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/C6/ apron 6/B/B6/A and RWY 06L/24R. This traffic shall be guided by Follow-me vehicle until reaching TWY C6 following push-back.

Traffic 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/C6/apron 6/B/B6/A and RWY 06L/24R. This traffic shall be guided by Follow-me vehicle until reaching TWY C6 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 HP CAT II (137.5m) or HP (90m) on TWYs A1, A2 and A3. CAT F traffic is required to hold at CAT II holding points.

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

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.

Wingtip clearance is under flight crew responsibility.

Parking areas and positions on MRO and 301 thru 308 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.

Note: ATC will give priority to the ACFT vacated the RWY from the high speed exit TWYs as much as possible and pilots should continue taxiing in compliance with the ATC instructions.

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.

Unless otherwise notified wide body ACFT entering TWY C by vacating the RWY from TWYs C5, C6 and K 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.

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

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.
4. "Reduced engine taxi" not allowed during the RWY crossing.

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 C5, C6, E, F, G, H, J, K, 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.

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.

2. ARRIVAL

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

Unless otherwise notified, landing ACFT shall maintain their position at the intermediate holding points T-HP14 for TWY T, F-HP12 for TWY F, U-HP13 for TWY U, H-HP10 for TWY H, and shall immediately contact to Ground frequency so as not to block the TWY (TWY D), making sure that they have completely vacated the RWY 06L/24R.

Unless otherwise notified, landing ACFT shall ensure that they completely vacated RWY 06R/24L, maintain their position so as not to block the TWY (TWY A) and immediately contact to Ground frequency.

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.

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

After landing, flight crew are invited to vacate RWY as fast and safely as possible, by using high speed exit T or F for the RWY 06L , A7 thru A9 for the RWY 06R and TWYs U or H for the RWY 24R, A6 thru A4 for RWY 24L. Traffic landing on RWY 06R is expected to vacate the RWY via A7, traffic landing on RWY 24L is expected to vacate the RWY via A6 high speed exit. Traffic that will not be able to vacate the RWY should coordinate with ATC. ATC should be informed at the first opportunity for exits other than high speed exit TWYs of RWY 06L and RWY 24R. 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.

ACFT Category	Distance from THR to Rapid Exit TWY			
	RWY 06L		RWY 24R	
MEDIUM	T		U	
	5256'/1602m		4852'/1479m	
HEAVY	T	F	U	H
	5256'/1602m	6407'/1953m	4852'/1479m	6407'/1953m

ACFT Category	Distance from THR to Rapid Exit TWY					
	RWY 06R			RWY 24L		
MEDIUM	A7			A6		
	6332'/1930m			6398'/1950m		
HEAVY	A7	A8	A9	A6	A5	A4
	6332'/ 1930m	7644'/ 2330m	8957'/ 2730m	6398'/ 1950m	7710'/ 2350m	9022'/ 2750m

3. DEPARTURE

3.1. ATC CLEARANCE PROCEDURES

Pilots of departing ACFT shall receive the ATC clearance via DCL system, unless otherwise specified by ATC.

If unable to receive ATC clearance via DCL, the flight crew shall contact with clearance delivery 122.625 MHz for ATC clearance and at first contact shall report "Call sign + stand position + code confirming ATIS message received (e.g. Information A)".

In the event of any doubts or system related difficulties, the pilot shall revert to voice communication.

When implementing independent parallel departure operations, ATC may change the departure RWY and SID of received departure clearance even during push-back and engine start in order to utilize APT capacity efficiently.

Departure clearance may be requested via DCL, 40 minutes before EOBT until 15 minutes after EOBT.

DCL should not be issued if requested before than CTOT 30 minutes.

3.2. 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.

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. DEPARTURE

3.3. 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.

3.4. RWY OPERATIONS

3.4.1. MINIMUM RWY OCCUPANCY TIME

Traffic preparing for take-off in the parking position should not request push-back, engine start before the door is closed, the push-back truck is not connected and fully ready for push-back.

Traffic standing by for start-up and push-back shall monitor Ground Control frequency following their first request and follow the ATC instruction.

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 resequence in order to prevent excessive RWY occupation.

Departure ACFT ready to taxi have to start taxi within 10 seconds when they receive taxi instructions.

3. DEPARTURE

3.5. 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.

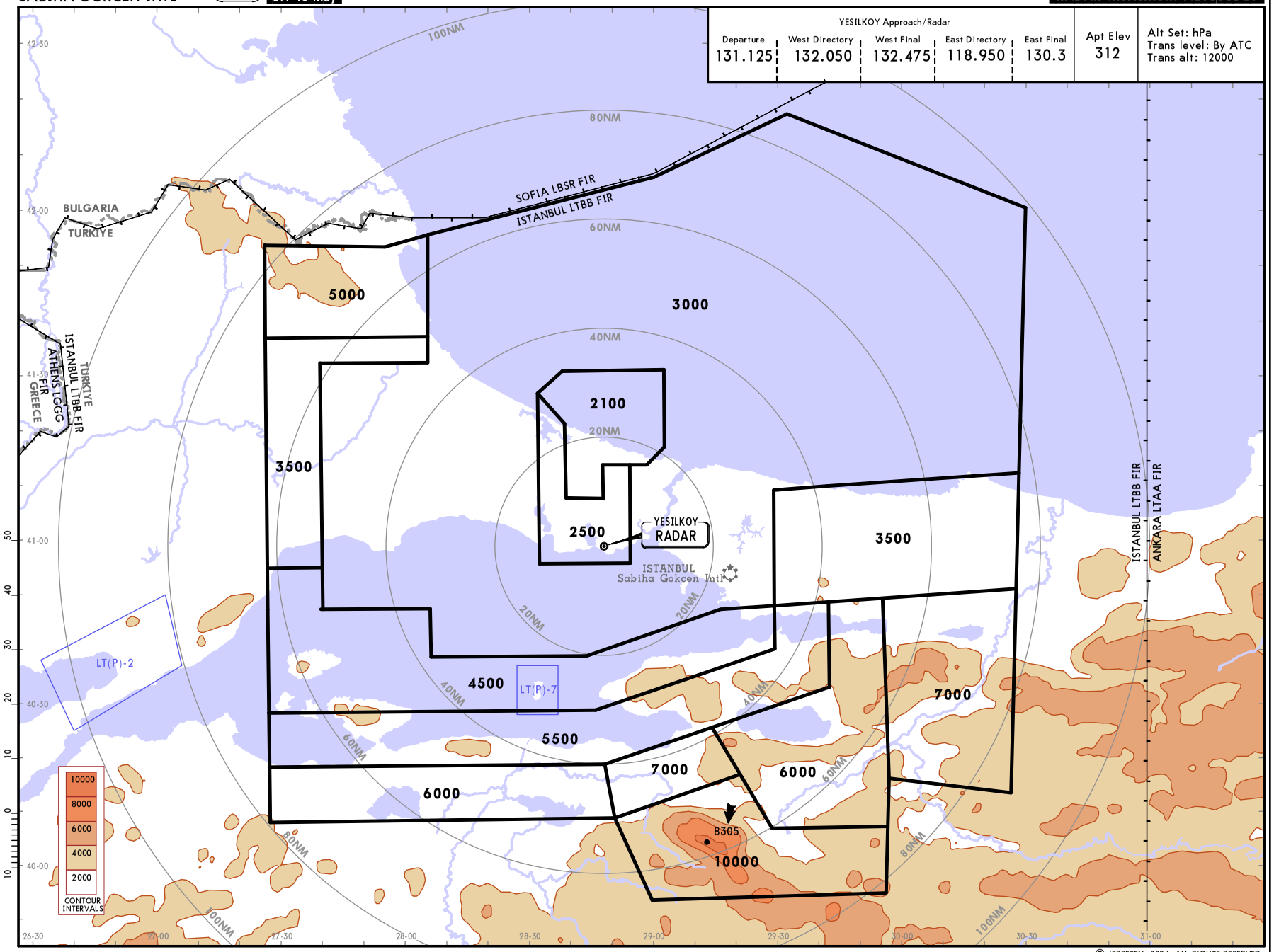
Pilots shall apply Noise Abatement Departure Procedure 1 or 2 (NADP-1 or NADP-2) which has been explained in ICAO Doc 8168 Vol 1 until passing 3000'.

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN
20-1R
3 MAY 24
Eff 16 May

ISTANBUL, TURKIYE
RADAR MINIMUM ALTITUDES

YESILKOY Approach/Radar						
Departure	West Directory	West Final	East Directory	East Final	Apt Elev	Alt Set: hPa Trans level: By ATC Trans alt: 12000
131.125	132.050	132.475	118.950	130.3	312	



CHANGES: New chart.

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN ISTANBUL, TURKIYE
16 JUN 23 (20-2)
RNAV STAR

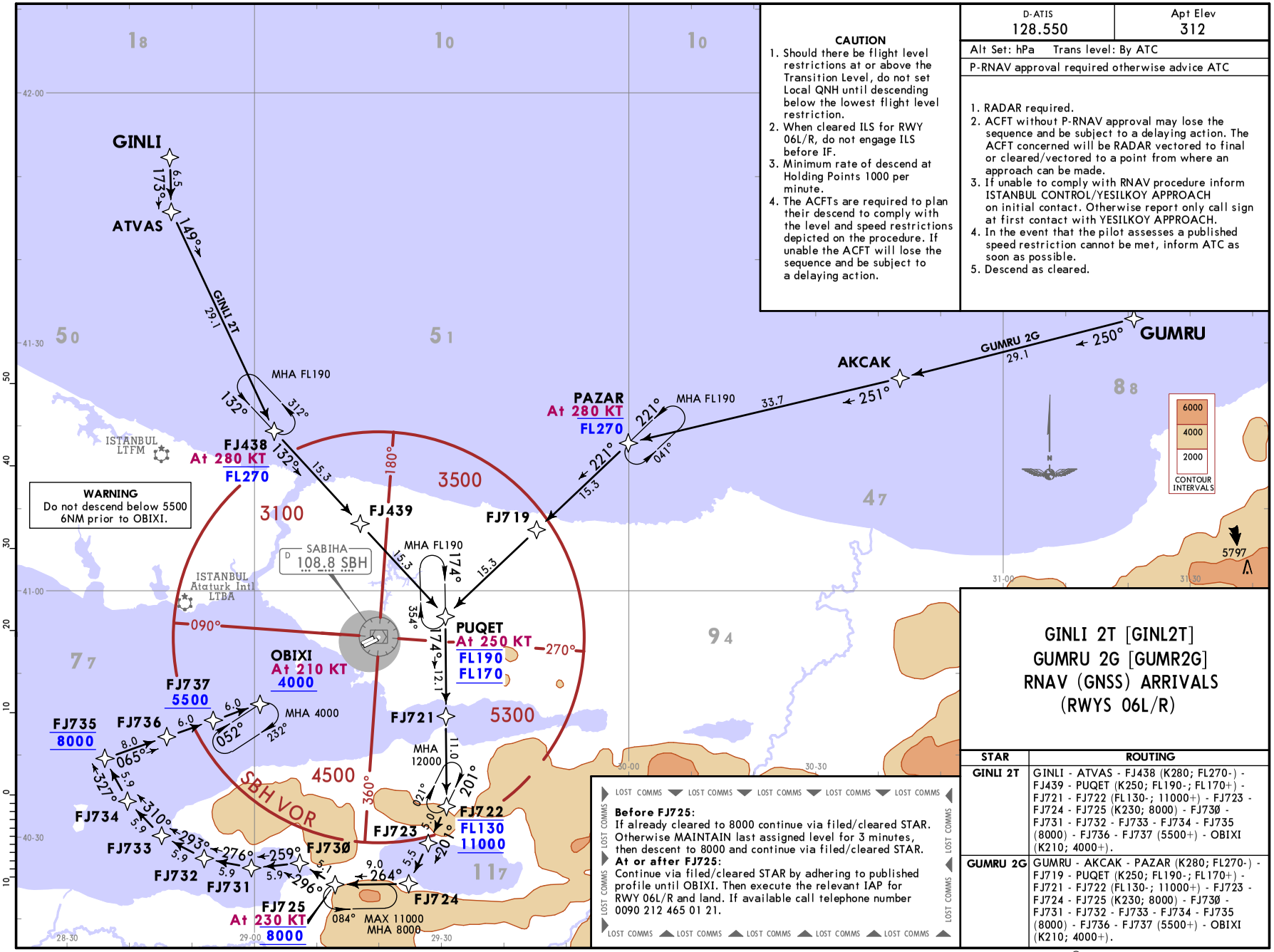
D-ATIS	Apt Elev
128.550	312

Alt Set: hPa Trans level: By ATC

P-RNAV approval required otherwise advice ATC

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.

1. RADAR required.
2. 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.
3. 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.
4. In the event that the pilot assesses a published speed restriction cannot be met, inform ATC as soon as possible.
5. Descend as cleared.



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

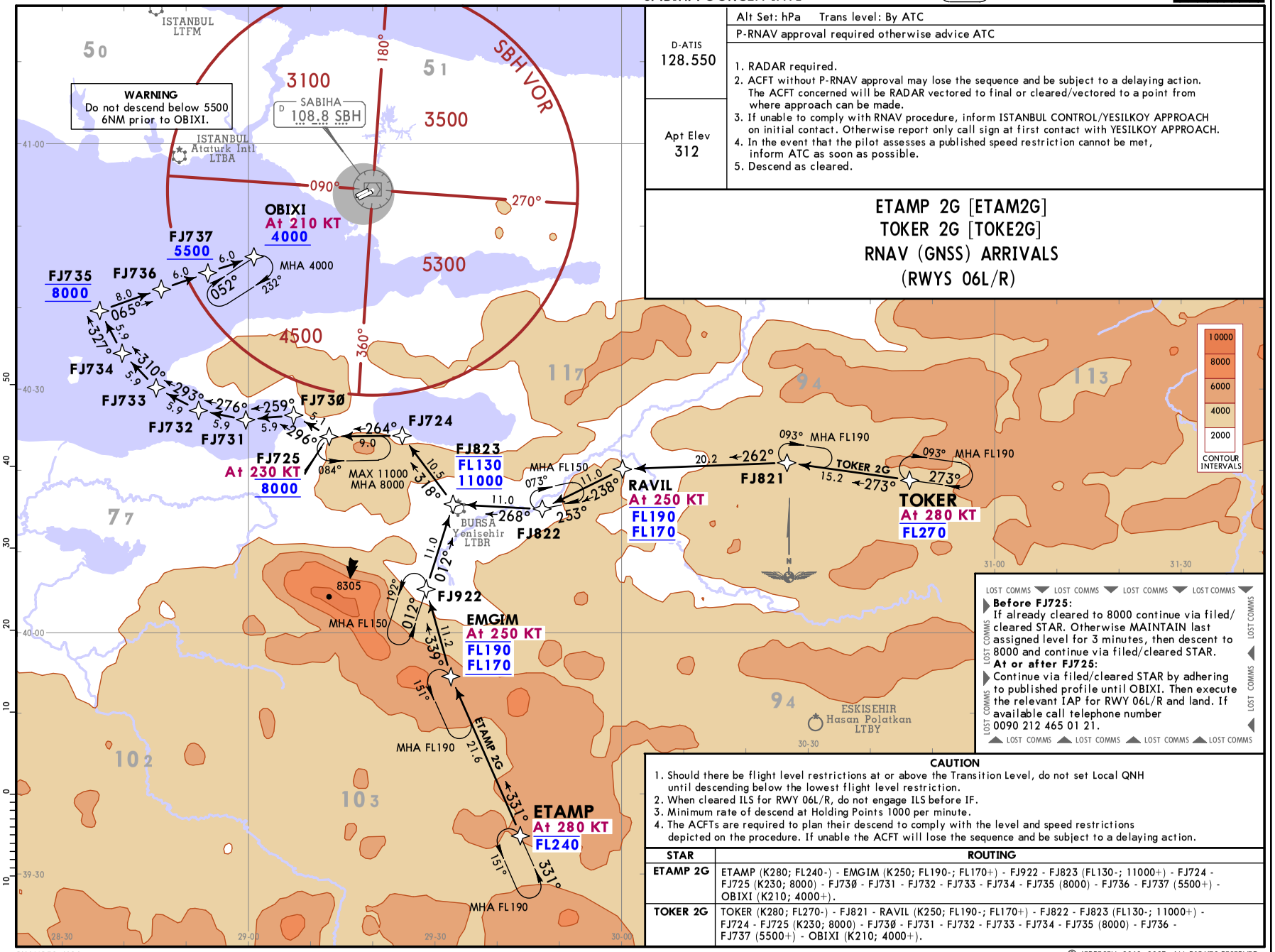
STAR	ROUTING
GINLI 2T	GINLI - ATVAS - FJ438 (K280; FL270-) - FJ439 - PUQET (K250; FL190-; FL170+) - FJ721 - FJ722 (FL130-; 11000+) - FJ723 - FJ724 - FJ725 (K230; 8000) - FJ730 - FJ731 - FJ732 - FJ733 - FJ734 - FJ735 (8000) - FJ736 - FJ737 (5500+) - OBIXI (K210; 4000+).
GUMRU 2G	GUMRU - AKCAK - PAZAR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

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.

CHANGES: MSA.



D-ATIS 128.550	Alt Set: hPa Trans level: By ATC P-RNAV approval required otherwise advice ATC
Apt Elev 312	1. RADAR required. 2. 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. 3. 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. 4. In the event that the pilot assesses a published speed restriction cannot be met, inform ATC as soon as possible. 5. 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: MSA.

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN
16 JUN 23 (20-2B)

ISTANBUL, TURKIYE
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.

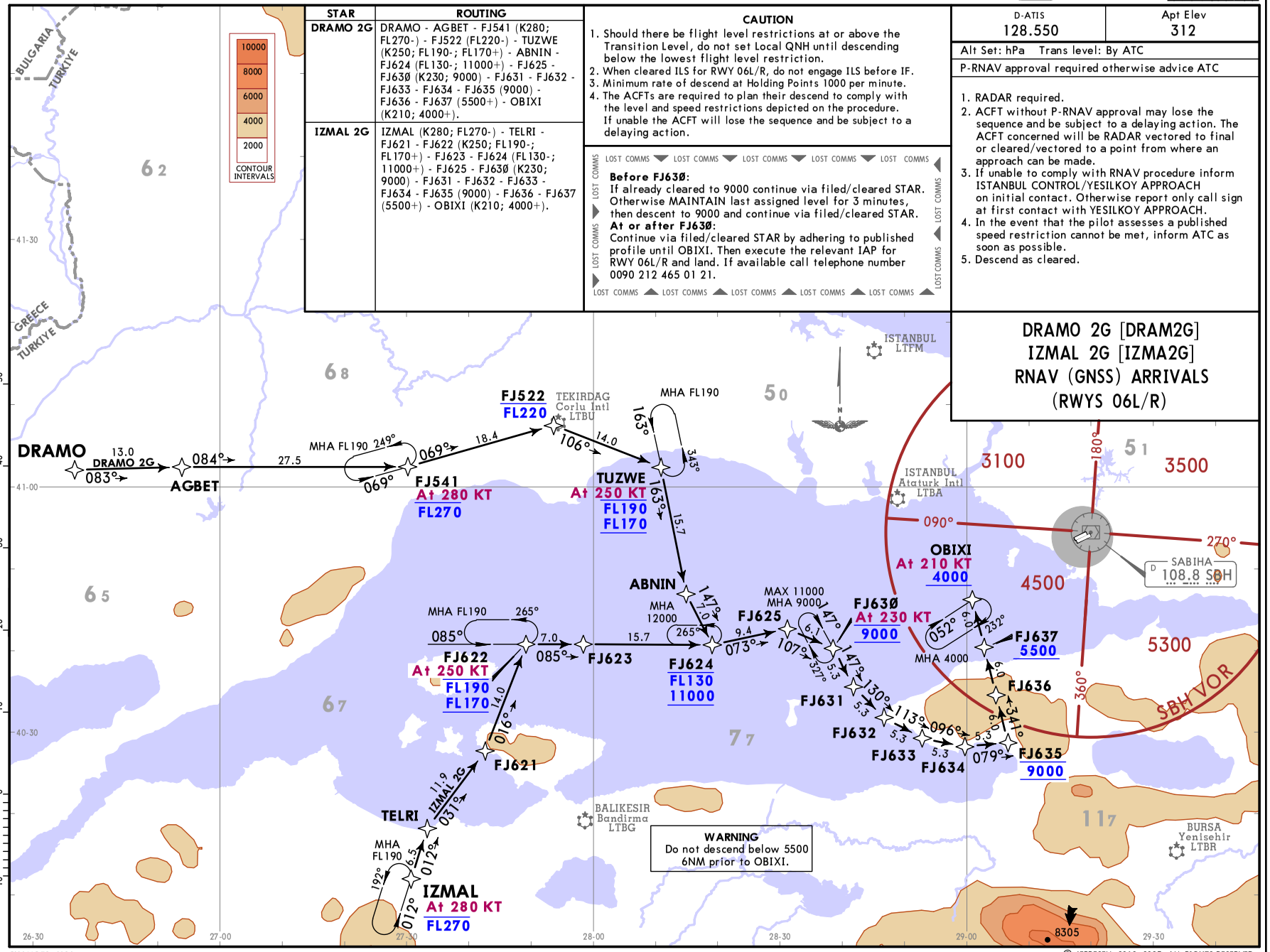
D-ATIS	Apt Elev
128.550	312

Alt Set: hPa Trans level: By ATC

P-RNAV approval required otherwise advice ATC

1. RADAR required.
2. 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.
3. 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.
4. In the event that the pilot assesses a published speed restriction cannot be met, inform ATC as soon as possible.
5. Descend as cleared.

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



CHANGES: MSA.

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN 16 JUN 23 (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 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

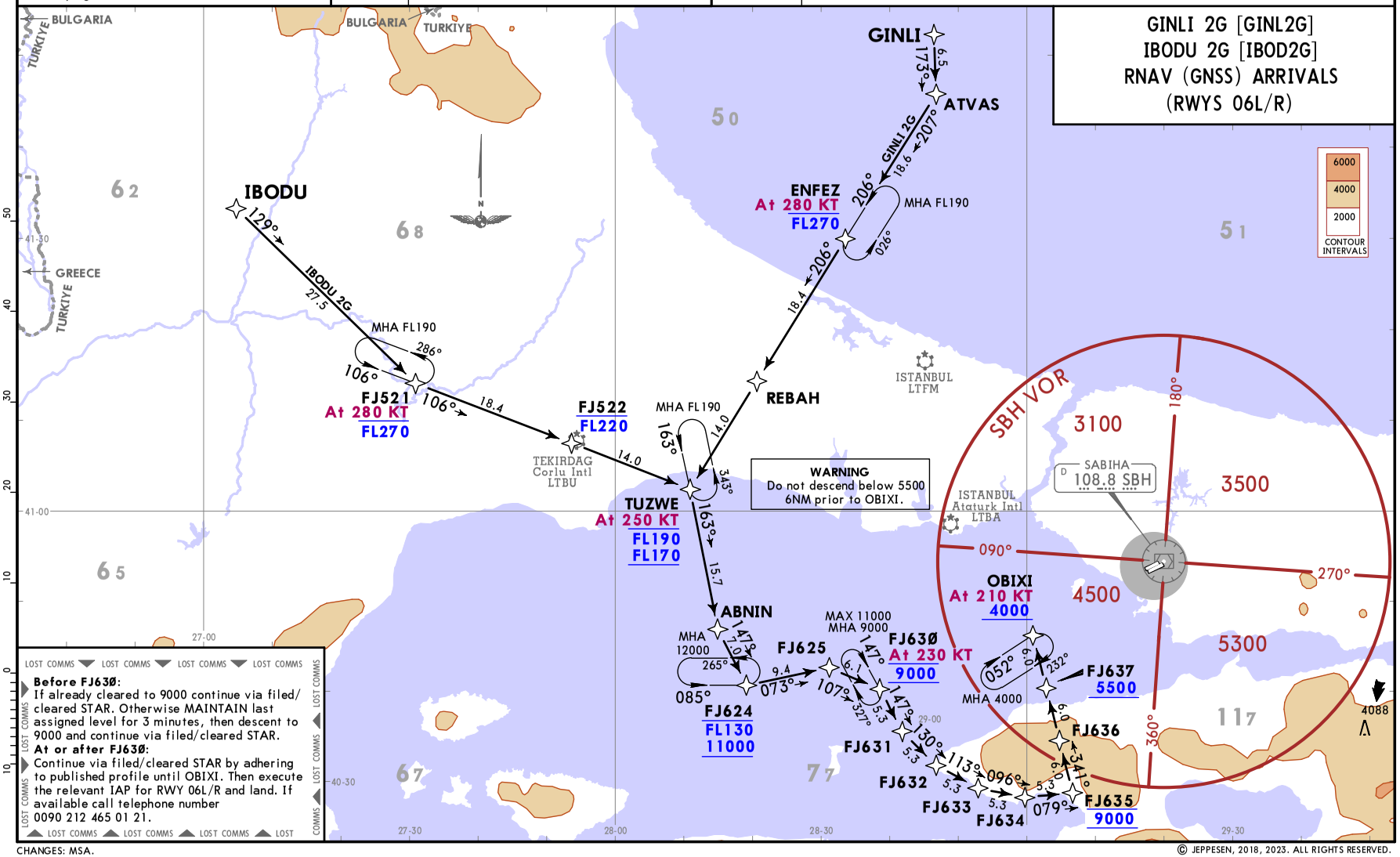
Apt Elev 312

Alt Set: hPa Trans level: By ATC

P-RNAV approval required otherwise advice ATC

1. RADAR required.
2. 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.
3. 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.
4. In the event that the pilot assesses a published speed restriction cannot be met, inform ATC as soon as possible.
5. Descend as cleared.

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



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.

CHANGES: MSA.

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN ISTANBUL, TURKIYE
16 JUN 23 (20-2D)
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 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

DRAMO
BARPE
GUBUL
LAMVU
FJ47Ø
FJ471
At 280 KT
FL280
FJ621
TELRI
IZMAL
FJ472
FJ473
FL210
FL200
FJ474
At 250 KT
FL170
FJ475
RERSU
FL150
FL140
FJ476
At 230 KT
10000
FJ481
FJ482
FJ483
FJ484
FJ485
10000
FJ486
FJ487
6500
OKIPI
At 220 KT
6000
5000
FJ48Ø
MAX 6000
MHA 5000
MAX FL140
MHA 10000
MHA FL190
MHA FL150
SBH VOR
SABIHA
108.8 SBH
ISTANBUL Ataturk Intl LTBA
KOCAELI Cengiz Topel LTBQ
BALIKESIR Bandirma LTBG
8305

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

D-ATIS	Apt Elev
128.550	312

Alt Set: hPa Trans level: By ATC

P-RNAV approval required otherwise advice ATC

1. RADAR required.
2. 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.
3. 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.
4. In the event that the pilot assesses a published speed restriction cannot be met, inform ATC as soon as possible.
5. 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.

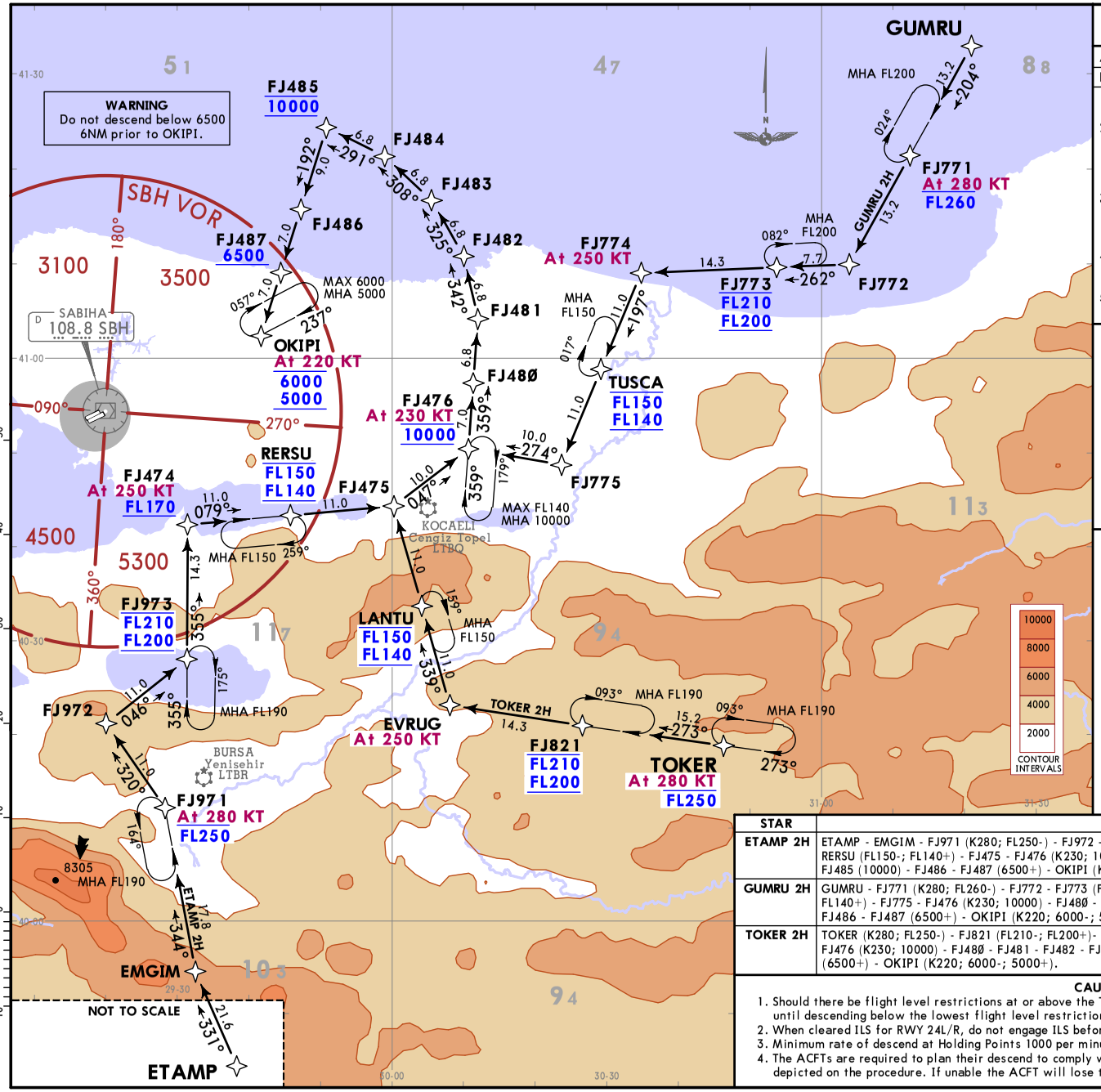
DRAMO 2U [DRAM2U]
IZMAL 2H [IZMA2H]
RNAV (GNSS) ARRIVALS
(RWYS 24L/R)

CHANGES: MSA.

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN
16 JUN 23 (20-2E)

ISTANBUL, TURKIYE
RNAV STAR



D-ATIS	Apt Elev
128.550	312

Alt Set: hPa Trans level: By ATC

P-RNAV approval required otherwise advice ATC

1. RADAR required.
2. 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.
3. 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.
4. In the event that the pilot assesses a published speed restriction cannot be met, inform ATC as soon as possible.
5. 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: MSA.

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN ISTANBUL, TURKIYE
16 JUN 23 (20-2F)
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.

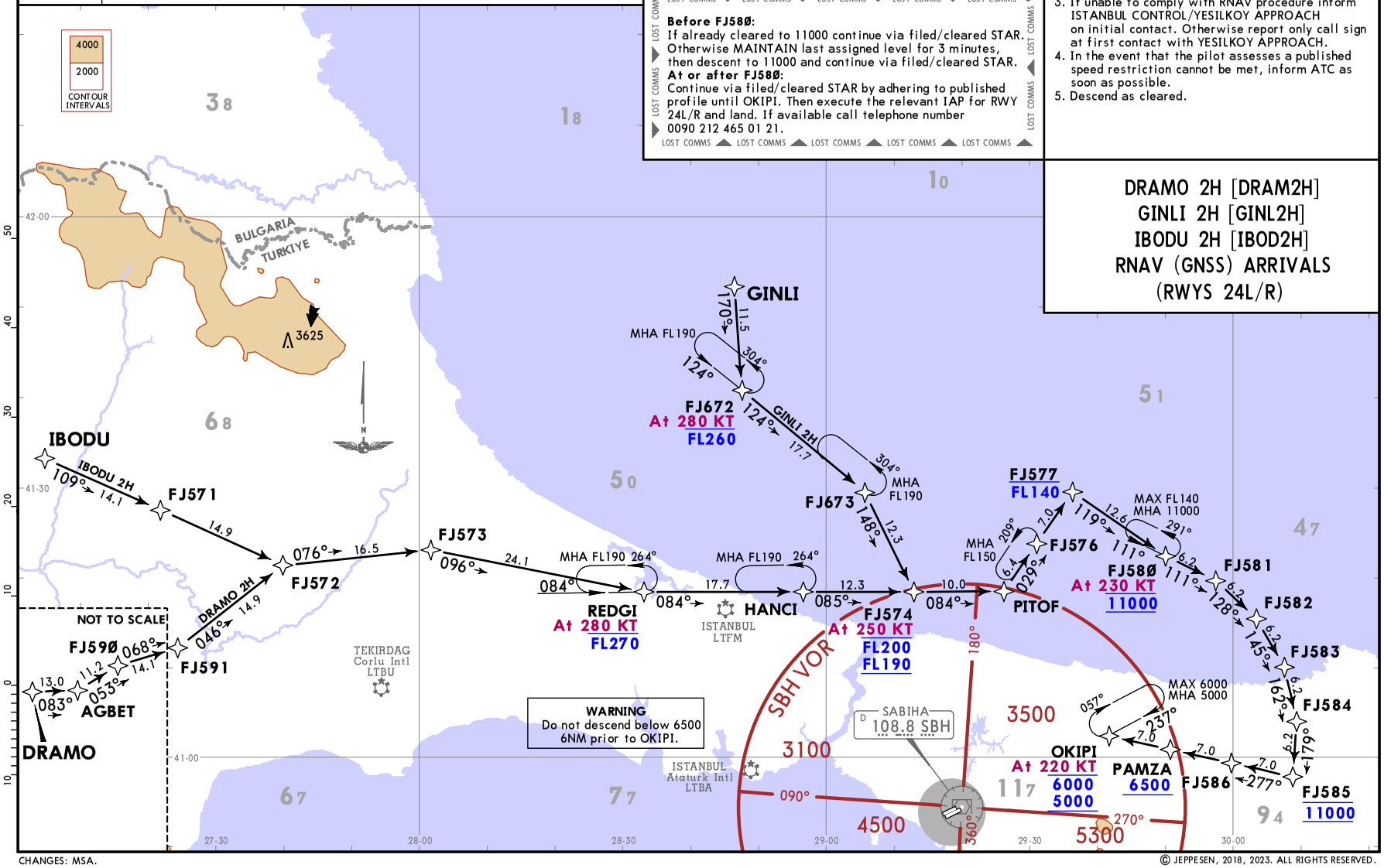
D-ATIS	Apt Elev
128.550	312

Alt Set: hPa Trans level: By ATC

P-RNAV approval required otherwise advice ATC

1. RADAR required.
2. 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.
3. 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.
4. In the event that the pilot assesses a published speed restriction cannot be met, inform ATC as soon as possible.
5. Descend as cleared.

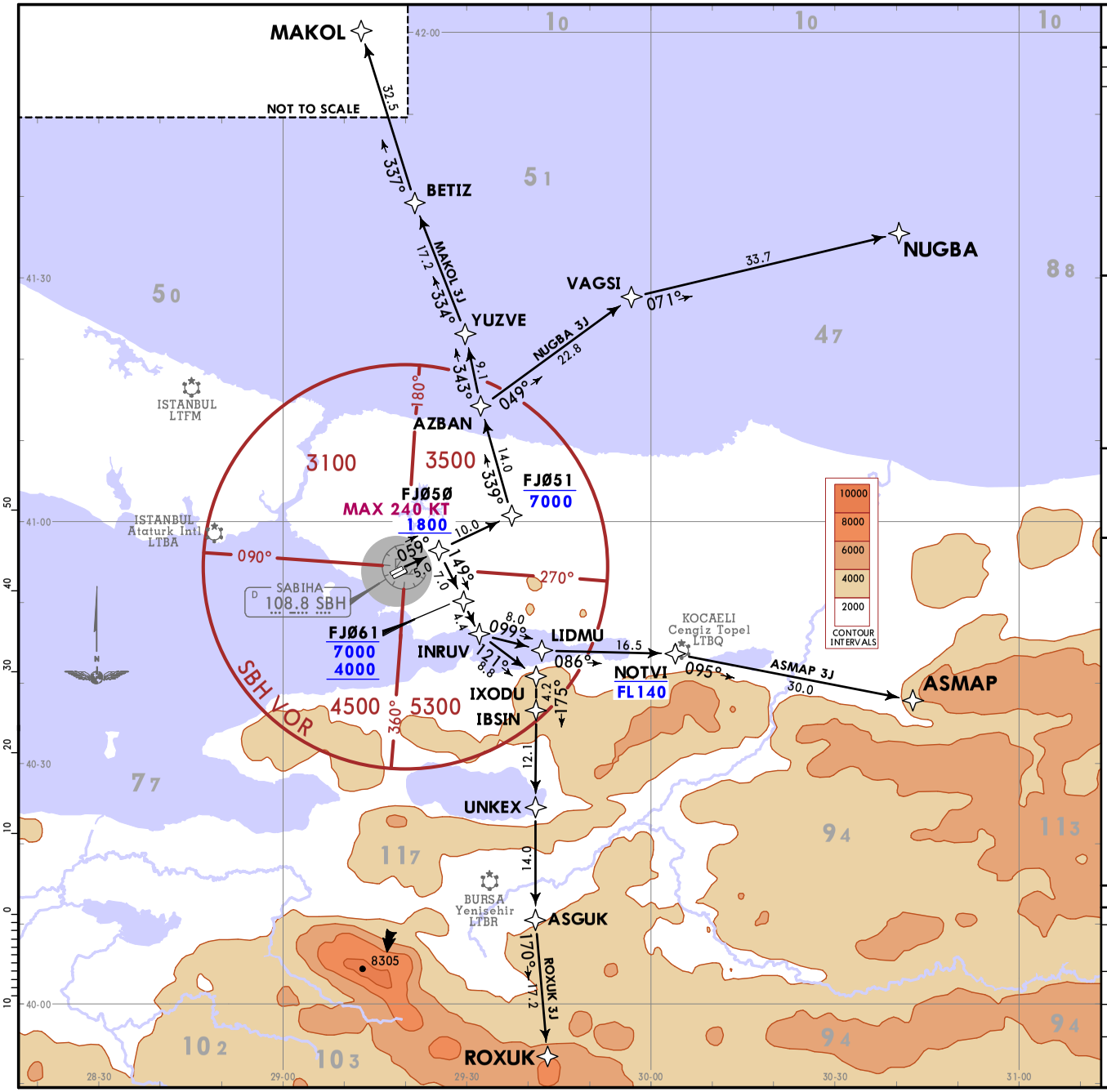
DRAMO 2H [DRAM2H]
GINLI 2H [GINL2H]
IBODU 2H [IBOD2H]
RNAV (GNSS) ARRIVALS
(RWYS 24L/R)



CHANGES: MSA.

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN ISTANBUL, TURKIYE
6 OCT 23 (20-3)
RNAV SID



YESILKOY Approach/Radar	Apt Elev
126.425 127.825	312

Trans alt: 12000

P-RNAV approval required otherwise advice ATC

1. RADAR required.
2. After take off IMMEDIATELY contact YESILKOY RADAR.
3. The use of SID designator without a cleared level does not authorize the ACFT to climb on the SID vertical profile.
4. In the event that the pilot assesses a published level or speed restriction cannot be met, inform ATC as soon as possible.
5. No turn prior to DER.
6. 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 and SID designator 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**

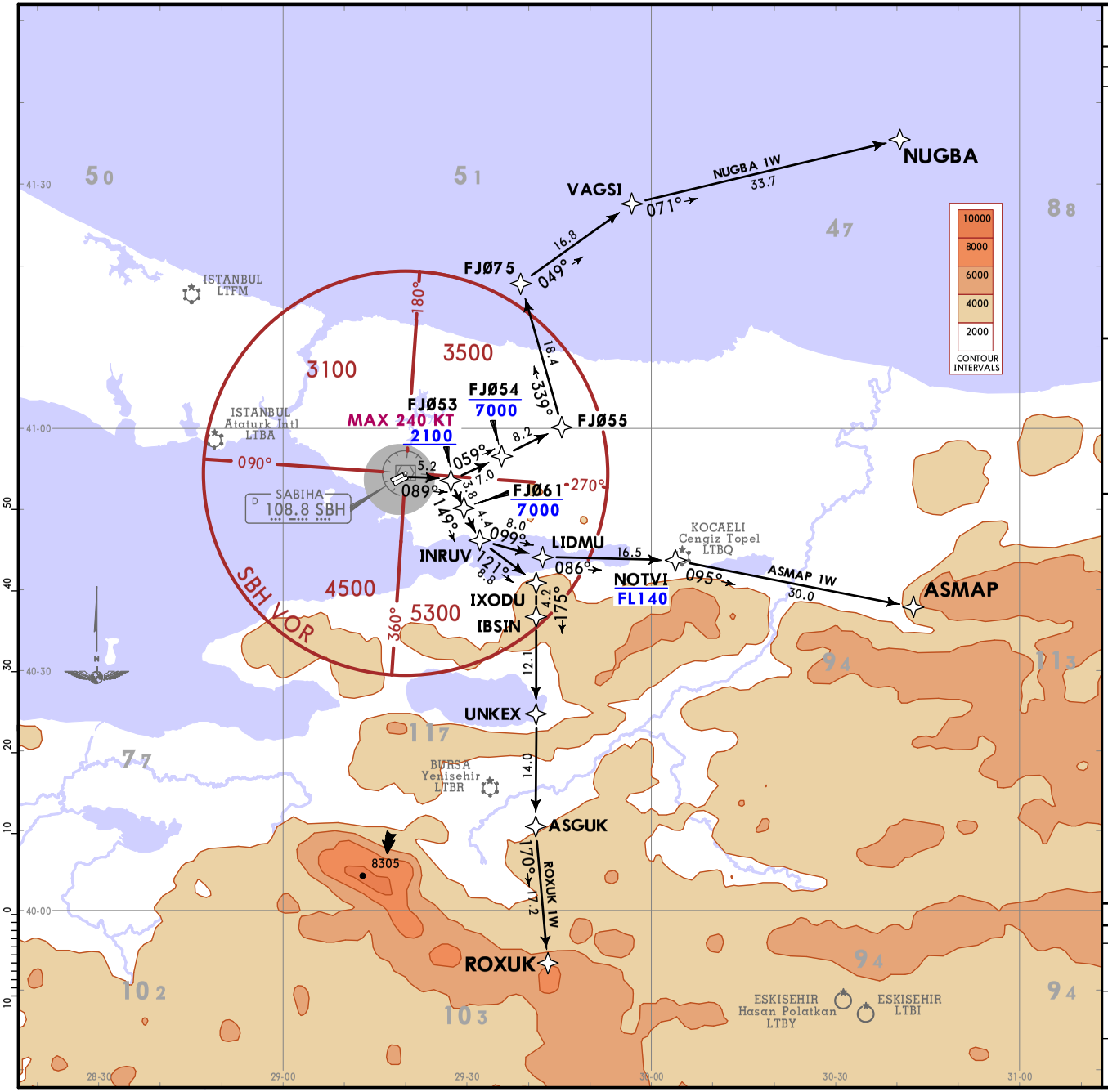
SID	ROUTING
ASMAP 3J	FJØ5Ø (K240-; 1800+) - FJ061 (7000-; 4000+) - INRUV - LIDMU - NOTVI (FL140-) - ASMAP.
MAKOL 3J	FJØ5Ø (K240-; 1800+) - FJ051 (7000-) - AZBAN - YUZVE - BETIZ - MAKOL.
NUGBA 3J	FJØ5Ø (K240-; 1800+) - FJ051 (7000-) - AZBAN - VAGSI - NUGBA.
ROXUK 3J	FJØ5Ø (K240-; 1800+) - FJ061 (7000-; 4000+) - INRUV - IXODU - IBSIN - UNKEX - ASGUK - ROXUK.

CHANGES: Caution note 1 revised.

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN
6 OCT 23 (20-3A)

ISTANBUL, TURKIYE
RNAV SID



YESILKOY Approach/Radar	Apt Elev
126.425 127.825	312

Trans alt: 12000

P-RNAV approval required otherwise advice ATC

1. RADAR required.
2. After take off IMMEDIATELY contact YESILKOY RADAR.
3. The use of SID designator without a cleared level does not authorize the ACFT to climb on the SID vertical profile.
4. In the event that the pilot assesses a published level or speed restriction cannot be met, inform ATC as soon as possible.
5. Check ATIS for current frequency.
6. CAUTION: Report only call sign and SID designator at first contact with YESILKOY RADAR.
7. CAUTION: ACFT are required to comply with the level and speed restrictions depicted on the procedure.
8. 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: None.

YESILKOY Approach/Radar	Apt Elev
126.425 127.825	312

Trans alt: 12000

P-RNAV approval required otherwise advice ATC

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

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

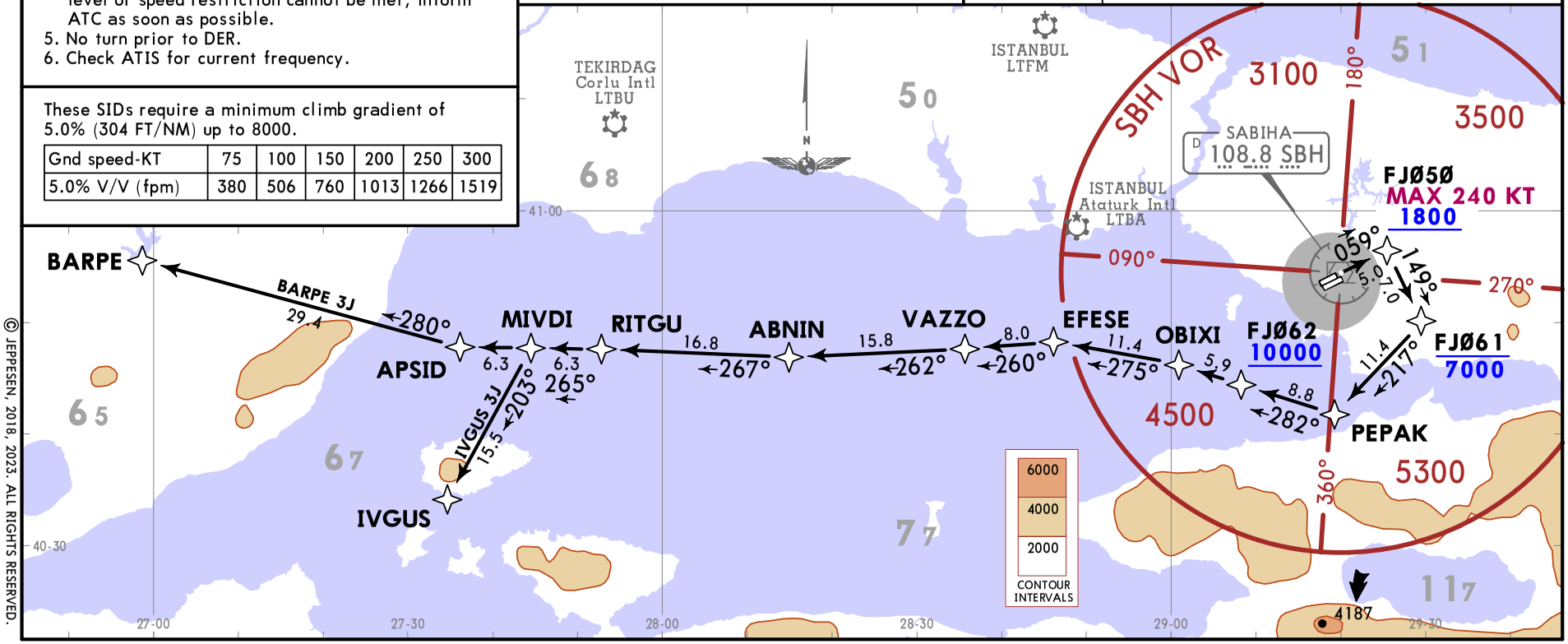
Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

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

CAUTION
1. Report only call sign and SID designator 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: Caution note 1 revised.

