



LTAC AIRAC 2201 UPDATE BRIEFING

Effective Date: 27/01/2022

**Yeni yayınlanacak AIRAC
döngüsü hakkında:**

**Yeni çıkacak olan 2201
AIRAC döngüsü ile
beraber LTAC Ankara
Esenboğa meydanında:**

- **STAR Prosedürleri
Güncellendi**
- **SID Prosedürleri
Güncellendi**
- **03R Pistine Yaklaşma
Prosedürleri
Güncellendi**

**About the new published
AIRAC cycle:**

**With the new 2201 AIRAC
Cycle, there will be major
changes for LTAC
Esenboga International
Airport:**

- **STAR Procedures
Revised**
- **SID Procedures
Revised**
- **Runway 03R
Approach Procedures
Updated**

H. 03L pisti kalkış amaçlı kullanıldığı durumlarda 03L pist başındaki RESA bölgesi taxi yapmak suretiyle geçilecek olup trafikler pist eşiğine kadar devam edeceklerdir. RESA bölgesi olarak ilan edilen 350 metrelik kısımdan kalkış yapma talepleri (pilot mesuliyeti dâhil) karşılanmayacaktır.

İ. Frekans Değiştirme Talimatı: ATC tarafından "Contact" yerine "Monitor" talimatı verildiğinde pilot frekans yoğunluğunu önlemek için frekansı monitör ederek dinlemede kalacaktır.

J. 03R/21L Pistlerine İnişler için: ATC tarafından herhangi aksi bir talimat verilmemiş ise pisti terk edişler raporları TWR 118.1 frekansından verilmeyecektir. Pisti terk eden trafikler A taksi yoluna girmeden önce pozisyonunu muhafaza edecek ve ivedilikle Yer Kontrol 121.9 frekansına geçeceklerdir. İnen trafikler pist meşguliyet zamanını en aza indirecek şekilde en uygun taksi yolundan pisti terk edeceklerdir. Pisti terk etmek için tercihen yüksek süratli çıkış yolları kullanılacaktır.

K. A apronunu kullanan trafikler mümkün olan en düşük motor gücüyle uçak park yerlerine giriş ya da çıkış yapacaklardır. Kalkış için piste giriş müsaadesi verilen bir uçak, kalkış müsaadesiyle birlikte derhal kalkışa hazır olmalıdır. Bu koşulu karşılayamayacak olan uçağın pilotu piste giriş müsaadesini takiben durumu ilgili ATC ünitesine bildirmekle yükümlüdür. Kalkış müsaadesi alan trafikler 10 saniye içinde reaksiyon göstermek zorundadır. Piste girip kalkış müsaadesi almış trafik 90 saniye içerisinde kalkışa başlamak zorundadır, aksi halde trafik pisti mümkün olan en kısa sürede terk etmek zorundadır.

L. Yoğun yer trafiği nedeniyle uçuş ekiplerinin ATC talimatları ile Apron ve Taksiyolu işaretlerine titizlikle uymaları gerekmektedir.

M. Bir pisti, hızlı çıkış taksi yolunu kullanarak terk eden bir hava aracının, kavşak noktalarında, diğer taksi yollarında taksi yapmakta olan hava araçlarına nazaran geçiş önceliği yoktur. Pisti terk eden trafik diğer pistten veya taksi yolundan önce, ATC tarafından aksi bildirilmedikçe mutlaka duracaktır.

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

a. Ankara/Esenboğa Havalimanını kullanan Hava Yolu İşleticileri, yerde de operasyonel olarak çalışabilen 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.

H. RESA is used for taxiing purposes in case RWY 03L is used for departure. The aircraft shall taxi until the threshold of RWY 03L. The use of RESA, which is 350m, as a part of take-off run available shall not be permitted even under pilot discretion.

İ. When frequency change is instructed as "monitor" instead of "contact" by ATCO, pilots shall only monitor the frequency given to prevent distraction.

J. After landing pilots will report position on 121.9 after vacating runway 03R/21L before A taxiway. Runway vacations shall not be reported on 118.1. The landing aircraft shall take the closest intersection to vacate active runway to minimize RWY occupancy time. High speed taxiways shall be used preferably to vacate RWY.

K. In Apron A the traffic shall start up and taxi on idle power. The aircraft shall be ready to depart as soon as they get line up clearance. When not ready the pilot shall inform the ATC before entering the runway. The aircraft which gets departure clearance should react in 10 seconds. The aircraft which is instructed to line up and take off should react in 90 seconds. Otherwise, the traffic has to vacate the active RWY as soon as possible.

L. Due to intense ground movement, flight crew shall strictly obey ATC instructions and follow signs/markings located in the aprons and on taxiways.

M. All aircraft vacating a RWY via high speed taxiway has no priority at the intersection of the taxiways, over the aircraft taxiing on other taxiways. The aircraft that vacate the RWY shall stop and hold before the other RWY or taxiway, unless otherwise authorized by ATC.

N. 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 must ensure that Mode-S transponders are operative in their aircraft.

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.

RNAV (GNSS) SID v e STAR Usullerini Uygulama Zorunluluğu

Esenboğa Havalimanı için 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 planları veya RPL'lerin yol kısmı ile ilgili değişiklik mesajlarını (CHG) aşağıdaki gibi sunmaları gerekmektedir:

1- LTAC için GNSS'e dayalı RNAV STAR'ları DEREL, YAVRU, GURBU, GOBIT, YÜCEL, HALIL, UMRUN, ASTAL, ILHAN, BAKIR, TELVO ve LATGA olarak tanımlanan waypoint/ fix'lerden başlamaktadır. Bu waypoint/fix'ler 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 ve BAKIR olarak tanımlanan waypoint/fix'lerde sonlanmaktadır. Bu waypoint/fix'ler 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.

The Mandatory of Implementation RNAV (GNSS) SIDs and STARs

RNAV (GNSS) SIDs and STARs procedures for Esenboğa Aerodrome are mandatory for P-RNAV approved aircraft which filed their FPL including one of PBN/D1-D2-O1-O2 equipped. Therefore, the P-RNAV approved aircraft arriving/departing to/from LTAC are required to submit flight plan or a change message (CHG) concerning the route section of their RPLs as described below:

1- GNSS based RNAV STARs for LTAC starts from the waypoints/fixes, designated as DEREL, YAVRU, GURBU, GOBIT, YÜCEL, 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 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 CTR's 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 para 3.

2. YÜZEY HAREKETLERİ KILAVUZLUK VE KONTROL SİSTEMİ

Havalimanı MODE-S kabiliyetli geliştirilmiş yüzey hareketleri kılavuzluk 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.

- Daimi hudut kapısı

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.

