1. GENERAL

1.1. ATIS

D-ATIS Arrival 126.350

D-ATIS Departure 128.850

1.2. NOISE ABATEMENT PROCEDURES

As Auxiliary Power Units (APUs) generate high levels of noise and significant emissions, precautions are taken from planning to operation phase to minimize the environmental noise impact of LTFM.

It is the responsibility of airlines and ACFT handling companies to ensure that APUs are used in a manner consistent with necessity and for the absolute minimum time necessary to meet the operational needs. All inbound ACFT must be connected to a 400 Hz Fixed Electric Ground Power (FEGP) power supply within 5 minutes of entry into the parking position during docking.

All outbound ACFT are allowed to start APU earliest 10 minutes before engine start.

In areas where supported by FEGP, the use of APU and Ground Power Units (GPUs) is prohibited in LTFM.

The use of the APU and GPU for airborne Passenger Boarding Bridges (PBB) are strictly prohibited.

In circumstances where use of APU are required, electrical equipment (where city electricity is used instead of on-site generated electricity) will be used, wherever possible, in order to provide power to ACFT in order to reduce or eliminate the need for APU use.

For departures any ACFT having compliance with the noise category ICAO Annex 16, chapter 3 and 4 shall apply NADP-2 whereas all other ACFT whose noise category are in compliance with ICAO Annex 16, chapter 2 shall only apply NADP-1.

Pilots shall apply NADP-1 or NADP-2 until passing 3000'.

1.3. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

1.3.1. OPERATION OF MODE S TRANSPONDERS

Advanced Surface Movement Guidance and Control System (A-SMGCS) utilizing Mode S is in service.

Activation of the Mode S transponder means selecting XPNDR, (AUTO mode if available) or the equivalent (selection of the OFF or STDBY mode will NOT activate the mode S transponder). Flight crew should also set the ACFT identification before the transponder is activated, in accordance with the ICAO defined format.

Arrival

ACFT should continue maintaining assigned Mode A code until parking on the stand. Then, Mode A code 2000 shall be set before selecting OFF or STDBY mode.

Departure

ACFT should activate the Mode-S transponder and set the assigned Mode A code as soon as ATC clearance is received.

1.3.2. OTHER INFORMATION

Flight crew shall perform the maneuver with the lowest possible thrust at the narrow parts of the apron where other parking positions affected.

Illuminated Red Stop-Bars mean "STOP". ACFT will cross Red Stop-Bars only when ATC gives permission to proceed and Stop-Bar lights are switched off.

1. GENERAL

1.4. RWY OPERATIONS

1.4.1. GENERAL

Unless otherwise authorized by ATS authority, RWYs 16L/34R and 17R/35L will not be used for landing purposes.

To optimize RWY utilization, during parallel landing take-off operation, unless otherwise specified by ATC:

- RWY 17L/35R will not be used for departure;
- RWYs 16R/34L (or 16L/34R) and 17R/35L departures will be directed to the RWYs via end-around TWY.

To optimize RWY utilization and comply with the Calculated Take-Off Time (CTOT), ATC unit can change the departure sequence.

In order to speed up departures, a parallel departure operation is implemented. In the event that the departures are concentrated on a single RWY, ATC may direct the take-off traffic to the other RWY. Pilots must be prepared to make the RWY change in order not to increase the duration of the RWY and to avoid any delay.

1.4.2. MULTIPLE LINE-UP PROCEDURES

To optimize RWY utilization, line-up instructions may be issued by TWR to more than one ACFT at different points on the same RWY, provided that:

- Intersection take-off criteria is applied;
- Minimum visibility shall be more than 3000m;
- TWR shall continuously observe the multiple line-up positions and the relevant ACFT by visual reference;
- Pilot of the succeeding ACFT shall observe the preceding ACFT on the same RWY by visual reference;
- Pilots shall be advised of the position of any essential traffic information on the same RWY;
- ACFT involved in multiple line-ups on the same RWY shall be on the same radio frequency;
- Pilots instructed to line-up shall read-back, the RWY designator, the name of the intersection (if applicable) and the number in the departure sequence;
- Wake turbulence separation is applied;
- ACFT concerned shall be identified on the A-SMGCS.

Phraseology to be used:

ATC: LINE UP AND WAIT RWY 35L, INTERSECTION B2, NUMBER 2 FOR DEPARTURE. NUMBER ONE IS B737 DEPARTING FROM B4A.

A/C: LINE UP AND WAIT RWY 35L, INTERSECTION B2, NUMBER 2.

1.4.3. RWY-IN-USE

The term "RWY-in-use" is used to indicate the RWY that, at a particular time, is considered by ATC to be the most suitable for use by the types of ACFT expected to land or take off.

Accepting a RWY stated by ATC for landing or take-off is a pilot's decision. If the pilot-in-command considers the RWY-in-use not usable for reasons of safety or performance, he shall request permission to use another RWY. This request will be met by ATC at an appropriate time. In such cases, ACFT may be subject to a long delay. ATC unit shall notify the pilot in the event that delays exceed 30 minutes.

1.4.4. PREFERENTIAL RWY SYSTEM OPERATIONS

The term "Preferential RWY System" (PRS) shall be used to indicate the RWY that, at a particular time, is considered by the ATC unit to be the most suitable for use by the ACFT expected to land at or take-off from the aerodrome, by taking into consideration ACFT performance, surface wind speed and its components. PRS operations contribute to the optimum use of airspace and aerodrome capacity.

1. GENERAL

In the PRS operations, the following wind criteria depending on the RWY surface condition shall be applied:

RWY Condition Code (RWYCC)	Tail Wind Component (MAX)
RWYCC 6/6/6	10 KT (incl)
When RWYCC is reported at least 5 for any each RWY third	

The PRS will not be available under the following circumstances:

- The instrument approach/departure procedures available for the preferred RWY(s) are not convenient for landing and/or take-off operations under the existing meteorological conditions.
- When the preferred RWY(s) are dry (RWYCC 6/6/6), the tail wind component is greater than 10 KT.
- When RWYCC is reported at least 5 for any each the preferred RWY(s) third, the tail wind component is greater than 10 KT.
- When RWYCC is reported at least 5 for any each the preferred RWY(s) third, there is a NOTAM/equivalent information (which may be included in the RCR) stating that the RWY is slippery.
- RWYCC is reported 4 or less any each the preferred RWY(s) third.
- Meteorological conditions such as heavy rainfall, thunderstorm or wind-shear has been reported on the approach or climb path of the preferred RWYs.
- Low visibility operations are in progress.

ATIS announcement when PRS operations are in progress shall be: "Preferential RWY operations are in progress".

Pilots unable to comply with PRS operations shall notify the relevant ATC unit at the time of requesting start-up clearance, at the first contact or 20 minutes in advance of the ETA (which is earlier).

1.5. CAT II/III OPERATIONS

RWYs 16R, 34L, 17L , 35R, 18 and 36 approved for CAT II/III operations, subject to serviceability of the required facilities is suitable for CAT II and III operations by operators whose minima have been formally approved by relevant Civil Aviation Authority.

During CAT II and CAT III operations, RWYs 16L/34R and 17R/35L will not be used for landing and take-off.

For CAT II and CAT III operations, special aircrew and ACFT certification required.

During CAT II and CAT III operations, special ATC procedures (ATC Low Visibility Procedures) will be applied. Pilots will be informed when these procedures are in operation by ATIS or RTF.

Arriving ACFT

Advanced Surface Movement Guidance and Control System (A-SMGCS) is available and all RWY exits will be illuminated. Pilots should select the first convenient exit.

Departing ACFT

Advanced Surface Movement Guidance and Control System (A-SMGCS) is available and ATC will request departing ACFT to use the CAT II/III holding points.

1. GENERAL

1.6. FLIGHT PROCEDURES

"Super" or "Heavy" turbulence category ACFT at first contact with each sector shall report: Call Sign + "SUPER" or "HEAVY" + ...

1.6.1. SIMULTANEOUS INDEPENDENT PARALLEL APPROACHES/DEPARTURES

To optimize RWY utilization and increase air traffic efficiency, simultaneous independent parallel approaches are in progress daily (24 hours) and are subject to the availability of ILS approaches.

Simultaneous independent parallel departures are in progress daily (24 hours).

1.6.2. PROCEDURES FOR SIMULTANEOUS INDEPENDENT PARALLEL APPROACHES

ATC will clear the ACFT to the ILS approach for the relevant RWY before the Initial Approach Fix (IAF). A sample of ATC instruction is stated below:

"(Call-sign) CLEARED FOR ILS APPROACH RWY..."

As soon as such an instruction is received, the ACFT shall completely follow the cleared ILS approach (including the P-RNAV TRANSITION) for the relevant RWY.

ACFT without P-RNAV approval (RNAV (GNSS)) may lose the sequence and be subject to a delaying action. The ACFT concerned will be radar vectored to final, or cleared/vectored to a point from where approach can be made.

1.6.3. DEVIATION TOWARDS NTZ

When an ACFT is observed to have not established on the appropriate LOC course or deviated from its course towards the NTZ, monitoring controller will instruct the ACFT to return immediately to the correct LOC course with the following radiotelephony phraseology:

"YOU HAVE CROSSED THE LOCALIZER, TURN LEFT (or RIGHT) IMMEDIATELY AND RETURN TO THE LOCALIZER".

1.6.4. BREAK-OUT MANEUVER

In the event that, an ACFT is observed to penetrate the NTZ, monitoring controller will instruct the ACFT on the adjacent LOC course to immediately turn and climb to the assigned heading and altitude by overriding the relevant Tower/Approach frequencies with the following radiotelephony phraseology:

"TURN LEFT (or RIGHT) HEADING (degrees) IMMEDIATELY TO AVOID TRAFFIC AND CLIMB TO (altitude)".

ATC will not give instructions for break-out maneuvers below 750' AMSL.

1.6.5. RWY ASSIGNMENT

When the simultaneous independent parallel approaches/departures are in progress, appropriate use of RWYs is subject to ATC discretion in order to ensure safe and orderly flow of the traffic.

For tactical reasons and to increase air traffic efficiency, ATC may change the assigned landing RWY with the notification of the pilot prior to, clearing the ACFT to the relevant Initial Approach Fix (SADIK, IMREN, DIVDI or INSTA).

1.6.6. PILOT NOTIFICATIONS TO OPERATIONS

Simultaneous independent parallel approaches/departures to the relevant RWYs will be broadcasted on ATIS during the active period like as:

- "Simultaneous independent parallel ILS approaches in progress on RWY 34L and RWY 35R"; or
- "Simultaneous independent parallel departures in progress".

1. GENERAL

1.6.7. THE MANDATORY IMPLEMENTATION OF RNAV (GNSS) SIDS AND STARS

RNAV (GNSS) SID/STAR procedures are mandatory for P-RNAV approved ACFT equipped with PBN/D1-D2-O1-O2. Therefore, the P-RNAV approved ACFT arriving/departing to/from LTFM are required to flight plan or submit a Change Message (CHG) concerning the route section of their RPLs as described below.

1. GNSS based RNAV STARs for LTFM starts from the waypoint/fixes designated as RIXEN, ATPIX, ERSEN, SISPI, INBET, DRAMO, RILEX and AYTEK. These waypoints/fixes shall be the last element of the flight planned routes for the P-RNAV approved ACFT as illustrated below:
   - A flight planned route for the arrivals to LTFM via AFYON VOR (KFK);
     EXAMPLE: ..... UB545 KFK M855 SISPI
2. GNSS based RNAV SIDs for LTFM ends at the waypoint/fixes, designated as MAKOL, OSMEV, ASMAP, RATVU, IVGUS, BARPE, VADEN, TUDBU and IBLAX. These waypoints/fixes shall be the first element of the flight planned routes for the P-RNAV approved ACFT as illustrated below:
   - A flight planned route for the departures from LTFM via OSMEV;
     EXAMPLE: OSMEV T641 .....

The LTFM departures destined to LTBA or LTFJ are excepted from this mandatory implementation. The conventional procedures published on IST 1N & 1P DEPS (30-3W9) chart are available for these flights.

1.7. TAXI PROCEDURES

Wingtip clearance is under flight crew responsibility.

1.8. OTHER INFORMATION

Flight crew should inform Ground Control if the ACFT livery differs from the ACFT callsign.

Birds.

All ACFT de-icing positions on De-icing 1, 2, 3, 4 and 5 Aprons to be used as penalty areas when needed.

Helicopter landing and take-off point is on TWY G2 at Southeast of the aerodrome (coordinates: N41 15.2 E028 45.3).

2. ARRIVAL

2.1. SPEED RESTRICTION

All speeds depicted on the STARs are applied for ATC separation purposes and mandatory. ACFT unable to conform to these speeds shall inform ATC and state what speeds to be used. The speed restrictions are to be flown as accurately as possible (accurate within 5 KT). ACFT are required to comply with the level and speed restrictions depicted on IAC.

2.2. POINT MERGE SYSTEM (PMS)

LTFM STARs are based on PMS. Each STAR contains segments forming a curved sequencing leg equidistant from the Merge Point (MP).

The sequencing legs of PMS vertically separated, with the one closer to the MP located above the one further away.

When descend clearance has been transmitted by ATC, ACFT have to reach a defined altitude and speed to fly the sequencing legs.

Merging to the next segment is then achieved by direct clearance to the MP.

PMS allows for efficient shortening or stretching of the ACFT arrival path depending on the traffic situation at hand.

2. ARRIVAL

LTFM MPs that are at the same time designated as Initial Approach Fixes are SADIK, IMREN, DIVDI and INSTA.

Arriving ACFT established on the STAR may expect clearance direct to the relevant MP only when the traffic permits.

Succeeding ACFT will subsequently be cleared direct to the MP when sufficient spacing to preceding ACFT is obtained.

Hence, a precise sequencing can be achieved whilst the ACFT maintain own navigation (LNAV).

2.3. HOLDINGS AT ARRIVAL PHASE

In the event that delays on holdings at arrival phase exceed 20 minutes, ATC unit shall transmit EXPECTED APPROACH TIME to the ACFT concerned.

2.4. MINIMUM RWY OCCUPANCY TIME

Arrival ACFT at first contact with TWR shall report: "Call Sign + RWY".

Landing ACFT shall vacate the RWY as quickly as possible in order to ensure minimum RWY occupancy time and reduce go around due to an occupied RWY.

When RWY condition is dry, ACFT should vacate the RWY via rapid exits stated in the table below.

	Distance (m) from THR to Rapid Exit TWY											
ACFT Category	**RWY 16R**		**RWY 17L**		**RWY 18**		**RWY 34L**		**RWY 35R**		**RWY 36**	
	Exit		**Exit**		**Exit**		**Exit**		**Exit**		**Exit**	
Medium	A6A		C7		G10		A7A		C8		G13	
	1785		2075		1845		1785		1785		1785	
Heavy	A6A	A5A	C7	C6	G10	G9A	A7A	A8A	C8	C9	G13	G14
	1785	2185	2075	2375	1845	2245	1785	2085	1785	2145	1785	2085

When deemed it is not possible/appropriate to use the rapid exit TWYs recommended in the table above by the pilot, due to flight safety requirements, the pilot shall inform TWR controller as soon as possible.

Unless otherwise instructed by ATC:

- Landing ACFT on RWY 17L, shall vacate the RWY to the LEFT, continue on TWY C and contact with Ground 3 on 122.6 MHz without waiting any instruction by TWR controller.
- Landing ACFT on RWY 35R, shall vacate the RWY to the RIGHT, continue on TWY C and contact with Ground 3 on 122.6 MHz without waiting any instruction by TWR controller.
- Landing ACFT on RWY 18, shall vacate the RWY to the RIGHT, continue on TWY G and contact with Ground 4 on 124.425 MHz without waiting any instruction by TWR controller.
- Landing ACFT on RWY 36, shall vacate the RWY to the LEFT, continue on TWY G and contact with Ground 4 on 124.425 MHz without waiting any instruction by TWR controller.
- Landing ACFT on RWY18/36, should not vacate the RWY via 90° turn G11 and G12 TWYs.
- Landing ACFT on RWY 16R/34L, shall cross RWY 16L/34R and continue on TWY A without waiting any instruction by TWR controller and contact with Ground 1 on 126.3 MHz.

ACFT vacating a RWY via rapid exit TWY has the priority at the intersection of the TWYs, over the ACFT taxiing on other TWYs. Therefore, pilots shall be cautious about this priority and unless otherwise instructed by ATC, shall give way to the ACFT vacating a RWY via one of the rapid exit TWYs.

3. DEPARTURE

3.1. ATC CLEARANCE PROCEDURES

Pilots of departing ACFT shall receive the ATC clearance via Datalink Departure Clearance (DCL) system from 20 minutes prior to TOBT, unless otherwise specified by ATC.

The Departure Clearance Request (RCD) message must contain the following information:

- ACFT call sign in the filed flight plan (FPL);
- Aerodrome of origin;
- ACFT stand;
- Destination aerodrome;
- Letter corresponding to the ATIS information received;
- ICAO ACFT type designator in accordance with the filed flight plan (FPL).

Pilots will receive the next Ground frequency with the DCL message.

If unable to receive ATC clearance via DCL, the flight crew shall contact Clearance Delivery 121.7 MHz for ATC clearance and at first contact shall report "Call sign + stand position + code confirming ATIS message received (e.g. Information A)". There may be delays while transmitting ATC clearances by radiotelephony.

3.2. APT COLLABORATIVE DECISION MAKING (A-CDM)

3.2.1. GENERAL

A-CDM is a concept aimed at improving Air Traffic Operations and Capacity Management at APTs by reducing delays, increasing the predictability of events and optimizing the use of resources.

A-CDM aims to encourage APT partners (APT operator, ACFT operators, Ground handlers and ATC units) to work more transparently and collaboratively, exchanging relevant, accurate and timely information.

The key objectives of implementing A-CDM at Istanbul APT are to improve gate management, flight punctuality, resource management and taxi time optimization, resulting in improved operational efficiency and reduced costs for the entire APT community.

3.2.2. TARGET OFF-BLOCK TIME (TOBT)

The time that an ACFT Operator (AO) or Ground Handler (GH) estimates that an ACFT will be ready, all doors closed, boarding bridge removed, push-back vehicle available and ready to start up/push back immediately upon reception of clearance from the Tower. AO/GH are to report and update TOBT in the A-CDM system.

EOBT must always align with the TOBT. If there is a difference of more than 15 minutes between the two, the system will generate an alarm and an automatic message will be sent to the AO and GH, who must update the EOBT with a Delay (DLA) message.

3.2.3. TARGET START-UP APPROVAL TIME (TSAT)

TSAT is the time provided by Departure Manager (DMAN) considering TOBT, CTOT and the traffic situation that an ACFT can expect start-up/push-back approval. TSAT will be calculated 40 minutes prior to the TOBT and distributed to AO/GH via A-CDM system. Additionally, TSAT is distributed to the cockpit crew via VDGS screens at parking positions where VDGS is available.

Pilots must follow the TSAT updates, which will be automatically and successively updated based on the operational situation and the volume of flights in the sequence. For regulated flights, TSAT will be generated based on the CTOT. AO/GH of the regulated flights must keep the TOBT and EOBT updated.

3. DEPARTURE

3.3. DE-ICING

Entrance to De-icing 1 apron de-icing stands is from North side (as ACFT facing South). Entrance to De-icing 2, 3 and 4 aprons de-icing stands is from South side (as ACFT facing North). Entrance to De-icing 5 apron de-icing stands is from West side (as ACFT facing East). Entrance to any de-icing stand from opposite site is allowed only by ATC instructions and provided that a Follow-me vehicle is available.

3.4. START-UP AND PUSH-BACK PROCEDURES

Pilots shall ensure that the ACFT will be ready at TOBT for start-up and push-back and shall request an update to the TOBT from the responsible AO/GH if the TOBT cannot be met at any moment.

Pilots shall contact related Ground frequency for start-up and push-back within the TSAT tolerance window (±5 minutes).

If no start-up and push-back requested at TSAT +5 minutes, TSAT will be expired, and a new TOBT will be required for the flight to be included in the departure sequence and receive a new TSAT.

Pilots intending to start up at parking positions shall get clearance from the ATC unit.

Engine testing shall be performed at the Motor Test Apron. Prior to engine testing, ACFT shall contact Ground Control on frequency 126.3 MHz.

Cross bleed start request will not be accepted as it will cause delays in ground traffic and noise pollution. Only ACFT with APU failure can request cross bleed start, provided the necessary precautions are taken. This request will be met by ATC at an appropriate time. Delays expected to exceed 5 minutes will be notified to the pilot by ATC.

Flight crews intending to cross bleed start shall advise ATC unit before push-back as:

"Call sign + parking position + request cross bleed start".

ACFT engine shall not be start up in hangars, closed or semi closed areas.

ACFT engine shall not be start up while powered, or towed passenger steps or passenger boarding bridges are connected to the ACFT.

In order to prevent blocking TWY with a towed ACFT waiting for hangar doors to be opened, ACFT towing from open stands to closed hangars shall not commence unless hangar doors are opened before

ACFT with transponder turned off or not active will not be allowed for push-back.

ACFT cleared for push-back and start-up must start push-back within 1 minute at least. Otherwise ATC unit will give estimated start-up time.

It is forbidden to make power-back through using engines' reverse thrust.

ACFT shall push-back from the parking areas to the nearest TWY centerlines, unless otherwise specified by ATC.

ACFT relocation between stands or from stand to hangar is not allowed during LVO.

For detailed information about push-back procedures see PUSHBACK PROCEDURES charts.

3. DEPARTURE

3.5. MINIMUM RWY OCCUPANCY TIME

To optimize the RWY utilization, flight crews shall complete all checklists prior to line-up clearance and be ready for immediate take-off. When ACFT is at the RWY holding point, pilots should commence line-up and take-off roll immediately after take-off clearance is issued by ATC.

When ACFT is already lined-up on RWY, pilots should commence take-off roll immediately after take-off clearance is issued by ATC. Pilots are expected to react take-off clearances within 10 seconds.

For departure ACFT, time-based wake turbulence separation minima are used in accordance with the ICAO WTG - Wake Turbulence Groups classification. Pilots must be ready for take-off in order not to increase RWY occupancy time and to avoid any delay.

The filling of the flight plan and the phraseology remain unchanged.

Pilots unable to comply with these requirements shall notify ATC before entering the RWY, otherwise ATC may instruct the ACFT to vacate the RWY and re-sequence in order to prevent excessive RWY occupation.

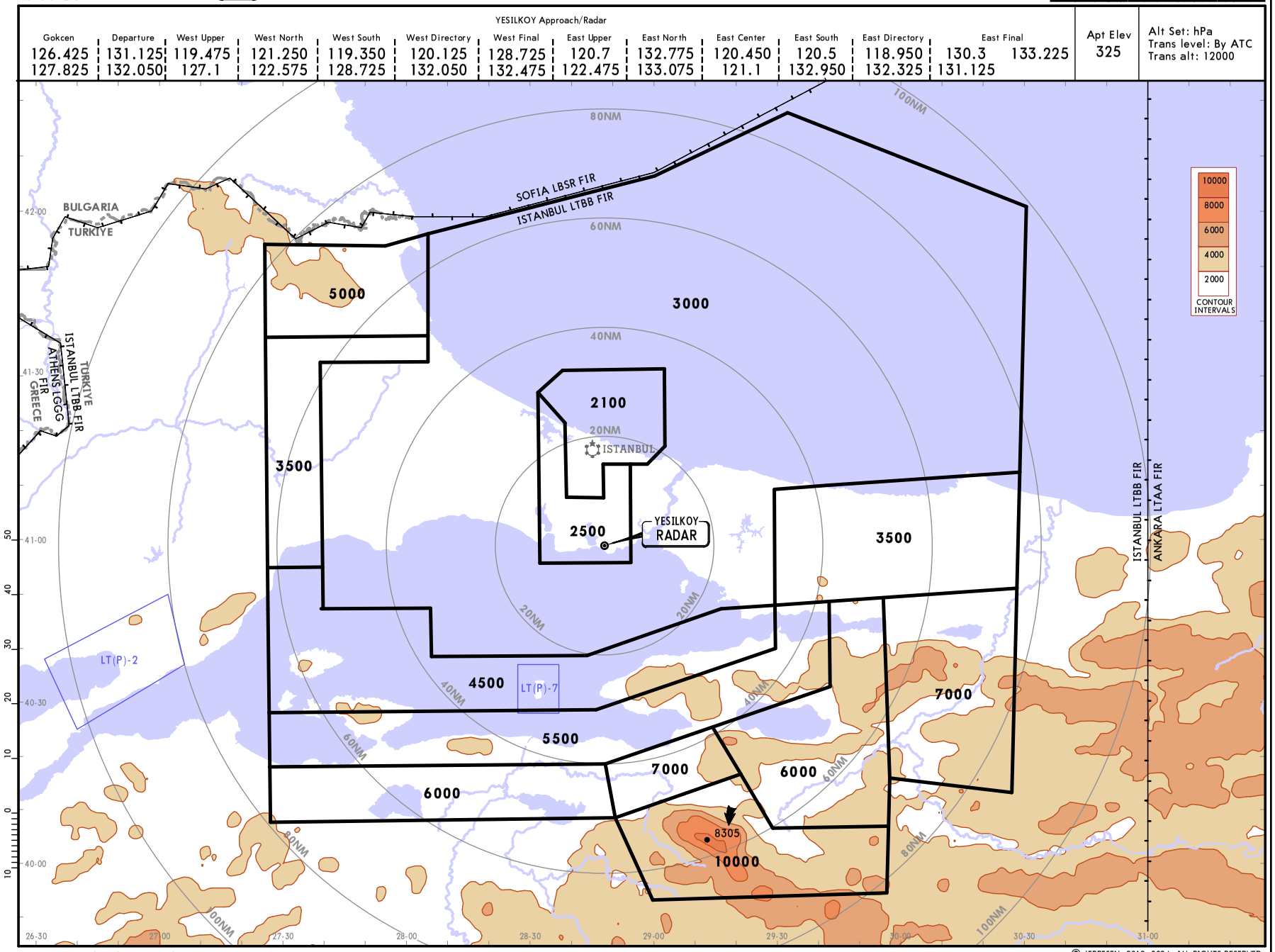
LTFM/IST
ISTANBUL

9 FEB 24 JEPPESEN 30-1R Eff 22 Feb

ISTANBUL, TURKIYE
RADAR MINIMUM ALTITUDES

YESILKOY Approach/Radar

Gokcen	Departure	West Upper	West North	West South	West Directory	West Final	East Upper	East North	East Center	East South	East Directory	East Final		Apt Elev	Alt Set: hPa Trans level: By ATC Trans alt: 12000
126.425 127.825	131.125 132.050	119.475 127.1	121.250 122.575	119.350 128.725	120.125 132.050	128.725 132.475	120.7 122.475	132.775 133.075	120.450 121.1	120.5 132.950	118.950 132.325	130.3 131.125	133.225	325	



CHANGES: Sector boundaries revised.

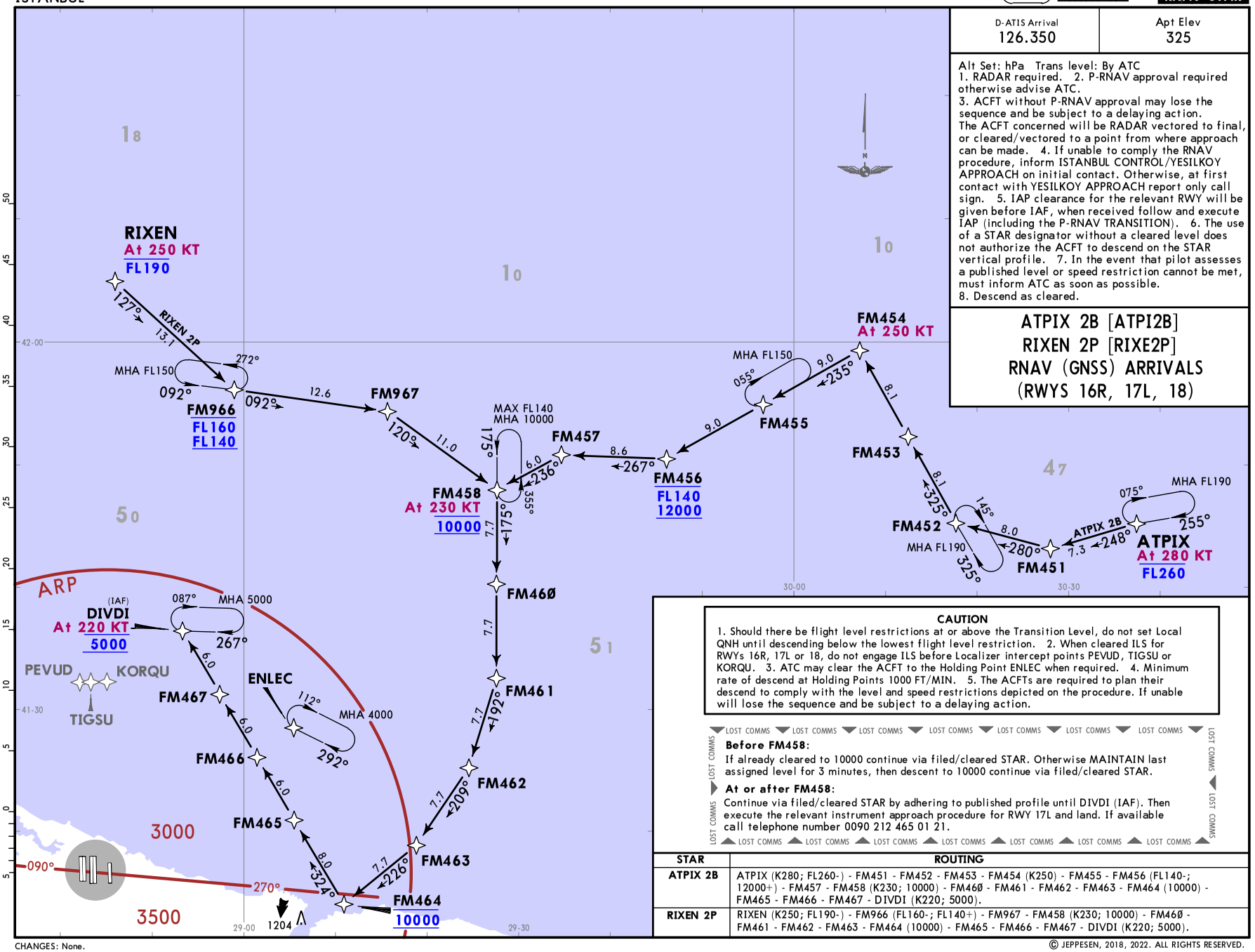
LTFM/IST
ISTANBUL

JEPPESEN ISTANBUL, TURKIYE
9 JUN 23 (30-2) Eff 15 Jun RNAV STAR

D-ATIS Arrival	Apt Elev
126.350	325

Alt Set: hPa Trans level: By ATC
1. RADAR required. 2. P-RNAV approval required otherwise advise ATC.
3. ACFT without P-RNAV approval may lose the sequence and be subject to a delaying action. The ACFT concerned will be RADAR vectored to final, or cleared/vectored to a point from where approach can be made. 4. 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. 5. IAP clearance for the relevant RWY will be given before IAF, when received follow and execute IAP (including the P-RNAV TRANSITION). 6. The use of a STAR designator without a cleared level does not authorize the ACFT to descend on the STAR vertical profile. 7. In the event that pilot assesses a published level or speed restriction cannot be met, must inform ATC as soon as possible.
8. Descend as cleared.

ATPIX 2B [ATPI2B]
RIXEN 2P [RIXE2P]
RNAV (GNSS) ARRIVALS
(RWYS 16R, 17L, 18)



CAUTION
1. Should there be flight level restrictions at or above the Transition Level, do not set Local QNH until descending below the lowest flight level restriction. 2. When cleared ILS for RWYs 16R, 17L or 18, do not engage ILS before Localizer intercept points PEVUD, TIGSU or KORQU. 3. ATC may clear the ACFT to the Holding Point ENLEC when required. 4. Minimum rate of descend at Holding Points 1000 FT/MIN. 5. The ACFTs are required to plan their descend to comply with the level and speed restrictions depicted on the procedure. If unable will lose the sequence and be subject to a delaying action.

LOST COMMS

Before FM458:
If already cleared to 10000 continue via filed/cleared STAR. Otherwise MAINTAIN last assigned level for 3 minutes, then descent to 10000 continue via filed/cleared STAR.

At or after FM458:
Continue via filed/cleared STAR by adhering to published profile until DIVDI (IAF). Then execute the relevant instrument approach procedure for RWY 17L and land. If available call telephone number 0090 212 465 01 21.

STAR	ROUTING
ATPIX 2B	ATPIX (K280; FL260-) - FM451 - FM452 - FM453 - FM454 (K250) - FM455 - FM456 (FL140-; 12000+) - FM457 - FM458 (K230; 10000) - FM46Ø - FM461 - FM462 - FM463 - FM464 (10000) - FM465 - FM466 - FM467 - DIVDI (K220; 5000).
RIXEN 2P	RIXEN (K250; FL190-) - FM966 (FL160-; FL140+) - FM967 - FM458 (K230; 10000) - FM46Ø - FM461 - FM462 - FM463 - FM464 (10000) - FM465 - FM466 - FM467 - DIVDI (K220; 5000).

CHANGES: None.

LTFM/IST
ISTANBUL

JEPPESEN
9 JUN 23 (30-2A) Eff 15 Jun

ISTANBUL, TURKIYE
RNAV STAR

D-ATIS Arrival	Apt Elev
126.350	325

Alt Set: hPa Trans level: By ATC
1. RADAR required. 2. P-RNAV approval required otherwise advise ATC.
3. ACFT without P-RNAV approval may lose the sequence and be subject to a delaying action. The ACFT concerned will be RADAR vectored to final, or cleared/vectored to a point from where approach can be made. 4. 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. 5. IAP clearance for the relevant RWY will be given before IAF, when received follow and execute IAP (including the P-RNAV TRANSITION). 6. The use of a STAR designator without a cleared level does not authorize the ACFT to descend on the STAR vertical profile. 7. In the event that pilot assesses a published level or speed restriction cannot be met, must inform ATC as soon as possible.
8. Descend as cleared.

ERSEN 2R RNAV (GNSS) ARRIVAL
[ERSE2R]
(RWYS 16R, 17L, 18)

MAX FL140
MHA 10000
FM456
FL140
12000
FM457
FM458
At 230 KT
10000
FM460
FM461
FM462
FM463
FM464
10000
FM465
FM466
FM467
FM644
At 250 KT
FM645
FM642
FM641
EPEKI
At 280 KT
FL280
FM551
ERSEN
ARP
(IAF)
DIVDI
At 220 KT
5000
MHA 5000
MHA 4000
MHA FL190
PEVUD
KORQU
TIGSU
ENLEC
3000
3500
090°
270°
KOCAELI
Cengiz Topel
LTBQ
CONTOUR INTERVALS
6000
4000
2000

CAUTION
1. Should there be flight level restrictions at or above the Transition Level, do not set Local QNH until descending below the lowest flight level restriction. 2. When cleared ILS for RWYs 16R, 17L or 18, do not engage ILS before Localizer intercept points PEVUD, TIGSU or KORQU. 3. ATC may clear the ACFT to the Holding Point ENLEC when required. 4. Minimum rate of descend at Holding Points 1000 FT/MIN. 5. The ACFTs are required to plan their descend to comply with the level and speed restrictions depicted on the procedure. If unable will lose the sequence and be subject to a delaying action.

LOST COMMS

Before FM458:
If already cleared to 10000 continue via filed/cleared STAR. Otherwise MAINTAIN last assigned level for 3 minutes, then descent to 10000 continue via filed/cleared STAR.

At or after FM458:
Continue via filed/cleared STAR by adhering to published profile until DIVDI (IAF). Then execute the relevant instrument approach procedure for RWY 17L and land. If available call telephone number 0090 212 465 01 21.

ROUTING
ERSEN - FM551 - EPEKI (K280; FL280-) - FM641 - FM642 - FM644 (K250) - FM645 - FM456 (FL140-; 12000+) - FM457 - FM458 (K230; 10000) - FM460 - FM461 - FM462 - FM463 - FM464 (10000) - FM465 - FM466 - FM467 - DIVDI (K220; 5000).

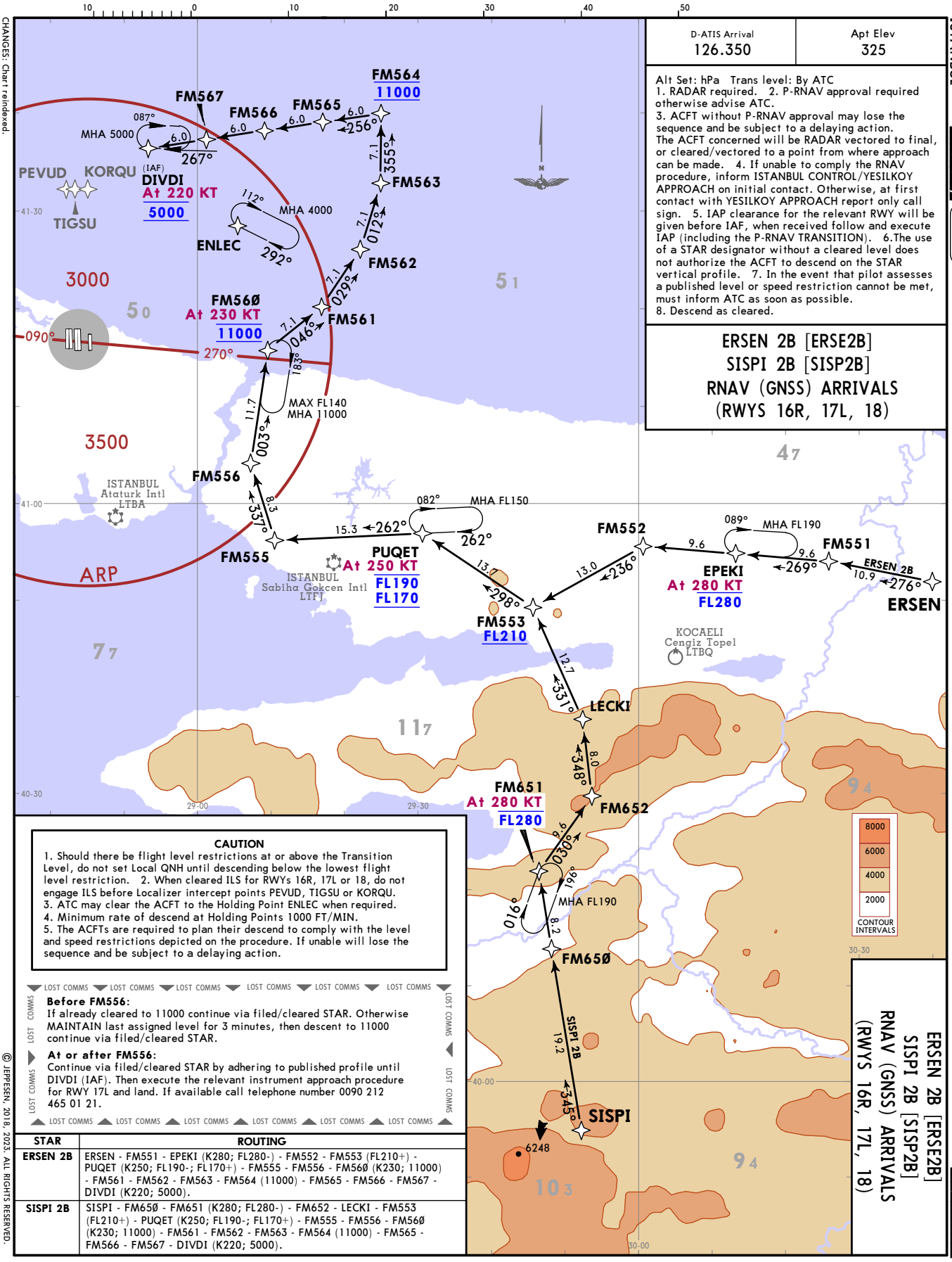
CHANGES: Speed restriction at FM644.

CHANGES: Chart reindexed.

D-ATIS Arrival	Apt Elev
126.350	325

Alt Set: hPa Trans level: By ATC
1. RADAR required. 2. P-RNAV approval required otherwise advise ATC.
3. ACFT without P-RNAV approval may lose the sequence and be subject to a delaying action. The ACFT concerned will be RADAR vectored to final, or cleared/vectored to a point from where approach can be made. 4. 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. 5. IAP clearance for the relevant RWY will be given before IAF, when received follow and execute IAP (including the P-RNAV TRANSITION). 6.The use of a STAR designator without a cleared level does not authorize the ACFT to descend on the STAR vertical profile. 7. In the event that pilot assesses a published level or speed restriction cannot be met, must inform ATC as soon as possible.
8. Descend as cleared.

ERSEN 2B [ERSE2B]
SISPI 2B [SISP2B]
RNAV (GNSS) ARRIVALS
(RWYS 16R, 17L, 18)



CAUTION
1. Should there be flight level restrictions at or above the Transition Level, do not set Local QNH until descending below the lowest flight level restriction. 2. When cleared ILS for RWYs 16R, 17L or 18, do not engage ILS before Localizer intercept points PEVUD, TIGSU or KORQU.
3. ATC may clear the ACFT to the Holding Point ENLEC when required.
4. Minimum rate of descend at Holding Points 1000 FT/MIN.
5. The ACFTs are required to plan their descend to comply with the level and speed restrictions depicted on the procedure. If unable will lose the sequence and be subject to a delaying action.

LOST COMMS

Before FM556:
If already cleared to 11000 continue via filed/cleared STAR. Otherwise MAINTAIN last assigned level for 3 minutes, then descent to 11000 continue via filed/cleared STAR.

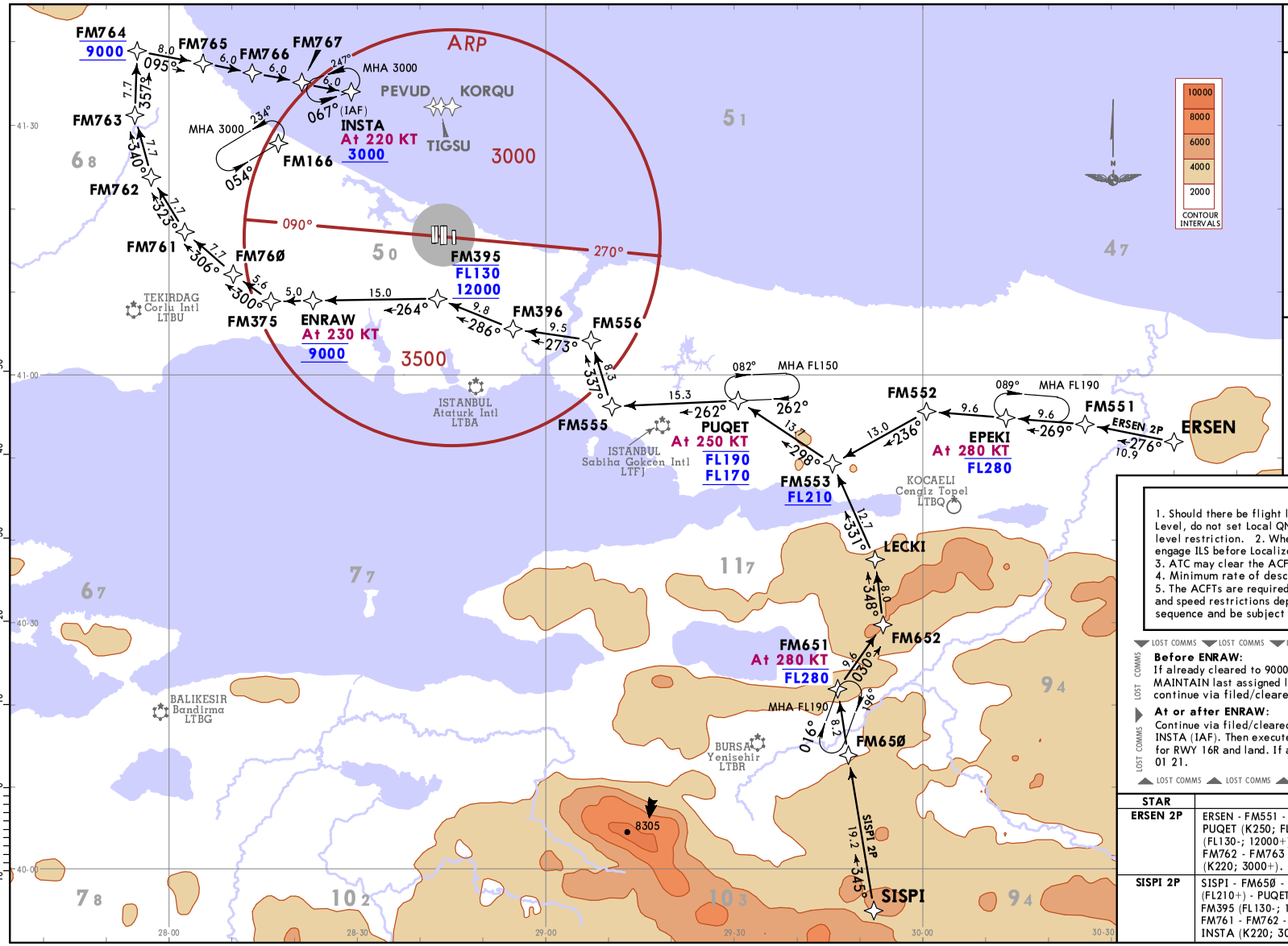
At or after FM556:
Continue via filed/cleared STAR by adhering to published profile until DIVDI (IAF). Then execute the relevant instrument approach procedure for RWY 17L and land. If available call telephone number 0090 212 465 01 21.

STAR	ROUTING
ERSEN 2B	ERSEN - FM551 - EPEKI (K280; FL280-) - FM552 - FM553 (FL210+) - PUQET (K250; FL190-; FL170+) - FM555 - FM556 - FM56Ø (K230; 11000) - FM561 - FM562 - FM563 - FM564 (11000) - FM565 - FM566 - FM567 - DIVDI (K220; 5000).
SISPI 2B	SISPI - FM65Ø - FM651 (K280; FL280-) - FM652 - LECKI - FM553 (FL210+) - PUQET (K250; FL190-; FL170+) - FM555 - FM556 - FM56Ø (K230; 11000) - FM561 - FM562 - FM563 - FM564 (11000) - FM565 - FM566 - FM567 - DIVDI (K220; 5000).

LTFM/IST
ISTANBUL

JEPPESEN
9 JUN 23 (30-2B) Eff 15 Jun

ISTANBUL, TURKIYE
RNAV STAR



D-ATIS Arrival	Apt Elev
126.350	325

Alt Set: hPa Trans level: By ATC
1. RADAR required. 2. P-RNAV approval required otherwise advise ATC.
3. ACFT without P-RNAV approval may lose the sequence and be subject to a delaying action. The ACFT concerned will be RADAR vectored to final, or cleared/vectored to a point from where approach can be made. 4. 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. 5. IAP clearance for the relevant RWY will be given before IAF, when received follow and execute IAP (including the P-RNAV TRANSITION). 6. The use of a STAR designator without a cleared level does not authorize the ACFT to descend on the STAR vertical profile. 7. In the event that pilot assesses a published level or speed restriction cannot be met, must inform ATC as soon as possible.
8. Descend as cleared.

ERSEN 2P [ERSE2P]
SISPI 2P [SISP2P]
RNAV (GNSS) ARRIVALS
(RWYS 16R, 17L, 18)

CAUTION
1. Should there be flight level restrictions at or above the Transition Level, do not set Local QNH until descending below the lowest flight level restriction. 2. When cleared ILS for RWYs 16R, 17L or 18, do not engage ILS before Localizer intercept points PEVUD, TIGSU or KORQU.
3. ATC may clear the ACFT to the Holding Point FM166 when required.
4. Minimum rate of descend at Holding Points 1000 FT/MIN.
5. The ACFTs are required to plan their descend to comply with the level and speed restrictions depicted on the procedure. If unable will lose the sequence and be subject to a delaying action.

LOST COMMS

Before ENRAW:
If already cleared to 9000 continue via filed/cleared STAR. Otherwise MAINTAIN last assigned level for 3 minutes, then descent to 9000 continue via filed/cleared STAR.

At or after ENRAW:
Continue via filed/cleared STAR by adhering to published profile until INSTA (IAF). Then execute the relevant instrument approach procedure for RWY 16R and land. If available call telephone number 0090 212 465 01 21.

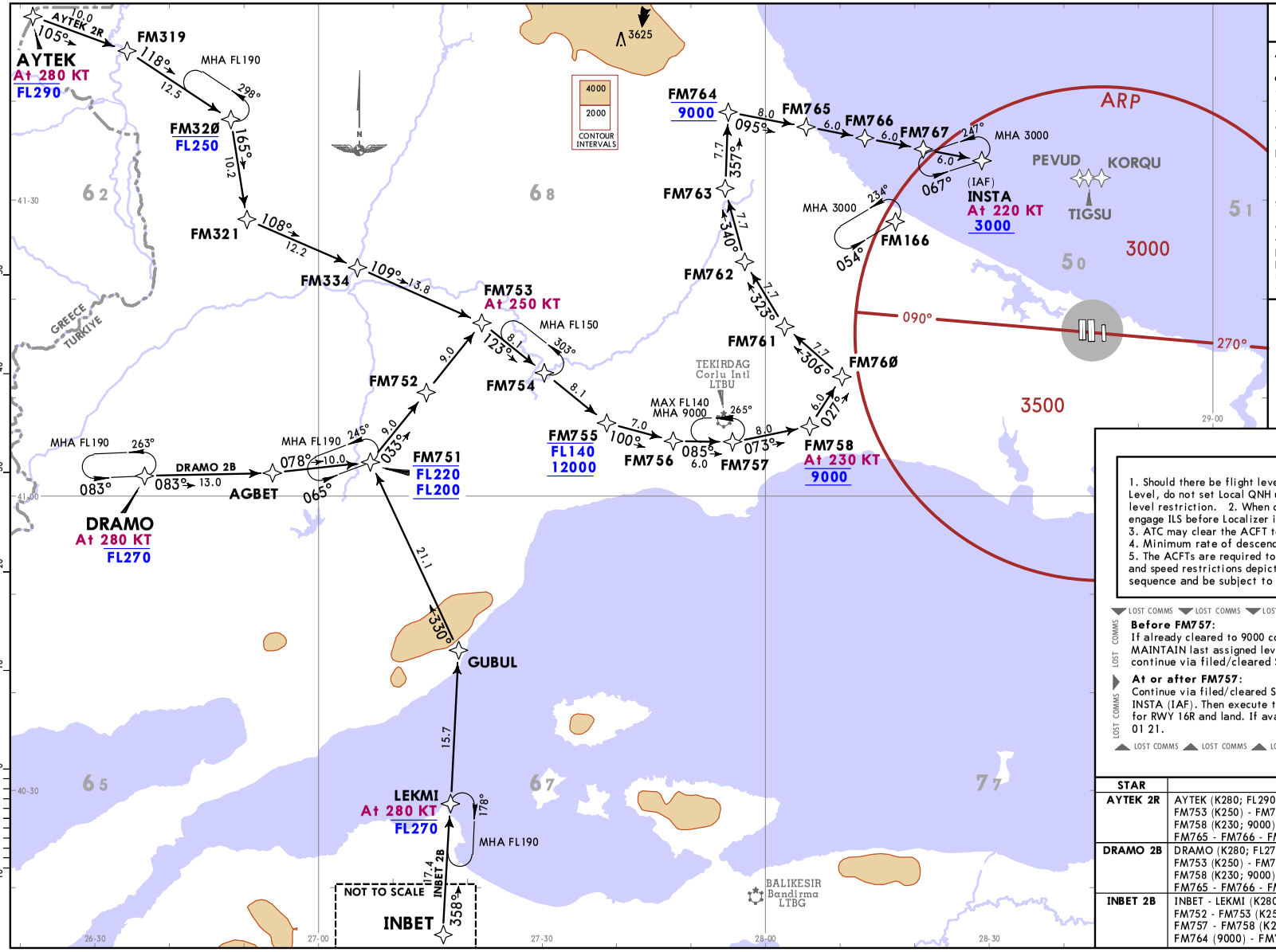
STAR	ROUTING
ERSEN 2P	ERSEN - FM551 - EPEKI (K280; FL280-) - FM552 - FM553 (FL210+) - PUQET (K250; FL190-; FL170+) - FM555 - FM556 - FM396 - FM395 (FL130-; 12000+) - ENRAW (K230; 9000) - FM375 - FM760 - FM761 - FM762 - FM763 - FM764 (9000) - FM765 - FM766 - FM767 - INSTA (K220; 3000+).
SISPI 2P	SISPI - FM650 - FM651 (K280; FL280-) - FM652 - LECKI - FM553 (FL210+) - PUQET (K250; FL190-; FL170+) - FM555 - FM556 - FM396 - FM395 (FL130-; 12000+) - ENRAW (K230; 9000) - FM375 - FM760 - FM761 - FM762 - FM763 - FM764 (9000) - FM765 - FM766 - FM767 - INSTA (K220; 3000+).

CHANGES: None.

LTFM/IST
ISTANBUL

JEPPESEN
9 JUN 23 (30-2C) Eff 15 Jun

ISTANBUL, TURKIYE
RNAV STAR



D-ATIS Arrival	Apt Elev
126.350	325

Alt Set: hPa Trans level: By ATC
1. RADAR required. 2. P-RNAV approval required otherwise advise ATC.
3. ACFT without P-RNAV approval may lose the sequence and be subject to a delaying action. The ACFT concerned will be RADAR vectored to final, or cleared/vectored to a point from where approach can be made. 4. 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. 5. IAP clearance for the relevant RWY will be given before IAF, when received follow and execute IAP (including the P-RNAV TRANSITION). 6. The use of a STAR designator without a cleared level does not authorize the ACFT to descend on the STAR vertical profile. 7. In the event that pilot assesses a published level or speed restriction cannot be met, must inform ATC as soon as possible.
8. Descend as cleared.

AYTEK 2R [AYTE2R]
DRAMO 2B [DRAM2B]
INBET 2B [INBE2B]
RNAV (GNSS) ARRIVALS
(RWYS 16R, 17L, 18)

CAUTION
1. Should there be flight level restrictions at or above the Transition Level, do not set Local QNH until descending below the lowest flight level restriction. 2. When cleared ILS for RWYs 16R,17L or 18, do not engage ILS before Localizer intercept points PEVUD, TIGSU or KORQU.
3. ATC may clear the ACFT to the Holding Point FM166 when required.
4. Minimum rate of descend at Holding Points 1000 FT/MIN.
5. The ACFTs are required to plan their descend to comply with the level and speed restrictions depicted on the procedure. If unable will lose the sequence and be subject to a delaying action.

LOST COMMS

Before FM757:
If already cleared to 9000 continue via filed/cleared STAR. Otherwise MAINTAIN last assigned level for 3 minutes, then descent to 9000 continue via filed/cleared STAR.

At or after FM757:
Continue via filed/cleared STAR by adhering to published profile until INSTA (IAF). Then execute the relevant instrument approach procedure for RWY 16R and land. If available call telephone number 0090 212 465 01 21.

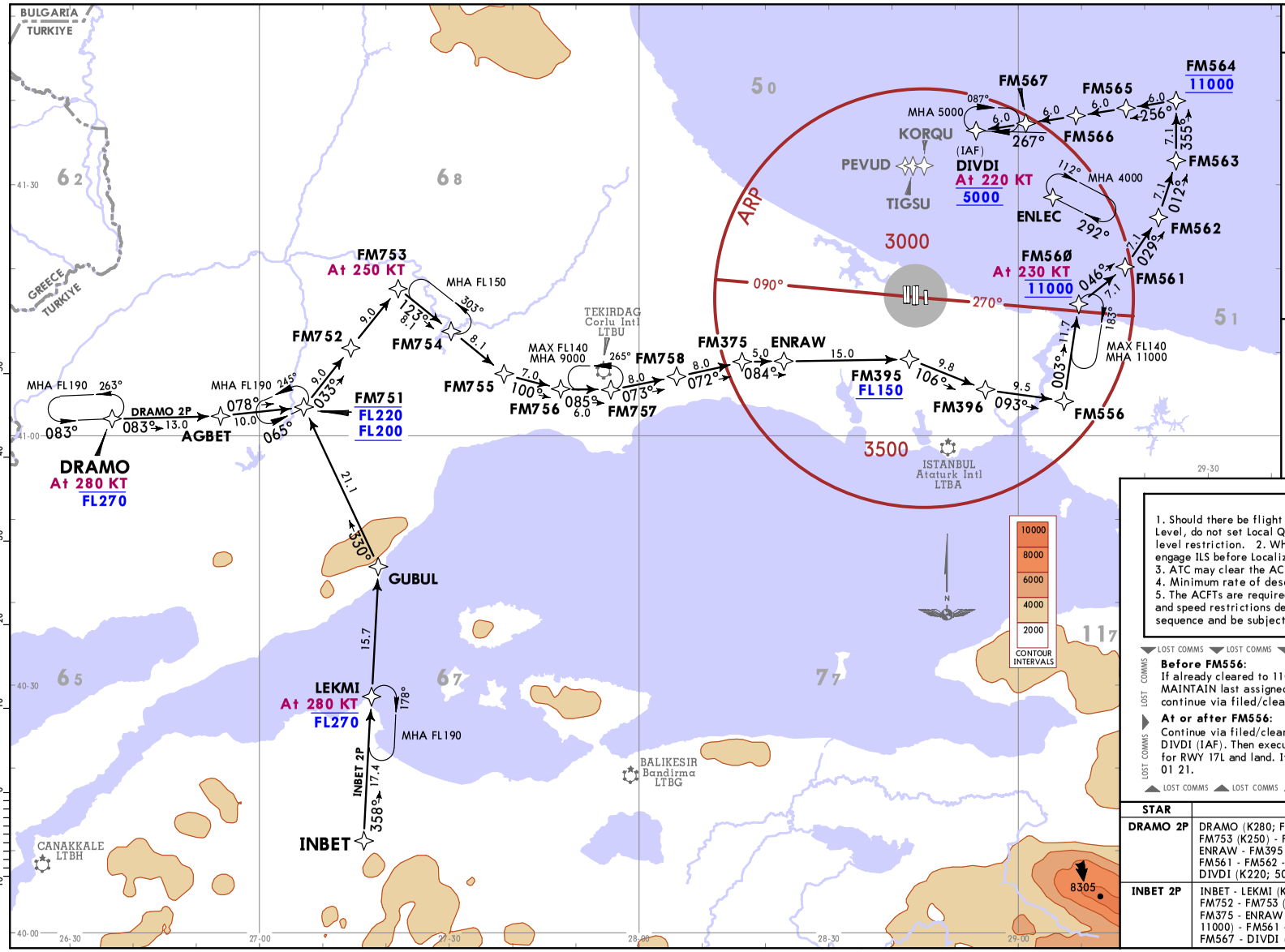
STAR	ROUTING
AYTEK 2R	AYTEK (K280; FL290-) - FM319 - FM320 (FL250-) - FM321 - FM334 - FM753 (K250) - FM754 - FM755 (FL140-; 12000+) - FM756 - FM757 - FM758 (K230; 9000) - FM760 - FM761 - FM762 - FM763 - FM764 (9000) - FM765 - FM766 - FM767 - INSTA (K220; 3000+).
DRAMO 2B	DRAMO (K280; FL270-) - AGBET - FM751 (FL220-; FL200+) - FM752 - FM753 (K250) - FM754 - FM755 (FL140-; 12000+) - FM756 - FM757 - FM758 (K230; 9000) - FM760 - FM761 - FM762 - FM763 - FM764 (9000) - FM765 - FM766 - FM767 - INSTA (K220; 3000+).
INBET 2B	INBET - LEKMI (K280; FL270-) - GUBUL - FM751 (FL220-; FL200+) - FM752 - FM753 (K250) - FM754 - FM755 (FL140-; 12000+) - FM756 - FM757 - FM758 (K230; 9000) - FM760 - FM761 - FM762 - FM763 - FM764 (9000) - FM765 - FM766 - FM767 - INSTA (K220; 3000+).

CHANGES: Speed restriction withdrawn at FM320.

LTFM/IST
ISTANBUL

JEPPESEN
30 JUN 23 (30-2D)

ISTANBUL, TURKIYE
RNAV STAR



D-ATIS Arrival	Apt Elev
126.350	325

Alt Set: hPa Trans level: By ATC
1. RADAR required. 2. P-RNAV approval required otherwise advise ATC.
3. ACFT without P-RNAV approval may lose the sequence and be subject to a delaying action. The ACFT concerned will be RADAR vectored to final, or cleared/vectored to a point from where approach can be made. 4. 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. 5. IAP clearance for the relevant RWY will be given before IAF, when received follow and execute IAP (including the P-RNAV TRANSITION). 6. The use of a STAR designator without a cleared level does not authorize the ACFT to descend on the STAR vertical profile. 7. In the event that pilot assesses a published level or speed restriction cannot be met, must inform ATC as soon as possible.
8. Descend as cleared.

DRAMO 2P [DRAM2P]
INBET 2P [INBE2P]
RNAV (GNSS) ARRIVALS
(RWYS 16R, 17L, 18)

CAUTION
1. Should there be flight level restrictions at or above the Transition Level, do not set Local QNH until descending below the lowest flight level restriction. 2. When cleared ILS for RWYs 16R,17L or 18, do not engage ILS before Localizer intercept points PEVUD, TIGSU or KORQU.
3. ATC may clear the ACFT to the Holding Point ENLEC when required.
4. Minimum rate of descend at Holding Points 1000 FT/MIN.
5. The ACFTs are required to plan their descend to comply with the level and speed restrictions depicted on the procedure. If unable will lose the sequence and be subject to a delaying action.

LOST COMMS

Before FM556:
If already cleared to 11000 continue via filed/cleared STAR. Otherwise MAINTAIN last assigned level for 3 minutes, then descent to 11000 continue via filed/cleared STAR.

At or after FM556:
Continue via filed/cleared STAR by adhering to published profile until DIVDI (IAF). Then execute the relevant instrument approach procedure for RWY 17L and land. If available call telephone number 0090 212 465 01 21.

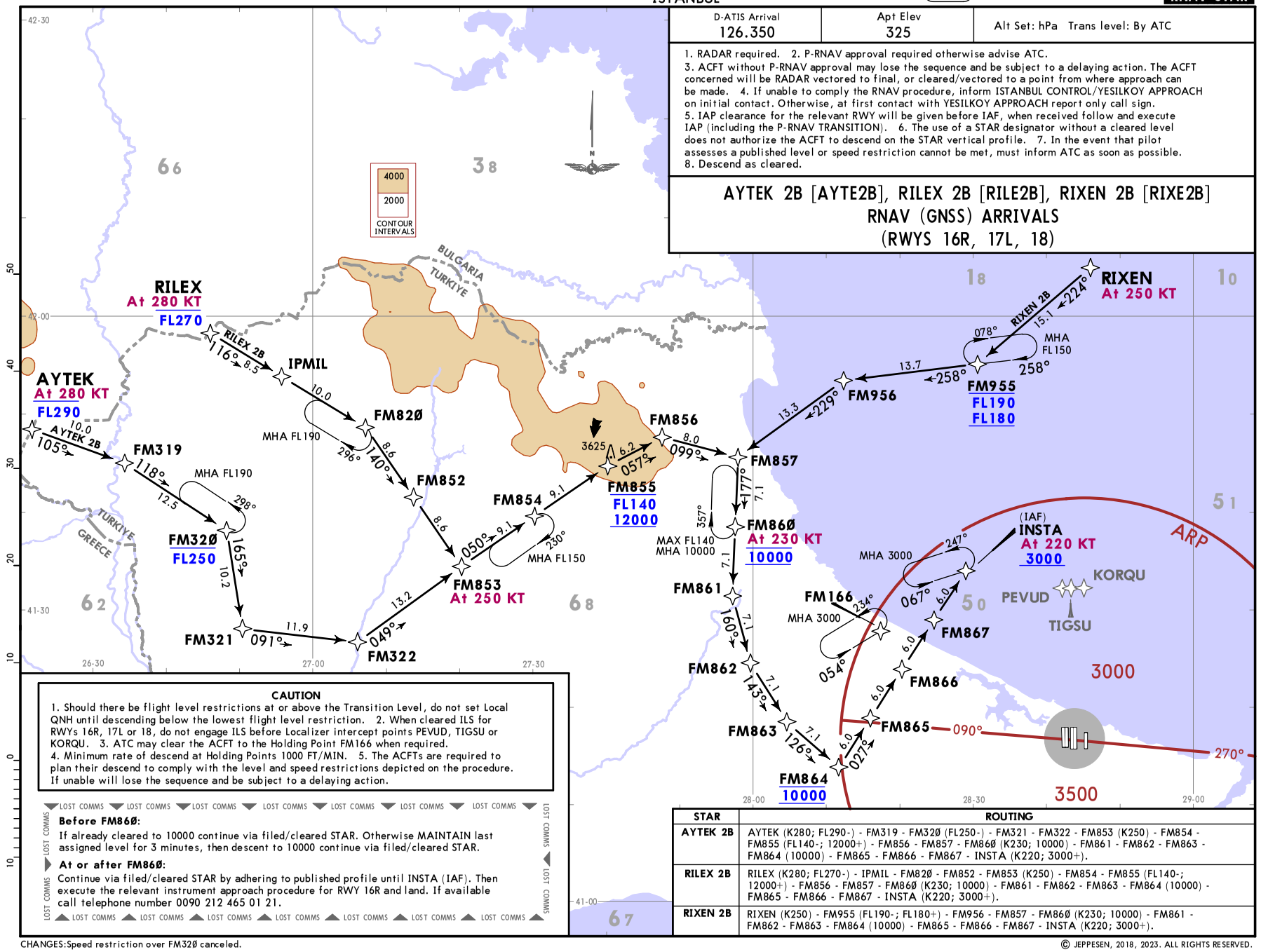
STAR	ROUTING
DRAMO 2P	DRAMO (K280; FL270-) - AGBET - FM751 (FL220-; FL200+) - FM752 - FM753 (K250) - FM754 - FM755 - FM756 - FM757 - FM758 - FM375 - ENRAW - FM395 (FL150+) - FM396 - FM556 - FM560 (K230; 11000) - FM561 - FM562 - FM563 - FM564 (11000) - FM565 - FM566 - FM567 - DIVDI (K220; 5000).
INBET 2P	INBET - LEKMI (K280; FL270-) - GUBUL - FM751 (FL220-; FL200+) - FM752 - FM753 (K250) - FM754 - FM755 - FM756 - FM757 - FM758 - FM375 - ENRAW - FM395 (FL150+) - FM396 - FM556 - FM560 (K230; 11000) - FM561 - FM562 - FM563 - FM564 (11000) - FM565 - FM566 - FM567 - DIVDI (K220; 5000).

CHANGES: None.

D-ATIS Arrival	Apt Elev	Alt Set: hPa Trans level: By ATC
126.350	325	

1. RADAR required. 2. P-RNAV approval required otherwise advise ATC. 3. ACFT without P-RNAV approval may lose the sequence and be subject to a delaying action. The ACFT concerned will be RADAR vectored to final, or cleared/vectored to a point from where approach can be made. 4. 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. 5. IAP clearance for the relevant RWY will be given before IAF, when received follow and execute IAP (including the P-RNAV TRANSITION). 6. The use of a STAR designator without a cleared level does not authorize the ACFT to descend on the STAR vertical profile. 7. In the event that pilot assesses a published level or speed restriction cannot be met, must inform ATC as soon as possible. 8. Descend as cleared.

AYTEK 2B [AYTE2B], RILEX 2B [RILE2B], RIXEN 2B [RIXE2B] RNAV (GNSS) ARRIVALS (RWYS 16R, 17L, 18)



CAUTION

1. Should there be flight level restrictions at or above the Transition Level, do not set Local QNH until descending below the lowest flight level restriction. 2. When cleared ILS for RWYs 16R, 17L or 18, do not engage ILS before Localizer intercept points PEVUD, TIGSU or KORQU. 3. ATC may clear the ACFT to the Holding Point FM166 when required. 4. Minimum rate of descend at Holding Points 1000 FT/MIN. 5. The ACFTs are required to plan their descend to comply with the level and speed restrictions depicted on the procedure. If unable will lose the sequence and be subject to a delaying action.

LOST COMMS

Before FM860:
If already cleared to 10000 continue via filed/cleared STAR. Otherwise MAINTAIN last assigned level for 3 minutes, then descent to 10000 continue via filed/cleared STAR.

At or after FM860:
Continue via filed/cleared STAR by adhering to published profile until INSTA (IAF). Then execute the relevant instrument approach procedure for RWY 16R and land. If available call telephone number 0090 212 465 01 21.

STAR	ROUTING
AYTEK 2B	AYTEK (K280; FL290-) - FM319 - FM320 (FL250-) - FM321 - FM322 - FM853 (K250) - FM854 - FM855 (FL140-; 12000+) - FM856 - FM857 - FM860 (K230; 10000) - FM861 - FM862 - FM863 - FM864 (10000) - FM865 - FM866 - FM867 - INSTA (K220; 3000+).
RILEX 2B	RILEX (K280; FL270-) - IPMIL - FM820 - FM852 - FM853 (K250) - FM854 - FM855 (FL140-; 12000+) - FM856 - FM857 - FM860 (K230; 10000) - FM861 - FM862 - FM863 - FM864 (10000) - FM865 - FM866 - FM867 - INSTA (K220; 3000+).
RIXEN 2B	RIXEN (K250) - FM955 (FL190-; FL180+) - FM956 - FM857 - FM860 (K230; 10000) - FM861 - FM862 - FM863 - FM864 (10000) - FM865 - FM866 - FM867 - INSTA (K220; 3000+).

CHANGES:Speed restriction over FM320 canceled.

JEPPESEN ISTANBUL, TURKIYE
12 MAY 23 (30-2F) Eff 18 May RNAV STAR

CAUTION
1. Should there be flight level restrictions at or above the Transition Level, do not set Local QNH until descending below the lowest flight level restriction. 2. When cleared ILS for RWYs 34L, 35R or 36, do not engage ILS before Localizer intercept points OGIBI, GAPDI or GUNCE. 3. ATC may clear the ACFT to the Holding Point BOZDE when required. 4. Minimum rate of descend at Holding Points 1000 FT/MIN. 5. The ACFTs are required to plan their descend to comply with the level and speed restrictions depicted on the procedure. If unable will lose the sequence and be subject to a delaying action.

D-ATIS Arrival	Apt Elev	Alt Set: hPa
126.350	325	Trans level: By ATC

1. RADAR required. 2. P-RNAV approval required otherwise advise ATC. 3. ACFT without P-RNAV approval may lose the sequence and be subject to a delaying action. The ACFT concerned will be RADAR vectored to final, or cleared/vectored to a point from where approach can be made. 4. 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. 5. IAP clearance for the relevant RWY will be given before IAF, when received follow and execute IAP (including the P-RNAV TRANSITION). 6. The use of a STAR designator without a cleared level does not authorize the ACFT to descend on the STAR vertical profile. 7. In the event that pilot assesses a published level or speed restriction cannot be met, must inform ATC as soon as possible. 8. Descend as cleared.

HOLDING OVER FM426
MAX FL140
MHA 10000
153°
333°

ATPIX 2A [ATPI2A]
ERSEN 2Q [ERSE2Q]
RIXEN 2N [RIXE2N]
RNAV (GNSS) ARRIVALS
(RWYS 34L, 35R, 36)

RIXEN
At 280 KT
FL230
173°
12.7
RIXEN 2N
GINLI
MHA FL150
6.5
ATVAS
At 250 KT
353°
131°
10.6
ARP
FM92Ø
FL170
FL150
14.8
FM921
8.2
FM425
6.0
211°
FM426
At 230 KT
10000
7.9
175°
090°
270°
FM43Ø
6.0
127°
FM431
6.0
142°
FM432
6.0
157°
FM433
6.0
172°
FM435
9.0
269°
FM434
10000
FM436
7.0
264°
SADIK
(IAF)
At 220 KT
7000
5000
MAX 7000
MHA 5000
084°
BOZDE
229°
049°
MHA 4000
OGIBI
GUNCE
ISTANBUL
Ataturk Intl
LTBA
GAPDI
ISTANBUL
Sabiha Gokcen Intl
LTFJ
2110
4000
2000
CONTOUR INTERVALS
FM422
At 250 KT
8.1
109°
MHA FL190
MHA FL150
9.0
198°
018°
FM421
8.1
289°
FM423
FM424
FL140
12000
9.0
11.0
244°
FM42Ø
FL230
FL210
ATPIX 2A
24.3
253°
075°
MHA FL190
255°
ATPIX
At 280 KT
FL280
21.8
299°
PAZAR
At 250 KT
9.6
GEFME
9.6
PATHO
10.0
TUSCA
At 280 KT
FL280
10.7
ERSEN 2Q
305°
ERSEN

LOST COMMS LOST COMMS LOST COMMS LOST COMMS

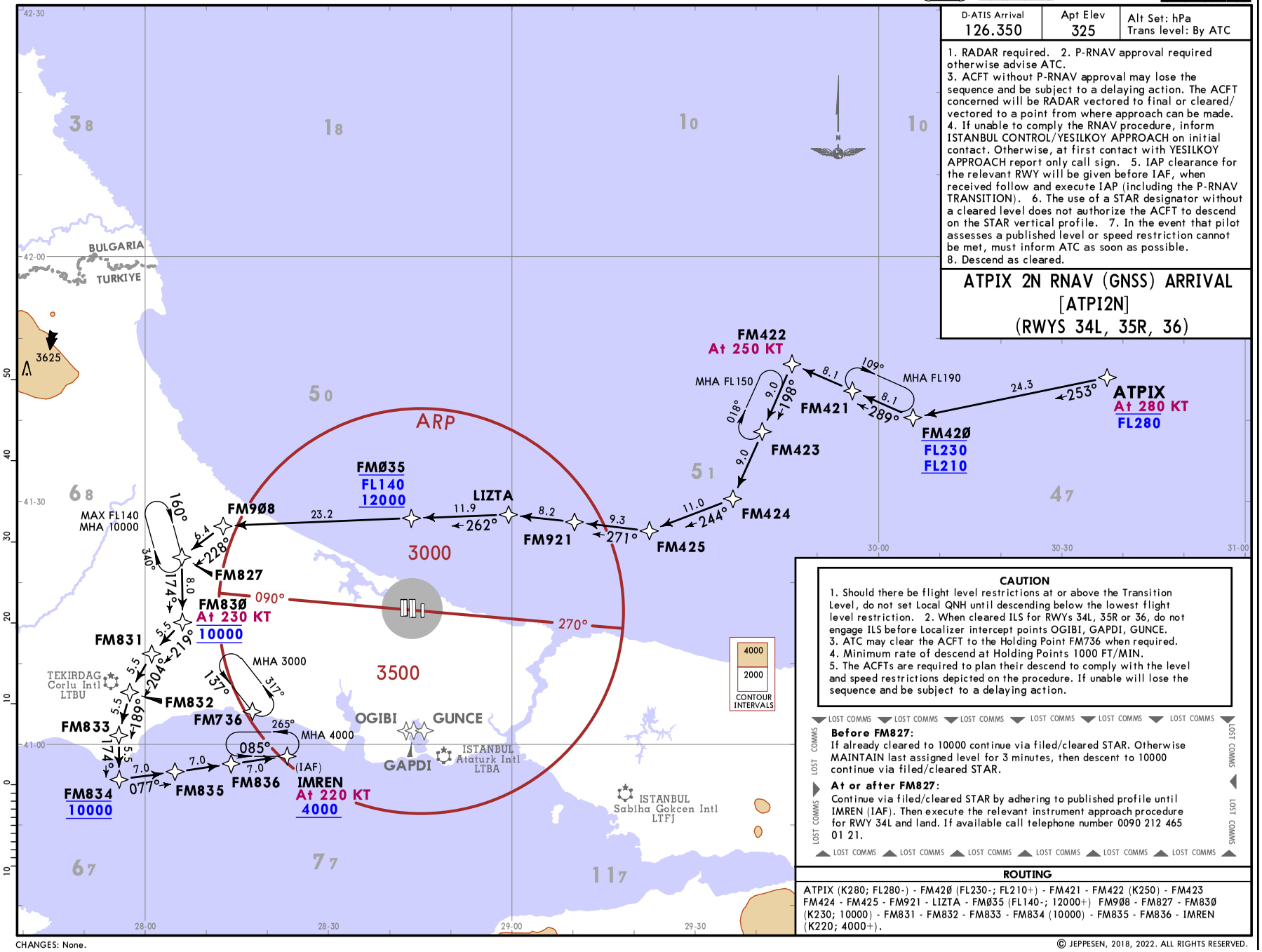
Before FM426:
If already cleared to 10000 continue via filed/cleared STAR. Otherwise MAINTAIN last assigned level for 3 minutes, then descent to 10000 continue via filed/cleared STAR.

