

INSTRUMENT
APPROACH
CHART - ICAO

APP	132.475 - 120.450 - 130.300
TWR	118.100 - 118.375
ATIS	130.250(ARR)

AD ELEV	94 FT
TRANSITION ALTITUDE	12000 FT

İSTANBUL/ATATÜRK
ILS Z CAT I or LOC Z
RWY 23

Caution

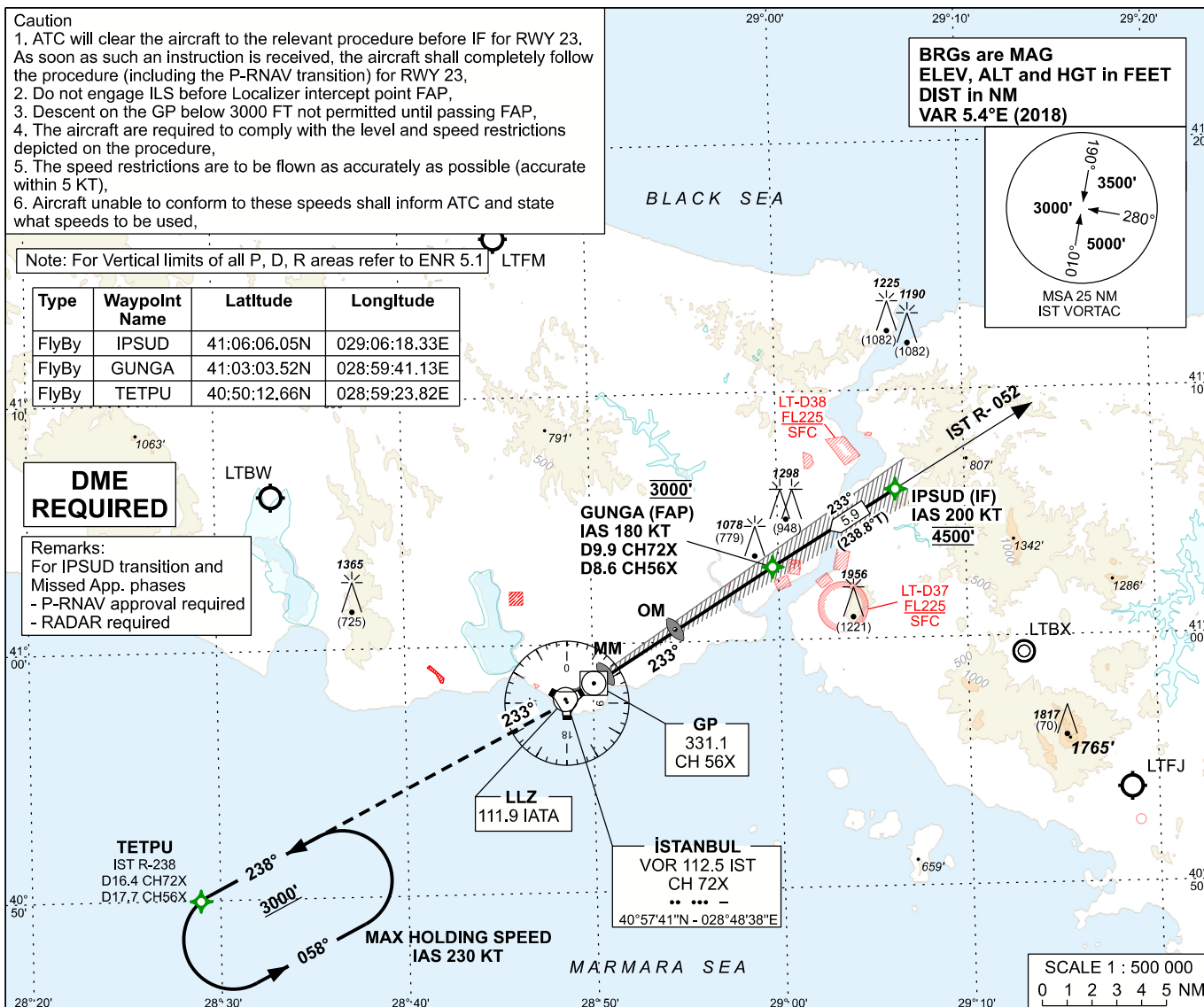
1. ATC will clear the aircraft to the relevant procedure before IF for RWY 23. As soon as such an instruction is received, the aircraft shall completely follow the procedure (including the P-RNAV transition) for RWY 23.
2. Do not engage ILS before Localizer intercept point FAP.
3. Descent on the GP below 3000 FT not permitted until passing FAP.
4. The aircraft are required to comply with the level and speed restrictions depicted on the procedure.
5. The speed restrictions are to be flown as accurately as possible (accurate within 5 KT).
6. Aircraft unable to conform to these speeds shall inform ATC and state what speeds to be used.

Note: For Vertical limits of all P, D, R areas refer to ENR 5.1 LTFM

Type	Waypoint Name	Latitude	Longitude
FlyBy	IPSUD	41:06:06.05N	029:06:18.33E
FlyBy	GUNGA	41:03:03.52N	028:59:41.13E
FlyBy	TETPU	40:50:12.66N	028:59:23.82E

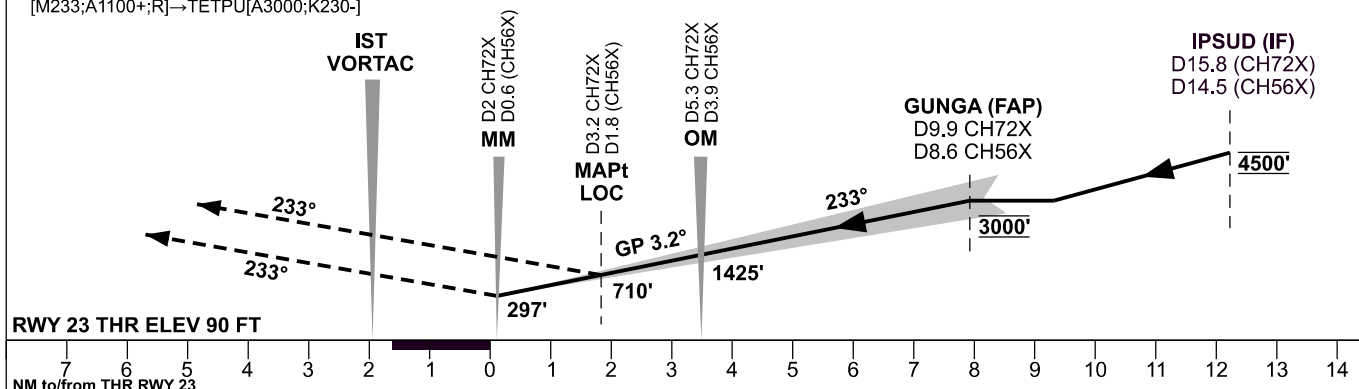
DME
REQUIRED

Remarks:
For IPSUD transition and
Missed App. phases
- P-RNAV approval required
- RADAR required



MISSED APPROACH

Climb on track 233°M, at or above 1100 FT
turn right proceed TETPU and hold at 3000 FT.
[M233;A1100+;R]→TETPU[A3000;K230-]



OCA (H)		A	B	C	D
Straight-in Approach	CAT I	MA 2.5%	330' (240')		
		MA 4.7%	290' (200')		
	LOC Only (MA 2.5%)		710' (620')		
CIRCLING			1100' (1006')		

- Intercept GP D9.9 CH72X/D8.6 CH56X at GUNGA
- RDH 57 FT