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

AIP
TURKEY

AD 2 LTAC SID - 3
27 JAN 22

STANDARD DEPARTURE
CHART INSTRUMENT (SID)
ICAO

TRANSITION ALTITUDE
10 000 FT

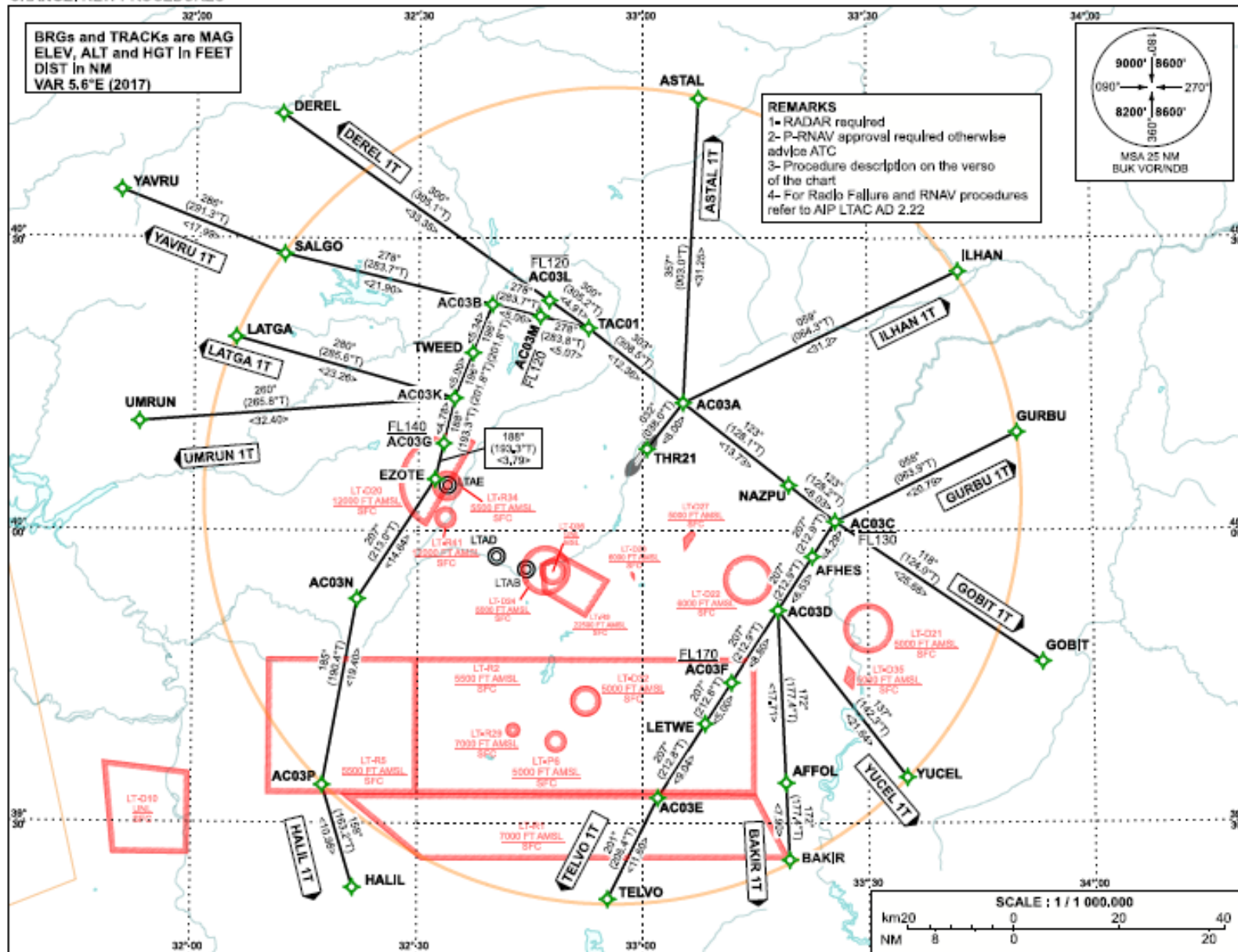
TWR : 118.1 - 257.8
APP : 119.6 - 119.1

ANKARA/SENBOĞA
RNAV (GNSS)
RWY 03L/R

CHANGE! NEW PROCEDURES

BRGs and TRACKs are MAG
ELEV, ALT and HGT in FEET
DIST in NM
VAR 5.6°E (2017)

REMARKS
1- RADAR required
2- P-RNAV approval required otherwise
advise ATC
3- Procedure description on the verso
of the chart
4- For Radio Failure and RNAV procedures
refer to AIP LTAC AD 2.22



DHMI - ANKARA

AIRAC AMDT 01/22

ESENBOGA AIRPORT RNAV (GNSS) SID RWY 03L/R

Designator	Formal Description	Abbreviated Description
ASTAL 1T	To AC03A on course 032° M max. speed 230 kts, turn left to ASTAL	AC03A[M032;K230-;L] –ASTAL
ILHAN 1T	To AC03A on course 032° M max. speed 230 kts, turn right to ILHAN	AC03A[M032;K230-;R] –ILHAN
GURBU 1T	To AC03A on course 032° M max. speed 230 kts, turn right to NAZPU to AC03C at or below FL130, turn left to GURBU	AC03A[M032;K230-;R]–NAZPU-AC03C[F130-;L]-GURBU
GOBIT 1T	To AC03A on course 032° M max. speed 230 kts, turn right to NAZPU to AC03C at or below FL130, turn left to GOBIT	AC03A[M032;K230-;R]–NAZPU-AC03C[F130-;L]-GOBIT
YUCEL 1T	To AC03A on course 032° M max. speed 230 kts, turn right to NAZPU to AC03C at or below FL130, turn right to AFHES, to AC03D, turn left to YUCEL	AC03A[M032;K230-;R]–NAZPU-AC03C[F130-;R]-AFHES-AC03D[L]-YUCEL
BAKIR 1T	To AC03A on course 032° M max. speed 230 kts, turn right to NAZPU to AC03C at or below FL130, turn right to AFHES, to AC03D, turn left to AFFOL, to BAKIR	AC03A[M032;K230-;R]–NAZPU-AC03C[F130-;R]-AFHES-AC03D[L]-AFFOL-BAKIR
TELVO 1T	To AC03A on course 032° M max. speed 230 kts, turn right to NAZPU to AC03C at or below FL130, turn right to AFHES, to AC03D, to AC03F at or above FL170, to LETWE, to AC03E, turn left to TELVO	AC03A[M032;K230-;R]–NAZPU-AC03C[F130-;R]-AFHES-AC03D-AC03F[F170+]-LETWE-AC03E[L]-TELVO
HALIL 1T	To AC03A on course 032° M max. speed 230 kts, turn left to TAC01, turn left to AC03M at or below FL120,to AC03B, turn left to TWEED, to AC03K, turn left to AC03G at or above F140, to EZOTE, turn right to AC03N, turn left to AC03P, turn left to HALIL	AC03A[M032;K230-;L]–TAC01[L]-AC03M[F120-]-AC03B[L]-TWEED-AC03K[L]-AC03G[F140+]-EZOTE[R]-AC03N[L]-AC03P[L]-HALIL
UMRUN 1T	To AC03A on course 032° M max. speed 230 kts, turn left to TAC01, turn left to AC03M at or below FL120,to AC03B, turn left to TWEED, to AC03K, turn right to UMRUN	AC03A[M032;K230-;L]–TAC01[L]-AC03M[F120-]-AC03B[L]-TWEED-AC03K[R]-UMRUN
LATGA 1T	To AC03A on course 032° M max. speed 230 kts, turn left to TAC01, turn left to AC03M at or below FL120,to AC03B, turn left to TWEED, to AC03K, turn right to LATGA	AC03A[M032;K230-;L]–TAC01[L]-AC03M[F120-]-AC03B[L]-TWEED-AC03K[R]-LATGA
YAVRU 1T	To AC03A on course 032° M max. speed 230 kts, turn left to TAC01, turn left to AC03M at or below FL120,to AC03B, to SALGO, turn right to YAVRU	AC03A[M032;K230-;L]–TAC01[L]-AC03M[F120-]-AC03B-SALGO[R]-YAVRU
DEREL 1T	To AC03A on course 032° M max. speed 230 kts, turn left to TAC01, turn left to AC03L at or below FL120,to DEREL	AC03A[M032;K230-;L]–TAC01[L]-AC03L[F120-]-DEREL

