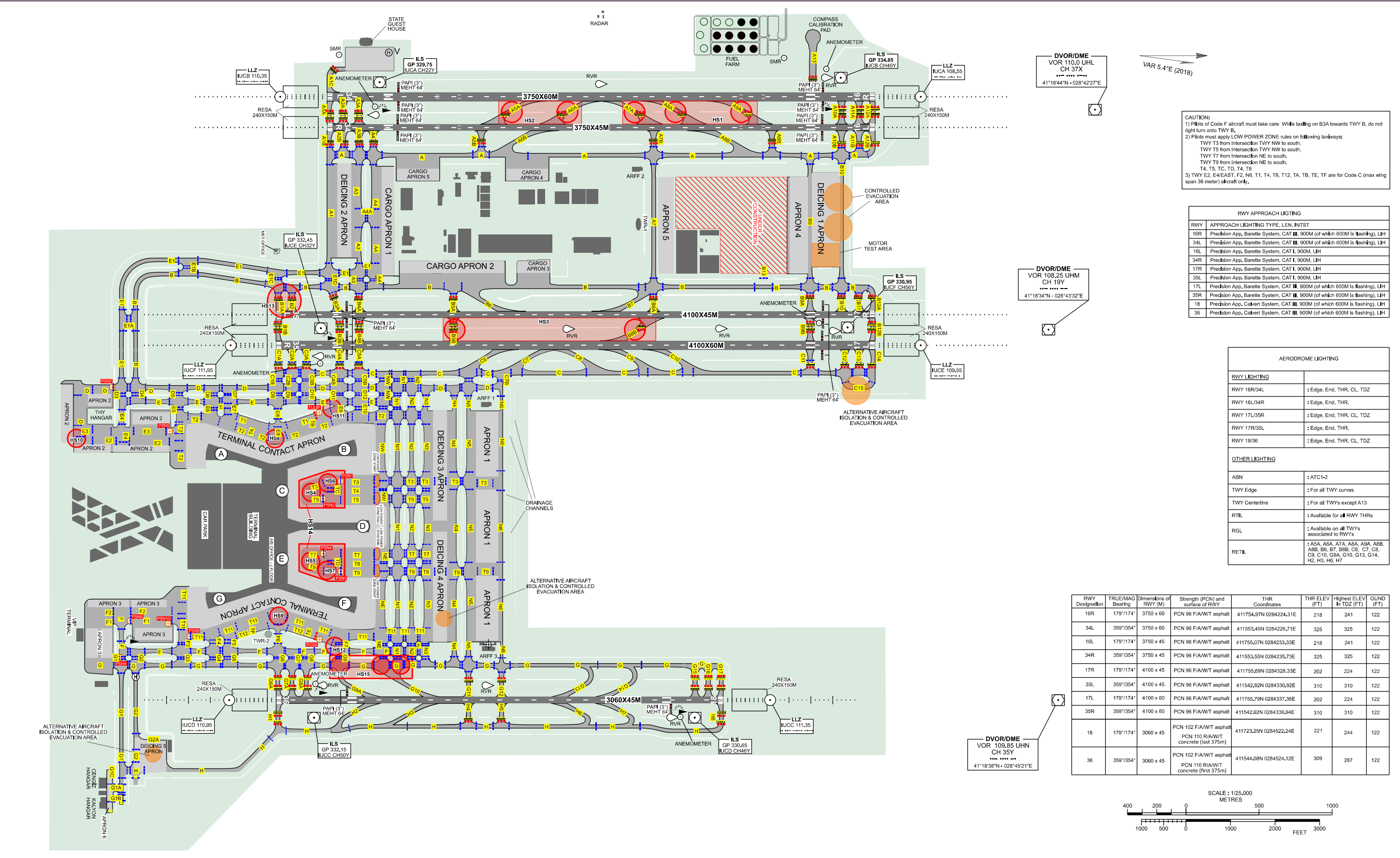
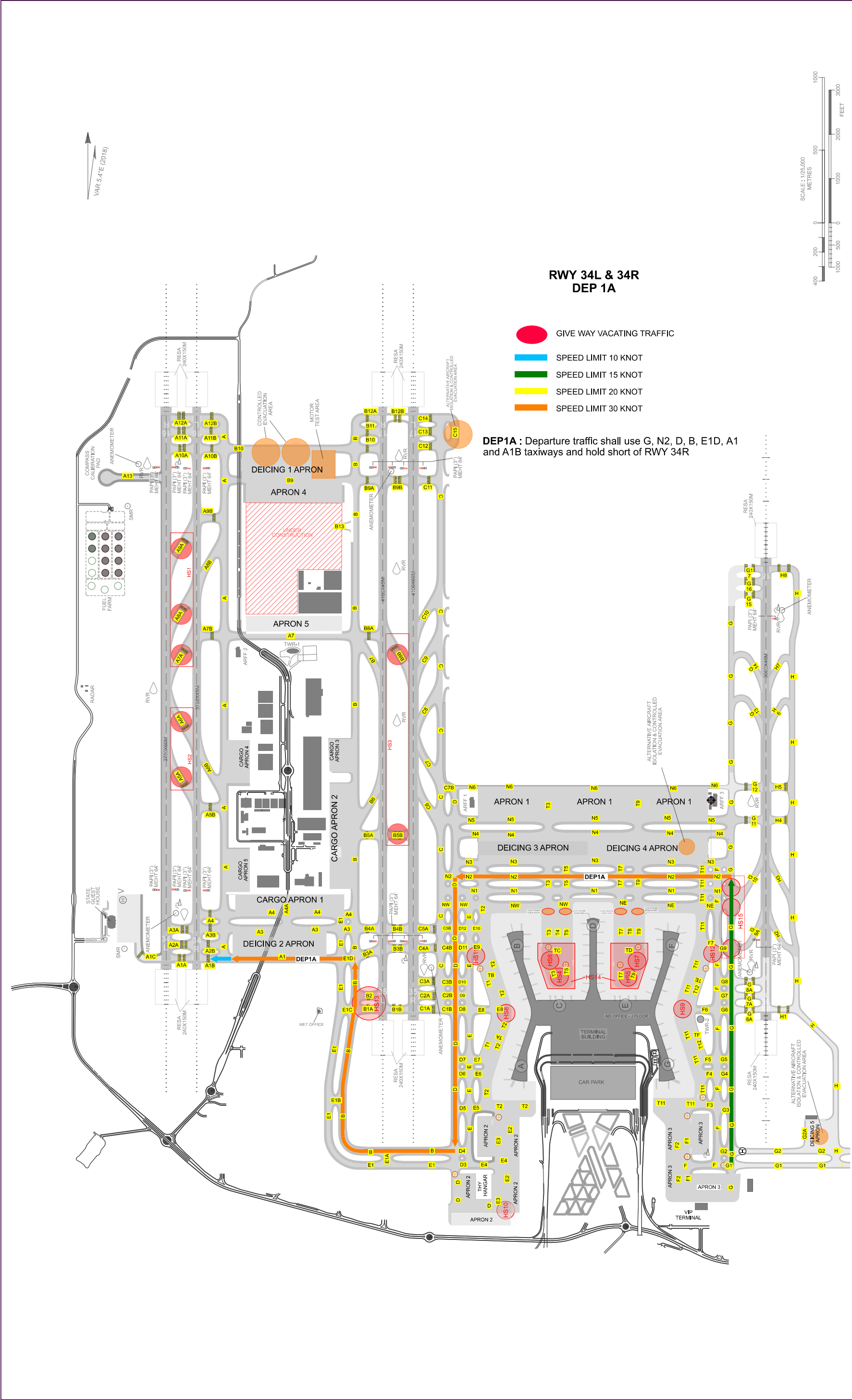
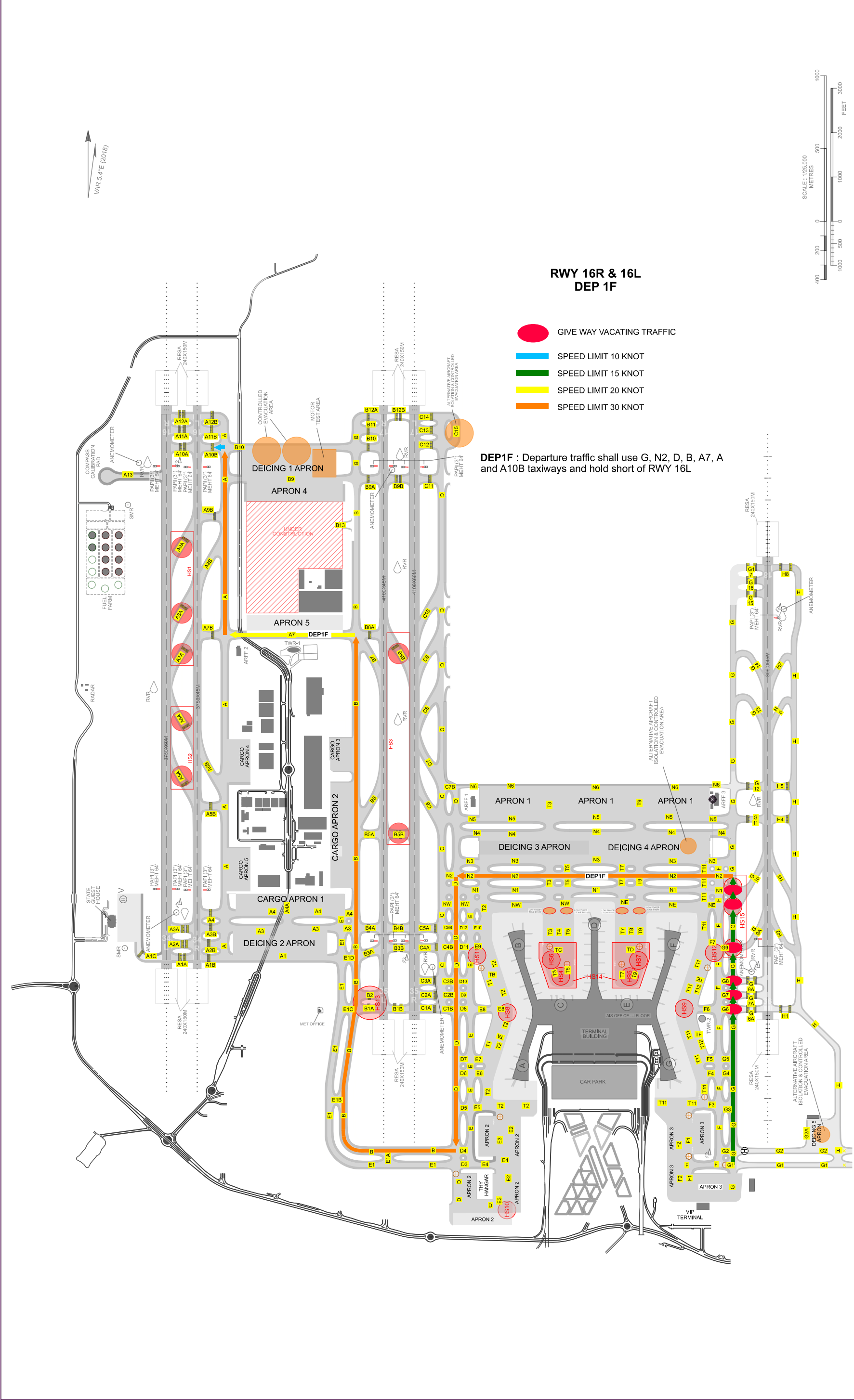
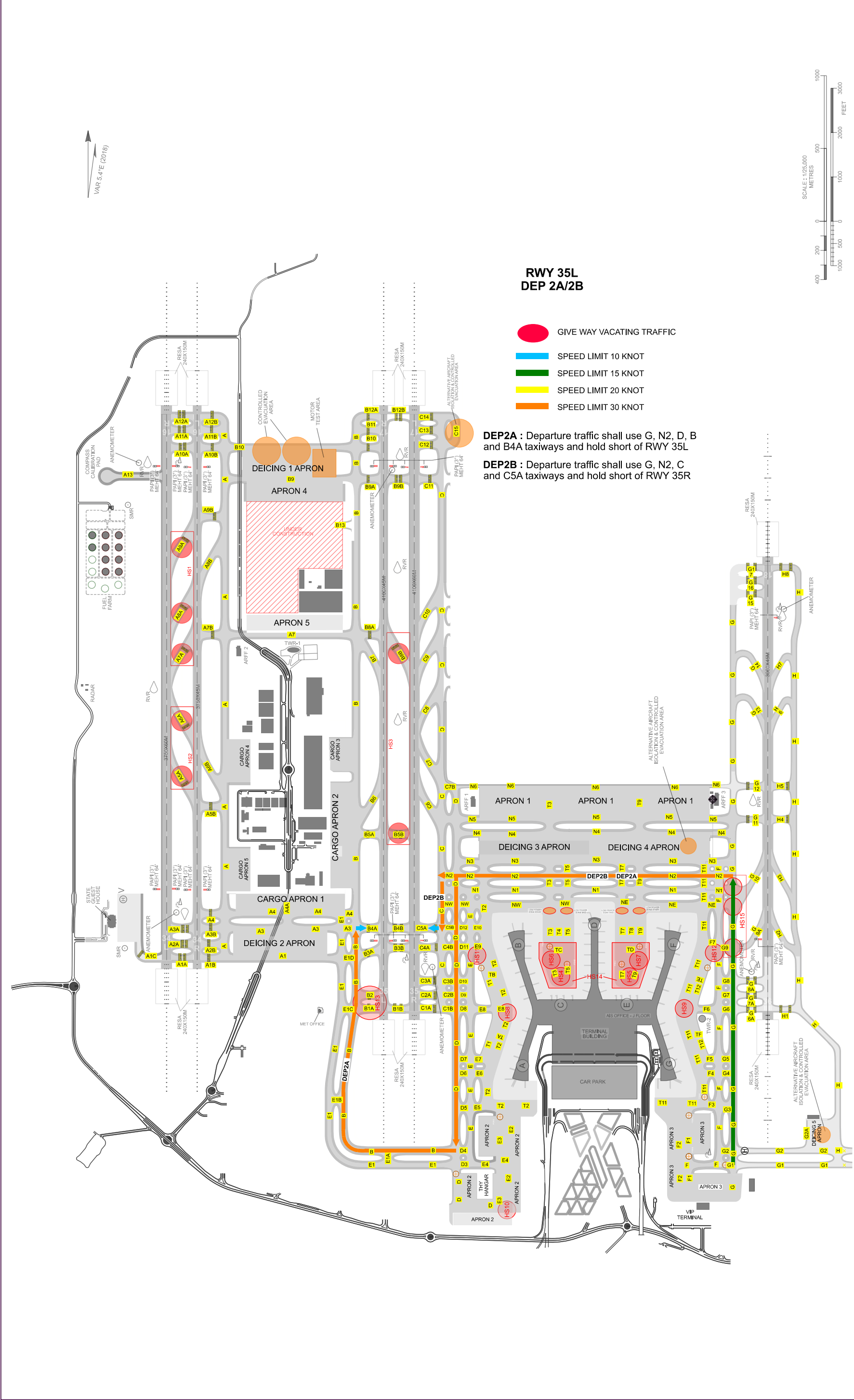
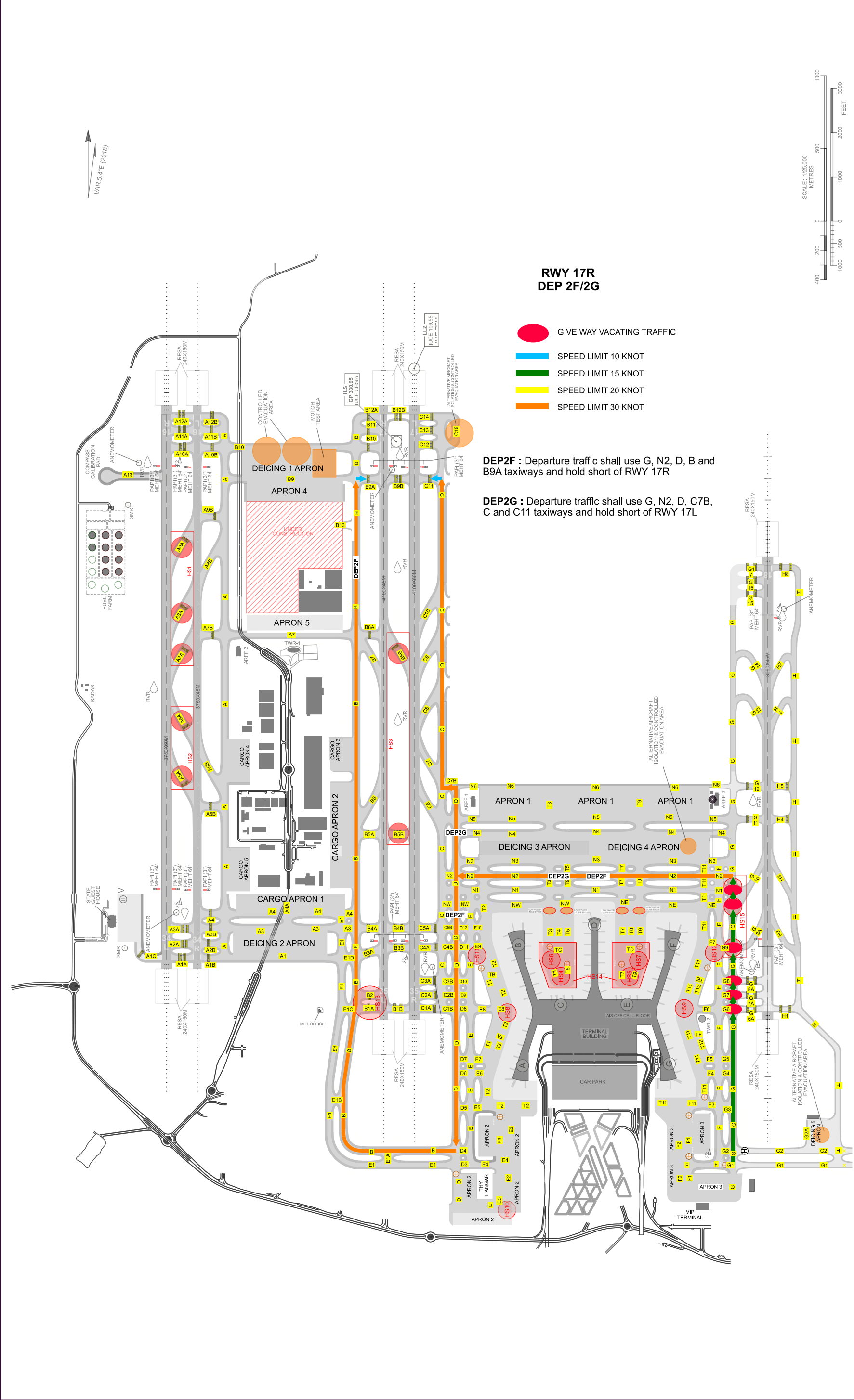