At or after FM426:
Continue via filed/cleared STAR by adhering to published profile until SADIK (IAF). Then execute the relevant instrument approach procedure for RWY 35R and land. If available call telephone number 0090 212 465 01 21.

LOST COMMS LOST COMMS LOST COMMS LOST COMMS

STAR	ROUTING
ATPIX 2A	ATPIX (K280; FL280-) - FM42Ø (FL230-; FL210+) - FM421 - FM422 (K250) - FM423 - FM424 (FL140-; 12000+) - FM425 - FM426 (K230; 10000) - FM43Ø - FM431 - FM432 - FM433 - FM434 (10000) - FM435 - FM436 - SADIK (K220; 7000-; 5000+).
ERSEN 2Q	ERSEN - TUSCA (K280; FL280-) - PATHO - GEFME - PAZAR (K250) - FM424 (FL140-; 12000+) - FM425 - FM426 (K230; 10000) - FM43Ø - FM431 - FM432 - FM433 - FM434 (10000) - FM435 - FM436 - SADIK (K220; 7000-; 5000+).
RIXEN 2N	RIXEN (K280; FL230-) - GINLI - ATVAS (K250) - FM92Ø (FL170-; FL150+) - FM921 - FM426 (K230; 10000) - FM43Ø - FM431 - FM432 - FM433 - FM434 (10000) - FM435 - SADIK (K220; 7000-; 5000+).

CHANGES: Procedure ERSEN 2N renamed to ERSEN 2Q, speed restrictions added at ATVAS, PAZAR & revised at RIXEN.



D-ATIS Arrival	Apt Elev	Alt Set: hPa
126.350	325	Trans level: By ATC

1. RADAR required. 2. P-RNAV approval required otherwise advise ATC.
3. ACFT without P-RNAV approval may lose the sequence and be subject to a delaying action. The ACFT concerned will be RADAR vectored to final or cleared/vectored to a point from where approach can be made.
4. 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. 5. IAP clearance for the relevant RWY will be given before IAF, when received follow and execute IAP (including the P-RNAV TRANSITION). 6. The use of a STAR designator without a cleared level does not authorize the ACFT to descend on the STAR vertical profile. 7. In the event that pilot assesses a published level or speed restriction cannot be met, must inform ATC as soon as possible.
8. Descend as cleared.

ATPIX 2N RNAV (GNSS) ARRIVAL [ATPI2N] (RWYS 34L, 35R, 36)

CAUTION

1. Should there be flight level restrictions at or above the Transition Level, do not set Local QNH until descending below the lowest flight level restriction. 2. When cleared ILS for RWYs 34L, 35R or 36, do not engage ILS before Localizer intercept points OGIBI, GAPDI, GUNCE.
3. ATC may clear the ACFT to the Holding Point FM736 when required.
4. Minimum rate of descend at Holding Points 1000 FT/MIN.
5. The ACFTs are required to plan their descend to comply with the level and speed restrictions depicted on the procedure. If unable will lose the sequence and be subject to a delaying action.

LOST COMMS

Before FM827:
If already cleared to 10000 continue via filed/cleared STAR. Otherwise MAINTAIN last assigned level for 3 minutes, then descent to 10000 continue via filed/cleared STAR.

At or after FM827:
Continue via filed/cleared STAR by adhering to published profile until IMREN (IAF). Then execute the relevant instrument approach procedure for RWY 34L and land. If available call telephone number 0090 212 465 01 21.

ROUTING

ATPIX (K280; FL280-) - FM420 (FL230-; FL210+) - FM421 - FM422 (K250) - FM423 FM424 - FM425 - FM921 - LIZTA - FM035 (FL140-; 12000+) FM908 - FM827 - FM830 (K230; 10000) - FM831 - FM832 - FM833 - FM834 (10000) - FM835 - FM836 - IMREN (K220; 4000+).

CHANGES: None.

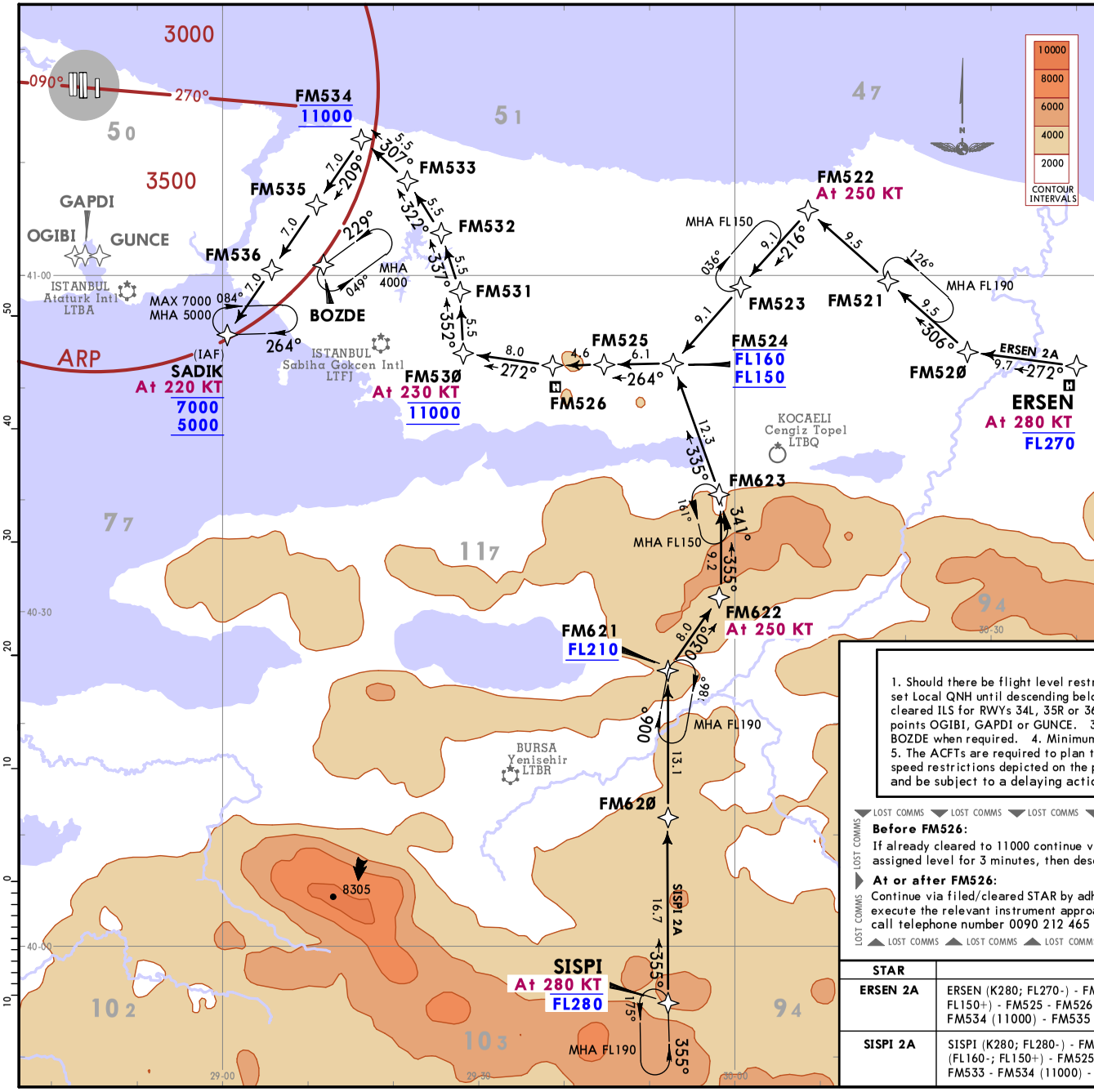
LTFM/IST
ISTANBUL

JEPPESEN ISTANBUL, TURKIYE
9 JUN 23 (30-2H) Eff 15 Jun RNAV STAR

D-ATIS Arrival	Apt Elev	Alt Set: hPa
126.350	325	Trans level: By ATC

1. RADAR required. 2. P-RNAV approval required otherwise advise ATC.
3. ACFT without P-RNAV approval may lose the sequence and be subject to a delaying action. The ACFT concerned will be RADAR vectored to final, or cleared/vectored to a point from where approach can be made. 4. 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. 5. IAP clearance for the relevant RWY will be given before IAF, when received follow and execute IAP (including the P-RNAV TRANSITION). 6. The use of a STAR designator without a cleared level does not authorize the ACFT to descend on the STAR vertical profile. 7. In the event that pilot assesses a published level or speed restriction cannot be met, must inform ATC as soon as possible.
8. Descend as cleared.

ERSEN 2A [ERSE2A]
SISPI 2A [SISP2A]
RNAV (GNSS) ARRIVALS
(RWYS 34L, 35R, 36)



HOLDINGS OVER

FM526	ERSEN
084° / 264°	092° / 272°
MAX FL140	MHA FL190
MHA 11000	

CAUTION

1. Should there be flight level restrictions at or above the Transition Level, do not set Local QNH until descending below the lowest flight level restriction. 2. When cleared ILS for RWYs 34L, 35R or 36, do not engage ILS before Localizer intercept points OGIBI, GAPDI or GUNCE. 3. ATC may clear the ACFT to the Holding Point BOZDE when required. 4. Minimum rate of descend at Holding Points 1000 FT/MIN. 5. The ACFTs are required to plan their descend to comply with the level and speed restrictions depicted on the procedure. If unable will lose the sequence and be subject to a delaying action.

LOST COMMS

Before FM526:
If already cleared to 11000 continue via filed/cleared STAR. Otherwise MAINTAIN last assigned level for 3 minutes, then descent to 11000 continue via filed/cleared STAR.

At or after FM526:
Continue via filed/cleared STAR by adhering to published profile until SADIK (IAF). Then execute the relevant instrument approach procedure for RWY 35R and land. If available call telephone number 0090 212 465 01 21.

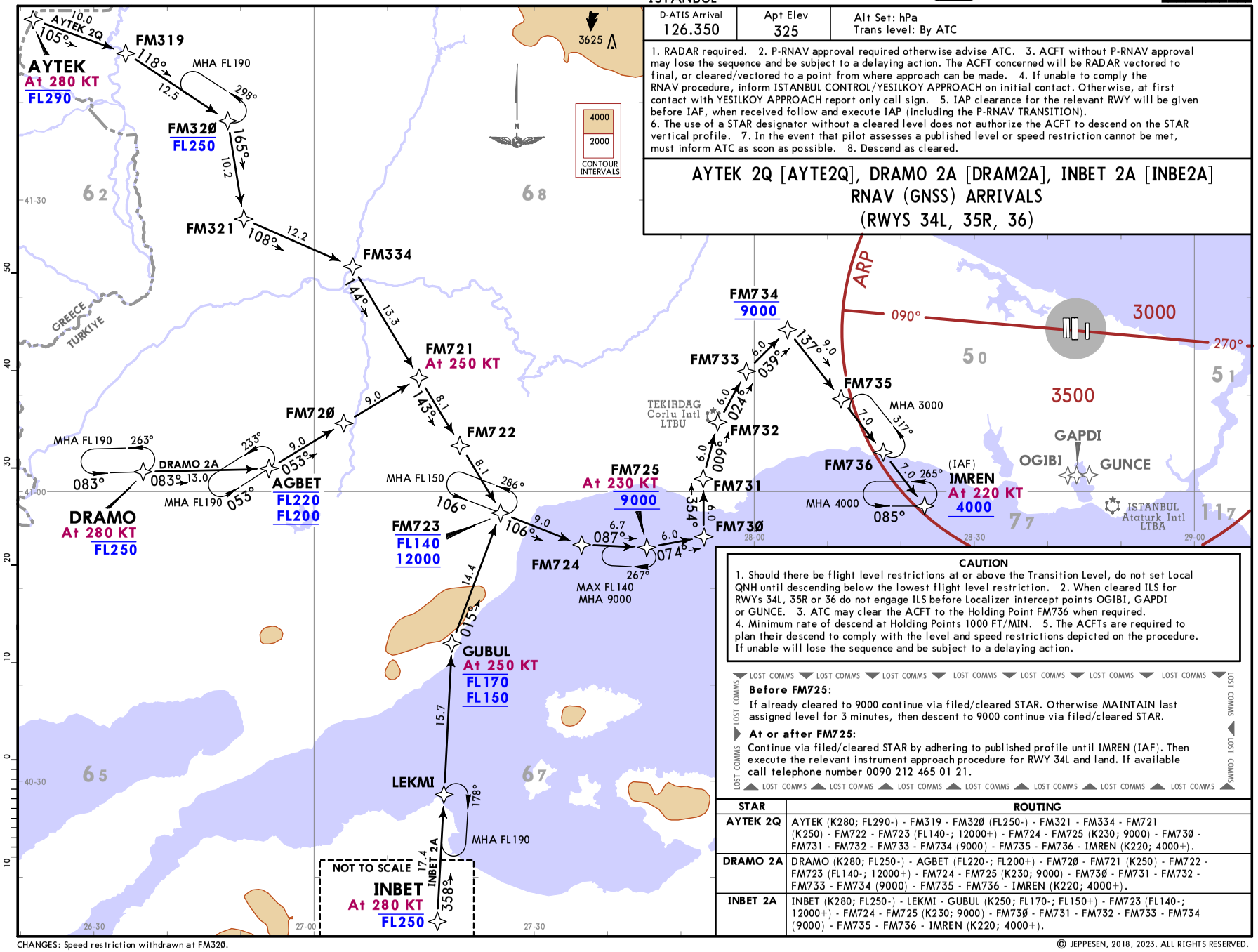
STAR	ROUTING
ERSEN 2A	ERSEN (K280; FL270-) - FM520 - FM521- FM522 (K250) - FM523 - FM524 (FL160-; FL150+) - FM525 - FM526 - FM530 (K230; 11000) - FM531 - FM532 - FM533 - FM534 (11000) - FM535 - FM536 - SADIK (K220; 7000-; 5000+).
SISPI 2A	SISPI (K280; FL280-) - FM620 - FM621 (FL210+) - FM622 (K250) - FM623 - FM524 (FL160-; FL150+) - FM525 - FM526 - FM530 (K230; 11000) - FM531 - FM532 - FM533 - FM534 (11000) - FM535 - FM536 - SADIK (K220; 7000-; 5000+).

CHANGES: None.

D-ATIS Arrival	Apt Elev	Alt Set: hPa Trans level: By ATC
126.350	325	

1. RADAR required. 2. P-RNAV approval required otherwise advise ATC. 3. ACFT without P-RNAV approval may lose the sequence and be subject to a delaying action. The ACFT concerned will be RADAR vectored to final, or cleared/vectored to a point from where approach can be made. 4. 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. 5. IAP clearance for the relevant RWY will be given before IAF, when received follow and execute IAP (including the P-RNAV TRANSITION). 6. The use of a STAR designator without a cleared level does not authorize the ACFT to descend on the STAR vertical profile. 7. In the event that pilot assesses a published level or speed restriction cannot be met, must inform ATC as soon as possible. 8. Descend as cleared.

AYTEK 2Q [AYTE2Q], DRAMO 2A [DRAM2A], INBET 2A [INBE2A] RNAV (GNSS) ARRIVALS (RWYS 34L, 35R, 36)



CAUTION

1. Should there be flight level restrictions at or above the Transition Level, do not set Local QNH until descending below the lowest flight level restriction. 2. When cleared ILS for RWYs 34L, 35R or 36 do not engage ILS before Localizer intercept points OGIBI, GAPDI or GUNCE. 3. ATC may clear the ACFT to the Holding Point FM736 when required. 4. Minimum rate of descend at Holding Points 1000 FT/MIN. 5. The ACFTs are required to plan their descend to comply with the level and speed restrictions depicted on the procedure. If unable will lose the sequence and be subject to a delaying action.

LOST COMMS

Before FM725:
If already cleared to 9000 continue via filed/cleared STAR. Otherwise MAINTAIN last assigned level for 3 minutes, then descent to 9000 continue via filed/cleared STAR.

At or after FM725:
Continue via filed/cleared STAR by adhering to published profile until IMREN (IAF). Then execute the relevant instrument approach procedure for RWY 34L and land. If available call telephone number 0090 212 465 01 21.

STAR	ROUTING
AYTEK 2Q	AYTEK (K280; FL290-) - FM319 - FM320 (FL250-) - FM321 - FM334 - FM721 (K250) - FM722 - FM723 (FL140-; 12000+) - FM724 - FM725 (K230; 9000) - FM730 - FM731 - FM732 - FM733 - FM734 (9000) - FM735 - FM736 - IMREN (K220; 4000+).
DRAMO 2A	DRAMO (K280; FL250-) - AGBET (FL220-; FL200+) - FM720 - FM721 (K250) - FM722 - FM723 (FL140-; 12000+) - FM724 - FM725 (K230; 9000) - FM730 - FM731 - FM732 - FM733 - FM734 (9000) - FM735 - FM736 - IMREN (K220; 4000+).
INBET 2A	INBET (K280; FL250-) - LEKMI - GUBUL (K250; FL170-; FL150+) - FM723 (FL140-; 12000+) - FM724 - FM725 (K230; 9000) - FM730 - FM731 - FM732 - FM733 - FM734 (9000) - FM735 - FM736 - IMREN (K220; 4000+).

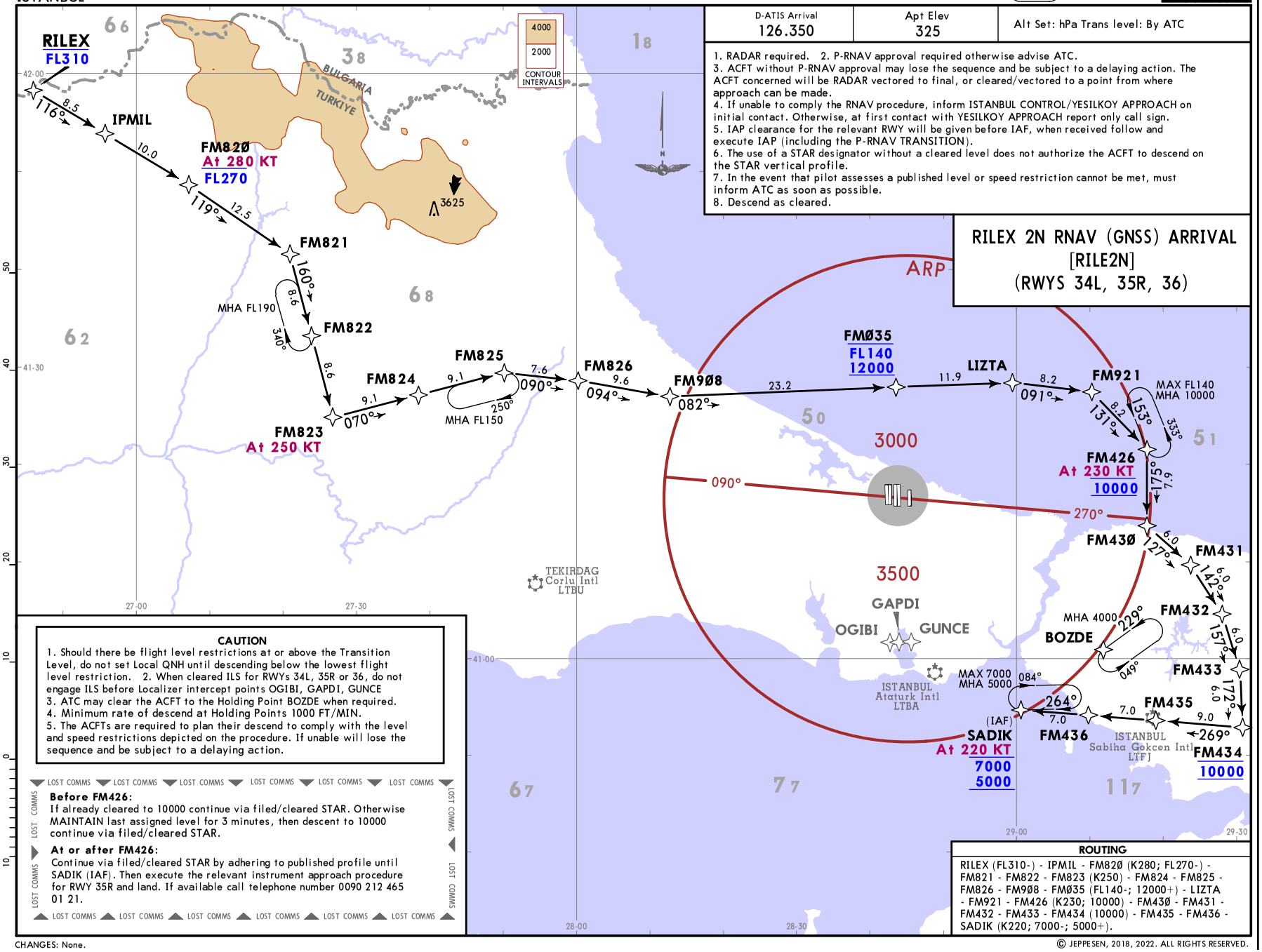
CHANGES: Speed restriction withdrawn at FM320.

JEPPESEN ISTANBUL, TURKIYE
30 JUN 23 (30-2K)
RNAV STAR

D-ATIS Arrival	Apt Elev	Alt Set: hPa Trans level: By ATC
126.350	325	

1. RADAR required. 2. P-RNAV approval required otherwise advise ATC.
3. ACFT without P-RNAV approval may lose the sequence and be subject to a delaying action. The ACFT concerned will be RADAR vectored to final, or cleared/vectored to a point from where approach can be made.
4. 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.
5. IAP clearance for the relevant RWY will be given before IAF, when received follow and execute IAP (including the P-RNAV TRANSITION).
6. The use of a STAR designator without a cleared level does not authorize the ACFT to descend on the STAR vertical profile.
7. In the event that pilot assesses a published level or speed restriction cannot be met, must inform ATC as soon as possible.
8. Descend as cleared.

RILEX 2N RNAV (GNSS) ARRIVAL [RILE2N] (RWYS 34L, 35R, 36)



CAUTION
1. Should there be flight level restrictions at or above the Transition Level, do not set Local QNH until descending below the lowest flight level restriction. 2. When cleared ILS for RWYs 34L, 35R or 36, do not engage ILS before Localizer intercept points OGIBI, GAPDI, GUNCE
3. ATC may clear the ACFT to the Holding Point BOZDE when required.
4. Minimum rate of descend at Holding Points 1000 FT/MIN.
5. The ACFTs are required to plan their descend to comply with the level and speed restrictions depicted on the procedure. If unable will lose the sequence and be subject to a delaying action.

LOST COMMS

Before FM426:
If already cleared to 10000 continue via filed/cleared STAR. Otherwise MAINTAIN last assigned level for 3 minutes, then descent to 10000 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 for RWY 35R and land. If available call telephone number 0090 212 465 01 21.

ROUTING
RILEX (FL310-) - IPMIL - FM82Ø (K280; FL270-) - FM821 - FM822 - FM823 (K250) - FM824 - FM825 - FM826 - FM9Ø8 - FMØ35 (FL140-; 12000+) - LIZTA - FM921 - FM426 (K230; 10000) - FM43Ø - FM431 - FM432 - FM433 - FM435 - FM436 - SADIK (K220; 7000-; 5000+).

CHANGES: None.

LTFM/IST
ISTANBUL

JEPPESEN
30 JUN 23 (30-2L)

ISTANBUL, TURKIYE
RNAV STAR

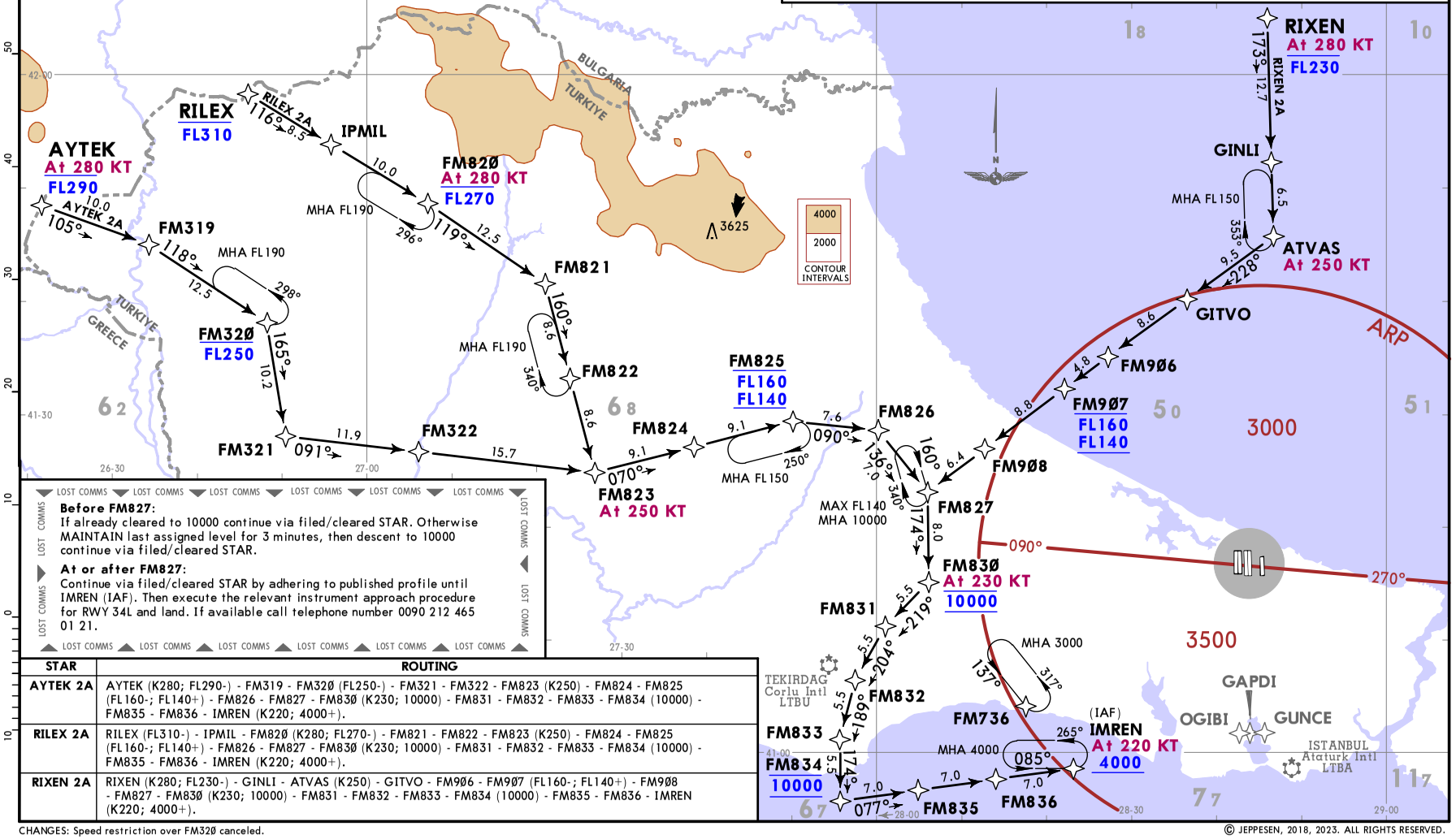
CAUTION

1. Should there be flight level restrictions at or above the Transition Level, do not set Local QNH until descending below the lowest flight level restriction. 2. When cleared ILS for RWYs 34L, 35R or 36 do not engage ILS before Localizer intercept points OGIBI, GAPDI or GUNCE. 3. ATC may clear the ACFT to the Holding Point FM736 when required. 4. Minimum rate of descend at Holding Points 1000 FT/MIN. 5. The ACFTs are required to plan their descend to comply with the level and speed restrictions depicted on the procedure. If unable will lose the sequence and be subject to a delaying action.

D-ATIS Arrival	Apt Elev	Alt Set: hPa	Trans level: By ATC
126.350	325		

1. RADAR required. 2. P-RNAV approval required otherwise advise ATC. 3. ACFT without P-RNAV approval may lose the sequence and be subject to a delaying action. The ACFT concerned will be RADAR vectored to final, or cleared/vectored to a point from where approach can be made. 4. 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. 5. IAP clearance for the relevant RWY will be given before IAF, when received follow and execute IAP (including the P-RNAV TRANSTION). 6. The use of a STAR designator without a cleared level does not authorize the ACFT to descend on the STAR vertical profile. 7. In the event that pilot assesses a published level or speed restriction cannot be met, must inform ATC as soon as possible. 8. Descend as cleared.

AYTEK 2A [AYTE2A], RILEX 2A [RILE2A], RIXEN 2A [RIXE2A] RNAV (GNSS) ARRIVALS (RWYS 34L, 35R, 36)



LOST COMMS

Before FM827:
If already cleared to 10000 continue via filed/cleared STAR. Otherwise MAINTAIN last assigned level for 3 minutes, then descent to 10000 continue via filed/cleared STAR.

At or after FM827:
Continue via filed/cleared STAR by adhering to published profile until IMREN (IAF). Then execute the relevant instrument approach procedure for RWY 34L and land. If available call telephone number 0090 212 465 01 21.

STAR	ROUTING
AYTEK 2A	AYTEK (K280; FL290-) - FM319 - FM320 (FL250-) - FM321 - FM322 - FM823 (K250) - FM824 - FM825 (FL160-; FL140+) - FM826 - FM827 - FM830 (K230; 10000) - FM831 - FM832 - FM833 - FM834 (10000) - FM835 - FM836 - IMREN (K220; 4000+).
RILEX 2A	RILEX (FL310-) - IPMIL - FM820 (K280; FL270-) - FM821 - FM822 - FM823 (K250) - FM824 - FM825 (FL160-; FL140+) - FM826 - FM827 - FM830 (K230; 10000) - FM831 - FM832 - FM833 - FM834 (10000) - FM835 - FM836 - IMREN (K220; 4000+).
RIXEN 2A	RIXEN (K280; FL230-) - GINLI - ATVAS (K250) - GITVO - FM906 - FM907 (FL160-; FL140+) - FM908 - FM827 - FM830 (K230; 10000) - FM831 - FM832 - FM833 - FM834 (10000) - FM835 - FM836 - IMREN (K220; 4000+).

CHANGES: Speed restriction over FM320 canceled.

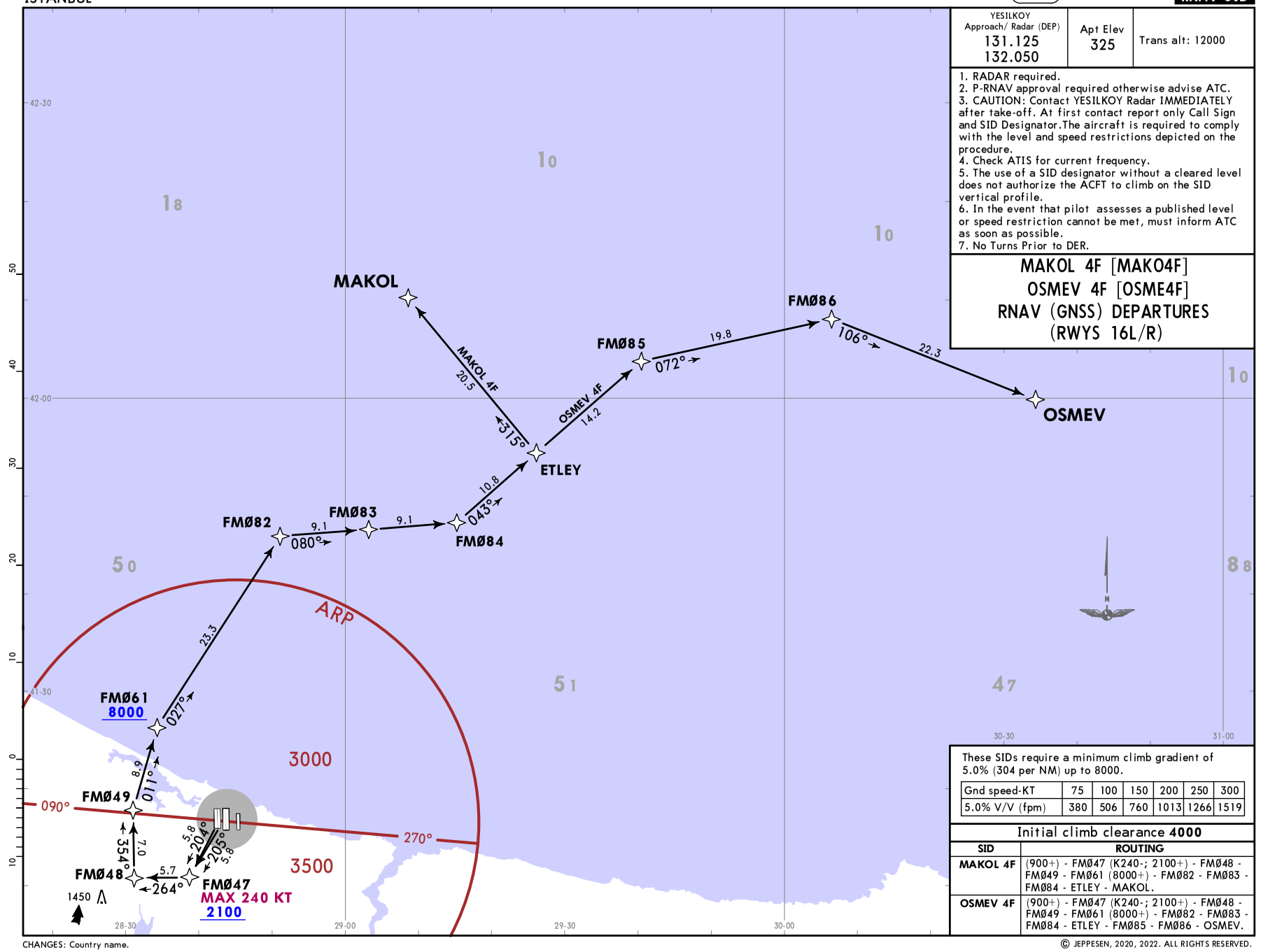
LTFM/IST
ISTANBUL

JEPPESEN ISTANBUL, TURKIYE
16 SEP 22 (30-3)
RNAV SID

YESILKOY Approach/ Radar (DEP)	Apt Elev	Trans alt: 12000
131.125 132.050	325	

1. RADAR required.
2. P-RNAV approval required otherwise advise ATC.
3. CAUTION: Contact YESILKOY Radar IMMEDIATELY after take-off. At first contact report only Call Sign and SID Designator.The aircraft is required to comply with the level and speed restrictions depicted on the procedure.
4. Check ATIS for current frequency.
5. The use of a SID designator without a cleared level does not authorize the ACFT to climb on the SID vertical profile.
6. In the event that pilot assesses a published level or speed restriction cannot be met, must inform ATC as soon as possible.
7. No Turns Prior to DER.

MAKOL 4F [MAKO4F]
OSMEV 4F [OSME4F]
RNAV (GNSS) DEPARTURES
(RWYS 16L/R)



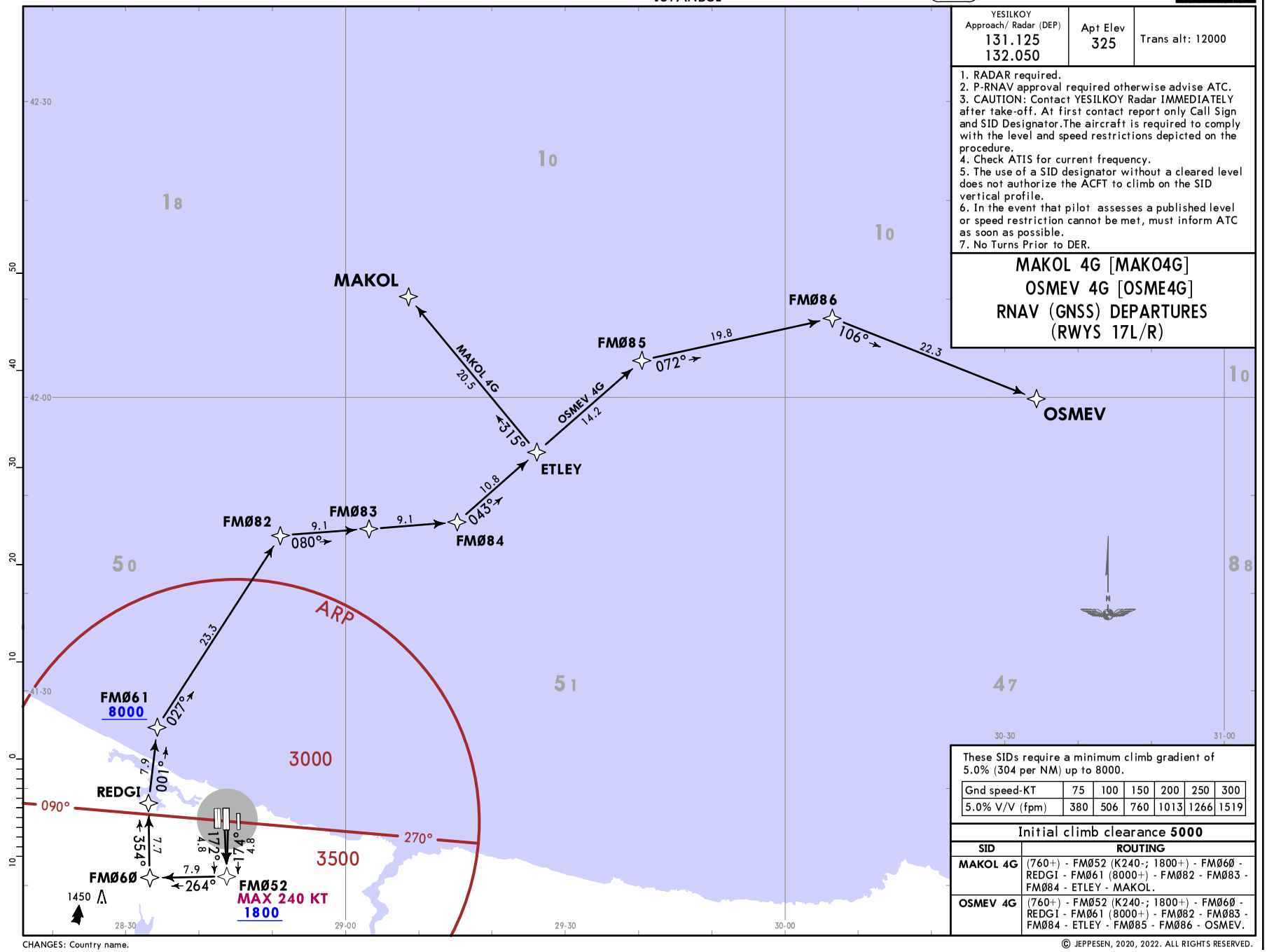
These SIDs require a minimum climb gradient of 5.0% (304 per NM) up to 8000.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

Initial climb clearance **4000**

SID	ROUTING
MAKOL 4F	(900+) - FMØ47 (K240-; 2100+) - FMØ48 - FMØ49 - FMØ61 (8000+) - FMØ82 - FMØ83 - FMØ84 - ETLEY - MAKOL.
OSMEV 4F	(900+) - FMØ47 (K240-; 2100+) - FMØ48 - FMØ49 - FMØ61 (8000+) - FMØ82 - FMØ83 - FMØ84 - ETLEY - FMØ85 - FMØ86 - OSMEV.

CHANGES: Country name.



YESILKOY Approach/ Radar (DEP) 131.125 132.050 | Apt Elev 325 | Trans alt: 12000

1. RADAR required.
2. P-RNAV approval required otherwise advise ATC.
3. CAUTION: Contact YESILKOY Radar IMMEDIATELY after take-off. At first contact report only Call Sign and SID Designator.The aircraft is required to comply with the level and speed restrictions depicted on the procedure.
4. Check ATIS for current frequency.
5. The use of a SID designator without a cleared level does not authorize the ACFT to climb on the SID vertical profile.
6. In the event that pilot assesses a published level or speed restriction cannot be met, must inform ATC as soon as possible.
7. No Turns Prior to DER.

MAKOL 4G [MAKO4G]
OSMEV 4G [OSME4G]
RNAV (GNSS) DEPARTURES
(RWYS 17L/R)

These SIDs require a minimum climb gradient of 5.0% (304 per NM) up to 8000.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

Initial climb clearance **5000**

SID	ROUTING
MAKOL 4G	(760+) - FMØ52 (K240-; 1800+) - FMØ6Ø - REDGI - FMØ61 (8000+) - FMØ82 - FMØ83 - FMØ84 - ETLEY - MAKOL.
OSMEV 4G	(760+) - FMØ52 (K240-; 1800+) - FMØ6Ø - REDGI - FMØ61 (8000+) - FMØ82 - FMØ83 - FMØ84 - ETLEY - FMØ85 - FMØ86 - OSMEV.

CHANGES: Country name.

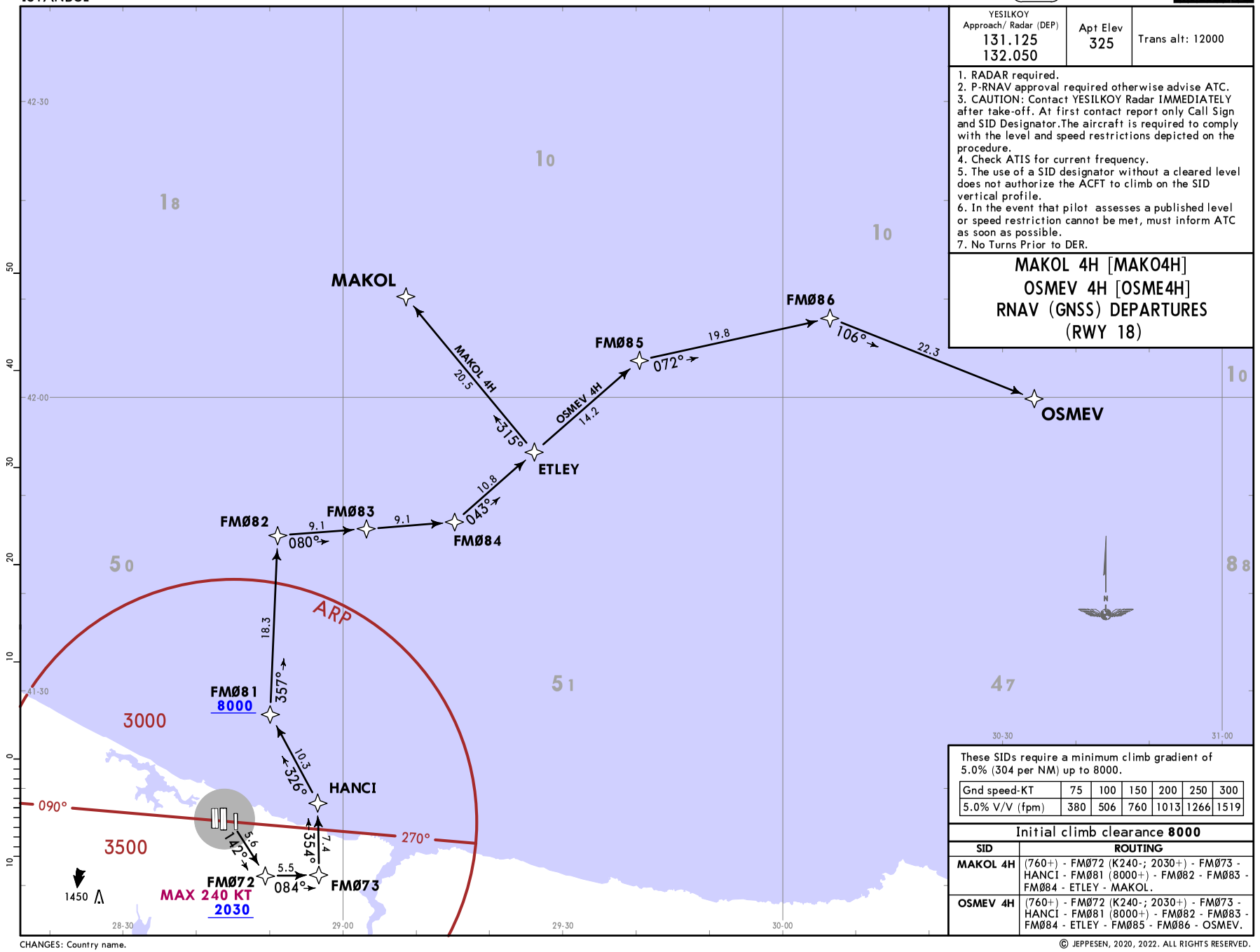
LTFM/IST
ISTANBUL

JEPPESEN ISTANBUL, TURKIYE
16 SEP 22 (30-3B)
RNAV SID

YESILKOY Approach/ Radar (DEP)	Apt Elev	Trans alt: 12000
131.125 132.050	325	

1. RADAR required.
2. P-RNAV approval required otherwise advise ATC.
3. CAUTION: Contact YESILKOY Radar IMMEDIATELY after take-off. At first contact report only Call Sign and SID Designator.The aircraft is required to comply with the level and speed restrictions depicted on the procedure.
4. Check ATIS for current frequency.
5. The use of a SID designator without a cleared level does not authorize the ACFT to climb on the SID vertical profile.
6. In the event that pilot assesses a published level or speed restriction cannot be met, must inform ATC as soon as possible.
7. No Turns Prior to DER.

MAKOL 4H [MAKO4H]
OSMEV 4H [OSME4H]
RNAV (GNSS) DEPARTURES
(RWY 18)



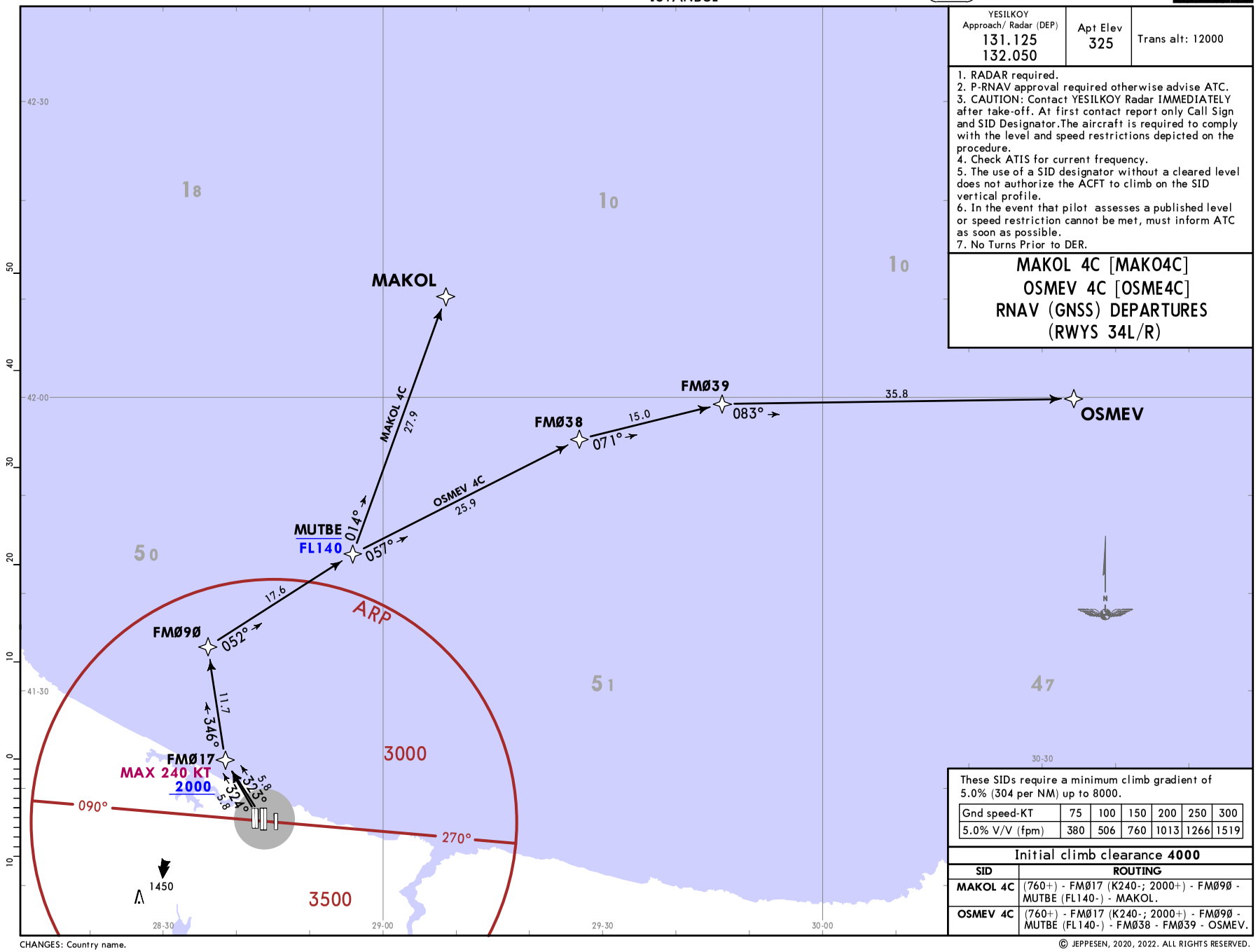
These SIDs require a minimum climb gradient of 5.0% (304 per NM) up to 8000.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

Initial climb clearance **8000**

SID	ROUTING
MAKOL 4H	(760+) - FMØ72 (K240-; 2030+) - FMØ73 - HANCI - FMØ81 (8000+) - FMØ82 - FMØ83 - FMØ84 - ETLEY - MAKOL.
OSMEV 4H	(760+) - FMØ72 (K240-; 2030+) - FMØ73 - HANCI - FMØ81 (8000+) - FMØ82 - FMØ83 - FMØ84 - ETLEY - FMØ85 - FMØ86 - OSMEV.

CHANGES: Country name.



YESILKOY
Approach/ Radar (DEP)
131.125
132.050

Apt Elev
325

Trans alt: 12000

1. RADAR required.
2. P-RNAV approval required otherwise advise ATC.
3. CAUTION: Contact YESILKOY Radar IMMEDIATELY after take-off. At first contact report only Call Sign and SID Designator.The aircraft is required to comply with the level and speed restrictions depicted on the procedure.
4. Check ATIS for current frequency.
5. The use of a SID designator without a cleared level does not authorize the ACFT to climb on the SID vertical profile.
6. In the event that pilot assesses a published level or speed restriction cannot be met, must inform ATC as soon as possible.
7. No Turns Prior to DER.

MAKOL 4C [MAKO4C]
OSMEV 4C [OSME4C]
RNAV (GNSS) DEPARTURES
(RWYS 34L/R)

These SIDs require a minimum climb gradient of 5.0% (304 per NM) up to 8000.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

Initial climb clearance **4000**

SID	ROUTING
MAKOL 4C	(760+) - FMØ17 (K240-; 2000+) - FMØ9Ø - MUTBE (FL140-) - MAKOL.
OSMEV 4C	(760+) - FMØ17 (K240-; 2000+) - FMØ9Ø - MUTBE (FL140-) - FMØ38 - FMØ39 - OSMEV.

CHANGES: Country name.

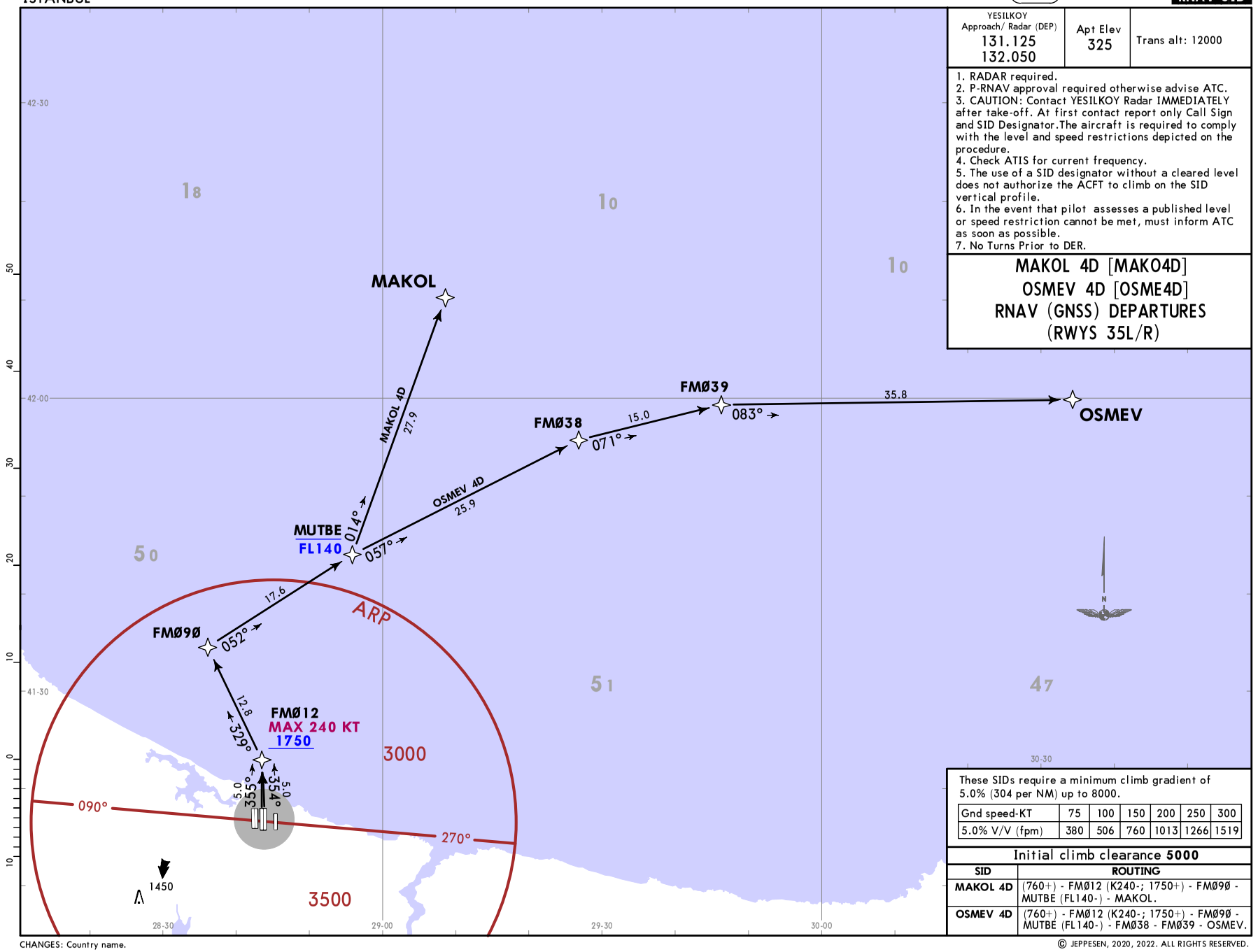
LTFM/IST
ISTANBUL

JEPPESEN ISTANBUL, TURKIYE
16 SEP 22 (30-3D) RNAV SID

YESILKOY Approach/ Radar (DEP)	Apt Elev	Trans alt: 12000
131.125 132.050	325	

1. RADAR required.
2. P-RNAV approval required otherwise advise ATC.
3. CAUTION: Contact YESILKOY Radar IMMEDIATELY after take-off. At first contact report only Call Sign and SID Designator.The aircraft is required to comply with the level and speed restrictions depicted on the procedure.
4. Check ATIS for current frequency.
5. The use of a SID designator without a cleared level does not authorize the ACFT to climb on the SID vertical profile.
6. In the event that pilot assesses a published level or speed restriction cannot be met, must inform ATC as soon as possible.
7. No Turns Prior to DER.

MAKOL 4D [MAKO4D]
OSMEV 4D [OSME4D]
RNAV (GNSS) DEPARTURES
(RWYS 35L/R)



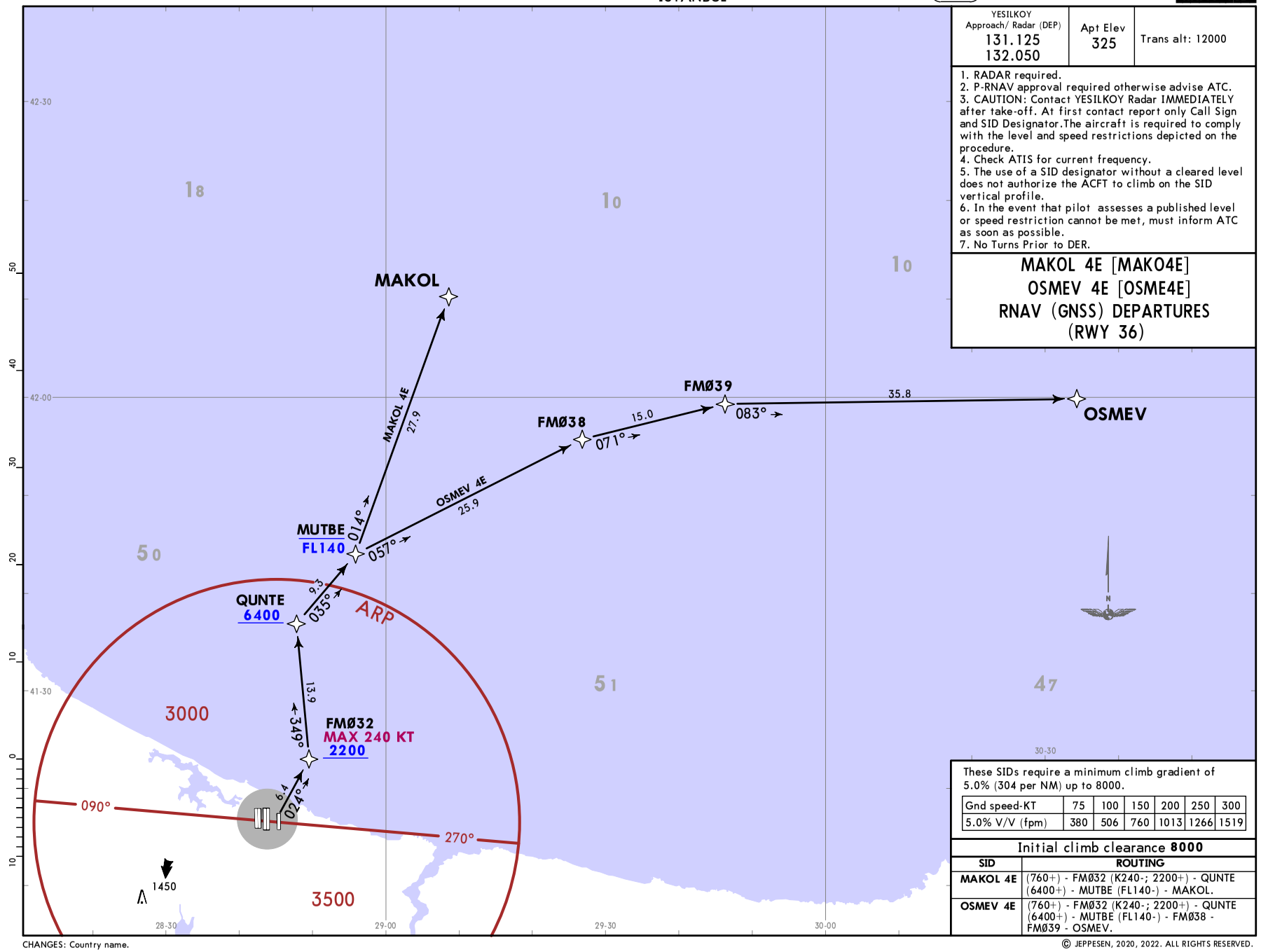
These SIDs require a minimum climb gradient of 5.0% (304 per NM) up to 8000.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

Initial climb clearance **5000**

SID	ROUTING
MAKOL 4D	(760+) - FMØ12 (K240-; 1750+) - FMØ9Ø - MUTBE (FL140-) - MAKOL.
OSMEV 4D	(760+) - FMØ12 (K240-; 1750+) - FMØ9Ø - MUTBE (FL140-) - FMØ38 - FMØ39 - OSMEV.

CHANGES: Country name.



YESILKOY
Approach/ Radar (DEP)
131.125
132.050

Apt Elev
325

Trans alt: 12000

1. RADAR required.
2. P-RNAV approval required otherwise advise ATC.
3. CAUTION: Contact YESILKOY Radar IMMEDIATELY after take-off. At first contact report only Call Sign and SID Designator.The aircraft is required to comply with the level and speed restrictions depicted on the procedure.
4. Check ATIS for current frequency.
5. The use of a SID designator without a cleared level does not authorize the ACFT to climb on the SID vertical profile.
6. In the event that pilot assesses a published level or speed restriction cannot be met, must inform ATC as soon as possible.
7. No Turns Prior to DER.

MAKOL 4E [MAKO4E]
OSMEV 4E [OSME4E]
RNAV (GNSS) DEPARTURES
(RWY 36)

These SIDs require a minimum climb gradient of 5.0% (304 per NM) up to 8000.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

Initial climb clearance **8000**

SID	ROUTING
MAKOL 4E	(760+) - FMØ32 (K240-; 2200+) - QUNTE (6400+) - MUTBE (FL140-) - MAKOL.
OSMEV 4E	(760+) - FMØ32 (K240-; 2200+) - QUNTE (6400+) - MUTBE (FL140-) - FMØ38 - FMØ39 - OSMEV.

CHANGES: Country name.

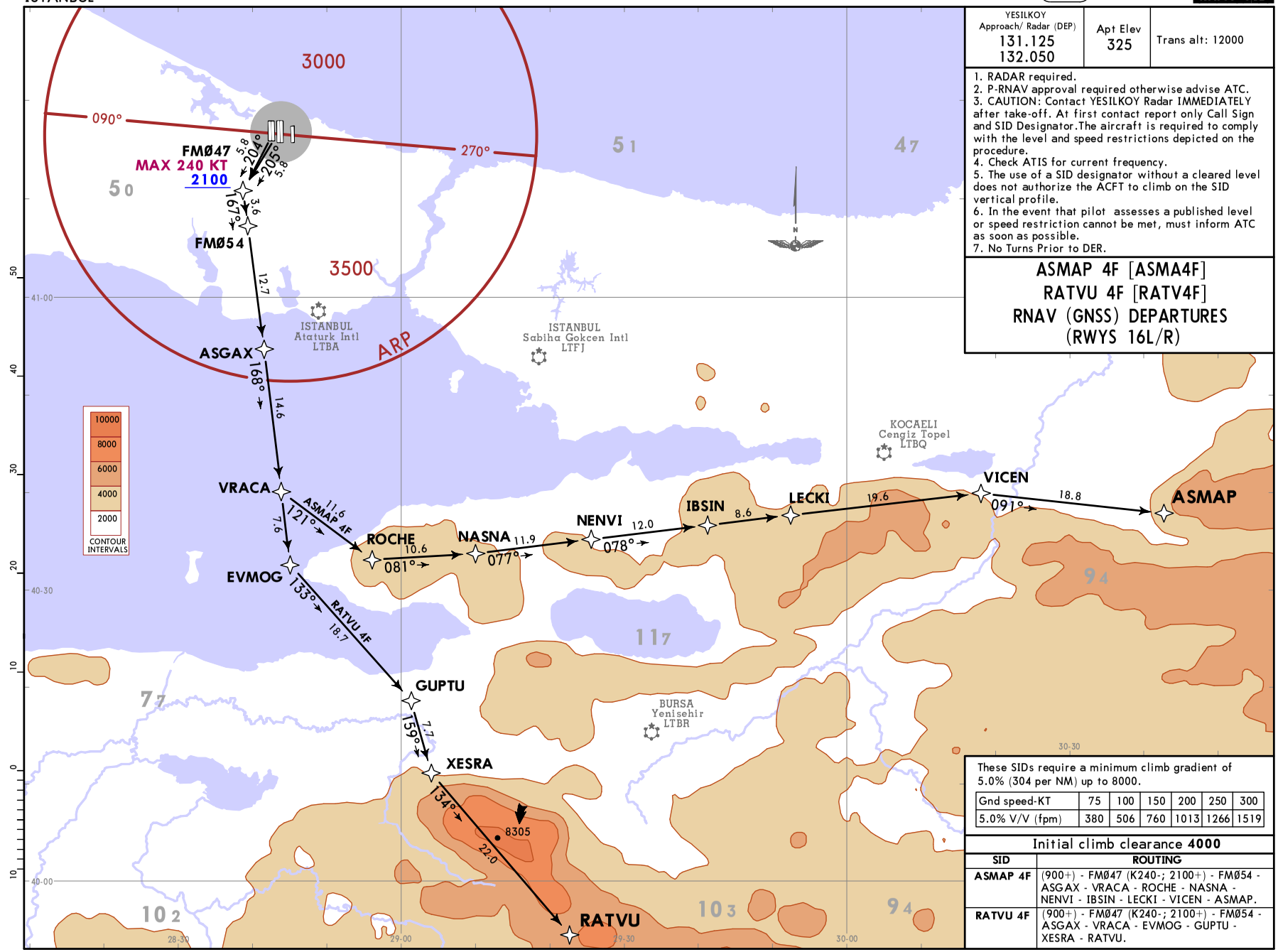
LTFM/IST
ISTANBUL

JEPPESEN ISTANBUL, TURKIYE
16 SEP 22 (30-3F)
RNAV SID

YESILKOY Approach/ Radar (DEP)	Apt Elev	Trans alt: 12000
131.125 132.050	325	

1. RADAR required.
2. P-RNAV approval required otherwise advise ATC.
3. CAUTION: Contact YESILKOY Radar IMMEDIATELY after take-off. At first contact report only Call Sign and SID Designator.The aircraft is required to comply with the level and speed restrictions depicted on the procedure.
4. Check ATIS for current frequency.
5. The use of a SID designator without a cleared level does not authorize the ACFT to climb on the SID vertical profile.
6. In the event that pilot assesses a published level or speed restriction cannot be met, must inform ATC as soon as possible.
7. No Turns Prior to DER.

ASMAP 4F [ASMA4F]
RATVU 4F [RATV4F]
RNAV (GNSS) DEPARTURES
(RWYS 16L/R)



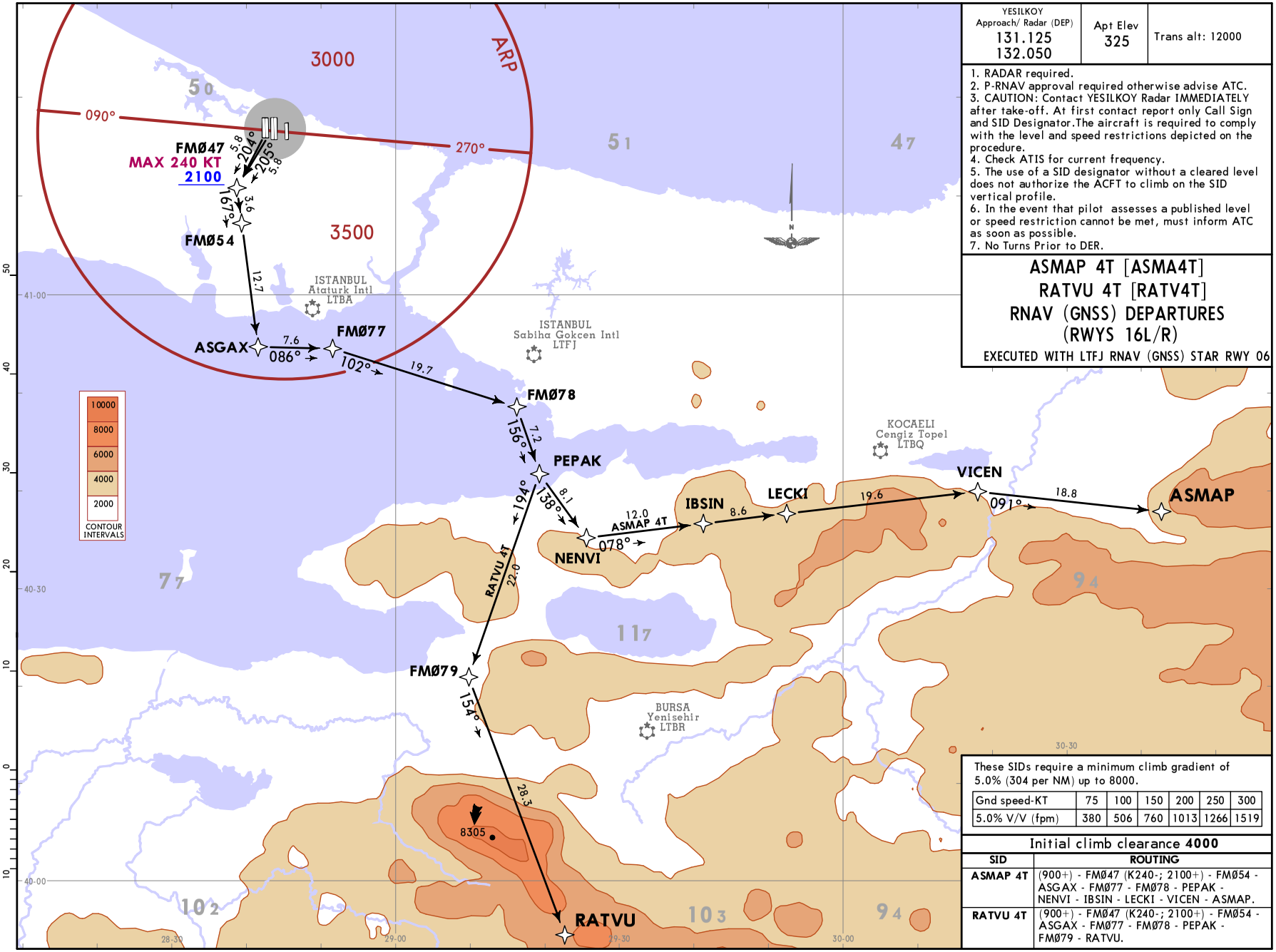
These SIDs require a minimum climb gradient of 5.0% (304 per NM) up to 8000.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

Initial climb clearance **4000**

SID	ROUTING
ASMAP 4F	(900+) - FM047 (K240-; 2100+) - FM054 - ASGAX - VRACA - ROCHE - NASNA - NENVI - IBSIN - LECKI - VICEN - ASMAP.
RATVU 4F	(900+) - FM047 (K240-; 2100+) - FM054 - ASGAX - VRACA - EVMOG - GUPTU - XESRA - RATVU.

CHANGES: Country name.



YESILKOY
Approach/ Radar (DEP)
131.125
132.050

Apt Elev
325

Trans alt: 12000

1. RADAR required.
2. P-RNAV approval required otherwise advise ATC.
3. CAUTION: Contact YESILKOY Radar IMMEDIATELY after take-off. At first contact report only Call Sign and SID Designator.The aircraft is required to comply with the level and speed restrictions depicted on the procedure.
4. Check ATIS for current frequency.
5. The use of a SID designator without a cleared level does not authorize the ACFT to climb on the SID vertical profile.
6. In the event that pilot assesses a published level or speed restriction cannot be met, must inform ATC as soon as possible.
7. No Turns Prior to DER.

ASMAP 4T [ASMA4T]
RATVU 4T [RATV4T]
RNAV (GNSS) DEPARTURES
(RWYS 16L/R)

EXECUTED WITH LTFJ RNAV (GNSS) STAR RWY 06

These SIDs require a minimum climb gradient of 5.0% (304 per NM) up to 8000.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

Initial climb clearance **4000**

SID	ROUTING
ASMAP 4T	(900+) - FM047 (K240-; 2100+) - FM054 - ASGAX - FM077 - FM078 - PEPAK - NENVI - IBSIN - LECKI - VICEN - ASMAP.
RATVU 4T	(900+) - FM047 (K240-; 2100+) - FM054 - ASGAX - FM077 - FM078 - PEPAK - FM079 - RATVU.

CHANGES: Country name.

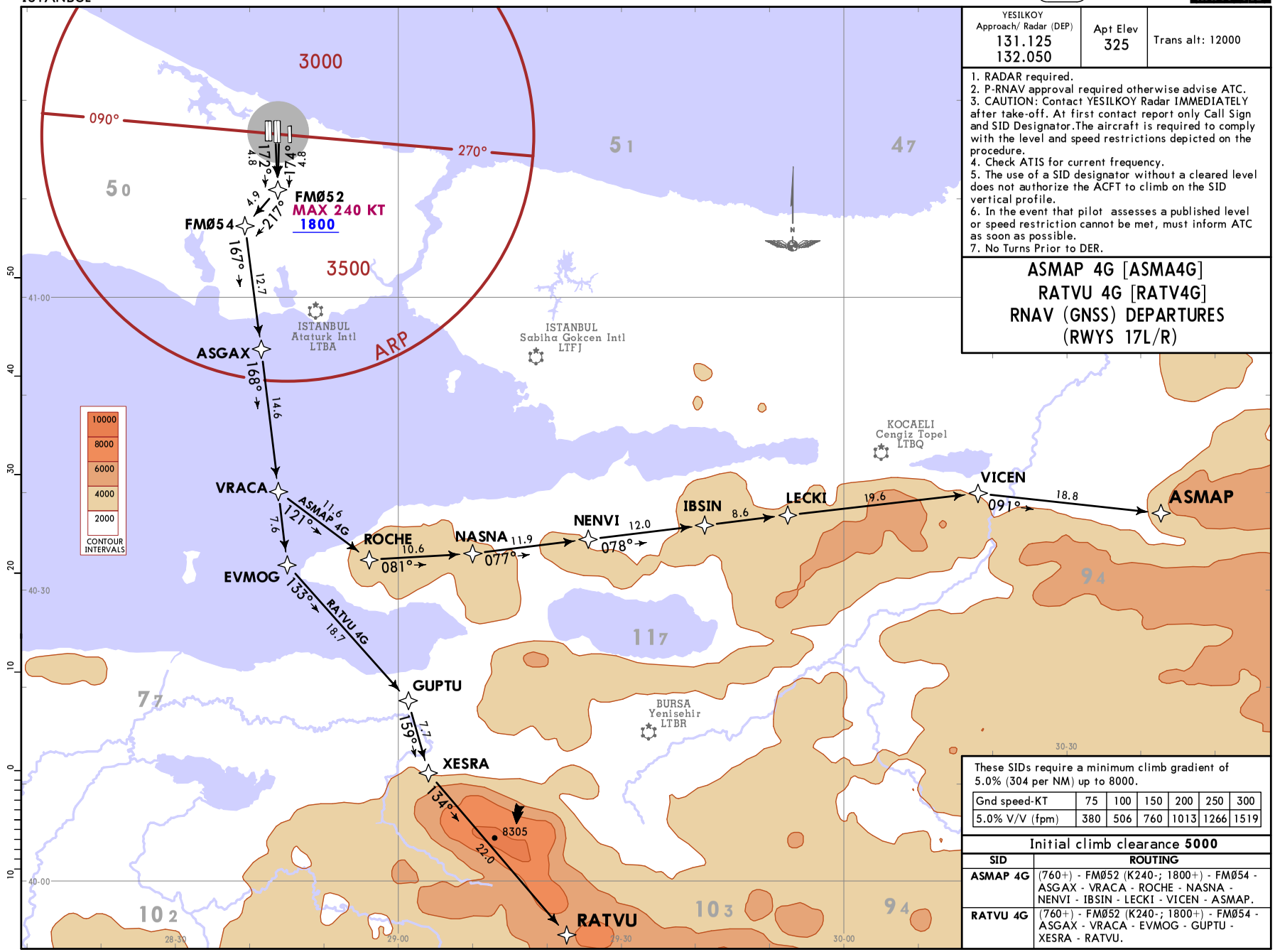
LTFM/IST
ISTANBUL

JEPPESEN ISTANBUL, TURKIYE
16 SEP 22 (30-3H)
RNAV SID

YESILKOY Approach/ Radar (DEP)	Apt Elev	Trans alt: 12000
131.125 132.050	325	

1. RADAR required.
2. P-RNAV approval required otherwise advise ATC.
3. CAUTION: Contact YESILKOY Radar IMMEDIATELY after take-off. At first contact report only Call Sign and SID Designator.The aircraft is required to comply with the level and speed restrictions depicted on the procedure.
4. Check ATIS for current frequency.
5. The use of a SID designator without a cleared level does not authorize the ACFT to climb on the SID vertical profile.
6. In the event that pilot assesses a published level or speed restriction cannot be met, must inform ATC as soon as possible.
7. No Turns Prior to DER.

