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## 1. GENERAL

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### 1.1. ATIS

D-ATIS 128.550

### 1.2. LOW VISIBILITY PROCEDURES (LVP)

Low visibility take-off operations (LVTO) become effective when RVR is less than 400m.

The "Low visibility take-off operations in progress" phrase will be passed to traffic by RTF or broadcasted by ATIS.

LVTO is available only for RWY 24 for taxiing ACFT from apron 1. Local procedures apply for other aprons including General Aviation GAV.

Taxiing from apron 1 to holding point RWY 24 will be conducted only via TWYs F4, D, E.

All departing traffic shall be cautious and hold before TWY F4 and report position to ATC for further clearance.

Traffics will be guided to the beginning of TWY F4 by transponder equipped Follow-me car.

In case of aborted or rejected take-off pilots shall report "RWY vacated" to ATC as soon as ACFT has vacated RWY. Guidance will be conducted by transponder equipped Follow-me car to the parking position.

To decide whether or not LVTO can be performed up to what RVR value while taking into account the installed aerodrome equipment and its operational status is under responsibility of pilots.

LVTO operation is not permitted in any case of A-SMGCS failure and RVR values which are not available.

Traffics shall report lift-off information when airborne if requested by ATC. Then connect immediately to approach.

All traffics shall report the location to ATC, whenever they start to taxi or hold.

### 1.3. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

#### 1.3.1. A-SMGCS UTILISING MODE S

Pilots must ensure that ACFT transponder is set to transmit Mode S signals and associated Mode A code, from the request for push-back or taxi, whichever is earlier and after landing, continuously until ACFT is fully parked on stand.

ACFT operators should ensure that Mode S transponders are able to operate when ACFT is on the ground.

Flight crew should select XPNDR or equivalent according to specific installation, AUTO if available, not OFF or STDBY, and the assigned Mode A code, just after start-up.

After landing, continuously until the ACFT is fully parked on stand, the Mode A code 2000 must be set before selecting OFF or STDBY.

Flight crew of ACFT equipped with Mode S having an ACFT identification feature should also set the ACFT ident.

This setting is the ACFT ident specified in item 7 of the flight plan.

The ACFT ident should be entered just after receiving the ATC clearance through FMS or transponder control panel.

Traffic whose transponder is not on and active shall not be instructed for push-back.

## 1. GENERAL

### 1.4. RWY-IN-USE AND PREFERENTIAL RWY SYSTEM OPERATIONS

#### 1.4.1. 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 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 met by ATC at an appropriate time. In such cases, ACFT may be subject to a long delay. ATC shall notify pilots of delays expected to exceed 30 minutes.

#### 1.4.2. 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.

Preferential RWYs for Sabiha Gokcen Intl APT:

- RWY 06, RWY 24.

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 operations 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 RWY(s).
- 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. GENERAL

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

RNAV (GNSS) SIDS AND STARS 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 LTFJ 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 LTFJ start from the waypoints/fixes GINLI, GUMRU, TOKER, ETAMP, IZMAL, DRAMO and IBODU. 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 LTFJ via IMR VOR.

Example: IMR N618 DUGLA Y371 IZMAL

2. GNSS-based RNAV SIDS for LTFJ end at the waypoints/fixes MAKOL, NUGBA, ASMAP, ROXUK, IVGUS, BARPE, VADEN, TUDBU and IBLAL. 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 LTFJ via ROXUK.

Example: ROXUK N617

The LTFJ departures destined to LTFM or LTBA are excepted from this mandatory implementation. The conventional procedures published on BKZ 3N & 3P DEPS (20-3M) chart are available for these flights.

### 1.6. TAXI PROCEDURES

**CAUTION:** Due to dense ground movement flight crew shall:

- strictly obey ATC instructions and follow signs on apron and TWYs;
- never cross the RWY unless instruction is given by ATC;
- comply with read back and hear back procedures.

Flocks of sea gulls in vicinity of APT.

Parking areas and positions on apron 1 (9,10,11 and 301-308 VIP), General Aviation GAV, M.R.O. and de-icing aprons and parking positions 9,10,11 on apron 1 and 301-308 are not seen from Tower. Taxiing, push-back and towing on these areas under pilot's responsibility.

General Aviation GAV apron is available only for ACFT with MAX wingspan of 102'/31m.

All ACFT vacating a RWY via Rapid Exit TWY has the priority at the intersection of the TWYs, over the ACFT taxiing on other TWYs. All pilots shall be cautious about this priority and unless otherwise instructed not to do so, give way to the ACFT vacating a RWY via one of the Rapid Exit TWYs.

Taxiing on aprons and into parking stands on idle power to avoid jet blast.

The part of cargo apron centerline between TWY K and TWY L is available only for CAT D ACFT with small wingspan. CAT E and F ACFT will use TWY L and TWY M for entrance and exit to cargo apron.

CAT E and F ACFT will use TWY K for entrance and exit to THY Technic hangar and My Technic hangar. CAT E and F ACFT will not use the part of cargo apron centerline between TWY K and TWY L for taxi.

CAT E and F ACFT which is crossing over or exiting RWY using TWY H and U are required not to wait on TWY H and U, paying attention to ACFT movement on TWY D. CAT E and F ACFT crossing over RWY between TWY D and Cargo apron are required not to stop or wait on joint of G TWYs and to follow ATC instructions.

Push-back and towing shall not be performed on TWY F4.

ACFT to use TWY F4 shall have MAX speed 5 KT.

ACFT shall stop or hold before entering TWY F4 if required to stop or wait.

In case there exists ACFT movement around RWY 24 THR, TWY F4 shall not be used for taxiing in the direction of TWY D to apron 1.

TWY K1, K2, K3, K4, L1, L2, L3, L4, M1, M2, M3, M4 are apron taxilanes with lower clearances than TWYs.

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## 1. GENERAL

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### 1.6.1. RWY CROSSING PRACTICES

1. Towing operations that require RWY crossing shall not be done between 0300-1200UTC and 1400-2200UTC. Except this timetable, airlines must apply to Aerodrome Authority for their need of emergency towing for RWY crossing.
2. ACFT taxiing by their own power shall do RWY crossing at any time by ATC instructions.
3. Towing operations that require RWY crossing for the purpose of planned maintenance shall be done between 2200-0300UTC.

### 1.7. PARKING PROCEDURES

Stands 201 thru 208 and 301 thru 304 equipped with Automatic Guidance System. Only stands 802 thru 804, 812 thru 814, 602 thru 604, 612 thru 614 are suitable for B747-8 type of ACFT.

### 1.8. RUN-UP TESTS

Engine test shall be performed on apron 4.

Engine testing corporation shall contact GOKCEN Delivery on frequency 122.625 MHz before engine test operation.

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## 2. ARRIVAL

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### 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).

#### 2.1.1. RWY 06

- 170 KT on final approach course from ASDEV to 7NM to touchdown.
- 160 KT on final approach course within 7NM to 5NM to touchdown.

#### 2.1.2. RWY 24

- 170 KT on final approach course from BEMKA to 7NM to touchdown.
- 160 KT on final approach course within 7NM to 5NM to touchdown.

### 2.2. POINT MERGE SYSTEM (PMS)

LTFJ 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 MPs. LTFJ MPs are OBIXI and OKIPI.

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

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).

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## 2. ARRIVAL

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### 2.3. RWY OPERATIONS

After landing, flight crew are invited to vacate the RWY as fast and safely as possible, by using rapid exit TWYs T or F for the RWY 06 and TWYs U or H for the RWY 24. If unable, inform TWR as soon as possible.

After landing, it is recommended that vacating RWY from TWY G should be planned if the vacating the RWY is accurate and safe, otherwise, vacating the RWY by using TWY G shall not be attempted.

When landing ACFT are instructed to hold before TWY D, Pilots shall ensure that the RWY is fully vacated and TWY D is not blocked, hold at holding points. For TWY T at T-HP14, for TWY F F-HP12, for TWY U U-HP13, for TWY H H-HP10 and contact immediately with ground sector.

### 2.4. OTHER INFORMATION

Landing of AN124, AN225, C5, A380 type ACFT are forbidden to the APT.

B747-8 type ACFT are accepted with special measurements after APT authority approval. Landing and take-off permission to B747-8 type ACFT will be given once a day in low traffic hours.

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## 3. DEPARTURE

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### 3.1. DE-ICING AND ANTI-ICING

Unless otherwise noted by the APT authority, ACFT de-icing and anti-icing applications will be done in areas:

While RWY 06 is used for departure:

- de-icing applications for CAT C and smaller ACFT will be done in the application area parking stands 14A, 15A, 51, 52, 53, 54 and S TWY;
- de-icing applications for CAT D and larger ACFT will be done in TWY S, East part of apron 1, apron 6, apron 7, apron 8 or cargo apron parking stands.

While RWY 24 is used for departure:

- de/anti-icing applications for CAT C and smaller ACFT which parked in apron 1 will be done in the application area parking stands 14A and 15A and TWY S;
- Unless otherwise de/anti-icing applications for the narrow-body ACFT which parked in apron 6, apron 7 and apron 8 will be done on its own park stands;
- de-icing applications for CAT D and larger ACFT will be done in TWY S, East part of apron 1 centerline or Cargo apron, apron 6, apron 7 and apron 8 parking stands.

For de/anti-icing application issues, pilots shall connect with ground handling companies via their VHF frequencies.

ACFT which need de/anti-icing application should submit their statuses before push-back request. De-icing and push-back sequence of ACFT will be determined by ATC considering CTOT time and readiness for push-back. ACFT unready for movement will not request push-back.

Pilots shall follow ground markings, marshaling signs and watch vehicle and personal movements in de-icing areas.

Pilots will keep clearances with minimum deviation, speed and power while maneuvering in de-icing areas.

ACFT which is completed de-icing application shall request clearance before entering TWY D and not move without visual sign of clearance by marshaller even if instructed by ATC to taxi.

ACFT which require to wait for de-icing application in the centerline of de-icing apron shall wait at intermediate holding positions D1-HP15 and D1-HP16.

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### 3. DEPARTURE

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#### 3.2. PUSH-BACK PROCEDURES

Standard push-back procedures are mandatory for all parking positions except parking positions 14A, 15A, 51, 52, 53, 54. Power-back is forbidden by using reverse thrust. Unless otherwise notified by ground control, push-back shall be done to the direction of the RWY-in-use with the exceptions below:

- For stand numbers 101, 112 and 113 push-back shall always be done towards East (nose of ACFT towards RWY 24);
- For stand numbers 1 and 2 push-back shall be done to the West (nose of ACFT will be face to the RWY 06);
- For stand numbers 301 and 308, push-back shall be done to apron exit;
- For stand numbers 402, 402A, 402B, 403, 403A, 403B, 404, 405, 406 and 407 push-back shall be done to the West (nose of ACFT will be faced to the RWY 06);
- ACFT standing at 404 and 405 parking positions, should not start the engine during push-back, engine start will be done after the ACFT get on the apron centerline;
- For apron 6, apron 7 and apron 8 push-back shall always be done nose of ACFT towards North.

#### 3.3. NOISE ABATEMENT PROCEDURES

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 Noise Abatement Departure Procedure 1 or 2 (NADP-1 or NADP-2) which has been explained in ICAO Doc 8168 Vol 1 until passing 3000'.

LTFJ/SAW  
SABİHA GÖKÇEN INTL

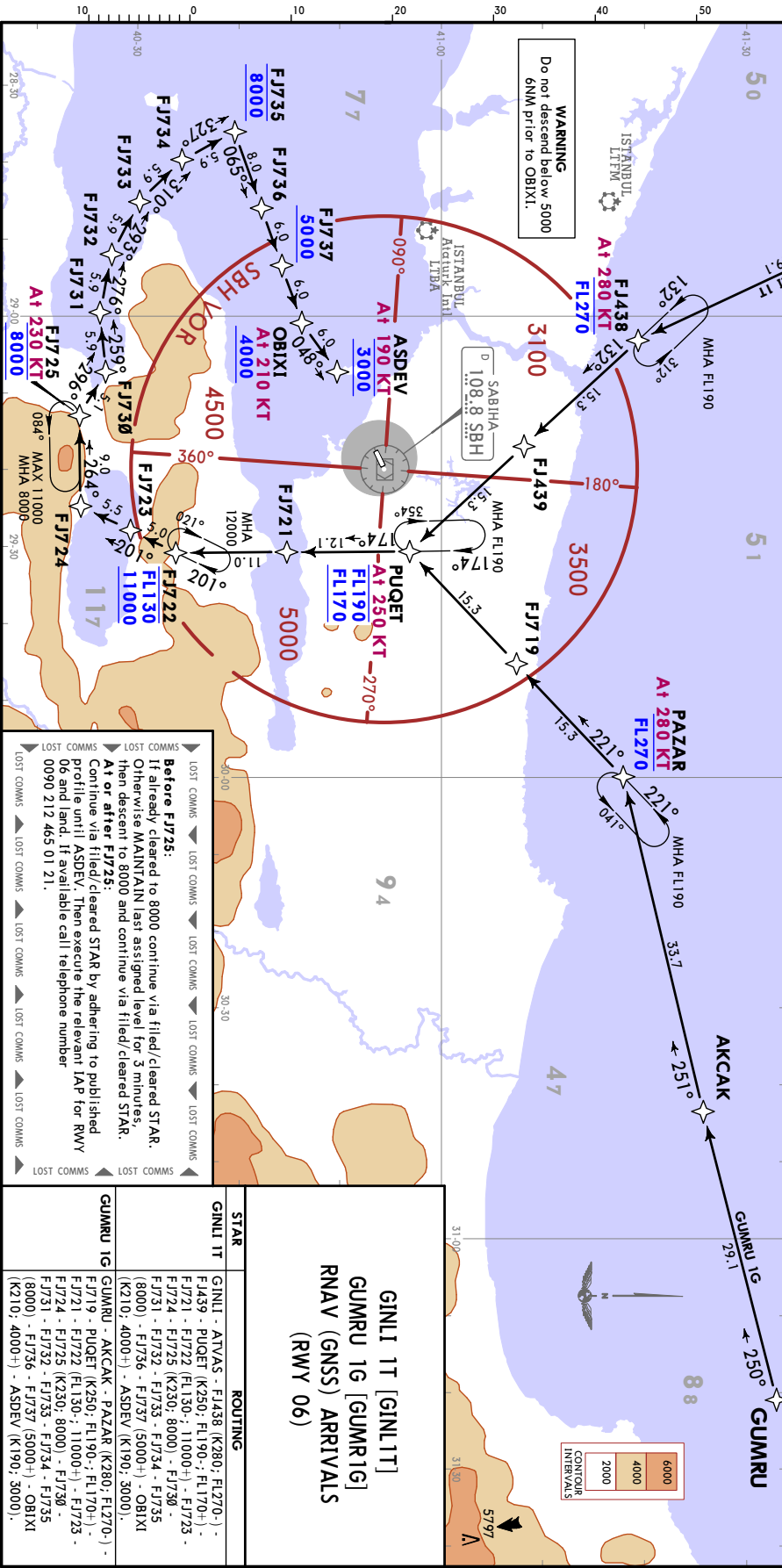
D-ATIS 128.550		Apt Elev 312
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**CAUTION**

- Should there be flight level restrictions at or above the Transition level, do not set Local QNH until descending below the lowest flight level restriction.
- When cleared ILS for RWY 06, do not engage ILS before ASDEV.
- Minimum rate of descent at Holding Points 1000 per minute.
- The ACFT's are required to plan their descent to comply with the level and speed restrictions depicted on the procedure. If unable the ACFT will lose the sequence and be subject to a delaying action.

Alt Set: hPa Trans level: By ATC

- RADAR required.
- P-RNAV approval required otherwise advise ATC.
- ACFT without P-RNAV 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 an approach can be made.
- If unable to comply with RNAV procedure inform ISTANBUL CONTROL/YESLIKOV APPROACH on initial contact. Otherwise report only call sign at first contact with YESLIKOV APPROACH.
- The use of STAR designator without a cleared level does not authorize the ACFT to descend on the STAR vertical profile.
- In the event that the pilot assesses a published level or speed restriction cannot be met, inform ATC as soon as possible.
- Descend as cleared.