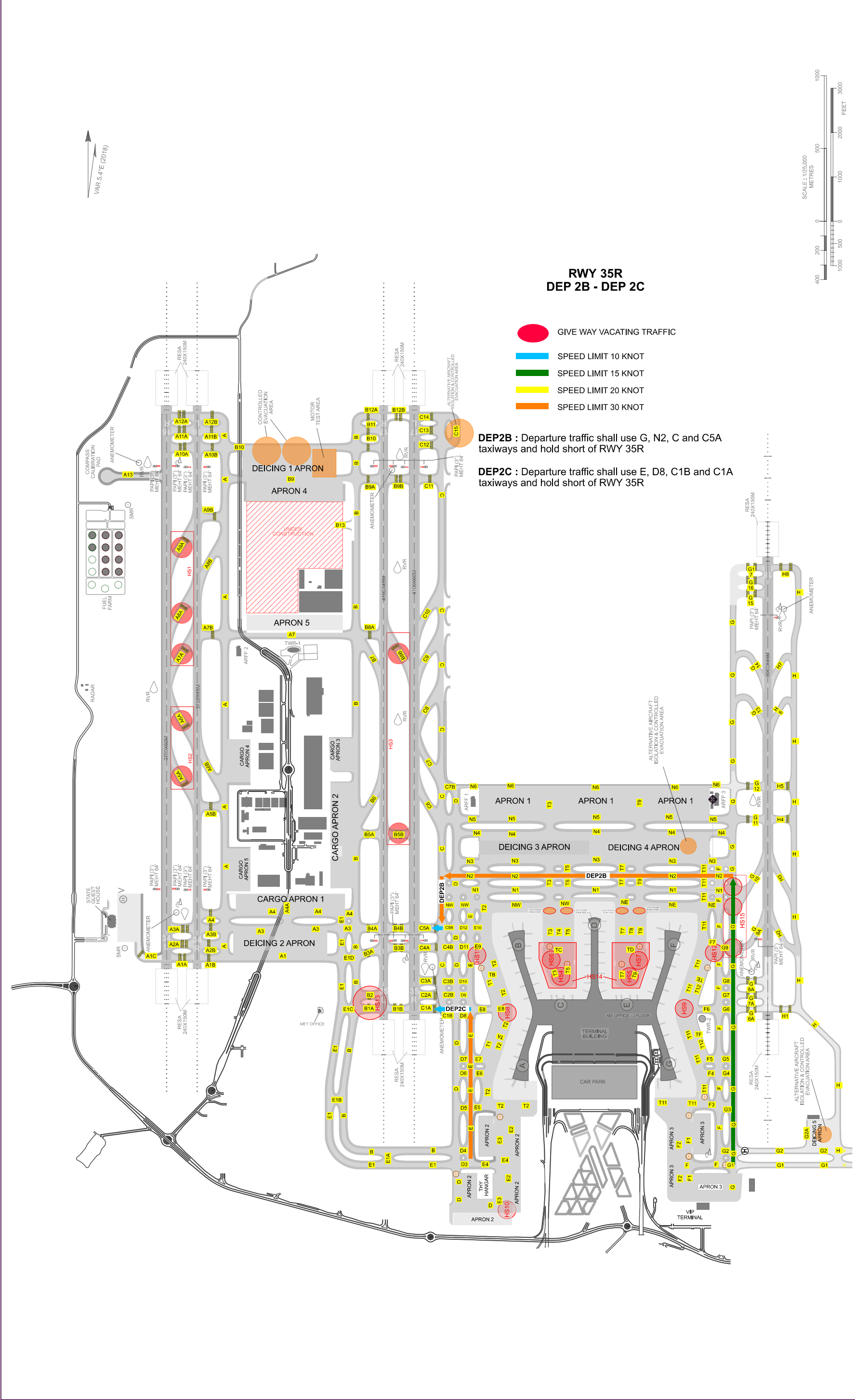


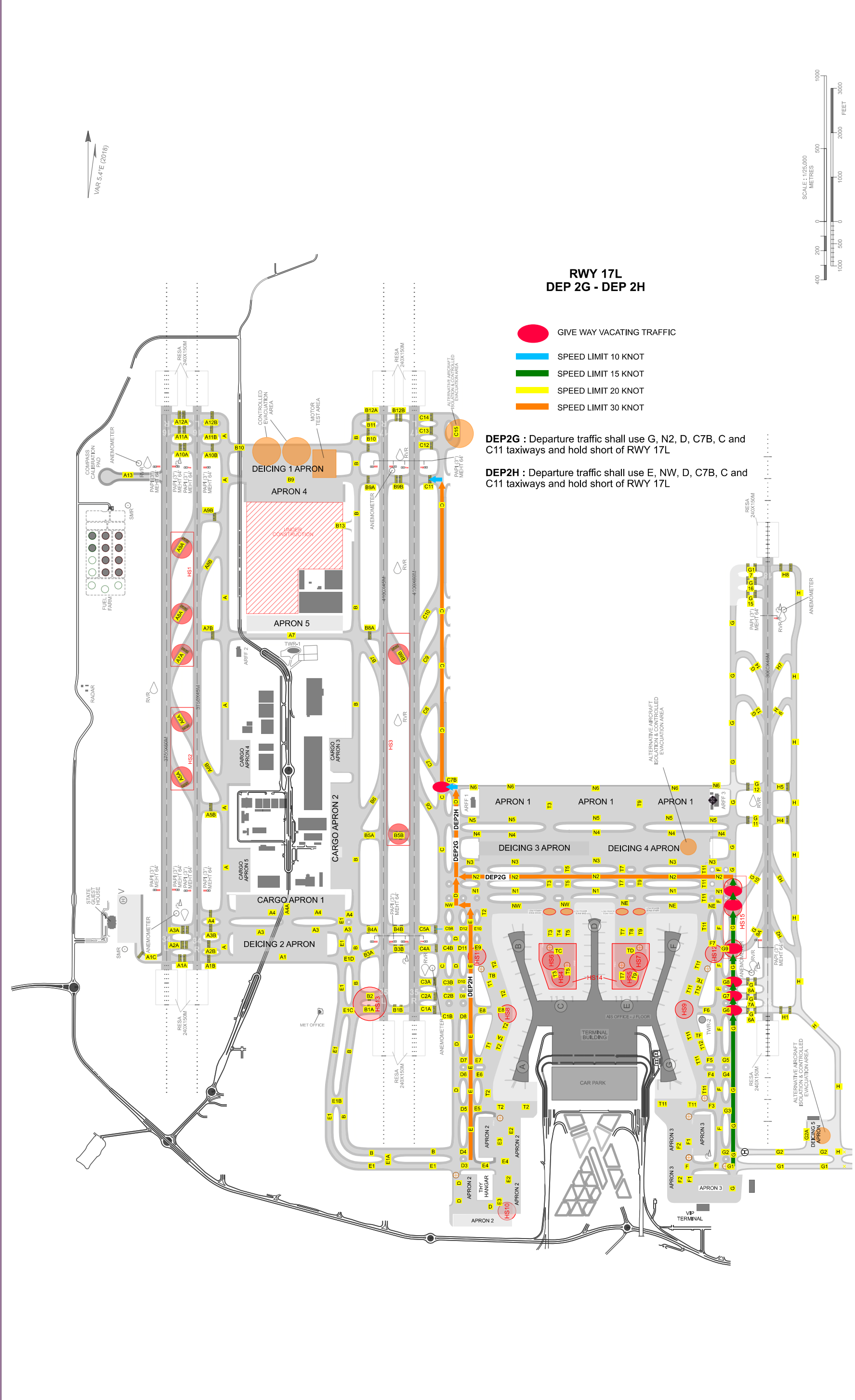


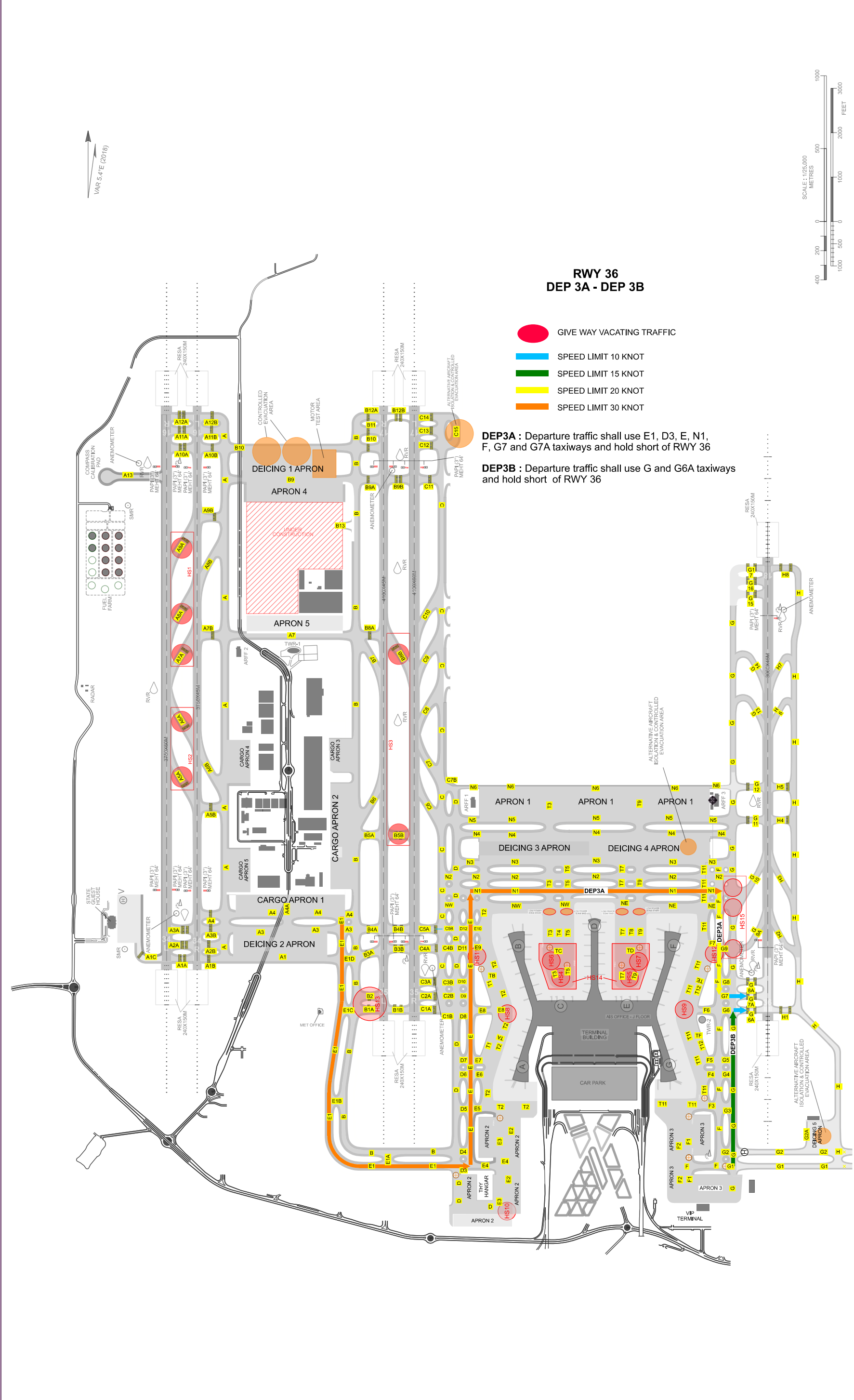


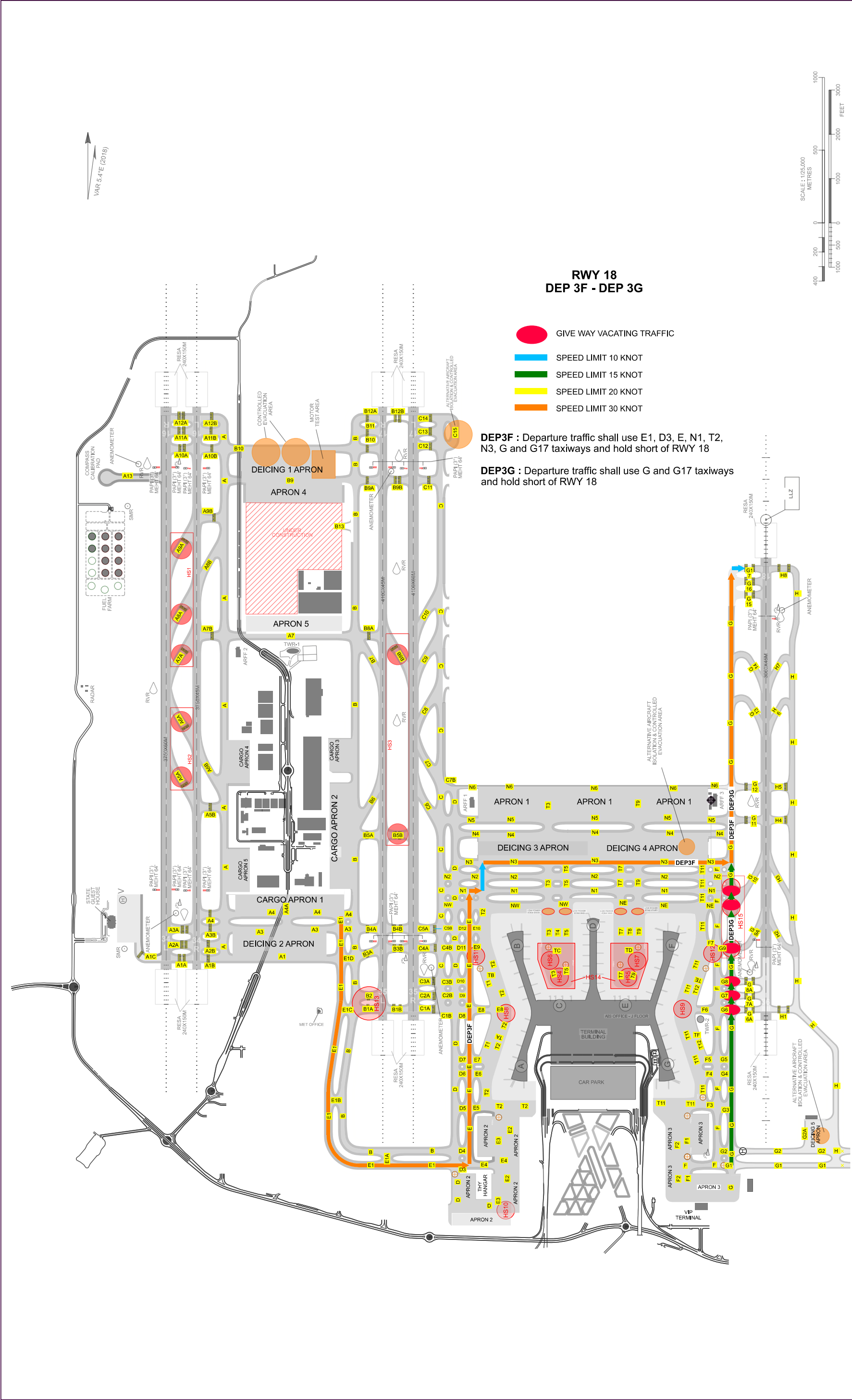


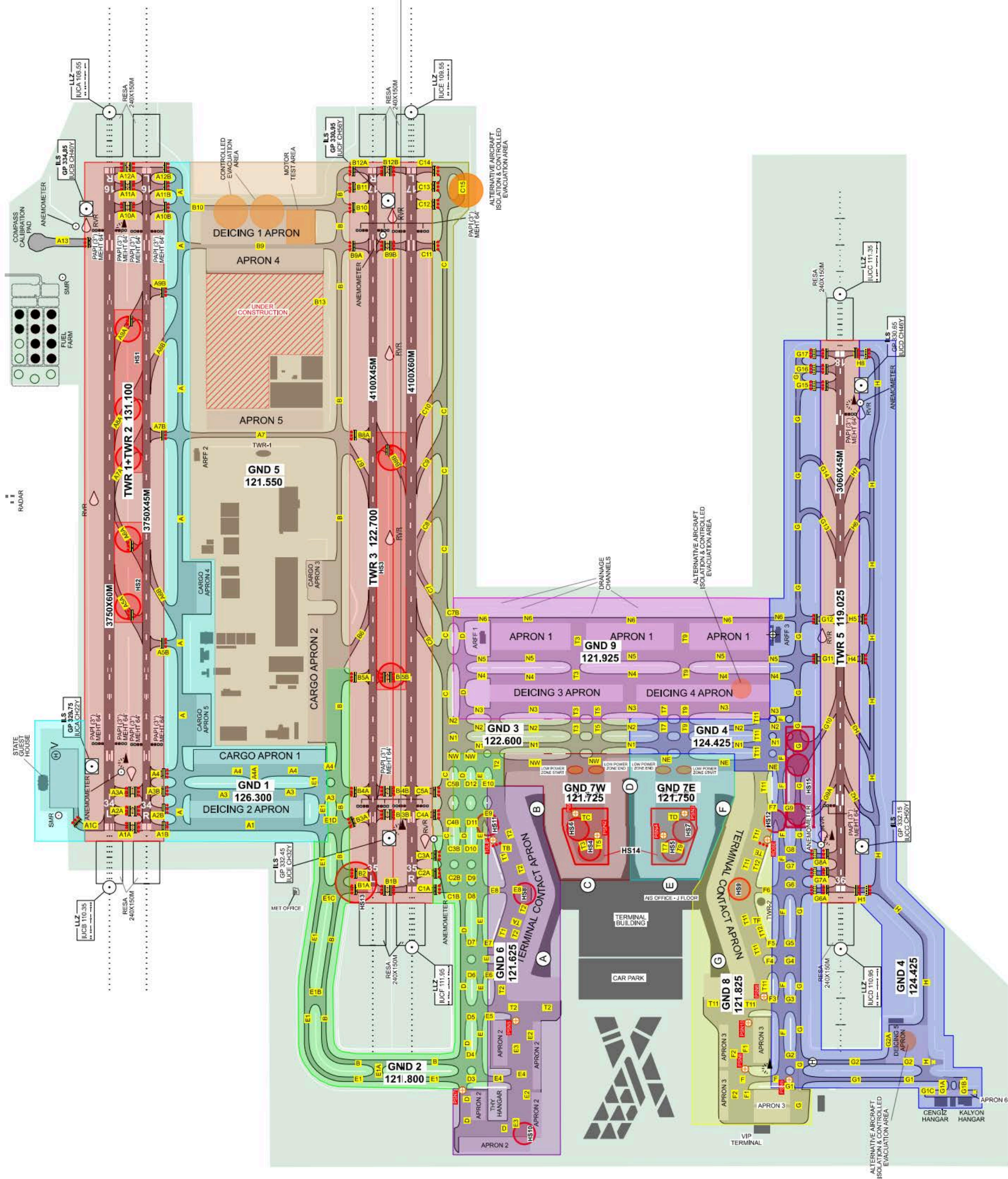












AIRCRAFT PARKING/DOCKING
CHART - ICAO
TERMINAL (CONTACT) APRON

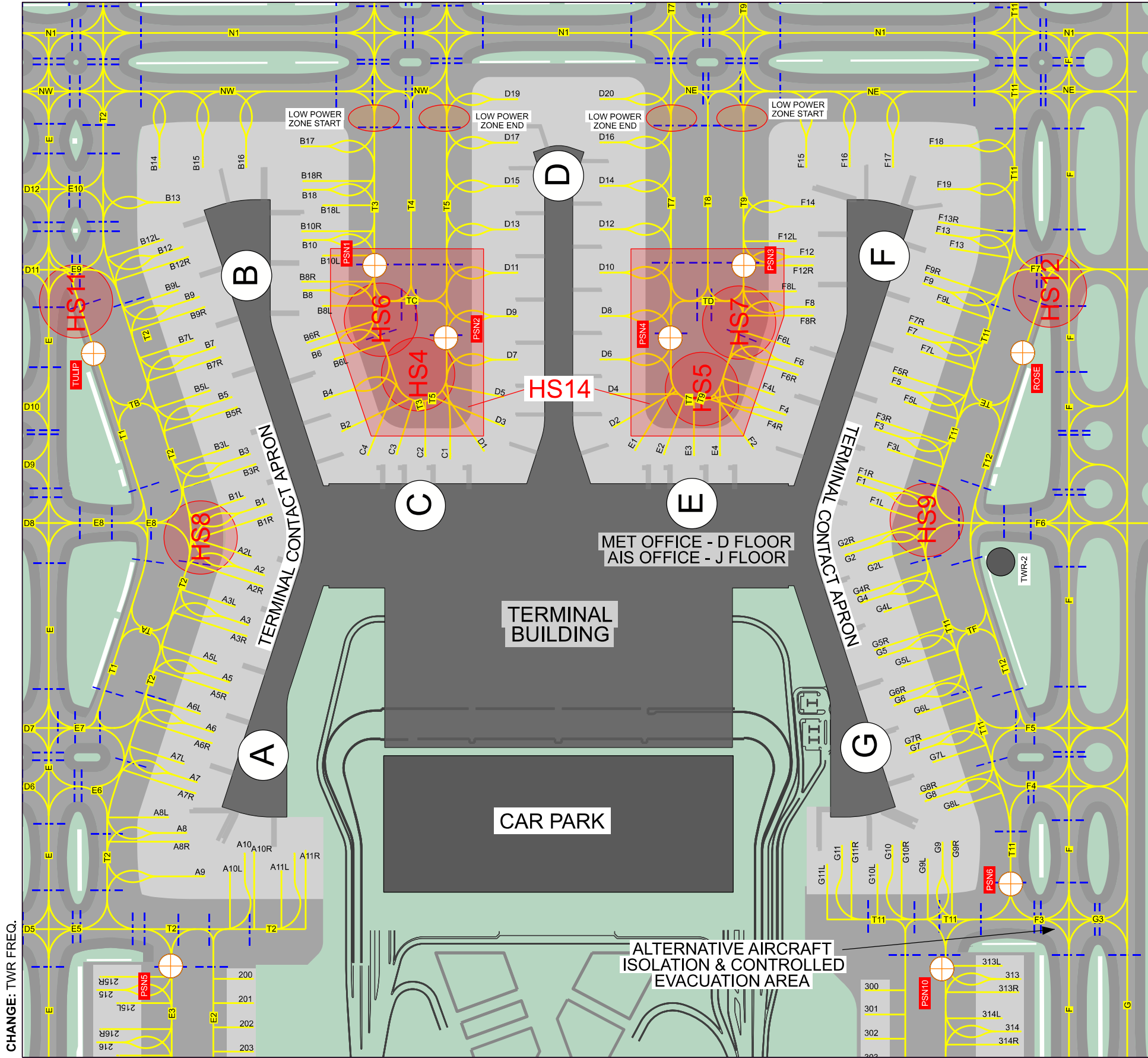
41°16'31"N
028°45'07"E

ELEV: 88 M

TWR : 131.100 - 131.025 - 119.025 - 122.700 - 118.075
DELIVERY : 121.700 - 129.175

GROUND : 126.300 - 121.800 - 122.600 - 124.425 - 121.550
121.625 - 121.725 - 121.750 - 121.825 - 121.925

İSTANBUL AIRPORT



Stand	Latitude	Longitude
A2L	411541.82N	0284410.98E
A2	411540.84N	0284411.97E
A2R	411540.24N	0284411.84E
A3L	411539.11N	0284409.85E
A3	411538.13N	0284410.87E
A3R	411537.53N	0284410.73E
A5L	411536.01N	0284408.59E
A5	411535.03N	0284409.60E
A5R	411534.44N	0284409.46E
A6L	411533.29N	0284407.47E
A6	411532.31N	0284408.48E
A6R	411531.71N	0284408.35E
A7L	411530.56N	0284407.47E
A7	411529.58N	0284407.37E
A7R	411528.99N	0284407.23E
A8L	411527.66N	0284405.30E
A8	411526.83N	0284406.67E
A8R	411526.36N	0284406.79E
A9	411524.50N	0284408.02E
A10L	411524.74N	0284409.79E
A10	411525.77N	0284410.89E
A10R	411525.86N	0284411.51E
A11L	411524.84N	0284413.49E
A11	411525.81N	0284414.46E
A11R	411525.96N	0284415.21E

Stand	Latitude	Longitude
B1L	411545.03N	0284410.48E
B1	411544.69N	0284412.07E
B1R	411544.15N	0284412.42E
B2	411548.71N	0284417.39E
B3L	411547.73N	0284409.26E
B3	411547.39N	0284410.85E
B3R	411546.85N	0284411.20E
B4	411550.44N	0284416.12E
B5L	411550.80N	0284407.88E
B5	411550.45N	0284409.46E
