1. GENERAL

1.1. ATIS

D-ATIS 128.550

1.2. LOW VISIBILITY PROCEDURES (LVP)

Low visibility take-off operations (LVTO) become effective when RVR is less than 400m.

The "Low visibility take-off operations in progress" phrase will be passed to traffic by RTF or broadcasted by ATIS.

LVTO is available only for RWY 24 for taxiing ACFT from apron 1. Local procedures apply for other aprons including General Aviation GAV.

Taxiing from apron 1 to holding point RWY 24 will be conducted only via TWYs F4, D, E.

All departing traffic shall be cautious and hold before TWY F4 and report position to ATC for further clearance.

Traffics will be guided to the beginning of TWY F4 by transponder equipped Follow-me car.

In case of aborted or rejected take-off pilots shall report "RWY vacated" to ATC as soon as ACFT has vacated RWY. Guidance will be conducted by transponder equipped Follow-me car to the parking position.

To decide whether or not LVTO can be performed up to what RVR value while taking into account the installed aerodrome equipment and its operational status is under responsibility of pilots.

LVTO operation is not permitted in any case of A-SMGCS failure and RVR values which are not available.

Traffics shall report lift-off information when airborne if requested by ATC. Then connect immediately to approach.

All traffics shall report the location to ATC, whenever they start to taxi or hold.

1.3. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

1.3.1. A-SMGCS UTILISING MODE S

Pilots must ensure that ACFT transponder is set to transmit Mode S signals and associated Mode A code, from the request for push-back or taxi, whichever is earlier and after landing, continuously until ACFT is fully parked on stand.

ACFT operators should ensure that Mode S transponders are able to operate when ACFT is on the ground.

Flight crew should select XPNDR or equivalent according to specific installation, AUTO if available, not OFF or STDBY, and the assigned Mode A code, just after start-up.

After landing, continuously until the ACFT is fully parked on stand, the Mode A code 2000 must be set before selecting OFF or STDBY.

Flight crew of ACFT equipped with Mode S having an ACFT identification feature should also set the ACFT ident.

This setting is the ACFT ident specified in item 7 of the flight plan.

The ACFT ident should be entered just after receiving the ATC clearance through FMS or transponder control panel.

Traffic whose transponder is not on and active shall not be instructed for push-back.

1. GENERAL

1.1. ATIS

D-ATIS 128.550

1.2. LOW VISIBILITY PROCEDURES (LVP)

1.2.1. RWY 06R, RWY 24R LOW VISIBILITY TAKE-OFF PROCEDURES

Low Visibility Take-off Operations (LVTO) shall be applied when RVR is less than 400m.

When CAT II operations are in progress or planned for RWY 06R, LVTO shall only be performed from RWY 06R. LVTO will not be performed from RWY 24R when RWY 06R is planned for landing/take-off operations.

The traffic parked at apron 1 using RWY 06R for take-off shall proceed to the appropriate holding point for 06R as instructed by ATC taxiing via TWYs Q/G/M/ apron 6/B/B6/A and RWY 06L/24R. These traffics shall be guided by Follow-me vehicle until reaching TWY M following push-back.

Traffics parked at the general aviation apron using RWY 06R for take-off shall proceed the appropriate holding point for 06R as instructed by ATC taxiing via TWYs P/N/G/M/apron 6/B/B6/A and RWY 06L/24R. These traffics shall be guided by Follow-me vehicle until reaching TWY M following push-back.

Traffic parked at apron 6, 7 and 8 using RWY 06R for take-off shall proceed to the appropriate holding point for 06R as instructed by ATC via TWYs B/B6/A.

Traffic parked at cargo apron and apron 4 using RWY 06R for take-off shall proceed to the appropriate holding point for RWY 06R as instructed by ATC via TWYs C/V/B1/A.

Under meteorological conditions which require the use of RWY 24R all traffic on apron 1, general aviation apron, apron 4, 6, 7, 8 and cargo apron shall use RWY 24R.

Traffic parked at apron 1 using RWY 24R for take-off shall proceed to the holding point of RWY 24R taxiing via apron 1/F4/D/E TWYs. After push-back, guidance service shall be provided to these traffic until reaching TWY F4. All traffic shall hold at TWY F4 and wait for ATC instructions.

Traffic parked at apron 4, 6, 7, 8 and cargo apron using RWY 24R for take-off shall proceed to the holding point of RWY 24R via TWYs C/C11 and wait for ATC instructions.

Traffic parked at the general aviation apron using RWY 24R for take-off shall proceed to the holding point of RWY 24R via TWYs P/N/D/Q/apron 1/F4. Guidance service shall be provided for these traffic until reaching the TWY F4.

In case of abandonment or abort, pilots shall report "RWY vacated" to ATC as soon as the ACFT vacates the RWY. Traffic aborting from RWY 24R shall proceed in accordance with ATC instructions after reaching TWY D, traffic aborting take-off from RWY 06R shall comply with the ATC instructions after reaching TWY A.

1.2.2. CAT II OPERATIONS

RWY 06R, approved for CAT II operation and subject to serviceability of the required facilities, is suitable for CAT II operation by operators whose minima have been formally approved by relevant Civil Aviation Authority.

For CAT II operation special aircrew and ACFT certification required.

During CAT II operation a special ATC procedures (ATC low visibility procedures) will be applied. Pilots will be informed when this procedure are in operation by ATIS or RTF.

Departing ACFT

Advanced Surface Movement Guidance and Control System (A-SMGCS) is normally available and ATC will require departing ACFT to use the CAT II holding points HP1 (137.5 m) or HP2 (90 m) on TWYs A1, A2 and A3. CAT F traffic should use HP1.

1. GENERAL

1.4. RWY-IN-USE AND PREFERENTIAL RWY SYSTEM OPERATIONS

1.4.1. 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 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 met by ATC at an appropriate time. In such cases, ACFT may be subject to a long delay. ATC shall notify pilots of delays expected to exceed 30 minutes.

1.4.2. 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.

Preferential RWYs for Sabiha Gokcen Intl APT:

- RWY 06, RWY 24.

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	5 KT (incl)

The PRS operations 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 5 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 RWY(s).
- 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. GENERAL

Arriving ACFT

A-SMGCS is normally available and pilots should select the first convenient exit TWY as there are light systems to identify all RWY exits.

On aprons and TWYs where guideline lightning not available for CAT II requirements, ACFT will be guided by the Follow me vehicle.

When LVP are in force, reduced landing rate can be implemented due to the requirement for increased spacing between arriving ACFT. In addition to the prevailing weather conditions, such factors as equipment serviceability may also have an effect on landing rates.

1.3. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

1.3.1. A-SMGCS UTILISING MODE S

Pilots must ensure that ACFT transponder is set to transmit Mode S signals and associated Mode A code, from the request for push-back or taxi, whichever is earlier and after landing, continuously until ACFT is fully parked on stand.

ACFT operators should ensure that Mode S transponders are able to operate when ACFT is on the ground.

Flight crew should select XPNDR or equivalent according to specific installation, AUTO if available, not OFF or STDBY, and the assigned Mode A code, just after start-up.

After landing, continuously until the ACFT is fully parked on stand, the Mode A code 2000 must be set before selecting OFF or STDBY.

Flight crew of ACFT equipped with Mode S having an ACFT identification feature should also set the ACFT ident.

This setting is the ACFT ident specified in item 7 of the flight plan.

The ACFT ident should be entered just after receiving the ATC clearance through FMS or transponder control panel.

Traffic whose transponder is not on and active shall not be instructed for push-back.

1.4. RWY-IN-USE AND PREFERENTIAL RWY SYSTEM OPERATIONS

1.4.1. 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 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 met by ATC at an appropriate time. In such cases, ACFT may be subject to a long delay. ATC shall notify pilots of delays expected to exceed 30 minutes.

1.4.2. 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.

Preferential RWYs for Sabiha Gokcen Intl APT:

- RWY 06L, RWY 24R;
- RWY 06R, RWY 24L.

1. GENERAL

1.5. MANDATORY IMPLEMENTATION OF RNAV (GNSS) SIDS AND STARS

RNAV (GNSS) SIDs AND STARs 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 LTFJ 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 LTFJ start from the waypoints/fixes GINLI, GUMRU, TOKER, ETAMP, IZMAL, DRAMO and IBODU. 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 LTFJ via IMR VOR.

     Example: IMR N618 DUGLA Y371 IZMAL
2. GNSS-based RNAV SIDs for LTFJ end at the waypoints/fixes MAKOL, NUGBA, ASMAP, ROXUK, IVGUS, BARPE, VADEN, TUDBU and IBLAL. 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 LTFJ via ROXUK.

     Example: ROXUK N617

The LTFJ departures destined to LTFM or LTBA are excepted from this mandatory implementation. The conventional procedures published on BKZ 3N & 3P DEPS (20-3M) chart are available for these flights.

1.6. TAXI PROCEDURES

CAUTION: Due to dense ground movement flight crew shall:
- strictly obey ATC instructions and follow signs on apron and TWYs;
- never cross the RWY unless instruction is given by ATC;
- comply with read back and hear back procedures.

Flocks of sea gulls in vicinity of APT.

Parking areas and positions on apron 1 (9,10,11 and 301-308 VIP), General Aviation GAV, M.R.O. and de-icing aprons and parking positions 9,10,11 on apron 1 and 301-308 are not seen from Tower. Taxiing, push-back and towing on these areas under pilot's responsibility.

General Aviation GAV apron is available only for ACFT with MAX wingspan of 102'/31m.

All ACFT vacating a RWY via Rapid Exit TWY has the priority at the intersection of the TWYs, over the ACFT taxiing on other TWYs. All pilots shall be cautious about this priority and unless otherwise instructed not to do so, give way to the ACFT vacating a RWY via one of the Rapid Exit TWYs.

Taxiing on aprons and into parking stands on idle power to avoid jet blast.

The part of cargo apron centerline between TWY K and TWY L is available only for CAT D ACFT with small wingspan. CAT E and F ACFT will use TWY L and TWY M for entrance and exit to cargo apron.

CAT E and F ACFT will use TWY K for entrance and exit to THY Technic hangar and My Technic hangar. CAT E and F ACFT will not use the part of cargo apron centerline between TWY K and TWY L for taxi.

CAT E and F ACFT which is crossing over or exiting RWY using TWY H and U are required not to wait on TWY H and U, paying attention to ACFT movement on TWY D. CAT E and F ACFT crossing over RWY between TWY D and Cargo apron are required not to stop or wait on joint of G TWYs and to follow ATC instructions.

Push-back and towing shall not be performed on TWY F4.

ACFT to use TWY F4 shall have MAX speed 5 KT.

ACFT shall stop or hold before entering TWY F4 if required to stop or wait.

In case there exists ACFT movement around RWY 24 THR, TWY F4 shall not be used for taxiing in the direction of TWY D to apron 1.

TWY K1, K2, K3, K4, L1, L2, L3, L4, M1, M2, M3, M4 are apron taxilanes with lower clearances than TWYs.

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	5 KT (incl)

The PRS operations 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 5 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 RWY(s).
- 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. MANDATORY IMPLEMENTATION OF RNAV (GNSS) SIDS AND STARS

RNAV (GNSS) SIDs AND STARs 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 LTFJ are required to flight plan or submit a change message (CHG) concerning the route section of their RPLs as described below.

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

1. GNSS-based RNAV STARs for LTFJ start from the waypoints/fixes GINLI, GUMRU, TOKER, ETAMP, IZMAL, DRAMO and IBODU. 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 LTFJ via IMR VOR.

     Example: IMR N618 DUGLA Y371 IZMAL
2. GNSS-based RNAV SIDs for LTFJ end at the waypoints/fixes MAKOL, NUGBA, ASMAP, ROXUK, IVGUS, BARPE, VADEN, TUDBU, IBLAL 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 LTFJ via ROXUK.

     Example: ROXUK N617

The LTFJ departures destined to LTFM or LTBA are excepted from this mandatory implementation. The conventional procedures published on BKZ 3N and 3P DEPS (20-3X3) and BKZ 1Y & 1Z DEPS (20-3X4) charts are available for these flights.

1. GENERAL

1.6. FLIGHT PROCEDURES

1.6.1. RWY ASSIGNMENT

When the segregated parallel operations or simultaneous independent parallel departures are in progress, appropriate use of RWYs are subject to ATC discretion in order to ensure safe and orderly flow of 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 relevant Initial Approach Fix (OBIXI and OKIPI).

1.6.2. SIMULTANEOUS OPERATIONS ON PARALLEL RWYs

To optimize RWY utilization and increase air traffic efficiency, segregated parallel operations are in progress daily (24 hours) (RWY 06R/24L arrival, RWY 06L/24R departures).

Simultaneous independent parallel departures may be in progress based on traffic conditions.

1.6.3. PILOT NOTIFICATION FOR OPERATIONS

Simultaneous independent parallel departures to the relevant RWYs will be broadcast on ATIS during the active period like as: "Simultaneous independent parallel departures in progress".

1.7. TAXI PROCEDURES

CAUTION: Due to dense ground movement flight crew shall:

- strictly obey ATC instructions and follow signs on apron and TWYs;
- never cross the RWY unless clear permission is granted or instruction is given by ATC;
- comply with read back and hear back procedures.

Flocks of sea gulls in vicinity of APT.

If the ACFT which received entry or departure instructions in not yet ready, it is required to submit the status before entering RWY.

Parking areas and positions on General Aviation GAV, MRO, de-icing aprons and parking positions 9, 10, 11 and 301-308 on apron 1 are not visible from the Tower. Taxiing, push-back and towing on these areas under pilot's responsibility.

General Aviation GAV apron is available only for ACFT with MAX wingspan of 102'/31m.

RWY vacating should not be reported via Tower frequency unless instructed by Tower. Pilots shall contact to GND frequency after vacating RWY.

All ACFT vacating a RWY via Rapid Exit TWY has the priority at the intersection of the TWYs, over the ACFT taxiing on other TWYs. All pilots shall be cautious about this priority and unless otherwise instructed not to do so, give way to the ACFT vacating a RWY via one of the Rapid Exit TWYs.

Movement in the aprons and parking positions on minimum power to avoid jet blast.

When instructed hold before intermediate holding points by ATC, the ACFT shall be waiting just before the intermediate holding point marking without passing it.

CAT E and F ACFT which is crossing over or exiting RWY using TWY H and U are required not to wait on TWY H and U, paying attention to ACFT movement on TWY D. CAT E and F ACFT crossing over RWY between TWY D and Cargo apron are required not to stop or wait on joint of G TWYs and to follow ATC instructions.

Wide body ACFT entering TWY C by vacating the RWY from TWYs K, L and M will continue to TWY centerline C without delay.

Push-back and towing shall not be performed on TWY F4.

ACFT to use TWY F4 shall have MAX speed 5 KT.

1. GENERAL

1.6.1. RWY CROSSING PRACTICES

1. Towing operations that require RWY crossing shall not be done between 0300-1200UTC and 1400-2200UTC. Except this timetable, airliners must apply to Aerodrome Authority for their need of emergency towing for RWY crossing.
2. ACFT taxiing by their own power shall do RWY crossing at any time by ATC instructions.
3. Towing operations that require RWY crossing for the purpose of planned maintenance shall be done between 2200-0300UTC.

1.7. PARKING PROCEDURES

Stands 201 thru 208 and 301 thru 304 equipped with Automatic Guidance System.

Only stands 802 thru 804, 812 thru 814, 602 thru 604, 612 thru 614 are suitable for B747-8 type of ACFT.

1.8. RUN-UP TESTS

Engine test shall be performed on apron 4.

Engine testing corporation shall contact GOKCEN Delivery on frequency 122.625 MHz before engine test operation.

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).

2.1.1. RWY 06

- 170 KT on final approach course from ASDEV to 7NM to touchdown.
- 160 KT on final approach course within 7NM to 5NM to touchdown.

2.1.2. RWY 24

- 170 KT on final approach course from BEMKA to 7NM to touchdown.
- 160 KT on final approach course within 7NM to 5NM to touchdown.

2.2. POINT MERGE SYSTEM (PMS)

LTFJ 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 MPs. LTFJ MPs are OBIXI and OKIPI.

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

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).

1. GENERAL

ACFT shall stop or hold before entering TWY F4 if required to stop or wait.

In case there exists ACFT movement around RWY 24 THR, TWY F4 shall not be used for taxiing in the direction of TWY D to apron 1.

TWY K1, K2, K3, K4, L1, L2, L3, L4, M1, M2, M3, M4 are apron taxilanes with lower clearances than TWYs.

1.7.1. RWY CROSSING PRACTICES

1. Towing operations that require RWY crossing shall not be done between 0300-1200UTC and 1400-2200UTC. Except this timetable, airliners must apply to Aerodrome Authority for their need of emergency towing for RWY crossing.
2. ACFT taxiing by their own power shall do RWY crossing at any time by ATC instructions.
3. Towing operations that require RWY crossing for the purpose of planned maintenance shall be done between 2200-0300UTC.

1.8. PARKING PROCEDURES

Stands 201 thru 208 and 301 thru 304 equipped with Automatic Guidance System.

All traffic in CAT F will be parked at apron 6 or apron 8.

1.9. RUN-UP TESTS

High thrust engine testing shall be performed at the engine test area on apron 4. Idle thrust engine testing shall be performed at parking positions.

Engine testing corporation shall contact GOKCEN Delivery on frequency 122.625 MHz before engine test operation.

1.10. OTHER INFORMATION

All traffic in CAT F will use RWY 06R/24L and connecting TWYs. If RWY 06R/24L is not available, only B747-8 type ACFT will be accepted for using RWY 06L/24R under conditions by applying special measurements with the approval of the APT authority.

Maximum landing weight is 302095kg and maximum take-off weight is 396894kg for B747-8 type ACFT.

TWY width of E, F, G, H, J, K, L, M, T, U is 79' (24m) - in using of RWY 06L/24R. TWY safety areas from TWY centerline are 143' (43,5m). In this reason, taxiing maneuvers should be done to keep ACFT over centerline with less deviation using speed reduction and steering techniques.

Landing and take-off permission to B747-8 type ACFT will be given twice a day in low traffic hours.

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).

2.2. POINT MERGE SYSTEM (PMS)

LTFJ 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.

2. ARRIVAL

2.3. RWY OPERATIONS

After landing, flight crew are invited to vacate the RWY as fast and safely as possible, by using rapid exit TWYs T or F for the RWY 06 and TWYs U or H for the RWY 24. If unable, inform TWR as soon as possible.

After landing, it is recommended that vacating RWY from TWY G should be planned if the vacating the RWY is accurate and safe, otherwise, vacating the RWY by using TWY G shall not be attempted.

When landing ACFT are instructed to hold before TWY D, Pilots shall ensure that the RWY is fully vacated and TWY D is not blocked, hold at holding points. For TWY T at T-HP14, for TWY F F-HP12, for TWY U U-HP13, for TWY H H-HP10 and contact immediately with ground sector.

2.4. OTHER INFORMATION

Landing of AN124, AN225, C5, A380 type ACFT are forbidden to the APT.

B747-8 type ACFT are accepted with special measurements after APT authority approval. Landing and take-off permission to B747-8 type ACFT will be given once a day in low traffic hours.

3. DEPARTURE

3.1. DE-ICING AND ANTI-ICING

Unless otherwise noted by the APT authority, ACFT de-icing and anti-icing applications will be done in areas:

While RWY 06 is used for departure:

- de-icing applications for CAT C and smaller ACFT will be done in the application area parking stands 14A, 15A, 51, 52, 53, 54 and S TWY;
- de-icing applications for CAT D and larger ACFT will be done in TWY S, East part of apron 1, apron 6, apron 7, apron 8 or cargo apron parking stands.

While RWY 24 is used for departure:

- de/anti-icing applications for CAT C and smaller ACFT which parked in apron 1 will be done in the application area parking stands 14A and 15A and TWY S;
- Unless otherwise de/anti-icing applications for the narrow-body ACFT which parked in apron 6, apron 7 and apron 8 will be done on its own park stands;
- de-icing applications for CAT D and larger ACFT will be done in TWY S, East part of apron 1 centerline or Cargo apron, apron 6, apron 7 and apron 8 parking stands.

For de/anti-icing application issues, pilots shall connect with ground handling companies via their VHF frequencies.

ACFT which need de/anti-icing application should submit their statues before push-back request. De-icing and push-back sequence of ACFT will be determined by ATC considering CTOT time and readiness for push-back. ACFT unready for movement will not request push-back.

Pilots shall follow ground markings, marshaling signs and watch vehicle and personal movements in de-icing areas.

Pilots will keep clearances with minimum deviation, speed and power while maneuvering in de-icing areas.

ACFT which is completed de-icing application shall request clearance before entering TWY D and not move without visual sign of clearance by marshaller even if instructed by ATC to taxi.

ACFT which require to wait for de-icing application in the centerline of de-icing apron shall wait at intermediate holding positions D1-HP15 and D1-HP16.

3. DEPARTURE

3.2. PUSH-BACK PROCEDURES

Standard push-back procedures are mandatory for all parking positions except parking positions 14A, 15A, 51, 52, 53, 54. Power-back is forbidden by using reverse thrust. Unless otherwise notified by ground control, push-back shall be done to the direction of the RWY-in-use with the exceptions below:

- For stand numbers 112 and 113 push-back shall always be done towards East (nose of ACFT towards RWY 24);
- For stand numbers 1 and 2 push-back shall be done to the West (nose of ACFT will be face to the RWY 06);
- For stand numbers 301 and 308, push-back shall be done to apron exit;
- For stand numbers 402, 402A, 402B, 403, 403A, 403B, 404, 405, 406 and 407 push-back shall be done to the West (nose of ACFT will be faced to the RWY 06);
- ACFT standing at 404 and 405 parking positions, should not start the engine during push-back, engine start will be done after the ACFT get on the apron centerline;
- For apron 6, apron 7 and apron 8 push-back shall always be done nose of ACFT towards North.

3.3. NOISE ABATEMENT PROCEDURES

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 Noise Abatement Departure Procedure 1 or 2 (NADP-1 or NADP-2) which has been explained in ICAO Doc 8168 Vol 1 until passing 3000'.

2. ARRIVAL

Merging to the next segment is then achieved by direct clearance to the MPs. LTFJ MPs that are at the same time designated as Initial Approach Fixes are OBIXI and OKIPI.

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

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. RWY OPERATIONS

When landing ACFT are instructed to hold before TWY D after vacating of RWY 06L/24R or to hold before TWY A after vacating of RWY 06R/24L, pilots shall ensure that the RWY is fully vacated and TWY (A or D) is not blocked, hold at intermediate holding points and contact immediately with ground sector.

2.3.1. MINIMUM RWY OCCUPANCY TIME

Arrival ACFT at first contact with Tower 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.

Landing ACFT shall vacate RWY via the most appropriate TWY.

After landing, flight crew are invited to vacate RWY as fast and safely as possible, by using rapid exit TWYs T or F for the RWY 06L and TWYs U or H for the RWY 24R. If unable, inform TWR as soon as possible. After landing, it is recommended that vacating RWY from TWY G should be planned if vacating the RWY is accurate and safe, otherwise, vacating the RWY by using TWY G shall not be attempted.

3. DEPARTURE

3.1. DE-ICING AND ANTI-ICING

Unless otherwise noted by the APT authority, ACFT de-icing and anti-icing applications will be done in areas:

While RWY 06L is used for departure:

- de/anti-icing applications for CAT C and smaller traffic will be done in the parking stands 51, 52, 53 and 54;
- de/anti-icing applications for CAT D and larger traffic will be done in:
  - parking stands for ACFT parked in cargo apron, apron 6, 7 and 8;
  - TWY S or East part of apron 1 centerline for ACFT parked in apron 1.

While RWY 24R is used for departure:

- de/anti-icing applications for CAT C and smaller traffic will be done in the parking stands 14A and 15A and TWY S;
- de/anti-icing applications for CAT D and larger traffic will be done in:
  - parking stands for ACFT parked in cargo apron, apron 6, 7 and 8,
  - TWY S or East part of apron 1 centerline for ACFT parked in apron 1.

While RWY 06R/24L is used for departure:

- de/anti-icing applications will be done at areas to be allocated at apron 6, 7 and 8 and de-icing apron 2.

3. DEPARTURE

For de/anti-icing application issues, pilots shall connect with ground handling companies via their VHF frequencies.

The entering and exiting of the de-icing aprons shall be done according to the ATC instructions. De-icing aprons can only be used for CAT C ACFT (the biggest ACFT type B737-900 and A-321).

ACFT which need de/anti-icing application should submit their status before push-back request. De-icing and push-back sequence of ACFT will be determined by ATC considering CTOT time and readiness for push-back. ACFT unready for movement will not request push-back.

Pilots shall follow ground markings, marshaling signs and watch vehicle and personal movements in de-icing areas.

Pilots will keep clearances with minimum deviation, speed and power while maneuvering in de-icing areas.

ACFT which completed de-icing application shall request clearance to taxi and not move without visual sign of clearance by marshaller even if instructed by ATC to taxi.

ACFT which require to wait for de-icing application in the centerline of de-icing apron 1 shall wait at intermediate holding positions D1-HP15 and D1-HP16.

3.2. PUSH-BACK PROCEDURES

Standard push-back procedures are mandatory for all parking positions except parking positions 14A, 15A, 51, 52, 53, 54 and VIP parking area. Power-back is forbidden by using reverse thrust. Unless otherwise specified by ATC, the following push-back procedures will be applied as standard:

- For stand numbers 1 and 2 push-back shall be done to the West except LVTO (facing West);
- For stand numbers 301 and 308, push-back shall be done to apron exit (facing South);
- For stand numbers 402, 402A, 402B, 403, 403A, 403B, 404, 405, 406 and 407 push-back shall be done to the West (facing West);
- ACFT standing at 404 and 405 parking positions, should not start the engine during push-back, engine start will be done after the ACFT get on the apron centerline;
- In LVTO, all push-back operations on apron 1 must be done on the basis of exiting from TWY F4;
- In push-back operations on apron 6, 7 and 8, when RWY 06L/24R is used for take-offs, ACFT will be faced to North (facing North) and when RWY 06R/24L is used, ACFT will be faced to South (facing South);
- ACFT facing will be announced by ATC in accordance with ground movement, TWYs and RWYs usage planning for push-back operations on apron 1;
- In push-back operations from cargo apron and apron 4 directly to the TWYs C and V, maximum attention should be paid to ACFT movements on the TWYs and should act safe and quickly in order to reduce TWY occupancy;
- During push-back operations from apron 6, 7 and 8 maximum attention should be paid to tail of the ACFT not break into TWYs B and C.

Cross bleed start-up shall be done on the apron centerlines or TWYs. Traffic that will conduct cross bleed start-up shall inform GOKCEN Ground sector before push-back.

3. DEPARTURE

3.3. RWY OPERATIONS

3.3.1. MINIMUM RWY OCCUPANCY TIME

Pilots are expected to react push-back clearances within 60 seconds.

To optimize the RWY utilization, flight crews shall complete all check lists prior to line-up clearance and be ready for immediate take-off.

When ACFT is at the RWY holding point, pilots should commence lineup 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 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.

3.4. NOISE ABATEMENT PROCEDURES

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.

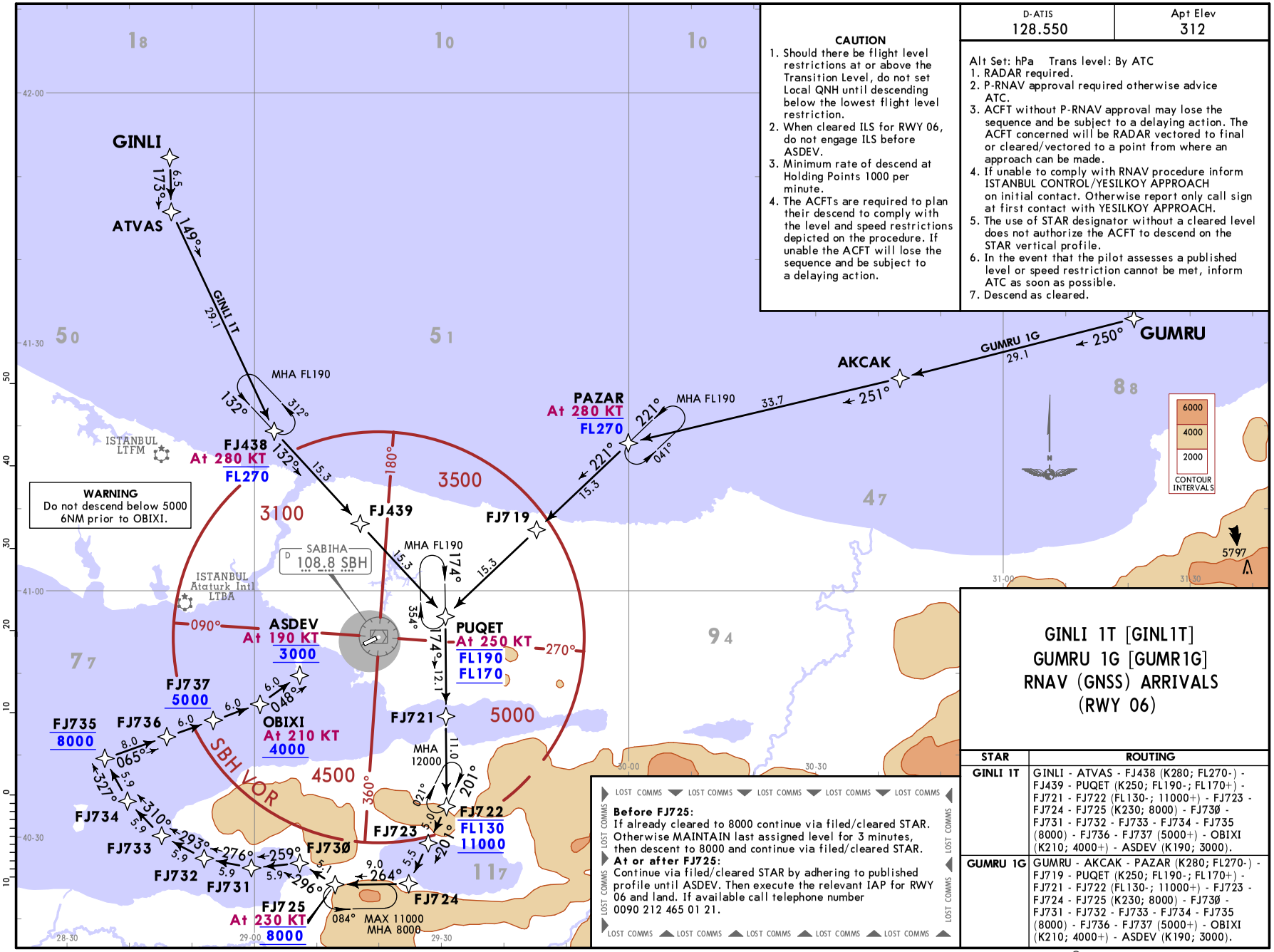
Pilots shall apply Noise Abatement Departure Procedure 1 or 2 (NADP-1 or NADP-2) which has been explained in ICAO Doc 8168 Vol 1 until passing 3000'.

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN 4 NOV 22 20-2

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 RWY 06, do not engage ILS before ASDEV.
3. Minimum rate of descend at Holding Points 1000 per minute.
4. The ACFTs are required to plan their descend to comply with the level and speed restrictions depicted on the procedure. If unable the ACFT will lose the sequence and be subject to a delaying action.

D-ATIS	Apt Elev
128.550	312

Alt Set: hPa Trans level: By ATC

1. RADAR required.
2. P-RNAV approval required otherwise advice 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 an approach can be made.
4. If unable to comply with RNAV procedure inform ISTANBUL CONTROL/YESILKOY APPROACH on initial contact. Otherwise report only call sign at first contact with YESILKOY APPROACH.
5. The use of STAR designator without a cleared level does not authorize the ACFT to descend on the STAR vertical profile.
6. In the event that the pilot assesses a published level or speed restriction cannot be met, inform ATC as soon as possible.
7. Descend as cleared.

GINLI 1T [GINL1T]
GUMRU 1G [GUMR1G]
RNAV (GNSS) ARRIVALS
(RWY 06)

STAR	ROUTING
GINLI 1T	GINLI - ATVAS - FJ438 (K280; FL270-) - FJ439 - PUQET (K250; FL190-; FL170+) - FJ721 - FJ722 (FL130-; 11000+) - FJ723 - FJ724 - FJ725 (K230; 8000) - FJ730 - FJ731 - FJ732 - FJ733 - FJ734 - FJ735 (8000) - FJ736 - FJ737 (5000+) - OBIXI (K210; 4000+) - ASDEV (K190; 3000).
GUMRU 1G	GUMRU - AKCAK - PAZAR (K280; FL270-) - FJ719 - PUQET (K250; FL190-; FL170+) - FJ721 - FJ722 (FL130-; 11000+) - FJ723 - FJ724 - FJ725 (K230; 8000) - FJ730 - FJ731 - FJ732 - FJ733 - FJ734 - FJ735 (8000) - FJ736 - FJ737 (5000+) - OBIXI (K210; 4000+) - ASDEV (K190; 3000).

LOST COMMS

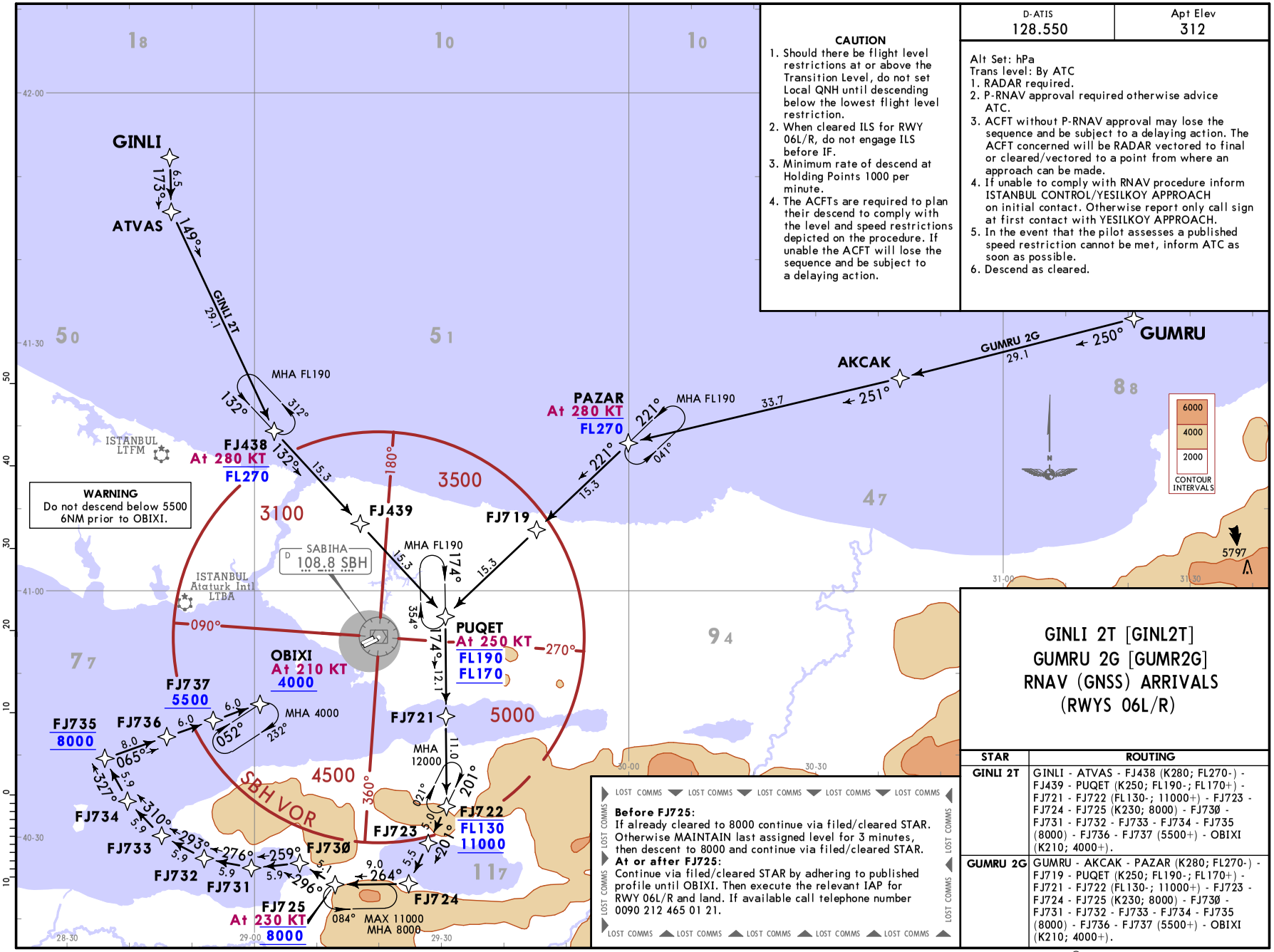
Before FJ725:
If already cleared to 8000 continue via filed/cleared STAR. Otherwise MAINTAIN last assigned level for 3 minutes, then descent to 8000 and continue via filed/cleared STAR.

At or after FJ725:
Continue via filed/cleared STAR by adhering to published profile until ASDEV. Then execute the relevant IAP for RWY 06 and land. If available call telephone number 0090 212 465 01 21.

CHANGES: ATIS changed to D-ATIS, country name.

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN ISTANBUL, TURKIYE
12 MAY 23 (20-2) 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 RWY 06L/R, do not engage ILS before IF.
3. Minimum rate of descend at Holding Points 1000 per minute.
4. The ACFTs are required to plan their descend to comply with the level and speed restrictions depicted on the procedure. If unable the ACFT will lose the sequence and be subject to a delaying action.

D-ATIS	Apt Elev
128.550	312

Alt Set: hPa
Trans level: By ATC

1. RADAR required.
2. P-RNAV approval required otherwise advice 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 an approach can be made.
4. If unable to comply with RNAV procedure inform ISTANBUL CONTROL/YESILKOY APPROACH on initial contact. Otherwise report only call sign at first contact with YESILKOY APPROACH.
5. In the event that the pilot assesses a published speed restriction cannot be met, inform ATC as soon as possible.
6. Descend as cleared.

LOST COMMS

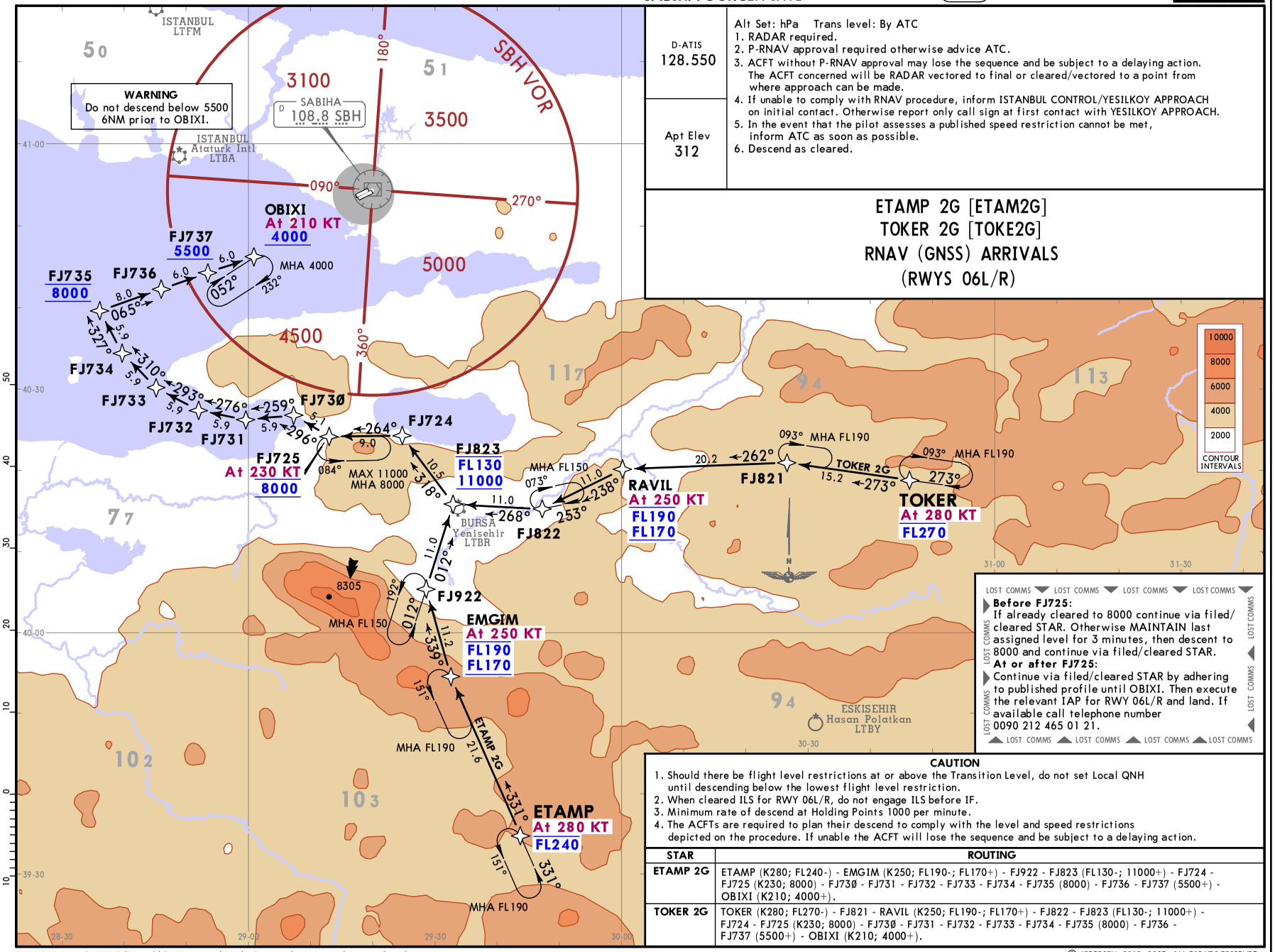
Before FJ725:
If already cleared to 8000 continue via filed/cleared STAR. Otherwise MAINTAIN last assigned level for 3 minutes, then descent to 8000 and continue via filed/cleared STAR.

At or after FJ725:
Continue via filed/cleared STAR by adhering to published profile until OBIXI. Then execute the relevant IAP for RWY 06L/R and land. If available call telephone number 0090 212 465 01 21.

GINLI 2T [GINL2T]
GUMRU 2G [GUMR2G]
RNAV (GNSS) ARRIVALS
(RWYS 06L/R)

STAR	ROUTING
GINLI 2T	GINLI - ATVAS - FJ438 (K280; FL270-) - FJ439 - PUQET (K250; FL190-; FL170+) - FJ721 - FJ722 (FL130-; 11000+) - FJ723 - FJ724 - FJ725 (K230; 8000) - FJ730 - FJ731 - FJ732 - FJ733 - FJ734 - FJ735 (8000) - FJ736 - FJ737 (5500+) - OBIXI (K210; 4000+).
GUMRU 2G	GUMRU - AKCAK - PAZAR (K280; FL270-) - FJ719 - PUQET (K250; FL190-; FL170+) - FJ721 - FJ722 (FL130-; 11000+) - FJ723 - FJ724 - FJ725 (K230; 8000) - FJ730 - FJ731 - FJ732 - FJ733 - FJ734 - FJ735 (8000) - FJ736 - FJ737 (5500+) - OBIXI (K210; 4000+).

CHANGES: New RWY 06R/24L, old RWY renamed 06L/24R, procedures revised & renumbered.



D-ATIS
128.550

Apt Elev
312

Alt Set: hPa Trans level: By ATC
1. RADAR required.
2. P-RNAV approval required otherwise advice 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 with RNAV procedure, inform ISTANBUL CONTROL/YESILKOY APPROACH on initial contact. Otherwise report only call sign at first contact with YESILKOY APPROACH.
5. In the event that the pilot assesses a published speed restriction cannot be met, inform ATC as soon as possible.
6. Descend as cleared.

ETAMP 2G [ETAM2G]
TOKER 2G [TOKE2G]
RNAV (GNSS) ARRIVALS
(RWYS 06L/R)

Before FJ725:
If already cleared to 8000 continue via filed/cleared STAR. Otherwise MAINTAIN last assigned level for 3 minutes, then descent to 8000 and continue via filed/cleared STAR.

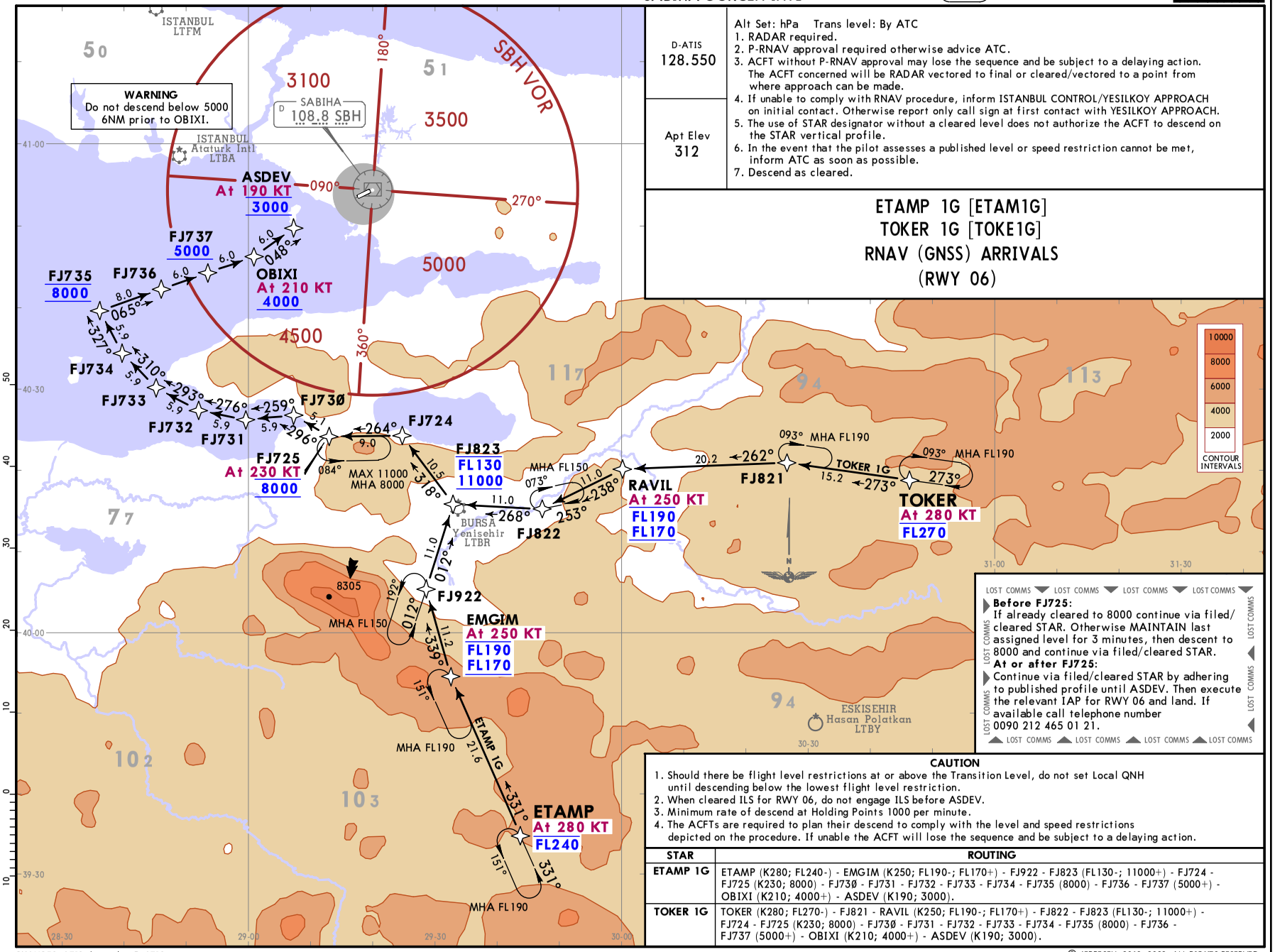
At or after FJ725:
Continue via filed/cleared STAR by adhering to published profile until OBIXI. Then execute the relevant IAP for RWY 06L/R and land. If available call telephone number 0090 212 465 01 21.

LOST COMMS

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 RWY 06L/R, do not engage ILS before IF.
3. Minimum rate of descend at Holding Points 1000 per minute.
4. The ACFTs are required to plan their descend to comply with the level and speed restrictions depicted on the procedure. If unable the ACFT will lose the sequence and be subject to a delaying action.

STAR	ROUTING
ETAMP 2G	ETAMP (K280; FL240-) - EMGIM (K250; FL190-; FL170+) - FJ922 - FJ823 (FL130-; 11000+) - FJ724 - FJ725 (K230; 8000) - FJ730 - FJ731 - FJ732 - FJ733 - FJ734 - FJ735 (8000) - FJ736 - FJ737 (5500+) - OBIXI (K210; 4000+).
TOKER 2G	TOKER (K280; FL270-) - FJ821 - RAVIL (K250; FL190-; FL170+) - FJ822 - FJ823 (FL130-; 11000+) - FJ724 - FJ725 (K230; 8000) - FJ730 - FJ731 - FJ732 - FJ733 - FJ734 - FJ735 (8000) - FJ736 - FJ737 (5500+) - OBIXI (K210; 4000+).

CHANGES: New RWY 06R/24L, old RWY renamed 06L/24R, procedures revised & renumbered.



D-ATIS
128.550

Apt Elev
312

Alt Set: hPa Trans level: By ATC
1. RADAR required.
2. P-RNAV approval required otherwise advice 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 with RNAV procedure, inform ISTANBUL CONTROL/YESILKOY APPROACH on initial contact. Otherwise report only call sign at first contact with YESILKOY APPROACH.
5. The use of STAR designator without a cleared level does not authorize the ACFT to descend on the STAR vertical profile.
6. In the event that the pilot assesses a published level or speed restriction cannot be met, inform ATC as soon as possible.
7. Descend as cleared.

ETAMP 1G [ETAM1G]
TOKER 1G [TOKE1G]
RNAV (GNSS) ARRIVALS
(RWY 06)

LOST COMMS
Before FJ725:
If already cleared to 8000 continue via filed/cleared STAR. Otherwise MAINTAIN last assigned level for 3 minutes, then descent to 8000 and continue via filed/cleared STAR.
At or after FJ725:
Continue via filed/cleared STAR by adhering to published profile until ASDEV. Then execute the relevant IAP for RWY 06 and land. If available call telephone number 0090 212 465 01 21.

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 RWY 06, do not engage ILS before ASDEV.
3. Minimum rate of descend at Holding Points 1000 per minute.
4. The ACFTs are required to plan their descend to comply with the level and speed restrictions depicted on the procedure. If unable the ACFT will lose the sequence and be subject to a delaying action.

STAR	ROUTING
ETAMP 1G	ETAMP (K280; FL240-) - EMGIM (K250; FL190-; FL170+) - FJ922 - FJ823 (FL130-; 11000+) - FJ724 - FJ725 (K230; 8000) - FJ730 - FJ731 - FJ732 - FJ733 - FJ734 - FJ735 (8000) - FJ736 - FJ737 (5000+) - OBIXI (K210; 4000+) - ASDEV (K190; 3000).
TOKER 1G	TOKER (K280; FL270-) - FJ821 - RAVIL (K250; FL190-; FL170+) - FJ822 - FJ823 (FL130-; 11000+) - FJ724 - FJ725 (K230; 8000) - FJ730 - FJ731 - FJ732 - FJ733 - FJ734 - FJ735 (8000) - FJ736 - FJ737 (5000+) - OBIXI (K210; 4000+) - ASDEV (K190; 3000).

CHANGES: ATIS changed to D-ATIS, country name.

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN
4 NOV 22 (20-2B)

ISTANBUL, TURKIYE
RNAV STAR

STAR	ROUTING
DRAMO 1G	DRAMO - AGBET - FJ541 (K280; FL270-) - FJ522 (FL220-) - TUZWE (K250; FL190-; FL170+) - ABNIN - FJ624 (FL130-; 11000+) - FJ625 - FJ63Ø (K230; 9000) - FJ631 - FJ632 - FJ633 - FJ634 - FJ635 (9000) - FJ636 - FJ637 (5000+) - OBIXI (K210; 4000+) - ASDEV (K190; 3000).
IZMAL 1G	IZMAL (K280; FL270-) - TELRI - FJ621 - FJ622 (K250; FL190-; FL170+) - FJ623 - FJ624 (FL130-; 11000+) - FJ625 - FJ63Ø (K230; 9000) - FJ631 - FJ632 - FJ633 - FJ634 - FJ635 (9000) - FJ636 - FJ637 (5000+) - OBIXI (K210; 4000+) - ASDEV (K190; 3000).

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 RWY 06, do not engage ILS before ASDEV.
3. Minimum rate of descend at Holding Points 1000 per minute.
4. The ACFTs are required to plan their descend to comply with the level and speed restrictions depicted on the procedure. If unable the ACFT will lose the sequence and be subject to a delaying action.

LOST COMMS

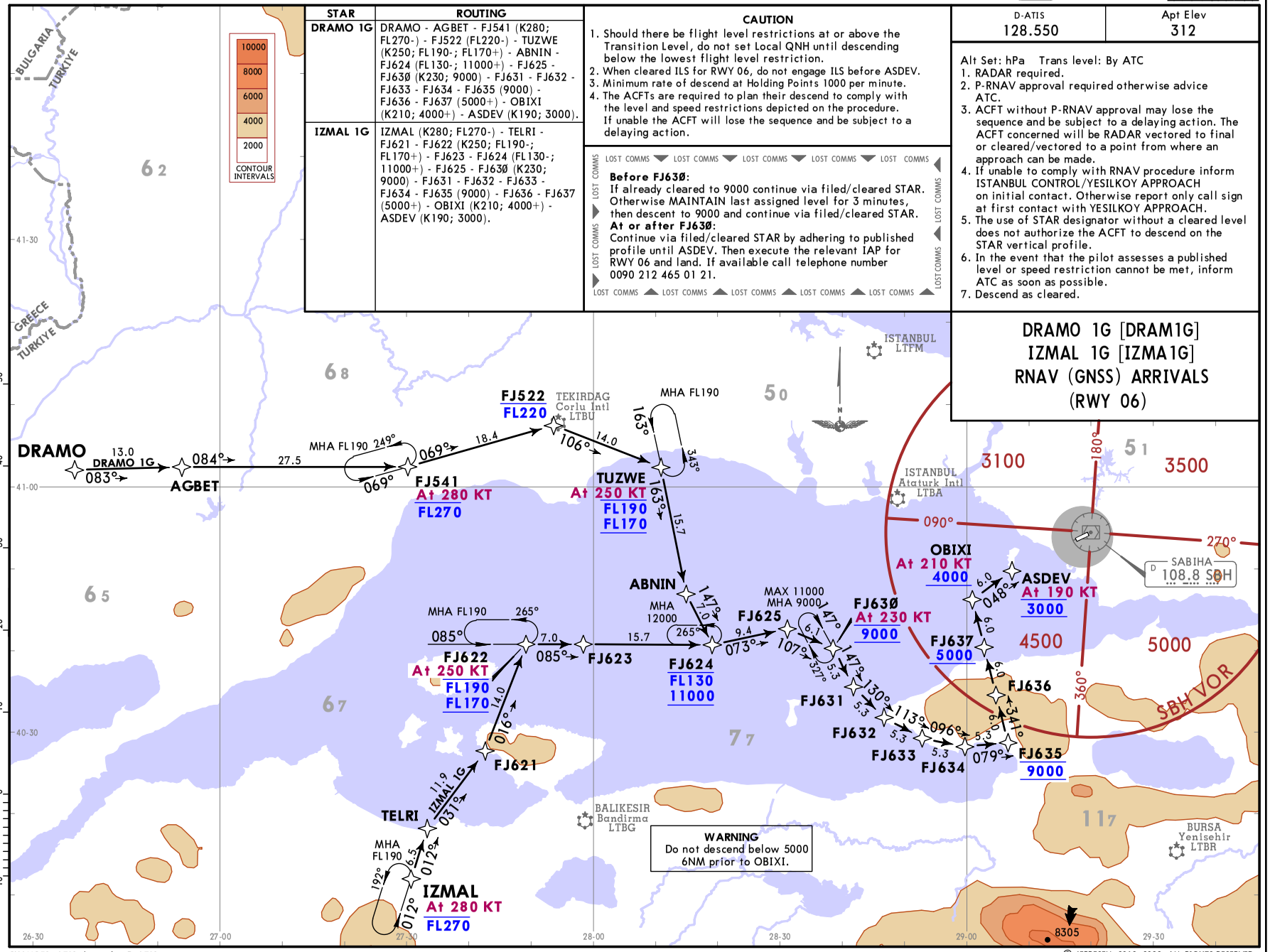
Before FJ63Ø:
If already cleared to 9000 continue via filed/cleared STAR. Otherwise MAINTAIN last assigned level for 3 minutes, then descent to 9000 and continue via filed/cleared STAR.

At or after FJ63Ø:
Continue via filed/cleared STAR by adhering to published profile until ASDEV. Then execute the relevant IAP for RWY 06 and land. If available call telephone number 0090 212 465 01 21.

D-ATIS	Apt Elev
128.550	312

Alt Set: hPa Trans level: By ATC
1. RADAR required.
2. P-RNAV approval required otherwise advice 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 an approach can be made.
4. If unable to comply with RNAV procedure inform ISTANBUL CONTROL/YESILKOY APPROACH on initial contact. Otherwise report only call sign at first contact with YESILKOY APPROACH.
5. The use of STAR designator without a cleared level does not authorize the ACFT to descend on the STAR vertical profile.
6. In the event that the pilot assesses a published level or speed restriction cannot be met, inform ATC as soon as possible.
7. Descend as cleared.

DRAMO 1G [DRAM1G]
IZMAL 1G [IZMA1G]
RNAV (GNSS) ARRIVALS
(RWY 06)



CHANGES: ATIS changed to D-ATIS, country name.

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN ISTANBUL, TURKIYE
12 MAY 23 (20-2B) Eff 18 May
RNAV STAR

STAR	ROUTING
DRAMO 2G	DRAMO - AGBET - FJ541 (K280; FL270-) - FJ522 (FL220-) - TUZWE (K250; FL190-; FL170+) - ABNIN - FJ624 (FL130-; 11000+) - FJ625 - FJ63Ø (K230; 9000) - FJ631 - FJ632 - FJ633 - FJ634 - FJ635 (9000) - FJ636 - FJ637 (5500+) - OBIXI (K210; 4000+).
IZMAL 2G	IZMAL (K280; FL270-) - TELRI - FJ621 - FJ622 (K250; FL190-; FL170+) - FJ623 - FJ624 (FL130-; 11000+) - FJ625 - FJ63Ø (K230; 9000) - FJ631 - FJ632 - FJ633 - FJ634 - FJ635 (9000) - FJ636 - FJ637 (5500+) - OBIXI (K210; 4000+).

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 RWY 06L/R, do not engage ILS before IF.
3. Minimum rate of descend at Holding Points 1000 per minute.
4. The ACFTs are required to plan their descend to comply with the level and speed restrictions depicted on the procedure. If unable the ACFT will lose the sequence and be subject to a delaying action.

LOST COMMS

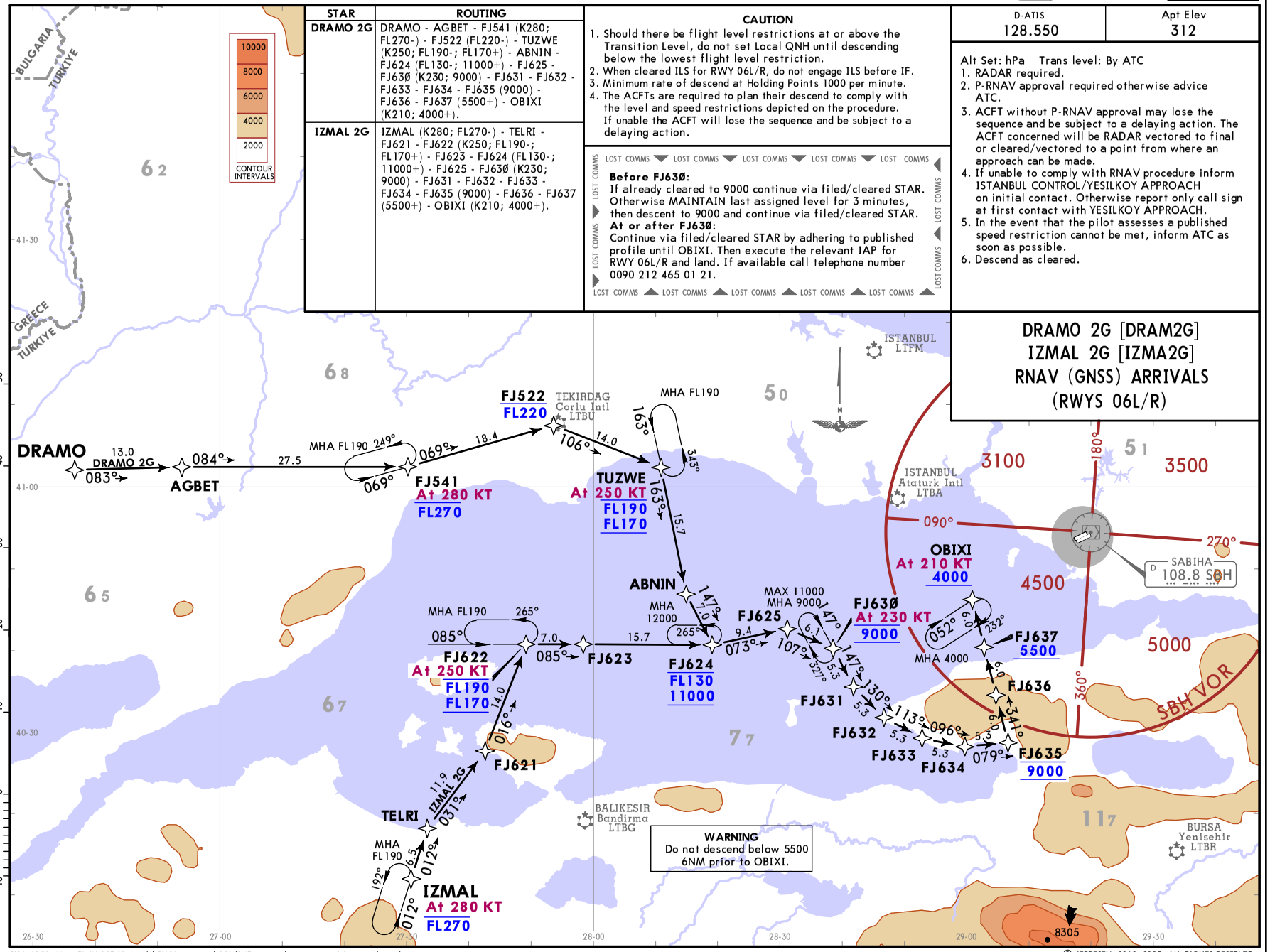
Before FJ63Ø:
If already cleared to 9000 continue via filed/cleared STAR. Otherwise MAINTAIN last assigned level for 3 minutes, then descent to 9000 and continue via filed/cleared STAR.

At or after FJ63Ø:
Continue via filed/cleared STAR by adhering to published profile until OBIXI. Then execute the relevant IAP for RWY 06L/R and land. If available call telephone number 0090 212 465 01 21.

D-ATIS	Apt Elev
128.550	312

Alt Set: hPa Trans level: By ATC
1. RADAR required.
2. P-RNAV approval required otherwise advice 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 an approach can be made.
4. If unable to comply with RNAV procedure inform ISTANBUL CONTROL/YESILKOY APPROACH on initial contact. Otherwise report only call sign at first contact with YESILKOY APPROACH.
5. In the event that the pilot assesses a published speed restriction cannot be met, inform ATC as soon as possible.
6. Descend as cleared.

DRAMO 2G [DRAM2G]
IZMAL 2G [IZMA2G]
RNAV (GNSS) ARRIVALS
(RWYS 06L/R)



CHANGES: New RWY 06R/24L, old RWY renamed 06L/24R, procedures revised & renumbered.

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN
4 NOV 22 (20-2C)

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 RWY 06, do not engage ILS before ASDEV.
3. Minimum rate of descend at Holding Points 1000 per minute.
4. The ACFTs are required to plan their descend to comply with the level and speed restrictions depicted on the procedure. If unable the ACFT will lose the sequence and be subject to a delaying action.

STAR	ROUTING
GINLI 1G	GINLI - ATVAS - ENFEZ (K280; FL270-) - REBAH - TUZWE (K250; FL190-; FL170+) - ABNIN - FJ624 (FL130-; 11000+) - FJ625 - FJ63Ø (K230; 9000) - FJ631 - FJ632 - FJ633 - FJ634 - FJ635 (9000) - FJ636 - FJ637 (5000+) - OBIXI (K210; 4000+) - ASDEV (K190; 3000).
IBODU 1G	IBODU - FJ521 (K280; FL270-) - FJ522 (FL220-) - TUZWE (K250; FL190-; FL170+) - ABNIN - FJ624 (FL130-; 11000+) - FJ625 - FJ63Ø (K230; 9000) - FJ631 - FJ632 - FJ633 - FJ634 - FJ635 (9000) - FJ636 - FJ637 (5000+) - OBIXI (K210; 4000+) - ASDEV (K190; 3000).

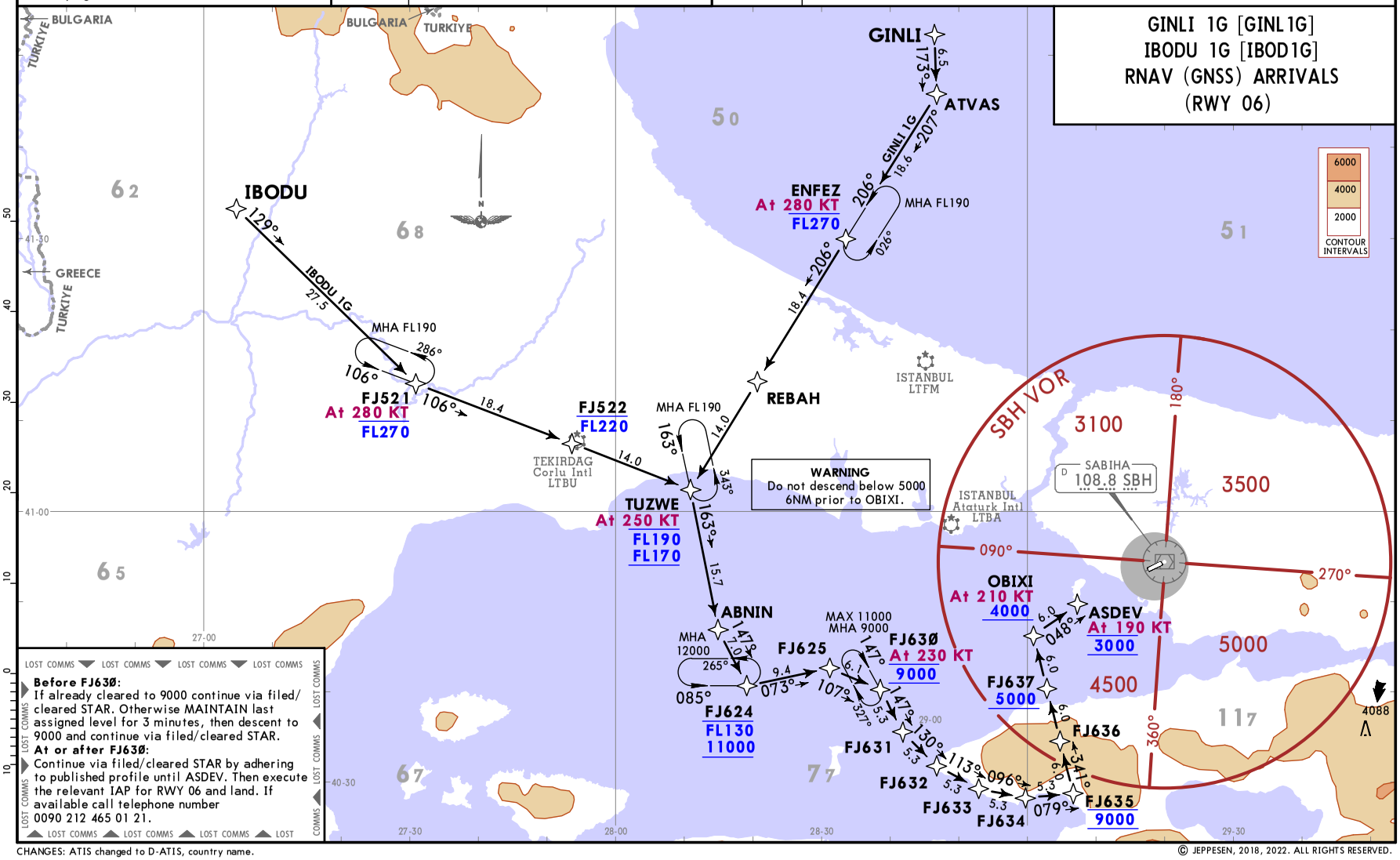
D-ATIS
128.550

Apt Elev
312

Alt Set: hPa Trans level: By ATC

1. RADAR required.
2. P-RNAV approval required otherwise advice 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 with RNAV procedure, inform ISTANBUL CONTROL/YESILKOY APPROACH on initial contact. Otherwise report only call sign at first contact with YESILKOY APPROACH.
5. The use of STAR designator without a cleared level does not authorize the ACFT to descend on the STAR vertical profile.
6. In the event that the pilot assesses a published level or speed restriction cannot be met, inform ATC as soon as possible.
7. Descend as cleared.

GINLI 1G [GINL1G]
IBODU 1G [IBOD1G]
RNAV (GNSS) ARRIVALS
(RWY 06)



CHANGES: ATIS changed to D-ATIS, country name.

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN 12 MAY 23 (20-2C) Eff 18 May

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 RWY 06L/R, do not engage ILS before IF.
3. Minimum rate of descend at Holding Points 1000 per minute.
4. The ACFTs are required to plan their descend to comply with the level and speed restrictions depicted on the procedure. If unable the ACFT will lose the sequence and be subject to a delaying action.

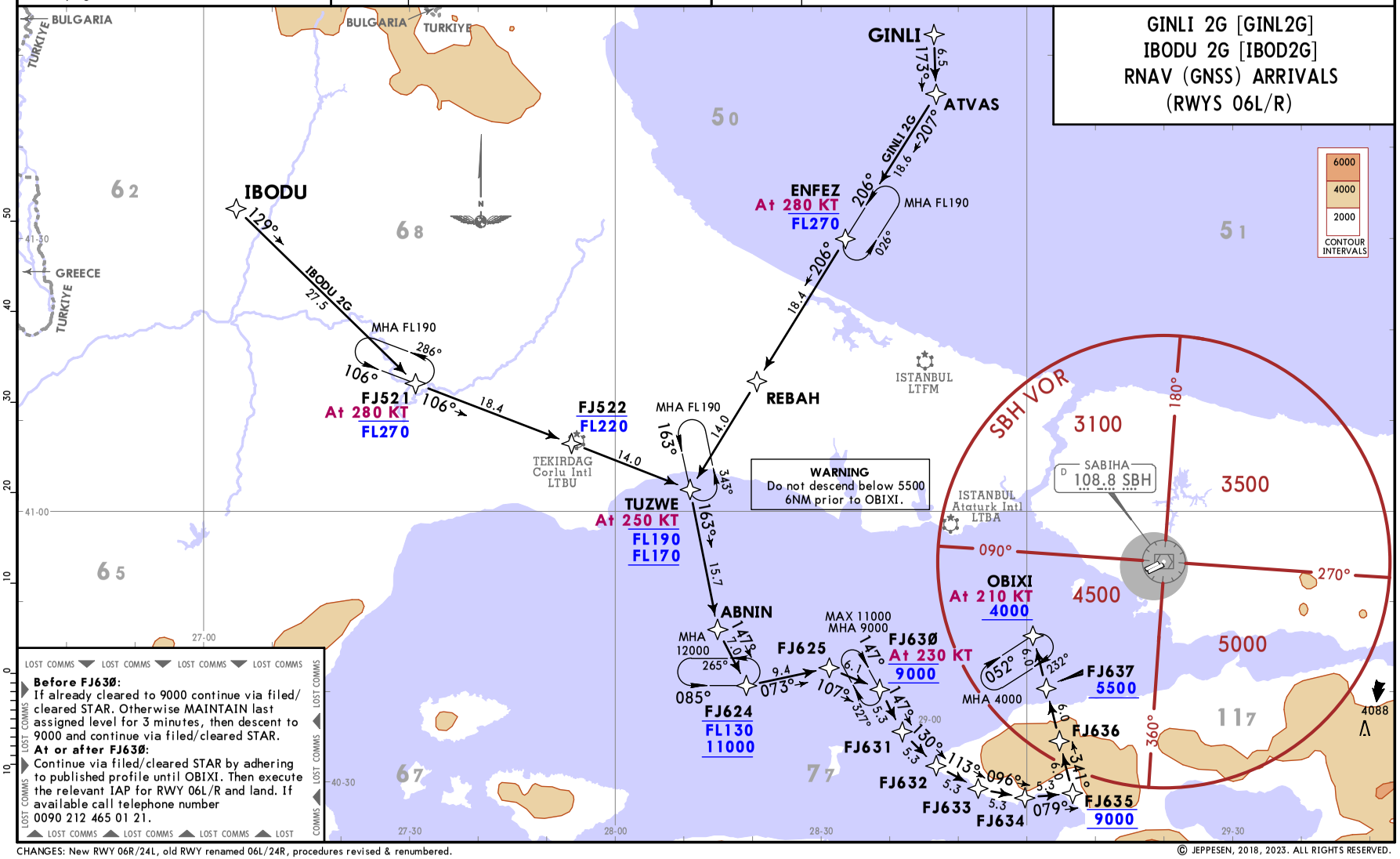
STAR	ROUTING
GINLI 2G	GINLI - ATVAS - ENFEZ (K280; FL270-) - REBAH - TUZWE (K250; FL190-; FL170+) - ABNIN - FJ624 (FL130-; 11000+) - FJ625 - FJ63Ø (K230; 9000) - FJ631 - FJ632 - FJ633 - FJ634 - FJ635 (9000) - FJ636 - FJ637 (5500+) - OBIXI (K210; 4000+).
IBODU 2G	IBODU - FJ521 (K280; FL270-) - FJ522 (FL220-) - TUZWE (K250; FL190-; FL170+) - ABNIN - FJ624 (FL130-; 11000+) - FJ625 - FJ63Ø (K230; 9000) - FJ631 - FJ632 - FJ633 - FJ634 - FJ635 (9000) - FJ636 - FJ637 (5500+) - OBIXI (K210; 4000+).

D-ATIS 128.550

Apt Elev 312

Alt Set: hPa Trans level: By ATC
1. RADAR required.
2. P-RNAV approval required otherwise advice 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 with RNAV procedure, inform ISTANBUL CONTROL/YESILKOY APPROACH on initial contact. Otherwise report only call sign at first contact with YESILKOY APPROACH.
5. In the event that the pilot assesses a published speed restriction cannot be met, inform ATC as soon as possible.
6. Descend as cleared.

GINLI 2G [GINL2G]
IBODU 2G [IBOD2G]
RNAV (GNSS) ARRIVALS
(RWYS 06L/R)



CHANGES: New RWY 06R/24L, old RWY renamed 06L/24R, procedures revised & renumbered.

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN ISTANBUL, TURKIYE
12 MAY 23 (20-2D) Eff 18 May
RNAV STAR

STAR	ROUTING
DRAMO 2U	DRAMO - BARPE - GUBUL - LAMVU - FJ47Ø - FJ471 (K280; FL280-) - FJ472 - FJ473 (FL210-; FL200+) - FJ474 (K250; FL170+) - RERSU (FL150-; FL140+) - FJ475 - FJ476 (K230; 10000) - FJ48Ø - FJ481 - FJ482 - FJ483 - FJ484 - FJ485 (10000) - FJ486 - FJ487 (6500+) - OKIPI (K220; 6000-; 5000+).
IZMAL 2H	IZMAL - TELRI - FJ621 - FJ47Ø - FJ471 (K280; FL280-) - FJ472 - FJ473 (FL210-; FL200+) - FJ474 (K250; FL170+) - RERSU (FL150-; FL140+) - FJ475 - FJ476 (K230; 10000) - FJ48Ø - FJ481 - FJ482 - FJ483 - FJ484 - FJ485 (10000) - FJ486 - FJ487 (6500+) - OKIPI (K220; 6000-; 5000+).

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 RWY 24L/R, do not engage ILS before IF.
3. Minimum rate of descend at Holding Points 1000 per minute.
4. The ACFTs are required to plan their descend to comply with the level and speed restrictions depicted on the procedure. If unable the ACFT will lose the sequence and be subject to a delaying action.

NOT TO SCALE

10000 / 8000 / 6000 / 4000 / 2000 CONTOUR INTERVALS

DRAMO
BARPE
GUBUL
LAMVU
FJ47Ø
FJ471 At 280 KT FL280
FJ472
FJ473 FL210 FL200
FJ474 At 250 KT FL170
FJ475
RERSU FL150 FL140
FJ476 At 230 KT 10000
FJ48Ø
FJ481
FJ482
FJ483
FJ484
FJ485 10000
FJ486
FJ487 6500
OKIPI At 220 KT 6000 5000
FJ621
TELRI
IZMAL
ISTANBUL Ataturk Intl LTBA
SABIHA 108.8 SBH
SBH VOR
KOCAELI Cengiz Topel LTBQ
BALIKESIR Bandirma LTBG
MHA FL190
MHA FL150
MAX 6000 MHA 5000
MAX FL140 MHA 10000

WARNING
Do not descend below 6500 6NM prior to OKIPI.

D-ATIS	Apt Elev
128.550	312

Alt Set: hPa Trans level: By ATC
1. RADAR required.
2. P-RNAV approval required otherwise advice 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 an approach can be made.
4. If unable to comply with RNAV procedure inform ISTANBUL CONTROL/YESILKOY APPROACH on initial contact. Otherwise report only call sign at first contact with YESILKOY APPROACH.
5. In the event that the pilot assesses a published speed restriction cannot be met, inform ATC as soon as possible.
6. Descend as cleared.

LOST COMMS

Before FJ476:
If already cleared to 10000 continue via filed/cleared STAR. Otherwise MAINTAIN last assigned level for 3 minutes, then descent to 10000 and continue via filed/cleared STAR.

At or after FJ476:
Continue via filed/cleared STAR by adhering to published profile until OKIPI. Then execute the relevant IAP for RWY 24L/R and land. If available call telephone number 0090 212 465 01 21.

DRAMO 2U [DRAM2U]
IZMAL 2H [IZMA2H]
RNAV (GNSS) ARRIVALS
(RWYS 24L/R)

CHANGES: New RWY 06R/24L, old RWY renamed 06L/24R, procedures revised & renumbered.

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN ISTANBUL, TURKIYE
4 NOV 22 (20-2D) RNAV STAR

STAR	ROUTING
DRAMO 1U	DRAMO - BARPE - GUBUL - LAMVU - FJ47Ø - FJ471 (K280; FL280-) - FJ472 - FJ473 (FL210-; FL200+) - FJ474 (K250; FL170+) - RERSU (FL150-; FL140+) - FJ475 - FJ476 (K230; 10000) - FJ48Ø - FJ481 - FJ482 - FJ483 - FJ484 - FJ485 (10000) - FJ486 - FJ487 (6500+) - OKIPI (K220; 6000-; 5000+) - KINDR - BEMKA (K190; 3500).
IZMAL 1H	IZMAL - TELRI - FJ621 - FJ47Ø - FJ471 (K280; FL280-) - FJ472 - FJ473 (FL210-; FL200+) - FJ474 (K250; FL170+) - RERSU (FL150-; FL140+) - FJ475 - FJ476 (K230; 10000) - FJ48Ø - FJ481 - FJ482 - FJ483 - FJ484 - FJ485 (10000) - FJ486 - FJ487 (6500+) - OKIPI (K220; 6000-; 5000+) - KINDR - BEMKA (K190; 3500).

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 RWY 24, do not engage ILS before BEMKA.
3. Minimum rate of descend at Holding Points 1000 per minute.
4. The ACFTs are required to plan their descend to comply with the level and speed restrictions depicted on the procedure. If unable the ACFT will lose the sequence and be subject to a delaying action.

NOT TO SCALE

10000 / 8000 / 6000 / 4000 / 2000 CONTOUR INTERVALS

DRAMO
17.9 106°
BARPE
18.9 121°
GUBUL
9.9 DRAMO 1U 116°
LAMVU
078° 20.1
FJ47Ø
28.0 087°
MHA FL190 267°
087°
FJ471
At 280 KT
FL280
21.6
FJ472
MHA FL190
9.1 259° 101°
079°
FJ473
FL210
FL200
14.3
079°
FJ474
At 250 KT
FL170
11.0
MHA FL150 259°
11.0
FJ475
FJ485
10000
FJ484
FJ483
FJ486
FJ487
6500
FJ482
FJ481
FJ48Ø
FJ476
At 230 KT
10000
RERSU
FL150
FL140
OKIPI
At 220 KT
6000
5000
KINDR
BEMKA
At 190 KT
3500
SABIHA
108.8 SBH
ISTANBUL Atatürk Intl LTBA
KOCAELI Cengiz Topel LTBQ
SBH VOR
3100
3500
4500
5000
MAX FL140
MHA 10000
FJ621
17.1
IZMAL 1H
11.9 031°
TELRI
6.5 012°
IZMAL
BALIKESIR Bandırma LTBG
8305

WARNING
Do not descend below 6500 6NM prior to OKIPI.

LOST COMMS

Before FJ476:
If already cleared to 10000 continue via filed/cleared STAR. Otherwise MAINTAIN last assigned level for 3 minutes, then descent to 10000 and continue via filed/cleared STAR.

At or after FJ476:
Continue via filed/cleared STAR by adhering to published profile until BEMKA. Then execute the relevant IAP for RWY 24 and land. If available call telephone number 0090 212 465 01 21.

D-ATIS	Apt Elev
128.550	312

Alt Set: hPa Trans level: By ATC
1. RADAR required.
2. P-RNAV approval required otherwise advice 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 an approach can be made.
4. If unable to comply with RNAV procedure inform ISTANBUL CONTROL/YESILKOY APPROACH on initial contact. Otherwise report only call sign at first contact with YESILKOY APPROACH.
5. The use of STAR designator without a cleared level does not authorize the ACFT to descend on the STAR vertical profile.
6. In the event that the pilot assesses a published level or speed restriction cannot be met, inform ATC as soon as possible.
7. Descend as cleared.

DRAMO 1U [DRAM1U]
IZMAL 1H [IZMA1H]
RNAV (GNSS) ARRIVALS
(RWY 24)

CHANGES: ATIS changed to D-ATIS, country name.

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN
4 NOV 22 (20-2E)

ISTANBUL, TURKIYE
RNAV STAR

D-ATIS	Apt Elev
128.550	312

Alt Set: hPa Trans level: By ATC
1. RADAR required.
2. P-RNAV approval required otherwise advice 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 with RNAV procedure, inform ISTANBUL CONTROL/YESILKOY APPROACH on initial contact. Otherwise report only call sign at first contact with YESILKOY APPROACH.
5. The use of STAR designator without a cleared level does not authorize the ACFT to descend on the STAR vertical profile.
6. In the event that the pilot assesses a published level or speed restriction cannot be met, inform ATC as soon as possible.
7. Descend as cleared.

ETAMP 1H [ETAM1H]
GUMRU 1H [GUMR1H]
TOKER 1H [TOKE1H]
RNAV (GNSS) ARRIVALS
(RWY 24)

Before FJ476:
If already cleared to 10000 continue via filed/cleared STAR. Otherwise MAINTAIN last assigned level for 3 minutes, then descent to 10000 and continue via filed/cleared STAR.

At or after FJ476:
Continue via filed/cleared STAR by adhering to published profile until BEMKA. Then execute the relevant IAP for RWY 24 and land. If available call telephone number 0090 212 465 01 21.