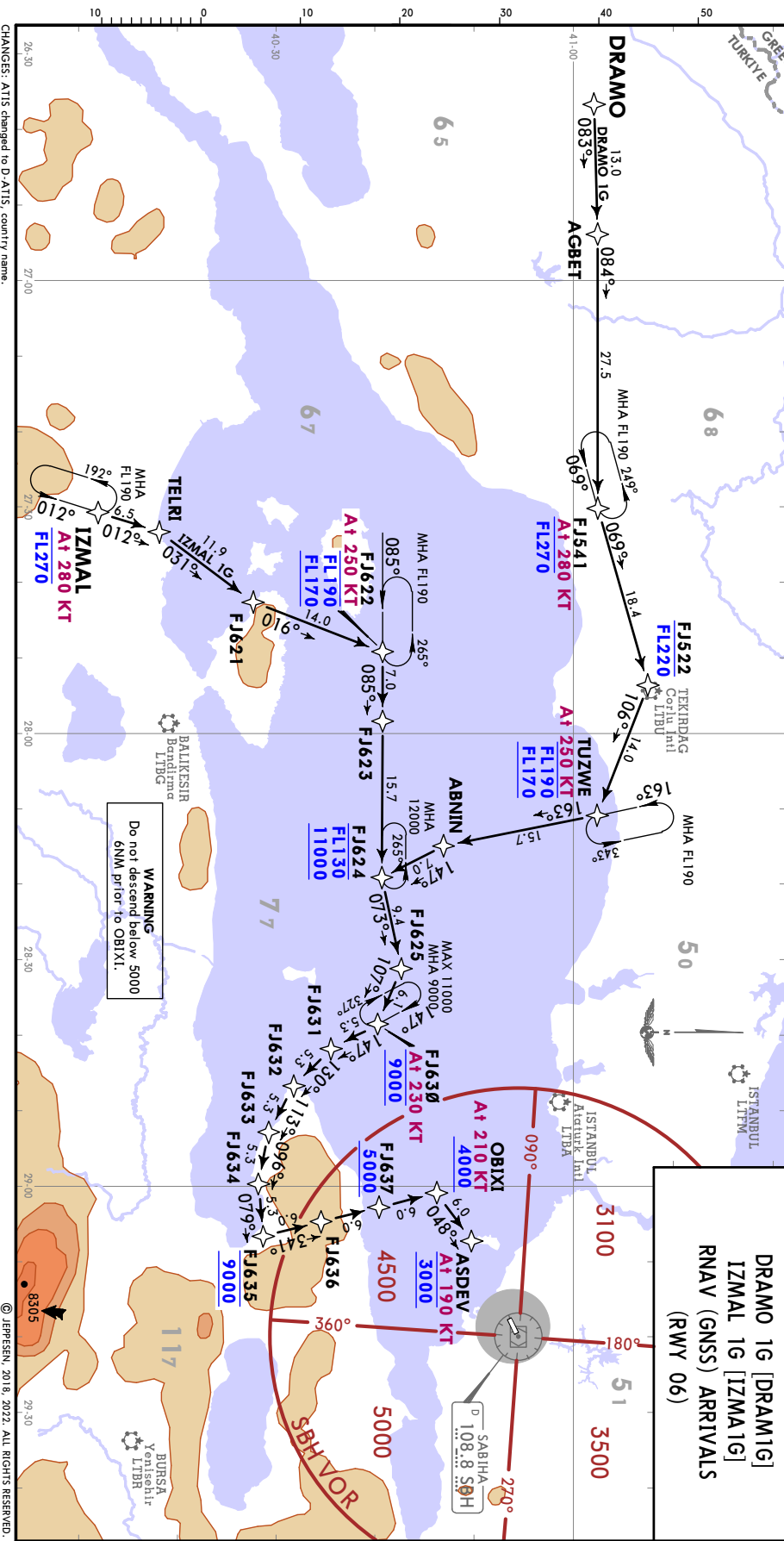






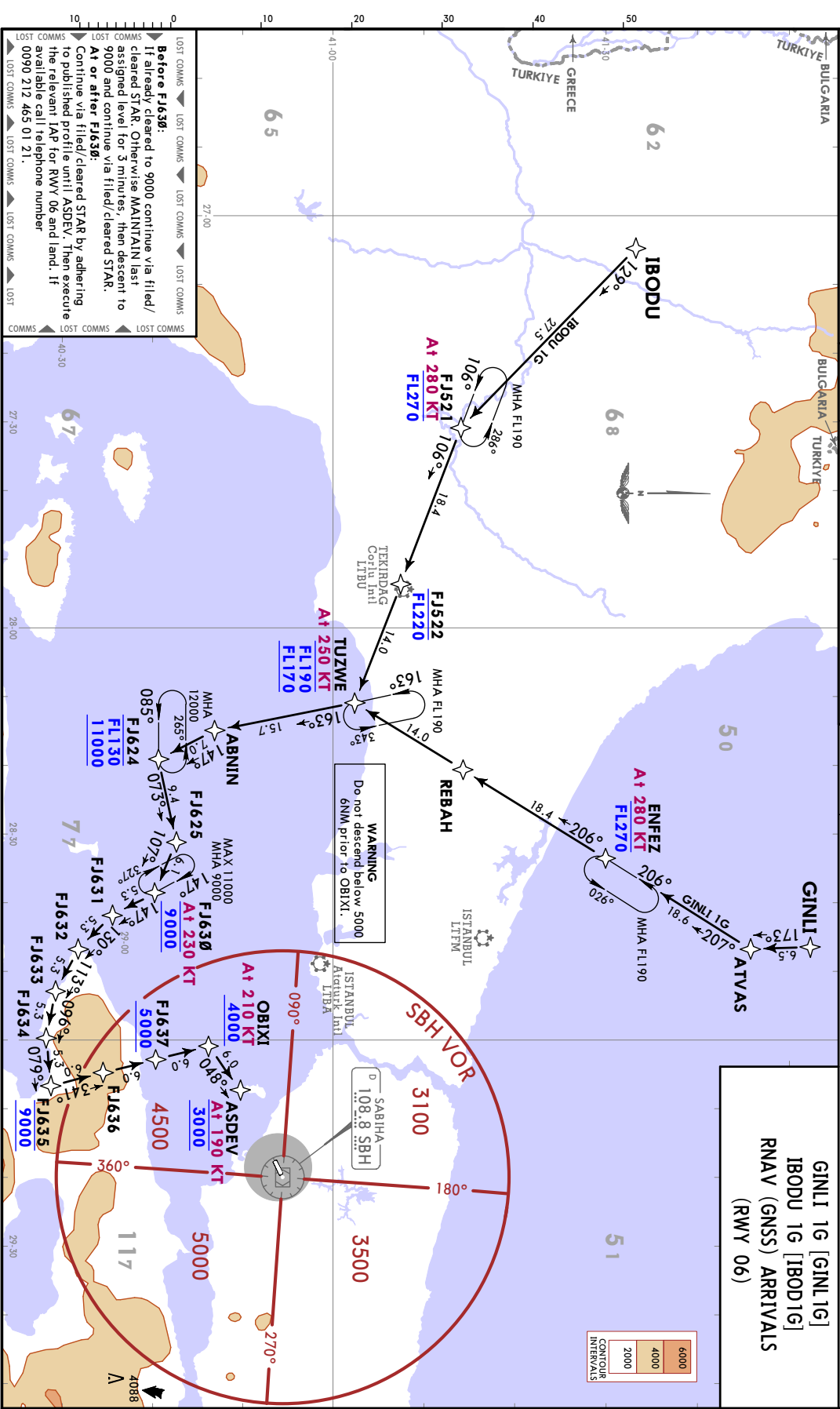
LTFJ/SAW  
SABIHA GOKCEN INTL

STAR	ROUTING	CAUTION	D-ATIS	App Elev
DRAMO 1G	DRAMO - AGBET - FJ541 (K230; FL270-) - FJ572 (FL220-) - TUZWE (K230; FL190-; FL170+) - ABNIN - FJ624 (FL130-; 11000+) - FJ625 - FJ638 (K230; 9000) - FJ631 - FJ632 - FJ633 - FJ634 - FJ635 (9000) - FJ636 - FJ637 (5000+) - OBIXI (K210; 4000+) - ASDEV (K190; 3000).	1. Should there be flight level restrictions at or above the Transition Level, do not set Local QNH until descending below the lowest flight level restriction. 2. When cleared ILS for RWY 06, do not engage ILS before ASDEV. 3. Minimum rate of descent at Holding Points 1000 per minute. 4. The ACFTs are required to plan their descent to comply with the level and speed restrictions depicted on the procedure. If unable the ACFT will lose the sequence and be subject to a delaying action.	128.550	312
IZMAL 1G	IZMAL (K280; FL270-) - TELRI - FJ621 - FJ622 (K250; FL190-; FL170+) - FJ623 - FJ624 (FL130-; 11000+) - FJ625 - FJ630 (K230; 9000) - FJ631 - FJ632 - FJ633 - FJ634 - FJ635 (9000) - FJ636 - FJ637 (5000+) - OBIXI (K210; 4000+) - ASDEV (K190; 3000).	<b>Before FJ630:</b> If already cleared to 9000 continue via filed/cleared STAR. Otherwise MAINTAIN last assigned level for 3 minutes, then descent to 9000 and continue via filed/cleared STAR. <b>At or after FJ630:</b> Continue via filed/cleared STAR by adhering to published profile until ASDEV. Then execute the relevant IAP for RWY 06 and land. If available call telephone number 0090 212 465 01 21.	Alt Set: hPa. Trans level: By ATC 1. RADAR required. 2. P RNAV approval required otherwise advise ATC. 3. ACFT without P RNAV 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 an approach can be made. 4. If unable to comply with RNAV procedure inform ISTANBUL CONTROL/YESILKOY APPROACH on initial contact. Otherwise report only call sign at first contact with YESILKOY APPROACH. 5. The use of STAR designator without a cleared level does not authorize the ACFT to descend on the STAR vertical profile. 6. In the event that the pilot assesses a published level or speed restriction cannot be met, inform ATC as soon as possible. 7. Descend as cleared.	



CHANGES: ATIS changed to D-ATIS, country name.

CAUTION		STAR	ROUTING	D-ATIS 128.550  Apt Elev 312	A/T Set: hPa    Trans level: By ATC 1. RADAR required. 2. P-RNAV approval required otherwise advise ATC. 3. ACFT without P-RNAV 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 with RNAV procedure, inform ISTANBUL CONTROL/YESILKOY APPROACH on initial contact. Otherwise report only call sign at first contact with YESILKOY APPROACH. 5. The use of STAR designator without a cleared level does not authorize the ACFT to descend on the STAR vertical profile. 6. In the event that the pilot assesses a published level or speed restriction cannot be met, inform ATC as soon as possible. 7. Descend as cleared.
1. Should there be flight level restrictions at or above the Transition Level, do not set Local QNH until descending below the lowest flight level restriction. 2. When cleared ILS for RWY 06, do not engage ILS before ASDEV. 3. Minimum rate of descent at Holding Points 1000 per minute. 4. The ACFTs are required to plan their descent to comply with the level and speed restrictions depicted on the procedure. If unable the ACFT will lose the sequence and be subject to a delaying action.		GINLI 1G	GINLI - ATVAS - ENFEZ (K280; FL270-) - REBAH - TUZWE (K250; FL190-) - ABNIN - FJ624 (FL130-; 11000+) - FJ625 - FJ630 (K230; 9000) - FJ631 - FJ632 - FJ633 - FJ634 - FJ635 (9000) - FJ636 - FJ637 (5000+) - OBIXI (K210; 4000+) - ASDEV (K190; 3000).		
		IBODU 1G	IBODU - FJ521 (K280; FL270-) - FJ522 (FL220-) - TUZWE (K250; FL190-) - FL170+ - ABNIN - FJ624 (FL130-; 11000+) - FJ625 - FJ630 (K230; 9000) - FJ631 - FJ632 - FJ633 - FJ634 - FJ635 (9000) - FJ636 - FJ637 (5000+) - OBIXI (K210; 4000+) - ASDEV (K190; 3000).		



CHANGES: ATIS changed to D-ATIS, country name.

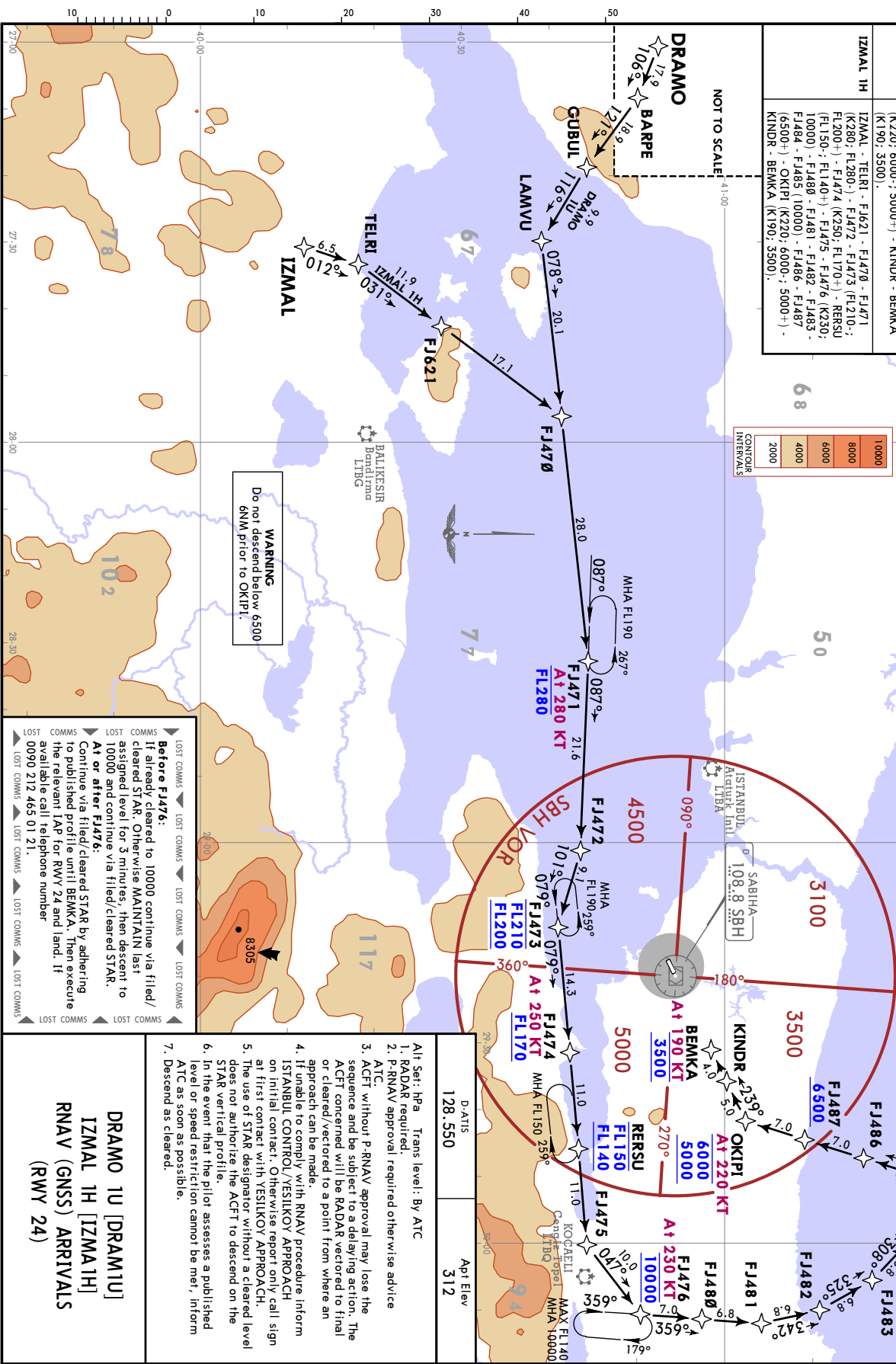
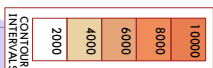
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ROUTING

STAR	ROUTING
DRAMO IU	DRAMO - BARPE - CUBUL - LAMVU - FJ470 - FJ471 (K280; FL280+) - FJ472 - FJ473 (FL210+; FL200+) - FJ474 (K250; FL170+) - RENSU (FL150+; FL140+) - FJ475 - FJ476 (K230; 10000) - FJ480 - FJ481 - FJ482 - FJ483 - FJ484 - FJ485 (10000) - FJ486 - FJ487 (5000+) - OKIPI (K220; 6000+; 5000+) - KINDR - BEMKA (K190; 3500).
IZMAL IH	IZMAL - TELRI - FJ621 - FJ470 - FJ471 (K280; FL280+) - FJ472 - FJ473 (FL210+; FL200+) - FJ474 (K250; FL170+) - RENSU (FL150+; FL140+) - FJ475 - FJ476 (K230; 10000) - FJ480 - FJ481 - FJ482 - FJ483 - FJ484 - FJ485 (10000) - FJ486 - FJ487 (5000+) - OKIPI (K220; 6000+; 5000+) - KINDR - BEMKA (K190; 3500).

CAUTION

1. Should there be flight level restrictions at or above the Transition Level, do not set local QNH until descending below the lowest flight level restriction.
2. When cleared ILS for RWY 24, do not engage ILS before BEMKA.
3. Minimum rate of descent at Holding Points 1000 per minute.
4. The ACFTs are required to plan their descent to comply with the level and speed restrictions depicted on the procedure. If unable the ACFT will lose the sequence and be subject to a delaying action.

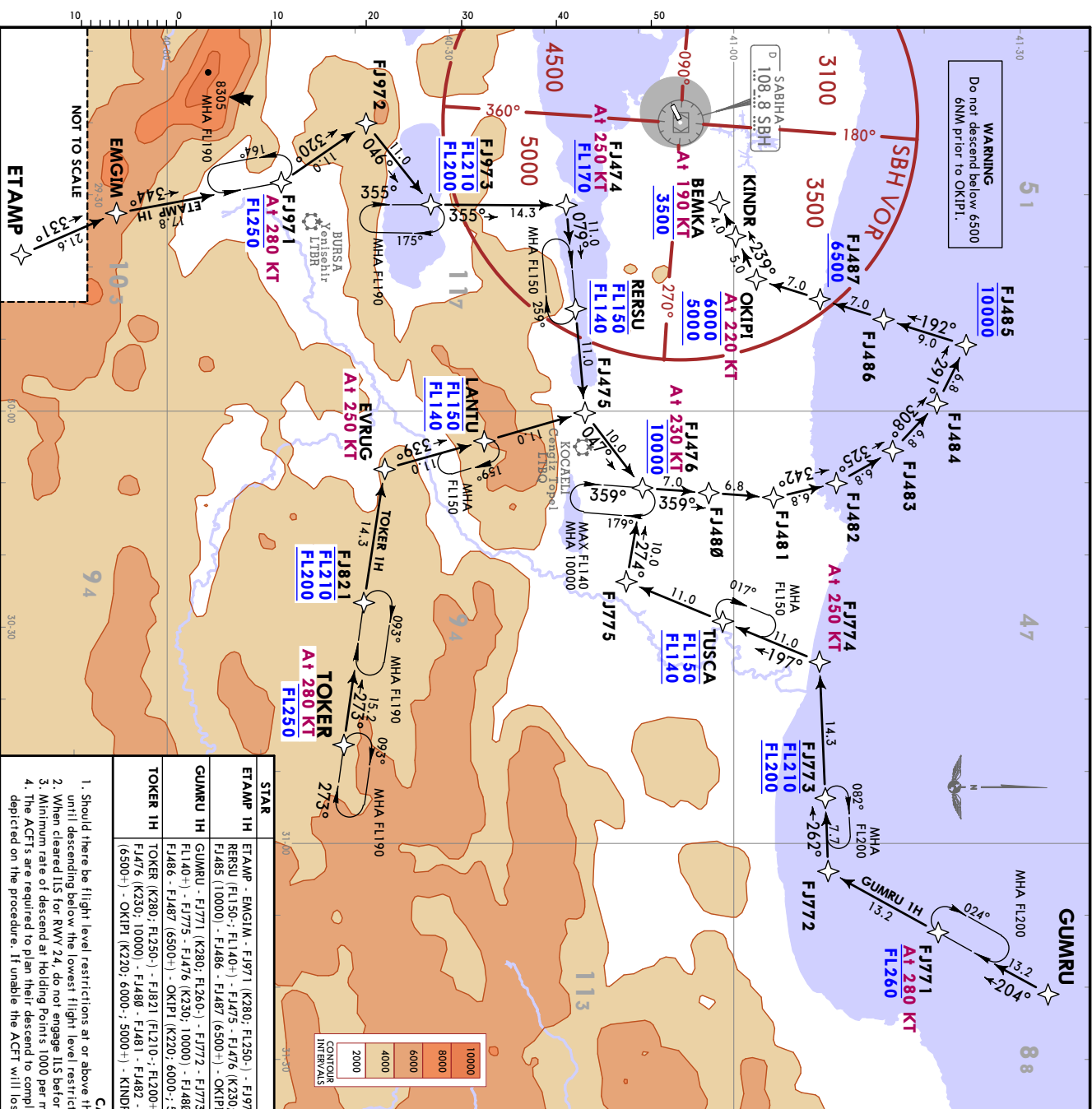


- Alt Set: hPa. Trans level: By ATC
1. RADAR required.
  2. P-RNAV approval required otherwise advice ATC.
  3. ACFT without P-RNAV approval may lose the sequence and be subject to a delaying action. The ACFT concerned will be RADAR vectored to final or cleared/vectored to a point from where an approach can be made.
  4. If unable to comply with RNAV procedure Inform ISTANBUL CONTROL/YESILKOY APPROACH on initial contact. Otherwise report only call sign at first contact with YESILKOY APPROACH.
  5. The use of STAR designator without a cleared level does not authorize the ACFT to descend on the STAR vertical profile.
  6. In the event that the pilot assesses a published level or speed restriction cannot be met, inform ATC as soon as possible.
  7. Descend as cleared.