B5R	411549.91N	0284409.82E
B6L	411552.59N	0284416.76E
B6	411553.06N	0284415.12E
B6R	411553.47N	0284414.79E
B7L	411553.50N	0284406.66E
B7	411553.15N	0284408.24E
B7R	411552.61N	0284408.60E
B8L	411555.47N	0284415.87E
B8	411556.30N	0284414.50E
B8R	411556.77N	0284414.35E
B9	411556.20N	0284405.44E
B9L	411555.85N	0284407.02E
B9R	411555.31N	0284407.38E
B10L	411558.20N	0284415.82E
B10	411559.02N	0284414.45E
B10R	411559.49N	0284414.30E
B12L	411558.93N	0284404.35E
B12	411558.55N	0284405.80E
B12R	411558.01N	0284406.16E
B13	411600.96N	0284405.52E
B14	411602.83N	0284404.04E
B15	411602.89N	0284407.15E
B16	411602.93N	0284410.26E
B17	411604.09N	0284414.21E
B18L	411600.92N	0284415.77E
B18	411601.75N	0284414.40E
B18R	411602.22N	0284414.34E

Stand	Latitude	Longitude
C1	411547.45N	0284425.17E
C2	411547.43N	0284423.39E
C3	411547.51N	0284421.32E
C4	411547.44N	0284419.26E

Stand	Latitude	Longitude
D1	411547.75N	0284427.58E
D2	411549.14N	0284436.88E
D3	411549.10N	0284428.97E

Stand	Latitude	Longitude
D4	411550.92N	0284436.60E
D5	411550.68N	0284428.91E
D6	411552.79N	0284435.88E
D7	411552.71N	0284429.94E
D8	411555.14N	0284435.84E
D9	411555.06N	0284429.90E
D10	411557.49N	0284435.79E
D11	411557.41N	0284429.85E
D12	411559.84N	0284435.75E
D13	411559.76N	0284429.81E
D14	411602.19N	0284435.70E
D15	411602.11N	0284429.76E
D16	411604.54N	0284435.66E
D17	411604.46N	0284429.72E
D19	411606.81N	0284429.67E
D20	411606.89N	0284435.61E

Stand	Latitude	Longitude
E1	411547.91N	0284438.44E
E2	411547.71N	0284440.51E
E3	411547.67N	0284442.67E
E4	411547.69N	0284444.53E