LOST COMMS

STAR	ROUTING
ETAMP 1H	ETAMP - EMGIM - FJ971 (K280; FL250-) - FJ972 - FJ973 (FL210-; FL200+) - FJ474 (K250; FL170+) - RERSU (FL150-; FL140+) - FJ475 - FJ476 (K230; 10000) - FJ48Ø - FJ481 - FJ482 - FJ483 - FJ484 - FJ485 (10000) - FJ486 - FJ487 (6500+) - OKIPI (K220; 6000-; 5000+) - KINDR - BEMKA (K190; 3500).
GUMRU 1H	GUMRU - FJ771 (K280; FL260-) - FJ772 - FJ773 (FL210-; FL200+) - FJ774 (K250) - TUSCA (FL150-; FL140+) - FJ775 - FJ476 (K230; 10000) - FJ48Ø - FJ481 - FJ482 - FJ483 - FJ484 - FJ485 (10000) - FJ486 - FJ487 (6500+) - OKIPI (K220; 6000-; 5000+) - KINDR - BEMKA (K190; 3500).
TOKER 1H	TOKER (K280; FL250-) - FJ821 (FL210-; FL200+)- EVRUG (K250) - LANTU (FL150-; FL140+) - FJ475 - FJ476 (K230; 10000) - FJ48Ø - FJ481 - FJ482 - FJ483 - FJ484 - FJ485 (10000) - FJ486 - FJ487 (6500+) - OKIPI (K220; 6000-; 5000+) - KINDR - BEMKA (K190; 3500).

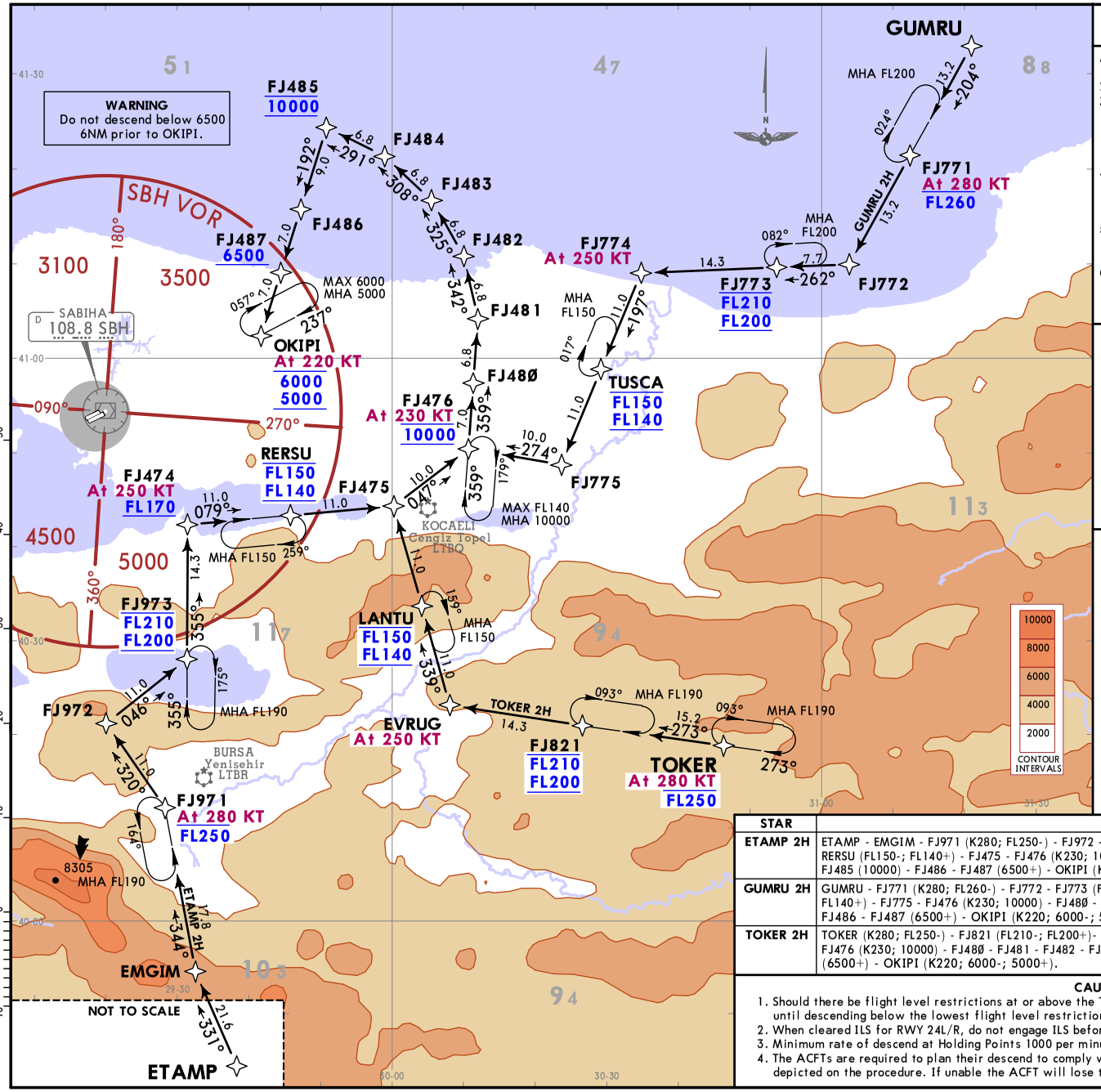
CAUTION
1. Should there be flight level restrictions at or above the Transition Level, do not set Local QNH until descending below the lowest flight level restriction.
2. When cleared ILS for RWY 24, do not engage ILS before BEMKA.
3. Minimum rate of descend at Holding Points 1000 per minute.
4. The ACFTs are required to plan their descend to comply with the level and speed restrictions depicted on the procedure. If unable the ACFT will lose the sequence and be subject to a delaying action.

CHANGES: ATIS changed to D-ATIS, country name.

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN
12 MAY 23 (20-2E) Eff 18 May

ISTANBUL, TURKIYE
RNAV STAR



D-ATIS	Apt Elev
128.550	312

Alt Set: hPa Trans level: By ATC

1. RADAR required.
2. P-RNAV approval required otherwise advice 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 with RNAV procedure, inform ISTANBUL CONTROL/YESILKOY APPROACH on initial contact. Otherwise report only call sign at first contact with YESILKOY APPROACH.
5. In the event that the pilot assesses a published speed restriction cannot be met, inform ATC as soon as possible.
6. Descend as cleared.

ETAMP 2H [ETAM2H]
GUMRU 2H [GUMR2H]
TOKER 2H [TOKE2H]
RNAV (GNSS) ARRIVALS
(RWYS 24L/R)

LOST COMMS

Before FJ476:
If already cleared to 10000 continue via filed/cleared STAR. Otherwise MAINTAIN last assigned level for 3 minutes, then descent to 10000 and continue via filed/cleared STAR.

At or after FJ476:
Continue via filed/cleared STAR by adhering to published profile until OKIPI. Then execute the relevant IAP for RWY 24L/R and land. If available call telephone number 0090 212 465 01 21.

STAR	ROUTING
ETAMP 2H	ETAMP - EMGIM - FJ971 (K280; FL250-) - FJ972 - FJ973 (FL210-; FL200+) - FJ474 (K250; FL170+) - RERSU (FL150-; FL140+) - FJ475 - FJ476 (K230; 10000) - FJ480 - FJ481 - FJ482 - FJ483 - FJ484 - FJ485 (10000) - FJ486 - FJ487 (6500+) - OKIPI (K220; 6000-; 5000+).
GUMRU 2H	GUMRU - FJ771 (K280; FL260-) - FJ772 - FJ773 (FL210-; FL200+) - FJ774 (K250) - TUSCA (FL150-; FL140+) - FJ775 - FJ476 (K230; 10000) - FJ480 - FJ481 - FJ482 - FJ483 - FJ484 - FJ485 (10000) - FJ486 - FJ487 (6500+) - OKIPI (K220; 6000-; 5000+).
TOKER 2H	TOKER (K280; FL250-) - FJ821 (FL210-; FL200+)- EVRUG (K250) - LANTU (FL150-; FL140+) - FJ475 - FJ476 (K230; 10000) - FJ480 - FJ481 - FJ482 - FJ483 - FJ484 - FJ485 (10000) - FJ486 - FJ487 (6500+) - OKIPI (K220; 6000-; 5000+).

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 RWY 24L/R, do not engage ILS before IF.
3. Minimum rate of descend at Holding Points 1000 per minute.
4. The ACFTs are required to plan their descend to comply with the level and speed restrictions depicted on the procedure. If unable the ACFT will lose the sequence and be subject to a delaying action.

CHANGES: New RWY 06R/24L, old RWY renamed 06L/24R, procedures revised & renumbered.

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN ISTANBUL, TURKIYE
12 MAY 23 (20-2F) Eff 18 May
RNAV STAR

STAR	ROUTING
DRAMO 2H	DRAMO - AGBET - FJ59Ø - FJ591 - FJ572 - FJ573 - REDGI (K280; FL270-) - HANCI - FJ574 (K250; FL200-; FL190+) - PITOF - FJ576 - FJ577 (FL140-) - FJ58Ø (K230; 11000) - FJ581 - FJ582 - FJ583 - FJ584 - FJ585 (11000) - FJ586 - PAMZA (6500+) - OKIPI (K220; 6000-; 5000+).
GINLI 2H	GINLI - FJ672 (K280; FL260-) - FJ673 - FJ574 (K250; FL200-; FL190+) - PITOF - FJ576 - FJ577 (FL140-) - FJ58Ø (K230; 11000) - FJ581 - FJ582 - FJ583 - FJ584 - FJ585 (11000) - FJ586 - PAMZA (6500+) - OKIPI (K220; 6000-; 5000+).
IBODU 2H	IBODU - FJ571 - FJ572 - FJ573 - REDGI (K280; FL270-) - HANCI - FJ574 (K250; FL200-; FL190+) - PITOF - FJ576 - FJ577 (FL140-) - FJ58Ø (K230; 11000) - FJ581 - FJ582 - FJ583 - FJ584 - FJ585 (11000) - FJ586 - PAMZA (6500+) - OKIPI (K220; 6000-; 5000+).

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 RWY 24L/R, do not engage ILS before IF.
3. Minimum rate of descend at Holding Points 1000 per minute.
4. The ACFTs are required to plan their descend to comply with the level and speed restrictions depicted on the procedure. If unable the ACFT will lose the sequence and be subject to a delaying action.

LOST COMMS

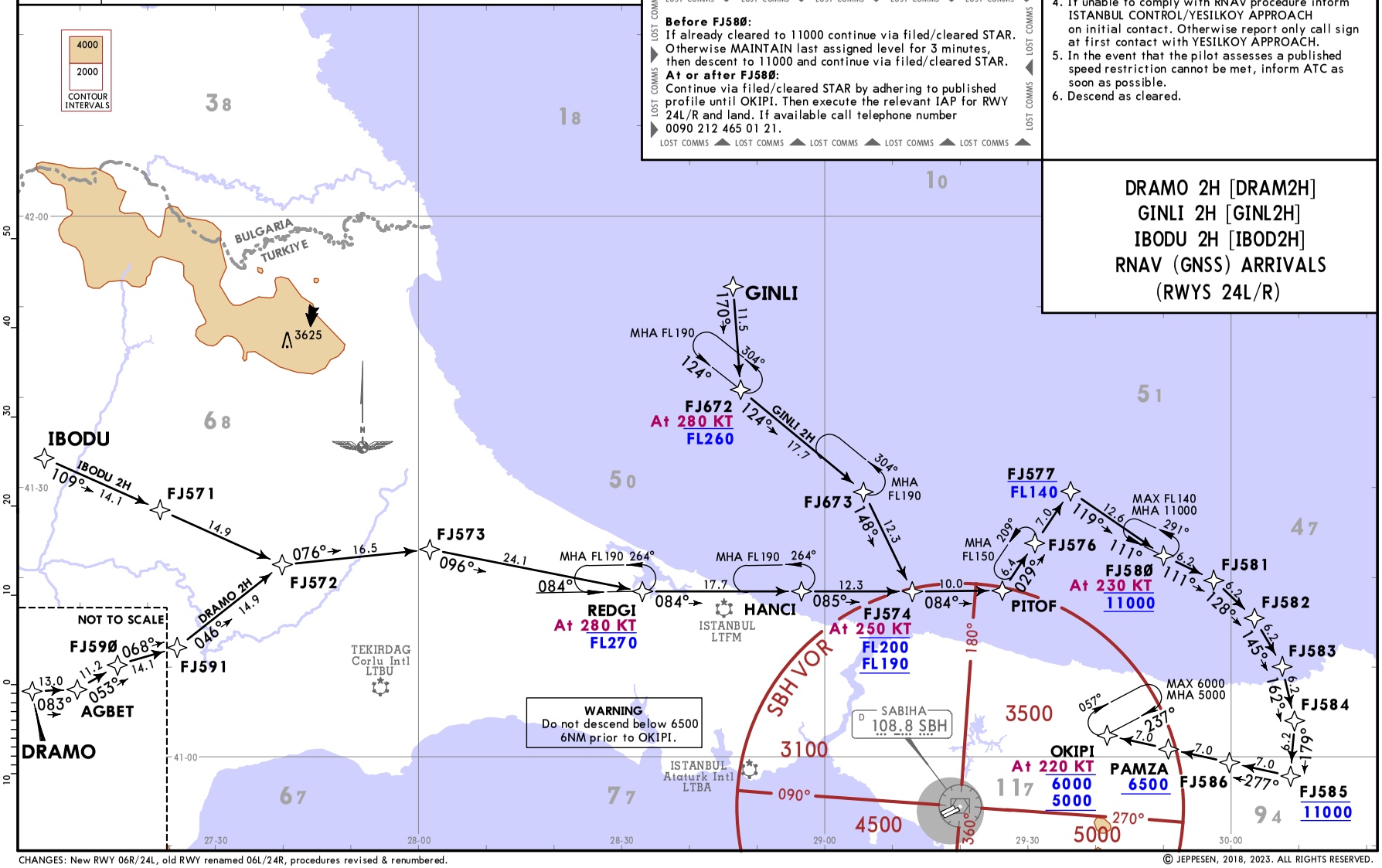
Before FJ58Ø:
If already cleared to 11000 continue via filed/cleared STAR. Otherwise MAINTAIN last assigned level for 3 minutes, then descent to 11000 and continue via filed/cleared STAR.

At or after FJ58Ø:
Continue via filed/cleared STAR by adhering to published profile until OKIPI. Then execute the relevant IAP for RWY 24L/R and land. If available call telephone number 0090 212 465 01 21.

D-ATIS	Apt Elev
128.550	312

Alt Set: hPa Trans level: By ATC
1. RADAR required.
2. P-RNAV approval required otherwise advice 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 an approach can be made.
4. If unable to comply with RNAV procedure inform ISTANBUL CONTROL/YESILKOY APPROACH on initial contact. Otherwise report only call sign at first contact with YESILKOY APPROACH.
5. In the event that the pilot assesses a published speed restriction cannot be met, inform ATC as soon as possible.
6. Descend as cleared.

DRAMO 2H [DRAM2H]
GINLI 2H [GINL2H]
IBODU 2H [IBOD2H]
RNAV (GNSS) ARRIVALS
(RWYS 24L/R)



CHANGES: New RWY 06R/24L, old RWY renamed 06L/24R, procedures revised & renumbered.

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN ISTANBUL, TURKIYE
4 NOV 22 (20-2F)
RNAV STAR

STAR	ROUTING
DRAMO 1H	DRAMO - AGBET - FJ59Ø - FJ591 - FJ572 - FJ573 - REDGI (K280; FL270-) - HANCI - FJ574 (K250; FL200-; FL190+) - PITOF - FJ576 - FJ577 (FL140-) - FJ58Ø (K230; 11000) - FJ581 - FJ582 - FJ583 - FJ584 - FJ585 (11000) - FJ586 - FJ587 (6500+) - OKIPI (K220; 6000-; 5000+) - KINDR - BEMKA (K190; 3500).
GINLI 1H	GINLI - FJ672 (K280; FL260-) - FJ673 - FJ574 (K250; FL200-; FL190+) - PITOF - FJ576 - FJ577 (FL140-) - FJ58Ø (K230; 11000) - FJ581 - FJ582 - FJ583 - FJ584 - FJ585 (11000) - FJ586 - FJ587 (6500+) - OKIPI (K220; 6000-; 5000+) - KINDR - BEMKA (K190; 3500).
IBODU 1H	IBODU - FJ571 - FJ572 - FJ573 - REDGI (K280; FL270-) - HANCI - FJ574 (K250; FL200-; FL190+) - PITOF - FJ576 - FJ577 (FL140-) - FJ58Ø (K230; 11000) - FJ581 - FJ582 - FJ583 - FJ584 - FJ585 (11000) - FJ586 - FJ587 (6500+) - OKIPI (K220; 6000-; 5000+) - KINDR - BEMKA (K190; 3500).

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 RWY 24, do not engage ILS before BEMKA.
3. Minimum rate of descend at Holding Points 1000 per minute.
4. The ACFTs are required to plan their descend to comply with the level and speed restrictions depicted on the procedure. If unable the ACFT will lose the sequence and be subject to a delaying action.

LOST COMMS

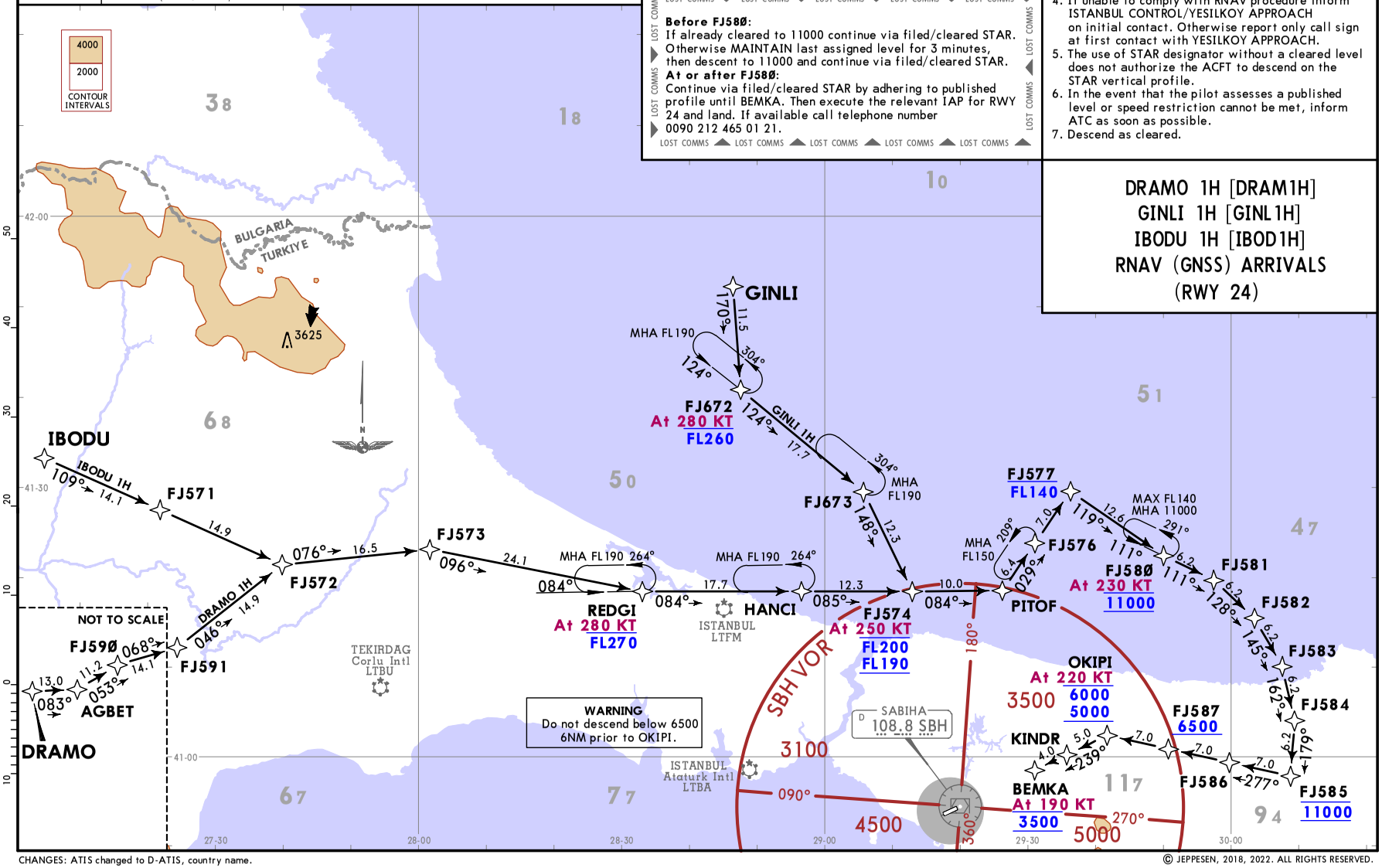
Before FJ58Ø:
If already cleared to 11000 continue via filed/cleared STAR. Otherwise MAINTAIN last assigned level for 3 minutes, then descent to 11000 and continue via filed/cleared STAR.

At or after FJ58Ø:
Continue via filed/cleared STAR by adhering to published profile until BEMKA. Then execute the relevant IAP for RWY 24 and land. If available call telephone number 0090 212 465 01 21.

D-ATIS	Apt Elev
128.550	312

Alt Set: hPa Trans level: By ATC
1. RADAR required.
2. P-RNAV approval required otherwise advice 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 an approach can be made.
4. If unable to comply with RNAV procedure inform ISTANBUL CONTROL/YESILKOY APPROACH on initial contact. Otherwise report only call sign at first contact with YESILKOY APPROACH.
5. The use of STAR designator without a cleared level does not authorize the ACFT to descend on the STAR vertical profile.
6. In the event that the pilot assesses a published level or speed restriction cannot be met, inform ATC as soon as possible.
7. Descend as cleared.

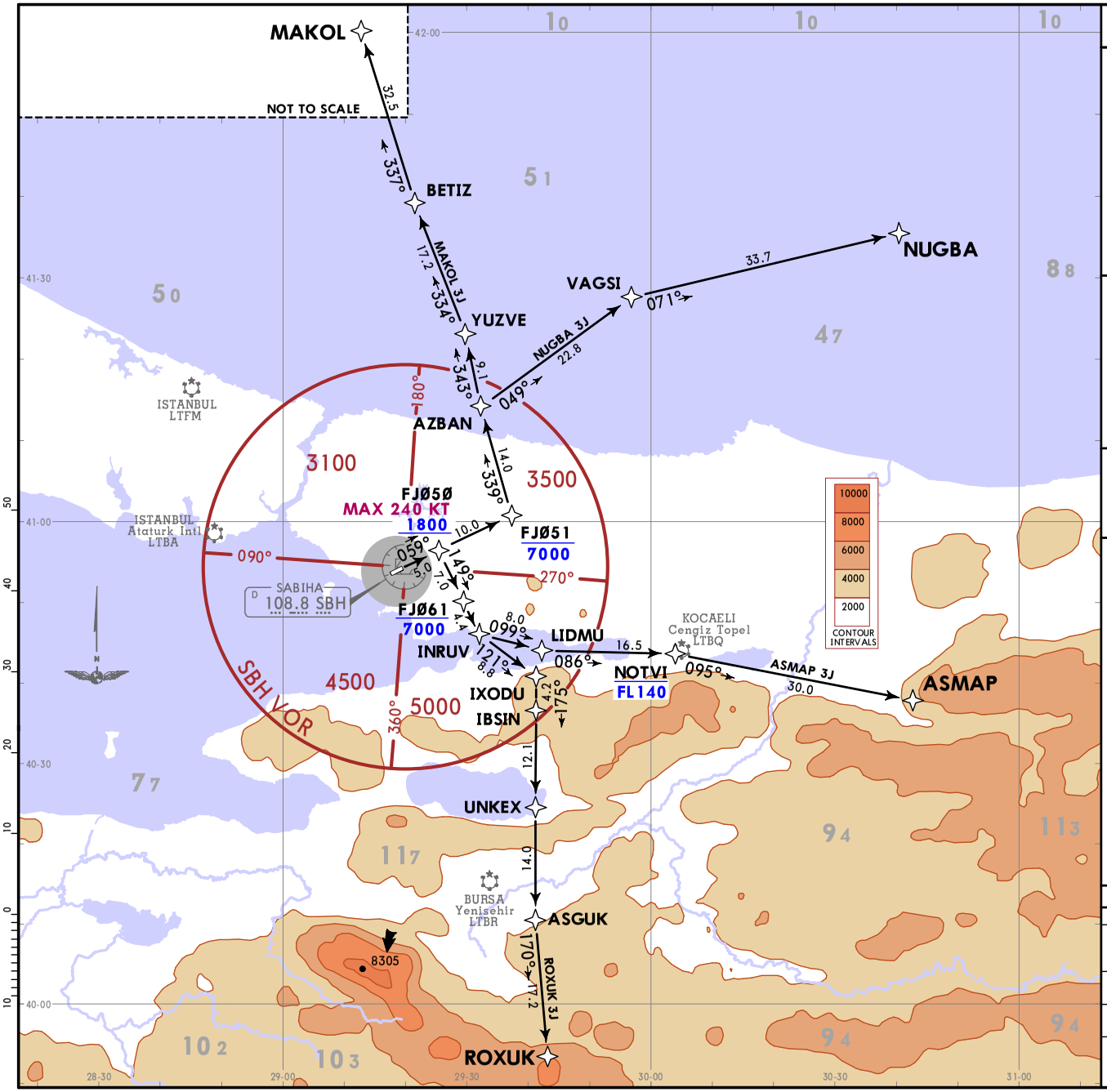
DRAMO 1H [DRAM1H]
GINLI 1H [GINL1H]
IBODU 1H [IBOD1H]
RNAV (GNSS) ARRIVALS
(RWY 24)



CHANGES: ATIS changed to D-ATIS, country name.

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN ISTANBUL, TURKIYE
4 NOV 22 (20-3)
RNAV SID



YESILKOY Approach/Radar	Apt Elev
126.425 127.825	312

Trans alt: 12000
1. RADAR required.
2. P-RNAV approval required otherwise advice ATC.
3. After take off IMMEDIATELY contact YESILKOY RADAR.
4. The use of SID designator without a cleared level does not authorize the ACFT to climb on the SID vertical profile.
5. In the event that the pilot assesses a published level or speed restriction cannot be met, inform ATC as soon as possible.
6. No turn prior to DER.
7. Check ATIS for current frequency.

ASMAP 3J [ASMA3J]
MAKOL 3J [MAKO3J]
NUGBA 3J [NUGB3J]
ROXUK 3J [ROXU3J]
RNAV (GNSS) DEPARTURES
(RWY 06)

CAUTION
1. Report only call sign at first contact with YESILKOY RADAR.
2. ACFT are required to comply with the level and speed restrictions depicted on the procedure.

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

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

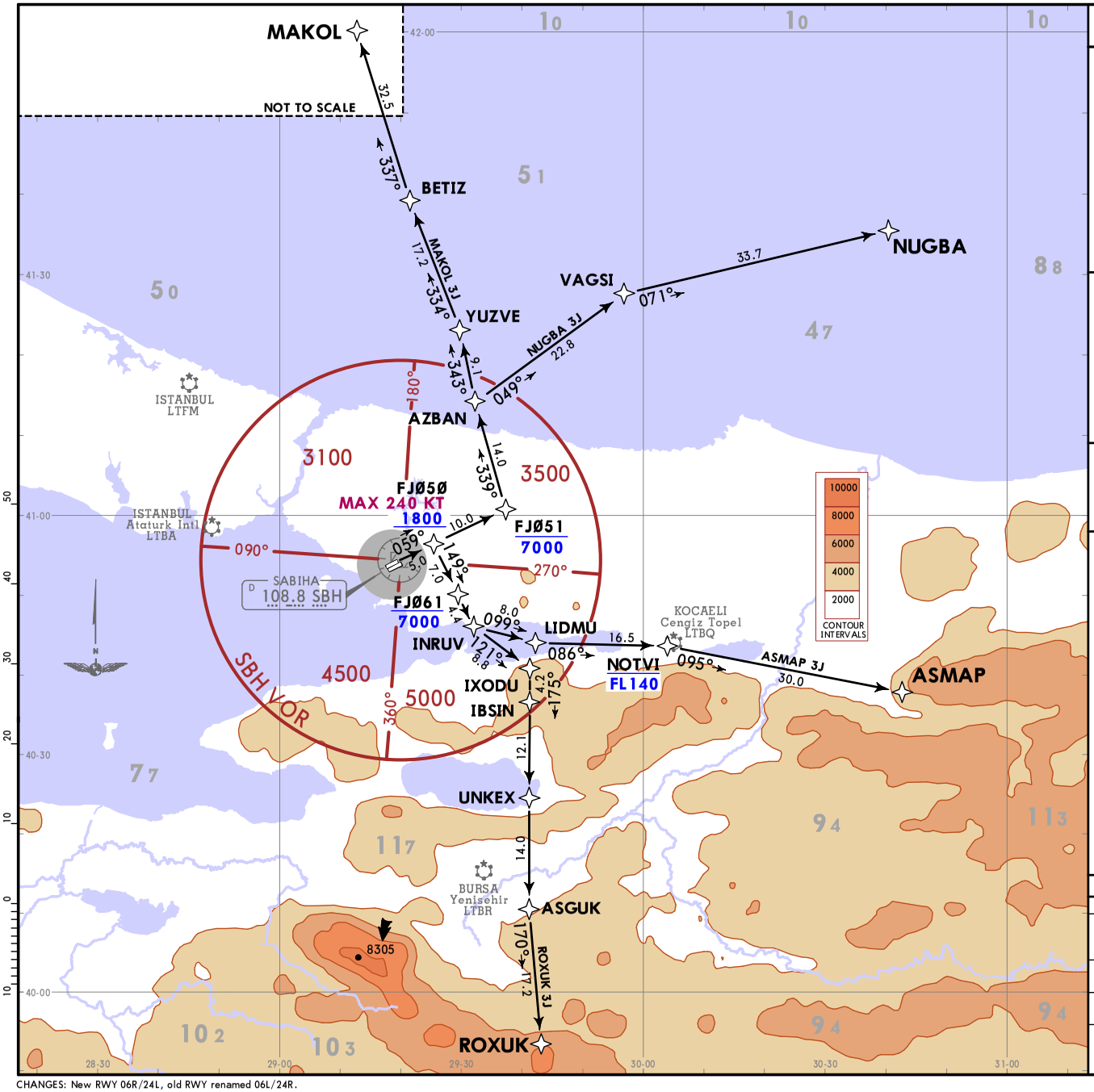
Initial climb clearance **7000**

SID	ROUTING
ASMAP 3J	FJØ5Ø (K240-; 1800+) - FJØ61 (7000-) - INRUV - LIDMU - NOTVI (FL140-) - ASMAP.
MAKOL 3J	FJØ5Ø (K240-; 1800+) - FJ051 (7000-) - AZBAN - YUZVE - BETIZ - MAKOL.
NUGBA 3J	FJØ5Ø (K240-; 1800+) - FJ051 (7000-) - AZBAN - VAGSI - NUGBA.
ROXUK 3J	FJØ5Ø (K240-; 1800+) - FJØ61 (7000-) - INRUV - IXODU - IBSIN - UNKEX - ASGUK - ROXUK.

CHANGES: Country name.

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN ISTANBUL, TURKIYE
12 MAY 23 | 20-3 | Eff 18 May | RNAV SID



YESILKOY Approach/Radar	Apt Elev
126.425 127.825	312

Trans alt: 12000
1. RADAR required.
2. P-RNAV approval required otherwise advice ATC.
3. After take off IMMEDIATELY contact YESILKOY RADAR.
4. The use of SID designator without a cleared level does not authorize the ACFT to climb on the SID vertical profile.
5. In the event that the pilot assesses a published level or speed restriction cannot be met, inform ATC as soon as possible.
6. No turn prior to DER.
7. Check ATIS for current frequency.

ASMAP 3J [ASMA3J]
MAKOL 3J [MAKO3J]
NUGBA 3J [NUGB3J]
ROXUK 3J [ROXU3J]
RNAV (GNSS) DEPARTURES
(RWY 06L)

CAUTION
1. Report only call sign at first contact with YESILKOY RADAR.
2. ACFT are required to comply with the level and speed restrictions depicted on the procedure.

These SIDs require a minimum climb gradient of 5.0% (304 FT/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 **7000**

SID	ROUTING
ASMAP 3J	FJØ5Ø (K240-; 1800+) - FJØ61 (7000-) - INRUV - LIDMU - NOTVI (FL140-) - ASMAP.
MAKOL 3J	FJØ5Ø (K240-; 1800+) - FJ051 (7000-) - AZBAN - YUZVE - BETIZ - MAKOL.
NUGBA 3J	FJØ5Ø (K240-; 1800+) - FJ051 (7000-) - AZBAN - VAGSI - NUGBA.
ROXUK 3J	FJØ5Ø (K240-; 1800+) - FJØ61 (7000-) - INRUV - IXODU - IBSIN - UNKEX - ASGUK - ROXUK.

CHANGES: New RWY 06R/24L, old RWY renamed 06L/24R.

LTFJ/SAW
SABIHA GOKCEN INTL

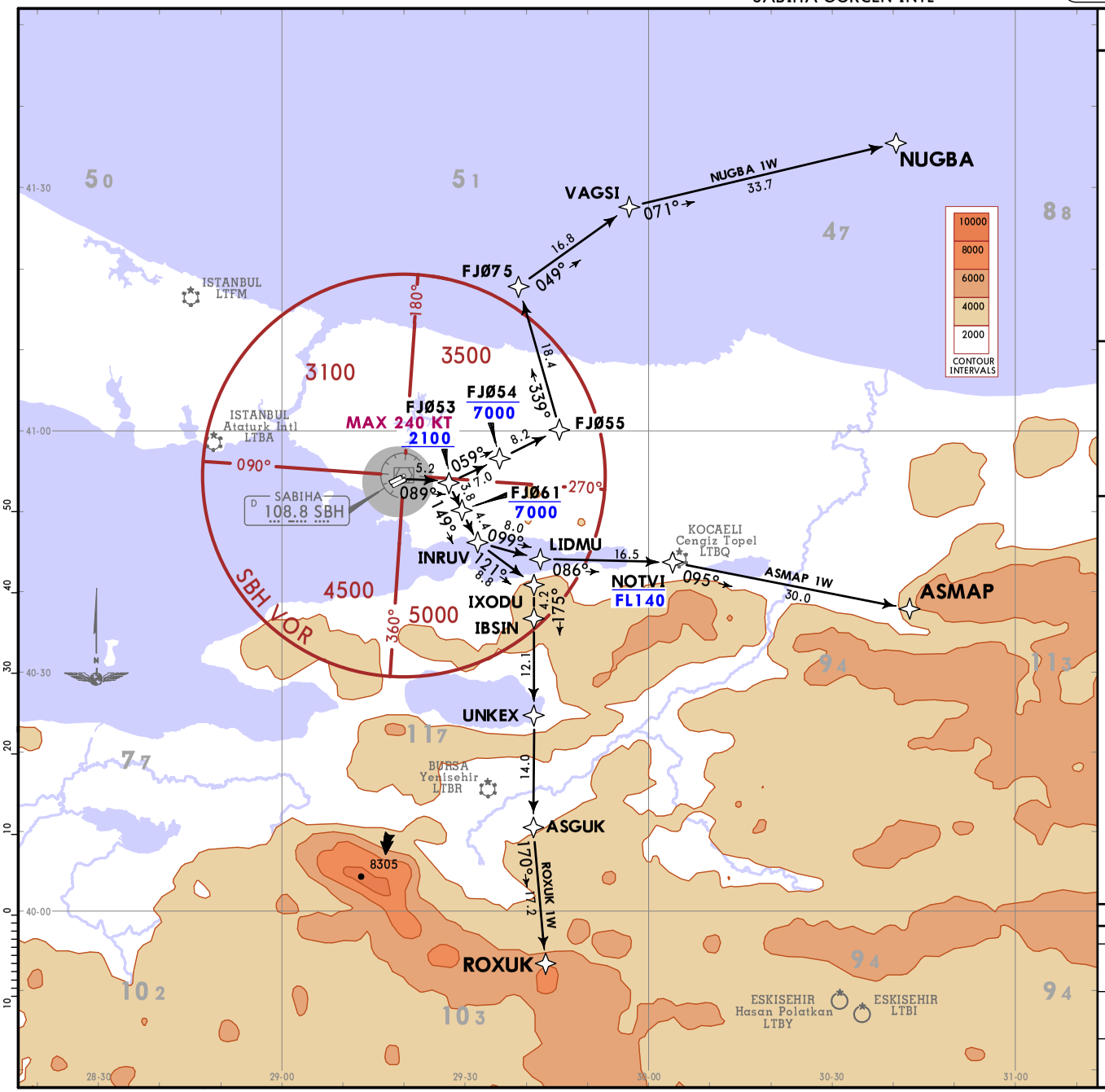
JEPPESEN
12 MAY 23 (20-3A) Eff 18 May

ISTANBUL, TURKIYE
RNAV SID

YESILKOY Approach/Radar	Apt Elev
126.425 127.825	312

Trans alt: 12000
1. RADAR required.
2. P-RNAV approval required otherwise advice ATC.
3. After take off IMMEDIATELY contact YESILKOY RADAR.
4. The use of SID designator without a cleared level does not authorize the ACFT to climb on the SID vertical profile.
5. In the event that the pilot assesses a published level or speed restriction cannot be met, inform ATC as soon as possible.
6. Check ATIS for current frequency.
7. CAUTION: Report only call sign and SID designator at first contact with YESILKOY RADAR.
8. CAUTION: ACFT are required to comply with the level and speed restrictions depicted on the procedure.
9. No turn before DER.

ASMAP 1W [ASMA1W]
NUGBA 1W [NUGB1W]
ROXUK 1W [ROXU1W]
RNAV (GNSS) DEPARTURES
(RWY 06R)



These SIDs require a minimum climb gradient of
7.0% (425 FT/NM) up to 950, then
5.0% (304 FT/NM) up to 8000.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

Initial climb clearance **6000**

SID	ROUTING
ASMAP 1W	(950+) - FJØ53 (K240-; 2100+) - FJØ61 (7000-) - INRUV - LIDMU - NOTVI (FL140-) - ASMAP.
NUGBA 1W	(950+) - FJØ53 (K240-; 2100+) - FJØ54 (7000-) - FJØ55 - FJØ75 - VAGSI - NUGBA.
ROXUK 1W	(950+) - FJØ53 (K240-; 2100+) - FJØ61 (7000-) - INRUV - IXODU - IBSIN - UNKEX - ASGUK - ROXUK.

CHANGES: New procedures for new RWY 06R.

YESILKOY Approach/Radar	Apt Elev
126.425 127.825	312

BARPE 3J [BARP3J]
IVGUS 3J [IVGU3J]
RNAV (GNSS) DEPARTURES
(RWY 06)

CAUTION
1. Report only call sign at first contact with YESILKOY RADAR.
2. ACFT are required to comply with the level and speed restrictions depicted on the procedure.

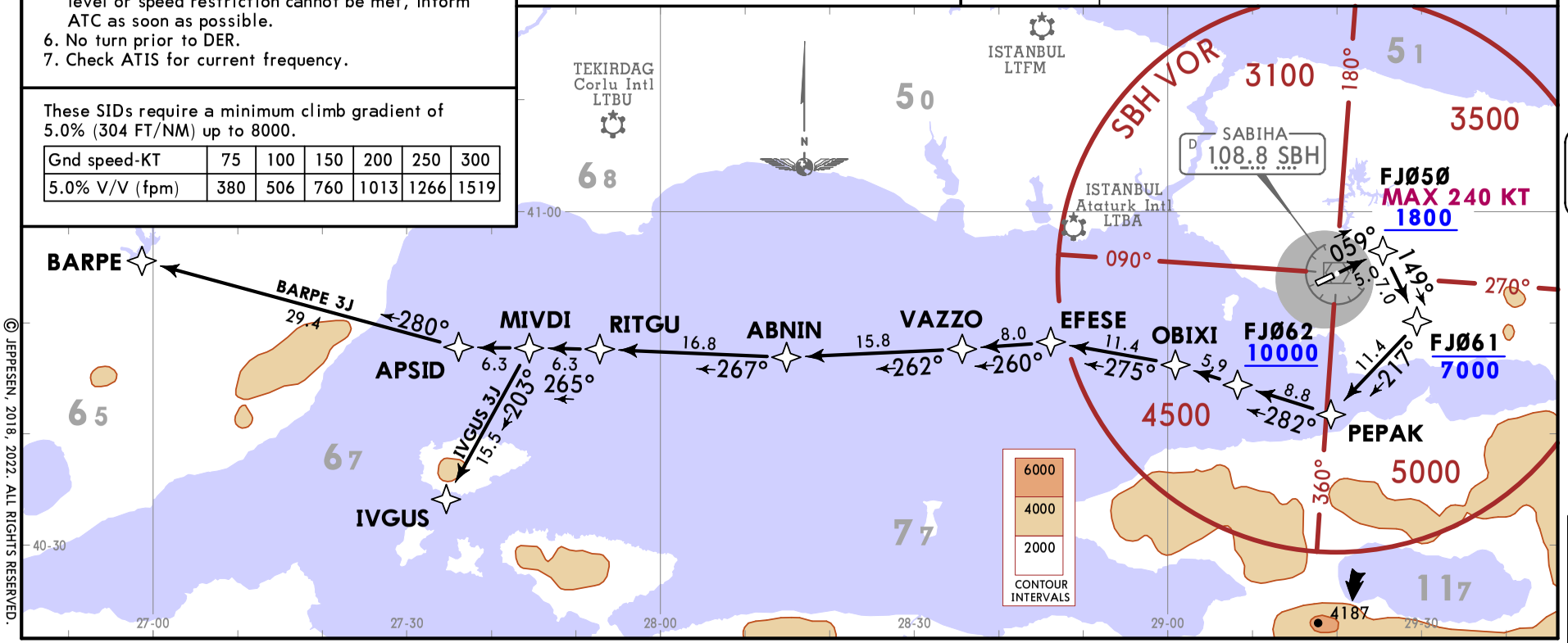
Initial climb clearance **7000**

SID	ROUTING
BARPE 3J	FJØ5Ø (K240-; 1800+) - FJØ61 (7000-) - PEPAK - FJØ62 (10000+) - OBIXI - EFESE - VAZZO - ABNIN - RITGU - MIVDI - APSID - BARPE.
IVGUS 3J	FJØ5Ø (K240-; 1800+) - FJØ61 (7000-) - PEPAK - FJØ62 (10000+) - OBIXI - EFESE - VAZZO - ABNIN - RITGU - MIVDI - IVGUS.

Trans alt: 12000
1. RADAR required.
2. P-RNAV approval required otherwise advice ATC.
3. After take off IMMEDIATELY contact YESILKOY RADAR.
4. The use of SID designator without a cleared level does not authorize the ACFT to climb on the SID vertical profile.
5. In the event that the pilot assesses a published level or speed restriction cannot be met, inform ATC as soon as possible.
6. No turn prior to DER.
7. Check ATIS for current frequency.

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

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



CHANGES: Country name.

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN ISTANBUL, TURKIYE
4 NOV 22 (20-3B)
RNAV SID

YESILKOY Approach/Radar	Apt Elev
126.425 127.825	312

Trans alt: 12000
1. RADAR required.
2. P-RNAV approval required otherwise advice ATC.
3. After take off IMMEDIATELY contact YESILKOY RADAR.
4. The use of SID designator without a cleared level does not authorize the ACFT to climb on the SID vertical profile.
5. In the event that the pilot assesses a published level or speed restriction cannot be met, inform ATC as soon as possible.
6. No turn prior to DER.
7. Check ATIS for current frequency.

IBLAL 3J [IBLA3J]
TUDBU 3J [TUDB3J]
VADEN 3J [VADE3J]
RNAV (GNSS) DEPARTURES
(RWY 06)

CAUTION

1. Report only call sign at first contact with YESILKOY RADAR.
2. ACFT are required to comply with the level and speed restrictions depicted on the procedure.

These SIDs require a minimum climb gradient of 5.0% (304 FT/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 **7000**

SID	ROUTING
IBLAL 3J	FJØ5Ø (K240-; 1800+) - FJØ51 (7000-) - AZBAN - YUZVE - BETIZ - NUSGI - REKNU - IBLAL.
TUDBU 3J	FJØ5Ø (K240-; 1800+) - FJØ51 (7000-) - AZBAN - YUZVE - BETIZ - INPAP - EROVA - GITVO - GOVGU - UNLIR - TUDBU.
VADEN 3J	FJØ5Ø (K240-; 1800+) - FJØ51 (7000-) - AZBAN - YUZVE - BETIZ - INPAP - EROVA - GITVO - GOVGU - ACCUA - VADEN.

CHANGES: Country name.

YESILKOY Approach/Radar		Apt Elev
126.425	127.825	312

Trans alt: 12000
1. RADAR required.
2. P-RNAV approval required otherwise advice ATC.
3. After take off IMMEDIATELY contact YESILKOY RADAR.
4. The use of SID designator without a cleared level does not authorize the ACFT to climb on the SID vertical profile.
5. In the event that the pilot assesses a published level or speed restriction cannot be met, inform ATC as soon as possible.
6. No turn prior to DER.
7. Check ATIS for current frequency.

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

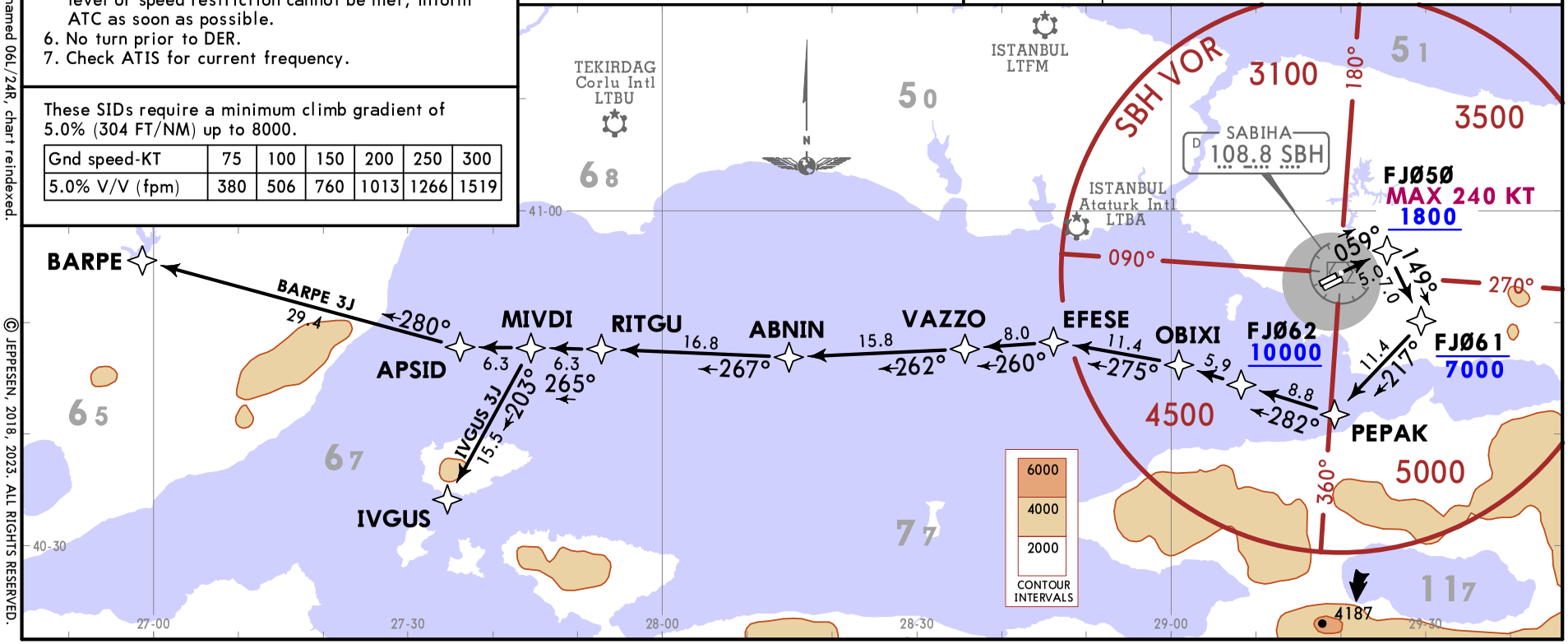
Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

BARPE 3J [BARP3J]
IVGUS 3J [IVGU3J]
RNAV (GNSS) DEPARTURES
(RWY 06L)

CAUTION
1. Report only call sign at first contact with YESILKOY RADAR.
2. ACFT are required to comply with the level and speed restrictions depicted on the procedure.

Initial climb clearance **7000**

SID	ROUTING
BARPE 3J	FJØ5Ø (K240-; 1800+) - FJØ61 (7000-) - PEPAK - FJØ62 (10000+) - OBIXI - EFESE - VAZZO - ABNIN - RITGU - MIVDI - APSID - BARPE.
IVGUS 3J	FJØ5Ø (K240-; 1800+) - FJØ61 (7000-) - PEPAK - FJØ62 (10000+) - OBIXI - EFESE - VAZZO - ABNIN - RITGU - MIVDI - IVGUS.



CHANGES: New RWY 06R/24L, old RWY renamed 06L/24R, chart reindexed.

CHANGES: New procedures for new RWY 06R.

YESILKOY Approach/Radar	Apt Elev
126.425 127.825	312

Trans alt: 12000
1. RADAR required.
2. P-RNAV approval required otherwise advice ATC.
3. After take off IMMEDIATELY contact YESILKOY RADAR. 4. The use of SID designator without a cleared level does not authorize the ACFT to climb on the SID vertical profile. 5. In the event that the pilot assesses a published level or speed restriction cannot be met, inform ATC as soon as possible. 6. Check ATIS for current frequency. 7. CAUTION: Report only call sign and SID designator at first contact with YESILKOY RADAR. 8. CAUTION: ACFT are required to comply with then level and speed restrictions depicted on the procedure. 9. No turn before DER.

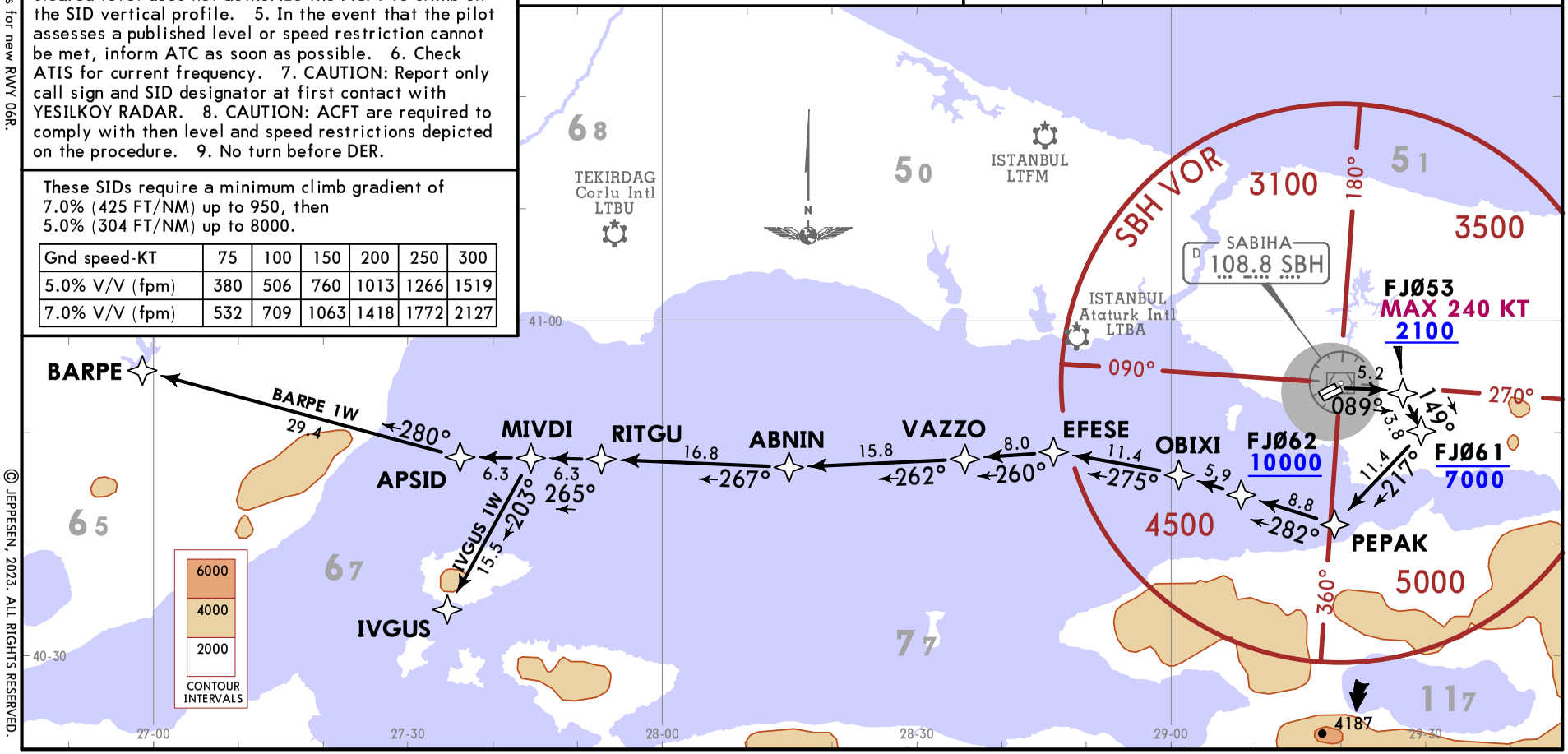
These SIDs require a minimum climb gradient of
7.0% (425 FT/NM) up to 950, then
5.0% (304 FT/NM) up to 8000.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

BARPE 1W [BARP1W]
IVGUS 1W [IVGU1W]
RNAV (GNSS) DEPARTURES
(RWY 06R)

Initial climb clearance **6000**

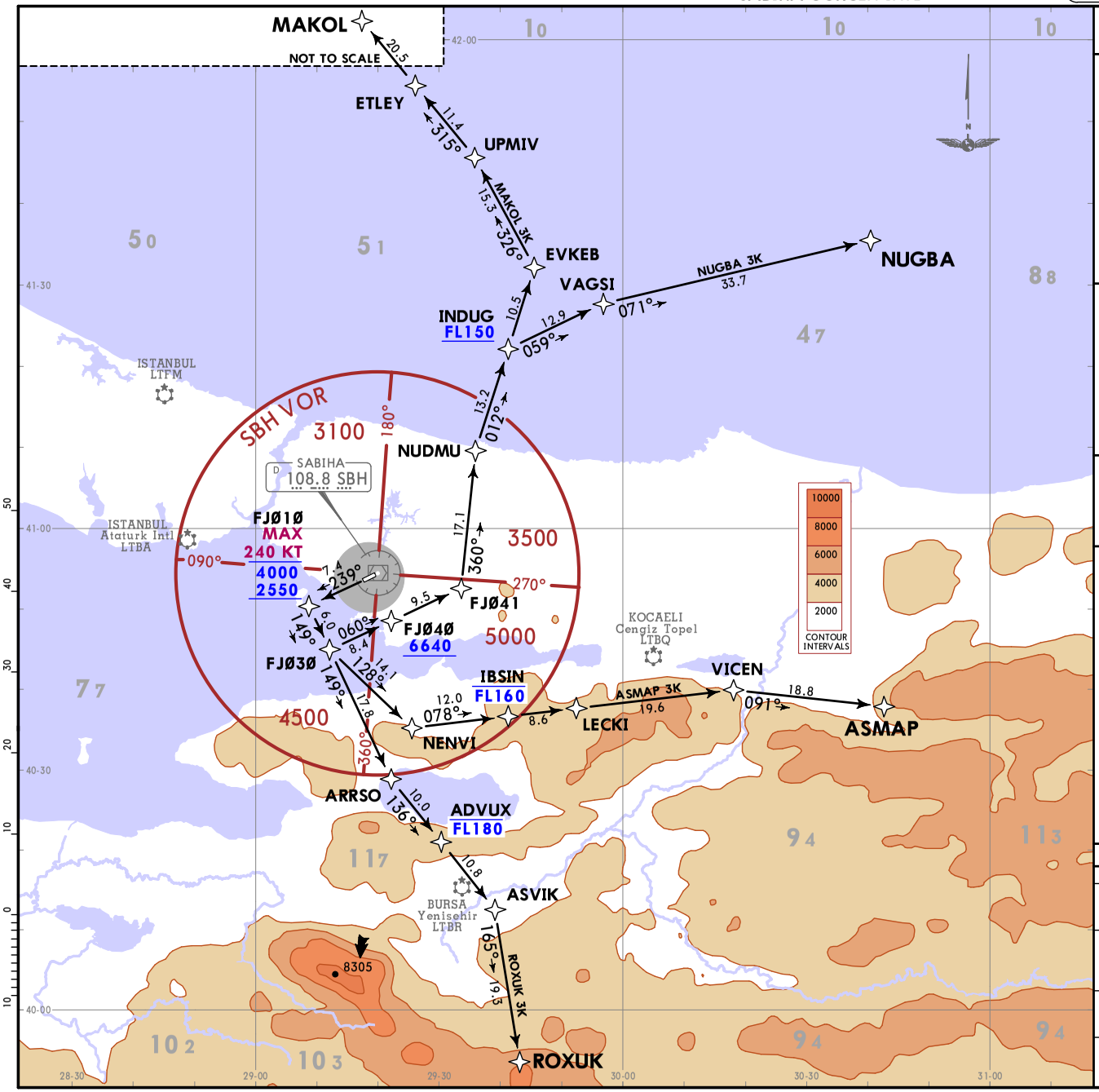
SID	ROUTING
BARPE 1W	(950+) - FJØ53 (K240-; 2100+) - FJØ61 (7000-) - PEPAK - FJØ62 (10000+) - OBIXI - EFESE - VAZZO - ABNIN - RITGU - MIVDI - APSID - BARPE.
IVGUS 1W	(950+) - FJØ53 (K240-; 2100+) - FJØ61 (7000-) - PEPAK - FJØ62 (10000+) - OBIXI - EFESE - VAZZO - ABNIN - RITGU - MIVDI - IVGUS.



LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN
4 NOV 22 (20-3C)

ISTANBUL, TURKIYE
RNAV SID



YESILKOY Approach/Radar	Apt Elev
126.425 127.825	312

Trans alt: 12000
1. RADAR required.
2. P-RNAV approval required otherwise advice ATC.
3. After take off IMMEDIATELY contact YESILKOY RADAR.
4. The use of SID designator without a cleared level does not authorize the ACFT to climb on the SID vertical profile.
5. In the event that the pilot assesses a published level or speed restriction cannot be met, inform ATC as soon as possible.
6. No turn prior to DER.
7. Check ATIS for current frequency.

ASMAP 3K [ASMA3K]
MAKOL 3K [MAKO3K]
NUGBA 3K [NUGB3K]
ROXUK 3K [ROXU3K]
RNAV (GNSS) DEPARTURES
(RWY 24)

CAUTION
1. Report only call sign at first contact with YESILKOY RADAR.
2. ACFT are required to comply with the level and speed restrictions depicted on the procedure.

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

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

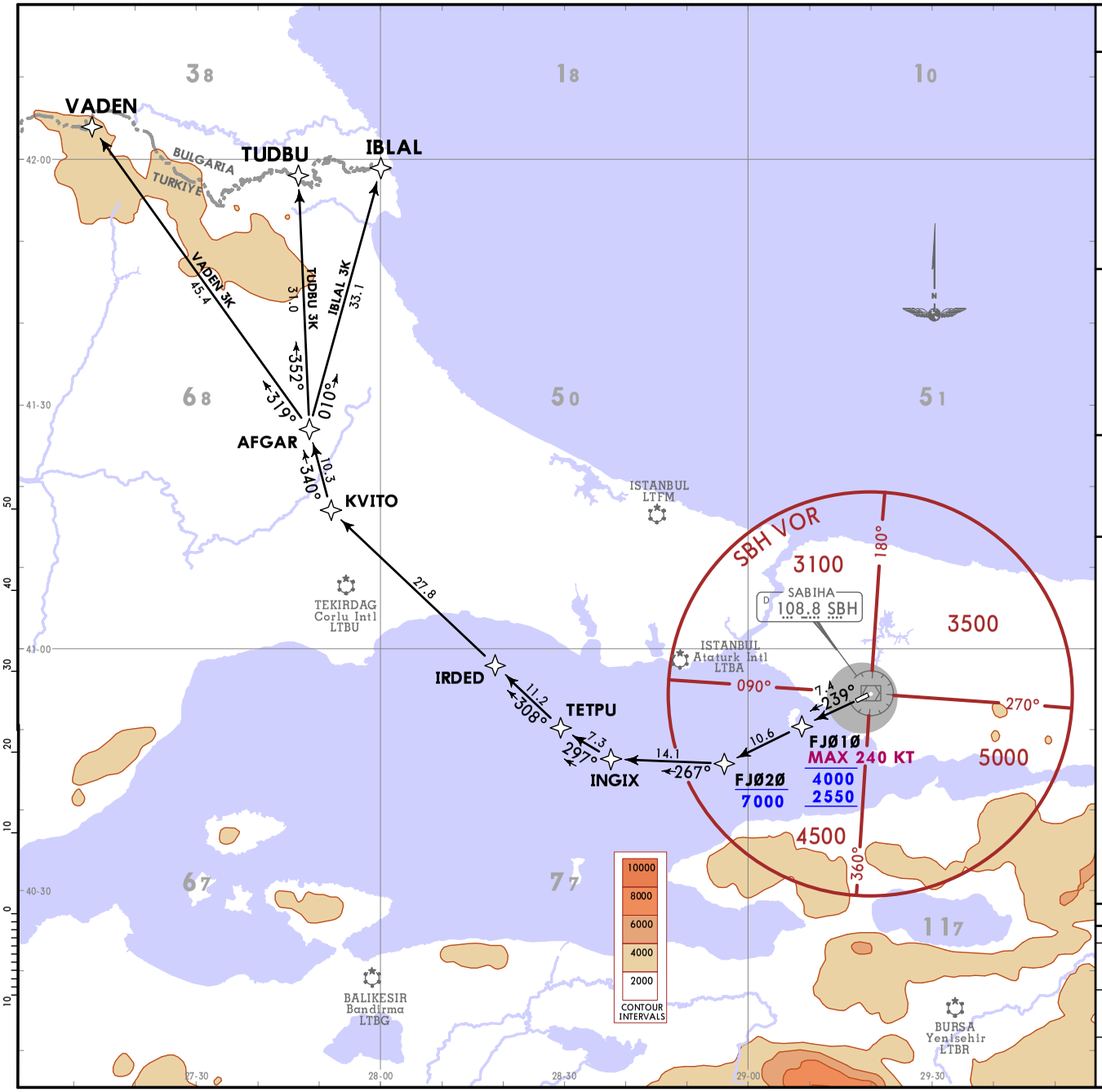
Initial climb clearance **7000**

SID	ROUTING
ASMAP 3K	FJØ1Ø (K240-; 2550+; 4000-) - FJØ3Ø - NENVI - IBSIN (FL160-) - LECKI - VICEN - ASMAP.
MAKOL 3K	FJØ1Ø (K240-; 2550+; 4000-) - FJØ3Ø - FJØ4Ø (6640+) - FJØ41 - NUDMU - INDUG (FL150+) - EVKEB - UPMIV - ETLEY - MAKOL.
NUGBA 3K	FJØ1Ø (K240-; 2550+; 4000-) - FJØ3Ø - FJØ4Ø (6640+) - FJØ41 - NUDMU - INDUG (FL150+) - VAGSI - NUGBA.
ROXUK 3K	FJØ1Ø (K240-; 2550+; 4000-) - FJØ3Ø - ARRSO - ADVUX (FL180-) - ASVIK - ROXUK.

CHANGES: Country name.

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN ISTANBUL, TURKIYE
4 NOV 22 (20-3D)
RNAV SID



YESILKOY Approach/Radar	Apt Elev
126.425 127.825	312

Trans alt: 12000
1. RADAR required.
2. P-RNAV approval required otherwise advice ATC.
3. After take off IMMEDIATELY contact YESILKOY RADAR.
4. The use of SID designator without a cleared level does not authorize the ACFT to climb on the SID vertical profile.
5. In the event that the pilot assesses a published level or speed restriction cannot be met, inform ATC as soon as possible.
6. No turn prior to DER.
7. Check ATIS for current frequency.

IBLAL 3K [IBLA3K]
TUDBU 3K [TUDB3K]
VADEN 3K [VADE3K]
RNAV (GNSS) DEPARTURES
(RWY 24)

CAUTION

1. Report only call sign at first contact with YESILKOY RADAR.
2. ACFT are required to comply with the level and speed restrictions depicted on the procedure.

These SIDs require a minimum climb gradient of 5.0% (304 FT/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 **7000**

SID	ROUTING
IBLAL 3K	FJØ1Ø (K240-; 2550+; 4000-) - FJØ2Ø (7000-) - INGIX - TETPU - IRDED - KVITO - AFGAR - IBLAL.
TUDBU 3K	FJØ1Ø (K240-; 2550+; 4000-) - FJØ2Ø (7000-) - INGIX - TETPU - IRDED - KVITO - AFGAR - TUDBU.
VADEN 3K	FJØ1Ø (K240-; 2550+; 4000-) - FJØ2Ø (7000-) - INGIX - TETPU - IRDED - KVITO - AFGAR - VADEN.

CHANGES: Country name.

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN ISTANBUL, TURKIYE
12 MAY 23 (20-3D) Eff 18 May RNAV SID

YESILKOY Approach/Radar	Apt Elev
126.425 127.825	312

Trans alt: 12000
1. RADAR required.
2. P-RNAV approval required otherwise advice ATC.
3. After take off IMMEDIATELY contact YESILKOY RADAR.
4. The use of SID designator without a cleared level does not authorize the ACFT to climb on the SID vertical profile.
5. In the event that the pilot assesses a published level or speed restriction cannot be met, inform ATC as soon as possible.
6. No turn prior to DER.
7. Check ATIS for current frequency.

IBLAX 3J [IBLA3J]
TUDBU 3J [TUDB3J]
VADEN 3J [VADE3J]
RNAV (GNSS) DEPARTURES
(RWY 06L)

CAUTION
1. Report only call sign at first contact with YESILKOY RADAR.
2. ACFT are required to comply with the level and speed restrictions depicted on the procedure.

VADEN
TUDBU
IBLAX
UNLIR
REKNU
NUSGI
BETIZ
ACCUA
GOVGU
GITVO
EROVA
INPAP
YUZVE
AZBAN
FJØ51
7000
FJØ5Ø
MAX 240 KT
1800
SABIHA
108.8 SBH
SBH VOR
BULGARIA
TURKIYE
ISTANBUL LTFM
TEKIRDAG Corlu Intl LTBU
ISTANBUL Ataturk Intl LTBA
BALIKESIR Bandirma LTBG
BURSA Yenisehir LTBR
4754
CONTOUR INTERVALS 6000 4000 2000

These SIDs require a minimum climb gradient of 5.0% (304 FT/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 **7000**

SID	ROUTING
IBLAX 3J	FJØ5Ø (K240-; 1800+) - FJØ51 (7000-) - AZBAN - YUZVE - BETIZ - NUSGI - REKNU - IBLAX.
TUDBU 3J	FJØ5Ø (K240-; 1800+) - FJØ51 (7000-) - AZBAN - YUZVE - BETIZ - INPAP - EROVA - GITVO - GOVGU - UNLIR - TUDBU.
VADEN 3J	FJØ5Ø (K240-; 1800+) - FJØ51 (7000-) - AZBAN - YUZVE - BETIZ - INPAP - EROVA - GITVO - GOVGU - ACCUA - VADEN.

CHANGES: New RWY 06R/24L, old RWY renamed 06L/24R, IBLAL 3J replaced by IBLAX 3J, chart reindexed.

LTFJ/SAW
SABIHA GOKCEN INTL

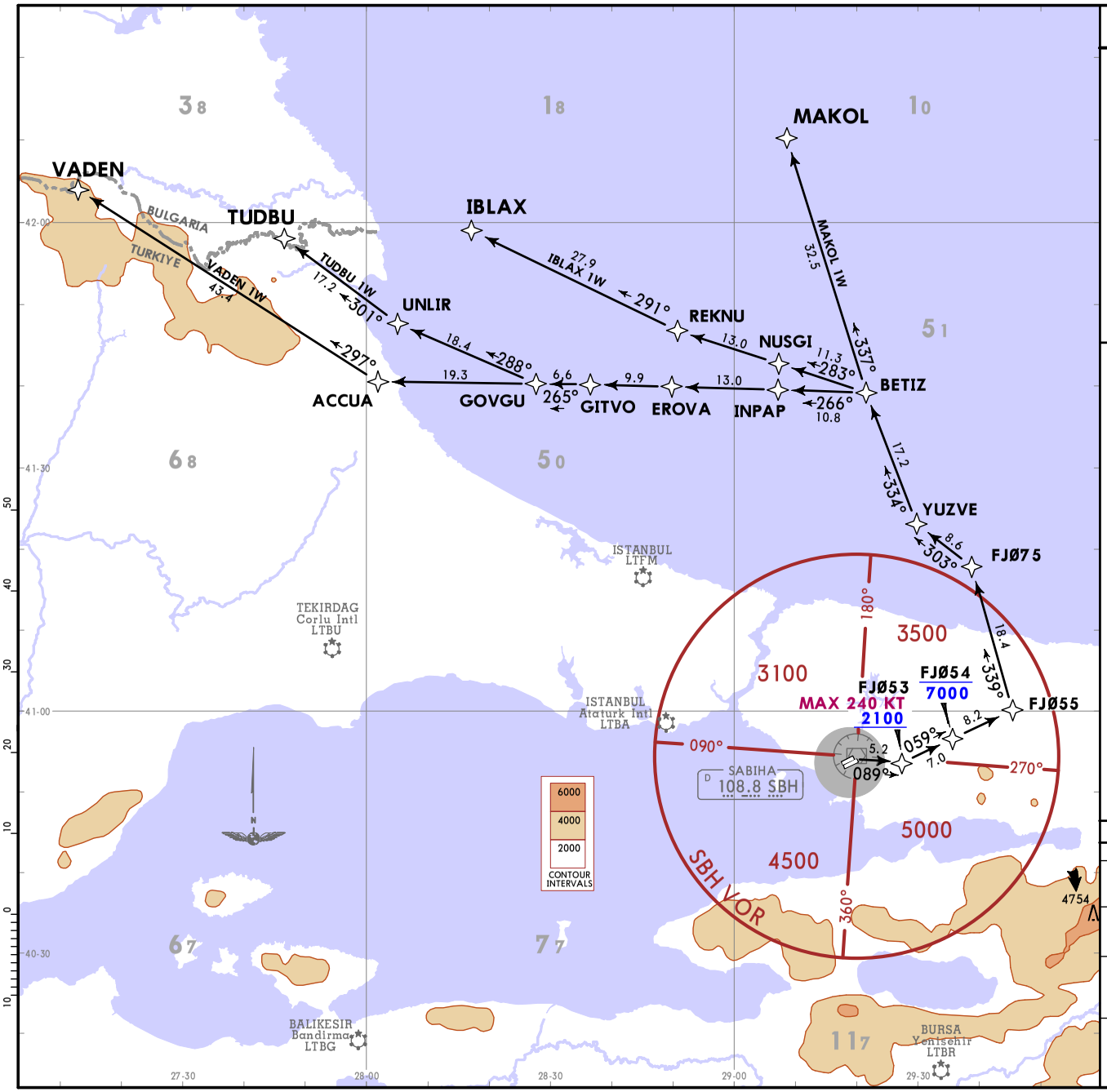
JEPPESEN
12 MAY 23 | 20-3E | Eff 18 May

ISTANBUL, TURKIYE
RNAV SID

YESILKOY Approach/Radar	Apt Elev
126.425 127.825	312

Trans alt: 12000
1. RADAR required.
2. P-RNAV approval required otherwise advice ATC.
3. After take off IMMEDIATELY contact YESILKOY RADAR.
4. The use of SID designator without a cleared level does not authorize the ACFT to climb on the SID vertical profile.
5. In the event that the pilot assesses a published level or speed restriction cannot be met, inform ATC as soon as possible.
6. Check ATIS for current frequency.
7. CAUTION: Report only call sign and SID designator at first contact with YESILKOY RADAR.
8. CAUTION: ACFT are required to comply with the level and speed restrictions depicted on the procedure.
9. No turn before DER.

IBLAX 1W [IBAX1W]
MAKOL 1W [MAKO1W]
TUDBU 1W [TUDB1W]
VADEN 1W [VADE1W]
RNAV (GNSS) DEPARTURES
(RWY 06R)



These SIDs require a minimum climb gradient of 7.0% (425 FT/NM) up to 950, then 5.0% (304 FT/NM) up to 8000.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

Initial climb clearance **6000**

SID	ROUTING
IBLAX 1W	(950+) - FJØ53 (K240-; 2100+) - FJØ54 (7000-) - FJØ55 - FJØ75 - YUZVE - BETIZ - NUSGI - REKNU - IBLAX.
MAKOL 1W	(950+) - FJØ53 (K240-; 2100+) - FJØ54 (7000-) - FJØ55 - FJØ75 - YUZVE - BETIZ - MAKOL.
TUDBU 1W	(950+) - FJØ53 (K240-; 2100+) - FJØ54 (7000-) - FJØ55 - FJØ75 - YUZVE - BETIZ - INPAP - EROVA - GITVO - GOVGU - UNLIR - TUDBU.
VADEN 1W	(950+) - FJØ53 (K240-; 2100+) - FJØ54 (7000-) - FJØ55 - FJØ75 - YUZVE - BETIZ - INPAP - EROVA - GITVO - GOVGU - ACCUA - VADEN.

CHANGES: New procedures for new RWY 06R.

YESILKOY Approach/Radar	Apt Elev
126.425 127.825	312

Trans alt: 12000
1. RADAR required.
2. P-RNAV approval required otherwise advice ATC.
3. After take off IMMEDIATELY contact YESILKOY RADAR.
4. The use of SID designator without a cleared level does not authorize the ACFT to climb on the SID vertical profile.
5. In the event that the pilot assesses a published level or speed restriction cannot be met, inform ATC as soon as possible.
6. No turn prior to DER.
7. Check ATIS for current frequency.

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

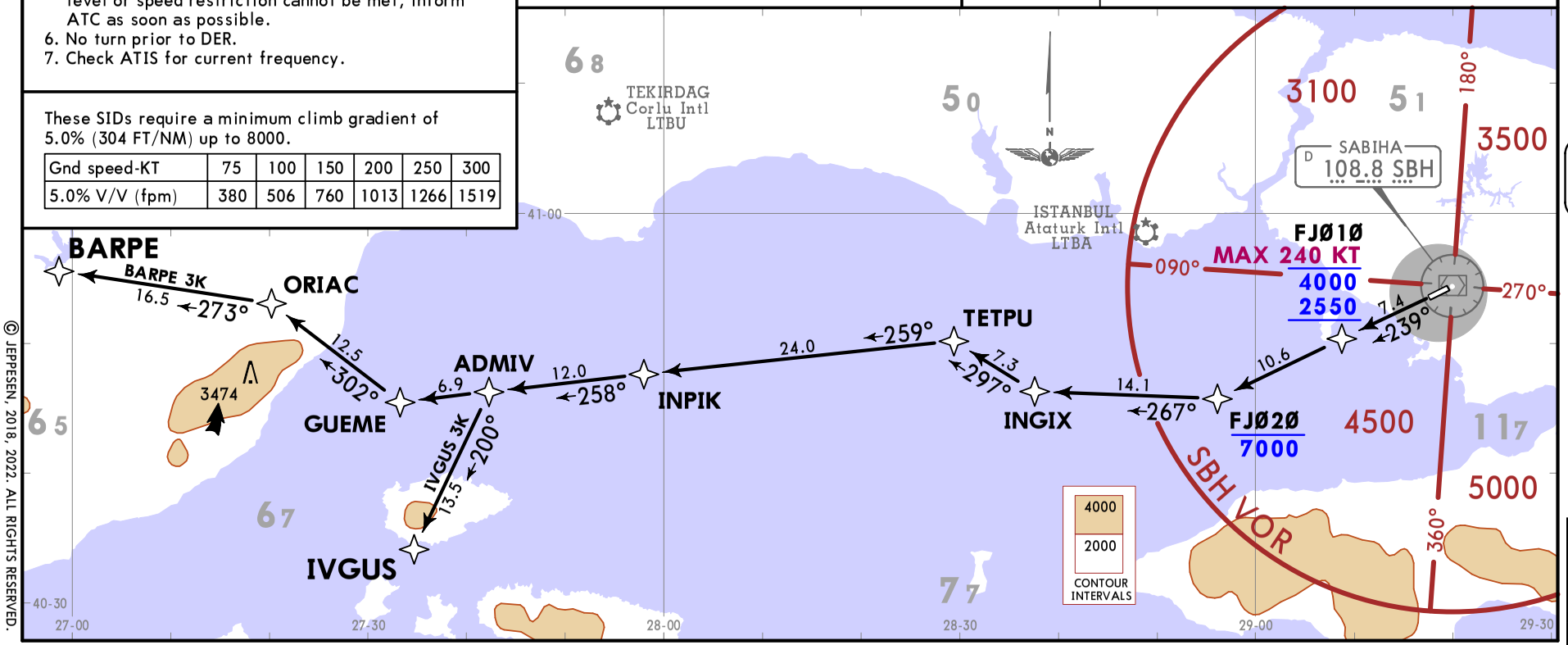
Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

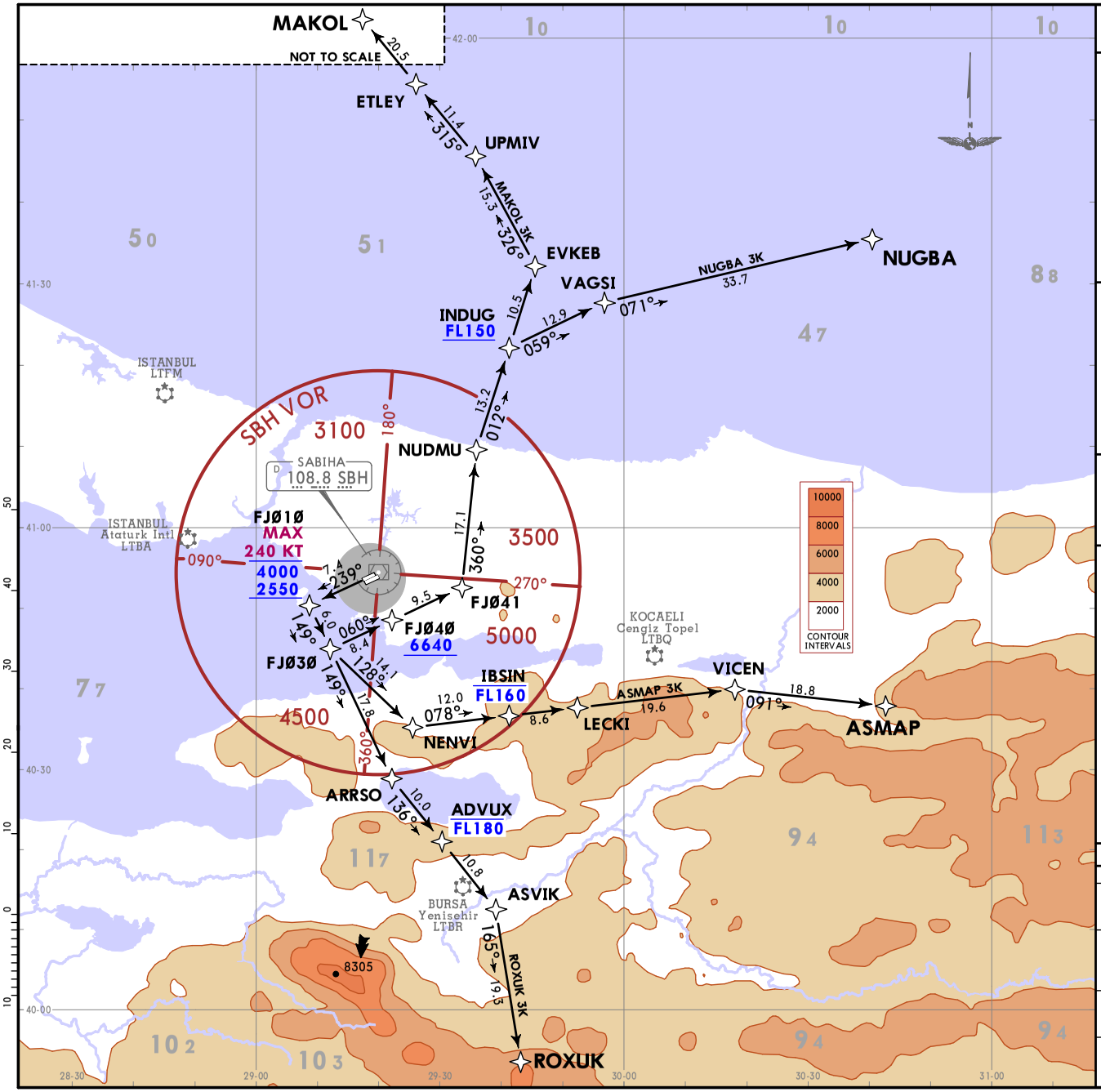
BARPE 3K [BARP3K]
IVGUS 3K [IVGU3K]
RNAV (GNSS) DEPARTURES
(RWY 24)

CAUTION
1. Report only call sign at first contact with YESILKOY RADAR.
2. ACFT are required to comply with the level and speed restrictions depicted on the procedure.

Initial climb clearance **7000**

SID	ROUTING
BARPE 3K	FJØ1Ø (K240-; 2550+; 4000-) - FJØ2Ø (7000-) - INGIX - TETPU - INPIK - ADMIV - GUEME - ORIAC - BARPE.
IVGUS 3K	FJØ1Ø (K240-; 2550+; 4000-) - FJØ2Ø (7000-) - INGIX - TETPU - INPIK - ADMIV - IVGUS.





YESILKOY Approach/Radar	Apt Elev
126.425 127.825	312

Trans alt: 12000
1. RADAR required.
2. P-RNAV approval required otherwise advice ATC.
3. After take off IMMEDIATELY contact YESILKOY RADAR.
4. The use of SID designator without a cleared level does not authorize the ACFT to climb on the SID vertical profile.
5. In the event that the pilot assesses a published level or speed restriction cannot be met, inform ATC as soon as possible.
6. No turn prior to DER.
7. Check ATIS for current frequency.

ASMAP 3K [ASMA3K]
MAKOL 3K [MAKO3K]
NUGBA 3K [NUGB3K]
ROXUK 3K [ROXU3K]
RNAV (GNSS) DEPARTURES
(RWY 24R)

CAUTION
1. Report only call sign at first contact with YESILKOY RADAR.
2. ACFT are required to comply with the level and speed restrictions depicted on the procedure.

These SIDs require a minimum climb gradient of 5.0% (304 FT/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 **7000**

SID	ROUTING
ASMAP 3K	FJØ1Ø (K240-; 2550+; 4000-) - FJØ3Ø - NENVI - IBSIN (FL160-) - LECKI - VICEN - ASMAP.
MAKOL 3K	FJØ1Ø (K240-; 2550+; 4000-) - FJØ3Ø - FJØ4Ø (6640+) - FJØ41 - NUDMU - INDUG (FL150+) - EVKEB - UPMIV - ETLEY - MAKOL.
NUGBA 3K	FJØ1Ø (K240-; 2550+; 4000-) - FJØ3Ø - FJØ4Ø (6640+) - FJØ41 - NUDMU - INDUG (FL150+) - VAGSI - NUGBA.
ROXUK 3K	FJØ1Ø (K240-; 2550+; 4000-) - FJØ3Ø - ARRSO - ADVUX (FL180-) - ASVIK - ROXUK.

CHANGES: New RWY 06R/24L, old RWY renamed 06L/24R, chart reindexed.

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN ISTANBUL, TURKIYE
4 NOV 22 (20-3F) RNAV SID

YESILKOY Approach/Radar	Apt Elev
126.425 127.825	312

Trans alt: 12000
1. RADAR required.
2. P-RNAV approval required otherwise advice ATC.
3. After take off IMMEDIATELY contact YESILKOY RADAR.
4. The use of SID designator without a cleared level does not authorize the ACFT to climb on the SID vertical profile.
5. In the event that the pilot assesses a published level or speed restriction cannot be met, inform ATC as soon as possible.
6. No turn prior to DER.
7. Check ATIS for current frequency.

IBLAL 3L [IBLA3L]
MAKOL 3L [MAKO3L]
TUDBU 3L [TUDB3L]
VADEN 3L [VADE3L]
RNAV (GNSS) DEPARTURES
(RWY 06)

EXECUTED WITH LTFM RNAV STARS
RWY 16/17/18

CAUTION
1. Report only call sign at first contact with YESILKOY RADAR.
2. ACFT are required to comply with the level and speed restrictions depicted on the procedure.