CHANGES: None.

YESILKOY Approach/Radar	Apt Elev
126.425 127.825	312

Trans alt: 12000

P-RNAV approval required otherwise advice ATC

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

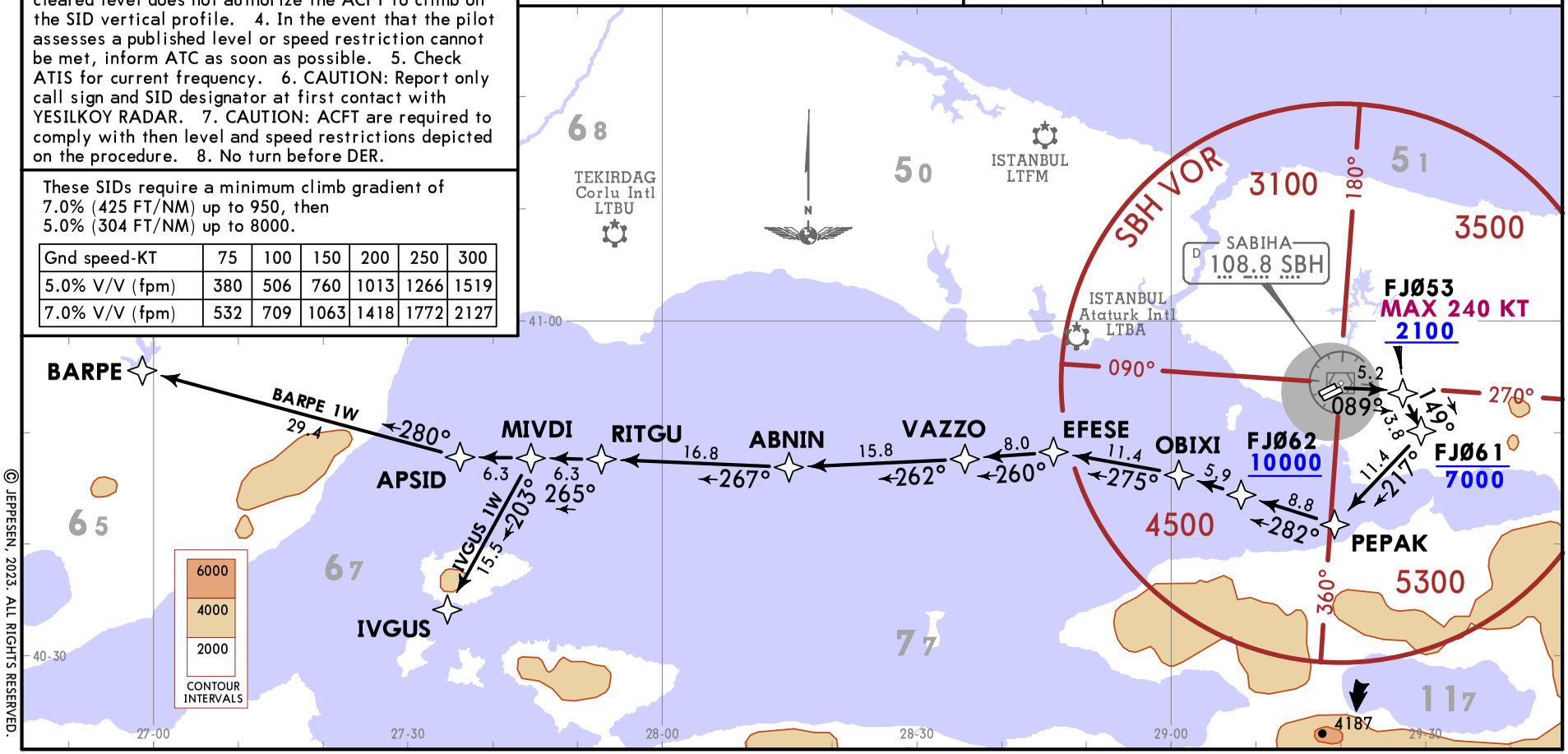
These SIDs require a minimum climb gradient of 7.0% (425 FT/NM) up to 950, then 5.0% (304 FT/NM) up to 8000.

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 ISTANBUL, TURKIYE
6 OCT 23 (20-3D)
RNAV SID

YESILKOY Approach/Radar	Apt Elev
126.425 127.825	312

Trans alt: 12000

P-RNAV approval required otherwise advice ATC

1. RADAR required.
2. After take off IMMEDIATELY contact YESILKOY RADAR.
3. The use of SID designator without a cleared level does not authorize the ACFT to climb on the SID vertical profile.
4. In the event that the pilot assesses a published level or speed restriction cannot be met, inform ATC as soon as possible.
5. No turn prior to DER.
6. 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 and SID designator 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**

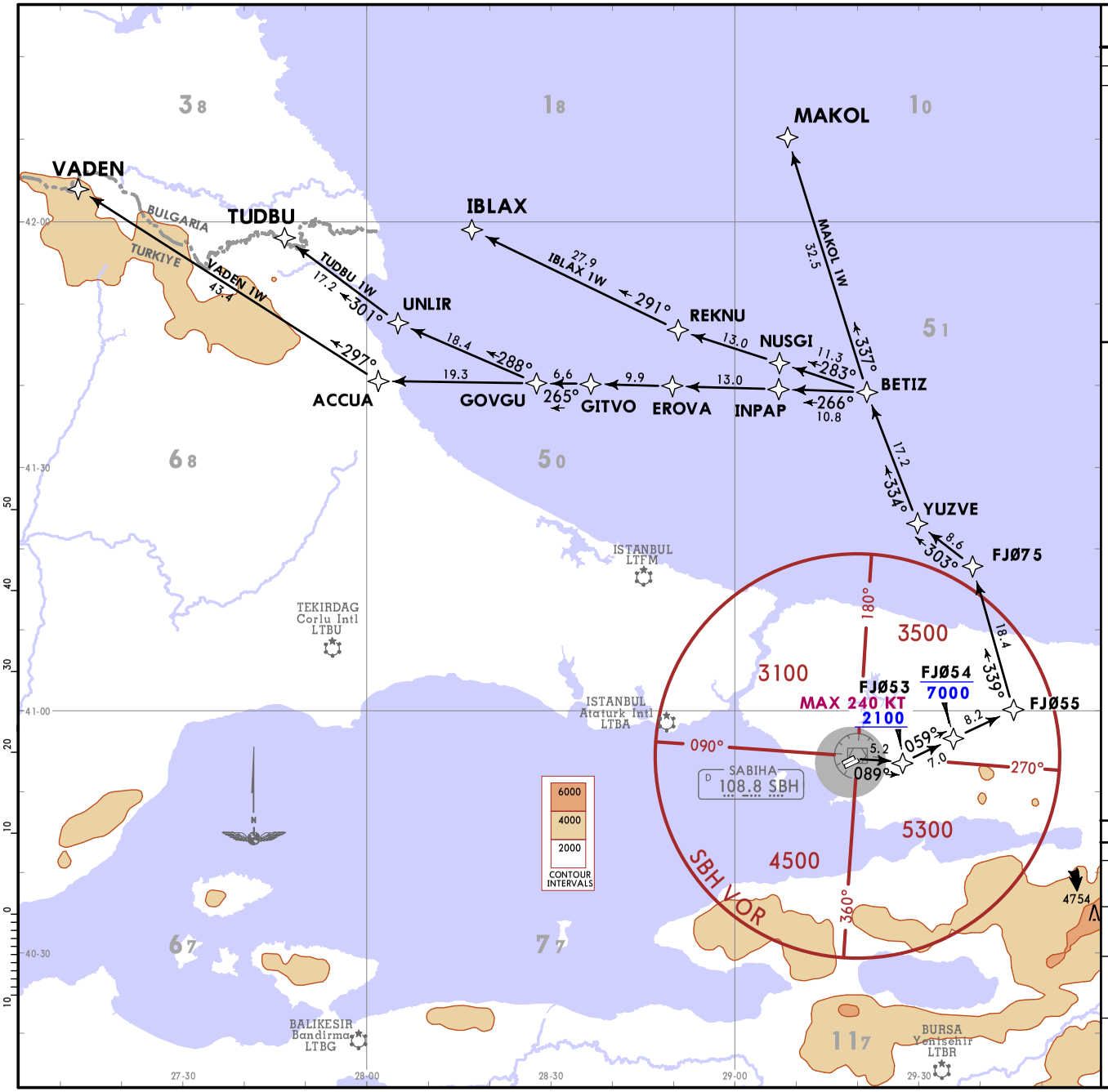
SID	ROUTING
IBLAX 3J	FJØ5Ø (K240-; 1800+) - FJØ51 (7000-) - AZBAN - YUZVE - BETIZ - NUSGI - REKNU - IBLAX.
TUDBU 3J	FJØ5Ø (K240-; 1800+) - FJØ51 (7000-) - AZBAN - YUZVE - BETIZ - INPAP - EROVA - GITVO - GOVGU - UNLIR - TUDBU.
VADEN 3J	FJØ5Ø (K240-; 1800+) - FJØ51 (7000-) - AZBAN - YUZVE - BETIZ - INPAP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

CHANGES: Caution note 1 revised.

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN
6 OCT 23 (20-3E)

ISTANBUL, TURKIYE
RNAV SID



YESILKOY Approach/Radar	Apt Elev
126.425 127.825	312

Trans alt: 12000

P-RNAV approval required otherwise advice ATC

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

IBLAX 1W [IBLA1W]
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

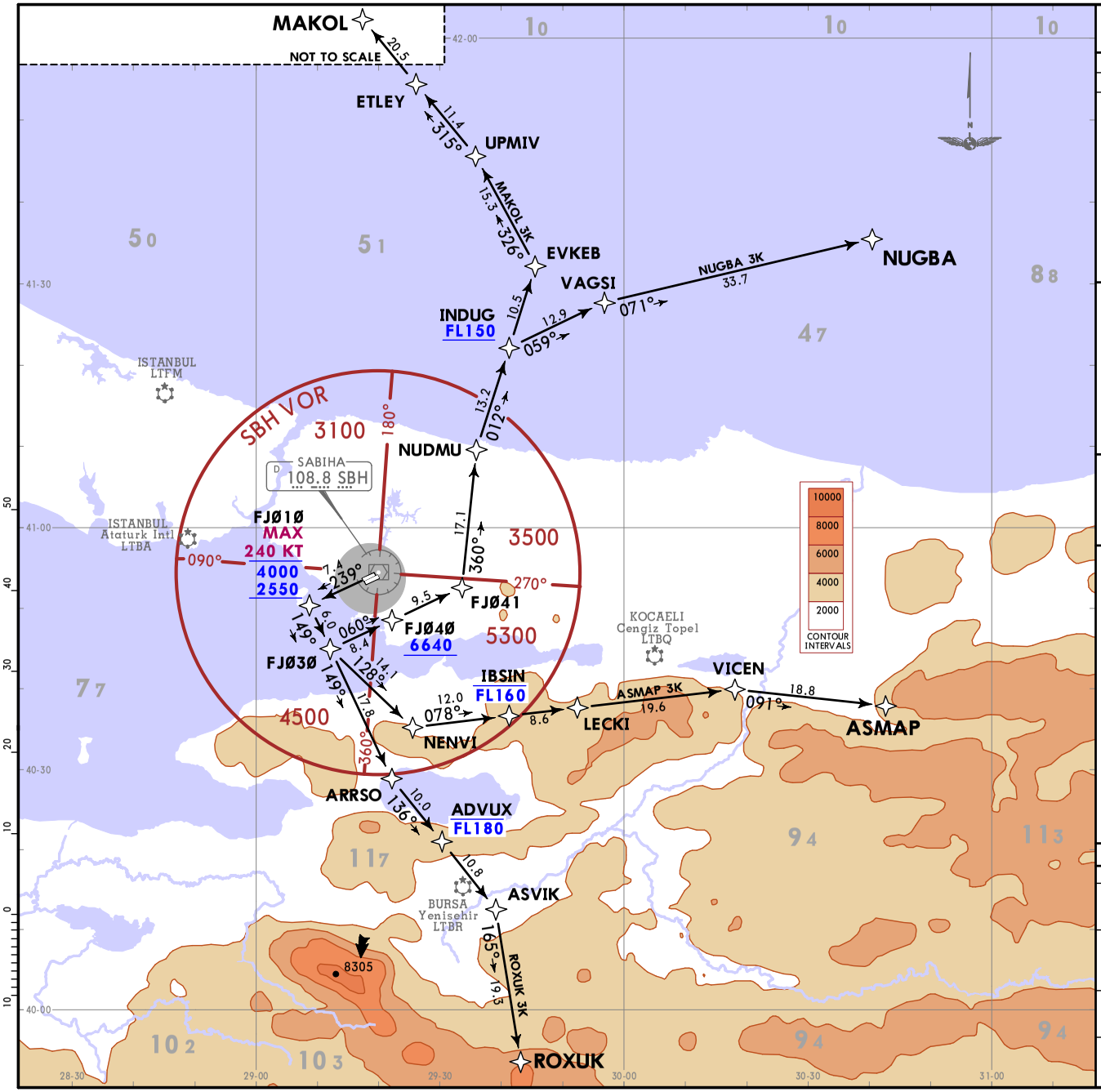
Initial climb clearance **6000**

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: None.

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN ISTANBUL, TURKIYE
6 OCT 23 (20-3F) RNAV SID



YESILKOY Approach/Radar	Apt Elev
126.425 127.825	312

Trans alt: 12000

P-RNAV approval required otherwise advice ATC

1. RADAR required.
2. After take off IMMEDIATELY contact YESILKOY RADAR.
3. The use of SID designator without a cleared level does not authorize the ACFT to climb on the SID vertical profile.
4. In the event that the pilot assesses a published level or speed restriction cannot be met, inform ATC as soon as possible.
5. No turn prior to DER.
6. 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 and SID designator 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**

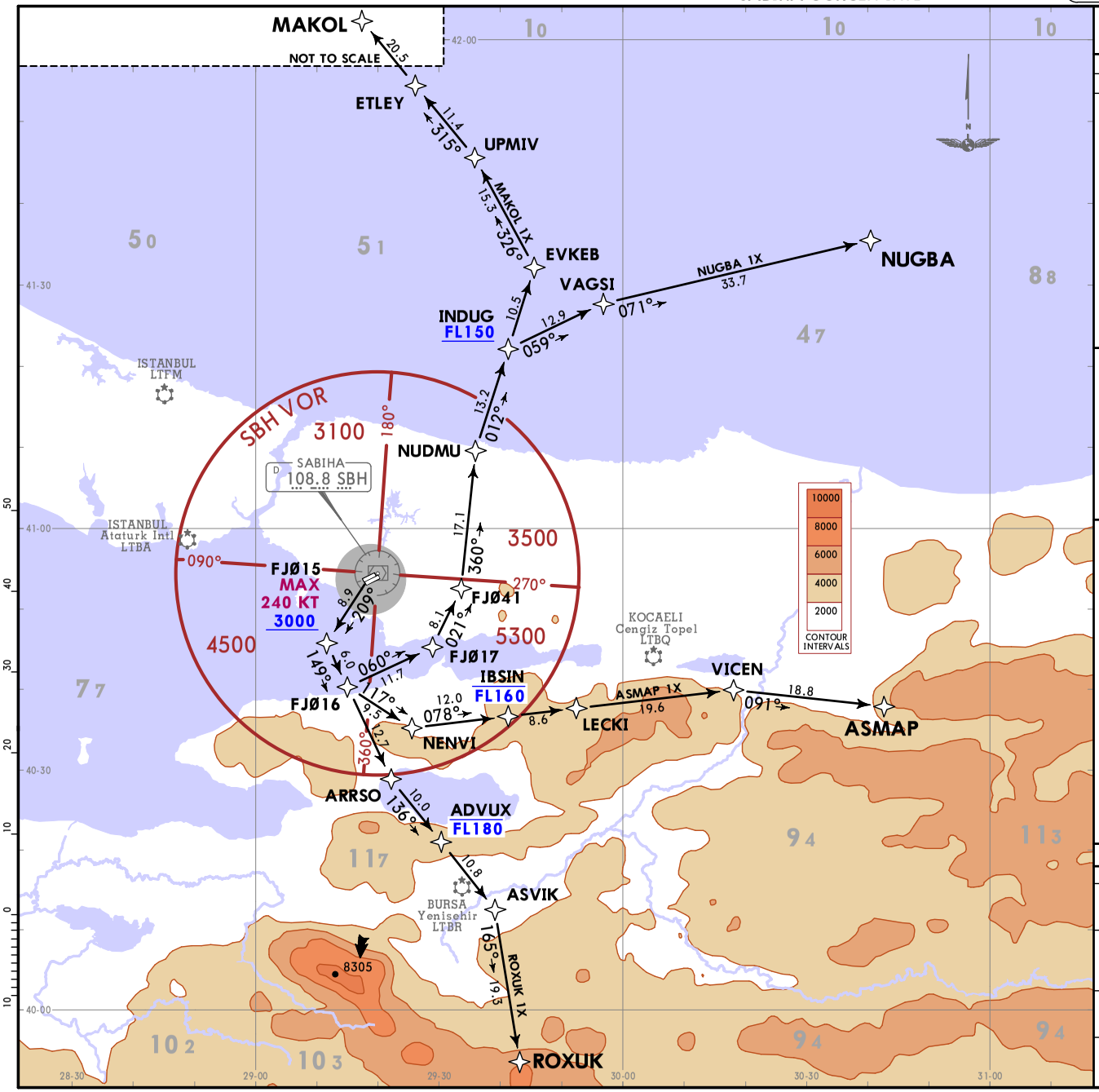
SID	ROUTING
ASMAP 3K	FJØ1Ø (K240-; 2550+; 4000-) - FJØ3Ø - NENVI - IBSIN (FL160-) - LECKI - VICEN - ASMAP.
MAKOL 3K	FJØ1Ø (K240-; 2550+; 4000-) - FJØ3Ø - FJØ4Ø (6640+) - FJØ41 - NUDMU - INDUG (FL150+) - EVKEB - UPMIV - ETLEY - MAKOL.
NUGBA 3K	FJØ1Ø (K240-; 2550+; 4000-) - FJØ3Ø - FJØ4Ø (6640+) - FJØ41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

CHANGES: Caution note 1 revised.

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN
6 OCT 23 (20-3G)

ISTANBUL, TURKIYE
RNAV SID



YESILKOY Approach/Radar	Apt Elev
126.425 127.825	312

Trans alt: 12000

P-RNAV approval required otherwise advice ATC

1. RADAR required.
2. After take off IMMEDIATELY contact YESILKOY RADAR.
3. The use of SID designator without a cleared level does not authorize the ACFT to climb on the SID vertical profile.
4. In the event that the pilot assesses a published level or speed restriction cannot be met, inform ATC as soon as possible.
5. Check ATIS for current frequency.
6. CAUTION: Report only call sign and SID designator at first contact with YESILKOY RADAR.
7. CAUTION: ACFT are required to comply with the level and speed restrictions depicted on the procedure.
8. 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

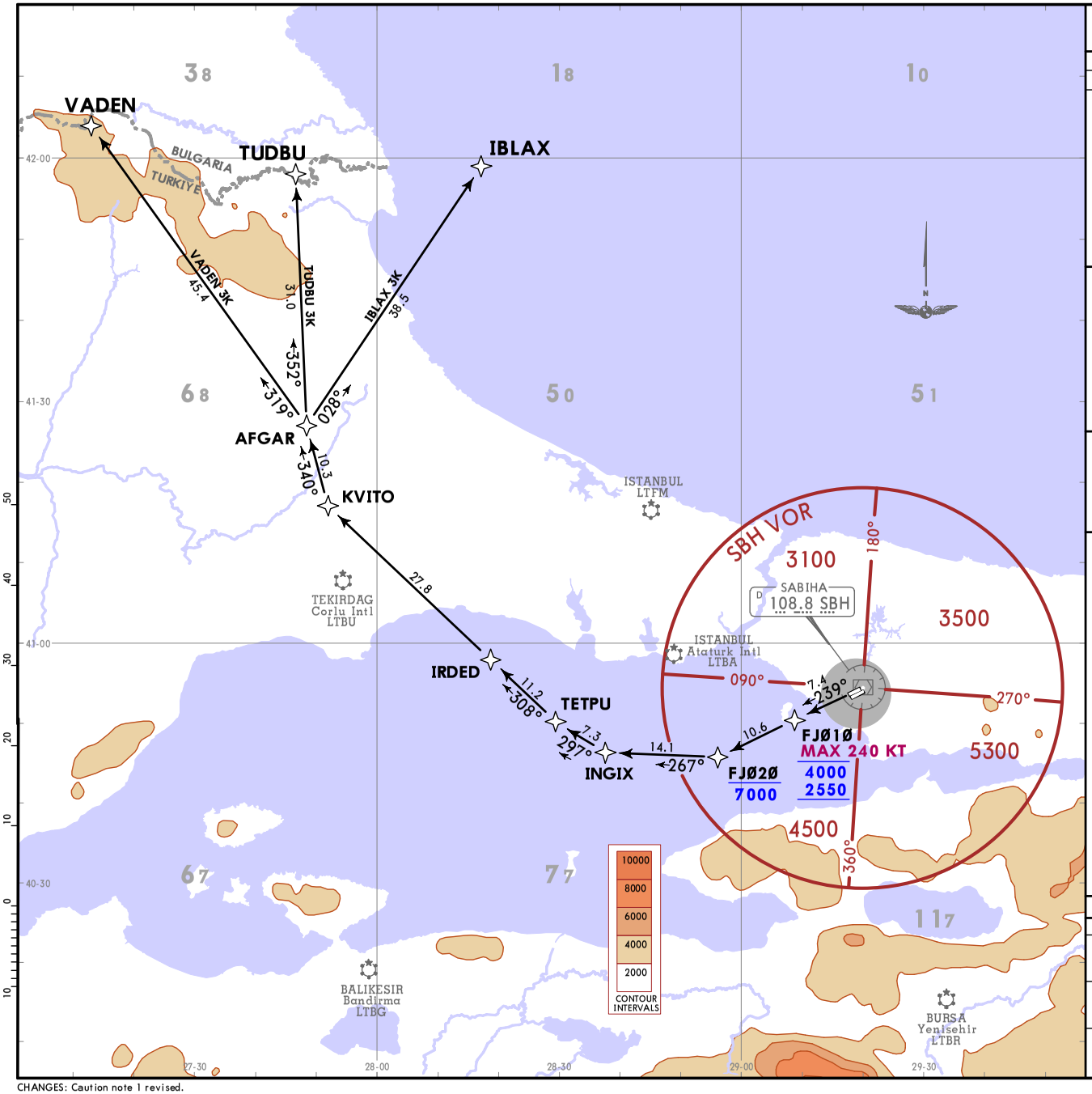
Initial climb clearance **6000**

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: None.

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN ISTANBUL, TURKIYE
6 OCT 23 (20-3H)
RNAV SID



YESILKOY Approach/Radar	Apt Elev
126.425 127.825	312

Trans alt: 12000

P-RNAV approval required otherwise advice ATC

1. RADAR required.
2. After take off IMMEDIATELY contact YESILKOY RADAR.
3. The use of SID designator without a cleared level does not authorize the ACFT to climb on the SID vertical profile.
4. In the event that the pilot assesses a published level or speed restriction cannot be met, inform ATC as soon as possible.
5. No turn prior to DER.
6. 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 and SID designator at first contact with YESILKOY RADAR.
2. ACFT are required to comply with the level and speed restrictions depicted on the procedure.

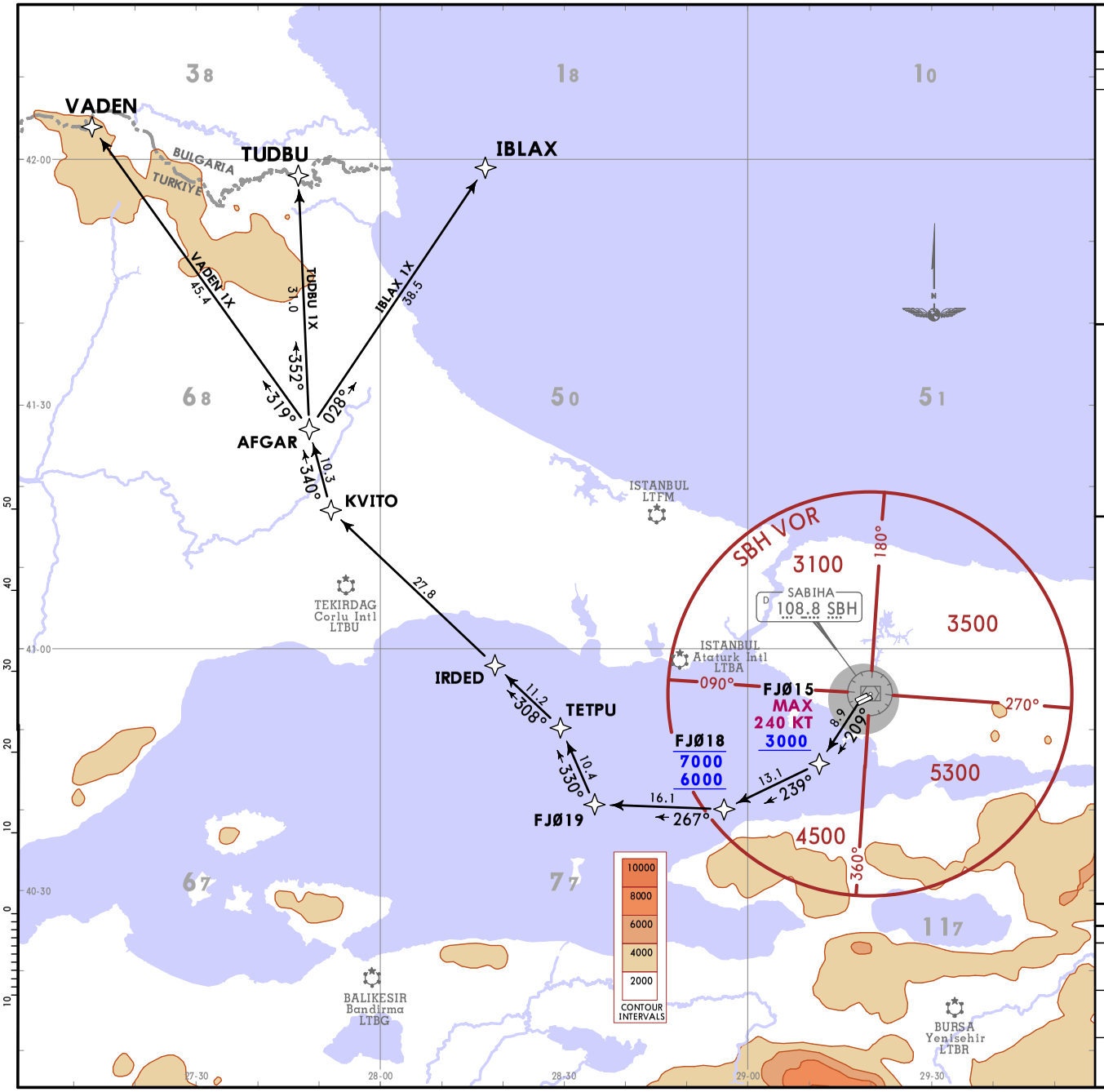
These SIDs require a minimum climb gradient of 5.0% (304 FT/NM) up to 8000.

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: Caution note 1 revised.



YESILKOY Approach/Radar	Apt Elev
126.425 127.825	312

Trans alt: 12000

P-RNAV approval required otherwise advice ATC

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

IBLAX 1X [IBLA1X]
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: None.

CHANGES: Caution note 1 revised.

YESILKOY Approach/Radar	Apt Elev
126.425 127.825	312

Trans alt: 12000

P-RNAV approval required otherwise advice ATC

1. RADAR required.
2. After take off IMMEDIATELY contact YESILKOY RADAR.
3. The use of SID designator without a cleared level does not authorize the ACFT to climb on the SID vertical profile.
4. In the event that the pilot assesses a published level or speed restriction cannot be met, inform ATC as soon as possible.
5. No turn prior to DER.
6. 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

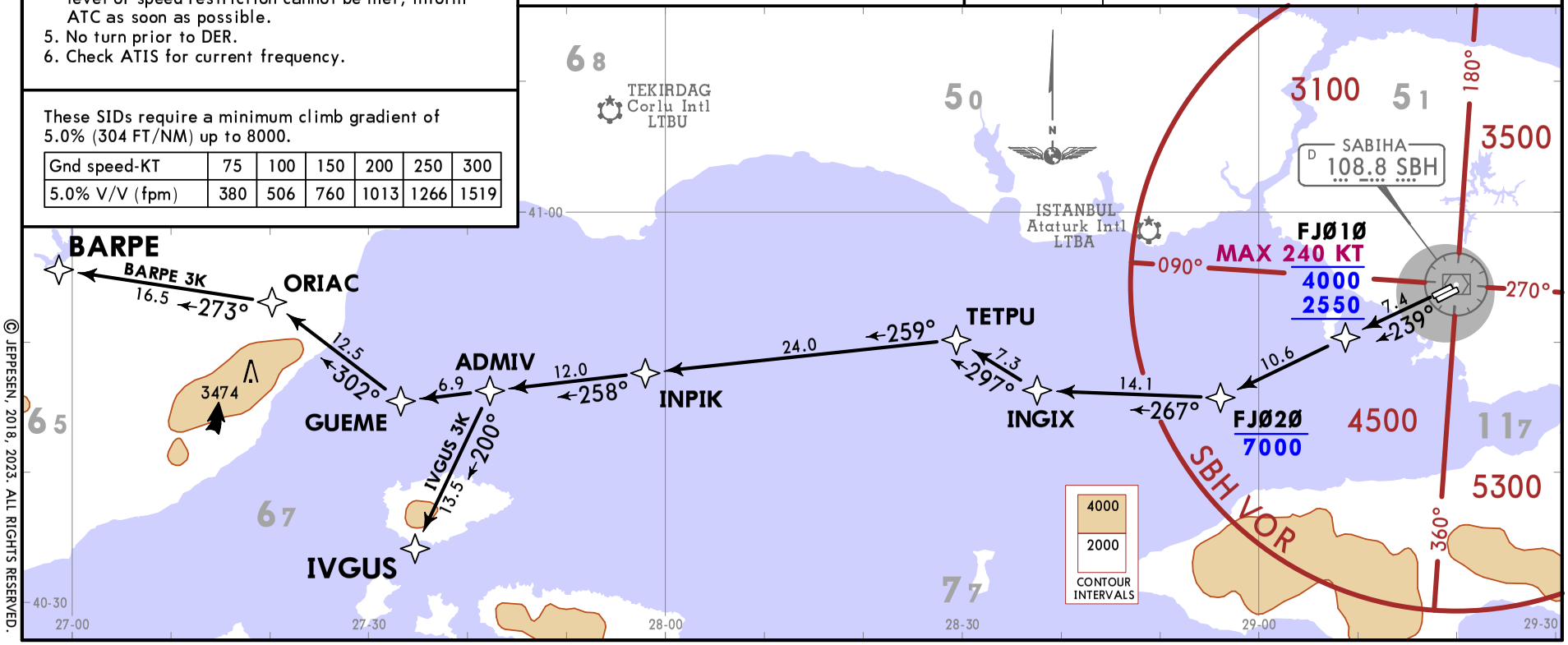
BARPE 3K [BARP3K]
IVGUS 3K [IVGU3K]
RNAV (GNSS) DEPARTURES
(RWY 24R)

CAUTION

1. Report only call sign and SID designator 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: None.

YESILKOY Approach/Radar	Apt Elev
126.425 127.825	312

Trans alt: 12000

P-RNAV approval required otherwise advice ATC

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

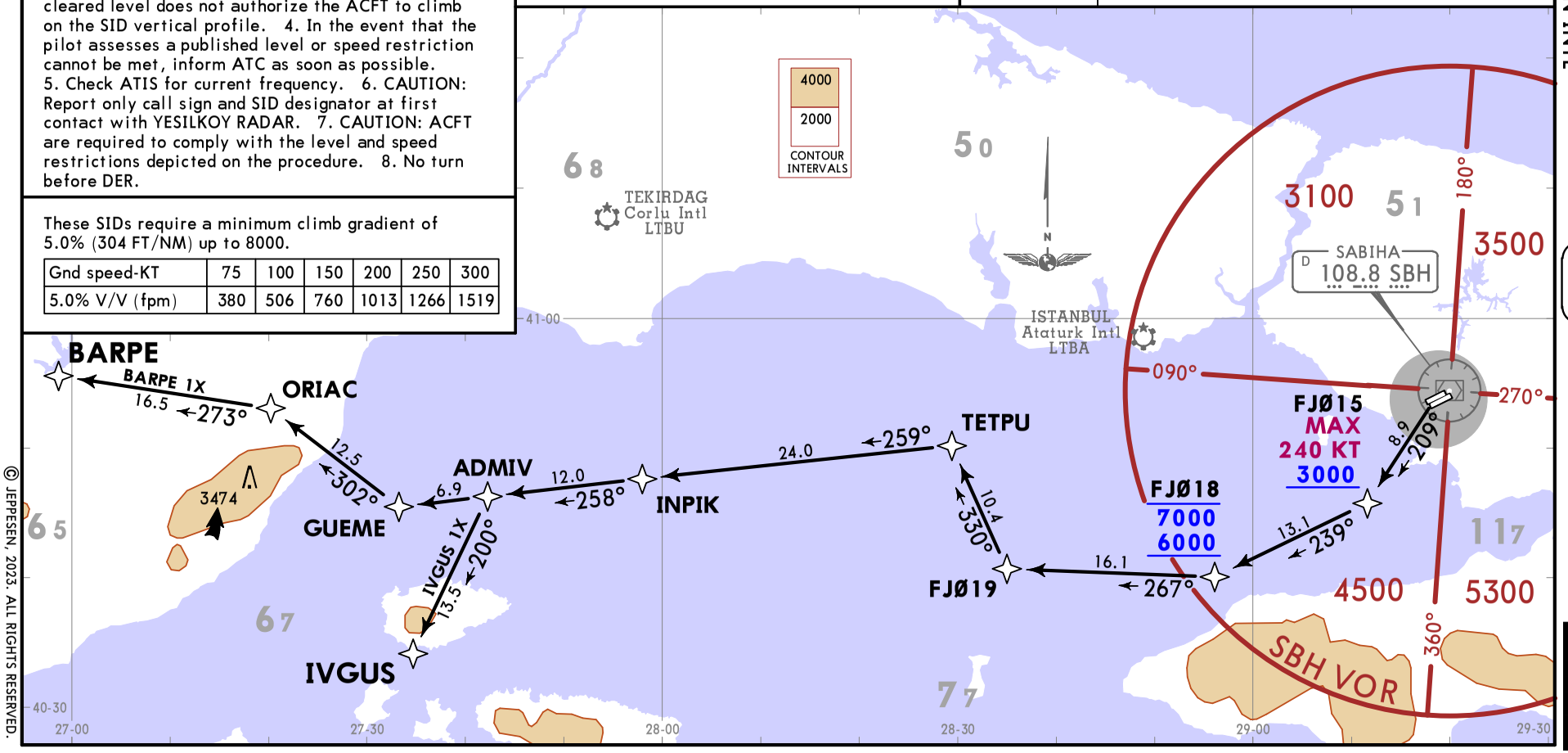
These SIDs require a minimum climb gradient of 5.0% (304 FT/NM) up to 8000.

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.



LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN ISTANBUL, TURKIYE
6 OCT 23 (20-3M) RNAV SID

YESILKOY Approach/Radar	Apt Elev
126.425 127.825	312

Trans alt: 12000

P-RNAV approval required otherwise advice ATC

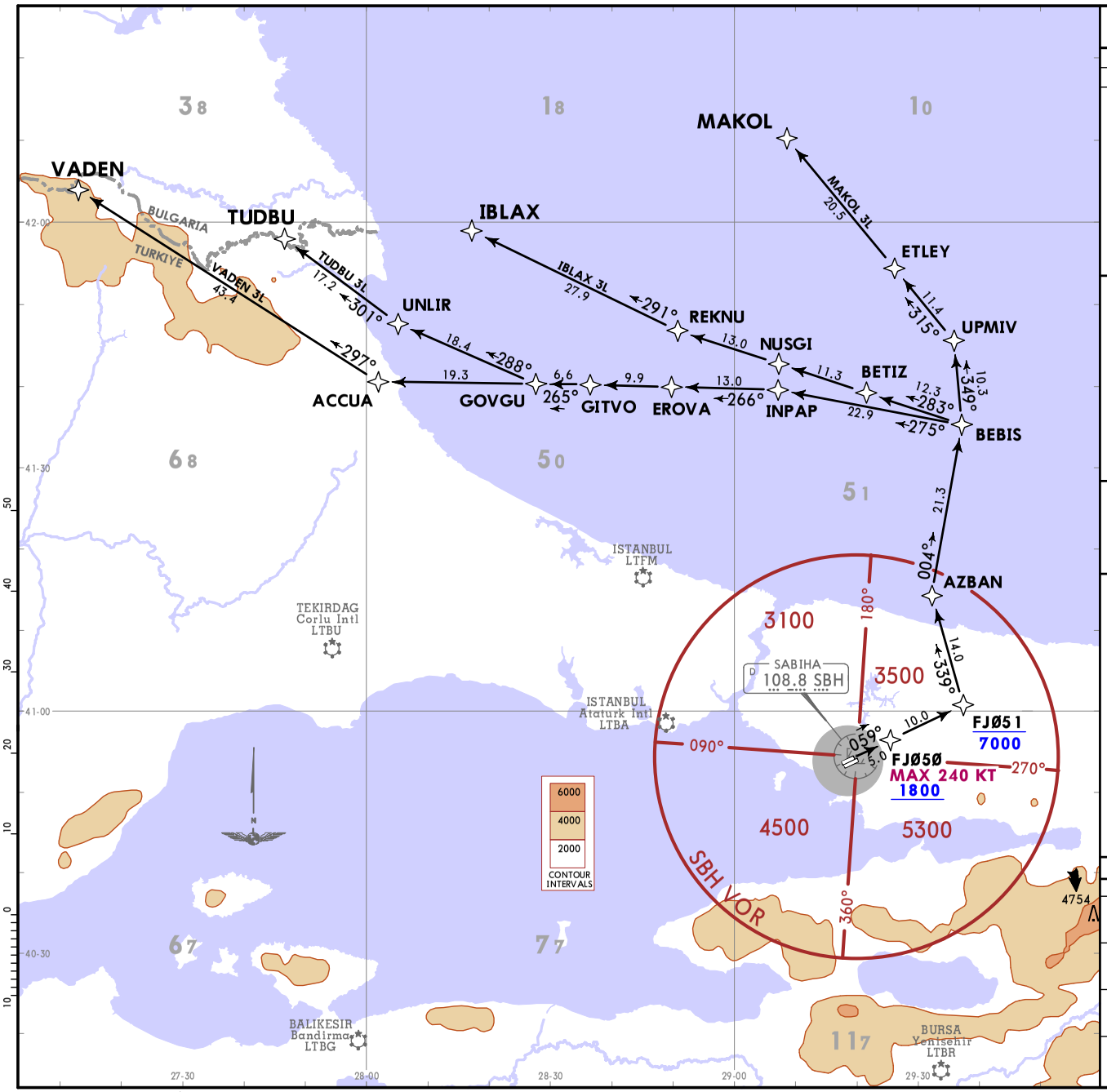
1. RADAR required.
2. After take off IMMEDIATELY contact YESILKOY RADAR.
3. The use of SID designator without a cleared level does not authorize the ACFT to climb on the SID vertical profile.
4. In the event that the pilot assesses a published level or speed restriction cannot be met, inform ATC as soon as possible.
5. No turn prior to DER.
6. 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 and SID designator 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**

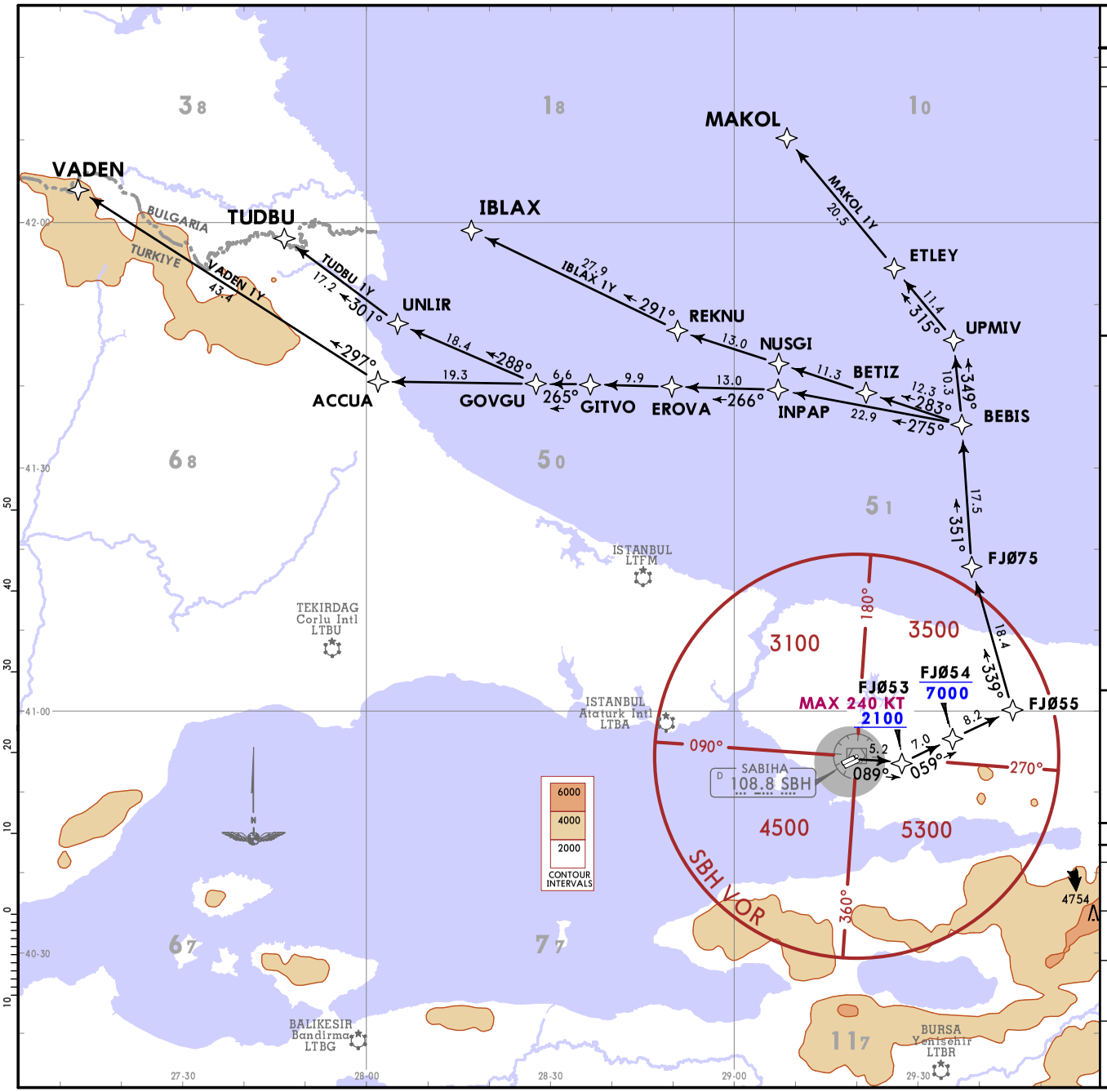
SID	ROUTING
IBLAX 3L	FJØ5Ø (K240-; 1800+) - FJØ51 (7000-) - AZBAN - BEBIS - BETIZ - NUSGI - REKNU - IBLAX.
MAKOL 3L	FJØ5Ø (K240-; 1800+) - FJØ51 (7000-) - AZBAN - BEBIS - UPMIV - ETLEY - MAKOL.
TUDBU 3L	FJØ5Ø (K240-; 1800+) - FJØ51 (7000-) - AZBAN - BEBIS - INPAP - EROVA - GITVO - GOVGU - UNLIR - TUDBU.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

CHANGES: Caution note 1 revised.

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN
6 OCT 23 (20-3N)

ISTANBUL, TURKIYE
RNAV SID



YESILKOY Approach/Radar	Apt Elev
126.425 127.825	312

Trans alt: 12000

P-RNAV approval required otherwise advice ATC

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

IBLAX 1Y [IBLA1Y]
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: None.

CHANGES: Caution note 1 revised.

YESILKOY Approach/Radar	Apt Elev
126.425 127.825	312

Trans alt: 12000

P-RNAV approval required otherwise advice ATC

1. RADAR required.
2. After take off IMMEDIATELY contact YESILKOY RADAR.
3. The use of SID designator without a cleared level does not authorize the ACFT to climb on the SID vertical profile.
4. In the event that the pilot assesses a published level or speed restriction cannot be met, inform ATC as soon as possible.
5. No turn prior to DER.
6. 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

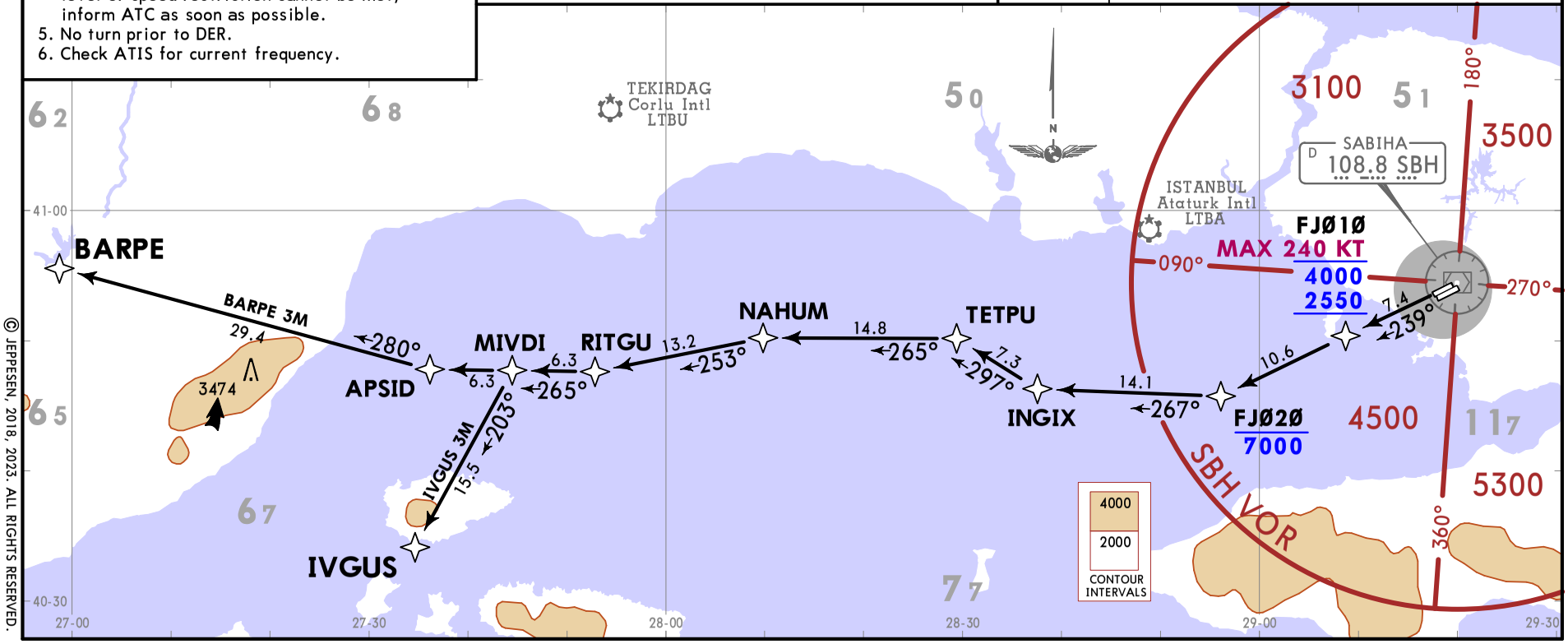
1. Report only call sign and SID designator at first contact with YESILKOY RADAR.
2. ACFT are required to comply with the level and speed restrictions depicted on the procedure.

