

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

Type	Fix identifier (Waypoint name)	Latitude	Longitude
FlyBy	AGBET	41:02:23.66N	026:53:50.73E
FlyBy	DRAMO	41:02:04.00N	026:36:40.00E
FlyBy	ENLEC	41:28:29.32N	029:05:27.20E
FlyBy	ENRAW	41:08:57.15N	028:22:54.60E
FlyBy	FM375	41:08:51.65N	028:16:17.46E
FlyBy	FM395	41:09:11.36N	028:42:45.89E
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

Type	Fix identifier (Waypoint name)	Latitude	Longitude
FlyBy	FM407	41:35:49.29N	029:06:17.85E
FlyBy	FM751	41:03:28.55N	027:06:59.43E
FlyBy	FM752	41:10:32.56N	027:14:26.61E
FlyBy	FM753	41:17:36.08N	027:21:55.41E
FlyBy	FM754	41:12:31.45N	027:30:18.44E
FlyBy	FM755	41:07:26.21N	027:38:40.18E
FlyBy	FM756	41:05:37.10N	027:47:36.96E
FlyBy	FM757	41:05:31.98N	027:55:33.20E
FlyBy	FM758	41:07:06.22N	028:05:56.02E
FlyBy	GUBUL	40:44:18.84N	027:18:46.36E
FlyBy	INBET	40:11:11.00N	027:16:30.00E
FlyBy	LEKMI	40:28:37.07N	027:17:41.56E
FlyBy	GAZGE	41:34:46.63N	028:57:04.36E

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 FM400:

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 FM400:

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