ASMAP 4G [ASMA4G]
RATVU 4G [RATV4G]
RNAV (GNSS) DEPARTURES
(RWYS 17L/R)



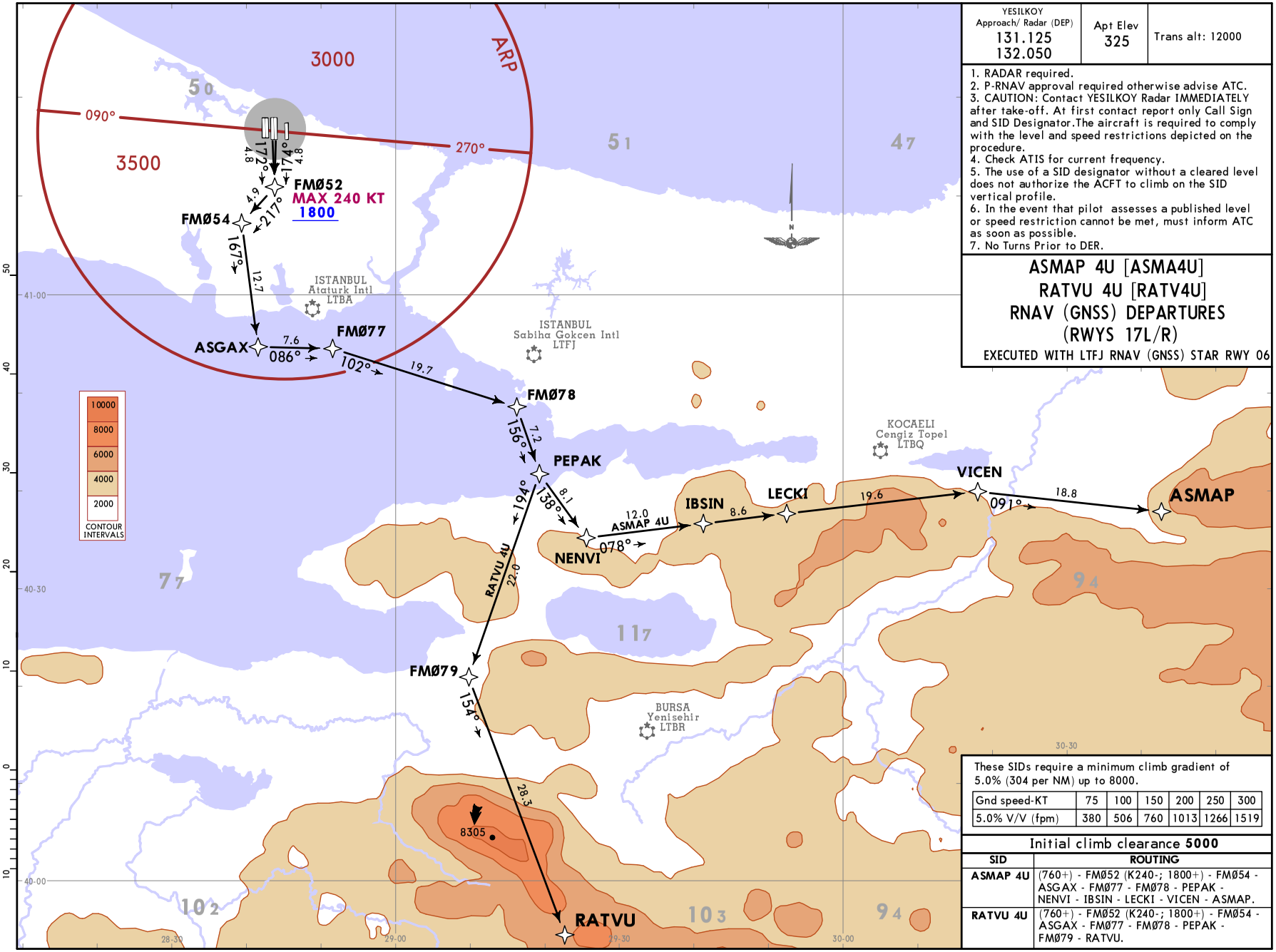
These SIDs require a minimum climb gradient of 5.0% (304 per NM) up to 8000.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

Initial climb clearance **5000**

SID	ROUTING
ASMAP 4G	(760+) - FMØ52 (K240-; 1800+) - FMØ54 - ASGAX - VRACA - ROCHE - NASNA - NENVI - IBSIN - LECKI - VICEN - ASMAP.
RATVU 4G	(760+) - FMØ52 (K240-; 1800+) - FMØ54 - ASGAX - VRACA - EVMOG - GUPTU - XESRA - RATVU.

CHANGES: Country name.



YESILKOY
Approach/ Radar (DEP)
131.125
132.050

Apt Elev
325

Trans alt: 12000

1. RADAR required.
2. P-RNAV approval required otherwise advise ATC.
3. CAUTION: Contact YESILKOY Radar IMMEDIATELY after take-off. At first contact report only Call Sign and SID Designator.The aircraft is required to comply with the level and speed restrictions depicted on the procedure.
4. Check ATIS for current frequency.
5. The use of a SID designator without a cleared level does not authorize the ACFT to climb on the SID vertical profile.
6. In the event that pilot assesses a published level or speed restriction cannot be met, must inform ATC as soon as possible.
7. No Turns Prior to DER.

ASMAP 4U [ASMA4U]
RATVU 4U [RATV4U]
RNAV (GNSS) DEPARTURES
(RWYS 17L/R)

EXECUTED WITH LTFJ RNAV (GNSS) STAR RWY 06

These SIDs require a minimum climb gradient of 5.0% (304 per NM) up to 8000.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

Initial climb clearance **5000**

SID	ROUTING
ASMAP 4U	(760+) - FMØ52 (K240-; 1800+) - FMØ54 - ASGAX - FMØ77 - FMØ78 - PEPAK - NENVI - IBSIN - LECKI - VICEN - ASMAP.
RATVU 4U	(760+) - FMØ52 (K240-; 1800+) - FMØ54 - ASGAX - FMØ77 - FMØ78 - PEPAK - FMØ79 - RATVU.

CHANGES: Country name.

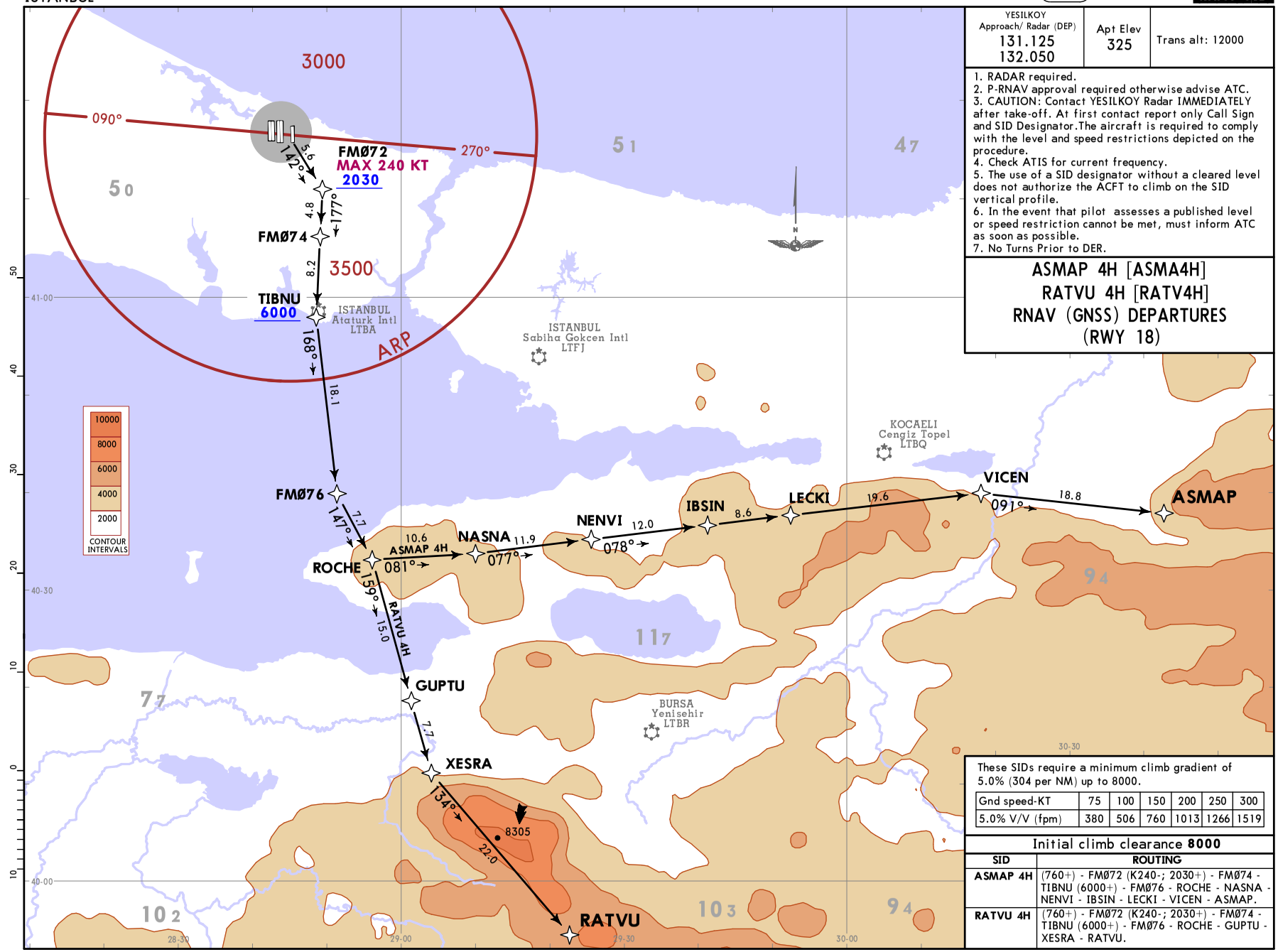
LTFM/IST
ISTANBUL

JEPPESEN ISTANBUL, TURKIYE
16 SEP 22 (30-3K)
RNAV SID

YESILKOY Approach/ Radar (DEP)	Apt Elev	Trans alt: 12000
131.125 132.050	325	

1. RADAR required.
2. P-RNAV approval required otherwise advise ATC.
3. CAUTION: Contact YESILKOY Radar IMMEDIATELY after take-off. At first contact report only Call Sign and SID Designator.The aircraft is required to comply with the level and speed restrictions depicted on the procedure.
4. Check ATIS for current frequency.
5. The use of a SID designator without a cleared level does not authorize the ACFT to climb on the SID vertical profile.
6. In the event that pilot assesses a published level or speed restriction cannot be met, must inform ATC as soon as possible.
7. No Turns Prior to DER.

ASMAP 4H [ASMA4H]
RATVU 4H [RATV4H]
RNAV (GNSS) DEPARTURES
(RWY 18)



These SIDs require a minimum climb gradient of 5.0% (304 per NM) up to 8000.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

Initial climb clearance **8000**

SID	ROUTING
ASMAP 4H	(760+) - FMØ72 (K240-; 2030+) - FMØ74 - TIBNU (6000+) - FMØ76 - ROCHE - NASNA - NENVI - IBSIN - LECKI - VICEN - ASMAP.
RATVU 4H	(760+) - FMØ72 (K240-; 2030+) - FMØ74 - TIBNU (6000+) - FMØ76 - ROCHE - GUPTU - XESRA - RATVU.

CHANGES: Country name.

LTFM/IST
ISTANBUL

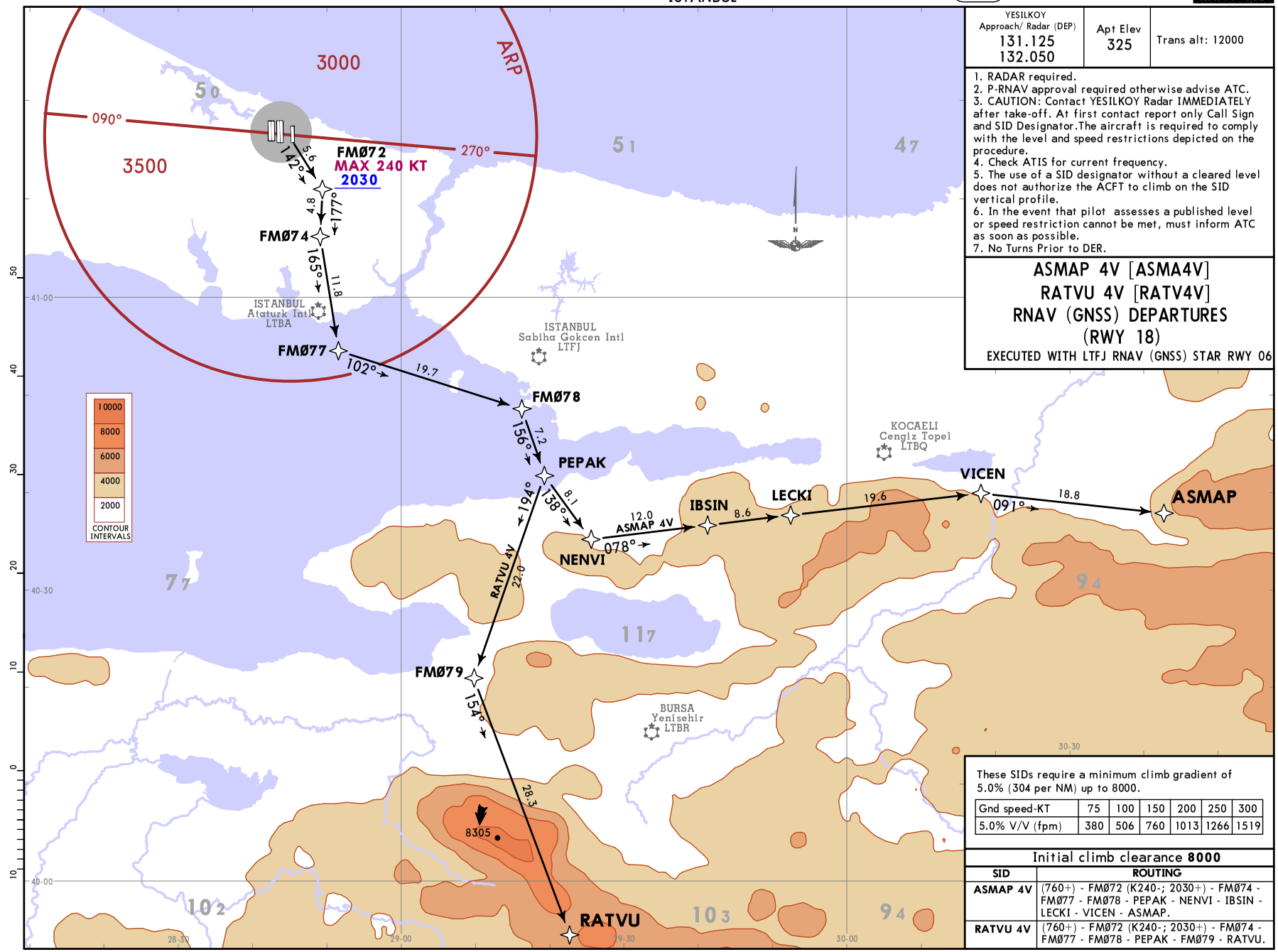
JEPPESEN
16 SEP 22 (30-3L)

ISTANBUL, TURKIYE
RNAV SID

YESILKOY Approach/ Radar (DEP)	Apt Elev	Trans alt: 12000
131.125 132.050	325	

1. RADAR required.
2. P-RNAV approval required otherwise advise ATC.
3. CAUTION: Contact YESILKOY Radar IMMEDIATELY after take-off. At first contact report only Call Sign and SID Designator.The aircraft is required to comply with the level and speed restrictions depicted on the procedure.
4. Check ATIS for current frequency.
5. The use of a SID designator without a cleared level does not authorize the ACFT to climb on the SID vertical profile.
6. In the event that pilot assesses a published level or speed restriction cannot be met, must inform ATC as soon as possible.
7. No Turns Prior to DER.

ASMAP 4V [ASMA4V]
RATVU 4V [RATV4V]
RNAV (GNSS) DEPARTURES
(RWY 18)
EXECUTED WITH LTFJ RNAV (GNSS) STAR RWY 06



These SIDs require a minimum climb gradient of 5.0% (304 per NM) up to 8000.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

Initial climb clearance **8000**

SID	ROUTING
ASMAP 4V	(760+) - FM072 (K240-; 2030+) - FM074 - FM077 - FM078 - PEPAK - NENVI - IBSIN - LECKI - VICEN - ASMAP.
RATVU 4V	(760+) - FM072 (K240-; 2030+) - FM074 - FM077 - FM078 - PEPAK - FM079 - RATVU.

CHANGES: Country name.

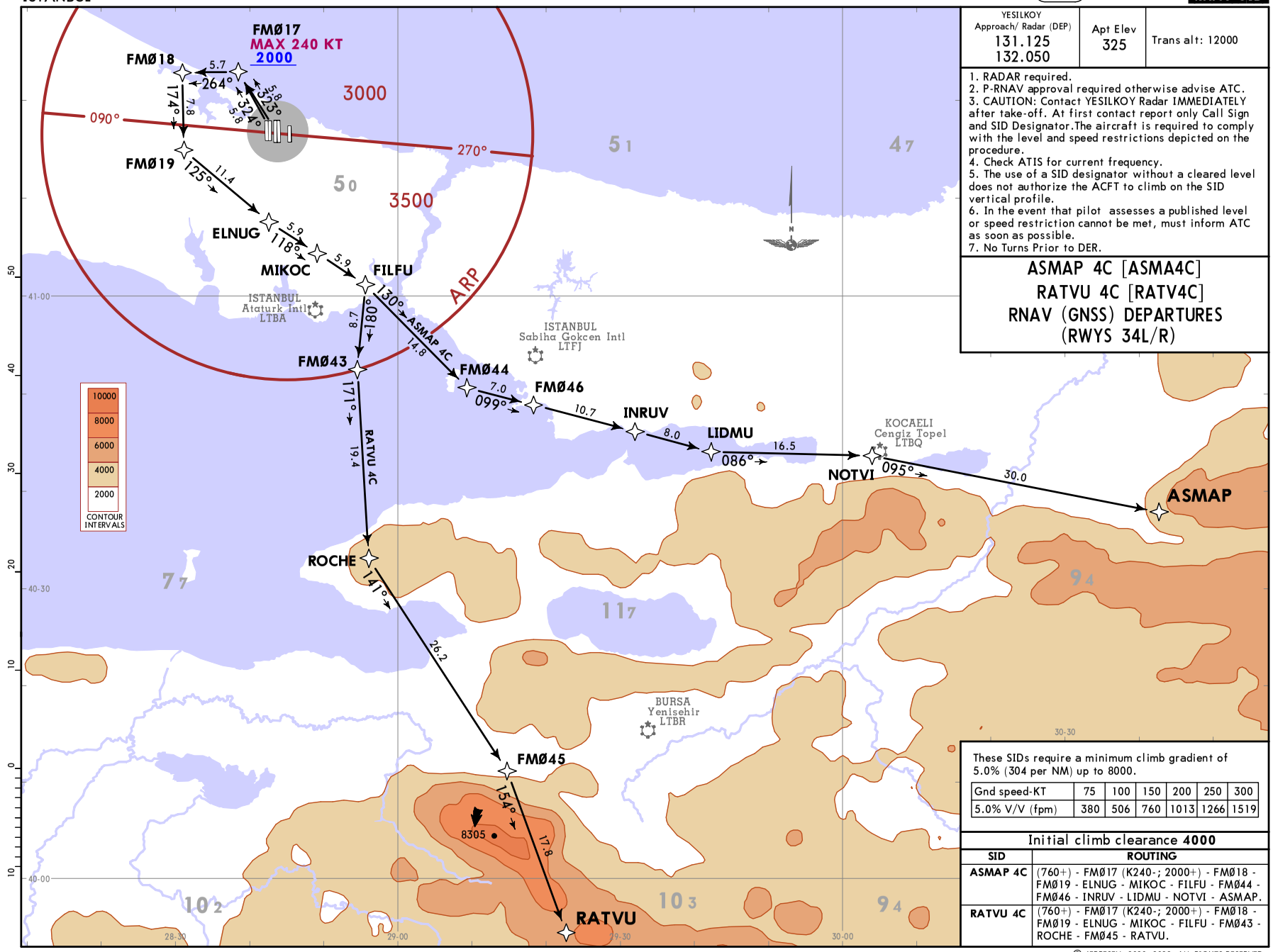
LTFM/IST
ISTANBUL

JEPPESEN ISTANBUL, TURKIYE
16 SEP 22 (30-3M)
RNAV SID

YESILKOY Approach/ Radar (DEP)	Apt Elev	Trans alt: 12000
131.125 132.050	325	

1. RADAR required.
2. P-RNAV approval required otherwise advise ATC.
3. CAUTION: Contact YESILKOY Radar IMMEDIATELY after take-off. At first contact report only Call Sign and SID Designator.The aircraft is required to comply with the level and speed restrictions depicted on the procedure.
4. Check ATIS for current frequency.
5. The use of a SID designator without a cleared level does not authorize the ACFT to climb on the SID vertical profile.
6. In the event that pilot assesses a published level or speed restriction cannot be met, must inform ATC as soon as possible.
7. No Turns Prior to DER.

ASMAP 4C [ASMA4C]
RATVU 4C [RATV4C]
RNAV (GNSS) DEPARTURES
(RWYS 34L/R)



These SIDs require a minimum climb gradient of 5.0% (304 per NM) up to 8000.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

Initial climb clearance **4000**

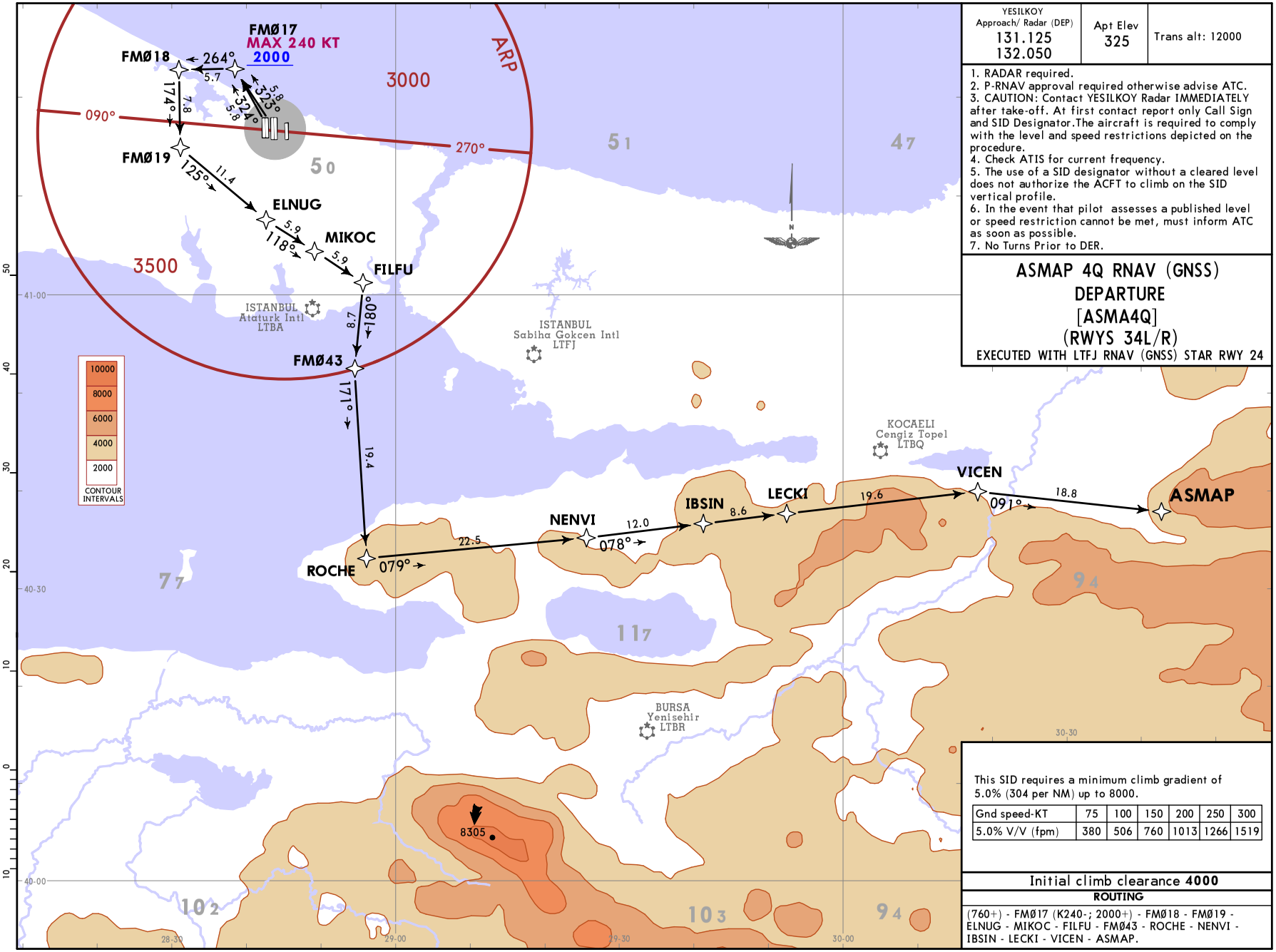
SID	ROUTING
ASMAP 4C	(760+) - FM017 (K240-; 2000+) - FM018 - FM019 - ELNUG - MIKOC - FILFU - FM044 - FM046 - INRUV - LIDMU - NOTVI - ASMAP.
RATVU 4C	(760+) - FM017 (K240-; 2000+) - FM018 - FM019 - ELNUG - MIKOC - FILFU - FM043 - ROCHE - FM045 - RATVU.

CHANGES: Country name.

LTFM/IST
ISTANBUL

JEPPESEN
16 SEP 22 (30-3N)

ISTANBUL, TURKIYE
RNAV SID



YESILKOY Approach/ Radar (DEP)	Apt Elev	Trans alt: 12000
131.125 132.050	325	

1. RADAR required.
2. P-RNAV approval required otherwise advise ATC.
3. CAUTION: Contact YESILKOY Radar IMMEDIATELY after take-off. At first contact report only Call Sign and SID Designator.The aircraft is required to comply with the level and speed restrictions depicted on the procedure.
4. Check ATIS for current frequency.
5. The use of a SID designator without a cleared level does not authorize the ACFT to climb on the SID vertical profile.
6. In the event that pilot assesses a published level or speed restriction cannot be met, must inform ATC as soon as possible.
7. No Turns Prior to DER.

ASMAP 4Q RNAV (GNSS) DEPARTURE
[ASMA4Q]
(RWYS 34L/R)

EXECUTED WITH LTFJ RNAV (GNSS) STAR RWY 24

This SID requires a minimum climb gradient of 5.0% (304 per NM) up to 8000.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

Initial climb clearance **4000**

ROUTING

(760+) - FMØ17 (K240-; 2000+) - FMØ18 - FMØ19 - ELNUG - MIKOC - FILFU - FMØ43 - ROCHE - NENVI - IBSIN - LECKI - VICEN - ASMAP.

CHANGES: Country name.

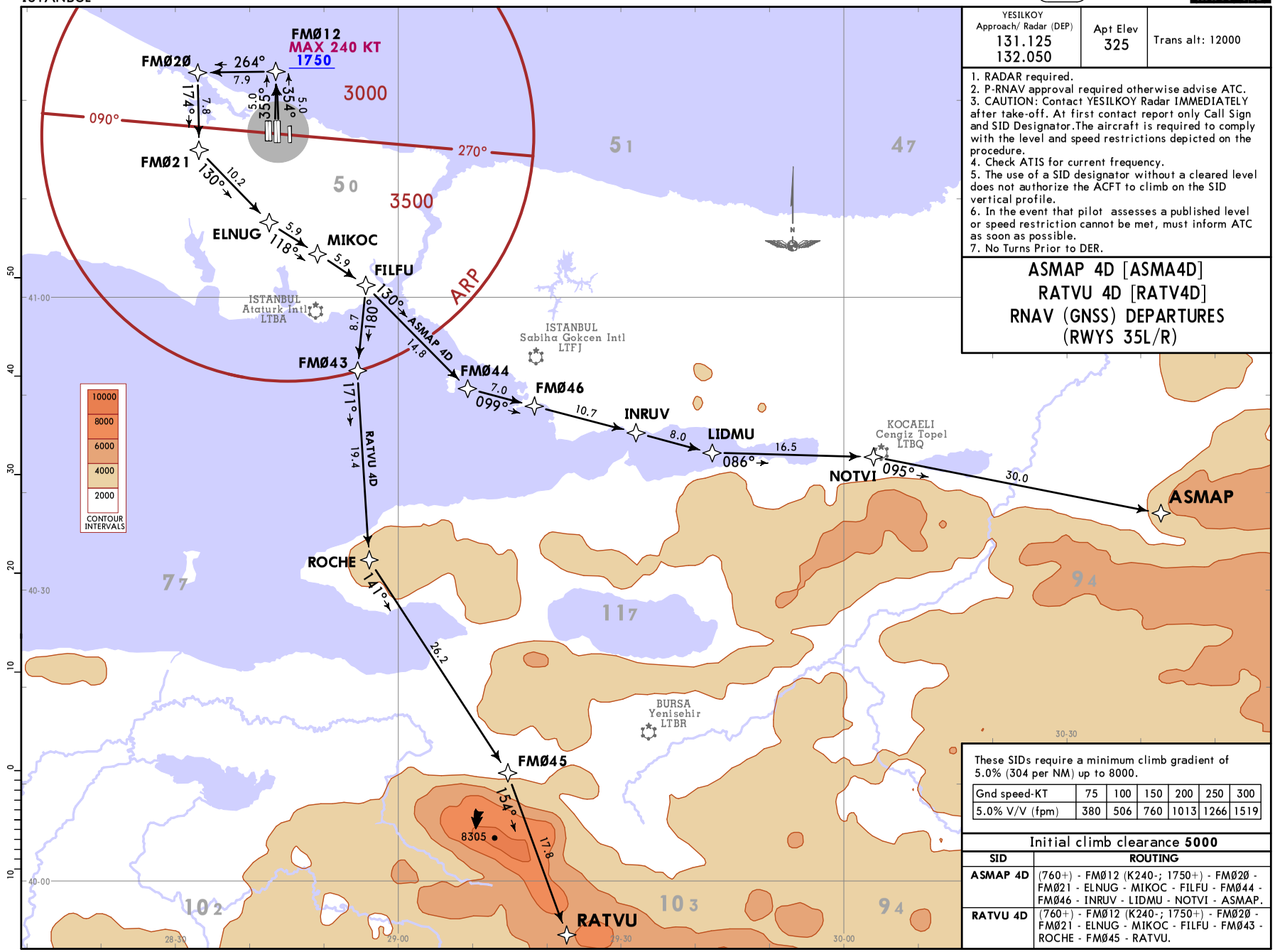
LTFM/IST
ISTANBUL

JEPPESEN ISTANBUL, TURKIYE
16 SEP 22 (30-3P)
RNAV SID

YESILKOY Approach/ Radar (DEP)	Apt Elev	Trans alt: 12000
131.125 132.050	325	

1. RADAR required.
2. P-RNAV approval required otherwise advise ATC.
3. CAUTION: Contact YESILKOY Radar IMMEDIATELY after take-off. At first contact report only Call Sign and SID Designator.The aircraft is required to comply with the level and speed restrictions depicted on the procedure.
4. Check ATIS for current frequency.
5. The use of a SID designator without a cleared level does not authorize the ACFT to climb on the SID vertical profile.
6. In the event that pilot assesses a published level or speed restriction cannot be met, must inform ATC as soon as possible.
7. No Turns Prior to DER.

ASMAP 4D [ASMA4D]
RATVU 4D [RATV4D]
RNAV (GNSS) DEPARTURES
(RWYS 35L/R)



These SIDs require a minimum climb gradient of 5.0% (304 per NM) up to 8000.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

Initial climb clearance **5000**

SID	ROUTING
ASMAP 4D	(760+) - FMØ12 (K240-; 1750+) - FMØ2Ø - FMØ21 - ELNUG - MIKOC - FILFU - FMØ44 - FMØ46 - INRUV - LIDMU - NOTVI - ASMAP.
RATVU 4D	(760+) - FMØ12 (K240-; 1750+) - FMØ2Ø - FMØ21 - ELNUG - MIKOC - FILFU - FMØ43 - ROCHE - FMØ45 - RATVU.

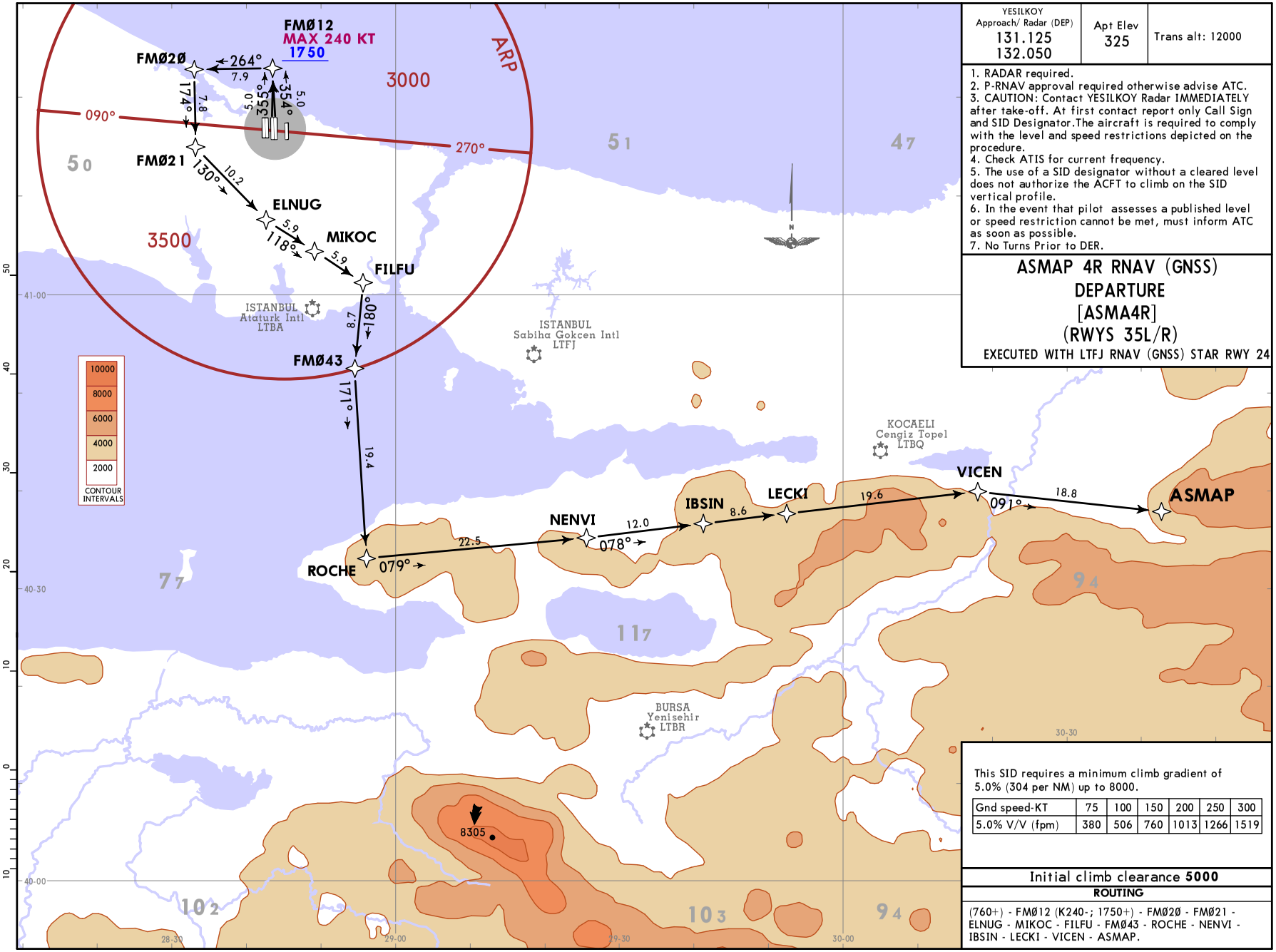
CHANGES: Country name.

LTFM/IST
ISTANBUL

JEPPESEN
16 SEP 22 (30-3Q)

ISTANBUL, TURKIYE

RNAV SID



YESILKOY Approach/ Radar (DEP)	Apt Elev	Trans alt: 12000
131.125 132.050	325	

1. RADAR required.
2. P-RNAV approval required otherwise advise ATC.
3. CAUTION: Contact YESILKOY Radar IMMEDIATELY after take-off. At first contact report only Call Sign and SID Designator.The aircraft is required to comply with the level and speed restrictions depicted on the procedure.
4. Check ATIS for current frequency.
5. The use of a SID designator without a cleared level does not authorize the ACFT to climb on the SID vertical profile.
6. In the event that pilot assesses a published level or speed restriction cannot be met, must inform ATC as soon as possible.
7. No Turns Prior to DER.

ASMAP 4R RNAV (GNSS) DEPARTURE [ASMA4R] (RWYS 35L/R)

EXECUTED WITH LTFJ RNAV (GNSS) STAR RWY 24

This SID requires a minimum climb gradient of 5.0% (304 per NM) up to 8000.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

Initial climb clearance **5000**

ROUTING

(760+) - FMØ12 (K240-; 1750+) - FMØ2Ø - FMØ21 - ELNUG - MIKOC - FILFU - FMØ43 - ROCHE - NENVI - IBSIN - LECKI - VICEN - ASMAP.

CHANGES: Country name.

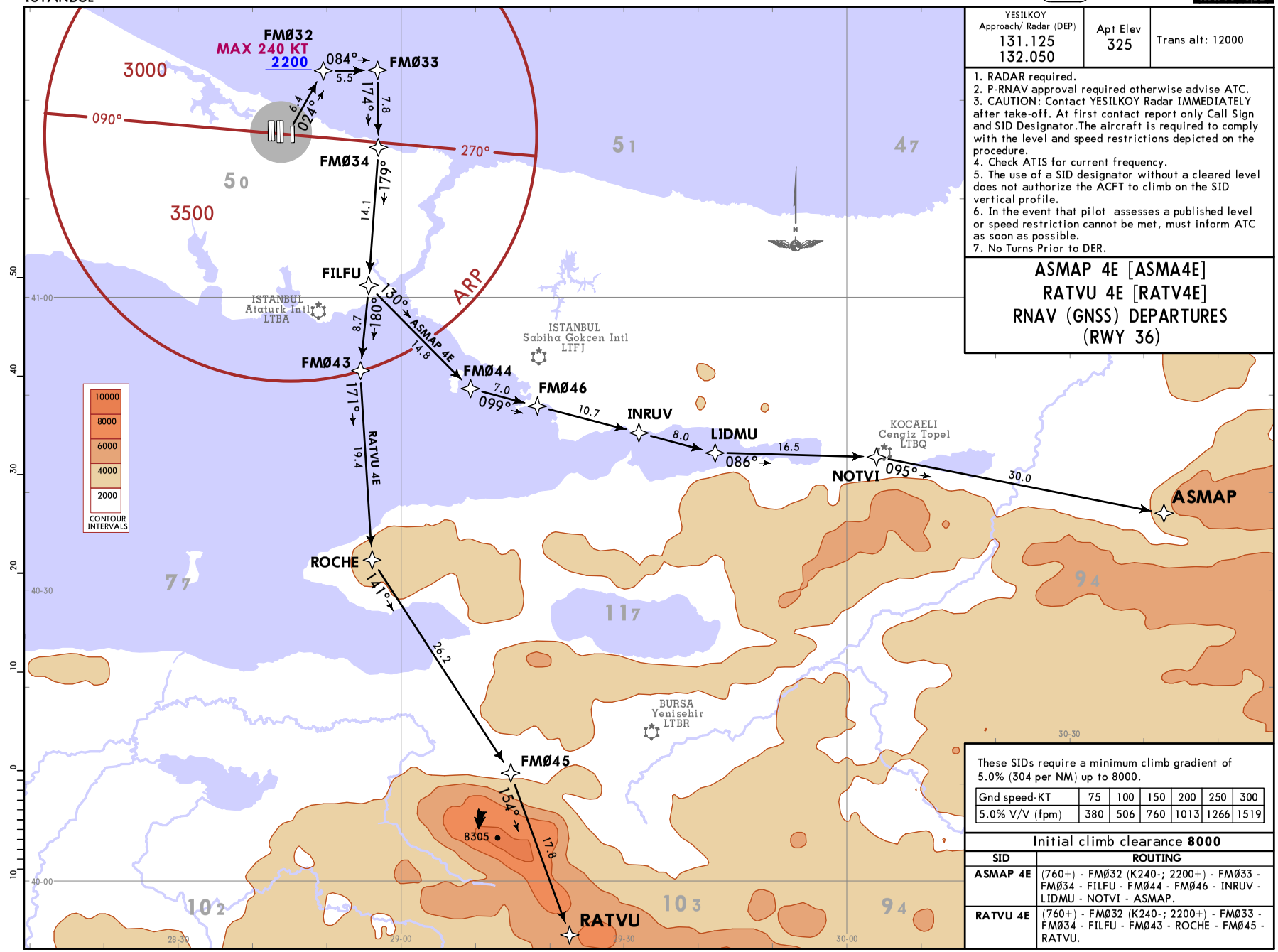
LTFM/IST
ISTANBUL

JEPPESEN ISTANBUL, TURKIYE
16 SEP 22 (30-3S)
RNAV SID

YESILKOY Approach/ Radar (DEP)	Apt Elev	Trans alt: 12000
131.125 132.050	325	

1. RADAR required.
2. P-RNAV approval required otherwise advise ATC.
3. CAUTION: Contact YESILKOY Radar IMMEDIATELY after take-off. At first contact report only Call Sign and SID Designator.The aircraft is required to comply with the level and speed restrictions depicted on the procedure.
4. Check ATIS for current frequency.
5. The use of a SID designator without a cleared level does not authorize the ACFT to climb on the SID vertical profile.
6. In the event that pilot assesses a published level or speed restriction cannot be met, must inform ATC as soon as possible.
7. No Turns Prior to DER.

ASMAP 4E [ASMA4E]
RATVU 4E [RATV4E]
RNAV (GNSS) DEPARTURES
(RWY 36)



These SIDs require a minimum climb gradient of 5.0% (304 per NM) up to 8000.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

Initial climb clearance **8000**

SID	ROUTING
ASMAP 4E	(760+) - FMØ32 (K240-; 2200+) - FMØ33 - FMØ34 - FILFU - FMØ44 - FMØ46 - INRUV - LIDMU - NOTVI - ASMAP.
RATVU 4E	(760+) - FMØ32 (K240-; 2200+) - FMØ33 - FMØ34 - FILFU - FMØ43 - ROCHE - FMØ45 - RATVU.

CHANGES: Country name.

LTFM/IST
ISTANBUL

JEPPESEN
16 SEP 22 (30-3T)

ISTANBUL, TURKIYE

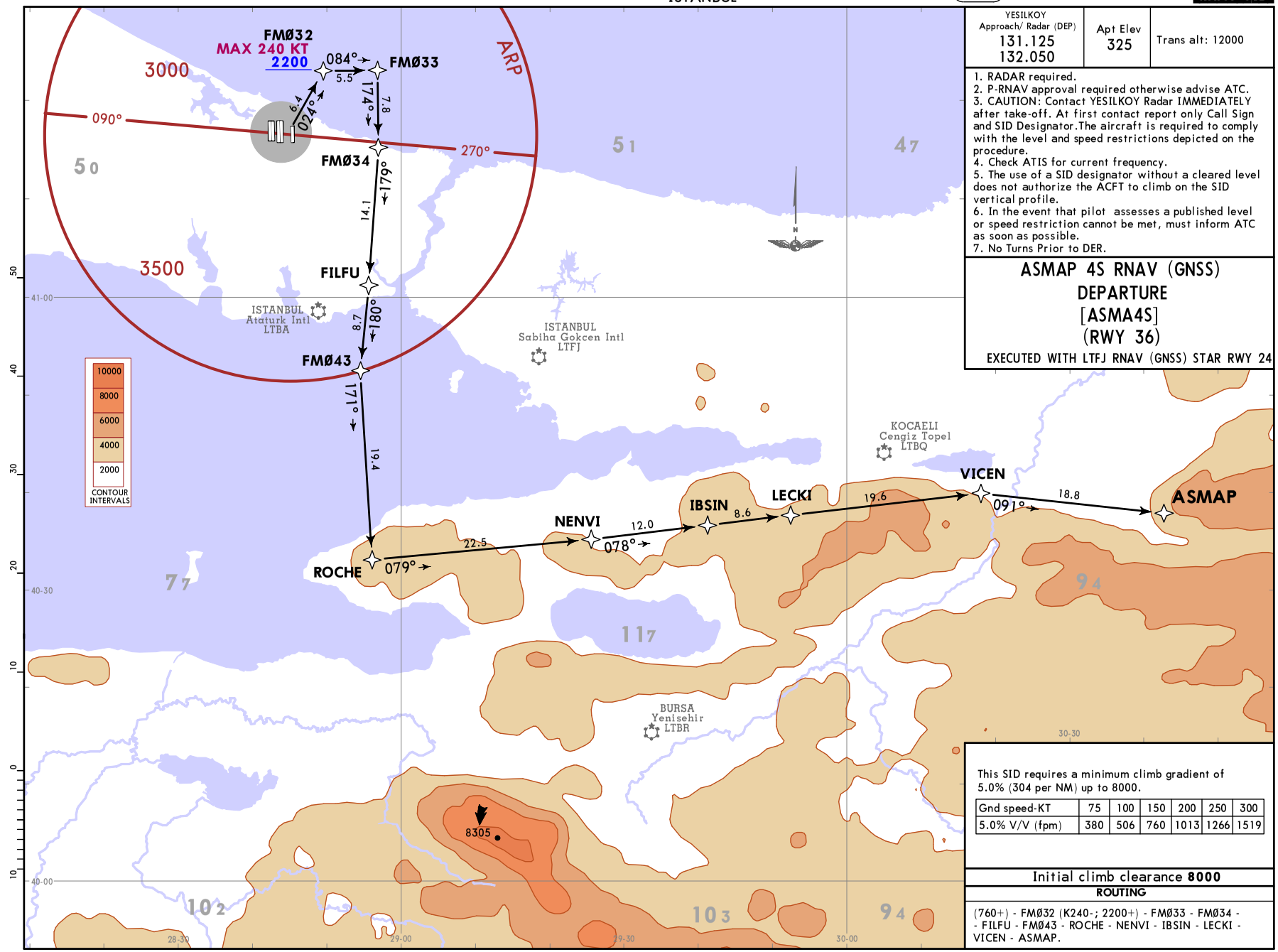
RNAV SID

YESILKOY Approach/ Radar (DEP)	Apt Elev	Trans alt: 12000
131.125 132.050	325	

1. RADAR required.
2. P-RNAV approval required otherwise advise ATC.
3. CAUTION: Contact YESILKOY Radar IMMEDIATELY after take-off. At first contact report only Call Sign and SID Designator.The aircraft is required to comply with the level and speed restrictions depicted on the procedure.
4. Check ATIS for current frequency.
5. The use of a SID designator without a cleared level does not authorize the ACFT to climb on the SID vertical profile.
6. In the event that pilot assesses a published level or speed restriction cannot be met, must inform ATC as soon as possible.
7. No Turns Prior to DER.

ASMAP 4S RNAV (GNSS) DEPARTURE [ASMA4S] (RWY 36)

EXECUTED WITH LTFJ RNAV (GNSS) STAR RWY 24



This SID requires a minimum climb gradient of 5.0% (304 per NM) up to 8000.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

Initial climb clearance **8000**

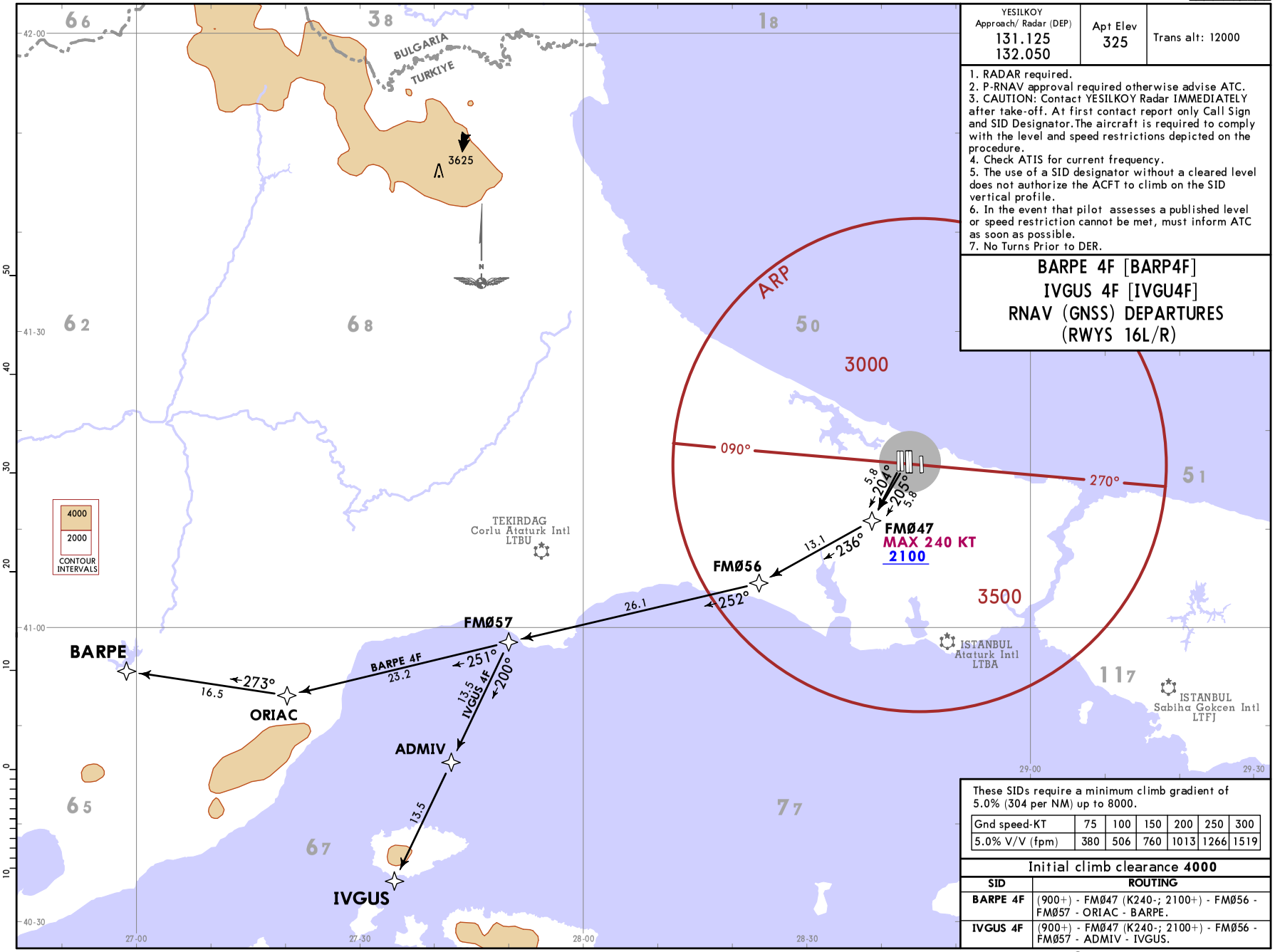
ROUTING

(760+) - FMØ32 (K240-; 2200+) - FMØ33 - FMØ34 - - FILFU - FMØ43 - ROCHE - NENVI - IBSIN - LECKI - VICEN - ASMAP.

CHANGES: Country name.

ISTANBUL, TURKIYE

RNAV SID



YESILKOY Approach/ Radar (DEP)	Apt Elev	Trans alt: 12000
131.125 132.050	325	

1. RADAR required.
2. P-RNAV approval required otherwise advise ATC.
3. CAUTION: Contact YESILKOY Radar IMMEDIATELY after take-off. At first contact report only Call Sign and SID Designator.The aircraft is required to comply with the level and speed restrictions depicted on the procedure.
4. Check ATIS for current frequency.
5. The use of a SID designator without a cleared level does not authorize the ACFT to climb on the SID vertical profile.
6. In the event that pilot assesses a published level or speed restriction cannot be met, must inform ATC as soon as possible.
7. No Turns Prior to DER.

BARPE 4F [BARP4F]
IVGUS 4F [IVGU4F]
RNAV (GNSS) DEPARTURES
(RWYS 16L/R)

These SIDs require a minimum climb gradient of 5.0% (304 per NM) up to 8000.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

Initial climb clearance **4000**

SID	ROUTING
BARPE 4F	(900+) - FMØ47 (K240-; 2100+) - FMØ56 - FMØ57 - ORIAC - BARPE.
IVGUS 4F	(900+) - FMØ47 (K240-; 2100+) - FMØ56 - FMØ57 - ADMIV - IVGUS.

CHANGES: Country name.

JEPPESEN
16 SEP 22 (30-3V)

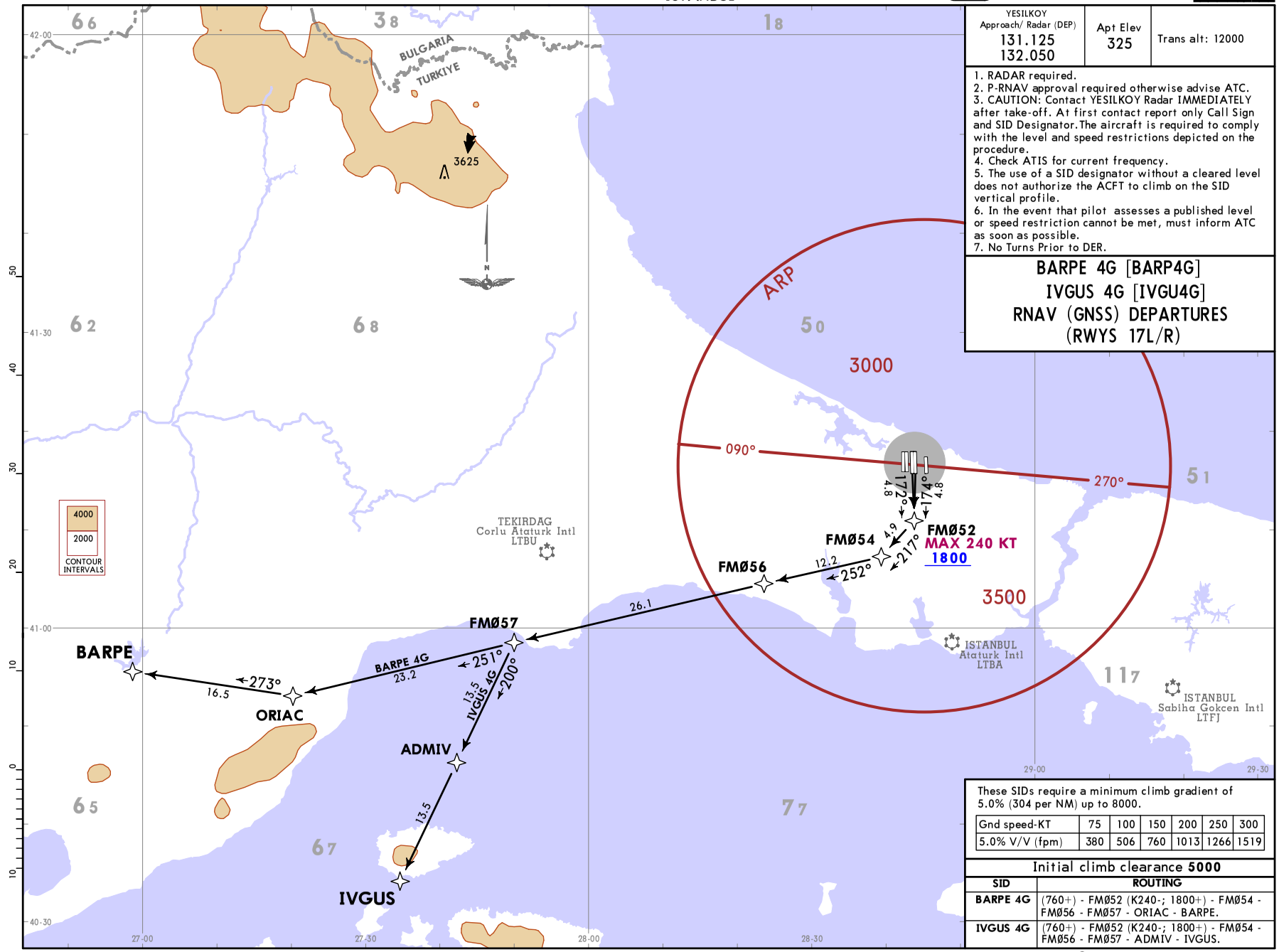
ISTANBUL, TURKIYE

RNAV SID

YESILKOY Approach/ Radar (DEP)	Apt Elev	Trans alt: 12000
131.125 132.050	325	

1. RADAR required.
2. P-RNAV approval required otherwise advise ATC.
3. CAUTION: Contact YESILKOY Radar IMMEDIATELY after take-off. At first contact report only Call Sign and SID Designator. The aircraft is required to comply with the level and speed restrictions depicted on the procedure.
4. Check ATIS for current frequency.
5. The use of a SID designator without a cleared level does not authorize the ACFT to climb on the SID vertical profile.
6. In the event that pilot assesses a published level or speed restriction cannot be met, must inform ATC as soon as possible.
7. No Turns Prior to DER.

BARPE 4G [BARP4G]
IVGUS 4G [IVGU4G]
RNAV (GNSS) DEPARTURES
(RWYS 17L/R)



These SIDs require a minimum climb gradient of 5.0% (304 per NM) up to 8000.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

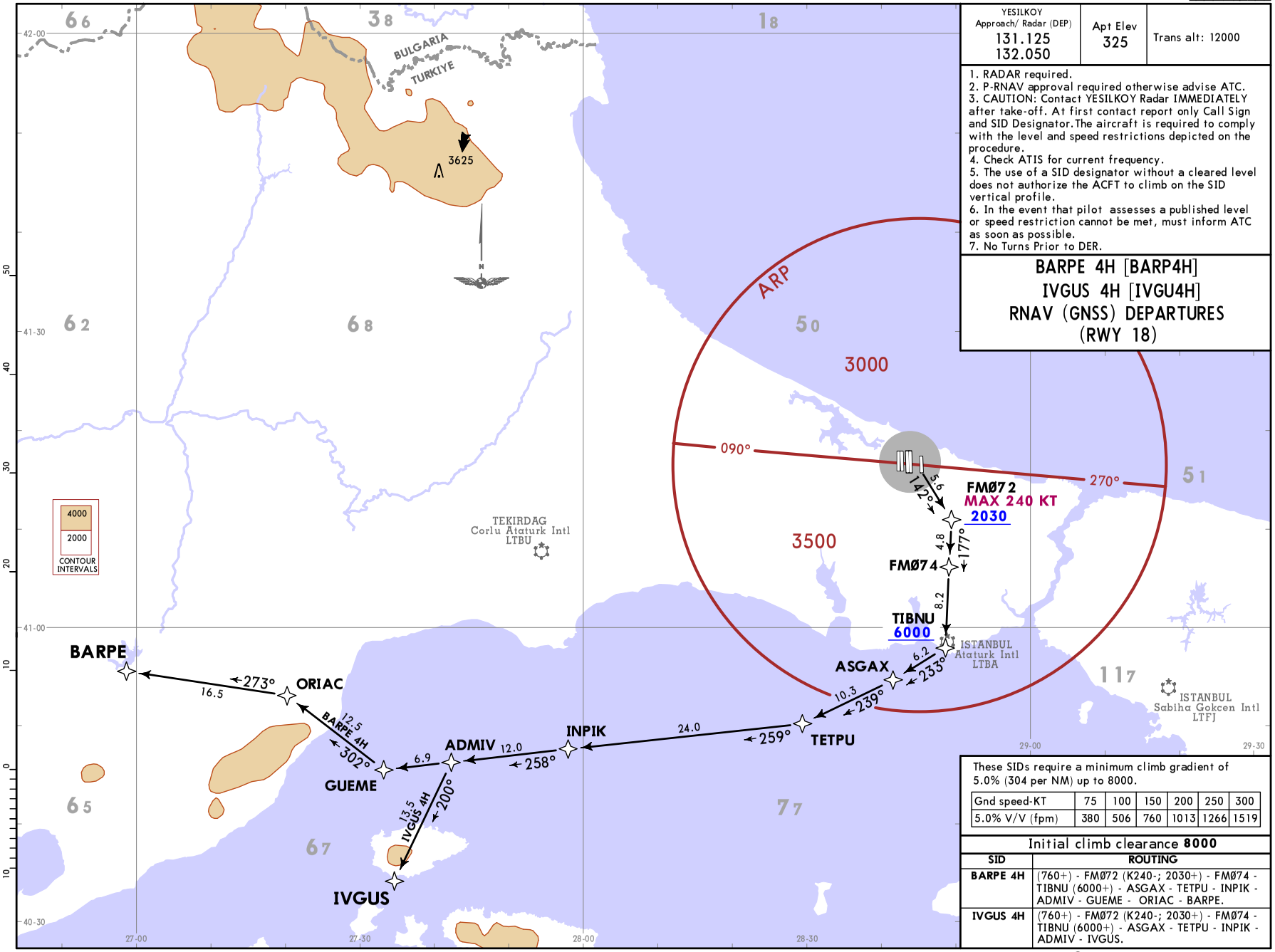
Initial climb clearance **5000**

SID	ROUTING
BARPE 4G	(760+) - FMØ52 (K240-; 1800+) - FMØ54 - FMØ56 - FMØ57 - ORIAC - BARPE.
IVGUS 4G	(760+) - FMØ52 (K240-; 1800+) - FMØ54 - FMØ56 - FMØ57 - ADMIV - IVGUS.

CHANGES: Country name.

ISTANBUL, TURKIYE

RNAV SID



YESILKOY Approach/ Radar (DEP)	Apt Elev	Trans alt: 12000
131.125 132.050	325	

1. RADAR required.
2. P-RNAV approval required otherwise advise ATC.
3. CAUTION: Contact YESILKOY Radar IMMEDIATELY after take-off. At first contact report only Call Sign and SID Designator.The aircraft is required to comply with the level and speed restrictions depicted on the procedure.
4. Check ATIS for current frequency.
5. The use of a SID designator without a cleared level does not authorize the ACFT to climb on the SID vertical profile.
6. In the event that pilot assesses a published level or speed restriction cannot be met, must inform ATC as soon as possible.
7. No Turns Prior to DER.

BARPE 4H [BARP4H]
IVGUS 4H [IVGU4H]
RNAV (GNSS) DEPARTURES
(RWY 18)

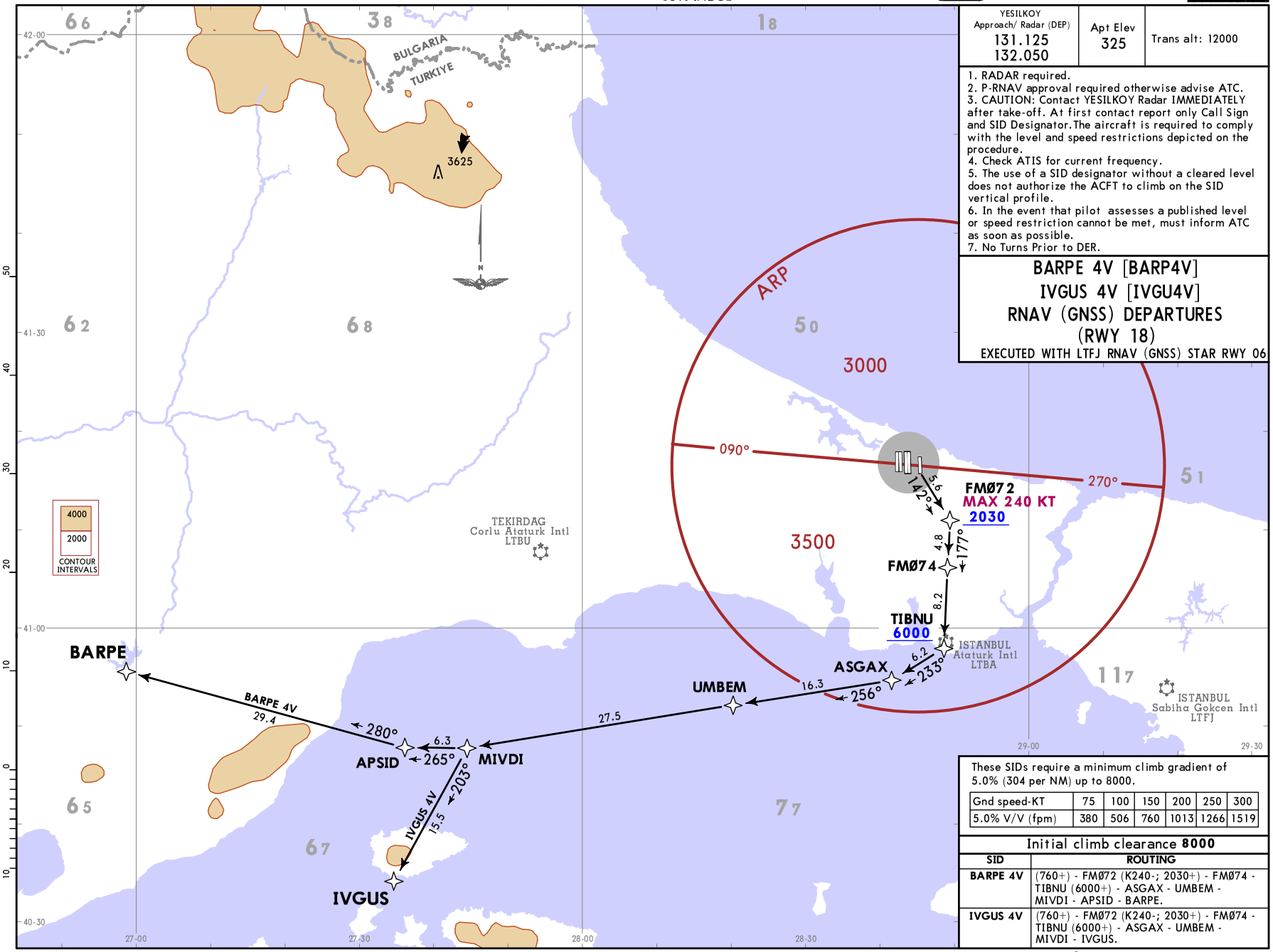
These SIDs require a minimum climb gradient of 5.0% (304 per NM) up to 8000.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

Initial climb clearance **8000**

SID	ROUTING
BARPE 4H	(760+) - FMØ72 (K240-; 2030+) - FMØ74 - TIBNU (6000+) - ASGAX - TETPU - INPIK - ADMIV - GUEME - ORIAC - BARPE.
IVGUS 4H	(760+) - FMØ72 (K240-; 2030+) - FMØ74 - TIBNU (6000+) - ASGAX - TETPU - INPIK - ADMIV - IVGUS.

CHANGES: Country name.



YESILKOY Approach/ Radar (DEP)	Apt Elev	Trans alt: 12000
131.125 132.050	325	

1. RADAR required.
2. P-RNAV approval required otherwise advise ATC.
3. CAUTION: Contact YESILKOY Radar IMMEDIATELY after take-off. At first contact report only Call Sign and SID Designator.The aircraft is required to comply with the level and speed restrictions depicted on the procedure.
4. Check ATIS for current frequency.
5. The use of a SID designator without a cleared level does not authorize the ACFT to climb on the SID vertical profile.
6. In the event that pilot assesses a published level or speed restriction cannot be met, must inform ATC as soon as possible.
7. No Turns Prior to DER.

BARPE 4V [BARP4V]
IVGUS 4V [IVGU4V]
RNAV (GNSS) DEPARTURES
(RWY 18)

EXECUTED WITH LTFJ RNAV (GNSS) STAR RWY 06

These SIDs require a minimum climb gradient of 5.0% (304 per NM) up to 8000.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

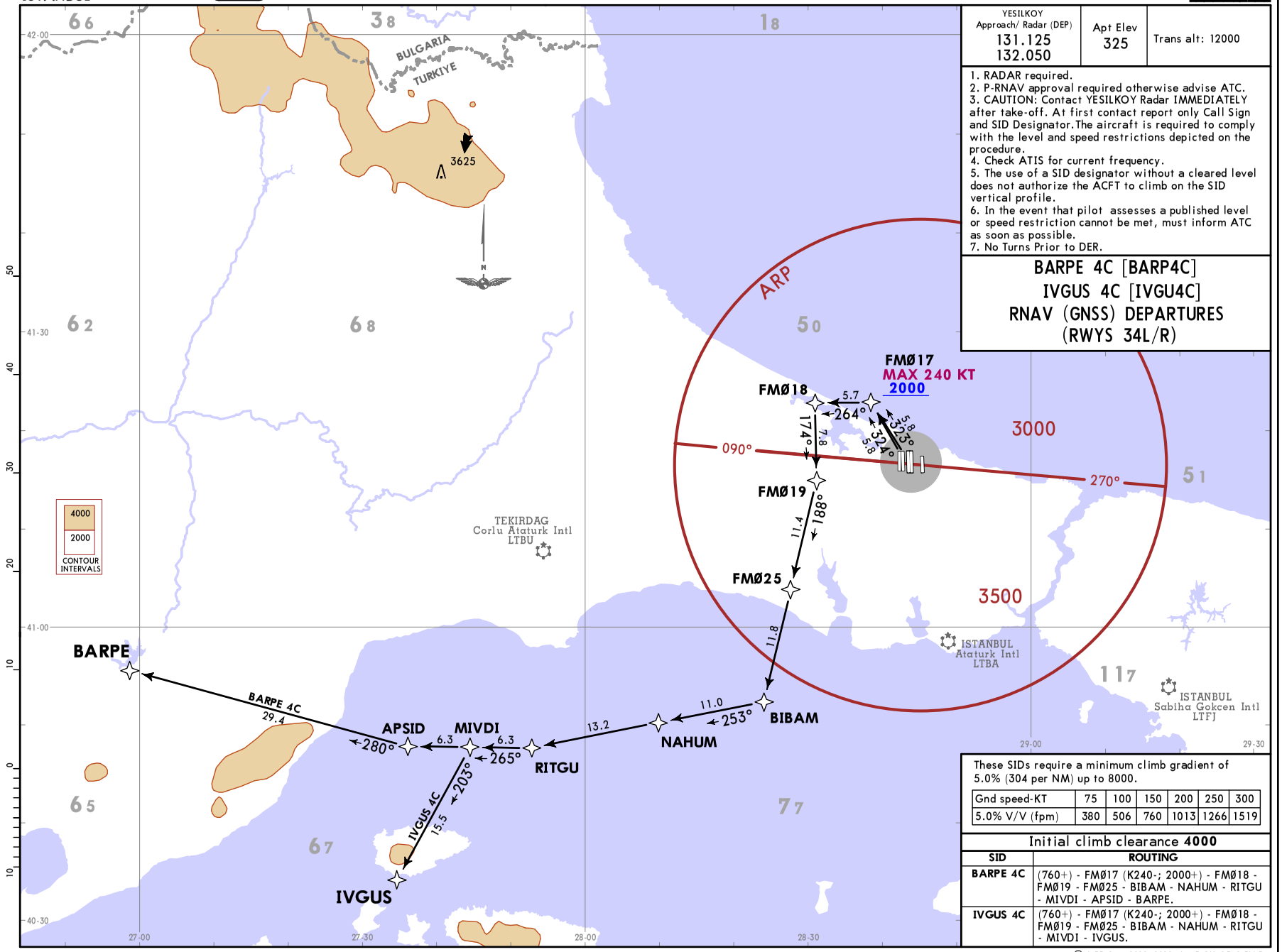
Initial climb clearance **8000**

SID	ROUTING
BARPE 4V	(760+) - FMØ72 (K240-; 2030+) - FMØ74 - TIBNU (6000+) - ASGAX - UMBEM - MIVDI - APSID - BARPE.
IVGUS 4V	(760+) - FMØ72 (K240-; 2030+) - FMØ74 - TIBNU (6000+) - ASGAX - UMBEM - MIVDI - IVGUS.

CHANGES: Country name.

ISTANBUL, TURKIYE

RNAV SID



YESILKOY Approach/ Radar (DEP)	Apt Elev	Trans alt: 12000
131.125 132.050	325	

1. RADAR required.
2. P-RNAV approval required otherwise advise ATC.
3. CAUTION: Contact YESILKOY Radar IMMEDIATELY after take-off. At first contact report only Call Sign and SID Designator.The aircraft is required to comply with the level and speed restrictions depicted on the procedure.
4. Check ATIS for current frequency.
5. The use of a SID designator without a cleared level does not authorize the ACFT to climb on the SID vertical profile.
6. In the event that pilot assesses a published level or speed restriction cannot be met, must inform ATC as soon as possible.
7. No Turns Prior to DER.