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: None.

YESILKOY Approach/Radar	Apt Elev
126.425 127.825	312

Trans alt: 12000

P-RNAV approval required otherwise advice ATC

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

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

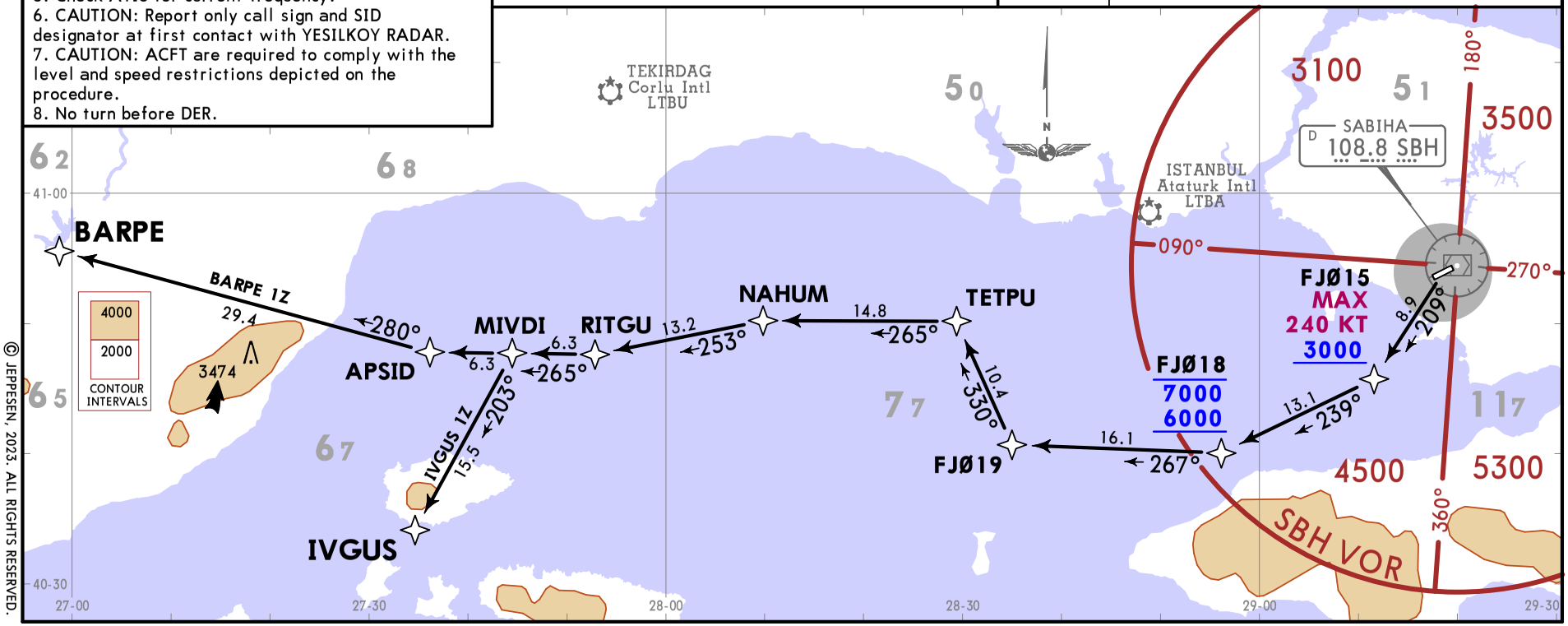
EXECUTED WITH LTFM RNAV (GNSS) STARS
RWY 34/35/36

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**

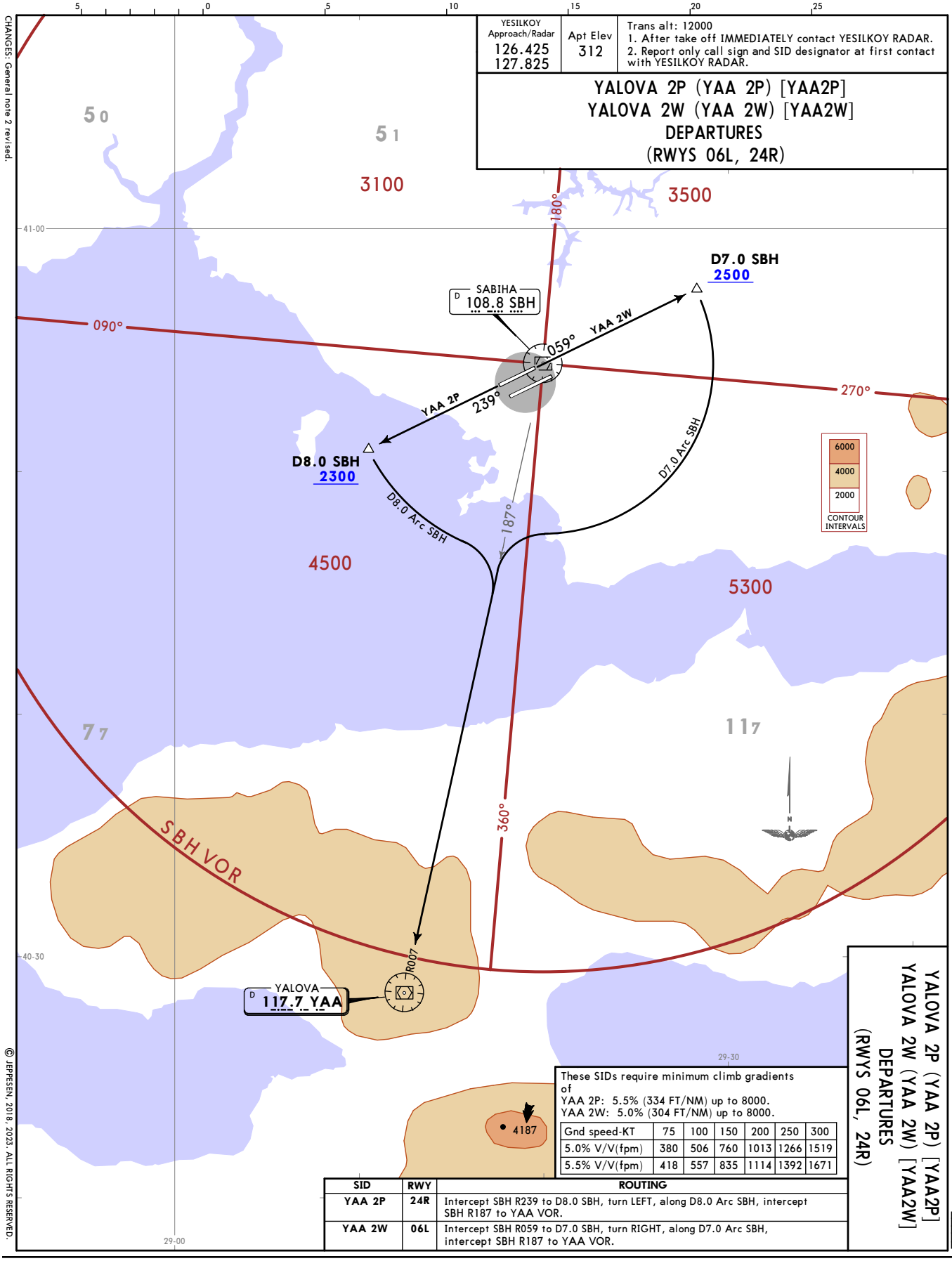
SID	ROUTING
BARPE 1Z	(800+) - FJØ15 (K240-; 3000+) - FJØ18 (6000+; 7000-) - FJØ19 - TETPU - NAHUM - RITGU - MIVDI - APSID - BARPE.
IVGUS 1Z	(800+) - FJØ15 (K240-; 3000+) - FJØ18 (6000+; 7000-) - FJØ19 - TETPU - NAHUM - RITGU - MIVDI - IVGUS.



CHANGES: General note 2 revised.

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 and SID designator at first contact with YESILKOY RADAR.

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



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)

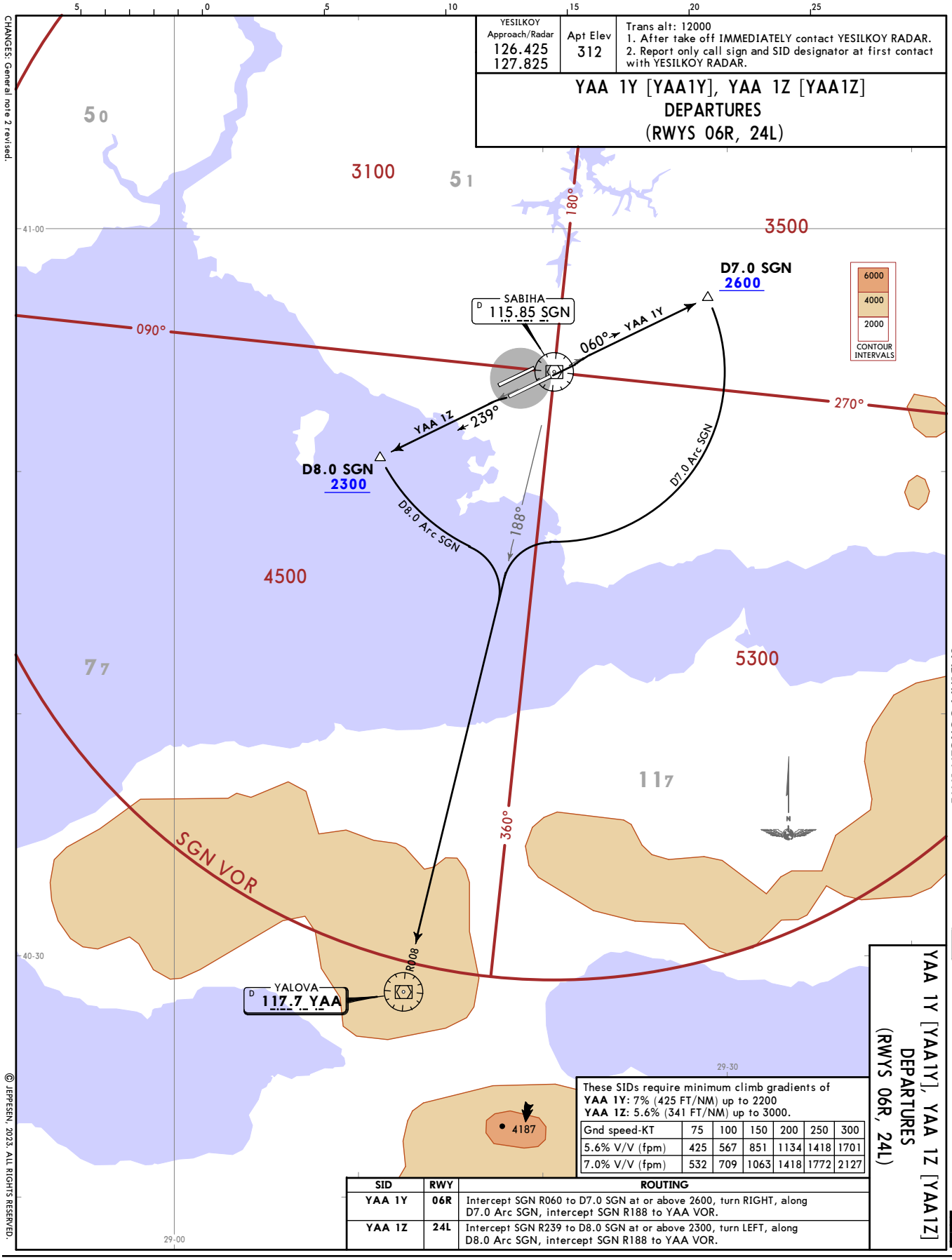
JEPPESEN
6 OCT 23 (20-3T)

ISTANBUL, TURKIYE
SID

YAA 1Y [YAA1Y], YAA 1Z [YAA1Z]
DEPARTURES
(RWYS 06R, 24L)

CHANGES: General note 2 revised.

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



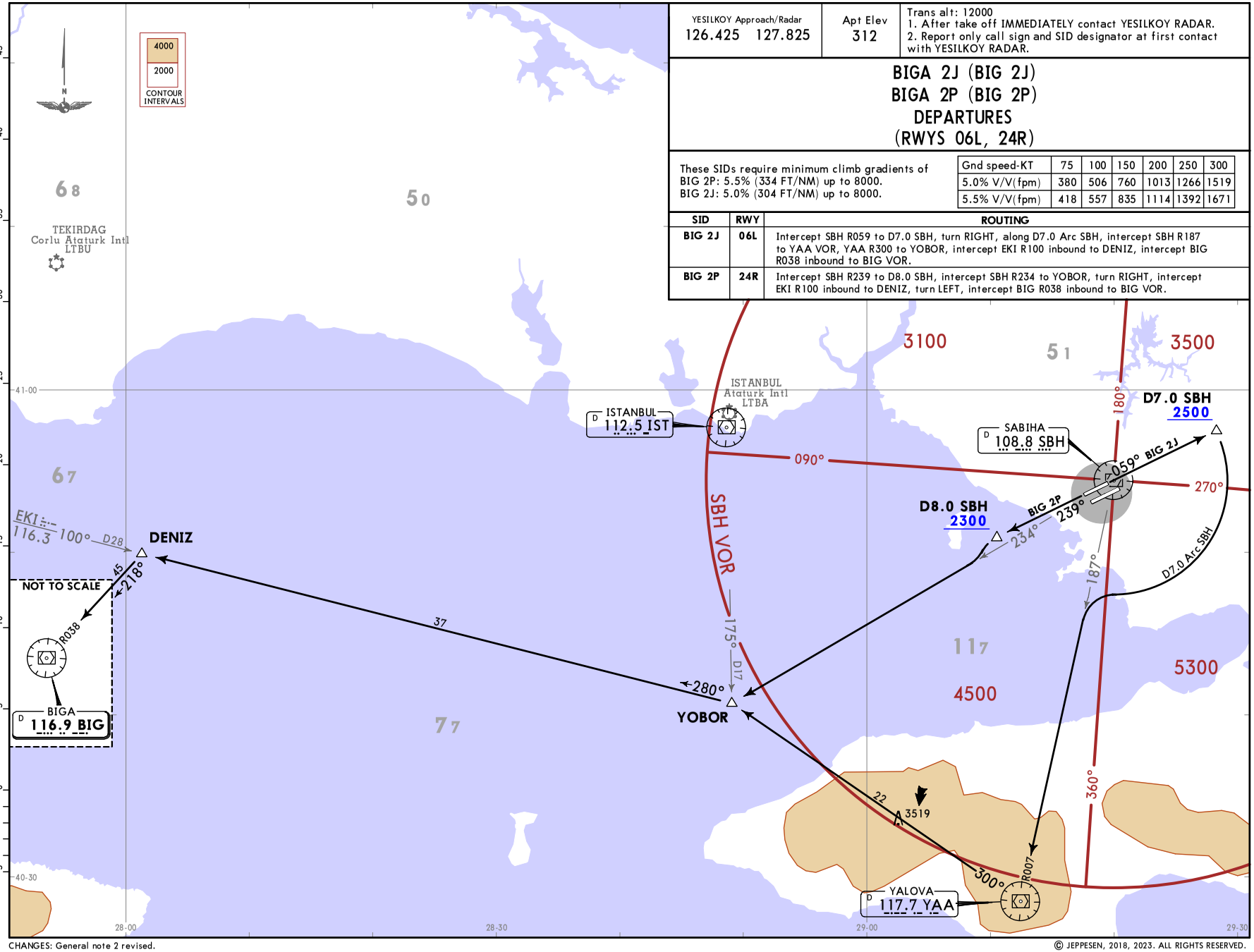
These SIDs require minimum climb gradients of
YAA 1Y: 7% (425 FT/NM) up to 2200
YAA 1Z: 5.6% (341 FT/NM) up to 3000.

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

JEPPESEN ISTANBUL, TURKIYE
6 OCT 23 (20-3U)
SID



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

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

These SIDs require minimum climb gradients of
BIG 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 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: General note 2 revised.

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN
6 OCT 23 (20-3V)

ISTANBUL, TURKIYE
SID

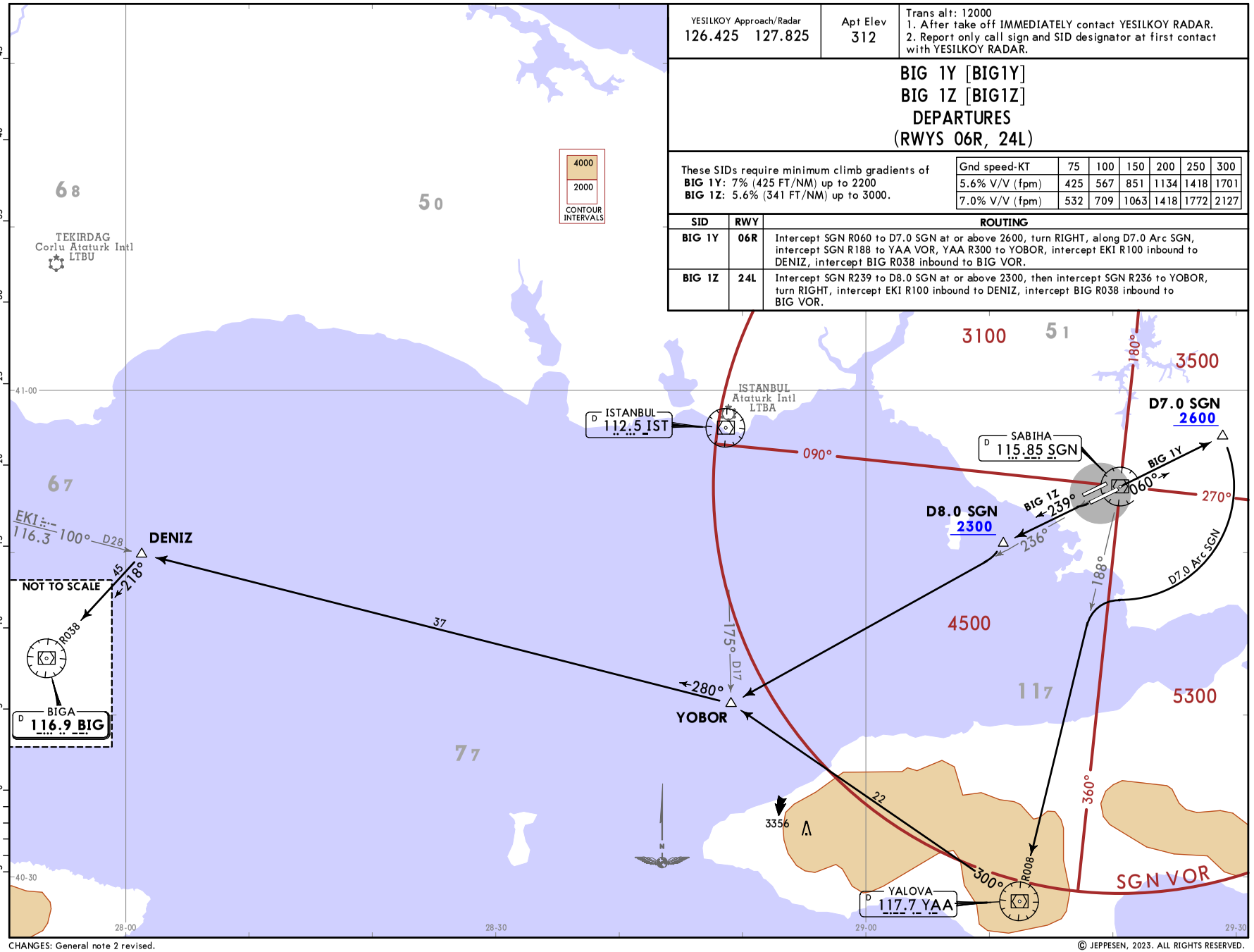
YESILKOY Approach/Radar	Apt Elev	
126.425 127.825	312	Trans alt: 12000 1. After take off IMMEDIATELY contact YESILKOY RADAR. 2. Report only call sign and SID designator at first contact with YESILKOY RADAR.

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: General note 2 revised.

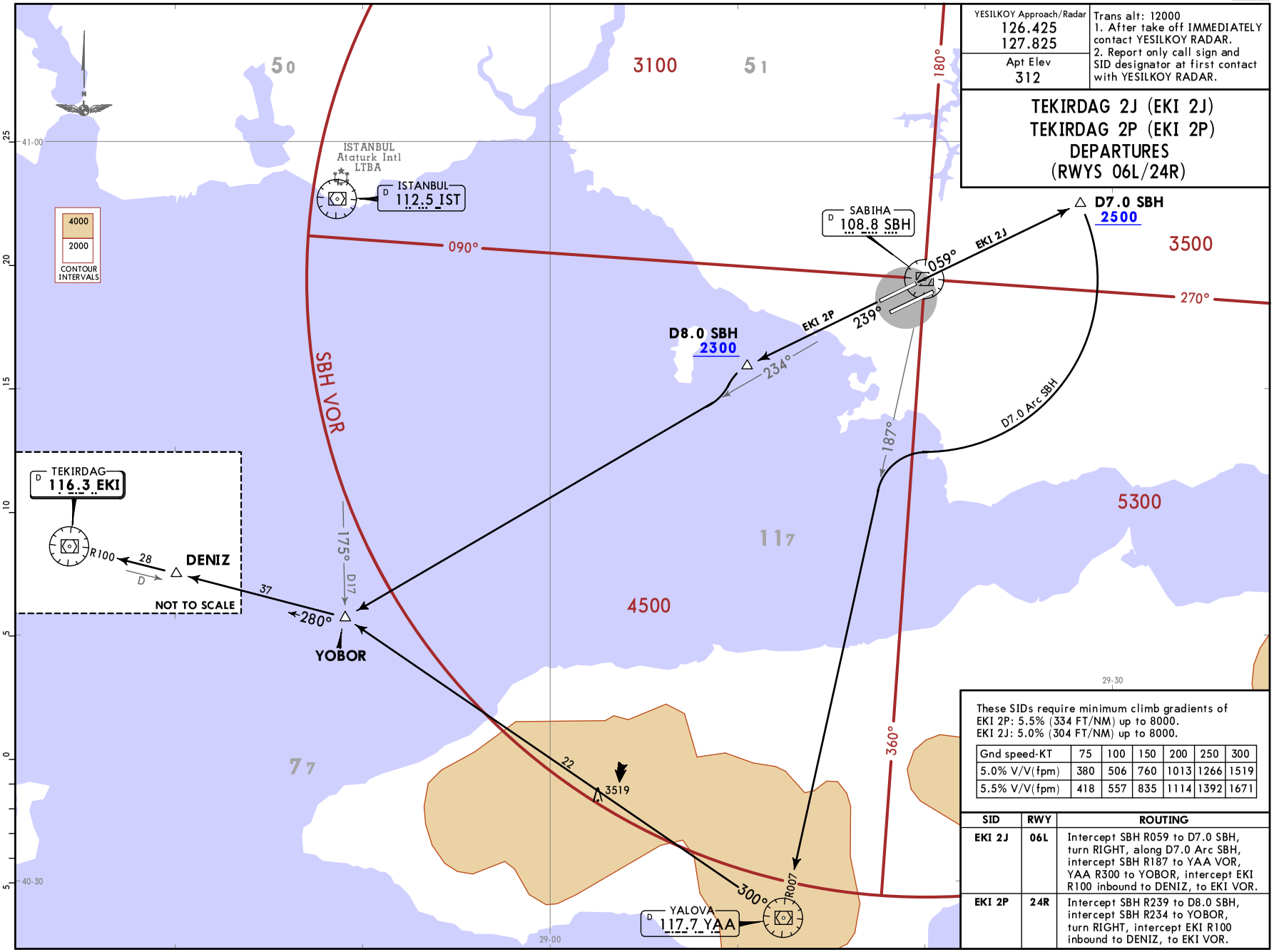
LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN ISTANBUL, TURKIYE
6 OCT 23 (20-3W)
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 and SID designator at first contact with YESILKOY RADAR.

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



These SIDs require minimum climb gradients of
EKI 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 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: General note 2 revised.

LTFJ/SAW
SABIHA GOKCEN INTL

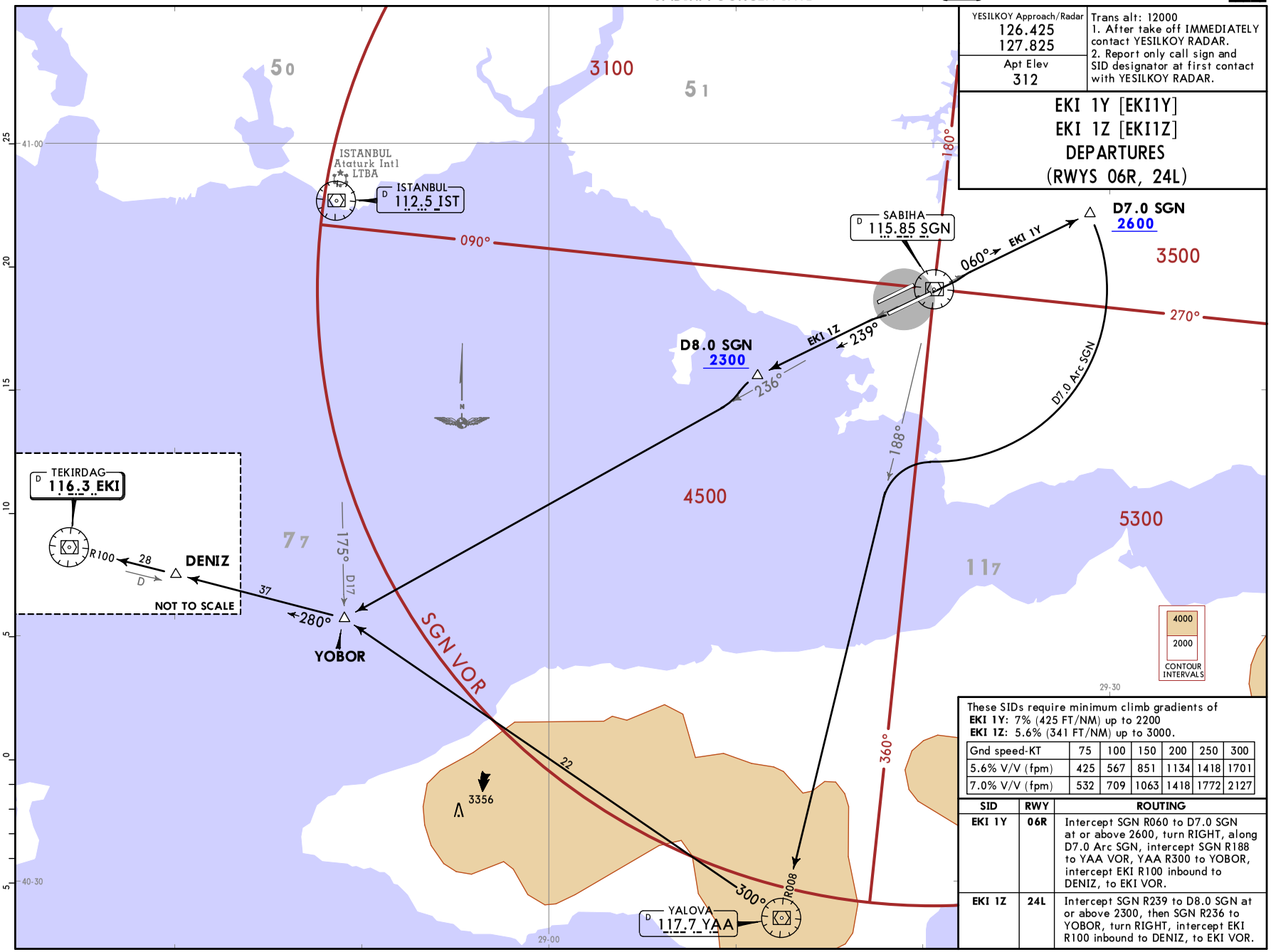
JEPPESEN
6 OCT 23 (20-3X)

ISTANBUL, TURKIYE

SID

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

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: General note 2 revised.

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN ISTANBUL, TURKIYE
6 OCT 23 (20-3X1)
SID

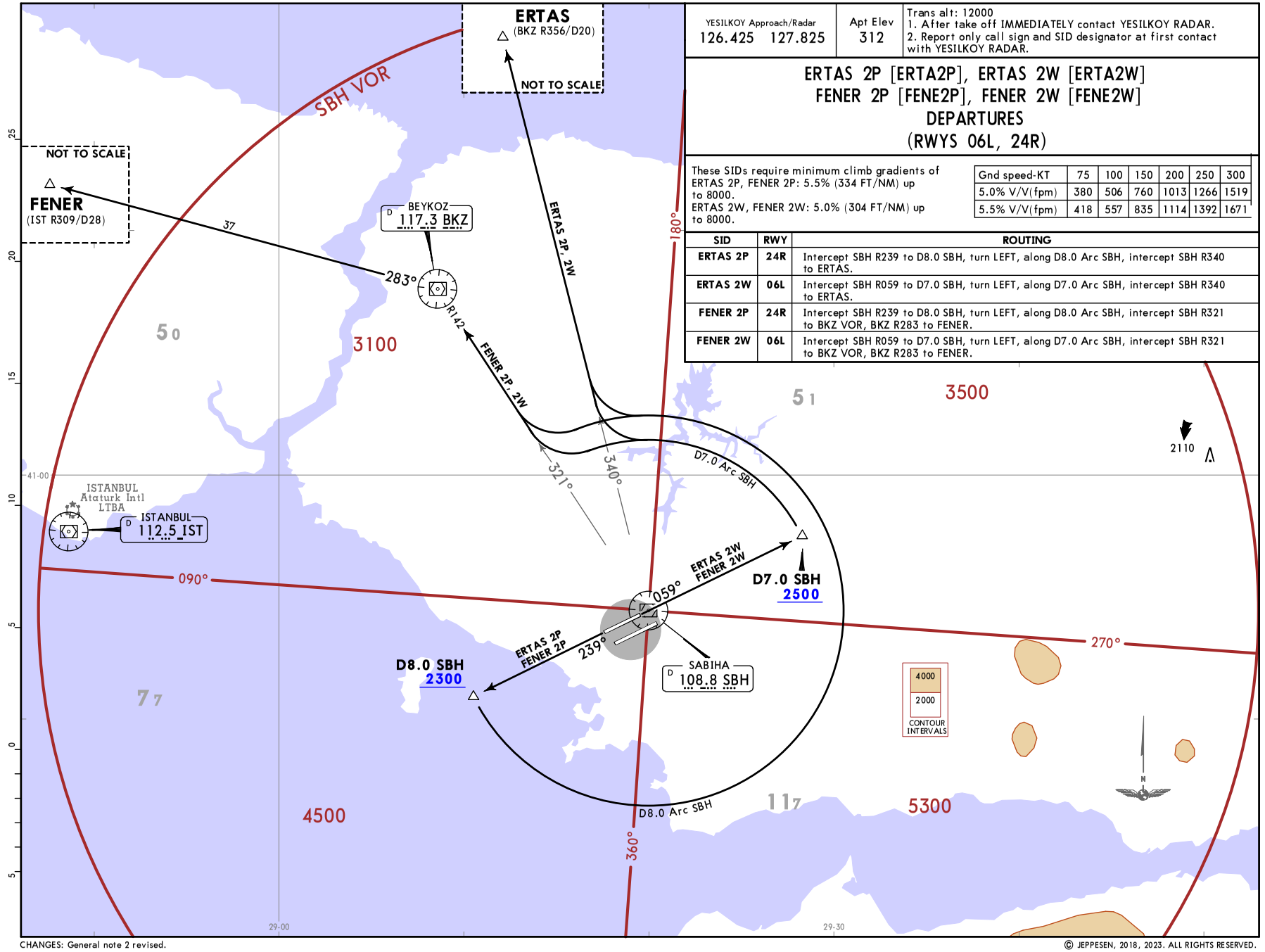
YESILKOY Approach/Radar	Apt Elev	Trans alt: 12000
126.425 127.825	312	1. After take off IMMEDIATELY contact YESILKOY RADAR. 2. Report only call sign and SID designator at first contact with YESILKOY RADAR.

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: General note 2 revised.

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN
6 OCT 23 (20-3X2)

ISTANBUL, TURKIYE
SID

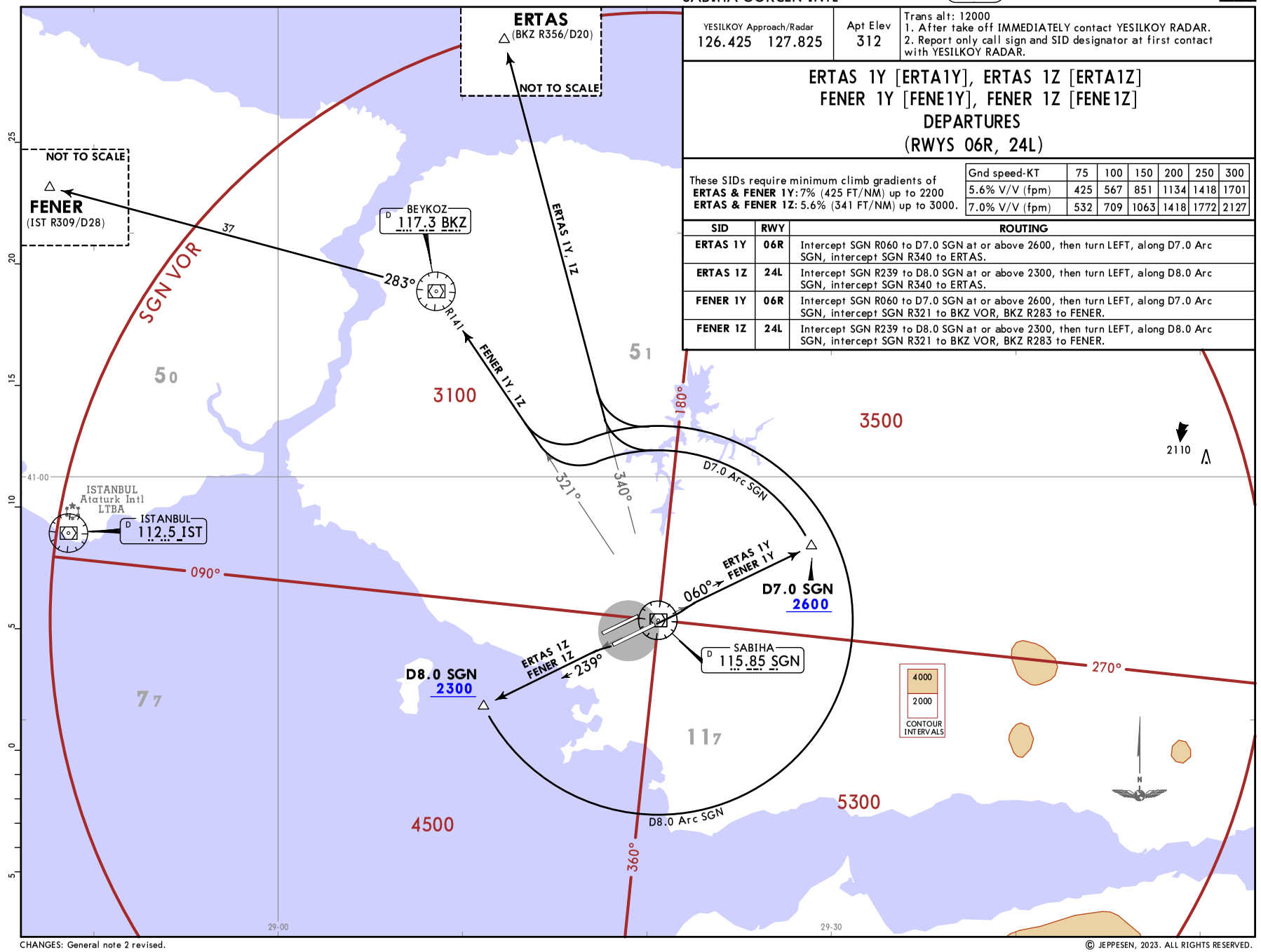
YESILKOY Approach/Radar	Apt Elev	
126.425 127.825	312	Trans alt: 12000 1. After take off IMMEDIATELY contact YESILKOY RADAR. 2. Report only call sign and SID designator at first contact with YESILKOY RADAR.

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.

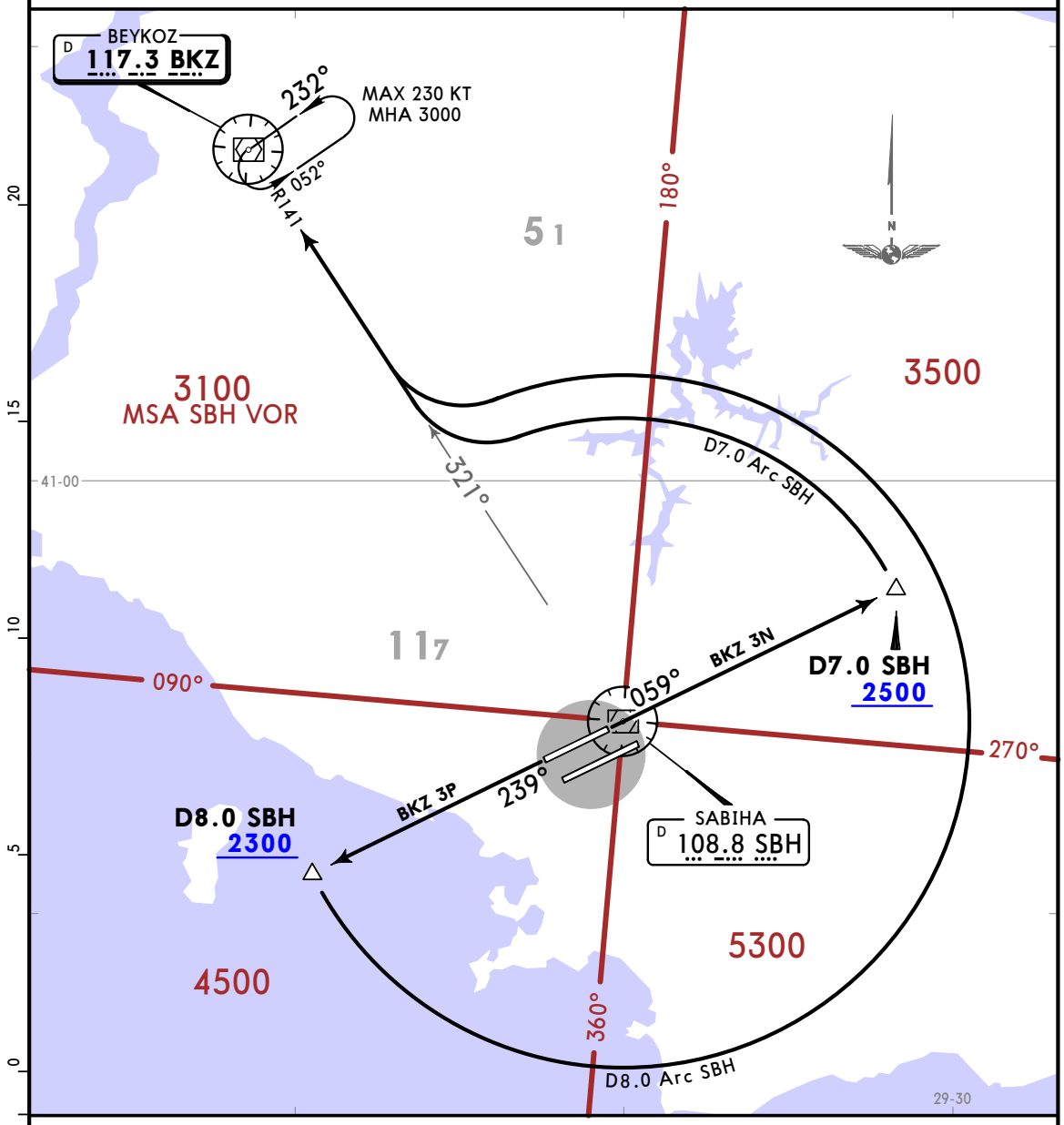


CHANGES: General note 2 revised.

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

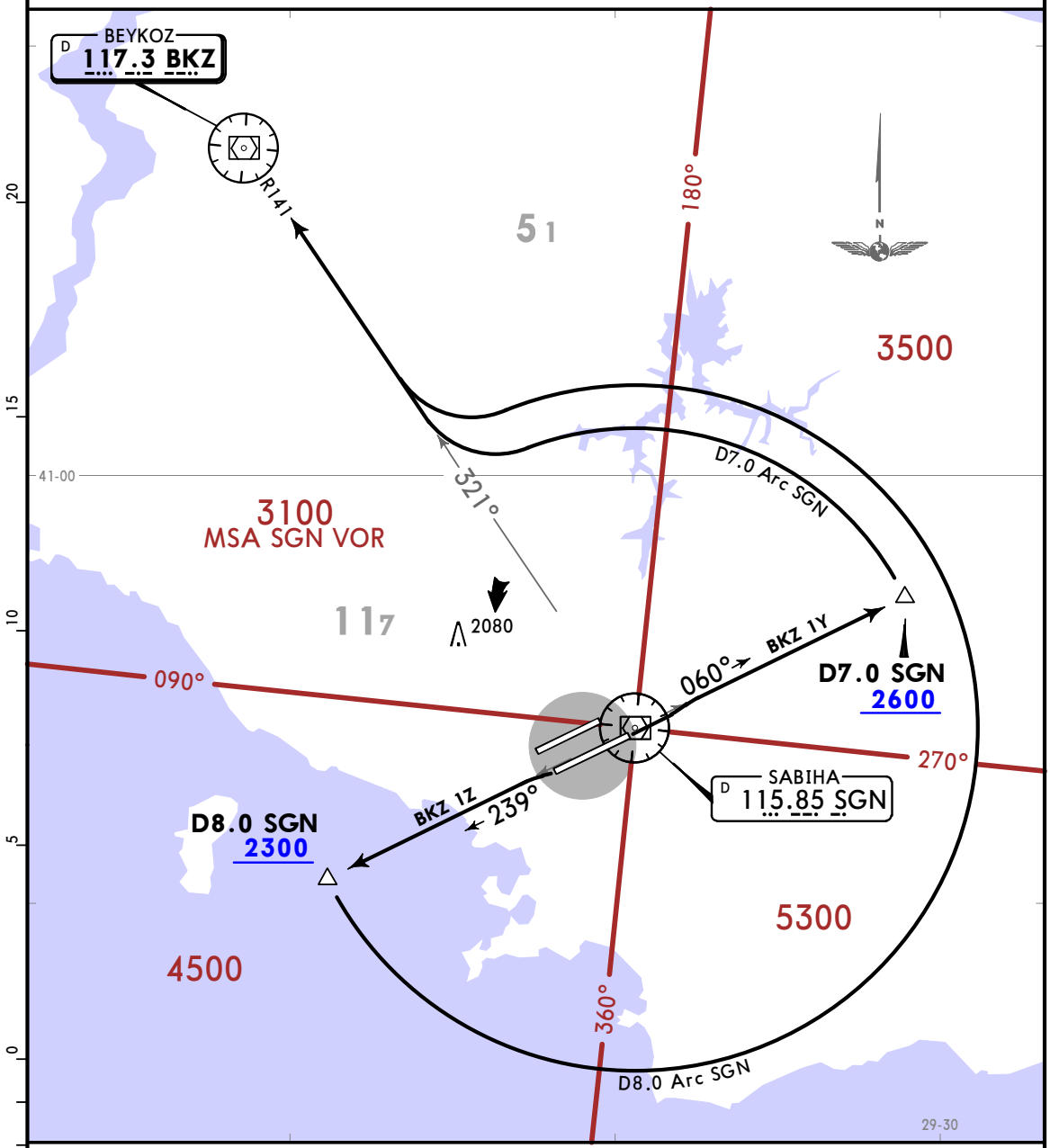
SID	RWY	ROUTING
BKZ 3N	**06L**	Intercept SBH R059 to D7.0 SBH, turn LEFT, along D7.0 Arc SBH, intercept SBH R321 to BKZ VOR.
BKZ 3P	**24R**	Intercept SBH R239 to D8.0 SBH, turn LEFT, along D8.0 Arc SBH, intercept SBH R321 to BKZ VOR.

CHANGES: General note 2 revised.