DRAMO IU [DRAMIU]  
IZMAL IH [IZMAIH]  
RNAV (GNSS) ARRIVALS  
(RWY 24)

CHANGES: ATIS changed to D-ATIS, country name.

**WARNING**  
Do not descend below 6500  
6NM prior to OKIP1.



CHANGES: ATIS changed to D-ATIS, country name.

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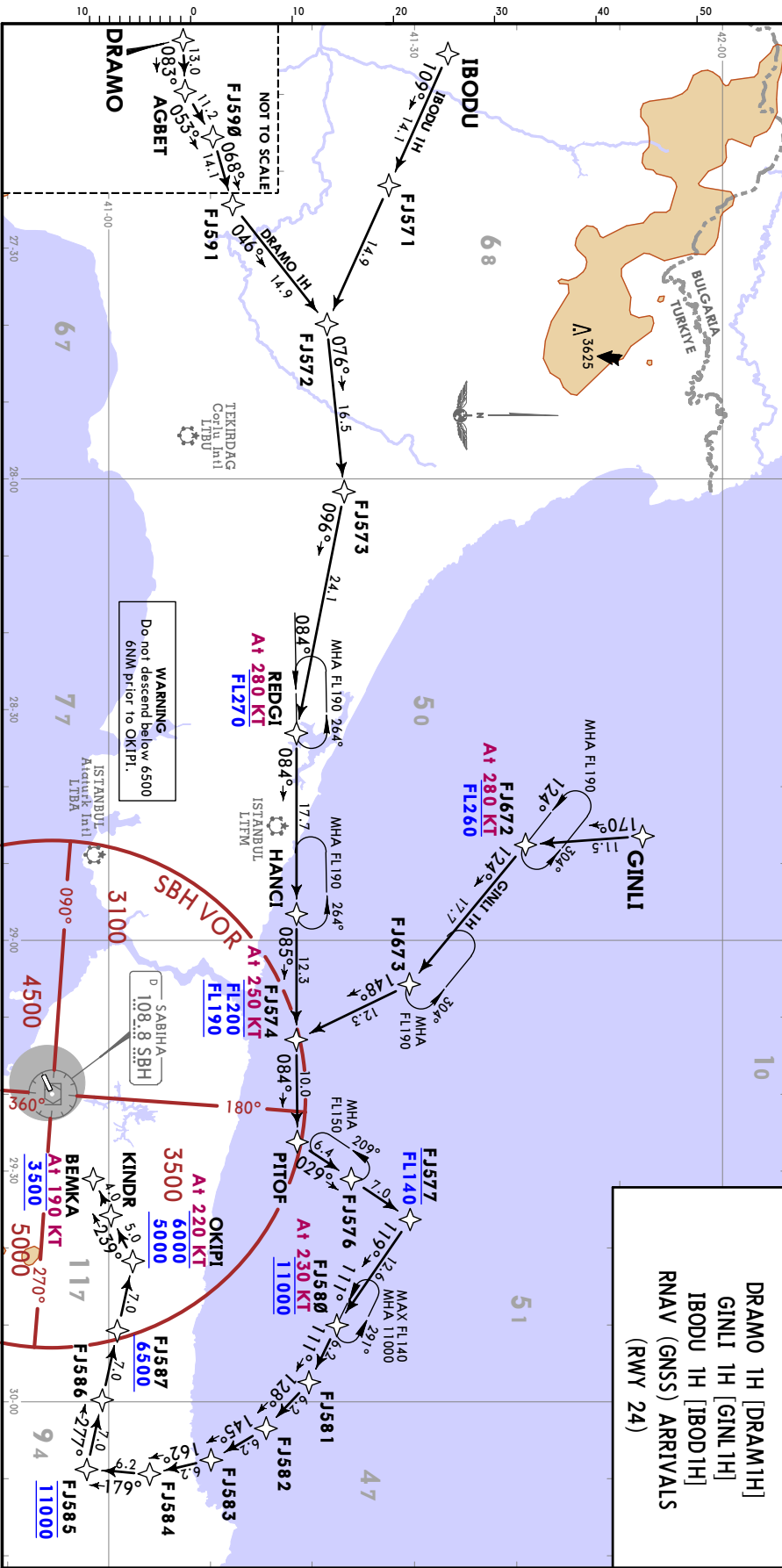
LTFJ/SAW  
SABHA GOKCEN INTL

STAR	ROUTING
DRAMO 1H	DRAMO - ACGBET - FJ590 - FJ591 - FJ572 - FJ573 - REDCI (K280; FL270-) - HANCI - FJ574 (K230; FL200-) - FL190+ - PITOF - FJ576 - FJ577 (FL140-) - FJ580 (K230; 11000) - FJ581 - FJ582 - FJ583 - FJ584 - FJ585 (11000) - FJ586 - FJ587 (6500+) - OKIPI (K220; 6000-; 5000+) - KINDR - BEMKA (K190; 3500).
GINLI 1H	GINLI - FJ672 (K280; FL260-) - FJ673 - FJ574 (K250; FL190-) - PITOF - FJ576 - FJ577 (FL140-) - FJ580 (K230; 11000) - FJ581 - FJ582 - FJ583 - FJ584 - FJ585 (11000) - FJ586 - FJ587 (6500+) - OKIPI (K220; 6000-; 5000+) - KINDR - BEMKA (K190; 3500).
IBODU 1H	IBODU - FJ571 - FJ572 - FJ573 - REDCI (K280; FL270-) - HANCI - FJ574 (K230; FL200-) - FL190+ - PITOF - FJ576 - FJ577 (FL140-) - FJ580 (K230; 11000) - FJ581 - FJ582 - FJ583 - FJ584 - FJ585 (11000) - FJ586 - FJ587 (6500+) - OKIPI (K220; 6000-; 5000+) - KINDR - BEMKA (K190; 3500).

CAUTION
1. Should there be flight level restrictions at or above the Transition Level, do not set Local QNH until descending below the lowest flight level restriction. 2. When cleared ILS for RWY 24, do not engage ILS before BEMKA. 3. Minimum rate of descent at Holding Points 1000 per minute. 4. The ACFT's are required to plan their descent to comply with the level and speed restrictions depicted on the procedure. If unable the ACFT will lose the sequence and be subject to a delaying action.
LOST COMMS
Before FJ580: If already cleared to 11000 continue via filed/cleared STAR. Otherwise MAINTAIN last assigned level for 3 minutes. Then descend to 11000 and continue via filed/cleared STAR. At or after FJ580: Continue via filed/cleared STAR by adhering to published profile until BEMKA. Then execute the relevant IAP for RWY 24 and land. If available call telephone number 0090 212 465 01 21.
LOST COMMS
LOST COMMS

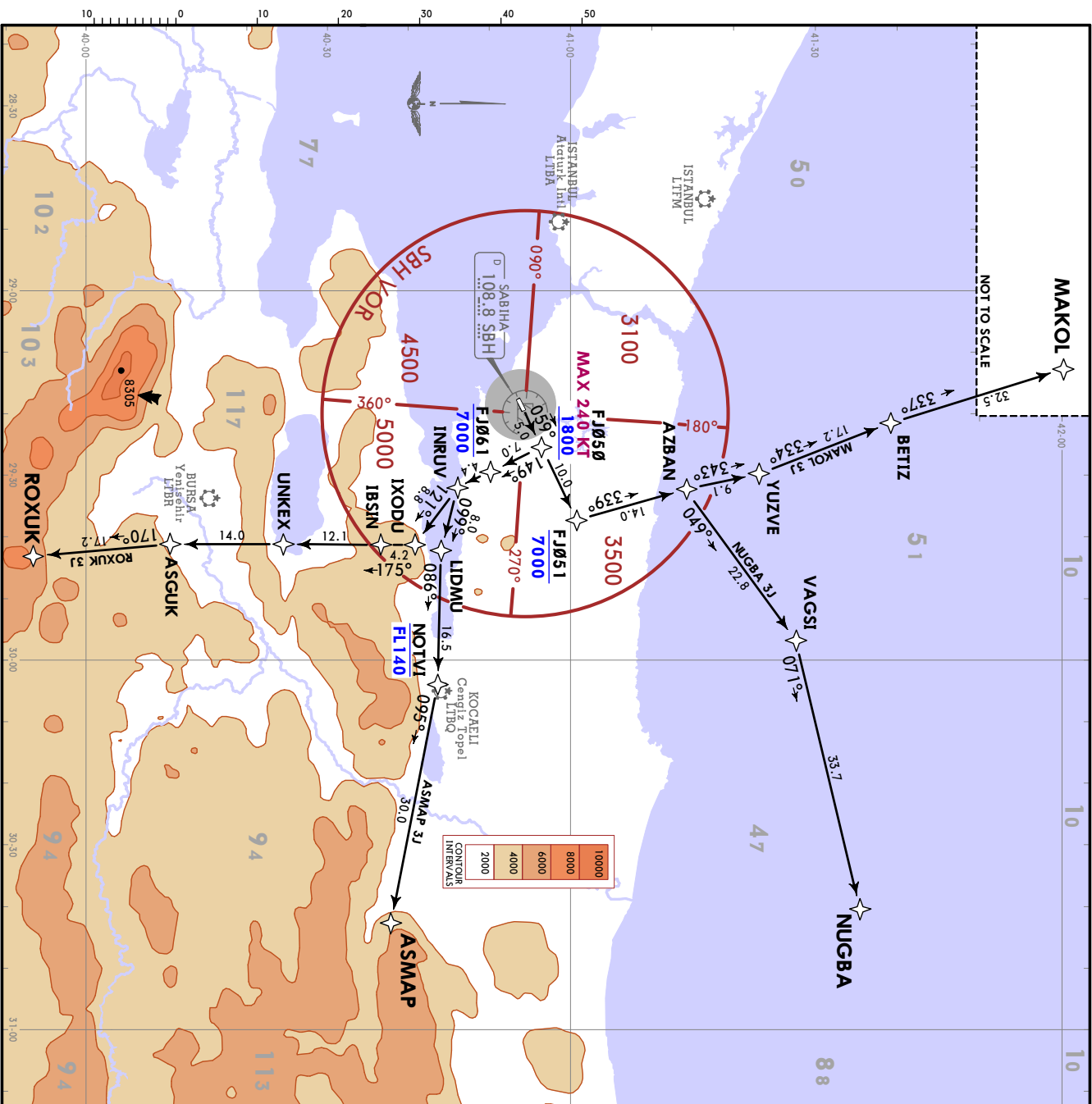
At Set: Hra Trans level: By ATC
1. RADAR required. 2. P-RNAV approval required otherwise advise ATC. 3. ACFT without P-RNAV approval may lose the sequence and be subject to a delaying action. The ACFT concerned will be RADAR vectored to final or cleared/vectored to a point from where an approach can be made. 4. If unable to comply with RNAV procedure inform ISTANBUL CONTROL/RESILKOTY APPROACH on initial contact. Otherwise report only call sign at first contact with YESILKOTY APPROACH. 5. The use of STAR designator without a cleared level does not authorize the ACFT to descend on the STAR vertical profile. 6. In the event that the pilot assesses a published level or speed restriction cannot be met, inform ATC as soon as possible. 7. Descend as cleared.

DRAMO 1H [DRAM1H] GINLI 1H [GINL1H] IBODU 1H [IBOD1H] RNAV (GNSS) ARRIVALS (RWY 24)
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LTFJ/SAW  
SABIHA GOKCEN INTL

JEPPESSEN ISTANBUL, TURKIYE  
4 NOV 22 (20-3)  
YESILKOV Approach/Radar  
126.425 127.825  
Apt Elev 312  
RNAV SID



CHANGES: Country name.

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- Trans alt: 12000
1. RADAR required.
2. P-RNAV approval required otherwise advice ATC.
3. After take off IMMEDIATELY contact YESILKOY RADAR.
4. The use of SID designator without a cleared level does not authorize the ACFT to climb on the SID vertical profile.
5. In the event that the pilot assesses a published level or speed restriction cannot be met, inform ATC as soon as possible.
6. No turn prior to DER.
7. Check ATIS for current frequency.

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

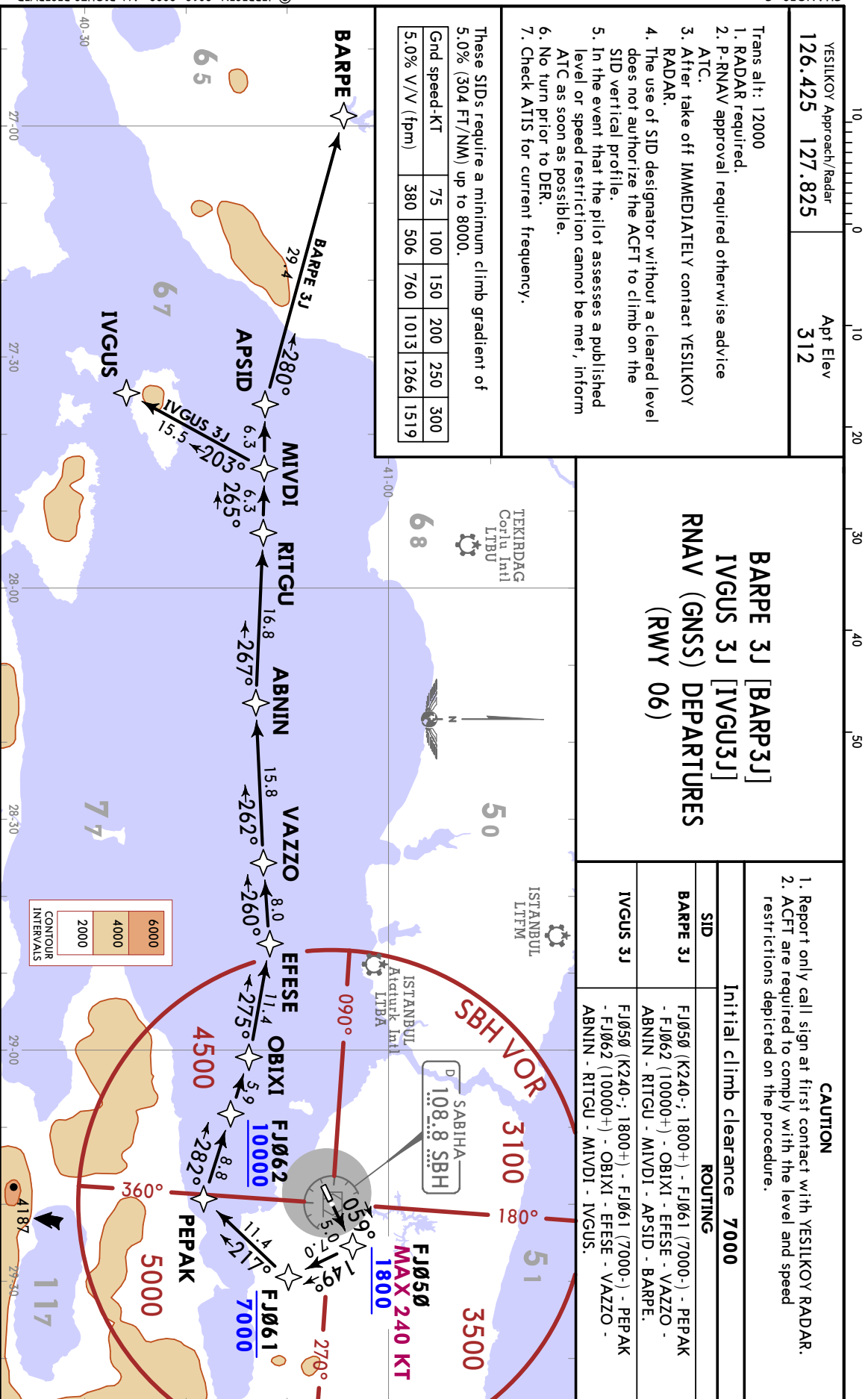
Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

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

## CAUTION

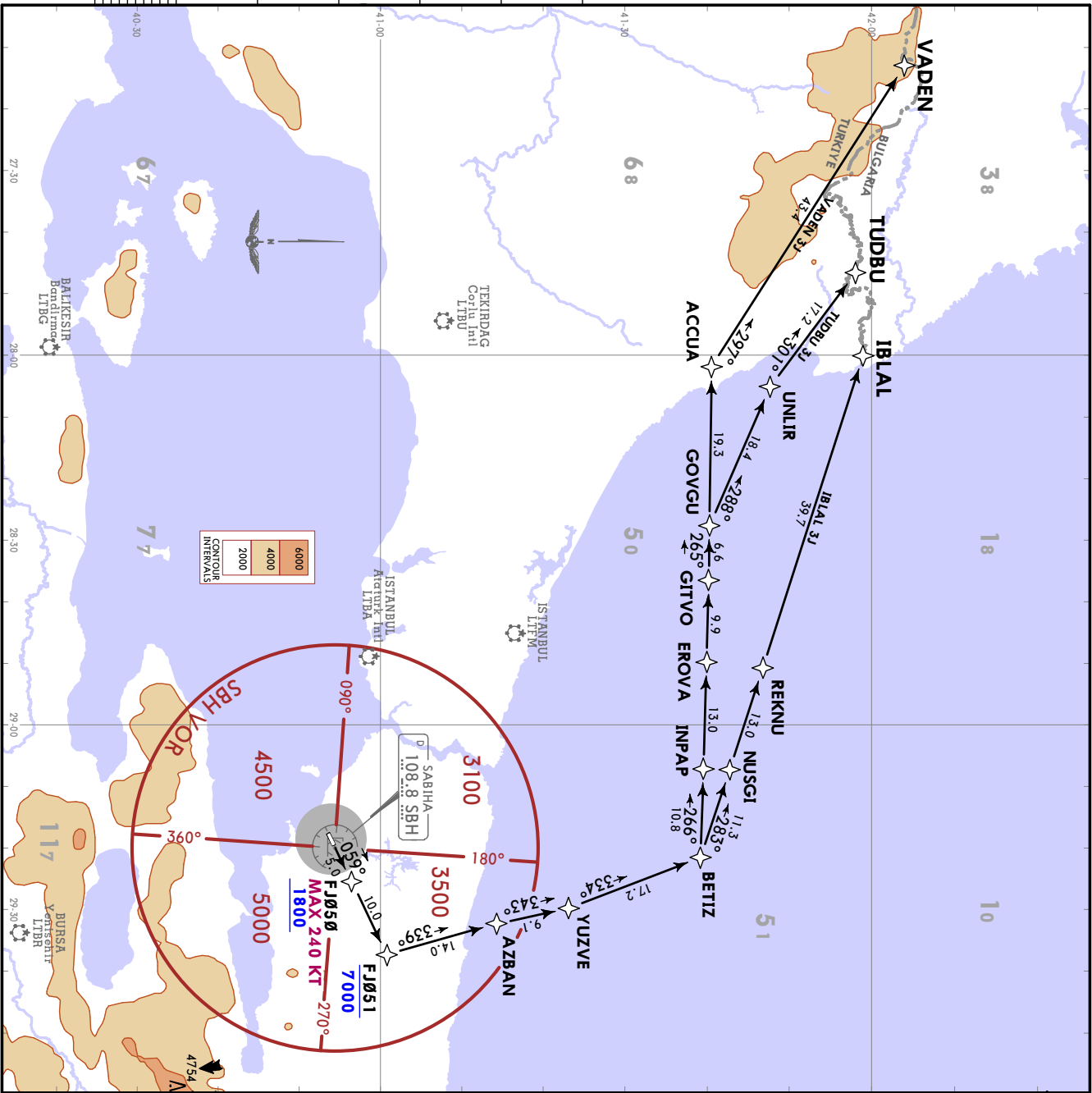
1. Report only call sign at first contact with YESILKOY RADAR..
2. ACFT are required to comply with the level and speed restrictions depicted on the procedure.