BARPE 4C [BARP4C]
IVGUS 4C [IVGU4C]
RNAV (GNSS) DEPARTURES
(RWYS 34L/R)

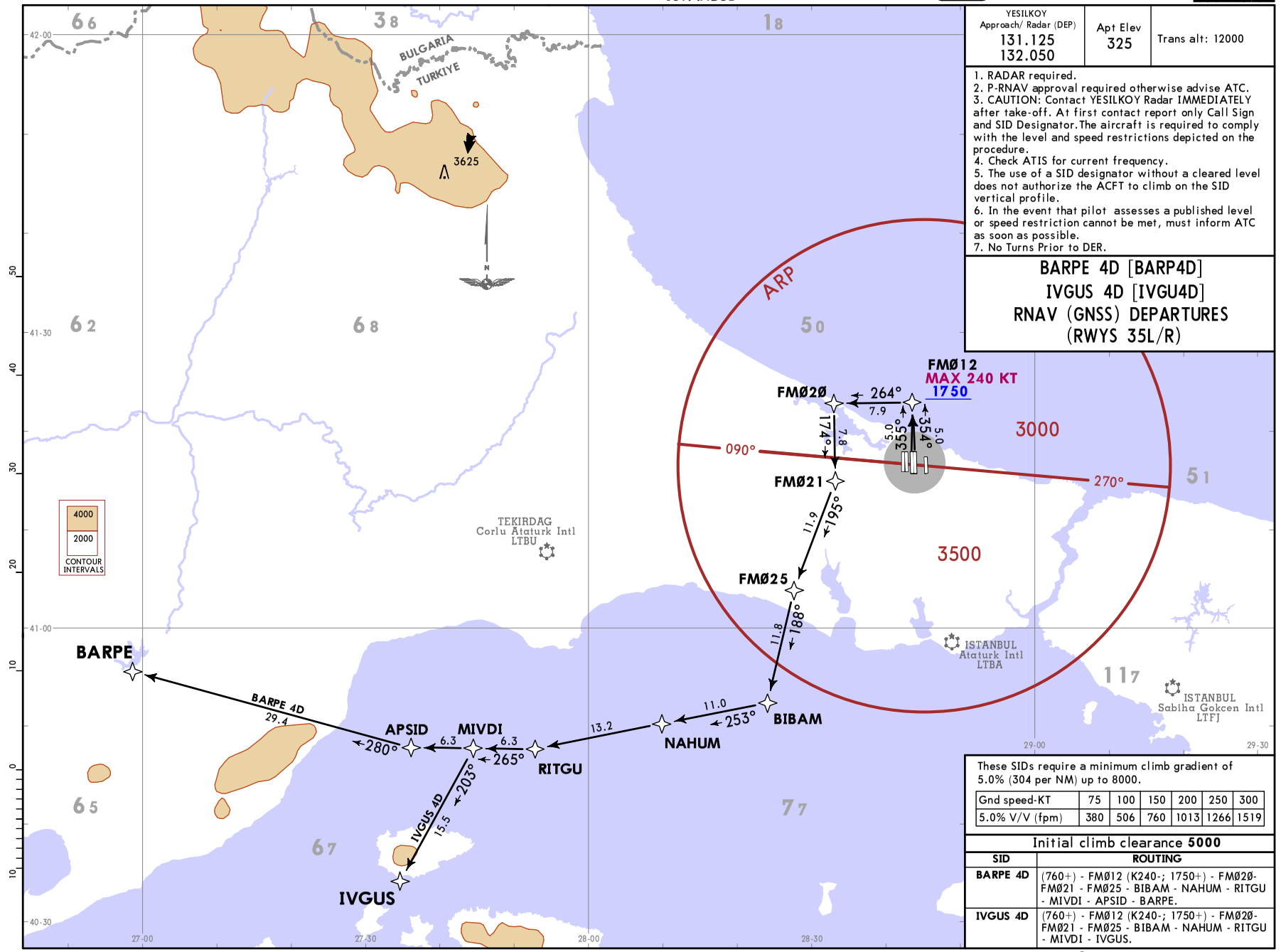
These SIDs require a minimum climb gradient of 5.0% (304 per NM) up to 8000.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

Initial climb clearance **4000**

SID	ROUTING
BARPE 4C	(760+) - FMØ17 (K240-; 2000+) - FMØ18 - FMØ19 - FMØ25 - BIBAM - NAHUM - RITGU - MIVDI - APSID - BARPE.
IVGUS 4C	(760+) - FMØ17 (K240-; 2000+) - FMØ18 - FMØ19 - FMØ25 - BIBAM - NAHUM - RITGU - MIVDI - IVGUS.

CHANGES: Country name.



YESILKOY Approach/ Radar (DEP)	Apt Elev	Trans alt: 12000
131.125 132.050	325	

1. RADAR required.
2. P-RNAV approval required otherwise advise ATC.
3. CAUTION: Contact YESILKOY Radar IMMEDIATELY after take-off. At first contact report only Call Sign and SID Designator.The aircraft is required to comply with the level and speed restrictions depicted on the procedure.
4. Check ATIS for current frequency.
5. The use of a SID designator without a cleared level does not authorize the ACFT to climb on the SID vertical profile.
6. In the event that pilot assesses a published level or speed restriction cannot be met, must inform ATC as soon as possible.
7. No Turns Prior to DER.

BARPE 4D [BARP4D]
IVGUS 4D [IVGU4D]
RNAV (GNSS) DEPARTURES
(RWYS 35L/R)

These SIDs require a minimum climb gradient of 5.0% (304 per NM) up to 8000.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

Initial climb clearance 5000

SID	ROUTING
BARPE 4D	(760+) - FMØ12 (K240-; 1750+) - FMØ2Ø- FMØ21 - FMØ25 - BIBAM - NAHUM - RITGU - MIVDI - APSID - BARPE.
IVGUS 4D	(760+) - FMØ12 (K240-; 1750+) - FMØ2Ø- FMØ21 - FMØ25 - BIBAM - NAHUM - RITGU - MIVDI - IVGUS.

CHANGES: Country name.

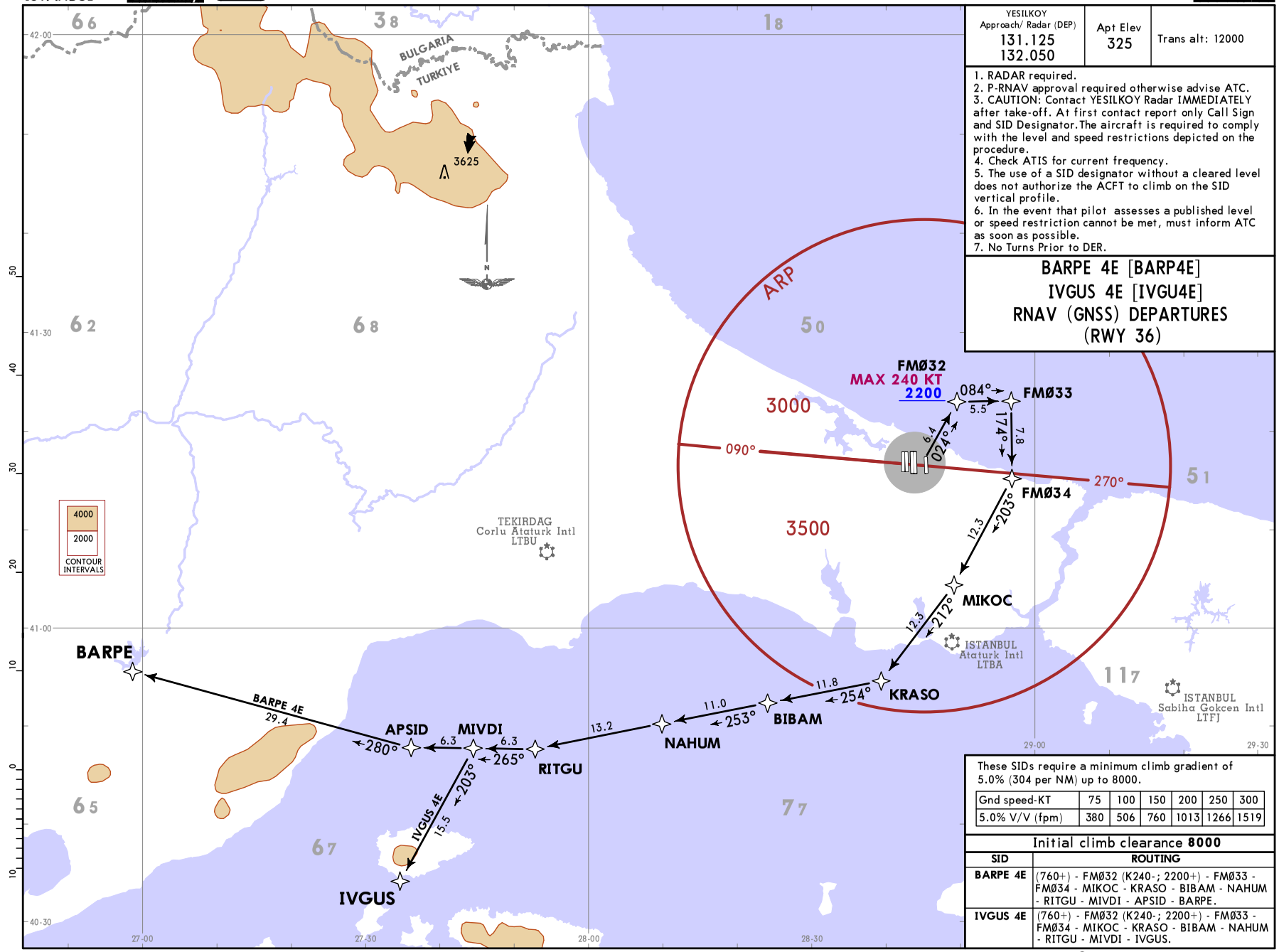
ISTANBUL, TURKIYE

RNAV SID

YESILKOY Approach/ Radar (DEP)	Apt Elev	Trans alt: 12000
131.125 132.050	325	

1. RADAR required.
2. P-RNAV approval required otherwise advise ATC.
3. CAUTION: Contact YESILKOY Radar IMMEDIATELY after take-off. At first contact report only Call Sign and SID Designator. The aircraft is required to comply with the level and speed restrictions depicted on the procedure.
4. Check ATIS for current frequency.
5. The use of a SID designator without a cleared level does not authorize the ACFT to climb on the SID vertical profile.
6. In the event that pilot assesses a published level or speed restriction cannot be met, must inform ATC as soon as possible.
7. No Turns Prior to DER.

BARPE 4E [BARP4E]
IVGUS 4E [IVGU4E]
RNAV (GNSS) DEPARTURES
(RWY 36)



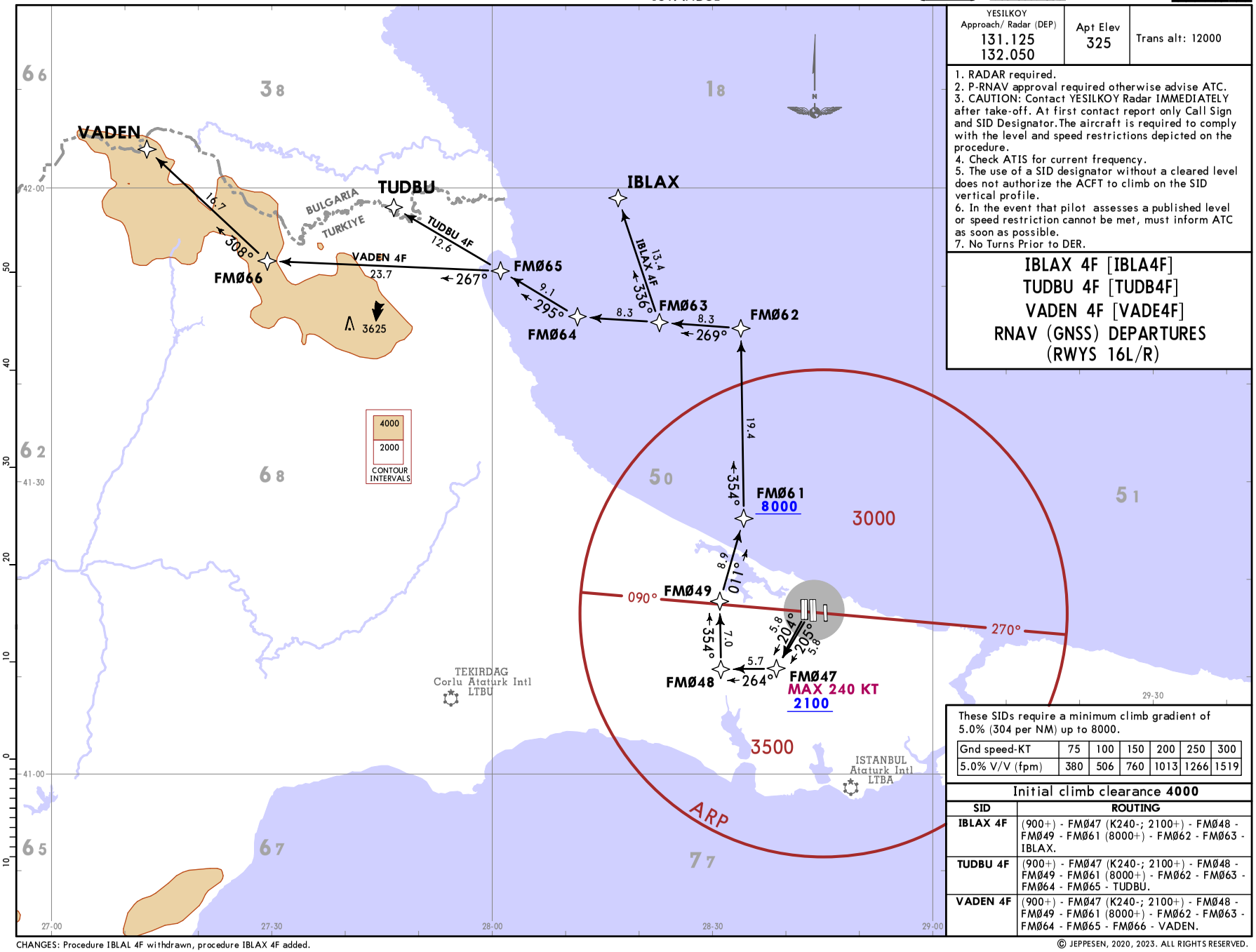
These SIDs require a minimum climb gradient of 5.0% (304 per NM) up to 8000.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

Initial climb clearance **8000**

SID	ROUTING
BARPE 4E	(760+) - FM032 (K240-; 2200+) - FM033 - FM034 - MIKOC - KRASO - BIBAM - NAHUM - RITGU - MIVDI - APSID - BARPE.
IVGUS 4E	(760+) - FM032 (K240-; 2200+) - FM033 - FM034 - MIKOC - KRASO - BIBAM - NAHUM - RITGU - MIVDI - IVGUS.

CHANGES: None.



YESILKOY Approach/ Radar (DEP)	Apt Elev	Trans alt: 12000
131.125 132.050	325	

1. RADAR required.
2. P-RNAV approval required otherwise advise ATC.
3. CAUTION: Contact YESILKOY Radar IMMEDIATELY after take-off. At first contact report only Call Sign and SID Designator.The aircraft is required to comply with the level and speed restrictions depicted on the procedure.
4. Check ATIS for current frequency.
5. The use of a SID designator without a cleared level does not authorize the ACFT to climb on the SID vertical profile.
6. In the event that pilot assesses a published level or speed restriction cannot be met, must inform ATC as soon as possible.
7. No Turns Prior to DER.

IBLAX 4F [IBLA4F]
TUDBU 4F [TUDB4F]
VADEN 4F [VADE4F]
RNAV (GNSS) DEPARTURES
(RWYS 16L/R)

These SIDs require a minimum climb gradient of 5.0% (304 per NM) up to 8000.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

Initial climb clearance **4000**

SID	ROUTING
IBLAX 4F	(900+) - FMØ47 (K240-; 2100+) - FMØ48 - FMØ49 - FMØ61 (8000+) - FMØ62 - FMØ63 - IBLAX.
TUDBU 4F	(900+) - FMØ47 (K240-; 2100+) - FMØ48 - FMØ49 - FMØ61 (8000+) - FMØ62 - FMØ63 - FMØ64 - FMØ65 - TUDBU.
VADEN 4F	(900+) - FMØ47 (K240-; 2100+) - FMØ48 - FMØ49 - FMØ61 (8000+) - FMØ62 - FMØ63 - FMØ64 - FMØ65 - FMØ66 - VADEN.

CHANGES: Procedure IBLAL 4F withdrawn, procedure IBLAX 4F added.

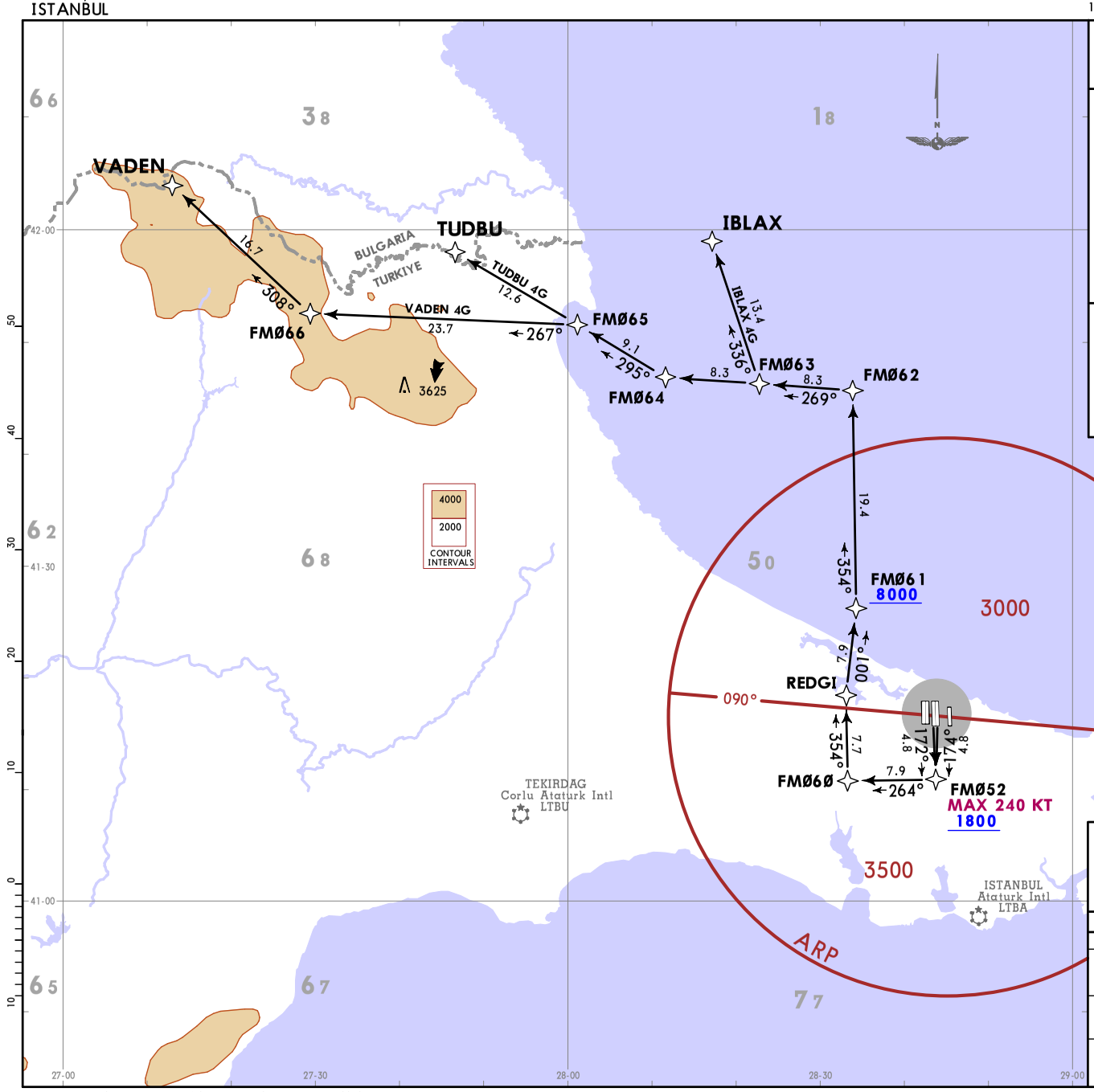
LTFM/IST
ISTANBUL

JEPPESEN ISTANBUL, TURKIYE
12 MAY 23 30-3V7 Eff 18 May RNAV SID

YESILKOY Approach/ Radar (DEP)	Apt Elev	Trans alt: 12000
131.125 132.050	325	

1. RADAR required.
2. P-RNAV approval required otherwise advise ATC.
3. CAUTION: Contact YESILKOY Radar IMMEDIATELY after take-off. At first contact report only Call Sign and SID Designator.The aircraft is required to comply with the level and speed restrictions depicted on the procedure.
4. Check ATIS for current frequency.
5. The use of a SID designator without a cleared level does not authorize the ACFT to climb on the SID vertical profile.
6. In the event that pilot assesses a published level or speed restriction cannot be met, must inform ATC as soon as possible.
7. No Turns Prior to DER.

IBLAX 4G [IBLA4G]
TUDBU 4G [TUDB4G]
VADEN 4G [VADE4G]
RNAV (GNSS) DEPARTURES
(RWYS 17L/R)



These SIDs require a minimum climb gradient of 5.0% (304 per NM) up to 8000.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

Initial climb clearance **5000**

SID	ROUTING
IBLAX 4G	(760+) - FMØ52 (K240-; 1800+) - FMØ6Ø - REDGI - FMØ61 (8000+) - FMØ62 - FMØ63 - IBLAX.
TUDBU 4G	(760+) - FMØ52 (K240-; 1800+) - FMØ6Ø - REDGI - FMØ61 (8000+) - FMØ62 - FMØ63 - FMØ64 - FMØ65 - TUDBU.
VADEN 4G	(760+) - FMØ52 (K240-; 1800+) - FMØ6Ø - REDGI - FMØ61 (8000+) - FMØ62 - FMØ63 - FMØ64 - FMØ65 - FMØ66 - VADEN.

CHANGES: Procedure IBLAL 4G withdrawn, procedure IBLAX 4G added.

LTFM/IST
ISTANBUL

JEPPESEN
12 MAY 23 30-3V8 Eff 18 May

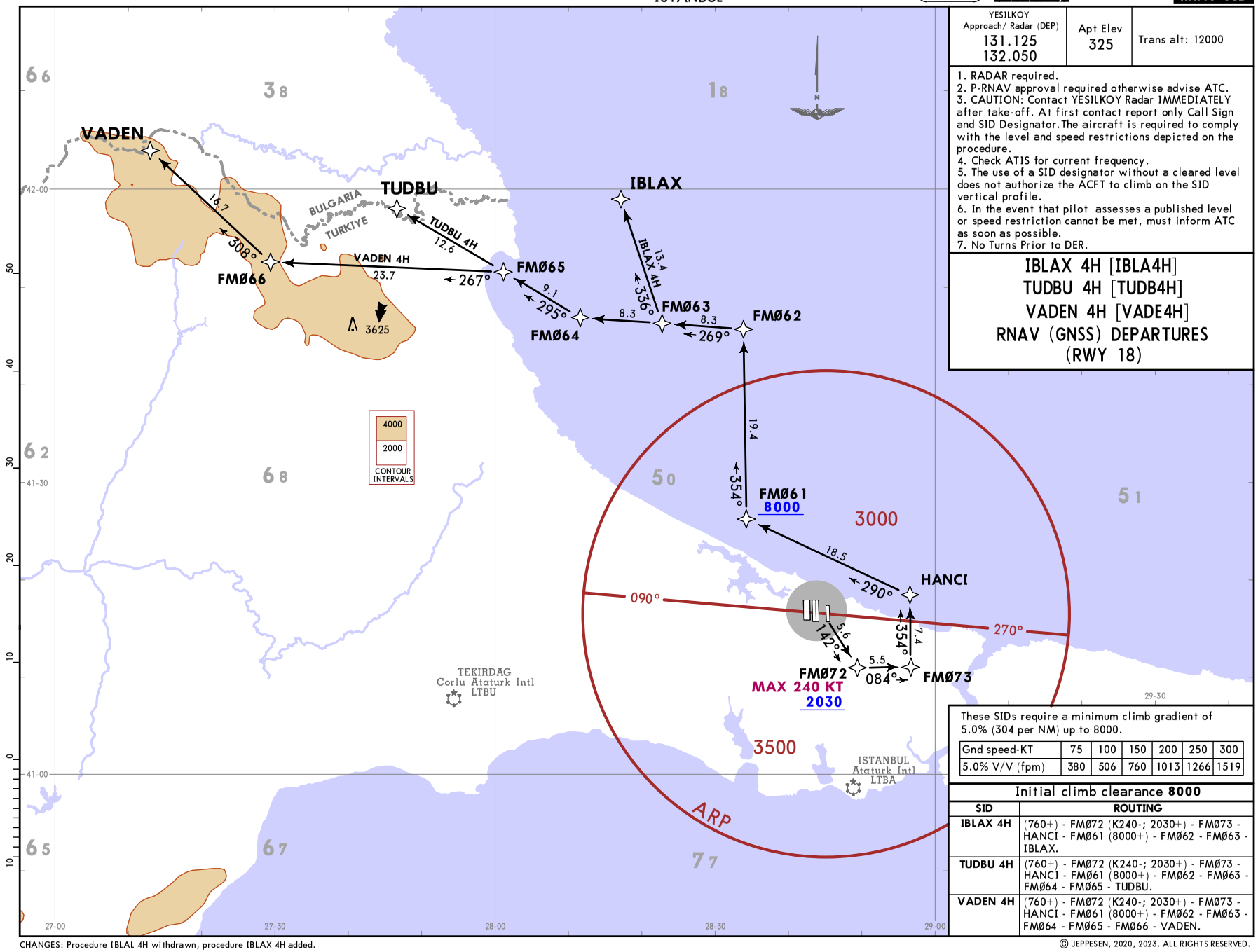
ISTANBUL, TURKIYE

RNAV SID

YESILKOY Approach/ Radar (DEP)	Apt Elev	Trans alt: 12000
131.125 132.050	325	

1. RADAR required.
2. P-RNAV approval required otherwise advise ATC.
3. CAUTION: Contact YESILKOY Radar IMMEDIATELY after take-off. At first contact report only Call Sign and SID Designator. The aircraft is required to comply with the level and speed restrictions depicted on the procedure.
4. Check ATIS for current frequency.
5. The use of a SID designator without a cleared level does not authorize the ACFT to climb on the SID vertical profile.
6. In the event that pilot assesses a published level or speed restriction cannot be met, must inform ATC as soon as possible.
7. No Turns Prior to DER.

IBLAX 4H [IBLA4H]
TUDBU 4H [TUDB4H]
VADEN 4H [VADE4H]
RNAV (GNSS) DEPARTURES
(RWY 18)



These SIDs require a minimum climb gradient of 5.0% (304 per NM) up to 8000.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

Initial climb clearance **8000**

SID	ROUTING
IBLAX 4H	(760+) - FMØ72 (K240-; 2030+) - FMØ73 - HANCI - FMØ61 (8000+) - FMØ62 - FMØ63 - IBLAX.
TUDBU 4H	(760+) - FMØ72 (K240-; 2030+) - FMØ73 - HANCI - FMØ61 (8000+) - FMØ62 - FMØ63 - FMØ64 - FMØ65 - TUDBU.
VADEN 4H	(760+) - FMØ72 (K240-; 2030+) - FMØ73 - HANCI - FMØ61 (8000+) - FMØ62 - FMØ63 - FMØ64 - FMØ65 - FMØ66 - VADEN.

CHANGES: Procedure IBLAL 4H withdrawn, procedure IBLAX 4H added.

LTFM/IST
ISTANBUL

JEPPESEN ISTANBUL, TURKIYE
12 MAY 23 30-3V9 Eff 18 May RNAV SID

YESILKOY Approach/ Radar (DEP)	Apt Elev	Trans alt: 12000
131.125 132.050	325	

1. RADAR required.
2. P-RNAV approval required otherwise advise ATC.
3. CAUTION: Contact YESILKOY Radar IMMEDIATELY after take-off. At first contact report only Call Sign and SID Designator.The aircraft is required to comply with the level and speed restrictions depicted on the procedure.
4. Check ATIS for current frequency.
5. The use of a SID designator without a cleared level does not authorize the ACFT to climb on the SID vertical profile.
6. In the event that pilot assesses a published level or speed restriction cannot be met, must inform ATC as soon as possible.
7. No Turns Prior to DER.

IBLAX 4C [IBLA4C]
TUDBU 4C [TUDB4C]
VADEN 4C [VADE4C]
RNAV (GNSS) DEPARTURES
(RWYS 34L/R)

VADEN
TUDBU
IBLAX
UNLIR
GOVGU
ACCUA
FMØ9Ø
FMØ11
FMØ17
MAX 240 KT
2000
BULGARIA
TURKIYE
3625
43.4
17.2
301°
IBLAX 4C
20.3
332°
TUDBU 4C
18.4
288°
297°
13.0
291°
8.6
307°
VADEN 4C
19.7
301°
TUDBU 4C
IBLAX 4C
11.7
346°
5.8
323°
5.8
324°
090°
270°
3000
3500
ARP
4000
2000
CONTOUR INTERVALS
TEKIRDAG
Corlu Ataturk Intl
LTBU
ISTANBUL
Ataturk Intl
LTBA
66
38
18
50
62
68
51
65
67
77
42-00
41-30
41-00
27-00
27-30
28-00
28-30
29-00
29-30

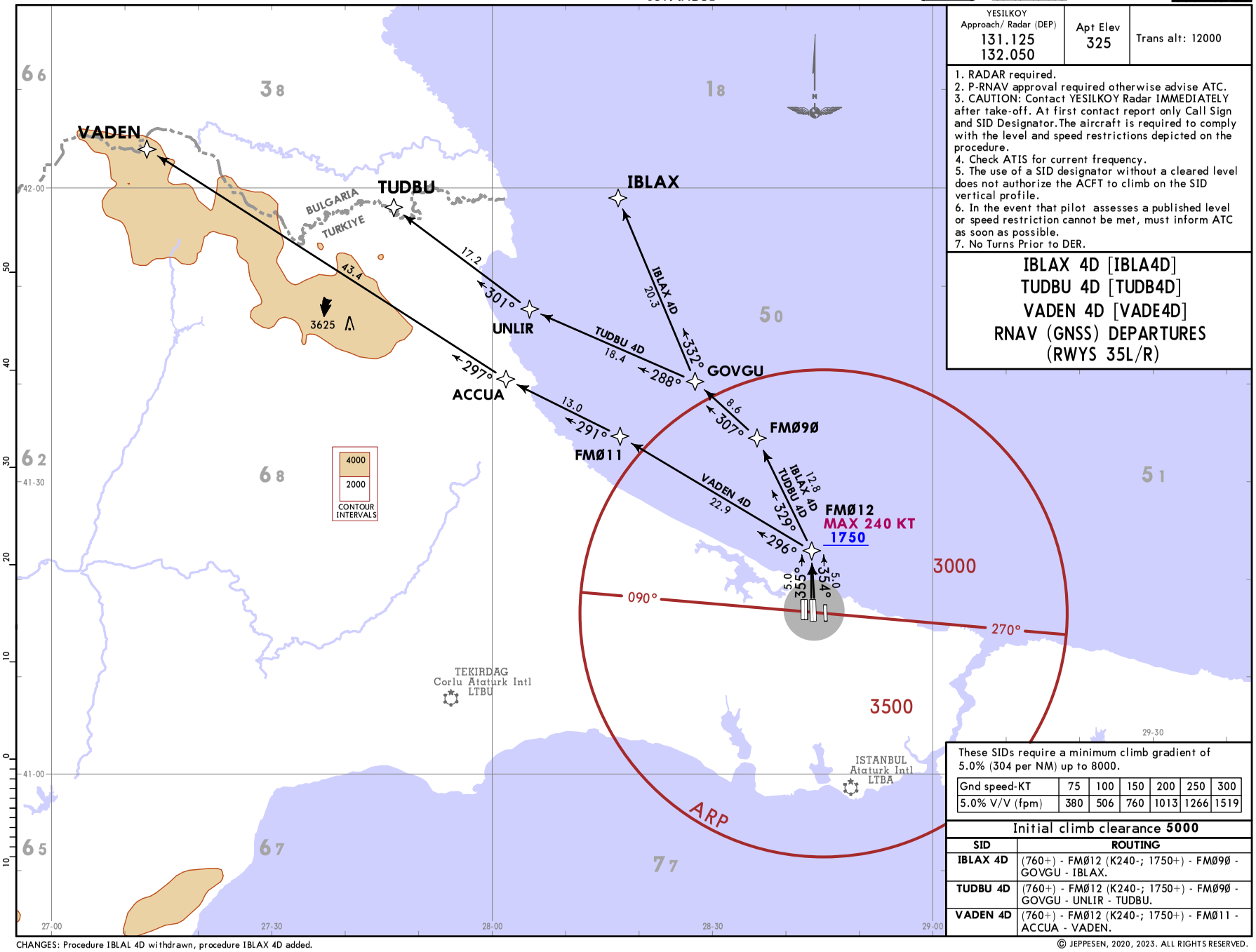
These SIDs require a minimum climb gradient of 5.0% (304 per NM) up to 8000.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

Initial climb clearance **4000**

SID	ROUTING
IBLAX 4C	(760+) - FMØ17 (K240-; 2000+) - FMØ9Ø - GOVGU - IBLAX.
TUDBU 4C	(760+) - FMØ17 (K240-; 2000+) - FMØ9Ø - GOVGU - UNLIR - TUDBU.
VADEN 4C	(760+) - FMØ17 (K240-; 2000+) - FMØ11 - ACCUA - VADEN.

CHANGES: Procedure IBLAL 4C withdrawn, procedure IBLAX 4C added.



YESILKOY Approach/ Radar (DEP)	Apt Elev	Trans alt: 12000
131.125 132.050	325	

1. RADAR required.
2. P-RNAV approval required otherwise advise ATC.
3. CAUTION: Contact YESILKOY Radar IMMEDIATELY after take-off. At first contact report only Call Sign and SID Designator. The aircraft is required to comply with the level and speed restrictions depicted on the procedure.
4. Check ATIS for current frequency.
5. The use of a SID designator without a cleared level does not authorize the ACFT to climb on the SID vertical profile.
6. In the event that pilot assesses a published level or speed restriction cannot be met, must inform ATC as soon as possible.
7. No Turns Prior to DER.

IBLAX 4D [IBLA4D]
TUDBU 4D [TUDB4D]
VADEN 4D [VADE4D]
RNAV (GNSS) DEPARTURES
(RWYS 35L/R)

These SIDs require a minimum climb gradient of 5.0% (304 per NM) up to 8000.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

Initial climb clearance **5000**

SID	ROUTING
IBLAX 4D	(760+) - FMØ12 (K240-; 1750+) - FMØ9Ø - GOVGU - IBLAX.
TUDBU 4D	(760+) - FMØ12 (K240-; 1750+) - FMØ9Ø - GOVGU - UNLIR - TUDBU.
VADEN 4D	(760+) - FMØ12 (K240-; 1750+) - FMØ11 - ACCUA - VADEN.

CHANGES: Procedure IBLAL 4D withdrawn, procedure IBLAX 4D added.

LTFM/IST
ISTANBUL

JEPPESEN ISTANBUL, TURKIYE
12 MAY 23 (30-3W1) Eff 18 May RNAV SID

YESILKOY Approach/ Radar (DEP)	Apt Elev	Trans alt: 12000
131.125 132.050	325	

1. RADAR required.
2. P-RNAV approval required otherwise advise ATC.
3. CAUTION: Contact YESILKOY Radar IMMEDIATELY after take-off. At first contact report only Call Sign and SID Designator.The aircraft is required to comply with the level and speed restrictions depicted on the procedure.
4. Check ATIS for current frequency.
5. The use of a SID designator without a cleared level does not authorize the ACFT to climb on the SID vertical profile.
6. In the event that pilot assesses a published level or speed restriction cannot be met, must inform ATC as soon as possible.
7. No Turns Prior to DER.

IBLAX 4E [IBLA4E]
TUDBU 4E [TUDB4E]
VADEN 4E [VADE4E]
RNAV (GNSS) DEPARTURES
(RWY 36)

VADEN
TUDBU
IBLAX
UNLIR
ACCUA
GOVGU
GITVO
QUNTE
6400
FMØ32
MAX 240 KT
2200
BULGARIA
TURKIYE
3625
43.4
17.2
301°
IBLAX 4E
31.9
TUDBU 4E
18.4
288°
VADEN 4E
19.3
297°
6.6
265°
9.1
286°
308°
13.9
349°
6.9
204°
090°
270°
3000
3500
4000
2000
CONTOUR INTERVALS
TEKIRDAG
Corlu Ataturk Intl
LTBU
ISTANBUL
Ataturk Intl
LTBA
ARP

These SIDs require a minimum climb gradient of 5.0% (304 per NM) up to 8000.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

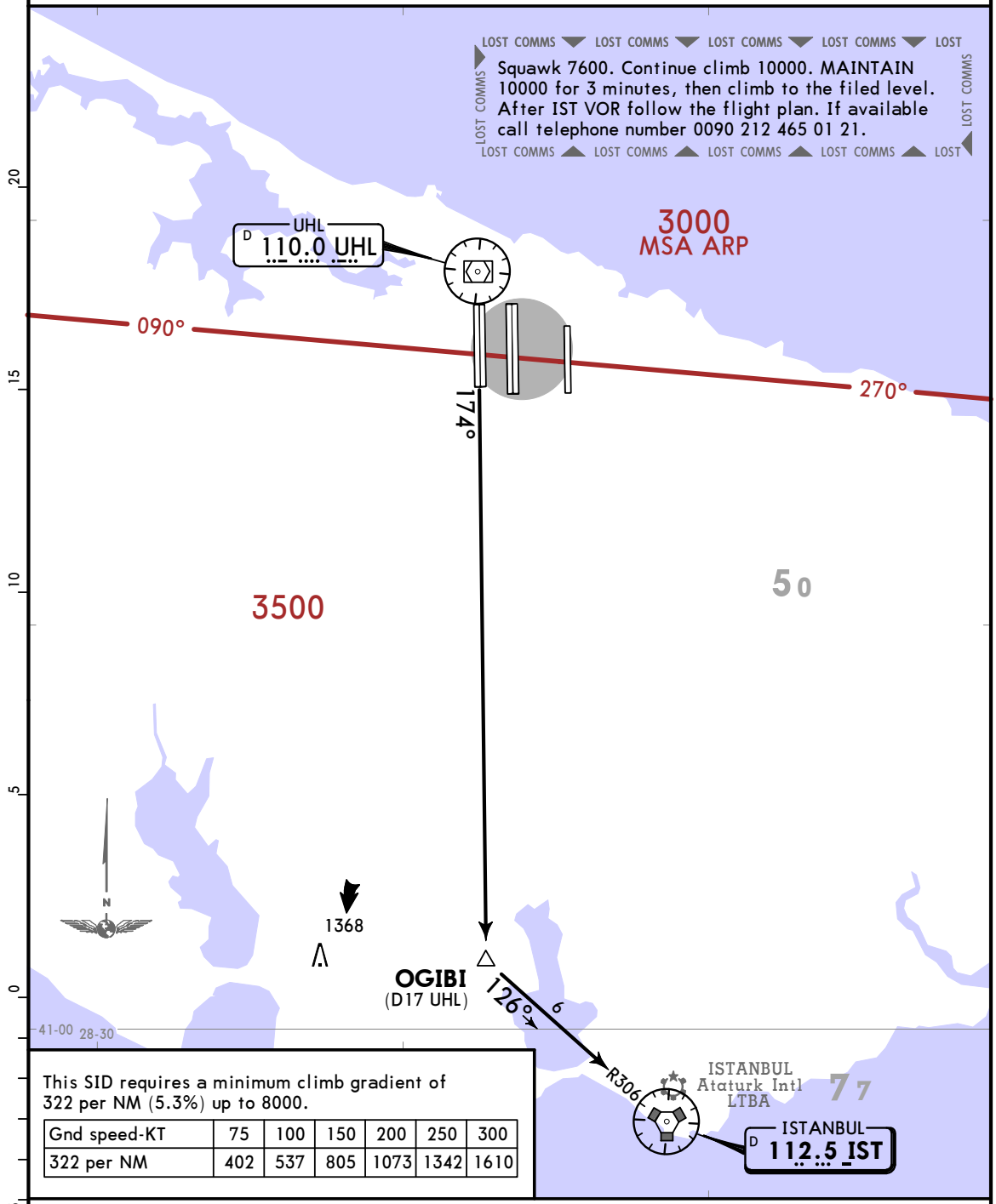
Initial climb clearance **8000**

SID	ROUTING
IBLAX 4E	(760+) - FMØ32 (K240-; 2200+) - QUNTE (6400+) - IBLAX.
TUDBU 4E	(760+) - FMØ32 (K240-; 2200+) - QUNTE (6400+) - GITVO - GOVGU - UNLIR - TUDBU.
VADEN 4E	(760+) - FMØ32 (K240-; 2200+) - QUNTE (6400+) - GITVO - GOVGU - ACCUA - VADEN.

CHANGES: Procedure IBLAL 4E withdrawn, procedure IBLAX 4E added.

YESILKOY Approach/ Radar (DEP) 131.125 132.050	Apt Elev 325	Trans alt: 12000 1. Contact YESILKOY Radar IMMEDIATELY after take-off. 2. CAUTION: At first contact report only Call Sign and SID Designator. 3. CAUTION: This SID is only available for the aircraft unable to comply the P-RNAV departure procedures. 4. CAUTION: The aircraft executing this SID may lose departure sequence and be subject to a delay.

IST 1F DEPARTURE
(RWYS 16L/R)



This SID requires a minimum climb gradient of 322 per NM (5.3%) up to 8000.

Gnd speed-KT	75	100	150	200	250	300
322 per NM	402	537	805	1073	1342	1610

Initial climb clearance **8000**

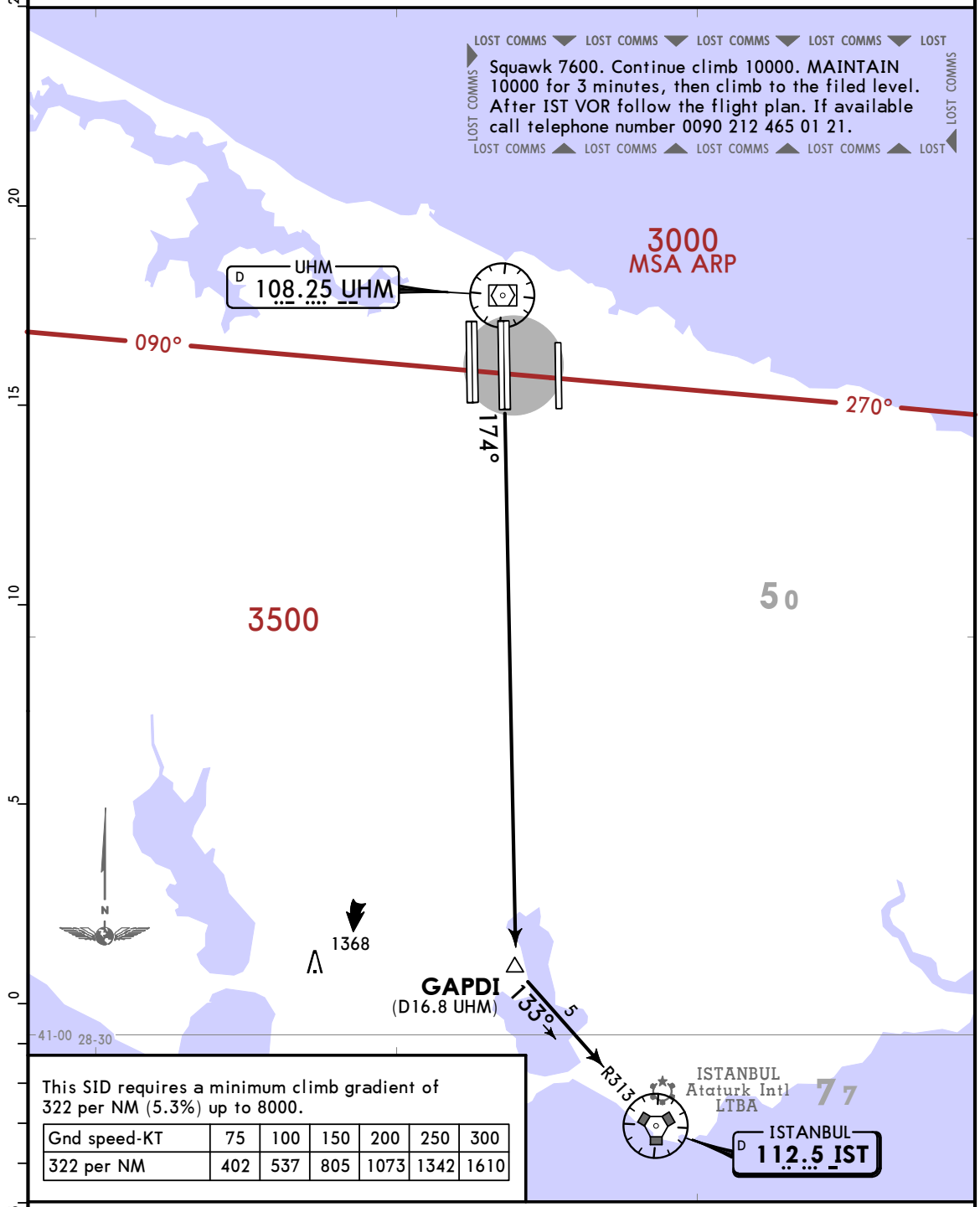
ROUTING

Proceed to OGIBI on UHL R174, then turn LEFT and proceed to IST VOR on IST R306. After IST VOR follow flight plan.

CHANGES: None.

YESILKOY Approach/ Radar (DEP) 131.125 132.050	Apt Elev 325	Trans alt: 12000 1. Contact YESILKOY Radar IMMEDIATELY after take-off. 2. CAUTION: At first contact report only Call Sign and SID Designator. 3. CAUTION: This SID is only available for the aircraft unable to comply the P-RNAV departure procedures. 4. CAUTION: The aircraft executing this SID may lose departure sequence and be subject to a delay.

IST 2G DEPARTURE
(RWYS 17L/R)



This SID requires a minimum climb gradient of 322 per NM (5.3%) up to 8000.

Gnd speed-KT	75	100	150	200	250	300
322 per NM	402	537	805	1073	1342	1610

Initial climb clearance **5000**

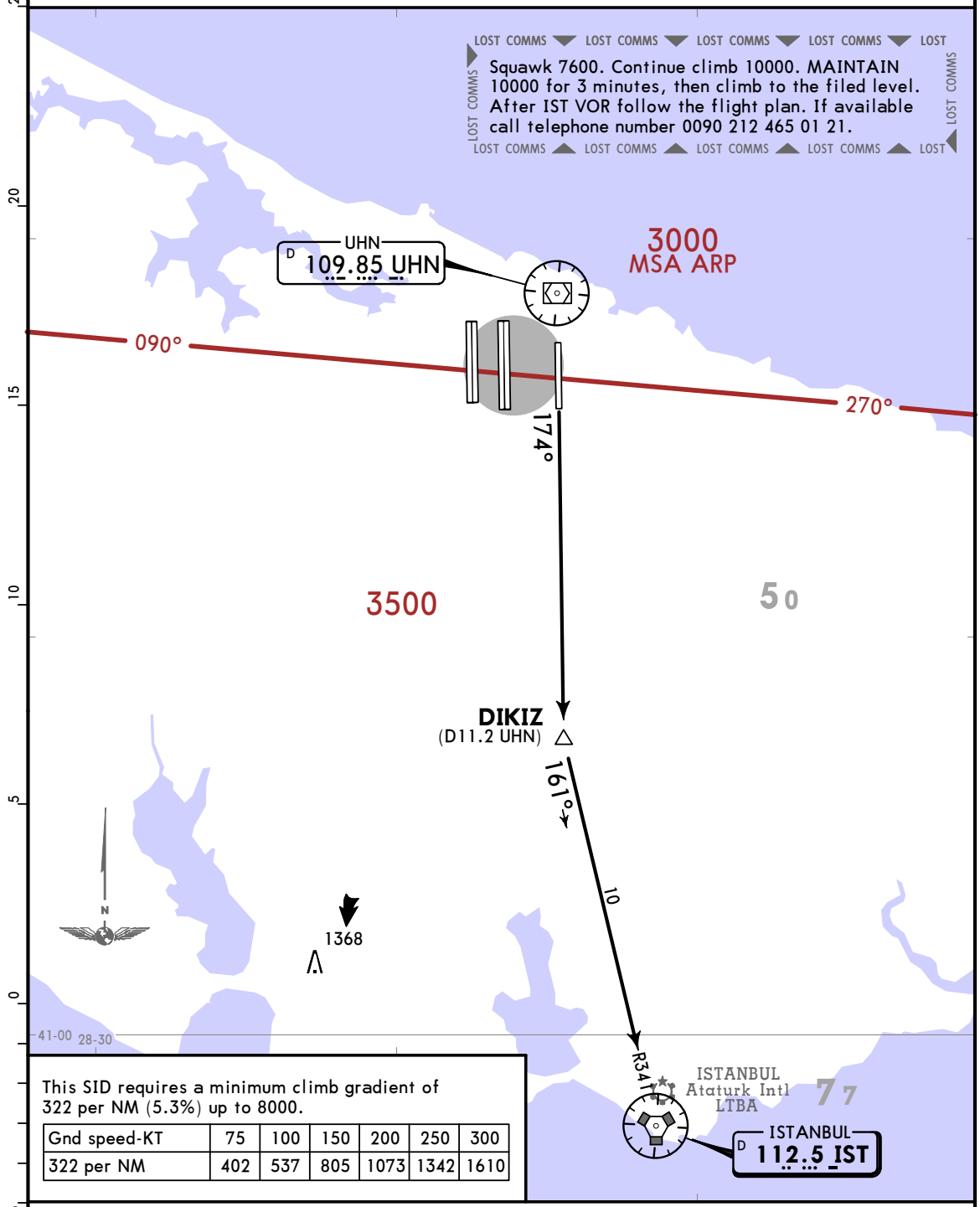
ROUTING

Proceed to GAPDI on UHM R174, then turn LEFT and proceed to IST VOR on IST R313. After IST VOR follow flight plan.

CHANGES: Country name.

YESILKOY Approach/ Radar (DEP) 131.125 132.050	Apt Elev 325	Trans alt: 12000 1. Contact YESILKOY Radar IMMEDIATELY after take-off. 2. CAUTION: At first contact report only Call Sign and SID Designator. 3. CAUTION: This SID is only available for the aircraft unable to comply the P-RNAV departure procedures. 4. CAUTION: The aircraft executing this SID may lose departure sequence and be subject to a delay.

IST 1H DEPARTURE
(RWY 18)



This SID requires a minimum climb gradient of 322 per NM (5.3%) up to 8000.

Gnd speed-KT	75	100	150	200	250	300
322 per NM	402	537	805	1073	1342	1610

Initial climb clearance **8000**

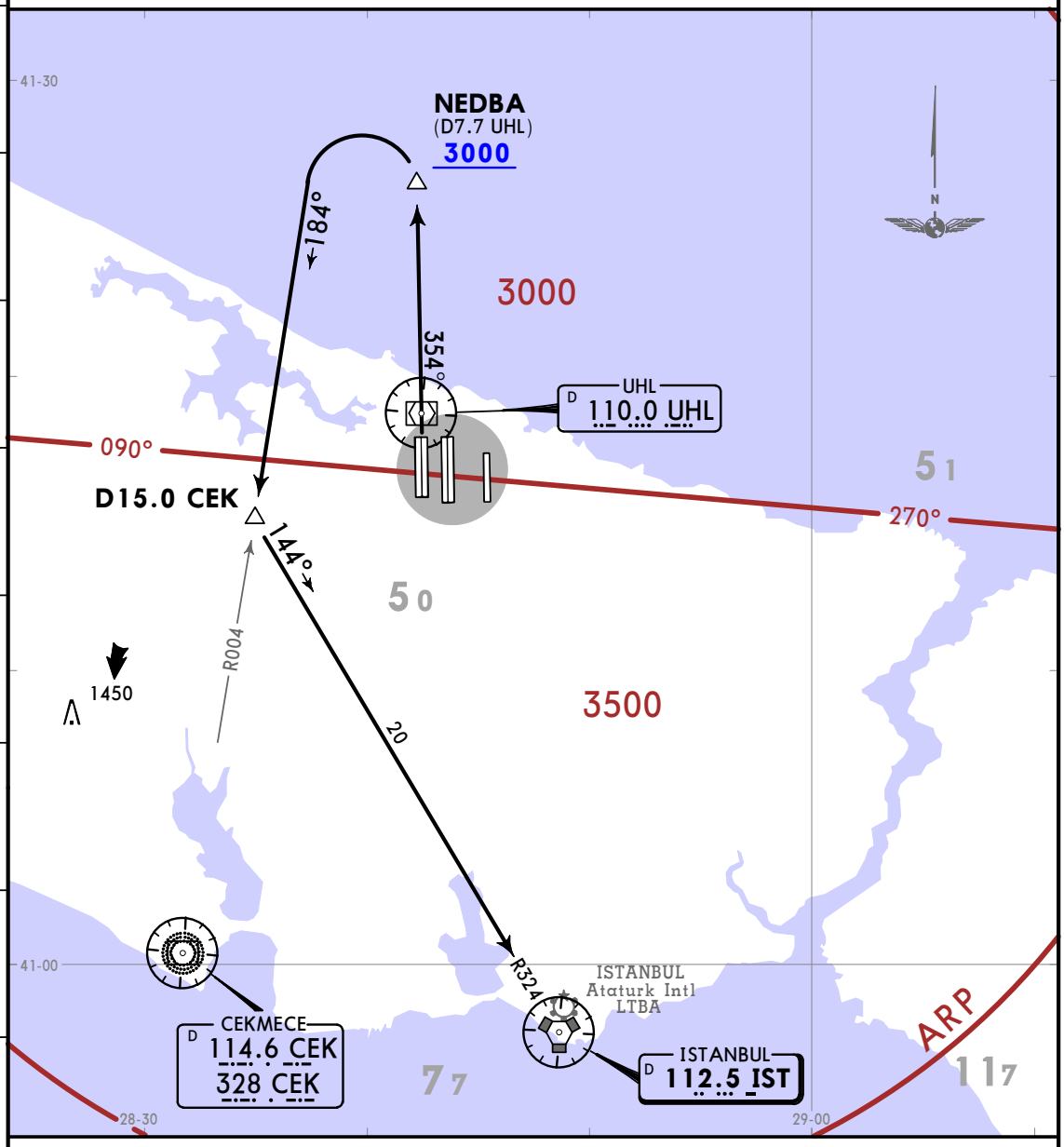
ROUTING

Proceed to DIKIZ on UHN R174, then turn LEFT and proceed to IST VOR on IST R341. After IST VOR follow flight plan.

CHANGES: Country name.

YESILKOY Approach/ Radar (DEP) 131.125 132.050	Apt Elev 325	Trans alt: 12000 1. Contact YESILKOY Radar IMMEDIATELY after take-off. 2. CAUTION: At first contact report only Call Sign and SID Designator. 3. CAUTION: This SID is only available for the aircraft unable to comply the P-RNAV departure procedures. 4. CAUTION: The aircraft executing this SID may lose departure sequence and be subject to a delay.

IST 1C DEPARTURE
(RWYS 34L/R)



This SID requires a minimum climb gradient of 322 per NM (5.3%) up to 8000.

Gnd speed-KT	75	100	150	200	250	300
322 per NM	402	537	805	1073	1342	1610

LOST COMMS LOST COMMS LOST COMMS LOST COMMS
Squawk 7600. Continue climb 10000. MAINTAIN 10000 for 3 minutes, then climb to the filed level. After IST VOR follow the flight plan. If available call telephone number 0090 212 465 01 21.
LOST COMMS LOST COMMS LOST COMMS LOST COMMS

Initial climb clearance **8000**

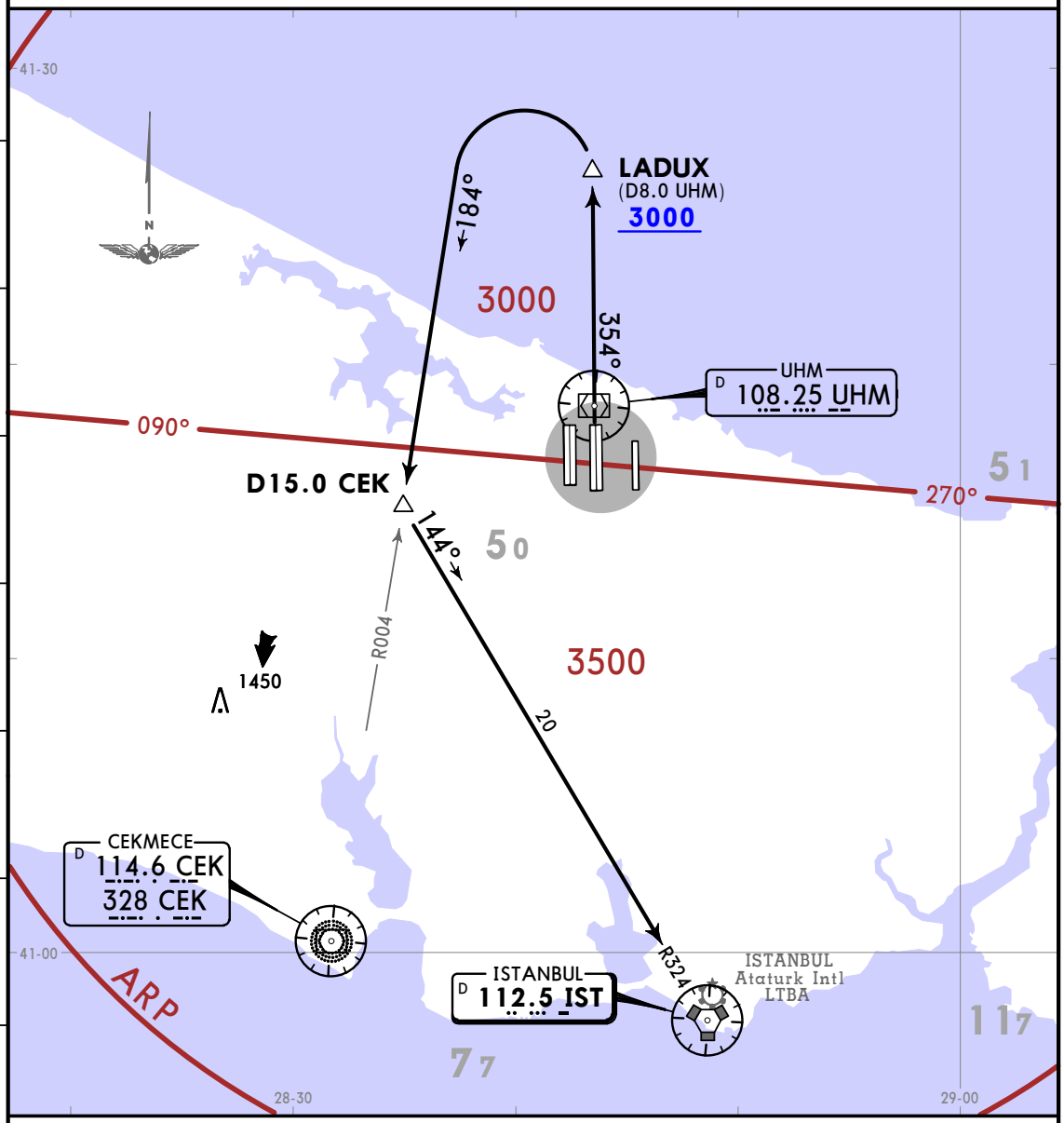
ROUTING

Proceed to NEDBA on UHL R354. Cross NEDBA at or above 3000, then turn LEFT and proceed on CEK R004 (184° bearing to CEK NDB), at D15.0 CEK turn LEFT, proceed to IST VOR on IST R324. After IST VOR follow the flight plan.

CHANGES: Country name.

YESILKOY Approach/ Radar (DEP) 131.125 132.050	Apt Elev 325	Trans alt: 12000 1. Contact YESILKOY Radar IMMEDIATELY after take-off. 2. CAUTION: At first contact report only Call Sign and SID Designator. 3. CAUTION: This SID is only available for the aircraft unable to comply the P-RNAV departure procedures. 4. CAUTION: The aircraft executing this SID may lose departure sequence and be subject to a delay.

IST 1A DEPARTURE
(RWYS 35L/R)



This SID requires a minimum climb gradient of 322 per NM (5.3%) up to 8000.

Gnd speed-KT	75	100	150	200	250	300
322 per NM	402	537	805	1073	1342	1610

LOST COMMS LOST COMMS LOST COMMS LOST COMMS
Squawk 7600. Continue climb 10000. MAINTAIN 10000 for 3 minutes, then climb to the filed level. After IST VOR follow the flight plan. If available call telephone number 0090 212 465 01 21.
LOST COMMS LOST COMMS LOST COMMS LOST COMMS

Initial climb clearance **8000**

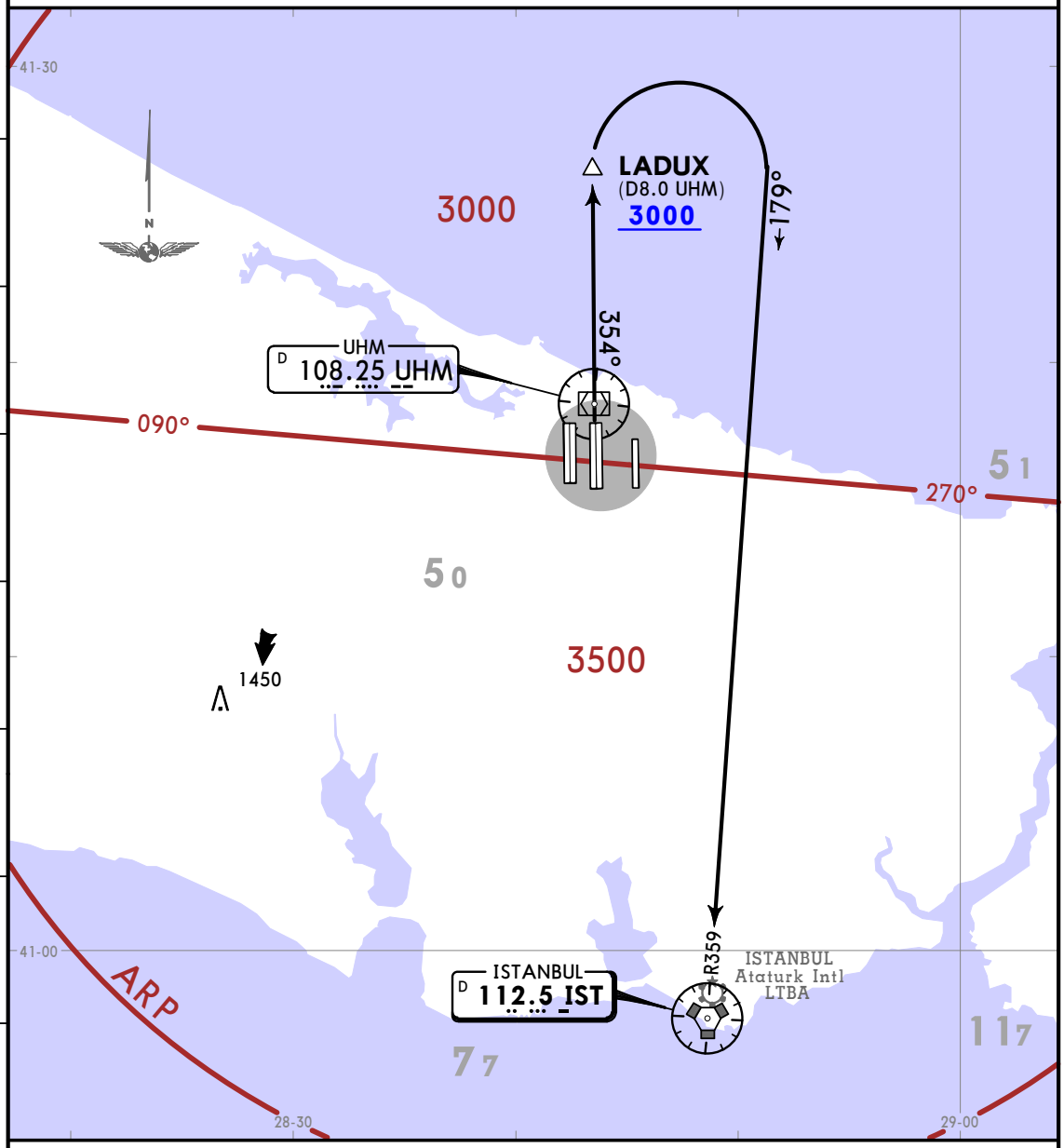
ROUTING

Proceed to LADUX on UHM R354. Cross LADUX at or above 3000, then turn LEFT and proceed on CEK R004 (184° bearing to CEK NDB), at D15.0 CEK turn LEFT, proceed to IST VOR on IST R324. After IST VOR follow the flight plan.

CHANGES: Country name.

YESILKOY Approach/ Radar (DEP) 131.125 132.050	Apt Elev 325	Trans alt: 12000 1. Contact YESILKOY Radar IMMEDIATELY after take-off. 2. CAUTION: At first contact report only Call Sign and SID Designator. 3. CAUTION: This SID is only available for the aircraft unable to comply the P-RNAV departure procedures. 4. CAUTION: The aircraft executing this SID may lose departure sequence and be subject to a delay.

IST 1D DEPARTURE
(RWYS 35L/R)



This SID requires a minimum climb gradient of 322 per NM (5.3%) up to 8000.

Gnd speed-KT	75	100	150	200	250	300
322 per NM	402	537	805	1073	1342	1610

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

Squawk 7600. Continue climb 10000. MAINTAIN 10000 for 3 minutes, then climb to the filed level. After IST VOR follow the flight plan. If available call telephone number 0090 212 465 01 21.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

Initial climb clearance **8000**

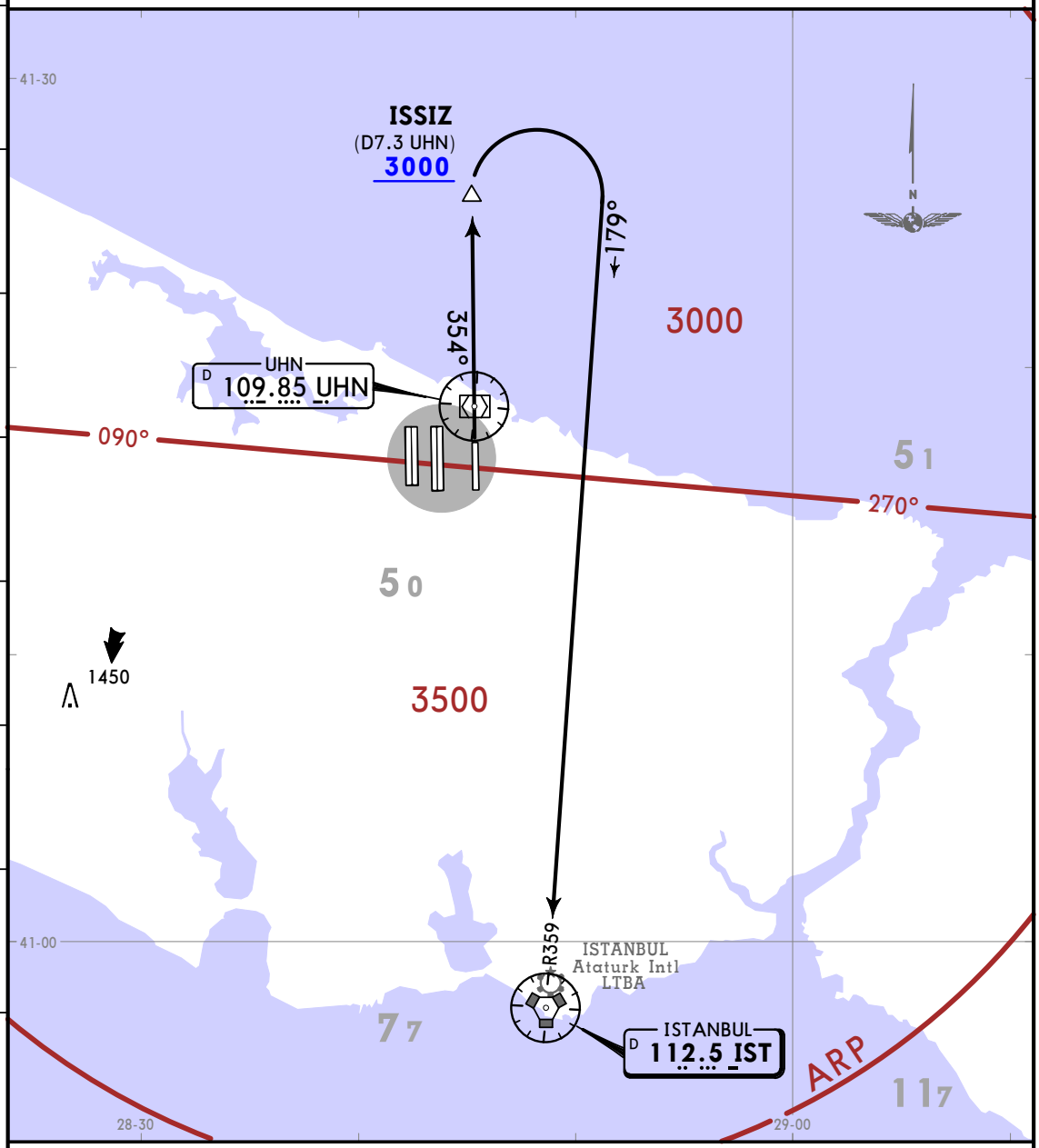
ROUTING

Proceed to LADUX on UHM R354. Cross LADUX at or above 3000, then turn RIGHT and proceed to IST VOR on IST R359. After IST VOR follow the flight plan.

CHANGES: Country name.

YESILKOY Approach/ Radar (DEP) 131.125 132.050	Apt Elev 325	Trans alt: 12000 1. Contact YESILKOY Radar IMMEDIATELY after take-off. 2. CAUTION: At first contact report only Call Sign and SID Designator. 3. CAUTION: This SID is only available for the aircraft unable to comply the P-RNAV departure procedures. 4. CAUTION: The aircraft executing this SID may lose departure sequence and be subject to a delay.

IST 1E DEPARTURE
(RWY 36)



This SID requires a minimum climb gradient of 322 per NM (5.3%) up to 8000.

Gnd speed-KT	75	100	150	200	250	300
322 per NM	402	537	805	1073	1342	1610

LOST COMMS LOST COMMS LOST COMMS LOST COMMS
Squawk 7600. Continue climb 10000. MAINTAIN 10000 for 3 minutes, then climb to the filed level. After IST VOR follow the flight plan. If available call telephone number 0090 212 465 01 21.
LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

Initial climb clearance **8000**

ROUTING

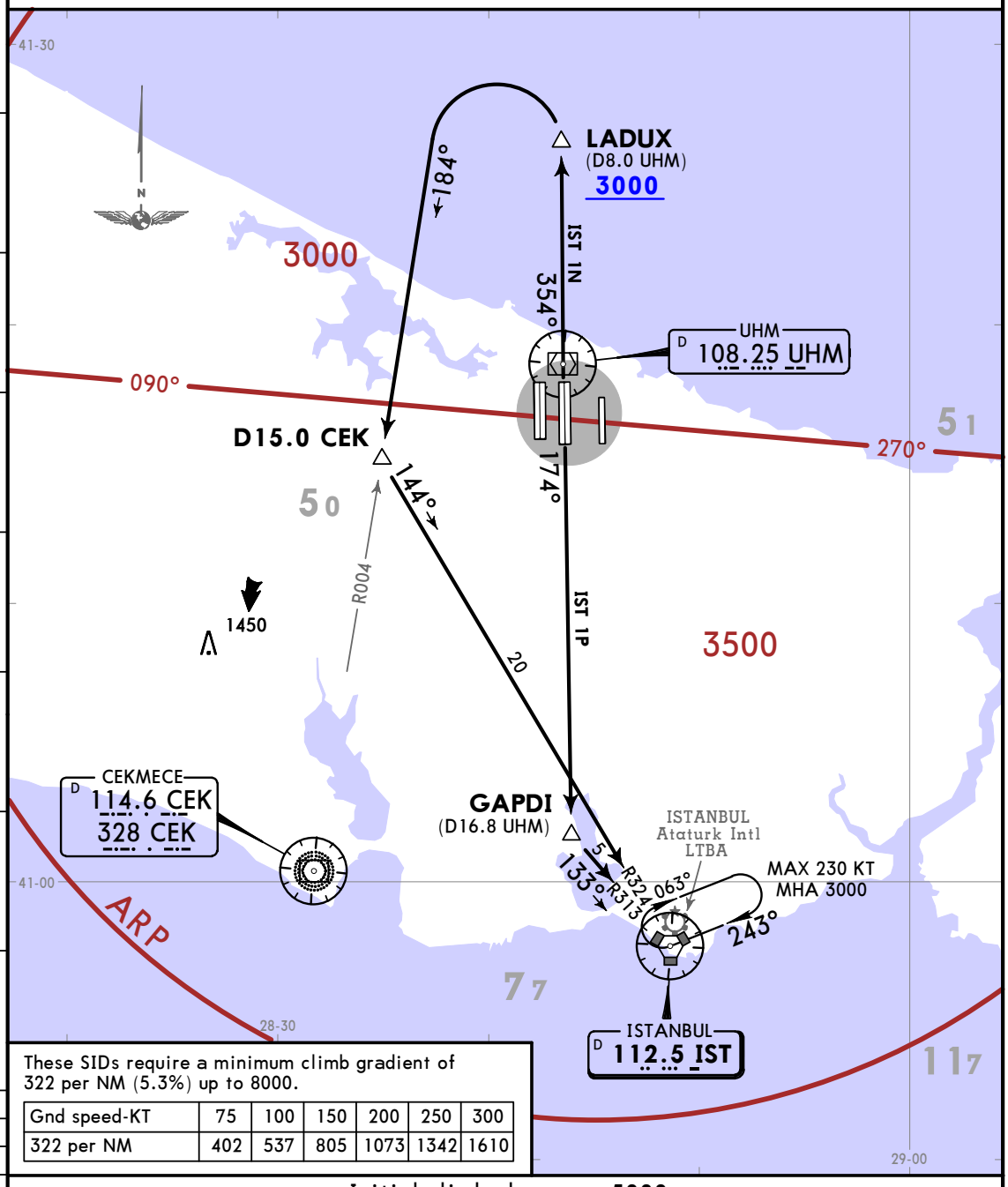
Proceed to ISSIZ on UHN R354. Cross ISSIZ at or above 3000, then turn RIGHT and proceed to IST VOR on IST R359. After IST VOR follow the flight plan.

CHANGES: Country name.

YESILKOY Approach/ Radar (DEP) 131.125 132.050	Apt Elev 325	Trans alt: 12000 1. Contact YESILKOY Radar IMMEDIATELY after take-off. 2. At first contact report only Call Sign and SID Designator. 3. CAUTION: These SIDs are only available for the aircraft destined to LTBA or LTFJ. 4. CAUTION: At or before IST VOR, the aircraft will be cleared or RADAR vectored to a point or final track, where the relevant approach can be made.

IST 1N DEPARTURE (RWYS 35L/R)

IST 1P DEPARTURE (RWYS 17L/R)



These SIDs require a minimum climb gradient of 322 per NM (5.3%) up to 8000.

Gnd speed-KT	75	100	150	200	250	300
322 per NM	402	537	805	1073	1342	1610

Initial climb clearance **5000**

SID	RWY	ROUTING
IST 1N	35L/R	Proceed to LADUX on UHM R354, cross LADUX at or above 3000, then turn LEFT and proceed on CEK R004 (184° bearing to CEK NDB), at D15.0 CEK turn LEFT, proceed to IST VOR on IST R324.
IST 1P	17L/R	Proceed to GAPDI on UHM R174, then turn LEFT and proceed to IST VOR on IST R313.

CHANGES: Country name.

D-ATIS Departure	Data Comm ACARS: D-ATIS / DCL	ISTANBUL Clearance	Ground 1	Ground 2	Ground 3	Ground 4	Ground 5	Ground 6
128.850		121.7 129.175	124.725 126.3	121.8 126.825	122.6 126.925	124.425 124.925	121.550 129.625	121.575 121.625

Ground 7W	Ground 7E	Ground 8	Ground 9	Tower 1	Tower 2	Tower 3
121.675 121.725	121.750 121.625	121.775 121.825	121.875 129.925	130.625 131.1	130.275 131.025	122.7 124.850

Tower 4	Tower 5
118.075 120.050	119.025 120.950

See TWY RESTRICTIONS (SPEED AND CODE C/E ACFT) for taxi speed restrictions.

VOR

LEGEND
- HS3 — HOT SPOTS
- See AIRPORT INFO, HOT SPOTS, TAKE-OFF MNMS for description of Hot spots.
- Limit of Ground and Tower competence
- De-icing area
- Low power zone start
- Low power zone end

ABN.

❶ Alternative ACFT Isolation & Controlled Evacuation Area

CAUTION:
Pilots must apply Low power zone rules on following TWYs:
- TWY T3 from intersection TWY NW to South,
- TWY T5 from intersection TWY NW to South,
- TWY T7 from intersection NE to South,
- TWY T9 from intersection NE to South,
- T4, T5, T8, TC, TD.