Stand	Latitude	Longitude
F1L	411545.18N	0284455.37E
F1	411546.29N	0284454.41E
F1R	411546.77N	0284454.46E
F2	411548.09N	0284446.92E
F3L	411548.15N	0284456.59E
F3	411549.26N	0284455.63E
F3R	411549.74N	0284455.68E
F4L	411551.03N	0284448.32E
F4	411549.93N	0284449.24E
F4R	411549.51N	0284448.97E
F5L	411550.73N	0284457.76E
F5	411551.71N	0284456.75E
F5R	411552.31N	0284456.88E
F6L	411553.63N	0284449.39E
F6	411552.53N	0284450.31E
F6R	411553.11N	0284450.03E
F7L	411553.45N	0284458.87E
F7	411554.44N	0284457.86E
F7R	411555.03N	0284458.00E
F8L	411556.62N	0284449.83E
F8	411555.80N	0284451.19E
F8R	411555.32N	0284451.06E
F9L	411556.18N	0284459.99E
F9	411557.16N	0284458.98E
F9R	411557.76N	0284459.11E
F12L	411559.35N	0284449.77E
F12	411558.52N	0284451.14E
F12R	411558.05N	0284451.01E
F13L	411559.08N	0284500.86E
F13	411559.91N	0284459.83E
F13R	411600.49N	0284500.01E
F14	411601.24N	0284451.09E
F15	411603.37N	0284450.47E
F16	411603.43N	0284453.58E
F17	411603.44N	0284456.70E
F18	411604.62N	0284459.34E
F19	411602.27N	0284459.96E

AIRCRAFT TYPES FOR PARKING POSITIONS		
A2-A7	:	A380
A8-A11	:	B777-300 ER
A2L-A11L	:	B737
A2R-A11R	:	B737
B1,B3,B5,B7,B9,	:	A380
B12	:	A380
B2	:	B737
B4,B6,B8,B10	:	B777-300ER
B13-B18	:	B777-300ER
C1-C4	:	B737
D1-D5	:	B737
D6-D17	:	B777-300ER
E1-E4	:	B737
F2	:	B737
F5,F7,F9,F13	:	A380
F1,F3,F4,F6,F8	:	B777-300ER
F12,F14-F19	:	B777-300ER
F1L-F13L	:	B737
F1R-F13R	:	B737
G2-G11	:	B777-300 ER
G2L-G11L	:	B737
G2R-G11R	:	B737

Terminal (Contact) Apron:
Surface : Concrete
Strength : PCN 110, R / A / W / T

NOTE:
For TWYs information see AD 2.8

SCALE : 1 / 7500

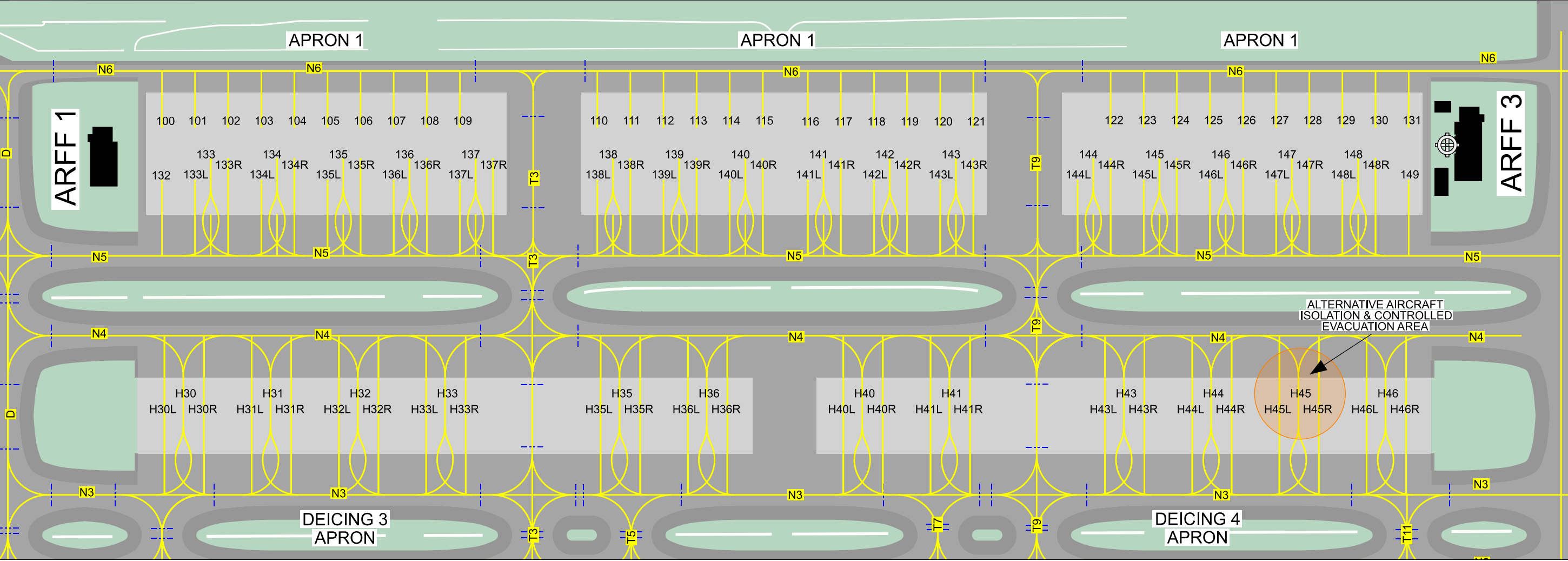
AIRCRAFT PARKING/DOCKING
CHART - ICAO
APRON 1 & DEICING 3 & DEICING 4

41°16'31"N ELEV (APRON 1) : 80 M
028°45'07"E ELEV (DEICING 3 / 4) : 84 M

TWR : 131.100 - 131.025 - 119.025 - 122.700 - 118.075
DELIVERY : 121.700 - 129.175

GROUND : 126.300 - 121.800 - 122.600 - 124.425 - 121.550
121.625 - 121.725 - 121.750 - 121.825 - 121.925

İSTANBUL AIRPORT



Stand	Latitude	Longitude	Stand	Latitude	Longitude	Stand	Latitude	Longitude	Stand	Latitude	Longitude	Stand	Latitude	Longitude	Stand	Latitude	Longitude
100	411630.97N	0284359.42E	124	411631.55N	0284452.75E	138L	411629.09N	0284422.33E	146L	411629.44N	0284454.53E	H30L	411620.02N	0284359.76E	H43L	411620.56N	0284449.18E
101	411630.98N	0284401.16E	125	411631.57N	0284454.49E	138	411629.96N	0284423.19E	146	411630.31N	0284455.38E	H30	411620.61N	0284400.79E	H43	411621.15N	0284450.20E
102	411631.00N	0284402.90E	126	411631.59N	0284456.23E	138R	411629.97N	0284424.06E	146R	411630.32N	0284456.25E	H30R	411620.04N	0284401.83E	H43R	411620.58N	0284451.25E
103	411631.02N	0284404.64E	127	411631.61N	0284457.97E	139L	411629.12N	0284425.81E	147L	411629.47N	0284458.01E	H31L	411620.07N	0284404.34E	H44L	411620.61N	0284453.76E
104	411631.04N	0284406.38E	128	411631.62N	0284459.71E	139	411629.99N	0284426.66E	147	411630.35N	0284458.86E	H31	411620.66N	0284405.37E	H44	411621.20N	0284454.79E
105	411631.06N	0284408.12E	129	411631.64N	0284501.45E	139R	411630.00N	0284427.53E	147R	411630.35N	0284459.73E	H31R	411620.09N	0284406.42E	H44R	411620.63N	0284455.84E
106	411631.08N	0284409.86E	130	411631.66N	0284503.19E	140L	411629.16N	0284429.29E	148L	411629.51N	0284501.49E	H32L	411620.12N	0284408.93E	H45L	411620.66N	0284458.34E
107	411631.10N	0284411.59E	131	411631.68N	0284504.93E	140	411630.03N	0284430.14E	148	411630.38N	0284502.34E	H32	411620.71N	0284409.95E	H45	411621.25N	0284459.37E
108	411631.12N	0284413.33E	132	411628.83N	0284359.46E	140R	411630.04N	0284431.01E	148R	411630.39N	0284503.21E	H32R	411620.14N	0284411.00E	H45R	411620.68N	0284500.42E
109	411631.14N	0284415.07E	133L	411628.85N	0284401.20E	141L	411629.21N	0284433.39E	149	411629.55N	0284504.97E	H33L	411620.17N	0284413.51E	H46L	411620.71N	0284502.93E
110	411631.22N	0284422.29E	133	411629.72N	0284402.05E	141	411630.08N	0284434.25E				H33	411620.76N	0284414.54E	H46	411621.30N	0284503.95E
111	411631.24N	0284424.03E	133R	411629.73N	0284402.92E	141R	411630.09N	0284435.12E				H33R	411620.19N	0284415.58E	H46R	411620.73N	0284505.00E
112	411631.25N	0284425.77E	134L	411628.89N	0284404.68E	142L	411629.24N	0284436.87E				H35L	411620.27N	0284422.68E			
113	411631.27N	0284427.51E	134	411629.76N	0284405.53E	142	411630.12N	0284437.73E				H35	411620.86N	0284423.70E			
114	411631.29N	0284429.25E	134R	411629.77N	0284406.40E	142R	411630.12N	0284438.60E				H35R	411620.29N	0284424.75E			
115	411631.31N	0284430.99E	135L	411628.93N	0284408.16E	143L	411629.28N	0284440.35E				H36L	411620.32N	0284427.26E			
116	411631.34N	0284433.35E	135	411629.80N	0284409.01E	143	411630.15N	0284441.21E				H36	411620.91N	0284428.29E			
117	411631.36N	0284435.09E	135R	411629.81N	0284409.88E	143R	411630.16N	0284442.08E				H36R	411620.34N	0284429.33E			
118	411631.38N	0284436.83E	136L	411628.97N	0284411.64E	144L	411629.36N	0284447.57E				H40L	411620.41N	0284435.43E			
119	411631.39N	0284438.57E	136	411629.84N	0284412.49E	144	411630.23N	0284448.42E				H40	411621.00N	0284436.45E			
120	411631.41N	0284440.31E	136R	411629.85N	0284413.36E	144R	411630.24N	0284449.29E				H40R	411620.43N	0284437.50E			
121	411631.43N	0284442.05E	137L	411629.01N	0284415.12E	145L	411629.40N	0284451.05E				H41L	411620.46N	0284440.01E			
122	411631.51N	0284449.27E	137	411629.88N	0284415.97E	145	411630.27N	0284451.90E				H41	411621.05N	0284441.04E			
123	411631.53N	0284451.01E	137R	411629.89N	0284416.84E	145R	411630.28N	0284452.77E				H41R	411620.48N	0284442.09E			

AIRCRAFT TYPES FOR PARKING POSITIONS

100-132	: B737
133-148	: B777/300ER
133L-148L	: B737
133R-148R	: B737
149	: B737
H30-H46	: A380
H30L-H46L	: B737
H30R-H46R	: B737

Apron 1:
Surface : Concrete
Strength : PCN 110, R / A / W / T

Deicing 3 & Deicing 4 Apron:
Surface : Concrete
Strength : PCN 110, R / A / W / T

NOTE:
For TWYs information see AD 2.8

NOTE:
1. Entrance to Deicing 1 Apron deicing stands is from north side (as aircraft facing south). Entrance to Deicing 2, 3 and 4 Aprons deicing stands is from south side (as aircraft facing north). Entrance to any deicing stand from opposite site is allowed only by ATC instructions and provided that a Follow Me vehicle is available.
2. All aircraft deicing positions on De-icing 1, 2, 3 and 4 Aprons to be used as penalty areas when needed.

SCALE : 1 / 5000

AIRCRAFT PARKING/DOCKING
CHART - ICAO
APRON 2, APRON 3, DEICING 5 APRON, APRON 6

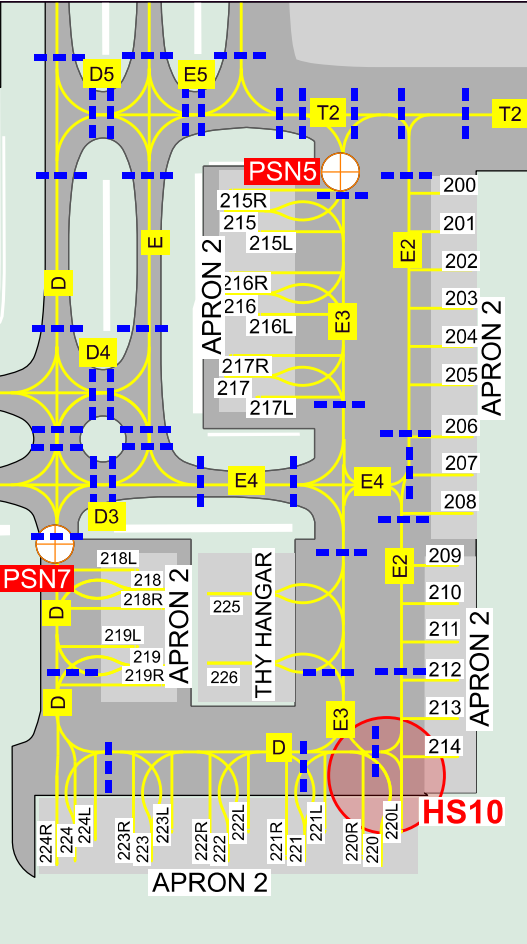
41°16'31"N
028°45'07"E

ELEV (APRON 2) : 87 M
ELEV (APRON 3) : 87 M
DEICING 5 APR. : 87 M
ELEV (APRON 6) : 83 M

TWR : 131.100 - 131.025 - 119.025 - 122.700 - 118.075
DELIVERY : 121.700 - 129.175

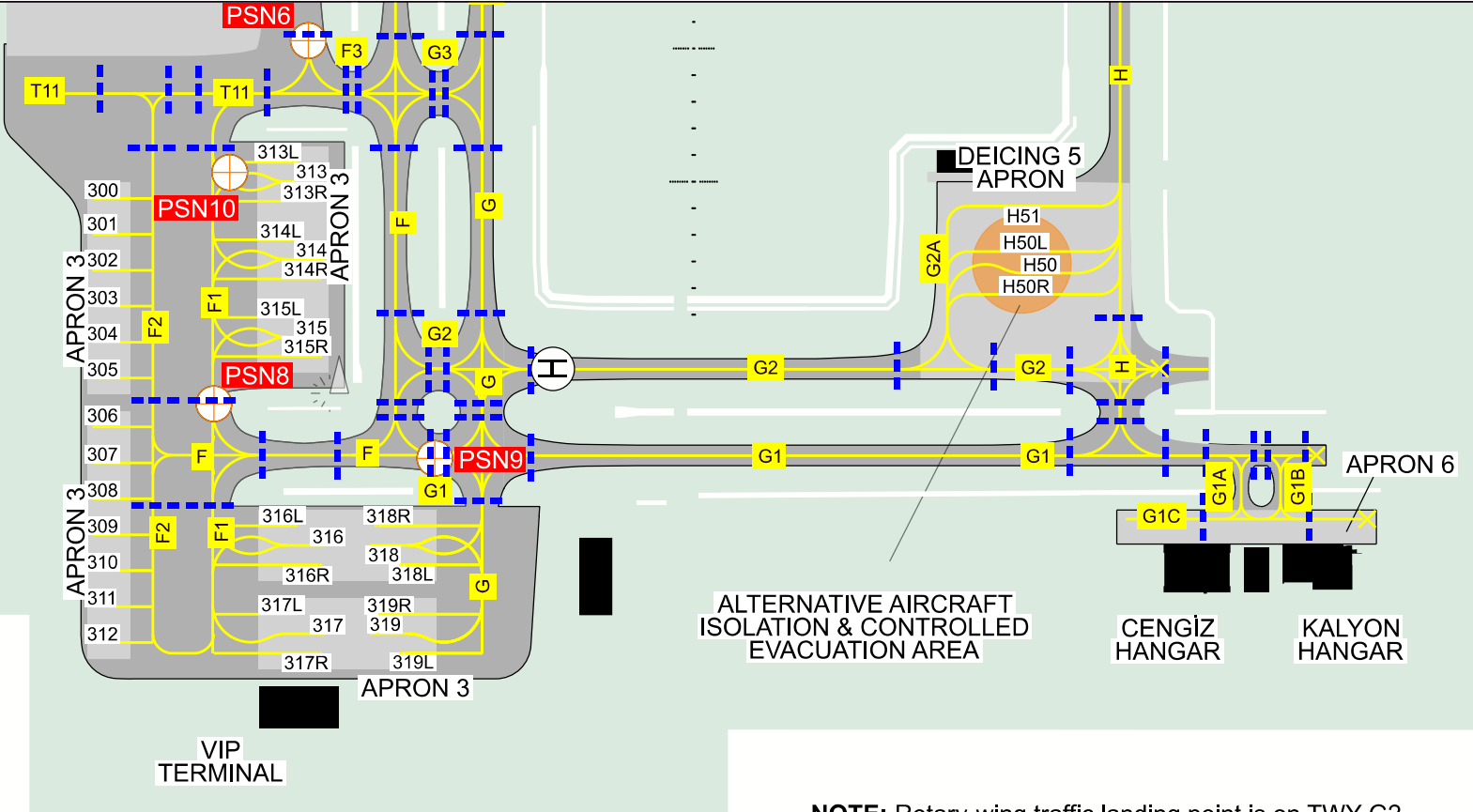
GROUND : 126.300 - 121.800 - 122.600 - 124.425 - 121.550
121.625 - 121.725 - 121.750 - 121.825 - 121.925

İSTANBUL AIRPORT



AIRCRAFT TYPES FOR PARKING POSITIONS

200-214 : B737
215-217 : A380
218-224 : B777-300ER
215L-224L : B737
215R-224R : B737
300-312 : B737
313-319 : A380
313L-319L : B737
313R-319R : B737



NOTE: Rotary-wing traffic landing point is on TWY G2.
Unless otherwise instructed by ATC, all passenger
embarking/disembarking and parking activities shall be
conducted on Stand 316 or 318. Parking, passenger
embarking or disembarking is not allowed on TWY G2.