Initial climb clearance 7000	
SID	ROUTING
BARPE 3J	FJØ50 (K240-; 1800+) - FJØ61 (7'000-) - PEPAK - FJØ62 (10000+) - OBIXI - EFEE - VAZZO - ABNIN - RITGU - MIVDI - APSID - BARPE.
IVGUS 3J	FJØ50 (K240-; 1800+) - FJØ61 (7'000-) - PEPAK - FJØ62 (10000+) - OBIXI - EFEE - VAZZO - ABNIN - RITGU - MIVDI - IVGUS.



LTFJ/SAW  
SABIHA GOKCEN INTL

JEPRESEN ISTANBUL, TURKIYE  
4 NOV 22 (20-38) RNAV SID



Trans alt: 12000	Appt Elev
126.425 127.825	312

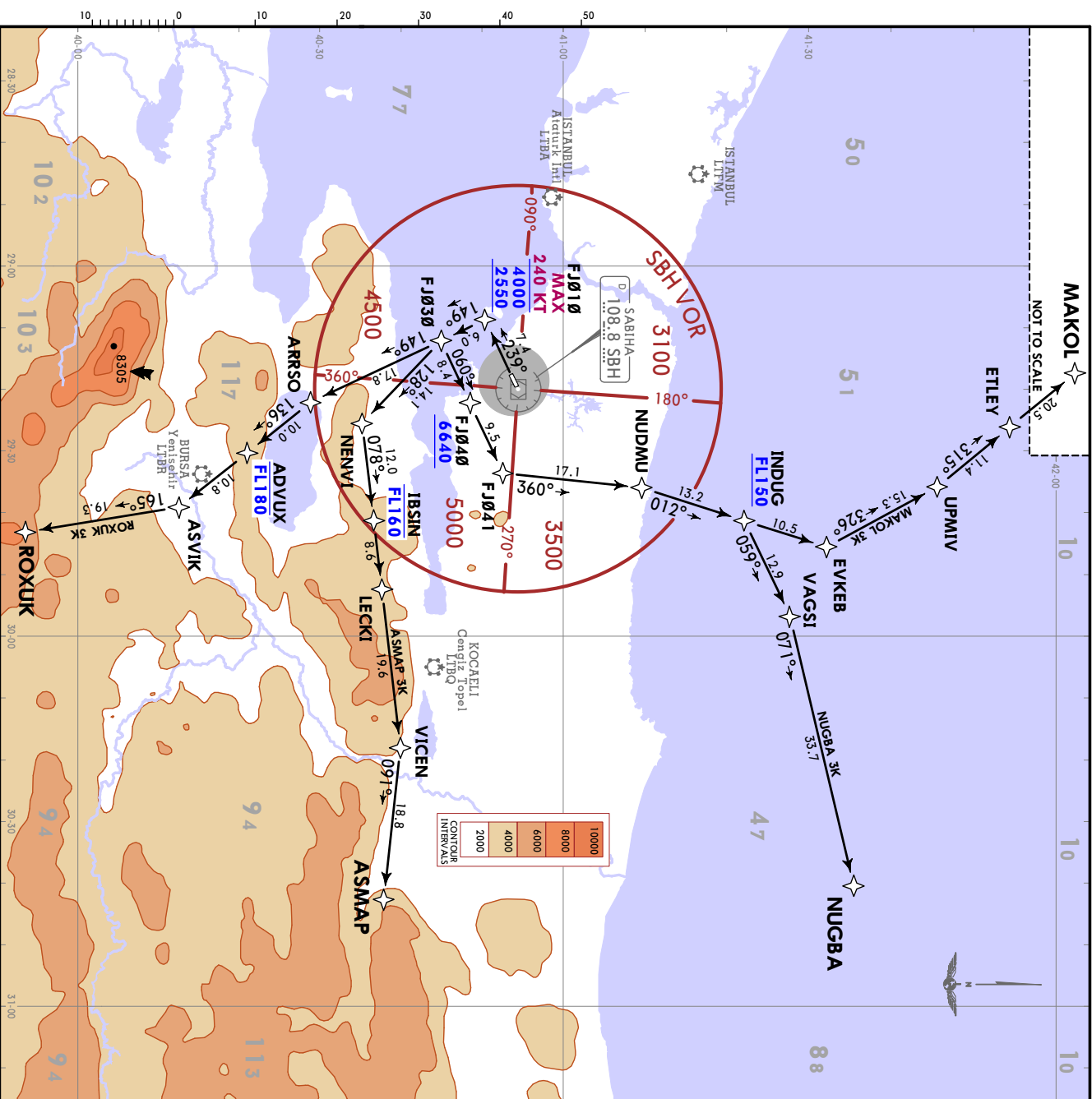
1. RADAR required.
2. F-RNAV approval required otherwise advice ATC.
3. After take off IMMEDIATELY contact YESLIKOV RADAR.
4. The use of SID designator without a cleared level does not authorize the ACFT to climb on the SID vertical profile.
5. In the event that the pilot assesses a published level or speed restriction cannot be met, inform ATC as soon as possible.
6. No turn prior to DER.
7. Check ATIS for current frequency.

IBLAL 3J [IBLA3J]  
TUDBU 3J [TUDB3J]  
VADEN 3J [VADE3J]  
RNAV (GNSS) DEPARTURES  
(RWY 06)

CAUTION  
1. Report only call sign at first contact with YESLIKOV RADAR.  
2. ACFT are required to comply with the level and speed restrictions depicted on the procedure.

These SIDs require a minimum climb gradient of 5.0% (304 FT/NM) up to 8000.						
Grnd speed/KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

Initial climb clearance 7000	
SID	ROUTING
IBLAL 3J	FJ050 (K240+; 1800+) - FJ051 (7000-) - AZBAN - YUZVE - BETIZ - NUSGI - REKNU - IBLAL.
TUDBU 3J	FJ050 (K240+; 1800+) - FJ051 (7000-) - AZBAN - YUZVE - BETIZ - INPAP - EROVA - GITVO - GOVCU - UNLIR - TUDBU.
VADEN 3J	FJ050 (K240+; 1800+) - FJ051 (7000-) - AZBAN - YUZVE - BETIZ - INPAP - EROVA - GITVO - GOVCU - ACCUA - VADEN.



YESILKOY Approach/Radar	126.425 127.825	Apt Elev	312
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- Trans alt: 12000
1. RADAR required.
  2. P-RNAV approval required otherwise advice ATC.
  3. After take off IMMEDIATELY contact YESILKOY RADAR.
  4. The use of SID designator without a cleared level does not authorize the ACFT to climb on the SID vertical profile.
  5. In the event that the pilot assesses a published level or speed restriction cannot be met, inform ATC as soon as possible.
  6. No turn prior to DER.
  7. Check ATIS for current frequency.

ASMA3K [ASMA3K]  
MAK03K [MAK03K]  
NUGB3K [NUGB3K]  
ROXU3K [ROXU3K]  
RNAV (GNSS) DEPARTURES  
(RWY 24)

- CAUTION**
1. Report only call sign at first contact with YESILKOY RADAR.
  2. ACFT are required to comply with the level and speed restrictions depicted on the procedure.

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

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

SID	ROUTING
ASMA3K	FJ010 (K240-; 2550+; 4000-) - FJ030 - NENY1 - IBISIN (FL160-) - LECK1 - VICEN - ASMA3.
MAK03K	FJ010 (K240-; 2550+; 4000-) - FJ030 - INDUG (FL150+) - EVKEB - UPMIV - ELEY - MAKOL.
NUGB3K	FJ010 (K240-; 2550+; 4000-) - FJ030 - INDUG (FL150+) - VAGSI - NUDMU - VAGSI - NUGB3.
ROXU3K	FJ010 (K240-; 2550+; 4000-) - FJ030 - ARRSO - ADVUX (FL180-) - ASVIK - ROXU3.

LTFJ/SAW  
SABİHA GÖKÇEN INTL

JEPRESEN İSTANBUL, TÜRKİYE  
4 NOV 22 (20-3D) RNAV SID

YESİLKOY Approach/Radar	Apri Elev
126.425 127.825	312

- Trans alt: 12000
1. RADAR required.
  2. P-RNAV approval required otherwise advice ATC.
  3. After take off IMMEDIATELY contact YESİLKOY RADAR.
  4. The use of SID designator without a cleared level does not authorize the ACFT to climb on the SID vertical profile.
  5. In the event that the pilot assesses a published level or speed restriction cannot be met, inform ATC as soon as possible.
  6. No turn prior to DER.
  7. Check ATIS for current frequency.

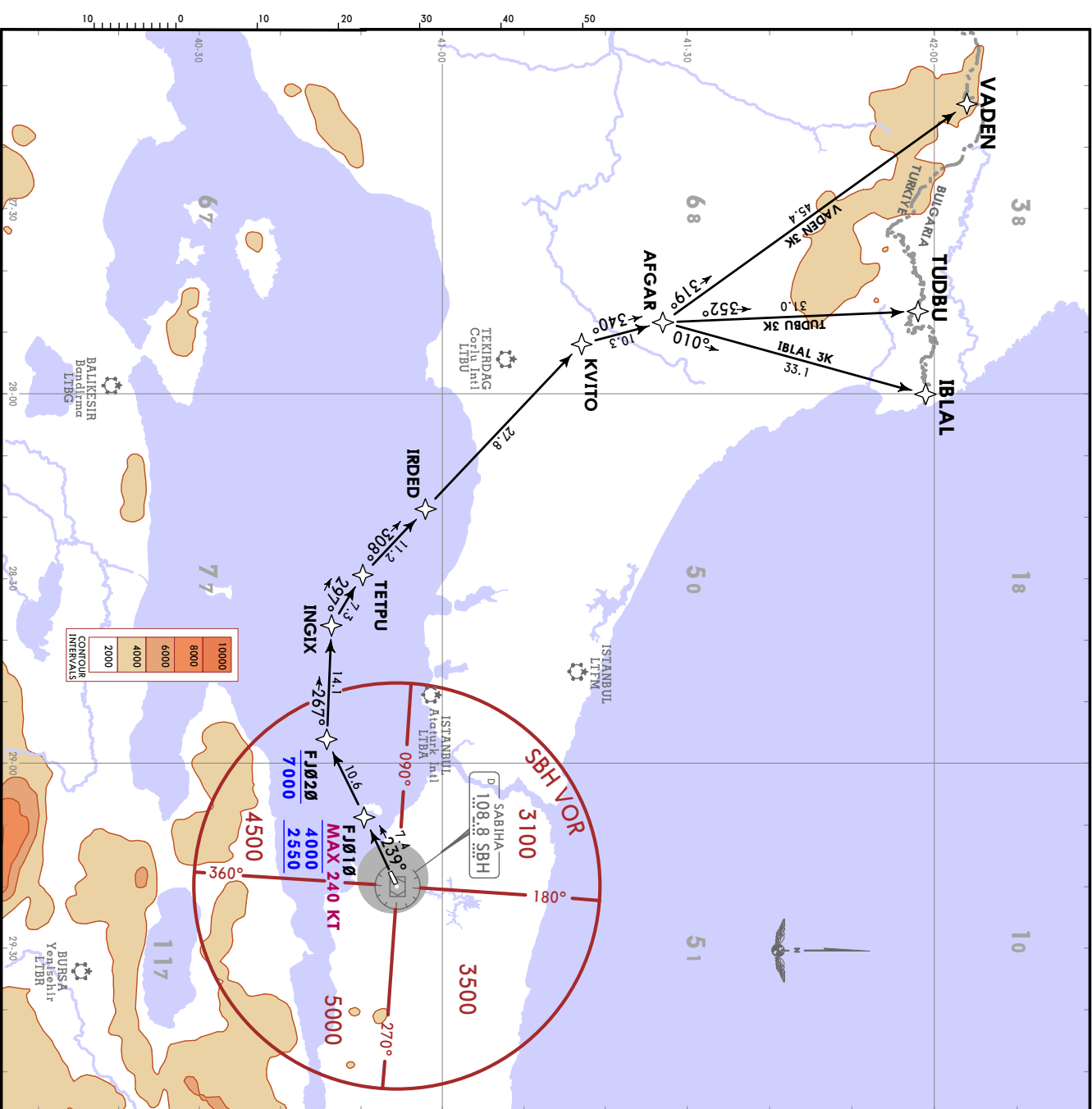
IBLAL 3K [IBLA3K]  
TUDBU 3K [TUDB3K]  
VADEN 3K [VADE3K]  
RNAV (GNSS) DEPARTURES  
(RWY 24)

**CAUTION**

1. Report only call sign at first contact with YESİLKOY RADAR.
2. ACFT are required to comply with the level and speed restrictions depicted on the procedure.

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

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



CHANGES: Country name.

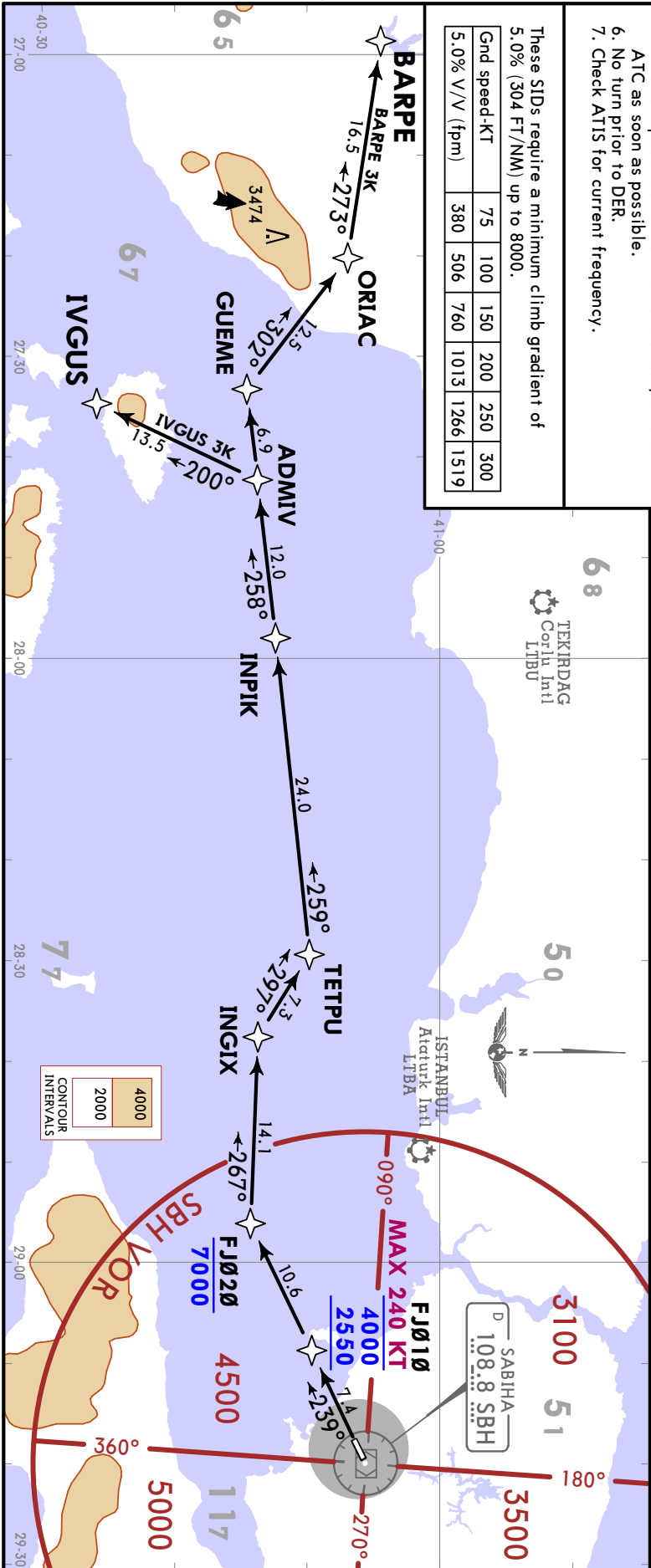
CAUTION	
1. Report only call sign at first contact with YESILKOY RADAR. 2. ACFT are required to comply with the level and speed restrictions depicted on the procedure.	
ROUTING	
Initial climb clearance 7000	
SID	ROUTING
BARPE 3K	FJ010 (K240-; 2550+; 4000-) - FJ020 (7000-) - INGIX - TETPU - INPIK - ADMIV - GUEME - ORIAC - BARPE.
IVGUS 3K	FJ010 (K240-; 2550+; 4000-) - FJ020 (7000-) - INGIX - TETPU - INPIK - ADMIV - IVGUS.

