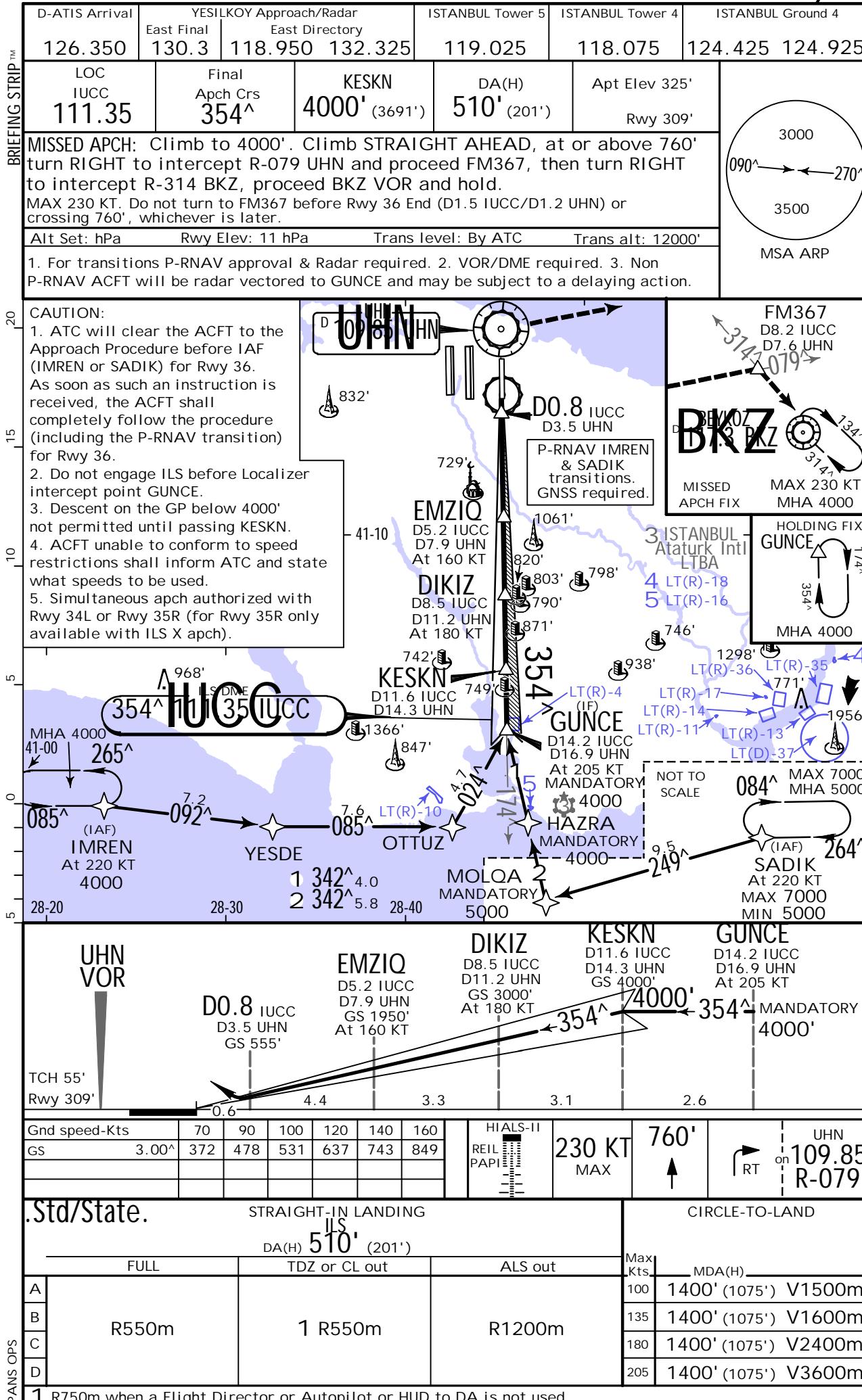
1 CAT D without autoland: R350m

LTFM/IST  
ISTANBUL