These SIDs require a minimum climb gradient of 5.0% (304 FT/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 **7000**

SID	ROUTING
IBLAL 3L	FJØ5Ø (K240-; 1800+) - FJØ51 (7000-) - AZBAN - BEBIS - BETIZ - NUSGI - REKNU - IBLAL.
MAKOL 3L	FJØ5Ø (K240-; 1800+) - FJØ51 (7000-) - AZBAN - BEBIS - UPMIV - ETLEY - MAKOL.
TUDBU 3L	FJØ5Ø (K240-; 1800+) - FJØ51 (7000-) - AZBAN - BEBIS - INPAP - EROVA - GITVO - GOVGU - UNLIR - TUDBU.
VADEN 3L	FJØ5Ø (K240-; 1800+) - FJØ51 (7000-) - AZBAN - BEBIS - INPAP - EROVA - GITVO - GOVGU - ACCUA - VADEN.

CHANGES: Country name.

YESILKOY Approach/Radar	Apt Elev
126.425 127.825	312

Trans alt: 12000
1. RADAR required.
2. P-RNAV approval required otherwise advice ATC.
3. After take off IMMEDIATELY contact YESILKOY RADAR.
4. The use of SID designator without a cleared level does not authorize the ACFT to climb on the SID vertical profile.
5. In the event that the pilot assesses a published level or speed restriction cannot be met, inform ATC as soon as possible.
6. No turn prior to DER.
7. Check ATIS for current frequency.

BARPE 3M [BARP3M]
IVGUS 3M [IVGU3M]
RNAV (GNSS) DEPARTURES
(RWY 24)

EXECUTED WITH LTFM RNAV STARS RWY 34/35/36

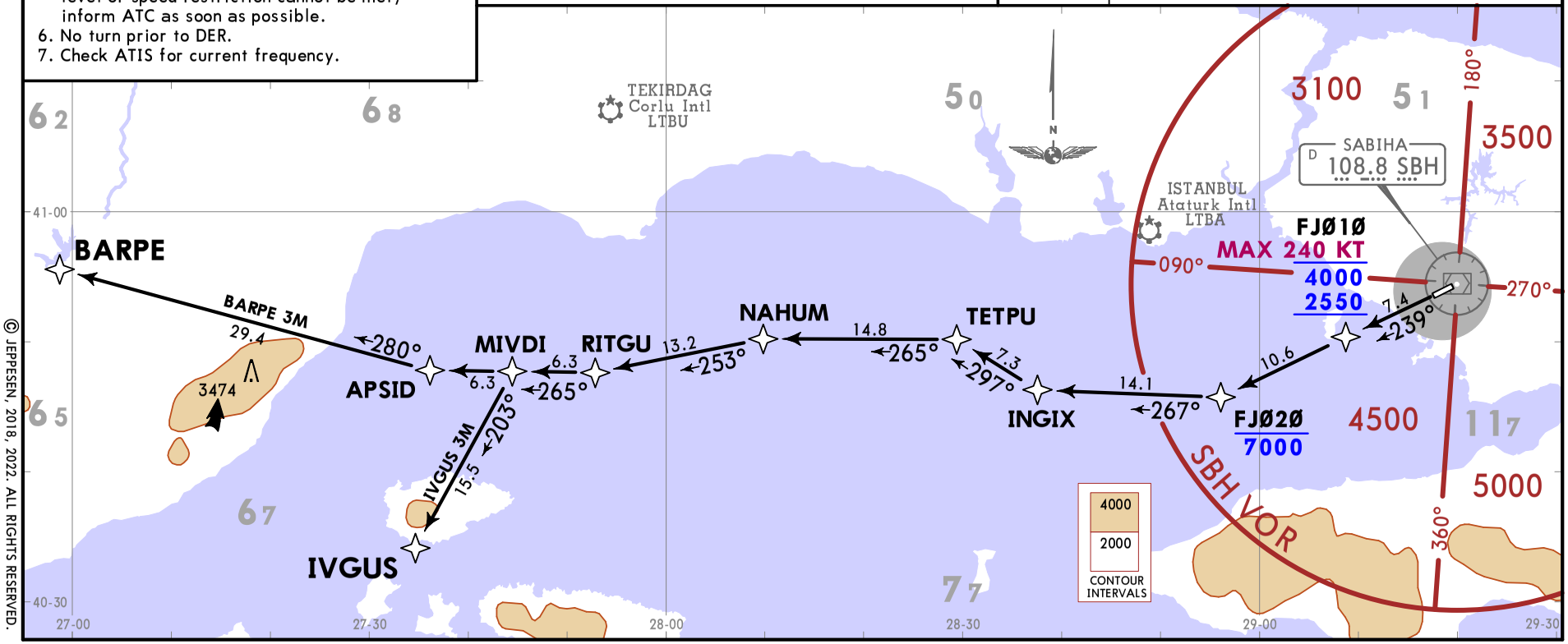
CAUTION
1. Report only call sign at first contact with YESILKOY RADAR.
2. ACFT are required to comply with the level and speed restrictions depicted on the procedure.

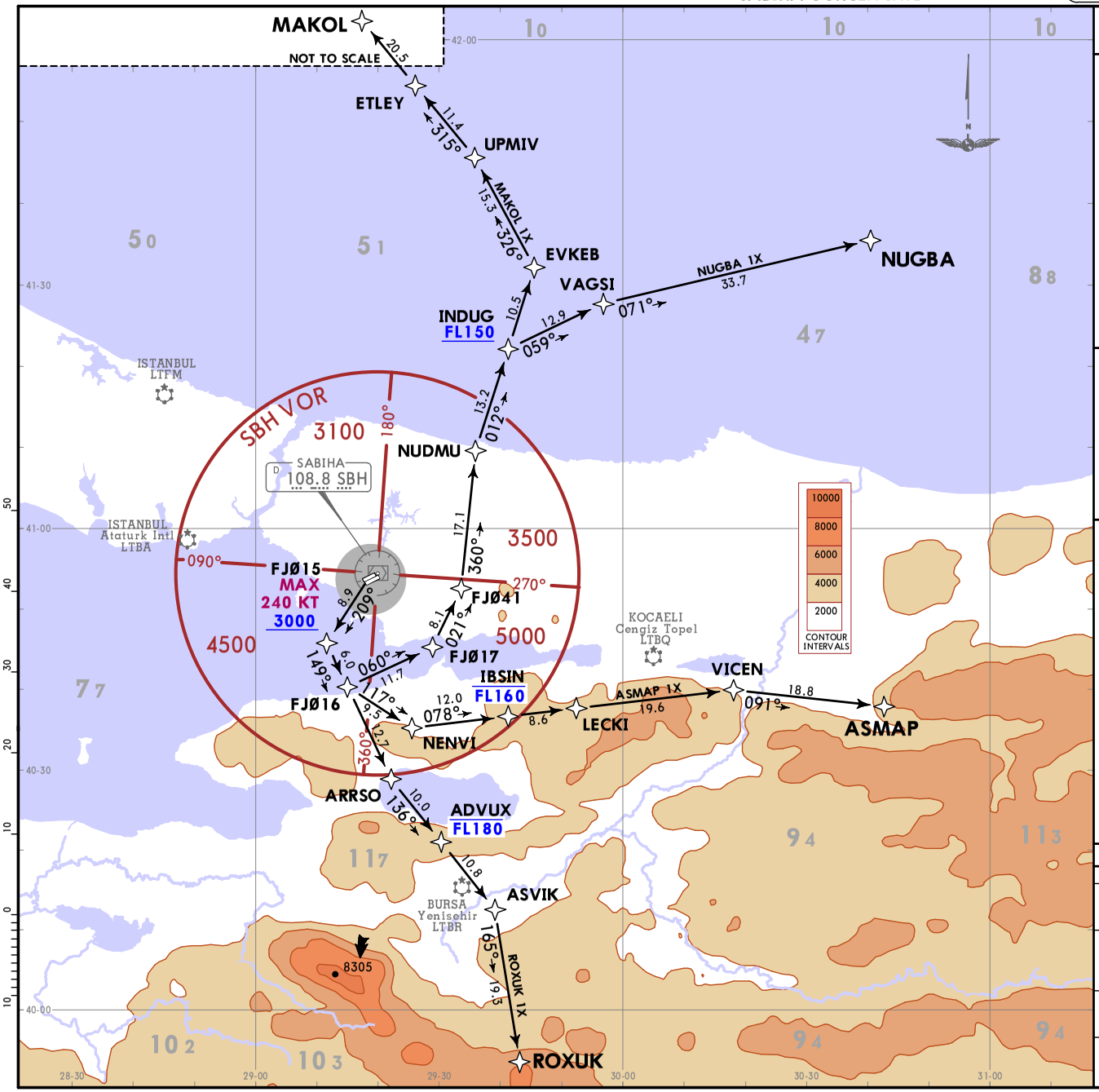
These SIDs require a minimum climb gradient of 5.0% (304 FT/NM) up to 8000.

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

Initial climb clearance **7000**

SID	ROUTING
BARPE 3M	FJØ1Ø (K240-; 2550+; 4000-) - FJØ2Ø (7000-) - INGIX - TETPU - NAHUM - RITGU - MIVDI - APSID - BARPE.
IVGUS 3M	FJØ1Ø (K240-; 2550+; 4000-) - FJØ2Ø (7000-) - INGIX - TETPU - NAHUM - RITGU - MIVDI - IVGUS.





YESILKOY Approach/Radar	Apt Elev
126.425 127.825	312

Trans alt: 12000
1. RADAR required.
2. P-RNAV approval required otherwise advice ATC.
3. After take off IMMEDIATELY contact YESILKOY RADAR.
4. The use of SID designator without a cleared level does not authorize the ACFT to climb on the SID vertical profile.
5. In the event that the pilot assesses a published level or speed restriction cannot be met, inform ATC as soon as possible.
6. Check ATIS for current frequency.
7. CAUTION: Report only call sign and SID designator at first contact with YESILKOY RADAR.
8. CAUTION: ACFT are required to comply with the level and speed restrictions depicted on the procedure.
9. No turn before DER.

ASMAP 1X [ASMA1X]
MAKOL 1X [MAKO1X]
NUGBA 1X [NUGB1X]
ROXUK 1X [ROXU1X]
RNAV (GNSS) DEPARTURES
(RWY 24L)

These SIDs require a minimum climb gradient of 5.0% (304 FT/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 **6000**

SID	ROUTING
ASMAP 1X	(800+) - FJØ15 (K240-; 3000+) - FJØ16 - NENVI - IBSIN (FL160-) - LECKI - VICEN - ASMAP.
MAKOL 1X	(800+) - FJØ15 (K240-; 3000+) - FJØ16 - FJØ17 - FJØ41 - NUDMU - INDUG (FL150+) - EVKEB - UPMIV - ETLEY - MAKOL.
NUGBA 1X	(800+) - FJØ15 (K240-; 3000+) - FJØ16 - FJØ17 - FJØ41 - NUDMU - INDUG (FL150+) - VAGSI - NUGBA.
ROXUK 1X	(800+) - FJØ15 (K240-; 3000+) - FJØ16 - ARRSO - ADVUX (FL180-) - ASVIK - ROXUK.

CHANGES: New procedures for new RWY 24L.

YESILKOY Approach/Radar	Apt Elev	Trans alt: 12000
126.425 127.825	312	1. After take off IMMEDIATELY contact YESILKOY RADAR. 2. Report only call sign at first contact with YESILKOY RADAR.

YALOVA 2P (YAA 2P) [YAA2P]
YALOVA 2W (YAA 2W) [YAA2W]
DEPARTURES

CHANGES: Country name.

5 0
5 1
3100
3500
41-00
180°
090°
270°
360°
D7.0 SBH
2500
SABIHA
D 108.8 SBH
059°
YAA 2W
YAA 2P
239°
D8.0 SBH
2300
D8.0 Arc SBH
D7.0 Arc SBH
187°
6000
4000
2000
CONTOUR INTERVALS
4500
5000
7 7
11 7
N
SBH VOR
R007
YALOVA
D 117.7 YAA
40-30
29-30
29-00
4187

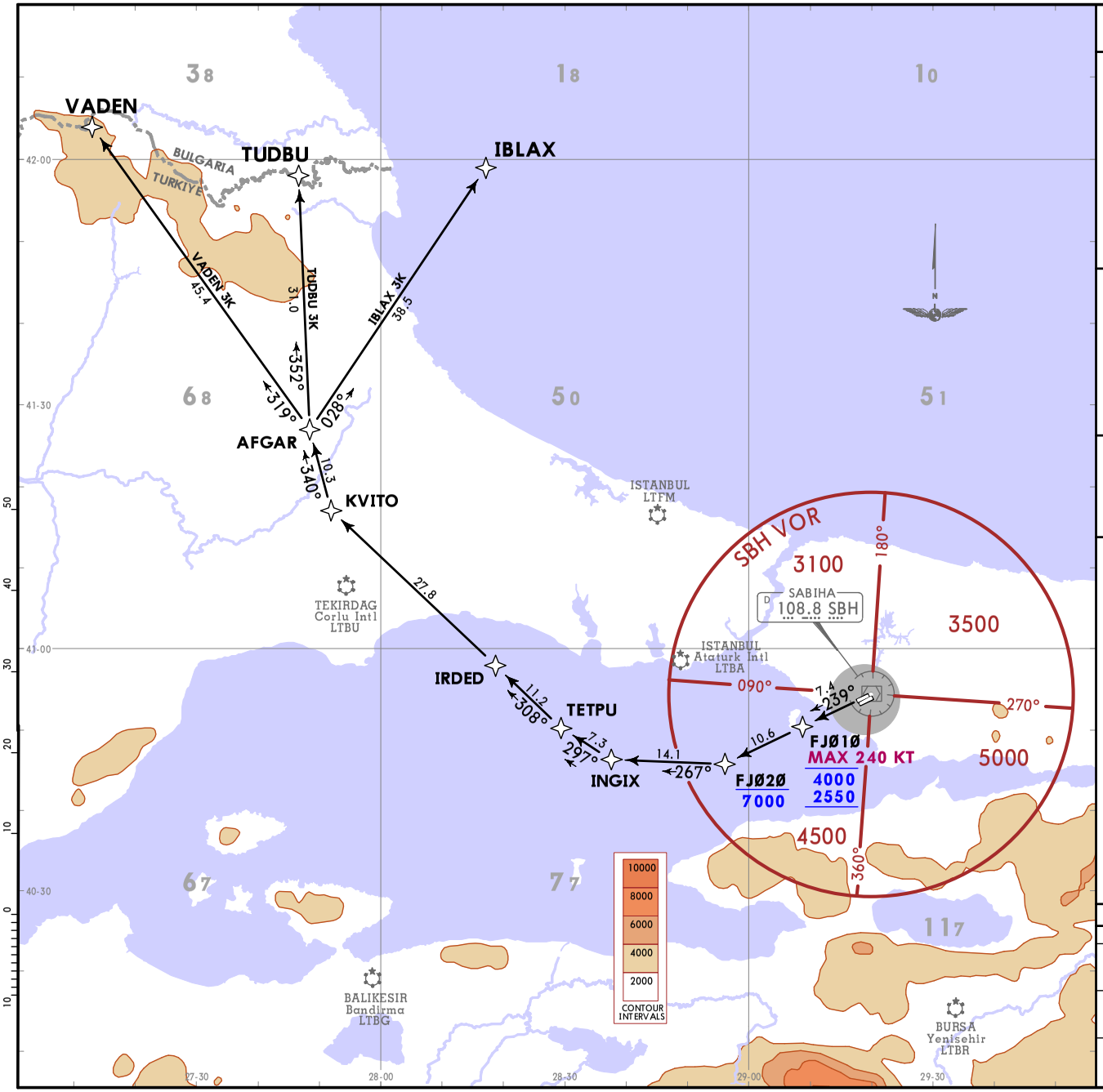
These SIDs require minimum climb gradients of
YAA 2P: 5.5% (334 FT/NM) up to 8000.
YAA 2W: 5.0% (304 FT/NM) up to 8000.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V(fpm)	380	506	760	1013	1266	1519
5.5% V/V(fpm)	418	557	835	1114	1392	1671

SID	RWY	ROUTING
YAA 2P	24	Intercept SBH R239 to D8.0 SBH, turn LEFT, along D8.0 Arc SBH, intercept SBH R187 to YAA VOR.
YAA 2W	06	Intercept SBH R059 to D7.0 SBH, turn RIGHT, along D7.0 Arc SBH, intercept SBH R187 to YAA VOR.

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN ISTANBUL, TURKIYE
12 MAY 23 (20-3H) Eff 18 May
RNAV SID



YESILKOY Approach/Radar	Apt Elev
126.425 127.825	312

Trans alt: 12000
1. RADAR required.
2. P-RNAV approval required otherwise advice ATC.
3. After take off IMMEDIATELY contact YESILKOY RADAR.
4. The use of SID designator without a cleared level does not authorize the ACFT to climb on the SID vertical profile.
5. In the event that the pilot assesses a published level or speed restriction cannot be met, inform ATC as soon as possible.
6. No turn prior to DER.
7. Check ATIS for current frequency.

IBLAX 3K [IBLA3K]
TUDBU 3K [TUDB3K]
VADEN 3K [VADE3K]
RNAV (GNSS) DEPARTURES
(RWY 24R)

CAUTION
1. Report only call sign at first contact with YESILKOY RADAR.
2. ACFT are required to comply with the level and speed restrictions depicted on the procedure.

These SIDs require a minimum climb gradient of 5.0% (304 FT/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 **7000**

SID	ROUTING
IBLAX 3K	FJØ1Ø (K240-; 2550+; 4000-) - FJØ2Ø (7000-) - INGIX - TETPU - IRDED - KVITO - AFGAR - IBLAX.
TUDBU 3K	FJØ1Ø (K240-; 2550+; 4000-) - FJØ2Ø (7000-) - INGIX - TETPU - IRDED - KVITO - AFGAR - TUDBU.
VADEN 3K	FJØ1Ø (K240-; 2550+; 4000-) - FJØ2Ø (7000-) - INGIX - TETPU - IRDED - KVITO - AFGAR - VADEN.

CHANGES: New RWY 06R/24L, old RWY renamed 06L/24R, IBLAL 3K replaced by IBLAX 3K, chart reindexed.

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN
4 NOV 22 (20-3J)

ISTANBUL, TURKIYE
SID

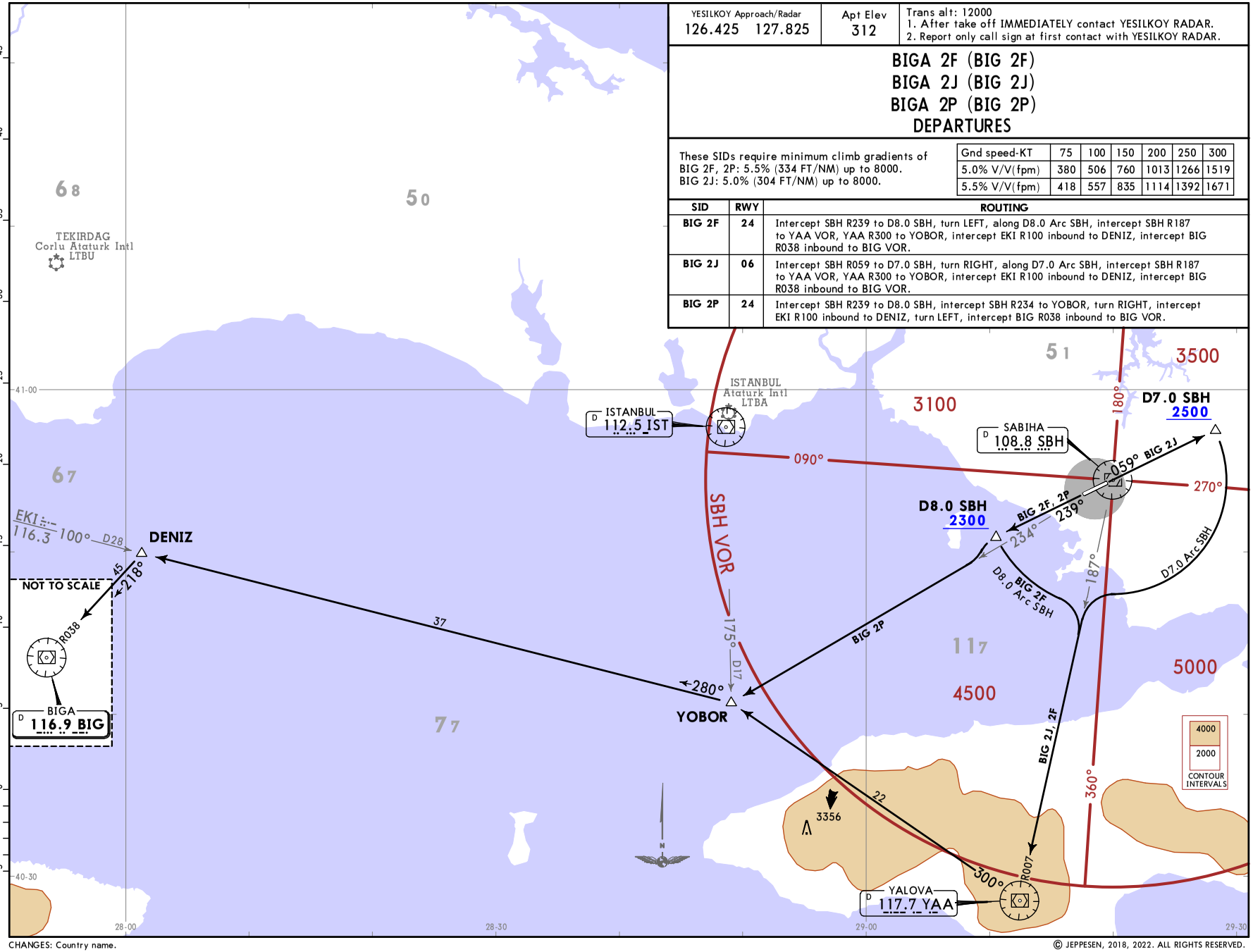
YESILKOY Approach/Radar	Apt Elev	Trans alt: 12000
126.425 127.825	312	1. After take off IMMEDIATELY contact YESILKOY RADAR. 2. Report only call sign at first contact with YESILKOY RADAR.

BIGA 2F (BIG 2F)
BIGA 2J (BIG 2J)
BIGA 2P (BIG 2P)
DEPARTURES

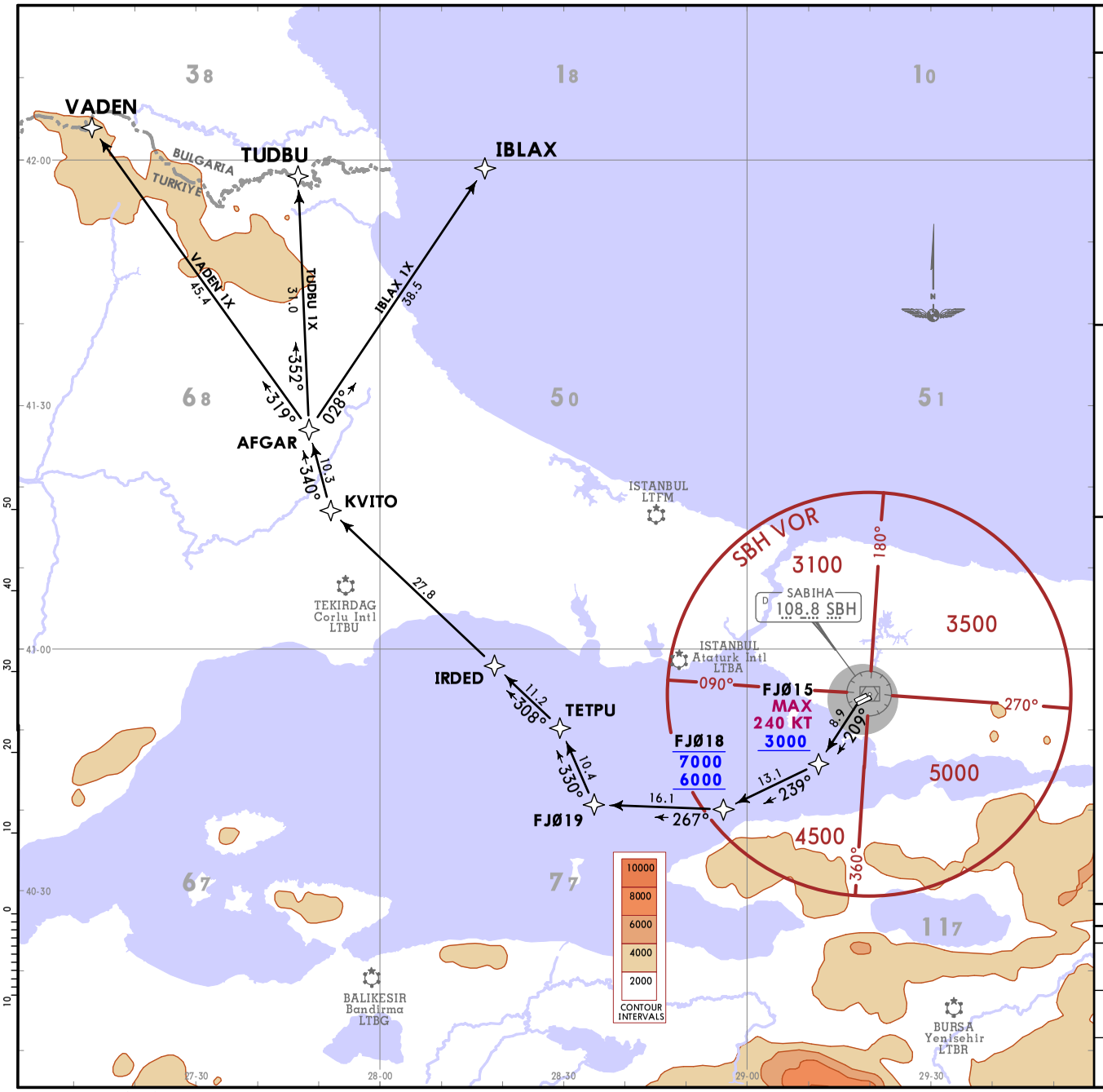
These SIDs require minimum climb gradients of
BIG 2F, 2P: 5.5% (334 FT/NM) up to 8000.
BIG 2J: 5.0% (304 FT/NM) up to 8000.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V(fpm)	380	506	760	1013	1266	1519
5.5% V/V(fpm)	418	557	835	1114	1392	1671

SID	RWY	ROUTING
BIG 2F	24	Intercept SBH R239 to D8.0 SBH, turn LEFT, along D8.0 Arc SBH, intercept SBH R187 to YAA VOR, YAA R300 to YOBOR, intercept EKI R100 inbound to DENIZ, intercept BIG R038 inbound to BIG VOR.
BIG 2J	06	Intercept SBH R059 to D7.0 SBH, turn RIGHT, along D7.0 Arc SBH, intercept SBH R187 to YAA VOR, YAA R300 to YOBOR, intercept EKI R100 inbound to DENIZ, intercept BIG R038 inbound to BIG VOR.
BIG 2P	24	Intercept SBH R239 to D8.0 SBH, intercept SBH R234 to YOBOR, turn RIGHT, intercept EKI R100 inbound to DENIZ, turn LEFT, intercept BIG R038 inbound to BIG VOR.



CHANGES: Country name.



YESILKOY Approach/Radar	Apt Elev
126.425 127.825	312

Trans alt: 12000
1. RADAR required.
2. P-RNAV approval required otherwise advice ATC.
3. After take off IMMEDIATELY contact YESILKOY RADAR.
4. The use of SID designator without a cleared level does not authorize the ACFT to climb on the SID vertical profile.
5. In the event that the pilot assesses a published level or speed restriction cannot be met, inform ATC as soon as possible.
6. Check ATIS for current frequency.
7. CAUTION: Report only call sign and SID designator at first contact with YESILKOY RADAR.
8. CAUTION: ACFT are required to comply with the level and speed restrictions depicted on the procedure.
9. No turn before DER.

IBLAX 1X [IBAX1X]
TUDBU 1X [TUDB1X]
VADEN 1X [VADE1X]
RNAV (GNSS) DEPARTURES
(RWY 24L)

These SIDs require a minimum climb gradient of 5.0% (304 FT/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 **6000**

SID	ROUTING
IBLAX 1X	(800+) - FJØ15 (K240-; 3000+) - FJØ18 (6000+; 7000-) - FJØ19 - TETPU - IRDED - KVITO - AFGAR - IBLAX.
TUDBU 1X	(800+) - FJØ15 (K240-; 3000+) - FJØ18 (6000+; 7000-) - FJØ19 - TETPU - IRDED - KVITO - AFGAR - TUDBU.
VADEN 1X	(800+) - FJØ15 (K240-; 3000+) - FJØ18 (6000+; 7000-) - FJØ19 - TETPU - IRDED - KVITO - AFGAR - VADEN.

CHANGES: New procedures for new RWY 24L.

YESILKOY Approach/Radar		Apt Elev
126.425	127.825	312

Trans alt: 12000
1. RADAR required.
2. P-RNAV approval required otherwise advice ATC.
3. After take off IMMEDIATELY contact YESILKOY RADAR.
4. The use of SID designator without a cleared level does not authorize the ACFT to climb on the SID vertical profile.
5. In the event that the pilot assesses a published level or speed restriction cannot be met, inform ATC as soon as possible.
6. No turn prior to DER.
7. Check ATIS for current frequency.

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

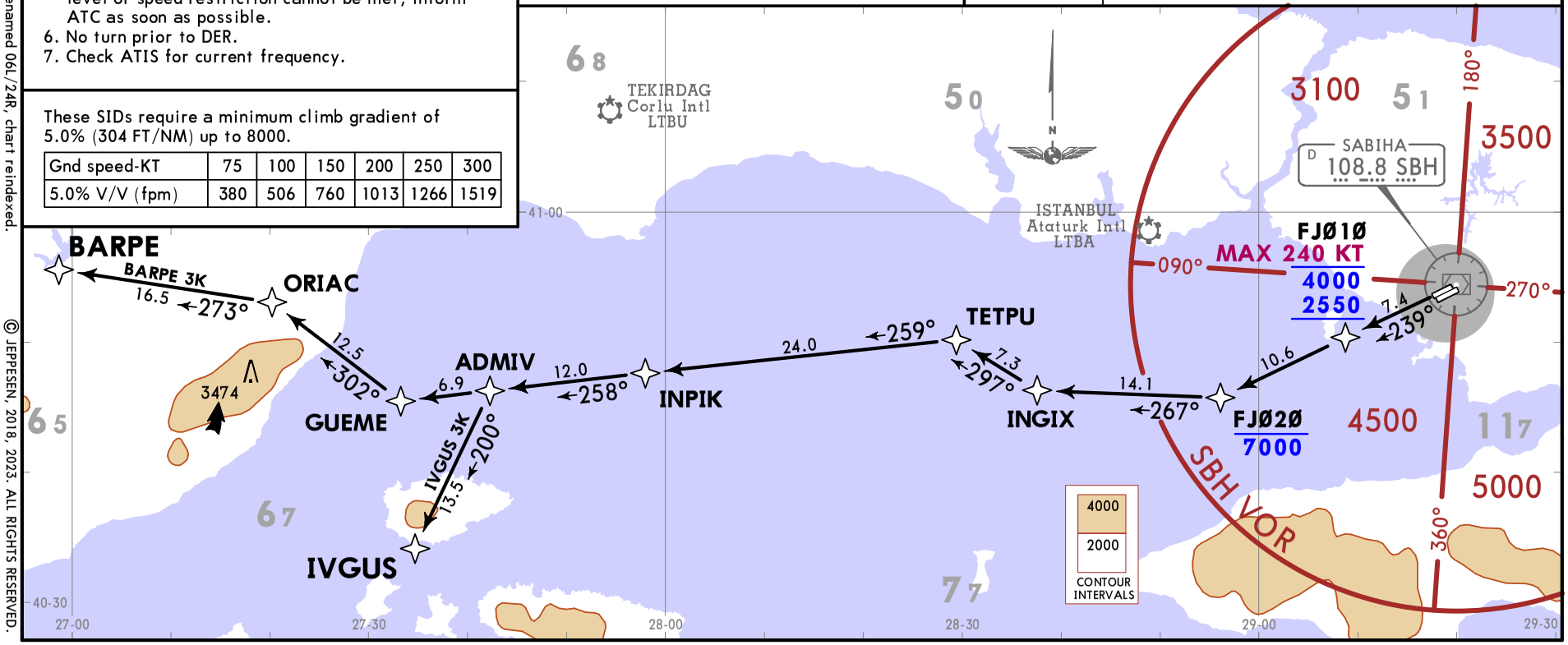
Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

BARPE 3K [BARP3K]
IVGUS 3K [IVGU3K]
RNAV (GNSS) DEPARTURES
(RWY 24R)

CAUTION
1. Report only call sign at first contact with YESILKOY RADAR.
2. ACFT are required to comply with the level and speed restrictions depicted on the procedure.

Initial climb clearance **7000**

SID	ROUTING
BARPE 3K	FJØ1Ø (K240-; 2550+; 4000-) - FJØ2Ø (7000-) - INGIX - TETPU - INPIK - ADMIV - GUEME - ORIAC - BARPE.
IVGUS 3K	FJØ1Ø (K240-; 2550+; 4000-) - FJØ2Ø (7000-) - INGIX - TETPU - INPIK - ADMIV - IVGUS.



CHANGES: New RWY 06R/24L, old RWY renamed 06L/24R, chart reindexed.

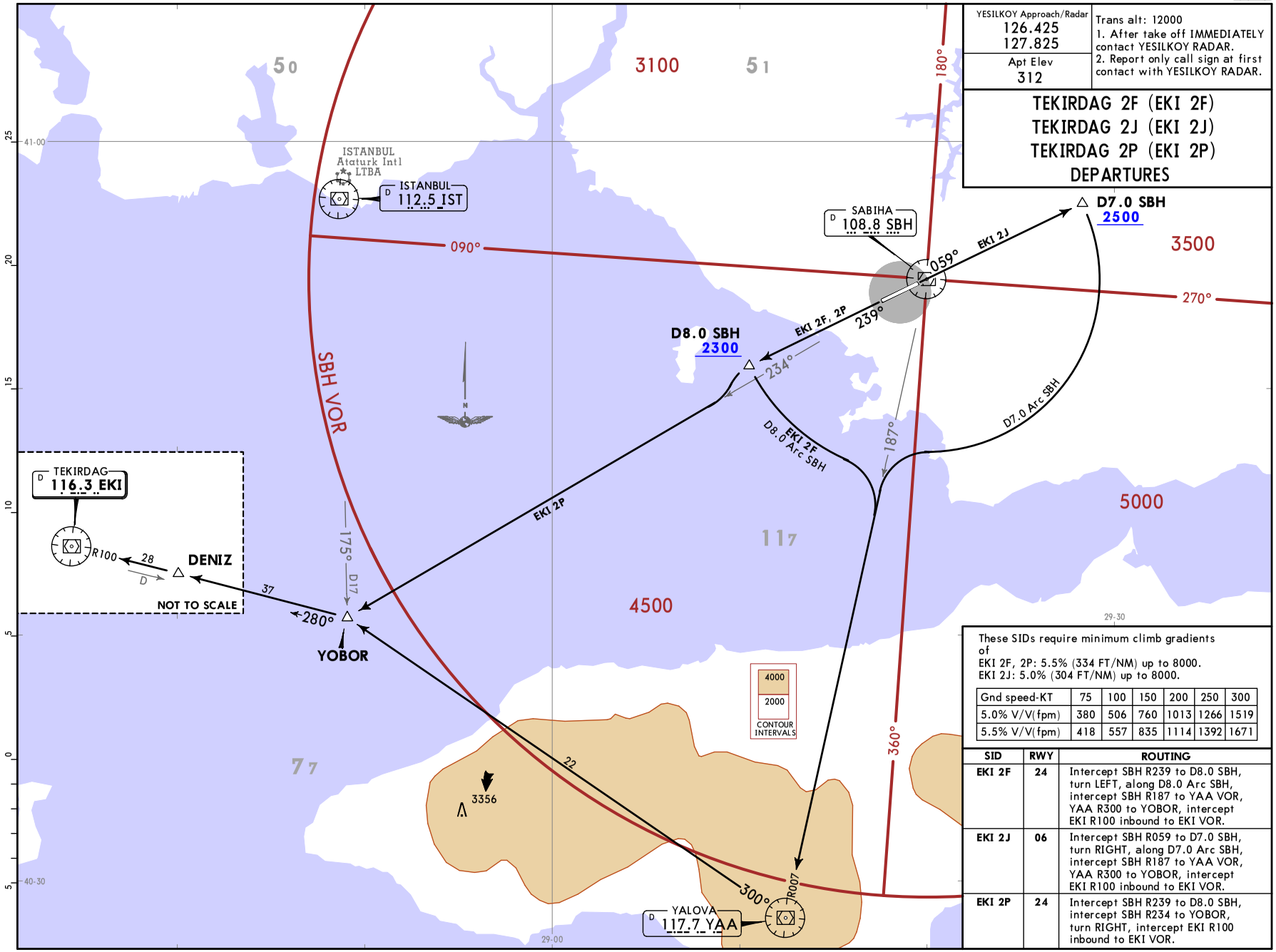
LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN ISTANBUL, TURKIYE
4 NOV 22 (20-3K)
SID

YESILKOY Approach/Radar
126.425
127.825
Apt Elev
312

Trans alt: 12000
1. After take off IMMEDIATELY contact YESILKOY RADAR.
2. Report only call sign at first contact with YESILKOY RADAR.

TEKIRDAG 2F (EKI 2F)
TEKIRDAG 2J (EKI 2J)
TEKIRDAG 2P (EKI 2P)
DEPARTURES



These SIDs require minimum climb gradients of
EKI 2F, 2P: 5.5% (334 FT/NM) up to 8000.
EKI 2J: 5.0% (304 FT/NM) up to 8000.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V(fpm)	380	506	760	1013	1266	1519
5.5% V/V(fpm)	418	557	835	1114	1392	1671

SID	RWY	ROUTING
EKI 2F	24	Intercept SBH R239 to D8.0 SBH, turn LEFT, along D8.0 Arc SBH, intercept SBH R187 to YAA VOR, YAA R300 to YOBOR, intercept EKI R100 inbound to EKI VOR.
EKI 2J	06	Intercept SBH R059 to D7.0 SBH, turn RIGHT, along D7.0 Arc SBH, intercept SBH R187 to YAA VOR, YAA R300 to YOBOR, intercept EKI R100 inbound to EKI VOR.
EKI 2P	24	Intercept SBH R239 to D8.0 SBH, intercept SBH R234 to YOBOR, turn RIGHT, intercept EKI R100 inbound to EKI VOR.

CHANGES: Country name.

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN
4 NOV 22 (20-3L)

ISTANBUL, TURKIYE
SID

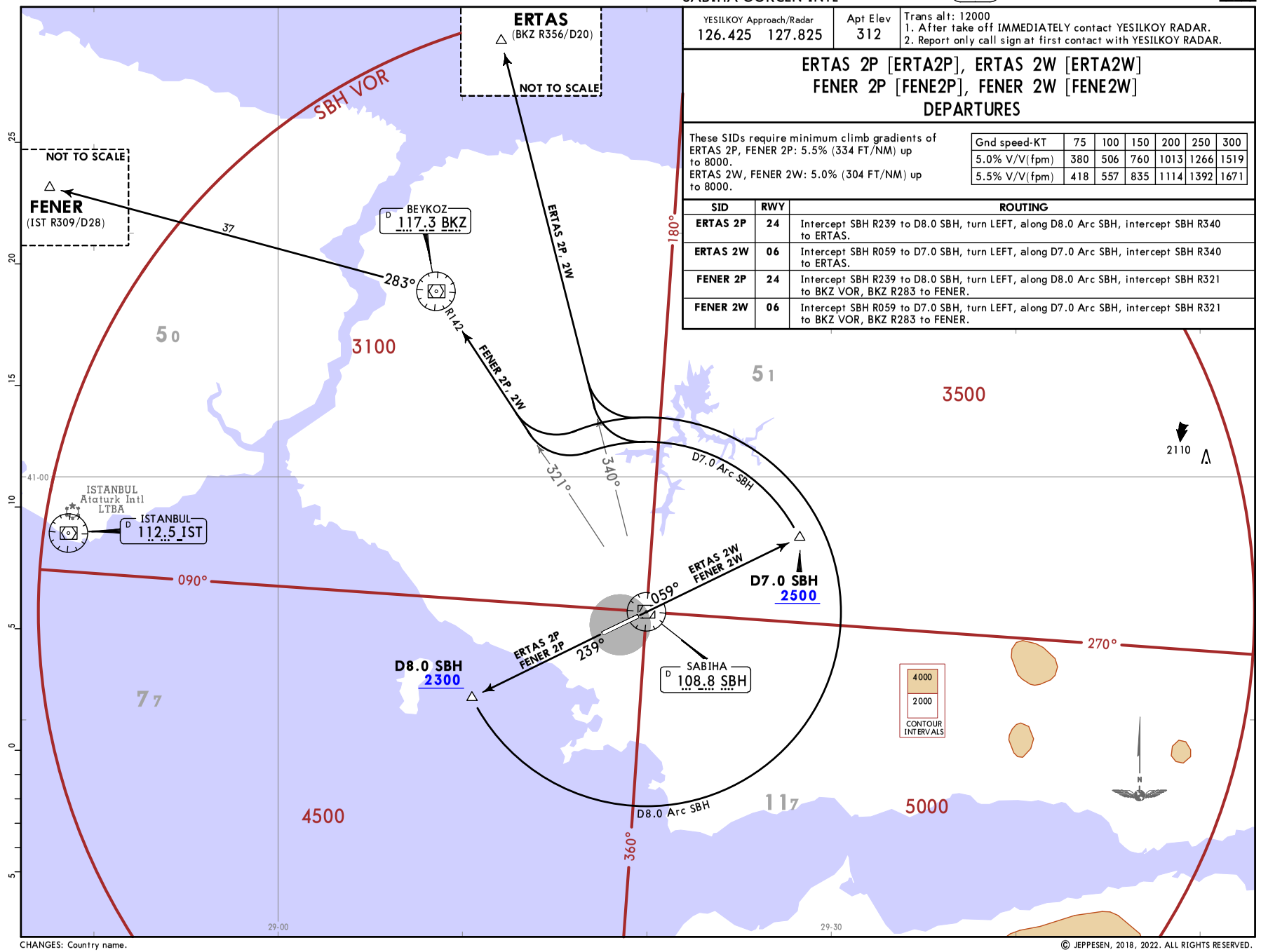
YESILKOY Approach/Radar		Apt Elev	Trans alt: 12000
126.425	127.825	312	1. After take off IMMEDIATELY contact YESILKOY RADAR. 2. Report only call sign at first contact with YESILKOY RADAR.

ERTAS 2P [ERTA2P], ERTAS 2W [ERTA2W]
FENER 2P [FENE2P], FENER 2W [FENE2W]
DEPARTURES

These SIDs require minimum climb gradients of
ERTAS 2P, FENER 2P: 5.5% (334 FT/NM) up to 8000.
ERTAS 2W, FENER 2W: 5.0% (304 FT/NM) up to 8000.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V(fpm)	380	506	760	1013	1266	1519
5.5% V/V(fpm)	418	557	835	1114	1392	1671

SID	RWY	ROUTING
ERTAS 2P	24	Intercept SBH R239 to D8.0 SBH, turn LEFT, along D8.0 Arc SBH, intercept SBH R340 to ERTAS.
ERTAS 2W	06	Intercept SBH R059 to D7.0 SBH, turn LEFT, along D7.0 Arc SBH, intercept SBH R321 to ERTAS.
FENER 2P	24	Intercept SBH R239 to D8.0 SBH, turn LEFT, along D8.0 Arc SBH, intercept SBH R321 to BKZ VOR, BKZ R283 to FENER.
FENER 2W	06	Intercept SBH R059 to D7.0 SBH, turn LEFT, along D7.0 Arc SBH, intercept SBH R321 to BKZ VOR, BKZ R283 to FENER.



CHANGES: Country name.

YESILKOY Approach/Radar	Apt Elev
126.425 127.825	312

Trans alt: 12000
1. RADAR required.
2. P-RNAV approval required otherwise advice ATC.
3. After take off IMMEDIATELY contact YESILKOY RADAR. 4. The use of SID designator without a cleared level does not authorize the ACFT to climb on the SID vertical profile. 5. In the event that the pilot assesses a published level or speed restriction cannot be met, inform ATC as soon as possible.
6. Check ATIS for current frequency. 7. CAUTION: Report only call sign and SID designator at first contact with YESILKOY RADAR. 8. CAUTION: ACFT are required to comply with the level and speed restrictions depicted on the procedure. 9. No turn before DER.

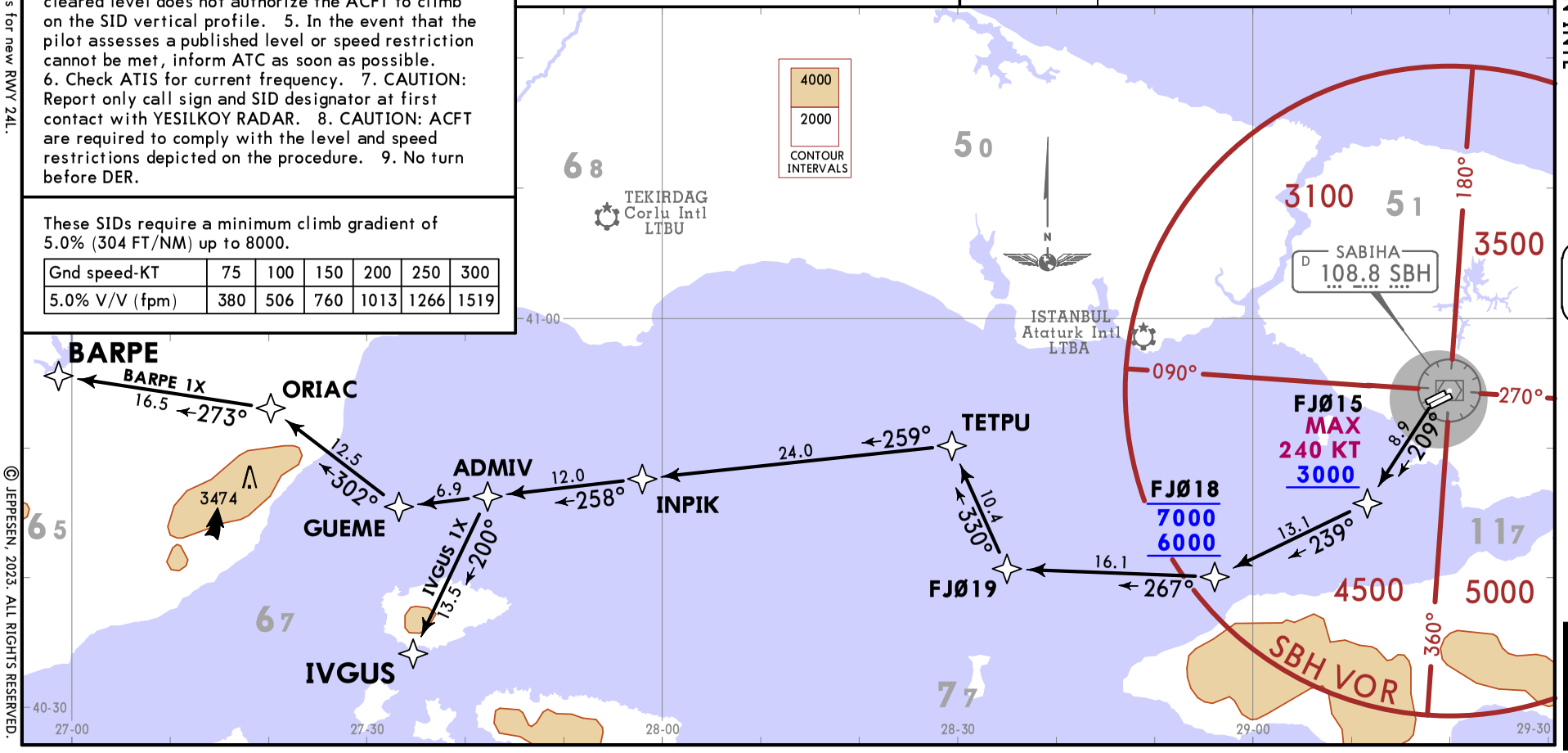
These SIDs require a minimum climb gradient of 5.0% (304 FT/NM) up to 8000.

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

BARPE 1X [BARP1X]
IVGUS 1X [IVGU1X]
RNAV (GNSS) DEPARTURES
(RWY 24L)

Initial climb clearance **6000**

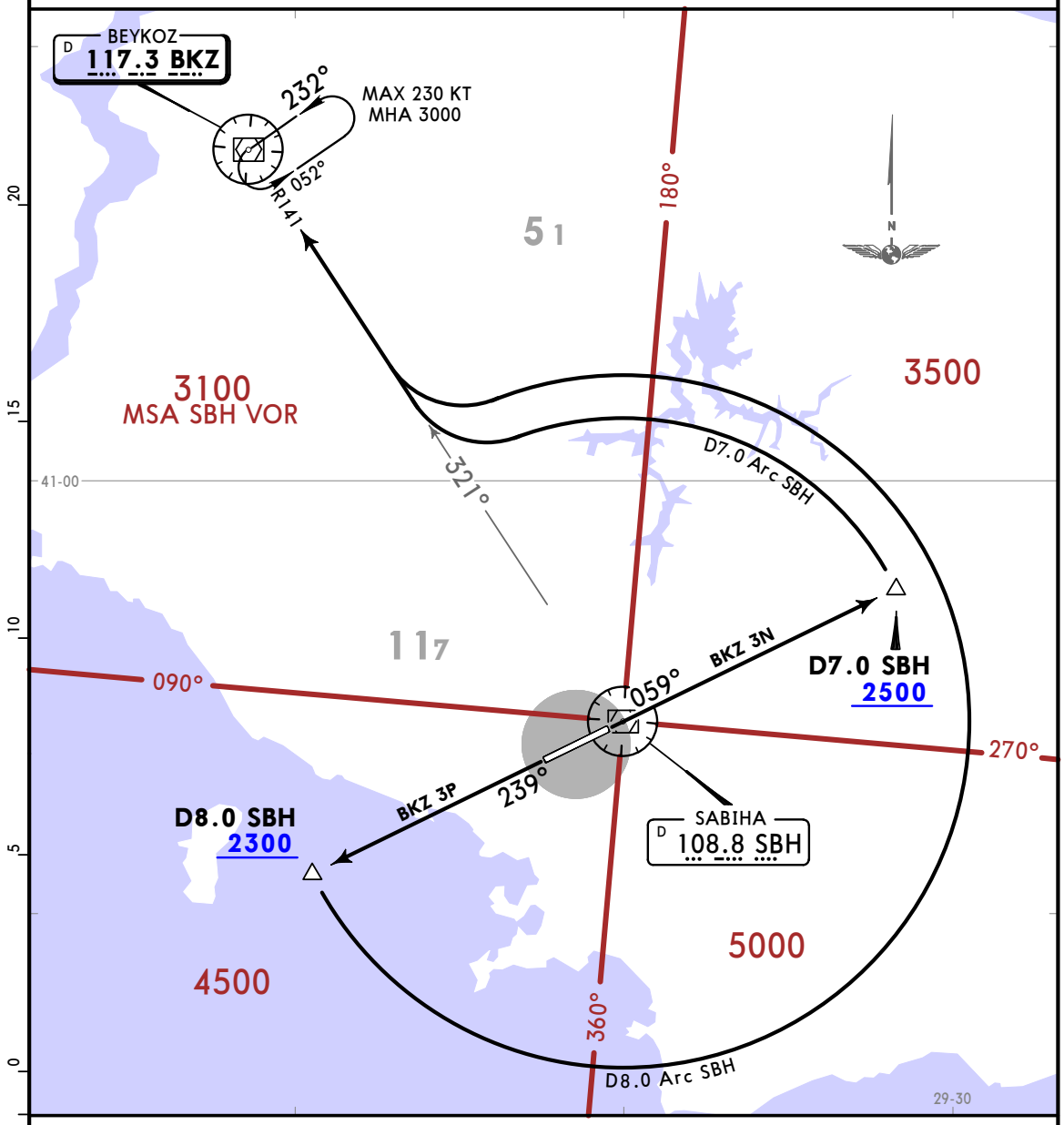
SID	ROUTING
BARPE 1X	(800+) - FJØ15 (K240-; 3000+) - FJØ18 (6000+; 7000-) - FJØ19 - TETPU - INPIK - ADMIV - GUEME - ORIAC - BARPE.
IVGUS 1X	(800+) - FJØ15 (K240-; 3000+) - FJØ18 (6000+; 7000-) - FJØ19 - TETPU - INPIK - ADMIV - IVGUS.



YESILKOY Approach/Radar	Apt Elev	
126.425 127.825	312	Trans alt: 12000 1. Contact YESILKOY Radar IMMEDIATELY after take-off. 2. At first contact with YESILKOY Radar report only Call Sign. 3. CAUTION: At or before BKZ VOR, the ACFT will be cleared or RADAR vectored to a point or final track, where the relevant approach can be made.

BKZ 3N, BKZ 3P
DEPARTURES
(ALL RWYS)

AVAILABLE ONLY FOR THE ACFT DESTINED TO LTFM OR LTBA



These SIDs require minimum climb gradients of
BKZ 3N: 304 FT/NM (5%) up to 8000.
BKZ 3P: 334 FT/NM (5.5%) up to 8000.

Gnd speed-KT	75	100	150	200	250	300
304 per NM	380	507	760	1013	1267	1520
334 per NM	418	557	835	1113	1392	1670

Initial climb clearance **5000**

SID	RWY	ROUTING
BKZ 3N	**06**	Intercept SBH R059 to D7.0 SBH, turn LEFT, along D7.0 Arc SBH, intercept SBH R321 to BKZ VOR.
BKZ 3P	**24**	Intercept SBH R239 to D8.0 SBH, turn LEFT, along D8.0 Arc SBH, intercept SBH R321 to BKZ VOR.

CHANGES: Country name.

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN ISTANBUL, TURKIYE
12 MAY 23 (20-3M) Eff 18 May RNAV SID

YESILKOY Approach/Radar	Apt Elev
126.425 127.825	312

Trans alt: 12000
1. RADAR required.
2. P-RNAV approval required otherwise advice ATC.
3. After take off IMMEDIATELY contact YESILKOY RADAR.
4. The use of SID designator without a cleared level does not authorize the ACFT to climb on the SID vertical profile.
5. In the event that the pilot assesses a published level or speed restriction cannot be met, inform ATC as soon as possible.
6. No turn prior to DER.
7. Check ATIS for current frequency.

IBLAX 3L [IBLA3L]
MAKOL 3L [MAKO3L]
TUDBU 3L [TUDB3L]
VADEN 3L [VADE3L]
RNAV (GNSS) DEPARTURES
(RWY 06L)

EXECUTED WITH LTFM RNAV STARS
RWY 16/17/18

CAUTION
1. Report only call sign at first contact with YESILKOY RADAR.
2. ACFT are required to comply with the level and speed restrictions depicted on the procedure.

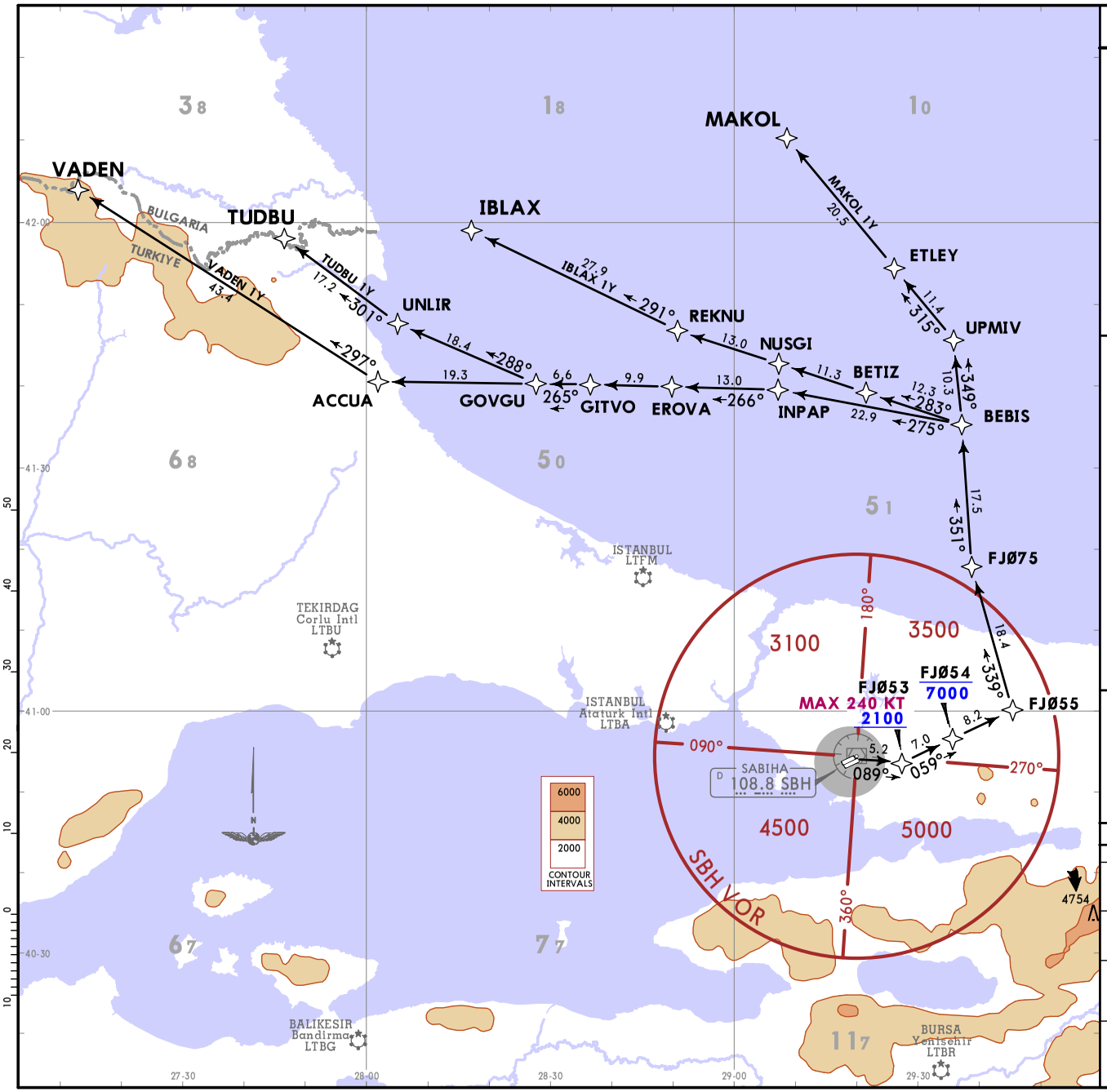
These SIDs require a minimum climb gradient of 5.0% (304 FT/NM) up to 8000.

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

Initial climb clearance **7000**

SID	ROUTING
IBLAX 3L	FJØ5Ø (K240-; 1800+) - FJØ51 (7000-) - AZBAN - BEBIS - BETIZ - NUSGI - REKNU - IBLAX.
MAKOL 3L	FJØ5Ø (K240-; 1800+) - FJØ51 (7000-) - AZBAN - BEBIS - UPMIV - ETLEY - MAKOL.
TUDBU 3L	FJØ5Ø (K240-; 1800+) - FJØ51 (7000-) - AZBAN - BEBIS - INPAP - EROVA - GITVO - GOVGU - UNLIR - TUDBU.
VADEN 3L	FJØ5Ø (K240-; 1800+) - FJØ51 (7000-) - AZBAN - BEBIS - INPAP - EROVA - GITVO - GOVGU - ACCUA - VADEN.

CHANGES: New RWY 06R/24L, old RWY renamed 06L/24R, IBLAL 3L replaced by IBLAX 3L, chart reindexed.



YESILKOY Approach/Radar	Apt Elev
126.425 127.825	312

Trans alt: 12000
1. RADAR required.
2. P-RNAV approval required otherwise advice ATC.
3. After take off IMMEDIATELY contact YESILKOY RADAR.
4. The use of SID designator without a cleared level does not authorize the ACFT to climb on the SID vertical profile.
5. In the event that the pilot assesses a published level or speed restriction cannot be met, inform ATC as soon as possible.
6. Check ATIS for current frequency.
7. CAUTION: Report only call sign and SID designator at first contact with YESILKOY RADAR.
8. CAUTION: ACFT are required to comply with the level and speed restrictions depicted on the procedure.
9. No turn before DER.

IBLAX 1Y [IBAX1Y]
MAKOL 1Y [MAKO1Y]
TUDBU 1Y [TUDB1Y]
VADEN 1Y [VADE1Y]
RNAV (GNSS) DEPARTURES
(RWY 06R)

EXECUTED WITH LTFM RNAV (GNSS) STARS
RWY 16/17/18

These SIDs require a minimum climb gradient of 7.0% (425 FT/NM) up to 950, then 5.0% (304 FT/NM) up to 8000.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

Initial climb clearance **6000**

SID	ROUTING
IBLAX 1Y	(950+) - FJØ53 (K240-; 2100+) - FJØ54 (7000-) - FJØ55 - FJØ75 - BEBIS - BETIZ - NUSGI - REKNU - IBLAX.
MAKOL 1Y	(950+) - FJØ53 (K240-; 2100+) - FJØ54 (7000-) - FJØ55 - FJØ75 - BEBIS - UPMIV - ETLEY - MAKOL.
TUDBU 1Y	(950+) - FJØ53 (K240-; 2100+) - FJØ54 (7000-) - FJØ55 - FJØ75 - BEBIS - INPAP - EROVA - GITVO - GOVGU - UNLIR - TUDBU.
VADEN 1Y	(950+) - FJØ53 (K240-; 2100+) - FJØ54 (7000-) - FJØ55 - FJØ75 - BEBIS - INPAP - EROVA - GITVO - GOVGU - ACCUA - VADEN.

CHANGES: New procedures for new RWY 06R.

YESILKOY Approach/Radar		Apt Elev
126.425	127.825	312

Trans alt: 12000
1. RADAR required.
2. P-RNAV approval required otherwise advice ATC.
3. After take off IMMEDIATELY contact YESILKOY RADAR.
4. The use of SID designator without a cleared level does not authorize the ACFT to climb on the SID vertical profile.
5. In the event that the pilot assesses a published level or speed restriction cannot be met, inform ATC as soon as possible.
6. No turn prior to DER.
7. Check ATIS for current frequency.

BARPE 3M [BARP3M]
IVGUS 3M [IVGU3M]
RNAV (GNSS) DEPARTURES
(RWY 24R)

EXECUTED WITH LTFM RNAV STARS RWY 34/35/36

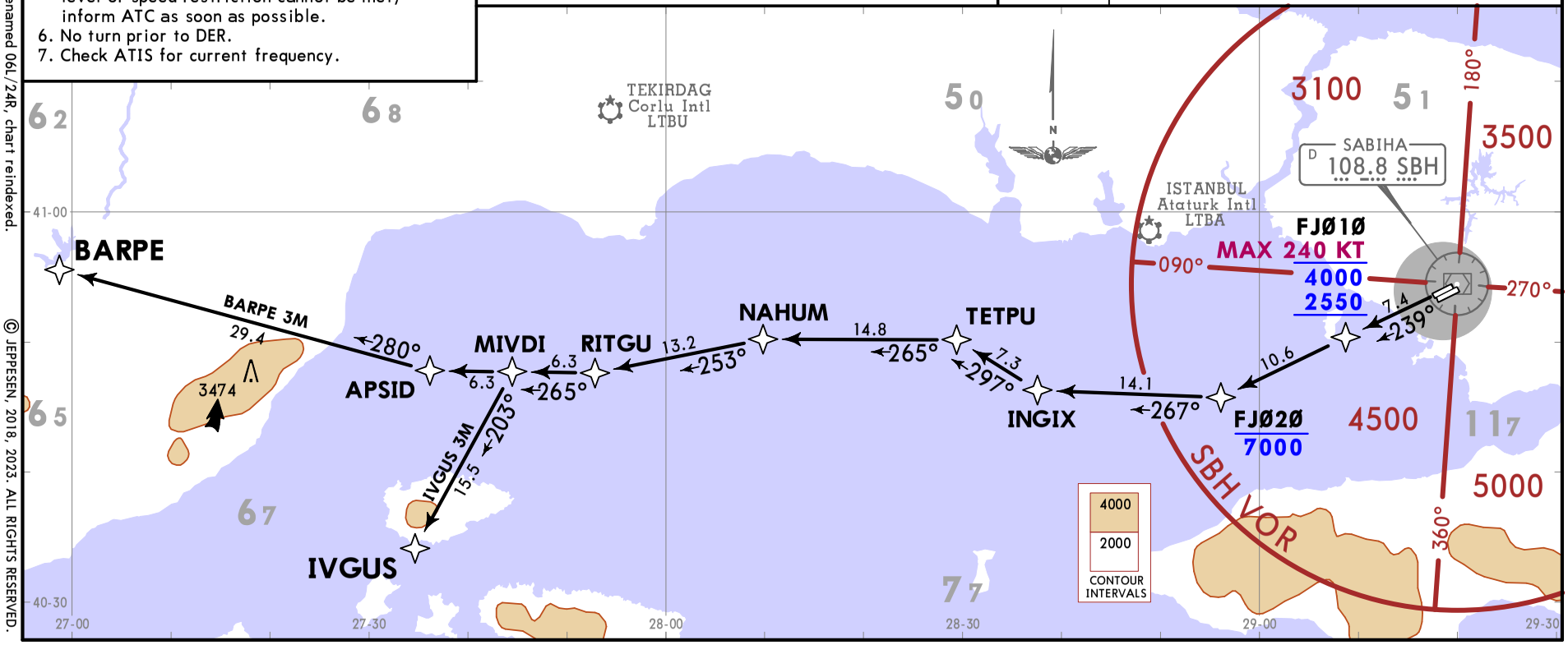
CAUTION
1. Report only call sign at first contact with YESILKOY RADAR.
2. ACFT are required to comply with the level and speed restrictions depicted on the procedure.

These SIDs require a minimum climb gradient of 5.0% (304 FT/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 **7000**

SID	ROUTING
BARPE 3M	FJØ1Ø (K240-; 2550+; 4000-) - FJØ2Ø (7000-) - INGIX - TETPU - NAHUM - RITGU - MIVDI - APSID - BARPE.
IVGUS 3M	FJØ1Ø (K240-; 2550+; 4000-) - FJØ2Ø (7000-) - INGIX - TETPU - NAHUM - RITGU - MIVDI - IVGUS.



CHANGES: New RWY 06R/24L, old RWY renamed 06L/24R, chart reindexed.

12 MAY 23
JEPPESEN
20-3P
Eff 18 May

YESILKOY Approach/Radar		Apt Elev
126.425	127.825	312

Trans alt: 12000
1. RADAR required.
2. P-RNAV approval required otherwise advice ATC.
3. After take off IMMEDIATELY contact YESILKOY RADAR.
4. The use of SID designator without a cleared level does not authorize the ACFT to climb on the SID vertical profile.
5. In the event that the pilot assesses a published level or speed restriction cannot be met, inform ATC as soon as possible.
6. Check ATIS for current frequency.
7. CAUTION: Report only call sign and SID designator at first contact with YESILKOY RADAR.
8. CAUTION: ACFT are required to comply with the level and speed restrictions depicted on the procedure.
9. No turn before DER.

BARPE 1Z [BARP1Z]
IVGUS 1Z [IVGU1Z]
RNAV (GNSS) DEPARTURES
(RWY 24L)

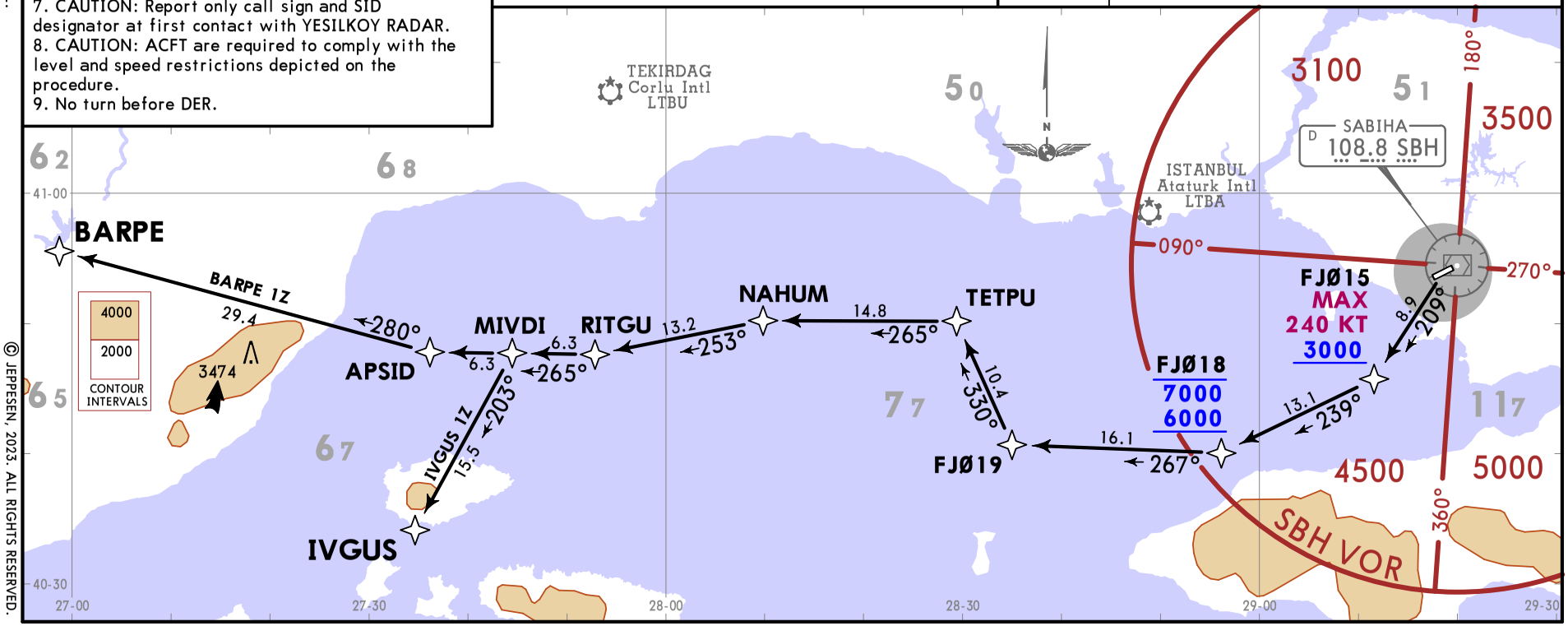
EXECUTED WITH LTFM RNAV (GNSS) STARS
RWY 34/35/36

These SIDs require a minimum climb gradient of 5.0% (304 FT/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 **6000**

SID	ROUTING
BARPE 1Z	(800+) - FJØ15 (K240-; 3000+) - FJØ18 (6000+; 7000-) - FJØ19 - TETPU - NAHUM - RITGU - MIVDI - APSID - BARPE.
IVGUS 1Z	(800+) - FJØ15 (K240-; 3000+) - FJØ18 (6000+; 7000-) - FJØ19 - TETPU - NAHUM - RITGU - MIVDI - IVGUS.



CHANGES: New procedures for new RWY 24L.

YESILKOY Approach/Radar	Apt Elev	Trans alt: 12000
126.425 127.825	312	1. After take off IMMEDIATELY contact YESILKOY RADAR. 2. Report only call sign at first contact with YESILKOY RADAR.

YALOVA 2P (YAA 2P) [YAA2P]
YALOVA 2W (YAA 2W) [YAA2W]
DEPARTURES
(RWYS 06L, 24R)

CHANGES: New RWY 06R/24L, old RWY renamed 06L/24R, chart reindexed.

SABIHA
D 108.8 SBH

D7.0 SBH
2500

D8.0 SBH
2300

090°
180°
270°
360°
059°
239°
187°
YAA 2W
YAA 2P
D7.0 Arc SBH
D8.0 Arc SBH

SBH VOR
R007

YALOVA
D 117.7 YAA

3100
3500
4500
5000
5 0
5 1
7 7
11 7
41-00
40-30
29-30
29-00

6000
4000
2000
CONTOUR INTERVALS

4187

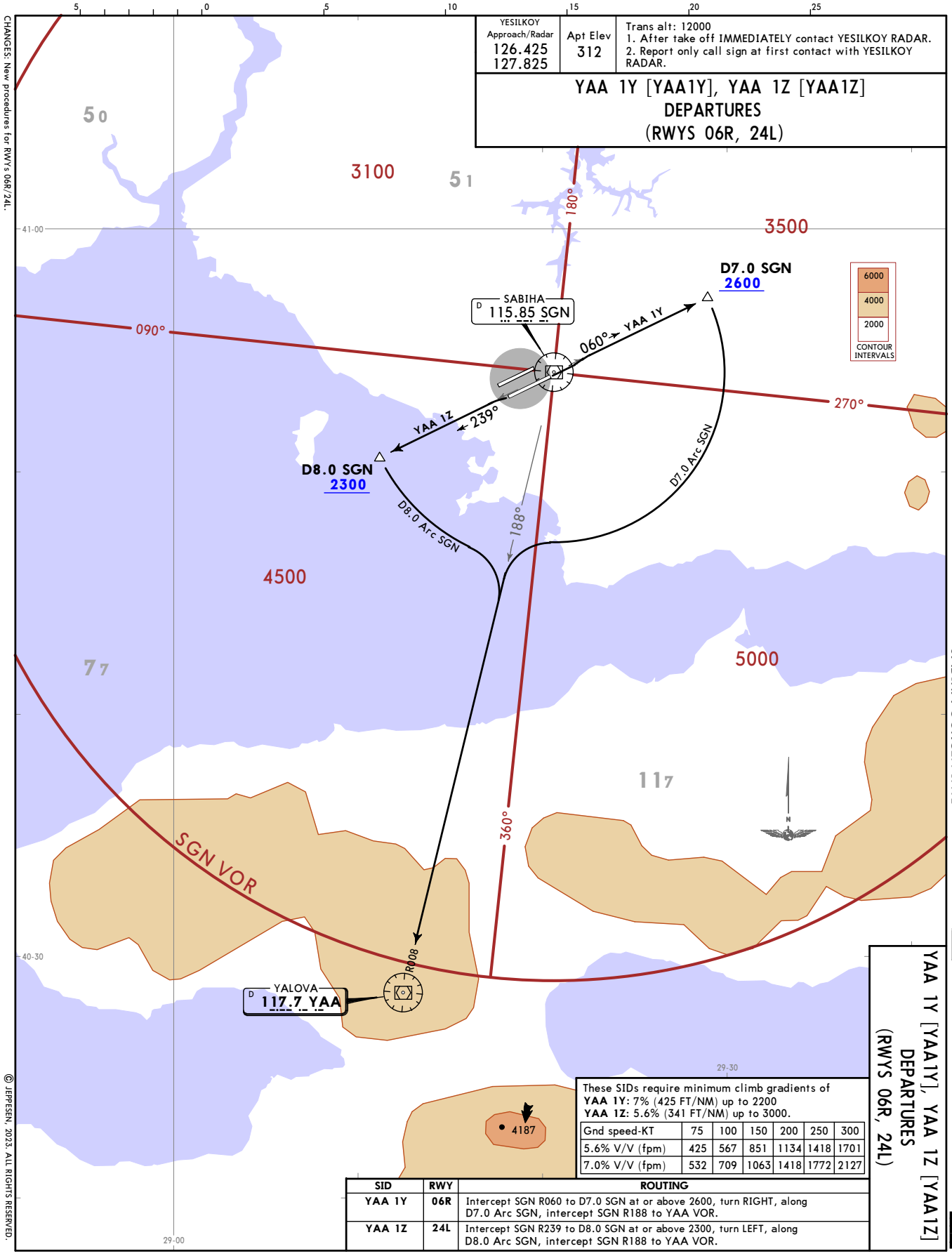
These SIDs require minimum climb gradients of
YAA 2P: 5.5% (334 FT/NM) up to 8000.
YAA 2W: 5.0% (304 FT/NM) up to 8000.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V(fpm)	380	506	760	1013	1266	1519
5.5% V/V(fpm)	418	557	835	1114	1392	1671

SID	RWY	ROUTING
YAA 2P	24R	Intercept SBH R239 to D8.0 SBH, turn LEFT, along D8.0 Arc SBH, intercept SBH R187 to YAA VOR.
YAA 2W	06L	Intercept SBH R059 to D7.0 SBH, turn RIGHT, along D7.0 Arc SBH, intercept SBH R187 to YAA VOR.

YALOVA 2P (YAA 2P) [YAA2P]
YALOVA 2W (YAA 2W) [YAA2W]
DEPARTURES
(RWYS 06L, 24R)

JEPPESEN ISTANBUL, TURKIYE
12 MAY 23 20-35 Eff 18 May
SID


YESILKOY
Approach/Radar
126.425
127.825
Apt Elev
312
Trans alt: 12000
1. After take off IMMEDIATELY contact YESILKOY RADAR.
2. Report only call sign at first contact with YESILKOY RADAR.
YAA 1Y [YAA1Y], YAA 1Z [YAA1Z]
DEPARTURES
(RWYS 06R, 24L)
CHANGES: New procedures for RWYs 06R/24L.
3100
3500
4500
5000
090°
180°
270°
360°
060°
YAA 1Y
239°
YAA 1Z
188°
D7.0 SGN
2600
D8.0 SGN
2300
SABIHA
115.85 SGN
D7.0 Arc SGN
D8.0 Arc SGN
6000
4000
2000
CONTOUR INTERVALS
SGN VOR
R008
YALOVA
117.7 YAA
4187
41-00
40-30
29-30
29-00
These SIDs require minimum climb gradients of
YAA 1Y: 7% (425 FT/NM) up to 2200
YAA 1Z: 5.6% (341 FT/NM) up to 3000.
Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300
5.6% V/V (fpm) | 425 | 567 | 851 | 1134 | 1418 | 1701
7.0% V/V (fpm) | 532 | 709 | 1063 | 1418 | 1772 | 2127
SID | RWY | ROUTING
YAA 1Y | 06R | Intercept SGN R060 to D7.0 SGN at or above 2600, turn RIGHT, along D7.0 Arc SGN, intercept SGN R188 to YAA VOR.
YAA 1Z | 24L | Intercept SGN R239 to D8.0 SGN at or above 2300, turn LEFT, along D8.0 Arc SGN, intercept SGN R188 to YAA VOR.
LTFJ/SAW
SABIHA GOKCEN INTL
ISTANBUL, TURKIYE
SID
JEPPESEN
12 MAY 23
20-3T
Eff 18 May
YAA 1Y [YAA1Y], YAA 1Z [YAA1Z]
DEPARTURES
(RWYS 06R, 24L)
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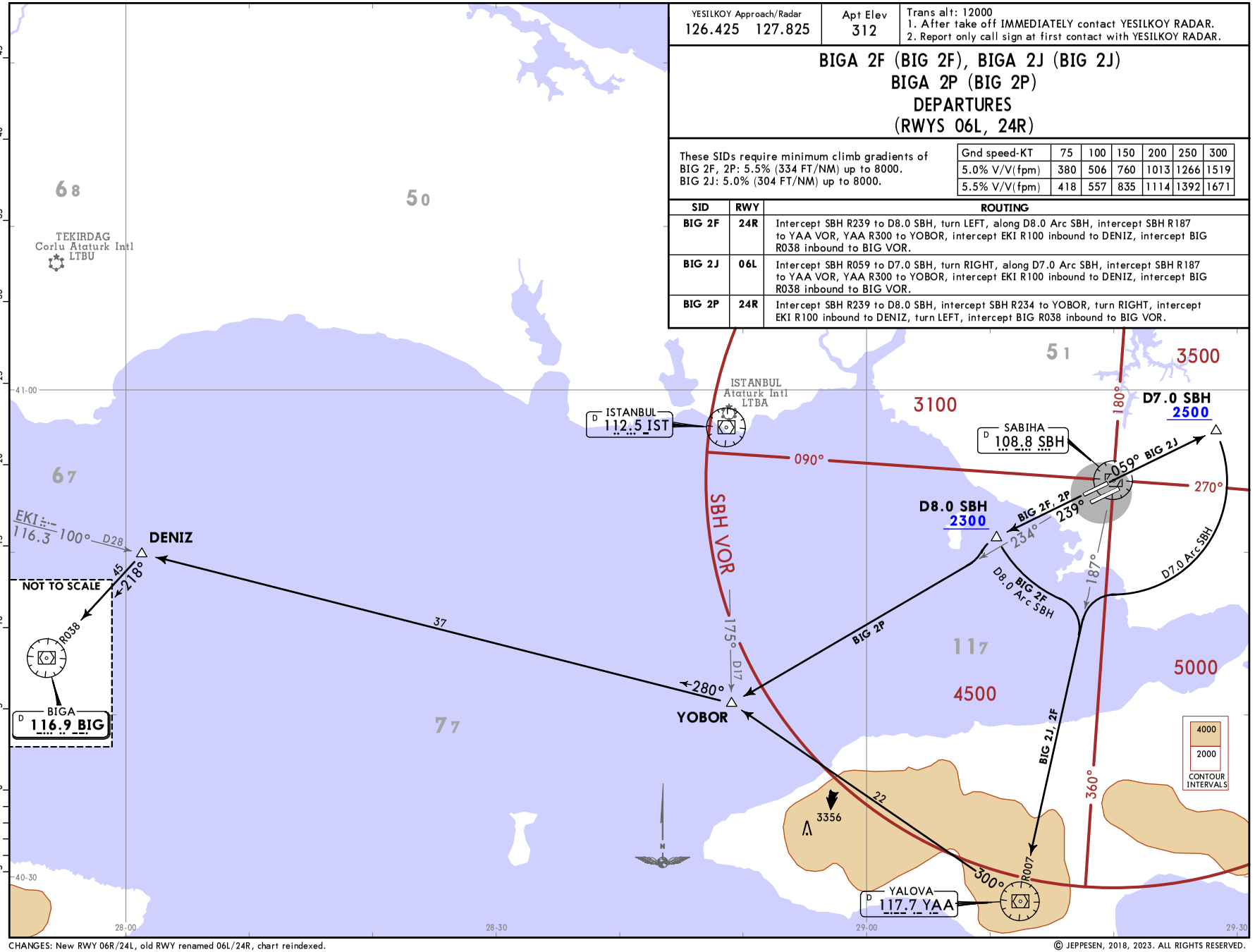
YESILKOY Approach/Radar	Apt Elev	Trans alt: 12000
126.425 127.825	312	1. After take off IMMEDIATELY contact YESILKOY RADAR. 2. Report only call sign at first contact with YESILKOY RADAR.

BIGA 2F (BIG 2F), BIGA 2J (BIG 2J)
BIGA 2P (BIG 2P)
DEPARTURES
(RWYS 06L, 24R)

These SIDs require minimum climb gradients of
BIG 2F, 2P: 5.5% (334 FT/NM) up to 8000.
BIG 2J: 5.0% (304 FT/NM) up to 8000.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V(fpm)	380	506	760	1013	1266	1519
5.5% V/V(fpm)	418	557	835	1114	1392	1671

SID	RWY	ROUTING
BIG 2F	24R	Intercept SBH R239 to D8.0 SBH, turn LEFT, along D8.0 Arc SBH, intercept SBH R187 to YAA VOR, YAA R300 to YOBOR, intercept EKI R100 inbound to DENIZ, intercept BIG R038 inbound to BIG VOR.
BIG 2J	06L	Intercept SBH R059 to D7.0 SBH, turn RIGHT, along D7.0 Arc SBH, intercept SBH R187 to YAA VOR, YAA R300 to YOBOR, intercept EKI R100 inbound to DENIZ, intercept BIG R038 inbound to BIG VOR.
BIG 2P	24R	Intercept SBH R239 to D8.0 SBH, intercept SBH R234 to YOBOR, turn RIGHT, intercept EKI R100 inbound to DENIZ, turn LEFT, intercept BIG R038 inbound to BIG VOR.



CHANGES: New RWY 06R/24L, old RWY renamed 06L/24R, chart reindexed.