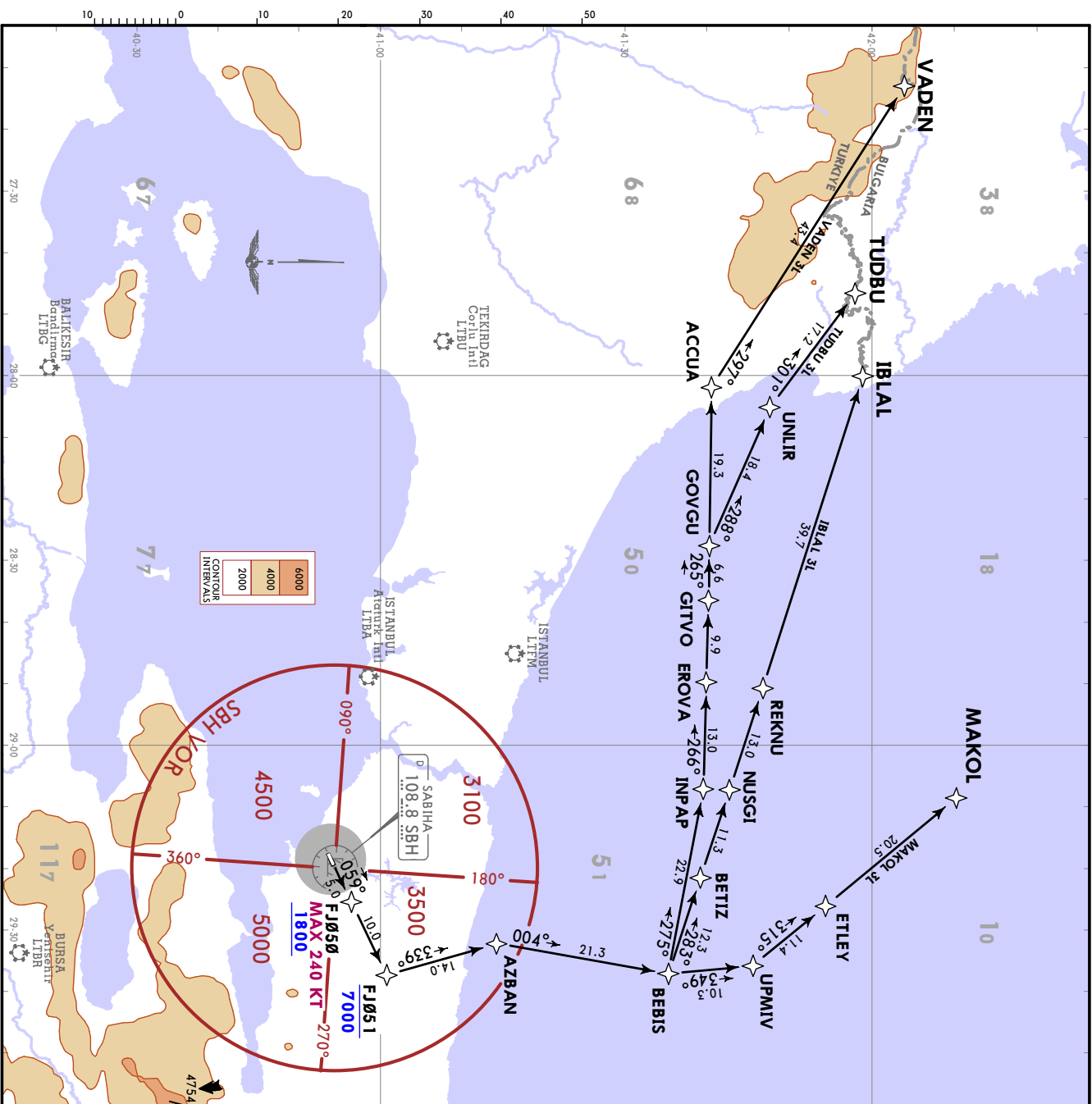
**BARPE 3K [BARP3K]  
IVGUS 3K [IVGU3K]  
RNAV (GNSS) DEPARTURES  
(RWY 24)**

Trans alt: 12000  
1. RADAR required.  
2. P-RNAV approval required otherwise advice ATC.  
3. After take off IMMEDIATELY contact YESILKOY RADAR.  
4. The use of SID designator without a cleared level does not authorize the ACFT to climb on the SID vertical profile.  
5. In the event that the pilot assesses a published level or speed restriction cannot be met, inform ATC as soon as possible.  
6. No turn prior to DER.  
7. Check ATIS for current frequency.

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

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





Trans alt: 12000  
1. RADAR required.  
2. P-RNAV approved, required otherwise advice  
ATC.  
3. After take off IMMEDIATELY contact YESILKÖY  
RADAR.  
4. The use of SID designator without a cleared level  
does not authorize the ACFT to climb on the  
SID vertical profile.  
5. In the event that the pilot assesses a published  
level or speed restriction cannot be met, inform  
ATC as soon as possible.  
6. No turn prior to DER.  
7. Check ATIS for current frequency.

IBLAL 3L [IBLA3L]  
MAKOL 3L [MAK03L]  
TUDBU 3L [TUDB3L]  
VADEN 3L [VADE3L]  
RNAV (GNSS) DEPARTURES  
(RWY 06)  
EXECUTED WITH LTM RNAV STARS  
RWY 16/17/18

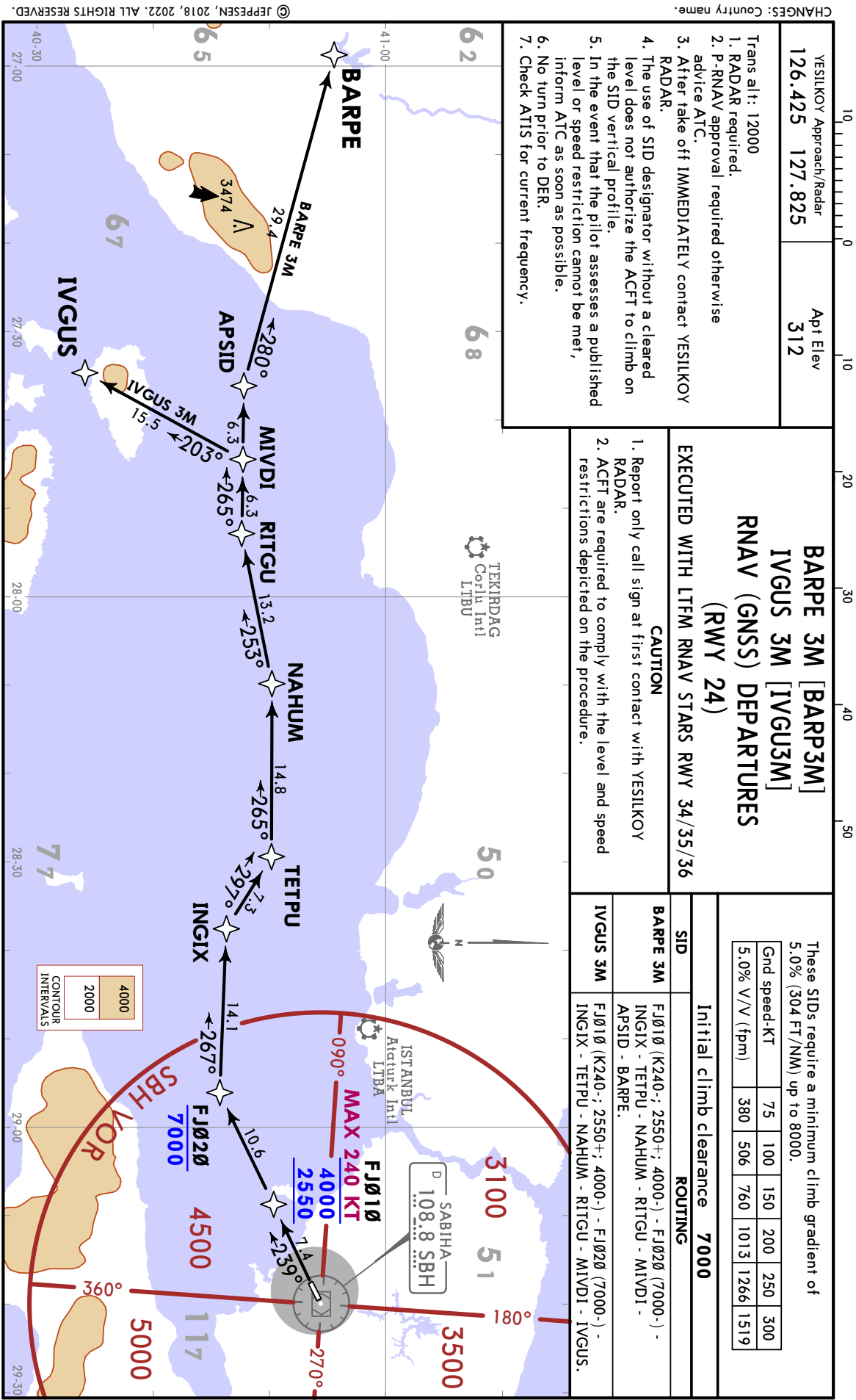
CAUTION  
1. Report only call sign at first contact with YESILKÖY  
RADAR.  
2. ACFT are required to comply with the level and  
speed restrictions depicted on the procedure.

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

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

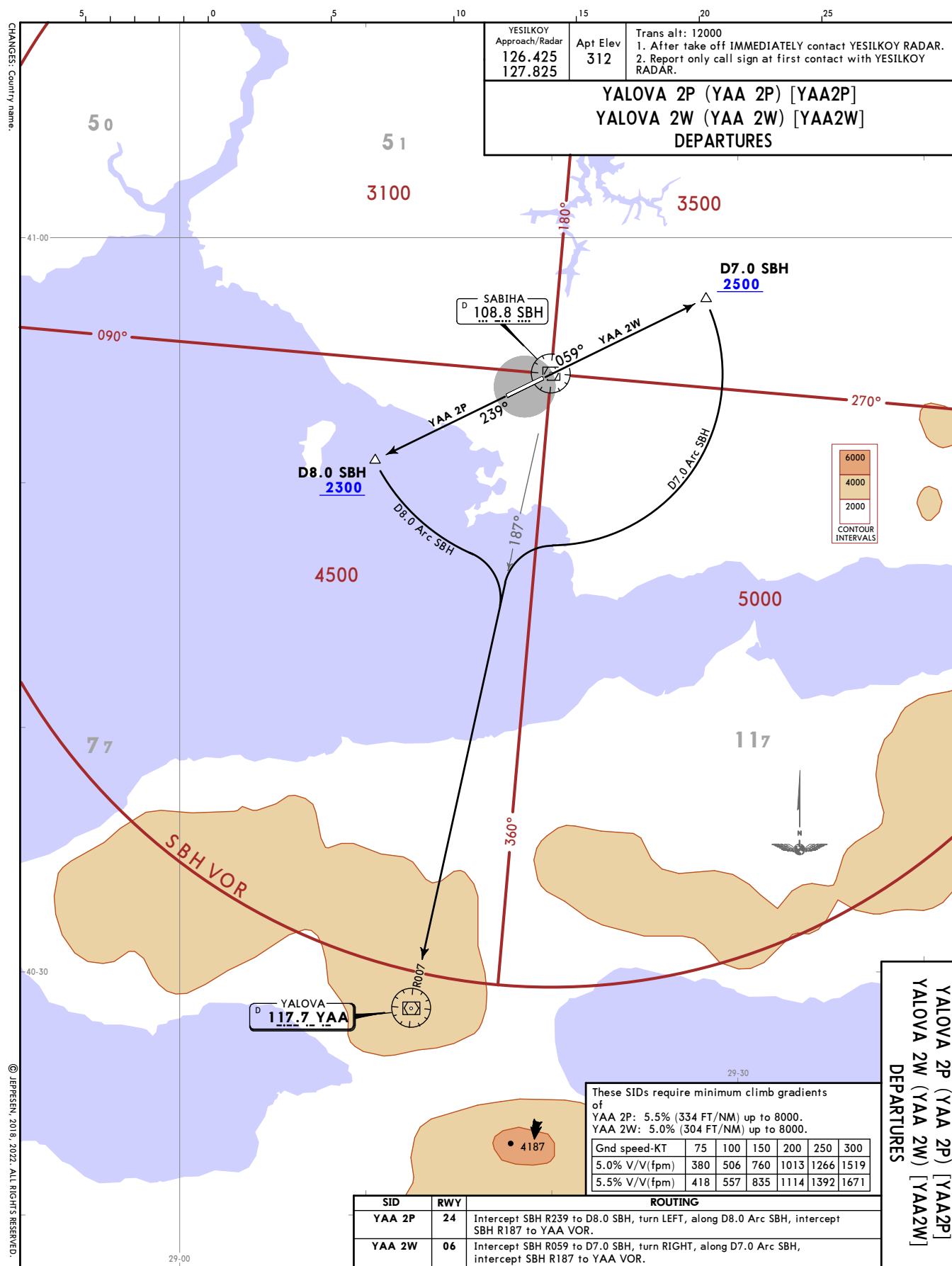
SID	ROUTING
IBLAL 3L	FJ050 (K240-; 1800+) - FJ051 (7000-) - AZBAN - BEBIS - BETIZ - NUSCI - REKNU - IBLAL.
MAKOL 3L	FJ050 (K240-; 1800+) - FJ051 (7000-) - AZBAN - BEBIS - UPMIV - ETLEY - MAKOL.
TUDBU 3L	FJ050 (K240-; 1800+) - FJ051 (7000-) - AZBAN - BEBIS - INPAP - EROVA - GITVO - GOVCU - UNLIR - TUDBU.
VADEN 3L	FJ050 (K240-; 1800+) - FJ051 (7000-) - AZBAN - BEBIS - INPAP - EROVA - GITVO - GOVCU - ACCUA - VADEN.





LTFJ/SAW  
SABIHA GOKCEN INTL

JEPPESEN ISTANBUL, TURKIYE  
4 NOV 22 (20-3H) **SID**



YESILKÖY Approach/Radar	Apt Elev	Trans alt: 12000
126.425 127.825	312	1. After take off IMMEDIATELY contact YESILKÖY RADAR. 2. Report only call sign at first contact with YESILKÖY RADAR.

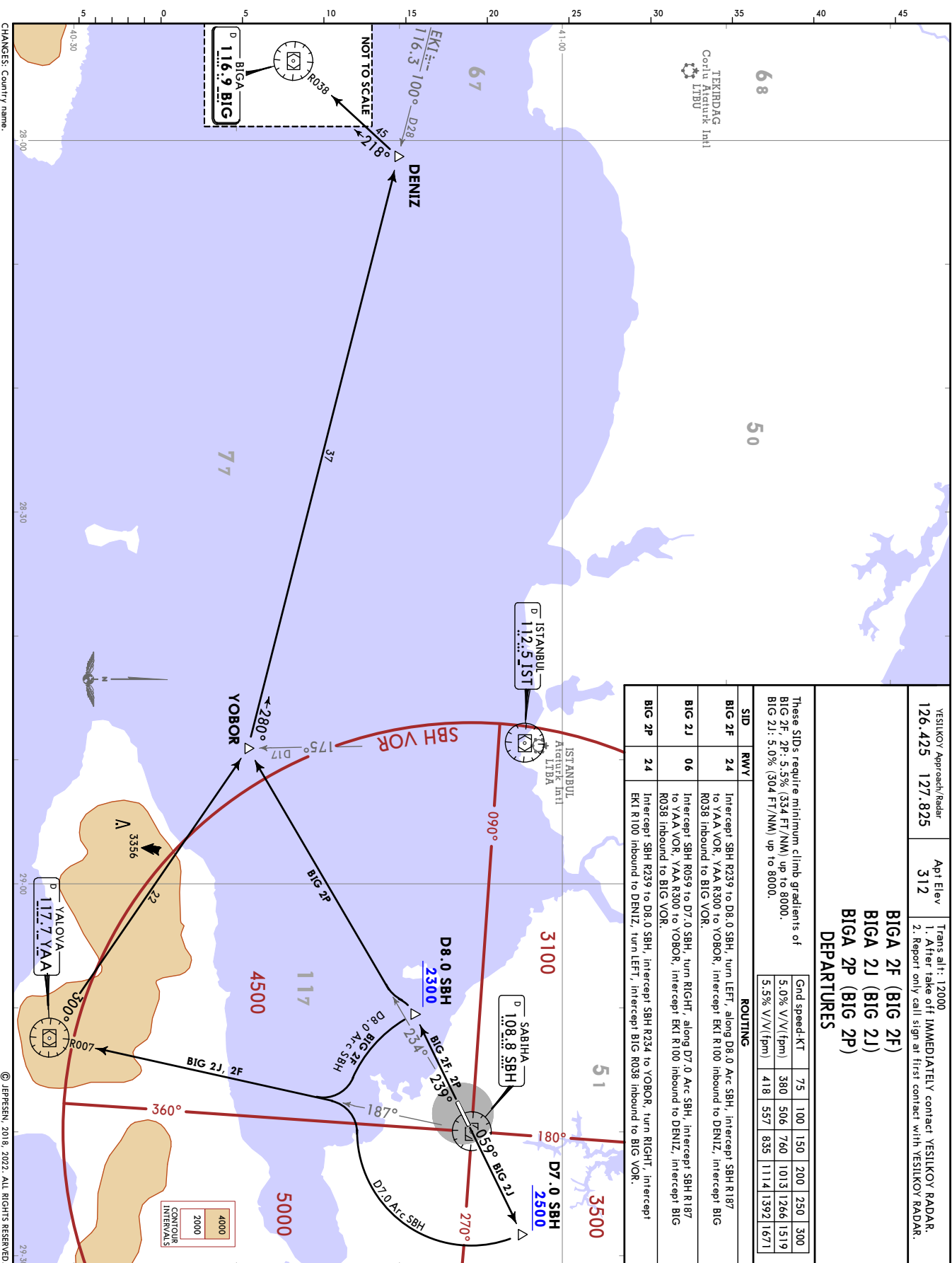
BIG A 2F (BIG 2F)  
BIG A 2J (BIG 2J)  
BIG A 2P (BIG 2P)

### DEPARTURES

These SIDs require minimum climb gradients of  
BIG 2F, 2P: 5.5% (334 FT/NM) up to 8000.  
BIG 2J: 5.0% (304 FT/NM) up to 8000.

Grnd speed KT	75	100	150	200	250	300
5.0% V/V(fpm)	380	506	760	1013	1266	1519
5.5% V/V(fpm)	418	557	835	1114	1392	1671

SID	RWY	ROUTING
BIG 2F	24	Intercept SBH R239 to D8.0 SBH, turn LEFT, along D8.0 Arc SBH, Intercept SBH R187 to YAA VOR, YAA R300 to YOBOR, Intercept EK1 R100 inbound to DENIZ, Intercept BIG R038 inbound to BIG VOR.
BIG 2J	06	Intercept SBH R059 to D7.0 SBH, turn RIGHT, along D7.0 Arc SBH, Intercept SBH R187 to YAA VOR, YAA R300 to YOBOR, Intercept EK1 R100 inbound to DENIZ, Intercept BIG R038 inbound to BIG VOR.
BIG 2P	24	Intercept SBH R239 to D8.0 SBH, Intercept SBH R234 to YOBOR, turn RIGHT, Intercept EK1 R100 inbound to DENIZ, turn LEFT, Intercept BIG R038 inbound to BIG VOR.