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

Type	Fix identifier (Waypoint name)	Latitude	Longitude
FlyBy	THR21	40:08:28.86 N	033:00:33.05 E
FlyBy	AC03A	40:13:12.39 N	033:05:22.56 E
FlyBy	NAZPU	40:04:42.95 N	033:19:27.16 E
FlyBy	AC03C	40:00:58.55 N	033:25:37.20 E
FlyBy	AFHES	39:57:22.47 N	033:22:35.28 E
FlyBy	AC03D	39:51:52.76 N	033:17:59.16 E
FlyBy	EZOTE	40:05:20.97 N	032:32:15.54 E
FlyBy	AFFOL	39:34:10.08 N	033:19:00.71 E
FlyBy	LETWE	39:40:16.36 N	033:08:16.66 E
FlyBy	AC03G	40:09:02.46 N	032:33:23.87 E
FlyBy	AC03N	39:53:03.54 N	032:21:53.80 E
FlyBy	AC03P	39:33:57.41 N	032:17:22.78 E
FlyBy	AC03F	39:44:28.90 N	033:11:47.18 E
FlyBy	AC03E	39:32:39.73 N	033:01:57.33 E
FlyBy	TAC01	40:20:53.96 N	032:52:43.67 E
FlyBy	AC03M	40:22:06.50 N	032:46:17.03 E
FlyBy	AC03B	40:23:18.51 N	032:39:51.05 E

Type	Fix identifier (Waypoint name)	Latitude	Longitude
FlyBy	TWEED	40:18:20.73 N	032:37:15.53 E
FlyBy	AC03K	40:13:41.78 N	032:34:50.21 E
FlyBy	AC03L	40:23:43.64 N	032:47:28.55 E
FlyBy	ASTAL	40:44:26.00 N	033:07:28.00 E
FlyBy	GURBU	40:10:06.58 N	033:49:58.00 E
FlyBy	ILHAN	40:26:38.00 N	033:42:13.00 E
FlyBy	GOBIT	39:46:34.07 N	033:53:12.95 E
FlyBy	YUCEL	39:34:44.00 N	033:35:07.00 E
FlyBy	BAKIR	39:26:16.00 N	033:19:28.00 E
FlyBy	DEREL	40:42:50.00 N	032:11:36.00 E
FlyBy	TELVO	39:22:16.00 N	032:55:18.00 E
FlyBy	HALIL	39:23:26.00 N	032:21:28.00 E
FlyBy	UMRUN	40:11:09.89 N	031:52:40.52 E
FlyBy	LATGA	40:19:53.00 N	032:05:32.00 E
FlyBy	SALGO	40:28:26.00 N	032:11:58.00 E
FlyBy	YAVRU	40:34:56.00 N	031:49:58.00 E

AIP
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AD 2 LTAC STAR - 5
27 JAN 22

STANDARD ARRIVAL
CHART INSTRUMENT (STAR)
ICAO

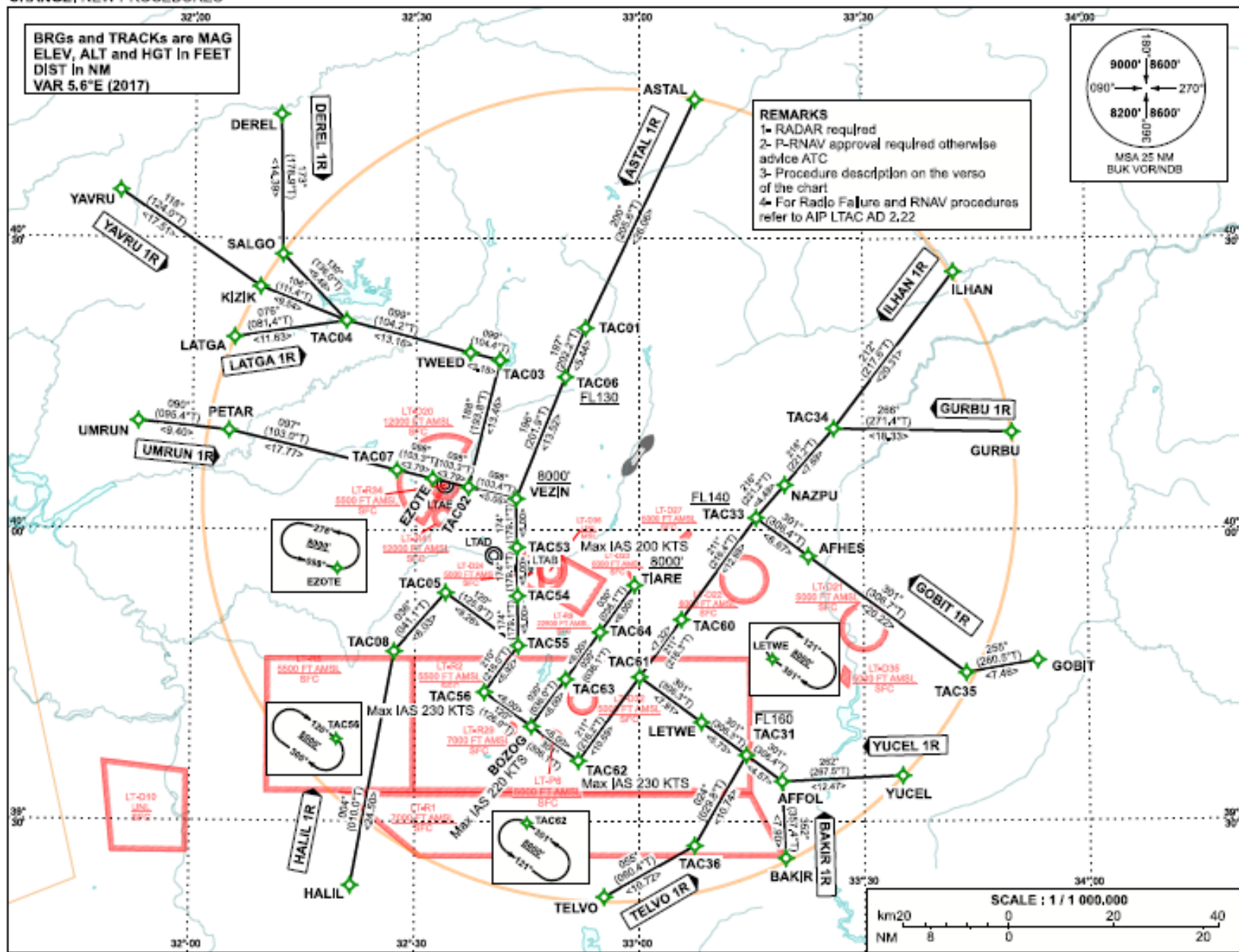
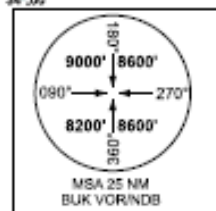
TRANSITION ALTITUDE
10 000 FT
TWR : 118.1 - 257.8
APP : 119.6 - 119.1

