

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

Type	Fix identifier (Waypoint name)	Latitude	Longitude
FlyBy	AYTEK	41:48:29.00N	026:21:42.00E
FlyBy	BOZDE	41:00:53.74N	029:11:49.29E
FlyBy	FM035	41:27:56.37N	028:43:34.45E
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	FM322	41:26:42.71N	027:06:04.89E
FlyBy	FM426	41:21:32.09N	029:17:46.43E
FlyBy	FM430	41:13:40.30N	029:17:46.02E
FlyBy	FM431	41:09:38.83N	029:23:40.27E
FlyBy	FM432	41:04:36.16N	029:27:59.03E
FlyBy	FM433	40:58:53.09N	029:30:24.91E
FlyBy	FM434	40:52:53.12N	029:30:48.43E
FlyBy	FM435	40:53:36.44N	029:18:58.82E

Type	Fix identifier (Waypoint name)	Latitude	Longitude
FlyBy	FM436	40:54:09.30N	029:09:46.68E
FlyBy	FM820	41:48:39.02N	027:07:09.68E
FlyBy	FM821	41:41:33.58N	027:20:59.28E
FlyBy	FM822	41:33:12.59N	027:23:53.94E
FlyBy	FM823	41:24:51.53N	027:26:47.87E
FlyBy	FM824	41:27:08.27N	027:38:27.96E
FlyBy	FM825	41:29:23.81N	027:50:08.85E
FlyBy	FM826	41:28:37.03N	028:00:11.97E
FlyBy	FM908	41:26:58.29N	028:12:43.63E
FlyBy	FM921	41:27:27.03N	029:10:14.39E
FlyBy	IPMIL	41:53:51.37N	026:55:43.67E
FlyBy	LIZTA	41:28:22.97N	028:59:25.09E
FlyBy	RILEX	41:58:16.00N	026:45:59.00E
FlyBy	SADIK	40:54:41.43N	029:00:34.36E

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 FM426:

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

At or after FM426:

Continue via filed/cleared STAR by adhering to published profile until **SADIK** (IAF). Then execute the relevant instrument approach procedure (IAP) for RWY35R and land.

If available call telephone number 0090 212 465 01 21