

**LTAC AD 2.1 AERODROME LOCATION INDICATOR AND NAME****LTAC - ANKARA / ESENBOĞA / INTERNATIONAL****LTAC AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

|   |                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|---|---------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | ARP coordinates and site at AD                                | 400741N-0325942E / BTN RWYs 03L/21R and 03C/21C, 1900 M to the beginning of RWY 21R and 105 M to RWY 03L/21R centerline.                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 2 | Direction and distance from (city)                            | 28 KM NE of Ankara                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 3 | Elevation/Reference temperature/Mean low temperature          | 3158 FT / 32° C / -9° C                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 4 | Geoid Undulation at AD ELEV PSN                               | 120 FT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 5 | MAG VAR/Annual change                                         | 6.4°E (2025) / 0.04° increasing                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 6 | AD Operator, address, telephone, telefax, AFS, email, website | DHMI Esenboğa Havalimanı Başmüdürlüğü 06970 Ankara-Türkiye<br>Switchboard : +90 312 3980000 (35 lines)<br>Airport Authority : +90 312 3980330<br>Airport Manager : +90 312 3980329<br>Fax : +90 312 3980345<br>Fax (Airport Manager) : +90 312 3980413<br>AIS Tel : +90 312 3980366<br>AIS Fax : +90 312 3981121 / 3980331<br>AIS GSM : +90 530 075 7882<br>New Terminal Building<br>Switchboard : +90 312 5904000<br>Fax : +90 312 5904041<br>AFS : LTACYDYX<br>website : <a href="https://Esenboğa.dhmi.gov.tr">https://Esenboğa.dhmi.gov.tr</a> |
| 7 | Types of traffic permitted (IFR/VFR)                          | IFR/VFR                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 8 | Remarks                                                       | NIL                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |

**LTAC AD 2.3 OPERATIONAL HOURS**

|    |                            |     |
|----|----------------------------|-----|
| 1  | AD Operator                | H24 |
| 2  | Customs and immigration    | H24 |
| 3  | Health and sanitation      | H24 |
| 4  | AIS Briefing Office        | H24 |
| 5  | ATS Reporting Office (ARO) | H24 |
| 6  | MET Briefing Office        | H24 |
| 7  | ATS                        | H24 |
| 8  | Fueling                    | H24 |
| 9  | Handling                   | H24 |
| 10 | Security                   | H24 |
| 11 | De-icing                   | H24 |
| 12 | Remarks                    | NIL |

**LTAC AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS POSITIONS DATA**

|   |                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |              |                |                                    |
|---|-------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|----------------|------------------------------------|
| 1 | Apron surface and strength          | <b>Apron A:</b> Concrete, PCN 132 R/A/W/T, PCR 1175 R/A/W/T<br><b>Apron 1:</b> Concrete, PCN 92 R/A/W/T, PCR 870 R/A/W/T<br><b>Apron 2:</b> Asphalt, PCN 139 F/A/W/T, PCR 1030 F/A/W/T<br><b>Apron 3:</b> Concrete, PCN 53 R/A/W/T, PCR 640 R/A/W/T<br><b>Apron 4:</b> Concrete, PCN 139 R/A/W/T, PCR 1650 R/A/W/T<br><b>Apron 5:</b> Concrete, PCN 136 R/A/W/T, PCR 1440 R/A/W/T<br><b>Apron 6:</b> Concrete, PCN 125 R/A/W/T, PCR 1170 R/A/W/T<br><b>Apron 7:</b> Concrete, PCN 140 R/A/W/T, PCR 1470 R/A/W/T<br><b>De-Icing Area 1:</b> PCN 140 R/A/W/T, PCR 1735 R/A/W/T<br><b>De-Icing Area 2:</b> PCN 132 R/A/W/T, PCR 1400 R/A/W/T |              |                |                                    |
| 2 | Taxiway width, surface and strength | <b>TWY</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | <b>Width</b> | <b>Surface</b> | <b>PCN/PCR Value</b>               |
|   |                                     | A                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 23 M         | Asphalt        | PCN 138 F/A/W/T - PCR 1240 F/A/W/T |
|   |                                     | A1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 23 M         | Asphalt        | PCN 139 F/A/W/T - PCR 1130 F/A/W/T |
|   |                                     | A2                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 23 M         | Asphalt        | PCN 139 F/A/W/T - PCR 1110 F/A/W/T |
|   |                                     | A3                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 23 M         | Asphalt        | PCN 139 F/A/W/T - PCR 1120 F/A/W/T |
|   |                                     | B                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 23 M         | Asphalt        | PCN 139 F/A/W/T - PCR 1250 F/A/W/T |
|   |                                     | B1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 23 M         | Asphalt        | PCN 139 F/A/W/T - PCR 1005 F/A/W/T |
|   |                                     | B2                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 23 M         | Asphalt        | PCN 139 F/A/W/T - PCR 1450 F/A/W/T |
|   |                                     | C                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 23 M         | Asphalt        | PCN 139 F/A/W/T - PCR 1140 F/A/W/T |
|   |                                     | C1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 23 M         | Asphalt        | PCN 139 F/A/W/T - PCR 1440 F/A/W/T |
|   |                                     | D                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 23 M         | Asphalt        | PCN 139 F/A/W/T - PCR 1935 F/A/W/T |
|   |                                     | D1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 23 M         | Asphalt        | PCN 139 F/A/W/T - PCR 1570 F/A/W/T |
|   |                                     | D2                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 23 M         | Asphalt        | PCN 90 F/A/W/T - PCR 850 F/A/W/T   |
|   |                                     | E                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 23 M         | Asphalt        | PCN 139 F/A/W/T - PCR 1350 F/A/W/T |
|   |                                     | E1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 23 M         | Asphalt        | PCN 78 F/A/W/T - PCR 685 F/B/W/T   |
|   |                                     | E2                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 23 M         | Asphalt        | PCN 108 F/A/W/T - PCR 1120 F/A/W/T |
|   |                                     | F                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 23 M         | Asphalt        | PCN 139 F/A/W/T - PCR 1700 F/A/W/T |
|   |                                     | AA                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 23 M         | Asphalt        | PCN 139 F/A/W/T - PCR 1645 F/A/W/T |
|   |                                     | AB                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 23 M         | Asphalt        | PCN 139 F/A/X/T - PCR 1540 F/A/W/T |
|   |                                     | AC                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 23 M         | Asphalt        | PCN 139 F/A/W/T - PCR 1620 F/A/W/T |
|   |                                     | G                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 24 M         | Asphalt        | PCN 139 F/A/W/T - PCR 1210 F/A/W/T |
|   |                                     | G1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 24 M         | Asphalt        | PCN 139 F/A/W/T - PCR 1455 F/A/W/T |
|   |                                     | G2                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 24 M         | Concrete       | PCN 130 F/C/W/T - PCR 1190 R/A/W/T |
|   |                                     | G3                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 24 M         | Concrete       | PCN 140 R/A/W/T - PCR 1910 R/A/W/T |
|   |                                     | G4                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 35 M         | Asphalt        | PCN 139 R/A/W/T - PCR 1590 F/A/W/T |
|   |                                     | H                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 24 M         | Asphalt        | PCN 112 F/C/W/T - PCR 1260 F/A/W/T |
|   |                                     | J                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 24 M         | Asphalt        | PCN 134 F/C/W/T - PCR 1310 F/A/W/T |
|   |                                     | H1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 45 M         | Asphalt        | PCN 134 F/A/W/T - PCR 1360 F/A/W/T |
|   |                                     | J1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 29 M         | Asphalt        | PCN 139 F/A/W/T - PCR 1380 F/A/W/T |
|   |                                     | K                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 23 M         | Asphalt        | PCN 139 F/A/W/T - PCR 1640 F/A/W/T |
|   |                                     | L                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 45 M         | Asphalt        | PCN 139 F/A/W/T - PCR 1350 F/A/W/T |
|   |                                     | M1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 28 M         | Concrete       | PCN 140 R/A/W/T - PCR 1800 R/A/W/T |
|   |                                     | M2                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 29 M         | Asphalt        | PCN 139 F/A/W/T - PCR 1310 F/A/W/T |
|   |                                     | M3                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 29 M         | Asphalt        | PCN 139 F/A/W/T - PCR 1480 F/A/W/T |
|   |                                     | M4                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 29 M         | Asphalt        | PCN 139 F/A/W/T - PCR 1510 F/A/W/T |
|   |                                     | M5                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 28 M         | Asphalt        | PCN 139 F/A/W/T - PCR 1360 F/A/W/T |
|   |                                     | M6                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 29 M         | Asphalt        | PCN 139 F/A/W/T - PCR 1630 F/A/W/T |
|   |                                     | M7                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 29 M         | Asphalt        | PCN 139 F/A/W/T - PCR 1460 F/A/W/T |
|   |                                     | M8                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 29 M         | Concrete       | PCN 108 R/A/W/T - PCR 1550 R/A/W/T |



|   |                                              |                                                                                                                                                                                                                  |
|---|----------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 3 | Altimeter Check Point location and elevation | At; <b>Apron A:</b> 946 M, <b>Apron 1:</b> 949 M, <b>Apron 2, 3, 4:</b> 955 M, <b>Apron 5:</b> 948 M, <b>Apron 6:</b> 947 M, <b>Apron 7:</b> 944 M, <b>De-icing Area 1:</b> 941 M, <b>De-icing Area 2:</b> 961 M |
| 4 | VOR checkpoints                              | See AD Chart                                                                                                                                                                                                     |
| 5 | INS checkpoints                              | See AD Parking Charts                                                                                                                                                                                            |
| 6 | Remarks                                      | NIL                                                                                                                                                                                                              |

**LTAC AD 2.9 SURFACE MOVEMENT GUIDANCE, CONTROL SYSTEM AND MARKINGS**

|   |                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                  |
|---|---------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | Taxing guidance signs at all intersections with TWY and RWY and at all holding positions. Guidelines LGTD and available at Apron 3,4. Aircraft stand numbers available at all Aprons. Nose-in guidance available at aircraft stands 103 to 120 at Apron 4 by docking/parking guidance system, at other aircraft stands by marshaling service. Push-back is mandatory for all parking positions.  |
| 2 | RWY and TWY markings and LGT                                                                                  | <b>RWY 03L/21R, 03C/21C, 03R/21L:</b> Designation, Edge, THR, Centerline, RWY Guidance Line, TDZ and Aiming Point markings available. <a href="#">For LGT see item 2.14</a><br><b>TWY:</b> Edge, Centerline, Holding Position, Intermediate Holding Position, TWY Guidance Line, TWY curve transverse stripes, VOR Check Point (TWY A) markings available. <a href="#">For LGT see item 2.15</a> |
| 3 | Stop bars<br>Runway guard lights                                                                              | <b>Stop Bars:</b> Available on TWYs A, B1, C1, D1, E1, G, G1, G2, H1, J1, M1, M2, M5, M7, M8 (Pattern A RWY holding positions) and A-HP1, A-HP6, A-HP7, A3-HP14, E2-HP15, D2-HP17, APR1-HP21, B2-HP26 (Intermediate Holding Positions)<br><b>RWY Guard Light:</b> Available at TWYs A (Pattern A RWY Holding Positions), B1, C1, D1, E1, G, G1, G2, M1, M2, M5, M7, M8.                          |
| 4 | Other Runway protection measures                                                                              | -                                                                                                                                                                                                                                                                                                                                                                                                |
| 5 | Remarks                                                                                                       | NIL                                                                                                                                                                                                                                                                                                                                                                                              |

**LTAC AD 2.10 AERODROME OBSTACLES**

An electronic file of AD obstacles is available from the link LTAC AD 2.10 under obstacle folder via AIP Türkiye link on <https://www.dhmi.gov.tr>

**LTAC AD 2.11 METEOROLOGICAL INFORMATION PROVIDED**

|    |                                                                     |                                                                          |
|----|---------------------------------------------------------------------|--------------------------------------------------------------------------|
| 1  | Associated MET Office                                               | Esenboğa                                                                 |
| 2  | Hours of service MET Office outside hours                           | H24                                                                      |
| 3  | Office responsible for TAF preparation<br>Periods of validity       | Esenboğa<br>24 HR                                                        |
| 4  | Type of landing forecast<br>Interval of issuance                    | TREND<br>1/2 HR                                                          |
| 5  | Briefing/consultation provided                                      | Personal consultation                                                    |
| 6  | Flight documentation / Language(s) used                             | Charts abbreviated plain language text / TU-EN                           |
| 7  | Charts and other information available for briefing or consultation | Surface and upper air actual and prog. Charts. SIGWX, UL W/T, Model TA-M |
| 8  | Supplementary equipment available for providing information         | Telefax, VSAT, ADSL PC connection                                        |
| 9  | ATS units provided with information                                 | ESENBOĞA Control TWR                                                     |
| 10 | Additional information (limitation of service, etc.)                | SIGMET, AIRMET, Aerodrome Warnings, Wind Shear Warnings.                 |

**LTAC AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS**

| Designations<br>RWY<br>NR                                                                                                                                                  | TRUE<br>BRG | Dimensions<br>of<br>RWY (M) | Strength (PCN/PCR)<br>and<br>surface of RWY and<br>SWY                        | THR coordinates<br>RWY End Coordinates<br>THR Geoid Undulation | THR elevation and<br>highest elevation of<br>TDZ of precision APP<br>RWY |                     |           |         |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|-----------------------------|-------------------------------------------------------------------------------|----------------------------------------------------------------|--------------------------------------------------------------------------|---------------------|-----------|---------|
| 1                                                                                                                                                                          | 2           | 3                           | 4                                                                             | 5                                                              | 6                                                                        |                     |           |         |
| 03L                                                                                                                                                                        | 036.19°     | 3391x45                     | RWY:<br>PCN 139 F/A/W/T<br>PCR 1250 F/A/W/T<br>Asphalt<br>SWY: PCN 60 F/A/W/T | 400704.07N<br>0325901.27E<br>-<br>GUND: 120 FT                 | THR 946.2 M / 3104 FT<br>TDZ 948.0 M / 3110 FT                           |                     |           |         |
| 21R                                                                                                                                                                        | 216.19°     | 3391x45                     | RWY:<br>PCN 139 F/A/W/T<br>PCR 1250 F/A/W/T<br>Asphalt                        | 400832.81N<br>0330025.84E<br>-<br>GUND: 120 FT                 | THR 952.3 M / 3124 FT<br>TDZ 952.0 M / 3123 FT                           |                     |           |         |
| 350 M Asphalt coated area situated at the beginning of RWY 03L complies with the RWY criteria and is available for being used along with the associated TWYs, as required. |             |                             |                                                                               |                                                                |                                                                          |                     |           |         |
| 03C                                                                                                                                                                        | 036.19°     | 3752x60                     | RWY:<br>PCN 139 F/A/W/T<br>PCR 1054 F/A/W/T<br>Asphalt<br>SWY: PCN 45 F/C/W/T | 400650.61N<br>0325859.44E<br>-<br>GUND: 120 FT                 | THR 944.7 M / 3099 FT<br>TDZ 949.0 M / 3113 FT                           |                     |           |         |
| 21C                                                                                                                                                                        | 216.19°     | 3752x60                     | RWY:<br>PCN 139 F/A/W/T<br>PCR 1054 F/A/W/T<br>Asphalt<br>SWY: PCN 60 F/B/W/T | 400828.79N<br>0330032.99E<br>-<br>GUND: 120 FT                 | THR 953.1 M / 3126 FT<br>TDZ 954.0 M / 3130 FT                           |                     |           |         |
| 03R                                                                                                                                                                        | 036.19°     | 3750x45                     | RWY:<br>PCN 139 F/A/W/T<br>PCR 1510 F/A/W/T<br>Asphalt                        | 400601.27N<br>0325923.06E<br>-<br>GUND: 120 FT                 | THR 941.3 M / 3088 FT<br>TDZ 948.2 M / 3110 FT                           |                     |           |         |
| 21L                                                                                                                                                                        | 216.19°     | 3750x45                     | RWY:<br>PCN 139 F/A/W/T<br>PCR 1510 F/A/W/T<br>Asphalt                        | 400739.40N<br>0330056.57E<br>-<br>GUND: 120 FT                 | THR 962.5 M / 3158 FT<br>TDZ 962.4 M / 3157 FT                           |                     |           |         |
|                                                                                                                                                                            |             |                             |                                                                               |                                                                |                                                                          |                     |           |         |
| Slope of<br>RWY-SWY                                                                                                                                                        |             | SWY<br>dimensions<br>(M)    | CWY<br>dimensions<br>(M)                                                      | Strip<br>dimensions<br>(M)                                     | RESA<br>(M)                                                              | Arresting<br>System | OFZ       | Remarks |
| 7                                                                                                                                                                          |             | 8                           | 9                                                                             | 10                                                             | 11                                                                       | 12                  | 13        | 14      |
| %0.2 RWY<br>%0.1 SWY                                                                                                                                                       |             | 60x45                       | -                                                                             | 3876x280                                                       | 108X90                                                                   | -                   | Available | NIL     |
| %0.2 RWY                                                                                                                                                                   |             | 305x45                      | -                                                                             | 3876x280                                                       | 90X90                                                                    | -                   | Available |         |
| %0.2 RWY<br>%0.02 SWY                                                                                                                                                      |             | 60x60                       | -                                                                             | 3992x280                                                       | 180X120                                                                  | -                   | Available |         |
| %0.2 RWY<br>%-0.5 SWY                                                                                                                                                      |             | 60x60                       | -                                                                             | 3992x280                                                       | 180X120                                                                  | -                   | Available |         |
| %0.56 RWY                                                                                                                                                                  |             | -                           | -                                                                             | 3870x280                                                       | 240x150                                                                  | -                   | Available |         |
| %0.56 RWY                                                                                                                                                                  |             | -                           | -                                                                             | 3870x280                                                       | 240x150                                                                  | -                   | Available |         |
| CAUTION:                                                                                                                                                                   |             |                             |                                                                               |                                                                |                                                                          |                     |           |         |
| 1. The last 15 M within the RESA of 21R there is an elevation difference due to the intersection of Aerodrome Perimeter Road.                                              |             |                             |                                                                               |                                                                |                                                                          |                     |           |         |
| 2. As Ankara-Çubuk Road crosses the point starting from the last 120 M of the strip field, the width of the strip decreases to 90 M.                                       |             |                             |                                                                               |                                                                |                                                                          |                     |           |         |

**LTAC AD 2.13 DECLARED DISTANCES**

| RWY<br>Designator | TORA (M) | TODA (M) | ASDA (M) | LDA (M) | Remarks                                |
|-------------------|----------|----------|----------|---------|----------------------------------------|
| 1                 | 2        | 3        | 4        | 5       | 6                                      |
| 03L               | 3391     | 3391     | 3451     | 3391    | -                                      |
| 21R               | 3391     | 3391     | 3696     | 3391    | -                                      |
| 03C               | 3752     | 3752     | 3812     | 3752    | -                                      |
| 21C               | 3752     | 3752     | 3812     | 3752    | -                                      |
| 03R               | 3750     | 3750     | 3750     | 3750    | -                                      |
| 21L               | 3750     | 3750     | 3750     | 3750    | -                                      |
| 03L               | 3250     | 3250     | 3310     | -       | Take-off From Intersection with TWY E  |
| 03L               | 2674     | 2674     | 2734     | -       | Take-off From Intersection with TWY D  |
| 03L               | 2142     | 2142     | 2202     | -       | Take-off From Intersection with TWY G2 |
| 21R               | 2012     | 2012     | 2317     | -       | Take-off From Intersection with TWY B  |
| 21R               | 2616     | 2616     | 2921     | -       | Take-off From Intersection with TWY F  |
| 21R               | 2554     | 2554     | 2859     | -       | Take-off From Intersection with TWY G1 |
| 03C               | 3042     | 3042     | 3102     | -       | Take-off From Intersection with TWY D1 |
| 03C               | 3250     | 3250     | 3310     | -       | Take-off From Intersection with TWY E1 |
| 03C               | 2900     | 2900     | 2960     | -       | Take-off From Intersection with TWY D  |
| 03C               | 3250     | 3250     | 3310     | -       | Take-off From Intersection with TWY E  |
| 21C               | 3237     | 3237     | 3297     | -       | Take-off From Intersection with TWY F  |
| 21C               | 2752     | 2752     | 2812     | -       | Take-off From Intersection with TWY B1 |
| 21L               | 1950     | 1950     | 1950     | -       | Take-off From Intersection with TWY M5 |
| 21L               | 2850     | 2850     | 2850     | -       | Take-off From Intersection with TWY M7 |
| 03R               | 2700     | 2700     | 2700     | -       | Take-off From Intersection with TWY M2 |
| 03R               | 1750     | 1750     | 1750     | -       | Take-off From Intersection with TWY M5 |

**LTAC AD 2.14 APPROACH AND RUNWAY LIGHTING**

| RWY Designator | APCH LGT type LEN INTST                                                      | THR LGT color WBAR | VASIS (MEHT) PAPI            | TDZ, LGT LEN | RWY Centre Line LGT Length, spacing, color, INTST | RWY edge LGT LEN, spacing color INTST     | RWY End LGT color WBAR | SWY LGT LEN (M) color | Remarks |
|----------------|------------------------------------------------------------------------------|--------------------|------------------------------|--------------|---------------------------------------------------|-------------------------------------------|------------------------|-----------------------|---------|
| 1              | 2                                                                            | 3                  | 4                            | 5            | 6                                                 | 7                                         | 8                      | 9                     | 10      |
| 03L            | Precision APP Barette System CATII 750 M (of which 450 M is flashing) LIH.   | Green              | PAPI 3 DEG (Left) MEHT 59 FT | 900 M        | 3391 M, 15 M Color Coded white / Red LIH          | 3391 M, 60 M Color coded White/Yellow LIH | Red                    | 60 M Red              | NIL     |
| 21R            | Precision APP Barette System CATII 900 M (of which 600 M is flashing) LIH.   | Green              | PAPI 3 DEG (Left) MEHT 60 FT | 900 M        | 3391 M, 15 M Color Coded white / Red LIH          | 3391 M, 60 M Color coded White/Yellow LIH | Red                    | -                     |         |
| 03C            | Precision APP Barette System CAT III 900 M (of which 600 M is flashing) LIH. | Green              | PAPI 3 DEG (Left) MEHT 60 FT | 900 M        | 3752 M Spacing 15 M Color Coded white / Red LIH   | 3752 M, 60 M Color coded White/Yellow LIH | Red                    | 60 M Red              |         |
| 21C            | Precision APP Barette System CATII 900 M (of which 600 M is flashing) LIH.   | Green              | PAPI 3 DEG (Left) MEHT 66 FT | 900 M        | 3752 M Spacing 15 M Color Coded white / Red LIH   | 3752 M, 60 M Color coded White/Yellow LIH | Red                    | 60 M Red              |         |
| 03R            | Precision APP Barette System CAT III 900 M (of which 600 M is flashing) LIH. | Green              | PAPI 3 DEG (Left)            | 900 M        | 3750 M Spacing 15 M Color Coded white / Red LIH   | 3750 M 60 M Color coded White/Yellow LIH  | Red                    | -                     |         |
| 21L            | Precision APP Barette System CATIII 900 M (of which 600 M is flashing) LIH.  | Green              | PAPI 3 DEG (Left)            | 900 M        | 3750 M Spacing 15 M Color Coded white / Red LIH   | 3750 M 60 M Color coded White/Yellow LIH  | Red                    | -                     |         |

**LTAC AD 2.15 OTHER LIGHTING AND SECONDARY POWER SUPPLY**

|   |                                                          |                                                                                                                                          |
|---|----------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | ABN/IBN location, characteristics and hours of operation | At the Tower building<br>G/W H24 IBN:NIL                                                                                                 |
| 2 | LDI location and LGT<br>Anemometer location and LGT      | LDI : Not available.<br>4 Anemometers available: LGTD (see AD Chart for locations)                                                       |
| 3 | TWY edge and centerline lighting                         | Edge: for all TWYs<br>Centerline: for all TWYs except TWY A2                                                                             |
| 4 | Secondary power supply/switch-over time                  | Available / (0) second                                                                                                                   |
| 5 | Remarks                                                  | RETIL available for TWYs B, C, D, F, H, J, M2, M3, M4, M6, M7<br>RGL available for TWYs A, B1, C1, D1, E1, G, G1, G2, M1, M2, M5, M7, M8 |

**LTAC AD 2.16 HELICOPTER LANDING AREA - NIL**

**LTAC AD 2.17 ATS AIRSPACE**

|   |                                   |                                                                                                               |
|---|-----------------------------------|---------------------------------------------------------------------------------------------------------------|
| 1 | Designation and lateral limits    | CTR: 401724N0330059E, 401210N0331033E, 395457N0325356E, 400145N0324600E                                       |
| 2 | Vertical limits                   | 4500FT AMSL/SFC                                                                                               |
| 3 | Airspace classification           | NIL                                                                                                           |
| 4 | ATS unit call sign<br>Language(s) | Esenboğa Tower<br>TU - EN                                                                                     |
| 5 | Transition altitude               | 10000 FT                                                                                                      |
| 6 | Remarks                           | APP service is provided by<br>a) Esenboğa APP<br>b) Esenboğa TWR when required or transferred by Esenboğa APP |

**LTAC AD 2.18 ATS COMMUNICATION FACILITIES**

| Service designation | Call sign                                                                                                                  | Channel                                                                                                                    | Hours of operation | Remarks                                                                                                                                                 |
|---------------------|----------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------|--------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1                   | 2                                                                                                                          | 3                                                                                                                          | 4                  | 5                                                                                                                                                       |
| TOWER               | Esenboğa Tower                                                                                                             | 118.1 MHz<br>118.35 MHz<br>257.8 MHz<br>*121.5 MHz<br>*243.0 MHz                                                           | H24                | *Emergency                                                                                                                                              |
|                     | Esenboğa Ground                                                                                                            | 121.9 MHz<br>121.6 MHz                                                                                                     | H24                | -                                                                                                                                                       |
|                     | Esenboğa Delivery                                                                                                          | 118.525 MHz                                                                                                                | H24                |                                                                                                                                                         |
|                     | <i>Pilots of departing aircraft are reminded to contact Esenboğa delivery for ATC clearance 10 minutes before start-up</i> |                                                                                                                            |                    |                                                                                                                                                         |
| APP                 | Esenboğa Approach/Radar                                                                                                    | 119.1 MHz<br>119.6 MHz<br>362.3 MHz<br>125.025 MHz<br>129.05 MHz<br>130.825 MHz<br>135.225 MHz<br>*121.5 MHz<br>*243.0 MHz | H24                | APP Baglum<br>APP Baglum<br>APP Baglum                                                                                                                  |
| ATIS                | Esenboğa Information                                                                                                       | 123.6 MHz                                                                                                                  | H24                | D-ATIS service available for ACFT equipped with ACARS. For arrival label "A", for departure label "D", for contract label "C", for terminate label "T". |
| SAR                 | Esenboğa Rescue Sub-Center                                                                                                 | 123.1 MHz<br>282.8 MHz<br>5680 KHz<br>3023 KHz                                                                             | HO                 | SAR (HTKM)                                                                                                                                              |

**LTAC AD 2.19 RADIO NAVIGATION AND LANDING AIDS**

| Type of aid, CAT of ILS/MLS (For VOR/ILS/MLS, give VAR)                                                                                      | ID  | Frequency | Hours of operation | Site of transmitting antenna Coordinates | Elevation of DME transmitting antenna | Remarks         |
|----------------------------------------------------------------------------------------------------------------------------------------------|-----|-----------|--------------------|------------------------------------------|---------------------------------------|-----------------|
| 1                                                                                                                                            | 2   | 3         | 4                  | 5                                        | 6                                     | 7               |
| NDB                                                                                                                                          | ANK | 356 KHz   | H24                | 395711.8N<br>0324942.0E                  | -                                     | Coverage 100 NM |
| DME                                                                                                                                          | ANK | CH96X     | H24                | 395711.8N<br>0324942.0E                  | 864 M                                 | Coverage 100 NM |
| <i>ANK DME CH96X is unusable from ANK NDB BTN 310 - 050 DEG out of 20 NM, below 9000 FT and BTN 090-180 DEG out of 25 NM, below 9000 FT.</i> |     |           |                    |                                          |                                       |                 |

| Type of aid, CAT of ILS/MLS (For VOR/ILS/MLS, give VAR) | ID   | Frequency          | Hours of operation | Site of transmitting antenna Coordinates | Elevation of DME transmitting antenna | Remarks             |
|---------------------------------------------------------|------|--------------------|--------------------|------------------------------------------|---------------------------------------|---------------------|
| 1                                                       | 2    | 3                  | 4                  | 5                                        | 6                                     | 7                   |
| NDB                                                     | BUK  | 425 KHz            | H24                | 401430.7N<br>0330617.7E                  | -                                     | Coverage 75 NM      |
| VOR/DME                                                 | BUK  | 114.3 MHz<br>CH90X | H24                | 401430.7N<br>0330617.7E                  | 1253 M                                | -                   |
| VOR/DME                                                 | BAG  | 113.1 MHz<br>CH78X | H24                | 400412.0N<br>0324835.6E                  | 1463 M                                | -                   |
| VOR/DME                                                 | ESB  | 112.1 MHz<br>CH58X | H24                | 400847.8N<br>0330044.9E                  | 960 M                                 | -                   |
| LLZ 21C<br>ILS CAT I                                    | IESB | 108.1 MHz          | H24                | 400640.5N<br>0325849.8E                  | -                                     | -                   |
| GP                                                      |      | 334.7 MHz          | H24                | 400823.0N<br>0330022.0E                  | -                                     | 3 DEG<br>RDH: 50 FT |
| DME                                                     | IESB | CH18X              | H24                | 400823.0N<br>0330022.0E                  | 966 M                                 | -                   |
| LLZ 03C<br>ILS CAT III                                  | IANK | 110.3 MHz          | H24                | 400836.8N<br>0330040.7E                  | -                                     | -                   |
| GP                                                      |      | 335.0 MHz          | H24                | 400700.1N<br>0325902.9E                  | -                                     | 3 DEG<br>RDH: 51 FT |
| DME                                                     | IANK | CH40X              | H24                | 400700.1N<br>0325902.9E                  | 960 M                                 | -                   |
| LLZ 03L<br>ILS CAT II                                   | IAKR | 108.9 MHz          | H24                | 400838.8N<br>0330031.6E                  | -                                     | -                   |
| GP                                                      |      | 329.3 MHz          | H24                | 400714.0N<br>0325904.5E                  | -                                     | 3 DEG<br>RDH: 50 FT |
| DME                                                     | IAKR | CH26X              | H24                | 400714.0N<br>0325904.5E                  | 960 M                                 | -                   |
| LLZ 21R<br>ILS CAT I                                    | IEBG | 108.3 MHz          | H24                | 400650.8N<br>0325848.6E                  | -                                     | -                   |
| GP                                                      |      | 334.1 MHz          | H24                | 400826.5N<br>0330013.5E                  | -                                     | 3 DEG<br>RDH: 50 FT |
| DME                                                     | IEBG | CH20X              | H24                | 400826.5N<br>0330013.5E                  | 965 M                                 | -                   |
| NDB                                                     | GBI  | 315 KHz            | H24                | 394243.9N<br>0324908.8E                  | -                                     | -                   |
| NDB/DME                                                 | HAY  | 350 KHz<br>CH55X   | H24                | 392611.9N<br>0323034.2E                  | 1303 M                                | -                   |
| NDB                                                     | BEY  | 487 KHz            | H24                | 400932.1N<br>0315545.5E                  | -                                     | -                   |
| LLZ 03R<br>ILS CAT II                                   | IAES | 110.9 MHz          | H24                | 400748.3N<br>0330105.4E                  | -                                     | -                   |
| GP                                                      |      | 330.8 MHz          | H24                | 400607.2N<br>0325935.4E                  | -                                     | 3 DEG               |
| DME                                                     | IAES | CH46X              | H24                | 400607.2N<br>0325935.4E                  | -                                     | -                   |
| LLZ 21L<br>ILS CAT II                                   | IAEG | 110.75 MHz         | H24                | 400552.1N<br>0325914.5E                  | -                                     | -                   |
| GP                                                      |      | 330.05 MHz         | H24                | 400728.6N<br>0330052.9E                  | -                                     | 3 DEG               |
| DME                                                     | IAEG | CH44Y              | H24                | 400728.6N<br>0330052.9E                  | -                                     | -                   |

## LTAC AD 2.20 YEREL HAVAALANI DÜZENLEMELERİ / LOCAL AERODROME REGULATIONS

### MEYDAN KULLANMA TEDBİRLERİ

#### A. Kullanılış şekli:

a. Uluslararası tarifersiz uçuşlar için ve Atina (LGAV), Beyrut (OLBA), İstanbul Atatürk (LTBA), İstanbul (LTFM), İzmir (LTBJ), Rodos (LGRP), Selanik (LGTS) a yedek meydan.

b. Bütün dahili hava trafiği için normal ve yedek meydan.

B. Çift yönlü haberleşme kabiliyeti (alıcı-verici) olmayan hava araçlarının Esenboğa Havalimanını kullanabilmesi için ön izin alınması gerekmektedir.

C. Esenboğa Havalimanı uçak kategorisi E dir. 03L/21R ve 03C/21C pistleri arası mesafe 210 M dir. Pistler arasında bulunan bekleme pozisyonlarının ilgili pistlere mesafesi 92.5 M dir. Bu nedenle aydınlık saatlerde her iki pistte operasyon yapıyorken bekleme pozisyonlarında uzunluğu 25 M den büyük uçak bekletilemez. Aydınlatmanın gerekli olduğu zamanlarda ise iki pist arası bekleme pozisyonları ışıklandırılmamış olduğu için kullanılamaz, LTAC AD 2.9 da belirtilen ışıklandırılmış bekleme pozisyonlarında uçaklar bekletilecektir.

D. Kalkacak trafikler ATC müsaadelerini tahmini motor çalıştırma saatinden en az 10 dakika önce Esenboğa Delivery (118.525 MHz) frekansından talep edeceklerdir.

ATC müsaadelerinde aksi bildirilmedikçe batı (YAVRU, DEREL, UMRUN, ASTAL, LATGA, PETAR ve NEMRO) yönlü trafikler için FL140, doğu (ILHAN, GURBU, GOBIT, BALAX, AZBUL, ERKUK, EKMEK, BENTA, TELVO, HALIL) yönlü trafikler için FL130 uçuş seviyesi alınmış kabul edileceklerdir. Bu seviyeler altında kalan seviye talepleri ise Clearance Delivery Kontrol tarafından Yaklaşma Kontrol ile koordine edeceklerdir. ATC müsaadelerinde SID ve SSR kod bilgisi verilecektir.

E. AN124, C5, A380, B747-800 tipli uçakların Esenboğa Havalimanına gelmeleri otorite iznine tabidir (Devlet Başkanı uçakları ve özel müsaadeli uçaklar hariç).

F. Kalkış müsaadesinde Yaklaşma Kontrol frekansı belirtilmeyecek olup kalkıştan sonra trafikler 119.100 MHz frekansından yaklaşma Kontrol ile temas edeceklerdir. Farklı bir frekans kullanıldığında bu ATIS ten yayınlanacaktır.

G. Tam hazır olmayan trafikler push-back ve motor çalıştırma müsaadesi istemeyecektir. Push-back müsaadesi alan trafiklerin 60 saniye içinde push-back'e başlaması gerekmektedir, yapamayacak trafikler derhal Ground Kontrol'e (121.900 MHz) bildireceklerdir. Bu trafiklere ATC tarafından muhtemel motor çalıştırma zamanı verilecektir.

H. 03L pisti kalkış amaçlı kullanılırken pistin tamamını kullanmak isteyen trafikler 03L pist başı öncesini taksi yaparak kat edecek ve pist eşiğine devam edeceklerdir. 03L pist eşiği öncesinden kalkış yapma talepleri pilot mesuliyetinde dahi olsa karşılanmayacaktır.

I. ATC tarafından "Contact" yerine "Monitor" olarak frekans değişikliği talimatı verildiğinde pilotlar frekans yoğunluğunu önlemek için frekansı monitör ederek dinlemede kalacaktır.

### LIMITATIONS ON USE OF AERODROME

#### A. Available to:

a. International Non-scheduled air transport and alternate use for Athina (LGAV), Beirut (OLBA), İstanbul Atatürk (LTBA), İstanbul (LTFM), İzmir (LTBJ), Rodos (LGRP), Thessaloniki (LGTS).

b. All domestic air traffic for regular or alternate use.

B. Pre-permission is required for the aircraft will use the Esenboğa Airport not having two-way communication capability (receiver and transmitter).

C. Esenboğa Airport aircraft category is E. The distance between runways 03L/21R and 03C/21C is 210 M. The distance of the holding positions between the runways to the related runways is 92.5 M. Therefore, during day light hours, aircraft longer than 25 M cannot be held in holding positions while operations are being carried out on both runways. When lighting is required, the holding positions between the two runways cannot be used because they are not illuminated, and aircraft shall be held in the illuminated holding positions specified in LTAC AD 2.9.

D. The departing traffic shall request the ATC clearance from the Esenboğa Delivery frequency (118.525 MHz) at least 10 minutes before the estimated time of start up.

Unless otherwise stated FL140 is accepted as cleared westbound level for SIDs (YAVRU, DEREL, UMRUN, ASTAL, LATGA, PETAR and NEMRO) and FL130 is accepted as cleared eastbound level for SIDs (ILHAN, GURBU, GOBIT, BALAX, AZBUL, ERKUK, EKMEK, BENTA, TELVO, HALIL). Any lower FL demand shall be coordinated with approach control by the Clearance Delivery Control. SID and SSR codes are to be given with the ATC clearances.

E. Aircraft types AN124, C5, A380, B747-800 are subject to authority permission to land at Esenboğa Airport. (Except presidential aircraft and special permitted aircraft).

F. Approach control frequency will not be specified in the departure clearance, and after Take-off, traffic shall contact the approach control on frequency 119.100 MHz. In case of a different frequency is used this will be stated on ATIS.

G. Traffic that is not fully ready shall not request push-back and start up clearance. Traffic that receives push-back clearance must begin within 60 seconds, if not able, shall immediately inform the Ground Control (121.900 MHz) and an expected start up time will be given by ATC.

H. When RWY 03L is used for departure, traffic requesting to use the full length of runway for departure will pass the portion before beginning of the RWY 03L by taxiing and continue through to the runway threshold. The requests for take off before RWY 03L threshold shall not be permitted even if under pilot responsibility.

I. When frequency change is instructed as "Monitor" instead of "Contact" by ATC, pilots shall only monitor the frequency and remain listening to avoid frequency congestion.

J. 03C/21C pistlerine inen trafikler aksi bildirilmedikçe, pisti A taksi yolu yönüne terk edecek ve terk ediş raporlarını TWR 118.100 MHz frekansından bildirmeyecektir. Pisti terk eden trafik, A taksi yoluna girmeden önce pozisyonunu muhafaza edecek ve hemen Yer Kontrol frekansı 121.900 MHz'e geçecektir. İniş trafikleri, pist meşguliyet süresini en aza indirmek için uygun, en yakın taksi yolunu kullanarak pisti terk edecektir. Pisti terk etmek için tercihen hızlı çıkış taksi yolları kullanılacaktır.

K. A apronunu kullanan trafikler mümkün olan en düşük motor gücüyle uçak park yerlerine giriş ve çıkış yapacaklardır.

L. Kokpit kontrolleri piste girmeden önce tamamlanmalı ve pistteyken tamamlanması gereken tüm kontroller en aza indirilmelidir. Uçağın kalkış izni verildikten sonra kalkış koşusu 10 saniye içinde başlatılmalıdır. Bu gereklilikleri yerine getiremeyen pilotlar, piste girmeden önce ATC ye haber vermelidir. Aksi takdirde uçağa ATC tarafından pisti terk etmesi talimatı verilebilir.

M. Yoğun yer trafiği nedeniyle uçuş ekiplerinin ATC talimatlarına ve Apron ve Taksi Yolu işaretlerine özenle uyması gerekmektedir.

N. 03C/21C Pistini H/J hızlı çıkış taksi yollarını kullanarak terk eden bir hava aracı ATC tarafından aksi bildirilmedikçe A taksiyoluna çıkmadan önce ara bekleme pozisyonlarında duracaktır.

O. Ankara Esenboğa Havalimanında Mode-S Destekli Geliştirilmiş Yer Hareketleri Rehber Ve Kontrol Sistemi (A-SMGCS) kullanılmaktadır.

- a. Ankara/Esenboğa Havalimanını kullanan Hava Yolu İşleticileri, çalışır durumda Mode-S transponderi ile teçhiz edilmiş hava araçlarını tercih etmeye gayret göstereceklerdir.
- b. Uçuş ekibi yerde oldukları süre içerisinde; kendilerine tahsis edilmiş Mode A kodu ile birlikte, mode-s transponderini XPNDR (ve mümkünse auto) ya da buna karşılık gelen konumda çalıştıracaklar, kesinlikle OFF ya da STDBY konumuna getirmeyeceklerdir. Bu işlem; kalkışta, ATC müsaadesi alındıktan hemen sonra başlayacak iniş sonrası, hava aracı tam olarak park ettikten sonra bitirilecektir. Park ettikten sonra, transponder OFF ya da STDBY pozisyonuna getirilmeden önce A2000 set edilecektir.
- c. Hava aracındaki Mode-S transponder, uçak çağrı adının girilmesi imkânına sahipse, uçuş ekibi, ICAO ATC uçuş planı 7. hanede belirtilen, çağrı adını transpondere set edecektir. Bu işlem kalkışta ATC müsaadesi alındıktan hemen sonra FMS yada transponder kontrol paneline girilerek yerine getirilecektir.
- d. Transponder'ı kapalı veya aktif olmayan trafiklere push-back müsaadesi verilmeyecektir.

P. Esenboğa Havalimanı'na uçuş planlayan uçak işleticileri ve temsilcileri uçuş operasyonlarını aşağıdaki talimatlara göre yapacaklardır:

J. Traffic landing on runways 03C/21C shall leave the runway in the direction of taxiway A and shall not report the runway vacating on TWR 118.100 MHz unless otherwise instructed. Traffic vacating the RWY will maintain their position before entering taxiway A and immediately switch to Ground Control frequency 121.900 MHz. The landing traffic shall vacate the RWY using the closest appropriate taxiway to minimize the RWY occupancy time. High-speed exit taxiways will be preferable to vacate the RWY.

K. In Apron A the traffic shall start up and taxi on idle power.

L. Cockpit checks should be completed prior to line up and any checks requiring completion whilst on the runway should be kept to the minimum. The take-off roll should be commence within 10 seconds for the aircraft take-off clearance is issued. Pilots not able to comply with these requirements shall notify ATC prior to line up. Otherwise the aircraft may be instructed to vacate the RWY by ATC.

M. Due to heavy ground traffic, the flight crews should carefully comply with the ATC instructions and the Apron and Taxiway signs.

N. Aircraft vacating RWY 03C/21C via H/J rapid exit taxiways shall hold at the intermediate holding positions before entering to TWY A unless otherwise instructed by ATC.

O. Ankara Esenboğa Airport is equipped with an Advanced Surface Movement Guidance and Control System (A-SMGCS) Utilizing Mode-S.

- a. Aircraft operators intending to operate at Ankara Esenboğa Airport should effort to prefer aircraft equipped with an operative Mode-S transponder.
- b. Flight crew should; select XPNDR or the equivalent according to specific installation, AUTO if available, not OFF or STDBY, and the assigned Mode A code, just after receiving the ATC clearance after landing, continuously until the aircraft is fully parked on stand. After parking the Mode A code 2000 must be set before selecting OFF or STDBY.
- c. Flight crew of the aircraft equipped with Mode-S having an aircraft identification feature should also set the aircraft identification. This setting is the aircraft identification specified in item 7 of the ICAO ATC Flight Plan. The aircraft identification should be entered just after receiving the ATC clearance, through the FMS or the Transponder Control Panel.
- d. Push-back permission shall not be given to traffic with transponder off or not active.

P. All aircraft operators and crew members planning flight to Ankara Esenboğa Airport shall operate their aircraft in accordance with the given instructions below.



- a. RWY 03C iniş ve RWY 03L kalkış için kullanıldığı durumlarda, 03C pistine ILS yaklaşması yapmakta olan hava araçlarının GP yayınının bozulmaması için, 03L pistinden kalkış yapacak tüm trafikler E1/E taksi yolları ile 03L pistine girerek kavşak kalkışı yapacak şekilde uçuşlarını planlayacaklardır. E1/E taksi yolları ile giriş yapıldığında 03L pistinden kalkış için kullanılabilecek mesafe 3250 metredir. Kalkış için pistin tamamını kullanmak isteyen trafikler taleplerini motor çalıştırma esnasında ATC ünitesine bildirecekler ve alınacak talimatlara uygun hareket edeceklerdir.

- b. RWY 03C iniş ve RWY 03L kalkış ile RWY 21C iniş ve RWY 21R kalkış konfigürasyonları için tek pist operasyon kuralları uygulanacaktır.

Q. "Heavy" veya "Süper" türbülans kategorisine giren trafikler her sektörlere ilk temaslarında kategorilerini şu şekilde belirteceklerdir.

"Çağrı adı + Heavy or Super +..."

R. 21C pisti iniş, 21R pisti kalkış için kullanıldığında ILS yaklaşması yapan hava aracı pilotları, kalkacak hava araçlarıncı iniş pistinin kat edilmesi nedeniyle GP yayınında anlık bozulmalar yaşanabileceği hususunda müteyakkız olacaklardır.

S. 21R pisti kalkış için kullanılırken, Apron 5 ve Apron 6'da olan uçaklar G1 taksi yolu bekleme noktasına taksi yaptırılarak, G1 kavşağından kalkış yapacaklardır. G1 taksi yolu ile giriş yapıldığında 21R pistinden kalkış için kullanılabilecek mesafe 2554 M dir. Kavşak kalkışı yapamayacak trafikler, kalkış için pistin tamamını kullanma taleplerini motor çalıştırma esnasında Delivery/Ground Kontrole bildirecekler ve alınacak talimatlara uygun hareket edeceklerdir.

T. 03L pisti kalkış için kullanıldığında, Apron 5 ve Apron 6'da olan uçaklar G2 taksi yolu bekleme noktasına taksi yaptırılarak, G2 kavşağından kalkış yapacaklardır. G2 taksi yolu ile giriş yapıldığında 03L pistinden kalkış için kullanılabilecek mesafe 2142 M dir. Kavşak kalkışı yapamayacak trafikler, kalkış için pistin tamamını kullanma taleplerini motor çalıştırma esnasında Delivery/Ground Kontrole bildirecekler ve alınacak talimatlara uygun hareket edeceklerdir.

U. 5 Nolu Apronda aydınlatma mevcuttur fakat Annex 14 te tavsiye edilen ortalama aydınlatma değerlerini sağlayamamaktadır.

V. ATC ünitesi trafiklere birbirlerini geçme talimatı verebilir. Bu durumda ilgili uçakla ayırmayı sağlama sorumluluğu uçuş ekibindedir. Uçuş ekibi ilgili uçağı geçişte herhangi bir emniyet riski öngörüyor ise, pozisyonunu muhafaza edecek ve ATC ünitesini bilgilendirecektir.

Uçuş ekibi park etme, çekme ve taksi hareketlerinden sorumludur.

#### MOTOR TEST USULLERİ

a) Yüksek takatte motor testleri, Apron 3 te 15 numaralı park pozisyonu hizası apron taksi yolu çizgisi üzerinde ve G taksi yolunun 21R pist başına yakın bölümünde Follow-me nezaretinde yapılacaktır.

b) Düşük takatte motor testleri, Esenboğa Ground Kontrol 121.900 MHz frekansından müsaade alınarak park yerlerinde yapılabilir.

a. When RWY 03C is used for landing and RWY 03L is used for departure, in order to prevent the aircraft any disruption in GP broadcast while executing ILS approaches for RWY 03C, all departing aircraft are required to plan their flight so as to make intersection take off entering the RWY 03L via E1/E taxiways. TORA is 3250 M. Traffic requesting to use the full length of RWY for Take-off shall notify their request to ATC unit during start-up and follow the relevant instructions accordingly.

b. Single RWY operation rules shall be implemented for RWY 03C landing and RWY 03L Take-off, RWY 21C landing and RWY 21R Take-off configurations.

Q. Traffic in Heavy or Super turbulence category are responsible for declaring their category at the first contact with any sector as follows;

"Call Sign + Heavy or Super + ..."

R. When RWY 21C is used for landing and RWY 21R is used for take off, pilots of aircraft executing ILS Approaches shall be cautious to the fact that there may be momentary disruptions in the GP broadcast due to the crossing of the landing RWY by the aircraft to take off.

S. When RWY 21R is used for departure, the aircraft on the Apron 5 and Apron 6, shall have the taxi instruction to the holding point RWY 21R intersection G1 and depart from G1 intersection. Reduced takeoff run available is 2554 M. Traffic requesting to use the full length of RWY for Takeoff shall notify their request to ATC during start-up and follow the relevant instructions accordingly.

T. When RWY 03L is used for departure, the aircraft, on Apron 5 and Apron 6, shall have the taxi instruction to the holding point RWY 03L intersection G2 and depart from G2 intersection. Reduced takeoff run available is 2142 M. Traffic requesting to use the full length of RWY for Takeoff shall notify their request to ATC during start-up and follow the relevant instructions accordingly.

U. Lighting is available at Apron 5, but it cannot provide the average lighting values recommended in Annex 14.

V. ATC unit may give instruction to aircraft to cross another. In that case, it is the responsibility of flight crew to ensure separation from other aircraft. If the flight crew foresees any safety risk to cross shall hold position and advise ATC unit

The flight crew is the responsible of parking, towing and taxiing movement.

#### ENGINE TEST PROCEDURES

a) High thrust engine test shall be performed at the parking position 15 on taxiline in Apron 3 and in the section of TWY G close to the RWY 21R under the supervision of the follow-me.

b) Idle thrust engine test may be performed in parking areas with permission from Esenboğa Ground Control 121.900 MHz frequency.

c) Yüksek takat motor testi yapacak uçaklar park pozisyonlarını değiştireceklerse önce Ramp Kontrol ve Apron Trafik ile koordine edecek daha sonra Esenboğa Ground ile 121.900 MHz frekansından temas kurarak müsaade alacak ve follow-me nezaretinde test sahasına çekilecektir

d) Motor testi yapılan mahalde tüm emniyet tedbirleri motor testi yapan havayolu işleticisi/şirketi tarafından alınacaktır.

e) Herhangi bir nedenle Motor test alanlarında motor testi yapılamaması durumunda motor test işlemleri ATC ünitesi ile koordine edilerek A taksi yolunun 21C pist başına yakın bölümünde yapılacaktır.

#### Kullanılan Pistin Seçimi:

Uçakların iniş ve kalkış yönü, ICAO PANS ATM Dokümanı "7.2 Kullanılan Pistin Seçimi" başlığı altında yer alan kriterlere uygun olarak veya tercihli pist sistemi uygulaması kapsamında belirlenir.

"Kullanılan pist" terimi, belirli bir zamanda ATC tarafından inmesi veya kalkması beklenen uçak türleri tarafından kullanım için en uygun olarak kabul edilen pisti belirtmek için kullanılır.

Kullanılan pistin seçiminde meydan trafik paterni, pistin uzunluğu, mevcut seyrüsefer yardımcılarının durumu, meteorolojik koşullar, uçak performansı, tercihli pist uygulamaları ve gürültü önleme gibi unsurlar dikkate alınır.

İniş ya da kalkış amacıyla kullanılacağı ATC tarafından belirtilen bir pisti kabul/ret etmek pilotun kararıdır. Kaptan pilot, kullanımdaki pistin emniyet veya performans nedenleriyle kullanılamayacağını düşünürse, başka bir pisti kullanma talebinde bulunacaktır. Bu talep ATC tarafından uygun olan bir zaman diliminde karşılanır. Bu gibi durumlarda, talepte bulunan hava aracı uzun süreli gecikmeye maruz kalabilir. ATC ünitesi, gecikmelerin 30 dakikayı geçmesi durumunda pilotları bilgilendirecektir.

#### Tercihli Pist Sistemi Operasyonları:

"Tercihli Pist Sistemi (PRS)" terimi, belirli bir zamanda, hava aracı performansı, yer rüzgar şiddeti ve bileşenlerini dikkate alarak ATC birimi tarafından havaalanına inmesi veya havaalanından kalkması beklenen hava araçları için en uygun pisti belirlemek için kullanılacaktır.

PRS Operasyonları, havalimanı ve hava sahası kapasitesinin verimli şekilde kullanılmasını sağlar.

| Havalimanı için tercihli pist(ler) | Preferential RWY(s) for Airport |
|------------------------------------|---------------------------------|
| RWY 21C, RWY 21R                   | RWY 21C, RWY 21R                |

1- Tercihli pistin kullanımında aşağıda belirtilen pist yüzey koşullarına bağlı rüzgar kriterleri dikkate alınır:

| RWYCC (Pist durum kodu) /<br>RWYCC (RWY Condition Code)                                                                                            | Arka Rüzgar Bileşeni (max) /<br>Tail Wind Component (max) |
|----------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------|
| RWYCC 6/6/6                                                                                                                                        | 10 Kt (dahil) /<br>10 Kt (incl)                           |
| Pistin herhangi bir üçte birlik kısmında RWYCC en az 5 olarak raporlanması durumunda /<br>When RWYCC is reported at least 5 for any each RWY third | 5 Kt (dahil) /<br>5 Kt (incl)                             |

c) Aircraft that will perform Engine Test; If they are going to change their parking position, first they will coordinate with Ramp Control and Apron Traffic, then they will contact with Esenboğa Ground on 121.900 MHz frequency to get permission and will be towed to the test area under follow-me supervision.

d) All safety measures shall be taken in the testing area by the airline operator/company performing engine test.

e) If engine tests can not be performed in the engine test areas for any reason, engine test will be performed in coordination with ATC unit in the section of TWY A close to the holding position of RWY 21C.

#### Selection of The RWY-in-use:

The direction in which aircraft take off and land is determined in accordance with the criteria on the ICAO PANS ATM "7.2 Selection of RWY-in-use" or by the preferential RWY system.

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

In selecting the RWY-in-use, ATC shall also take into consideration other relevant factors such as the aerodrome traffic circuits, the length of the RWY, the approach and landing aids available, meteorological conditions, aircraft performance, the existence of a preferential RWY system and noise abatement.

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, aircraft may be subject to a long delay. ATC shall notify pilots of delays expected to exceed 30 minutes.

#### Preferential RWY System Operation:

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 aircraft expected to land at or Take-off from the aerodrome, by taking into consideration aircraft performance, surface wind speed and its components.

PRS Operations contribute to the optimum use of airspace and aerodrome capacity.

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

**2-** PRS operasyonları sırasında ATC ünitesi yer rüzgarı, trafik durumu, mahalli meteorolojik şartlar, çevresel kısıtlamalar, teknik alt yapı, gürültü önleme gibi hususları dikkate alır.

**3-** PRS operasyonları aşağıda belirtilen durumlarda yapılmaz:

**a)** Tercih edilen pistin aletle iniş ve kalkış usullerinin hüküm sürmekte olan meteorolojik koşullarda yapılacak operasyona uygun olmaması,

**b)** Tercih edilen pist kuru olduğunda (RWYCC 6/6/6) arka rüzgar bileşenin 10 kottan fazla olması,

**c)** Tercih edilen pistin herhangi bir üçte birlik kısmında RWYCC en az 5 olarak raporlandığında arka rüzgar bileşenin 5 knot'tan fazla olması,

**d)** Tercih edilen pistin herhangi bir üçte birlik kısmında RWYCC en az 5 olarak raporlandığında pistin kaygan olduğunu belirten bir NOTAM/ eş değer bir bilgi (söz konusu bilgi RCR'da yer alabilir) olması,

**e)** Tercih edilen pistin herhangi bir üçte birlik kısmında RWYCC 4 veya daha az bir değer ile raporlanması,

**f)** Tercih edilen pistin yaklaşma veya tırmanma hattında şiddetli yağış, oraj veya rüzgar kesmesi gibi meteorolojik şartlar rapor edilmesi,

**g)** Düşük görüş operasyonlarının yürürlükte olması.

**4-** PRS operasyonlarında ATIS yayını "Preferential RWY Operations are in Progress" şeklinde yapılacaktır.

**5-** PRS operasyonunu kabul etmeyecek pilotlar, ilgili ATC birimine, kalkış için motor çalıştırma talebi ile birlikte, iniş için ilk temasta veya muhtemel varış zamanından (ETA) 20 dakika önce (hangisi önce ise) bildirecektir.

#### HIZ TAHDİT PROSEDÜRLERİ

1. Etkin bir trafik sıralaması yapmak ve özellikle son yaklaşımda ayırma değerlerini korumak için yayınlanmış hız tahdit prosedürlerine mutlaka uyulmalıdır. ATC tarafından verilen hız tahdit prosedürleri, yayınlanmış olan hız tahdit prosedürlerinin yerine geçer. Yayınlanan ya da ATC tarafından verilen hız tahdit prosedürlerine uymamak bir hava aracı için planlanmış sıralamadan çıkmakla sonuçlanabilir.

2.P-RNAV onayı olmayan konvansiyonel usulle yaklaşma yapan trafikler son yaklaşma hattında aşağıdaki hız tahdit usullerini uygulayacaklardır:

Esas bacak dönüşünden tekerlek koyma noktasına 12 NM mesafeye kadar IAS 200 Kt, 12 NM ile 8 NM arasında IAS 180 Kt, 8 NM ile 6 NM arasında IAS 170 Kt, sonrasında 6 NM ile 4 NM arasında IAS 160 Kt sürat ile geçilecek şekilde hız ayarlaması yapılır. Hız tahditlerine uyamayacak pilotlar; bu durumu, ilk temasta uygulayabilecekleri hız ile beraber ATC ye bildirmelidir.

#### ASGARİ YAKIT & YAKIT ACİL DURUMU

Yakıt miktarının düşük olması, pilotlarca ATC'ye yalnızca aşağıda onu en iyi tanımlayan ifade kullanılarak bildireceklerdir.

a. Minimum Fuel

b. MAYDAY MAYDAY MAYDAY Fuel

**2-** During the PRS operations, ATC unit takes into account the ground wind, traffic situation, local meteorological conditions, environmental restrictions, technical infrastructure, noise abatement, etc.

**3-** PRS operations will not be available under the following circumstances:

**a)** 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,

**b)** When the preferred RWY(s) are dry (RWYCC 6/6/6), the tail wind component is greater than 10 Kt,

**c)** When RWYCC is reported at least 5 for any each the preferred RWY(s) third, the tail wind component is greater than 5 Kt,

**d)** 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,

**e)** RWYCC is reported 4 or less any each the preferred RWY(s) third,

**f)** Meteorological conditions such as heavy rainfall, thunderstorm or wind-shear has been reported on the approach or climb path of the preferred RWY(s),

**g)** Low visibility operations are in progress.

**4-** ATIS announcement when PRS Operations are in progress shall be; "Preferential RWY Operations are in Progress".

**5-** 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).

#### SPEED RESTRICTION PROCEDURES

1. All relevant traffic are responsible for abiding by the speed restriction procedures, in order to enable an efficient landing sequence and provide the separation minimums set essentially for the final approach phase. Instructions duly given by ATC for speed restriction supersede the speed restriction on designated procedures. For any traffic, failing to comply with the speed limitation either procedural or as instructed by ATC, may result in losing the place in sequence.

2. Traffic approaching by conventional procedures but not approved for P-RNAV shall abide by the following speed restriction scheme:

During the Approach phase, from base leg to 12 NM from Touchdown Zone is IAS 200 Kt, between 12 NM and 8 NM is IAS 180 Kt, between 8 NM and 6 NM is IAS 170 Kt and subsequently between 6 NM and 4 NM to touch down is IAS 160 Kt. The Traffic if not able to abide by the subject speed restrictions must notify ATC about their situation along with the speed limits to which they are capable of being adjusted.

#### MINIMUM FUEL & FUEL EMERGENCY.

Low fuel quantity shall be reported by the pilots to ATC only by using the phrase below which best describes it.

a. Minimum Fuel

b. MAYDAY MAYDAY MAYDAY Fuel

#### **Cross Bleed Start Motor Çalıştırma Usulleri:**

1. Cross Bleed usulünde motor çalıştırma apron merkez hattında yapılacaktır.
2. Cross Bleed usulünde motor çalıştıracak trafikler, ATC den müsaade alacaklardır.
3. Apronda araç kullanan sürücüler, uçakların cross bleed usulünde motor çalıştırma ihtimaline karşı duran uçağın arkasında emniyetli mesafeden daha yakın bulunmayacaktır.
4. Çalışmayı yapan havayolu kuruluşu ve hizmet veren kuruluşlar uçakların teknik dökümanlarında yer alan emniyet mesafeleri tesis etmekten sorumludur.
5. Cross Bleed Start uygulaması gerekli önlemlerin ilgili havayolu işleticisi tarafından alınması koşuluyla yapılacaktır.
6. Cross Bleed Start uygulamak isteyen uçuş ekipleri, bu taleplerini push-back yapmadan önce ATC ünitesine; "Çağrı adı + Park Pozisyonu + Request Cross Bleed Start" şeklinde bildirecektir.