ANKARA/ESENBOĞA
RNAV (GNSS)
RWY 03L/R

CHANGE! NEW PROCEDURES

BRGs and TRACKs are MAG
ELEV, ALT and HGT in FEET
DIST in NM
VAR 5.6°E (2017)

REMARKS
1- RADAR required
2- P-RNAV approval required otherwise
advise ATC
3- Procedure description on the verso
of the chart
4- For Radio Failure and RNAV procedures
refer to AIP LTAC AD 2.22



AIRAC AMDT 01/22

DHMI - ANKARA

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

Designator	Abbreviated Description	Descent
ASTAL 1R	ASTAL-TAC01[L]-TAC06[F130+;L]-VEZIN[A8000+;L]-TAC53-TAC54-TAC55[R]-TAC56[K230-;L]-BOZOG[K220-;L]-TAC63-TAC64-TIARE[K200-;A8000+;L]	As cleared
ILHAN 1R	ILHAN-TAC34[R]-NAZPU-TAC33[F140+;L]-TAC60-TAC61-TAC62[K230-;R]-BOZOG[K220-;R]-TAC63-TAC64-TIARE[K200-;A8000+;L]	As cleared
GURBU 1R	GURBU-TAC34[L]- NAZPU-TAC33[F140+;L]-TAC60-TAC61-TAC62[K230-;R]-BOZOG[K220-;R]-TAC63-TAC64-TIARE[K200-;A8000+;L]	As cleared
GOBIT 1R	GOBIT-TAC35[R]-AFHES- TAC33[F140+;L]- TAC60-TAC61-TAC62[K230-;R]-BOZOG[K220-;R]-TAC63-TAC64-TIARE[K200-;A8000+;L]	As cleared
YUCEL 1R	YUCEL-AFFOL[R]-TAC31[F160-J]-LETWE-TAC61[L]- TAC62[K230-;R]-BOZOG[K220-;R]-TAC63-TAC64-TIARE[K200-;A8000+;L]	As cleared
BAKIR 1R	BAKIR-AFFOL[L]-TAC31[F160-J]-LETWE-TAC61[L]- TAC62[K230-;R]-BOZOG[K220-;R]-TAC63-TAC64-TIARE[K200-;A8000+;L]	As cleared
TELVO 1R	TELVO-TAC36[L]- TAC31[F160-;L]-LETWE-TAC61[L]- TAC62[K230-;R]-BOZOG[K220-;R]-TAC63-TAC64-TIARE[K200-;A8000+;L]	As cleared
HALIL 1R	HALIL-TAC08[R]-TAC05[R]-TAC55[R]-TAC56[K230-;L]-BOZOG[K220-;L]-TAC63-TAC64-TIARE[K200-;A8000+;L]	As cleared
UMRUN 1R	UMRUN-PETAR[R]-TAC07-EZOTE-TAC02-VEZIN[A8000+;R]-TAC53-TAC54-TAC55[R]-TAC56[K230-;L]-BOZOG[K220-;L]-TAC63-TAC64-TIARE[K200-;A8000+;L]	As cleared
LATGA 1R	LATGA-TAC04[R]-TWEED-TAC03[R]-TAC02[L]-VEZIN[A8000+;R]-TAC53-TAC54-TAC55[R]-TAC56[K230-;L]-BOZOG[K220-;L]-TAC63-TAC64-TIARE[K200-;A8000+;L]	As cleared
YAVRU 1R	YAVRU-KIZIK[L]-TAC04[L]-TWEED- TAC03[R]-TAC02[L]- VEZIN[A8000+;R]-TAC53-TAC54-TAC55[R]-TAC56[K230-;L]-BOZOG[K220-;L]-TAC63-TAC64-TIARE[K200-;A8000+;L]	As cleared
DEREL 1R	DEREL-SALGO[L]-TAC04[L]-TWEED-TAC03[R]-TAC02[L]-VEZIN[A8000+;R]-TAC53-TAC54-TAC55[R]-TAC56[K230-;L]-BOZOG[K220-;L]-TAC63-TAC64-TIARE[K200-;A8000+;L]	As cleared

Type	Fix identifier (Waypoint name)	Latitude	Longitude
FlyBy	VEZIN	40:03:18.06 N	032:43:28.24 E
FlyBy	TIARE	39:54:24.58 N	032:59:19.47 E
FlyBy	BOZOG	39:39:50.95 N	032:45:33.59 E
FlyBy	TAC53	39:58:17.75 N	032:43:34.38 E
FlyBy	TAC54	39:53:17.43 N	032:43:40.50 E
FlyBy	TAC55	39:48:10.32 N	032:43:46.74 E
FlyBy	TAC56	39:43:22.78 N	032:39:16.16 E
FlyBy	TAC60	39:50:51.65 N	033:05:36.92 E
FlyBy	TAC61	39:44:57.18 N	033:00:00.40 E
FlyBy	TAC62	39:36:18.76 N	032:51:50.42 E
FlyBy	TAC63	39:44:42.34 N	032:50:08.24 E
FlyBy	TAC64	39:49:33.55 N	032:54:43.53 E
FlyBy	TAC01	40:20:53.96 N	032:52:43.67 E
FlyBy	TAC06	40:15:51.52 N	032:50:02.42 E
FlyBy	TAC34	40:10:30.64 N	033:26:03.57 E
FlyBy	NAZPU	40:04:42.95 N	033:19:27.16 E
FlyBy	TAC33	40:01:19.93 N	033:15:36.40 E
FlyBy	AFHES	39:57:22.47 N	033:22:35.28 E
FlyBy	TAC35	39:45:19.75 N	033:43:40.76 E
FlyBy	TAC36	39:27:33.16 N	033:07:20.77 E
FlyBy	LETWE	39:40:16.36 N	033:08:16.66 E
FlyBy	TAC31	39:36:52.77 N	033:14:15.08 E
FlyBy	AFFOL	39:34:10.08 N	033:19:00.71 E