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

LTFJ/SAW

Apt Elev 312′
N40 53.9 E029 18.6

JEPPESEN ISTANBUL, TURKIYE
SABIHA GOKCEN INTL
26 JUL 24
Eff 8 Aug
20-9

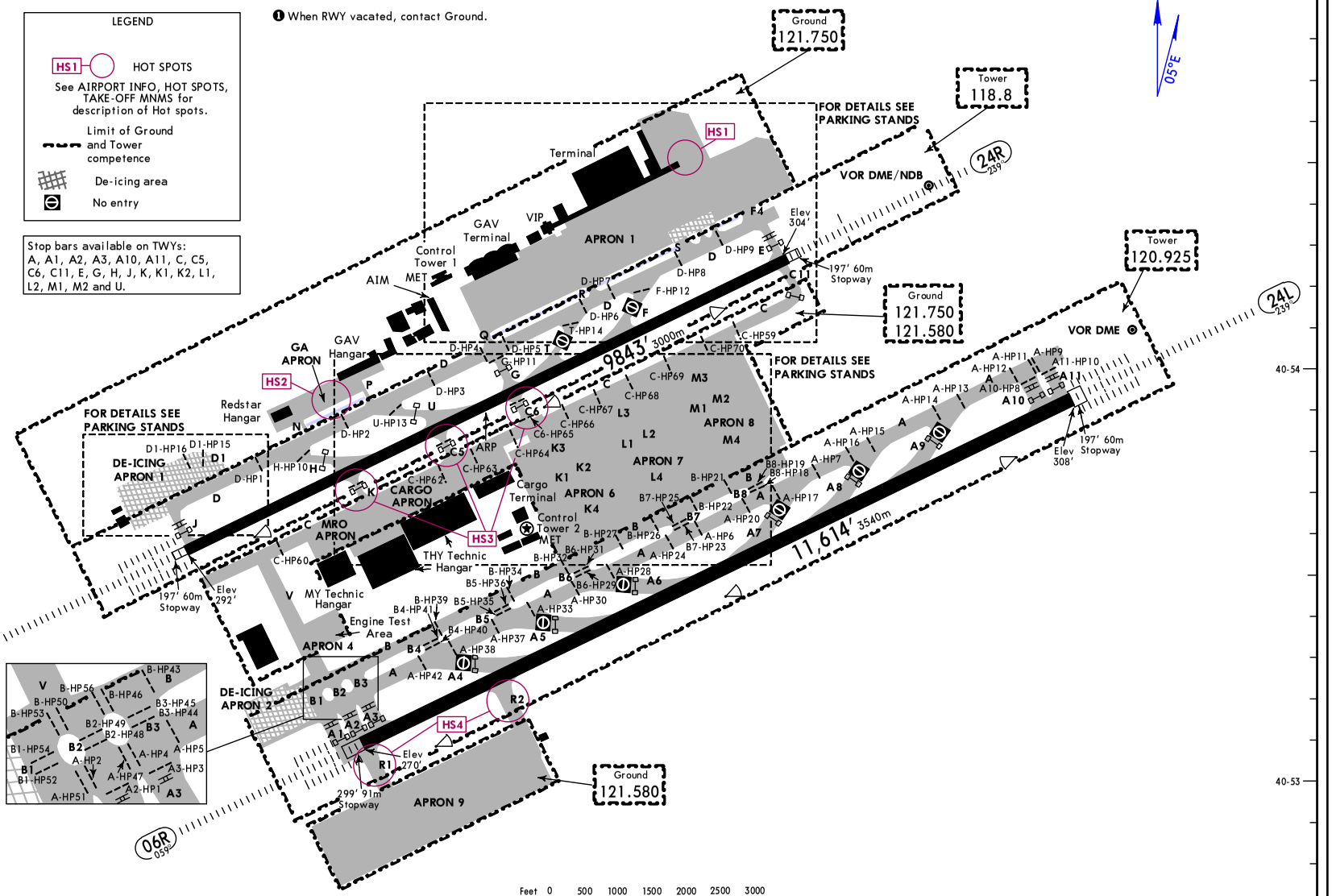
D-ATIS	Data Comm ACARS: D-ATIS	GOKCEN Delivery	GOKCEN Ground			Tower	
128.550		122.625	121.750	121.580	121.905	118.8	120.925

1 When RWY vacated, contact Ground.

LEGEND

HS1 HOT SPOTS
See AIRPORT INFO, HOT SPOTS, TAKE-OFF MNMS for description of Hot spots.
Limit of Ground and Tower competence
De-icing area
No entry

Stop bars available on TWYs:
A, A1, A2, A3, A10, A11, C, C5, C6, C11, E, G, H, J, K, K1, K2, L1, L2, M1, M2 and U.



CHANGES: Twys renamed, GA Apron shape, holding positions, buildings, RVRs location.

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) ❷HIALS-II TDZ REIL SFL PAPI-L (angle 3.0°) ❸	OFZ RVR		10,581' 3225m	❹	197' 60m
24L	HIRL (60m) CL (15m) ❶HIALS-II TDZ REIL SFL PAPI-L (angle 3.5°) HSTIL: A4, A5, A6	OFZ RVR		10,581' 3225m		

❶ length 900m
❷ length 720m
❸ HSTIL: A7, A8, A9
❹ TAKE-OFF RUN AVAILABLE

RWY 06R:
From rwy head 11,614' 3540m
Twy A3 11,125' 3391m

RWY 24L:
From rwy head 11,614' 3540m
Twy A10 11,325' 3452m

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 tower. 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 All Acft movements in this area shall be under the responsibility of the pilot and without affecting 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.

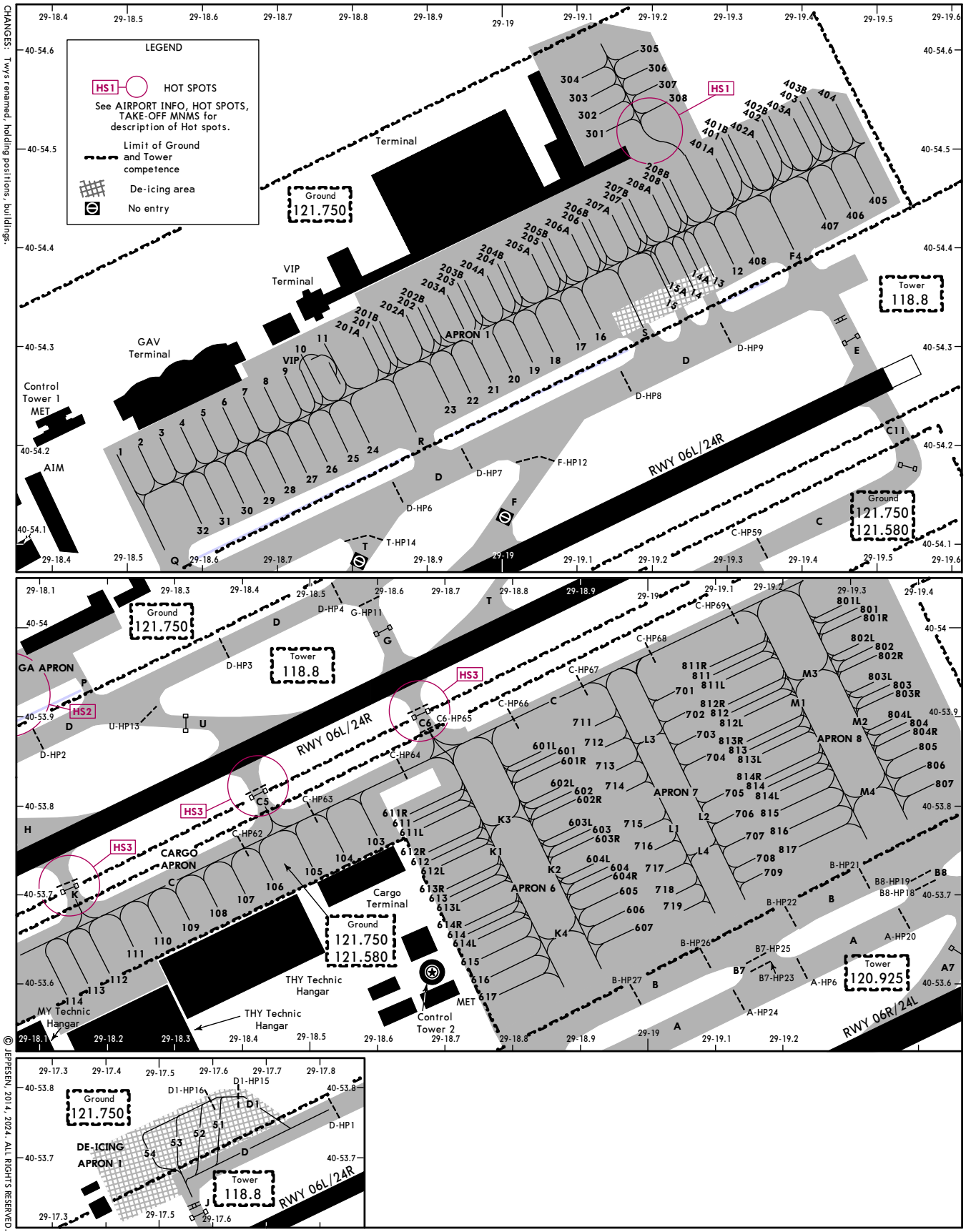
HS3 There are entrances to the Rwy 06L/24R from Twys C5, C6 and K. Extreme care should be given to holding points and seek ATC guidance by all means.

HS4 There are entrances to the Rwy 06R/24L from Twys R1 and R2. Extreme care should be given to runway holding points and seek ATC guidance by all means.

Std/State TAKE-OFF

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

CHANGES: Twys renamed.



26 JUL 24
JEPPESEN
20-9B
Eff 8 Aug

CHANGES: Twys renamed, holding positions, buildings.

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
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: None.

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

TAXI ROUTES ARRIVAL RWY 06L (3A, 3B)

❶ When RWY vacated, contact Ground.

STANDARD TAXI ROUTES
For RWY 06L:
ARR 3A: Traffic vacating RWY 06L from TWYs G, T, F, E shall maintain their positions at the intermediate holding points (TWYs T, F) then shall use TWYs D and Q by ATC instructions.
ARR 3B: Traffic vacating RWY 06L from TWYs G, T, F, E shall maintain their positions at the intermediate holding points (TWYs T, F) then shall use TWYs D and R by ATC instructions.

Stop bars available on TWYs:
A, A1, A2, A3, A10, A11, C, C5, C6, C11, E, G, H, J, K, K1, K2, L1, L2, M1, M2 and U.

Ground 121.750

Tower 118.8

Tower 120.925

Ground 121.750 121.580

Ground 121.580

Terminal
GAV Terminal
VIP
APRON 1
Control Tower 1
MET
AIM
GA APRON
GAV Hangar
Redstar Hangar
DE-ICING APRON 1
CARGO APRON
MRO APRON
Cargo Terminal
Control Tower 2
MET
THY Technic Hangar
MY Technic Hangar
Engine Test Area
APRON 4
DE-ICING APRON 2
APRON 9
APRON 6
APRON 7
APRON 8
ARP
HS1
HS2
HS3
HS4
24R 259°
24L 239°
06L 059°
06R 059°

LEGEND
HS1 HOT SPOTS
See AIRPORT INFO, HOT SPOTS, TAKE-OFF MNMS for description of Hot spots.
Limit of Ground and Tower competence
De-icing area
No entry
ARR 3A (Rwy 06L)
ARR 3B (Rwy 06L)

CHANGES: Twys renamed, GA Apron shape, holding positions, buildings.

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 06L (3C, 3D)

❶ When RWY vacated, contact Ground.

STANDARD TAXI ROUTES
For RWY 06L:
ARR 3C: Traffic vacating RWY 06L from TWYs G, T, F, E shall maintain their positions at the intermediate holding points (TWYs T, F) then shall use TWYs D and S by ATC instructions.
ARR 3D: Traffic vacating RWY 06L from TWYs G, T, F, E shall maintain their positions at the intermediate holding points (TWYs T, F) then shall use TWYs D and F4 by ATC instructions.

Stop bars available on TWYs:
A, A1, A2, A3, A10, A11, C, C5, C6, C11, E, G, H, J, K, K1, K2, L1, L2, M1, M2 and U.

Ground 121.750

Tower 118.8

Tower 120.925

Ground 121.750 121.580

Ground 121.580

Terminal
GAV Terminal
VIP
APRON 1
Control Tower 1
MET
AIM
GA APRON
GAV Hangar
Redstar Hangar
DE-ICING APRON 1
CARGO APRON
Cargo Terminal
APRON 6
APRON 7
APRON 8
Control Tower 2
MRO APRON
THY Technic Hangar
MY Technic Hangar
Engine Test Area
APRON 4
DE-ICING APRON 2
APRON 9
HS1
HS2
HS3
HS4
24R 259°
24L 239°
06L 059°
06R 059°

LEGEND

HS1 HOT SPOTS
See AIRPORT INFO, HOT SPOTS, TAKE-OFF MNMS for description of Hot spots.

Limit of Ground and Tower competence

De-icing area

No entry

ARR 3C (Rwy 06L)

ARR 3D (Rwy 06L)

CHANGES: Twys renamed, GA Apron shape, holding positions, buildings.

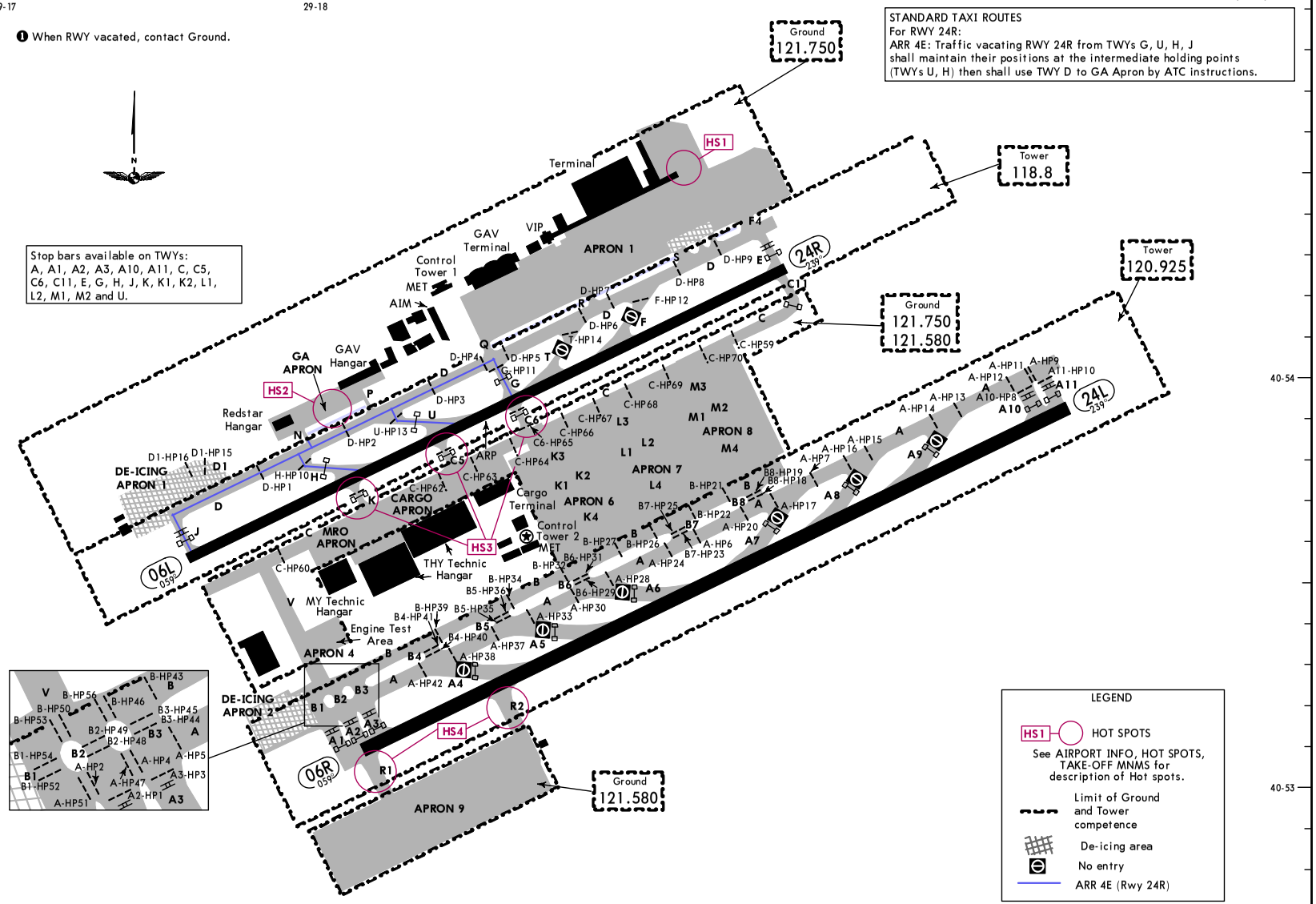
D-ATIS	Data Comm ACARS: D-ATIS	GOKCEN Delivery	GOKCEN Ground			Tower	
128.550		122.625	121.750	121.580	121.905	118.8	120.925

TAXI ROUTES ARRIVAL RWY 24R (4E)

❶ When RWY vacated, contact Ground.

STANDARD TAXI ROUTES
For RWY 24R:
ARR 4E: Traffic vacating RWY 24R from TWYs G, U, H, J shall maintain their positions at the intermediate holding points (TWYs U, H) then shall use TWY D to GA Apron by ATC instructions.

Stop bars available on TWYs:
A, A1, A2, A3, A10, A11, C, C5, C6, C11, E, G, H, J, K, K1, K2, L1, L2, M1, M2 and U.



CHANGES: Twys renamed, GA Apron shape, holding positions, buildings.

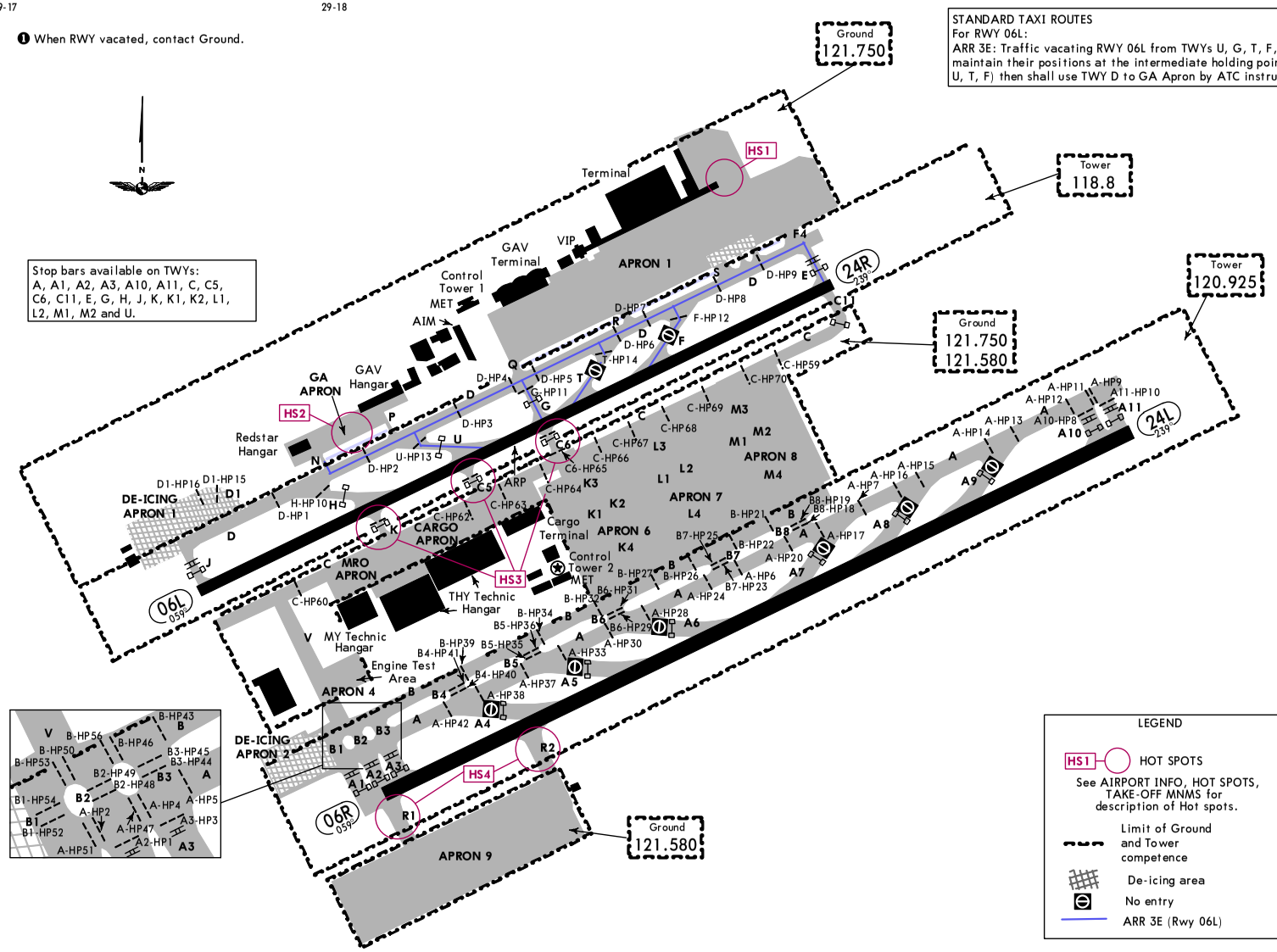
D-ATIS	Data Comm ACARS: D-ATIS	GOKCEN Delivery	GOKCEN Ground			Tower	
128.550		122.625	121.750	121.580	121.905	118.8	120.925

TAXI ROUTES ARRIVAL RWY 06L (3E)

STANDARD TAXI ROUTES
For RWY 06L:
ARR 3E: Traffic vacating RWY 06L from TWYs U, G, T, F, E shall maintain their positions at the intermediate holding points (TWYs U, T, F) then shall use TWY D to GA Apron by ATC instructions.

1 When RWY vacated, contact Ground.

Stop bars available on TWYs:
A, A1, A2, A3, A10, A11, C, C5, C6, C11, E, G, H, J, K, K1, K2, L1, L2, M1, M2 and U.



LEGEND

HS1 HOT SPOTS
See AIRPORT INFO, HOT SPOTS, TAKE-OFF MNMS for description of Hot spots.

Limit of Ground and Tower competence

De-icing area

No entry

ARR 3E (Rwy 06L)

CHANGES: Twys renamed, GA Apron shape, holding positions, buildings.

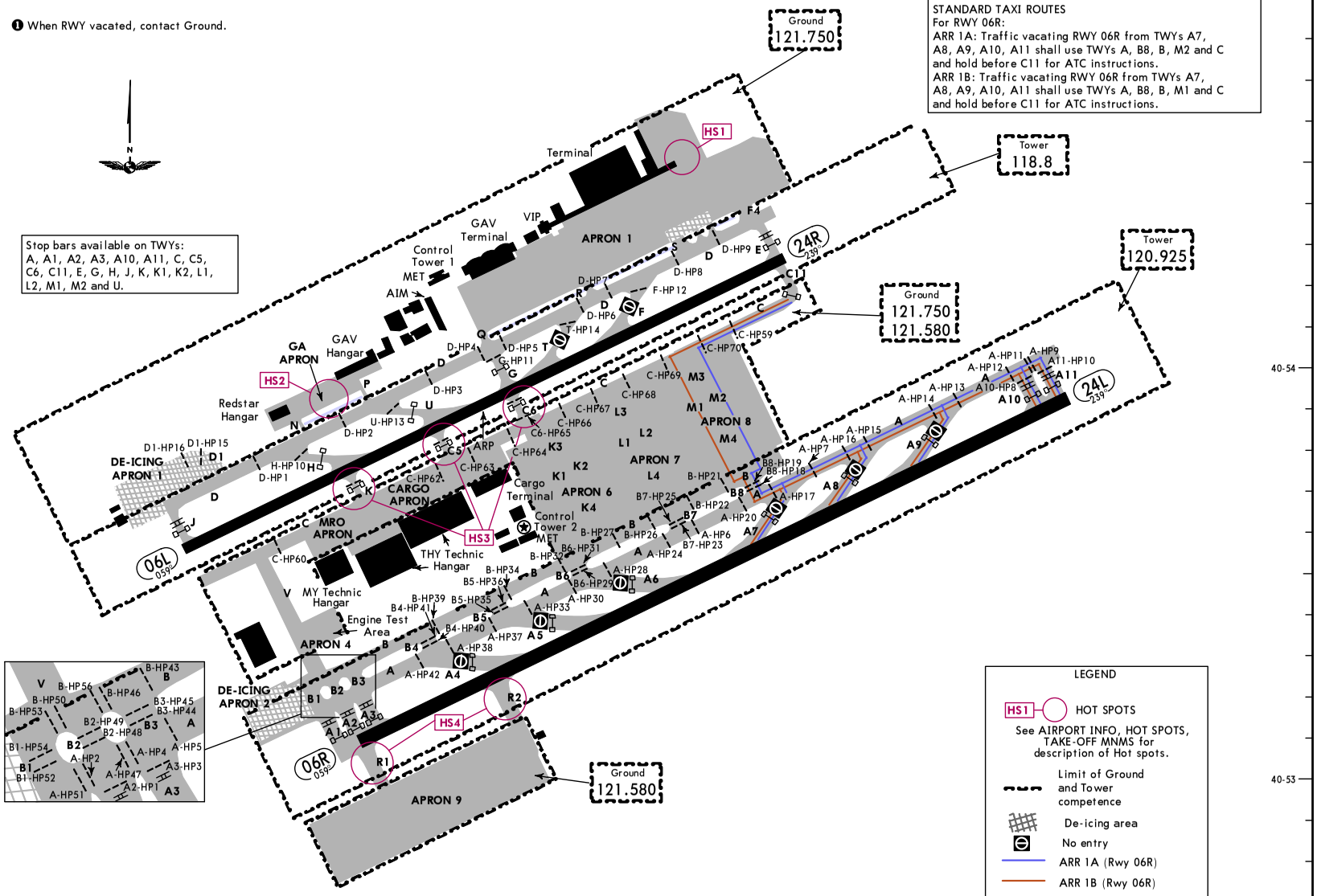
D-ATIS	Data Comm ACARS: D-ATIS	GOKCEN Delivery	GOKCEN Ground			Tower	
128.550		122.625	121.750	121.580	121.905	118.8	120.925

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

❶ When RWY vacated, contact Ground.

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 C11 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 C11 for ATC instructions.

Stop bars available on TWYs:
A, A1, A2, A3, A10, A11, C, C5, C6, C11, E, G, H, J, K, K1, K2, L1, L2, M1, M2 and U.



LEGEND

HS1 HOT SPOTS

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

CHANGES: Twys renamed, GA Apron shape, holding positions, buildings.

JEPPESEN ISTANBUL, TURKIYE
SABIHA GOKCEN INTL

26 JUL 24
Eff 8 Aug
20-9D4

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

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

1 When RWY vacated, contact Ground.

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 C6 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 C6 and hold before RWY 06L for ATC instructions.

Stop bars available on TWYs:
A, A1, A2, A3, A10, A11, C, C5, C6, C11, E, G, H, J, K, K1, K2, L1, L2, M1, M2 and U.

Ground 121.750

Tower 118.8

Tower 120.925

Ground 121.750 121.580

Ground 121.580

Terminal
GAV Terminal
VIP
APRON 1
Control Tower 1
MET
AIM
GA APRON
GAV Hangar
Redstar Hangar
DE-ICING APRON 1
CARGO APRON
MRO APRON
Cargo Terminal
APRON 6
APRON 7
APRON 8
Control Tower 2
MET
THY Technic Hangar
MY Technic Hangar
Engine Test Area
APRON 4
DE-ICING APRON 2
APRON 9
ARP
HS1
HS2
HS3
HS4
24R 239°
24L 239°
06L 059°
06R 059°

LEGEND
HS1 HOT SPOTS
See AIRPORT INFO, HOT SPOTS, TAKE-OFF MNMS for description of Hot spots.
Limit of Ground and Tower competence
De-icing area
No entry
ARR 1C (Rwy 06R)
ARR 1D (Rwy 06R)

CHANGES: Twys renamed, GA Apron shape, holding positions, buildings.

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

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

❶ When RWY vacated, contact Ground.

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 C6 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 C6 and hold before RWY 06L for ATC instructions.

Stop bars available on TWYs:
A, A1, A2, A3, A10, A11, C, C5, C6, C11, E, G, H, J, K, K1, K2, L1, L2, M1, M2 and U.

Ground 121.750

Tower 118.8

Tower 120.925

Ground 121.750 121.580

Ground 121.580

Terminal
GAV Terminal
VIP
APRON 1
Control Tower 1
MET
AIM
GA APRON
GAV Hangar
Redstar Hangar
DE-ICING APRON 1
CARGO APRON
MRO APRON
Cargo Terminal
Control Tower 2
MET
THY Technic Hangar
MY Technic Hangar
Engine Test Area
APRON 4
DE-ICING APRON 2
APRON 6
APRON 7
APRON 8
APRON 9
HS1
HS2
HS3
HS4
24R 239°
24L 239°
06L 059°
06R 059°

LEGEND

HS1 HOT SPOTS

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

Limit of Ground and Tower competence

De-icing area

No entry

ARR 1E (Rwy 06R)

ARR 1F (Rwy 06R)

CHANGES: Twys renamed, GA Apron shape, holding positions, buildings.

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

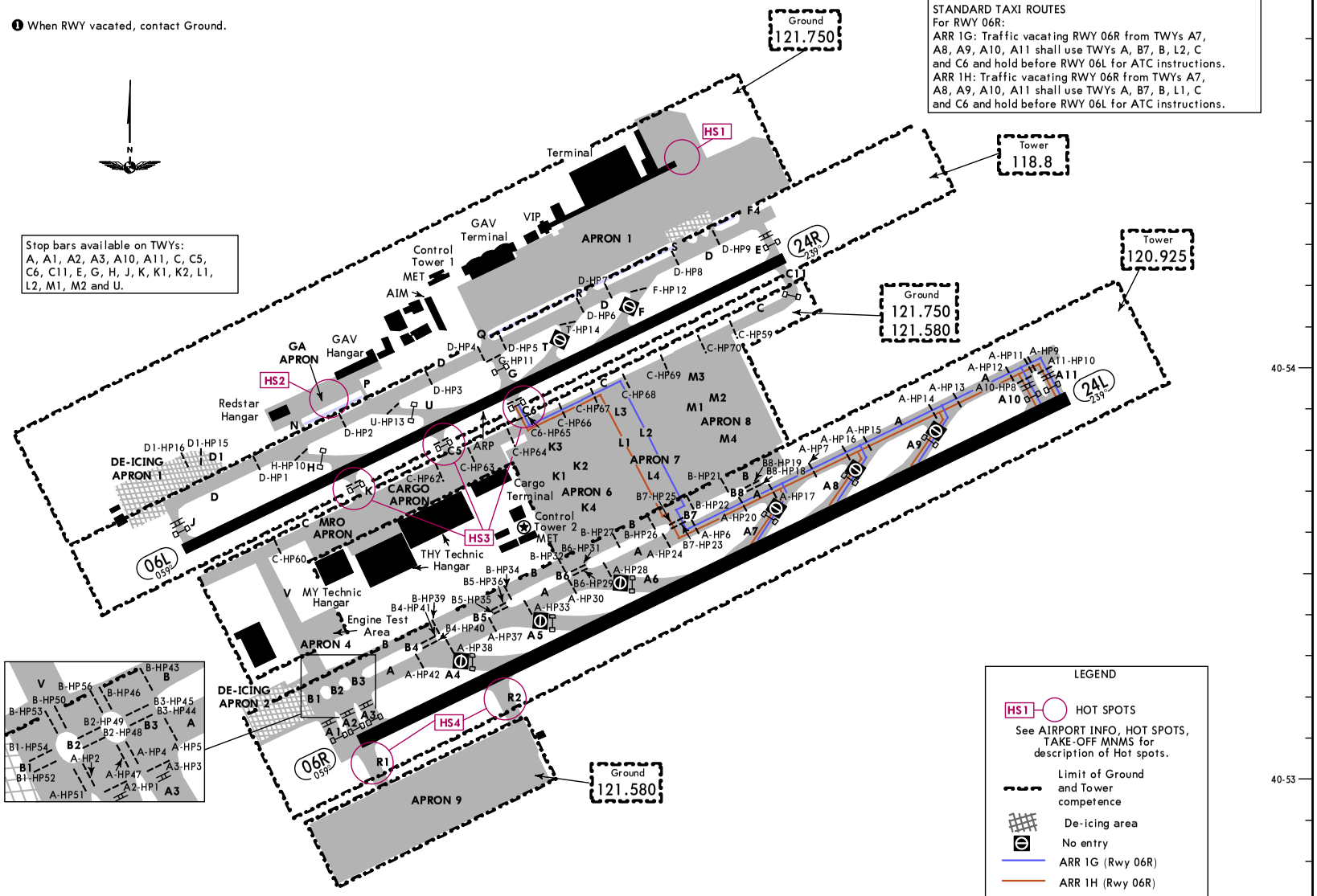
TAXI ROUTES ARRIVAL RWY 06R (1G, 1H)

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 C6 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 C6 and hold before RWY 06L for ATC instructions.

❶ When RWY vacated, contact Ground.

Stop bars available on TWYs:
A, A1, A2, A3, A10, A11, C, C5, C6, C11, E, G, H, J, K, K1, K2, L1, L2, M1, M2 and U.



CHANGES: Twys renamed, GA Apron shape, holding positions, buildings.

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

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

❶ When RWY vacated, contact Ground.

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 C6 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 C6 and hold before RWY 06L for ATC instructions.

Stop bars available on TWYs:
A, A1, A2, A3, A10, A11, C, C5, C6, C11, E, G, H, J, K, K1, K2, L1, L2, M1, M2 and U.

Ground 121.750

Tower 118.8

Tower 120.925

Ground 121.750 121.580

Ground 121.580

Terminal
GAV Terminal
VIP
APRON 1
Control Tower 1
MET
AIM
GA APRON
GAV Hangar
Redstar Hangar
DE-ICING APRON 1
CARGO APRON
MRO APRON
Cargo Terminal
Control Tower 2
MET
APRON 6
APRON 7
APRON 8
THY Technic Hangar
MY Technic Hangar
Engine Test Area
APRON 4
DE-ICING APRON 2
APRON 9

HS1 HS2 HS3 HS4

24R 239°
24L 239°
06L 059°
06R 059°

LEGEND
HS1 HOT SPOTS
See AIRPORT INFO, HOT SPOTS, TAKE-OFF MNMS for description of Hot spots.
Limit of Ground and Tower competence
De-icing area
No entry
ARR 2A (Rwy 24L)
ARR 2B (Rwy 24L)

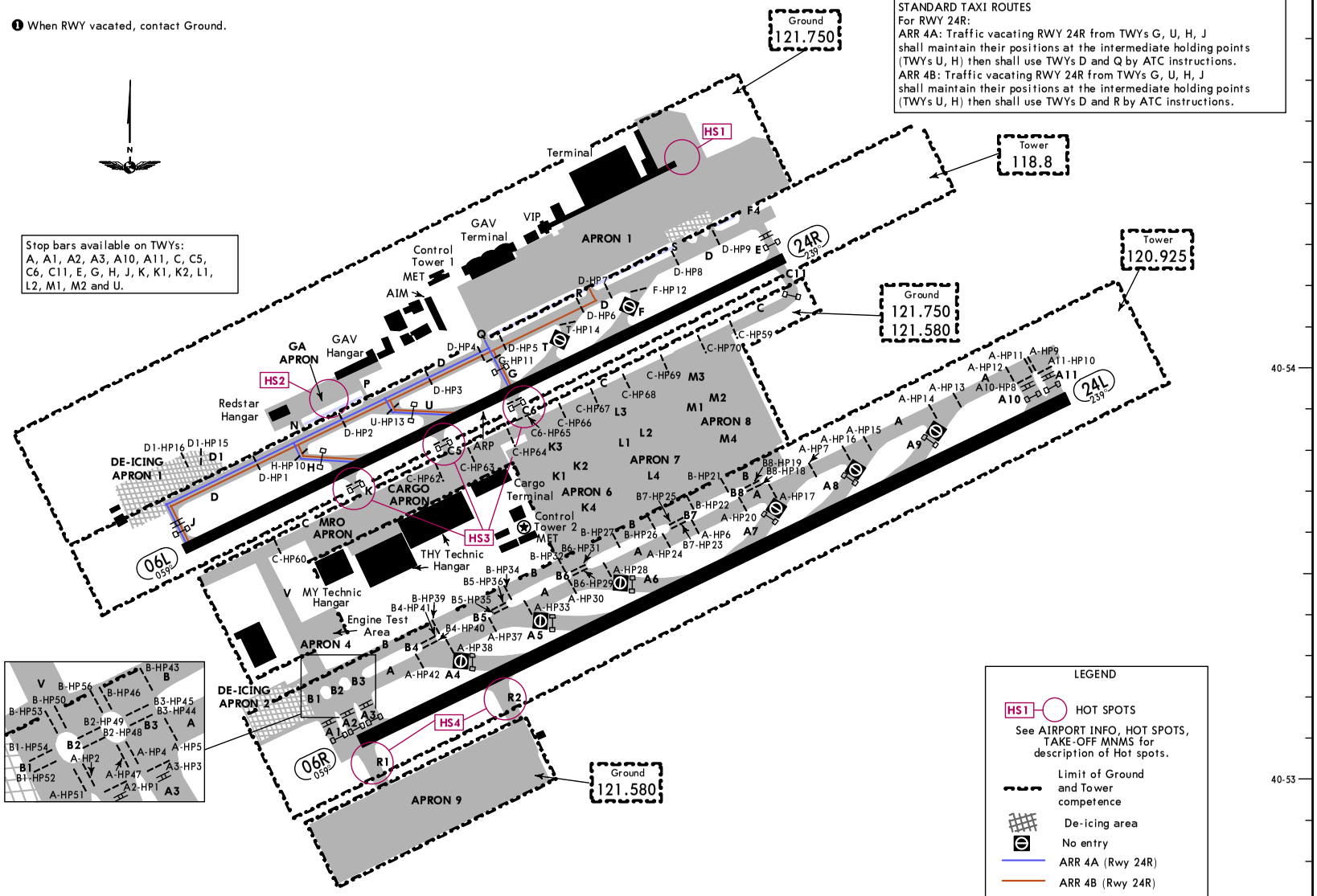
D-ATIS	Data Comm ACARS: D-ATIS	GOKCEN Delivery	GOKCEN Ground			Tower	
128.550		122.625	121.750	121.580	121.905	118.8	120.925

TAXI ROUTES ARRIVAL RWY 24R (4A, 4B)

❶ When RWY vacated, contact Ground.

STANDARD TAXI ROUTES
For RWY 24R:
ARR 4A: Traffic vacating RWY 24R from TWYs G, U, H, J shall maintain their positions at the intermediate holding points (TWYs U, H) then shall use TWYs D and Q by ATC instructions.
ARR 4B: Traffic vacating RWY 24R from TWYs G, U, H, J shall maintain their positions at the intermediate holding points (TWYs U, H) then shall use TWYs D and R by ATC instructions.

Stop bars available on TWYs:
A, A1, A2, A3, A10, A11, C, C5, C6, C11, E, G, H, J, K, K1, K2, L1, L2, M1, M2 and U.



CHANGES: Twys renamed, GA Apron shape, holding positions, buildings.

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 24R (4C, 4D)

❶ When RWY vacated, contact Ground.

STANDARD TAXI ROUTES
For RWY 24R:
ARR 4C: Traffic vacating RWY 24R from TWYs G, U, H, J shall maintain their positions at the intermediate holding points (TWYs U, H) then shall use TWYs D and S by ATC instructions.
ARR 4D: Traffic vacating RWY 24R from TWYs G, U, H, J shall maintain their positions at the intermediate holding points (TWYs U, H) then shall use TWYs D and F4 by ATC instructions.

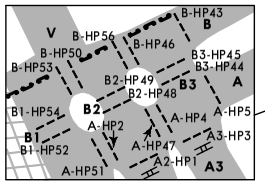
Stop bars available on TWYs:
A, A1, A2, A3, A10, A11, C, C5, C6, C11, E, G, H, J, K, K1, K2, L1, L2, M1, M2 and U.

Ground 121.750
Tower 118.8
Tower 120.925
Ground 121.750 121.580
Ground 121.580

Terminal
GAV Terminal
VIP
APRON 1
Control Tower 1
MET
AIM
GA APRON
GAV Hangar
Redstar Hangar
DE-ICING APRON 1
CARGO APRON
MRO APRON
Cargo Terminal
Control Tower 2
MET
APRON 6
APRON 7
APRON 8
THY Technic Hangar
MY Technic Hangar
Engine Test Area
APRON 4
DE-ICING APRON 2
APRON 9

HS1 HS2 HS3 HS4

24R 239°
24L 239°
06L 059°
06R 059°



LEGEND
HS1 HOT SPOTS
See AIRPORT INFO, HOT SPOTS, TAKE-OFF MNMS for description of Hot spots.
Limit of Ground and Tower competence
De-icing area
No entry
ARR 4C (Rwy 24R)
ARR 4D (Rwy 24R)

CHANGES: Twys renamed, GA Apron shape, holding positions, buildings.

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

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.

Stop bars available on TWYs:
A, A1, A2, A3, A10, A11, C, C5, C6, C11, E, G, H, J, K, K1, K2, L1, L2, M1, M2 and U.

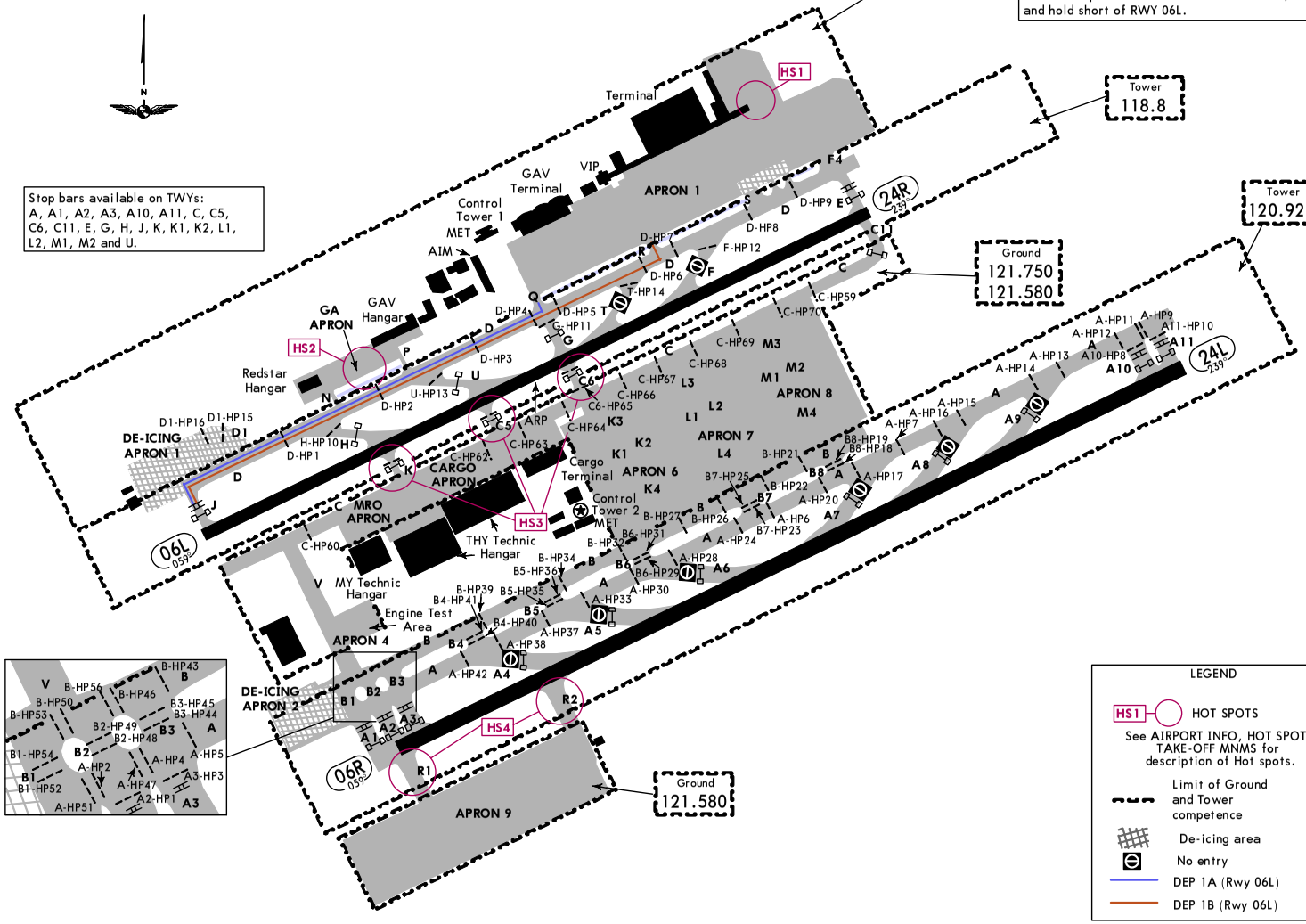
Ground 121.750

Tower 118.8

Tower 120.925

Ground 121.750 121.580

Ground 121.580



LEGEND

HS1 HOT SPOTS
See AIRPORT INFO, HOT SPOTS, TAKE-OFF MNMS for description of Hot spots.

Limit of Ground and Tower competence

De-icing area

No entry

DEP 1A (Rwy 06L)

DEP 1B (Rwy 06L)

CHANGES: Twys renamed, GA Apron shape, holding positions, buildings.

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

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, C5, C6, C11, E, G, H, J, K, K1, K2, L1, L2, M1, M2 and U.

Ground 121.750

Tower 118.8

Ground 121.750 121.580

Tower 120.925

Ground 121.580

Terminal
GAV Terminal
VIP
APRON 1
Control Tower 1
MET
AIM
GA APRON
GAV Hangar
Redstar Hangar
DE-ICING APRON 1
CARGO APRON
Cargo Terminal
APRON 6
APRON 7
APRON 8
Control Tower 2
MRO APRON
THY Technic Hangar
MY Technic Hangar
Engine Test Area
APRON 4
DE-ICING APRON 2
APRON 9
24R 239°
24L 239°
06L 059°
06R 059°
HS1
HS2
HS3
HS4

LEGEND
HS1 HOT SPOTS
See AIRPORT INFO, HOT SPOTS, TAKE-OFF MNMS for description of Hot spots.
Limit of Ground and Tower competence
De-icing area
No entry
DEP 1C (Rwy 06L)
DEP 1D (Rwy 06L)

CHANGES: Twys renamed, GA Apron shape, holding positions, buildings.

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

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.

Stop bars available on TWYs:
A, A1, A2, A3, A10, A11, C, C5, C6, C11, E, G, H, J, K, K1, K2, L1, L2, M1, M2 and U.

Ground 121.750

Tower 118.8

Tower 120.925

Ground 121.750 121.580

Ground 121.580

Terminal
GAV Terminal
VIP
APRON 1
Control Tower 1
MET
AIM
GA APRON
GAV Hangar
Redstar Hangar
DE-ICING APRON 1
CARGO APRON
MRO APRON
Cargo Terminal
Control Tower 2
MET
APRON 6
APRON 7
APRON 8
THY Technic Hangar
MY Technic Hangar
Engine Test Area
APRON 4
DE-ICING APRON 2
APRON 9

HS1 HS2 HS3 HS4

24R 259°
24L 239°
06L 059°
06R 059°

LEGEND
HS1 HOT SPOTS
See AIRPORT INFO, HOT SPOTS, TAKE-OFF MNMS for description of Hot spots.
Limit of Ground and Tower competence
De-icing area
No entry
DEP 2C (Rwy 24R)
DEP 2D (Rwy 24R)

CHANGES: Twys renamed, GA Apron shape, holding positions, buildings.

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)

❶ When RWY vacated, contact Ground.

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

Stop bars available on TWYs:
A, A1, A2, A3, A10, A11, C, C5, C6, C11, E, G, H, J, K, K1, K2, L1, L2, M1, M2 and U.

