

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

Type	Fix identifier (Waypoint name)	Latitude	Longitude
FlyBy	ENRAW	41:08:57.15N	028:22:54.60E
FlyBy	EPEKI	40:54:49.72N	030:13:14.15E
FlyBy	ERSEN	40:51:56.00N	030:39:58.00E
FlyBy	FM166	41:27:49.58N	028:17:24.99E
FlyBy	FM375	41:08:51.65N	028:16:17.46E
FlyBy	FM395	41:09:11.36N	028:42:45.89E
FlyBy	FM396	41:05:33.03N	028:54:47.00E
FlyBy	FM551	40:54:02.71N	030:25:50.86E
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

Type	Fix identifier (Waypoint name)	Latitude	Longitude
FlyBy	FM651	40:21:55.32N	029:46:26.30E
FlyBy	FM652	40:29:44.25N	029:53:38.63E
FlyBy	FM810	41:15:44.53N	028:10:22.88E
FlyBy	FM811	41:19:58.93N	028:04:44.09E
FlyBy	FM812	41:25:10.62N	028:00:43.48E
FlyBy	FM813	41:30:58.54N	027:58:37.73E
FlyBy	FM814	41:36:59.08N	027:58:35.89E
FlyBy	FM815	41:35:49.97N	028:10:30.03E
FlyBy	FM816	41:34:55.37N	028:19:45.16E
FlyBy	INSTA	41:34:00.03N	028:29:00.01E
FlyBy	LECKI	40:37:41.10N	029:52:24.88E
FlyBy	PUQET	40:56:54.16N	029:30:37.82E
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.

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 PROCEDURES:

Squawk 7600.

Before ENRAW:

If already cleared to 9000 FT continue via filed/cleared STAR. Otherwise MAINTAIN last assigned level for 3 minutes, then descent to 9000 FT continue via filed/cleared STAR.

At or after ENRAW:

Continue via filed/cleared STAR by adhering to published profile until INSTA (IAF). Then execute the relevant instrument approach procedure (IAP) for RWY16R and land.

If available call telephone number 0090 212 465 01 21