

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

| Type | Fix identifier (Waypoint name) | Latitude | Longitude | Type | Fix identifier (Waypoint name) | Latitude | Longitude |
|-------|-----------------------------------|--------------|---------------|-------|-----------------------------------|--------------|---------------|
| FlyBy | AYTEK | 41:48:29.00N | 026:21:42.00E | FlyBy | FM820 | 41:48:39.02N | 027:07:09.68E |
| FlyBy | FM166 | 41:27:49.58N | 028:17:24.99E | FlyBy | FM852 | 41:41:33.27N | 027:13:43.33E |
| FlyBy | FM319 | 41:45:01.88N | 026:34:18.61E | FlyBy | FM853 | 41:34:27.15N | 027:20:15.54E |
| FlyBy | FM320 | 41:38:08.03N | 026:48:13.46E | FlyBy | FM854 | 41:39:35.72N | 027:30:13.07E |
| FlyBy | FM321 | 41:28:04.74N | 026:50:24.39E | FlyBy | FM855 | 41:44:43.41N | 027:40:12.17E |
| FlyBy | FM322 | 41:26:42.71N | 027:06:04.89E | FlyBy | FM856 | 41:47:39.49N | 027:47:35.24E |
| FlyBy | FM801 | 41:36:43.83N | 028:01:14.62E | FlyBy | FM857 | 41:45:36.60N | 027:57:55.65E |
| FlyBy | FM802 | 41:31:14.64N | 028:01:16.08E | FlyBy | FM955 | 41:55:06.47N | 028:30:35.74E |
| FlyBy | FM803 | 41:25:56.94N | 028:03:10.70E | FlyBy | FM956 | 41:53:26.12N | 028:12:18.49E |
| FlyBy | FM804 | 41:21:12.27N | 028:06:50.27E | FlyBy | INSTA | 41:34:00.03N | 028:29:00.01E |
| FlyBy | FM805 | 41:17:19.92N | 028:11:59.61E | FlyBy | IPMIL | 41:53:51.37N | 026:55:43.67E |
| FlyBy | FM806 | 41:22:53.58N | 028:17:38.77E | FlyBy | RILEX | 41:58:16.00N | 026:45:59.00E |
| FlyBy | FM807 | 41:28:26.95N | 028:23:18.90E | FlyBy | RIXEN | 42:04:56.00N | 028:45:58.00E |

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 FM857:

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

At or after FM857:

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