Type	Fix identifier (Waypoint name)	Latitude	Longitude
FlyBy	EZOTE	40:05:20.97 N	032:32:15.54 E
FlyBy	TAC05	39:53:36.93 N	032:34:02.65 E
FlyBy	TAC07	40:06:13.30 N	032:27:27.10 E
FlyBy	TAC08	39:47:33.37 N	032:27:11.31 E
FlyBy	TAC02	40:04:28.44 N	032:37:03.87 E
FlyBy	TAC03	40:17:33.50 N	032:41:15.06 E
FlyBy	TWEED	40:18:20.73 N	032:37:15.53 E
FlyBy	TAC04	40:21:36.31 N	032:20:34.97 E
FlyBy	SALGO	40:28:26.00 N	032:11:58.00 E
FlyBy	LATGA	40:19:53.00 N	032:05:32.00 E
FlyBy	ASTAL	40:44:26.00 N	033:07:28.00 E
FlyBy	ILHAN	40:26:38.00 N	033:42:13.00 E
FlyBy	GURBU	40:10:06.58 N	033:49:58.00 E
FlyBy	GOBIT	39:46:34.07 N	033:53:12.95 E
FlyBy	YUCEL	39:34:44.00 N	033:35:07.00 E
FlyBy	BAKIR	39:26:16.00 N	033:19:28.00 E
FlyBy	TELVO	39:22:16.00 N	032:55:18.00 E
FlyBy	HALIL	39:23:26.00 N	032:21:28.00 E
FlyBy	DEREL	40:42:50.00 N	032:11:36.00 E
FlyBy	PETAR	40:10:16.00 N	032:04:53.00 E
FlyBy	UMRUN	40:11:09.89 N	031:52:40.52 E
FlyBy	KIZIK	40:25:06.00 N	032:08:58.00 E
FlyBy	YAVRU	40:34:56.00 N	031:49:58.00 E

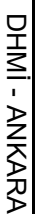
Note1: At first contact with ESENBOGA APP report if unable to comply the RNAV procedure.

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

ANKARA/ESENBOĞA
RNAV (GNSS)
RWY 03L/R



ESENOGA AIRPORT RNAV (GNSS) STAR RWY 03L/R

Designator	Abbreviated Description	Descent
ASTAL 1Z	ASTAL-TAC01[L]-TAC06[F130+;L]-VEZIN[K200-;A8000+]	As cleared
UMRUN 1Z	UMRUN-PETAR[R]-TAC07[F130-J]-EZOTE-TAC02-VEZIN[K200-;A8000+]	As cleared
LATGA 1Z	LATGA-TAC04[R]-TWEED-TAC03[R]-TAC02[L]-VEZIN[K200-;A8000+]	As cleared
YAVRU 1Z	YAVRU-KIZIK[L]-TAC04[L]-TWEED- TAC03[R]-TAC02[L]- VEZIN[K200-;A8000+]	As cleared
DEREL 1Z	DEREL-SALGO[L]-TAC04[L]-TWEED-TAC03[R]-TAC02[L]-VEZIN[K200-;A8000+]	As cleared

Type	Fix identifier (Waypoint name)	Latitude	Longitude
FlyBy	VEZIN	40:03:18.06	032:43:28.24
FlyBy	TAC01	40:20:53.96	032:52:43.67
FlyBy	TAC02	40:04:28.44	032:37:03.87
FlyBy	TAC03	40:17:33.50	032:41:15.06
FlyBy	TAC04	40:21:36.31	032:20:34.97
FlyBy	TAC06	40:15:51.52	032:50:02.42
FlyBy	TAC07	40:06:13.30	032:27:27.10
FlyBy	EZOTE	40:05:20.97	032:32:15.54
FlyBy	TWEED	40:18:20.73	032:37:15.53
FlyBy	SALGO	40:28:26.00	032:11:58.00
FlyBy	LATGA	40:19:53.00	032:05:32.00
FlyBy	ASTAL	40:44:26.00	033:07:28.00
FlyBy	DEREL	40:42:50.00	032:11:36.00
FlyBy	PETAR	40:10:16.00	032:04:53.00
FlyBy	UMRUN	40:11:09.89	031:52:40.52
FlyBy	KIZIK	40:25:06.00	032:08:58.00
FlyBy	YAVRU	40:34:56.00	031:49:58.00

Type	Fix identifier (Waypoint name)	Latitude	Longitude

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

Note2: At first contact with ESENOGA 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

AD 2 LTAC IAC - 6
27 JAN 22

AIP
TURKEY

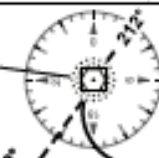
ANKARA/ESENBOĞA
ILS V CAT I or LOC V
RWY 03R

APP	119.6 - 119.1	AD ELEV	3127 FT
TWR	118.1 - 257.8	TRANSITION ALTITUDE	10 000 FT
ATIS	123.6		

INSTRUMENT
APPROACH
CHART - ICAO

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

ÇUBUK
VOR 114.3 BUK
NDB 425 BUK
CH 60X
45°14'30"N - 033°08'17"E



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	032:55:14.50E

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

**DME REQUIRED
NDB OR VOR REQUIRED**

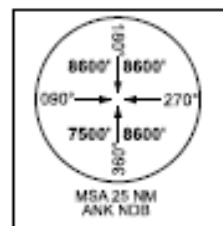
**P-RNAV
VEZIN & TIARE TRANSITIONS
GNSS REQUIRED**

IAS 200 KT
(IAF)
VEZIN
8000'

(FAP)
TOVNA
5.03 DME GP (CH40X)
4700'
IAS 160 KT

MM

GP
335.0
CH 40X



LOM
285 AN

LT-D24
5000FT AMSL
SFC

LTAD

LTAB

LT-036
UNCL
MSL

DENAR
5600'

IAS 180 KT

LT-R9
22500FT AMSL
SFC

LT-D23
6000FT AMSL
SFC

LT-D27
5000FT AMSL
SFC

BRGs are MAG
ELEV, ALT and HGT in FEET
DIST in NM
VAR 4°E (2008)

SCALE : 1 / 250,000

(FAP)
TOVNA
5.03 DME (GP)

4.1 DME (GP)
LOM

4700'

032°

4410'

GP 3°

032°

3600'

3330'

1.5 DME (GP)

032°

032°

MAPt
LOC

0.8 DME (GP)

MM

MISSED APPROACH
PROCEED TO BUK VOR/NDB CROSS
5500 FT OR ABOVE THEN CONTINUE
CLIMBING TO 6800 FT ON 059° FROM
BUK THEN TURN LEFT CLIMBING TO
6800 FT PROCEED TO BUK AND HOLD
MIN. CLIMB GRADIENT %2.5
AFTER PASSING BUK VOR

RWY 03R THR ELEV 3099 FT

NM to/from THR RWY 03R

OCA (H)

A

B

C

D

Straight-In
Approach

CAT I

MISSED APP
GR %4.1

MISSED APP
GR %2.5

LOC %3.7

3300' (201')

3870' (771')

3600' (501')

Circling

3800' (673')

4650' (1523')