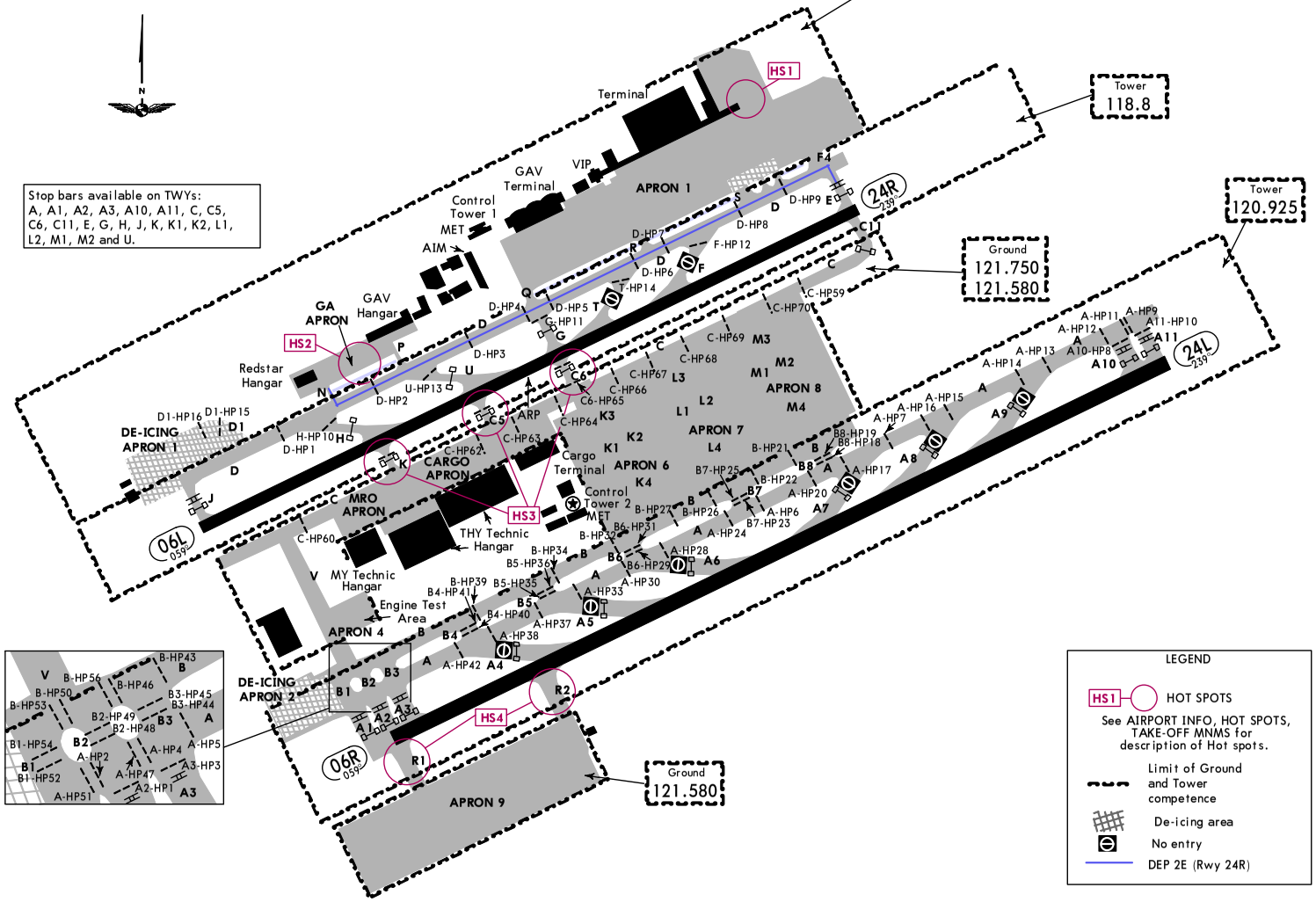
Ground 121.750

Tower 118.8

Tower 120.925

Ground 121.750 121.580

Ground 121.580



LEGEND
- HS1 — HOT SPOTS
  See AIRPORT INFO, HOT SPOTS, TAKE-OFF MNMS for description of Hot spots.
- Limit of Ground and Tower competence
- De-icing area
- No entry
- DEP 2E (Rwy 24R)

CHANGES: Twys renamed, GA Apron shape, holding positions, buildings.

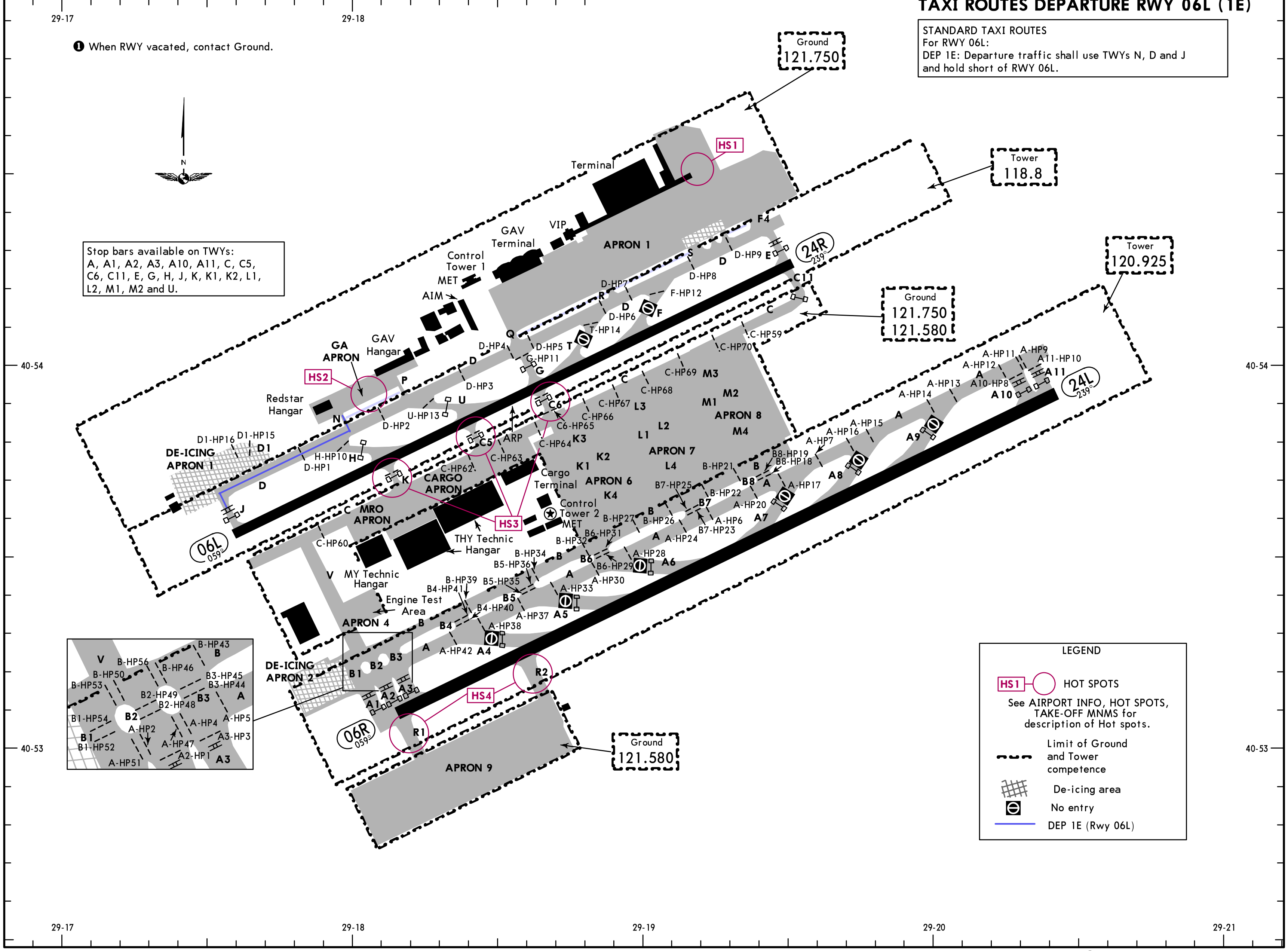
D-ATIS	Data Comm ACARS: D-ATIS	GOKCEN Delivery	❶ GOKCEN Ground	Tower
128.550		122.625	121.750 121.580 121.905	118.8 120.925

TAXI ROUTES DEPARTURE RWY 06L (1E)

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

❶ When RWY vacated, contact Ground.

Stop bars available on TWYs: A, A1, A2, A3, A10, A11, C, C5, C6, C11, E, G, H, J, K, K1, L1, L2, M1, M2 and U.



LEGEND

HS1 HOT SPOTS
See AIRPORT INFO, HOT SPOTS, TAKE-OFF MNMS for description of Hot spots.

Limit of Ground and Tower competence

De-icing area

No entry

DEP 1E (Rwy 06L)

CHANGES: Twys renamed, GA Apron shape, holding positions, buildings.

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 C6, C, K1, B, B6, A, A2 and hold short of RWY 06R.
DEP 3B: Departure traffic shall use TWYs C6, C, K2, B, B6, A, A2 and hold short of RWY 06R.

Stop bars available on TWYs:
A, A1, A2, A3, A10, A11, C, C5, C6, C11, E, G, H, J, K, K1, K2, L1, L2, M1, M2 and U.

Ground 121.750

Tower 118.8

Tower 120.925

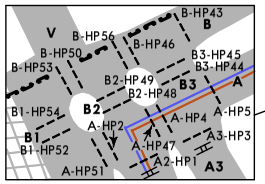
Ground 121.750 121.580

Ground 121.580

Terminal
GAV Terminal
VIP
APRON 1
Control Tower 1
MET
AIM
GA APRON
GAV Hangar
Redstar Hangar
DE-ICING APRON 1
CARGO APRON
MRO APRON
Cargo Terminal
Control Tower 2
MET
APRON 6
APRON 7
APRON 8
THY Technic Hangar
MY Technic Hangar
Engine Test Area
APRON 4
DE-ICING APRON 2
APRON 9

HS1 HS2 HS3 HS4

24R 239° 24L 239° 06L 059° 06R 059°



LEGEND

HS1 HOT SPOTS
See AIRPORT INFO, HOT SPOTS, TAKE-OFF MNMS for description of Hot spots.
Limit of Ground and Tower competence
De-icing area
No entry
DEP 3A (Rwy 06R)
DEP 3B (Rwy 06R)

CHANGES: Twys renamed, GA Apron shape, holding positions, buildings.

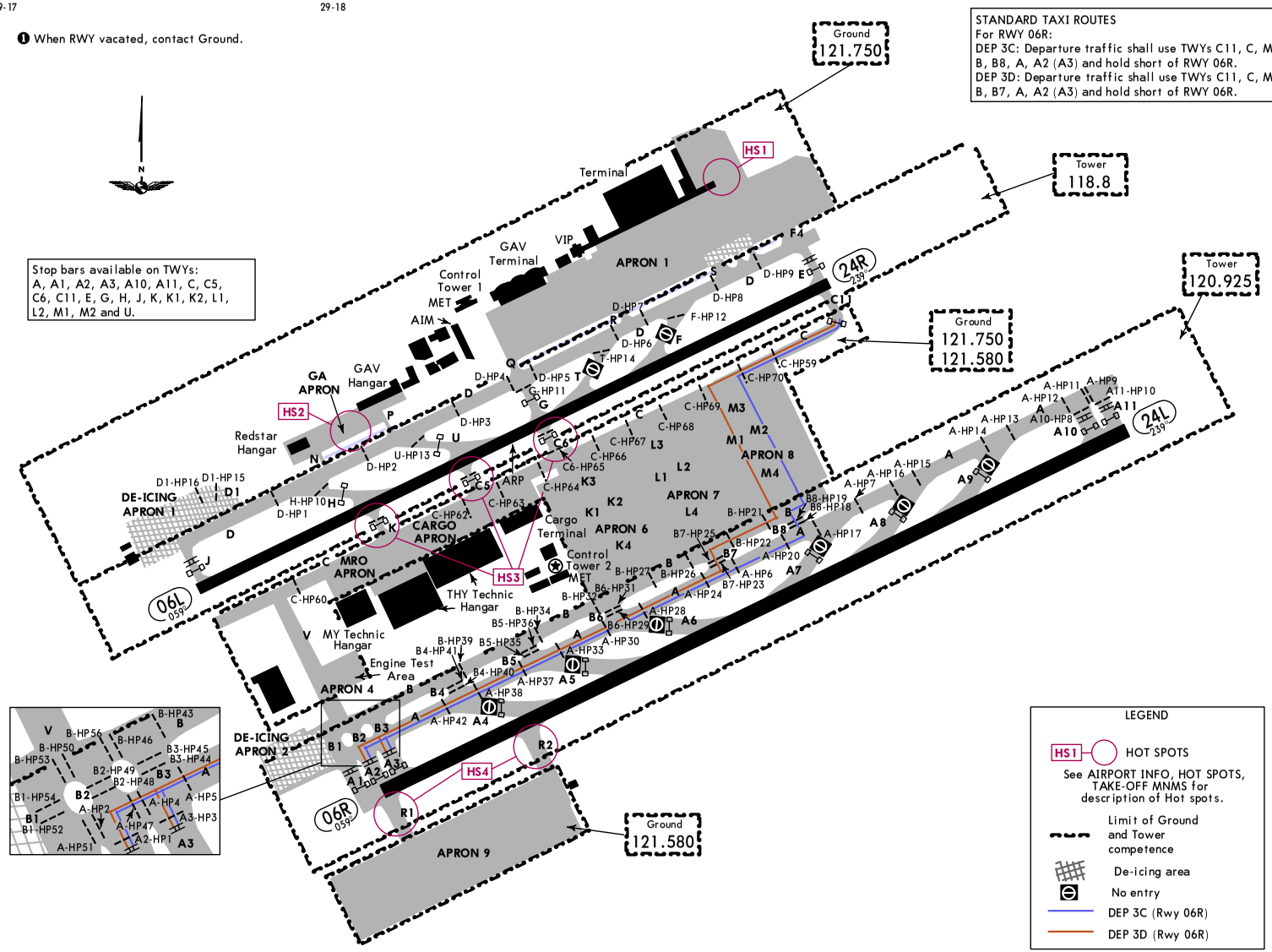
D-ATIS	Data Comm ACARS: D-ATIS	GOKCEN Delivery	GOKCEN Ground			Tower	
128.550		122.625	121.750	121.580	121.905	118.8	120.925

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

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.

1 When RWY vacated, contact Ground.

Stop bars available on TWYs:
A, A1, A2, A3, A10, A11, C, C5, C6, C11, E, G, H, J, K, K1, K2, L1, L2, M1, M2 and U.



CHANGES: Twys renamed, GA Apron shape, holding positions, buildings.

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.

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.

Stop bars available on TWYs:
A, A1, A2, A3, A10, A11, C, C5, C6, C11, E, G, H, J, K, K1, K2, L1, L2, M1, M2 and U.

Ground 121.750

Tower 118.8

Tower 120.925

Ground 121.750 121.580

Ground 121.580

Terminal
GAV Terminal
VIP
Control Tower 1
MET
AIM
APRON 1
GA APRON
GAV Hangar
Redstar Hangar
DE-ICING APRON 1
CARGO APRON
MRO APRON
Cargo Terminal
Control Tower 2
MET
APRON 6
APRON 7
APRON 8
THY Technic Hangar
MY Technic Hangar
Engine Test Area
APRON 4
DE-ICING APRON 2
APRON 9
ARP
HS1
HS2
HS3
HS4
24R 259°
24L 239°
06L 059°
06R 059°

LEGEND
HS1 HOT SPOTS
See AIRPORT INFO, HOT SPOTS, TAKE-OFF MNMS for description of Hot spots.
Limit of Ground and Tower competence
De-icing area
No entry
DEP 3E (Rwy 06R)
DEP 3F (Rwy 06R)

CHANGES: Twys renamed, GA Apron shape, holding positions, buildings.

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

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 C6, C, K1, B, B7, A, A10 (A11) and hold short of RWY 24L.
DEP 4B: Departure traffic shall use TWYs C6, C, K2, B, B7, A, A10 (A11) and hold short of RWY 24L.

Stop bars available on TWYs:
A, A1, A2, A3, A10, A11, C, C5, C6, C11, E, G, H, J, K, K1, K2, L1, L2, M1, M2 and U.

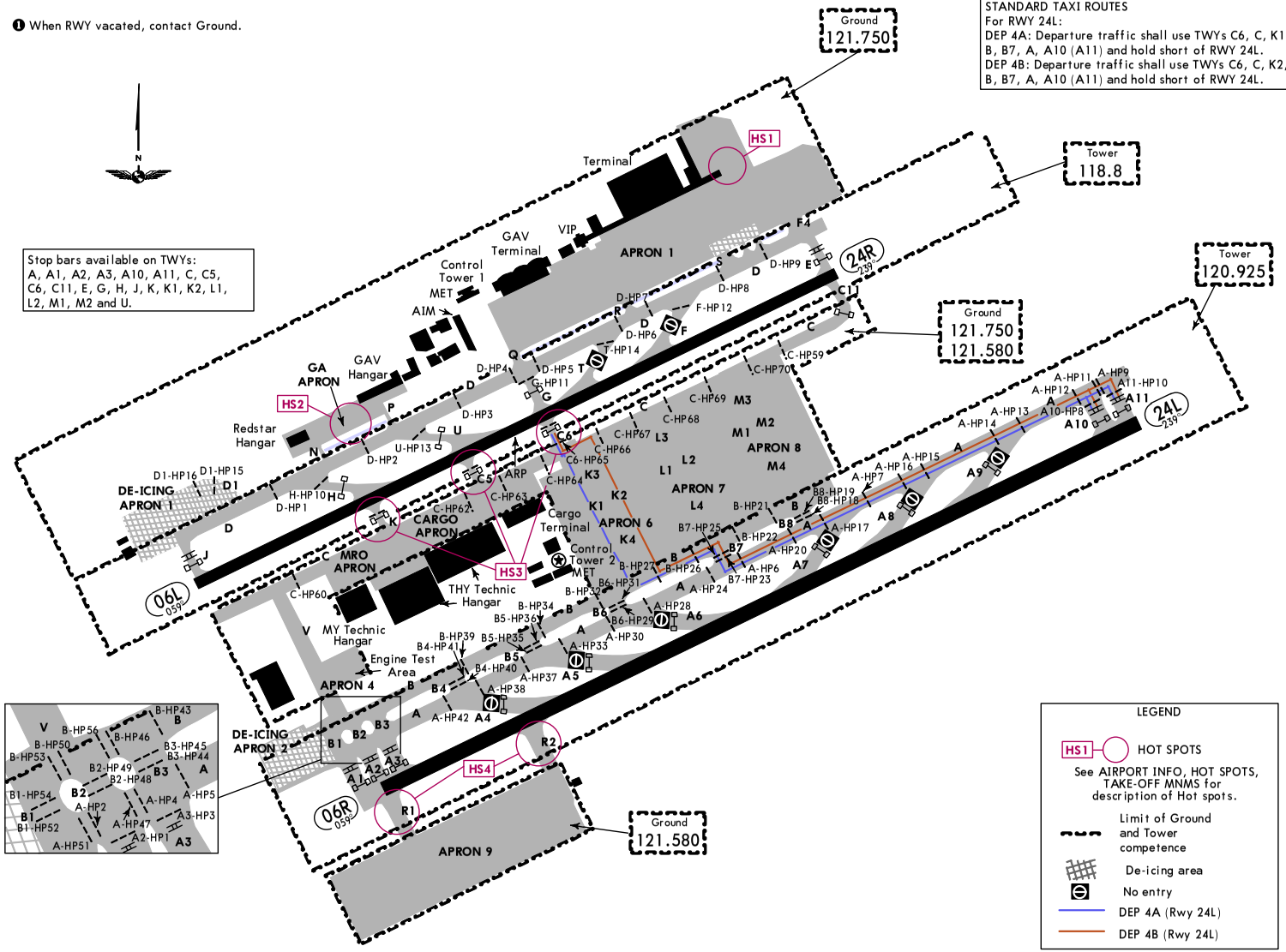
Ground 121.750

Tower 118.8

Tower 120.925

Ground 121.750 121.580

Ground 121.580



LEGEND

HS1 HOT SPOTS
See AIRPORT INFO, HOT SPOTS, TAKE-OFF MNMS for description of Hot spots.

Limit of Ground and Tower competence

De-icing area

No entry

DEP 4A (Rwy 24L)

DEP 4B (Rwy 24L)

CHANGES: Twys renamed, GA Apron shape, holding positions, buildings.

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

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

❶ When RWY vacated, contact Ground.

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.

Stop bars available on TWYs:
A, A1, A2, A3, A10, A11, C, C5, C6, C11, E, G, H, J, K, K1, K2, L1, L2, M1, M2 and U.

Ground 121.750

Tower 118.8

Tower 120.925

Ground 121.750 121.580

Ground 121.580

Terminal
GAV Terminal
VIP
APRON 1
Control Tower 1
MET
AIM
GA APRON
GAV Hangar
Redstar Hangar
DE-ICING APRON 1
CARGO APRON
MRO APRON
Cargo Terminal
APRON 6
APRON 7
APRON 8
Control Tower 2
MET
THY Technic Hangar
MY Technic Hangar
Engine Test Area
APRON 4
DE-ICING APRON 2
APRON 9
HS1
HS2
HS3
HS4
24R 239°
24L 239°
06L 059°
06R 059°

LEGEND
HS1 HOT SPOTS
See AIRPORT INFO, HOT SPOTS, TAKE-OFF MNMS for description of Hot spots.
Limit of Ground and Tower competence
De-icing area
No entry
DEP 4C (Rwy 24L)
DEP 4D (Rwy 24L)

CHANGES: Twys renamed, GA Apron shape, holding positions, buildings.

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

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.

Stop bars available on TWYs:
A, A1, A2, A3, A10, A11, C, C5, C6, C11, E, G, H, J, K, K1, K2, L1, L2, M1, M2 and U.

Ground 121.750

Tower 118.8

Tower 120.925

Ground 121.750 121.580

Ground 121.580

Terminal
GAV Terminal
VIP
APRON 1
Control Tower 1
MET
AIM
GA APRON
GAV Hangar
Redstar Hangar
DE-ICING APRON 1
CARGO APRON
MRO APRON
Cargo Terminal
APRON 6
APRON 7
APRON 8
Control Tower 2
MET
THY Technic Hangar
MY Technic Hangar
Engine Test Area
APRON 4
DE-ICING APRON 2
APRON 9
ARP
HS1
HS2
HS3
HS4
24R 239°
24L 239°
06L 059°
06R 059°

LEGEND
HS1 HOT SPOTS
See AIRPORT INFO, HOT SPOTS, TAKE-OFF MNMS for description of Hot spots.
Limit of Ground and Tower competence
De-icing area
No entry
DEP 4E (Rwy 24L)
DEP 4F (Rwy 24L)

CHANGES: Twys renamed, GA Apron shape, holding positions, buildings.

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

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.

Stop bars available on TWYs:
A, A1, A2, A3, A10, A11, C, C5, C6, C11, E, G, H, J, K, K1, K2, L1, L2, M1, M2 and U.

Ground 121.750

Tower 118.8

Tower 120.925

Ground 121.750 121.580

Ground 121.580

Terminal
GAV Terminal
VIP
APRON 1
Control Tower 1
MET
AIM
GA APRON
GAV Hangar
Redstar Hangar
DE-ICING APRON 1
CARGO APRON
Cargo Terminal
APRON 6
APRON 7
APRON 8
Control Tower 2
MRO APRON
THY Technic Hangar
MY Technic Hangar
Engine Test Area
APRON 4
DE-ICING APRON 2
APRON 9
HS1
HS2
HS3
HS4
24R
24L
06L
06R

LEGEND
HS1 HOT SPOTS
See AIRPORT INFO, HOT SPOTS, TAKE-OFF MNMS for description of Hot spots.
Limit of Ground and Tower competence
De-icing area
No entry
DEP 2A (Rwy 24R)
DEP 2B (Rwy 24R)

CHANGES: Twys renamed, GA Apron shape, holding positions, buildings.

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN
23 JUN 23 | 21-1

ISTANBUL, TURKIYE
ILS Z or LOC Z Rwy 06L

BRIEFING STRIP™

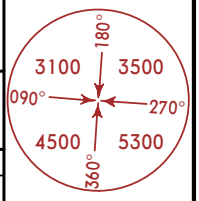
D-ATIS	YESILKOY Approach			GOKCEN Tower		Ground	
128.550	126.425	127.825	132.950	118.8	120.925	121.750	121.580

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′

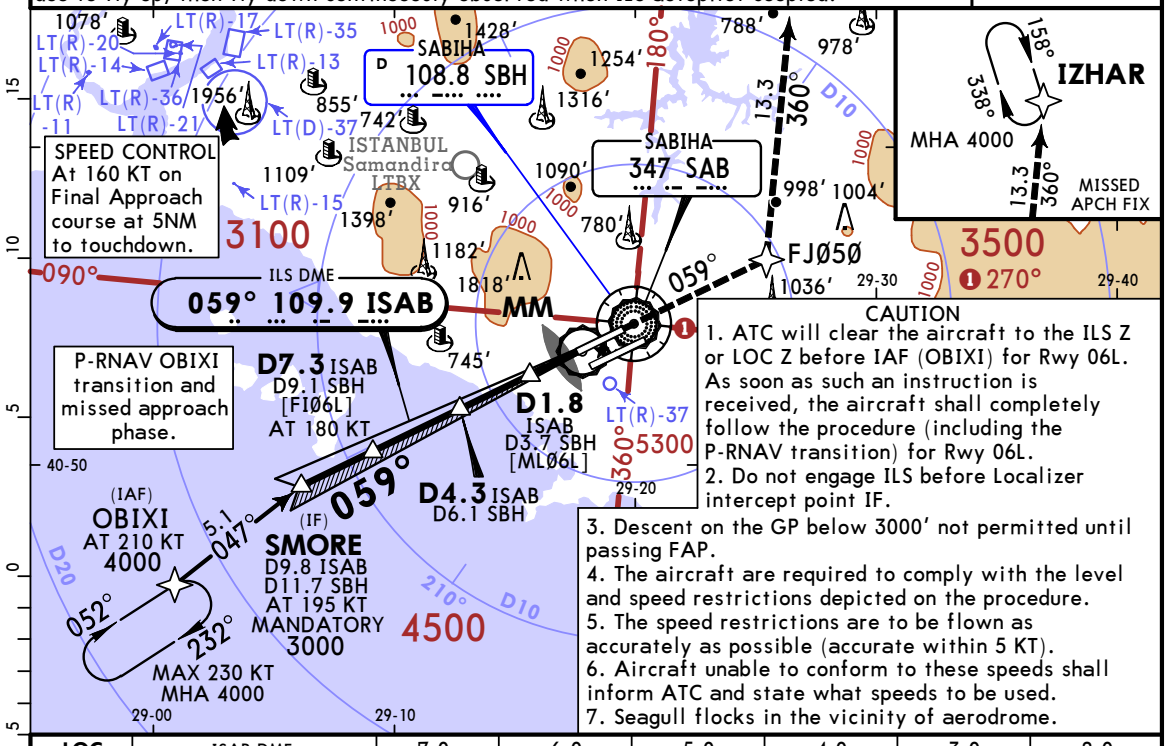
MISSED APCH: Climbing 4000′ to FJØ5Ø on course 059° then turn LEFT proceed IZHAR and hold. Refer to minimums for missed apch climb gradients.

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

1. DME required. 2. For 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.

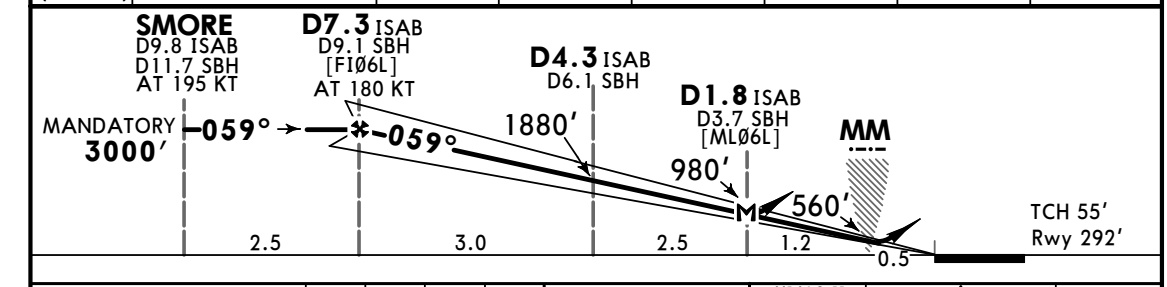


MSA SBH VOR



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		120	140	160	180
GS	3.50°	743	867	991	1115
MAP at D1.8 ISAB/ D3.7 SBH					

HIALS-II
REIL PAPI PAPI

4000′ on 059° FJØ5Ø

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′)	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)
C	R600m	[1] R600m	R1300m	R1000m	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: MSA.

LTFJ/SAW
SABIHA GOKCEN INTL

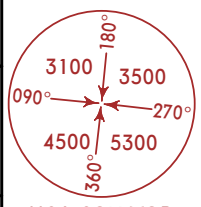
22 MAR 24 | 21-10

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′

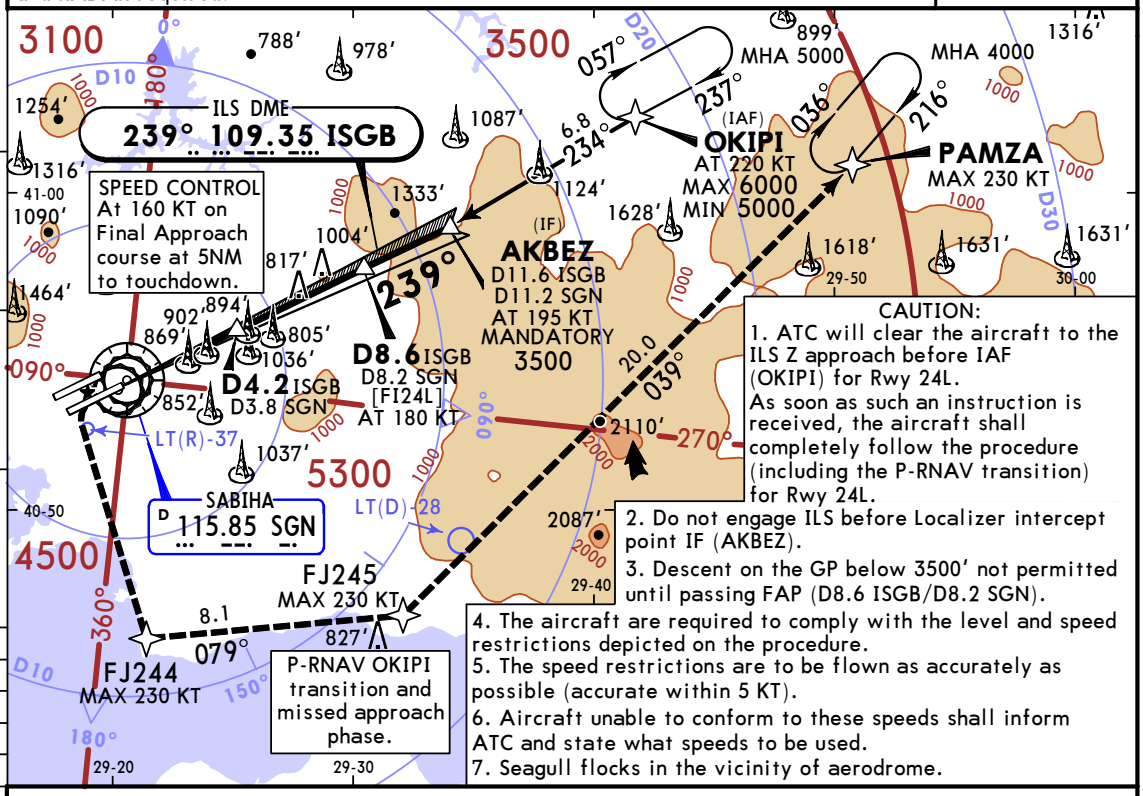
MISSED APCH: Do not turn to FJ244 before Rwy 24L threshold or crossing 800′, whichever is later. Climb STRAIGHT AHEAD, MAX 230 KT, at or above 800′ turn LEFT direct to FJ244, turn LEFT to FJ245, turn LEFT to PAMZA and hold at 4000′.



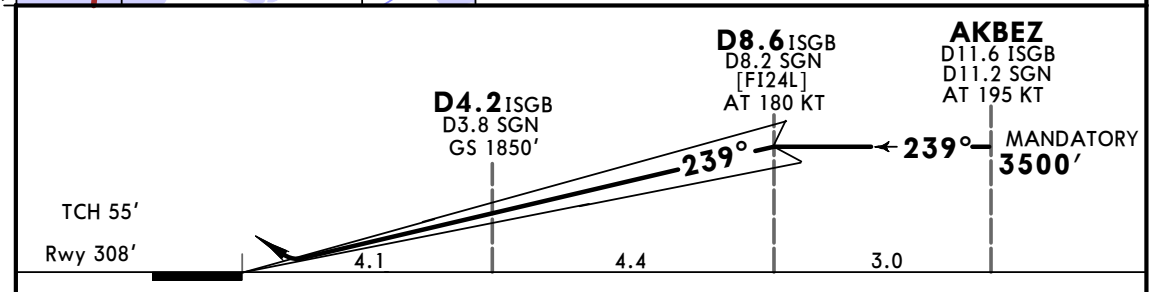
MSA SGN VOR

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.



CAUTION:
1. ATC will clear the aircraft to the ILS Z approach before IAF (OKIPI) for Rwy 24L. As soon as such an instruction is received, the aircraft shall completely follow the procedure (including the P-RNAV transition) for Rwy 24L.
2. Do not engage ILS before Localizer intercept point IF (AKBEZ).
3. Descent on the GP below 3500′ not permitted until passing FAP (D8.6 ISGB/D8.2 SGN).
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.



Gnd speed-Kts		120	140	160	180
GS	3.50°	743	867	991	1115

HIALS-II
REIL
PAPI

Refer to Missed Apch above

Std/State

STRAIGHT-IN LANDING
ILS

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

DA(H) 690′ (382′)

	TDZ or CL out	ALS out	Max KT	MDA(H)
C	R1100m	R1100m	180	1430′ (1118′) V2400m
D	R1100m	R1800m	205	1430′ (1118′) V3600m

PANS OPS

CHANGES: LT(D)-28 airspace size.

LTFJ/SAW
SABIHA GOKCEN INTL

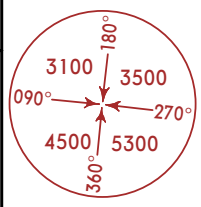
22 MAR 24 | 21-11

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

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

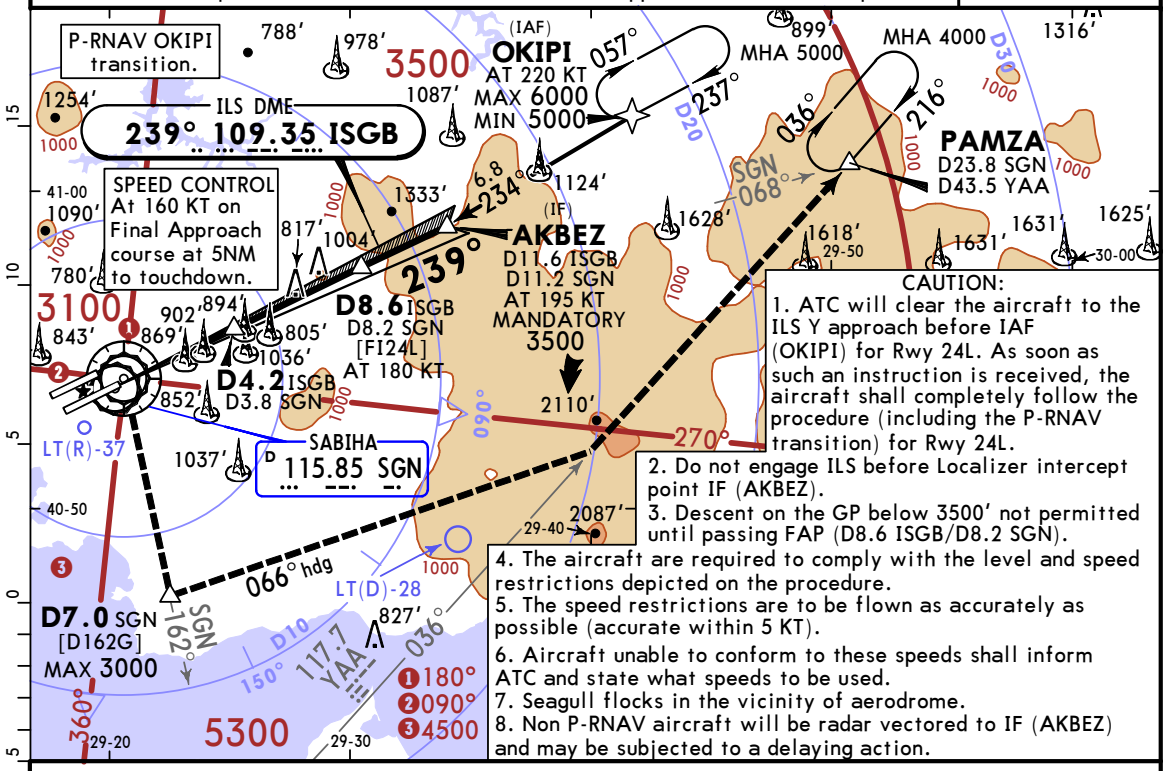
MISSED APCH: MAX 200 KT until SGN VOR R-162. Do not turn before SGN VOR or crossing 800′, whichever is later. After crossing 800′ turn LEFT climb on SGN VOR R-162 until D7.0 SGN, cross D7.0 SGN at or below 3000′ then turn LEFT fly on heading 066° to intercept YAA VOR R-036 climbing to 4000′ proceed PAMZA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

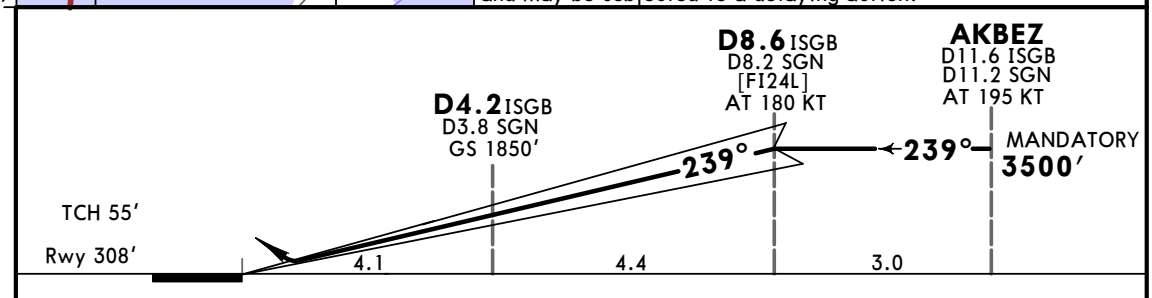


MSA SGN VOR

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		120	140	160	180
GS	3.50°	743	867	991	1115

HIALS-II
REIL
PAPI

Refer to Missed Apch above

Std/State

STRAIGHT-IN LANDING
ILS

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

DA(H) 690′ (382′)

	TDZ or CL out	ALS out	Max KT	MDA(H)
C	R1100m	R1100m	180	1430′ (1118′) V2400m
D	R1100m	R1800m	205	1430′ (1118′) V3600m

PANS OPS

CHANGES: LT(D)-28 airspace size.

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN
22 MAR 24 21-12

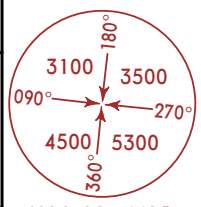
ISTANBUL, TURKIYE
ILS X Rwy 24L

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

BRIEFING STRIP ™

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

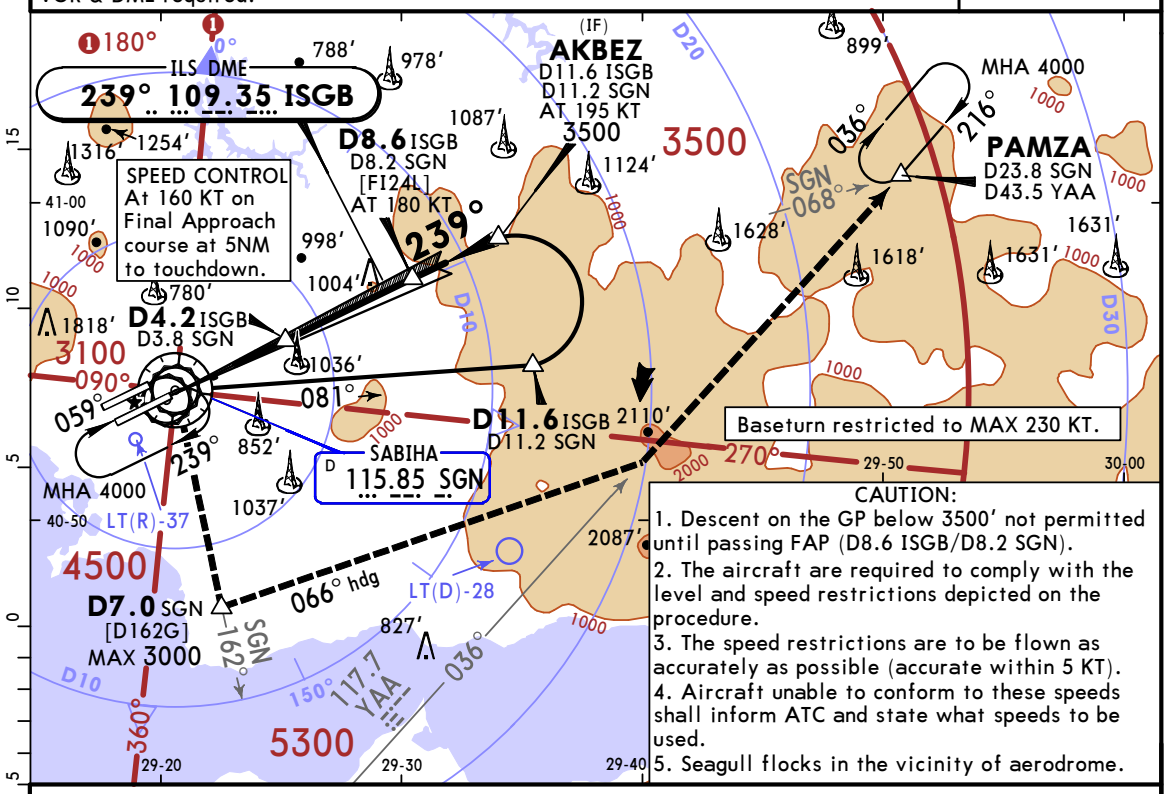
MISSED APCH: MAX 200 KT until SGN VOR R-162. Do not turn before SGN VOR or crossing 800', whichever is later. After crossing 800' turn LEFT climb on SGN VOR R-162 until D7.0 SGN, cross D7.0 SGN at or below 3000' then turn LEFT fly on heading 066° to intercept YAA VOR R-036 climbing to 4000' proceed PAMZA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

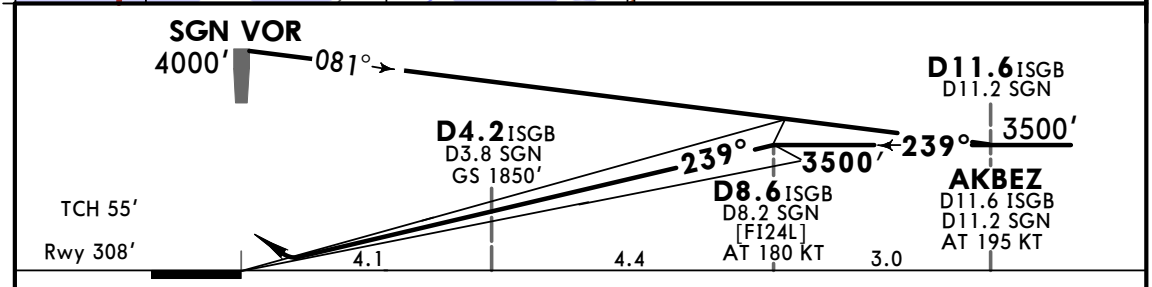


MSA SGN VOR

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

VOR & DME required.





Gnd speed-Kts		120	140	160	180
GS	3.50°	743	867	991	1115

HIALS-II
REIL
PAPI

Refer to Missed Apch above

Std/State

STRAIGHT-IN LANDING
ILS

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

	TDZ or CL out	ALS out
C	R1100m	R1100m
D	R1100m	R1800m

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

Max KT	MDA(H)
180	1430' (1118') V2400m
205	1430' (1118') V3600m

PANS OPS

CHANGES: LT(D)-28 airspace size.

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN
22 MAR 24 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

BRIEFING STRIP™

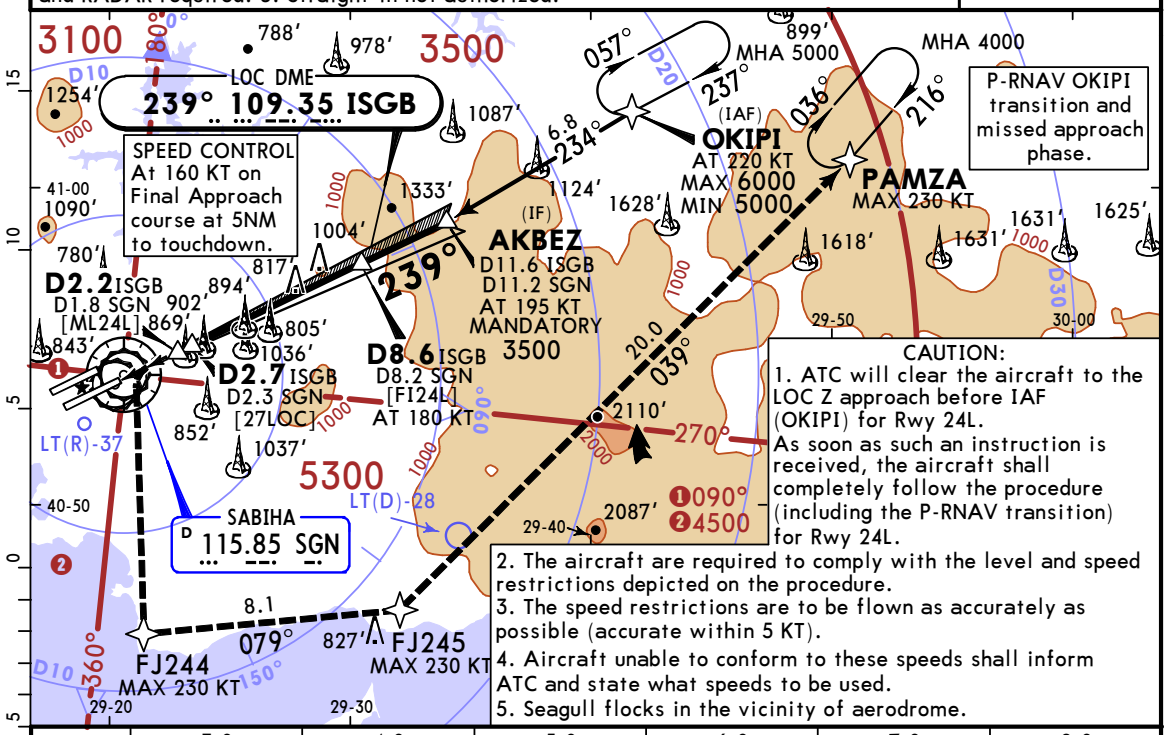
LOC ISGB	Final Apch Crs	D8.6 ISGB MANDATORY	MDA(H) Refer to Minimums	Apt Elev 312′ Rwy 308′
109.35	239°	3500′ (3192′)		

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′.

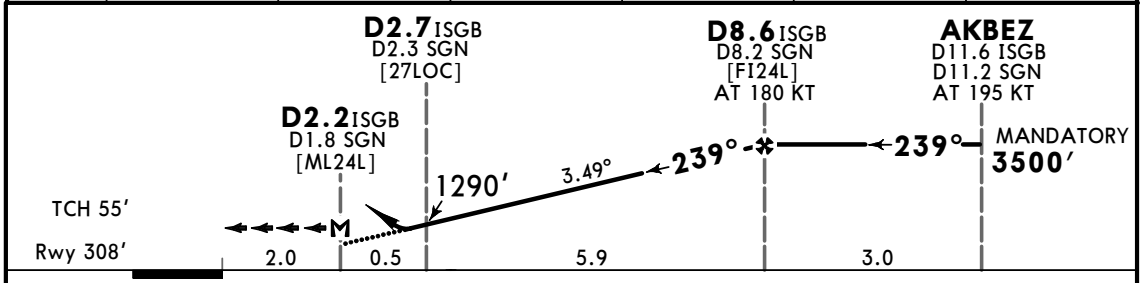
MSA SGN VOR
3100 (180°–090°) 3500 (090°–180°) 4500 (180°–270°) 5300 (270°–360°)

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. 3. Straight-in not authorized.