CHANGES: Country name.

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**JEPPESSEN** İSTANBUL, TÜRKİYE  
4 NOV 22 20-3K **SID**

SID

YESILKOV Approach Radar	Trans alt: 12000
126.425	1. After take off IMMEDIATELY contact YESILKOV RADAR.
127.825	2. Report only call sign at first contact with YESILKOV RADAR.
Apt Elev	
312	

126.425	1. After take off IMMEDIATELY contact YESILKOY RADAR.
127.825	2. Report only call sign at first contact with YESILKOY RADAR.
Apt Elev	
312	

## DEPARTURES

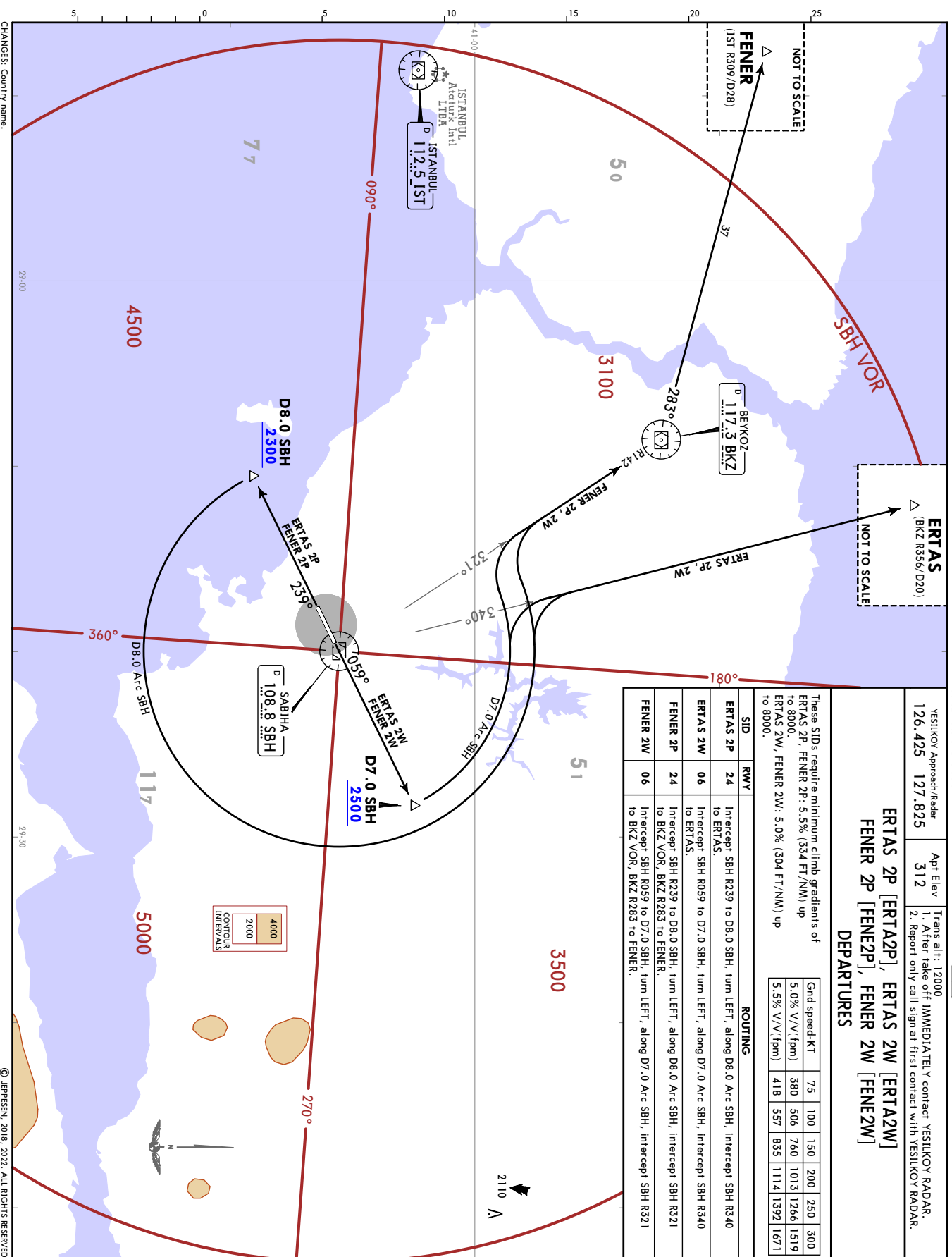


YESILKOY Approach/Reader  
126.425 127.825  
Apt Elev 312  
1. After take off IMMEDIATELY contact YESILKOY RADAR.  
2. Report only call sign at first contact with YESILKOY RADAR.

ERTAS 2P [ERTA2P], ERTAS 2W [ERTA2W]  
FENER 2P [FENE2P], FENER 2W [FENE2W]  
DEPARTURES

These SIDs require minimum climb gradients of ERTAS 2P, FENER 2P: 5.5% (334 FT/NM) up to 8000. ERTAS 2W, FENER 2W: 5.0% (304 FT/NM) up to 8000.	Grd speed-KT	75	100	150	200	250	300
	5.0% V/V(fpm)	380	506	760	1013	1266	1519
	5.5% V/V(fpm)	418	557	835	1114	1392	1671

SID	RWY	ROUTING
ERTAS 2P	24	Intercept SBH R239 to D8.0 SBH, turn LEFT, along D8.0 Arc SBH, intercept SBH R340 to ERTAS.
ERTAS 2W	06	Intercept SBH R059 to D7.0 SBH, turn LEFT, along D7.0 Arc SBH, intercept SBH R340 to ERTAS.
FENER 2P	24	Intercept SBH R239 to D8.0 SBH, turn LEFT, along D8.0 Arc SBH, intercept SBH R321 to BKZ VOR, BKZ R283 to FENER.
FENER 2W	06	Intercept SBH R059 to D7.0 SBH, turn LEFT, along D7.0 Arc SBH, intercept SBH R321 to BKZ VOR, BKZ R283 to FENER.



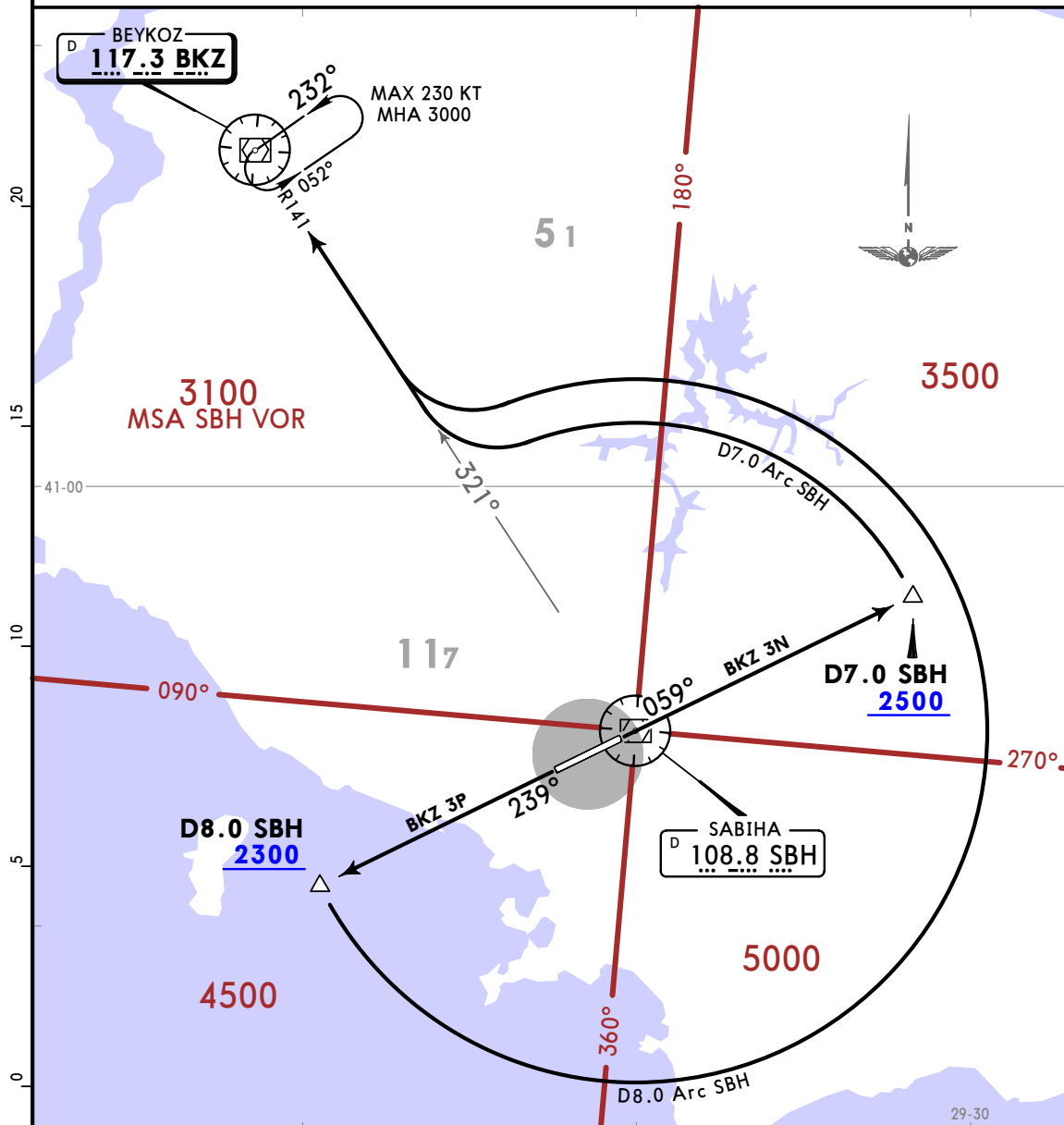
YESILKOY  
Approach/Radar  
126.425  
127.825Apt Elev  
312

Trans alt: 12000

1. Contact YESILKOY Radar IMMEDIATELY after take-off.
2. At first contact with YESILKOY Radar report only Call Sign.
3. CAUTION: At or before BKZ VOR, the ACFT will be cleared or RADAR vectored to a point or final track, where the relevant approach can be made.

BKZ 3N, BKZ 3P  
DEPARTURES  
(ALL RWYS)

AVAILABLE ONLY FOR THE ACFT DESTINED TO LTFM OR LTBA



These SIDs require minimum climb gradients of  
**BKZ 3N:** 304 FT/NM (5%) up to 8000.  
**BKZ 3P:** 334 FT/NM (5.5%) up to 8000.

Gnd speed-KT	75	100	150	200	250	300
304 per NM	380	507	760	1013	1267	1520
334 per NM	418	557	835	1113	1392	1670

Initial climb clearance **5000**

SID	RWY	ROUTING
BKZ 3N	06	Intercept SBH R059 to D7.0 SBH, turn LEFT, along D7.0 Arc SBH, intercept SBH R321 to BKZ VOR.
BKZ 3P	24	Intercept SBH R239 to D8.0 SBH, turn LEFT, along D8.0 Arc SBH, intercept SBH R321 to BKZ VOR.

CHANGES: Country name.

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CHANGES: Apron 1 shape, Aprons 6, 7 and Twys added, buildings, holding positions. © JEPPESEN, 2001, 2022. ALL RIGHTS RESERVED.

## ADDITIONAL RUNWAY INFORMATION

RWY								USABLE LENGTHS		TAKE-OFF	WIDTH
								LANDING	BEYOND		
								Threshold	Glide Slope		
06	HIRL (60m) CL (15m) HIALS-II TDZ REIL SFL ① ② RVR							9547' 2910m	8636' 2632m		148'
24	HIRL (60m) CL (15m) HIALS REIL ① ③					RVR			8871' 2704m		45m

① PAPI(angle 3.5°)    ② HST-T, F    ③ HST-U, H

**HOT SPOTS**

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

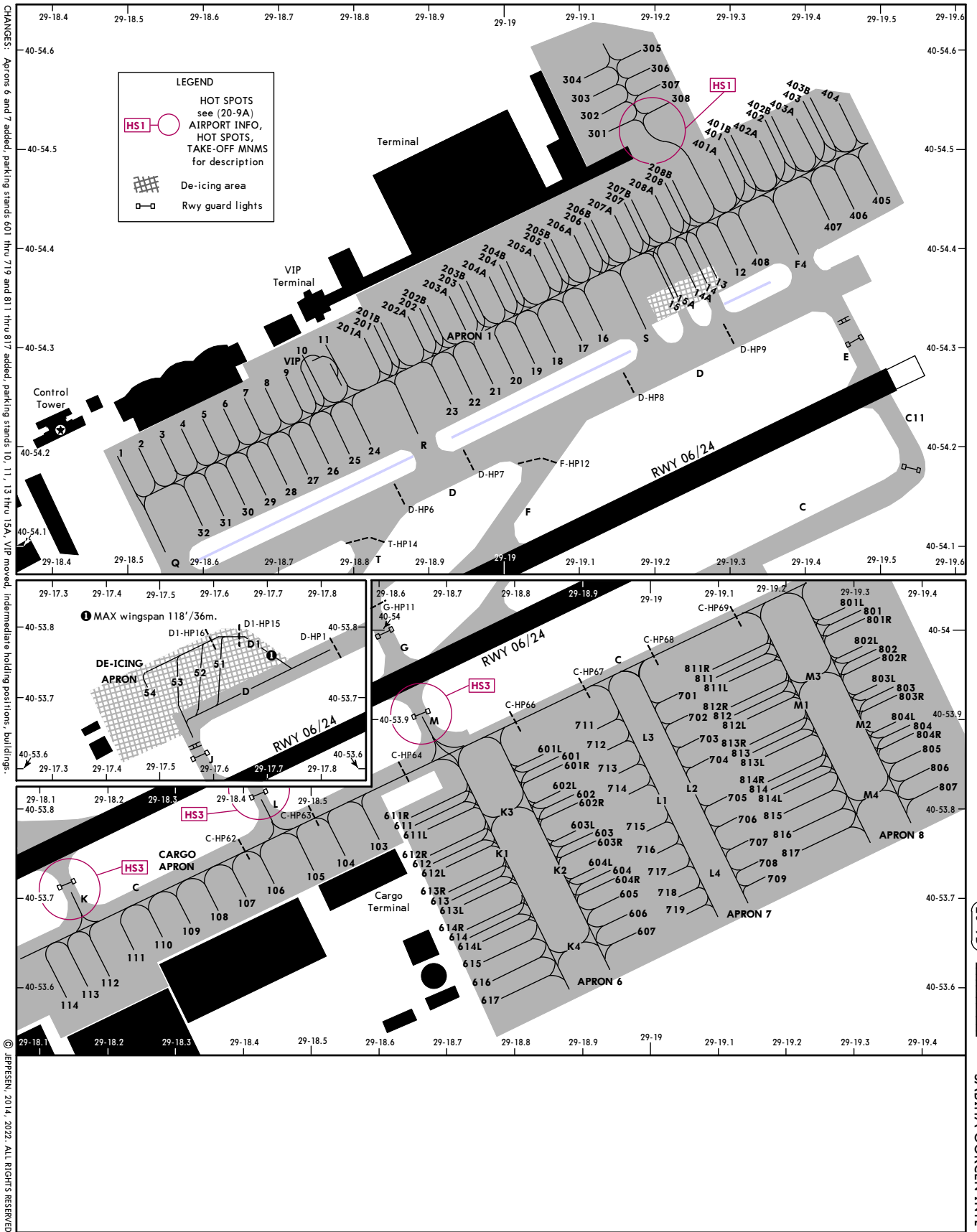
- HS1** The parking positions numbered as 301 thru 308 at Apron 1 and the entrance and exit points of this area can not be seen by airport control TWR. There are vehicle roads which cross the apron central line. 'Moving ACFT control signs' have been established and drivers are required to stop and make controlled passes. There are curved turning taxi lines for the airplanes for the entrance and the exit to this area. While entering and exiting on this area or at the turning point to the parking positions, minimum power and taxi speed should be used.
- HS2** Since GAV apron TWY P and N can not be seen by the airport control tower, all ACFT movements in this area shall be done under pilot responsibility and shall not block ACFT movements on TWY D. GAV apron has not guide lines. ACFTs entering GAV apron are to enter from TWY P or TWY N and wait on this TWYs holding points. On TWY P and TWY N the engine shall not be stopped. According to guidance service, ACFTs shall stop on the stop points by following guide lines and if ACFTs are to be parked, towing shall be conducted. At the entry/exit of P and N TWYs on GAV apron low taxi speed and low power shall be used and apart from specified holding points on apron, ACFTs shall not taxi with their own power. ACFTs exiting GAV apron shall be towed to specified holding points on apron without blocking TWYs P and N. ACFTs on those points are subject to standard procedures and ATC instructions and shall not enter to TWY D without ATC clearance. On TWYs P and N ACFTs shall not stop engine, park, board passenger and refuel.
- HS3** There are entrances to the RWY 06/24 from K, L, M TWYs. Extreme care should be given to holding points and seek ATC guidance by all means. The part of cargo apron centerline between TWY K and TWY L is available only for CAT D ACFTs and ACFTs with smaller wingspan. Thus, CAT E and F ACFTs will use TWY L and TWY M for entrance and exit to Cargo Apron.

**Std/State****TAKE-OFF**

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

CHANGES: None.