JEPPESEN

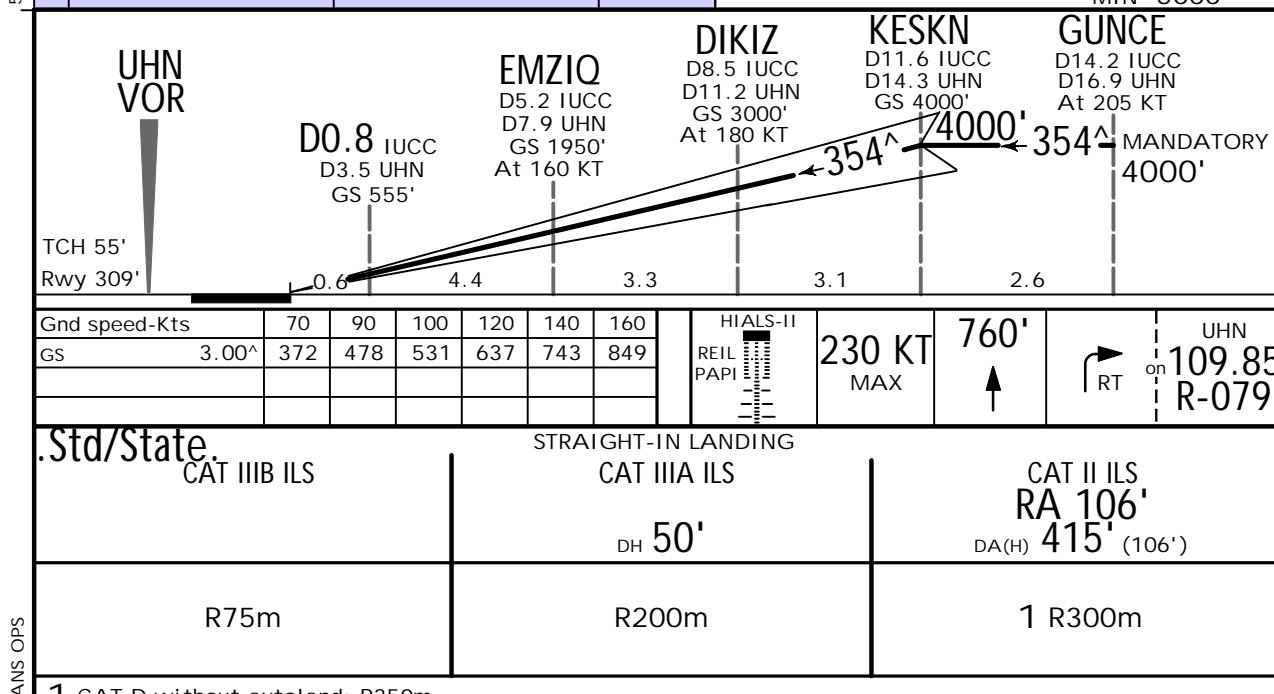
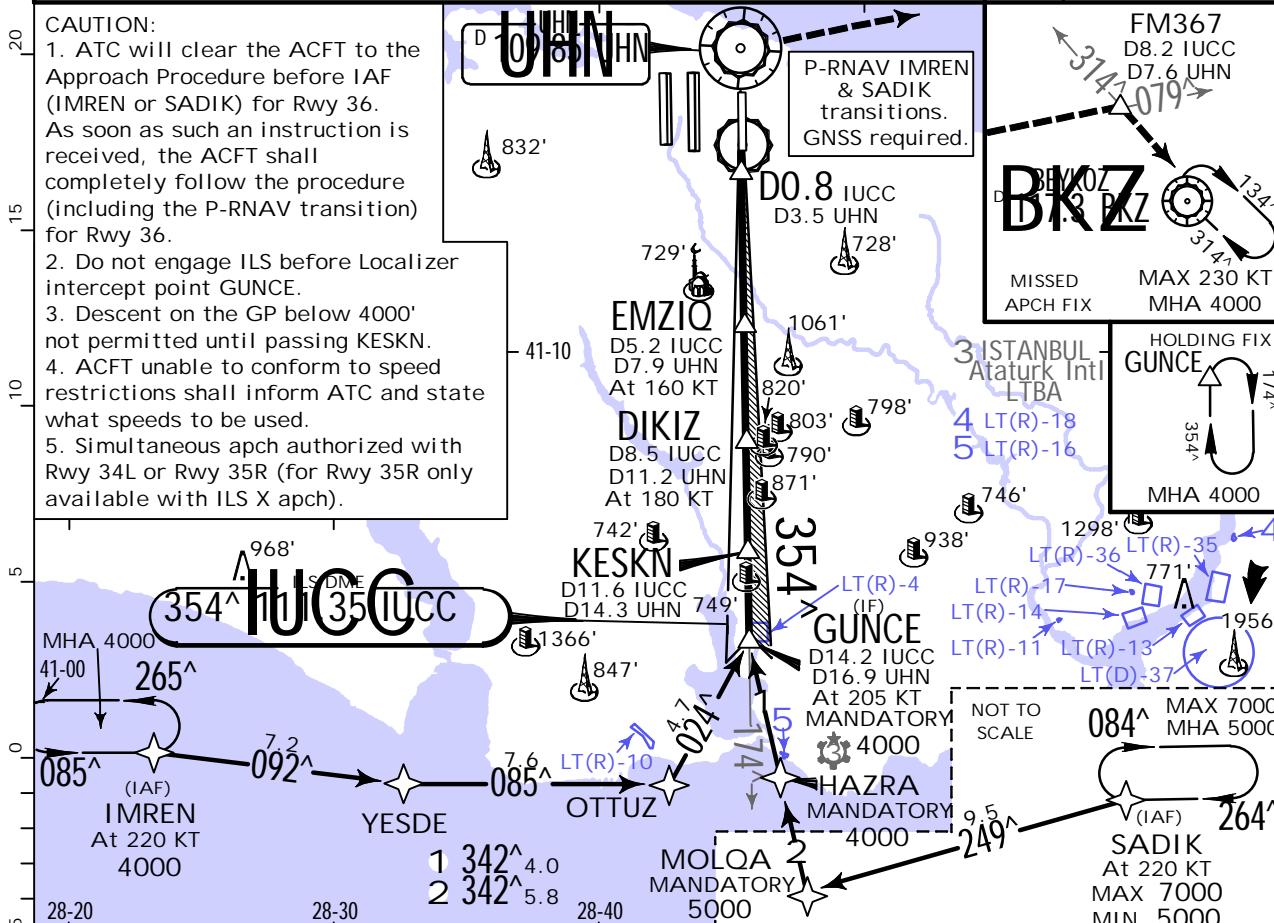
27 JAN 23