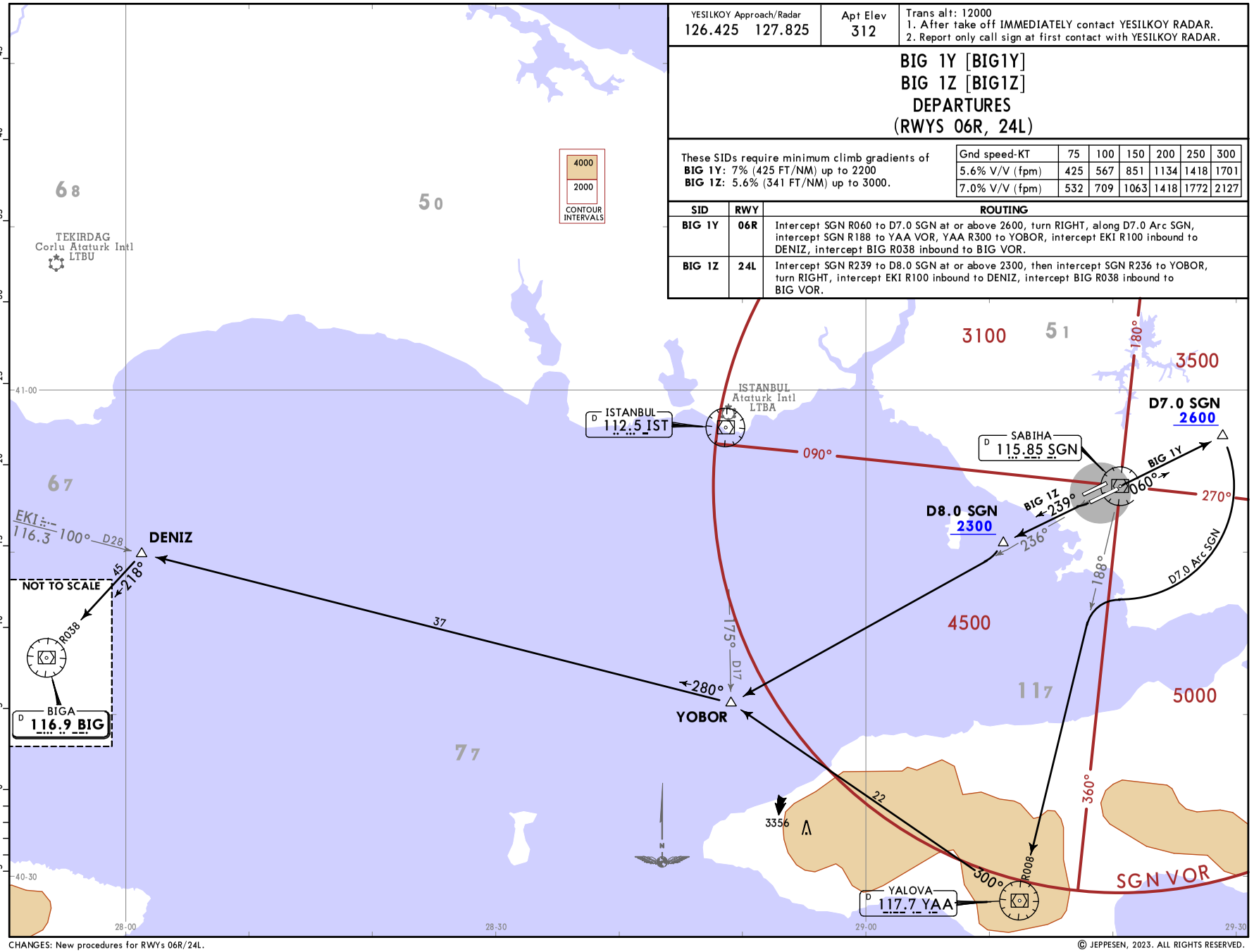
YESILKOY Approach/Radar	Apt Elev	Trans alt: 12000
126.425 127.825	312	1. After take off IMMEDIATELY contact YESILKOY RADAR. 2. Report only call sign at first contact with YESILKOY RADAR.

BIG 1Y [BIG1Y]
BIG 1Z [BIG1Z]
DEPARTURES
(RWYS 06R, 24L)

These SIDs require minimum climb gradients of
BIG 1Y: 7% (425 FT/NM) up to 2200
BIG 1Z: 5.6% (341 FT/NM) up to 3000.

Gnd speed-KT	75	100	150	200	250	300
5.6% V/V (fpm)	425	567	851	1134	1418	1701
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

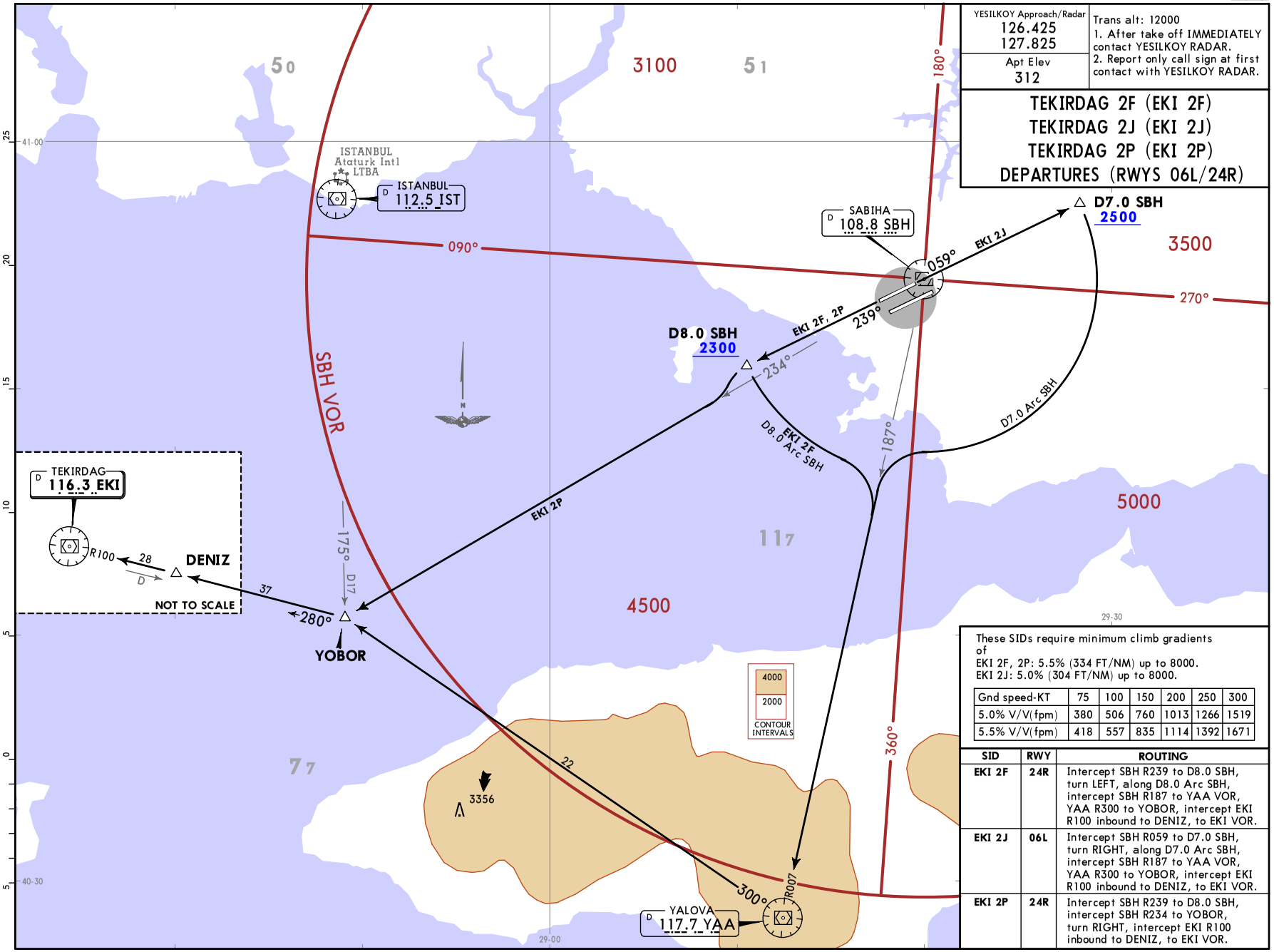
SID	RWY	ROUTING
BIG 1Y	06R	Intercept SGN R060 to D7.0 SGN at or above 2600, turn RIGHT, along D7.0 Arc SGN, intercept SGN R188 to YAA VOR, YAA R300 to YOBOR, intercept EKI R100 inbound to DENIZ, intercept BIG R038 inbound to BIG VOR.
BIG 1Z	24L	Intercept SGN R239 to D8.0 SGN at or above 2300, then intercept SGN R236 to YOBOR, turn RIGHT, intercept EKI R100 inbound to DENIZ, intercept BIG R038 inbound to BIG VOR.



CHANGES: New procedures for RWYs 06R/24L.

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN ISTANBUL, TURKIYE
12 MAY 23 (20-3W) Eff 18 May
SID



YESILKOY Approach/Radar
126.425
127.825

Apt Elev
312

Trans alt: 12000
1. After take off IMMEDIATELY contact YESILKOY RADAR.
2. Report only call sign at first contact with YESILKOY RADAR.

TEKIRDAG 2F (EKI 2F)
TEKIRDAG 2J (EKI 2J)
TEKIRDAG 2P (EKI 2P)
DEPARTURES (RWYS 06L/24R)

These SIDs require minimum climb gradients of
EKI 2F, 2P: 5.5% (334 FT/NM) up to 8000.
EKI 2J: 5.0% (304 FT/NM) up to 8000.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V(fpm)	380	506	760	1013	1266	1519
5.5% V/V(fpm)	418	557	835	1114	1392	1671

SID	RWY	ROUTING
EKI 2F	24R	Intercept SBH R239 to D8.0 SBH, turn LEFT, along D8.0 Arc SBH, intercept SBH R187 to YAA VOR, YAA R300 to YOBOR, intercept EKI R100 inbound to DENIZ, to EKI VOR.
EKI 2J	06L	Intercept SBH R059 to D7.0 SBH, turn RIGHT, along D7.0 Arc SBH, intercept SBH R187 to YAA VOR, YAA R300 to YOBOR, intercept EKI R100 inbound to DENIZ, to EKI VOR.
EKI 2P	24R	Intercept SBH R239 to D8.0 SBH, intercept SBH R234 to YOBOR, turn RIGHT, intercept EKI R100 inbound to DENIZ, to EKI VOR.

CHANGES: New RWY 06R/24L, old RWY renamed 06L/24R, chart reindexed.

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN
12 MAY 23 (20-3X) Eff 18 May

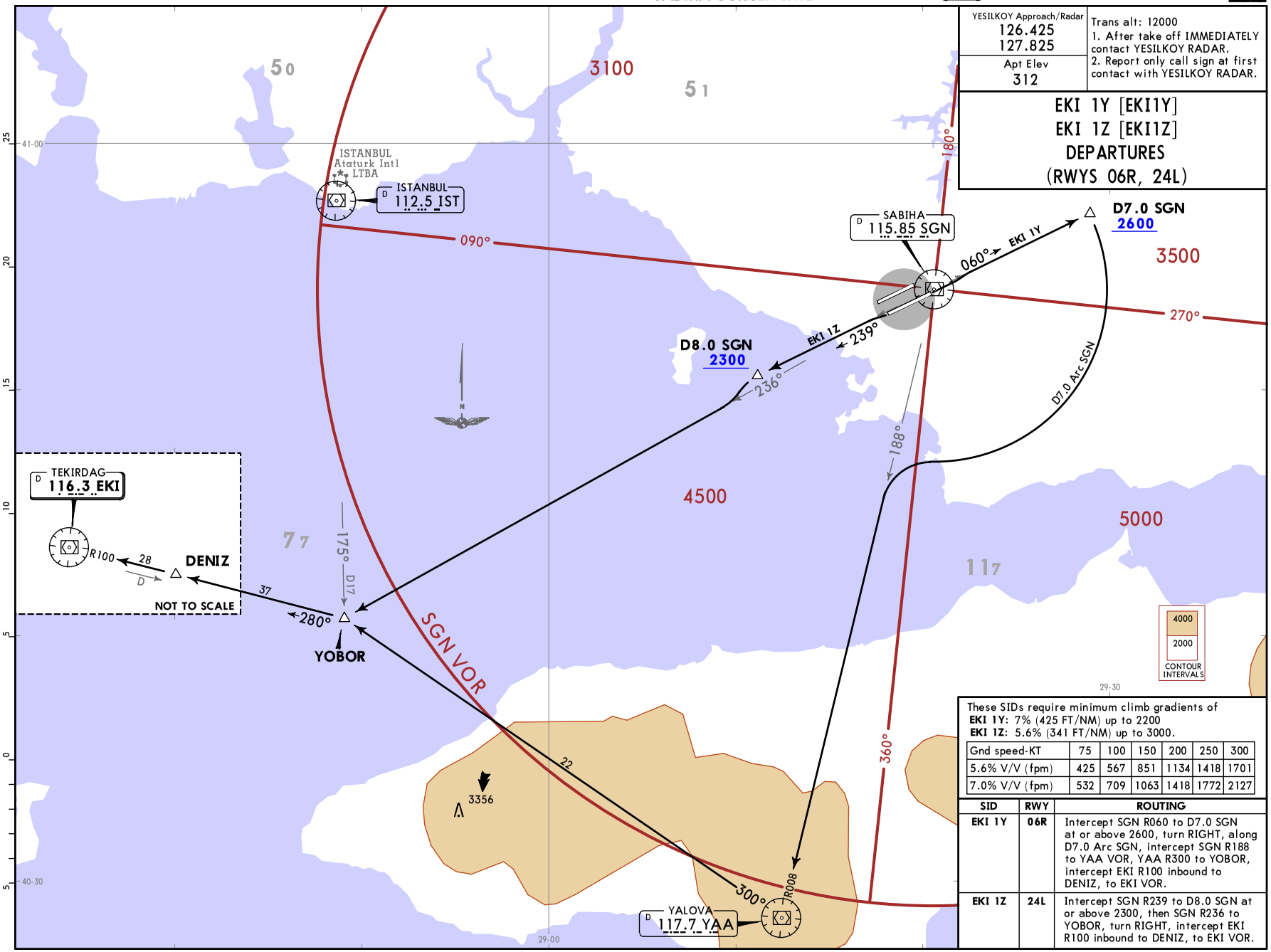
ISTANBUL, TURKIYE
SID

YESILKOY Approach/Radar
126.425
127.825

Apt Elev
312

Trans alt: 12000
1. After take off IMMEDIATELY contact YESILKOY RADAR.
2. Report only call sign at first contact with YESILKOY RADAR.

EKI 1Y [EKI1Y]
EKI 1Z [EKI1Z]
DEPARTURES
(RWYS 06R, 24L)



These SIDs require minimum climb gradients of
EKI 1Y: 7% (425 FT/NM) up to 2200
EKI 1Z: 5.6% (341 FT/NM) up to 3000.

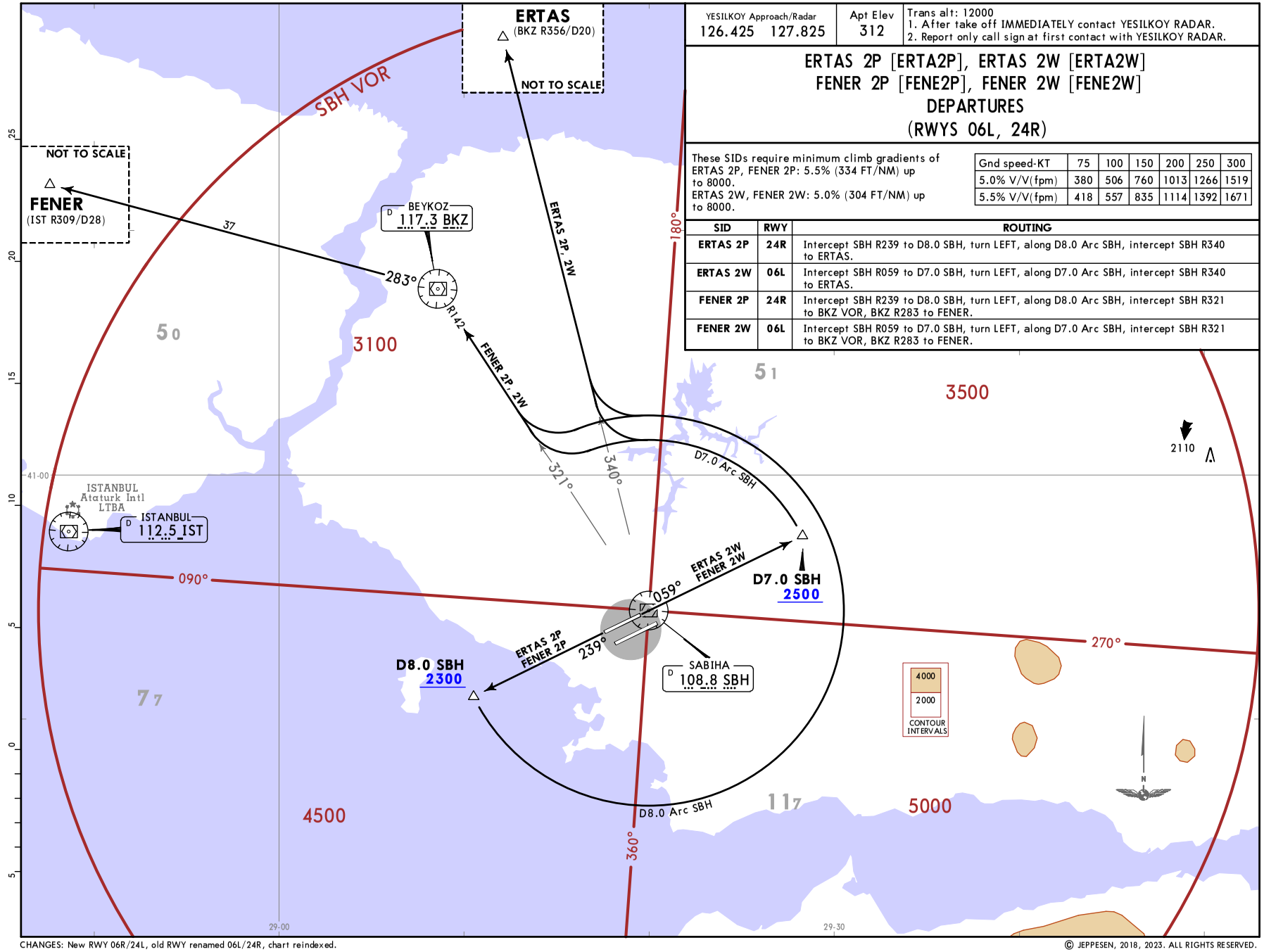
Gnd speed-KT	75	100	150	200	250	300
5.6% V/V (fpm)	425	567	851	1134	1418	1701
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

SID	RWY	ROUTING
EKI 1Y	06R	Intercept SGN R060 to D7.0 SGN at or above 2600, turn RIGHT, along D7.0 Arc SGN, intercept SGN R188 to YAA VOR, YAA R300 to YOBOR, intercept EKI R100 inbound to DENIZ, to EKI VOR.
EKI 1Z	24L	Intercept SGN R239 to D8.0 SGN at or above 2300, then SGN R236 to YOBOR, turn RIGHT, intercept EKI R100 inbound to DENIZ, to EKI VOR.

CHANGES: New procedures for RWYs 06R/24L.

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN ISTANBUL, TURKIYE
12 MAY 23 (20-3X1) Eff 18 May
SID



YESILKOY Approach/Radar	Apt Elev	Trans alt: 12000
126.425 127.825	312	1. After take off IMMEDIATELY contact YESILKOY RADAR. 2. Report only call sign at first contact with YESILKOY RADAR.

ERTAS 2P [ERTA2P], ERTAS 2W [ERTA2W]
FENER 2P [FENE2P], FENER 2W [FENE2W]
DEPARTURES
(RWYS 06L, 24R)

These SIDs require minimum climb gradients of
ERTAS 2P, FENER 2P: 5.5% (334 FT/NM) up to 8000.
ERTAS 2W, FENER 2W: 5.0% (304 FT/NM) up to 8000.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V(fpm)	380	506	760	1013	1266	1519
5.5% V/V(fpm)	418	557	835	1114	1392	1671

SID	RWY	ROUTING
ERTAS 2P	24R	Intercept SBH R239 to D8.0 SBH, turn LEFT, along D8.0 Arc SBH, intercept SBH R340 to ERTAS.
ERTAS 2W	06L	Intercept SBH R059 to D7.0 SBH, turn LEFT, along D7.0 Arc SBH, intercept SBH R340 to ERTAS.
FENER 2P	24R	Intercept SBH R239 to D8.0 SBH, turn LEFT, along D8.0 Arc SBH, intercept SBH R321 to BKZ VOR, BKZ R283 to FENER.
FENER 2W	06L	Intercept SBH R059 to D7.0 SBH, turn LEFT, along D7.0 Arc SBH, intercept SBH R321 to BKZ VOR, BKZ R283 to FENER.

CHANGES: New RWY 06R/24L, old RWY renamed 06L/24R, chart reindexed.

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN
12 MAY 23 (20-3X2) Eff 18 May

ISTANBUL, TURKIYE
SID

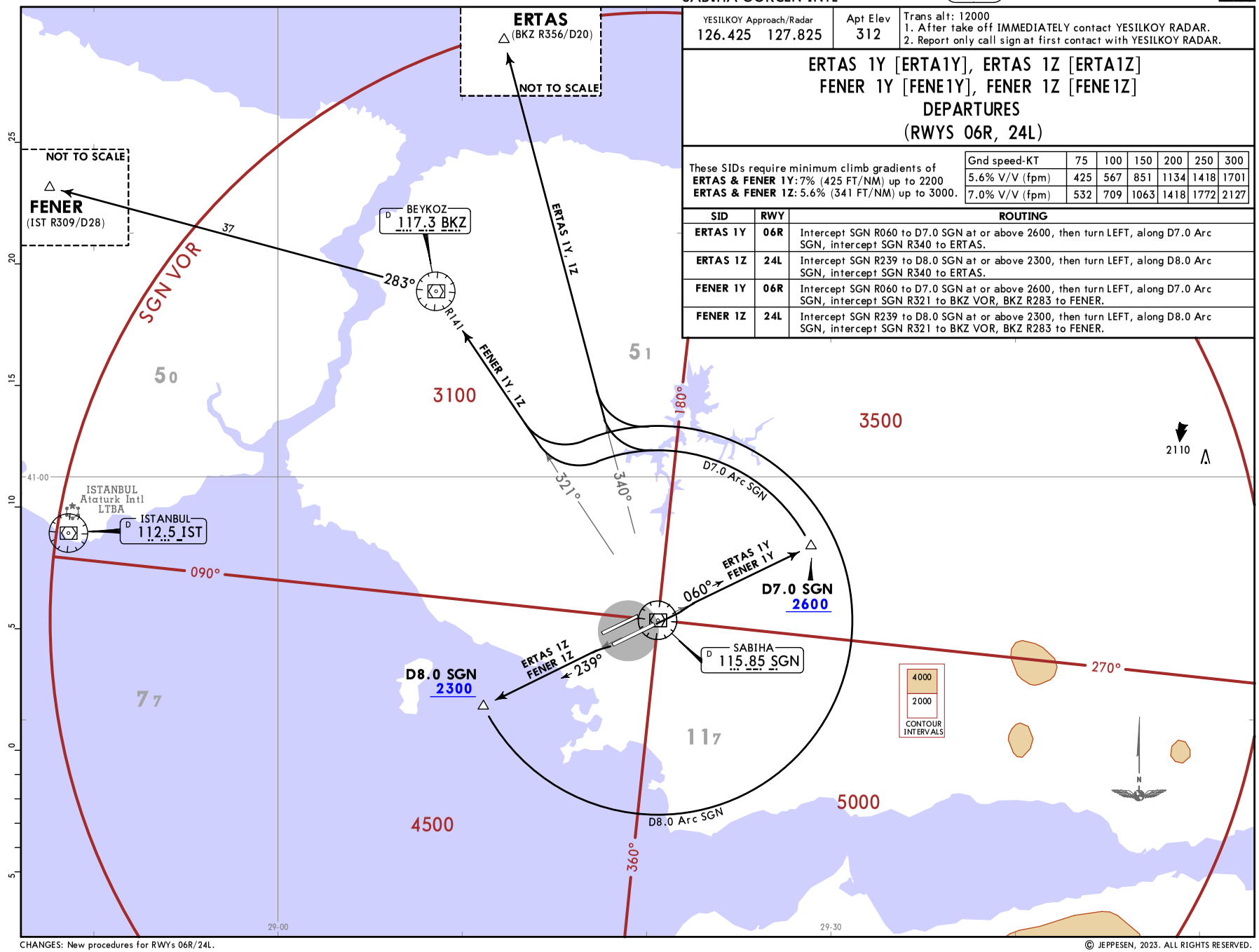
YESILKOY Approach/Radar		Apt Elev	Trans alt: 12000
126.425	127.825	312	1. After take off IMMEDIATELY contact YESILKOY RADAR. 2. Report only call sign at first contact with YESILKOY RADAR.

ERTAS 1Y [ERTA1Y], ERTAS 1Z [ERTA1Z]
FENER 1Y [FENE1Y], FENER 1Z [FENE1Z]
DEPARTURES
(RWYS 06R, 24L)

These SIDs require minimum climb gradients of
ERTAS & FENER 1Y: 7% (425 FT/NM) up to 2200
ERTAS & FENER 1Z: 5.6% (341 FT/NM) up to 3000.

Gnd speed-KT	75	100	150	200	250	300
5.6% V/V (fpm)	425	567	851	1134	1418	1701
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

SID	RWY	ROUTING
ERTAS 1Y	06R	Intercept SGN R060 to D7.0 SGN at or above 2600, then turn LEFT, along D7.0 Arc SGN, intercept SGN R340 to ERTAS.
ERTAS 1Z	24L	Intercept SGN R239 to D8.0 SGN at or above 2300, then turn LEFT, along D8.0 Arc SGN, intercept SGN R340 to ERTAS.
FENER 1Y	06R	Intercept SGN R060 to D7.0 SGN at or above 2600, then turn LEFT, along D7.0 Arc SGN, intercept SGN R321 to BKZ VOR, BKZ R283 to FENER.
FENER 1Z	24L	Intercept SGN R239 to D8.0 SGN at or above 2300, then turn LEFT, along D8.0 Arc SGN, intercept SGN R321 to BKZ VOR, BKZ R283 to FENER.

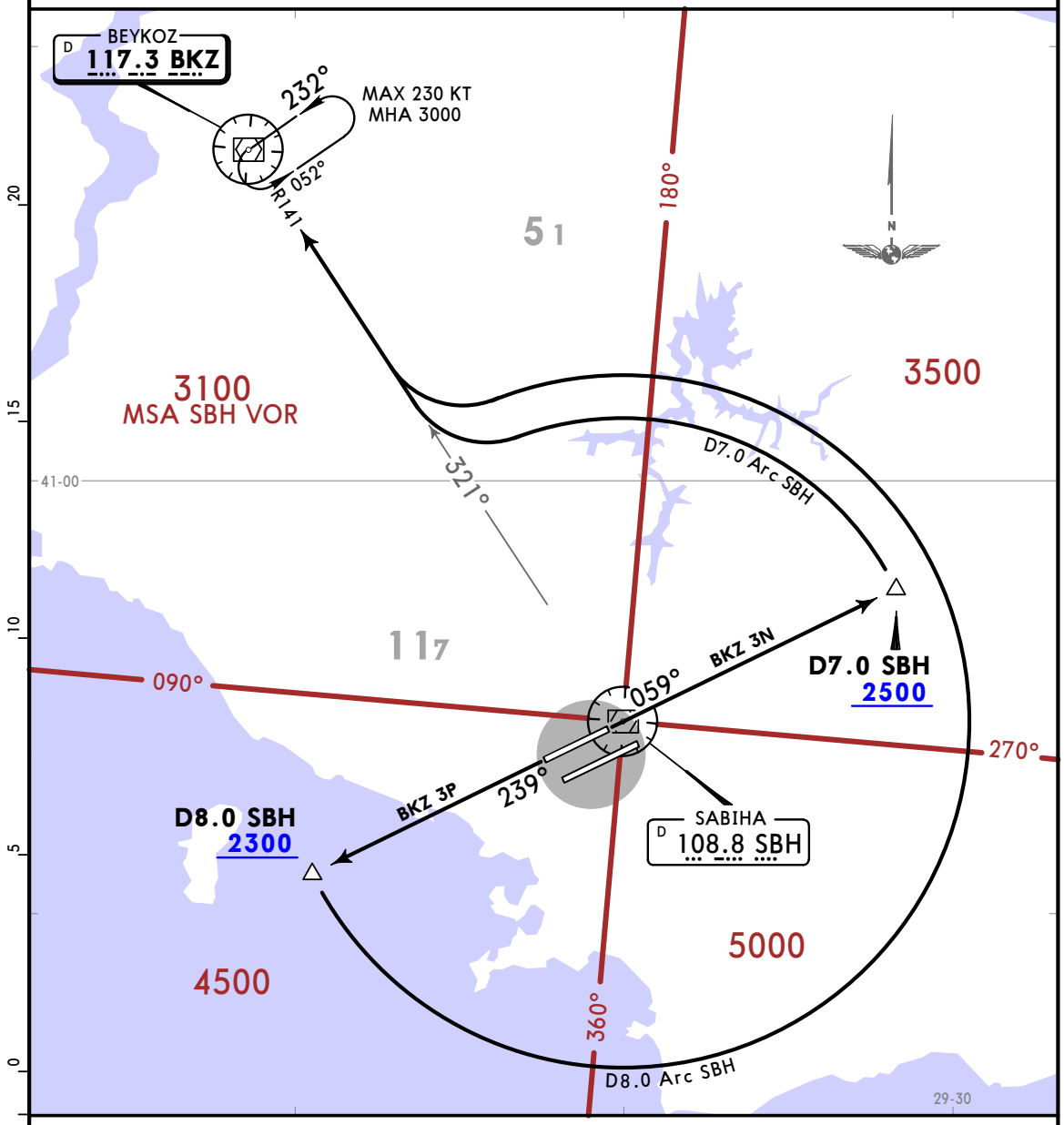


CHANGES: New procedures for RWYs 06R/24L.

YESILKOY Approach/Radar	Apt Elev	
126.425 127.825	312	Trans alt: 12000 1. Contact YESILKOY Radar IMMEDIATELY after take-off. 2. At first contact with YESILKOY Radar report only Call Sign. 3. CAUTION: At or before BKZ VOR, the ACFT will be cleared or RADAR vectored to a point or final track, where the relevant approach can be made.

BKZ 3N, BKZ 3P
DEPARTURES
(RWYS 06L, 24R)

AVAILABLE ONLY FOR THE ACFT DESTINED TO LTFM OR LTBA



These SIDs require minimum climb gradients of
BKZ 3N: 304 FT/NM (5%) up to 8000.
BKZ 3P: 334 FT/NM (5.5%) up to 8000.

Gnd speed-KT	75	100	150	200	250	300
304 per NM	380	507	760	1013	1267	1520
334 per NM	418	557	835	1113	1392	1670

Initial climb clearance **5000**

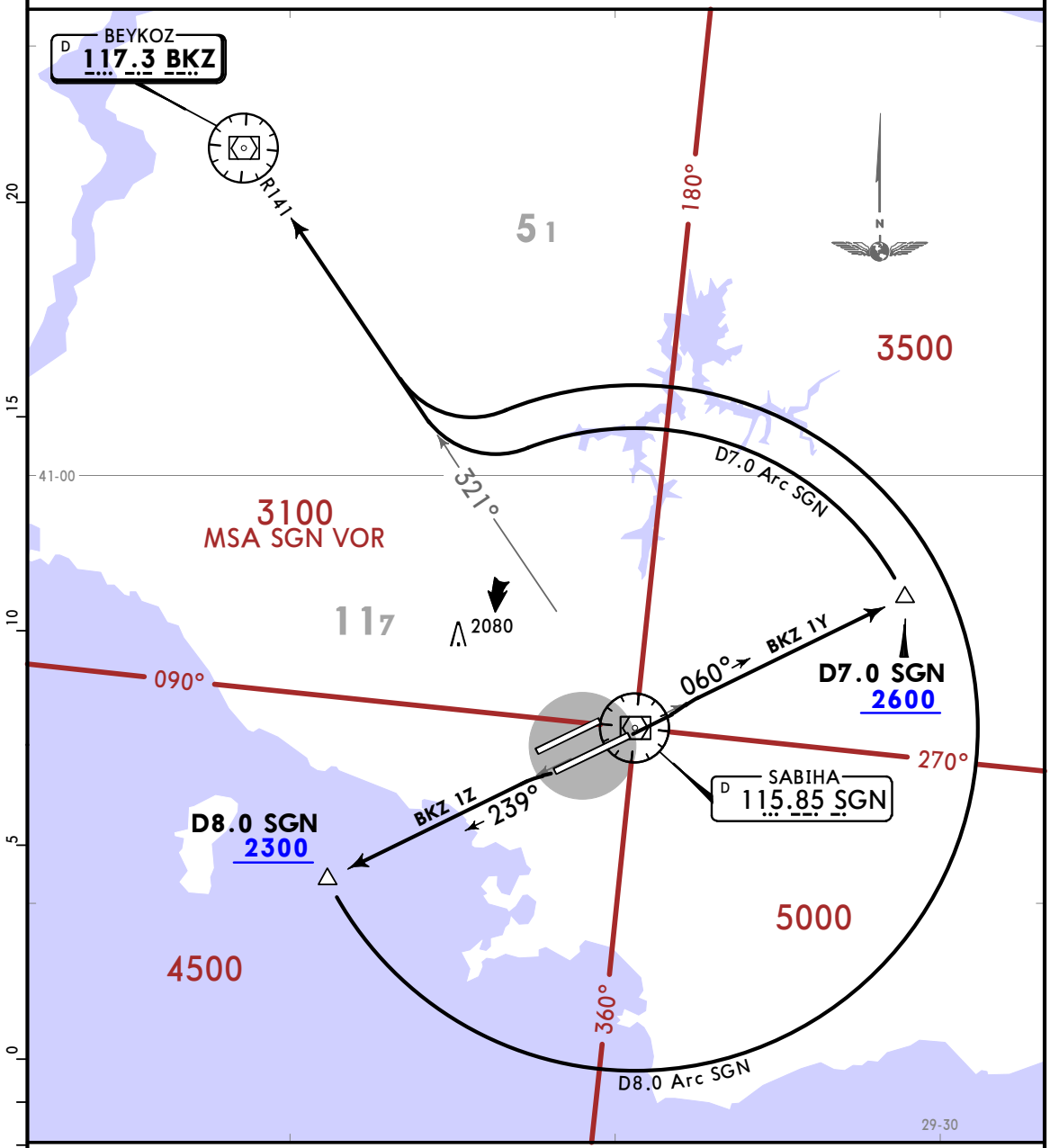
SID	RWY	ROUTING
BKZ 3N	**06L**	Intercept SBH R059 to D7.0 SBH, turn LEFT, along D7.0 Arc SBH, intercept SBH R321 to BKZ VOR.
BKZ 3P	**24R**	Intercept SBH R239 to D8.0 SBH, turn LEFT, along D8.0 Arc SBH, intercept SBH R321 to BKZ VOR.

CHANGES: New RWY 06R/24L, old RWY renamed 06L/24R, chart reindexed.

YESILKOY Approach/Radar	Apt Elev	
126.425 127.825	312	Trans alt: 12000 1. Contact YESILKOY Radar IMMEDIATELY after take-off. 2. At first contact with YESILKOY Radar report only Call Sign. 3. CAUTION: At or before BKZ VOR, the ACFT will be cleared or RADAR vectored to a point or final track, where the relevant approach can be made.

BKZ 1Y [BKZ1Y], BKZ 1Z [BKZ1Z]
DEPARTURES
(RWYS 06R, 24L)

AVAILABLE ONLY FOR THE ACFT DESTINED TO LTFM OR LTBA



These SIDs require minimum climb gradients of
BKZ 1Y: 7% (425 FT/NM) up to 2200
BKZ 1Z: 5.6% (341 FT/NM) up to 3000.

Gnd speed-KT	75	100	150	200	250	300
5.6% V/V (fpm)	425	567	851	1134	1418	1701
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

SID	RWY	ROUTING
BKZ 1Y	**06R**	Intercept SGN R060 to D7.0 SGN at or above 2600, then turn LEFT, along D7.0 Arc SGN, intercept SGN R321 to BKZ VOR.
BKZ 1Z	**24L**	Intercept SGN R239 to D8.0 SGN at or above 2300, then turn LEFT, along D8.0 Arc SGN, intercept SGN R321 to BKZ VOR.

CHANGES: New procedures for RWYs 06R/24L.

LTFJ/SAW

Apt Elev 312′
N40 53.9 E029 18.6

JEPPESEN ISTANBUL, TURKIYE
SABIHA GOKCEN INTL

12 MAY 23
Eff 18 May
20-9

D-ATIS	Data Comm ACARS: D-ATIS	GOKCEN Delivery	GOKCEN Ground			Tower	
128.550		122.625	121.750	121.580	121.905	118.8	120.925

❶ When RWY vacated, contact Ground.

LEGEND
HS1 — HOT SPOTS see (20-9A) AIRPORT INFO, HOT SPOTS, TAKE-OFF MNMS for description
De-icing area
No entry

Stop bars available on TWYs: A, A1, A2, A3, A10, A11, C, C11, E, G, H, J, K, K1, K2, L, L1, L2, M, M1, M2 and U.

Terminal
Control Tower 1
Control Tower 2
APRON 1
APRON 2
APRON 4
APRON 6
APRON 7
APRON 8
APRON 9
GA APRON
CARGO APRON
MRO APRON
Cargo Terminal
Engine Test Area
DE-ICING APRON 1
DE-ICING APRON 2
FOR DETAILS SEE PARKING STANDS
VOR/NDB
VOR
24R 239°
24L 239°
06L 059°
06R 059°
05°E
9843′ 3000m
11614′ 3540m
Elev 304′
197′ 60m Stopway
Elev 308′
197′ 60m Stopway
Elev 292′
197′ 60m Stopway
Elev 270′
299′ 91m Stopway
HS1
HS2
HS3
ARP

Feet 0 500 1000 1500 2000 2500 3000
Meters 0 200 400 600 800 1000

29-17 29-18 29-19 29-20 29-21
40-55 40-54 40-53

CHANGES: Rwy 06L/24R designators, Rwy 06L elev, new RWY 06R/24L, APRON 9, TWYs and holding positions added, De-icing Aprons, ABN, chart size.

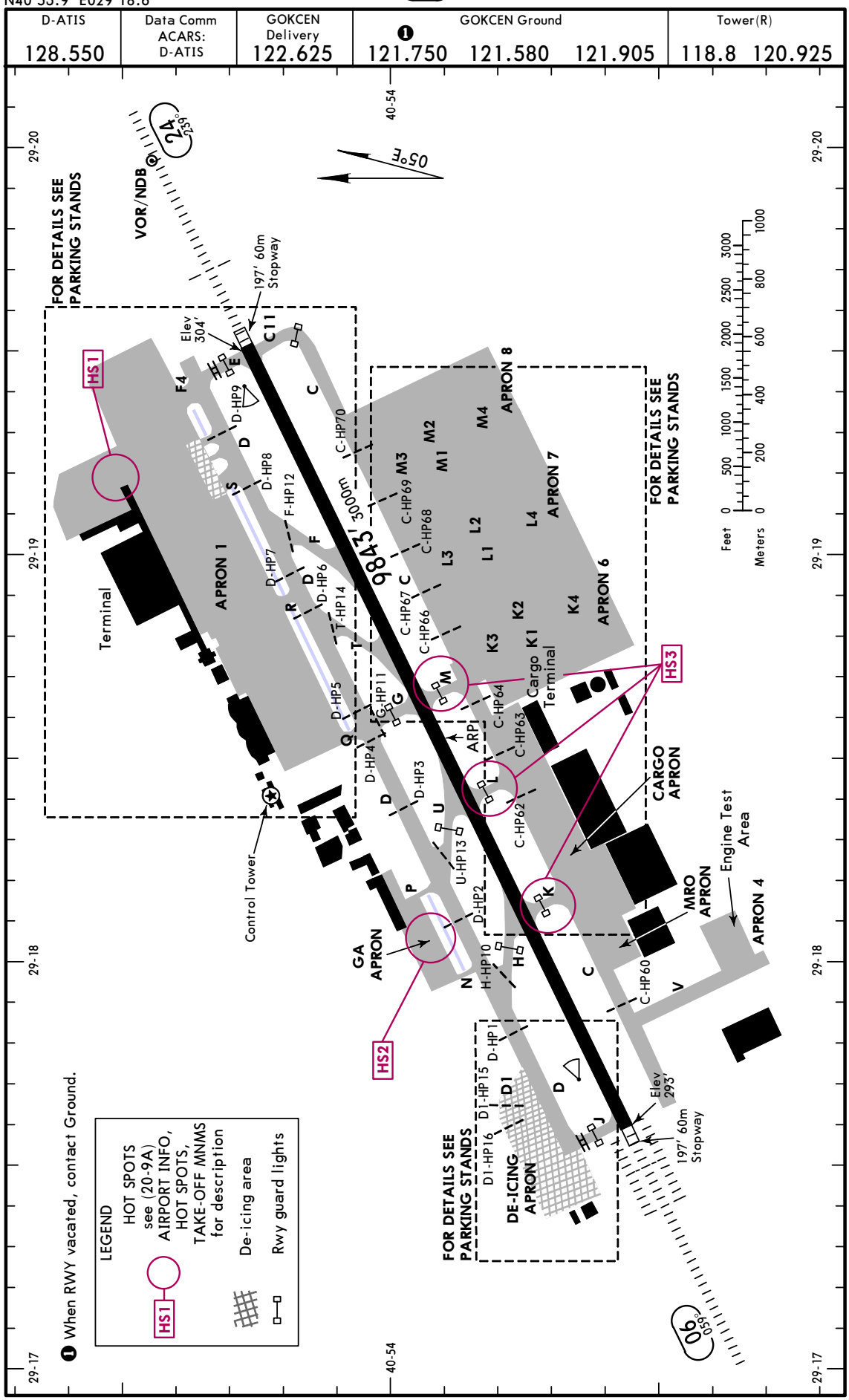
LTFJ/SAW

Apt Elev 312′
N40 53.9 E029 18.6

JEPPESEN
10 FEB 23 (20-9) Eff 23 Feb

ISTANBUL, TURKIYE
SABIHA GOKCEN INTL

D-ATIS	Data Comm ACARS: D-ATIS	GOKCEN Delivery	GOKCEN Ground			Tower(R)	
128.550		122.625	121.750	121.580	121.905	118.8	120.925



CHANGES: MRO Apron added.

ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS — LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
06L	HIRL (60m) CL (15m) ❶HIALS-II TDZ REIL SFL PAPI (angle 3.5°) HSTIL: T, F	OFZ RVR	9547' 2910m	9053' 2759m		148' 45m
24R	HIRL (60m) CL (15m) ❶HIALS REIL PAPI (angle 3.5°) HSTIL: U, H	OFZ RVR		8810' 2685m		
06R	HIRL (60m) CL (15m) ❶HIALS-II TDZ REIL SFL PAPI-L (angle 3.0°) ❷	OFZ RVR		10,581' 3225m		197' 60m
24L	HIRL (60m) CL (15m) ❶HIALS TDZ REIL SFL PAPI-L (angle 3.5°) HSTIL: A4, A5, A6	OFZ RVR		10,581' 3225m		

❶ length 900m

❷ HSTIL: A7, A8, A9

HOT SPOTS

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

HS1 The parking positions numbered as 301 thru 308 at Apron 1 and the entrance and exit points of this area can not be seen by airport control TWR. There are vehicle roads which cross the apron central line. 'Moving ACFT control signs' have been established and drivers are required to stop and make controlled passes. There are curved turning taxi lines for the airplanes for the entrance and the exit to this area. While entering and exiting on this area or at the turning point to the parking positions, minimum power and taxi speed should be used.

HS2 Since GAV apron TWY P and N can not be seen by the airport control tower, all ACFT movements in this area shall be done under pilot responsibility and shall not block ACFT movements on TWY D. GAV apron has not guide lines. ACFTs entering GAV apron are to enter from TWY P or TWY N and wait on this TWYs holding points. On TWY P and TWY N the engine shall not be stopped. According to guidance service, ACFTs shall stop on the stop points by following guide lines and if ACFTs are to be parked, towing shall be conducted. At the entry/exit of P and N TWYs on GAV apron low taxi speed and low power shall be used and apart from specified holding points on apron, ACFTs shall not taxi with their own power. ACFTs exiting GAV apron shall be towed to specified holding points on apron without blocking TWYs P and N. ACFTs on those points are subject to standard procedures and ATC instructions and shall not enter to TWY D without ATC clearance. On TWYs P and N ACFTs shall not stop engine, park, board passenger and refuel.

HS3 There are entrances to the RWY 06L/24R from K, L, M TWYs. Extreme care should be given to holding points and seek ATC guidance by all means.

Std/State

TAKE-OFF

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

CHANGES: RWY 06L/24R designators, new RWY 06R/24L added, HS3 description.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
06	HIRL (60m) CL (15m) HIALS-II TDZ REIL SFL ❶❷ RVR	9547′ 2910m	8636′ 2632m		148′ 45m
24	HIRL (60m) CL (15m) HIALS REIL ❶❸ RVR		8871′ 2704m		

❶ PAPI(angle 3.5°) ❷ HST-T, F ❸ HST-U, H

HOT SPOTS

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

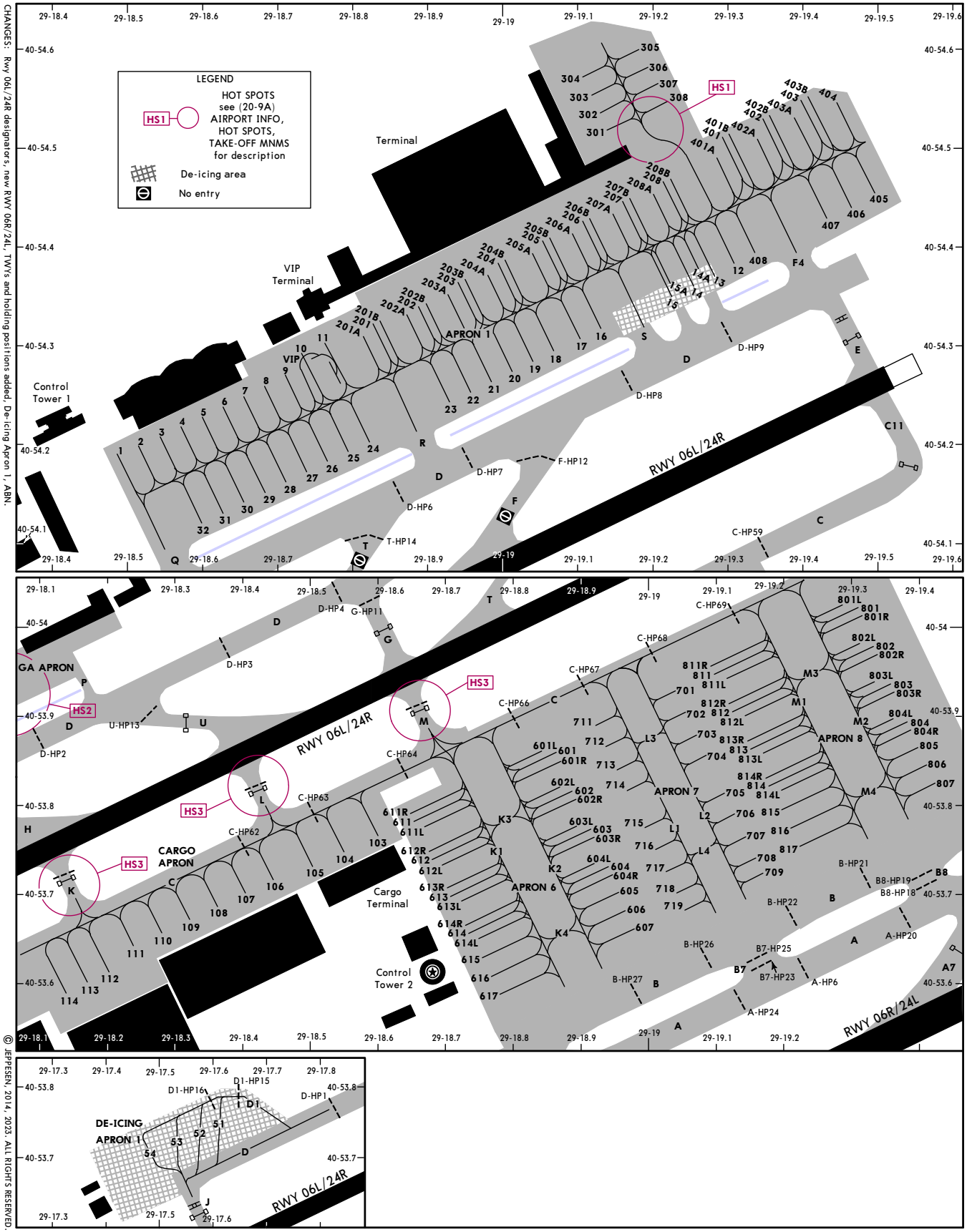
HS1 The parking positions numbered as 301 thru 308 at Apron 1 and the entrance and exit points of this area can not be seen by airport control TWR. There are vehicle roads which cross the apron central line. 'Moving ACFT control signs' have been established and drivers are required to stop and make controlled passes. There are curved turning taxi lines for the airplanes for the entrance and the exit to this area. While entering and exiting on this area or at the turning point to the parking positions, minimum power and taxi speed should be used.

HS2 Since GAV apron TWY P and N can not be seen by the airport control tower, all ACFT movements in this area shall be done under pilot responsibility and shall not block ACFT movements on TWY D. GAV apron has not guide lines. ACFTs entering GAV apron are to enter from TWY P or TWY N and wait on this TWYs holding points. On TWY P and TWY N the engine shall not be stopped. According to guidance service, ACFTs shall stop on the stop points by following guide lines and if ACFTs are to be parked, towing shall be conducted. At the entry/exit of P and N TWYs on GAV apron low taxi speed and low power shall be used and apart from specified holding points on apron, ACFTs shall not taxi with their own power. ACFTs exiting GAV apron shall be towed to specified holding points on apron without blocking TWYs P and N. ACFTs on those points are subject to standard procedures and ATC instructions and shall not enter to TWY D without ATC clearance. On TWYs P and N ACFTs shall not stop engine, park, board passenger and refuel.

HS3 There are entrances to the RWY 06/24 from K, L, M TWYs. Extreme care should be given to holding points and seek ATC guidance by all means. The part of cargo apron centerline between TWY K and TWY L is available only for CAT D ACFTs and ACFTs with smaller wingspan. Thus, CAT E and F ACFTs will use TWY L and TWY M for entrance and exit to Cargo Apron.

Std/State TAKE-OFF

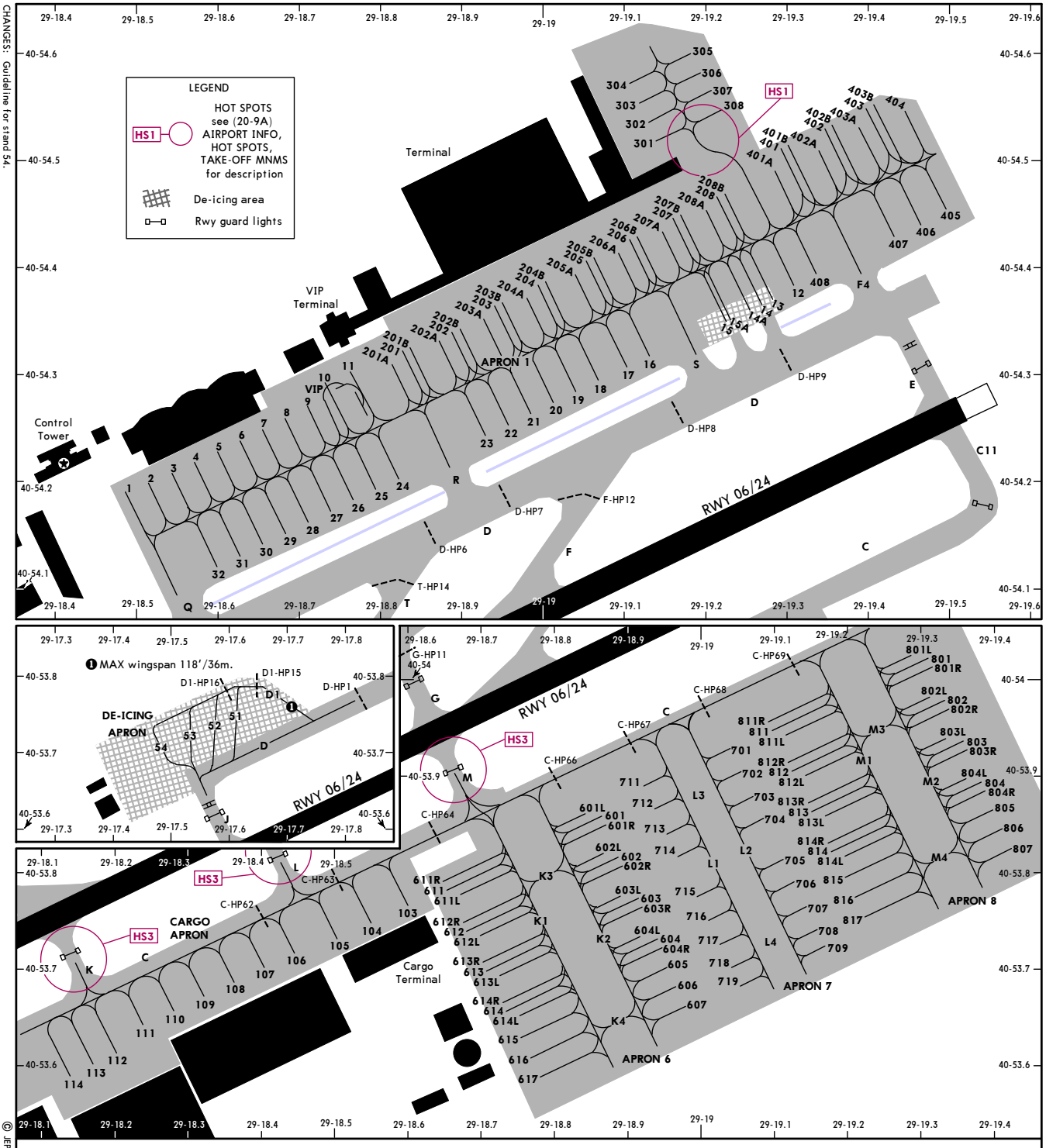
Low Visibility Take-off								
HIRL & CL (spacing 15m or less) & relevant RVR	RL & CL & relevant RVR	RL & CL	RL & RCLM	RL or CL	RL or RCLM	RL or CL	Adequate Vis Ref	
			DAY	NIGHT	DAY	NIGHT	DAY	NIGHT
TDZ R125m Mid R125m Rollout R125m	TDZ R150m Mid R150m Rollout R150m	R200m	R300m		R/V400m		R/V500m	NA



CHANGES: Rwy 06L/24R designators, new RWY 06R/24L, TWYs and holding positions added, De-icing Apron 1, ABN.

12 MAY 23
JEPPESEN
20-9B
Eff 18 May

CHANGES: Guideline for stand 54.



INS COORDINATES

STAND No.	COORDINATES
APRON 1	
1 thru 3	N40 54.2 E029 18.5
4 thru 6	N40 54.2 E029 18.6
7	N40 54.2 E029 18.7
8 thru 10	N40 54.3 E029 18.7
11	N40 54.3 E029 18.8
12 thru 14A	N40 54.4 E029 19.3
15, 15A	N40 54.3 E029 19.2
16 thru 18	N40 54.3 E029 19.1
19 thru 21	N40 54.3 E029 19.0
22	N40 54.2 E029 19.0
23	N40 54.2 E029 18.9
24 thru 26	N40 54.2 E029 18.8
27, 28	N40 54.2 E029 18.7
29, 30	N40 54.1 E029 18.7
31, 32	N40 54.1 E029 18.6
201 thru 201B	N40 54.3 E029 18.8
202, 202A	N40 54.3 E029 18.9
202B, 203	N40 54.4 E029 18.9
203A	N40 54.3 E029 18.9
203B	N40 54.4 E029 18.9
204 thru 205A	N40 54.4 E029 19.0
205B thru 206B	N40 54.4 E029 19.1
207	N40 54.4 E029 19.2
207A	N40 54.4 E029 19.1
207B thru 208B	N40 54.5 E029 19.2
301, 302	N40 54.5 E029 19.1
303, 304	N40 54.6 E029 19.1
305 thru 308	N40 54.6 E029 19.2
401 thru 402A	N40 54.5 E029 19.3
402B thru 404	N40 54.5 E029 19.4
405, 406	N40 54.4 E029 19.5
407	N40 54.4 E029 19.4
408	N40 54.4 E029 19.3
VIP	N40 54.3 E029 18.8
APRON 6	
601L	N40 53.9 E029 18.8
601	N40 53.9 E029 18.9
601R thru 603R	N40 53.8 E029 18.9
604L, 604	N40 53.7 E029 18.9
604R thru 607	N40 53.7 E029 19.0
611L, 611	N40 53.8 E029 18.7
611R	N40 53.8 E029 18.6
612 thru 613R	N40 53.7 E029 18.7
614L	N40 53.6 E029 18.8
614, 614R	N40 53.7 E029 18.7
615 thru 617	N40 53.6 E029 18.8

STAND No.	COORDINATES
APRON 7	
701	N40 53.9 E029 19.0
702 thru 704	N40 53.9 E029 19.1
705 thru 707	N40 53.8 E029 19.1
708, 709	N40 53.7 E029 19.2
711	N40 53.9 E029 18.9
712	N40 53.9 E029 19.0
713 thru 715	N40 53.8 E029 19.0
716, 717	N40 53.7 E029 19.0
718, 719	N40 53.7 E029 19.1
APRON 8	
801L thru 802L	N40 54.0 E029 19.3
802, 802R	N40 54.0 E029 19.4
803L thru 805	N40 53.9 E029 19.4
806	N40 53.8 E029 19.4
807	N40 53.8 E029 19.5
811L	N40 53.9 E029 19.1
811, 811R	N40 54.0 E029 19.1
812L	N40 53.9 E029 19.2
812, 812R	N40 53.9 E029 19.1
813L thru 813R	N40 53.9 E029 19.2
814L thru 816	N40 53.8 E029 19.2
817	N40 53.7 E029 19.2
CARGO APRON	
103	N40 53.8 E029 18.6
104	N40 53.7 E029 18.6
105, 106	N40 53.7 E029 18.5
107, 108	N40 53.7 E029 18.4
109 thru 111	N40 53.7 E029 18.3
112 , 113	N40 53.6 E029 18.2
114	N40 53.6 E029 18.1
DE-ICING APRON 1	
51	N40 53.8 E029 17.6
52	N40 53.7 E029 17.6
53, 54	N40 53.7 E029 17.5

CHANGES: De-icing Apron 1.

INS COORDINATES

STAND No.	COORDINATES
APRON 1	
1 thru 3	N40 54.2 E029 18.5
4 thru 6	N40 54.2 E029 18.6
7	N40 54.2 E029 18.7
8 thru 10	N40 54.3 E029 18.7
11	N40 54.3 E029 18.8
12 thru 14A	N40 54.4 E029 19.3
15, 15A	N40 54.3 E029 19.2
16 thru 18	N40 54.3 E029 19.1
19 thru 21	N40 54.3 E029 19.0
22	N40 54.2 E029 19.0
23	N40 54.2 E029 18.9
24 thru 26	N40 54.2 E029 18.8
27, 28	N40 54.2 E029 18.7
29, 30	N40 54.1 E029 18.7
31, 32	N40 54.1 E029 18.6
201 thru 201B	N40 54.3 E029 18.8
202, 202A	N40 54.3 E029 18.9
202B, 203	N40 54.4 E029 18.9
203A	N40 54.3 E029 18.9
203B	N40 54.4 E029 18.9
204 thru 205A	N40 54.4 E029 19.0
205B thru 206B	N40 54.4 E029 19.1
207	N40 54.4 E029 19.2
207A	N40 54.4 E029 19.1
207B thru 208B	N40 54.5 E029 19.2
301, 302	N40 54.5 E029 19.1
303, 304	N40 54.6 E029 19.1
305 thru 308	N40 54.6 E029 19.2
401 thru 402A	N40 54.5 E029 19.3
402B thru 404	N40 54.5 E029 19.4
405, 406	N40 54.4 E029 19.5
407	N40 54.4 E029 19.4
408	N40 54.4 E029 19.3
VIP	N40 54.3 E029 18.8
APRON 6	
601L	N40 53.9 E029 18.8
601	N40 53.9 E029 18.9
601R thru 603R	N40 53.8 E029 18.9
604L, 604	N40 53.7 E029 18.9
604R thru 607	N40 53.7 E029 19.0
611L, 611	N40 53.8 E029 18.7
611R	N40 53.8 E029 18.6
612 thru 613R	N40 53.7 E029 18.7
614L	N40 53.6 E029 18.8
614, 614R	N40 53.7 E029 18.7
615 thru 617	N40 53.6 E029 18.8

STAND No.	COORDINATES
APRON 7	
701	N40 53.9 E029 19.0
702 thru 704	N40 53.9 E029 19.1
705 thru 707	N40 53.8 E029 19.1
708, 709	N40 53.7 E029 19.2
711	N40 53.9 E029 18.9
712	N40 53.9 E029 19.0
713 thru 715	N40 53.8 E029 19.0
716, 717	N40 53.7 E029 19.0
718, 719	N40 53.7 E029 19.1
APRON 8	
801L thru 802L	N40 54.0 E029 19.3
802, 802R	N40 54.0 E029 19.4
803L thru 805	N40 53.9 E029 19.4
806	N40 53.8 E029 19.4
807	N40 53.8 E029 19.5
811L	N40 53.9 E029 19.1
811, 811R	N40 54.0 E029 19.1
812L	N40 53.9 E029 19.2
812, 812R	N40 53.9 E029 19.1
813L thru 813R	N40 53.9 E029 19.2
814L thru 816	N40 53.8 E029 19.2
817	N40 53.7 E029 19.2
CARGO APRON	
103	N40 53.8 E029 18.6
104	N40 53.7 E029 18.6
105, 106	N40 53.7 E029 18.5
107, 108	N40 53.7 E029 18.4
109 thru 111	N40 53.7 E029 18.3
112 , 113	N40 53.6 E029 18.2
114	N40 53.6 E029 18.1
DEICING APRON	
51	N40 53.8 E029 17.6
52	N40 53.7 E029 17.6
53, 54	N40 53.7 E029 17.5

CHANGES: None.

D-ATIS	Data Comm ACARS: D-ATIS	GOKCEN Delivery	❶ GOKCEN Ground			Tower	
128.550		122.625	121.750	121.580	121.905	118.8	120.925

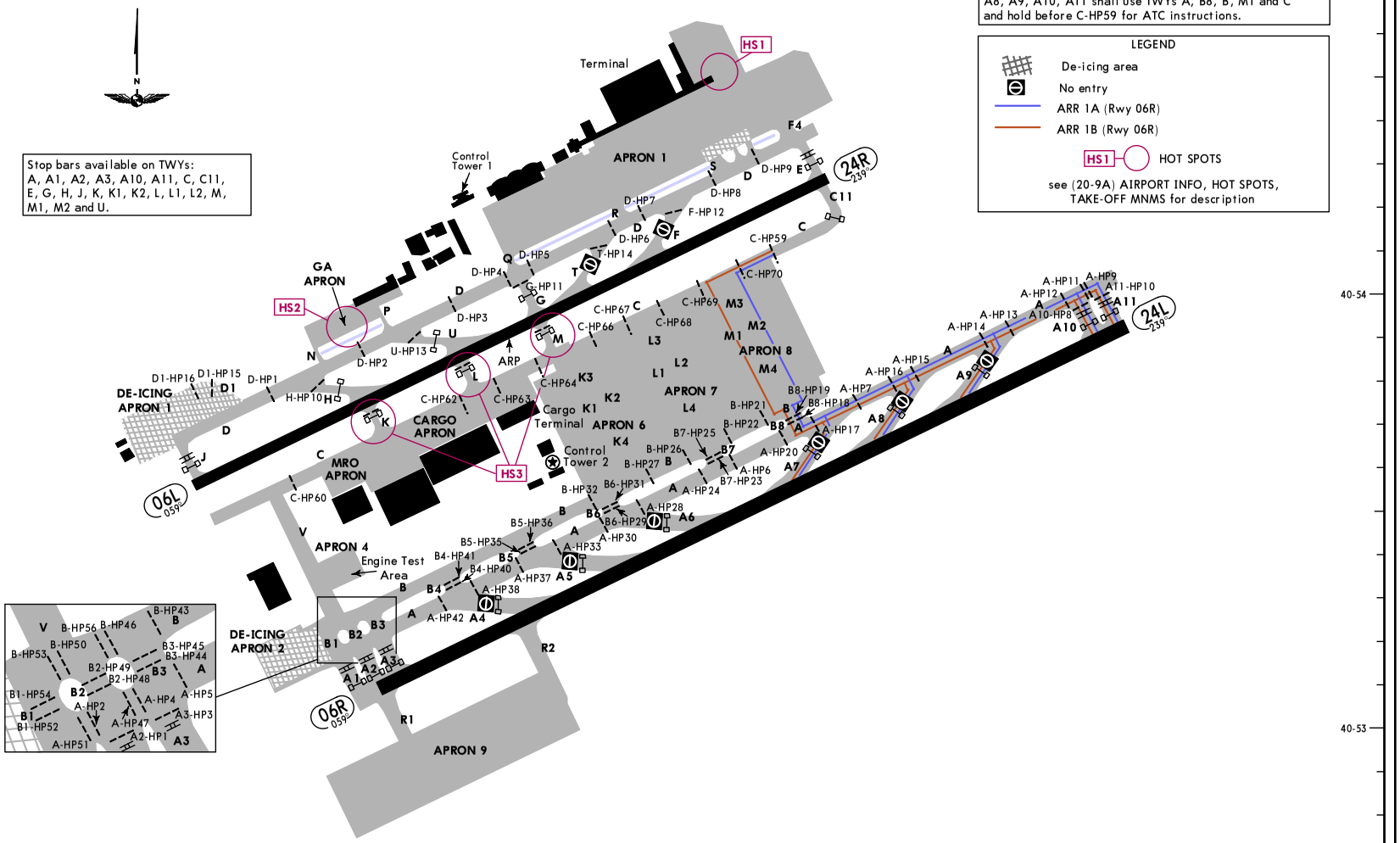
TAXI ROUTES ARRIVAL RWY 06R (1A, 1B)

❶ When RWY vacated, contact Ground.

Stop bars available on TWYs:
A, A1, A2, A3, A10, A11, C, C11, E, G, H, J, K, K1, K2, L, L1, L2, M, M1, M2 and U.

STANDARD TAXI ROUTES
For RWY 06R:
ARR 1A: Traffic vacating RWY 06R from TWYs A7, A8, A9, A10, A11 shall use TWYs A, B8, B, M2 and C and hold before C-HP59 for ATC instructions.
ARR 1B: Traffic vacating RWY 06R from TWYs A7, A8, A9, A10, A11 shall use TWYs A, B8, B, M1 and C and hold before C-HP59 for ATC instructions.

LEGEND
De-icing area
No entry
ARR 1A (Rwy 06R)
ARR 1B (Rwy 06R)
HS1 HOT SPOTS
see (20-9A) AIRPORT INFO, HOT SPOTS, TAKE-OFF MNMS for description



D-ATIS	Data Comm ACARS: D-ATIS	GOKCEN Delivery	❶ GOKCEN Ground			Tower	
128.550		122.625	121.750	121.580	121.905	118.8	120.925

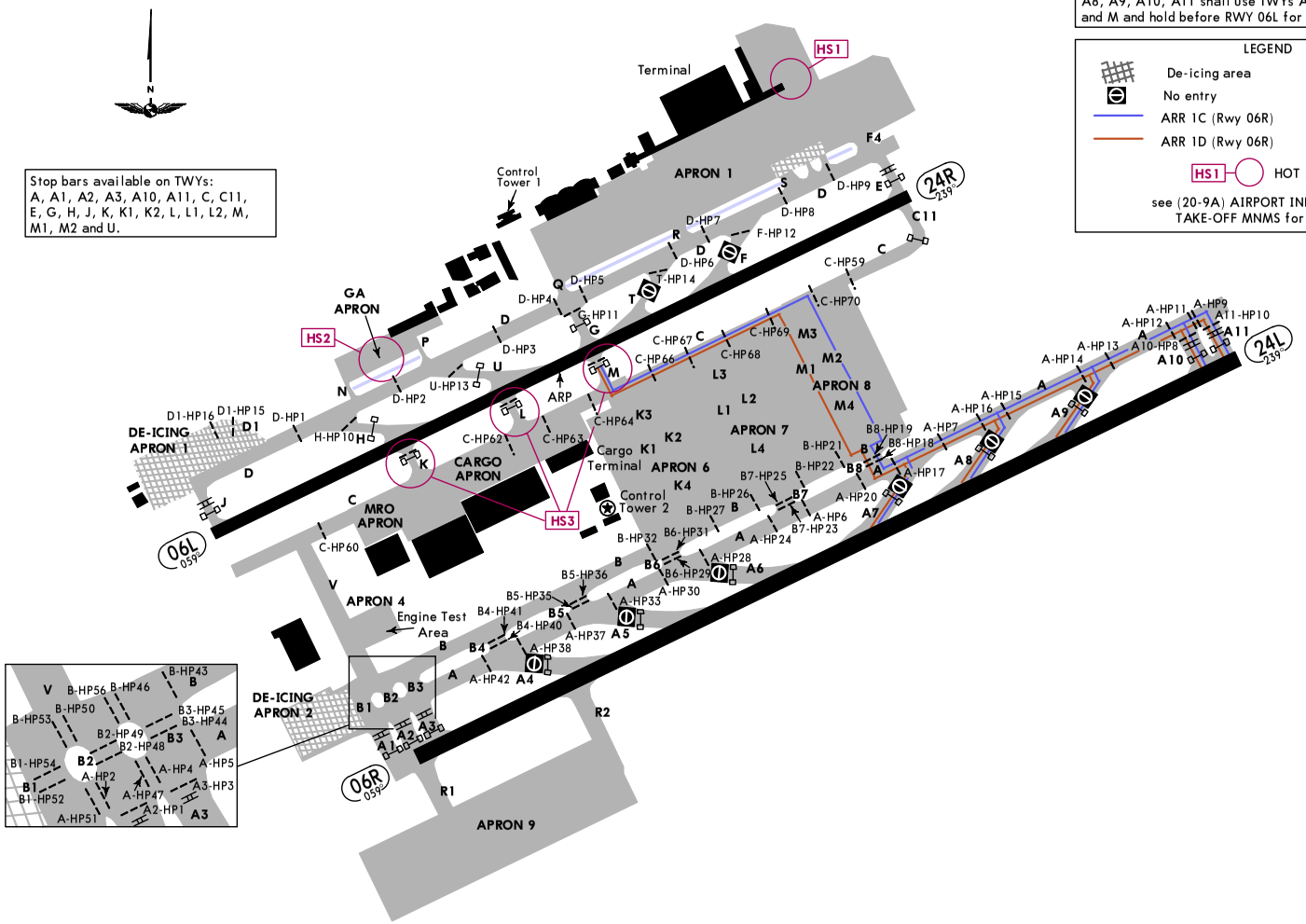
TAXI ROUTES ARRIVAL RWY 06R (1C, 1D)

❶ When RWY vacated, contact Ground.

Stop bars available on TWYs:
A, A1, A2, A3, A10, A11, C, C11, E, G, H, J, K, K1, K2, L, L1, L2, M, M1, M2 and U.

STANDARD TAXI ROUTES
For RWY 06R:
ARR 1C: Traffic vacating RWY 06R from TWYs A7, A8, A9, A10, A11 shall use TWYs A, B8, B, M2, C and M and hold before RWY 06L for ATC instructions.
ARR 1D: Traffic vacating RWY 06R from TWYs A7, A8, A9, A10, A11 shall use TWYs A, B8, B, M1, C and M and hold before RWY 06L for ATC instructions.

LEGEND
De-icing area
No entry
ARR 1C (Rwy 06R)
ARR 1D (Rwy 06R)
HS1 HOT SPOTS
see (20-9A) AIRPORT INFO, HOT SPOTS, TAKE-OFF MNMS for description



D-ATIS	Data Comm ACARS: D-ATIS	GOKCEN Delivery	❶ GOKCEN Ground			Tower	
128.550		122.625	121.750	121.580	121.905	118.8	120.925

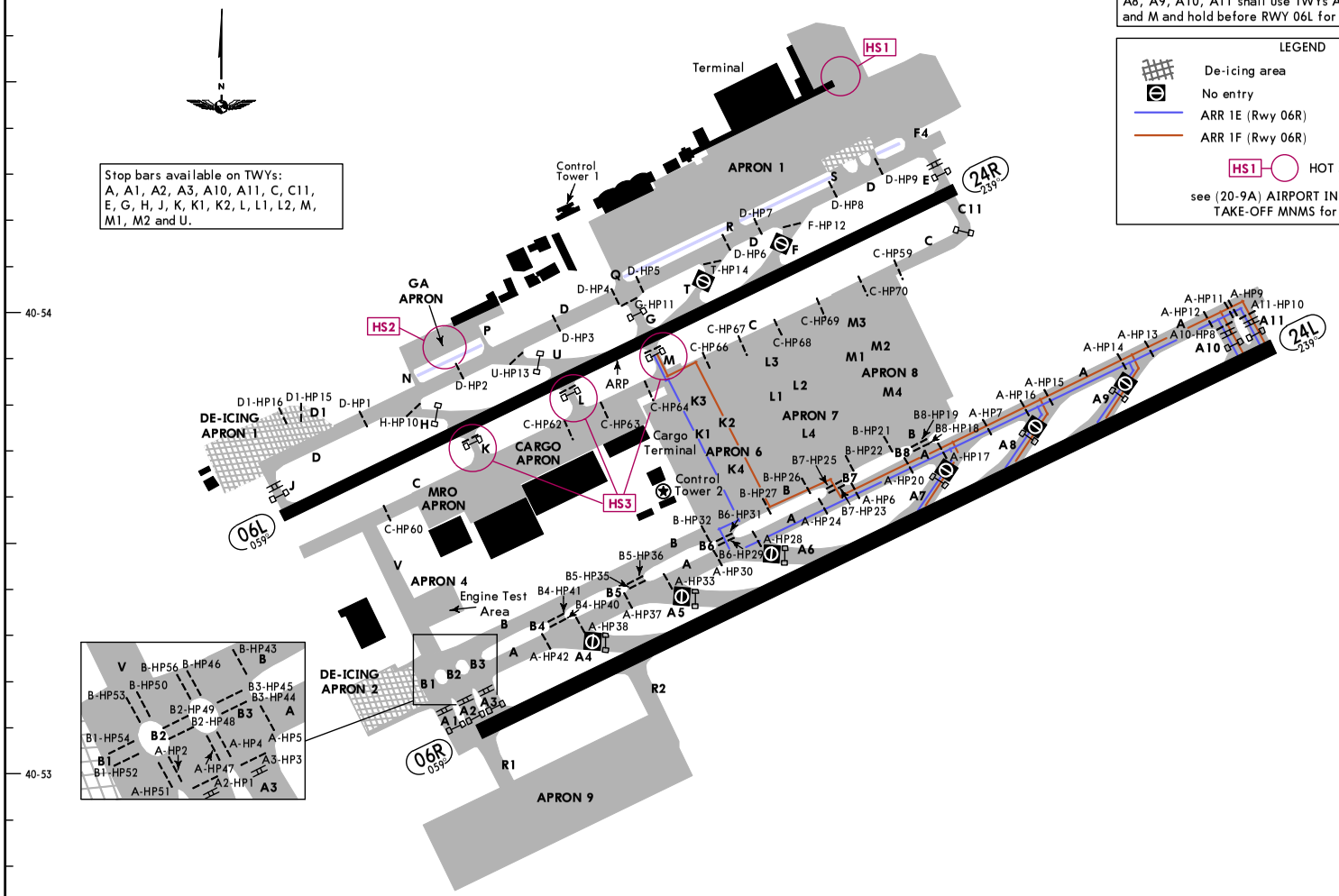
TAXI ROUTES ARRIVAL RWY 06R (1E, 1F)

❶ When RWY vacated, contact Ground.

Stop bars available on TWYs:
A, A1, A2, A3, A10, A11, C, C11, E, G, H, J, K, K1, K2, L, L1, L2, M, M1, M2 and U.

STANDARD TAXI ROUTES
For RWY 06R:
ARR 1E: Traffic vacating RWY 06R from TWYs A7, A8, A9, A10, A11 shall use TWYs A, B6, B, K1, C and M and hold before RWY 06L for ATC instructions.
ARR 1F: Traffic vacating RWY 06R from TWYs A7, A8, A9, A10, A11 shall use TWYs A, B7, B, K2, C and M and hold before RWY 06L for ATC instructions.

LEGEND
De-icing area
No entry
ARR 1E (Rwy 06R)
ARR 1F (Rwy 06R)
HS1 HOT SPOTS
see (20-9A) AIRPORT INFO, HOT SPOTS, TAKE-OFF MNMS for description



CHANGES: New chart.

D-ATIS	Data Comm ACARS: D-ATIS	GOKCEN Delivery	❶ GOKCEN Ground			Tower	
128.550		122.625	121.750	121.580	121.905	118.8	120.925

TAXI ROUTES ARRIVAL RWY 06R (1G, 1H)

❶ When RWY vacated, contact Ground.

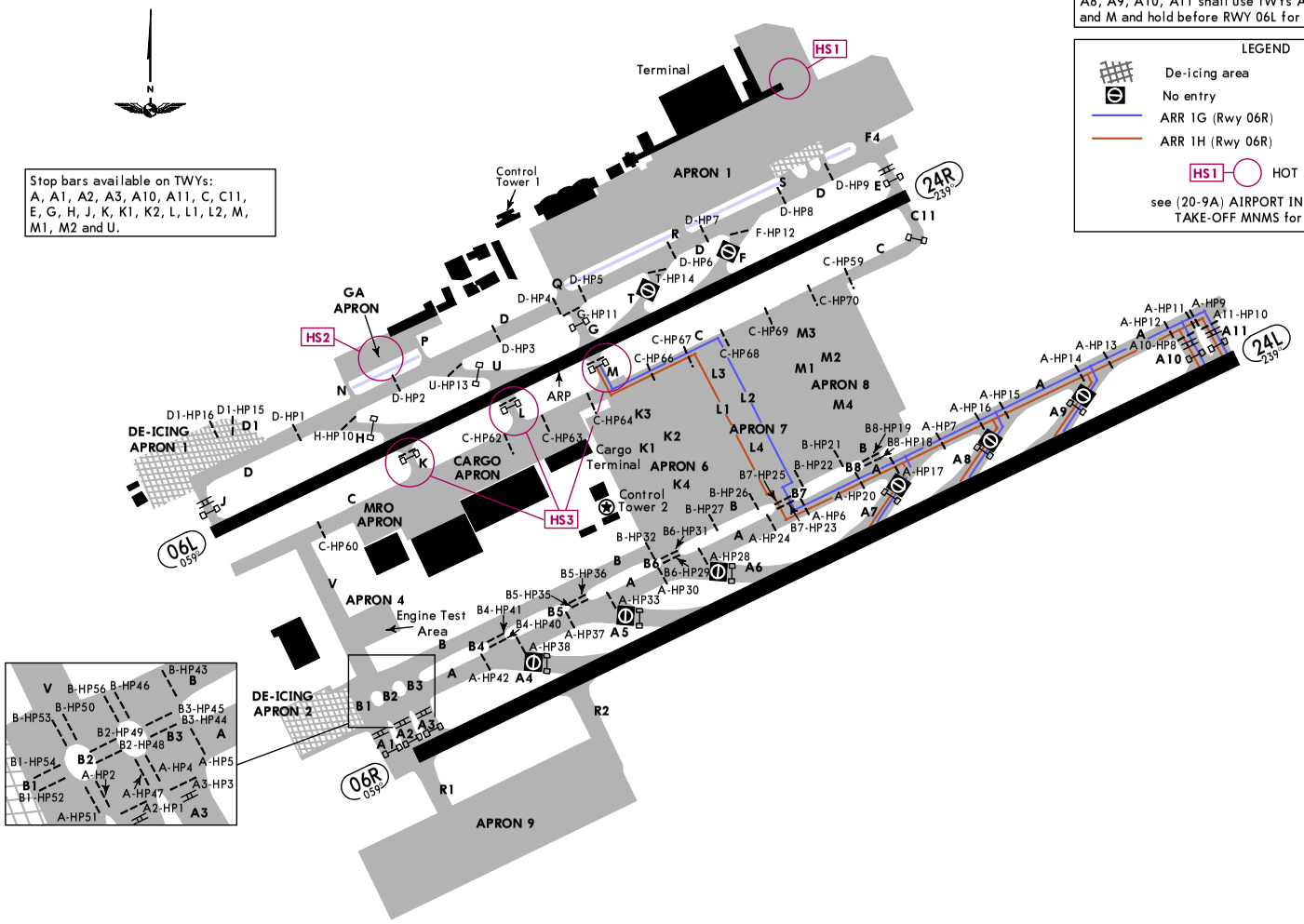
For CAT C ACFT only

STANDARD TAXI ROUTES
For RWY 06R:
ARR 1G: Traffic vacating RWY 06R from TWYs A7, A8, A9, A10, A11 shall use TWYs A, B7, B, L2, C and M and hold before RWY 06L for ATC instructions.
ARR 1H: Traffic vacating RWY 06R from TWYs A7, A8, A9, A10, A11 shall use TWYs A, B7, B, L1, C and M and hold before RWY 06L for ATC instructions.

LEGEND
- De-icing area
- No entry
- ARR 1G (Rwy 06R)
- ARR 1H (Rwy 06R)
- HS1 HOT SPOTS

see (20-9A) AIRPORT INFO, HOT SPOTS, TAKE-OFF MNMS for description

Stop bars available on TWYs:
A, A1, A2, A3, A10, A11, C, C11, E, G, H, J, K, K1, K2, L, L1, L2, M, M1, M2 and U.



CHANGES: New chart.

JEPPESEN ISTANBUL, TURKIYE
12 MAY 23
Eff 18 May
20-9D4
SABIHA GOKCEN INTL

D-ATIS	Data Comm ACARS: D-ATIS	GOKCEN Delivery	❶ GOKCEN Ground			Tower	
128.550		122.625	121.750	121.580	121.905	118.8	120.925

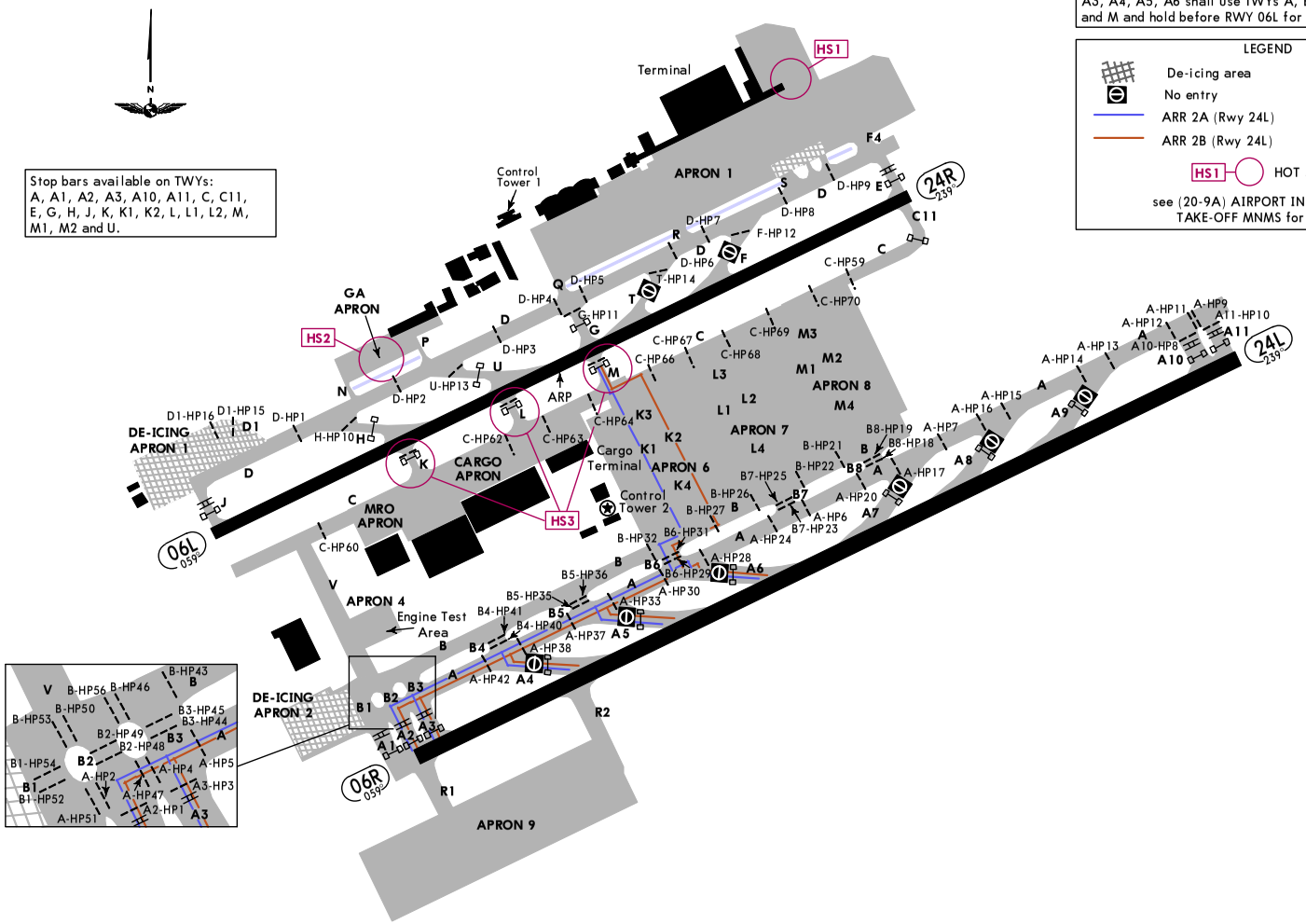
TAXI ROUTES ARRIVAL RWY 24L (2A, 2B)

❶ When RWY vacated, contact Ground.