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

CHANGE: VEZIN ALTITUDE RESTRICTION

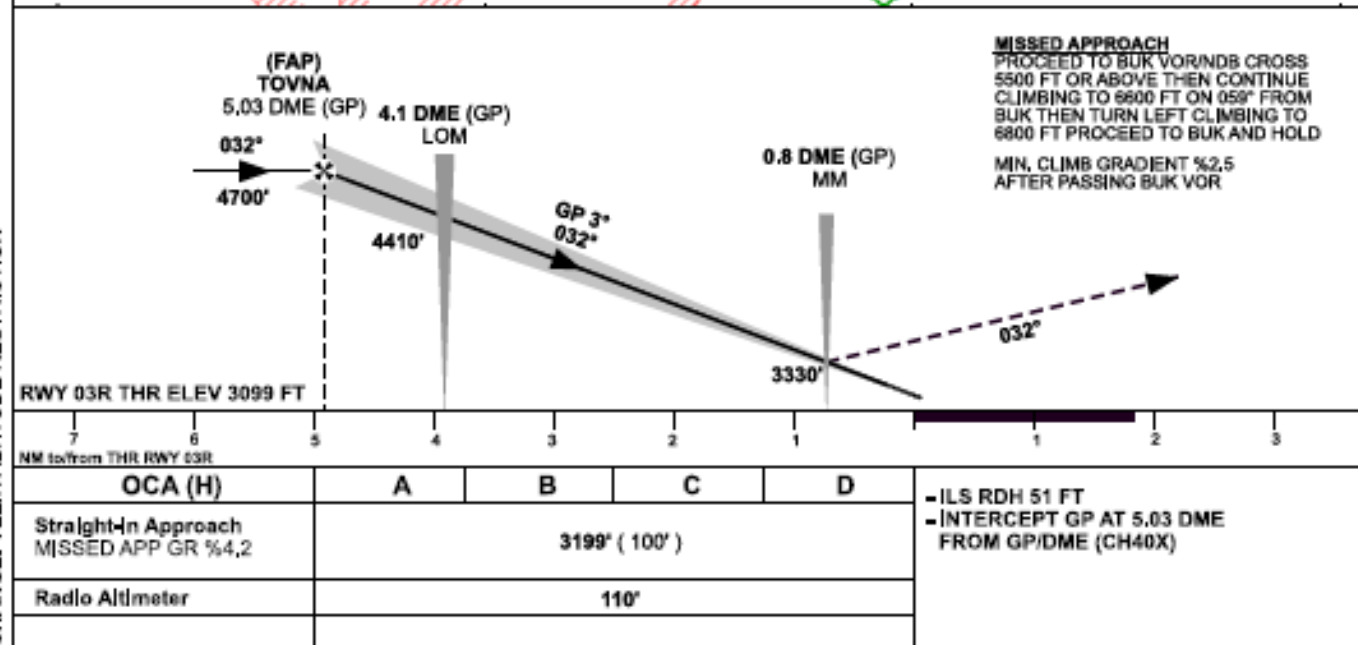
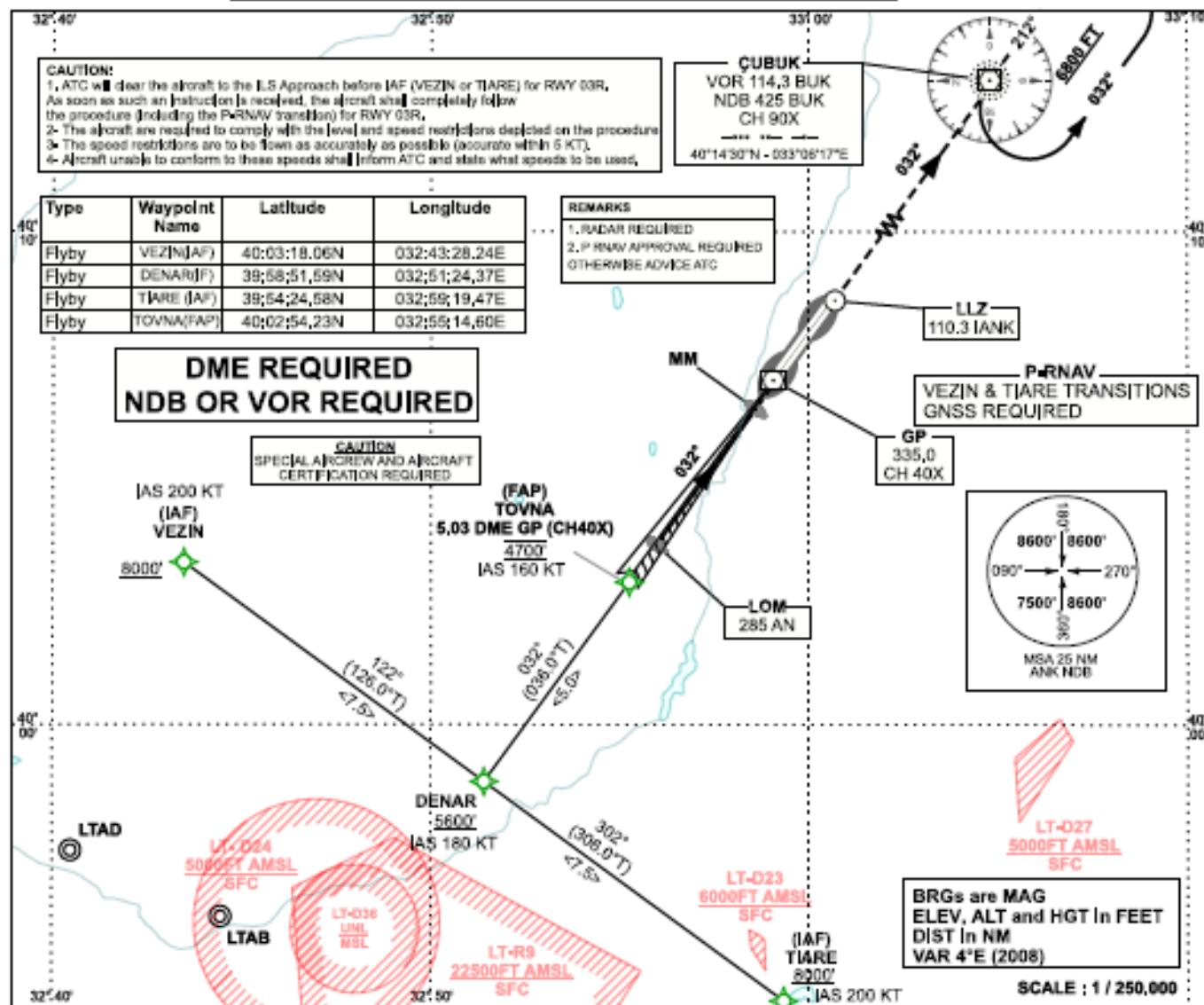
AIP
TURKEY