#### **CTOT**

1. Pilotlar motor çalıştırma müsaadesi isterken taksi zamanlarını da hesaba katarak CTOT zamanına (Calculated take off time) uygun kalkış yapacak şekilde hazır olmalıdırlar.
2. Kendisine verilen CTOT zamanlarına uyamayacak olan pilotlar en kısa zaman içinde şirketleri aracılığı ile yeni bir CTOT zamanı alacaklardır.
3. Pist kapasitesini verimli kullanabilmek ve CTOT zamanlarına uyabilmek için Meydan Kontrol kalkış sıralamalarını değiştirebilir.

#### **DE-ICING&ANTI-ICING UYGULAMALARI**

1. De-icing işlemleri; 03 pisti için Apron 1 de DE-1 ve DE-2 De-icing uygulama pozisyonlarında, 21 pisti için Apron 3'te DE-3, DE-4 ve DE-5 uygulama pozisyonlarında yapılabilecektir.
2. De-icing işlemlerin yapılacağı bölgeler için; AD 2 LTAC PRKG-1 ve PRKG-2 sayfalarına bakınız.

#### **HOTSPOT ALANLARI**

**Hot Spot 1:** 21C pisti iniş için kullanılırken, pisti H taksi yolundan terk eden trafik ile, Apron 1 Den 21C/R pisti yönünde taksi yapan trafikler;

**Hot Spot 2:** 03C pisti iniş için kullanılırken, pisti C1 taksi yolundan terk eden trafik ile, Apron 2 den 03C/L pisti yönünde taksi yapan trafikler; 21C/R pisti kullanılırken, Apron 1 den A taksi yolunu kullanarak 21C/R pisti yönünde taksi yapan trafik ile, Apron 2 den A ve AB taksi yoluyla ayrıca Apron 3 ten AB taksi yoluyla 21C/R pisti yönünde taksi yapan trafikler; AB ve AC taksi yollarının kullanarak tüm yönlerde taksi yapan trafikler;

**Hot Spot 3:** 21C/R pisti kullanılırken, pisti E1 veya D1 taksi yoluyla terk eden trafik ile, Apron 1 den E2 ve D2 taksi yolu ile 21C/R pisti yönüne taksi yapan trafikler; 03C/L pisti kullanılırken Apron 2 ve 3 ten A taksi yolunu kullanarak 03C/L pisti yönünde taksi yapan trafik ile, Apron 1 den E2 taksi yolu ile 03C/L pisti yönüne taksi yapan trafikler;

#### **Cross Bleed Start-up Procedures:**

1. Cross Bleed start-up will be performed on the centerline of the relevant apron.
2. Traffic that will start-up in Cross Bleed procedure shall obtain clearance from ATC.
3. The ground vehicle drivers shall not be closer than the safe distance behind the aircraft which has possible cross bleed start.
4. The company of the aircraft which has cross bleed start will ensure the safety precautions according to the technical documents of the aircraft.
5. Cross Bleed Start is only available if necessary measures have been taken by the relevant airline operator.
6. Flight crews intending to Cross Bleed Start shall advise ATC unit before push-back as;  
"Call sign + Parking Position + Request Cross Bleed Start"

#### **CTOT**

1. When requesting start-up clearance, Pilots, should also take taxi time into consideration and be ready for departure at the Calculated Take-off Time (CTOT).
2. Pilots not able to comply with the given CTOT shall apply for a new CTOT through their company as soon as possible.
3. In order to use the RWY capacity efficiently and to comply with the CTOT, Aerodrome Control may change the Take-off sequences.

#### **DE-ICING&ANTI-ICING PROCEDURES**

1. De-icing process shall be performed at the application positions DE-1 and DE-2 at Apron 1 for RWY 03; at the application positions DE-3, DE-4 and DE-5 at Apron 3 for RWY 21.
2. For De-icing areas see AD.2 LTAC PRKG-1 and PRKG-2.

#### **HOTSPOT AREAS**

**Hot Spot 1:** When RWY 21C is in use for landing, the aircraft leaving the RWY from H taxiway and the aircraft taxiing from Apron 1 to RWY 21C/R,

**Hot Spot 2:** When RWY 03C is in use for landing, the aircraft leaving the RWY from C1 taxiway, the aircraft taxiing from Apron 2 to RWY 03C/L; when RWY 21C/R is in use, the aircraft taxiing from Apron 1 to RWY 21C/R via A taxiway and the aircraft taxiing from Apron 2 via A and AB taxiways, the aircraft taxiing from Apron 3 via AB taxiway; the aircraft taxiing via AB and AC taxiways to each direction,

**Hot Spot 3:** When RWY 21C/R is in use for landing, the aircraft leaving the RWY from D1 and E1 taxiways and the aircraft taxiing from Apron 1 to RWY 21C/R via D2 and E2 taxiways; When RWY 03C/L is in use for landing, the aircraft taxiing from Apron 2 and 3 to RWY 03C/L via A taxiway and the aircraft taxiing from Apron 1 to RWY 03C/L via E2 taxiway,

**Hot Spot 4:** Apron 1 içerisinde, 113-120 numaralı köprüler ile 201-207 numaralı açık park yerleri arasındaki trafiklerin taksi hareketi (pist başına/park yerine) sırasında ve 113 numaralı köprüden push-back hareketi sırasında, apron içerisindeki yer araçlarına tahsis edilen yolu kullanan araçlar; daha dikkatli olacaktır.

#### PUSH BACK UYGULAMALARI

##### ATC tarafından aksi bildirilmedikçe ;

- a) Apron 1-2-3 te uçaklara aynı anda, birer park pozisyonu atlayarak push back müsaadesi verilebilir. Push back yapan uçak yalnızca push back yönündeki bitişik park yerini bloke edebilir.
- b) 03C pisti kalkış için kullanıldığında Apron 1 de 101-120 nolu park yerlerindeki uçaklar burun güneye bakacak şekilde push back yapacaklardır.
- c) 03L pisti taksi yolu E üzerinden kavşak kalkışı için kullanıldığında, Apron 1 de 101-109 nolu park yerlerindeki uçaklar burun kuzeye bakacak şekilde, 111-120 nolu park yerlerindeki uçaklar burun güneye bakacak şekilde push back yapacaklardır. 110 nolu park yeri için push back, trafiğe bağlı olarak ATC talimatlarına göre yapılacaktır.
- d) 21C/R pistleri kalkış için kullanıldığında Apron 1 te 101-113 nolu park yerlerindeki uçaklar burun kuzeye bakacak şekilde, 114-120 nolu park yerlerindeki uçaklar burun güneye bakacak şekilde push back yapacaklardır.
- e) Trafiklerin ters motor gücü (reverse thrust) kullanarak geri itim yapması yalnızca Apron 3 te mümkündür. Ters motor gücü kullanarak geri itim yapacak trafikler durumu önceden Apron Yönetim Şefliğine iletecek ve kendi şirketi sorumluluğunda gerekli önlemleri alarak işlemi gerçekleştireceklerdir. İhtiyaç olması halinde meydan otoritesinin izniyle diğer apronlarda da yapılabilir.

#### MULTIPLE LINE-UP UYGULAMALARI

**Pist kullanımını optimize etmek için, KULE, aynı piste farklı noktalardan birden fazla uçağın "line-up" yapmasına, aşağıda belirtilen şartların sağlanması halinde müsaade edebilir:**

- a) Kavşak kalkışı kriterleri uygulanır.
- b) Minimum görüş 3000 M üzerinde olacaktır.
- c) KULE, multiple line-up pozisyonları ve ilgili uçakları görsel referanslar ile sürekli takip edecektir.
- d) Arkadaki uçağın pilotu öndeki uçağı görsel referanslarla takip edecektir.
- e) Pilotlara aynı pistteki ilgili trafiğin bilgisi verilecektir.
- f) Aynı piste multiple line-up yapmış uçaklar aynı frekansta olacaktır
- g) Line-up talimatı alan pilotlar, "pist ismi, intersection adı (eğer mümkünse) ve kalkıştaki sıralamasını" belirtecek şekilde read-back yapacaklardır.
- h) Wake türbülans ayırmaları uygulanacaktır.
- i) İlgili uçaklar A-SMGCS'de tanımlanmış olacaktır.

##### Phraseology to be used;

ATC: LINE UP AND WAIT RWY 03L, INTERSECTION D1, NUMBER TWO FOR DEPARTURE, NUMBER ONE IS B737 DEPARTING FROM E1.

A/C: LINE UP AND WAIT RWY 03L, INTERSECTION D1, NUMBER TWO.

**Hot Spot 4:** The aircraft taxiing from gates 113-120 and stands 201-207 and the aircraft commencing push-back from gate 113 and the ground vehicles which taxi on the assigned taxiway in Apron 1, should be more careful.

#### PUSH BACK PROCEDURES

##### Unless otherwise notified by ATC;

- a) Push back clearance may be issued to aircraft by skipping one parking position at the same time at Apron 1-2-3. The pushed back aircraft may only blocked the adjacent and push back direction parking position.
- b) When RWY 03C is used for departure, the aircraft on stands from 101 to 120 on Apron 1 should pushing back be the nose to south.
- c) When RWY 03L is used via taxiway E for intersection departure, the aircraft on stands from 101 to 109 on Apron 1 should pushing back be the nose to north, from 111 to 120 should pushing back be the nose to south. For stand 110 the push back will depend the ATC instructions according to the traffic.
- d) When RWYs 21C/R are used for departure, the aircraft on stands from 101 to 113 on Apron 1 should pushing back be the nose to north, from 114 to 120 should pushing back be the nose to south.
- e) Power back is only available on Apron 3 if necessary measures have been taken by the relevant airline operator and the airline operator should inform Apron Management Service before the power back procedure. If needed under permission of the airport authority power back could be done on other Aprons.

#### MULTIPLE LINE-UP PROCEDURES

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

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

## TAKSİ USULLERİ

## TAXI PROCEDURES

| AIRCRAFT LIMITATIONS ON TAXIWAY CURVES                                                                                              |                                   |
|-------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------|
| TAXIWAY CURVE                                                                                                                       | MAXIMUM AIRCRAFT TYPE             |
| E1 to A / A to E1                                                                                                                   | A321 NEO (Oversteer Turn 10 KM/H) |
| E to 03C / 03C to E                                                                                                                 | A321 NEO                          |
| E1 to 03C / 03C to E1                                                                                                               | A321 NEO                          |
| E to 03L / 03L to E                                                                                                                 | B737-800                          |
| D to 21C / 21C to D                                                                                                                 | B767-300                          |
| D to 03L / 03L to D                                                                                                                 | B767-300                          |
| C to 21C / 21C to C                                                                                                                 | B767-300                          |
| 03C to B / B to 03C                                                                                                                 | B767-400ER                        |
| E2 to A (21C/R THR direction) / A (21C/R THR direction) to E2                                                                       | A321 NEO                          |
| D2 to A (03C/L THR direction) / A (03C/L THR direction) to D2                                                                       | A321 NEO                          |
| D1 to A (03C/L THR direction) / A (03C/L THR direction) to D1                                                                       | A321 NEO                          |
| E1 to A (21C/R THR direction) / A (21C/R THR direction) to E1                                                                       | A321 NEO                          |
| <b>Note:</b> On taxiways with aircraft type limitations on turns, utmost importance should be given to following the guidance line. |                                   |

**Not:** HS 2 bölgesinde yer alan AB taksiyolundaki ara bekleme noktasında ve Apron 2 ara bekleme noktasında eş zamanlı trafik bekletilemez.

**Note:** Traffic shall not be held simultaneously at the intermediate holding point on TWY AB in HS2 area and at Apron 2 intermediate holding point.

## LTAC AD 2.21

## GÜRÜLTÜ ÖNLEME USULLERİ / NOISE ABATEMENT PROCEDURES

Köprü Park yerlerinde park edişi müteakip 5 dakika içerisinde APU kapatılmalı, motor çalıştırmadan 15 dakika önce APU çalıştırılmalıdır.

At docking stands, APU must be switched off within 5 min. after parking, APU is allowed to be switched on 15 min. before the estimated start up.

## LTAC AD 2.22

## UÇUŞ USULLERİ / FLIGHT PROCEDURES

## Esenboğa (LTAC) HAVALİMANI İÇİN RNAV USULLERİ

## 1- "DIRECT TO" MÜSAADESİ

ATC, bir uçağı, ayırma veya sıralama amacıyla "Direct to" komutunu kullanarak SID/STAR da yayınlanmış bir waypoint'e serbest kılabilir. Talimatı uygulayan uçaklar, bu waypoint'e ulaştıktan sonra SID/STAR ın kalan kısmını takip edecektir.

## İNİŞ MEYDANI Esenboğa HAVALİMANI OLAN IFR UÇUŞLAR İÇİN MUHABERE KAYBI USULLERİ

## 1- TMA dışındaki IFR uçuşlar için Muhabere Kaybı

Transponder kod 7600 bağlanır. En son tahsis edilen ve onaylanan uçuş seviyesi ve rotası takip edilir. 3 dakika boyunca ilgili STAR uygulanır. Daha sonra 12000 FT e alçalışta ESB VOR (03C/L pistleri için) / BUK VOR (21C/R pistleri için), NBG VOR (03R/21L pisti için) a devam edilir. ESB VOR üzerinde 7000 FT e / BUK VOR üzerinde 6800 FT e alçalıp ilgili Aletli Yaklaşma Usulü (IAP) uygulanır ve iniş gerçekleştirilir.

## 2- TMA içindeki IFR uçuşlar için Muhabere Kaybı

## 2.1 12000 FT ya da daha üzerindeki uçuşlar

Transponder kod 7600 bağlanır. 3 dakika boyunca en son tahsis edilen ve onaylanan ATC talimatları uygulanır. Daha sonra 12000 FT e alçalışta ESB VOR (03C/L pistleri için), BUK VOR (21C/R pistleri için), NBG VOR (03R/21L pisti için) a devam edilir. ESB VOR üzerinde 7000 FT e / BUK VOR üzerinde 6800 FT e alçalıp ilgili Aletli Yaklaşma Usulü (IAP) uygulanır ve iniş gerçekleştirilir.

## RNAV PROCEDURES FOR Esenboğa (LTAC) AIRPORT

## 1- DIRECT TO CLEARANCE

ATC may clear the aircraft "DIRECT TO" a waypoint published in a SID/STAR for sequencing or separation purposes. After reaching this waypoint, the aircraft are required to follow the remaining part of the SID/STAR.

## RADIO FAILURE (RF) PROCEDURES FOR IFR FLIGHTS DESTINATION TO Esenboğa AIRPORT

## 1- RF for IFR flights outside TMA

Select transponder code 7600. Follow the flight plan route using last assigned and acknowledged flight level. For 3 minutes execute relevant STAR. Then, descending 12000 FT proceed to ESB VOR (for RWYs 03C/L) / BUK VOR (for RWYs 21C/R), NBG VOR (for RWYs 03R/21L). Descend to 7000 FT over ESB VOR / 6800 FT over BUK VOR and execute Instrument Approach Procedure (IAP) and land.

## 2- RF for IFR flights inside TMA

## 2.1 Aircraft at or above 12000 FT,

Select transponder code 7600. For 3 minutes execute last assigned and acknowledged ATC instructions. Then, descending 12000 FT proceed to ESB VOR (for RWYs 03C/L) / BUK VOR (for RWYs 21C/R) NBG VOR (for RWYs 03R/21L). Descend to 7000 FT over ESB VOR / 6800 FT over BUK VOR and execute Instrument Approach Procedure (IAP) and land.

## 2.2 7000 FT veya üzerinde olup 12000 FT altındaki uçuşlar

Transponder kod 7600 bağlanır. ESB VOR (03C/L pistleri için) / BUK VOR (21C/R pistleri için), NGB VOR (03R/21L pisti için) a devam edilir. En son tahsis edilen ve onaylanan irtifaya alçalma yapılır ya da bu irtifa muhafaza edilir. ESB VOR üzerinde 7000 FT e / BUK VOR üzerinde 6800 FT e alçalıp ilgili Aletli Yaklaşma Usulü (IAP) uygulanır ve iniş gerçekleştirilir.

**Not:** Rüzgar altındaki uçaklar, irtifasına bakmaksızın bu usulü uygularlar.

## 2.3 7000 FT altındaki uçuşlar

Transponder kod 7600 bağlanır. İlgili son yaklaşma fiksine devam edilir ve iniş gerçekleştirilir.

## RNAV (GNSS) SID ve STAR Usullerini Uygulama Zorunluluğu

Uçuş Planlarında PBN/D1-D2-O1-O2 teçhizatlarından birini dolduran P-RNAV onaylı hava araçları için RNAV (GNSS) SID ve STAR usullerini uygulamak zorunludur. Bu nedenle, Esenboğa Havalimanına iniş/kalkış yapan P-RNAV onaylı hava araçları, Uçuş Planlarının yol kısmı ile ilgili değişiklik mesajlarını (CHG) aşağıdaki gibi sunmaları gerekmektedir:

1- LTAC için GNSS e dayalı RNAV STAR ları DEREL, YAVRU, GURBU, GOBIT, YUCEL, HALIL, UMRUN, ASTAL, ILHAN, BAKIR, TELVO ve LATGA olarak tanımlanan waypoint/fixlerden başlamaktadır. Bu waypoint/fixler P-RNAV onaylı hava araçları için aşağıda gösterildiği gibi uçuş planlanan yolların en son elementi olacaktır;

- TOKER üzerinden LTAC'ya gelişlerde planlanan uçuş yolu;

Örnek: ..... : ..... TOKER G/UG8 UMRUN

2- LTAC için GNSS'e dayalı RNAV SID'leri UMRUN, ABISI, YAVRU, DEREL, ASTAL, ILHAN, GURBU, GOBIT, HALIL, LATGA, TELVO, YÜCEL, NEMRO, PETAR, AZBUL, BALAX, BENTA, EKMEK ve BAKIR olarak tanımlanan waypoint/fix'lerde sonlanmaktadır. Bu waypoint/fixler P- RNAV onaylı hava araçları için aşağıda gösterildiği gibi uçuş planlanan yolların ilk elementi olacaktır;

- LATGA üzerinden LTAC kalkışlarında planlanan uçuş yolu

Örnek: LATGA T/UT32.....

### A. Ankara TMA

1. VFR uçaklar, yüksek performanslı hareketin olduğu meydanlarda (Mürted-Esenboğa) yaklaşma ve kalkış sahalarına yakın uçmaktan sakınacaklardır.

2. Radyosuz VFR uçaklar TMA içerisinde uçuş yaparken, CTR' lara ve 4019N-03219E, 4019N-03249E, 4004N-03234E koordinatları içerisinde kalan sahaya girmeyeceklerdir ve en yüksek 5000 FT MSL ya da altında uçacaklardır.

3. TMA içindeki bir meydana iniş yapacak radyosuz VFR uçaklar, CTR lara 3700 FT MSL nin altında ve alet alçalma, pas geçme ve kalkış yollarının dışında gireceklerdir.

4. TMA içerisindeki meydanlardan kalkacak radyosuz VFR uçaklar paragraf 3'ün gereklerine uyacaklardır.

5. Etimesgut meydan turları meydanın kuzeyinde ve Güvercinlik meydan turları meydanın güneyinde yapılacaktır.

## 2.2 Aircraft below 12000 FT, at or above 7000 FT

Select transponder code 7600. proceed to ESB VOR (for RWYs 03C/L) / BUK VOR (for RWYs 21C/R), NGB VOR (for RWYs 03R/21L). Descend or maintain last assigned and acknowledged altitude. Descend to 7000 FT over ESB VOR / 6800 FT over BUK VOR and execute Instrument Approach Procedure (IAP) and land.

**Note:** Aircraft on downwind legs shall execute this procedure regardless of altitude.

## 2.3 Aircraft below 7000 FT,

Select transponder code 7600. Proceed to relevant Final Approach Fix and land.

## The Mandatory of Implementation RNAV (GNSS) SIDs and STARs

For P-RNAV approved aircraft filling one of the PBN/D1-D2-O1-O2 equipment in their Flight Plans, it is mandatory to apply RNAV (GNSS) SID and STAR procedures. Therefore, P-RNAV approved aircraft arriving/departing to/from Esenboğa Airport are required to submit the change messages (CHG) related to the route section of their Flight Plans as follows:

1- GNSS based RNAV STARs for LTAC starts from the waypoints/fixes, designated as DEREL, YAVRU, GURBU, GOBIT, YUCEL, HALIL, UMRUN, ASTAL, ILHAN, BAKIR, TELVO and LATGA. These waypoints/fixes shall be the last element of the flight planned routes for the P-RNAV approved aircraft as illustrated below:

- A flight planned route for the arrivals to LTAC via TOKER,

Example:..... TOKER G/UG8 UMRUN

2- GNSS based RNAV SIDs for LTAC ends at the waypoints/fixes, designated as UMRUN, ABISI, YAVRU, DEREL, ASTAL, ILHAN, GURBU, GOBIT, HALIL, LATGA, TELVO, YÜCEL, NEMRO, PETAR, AZBUL, BALAX, BENTA, EKMEK and BAKIR. These waypoints/fixes shall be the first element of the flight planned routes for the P-RNAV approved aircraft as illustrated below:

- A flight planned route for the departures from LTAC via LATGA.

Example: LATGA T/UT32.....

### A. Ankara TMA

1. VFR flights shall avoid close proximity to approach and departure areas at aerodromes with high performance aircraft operations (Mürted-Esenboğa)

2. VFR flights without radio shall fly at or below 5000 FT MSL within the TMA provided that they shall avoid entering the CTRs and the area bounded by the coordinates 4019N-03219E, 4019N-03249E, 4004N-03234E.

3. Non-radio equipped VFR flights intending to land at an aerodrome within the TMA shall enter the CTR below 3700 FT MSL and outside the instrument approach, missed approach and departure tracks.

4. Non-radio equipped VFR flights departing from the aerodrome in the TMA shall adhere to the contents of paragraph 3.

5. Traffic operating to or from Etimesgut aerodrome shall make traffic circuit north of the aerodrome. Traffic operation to or from Güvercinlik aerodrome shall make traffic circuit south of the aerodrome.

**B. VFR Rotaları**

VFR Rotalar, hava trafiğinin yoğun olduğu Terminal Kontrol Sahaları içerisinde, VFR trafiklerin belirli bir düzen içerisinde uçmaları amacıyla düzenlenmiş olup, VFR ve IFR trafikler arasında ayırma yapmak amacıyla kullanılmayacaktır. İlan edilen rotaları kullanmakta olan VFR trafikler Türkiye AIP'inde açıklanan VFR kurallara tabi olup, her türlü ayırma sorumluluğu (bölgede uçuş düzenleyen VFR / IFR trafikler, doğal ve suni manialar ve meteorolojik hadiseler gibi) uçuşu düzenleyen Pilota aittir. Herhangi bir sebeple ilan edilen VFR rotadan ayrılmak durumunda kalan hava aracının pilotu (meteorolojik şartlar vb.) bu durumu vakit geçirmeden ilgili Hava Trafik Kontrol Ünitesine bildirecek ve rotadan ayrılmasını gerektiren durum sona erdikten sonra ilgili kontrolöre bilgi vererek VFR rotasına tekrar dönüş yapacaktır.

Esenboğa TMA içerisinde bir meydana iniş yapacak radyosuz VFR trafikler, ilgili CTR alet alçalma, pas geçme ve Standart kalkış rotalarını etkilemeyecek şekilde aşağıda belirtilen rotaları takip ederek gireceklerdir.

Esenboğa Meydan Kontrol Ünitesi ile temas kurularak müsaade alınmadıkça CTR kat edilmeyecektir.

1. Esenboğa Hava Limanına iniş yapacak VFR trafikler, TMAYA girişi takiben aşağıda belirtilen noktalardan en yakın olanına uçarak rotaya gireceklerdir.

a. WEST 1:

PETAR (401016N-0320453E) - CELTIKCI (402123N-0323414E) – SEREN (401356N-0324858E) - SİRKELİ (401100N-0325530E)

b. WEST 2:

SARIOBA (395150N- 0320550E) - TURKOBASI (394830N-0322730E) – DOĞAN (394740N-0323400E) – GÖLBAŞI KUZeyİ (394830N-0324744E) - ELDAG (395300N-0330100E) - PECENEK (400500N- 0330400E)

c. SOUTH :

ELDAG (395300N-0330100E) - PECENEK (400500N-0330400E)

d. EAST:

PECENEK (400500N-330400E)

e. NORTH:

SİRKELİ (401100N-0325530E)

2. Esenboğa Hava Limanından kalkışlarda gidiş istikametine göre yukarıda belirtilen rotaların aksi yönleri takip edilecektir.

3. Devlet uçak ve helikopterleri operasyonel (OAT) uçuşlarında bu uygulamalara tabi değildir.

**ICAO Standart SID/STAR freyzolojileri için ENR 1.5 bölümüne bakınız.**

**ESENBOĞA HAVALİMANI DÜŞÜK GÖRÜŞ USULLERİ**

Düşük Görüş Operasyonları, RVR ve Cloud Base değerleri esas olmak üzere A ve B kategorileri olarak iki safhadır. A safhası azalmış görüş ve LVO için hazırlık safhası, B safhası ise Düşük Görüş usulüdür (LVP).

**B. VFR Routes**

VFR routes have been arranged to the end that VFR traffic can operate in a designated order through heavy traffic of the terminal control areas and; shall not be used for the purpose of separation between VFR and IFR traffic. VFR traffic which use those designated routes are subject to the VFR rules stated in the Turkish AIP and the responsibility for the separation (VFR/IFR flights in the area, collision with terrain or artificial obstructions, meteorological activities etc.) shall be at pilot-in-command. The pilot of the aircraft which deviates from the defined VFR route for any reason (meteorological conditions etc.) shall promptly inform the appropriate air traffic control unit and as soon as the reason for that ends, shall be back to the VFR route again immediately after informing the controller.

VFR traffic not equipped with radio destined to any aerodrome within the Esenboğa TMA, shall enter the CTRs through the routes given here below, provided that they will not affect the instrument approach, missed approach and SID routes.

VFR traffic shall not pass through the Esenboğa CTR authorized by Esenboğa aerodrome control.

1. VFR traffic which will land at Esenboğa airport shall join the route by flying to the nearest point given below after entering the TMA

a. WEST 1:

PETAR (401016N-0320453E) - CELTIKCI (402123N-0323414E) – SEREN (401356N-0324858E) - SİRKELİ (401100N-0325530E)

b. WEST 2:

SARIOBA (395150N- 0320550E) - TURKOBASI (394830N-0322730E) – DOĞAN (394740N-0323400E) – GÖLBAŞI KUZeyİ (394830N-0324744E) - ELDAG (395300N- 0330100E) - PECENEK (400500N- 0330400E)

c. SOUTH :

ELDAG (395300N-0330100E) - PECENEK (400500N-0330400E)

d. EAST:

PECENEK (400500N-330400E)

e. NORTH:

SİRKELİ (401100N-0325530E)

2. VFR traffic departing from Ankara Esenboğa airport shall follow the opposite directions of the routes given above.

3. State aircraft are exempted of these applications during their operational (OAT) flights.

**See section ENR 1.5 for the ICAO Standard SID/STAR phraseologies.**

**ESENBOĞA AIRPORT LOW VISIBILITY PROCEDURES**

Low Visibility Operations are categorised in two phases (A and B) that are based on RVR values and/or cloud base. Phase A is the reduced visibility and preparation period for LVP. Phase B is the Low Visibility Procedures.



| Safha                                                                                           | Durum                                                                           | Usuller                                                                                                                                                                                                                                                                                                                                                                                                       |
|-------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| A                                                                                               | TDZ RVR 800 M ve/veya daha düşük ve/veya cloud base 300 FT veya daha düşük.     | İlgili tüm üniteler LVO için harekete geçirilir.                                                                                                                                                                                                                                                                                                                                                              |
| B                                                                                               | TDZ ve / veya midpoint RVR 550 M den düşük ve/veya cloud base 200 FT den düşük. | 03L pistinden E ve G2 taksi yolları ile giriş-kalkış hariç kavşak kalkışlarına müsaade edilmemektedir. LVP ayırma minimaları uygulanır ve pist kullanımı kısıtlıdır.                                                                                                                                                                                                                                          |
|                                                                                                 | RVR 400 M den küçük                                                             | LVTO yürürlükte ve pist kullanımı kısıtlıdır. Bekleme pozisyonu ışıkları aktiftir. 03L pistinden E ve G2 taksi yolları ile, 21R pistinden G1 taksi yolu ile kavşak kalkışları haricinde kavşak kalkışları yasaktır. Ters pist kullanımına müsaade edilmemektedir. G1 ve G2 Taksiyollarından yalnızca Meydan Referans Kodu A veya B olan uçaklar kavşak kalkışı yapabilir. E: 3250 M - G2: 2142 M - G1: 2554 M |
| Taksi yolu ışıklarının arızalanması durumunda, uçaklar Follow-me aracı ile taksi yapacaklardır. |                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                               |

#### 1. CAT II/III ve LVTO OPERASYONLARI

A. CAT II-III ve LVTO operasyonları için onaylanmış 03C pisti, CAT II ve LVTO operasyonları için onaylanmış 03L pisti gerekli tesislerin hizmete elverişliliğine bağlı olarak asgari miniması ilgili Sivil Havacılık Otoritesi tarafından resmi olarak onaylanmış işleticilerin CAT II-III ve LVTO operasyonları için uygundur.

B. CAT II and CAT III Operasyonları için özel uçuş ekibi ve hava aracı sertifikasyonu gereklidir.

C. CAT II-III ve LVTO operasyonları süresince özel ATC usulleri (düşük görüş ATC usulleri) uygulanacaktır. Bu usuller yürürlükte iken pilotlar ATIS veya RTF ile bilgilendirilecektir.

D. Kalkış trafikleri: Geliştirilmiş yüzey hareketleri rehberlik ve kontrol sistemi (A-SMGCS) mevcuttur. ATC LVTO operasyonu esnasında 03C pistinden kalkacak trafikleri 03C pisti bekleme pozisyonuna, 03L pistinden kalkacak trafikleri E1 taksi yolundaki pist bekleme pozisyonuna müsaade edecektir. Bekleme pozisyonları aşağıda belirtilmiştir. 03L pistinden kalkış yapacak trafikler E taksi yolu ile kavşak kalkışı yapacak şekilde uçuşlarını planlayacaklardır. TORA 3250 M'dir. Kalkış için pistin tamamını kullanmak isteyen trafikler taleplerini motor çalıştırma esnasında Meydan Kontrol Ünitesine bildirecekler ve 03C pisti bekleme pozisyonuna yönlendirileceklerdir.

| Phase                                                                                                         | Condition                                                           | Procedures                                                                                                                                                                                                                                                                                                                                                                                                      |
|---------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| A                                                                                                             | TDZ RVR less or equal 800 M and/or cloud base less or equal 300 FT. | All interested units are activated for LVP.                                                                                                                                                                                                                                                                                                                                                                     |
| B                                                                                                             | TDZ and/or midpoint RVR less 550 M and/or cloud base less 200 FT.   | Except via taxiway E and G2 to use RWY 03L, intersection take-offs are not allowed. LVP separations will be provided and RWY use will be restricted.                                                                                                                                                                                                                                                            |
|                                                                                                               | RVR less than 400 M                                                 | LVTO in progress and runway use will be restricted. Stop bar lights are activated. Intersection take-offs are forbidden except from TWYs E and G2 for RWY 03L, also from taxiway G1 for RWY 21R. The use of opposite direction runway are not allowed. Only the aircraft with the Aerodrome Reference Code A or B are allowed to intersection take off from TWYs G1 and G2. E: 3250 M - G2: 2142 M - G1: 2554 M |
| In the event of failure of TWY lights, the taxiing of the aircraft will be achieved by the follow-me vehicle. |                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                 |

#### 1. CAT II/III and LVTO OPERATIONS:

A. RWY 03C approved for CAT II-III and LVTO operations and RWY 03L approved for CAT II and LVTO operations, subject to serviceability of the required facilities are suitable for CAT II-III and LVTO operations by operators whose minima have been formally approved by relevant Civil Aviation Authority.

B. For CAT II and CAT III operations special aircrew and aircraft certification required.

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

D. Departing aircraft: Advanced Surface Movement Guidance and Control System (A-SMGCS) is available. ATC will clear the departing aircraft to the RWY 03C holding position for RWY 03C and to the RWY holding position on TWY E1 for RWY 03L during LVTO operation. Holding positions are specified below. When RWY 03L is used the aircraft will plan their flight so as to make intersection take-off via TWY E. TORA is 3250 M from TWY E intersection. Aircraft are requesting to use full length of RWY 03L for take-off will report their request to the ESB TWR during engine start up and will be directed to RWY 03C holding position.

Şartlar gerektiriyor ise 21C ve 21R pistleri de kullanılabilir. 21C/R pistleri için kullanılacak olan 21C pist bekleme pozisyonu ve G taksi yolu pist bekleme pozisyonu aşağıda belirtilmiştir. Bekleme noktası ışıkları aktiftir.

G1 ve G2 Taksiyollarından yalnızca Meydan Referans Kodu A veya B olan uçaklar kavşak kalkışı yapabilir.

(E: 3250 M – G2: 2142 M – G1: 2554 M)

03L pistinden E ve G2 taksiyolları ile, 21R pistinden G1 taksiyolu ile kavşak kalkışları haricinde kavşak kalkışları yasaktır.

Ters pist kullanımına müsaade edilmemektedir.

03L/C pistlerinin kullanımı esnasında 5-6-7 nolu Apronlarda bulunan ve kalkış yapmak isteyen uçak olursa bunlar için G2 pist bekleme pozisyonu kullanılabilir veya **A-B-C** Meydan Referans Kodlu uçaklar G2-D-D1-A taksiyolları ile E1 taksiyolundaki pist bekleme pozisyonuna veya 03C pisti bekleme pozisyonuna, **D-E** Meydan Referans Kodlu uçaklar G2-D-D1-D2 taksiyolları ile Apron 1 üzerinden A3 taksiyolu ile 03C pist bekleme pozisyonuna veya E2 taksiyolu ile E1 taksiyolundaki pist bekleme pozisyonuna yönlendirileceklerdir.

**“F”** Meydan Referans Kodlu uçaklar;

- 03C pisti kullanımda ise G2-D-D1-D2 taksiyolları ve Apron 1 üzerinden ara bekleme pozisyonu A3-HP14e veya E2 taksiyolu ile ara bekleme pozisyonu A-HP1e veya G-A1-A taksiyolları ile A-HP1e yönlendirileceklerdir.

- 03L pisti kullanımda ise G2-D-D1-D2 taksiyolları ile Apron 1 üzerinden E2 taksi yolu ile E1 taksi yolundaki pist bekleme pozisyonuna veya 03C pist bekleme pozisyonuna, G-A1-A taksiyolları ile E1 taksiyolu pist bekleme pozisyonuna veya 03C pisti bekleme pozisyonuna yönlendirileceklerdir.

#### **RWY 03C/L LVTO BEKLEME POZİSYONLARI:**

03C pisti bekleme pozisyonu: 400649.15N-0325903.01E

03L pisti için E1 taksi yolundaki pist bekleme pozisyonu: 400702.21N-0325915.58E

G2 taksi yolundaki pist bekleme pozisyonu: 400738.94N-0325929.40E

#### **RWY 21C/R LVTO BEKLEME POZİSYONLARI:**

21C pisti bekleme pozisyonu: 400827.25N-0330036.89E

G taksiyolundaki pist bekleme pozisyonu: 400829.16N-0330012.39E

G1 taksiyolundaki pist bekleme pozisyonu: 400812.45N-0330001.18E

Uçak kuyruk yüksekliği / H> 20 M olan uçaklar [A380, B747 LCF (Dreamlifter), AN124 (Ruslan)] ile H ≤ 20 M olmasına rağmen Meydan Referans Kodu F olan uçaklar [B747-800, C5 (Galaxy)] havalimanımızda bulunmaları ve CAT II-III operasyonları esnasında havalimanımızdan kalkış yapacak olmaları halinde, 03C pisti iniş-kalkış için kullanılıyor ve eğer son yaklaşımda olan bir uçağı beklemeleri söz konusu ise Localizer yayınının etkilenmemesi için TWY A3 ara bekleme pozisyonu A3-HP14 veya TWY A ara bekleme pozisyonu A-HP1 de, 03L pisti iniş-kalkış için kullanılıyor ise 03C pist bekleme pozisyonu veya TWY E1 pist bekleme pozisyonunda, Apron 5-6-7 den çıkacak uçaklar ise G taksiyolu üzerinde bekletileceklerdir:

A3-HP14: 400646.07N-0325908.40E

A-HP1: 400654.80N-0325914.40E

If condition required, RWY 21C and 21R are also be used. RWY holding position on TWY A and RWY holding position on TWY G for RWY 21C/R are specified below.

Only the aircraft with the Aerodrome Reference Code A or B are allowed to intersection take off from TWYs G1 and G2.

(E: 3250 M – G2: 2142 M – G1: 2554 M)

Intersection take offs are forbidden except from TWYs E and G2 for RWY 03L, also from TWY G1 for RWY 21R.

The use of opposite direction RWY is not allowed.

When RWY 03L or 03C is in used, if any aircraft on the Apron 5-6-7 waiting for taxi clearance for departure, the RWY holding position on TWY G2 could be used. The aircraft with aerodrome reference code **A-B-C** shall be cleared for taxi via TWYs G2-D-D1-A to RWY holding position on TWY E1 or to RWY 03C holding position. Also the aircraft with aerodrome reference code **D-E** shall be cleared for taxi via TWYs G2-D-D1-D2-Apron1-A3 to RWY 03C holding position or to RWY holding position on TWY E1 via TWY E2.

The aircraft with aerodrome referans code **“F”**;

- When RWY 03C is in use, the aircraft will be directed via TWYs G2-D-D1-D2-Apron 1 to intermediate holding position A3-HP14 or via TWYs E2 to intermediate holding position A-HP1 or via TWYs G-A1-A to intermediate holding position A-HP1.

- When RWY 03L is in use, the aircraft will be directed via TWYs G2-D-D1-D2-Apron 1-E2 to RWY holding position on TWY E1 or RWY 03C holding position or via TWYs G-A1-A to RWY holding position on TWY E1 or RWY 03C holding position.

#### **FOR RWY 03C/L LVTO HOLDING POSITIONS:**

RWY 03C holding position: 400649.15N-0325903.01E

RWY 03L holding position on TWY E1 for intersection take off via TWY E: 400702.21N-0325915.58E

RWY holding position on TWY G2: 400738.94N-0325929.

#### **RWY 21C/R LVTO HOLDING POSITIONS:**

RWY 21C holding position: 400827.25N-0330036.89E

RWY holding position on TWY G: 400829.16N-0330012.39E

RWY holding position on TWY G1: 400812.45N-0330001.18E

When the aircraft tail height / H> 20 M (A380, B747 LCF [Dreamlifter], AN124 (Ruslan)] and F category aircraft [B747-800, C5 (Galaxy)] are exist at our airport and they are requesting to depart when CAT II-III operations in force and waiting for the aircraft on final approach, they shall be held at A3-HP14 or A-HP1 intermediate holding positions by ATC so that the Localizer broadcast is not affected. when RWY in use 03L, they shall be held RWY 03C holding position or RWY holding position on TWY E1, also the aircraft coming from Apron 5-6-7 will be held on TWY G. Holding positions A3-HP14 or A-HP1 are specified below:

E. İniş trafikleri: Geliştirilmiş yüzey hareketleri rehberlik ve kontrol sistemi (A-SMGCS) mevcut olup bu esnada tüm pist çıkışları aydınlatılacaktır. Pilotlar normal olarak uygun olan ilk çıkışı seçmeli ve ILS hassas sahasını en kısa zamanda terk edecek şekilde taksilerine devam etmelidirler. Meydan Kontrolörü pilottan hassas sahanın terk edildiği raporunu isteyebilir. (Ardışık dizili yeşil ve sarı renkte taksi yolu merkez hattı ışıklarının sonu veya sürekli yeşil renkli taksi yolu merkez hattı ışıkları başlangıcı ve/veya pist boşaltıldı levhası ve işareti)

F. Düşük görüş usulleri yürürlükte iken, gelen hava araçları arasındaki mesafenin artırılması gerektiğinden hava araçlarının iniş sıklığı azaltılabilecektir. Hakim hava koşullarının yanı sıra, teçhizatın çalışır olması gibi faktörler de iniş sıklığına etki edebilecektir. Planlama ve bilgi edinme amacıyla yaklaşık muhtemel iniş sıklıkları;

| RVR (M)   | BEKLENEN İNİŞ ORANI<br>EXPECTED LANDING RATE |
|-----------|----------------------------------------------|
| RVR ≥ 550 | 20                                           |
| RVR < 550 | 10                                           |

G. Düşük görüş operasyonu esnasında park yeri değişikliği için (Devlet Başkanlarının uçakları hariç) uçak çekim izni verilmeyecektir.

H. Pilotlar pistin terk edildiği raporunu, uçak yeşil/sarı renk kodlu taksiyolu merkez hattı ışıklarının sonunu veya pist boşaltıldı işaretlerini tamamen geçtiğinde vereceklerdir.

I. Işıklılandırılmış ara bekleme pozisyonları kullanılacaktır. ([A-HP1, A-HP6, A-HP7] - [A3-HP14] - [B2-HP26] - [D2-HP17] - [E2-HP15] - [G-HP30, G-HP31, G-HP33, G-HP34, G-HP36])

J. Merkez hattı ışıkları faal olan taksiyolları kullanılmalıdır. Herhangi bir taksiyolu ışığı veya rehberlik ışığı arızası olması veya gerekli görülmesi durumunda uçakların piste veya park pozisyonlarına taksi yapmasına rehberlik etmek için Apronda, Follow-me araçları mevcuttur.

K. Düşük görüş operasyonları esnasında RWY 03C LLZ yayın bütünlüğünün ve hassasiyetinin korunması için Apron 2 (1A, 1-6 park yerleri) boş tutulmaktadır. Apron 2 ye (7-14 park yerleri) yalnızca Devlet Hava Araçları ve VIP uçakları park ettirilmektedir. İhtiyaç halinde veya pilot talebi ile Follow-me rehberliğinde parklandırma yapılmaktadır.

## 2. YÜZEY HAREKETLERİ REHBERLİK VE KONTROL SİSTEMİ

Havalimanı MODE-S kabiliyetli geliştirilmiş yüzey hareketleri rehberlik ve kontrol sistemi ile donatılmıştır. Pilotlar hava aracı push-back ya da taksi (hangisi daha önce ise) istenmesinden itibaren ve indikten sonra hava aracı durma yerine tam olarak park edinceye kadar transponderlerinin MODE S sinyallerini ve karşılık gelen MODE A kodunu sürekli iletecek şekilde ayarlanmasını sağlamalıdır.

E. Arriving aircraft: Advanced Surface Movement Guidance and Control System (A-SMGCS) is available and all RWY exits lightened. Pilots should normally select the first convenient exit and continue taxi to leave the ILS sensitive area as soon as possible. Aerodrome Controller may require the pilot to report when the sensitive area has been vacated. (The end of the consecutive green/yellow TWY centreline lights or the beginning of a continuous green TWY centreline lights, and/or location of RWY vacated sign and marking)

F. When Low visibility procedures are in force, reduced landing rate can be implemented due to the requirement for increased spacing between arriving aircraft. In addition to the prevailing weather conditions, such factors as equipment serviceability may also have an effect on landing rates. For information and planning purposes, the approximate landing rates that can be expected are:

G. Aircraft relocation is not allowed (Except presidential aircraft and special permitted aircraft) during LVO.

H. Pilots will report the vacation of RWY when the aircraft has completely passed the end of the green/yellow colour coded TWY centre-line lights or the RWY vacated signs.

I. The illuminated intermediate holding positions shall be used. ([A-HP1, A-HP6, A-HP7] - [A3-HP14] - [B2-HP26] - [D2-HP17] - [E2-HP15] - [G-HP30, G-HP31, G-HP33, G-HP34, G-HP36])

J. TWYs with active centreline lights should be used. Follow-me vehicles are available on the apron for guidance the aircraft to taxi to RWY or parking position if any failure of TWY lights or guidance lights or if deemed necessary.

K. During low visibility operations, Apron 2 (Stands 1A, 1-6) is kept empty to maintain the integrity and sensitivity of the RWY 03C LLZ transmission. Apron 2 (Stands 7-14) is only used for State aircraft and VIP aircraft. If needed or requested by the pilot, parking is achieved by guidance of the follow-me.

## 2. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM:

Airport is equipped with MODE S Capable Advanced Surface Movement Guidance and Control System. Pilots must ensure that: aircraft 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 aircraft is fully parked on stand.

## LTAC AD 2.23 EK BİLGİLER / ADDITIONAL INFORMATION

### Esenboğa Havalimanı İçin Tehlike Teşkil Edebilecek Olan Kuşların Bulundukları Yerler ve Geçiş Yolları:

Esenboğa Havalimanı, tali kuş göç yolu üzerindedir. Ancak Havalimanı'nın bulunduğu yer itibariyle az da olsa uçuş güvenliğini riske edebilecek kuş türleri tespit edilmiştir. İlkbahar ve Sonbahar göç döneminde özellikle yırtıcılar (Şahin, Kızıl Şahin ve Kerkenez) yakın bölgelerden göç etmektedir. Ayrıca az sayıda Leylek ve Balıkçıl da bölgeyi kullanmaktadır. Esenboğa Havalimanı için en yoğun hareket "günlük hareket" lerdir. Bu hareketler yerli kuşlar olan Karga, Saksağan, Güvercin ve Sığırcıklar tarafından gerçekleştirilmektedir. Gerek meydan içinde pist ve taksit yollarının arasında gerekse de çevrede bulunan tarım arazileri ve Çubukta bulunan un ve yem fabrikaları arasında gidiş-gelişler tespit edilmiştir.

### Dönem ve Zaman Bilgileri:

Yerli kuşlar (Karga, Saksağan, Güvercin, Sığırcık ve yerli yırtıcılar) tüm yıl boyunca bölgede görülebilmekte, Leylek, Balıkçıl ve göç eden yırtıcılar İlkbahar ve Sonbahar dönemlerinde görülmektedir. Günlük hareket eden kuşlar (Güvercin, Sığırcık ve Karga türleri) özellikle güneşin doğduğu zaman ile 10:00 arasında ve akşamüstü ile güneş batışı saatleri arasında daha aktif olarak hareket etmektedirler.

### Ortalama Sayı ve Ağırlık Bilgileri:

Yırtıcılar olan Şahin ve Kerkenez türleri üreme mevsimi dışında yalnız bulunan bireylerdir. Havalimanı civarında her türden 5-10 adet arasında gözlemlenmiştir. Şahin ve Kerkenez türleri 200-550 gr ortalama ağırlığa sahip yırtıcılardır. Karga ve Saksağan türlerinin, yapılan gözlemler sonucunda Esenboğa Havalimanı ve çevresinde yaklaşık 600-800 bireylik gruplar oluşturdıkları tespit edilmiştir. Bu türler 150-400 gr ağırlığa sahip kuşlardır. Güvercin türleri 150-400 gr aralığında ve havalimanı çevresinde 200-400 bireylik gruplar oluşturmaktadırlar. Sığırcıklar ise daha büyük gruplar 500-2000 oluşturmakta ancak Havalimanı üzerinde değil yakın çevrede daha çok bulunmaktadır. Bu kuşların ağırlıkları da 100-150 gr arasındadır.

### Uçuş Yükseklikleri:

Yırtıcılardan Kerkenez türleri yerden 33-66 FT yükseklikte, Şahin türleri ise 66-330 FT irtifada uçmaktadırlar. Güvercin ve Sığırcık türleri ise 33-492 FT arasında bulunabilmektedirler.

- Daimi hudut kapısı

### The places of birds and Access Roads which can pose a threat to Esenboğa Airport:

Esenboğa Airport is on the secondary bird migration route. However, there is a small risk for safety of flight. Especially during spring and autumn migration predators (Falcon, Red Hawk and Kestrel) are close to the area. Also small number of stork and heron are seen in the region. Intense movement for Esenboğa Airport is daily movements. These movements are carried out by native birds like crow, magpie, casseroles and starlings. Movement between RWYs and taxiways and farmland surrounding the Airport area as well as the flour and feed mills on Çubuk have been identified.

### Period and Time Information:

Native birds (Crow, Magpie, pigeons, starlings and native predators) can be seen in the area all year long, while stork, the heron and migrating raptors observed during the Spring and Autumn. Daily moving birds (pigeons, starlings and crows species) act more actively especially in the morning between the hours of when the sun rise and 10:00 and evening at sunset.

### Average Number and Weight Details:

The Hawk and Kestrel types of predators are alone except than the breeding season. Observed between 5-10 of each kinds around the airport. Hawk and Kestrel types averaged 200-550 gr predators. As a result of observations made in and around Esenboğa Airport, Crow and Magpie species groups of approximately 600-800 individuals have been identified. These species have weight 150 to 400 gr. Pigeon types have weight about 150 - 400 gr range, and group of 200-400 are observed. Starlings have larger groups of 500-2000 but they do not located near airport. Weights of these birds are between 100-150 gr.

### Flight Altitudes:

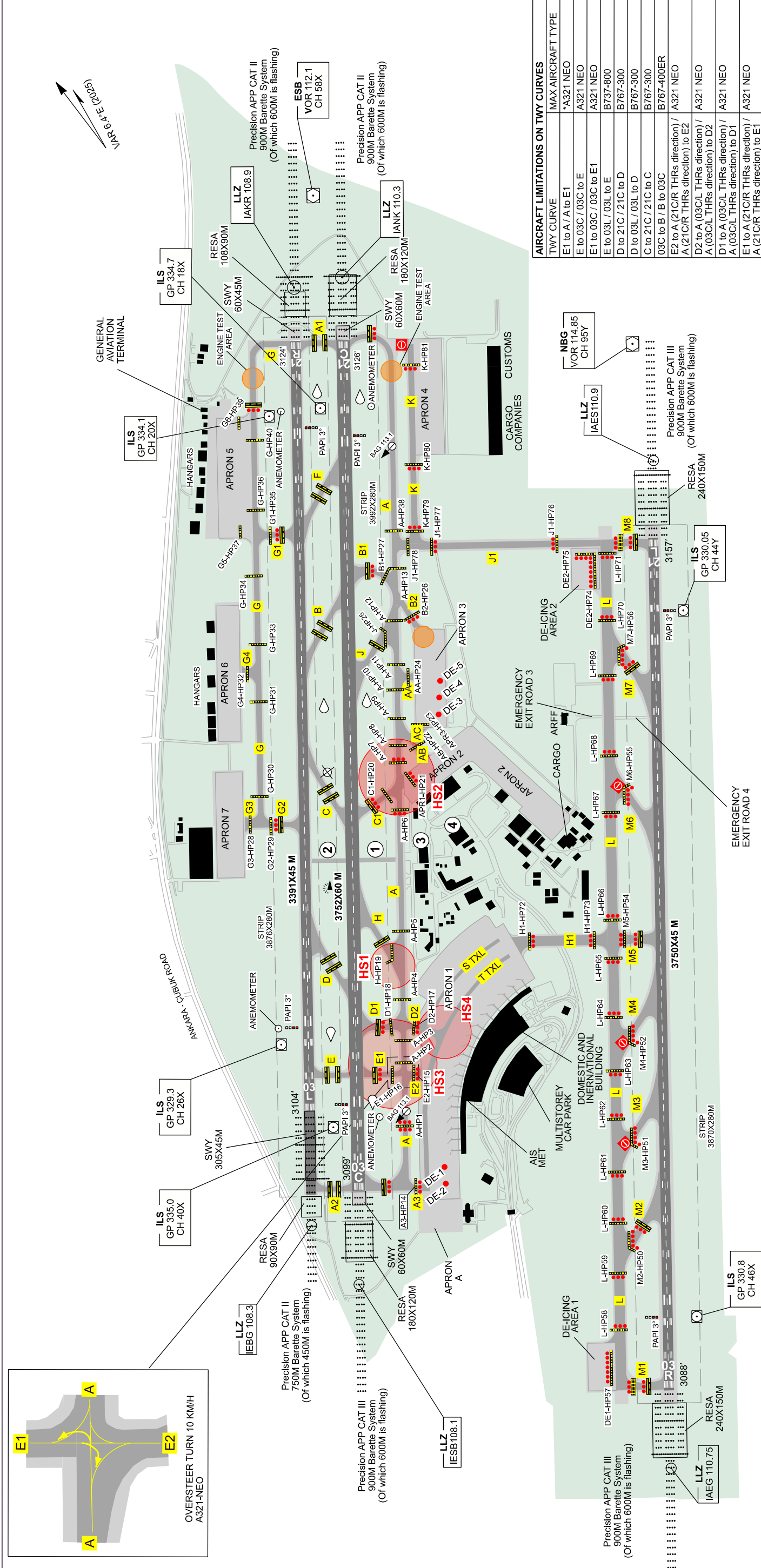
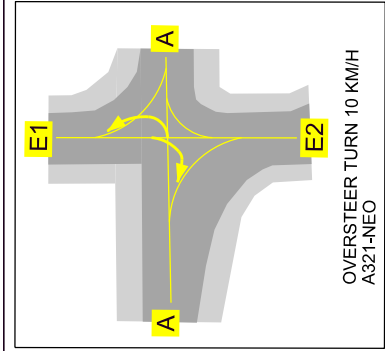
Kestrel types of predators from 33-66 FT and remain suspended in the air, Falcon types from 66-330 FT altitude. Species of pigeons and starlings can be seen from 33-492 FT

- Permanent border gate

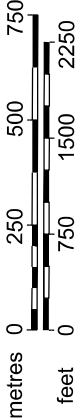
**LTAC AD 2.24 CHARTS RELATED TO ESENBOĞA AERODROME**

|                                                                  |                   |
|------------------------------------------------------------------|-------------------|
| Aerodrome Chart                                                  | AD 2 LTAC ADC     |
| Aircraft Parking/Docking Chart                                   | AD 2 LTAC PRKG-1  |
| Aircraft Parking/Docking Chart                                   | AD 2 LTAC PRKG-2  |
| Aircraft Parking/Docking Chart                                   | AD 2 LTAC PRKG-3  |
| Aircraft Parking/Docking Chart                                   | AD 2 LTAC PRKG-4  |
| Aircraft Parking/Docking Chart                                   | AD 2 LTAC PRKG-5  |
| Aerodrome Obstacle Chart RWY 03C                                 | AD 2 LTAC AOC-1   |
| Aerodrome Obstacle Chart RWY 21C                                 | AD 2 LTAC AOC-2   |
| Aerodrome Obstacle Chart RWY 03L/21R                             | AD 2 LTAC AOC-3   |
| Aerodrome Obstacle Chart RWY 03R                                 | AD 2 LTAC AOC-4   |
| Aerodrome Obstacle Chart RWY 21L                                 | AD 2 LTAC AOC-5   |
| Precision APP Terrain Chart RWY 03C                              | AD 2 LTAC PATC-1  |
| Precision APP Terrain Chart RWY 21C                              | AD 2 LTAC PATC-2  |
| Precision APP Terrain Chart RWY 03L                              | AD 2 LTAC PATC-3  |
| Precision APP Terrain Chart RWY 21R                              | AD 2 LTAC PATC-4  |
| Precision APP Terrain Chart RWY 03R                              | AD 2 LTAC PATC-5  |
| Precision APP Terrain Chart RWY 21L                              | AD 2 LTAC PATC-6  |
| Standard Instrument Departure Chart (SID) RWY 03L/C/R            | AD 2 LTAC SID-1   |
| Standard Instrument Departure Chart (SID) RWY 03L/C/R            | AD 2 LTAC SID-1A  |
| Standard Instrument Departure Chart (SID) RWY 21L/C/R            | AD 2 LTAC SID-2   |
| Standard Instrument Departure Chart (SID) RWY 21L/C/R            | AD 2 LTAC SID-2A  |
| Standard Instrument Departure Chart (SID) RNAV (GNSS) RWY 03L/C  | AD 2 LTAC SID-3   |
| Standard Instrument Departure Route (SID) RNAV (GNSS) RWY 03L/C  | AD 2 LTAC SID-3A  |
| Standard Instrument Departure Chart (SID) RNAV (GNSS) RWY 21R/C  | AD 2 LTAC SID-4   |
| Standard Instrument Departure Chart (SID) RNAV (GNSS) RWY 21R/C  | AD 2 LTAC SID-4A  |
| Standard Instrument Departure Chart (SID) RNAV (GNSS) RWY 03R    | AD 2 LTAC SID-5   |
| Standard Instrument Departure Route (SID) RNAV (GNSS) RWY 03R    | AD 2 LTAC SID-5A  |
| Standard Instrument Departure Chart (SID) RNAV (GNSS) RWY 21L    | AD 2 LTAC SID-6   |
| Standard Instrument Departure Route (SID) RNAV (GNSS) RWY 21L    | AD 2 LTAC SID-6A  |
| Standard Instrument Arrival Chart (STAR) RWY 03L/C               | AD 2 LTAC STAR-1  |
| Standard Instrument Arrival Chart (STAR) RWY 21R/C               | AD 2 LTAC STAR-2  |
| Standard Instrument Arrival Chart (STAR) RWY 03L/C               | AD 2 LTAC STAR-3  |
| Standard Instrument Arrival Chart (STAR) RWY 21R/C               | AD 2 LTAC STAR-4  |
| Standard Instrument Arrival Chart (STAR) RNAV (GNSS) RWY 03L/C/R | AD 2 LTAC STAR-5  |
| Standard Instrument Arrival Route (STAR) RNAV (GNSS) RWY 03L/C/R | AD 2 LTAC STAR-5A |
| Standard Instrument Arrival Chart (STAR) RNAV (GNSS) RWY 21L/C/R | AD 2 LTAC STAR-6  |
| Standard Instrument Arrival Route (STAR) RNAV (GNSS) RWY 21L/C/R | AD 2 LTAC STAR-6A |
| Standard Instrument Arrival Chart (STAR) RNAV (GNSS) RWY 03L/C/R | AD 2 LTAC STAR-7  |
| Standard Instrument Arrival Route (STAR) RNAV (GNSS) RWY 03L/C/R | AD 2 LTAC STAR-7A |
| Standard Instrument Arrival Chart (STAR) RWY 03R                 | AD 2 LTAC STAR-8  |

|                                                   |                  |
|---------------------------------------------------|------------------|
| Standard Instrument Arrival Chart (STAR) RWY 21L  | AD 2 LTAC STAR-9 |
| Area Control Transit Routes                       | AD 2 LTAC ACTR   |
| Instrument APP Chart NDB Z RWY 03C                | AD 2 LTAC IAC-1  |
| Instrument APP Chart ILS Y CAT I or LOC Y RWY 03C | AD 2 LTAC IAC-2  |
| Instrument APP Chart ILS W CAT II RWY 03C         | AD 2 LTAC IAC-3  |
| Instrument APP Chart ILS V CAT I or LOC V RWY 03C | AD 2 LTAC IAC-4  |
| Instrument APP Chart ILS U CAT II RWY 03C         | AD 2 LTAC IAC-5  |
| Instrument APP Chart VOR Z RWY 03C                | AD 2 LTAC IAC-6  |
| Instrument APP Chart NDB Z RWY 03L                | AD 2 LTAC IAC-7  |
| Instrument APP Chart VOR Z RWY 03L                | AD 2 LTAC IAC-8  |
| Instrument APP Chart ILS Z CAT II RWY 03L         | AD 2 LTAC IAC-9  |
| Instrument APP Chart ILS Y CAT I or LOC Y RWY 03L | AD 2 LTAC IAC-10 |
| Instrument APP Chart ILS X CAT I or LOC X RWY 03L | AD 2 LTAC IAC-11 |
| Instrument APP Chart ILS U CAT II RWY 03L         | AD 2 LTAC IAC-12 |
| Instrument APP Chart VOR Z, NDB Z RWY 21R         | AD 2 LTAC IAC-13 |
| Instrument APP Chart ILS Z CAT I or LOC Z RWY 21R | AD 2 LTAC IAC-14 |
| Instrument APP Chart VOR Y RWY 21R                | AD 2 LTAC IAC-15 |
| Instrument APP Chart VOR Z, NDB Z RWY 21C         | AD 2 LTAC IAC-16 |
| Instrument APP Chart ILS Z CAT I or LOC Z RWY 21C | AD 2 LTAC IAC-17 |
| Instrument APP Chart VOR Y RWY 21C                | AD 2 LTAC IAC-18 |
| Instrument APP Chart VOR A                        | AD 2 LTAC IAC-19 |
| Instrument APP Chart VOR Z RWY 03R                | AD 2 LTAC IAC-20 |
| Instrument APP Chart VOR Z RWY 21L                | AD 2 LTAC IAC-21 |
| Instrument APP Chart ILS Z CAT I or LOC Z RWY 03R | AD 2 LTAC IAC-22 |
| Instrument APP Chart ILS Z CAT I or LOC Z RWY 21L | AD 2 LTAC IAC-23 |
| Instrument APP Chart ILS Y CAT I or LOC Y RWY 03R | AD 2 LTAC IAC-24 |
| Instrument APP Chart ILS Z CAT II RWY 03R         | AD 2 LTAC IAC-25 |
| Instrument APP Chart ILS Z CAT II RWY 21L         | AD 2 LTAC IAC-26 |
| Instrument APP Chart ILS X CAT I RWY 03R          | AD 2 LTAC IAC-27 |
| Instrument APP Chart ILS Y CAT I RWY 21L          | AD 2 LTAC IAC-28 |
| Minimum Radar Vectoring Altitude Chart            | AD 2 LTAC MRVC   |
| Minimum Radar Vectoring Altitude                  | AD 2 LTAC MRVC-A |
| VFR Flight Routes                                 | AD 2 LTAC VFR    |
| Bird Concentrations and Movements Chart           | AD 2 LTAC BRD    |



SCALE: 1/18000



**CAUTION:**  
1. The last 15 meters within the RESA of 21R there is an elevation difference due to the intersection of Aerodrome Perimeter Road.  
2. Because of Ankara-Cubuk road crosses the point starting from the last 120 meters of the strip field, the width of the strip decreases to 90 meters.  
**NOTE:**  
1. Traffic can not be held simultaneously at the intermediate holding point at TWY AB in HS2 and at the Apron 1 intermediate holding point  
2. Intermediate Holding Positions on taxiway intersections are named as follows:  
Taxiway Name - HP (number). For example A-HP1.