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



Gnd speed-Kts		120	140	160	180
Descent Angle	3.49°	741	865	988	1112
MAP at D2.2 ISGB/D1.8 SGN					

HIALS-II
REIL
PAPI

Refer to Missed Apch above

Std/State

CIRCLE-TO-LAND

CAUTION:
Not authorized north of the aerodrome

PANS OPS

	Max KT	MDA(H)	
C	180	1430′ (1118′)	V2400m
D	205	1430′ (1118′)	V3600m

CHANGES: LT(D)-28 airspace size.

LTFJ/SAW
SABIHA GOKCEN INTL

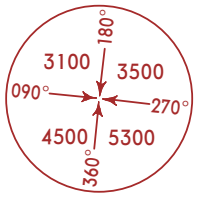
JEPPESEN
22 MAR 24 21-14

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

LOC ISGB	Final Apch Crs	D8.6 ISGB MANDATORY	MDA(H) Refer to Minimums	Apt Elev 312' Rwy 308'
109.35	239°	3500' (3192')		

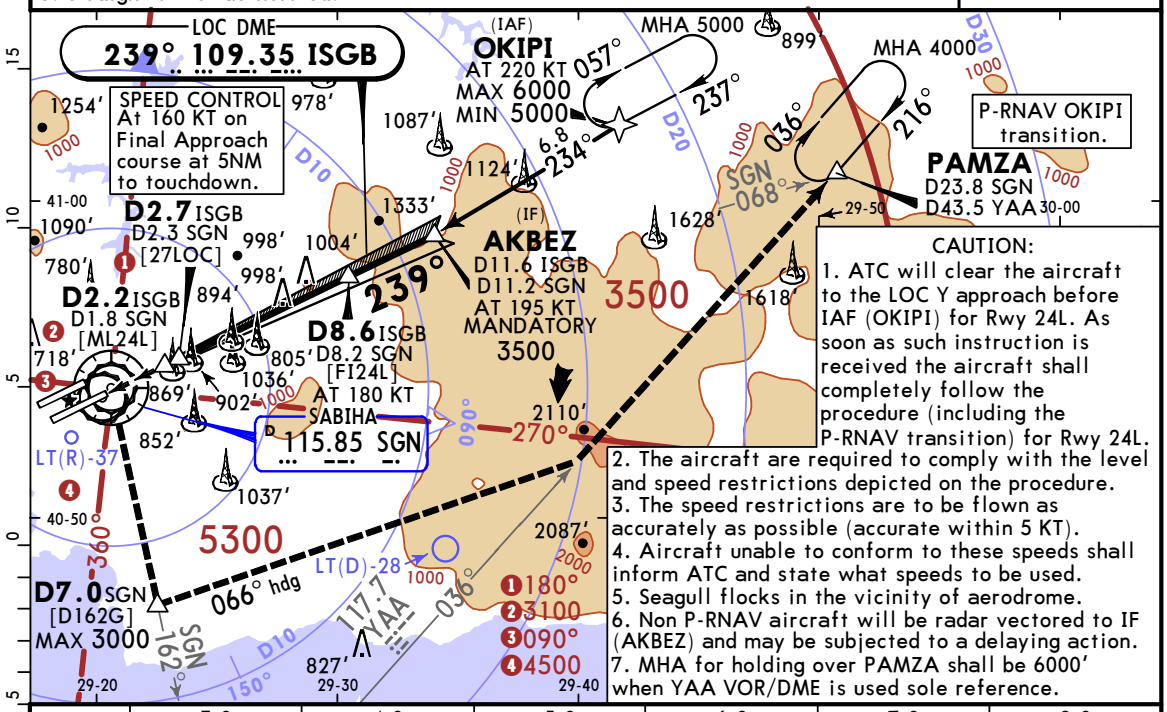
MISSED APCH: MAX 200 KT until SGN VOR R-162. Do not turn before MAP or crossing 1130', whichever is later. After crossing 1130' turn LEFT climb on SGN VOR R-162 until D7.0 SGN, cross D7.0 SGN at or below 3000' then turn LEFT fly on heading 066° to intercept YAA VOR R-036 climbing to 4000' proceed PAMZA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



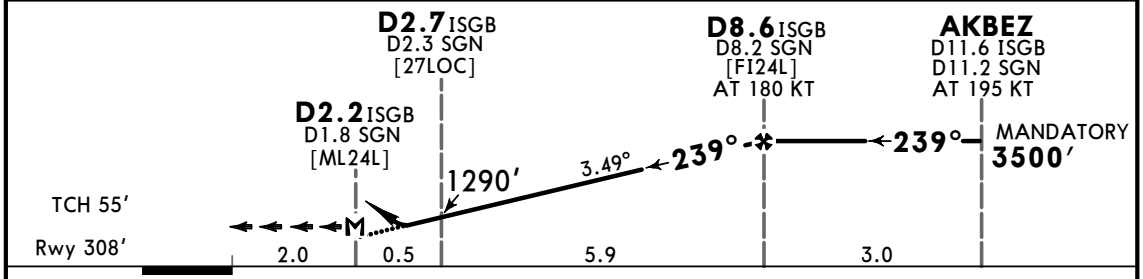
MSA SGN VOR

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.
3. Straight-in not authorized.



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



Gnd speed-Kts		120	140	160	180
Descent Angle	3.49°	741	865	988	1112
MAP at D2.2 ISGB/D1.8 SGN					

HIALS-II
REIL
PAPI

Refer to Missed Apch above

Std/State

CIRCLE-TO-LAND

CAUTION:
Not authorized north of the aerodrome

	Max KT	MDA(H)	
C	180	1430' (1118')	V2400m
D	205	1430' (1118')	V3600m

PANS OPS

CHANGES: LT(D)-28 airspace size.

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN
22 MAR 24 21-15

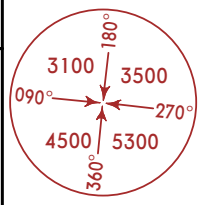
ISTANBUL, TURKIYE
LOC X Rwy 24L

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

BRIEFING STRIP™

LOC ISGB	Final Apch Crs	D8.6 ISGB	MDA(H) Refer to Minimums	Apt Elev 312'
109.35	239°	3500' (3192')		Rwy 308'

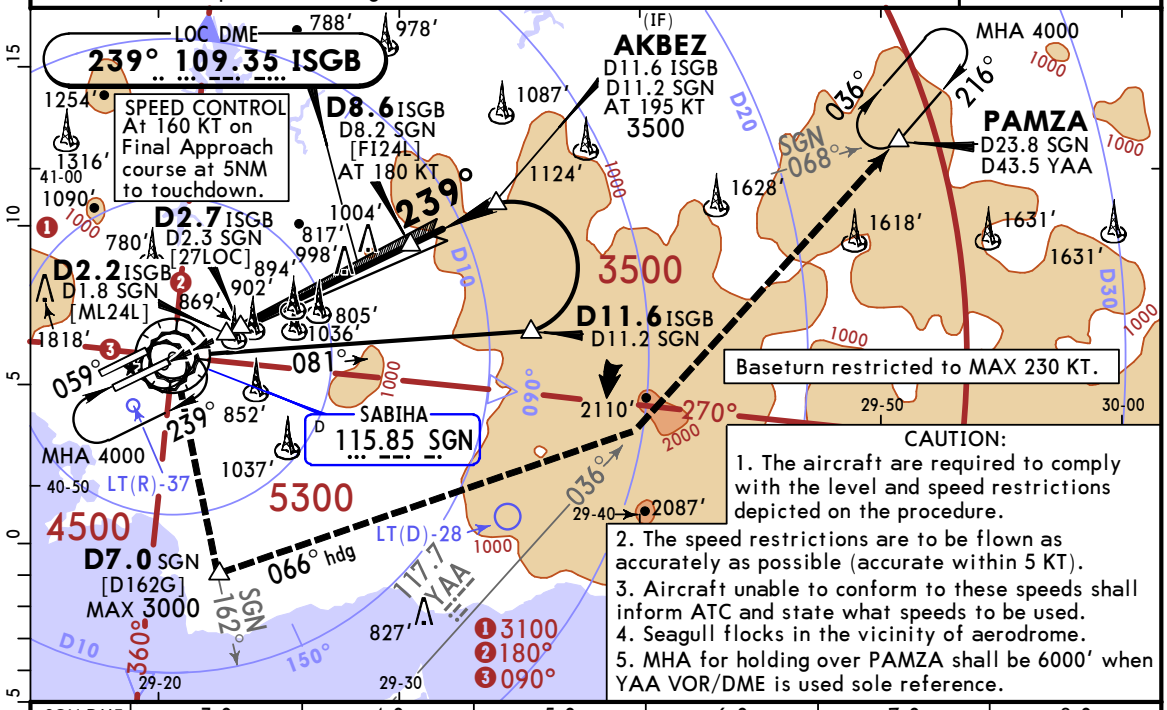
MISSED APCH: MAX 200 KT until SGN VOR R-162. Do not turn before MAP or crossing 1130', whichever is later. After crossing 1130' turn LEFT climb on SGN VOR R-162 until D7.0 SGN, cross D7.0 SGN at or below 3000' then turn LEFT fly on heading 066° to intercept YAA VOR R-036 climbing to 4000' proceed PAMZA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



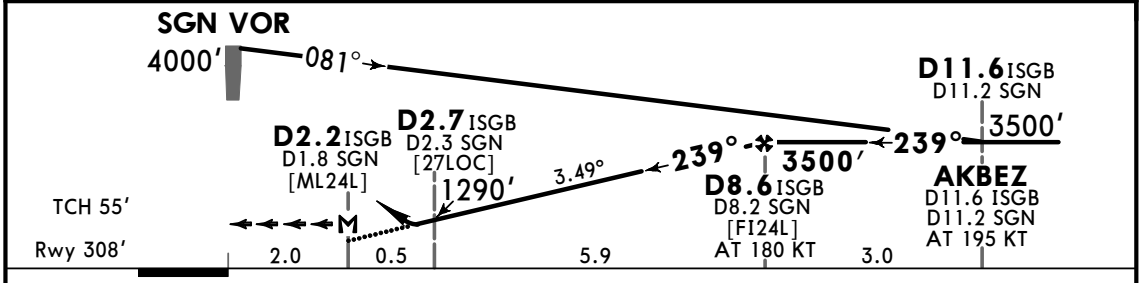
MSA SGN VOR

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

1. VOR & DME required. 2. Straight-in not authorized.



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



Gnd speed-Kts		120	140	160	180
Descent Angle	3.49°	741	865	988	1112
MAP at D2.2 ISGB/D1.8 SGN					

HIALS-II
REIL
PAPI

Refer to Missed Apch above

Std/State

CIRCLE-TO-LAND

CAUTION:
Not authorized north of the aerodrome

PANS OPS

	Max KT	MDA(H)	
C	180	1430' (1118')	V2400m
D	205	1430' (1118')	V3600m

CHANGES: LT(D)-28 airspace size.

LTFJ/SAW
SABIHA GOKCEN INTL

22 MAR 24 | 21-16

JEPPESEN

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

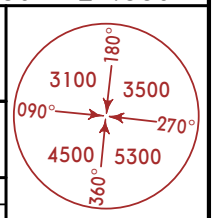
BRIEFING STRIP

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.

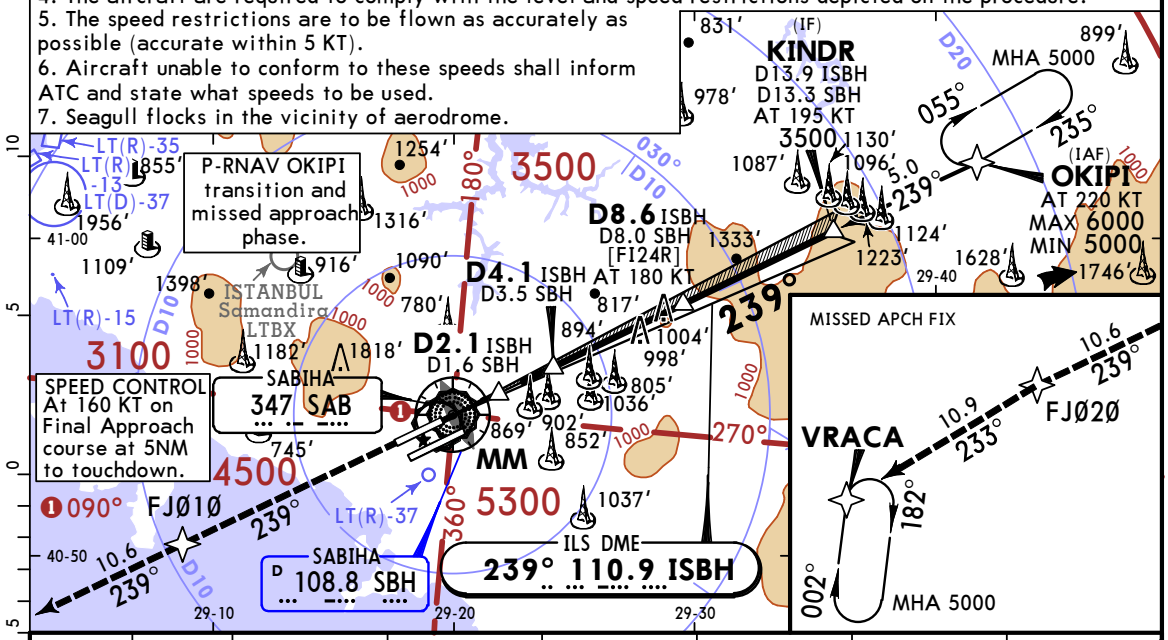
Alt Set: hPa | Rwy Elev: 11 hPa | Trans level: By ATC | Trans alt: 12000'

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

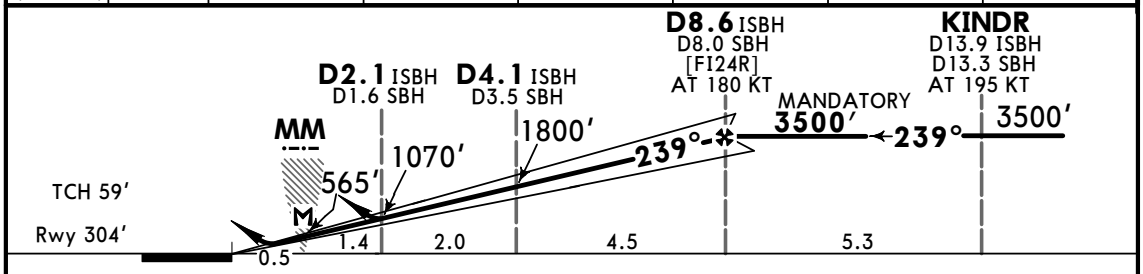


MSA SBH VOR

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		120	140	160	180
GS	3.50°	743	867	991	1115
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')		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
C	1 R550m	R1200m	R900m	R1600m	R2400m	
D						

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

Max KT	MDA(H)
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: LT(D)-28 airspace withdrawn.

LTFJ/SAW
SABIHA GOKCEN INTL

22 MAR 24 | 21-17

JEPPESEN

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

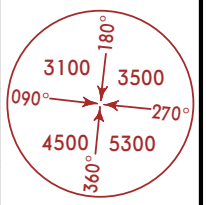
BRIEFING STRIP™

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.

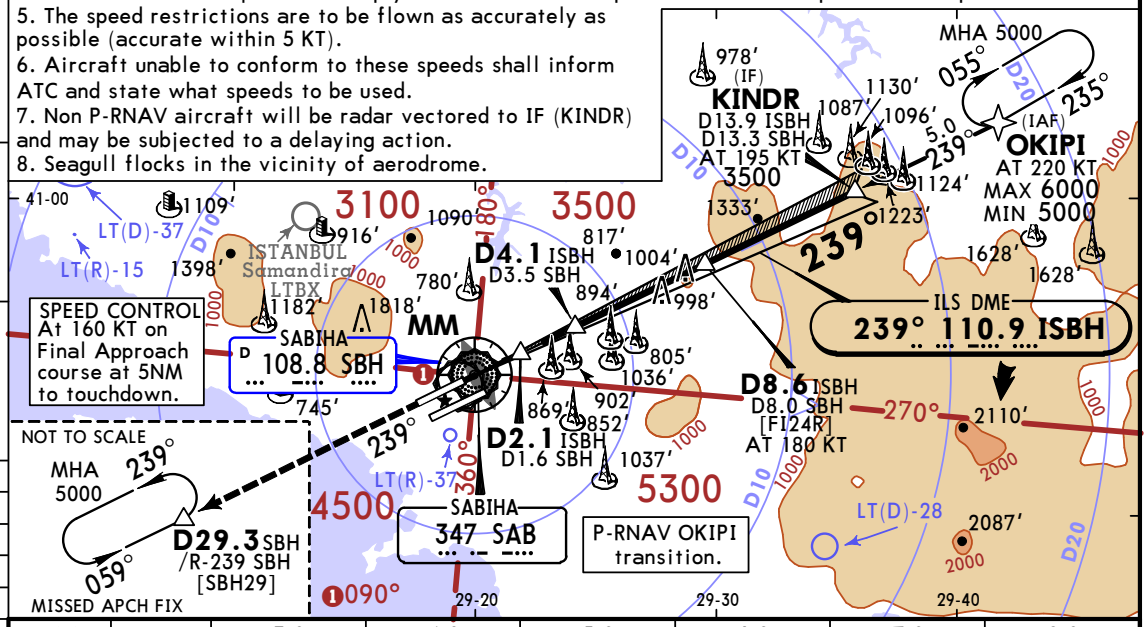
Alt Set: hPa | Rwy Elev: 11 hPa | Trans level: By ATC | Trans alt: 12000'

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

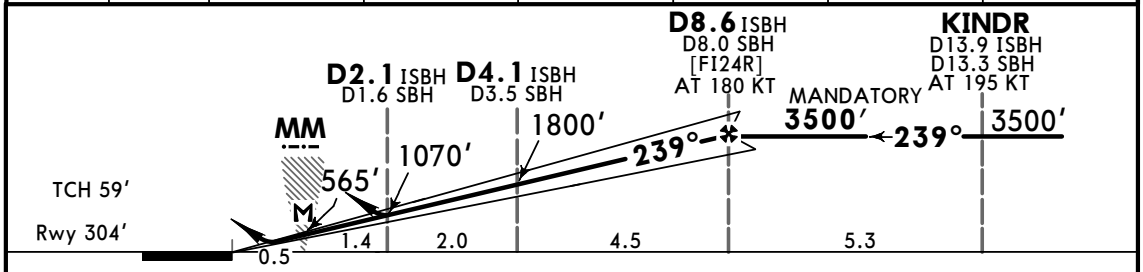


MSA SBH VOR

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		120	140	160	180
GS	3.50°	743	867	991	1115
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
C	1 R550m	R1200m	R900m	R1600m	R2400m	
D						

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

Max KT	MDA(H)
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: LT(D)-28 airspace size.

LTFJ/SAW
SABIHA GOKCEN INTL

23 JUN 23 | JEPPESEN | 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™

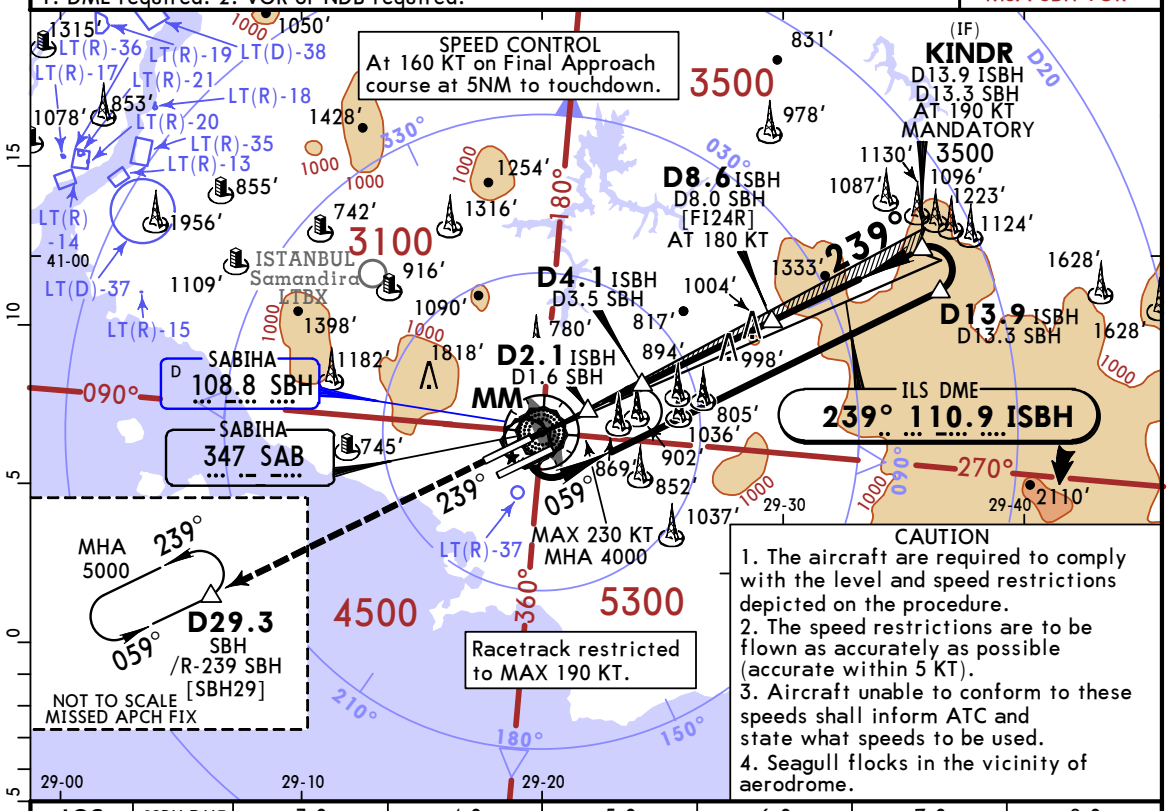
LOC ISBH	Final Apch Crs	D8.6 ISBH MANDATORY	ILS DA(H) Refer to Minimums	Apt Elev 312' Rwy 304'
110.9	239°	3500' (3196')		

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'

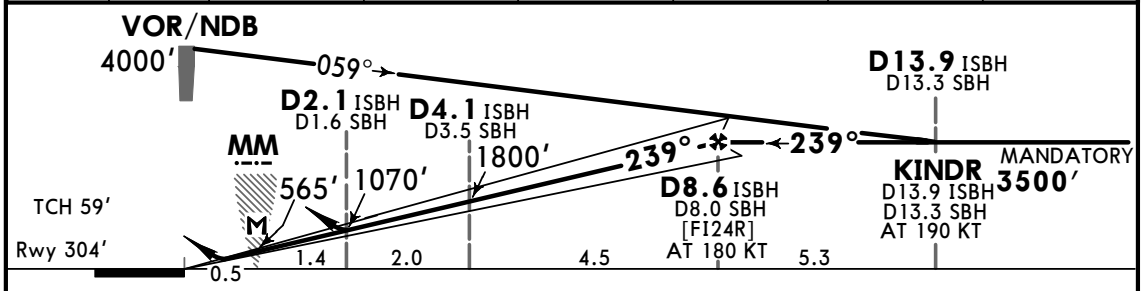
1. DME required. 2. VOR or NDB required.

MSA SBH VOR
3100 (090°–180°) 3500 (180°–270°) 4500 (270°–360°) 5300 (360°–090°)



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.

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		120	140	160	180
GS	3.50°	743	867	991	1115
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
C	1 R550m	R1200m	R900m	R1600m	R2400m	
D						

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

Max Kts	MDA(H)
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: MSA.

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN
23 JUN 23 | 21-2

ISTANBUL, TURKIYE
ILS Y or LOC Y Rwy 06L

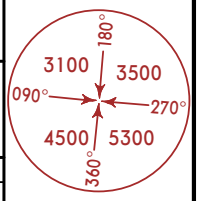
D-ATIS	YESILKOY Approach			GOKCEN Tower		Ground	
128.550	126.425	127.825	132.950	118.8	120.925	121.750	121.580

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′)		

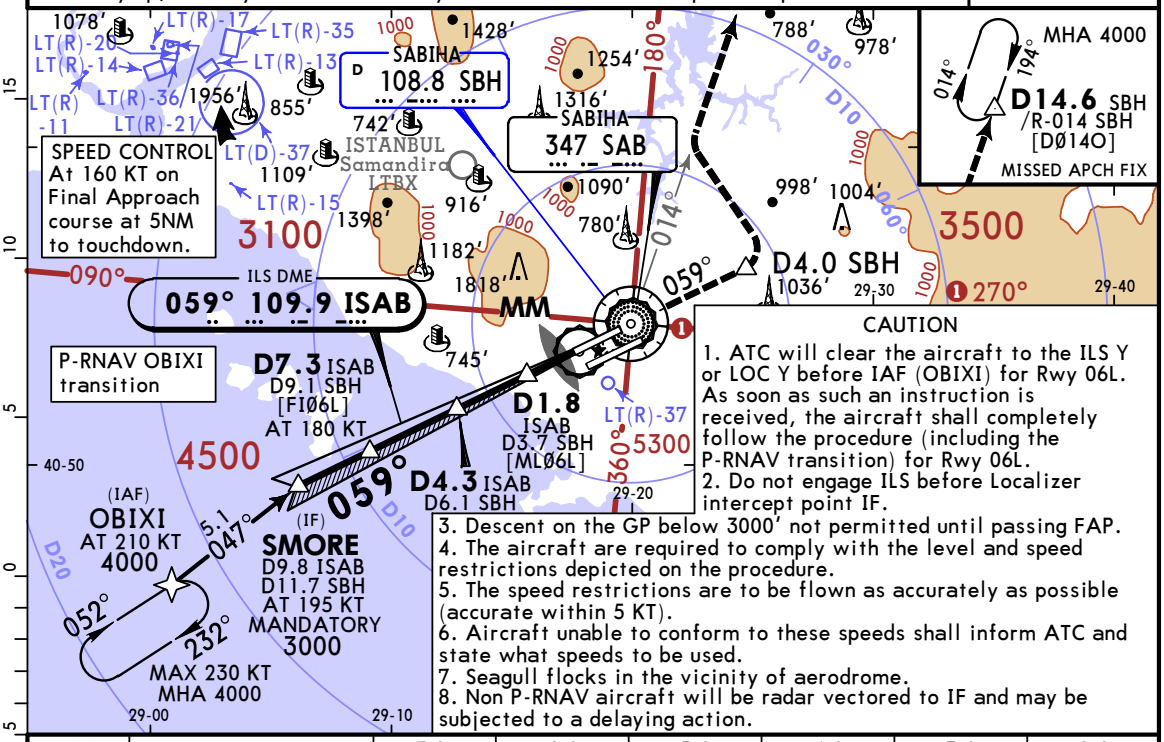
MISSED APCH: Climb 4000′ on SBH VOR R-059 (059° of SAB NDB) turn LEFT at D4.0 SBH VOR and establish SBH VOR R-014 (014° of SAB NDB) hold over D14.6 SBH VOR (SAB NDB).
Refer to minimums for missed apch climb gradients.

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.



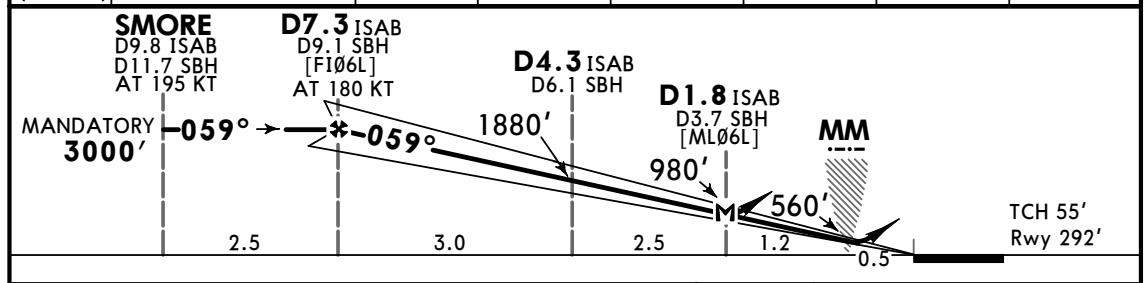
MSA SBH VOR



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		120	140	160	180
GS	3.50°	743	867	991	1115
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 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)
C	R600m	[1] R600m	R1300m	R1000m		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: MSA.

LTFJ/SAW
SABIHA GOKCEN INTL

4 AUG 23
Eff 10 Aug

JEPPESEN 21-3

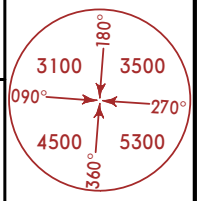
ISTANBUL, TURKIYE
ILS X or LOC X Rwy 06L

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

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′)		

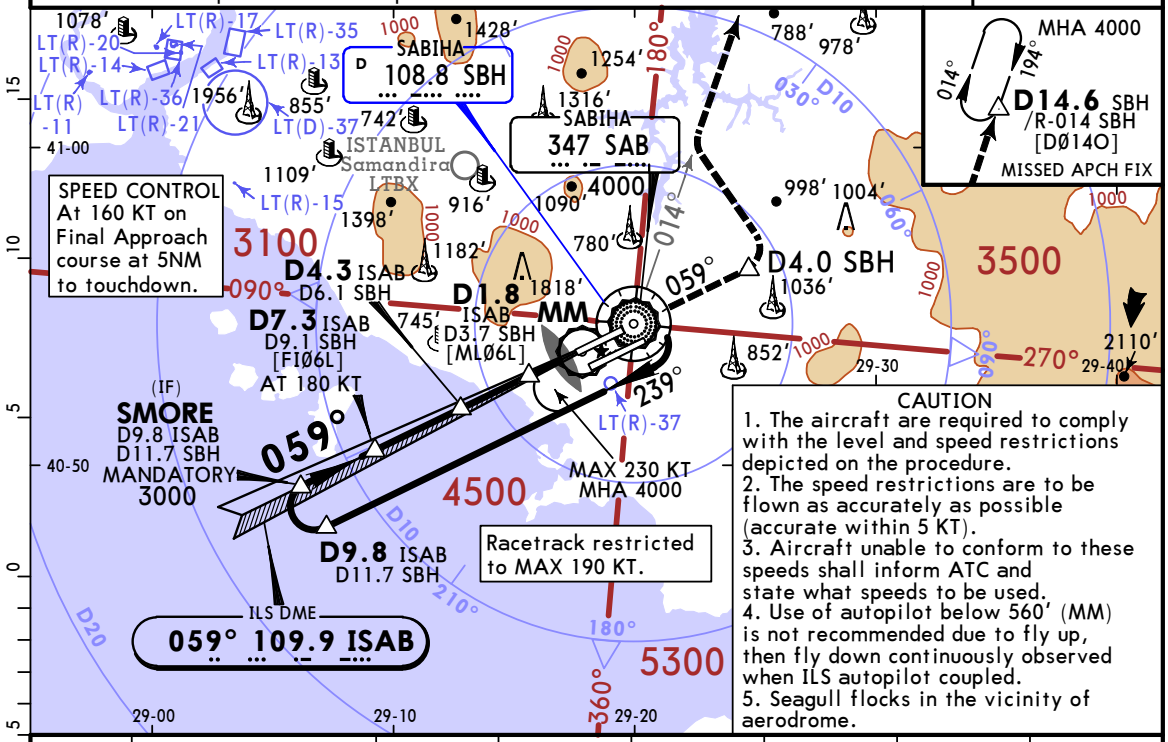
BRIEFING STRIP™

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.

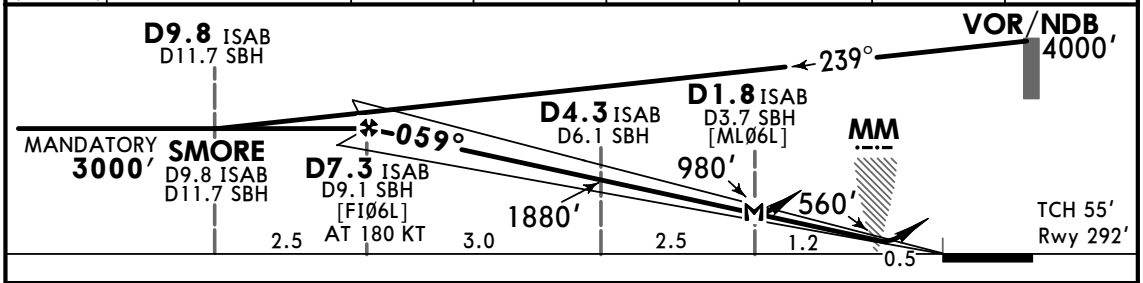


MSA SBH VOR

Alt Set: hPa | Rwy Elev: 11 hPa | Trans level: By ATC | Trans alt: 12000′
1. VOR or NDB required. 2. DME required.



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		120	140	160	180
GS	3.50°	743	867	991	1115
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					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′)	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)
C	R600m	1 R600m	R1300m	R1000m	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: Wpt SMORE max speed restriction withdrawn.

LTFJ/SAW (United)
SABIHA GOKCEN INTL

JEPPESEN
22 MAR 24 21-4

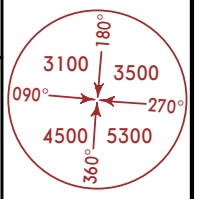
ISTANBUL, TURKIYE
ILS Z Rwy 06R

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

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

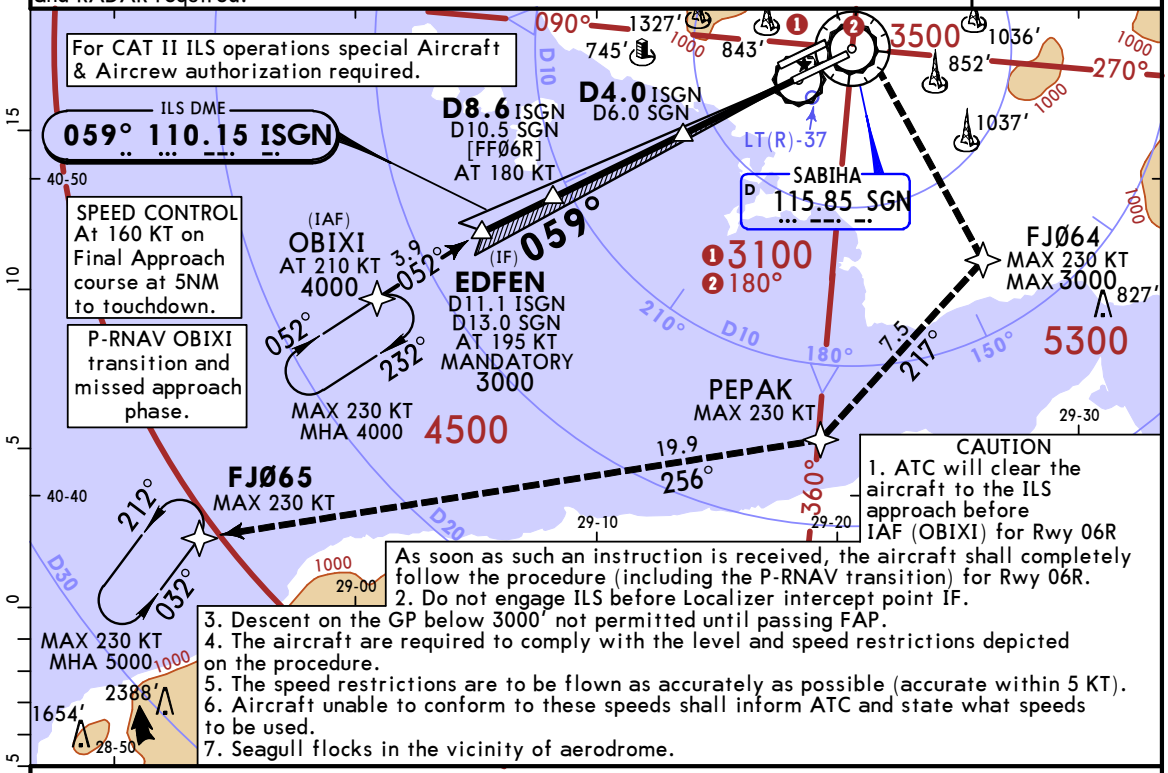
MISSED APCH: Do not turn to FJØ64 before Rwy 06R threshold or crossing 800′, whichever is later. Climb STRAIGHT AHEAD, MAX 230 KT, at or above 800′ turn RIGHT direct to FJØ64, cross FJØ64 at or below 3000′, turn RIGHT to PEPAK, turn RIGHT to FJØ65 and hold at 5000′.
Refer to minimums for missed apch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

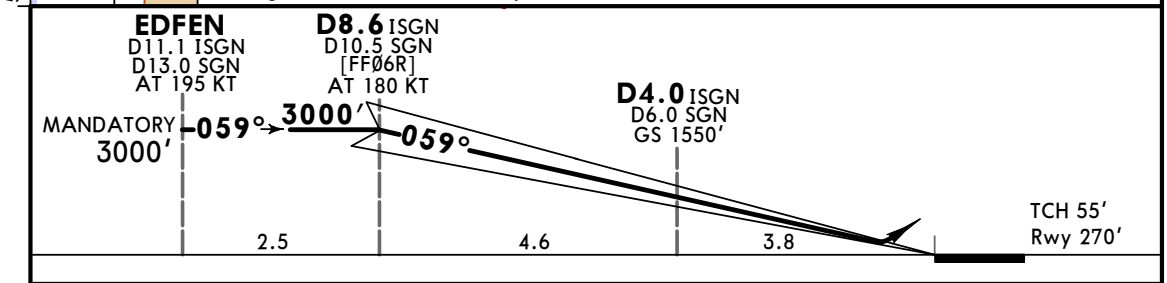


MSA SGN VOR

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		120	140	160	180
GS	3.00°	637	743	849	955

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
C	R700m	1	R1400m	R1000m		R1700m
D						

CIRCLE-TO-LAND

CAUTION: Not authorized north of the aerodrome

Max KT	MDA(H)
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: LT(D)-28 airspace withdrawn.

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN
22 MAR 24 21-5

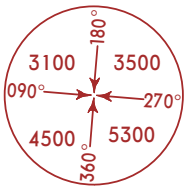
ISTANBUL, TURKIYE
LOC Z Rwy 06R

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

LOC ISGN	Final Apch Crs	D8.6 ISGN	DA/MDA(H)	Apt Elev 312′
110.15	059°	3000′ (2730′)	800′ (530′)	Rwy 270′

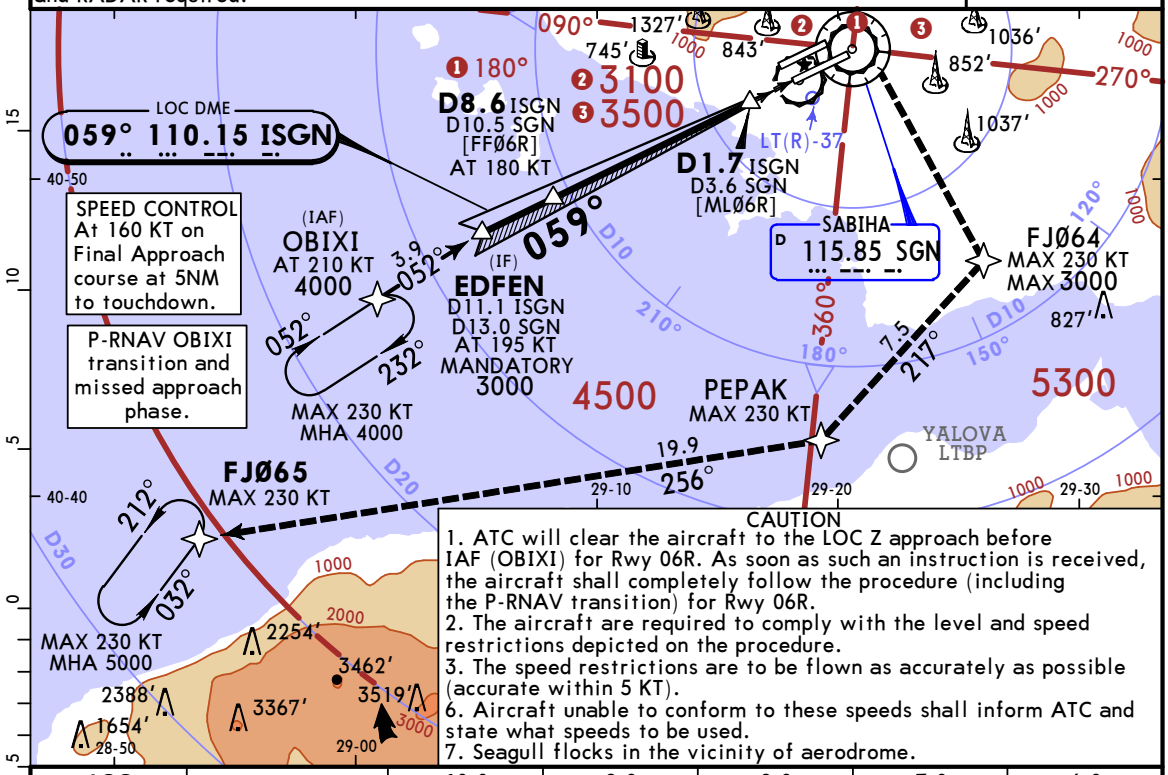
MISSED APCH: Do not turn to FJØ64 before Rwy 06R threshold or crossing 820′, whichever is later. Climb STRAIGHT AHEAD, MAX 230 KT, at or above 820′ turn RIGHT direct to FJØ64, cross FJØ64 at or below 3000′, turn RIGHT to PEPAK, turn RIGHT to FJØ65 and hold at 5000′.
Missed apch requires a minimum climb gradient of 5.0% (304′/NM).



MSA SGN VOR

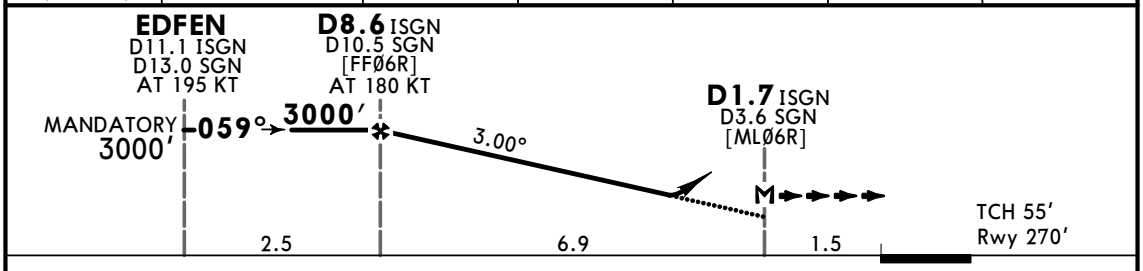
Alt Set: hPa | Rwy Elev: 10 hPa | Trans level: By ATC | Trans alt: 12000′

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		120	140	160	180
Descent Angle	3.00°	637	743	849	955
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	Max KT	CIRCLE-TO-LAND MDA(H)
C	R1700m	180	1430′ (1118′) V2400m
D	R2400m	205	1430′ (1118′) V3600m

PANS OPS

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

CHANGES: LT(D)-28 airspace withdrawn.

LTFJ/SAW (United)
SABIHA GOKCEN INTL

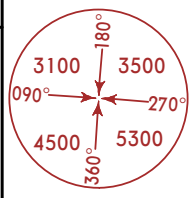
JEPPESEN
22 MAR 24 21-6

ISTANBUL, TURKIYE
ILS 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

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

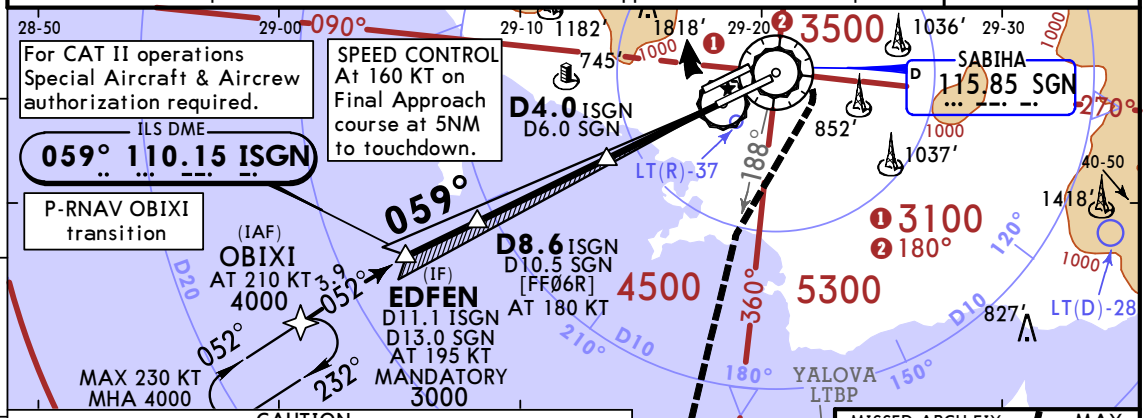
MISSED APCH: MAX 185 KT until intercepting SGN VOR R-188. Do not turn before Rwy 06R threshold or crossing 800′, whichever is later. After crossing 800′ turn RIGHT climbing 7000′ intercept SGN VOR R-188, then proceed YAA VOR/D26.3 SGN, on SGN VOR R-188 cross D13.0 SGN at or below 5500′ and cross D16.0 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).



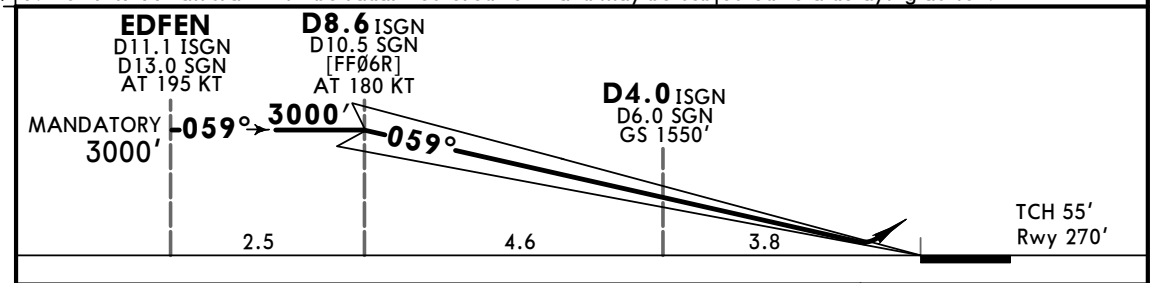
MSA SGN VOR

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		120	140	160	180
GS	3.00°	637	743	849	955

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	Max KT	MDA(H)
C	R700m	1 R700m	180	1430′ (1118′) V2400m
D		R1400m	205	1430′ (1118′) V3600m

CIRCLE-TO-LAND

CAUTION: Not authorized north of the aerodrome

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

CHANGES: LT(D)-28 airspace size.