TWYs E2, E4/EAST, F2, G1A, G1B, G1C, G1/WEST, N6, T1, T4, T8, T12, TA, TB, TE, TF are for Code C (max wingspan 118′/36m) ACFT only.

Runway Guard Lights available for all TWYs associated to RWYs.

Runway Guard Lights available for all RWYs associated to RWYs.

16R 174′ / 16L 174′ / 17R 174′ / 17L 174′ / 18 174′

Tower 3 122.7 — Tower 4 118.075 — Tower 5 119.025

Ground 5 121.550 — Ground 3 122.6 — Ground 4 124.425 — Ground 1 126.3 — Ground 2 121.8 — Ground 6 121.625 — Ground 8 121.825

Ground 7W 121.725 — Ground 7E 121.750 — Ground 9 121.925

Tower 1 + Tower 2 131.1

Control Tower 1 — Control Tower 2

Elev 218′ — Elev 219′ — Elev 202′ — Elev 221′ — Elev 313′ — Elev 325′ — Elev 310′ — Elev 309′ — Elev 277′

Controlled Evacuation Area — Motor Test Area — Compass Calibration Area

DEICING 1 APRON — DEICING 2 APRON — DEICING 3 APRON — DEICING 4 APRON — DEICING 5 APRON

APRON 1 — APRON 2 — APRON 3 — APRON 4 — APRON 5 — APRON 6 — APRON V

CARGO APRON 1 — CARGO APRON 2 — CARGO APRON 3 — CARGO APRON 4 — CARGO APRON 5

TERMINAL CONTACT APRON — Terminal — AIS

THY HANGAR — VIP TERMINAL — CENGIZ HANGAR — KALYON HANGAR

PERA — VEFA — ARP — TULIP — ROSE — TC — TD — TA — TB — TE — TF — MET

HS1 — HS2 — HS3 — HS4 — HS5 — HS6 — HS7 — HS8 — HS9 — HS10 — HS11 — HS12 — HS13 — HS14 — HS15 — HS16 — HS17

FOR DETAILS SEE 30-9B — FOR DETAILS SEE 30-9C — FOR DETAILS SEE 30-9C

12,303′ 3750m — 13,451′ 4100m — 10,040′ 3060m

34L 354′ / 34R 354′ / 35L 354′ / 35R 354′ / 36 354′

Feet 0 1000 2000 3000 4000
Meters 0 200 400 600 800 1000 1200

CHANGES: Controlled Evacuation Area.

ISTANBUL, TURKIYE
ISTANBUL

HOT SPOTS (For information only, not to be construed as ATC instructions.)

HS3 Unless otherwise specified by ATC unit, landing ACFT on RWY 17L/35R shall not vacate the RWY via B5B or B8B.

HS4 ACFT taxiing into or pushing out from ACFT parking stands B2, B4, C1, C2, C3, C4, D1, D3 and D5 shall observe other ACFT in the adjacent parking stands because ACFT parking stand lead in lines are converging towards TWY centerline. There is a risk of collision with adjacent ACFT while two ACFT are taxiing in at the same time, or one is taxiing in and other one is taxiing out or vice versa or ACFT are taxiing out at the same time.

HS5 ACFT taxiing into or pushing out from ACFT parking stands D2, D4, E1, E2, E3, E4, F2, F4, F4L and F4R shall observe other ACFT in the adjacent parking stands because ACFT parking stand lead in lines are converging towards TWY centerline. There is a risk of collision with adjacent ACFT while two ACFT are taxiing in at the same time, or one is taxiing in and other one is taxiing out or vice versa or ACFT are taxiing out at the same time.

HS6 ACFT taxiing into or pushing out from ACFT parking stands B6R and B8L shall observe other ACFT in the adjacent parking stands because ACFT parking stand lead in lines are converging towards TWY T3. There is a risk of collision with adjacent ACFT while two ACFT are taxiing in at the same time, or one is taxiing in and other one is taxiing out or vice versa or ACFT are taxiing out at the same time.

HS7 ACFT taxiing into or pushing out from ACFT parking stands F6L and F8R shall observe other ACFT in the adjacent parking stands because ACFT parking stand lead in lines are converging towards TWY T9. There is a risk of collision with adjacent ACFT while two ACFT are taxiing in at the same time, or one is taxiing in and other one is taxiing out or vice versa or ACFT are taxiing out at the same time.

HS8 ACFT taxiing into or pushing out from ACFT parking stands A2L, A2, B1 and B1R shall observe other ACFT in the adjacent parking stands because ACFT parking stand lead in lines are converging towards TWY T2. There is a risk of collision with adjacent ACFT while two ACFT are taxiing in at the same time, or one is taxiing in and other one is taxiing out or vice versa or ACFT are taxiing out at the same time.

HS9 ACFT taxiing into or pushing out from ACFT parking stands F1L, F1, G2 and G2R shall observe other ACFT in the adjacent parking stands because ACFT parking stand lead in lines are converging towards TWY T11. There is a risk of collision with adjacent ACFT while two ACFT are taxiing in at the same time, or one is taxiing in and other one is taxiing out or vice versa or ACFT are taxiing out at the same time.

HS10 Simultaneous taxiing in or pushing out from ACFT parking stands 214 and 220 are not allowed due to risk of collision.

HS11 Taxiing ACFT on T1 towards North shall stop at TULIP (N41 15.9 E028 44.0) and request further ATC instructions. ACFT taxiing on TWY T1 towards North beyond TULIP is under risk of collision with ACFT taxiing on TWY E.

HS12 Taxiing ACFT on T12 towards North shall stop at ROSE (N41 15.9 E028 45.1) and request further ATC instructions. ACFT taxiing on TWY T12 towards North beyond ROSE is under risk of collision with ACFT taxiing on TWY F.

HS13 While Code E or Code F ACFT is holding short for RWY 35L at TWY B1A and TWY B2, no other Code E or Code F category ACFT is allowed to taxi on TWY B.

HS14 Code D and E ACFT taxiing on TWY TC and TWY TD shall not stop once taxiing. In case Code D and E ACFT stops on TWY TC and TWY TD after start of taxiing, ACFT shall not attempt to taxi again. The pilot shall request towing until a safe point before continuing taxiing due to very high jet blast effect of Code D and E ACFT.

HS15 For RWY 18 Southern operations, there is a risk of collision between the landing ACFT vacating RWY via TWY G10 and TWY G9A and ACFT taxiing via TWY G, TWY G9, TWY NE and TWY N1.

HS16 ACFT performing Northern heading taxi on TWY C will stop at the PERA point and establish contact with ATC to request taxi instructions Northward from the PERA point. ACFT moving North of the PERA point on TWY C are at risk of conflicting with ACFT simultaneously located on TWY D.

HS17 ACFT performing Northern heading taxi on TWY D will continue normal taxi movement Northward from the VEFA point unless there is a contrary instruction from ATC. ACFT moving North of the VEFA point on TWY D are at risk of conflicting with ACFT simultaneously located on TWY C.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS: LANDING Threshold	LANDING Glide Slope	TAKE-OFF	WIDTH
16L	HIRL (60m) HIALS REIL PAPI (3.0°) ❶ RVR			❸	148′ 45m
34R	HIRL (60m) HIALS REIL PAPI (3.0°) ❷ RVR				

❶ HSTIL: A6B ❷ HSTIL: A8B
❸ TAKE-OFF RUN AVAILABLE

RWY 16L:		RWY 34R:	
From rwy head	12,303′ (3750m)	From rwy head	12,303′ (3750m)
twy A11A/A11B int	11,985′ (3653m)	twy A2A/A2B int	11,985′ (3653m)
twy A10A/A10B int	11,594′ (3534m)	twy A3A/A3B int	11,624′ (3543m)
twy A9B int	10,033′ (3058m)	twy A4 int	11,306′ (3446m)
twy A7B int	7375′ (2248m)	twy A5B int	8885′ (2708m)

16R	HIRL (60m) CL (15m) ALSF-II TDZ REIL PAPI (3.0°) ❹ RVR		11,452′ 3491m	❻	197′ 60m
34L	HIRL (60m) CL (15m) ALSF-II TDZ REIL PAPI (3.0°) ❺ RVR		11,088′ 3380m		

❹ HST: A3A HSTIL: A5A, A6A ❺ HSTIL: A7A, A8A, A9A
❻ TAKE-OFF RUN AVAILABLE

RWY 16R:		RWY 34L:	
From rwy head	12,303′ (3750m)	From rwy head	12,303′ (3750m)
twy A11A int	11,985′ (3653m)	twy A2A int	11,985′ (3653m)
twy A10A int	11,594′ (3534m)	twy A3A int	11,624′ (3543m)

17L	HIRL (60m) CL (15m) ALSF-II TDZ REIL PAPI (3.0°) ❼ RVR		12,540′ 3822m	❾	197′ 60m
35R	HIRL (60m) CL (15m) ALSF-II TDZ REIL PAPI (3.0°) ❽ RVR		12,236′ 3730m		

❼ HST: C5A HSTIL: C6, C7 ❽ HSTIL: B8B, C8, C9, C10
❾ TAKE-OFF RUN AVAILABLE

RWY 17L:		RWY 35R:	
From rwy head	13,451′ (4100m)	From rwy head	13,451′ (4100m)
twy C13 int	13,136′ (4004m)	twy C2A int	13,136′ (4004m)
twy C12 int	12,818′ (3907m)	twy C3A int	12,818′ (3907m)
twy B9B/C11 int	12,034′ (3668m)	twy B3B/C4A int	12,067′ (3678m)
		twy B4B/C5A int	11,624′ (3543m)
		twy B5B int	9508′ (2898m)

17R	HIRL (60m) HIALS REIL PAPI (3.0°) ❿ RVR			⓬	148′ 45m
35L	HIRL (60m) HIALS REIL PAPI (3.0°) ⓫ RVR				

❿ HSTIL: B6 ⓫ HSTIL: B7
⓬ TAKE-OFF RUN AVAILABLE

RWY 17R:		RWY 35L:	
From rwy head	13,451′ (4100m)	From rwy head	13,451′ (4100m)
twy B11 int	13,136′ (4004m)	twy B2 int	13,136′ (4004m)
twy B10 int	12,746′ (3885m)	twy B3A/B3B int	12,067′ (3678m)
twy B9A/B9B int	12,034′ (3668m)	twy B4A/B4B int	11,624′ (3543m)
twy B8A int	8524′ (2598m)	twy B5A/B5B int	9508′ (2898m)

18	HIRL (60m) CL ⓭ HIALS-II TDZ REIL PAPI-L (3.0°) ⓮ RVR		9128′ 2782m	⓰	148′ 45m
36	HIRL (60m) CL ⓯ HIALS-II TDZ REIL PAPI-L (3.0°) ⓯ RVR		8885′ 2708m		

⓭ spacing 15m. ⓮ HSTIL: H2, H3, G9A, G10 ⓯ HSTIL: H6, H7, G13, G14
⓰ TAKE-OFF RUN AVAILABLE

RWY 18:		RWY 36:	
From rwy head	10,040′ (3060m)	From rwy head	10,040′ (3060m)
twy G16 int	9744′ (2970m)	twy G7A int	9724′ (2964m)
twy G15 int	9446′ (2879m)	twy G8A int	9403′ (2866m)

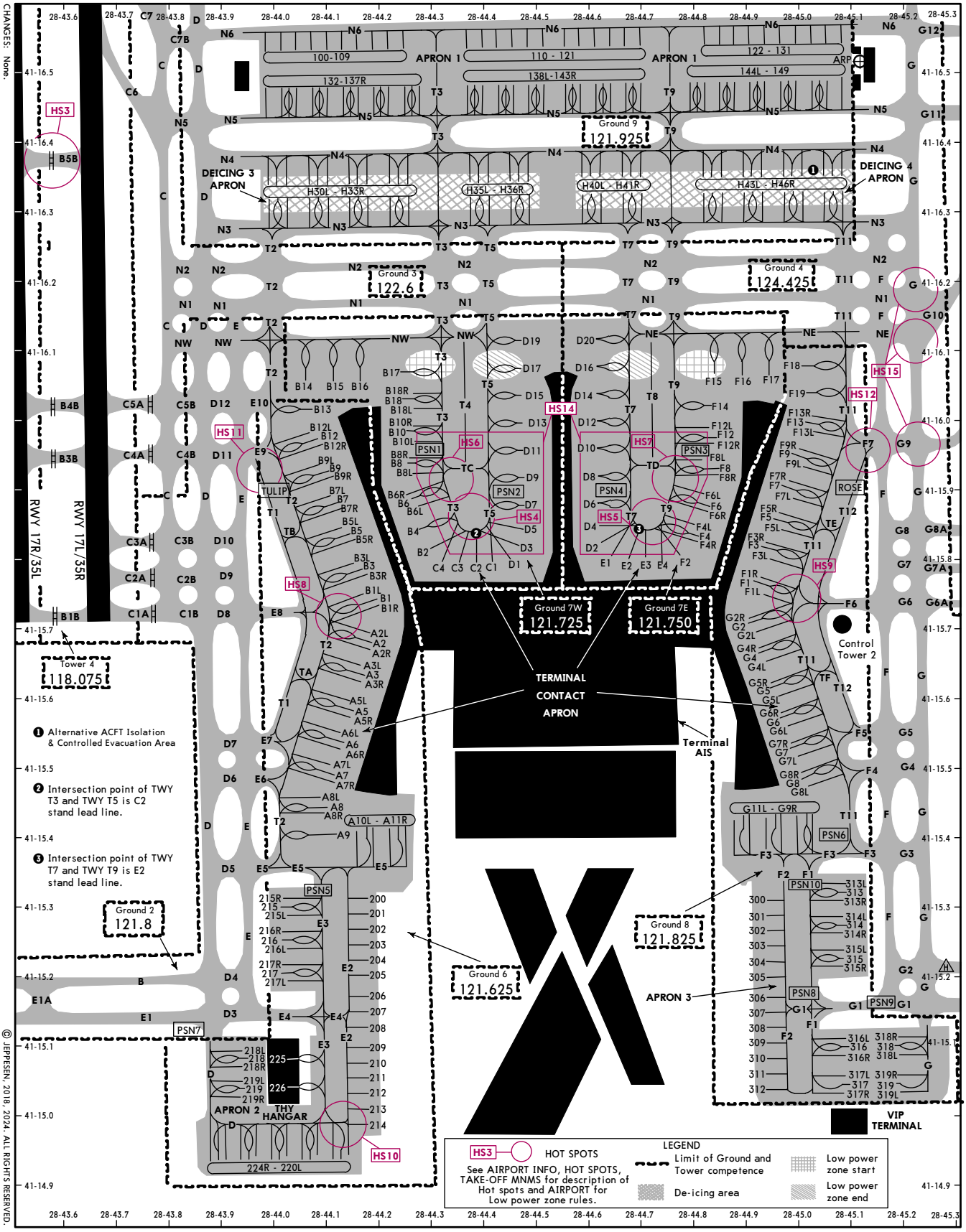
Std/State — TAKE-OFF

Low Visibility Take-off					RL or RCLM	RL or CL	Adequate Vis Ref	
❶ HIRL & CL (spacing 15m or less) & relevant RVR	RL & CL & relevant RVR	RL & CL	RL & RCLM DAY	RL or CL NIGHT	DAY	NIGHT	DAY	NIGHT
TDZ R125m Mid R125m Rollout R125m	TDZ R150m Mid R150m Rollout R150m	R200m	R300m		R/V400m		R/V500m	NA

❶ RWY 16R, 17L, 18, 34L, 35R, 36: R75m with approved lateral guidance system or HUD/HUDLS.

CHANGES: None.

CHANGES: None.



LTFM/IST ISTANBUL, TURKIYE

ISTANBUL

JEPPESEN 30-9C Eff 8 Aug 26 JUL 24

CHANGES: Stands H13 thru H15 on Deicing 1 Apron added, Controlled Evacuation Area.

INS COORDINATES

STAND No.	COORDINATES
APRON 1	
100 thru 102	N41 16.5 E028 44.0
103 thru 105	N41 16.5 E028 44.1
106 thru 108	N41 16.5 E028 44.2
109	N41 16.5 E028 44.3
110 thru 112	N41 16.5 E028 44.4
113 thru 115	N41 16.5 E028 44.5
116 thru 119	N41 16.5 E028 44.6
120, 121	N41 16.5 E028 44.7
122	N41 16.5 E028 44.8
123 thru 126	N41 16.5 E028 44.9
127 thru 129	N41 16.5 E028 45.0
130, 131	N41 16.5 E028 45.1
132 thru 133R	N41 16.5 E028 44.0
134L thru 135L	N41 16.5 E028 44.1
135 thru 136R	N41 16.5 E028 44.2
137L thru 137R	N41 16.5 E028 44.3
138L thru 139	N41 16.5 E028 44.4
139R thru 140R	N41 16.5 E028 44.5
141L thru 142R	N41 16.5 E028 44.6
143L thru 143R	N41 16.5 E028 44.7
144L thru 144R	N41 16.5 E028 44.8
145L thru 146R	N41 16.5 E028 44.9
147L thru 148	N41 16.5 E028 45.0
148R, 149	N41 16.5 E028 45.1
APRON 2	
200 thru 203	N41 15.3 E028 44.2
204 thru 207	N41 15.2 E028 44.2
208 thru 211	N41 15.1 E028 44.2
212 thru 214	N41 15.0 E028 44.2
215L thru 215R	N41 15.3 E028 44.0
216L	N41 15.2 E028 44.0
216, 216R	N41 15.3 E028 44.0
217L thru 217R	N41 15.2 E028 44.0
218L	N41 15.1 E028 43.9
218, 218R	N41 15.1 E028 44.0
219L	N41 15.1 E028 43.9
219, 219R	N41 15.0 E028 44.0
220L thru 221R	N41 14.9 E028 44.1
222L thru 223	N41 14.9 E028 44.0
223R thru 224R	N41 14.9 E028 43.9
225	N41 15.1 E028 44.0
226	N41 15.0 E028 44.0
APRON 3	
300 thru 302	N41 15.3 E028 44.9
303 thru 307	N41 15.2 E028 44.9
308 thru 311	N41 15.1 E028 44.9
312	N41 15.0 E028 44.9
313L thru 314R	N41 15.3 E028 45.1
315L thru 315R	N41 15.2 E028 45.1
316L thru 317	N41 15.1 E028 45.1
317R	N41 15.0 E028 45.1
318L thru 318R	N41 15.1 E028 45.2
319L	N41 15.0 E028 45.2
319, 319R	N41 15.1 E028 45.2
APRON 4	
401	N41 17.6 E028 42.8
402, 403	N41 17.6 E028 42.9
404	N41 17.6 E028 43.0
405L	N41 17.6 E028 43.1
405, 405R	N41 17.6 E028 43.0
406, 407	N41 17.6 E028 43.1
408, 409	N41 17.6 E028 43.2
APRON 5	
501	N41 17.2 E028 42.8
502, 503	N41 17.2 E028 42.9
504, 505	N41 17.2 E028 43.0
506	N41 17.2 E028 43.1
507, 508	N41 17.2 E028 43.2
509	N41 17.2 E028 43.3
APRON 6	
601, 602	N41 15.1 E028 45.8
603	N41 15.1 E028 45.9
604	N41 15.1 E028 46.0
TERMINAL CONTACT APRON	
A2L thru A3L	N41 15.7 E028 44.2
A3, A3R	N41 15.6 E028 44.2
A5L	N41 15.6 E028 44.1
A5, A5R	N41 15.6 E028 44.2
A6L	N41 15.6 E028 44.1
A6 thru A8L	N41 15.5 E028 44.1
A8 thru A9	N41 15.4 E028 44.1
A10L thru A11	N41 15.4 E028 44.2
A11R	N41 15.4 E028 44.3
B1L	N41 15.8 E028 44.2
B1, B1R	N41 15.7 E028 44.2
B2	N41 15.8 E028 44.3
B3L thru B3R	N41 15.8 E028 44.2
B4	N41 15.8 E028 44.3
B5L	N41 15.8 E028 44.1
B5, B5R	N41 15.8 E028 44.2
B6L, B6	N41 15.9 E028 44.3
B6R	N41 15.9 E028 44.2
B7L thru B7R	N41 15.9 E028 44.1
B8L	N41 15.9 E028 44.3
B8, B8R	N41 15.9 E028 44.2
B9L thru B9R	N41 15.9 E028 44.1
B10L	N41 16.0 E028 44.3
B10, B10R	N41 16.0 E028 44.2
B12L thru B15	N41 16.0 E028 44.1
B16	N41 16.0 E028 44.2
B17	N41 16.1 E028 44.2
B18L	N41 16.0 E028 44.3
B18, B18R	N41 16.0 E028 44.2
C1 thru C3	N41 15.8 E028 44.4
C4	N41 15.8 E028 44.3
D1	N41 15.8 E028 44.5
D2	N41 15.8 E028 44.6
D3	N41 15.8 E028 44.5
D4	N41 15.8 E028 44.6
D5	N41 15.8 E028 44.5
D6	N41 15.9 E028 44.6
D7	N41 15.9 E028 44.5
D8	N41 15.9 E028 44.6
D9	N41 15.9 E028 44.5
D10	N41 16.0 E028 44.6
D11	N41 16.0 E028 44.5
D12	N41 16.0 E028 44.6
D13	N41 16.0 E028 44.5
D14	N41 16.0 E028 44.6
D15	N41 16.0 E028 44.5
D16	N41 16.1 E028 44.6
D17, D19	N41 16.1 E028 44.5
D20	N41 16.1 E028 44.6
E1	N41 15.8 E028 44.6
E2 thru E4	N41 15.8 E028 44.7
F1L thru F1R	N41 15.8 E028 44.9
F2	N41 15.8 E028 44.8
F3L thru F3R	N41 15.8 E028 44.9
F4L	N41 15.9 E028 44.8
F4, F4R	N41 15.8 E028 44.8
F5L	N41 15.8 E028 45.0
F5, F5R	N41 15.9 E028 44.9
F6L thru F6R	N41 15.9 E028 44.8
F7L thru F7R	N41 15.9 E028 45.0
F8L	N41 15.9 E028 44.8
F8, F8R	N41 15.9 E028 44.9
F9L	N41 15.9 E028 45.0
F9, F9R	N41 16.0 E028 45.0
F12L	N41 16.0 E028 44.8
F12, F12R	N41 16.0 E028 44.9
F13L thru F13R	N41 16.0 E028 45.0
F14	N41 16.0 E028 44.9
F15	N41 16.1 E028 44.8
F16, F17	N41 16.1 E028 44.9
F18	N41 16.1 E028 45.0
F19	N41 16.0 E028 45.0
G2L thru G4R	N41 15.7 E028 44.9
G5L	N41 15.6 E028 45.0
G5, G5R	N41 15.6 E028 44.9
G6L thru G6R	N41 15.6 E028 45.0
G7L thru G8R	N41 15.5 E028 45.0
G9L thru G9R	N41 15.4 E028 45.0
G10L	N41 15.4 E028 44.9
G10, G10R	N41 15.4 E028 45.0
G11L thru G11R	N41 15.4 E028 44.9
DEICING 1 APRON	
H10L thru H10R	N41 17.7 E028 42.8
H11L thru H11R	N41 17.7 E028 42.9
H12L thru H12R	N41 17.7 E028 43.0
H13	N41 17.7 E028 43.1
H14, H15	N41 17.8 E028 43.2
DEICING 2 APRON	
H20L thru H20R	N41 16.0 E028 42.8
H21L thru H22L	N41 16.0 E028 42.9
H22 thru H23	N41 16.0 E028 43.0
H23R thru H24R	N41 16.0 E028 43.1
H25L thru H25R	N41 16.0 E028 43.2
DEICING 3 APRON	
H30L thru H30R	N41 16.3 E028 44.0
H31L thru H32L	N41 16.3 E028 44.1
H32 thru H33	N41 16.3 E028 44.2
H33R	N41 16.3 E028 44.3
H35L thru H35R	N41 16.3 E028 44.4
H36L thru H36R	N41 16.3 E028 44.5
DEICING 4 APRON	
H40L	N41 16.3 E028 44.6
H40	N41 16.4 E028 44.6
H40R	N41 16.3 E028 44.6
H41L	N41 16.3 E028 44.7
H41	N41 16.4 E028 44.7
H41R	N41 16.3 E028 44.7
H43L	N41 16.3 E028 44.8
H43	N41 16.4 E028 44.8
H43R, H44L	N41 16.3 E028 44.9
H44	N41 16.4 E028 44.9
H44R	N41 16.3 E028 44.9
H45L	N41 16.3 E028 45.0
H45	N41 16.4 E028 45.0
H45R, H46L	N41 16.3 E028 45.0
H46	N41 16.4 E028 45.1
H46R	N41 16.3 E028 45.1
DEICING 5 APRON	
H50L thru H51	N41 15.3 E028 45.7

CHANGES: Stands H13 thru H15 on Deicing 1 Apron added.

INS COORDINATES

STAND No.	COORDINATES	
CARGO 1 THRU 5 APRONS		
K1L thru K1R	N41 16.1 E028 42.8	
K2L thru K3R	N41 16.1 E028 42.9	
K4L thru K5	N41 16.1 E028 43.0	
K5R thru K6R	N41 16.1 E028 43.1	
K7L thru K8R	N41 16.1 E028 43.2	
K9L thru K9R	N41 16.1 E028 43.3	
K10, K11	N41 16.2 E028 43.2	
K12, K13	N41 16.3 E028 43.2	
K14, K15	N41 16.4 E028 43.2	
K16 thru K18	N41 16.5 E028 43.2	
K19	N41 16.6 E028 43.2	
K20, K21	N41 16.7 E028 43.2	
K50, K51	N41 16.7 E028 42.8	
K52, K53	N41 16.6 E028 42.8	
K54, K55	N41 16.3 E028 42.8	
K56, K57	N41 16.2 E028 42.8	

CHANGES: Controlled Evacuation Area.

D-ATIS Departure	Data Comm ACARS: D-ATIS / DCL	ISTANBUL Clearance	Ground 1	Ground 2	Ground 3	Ground 4	Ground 5	Ground 6
128.850		121.7 129.175	124.725 126.3	121.8 126.825	122.6 126.925	124.425 124.925	121.550 129.625	121.575 121.625

Ground 7W	Ground 7E	Ground 8	Ground 9	Tower 1	Tower 2	Tower 3
121.675 121.725	121.750 121.625	121.775 121.825	121.875 129.925	130.625 131.1	130.275 131.025	122.7 124.850

Tower 4	Tower 5
118.075 120.050	119.025 120.950

28-42 28-43 28-44 28-45 28-46

41-18 41-17 41-16 41-15

LEGEND

HS3 HOT SPOTS

See AIRPORT INFO, HOT SPOTS, TAKE-OFF MNMS for description of Hot spots.

Limit of Ground and Tower competence

De-icing area

Low power zone start

Low power zone end

See AIRPORT for Low power zone rules.

ARR 1A (Rwy 16R/34L)

ARR 1B (Rwy 16R/34L)

GIVE WAY VACATING TRAFFIC

See TWY RESTRICTIONS (SPEED AND CODE C/E ACFT) for taxi speed restrictions.

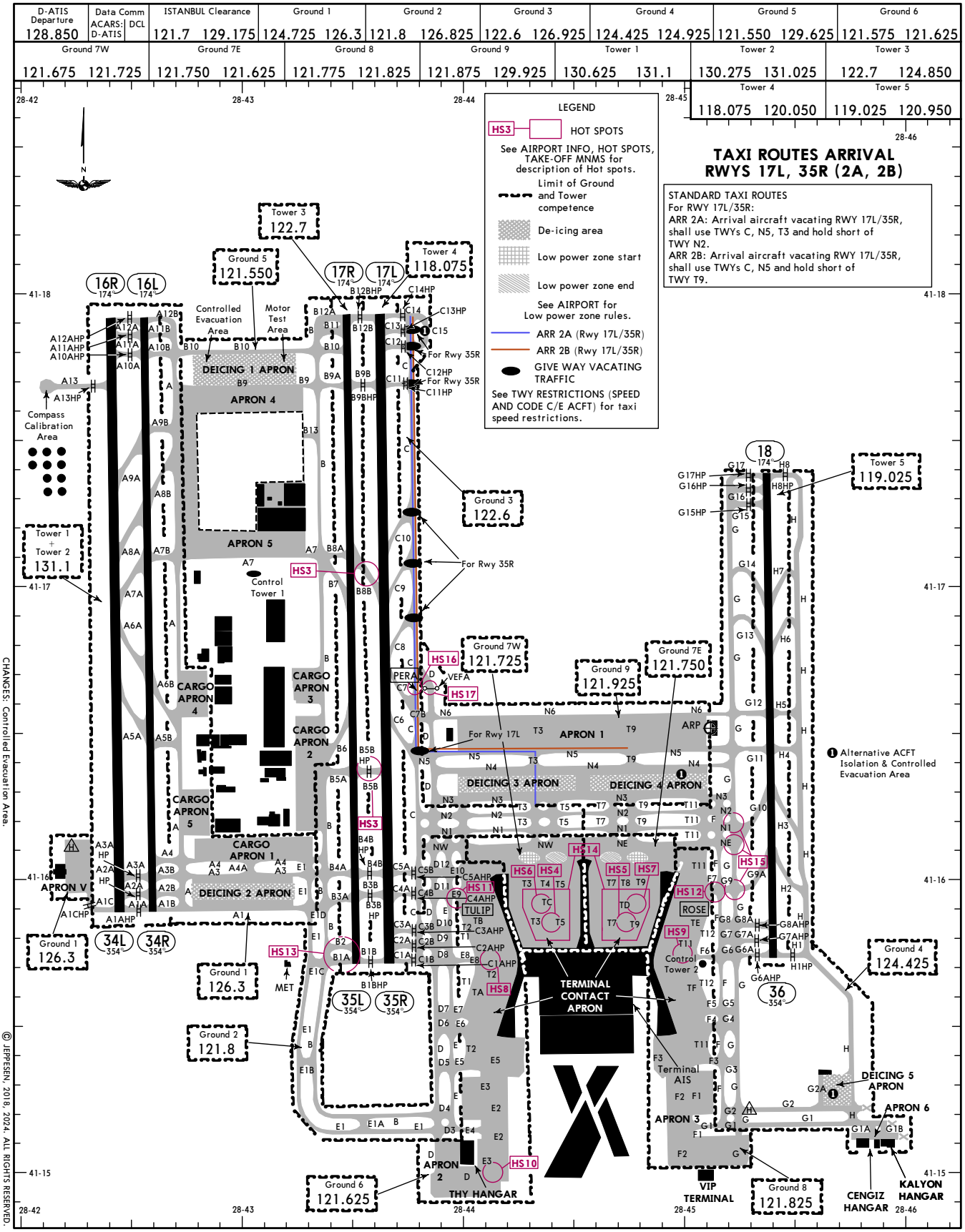
TAXI ROUTES ARRIVAL RWYS 16R, 34L (1A, 1B)

STANDARD TAXI ROUTES
For RWY 16R/34L:
ARR 1A: Arrival aircraft vacating RWY 16R/34L shall cross RWY 16L/34R without waiting ATC instruction and shall use TWYs A, A3, E1, D3, E and hold short of TWY NW.
ARR 1B: Arrival aircraft vacating RWY 16R/34L shall cross RWY 16L/34R without waiting ATC instruction and shall use TWYs A, A3, E1, E1C, B1A hold short of RWY 35L.
CAUTION: Do not cross RWY 35L and 35R without ATC instruction. After crossing RWY 35L and 35R continue via TWYs C1A, C1B, D8, E and hold short of TWY NW.

Tower 3 122.7
Ground 5 121.550
Tower 4 118.075
16R 174° 16L 174° 17R 174° 17L 174° 18 174°
For Rwy 34L
Controlled Evacuation Area
Motor Test Area
DEICING 1 APRON
APRON 4
APRON 5
Compass Calibration Area
Tower 1 + Tower 2 131.1
Control Tower 1
Ground 3 122.6
Tower 5 119.025
Ground 7W 121.725
Ground 9 121.925
Ground 7E 121.750
PERA
VEFA
APRON 1
DEICING 3 APRON
DEICING 4 APRON
ARP
CARGO APRON 4
CARGO APRON 3
CARGO APRON 2
CARGO APRON 5
CARGO APRON 1
For Rwy 16R
APRON V
DEICING 2 APRON
Ground 1 126.3
34L 354° 34R 354°
MET
Ground 1 126.3
35L 354° 35R 354°
Ground 2 121.8
CAUTION: Pilots shall hold short of RWY 35L and follow ATC instruction.
TERMINAL CONTACT APRON
TULIP
ROSE
Control Tower 2
Terminal
AIS
APRON 3
APRON 2
THY HANGAR
Ground 6 121.625
VIP TERMINAL
Ground 8 121.825
Ground 4 124.425
36 354°
DEICING 5 APRON
APRON 6
CENGIZ HANGAR
KALYON HANGAR

HS1 HS2 HS3 HS4 HS5 HS6 HS7 HS8 HS9 HS10 HS11 HS12 HS13 HS14 HS15 HS16 HS17

❶ Alternative ACFT Isolation & Controlled Evacuation Area



CHANGES: Controlled Evacuation Area.

D-ATIS Departure	Data Comm ACARS: D-ATIS / DCL	ISTANBUL Clearance	Ground 1	Ground 2	Ground 3	Ground 4	Ground 5	Ground 6
128.850		121.7 129.175	124.725 126.3	121.8 126.825	122.6 126.925	124.425 124.925	121.550 129.625	121.575 121.625

Ground 7W	Ground 7E	Ground 8	Ground 9	Tower 1	Tower 2	Tower 3
121.675 121.725	121.750 121.625	121.775 121.825	121.875 129.925	130.625 131.1	130.275 131.025	122.7 124.850

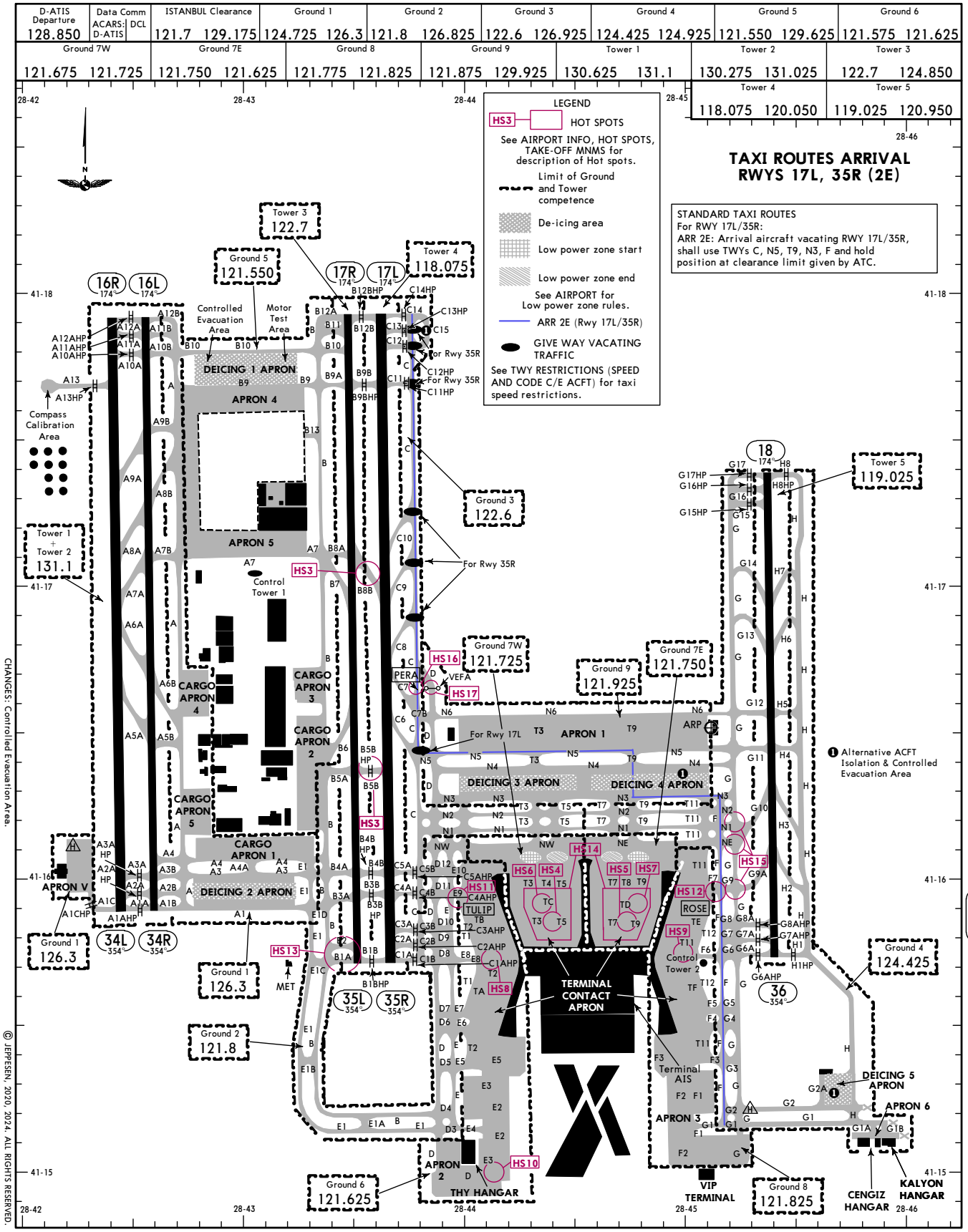
Tower 4	Tower 5
118.075 120.050	119.025 120.950

TAXI ROUTES ARRIVAL RWYS 17L, 35R (2C, 2D)

STANDARD TAXI ROUTES
For RWY 17L/35R:
ARR 2C: Arrival aircraft vacating RWY 17L/35R, shall use TWYs C, N1 and hold short of TWY T7.
ARR 2D: Arrival aircraft vacating RWY 17L/35R, shall use TWYs C, N1, D, B and hold short of TWY A3.

LEGEND
HS3 HOT SPOTS
See AIRPORT INFO, HOT SPOTS, TAKE-OFF MNMS for description of Hot spots.
Limit of Ground and Tower competence
De-icing area
Low power zone start
Low power zone end
See AIRPORT for Low power zone rules.
ARR 2C (Rwy 17L/35R)
ARR 2D (Rwy 17L/35R)
GIVE WAY VACATING TRAFFIC
See TWY RESTRICTIONS (SPEED AND CODE C/E ACFT) for taxi speed restrictions.

Alternative ACFT Isolation & Controlled Evacuation Area


D-ATIS Departure 128.850
Data Comm ACARS: DCL D-ATIS
ISTANBUL Clearance 121.7 129.175
Ground 1 124.725 126.3
Ground 2 121.8 126.825
Ground 3 122.6 126.925
Ground 4 124.425 124.925
Ground 5 121.550 129.625
Ground 6 121.575 121.625
Ground 7W 121.675 121.725
Ground 7E 121.750 121.625
Ground 8 121.775 121.825
Ground 9 121.875 129.925
Tower 1 130.625 131.1
Tower 2 130.275 131.025
Tower 3 122.7 124.850
Tower 4 118.075 120.050
Tower 5 119.025 120.950
TAXI ROUTES ARRIVAL
RWYS 17L, 35R (2E)
STANDARD TAXI ROUTES
For RWY 17L/35R:
ARR 2E: Arrival aircraft vacating RWY 17L/35R, shall use TWYs C, N5, T9, N3, F and hold position at clearance limit given by ATC.
LEGEND
HS3 HOT SPOTS
See AIRPORT INFO, HOT SPOTS, TAKE-OFF MNMS for description of Hot spots.
Limit of Ground and Tower competence
De-icing area
Low power zone start
Low power zone end
See AIRPORT for Low power zone rules.
ARR 2E (Rwy 17L/35R)
GIVE WAY VACATING TRAFFIC
See TWY RESTRICTIONS (SPEED AND CODE C/E ACFT) for taxi speed restrictions.
Alternative ACFT Isolation & Controlled Evacuation Area
APRON 1
APRON 2
APRON 3
APRON 4
APRON 5
APRON 6
APRON V
DEICING 1 APRON
DEICING 2 APRON
DEICING 3 APRON
DEICING 4 APRON
DEICING 5 APRON
CARGO APRON 1
CARGO APRON 2
CARGO APRON 3
CARGO APRON 4
CARGO APRON 5
TERMINAL CONTACT APRON
THY HANGAR
VIP TERMINAL
CENGIZ HANGAR
KALYON HANGAR
Controlled Evacuation Area
Motor Test Area
Compass Calibration Area
Control Tower 1
Control Tower 2
Terminal AIS
MET
ARP
PERA
ROSE
TULIP
VEFA
For Rwy 35R
For Rwy 17L
16R 174°
16L 174°
17R 174°
17L 174°
18 174°
34L 354°
34R 354°
35L 354°
35R 354°
36 354°
28-42
28-43
28-44
28-45
28-46
41-15
41-16
41-17
41-18
CHANGES: Controlled Evacuation Area.
© JEPPESEN, 2020, 2024. ALL RIGHTS RESERVED.
LTFM/IST
ISTANBUL, TURKIYE
ISTANBUL
26 JUL 24
JEPPESEN
30-9F3
Eff 8 Aug

CHANGES: Controlled Evacuation Area.

D-ATIS Departure	Data Comm ACARS: D-ATIS / DCL	ISTANBUL Clearance	Ground 1	Ground 2	Ground 3	Ground 4	Ground 5	Ground 6
128.850		121.7 129.175	124.725 126.3	121.8 126.825	122.6 126.925	124.425 124.925	121.550 129.625	121.575 121.625

Ground 7W	Ground 7E	Ground 8	Ground 9	Tower 1	Tower 2	Tower 3
121.675 121.725	121.750 121.625	121.775 121.825	121.875 129.925	130.625 131.1	130.275 131.025	122.7 124.850

Tower 4	Tower 5
118.075 120.050	119.025 120.950

LEGEND

HS3 HOT SPOTS
See AIRPORT INFO, HOT SPOTS, TAKE-OFF MNMS for description of Hot spots.

Limit of Ground and Tower competence

De-icing area

Low power zone start

Low power zone end

See AIRPORT for Low power zone rules.

ARR 3F

ARR 3G

GIVE WAY VACATING TRAFFIC

See TWY RESTRICTIONS (SPEED AND CODE C/E ACFT) for taxi speed restrictions.

TAXI ROUTES ARRIVAL RWY 18 (3F, 3G)

STANDARD TAXI ROUTES
For RWY 18:
ARR 3F: Arrival aircraft vacating RWY 18, shall use TWYs G, N2, D, B and hold short of A3 TWY.
ARR 3G: Arrival aircraft vacating RWY 18, shall use TWYs G, N4 and hold position at clearance limit given by ATC.

Tower 3 122.7
Ground 5 121.550
Tower 4 118.075
Ground 3 122.6
Tower 1 + Tower 2 131.1
Ground 7W 121.725
Ground 9 121.925
Ground 7E 121.750
Tower 5 119.025
Ground 1 126.3
Ground 2 121.8
Ground 6 121.625
Ground 8 121.825
Ground 4 124.425

16R 174° 16L 174° 17R 174° 17L 174° 18 174° 34L 354° 34R 354° 35L 354° 35R 354° 36 354°

Controlled Evacuation Area
Motor Test Area
Compass Calibration Area
Control Tower 1
Control Tower 2
MET
Terminal AIS
VIP TERMINAL
CENGIZ HANGAR
KALYON HANGAR
THY HANGAR

DEICING 1 APRON
APRON 4
APRON 5
CARGO APRON 4
CARGO APRON 3
CARGO APRON 2
CARGO APRON 5
CARGO APRON 1
APRON V
DEICING 2 APRON
DEICING 3 APRON
DEICING 4 APRON
APRON 1
TERMINAL CONTACT APRON
APRON 2
APRON 3
DEICING 5 APRON
APRON 6

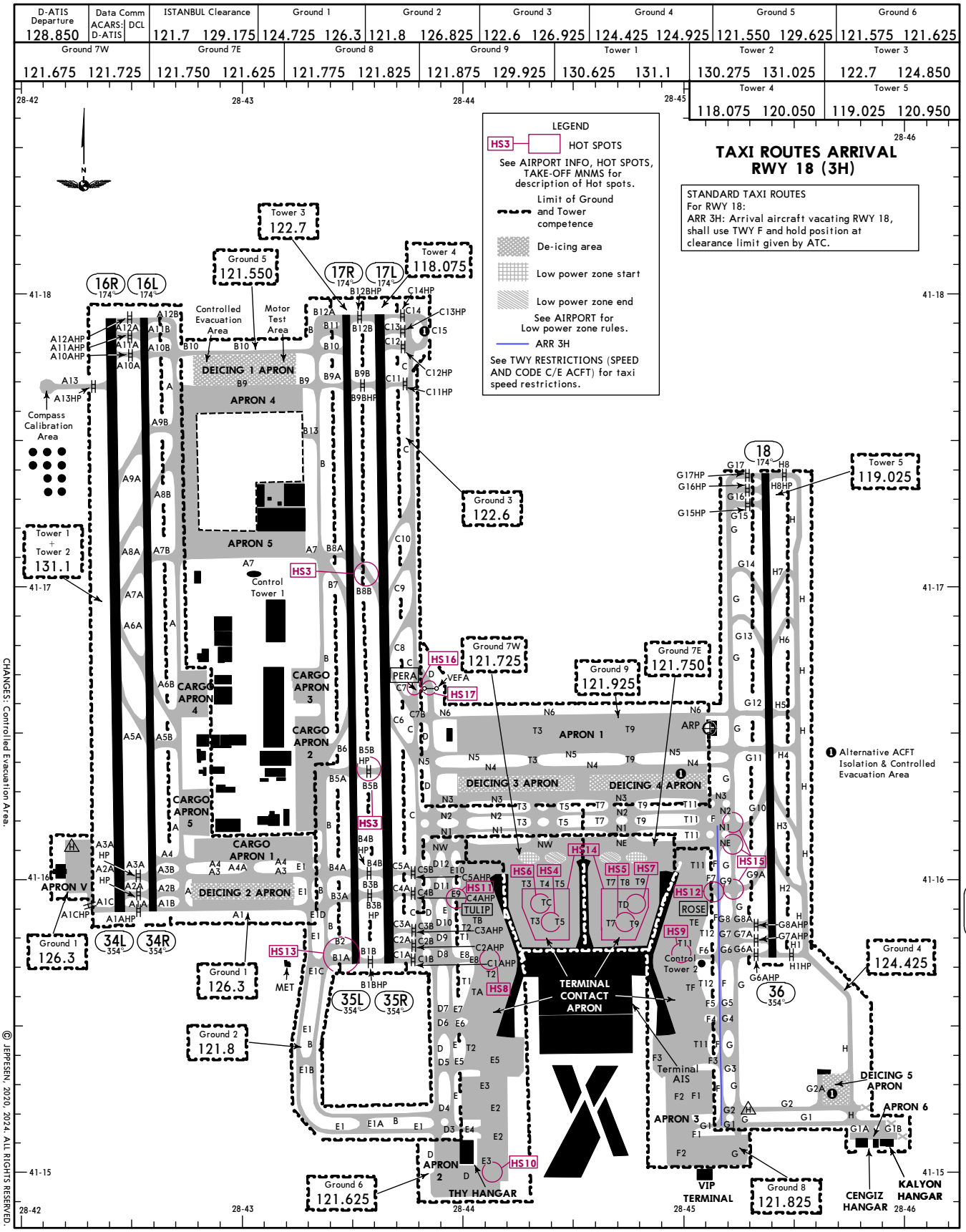
PERA VEFA TULIP ROSE ARP

HS3 HS4 HS5 HS6 HS7 HS8 HS9 HS10 HS11 HS12 HS13 HS14 HS15 HS16 HS17

1 Alternative ACFT Isolation & Controlled Evacuation Area

41-15 41-16 41-17 41-18 28-42 28-43 28-44 28-45 28-46

ISTANBUL, TURKIYE
ISTANBUL


D-ATIS Departure 128.850
Data Comm ACARS: D-ATIS DCL
ISTANBUL Clearance 121.7 129.175
Ground 1 124.725 126.3
Ground 2 121.8 126.825
Ground 3 122.6 126.925
Ground 4 124.425 124.925
Ground 5 121.550 129.625
Ground 6 121.575 121.625
Ground 7W 121.675 121.725
Ground 7E 121.750 121.625
Ground 8 121.775 121.825
Ground 9 121.875 129.925
Tower 1 130.625 131.1
Tower 2 130.275 131.025
Tower 3 122.7 124.850
Tower 4 118.075 120.050
Tower 5 119.025 120.950
TAXI ROUTES ARRIVAL RWY 18 (3H)
STANDARD TAXI ROUTES For RWY 18: ARR 3H: Arrival aircraft vacating RWY 18, shall use TWY F and hold position at clearance limit given by ATC.
LEGEND
HOT SPOTS
See AIRPORT INFO, HOT SPOTS, TAKE-OFF MNMS for description of Hot spots.
Limit of Ground and Tower competence
De-icing area
Low power zone start
Low power zone end
See AIRPORT for Low power zone rules.
ARR 3H
See TWY RESTRICTIONS (SPEED AND CODE C/E ACFT) for taxi speed restrictions.
Alternative ACFT Isolation & Controlled Evacuation Area
TERMINAL CONTACT APRON
APRON 1
APRON 2
APRON 3
APRON 4
APRON 5
APRON 6
APRON V
DEICING 1 APRON
DEICING 2 APRON
DEICING 3 APRON
DEICING 4 APRON
DEICING 5 APRON
CARGO APRON 1
CARGO APRON 2
CARGO APRON 3
CARGO APRON 4
CARGO APRON 5
THY HANGAR
VIP TERMINAL
CENGIZ HANGAR
KALYON HANGAR
Control Tower 1
Control Tower 2
Terminal AIS
Compass Calibration Area
Controlled Evacuation Area
Motor Test Area
MET
ROSE
TULIP
VEFA
PERA
ARP
16R 16L 17R 17L 18 36 34L 34R 35L 35R
CHANGES: Controlled Evacuation Area.
© JEPPESEN, 2020, 2024. ALL RIGHTS RESERVED.
LTFM/IST
ISTANBUL, TURKIYE
ISTANBUL
26 JUL 24
JEPPESEN
30-9F5
Eff 8 Aug

CHANGES: Controlled Evacuation Area.

D-ATIS Departure	Data Comm ACARS: D-ATIS	DCL	ISTANBUL Clearance	Ground 1	Ground 2	Ground 3	Ground 4	Ground 5	Ground 6
128.850			121.7 129.175	124.725 126.3	121.8 126.825	122.6 126.925	124.425 124.925	121.550 129.625	121.575 121.625

Ground 7W	Ground 7E	Ground 8	Ground 9	Tower 1	Tower 2	Tower 3	Tower 4	Tower 5
121.675 121.725	121.750 121.625	121.775 121.825	121.875 129.925	130.625 131.1	130.275 131.025	122.7 124.850	118.075 120.050	119.025 120.950

28-42 28-43 28-44 28-45 28-46

41-18 41-17 41-16 41-15

LEGEND

HS3 HOT SPOTS

See AIRPORT INFO, HOT SPOTS, TAKE-OFF MNMS for description of Hot spots.

Limit of Ground and Tower competence

De-icing area

Low power zone start

Low power zone end

See AIRPORT for Low power zone rules.

ARR 3A

ARR 3B

GIVE WAY VACATING TRAFFIC

See TWY RESTRICTIONS (SPEED AND CODE C/E ACFT) for taxi speed restrictions.

TAXI ROUTES ARRIVAL RWY 36 (3A, 3B)

STANDARD TAXI ROUTES
For RWY 36:
ARR 3A: Arrival aircraft vacating RWY 36, shall use TWYs G, N4 and hold short of TWY T3.
ARR 3B: Arrival aircraft vacating RWY 36, shall use TWYs G, N4, T9 and hold short of TWY N2.

Tower 3 122.7
Ground 5 121.550
Tower 4 118.075
16R 174° 16L 174°
17R 174° 17L 174°
Controlled Evacuation Area
Motor Test Area
DEICING 1 APRON
APRON 4
Compass Calibration Area
APRON 5
Tower 1 + Tower 2 131.1
Control Tower 1
Ground 3 122.6
18 174°
Tower 5 119.025
CARGO APRON 4
CARGO APRON 3
CARGO APRON 2
CARGO APRON 5
CARGO APRON 1
DEICING 2 APRON
APRON V
Ground 1 126.3
34L 354° 34R 354°
Ground 1 126.3
MET
Ground 2 121.8
35L 354° 35R 354°
Ground 6 121.625
APRON 2
THY HANGAR
Ground 7W 121.725
Ground 9 121.925
Ground 7E 121.750
PERA
VEFA
APRON 1
DEICING 3 APRON
DEICING 4 APRON
ARP
TERMINAL CONTACT APRON
TULIP
ROSE
Control Tower 2
Terminal AIS
APRON 3
VIP TERMINAL
Ground 8 121.825
Ground 4 124.425
36 354°
DEICING 5 APRON
APRON 6
CENGIZ HANGAR
KALYON HANGAR

1 Alternative ACFT Isolation & Controlled Evacuation Area

D-ATIS Departure	Data Comm ACARS: DCL D-ATIS	ISTANBUL Clearance	Ground 1	Ground 2	Ground 3	Ground 4	Ground 5	Ground 6
128.850		121.7 129.175	124.725 126.3	121.8 126.825	122.6 126.925	124.425 124.925	121.550 129.625	121.575 121.625

Ground 7W	Ground 7E	Ground 8	Ground 9	Tower 1	Tower 2	Tower 3
121.675 121.725	121.750 121.625	121.775 121.825	121.875 129.925	130.625 131.1	130.275 131.025	122.7 124.850

Tower 4	Tower 5
118.075 120.050	119.025 120.950

TAXI ROUTES ARRIVAL RWY 36 (3C, 3D)

STANDARD TAXI ROUTES
For RWY 36:
ARR 3C: Arrival aircraft vacating RWY 36, shall use TWYs G, N2, F and hold position at clearance limit given by ATC.
ARR 3D: Arrival aircraft vacating RWY 36, shall use TWYs G, N4, D, B and hold short of TWY A3.

LEGEND
HS3 HOT SPOTS
See AIRPORT INFO, HOT SPOTS, TAKE-OFF MNMS for description of Hot spots.
Limit of Ground and Tower competence
De-icing area
Low power zone start
Low power zone end
See AIRPORT for Low power zone rules.
ARR 3C
ARR 3D
GIVE WAY VACATING TRAFFIC
See TWY RESTRICTIONS (SPEED AND CODE C/E ACFT) for taxi speed restrictions.

Tower 3 122.7
Ground 5 121.550
Tower 4 118.075
Ground 3 122.6
Tower 1 + Tower 2 131.1
Ground 7W 121.725
Ground 9 121.925
Ground 7E 121.750
Tower 5 119.025
Ground 1 126.3
Ground 2 121.8
Ground 6 121.625
Ground 8 121.825
Ground 4 124.425

16R 174° 16L 174° 17R 174° 17L 174° 18 174° 34L 354° 34R 354° 35L 354° 35R 354° 36 354°

Controlled Evacuation Area
Motor Test Area
Compass Calibration Area
DEICING 1 APRON
APRON 4
APRON 5
Control Tower 1
CARGO APRON 1
CARGO APRON 2
CARGO APRON 3
CARGO APRON 4
CARGO APRON 5
APRON V
DEICING 2 APRON
APRON 1
DEICING 3 APRON
DEICING 4 APRON
TERMINAL CONTACT APRON
Control Tower 2
Terminal AIS
APRON 3
DEICING 5 APRON
APRON 6
APRON 2
THY HANGAR
VIP TERMINAL
CENGIZ HANGAR
KALYON HANGAR
MET
TULIP
ROSE
PERAL
VEFA
ARP

1 Alternative ACFT Isolation & Controlled Evacuation Area

CHANGES: Controlled Evacuation Area.

LTFM/IST
ISTANBUL, TURKIYE
ISTANBUL
26 JUL 24
JEPPESEN
30-9F7
Eff 8 Aug

D-ATIS Departure	Data Comm ACARS: D-ATIS	DCL	ISTANBUL Clearance	Ground 1	Ground 2	Ground 3	Ground 4	Ground 5	Ground 6
128.850			121.7 129.175	124.725 126.3	121.8 126.825	122.6 126.925	124.425 124.925	121.550 129.625	121.575 121.625

Ground 7W	Ground 7E	Ground 8	Ground 9	Tower 1	Tower 2	Tower 3	Tower 4	Tower 5
121.675 121.725	121.750 121.625	121.775 121.825	121.875 129.925	130.625 131.1	130.275 131.025	122.7 124.850	118.075 120.050	119.025 120.950

TAXI ROUTES ARRIVAL RWY 36 (3E)

STANDARD TAXI ROUTES
For RWY 36:
ARR 3E: Arrival aircraft vacating RWY 36, shall use TWYs G, N2 and hold short of TWY T5.

LEGEND
HS3 HOT SPOTS
See AIRPORT INFO, HOT SPOTS, TAKE-OFF MNMS for description of Hot spots.
Limit of Ground and Tower competence
De-icing area
Low power zone start
Low power zone end
See AIRPORT for Low power zone rules.
ARR 3E
GIVE WAY VACATING TRAFFIC
See TWY RESTRICTIONS (SPEED AND CODE C/E ACFT) for taxi speed restrictions.

1 Alternative ACFT Isolation & Controlled Evacuation Area

Tower 3 122.7
Ground 5 121.550
Tower 4 118.075
Ground 3 122.6
Tower 1 + Tower 2 131.1
Ground 7W 121.725
Ground 9 121.925
Ground 7E 121.750
Tower 5 119.025
Ground 1 126.3
Ground 2 121.8
Ground 6 121.625
Ground 8 121.825
Ground 4 124.425

16R 174° 16L 174° 17R 174° 17L 174° 18 174° 34L 354° 34R 354° 35L 354° 35R 354° 36 354°

Controlled Evacuation Area
Motor Test Area
Compass Calibration Area
Control Tower 1
Control Tower 2
MET
ARP
PERA
VEFA
TULIP
ROSE

DEICING 1 APRON
APRON 4
APRON 5
CARGO APRON 4
CARGO APRON 3
CARGO APRON 2
CARGO APRON 5
CARGO APRON 1
DEICING 2 APRON
APRON V
APRON 1
DEICING 3 APRON
DEICING 4 APRON
TERMINAL CONTACT APRON
Terminal AIS
APRON 2
THY HANGAR
APRON 3
VIP TERMINAL
DEICING 5 APRON
APRON 6
CENGIZ HANGAR
KALYON HANGAR

HS3 HS10 HS11 HS12 HS13 HS14 HS15 HS16 HS17 HS4 HS5 HS6 HS7 HS8 HS9

28-42 28-43 28-44 28-45 28-46
41-18 41-17 41-16 41-15

CHANGES: Controlled Evacuation Area.

D-ATIS Departure	Data Comm ACARS: D-ATIS / DCL	ISTANBUL Clearance	Ground 1	Ground 2	Ground 3	Ground 4	Ground 5	Ground 6
128.850		121.7 129.175	124.725 126.3	121.8 126.825	122.6 126.925	124.425 124.925	121.550 129.625	121.575 121.625

Ground 7W	Ground 7E	Ground 8	Ground 9	Tower 1	Tower 2	Tower 3
121.675 121.725	121.750 121.625	121.775 121.825	121.875 129.925	130.625 131.1	130.275 131.025	122.7 124.850

Tower 4	Tower 5
118.075 120.050	119.025 120.950

LEGEND

HS3 HOT SPOTS
See AIRPORT INFO, HOT SPOTS, TAKE-OFF MNMS for description of Hot spots.

Limit of Ground and Tower competence

De-icing area

Low power zone start

Low power zone end

See AIRPORT for Low power zone rules.

DEP 1A (Rwy 34L or 34R)

DEP 1F (Rwy 16R or 16L)

GIVE WAY VACATING TRAFFIC (Rwy 16R or 16L)

See TWY RESTRICTIONS (SPEED AND CODE C/E ACFT) for taxi speed restrictions.

TAXI ROUTES DEPARTURE RWYS 16L, 16R, 34L, 34R (1A, 1F)

STANDARD TAXI ROUTES
For RWY 34L (or 34R):
DEP 1A: Departure aircraft shall use G, N2, D, B, E1D, A1, A1B TWYs and hold short of RWY 34R.
For RWY 16R (or 16L):
DEP 1F: Departure aircraft shall use G, N2, D, B, A7, A, A10B TWYs and hold short of RWY 16L.

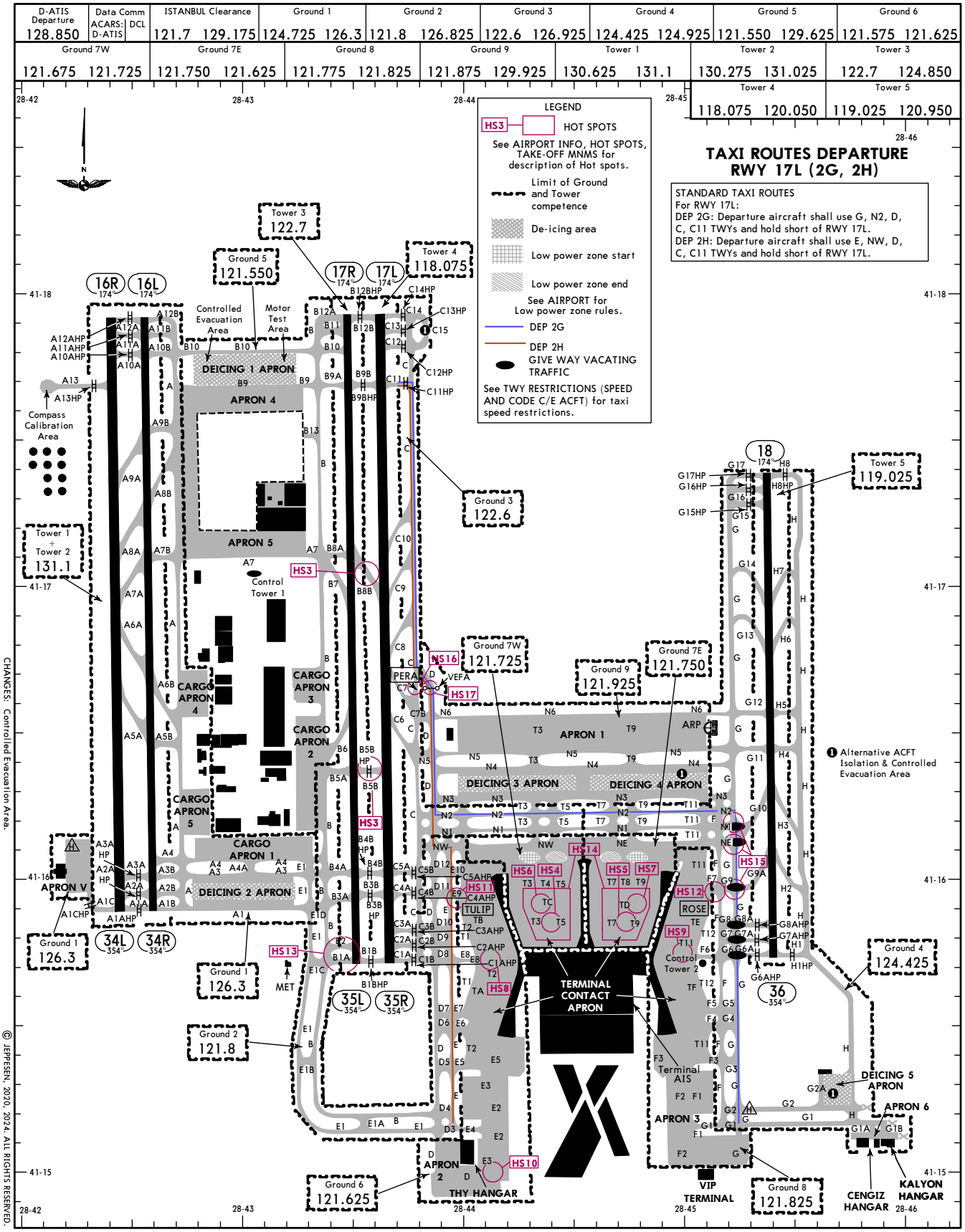
Tower 3 122.7
Ground 5 121.550
Tower 4 118.075
Ground 3 122.6
Tower 1 + Tower 2 131.1
Ground 7W 121.725
Ground 9 121.925
Ground 7E 121.750
Tower 5 119.025
Ground 1 126.3
Ground 2 121.8
Ground 6 121.625
Ground 8 121.825
Ground 4 124.425

16R 174° / 16L 174° / 17R 174° / 17L 174° / 18 174°
34L 354° / 34R 354° / 35L 354° / 35R 354° / 36 354°

Controlled Evacuation Area
Motor Test Area
DEICING 1 APRON
APRON 4
APRON 5
Compass Calibration Area
Control Tower 1
CARGO APRON 1
CARGO APRON 2
CARGO APRON 3
CARGO APRON 4
CARGO APRON 5
APRON V
DEICING 2 APRON
APRON 1
DEICING 3 APRON
DEICING 4 APRON
TERMINAL CONTACT APRON
Control Tower 2
Terminal AIS
APRON 3
DEICING 5 APRON
APRON 6
APRON 2
THY HANGAR
VIP TERMINAL
CENGIZ HANGAR
KALYON HANGAR
MET
TULIP
ROSE
PERA
VEFA
ARP

HS3 HS4 HS5 HS6 HS7 HS8 HS9 HS10 HS11 HS12 HS13 HS14 HS15 HS16 HS17

1 Alternative ACFT Isolation & Controlled Evacuation Area



CHANGES: Controlled Evacuation Area.

D-ATIS Departure	Data Comm ACARS: D-ATIS DCL	ISTANBUL Clearance	Ground 1	Ground 2	Ground 3	Ground 4	Ground 5	Ground 6
128.850		121.7 129.175	124.725 126.3	121.8 126.825	122.6 126.925	124.425 124.925	121.550 129.625	121.575 121.625

Ground 7W	Ground 7E	Ground 8	Ground 9	Tower 1	Tower 2	Tower 3
121.675 121.725	121.750 121.625	121.775 121.825	121.875 129.925	130.625 131.1	130.275 131.025	122.7 124.850

Tower 4	Tower 5
118.075 120.050	119.025 120.950

28-42 28-43 28-44 28-45 28-46

41-18 41-17 41-16 41-15

LEGEND

HS3 HOT SPOTS
See AIRPORT INFO, HOT SPOTS, TAKE-OFF MNMS for description of Hot spots.

Limit of Ground and Tower competence

De-icing area

Low power zone start

Low power zone end

See AIRPORT for Low power zone rules.

DEP 2F

DEP 2G

GIVE WAY VACATING TRAFFIC

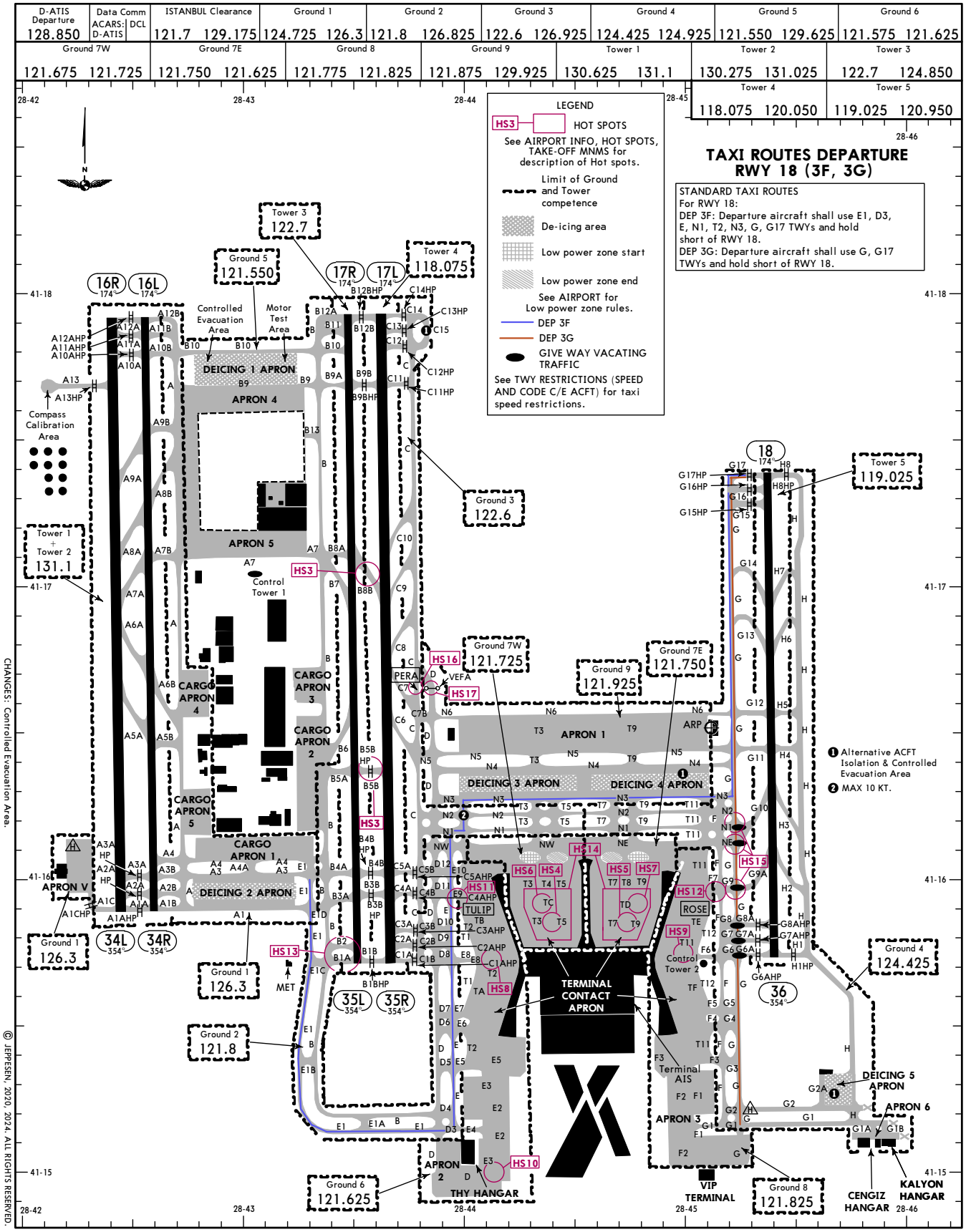
See TWY RESTRICTIONS (SPEED AND CODE C/E ACFT) for taxi speed restrictions.

TAXI ROUTES DEPARTURE
RWY 17R (2F, 2G)

STANDARD TAXI ROUTES
For RWY 17R:
DEP 2F: Departure aircraft shall use G, N2, D, B, B9A TWYs and hold short of RWY 17R.
DEP 2G: Departure aircraft shall use G, N2, D, C, C11 TWYs and hold short of RWY 17L.

Tower 3 122.7
Ground 5 121.550
Tower 4 118.075
16R 174° 16L 174°
17R 174° 17L 174°
Controlled Evacuation Area
Motor Test Area
DEICING 1 APRON
APRON 4
Compass Calibration Area
APRON 5
Tower 1 + Tower 2 131.1
Control Tower 1
Ground 3 122.6
Ground 7W 121.725
Ground 9 121.925
Ground 7E 121.750
18 174°
Tower 5 119.025
CARGO APRON 4
CARGO APRON 3
CARGO APRON 2
CARGO APRON 5
CARGO APRON 1
DEICING 2 APRON
APRON V
APRON 1
DEICING 3 APRON
DEICING 4 APRON
TULIP
ROSE
ARP
Ground 1 126.3
34L 354° 34R 354°
Ground 1 126.3
MET
35L 354° 35R 354°
Ground 2 121.8
TERMINAL CONTACT APRON
Control Tower 2
36 354°
Ground 4 124.425
Terminal AIS
DEICING 5 APRON
APRON 6
APRON 3
APRON 2
THY HANGAR
Ground 6 121.625
VIP TERMINAL
Ground 8 121.825
CENGIZ HANGAR
KALYON HANGAR

❶ Alternative ACFT Isolation & Controlled Evacuation Area
❷ MAX 20 KT.


D-ATIS Departure 128.850
Data Comm ACARS: D-ATIS DCL
ISTANBUL Clearance 121.7 129.175
Ground 1 124.725 126.3
Ground 2 121.8 126.825
Ground 3 122.6 126.925
Ground 4 124.425 124.925
Ground 5 121.550 129.625
Ground 6 121.575 121.625
Ground 7W 121.675 121.725
Ground 7E 121.750 121.625
Ground 8 121.775 121.825
Ground 9 121.875 129.925
Tower 1 130.625 131.1
Tower 2 130.275 131.025
Tower 3 122.7 124.850
Tower 4 118.075 120.050
Tower 5 119.025 120.950
TAXI ROUTES DEPARTURE RWY 18 (3F, 3G)
STANDARD TAXI ROUTES
For RWY 18:
DEP 3F: Departure aircraft shall use E1, D3, E, N1, T2, N3, G, G17 TWYs and hold short of RWY 18.
DEP 3G: Departure aircraft shall use G, G17 TWYs and hold short of RWY 18.
LEGEND
HS3 HOT SPOTS
See AIRPORT INFO, HOT SPOTS, TAKE-OFF MNMS for description of Hot spots.
Limit of Ground and Tower competence
De-icing area
Low power zone start
Low power zone end
See AIRPORT for Low power zone rules.
DEP 3F
DEP 3G
GIVE WAY VACATING TRAFFIC
See TWY RESTRICTIONS (SPEED AND CODE C/E ACFT) for taxi speed restrictions.
16R 174°
16L 174°
17R 174°
17L 174°
18 174°
34L 354°
34R 354°
35L 354°
35R 354°
36 354°
DEICING 1 APRON
DEICING 2 APRON
DEICING 3 APRON
DEICING 4 APRON
DEICING 5 APRON
APRON 1
APRON 2
APRON 3
APRON 4
APRON 5
APRON 6
APRON V
CARGO APRON 1
CARGO APRON 2
CARGO APRON 3
CARGO APRON 4
CARGO APRON 5
TERMINAL CONTACT APRON
THY HANGAR
VIP TERMINAL
CENGIZ HANGAR
KALYON HANGAR
Controlled Evacuation Area
Motor Test Area
Compass Calibration Area
Control Tower 1
Control Tower 2
Terminal AIS
MET
ARP
ROSE
TULIP
VEFA
PERAM
TC
TD
1 Alternative ACFT Isolation & Controlled Evacuation Area
2 MAX 10 KT.
CHANGES: Controlled Evacuation Area.
© JEPPESEN, 2020, 2024. ALL RIGHTS RESERVED.
LTFM/IST
ISTANBUL, TURKIYE
ISTANBUL
26 JUL 24
JEPPESEN
30-9G3
Eff 8 Aug

CHANGES: Controlled Evacuation Area.

D-ATIS Departure	Data Comm ACARS: D-ATIS / DCL	ISTANBUL Clearance	Ground 1	Ground 2	Ground 3	Ground 4	Ground 5	Ground 6
128.850		121.7 129.175	124.725 126.3	121.8 126.825	122.6 126.925	124.425 124.925	121.550 129.625	121.575 121.625

Ground 7W	Ground 7E	Ground 8	Ground 9	Tower 1	Tower 2	Tower 3
121.675 121.725	121.750 121.625	121.775 121.825	121.875 129.925	130.625 131.1	130.275 131.025	122.7 124.850

Tower 4	Tower 5
118.075 120.050	119.025 120.950

28-42 28-43 28-44 28-45 28-46

LEGEND

HS3 HOT SPOTS

See AIRPORT INFO, HOT SPOTS, TAKE-OFF MNMS for description of Hot spots.

Limit of Ground and Tower competence

De-icing area

Low power zone start

Low power zone end

See AIRPORT for Low power zone rules.