Stop bars available on TWYs:
A, A1, A2, A3, A10, A11, C, C11, E, G, H, J, K, K1, K2, L, L1, L2, M, M1, M2 and U.

STANDARD TAXI ROUTES
For RWY 24L:
ARR 2A: Traffic vacating RWY 24L from TWYs A2, A3, A4, A5, A6 shall use TWYs A, B6, B, K1, C and M and hold before RWY 06L for ATC instructions.
ARR 2B: Traffic vacating RWY 24L from TWYs A2, A3, A4, A5, A6 shall use TWYs A, B6, B, K2, C and M and hold before RWY 06L for ATC instructions.

LEGEND
De-icing area
No entry
ARR 2A (Rwy 24L)
ARR 2B (Rwy 24L)
HS1 HOT SPOTS
see (20-9A) AIRPORT INFO, HOT SPOTS, TAKE-OFF MNMS for description



CHANGES: New chart.

D-ATIS	Data Comm ACARS: D-ATIS	GOKCEN Delivery	❶ GOKCEN Ground			Tower	
128.550		122.625	121.750	121.580	121.905	118.8	120.925

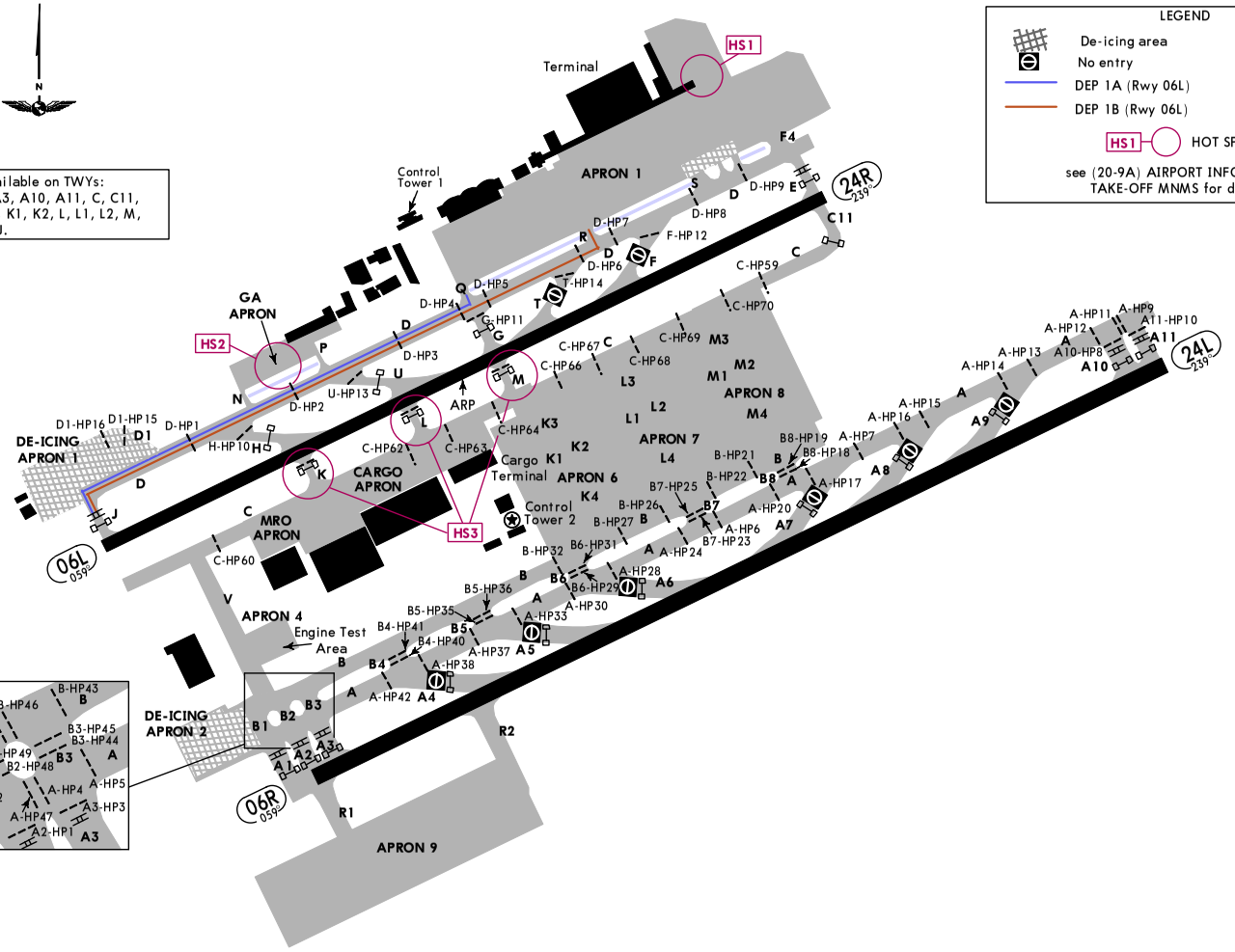
TAXI ROUTES DEPARTURE RWY 06L (1A, 1B)

❶ When RWY vacated, contact Ground.

STANDARD TAXI ROUTES
For RWY 06L:
DEP 1A: Departure traffic shall use TWYs Q, D and J and hold short of RWY 06L.
DEP 1B: Departure traffic shall use TWYs R, D and J and hold short of RWY 06L.

LEGEND
De-icing area
No entry
DEP 1A (Rwy 06L)
DEP 1B (Rwy 06L)
HS1 HOT SPOTS
see (20-9A) AIRPORT INFO, HOT SPOTS, TAKE-OFF MNMS for description

Stop bars available on TWYs:
A, A1, A2, A3, A10, A11, C, C11, E, G, H, J, K, K1, K2, L, L1, L2, M, M1, M2 and U.



D-ATIS	Data Comm ACARS: D-ATIS	GOKCEN Delivery	❶ GOKCEN Ground			Tower	
128.550		122.625	121.750	121.580	121.905	118.8	120.925

TAXI ROUTES DEPARTURE RWY 06L (1C, 1D)

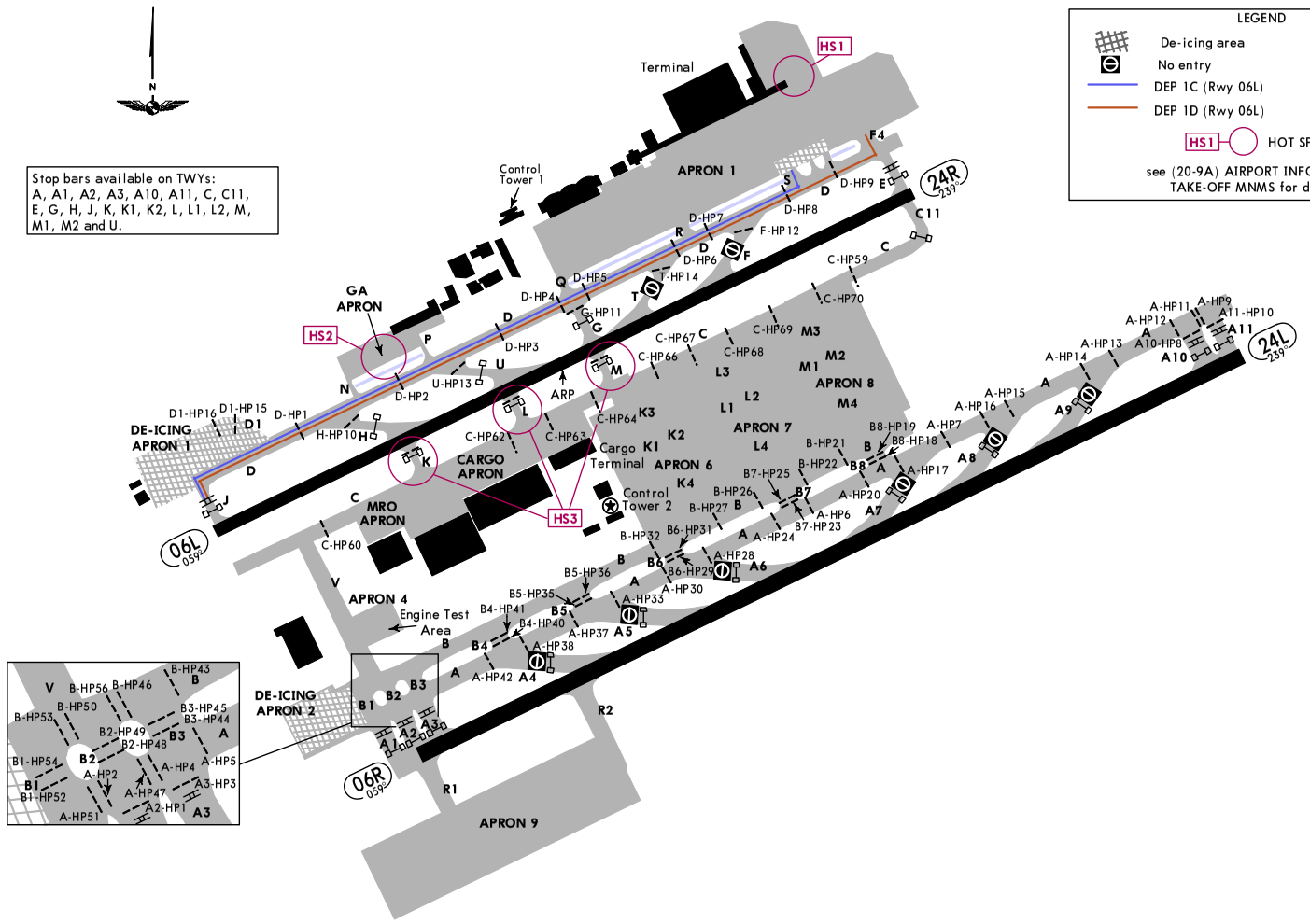
❶ When RWY vacated, contact Ground.

STANDARD TAXI ROUTES
For RWY 06L:
DEP 1C: Departure traffic shall use TWYs S, D and J and hold short of RWY 06L.
DEP 1D: Departure traffic shall use TWYs F4, D and J and hold short of RWY 06L.

Stop bars available on TWYs:
A, A1, A2, A3, A10, A11, C, C11, E, G, H, J, K, K1, K2, L, L1, L2, M, M1, M2 and U.

LEGEND
- De-icing area
- No entry
- DEP 1C (Rwy 06L)
- DEP 1D (Rwy 06L)
- HS1 HOT SPOTS

see (20-9A) AIRPORT INFO, HOT SPOTS, TAKE-OFF MNMS for description



D-ATIS	Data Comm ACARS: D-ATIS	GOKCEN Delivery	❶ GOKCEN Ground			Tower	
128.550		122.625	121.750	121.580	121.905	118.8	120.925

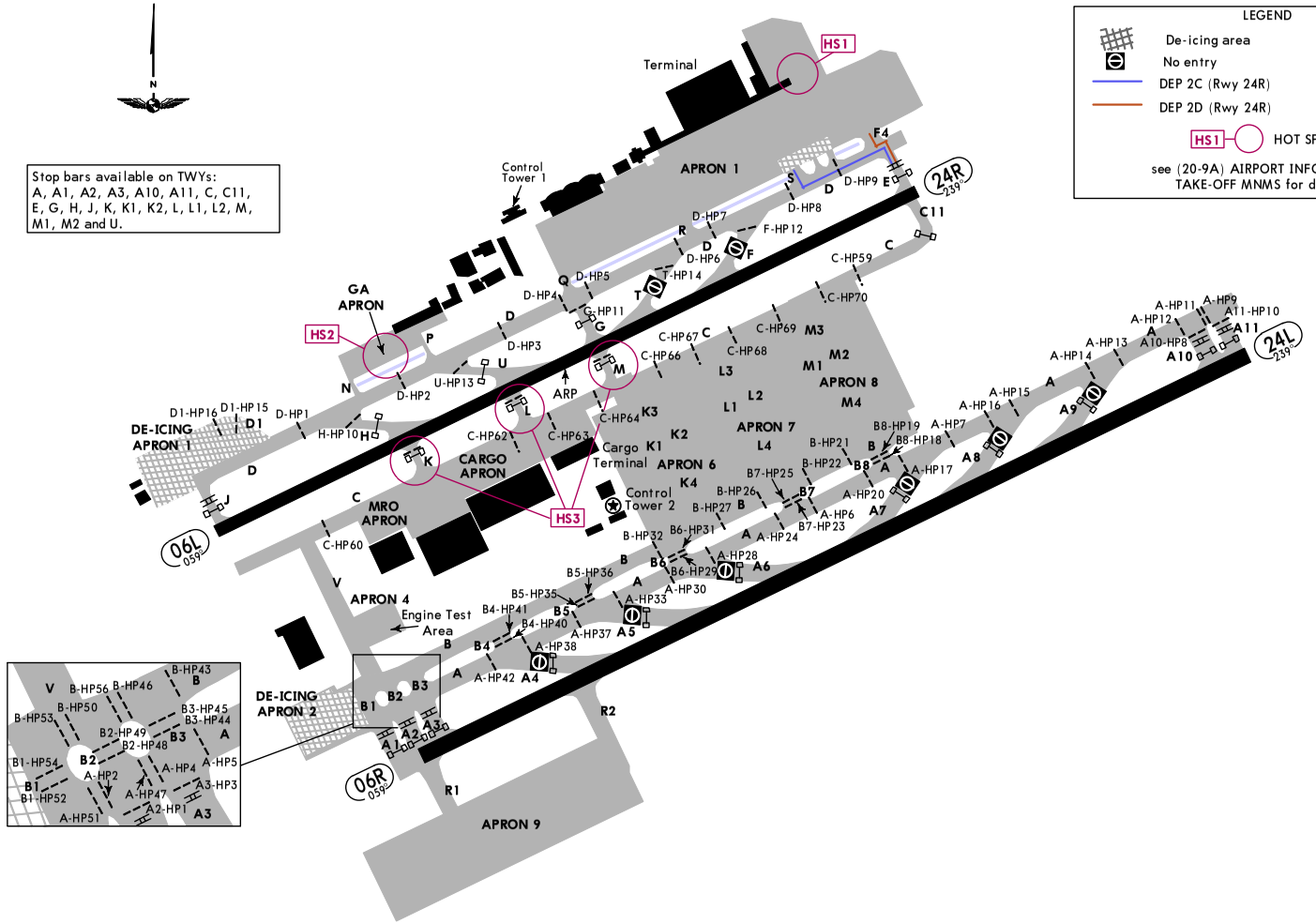
TAXI ROUTES DEPARTURE RWY 24R (2C, 2D)

❶ When RWY vacated, contact Ground.

STANDARD TAXI ROUTES
For RWY 24R:
DEP 2C: Departure traffic shall use TWYs S, D and E and hold short of RWY 24R.
DEP 2D: Departure traffic shall use TWYs F4, D and E and hold short of RWY 24R.

LEGEND
De-icing area
No entry
DEP 2C (Rwy 24R)
DEP 2D (Rwy 24R)
HS1 HOT SPOTS
see (20-9A) AIRPORT INFO, HOT SPOTS, TAKE-OFF MNMS for description

Stop bars available on TWYs:
A, A1, A2, A3, A10, A11, C, C11, E, G, H, J, K, K1, K2, L, L1, L2, M, M1, M2 and U.



D-ATIS	Data Comm ACARS: D-ATIS	GOKCEN Delivery	❶ GOKCEN Ground			Tower	
128.550		122.625	121.750	121.580	121.905	118.8	120.925

TAXI ROUTES DEPARTURE RWY 24R (2E)

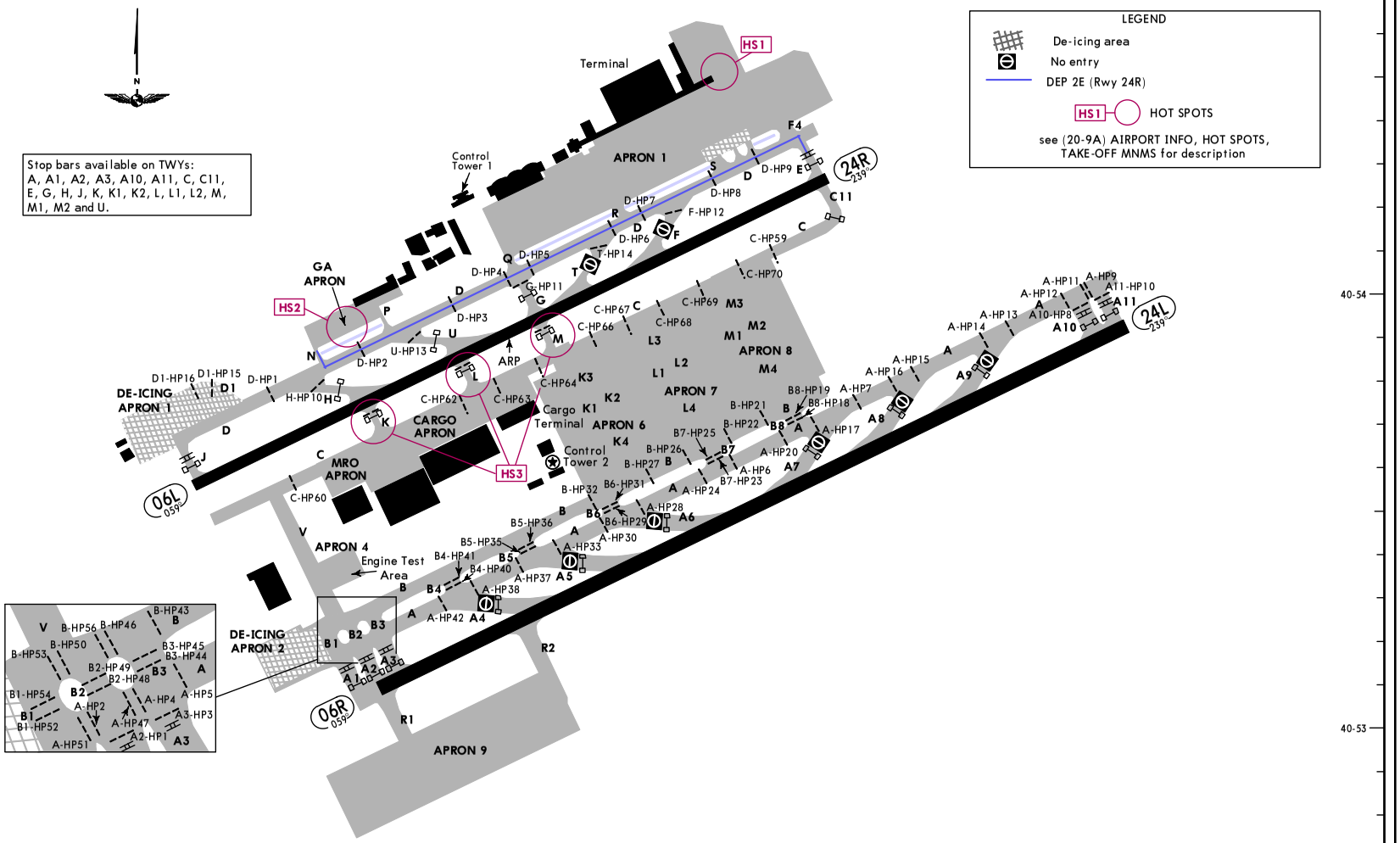
STANDARD TAXI ROUTES
For RWY 24R:
DEP 2E: Departure traffic shall use TWYs N, D and E and hold short of RWY 24R.

❶ When RWY vacated, contact Ground.

Stop bars available on TWYs:
A, A1, A2, A3, A10, A11, C, C11, E, G, H, J, K, K1, K2, L, L1, L2, M, M1, M2 and U.

LEGEND
- De-icing area
- No entry
- DEP 2E (Rwy 24R)
- HS1 HOT SPOTS

see (20-9A) AIRPORT INFO, HOT SPOTS, TAKE-OFF MNMS for description



CHANGES: New chart.

D-ATIS	Data Comm ACARS: D-ATIS	GOKCEN Delivery	❶ GOKCEN Ground			Tower	
128.550		122.625	121.750	121.580	121.905	118.8	120.925

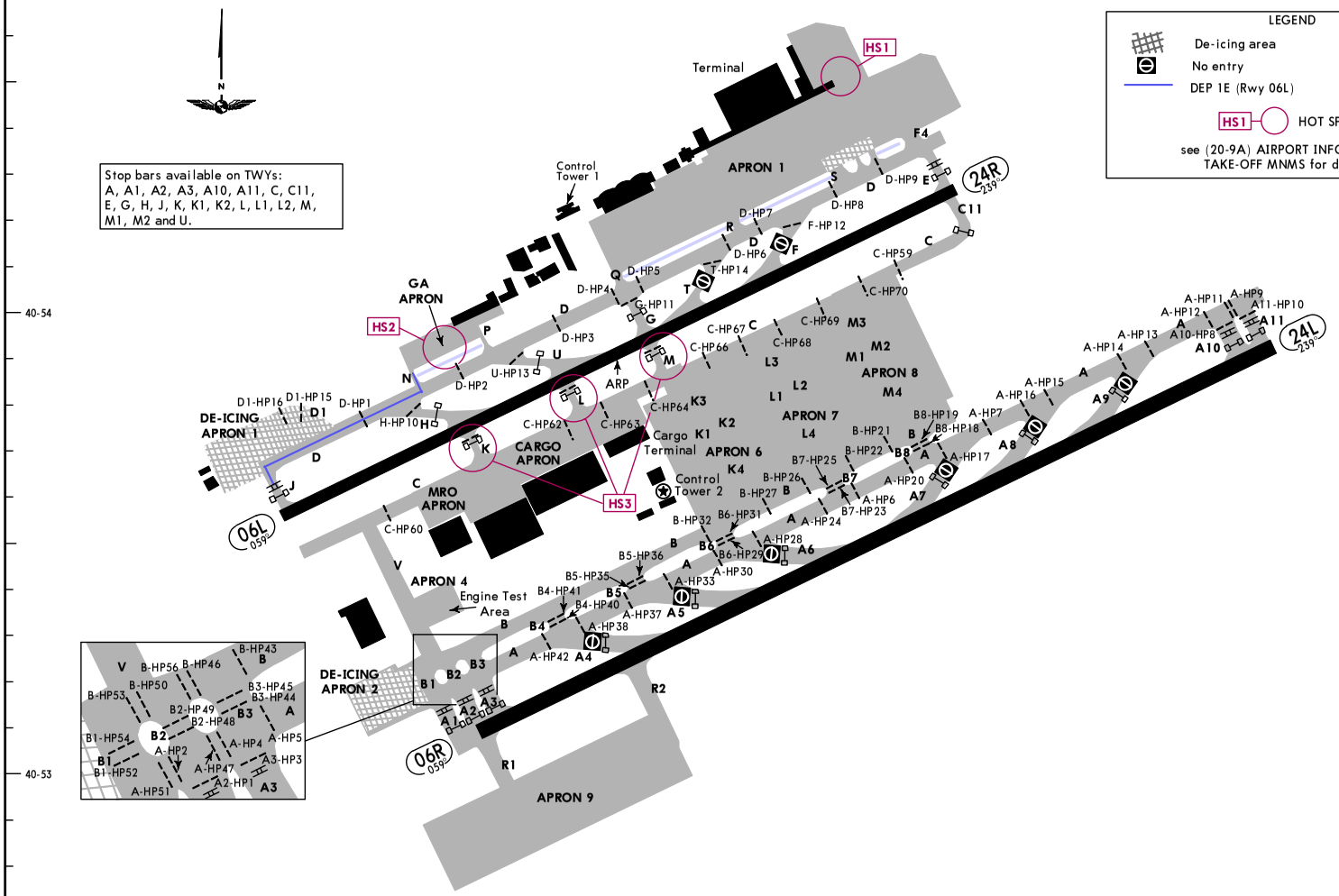
TAXI ROUTES DEPARTURE RWY 06L (1E)

❶ When RWY vacated, contact Ground.

STANDARD TAXI ROUTES
For RWY 06L:
DEP 1E: Departure traffic shall use TWYs N, D and J and hold short of RWY 06L.

Stop bars available on TWYs:
A, A1, A2, A3, A10, A11, C, C11, E, G, H, J, K, K1, K2, L, L1, L2, M, M1, M2 and U.

LEGEND
De-icing area
No entry
DEP 1E (Rwy 06L)
HS1 HOT SPOTS
see (20-9A) AIRPORT INFO, HOT SPOTS, TAKE-OFF MNMS for description



D-ATIS	Data Comm ACARS: D-ATIS	GOKCEN Delivery	❶ GOKCEN Ground			Tower	
128.550		122.625	121.750	121.580	121.905	118.8	120.925

TAXI ROUTES DEPARTURE RWY 06R (3A, 3B)

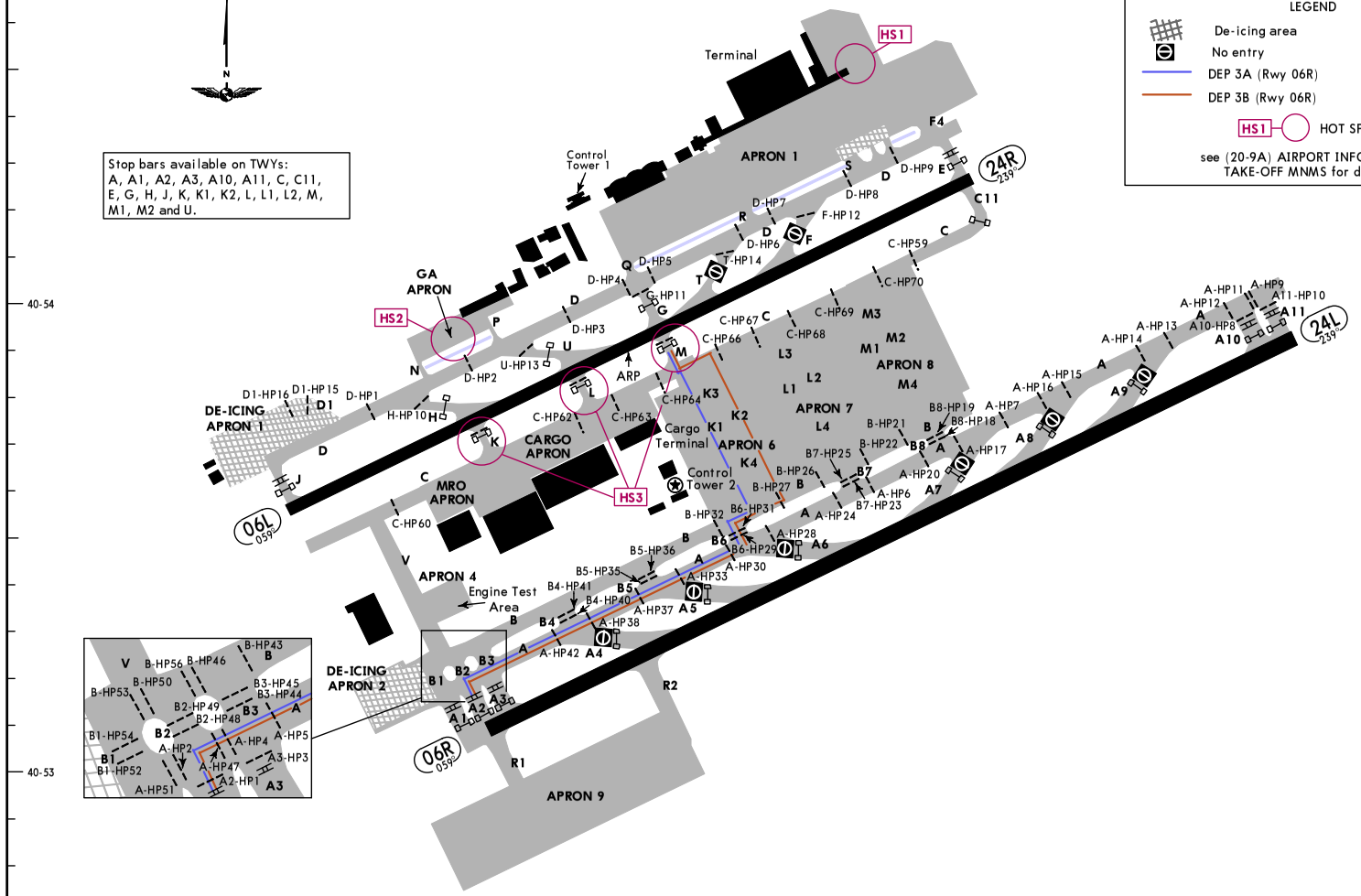
❶ When RWY vacated, contact Ground.

STANDARD TAXI ROUTES
For RWY 06R:
DEP 3A: Departure traffic shall use TWYs M, C, K1, B, B6, A, A2 and hold short of RWY 06R.
DEP 3B: Departure traffic shall use TWYs M, C, K2, B, B6, A, A2 and hold short of RWY 06R.

Stop bars available on TWYs:
A, A1, A2, A3, A10, A11, C, C11, E, G, H, J, K, K1, K2, L, L1, L2, M, M1, M2 and U.

LEGEND
- De-icing area
- No entry
- DEP 3A (Rwy 06R)
- DEP 3B (Rwy 06R)
- HS1 HOT SPOTS

see (20-9A) AIRPORT INFO, HOT SPOTS, TAKE-OFF MNMS for description



D-ATIS	Data Comm ACARS: D-ATIS	GOKCEN Delivery	❶ GOKCEN Ground			Tower	
128.550		122.625	121.750	121.580	121.905	118.8	120.925

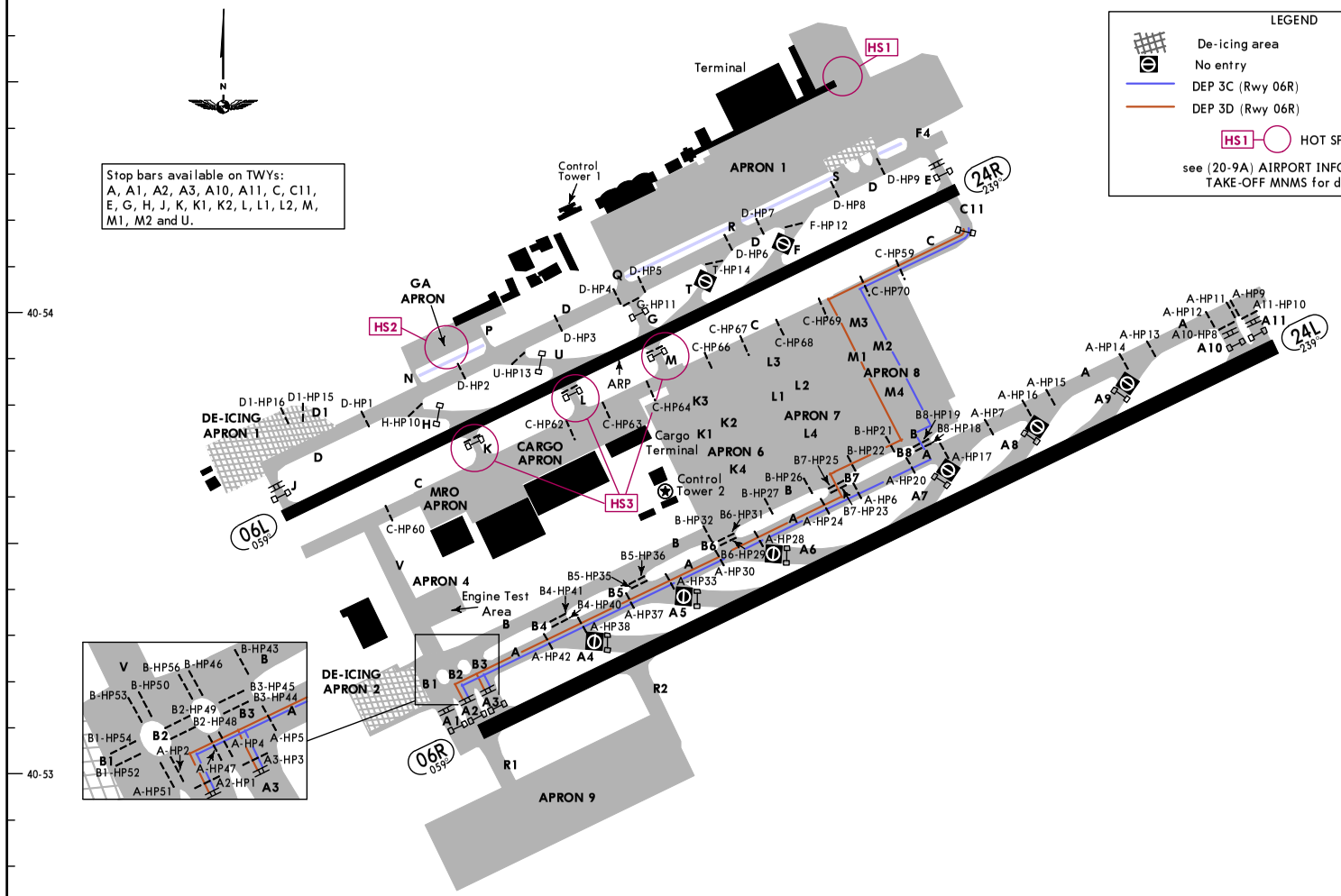
TAXI ROUTES DEPARTURE RWY 06R (3C, 3D)

❶ When RWY vacated, contact Ground.

Stop bars available on TWYs:
A, A1, A2, A3, A10, A11, C, C11, E, G, H, J, K, K1, K2, L, L1, L2, M, M1, M2 and U.

STANDARD TAXI ROUTES
For RWY 06R:
DEP 3C: Departure traffic shall use TWYs C11, C, M2, B, B8, A, A2 (A3) and hold short of RWY 06R.
DEP 3D: Departure traffic shall use TWYs C11, C, M1, B, B7, A, A2 (A3) and hold short of RWY 06R.

LEGEND
De-icing area
No entry
DEP 3C (Rwy 06R)
DEP 3D (Rwy 06R)
HS1 HOT SPOTS
see (20-9A) AIRPORT INFO, HOT SPOTS, TAKE-OFF MNMS for description



D-ATIS	Data Comm ACARS: D-ATIS	GOKCEN Delivery	❶ GOKCEN Ground			Tower	
128.550		122.625	121.750	121.580	121.905	118.8	120.925

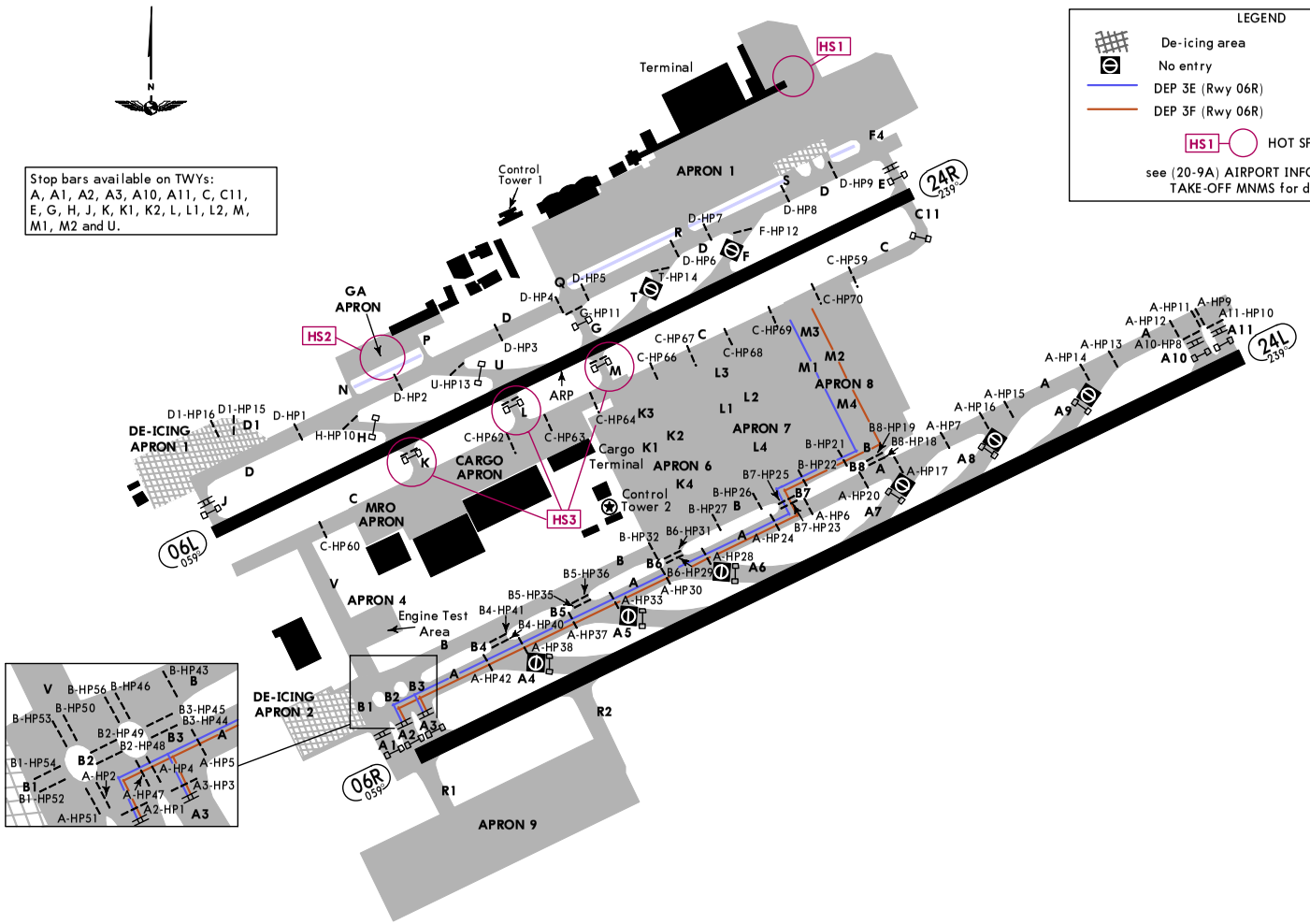
TAXI ROUTES DEPARTURE RWY 06R (3E, 3F)

❶ When RWY vacated, contact Ground.

Stop bars available on TWYs:
A, A1, A2, A3, A10, A11, C, C11, E, G, H, J, K, K1, K2, L, L1, L2, M, M1, M2 and U.

STANDARD TAXI ROUTES
For RWY 06R:
DEP 3E: Departure traffic shall use TWYs M1, B, B7, A, A2 (A3) and hold short of RWY 06R.
DEP 3F: Departure traffic shall use TWYs M2, B, B7, A, A2 (A3) and hold short of RWY 06R.

LEGEND
De-icing area
No entry
DEP 3E (Rwy 06R)
DEP 3F (Rwy 06R)
HS1 HOT SPOTS
see (20-9A) AIRPORT INFO, HOT SPOTS, TAKE-OFF MNMS for description



CHANGES: New chart.

D-ATIS	Data Comm ACARS: D-ATIS	GOKCEN Delivery	❶ GOKCEN Ground			Tower	
128.550		122.625	121.750	121.580	121.905	118.8	120.925

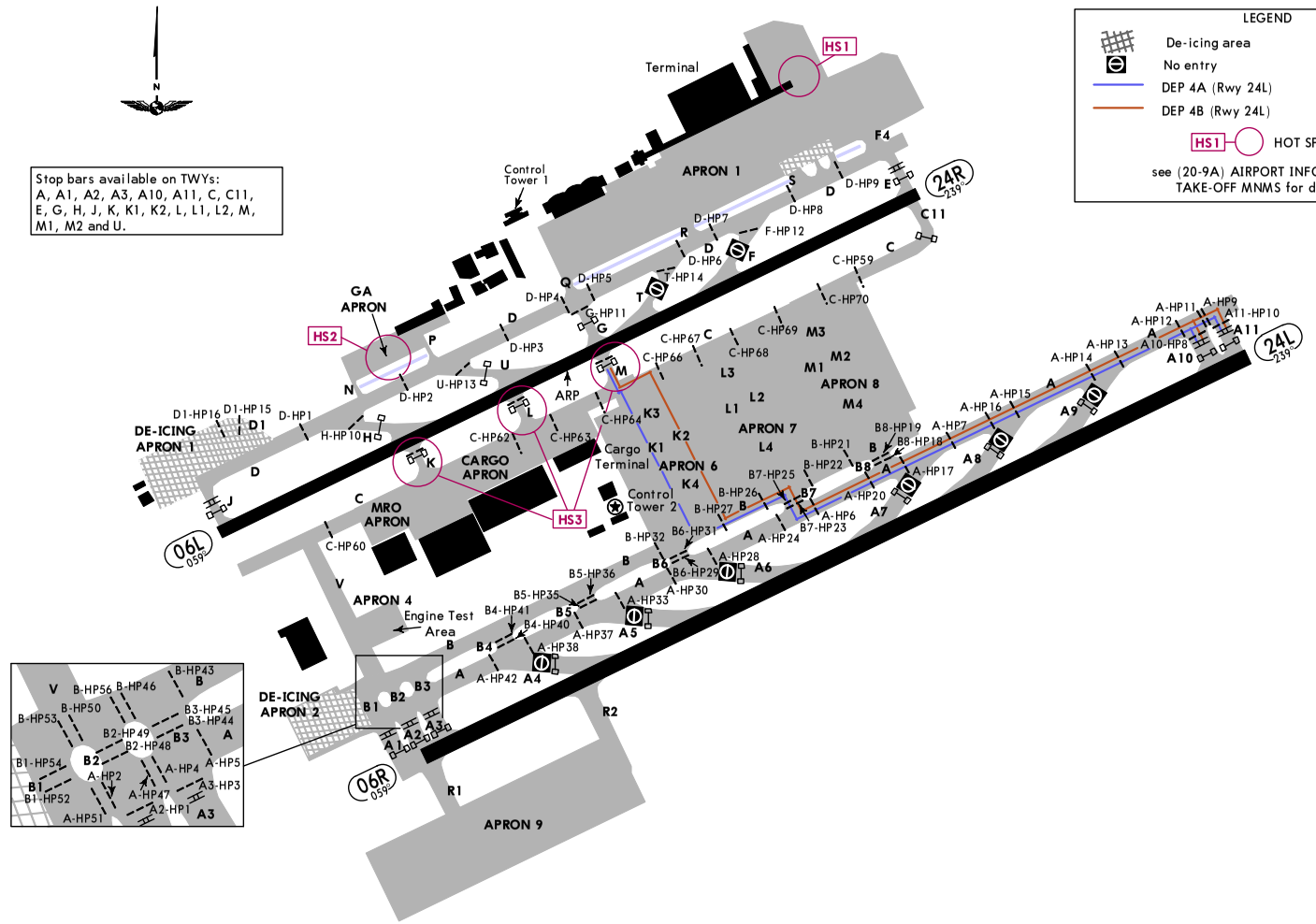
TAXI ROUTES DEPARTURE RWY 24L (4A, 4B)

❶ When RWY vacated, contact Ground.

STANDARD TAXI ROUTES
For RWY 24L:
DEP 4A: Departure traffic shall use TWYs M, C, K1, B, B7, A, A10 (A11) and hold short of RWY 24L.
DEP 4B: Departure traffic shall use TWYs M, C, K2, B, B7, A, A10 (A11) and hold short of RWY 24L.

LEGEND
De-icing area
No entry
DEP 4A (Rwy 24L)
DEP 4B (Rwy 24L)
HS1 HOT SPOTS
see (20-9A) AIRPORT INFO, HOT SPOTS, TAKE-OFF MNMS for description

Stop bars available on TWYs:
A, A1, A2, A3, A10, A11, C, C11, E, G, H, J, K, K1, K2, L, L1, L2, M, M1, M2 and U.



D-ATIS	Data Comm ACARS: D-ATIS	GOKCEN Delivery	❶ GOKCEN Ground			Tower	
128.550		122.625	121.750	121.580	121.905	118.8	120.925

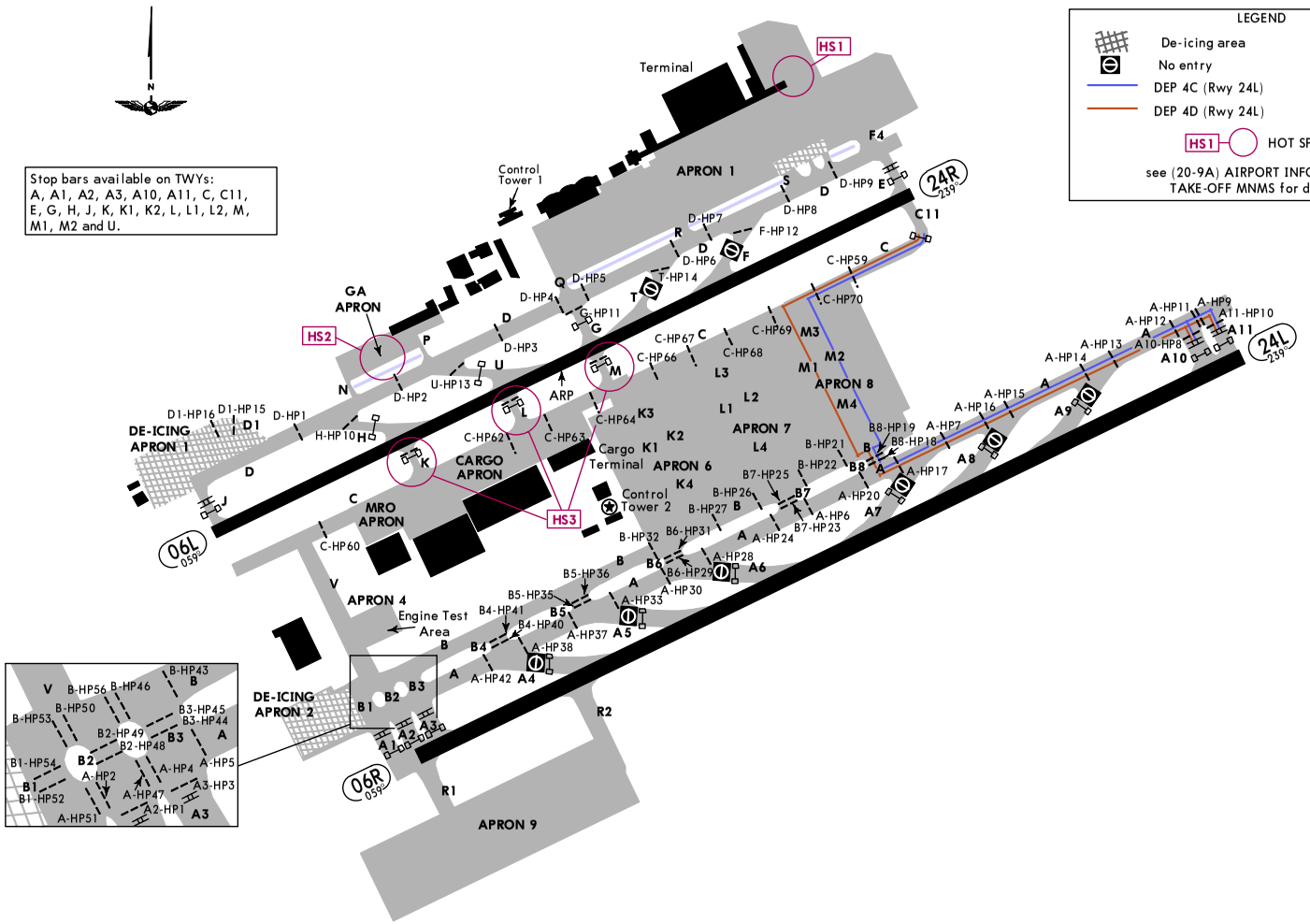
TAXI ROUTES DEPARTURE RWY 24L (4C, 4D)

❶ When RWY vacated, contact Ground.

Stop bars available on TWYs:
A, A1, A2, A3, A10, A11, C, C11, E, G, H, J, K, K1, K2, L, L1, L2, M, M1, M2 and U.

STANDARD TAXI ROUTES
For RWY 24L:
DEP 4C: Departure traffic shall use TWYs C11, C, M2, B, B8, A, A10 (A11) and hold short of RWY 24L.
DEP 4D: Departure traffic shall use TWYs C11, C, M1, B, B8, A, A10 (A11) and hold short of RWY 24L.

LEGEND
De-icing area
No entry
DEP 4C (Rwy 24L)
DEP 4D (Rwy 24L)
HS1 HOT SPOTS
see (20-9A) AIRPORT INFO, HOT SPOTS, TAKE-OFF MNMS for description



D-ATIS	Data Comm ACARS: D-ATIS	GOKCEN Delivery	❶ GOKCEN Ground			Tower	
128.550		122.625	121.750	121.580	121.905	118.8	120.925

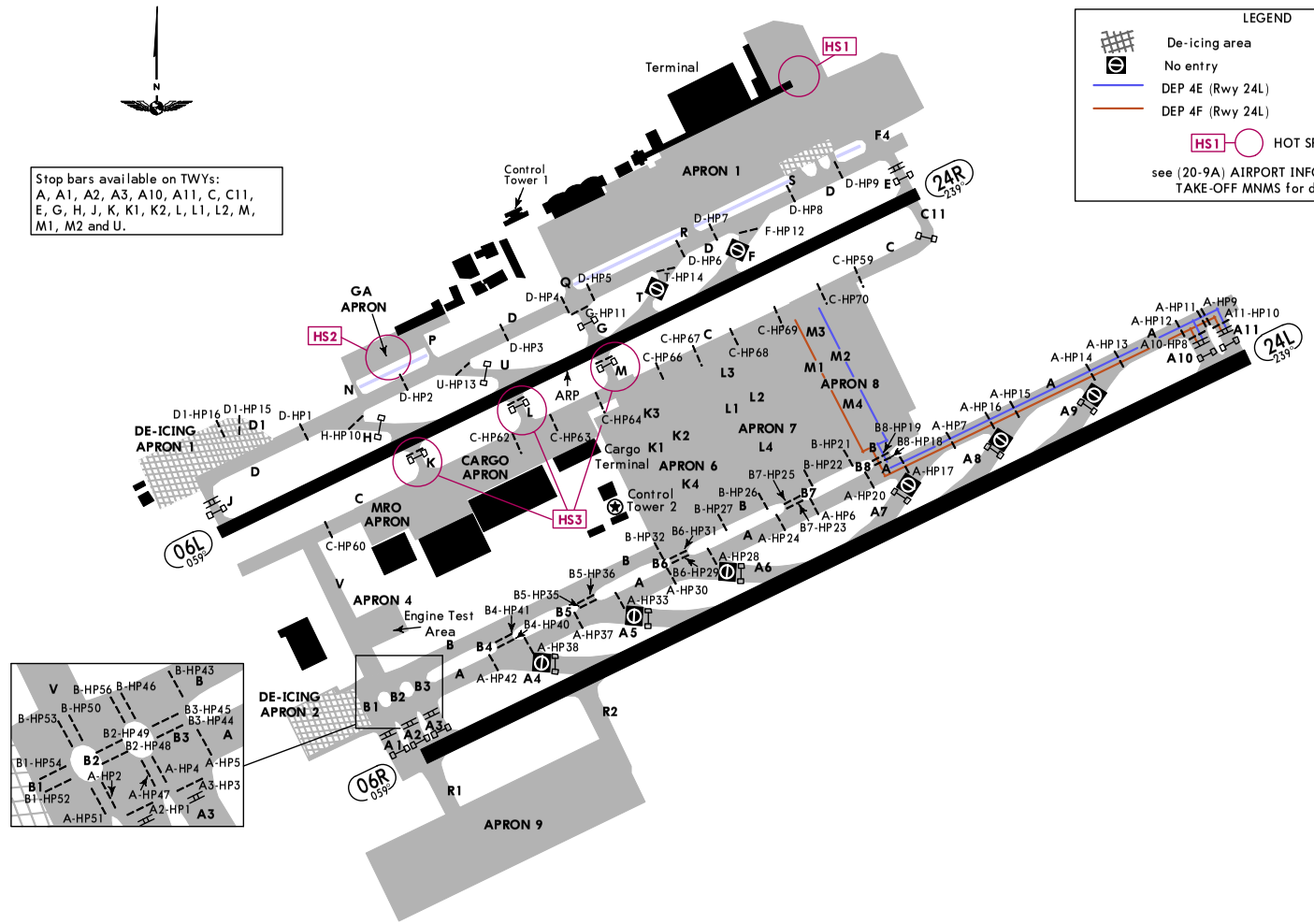
TAXI ROUTES DEPARTURE RWY 24L (4E, 4F)

❶ When RWY vacated, contact Ground.

STANDARD TAXI ROUTES
For RWY 24L:
DEP 4E: Departure traffic shall use TWYs M2, B, B8, A, A10 (A11) and hold short of RWY 24L.
DEP 4F: Departure traffic shall use TWYs M1, B, B8, A, A10 (A11) and hold short of RWY 24L.

LEGEND
De-icing area
No entry
DEP 4E (Rwy 24L)
DEP 4F (Rwy 24L)
HS1 HOT SPOTS
see (20-9A) AIRPORT INFO, HOT SPOTS, TAKE-OFF MNMS for description

Stop bars available on TWYs:
A, A1, A2, A3, A10, A11, C, C11, E, G, H, J, K, K1, K2, L, L1, L2, M, M1, M2 and U.



D-ATIS	Data Comm ACARS: D-ATIS	GOKCEN Delivery	❶ GOKCEN Ground			Tower	
128.550		122.625	121.750	121.580	121.905	118.8	120.925

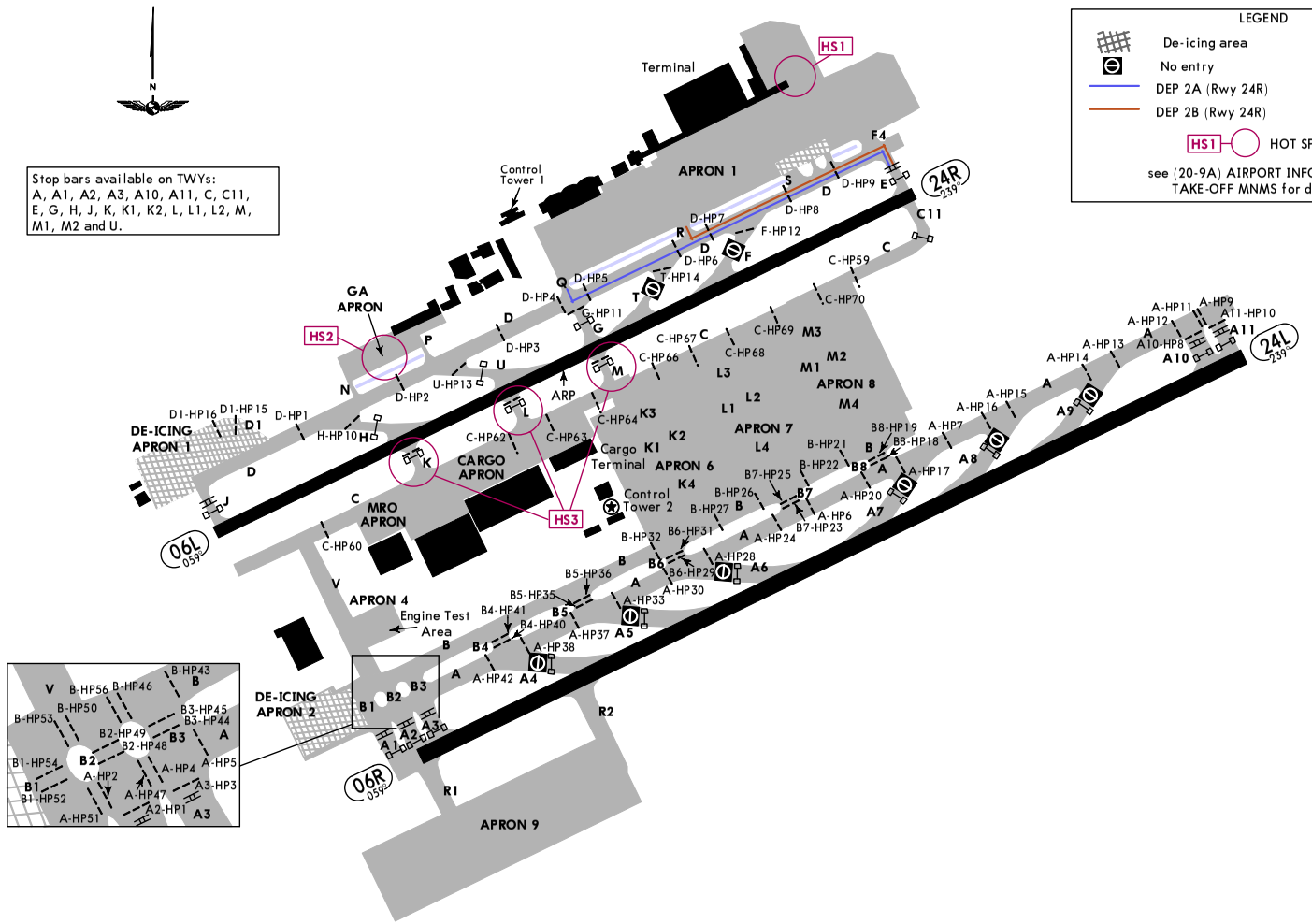
TAXI ROUTES DEPARTURE RWY 24R (2A, 2B)

❶ When RWY vacated, contact Ground.

STANDARD TAXI ROUTES
For RWY 24R:
DEP 2A: Departure traffic shall use TWYs Q, D and E and hold short of RWY 24R.
DEP 2B: Departure traffic shall use TWYs R, D and E and hold short of RWY 24R.

LEGEND
De-icing area
No entry
DEP 2A (Rwy 24R)
DEP 2B (Rwy 24R)
HS1 HOT SPOTS
see (20-9A) AIRPORT INFO, HOT SPOTS, TAKE-OFF MNMS for description

Stop bars available on TWYs:
A, A1, A2, A3, A10, A11, C, C11, E, G, H, J, K, K1, K2, L, L1, L2, M, M1, M2 and U.



LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN
12 MAY 23
Eff 18 May
21-1

ISTANBUL, TURKIYE
ILS Z or LOC Z Rwy 06L

D-ATIS	YESILKOY Approach			GOKCEN Tower		Ground	
128.550	126.425	127.825	132.950	118.8	120.925	121.750	121.580

BRIEFING STRIP™

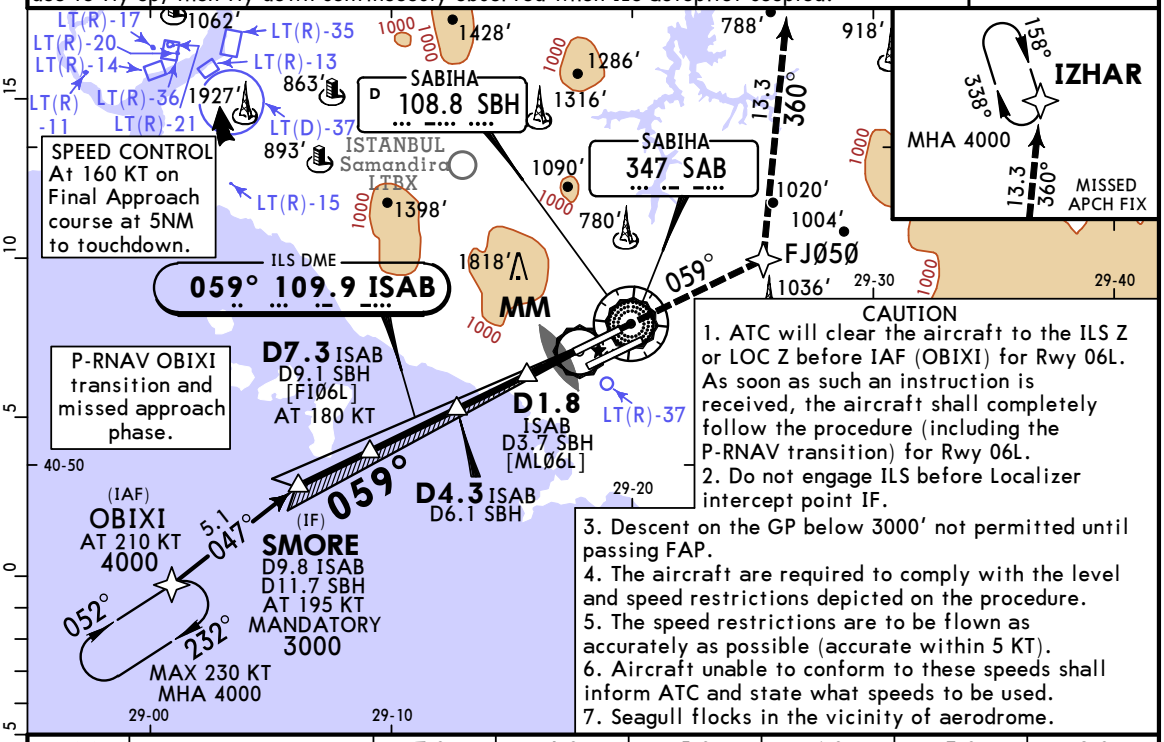
LOC ISAB	Final Apch Crs	D7.3 ISAB MANDATORY	ILS DA(H) Refer to Minimums	Apt Elev 312′ Rwy 292′
109.9	059°	3000′ (2708′)		

MISSED APCH: Climbing 4000′ to FJØ5Ø on course 059° then turn LEFT proceed IZHAR and hold. Refer to minimums for missed apch climb gradients.

MSA SBH VOR: 3100 (090°–180°) 3500 (180°–270°) 4500 (270°–360°) 5000 (360°–090°)

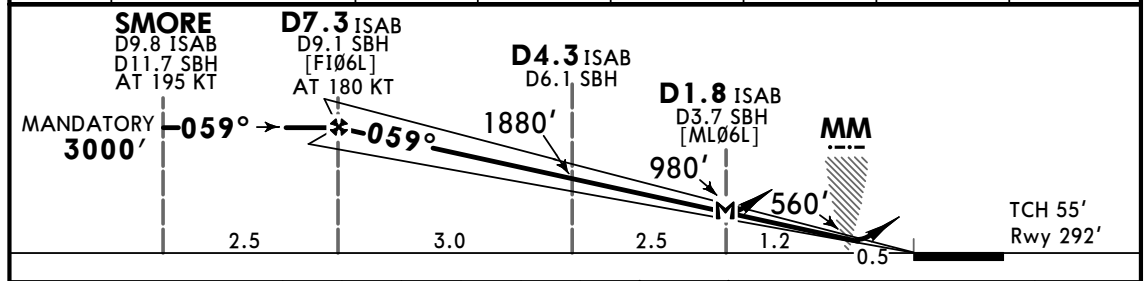
Alt Set: hPa	Rwy Elev: 11 hPa	Trans level: By ATC	Trans alt: 12000′

1. DME required. 2. For OBIXI transition and missed approach phases P-RNAV approval and RADAR required. 3. CAUTION: Use of autopilot below 560′ (MM) is not recommended due to fly up, then fly down continuously observed when ILS autopilot coupled.



CAUTION
1. ATC will clear the aircraft to the ILS Z or LOC Z before IAF (OBIXI) for Rwy 06L. As soon as such an instruction is received, the aircraft shall completely follow the procedure (including the P-RNAV transition) for Rwy 06L.
2. Do not engage ILS before Localizer intercept point IF.
3. Descent on the GP below 3000′ not permitted until passing FAP.
4. The aircraft are required to comply with the level and speed restrictions depicted on the procedure.
5. The speed restrictions are to be flown as accurately as possible (accurate within 5 KT).
6. Aircraft unable to conform to these speeds shall inform ATC and state what speeds to be used.
7. Seagull flocks in the vicinity of aerodrome.

LOC (GS out)	ISAB DME	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2920′	2540′	2170′	1800′	1430′	1060′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.50°	434	557	619	743	867	991
MAP at D1.8 ISAB/ D3.7 SBH							

HIALS-II
REIL PAPI PAPI

4000′ on 059° FJØ5Ø

Std/State

	STRAIGHT-IN LANDING ILS MACG MIN 5.0% (304′/NM) DA(H) 560′ (268′)			ILS MACG MIN 2.5% (152′/NM) DA(H) 670′ (378′)			LOC (GS out) CDFA 2 DA/MDA(H) 980′ (688′)		CIRCLE-TO-LAND CAUTION: Not authorized north of the aerodrome	
		TDZ or CL out	ALS out		TDZ or CL out	ALS out		ALS out	Max Kts	MDA(H)
A	R600m	1 R600m	R1300m	R1000m		R1500m	R1500m		100	1260′ (948′) V1500m
B									135	1260′ (948′) V1600m
C						R1700m	R2400m		180	1430′ (1118′) V2400m
D									205	1430′ (1118′) V3600m

PANS OPS

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: New procedure.

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN
4 NOV 22 (21-1)

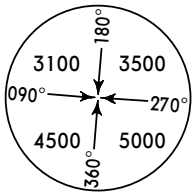
ISTANBUL, TURKIYE
ILS Z or LOC Z Rwy 06

D-ATIS	YESILKOY Approach	GOKCEN Tower	Ground
128.550	126.425 127.825 132.950	118.8 120.925	121.750 121.580

BRIEFING STRIP™

LOC ISAB	Final Apch Crs	D7.3 ISAB	ILS DA(H) Refer to Minimums	Apt Elev 312′
109.9	059°	3000′ (2707′)		Rwy 293′

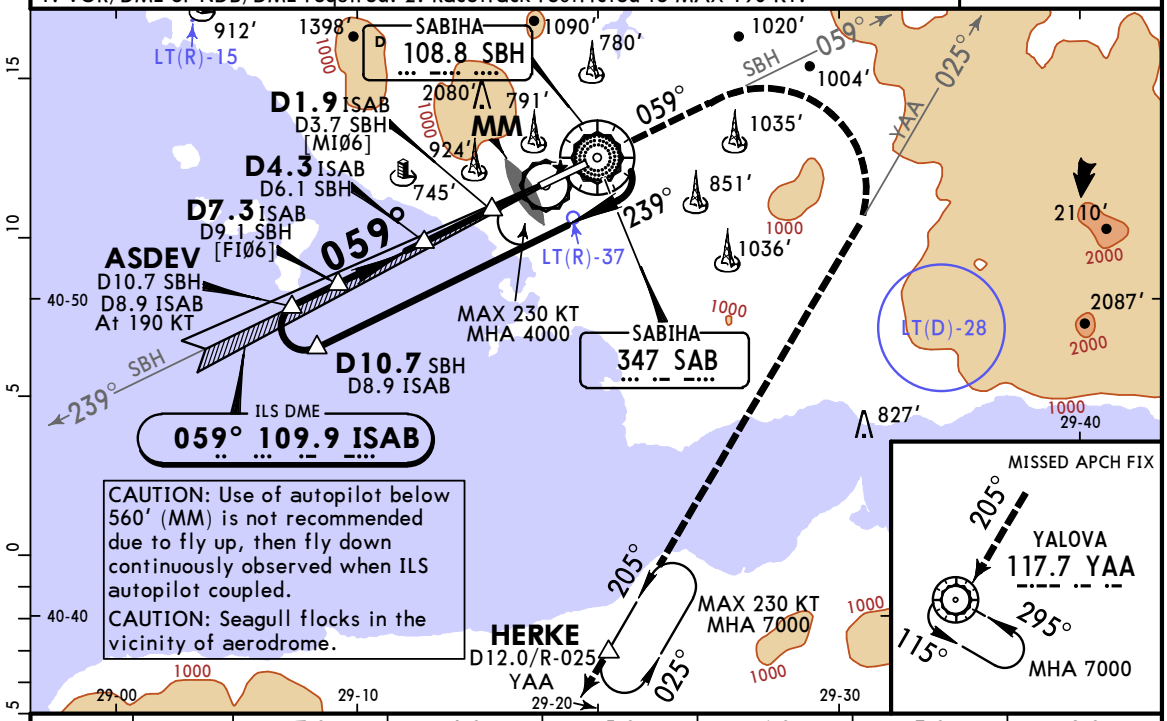
MISSED APCH: Proceed to SBH VOR/SAB NDB to cross 2300′ on R-059 /059°, climbing to 7000′, turn RIGHT proceed HERKE on YAA VOR R-025 and hold over HERKE at 7000′. Do not turn before RWY 06 THR (D2.0 SBH) or crossing 2300′, whichever is later. If unable to contact ATC or reach 7000′ over HERKE, proceed and hold over YAA VOR at 7000′.
Refer to minimums for missed apch climb gradients.



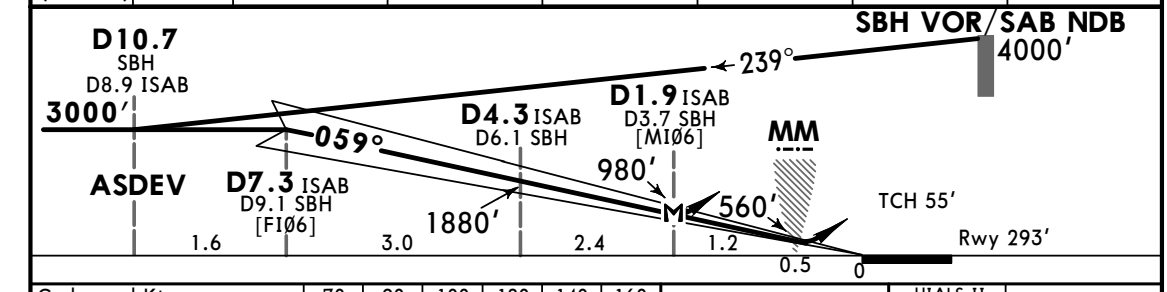
MSA SBH VOR

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

1. VOR/DME or NDB/DME required. 2. Racetrack restricted to MAX 190 KT.



LOC (GS out)	ISAB DME	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2890′	2520′	2150′	1770′	1400′	1030′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.50°	434	557	619	743	867	991
MAP at D1.9 ISAB/ D3.7 SBH							

HIALS-II
REIL PAPI PAPI

Refer to Missed Apch above

Std/State

STRAIGHT-IN LANDING

	ILS MACG MIN 5.0% DA(H) 560′ (267′)			ILS MACG MIN 2.5% DA(H) 670′ (377′)			LOC (GS out) CDFA [2] DA/MDA(H) 980′ (687′)		CIRCLE-TO-LAND Not authorized North of airport	
	FULL	TDZ or CL out	ALS out	FULL	TDZ or CL out	ALS out		ALS out	Max Kts	MDA(H)
A	R600m	[1] R600m	R1300m	R1000m	R1000m	R1500m	R1500m		100	1250′ (938′) V1500m
B									135	1250′ (938′) V1600m
C						R1700m	R2400m		180	1350′ (1038′) V2400m
D									205	1350′ (1038′) V3600m

PANS OPS

[1] R750m when a Flight Director or Autopilot or HUD to DA is not used.
[2] VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Country name, D-ATIS.

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN
12 MAY 23
Eff 18 May
21-10

ISTANBUL, TURKIYE
ILS Z Rwy 24L

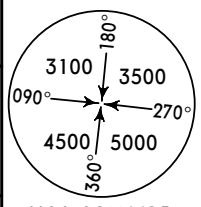
D-ATIS	YESILKOY Approach			GOKCEN Tower		Ground	
128.550	126.425	127.825	132.950	118.8	120.925	121.750	121.580

LOC	Final	D8.6 ISGB	DA(H)	Apt Elev 312′
ISGB	Apch Crs	MANDATORY		
109.35	**239°**	**3500′** (3192′)	**690′** (382′)	Rwy 308′

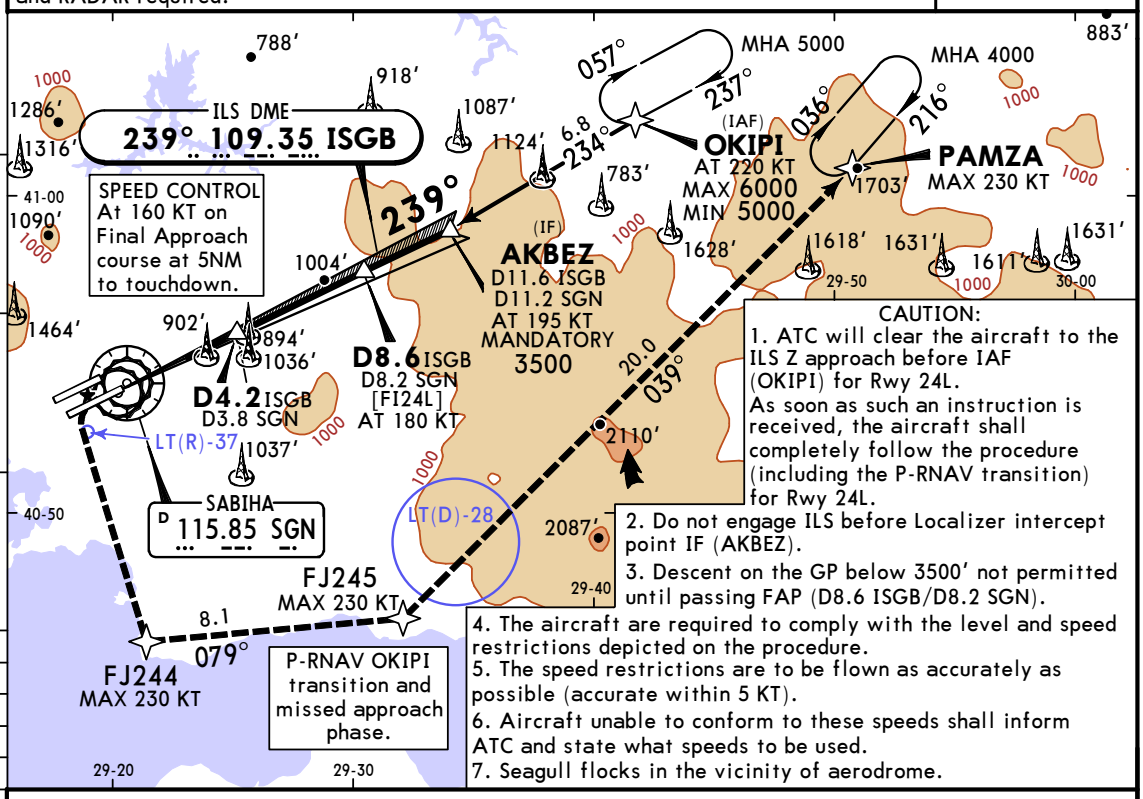
MISSED APCH: Do not turn to FJ244 before Rwy 24L threshold or crossing 800′, whichever is later. Climb STRAIGHT AHEAD, MAX 230 KT, at or above 800′ turn LEFT direct to FJ244, turn LEFT to FJ245, turn LEFT to PAMZA and hold at 4000′.

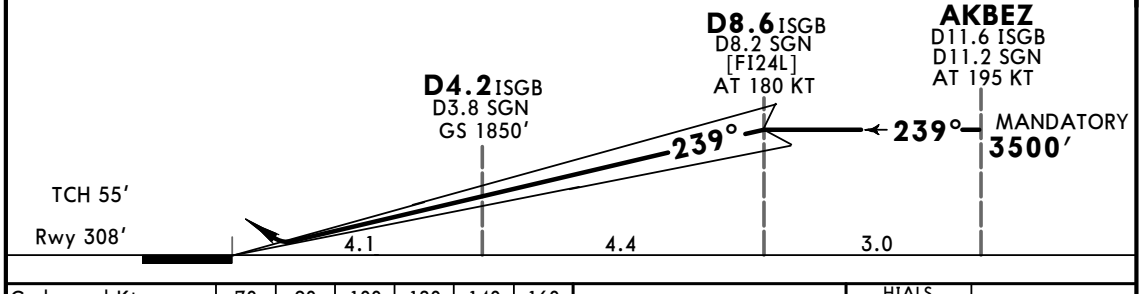
Alt Set: hPa | Rwy Elev: 11 hPa | Trans level: By ATC | Trans alt: 12000′

1. DME required. 2. For OKIPI transition and missed approach phases P-RNAV approval and RADAR required.



MSA SGN VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.50°	434	557	619	743	867	991

HIALS
REIL
PAPI

Refer to Missed Apch above

Std/State

STRAIGHT-IN LANDING
ILS

DA(H) **690′** (382′)

	TDZ or CL out	ALS out
A	R1100m	R1500m
B		
C	R1100m	R1800m
D		

CIRCLE-TO-LAND
CAUTION: Not authorized north of the aerodrome

Max Kts	MDA(H)	
100	1260′ (948′)	V1500m
135	1260′ (948′)	V1600m
180	1430′ (1118′)	V2400m
205	1430′ (1118′)	V3600m

PANS OPS

CHANGES: New procedure.

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN
12 MAY 23
Eff 18 May
21-11

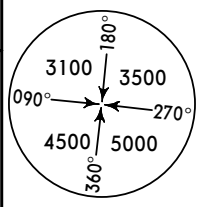
ISTANBUL, TURKIYE
ILS Y Rwy 24L

D-ATIS	YESILKOY Approach			GOKCEN Tower		Ground	
128.550	126.425	127.825	132.950	118.8	120.925	121.750	121.580

BRIEFING STRIP ™

LOC ISGB	Final Apch Crs	D8.6 ISGB MANDATORY	DA(H)	Apt Elev 312'
109.35	239°	3500' (3192')	690' (382')	Rwy 308'

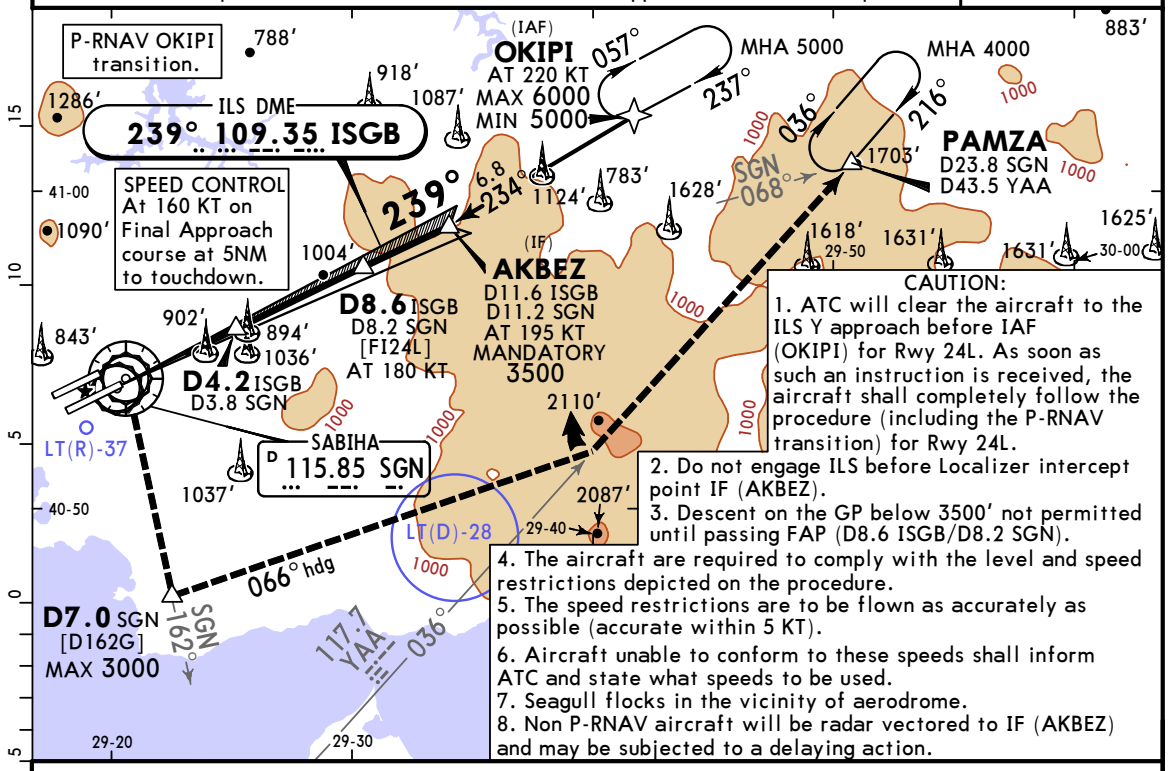
MISSED APCH: MAX 200 KT until SGN VOR R-162. Do not turn before SGN VOR or crossing 800', whichever is later. After crossing 800' turn LEFT climb on SGN VOR R-162 until D7.0 SGN, cross D7.0 SGN at or below 3000' then turn LEFT fly on heading 066° to intercept YAA VOR R-036 climbing to 4000' proceed PAMZA and hold.

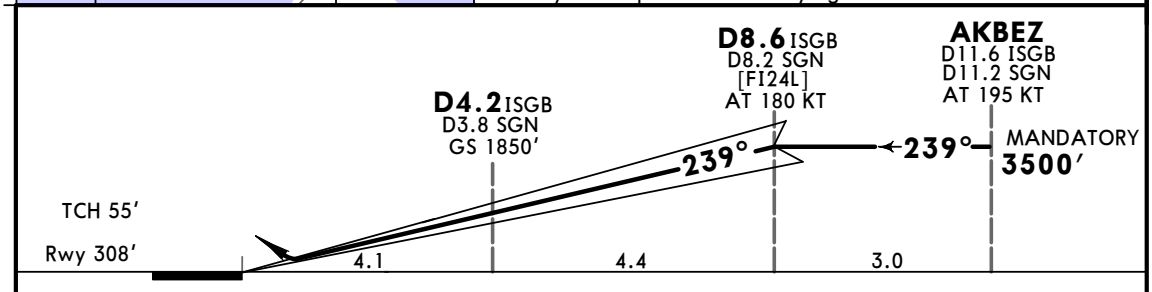


MSA SGN VOR

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

1. VOR & DME required. 2. For OKIPI transition P-RNAV approval and RADAR required.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.50°	434	557	619	743	867	991

HIALS
REIL
PAPI

Refer to Missed Apch above

Std/State

STRAIGHT-IN LANDING
ILS

DA(H) **690'** (382')

	TDZ or CL out	ALS out
A	R1100m	R1500m
B		
C	R1100m	R1800m
D		

CIRCLE-TO-LAND
CAUTION: Not authorized north of the aerodrome

Max Kts	MDA(H)	
100	1260' (948')	V1500m
135	1260' (948')	V1600m
180	1430' (1118')	V2400m
205	1430' (1118')	V3600m

PANS OPS

CHANGES: New procedure.