BRIEFING STRIP™ PANS OPS

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN
22 MAR 24 21-7

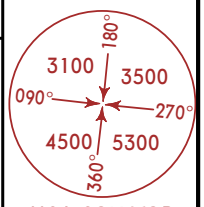
ISTANBUL, TURKIYE
LOC Y Rwy 06R

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′

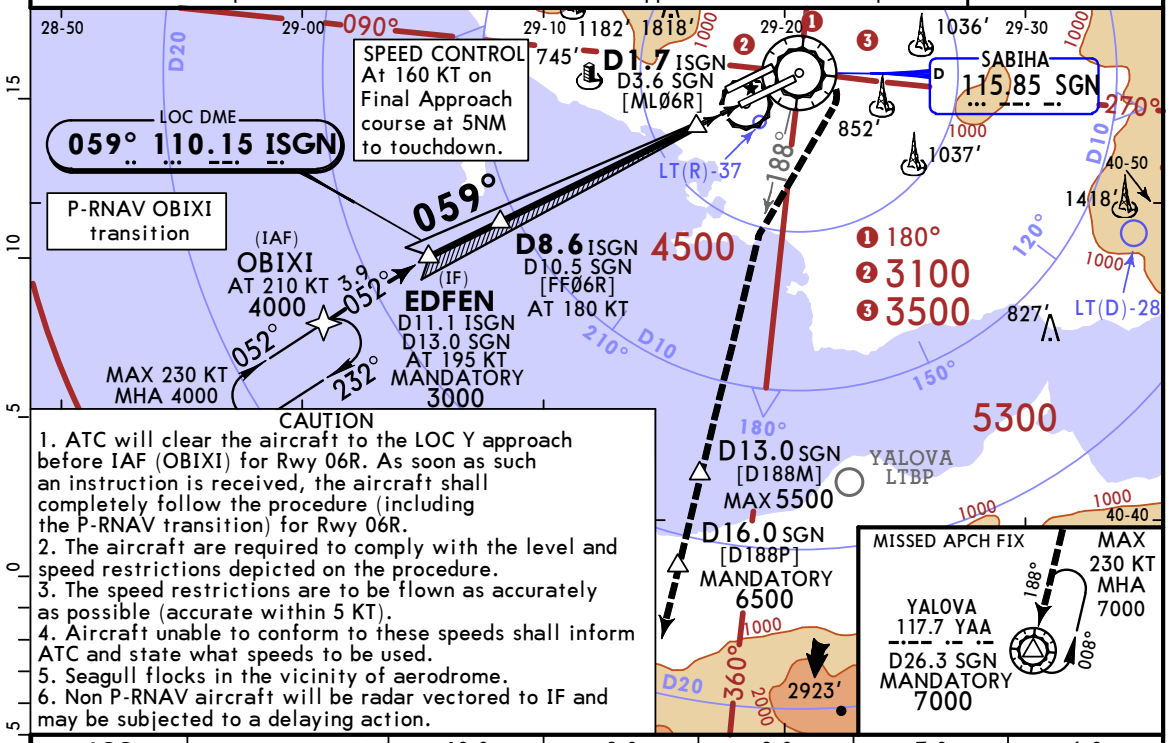
MISSED APCH: MAX 185 KT until intercepting SGN VOR R-188. Do not turn before Rwy 06R threshold or crossing 820′, whichever is later. After crossing 820′ turn RIGHT climbing 7000′ intercept SGN VOR R-188, then proceed YAA VOR/D26.3 SGN, on SGN VOR R-188 cross D13.0 SGN at or below 5500′ and cross D16.0 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

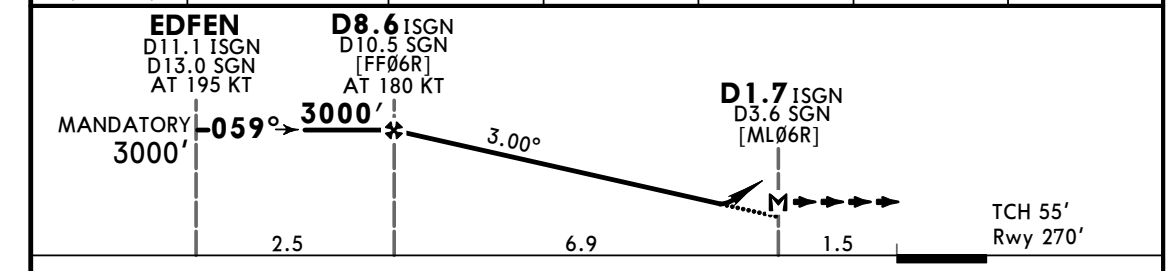
Alt Set: hPa | Rwy Elev: 10 hPa | Trans level: By ATC | Trans alt: 12000′

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



CAUTION
1. ATC will clear the aircraft to the LOC 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.

LOC (GS out)	SGN DME	10.0	9.0	8.0	7.0	6.0
	ALTITUDE	2850′	2530′	2210′	1890′	1570′



Gnd speed-Kts		120	140	160	180
Descent Angle	3.00°	637	743	849	955
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	Max KT	CIRCLE-TO-LAND MDA(H)
C	R1700m	180	1430′ (1118′) V2400m
D	R2400m	205	1430′ (1118′) V3600m

CAUTION: Not authorized north of the aerodrome

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

CHANGES: LT(D)-28 airspace size.

LTFJ/SAW (United)
SABIHA GOKCEN INTL

JEPPESEN
22 MAR 24 21-8

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

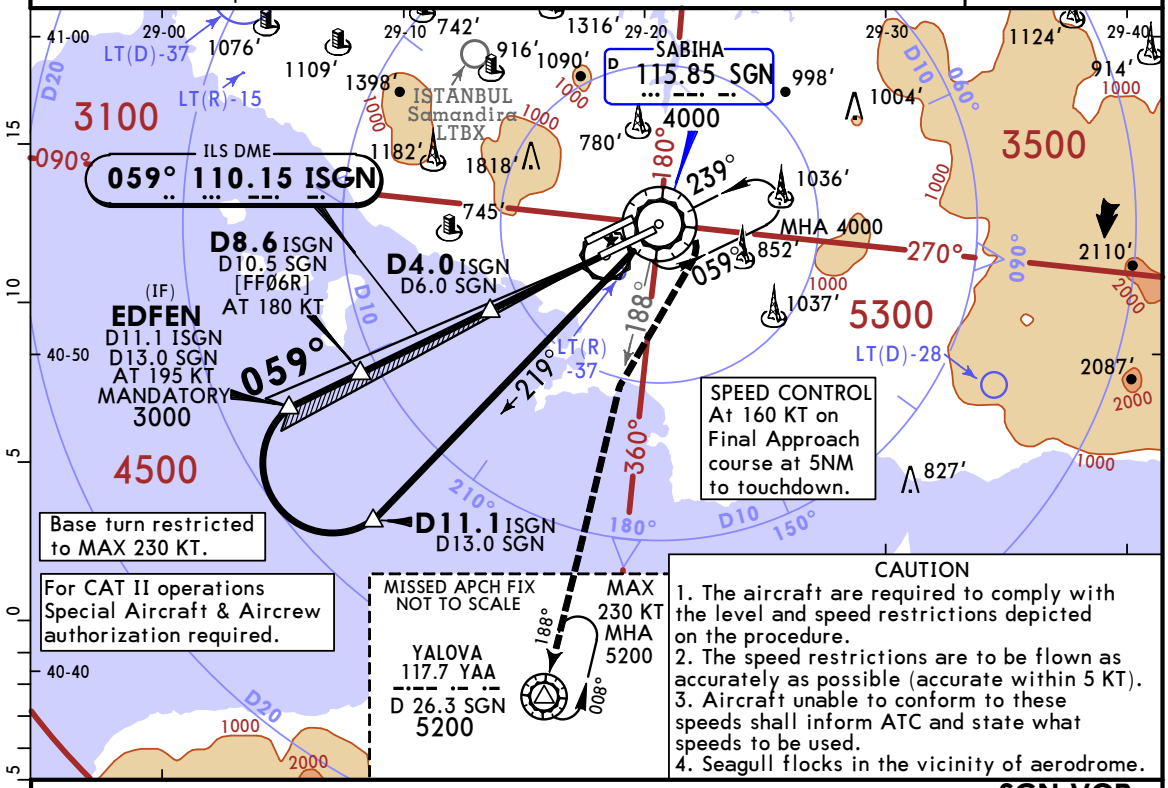
LOC ISGN	Final Apch Crs	D8.6 ISGN	ILS DA(H) Refer to Minimums	Apt Elev 312′
110.15	059°	3000′ (2730′)		Rwy 270′

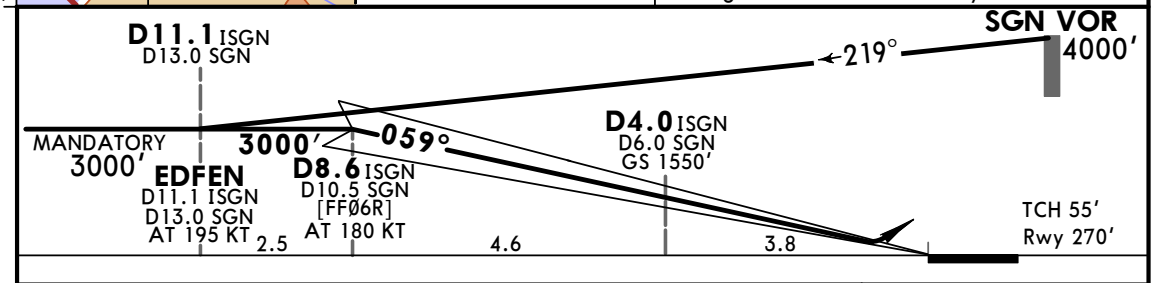
MISSED APCH: MAX 185 KT until intercepting SGN VOR R-188. Do not turn before Rwy 06R threshold or crossing 800′, whichever is later. After crossing 800′ turn RIGHT climbing 5200′ intercept SGN VOR R-188, then proceed YAA VOR/D26.3 SGN on SGN VOR R-188 and hold over YAA VOR/D26.3 SGN at 5200′.
Refer to minimums for missed apch climb gradients.

MSA SGN VOR

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

1. VOR and DME required.





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

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
C	R700m	1	R1400m	R2400m		
D						

CIRCLE-TO-LAND

CAUTION: Not authorized north of the aerodrome

Max KT	MDA(H)
180	1430′ (1118′) V2400m
205	1430′ (1118′) V3600m

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

CHANGES: LT(D)-28 airspace size.

BRIEFING STRIP™

PANS OPS

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN
22 MAR 24 21-9

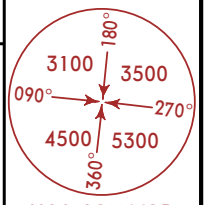
ISTANBUL, TURKIYE
LOC X Rwy 06R

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′

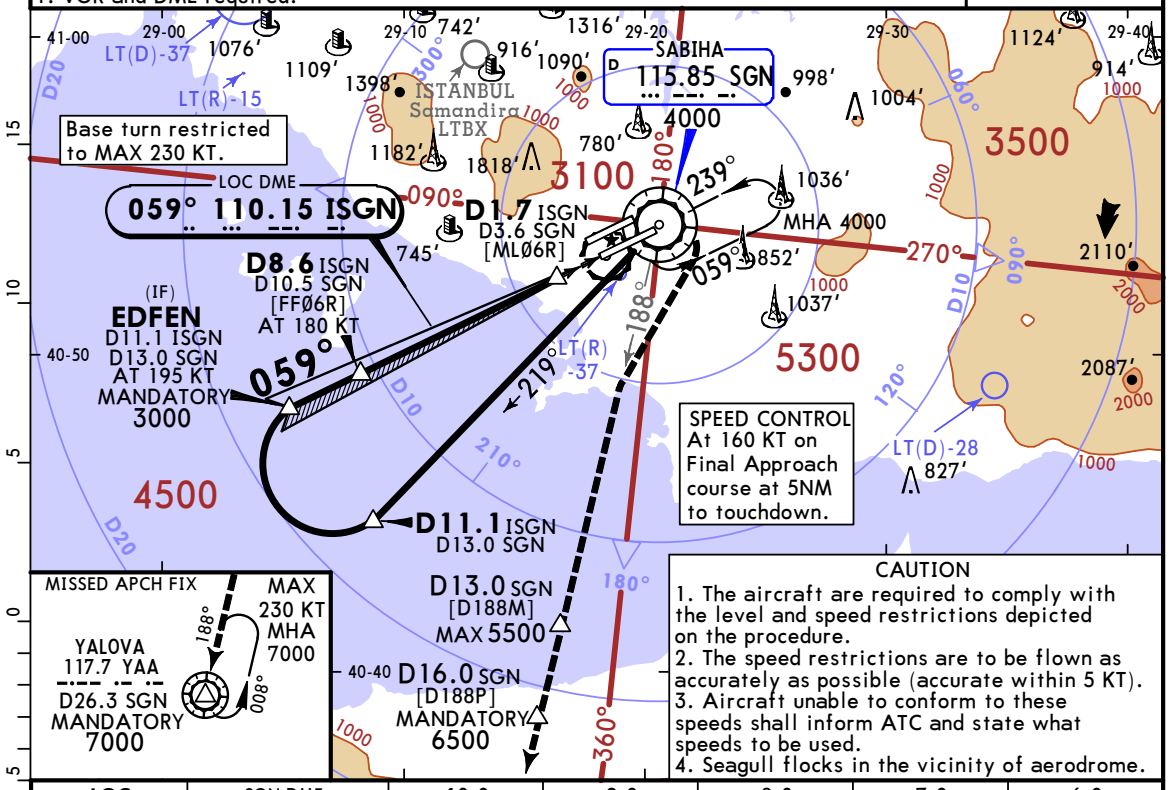
MISSED APCH: MAX 185 KT until intercepting SGN VOR R-188. Do not turn before Rwy 06R threshold or crossing 820′, whichever is later. After crossing 820′ turn RIGHT climbing 7000′ intercept SGN VOR R-188, then proceed YAA VOR/D26.3 SGN, on SGN VOR R-188 cross D13.0 SGN at or below 5500′ and cross D16.0 SGN at 6500′ and hold over YAA VOR/D26.3 at 7000′.
Missed apch requires a minimum climb gradient of 5.0% (304′/NM).



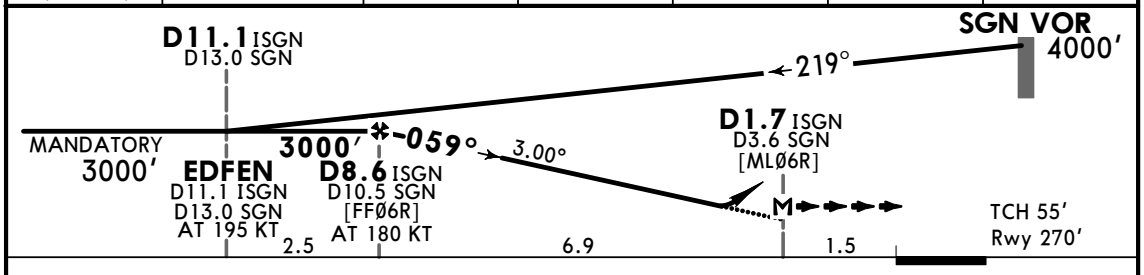
MSA SGN VOR

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

1. VOR and DME required.



LOC (GS out)	SGN DME	10.0	9.0	8.0	7.0	6.0
	ALTITUDE	2850′	2530′	2210′	1890′	1570′



Gnd speed-Kts		120	140	160	180
Descent Angle	3.00°	637	743	849	955
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	Max KT	CIRCLE-TO-LAND MDA(H)
C	R1700m	180	1430′ (1118′) V2400m
D	R2400m	205	1430′ (1118′) V3600m

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

CHANGES: LT(D)-28 airspace size.

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN
22 MAR 24 22-1

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

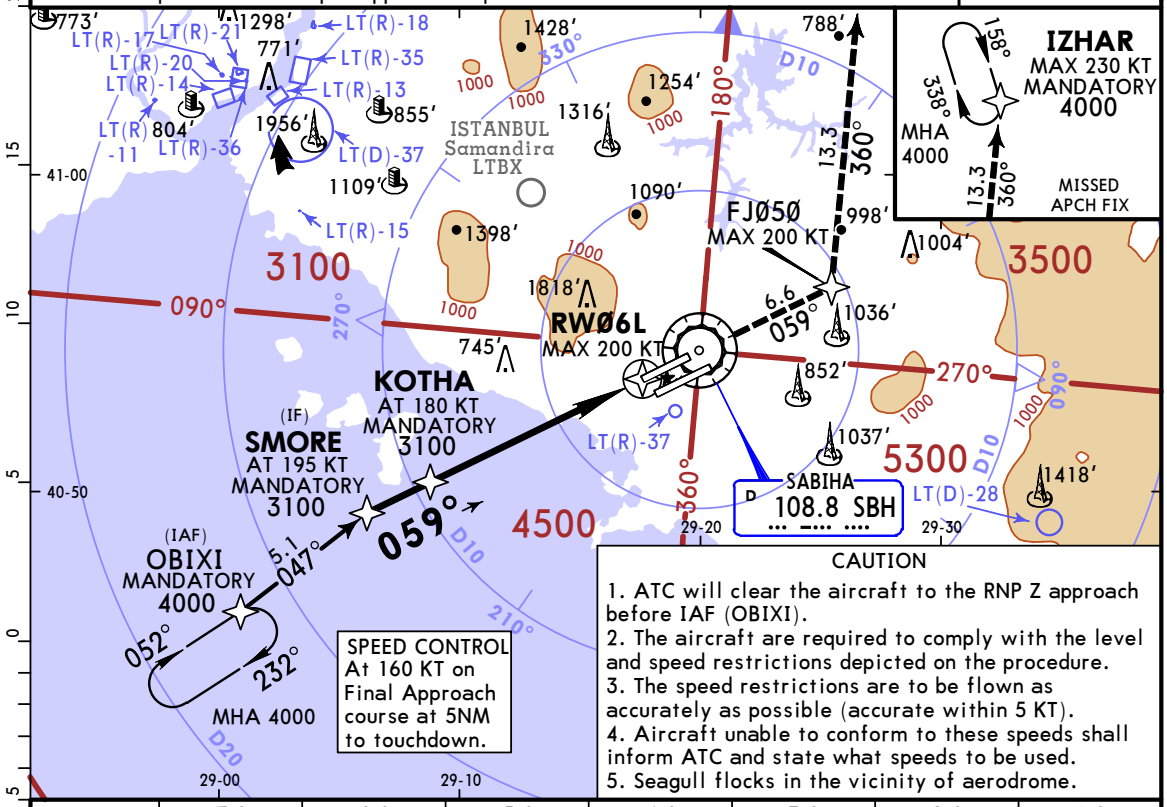
RNAV	Final Apch Crs	KOTHA MANDATORY	DA/MDA(H)	Apt Elev 312′
	059°	3100′ (2808′)	950′ (658′)	Rwy 292′

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.

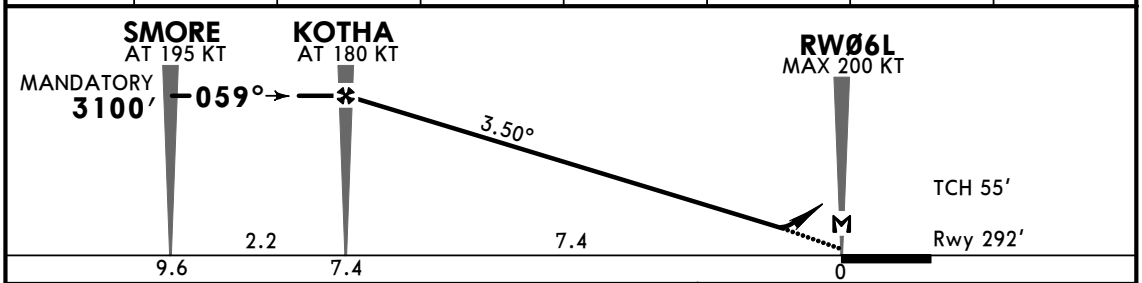
MSA SBH VOR
3100 3500 4500 5300
090° 180° 270° 360°



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		120	140	160	180
Descent Angle	3.50°	743	867	991	1115
MAP at RWØ6L					
KOTHA to MAP	7.4	3:42	3:10	2:46	2:28

HIALS-II
REIL PAPI PAPI

4000′ | FJØ5Ø | IZHAR LT

Std/State	STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	LNAV CDFA 1 DA/MDA(H) 950′ (658′)		CAUTION: Not authorized north of the aerodrome	
		ALS out	Max KT	MDA(H)
C	R2300m	R2400m	180	1430′ (1118′) V2400m
D			205	1430′ (1118′) V3600m

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

CHANGES: LT(D)-28 airspace size.

BRIEFING STRIP ™
PANS OPS

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN
22 MAR 24 22-2

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

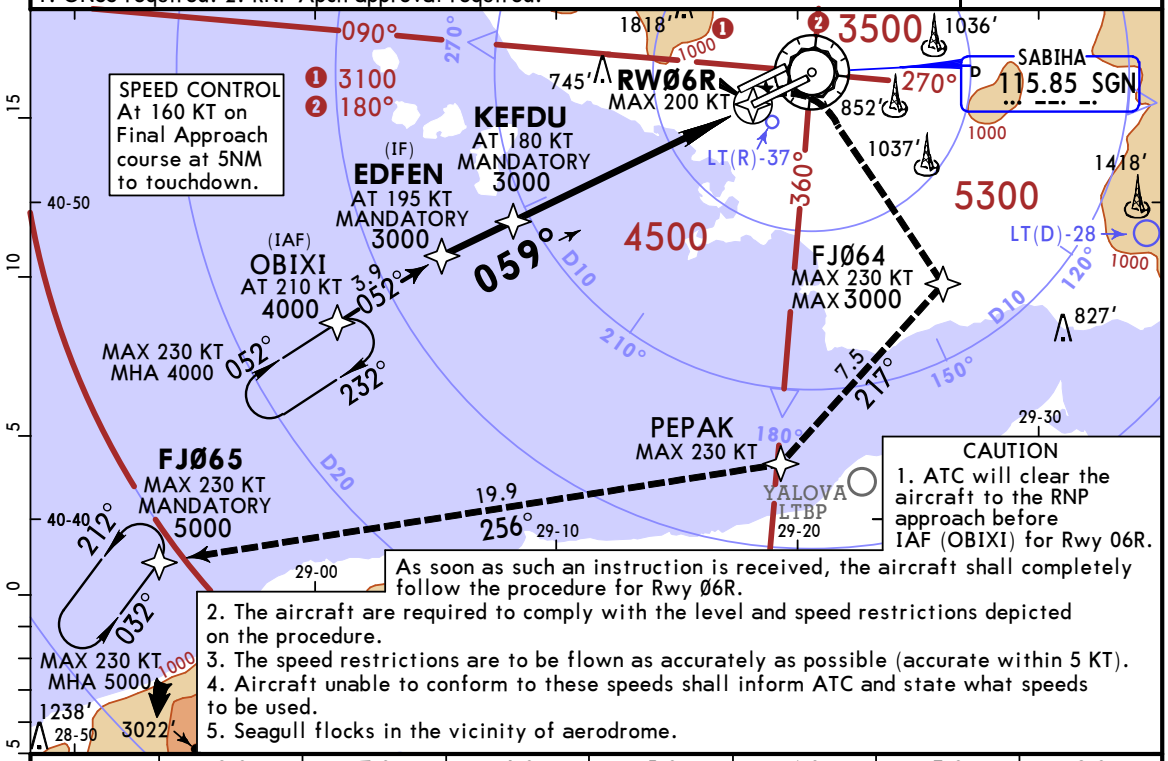
RNAV	Final Apch Crs	KEFDU MANDATORY	DA/MDA(H)	Apt Elev 312'
	059°	3000' (2730')	860' (590')	Rwy 270'

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'.

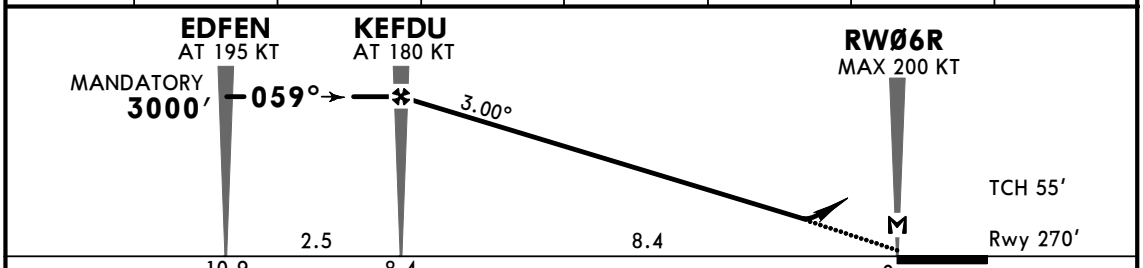
MSA SGN VOR

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

1. GNSS required. 2. RNP Apch approval required.



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		120	140	160	180
Descent Angle	3.00°	637	743	849	955
MAP at RWØ6R					
KEFDU to MAP	8.4	4:12	3:36	3:09	2:48

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	
C	R2000m	R2400m
D		

CIRCLE-TO-LAND

CAUTION: Not authorized north of the aerodrome

Max KT	MDA(H)	
180	1430' (1118')	V2400m
205	1430' (1118')	V3600m

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

CHANGES: LT(D)-28 airspace size.

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN
22 MAR 24 22-3

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′

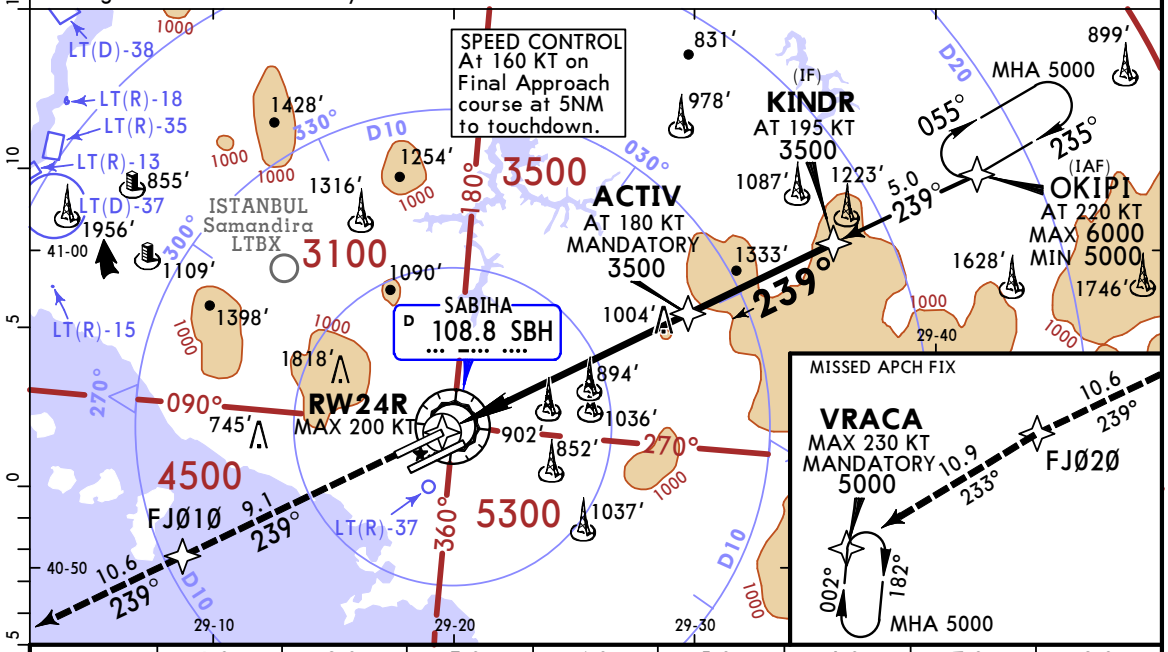
MISSED APCH: Climbing 5000′ from RW24R to FJØ1Ø then proceed FJØ2Ø turn LEFT proceed VRACA and hold.
Missed apch requires a minimum climb gradient of 3.5% (213′/NM).

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

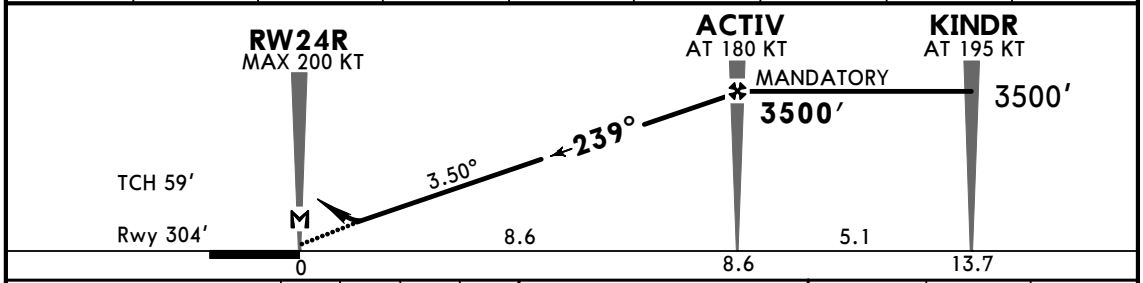
1. GNSS required. 2. RNP Apch approval required.

MSA SBH VOR
3100 3500 4500 5300

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		120	140	160	180
Descent Angle	3.50°	743	867	991	1115
MAP at RW24R					
ACTIV to MAP	8.6	4:18	3:41	3:14	2:52

HIALS
REIL PAPI PAPI
5000′
FJØ1Ø

Std/State

STRAIGHT-IN LANDING

LNAV
CDFA
1 DA/MDA(H) 1150′ (846′)
ALS out

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

		Max KT	MDA(H)
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: LT(D)-28 airspace withdrawn.

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN
22 MAR 24 22-4

ISTANBUL, TURKIYE
RNP A

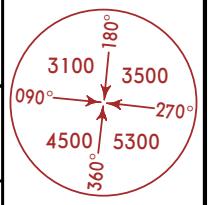
D-ATIS	YESILKOY Approach	GOKCEN Tower	Ground
128.550	126.425 127.825 132.950	118.8 120.925	121.750 121.580

RNAV	Final Apch Crs	TAVHE MANDATORY	MDA(H)	Apt Elev 312′
	239°	3500′ (3188′)	1430′ (1118′)	

MISSED APCH: Do not turn to FJ244 before RW24L. 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′.

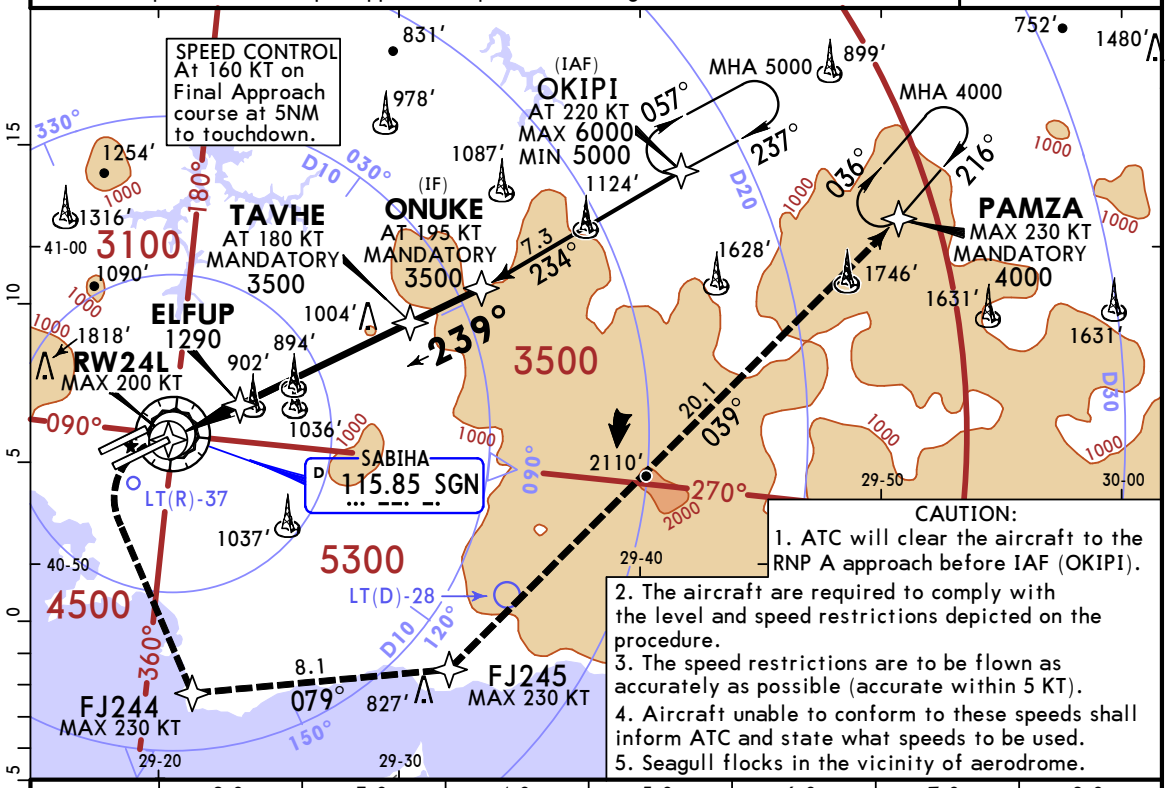
Alt Set: hPa | Apt Elev: 11 hPa | Trans level: By ATC | Trans alt: 12000′

1. GNSS required. 2. RNP Apch approval required. 3. Straight-in not authorized.



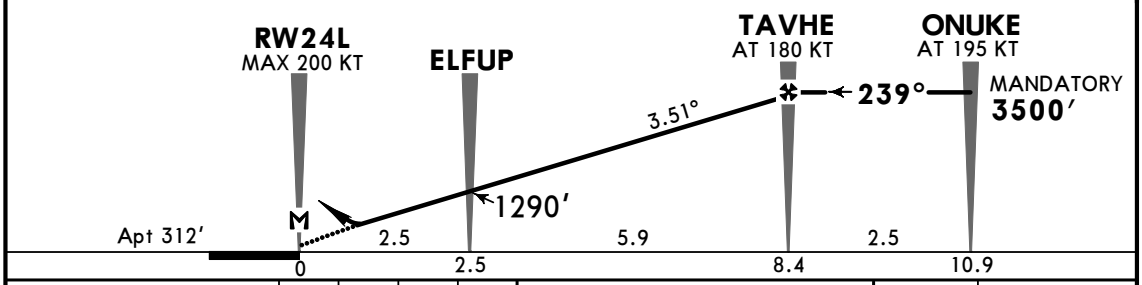
MSA SGN VOR

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		120	140	160	180
Descent Angle	3.51°	745	870	994	1118
MAP at RW24L					
TAVHE to MAP	8.4	4:12	3:36	3:09	2:48

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 KT	MDA(H)	
C	180	1430′ (1118′)	V2400m
D	205	1430′ (1118′)	V3600m

CHANGES: LT(D)-28 airspace size.

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN
23 JUN 23 (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

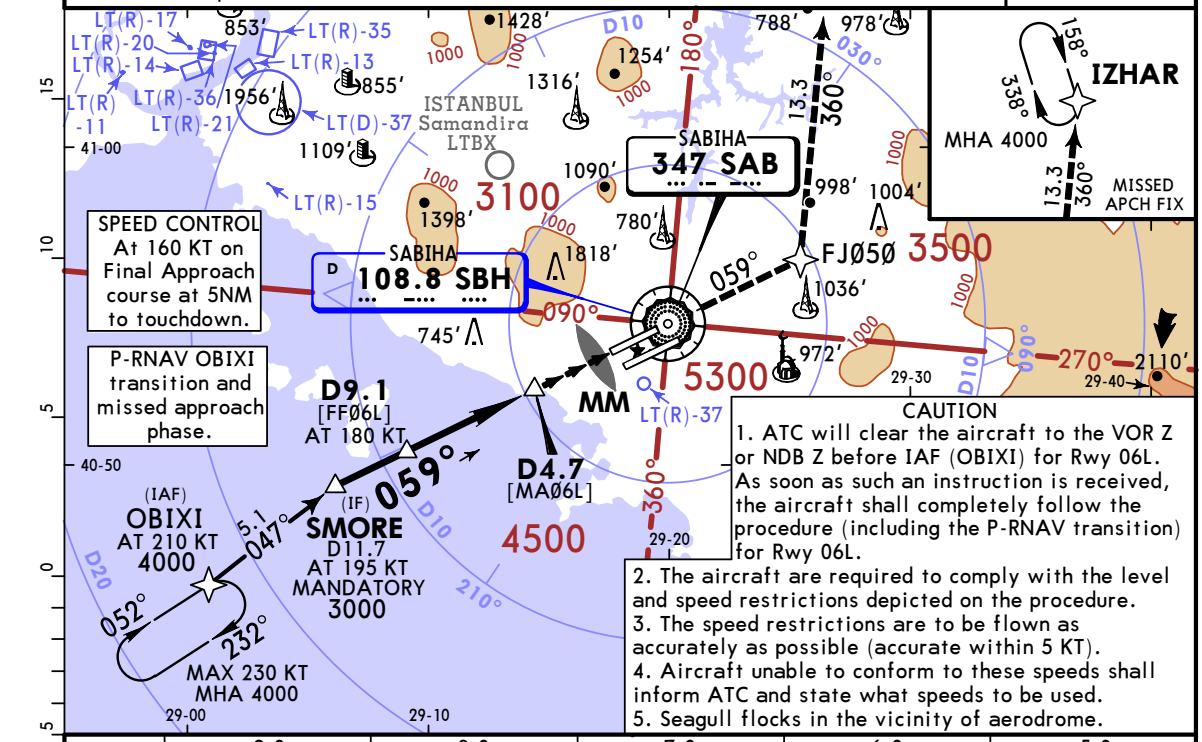
BRIEFING STRIP ™

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′

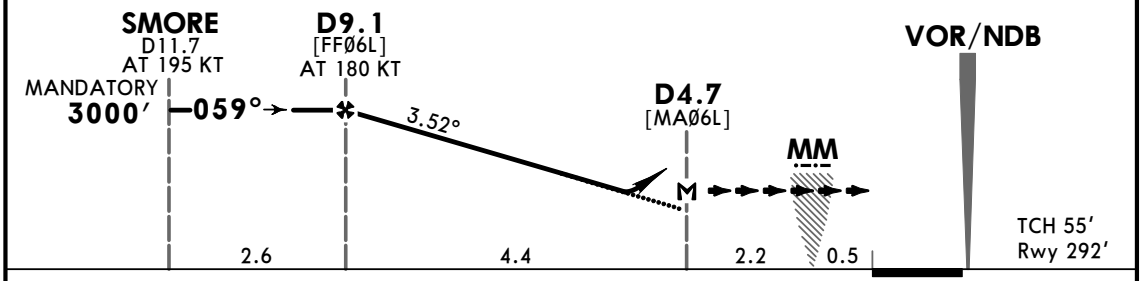
MISSED APCH: Climbing 4000′ to FJØ5Ø on course 059° then turn LEFT proceed IZHAR and hold.

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.



SBH DME	9.0	8.0	7.0	6.0	5.0
ALTITUDE	2970′	2590′	2220′	1850′	1470′



Gnd speed-Kts		120	140	160	180
Descent Angle	3.52°	748	872	997	1121
MAP at D4.7					

HIALS-II REIL PAPI PAPI 4000′ on 059° FJØ5Ø

Std/State	STRAIGHT-IN LANDING	CIRCLE-TO-LAND
	CDFA	CAUTION: Not authorized north of the aerodrome
	1 DA/MDA(H) 1100′(808′)	
	ALS out	

		Max Kts	MDA(H)	
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: MSA.

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN
22 MAR 24 23-10

ISTANBUL, TURKIYE
VOR C

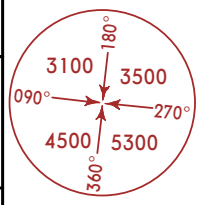
D-ATIS	YESILKOY Approach			GOKCEN Tower		Ground	
128.550	126.425	127.825	132.950	118.8	120.925	121.750	121.580

VOR SGN	Final Apch Crs	D5.0 SGN MANDATORY	MDA(H)	Apt Elev 312′
115.85	240°	2200′(1888′)	1430′(1118′)	

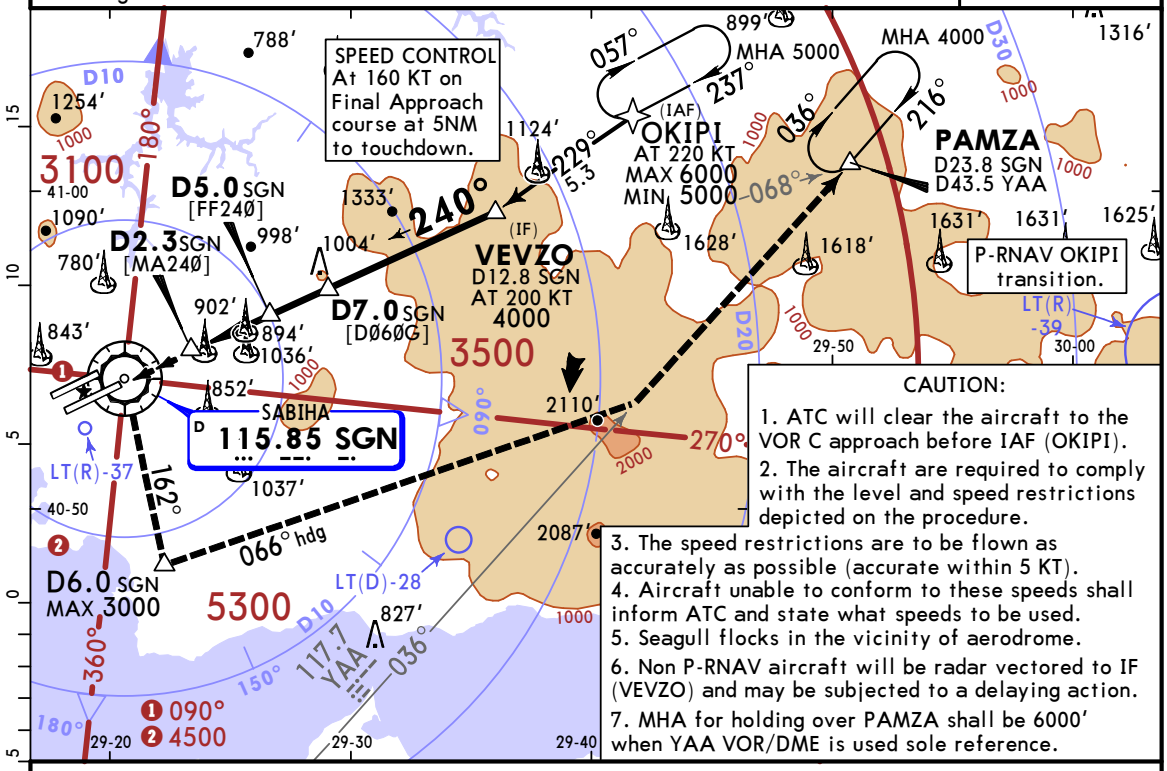
MISSED APCH: MAX 200 KT until SGN VOR R-162. Do not turn before MAP. Turn LEFT climb on SGN VOR R-162 until D6.0 SGN, cross D6.0 SGN at or below 3000′ then turn LEFT fly on heading 066° to intercept YAA VOR R-036 climbing to 4000′ proceed PAMZA and hold.

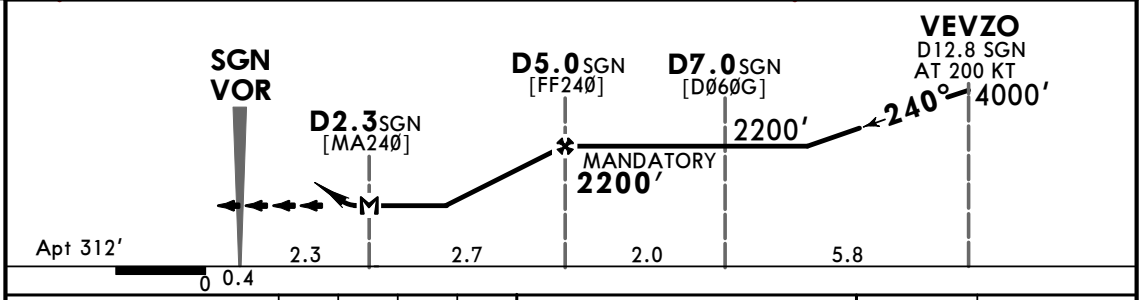
Alt Set: hPa	Apt Elev: 11 hPa	Trans level: By ATC	Trans alt: 12000′

1. DME required. 2. For OKIPI transition P-RNAV approval and RADAR required.
3. Straight-in not authorized.



MSA SGN VOR





							Lighting-Refer to Airport Chart	Refer to Missed Apch above
MAP at D2.3 SGN								

Std/State CIRCLE-TO-LAND

CAUTION: Not authorized north of the aerodrome

PANS OPS

	Max KT	MDA(H)	
C	180	1430′(1118′)	V2400m
D	205	1430′(1118′)	V3600m

CHANGES: LT(D)-28 airspace size.

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN
22 MAR 24 23-11

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

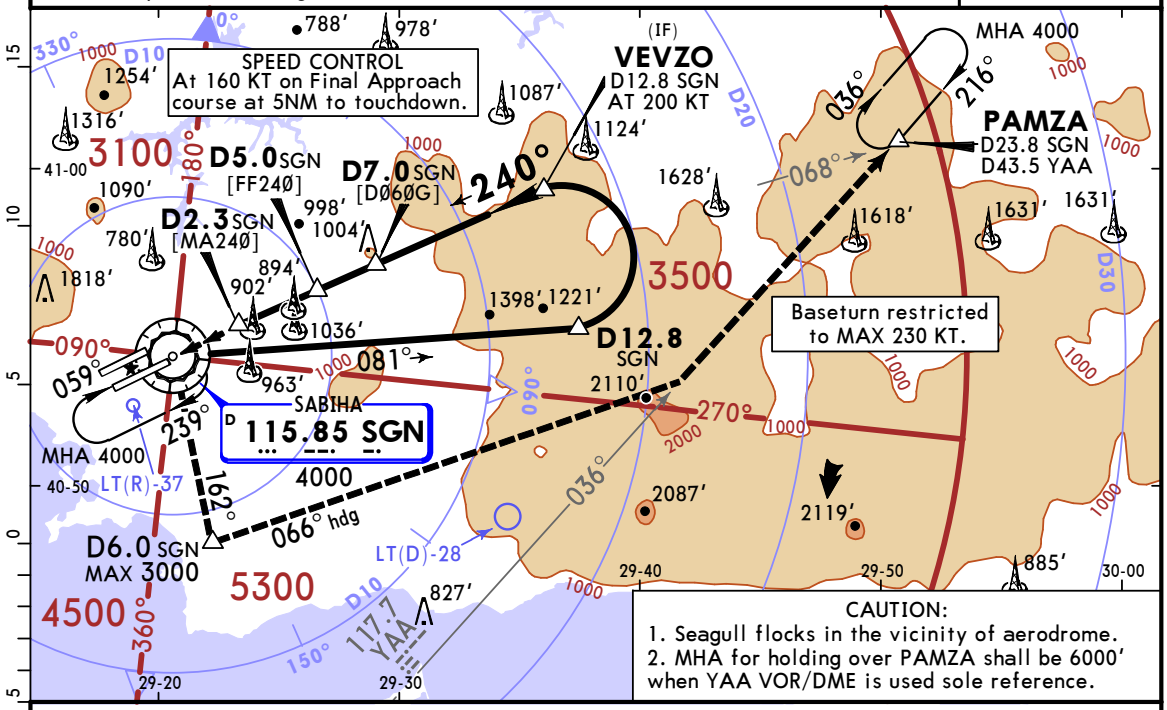
VOR SGN	Final Apch Crs	D5.0 SGN	MDA(H)	Apt Elev 312′
115.85	240°	2200′ (1888′)	1430′ (1118′)	

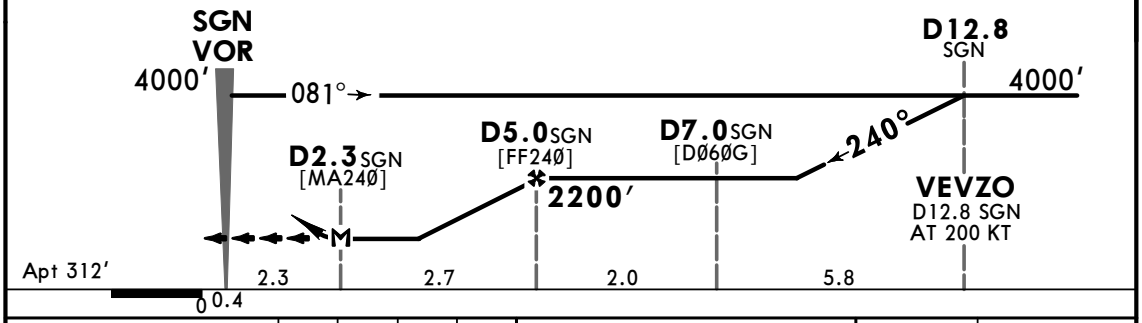
MISSED APCH: MAX 200 KT until SGN VOR R-162. Do not turn before MAP. Turn LEFT climb on SGN VOR R-162 until D6.0 SGN, cross D6.0 SGN at or below 3000′ then turn LEFT fly on heading 066° to intercept YAA VOR R-036 climbing to 4000′ proceed PAMZA and hold.