AD 2 LTAC IAC - 7
27 JAN 22

INSTRUMENT
APPROACH
CHART - ICAO

APP	119,6 - 119,1	AD ELEV	3127 FT
TWR	118,1 - 257,8	TRANSITION ALTITUDE	10 000 FT
ATIS	123,6		

ANKARA/ESENBOĞA
ILS U CAT II
RWY 03R



CHANGE: VEZIN ALTITUDE RESTRICTION

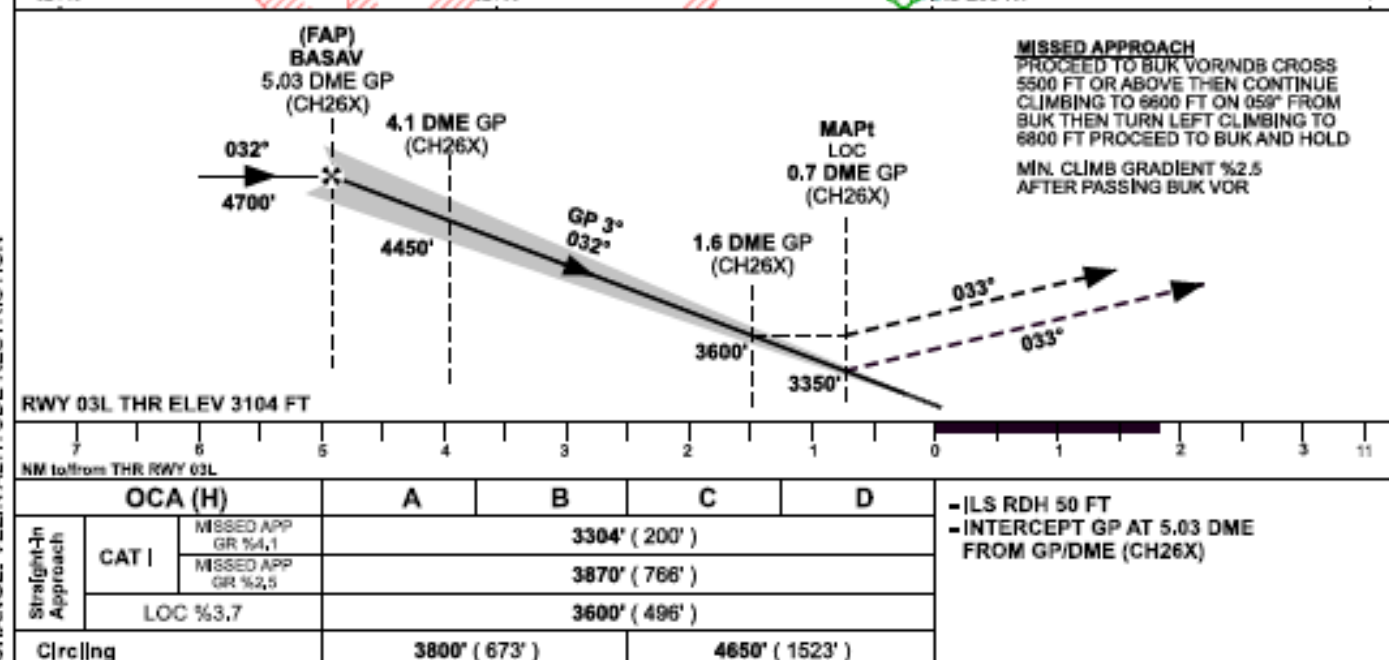
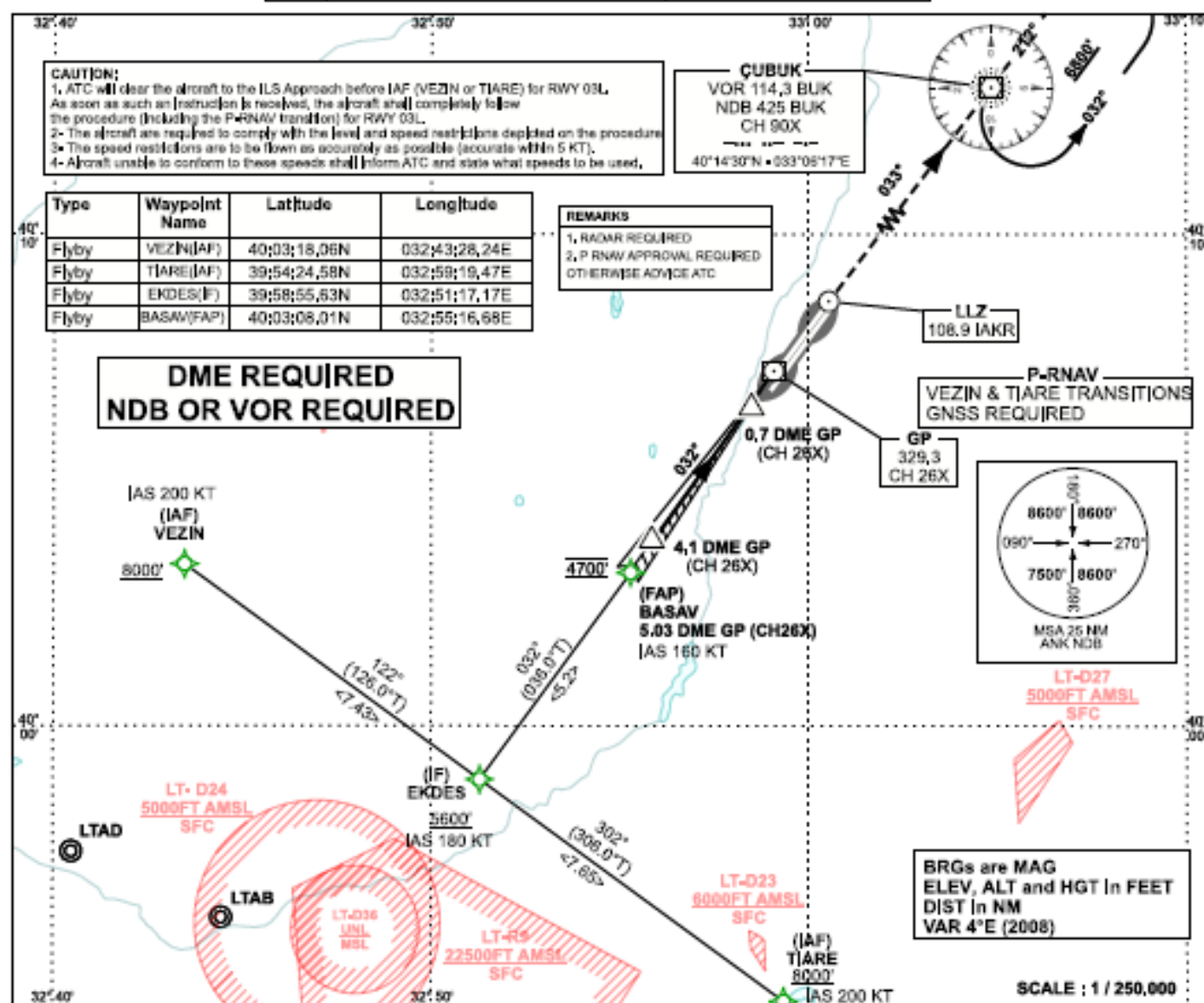
AIP
TURKEY