31-19

ISTANBUL, TURKIYE  
ILS Y Rwy 36

LTFM/IST  
ISTANBULJEPPESEN  
27 JAN 23 31-19AISTANBUL TURKIYE  
CAT II/III ILS Y Rwy 36

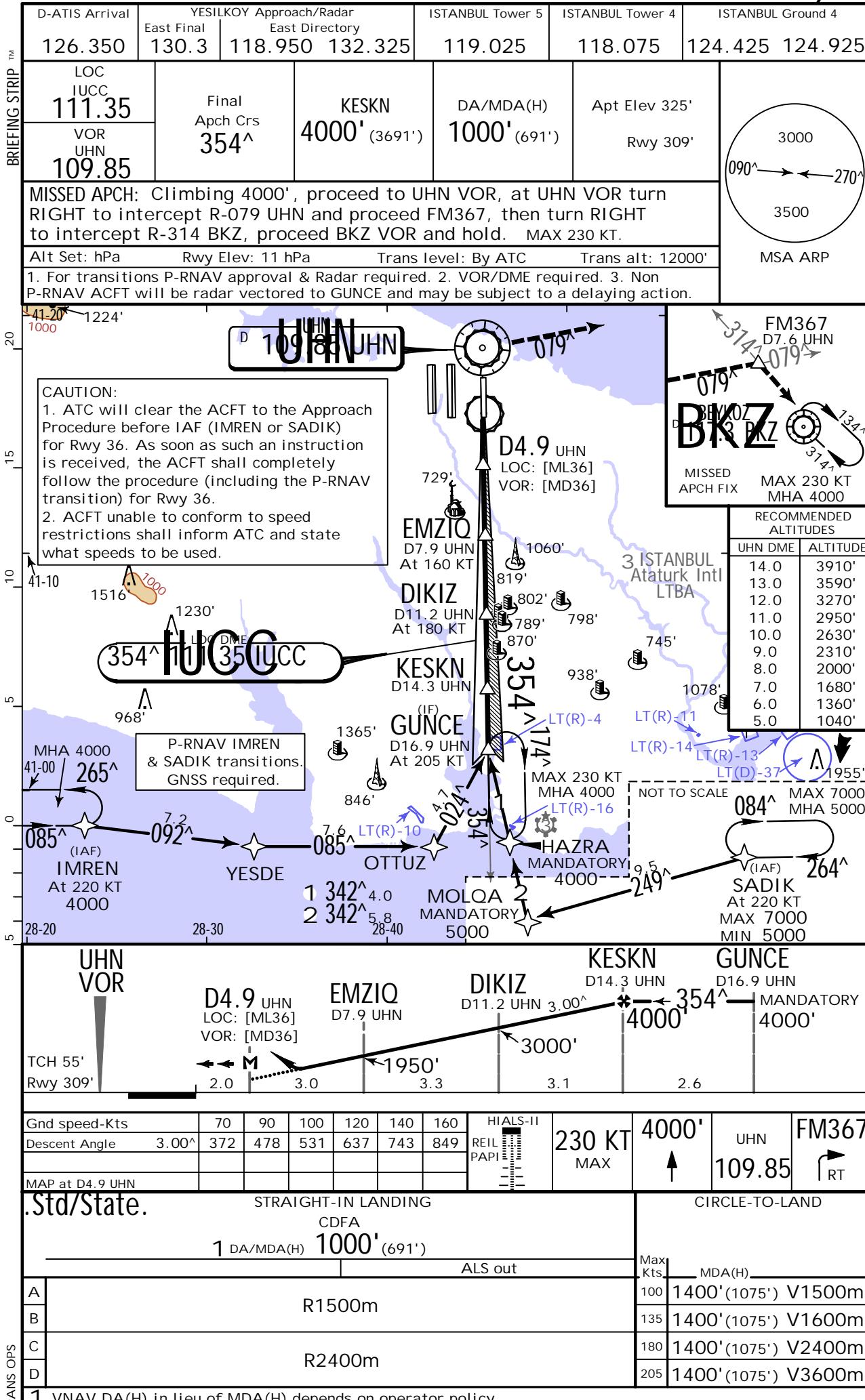
D-ATIS Arrival	YESILKOY Approach/Radar		ISTANBUL Tower 5	ISTANBUL Tower 4	ISTANBUL Ground 4
East Final	East Directory				
126.350	130.3	118.950 132.325	119.025	118.075	124.425 124.925
LOC IUCC 111.35	Final Apch Crs 354^	KESKN 4000' (3691')	CAT IIIB, IIIA & II ILS Refer to Minimums	Apt Elev 325' Rwy 309'	3000 090^ → 270^ 3500 MSA ARP
MISSSED APCH: Climb to 4000'. Climb STRAIGHT AHEAD, at or above 760' turn RIGHT to intercept R-079 UHN and proceed FM367, then turn RIGHT to intercept R-314 BKZ, proceed BKZ VOR and hold. MAX 230 KT. Do not turn to FM367 before Rwy 36 End (D1.5 IUCC/D1.2 UHN) or crossing 760', whichever is later.					
Alt Set: hPa	Rwy Elev: 11 hPa	Trans level: By ATC	Trans alt: 12000'		
1. Special aircrew and ACFT certification required. 2. For transitions P-RNAV approval required & Radar required. 3. VOR/DME required. 4. Non P-RNAV ACFT will be radar vectored to GUNCE and may be subject to a delaying action.					