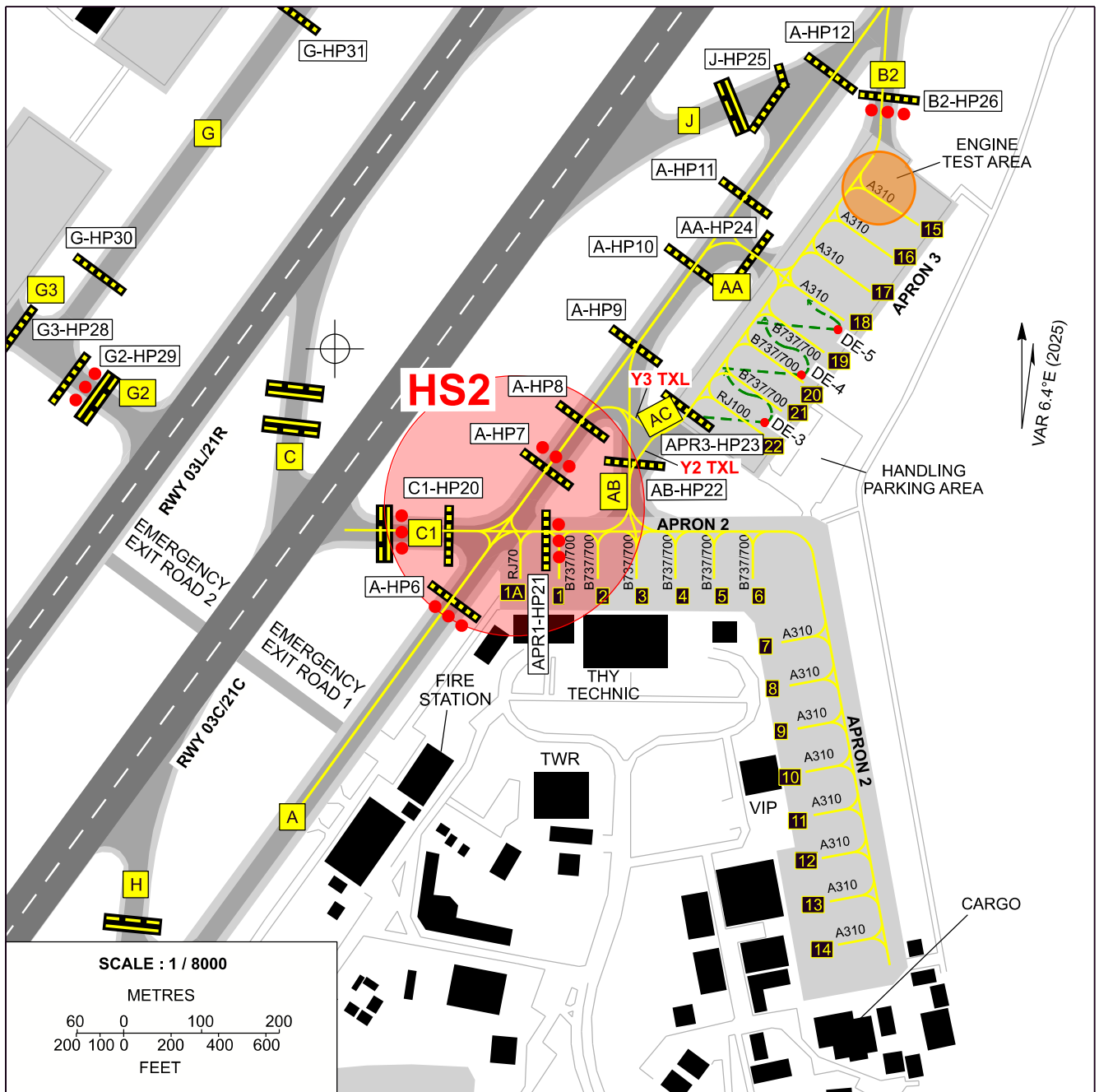
- 1 EMERGENCY EXIT ROAD 1
- 2 EMERGENCY EXIT ROAD 2
- 3 FIRE STATION
- 4 TWR

- ENGINE TEST AREAS
- DE ICING AREAs (APRON 1 (DE-1, 2) APRON 3 (DE-3, 4, 5))
- STOP BARS
- NO ENTRY

| AIRCRAFT LIMITATIONS ON TWY CURVES                                                                                          |                   |
|-----------------------------------------------------------------------------------------------------------------------------|-------------------|
| TWY CURVE                                                                                                                   | MAX AIRCRAFT TYPE |
| E1 to A / A to E1                                                                                                           | *A321 NEO         |
| E to 03C / 03C to E                                                                                                         | A321 NEO          |
| E1 to 03C / 03C to E1                                                                                                       | A321 NEO          |
| E to 03L / 03L to E                                                                                                         | B737-800          |
| D to 21C / 21C to D                                                                                                         | B767-300          |
| D to 03L / 03L to D                                                                                                         | B767-300          |
| C to 21C / 21C to C                                                                                                         | B767-300          |
| 03C to B / B to 03C                                                                                                         | B767-400ER        |
| E2 to A (21C/R THRs direction) / A (21C/R THRs direction) to E2                                                             | A321 NEO          |
| D2 to A (03C/L THRs direction) / A (03C/L THRs direction) to D2                                                             | A321 NEO          |
| D1 to A (03C/L THRs direction) / A (03C/L THRs direction) to D1                                                             | A321 NEO          |
| E1 to A (21C/R THRs direction) / A (21C/R THRs direction) to E1                                                             | A321 NEO          |
| NOTE: On taxiways with aircraft type limitations on turns, utmost importance should be given to following the guidance line |                   |
| * Oversteer turn 10 KM/H                                                                                                    |                   |

| RWY | DIRECTION | THR COORDINATES          | BEARING STRENGTH                                | AERODROME LIGHTING                                                                                                                                                                                                                                                  |
|-----|-----------|--------------------------|-------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 03L | 036.19°   | 400704.07N - 0325901.27E | PCN 139 F / A / W / T<br>PCR 1250 F / A / W / T | <b>RWY LIGHTING</b><br>: Edge, End, THR, Centerline, TDZ<br>RWY 03R/21L<br>: Edge, End, THR, Centerline, TDZ<br>RWY 03L/21R<br>: Edge, End, THR, Centerline, TDZ<br>RWY 03C/21C                                                                                     |
| 21R | 216.19°   | 400832.81N - 0330025.84E |                                                 |                                                                                                                                                                                                                                                                     |
| 03C | 036.19°   | 400650.61N - 0325859.44E | PCN 139 F / A / W / T<br>PCR 1054 F / A / W / T | <b>OTHER LIGHTING</b><br>: Fig. W-G<br>ABN<br>: Edge, Centerline (Except TWY A2)<br>TWY<br>: LGTD<br>APRON<br>: LGTD<br>WDI<br>: Stopbars, Signs<br>RECTIL<br>: TWYs B,C,D,F, H, J, M2, M3, M4, M6, M7<br>RGL<br>: TWYs A,B1,C1,D1,E1,G, G1, G2, M1, M2, M5, M7, M8 |
| 21C | 216.19°   | 400828.79N - 0330032.99E |                                                 |                                                                                                                                                                                                                                                                     |
| 03R | 036.19°   | 400601.27N - 0325923.06E | PCN 139 F / A / W / T<br>PCR 1510 F / A / W / T |                                                                                                                                                                                                                                                                     |
| 21L | 216.19°   | 400739.40N - 0330056.57E |                                                 |                                                                                                                                                                                                                                                                     |



AIRCRAFT  
PARKING/DOCKING  
CHART - ICAOAPRON 2 ELEV: 955M  
APRON 3 ELEV: 955MTWR : 118.100  
GND : 121.900ANKARA/  
ESENBOĞA

## INS COORDINATES FOR AIRCRAFT STANDS

|    |                                |      |                                |
|----|--------------------------------|------|--------------------------------|
| 1A | 40°07'30.75"N - 032°59'53.00"E | 15   | 40°07'46.27"N - 033°00'13.24"E |
| 1  | 40°07'30.73"N - 032°59'54.48"E | 16   | 40°07'44.92"N - 033°00'11.93"E |
| 2  | 40°07'30.79"N - 032°59'56.24"E | 17   | 40°07'43.57"N - 033°00'10.67"E |
| 3  | 40°07'30.73"N - 032°59'58.02"E | 18   | 40°07'42.24"N - 033°00'09.38"E |
| 4  | 40°07'30.71"N - 032°59'59.77"E | 19   | 40°07'41.00"N - 033°00'08.23"E |
| 5  | 40°07'30.71"N - 033°00'01.53"E | 20   | 40°07'39.76"N - 033°00'07.05"E |
| 6  | 40°07'30.68"N - 033°00'03.29"E | 21   | 40°07'38.55"N - 033°00'05.88"E |
| 7  | 40°07'29.13"N - 033°00'05.79"E | 22   | 40°07'37.56"N - 033°00'04.89"E |
| 8  | 40°07'27.48"N - 033°00'06.21"E |      |                                |
| 9  | 40°07'58.83"N - 033°00'06.57"E | DE-3 | 40°07'37.96"N - 033°00'05.09"E |
| 10 | 40°07'24.20"N - 033°00'06.98"E | DE-4 | 40°07'39.84"N - 033°00'07.01"E |
| 11 | 40°07'22.54"N - 033°00'07.32"E | DE-5 | 40°07'41.64"N - 033°00'09.01"E |
| 12 | 40°07'20.91"N - 033°00'07.72"E |      |                                |
| 13 | 40°07'19.26"N - 033°00'08.11"E |      |                                |
| 14 | 40°07'17.61"N - 033°00'08.50"E |      |                                |

**APRON 2**  
SURFACE : ASPHALT  
STRENGTH : PCN 139 F/A/W/T, PCR 1030 F/A/W/T

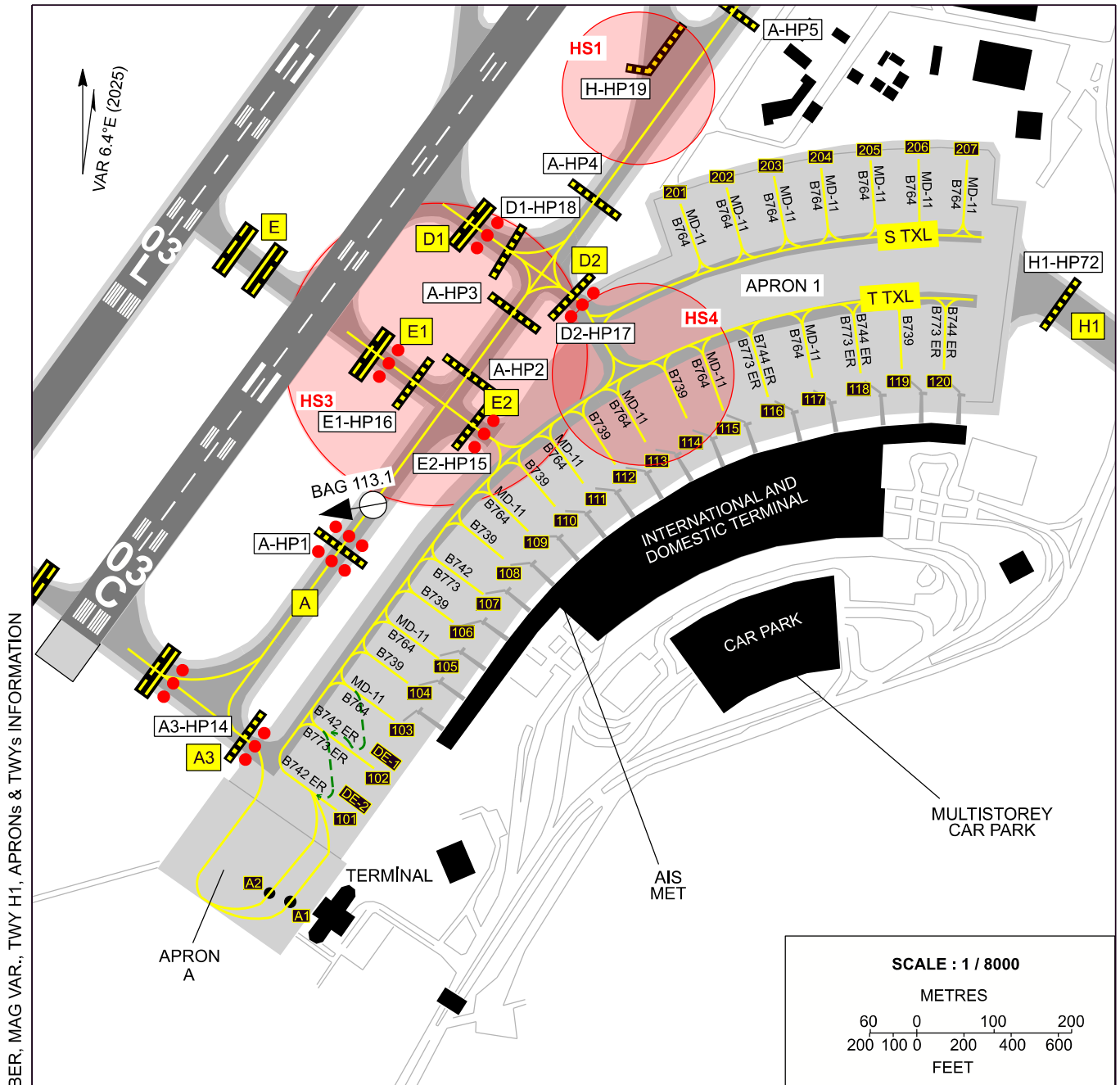
**APRON 3**  
SURFACE : CONCRETE  
STRENGTH : PCN 53 R/A/W/T, PCR 640 R/A/W/T

**TWYS (AA/AB/AC/B2)**  
WIDTH : 23 M  
SURFACE : ASPHALT  
STRENGTH : PCN 139 F/A/W/T  
AA : PCR1645 F/A/W/T  
AB : PCR1540 F/A/W/T  
AC : PCR1620 F/A/W/T  
B2 : PCR1450 F/A/W/T

## NOTE

- De-icing application will be performed at DE-3, DE-4, DE-5 de-icing application positions. De-icing guide lines are drawn in green and dashed.
- Traffic can not be held simultaneously at the intermediate holding point on TWY AB in HS2 and at APRON 2 intermediate holding point.



AIRCRAFT  
PARKING/DOCKING  
CHART - ICAOAPRON 1 ELEV: 949 M  
APRON A ELEV: 946 MTWR : 118.100  
GND : 121.900ANKARA/  
ESENBOĞA

## INS COORDINATES FOR AIRCRAFT STANDS

|                                    |                                     |
|------------------------------------|-------------------------------------|
| 101 40°06'42.71"N - 032°59'14.02"E | 118 40°07'00.57"N - 032°59'42.11"E  |
| 102 40°06'44.61"N - 032°59'15.81"E | 119 40°07'01.46"N - 032°59'44.24"E  |
| 103 40°06'46.84"N - 032°59'16.54"E | 120 40°07'00.74"N - 032°59'46.47"E  |
| 104 40°06'48.26"N - 032°59'17.52"E | 201 40°07'08.50"N - 032°59'32.07"E  |
| 105 40°06'49.40"N - 032°59'18.99"E | 202 40°07'09.10"N - 032°59'34.60"E  |
| 106 40°06'50.84"N - 032°59'19.94"E | 203 40°07'08.58"N - 032°59'37.18"E  |
| 107 40°06'51.77"N - 032°59'21.99"E | 204 40°07'08.93"N - 032°59'39.79"E  |
| 108 40°06'53.49"N - 032°59'22.63"E | 205 40°07'10.16"N - 032°59'42.43"E  |
| 109 40°06'54.45"N - 032°59'24.20"E | 206 40°07'10.26"N - 032°59'45.08"E  |
| 110 40°06'55.65"N - 032°59'25.47"E | 207 40°07'10.23"N - 032°59'47.73"E  |
| 111 40°06'56.44"N - 032°59'27.18"E | A1 40°06'39.95"N - 032°59'11.06"E   |
| 112 40°06'57.39"N - 032°59'28.75"E | A2 40°06'40.31"N - 032°59'09.93"E   |
| 113 40°06'58.13"N - 032°59'30.48"E | DE-1 40°06'45.98"N - 032°59'14.91"E |
| 114 40°06'59.23"N - 032°59'32.64"E | DE-2 40°06'43.97"N - 032°59'13.20"E |
| 115 40°06'59.64"N - 032°59'34.58"E |                                     |
| 116 40°06'59.78"N - 032°59'37.21"E |                                     |
| 117 40°07'00.77"N - 032°59'39.49"E |                                     |

## APRON 1

SURFACE : CONCRETE

STRENGTH : PCN 92 R/A/W/T, PCR 870 R/A/W/T

## APRON A

SURFACE : CONCRETE

STRENGTH : PCN 132 R/A/W/T, PCR 1175 R/A/W/T

## TWYs (A3/E2/D2)

WIDTH : 23 M

SURFACE : ASPHALT

STRENGTH :

A3 : PCN 139 F/A/W/T, PCR 1120 F/A/W/T

E2 : PCN 108 F/A/W/T, PCR 1120 F/A/W/T

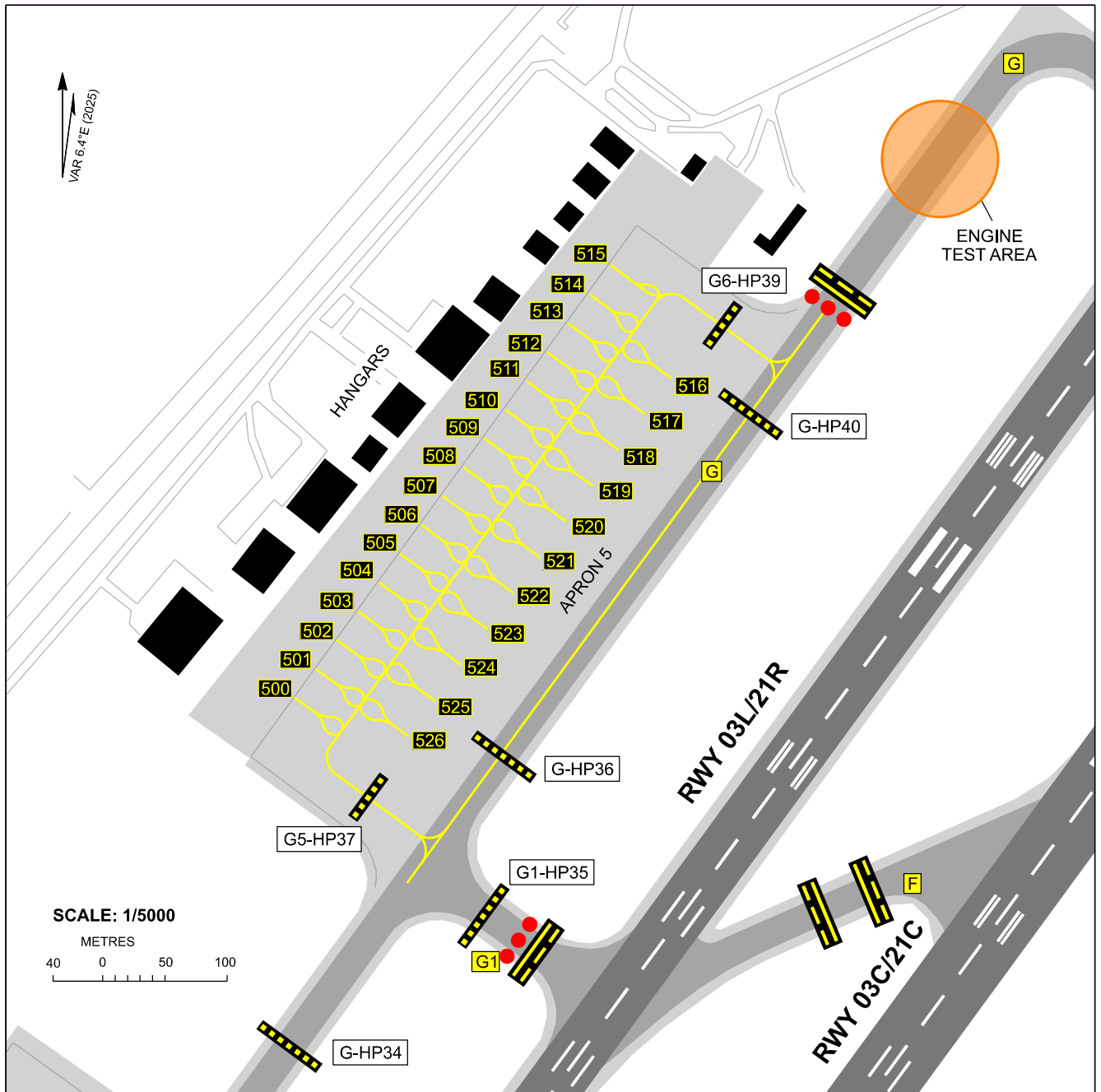
D2 : PCN 90 F/A/W/T, PCR 850 F/A/W/T

**NOTE:** De-icing application will be performed at DE-1, DE-2 de-icing application positions. De-icing guide lines are drawn in green and dashed.

CHANGE: APRON 1 &amp; APRON A, CHART NUMBER, MAG VAR., TWY H1, APRONS &amp; TWYs INFORMATION

AIRCRAFT  
PARKING/DOCKING  
CHART - ICAO

APRON 5 ELEV: 948 M

TWR : 118.100  
GND : 121.900ANKARA/  
ESENBOĞA

## INS COORDINATES FOR AIRCRAFT STANDS

|     |                                |     |                                |
|-----|--------------------------------|-----|--------------------------------|
| 500 | 40°08'18.54"N - 032°59'53.98"E | 514 | 40°08'28.98"N - 033°00'03.93"E |
| 501 | 40°08'19.28"N - 032°59'54.69"E | 515 | 40°08'29.72"N - 033°00'04.64"E |
| 502 | 40°08'20.03"N - 032°59'55.40"E | 516 | 40°08'26.78"N - 033°00'06.74"E |
| 503 | 40°08'20.78"N - 032°59'56.11"E | 517 | 40°08'25.85"N - 033°00'05.86"E |
| 504 | 40°08'21.52"N - 032°59'56.82"E | 518 | 40°08'24.92"N - 033°00'04.97"E |
| 505 | 40°08'22.27"N - 032°59'57.53"E | 519 | 40°08'23.99"N - 033°00'04.08"E |
| 506 | 40°08'23.01"N - 032°59'58.24"E | 520 | 40°08'23.06"N - 033°00'03.20"E |
| 507 | 40°08'23.76"N - 032°59'58.95"E | 521 | 40°08'22.13"N - 033°00'02.31"E |
| 508 | 40°08'24.50"N - 032°59'59.66"E | 522 | 40°08'21.20"N - 033°00'01.43"E |
| 509 | 40°08'25.25"N - 033°00'00.37"E | 523 | 40°08'20.27"N - 033°00'00.54"E |
| 510 | 40°08'25.99"N - 033°00'01.09"E | 524 | 40°08'19.35"N - 032°59'59.66"E |
| 511 | 40°08'26.74"N - 033°00'01.80"E | 525 | 40°08'18.42"N - 032°59'58.77"E |
| 512 | 40°08'27.49"N - 033°00'02.50"E | 526 | 40°08'17.49"N - 032°59'57.89"E |
| 513 | 40°08'28.23"N - 033°00'03.22"E |     |                                |

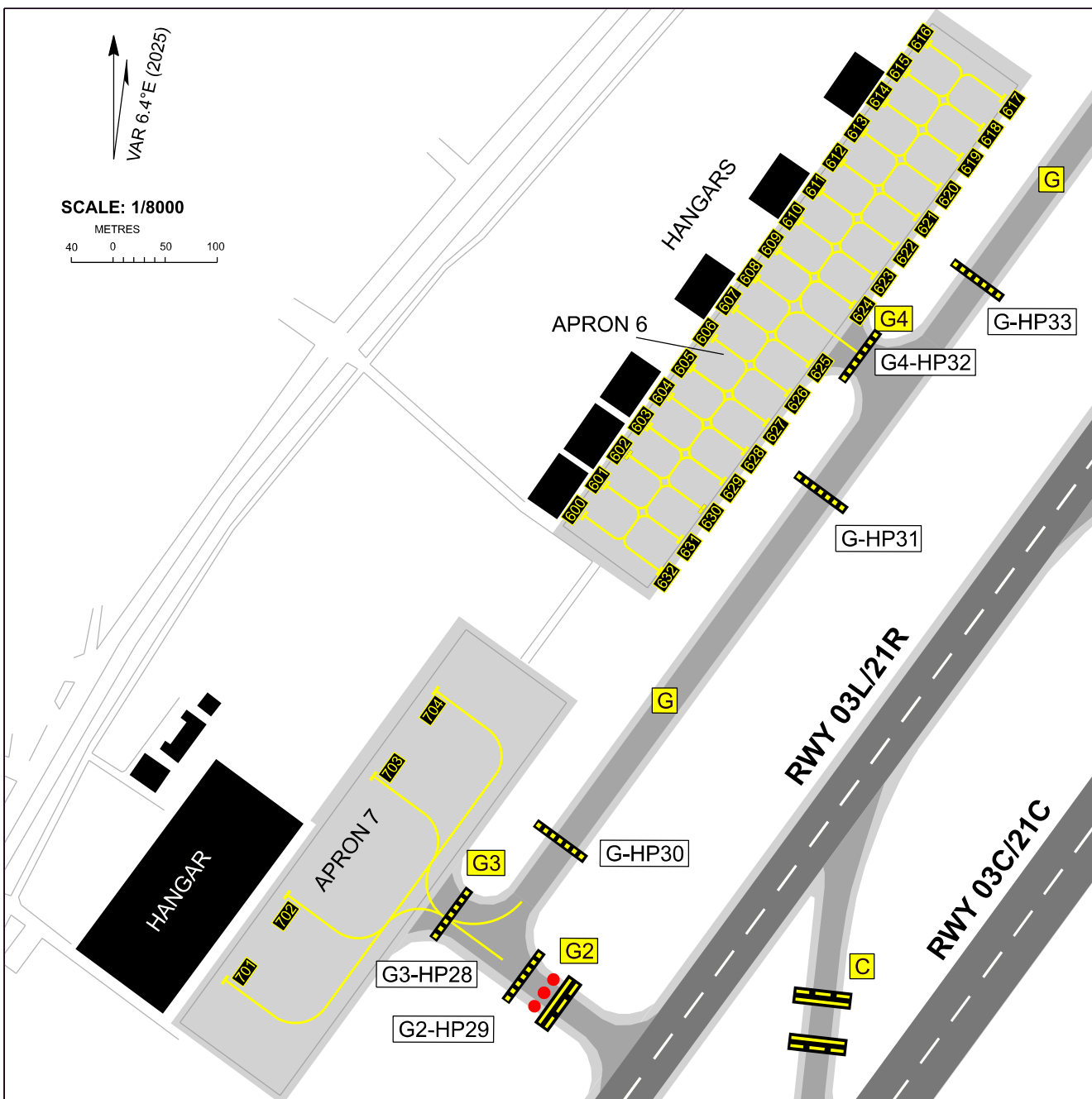
## APRON 5

SURFACE : CONCRETE  
STRENGTH : PCN 136 R/A/W/T,  
PCR 1440 R/A/W/T

## TWYs (G, G1)

WIDTH : 24M  
SURFACE : ASPHALT  
STRENGTH : PCN 139 F/A/W/T  
G : PCR 1210 F/A/W/T  
G1 : PCR 1455 F/A/W/T**NOTE:** Acft stands on Apron 5 btw Prkg positions 500-515 are for Gulfstream-450, acft stands on Apron 5 btw Prkg positions 516-526 are for Gulfstream-650

CHANGE: APRON ELEV, CHART NUMBER, MAG VAR., APRON &amp; TWYs INFORMATION

AIRCRAFT  
PARKING/DOCKING  
CHART - ICAOAPRON 6 ELEV: 947 M  
APRON 7 ELEV: 944 MTWR : 118.100  
GND : 121.900ANKARA/  
ESENBOĞA

## INS COORDINATES FOR AIRCRAFT STANDS

|     |                                |     |                                |
|-----|--------------------------------|-----|--------------------------------|
| 600 | 40°07'54.28"N - 032°59'30.05"E | 619 | 40°08'05.46"N - 032°59'45.21"E |
| 601 | 40°07'55.19"N - 032°59'30.93"E | 620 | 40°08'04.54"N - 032°59'44.34"E |
| 602 | 40°07'56.11"N - 032°59'31.80"E | 621 | 40°08'03.62"N - 032°59'43.46"E |
| 603 | 40°07'57.02"N - 032°59'32.67"E | 622 | 40°08'02.70"N - 032°59'42.60"E |
| 604 | 40°07'57.94"N - 032°59'33.55"E | 623 | 40°08'01.79"N - 032°59'41.71"E |
| 605 | 40°07'58.86"N - 032°59'34.42"E | 624 | 40°08'00.87"N - 032°59'40.84"E |
| 606 | 40°07'59.77"N - 032°59'35.29"E | 625 | 40°07'59.04"N - 032°59'39.10"E |
| 607 | 40°08'00.69"N - 032°59'36.17"E | 626 | 40°07'58.12"N - 032°59'38.22"E |
| 608 | 40°08'01.60"N - 032°59'37.04"E | 627 | 40°07'57.20"N - 032°59'37.35"E |
| 609 | 40°08'02.52"N - 032°59'37.91"E | 628 | 40°07'56.29"N - 032°59'36.48"E |
| 610 | 40°08'03.43"N - 032°59'38.87"E | 629 | 40°07'55.38"N - 032°59'35.60"E |
| 611 | 40°08'04.35"N - 032°59'39.65"E | 630 | 40°07'54.46"N - 032°59'34.73"E |
| 612 | 40°08'05.26"N - 032°59'40.53"E | 631 | 40°07'53.54"N - 032°59'33.86"E |
| 613 | 40°08'06.18"N - 032°59'41.40"E | 632 | 40°07'52.63"N - 032°59'32.99"E |
| 614 | 40°08'07.09"N - 032°59'42.28"E | 701 | 40°07'39.78"N - 032°59'15.63"E |
| 615 | 40°08'08.01"N - 032°59'43.15"E | 702 | 40°07'42.43"N - 032°59'18.15"E |
| 616 | 40°08'08.93"N - 032°59'44.02"E | 703 | 40°07'46.12"N - 032°59'21.64"E |
| 617 | 40°08'07.29"N - 032°59'46.95"E | 704 | 40°07'48.78"N - 032°59'24.16"E |
| 618 | 40°08'06.37"N - 032°59'46.08"E |     |                                |

## APRON 6

SURFACE : CONCRETE  
STRENGTH : PCN 125 R/A/W/T, PCR 1170 R/A/W/T

## APRON 7

SURFACE : CONCRETE  
STRENGTH : PCN 140 R/A/W/T, PCR 1470 R/A/W/T  
TWYs (G, G2, G3, G4)

## WIDTH

G, G2, G3 : 24M

G4 : 35M

## SURFACE

G, G4 : ASPHALT

G2, G3 : CONCRETE

## STRENGTH

G : PCN 139 F/A/W/T, PCR 1210 F/A/W/T

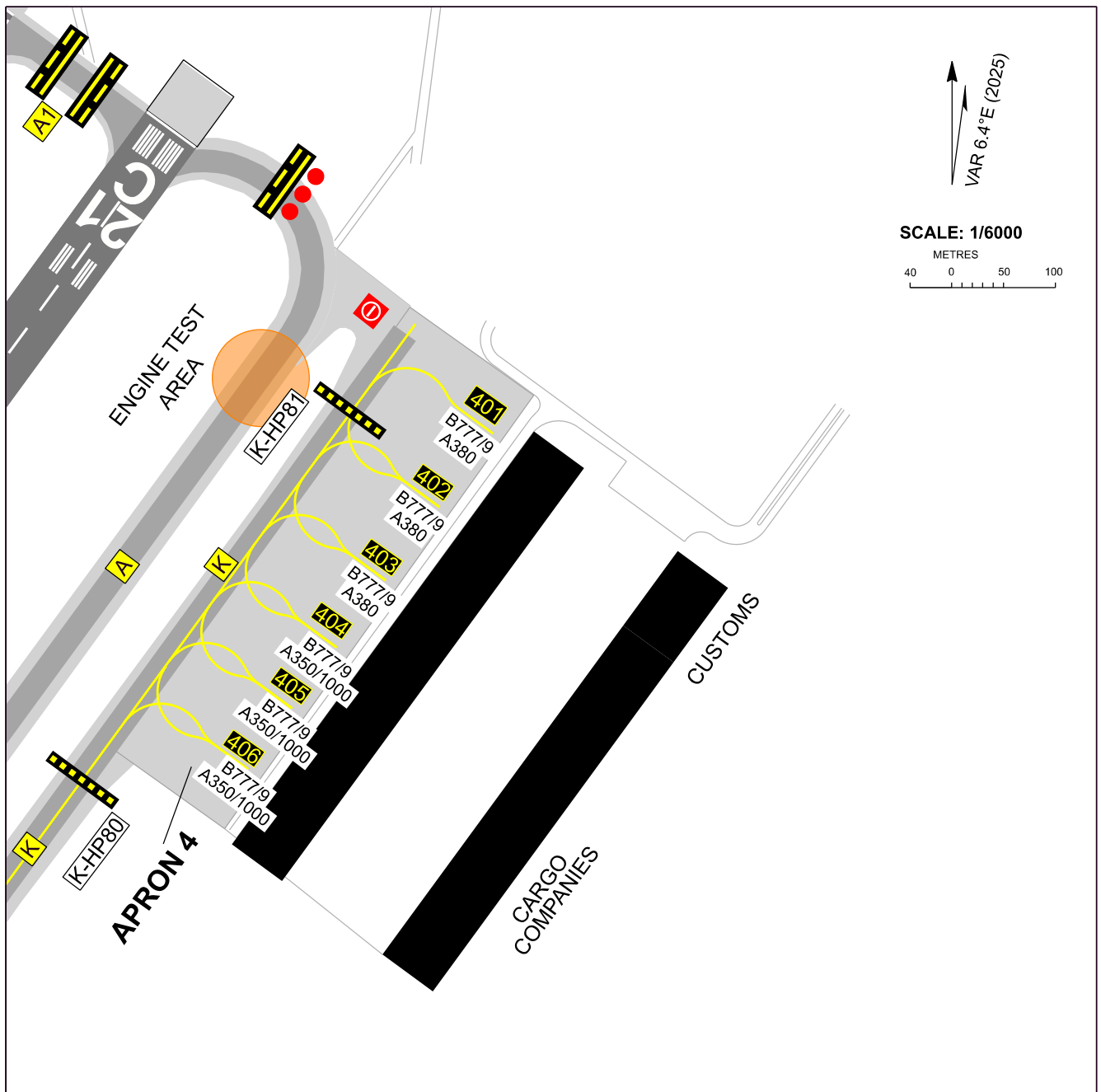
G2 : PCN 130 F/C/W/T, PCR 1190 R/A/W/T

G3 : PCN 140 R/A/W/T, PCR 1910 R/A/W/T

G4 : PCN 139 R/A/W/T, PCR 1590 F/A/W/T

**NOTE** : All acft stands on Apron 6 are for 600-616  
Gulfstream G450-G550, 617-632 Cessna Citation  
C680 type of acft.

CHANGE: MAG VAR., CHART NUMBER, APRONS &amp; TWYs INFORMATION



### INS COORDINATES FOR AIRCRAFT STANDS

401 40°08'19.34"N - 033°00'46.16"E  
402 40°08'17.05"N - 033°00'43.97"E  
403 40°08'14.76"N - 033°00'41.79"E  
404 40°08'12.67"N - 033°00'39.79"E  
405 40°08'10.77"N - 033°00'37.98"E  
406 40°08'08.87"N - 033°00'36.17"E

**APRON 4**

SURFACE : CONCRETE  
STRENGTH : PCN 139 R/A/W/T, PCR 1650 R/A/W/T

## TWY (K)

WIDTH : 23M  
SURFACE : ASPHALT  
STRENGTH : PCN 139 F/A/W/T, PCR 1640 F/A/W/T

## CHANGE: NEW CHART

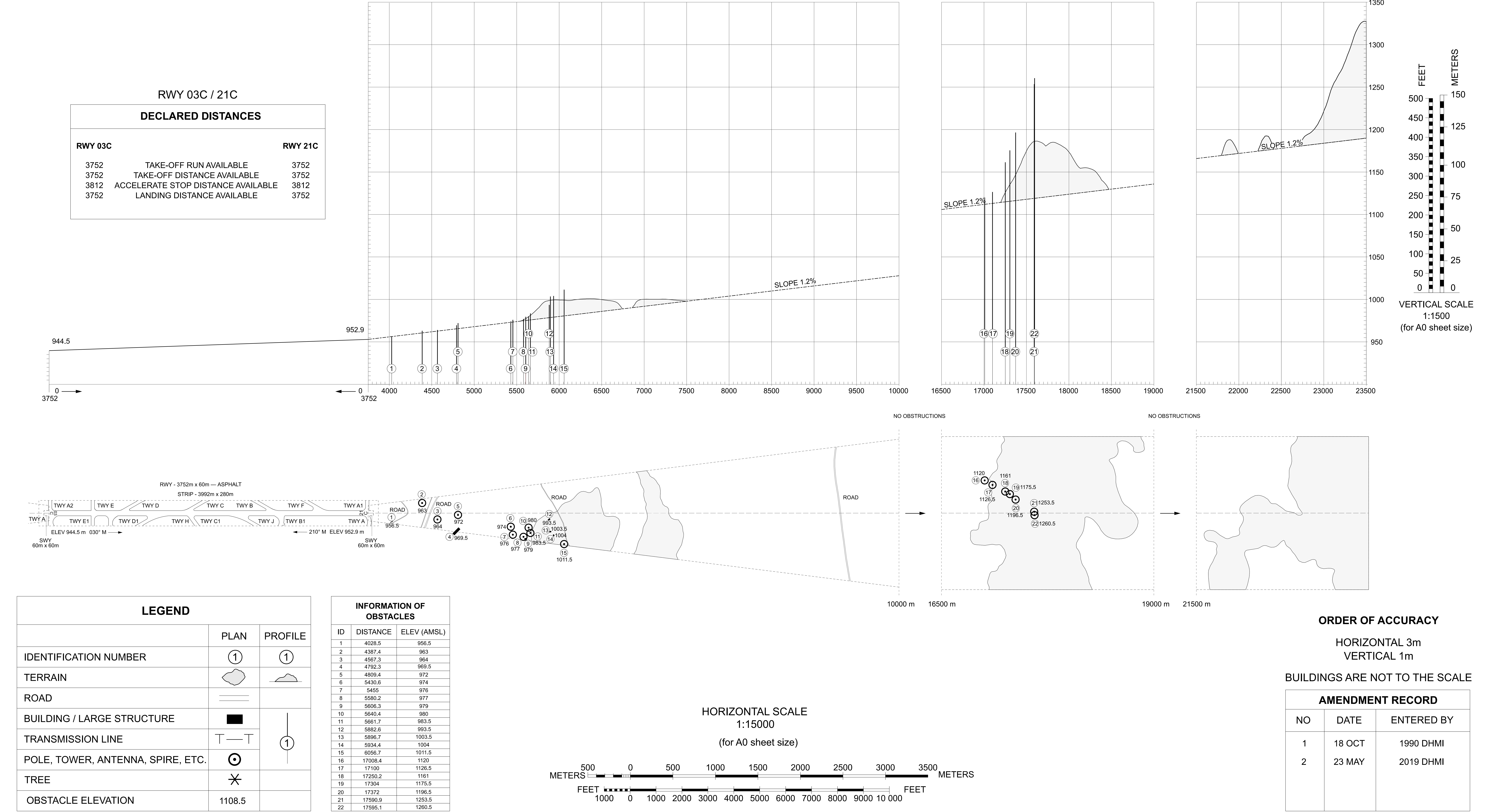


# AERODROME OBSTACLE CHART — ICAO TYPE A (OPERATING LIMITATIONS)

**ANKARA / ESENBOĞA**  
**RWY 03C**

## DIMENSIONS AND ELEVATIONS IN METERS

MAGNETIC VARIATION 6.4° E (2025)





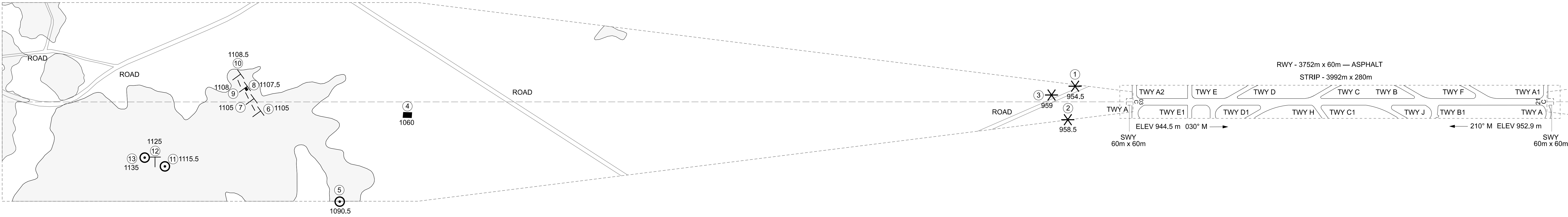
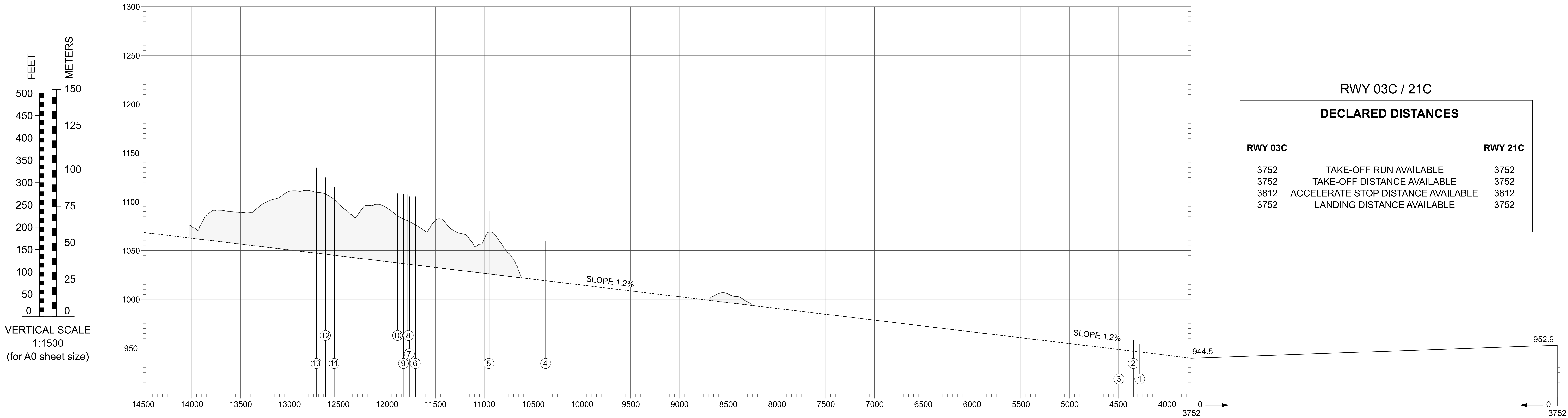
# AERODROME OBSTACLE CHART — ICAO

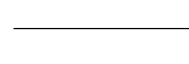
## TYPE A (OPERATING LIMITATIONS)

**ANKARA / ESENBOĞA**  
**RWY 21C**

## DIMENSIONS AND ELEVATIONS IN METERS

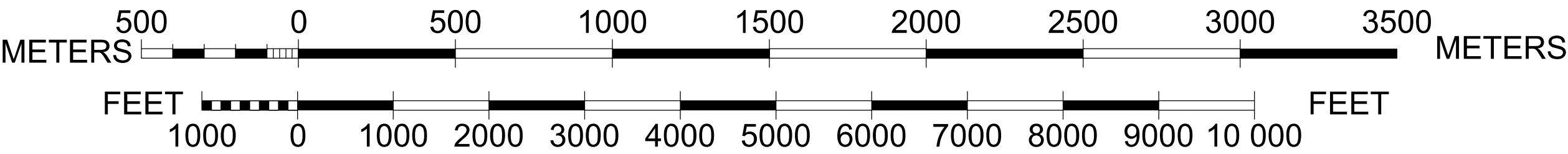
MAGNETIC VARIATION 6.4° E (2025)



| LEGEND                            |                                                                                     |                                                                                     |
|-----------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
|                                   | PLAN                                                                                | PROFILE                                                                             |
| IDENTIFICATION NUMBER             | ①                                                                                   | ①                                                                                   |
| TERRAIN                           |  |  |
| ROAD                              |  |                                                                                     |
| BUILDING / LARGE STRUCTURE        |  |  |
| TRANSMISSION LINE                 | T—T                                                                                 |                                                                                     |
| POLE, TOWER, ANTENNA, SPIRE, ETC. | ⊙                                                                                   |                                                                                     |
| TREE                              | ✱                                                                                   |                                                                                     |
| OBSTACLE ELEVATION                | 1108.5                                                                              |                                                                                     |

| INFORMATION OF OBSTACLES |          |             |
|--------------------------|----------|-------------|
| ID                       | DISTANCE | ELEV (AMSL) |
| 1                        | 4278.1   | 954.5       |
| 2                        | 4344.1   | 958.5       |
| 3                        | 4491.9   | 959         |
| 4                        | 10368.2  | 1060        |
| 5                        | 11705.1  | 1090.5      |
| 6                        | 11765.9  | 1105        |
| 7                        | 11791.1  | 1105        |
| 8                        | 11826.7  | 1107.5      |
| 9                        | 11886.8  | 1108        |
| 10                       | 12482.9  | 1108.5      |
| 11                       | 12537.7  | 1115.5      |
| 12                       | 12552    | 1125        |
| 13                       | 12720.9  | 1135        |

HORIZONTAL SCALE  
1:15000  
(for A0 sheet size)



## ORDER OF ACCURACY

HORIZONTAL 3m  
VERTICAL 1m

BUILDINGS ARE NOT TO THE SCALE

| AMENDMENT RECORD |        |            |
|------------------|--------|------------|
| NO               | DATE   | ENTERED BY |
| 1                | 18 OCT | 1990 DHMI  |
| 2                | 23 MAY | 2019 DHMI  |

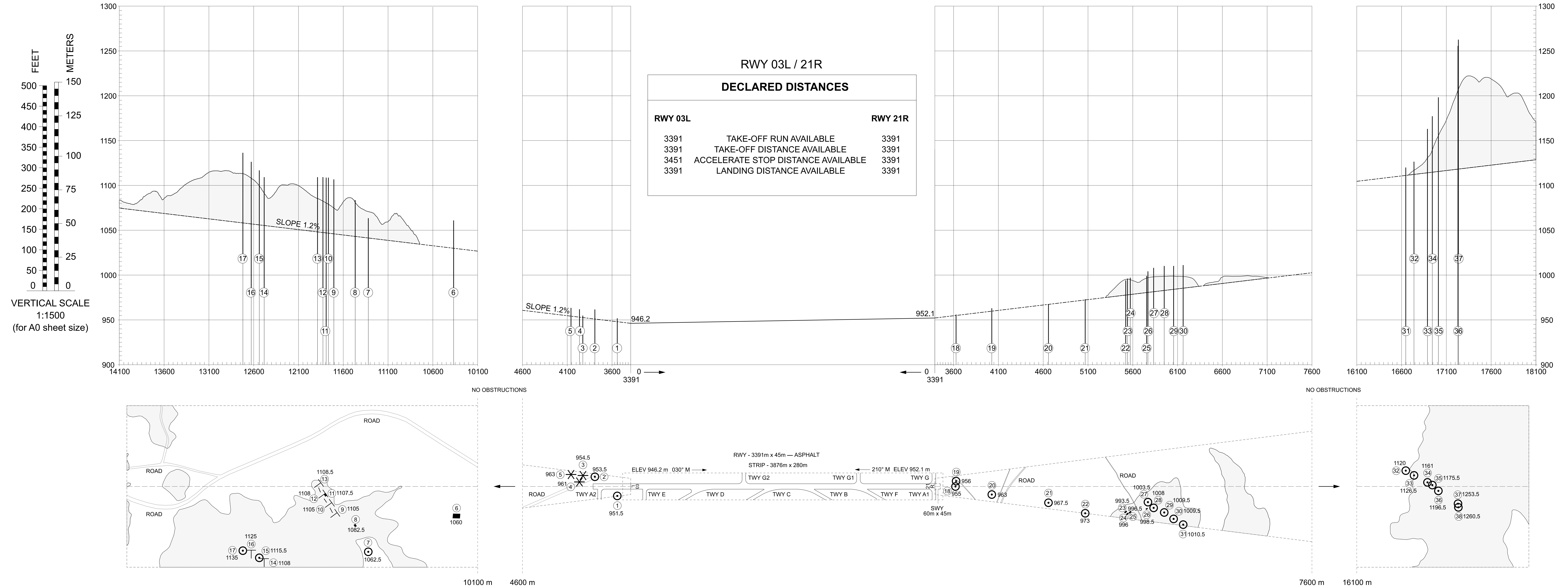


AERODROME OBSTACLE CHART — ICAO  
TYPE A (OPERATING LIMITATIONS)

ANKARA / ESENBOĞA  
RWY 03L/21R

DIMENSIONS AND ELEVATIONS IN METERS

MAGNETIC VARIATION 6.4° E (2025)



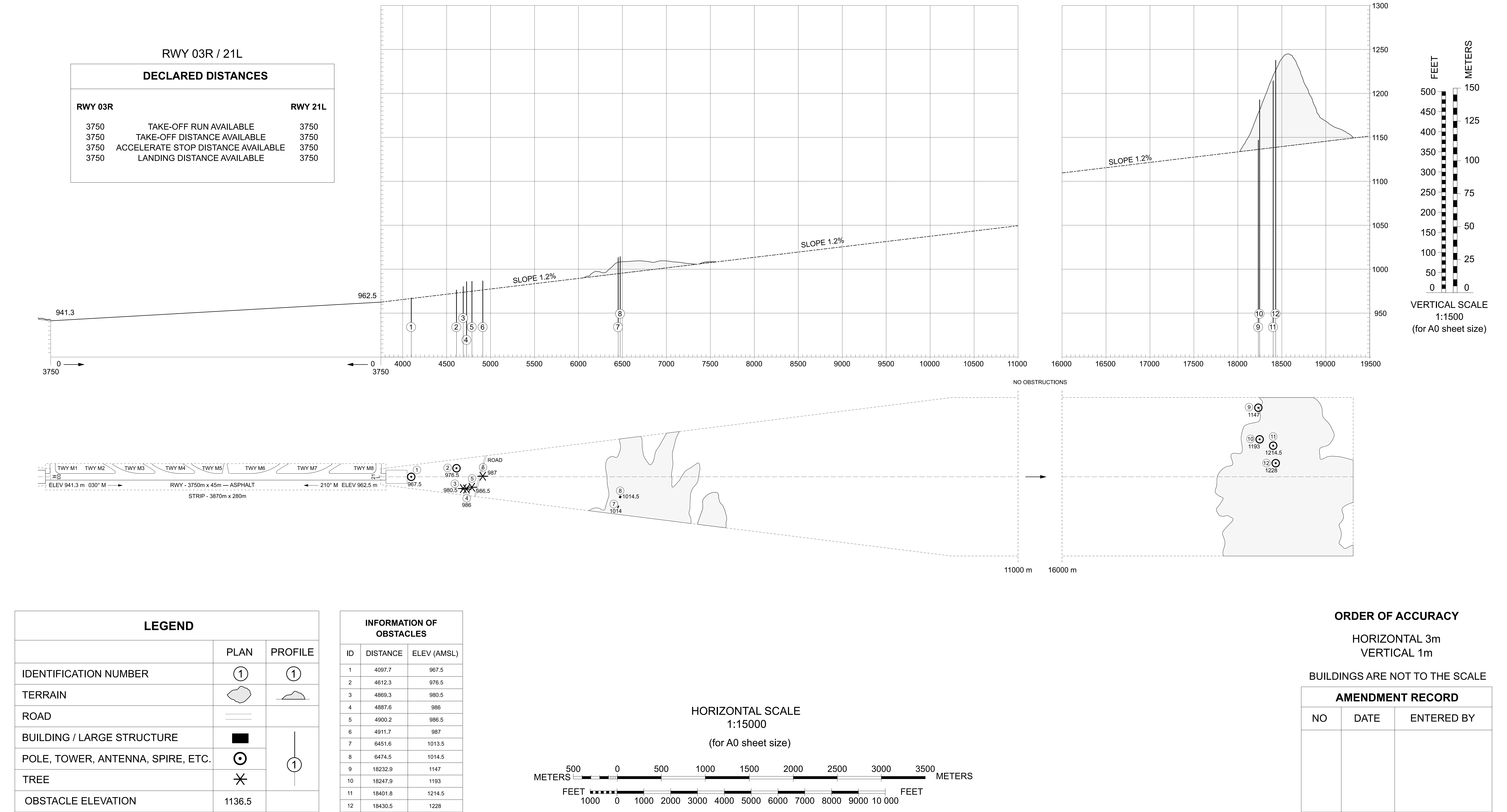


AERODROME OBSTACLE CHART — ICAO  
TYPE A (OPERATING LIMITATIONS)

ANKARA / ESENBOĞA  
RWY 03R

DIMENSIONS AND ELEVATIONS IN METERS

MAGNETIC VARIATION 6.4° E (2025)



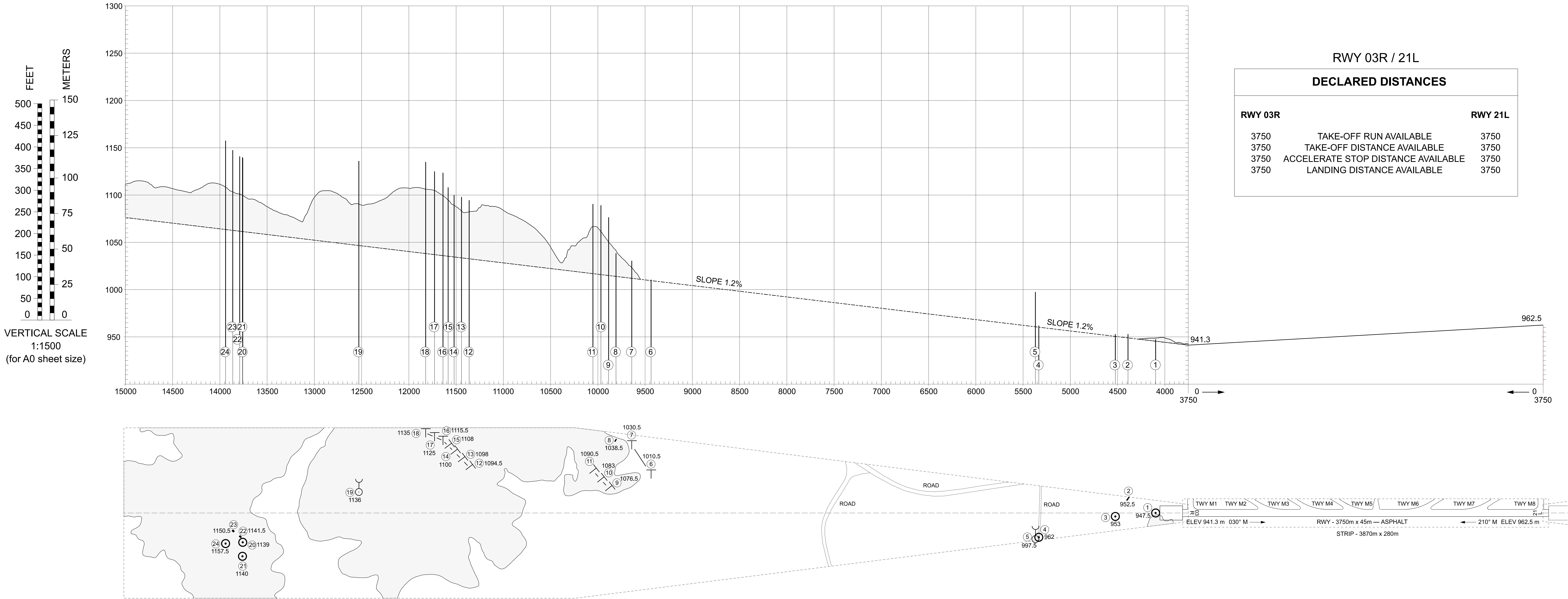


AERODROME OBSTACLE CHART — ICAO  
TYPE A (OPERATING LIMITATIONS)

ANKARA / ESENBOĞA  
RWY 21L

DIMENSIONS AND ELEVATIONS IN METERS

MAGNETIC VARIATION 6.4° E (2025)



| LEGEND                            |        |         |
|-----------------------------------|--------|---------|
|                                   | PLAN   | PROFILE |
| IDENTIFICATION NUMBER             | ①      | ①       |
| TERRAIN                           |        |         |
| ROAD                              |        |         |
| BUILDING / LARGE STRUCTURE        |        | ①       |
| TRANSMISSION LINE                 |        |         |
| POLE, TOWER, ANTENNA, SPIRE, ETC. |        |         |
| MOSQUE                            |        |         |
| OBSTACLE ELEVATION                | 1136.5 |         |

| INFORMATION OF OBSTACLES |          |             |
|--------------------------|----------|-------------|
| ID                       | DISTANCE | ELEV (AMSL) |
| 1                        | 4097.3   | 947.5       |
| 2                        | 4389.9   | 952.5       |
| 3                        | 4523.6   | 953         |
| 4                        | 5333.6   | 962         |
| 5                        | 5369.8   | 997         |
| 6                        | 9436.9   | 1010.5      |
| 7                        | 9641.3   | 1030.5      |
| 8                        | 9808.1   | 1038.5      |
| 9                        | 9885.9   | 1076.5      |
| 10                       | 9996.7   | 1083        |
| 11                       | 10052.5  | 1090.5      |
| 12                       | 11361.6  | 1094.5      |
| 13                       | 11442.8  | 1099        |
| 14                       | 11520.8  | 1101        |
| 15                       | 11584    | 1108        |
| 16                       | 11638.6  | 1115.5      |
| 17                       | 11728.4  | 1125        |
| 18                       | 11822.1  | 1135        |
| 19                       | 12528.9  | 1136        |
| 20                       | 13757.6  | 1139        |
| 21                       | 13760.5  | 1140        |
| 22                       | 13790.2  | 1141.5      |
| 23                       | 13863.8  | 1150.5      |
| 24                       | 13939.2  | 1157.5      |