Stand	Latitude	Longitude
200	411518.99N	0284411.58E
201	411517.68N	0284411.61E
202	411516.36N	0284411.63E
203	411515.05N	0284411.66E
204	411513.74N	0284411.68E
205	411512.43N	0284411.71E
206	411510.64N	0284411.74E
207	411509.33N	0284411.77E
208	411508.02N	0284411.79E
209	411506.23N	0284411.41E
210	411504.92N	0284411.43E
211	411503.61N	0284411.46E
212	411502.29N	0284411.48E
213	411500.98N	0284411.51E
214	411459.67N	0284411.53E
215R	411518.98N	0284400.60E
215	411518.27N	0284400.42E
215L	411517.57N	0284401.83E

Stand	Latitude	Longitude
216R	411516.15N	0284400.65E
216	411515.43N	0284400.48E
216L	411514.73N	0284401.88E
217R	411513.31N	0284400.71E
217	411512.59N	0284400.53E
217L	411511.90N	0284401.94E
218L	411505.91N	0284356.85E
218	411505.27N	0284358.17E
218R	411504.61N	0284358.08E
219L	411503.28N	0284356.90E
219	411502.64N	0284358.22E
219R	411501.98N	0284358.13E
220L	411456.85N	0284408.79E
220	411455.85N	0284407.94E
220R	411455.93N	0284407.07E
221L	411456.82N	0284405.32E
221	411455.82N	0284404.47E
221R	411455.89N	0284403.59E

Stand	Latitude	Longitude
222L	411456.78N	0284401.84E
222	411455.78N	0284400.99E
222R	411455.85N	0284400.12E
223L	411456.74N	0284358.36E
223	411455.74N	0284357.51E
223R	411455.81N	0284356.64E
224L	411456.70N	0284354.88E
224	411455.70N	0284354.03E
224R	411455.77N	0284353.16E
225	411505.14N	0284359.82E
226	411502.76N	0284359.87E
300	411518.85N	0284455.60E
301	411517.54N	0284455.62E
302	411516.23N	0284455.65E
303	411514.92N	0284455.67E
304	411513.60N	0284455.70E
305	411512.29N	0284455.72E
306	411510.51N	0284455.76E

Stand	Latitude	Longitude
307	411509.20N	0284455.78E
308	411507.88N	0284455.81E
309	411506.57N	0284455.83E
310	411505.26N	0284455.86E
311	411503.95N	0284455.88E
312	411502.63N	0284455.91E
313L	411520.28N	0284505.30E
313	411519.58N	0284506.70E
313R	411518.87N	0284506.52E
314L	411517.44N	0284505.35E
314	411516.75N	0284506.75E
314R	411516.03N	0284506.58E
315L	411514.61N	0284505.40E
315	411513.91N	0284506.81E
315R	411513.19N	0284506.63E
316L	411507.00N	0284505.81E
316	411506.31N	0284507.21E
316R	411505.59N	0284507.04E

Stand	Latitude	Longitude
317L	411503.78N	0284505.87E
317	411503.08N	0284507.27E
317R	411502.37N	0284507.10E
318R	411507.04N	0284509.40E
318	411506.33N	0284509.23E
318L	411505.63N	0284510.63E
319R	411503.82N	0284509.46E
319	411503.10N	0284509.29E
319L	411502.40N	0284510.69E
H50L	411517.41N	0284541.15E
H50	411516.64N	0284542.49E
H50R	411515.86N	0284542.29E
H51	411519.09N	0284542.23E

Apron 2:

Surface : Concrete
Strength : PCN 108, R / A / W / T

Apron 3:

Surface : Concrete
Strength : PCN 110, R / A / W / T

DEICING 5 APR.:

Surface : Concrete
Strength : PCN 110, R / A / W / T

Apron 6:

Surface : Concrete
Strength : PCN 110, R / A / W / T

NOTE:

For TWYs information see AD 2.8

SCALE : 1 / 8000

CHANGE: APRON 6, TWY G1A, G1B and G1C

AIRCRAFT PARKING/DOCKING
CHART - ICAO, DEICING 1, 2 &
CARGO APRONS & APRON 4, 5

41°16'31"N
028°45'07"E

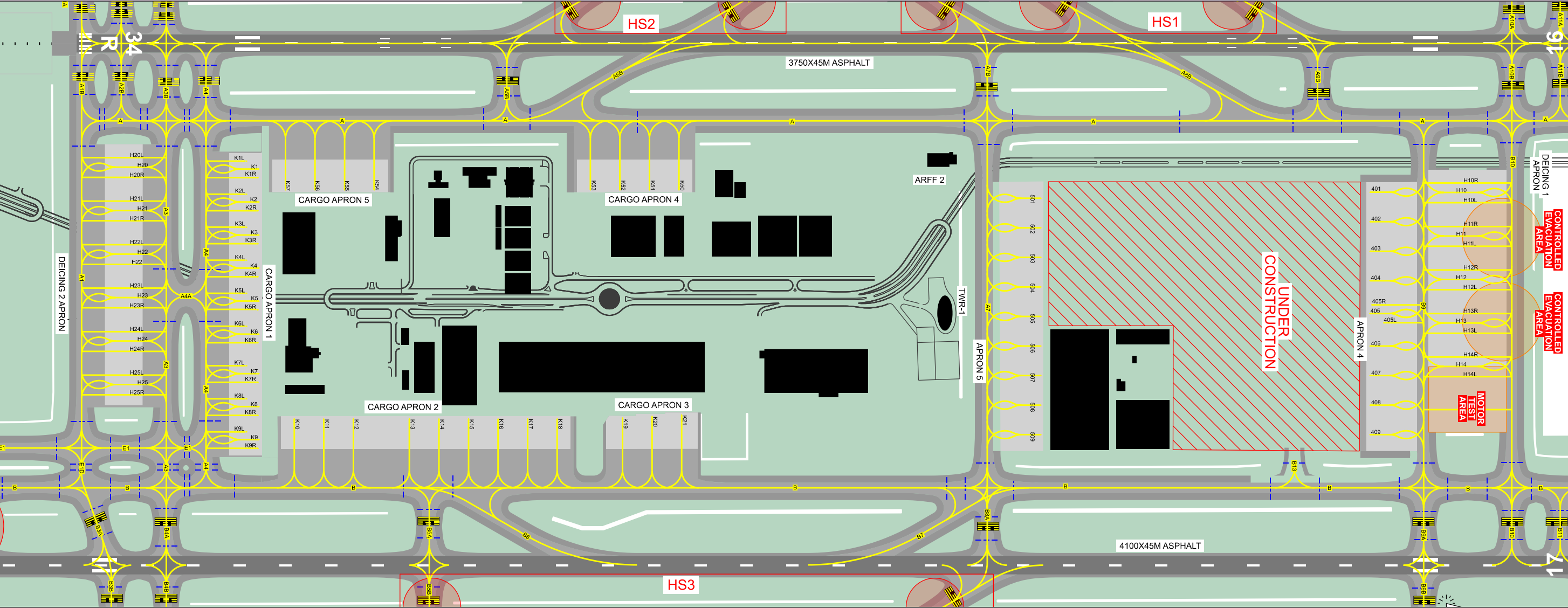
ELEV (CARGO 1) : 92 M
ELEV (CARGO 2) : 83 M
ELEV (CARGO 3) : 81 M
ELEV (CARGO 4) : 87 M
ELEV (CARGO 5) : 93 M

ELEV (DEICING 1) : 65 M
ELEV (DEICING 2) : 94 M
ELEV (APRON 4) : 66 M
ELEV (APRON 5) : 75 M

TWR : 131.100 - 131.025 - 119.025 - 122.700 - 118.075
DELIVERY : 121.700 - 129.175

GROUND : 126.300 - 121.800 - 122.600 - 124.425 - 121.550
121.625 - 121.725 - 121.750 - 121.825 - 121.925

İSTANBUL AIRPORT



Stand	Latitude	Longitude
K1L	411607.20N	0284247.82E
K1	411608.20N	0284248.67E
K1R	411608.13N	0284249.54E
K2L	411607.24N	0284251.30E
K2	411608.24N	0284252.15E
K2R	411608.17N	0284253.02E
K3L	411607.28N	0284254.78E
K3	411608.28N	0284255.63E
K3R	411608.21N	0284256.50E
K4L	411607.32N	0284258.26E
K4	411608.32N	0284259.11E
K4R	411608.24N	0284259.98E
K5L	411607.36N	0284301.74E
K5	411608.36N	0284302.59E
K5R	411608.28N	0284303.46E
K6L	411607.39N	0284305.21E
K6	411608.40N	0284306.06E
K6R	411608.32N	0284306.94E
K7L	411607.44N	0284309.38E
K7	411608.44N	0284310.23E
K7R	411608.37N	0284311.10E

Stand	Latitude	Longitude
K8L	411607.48N	0284312.86E
K8	411608.48N	0284313.71E
K8R	411608.41N	0284314.58E
K9L	411607.52N	0284316.34E
K9	411608.52N	0284317.19E
K9R	411608.44N	0284318.06E
K10	411611.30N	0284314.95E
K11	411613.65N	0284314.91E
K12	411616.00N	0284314.86E
K13	411620.45N	0284314.77E
K14	411622.80N	0284314.73E
K15	411625.15N	0284314.68E
K16	411627.50N	0284314.64E
K17	411629.85N	0284314.59E
K18	411632.20N	0284314.55E
K19	411637.40N	0284314.36E
K20	411639.74N	0284314.13E
K21	411642.09N	0284313.93E

Stand	Latitude	Longitude
K50	411641.62N	0284250.20E
K51	411639.27N	0284250.24E
K52	411636.92N	0284250.29E
K53	411634.57N	0284250.33E
K54	411617.38N	0284250.67E
K55	411615.03N	0284250.72E
K56	411612.68N	0284250.76E
K57	411610.33N	0284250.81E

Stand	Latitude	Longitude
H20L	411557.93N	0284247.63E
H20	411558.52N	0284248.66E
H20R	411557.95N	0284249.71E
H21L	411557.98N	0284252.22E
H21	411558.57N	0284253.24E
H21R	411558.00N	0284254.29E
H22L	411558.03N	0284256.80E
H22	411558.62N	0284257.82E
H22R	411558.05N	0284258.87E
H23L	411558.08N	0284301.38E
H23	411558.67N	0284302.41E
H23R	411558.10N	0284303.46E
H24L	411558.13N	0284305.96E
H24	411558.72N	0284306.99E
H24R	411558.15N	0284308.04E
H25L	411558.18N	0284310.55E
H25	411558.77N	0284311.57E
H25R	411558.20N	0284312.62E

Stand	Latitude	Longitude
501	411710.39N	0284250.53E
502	411710.43N	0284253.65E
503	411710.46N	0284256.76E
504	411710.49N	0284259.88E
505	411710.53N	0284302.99E
506	411710.56N	0284306.11E
507	411710.60N	0284309.22E
508	411710.63N	0284312.34E
509	411710.67N	0284315.45E
401	411736.57N	0284249.37E
402	411736.61N	0284252.49E
403	411736.64N	0284255.60E
404	411736.68N	0284258.72E
405R	411736.83N	0284301.21E
405	411736.70N	0284302.16E
405L	411737.76N	0284303.08E
406	411736.75N	0284305.59E
407	411736.79N	0284308.71E
408	411736.82N	0284311.82E
409	411736.86N	0284314.94E

Stand	Latitude	Longitude
H10R	411743.98N	0284248.23E
H10	411743.41N	0284249.27E
H10L	411744.00N	0284250.30E
H11R	411744.03N	0284252.81E
H11	411743.46N	0284253.86E
H11L	411744.05N	0284254.89E
H12R	411744.08N	0284257.40E
H12	411743.51N	0284258.44E
H12L	411744.10N	0284259.47E
H13R	411744.47N	0284301.97E
H13	411743.56N	0284303.03E
H13L	411744.15N	0284304.06E
H14R	411744.18N	0284306.57E
H14	411743.61N	0284307.61E
H14L	411744.20N	0284308.64E

AIRCRAFT TYPES FOR PARKING POSITIONS	
K1-K9	: B777-300ER
K1L-K9L	: B737
K1R-K9R	: B737
K10-K21	: B777-300ER
K50-K57	: B777-300ER
H20-H25	: A380
H20L-H25L	: B737
H20R-H25R	: B737
501-509	: B777-300ER
405	: A380
405L-405R	: B737
401-409	: B777-300ER
H10-H14	: A380
H10L-H14L	: B737
H10R-H14R	: B737

DEICING 1, 2 & APRON 4, 5:
Surface : Concrete
Strength : PCN 110, R/A/W/T

ALL CARGO APRONS:
Surface : Concrete
Strength : PCN 108, R/A/W/T

NOTE:
For TWYs information see AD 2.8

NOTE:
1. Entrance to Deicing 1 Apron deicing stands is from north side (as aircraft facing south). Entrance to Deicing 2, 3 and 4 Aprons deicing stands is from south side (as aircraft facing north). Entrance to any deicing stand from opposite site is allowed only by ATC instructions and provided that a Follow Me vehicle is available.
2. All aircraft deicing positions on De-Icing 1, 2, 3 and 4 Aprons to be used as penalty areas when needed.