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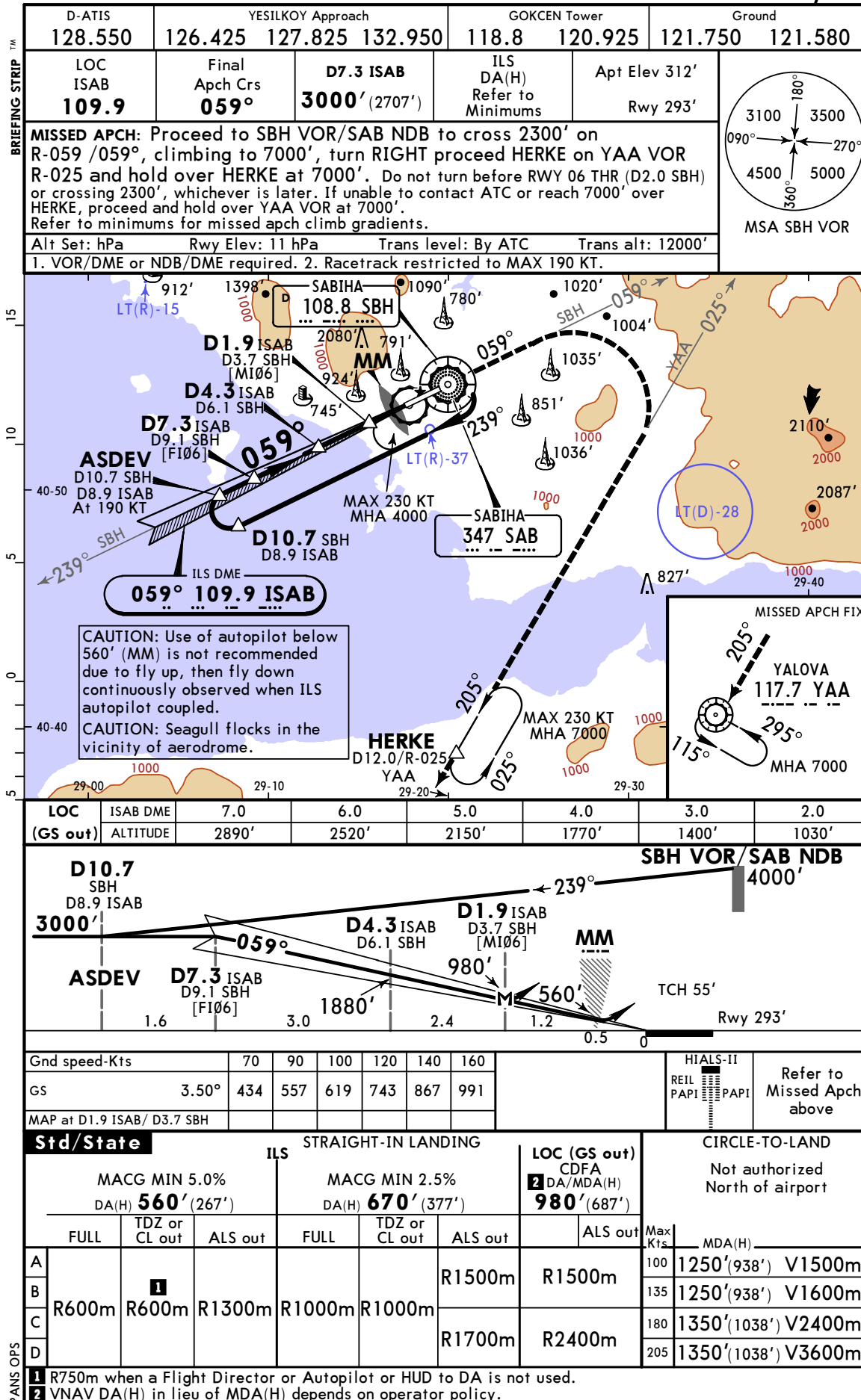


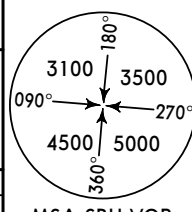
INS COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
<b>APRON 1</b>		<b>APRON 7</b>	
1 thru 3	N40 54.2 E029 18.5	701	N40 53.9 E029 19.0
4 thru 6	N40 54.2 E029 18.6	702 thru 704	N40 53.9 E029 19.1
7	N40 54.2 E029 18.7	705 thru 707	N40 53.8 E029 19.1
8 thru 10	N40 54.3 E029 18.7	708, 709	N40 53.7 E029 19.2
11	N40 54.3 E029 18.8	711	N40 53.9 E029 18.9
12 thru 14A	N40 54.4 E029 19.3	712	N40 53.9 E029 19.0
15, 15A	N40 54.3 E029 19.2	713 thru 715	N40 53.8 E029 19.0
16 thru 18	N40 54.3 E029 19.1	716, 717	N40 53.7 E029 19.0
19 thru 21	N40 54.3 E029 19.0	718, 719	N40 53.7 E029 19.1
22	N40 54.2 E029 19.0		
23	N40 54.2 E029 18.9	<b>APRON 8</b>	
24 thru 26	N40 54.2 E029 18.8	801L thru 802L	N40 54.0 E029 19.3
27, 28	N40 54.2 E029 18.7	802, 802R	N40 54.0 E029 19.4
29, 30	N40 54.1 E029 18.7	803L thru 805	N40 53.9 E029 19.4
31, 32	N40 54.1 E029 18.6	806	N40 53.8 E029 19.4
		807	N40 53.8 E029 19.5
201 thru 201B	N40 54.3 E029 18.8	811L	N40 53.9 E029 19.1
202, 202A	N40 54.3 E029 18.9	811, 811R	N40 54.0 E029 19.1
202B, 203	N40 54.4 E029 18.9	812L	N40 53.9 E029 19.2
203A	N40 54.3 E029 18.9	812, 812R	N40 53.9 E029 19.1
203B	N40 54.4 E029 18.9	813L thru 813R	N40 53.9 E029 19.2
204 thru 205A	N40 54.4 E029 19.0	814L thru 816	N40 53.8 E029 19.2
205B thru 206B	N40 54.4 E029 19.1	817	N40 53.7 E029 19.2
207	N40 54.4 E029 19.2		
207A	N40 54.4 E029 19.1	<b>CARGO APRON</b>	
207B thru 208B	N40 54.5 E029 19.2	103	N40 53.8 E029 18.6
301, 302	N40 54.5 E029 19.1	104	N40 53.7 E029 18.6
303, 304	N40 54.6 E029 19.1	105, 106	N40 53.7 E029 18.5
305 thru 308	N40 54.6 E029 19.2	107, 108	N40 53.7 E029 18.4
401 thru 402A	N40 54.5 E029 19.3	109 thru 111	N40 53.7 E029 18.3
402B thru 404	N40 54.5 E029 19.4		
405, 406	N40 54.4 E029 19.5	112, 113	N40 53.6 E029 18.2
407	N40 54.4 E029 19.4	114	N40 53.6 E029 18.1
408	N40 54.4 E029 19.3		
VIP	N40 54.3 E029 18.8	<b>DEICING APRON</b>	
<b>APRON 6</b>		51	N40 53.8 E029 17.6
601L	N40 53.9 E029 18.8	52	N40 53.7 E029 17.6
601	N40 53.9 E029 18.9	53, 54	N40 53.7 E029 17.5
601R thru 603R	N40 53.8 E029 18.9		
604L, 604	N40 53.7 E029 18.9		
604R thru 607	N40 53.7 E029 19.0		
611L, 611	N40 53.8 E029 18.7		
611R	N40 53.8 E029 18.6		
612 thru 613R	N40 53.7 E029 18.7		
614L	N40 53.6 E029 18.8		
614, 614R	N40 53.7 E029 18.7		
615 thru 617	N40 53.6 E029 18.8		

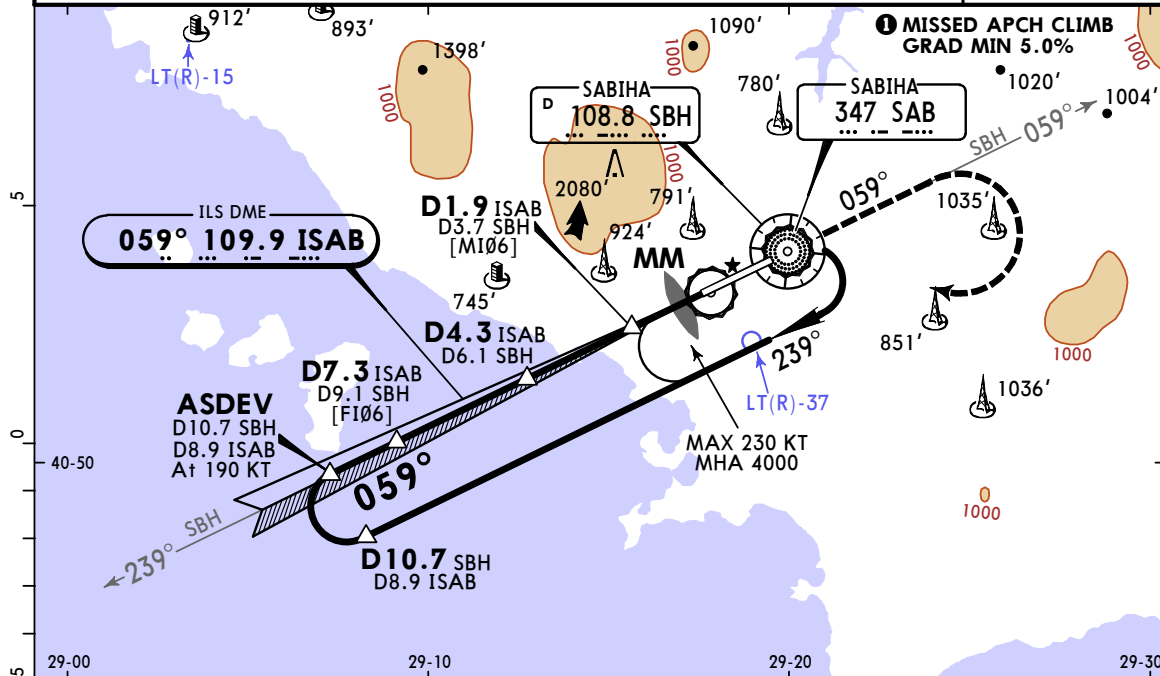
LTFJ/SAW  
SABIHA GOKCEN INTL

JEPPESSEN  
4 NOV 22 (21-1)

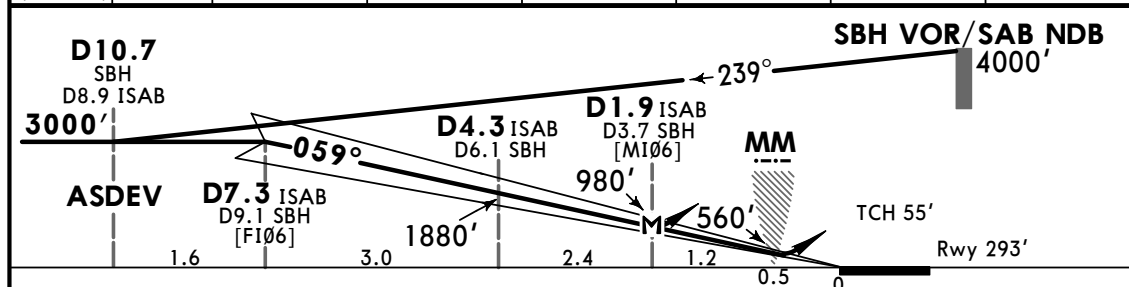
ISTANBUL, TURKIYE  
ILS Z or LOC Z Rwy 06




D-ATIS		YESILKOY Approach			GOKCEN Tower		Ground	
128.550		126.425	127.825	132.950	118.8	120.925	121.750	121.580
LOC ISAB 109.9		Final Apch Crs 059°		D7.3 ISAB 3000' (2707')	ILS DA(H) 560' (267')		Apt Elev 312'  Rwy 293'	
<b>MISSED APCH:</b> Immediately contact ATC. Climbing proceed SBH VOR/SAB NDB, climb 4000' on R-059 SBH (059° of SAB NDB). If unable to contact ATC, turn RIGHT proceed SBH VOR (SAB NDB) and hold. Missed approach requires a minimum climb of 5.0% (304'/NM).								 MSA SBH VOR
Alt Set: hPa		Rwy Elev: 11 hPa		Trans level: By ATC		Trans alt: 12000'		
1. VOR/DME or NDB/DME required. 2. Racetrack restricted to MAX 190 KT. 3. CAUTION: Use of autopilot below 560' (MM) is not recommended due to fly up, then fly down continuously observed when ILS autopilot coupled. 4. CAUTION: Seagull flocks in the vicinity of aerodrome.								



LOC	ISAB DME	7.0	6.0	5.0	4.0	3.0	2.0
(GS out)	ALTITUDE	2890'	2520'	2150'	1770'	1400'	1030'



Gnd speed-Kts	70	90	100	120	140	160		Refer to Missed Apch above
GS 3.50°	434	557	619	743	867	991		
MAP at D1.9 ISAB/D3.7 SBH								

Std/State		STRAIGHT-IN LANDING			CIRCLE-TO-LAND		
		ILS			LOC (GS out)		
		DA(H) 560' (267')			2 DA/MDA(H) 980' (687')		
		FULL	TDZ or CL out	ALS out	ALS out		
A					Max Kts		
B					1250' (938') V1500m		
C					1250' (938') V1600m		
D					1350' (1038') V2400m		
					1350' (1038') V3600m		

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

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

CHANGES: Country name, D-ATIS.

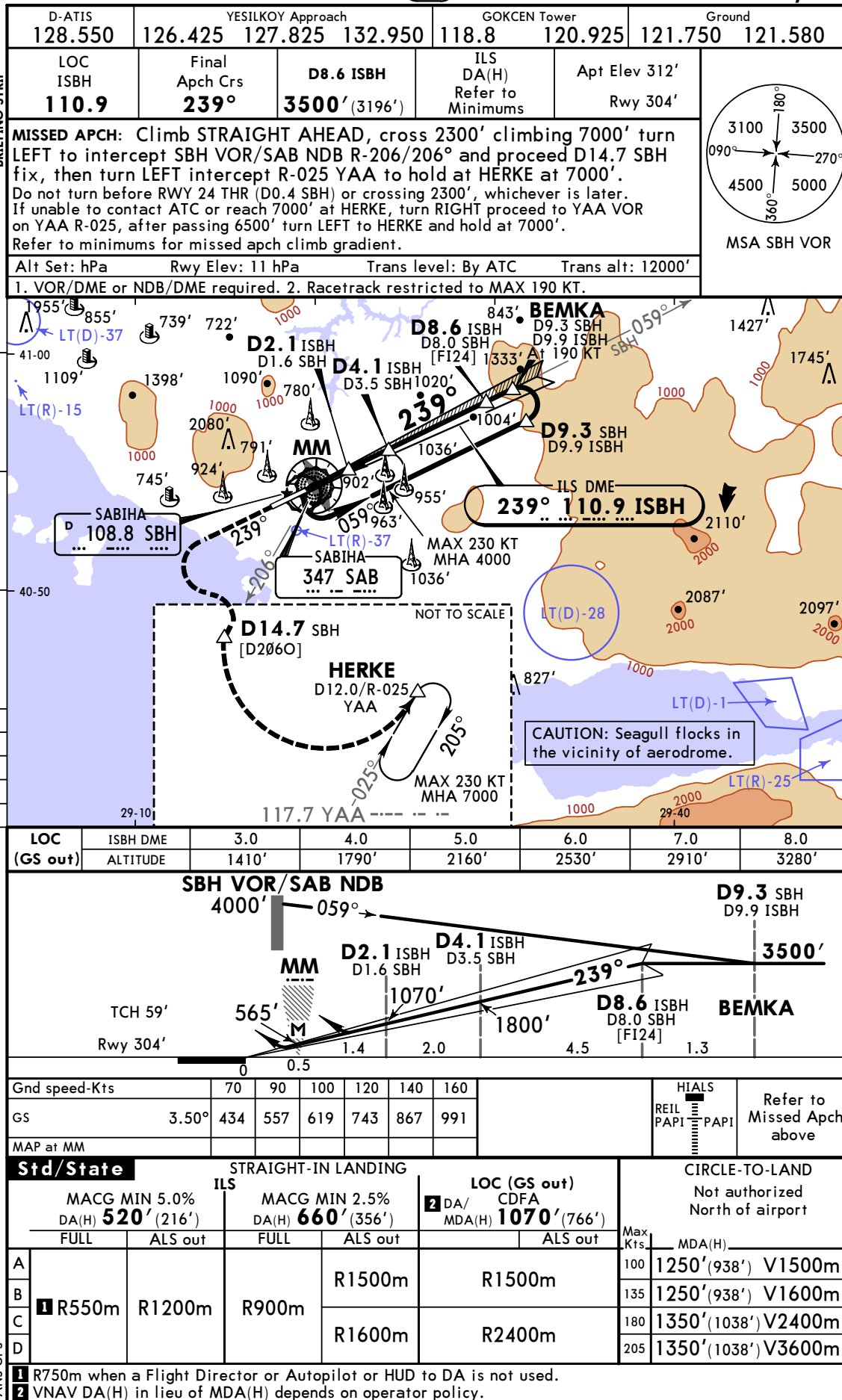
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LTFJ/SAW  
SABIHA GOKCEN INTL

JEPPESSEN  
4 NOV 22 (21-3)

ISTANBUL, TURKIYE  
ILS Z or LOC Z Rwy 24



CHANGES: Country name, D-ATIS.