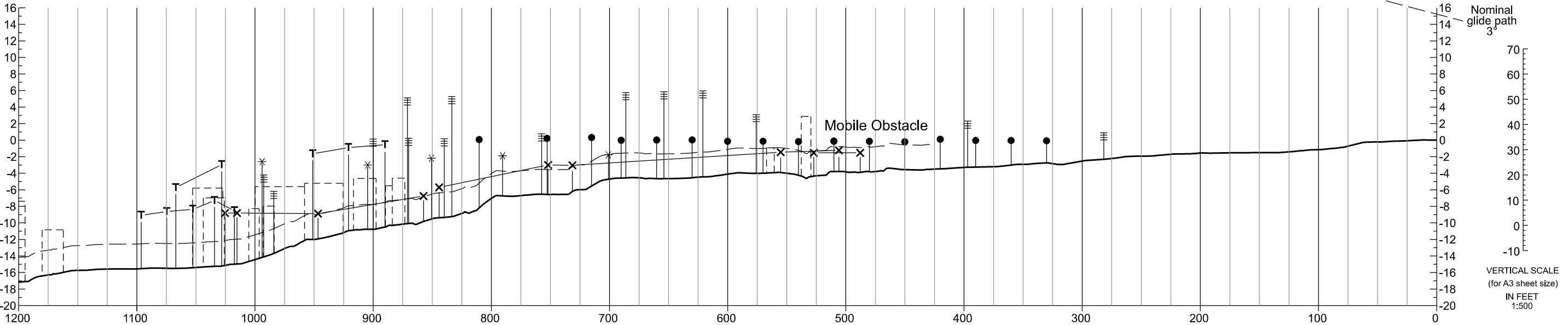
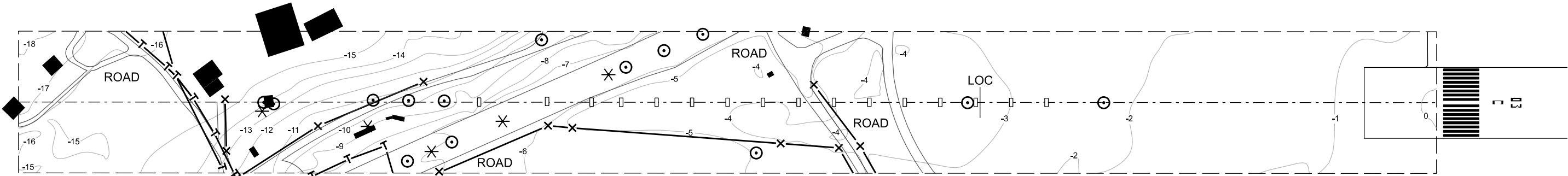
| ORDER OF ACCURACY              |      |            |
|--------------------------------|------|------------|
| HORIZONTAL 3m                  |      |            |
| VERTICAL 1m                    |      |            |
| BUILDINGS ARE NOT TO THE SCALE |      |            |
| AMENDMENT RECORD               |      |            |
| NO                             | DATE | ENTERED BY |
|                                |      |            |



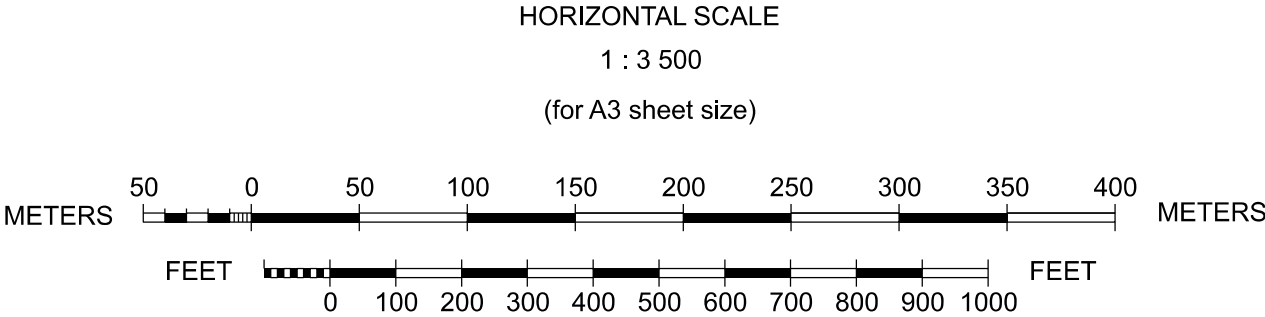
PRECISION APPROACH TERRAIN CHART — ICAO

ANKARA/ESENBOĞA  
RWY 03C

DISTANCES AND HEIGHTS IN METERS



| LEGEND                                          |      |         |
|-------------------------------------------------|------|---------|
|                                                 | PLAN | PROFILE |
| CONTOUR                                         |      |         |
| CENTERLINE                                      |      |         |
| DEVIATION AT LEAST ±3 m FROM CENTERLINE PROFILE |      |         |
| ROAD                                            |      |         |
| BUILDING                                        |      |         |
| TREE                                            |      |         |
| APPROACH LIGHTS                                 |      |         |
| POLE, ANTENNA                                   |      |         |
| TRANSMISSION LINE                               |      |         |
| FENCE                                           |      |         |



CONTOURS AND HEIGHTS ARE RELATED TO ELEVATION OF RUNWAY THRESHOLD

ORDER OF ACCURACY

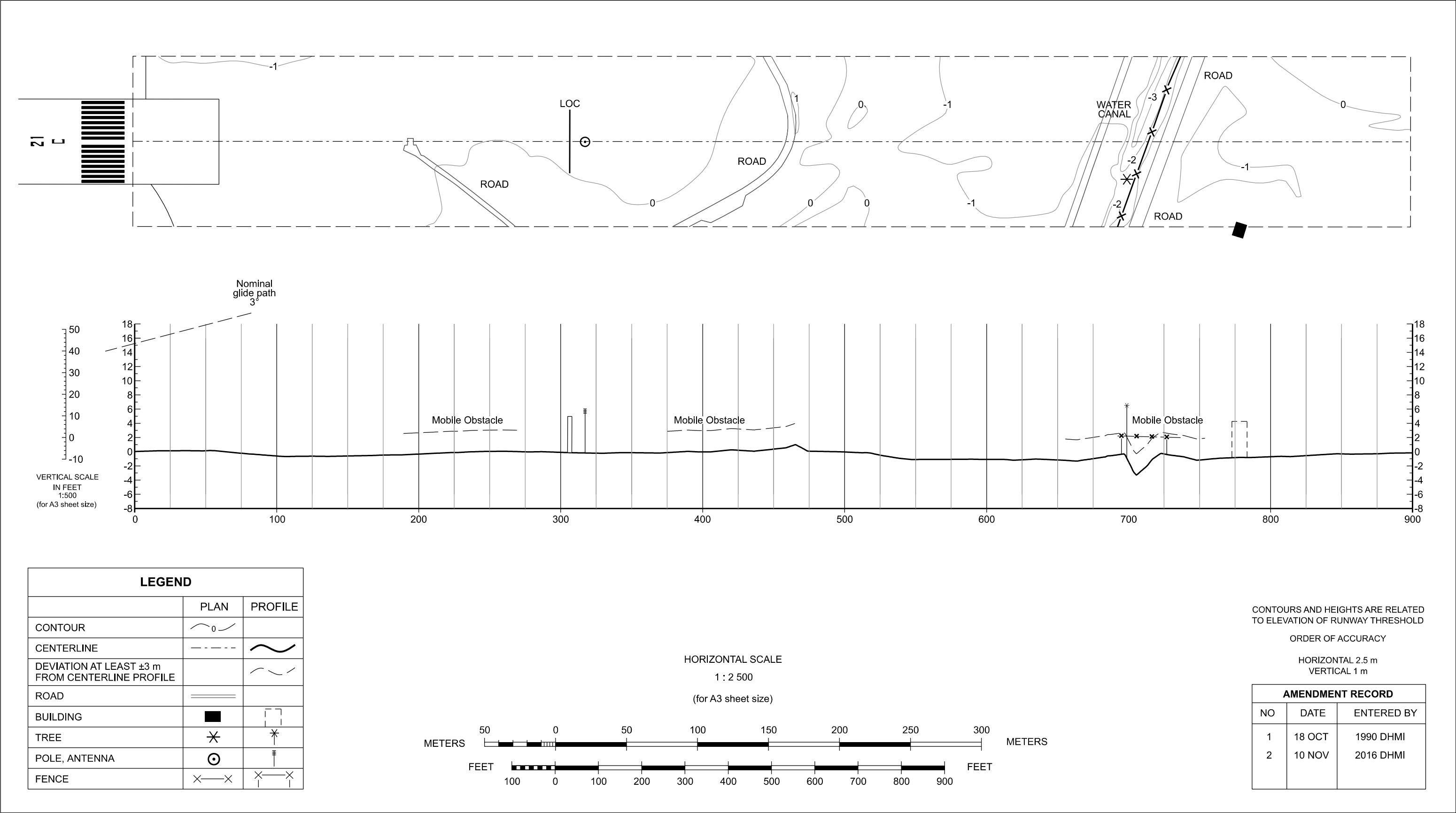
HORIZONTAL 2.5 m  
VERTICAL 1 m

| AMENDMENT RECORD |        |            |
|------------------|--------|------------|
| NO               | DATE   | ENTERED BY |
| 1                | 18 OCT | 1990 DHMI  |
| 2                | 10 NOV | 2016 DHMI  |

PRECISION APPROACH TERRAIN CHART — ICAO

ANKARA/ESENBOĞA  
RWY 21C

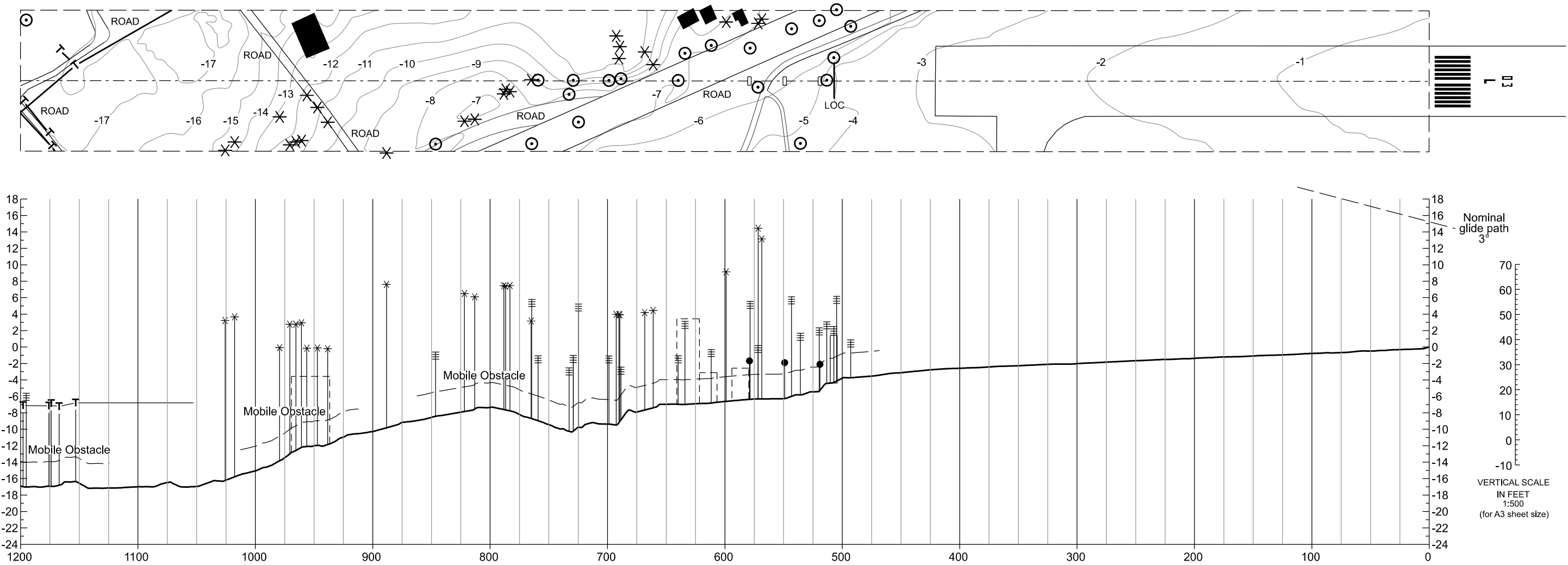
DISTANCES AND HEIGHTS IN METERS



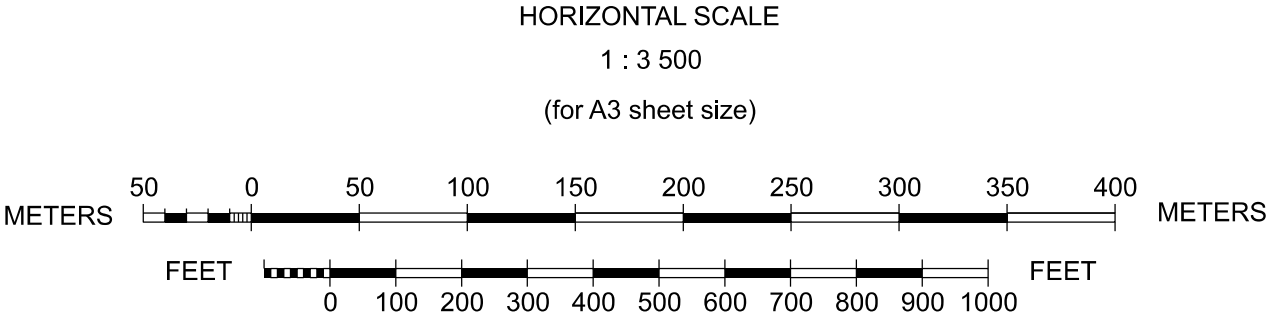
PRECISION APPROACH TERRAIN CHART — ICAO

ANKARA/ESENBOĞA  
RWY 03L

DISTANCES AND HEIGHTS IN METERS



| LEGEND                                          |      |         |
|-------------------------------------------------|------|---------|
|                                                 | PLAN | PROFILE |
| CONTOUR                                         |      |         |
| CENTERLINE                                      |      |         |
| DEVIATION AT LEAST ±3 m FROM CENTERLINE PROFILE |      |         |
| ROAD                                            |      |         |
| BUILDING                                        |      |         |
| TREE                                            |      |         |
| APPROACH LIGHTS                                 |      |         |
| POLE, ANTENNA                                   |      |         |
| TRANSMISSION LINE                               |      |         |



CONTOURS AND HEIGHTS ARE RELATED  
TO ELEVATION OF RUNWAY THRESHOLD

ORDER OF ACCURACY

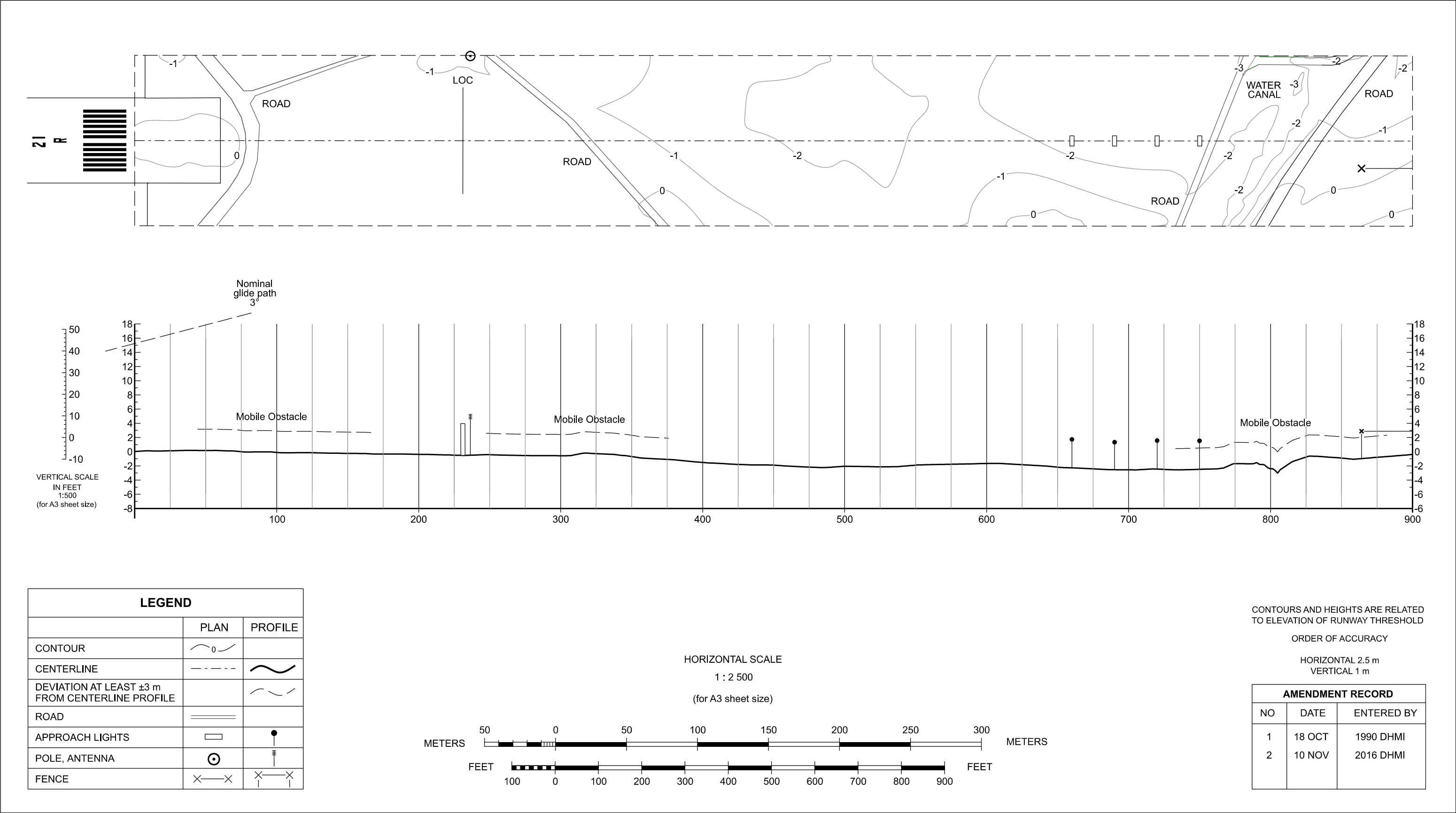
HORIZONTAL 2.5 m  
VERTICAL 1 m

| AMENDMENT RECORD |        |            |
|------------------|--------|------------|
| NO               | DATE   | ENTERED BY |
| 1                | 18 OCT | 1990 DHMI  |
| 2                | 10 NOV | 2016 DHMI  |

PRECISION APPROACH TERRAIN CHART — ICAO

ANKARA/ESENBOĞA  
RWY 21R

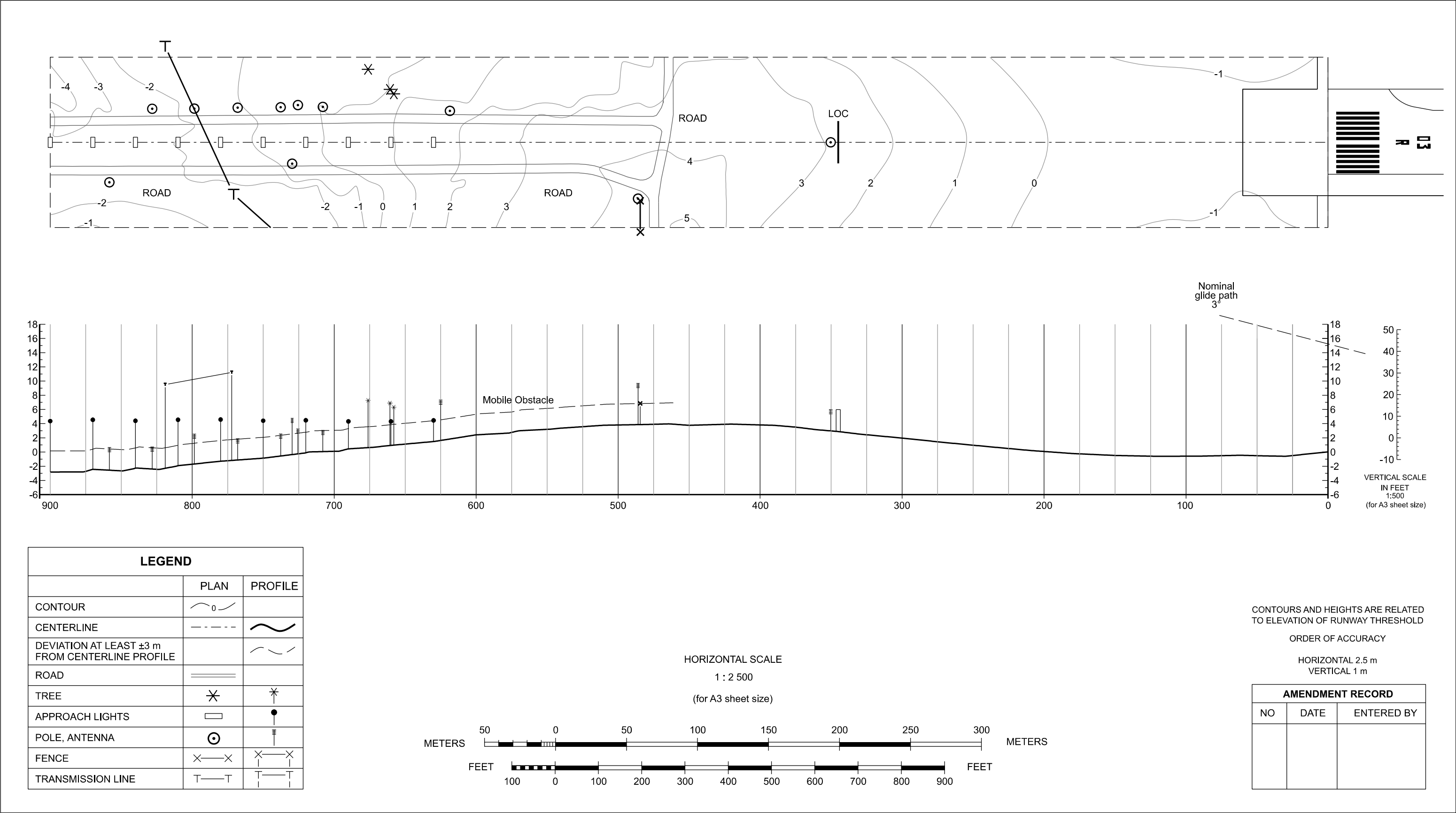
DISTANCES AND HEIGHTS IN METERS



PRECISION APPROACH TERRAIN CHART — ICAO

ANKARA/ESENBOĞA  
RWY 03R

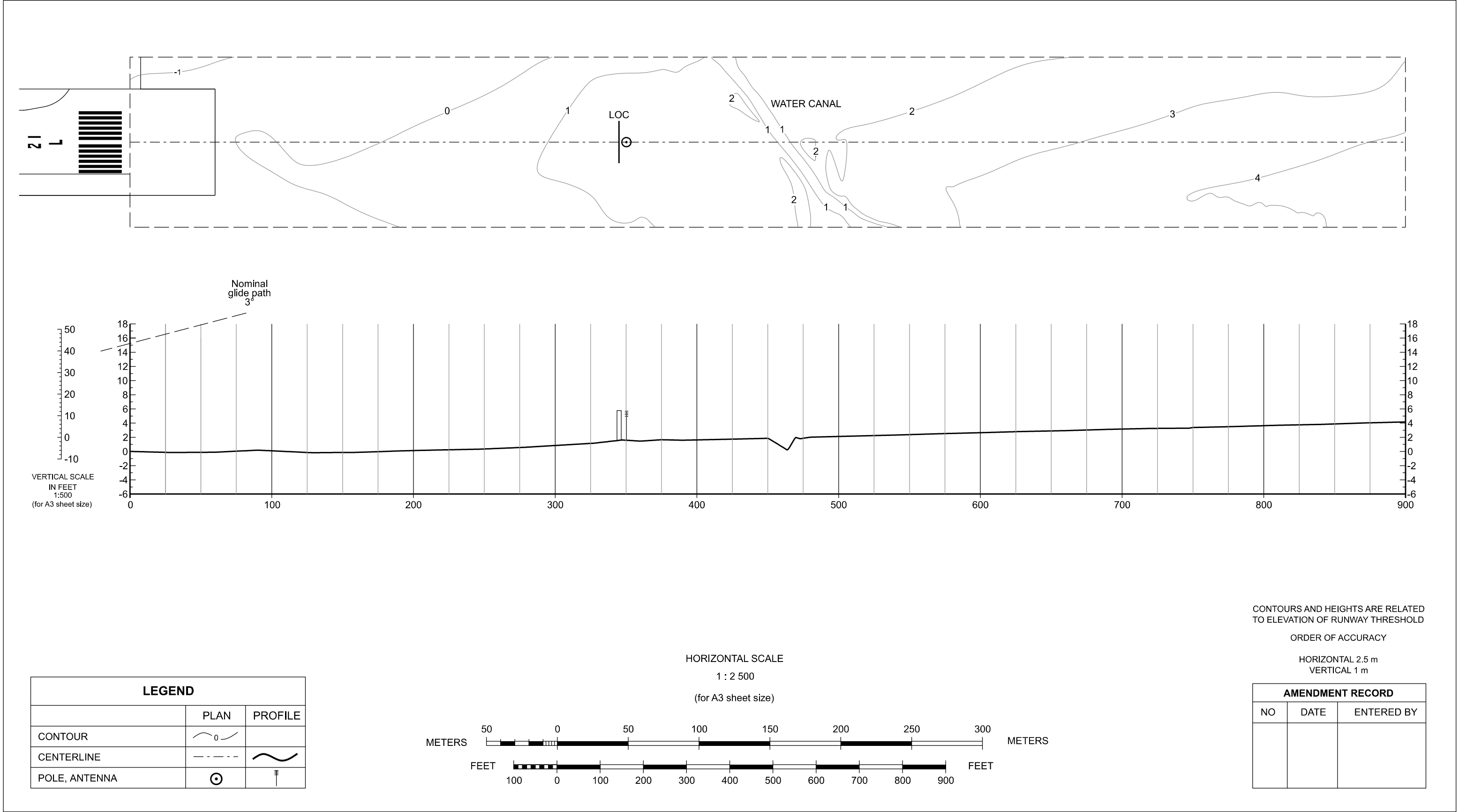
DISTANCES AND HEIGHTS IN METERS



# PRECISION APPROACH TERRAIN CHART — ICAO

**ANKARA/ESENBOĞA**  
RWY 21L

DISTANCES AND HEIGHTS IN METERS





## RWY 03L/C/R



**ANKARA / ESENBOĞA AIRPORT**  
**STANDARD INSTRUMENT DEPARTURE ROUTES FOR RWY 03L/C/R**  
**(BASED ON BUK VOR/NDB)**

**After take off proceed to BUK then;**

|                                 |                                                                                                                |
|---------------------------------|----------------------------------------------------------------------------------------------------------------|
| ILHAN 1A<br>(ILHAN ONE ALPHA)   | Right turn intercept BUK R-061 (061° of BUK NDB) to ILHAN and join AWY.                                        |
| GURBU 1A<br>(GURBU ONE ALPHA)   | Right turn intercept BUK R-091 (091° of BUK NDB) to GURBU and join AWY.                                        |
| KUBER 1A<br>(KUBER ONE ALPHA)   | Right turn intercept BUK R-129 (129° of BUK NDB) to KUBER and join AWY.                                        |
| YUCEL 1A<br>(YUCEL ONE ALPHA)   | Right turn intercept BUK R-147 (147° of BUK NDB) to YUCEL cross at or above FL250 and join AWY.                |
| BAKIR 1A<br>(BAKIR ONE ALPHA)   | Right turn intercept BUK R-163 (163° of BUK NDB) to BAKIR and join AWY.                                        |
| TELVO 1A<br>(TELVO ONE ALPHA)   | Right turn intercept BUK R-184 (184° of BUK NDB) to TELVO and join AWY.                                        |
| HAY 1A<br>(HAYMANA ONE ALPHA)   | Right turn intercept BUK R-184 (184° of BUK NDB) to LAGOL then proceed direct to HAY NDB and join AWY.         |
| HAY 1U<br>(HAYMANA ONE UNIFORM) | Left turn intercept BUK R-226 (226° of BUK NDB) to BAG VOR then proceed to HAY NDB via BAG R-194 and join AWY. |
| HALIL 1A<br>(HALİL ONE ALPHA)   | Right turn intercept BUK R-184 (184° of BUK NDB) to LAGOL then proceed to HALIL via HAY NDB and join AWY.      |
| HALIL 1U<br>(HALİL ONE UNIFORM) | Left turn intercept BUK R-226 (226° of BUK NDB) to BAG VOR then proceed to HALIL via BAG R-201 and join AWY.   |
| PETAR 1A<br>(PETAR ONE ALPHA)   | Left turn intercept BUK R-259 (259° of BUK NDB) to PETAR and join AWY.                                         |
| SALGO 1A<br>(SALGO ONE ALPHA)   | Left turn intercept BUK R-283 (283° of BUK NDB) to SALGO and join AWY.                                         |

**NOTE:** This SID is only authorized for the traffic originated from ANKARA/Esenboğa Airport to points beyond İstanbul FIR when there is no jet activity within Mürted (LTAE) CTR.

|                               |                                                                        |
|-------------------------------|------------------------------------------------------------------------|
| ASTAL 1A<br>(ASTAL ONE ALPHA) | Left turn intercept BUK R-356 (356° of BUK NDB) to ASTAL and join AWY. |
| LATGA 1A<br>(LATGA ONE ALPHA) | Left turn intercept BUK R-271 (271° of BUK NDB) to LATGA and join AWY. |
| DEREL 1A<br>(DEREL ONE ALPHA) | Left turn intercept BUK R-299 (299° of BUK NDB) to DEREL and join AWY. |

**NOTE 1:** This SID is only authorized for the traffic originated from ANKARA/Esenboğa Airport to points beyond İstanbul FIR when BUK-MAKOL segment of AWY L602 available and when there is no jet activity within Mürted (LTAE) CTR.

**NOTE 2:** For all RWY 03 SID's minimum crossing altitude at BUK VOR/NDB is 5050 FT MSL. Criteria requires minimum climb gradient of 4.2% (approx. 255 FT NM) until passing 6200 FT MSL.

## RWY 21L/C/R





**ANKARA / ESENBOĞA AIRPORT**  
**STANDARD INSTRUMENT DEPARTURE ROUTES FOR RWY 21L/C/R**  
**(BASED ON ANK NDB)**

**After take off proceed to ANK then;**

| **HALIL 1B**  
(HALIL ONE BRAVO) Intercept 207° of ANK NDB to HALIL and join AWY.

| **PETAR 1B**  
(PETAR ONE BRAVO) Right turn intercept 285° of ANK NDB to PETAR and join AWY.

| **SALGO 1B**  
(SALGO ONE BRAVO) Right turn intercept 311° of ANK NDB to SALGO and join AWY.

**NOTE 1:** This SID is only authorized for the traffic originated from ANKARA/Esenboğa Airport to points beyond İstanbul FIR when there is no jet activity within Mürted (LTAE) CTR.

| **ASTAL 1B**  
(ASTAL ONE BRAVO) Right turn intercept 010° of ANK NDB to ASTAL and join AWY.

| **ILHAN 1B**  
(İLHAN ONE BRAVO) Left turn intercept 050° of ANK NDB to ILHAN and join AWY.

| **GURBU 1B**  
(GURBU ONE BRAVO) Left turn intercept 068° of ANK NDB to GURBU and join AWY.

| **KUBER 1B**  
(KUBER ONE BRAVO) Left turn intercept 095° of ANK NDB to KUBER and join AWY.

| **YUCEL 1B**  
(YUCEL ONE BRAVO) Left turn intercept 118° of ANK NDB to YUCEL cross at or above FL250 and join AWY.

| **BAKIR 1B**  
(BAKIR ONE BRAVO) Left turn intercept 138° of ANK NDB to BAKIR and join AWY AWY.

| **TELVO 1B**  
(TELVO ONE BRAVO) Left turn intercept 167° of ANK NDB to TELVO and join AWY.

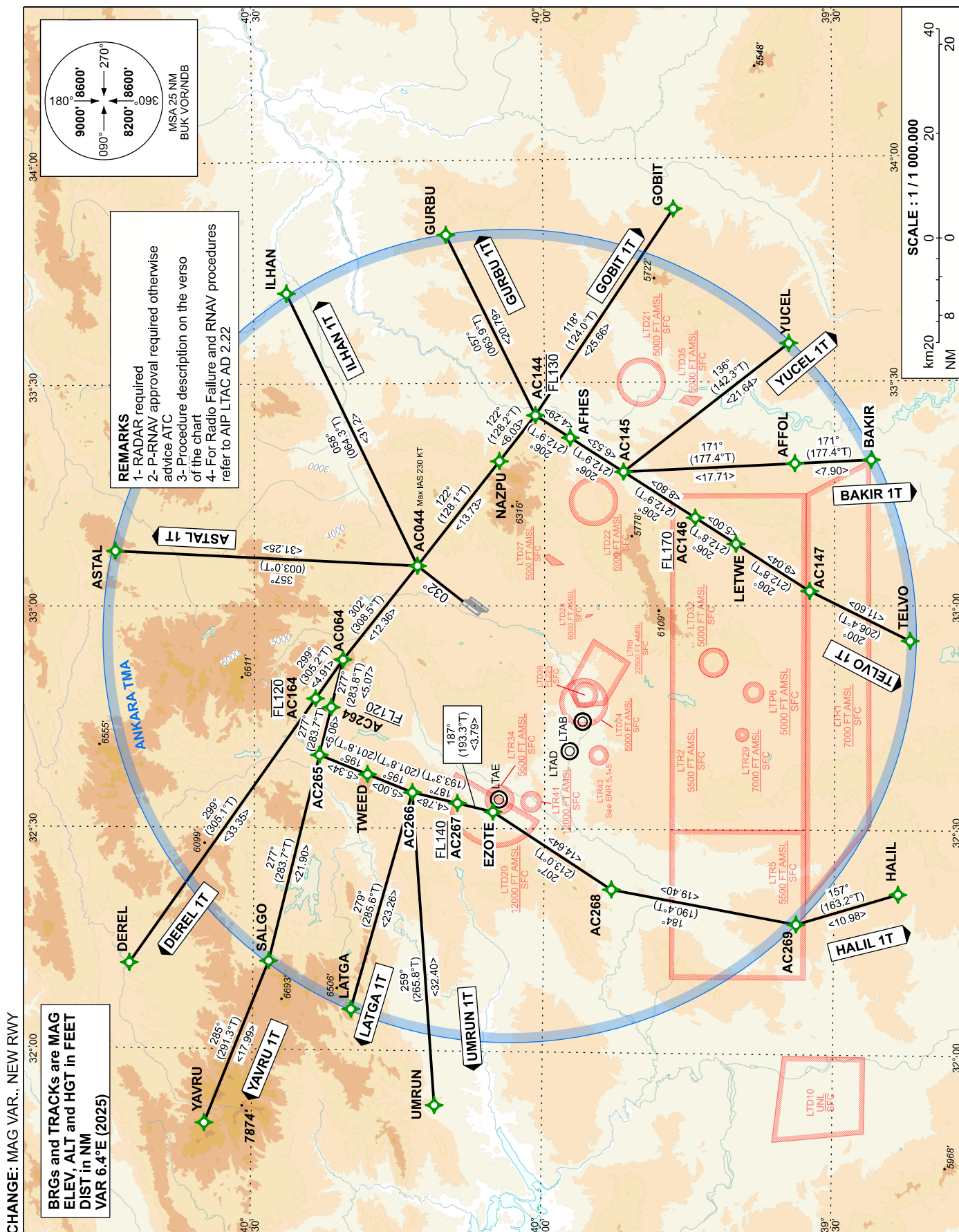
| **HAY 1B**  
(HAYMANA ONE BRAVO) Intercept 200° of ANK NDB to HAY NDB then right turn and join AWY.

| **NOTE 2:** Minimum climb gradient of 4.5% (approx. 273 FT /NM) shall be maintained until passing ANK NDB.

| **LATGA 1B**  
(LATGA ONE BRAVO) Right turn intercept 298° of ANK NDB to LATGA and join AWY.

| **DEREL 1B**  
(DEREL ONE BRAVO) Right turn intercept 321° of ANK NDB to DEREL and join AWY.

**NOTE 3:** This SID is only authorized for the traffic originated from ANKARA/Esenboğa Airport to points beyond İstanbul FIR when BUK-MAKOL segment of AWY L602 available and when there is no jet activity within Mürted (LTAE) CTR. Minimum climb gradient of 4.5% (273 FT /NM) shall be maintained until passing 10000 FT

STANDARD DEPARTURE  
CHART INSTRUMENT (SID)  
ICAOTRANSITION ALTITUDE  
10 000 FTTWR : 118.1 - 257.8  
APP : 119.6 - 119.1ANKARA/ESENBOĞA  
RNAV (GNSS)  
RWY 03L/C

**ESENBGA AIRPORT RNAV (GNSS) SID RWY 03L/C**

| Designator      | Formal Description                                                                                                                                                                                                                                         | Abbreviated Description                                                                                         |
|-----------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------|
| <b>ASTAL 1T</b> | To AC044 on course 032° M max. speed 230 KTs, turn left to ASTAL                                                                                                                                                                                           | AC044[M032;K230-;L]-ASTAL                                                                                       |
| <b>ILHAN 1T</b> | To AC044 on course 032° M max. speed 230 KTs, turn right to ILHAN                                                                                                                                                                                          | AC044[M032;K230-;R]-ILHAN                                                                                       |
| <b>GURBU 1T</b> | To AC044 on course 032° M max. speed 230 KTs, turn right to NAZPU to AC144 at or below FL130, turn left to GURBU                                                                                                                                           | AC044[M032;K230-;R]-NAZPU-AC144[F130-;L]-GURBU                                                                  |
| <b>GOBIT 1T</b> | To AC044 on course 032° M max. speed 230 KTs, turn right to NAZPU to AC144 at or below FL130, turn left to GOBIT                                                                                                                                           | AC044[M032;K230-;R]-NAZPU-AC144[F130-;L]-GOBIT                                                                  |
| <b>YUCEL 1T</b> | To AC044 on course 032° M max. speed 230 KTs, turn right to NAZPU to AC144 at or below FL130, turn right to AFHES, to AC145, turn left to YUCEL                                                                                                            | AC044[M032;K230-;R]-NAZPU-AC144[F130-;R]-AFHES-AC145[L]-YUCEL                                                   |
| <b>BAKIR 1T</b> | To AC044 on course 032° M max. speed 230 KTs, turn right to NAZPU to AC144 at or below FL130, turn right to AFHES, to AC145, turn left to AFFOL, to BAKIR                                                                                                  | AC044[M032;K230-;R]-NAZPU-AC144[F130-;R]-AFHES-AC145[L]-AFFOL-BAKIR                                             |
| <b>TELVO 1T</b> | To AC044 on course 032° M max. speed 230 KTs, turn right to NAZPU to AC144 at or below FL130, turn right to AFHES, to AC145, to AC146 at or above FL170, to LETWE, to AC147, turn left to TELVO                                                            | AC044[M032;K230-;R]-NAZPU-AC144[F130-;R]-AFHES-AC145-AC146[F170+]-LETWE-AC147[L]-TELVO                          |
| <b>HALIL 1T</b> | To AC044 on course 032° M max. speed 230 KTs, turn left to AC064, turn left to AC264 at or below FL120, to AC265, turn left to TWEED, to AC266, turn left to AC267 at or above F140, to EZOTE, turn right to AC268, turn left to AC269, turn left to HALIL | AC044[M032;K230-;L]-AC064[L]-AC264[F120-]-AC265[L]-TWEED-AC266[L]-AC267[F140+]-EZOTE[R]-AC268[L]-AC269[L]-HALIL |
| <b>UMRUN 1T</b> | To AC044 on course 032° M max. speed 230 KTs, turn left to AC064, turn left to AC264 at or below FL120, to AC265, turn left to TWEED, to AC266, turn right to UMRUN                                                                                        | AC044[M032;K230-;L]-AC064[L]-AC264[F120-]-AC265[L]-TWEED-AC266[R]-UMRUN                                         |
| <b>LATGA 1T</b> | To AC044 on course 032° M max. speed 230 KTs, turn left to AC064, turn left to AC264 at or below FL120, to AC265, turn left to TWEED, to AC266, turn right to LATGA                                                                                        | AC044[M032;K230-;L]-AC064[L]-AC264[F120-]-AC265[L]-TWEED-AC266[R]-LATGA                                         |
| <b>YAVRU 1T</b> | To AC044 on course 032° M max. speed 230 KTs, turn left to AC064, turn left to AC264 at or below FL120, to AC265, to SALGO, turn right to YAVRU                                                                                                            | AC044[M032;K230-;L]-AC064[L]-AC264[F120-]-AC265-SALGO[R]-YAVRU                                                  |
| <b>DEREL 1T</b> | To AC044 on course 032° M max. speed 230 KTs, turn left to AC064, turn left to AC164 at or below FL120, to DEREL                                                                                                                                           | AC044[M032;K230-;L]-AC064[L]-AC164[F120-]-DEREL                                                                 |

**Note: For all SIDs Minimum Climb Gradient 5% (304FT/NM) up to 8500 FT.**

| Type  | Fix identifier<br>(Waypoint name) | Latitude     | Longitude     |
|-------|-----------------------------------|--------------|---------------|
| FlyBy | AC044                             | 40:13:12.39N | 033:05:22.56E |
| FlyBy | NAZPU                             | 40:04:42.95N | 033:19:27.16E |
| FlyBy | AC144                             | 40:00:58.55N | 033:25:37.20E |
| FlyBy | AFHES                             | 39:57:22.47N | 033:22:35.28E |
| FlyBy | AC145                             | 39:51:52.76N | 033:17:59.16E |
| FlyBy | EZOTE                             | 40:05:20.97N | 032:32:15.54E |
| FlyBy | AFFOL                             | 39:34:10.08N | 033:19:00.71E |
| FlyBy | LETWE                             | 39:40:16.36N | 033:08:16.66E |
| FlyBy | AC267                             | 40:09:02.46N | 032:33:23.87E |
| FlyBy | AC268                             | 39:53:03.54N | 032:21:53.80E |
| FlyBy | AC269                             | 39:33:57.41N | 032:17:22.78E |
| FlyBy | AC146                             | 39:44:28.90N | 033:11:47.18E |
| FlyBy | AC147                             | 39:32:39.73N | 033:01:57.33E |
| FlyBy | AC064                             | 40:20:53.96N | 032:52:43.67E |
| FlyBy | AC264                             | 40:22:06.50N | 032:46:17.03E |
| FlyBy | AC265                             | 40:23:18.51N | 032:39:51.05E |

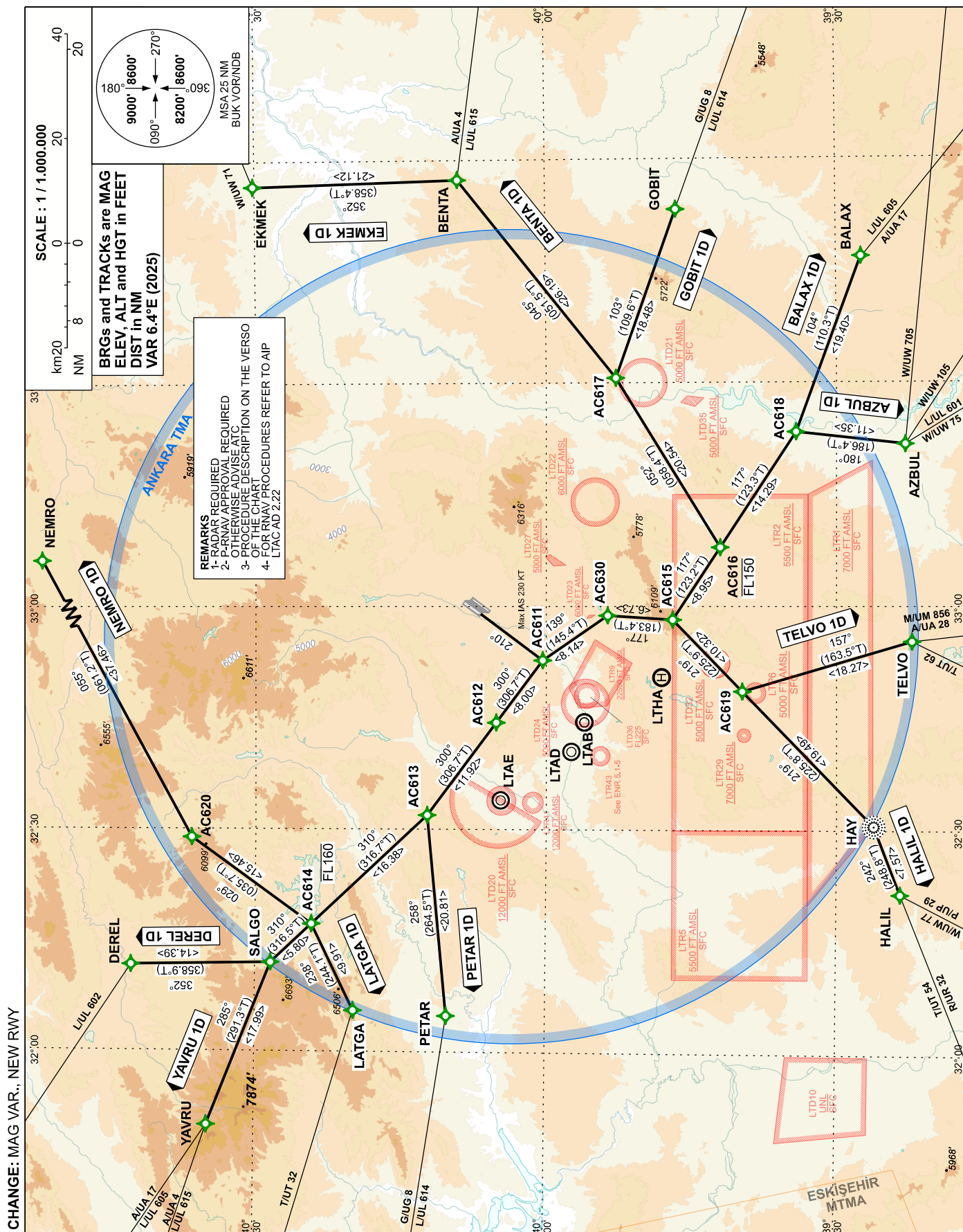
| Type  | Fix identifier<br>(Waypoint name) | Latitude     | Longitude     |
|-------|-----------------------------------|--------------|---------------|
| FlyBy | TWEED                             | 40:18:20.73N | 032:37:15.53E |
| FlyBy | AC266                             | 40:13:41.78N | 032:34:50.21E |
| FlyBy | AC164                             | 40:23:43.64N | 032:47:28.55E |
| FlyBy | ASTAL                             | 40:44:26.00N | 033:07:28.00E |
| FlyBy | GURBU                             | 40:10:06.58N | 033:49:58.00E |
| FlyBy | ILHAN                             | 40:26:38.00N | 033:42:13.00E |
| FlyBy | GOBIT                             | 39:46:34.07N | 033:53:12.95E |
| FlyBy | YUCEL                             | 39:34:44.00N | 033:35:07.00E |
| FlyBy | BAKIR                             | 39:26:16.00N | 033:19:28.00E |
| FlyBy | DEREL                             | 40:42:50.00N | 032:11:36.00E |
| FlyBy | TELVO                             | 39:22:16.00N | 032:55:18.00E |
| FlyBy | HALIL                             | 39:23:26.00N | 032:21:28.00E |
| FlyBy | UMRUN                             | 40:11:09.89N | 031:52:40.52E |
| FlyBy | LATGA                             | 40:19:53.00N | 032:05:32.00E |
| FlyBy | SALGO                             | 40:28:26.00N | 032:11:58.00E |
| FlyBy | YAVRU                             | 40:34:56.00N | 031:49:58.00E |

# STANDARD DEPARTURE CHART INSTRUMENT (SID) ICAO

TRANSITION ALTITUDE  
10 000 FT

**TWR : 118.1 - 257.8**  
**APP : 119.6 - 119.1**

**ANKARA/ESENBOĞA**  
**RNAV (GNSS)**  
**RWY 21R/C**





**ESENBAGA AIRPORT RNAV (GNSS) SID RWY 21R/C**

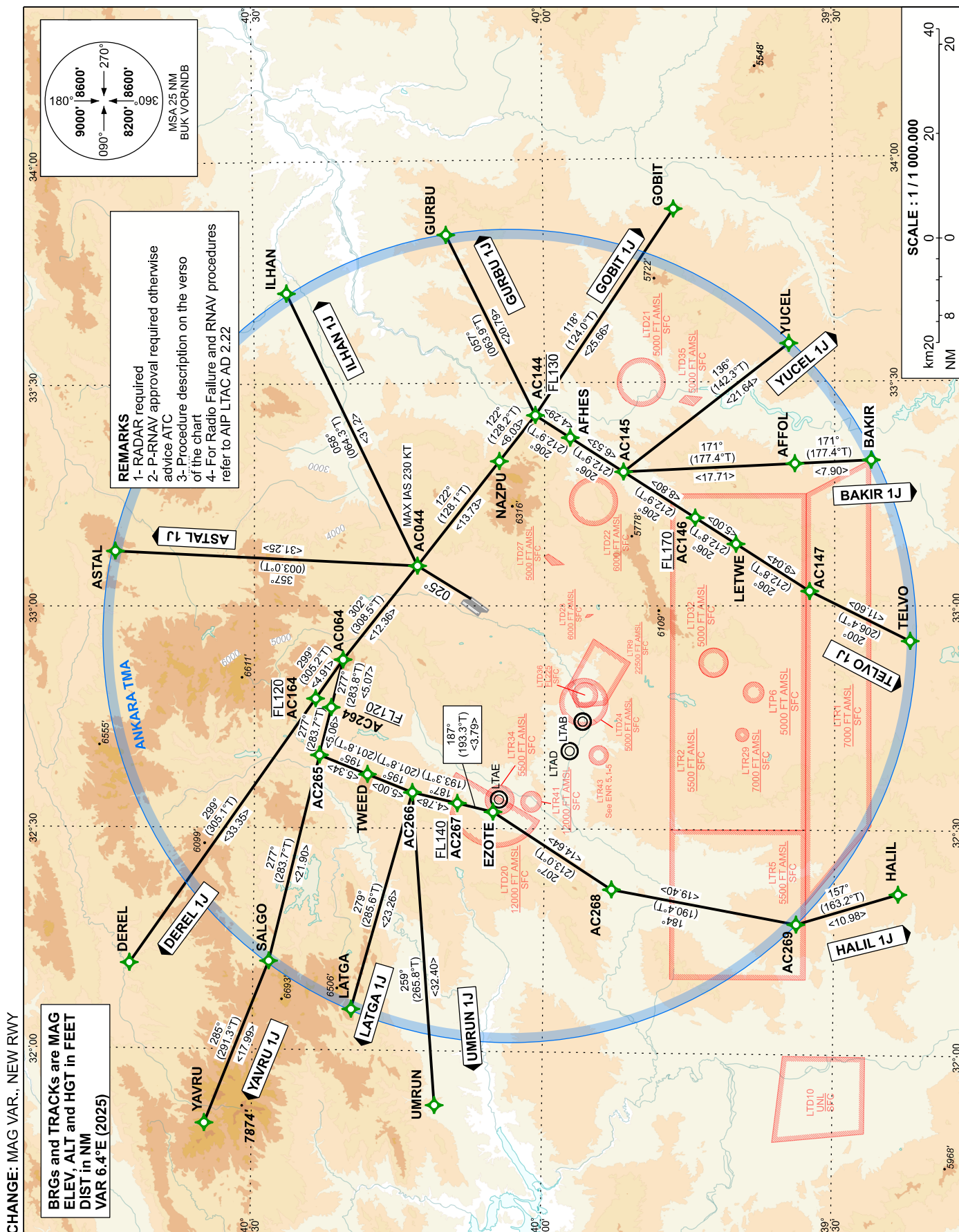
| Designator      | Formal Description                                                                                                                                                                    | Abbreviated Description                                                      | Climb    |
|-----------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------|----------|
| <b>DEREL 1D</b> | To AC611 on course 210° M max speed 230 KT, turn right to AC612, to AC613, turn right to AC614 at or below FL160, to SALGO, turn right to DEREL                                       | AC611[M210;K230;-R]-AC612-AC613[R]-AC614[F160;-]SALGO[R]-DEREL               | 16000 FT |
| <b>YAVRU 1D</b> | To AC611 on course 210° M max speed 230 KT, turn right to AC612, to AC613, turn right to AC614 at or below FL160, to SALGO, turn left to YAVRU                                        | AC611[M210;K230;-R]-AC612-AC613[R]-AC614[F160;-]SALGO[L]-YAVRU               |          |
| <b>LATGA 1D</b> | To AC611 on course 210° M max speed 230 KT, turn right to AC612, to AC613, turn right to AC614 at or below FL160, turn left to LATGA                                                  | AC611[M210;K230;-R]-AC612-AC613[R]-AC614[F160;-L]-LATGA                      |          |
| <b>PETAR 1D</b> | To AC611 on course 210° M max speed 230 KT, turn right to AC612, to AC613, turn left to PETAR                                                                                         | AC611[M210;K230;-R]-AC612-AC613[L]-PETAR                                     |          |
| <b>NEMRO 1D</b> | To AC611 on course 210° M max speed 230 KT, turn right to AC612, to AC613, turn right to AC614 at or below FL160, turn right to AC620, turn right to NEMRO                            | AC611[M210;K230;-R]-AC612-AC613[R]-AC614[F160;-R]-AC620[R]-NEMRO             |          |
| <b>EKMEK 1D</b> | To AC611 on course 210° M max speed 230 KT, turn left to AC630, turn right to AC615, turn left to AC616 at or below FL150, turn left to AC617, turn left to BENTA, turn left to EKMEK | AC611[M210;K230;-L]-AC630[R]-AC615[L]-AC616[F150;-L]-AC617[L]-BENTA[L]-EKMEK | 15000 FT |
| <b>BENTA 1D</b> | To AC611 on course 210° M max speed 230 KT, turn left to AC630, turn right to AC615, turn left to AC616 at or below FL150, turn left to AC617, turn left to BENTA                     | AC611[M210;K230;-L]-AC630[R]-AC615[L]-AC616[F150;-L]-AC617[L]-BENTA          |          |
| <b>GOBIT 1D</b> | To AC611 on course 210° M max speed 230 KT, turn left to AC630, turn right to AC615, turn left to AC616 at or below FL150, turn left to AC617, turn right to GOBIT                    | AC611[M210;K230;-L]-AC630[R]-AC615[L]-AC616[F150;-L]-AC617[R]-GOBIT          |          |
| <b>BALAX 1D</b> | To AC611 on course 210° M max speed 230 KT, turn left to AC630, turn right to AC615, turn left to AC616 at or below FL150, to AC618, turn left to BALAX                               | AC611[M210;K230;-L]-AC630[R]-AC615[L]-AC616[F150;-]AC618[L]-BALAX            |          |
| <b>AZBUL 1D</b> | To AC611 on course 210° M max speed 230 KT, turn left to AC630, turn right to AC615, turn left to AC616 at or below FL150, to AC618, turn right to AZBUL                              | AC611[M210;K230;-L]-AC630[R]-AC615[L]-AC616[F150;-]AC618[R]-AZBUL            |          |
| <b>TELVO 1D</b> | To AC611 on course 210° M max speed 230 KT, turn left to AC630, turn right to AC615, turn right to AC619, turn left to TELVO                                                          | AC611[M210;K230;-L]-AC630[R]-AC615[R]-AC619[L]-TELVO                         |          |
| <b>HALIL 1D</b> | To AC611 on course 210° M max speed 230 KT, turn left to AC630, turn right to AC615, turn right to AC619, to HAY, turn right to HALIL                                                 | AC611[M210;K230;-L]-AC630[R]-AC615[R]-AC619-HAY[R]-HALIL                     |          |

**Note1: All SIDs require minimum climb gradient 4% (243 FT/NM) up to 10000 FT**

**Note2: Check ATIS to confirm the published frequency is the current one in use. At first contact report only call sign.**

| Type  | Fix identifier<br>(Waypoint name) | Latitude     | Longitude    |
|-------|-----------------------------------|--------------|--------------|
| FlyBy | AC611                             | 40:00:25.62N | 32:52:45.14E |
| FlyBy | AC612                             | 40:05:12.70N | 32:44:23.69E |
| FlyBy | AC613                             | 40:12:19.15N | 32:31:54.65E |
| FlyBy | AC614                             | 40:24:13.67N | 32:17:11.65E |
| FlyBy | AC615                             | 39:47:00.03N | 32:58:12.41E |
| FlyBy | AC616                             | 39:42:05.44N | 33:07:54.39E |
| FlyBy | AC617                             | 39:52:49.02N | 33:30:37.96E |
| FlyBy | AC618                             | 39:34:13.12N | 33:23:21.32E |
| FlyBy | AC619                             | 39:39:48.33N | 32:48:36.34E |
| FlyBy | AC620                             | 40:36:36.44N | 32:28:51.70E |
| FlyBy | AC630                             | 39:53:43.24N | 32:58:46.05E |
| FlyBy | AZBUL                             | 39:22:56.00N | 33:21:43.00E |
| FlyBy | BALAX                             | 39:27:27.17N | 33:46:50.78E |

| Type  | Fix identifier<br>(Waypoint name) | Latitude     | Longitude    |
|-------|-----------------------------------|--------------|--------------|
| FlyBy | DEREL                             | 40:42:50.00N | 32:11:36.00E |
| FlyBy | NEMRO                             | 40:54:30.42N | 33:12:10.29E |
| FlyBy | EKMEK                             | 40:30:12.87N | 33:56:35.86E |
| FlyBy | GOBIT                             | 39:46:34.07N | 33:53:12.95E |
| FlyBy | HAY                               | 39:26:11.00N | 32:30:34.00E |
| FlyBy | HALIL                             | 39:23:26.00N | 32:21:28.00E |
| FlyBy | LATGA                             | 40:19:53.00N | 32:05:32.00E |
| FlyBy | PETAR                             | 40:10:16.00N | 32:04:53.00E |
| FlyBy | SALGO                             | 40:28:26.00N | 32:11:58.00E |
| FlyBy | TELVO                             | 39:22:16.00N | 32:55:18.00E |
| FlyBy | BENTA                             | 40:09:05.32N | 33:57:21.45E |
| FlyBy | YAVRU                             | 40:34:56.00N | 31:49:58.00E |

STANDARD DEPARTURE  
CHART INSTRUMENT (SID)  
ICAOTRANSITION ALTITUDE  
10 000 FTTWR : 118.1 - 257.8  
APP : 119.6 - 119.1ANKARA/ESENBOĞA  
RNAV (GNSS)  
RWY 03R