LTFJ/SAW
SABIHA GOKCEN INTL

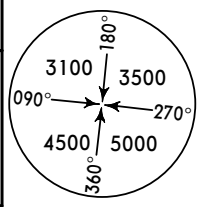
JEPPESEN
12 MAY 23
Eff 18 May
21-12

ISTANBUL, TURKIYE
ILS X Rwy 24L

D-ATIS	YESILKOY Approach	GOKCEN Tower	Ground
128.550	126.425 127.825 132.950	118.8 120.925	121.750 121.580

LOC ISGB	Final Apch Crs	D8.6 ISGB	DA(H)	Apt Elev 312'
109.35	239°	3500' (3192')	690' (382')	Rwy 308'

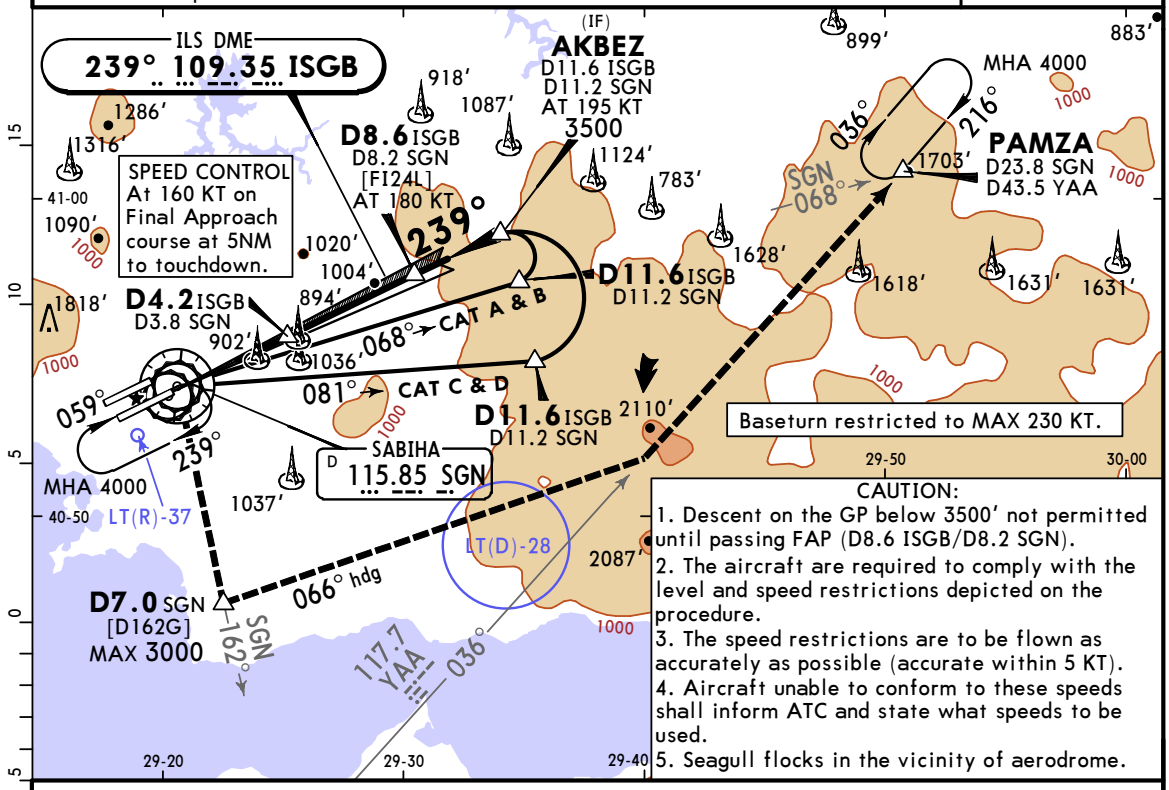
MISSED APCH: MAX 200 KT until SGN VOR R-162. Do not turn before SGN VOR or crossing 800', whichever is later. After crossing 800' turn LEFT climb on SGN VOR R-162 until D7.0 SGN, cross D7.0 SGN at or below 3000' then turn LEFT fly on heading 066° to intercept YAA VOR R-036 climbing to 4000' proceed PAMZA and hold.

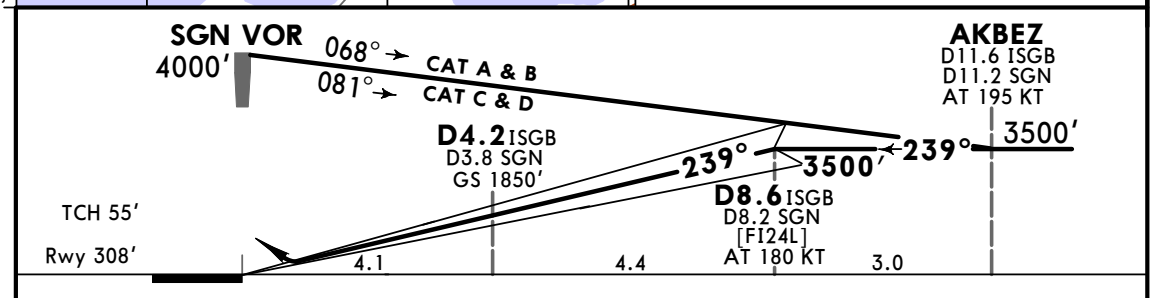


MSA SGN VOR

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

VOR & DME required.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.50°	434	557	619	743	867	991

HIALS
REIL
PAPI

Refer to Missed Apch above

Std/State

STRAIGHT-IN LANDING
ILS

DA(H) **690'** (382')

	TDZ or CL out	ALS out
A	R1100m	R1500m
B		
C	R1100m	R1800m
D		

CIRCLE-TO-LAND
CAUTION: Not authorized north of aerodrome

Max Kts	MDA(H)
100	1260' (948') V1500m
135	1260' (948') V1600m
180	1430' (1118') V2400m
205	1430' (1118') V3600m

PANS OPS

CHANGES: New procedure.

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN
12 MAY 23
Eff 18 May
21-13

ISTANBUL, TURKIYE
LOC Z Rwy 24L

D-ATIS	YESILKOY Approach			GOKCEN Tower		Ground	
128.550	126.425	127.825	132.950	118.8	120.925	121.750	121.580

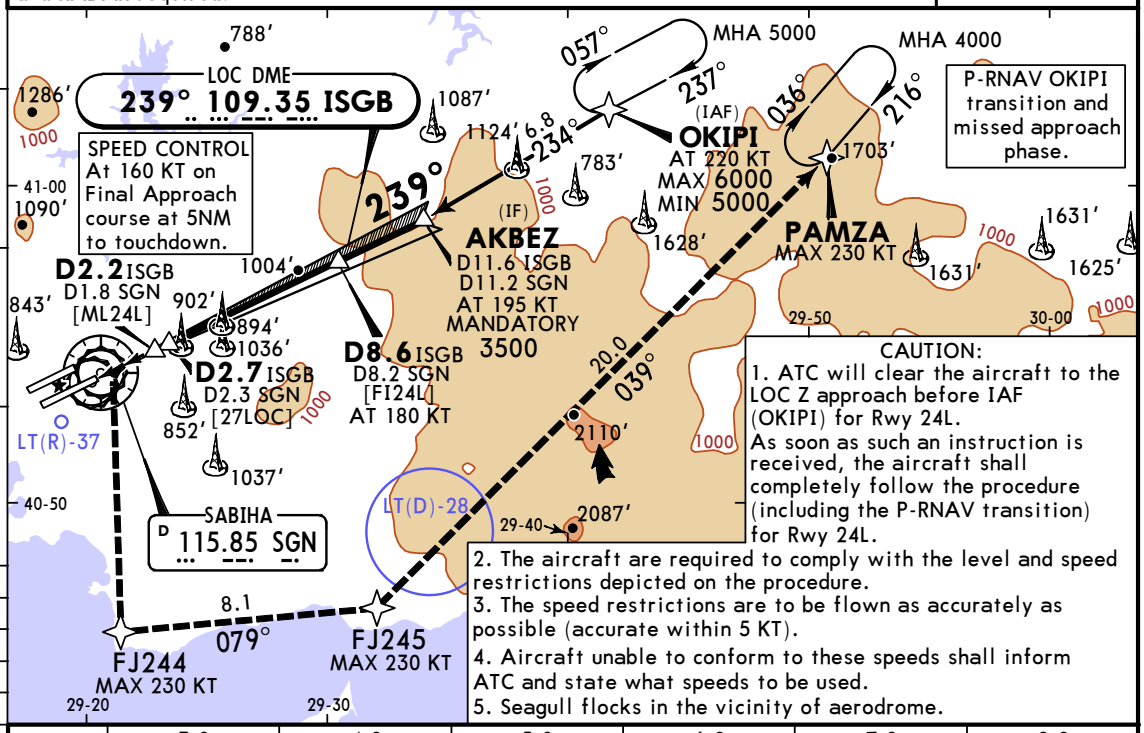
LOC ISGB	Final Apch Crs	D8.6 ISGB MANDATORY	DA/MDA(H)	Apt Elev 312'
109.35	239°	3500' (3192')	1120' (812')	Rwy 308'

MISSED APCH: Do not turn to FJ244 before MAP or crossing 1130', whichever is later. Climb STRAIGHT AHEAD, MAX 230 KT, at or above 1130' turn LEFT direct to FJ244, turn LEFT to PAMZA and hold at 4000'.

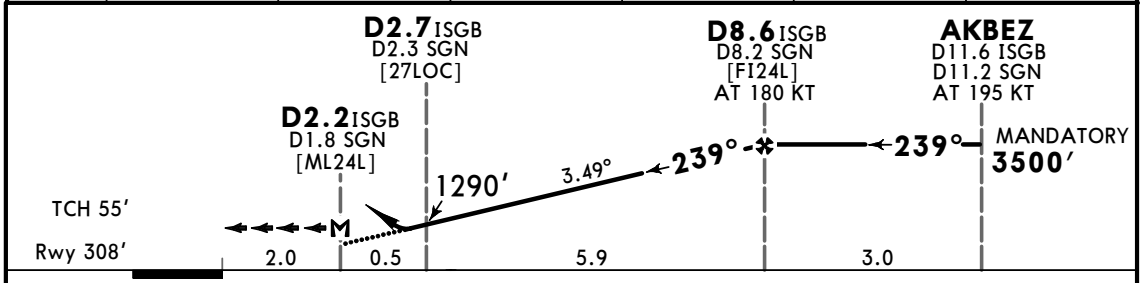
MSA SGN VOR: 180° 3100 3500 090° 270° 4500 5000 360°

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

1. DME required. 2. For OKIPI transition and missed approach phases P-RNAV approval and RADAR required.



SGN DME	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE	1580'	1950'	2320'	2690'	3060'	3430'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.49°	432	556	618	741	865	988
MAP at D2.2 ISGB/D1.8 SGN							

HIALS
REIL
PAPI

Refer to Missed Apch above

Std/State

STRAIGHT-IN LANDING
CDFA
1 DA/MDA(H) 1120' (812')
ALS out

CIRCLE-TO-LAND
CAUTION: Not authorized north of the aerodrome

		Max Kts	MDA(H)	
A	R1500m	100	1260' (948')	V1500m
B		135	1260' (948')	V1600m
C	R2400m	180	1430' (1118')	V2400m
D		205	1430' (1118')	V3600m

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

CHANGES: New procedure.

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN
12 MAY 23
Eff 18 May
21-14

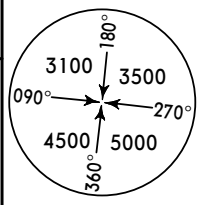
ISTANBUL, TURKIYE
LOC Y Rwy 24L

D-ATIS	YESILKOY Approach	GOKCEN Tower	Ground
128.550	126.425 127.825 132.950	118.8 120.925	121.750 121.580

BRIEFING STRIP ™

LOC ISGB	Final Apch Crs	D8.6 ISGB MANDATORY	DA/MDA(H)	Apt Elev 312′
109.35	239°	3500′ (3192′)	1120′ (812′)	Rwy 308′

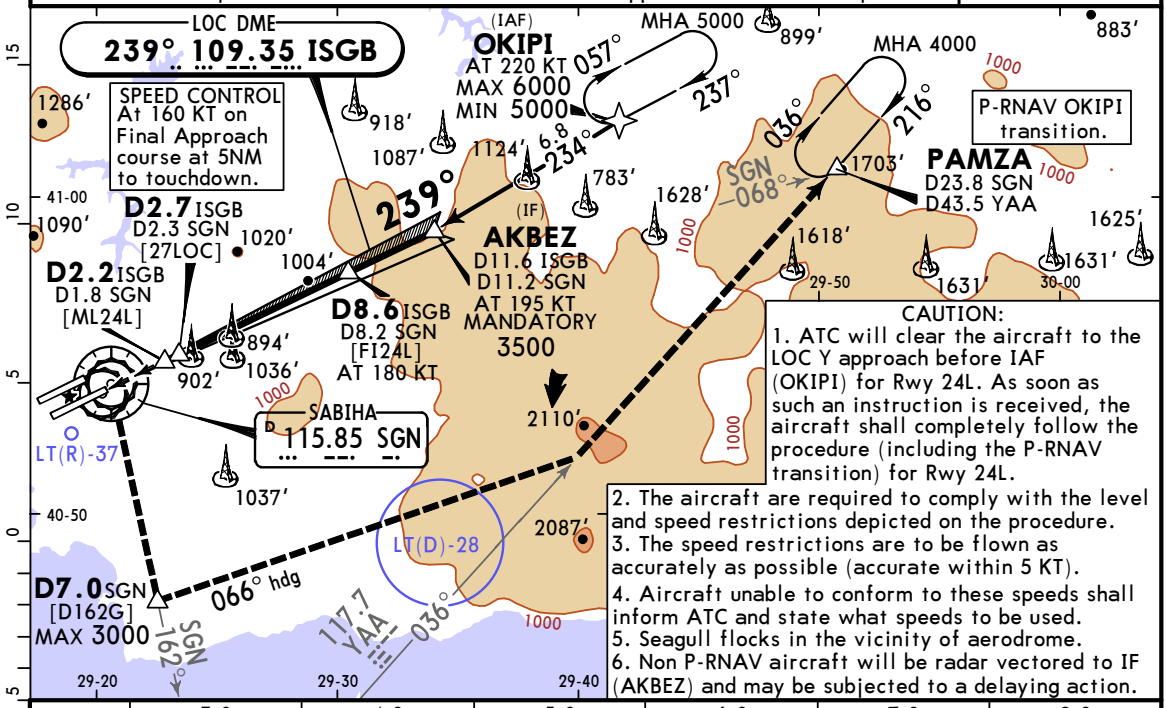
MISSED APCH: MAX 200 KT until SGN VOR R-162. Do not turn before MAP or crossing 1130′, whichever is later. After crossing 1130′ turn LEFT climb on SGN VOR R-162 until D7.0 SGN, cross D7.0 SGN at or below 3000′ then turn LEFT fly on heading 066° to intercept YAA VOR R-036 climbing to 4000′ proceed PAMZA and hold.



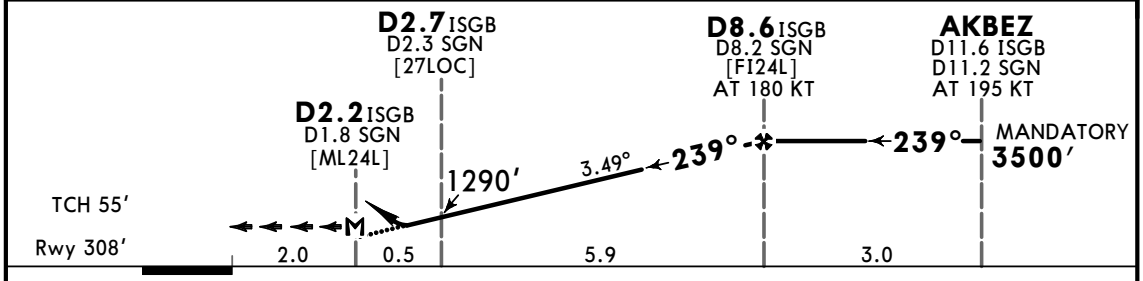
MSA SGN VOR

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

1. VOR & DME required. 2. For OKIPI transition P-RNAV approval and RADAR required.



SGN DME	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE	1580′	1950′	2320′	2690′	3060′	3430′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.49°	432	556	618	741	865	988
MAP at D2.2 ISGB/D1.8 SGN							

HIALS
REIL
PAPI

Refer to Missed Apch above

Std/State

STRAIGHT-IN LANDING
CDFA
1 DA/MDA(H) 1120′ (812′)
ALS out

CIRCLE-TO-LAND
CAUTION: Not authorized north of the aerodrome

		Max Kts	MDA(H)	
A	R1500m	100	1260′ (948′)	V1500m
B		135	1260′ (948′)	V1600m
C	R2400m	180	1430′ (1118′)	V2400m
D		205	1430′ (1118′)	V3600m

PANS OPS

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

CHANGES: New procedure.

LTFJ/SAW
SABIHA GOKCEN INTL

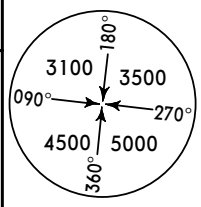
JEPPESEN
12 MAY 23
Eff 18 May
21-15

ISTANBUL, TURKIYE
LOC X Rwy 24L

D-ATIS	YESILKOY Approach	GOKCEN Tower	Ground
128.550	126.425 127.825 132.950	118.8 120.925	121.750 121.580

LOC ISGB	Final Apch Crs	D8.6 ISGB	DA/MDA(H)	Apt Elev 312'
109.35	239°	3500' (3192')	1120' (812')	Rwy 308'

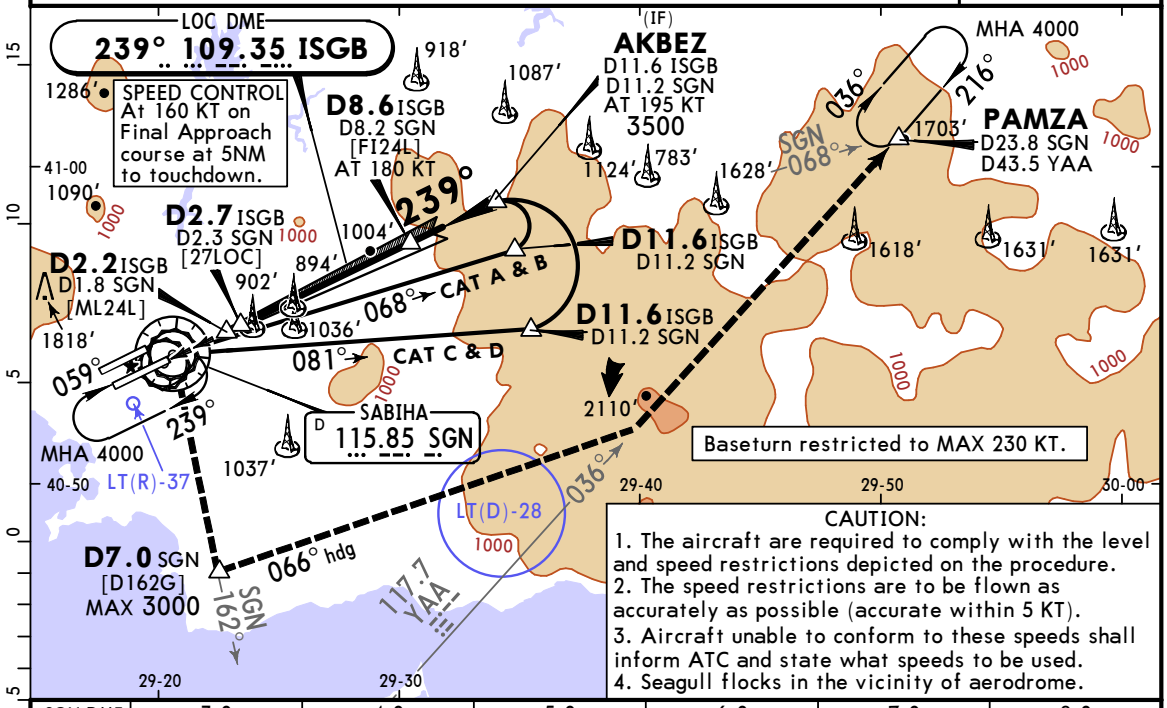
MISSED APCH: MAX 200 KT until SGN VOR R-162. Do not turn before MAP or crossing 1130', whichever is later. After crossing 1130' turn LEFT climb on SGN VOR R-162 until D7.0 SGN, cross D7.0 SGN at or below 3000' then turn LEFT fly on heading 066° to intercept YAA VOR R-036 climbing to 4000' proceed PAMZA and hold.



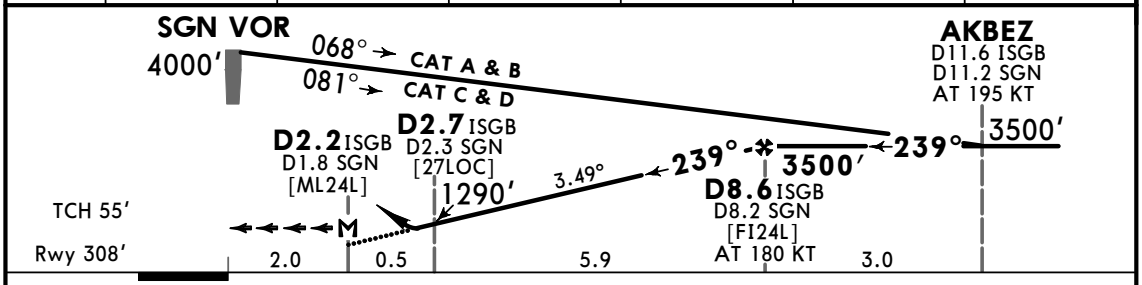
MSA SGN VOR

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

VOR & DME required.



SGN DME	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE	1580'	1950'	2320'	2690'	3060'	3430'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.49°	432	556	618	741	865	988
MAP at D2.2 ISGB/D1.8 SGN							

HIALS
REIL
PAPI

Refer to Missed Apch above

Std/State

STRAIGHT-IN LANDING
CDFA
1 DA/MDA(H) 1120' (812')
ALS out

CIRCLE-TO-LAND
CAUTION: Not authorized north of the aerodrome

		Max Kts	MDA(H)	
A	R1500m	100	1260' (948')	V1500m
B		135	1260' (948')	V1600m
C	R2400m	180	1430' (1118')	V2400m
D		205	1430' (1118')	V3600m

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

CHANGES: New procedure.

BRIEFING STRIP™

PANS OPS

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN
12 MAY 23
Eff 18 May
21-16

ISTANBUL, TURKIYE
ILS Z or LOC Z Rwy 24R

D-ATIS	YESILKOY Approach			GOKCEN Tower		Ground	
128.550	126.425	127.825	132.950	118.8	120.925	121.750	121.580

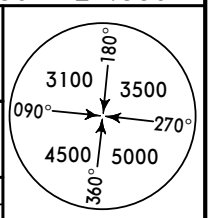
BRIEFING STRIP™

LOC ISBH	Final Apch Crs	D8.6 ISBH MANDATORY	ILS DA(H) Refer to Minimums	Apt Elev 312' Rwy 304'
110.9	239°	3500' (3196')		

MISSED APCH: Climbing 5000' to FJØ1Ø on course 239° then proceed FJØ2Ø turn LEFT proceed VRACA and hold.
Refer to minimums for missed apch climb gradients

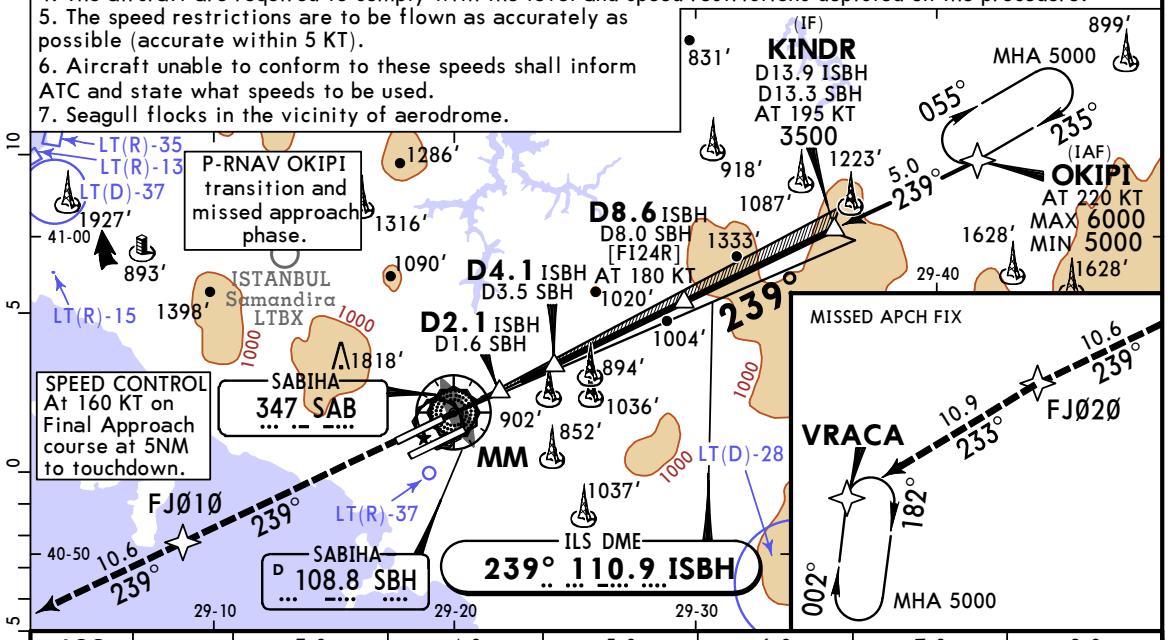
Alt Set: hPa	Rwy Elev: 11 hPa	Trans level: By ATC	Trans alt: 12000'

1. DME required. 2. For OKIPI transition and missed apch phases P-RNAV approval and RADAR required.

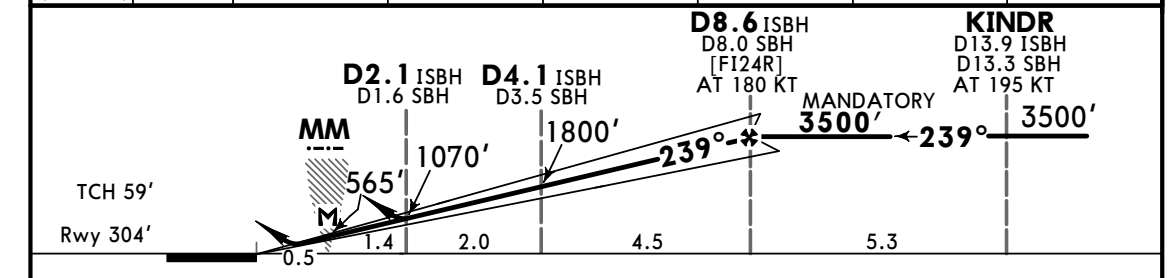


MSA SBH VOR

CAUTION:
1. ATC will clear the aircraft to the ILS Z or LOC Z approach before IAF (OKIPI) for Rwy 24R. As soon as such an instruction is received, the aircraft shall completely follow the procedure (including the P-RNAV transition) for Rwy 24R.
2. Do not engage ILS before Localizer intercept point IF (KINDR).
3. Descent on the GP below 3500' not permitted until passing FAP (D8.6 ISBH/D8.0 SBH).
4. The aircraft are required to comply with the level and speed restrictions depicted on the procedure.
5. The speed restrictions are to be flown as accurately as possible (accurate within 5 KT).
6. Aircraft unable to conform to these speeds shall inform ATC and state what speeds to be used.
7. Seagull flocks in the vicinity of aerodrome.



LOC (GS out)	ISBH DME	3.0	4.0	5.0	6.0	7.0	8.0
	ALTITUDE	1410'	1780'	2150'	2520'	2890'	3270'



Gnd speed-Kts		70	90	100	120	140	160
GS	3.50°	434	557	619	743	867	991
MAP at MM							

HIALS
REIL PAPI PAPI

5000' on 239° FJØ1Ø

Std/State

STRAIGHT-IN LANDING

	ILS MACG MIN 5.0% (304'/NM) DA(H) 520' (216')	ALS out	ILS MACG MIN 2.5% (152'/NM) DA(H) 660' (356')	ALS out	LOC (GS out) CDFA 2 DA/MDA(H) 1070' (766')	ALS out
A	1 R550m	R1200m	R900m	R1500m	R1500m	
B						
C				R1600m	R2400m	
D						

CIRCLE-TO-LAND
CAUTION: Not authorized north of the aerodrome

Max Kts	MDA(H)	
100	1260' (948')	V1500m
135	1260' (948')	V1600m
180	1430' (1118')	V2400m
205	1430' (1118')	V3600m

PANS OPS

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: New procedure.

LTFJ/SAW
SABIHA GOKCEN INTL

12 MAY 23
Eff 18 May

JEPPESEN 21-17

ISTANBUL, TURKIYE
ILS Y or LOC Y Rwy 24R

D-ATIS	YESILKOY Approach			GOKCEN Tower		Ground	
128.550	126.425	127.825	132.950	118.8	120.925	121.750	121.580

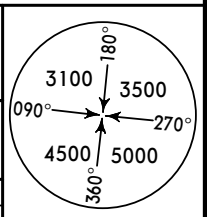
BRIEFING STRIP™

LOC ISBH	Final Apch Crs	D8.6 ISBH MANDATORY	ILS DA(H) Refer to Minimums	Apt Elev 312' Rwy 304'
110.9	239°	3500' (3196')		

MISSED APCH: Climb 5000' on SBH VOR R-239° (239° of SAB NDB) hold over D29.3 SBH VOR (SAB NDB).
Refer to minimums for missed apch climb gradients

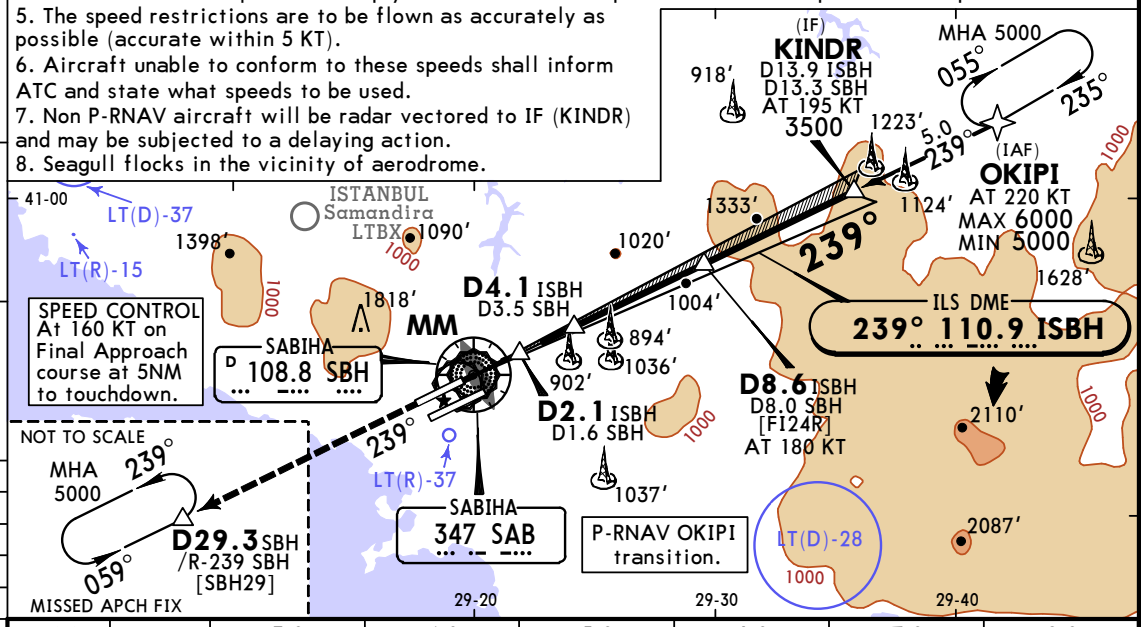
Alt Set: hPa | Rwy Elev: 11 hPa | Trans level: By ATC | Trans alt: 12000'

1. DME required. 2. VOR-NDB required. 3. For OKIPI transition P-RNAV approval and RADAR required.

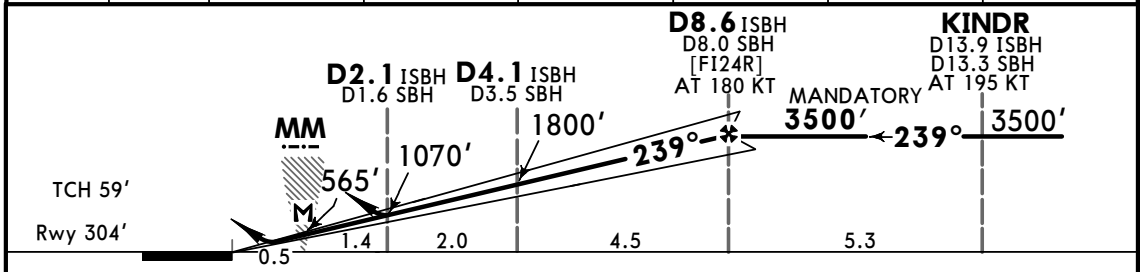


MSA SBH VOR

CAUTION:
1. ATC will clear the aircraft to the ILS Y or LOC Y approach before IAF (OKIPI) for Rwy 24R. As soon as such an instruction is received, the aircraft shall completely follow the procedure (including the P-RNAV transition) for Rwy 24R.
2. Do not engage ILS before Localizer intercept point IF (KINDR).
3. Descent on the GP below 3500' not permitted until passing FAP (D8.6 ISBH/D8.0 SBH).
4. The aircraft are required to comply with the level and speed restrictions depicted on the procedure.
5. The speed restrictions are to be flown as accurately as possible (accurate within 5 KT).
6. Aircraft unable to conform to these speeds shall inform ATC and state what speeds to be used.
7. Non P-RNAV aircraft will be radar vectored to IF (KINDR) and may be subjected to a delaying action.
8. Seagull flocks in the vicinity of aerodrome.



LOC (GS out)	ISBH DME	3.0	4.0	5.0	6.0	7.0	8.0
	ALTITUDE	1410'	1780'	2150'	2520'	2890'	3270'



Gnd speed-Kts		70	90	100	120	140	160
GS	3.50°	434	557	619	743	867	991
MAP at MM							

HIALS
REIL PAPI PAPI

5000' SBH on 108.8 or R-239 | 239° from SAB 347

Std/State

STRAIGHT-IN LANDING ILS MACG MIN 5.0% (304'/NM) DA(H) 520' (216')		ILS MACG MIN 2.5% (152'/NM) DA(H) 660' (356')		LOC (GS out) CDFA 2 DA/MDA(H) 1070' (766')	
	ALS out		ALS out		ALS out
A	1 R550m	R1200m	R900m	R1500m	R1500m
B					
C				R1600m	R2400m
D					

CIRCLE-TO-LAND
CAUTION: Not authorized north of the aerodrome

Max Kts	MDA(H)	
100	1260' (948')	V1500m
135	1260' (948')	V1600m
180	1430' (1118')	V2400m
205	1430' (1118')	V3600m

PANS OPS

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: New procedure.

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN
12 MAY 23
Eff 18 May
21-18

ISTANBUL, TURKIYE
ILS X or LOC X Rwy 24R

D-ATIS	YESILKOY Approach			GOKCEN Tower		Ground	
128.550	126.425	127.825	132.950	118.8	120.925	121.750	121.580

BRIEFING STRIP™

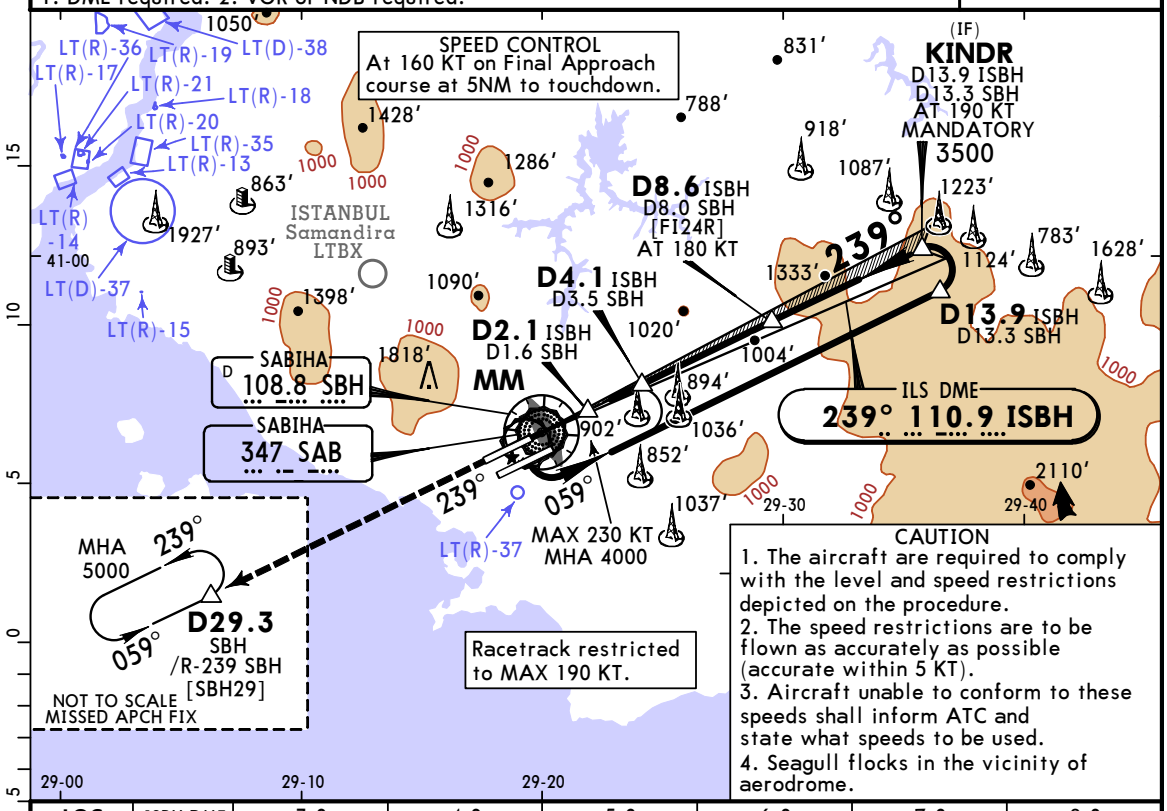
LOC ISBH	Final Apch Crs	D8.6 ISBH MANDATORY	ILS DA(H) Refer to Minimums	Apt Elev 312' Rwy 304'
110.9	239°	3500' (3196')		

MISSED APCH: Climb 5000' on SBH VOR R-239° (239° of SAB NDB) hold over D29.3 SBH VOR (SAB NDB).
Refer to minimums for missed apch climb gradients

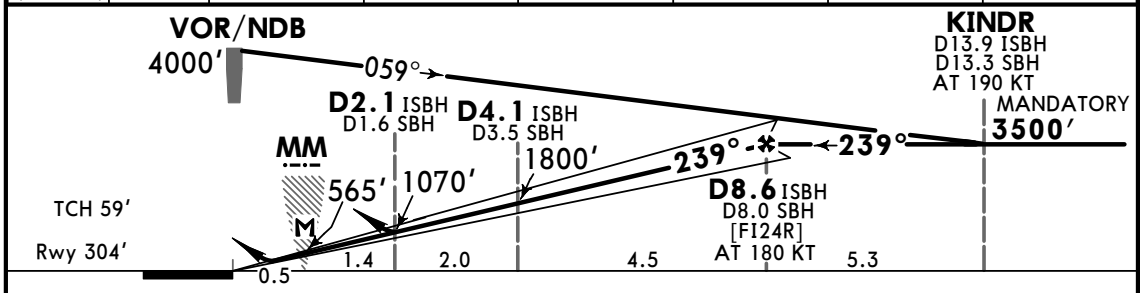
Alt Set: hPa | Rwy Elev: 11 hPa | Trans level: By ATC | Trans alt: 12000'

1. DME required. 2. VOR or NDB required.

MSA SBH VOR
180° 3100 3500 090° 270° 4500 5000 360°



LOC (GS out)	ISBH DME	3.0	4.0	5.0	6.0	7.0	8.0
	ALTITUDE	1410'	1780'	2150'	2520'	2890'	3270'



Gnd speed-Kts		70	90	100	120	140	160
GS	3.50°	434	557	619	743	867	991
MAP at MM							

HIALS
REIL PAPI PAPI

5000' SBH on 108.8 or R-239

239° from SAB 347

Std/State

STRAIGHT-IN LANDING

	ILS MACG MIN 5.0% (304'/NM) DA(H) 520' (216')		ILS MACG MIN 2.5% (152'/NM) DA(H) 660' (356')		LOC (GS out) CDFA 2 DA/MDA(H) 1070' (766')	
		ALS out		ALS out		ALS out
A	1 R550m	R1200m	R900m	R1500m	R1500m	
B						
C				R1600m	R2400m	
D						

CIRCLE-TO-LAND
CAUTION: Not authorized north of the aerodrome

Max Kts	MDA(H)	
100	1260' (948')	V1500m
135	1260' (948')	V1600m
180	1430' (1118')	V2400m
205	1430' (1118')	V3600m

PANS OPS

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: New procedure.

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN
12 MAY 23
Eff 18 May
21-2

ISTANBUL, TURKIYE
ILS Y or LOC Y Rwy 06L

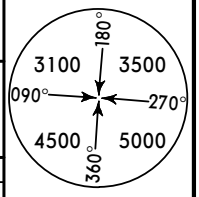
D-ATIS	YESILKOY Approach	GOKCEN Tower	Ground
128.550	126.425 127.825 132.950	118.8 120.925	121.750 121.580

LOC ISAB	Final Apch Crs	D7.3 ISAB MANDATORY	ILS DA(H) Refer to Minimums	Apt Elev 312′ Rwy 292′
109.9	059°	3000′ (2708′)		

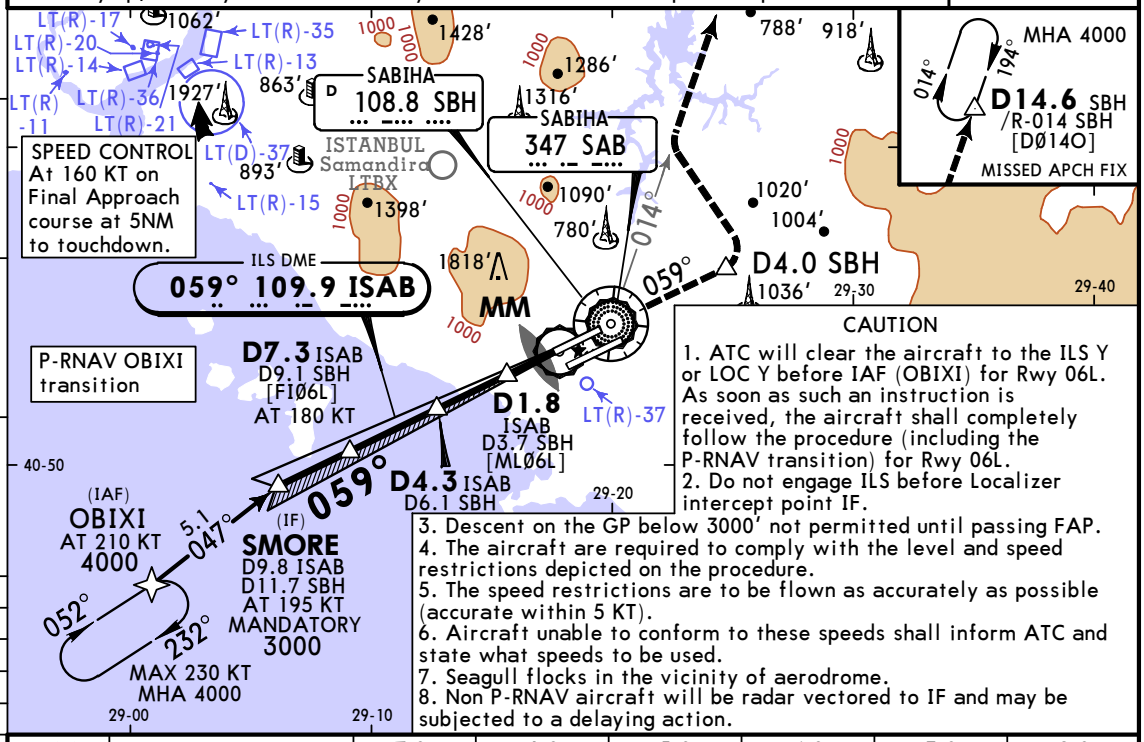
MISSED APCH: Climb 4000′ on SBH VOR R-059 (059° of SAB NDB) turn LEFT at D4.0 SBH VOR and establish SBH VOR R-014 (014° of SAB NDB) hold over D14.6 SBH VOR (SAB NDB).
Refer to minimums for missed apch climb gradients.

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

1. VOR or NDB required. 2. DME required. 2. For OBIXI transition P-RNAV approval and RADAR required. 3. CAUTION: Use of autopilot below 560′ (MM) is not recommended due to fly up, then fly down continuously observed when ILS autopilot coupled.



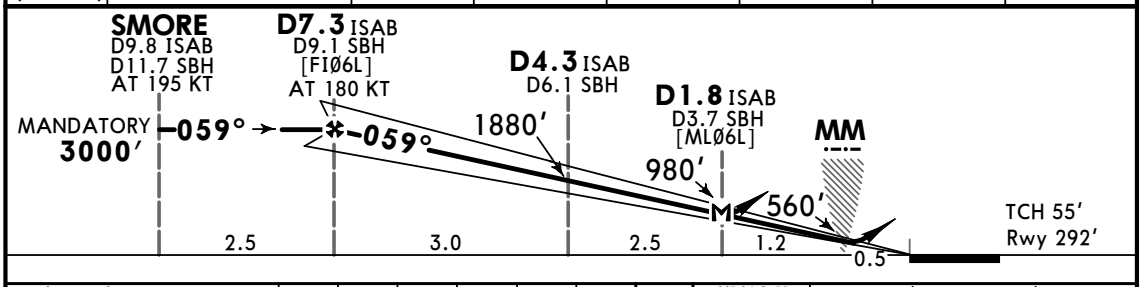
MSA SBH VOR



CAUTION

1. ATC will clear the aircraft to the ILS Y or LOC Y before IAF (OBIXI) for Rwy 06L. As soon as such an instruction is received, the aircraft shall completely follow the procedure (including the P-RNAV transition) for Rwy 06L.
2. Do not engage ILS before Localizer intercept point IF.
3. Descent on the GP below 3000′ not permitted until passing FAP.
4. The aircraft are required to comply with the level and speed restrictions depicted on the procedure.
5. The speed restrictions are to be flown as accurately as possible (accurate within 5 KT).
6. Aircraft unable to conform to these speeds shall inform ATC and state what speeds to be used.
7. Seagull flocks in the vicinity of aerodrome.
8. Non P-RNAV aircraft will be radar vectored to IF and may be subjected to a delaying action.

LOC (GS out)	ISAB DME	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2920′	2540′	2170′	1800′	1430′	1060′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.50°	434	557	619	743	867	991
MAP at D1.8 ISAB/ D3.7 SBH							

HIALS-II
REIL PAPI PAPI

4000′ on SBH 108.8 R-059 or 059° from SAB 347

Std/State

STRAIGHT-IN LANDING

	ILS				LOC (GS out)		CIRCLE-TO-LAND	
	MACG MIN 5.0% (304′/NM) DA(H) 560′ (268′)			MACG MIN 2.5% (152′/NM) DA(H) 670′ (378′)			CDFA 2 DA/MDA(H) 980′ (688′)	
	TDZ or CL out	ALS out		TDZ or CL out	ALS out		ALS out	Max Kts / MDA(H)
A	R600m	R600m 1	R1300m	R1000m	R1500m		R1500m	100 / 1260′ (948′) V1500m
B								135 / 1260′ (948′) V1600m
C					R1700m		R2400m	180 / 1430′ (1118′) V2400m
D								205 / 1430′ (1118′) V3600m

PANS OPS

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: New procedure.

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN 4 NOV 22 21-2

ISTANBUL, TURKIYE
❶ ILS Y or LOC Y Rwy 06

BRIEFING STRIP™

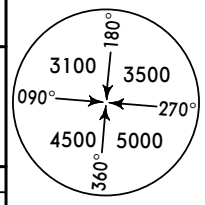
D-ATIS	YESILKOY Approach			GOKCEN Tower		Ground	
128.550	126.425	127.825	132.950	118.8	120.925	121.750	121.580

LOC ISAB	Final Apch Crs	D7.3 ISAB	ILS DA(H)	Apt Elev 312′
109.9	059°	3000′ (2707′)	560′ (267′)	Rwy 293′

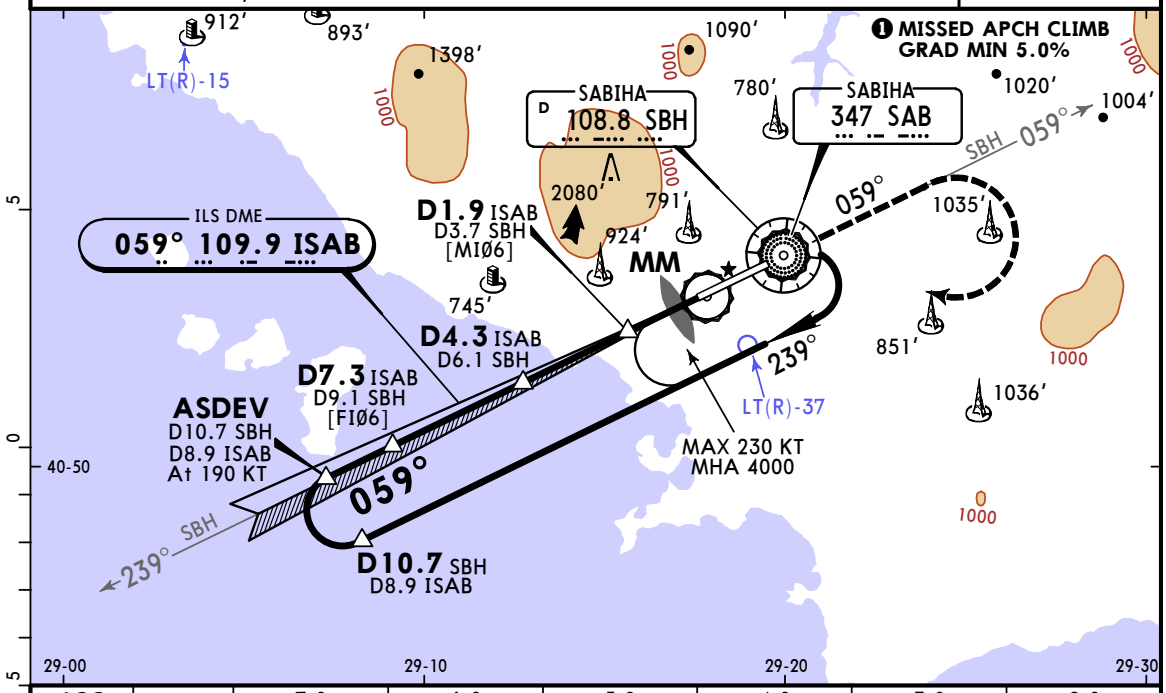
MISSED APCH: Immediately contact ATC. Climbing proceed SBH VOR/SAB NDB, climb 4000′ on R-059 SBH (059° of SAB NDB).
If unable to contact ATC, turn RIGHT proceed SBH VOR (SAB NDB) and hold.
Missed approach requires a minimum climb of 5.0% (304′/NM).

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

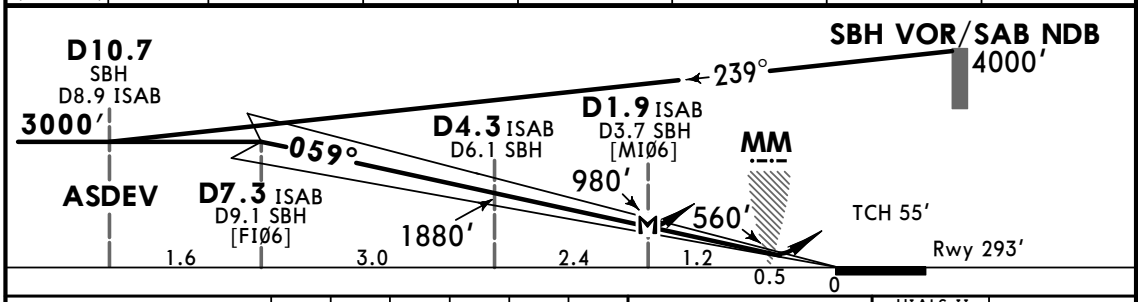
1. VOR/DME or NDB/DME required. 2. Racetrack restricted to MAX 190 KT.
3. CAUTION: Use of autopilot below 560′ (MM) is not recommended due to fly up, then fly down continuously observed when ILS autopilot coupled. 4. CAUTION: Seagull flocks in the vicinity of aerodrome.



MSA SBH VOR



LOC (GS out)	ISAB DME	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2890′	2520′	2150′	1770′	1400′	1030′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.50°	434	557	619	743	867	991
MAP at D1.9 ISAB/D3.7 SBH							

HIALS-II
REIL PAPI PAPI

Refer to Missed Apch above

Std/State

STRAIGHT-IN LANDING

	ILS DA(H) 560′ (267′) FULL	ILS DA(H) 560′ (267′) TDZ or CL out	ILS DA(H) 560′ (267′) ALS out	LOC (GS out) ❷ DA/MDA(H) 980′ (687′)	LOC (GS out) ALS out
A	R600m	❶ R600m	R1300m	R1500m	
B					
C				R2400m	
D					

CIRCLE-TO-LAND
Not authorized North of airport

Max Kts	MDA(H)
100	1250′ (938′) V1500m
135	1250′ (938′) V1600m
180	1350′ (1038′) V2400m
205	1350′ (1038′) V3600m

PANS OPS

❶ R750m when a Flight Director or Autopilot or HUD to DA is not used.
❷ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Country name, D-ATIS.

LTFJ/SAW
SABIHA GOKCEN INTL

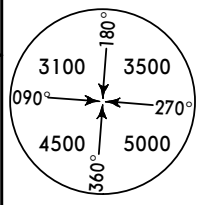
JEPPESEN 4 NOV 22 21-3

ISTANBUL, TURKIYE
ILS Z or LOC Z Rwy 24

D-ATIS	YESILKOY Approach	GOKCEN Tower	Ground
128.550	126.425 127.825 132.950	118.8 120.925	121.750 121.580

LOC ISBH	Final Apch Crs	D8.6 ISBH	ILS DA(H) Refer to Minimums	Apt Elev 312' Rwy 304'
110.9	239°	3500' (3196')		

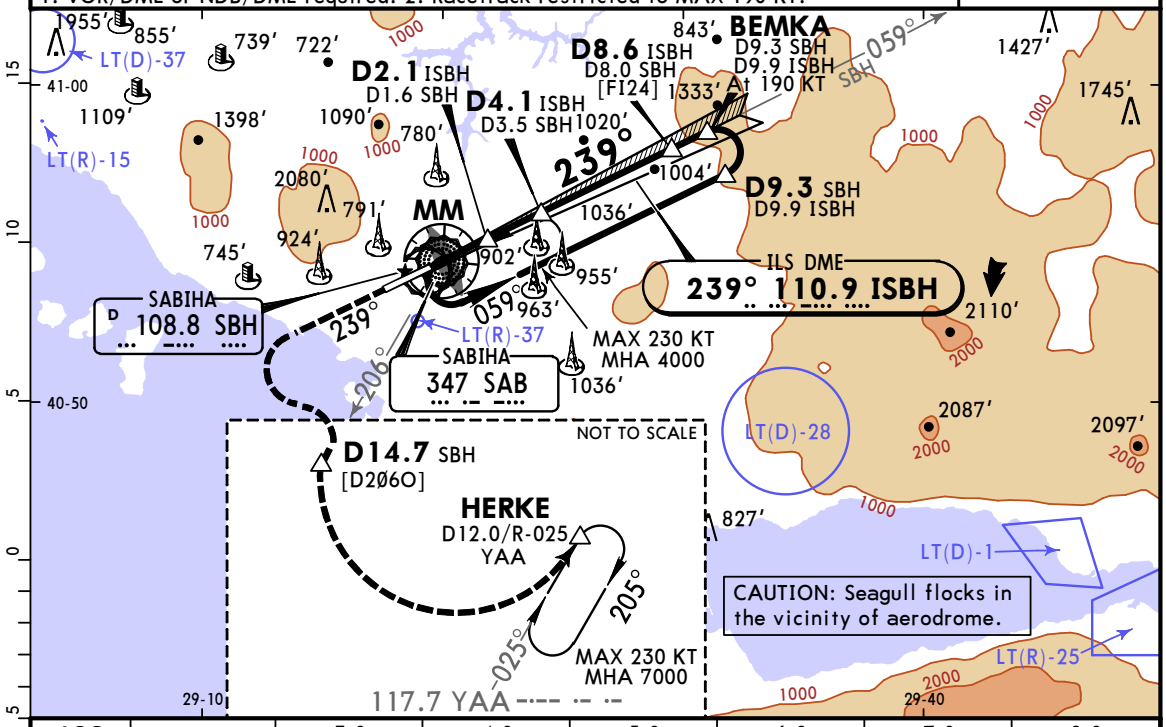
MISSED APCH: Climb STRAIGHT AHEAD, cross 2300' climbing 7000' turn LEFT to intercept SBH VOR/SAB NDB R-206/206° and proceed D14.7 SBH fix, then turn LEFT intercept R-025 YAA to hold at HERKE at 7000'.
Do not turn before RWY 24 THR (D0.4 SBH) or crossing 2300', whichever is later.
If unable to contact ATC or reach 7000' at HERKE, turn RIGHT proceed to YAA VOR on YAA R-025, after passing 6500' turn LEFT to HERKE and hold at 7000'.
Refer to minimums for missed apch climb gradient.



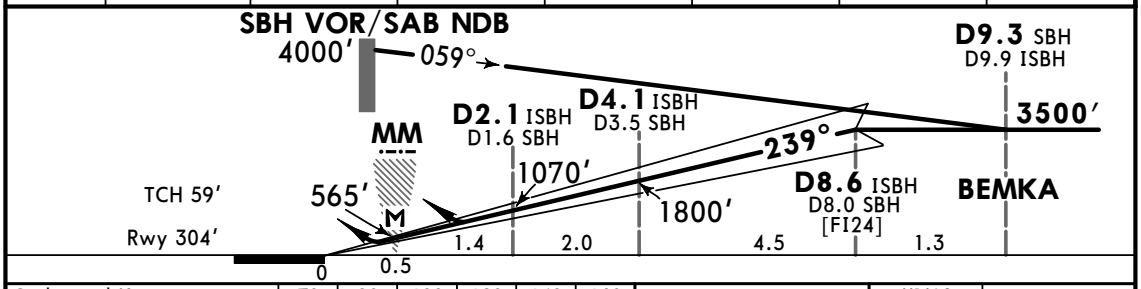
MSA SBH VOR

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

1. VOR/DME or NDB/DME required. 2. Racetrack restricted to MAX 190 KT.



LOC (GS out)	ISBH DME	3.0	4.0	5.0	6.0	7.0	8.0
	ALTITUDE	1410'	1790'	2160'	2530'	2910'	3280'



Gnd speed-Kts		70	90	100	120	140	160
GS	3.50°	434	557	619	743	867	991
MAP at MM							

HIALS
REIL PAPI PAPI

Refer to Missed Apch above

Std/State

STRAIGHT-IN LANDING

ILS MACG MIN 5.0% DA(H) 520' (216')		ILS MACG MIN 2.5% DA(H) 660' (356')		LOC (GS out) 2 DA/MDA(H) CDFA 1070' (766')	
FULL	ALS out	FULL	ALS out		ALS out
A, B, C, D	1 R550m	R1200m	R900m	R1500m	R1500m
				R1600m	R2400m

CIRCLE-TO-LAND
Not authorized North of airport

Max Kts	MDA(H)
100	1250' (938') V1500m
135	1250' (938') V1600m
180	1350' (1038') V2400m
205	1350' (1038') V3600m

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

PANS OPS

CHANGES: Country name, D-ATIS.

LTFJ/SAW
SABIHA GOKCEN INTL

12 MAY 23
Eff 18 May

JEPPESEN
21-3

ISTANBUL, TURKIYE
ILS X or LOC X Rwy 06L

BRIEFING STRIP™

D-ATIS	YESILKOY Approach			GOKCEN Tower		Ground	
128.550	126.425	127.825	132.950	118.8	120.925	121.750	121.580

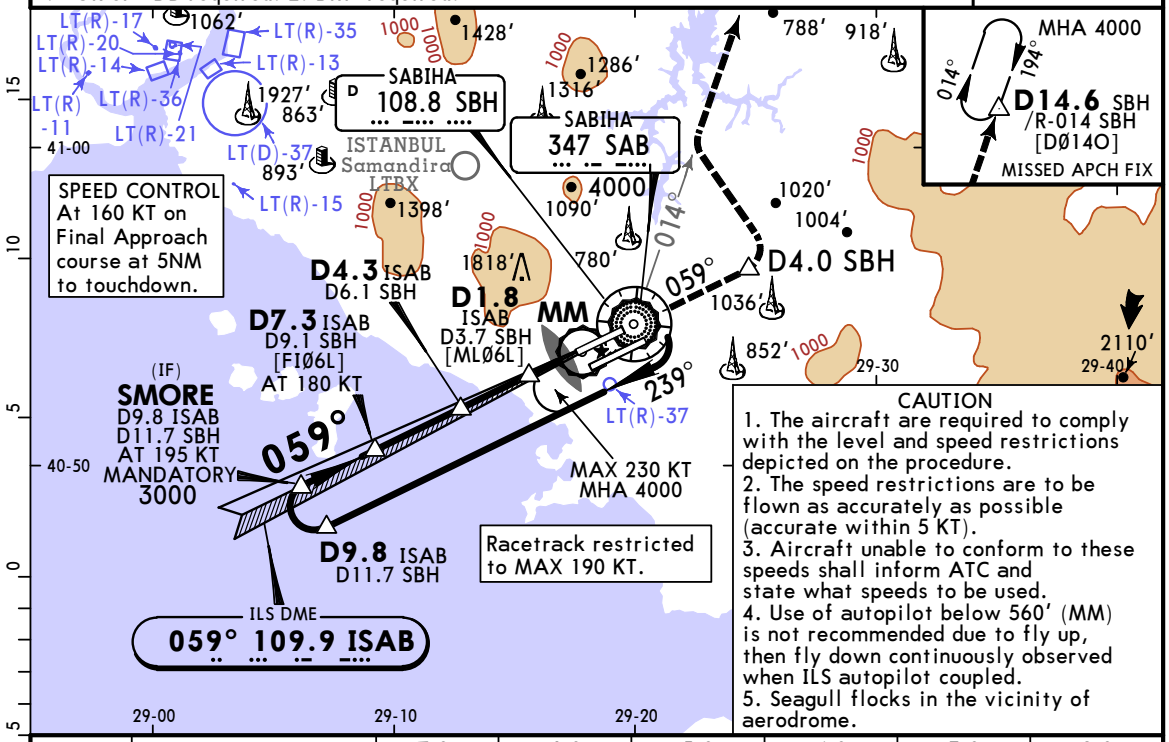
LOC ISAB	Final Apch Crs	D7.3 ISAB MANDATORY	ILS DA(H) Refer to Minimums	Apt Elev 312′
109.9	059°	3000′ (2708′)		Rwy 292′

MISSED APCH: Climb 4000′ on SBH VOR R-059 (059° of SAB NDB) turn LEFT at D4.0 SBH VOR and establish SBH VOR R-014 (014° of SAB NDB) hold over D14.6 SBH VOR (SAB NDB).
Refer to minimums for missed apch climb gradients.

MSA SBH VOR
180° 3100 3500 090° 270° 4500 5000 360°

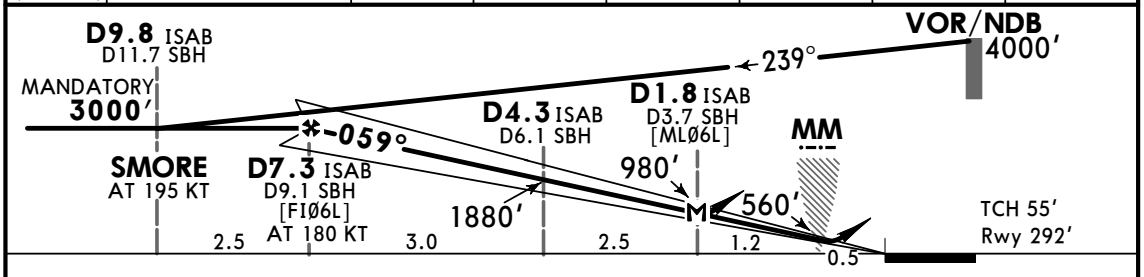
Alt Set: hPa | Rwy Elev: 11 hPa | Trans level: By ATC | Trans alt: 12000′

1. VOR or NDB required. 2. DME required.



CAUTION
1. The aircraft are required to comply with the level and speed restrictions depicted on the procedure.
2. The speed restrictions are to be flown as accurately as possible (accurate within 5 KT).
3. Aircraft unable to conform to these speeds shall inform ATC and state what speeds to be used.
4. Use of autopilot below 560′ (MM) is not recommended due to fly up, then fly down continuously observed when ILS autopilot coupled.
5. Seagull flocks in the vicinity of aerodrome.

LOC (GS out)	ISAB DME	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2920′	2540′	2170′	1800′	1430′	1060′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.50°	434	557	619	743	867	991
MAP at D1.8 ISAB/ D3.7 SBH							

HIALS-II
REIL PAPI PAPI

4000′ SBH on 108.8 R-059 or 059° from SAB 347

Std/State

STRAIGHT-IN LANDING

	ILS MACG MIN 5.0% (304′/NM) DA(H) 560′ (268′) TDZ or CL out	ILS MACG MIN 5.0% (304′/NM) DA(H) 560′ (268′) ALS out	ILS MACG MIN 2.5% (152′/NM) DA(H) 670′ (378′) TDZ or CL out	ILS MACG MIN 2.5% (152′/NM) DA(H) 670′ (378′) ALS out	LOC (GS out) CDFA 2 DA/MDA(H) 980′ (688′) ALS out
A	R600m	R600m 1	R1000m	R1500m	R1500m
B					
C				R1700m	R2400m
D					

CIRCLE-TO-LAND
CAUTION: Not authorized north of the aerodrome

Max Kts	MDA(H)
100	1260′ (948′) V1500m
135	1260′ (948′) V1600m
180	1430′ (1118′) V2400m
205	1430′ (1118′) V3600m

PANS OPS

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: New procedure.

LTFJ/SAW
SABIHA GOKCEN INTL

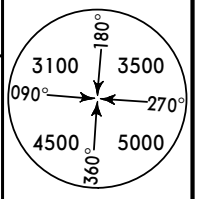
JEPPESEN 12 MAY 23 (21-4) Eff 18 May

ISTANBUL, TURKIYE
ILS Z Rwy 06R

D-ATIS	YESILKOY Approach			GOKCEN Tower		Ground	
128.550	126.425	127.825	132.950	118.8	120.925	121.750	121.580

LOC ISGN	Final Apch Crs	D8.6 ISGN	ILS DA(H) Refer to Minimums	Apt Elev 312′
110.15	059°	3000′ (2730′)		Rwy 270′

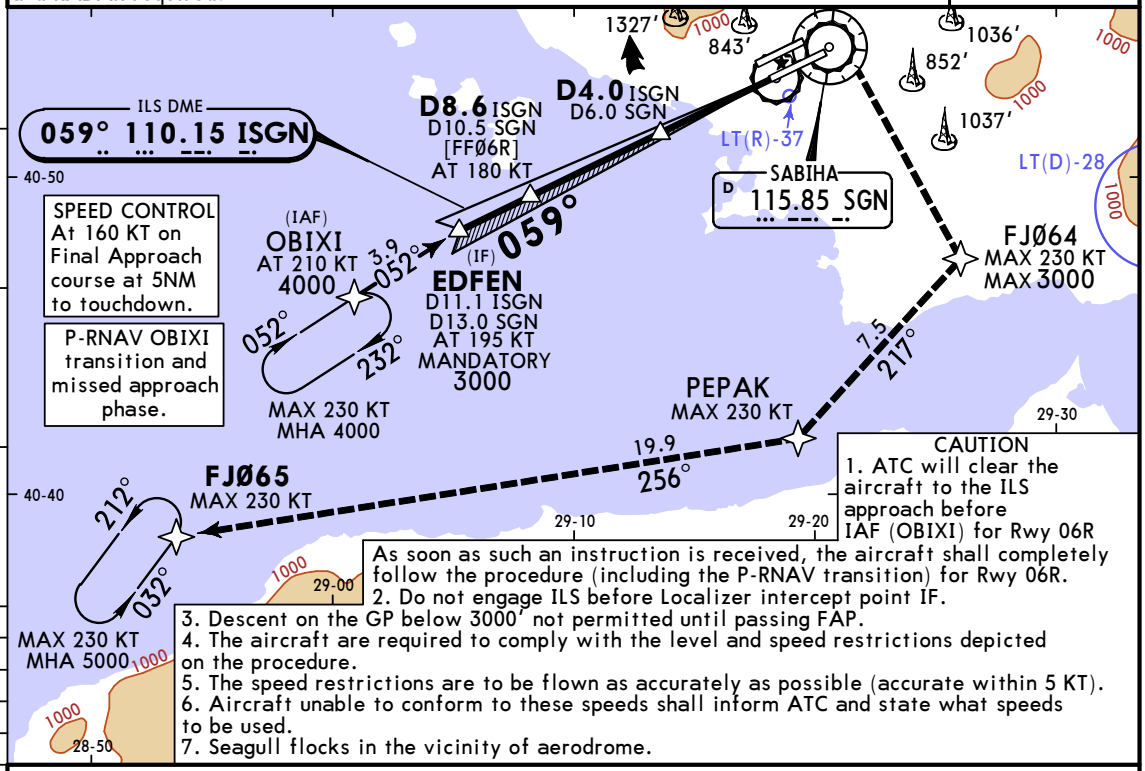
MISSED APCH: Do not turn to FJØ64 before Rwy 06R threshold or crossing 800′, whichever is later. Climb STRAIGHT AHEAD, MAX 230 KT, at or above 800′ turn RIGHT direct to FJØ64, cross FJØ64 at or below 3000′, turn RIGHT to PEPAK, turn RIGHT to FJØ65 and hold at 5000′.
Refer to minimums for missed apch climb gradients.

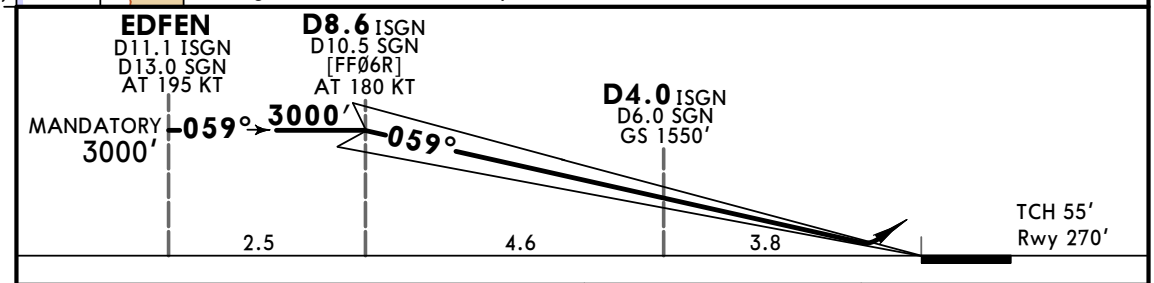


MSA SGN VOR

Alt Set: hPa | Rwy Elev: 10 hPa | Trans level: By ATC | Trans alt: 12000′

1. DME required. 2. For OBIXI transition and missed approach phases P-RNAV approval and RADAR required.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II
REIL
PAPI

Refer to Missed Apch above

Std/State

STRAIGHT-IN LANDING
ILS

	MACG MIN 5.0% (304′/NM) DA(H) 590′ (320′)			MACG MIN 2.5% (152′/NM) DA(H) 650′ (380′)		
		TDZ or CL out	ALS out		TDZ or CL out	ALS out
A	R700m	[1] R700m	R1400m	R1000m		R1500m
B						
C						R1700m
D						

CIRCLE-TO-LAND

CAUTION: Not authorized north of the aerodrome

Max Kts	MDA(H)	
100	1260′ (948′)	V1500m
135	1260′ (948′)	V1600m
180	1430′ (1118′)	V2400m
205	1430′ (1118′)	V3600m

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

PANS OPS

CHANGES: New procedure.

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN

4 NOV 22 (21-4)

ISTANBUL, TURKIYE
❶ ILS Y or LOC Y Rwy 24

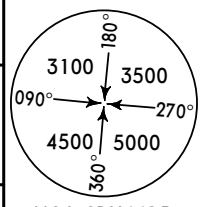
D-ATIS	YESILKOY Approach	GOKCEN Tower	Ground
128.550	126.425 127.825 132.950	118.8 120.925	121.750 121.580

LOC ISBH	Final Apch Crs	D8.6 ISBH	ILS DA(H)	Apt Elev 312′
110.9	239°	3500′ (3196′)	520′ (216′)	Rwy 304′

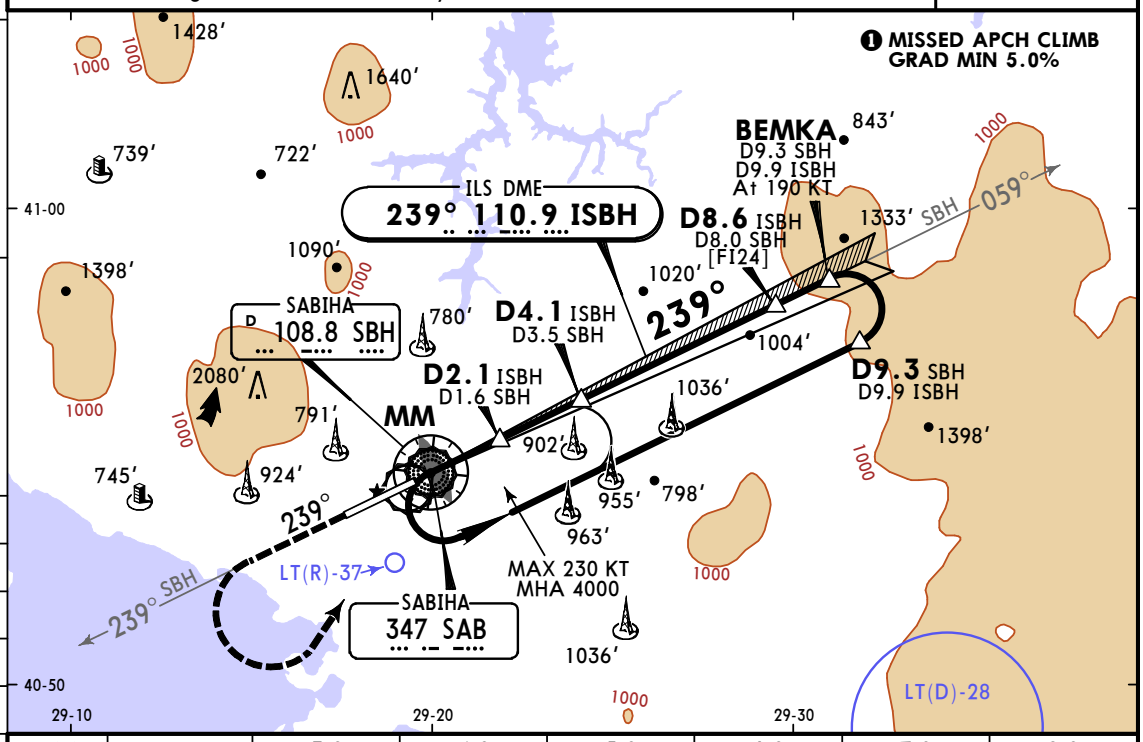
MISSED APCH: Immediately contact ATC. Climbing proceed SBH VOR/SAB NDB, climb 4000′ on R-239 SBH (239° of SAB NDB).
If unable to contact ATC, turn LEFT proceed SBH VOR (SAB NDB) and hold.
Missed approach requires a minimum climb of 5.0% (304′/NM).

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

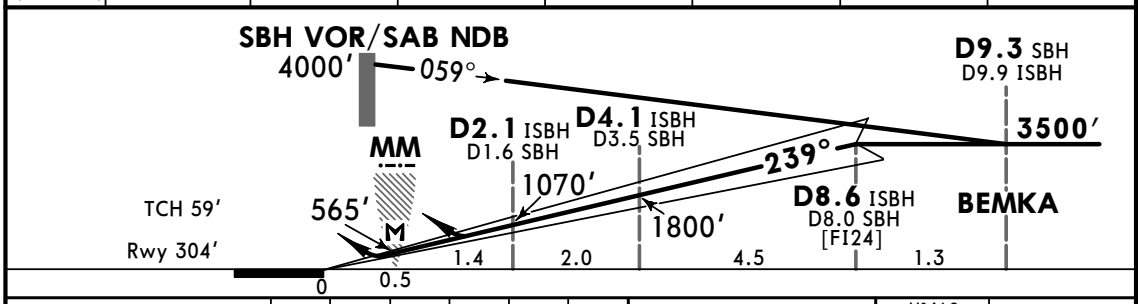
1. VOR/DME or NDB/DME required. 2. Racetrack restricted to MAX 190 KT.
3. CAUTION: Seagull flocks in the vicinity of aerodrome.



MSA SBH VOR



LOC (GS out)	ISBH DME	3.0	4.0	5.0	6.0	7.0	8.0
	ALTITUDE	1410′	1790′	2160′	2530′	2910′	3280′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.50°	434	557	619	743	867	991
MAP at MM							

HIALS
REIL PAPI PAPI

Refer to Missed Apch above

Std/State

STRAIGHT-IN LANDING				CIRCLE-TO-LAND
ILS DA(H) 520′ (216′)		LOC (GS out) ❷ DA/MDA(H) 1070′ (766′)		Not authorized North of airport
FULL	ALS out		ALS out	
A	❶ R550m	R1200m	R1500m	
B				
C			R2400m	
D				

Max Kts	MDA(H)	
100	1250′ (938′)	V1500m
135	1250′ (938′)	V1600m
180	1350′ (1038′)	V2400m
205	1350′ (1038′)	V3600m

PANS OPS

❶ R750m when a Flight Director or Autopilot or HUD to DA is not used.
❷ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Country name, D-ATIS.

LTFJ/SAW
SABIHA GOKCEN INTL

12 MAY 23
Eff 18 May

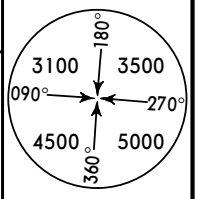
JEPPESEN
21-4A

ISTANBUL, TURKIYE
CAT II ILS Z Rwy 06R

D-ATIS	YESILKOY Approach	GOKCEN Tower	Ground
128.550	126.425 127.825 132.950	118.8 120.925	121.750 121.580

LOC ISGN	Final Apch Crs	D8.6 ISGN	CAT II ILS	Apt Elev 312′
110.15	059°	3000′ (2730′)	RA 100′ DA(H) 370′ (100′)	Rwy 270′

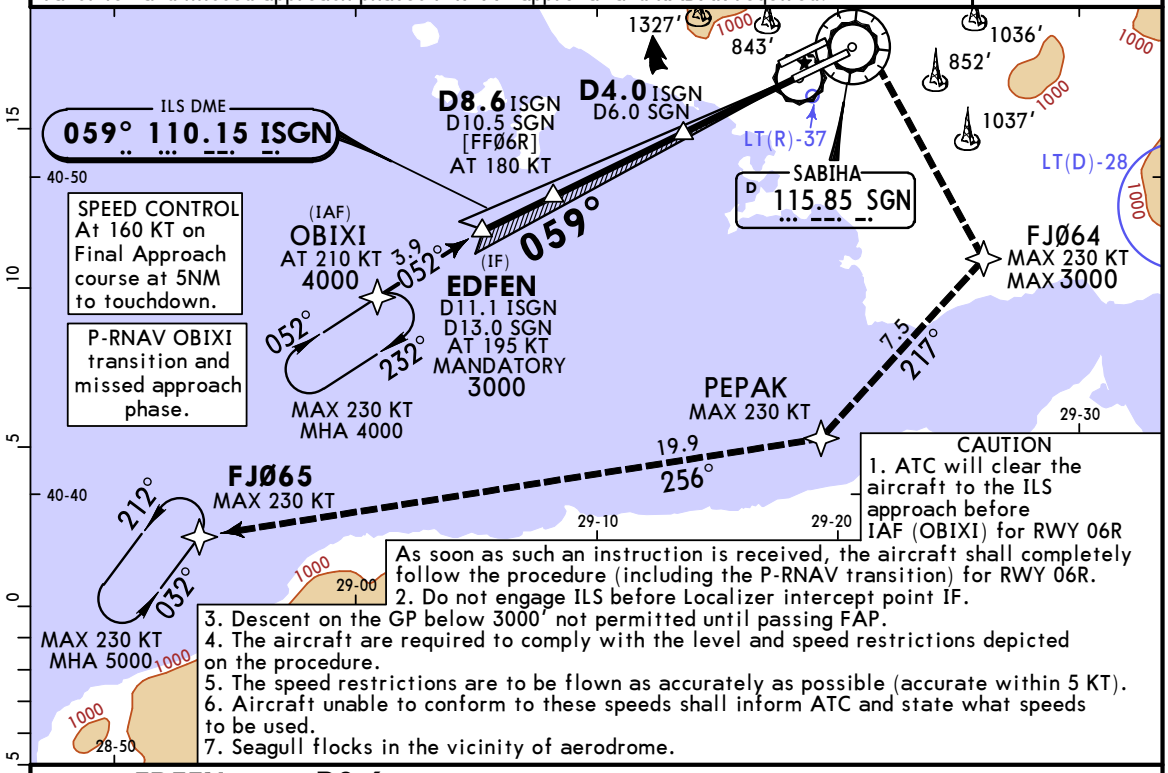
MISSED APCH: Do not turn to FJØ64 before Rwy 06R threshold or crossing 800′, whichever is later. Climb STRAIGHT AHEAD, MAX 230 KT, at or above 800′ turn RIGHT direct to FJØ64, cross FJØ64 at or below 3000′, turn RIGHT to PEPAK, turn RIGHT to FJØ65 and hold at 5000′.
Missed apch requires a minimum climb gradient of 5.0% (304′/NM).

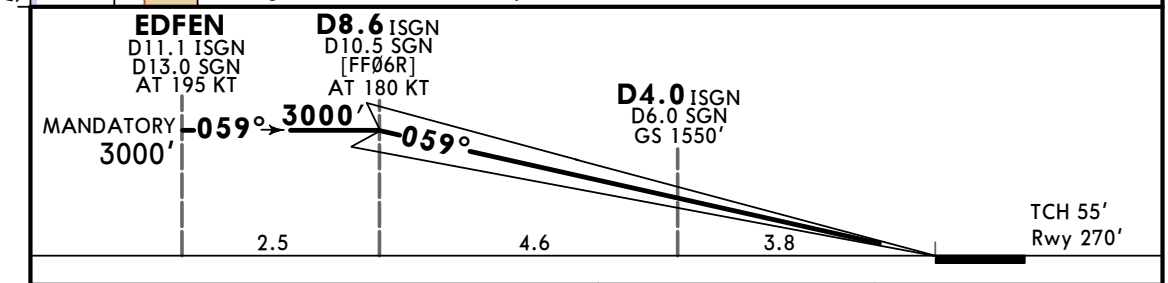


MSA SGN VOR

Alt Set: hPa | Rwy Elev: 10 hPa | Trans level: By ATC | Trans alt: 12000′

1. Special Aircraft & Aircrew Authorization Required. 2. DME required. 3. For OBIXI transition and missed approach phases P-RNAV approval and RADAR required.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II
REIL
PAPI

Refer to Missed Apch above

Std/State

STRAIGHT-IN LANDING

CAT II ILS

RA 100′

DA(H) **370′** (100′)

1 R300m

1 CAT D without autoland: R350m.

CHANGES: New procedure.