LTFM/IST  
ISTANBUL

JEPPESEN

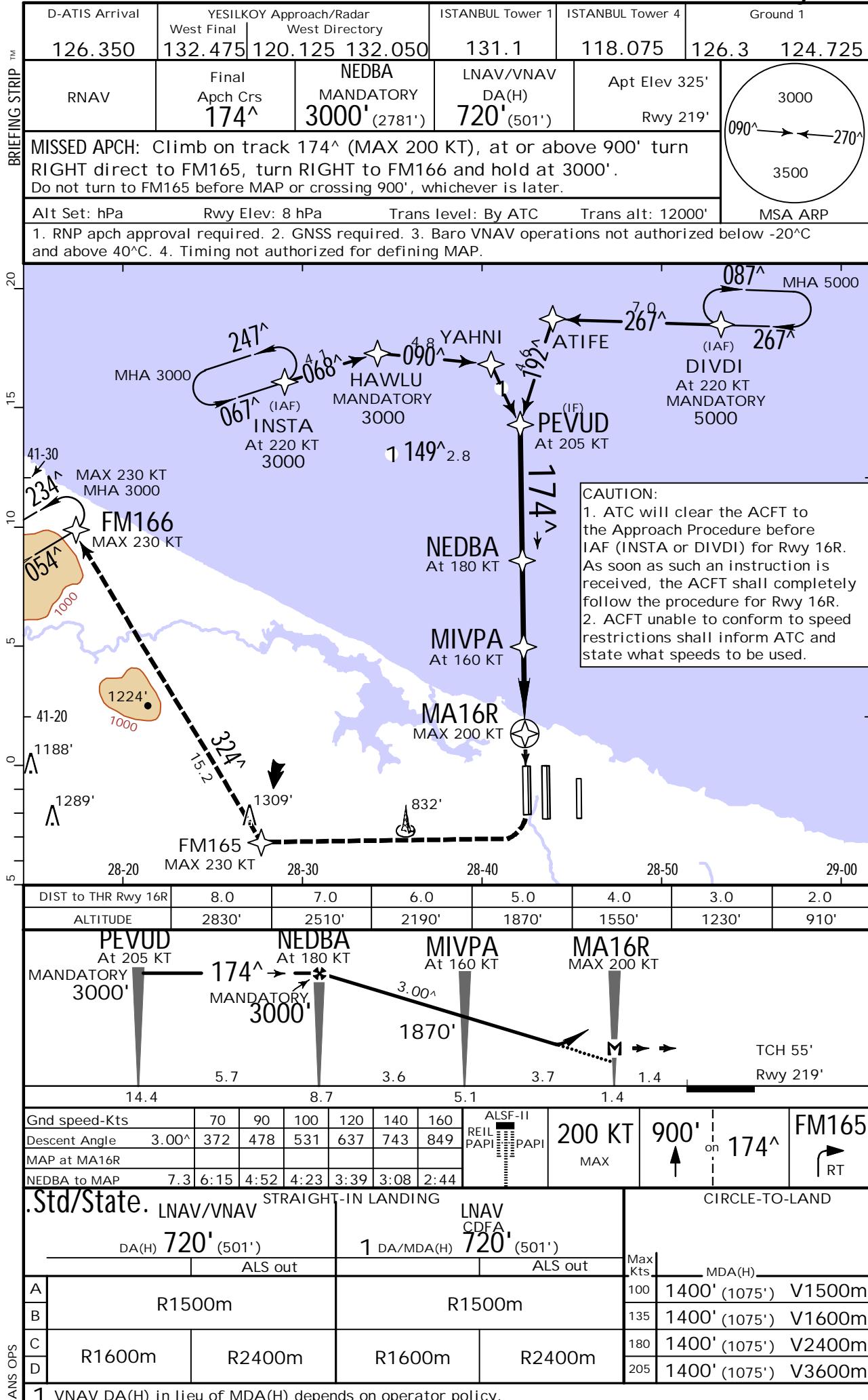
16 SEP 22 31-20

ISTANBUL, TURKIYE  
LOC or VOR Rwy 36

LTFM/IST  
ISTANBUL

JEPPESEN

16 SEP 22 32-1

ISTANBUL, TURKIYE  
RNP' Rwy 16R

LTFM/IST  
ISTANBUL

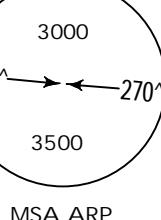
JEPPESEN

16 SEP 22 (32-2)

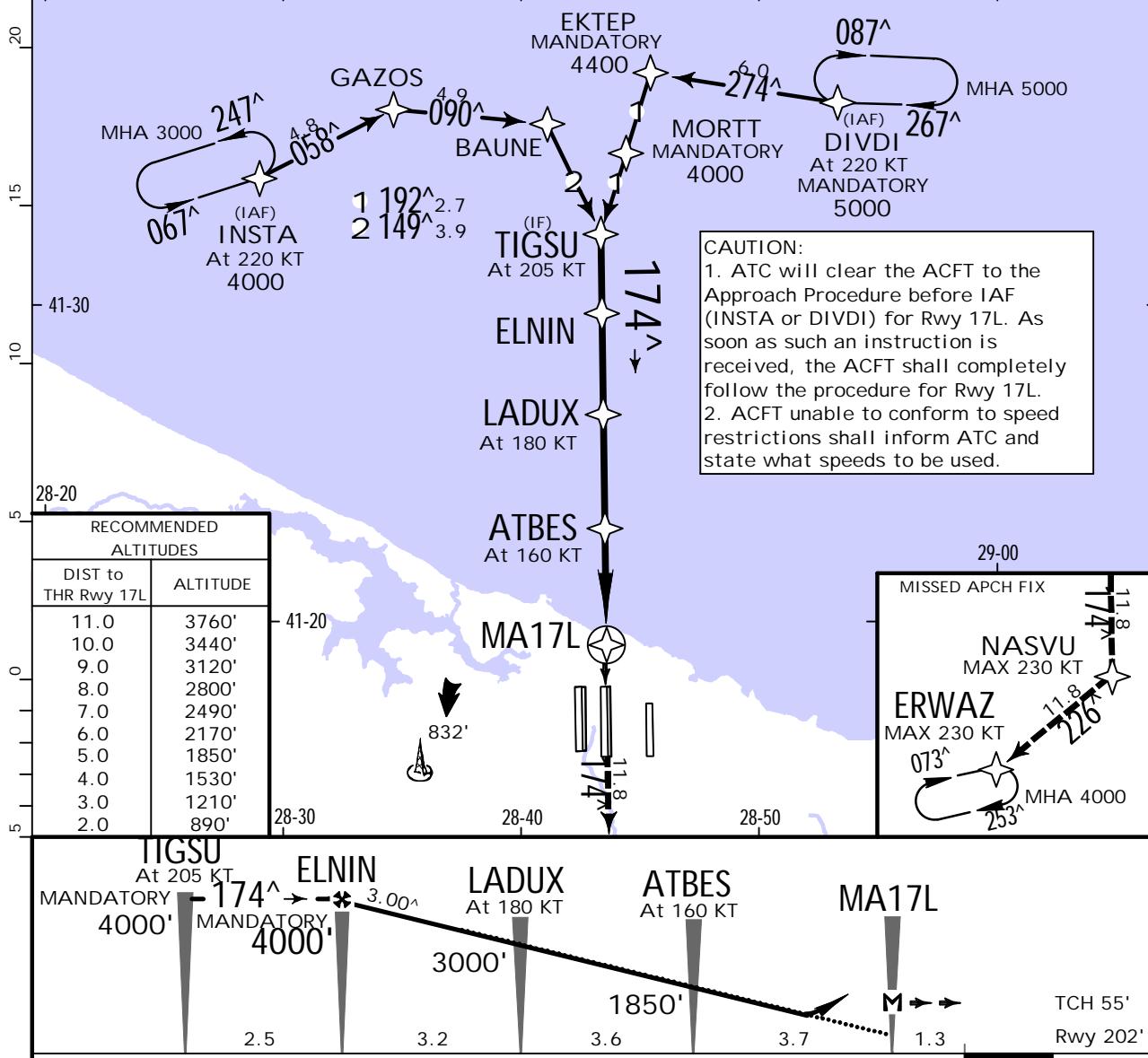
ISTANBUL TURKIYE  
RNP Rwy 17L

D-ATIS Arrival	YESILKOY Approach/Radar			ISTANBUL Tower 1	ISTANBUL Tower 4
126.350	East Final 130.3	118.950	East Directory 132.325	131.1	118.075
Ground 2	Ground 3			Ground 5	
121.8	126.825	122.6	126.925	121.550	129.625

RNAV

Final  
Apch Crs  
174<sup>^</sup>ELNIN  
MANDATORY  
4000' (3798')LNAV/VNAV  
DA(H)  
720' (518')Apt Elev 325'  
Rwy 202'MISSSED APCH: Climbing 4000' to NASVU on course 174<sup>^</sup> (MAX 230 KT), turn RIGHT to ERWAZ and hold at 4000'.