**ESENBAGA AIRPORT RNAV (GNSS) SID RWY 03R**

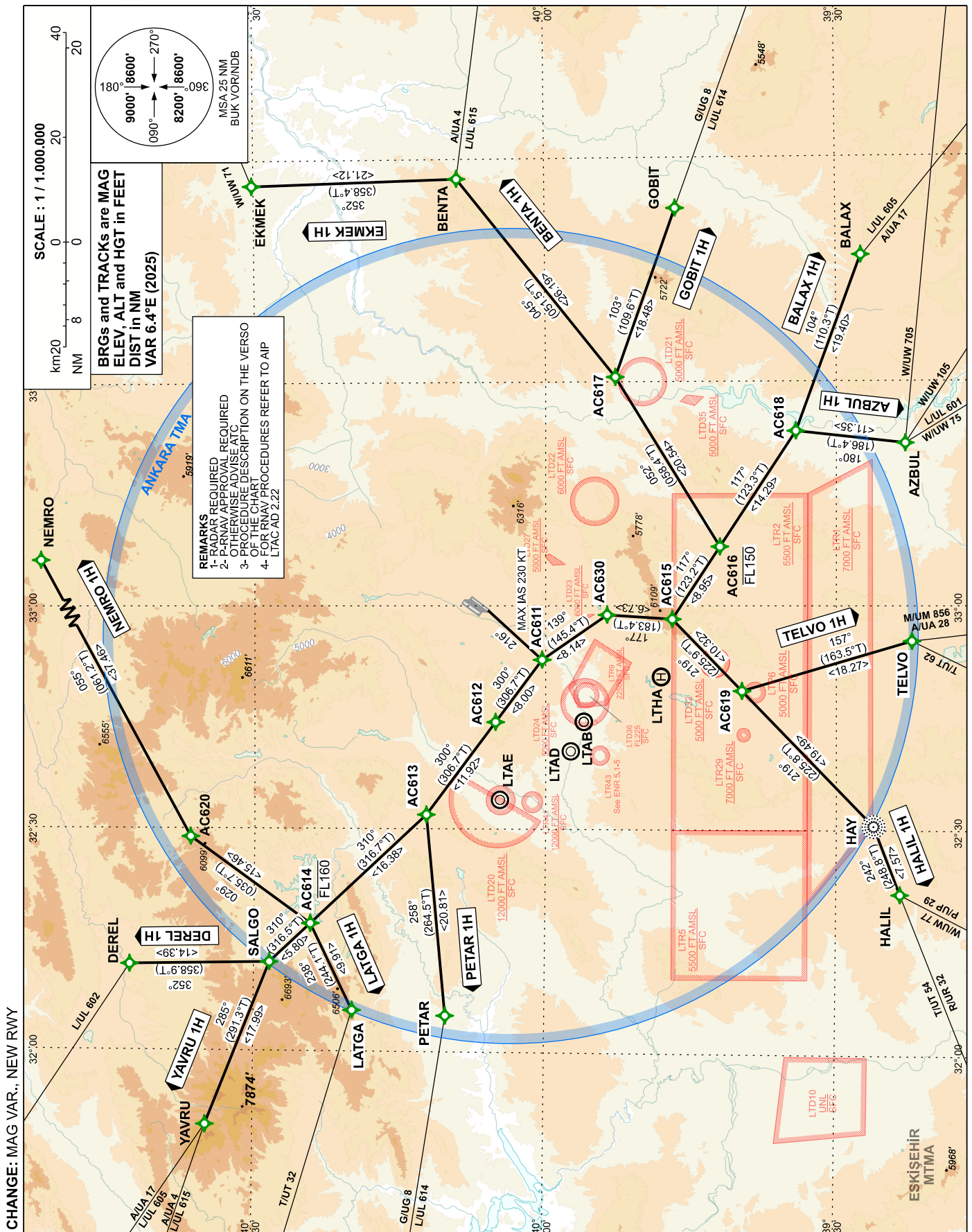
| Designator | Formal Description                                                                                                                                                                                                                                         | Abbreviated Description                                                                                         |
|------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------|
| ASTAL 1J   | To AC044 on course 025° M max. speed 230 KTs, turn left to ASTAL                                                                                                                                                                                           | AC044[M025;K230-;L]-ASTAL                                                                                       |
| ILHAN 1J   | To AC044 on course 025° M max. speed 230 KTs, turn right to ILHAN                                                                                                                                                                                          | AC044[M025;K230-;R]-ILHAN                                                                                       |
| GURBU 1J   | To AC044 on course 025° M max. speed 230 KTs, turn right to NAZPU to AC144 at or below FL130, turn left to GURBU                                                                                                                                           | AC044[M025;K230-;R]-NAZPU-AC144[F130-;L]-GURBU                                                                  |
| GOBIT 1J   | To AC044 on course 025° M max. speed 230 KTs, turn right to NAZPU to AC144 at or below FL130, turn left to GOBIT                                                                                                                                           | AC044[M025;K230-;R]-NAZPU-AC144[F130-;L]-GOBIT                                                                  |
| YUCEL 1J   | To AC044 on course 025° M max. speed 230 KTs, turn right to NAZPU to AC144 at or below FL130, turn right to AFHES, to AC145, turn left to YUCEL                                                                                                            | AC044[M025;K230-;R]-NAZPU-AC144[F130-;R]-AFHES-AC145[L]-YUCEL                                                   |
| BAKIR 1J   | To AC044 on course 025° M max. speed 230 KTs, turn right to NAZPU to AC144 at or below FL130, turn right to AFHES, to AC145, turn left to AFFOL, to BAKIR                                                                                                  | AC044[M025;K230-;R]-NAZPU-AC144[F130-;R]-AFHES-AC145[L]-AFFOL-BAKIR                                             |
| TELVO 1J   | To AC044 on course 025° M max. speed 230 KTs, turn right to NAZPU to AC144 at or below FL130, turn right to AFHES, to AC145, to AC146 at or above FL170, to LETWE, to AC147, turn left to TELVO                                                            | AC044[M025;K230-;R]-NAZPU-AC144[F130-;R]-AFHES-AC145-AC146[F170+]-LETWE-AC147[L]-TELVO                          |
| HALIL 1J   | To AC044 on course 025° M max. speed 230 KTs, turn left to AC064, turn left to AC264 at or below FL120, to AC265, turn left to TWEED, to AC266, turn left to AC267 at or above F140, to EZOTE, turn right to AC268, turn left to AC269, turn left to HALIL | AC044[M025;K230-;L]-AC064[L]-AC264[F120-]-AC265[L]-TWEED-AC266[L]-AC267[F140+]-EZOTE[R]-AC268[L]-AC269[L]-HALIL |
| UMRUN 1J   | To AC044 on course 025° M max. speed 230 KTs, turn left to AC064, turn left to AC264 at or below FL120, to AC265, turn left to TWEED, to AC266, turn right to UMRUN                                                                                        | AC044[M025;K230-;L]-AC064[L]-AC264[F120-]-AC265[L]-TWEED-AC266[R]-UMRUN                                         |
| LATGA 1J   | To AC044 on course 025° M max. speed 230 KTs, turn left to AC064, turn left to AC264 at or below FL120, to AC265, turn left to TWEED, to AC266, turn right to LATGA                                                                                        | AC044[M025;K230-;L]-AC064[L]-AC264[F120-]-AC265[L]-TWEED-AC266[R]-LATGA                                         |
| YAVRU 1J   | To AC044 on course 025° M max. speed 230 KTs, turn left to AC064, turn left to AC264 at or below FL120, to AC265, to SALGO, turn right to YAVRU                                                                                                            | AC044[M025;K230-;L]-AC064[L]-AC264[F120-]-AC265-SALGO[R]-YAVRU                                                  |
| DEREL 1J   | To AC044 on course 025° M max. speed 230 KTs, turn left to AC064, turn left to AC164 at or below FL120, to DEREL                                                                                                                                           | AC044[M025;K230-;L]-AC064[L]-AC164[F120-]-DEREL                                                                 |

**Note: For all SIDs Minimum Climb Gradient 5% (304FT/NM) up to 8500 FT.**

| Type  | Fix identifier<br>(Waypoint name) | Latitude     | Longitude     |
|-------|-----------------------------------|--------------|---------------|
| FlyBy | AC044                             | 40:13:12.39N | 033:05:22.56E |
| FlyBy | NAZPU                             | 40:04:42.95N | 033:19:27.16E |
| FlyBy | AC144                             | 40:00:58.55N | 033:25:37.20E |
| FlyBy | AFHES                             | 39:57:22.47N | 033:22:35.28E |
| FlyBy | AC145                             | 39:51:52.76N | 033:17:59.16E |
| FlyBy | EZOTE                             | 40:05:20.97N | 032:32:15.54E |
| FlyBy | AFFOL                             | 39:34:10.08N | 033:19:00.71E |
| FlyBy | LETWE                             | 39:40:16.36N | 033:08:16.66E |
| FlyBy | AC267                             | 40:09:02.46N | 032:33:23.87E |
| FlyBy | AC268                             | 39:53:03.54N | 032:21:53.80E |
| FlyBy | AC269                             | 39:33:57.41N | 032:17:22.78E |
| FlyBy | AC146                             | 39:44:28.90N | 033:11:47.18E |
| FlyBy | AC147                             | 39:32:39.73N | 033:01:57.33E |
| FlyBy | AC064                             | 40:20:53.96N | 032:52:43.67E |
| FlyBy | AC264                             | 40:22:06.50N | 032:46:17.03E |
| FlyBy | AC265                             | 40:23:18.51N | 032:39:51.05E |

| Type  | Fix identifier<br>(Waypoint name) | Latitude     | Longitude     |
|-------|-----------------------------------|--------------|---------------|
| FlyBy | TWEED                             | 40:18:20.73N | 032:37:15.53E |
| FlyBy | AC266                             | 40:13:41.78N | 032:34:50.21E |
| FlyBy | AC164                             | 40:23:43.64N | 032:47:28.55E |
| FlyBy | ASTAL                             | 40:44:26.00N | 033:07:28.00E |
| FlyBy | GURBU                             | 40:10:06.58N | 033:49:58.00E |
| FlyBy | ILHAN                             | 40:26:38.00N | 033:42:13.00E |
| FlyBy | GOBIT                             | 39:46:34.07N | 033:53:12.95E |
| FlyBy | YUCEL                             | 39:34:44.00N | 033:35:07.00E |
| FlyBy | BAKIR                             | 39:26:16.00N | 033:19:28.00E |
| FlyBy | DEREL                             | 40:42:50.00N | 032:11:36.00E |
| FlyBy | TELVO                             | 39:22:16.00N | 032:55:18.00E |
| FlyBy | HALIL                             | 39:23:26.00N | 032:21:28.00E |
| FlyBy | UMRUN                             | 40:11:09.89N | 031:52:40.52E |
| FlyBy | LATGA                             | 40:19:53.00N | 032:05:32.00E |
| FlyBy | SALGO                             | 40:28:26.00N | 032:11:58.00E |
| FlyBy | YAVRU                             | 40:34:56.00N | 031:49:58.00E |



STANDARD DEPARTURE  
CHART INSTRUMENT (SID)  
ICAOTRANSITION ALTITUDE  
10 000 FTTWR : 118.1 - 257.8  
APP : 119.6 - 119.1ANKARA/ESENBOĞA  
RNAV (GNSS)  
RWY 21L

**ESENBAGA AIRPORT RNAV (GNSS) SID RWY 21L**

| Designator      | Formal Description                                                                                                                                                                    | Abbreviated Description                                                      | Climb |
|-----------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------|-------|
| <b>DEREL 1H</b> | To AC611 on course 216° M max speed 230 KT, turn right to AC612, to AC613, turn right to AC614 at or below FL160, to SALGO, turn right to DEREL                                       | AC611[M216;K230-;R]-AC612-AC613[R]-AC614[F160-]-SALGO[R]-DEREL               | FL160 |
| <b>YAVRU 1H</b> | To AC611 on course 216° M max speed 230 KT, turn right to AC612, to AC613, turn right to AC614 at or below FL160, to SALGO, turn left to YAVRU                                        | AC611[M216;K230-;R]-AC612-AC613[R]-AC614[F160-]-SALGO[L]-YAVRU               |       |
| <b>LATGA 1H</b> | To AC611 on course 216° M max speed 230 KT, turn right to AC612, to AC613, turn right to AC614 at or below FL160, turn left to LATGA                                                  | AC611[M216;K230-;R]-AC612-AC613[R]-AC614[F160-;L]-LATGA                      |       |
| <b>PETAR 1H</b> | To AC611 on course 216° M max speed 230 KT, turn right to AC612, to AC613, turn left to PETAR                                                                                         | AC611[M216;K230-;R]-AC612-AC613[L]-PETAR                                     |       |
| <b>NEMRO 1H</b> | To AC611 on course 216° M max speed 230 KT, turn right to AC612, to AC613, turn right to AC614 at or below FL160, turn right to AC620, turn right to NEMRO                            | AC611[M216;K230-;R]-AC612-AC613[R]-AC614[F160-;R]-AC620[R]-NEMRO             |       |
| <b>EKMEK 1H</b> | To AC611 on course 216° M max speed 230 KT, turn left to AC630, turn right to AC615, turn left to AC616 at or below FL150, turn left to AC617, turn left to BENTA, turn left to EKMEK | AC611[M216;K230-;L]-AC630[R]-AC615[L]-AC616[F150-;L]-AC617[L]-BENTA[L]-EKMEK | FL150 |
| <b>BENTA 1H</b> | To AC611 on course 216° M max speed 230 KT, turn left to AC630, turn right to AC615, turn left to AC616 at or below FL150, turn left to AC617, turn left to BENTA                     | AC611[M216;K230-;L]-AC630[R]-AC615[L]-AC616[F150-;L]-AC617[L]-BENTA          |       |
| <b>GOBIT 1H</b> | To AC611 on course 216° M max speed 230 KT, turn left to AC630, turn right to AC615, turn left to AC616 at or below FL150, turn left to AC617, turn right to GOBIT                    | AC611[M216;K230-;L]-AC630[R]-AC615[L]-AC616[F150-;L]-AC617[R]-GOBIT          |       |
| <b>BALAX 1H</b> | To AC611 on course 216° M max speed 230 KT, turn left to AC630, turn right to AC615, turn left to AC616 at or below FL150, to AC618, turn left to BALAX                               | AC611[M216;K230-;L]-AC630[R]-AC615[L]-AC616[F150-]-AC618[L]-BALAX            |       |
| <b>AZBUL 1H</b> | To AC611 on course 216° M max speed 230 KT, turn left to AC630, turn right to AC615, turn left to AC616 at or below FL150, to AC618, turn right to AZBUL                              | AC611[M216;K230-;L]-AC630[R]-AC615[L]-AC616[F150-]-AC618[R]-AZBUL            |       |
| <b>TELVO 1H</b> | To AC611 on course 216° M max speed 230 KT, turn left to AC630, turn right to AC615, turn right to AC619, turn left to TELVO                                                          | AC611[M216;K230-;L]-AC630[R]-AC615[R]-AC619[L]-TELVO                         |       |
| <b>HALIL 1H</b> | To AC611 on course 216° M max speed 230 KT, turn left to AC630, turn right to AC615, turn right to AC619, to HAY, turn right to HALIL                                                 | AC611[M216;K230-;L]-AC630[R]-AC615[R]-AC619-HAY[R]-HALIL                     |       |

**Note1: All SIDs require minimum climb gradient 4% (243 FT/NM) up to 10000 FT**

**Note2: Check ATIS to confirm the published frequency is the current one in use. At first contact report only call sign.**

| Type  | Fix identifier<br>(Waypoint name) | Latitude     | Longitude    |
|-------|-----------------------------------|--------------|--------------|
| FlyBy | AC611                             | 40:00:25.62N | 32:52:45.14E |
| FlyBy | AC612                             | 40:05:12.70N | 32:44:23.69E |
| FlyBy | AC613                             | 40:12:19.15N | 32:31:54.65E |
| FlyBy | AC614                             | 40:24:13.67N | 32:17:11.65E |
| FlyBy | AC615                             | 39:47:00.03N | 32:58:12.41E |
| FlyBy | AC616                             | 39:42:05.44N | 33:07:54.39E |
| FlyBy | AC617                             | 39:52:49.02N | 33:30:37.96E |
| FlyBy | AC618                             | 39:34:13.12N | 33:23:21.32E |
| FlyBy | AC619                             | 39:39:48.33N | 32:48:36.34E |
| FlyBy | AC620                             | 40:36:36.44N | 32:28:51.70E |
| FlyBy | AC630                             | 39:53:43.24N | 32:58:46.05E |
| FlyBy | AZBUL                             | 39:22:56.00N | 33:21:43.00E |
| FlyBy | BALAX                             | 39:27:27.17N | 33:46:50.78E |

| Type  | Fix identifier<br>(Waypoint name) | Latitude     | Longitude    |
|-------|-----------------------------------|--------------|--------------|
| FlyBy | DEREL                             | 40:42:50.00N | 32:11:36.00E |
| FlyBy | NEMRO                             | 40:54:30.42N | 33:12:10.29E |
| FlyBy | EKMEK                             | 40:30:12.87N | 33:56:35.86E |
| FlyBy | GOBIT                             | 39:46:34.07N | 33:53:12.95E |
| FlyBy | HAY                               | 39:26:11.00N | 32:30:34.00E |
| FlyBy | HALIL                             | 39:23:26.00N | 32:21:28.00E |
| FlyBy | LATGA                             | 40:19:53.00N | 32:05:32.00E |
| FlyBy | PETAR                             | 40:10:16.00N | 32:04:53.00E |
| FlyBy | SALGO                             | 40:28:26.00N | 32:11:58.00E |
| FlyBy | TELVO                             | 39:22:16.00N | 32:55:18.00E |
| FlyBy | BENTA                             | 40:09:05.32N | 33:57:21.45E |
| FlyBy | YAVRU                             | 40:34:56.00N | 31:49:58.00E |

## RWY 03L/C

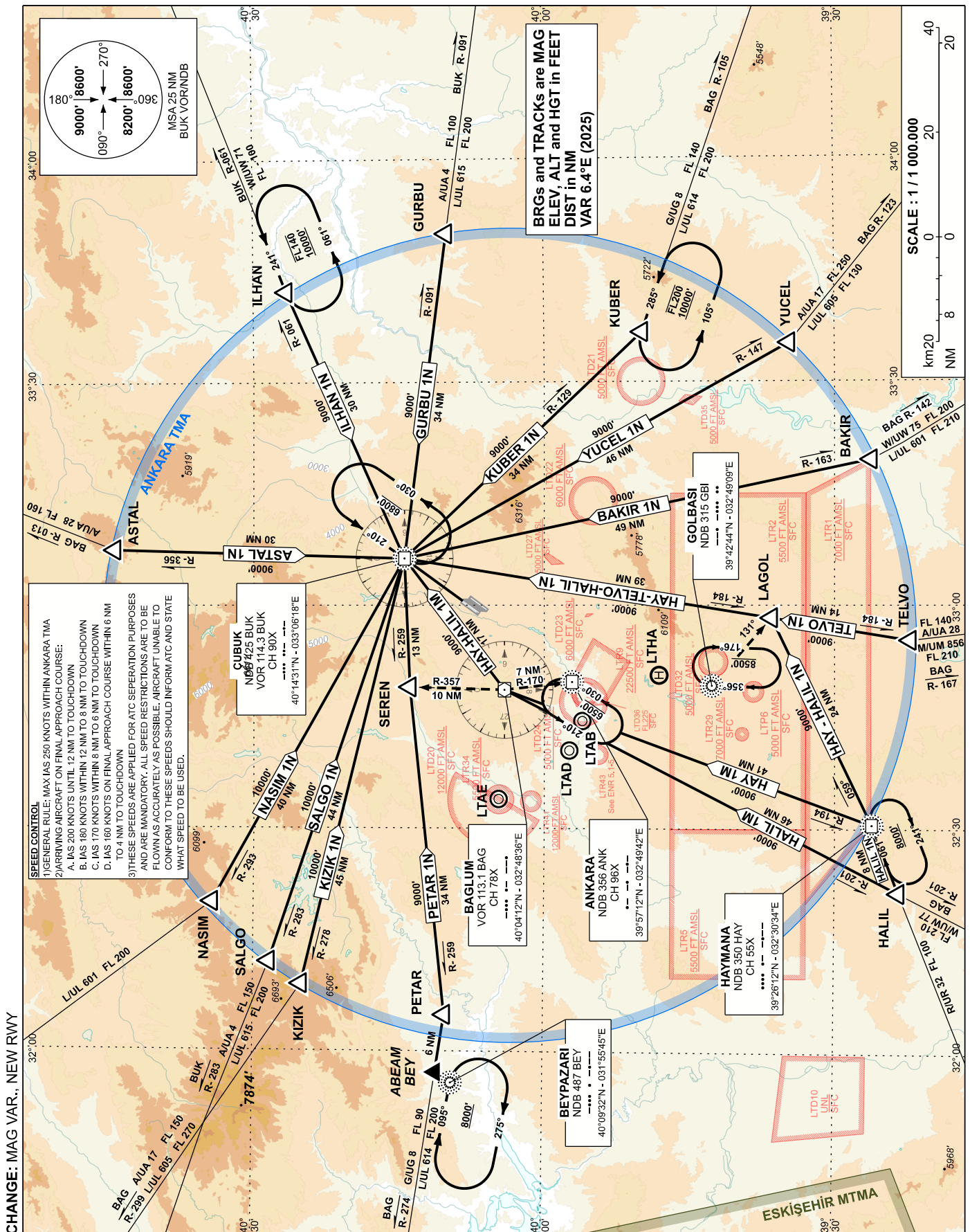




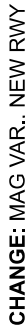
STANDARD ARRIVAL CHART  
INSTRUMENT (STAR) - ICAOTRANSITION ALTITUDE  
10 000 FTAPP : 119.6 - 119.1  
TWR : 118.1 - 257.8  
ATIS : 123.6

ANKARA/ESENBOĞA

RWY 21R/C



## RWY 03L/C

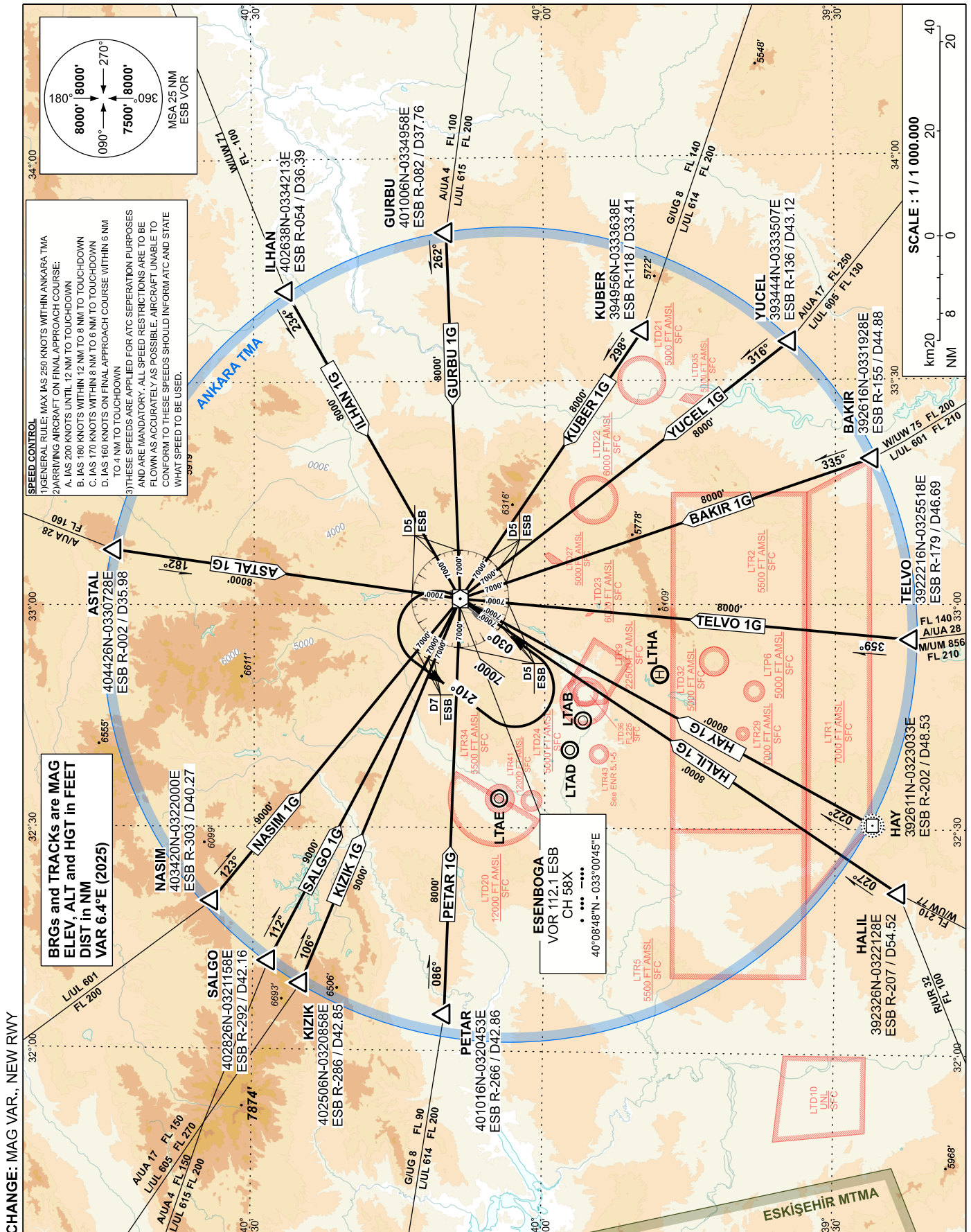




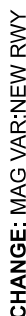
STANDARD ARRIVAL CHART  
INSTRUMENT (STAR) - ICAOTRANSITION ALTITUDE  
10 000 FTAPP : 119.6 - 119.1  
TWR : 118.1 - 257.8  
ATIS : 123.6

ANKARA/ESENBOĞA

RWY 21R/C



**ANKARA/ESENBOĞA**  
**RNAV (GNSS)**  
**RWY 03L/C/R**



## ESENBOGA AIRPORT RNAV (GNSS) STAR RWY 03L/C/R

| Designator | Abbreviated Description                                                                                                                              | Descent    |
|------------|------------------------------------------------------------------------------------------------------------------------------------------------------|------------|
| ASTAL 1R   | ASTAL-AC064[L]-AC074[F130+;L]-VEZIN[A8000+;L]-AC084-AC085-AC086[R]-AC087[K230-;L]-BOZOG[K220-;L]-AC107-AC117-TIARE[K200-;A8000+;L]                   | As cleared |
| ILHAN 1R   | ILHAN-AC093[R]-NAZPU-AC094[F140+;L]-AC095-AC096-AC097[K230-;R]-BOZOG[K220-;R]-AC107-AC117-TIARE[K200-;A8000+;L]                                      | As cleared |
| GURBU 1R   | GURBU-AC093[L]-NAZPU-AC094[F140+;L]-AC095-AC096-AC097[K230-;R]-BOZOG[K220-;R]-AC107-AC117-TIARE[K200-;A8000+;L]                                      | As cleared |
| GOBIT 1R   | GOBIT-AC092[R]-AFHES-AC094[F140+;L]-AC095-AC096-AC097[K230-;R]-BOZOG[K220-;R]-AC107-AC117-TIARE[K200-;A8000+;L]                                      | As cleared |
| YUCEL 1R   | YUCEL-AFFOL[R]-AC036[F160-]-LETWE-AC096[L]-AC097[K230-;R]-BOZOG[K220-;R]-AC107-AC117-TIARE[K200-;A8000+;L]                                           | As cleared |
| BAKIR 1R   | BAKIR-AFFOL[L]-AC036[F160-]-LETWE-AC096[L]-AC097[K230-;R]-BOZOG[K220-;R]-AC107-AC117-TIARE[K200-;A8000+;L]                                           | As cleared |
| TELVO 1R   | TELVO-AC026[L]-AC036[F160-]-LETWE-AC096[L]-AC097[K230-;R]-BOZOG[K220-;R]-AC107-AC117-TIARE[K200-;A8000+;L]                                           | As cleared |
| HALIL 1R   | HALIL-AC066[R]-AC076[R]-AC086[R]-AC087[K230-;L]-BOZOG[K220-;L]-AC107-AC117-TIARE[K200-;A8000+;L]                                                     | As cleared |
| UMRUN 1R   | UMRUN-PETAR[R]-AC082-EZOTE-AC083-VEZIN[A8000+;R]-AC084-AC085-AC086[R]-AC087[K230-;L]-BOZOG[K220-;L]-AC107-AC117-TIARE[K200-;A8000+;L]                | As cleared |
| LATGA 1R   | LATGA-AC080[R]-TWEED-AC081[R]-AC083[L]-VEZIN[A8000+;R]-AC084-AC085-AC086[R]-AC087[K230-;L]-BOZOG[K220-;L]-AC107-AC117-TIARE[K200-;A8000+;L]          | As cleared |
| YAVRU 1R   | YAVRU-KIZIK[L]-AC080[L]-TWEED-AC081[R]-AC083[L]-VEZIN[A8000+;R]-AC084-AC085-AC086[R]-AC087[K230-;L]-BOZOG[K220-;L]-AC107-AC117-TIARE[K200-;A8000+;L] | As cleared |
| DEREL 1R   | DEREL-SALGO[L]-AC080[L]-TWEED-AC081[R]-AC083[L]-VEZIN[A8000+;R]-AC084-AC085-AC086[R]-AC087[K230-;L]-BOZOG[K220-;L]-AC107-AC117-TIARE[K200-;A8000+;L] | As cleared |

| Type  | Fix identifier<br>(Waypoint name) | Latitude     | Longitude     |
|-------|-----------------------------------|--------------|---------------|
| FlyBy | VEZIN                             | 40:03:18.06N | 032:43:28.24E |
| FlyBy | TIARE                             | 39:54:24.58N | 032:59:19.47E |
| FlyBy | BOZOG                             | 39:39:50.95N | 032:45:33.59E |
| FlyBy | AC084                             | 39:58:17.75N | 032:43:34.38E |
| FlyBy | AC085                             | 39:53:17.43N | 032:43:40.50E |
| FlyBy | AC086                             | 39:48:10.32N | 032:43:46.74E |
| FlyBy | AC087                             | 39:43:22.78N | 032:39:16.16E |
| FlyBy | AC095                             | 39:50:51.65N | 033:05:36.92E |
| FlyBy | AC096                             | 39:44:57.18N | 033:00:00.40E |
| FlyBy | AC097                             | 39:36:18.76N | 032:51:50.42E |
| FlyBy | AC107                             | 39:44:42.34N | 032:50:08.24E |
| FlyBy | AC117                             | 39:49:33.55N | 032:54:43.53E |
| FlyBy | AC064                             | 40:20:53.96N | 032:52:43.67E |
| FlyBy | AC074                             | 40:15:51.52N | 032:50:02.42E |
| FlyBy | AC093                             | 40:10:30.64N | 033:26:03.57E |
| FlyBy | NAZPU                             | 40:04:42.95N | 033:19:27.16E |
| FlyBy | AC094                             | 40:01:19.93N | 033:15:36.40E |
| FlyBy | AFHES                             | 39:57:22.47N | 033:22:35.28E |
| FlyBy | AC092                             | 39:45:19.75N | 033:43:40.76E |
| FlyBy | AC026                             | 39:27:33.16N | 033:07:20.77E |
| FlyBy | LETWE                             | 39:40:16.36N | 033:08:16.66E |
| FlyBy | AC036                             | 39:36:52.77N | 033:14:15.08E |
| FlyBy | AFFOL                             | 39:34:10.08N | 033:19:00.71E |

| Type  | Fix identifier<br>(Waypoint name) | Latitude     | Longitude     |
|-------|-----------------------------------|--------------|---------------|
| FlyBy | EZOTE                             | 40:05:20.97N | 032:32:15.54E |
| FlyBy | AC076                             | 39:53:36.93N | 032:34:02.65E |
| FlyBy | AC082                             | 40:06:13.30N | 032:27:27.10E |
| FlyBy | AC066                             | 39:47:33.37N | 032:27:11.3E  |
| FlyBy | AC083                             | 40:04:28.44N | 032:37:03.87E |
| FlyBy | AC081                             | 40:17:33.50N | 032:41:15.06E |
| FlyBy | TWEED                             | 40:18:20.73N | 032:37:15.53E |
| FlyBy | AC080                             | 40:21:36.31N | 032:20:34.97E |
| FlyBy | SALGO                             | 40:28:26.00N | 032:11:58.00E |
| FlyBy | LATGA                             | 40:19:53.00N | 032:05:32.00E |
| FlyBy | ASTAL                             | 40:44:26.00N | 033:07:28.00E |
| FlyBy | ILHAN                             | 40:26:38.00N | 033:42:13.00E |
| FlyBy | GURBU                             | 40:10:06.58N | 033:49:58.00E |
| FlyBy | GOBIT                             | 39:46:34.07N | 033:53:12.95E |
| FlyBy | YUCEL                             | 39:34:44.00N | 033:35:07.00E |
| FlyBy | BAKIR                             | 39:26:16.00N | 033:19:28.00E |
| FlyBy | TELVO                             | 39:22:16.00N | 032:55:18.00E |
| FlyBy | HALIL                             | 39:23:26.00N | 032:21:28.00E |
| FlyBy | DEREL                             | 40:42:50.00N | 032:11:36.00E |
| FlyBy | PETAR                             | 40:10:16.00N | 032:04:53.00E |
| FlyBy | UMRUN                             | 40:11:09.89N | 031:52:40.52E |
| FlyBy | KIZIK                             | 40:25:06.00N | 032:08:58.00E |
| FlyBy | YAVRU                             | 40:34:56.00N | 031:49:58.00E |

**Note1:** At first contact with ESENBOGA APP report if unable to comply the RNAV procedure.

**Note2:** At first contact with ESENBOGA APP report only call sign.

**Note3:** IAS 200 Kts on base leg/closing heading to final approach up to 12 NM to touchdown. IAS 180 Kts on final approach course within 12 NM to 8 NM to touchdown. IAS 170 Kts on final approach course within 8 NM to 6 NM to touchdown. IAS 160 Kts on final approach course within 6 NM to 4 NM to touchdown

**Note4:** These speeds are applied for ATC separation purposes and are mandatory. All speed restrictions are to be flown as accurately as possible. Aircraft unable to conform to these speeds should inform ATC and state what speeds to be used

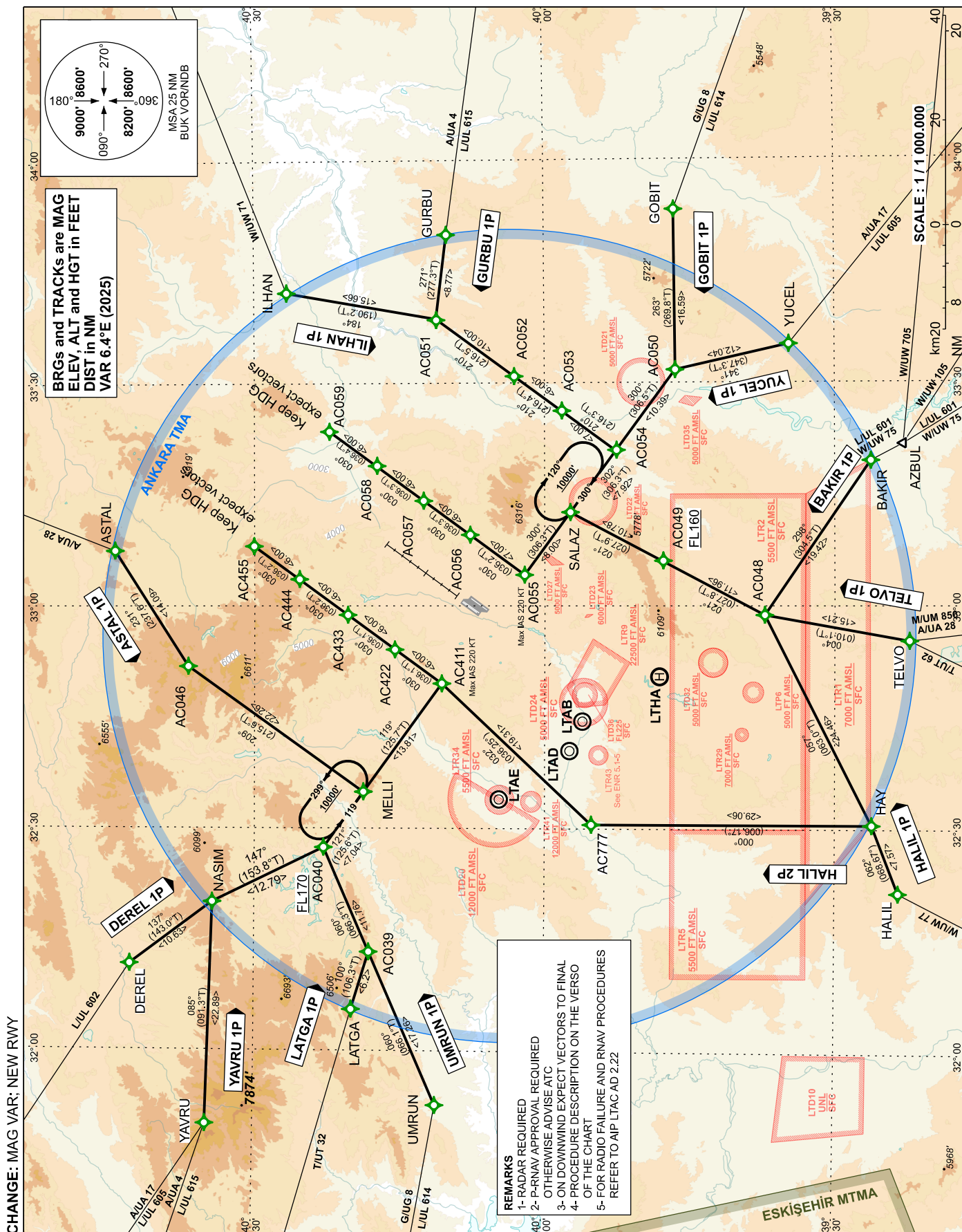


# STANDARD ARRIVAL CHART INSTRUMENT (STAR) ICAO

**TRANSITION ALTITUDE**  
**10 000 FT**

**TWR : 118.1 - 257.8**  
**APP : 119.6 - 119.1**

**ANKARA/ESENBOĞA**  
**RNAV (GNSS)**  
**RWY 21L/C/R**

**DHMI - ANKARA**

AIRAC AMDT 08/25

## ESENBAGA AIRPORT RNAV (GNSS) STAR RWY 21L/C/R

| Designator | Abbreviated Description                                                                         | Descent    |
|------------|-------------------------------------------------------------------------------------------------|------------|
| DEREL 1P   | DEREL[R]-NASIM[R]-AC040[L]-MELLI-AC411[K220-;L]-AC422-AC433-AC444-AC455[HDG,M032]               | As cleared |
| YAVRU 1P   | YAVRU[L]-NASIM[R]-AC040[L]-MELLI-AC411[K220-;L]-AC422-AC433-AC444-AC455[HDG,M032]               | As cleared |
| UMRUN 1P   | UMRUN[L]-AC040[F170+;R]-MELLI-AC411[K220-;L]-AC422-AC433-AC444-AC455[HDG,M032]                  | As cleared |
| ASTAL 1P   | ASTAL[R]-AC046[L]-MELLI[L]-AC411[K220-;L]-AC422-AC433-AC444-AC455[HDG,M032]                     | As cleared |
| ILHAN 1P   | ILHAN[L]-AC051[R]-AC052-AC053-AC054[R]-SALAZ-AC055[K220-;R]-AC056-AC057-AC058-AC059[HDG,M032]   | As cleared |
| GURBU 1P   | GURBU-AC051[L]-AC052-AC053-AC054[R]-SALAZ-AC055[K220-;R]-AC056-AC057-AC058-AC059[HDG,M032]      | As cleared |
| GOBIT 1P   | GOBIT[L]-AC050[R]-AC054-SALAZ-AC055[K220-;R]-AC056-AC057-AC058-AC059[HDG,M032]                  | As cleared |
| YUCEL 1P   | YUCEL[R]-AC050[L]-AC054-SALAZ-AC055[K220-;R]-AC056-AC057-AC058-AC059[HDG,M032]                  | As cleared |
| BAKIR 1P   | BAKIR[L]-AC048[R]-AC049[F160+]-SALAZ[L]-AC055[K220-;R]-AC056-AC057-AC058-AC059[HDG,M032]        | As cleared |
| TELVO 1P   | TELVO[R]-AC048[R]-AC049[F160+]-SALAZ[L]-AC055[K220-;R]-AC056-AC057-AC058-AC059[HDG,M032]        | As cleared |
| HALIL 1P   | HALIL[L]-HAY[L]-ACO48[L]-AC049[F160+]-SALAZ[L]-AC055[K220-;R]-AC056-AC057-AC058-AC059[HDG,M032] | As cleared |
| LATGA 1P   | LATGA-AC039[L]-AC040[F170+;R]-MELLI-AC411[K220-;L]-AC422-AC433-AC444-AC455[HDG,M032]            | As cleared |
| HALIL 2P   | HALIL[L]-HAY[L]-AC777[R]-AC411[K220-;L]-AC422-AC433-AC444-AC455[HDG,M032]                       | As cleared |

**Note1:** At first contact with ESENBAGA APP report if unable to comply the RNAV procedure.

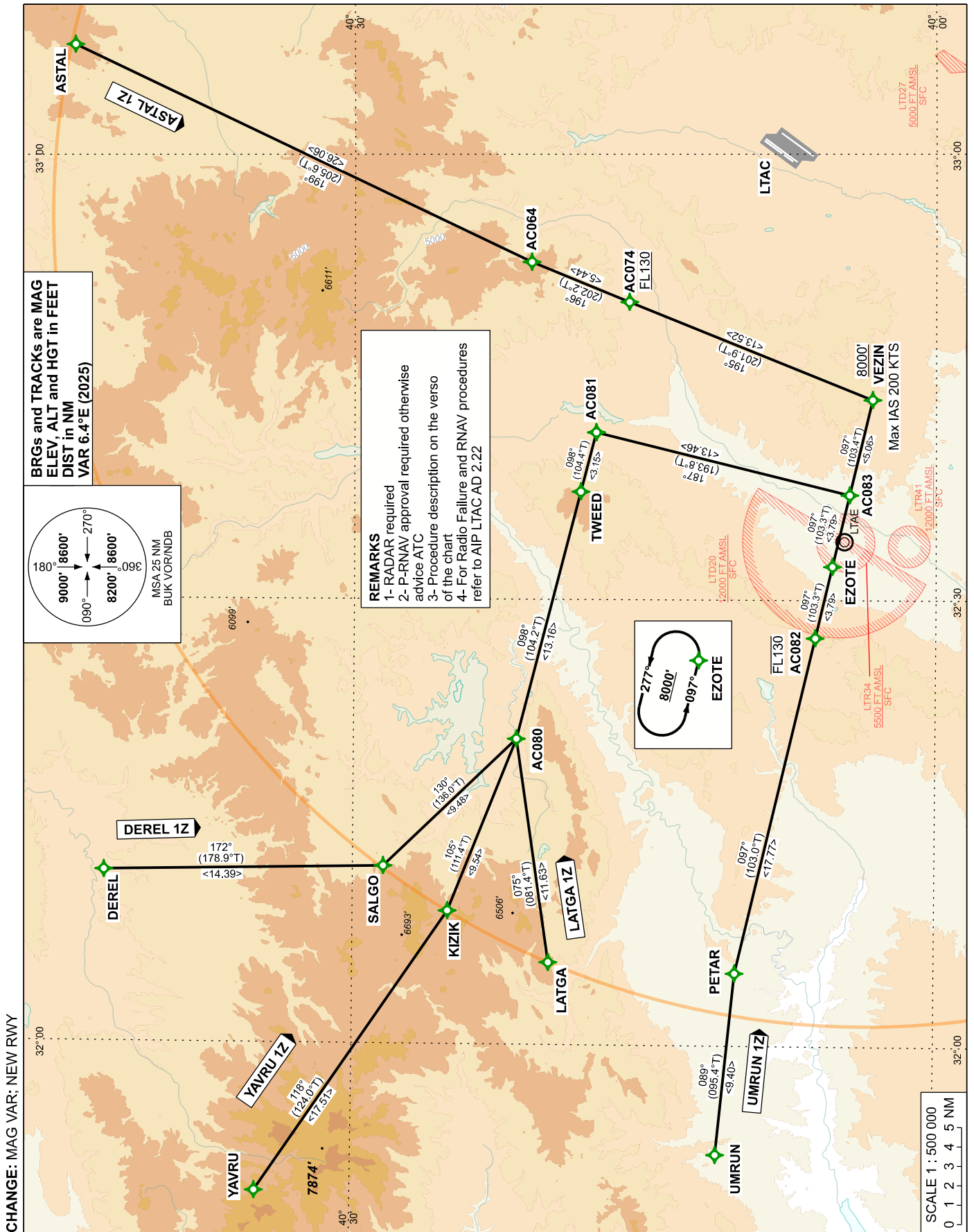
**Note2:** At first contact with ESENBAGA APP report only call sign.

**Note3:** IAS 200 Kts on base leg/closing heading to final approach up to 12 NM to touchdown. IAS 180 Kts on final approach course within 12 NM to 8 NM to touchdown. IAS 170 Kts on final approach course within 8 NM to 6 NM to touchdown. IAS 160 Kts on final approach course within 6 NM to 4 NM to touchdown.

**Note4:** These speeds are applied for ATC separation purposes and are mandatory. All speed restrictions are to be flown as accurately as possible. Aircraft unable to conform to these speeds should inform ATC and state what speeds to be used.

| Type  | Fix identifier<br>(Waypoint name) | Latitude     | Longitude     |
|-------|-----------------------------------|--------------|---------------|
| FlyBy | AC039                             | 40:18:08.10N | 032:13:18.25E |
| FlyBy | AC040                             | 40:22:50.98N | 032:27:24.09E |
| FlyBy | AC046                             | 40:36:52.05N | 032:51:50.11E |
| FlyBy | AC048                             | 39:37:14.86N | 032:58:45.55E |
| FlyBy | AC049                             | 39:47:49.71N | 033:05:59.86E |
| FlyBy | AC050                             | 39:46:29.17N | 033:31:41.64E |
| FlyBy | AC051                             | 40:11:12.25N | 033:38:36.92E |
| FlyBy | AC052                             | 40:03:08.97N | 033:30:52.28E |
| FlyBy | AC053                             | 39:58:18.74N | 033:26:14.37E |
| FlyBy | AC054                             | 39:52:39.90N | 033:20:50.97E |
| FlyBy | AC055                             | 40:02:05.57N | 033:04:09.26E |
| FlyBy | AC056                             | 40:07:44.63N | 033:09:33.01E |
| FlyBy | AC057                             | 40:12:35.05N | 033:14:11.23E |
| FlyBy | AC058                             | 40:17:25.27N | 033:18:50.10E |
| FlyBy | AC059                             | 40:22:15.30N | 033:23:29.64E |
| FlyBy | AC411                             | 40:10:39.65N | 032:49:31.05E |
| FlyBy | AC422                             | 40:15:30.86N | 032:54:08.05E |
| FlyBy | AC433                             | 40:20:21.87N | 032:58:45.72E |
| FlyBy | AC444                             | 40:25:12.70N | 033:03:24.05E |

| Type  | Fix identifier<br>(Waypoint name) | Latitude     | Longitude     |
|-------|-----------------------------------|--------------|---------------|
| FlyBy | AC455                             | 40:30:03.34N | 033:08:03.04E |
| FlyBy | AC777                             | 39:55:05.73N | 032:34:37.46E |
| FlyBy | ASTAL                             | 40:44:26.00N | 033:07:28.00E |
| FlyBy | BAKIR                             | 39:26:16.00N | 033:19:28.00E |
| FlyBy | DEREL                             | 40:42:50.00N | 032:11:36.00E |
| FlyBy | GOBIT                             | 39:46:34.07N | 033:53:12.95E |
| FlyBy | GURBU                             | 40:10:06.00N | 033:49:58.00E |
| FlyBy | HALIL                             | 39:23:26.00N | 032:21:28.00E |
| FlyBy | HAY                               | 39:26:11.00N | 032:30:34.00E |
| FlyBy | ILHAN                             | 40:26:38.00N | 033:42:13.00E |
| FlyBy | LATGA                             | 40:19:53.00N | 032:05:32.00E |
| FlyBy | MELLI                             | 40:18:44.56N | 032:34:52.96E |
| FlyBy | NASIM                             | 40:34:20.00N | 032:20:00.00E |
| FlyBy | SALAZ                             | 39:57:21.45N | 033:12:33.17E |
| FlyBy | TELVO                             | 39:22:16.00N | 032:55:18.00E |
| FlyBy | UMRUN                             | 40:11:09.89N | 031:52:40.52E |
| FlyBy | YAVRU                             | 40:34:56.00N | 031:49:58.00E |
| FlyBy | YUCEL                             | 39:34:44.00N | 033:35:07.00E |

STANDARD ARRIVAL CHART  
INSTRUMENT (STAR) - ICAOTRANSITION ALTITUDE  
10 000 FTTWR : 118.1 - 257.8  
APP : 119.6 - 119.1ANKARA/ESENBOĞA  
RNAV (GNSS)  
RWY 03L/C/R

**ESENBGA AIRPORT RNAV (GNSS) STAR RWY 03L/C/R**

| Designator      | Abbreviated Description                                             | Descent    |
|-----------------|---------------------------------------------------------------------|------------|
| <b>ASTAL 1Z</b> | ASTAL-AC064[L]-AC074[F130+;L]-VEZIN[K200-;A8000+]                   | As cleared |
| <b>UMRUN 1Z</b> | UMRUN-PETAR[R]-AC082[F130-]-EZOTE-AC083-VEZIN[K200-;A8000+]         | As cleared |
| <b>LATGA 1Z</b> | LATGA-AC080[R]-TWEED-AC081[R]-AC083[L]-VEZIN[K200-;A8000+]          | As cleared |
| <b>YAVRU 1Z</b> | YAVRU-KIZIK[L]-AC080[L]-TWEED-AC081[R]-AC083[L]-VEZIN[K200-;A8000+] | As cleared |
| <b>DEREL 1Z</b> | DEREL-SALGO[L]-AC080[L]-TWEED-AC081[R]-AC083[L]-VEZIN[K200-;A8000+] | As cleared |

| Type  | Fix identifier<br>(Waypoint name) | Latitude     | Longitude     |
|-------|-----------------------------------|--------------|---------------|
| FlyBy | VEZIN                             | 40:03:18.06N | 032:43:28.24E |
| FlyBy | AC064                             | 40:20:53.96N | 032:52:43.67E |
| FlyBy | AC083                             | 40:04:28.44N | 032:37:03.87E |
| FlyBy | AC081                             | 40:17:33.50N | 032:41:15.06E |
| FlyBy | AC080                             | 40:21:36.31N | 032:20:34.97E |
| FlyBy | AC074                             | 40:15:51.52N | 032:50:02.42E |
| FlyBy | AC082                             | 40:06:13.30N | 032:27:27.10E |
| FlyBy | EZOTE                             | 40:05:20.97N | 032:32:15.54E |
| FlyBy | TWEED                             | 40:18:20.73N | 032:37:15.53E |
| FlyBy | SALGO                             | 40:28:26.00N | 032:11:58.00E |
| FlyBy | LATGA                             | 40:19:53.00N | 032:05:32.00E |
| FlyBy | ASTAL                             | 40:44:26.00N | 033:07:28.00E |
| FlyBy | DEREL                             | 40:42:50.00N | 032:11:36.00E |
| FlyBy | PETAR                             | 40:10:16.00N | 032:04:53.00E |
| FlyBy | UMRUN                             | 40:11:09.89N | 031:52:40.52E |
| FlyBy | KIZIK                             | 40:25:06.00N | 032:08:58.00E |
| FlyBy | YAVRU                             | 40:34:56.00N | 031:49:58.00E |

**Note1:** At first contact with ESENBGA APP report if unable to comply the RNAV procedure.

**Note2:** At first contact with ESENBGA APP report only call sign.

**Note3:** IAS 200 Kts on base leg/closing heading to final approach up to 12 NM to touchdown. IAS 180 Kts on final approach course within 12 NM to 8 NM to touchdown. IAS 170 Kts on final approach course within 8 NM to 6 NM to touchdown. IAS 160 Kts on final approach course within 6 NM to 4 NM to touchdown

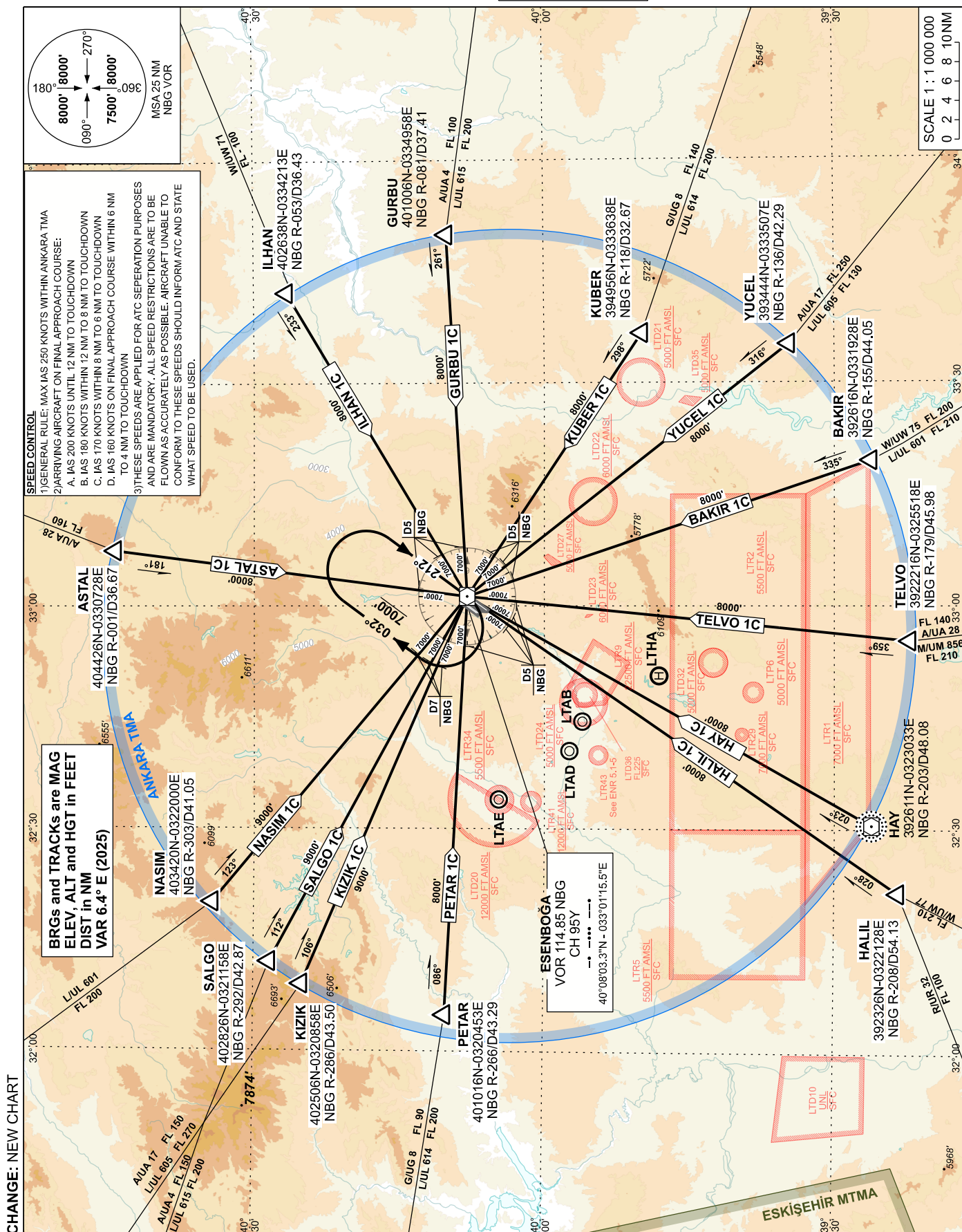
**Note4:** These speeds are applied for ATC separation purposes and are mandatory. All speed restrictions are to be flown as accurately as possible. Aircraft unable to conform to these speeds should inform ATC and state what speeds to be used



**TRANSITION ALTITUDE**  
**10 000 FT**

APP : 119.6 - 119.1  
TWR : 118.1 - 257.8  
ATIS : 123.6

RWY 03R





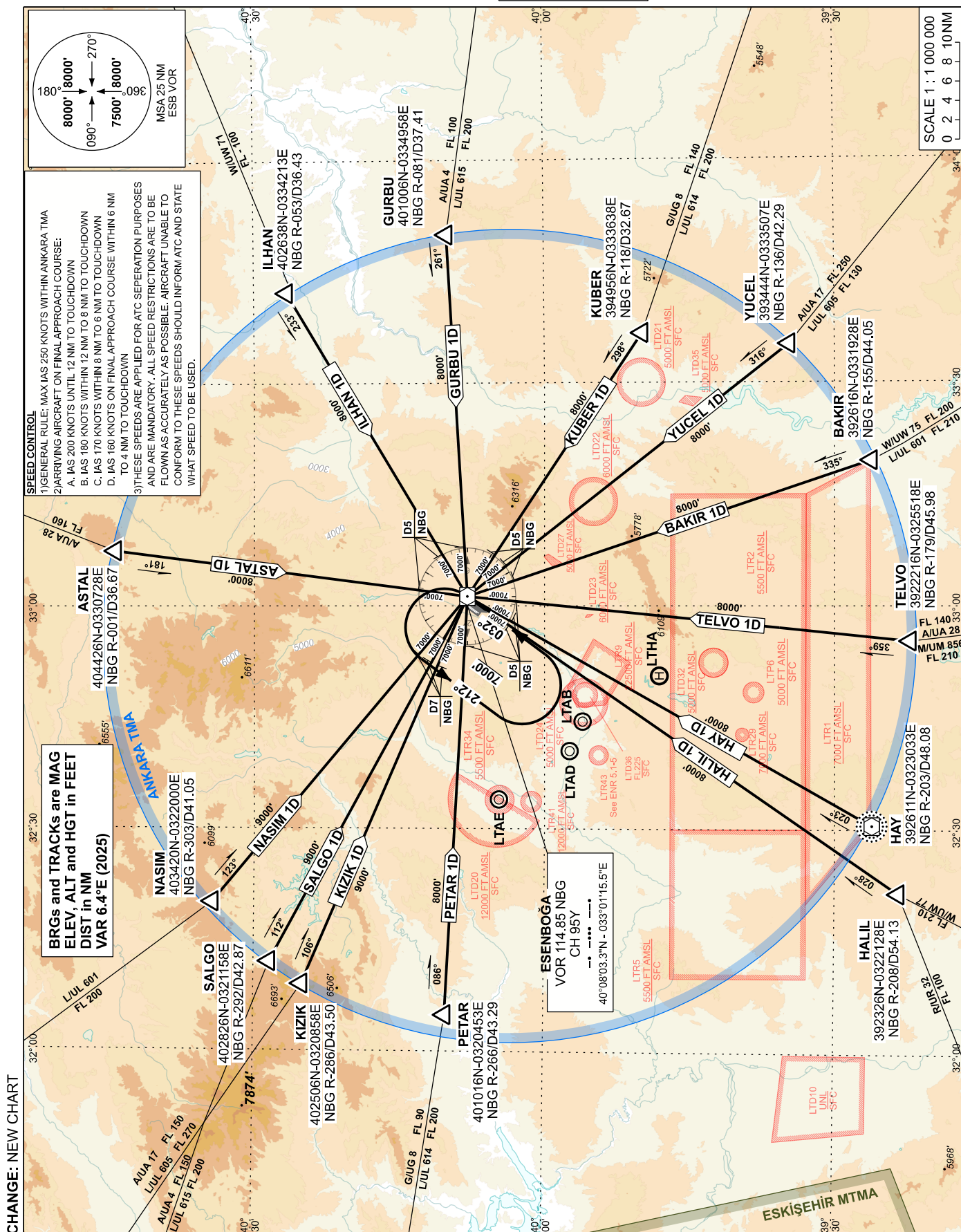
## STANDARD ARRIVAL CHART INSTRUMENT (STAR) - ICAO

**TRANSITION ALTITUDE**  
**10 000 FT**

APP : 119.6 - 119.1  
TWR : 118.1 - 257.8  
ATIS : 123.6

**ANKARA/ESENBOĞA**

RWY 21L

**DHMI - ANKARA**

AIRAC AMDT 08/25

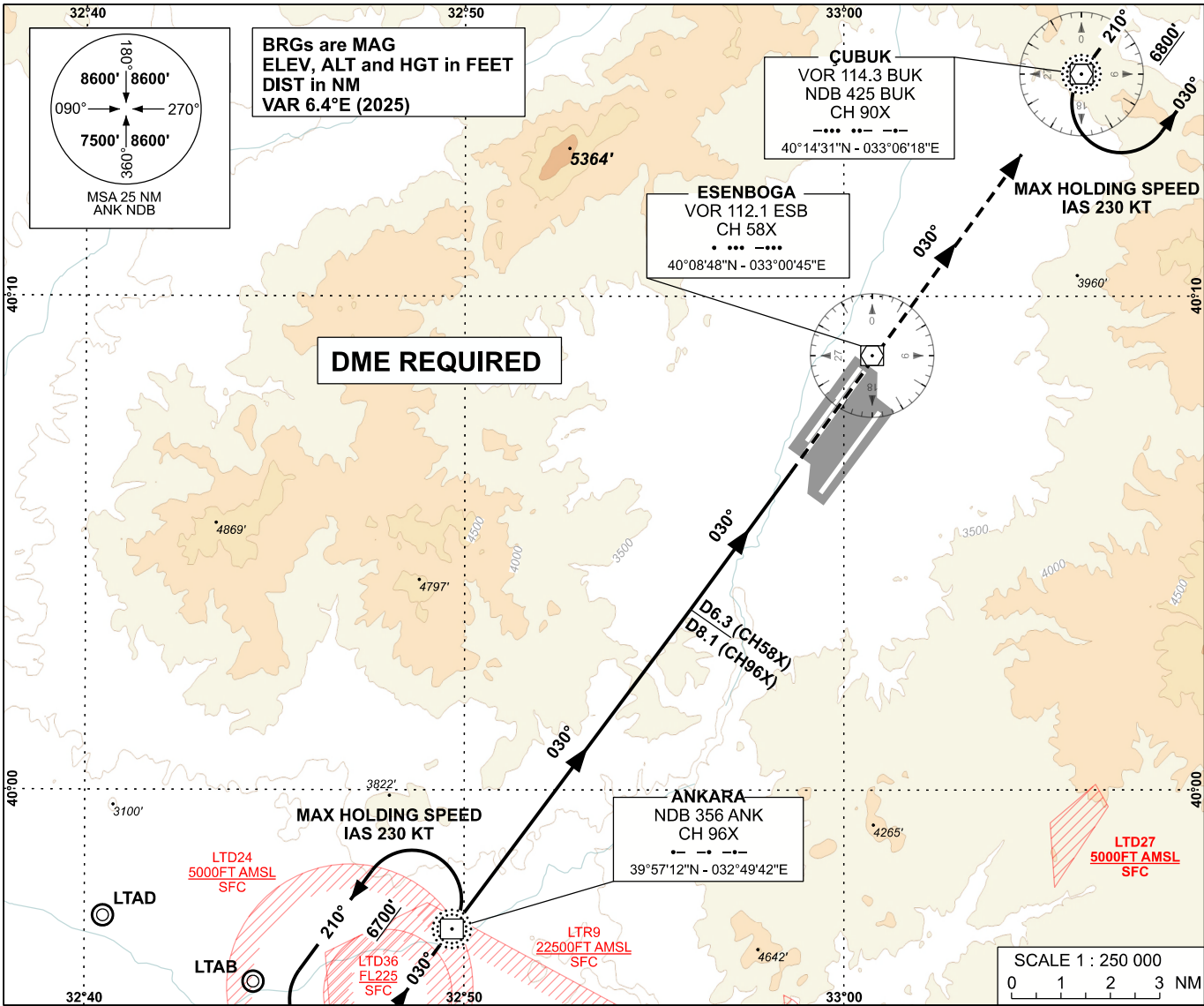
**ANKARA/ESENBOĞA**



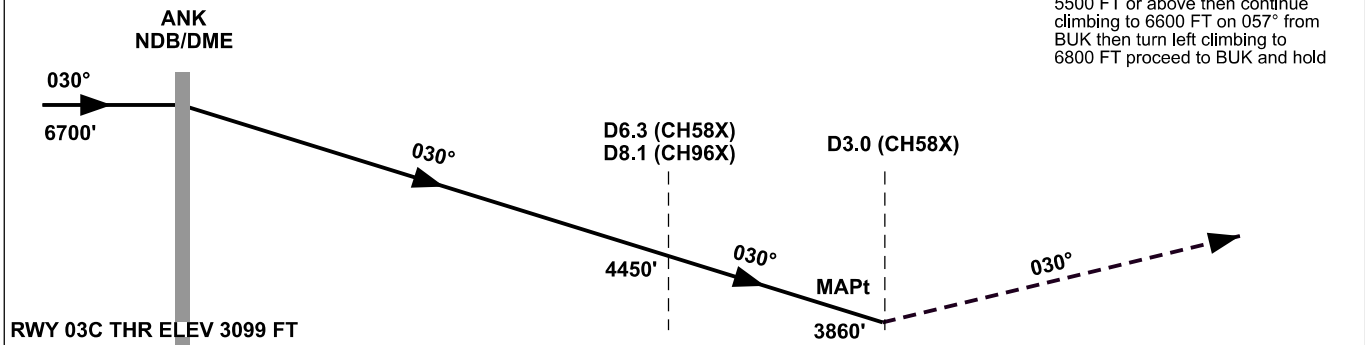
INSTRUMENT  
APPROACH  
CHART - ICAO

|      |               |                     |           |
|------|---------------|---------------------|-----------|
| APP  | 119.6 - 119.1 | AD ELEV             | 3158 FT   |
| TWR  | 118.1 - 257.8 | TRANSITION ALTITUDE | 10 000 FT |
| ATIS | 123.6         |                     |           |