SCALE : 1 / 10000

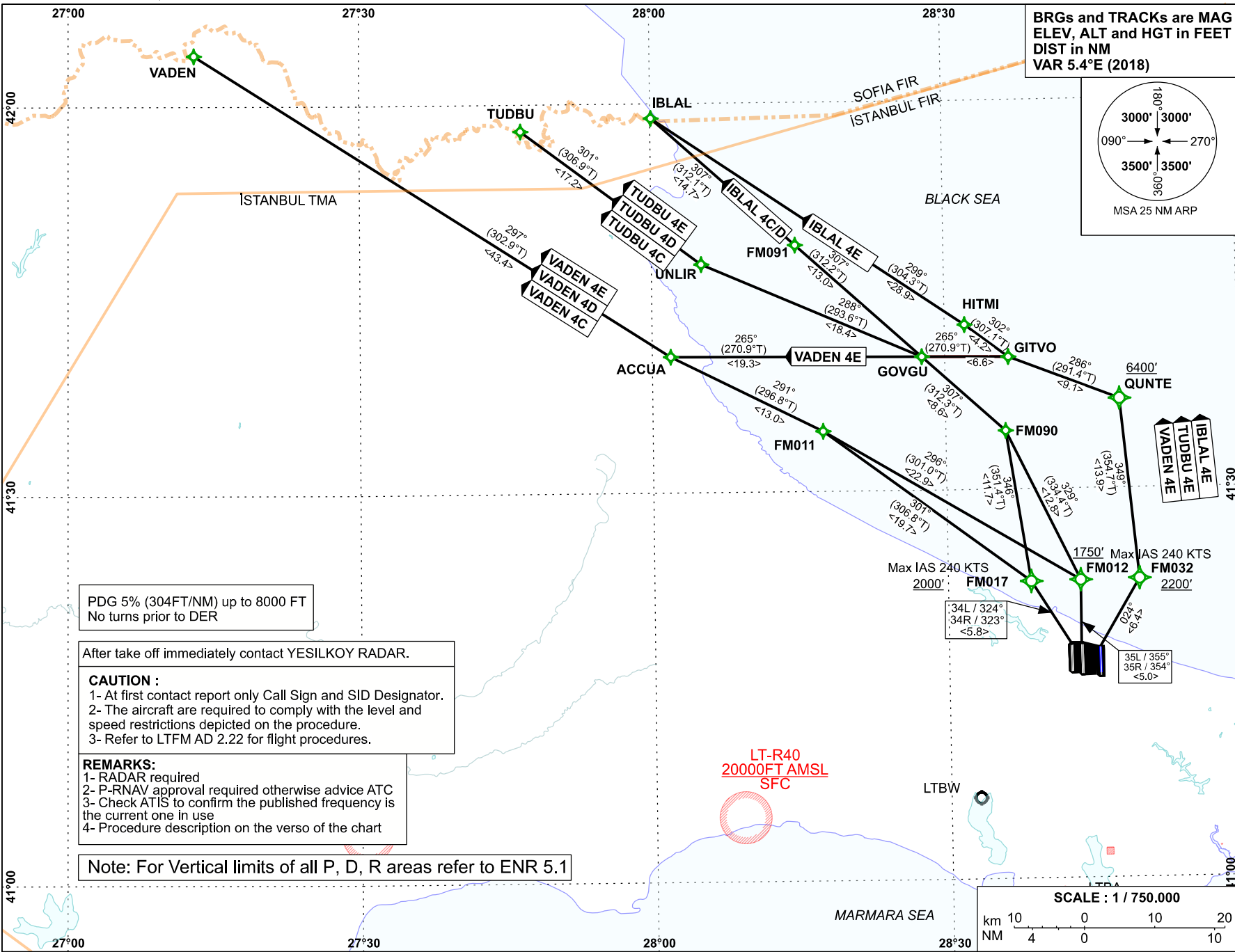
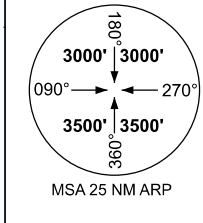
STANDARD DEPARTURE
CHART INSTRUMENT (SID)
ICAO

TRANSITION
ALTITUDE
12000 FT

TWR : 131.1 (34L/R)-122.7(35L)-119.025(36)
APP : 131.125-132.050
ATIS : 128.85

ISTANBUL AIRPORT
RNAV (GNSS)
RWY 34L/34R-35L/35R-36

BRGs and TRACKs are MAG
ELEV, ALT and HGT in FEET
DIST in NM
VAR 5.4°E (2018)



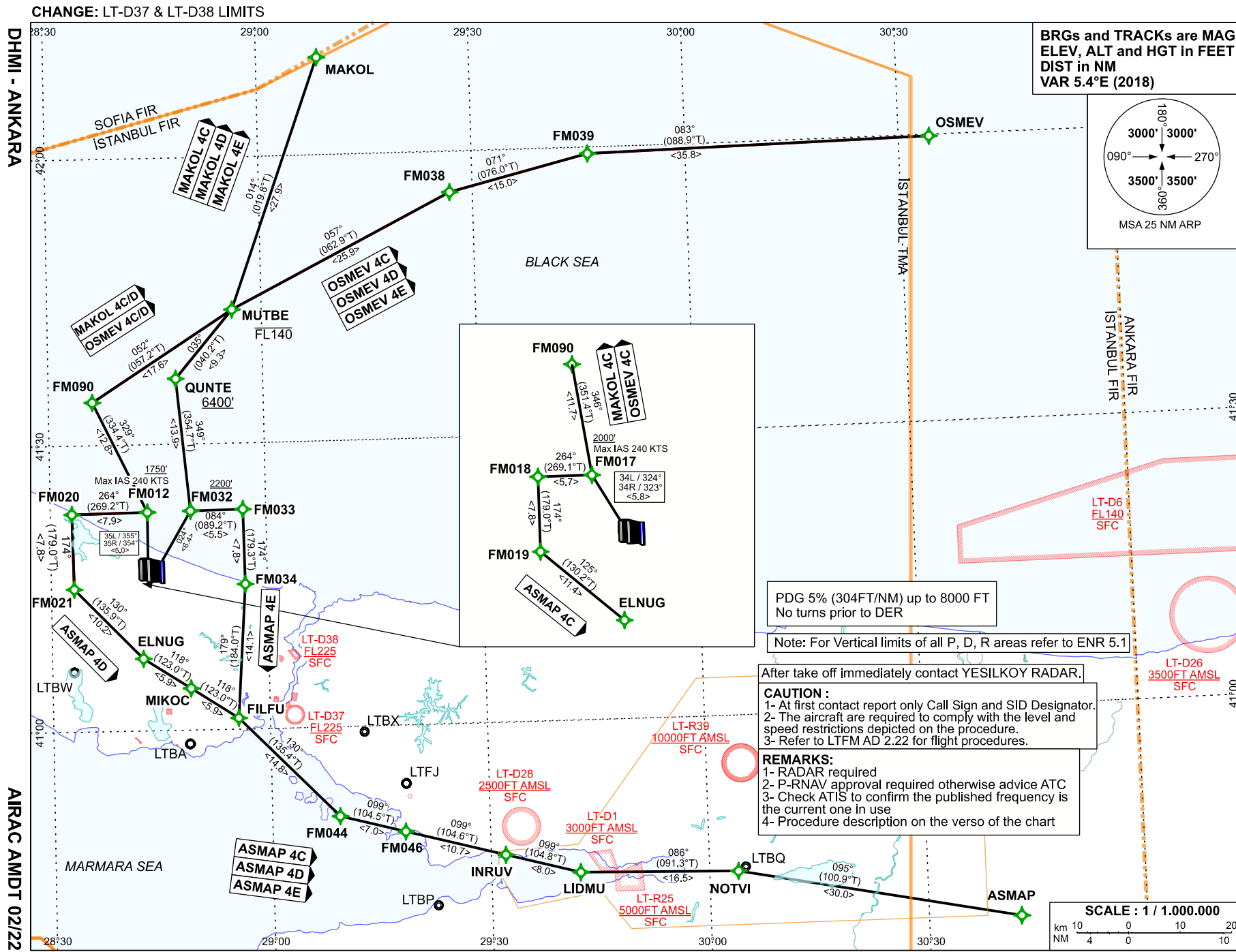
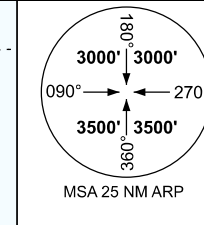
STANDARD DEPARTURE
CHART INSTRUMENT (SID)
ICAO

TRANSITION
ALTITUDE
12000 FT

TWR : 131.1 (34L/R)-122.7(35L)-119.025(36)
APP : 131.125-132.050
ATIS : 128.85

ISTANBUL AIRPORT
RNAV (GNSS)
RWY 34L/34R-35L/35R-36

BRGs and TRACKs are MAG
ELEV, ALT and HGT in FEET
DIST in NM
VAR 5.4°E (2018)



**STANDARD DEPARTURE
CHART INSTRUMENT (SID)**
ICAO

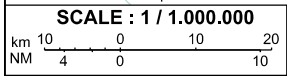
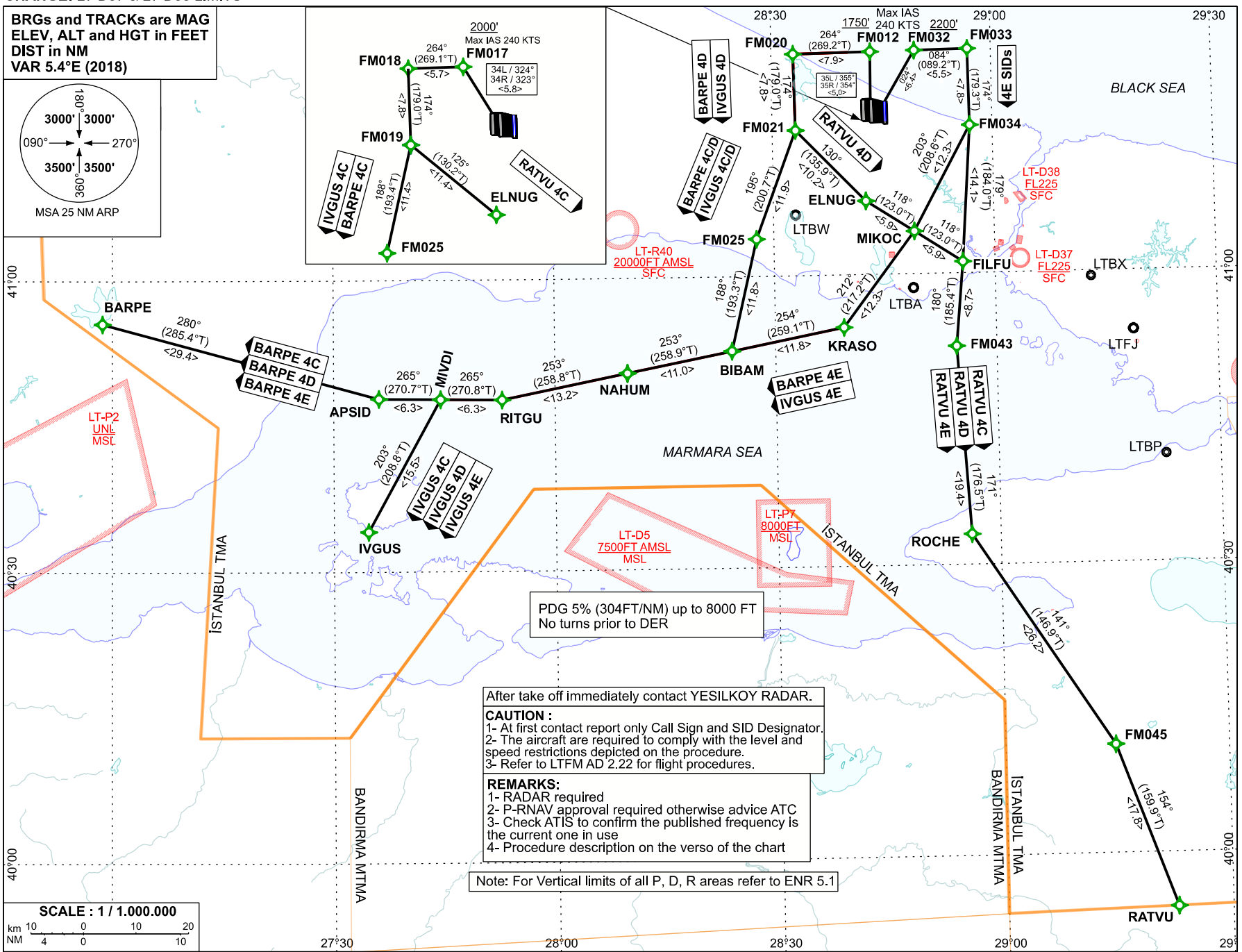
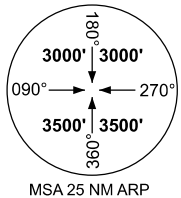
**TRANSITION
ALTITUDE**
12000 FT

TWR : 131.1 (34/R)-122.7 (35L)-119.025 (36)
APP : 131.125-132.050
ATIS : 128.85

**ISTANBUL AIRPORT
RNAV (GNSS)**
RWY 34L/34R-35L/35R-36

CHANGE: LT-D37 & LT-D38 LIMITS

**BRGs and TRACKs are MAG
ELEV, ALT and HGT in FEET
DIST in NM
VAR 5.4°E (2018)**



STANDARD DEPARTURE
CHART INSTRUMENT (SID)
ICAO

TRANSITION
ALTITUDE
12000 FT

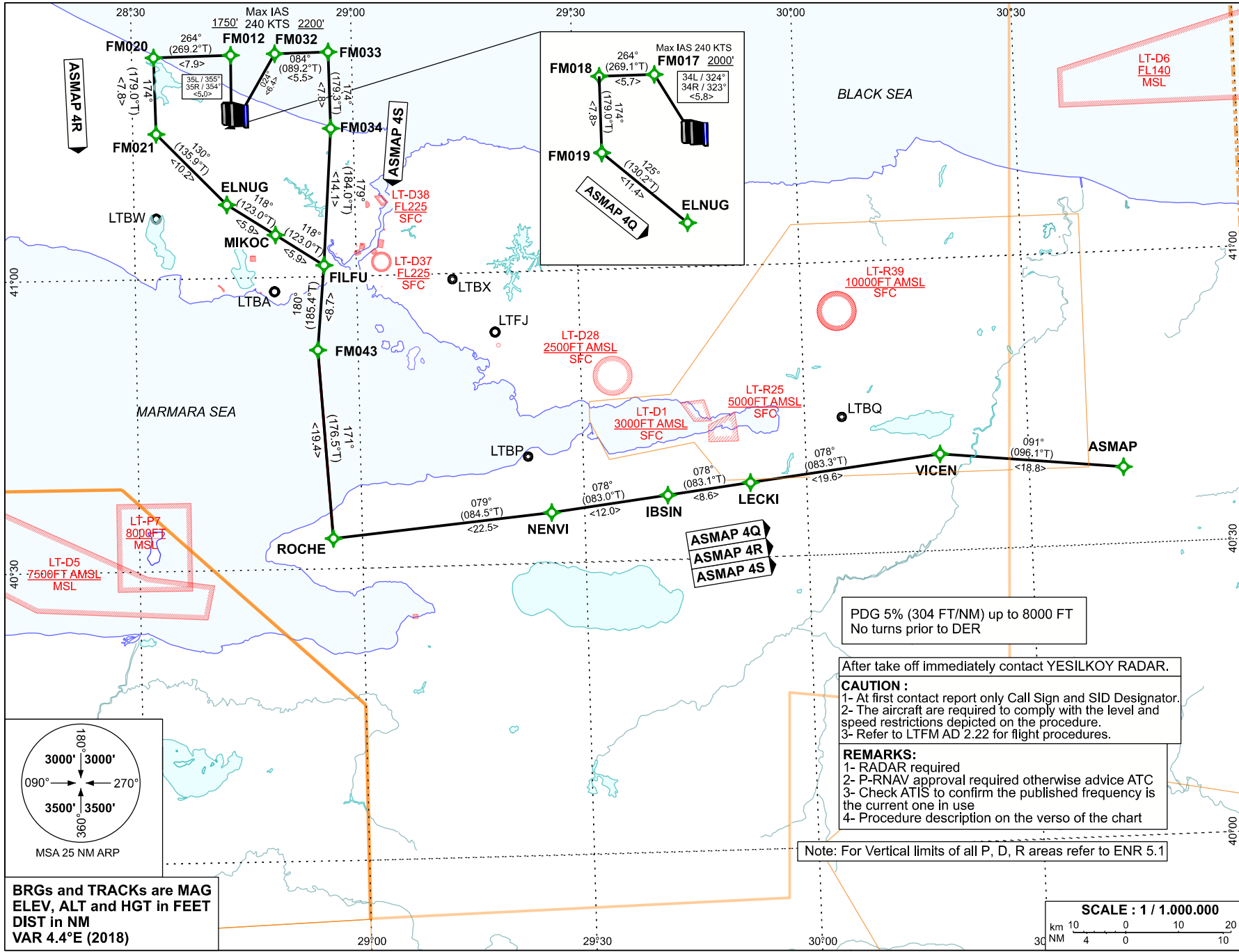
TWR : 131.1 (34L/R)-122.7(35L)-119.025(18)
APP : 131.125-132.050
ATIS : 128.85