AD 2 LTAC IAC - 13
27 JAN 22

INSTRUMENT
APPROACH
CHART - ICAO

APP	119,6 - 119,1	AD ELEV	3127 FT
TWR	118,1 - 257,8	TRANSITION ALTITUDE	10 000 FT
ATIS	123,6		

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



CHANGE: VEZIN ALTITUDE RESTRICTION

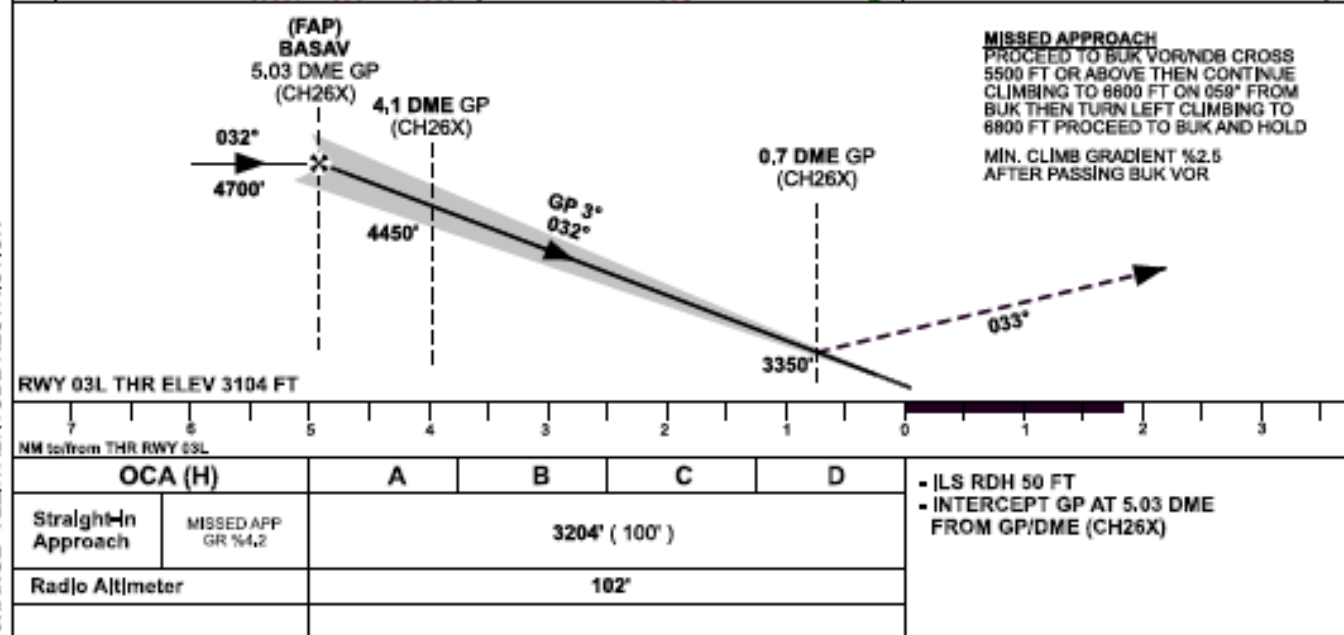
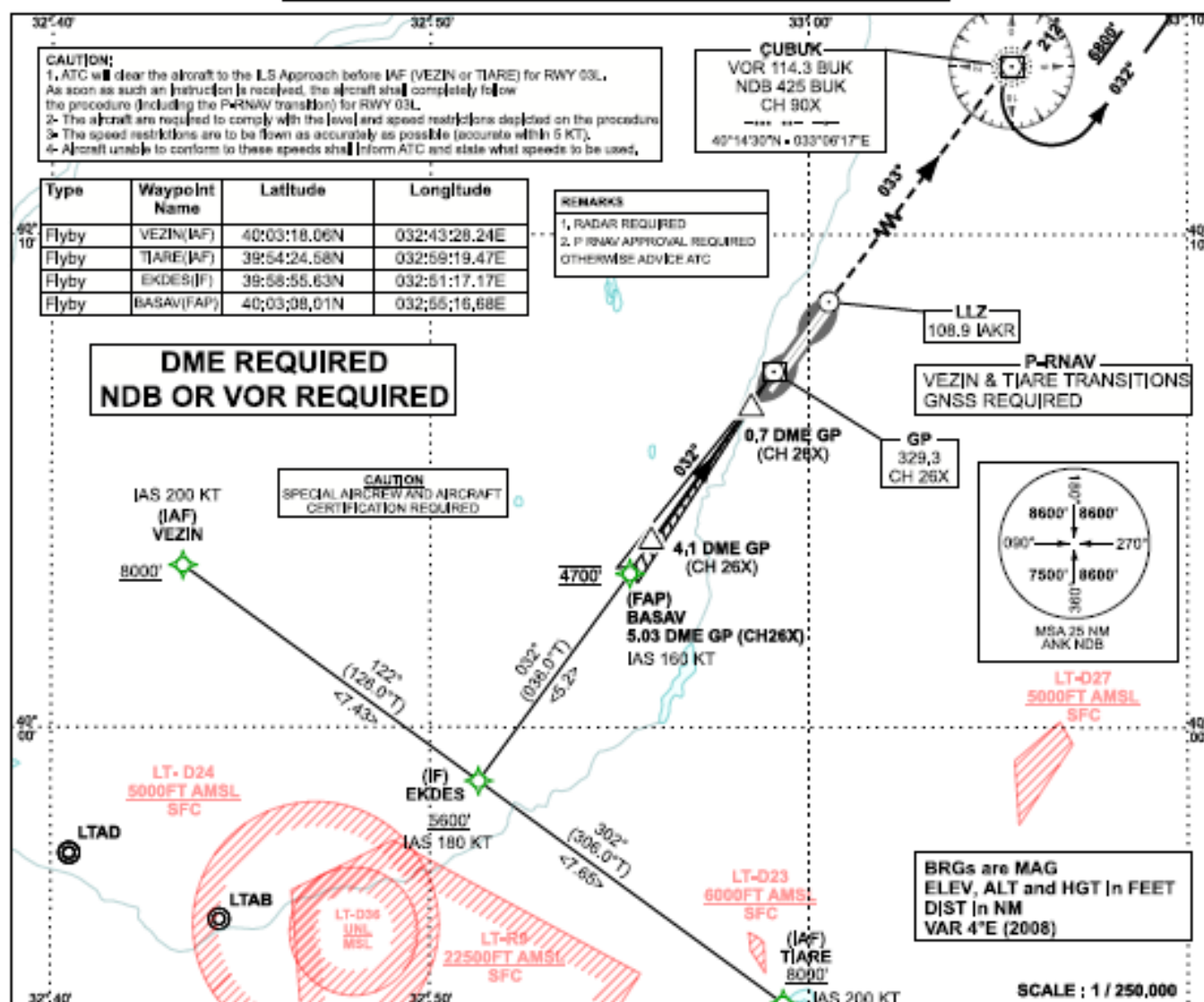
AD 2 LTAC IAC - 14
27 JAN 22

AIP
TURKEY

ANKARA/ESENBOĞA
ILS U CAT II
RWY 03L

APP	119,6 - 119,1	AD ELEV	3127 FT
TWR	118,1 - 257,8	TRANSITION ALTITUDE	10 000 FT
ATIS	123,6		

INSTRUMENT
APPROACH
CHART - ICAO



CHANGE: VEZIN ALTITUDE RESTRICTION

AIRAC AMDT 01/22

DHMI - ANKARA