ANKARA/ESENBOĞA  
NDB Z  
RWY 03C



**MISSED APPROACH**  
Proceed to BUK VOR/NDB cross 5500 FT or above then continue climbing to 6600 FT on 057° from BUK then turn left climbing to 6800 FT proceed to BUK and hold

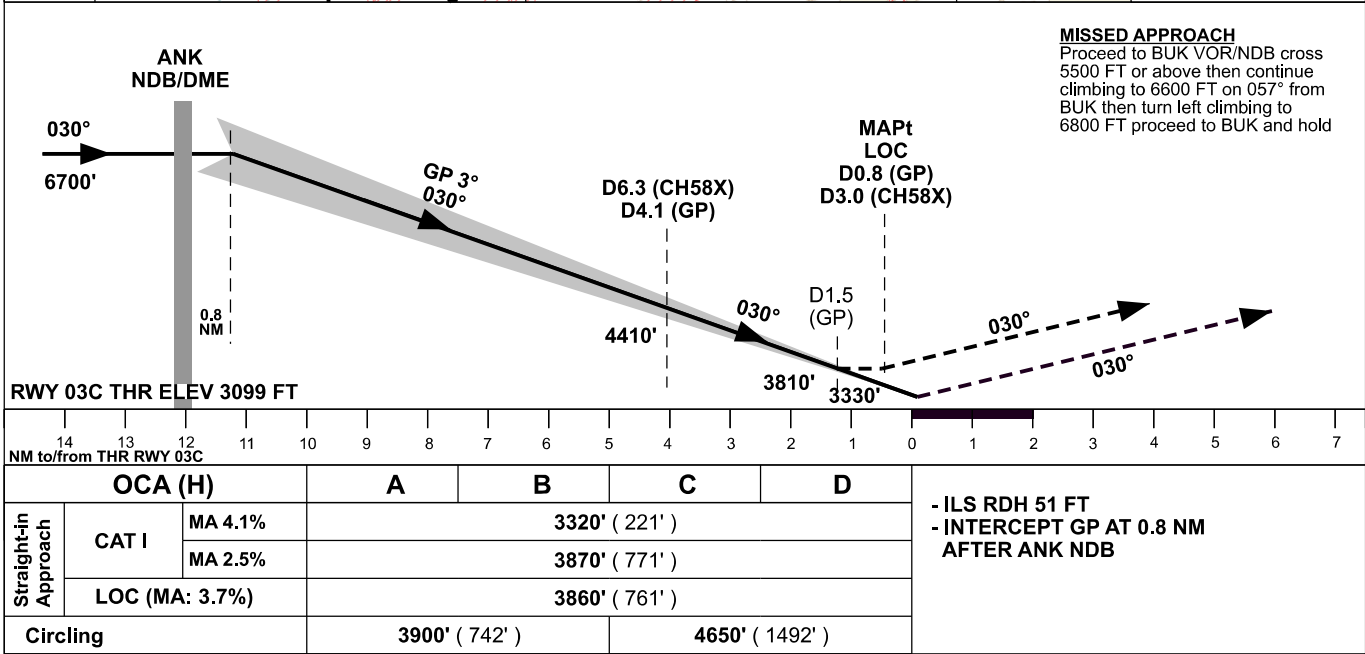
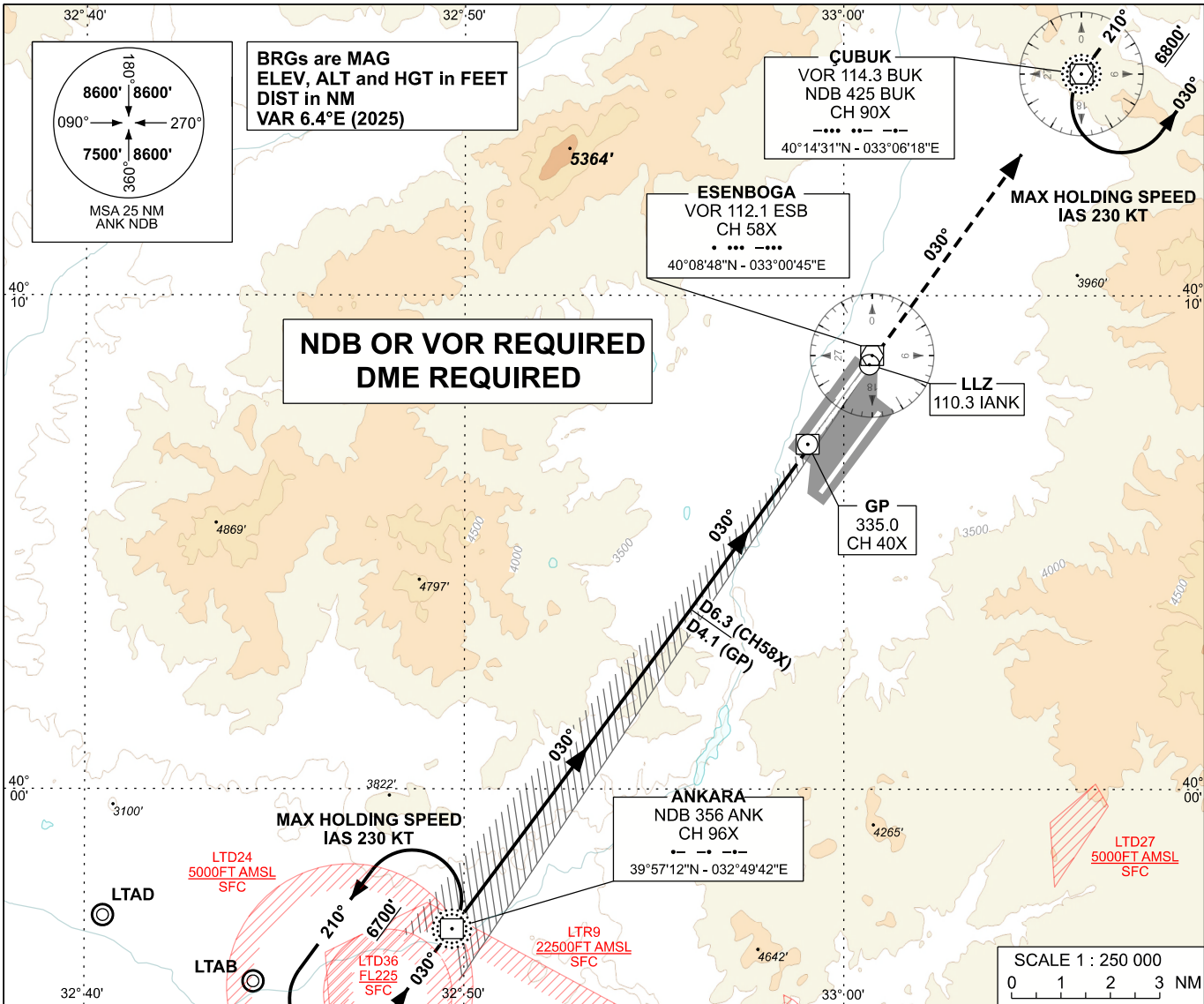


|                        |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                |  |  |  |  |   |  |  |  |  |                 |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|----------------|--|--|--|--|---|--|--|--|--|-----------------|--|--|--|--|---|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| NM to/from THR RWY 03C |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                |  |  |  |  |   |  |  |  |  |                 |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| OCA (H)                |  |  |  |  |  |  |  |  |  |  |  |  |  |  | A              |  |  |  |  | B |  |  |  |  | C               |  |  |  |  | D |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Straight-in Approach   |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 3860' ( 761' ) |  |  |  |  |   |  |  |  |  |                 |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Circling               |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 3900' ( 742' ) |  |  |  |  |   |  |  |  |  | 4650' ( 1492' ) |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|                        |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                |  |  |  |  |   |  |  |  |  |                 |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|                        |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                |  |  |  |  |   |  |  |  |  |                 |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

INSTRUMENT  
APPROACH  
CHART - ICAO

|      |               |                     |           |
|------|---------------|---------------------|-----------|
| APP  | 119.6 - 119.1 | AD ELEV             | 3158 FT   |
| TWR  | 118.1 - 257.8 | TRANSITION ALTITUDE | 10 000 FT |
| ATIS | 123.6         |                     |           |

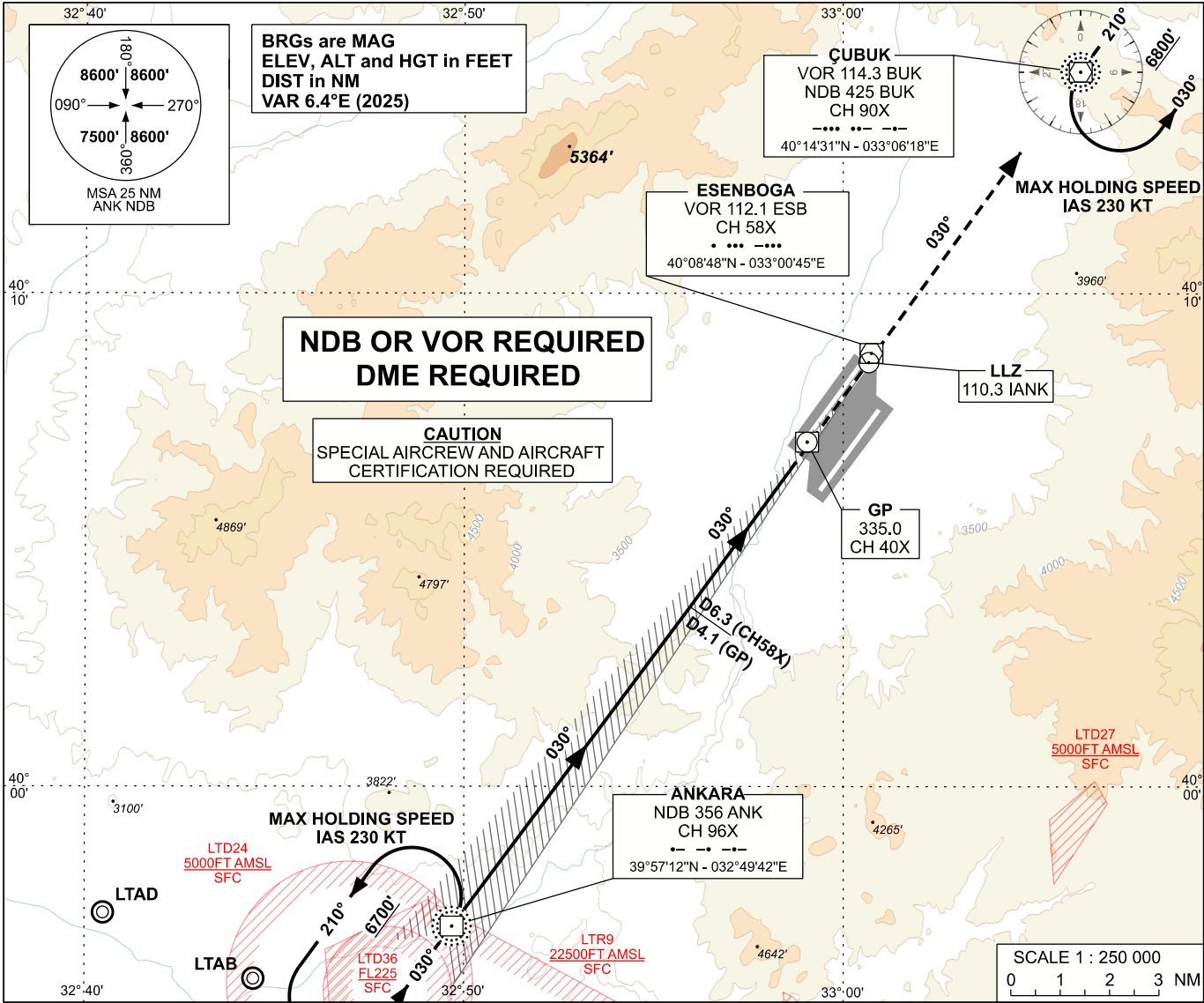
ANKARA/ESENOĞA  
ILS Y CAT I or LOC Y  
RWY 03C



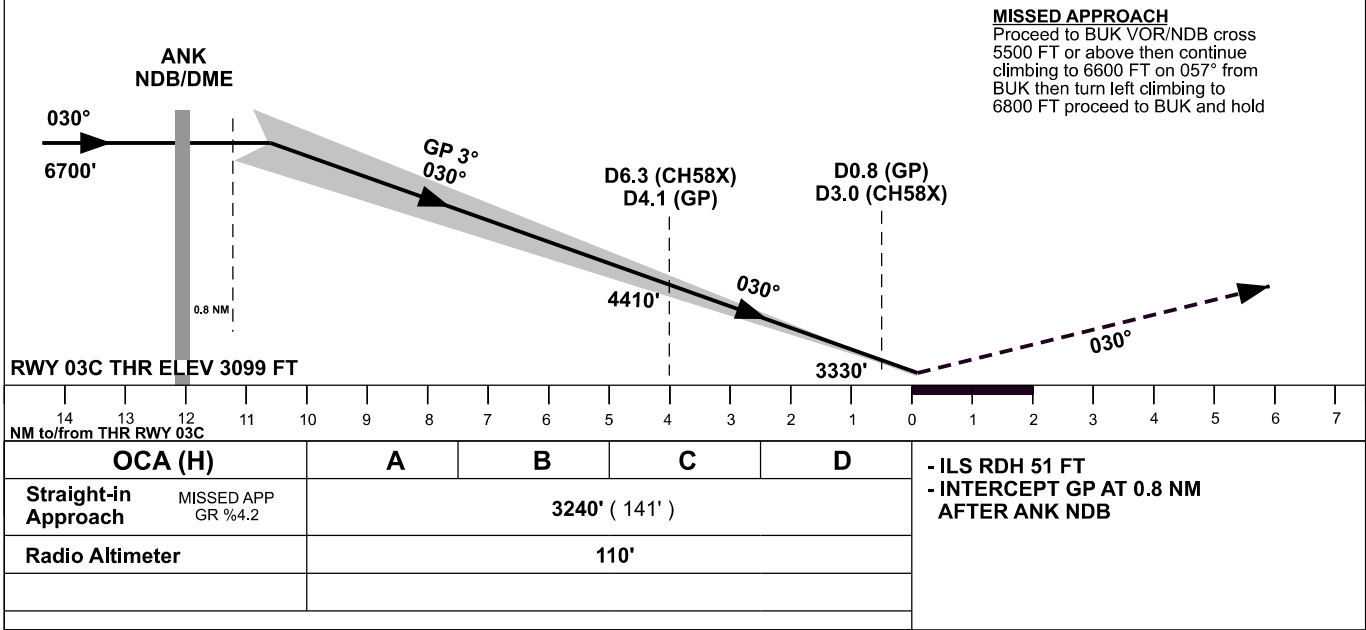
INSTRUMENT  
APPROACH  
CHART - ICAO

|      |               |                     |           |
|------|---------------|---------------------|-----------|
| APP  | 119.6 - 119.1 | AD ELEV             | 3158 FT   |
| TWR  | 118.1 - 257.8 | TRANSITION ALTITUDE | 10 000 FT |
| ATIS | 123.6         |                     |           |

ANKARA/ESENOĞA  
ILS W CAT II  
RWY 03C



CHANGE: MAG VAR, NEW RWY, PROCEDURE





|      |               |                                  |         |
|------|---------------|----------------------------------|---------|
| APP  | 119.6 - 119.1 | AD ELEV                          | 3158 FT |
| TWR  | 118.1 - 257.8 | TRANSITION ALTITUDE<br>10 000 FT |         |
| ATIS | 123.6         |                                  |         |

**CAUTION:**  
 1- ATC will clear the aircraft to the ILS Approach before IAF (VEZIN or TIARE) for RWY 03C.  
 As soon as such an instruction is received, the aircraft shall completely follow the procedure (including the P-RNAV transition) for RWY 03C.  
 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.

| Type  | Waypoint Name | Latitude     | Longitude     |
|-------|---------------|--------------|---------------|
| Flyby | VEZIN(IAF)    | 40:03:18.06N | 032:43:28.24E |
| Flyby | DENAR(IF)     | 39:58:51.59N | 032:51:24.37E |
| Flyby | TIARE (IAF)   | 39:54:24.58N | 032:59:19.47E |
| Flyby | TOVNA(FAP)    | 40:02:54.23N | 032:55:14.60E |

**DME REQUIRED  
NDB OR VOR REQUIRED**

**REMARKS**  
 1. RADAR REQUIRED  
 2. P RNAV APPROVAL REQUIRED  
 OTHERWISE ADVISE ATC

**ÇUBUK**  
 VOR 114.3 BUK  
 NDB 425 BUK  
 CH 90X  
 40°14'31"N - 033°06'18"E

**ESENBAGA**  
 VOR 112.1 ESB  
 CH 58X  
 40°08'48"N - 033°00'45"E

**LLZ**  
 110.3 IANK

**GP**  
 335.0  
 CH 40X

**P-RNAV**  
 VEZIN & TIARE TRANSITIONS  
 GNSS REQUIRED

**Scale 1 : 250 000**  
 0 1 2 3 NM

**BRGs are MAG  
 ELEV, ALT and HGT in FEET  
 DIST in NM  
 VAR 6.4°E (2025)**

**(FAP)  
TOVNA  
D5.03 (GP)**

**D6.3 (CH58X)  
D4.1 (GP)**

**MAPt  
LOC  
D0.8 (GP)  
D3.0 (CH58X)**

**GP 3°  
030°**

**030°**

**030°**

**030°**

**4700'**

**4410'**

**3810'**

**3330'**

**RWY 03C THR ELEV 3099 FT**

**7 6 5 4 3 2 1 0 1 2 3**

**NM to/from THR RWY 03C**

| <b>OCA (H)</b>                  |                       |                | <b>A</b>              | <b>B</b> | <b>C</b>               | <b>D</b> |
|---------------------------------|-----------------------|----------------|-----------------------|----------|------------------------|----------|
| <b>Straight-in<br/>Approach</b> | <b>CAT I</b>          | <b>MA 4.1%</b> | <b>3320' ( 221' )</b> |          |                        |          |
|                                 |                       | <b>MA 2.5%</b> | <b>3870' ( 771' )</b> |          |                        |          |
|                                 | <b>LOC (MA: 3.7%)</b> |                | <b>3860' ( 761' )</b> |          |                        |          |
| <b>Circling</b>                 |                       |                | <b>3900' ( 742' )</b> |          | <b>4650' ( 1492' )</b> |          |

**- ILS RDH 51 FT**  
**- INTERCEPT GP AT 5.03 DME  
FROM GP/DME (CH40X)**

**MISSED APPROACH**  
Proceed to BUK VOR/NDB cross  
5500 FT or above then continue  
climbing to 6600 FT on 057° from  
BUK then turn left climbing to  
6800 FT proceed to BUK and hold

**MIN. CLIMB GRADIENT %2.5  
AFTER PASSING BUK VOR**

|      |               |                                  |         |
|------|---------------|----------------------------------|---------|
| APP  | 119.6 - 119.1 | AD ELEV                          | 3158 FT |
| TWR  | 118.1 - 257.8 | TRANSITION ALTITUDE<br>10 000 FT |         |
| ATIS | 123.6         |                                  |         |

**ANKARA/ESENBOĞA**  
**ILS U CAT II**  
**RWY 03C**

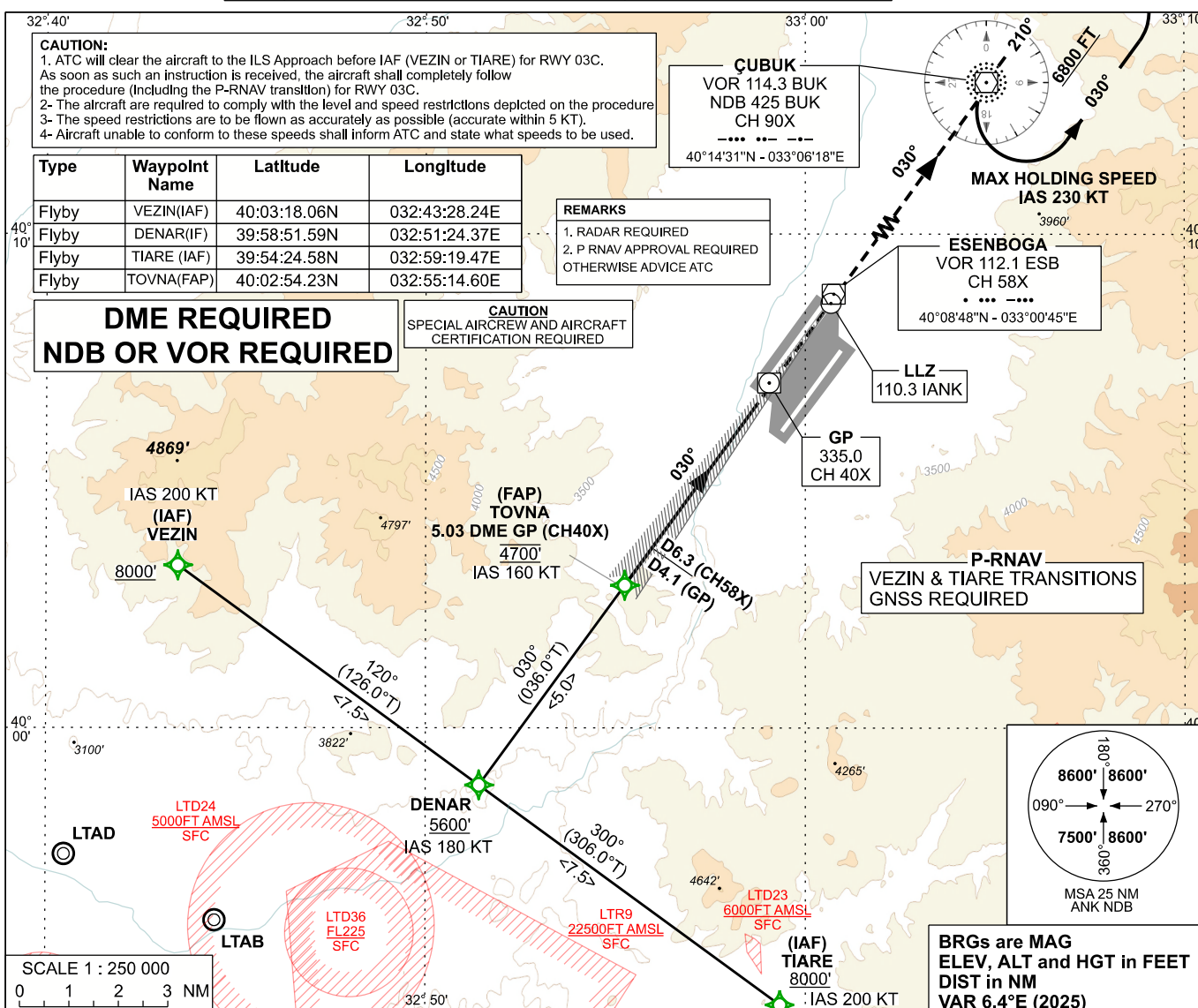
- 1- ATC will clear the aircraft to the ILS Approach before IAF (VEZIN or TIARE) for RWY 03C. As soon as such an instruction is received, the aircraft shall completely follow the procedure (Including the P-RNAV transition) for RWY 03C.
- 2- The aircraft are required to comply with the level and speed 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.

| Type  | Waypoint Name | Latitude     | Longitude     |
|-------|---------------|--------------|---------------|
| Flyby | VEZIN(IAF)    | 40:03:18.06N | 032:43:28.24E |
| Flyby | DENAR(IAF)    | 39:58:51.59N | 032:51:24.37E |
| Flyby | TIARE(IAF)    | 39:54:24.58N | 032:59:19.47E |
| Flybv | TOVNA(FAP)    | 40:02:54.23N | 032:55:14.60E |

1. RADAR REQUIRED  
2. P RNAV APPROVAL REQUIRED  
OTHERWISE ADVICE ATC

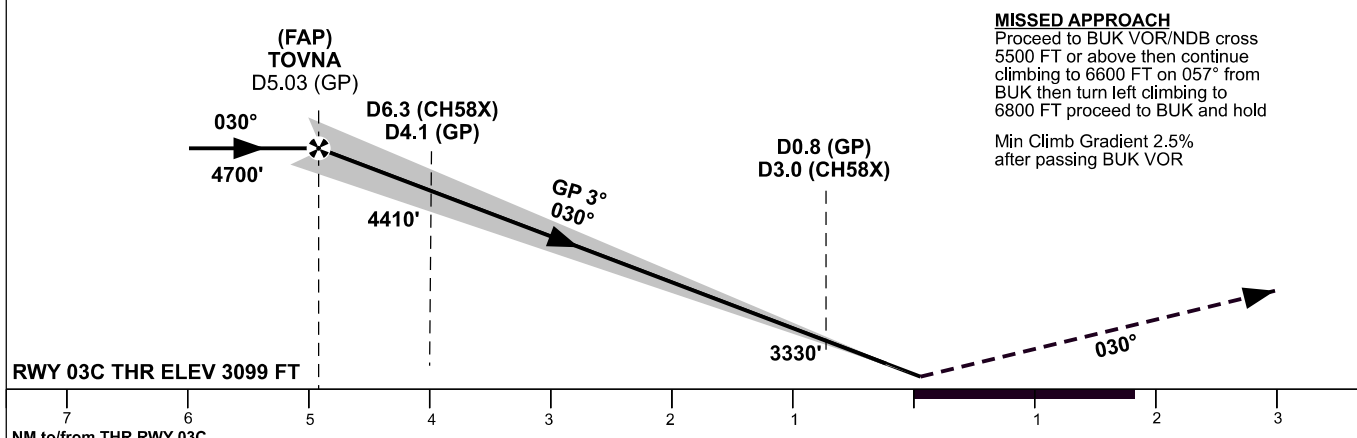
|                     |
|---------------------|
| DME REQUIRED        |
| NDB OR VOR REQUIRED |

**CAUTION**  
SPECIAL AIRCREW AND AIRCRAFT  
CERTIFICATION REQUIRED



**MISSED APPROACH**  
Proceed to BUK VOR/NDB cross  
5500 FT or above then continue  
climbing to 6600 FT on 057° from  
BUK then turn left climbing to  
6800 FT proceed to BUK and hold

Min Climb Gradient 2.5%  
after passing BUK VOR



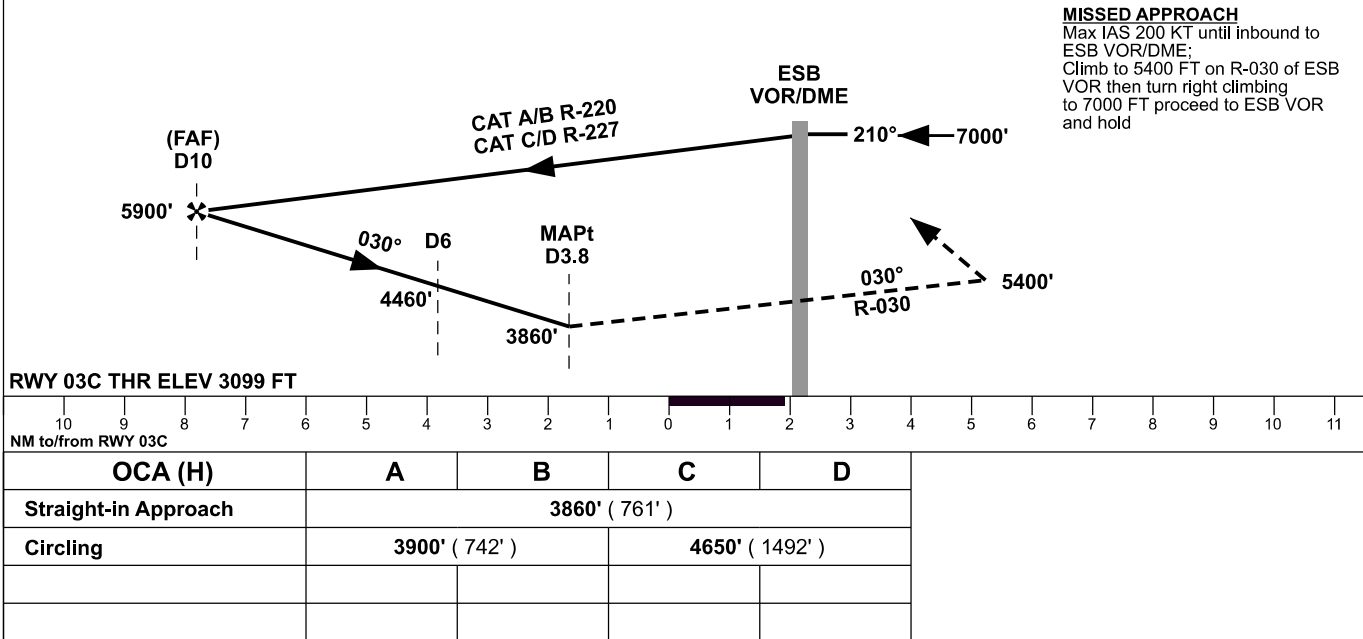
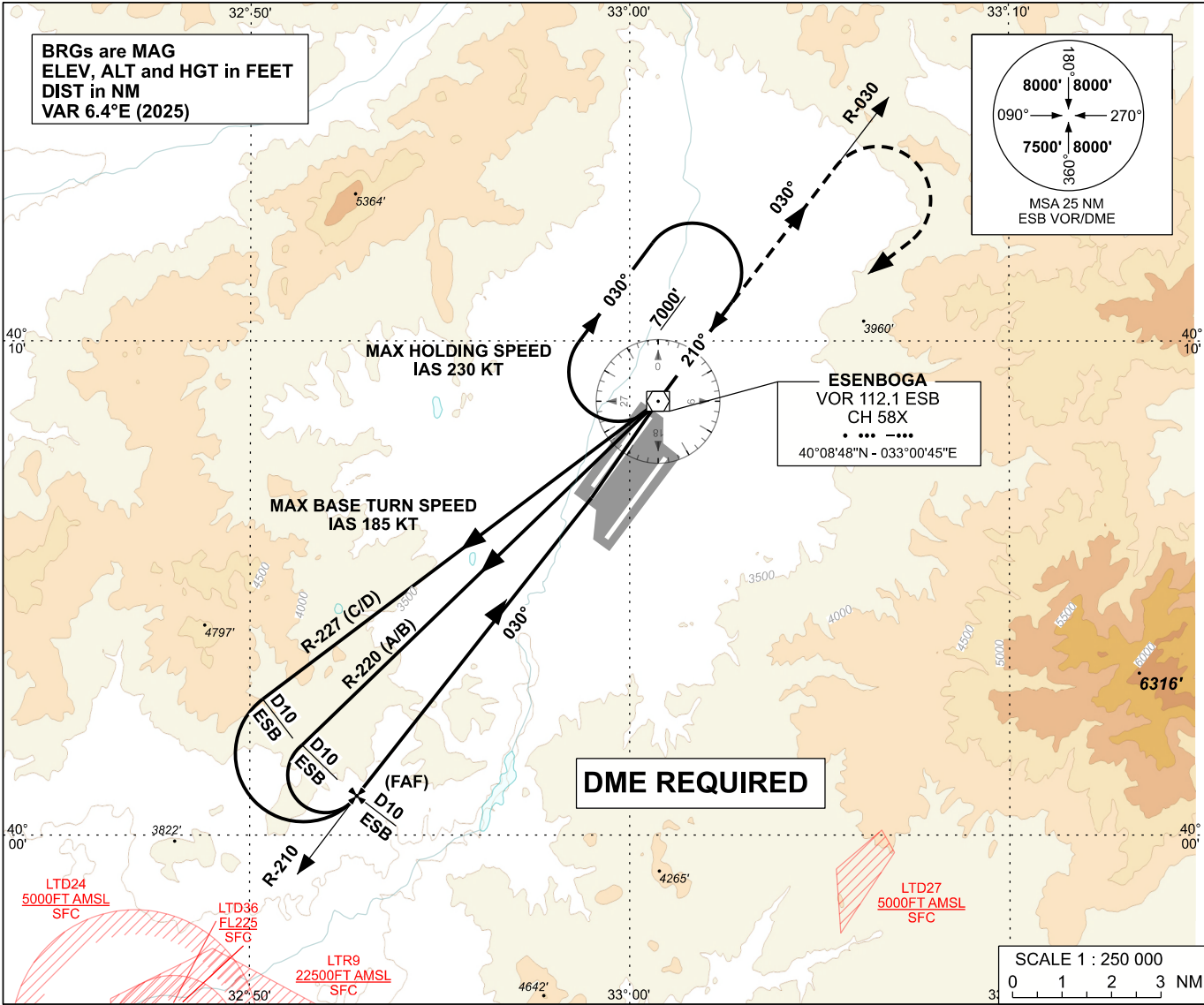
|                                            |                |   |   |   |                                                                      |
|--------------------------------------------|----------------|---|---|---|----------------------------------------------------------------------|
| NM to/from THR RWY 03C                     |                |   |   |   | - ILS RDH 51 FT<br>- INTERCEPT GP AT 5.03 DME<br>FROM GP/DME (CH40X) |
| OCA (H)                                    | A              | B | C | D |                                                                      |
| Straight-in Approach<br>MISSED APP GR %4.2 | 3240' ( 141' ) |   |   |   |                                                                      |
| Radio Altimeter                            | 110'           |   |   |   |                                                                      |
|                                            |                |   |   |   |                                                                      |

**CHANGE: MAG VAR., NEW RWY, PROCEDURE**

ANKARA/ESENBOĞA  
VOR Z  
RWY 03C

|      |               |                     |           |
|------|---------------|---------------------|-----------|
| APP  | 119.6 - 119.1 | AD ELEV             | 3158 FT   |
| TWR  | 118.1 - 257.8 | TRANSITION ALTITUDE | 10 000 FT |
| ATIS | 123.6         |                     |           |

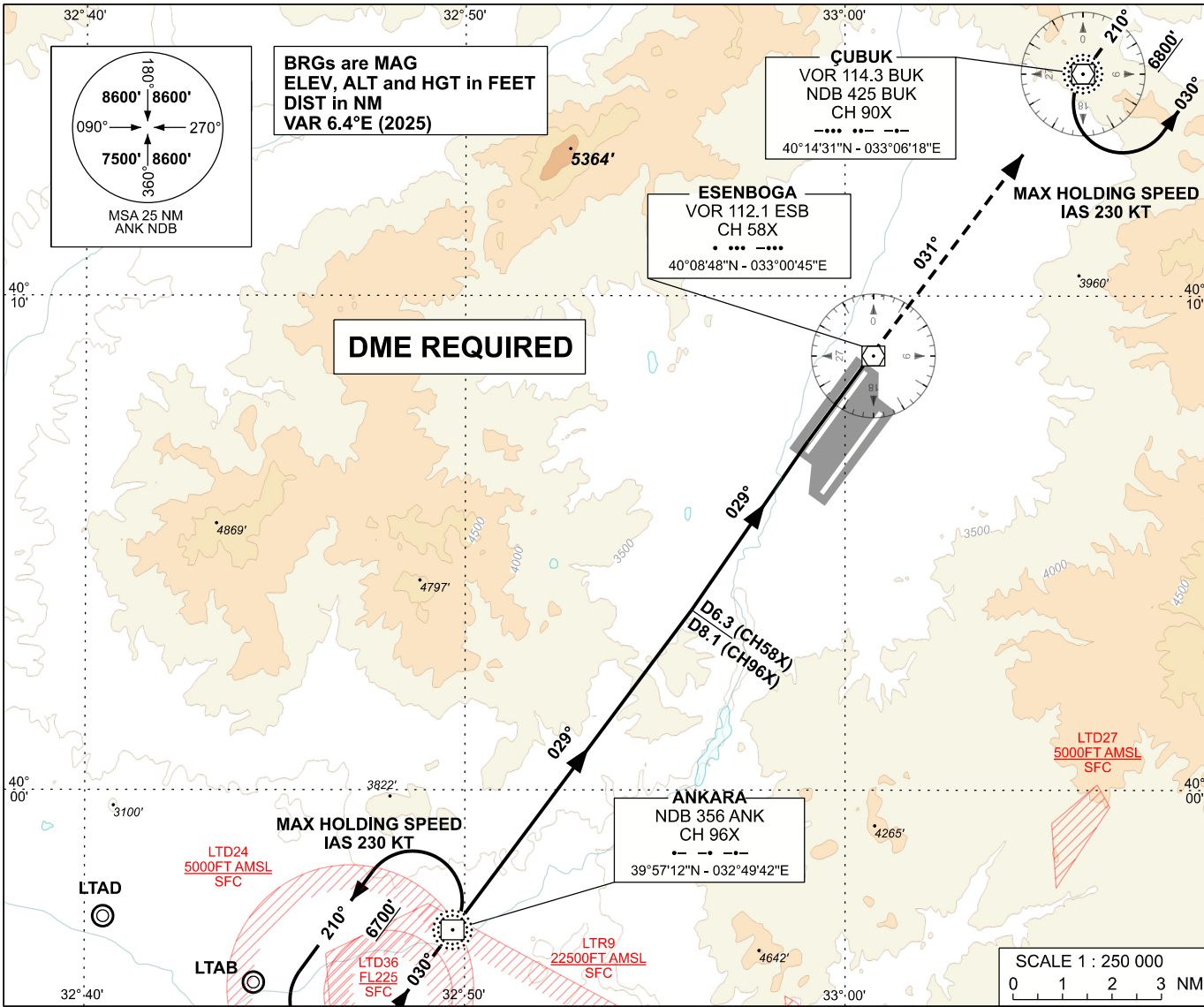
INSTRUMENT  
APPROACH  
CHART - ICAO



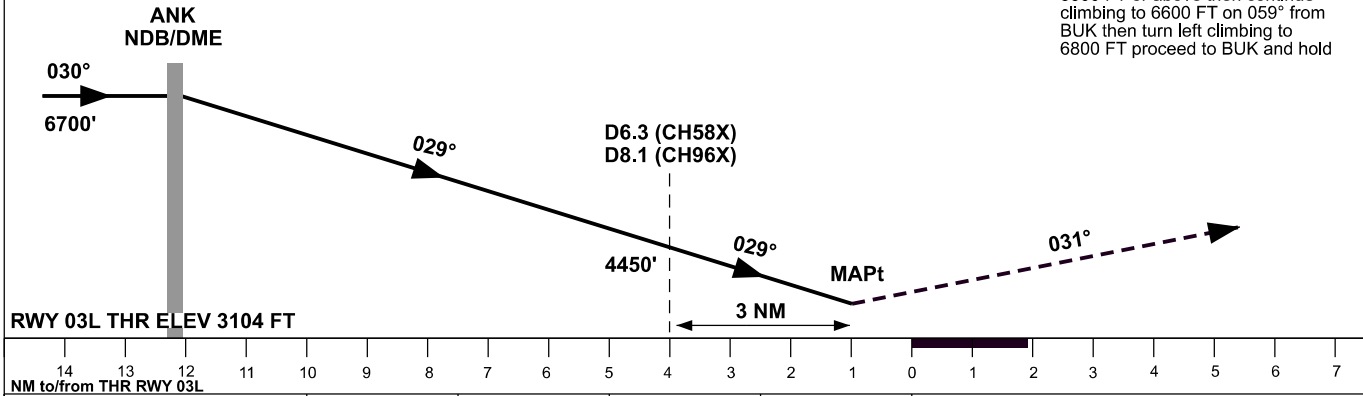
INSTRUMENT  
APPROACH  
CHART - ICAO

|      |               |                     |           |
|------|---------------|---------------------|-----------|
| APP  | 119.6 - 119.1 | AD ELEV             | 3158 FT   |
| TWR  | 118.1 - 257.8 | TRANSITION ALTITUDE | 10 000 FT |
| ATIS | 123.6         |                     |           |

ANKARA/ESENBOĞA  
NDB Z  
RWY 03L



**MISSED APPROACH**  
Proceed to BUK VOR/NDB cross  
5500 FT or above then continue  
climbing to 6600 FT on 059° from  
BUK then turn left climbing to  
6800 FT proceed to BUK and hold



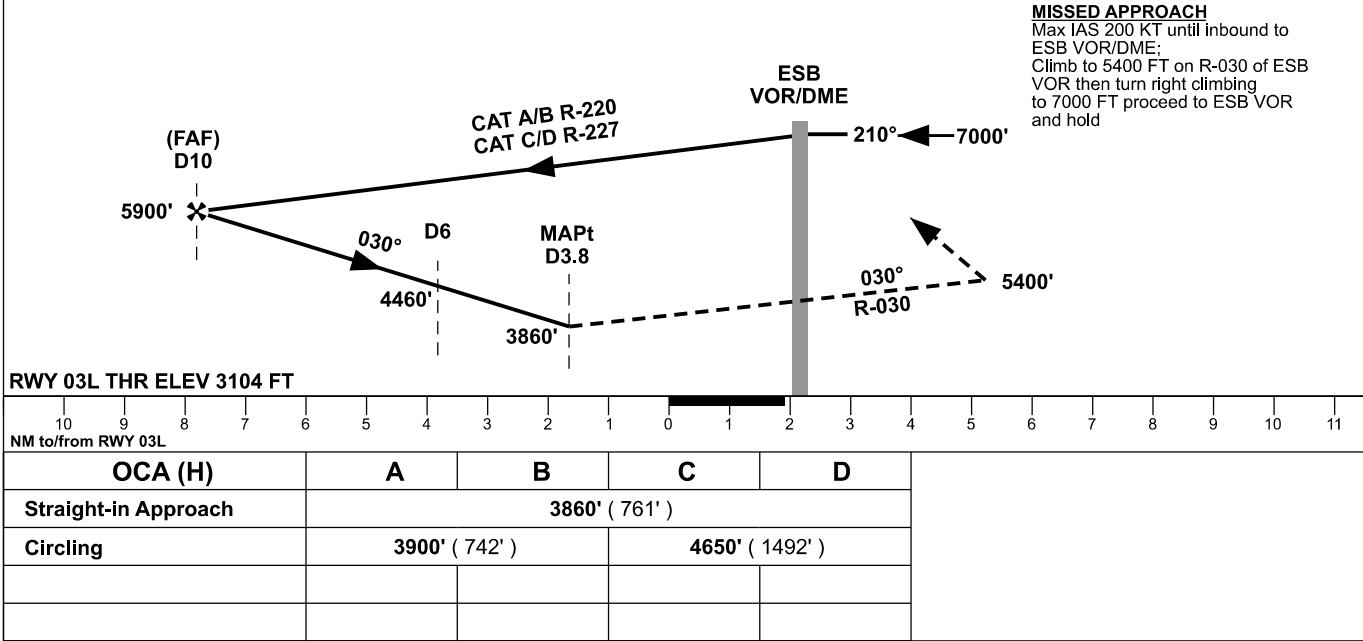
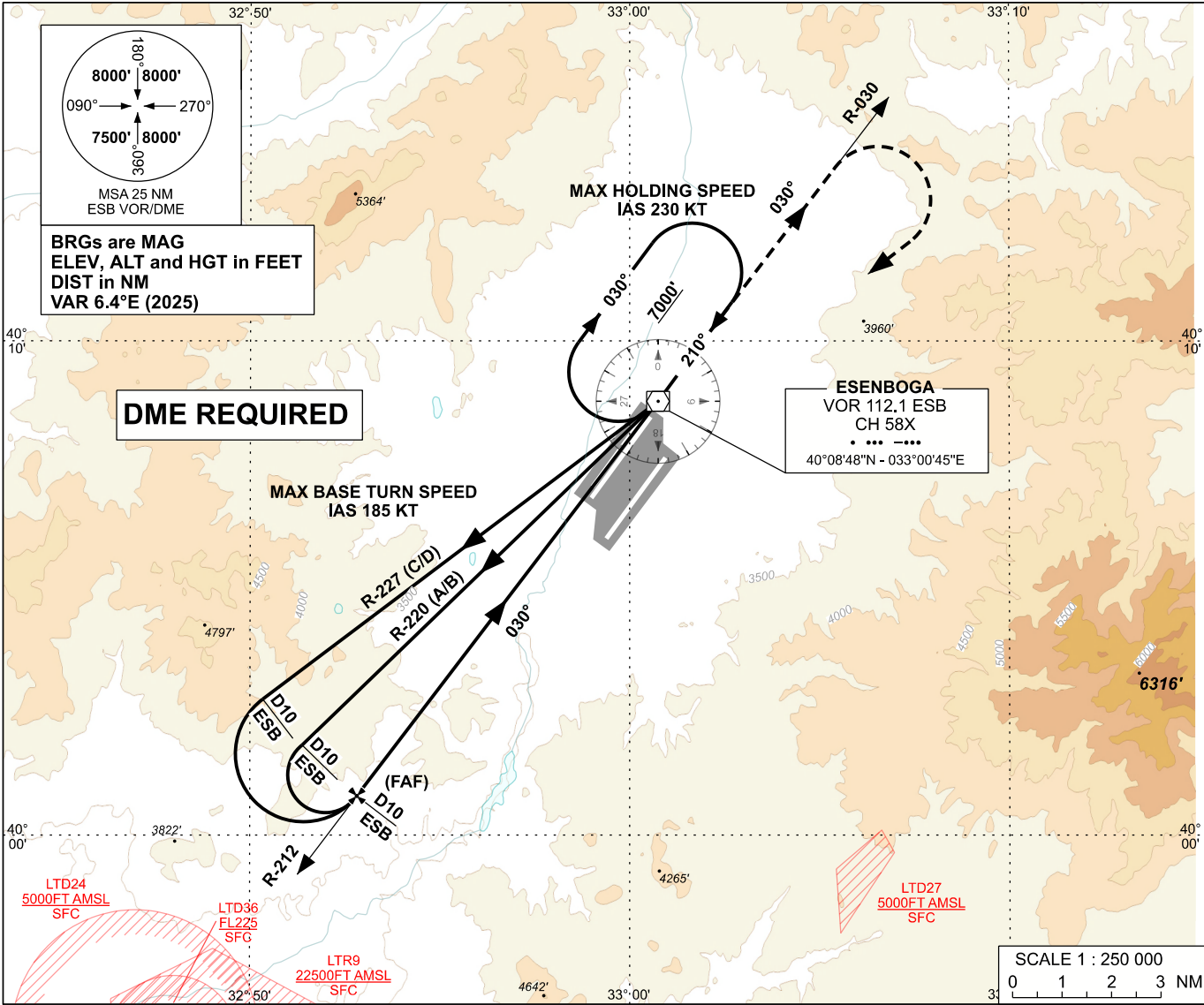
| OCA (H)              | A              | B | C               | D |
|----------------------|----------------|---|-----------------|---|
| Straight-in Approach | 3860' ( 761' ) |   |                 |   |
| Circling             | 3900' ( 742' ) |   | 4650' ( 1492' ) |   |
|                      |                |   |                 |   |
|                      |                |   |                 |   |



ANKARA/ESENBOĞA  
VOR Z  
RWY 03L

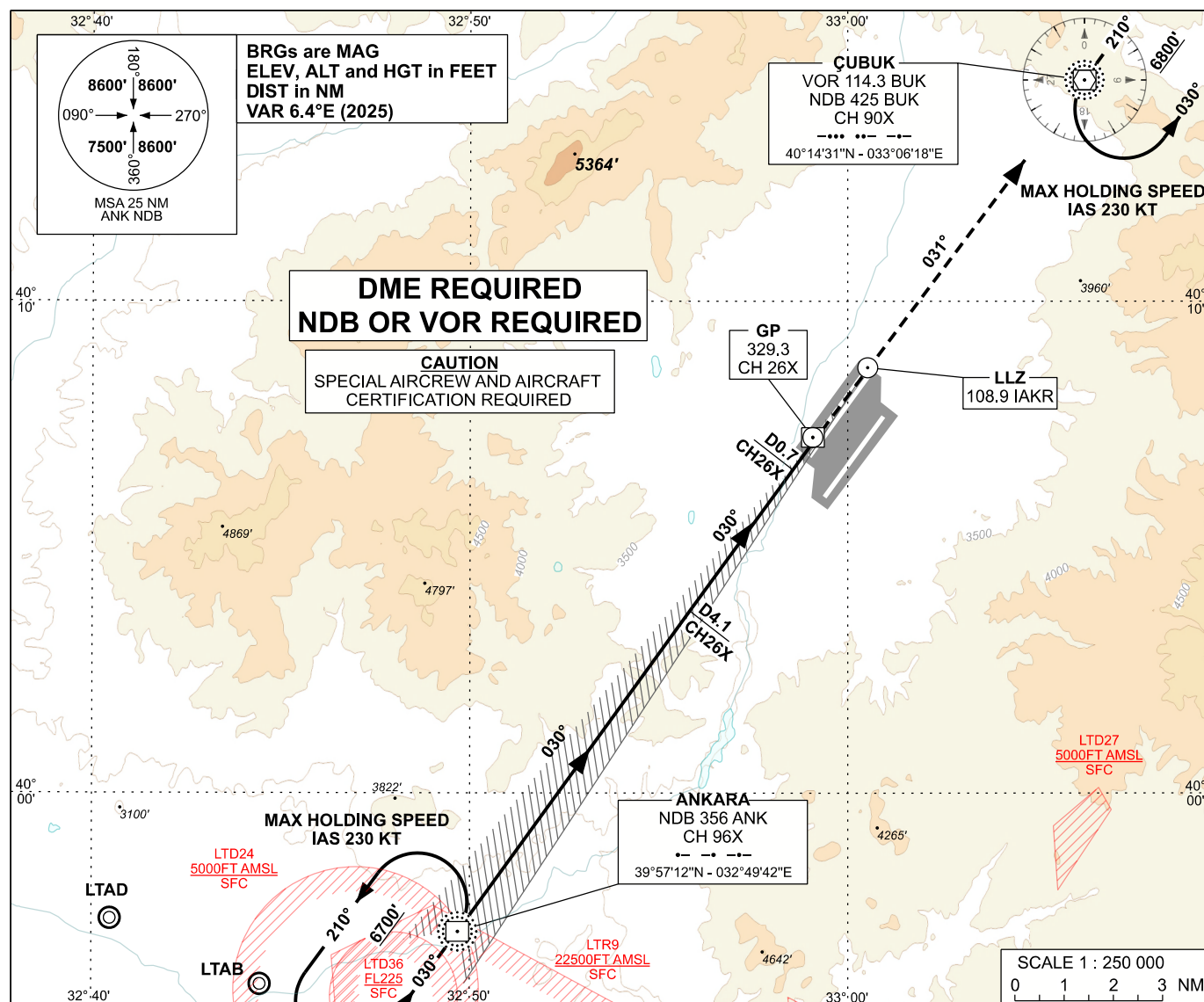
|      |               |                                  |         |
|------|---------------|----------------------------------|---------|
| APP  | 119.6 - 119.1 | AD ELEV                          | 3158 FT |
| TWR  | 118.1 - 257.8 | TRANSITION ALTITUDE<br>10 000 FT |         |
| ATIS | 123.6         |                                  |         |

INSTRUMENT  
APPROACH  
CHART - ICAO

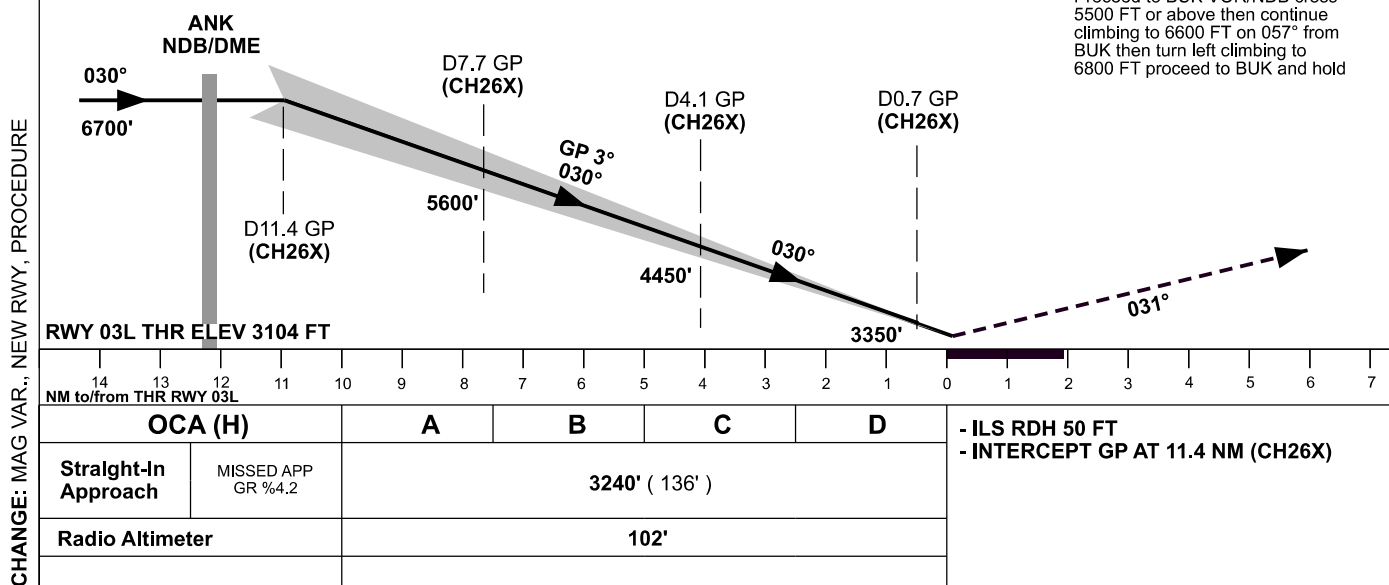


|      |               |                                  |         |
|------|---------------|----------------------------------|---------|
| APP  | 119.6 - 119.1 | AD ELEV                          | 3158 FT |
| TWR  | 118.1 - 257.8 | TRANSITION ALTITUDE<br>10 000 FT |         |
| ATIS | 123.6         |                                  |         |

**ANKARA/ESENBOĞA**  
**ILS Z CAT II**  
**RWY 03L**



**MISSED APPROACH**  
Proceed to BUK VOR/NDB cross  
5500 FT or above then continue  
climbing to 6600 FT on 057° from  
BUK then turn left climbing to  
6800 FT proceed to BUK and hold

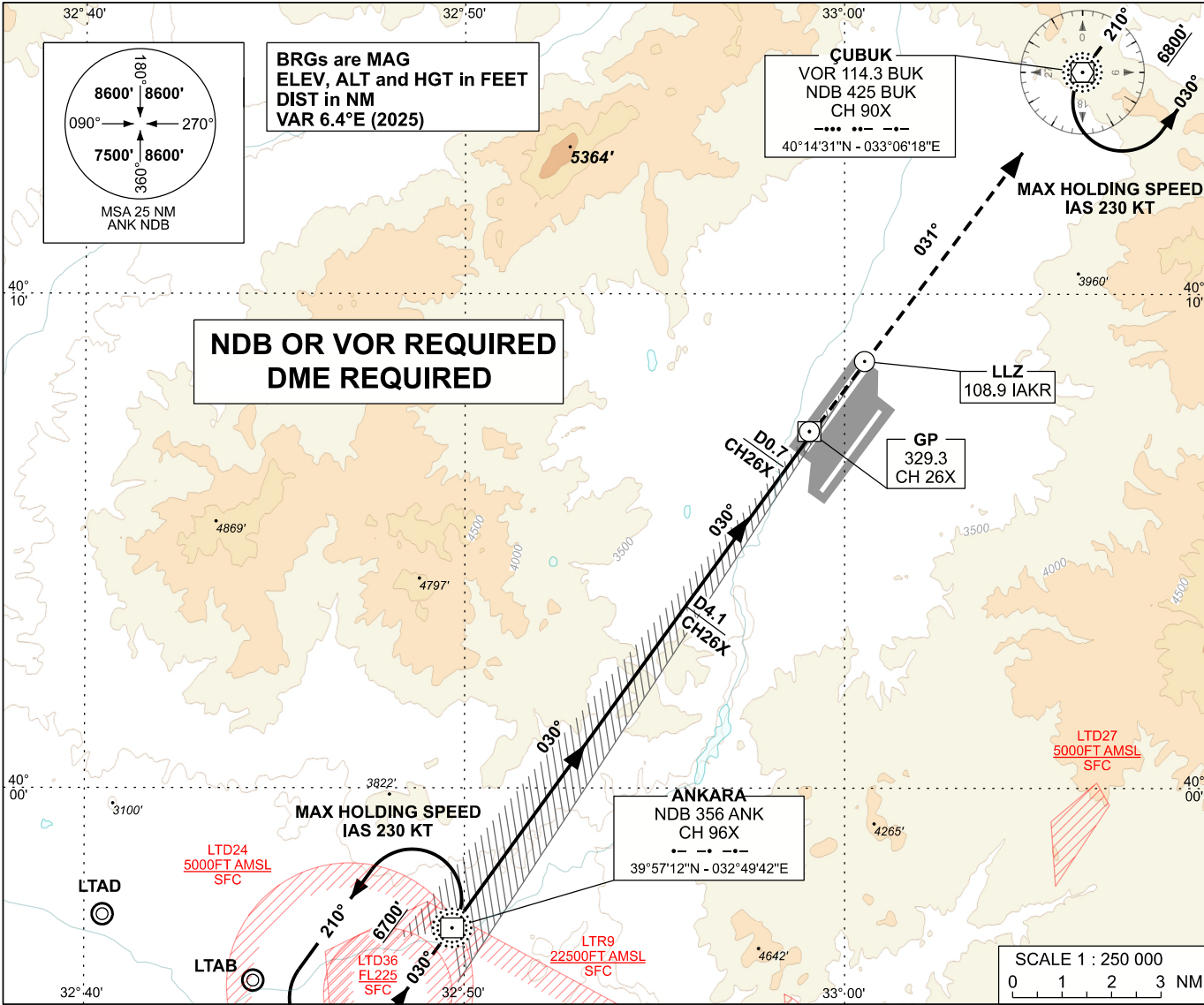


ANKARA/ESENBOĞA  
ILS Y CAT I or LOC Y  
RWY 03L

|      |               |
|------|---------------|
| APP  | 119.6 - 119.1 |
| TWR  | 118.1 - 257.8 |
| ATIS | 123.6         |

|                     |           |
|---------------------|-----------|
| AD ELEV             | 3158 FT   |
| TRANSITION ALTITUDE | 10 000 FT |

INSTRUMENT  
APPROACH  
CHART - ICAO



**CHANGE: MAG VAR., NEW RWY, PROCEDURE**

**ANK NDB/DME**

**RWY 03L THR ELEV 3104 FT**

**MISSED APPROACH**  
Proceed to BUK VOR/NDB cross 5500 FT or above then continue climbing to 6600 FT on 057° from BUK then turn left climbing to 6800 FT proceed to BUK and hold

| OCA (H)              |                | A              | B              | C               | D | - ILS RDH 50 FT<br>- INTERCEPT GP AT 11.4 NM (CH26X) |
|----------------------|----------------|----------------|----------------|-----------------|---|------------------------------------------------------|
| Straight-in Approach | CAT I          | MA 4.1%        | 3330' ( 226' ) |                 |   |                                                      |
|                      |                | MA 2.5%        | 3870' ( 766' ) |                 |   |                                                      |
|                      | LOC (MA: 3.7%) | 3810' ( 706' ) |                |                 |   |                                                      |
| Circling             |                | 3900' ( 742' ) |                | 4650' ( 1492' ) |   |                                                      |