DEP 2A

DEP 2B

See TWY RESTRICTIONS (SPEED AND CODE C/E ACFT) for taxi speed restrictions.

TAXI ROUTES DEPARTURE RWY 35L (2A, 2B)

STANDARD TAXI ROUTES
For RWY 35L:
DEP 2A: Departure aircraft shall use G, N2, D, B, B4A TWYs and hold short of RWY 35L.
DEP 2B: Departure aircraft shall use G, N2, C, C5A TWYs and hold short of RWY 35R.

Tower 3 122.7
Ground 5 121.550
Tower 4 118.075
Ground 3 122.6
Tower 1 + Tower 2 131.1
Ground 7W 121.725
Ground 9 121.925
Ground 7E 121.750
Tower 5 119.025
Ground 1 126.3
Ground 2 121.8
Ground 6 121.625
Ground 8 121.825
Ground 4 124.425

16R 174° 16L 174° 17R 174° 17L 174° 18 174° 34L 354° 34R 354° 35L 354° 35R 354° 36 354°

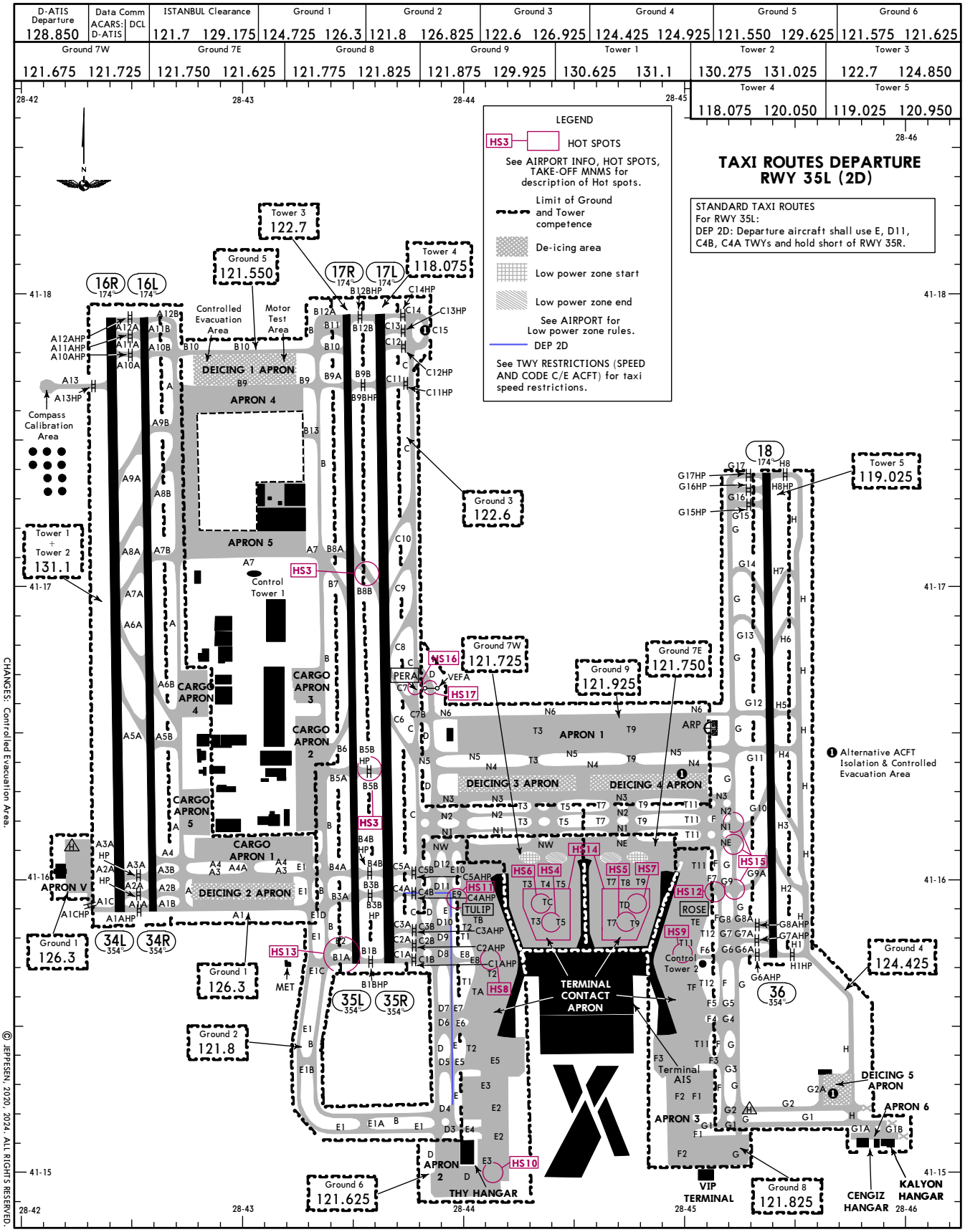
Controlled Evacuation Area
Motor Test Area
Compass Calibration Area
Control Tower 1
Control Tower 2
MET
PERA
VEFA
ARP
ROSE
TULIP
TC
TD
TA
TB
TE
TF
TERMINAL CONTACT APRON
Terminal AIS
VIP TERMINAL
THY HANGAR
CENGIZ HANGAR
KALYON HANGAR

DEICING 1 APRON
DEICING 2 APRON
DEICING 3 APRON
DEICING 4 APRON
DEICING 5 APRON
APRON 1
APRON 2
APRON 3
APRON 4
APRON 5
APRON 6
APRON V
CARGO APRON 1
CARGO APRON 2
CARGO APRON 3
CARGO APRON 4
CARGO APRON 5

HS3 HS4 HS5 HS6 HS7 HS8 HS9 HS10 HS11 HS12 HS13 HS14 HS15 HS16 HS17

1 Alternative ACFT Isolation & Controlled Evacuation Area

41-18 41-17 41-16 41-15


D-ATIS Departure 128.850
Data Comm ACARS: D-ATIS DCL
ISTANBUL Clearance 121.7 129.175
Ground 1 124.725 126.3
Ground 2 121.8 126.825
Ground 3 122.6 126.925
Ground 4 124.425 124.925
Ground 5 121.550 129.625
Ground 6 121.575 121.625
Ground 7W 121.675 121.725
Ground 7E 121.750 121.625
Ground 8 121.775 121.825
Ground 9 121.875 129.925
Tower 1 130.625 131.1
Tower 2 130.275 131.025
Tower 3 122.7 124.850
Tower 4 118.075 120.050
Tower 5 119.025 120.950
TAXI ROUTES DEPARTURE RWY 35L (2D)
STANDARD TAXI ROUTES
For RWY 35L:
DEP 2D: Departure aircraft shall use E, D11, C4B, C4A TWYs and hold short of RWY 35R.
LEGEND
HOT SPOTS
See AIRPORT INFO, HOT SPOTS, TAKE-OFF MNMS for description of Hot spots.
Limit of Ground and Tower competence
De-icing area
Low power zone start
Low power zone end
See AIRPORT for Low power zone rules.
DEP 2D
See TWY RESTRICTIONS (SPEED AND CODE C/E ACFT) for taxi speed restrictions.
Alternative ACFT Isolation & Controlled Evacuation Area
DEICING 1 APRON
DEICING 2 APRON
DEICING 3 APRON
DEICING 4 APRON
DEICING 5 APRON
APRON 1
APRON 2
APRON 3
APRON 4
APRON 5
APRON 6
APRON V
CARGO APRON 1
CARGO APRON 2
CARGO APRON 3
CARGO APRON 4
CARGO APRON 5
TERMINAL CONTACT APRON
THY HANGAR
VIP TERMINAL
CENGIZ HANGAR
KALYON HANGAR
Controlled Evacuation Area
Motor Test Area
Compass Calibration Area
Control Tower 1
Control Tower 2
Terminal AIS
16R 16L 17R 17L 18 34L 34R 35L 35R 36
TULIP
ROSE
VEFA
PERA
ARP
MET
CHANGES: Controlled Evacuation Area.
© JEPPESEN, 2020, 2024. ALL RIGHTS RESERVED.
LTFM/IST
ISTANBUL, TURKIYE
ISTANBUL
26 JUL 24
30-9G5
Eff 8 Aug
JEPPESEN

JEPPESEN
26 JUL 24
30-9G6
Eff 8 Aug

D-ATIS Departure	Data Comm ACARS: D-ATIS / DCL	ISTANBUL Clearance	Ground 1	Ground 2	Ground 3	Ground 4	Ground 5	Ground 6
128.850		121.7 129.175	124.725 126.3	121.8 126.825	122.6 126.925	124.425 124.925	121.550 129.625	121.575 121.625

Ground 7W	Ground 7E	Ground 8	Ground 9	Tower 1	Tower 2	Tower 3
121.675 121.725	121.750 121.625	121.775 121.825	121.875 129.925	130.625 131.1	130.275 131.025	122.7 124.850

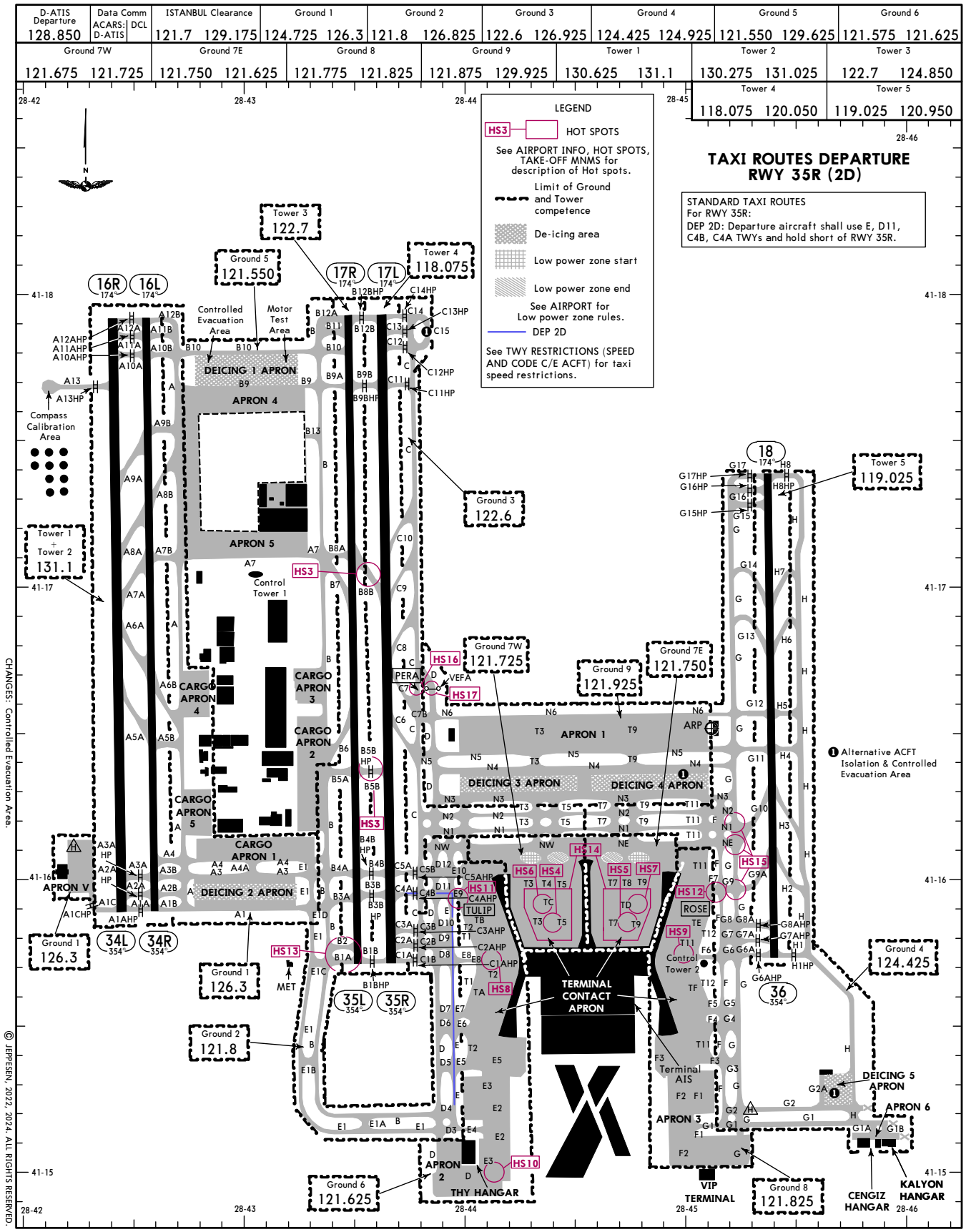
Tower 4	Tower 5
118.075 120.050	119.025 120.950

TAXI ROUTES DEPARTURE RWY 35R (2B, 2C)

STANDARD TAXI ROUTES
For RWY 35R:
DEP 2B: Departure aircraft shall use G, N2, C, C5A TWYs and hold short of RWY 35R.
DEP 2C: Departure aircraft shall use E, D8, C1B, C1A TWYs and hold short of RWY 35R.

LEGEND
HS3 HOT SPOTS
See AIRPORT INFO, HOT SPOTS, TAKE-OFF MNMS for description of Hot spots.
Limit of Ground and Tower competence
De-icing area
Low power zone start
Low power zone end
See AIRPORT for Low power zone rules.
DEP 2B
DEP 2C
See TWY RESTRICTIONS (SPEED AND CODE C/E ACFT) for taxi speed restrictions.

Alternative ACFT Isolation & Controlled Evacuation Area

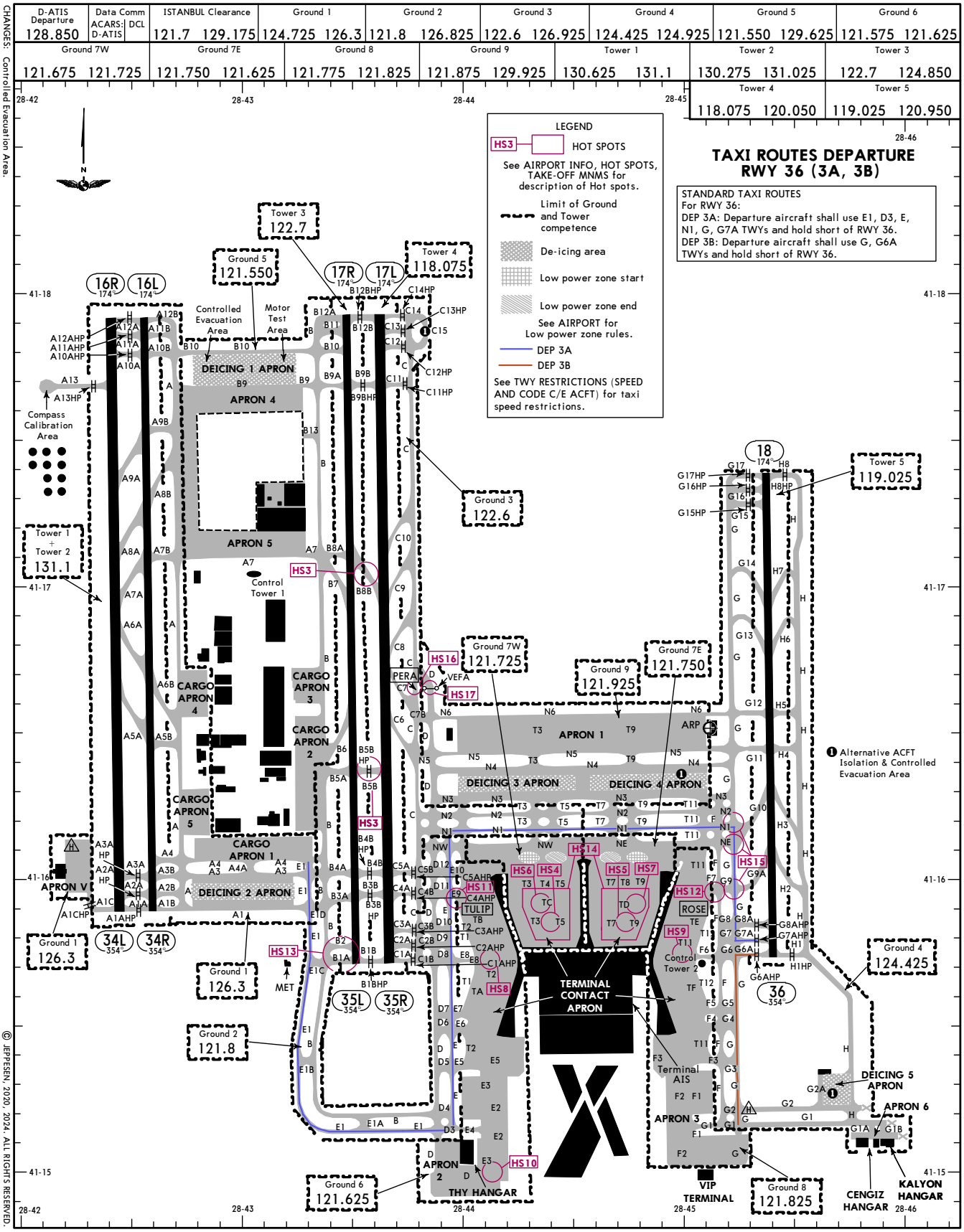

D-ATIS Departure 128.850
Data Comm ACARS: DCL D-ATIS
ISTANBUL Clearance 121.7 129.175
Ground 1 124.725 126.3
Ground 2 121.8 126.825
Ground 3 122.6 126.925
Ground 4 124.425 124.925
Ground 5 121.550 129.625
Ground 6 121.575 121.625
Ground 7W 121.675 121.725
Ground 7E 121.750 121.625
Ground 8 121.775 121.825
Ground 9 121.875 129.925
Tower 1 130.625 131.1
Tower 2 130.275 131.025
Tower 3 122.7 124.850
Tower 4 118.075 120.050
Tower 5 119.025 120.950
TAXI ROUTES DEPARTURE RWY 35R (2D)
STANDARD TAXI ROUTES For RWY 35R: DEP 2D: Departure aircraft shall use E, D11, C4B, C4A TWYs and hold short of RWY 35R.
LEGEND
HS3 HOT SPOTS
See AIRPORT INFO, HOT SPOTS, TAKE-OFF MNMS for description of Hot spots.
Limit of Ground and Tower competence
De-icing area
Low power zone start
Low power zone end
See AIRPORT for Low power zone rules.
DEP 2D
See TWY RESTRICTIONS (SPEED AND CODE C/E ACFT) for taxi speed restrictions.
Alternative ACFT Isolation & Controlled Evacuation Area
APRON 1
APRON 2
APRON 3
APRON 4
APRON 5
APRON 6
APRON V
DEICING 1 APRON
DEICING 2 APRON
DEICING 3 APRON
DEICING 4 APRON
DEICING 5 APRON
CARGO APRON 1
CARGO APRON 2
CARGO APRON 3
CARGO APRON 4
CARGO APRON 5
TERMINAL CONTACT APRON
THY HANGAR
VIP TERMINAL
CENGIZ HANGAR
KALYON HANGAR
Terminal AIS
Control Tower 1
Control Tower 2
Compass Calibration Area
Controlled Evacuation Area
Motor Test Area
MET
ARP
PERAL
VEFA
TULIP
ROSE
TC
TD
16R 174°
16L 174°
17R 174°
17L 174°
18 174°
34L 354°
34R 354°
35L 354°
35R 354°
36 354°
Tower 3 122.7
Tower 4 118.075
Tower 5 119.025
Ground 1 126.3
Ground 2 121.8
Ground 3 122.6
Ground 4 124.425
Ground 5 121.550
Ground 6 121.625
Ground 7W 121.725
Ground 7E 121.750
Ground 8 121.825
Ground 9 121.925
Tower 1 + Tower 2 131.1
28-42
28-43
28-44
28-45
28-46
41-18
41-17
41-16
41-15
CHANGES: Controlled Evacuation Area.
© JEPPESEN, 2022, 2024. ALL RIGHTS RESERVED.
LTFM/IST
ISTANBUL, TURKIYE
ISTANBUL
26 JUL 24
(30-9G7)
Eff 8 Aug
JEPPESEN

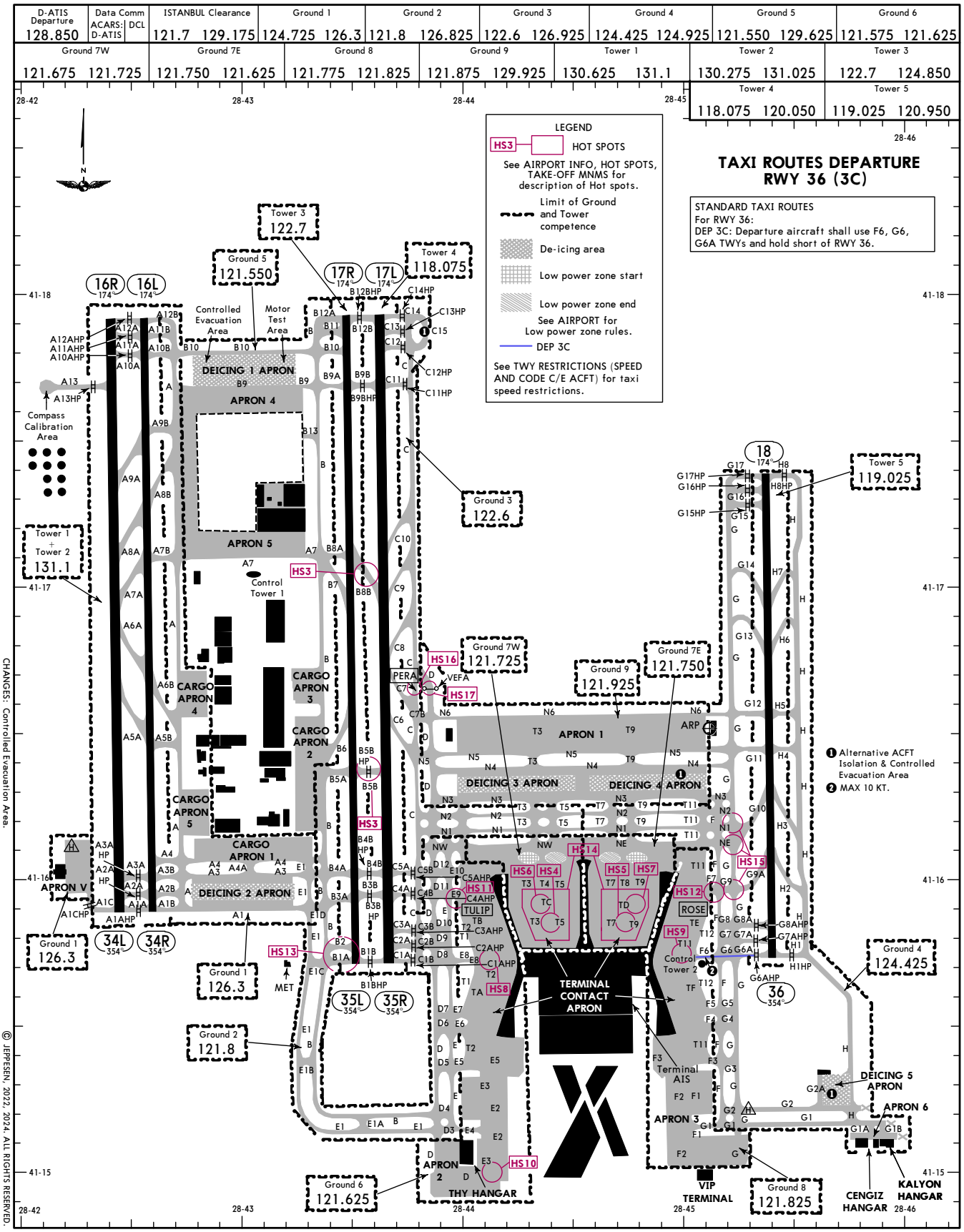
D-ATIS Departure	Data Comm ACARS: D-ATIS / DCL	ISTANBUL Clearance	Ground 1	Ground 2	Ground 3	Ground 4	Ground 5	Ground 6
128.850		121.7 129.175	124.725 126.3	121.8 126.825	122.6 126.925	124.425 124.925	121.550 129.625	121.575 121.625

Ground 7W	Ground 7E	Ground 8	Ground 9	Tower 1	Tower 2	Tower 3
121.675 121.725	121.750 121.625	121.775 121.825	121.875 129.925	130.625 131.1	130.275 131.025	122.7 124.850

Tower 4	Tower 5
118.075 120.050	119.025 120.950

CHANGES: Controlled Evacuation Area.




D-ATIS Departure 128.850
Data Comm ACARS: D-ATIS DCL
ISTANBUL Clearance 121.7 129.175
Ground 1 124.725 126.3
Ground 2 121.8 126.825
Ground 3 122.6 126.925
Ground 4 124.425 124.925
Ground 5 121.550 129.625
Ground 6 121.575 121.625
Ground 7W 121.675 121.725
Ground 7E 121.750 121.625
Ground 8 121.775 121.825
Ground 9 121.875 129.925
Tower 1 130.625 131.1
Tower 2 130.275 131.025
Tower 3 122.7 124.850
Tower 4 118.075 120.050
Tower 5 119.025 120.950
LEGEND
HS3 HOT SPOTS
See AIRPORT INFO, HOT SPOTS, TAKE-OFF MNMS for description of Hot spots.
Limit of Ground and Tower competence
De-icing area
Low power zone start
Low power zone end
See AIRPORT for Low power zone rules.
DEP 3C
See TWY RESTRICTIONS (SPEED AND CODE C/E ACFT) for taxi speed restrictions.
TAXI ROUTES DEPARTURE RWY 36 (3C)
STANDARD TAXI ROUTES
For RWY 36:
DEP 3C: Departure aircraft shall use F6, G6, G6A TWYs and hold short of RWY 36.
16R 174° 16L 174° 17R 174° 17L 174° 18 174° 34L 354° 34R 354° 35L 354° 35R 354° 36 354°
Tower 3 122.7
Tower 4 118.075
Tower 5 119.025
Ground 1 126.3
Ground 2 121.8
Ground 3 122.6
Ground 4 124.425
Ground 5 121.550
Ground 6 121.625
Ground 7W 121.725
Ground 7E 121.750
Ground 8 121.825
Ground 9 121.925
Tower 1 + Tower 2 131.1
Controlled Evacuation Area
Motor Test Area
Compass Calibration Area
Control Tower 1
Control Tower 2
DEICING 1 APRON
DEICING 2 APRON
DEICING 3 APRON
DEICING 4 APRON
DEICING 5 APRON
APRON 1
APRON 2
APRON 3
APRON 4
APRON 5
APRON 6
APRON V
CARGO APRON 1
CARGO APRON 2
CARGO APRON 3
CARGO APRON 4
CARGO APRON 5
TERMINAL CONTACT APRON
Terminal AIS
VIP TERMINAL
THY HANGAR
CENGIZ HANGAR
KALYON HANGAR
PERA
VEFA
TULIP
ROSE
ARP
MET
TC
TD
HS1 HS2 HS3 HS4 HS5 HS6 HS7 HS8 HS9 HS10 HS11 HS12 HS13 HS14 HS15 HS16 HS17
1 Alternative ACFT Isolation & Controlled Evacuation Area
2 MAX 10 KT.
41-15 41-16 41-17 41-18
28-42 28-43 28-44 28-45 28-46
CHANGES: Controlled Evacuation Area.
© JEPPESEN, 2022, 2024. ALL RIGHTS RESERVED.
LTFM/IST
ISTANBUL, TURKIYE
ISTANBUL
26 JUL 24
(30-9G9)
Eff 8 Aug
JEPPESEN

CHANGES: Controlled Evacuation Area.

D-ATIS Departure	Data Comm ACARS: D-ATIS / DCL	ISTANBUL Clearance	Ground 1	Ground 2	Ground 3	Ground 4	Ground 5	Ground 6
128.850		121.7 129.175	124.725 126.3	121.8 126.825	122.6 126.925	124.425 124.925	121.550 129.625	121.575 121.625

Ground 7W	Ground 7E	Ground 8	Ground 9	Tower 1	Tower 2	Tower 3
121.675 121.725	121.750 121.625	121.775 121.825	121.875 129.925	130.625 131.1	130.275 131.025	122.7 124.850

Tower 4	Tower 5
118.075 120.050	119.025 120.950

TWY RESTRICTIONS (SPEED and CODE C/E ACFT)

LEGEND
- HS3 — HOT SPOTS (See AIRPORT INFO, HOT SPOTS, TAKE-OFF MNMS for description of Hot spots.)
- Limit of Ground and Tower competence
- Limited to Code C ACFT or less
- Limited to Code E ACFT or less
- De-icing area
- MAX 10 KT
- MAX 20 KT
- MAX 30 KT
- Low power zone start
- Low power zone end
- See AIRPORT for Low power zone rules.

The speed of the ACFT on TWY turns is under the responsibility of pilot in command. The speed and the spacing with other ACFT while LVO conditions are under the responsibility of pilot in command.

❶ Alternative ACFT Isolation & Controlled Evacuation Area

Tower 3 122.7
Ground 5 121.550
Tower 4 118.075
Ground 3 122.6
Tower 1 + Tower 2 131.1
Tower 5 119.025
Ground 7W 121.725
Ground 9 121.925
Ground 7E 121.750
Ground 1 126.3
Ground 2 121.8
Ground 6 121.625
Ground 8 121.825
Ground 4 124.425

16R 174° / 16L 174° / 17R 174° / 17L 174° / 18 174°
34L 354° / 34R 354° / 35L 354° / 35R 354° / 36 354°

Controlled Evacuation Area
Motor Test Area
Compass Calibration Area
Control Tower 1
Control Tower 2
Terminal AIS
MET
ARP
PERAL
VEFA
TULIP
ROSE
TD

DEICING 1 APRON
DEICING 2 APRON
DEICING 3 APRON
DEICING 4 APRON
DEICING 5 APRON
APRON 1
APRON 2
APRON 3
APRON 4
APRON 5
APRON 6
APRON V
CARGO APRON 1
CARGO APRON 2
CARGO APRON 3
CARGO APRON 4
CARGO APRON 5
TERMINAL CONTACT APRON
THY HANGAR
VIP TERMINAL
CENGIZ HANGAR
KALYON HANGAR

PUSHBACK PROCEDURES

1. INTRODUCTION

1.1. The purpose of these pages is to inform all external and internal stakeholders of Istanbul Airport about the pushback procedures of all ACFT stands.
1.2. The objective of the pushback procedures is to reduce ground conflicts, delays and radiotelephony congestion thereby enhancing the operational efficiency and safety of Istanbul Airport.
1.3. All stands at Istanbul Airport have standard prescribed pushback procedures.
1.4. On some occasions due to the ground traffic situation, obstacles or work in progress, a non-standard pushback is required. In these situations, a non-standard pushback instruction will be issued to the pilot by ATC. ATC instructions overrule the standard procedures.

2. PROCEDURES

2.1. Pilots shall switch on their transponders before the time of the request for pushback. ACFT not identified on the ATC system will not allowed for pushback.
2.2. If there is any uncertainty or possibility of misunderstanding, pushbacks shall never be commenced, pushback operators shall contact the flight deck and request a conformation of the instruction by ATC.
2.3. If ATC may thought that the instruction is not completely understood by the flight crew or possibility of commencing wrong pushback, ATC may give an estimated pushback time in order to regulate traffic.
2.4. Unless prior permission has been obtained from the Airside Operation, pushback is compulsory at all stands. It is forbidden to execute power back through using engine's reverse thrust.
2.5. Pushback shall start within at the least 1 minute after approval has been received from Ground, taking into account the traffic information and/or restrictions contained in the approval message otherwise ATC may give an estimated start time.
2.6. The ground crew is responsible for ensuring that the area in the front, behind and around the ACFT is clear of personnel, vehicles, equipment and other obstructions before commencing pushback.
2.7. Portion of TWY T3 from intersection TWY NW towards South until the end of TWY T3, portion of TWY T5 from intersection TWY NW towards South until the end of TWY T5, portion of TWY T7 from intersection TWY NE towards South until the end of TWY T7 and portion of TWY T9 from intersection TWY NE towards South until the end of TWY T9 are defined as LOW POWER ZONE.
2.8. Code D and Code E arrival ACFT taxiing on T3 TWY in the LOW POWER ZONE, shall turn to parking stands D9, D11, D13, D15, D17 and D19 via TC TWY at a lower power rate.
2.9. Code D and Code E arrival ACFT taxiing on T9 TWY in the LOW POWER ZONE, shall turn to parking stands D8, D10, D12, D14, D16 and D20 via TD TWY at a lower power rate.
2.10. E2, F2, N6, T1, T4, T8, T12 and North of G2A TWYs are Code C (max wingspan 118'/36m) designated TWYs, these TWYs are not available for Code D, Code E and Code F ACFT.
2.11. In case ACFT need to start up one engine or both engines at parking stand, ATC shall accept the request after obtaining safety report from Airside Operation. ACFT shall start up engines with minimum power (on idle power) when parking at stand or during pushback.

3. CROSS BLEED START PROCEDURES

3.1. "Cross Bleed Start" requests made by traffic will not be accepted because it will cause delays and noise pollution in ground traffic. Only ACFT with APU failure can request Cross Bleed Start with the necessary precautions taken. This request will be fulfilled at an appropriate time depending on the status of the traffic. Delays expected to exceed 5 minutes will be notified to the pilot by ATC.
3.2. Code D and Code E ACFT that requires Cross-bleed engine start in the Cul-de-Sac areas shall start their engines at the North side of TWY TC and TWY TD. Code D and Code E ACFT shall not start cross-bleed at PSN2 and PSN4 points, Code C ACFT can start cross-bleed at PSN2 and PSN4 points.
3.3. Pilots of ACFT that require "Cross-bleed Start" will notify ATC of their request as shown at item 4.3.

PUSHBACK PROCEDURES (CONTD 1)

4. PHRASEOLOGY

4.1. To approve the pushback and start up request from pilot, basic phraseology used by ATC maybe as given below:
"ATC: [Call sign of ACFT] GROUND + PUSHBACK AND START UP APPROVED RUNWAY-- + FACE --".

4.2 To approve the pushback and startup request from pilot, phraseology used by ATC for defined PSN points maybe as given below:
"ATC: [Call sign of ACFT] GROUND, PUSHBACK AND START UP APPROVED RUNWAY-- + PSN--".

4.3. Flight crews intending to 'Cross Bleed Start' shall advise ATC before pushback as;
"GROUND [Call sign of ACFT] + [Parking Position] + REQUEST CROSS BLEED START".

4.4. The direction information in a standard pushback phraseology indicates the final direction of the ACFT after pushback is completed.

4.5. ATC instructions may include a condition to be complied with. For example:
"AFTER B737 PASSING BEHIND, PUSHBACK APPROVED".

4.6. If any doubt exists as to which ACFT is the 'subject ACFT' of a conditional clearance, the ground crew shall ask the flight crew to confirm with ATC.

4.7. ATC may give long pushback, pull forward or additional instructions to increase separation, clear a stand or a TWY or point out the first TWY of the departure ACFT.
Example 1: "PUSHBACK AND START UP APPROVED RWY 36 FACE SOUTH, LONG PUSHBACK ABEAM STAND F6".
Example 2: "PUSHBACK AND START UP APPROVED RWY 36 FACE SOUTH, AFTER PUSHBACK PULL FORWARD ABEAM STAND F6".
Example 3: "PUSHBACK AND START UP APPROVED RWY 36 FACE SOUTH, KEEP CLEAR TWY F6".
Example 4: "PUSHBACK AND START UP APPROVED RWY 36 FACE SOUTH, EXPECT TAXI VIA TWY F6".
Note: In these phraseologies 'ABEAM' means the nearest TWY centerline to the subject parking stand.

5. HOT SPOTS

See 30-9A for description of Hot Spots.

6. TOWING

6.1. Ground crews who operate towing in Istanbul Airport must be appropriately trained in APT layout and radiotelephony.

6.2 Towing is not permitted unless under a leader escort from Airside Operation. The tow crew shall wait until the leader vehicle has arrived before pushback clearance is requested.

6.3. The personnel who will perform the towing operation should set Transponder Code 2000 before contacting the relevant Ground frequency.

6.4. Tow crews shall give full readbacks to ATC instructions. Additional care should be taken when tow crews are subject to a conditional clearance. It is vital that the correct ACFT or vehicle specified in the condition is identified. If there is any doubt, tow crews shall ask clarification from ATC.

6.5. Towing crew is responsible to maintain and listen carefully the relevant Ground frequency until the towing process is completed.

6.6. An illuminated red stop bar means STOP. Tow crews shall not put any part of the ACFT beyond the stop bar until it is extinguished, and ATC permission has been received.

6.7. Tow crews shall inform ATC if they are unable to execute an instruction or face difficulty in executing an instruction.

7. PUSHBACK POSITIONS

7.1. Istanbul Airport has 10 identified pushback positions. Facing in pushback other than those specified in the published positions is not possible.

7.2. The identified pushback positions: PSN 2, PSN 4, PSN 5, PSN 7 and PSN 10 are facing towards the North. PSN 1, PSN 3, PSN 6, PSN 8 are facing towards the South. PSN 9 is facing towards the East.

8. STANDARD TRAFFIC FLOW OF TERMINAL CONTACT APRON AREA

Standard taxi route is counterclockwise at West Cul-de-Sac while clockwise at East Cul-de-Sac.

CHANGES: Phraseology and towing description, pushback positions section added.

PUSHBACK PROCEDURES (CONTD 2)

TERMINAL CONTACT APRON - Southwest area

STAND	PUSHBACK PROCEDURE	CAUTION	PHRASEOLOGY
A2L thru A2R	**Standard Pushback:** The ACFT shall be pushed back following the pushback line onto TWY T2 to face North and continue push until TWY E8 will remain clear of ACFT.	HS8 (Be aware of the ACFT pushbacks from stands A2L, A2, B1 and B1R).	Pushback Approved **Face North**
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY T2 to face South and continue push until TWY E8 will remain clear of ACFT.		Pushback Approved **Face South**
A3L thru A7R	**Standard Pushback:** The ACFT shall be pushed back following the pushback line onto TWY T2 to face North.		Pushback Approved **Face North**
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY T2 to face South.		Pushback Approved **Face South**
A8L thru A8R	**Standard Pushback:** The ACFT shall be pushed back following the pushback line onto TWY T2 to face North. TWY E5 will remain clear of ACFT.		Pushback Approved **Face North**
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY T2 to face South.		Pushback Approved **Face South**
A9	**Standard Pushback:** The ACFT shall be pushed back following the pushback line onto TWY T2 to face South.		Pushback Approved **Face South**
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY T2 to face North, then pulled forward until TWY E5 will remain clear of ACFT.		Pushback Approved **Face North**
A10 A11	**Standard Pushback:** The ACFT shall be pushed back following the pushback line onto TWY E3 to face North until its nosewheel is at the PSN5 point.	E2 TWY is CAT C.	Pushback Approved **PSN5**
A10L, A10R A11L, A11R	**Standard Pushback:** The ACFT shall be pushed back following the pushback line onto TWY E3 to face North until its nosewheel is at the PSN5 point.		Pushback Approved **PSN5**
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY E2 to face North and continue push until TWY E5 will remain clear of ACFT.		Pushback Approved **Face North on E2 TWY**

TERMINAL CONTACT APRON - Northwest area

B1L thru B1R	**Standard Pushback:** The ACFT shall be pushed back following the pushback line onto TWY T2 to face South until TWY E8 will remain clear of ACFT.	HS8 (Be aware of the ACFT pushbacks from stands A2L, A2, B1 and B1R).	Pushback Approved **Face South**
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY T2 to face North and continue push until TWY E8 will remain clear of ACFT.		Pushback Approved **Face North**
B3L thru B3R B5L thru B5R B7L thru B7R B9L thru B9R B12L thru B12R B13	**Standard Pushback:** The ACFT shall be pushed back following the pushback line onto TWY T2 to face South.		Pushback Approved **Face South**
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY T2 to face North.		Pushback Approved **Face North**

CHANGES: Stands A10L, A10R, A11L, A11R alternate pushback phraseology revised.

PUSHBACK PROCEDURES (CONTD 3)

STAND	PUSHBACK PROCEDURE	CAUTION	PHRASEOLOGY
B14 B15 B16	**Standard Pushback:** The ACFT shall be pushed back following the pushback line onto TWY NW to face West.	The ACFT pushing back from stand B14 facing East should pull forward until T2 TWY is clear.	Pushback Approved **Face West**
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY NW to face East.		Pushback Approved **Face East**
TERMINAL CONTACT APRON - West Cul-de-Sac area			
B10L thru B10R B17 B18L thru B18R	**Standard Pushback:** The ACFT shall be pushed back following the pushback line onto TWY T3 facing South. Taxi out via TC TWY.	The ACFT pushing back from stand B17 should pull forward until NW TWY is clear. CAT D and E ACFTs pushing back face South shall use TWY TC.	Pushback Approved **Face South**
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY T3 facing North.		Pushback Approved **Face North**
D13 D15 D17	**Standard Pushback:** The ACFT shall be pushed back following the pushback line onto TWY T5 facing North.	CAT D and E ACFTs pushing back face South shall use TWY TC.	Pushback Approved **Face North**
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY T5 facing South.		Pushback Approved **Face South**
D19	**Standard Pushback:** The ACFT shall be pushed back following the pushback line onto TWY T5 facing North.		Pushback Approved **Face North**
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY NW facing East and continue push until TWY T3 will remain clear of ACFT.		Pushback Approved **Face East on NW TWY**
B4	**Standard Pushback:** The ACFT shall be pushed back following the pushback line onto TWY T3 facing South and continue push until its nosewheel is at the PSN1 point. Taxi out via TC TWY.	HS4 (Be aware of the ACFT pushbacks from stands B2, B4, C1, C2, C3, C4, D1, D3 and D5).	Pushback Approved **PSN1**
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY T3 facing South, then pulled forward until its nosewheel is at the PSN2 point on TWY T5 facing North.		Pushback Approved **PSN2**
B6L thru B6R B8L thru B8R	**Standard Pushback:** The ACFT shall be pushed back following the pushback line onto TWY T3 facing South and continue push until its nosewheel is at the PSN1 point. Taxi out via TC TWY.	HS6 (Be aware of the ACFT pushbacks from stands B6R and B8L). CAT D and E ACFTs pushing back face South.	Pushback Approved **PSN1**
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY T3 facing North abeam stand B6, TWY TC will remain clear of ACFT.		Pushback Approved **Face North Abeam Stand B6**
D7 D9 D11	**Standard Pushback:** The ACFT shall be pushed back following the pushback line onto TWY T5 facing North, then pulled forward until its nosewheel is at the PSN2 point.	CAT D and E ACFTs pushing back face South shall use TWY TC.	Pushback Approved **PSN2**
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY T5 facing South and continue push until abeam stand D11. Taxi out via TC TWY.		Pushback Approved **Face South Abeam Stand D11**

CHANGES: None.

PUSHBACK PROCEDURES (CONTD 4)

STAND	PUSHBACK PROCEDURE	CAUTION	PHRASEOLOGY
B2 C3 C4	**Standard Pushback:** The ACFT shall be pushed back following the pushback line onto TWY T3 facing South. Taxi out via T5 TWY.	HS4 (Be aware of the ACFT pushbacks from stands B2, B4, C1, C2, C3, C4, D1, D3 and D5).	Pushback Approved **Face South on T3 TWY**
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY facing West abeam stand C2. Taxi out via T3 TWY.		Pushback Approved **Face West**
C1 C2 D1 D3 D5	**Standard Pushback:** The ACFT shall be pushed back following the pushback line onto TWY facing East abeam stand C3. Taxi out via T5 TWY.	HS4 (Be aware of the ACFT pushbacks from stands B2, B4, C1, C2, C3, C4, D1, D3 and D5).	Pushback Approved **Face East**
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY T5 facing South abeam stand D7. Taxi out via T3 TWY.		Pushback Approved **Face South on T5 TWY**
TERMINAL CONTACT APRON - East Cul-de-Sac area			
D12 D14 D16	**Standard Pushback:** The ACFT shall be pushed back following the pushback line onto TWY T7 facing North.	CAT D and E ACFTs pushing back face South shall use TWY TD.	Pushback Approved **Face North**
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY T7 facing South.		Pushback Approved **Face South**
D20	**Standard Pushback:** The ACFT shall be pushed back following the pushback line onto TWY T7 facing North.		Pushback Approved **Face North**
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY NE facing West and continue push until TWY T9 will remain clear of ACFT.		Pushback Approved **Face Wast on NE TWY**
F12L thru F12R F14	**Standard Pushback:** The ACFT shall be pushed back following the pushback line onto TWY T9 facing South.	CAT D and E ACFTs pushing back face South shall use TWY TD.	Pushback Approved **Face South**
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY T9 facing North.		Pushback Approved **Face North**
D6 D8 D10	**Standard Pushback:** The ACFT shall be pushed back following the pushback line onto TWY T7 facing North, then pulled forward until its nosewheel is at the PSN4 point.	CAT D and E ACFTs pushing back face South shall use TWY TD.	Pushback Approved **PSN4**
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY T7 facing South and continue push until abeam stand D10.		Pushback Approved **Face South Abeam Stand D10**
F4L thru F4R	**Standard Pushback:** The ACFT shall be pushed back following the pushback line onto TWY T9 facing South and continue push until its nosewheel is at the PSN3 point.	HS5 (Be aware of the ACFT pushbacks from stands D2, D4, E1, E2, E3, E4, F2, F4L, F4 and F4R).	Pushback Approved **PSN3**
F4	**Alternate Pushback:** The ACFT shall be pushed back following the pushback line onto TWY T9 facing South then pulled forward until its nosewhell is at the PSN 4 on TWY T7 face North.		Pushback Approved **PSN4**
F4L F4R	**Alternate Pushback:** The ACFT shall be pushed back following the pushback line onto TWY facing East abeam stand E3. Taxi out via T9 TWY.		Pushback Approved **Face East**

CHANGES: Country name.

PUSHBACK PROCEDURES (CONTD 5)

STAND	PUSHBACK PROCEDURE	CAUTION	PHRASEOLOGY
F6L thru F6R F8L thru F8R	**Standard Pushback:** The ACFT shall be pushed back following the pushback line onto TWY T9 facing South and continue push until its nosewheel is at the PSN3 point.	HS7 (Be aware of the ACFT pushbacks from stands F6L and F8R) CAT D and E ACFTs pushing back face South shall use TWY TD.	Pushback Approved **PSN3**
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY T9 facing North, then pulled forward until abeam stand F6.		Pushback Approved **Face North Abeam Stand F6**
D2 D4 E1 E2	**Standard Pushback:** The ACFT shall be pushed back following the pushback line onto TWY facing West abeam stand E3. Taxi out via T7 TWY.	HS5 (Be aware of the ACFT pushbacks from stands D2, D4, E1, E2, E3, E4, F2, F4L, F4 and F4R).	Pushback Approved **Face West**
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY T7 facing South abeam D6. Taxi out via T9 TWY.		Pushback Approved **Face South on T7 TWY**
E3	**Standard Pushback:** The ACFT shall be pushed back following the pushback line onto TWY T9 facing South abeam stand F4. Taxi out via T7 TWY.	HS5 (Be aware of the ACFT pushbacks from stands D2, D4, E1, E2, E3, E4, F2, F4L, F4 and F4R).	Pushback Approved **Face South on T9 TWY**
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY T7 facing South abeam stand D6. Taxi out via T9 TWY.		Pushback Approved **Face South on T7 TWY**
E4 F2	**Standard Pushback:** The ACFT shall be pushed back following the pushback line onto TWY T9 facing South abeam stand F4 Taxi out via T7 TWY.	HS5 (Be aware of the ACFT pushbacks from stands D2, D4, E1, E2, E3, E4, F2, F4L, F4 and F4R).	Pushback Approved **Face South on T9 TWY**
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY facing East abeam stand E3. Taxi out via T9 TWY.		Pushback Approved **Face East**
TERMINAL CONTACT APRON - Northwest area			
F1L thru F1R	**Standard Pushback:** The ACFT shall be pushed back following the pushback line onto TWY T11 facing South and continue push until TWY F6 will remain clear of ACFT.	HS9 (Be aware of the ACFT pushbacks from stands F1L, F1 and G2, G2R).	Pushback Approved **Face South**
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY T11 facing North and continue push until TWY F6 will remain clear of ACFT.		Pushback Approved **Face North**
F3L thru F3R F5L thru F5R F7L thru F7R F9L thru F9R F13L thru F13R F18 F19	**Standard Pushback:** The ACFT shall be pushed back following the pushback line onto TWY T11 facing South.		Pushback Approved **Face South**
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY T11 facing North.		Pushback Approved **Face North**
F15 F16 F17	**Standard Pushback:** The ACFT shall be pushed back following the pushback line onto TWY NE facing West.	The ACFT pushing back from Stand F15 should pull forward until T9 TWY is clear.	Pushback Approved **Face West**
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY NE facing East.		Pushback Approved **Face East**

CHANGES: Country name.

PUSHBACK PROCEDURES (CONTD 6)

STAND	PUSHBACK PROCEDURE	CAUTION	PHRASEOLOGY
TERMINAL CONTACT APRON - Southeast area			
G2L thru G2R	**Standard Pushback:** The ACFT shall be pushed back following the pushback line onto TWY T11 facing South and continue push until TWY F6 will remain clear of ACFT.	HS9 (Be aware of the ACFT pushbacks from stands F1L, F1 and G2, G2R).	Pushback Approved **Face South**
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY T11 facing North and continue push until TWY F6 will remain clear of ACFT.		Pushback Approved **Face North**
G4L thru G8R	**Standard Pushback:** The ACFT shall be pushed back following the pushback line onto TWY T11 facing South.		Pushback Approved **Face South**
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY T11 facing North.		Pushback Approved **Face North**
G9L thru G9R	**Standard Pushback:** The ACFT shall be pushed back following the pushback line onto TWY F1 facing North and continue push until its nosewheel is at the PSN10 point.	F2 TWY is CAT C.	Pushback Approved **PSN10**
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY F3 facing West and continue push until its nosewheel is at the PSN6 point facing South.		Pushback Approved **PSN6**
G10L thru G11R	**Standard Pushback:** The ACFT shall be pushed back following the pushback line onto TWY F3 facing West then following the pushback line onto TWY F1 facing North and continue push until its nosewheel is at the PSN10 point.	F2 TWY is CAT C.	Pushback Approved **PSN10**
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY F3 facing West and continue push until its nosewheel is at the PSN6 point facing South.		Pushback Approved **PSN6**
APRON 1			
100 thru 109	**Standard Pushback:** The ACFT shall be pushed back following the pushback line onto TWY N6 facing East.		Pushback Approved **Face East**
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY N6 facing West.		Pushback Approved **Face West**
110 thru 121	**Standard Pushback:** The ACFT shall be pushed back following the pushback line onto TWY N6 facing West.		Pushback Approved **Face West**
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY N6 facing East.		Pushback Approved **Face East**
122 thru 131	**Standard Pushback:** The ACFT shall be pushed back following the pushback line onto TWY N6 facing West.		Pushback Approved **Face West**
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY N6 facing East.		Pushback Approved **Face East**

CHANGES: Stands G9L thru G9R & G10L thru G11R pushback procedures.

PUSHBACK PROCEDURES (CONTD 7)

STAND	PUSHBACK PROCEDURE	CAUTION	PHRASEOLOGY
132 thru 137R	**Standard Pushback:** The ACFT shall be pushed back following the pushback line onto TWY N5 facing East.	The ACFT pushes on a live TWY that may delay other taxiing ACFT.	Pushback Approved **Face East**
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY N5 facing West.		Pushback Approved **Face West**
138L thru 143R	**Standard Pushback:** The ACFT shall be pushed back following the pushback line onto TWY N5 facing East.	The ACFT pushes on a live TWY that may delay other taxiing ACFT.	Pushback Approved **Face East**
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY N5 facing West.		Pushback Approved **Face West**
144L thru 149	**Standard Pushback:** The ACFT shall be pushed back following the pushback line onto TWY N5 facing West.	The ACFT pushes on a live TWY that may delay other taxiing ACFT.	Pushback Approved **Face West**
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY N5 facing East.		Pushback Approved **Face East**
APRON 2			
200 thru 207	**Standard Pushback:** The ACFT shall be pushed back following the pushback line onto TWY E2 to face North.		Pushback Approved **Face North**
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY E2 to face South.		Pushback Approved **Face South**
215L thru 217R	**Standard Pushback:** The ACFT shall be pushed back following the pushback line onto TWY E3 to face North.		Pushback Approved **Face North**
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY E3 to face South.		Pushback Approved **Face South**
220L thru 220R	**Standard Pushback:** The ACFT shall be pushed back following the pushback line onto TWY D to face East.	HS10 (Be aware of the ACFT pushbacks from stands 214 and 220).	Pushback Approved **Face East**
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY E3 to face South and continue push until D TWY is clear.		Pushback Approved **Face South on E3 TWY**
221L thru 221R	**Standard Pushback:** The ACFT shall be pushed back following the pushback line onto TWY D to face East.	E2 TWY is CAT C.	Pushback Approved **Face East**
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY D to face West, then pulled forward until abeam stand 221.		Pushback Approved **Face West**
222L thru 222R	**Standard Pushback:** The ACFT shall be pushed back following the pushback line onto TWY D to face East.		Pushback Approved **Face East**
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY D to face West.		Pushback Approved **Face West**

PUSHBACK PROCEDURES (CONTD 8)

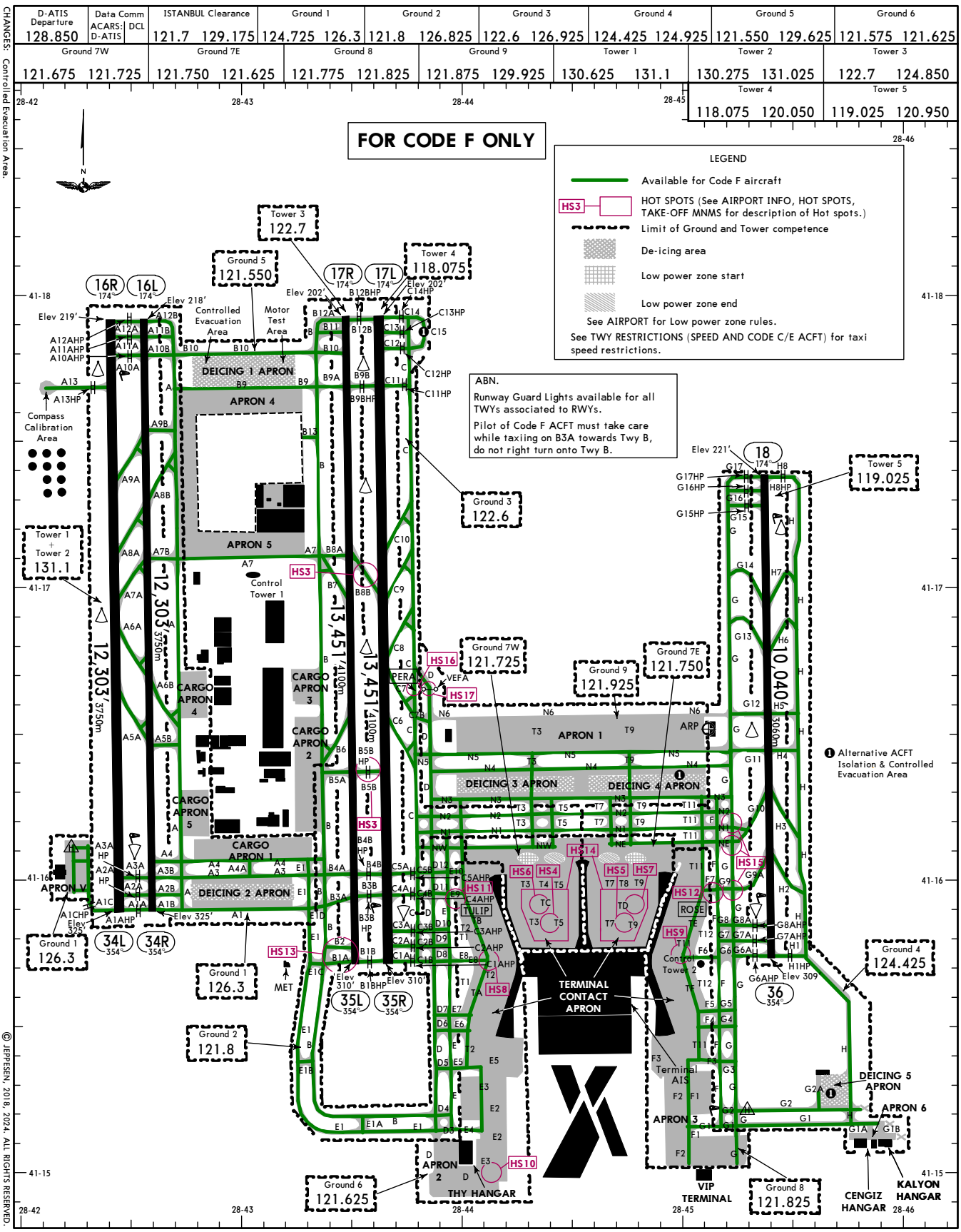
STAND	PUSHBACK PROCEDURE	CAUTION	PHRASEOLOGY
223L thru 223R	**Standard Pushback:** The ACFT shall be pushed back following the pushback line onto TWY D to face East, then pulled forward until abeam stand 223.		Pushback Approved **Face East**
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY D to face West.		Pushback Approved **Face West**
224L thru 224R	**Standard Pushback:** The ACFT shall be pushed back following the pushback line onto TWY D to face South.		Pushback Approved **Face South**
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY D to face West.		Pushback Approved **Face West**
208 thru 212	**Standard Pushback:** The ACFT shall be pushed back following the pushback line onto TWY E2 to face North.		Pushback Approved **Face North**
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY E2 to face South.		Pushback Approved **Face South**
213, 214	**Standard Pushback:** The ACFT shall be pushed back following the pushback line onto TWY D to face East.	HS10 (Be aware of the ACFT pushbacks from stands 214 and 220).	Pushback Approved **Face East**
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY E2 to face South.		Pushback Approved **Face South**
218L thru 218R	**Standard Pushback:** The ACFT shall be pushed back following the pushback line onto TWY D to face North, then pulled forward until its nosewheel is at the PSN7 point.		Pushback Approved **PSN7**
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY D to face South, then pulled forward until TWY E1 will remain clear of ACFT.		Pushback Approved **Face South**
219L thru 219R	**Standard Pushback:** The ACFT shall be pushed back following the pushback line onto TWY D to face North, then pulled forward until its nosewheel is at the PSN7 point.		Pushback Approved **PSN7**
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY D to face South.		Pushback Approved **Face South**
APRON 3			
300 thru 312	**Standard Pushback:** The ACFT shall be pushed back following the pushback line onto TWY F2 facing South.	Alternate pushback is not suitable for stands 311 and 312.	Pushback Approved **Face South**
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY F2 facing North.		Pushback Approved **Face North**
313L thru 315R	**Standard Pushback:** The ACFT shall be pushed back following the pushback line onto TWY F1 facing South.	The ACFTs pushing back from stands 313L thru 313R should pull forward until TWY F3 is clear.	Pushback Approved **Face South**
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY F1 facing North.		Pushback Approved **Face North**

CHANGES: Stands 313L thru 315R caution note.

PUSHBACK PROCEDURES (CONTD 9)

STAND	PUSHBACK PROCEDURE	CAUTION	PHRASEOLOGY
316L thru 317R	**Standard Pushback:** The ACFT shall be pushed back following the pushback line onto TWY F1 facing South and continue push until its nosewheel is at the PSN8 point.	F2 TWY is CAT C.	Pushback Approved **PSN8**
318L thru 319R	**Standard Pushback:** The ACFT shall be pushed back following the pushback line onto TWY G facing South and continue push until its nosewheel is at the PSN9 point facing East on G1 TWY.		Pushback Approved **PSN9**
CARGO 1 THRU 5 APRONS			
K1L thru K9R	**Standard Pushback:** The ACFT shall be pushed back following the pushback line onto TWY A4 facing West.		Pushback Approved **Face West**
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY A4 facing East.		Pushback Approved **Face East**
K10 thru K21	**Standard Pushback:** The ACFT shall be pushed back following the pushback line onto TWY B facing South.	The ACFT pushes on a live TWY that may delay other taxiing ACFT.	Pushback Approved **Face South**
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY B facing North.		Pushback Approved **Face North**
K50 thru K57	**Standard Pushback:** The ACFT shall be pushed back following the pushback line onto TWY A facing South.	The ACFT pushes on a live TWY that may delay other taxiing ACFT.	Pushback Approved **Face South**
	Alternate Pushback: The ACFT shall be pushed back following the pushback line onto TWY A facing North.		Pushback Approved **Face North**

CHANGES: None.



LTFM/IST
ISTANBUL

JEPPESEN
16 SEP 22 31-1

ISTANBUL, TURKIYE
❶ ILS Z Rwy 16R

D-ATIS Arrival	YESILKOY Approach/Radar West Final	YESILKOY Approach/Radar West Directory	ISTANBUL Tower 1	ISTANBUL Tower 4	Ground 1
126.350	132.475	120.125 132.050	131.1	118.075	126.3 124.725

BRIEFING STRIP ™

LOC IUCB	Final Apch Crs	NEDBA	CAT IIIB & IIIA ILS	CAT II & I ILS	Apt Elev 325′
110.35	174°	3000′ (2781′)	Refer to Minimums		Rwy 219′

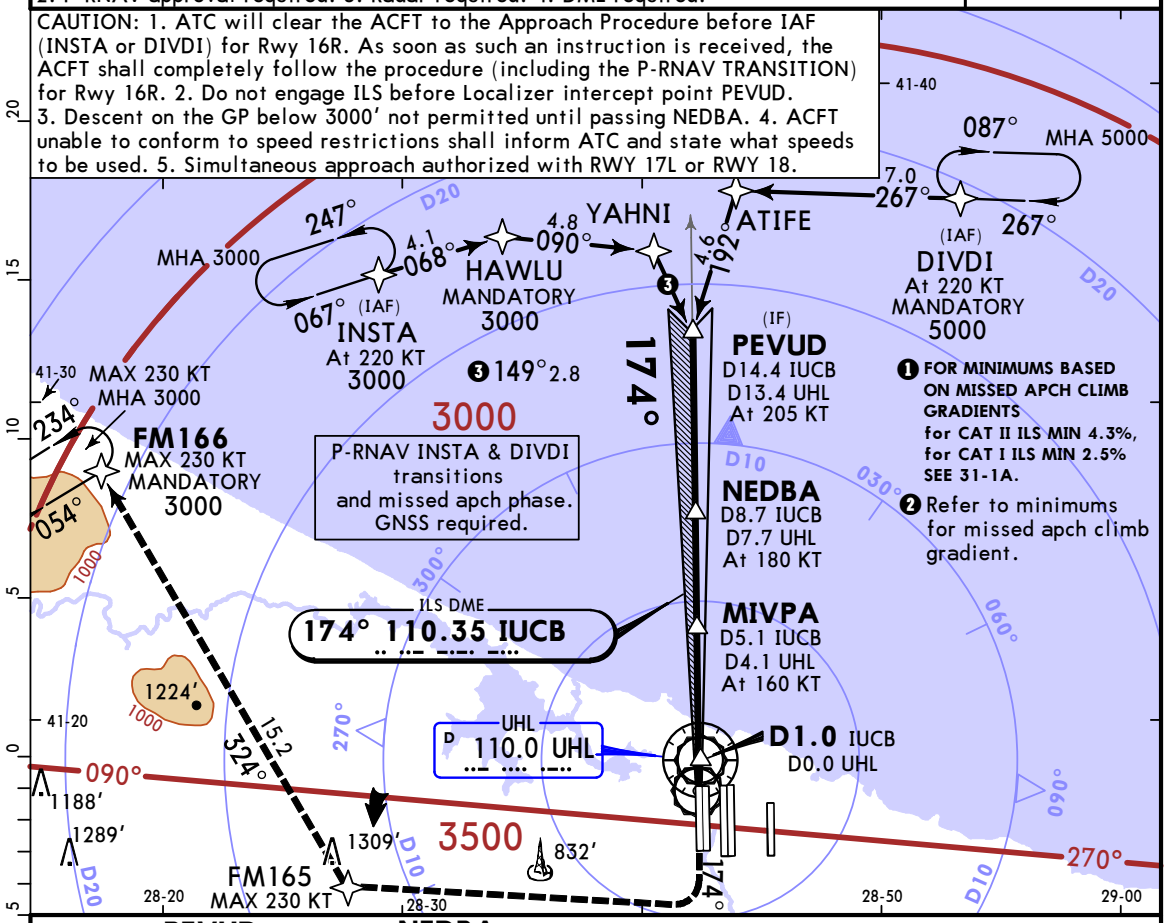
MISSED APCH: Climb on track 174° (MAX 230 KT). At or above 900′ turn RIGHT direct to FM165, turn RIGHT to FM166 and hold at 3000′. Do not turn to FM165 before RWY 16R THR (D0.1 IUCB/D0.8 UHL) or crossing 900′, whichever is later. ❶❷

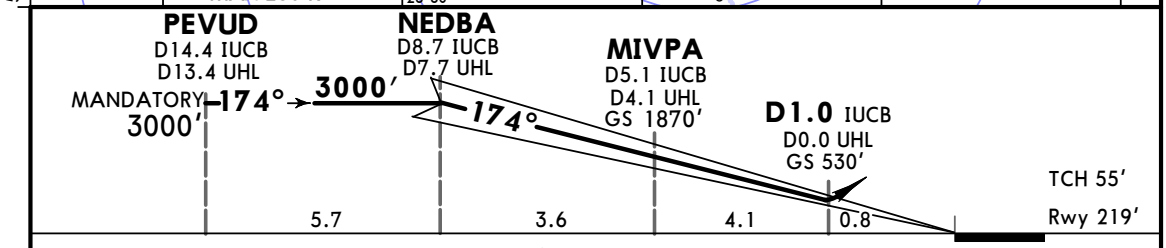
Alt Set: hPa | Rwy Elev: 8 hPa | Trans level: By ATC | Trans alt: 12000′

1. For CAT II and CAT III operations, special aircrew and ACFT certification required.
2. P-RNAV approval required. 3. Radar required. 4. DME required.

3000 / 090° / 270° / 3500
MSA ARP

CAUTION: 1. ATC will clear the ACFT to the Approach Procedure before IAF (INSTA or DIVDI) for Rwy 16R. As soon as such an instruction is received, the ACFT shall completely follow the procedure (including the P-RNAV TRANSITION) for Rwy 16R. 2. Do not engage ILS before Localizer intercept point PEVUD. 3. Descent on the GP below 3000′ not permitted until passing NEDBA. 4. ACFT unable to conform to speed restrictions shall inform ATC and state what speeds to be used. 5. Simultaneous approach authorized with RWY 17L or RWY 18.





Gnd speed-Kts		120	140	160	180
GS	3.00°	637	743	849	955

ALSF-II | REIL | PAPI | PAPI

230 KT MAX

900′ on 174°

FM165 RT

Std/State

STRAIGHT-IN LANDING

	CAT IIIB ILS MACG MIN 5.0%	CAT IIIA ILS MACG MIN 5.0% DH 50′	CAT II ILS MACG MIN 5.0% RA 133′ DA(H) 330′ (111′)	CAT I ILS MACG MIN 4.2% DA(H) 420′ (201′) FULL	CAT I ILS TDZ or CL out	CAT I ILS ALS out
C	R75m	R200m	❶R300m	R550m	❷R550m	R1200m
D						

CIRCLE-TO-LAND

Max Kts	MDA(H)
180	1400′ (1075′) V2400m
205	1400′ (1075′) V3600m

PANS OPS

❶ CAT D without autoland: R350m. ❷ R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Country name.

LTFM/IST
ISTANBUL

JEPPESEN
16 SEP 22 | 31-10

ISTANBUL, TURKIYE
LOC or VOR Rwy 18

D-ATIS Arrival	YESILKOY Approach/Radar		ISTANBUL Tower 5	ISTANBUL Tower 4	ISTANBUL Ground 4
	East Final	East Directory			
126.350	130.3	118.950 132.325	119.025	118.075	124.425 124.925

BRIEFING STRIP™

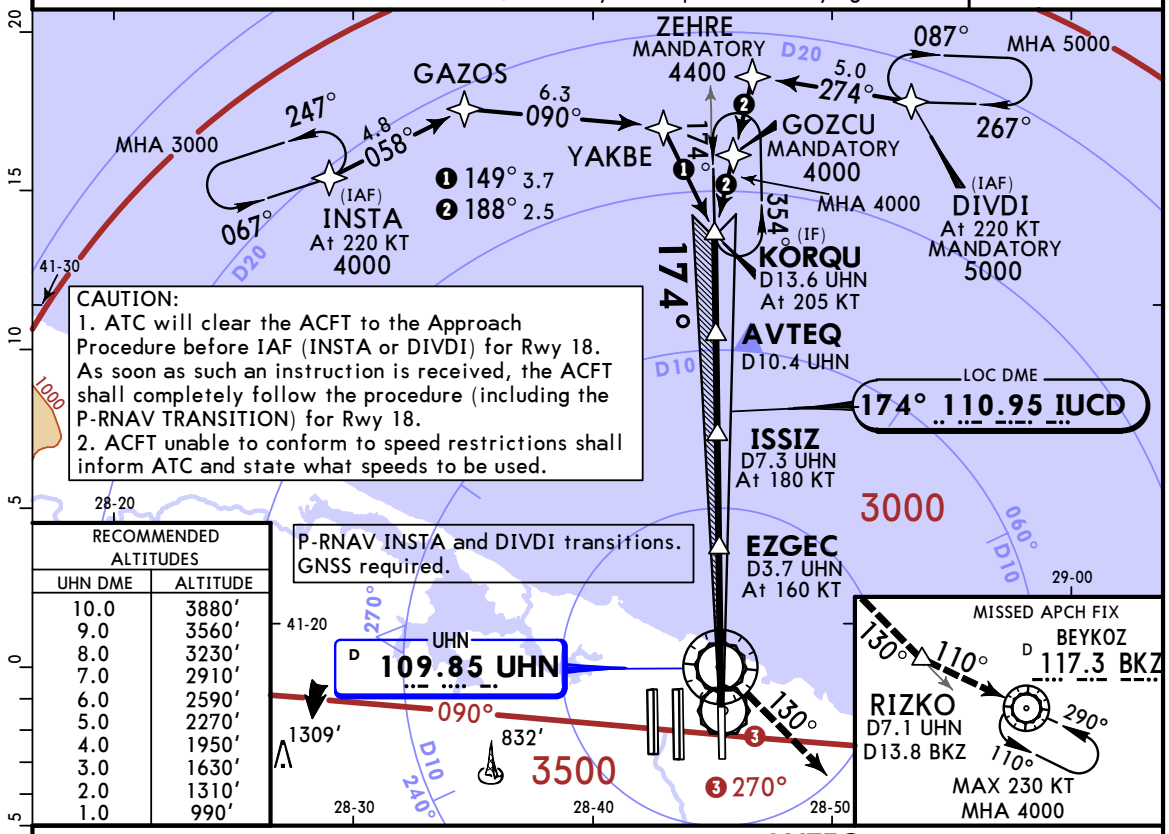
LOC IUCD	Final Apch Crs	AVTEQ	DA/MDA(H)	Apt Elev 325′
110.95	174°	4000′ (3779′)	720′ (499′)	Rwy 221′
VOR UHN 109.85				

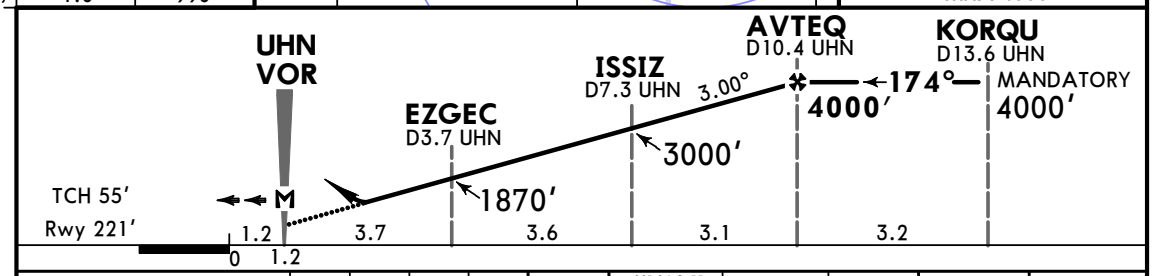
MISSED APCH: Climb 4000′. Turn LEFT to intercept R-130 UHN to proceed RIZKO, then turn LEFT to intercept R-290 BKZ, proceed BKZ VOR and hold. MAX 230 KT. Do not turn to RIZKO (D7.1/R-130 UHN) before MAP.

Alt Set: hPa	Rwy Elev: 8 hPa	Trans level: By ATC	Trans alt: 12000′

1. For transitions P-RNAV approval & Radar required. 2. VOR/DME required. 3. Non P-RNAV ACFT will be radar vectored to KORQU and may be subject to a delaying action.

3000
090° 270°
3500
MSA ARP





Gnd speed-Kts		120	140	160	180
Descent Angle	3.00°	637	743	849	955
MAP at UHN VOR					

HIALS II
REIL
PAPI

230 KT MAX

4000′ LT to RIZKO on UHN 109.85 R-130

Std/State	STRAIGHT-IN LANDING CDFA		CIRCLE-TO-LAND	
	1 DA/MDA(H) 720′ (499′)		Max Kts	MDA(H)
		ALS out		
C	R1500m	R2300m	180	1400′ (1075′) V2400m
D			205	1400′ (1075′) V3600m

PANS OPS

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Country name.

LTFM/IST
ISTANBUL

JEPPESEN
16 SEP 22 31-11

ISTANBUL, TURKIYE
ILS Z Rwy 34L

D-ATIS Arrival	YESILKOY Approach/Radar West Final	YESILKOY Approach/Radar West Directory	ISTANBUL Tower 1	ISTANBUL Tower 4	Ground 1	
126.350	132.475	120.125 132.050	131.1	118.075	126.3	124.725

BRIEFING STRIP™

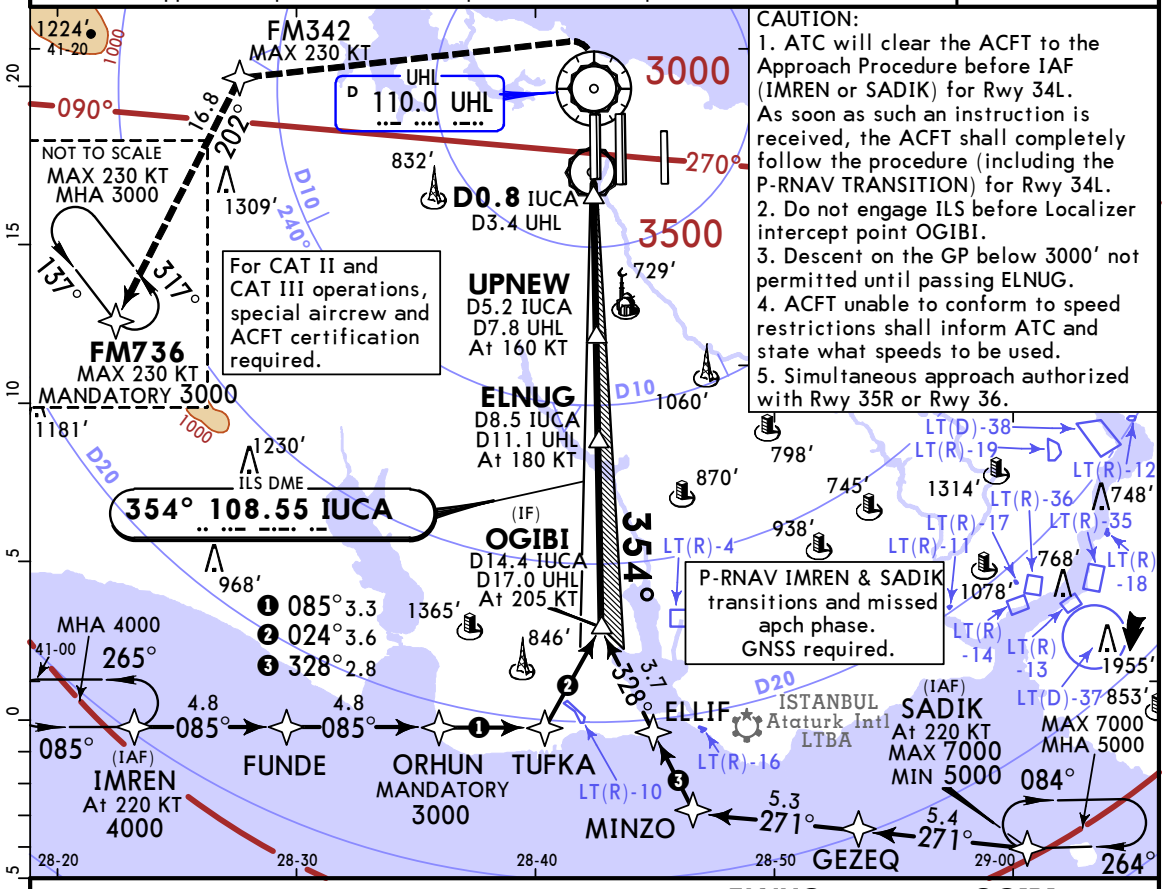
LOC IUCA	Final Apch Crs	ELNUG	CAT IIIB & IIIA ILS	CAT II & I ILS	Apt Elev 325′
108.55	354°	3000′ (2675′)	Refer to Minimums		Rwy 325′

MISSED APCH: Climb on track 354° (MAX 230 KT). At or above 760′ turn LEFT direct to FM342, turn LEFT to FM736 and hold at 3000′.
Do not turn to FM342 before RWY 34L THR (D2.8 UHL/D0.2 IUCA) or crossing 760′, whichever is later.