Alt Set: hPa Rwy Elev: 7 hPa Trans level: By ATC Trans alt: 12000'

1. RNP apch approval required. 2. GNSS required. 3. Baro VNAV operations not authorized below -20<sup>^</sup>C and above 40<sup>^</sup>C. 4. Timing not authorized for defining MAP.

Gnd speed-Kts	70	90	100	120	140	160	ALS-II REIL PAPI	230 KT MAX	4000' on 174 <sup>^</sup>	NASVU
Descent Angle	3.00 <sup>^</sup>	372	478	531	637	743	849			
MAP at MA17L										
ELNIN to MAP	10.5	9:00	7:00	6:18	5:15	4:30	3:56			

.Std/State.		STRAIGHT-IN LANDING				CIRCLE-TO-LAND			
LNAV/VNAV		LNAV CDFA							
DA(H) 720' (518')		1 DA/MDA(H) 720' (518')							
ALS out		ALS out							
A R1500m		R1500m							
B R1600m		R1600m							
C R2400m		R2400m							
D R2400m									

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

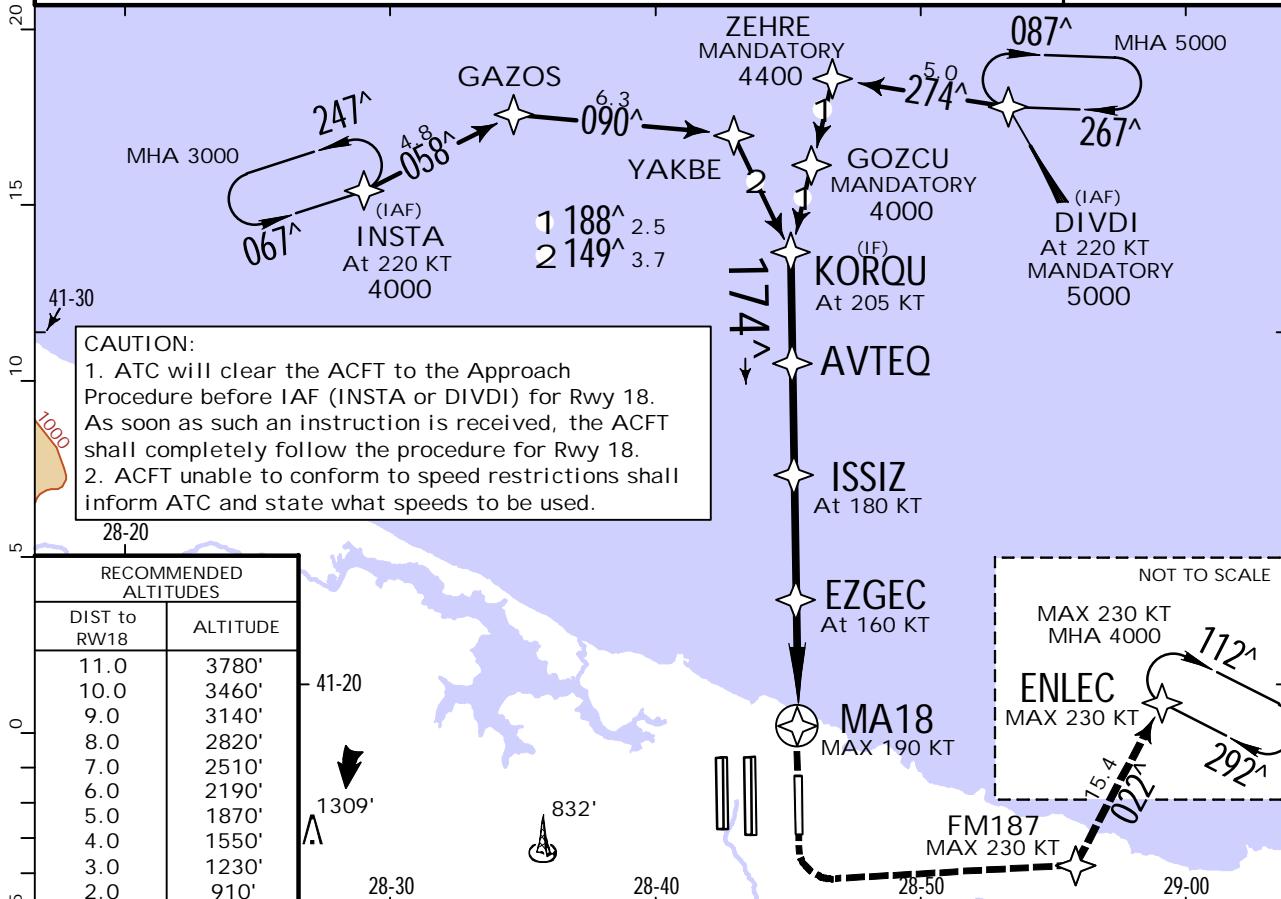
LTFM/IST  
ISTANBUL

JEPPESEN

16 SEP 22 32-3

ISTANBUL, TURKIYE  
RNP Rwy 18

D-ATIS Arrival	YESILKOY Approach/Radar			ISTANBUL Tower 5	ISTANBUL Tower 4	ISTANBUL Ground 4
126.350	East Final	130.3	118.950 132.325	119.025	118.075	124.425 124.925
RNAV	Final Apch Crs	174 <sup>^</sup>	AVTEQ MANDATORY 4000' (3779')	LNAV/VNAV DA(H) 720' (499')	Apt Elev 325' Rwy 221'	3000 090 <sup>^</sup> 270 <sup>^</sup> 3500 MSA ARP
MISSING APCH: Climb on track 174 <sup>^</sup> (MAX 190 KT), at or above 760' turn LEFT direct to FM187, turn LEFT to ENLEC and hold at 4000'. Do not turn to FM187 before MAP or crossing 760', whichever is later.	Alt Set: hPa Rwy Elev: 8 hPa Trans level: By ATC Trans alt: 12000'	1. RNP apch approval required. 2. GNSS required. 3. Baro VNAV operations not authorized below -20 <sup>^</sup> C and above 40 <sup>^</sup> C. 4. Timing not authorized for defining MAP.				