BRIEFING STRIP™

PANS OPS

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN
12 MAY 23 (21-5) Eff 18 May

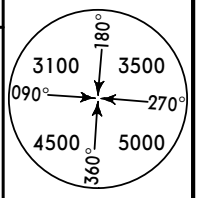
ISTANBUL, TURKIYE
ILS Y Rwy 06R

BRIEFING STRIP™

D-ATIS	YESILKOY Approach	GOKCEN Tower	Ground
128.550	126.425 127.825 132.950	118.8 120.925	121.750 121.580

LOC ISGN	Final Apch Crs	D8.6 ISGN	ILS DA(H)	Apt Elev 312′
110.15	059°	3000′ (2730′)	590′ (320′)	Rwy 270′

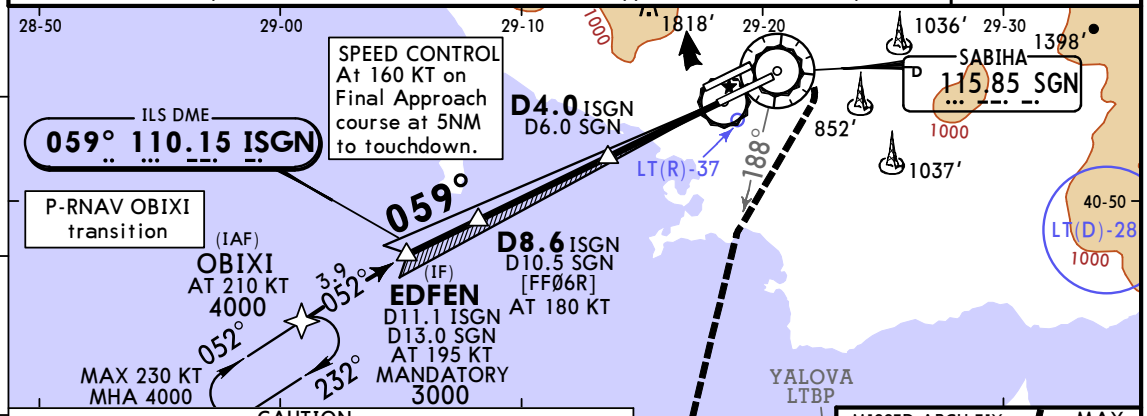
MISSED APCH: MAX 185 KT until intercepting SGN VOR R-188. Do not turn before Rwy 06R threshold or crossing 800′, whichever is later. After crossing 800′ turn RIGHT climbing 7000′ intercept SGN VOR R-188, then proceed YAA VOR/D26.3 SGN, on SGN VOR R-188 cross D13.0 SGN at or below 5500′ and cross D16.0 SGN at 6500′ and hold over YAA VOR/D26.3 SGN at 7000′.
Missed apch requires a minimum climb gradient of 5.0% (304′/NM).



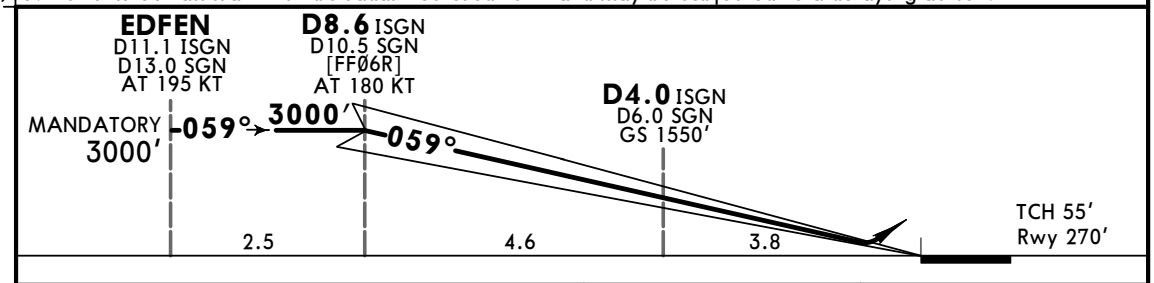
MSA SGN VOR

Alt Set: hPa | Rwy Elev: 10 hPa | Trans level: By ATC | Trans alt: 12000′

1. VOR and DME required. 2. For OBIXI transition P-RNAV approval and RADAR required.



CAUTION
1. ATC will clear the aircraft to the ILS approach before IAF (OBIXI) for Rwy 06R. As soon as such an instruction is received, the aircraft shall completely follow the procedure (including the P-RNAV transition) for Rwy 06R.
2. Do not engage ILS before Localizer intercept point IF.
3. Descent on the GP below 3000′ not permitted until passing FAP.
4. The aircraft are required to comply with the level and speed restrictions depicted on the procedure.
5. The speed restrictions are to be flown as accurately as possible (accurate within 5 KT).
6. Aircraft unable to conform to these speeds shall inform ATC and state what speeds to be used.
7. Seagull flocks in the vicinity of aerodrome.
8. Traffic unable to maintain missed approach min climb gradient 5% shall inform ATC before OBIXI.
9. Non P-RNAV aircraft will be radar vectored to IF and may be subjected to a delaying action.



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II
REIL
PAPI

Refer to Missed Apch above

Std/State

STRAIGHT-IN LANDING
ILS

DA(H) **590′** (320′)

	TDZ or CL out	ALS out
A	R700m	R1400m
B		
C		
D		

CIRCLE-TO-LAND

CAUTION: Not authorized north of the aerodrome

Max Kts	MDA(H)
100	1260′ (948′) V1500m
135	1260′ (948′) V1600m
180	1430′ (1118′) V2400m
205	1430′ (1118′) V3600m

PANS OPS

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

CHANGES: New procedure.

LTFJ/SAW
SABIHA GOKCEN INTL

12 MAY 23
Eff 18 May

JEPPESEN
21-5A

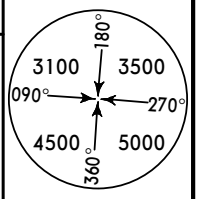
ISTANBUL, TURKIYE
CAT II ILS Y Rwy 06R

BRIEFING STRIP™

D-ATIS	YESILKOY Approach			GOKCEN Tower		Ground	
128.550	126.425	127.825	132.950	118.8	120.925	121.750	121.580

LOC ISGN	Final Apch Crs	D8.6 ISGN	CAT II ILS	Apt Elev 312′
110.15	059°	3000′ (2730′)	RA 100′ DA(H) 370′ (100′)	Rwy 270′

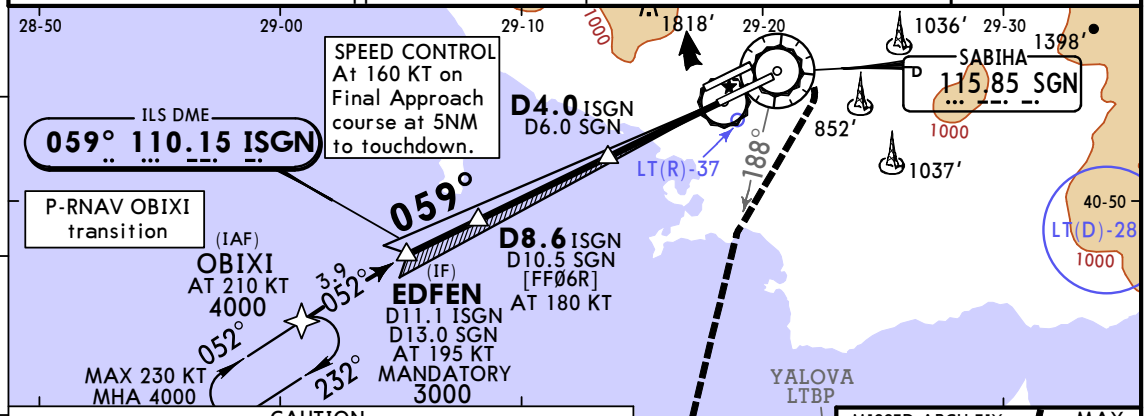
MISSED APCH: MAX 185 KT until intercepting SGN VOR R-188. Do not turn before Rwy 06R threshold or crossing 800′, whichever is later. After crossing 800′ turn RIGHT climbing 7000′ intercept SGN VOR R-188, then proceed YAA VOR/D26.3 SGN, on SGN VOR R-188 cross D13.0 SGN at or below 5500′ and cross D16.0 SGN at 6500′ and hold over YAA VOR/D26.3 SGN at 7000′.
Missed apch requires a minimum climb gradient of 5.0% (304′/NM).



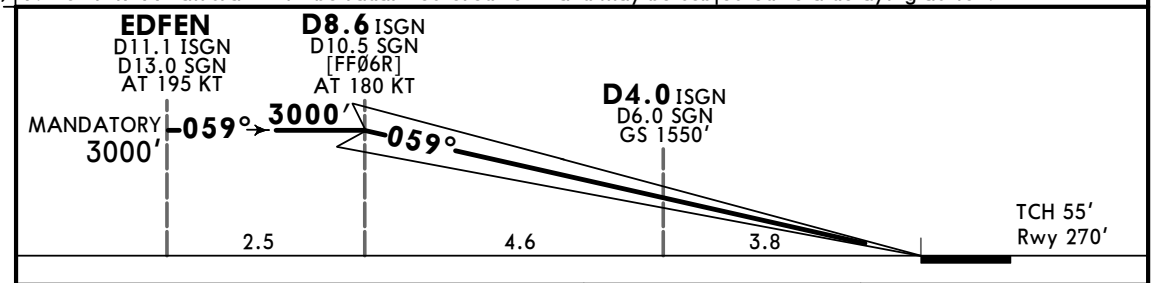
MSA SGN VOR

Alt Set: hPa	Rwy Elev: 10 hPa	Trans level: By ATC	Trans alt: 12000′

1. Special Aircraft & Aircrew Authorization Required. 2. VOR and DME required.
3. For OBIXI transition P-RNAV approval and RADAR required.



CAUTION
1. ATC will clear the aircraft to the ILS approach before IAF (OBIXI) for Rwy 06R. As soon as such an instruction is received, the aircraft shall completely follow the procedure (including the P-RNAV transition) for Rwy 06R.
2. Do not engage ILS before Localizer intercept point IF.
3. Descent on the GP below 3000′ not permitted until passing FAP.
4. The aircraft are required to comply with the level and speed restrictions depicted on the procedure.
5. The speed restrictions are to be flown as accurately as possible (accurate within 5 KT).
6. Aircraft unable to conform to these speeds shall inform ATC and state what speeds to be used.
7. Seagull flocks in the vicinity of aerodrome.
8. Traffic unable to maintain missed approach min climb gradient 5% shall inform ATC before OBIXI.
9. Non P-RNAV aircraft will be radar vectored to IF and may be subjected to a delaying action.



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II
REIL
PAPI

Refer to Missed Apch above

Std/State

STRAIGHT-IN LANDING

CAT II ILS

RA 100′

DA(H) **370′** (100′)

PANS OPS

1 R300m

1 CAT D without autoland: R350m.

CHANGES: New procedure.

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN 12 MAY 23 (21-6) Eff 18 May

ISTANBUL, TURKIYE
ILS X Rwy 06R

D-ATIS	YESILKOY Approach	GOKCEN Tower	Ground
128.550	126.425 127.825 132.950	118.8 120.925	121.750 121.580

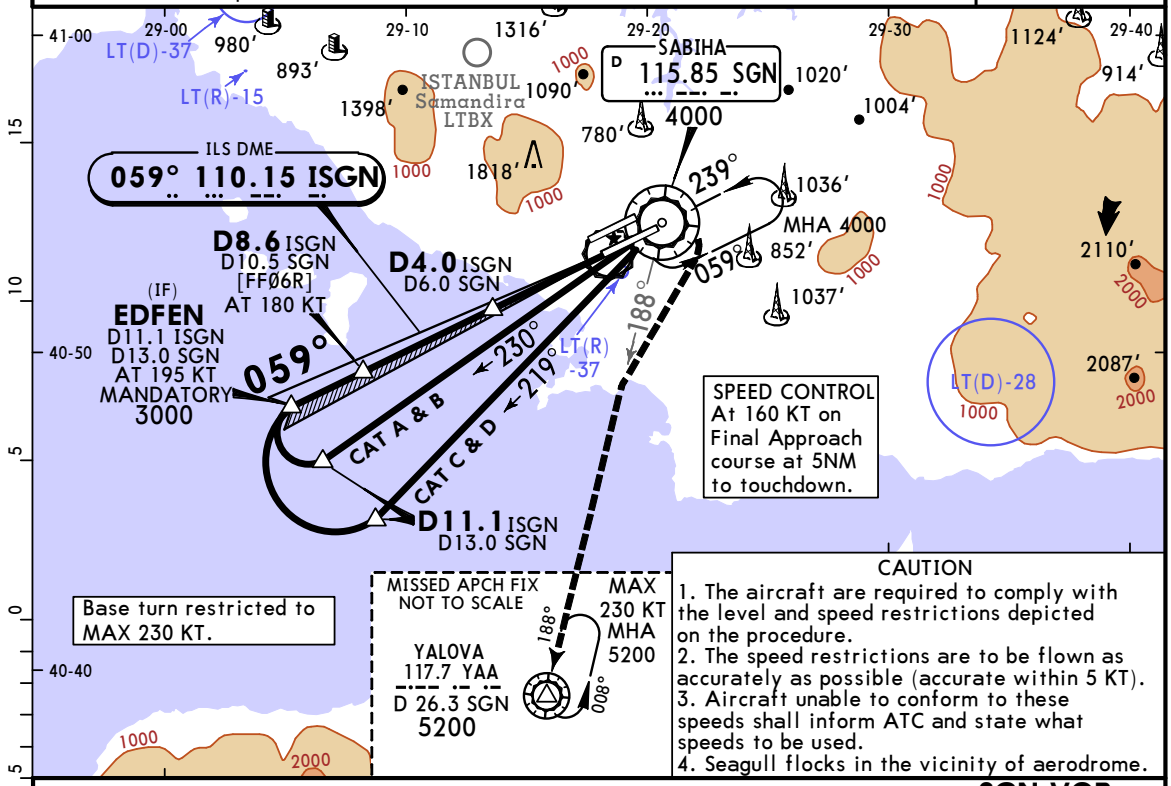
LOC ISGN	Final Apch Crs	D8.6 ISGN	ILS DA(H)	Apt Elev 312′
110.15	059°	3000′ (2730′)	Refer to Minimums	Rwy 270′

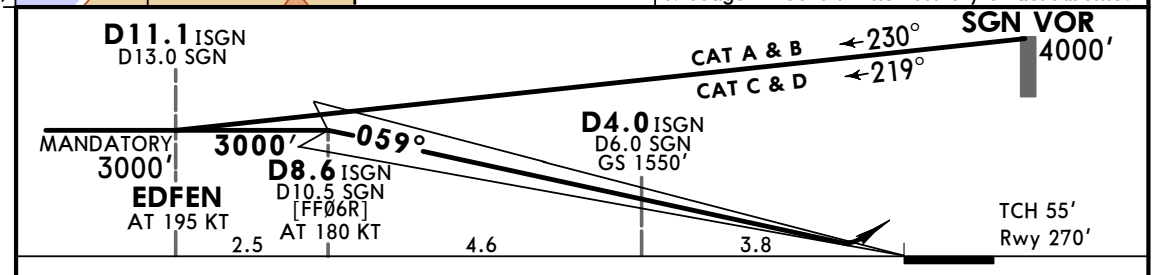
MISSED APCH: MAX 185 KT until intercepting SGN VOR R-188. Do not turn before Rwy 06R threshold or crossing 800′, whichever is later. After crossing 800′ turn RIGHT climbing 5200′ intercept SGN VOR R-188, then proceed YAA VOR/D26.3 SGN on SGN VOR R-188 and hold over YAA VOR/D26.3 SGN at 5200′.
Refer to minimums for missed apch climb gradients.

MSA SGN VOR
180° 3100 3500 090° 270° 4500 5000 360°

Alt Set: hPa | Rwy Elev: 10 hPa | Trans level: By ATC | Trans alt: 12000′

1. VOR and DME required.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II
REIL
PAPI

Refer to Missed Apch above

Std/State

STRAIGHT-IN LANDING
ILS

	MACG MIN 5.0% (304′/NM) DA(H) 590′ (320′)			MACG MIN 2.5% (152′/NM) DA(H) 1200′ (930′)		
		TDZ or CL out	ALS out		TDZ or CL out	ALS out
A	R700m	1 R700m	R1400m	R1500m		
B						
C				R2400m		
D						

CIRCLE-TO-LAND

CAUTION: Not authorized north of the aerodrome

Max Kts	MDA(H)	
100	1260′ (948′)	V1500m
135	1260′ (948′)	V1600m
180	1430′ (1118′)	V2400m
205	1430′ (1118′)	V3600m

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

PANS OPS

CHANGES: New procedure.

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN
12 MAY 23
Eff 18 May
21-6A

ISTANBUL, TURKIYE
CAT II ILS X Rwy 06R

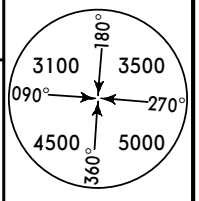
D-ATIS	YESILKOY Approach			GOKCEN Tower		Ground	
128.550	126.425	127.825	132.950	118.8	120.925	121.750	121.580

LOC ISGN	Final Apch Crs	D8.6 ISGN	CAT II ILS RA 100′ DA(H) 370′ (100′)	Apt Elev 312′
110.15	059°	3000′ (2730′)		Rwy 270′

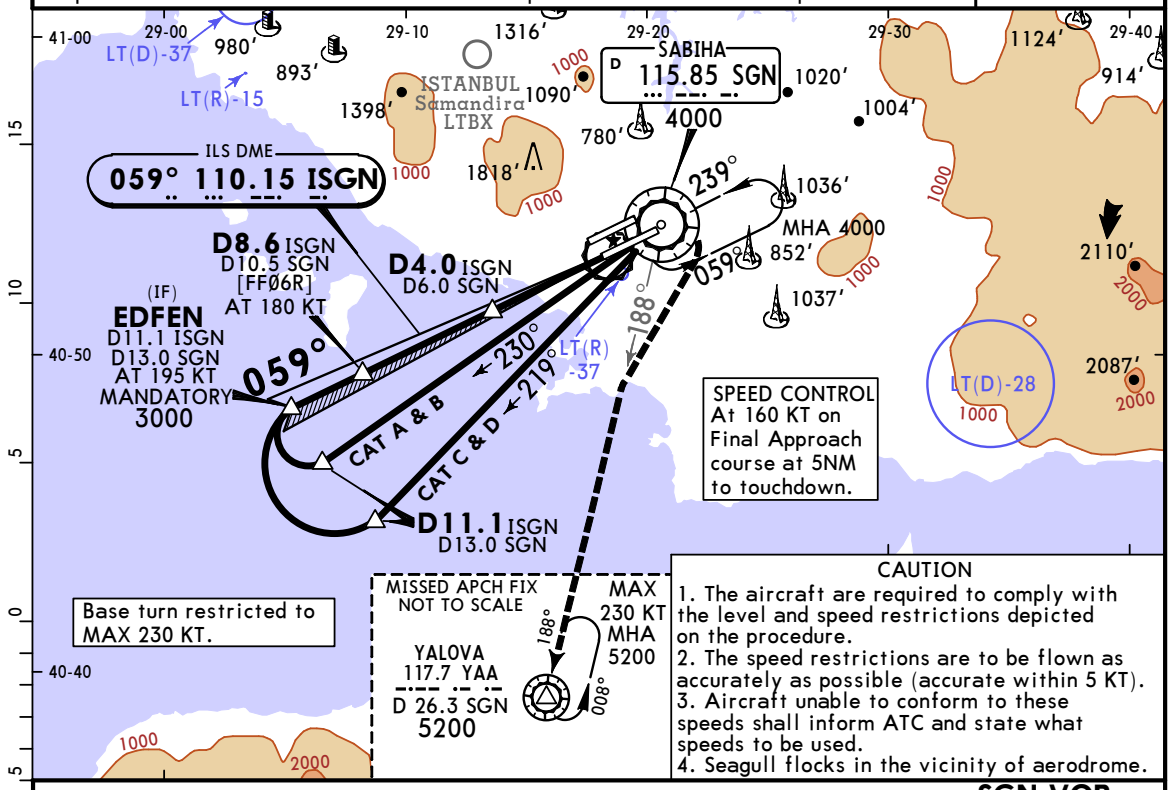
MISSED APCH: MAX 185 KT until intercepting SGN VOR R-188. Do not turn before Rwy 06R threshold or crossing 800′, whichever is later. After crossing 800′ turn RIGHT climbing 5200′ intercept SGN VOR R-188, then proceed YAA VOR/D26.3 SGN on SGN VOR R-188 and hold over YAA VOR/D26.3 SGN at 5200′.
Missed approach requires a minimum climb gradient of 5.0% (304′/NM).

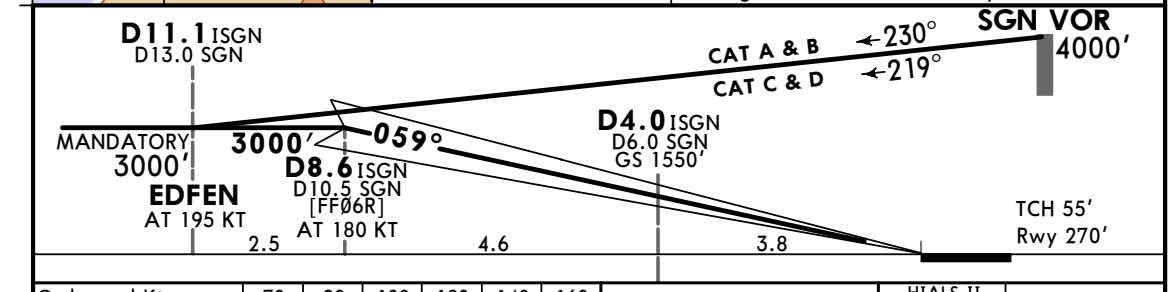
Alt Set: hPa	Rwy Elev: 10 hPa	Trans level: By ATC	Trans alt: 12000′

1. Special Aircraft & Aircrew Authorization Required. 2. VOR and DME required.



MSA SGN VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II
REIL
PAPI

Refer to Missed Apch above

Std/State

STRAIGHT-IN LANDING

CAT II ILS

RA 100′

DA(H) **370′** (100′)

1 R300m

1 CAT D without autoland: R350m.

CHANGES: New procedure.

BRIEFING STRIP™

PANS OPS

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN 12 MAY 23 (21-7) Eff 18 May

ISTANBUL, TURKIYE
LOC Z Rwy 06R

D-ATIS	YESILKOY Approach			GOKCEN Tower		Ground	
128.550	126.425	127.825	132.950	118.8	120.925	121.750	121.580

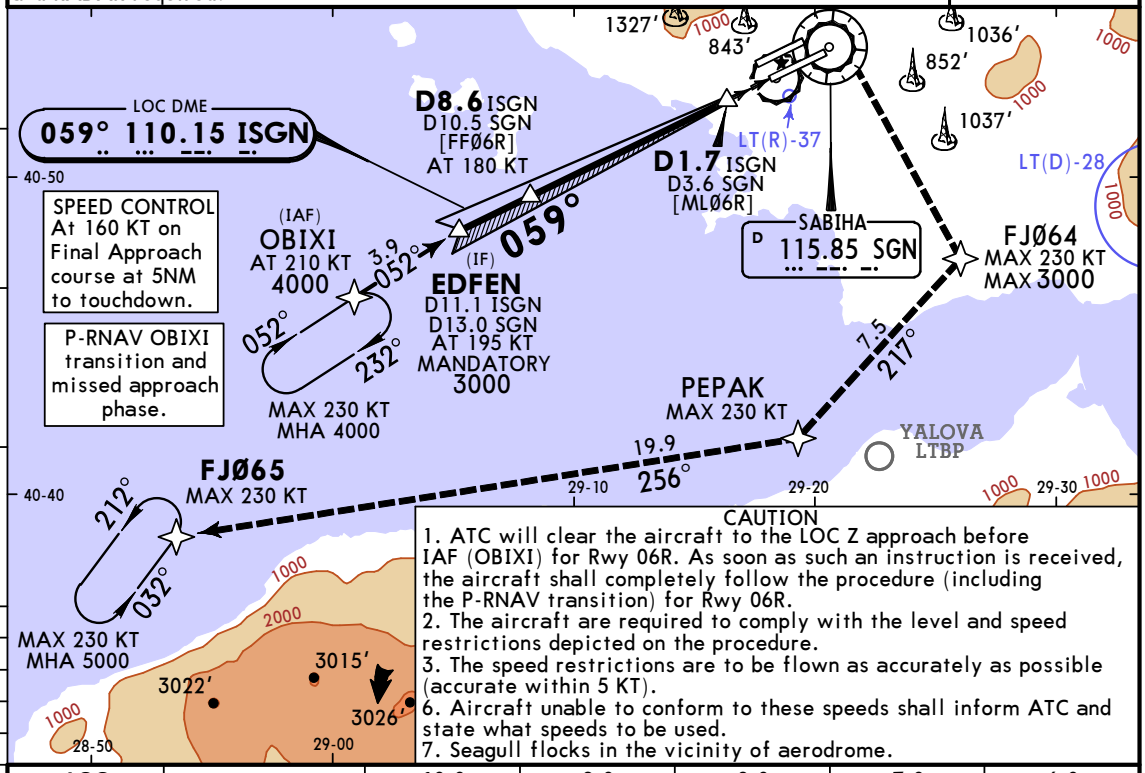
LOC ISGN	Final Apch Crs	D8.6 ISGN	DA/MDA(H)	Apt Elev 312′
110.15	059°	3000′ (2730′)	800′ (530′)	Rwy 270′

MISSED APCH: Do not turn to FJØ64 before Rwy 06R threshold or crossing 820′, whichever is later. Climb STRAIGHT AHEAD, MAX 230 KT, at or above 820′ turn RIGHT direct to FJØ64, cross FJØ64 at or below 3000′, turn RIGHT to PEPAK, turn RIGHT to FJØ65 and hold at 5000′.
Missed apch requires a minimum climb gradient of 5.0% (304′/NM).

MSA SGN VOR
3100 3500 4500 5000 180° 270° 360° 090°

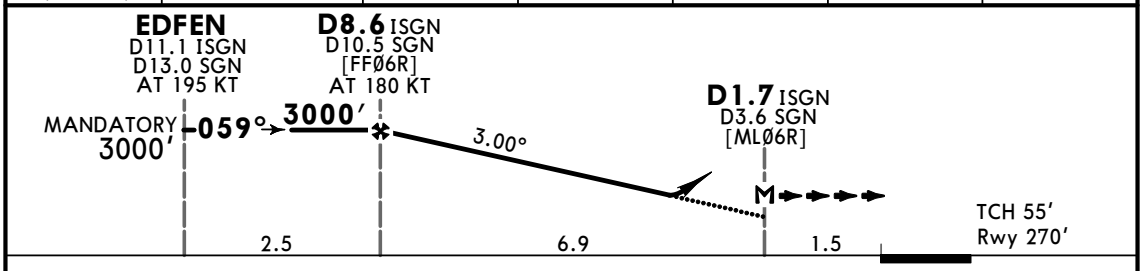
Alt Set: hPa | Rwy Elev: 10 hPa | Trans level: By ATC | Trans alt: 12000′

1. DME required. 2. For OBIXI transition and missed approach phases P-RNAV approval and RADAR required.



CAUTION
1. ATC will clear the aircraft to the LOC Z approach before IAF (OBIXI) for Rwy 06R. As soon as such an instruction is received, the aircraft shall completely follow the procedure (including the P-RNAV transition) for Rwy 06R.
2. The aircraft are required to comply with the level and speed restrictions depicted on the procedure.
3. The speed restrictions are to be flown as accurately as possible (accurate within 5 KT).
6. Aircraft unable to conform to these speeds shall inform ATC and state what speeds to be used.
7. Seagull flocks in the vicinity of aerodrome.

LOC (GS out)	SGN DME	10.0	9.0	8.0	7.0	6.0
	ALTITUDE	2850′	2530′	2210′	1890′	1570′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D1.7 ISGN/D3.6 SGN						

HIALS-II
REIL
PAPI

Refer to Missed Apch above

Std/State STRAIGHT-IN LANDING

CDFA

1 DA/MDA(H) 800′ (530′)

ALS out

A	R1500m
B	
C	R1700m / R2400m
D	

CIRCLE-TO-LAND
CAUTION: Not authorized north of the aerodrome

Max Kts	MDA(H)
100	1260′ (948′) V1500m
135	1260′ (948′) V1600m
180	1430′ (1118′) V2400m
205	1430′ (1118′) V3600m

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

PANS OPS

CHANGES: New procedure.

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN
12 MAY 23 (21-8) Eff 18 May

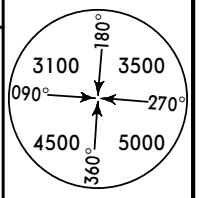
ISTANBUL, TURKIYE
LOC Y Rwy 06R

BRIEFING STRIP™

D-ATIS	YESILKOY Approach			GOKCEN Tower		Ground	
128.550	126.425	127.825	132.950	118.8	120.925	121.750	121.580

LOC ISGN	Final Apch Crs	D8.6 ISGN	DA/MDA(H)	Apt Elev 312′
110.15	059°	3000′ (2730′)	800′ (530′)	Rwy 270′

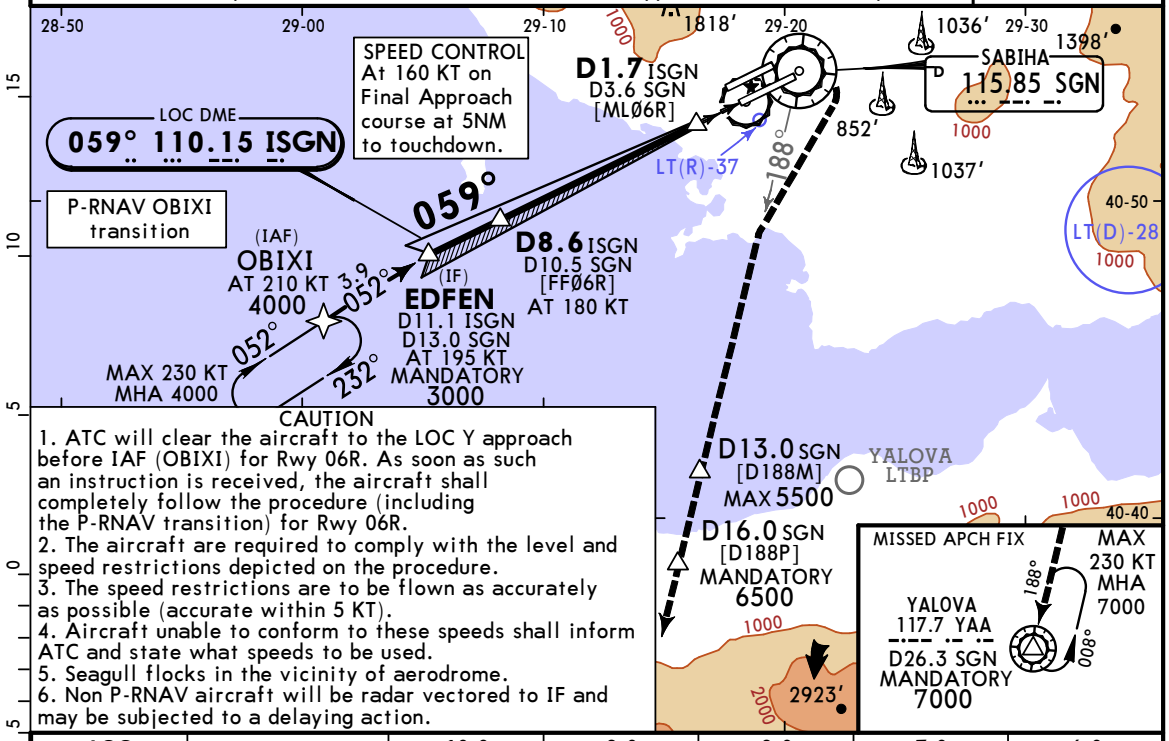
MISSED APCH: MAX 185 KT until intercepting SGN VOR R-188. Do not turn before Rwy 06R threshold or crossing 820′, whichever is later. After crossing 820′ turn RIGHT climbing 7000′ intercept SGN VOR R-188, then proceed YAA VOR/D26.3 SGN, on SGN VOR R-188 cross D13.0 SGN at or below 5500′ and cross D16.0 SGN at 6500′ and hold over YAA VOR/D26.3 SGN at 7000′.
Missed apch requires a minimum climb gradient of 5.0% (304′/NM).



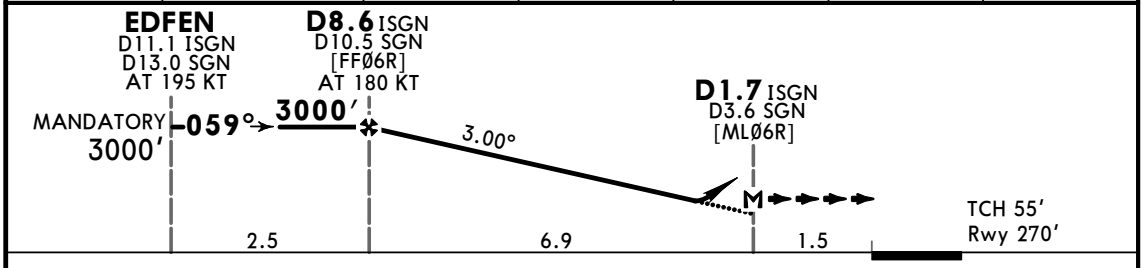
MSA SGN VOR

Alt Set: hPa | Rwy Elev: 10 hPa | Trans level: By ATC | Trans alt: 12000′

1. VOR and DME required. 2. For OBIXI transition P-RNAV approval and RADAR required.



LOC (GS out)	SGN DME	10.0	9.0	8.0	7.0	6.0
	ALTITUDE	2850′	2530′	2210′	1890′	1570′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D1.7 ISGN/D3.6 SGN						

HIALS-II
REIL
PAPI

Refer to Missed Apch above

PANS OPS

Std/State — STRAIGHT-IN LANDING
CDFA
1 DA/MDA(H) 800′ (530′)

	ALS out	
A	R1500m	
B		
C	R1700m	R2400m
D		

CIRCLE-TO-LAND
CAUTION: Not authorized north of the aerodrome

Max Kts	MDA(H)	
100	1260′ (948′)	V1500m
135	1260′ (948′)	V1600m
180	1430′ (1118′)	V2400m
205	1430′ (1118′)	V3600m

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

CHANGES: New procedure.

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN 12 MAY 23 (21-9) Eff 18 May

ISTANBUL, TURKIYE
LOC X Rwy 06R

D-ATIS	YESILKOY Approach			GOKCEN Tower		Ground	
128.550	126.425	127.825	132.950	118.8	120.925	121.750	121.580

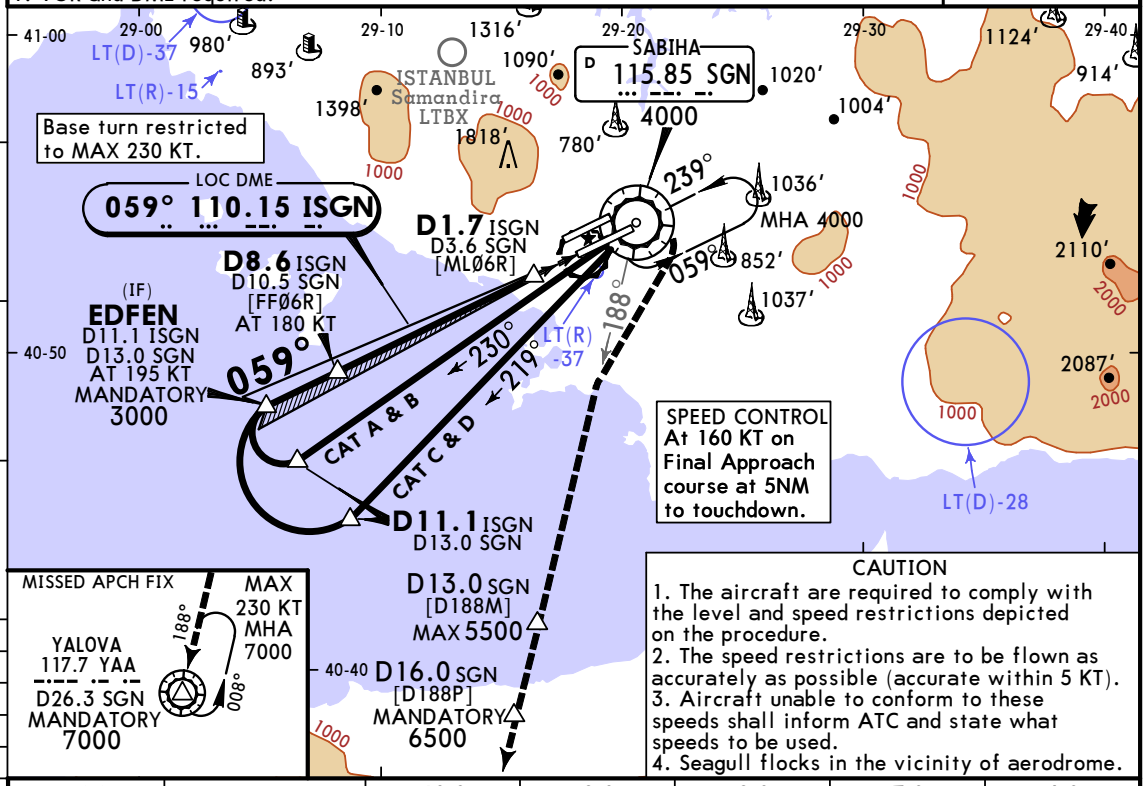
LOC ISGN	Final Apch Crs	D8.6 ISGN	DA/MDA(H)	Apt Elev 312′
110.15	059°	3000′ (2730′)	800′ (530′)	Rwy 270′

MISSED APCH: MAX 185 KT until intercepting SGN VOR R-188. Do not turn before Rwy 06R threshold or crossing 820′, whichever is later. After crossing 820′ turn RIGHT climbing 7000′ intercept SGN VOR R-188, then proceed YAA VOR/D26.3 SGN, on SGN VOR R-188 cross D13.0 SGN at or below 5500′ and cross D16.0 SGN at 6500′ and hold over YAA VOR/D26.3 at 7000′.
Missed apch requires a minimum climb gradient of 5.0% (304′/NM).

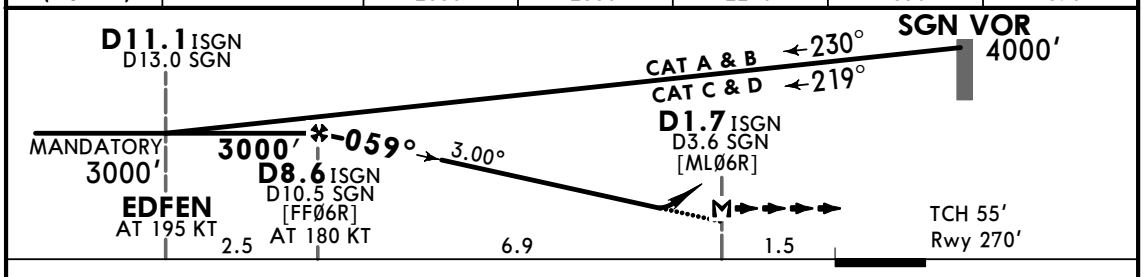
MSA SGN VOR: 3100 (090°–180°), 3500 (180°–270°), 4500 (270°–360°), 5000 (360°–090°)

Alt Set: hPa | Rwy Elev: 10 hPa | Trans level: By ATC | Trans alt: 12000′

1. VOR and DME required.



LOC (GS out)	SGN DME	10.0	9.0	8.0	7.0	6.0
	ALTITUDE	2850′	2530′	2210′	1890′	1570′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.7 ISGN/D3.6 SGN							

HIALS-II
REIL
PAPI

Refer to Missed Apch above

Std/State STRAIGHT-IN LANDING
CDFA
1 DA/MDA(H) 800′ (530′)
ALS out

A	R1500m	
B		
C	R1700m	R2400m
D		

CIRCLE-TO-LAND
CAUTION: Not authorized north of the aerodrome

Max Kts	MDA(H)	
100	1260′ (948′)	V1500m
135	1260′ (948′)	V1600m
180	1430′ (1118′)	V2400m
205	1430′ (1118′)	V3600m

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

CHANGES: New procedure.

BRIEFING STRIP™ PANS OPS

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN
12 MAY 23 (22-1) Eff 18 May

ISTANBUL, TURKIYE
RNP Z Rwy 06L

D-ATIS	YESILKOY Approach	GOKCEN Tower	Ground
128.550	126.425 127.825 132.950	118.8 120.925	121.750 121.580

RNAV	Final Apch Crs	KOTHA MANDATORY	DA/MDA(H)	Apt Elev 312′
	059°	3100′ (2808′)	950′ (658′)	Rwy 292′

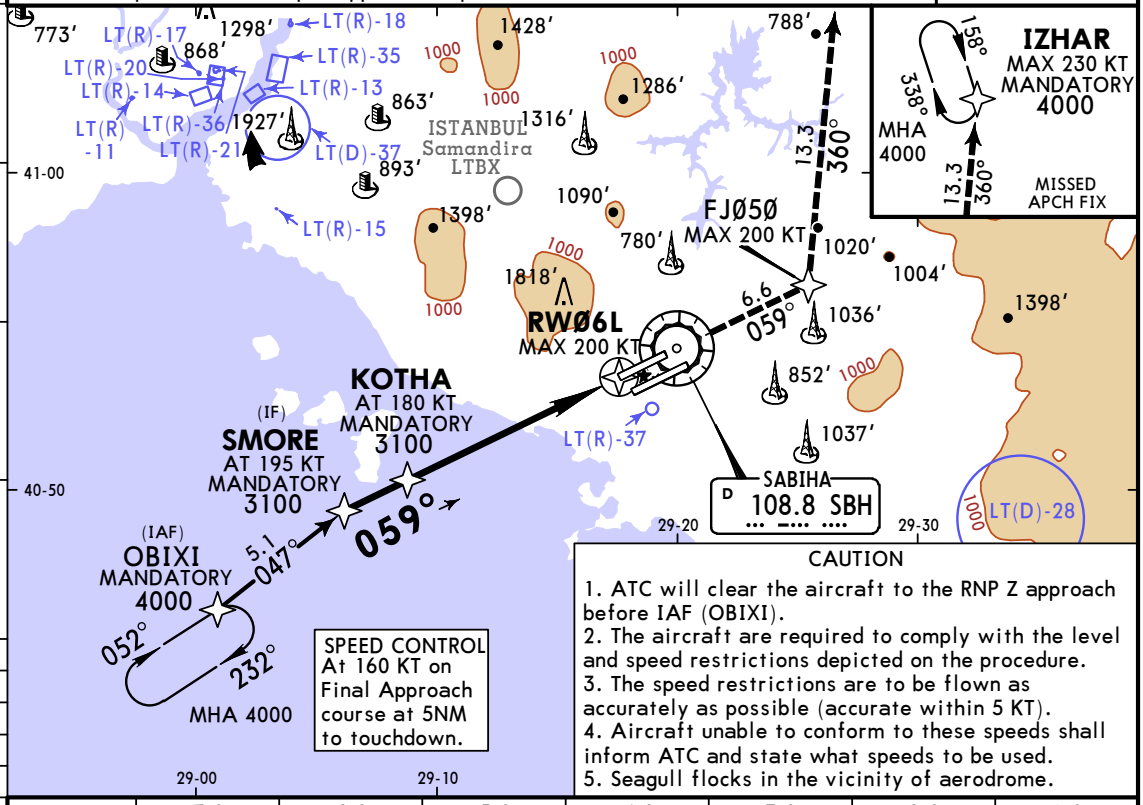
MISSED APCH: Climb to 4000′ from RWØ6L to FJØ5Ø turn LEFT to IZHAR and hold. Missed apch requires a minimum climb gradient of 3.5% (213′/NM).

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

1. GNSS required. 2. RNP Apch approval required.

MSA SBH VOR
180° 3100 3500 090° 270° 4500 5000 360°

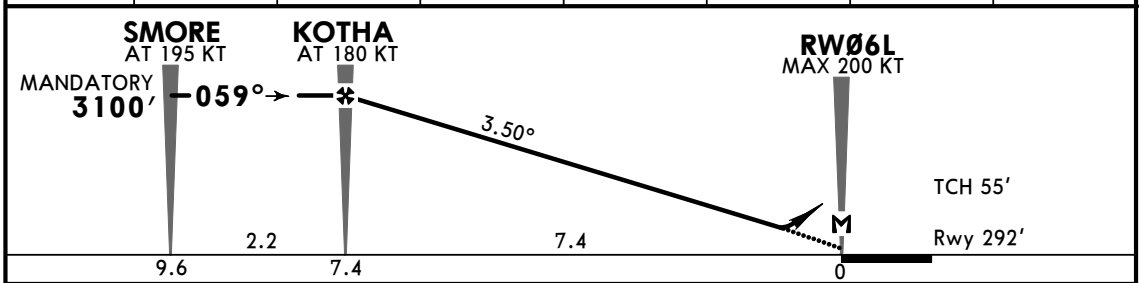
BRIEFING STRIP ™



CAUTION

1. ATC will clear the aircraft to the RNP Z approach before IAF (OBIXI).
2. The aircraft are required to comply with the level and speed restrictions depicted on the procedure.
3. The speed restrictions are to be flown as accurately as possible (accurate within 5 KT).
4. Aircraft unable to conform to these speeds shall inform ATC and state what speeds to be used.
5. Seagull flocks in the vicinity of aerodrome.

DIST to THR	7.0	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	2933′	2563′	2193′	1823′	1453′	1083′	713′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.50°	434	557	619	743	867	991
MAP at RWØ6L							
KOTHA to MAP	7.4	6:21	4:56	4:26	3:42	3:10	2:46

HIALS-II
REIL PAPI PAPI

4000′ | FJØ5Ø | IZHAR LT

Std/State

STRAIGHT-IN LANDING

LNAV
CDFA
1 DA/MDA(H) 950′ (658′)
ALS out

A	R1500m	
B		
C	R2300m	R2400m
D		

CIRCLE-TO-LAND
CAUTION: Not authorized north of the aerodrome

Max Kts	MDA(H)	
100	1260′ (948′)	V1500m
135	1260′ (948′)	V1600m
180	1430′ (1118′)	V2400m
205	1430′ (1118′)	V3600m

PANS OPS

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

CHANGES: New procedure.

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN
4 NOV 22 (22-1)

ISTANBUL, TURKIYE
❶ RNP Rwy 06

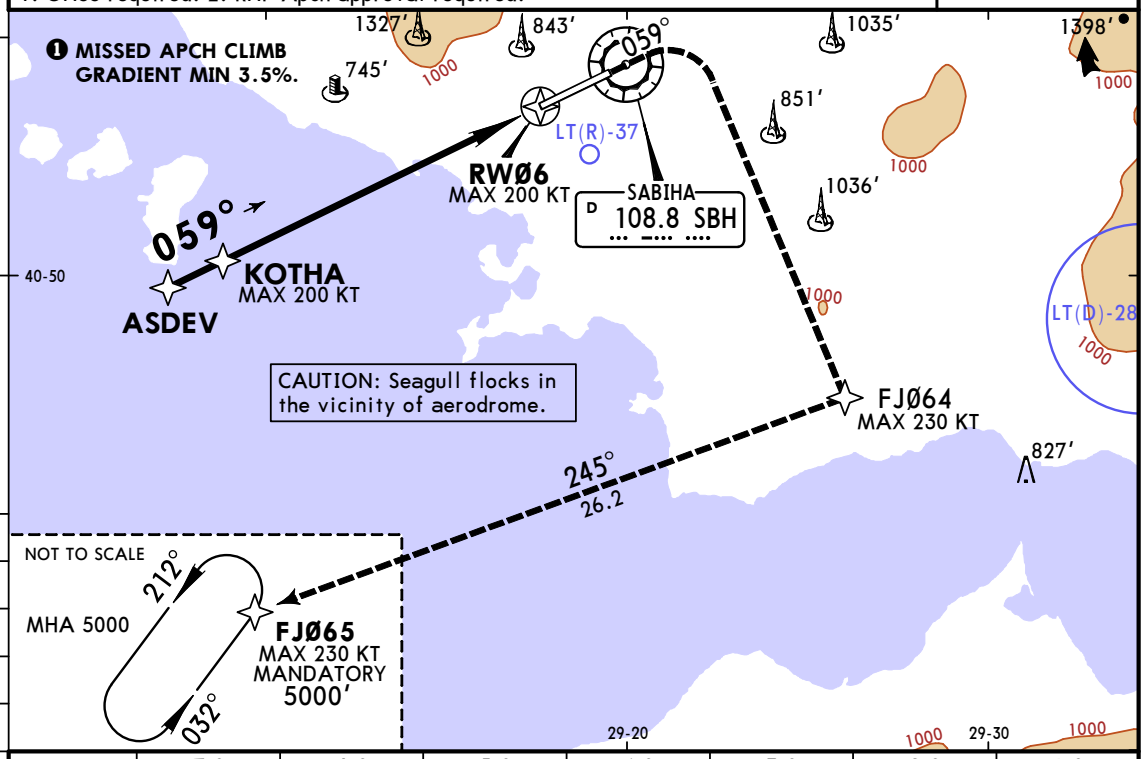
D-ATIS	YESILKOY Approach	GOKCEN Tower	Ground
128.550	126.425 127.825 132.950	118.8 120.925	121.750 121.580

RNAV	Final Apch Crs	KOTHA MANDATORY	DA/MDA(H)	Apt Elev 312′
	059°	3000′ (2707′)	950′ (657′)	Rwy 293′

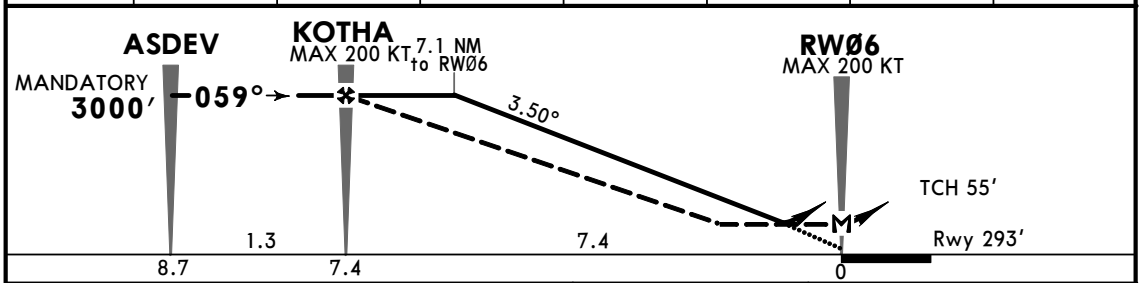
MISSED APCH: Climb STRAIGHT AHEAD (MAX 230 KT), at or above 2300′ turn RIGHT to FJØ64, turn RIGHT to FJØ65 and hold at 5000′. Do not turn to FJØ64 before MAP or crossing 2300′, whichever is later. Missed apch requires a minimum climb gradient of 3.5%.

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

1. GNSS required. 2. RNP Apch approval required.



DIST to THR	7.0	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	2933′	2563′	2193′	1823′	1453′	1083′	713′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.50°	434	557	619	743	867	991
MAP at RWØ6							
KOTHA to MAP	7.4	6:21	4:56	4:26	3:42	3:10	2:46

HIALS-II
REIL PAPI PAPI

230 KT MAX

2300′

Std/State

STRAIGHT-IN LANDING
LNAV

	CDFA ❶ DA/MDA(H) 950′ (657′)		non-CDFA MDA(H) 950′ (657′)	
		ALS out		ALS out
A	R1500m		R2500m	R3200m
B				
C	R2300m	R2400m	R2700m	R3400m
D				

CIRCLE-TO-LAND
Not authorized North of airport

Max Kts	MDA(H)	
100	1250′ (938′)	V1500m
135	1250′ (938′)	V1600m
180	1350′ (1038′)	V2400m
205	1350′ (1038′)	V3600m

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

CHANGES: Country name, D-ATIS.

BRIEFING STRIP™

PANS OPS

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN
12 MAY 23 (22-2) Eff 18 May

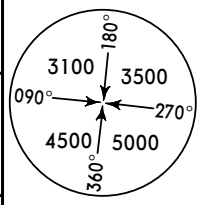
ISTANBUL, TURKIYE
RNP Z Rwy 06R

BRIEFING STRIP™

D-ATIS	YESILKOY Approach			GOKCEN Tower		Ground	
128.550	126.425	127.825	132.950	118.8	120.925	121.750	121.580

RNAV	Final Apch Crs	KEFDU MANDATORY	DA/MDA(H)	Apt Elev 312'
	059°	3000' (2730')	860' (590')	Rwy 270'

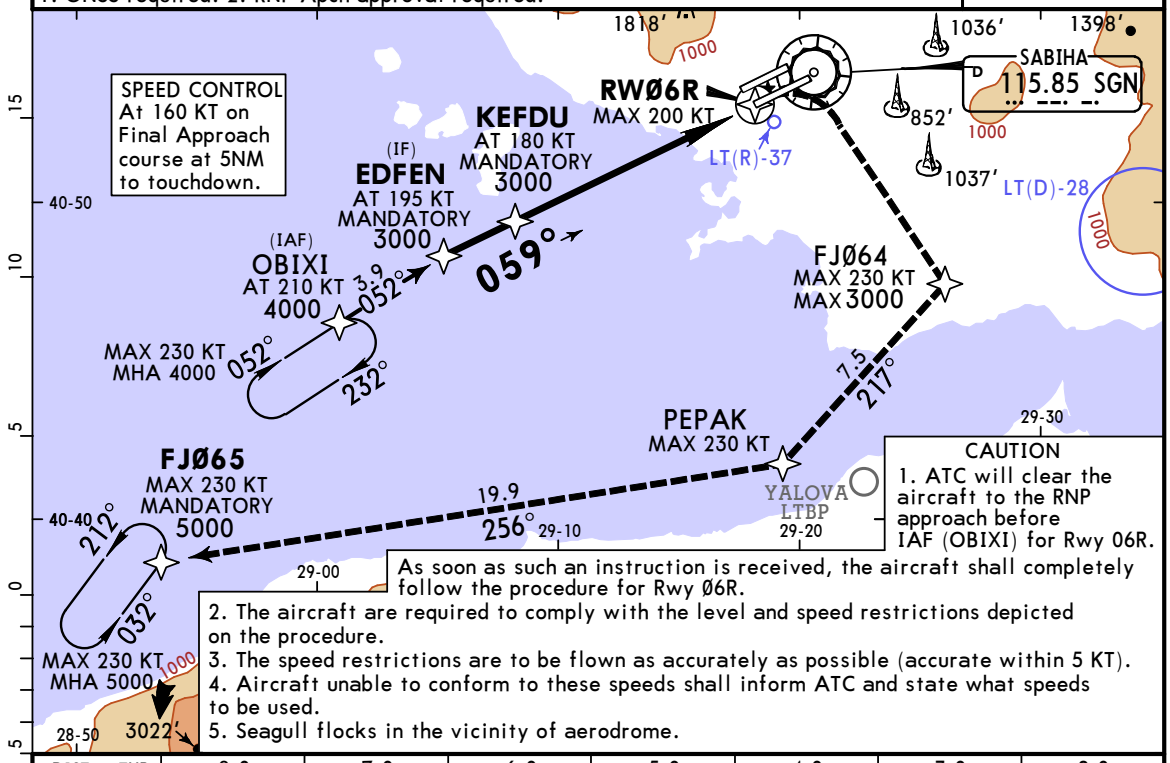
MISSED APCH: Do not turn to FJØ64 before RWØ6R or crossing 870', whichever is later. Climb on track 059° (MAX 200 KT) at or above 870', turn RIGHT direct to FJØ64, cross FJØ64 at or below 3000', turn RIGHT to PEPAK, turn RIGHT to FJØ65 and hold at 5000'.



MSA SGN VOR

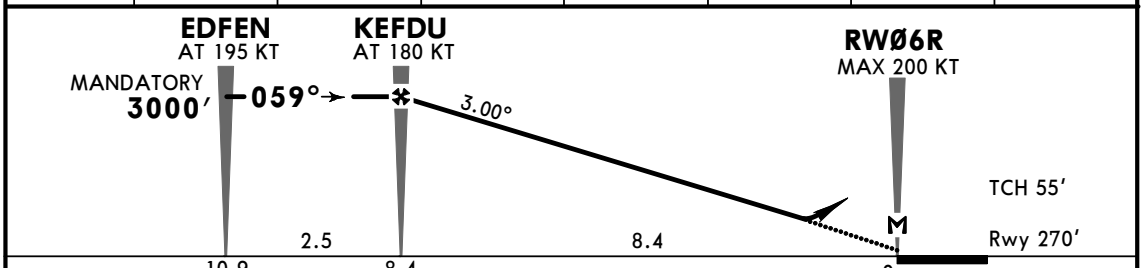
Alt Set: hPa | Rwy Elev: 10 hPa | Trans level: By ATC | Trans alt: 12000'

1. GNSS required. 2. RNP Apch approval required.



CAUTION
1. ATC will clear the aircraft to the RNP approach before IAF (OBIXI) for Rwy 06R. As soon as such an instruction is received, the aircraft shall completely follow the procedure for Rwy Ø6R.
2. The aircraft are required to comply with the level and speed restrictions depicted on the procedure.
3. The speed restrictions are to be flown as accurately as possible (accurate within 5 KT).
4. Aircraft unable to conform to these speeds shall inform ATC and state what speeds to be used.
5. Seagull flocks in the vicinity of aerodrome.

DIST to THR	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2870'	2550'	2230'	1910'	1590'	1270'	950'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RWØ6R							
KEFDU to MAP	8.4	7:12	5:36	5:02	4:12	3:36	3:09

Timing not authorized for defining the MAP.

HIALS-II
REIL
PAPI

Refer to Missed Apch above

PANS OPS

Std/State STRAIGHT-IN LANDING

LNAV
CDFA
1 DA/MDA(H) **860'** (590')

	ALS out	
A	R1500m	
B		
C	R2000m	R2400m
D		

CIRCLE-TO-LAND

CAUTION: Not authorized north of the aerodrome

Max Kts	MDA(H)	
100	1260' (948')	V1500m
135	1260' (948')	V1600m
180	1430' (1118')	V2400m
205	1430' (1118')	V3600m

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

CHANGES: New procedure.

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN
4 NOV 22 (22-2)

ISTANBUL, TURKIYE
❶ RNP Rwy 24

D-ATIS	YESILKOY Approach			GOKCEN Tower		Ground	
128.550	126.425	127.825	132.950	118.8	120.925	121.750	121.580

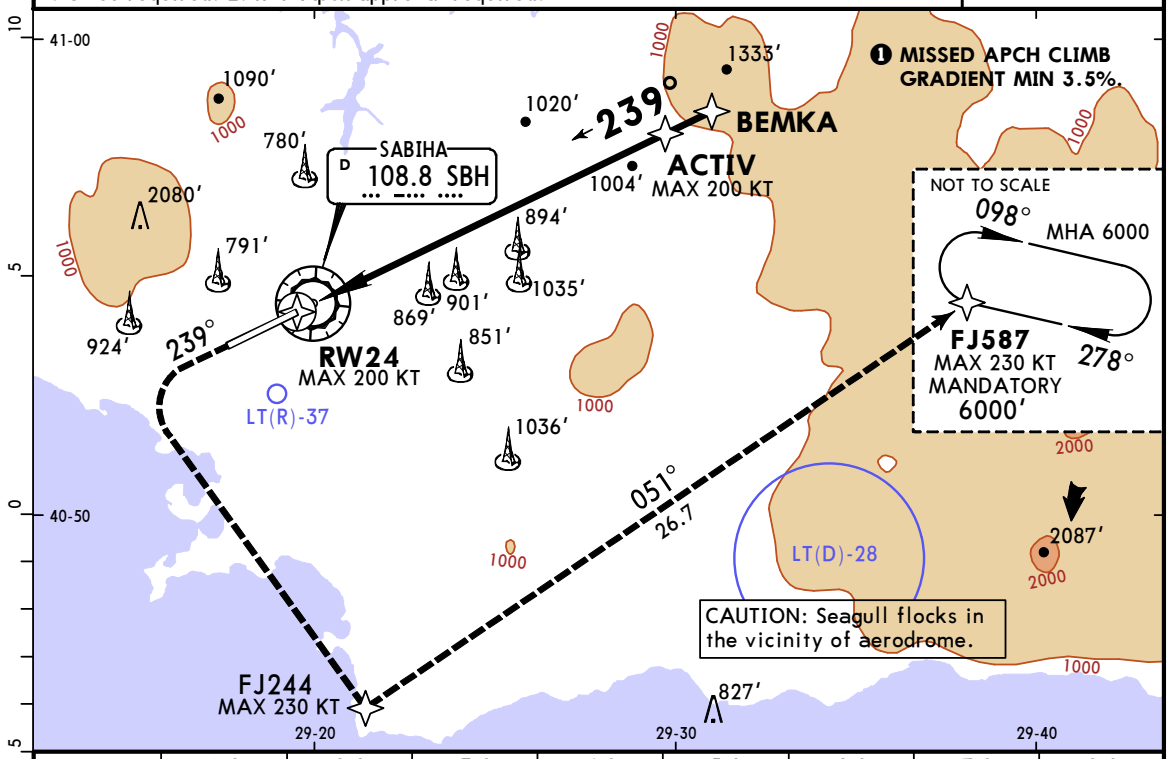
RNAV	Final Apch Crs	ACTIV MANDATORY	DA/MDA(H)	Apt Elev 312′
	239°	3500′ (3196′)	1150′ (846′)	Rwy 304′

MISSED APCH: Climb STRAIGHT AHEAD (MAX 230 KT), at or above 2300′ turn LEFT direct to FJ244, turn LEFT to FJ587 and hold at 6000′. Do not turn to FJ244 before MAP or crossing 2300′, whichever is later. Missed apch requires a minimum climb gradient of 3.5%.

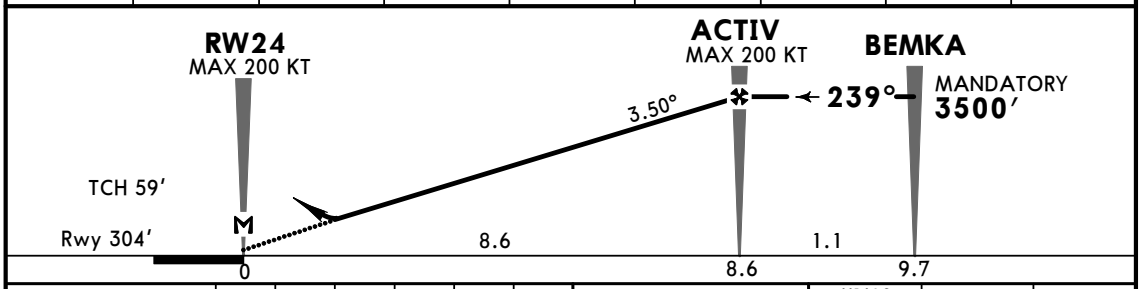
Alt Set: hPa	Rwy Elev: 11 hPa	Trans level: By ATC	Trans alt: 12000′

1. GNSS required. 2. RNP Apch approval required.

MSA SBH VOR
180° 3100 3500 090° 270° 4500 5000 360°



DIST to THR	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE	724′	1094′	1464′	1834′	2204′	2574′	2944′	3314′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.50°	434	557	619	743	867	991
MAP at RW24							
ACTIV to MAP	8.6	7:22	5:44	5:10	4:18	3:41	3:14

HIALS
REIL PAPI PAPI

230 KT MAX

2300′

Std/State

STRAIGHT-IN LANDING
LNAV
CDFA
❶ DA/MDA(H) 1150′ (846′)

	ALS out
A	R1500m
B	
C	R2400m
D	

CIRCLE-TO-LAND
Not authorized
North of airport

Max Kts	MDA(H)	
100	1250′ (938′)	V1500m
135	1250′ (938′)	V1600m
180	1350′ (1038′)	V2400m
205	1350′ (1038′)	V3600m

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

CHANGES: Country name, D-ATIS.

BRIEFING STRIP™
PANS OPS

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN 12 MAY 23 (22-3) Eff 18 May

ISTANBUL, TURKIYE
RNP Z Rwy 24R

D-ATIS	YESILKOY Approach	GOKCEN Tower	Ground
128.550	126.425 127.825 132.950	118.8 120.925	121.750 121.580

RNAV	Final Apch Crs	ACTIV MANDATORY	DA/MDA(H)	Apt Elev 312′
	239°	3500′ (3196′)	1150′ (846′)	Rwy 304′

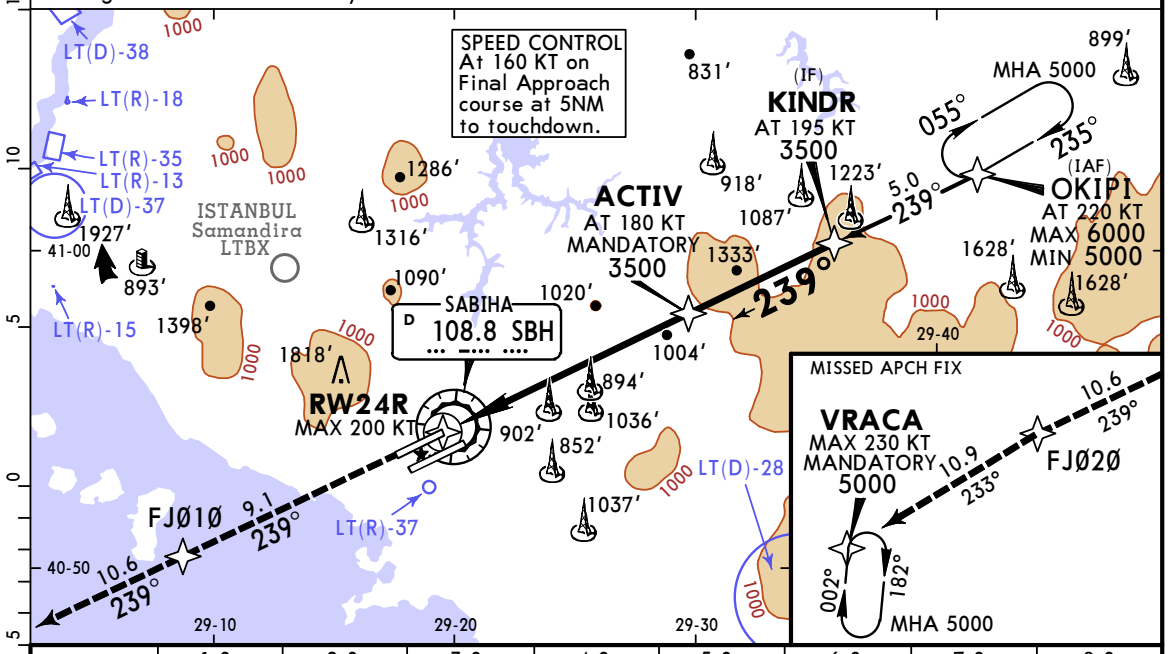
MISSED APCH: Climbing 5000′ from RW24R to FJØ1Ø then proceed FJØ2Ø turn LEFT proceed VRACA and hold.
Missed apch requires a minimum climb gradient of 3.5% (213′/NM).

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

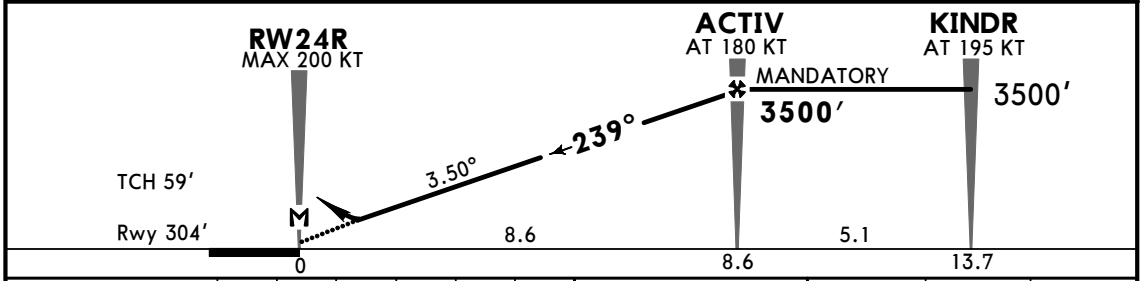
1. GNSS required. 2. RNP Apch approval required.

MSA SBH VOR: 3100 (180°–360°), 3500 (090°–270°), 4500, 5000

CAUTION:
1. ATC will clear the aircraft to the RNP Z approach before IAF (OKIPI).
2. The aircraft are required to comply with the level and speed restrictions depicted on the procedure.
3. The speed restrictions are to be flown as accurately as possible (accurate within 5 KT).
4. Aircraft unable to conform to these speeds shall inform ATC and state what speeds to be used.
5. Seagull flocks in the vicinity of aerodrome.



DIST to THR	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE	724′	1094′	1464′	1834′	2204′	2574′	2944′	3314′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.50°	434	557	619	743	867	991
MAP at RW24R						
ACTIV to MAP 8.6	7:22	5:44	5:10	4:18	3:41	3:14

HIALS
REIL PAPI PAPI
5000′
FJØ1Ø

Std/State

STRAIGHT-IN LANDING

LNAV
CDFA
1 DA/MDA(H) 1150′ (846′)
ALS out

A	R1500m
B	
C	R2400m
D	

CIRCLE-TO-LAND
CAUTION: Not authorized north of the aerodrome

Max Kts	MDA(H)	
100	1260′ (948′)	V1500m
135	1260′ (948′)	V1600m
180	1430′ (1118′)	V2400m
205	1430′ (1118′)	V3600m

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

PANS OPS

CHANGES: New procedure.

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN 12 MAY 23 (22-4) Eff 18 May

ISTANBUL, TURKIYE
RNP A

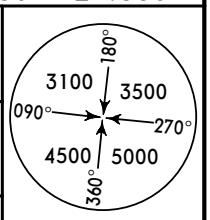
D-ATIS	YESILKOY Approach	GOKCEN Tower	Ground
128.550	126.425 127.825 132.950	118.8 120.925	121.750 121.580

RNAV	Final Apch Crs **239°**	**TAVHE** MANDATORY **3500′** (3188′)	MDA(H) Refer to Minimums	Apt Elev 312′

MISSED APCH: Do not turn to FJ244 before MA24L. Climb on track 239° (MAX 200 KT), at or above 1300′ turn LEFT direct to FJ244, turn LEFT to FJ245, turn LEFT to PAMZA and hold at 4000′.

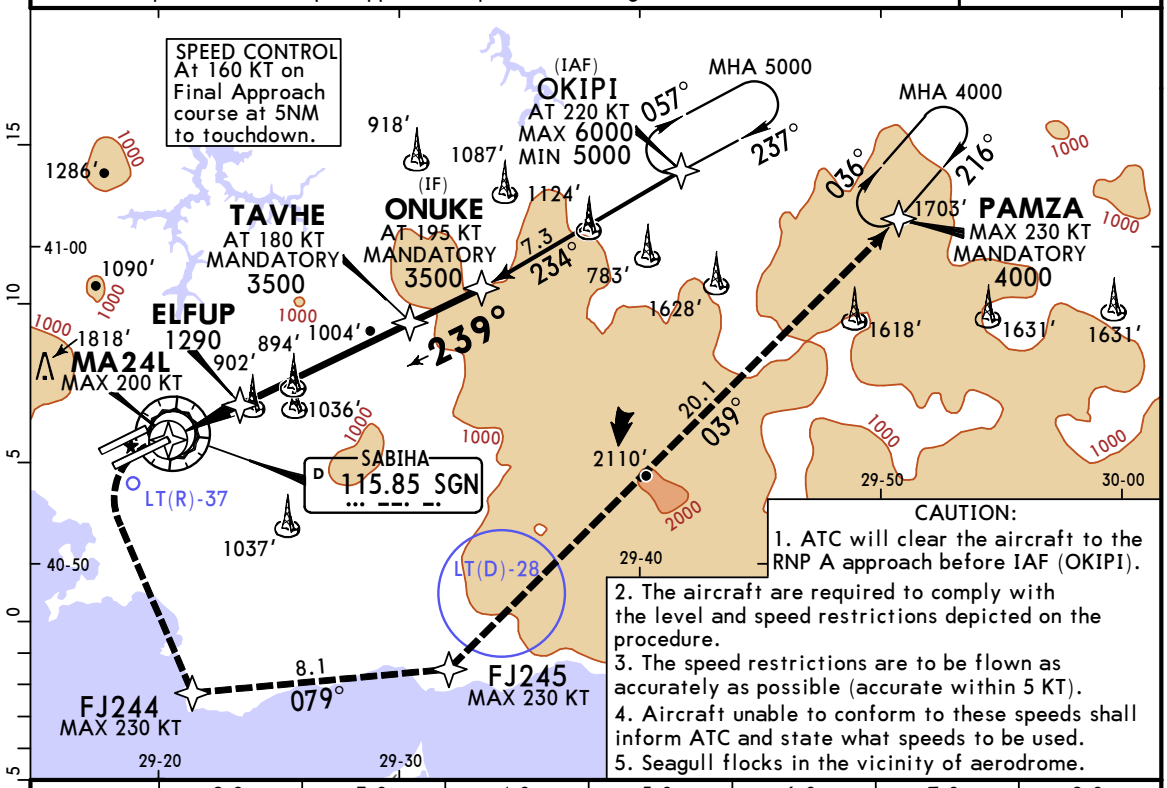
Alt Set: hPa	Apt Elev: 11 hPa	Trans level: By ATC	Trans alt: 12000′

1. GNSS required. 2. RNP Apch approval required. 3. Straight-in not authorized.



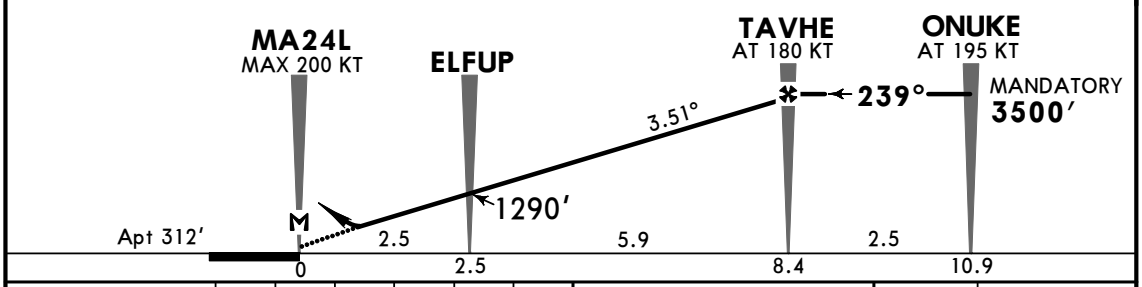
MSA SGN VOR

BRIEFING STRIP™



CAUTION:
1. ATC will clear the aircraft to the RNP A approach before IAF (OKIPI).
2. The aircraft are required to comply with the level and speed restrictions depicted on the procedure.
3. The speed restrictions are to be flown as accurately as possible (accurate within 5 KT).
4. Aircraft unable to conform to these speeds shall inform ATC and state what speeds to be used.
5. Seagull flocks in the vicinity of aerodrome.

DIST to THR	2.0	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE	1110′	1480′	1850′	2220′	2590′	2960′	3330′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.51°	435	559	621	745	870	994
MAP at MA24L							
TAVHE to MAP	8.4	7:12	5:36	5:02	4:12	3:36	3:09

Timing not authorized for defining the MAP.

Lighting - Refer to Airport Chart

Refer to Missed Apch above

Std/State CIRCLE-TO-LAND

CAUTION: Not authorized north of the aerodrome

PANS OPS

	Max Kts	MDA(H)	
A	100	1290′ (978′)	V1500m
B	135	1290′ (978′)	V1600m
C	180	1430′ (1118′)	V2400m
D	205	1430′ (1118′)	V3600m

CHANGES: New procedure.

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN
4 NOV 22 (23-1)

ISTANBUL, TURKIYE
VOR or NDB Rwy 06

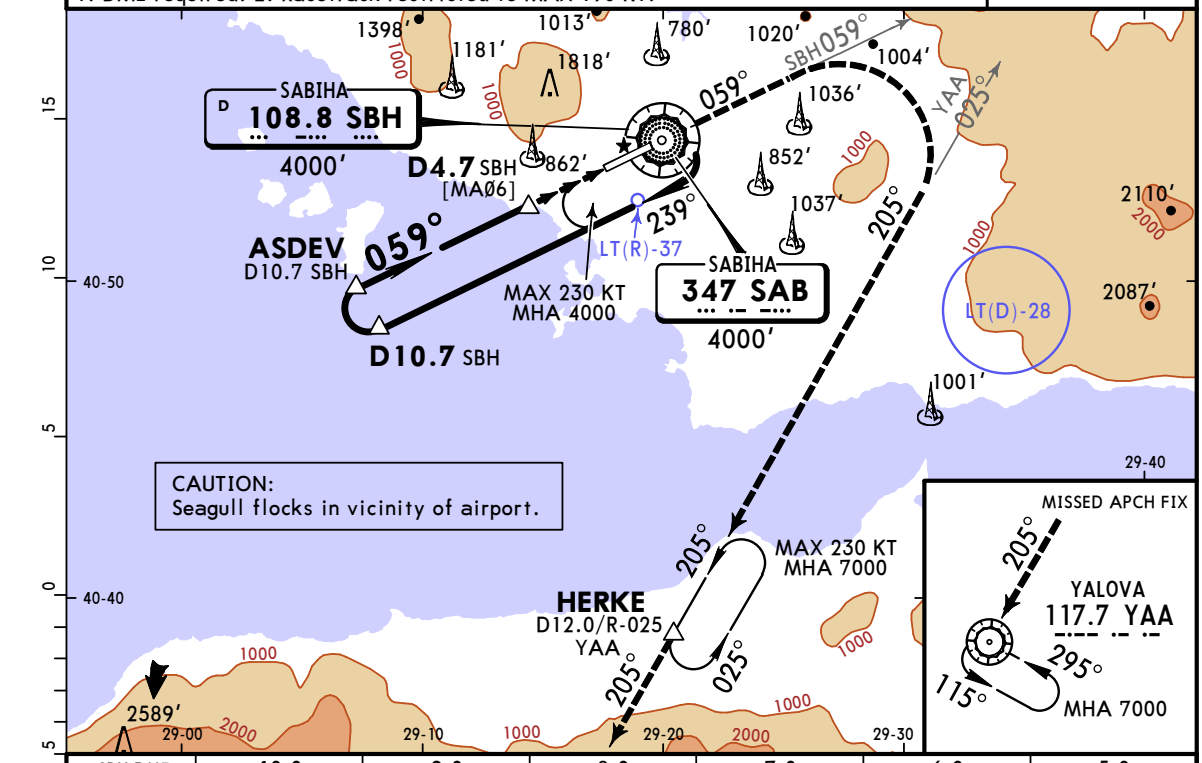
D-ATIS	YESILKOY Approach			GOKCEN Tower		Ground	
128.550	126.425	127.825	132.950	118.8	120.925	121.750	121.580

VOR SBH	NDB SAB	Final Apch Crs	ASDEV	DA/MDA(H)	Apt Elev	312′
108.8	347	059°	3000′ (2707′)	1100′ (807′)	Rwy	293′

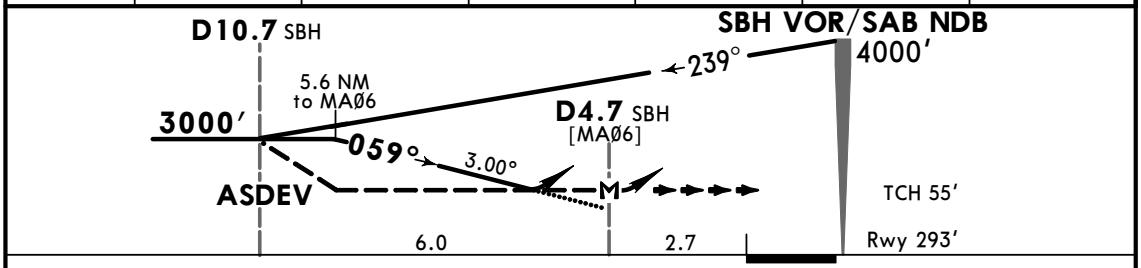
MISSED APCH: Proceed to SBH VOR/SAB NDB to cross 2300′ on R-059/059° climbing to 7000′, turn RIGHT proceed HERKE on YAA VOR R-025 and hold over HERKE at 7000′. Do not turn before RWY 06 THR (D2.0 SBH) or crossing 2300′, whichever is later. If unable to contact ATC or reach 7000′ over HERKE, proceed and hold over YAA VOR at 7000′.

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

1. DME required. 2. Racetrack restricted to MAX 190 KT.



SBH DME	10.0	9.0	8.0	7.0	6.0	5.0
ALTITUDE	2900′	2580′	2260′	1940′	1630′	1310′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D4.7 SBH							

HIALS-II
REIL PAPI PAPI

Refer to Missed Apch above

Std/State

STRAIGHT-IN LANDING				CIRCLE-TO-LAND		
	CDFA		non-CDFA	Not authorized North of airport		
	[1] DA/MDA(H) 1100′ (807′)	ALS out	MDA(H) 1100′ (807′)	ALS out	Max Kts	MDA(H)
A	R1500m		R3300m	R4000m	100	1250′ (938′) [2] V1500m
B					135	1250′ (938′) [2] V1600m
C	R2400m		R3500m	R4200m	180	1350′ (1038′) [2] V2400m
D					205	1350′ (1038′) [2] V3600m

[1] VNAV DA(H) in lieu of MDA(H) depends on operator policy.
[2] or higher straight-in minimums.

CHANGES: Country name, D-ATIS.

BRIEFING STRIP™ PANS OPS

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN
12 MAY 23
Eff 18 May
23-1

ISTANBUL, TURKIYE
VOR Z or NDB Z Rwy 06L

D-ATIS	YESILKOY Approach			GOKCEN Tower		Ground	
128.550	126.425	127.825	132.950	118.8	120.925	121.750	121.580

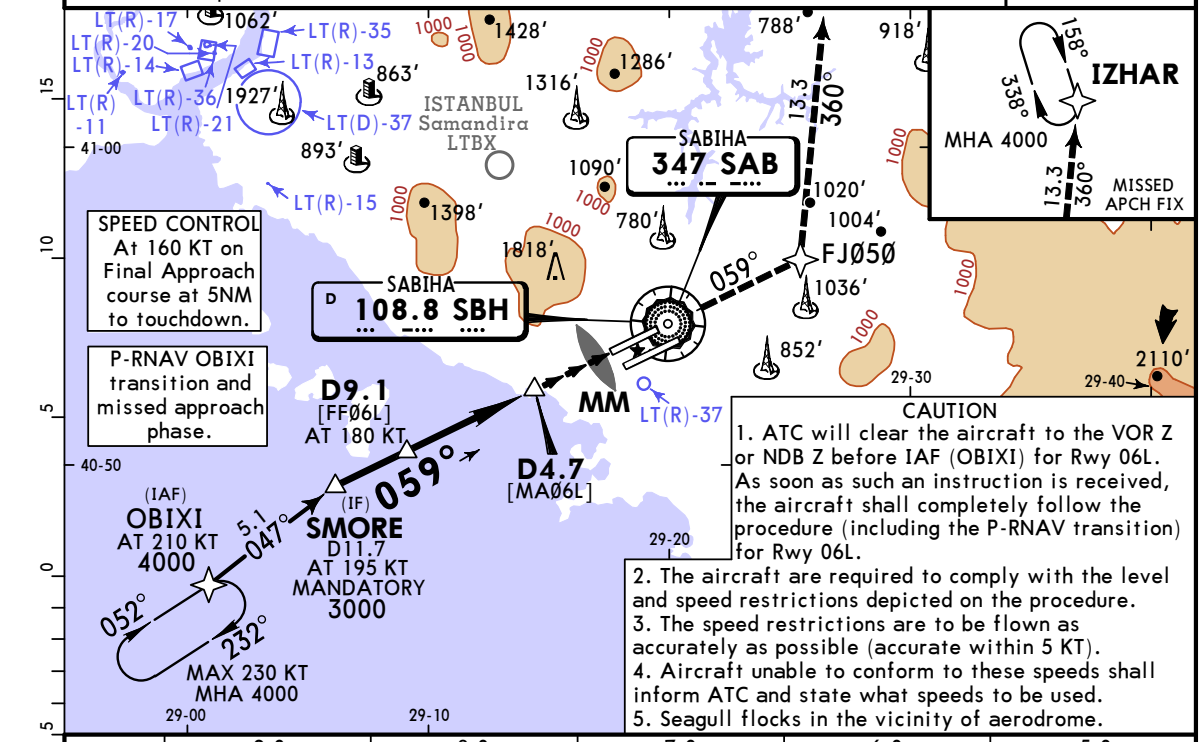
BRIEFING STRIP

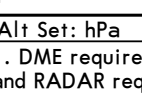
VOR SBH	NDB SAB	Final Apch Crs	D9.1 MANDATORY	DA/MDA(H)	Apt Elev 312′
108.8	347	059°	3000′(2708′)	1100′(808′)	Rwy 292′

MISSED APCH: Climbing 4000′ to FJØ5Ø on course 059° then turn LEFT proceed IZHAR and hold.