ISTANBUL AIRPORT
RNAV (GNSS)
RWY 34L/34R-35L/35R-36

CHANGE: LT-D37 & LT-D38 LIMITS

DHMI - ANKARA

AIRAC AMDT 02/22



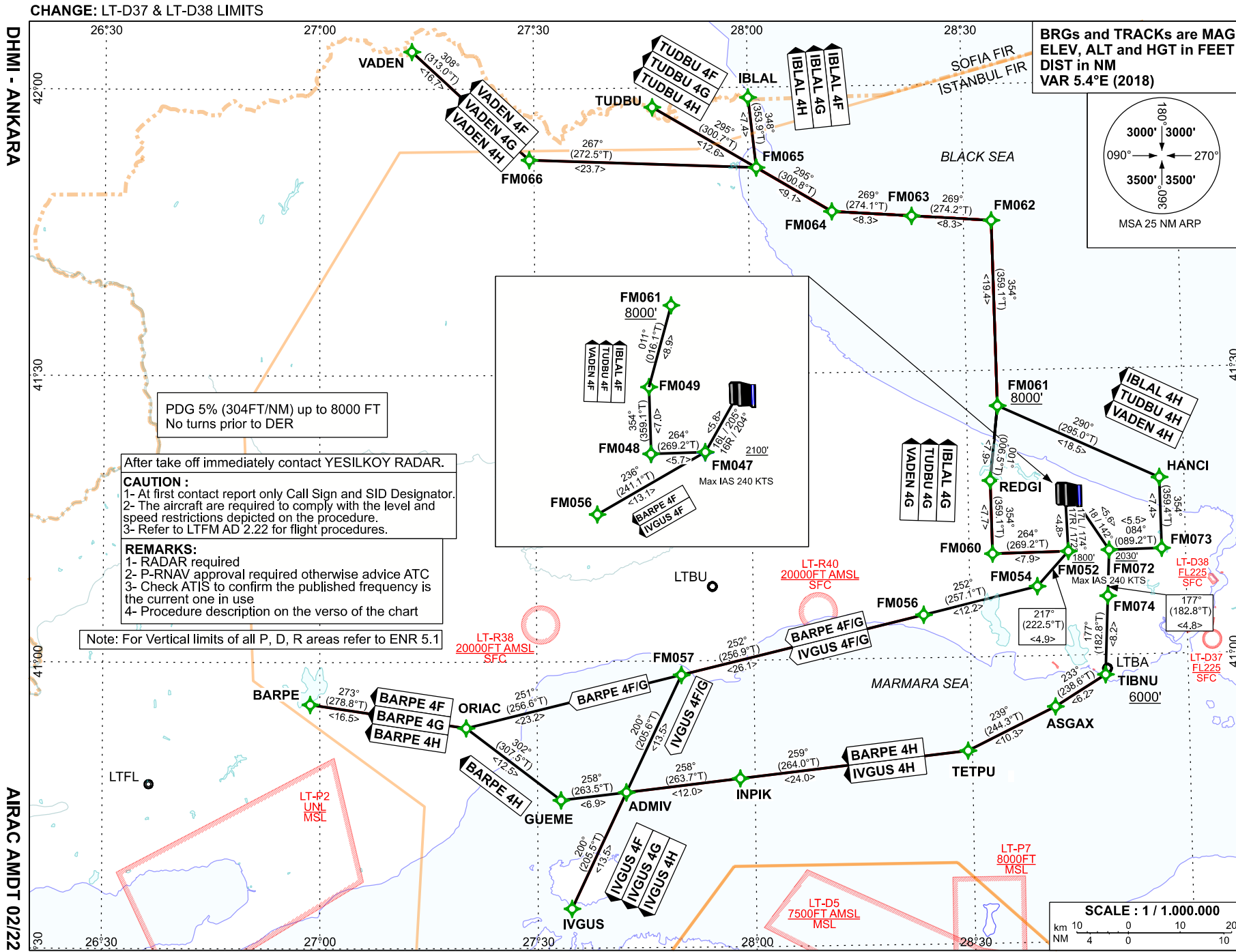
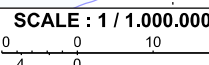
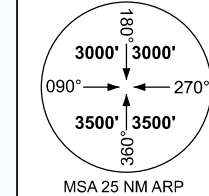
STANDARD DEPARTURE
CHART INSTRUMENT (SID)
ICAO

TRANSITION
ALTITUDE
12000 FT

TWR : 131.1 (16L/R)-122.7(17R)-119.025(18)
APP : 131.125-132.050
ATIS : 128.85

ISTANBUL AIRPORT
RNAV (GNSS)
RWY 16L/16R-17L/17R-18

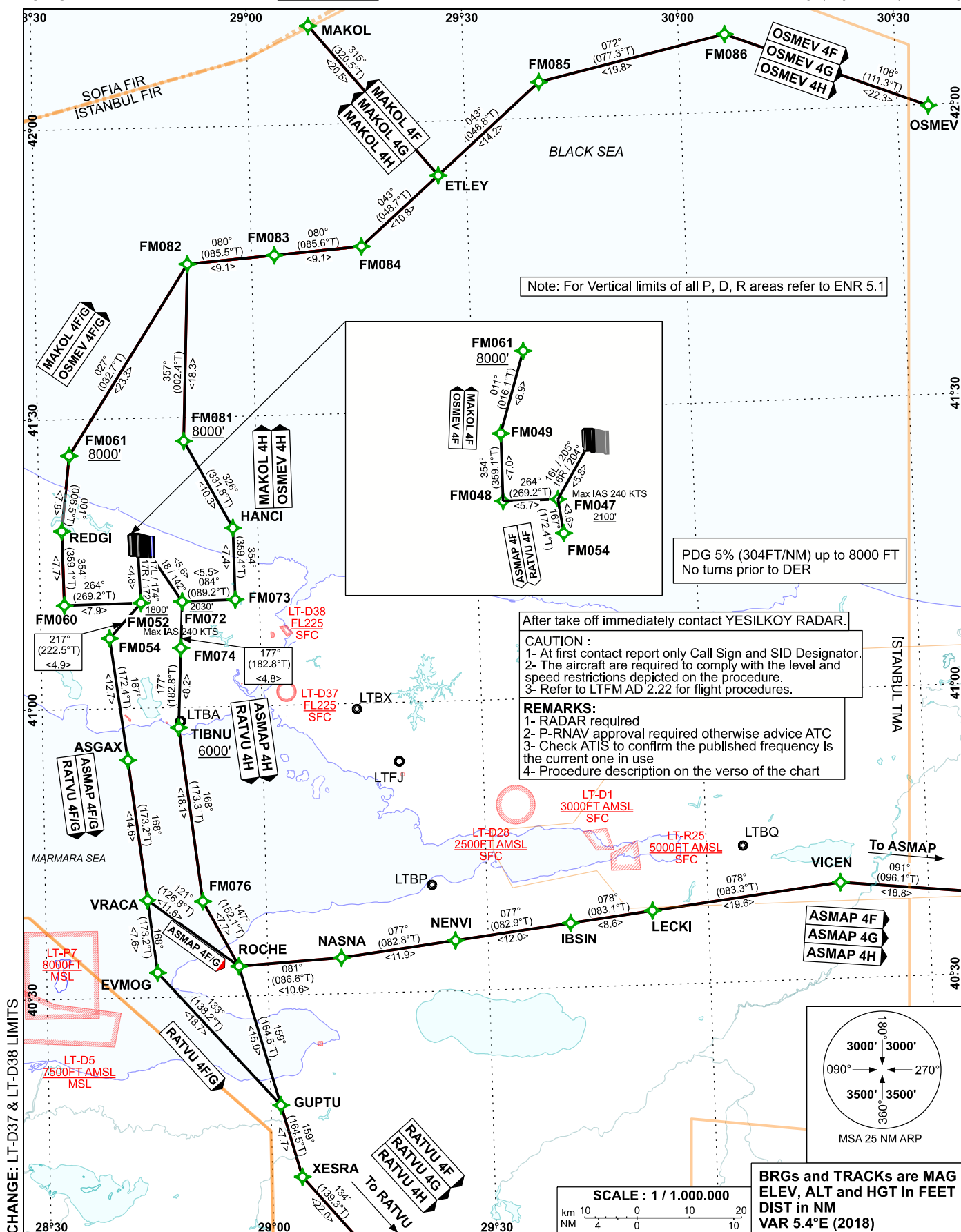
BRGs and TRACKs are MAG
ELEV, ALT and HGT in FEET
DIST in NM
VAR 5.4°E (2018)



**TRANSITION
ALTITUDE
12000 FT**

TWR : 131.1 (16L/R)-122.7(17R)-119.025(18)
APP : 131.125-132.050
ATIS : 128.85

İSTANBUL AIRPORT
RNAV (GNSS)
RWY 16L/16R-17L/17R-18



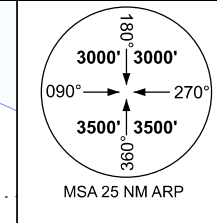
STANDARD DEPARTURE
CHART INSTRUMENT (SID)
ICAO

TRANSITION
ALTITUDE
12000 FT

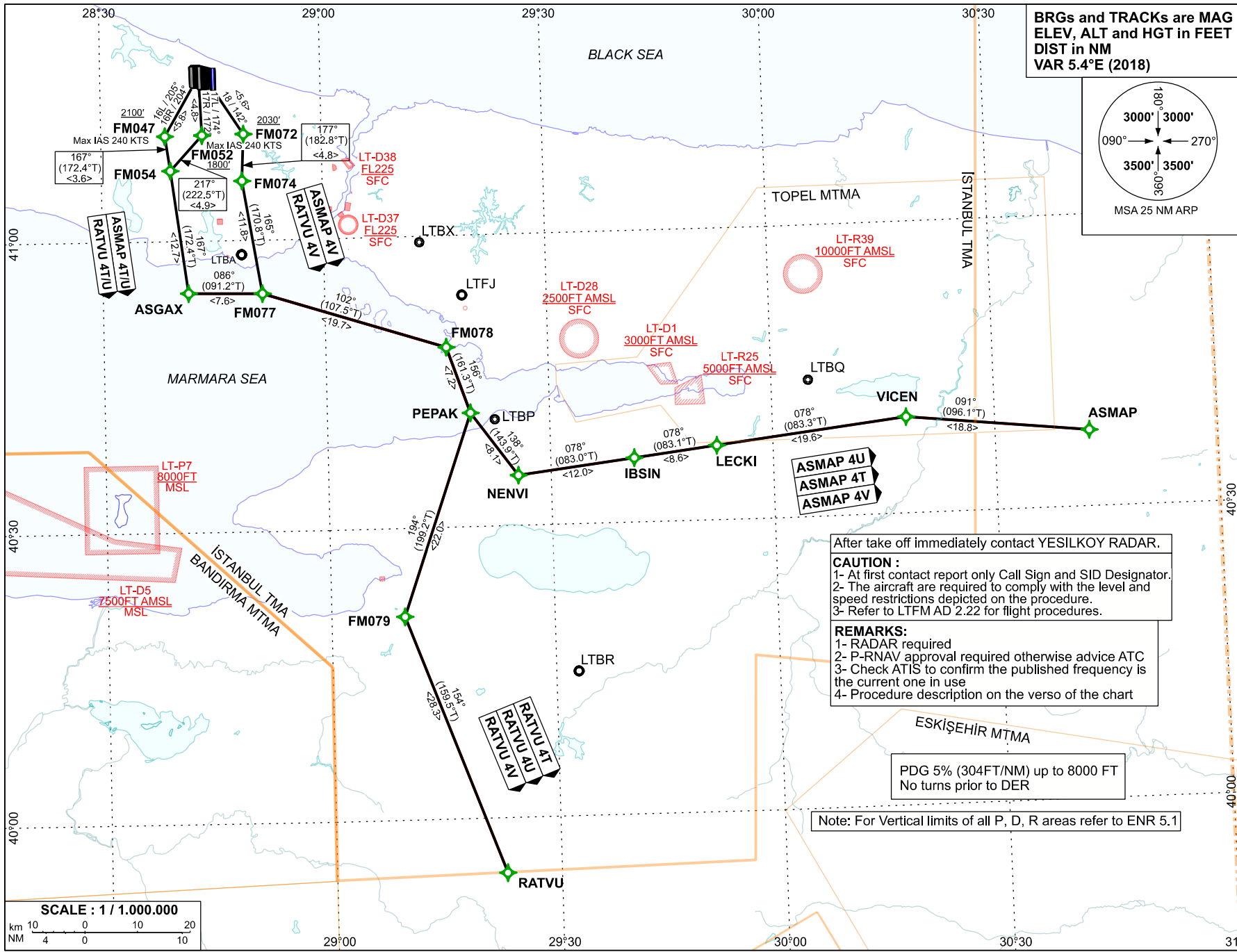
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APP : 131.125-132.050
ATIS : 128.85

ISTANBUL AIRPORT
RNAV (GNSS)
RWY 16L/16R-17L/17R-18

BRGs and TRACKs are MAG
ELEV, ALT and HGT in FEET
DIST in NM
VAR 5.4°E (2018)

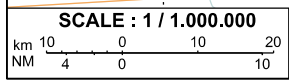


CHANGE: LT-D37 & LT-D38 LIMITS



DHMI - ANKARA

AIRAC AMDT 02/22



After take off immediately contact YESILKOY RADAR.
CAUTION :
1- At first contact report only Call Sign and SID Designator.
2- The aircraft are required to comply with the level and speed restrictions depicted on the procedure.
3- Refer to LTFM AD 2.22 for flight procedures.
REMARKS:
1- RADAR required
2- P-RNAV approval required otherwise advice ATC
3- Check ATIS to confirm the published frequency is the current one in use
4- Procedure description on the verso of the chart