.Std/State.		STRAIGHT-IN LANDING						CIRCLE-TO-LAND					
LNAV/VNAV		LNAV CDFA											
DA(H) 720' (499')		1 DA/MDA(H) 720' (499')											
ALS out		ALS out											
A R1500m		R1500m											
B R1500m		R2300m											
C R1500m		R2300m											
D R1500m													
1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.													

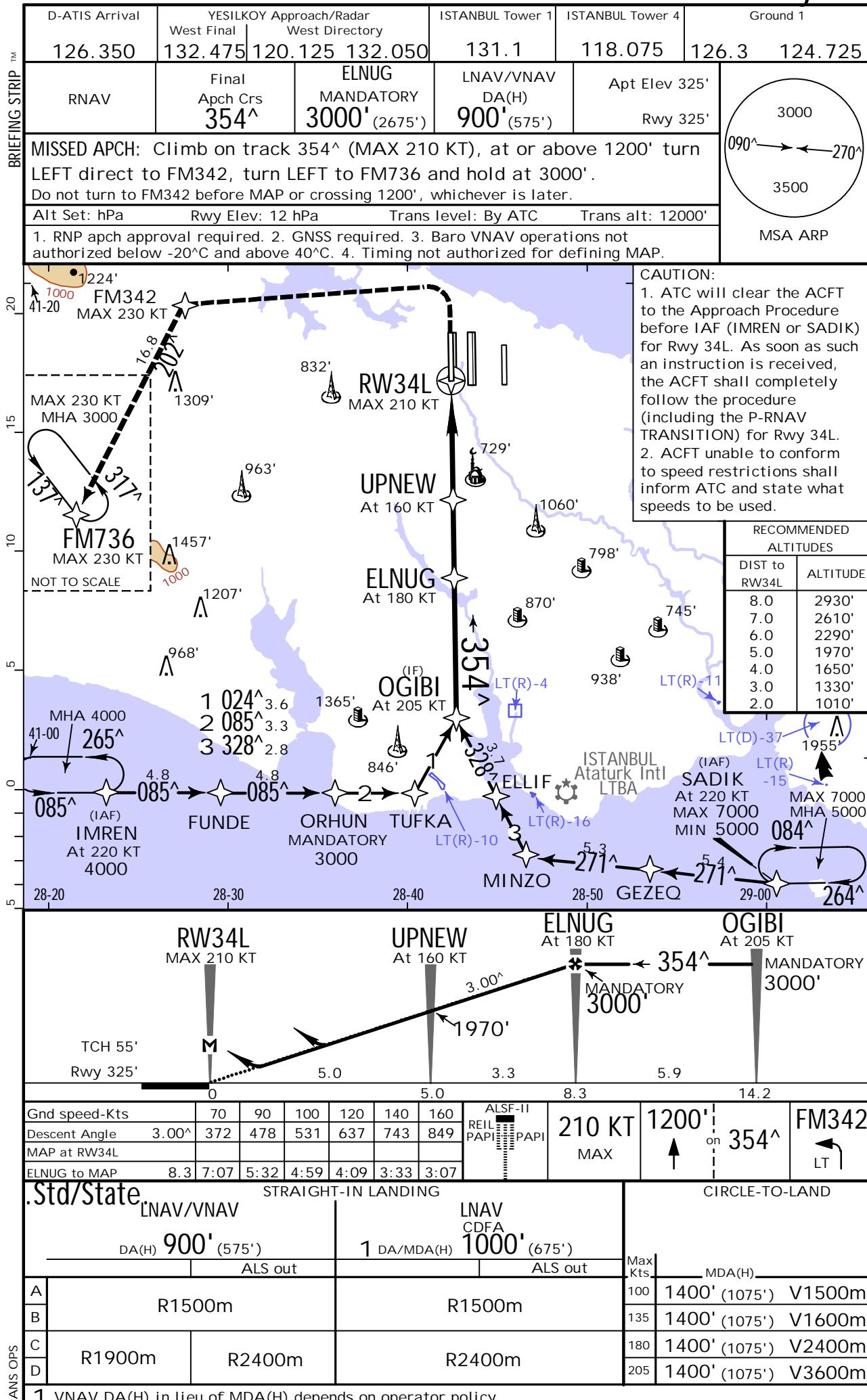
LTFM/IST

ISTANBUL

JEPPESEN

16 SEP 22

32-4

ISTANBUL TURKIYE  
RNP Rwy 34L

LTFM/IST

ISTANBUL

**JEPPESEN**

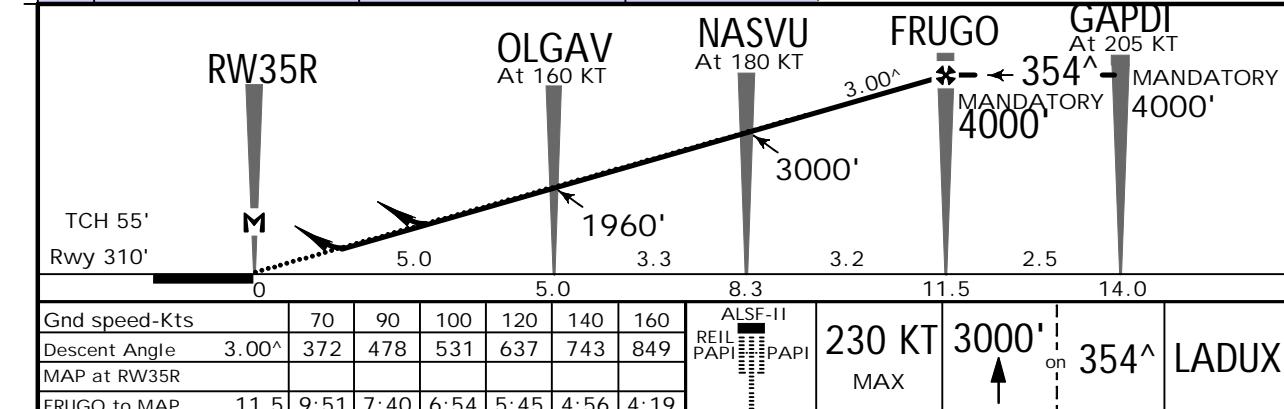
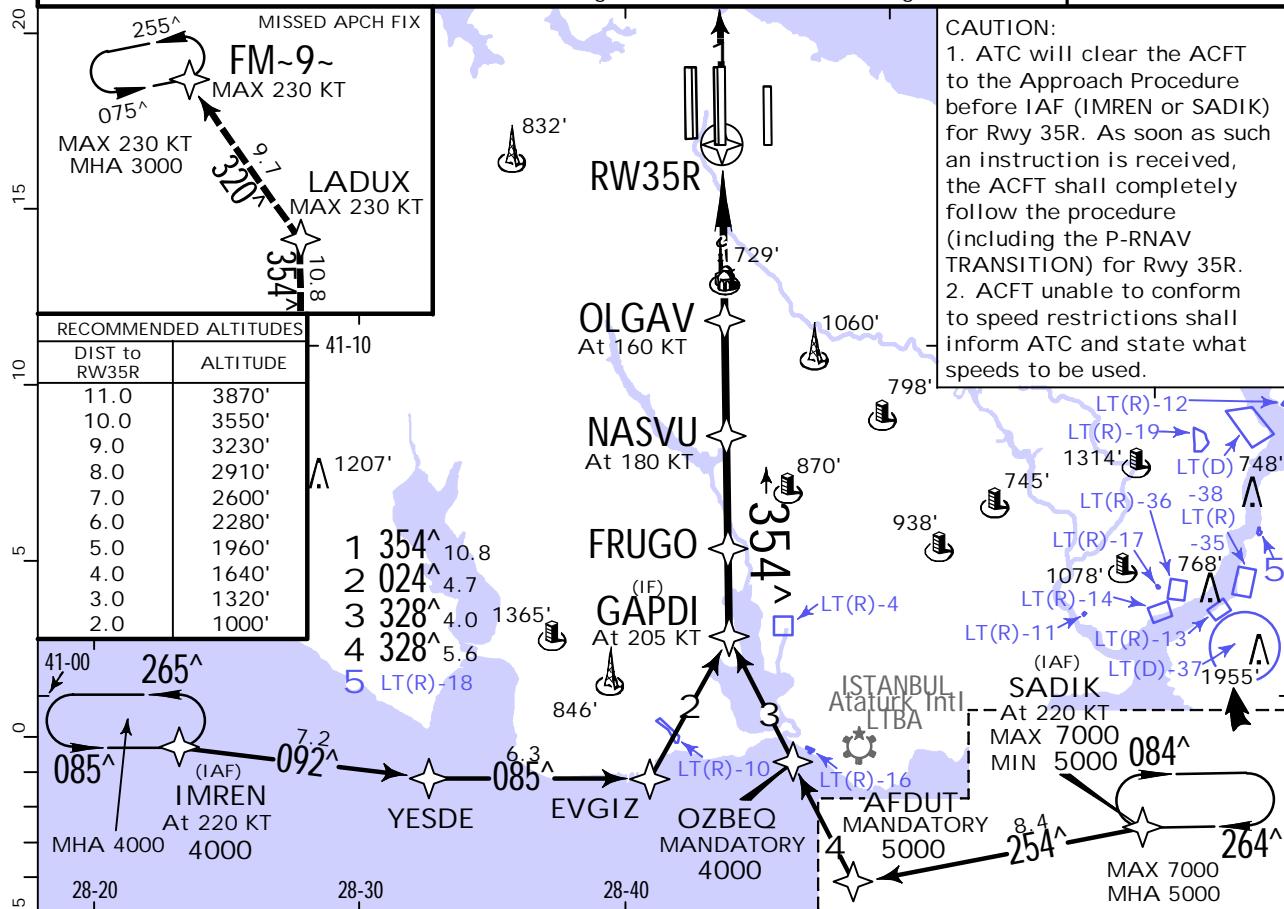
13 JAN 23 (32-5)

# **ISTANBUL, TURKIYE RNP' Rwy 35R**

D-ATIS Arrival	YESILKOV Approach/Radar				ISTANBUL Tower 1	ISTANBUL Tower 4
	East Final		East Directory			
126.350	130.3	118.950	132.325	131.1		118.075
Ground 2	Ground 3		Ground 5			
121.8	126.825	122.6	126.925	121.550	129.625	
RNAV	Final Apch Crs <b>354^</b>	FRUGO MANDATORY <b>4000'</b> (3690')	LNAV/VNAV DA(H) <b>800'</b> (490')	Apt Elev 325' Rwy 310'	3000	090^ ← 270^

MISSED APCH: Climbing 3000' to LADUX on course 354 $^{\circ}$  (MAX 230 KT), turn LEFT to FM-9~ and hold at 3000'.

Alt Set: hPa Rwy Elev: 11 hPa Trans level: By ATC Trans alt: 12000' 1. RNP apch approval required. 2. GNSS required. 3. Baro VNAV operations not authorized below -20°C and above 40°C. 4. Timing not authorized for defining the MAP.



