

**İSTANBUL AIRPORT RNAV (GNSS) STAR RWY 34L/35R/36**

Type	Fix identifier (Waypoint name)	Latitude	Longitude
FlyBy	FM035	41:27:56.37N	028:43:34.45E
FlyBy	FM425	41:26:22.44N	029:22:29.45E
FlyBy	FM440	41:17:18.68N	030:33:21.13E
FlyBy	FM441	41:20:55.34N	030:16:50.70E
FlyBy	FM442	41:24:29.24N	030:00:20.41E
FlyBy	FM443	41:37:09.00N	029:48:59.73E
FlyBy	FM444	41:36:37.81N	029:34:07.77E
FlyBy	FM470	41:36:20.02N	030:16:52.61E
FlyBy	FM471	41:41:11.53N	030:10:09.51E
FlyBy	FM472	41:46:02.68N	030:03:25.39E
FlyBy	FM473	41:41:36.08N	029:56:12.07E
FlyBy	FM827	41:23:07.76N	028:05:59.16E
FlyBy	FM830	41:15:07.40N	028:06:07.52E

Type	Fix identifier (Waypoint name)	Latitude	Longitude
FlyBy	FM831	41:11:12.49N	028:01:02.07E
FlyBy	FM832	41:06:25.74N	027:57:28.10E
FlyBy	FM833	41:01:06.85N	027:55:39.97E
FlyBy	FM834	40:55:37.64N	027:55:44.70E
FlyBy	FM835	40:56:36.62N	028:04:53.50E
FlyBy	FM836	40:57:34.88N	028:14:02.61E
FlyBy	FM908	41:26:58.29N	028:12:43.63E
FlyBy	FM921	41:27:27.03N	029:10:14.39E
FlyBy	IMREN	40:58:32.41N	028:23:11.96E
FlyBy	KANQO	41:13:30.49N	030:45:36.30E
FlyBy	LIZTA	41:28:22.97N	028:59:25.09E
FlyBy	NUGBA	41:35:28.00N	030:40:27.00E

**GENERAL:**

If unable to comply the RNAV procedure, inform ISTANBUL CONTROL/YESILKOY APPROACH on initial contact. Otherwise, at first contact with YESILKOY APPROACH report only call sign.

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

**CLEARANCE FOR THE INSTRUMENT APPROACH PROCEDURE:**

ATC will clear the a/c to the relevant Instrument Approach Procedure (IAP) for the relevant RWY before the Initial Approach Fix (IAF). A sample of ATC instruction is stated below;

“Call sign, **Cleared for ILS Approach** (or relevant IAP) **RWY .....**”

As soon as such an instruction is received, the a/c shall completely follow the cleared IAP (including the P-RNAV transition) for the relevant RWY.

**VECTORIZING:**

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

**RADIO FAILURE PROCEDURE:**

Squawk 7600.

**Before FM827:**

If already cleared to 10000 Feet continue via filed/cleared STAR. Otherwise MAINTAIN last assigned level for 3 minutes, then descent to 10000 Feet continue via filed/cleared STAR.

**At or after FM827:**

Continue via filed/cleared STAR by adhering to published profile until **IMREN** (IAF). Then execute the relevant instrument approach procedure (IAP) for RWY34L and land.

If available call telephone number 0090 212 465 01 21