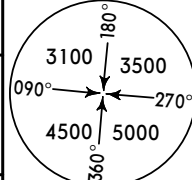
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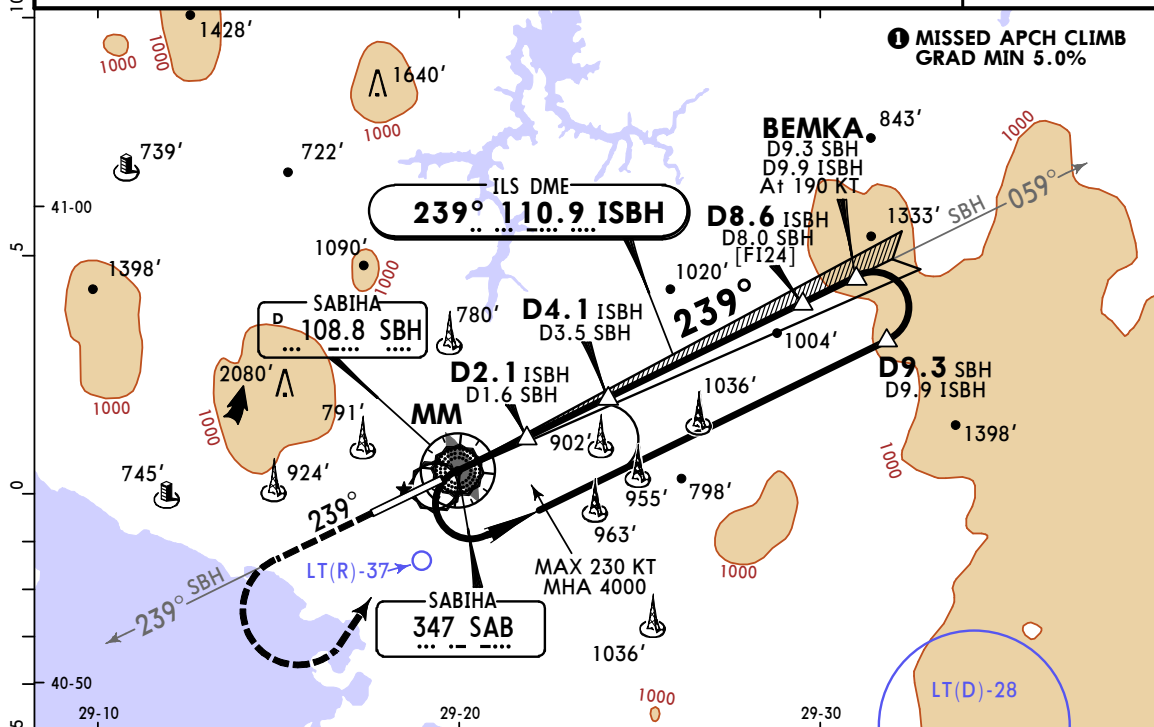
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SABIHA GOKCEN INTL

JEPPESSEN

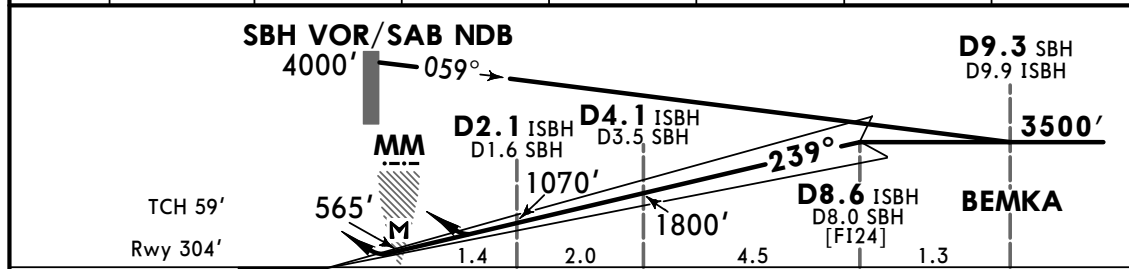
4 NOV 22 (21-4)

ISTANBUL, TURKIYE  
● ILS Y or LOC Y Rwy 24

D-ATIS 128.550		YESILKOY Approach 126.425 127.825 132.950		GOKCEN Tower 118.8 120.925		Ground 121.750 121.580	
LOC ISBH 110.9		Final Apch Crs 239°	D8.6 ISBH 3500' (3196')	ILS DA(H) 520' (216')	Apt Elev 312' Rwy 304'		 MSA SBH VOR
MISSED APCH: Immediately contact ATC. Climbing proceed SBH VOR/SAB NDB, climb 4000' on R-239 SBH (239° of SAB NDB). If unable to contact ATC, turn LEFT proceed SBH VOR (SAB NDB) and hold. Missed approach requires a minimum climb of 5.0% (304'/NM).							
Alt Set: hPa		Rwy Elev: 11 hPa		Trans level: By ATC		Trans alt: 12000'	
1. VOR/DME or NDB/DME required. 2. Racetrack restricted to MAX 190 KT. 3. CAUTION: Seagull flocks in the vicinity of aerodrome.							



LOC (GS out)	ISBH DME	3.0	4.0	5.0	6.0	7.0	8.0
	ALTITUDE	1410'	1790'	2160'	2530'	2910'	3280'



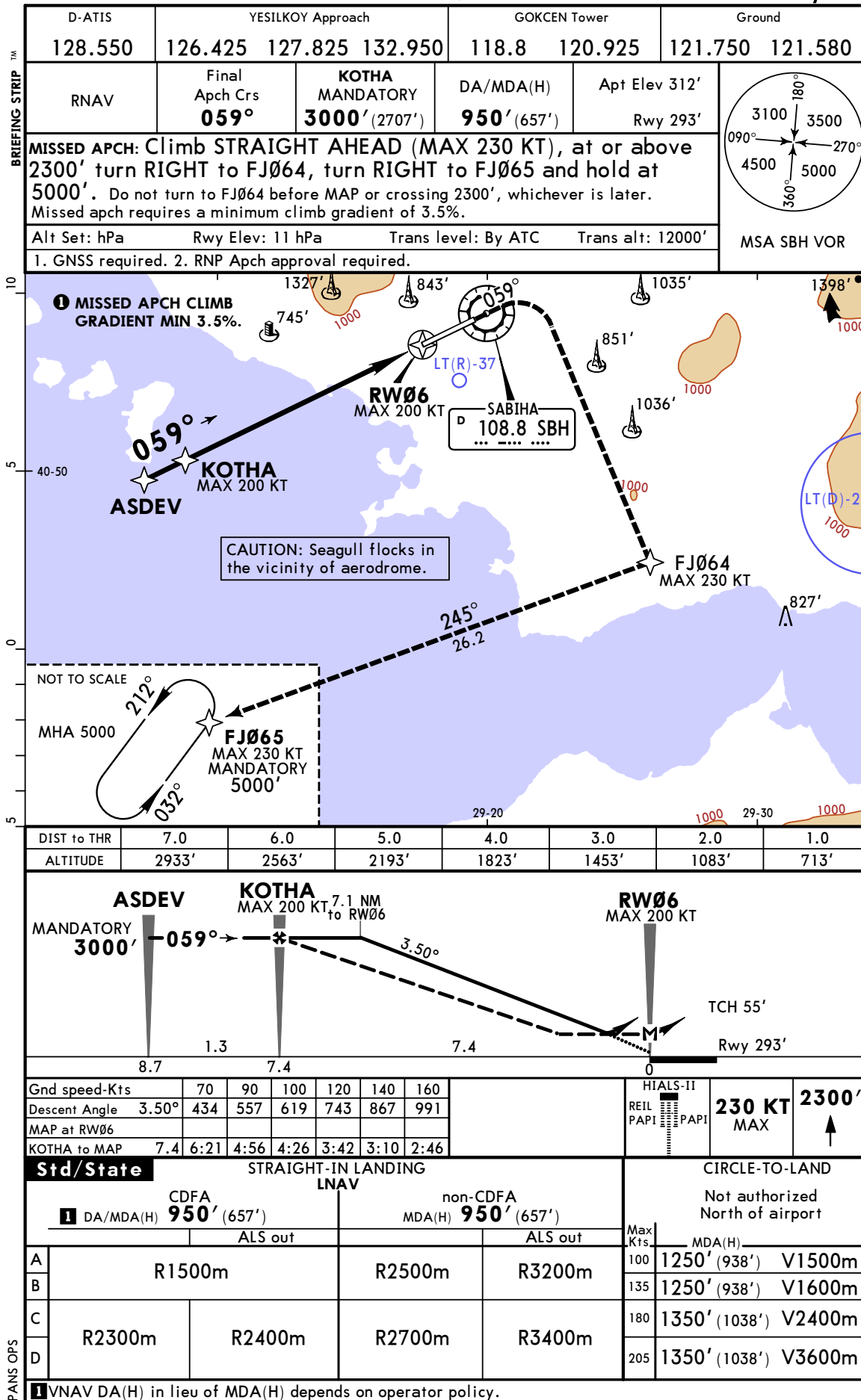
Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI Refer to Missed Apch above
GS	3.50°	434	557	619	743	991	
MAP at MM							

Std/State		STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
ILS		LOC (GS out)		Not authorized North of airport	
DA(H) 520' (216')		2 DA/MDA(H) 1070' (766')			
FULL	ALS out	ALS out		Max Kts	MDA(H)
A		R1500m		100	1250' (938') V1500m
B				135	1250' (938') V1600m
C	1 R550m	R1200m		180	1350' (1038') V2400m
D			R2400m	205	1350' (1038') V3600m

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

CHANGES: Country name, D-ATIS.

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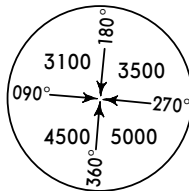


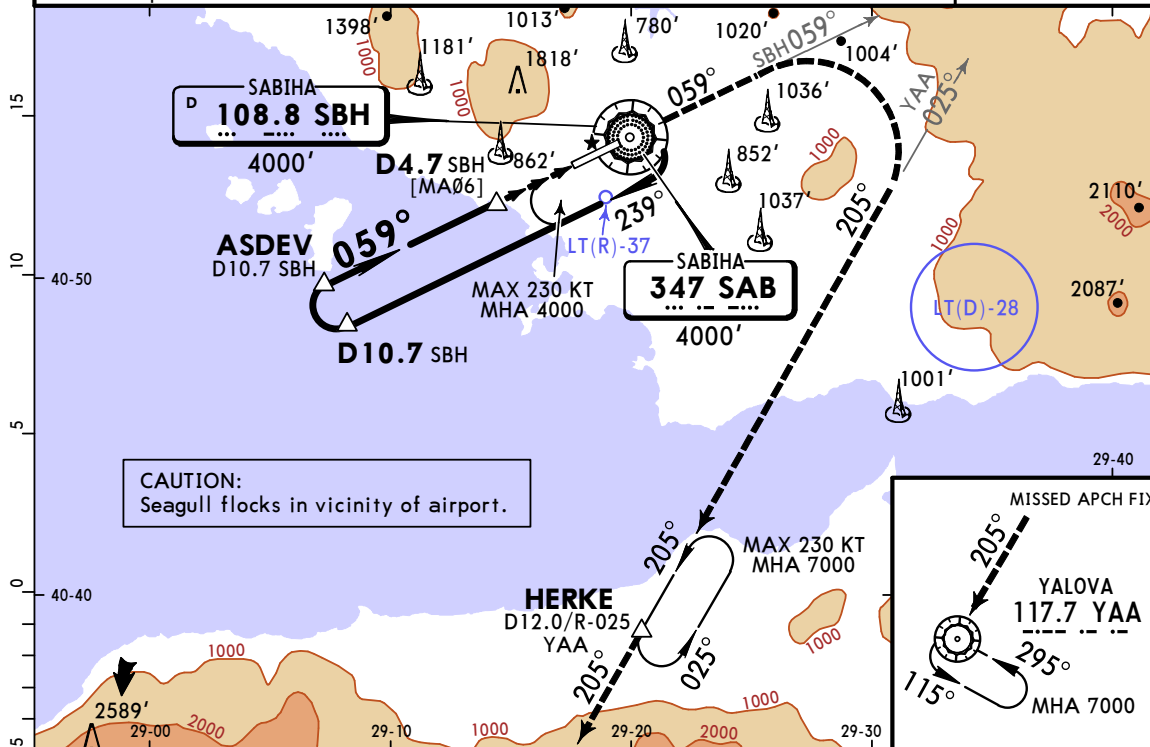


LTFJ/SAW  
SABIHA GOKCEN INTL

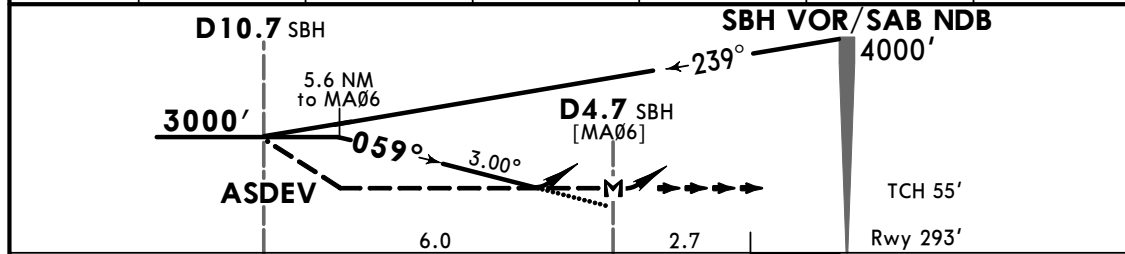
JEPPESEN  
4 NOV 22 (23-1)

ISTANBUL, TURKIYE  
VOR or NDB Rwy 06

D-ATIS		YESILKOY Approach			GOKCEN Tower		Ground		
128.550		126.425	127.825	132.950	118.8	120.925	121.750	121.580	
VOR SBH 108.8	NDB SAB 347	Final Apch Crs 059°	ASDEV 3000' (2707')	DA/MDA(H) 1100' (807')	Apt Elev 312' Rwy 293'				
<b>MISSED APCH:</b> Proceed to SBH VOR/SAB NDB to cross 2300' on R-059/059° climbing to 7000', turn RIGHT proceed HERKE on YAA VOR R-025 and hold over HERKE at 7000'. Do not turn before RWY 06 THR (D2.0 SBH) or crossing 2300', whichever is later. If unable to contact ATC or reach 7000' over HERKE, proceed and hold over YAA VOR at 7000'.									
Alt Set: hPa		Rwy Elev: 11 hPa		Trans level: By ATC		Trans alt: 12000'			
1. DME required. 2. Racetrack restricted to MAX 190 KT.									



SBH DME	10.0	9.0	8.0	7.0	6.0	5.0
ALTITUDE	2900'	2580'	2260'	1940'	1630'	1310'

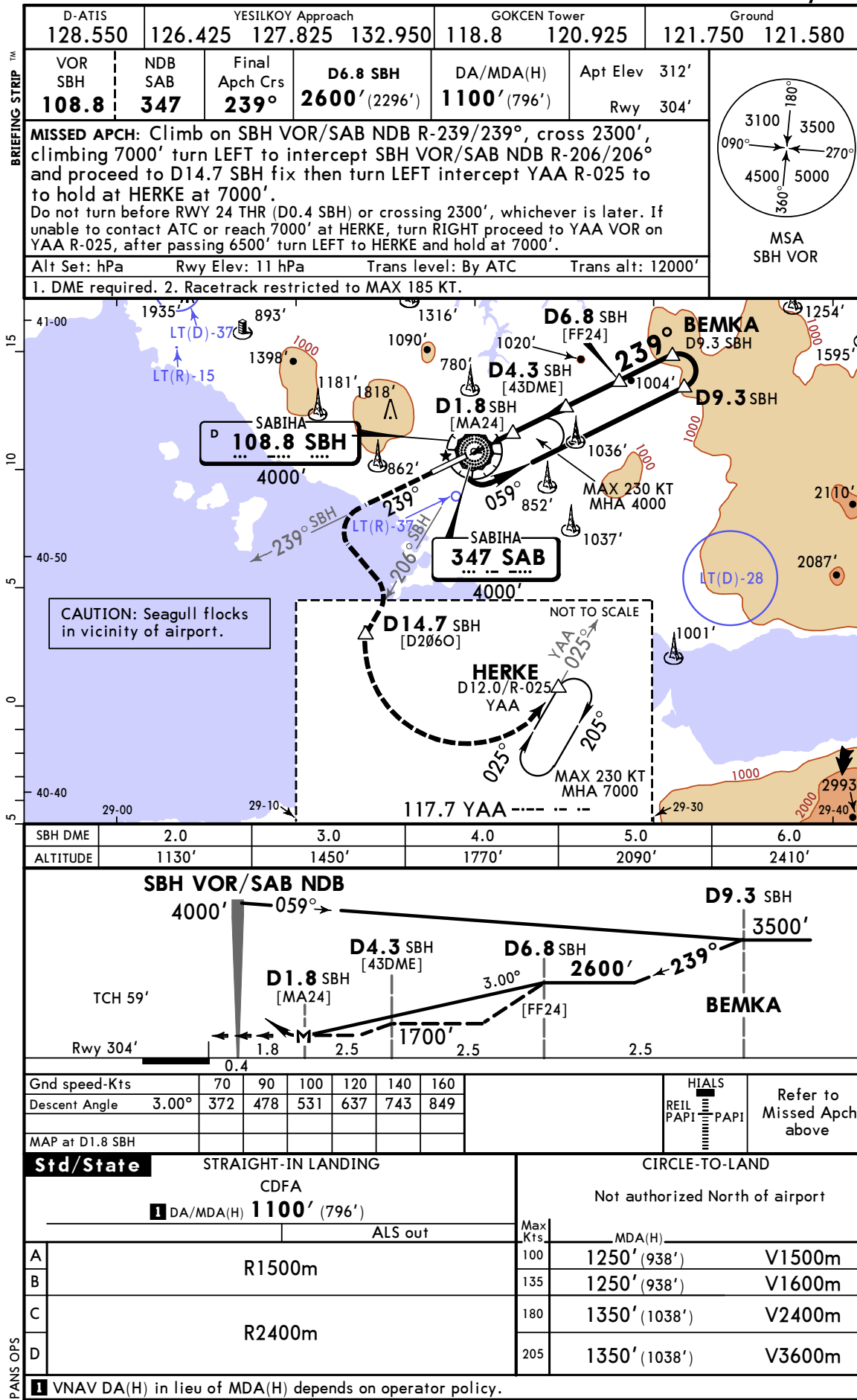


Gnd speed-Kts	70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	849
MAP at D4.7 SBH						

STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
CDFA		non-CDFA		Not authorized North of airport	
1 DA/MDA(H) 1100' (807')		MDA(H) 1100' (807')			
ALS out		ALS out			
A	R1500m	R3300m	R4000m	Max Kts	MDA(H)
B	R1500m	R3300m	R4000m	100	1250' (938') 2 V1500m
C	R2400m	R3500m	R4200m	135	1250' (938') 2 V1600m
D	R2400m	R3500m	R4200m	180	1350' (1038') 2 V2400m
				205	1350' (1038') 2 V3600m

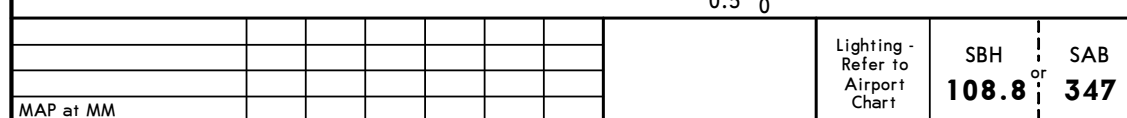
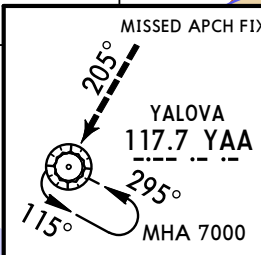
1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.  
2 or higher straight-in minimums.





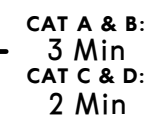
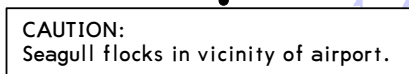


ISTANBUL, TURKIYE  
VOR A or NDB A



Std/State		CIRCLE-TO-LAND	
CAUTION: Not authorized North of airport			
	Max Kts	MDA (H)	
A	100	1250' (938')	V1500m
B	135	1250' (938')	V1600m
C	180	1350' (1038')	V2400m
D	205	1350' (1038')	V3600m

ISTANBUL, TURKIYE  
VOR B or NDB B



Lighting -  
Refer to  
Airport  
Chart

CIRCLE-TO-LAND

	Max Kts	MDA(H)	
A	100	2200' (1888')	V1500m
B	135	2200' (1888')	V1600m
C	180	2200' (1888')	V2400m
D	205	2200' (1888')	V3600m

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