

İSTANBUL AIRPORT RNAV (GNSS) STAR RWY 16R/17L/18

Type	Fix identifier (Waypoint name)	Latitude	Longitude
FlyBy	ENLEC	41:28:29.32N	029:05:27.20E
FlyBy	EPEKI	40:54:49.72N	030:13:14.15E
FlyBy	ERSEN	40:51:56.00N	030:39:58.00E
FlyBy	FM400	41:10:41.52N	029:10:33.84E
FlyBy	FM401	41:18:20.48N	029:14:28.11E
FlyBy	FM402	41:22:16.85N	029:19:31.91E
FlyBy	FM403	41:27:04.29N	029:23:04.73E
FlyBy	FM404	41:32:23.34N	029:24:51.88E
FlyBy	FM405	41:37:52.36N	029:24:45.60E
FlyBy	FM406	41:36:51.20N	029:15:31.60E
FlyBy	FM407	41:35:49.29N	029:06:17.85E
FlyBy	FM551	40:54:02.71N	030:25:50.86E

Type	Fix identifier (Waypoint name)	Latitude	Longitude
FlyBy	FM552	40:55:35.35N	030:00:37.05E
FlyBy	FM553	40:49:16.39N	029:45:38.55E
FlyBy	FM555	40:56:11.65N	029:10:30.91E
FlyBy	FM556	41:04:09.26N	029:07:14.43E
FlyBy	FM650	40:13:51.71N	029:48:09.88E
FlyBy	FM651	40:21:55.32N	029:46:26.30E
FlyBy	FM652	40:29:44.25N	029:53:38.63E
FlyBy	LECKI	40:37:41.10N	029:52:24.88E
FlyBy	PUQET	40:56:54.16N	029:30:37.82E
FlyBy	GAZGE	41:34:46.63N	028:57:04.36E
FlyBy	SISPI	39:54:53.00N	029:52:12.00E

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 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.

VECTERING:

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 FM556:

If already cleared to 11000 FT continue via filed/cleared STAR. Otherwise MAINTAIN last assigned level for 3 minutes, then descent to 11000 FT continue via filed/cleared STAR.

At or after FM556:

Continue via filed/cleared STAR by adhering to published profile until GAZGE (IAF). Then execute the relevant instrument approach procedure (IAP) for RWY17L and land.

If available call telephone number 0090 212 465 01 21