MSA SGN VOR
180°
3100 3500
090° 270°
4500 5300
360°

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

1. DME required. 2. Straight-in not authorized.





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 KT	MDA(H)	
C	180	1430′ (1118′)	V2400m
D	205	1430′ (1118′)	V3600m

CHANGES: LT(D)-28 airspace size.

LTFJ/SAW SABIHA GOKCEN INTL

JEPPESEN 22 MAR 24 23-12

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 ™

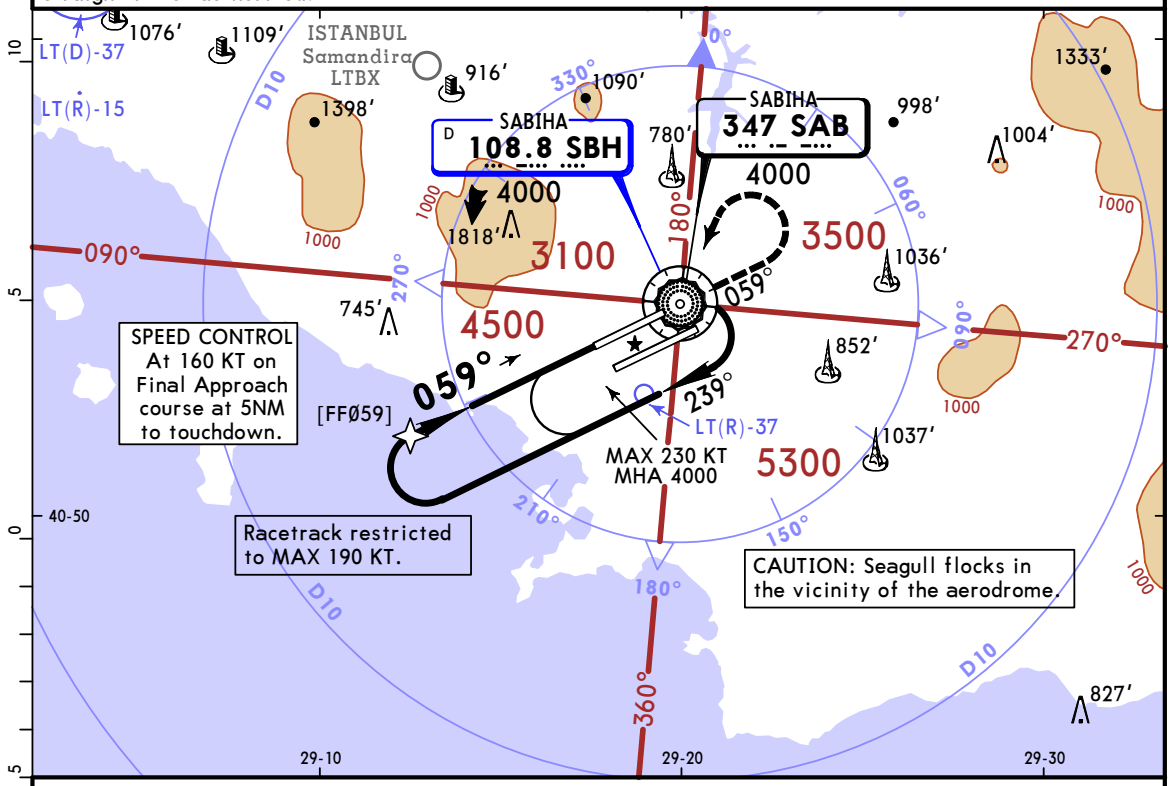
VOR SBH 108.8 / NDB SAB 347	Final Apch Crs 059°	[FFØ59] 3000′ (2688′)	MDA(H) 1430′ (1118′)	Apt Elev 312′

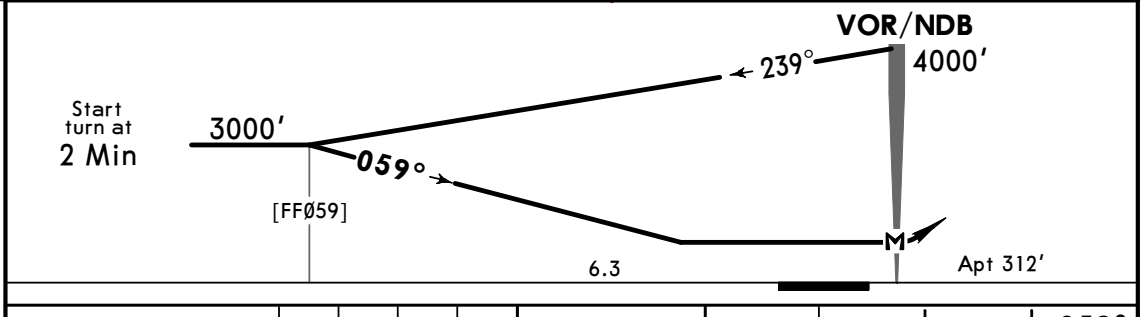
MISSED APCH: Climb on SBH VOR R-059 (059° of SAB NDB) to 2600′, then turn LEFT, proceed SBH VOR/SAB NDB and hold at 4000′.

MSA SBH VOR: 180° 3100 3500 090° 270° 4500 5300 360°

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 on 108.8 or R-059	059° from SAB 347

Std/State CIRCLE-TO-LAND

CAUTION: Not authorized north of the aerodrome

PANS OPS

	Max KT	MDA(H)	
C	180	1430′ (1118′)	V2400m
D	205	1430′ (1118′)	V3600m

CHANGES: LT(D)-28 airspace withdrawn.

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN
22 MAR 24 23-13

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 ™

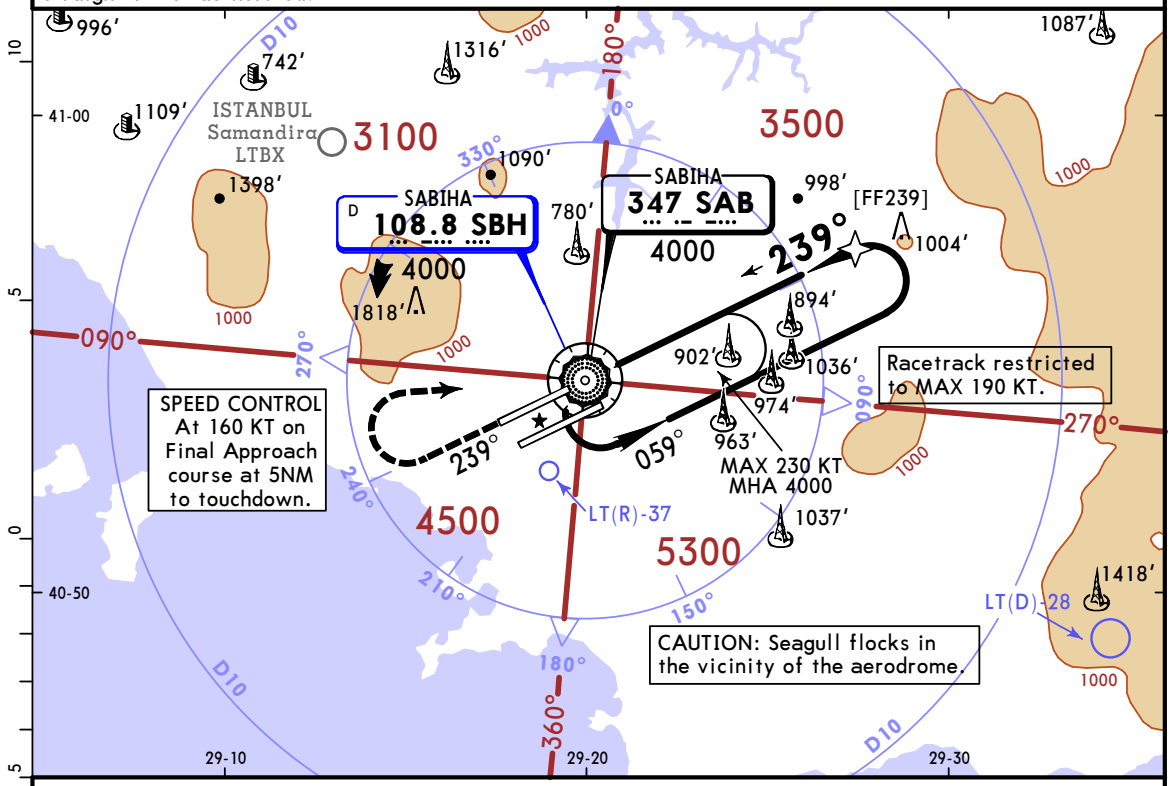
VOR SBH 108.8 / NDB SAB 347	Final Apch Crs 239°	[FF239] 3500′ (3188′)	MDA(H) 2200′ (1888′)	Apt Elev 312′

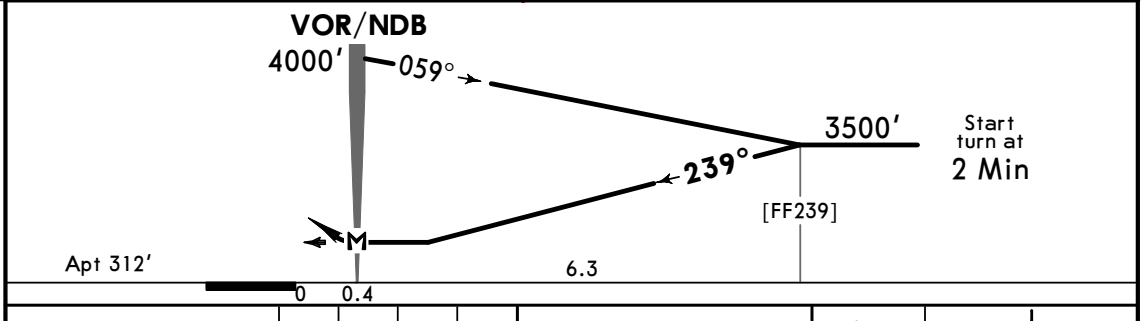
MISSED APCH: Climb on 239° to 2600′, then turn RIGHT, climb to 4000′, proceed VOR/NDB and hold.

MSA SBH VOR
3100 3500 4500 5300

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 KT	MDA(H)	
C	180	2200′ (1888′)	V2400m
D	205	2200′ (1888′)	V3600m

CHANGES: LT(D)-28 airspace size.

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN
23 JUN 23 (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 ™

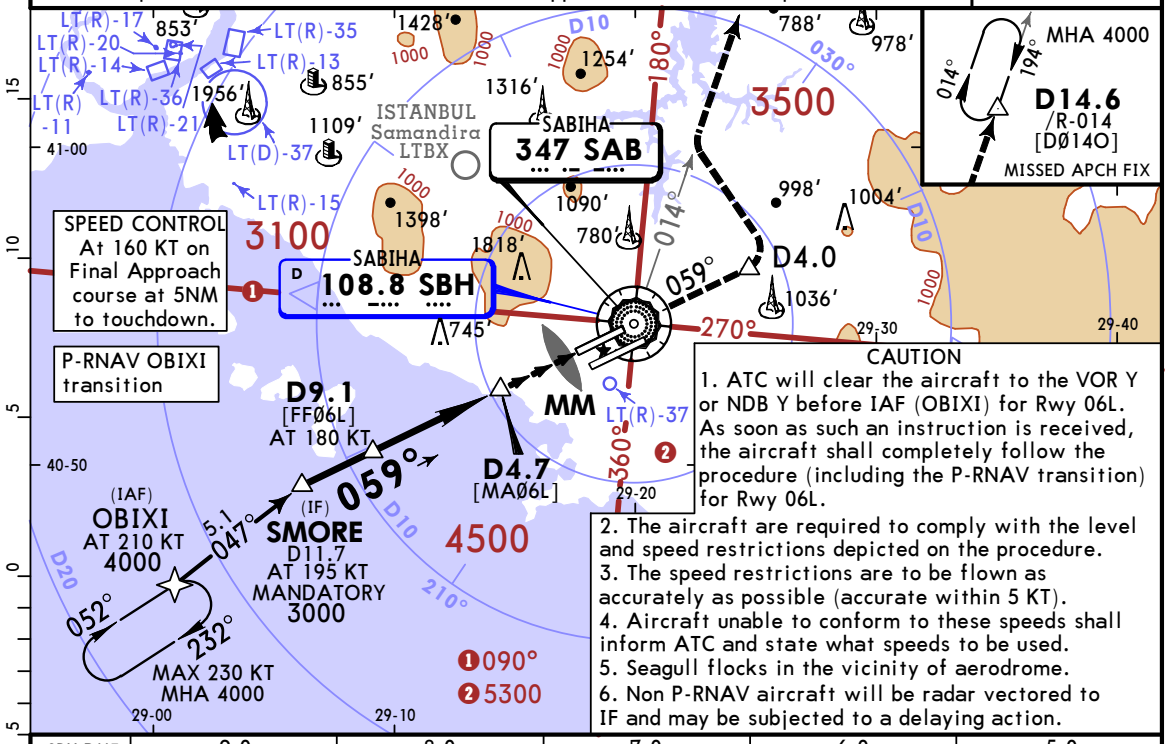
VOR SBH	NDB SAB	Final Apch Crs	D9.1 MANDATORY	DA/MDA(H)	Apt Elev 312′
108.8	347	059°	3000′(2708′)	1100′(808′)	Rwy 292′

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: 3100 (180°–090°), 3500 (090°–270°), 4500 (270°–360°), 5300 (360°–180°)

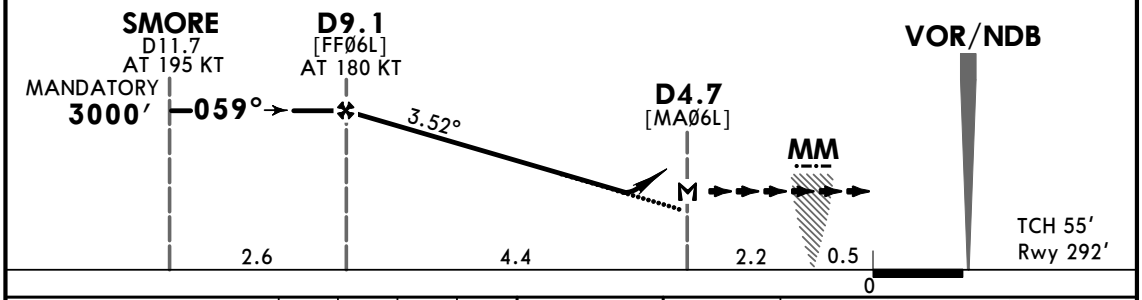
Alt Set: hPa | Rwy Elev: 11 hPa | Trans level: By ATC | Trans alt: 12000′

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



CAUTION
1. ATC will clear the aircraft to the VOR Y or NDB 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. 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.

SBH DME	9.0	8.0	7.0	6.0	5.0
ALTITUDE	2970′	2590′	2220′	1850′	1470′



Gnd speed-Kts		120	140	160	180
Descent Angle	3.52°	748	872	997	1121
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	CIRCLE-TO-LAND
	CDFA	CAUTION: Not authorized north of the aerodrome
	1 DA/MDA(H) 1100′(808′)	
	ALS out	

		Max Kts	MDA(H)	
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: MSA.

LTFJ/SAW SABIHA GOKCEN INTL

JEPPESEN 22 MAR 24 23-3

ISTANBUL, TURKIYE VOR X or NDB 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

VOR SBH	NDB SAB	Final Apch Crs	No FAF	DA/MDA(H)	Apt Elev 312′
108.8	347	059°		1100′ (808′)	Rwy 292′

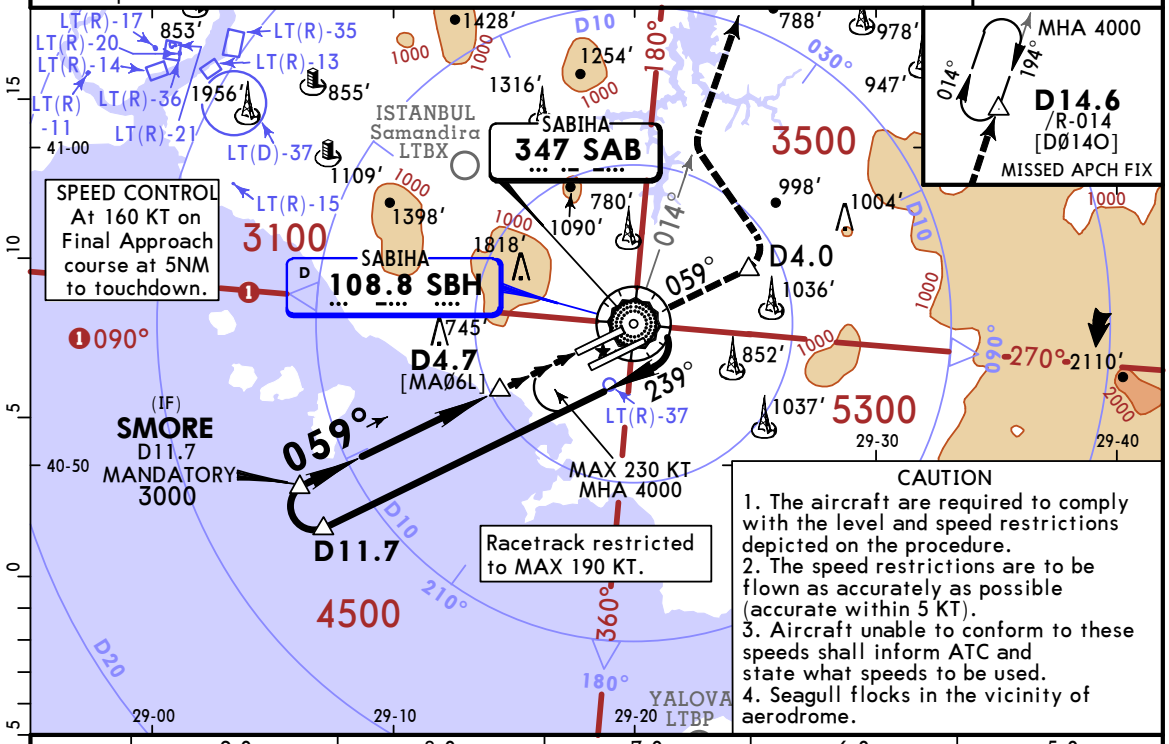
MISSED APCH: Climb 4000′ on SBH VOR R-059 (059° of SAB NDB) turn LEFT at D4.0 and establish SBH VOR R-014 (014° of SAB NDB) hold over D14.6 SBH VOR (SAB NDB).

MSA SBH VOR

3100 3500 4500 5300

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

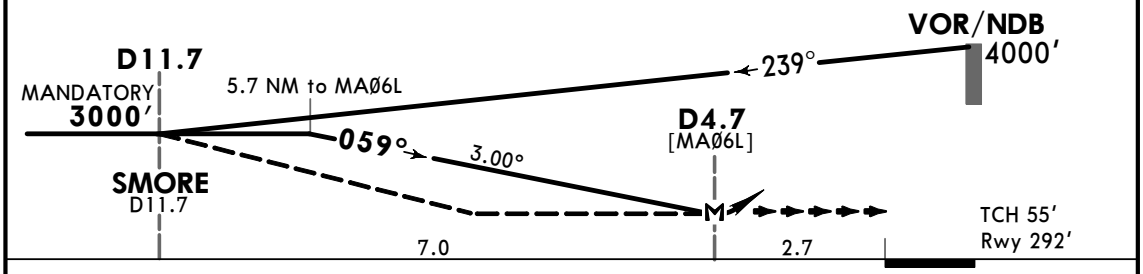
DME required.



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		120	140	160	180
Descent Angle	3.00°	637	743	849	955
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

CIRCLE-TO-LAND

CAUTION: Not authorized north of the aerodrome

		Max KT	MDA(H)	
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: LT(D)-28 airspace withdrawn.

LTFJ/SAW
SABIHA GOKCEN INTL

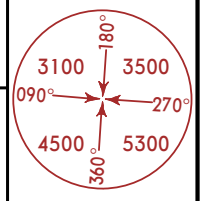
JEPPESEN
22 MAR 24 23-4

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′

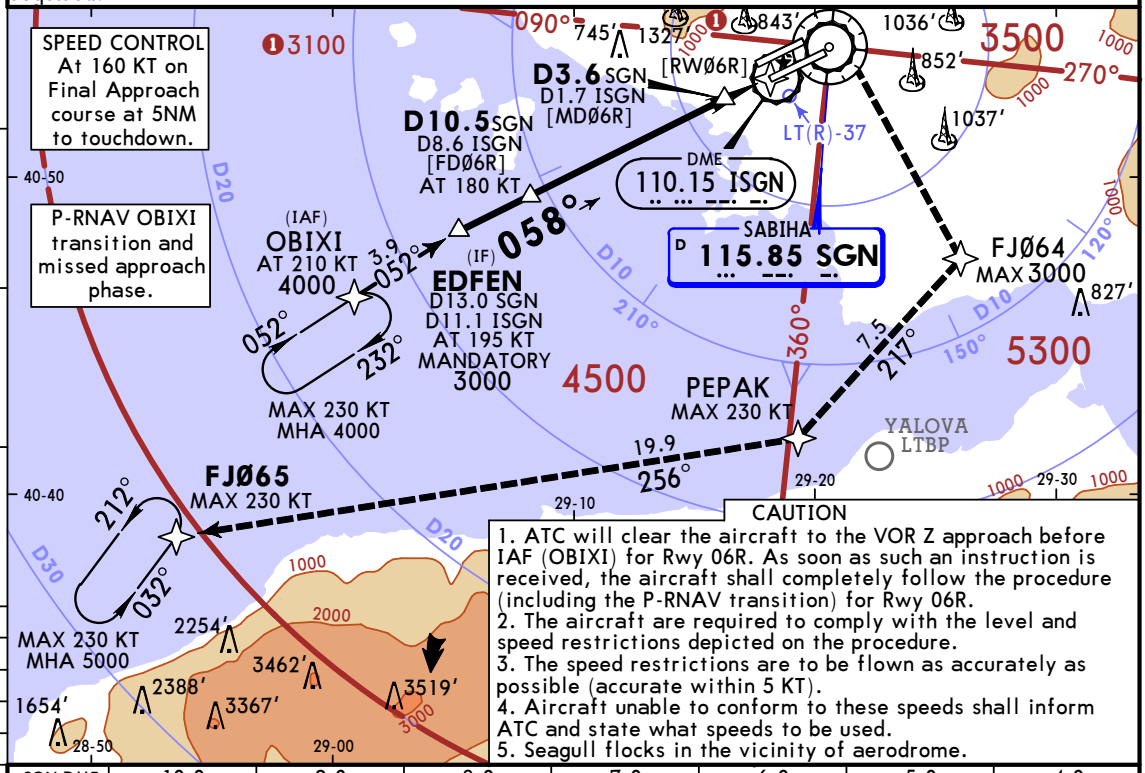
MISSED APCH: Do not turn to FJØ64 before Rwy 06R threshold or crossing 820′, whichever is later. Climb STRAIGHT AHEAD, MAX 230 KT, after crossing 820′ turn RIGHT direct to FJØ64, cross FJØ64 at or below 3000′, turn RIGHT to PEPAK, turn RIGHT to FJØ65 and hold at 5000′.
Missed approach requires a minimum climb of 5.0% (304′/NM).



MSA SGN VOR

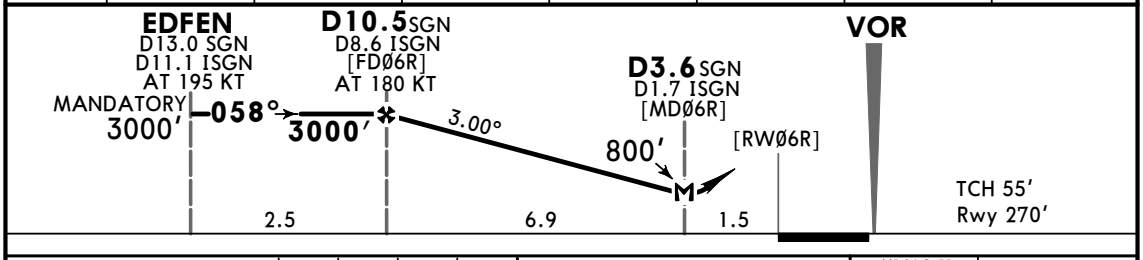
Alt Set: hPa | Rwy Elev: 10 hPa | Trans level: By ATC | Trans alt: 12000′

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		120	140	160	180
Descent Angle	3.00°	637	743	849	955
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
C	R1700m
D	R2400m

CIRCLE-TO-LAND

CAUTION: Not authorized north of the aerodrome

Max KT	MDA(H)	
180	1430′ (1118′)	V2400m
205	1430′ (1118′)	V3600m

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

PANS OPS

CHANGES: LT(D)-28 airspace withdrawn.

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN
22 MAR 24 23-5

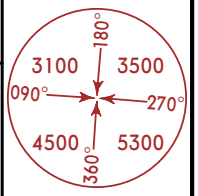
ISTANBUL, TURKIYE
VOR Y Rwy 06R

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

VOR SGN	Final Apch Crs	D10.5 SGN	DA/MDA(H)	Apt Elev 312′
115.85	058°	3000′ (2730′)	800′ (530′)	Rwy 270′

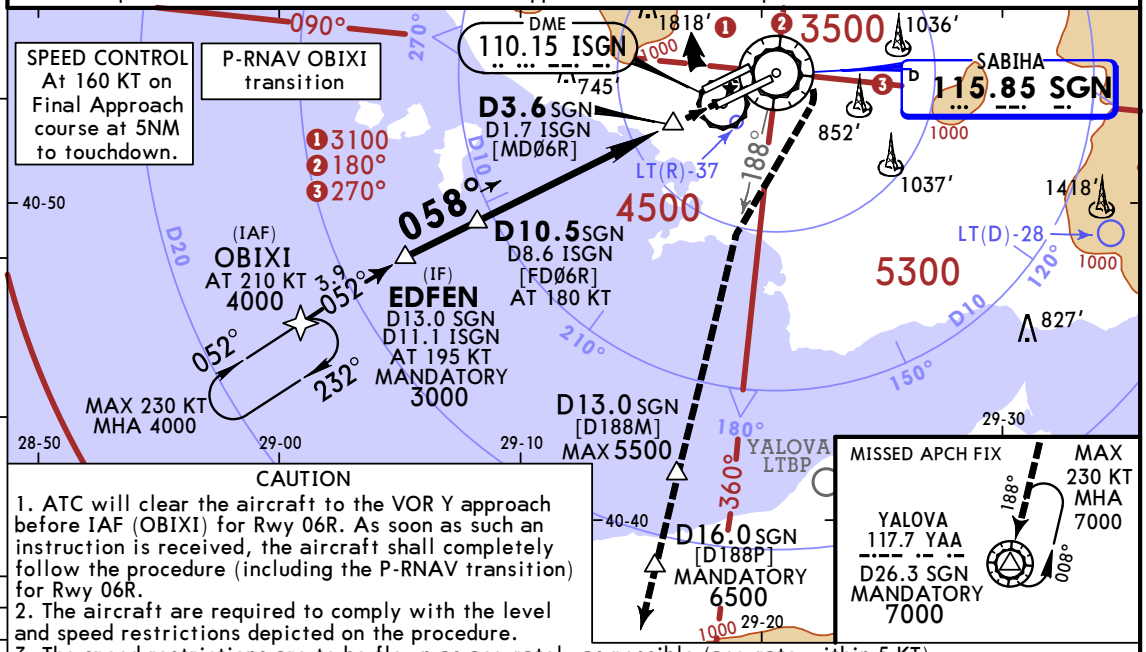
MISSED APCH: MAX 185 KT until intercepting SGN VOR R-188. Do not turn before D3.6 SGN or crossing 820′, whichever is later. After crossing 820′ turn RIGHT climbing 7000′ intercept SGN VOR R-188, then proceed YAA VOR, on SGN VOR R-188 cross D13.0 SGN at or below 5500′ and cross D16.0 SGN at 6500′ and hold over YAA VOR at 7000′.
Missed approach requires a minimum climb of 5.0% (304′/NM).



MSA SGN VOR

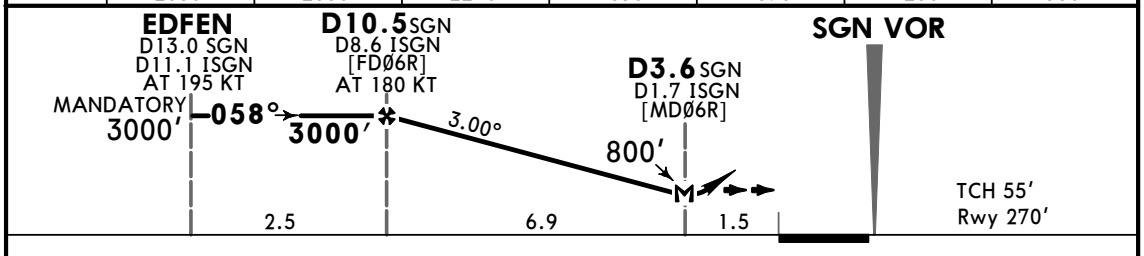
Alt Set: hPa | Rwy Elev: 10 hPa | Trans level: By ATC | Trans alt: 12000′

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		120	140	160	180
Descent Angle	3.00°	637	743	849	955
MAP at D3.6 SGN/D1.7 ISGN					

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	Max KT	MDA(H)	
C	R1700m	180	1430′ (1118′)	V2400m
D	R2400m	205	1430′ (1118′)	V3600m

CIRCLE-TO-LAND

CAUTION: Not authorized north of the aerodrome

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

CHANGES: LT(D)-28 airspace size.

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN
22 MAR 24 23-6

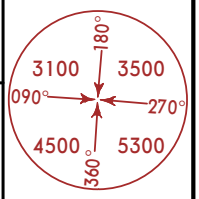
ISTANBUL, TURKIYE
VOR X Rwy 06R

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

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).

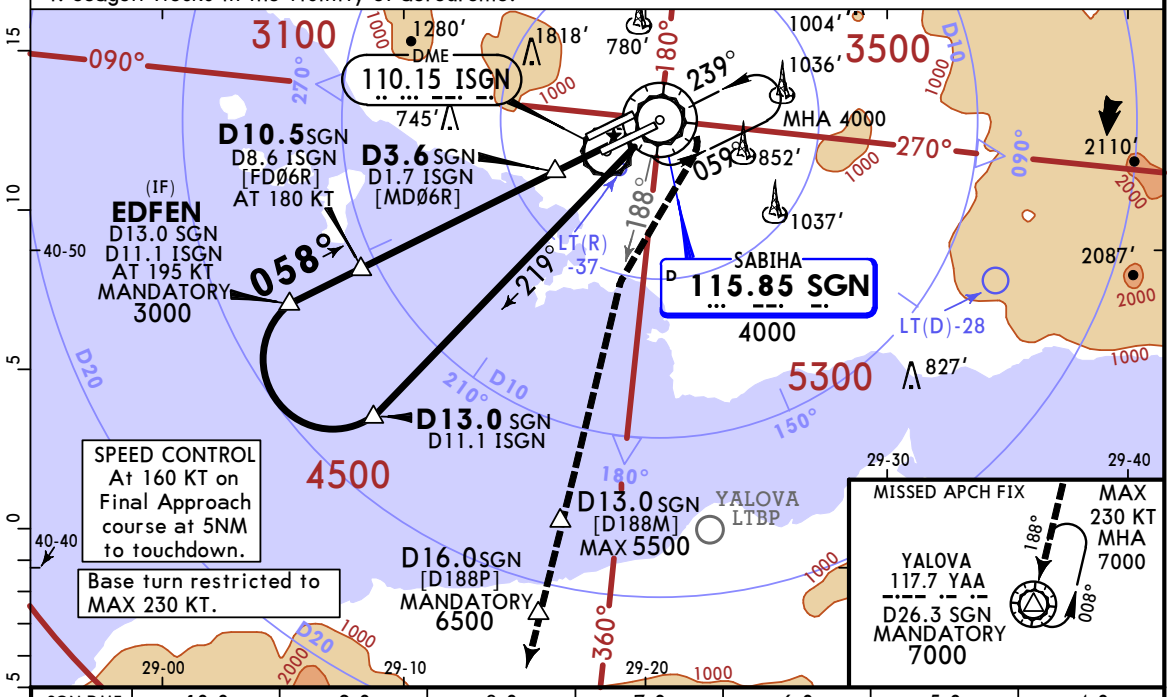


MSA SGN VOR

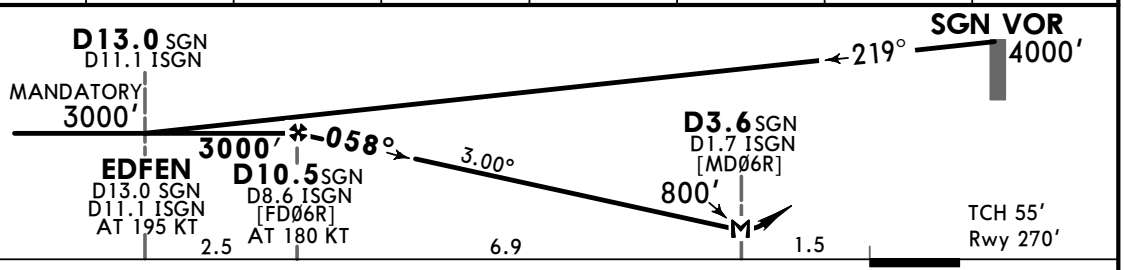
Alt Set: hPa | Rwy Elev: 10 hPa | Trans level: By ATC | Trans alt: 12000′

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		120	140	160	180
Descent Angle	3.00°	637	743	849	955
MAP at D3.6 SGN/D1.7 ISGN					

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
C	R1700m
D	R2400m

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

Max KT	MDA(H)	
180	1430′ (1118′)	V2400m
205	1430′ (1118′)	V3600m

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

CHANGES: LT(D)-28 airspace size.

LTFJ/SAW
SABIHA GOKCEN INTL

JEPPESEN
22 MAR 24 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

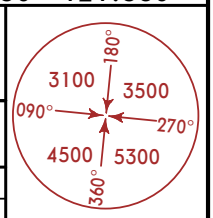
BRIEFING STRIP™

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.

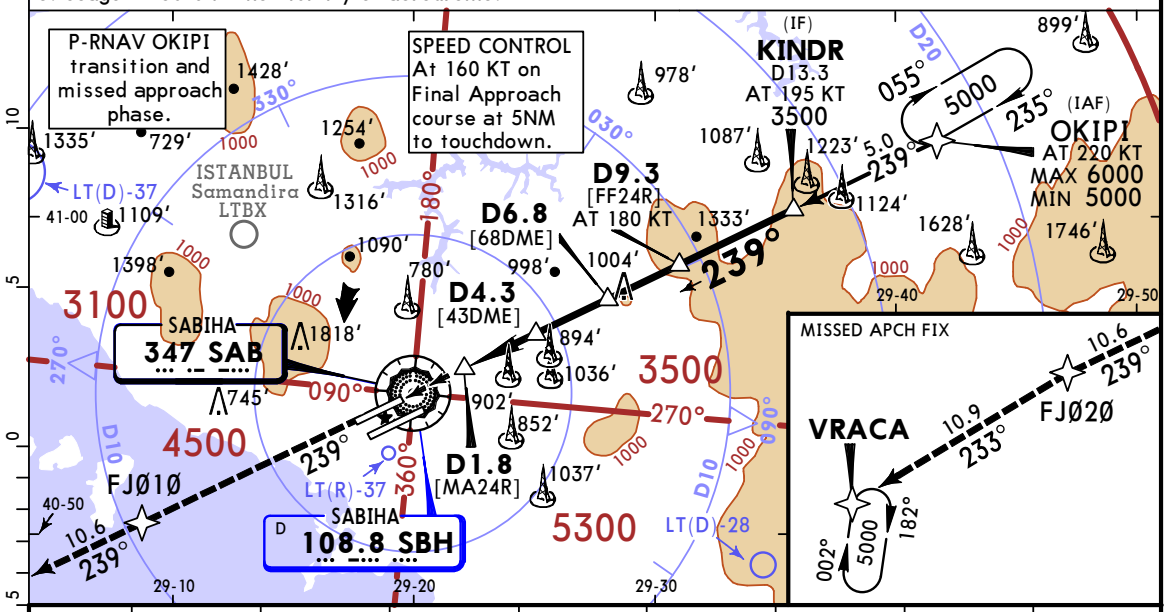
Alt Set: hPa | Rwy Elev: 11 hPa | Trans level: By ATC | Trans alt: 12000'

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

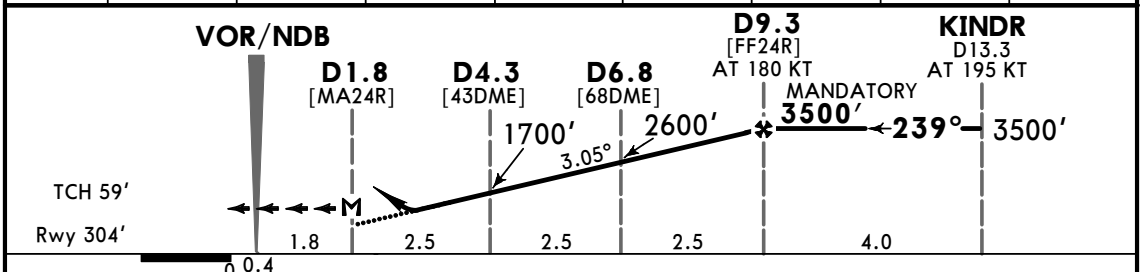


MSA SBH VOR

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		120	140	160	180
Descent Angle	3.05°	648	755	863	971
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 KT	MDA(H)
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: LT(D)-28 airspace size.

LTFJ/SAW SABIHA GOKCEN INTL

JEPPESEN 22 MAR 24 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

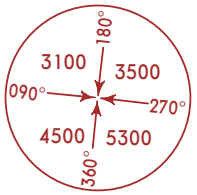
BRIEFING STRIP ™

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).

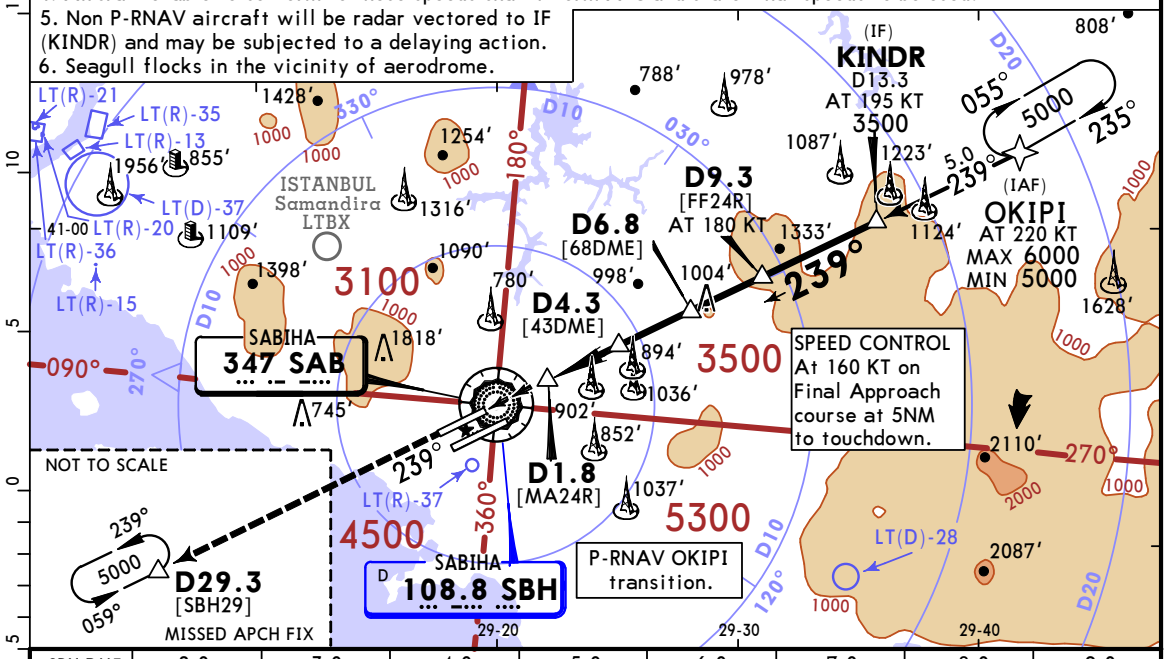
Alt Set: hPa	Rwy Elev: 11 hPa	Trans level: By ATC	Trans alt: 12000′

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

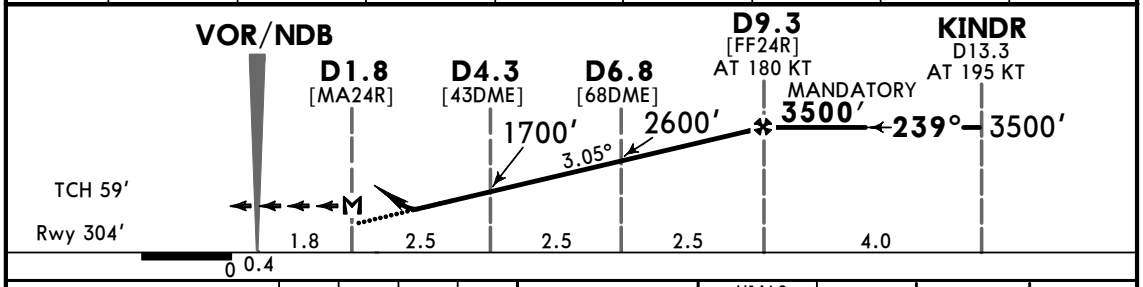


MSA SBH VOR

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		120	140	160	180
Descent Angle	3.05°	648	755	863	971
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		CIRCLE-TO-LAND	
	CDFA		CAUTION: Not authorized North of the aerodrome	
	1 DA/MDA(H) 1100′ (796′)			
	ALS out		Max KT	MDA(H)
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: LT(D)-28 airspace size.

LTFJ/SAW SABIHA GOKCEN INTL

JEPPESEN 22 MAR 24 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

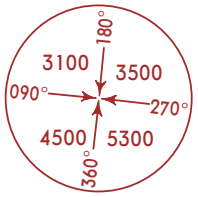
BRIEFING STRIP

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'

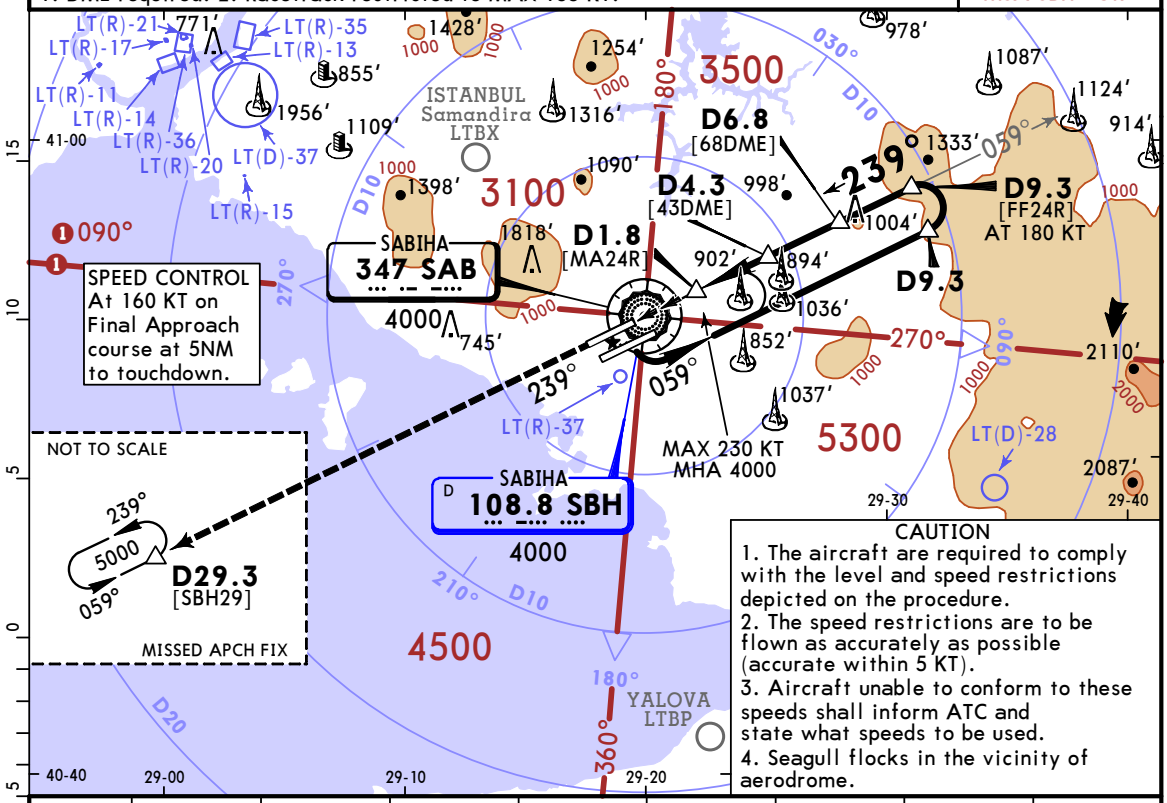
MISSED APCH: Climb 5000' on SBH VOR R-239° (239° of SAB NDB) hold over D29.3 SBH VOR (SAB NDB).

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

1. DME required. 2. Racetrack restricted to MAX 185 KT.

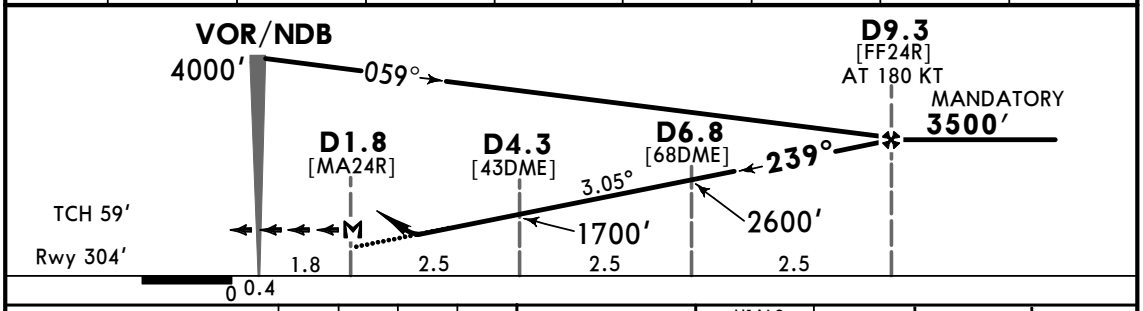


MSA SBH VOR



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		120	140	160	180
Descent Angle	3.05°	648	755	863	971
MAP at D1.8					

HIALS
REIL PAPI PAPI

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

Std/State

STRAIGHT-IN LANDING

CDFA

1 DA/MDA(H) 1100'(796')

ALS out

CIRCLE-TO-LAND

CAUTION: Not authorized North of the aerodrome

		Max KT	MDA(H)
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: LT(D)-28 airspace size.