ULQAL ALTITUDE LIMIT

EDITORIAL

CHANGE

Straight-in Approach

Circling

LOC

VOR

TÜRKİYE 15 MAY 25 INSTRUMENT **İSTANBUL AIRPORT** APP 132.475-128.725-120.125-118.950-130.300-133.225 **AD ELEV** 325 FT **APPROACH** LOC Z or VOR Z **TWR** 131.1 (118.075) TRANSITION ALTITUDE **CHART - ICAO RWY 16R** 12000 FT ATIS 126.35 BRGs are MAG ELEV, ALT and HGT in FEET DIST in NM 28°30 IAS 220 KTS 157° 3000, 3000, ULQAL (IAF) /AR 6.1°E (2025) - 270 **7000'** 3500' 3500 6000 **FIFAW** 203° (209.2°T) 5000' RUQFE MSA 25 NM ARP <3.5> (270.2°T) 086 IAS 210 KTS DLHIM BLACK SEA 3000' 4000 UZAZE VOR/DME REQUIRED GAZGE (IAF) (IF) SAMHI 4000 P-RNAV 5000 INSTA, ULQAL, GAZGE TRANSITIONS D15.0 CH37X / R-353 4000 **GNSS REQUIRED** IAS 220 KTS 3000 INSTA (IAF) 5000' Remarks: For Transitions P-RNAV approval & Radar required
 Non P-RNAV aircraft will be radar vectored to SAMHI and may be subject to a delaying action. 4000' IAS 220 KTS 73 CAUTION:

1- ATC will clear the aircraft to the Approach Procedure before IAF (INSTA, ULQAL or GAZGE) for RWY 16R. As soon as such an instruction is received, the aircraft shall completely follow the procedure (Including the P-RNAV transition) for RWY16R 3000 (FAF) NEDBA 3000' IAS 180 KTS D7.7 CH37X 2- The aircraft are required to comply with the level and speed restrictions depicted on the (IF) SAMHI 3- The speed restrictions are to be flown as accurately as possible (accurate within 5 KT).

4- Aircraft unable to conform to these speeds shall inform ATC and state what speeds to be used. 412631.25N-0284214.10E **MIVPA** Type WaypoInt Name Latitude Longitude 1870' IAS 160 KTS D4.1 CH37X 412255.14N-0284218.37 ULQAL 41:43:23.13N Flyby 028:52:18.69E Flyby GAZGE 41:34:46.63N 028:57:04.36E MAPt Flyby SAMHI 41:33:43.50N 028:42:05.58E UHL D0.6 CH37X Flyby OLHIM 41:36:18.12N 028:40:02.52E VOR 110 UHL UZAZE 41:36:19.31N 028:34:54.23E Flyby CH 37X Flyby INSTA 41:34:00.03N 028:29:00.01E Flyby FIFAW 41:40:22.94N 028:43:11.15E 41°18'44"N - 028°42'27"E Flyby RUQFE 41:40:21.81N 028:50:03.58E LLZ CORLU 110.35 IUCB VOR 114.8 CRL FM165 CH 95X UHL R-244/D11.8 CH 37X 411442 52N-0282742 92E 253° 41°09'02"N - 027°56'06"E FM175 4 CRL R-073 UHL R-244/D16.8 CH 37X; CRL R-073/D19.5 CH 95X-411259.83N-0282129.20E Max Holding Speed IAS 230 KTS 5000 LTR40 20000FT AMSL SCALE: 1/500.000 073° 28°30 MISSED APPROACH
- Do not turn to FM165 (UHL R-244/D11.8 CH37X) before MAPt - Max IAS 230 KT, climb 3000 FT - Turn right to intercept UHL R-244, proceed FM165 then FM175 UHL **■ (F)** CH37X NEDBA (FAF) D7.7 CH37X VOR/DME at 3000 FT, then turn right to intercept CRL R-073 climb 5000 FT and proceed to CRL VOR and hold. **SAMHI (** D15.0 CI MIVPA D4.1 CH37X CRL R-073/253° FM175 R-353 FM165 173° D16.8 **MAPt** D0.6 CH37X D11.8 CH37X 3000' CH37X 3000' 173° 244° 3000 1870 **UHL R-244** UHL R-244 ˈ720' RWY 16R THR ELEV 219 FT 26 24 22 NM to/from THR RWY 16R 12 2 20 18 16 14 10 8 6 4 0 2 4 6 8 10 12 14 16 D OCA (H) Α В C

DHMI - ANKARA AIRAC AMDT 05/25

720' (501')

720' (501')

1400' (1075')