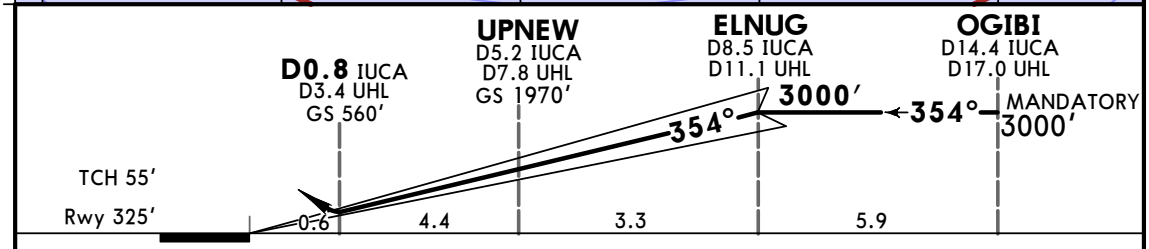
Alt Set: hPa | Rwy Elev: 12 hPa | Trans level: By ATC | Trans alt: 12000′

1. P-RNAV approval required. 2. Radar required. 3. DME required.

3000
090° 270°
3500
MSA ARP



CAUTION:
1. ATC will clear the ACFT to the Approach Procedure before IAF (IMREN or SADIK) for Rwy 34L. As soon as such an instruction is received, the ACFT shall completely follow the procedure (including the P-RNAV TRANSITION) for Rwy 34L.
2. Do not engage ILS before Localizer intercept point OGIBI.
3. Descent on the GP below 3000′ not permitted until passing ELNUG.
4. ACFT unable to conform to speed restrictions shall inform ATC and state what speeds to be used.
5. Simultaneous approach authorized with Rwy 35R or Rwy 36.



Gnd speed-Kts		120	140	160	180
GS	3.00°	637	743	849	955

ALSF-II
REIL PAPI PAPI

230 KT MAX | 354° | 760′ | FM342 LT

Std/State	STRAIGHT-IN LANDING					CIRCLE-TO-LAND	
	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS	CAT I ILS			
		DH 50′	RA 106′ DA(H) 425′ (100′)	DA(H) 525′ (200′) FULL	TDZ or CL out	ALS out	Max Kts / MDA(H)
C	R75m	R200m	1 R300m	R550m	2 R550m	R1200m	180 1400′ (1075′) V2400m
D							205 1400′ (1075′) V3600m

PANS OPS

1 CAT D without autoland: R350m. 2 R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Country name.

LTFM/IST
ISTANBUL

JEPPESEN
16 SEP 22 | 31-12

ISTANBUL, TURKIYE
ILS Y Rwy 34L

D-ATIS Arrival	YESILKOY Approach/Radar		ISTANBUL Tower 1	ISTANBUL Tower 4	Ground 1	
	West Final	West Directory				
126.350	132.475	120.125 132.050	131.1	118.075	126.3	124.725

BRIEFING STRIP™

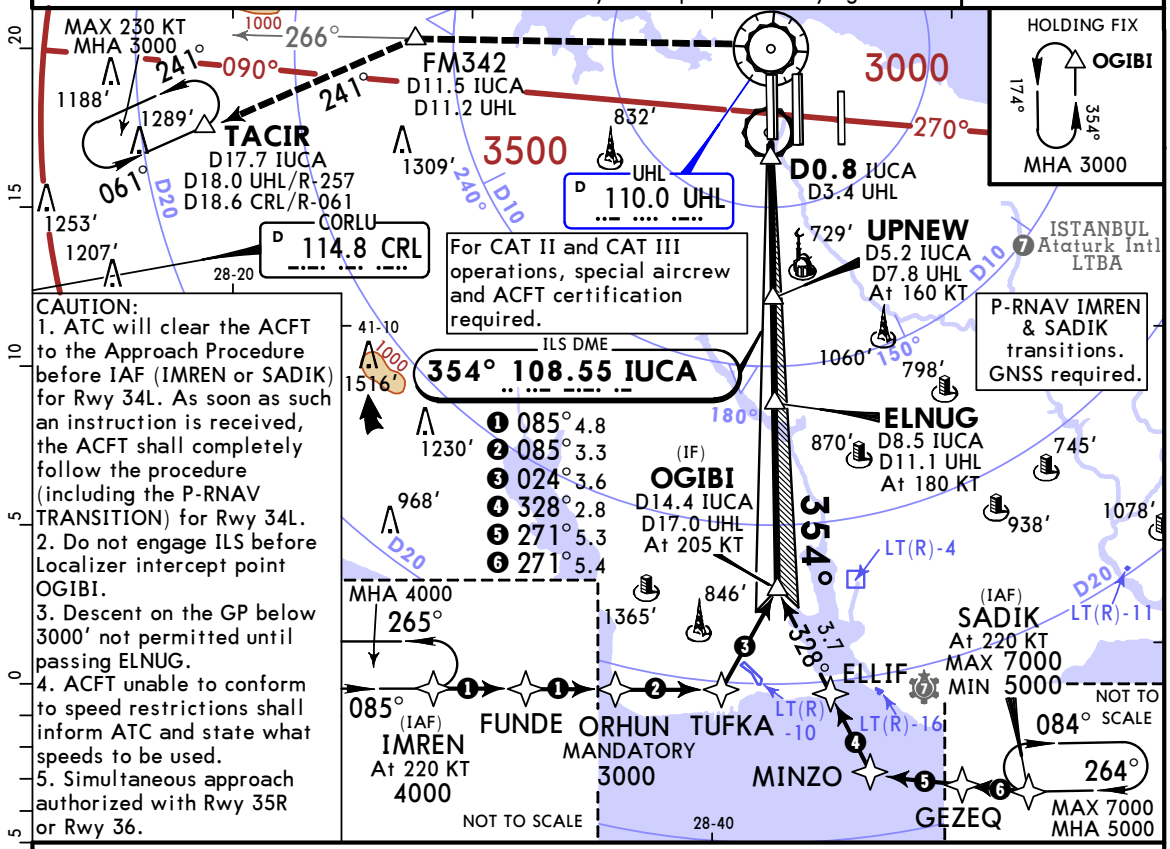
LOC IUCA	Final Apch Crs	ELNUG	CAT IIIB & IIIA ILS	CAT II & I ILS	Apt Elev 325′
108.55	354°	3000′ (2675′)	Refer to Minimums		Rwy 325′

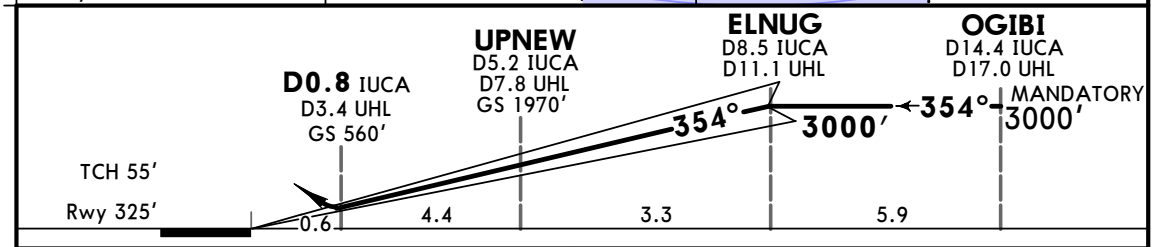
MISSED APCH: Climb 3000′. Climb STRAIGHT AHEAD. At or above 760′ turn LEFT to intercept R-266 UHL and proceed FM342, then turn LEFT to intercept R-061 CRL inbound, proceed TACIR and hold. MAX 230 KT.
Do not turn to FM342 before RWY 34L End (D1.8 IUCA/D0.8 UHL) or crossing 760′, whichever is later.

Alt Set: hPa	Rwy Elev: 12 hPa	Trans level: By ATC	Trans alt: 12000′

1. For transitions P-RNAV approval & Radar required. 2. VOR/DME required. 3. Non P-RNAV ACFT will be radar vectored to OGIBI and may be subject to a delaying action.

3000 / 090° / 270° / 3500
MSA ARP





Gnd speed-Kts		120	140	160	180
GS	3.00°	637	743	849	955

ALSF-II
REIL PAPI PAPI

230 KT MAX

760′

LT on UHL 110.0 R-266

Std/State — STRAIGHT-IN LANDING

	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS	CAT I ILS		
		DH 50′	RA 106′ DA(H) 425′ (100′)	DA(H) 525′ (200′) FULL	TDZ or CL out	ALS out
C	R75m	R200m	1 R300m	R550m	2 R550m	R1200m
D						

PANS OPS

CIRCLE-TO-LAND

Max Kts	MDA(H)
180	1400′ (1075′) V2400m
205	1400′ (1075′) V3600m

1 CAT D without autoland: R350m. 2 R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Country name.

LTFM/IST
ISTANBUL

JEPPESEN
16 SEP 22 | 31-13

ISTANBUL, TURKIYE
LOC or VOR Rwy 34L

D-ATIS Arrival	YESILKOY Approach/Radar West Final	YESILKOY Approach/Radar West Directory	ISTANBUL Tower 1	ISTANBUL Tower 4	Ground 1	
126.350	132.475	120.125 132.050	131.1	118.075	126.3	124.725

BRIEFING STRIP™

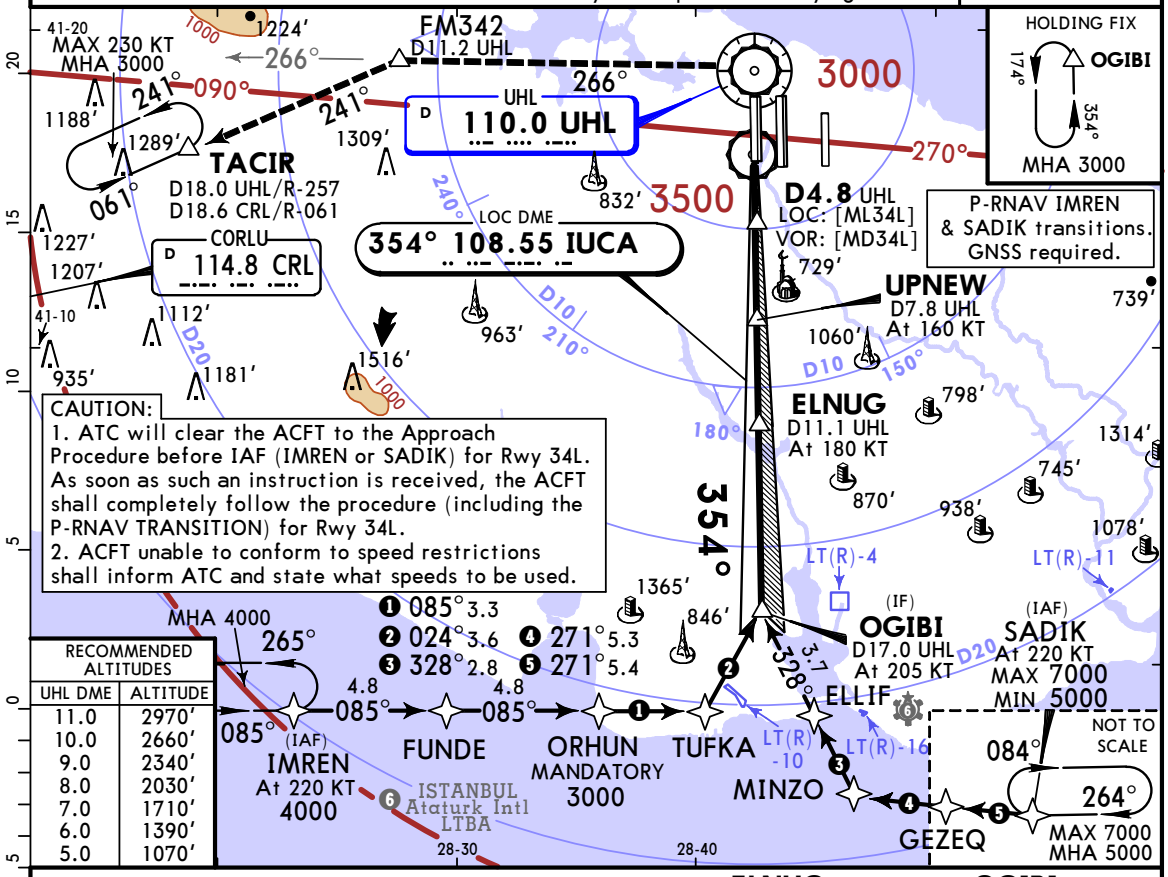
LOC IUCA 108.55 / VOR UHL 110.0	Final Apch Crs 354°	ELNUG 3000′ (2675′)	DA/MDA(H) 1000′ (675′)	Apt Elev 325′ Rwy 325′

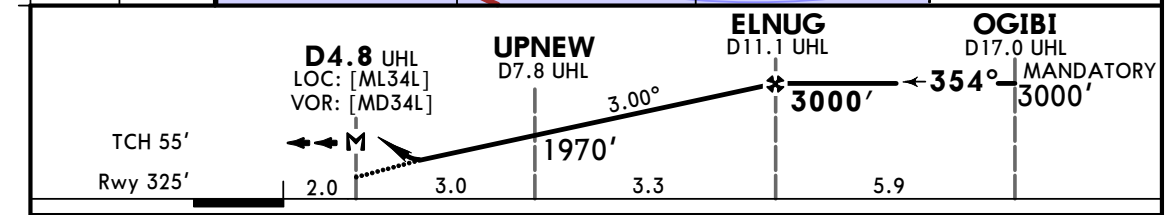
MISSED APCH: Climbing 3000′, proceed to UHL, at UHL turn LEFT and intercept R-266 UHL and proceed FM342, then turn LEFT to intercept R-061 CRL, proceed to TACIR and hold. MAX 230 KT.

3000 / 090° / 270° / 3500
MSA ARP

Alt Set: hPa	Rwy Elev: 12 hPa	Trans level: By ATC	Trans alt: 12000′

1. For transitions P-RNAV approval & Radar required. 2. VOR/DME required. 3. Non P-RNAV ACFT will be radar vectored to OGIBI and may be subject to a delaying action.





Gnd speed-Kts		120	140	160	180	ALSF-II REIL PAPI PAPI	230 KT MAX	3000′	UHL 110.0	UHL R-266 LT
Descent Angle	3.00°	637	743	849	955					
MAP at D4.8 UHL										

Std/State | STRAIGHT-IN LANDING | CIRCLE-TO-LAND

CDFA
1 DA/MDA(H) 1000′ (675′)
ALS out

		Max Kts	MDA(H)
C	R2400m	180	1400′ (1075′) V2400m
D		205	1400′ (1075′) V3600m

PANS OPS

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Country name.

LTFM/IST
ISTANBUL

JEPPESEN
16 SEP 22 31-14

ISTANBUL, TURKIYE
ILS Z Rwy 35R

D-ATIS Arrival	YESILKOY Approach/Radar			ISTANBUL Tower 1	ISTANBUL Tower 4
	East Final	East Directory			
126.350	130.3	118.950	132.325	131.1	118.075

Ground 2		Ground 3		Ground 5	
121.8	126.825	122.6	126.925	121.550	129.625

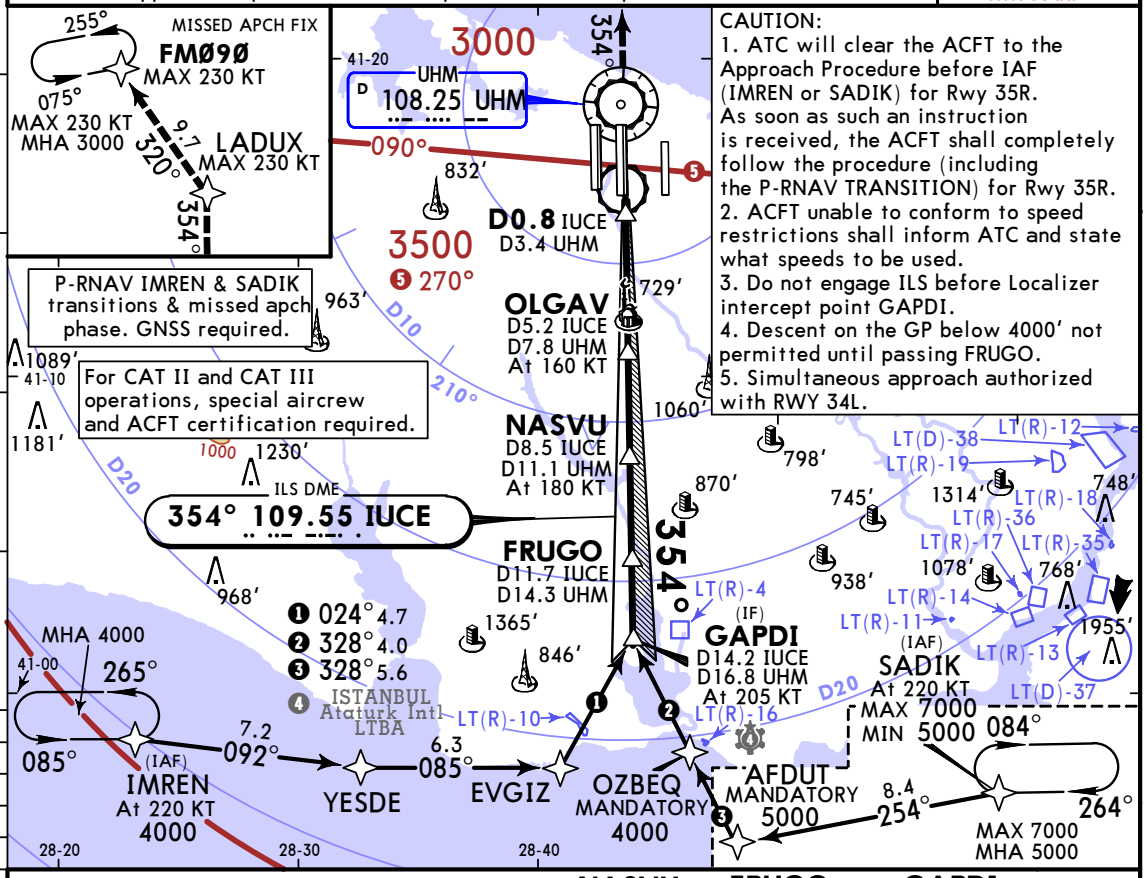
BRIEFING STRIP™

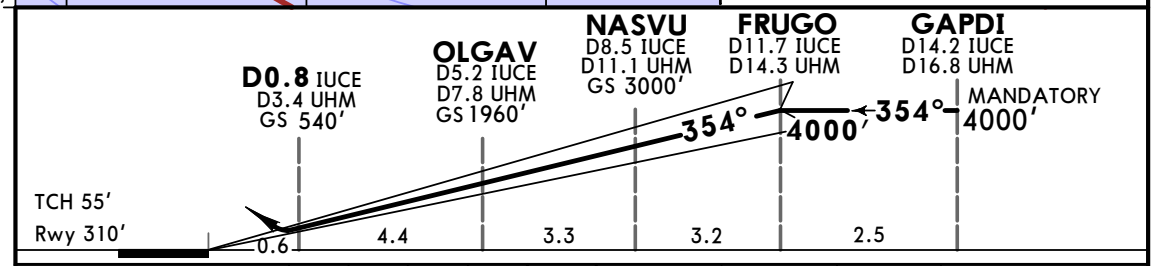
LOC IUCE	Final Apch Crs	FRUGO	CAT IIIB & IIIA ILS	CAT II & I ILS	Apt Elev 325′
109.55	354°	4000′ (3690′)	Refer to Minimums		Rwy 310′

MISSED APCH: Climbing 3000′ to LADUX on course 354° (MAX 230 KT), turn LEFT to FMØ9Ø and hold.

Alt Set: hPa	Rwy Elev: 11 hPa	Trans level: By ATC	Trans alt: 12000′

1. P-RNAV approval required. 2. Radar required. 3. DME required.





Gnd speed-Kts		120	140	160	180
GS	3.00°	637	743	849	955

ALSF-II
REIL PAPI PAPI

230 KT MAX | 3000′ | LADUX on 354°

Std/State

STRAIGHT-IN LANDING

	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS	CAT I ILS		
		DH 50′	RA 97′ DA(H) 415′ (105′)	DA(H) 510′ (200′) FULL	TDZ or CL out	ALS out
C	R75m	R200m	1 R300m	R550m	2 R550m	R1200m
D						

CIRCLE-TO-LAND

Max Kts	MDA(H)
180	1400′ (1075′) V2400m
205	1400′ (1075′) V3600m

PANS OPS

1 CAT D without autoland: R350m. 2 R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Country name.

LTFM/IST
ISTANBUL

JEPPESEN
16 SEP 22 | 31-15

ISTANBUL, TURKIYE
ILS Y Rwy 35R

BRIEFING STRIP™

D-ATIS Arrival	YESILKOY Approach/Radar			ISTANBUL Tower 1	ISTANBUL Tower 4
	East Final	East Directory			
126.350	130.3	132.325	118.950	131.1	118.075

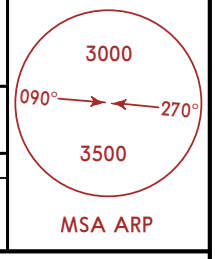
Ground 2		Ground 3		Ground 5	
121.8	126.825	122.6	126.925	121.550	129.625

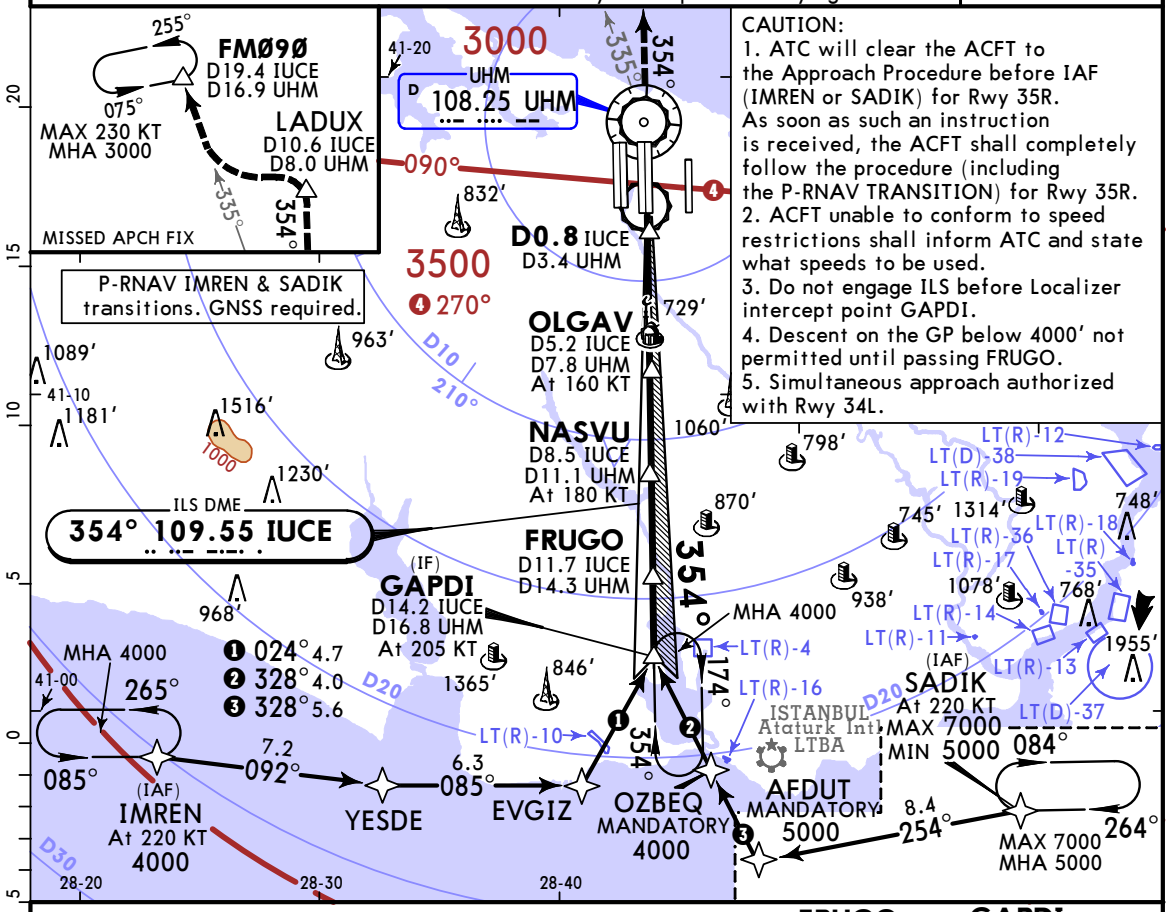
LOC IUCE	Final Apch Crs	FRUGO	CAT IIIB & IIIA ILS	CAT II & I ILS	Apt Elev 325′
109.55	354°	4000′ (3690′)	Refer to Minimums		Rwy 310′

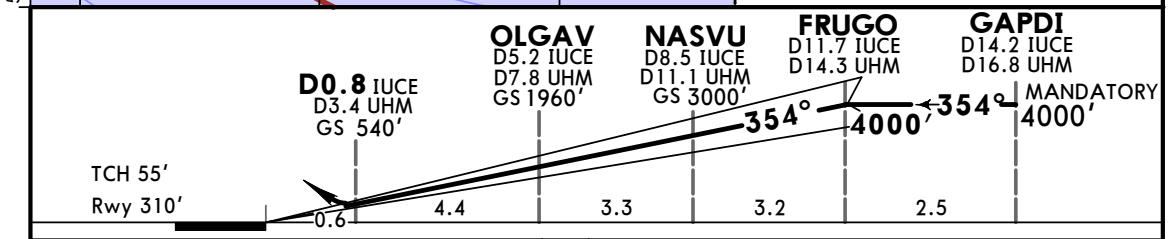
MISSED APCH: Climb 3000′ STRAIGHT AHEAD to LADUX. At LADUX turn LEFT to intercept R-335 UHM, proceed FMØ9Ø and hold. MAX 230 KT.

Alt Set: hPa | Rwy Elev: 11 hPa | Trans level: By ATC | Trans alt: 12000′

1. For CAT II and CAT III operations, special aircrew and ACFT certification required.
2. For transitions P-RNAV approval & Radar required. 3. VOR/DME required. 4. Non P-RNAV ACFT will be radar vectored to GAPDI and may be subject to delaying action.







Gnd speed-Kts		120	140	160	180
GS	3.00°	637	743	849	955

ALSF-II | REIL PAPI PAPI

230 KT MAX | 3000′ | LADUX | UHM R-335 LT

Std/State

	STRAIGHT-IN LANDING					CIRCLE-TO-LAND	
	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS	CAT I ILS			
		DH 50′	RA 97′ DA(H) 415′ (105′)	DA(H) 510′ (200′) FULL	TDZ or CL out	ALS out	Max Kts / MDA(H)
C	R75m	R200m	1 R300m	R550m	2 R550m	R1200m	180 / 1400′ (1075′) V2400m
D							205 / 1400′ (1075′) V3600m

PANS OPS

1 CAT D without autoland: R350m. 2 R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Country name.

LTFM/IST
ISTANBUL

JEPPESEN
16 SEP 22 | 31-16

ISTANBUL, TURKIYE
ILS X Rwy 35R

D-ATIS Arrival	YESILKOY Approach/Radar			ISTANBUL Tower 1	ISTANBUL Tower 4
	East Final	East Directory			
126.350	130.3	132.325	118.950	131.1	118.075

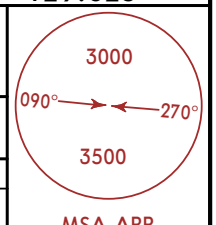
Ground 2		Ground 3		Ground 5	
121.8	126.825	122.6	126.925	121.550	129.625

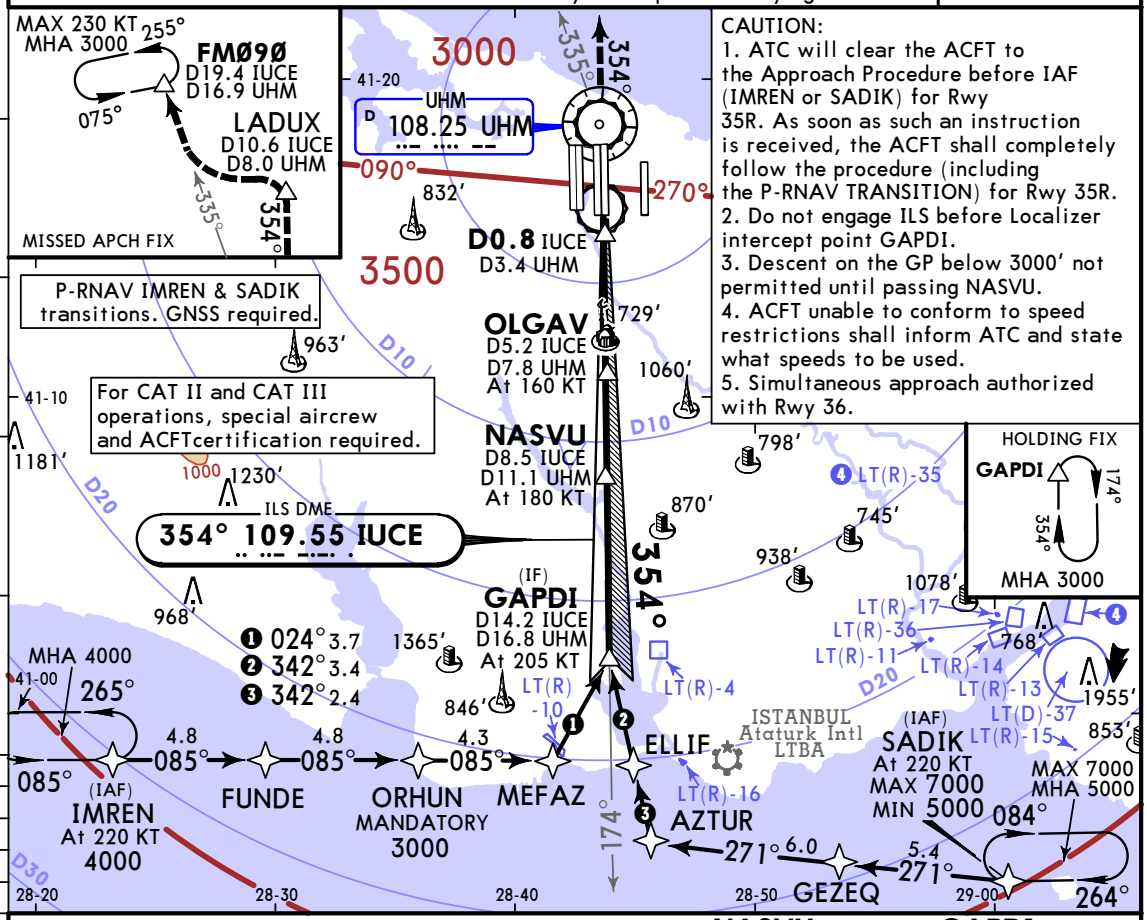
LOC IUCE	Final Apch Crs	NASVU	CAT IIIB & IIIA ILS	CAT II & I ILS	Apt Elev 325′
109.55	354°	3000′ (2690′)	Refer to Minimums		Rwy 310′

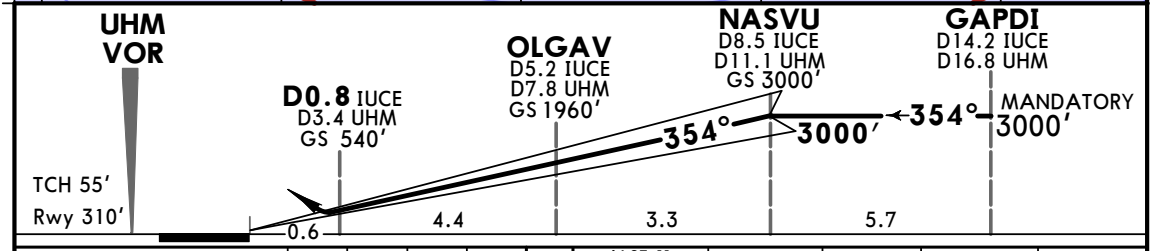
MISSED APCH: Climb 3000′ STRAIGHT AHEAD to LADUX. At LADUX turn LEFT to intercept R-335 UHM, proceed FMØ9Ø and hold. MAX 230 KT.

Alt Set: hPa | Rwy Elev: 11 hPa | Trans level: By ATC | Trans alt: 12000′

1. For transitions P-RNAV approval & Radar required. 2. VOR/DME required. 3. Non P-RNAV ACFT will be radar vectored to GAPDI and may be subject to delaying action.







Gnd speed-Kts		120	140	160	180
GS	3.00°	637	743	849	955

ALSF-II | REIL | PAPI | PAPI

230 KT MAX | 3000′ | LADUX | UHM R-335 LT

Std/State — STRAIGHT-IN LANDING / CIRCLE-TO-LAND

	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS	CAT I ILS DA(H) 510′ (200′)			CIRCLE-TO-LAND	
		DH 50′	RA 97′ DA(H) 415′ (105′)	FULL	TDZ or CL out	ALS out	Max Kts	MDA(H)
C	R75m	R200m	1 R300m	R550m	2 R550m	R1200m	180	1400′ (1075′) V2400m
D							205	1400′ (1075′) V3600m

PANS OPS

1 CAT D without autoland: R350m. 2 R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Country name.

LTFM/IST
ISTANBUL

JEPPESEN
16 SEP 22 31-17

ISTANBUL, TURKIYE
LOC or VOR Rwy 35R

D-ATIS Arrival	YESILKOY Approach/Radar			ISTANBUL Tower 1	ISTANBUL Tower 4
126.350	East Final 130.3	East Directory 118.950	132.325	131.1	118.075

Ground 2		Ground 3		Ground 5	
121.8	126.825	122.6	126.925	121.550	129.625

BRIEFING STRIP™

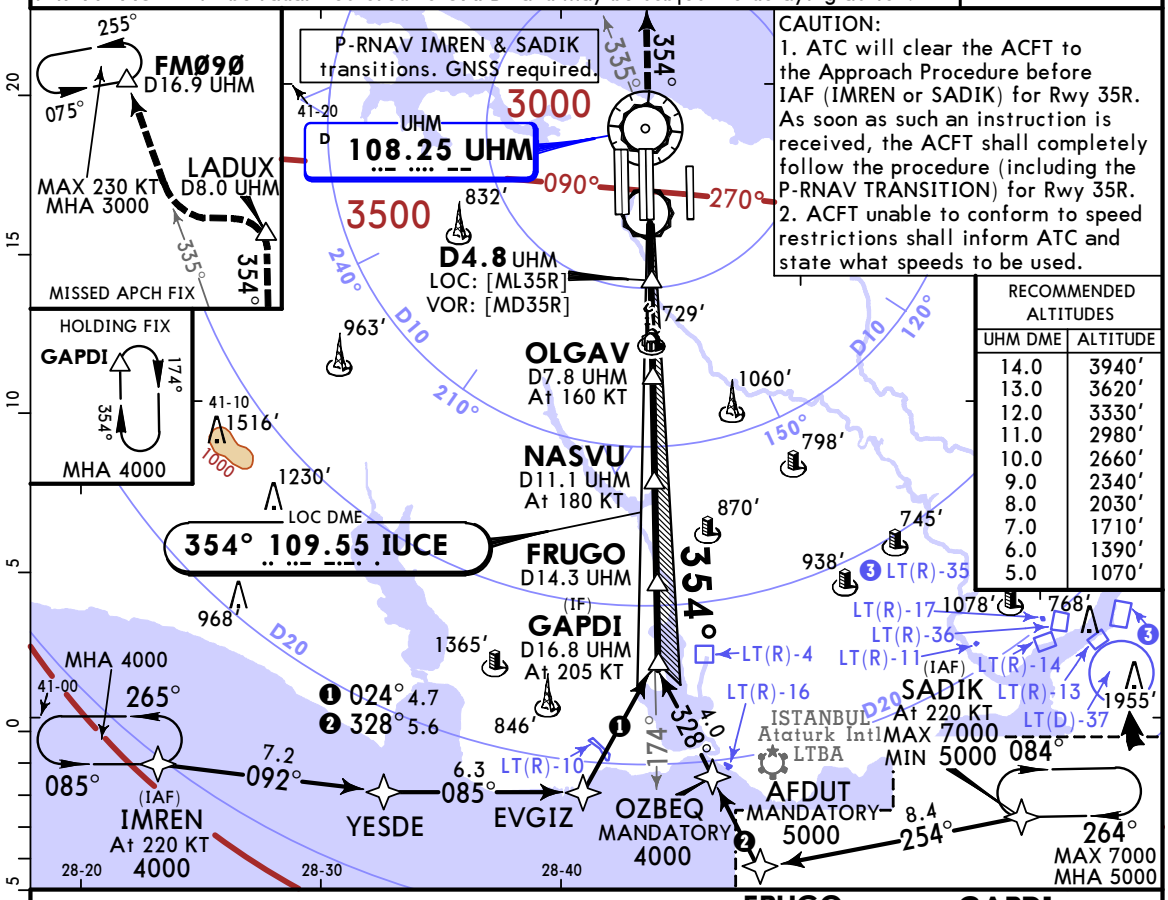
LOC IUCE 109.55 / VOR UHM 108.25	Final Apch Crs 354°	FRUGO 4000′ (3690′)	DA/MDA(H) 1000′ (690′)	Apt Elev 325′ Rwy 310′

MISSED APCH: Climb 3000′ on R-354 UHM to LADUX, at LADUX turn LEFT to intercept R-335 UHM, proceed FMØ9Ø and hold. MAX 230 KT.

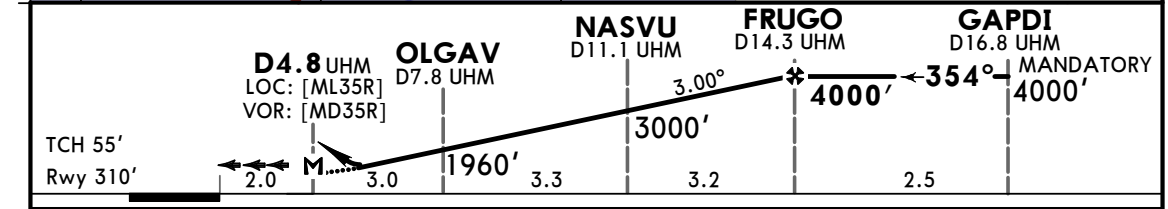
Alt Set: hPa | Rwy Elev: 11 hPa | Trans level: By ATC | Trans alt: 12000′

1. For transitions P-RNAV approval & Radar required. 2. VOR/DME required. 3. Non P-RNAV ACFT will be radar vectored to GAPDI and may be subject to delaying action.

3000 090° 270° 3500
MSA ARP



RECOMMENDED ALTITUDES	
UHM DME	ALTITUDE
14.0	3940′
13.0	3620′
12.0	3330′
11.0	2980′
10.0	2660′
9.0	2340′
8.0	2030′
7.0	1710′
6.0	1390′
5.0	1070′



Gnd speed-Kts		120	140	160	180
Descent Angle	3.00°	637	743	849	955
MAP at D4.8 UHM					

ALSF-II REIL PAPI PAPI

230 KT MAX | 3000′ | LADUX on UHM 108.25 R-354

Std/State

STRAIGHT-IN LANDING
CDFA
1 DA/MDA(H) 1000′ (690′)
ALS out

CIRCLE-TO-LAND

		Max Kts	MDA(H)
C	R2400m	180	1400′ (1075′) V2400m
D		205	1400′ (1075′) V3600m

PANS OPS

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Country name.

LTFM/IST
ISTANBUL

JEPPESEN
16 FEB 24 | 31-18

ISTANBUL, TURKIYE
ILS Z Rwy 36

D-ATIS Arrival	YESILKOY Approach/Radar		ISTANBUL Tower 5	ISTANBUL Tower 4	ISTANBUL Ground 4
	East Final	East Directory			
126.350	130.3	118.950 132.325	119.025	118.075	124.425 124.925

BRIEFING STRIP

LOC IUCC	Final Apch Crs	KESKN	CAT IIIB & IIIA ILS	CAT II & I ILS	Apt Elev 325′
111.35	354°	4000′ (3691′)	Refer to Minimums		Rwy 309′

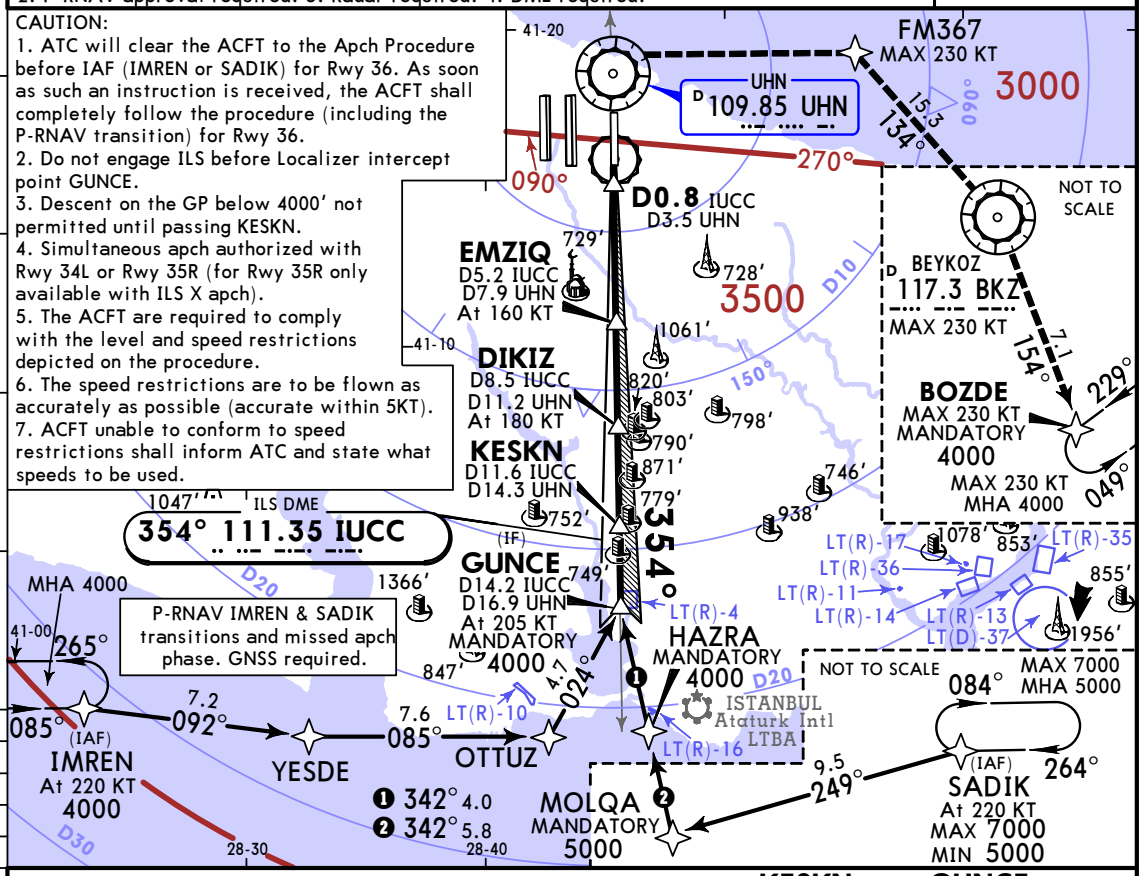
MISSED APCH: Climb on track 354° (MAX 230 KT). At or above 760′ turn RIGHT direct to FM367, then turn RIGHT to BKZ VOR, turn RIGHT to BOZDE and hold at 4000′. Do not turn to FM367 before Rwy 36 THR (D0.2 IUCC/D2.9 UHN) or crossing 760′, whichever is later.

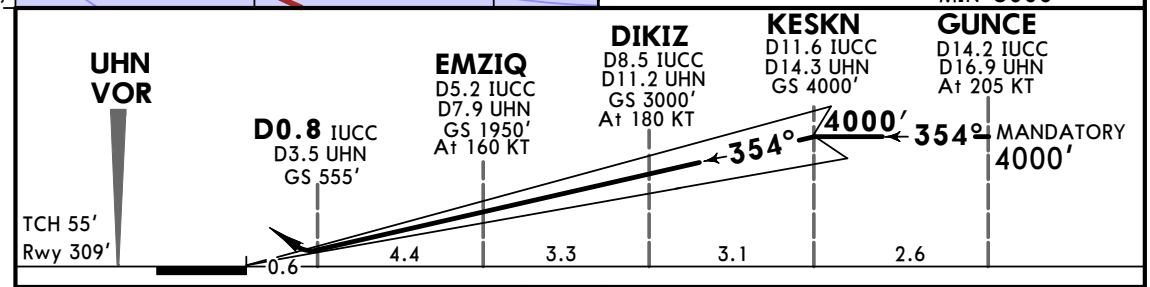
Alt Set: hPa | Rwy Elev: 11 hPa | Trans level: By ATC | Trans alt: 12000′

1. For CAT II and CAT III operations, special aircrew and ACFT certification required.
2. P-RNAV approval required. 3. Radar required. 4. DME required.

3000 090° 270° 3500
MSA ARP

CAUTION:
1. ATC will clear the ACFT to the Apch Procedure before IAF (IMREN or SADIK) for Rwy 36. As soon as such an instruction is received, the ACFT shall completely follow the procedure (including the P-RNAV transition) for Rwy 36.
2. Do not engage ILS before Localizer intercept point GUNCE.
3. Descent on the GP below 4000′ not permitted until passing KESKN.
4. Simultaneous apch authorized with Rwy 34L or Rwy 35R (for Rwy 35R only available with ILS X apch).
5. The ACFT are required to comply with the level and speed restrictions depicted on the procedure.
6. The speed restrictions are to be flown as accurately as possible (accurate within 5KT).
7. ACFT unable to conform to speed restrictions shall inform ATC and state what speeds to be used.





Gnd speed-Kts		120	140	160	180
GS	3.00°	637	743	849	955

HIALS-II
REIL
PAPI

230 KT MAX | 760′ on 354° | FM367 RT

Std/State	STRAIGHT-IN LANDING						CIRCLE-TO-LAND	
	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS	CAT I ILS				
		DH 50′	RA 101′ DA(H) 410′ (101′)	DA(H) 510′ (201′)	TDZ or CL out	ALS out	Max Kts	MDA(H)
C	R75m	R200m	1 R300m	R550m	2 R550m	R1200m	180	1400′ (1075′) V2400m
D							205	1400′ (1075′) V3600m

PANS OPS

1 CAT D without autoland: R350m. 2 R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Level & speed restriction notes, CAT II ILS minimums.

LTFM/IST ISTANBUL

JEPPESEN 16 FEB 24 31-19

ISTANBUL, TURKIYE ILS Y Rwy 36

D-ATIS Arrival	YESILKOY Approach/Radar		ISTANBUL Tower 5	ISTANBUL Tower 4	ISTANBUL Ground 4
	East Final	East Directory			
126.350	130.3	118.950 132.325	119.025	118.075	124.425 124.925

BRIEFING STRIP™

LOC IUCC	Final Apch Crs	KESKN	CAT IIIB & IIIA ILS	CAT II & I ILS	Apt Elev 325′
111.35	354°	4000′ (3691′)	Refer to Minimums		Rwy 309′

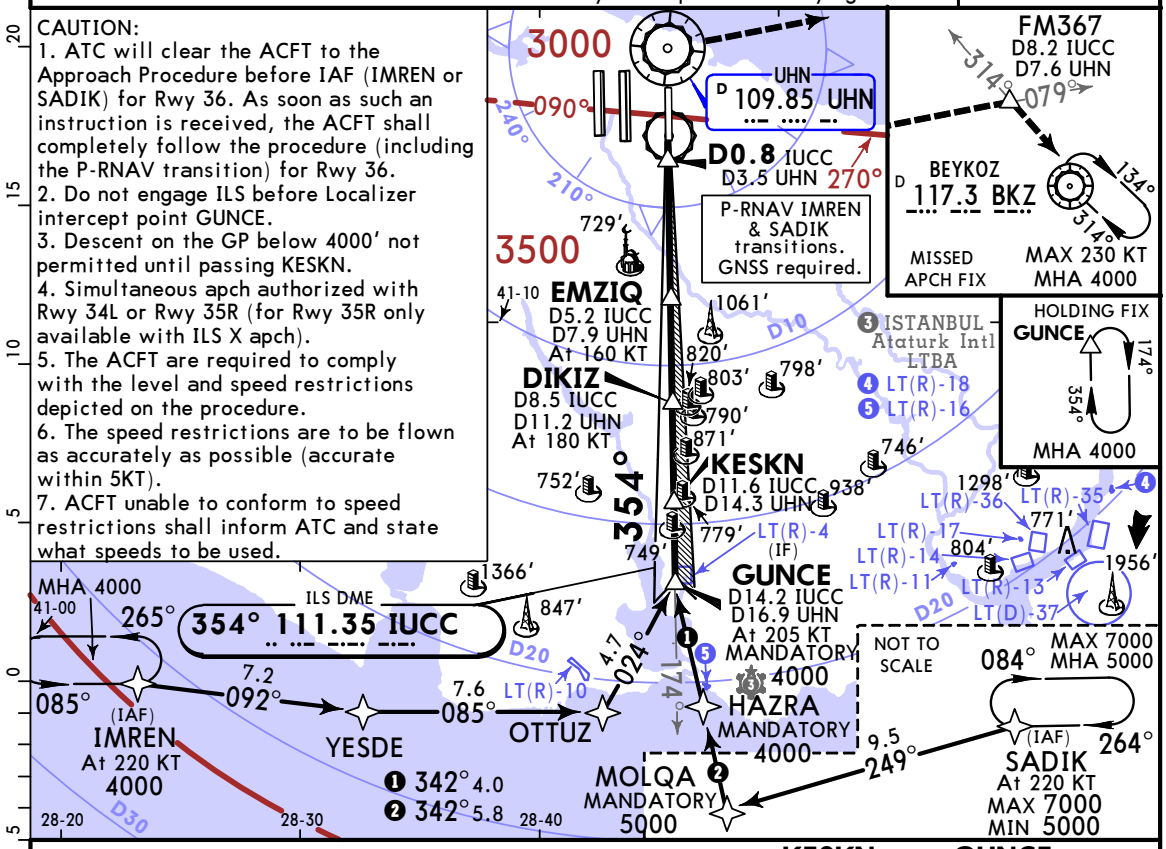
MISSED APCH: Climb to 4000′. Climb STRAIGHT AHEAD, at or above 760′ turn RIGHT to intercept R-079 UHN and proceed FM367, then turn RIGHT to intercept R-314 BKZ, proceed BKZ VOR and hold.
MAX 230 KT. Do not turn to FM367 before Rwy 36 End (D1.5 IUCC/D1.2 UHN) or crossing 760′, whichever is later.

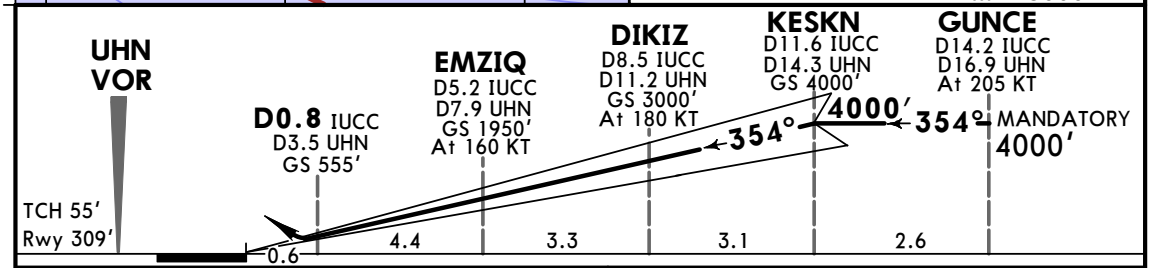
3000 090° 270° 3500 MSA ARP

Alt Set: hPa | Rwy Elev: 11 hPa | Trans level: By ATC | Trans alt: 12000′

1. For CAT II and CAT III operations, special aircrew and ACFT certification required.
2. For transitions P-RNAV approval & Radar required. 3. VOR/DME required. 4. Non P-RNAV ACFT will be radar vectored to GUNCE and may be subject to a delaying action.

CAUTION:
1. ATC will clear the ACFT to the Approach Procedure before IAF (IMREN or SADIK) for Rwy 36. As soon as such an instruction is received, the ACFT shall completely follow the procedure (including the P-RNAV transition) for Rwy 36.
2. Do not engage ILS before Localizer intercept point GUNCE.
3. Descent on the GP below 4000′ not permitted until passing KESKN.
4. Simultaneous apch authorized with Rwy 34L or Rwy 35R (for Rwy 35R only available with ILS X apch).
5. The ACFT are required to comply with the level and speed restrictions depicted on the procedure.
6. The speed restrictions are to be flown as accurately as possible (accurate within 5KT).
7. ACFT unable to conform to speed restrictions shall inform ATC and state what speeds to be used.





Gnd speed-Kts		120	140	160	180
GS	3.00°	637	743	849	955

HIALS-II REIL PAPI | 230 KT MAX | 760′ | RT | on UHN 109.85 R-079

Std/State	STRAIGHT-IN LANDING						CIRCLE-TO-LAND	
	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS	CAT I ILS				
		DH 50′	RA 101′ DA(H) 410′ (101′)	DA(H) 510′ (201′)			Max Kts	MDA(H)
					TDZ or CL out	ALS out		
C	R75m	R200m	1 R300m	R550m	2 R550m	R1200m	180	1400′ (1075′) V2400m
D							205	1400′ (1075′) V3600m

PANS OPS

1 CAT D without autoland: R350m. 2 R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Level & speed restriction notes, CAT II ILS minimums.

ILS Z RWY 16R MINIMUMS

BASED ON:

MISSED APCH CLIMB GRADIENT MIN 4.3%

Std/State	STRAIGHT-IN LANDING
	CAT II ILS **RA 185′** DA(H) **370′**(151′)
C D	R450m

MISSED APCH CLIMB GRADIENT MIN 2.5%

Std/State	STRAIGHT-IN LANDING		
	CAT I ILS DA(H) **490′**(271′)		
	FULL	TDZ or CL out	ALS out
C D	R600m	1 R600m	R1300m

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Country name.

LTFM/IST
ISTANBUL

JEPPESEN
16 SEP 22 | 31-2

ISTANBUL, TURKIYE
ILS Y Rwy 16R

D-ATIS Arrival	YESILKOY Approach/Radar		ISTANBUL Tower 1	ISTANBUL Tower 4	Ground 1	
	West Final	West Directory				
126.350	132.475	120.125 132.050	131.1	118.075	126.3	124.725

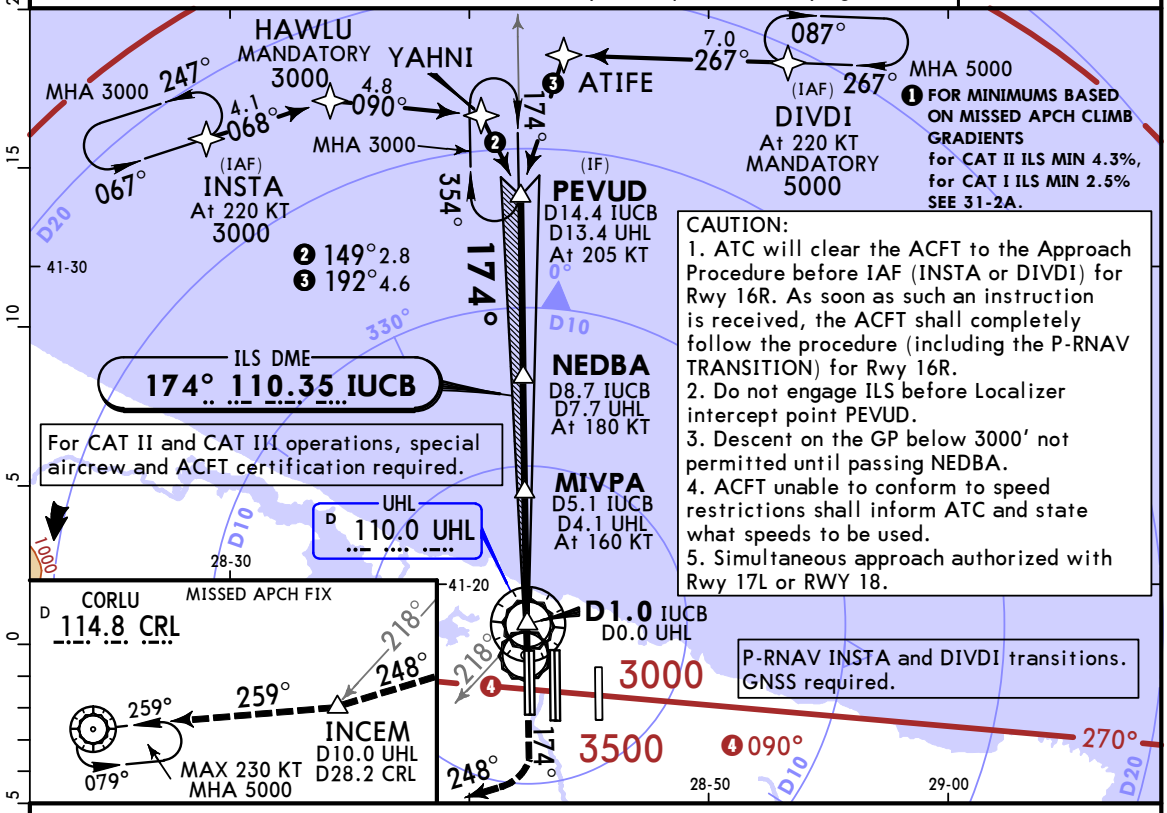
LOC IUCB	Final Apch Crs	NEDBA	CAT IIIB & IIIA ILS	CAT II & I ILS	Apt Elev 325′
110.35	174°	3000′ (2781′)	Refer to Minimums		Rwy 219′

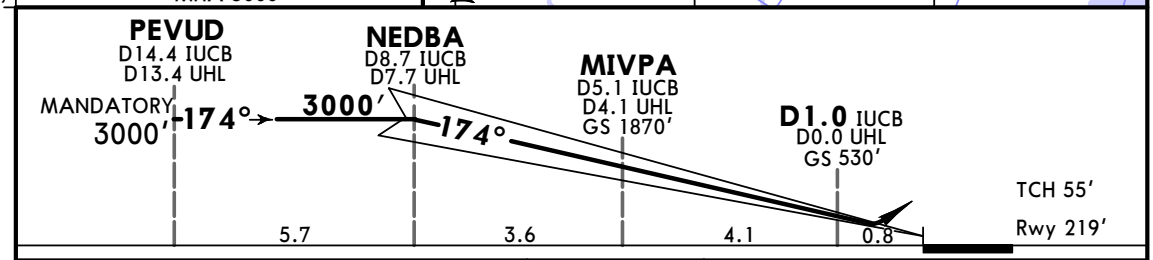
MISSED APCH: Climb to 5000′. Climb STRAIGHT AHEAD, at or above 900′ turn RIGHT on 248° to proceed INCEM, then turn RIGHT to intercept R-079 CRL, proceed to CRL VOR and hold. MAX 230 KT. Do not turn to INCEM before Rwy 16R end (D1.8 IUCB/D2.8 UHL) or crossing 900′ whichever is later. Refer to minimums for missed apch climb gradient.

Alt Set: hPa | Rwy Elev: 8 hPa | Trans level: By ATC | Trans alt: 12000′

1. For transitions P-RNAV approval & Radar required. 2. VOR/DME required. 3. Non P-RNAV ACFT will be radar vectored to PEVUD and may be subject to a delaying action.

3000
090° 270°
3500
MSA ARP





Gnd speed-Kts		120	140	160	180
GS	3.00°	637	743	849	955

ALSF-II
REIL PAPI PAPI

230 KT MAX | 900′ | 248° RT

Std/State	STRAIGHT-IN LANDING						CIRCLE-TO-LAND	
	CAT IIIB ILS MACG MIN 5.0%	CAT IIIA ILS MACG MIN 5.0% DH 50′	CAT II ILS MACG MIN 5.0% RA 133′ DA(H) 330′ (111′)	CAT I ILS MACG MIN 4.2% DA(H) 420′ (201′) FULL	TDZ or CL out	ALS out	Max Kts	MDA(H)
C	R75m	R200m	1 R300m	R550m	2 R550m	R1200m	180	1400′ (1075′) V2400m
D							205	1400′ (1075′) V3600m

1 CAT D without autoland: R350m. 2 R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Country name.

LTFM/IST
ISTANBUL

JEPPESEN
16 SEP 22 | 31-20

ISTANBUL, TURKIYE
LOC or VOR Rwy 36

D-ATIS Arrival	YESILKOY Approach/Radar		ISTANBUL Tower 5	ISTANBUL Tower 4	ISTANBUL Ground 4
	East Final	East Directory			
126.350	130.3	118.950 132.325	119.025	118.075	124.425 124.925

BRIEFING STRIP™

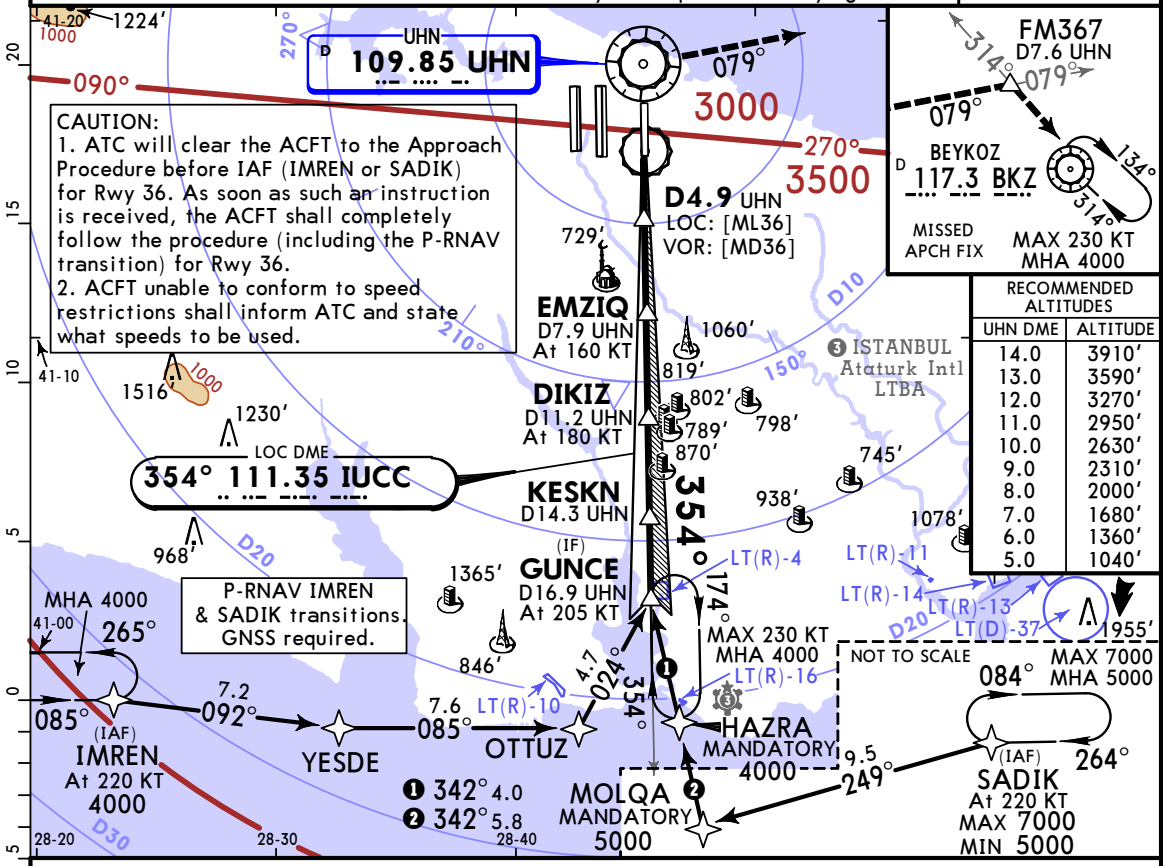
LOC IUCC	Final Apch Crs	KESKN	DA/MDA(H)	Apt Elev 325′
111.35	354°	4000′ (3691′)	1000′ (691′)	Rwy 309′
VOR UHN 109.85				

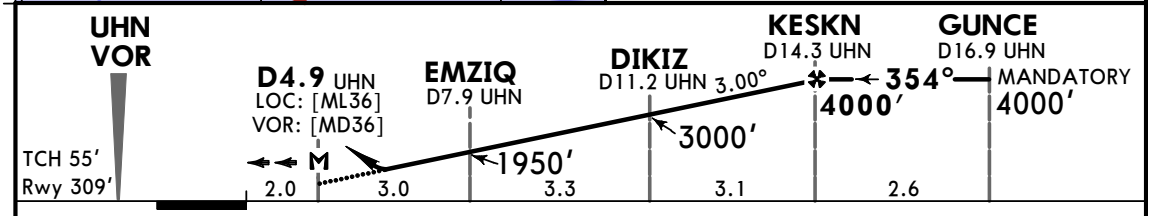
MISSED APCH: Climbing 4000′, proceed to UHN VOR, at UHN VOR turn RIGHT to intercept R-079 UHN and proceed FM367, then turn RIGHT to intercept R-314 BKZ, proceed BKZ VOR and hold. MAX 230 KT.

Alt Set: hPa | Rwy Elev: 11 hPa | Trans level: By ATC | Trans alt: 12000′

1. For transitions P-RNAV approval & Radar required. 2. VOR/DME required. 3. Non P-RNAV ACFT will be radar vectored to GUNCE and may be subject to a delaying action.

3000 / 090° / 270° / 3500
MSA ARP





Gnd speed-Kts		120	140	160	180
Descent Angle	3.00°	637	743	849	955
MAP at D4.9 UHN					

HIALS-II
REIL
PAPI

230 KT MAX | 4000′ | UHN 109.85 | FM367 RT

Std/State STRAIGHT-IN LANDING

CDFA

1 DA/MDA(H) 1000′ (691′)

ALS out

CIRCLE-TO-LAND

		Max Kts	MDA(H)
C	R2400m	180	1400′ (1075′) V2400m
D		205	1400′ (1075′) V3600m

PANS OPS

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Country name.

ILS Y RWY 16R MINIMUMS

BASED ON:

MISSED APCH CLIMB GRADIENT MIN 4.3%

Std/State	STRAIGHT-IN LANDING
	CAT II ILS
	RA 185′ DA(H) **370′** (151′)
C D	R450m

MISSED APCH CLIMB GRADIENT MIN 2.5%

Std/State	STRAIGHT-IN LANDING		
	CAT I ILS		
	DA(H) **490′** (271′)		
	FULL	TDZ or CL out	ALS out
C D	R600m	1 R600m	R1300m

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.

ISTANBUL, TURKIYE
LOC or VOR Rwy 16R

D-ATIS Arrival	YESILKOY Approach/Radar West Final	YESILKOY Approach/Radar West Directory	ISTANBUL Tower 1	ISTANBUL Tower 4	Ground 1	
126.350	132.475	120.125 132.050	131.1	118.075	126.3	124.725

BRIEFING STRIP ™

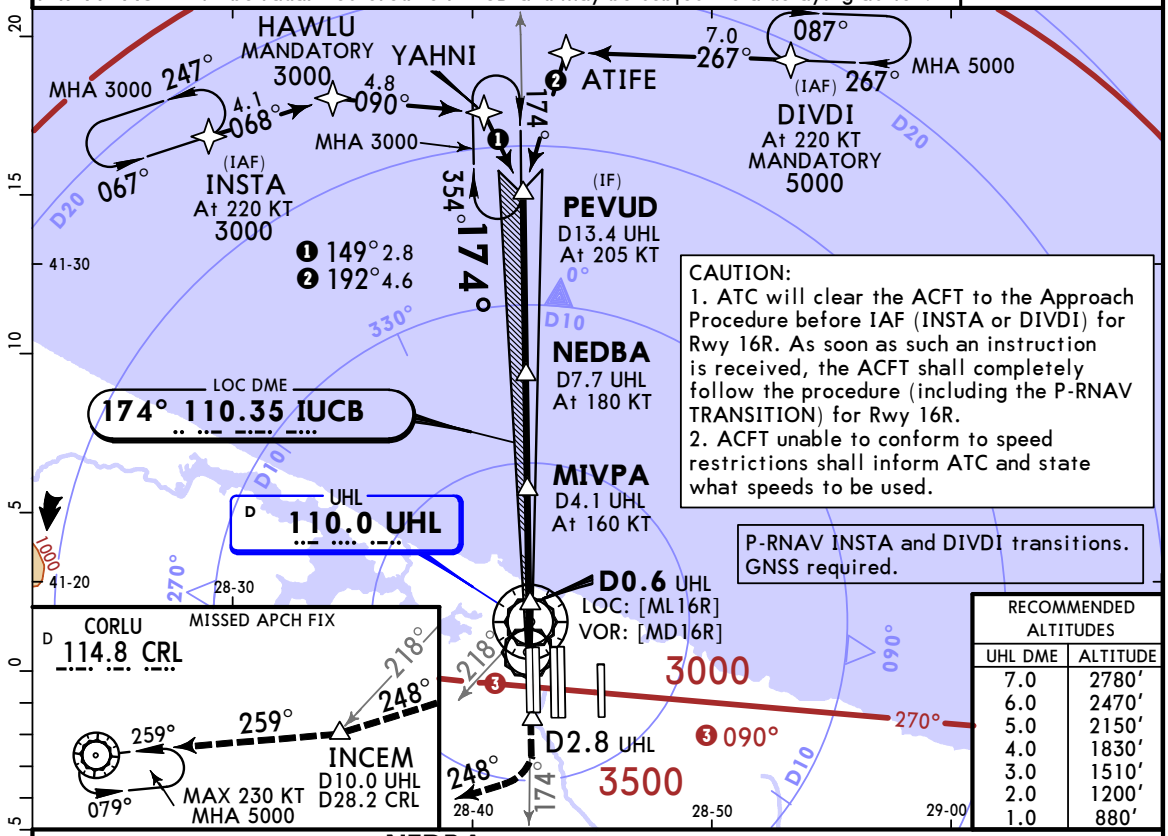
LOC IUCB	Final Apch Crs	NEDBA	DA/MDA(H)	Apt Elev 325′
110.35	174°	3000′ (2781′)	720′ (501′)	Rwy 219′
VOR UHL 110.0				

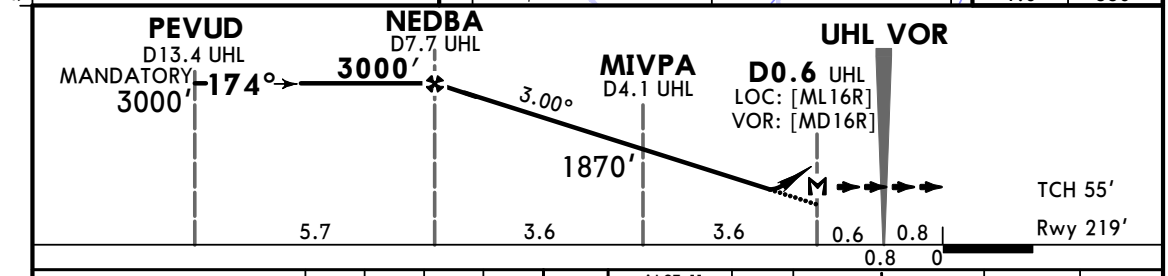
MISSED APCH: Climb to 5000′. On R-174 UHL at D2.8 UHL turn RIGHT on 248° to proceed INCEM, then turn RIGHT to intercept R-079 CRL. Proceed to CRL VOR and hold.
MAX 230 KT. Do not turn to INCEM before D2.8 UHL.

MSA ARP: 3000 (090°–270°) 3500

Alt Set: hPa | Rwy Elev: 8 hPa | Trans level: By ATC | Trans alt: 12000′

1. For transitions P-RNAV approval & Radar required. 2. VOR/DME required. 3. Non P-RNAV ACFT will be radar vectored to PEVUD and may be subject to a delaying action.





Gnd speed-Kts		120	140	160	180
Descent Angle	3.00°	637	743	849	955
MAP at D0.6 UHL					

ALSF-II, REIL, PAPI, PAPI

230 KT MAX	5000′	UHL 110.0 R-174	D2.8 UHL	248° RT

PANS OPS

Std/State	STRAIGHT-IN LANDING CDFA		CIRCLE-TO-LAND	
	1 DA/MDA(H) 720′ (501′)	ALS out	Max Kts	MDA(H)
C	R1600m	R2400m	180	1400′ (1075′) V2400m
D			205	1400′ (1075′) V3600m

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Country name.