INSTRUMENT  
APPROACH  
CHART - ICAO

|      |               |
|------|---------------|
| APP  | 119.6 - 119.1 |
| TWR  | 118.1 - 257.8 |
| ATIS | 123.6         |

|                     |           |
|---------------------|-----------|
| AD ELEV             | 3158 FT   |
| TRANSITION ALTITUDE | 10 000 FT |

ANKARA/ESENBOĞA  
ILS X CAT I or LOC X  
RWY 03L

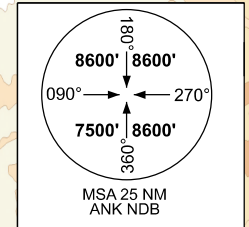
## CAUTION:

1. ATC will clear the aircraft to the ILS Approach before IAF (VEZIN or TIARE) for RWY 03L. As soon as such an instruction is received, the aircraft shall completely follow the procedure (including the P-RNAV transition) for RWY 03L.
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.

| Type  | Waypoint Name | Latitude     | Longitude     |
|-------|---------------|--------------|---------------|
| Flyby | VEZIN(IAF)    | 40:03:18.06N | 032:43:28.24E |
| Flyby | TIARE(IAF)    | 39:54:24.58N | 032:59:19.47E |
| Flyby | EKDES(IF)     | 39:58:55.63N | 032:51:17.17E |
| Flyby | BASAV(FAP)    | 40:03:08.01N | 032:55:16.68E |

## REMARKS

1. RADAR REQUIRED
  2. P RNAV APPROVAL REQUIRED
- OTHERWISE ADVISE ATC

DME REQUIRED  
NDB OR VOR REQUIRED4869'  
IAS 200 KT  
(IAF)  
VEZIN  
8000'ÇUBUK  
VOR 114.3 BUK  
NDB 425 BUK  
CH 90X  
40°14'31"N - 033°06'18"EMAX HOLDING SPEED  
IAS 230 KTGP  
329.3  
CH 26XLLZ  
108.9 IAKRP-RNAV  
VEZIN & TIARE TRANSITIONS  
GNSS REQUIRED

SCALE 1 : 250 000

0 1 2 3 NM

BRGs are MAG  
ELEV, ALT and HGT in FEET  
DIST in NM  
VAR 6.4°E (2025)(FAP)  
BASAV  
D5.03 GP  
(CH26X)D4.1 GP  
(CH26X)MAPt  
LOC  
D0.7 GP  
(CH26X)D1.6 GP  
(CH26X)

## MISSED APPROACH

Proceed to BUK VOR/NDB cross  
5500 FT or above then continue  
climbing to 6600 FT on 057° from  
BUK then turn left climbing to  
6800 FT proceed to BUK and hold

Min. Climb Gradient %2.5  
after passing BUK VOR

RWY 03L THR ELEV 3104 FT

NM to/from THR RWY 03L

| OCA (H)                 |                |         | A              | B | C               | D | - ILS RDH 50 FT<br>- INTERCEPT GP AT 5.03 DME<br>FROM GP/DME (CH26X) |
|-------------------------|----------------|---------|----------------|---|-----------------|---|----------------------------------------------------------------------|
| Straight-in<br>Approach | CAT I          | MA 4.1% | 3330' ( 226' ) |   |                 |   |                                                                      |
|                         |                | MA 2.5% | 3870' ( 766' ) |   |                 |   |                                                                      |
|                         | LOC (MA: 3.7%) |         | 3810' ( 706' ) |   |                 |   |                                                                      |
| Circling                |                |         | 3900' ( 742' ) |   | 4650' ( 1492' ) |   |                                                                      |

DHMI - ANKARA

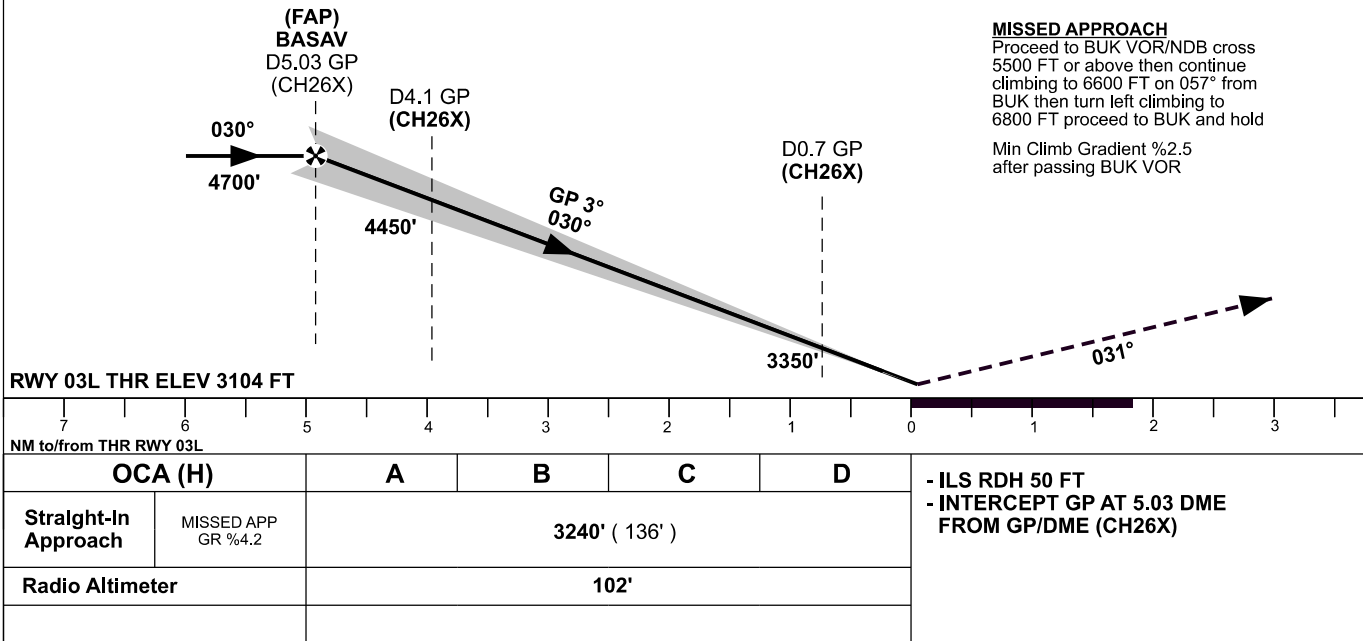
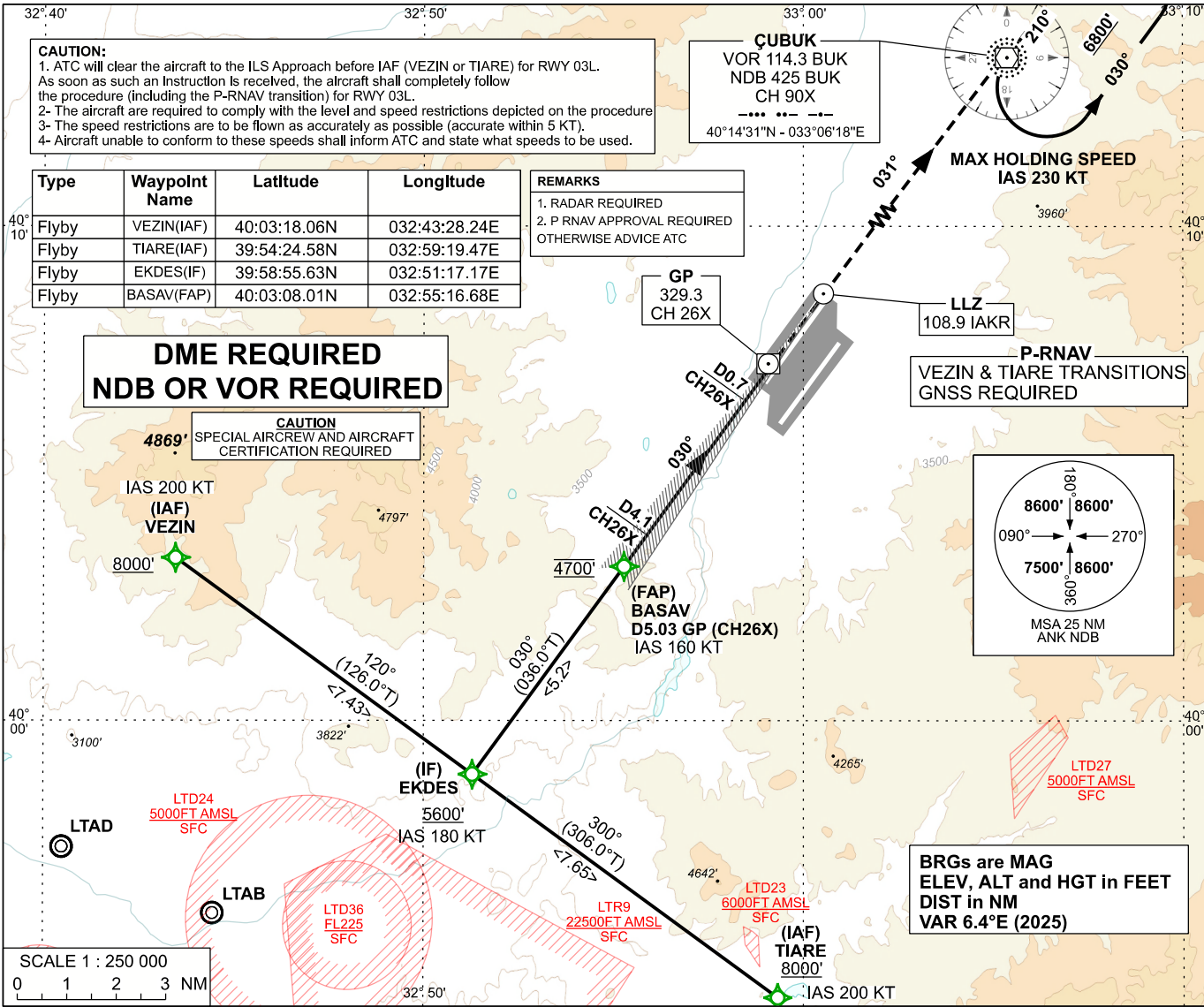
AIRAC AMDT 08/25



ANKARA/ESENBOĞA  
ILS U CAT II  
RWY 03L

|      |               |                     |           |
|------|---------------|---------------------|-----------|
| APP  | 119.6 - 119.1 | AD ELEV             | 3158 FT   |
| TWR  | 118.1 - 257.8 | TRANSITION ALTITUDE | 10 000 FT |
| ATIS | 123.6         |                     |           |

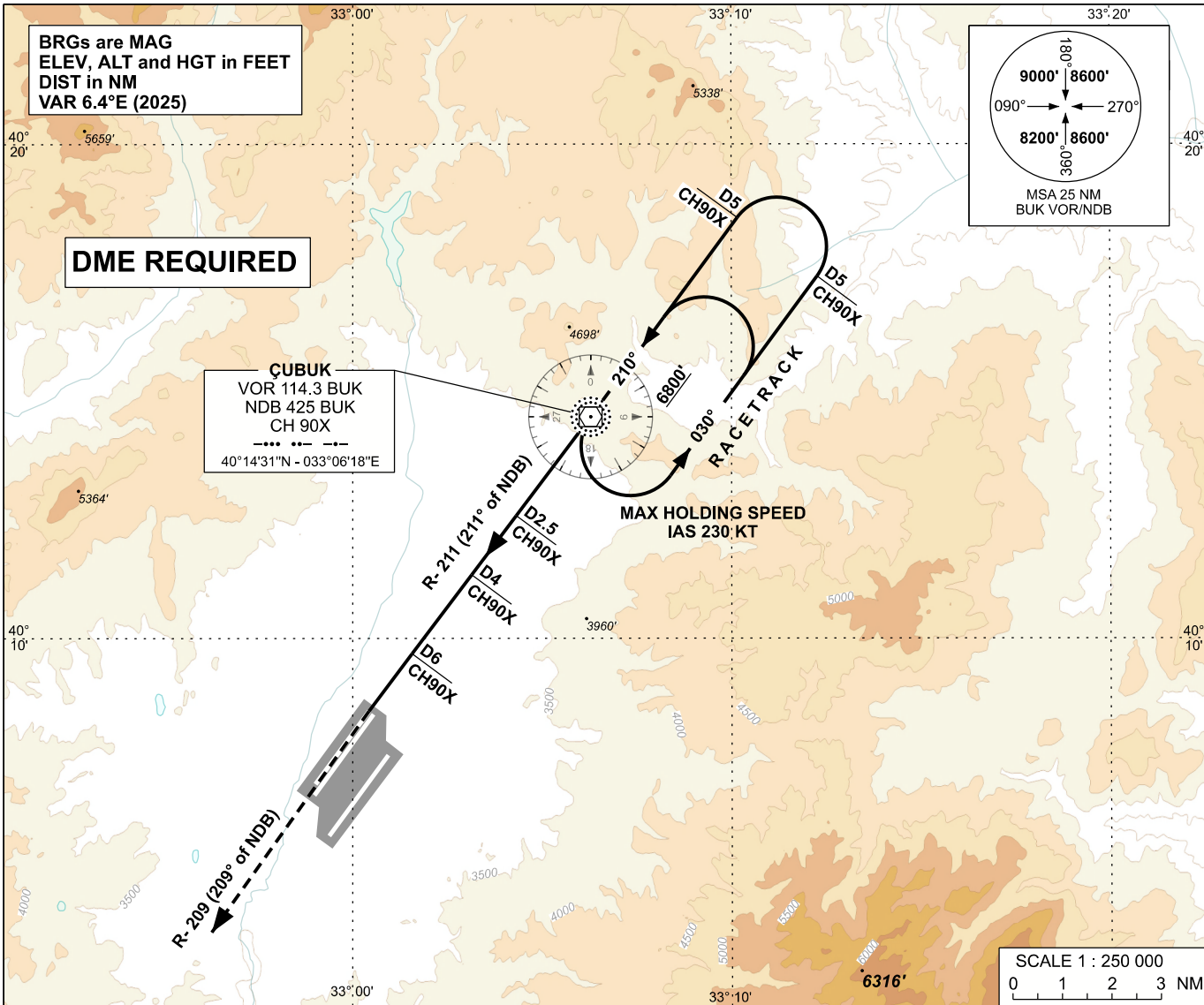
INSTRUMENT  
APPROACH  
CHART - ICAO



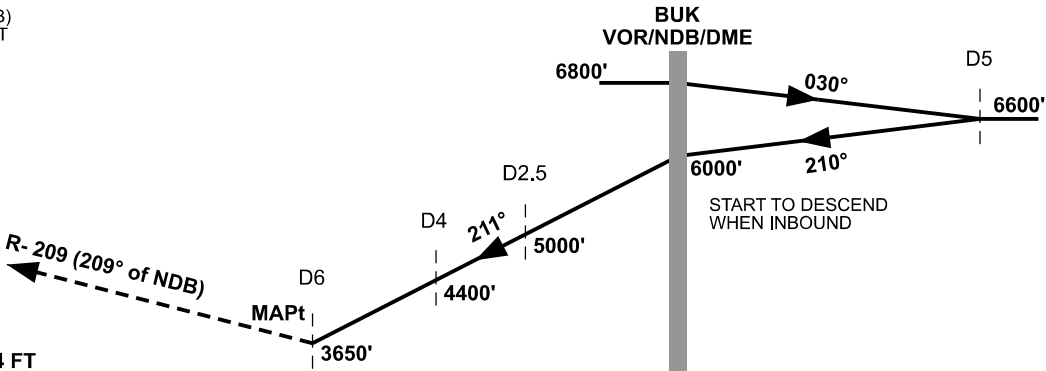
INSTRUMENT  
APPROACH  
CHART - ICAO

|      |               |                     |           |
|------|---------------|---------------------|-----------|
| APP  | 119.6 - 119.1 | AD ELEV             | 3158 FT   |
| TWR  | 118.1 - 257.8 | TRANSITION ALTITUDE | 10 000 FT |
| ATIS | 123.6         |                     |           |

ANKARA/ESENBOĞA  
VOR Z, NDB Z  
RWY 21R



**MISSED APPROACH**  
Climb on R-209 (209° of NDB)  
to cross ANK NDB at 6700 FT  
and hold



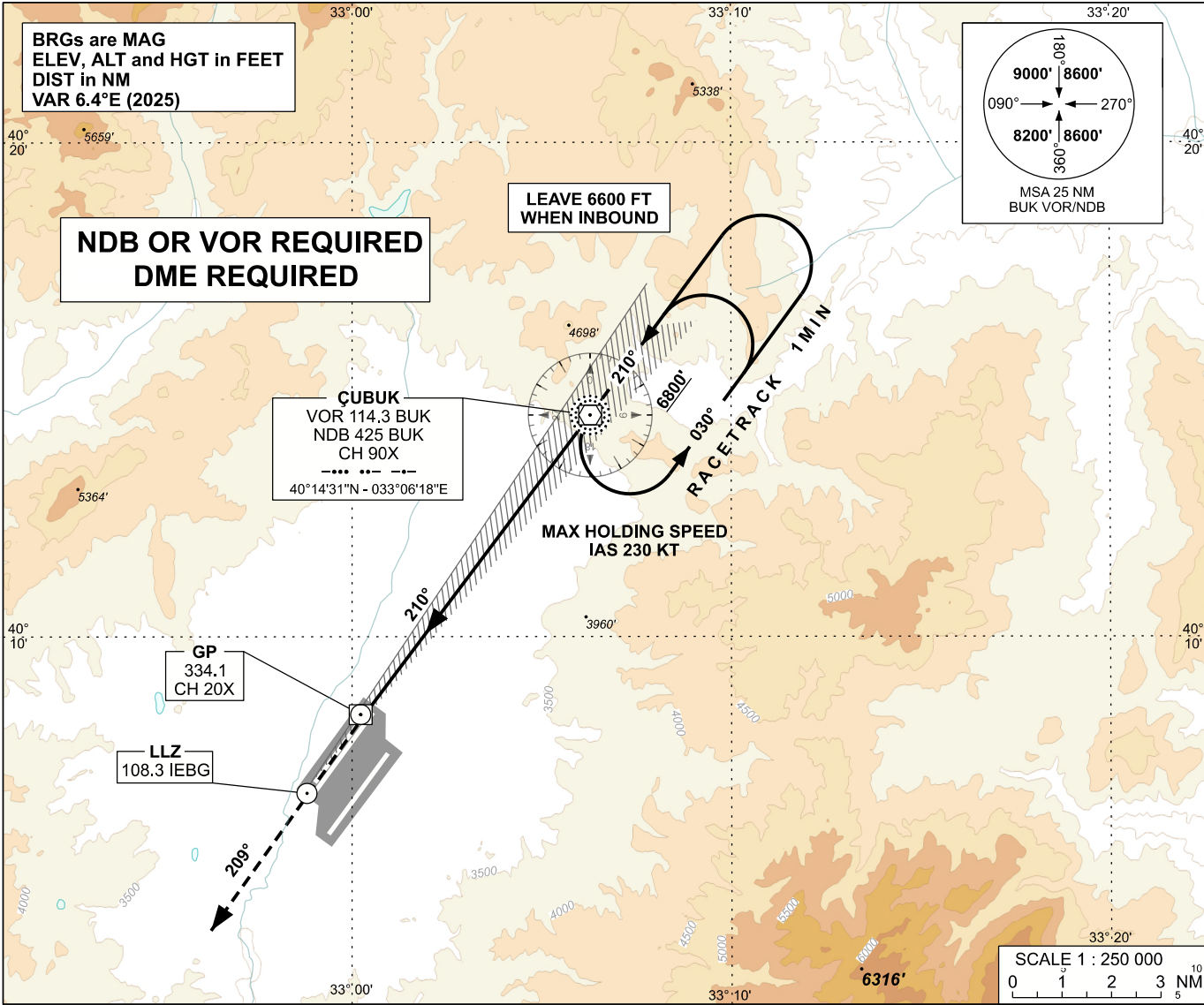
RWY 21R THR ELEV 3124 FT

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        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ANKARA/ESENBOĞA  
ILS Z CAT I or LOC Z  
RWY 21R

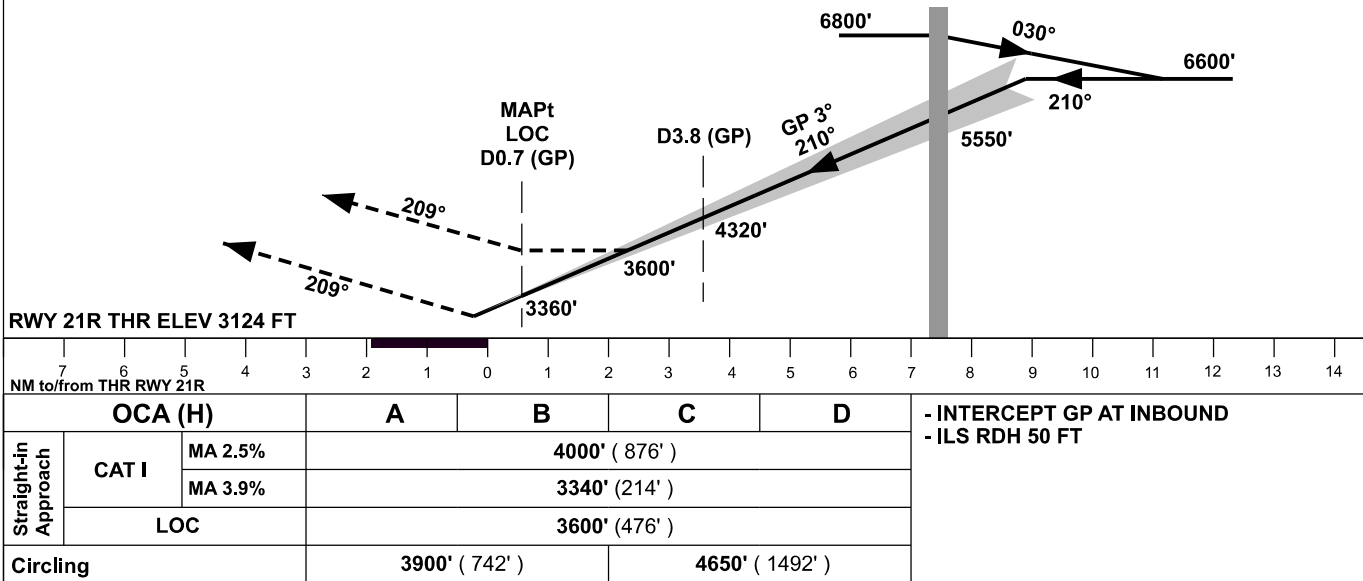
|      |               |                     |           |
|------|---------------|---------------------|-----------|
| APP  | 119.6 - 119.1 | AD ELEV             | 3158 FT   |
| TWR  | 118.1 - 257.8 | TRANSITION ALTITUDE | 10 000 FT |
| ATIS | 123.6         |                     |           |

INSTRUMENT  
APPROACH  
CHART - ICAO



**MISSED APPROACH**  
Climb on 209° to cross  
ANK NDB at 6700 FT and hold

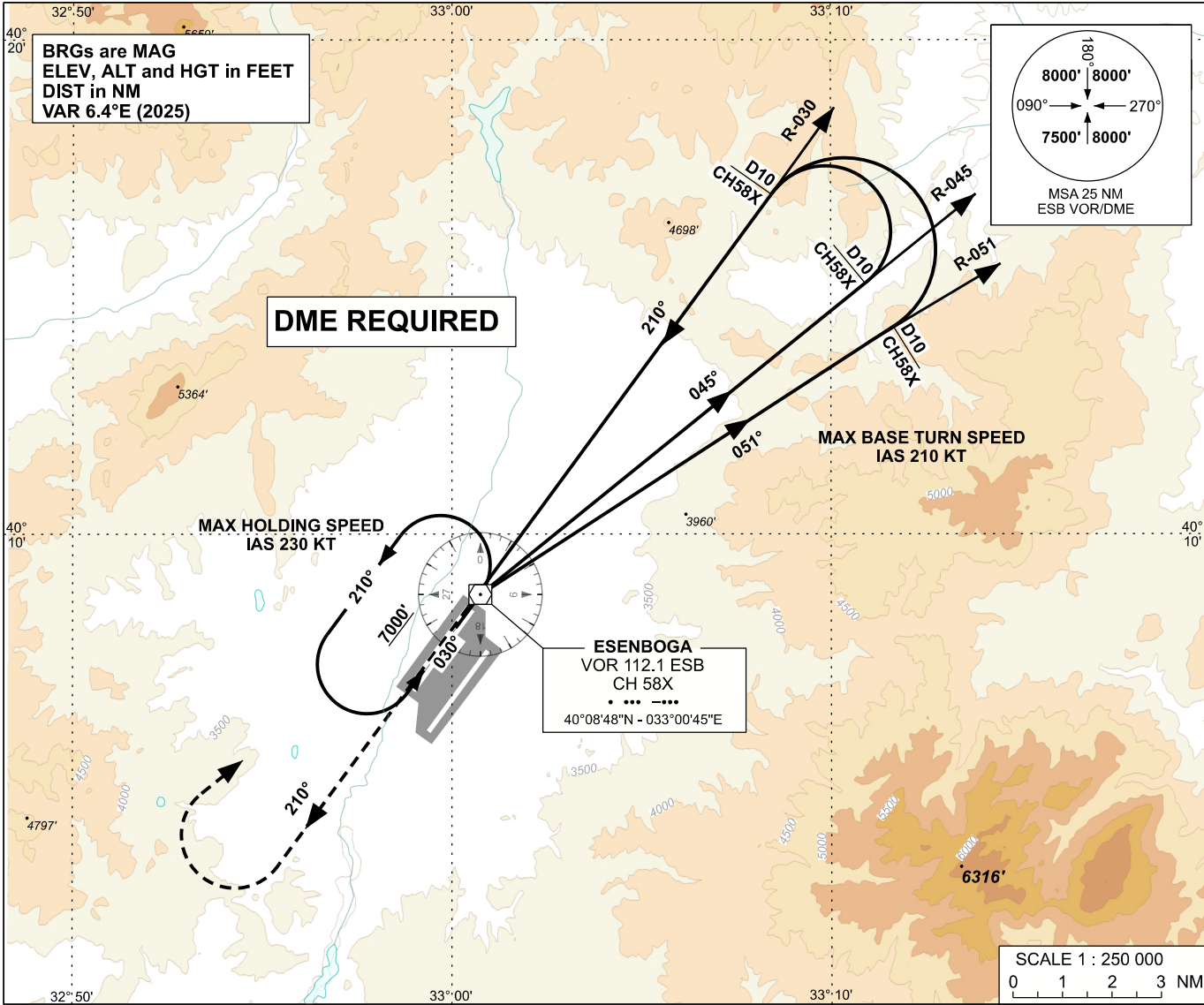
BUK  
VOR/NDB/DME



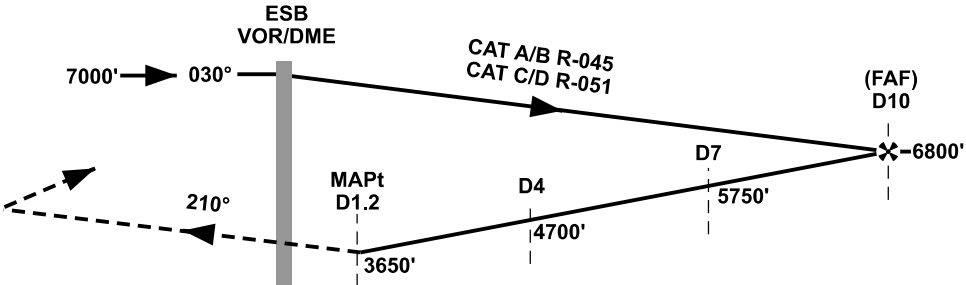
INSTRUMENT  
APPROACH  
CHART - ICAO

|      |               |                     |           |
|------|---------------|---------------------|-----------|
| APP  | 119.6 - 119.1 | AD ELEV             | 3158 FT   |
| TWR  | 118.1 - 257.8 | TRANSITION ALTITUDE | 10 000 FT |
| ATIS | 123.6         |                     |           |

ANKARA/ESENBOĞA  
VOR Y  
RWY 21R



**MISSED APPROACH**  
Climb to 5300 FT on R-210 of ESB  
VOR then turn right climbing  
to 7000 FT proceed to ESB VOR  
and hold



RWY 21R THR ELEV 3124 FT

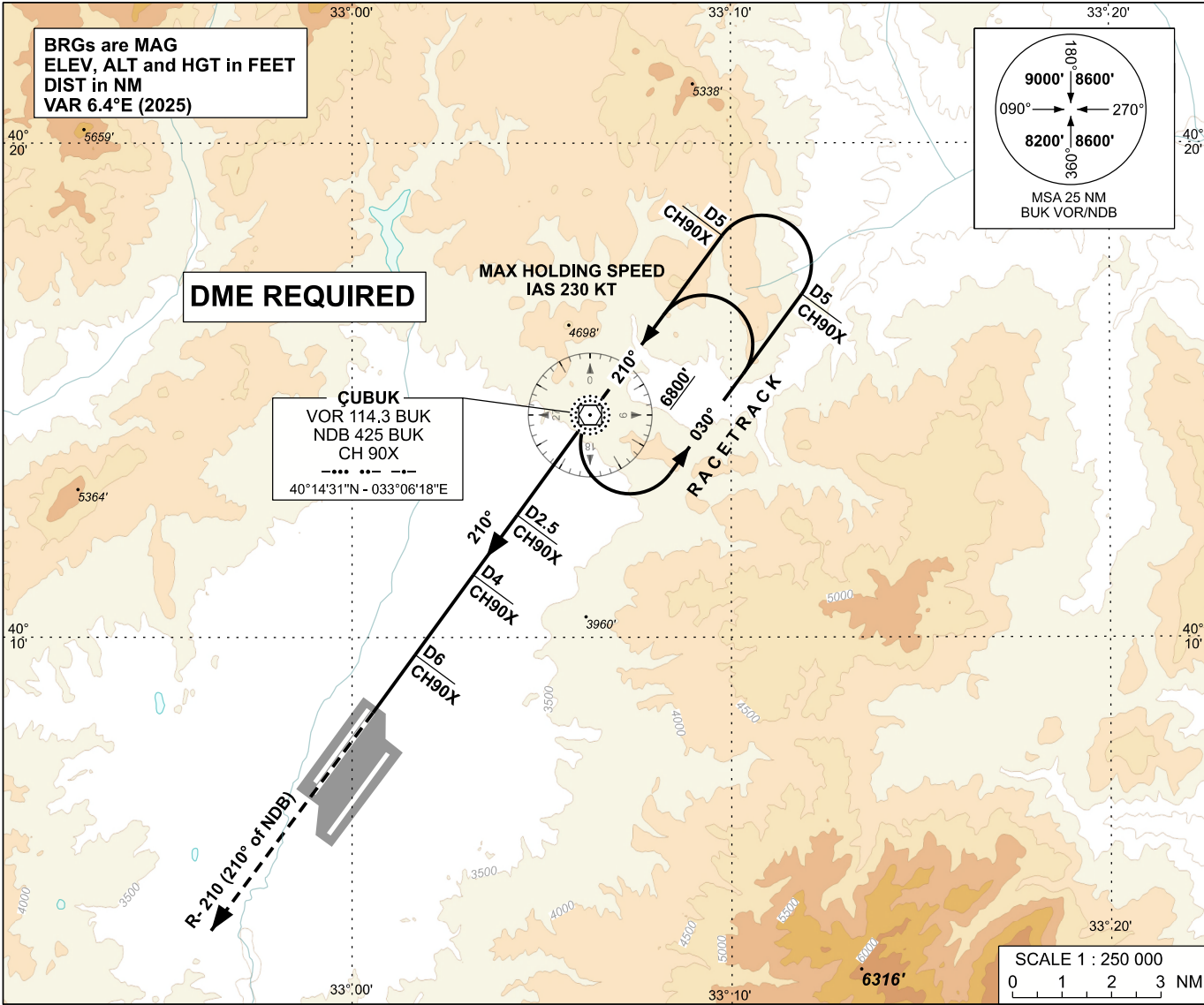
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|----------------------|--------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|----|----|
| NM to/from RWY 21R   | 10                             | 9 | 8 | 7 | 6 | 5 | 4 | 3 | 2 | 1 | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| OCA (H)              |                                |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |    |    |
| Straight-in Approach | 3710' ( 586' )                 |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |    |    |
| Circling             | 3900' ( 742' ) 4650' ( 1492' ) |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |    |    |
|                      |                                |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |    |    |
|                      |                                |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |    |    |



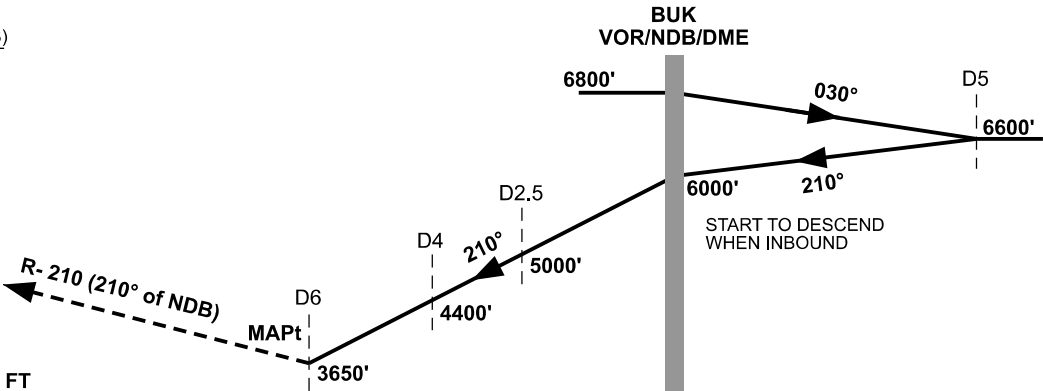
ANKARA/ESENBOĞA  
VOR Z, NDB Z  
RWY 21C

|      |               |                                  |         |
|------|---------------|----------------------------------|---------|
| APP  | 119.6 - 119.1 | AD ELEV                          | 3158 FT |
| TWR  | 118.1 - 257.8 | TRANSITION ALTITUDE<br>10 000 FT |         |
| ATIS | 123.6         |                                  |         |

INSTRUMENT  
APPROACH  
CHART - ICAO



**MISSED APPROACH**  
Climb on R-210 (210° of NDB)  
to cross ANK NDB at 6700 FT  
and hold



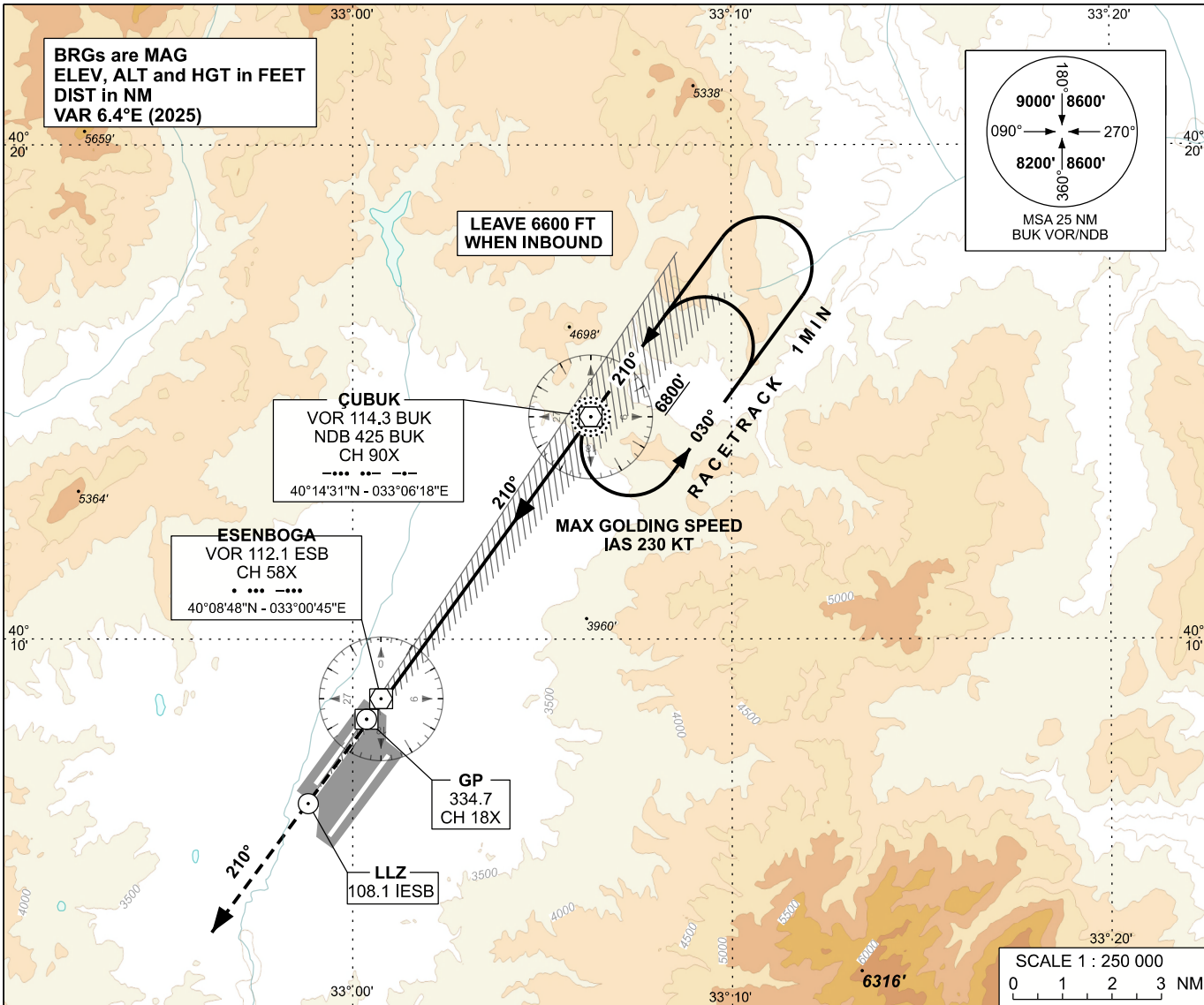
RWY 21C THR ELEV 3126 FT

|                        |  |                |  |   |  |                 |  |   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|--|----------------|--|---|--|-----------------|--|---|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| NM to/from THR RWY 21C |  |                |  |   |  |                 |  |   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| OCA (H)                |  | A              |  | B |  | C               |  | D |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Straight-in Approach   |  | 3710' ( 584' ) |  |   |  |                 |  |   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Circling               |  | 3900' ( 742' ) |  |   |  | 4650' ( 1492' ) |  |   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|                        |  |                |  |   |  |                 |  |   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|                        |  |                |  |   |  |                 |  |   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

INSTRUMENT  
APPROACH  
CHART - ICAO

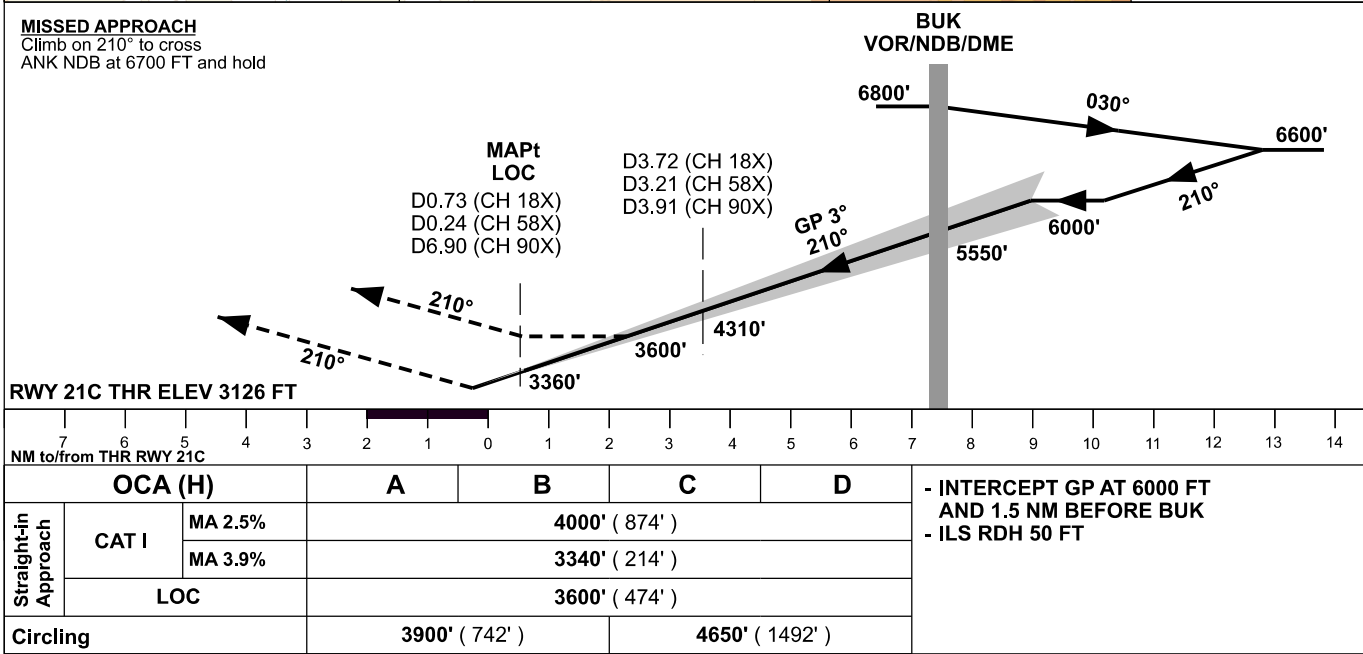
|      |               |                     |           |
|------|---------------|---------------------|-----------|
| APP  | 119.6 - 119.1 | AD ELEV             | 3158 FT   |
| TWR  | 118.1 - 257.8 | TRANSITION ALTITUDE | 10 000 FT |
| ATIS | 123.6         |                     |           |

ANKARA/ESENBOĞA  
ILS Z CAT I or LOC Z  
RWY 21C



MISSED APPROACH

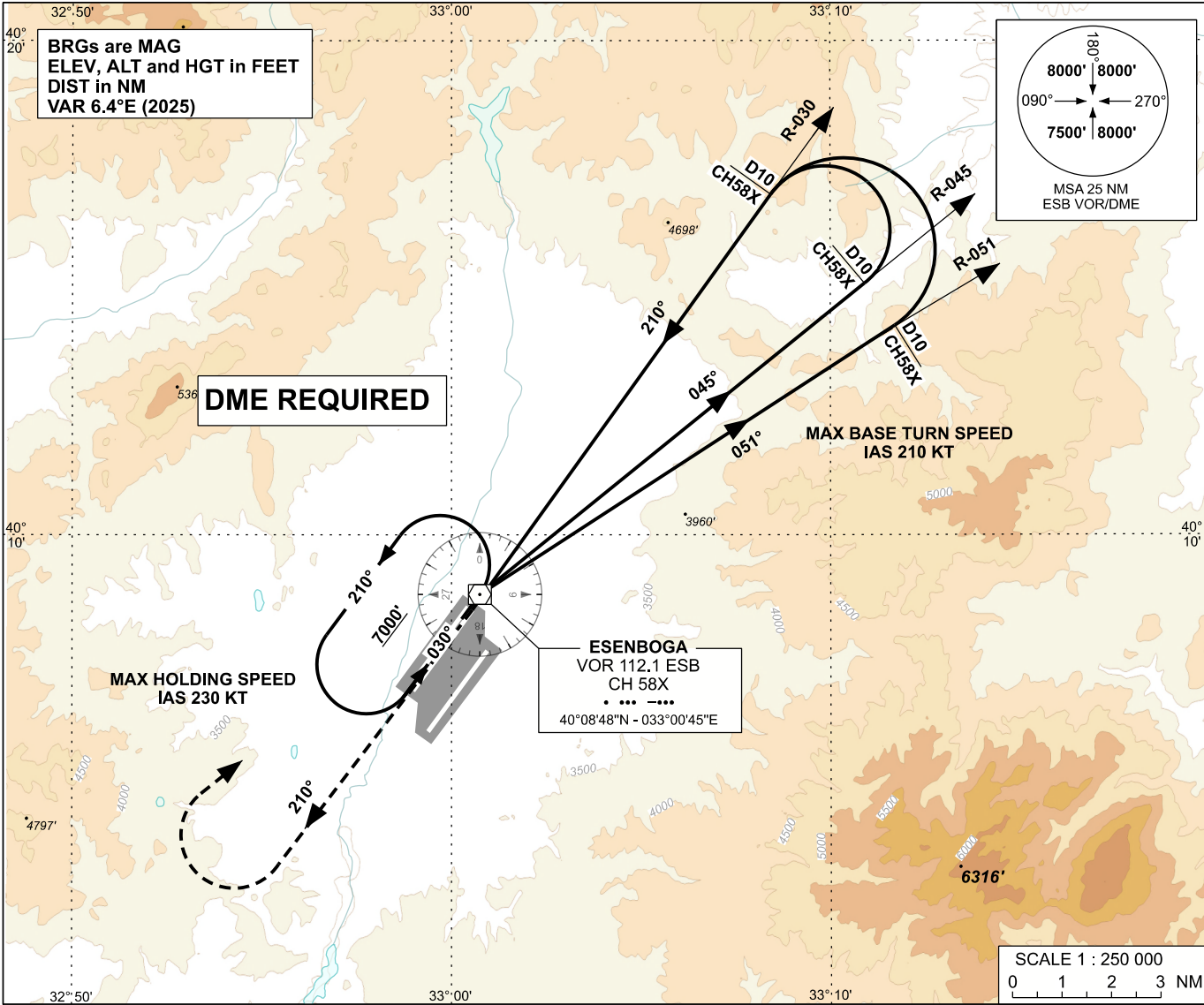
Climb on 210° to cross  
ANK NDB at 6700 FT and hold



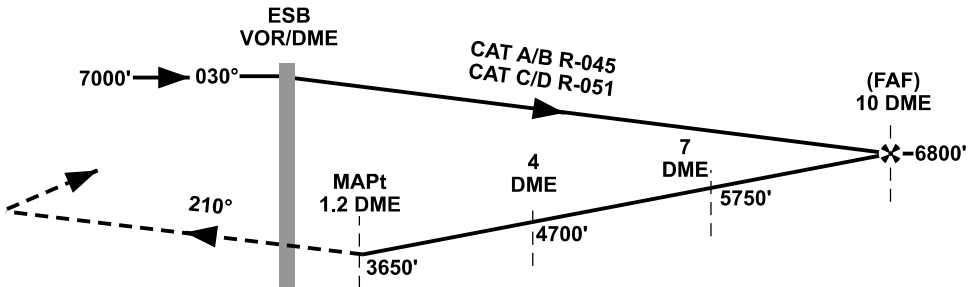
ANKARA/ESENBOĞA  
VOR Y  
RWY 21C

|      |               |                     |           |
|------|---------------|---------------------|-----------|
| APP  | 119.6 - 119.1 | AD ELEV             | 3158 FT   |
| TWR  | 118.1 - 257.8 | TRANSITION ALTITUDE | 10 000 FT |
| ATIS | 123.6         |                     |           |

INSTRUMENT  
APPROACH  
CHART - ICAO



**MISSED APPROACH**  
Climb to 5300 FT on R-210 of ESB  
VOR then turn right climbing to  
7000 FT proceed to ESB VOR  
and hold.



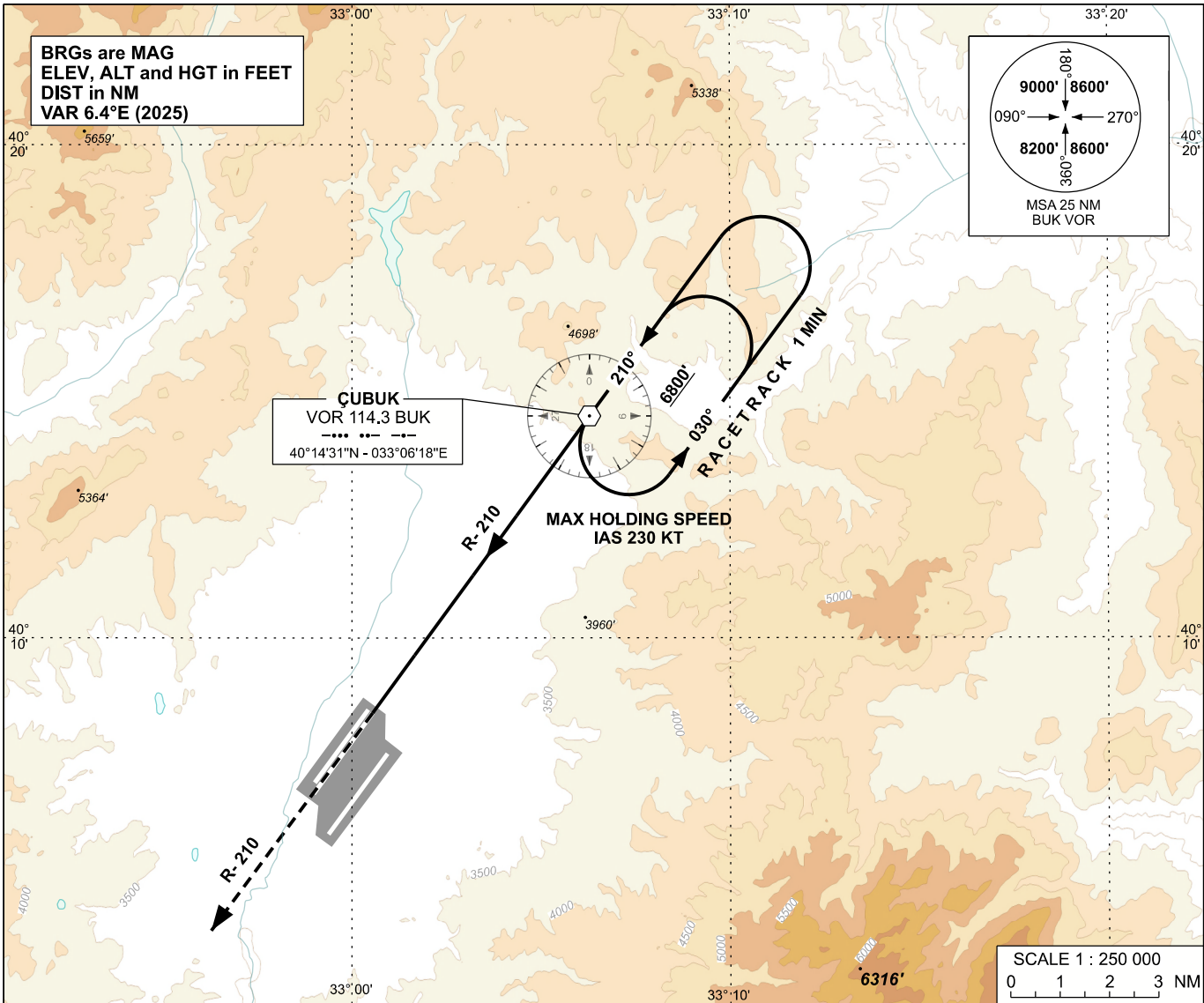
RWY 21C THR ELEV 3126 FT

| OCA (H)              | A              | B | C               | D |
|----------------------|----------------|---|-----------------|---|
| Straight-in Approach | 3710' ( 584' ) |   |                 |   |
| Circling             | 3900' ( 742' ) |   | 4650' ( 1492' ) |   |
|                      |                |   |                 |   |
|                      |                |   |                 |   |

INSTRUMENT  
APPROACH  
CHART - ICAO

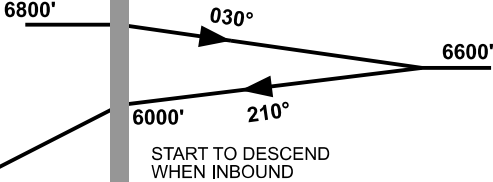
|      |               |                     |           |
|------|---------------|---------------------|-----------|
| APP  | 119.6 - 119.1 | AD ELEV             | 3158 FT   |
| TWR  | 118.1 - 257.8 | TRANSITION ALTITUDE | 10 000 FT |
| ATIS | 123.6         |                     |           |

ANKARA/ESENBOĞA  
VOR A



**MISSED APPROACH**  
Climb on R-210 to cross  
ANK NDB at 6700 FT and hold

BUK  
VOR



R- 210

MAPt

7 NM

ELEV 3126 FT

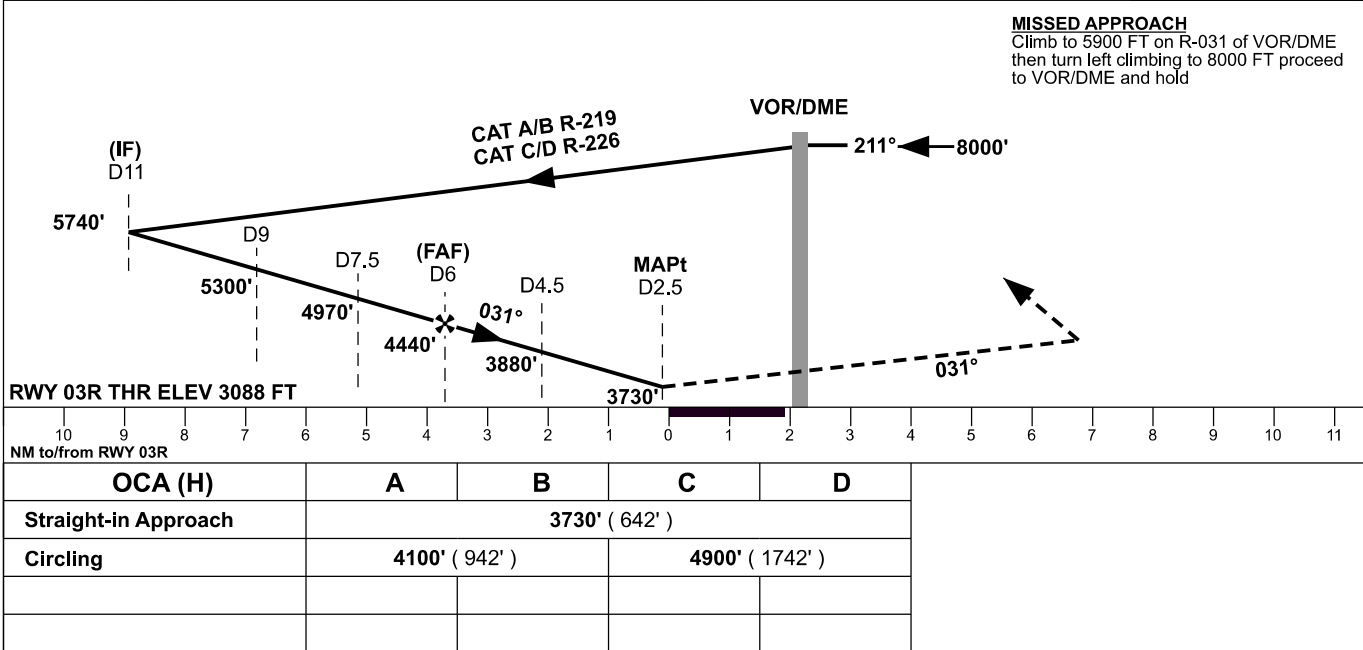
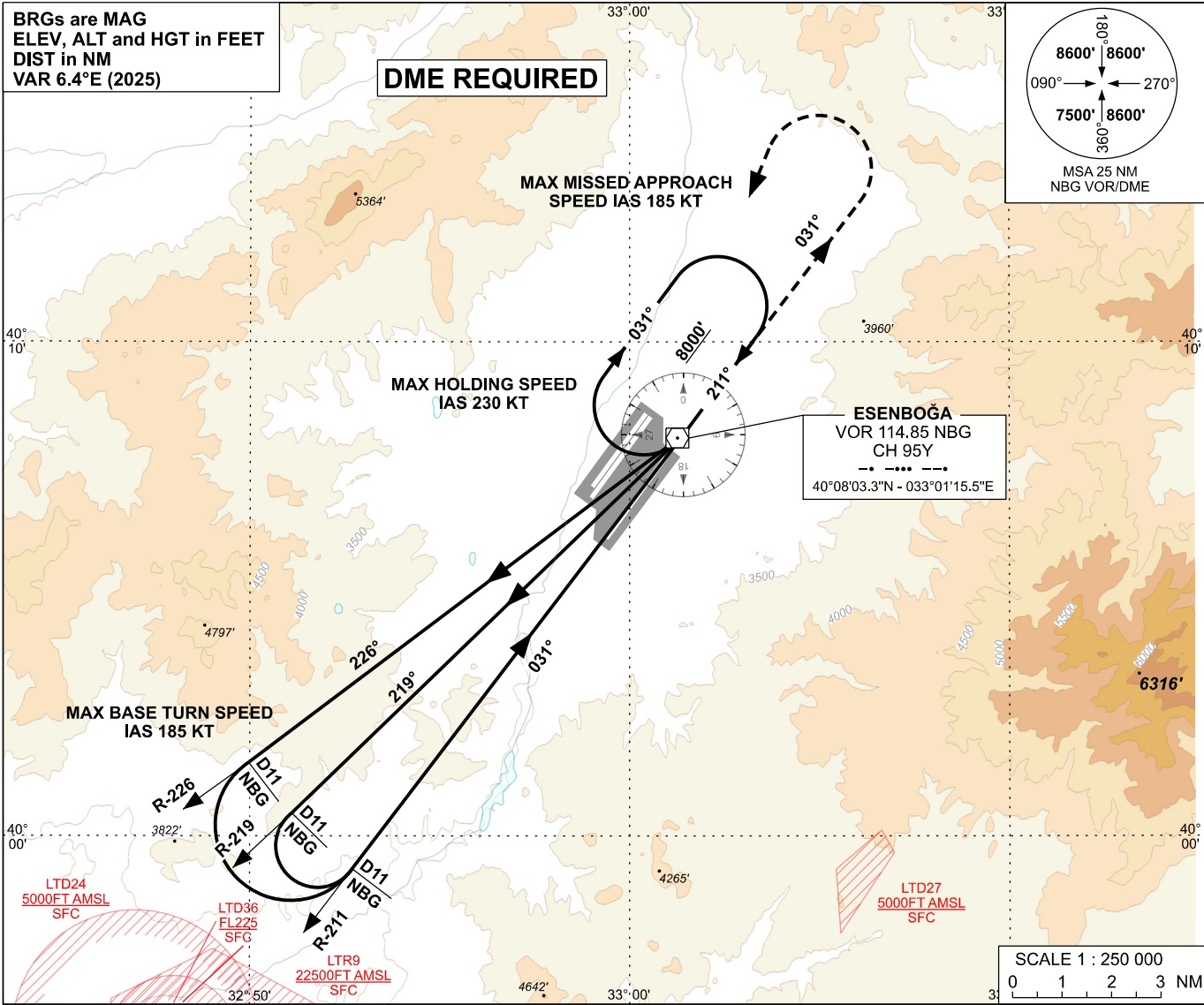
|                        |  |                |  |   |  |                 |  |   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|--|----------------|--|---|--|-----------------|--|---|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| NM to/from THR RWY 21C |  |                |  |   |  |                 |  |   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| OCA (H)                |  | A              |  | B |  | C               |  | D |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Straight-in Approach   |  | NOT AUTHORIZED |  |   |  |                 |  |   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Circling               |  | 3900' ( 742' ) |  |   |  | 4650' ( 1492' ) |  |   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|                        |  |                |  |   |  |                 |  |   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|                        |  |                |  |   |  |                 |  |   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |



ANKARA/ESENBOĞA  
VOR Z  
RWY 03R

|      |               |                     |           |
|------|---------------|---------------------|-----------|
| APP  | 119.6 - 119.1 | AD ELEV             | 3158 FT   |
| TWR  | 118.1 - 257.8 | TRANSITION ALTITUDE | 10 000 FT |
| ATIS | 123.6         |                     |           |