.Std/State.		STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
		LNAV			
		CDFA			
DA(H)	800' (490')	1 DA/MDA(H)	1000' (690')	Max Kts	MDA(H)
	ALS out		ALS out		
A	R1500m		R1500m		100 1400' (1075') V1500m
B					135 1400' (1075') V1600m
C	R1500m		R2400m		180 1400' (1075') V2400m
D	R2300m				205 1400' (1075') V3600m

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

LTFM/IST  
ISTANBUL

JEPPESEN

13 JAN 23 32-6

ISTANBUL, TURKIYE  
RNP Rwy 36

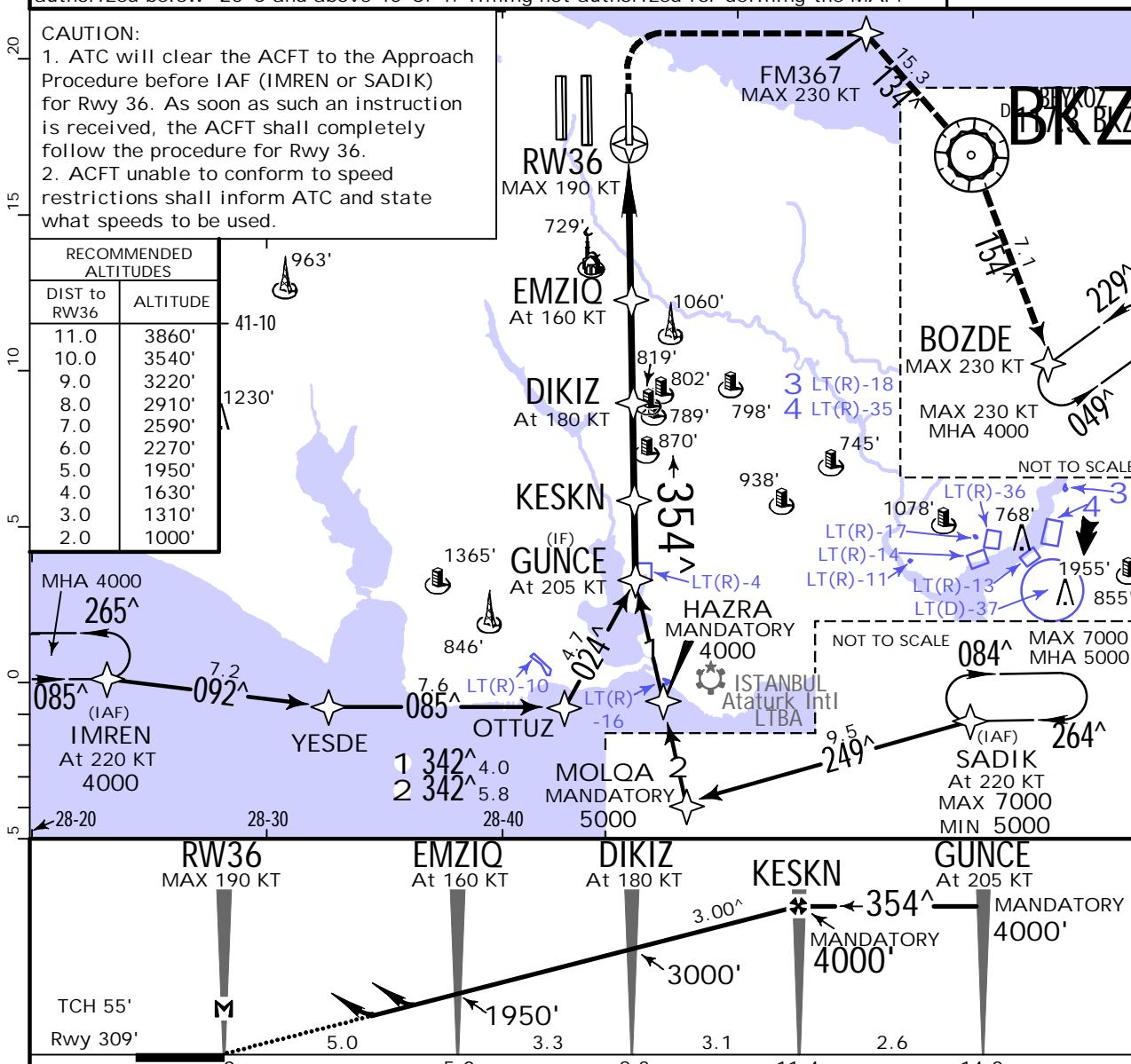
D-ATIS Arrival	YESILKOY Approach/Radar		ISTANBUL Tower 5	ISTANBUL Tower 4	ISTANBUL Ground 4
126.350	East Final	118.950 132.325	119.025	118.075	124.425 124.925
RNAV	Final Apch Crs 354^	KESKN MANDATORY 4000' (3691')	LNAV/VNAV DA(H) 800' (491')	Apt Elev 325' Rwy 309'	3000 090^ -> 270^ 3500 MSA ARP

MISSED APCH: Climb on track 354^ (MAX 190 KT), at or above 1100' turn RIGHT direct to FM367, turn RIGHT to BKZ VOR, turn RIGHT to BOZDE and hold at 4000'.

Do not turn to FM367 before MAP or crossing 1100', whichever is later.

Alt Set: hPa Rwy Elev: 11 hPa Trans level: By ATC Trans alt: 12000'

1. RNP apch approval required. 2. GNSS required. 3. Baro VNAV operations not authorized below -20^C and above 40^C. 4. Timing not authorized for defining the MAP.



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	REIL	PAPI	190 KT MAX	1100' on	354^	FM367
Descent Angle 3.00^	372	478	531	637	743	849							
MAP at RW36													
KESKN to MAP	11.4	9:46	7:36	6:50	5:42	4:53	4:17						

.Std/State.		STRAIGHT-IN LANDING				CIRCLE-TO-LAND			
		LNAV/VNAV		LNAV					
		DA(H) 800' (491')		1 DA/MDA(H) 1000' (691')					
		ALS out		ALS out					
A		R1500m		R1500m					
B									
C		R1500m		R2300m		R2400m			
D									

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

## Chart changes since cycle 12-2023

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT PROCEDURE IDENT

INDEX

REV DATE

EFF DATE

**ISTANBUL, (ISTANBUL - LTFM)**

## TERMINAL CHART CHANGE NOTICES

### No Chart Change Notices for Airport LTFM

### Chart Change Notices for Country TUR

**Type:** Gen Tmn1

**Effectivity:** Permanent

**Begin Date:** Immediately

**End Date:** No end date

Country name changed from Turkey to Turkiye.