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

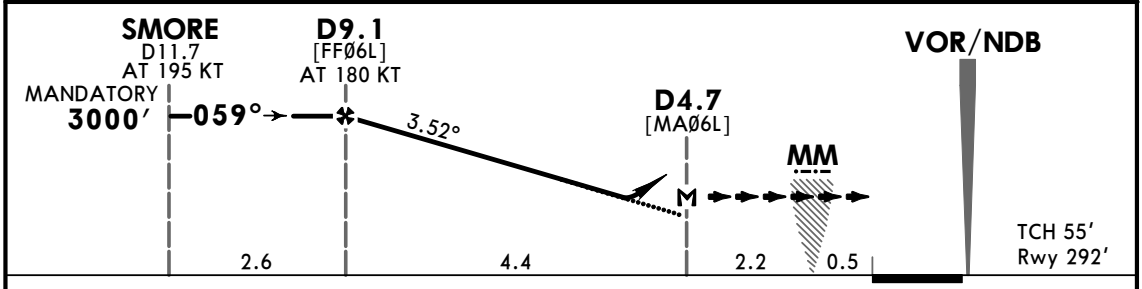
1. DME required. 2. For OBIXI transition and missed approach phases P-RNAV approval and RADAR required.





MSA SBH VOR

SBH DME	9.0	8.0	7.0	6.0	5.0
ALTITUDE	2970′	2590′	2220′	1850′	1470′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.52°	436	561	623	748	872	997
MAP at D4.7							

HIALS-II
REIL
PAPI PAPI

4000′ on 059° FJØ5Ø

Std/State

STRAIGHT-IN LANDING

CDFA

1 DA/MDA(H) 1100′(808′)

ALS out

A	R1500m
B	
C	R2400m
D	

CIRCLE-TO-LAND

CAUTION: Not authorized north of the aerodrome

Max Kts	MDA(H)	
100	1260′(948′)	V1500m
135	1260′(948′)	V1600m
180	1430′(1118′)	V2400m
205	1430′(1118′)	V3600m

PANS OPS

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

CHANGES: New procedure.

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN 12 MAY 23 (23-10) Eff 18 May

ISTANBUL, TURKIYE
VOR C

D-ATIS	YESILKOY Approach			GOKCEN Tower		Ground	
128.550	126.425	127.825	132.950	118.8	120.925	121.750	121.580

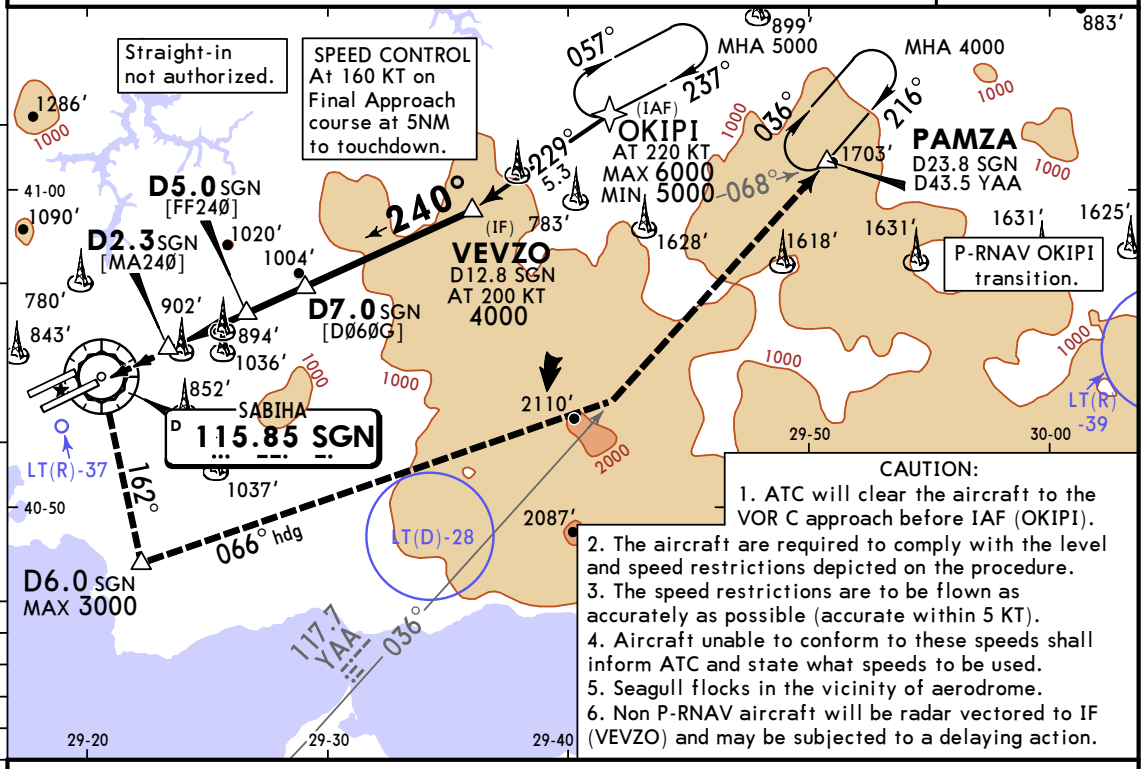
VOR SGN	Final Apch Crs	D5.0 SGN MANDATORY	MDA(H) Refer to Minimums	Apt Elev 312′
115.85	240°	2200′ (1888′)		

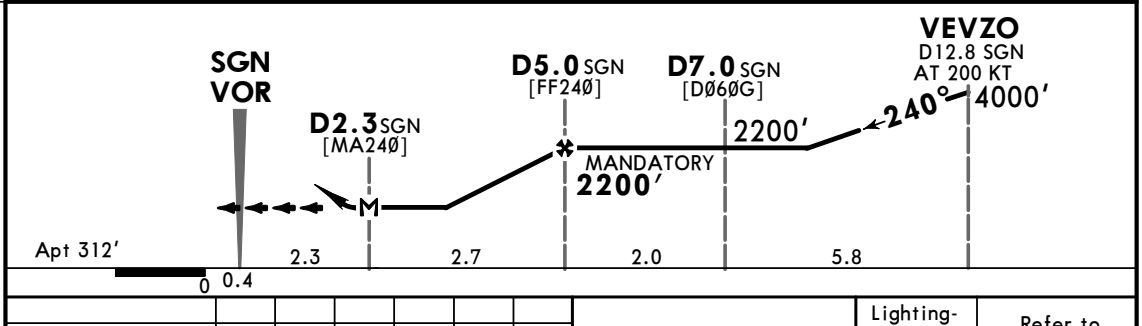
MISSED APCH: MAX 200 KT until SGN VOR R-162. Do not turn before MAP. Turn LEFT climb on SGN VOR R-162 until D6.0 SGN, cross D6.0 SGN at or below 3000′ then turn LEFT fly on heading 066° to intercept YAA VOR R-036 climbing to 4000′ proceed PAMZA and hold.

MSA SGN VOR

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

1. DME required. 2. For OKIPI transition P-RNAV approval and RADAR required.





MAP at D2.3 SGN								Lighting-Refer to Airport Chart	Refer to Missed Apch above

Std/State CIRCLE-TO-LAND

CAUTION: Not authorized north of the aerodrome

	Max Kts	MDA(H)	
A	100	1290′ (978′)	V1500m
B	135	1290′ (978′)	V1600m
C	180	1430′ (1118′)	V2400m
D	205	1430′ (1118′)	V3600m

PANS OPS

CHANGES: New procedure.

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN 12 MAY 23 (23-11) Eff 18 May

ISTANBUL, TURKIYE
VOR D

D-ATIS	YESILKOY Approach			GOKCEN Tower		Ground	
128.550	126.425	127.825	132.950	118.8	120.925	121.750	121.580

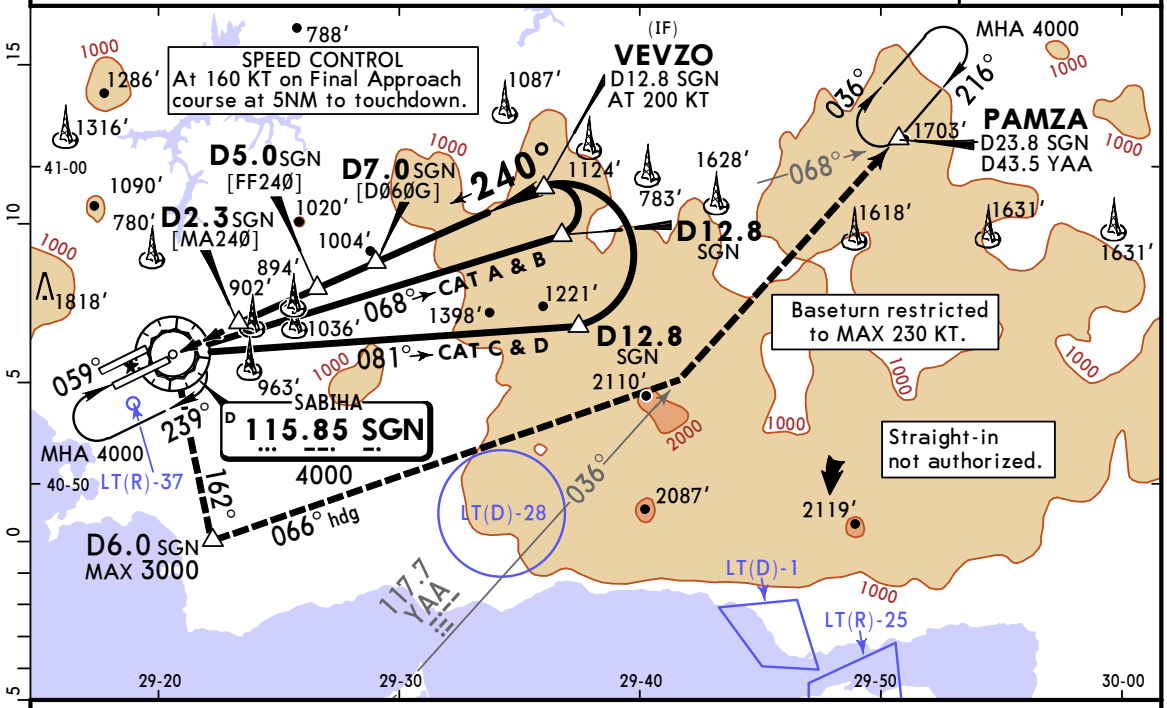
VOR SGN 115.85	Final Apch Crs 240°	D5.0 SGN 2200′ (1888′)	MDA(H) Refer to Minimums	Apt Elev 312′

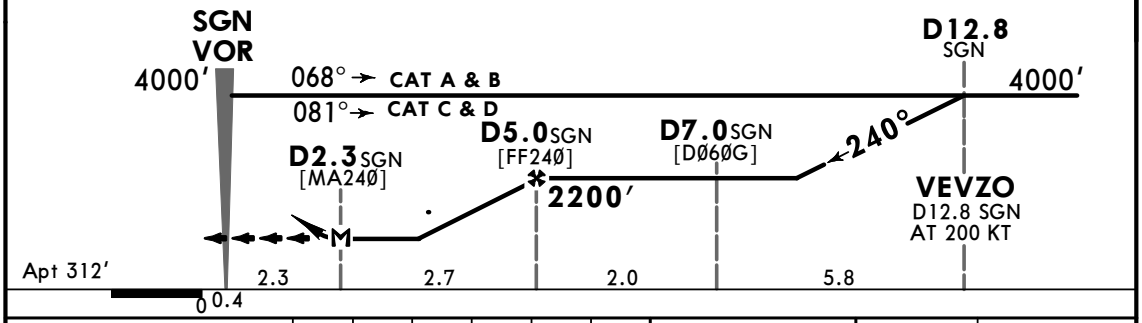
MISSED APCH: MAX 200 KT until SGN VOR R-162. Do not turn before MAP. Turn LEFT climb on SGN VOR R-162 until D6.0 SGN, cross D6.0 SGN at or below 3000′ then turn LEFT fly on heading 066° to intercept YAA VOR R-036 climbing to 4000′ proceed PAMZA and hold.

MSA SGN VOR

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

1. DME required. 2. CAUTION: Seagull flocks in the vicinity of aerodrome.





MAP at D2.3 SGN								Lighting-Refer to Airport Chart	Refer to Missed Apch above

Std/State CIRCLE-TO-LAND

CAUTION: Not authorized north of the aerodrome

PANS OPS

	Max Kts	MDA(H)	
A	100	1290′ (978′)	V1500m
B	135	1290′ (978′)	V1600m
C	180	1430′ (1118′)	V2400m
D	205	1430′ (1118′)	V3600m

CHANGES: New procedure.

LTFJ/SAW
SABIHA GOKCEN INTL

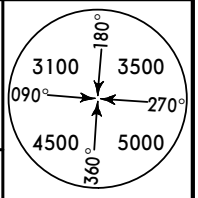
JEPPESEN
12 MAY 23 | 23-12 | Eff 18 May

ISTANBUL, TURKIYE
VOR E or NDB E

D-ATIS	YESILKOY Approach			GOKCEN Tower		Ground	
128.550	126.425	127.825	132.950	118.8	120.925	121.750	121.580

BRIEFING STRIP ™

VOR SBH 108.8 / NDB SAB 347	Final Apch Crs 059°	[FFØ59] 3000′ (2688′)	MDA(H) Refer to Minimums	Apt Elev 312′

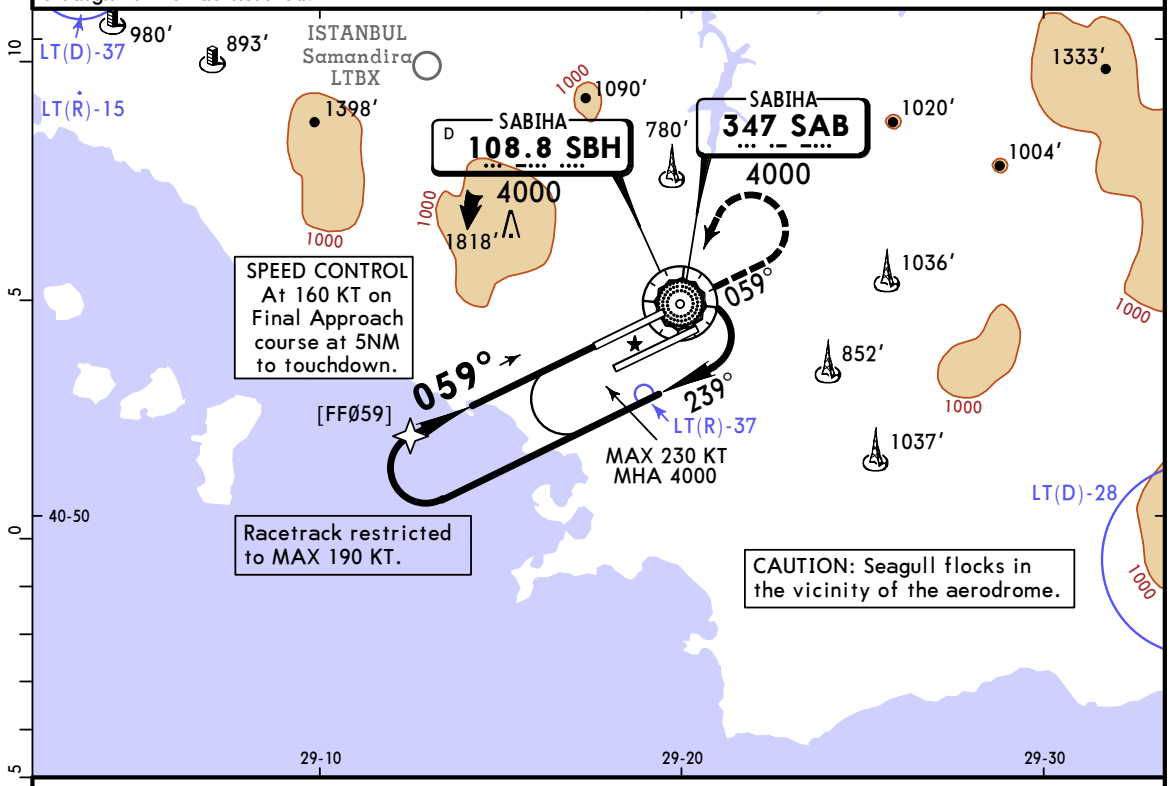


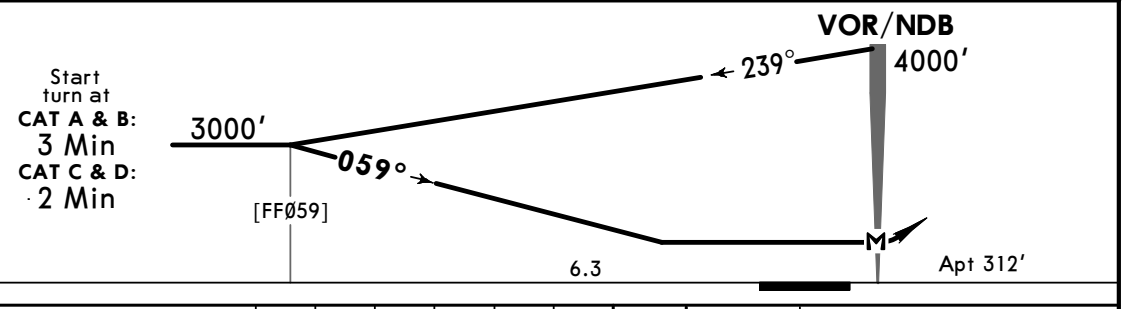
MSA SBH VOR

MISSED APCH: Climb on SBH VOR R-059 (059° of SAB NDB) to 2600′, then turn LEFT, proceed SBH VOR/SAB NDB and hold at 4000′.

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

Straight-in not authorized.





MAP at VOR/NDB	Lighting - Refer to Airport Chart	2600′	SBH	059°
			on 108.8 or R-059	from SAB 347

Std/State CIRCLE-TO-LAND

CAUTION: Not authorized
north of the aerodrome

PANS OPS

	Max Kts	MDA(H)	
A	100	1260′ (948′)	V1500m
B	135	1260′ (948′)	V1600m
C	180	1430′ (1118′)	V2400m
D	205	1430′ (1118′)	V3600m

CHANGES: New procedure.

LTFJ/SAW
SABIHA GOKCEN INTL

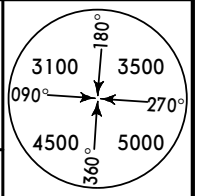
JEPPESEN
12 MAY 23 (23-13) Eff 18 May

ISTANBUL, TURKIYE
VOR F or NDB F

D-ATIS	YESILKOY Approach			GOKCEN Tower		Ground	
128.550	126.425	127.825	132.950	118.8	120.925	121.750	121.580

BRIEFING STRIP ™

VOR SBH 108.8 / NDB SAB 347	Final Apch Crs 239°	[FF239] 3500′ (3188′)	MDA(H) 2200′ (1888′)	Apt Elev 312′

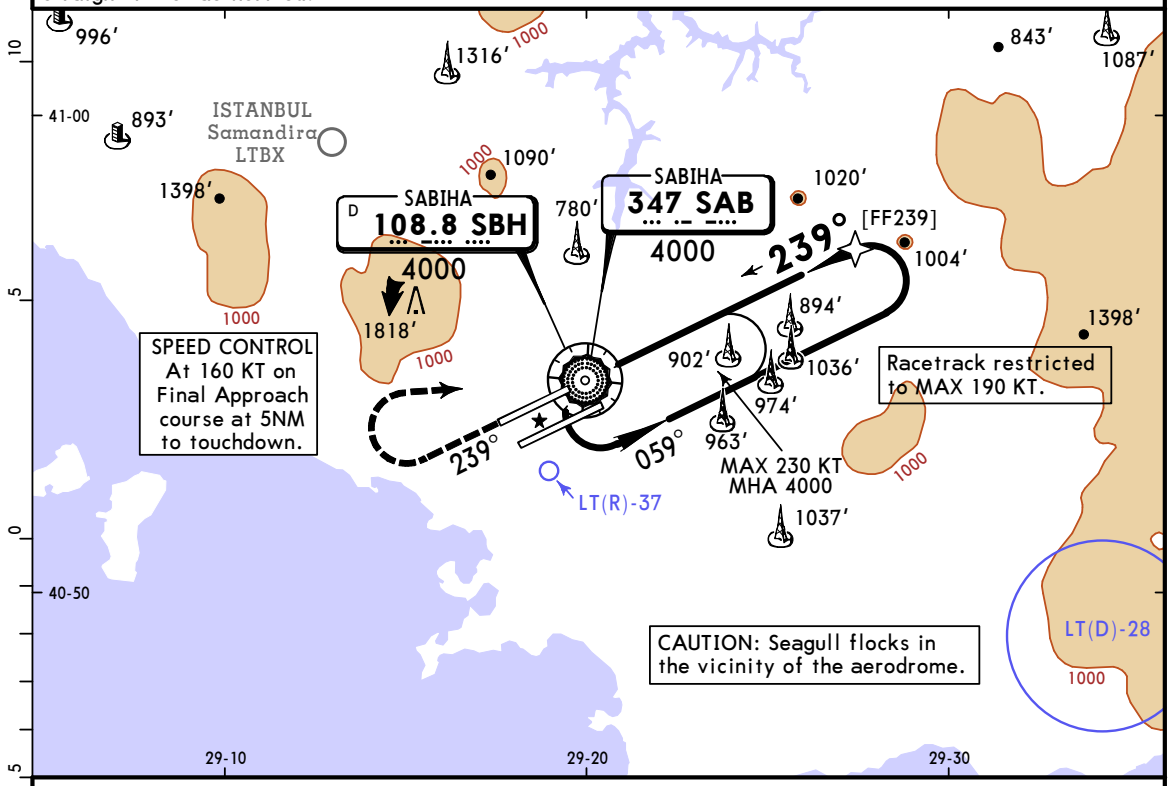


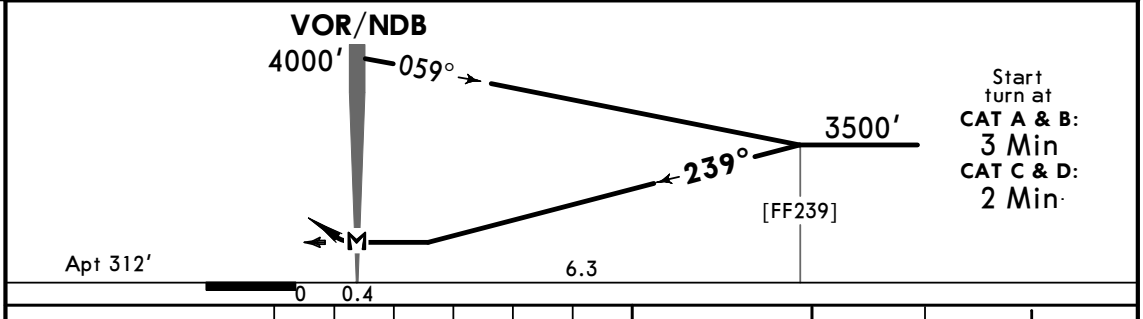
MSA SBH VOR

MISSED APCH: Climb on 239° to 2600′, then turn RIGHT, climb to 4000′, proceed VOR/NDB and hold.

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

Straight-in not authorized.





MAP at VOR/NDB	Lighting - Refer to Airport Chart	2600′ on 239°

Std/State CIRCLE-TO-LAND

CAUTION: Not authorized
north of the aerodrome

PANS OPS

	Max Kts	MDA(H)	
A	100	2200′ (1888′)	V1500m
B	135	2200′ (1888′)	V1600m
C	180	2200′ (1888′)	V2400m
D	205	2200′ (1888′)	V3600m

CHANGES: New procedure.

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN
12 MAY 23
Eff 18 May
23-2

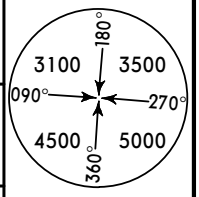
ISTANBUL, TURKIYE
VOR Y or NDB Y Rwy 06L

D-ATIS	YESILKOY Approach			GOKCEN Tower		Ground	
128.550	126.425	127.825	132.950	118.8	120.925	121.750	121.580

BRIEFING STRIP

VOR SBH	NDB SAB	Final Apch Crs	D9.1 MANDATORY	DA/MDA(H)	Apt Elev 312'
108.8	347	059°	3000'(2708')	1100'(808')	Rwy 292'

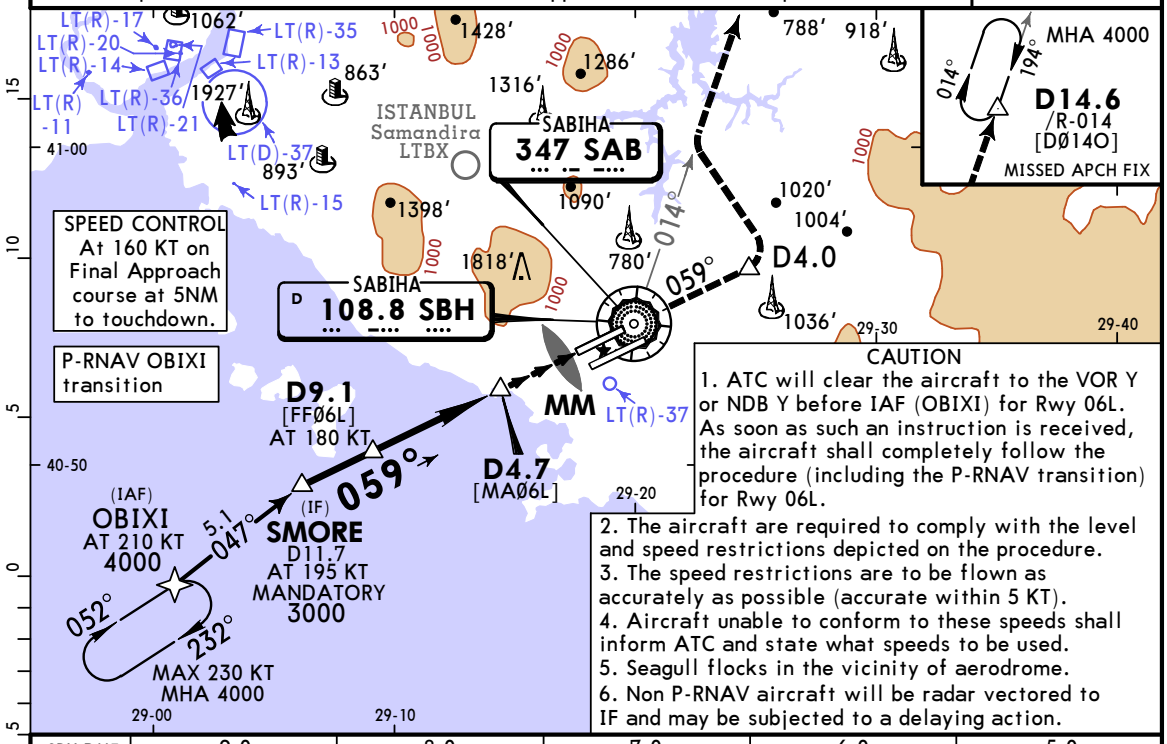
MISSED APCH: Climb 4000' on SBH VOR R-059 (059° of SAB NDB) turn LEFT at D4.0 and establish SBH VOR R-014 (014° of SAB NDB) hold over D14.6 SBH VOR (SAB NDB).



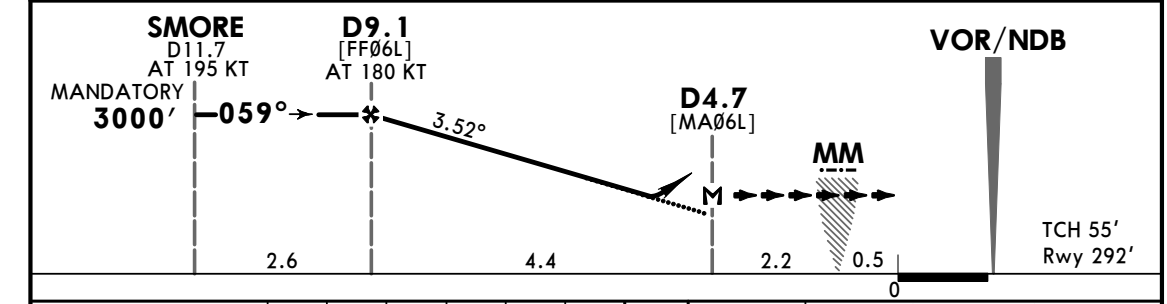
MSA SBH VOR

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

1. DME required. 2. For OBIXI transition P-RNAV approval and RADAR required.



SBH DME	9.0	8.0	7.0	6.0	5.0
ALTITUDE	2970'	2590'	2220'	1850'	1470'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.52°	436	561	623	748	872	997
MAP at D4.7							

HIALS-II
REIL PAPI PAPI

4000' SBH on 108.8 R-059 or 059° from SAB 347

Std/State

STRAIGHT-IN LANDING

CDFA

1 DA/MDA(H) 1100'(808')

ALS out

CIRCLE-TO-LAND

CAUTION: Not authorized north of the aerodrome

		Max Kts	MDA(H)	
A	R1500m	100	1260'(948')	V1500m
B		135	1260'(948')	V1600m
C	R2400m	180	1430'(1118')	V2400m
D		205	1430'(1118')	V3600m

PANS OPS

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

CHANGES: New procedure.

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN
4 NOV 22 (23-2)

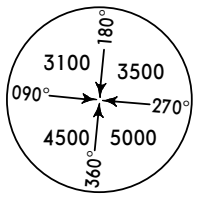
ISTANBUL, TURKIYE
VOR or NDB Rwy 24

D-ATIS	YESILKOY Approach			GOKCEN Tower		Ground	
128.550	126.425	127.825	132.950	118.8	120.925	121.750	121.580

BRIEFING STRIP ™

VOR SBH	NDB SAB	Final Apch Crs	D6.8 SBH	DA/MDA(H)	Apt Elev 312′
108.8	347	239°	2600′ (2296′)	1100′ (796′)	Rwy 304′

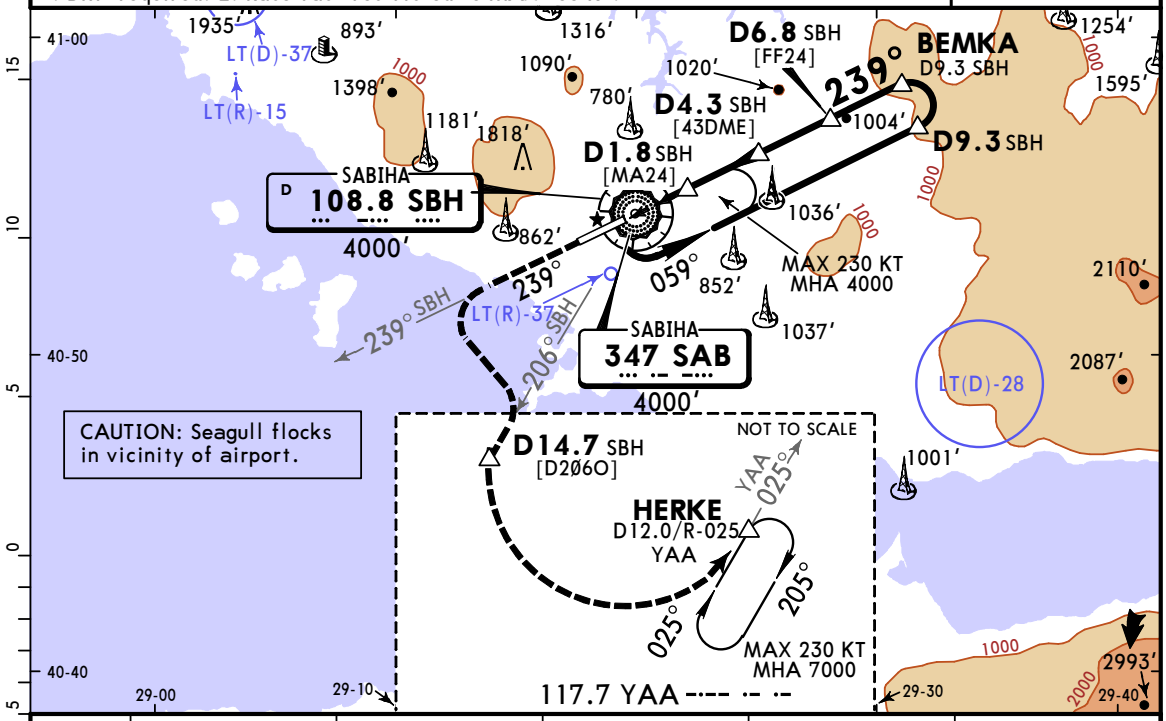
MISSED APCH: Climb on SBH VOR/SAB NDB R-239/239°, cross 2300′, climbing 7000′ turn LEFT to intercept SBH VOR/SAB NDB R-206/206° and proceed to D14.7 SBH fix then turn LEFT intercept YAA R-025 to to hold at HERKE at 7000′.
Do not turn before RWY 24 THR (D0.4 SBH) or crossing 2300′, whichever is later. If unable to contact ATC or reach 7000′ at HERKE, turn RIGHT proceed to YAA VOR on YAA R-025, after passing 6500′ turn LEFT to HERKE and hold at 7000′.



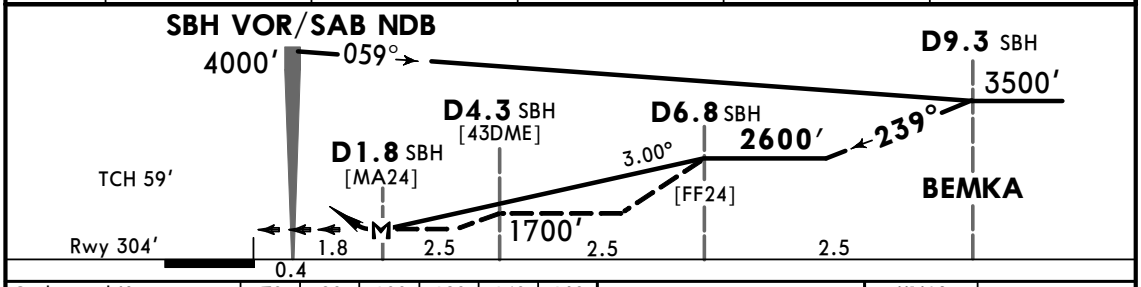
MSA
SBH VOR

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

1. DME required. 2. Racetrack restricted to MAX 185 KT.



SBH DME	2.0	3.0	4.0	5.0	6.0
ALTITUDE	1130′	1450′	1770′	2090′	2410′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.8 SBH							

HIALS
REIL PAPI PAPI

Refer to Missed Apch above

PANS OPS

Std/State STRAIGHT-IN LANDING

CDFA

1 DA/MDA(H) 1100′ (796′)

ALS out

A	R1500m
B	
C	R2400m
D	

CIRCLE-TO-LAND

Not authorized North of airport

Max Kts	MDA(H)	
100	1250′ (938′)	V1500m
135	1250′ (938′)	V1600m
180	1350′ (1038′)	V2400m
205	1350′ (1038′)	V3600m

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

CHANGES: Country name, D-ATIS.

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN
12 MAY 23
Eff 18 May
23-3

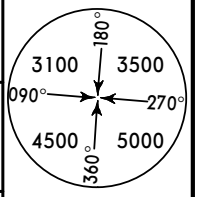
ISTANBUL, TURKIYE
VOR X or NDB X Rwy 06L

D-ATIS	YESILKOY Approach		GOKCEN Tower		Ground	
128.550	126.425	127.825 132.950	118.8	120.925	121.750	121.580

BRIEFING STRIP™

VOR SBH	NDB SAB	Final Apch Crs	No FAF	DA/MDA(H)	Apt Elev 312′
108.8	347	059°		1100′ (808′)	Rwy 292′

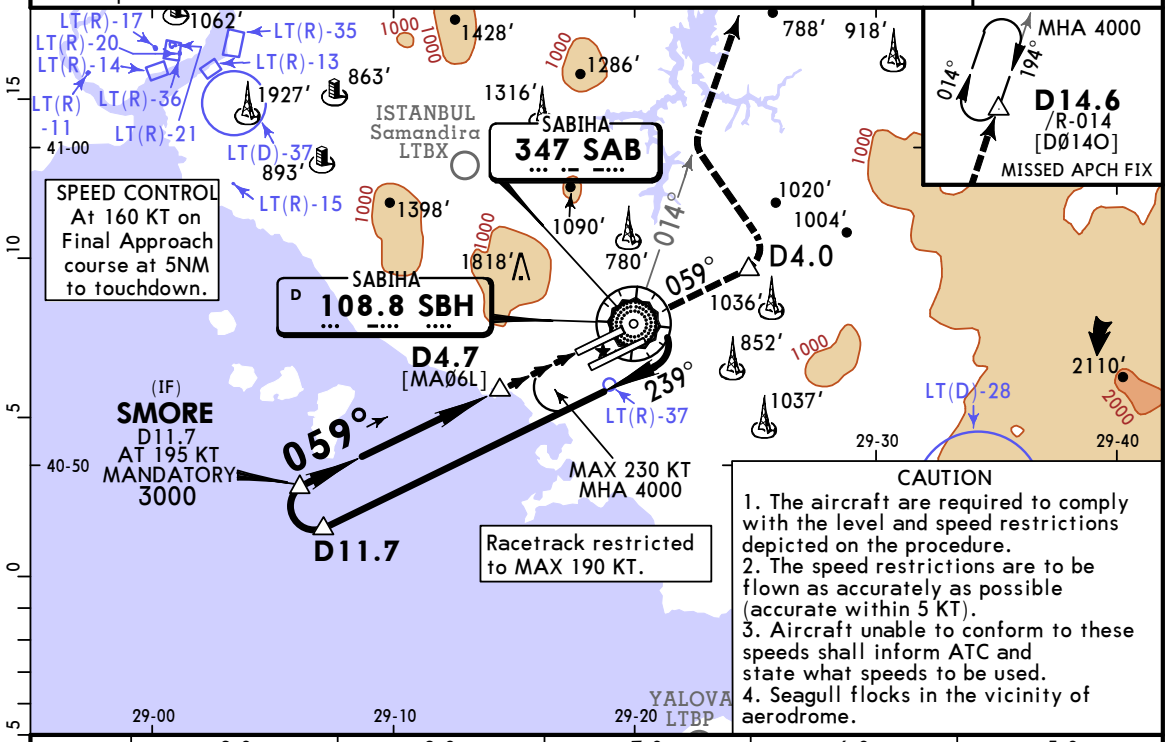
MISSED APCH: Climb 4000′ on SBH VOR R-059 (059° of SAB NDB) turn LEFT at D4.0 and establish SBH VOR R-014 (014° of SAB NDB) hold over D14.6 SBH VOR (SAB NDB).



MSA SBH VOR

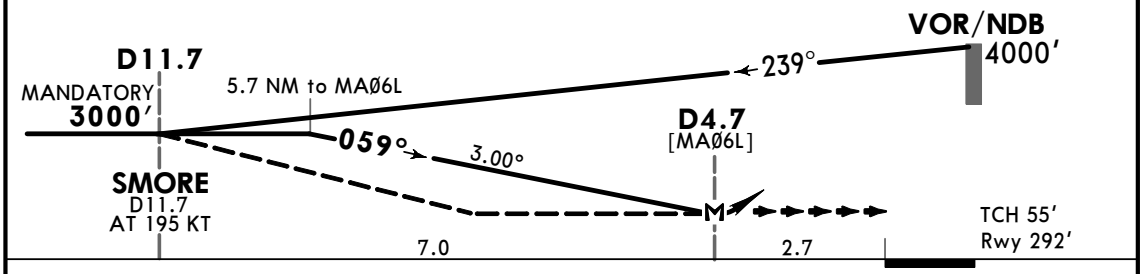
Alt Set: hPa | Rwy Elev: 11 hPa | Trans level: By ATC | Trans alt: 12000′

DME required.



CAUTION
1. The aircraft are required to comply with the level and speed restrictions depicted on the procedure.
2. The speed restrictions are to be flown as accurately as possible (accurate within 5 KT).
3. Aircraft unable to conform to these speeds shall inform ATC and state what speeds to be used.
4. Seagull flocks in the vicinity of aerodrome.

SBH DME	9.0	8.0	7.0	6.0	5.0
ALTITUDE	2580′	2260′	1940′	1630′	1310′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D4.7							

HIALS-II
REIL PAPI PAPI

4000′ on SBH 108.8 or R-059 059° from SAB 347

Std/State

STRAIGHT-IN LANDING

CDFA

1 DA/MDA(H) 1100′ (808′)

ALS out

A	R1500m
B	
C	R2400m
D	

CIRCLE-TO-LAND

CAUTION: Not authorized north of the aerodrome

Max Kts	MDA(H)	
100	1260′ (948′)	V1500m
135	1260′ (948′)	V1600m
180	1430′ (1118′)	V2400m
205	1430′ (1118′)	V3600m

PANS OPS

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

CHANGES: New procedure.

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN
4 NOV 22 (23-3)

ISTANBUL, TURKIYE
VOR A or NDB A

D-ATIS	YESILKOY Approach			GOKCEN Tower		Ground	
128.550	126.425	127.825	132.950	118.8	120.925	121.750	121.580

BRIEFING STRIP

VOR SBH	NDB SAB	Final Apch Crs	No FAF	MDA(H) Refer to Minimums	Apt Elev 312′
108.8	347	059°			

MISSED APCH: Proceed SBH VOR/SAB NDB, cross 2300′ on SBH VOR/SAB NDB R-059/059° climbing 7000′, turn RIGHT proceed YAA VOR on YAA VOR R-025 and hold over YAA VOR at 7000′.

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

Racetrack restricted to MAX 190 KT.

MSA SBH VOR
180° 3100 3500 090° 270° 4500 5000 360°

CAUTION: Seagull flocks in vicinity of airport.

SABIHA D 108.8 SBH
SABIHA 347 SAB
4000′
MM
MAX 230 KT
MHA 4000
[FFØ59]
LT(D)-37
LT(R)-15
LT(R)-37
LT(D)-28
SBH 059°
YAA 025°
059°
239°
205°
1000
41-00
40-50
29-10
29-20
29-30

MISSED APCH FIX
205°
YALOVA
117.7 YAA
295°
115°
MHA 7000

SBH VOR/SAB NDB
239°
4000′
CAT A & B: 3 Min
CAT C & D: 2 Min
3000′
059°
[FFØ59]
MM
3.8
0.5 0
Apt 312′

MAP at MM	Lighting - Refer to Airport Chart	SBH	or	SAB
		108.8		347

Std/State CIRCLE-TO-LAND

CAUTION: Not authorized North of airport

PANS OPS

	Max Kts	MDA(H)	
A	100	1250′ (938′)	V1500m
B	135	1250′ (938′)	V1600m
C	180	1350′ (1038′)	V2400m
D	205	1350′ (1038′)	V3600m

CHANGES: Country name, D-ATIS.

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN 12 MAY 23 (23-4) Eff 18 May

ISTANBUL, TURKIYE
VOR Z Rwy 06R

D-ATIS	YESILKOY Approach			GOKCEN Tower		Ground	
128.550	126.425	127.825	132.950	118.8	120.925	121.750	121.580

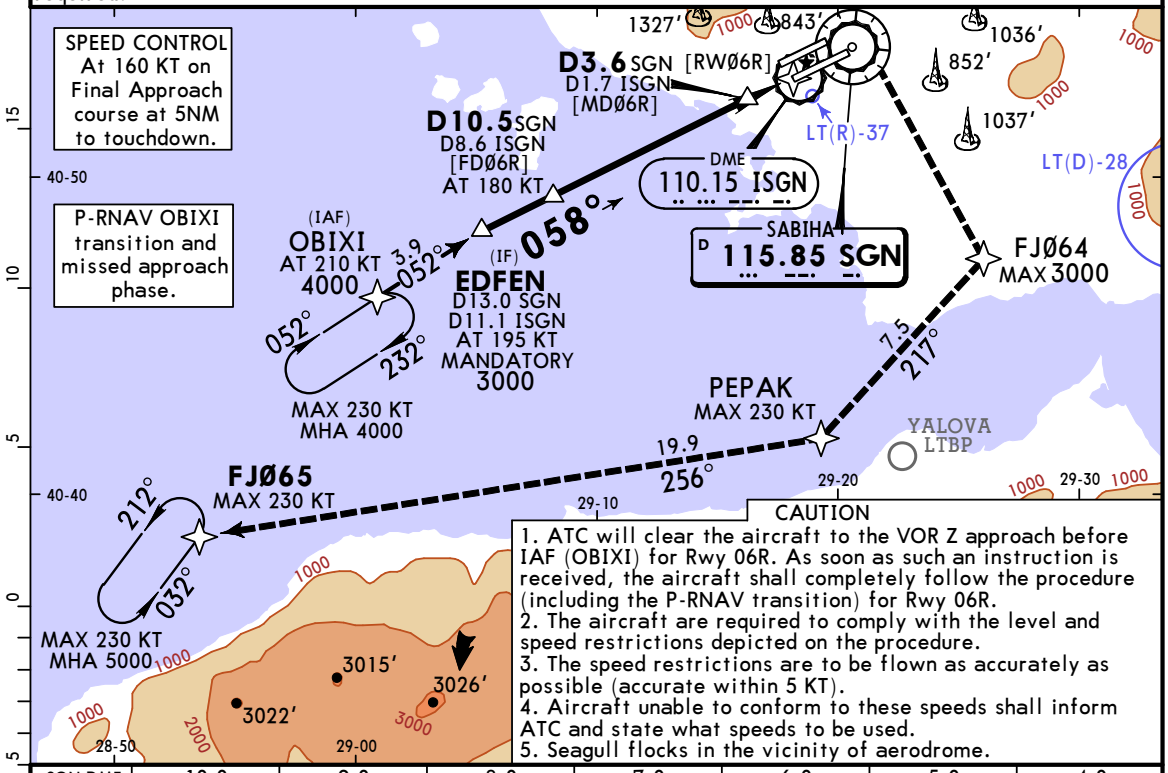
VOR SGN	Final Apch Crs	D10.5 SGN	DA/MDA(H)	Apt Elev 312′
115.85	058°	3000′ (2730′)	800′ (530′)	Rwy 270′

MISSED APCH: Do not turn to FJØ64 before Rwy 06R threshold or crossing 820′, whichever is later. Climb STRAIGHT AHEAD, MAX 230 KT, after crossing 820′ turn RIGHT direct to FJØ64, cross FJØ64 at or below 3000′, turn RIGHT to PEPAK, turn RIGHT to FJØ65 and hold at 5000′.
Missed approach requires a minimum climb of 5.0% (304′/NM).

MSA SGN VOR
180° 3100 3500 090° 270° 4500 5000 360°

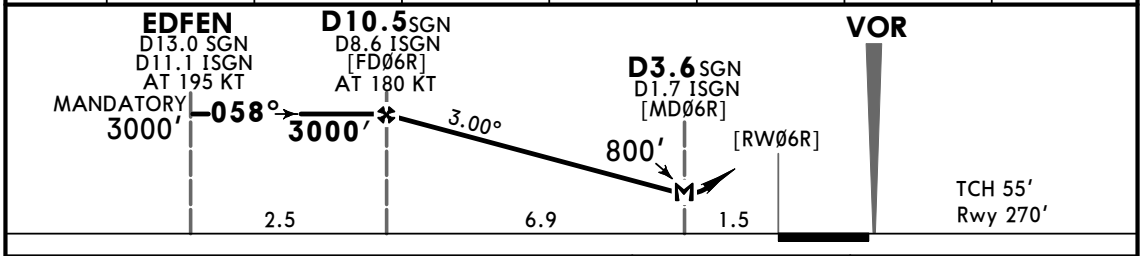
Alt Set: hPa | Rwy Elev: 10 hPa | Trans level: By ATC | Trans alt: 12000′

1. DME required. 2. For OBIXI transition and missed approach phases P-RNAV approval and RADAR required.



CAUTION
1. ATC will clear the aircraft to the VOR Z approach before IAF (OBIXI) for Rwy 06R. As soon as such an instruction is received, the aircraft shall completely follow the procedure (including the P-RNAV transition) for Rwy 06R.
2. The aircraft are required to comply with the level and speed restrictions depicted on the procedure.
3. The speed restrictions are to be flown as accurately as possible (accurate within 5 KT).
4. Aircraft unable to conform to these speeds shall inform ATC and state what speeds to be used.
5. Seagull flocks in the vicinity of aerodrome.

SGN DME	10.0	9.0	8.0	7.0	6.0	5.0	4.0
ALTITUDE	2850′	2530′	2210′	1890′	1570′	1250′	930′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D3.6 SGN/D1.7 ISGN							

HIALS-II
REIL
PAPI

Refer to Missed Apch above

Std/State

STRAIGHT-IN LANDING
CDFA
1 DA/MDA(H) 800′ (530′)
ALS out

A	R1500m	
B		
C	R1700m	R2400m
D		

CIRCLE-TO-LAND
CAUTION: Not authorized north of the aerodrome

Max Kts	MDA(H)	
100	1260′ (948′)	V1500m
135	1260′ (948′)	V1600m
180	1430′ (1118′)	V2400m
205	1430′ (1118′)	V3600m

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

CHANGES: New procedure.

BRIEFING STRIP™ PANS OPS

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN
4 NOV 22 (23-4)

ISTANBUL, TURKIYE
VOR B or NDB B

D-ATIS	YESILKOY Approach			GOKCEN Tower		Ground	
128.550	126.425	127.825	132.950	118.8	120.925	121.750	121.580

BRIEFING STRIP

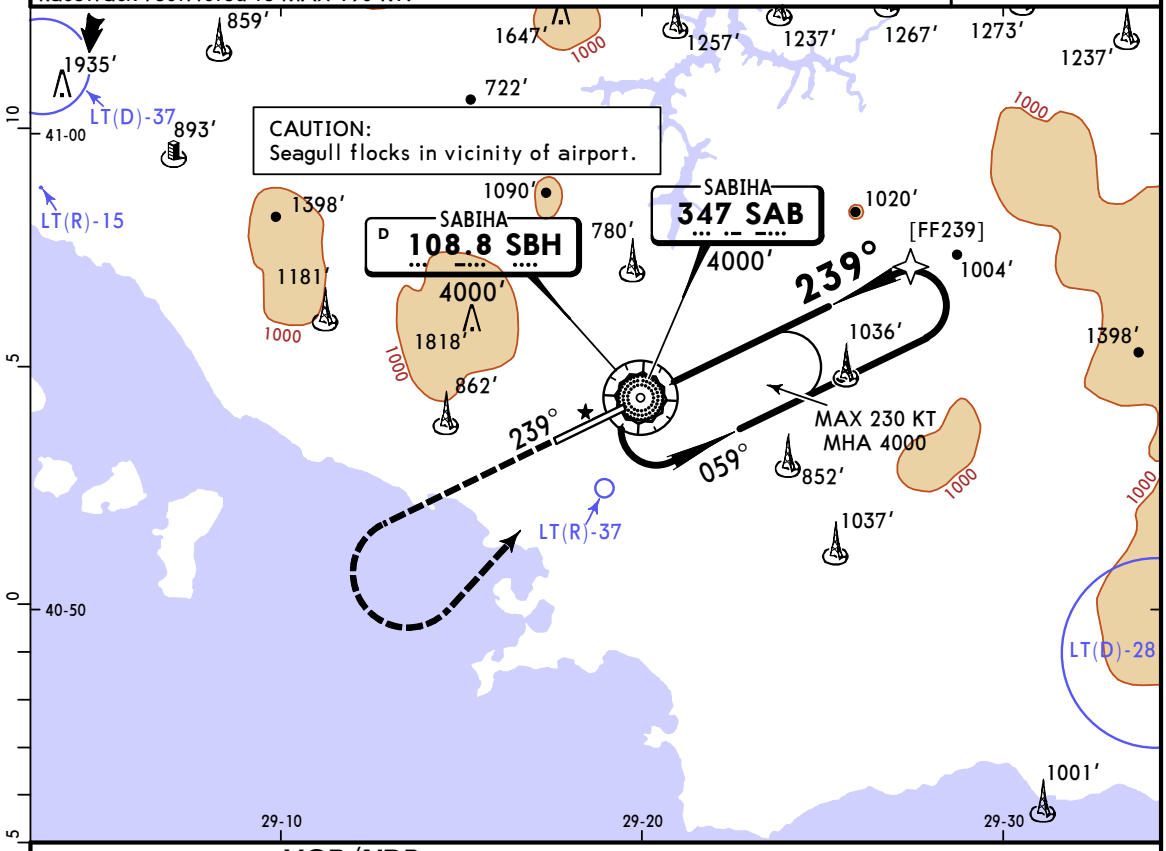
VOR SBH	NDB SAB	Final Apch Crs	No FAF	MDA(H)	Apt Elev 312′
108.8	347	239°		2200′ (1888′)	

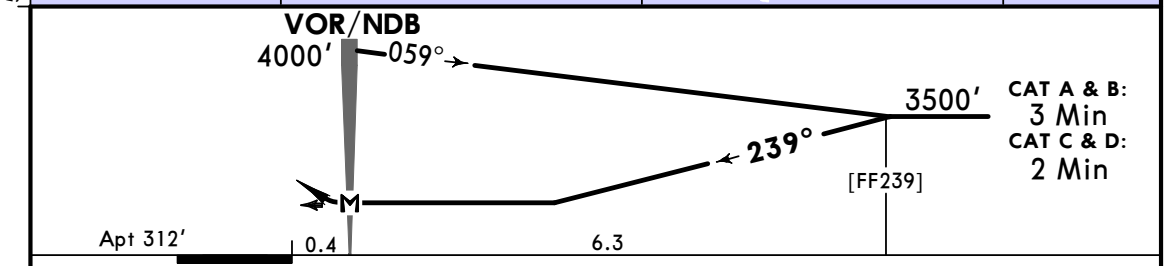
MISSED APCH: Climb on 239° to 2300′, then turn LEFT, climb to 4000′ proceed to VOR/NDB and hold.

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

Racetrack restricted to MAX 190 KT.

MSA
SBH VOR
180°
3100
3500
090°
270°
4500
5000
360°





MAP at VOR/NDB	Lighting - Refer to Airport Chart	2300′ on 239°

Std/State CIRCLE-TO-LAND

CAUTION: Not authorized North of airport

PANS OPS

	Max Kts	MDA(H)	
A	100	2200′ (1888′)	V1500m
B	135	2200′ (1888′)	V1600m
C	180	2200′ (1888′)	V2400m
D	205	2200′ (1888′)	V3600m

CHANGES: Country name, D-ATIS.

LTFJ/SAW
SABIHA GOKCEN INTL

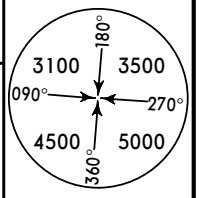
JEPPESEN 12 MAY 23 (23-5) Eff 18 May

ISTANBUL, TURKIYE
VOR Y Rwy 06R

D-ATIS	YESILKOY Approach			GOKCEN Tower		Ground	
128.550	126.425	127.825	132.950	118.8	120.925	121.750	121.580

VOR SGN	Final Apch Crs	D10.5 SGN	DA/MDA(H)	Apt Elev 312′
115.85	058°	3000′ (2730′)	800′ (530′)	Rwy 270′

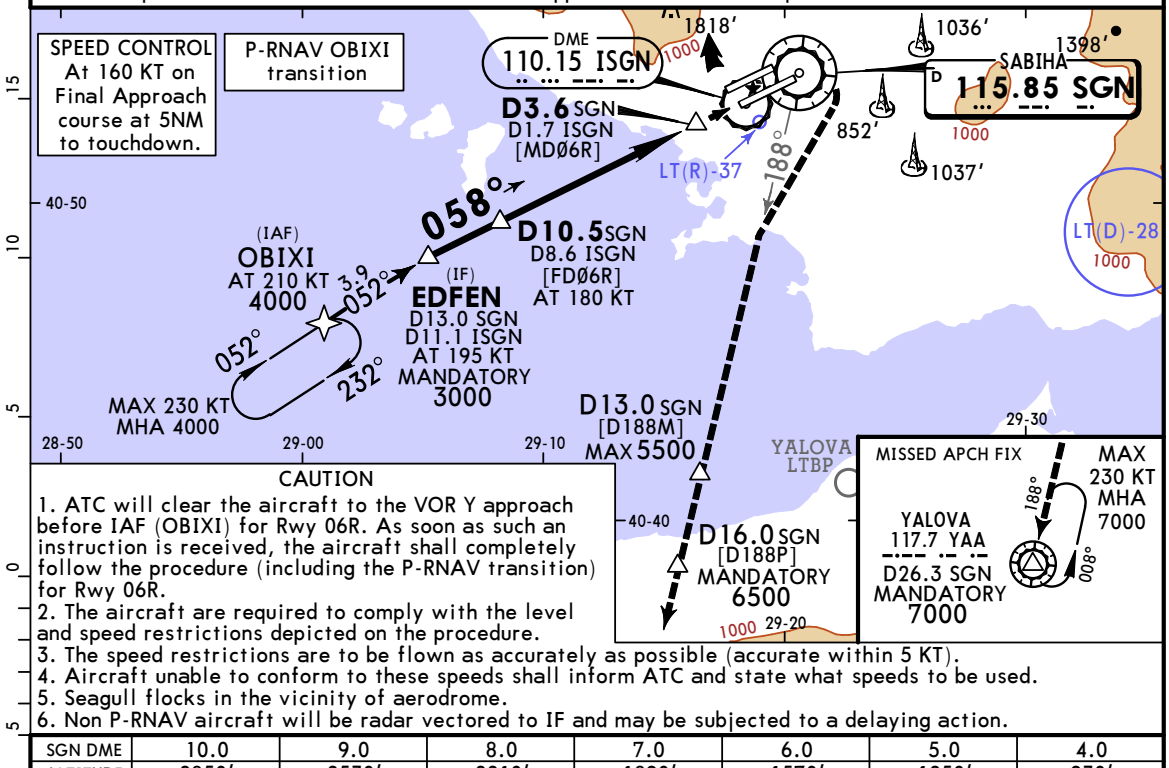
MISSED APCH: MAX 185 KT until intercepting SGN VOR R-188. Do not turn before D3.6 SGN or crossing 820′, whichever is later. After crossing 820′ turn RIGHT climbing 7000′ intercept SGN VOR R-188, then proceed YAA VOR, on SGN VOR R-188 cross D13.0 SGN at or below 5500′ and cross D16.0 SGN at 6500′ and hold over YAA VOR at 7000′.
Missed approach requires a minimum climb of 5.0% (304′/NM).



MSA SGN VOR

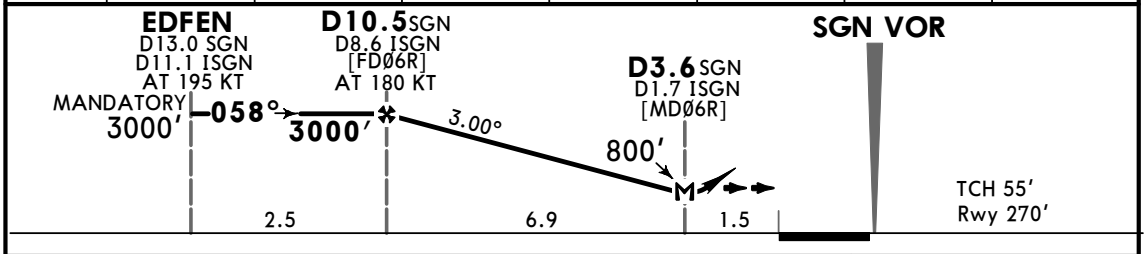
Alt Set: hPa | Rwy Elev: 10 hPa | Trans level: By ATC | Trans alt: 12000′

1. DME required. 2. For OBIXI transition P-RNAV approval and RADAR required.



CAUTION
1. ATC will clear the aircraft to the VOR Y approach before IAF (OBIXI) for Rwy 06R. As soon as such an instruction is received, the aircraft shall completely follow the procedure (including the P-RNAV transition) for Rwy 06R.
2. The aircraft are required to comply with the level and speed restrictions depicted on the procedure.
3. The speed restrictions are to be flown as accurately as possible (accurate within 5 KT).
4. Aircraft unable to conform to these speeds shall inform ATC and state what speeds to be used.
5. Seagull flocks in the vicinity of aerodrome.
6. Non P-RNAV aircraft will be radar vectored to IF and may be subjected to a delaying action.

SGN DME	10.0	9.0	8.0	7.0	6.0	5.0	4.0
ALTITUDE	2850′	2530′	2210′	1890′	1570′	1250′	930′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D3.6 SGN/D1.7 ISGN							

HIALS-II
REIL
PAPI

Refer to Missed Apch above

Std/State

STRAIGHT-IN LANDING
CDFA
1 DA/MDA(H) 800′ (530′)
ALS out

A	R1500m	
B		
C	R1700m	R2400m
D		

CIRCLE-TO-LAND
CAUTION: Not authorized north of the aerodrome

Max Kts	MDA(H)	
100	1260′ (948′)	V1500m
135	1260′ (948′)	V1600m
180	1430′ (1118′)	V2400m
205	1430′ (1118′)	V3600m

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

CHANGES: New procedure.

BRIEFING STRIP™ PANS OPS

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN 12 MAY 23 (23-6) Eff 18 May

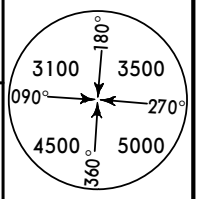
ISTANBUL, TURKIYE
VOR X Rwy 06R

D-ATIS	YESILKOY Approach	GOKCEN Tower	Ground
128.550	126.425 127.825 132.950	118.8 120.925	121.750 121.580

BRIEFING STRIP™

VOR SGN	Final Apch Crs	D10.5 SGN	DA/MDA(H)	Apt Elev 312′
115.85	058°	3000′ (2730′)	800′ (530′)	Rwy 270′

MISSED APCH: MAX 185 KT until intercepting SGN VOR R-188. Do not turn before D3.6 SGN or crossing 820′, whichever is later. After crossing 820′ turn RIGHT climbing 7000′ intercept SGN VOR R-188, then proceed YAA VOR, on SGN VOR R-188 cross D13.0 SGN at or below 5500′ and cross D16.0 SGN at 6500′ and hold over YAA VOR at 7000′. Missed approach requires a minimum climb of 5.0% (304′/NM).

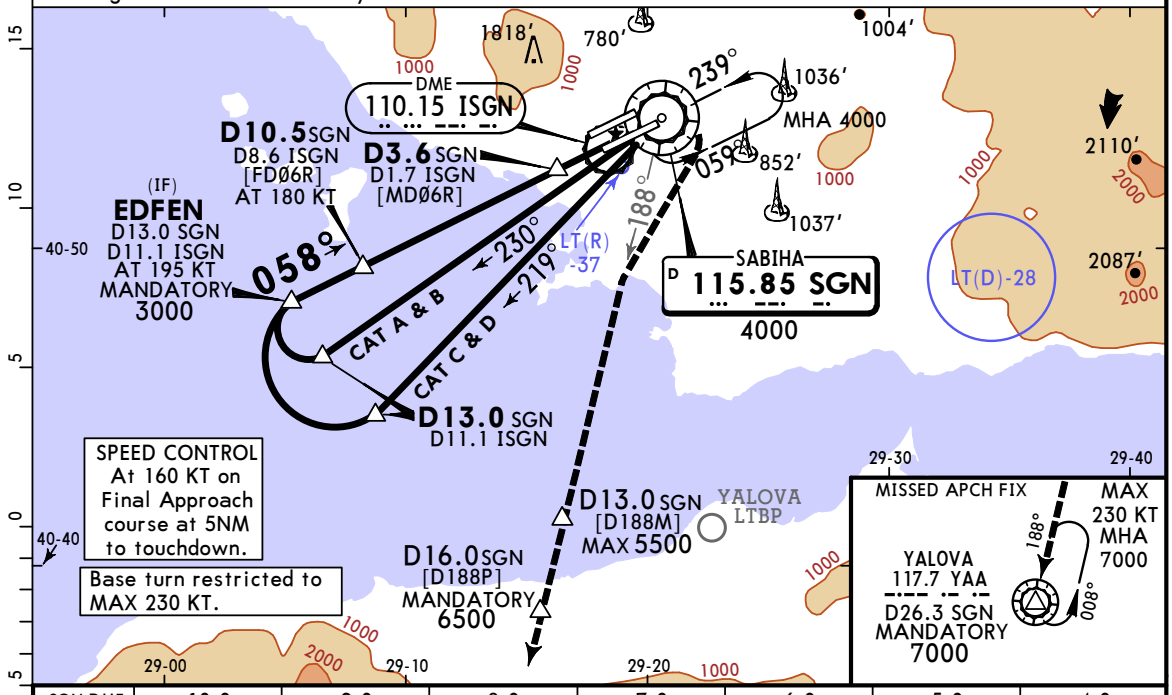


MSA SGN VOR

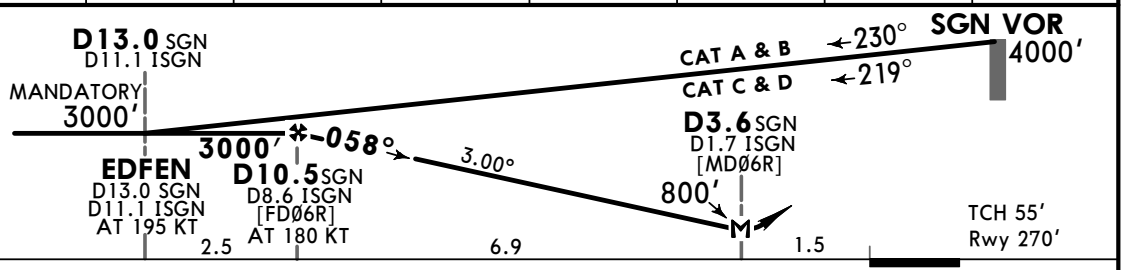
Alt Set: hPa | Rwy Elev: 10 hPa | Trans level: By ATC | Trans alt: 12000′

DME required.

CAUTION
1. The aircraft are required to comply with the level and speed restrictions depicted on the procedure.
2. The speed restrictions are to be flown as accurately as possible (accurate within 5 KT).
3. Aircraft unable to conform to these speeds shall inform ATC and state what speeds to be used.
4. Seagull flocks in the vicinity of aerodrome.



SGN DME	10.0	9.0	8.0	7.0	6.0	5.0	4.0
ALTITUDE	2850′	2530′	2210′	1890′	1570′	1250′	930′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D3.6 SGN/D1.7 ISGN							

HIALS-II
REIL
PAPI

Refer to Missed Apch above

Std/State

STRAIGHT-IN LANDING
CDFA
1 DA/MDA(H) 800′ (530′)
ALS out

A	R1500m
B	
C	R1700m
D	R2400m

CIRCLE-TO-LAND
CAUTION: Not authorized north of the aerodrome

Max Kts	MDA(H)	
100	1260′ (948′)	V1500m
135	1260′ (948′)	V1600m
180	1430′ (1118′)	V2400m
205	1430′ (1118′)	V3600m

PANS OPS

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

CHANGES: New procedure.

LTFJ/SAW
SABIHA GOKCEN INTL

12 MAY 23
Eff 18 May

JEPPESEN 23-7

ISTANBUL, TURKIYE
VOR Z or NDB Z Rwy 24R

D-ATIS	YESILKOY Approach			GOKCEN Tower		Ground	
128.550	126.425	127.825	132.950	118.8	120.925	121.750	121.580

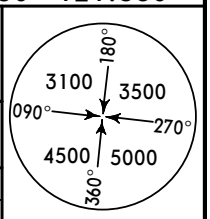
BRIEFING STRIP™

VOR SBH	NDB SAB	Final Apch Crs	D9.3 MANDATORY	DA/MDA(H)	Apt Elev 312'
108.8	347	239°	3500'(3196')	1100'(796')	Rwy 304'

MISSED APCH: Climbing 5000' to FJØ1Ø on course 239° then proceed FJØ2Ø turn LEFT proceed VRACA and hold.

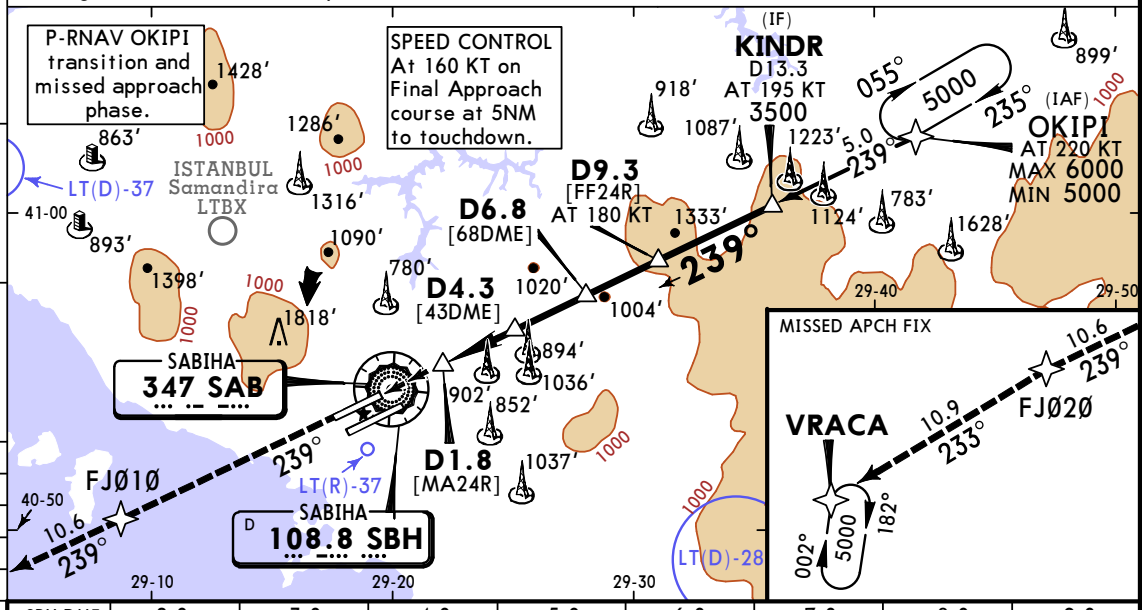
Alt Set: hPa | Rwy Elev: 11 hPa | Trans level: By ATC | Trans alt: 12000'

1. DME required. 2. For OKIPI transition and missed apch phase P-RNAV approval and RADAR required.

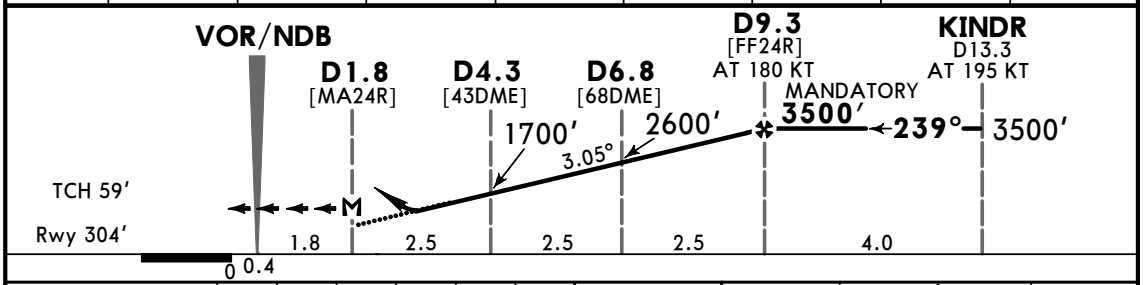


MSA SBH VOR

CAUTION:
1. ATC will clear the aircraft to the VOR Z or NDB Z before IAF (OKIPI) for Rwy 24R. As soon as such an instruction is received, the aircraft shall completely follow the procedure (including the P-RNAV transition) for Rwy 24R.
2. The aircraft are required to comply with the level and speed restrictions depicted on the procedure.
3. The speed restrictions are to be flown as accurately as possible (accurate within 5 KT).
4. Aircraft unable to conform to these speeds shall inform ATC and state what speeds to be used.
5. Seagull flocks in the vicinity of aerodrome.



SBH DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
ALTITUDE	1140'	1470'	1790'	2110'	2440'	2760'	3080'	3410'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.05°	378	486	540	648	755	863
MAP at D1.8						

HIALS
REIL PAPI PAPI

5000' on 239° FJØ1Ø

Std/State

STRAIGHT-IN LANDING		CIRCLE-TO-LAND		
CDFA		CAUTION: Not authorized North of the aerodrome		
1 DA/MDA(H) 1100'(796')				
	ALS out	Max Kts	MDA(H)	
A	R1500m	100	1260'(948')	V1500m
B		135	1260'(948')	V1600m
C	R2400m	180	1430'(1118')	V2400m
D		205	1430'(1118')	V3600m

PANS OPS

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

CHANGES: New procedure.

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN
12 MAY 23
Eff 18 May
23-8

ISTANBUL, TURKIYE
VOR Y or NDB Y Rwy 24R

D-ATIS	YESILKOY Approach			GOKCEN Tower		Ground	
128.550	126.425	127.825	132.950	118.8	120.925	121.750	121.580

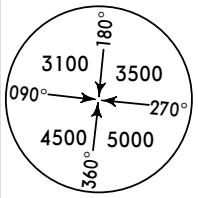
BRIEFING STRIP™

VOR SBH	NDB SAB	Final Apch Crs	D9.3 MANDATORY	DA/MDA(H)	Apt Elev 312'
108.8	347	239°	3500'(3196')	1100'(796')	Rwy 304'

MISSED APCH: Climb 5000' on SBH VOR R-239° (239° of SAB NDB) hold over D29.3 SBH VOR (SAB NDB).

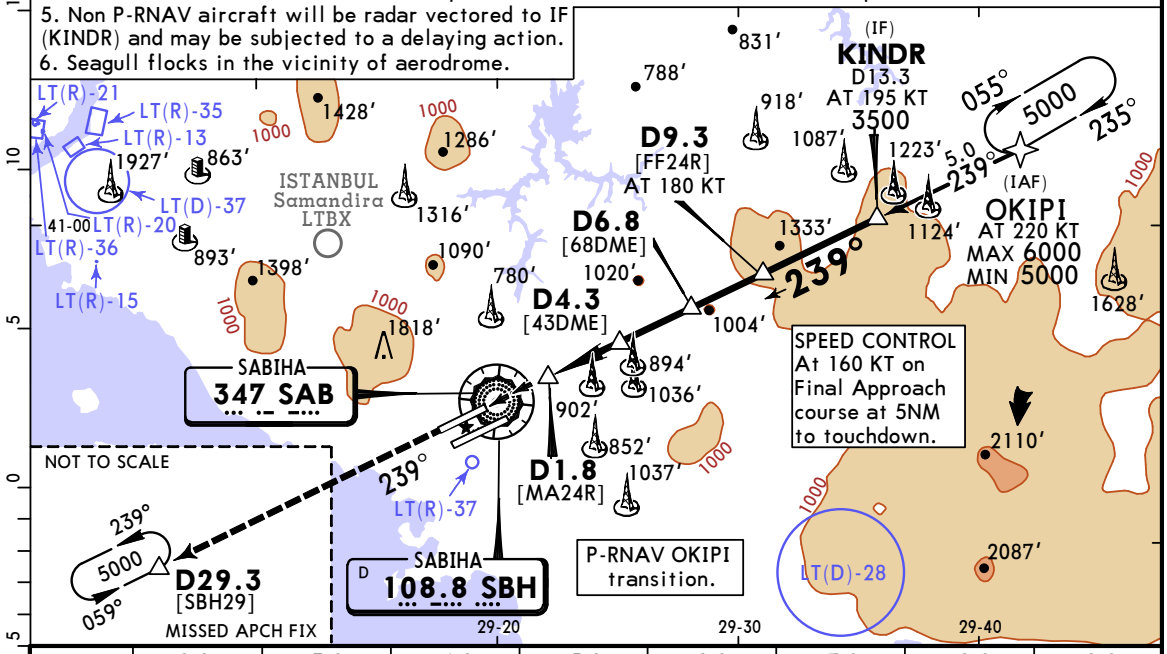
Alt Set: hPa	Rwy Elev: 11 hPa	Trans level: By ATC	Trans alt: 12000'

1. DME required. 2. For OKIPI transition P-RNAV approval and RADAR required.

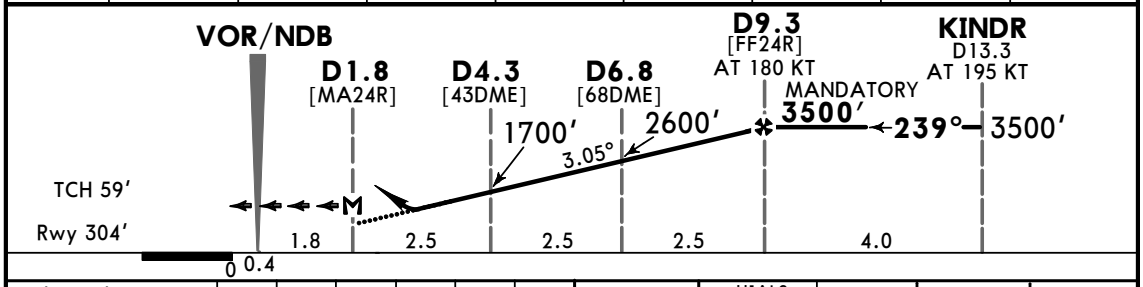


MSA SBH VOR

CAUTION:
1. ATC will clear the aircraft to the VOR Y or NDB Y before IAF (OKIPI) for Rwy 24R. As soon as such an instruction is received, the aircraft shall completely follow the procedure (including the P-RNAV transition) for Rwy 24R.
2. The aircraft are required to comply with the level and speed restrictions depicted on the procedure.
3. The speed restrictions are to be flown as accurately as possible (accurate within 5 KT).
4. Aircraft unable to conform to these speeds shall inform ATC and state what speeds to be used.
5. Non P-RNAV aircraft will be radar vectored to IF (KINDR) and may be subjected to a delaying action.
6. Seagull flocks in the vicinity of aerodrome.



SBH DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
ALTITUDE	1140'	1470'	1790'	2110'	2440'	2760'	3080'	3410'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.05°	378	486	540	648	755	863
MAP at D1.8						

HIALS
REIL PAPI PAPI

5000' on SBH 108.8 or R-239

239° from SAB 347

Std/State

STRAIGHT-IN LANDING

CDFA

1 DA/MDA(H) 1100'(796')

	ALS out
A	R1500m
B	
C	R2400m
D	

CIRCLE-TO-LAND

CAUTION: Not authorized North of the aerodrome

Max Kts	MDA(H)	
100	1260'(948')	V1500m
135	1260'(948')	V1600m
180	1430'(1118')	V2400m
205	1430'(1118')	V3600m

PANS OPS

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

CHANGES: New procedure.

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN
12 MAY 23
Eff 18 May
23-9

ISTANBUL, TURKIYE
VOR X or NDB X Rwy 24R

D-ATIS	YESILKOY Approach			GOKCEN Tower		Ground	
128.550	126.425	127.825	132.950	118.8	120.925	121.750	121.580

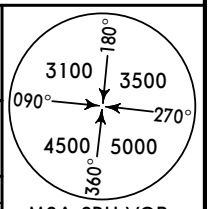
BRIEFING STRIP™

VOR SBH	NDB SAB	Final Apch Crs	D9.3 MANDATORY	DA/MDA(H)	Apt Elev 312'
108.8	347	239°	3500'(3196')	1100'(796')	Rwy 304'

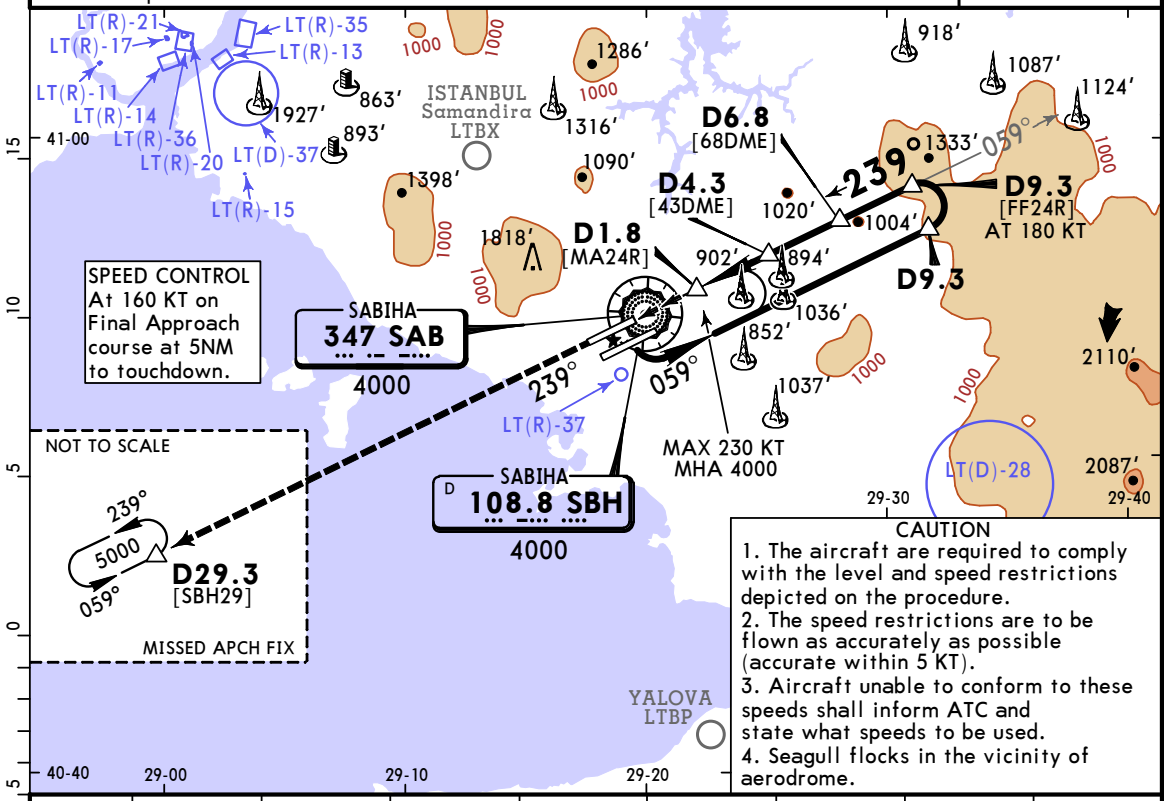
MISSED APCH: Climb 5000' on SBH VOR R-239° (239° of SAB NDB) hold over D29.3 SBH VOR (SAB NDB).

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

1. DME required. 2. Racetrack restricted to MAX 185 KT.

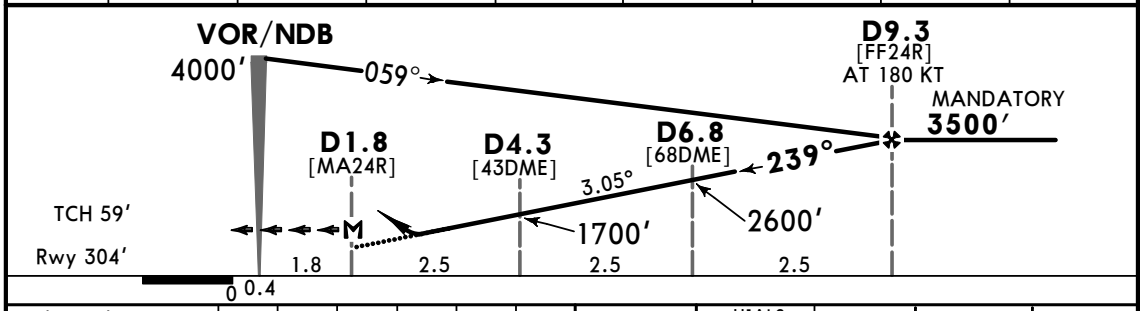


MSA SBH VOR



CAUTION
1. The aircraft are required to comply with the level and speed restrictions depicted on the procedure.
2. The speed restrictions are to be flown as accurately as possible (accurate within 5 KT).
3. Aircraft unable to conform to these speeds shall inform ATC and state what speeds to be used.
4. Seagull flocks in the vicinity of aerodrome.

SBH DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
ALTITUDE	1140'	1470'	1790'	2110'	2440'	2760'	3080'	3410'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.05°	378	486	540	648	755	863
MAP at D1.8							

HIALS
REIL PAPI PAPI

5000' ↑ on SBH 108.8 R-239 or 239° from SAB 347

Std/State

STRAIGHT-IN LANDING

CDFA

1 DA/MDA(H) 1100'(796')

ALS out

A	R1500m
B	
C	R2400m
D	

CIRCLE-TO-LAND

CAUTION: Not authorized North of the aerodrome

Max Kts	MDA(H)	
100	1260'(948')	V1500m
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PANS OPS

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

CHANGES: New procedure.