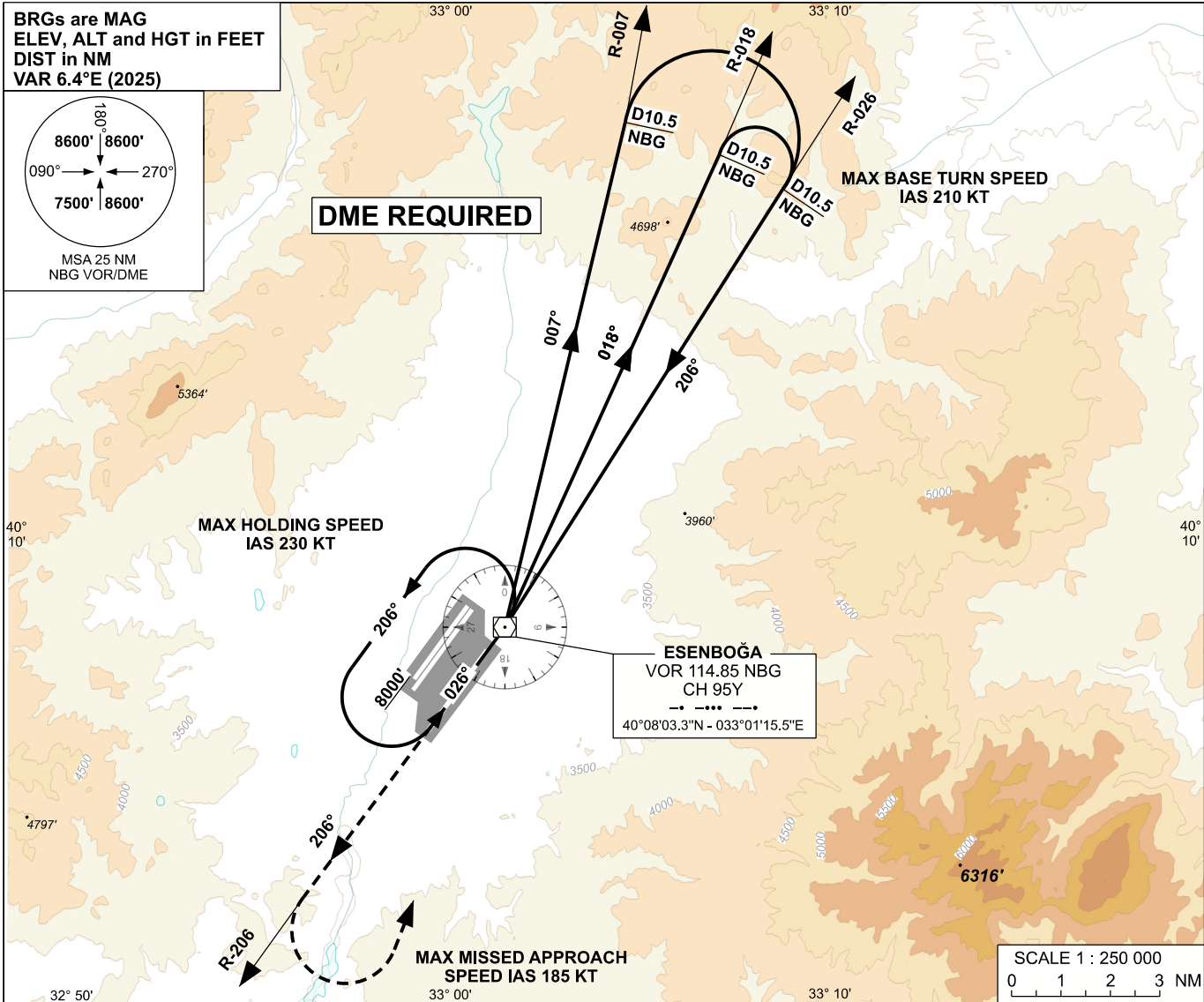
INSTRUMENT  
APPROACH  
CHART - ICAO



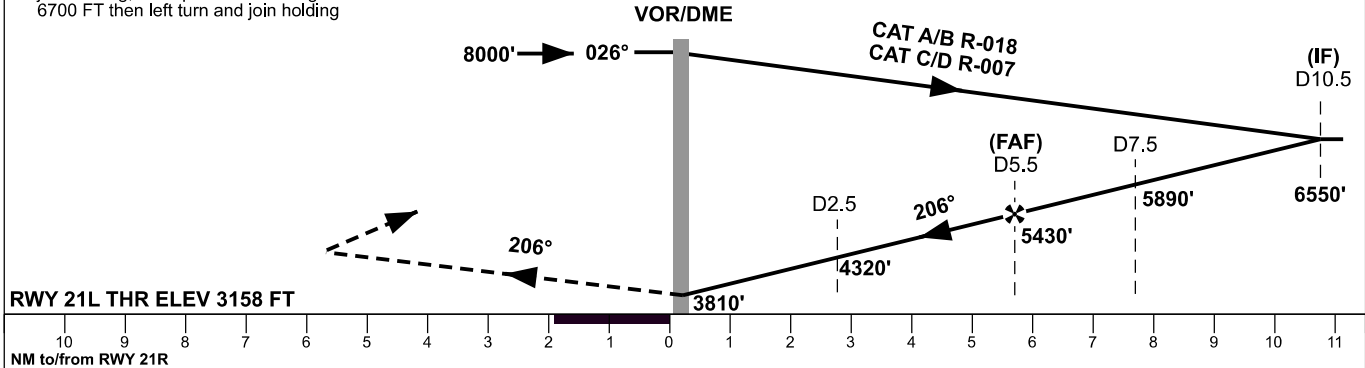
INSTRUMENT  
APPROACH  
CHART - ICAO

|      |               |                     |           |
|------|---------------|---------------------|-----------|
| APP  | 119.6 - 119.1 | AD ELEV             | 3158 FT   |
| TWR  | 118.1 - 257.8 | TRANSITION ALTITUDE | 10 000 FT |
| ATIS | 123.6         |                     |           |

ANKARA/ESENBOĞA  
VOR Z  
RWY 21L



**MISSED APPROACH**  
Climb on R-206 until 6 DME then left turn  
proceed to VOR. If 8000 FT reached by VOR  
join holding, if not proceed climbing on R-018  
6700 FT then left turn and join holding



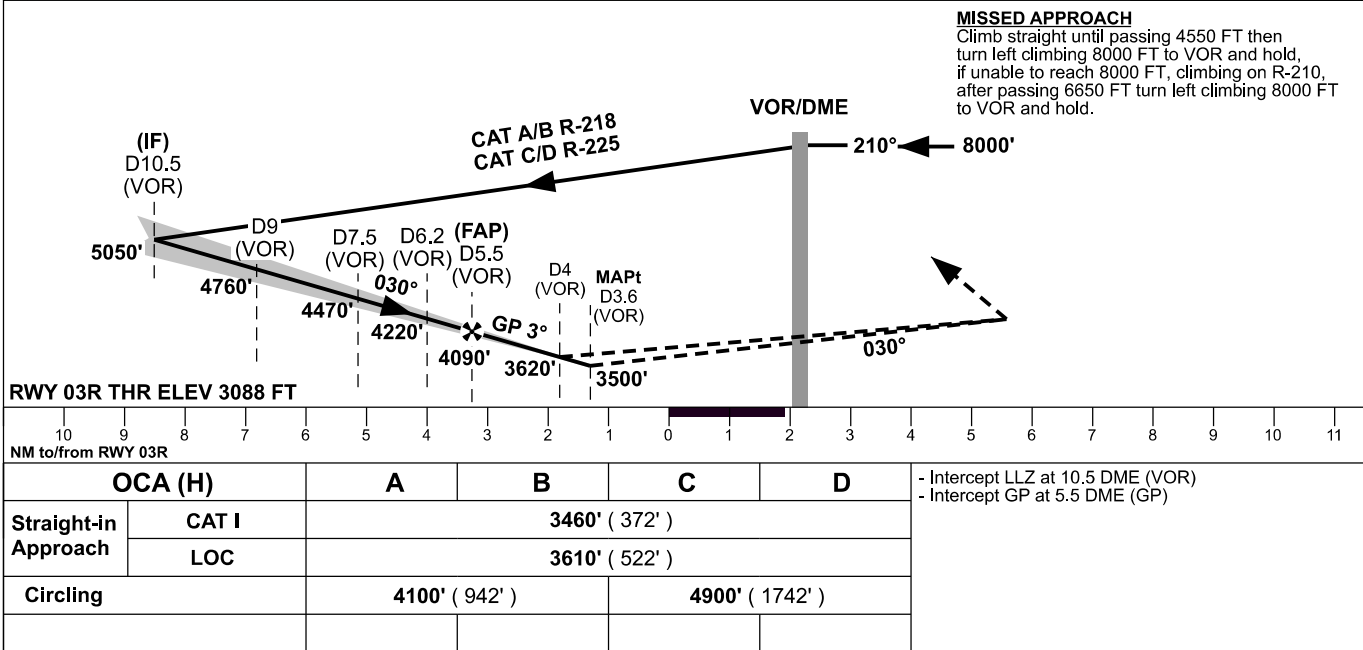
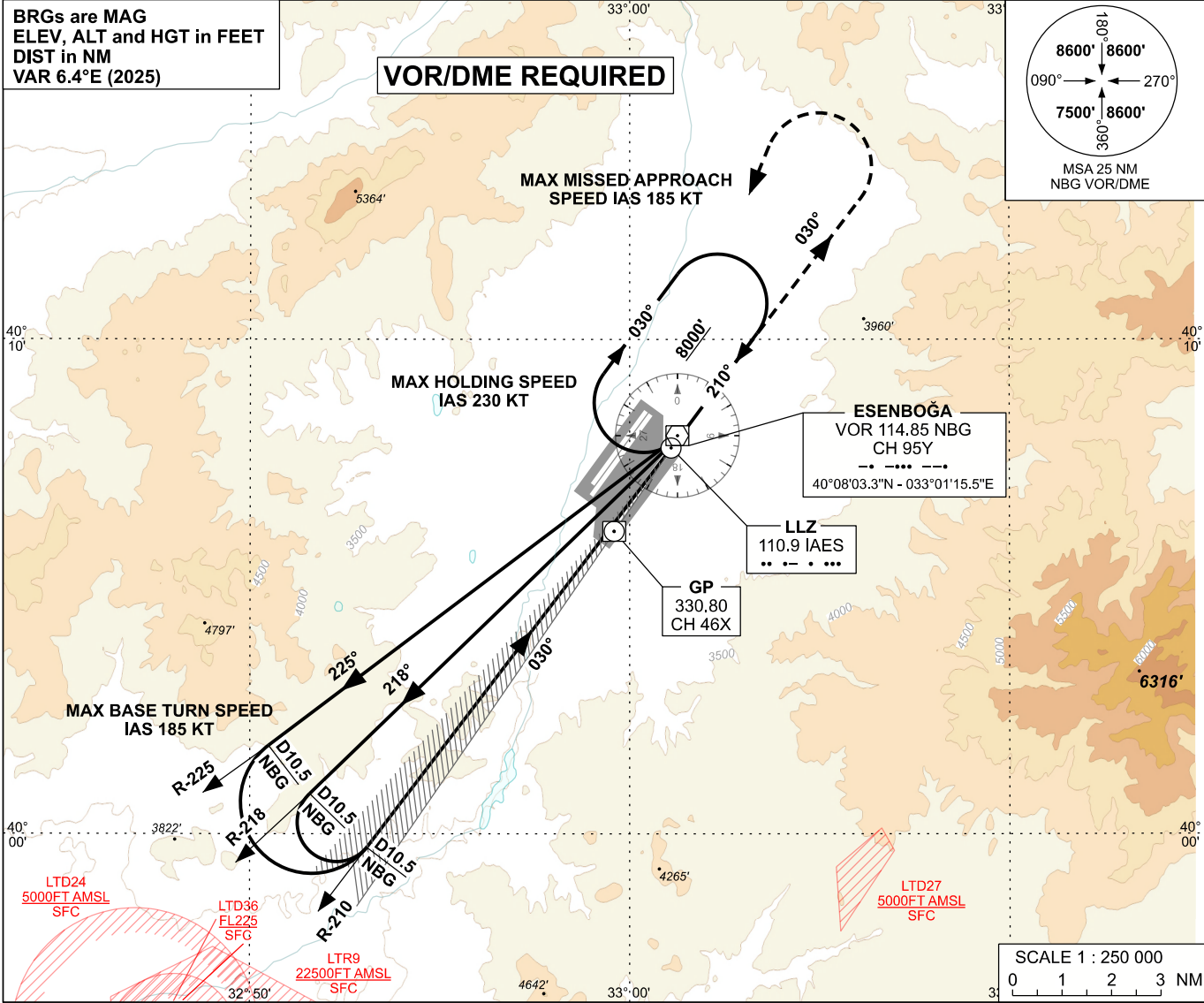
CHANGE: NEW PROCEDURE

| OCA (H)              | A              | B | C               | D |
|----------------------|----------------|---|-----------------|---|
| Straight-in Approach | 3780' ( 622' ) |   |                 |   |
| Circling             | 4100' ( 942' ) |   | 4900' ( 1742' ) |   |
|                      |                |   |                 |   |
|                      |                |   |                 |   |

ANKARA/ESENBOĞA  
ILS Z CAT I or LOC Z  
RWY 03R

|      |               |                     |           |
|------|---------------|---------------------|-----------|
| APP  | 119.6 - 119.1 | AD ELEV             | 3158 FT   |
| TWR  | 118.1 - 257.8 | TRANSITION ALTITUDE | 10 000 FT |
| ATIS | 123.6         |                     |           |

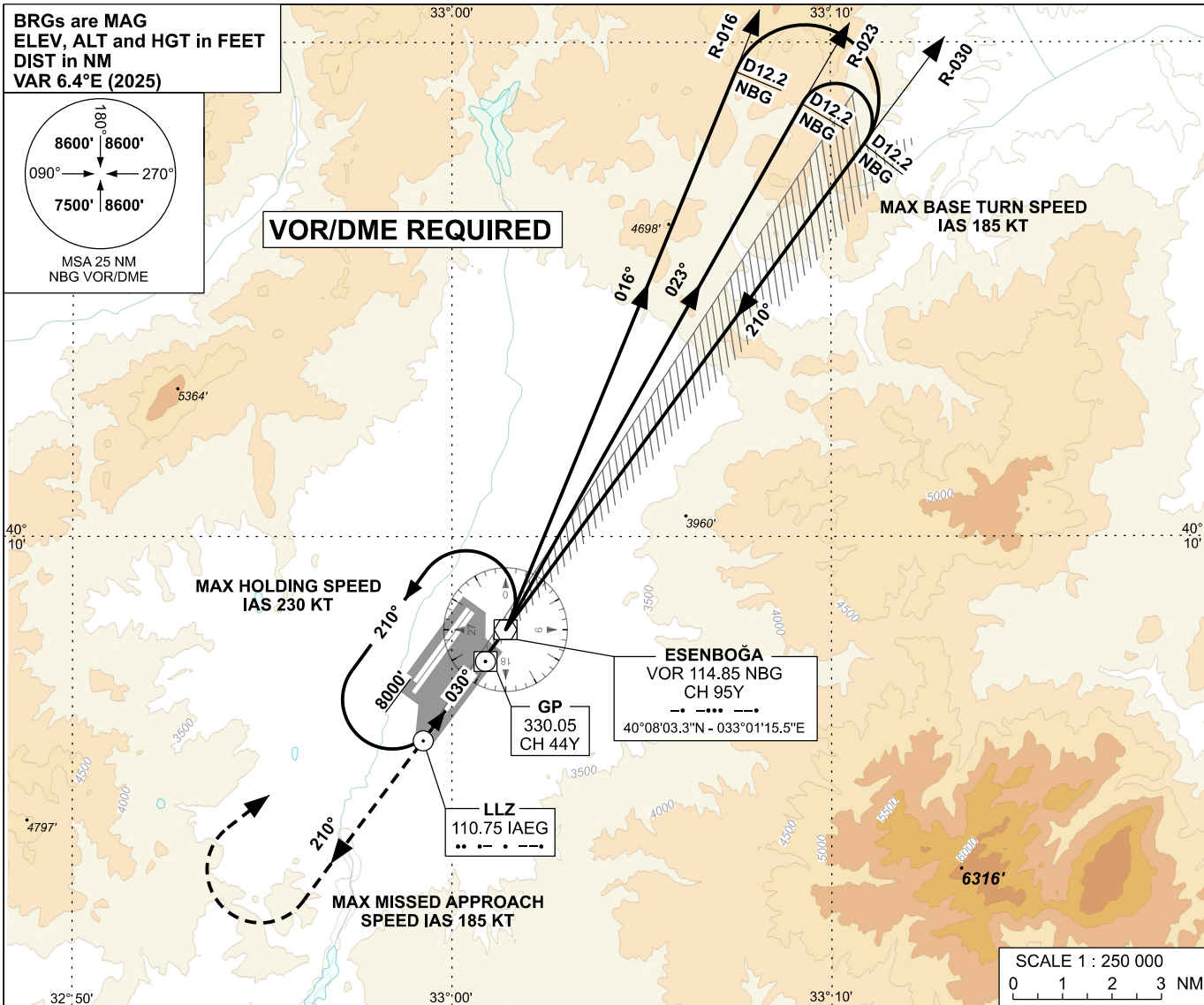
INSTRUMENT  
APPROACH  
CHART - ICAO



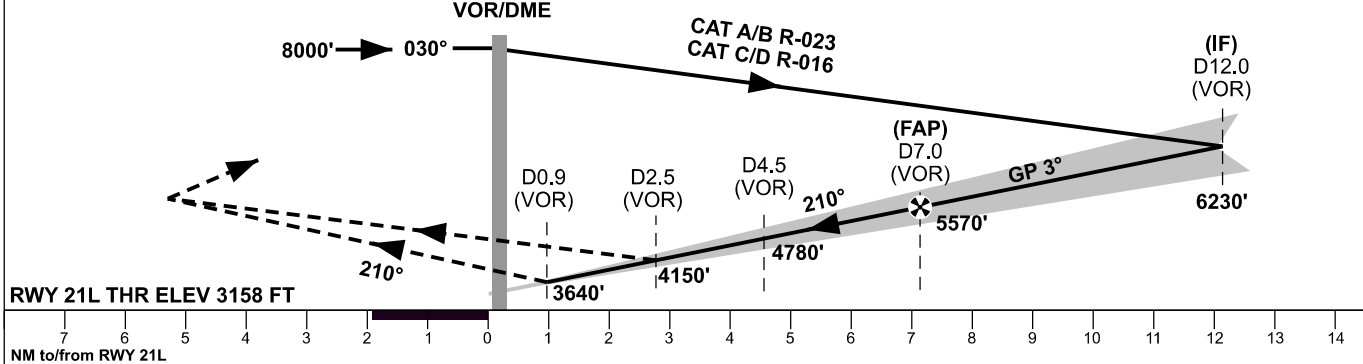
INSTRUMENT  
APPROACH  
CHART - ICAO

|      |               |                     |           |
|------|---------------|---------------------|-----------|
| APP  | 119.6 - 119.1 | AD ELEV             | 3158 FT   |
| TWR  | 118.1 - 257.8 | TRANSITION ALTITUDE | 10 000 FT |
| ATIS | 123.6         |                     |           |

ANKARA/ESENBOĞA  
ILS Z CAT I or LOC Z  
RWY 21L



**MISSED APPROACH**  
Climb straight until passing 4500 FT, then turn right  
climbing 8000 FT to VOR and hold. If unable to reach  
8000 FT climbing on VOR R-030, after passing  
6800 FT turn left climbing 8000 FT to VOR and hold.



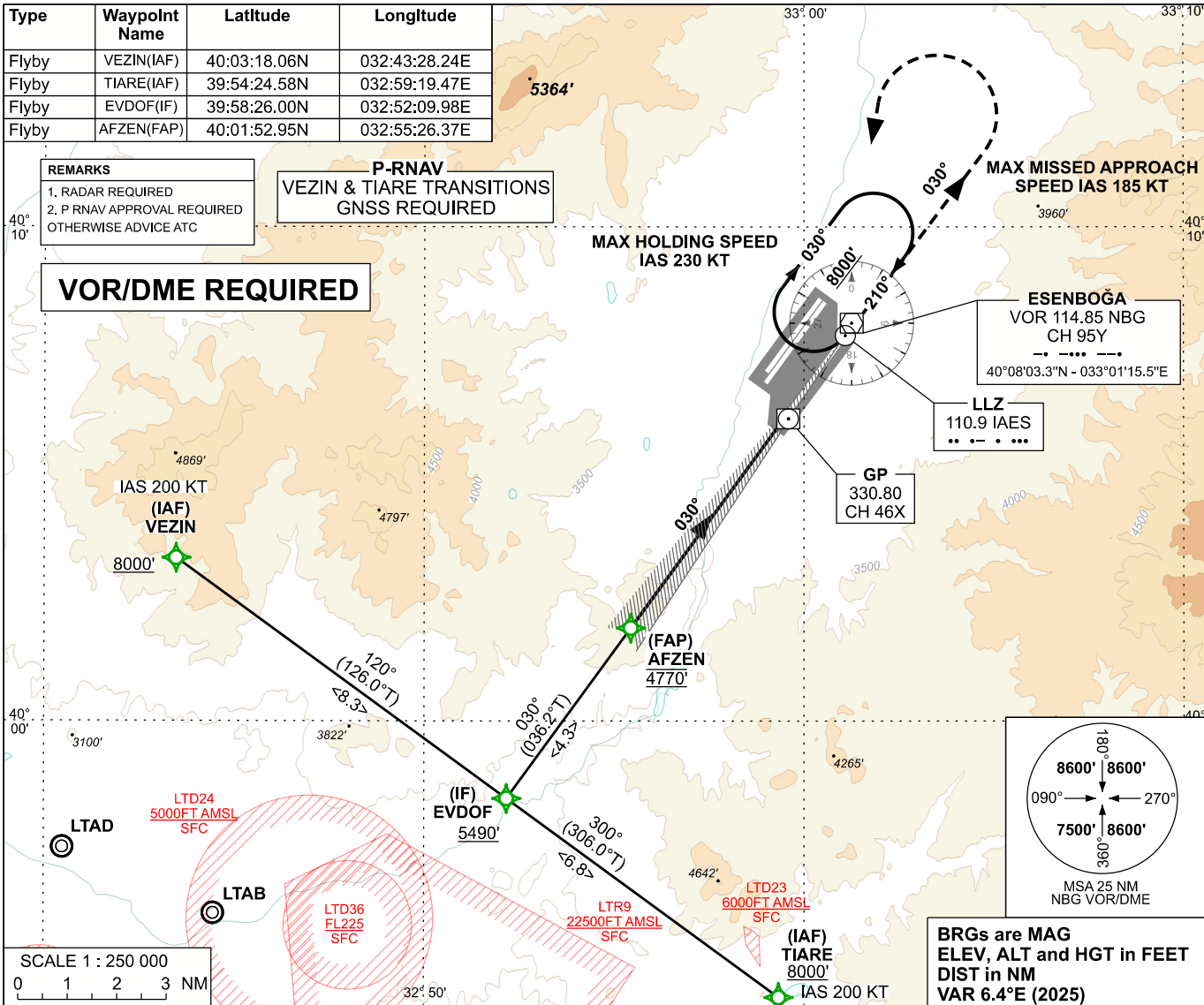
| OCA (H)              |       | A              | B | C               | D | - Intercept LLZ at 12.0 DME (VOR)<br>- Intercept GP at 7.0 DME (GP) |
|----------------------|-------|----------------|---|-----------------|---|---------------------------------------------------------------------|
| Straight-in Approach | CAT I | 3440' ( 282' ) |   |                 |   |                                                                     |
|                      | LOC   | 4000' ( 842' ) |   |                 |   |                                                                     |
| Circling             |       | 4100' ( 942' ) |   | 4900' ( 1742' ) |   |                                                                     |
|                      |       |                |   |                 |   |                                                                     |



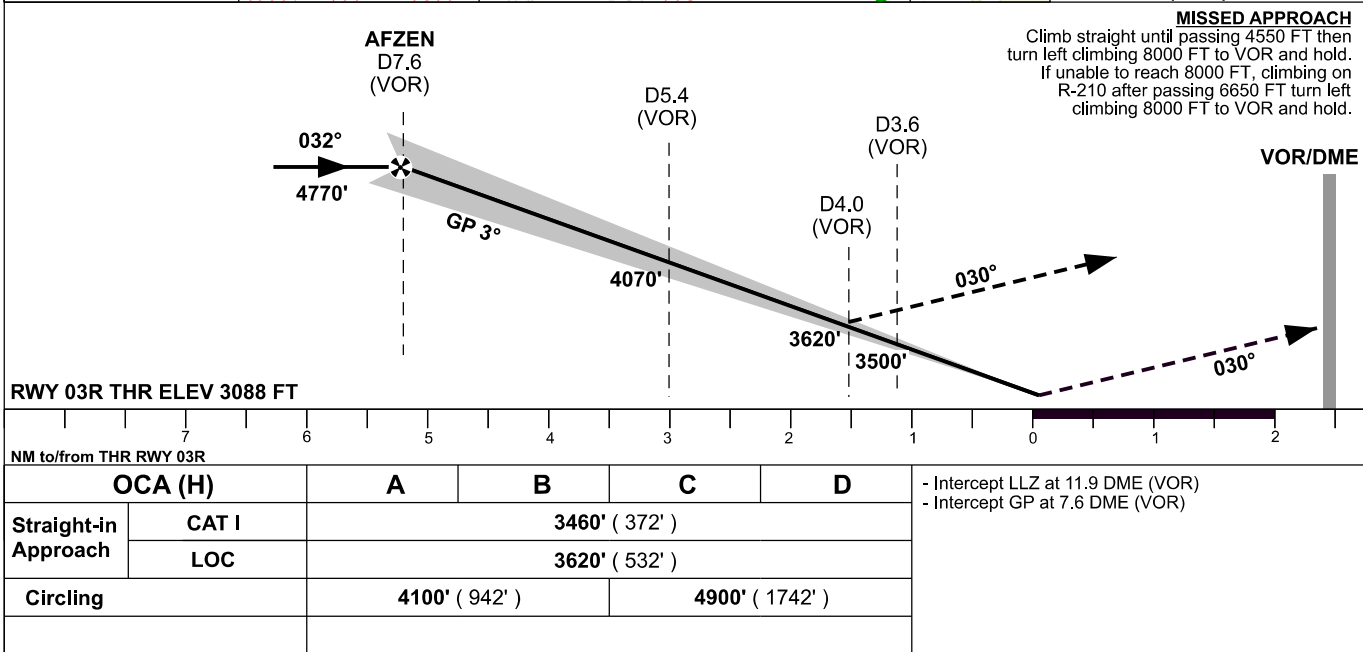
INSTRUMENT  
APPROACH  
CHART - ICAO

|      |               |                     |           |
|------|---------------|---------------------|-----------|
| APP  | 119.6 - 119.1 | AD ELEV             | 3158 FT   |
| TWR  | 118.1 - 257.8 | TRANSITION ALTITUDE | 10 000 FT |
| ATIS | 123.6         |                     |           |

ANKARA/ESENBOĞA  
ILS Y CAT I or LOC Y  
RWY 03R



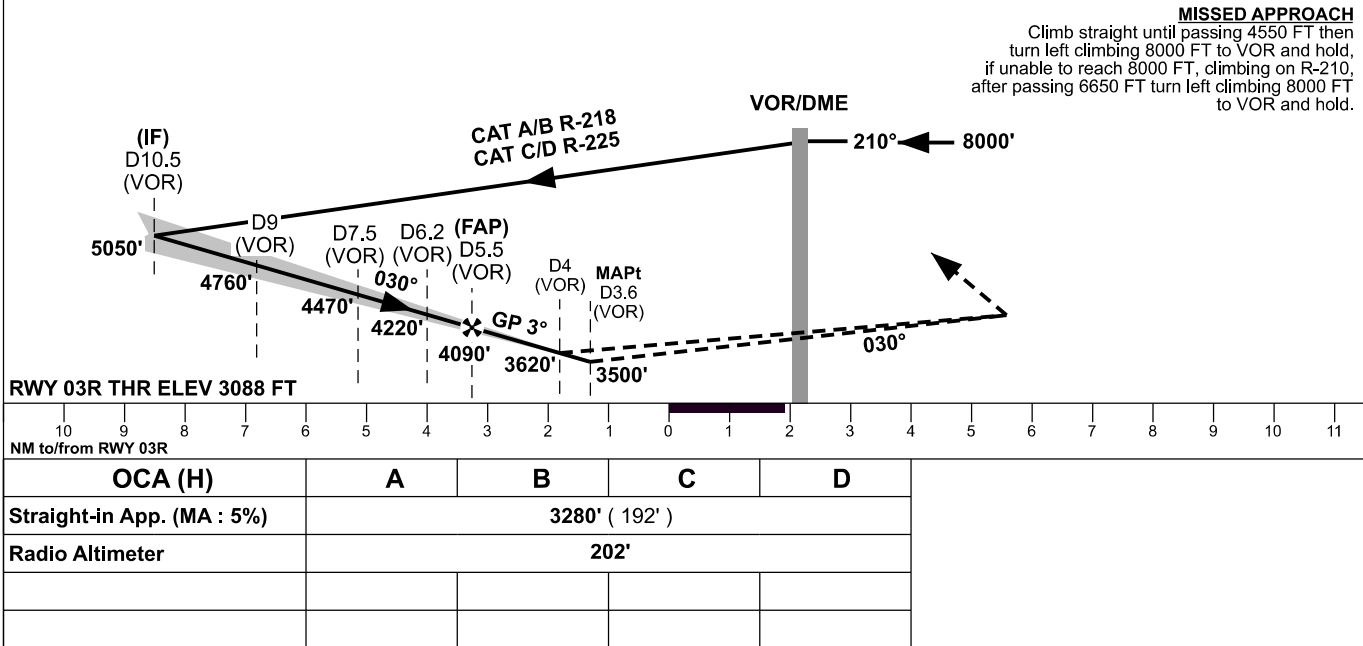
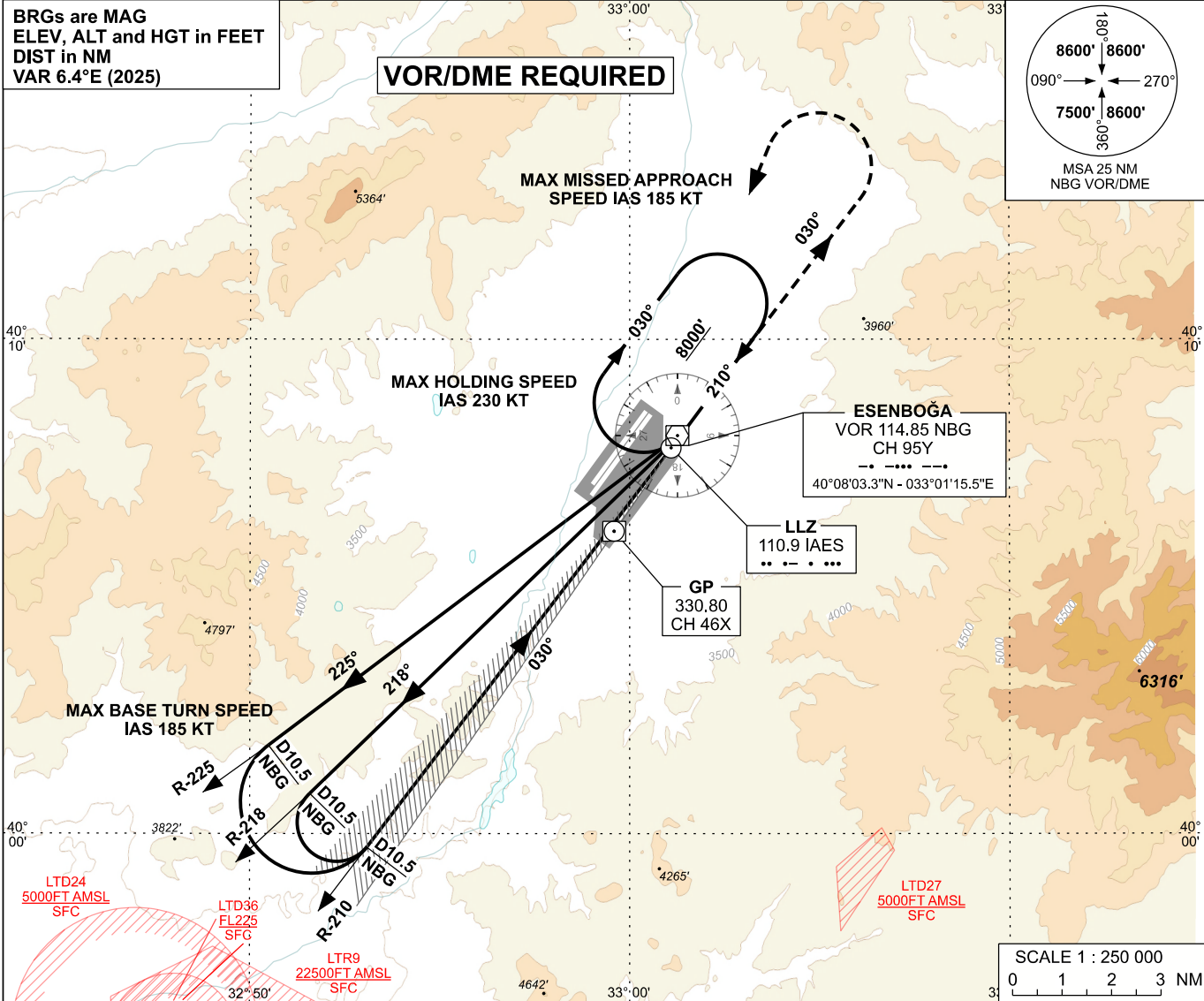
CHANGE: NEW PROCEDURE



ANKARA/ESENBOĞA  
ILS Z CAT II  
RWY 03R

|      |               |                     |           |
|------|---------------|---------------------|-----------|
| APP  | 119.6 - 119.1 | AD ELEV             | 3158 FT   |
| TWR  | 118.1 - 257.8 | TRANSITION ALTITUDE | 10 000 FT |
| ATIS | 123.6         |                     |           |

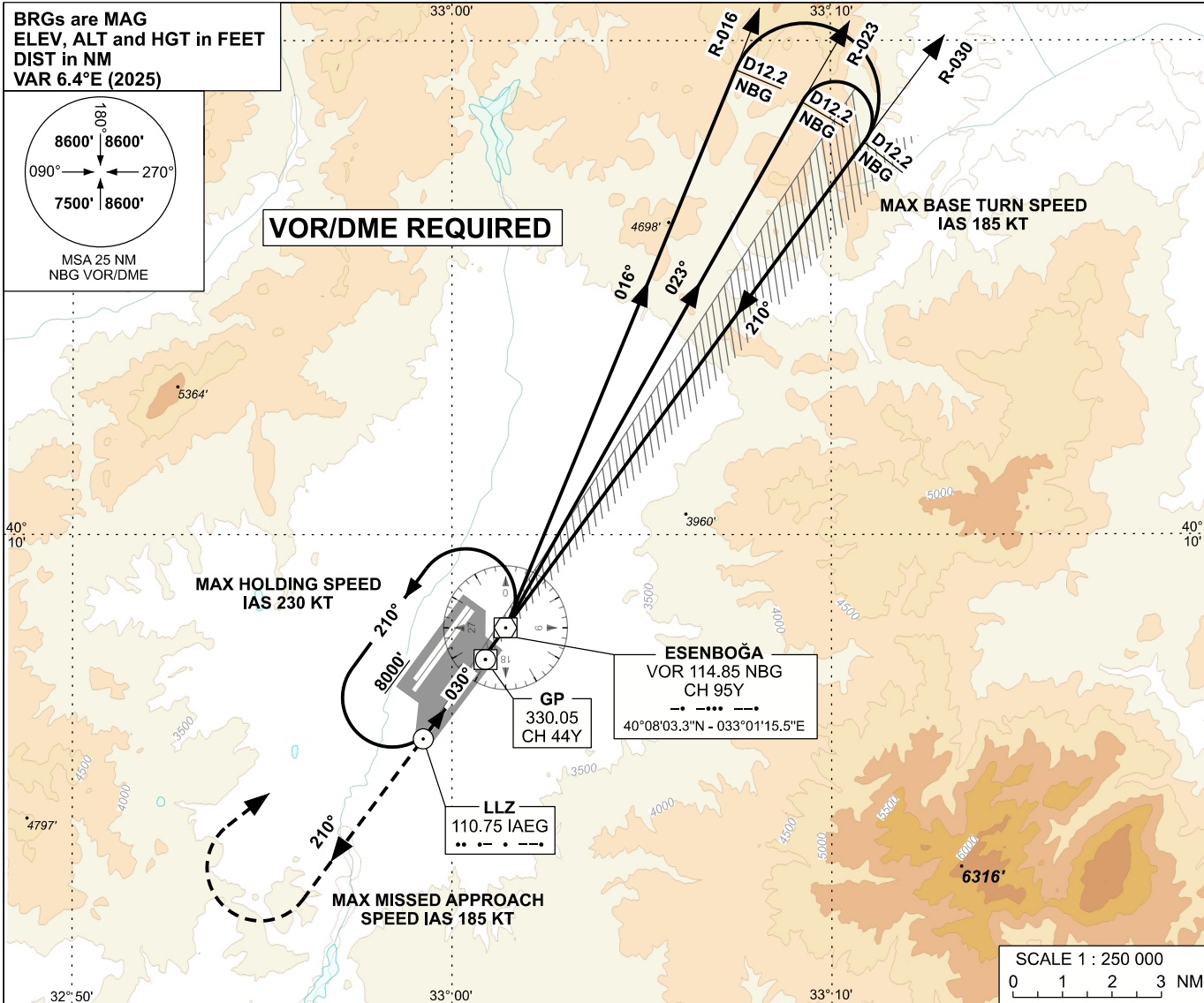
INSTRUMENT  
APPROACH  
CHART - ICAO



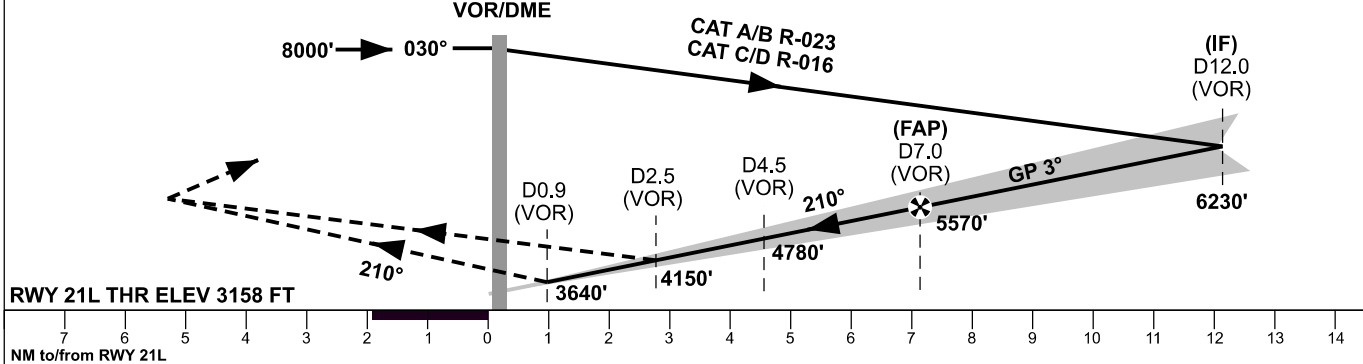
INSTRUMENT  
APPROACH  
CHART - ICAO

|      |               |                     |           |
|------|---------------|---------------------|-----------|
| APP  | 119.6 - 119.1 | AD ELEV             | 3158 FT   |
| TWR  | 118.1 - 257.8 | TRANSITION ALTITUDE | 10 000 FT |
| ATIS | 123.6         |                     |           |

ANKARA/ESENBOĞA  
ILS Z CAT II  
RWY 21L



**MISSED APPROACH**  
Climb straight until passing 4500 FT, then turn right  
climbing 8000 FT to VOR and hold. If unable to reach  
8000 FT climbing on VOR R-030, after passing  
6800 FT turn left climbing 8000 FT to VOR and hold.

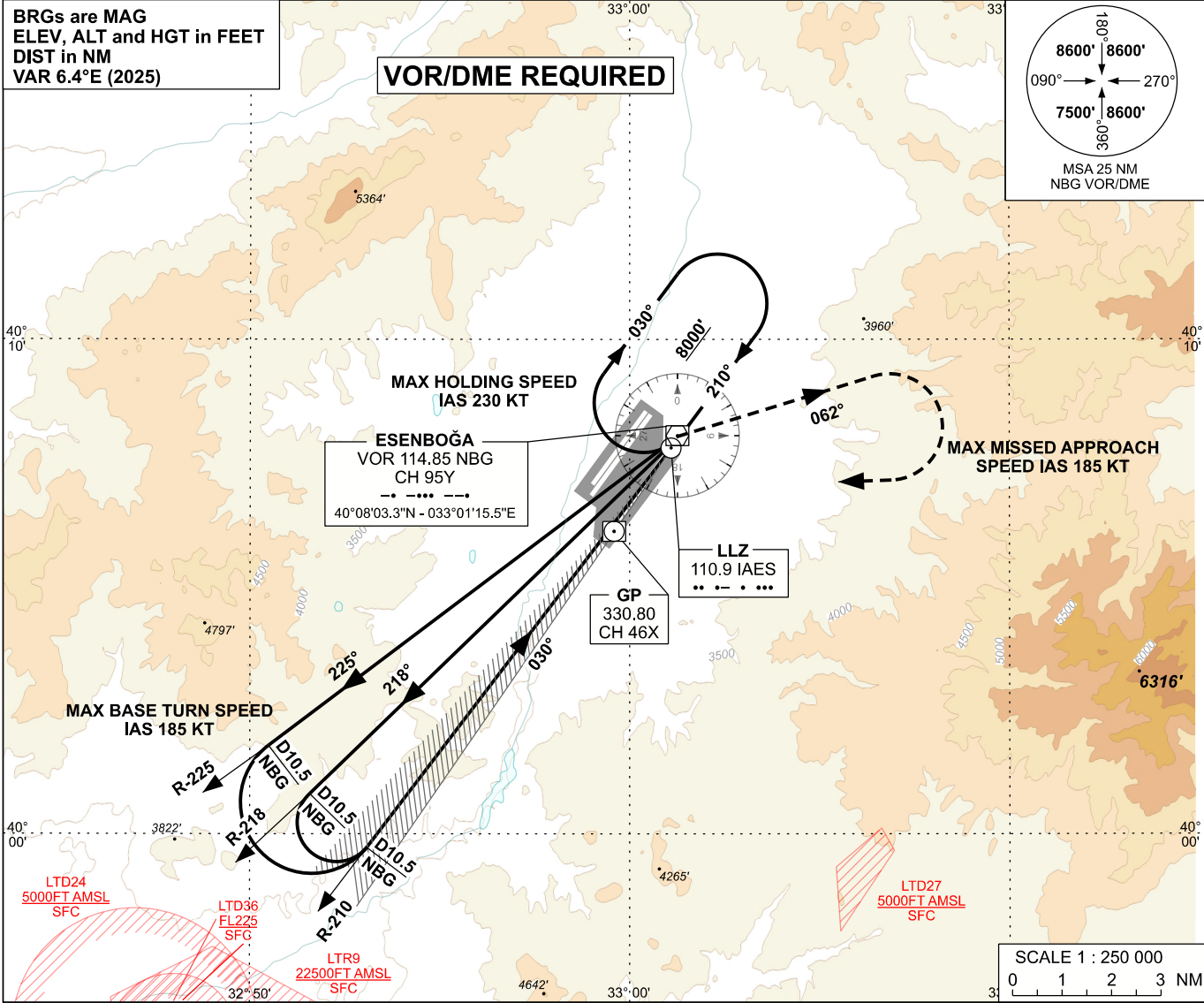


| OCA (H)                      | A              | B | C | D | - Intercept LLZ at 12.0 DME (VOR)<br>- Intercept GP at 7.0 DME (GP) |
|------------------------------|----------------|---|---|---|---------------------------------------------------------------------|
| Staright-in App. (MA : 3.5%) | 3290' ( 132' ) |   |   |   |                                                                     |
| Radio Altimeter              | 132'           |   |   |   |                                                                     |
|                              |                |   |   |   |                                                                     |
|                              |                |   |   |   |                                                                     |

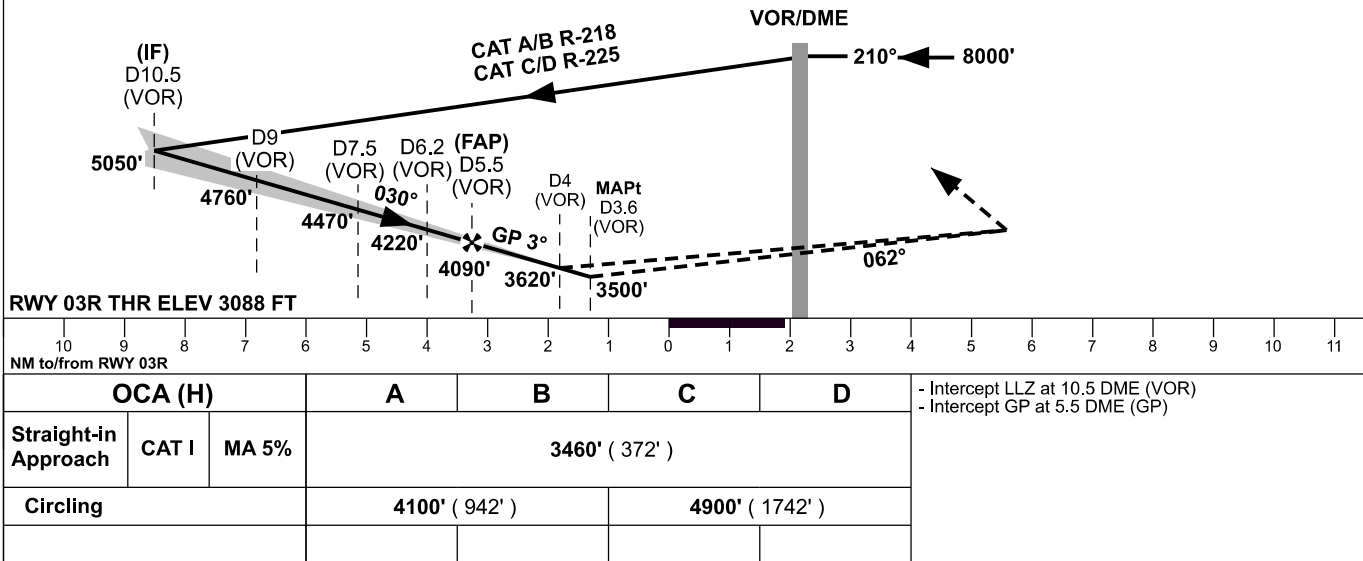
ANKARA/ESENBOĞA  
ILS X CAT I  
RWY 03R

|      |               |                     |           |
|------|---------------|---------------------|-----------|
| APP  | 119.6 - 119.1 | AD ELEV             | 3158 FT   |
| TWR  | 118.1 - 257.8 | TRANSITION ALTITUDE | 10 000 FT |
| ATIS | 123.6         |                     |           |

INSTRUMENT  
APPROACH  
CHART - ICAO



**MISSED APPROACH**  
No turns prior to RWY 03R THR. Climb straight ahead. After passing 3860 FT turn right to intercept VOR R-062. Cross 6000 FT then turn right climbing 8000 FT to VOR and hold.

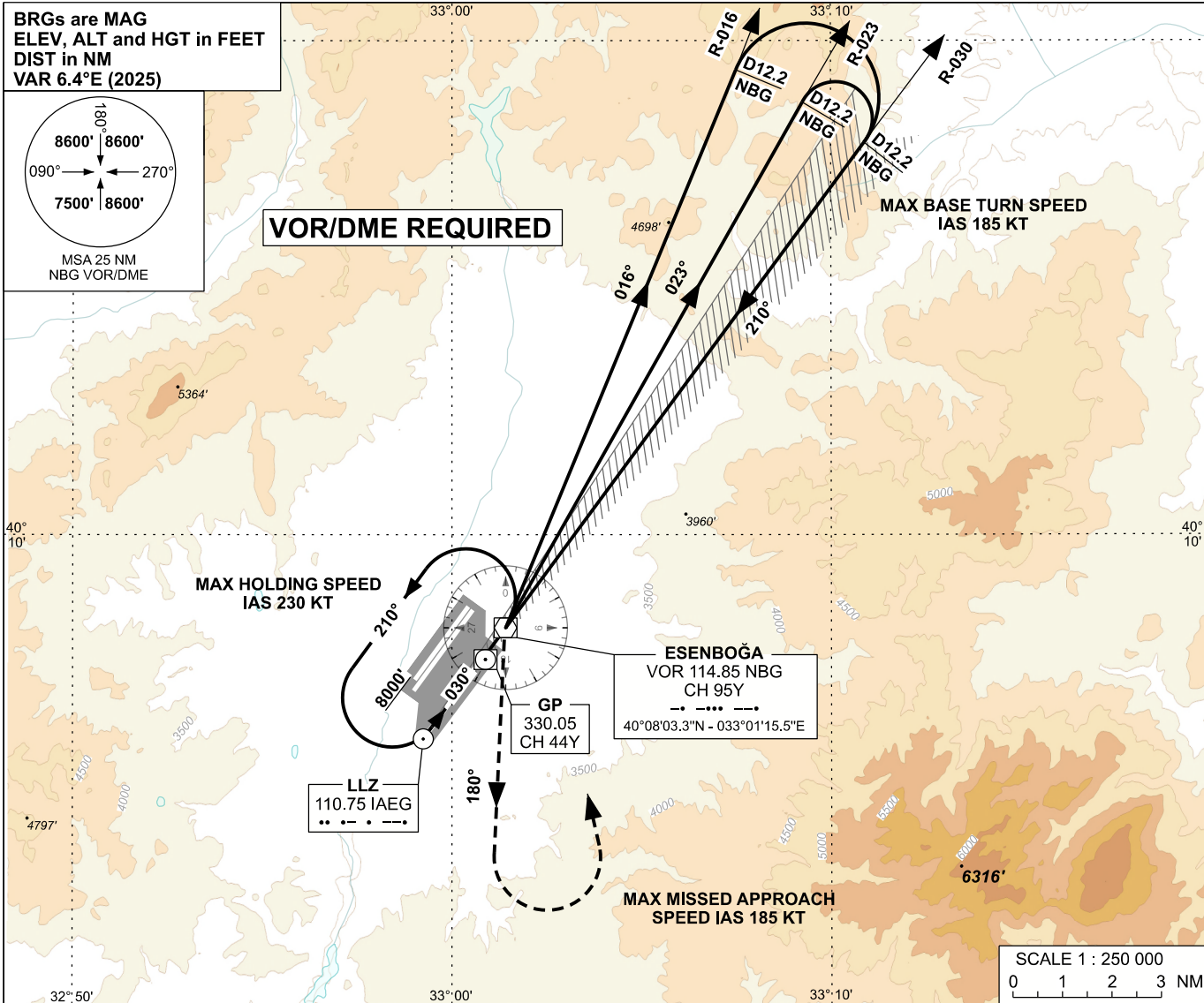




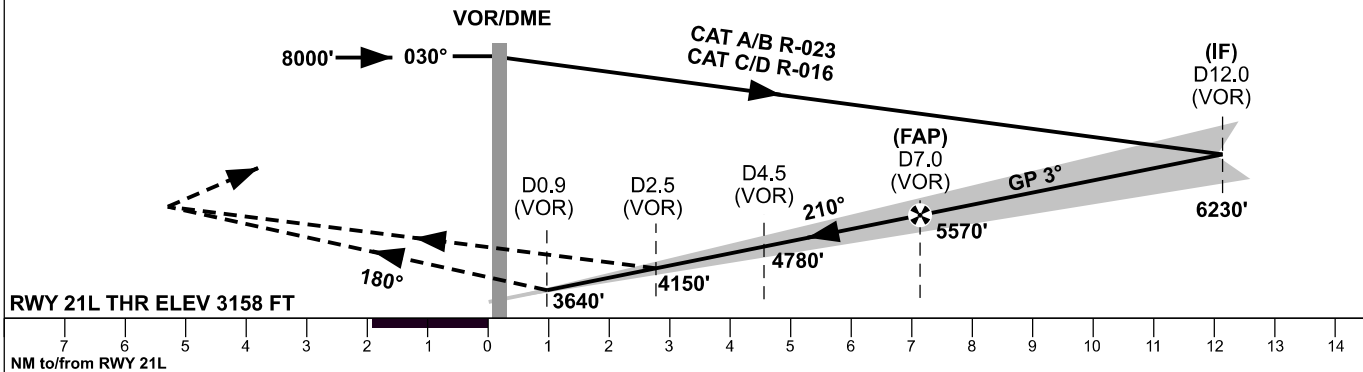
INSTRUMENT  
APPROACH  
CHART - ICAO

|      |               |                     |           |
|------|---------------|---------------------|-----------|
| APP  | 119.6 - 119.1 | AD ELEV             | 3158 FT   |
| TWR  | 118.1 - 257.8 | TRANSITION ALTITUDE | 10 000 FT |
| ATIS | 123.6         |                     |           |

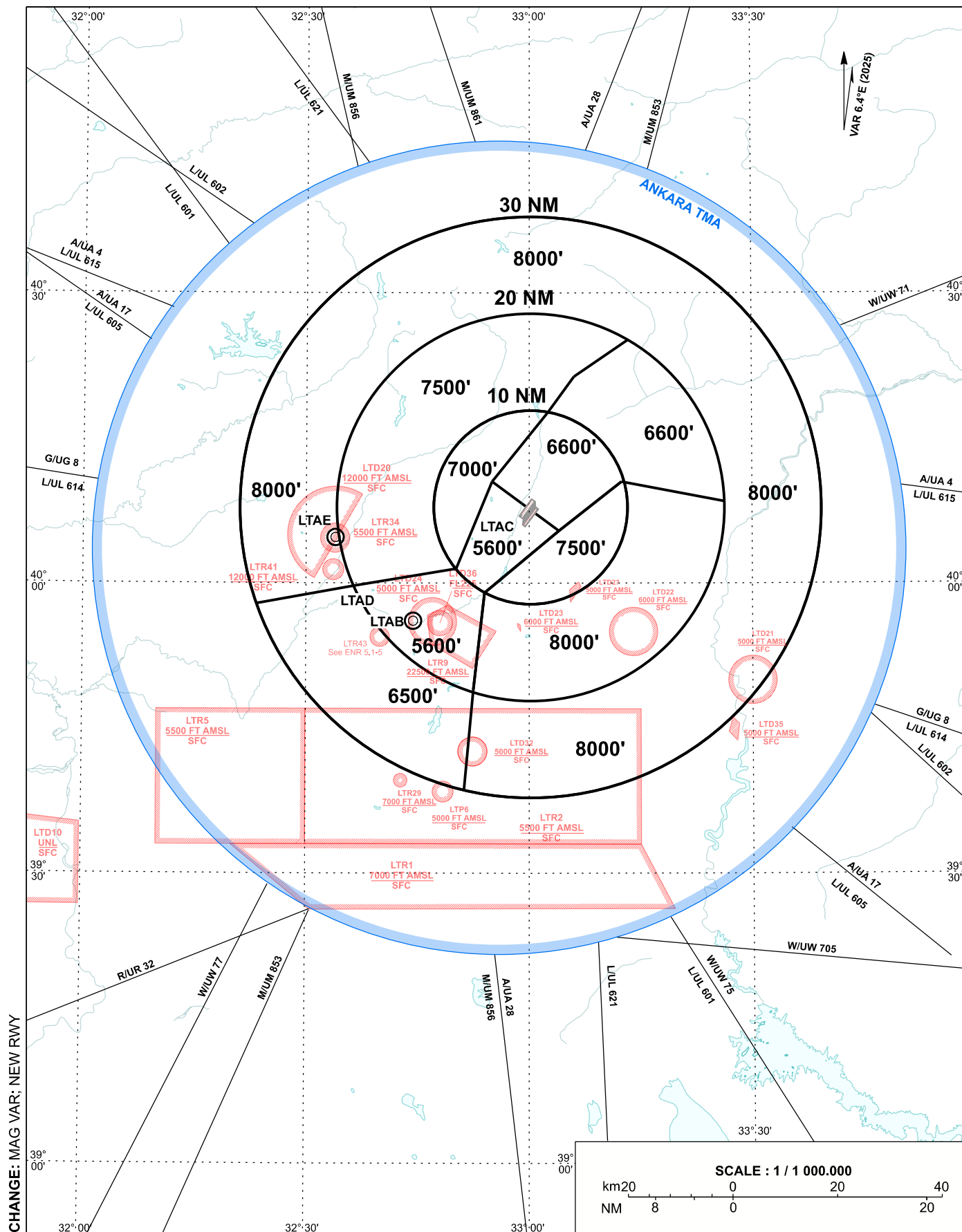
ANKARA/ESENBOĞA  
ILS Y CAT I  
RWY 21L



**MISSED APPROACH**  
No turns prior to RWY 21L THR. Climb straight ahead. After passing 3840 FT turn left to intercept VOR R-180. Cross 6000 FT then turn left climbing 8000 FT to VOR and hold.



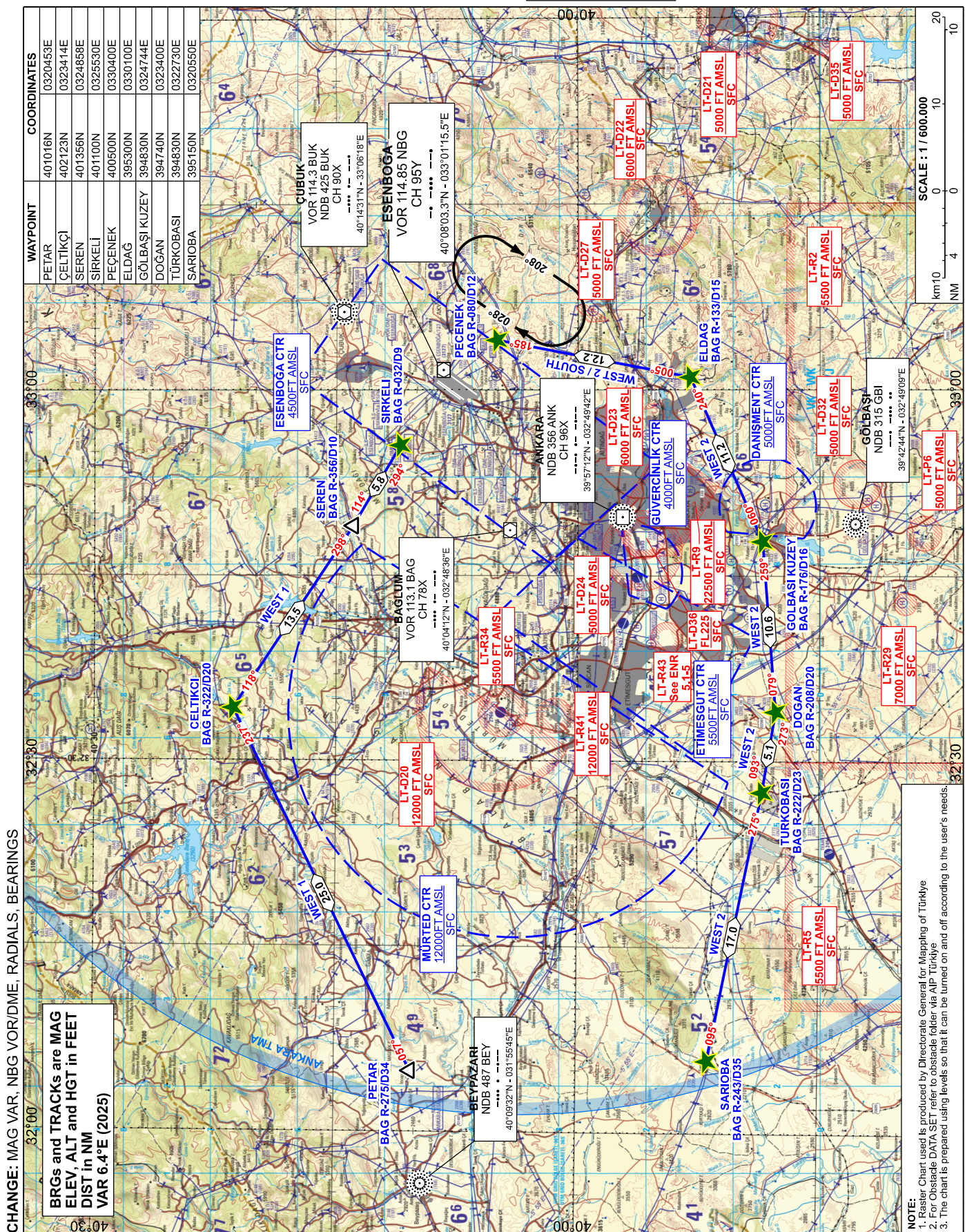
| OCA (H)              |       |       | A              | B | C               | D | - Intercept LLZ at 12.0 DME (VOR)<br>- Intercept GP at 7.0 DME (GP) |
|----------------------|-------|-------|----------------|---|-----------------|---|---------------------------------------------------------------------|
| Straight-in Approach | CAT I | MA 5% | 3440' ( 282' ) |   |                 |   |                                                                     |
|                      |       |       | 4100' ( 942' ) |   | 4900' ( 1742' ) |   |                                                                     |
|                      |       |       |                |   |                 |   |                                                                     |

MINIMUM RADAR VECTORING ALTITUDE  
CHART (MRVC) - ARR/DEPANKARA/  
ESENBOĞA INTERNATIONAL

DHMI - ANKARA

AIRAC AMDT 08/25



**ANKARA/ESENBOĞA**



## BIRD CONCENTRATION AND MOVEMENT CHART - ICAO

**ANKARA/  
ESENBOĞA**

