

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

Type	Fix identifier (Waypoint name)	Latitude	Longitude	Type	Fix identifier (Waypoint name)	Latitude	Longitude
FlyBy	BOZDE	41:00:53.74N	029:11:49.29E	FlyBy	FM526	40:51:57.78N	029:38:38.02E
FlyBy	ERSEN	40:51:56.00N	030:39:58.00E	FlyBy	FM530	40:53:02.85N	029:28:10.77E
FlyBy	NEWPE	40:51:29.33N	028:27:37.98E	FlyBy	FM531	40:58:31.52N	029:27:49.08E
FlyBy	FM120	40:50:41.87N	029:30:54.37E	FlyBy	FM532	41:03:44.71N	029:25:35.70E
FlyBy	FM121	40:50:21.32N	029:18:59.12E	FlyBy	FM533	41:08:21.00N	029:21:39.35E
FlyBy	FM122	40:49:58.55N	029:06:32.59E	FlyBy	FM534	41:12:01.38N	029:16:15.91E
FlyBy	FM123	40:51:35.68N	028:52:33.80E	FlyBy	FM535	41:06:15.00N	029:11:01.14E
FlyBy	FM124	40:50:20.33N	028:47:40.76E	FlyBy	FM536	41:00:28.35N	029:05:47.29E
FlyBy	FM125	40:45:48.53N	028:30:11.89E	FlyBy	FM620	40:11:34.11N	029:52:10.39E
FlyBy	FM520	40:53:10.92N	030:27:15.07E	FlyBy	FM621	40:24:43.92N	029:52:08.96E
FlyBy	FM521	40:59:27.70N	030:17:55.43E	FlyBy	FM622	40:31:17.44N	029:58:09.19E
FlyBy	FM522	41:05:43.77N	030:08:34.01E	FlyBy	FM623	40:40:29.34N	029:58:09.15E
FlyBy	FM523	40:58:56.25N	030:00:39.39E	FlyBy	SADIK	40:54:41.43N	029:00:34.36E
FlyBy	FM524	40:52:08.13N	029:52:46.40E	FlyBy	SISPI	39:54:53.00N	029:52:12.00E
FlyBy	FM525	40:52:02.42N	029:44:41.07E				

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 FM526:

If already cleared to 11000 Feet continue via filed/cleared STAR. Otherwise MAINTAIN last assigned level for 3 minutes, then descent to 11000 Feet continue via filed/cleared STAR.

At or after FM526:

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

If available call telephone number 0090 212 465 01 21