LTFM/IST
ISTANBUL

JEPPESEN
16 SEP 22 31-4

ISTANBUL, TURKIYE
ILS Z Rwy 17L

D-ATIS Arrival	YESILKOY Approach/Radar		ISTANBUL Tower 1	ISTANBUL Tower 4
126.350	East Final 130.3	East Directory 118.950 132.325	131.1	118.075

Ground 2	Ground 3	Ground 5
121.8 126.825	122.6 126.925	121.550 129.625

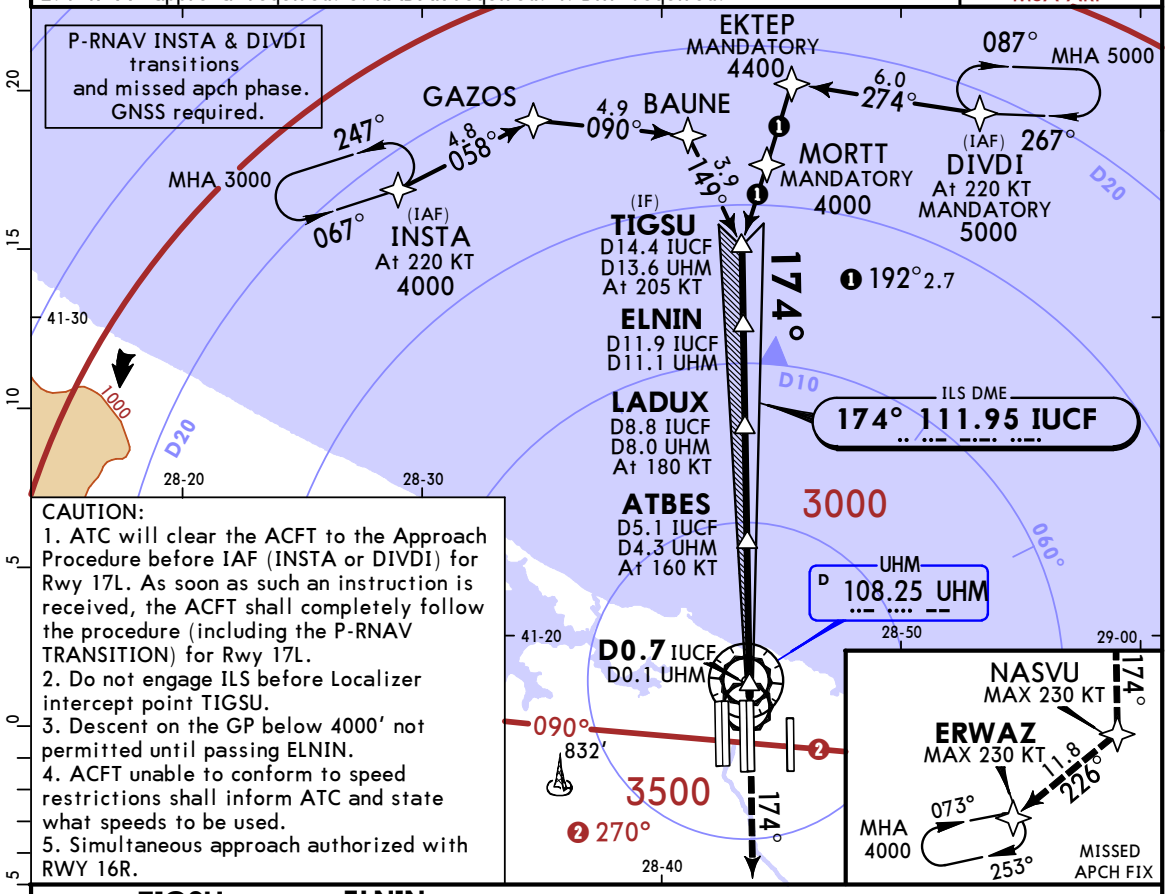
BRIEFING STRIP

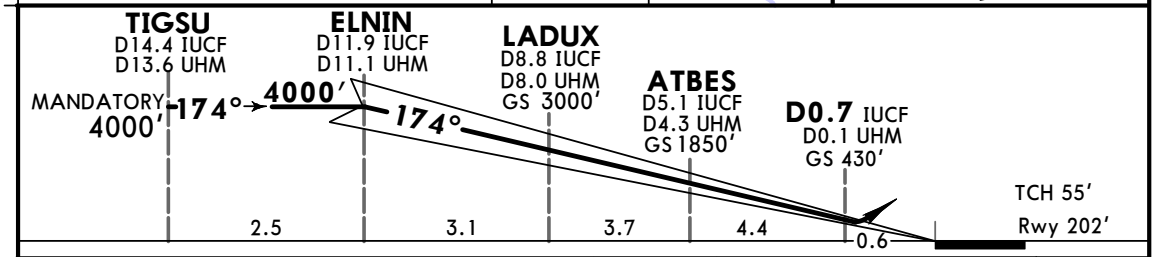
LOC IUCF	Final Apch Crs	ELNIN	CAT IIIB & IIIA ILS	CAT II & I ILS	Apt Elev 325′
111.95	174°	4000′ (3798′)	Refer to Minimums		Rwy 202′

MISSED APCH: Climbing 4000′ to NASVU on course 174° (MAX 230 KT), turn RIGHT to ERWAZ and hold.

Alt Set: hPa | Rwy Elev: 7 hPa | Trans level: By ATC | Trans alt: 12000′

1. For CAT II and CAT III operations, special aircrew and ACFT certification required.
2. P-RNAV approval required. 3. RADAR required. 4. DME required.





Gnd speed-Kts		120	140	160	180
GS	3.00°	637	743	849	955

ALSF-II
REIL PAPI PAPI

230 KT MAX

NASVU on 174°

ERWAZ RT

Std/State	STRAIGHT-IN LANDING					CIRCLE-TO-LAND	
	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS	CAT I ILS DA(H) 402′ (200′)			
		DH 50′	RA 109′ DA(H) 303′ (101′)	FULL	TDZ or CL out	ALS out	Max Kts / MDA(H)
C	R75m	R200m	1 R300m	R550m	2 R550m	R1200m	180 1400′ (1075′) V2400m
D							205 1400′ (1075′) V3600m

PANS OPS

1 CAT D without autoland: R350m. 2 R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Country name.

LTFM/IST
ISTANBUL

JEPPESEN
16 SEP 22 31-5

ISTANBUL, TURKIYE
ILS Y Rwy 17L

D-ATIS Arrival	YESILKOY Approach/Radar				ISTANBUL Tower 1	ISTANBUL Tower 4
	East Final		East Directory			
126.350	130.3	118.950		132.325	131.1	118.075

Ground 2		Ground 3		Ground 5	
121.8	126.825	122.6	126.925	121.550	129.625

BRIEFING STRIP™

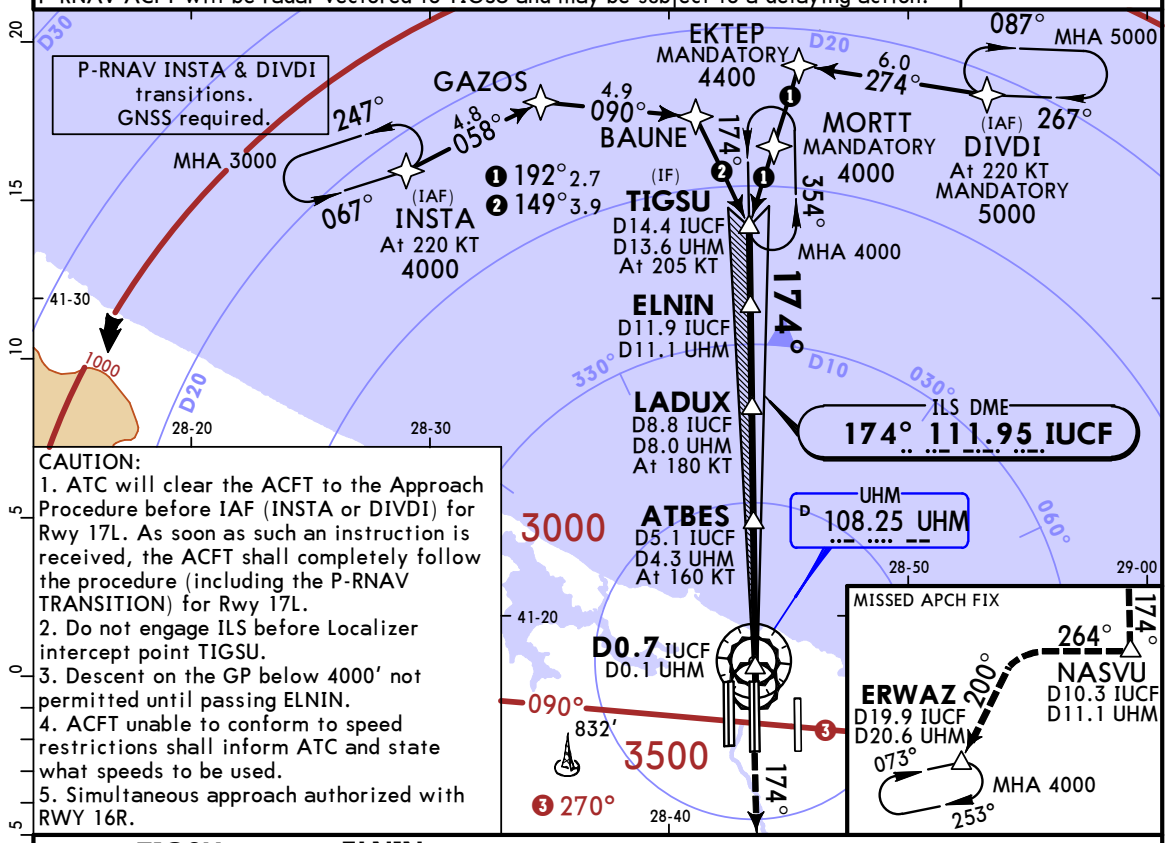
LOC IUCF	Final Apch Crs	ELNIN	CAT IIIB & IIIA ILS	CAT II & I ILS	Apt Elev 325′
111.95	174°	4000′ (3798′)	Refer to Minimums		Rwy 202′

MISSED APCH: Climb to 4000′. Climb STRAIGHT AHEAD to NASVU, at NASVU turn RIGHT on 264° to intercept R-200 UHM, proceed to ERWAZ and hold. MAX 230 KT.

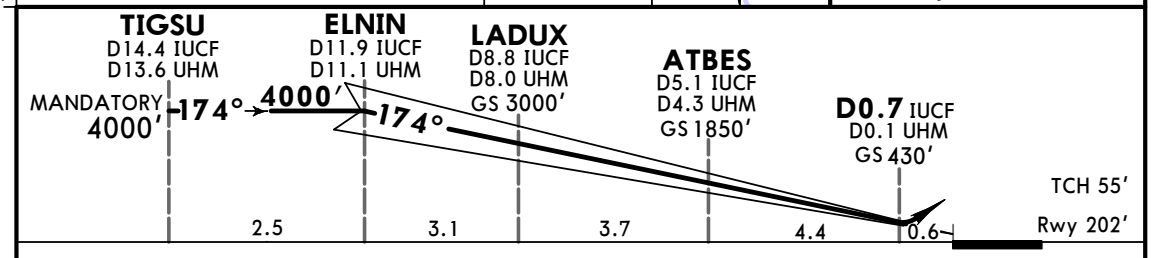
Alt Set: hPa Rwy Elev: 7 hPa Trans level: By ATC Trans alt: 12000′

1. For CAT II and CAT III operations, special aircrew and ACFT certification required.
2. For transitions P-RNAV approval & Radar required. 3. VOR/DME required. 4. Non P-RNAV ACFT will be radar vectored to TIGSU and may be subject to a delaying action.

3000
090° 270°
3500
MSA ARP



CAUTION:
1. ATC will clear the ACFT to the Approach Procedure before IAF (INSTA or DIVDI) for Rwy 17L. As soon as such an instruction is received, the ACFT shall completely follow the procedure (including the P-RNAV TRANSITION) for Rwy 17L.
2. Do not engage ILS before Localizer intercept point TIGSU.
3. Descent on the GP below 4000′ not permitted until passing ELNIN.
4. ACFT unable to conform to speed restrictions shall inform ATC and state what speeds to be used.
5. Simultaneous approach authorized with RWY 16R.



Gnd speed-Kts		120	140	160	180
GS	3.00°	637	743	849	955

ALSF-II
REIL PAPI PAPI

230 KT MAX

NASVU

Std/State	STRAIGHT-IN LANDING					CIRCLE-TO-LAND	
	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS	CAT I ILS			
		DH 50′	RA 109′ DA(H) 303′ (101′)	DA(H) 402′ (200′)			
				FULL	TDZ or CL out	ALS out	Max Kts	MDA(H)
C	R75m	R200m	1 R300m	R550m	2 R550m	R1200m	180	1400′ (1075′) V2400m
D							205	1400′ (1075′) V3600m

PANS OPS

1 CAT D without autoland: R350m. 2 R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Country name.

LTFM/IST
ISTANBUL

JEPPESEN
16 SEP 22 | 31-6

ISTANBUL, TURKIYE
ILS X Rwy 17L

D-ATIS Arrival	YESILKOY Approach/Radar			ISTANBUL Tower 1	ISTANBUL Tower 4
126.350	East Final 130.3	East Directory 118.950	132.325	131.1	118.075

Ground 2		Ground 3		Ground 5	
121.8	126.825	122.6	126.925	121.550	129.625

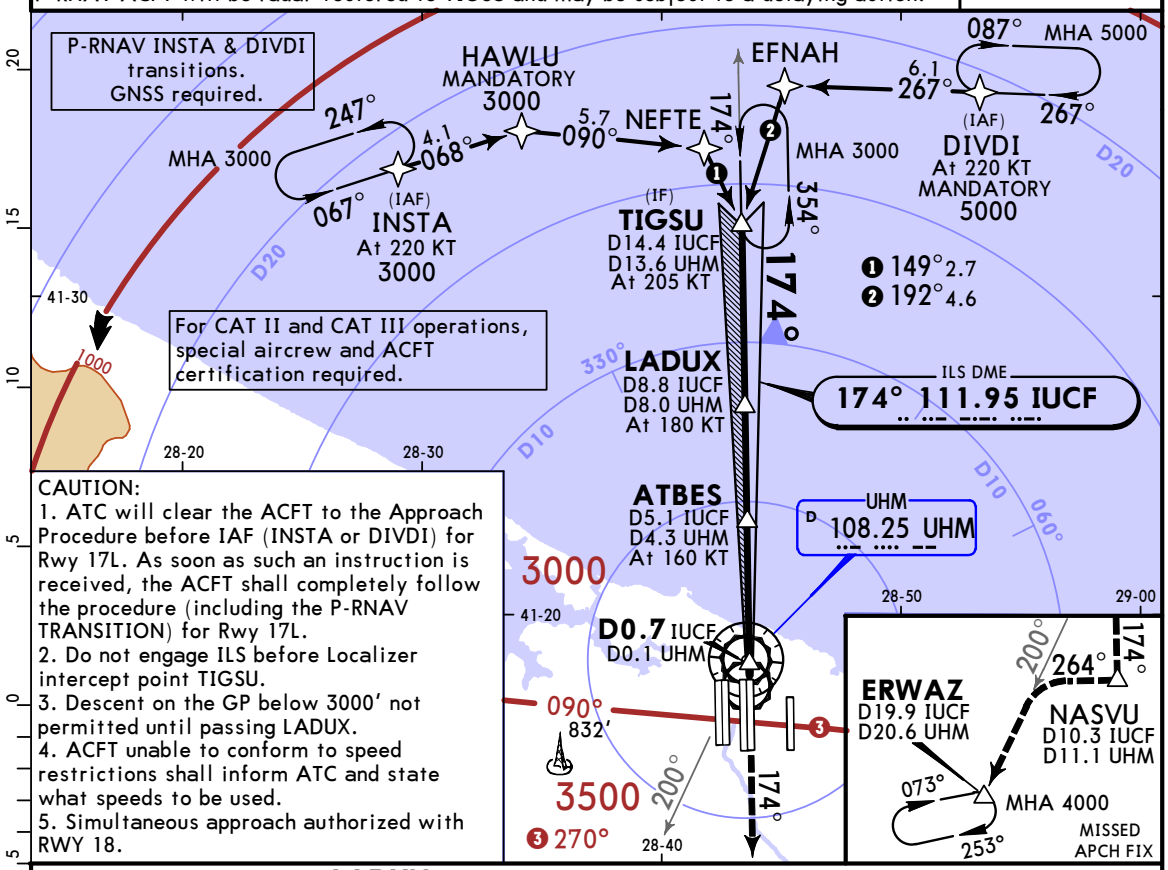
LOC IUCF	Final Apch Crs	LADUX	CAT IIIB & IIIA ILS	CAT II & I ILS	Apt Elev 325′
111.95	174°	3000′ (2798′)	Refer to Minimums		Rwy 202′

MISSED APCH: Climb to 4000′. Climb STRAIGHT AHEAD to NASVU, at NASVU turn RIGHT on 264° to intercept R-200 UHM, proceed to ERWAZ and hold. MAX 230 KT.

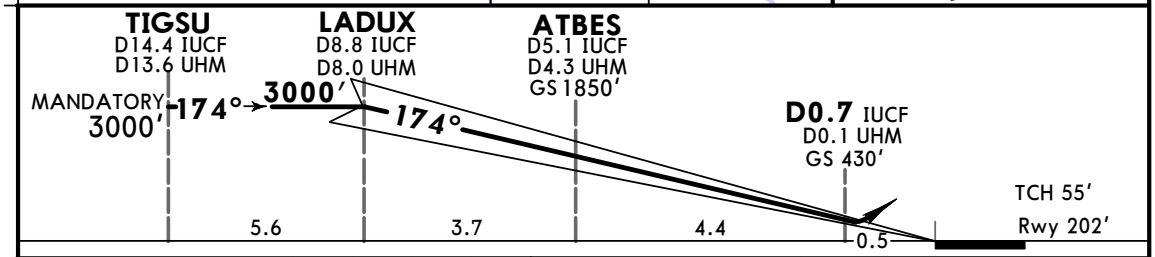
Alt Set: hPa | Rwy Elev: 7 hPa | Trans level: By ATC | Trans alt: 12000′

1. For transitions P-RNAV approval & Radar required. 2. VOR/DME required. 3. Non P-RNAV ACFT will be radar vectored to TIGSU and may be subject to a delaying action.

3000 / 090° / 270° / 3500
MSA ARP



CAUTION:
1. ATC will clear the ACFT to the Approach Procedure before IAF (INSTA or DIVDI) for Rwy 17L. As soon as such an instruction is received, the ACFT shall completely follow the procedure (including the P-RNAV TRANSITION) for Rwy 17L.
2. Do not engage ILS before Localizer intercept point TIGSU.
3. Descent on the GP below 3000′ not permitted until passing LADUX.
4. ACFT unable to conform to speed restrictions shall inform ATC and state what speeds to be used.
5. Simultaneous approach authorized with RWY 18.



Gnd speed-Kts		120	140	160	180
GS	3.00°	637	743	849	955

ALSF-II | REIL | PAPI | PAPI

230 KT MAX

NASVU

Std/State

	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS	CAT I ILS			CIRCLE-TO-LAND	
		DH 50′	RA 109′ DA(H) 303′ (101′)	FULL	TDZ or CL out	ALS out	Max Kts	MDA(H)
C	R75m	R200m	1 R300m	R550m	2 R550m	1200m	180	1400′ (1075′) V2400m
D							205	1400′ (1075′) V3600m

1 CAT D without autoland: R350m. 2 R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Country name.

LTFM/IST
ISTANBUL

JEPPESEN
16 SEP 22 31-7

ISTANBUL, TURKIYE
LOC or VOR Rwy 17L

BRIEFING STRIP™

D-ATIS Arrival	YESILKOY Approach/Radar			ISTANBUL Tower 1	ISTANBUL Tower 4
	East Final	East Directory			
126.350	130.3	118.950	132.325	131.1	118.075

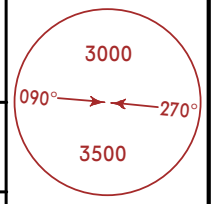
Ground 2		Ground 3		Ground 5	
121.8	126.825	122.6	126.925	121.550	129.625

LOC IUCF	Final Apch Crs	ELNIN	DA/MDA(H)	Apt Elev 325′
111.95	174°	4000′ (3798′)	720′ (518′)	Rwy 202′
VOR UHM 108.25				

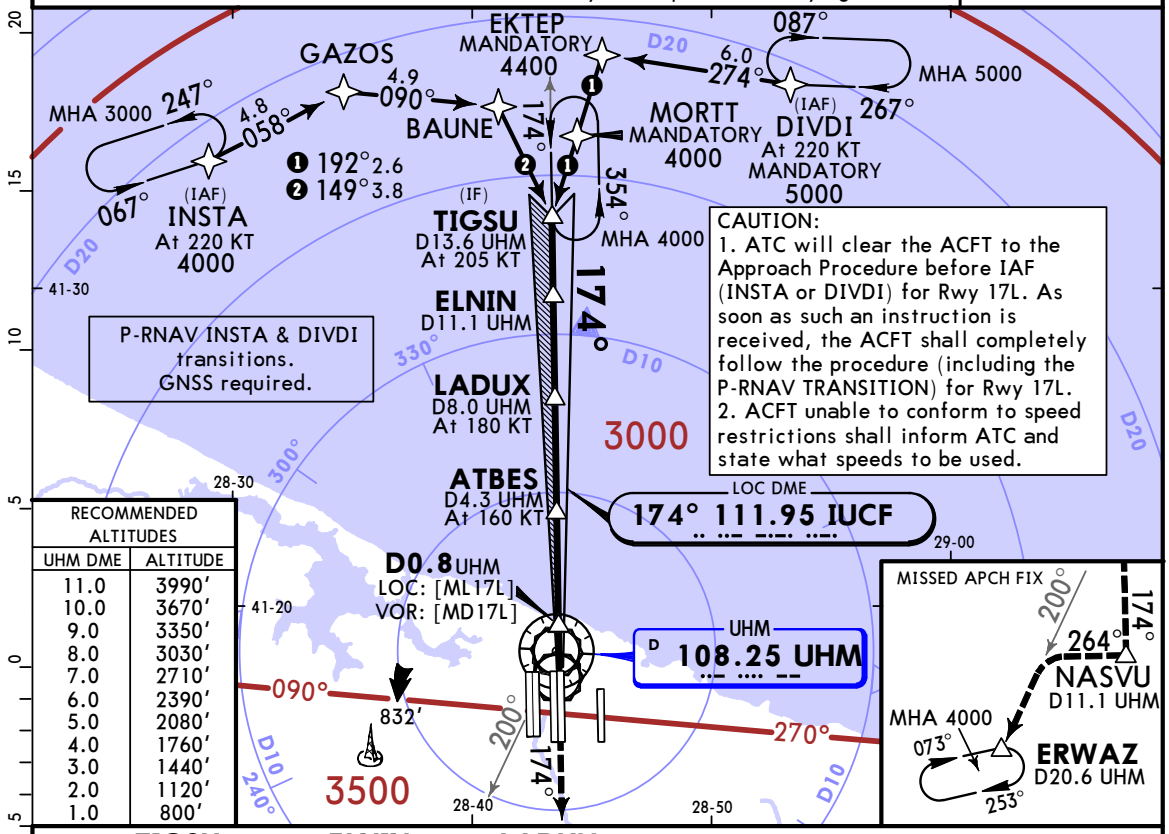
MISSED APCH: Climb to 4000′. Climb on R-174 UHM to NASVU, at NASVU turn RIGHT on 264° to intercept R-200 UHM, proceed to ERWAZ and hold. MAX 230 KT.

Alt Set: hPa | Rwy Elev: 7 hPa | Trans level: By ATC | Trans alt: 12000′

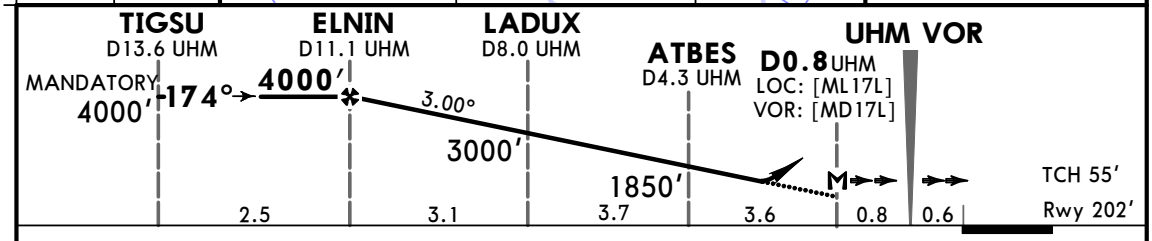
1. For transitions P-RNAV approval & Radar required. 2. VOR/DME required. 3. Non P-RNAV ACFT will be radar vectored to TIGSU and may be subject to a delaying action.



MSA ARP



RECOMMENDED ALTITUDES	
UHM DME	ALTITUDE
11.0	3990′
10.0	3670′
9.0	3350′
8.0	3030′
7.0	2710′
6.0	2390′
5.0	2080′
4.0	1760′
3.0	1440′
2.0	1120′
1.0	800′



Gnd speed-Kts		120	140	160	180
Descent Angle	3.00°	637	743	849	955
MAP at D0.8 UHM					

ALSF-II
REIL PAPI PAPI

230 KT MAX

4000′ on UHM 108.25 R-174

NASVU

Std/State STRAIGHT-IN LANDING

CDFA

1 DA/MDA(H) 720′ (518′)

ALS out

CIRCLE-TO-LAND

			Max Kts	MDA(H)
C	R1600m	R2400m	180	1400′ (1075′) V2400m
D			205	1400′ (1075′) V3600m

PANS OPS

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Country name.

LTFM/IST
ISTANBUL

JEPPESEN
16 FEB 24 31-8

ISTANBUL, TURKIYE
ILS Z RWY 18

BRIEFING STRIP

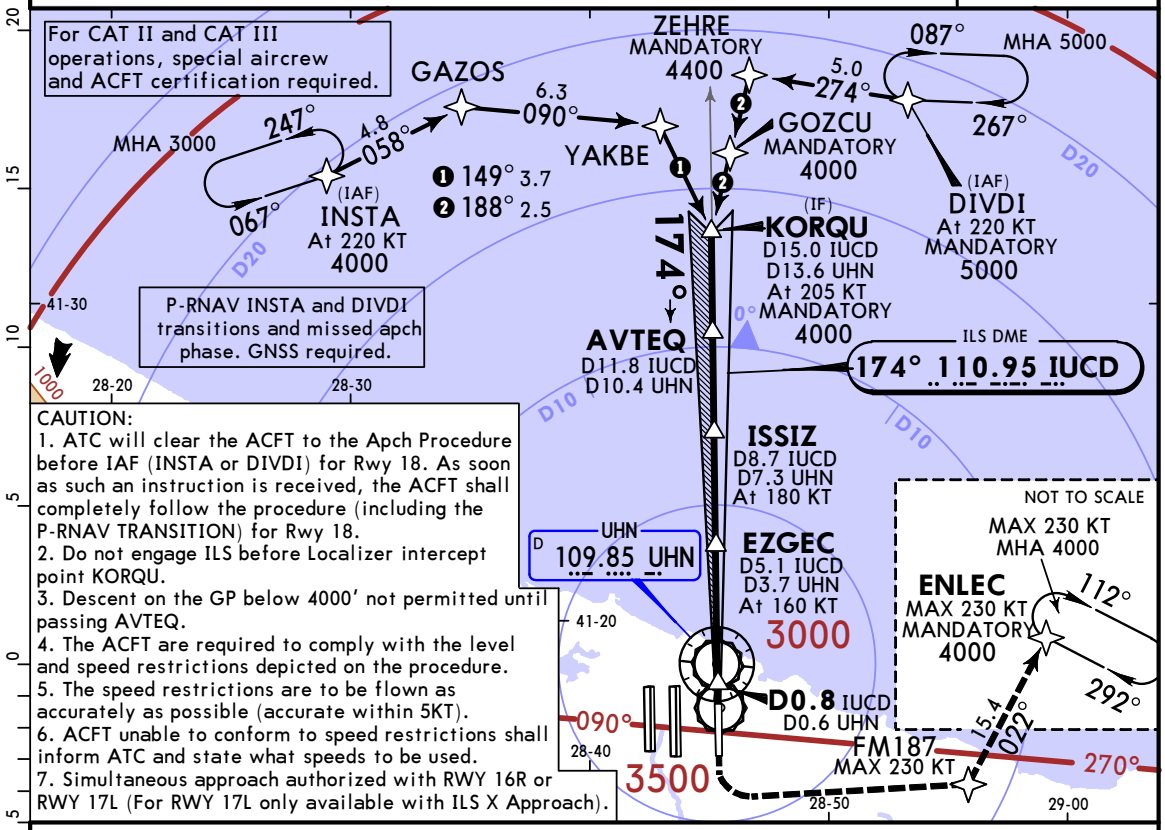
D-ATIS Arrival	YESILKOY Approach/Radar East Final	YESILKOY Approach/Radar East Directory	ISTANBUL Tower 5	ISTANBUL Tower 4	ISTANBUL Ground 4
126.350	130.3	118.950 132.325	119.025	118.075	124.425 124.925

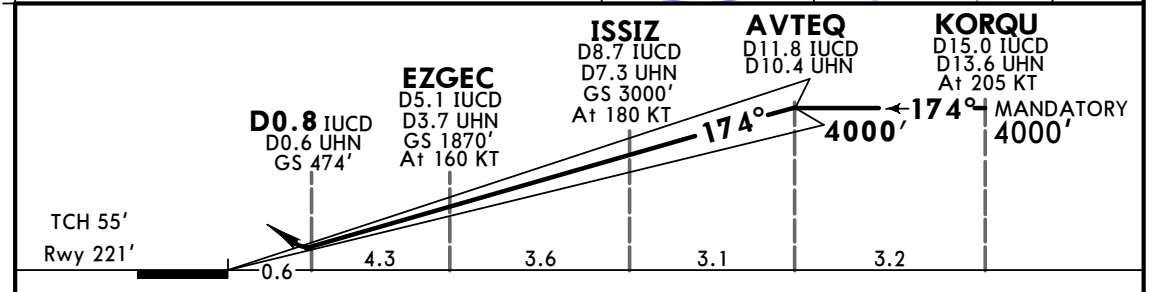
LOC IUCD	Final Apch Crs	AVTEQ	CAT IIIB & IIIA ILS	CAT II & I ILS	Apt Elev 325′
110.95	174°	4000′ (3779′)	Refer to Minimums		Rwy 221′

MISSED APCH: Climb on track 174° (MAX 230 KT). At or above 760′ turn LEFT direct to FM187, turn LEFT to ENLEC and hold at 4000′.
Do not turn to FM187 before RWY 18 THR (D0.2 IUCD/D1.2 UHN) or crossing 760′, whichever is later. Refer to minimums for missed apch climb gradients.

Alt Set: hPa	Rwy Elev: 8 hPa	Trans level: By ATC	Trans alt: 12000′

1. P-RNAV approval required. 2. RADAR required. 3. DME required.





Gnd speed-Kts		120	140	160	180
GS	3.00°	637	743	849	955

HIALS-II
REIL
PAPI

230 KT MAX

760′ on 174°

FM187 LT

Std/State

STRAIGHT-IN LANDING

CAT IIIB ILS	CAT IIIA ILS	CAT II ILS		CAT I ILS		
MACG MIN 3.5% (213′/NM)	MACG MIN 3.5% (213′/NM)	MACG MIN 3.5% (213′/NM)	MACG MIN 2.5% (152′/NM)	DA(H) 421′(200′)		
	DH 50′	RA 104′ DA(H) 321′(100′)	RA 127′ DA(H) 336′(115′)		TDZ or CL out	ALS out
R75m	R200m	1 R300m	1 R300m	R550m	2 R550m	R1200m

CIRCLE-TO-LAND

Max Kts	MDA(H)
180	1400′(1075′) V2400m
205	1400′(1075′) V3600m

PANS OPS C D

1 CAT D without autoland: R350m. 2 R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Level & speed restriction notes, CAT II ILS minimums.

LTFM/IST
ISTANBUL

JEPPESEN
16 FEB 24 31-9

ISTANBUL, TURKIYE
ILS Y RWY 18

D-ATIS Arrival	YESILKOY Approach/Radar		ISTANBUL Tower 5	ISTANBUL Tower 4	ISTANBUL Ground 4
	East Final	East Directory			
126.350	130.3	118.950 132.325	119.025	118.075	124.425 124.925

BRIEFING STRIP™

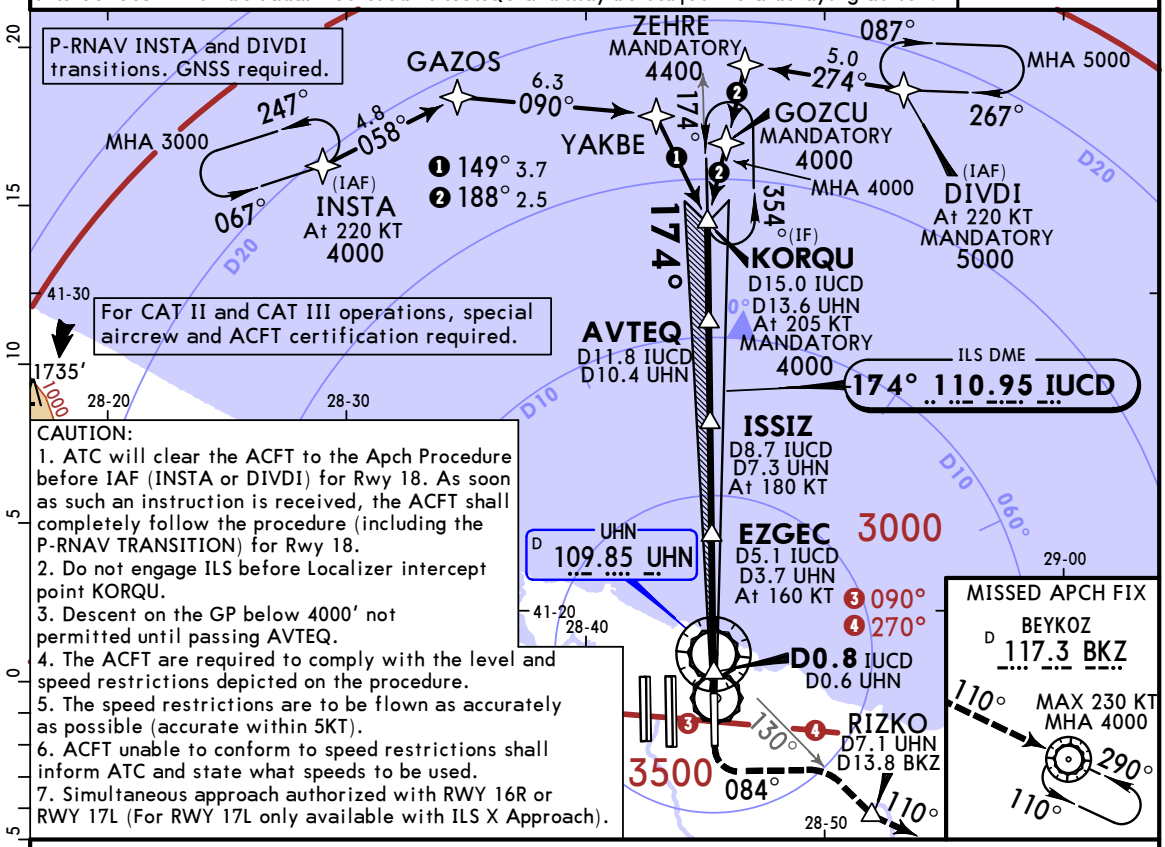
LOC IUCD	Final Apch Crs	AVTEQ	CAT IIIB & IIIA ILS	CAT II & I ILS	Apt Elev 325′
110.95	174°	4000′ (3779′)	Refer to Minimums		Rwy 221′

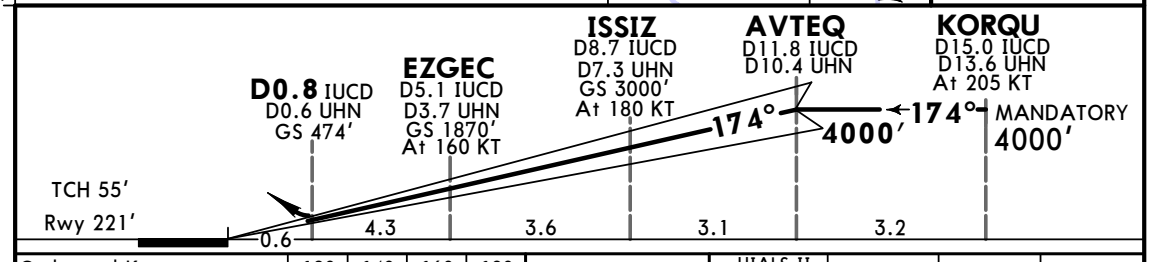
MISSED APCH: Climb to 4000′. Climb STRAIGHT AHEAD, at or above 760′ turn LEFT on 084° to intercept R-130 UHN and proceed RIZKO, then turn LEFT to intercept R-290 BKZ, proceed BKZ VOR and hold. MAX 230 KT. Do not turn to RIZKO before Rwy 18 end (D1.4 IUCD/D2.8 UHL) or crossing 760′ whichever is later. Refer to minimums for MACG.

3000
090° 270°
3500
MSA ARP

Alt Set: hPa | Rwy Elev: 8 hPa | Trans level: By ATC | Trans alt: 12000′

1. For transitions P-RNAV approval & Radar required. 2. VOR/DME required. 3. Non P-RNAV ACFT will be radar vectored to KORQU and may be subject to a delaying action.





Gnd speed-Kts		120	140	160	180
GS	3.00°	637	743	849	955

HIALS-II
REIL
PAPI

230 KT MAX | 760′ | 084° LT

Std/State

STRAIGHT-IN LANDING

	CAT IIIB ILS MACG MIN 3.5% (213′/NM)	CAT IIIA ILS MACG MIN 3.5% (213′/NM)	CAT II ILS MACG MIN 3.5% (213′/NM)	CAT II ILS MACG MIN 2.5% (152′/NM)	CAT I ILS		
		DH 50′	RA 104′ DA(H) 321′(100′)	RA 127′ DA(H) 336′(115′)	DA(H) 421′(200′)	TDZ or CL out	ALS out
C D	R75m	R200m	1 R300m	1 R300m	R550m	2 R550m	R1200m

CIRCLE-TO-LAND

Max Kts	MDA(H)
180	1400′(1075′) V2400m
205	1400′(1075′) V3600m

PANS OPS

1 CAT D without autoland: R350m.
2 R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Level & speed restriction notes, CAT II ILS minimums.

LTFM/IST ISTANBUL

JEPPESEN 16 SEP 22 32-1

ISTANBUL, TURKIYE RNP Rwy 16R

D-ATIS Arrival	YESILKOY Approach/Radar West Final	YESILKOY Approach/Radar West Directory	ISTANBUL Tower 1	ISTANBUL Tower 4	Ground 1	
126.350	132.475	120.125 132.050	131.1	118.075	126.3	124.725

BRIEFING STRIP

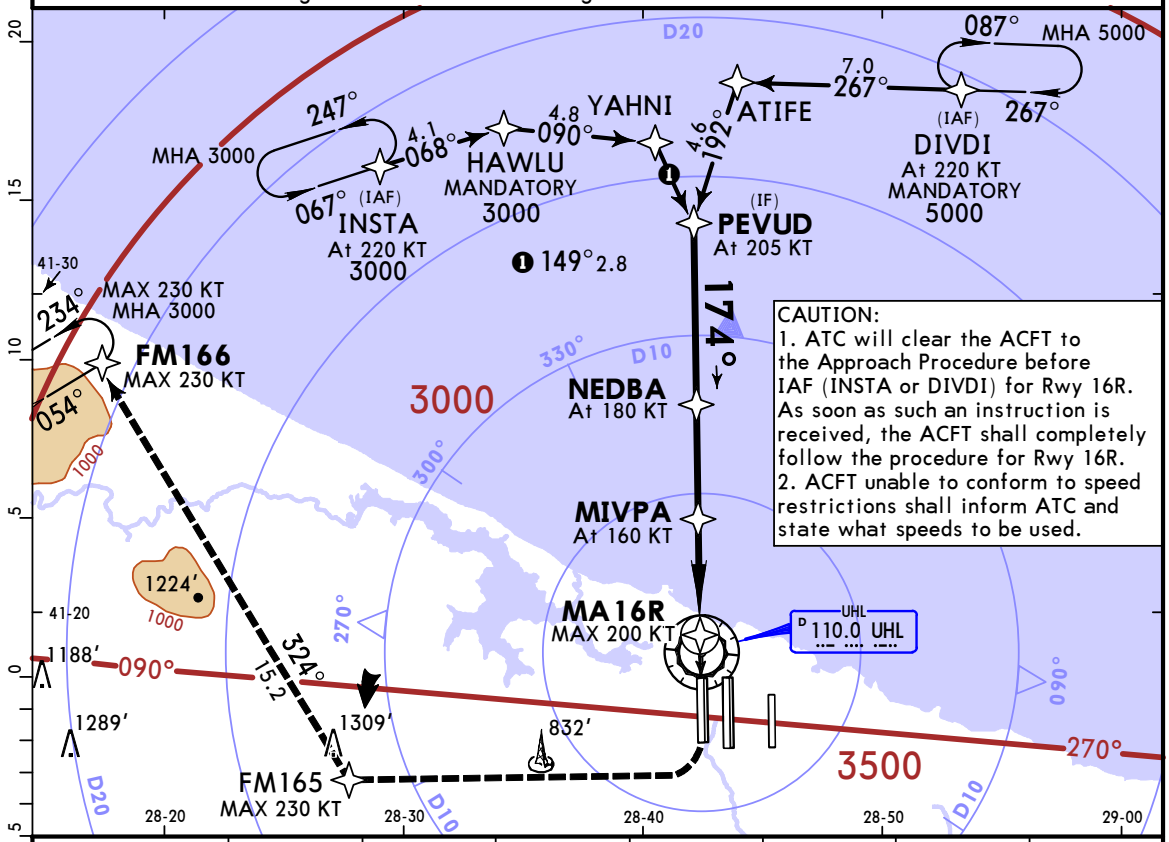
RNAV	Final Apch Crs 174°	NEDBA MANDATORY 3000′ (2781′)	LNAV/VNAV DA(H) 720′ (501′)	Apt Elev 325′ Rwy 219′

MISSED APCH: Climb on track 174° (MAX 200 KT), at or above 900′ turn RIGHT direct to FM165, turn RIGHT to FM166 and hold at 3000′.
Do not turn to FM165 before MAP or crossing 900′, whichever is later.

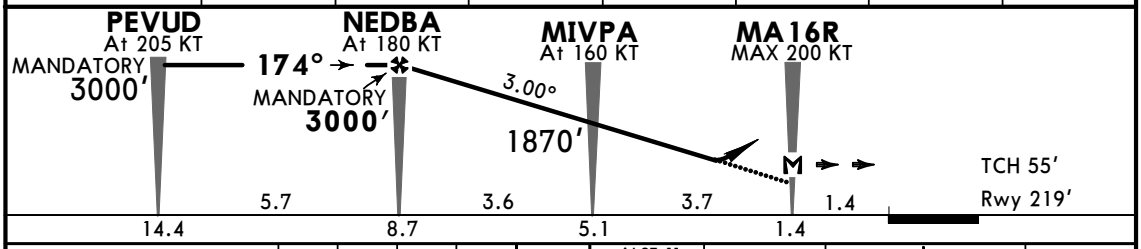
3000 090° 270° 3500 MSA ARP

Alt Set: hPa | Rwy Elev: 8 hPa | Trans level: By ATC | Trans alt: 12000′

1. RNP apch approval required. 2. GNSS required. 3. Baro VNAV operations not authorized below -20°C and above 40°C. 4. Timing not authorized for defining MAP.



DIST to THR Rwy 16R	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2830′	2510′	2190′	1870′	1550′	1230′	910′



Gnd speed-Kts		120	140	160	180
Descent Angle	3.00°	637	743	849	955
MAP at MA16R					
NEDBA to MAP	7.3	3:39	3:08	2:44	2:26

ALSF-II REIL PAPI PAPI

200 KT MAX | 900′ on 174° | FM165 RT

PANS OPS

Std/State STRAIGHT-IN LANDING

	LNAV/VNAV DA(H) 720′ (501′)		LNAV CDFA 1 DA/MDA(H) 720′ (501′)	
		ALS out		ALS out
C	R1600m	R2400m	R1600m	R2400m
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)	
180	1400′ (1075′)	V2400m
205	1400′ (1075′)	V3600m

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Country name.

LTFM/IST
ISTANBUL

JEPPESEN
16 SEP 22 32-2

ISTANBUL, TURKIYE
RNP Rwy 17L

BRIEFING STRIP™

D-ATIS Arrival	YESILKOY Approach/Radar			ISTANBUL Tower 1	ISTANBUL Tower 4
126.350	East Final 130.3	East Directory 118.950	132.325	131.1	118.075

Ground 2		Ground 3		Ground 5	
121.8	126.825	122.6	126.925	121.550	129.625

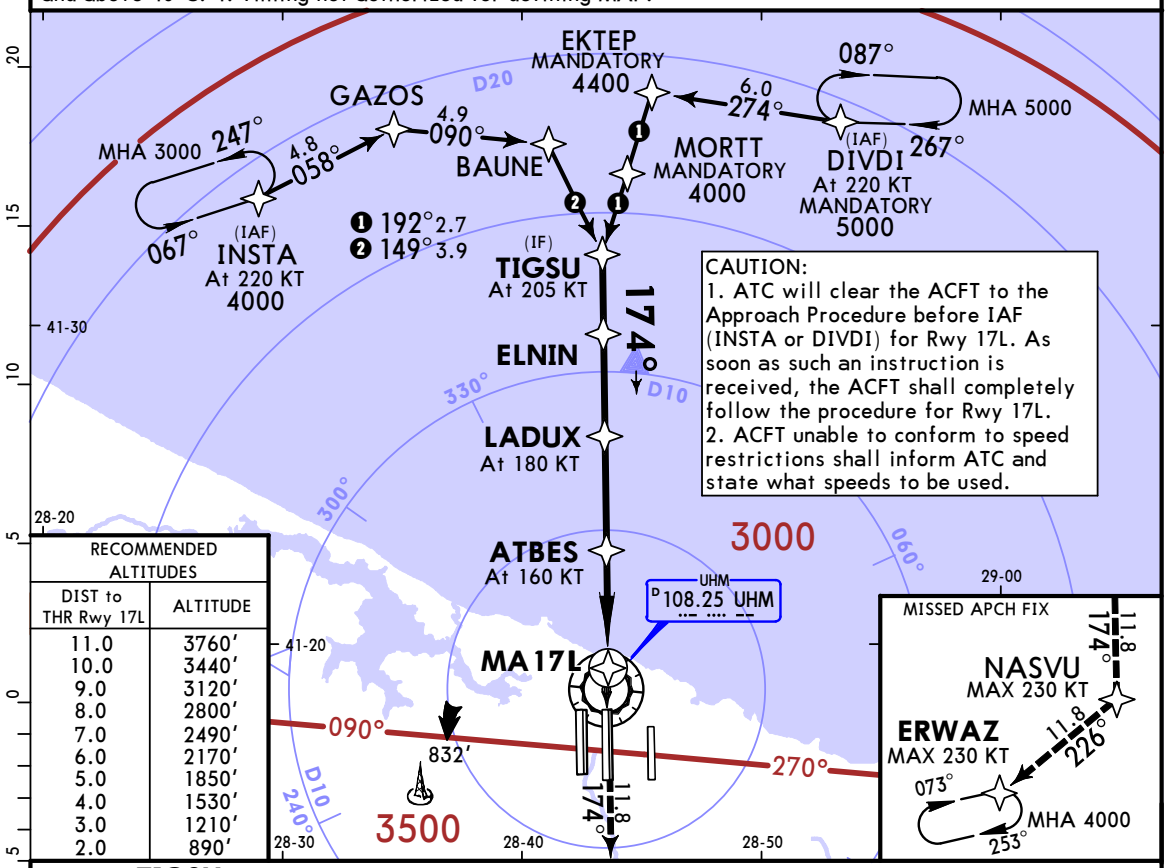
RNAV	Final Apch Crs	ELNIN MANDATORY	LNAV/VNAV DA(H)	Apt Elev 325′
	174°	4000′ (3798′)	720′ (518′)	Rwy 202′

MISSED APCH: Climbing 4000′ to NASVU on course 174° (MAX 230 KT), turn RIGHT to ERWAZ and hold at 4000′.

MSA ARP: 3000 (090°–270°) 3500

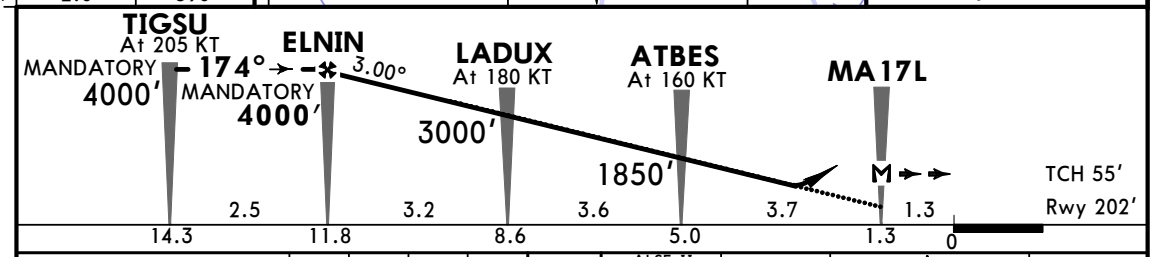
Alt Set: hPa | Rwy Elev: 7 hPa | Trans level: By ATC | Trans alt: 12000′

1. RNP apch approval required. 2. GNSS required. 3. Baro VNAV operations not authorized below -20°C and above 40°C. 4. Timing not authorized for defining MAP.



CAUTION:
1. ATC will clear the ACFT to the Approach Procedure before IAF (INSTA or DIVDI) for Rwy 17L. As soon as such an instruction is received, the ACFT shall completely follow the procedure for Rwy 17L.
2. ACFT unable to conform to speed restrictions shall inform ATC and state what speeds to be used.

RECOMMENDED ALTITUDES	
DIST to THR Rwy 17L	ALTITUDE
11.0	3760′
10.0	3440′
9.0	3120′
8.0	2800′
7.0	2490′
6.0	2170′
5.0	1850′
4.0	1530′
3.0	1210′
2.0	890′



Gnd speed-Kts		120	140	160	180
Descent Angle	3.00°	637	743	849	955
MAP at MA17L					
ELNIN to MAP	10.5	5:15	4:30	3:56	3:30

ALSF-II
REIL PAPI PAPI

230 KT MAX | 4000′ on 174° | NASVU

Std/State — STRAIGHT-IN LANDING

	LNAV/VNAV DA(H) 720′ (518′)		LNAV CDFA 1 DA/MDA(H) 720′ (518′)	
		ALS out		ALS out
C	R1600m	R2400m	R1600m	R2400m
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)	
180	1400′ (1075′)	V2400m
205	1400′ (1075′)	V3600m

PANS OPS

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Country name.

LTFM/IST
ISTANBUL

JEPPESEN
16 SEP 22 | 32-3

ISTANBUL, TURKIYE
RNP Rwy 18

D-ATIS Arrival	YESILKOY Approach/Radar		ISTANBUL Tower 5	ISTANBUL Tower 4	ISTANBUL Ground 4
	East Final	East Directory			
126.350	130.3	118.950 132.325	119.025	118.075	124.425 124.925

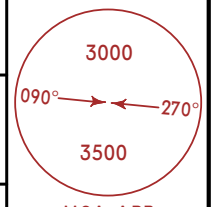
BRIEFING STRIP™

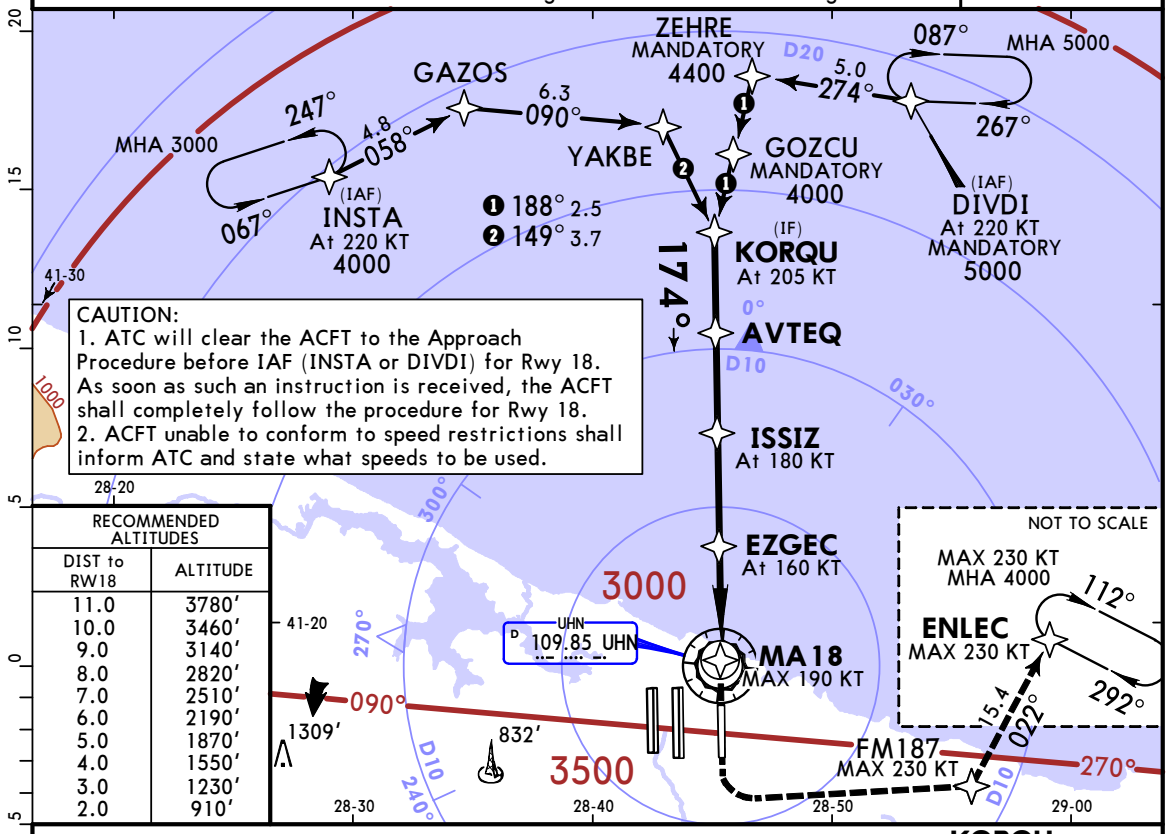
RNAV	Final Apch Crs	AVTEQ MANDATORY	LNAV/VNAV DA(H)	Apt Elev 325′
	174°	4000′ (3779′)	720′ (499′)	Rwy 221′

MISSED APCH: Climb on track 174° (MAX 190 KT), at or above 760′ turn LEFT direct to FM187, turn LEFT to ENLEC and hold at 4000′.
Do not turn to FM187 before MAP or crossing 760′, whichever is later.

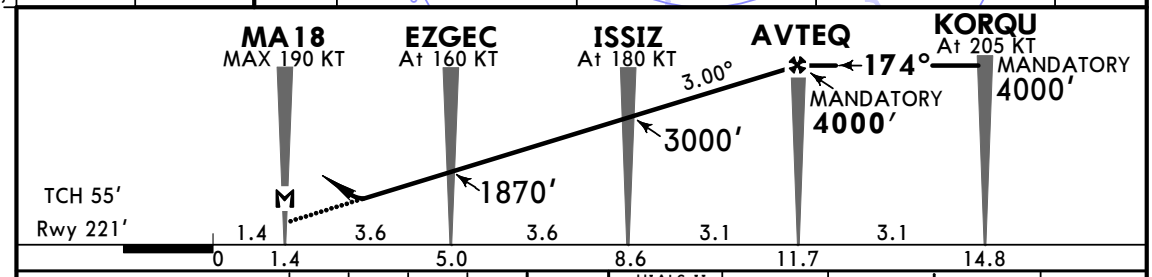
Alt Set: hPa	Rwy Elev: 8 hPa	Trans level: By ATC	Trans alt: 12000′

1. RNP apch approval required. 2. GNSS required. 3. Baro VNAV operations not authorized below -20°C and above 40°C. 4. Timing not authorized for defining MAP.





RECOMMENDED ALTITUDES	
DIST to RW18	ALTITUDE
11.0	3780′
10.0	3460′
9.0	3140′
8.0	2820′
7.0	2510′
6.0	2190′
5.0	1870′
4.0	1550′
3.0	1230′
2.0	910′



Gnd speed-Kts		120	140	160	180
Descent Angle	3.00°	637	743	849	955
MAP at MA18					
AVTEQ to MAP	10.3	5:09	4:25	3:52	3:26

HIALS-II
REIL
PAPI

190 KT MAX

760′ on **174°**

FM187 LT

PANS OPS

Std/State STRAIGHT-IN LANDING

	LNAV/VNAV DA(H) 720′ (499′)		LNAV CDFA 1 DA/MDA(H) 720′ (499′)	
	ALS out		ALS out	
C	R1500m	R2300m	R1500m	R2300m
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)	
180	1400′ (1075′)	V2400m
205	1400′ (1075′)	V3600m

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Country name.

LTFM/IST
ISTANBUL

JEPPESEN
16 SEP 22 32-4

ISTANBUL, TURKIYE
RNP Rwy 34L

D-ATIS Arrival	YESILKOY Approach/Radar		ISTANBUL Tower 1	ISTANBUL Tower 4	Ground 1	
	West Final	West Directory				
126.350	132.475	120.125 132.050	131.1	118.075	126.3	124.725

RNAV	Final Apch Crs	ELNUG MANDATORY	LNAV/VNAV DA(H)	Apt Elev 325′
	354°	3000′(2675′)	900′(575′)	Rwy 325′

MISSED APCH: Climb on track 354° (MAX 210 KT), at or above 1200′ turn LEFT direct to FM342, turn LEFT to FM736 and hold at 3000′.
Do not turn to FM342 before MAP or crossing 1200′, whichever is later.

Alt Set: hPa	Rwy Elev: 12 hPa	Trans level: By ATC	Trans alt: 12000′

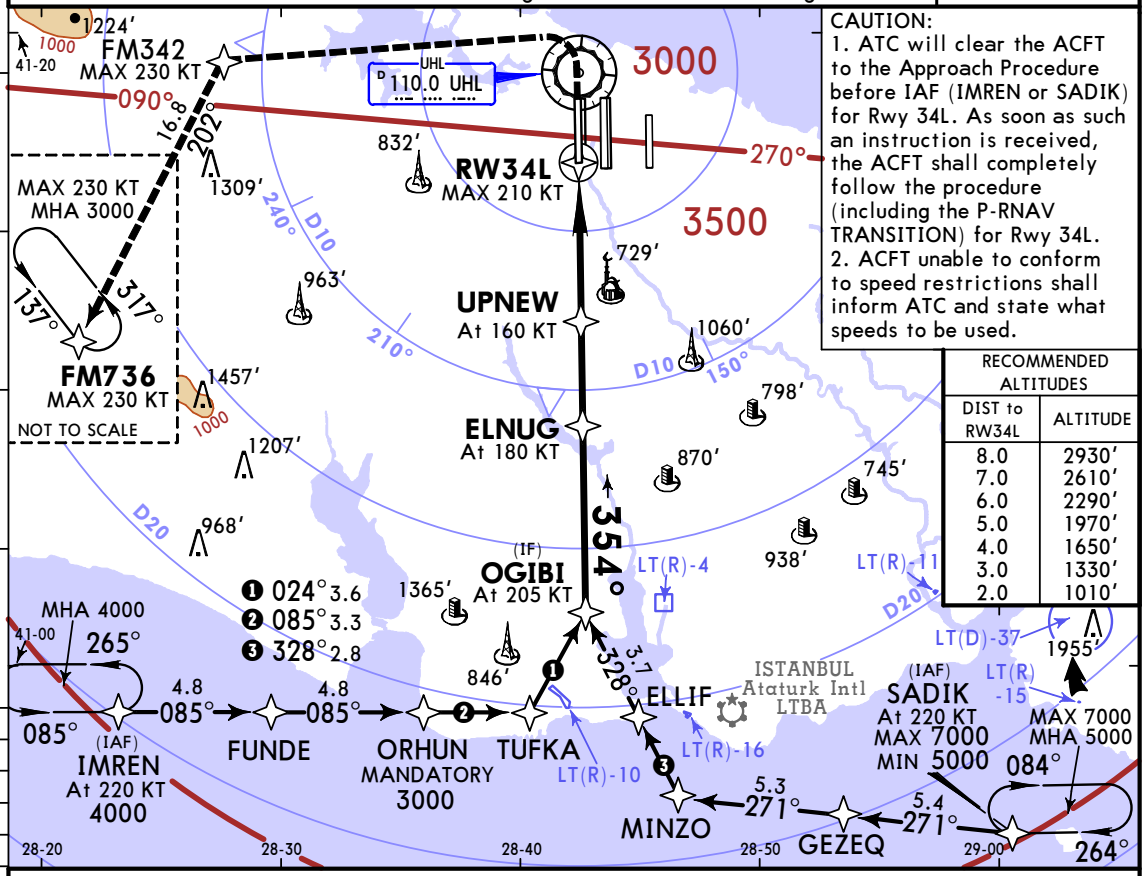
1. RNP apch approval required. 2. GNSS required. 3. Baro VNAV operations not authorized below -20°C and above 40°C. 4. Timing not authorized for defining MAP.

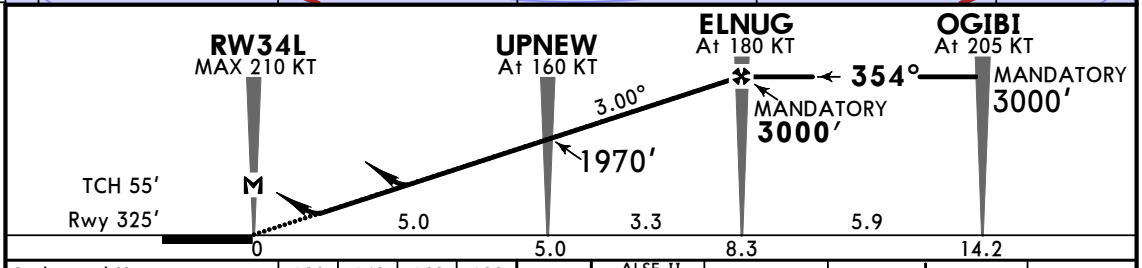
3000
090° 270°
3500
MSA ARP

CAUTION:
1. ATC will clear the ACFT to the Approach Procedure before IAF (IMREN or SADIK) for Rwy 34L. As soon as such an instruction is received, the ACFT shall completely follow the procedure (including the P-RNAV TRANSITION) for Rwy 34L.
2. ACFT unable to conform to speed restrictions shall inform ATC and state what speeds to be used.

RECOMMENDED ALTITUDES

DIST to RW34L	ALTITUDE
8.0	2930′
7.0	2610′
6.0	2290′
5.0	1970′
4.0	1650′
3.0	1330′
2.0	1010′





Gnd speed-Kts		120	140	160	180
Descent Angle	3.00°	637	743	849	955
MAP at RW34L					
ELNUG to MAP	8.3	4:09	3:33	3:07	2:46

ALSF-II
REIL PAPI PAPI

210 KT MAX

1200′ on 354°

FM342 LT

Std/State STRAIGHT-IN LANDING

	LNAV/VNAV DA(H) 900′(575′) ALS out	LNAV CDFA 1 DA/MDA(H) 1000′(675′) ALS out
C	R1900m	R2400m
D		R2400m

CIRCLE-TO-LAND

Max Kts	MDA(H)
180	1400′(1075′) V2400m
205	1400′(1075′) V3600m

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Country name.

D-ATIS Arrival	YESILKOY Approach/Radar East Final	East Directory		ISTANBUL Tower 1	ISTANBUL Tower 4
126.350	130.3	118.950	132.325	131.1	118.075

Ground 2		Ground 3		Ground 5	
121.8	126.825	122.6	126.925	121.550	129.625

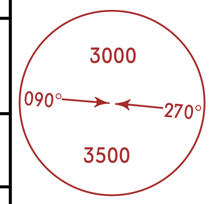
RNAV	Final Apch Crs	FRUGO MANDATORY	LNAV/VNAV DA(H)	Apt Elev 325′
	354°	4000′(3690′)	800′(490′)	Rwy 310′

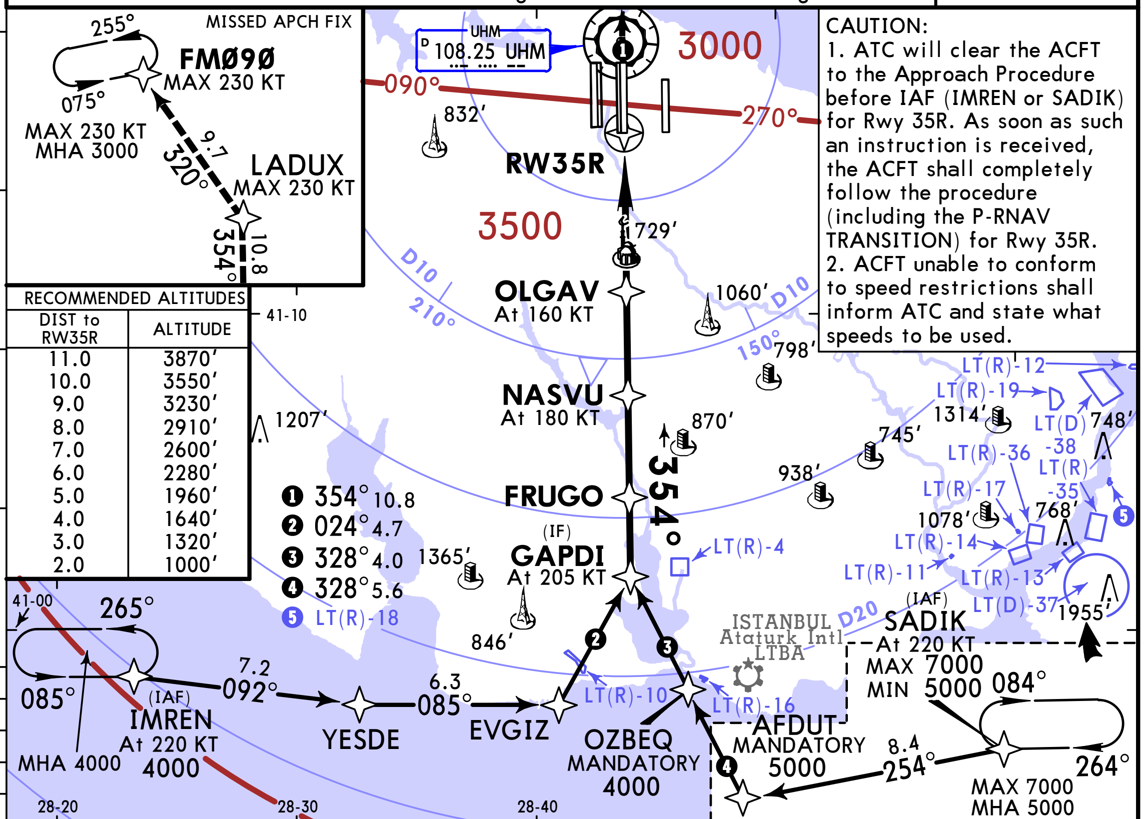
MISSED APCH: Climbing 3000′ to LADUX on course 354° (MAX 230 KT), turn LEFT to FMØ9Ø and hold at 3000′.

Alt Set: hPa Rwy Elev: 11 hPa Trans level: By ATC Trans alt: 12000′

1. RNP apch approval required. 2. GNSS required. 3. Baro VNAV operations not authorized below -20°C and above 40°C. 4. Timing not authorized for defining the MAP.

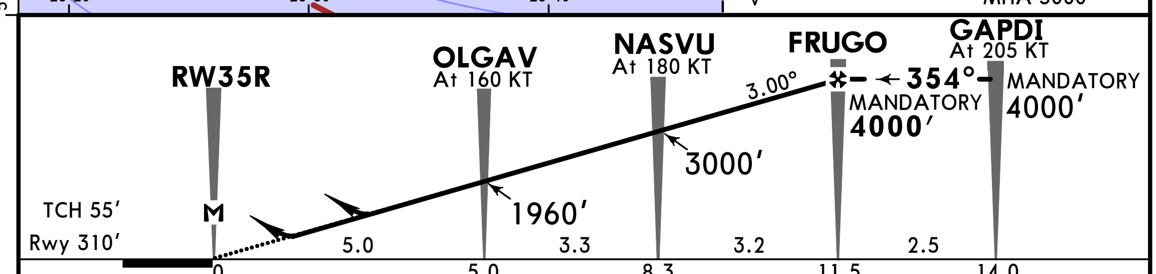
BRIEFING STRIP ™





CAUTION:
1. ATC will clear the ACFT to the Approach Procedure before IAF (IMREN or SADIK) for Rwy 35R. As soon as such an instruction is received, the ACFT shall completely follow the procedure (including the P-RNAV TRANSITION) for Rwy 35R.
2. ACFT unable to conform to speed restrictions shall inform ATC and state what speeds to be used.

RECOMMENDED ALTITUDES	
DIST to RW35R	ALTITUDE
11.0	3870′
10.0	3550′
9.0	3230′
8.0	2910′
7.0	2600′
6.0	2280′
5.0	1960′
4.0	1640′
3.0	1320′
2.0	1000′



Gnd speed-Kts		120	140	160	180
Descent Angle	3.00°	637	743	849	955
MAP at RW35R					
FRUGO to MAP	11.5	5:45	4:56	4:19	3:50

ALSF-II, REIL, PAPI PAPI

230 KT MAX | 3000′ on 354° | LADUX

Std/State

	STRAIGHT-IN LANDING LNAV/VNAV DA(H) 800′(490′)		LNAV CDFA ❶ DA/MDA(H) 1000′(690′)		CIRCLE-TO-LAND		
		ALS out		ALS out	Max Kts	MDA(H)	
C	R1500m	R2300m	R2400m		180	1400′(1075′)	V2400m
D					205	1400′(1075′)	V3600m

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

PANS OPS

CHANGES: None.

LTFM/IST
ISTANBUL

JEPPESEN
13 JAN 23 32-6

ISTANBUL, TURKIYE
RNP Rwy 36

D-ATIS Arrival	YESILKOY Approach/Radar		ISTANBUL Tower 5	ISTANBUL Tower 4	ISTANBUL Ground 4
	East Final	East Directory			
126.350	130.3	118.950 132.325	119.025	118.075	124.425 124.925

BRIEFING STRIP ™

RNAV	Final Apch Crs	KESKN MANDATORY	LNAV/VNAV DA(H)	Apt Elev 325'
	354°	4000' (3691')	800' (491')	Rwy 309'

MISSED APCH: Climb on track 354° (MAX 190 KT), at or above 1100' turn RIGHT direct to FM367, turn RIGHT to BKZ VOR, turn RIGHT to BOZDE and hold at 4000'.
Do not turn to FM367 before MAP or crossing 1100', whichever is later.

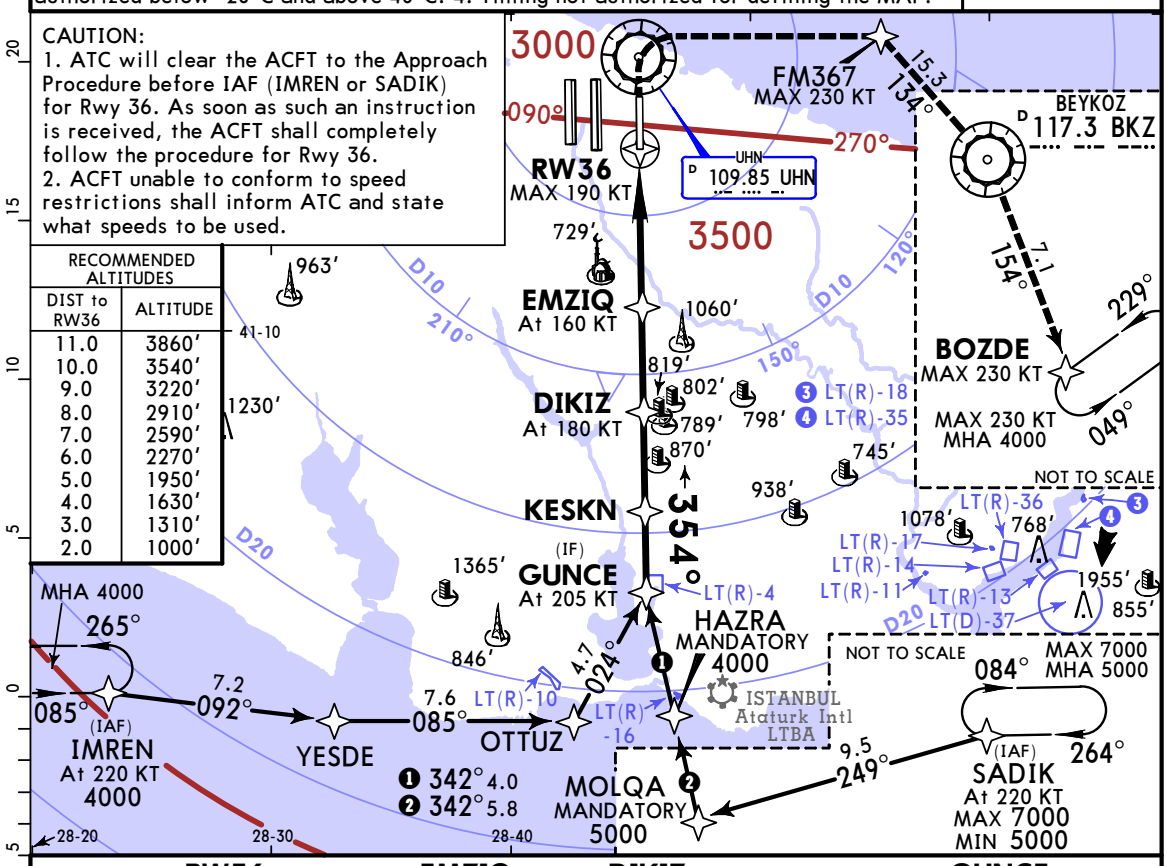
Alt Set: hPa | Rwy Elev: 11 hPa | Trans level: By ATC | Trans alt: 12000'

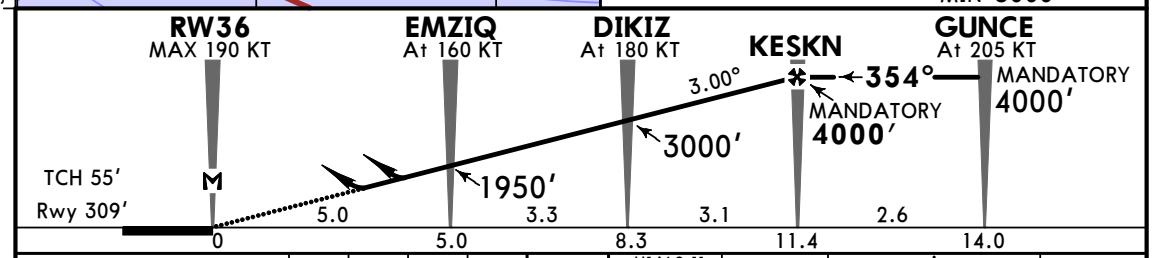
1. RNP apch approval required. 2. GNSS required. 3. Baro VNAV operations not authorized below -20°C and above 40°C. 4. Timing not authorized for defining the MAP.

3000 / 090° / 270° / 3500
MSA ARP

CAUTION:
1. ATC will clear the ACFT to the Approach Procedure before IAF (IMREN or SADIK) for Rwy 36. As soon as such an instruction is received, the ACFT shall completely follow the procedure for Rwy 36.
2. ACFT unable to conform to speed restrictions shall inform ATC and state what speeds to be used.

RECOMMENDED ALTITUDES	
DIST to RW36	ALTITUDE
11.0	3860'
10.0	3540'
9.0	3220'
8.0	2910'
7.0	2590'
6.0	2270'
5.0	1950'
4.0	1630'
3.0	1310'
2.0	1000'





Gnd speed-Kts		120	140	160	180
Descent Angle	3.00°	637	743	849	955
MAP at RW36					
KESKN to MAP	11.4	5:42	4:53	4:17	3:48

HIALS-II
REIL
PAPI

190 KT MAX

1100' on 354°

FM367 RT

Std/State

STRAIGHT-IN LANDING

LNAV/VNAV		LNAV CDFA	
DA(H) 800' (491')		1 DA/MDA(H) 1000' (691')	
	ALS out		ALS out
C	R1500m	R2300m	R2400m
D			

CIRCLE-TO-LAND

Max Kts	MDA(H)	
180	1400' (1075')	V2400m
205	1400' (1075')	V3600m

PANS OPS

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Baro VNAV note.