

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

Type	Fix identifier (Waypoint name)	Latitude	Longitude
FlyBy	AGBET	41:02:23.66N	026:53:50.73E
FlyBy	AYTEK	41:48:29.00N	026:21:42.00E
FlyBy	DRAMO	41:02:04.00N	026:36:40.00E
FlyBy	FM100	40:49:06.42N	027:52:03.09E
FlyBy	FM101	40:50:14.67N	028:08:41.96E
FlyBy	NEWPE	40:51:29.33N	028:27:37.98E
FlyBy	FM319	41:45:01.88N	026:34:18.61E
FlyBy	FM320	41:38:08.03N	026:48:13.46E
FlyBy	FM321	41:28:04.74N	026:50:24.39E
FlyBy	FM334	41:23:11.46N	027:05:13.62E
FlyBy	FM720	41:07:05.16N	027:04:03.53E
FlyBy	FM721	41:11:45.68N	027:14:17.64E
FlyBy	FM722	41:04:46.85N	027:19:51.34E
FlyBy	FM723	40:57:47.74N	027:25:23.87E

Type	Fix identifier (Waypoint name)	Latitude	Longitude
FlyBy	FM724	40:54:30.91N	027:36:27.71E
FlyBy	FM725	40:54:15.34N	027:45:20.74E
FlyBy	FM730	40:55:20.65N	027:53:07.88E
FlyBy	FM731	41:01:21.21N	027:53:02.52E
FlyBy	FM732	41:07:10.52N	027:55:00.74E
FlyBy	FM733	41:12:24.65N	027:58:54.97E
FlyBy	FM734	41:16:42.03N	028:04:29.51E
FlyBy	FM735	41:09:36.01N	028:11:49.95E
FlyBy	FM736	41:04:04.35N	028:17:31.43E
FlyBy	GUBUL	40:44:18.84N	027:18:46.36E
FlyBy	INBET	40:11:11.00N	027:16:30.00E
FlyBy	IMREN	40:58:32.41N	028:23:11.96E
FlyBy	LEKMI	40:28:37.07N	027:17:41.56E

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 PROCEDURE:

Squawk 7600.

Before FM725:

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

At or after FM725:

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

If available call telephone number 0090 212 465 01 21