PDG 5% (304FT/NM) up to 8000 FT
No turns prior to DER

Note: For Vertical limits of all P, D, R areas refer to ENR 5.1

AIP
TURKEY

AD 2 LTFM SID - 7
24 FEB 22

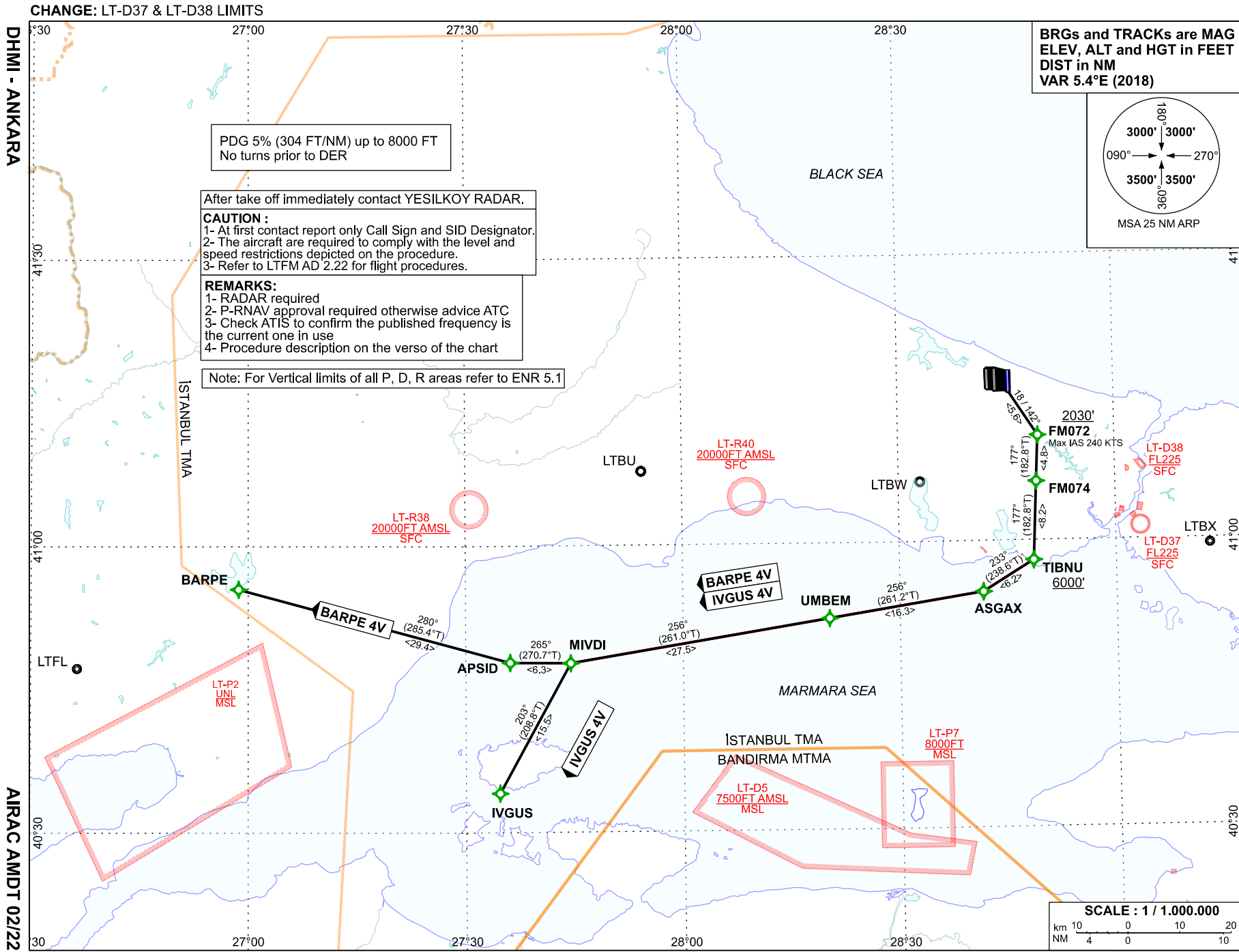
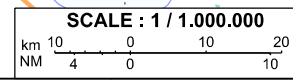
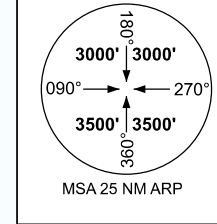
STANDARD DEPARTURE
CHART INSTRUMENT (SID)
ICAO

TRANSITION
ALTITUDE
12000 FT

TWR : 131.1 (16L/R)-122.7(17R)-119.025(18)
APP : 131.125-132.050
ATIS : 128.85

ISTANBUL AIRPORT
RNAV (GNSS)
RWY 18

BRGs and TRACKs are MAG
ELEV, ALT and HGT in FEET
DIST in NM
VAR 5.4°E (2018)



DHMI - ANKARA

AIRAC AMDT 02/22

CHANGE: LT-D37 & LT-D38 LIMITS

PDG 5% (304 FT/NM) up to 8000 FT
No turns prior to DER

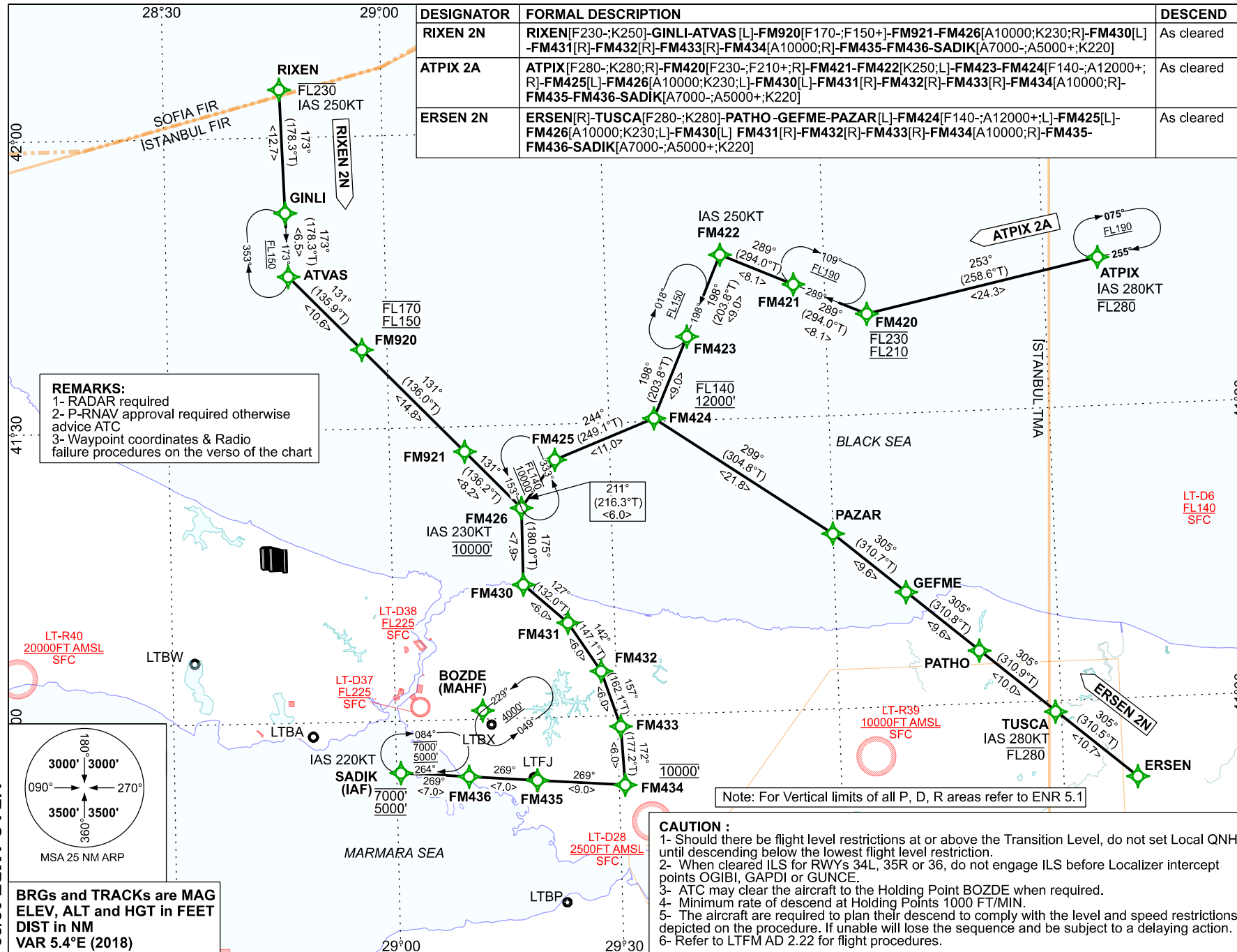
After take off immediately contact YESILKOY RADAR.
CAUTION :
1- At first contact report only Call Sign and SID Designator.
2- The aircraft are required to comply with the level and speed restrictions depicted on the procedure.
3- Refer to LTFM AD 2.22 for flight procedures.

REMARKS:
1- RADAR required
2- P-RNAV approval required otherwise advice ATC
3- Check ATIS to confirm the published frequency is the current one in use
4- Procedure description on the verso of the chart

Note: For Vertical limits of all P, D, R areas refer to ENR 5.1

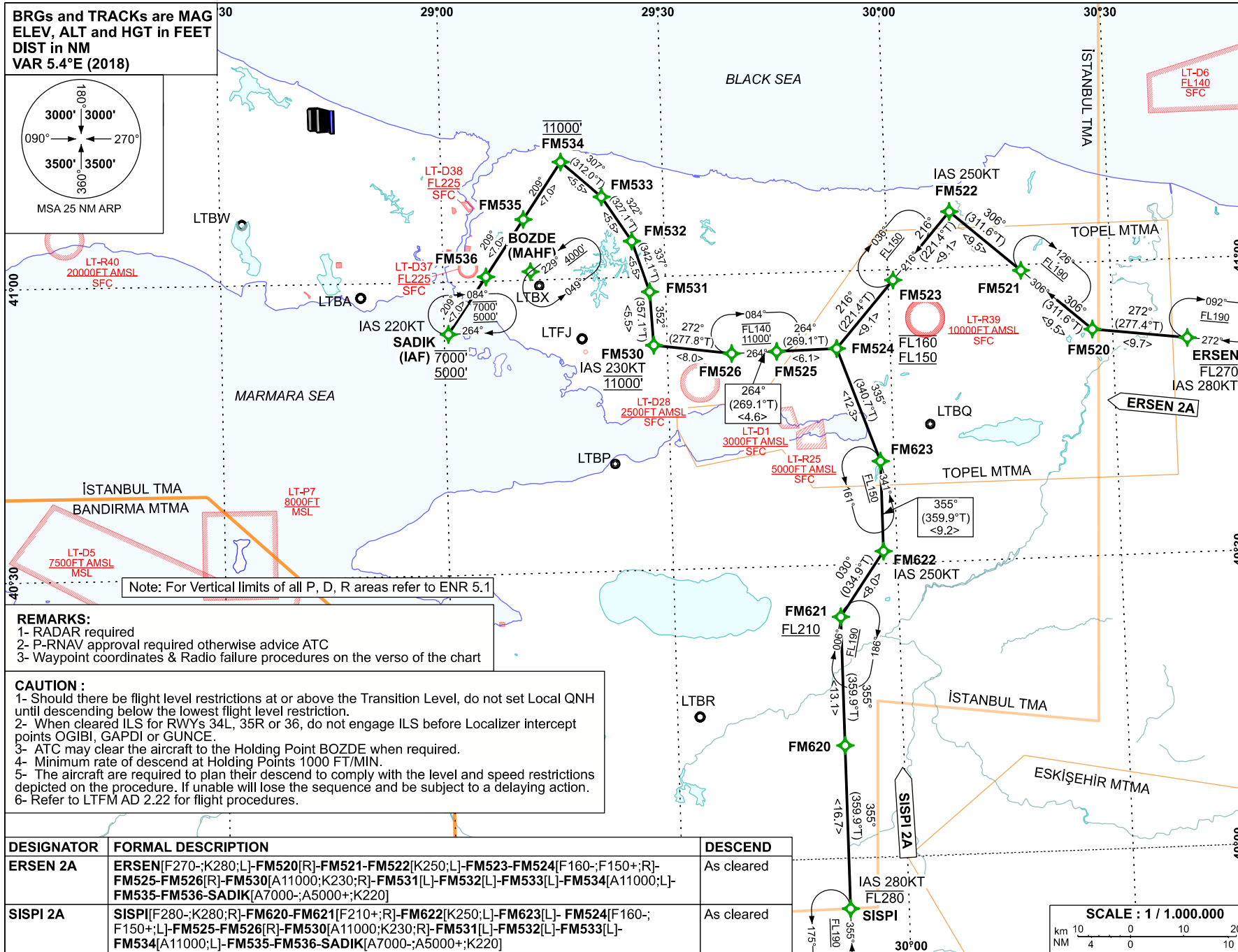
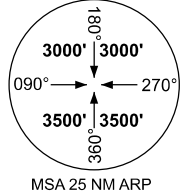
ISTANBUL AIRPORT
RNAV (GNSS)
RWY 34L/35R/36R

AIRAC AMDT 02/22



STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAOTRANSITION
ALTITUDE
12000 FTTWR : 131.1 (34L)-118.075 (35R)-119.025 (36)
APP : 122.475-120.45-133.075
ATIS : 126.35ISTANBUL AIRPORT
RNAV (GNSS)
RWY 34L/35R/36

CHANGE: LT-D37 & LT-D38 LIMITS

BRGs and TRACKs are MAG
ELEV, ALT and HGT in FEET
DIST in NM
VAR 5.4°E (2018)

Note: For Vertical limits of all P, D, R areas refer to ENR 5.1

REMARKS:

- 1- RADAR required
- 2- P-RNAV approval required otherwise advice ATC
- 3- Waypoint coordinates & Radio failure procedures on the verso of the chart

CAUTION :

- 1- Should there be flight level restrictions at or above the Transition Level, do not set Local QNH until descending below the lowest flight level restriction.
- 2- When cleared ILS for RWYs 34L, 35R or 36, do not engage ILS before Localizer intercept points OGIBI, GAPDI or GUNCE.
- 3- ATC may clear the aircraft to the Holding Point BOZDE when required.
- 4- Minimum rate of descent at Holding Points 1000 FT/MIN.
- 5- The aircraft are required to plan their descend to comply with the level and speed restrictions depicted on the procedure. If unable will lose the sequence and be subject to a delaying action.
- 6- Refer to LTFM AD 2.22 for flight procedures.

DESIGNATOR	FORMAL DESCRIPTION	DESCEND
ERSEN 2A	ERSEN[F270-;K280;L]-FM520[R]-FM521-FM522[K250;L]-FM523-FM524[F160-;F150+;R]-FM525-FM526[R]-FM530[A11000;K230;R]-FM531[L]-FM532[L]-FM533[L]-FM534[A11000;L]-FM535-FM536-SADIK[A7000-;A5000+;K220]	As cleared
SISPI 2A	SISPI[F280-;K280;R]-FM620-FM621[F210+;R]-FM622[K250;L]-FM623[L]-FM524[F160-;F150+;L]-FM525-FM526[R]-FM530[A11000;K230;R]-FM531[L]-FM532[L]-FM533[L]-FM534[A11000;L]-FM535-FM536-SADIK[A7000-;A5000+;K220]	As cleared

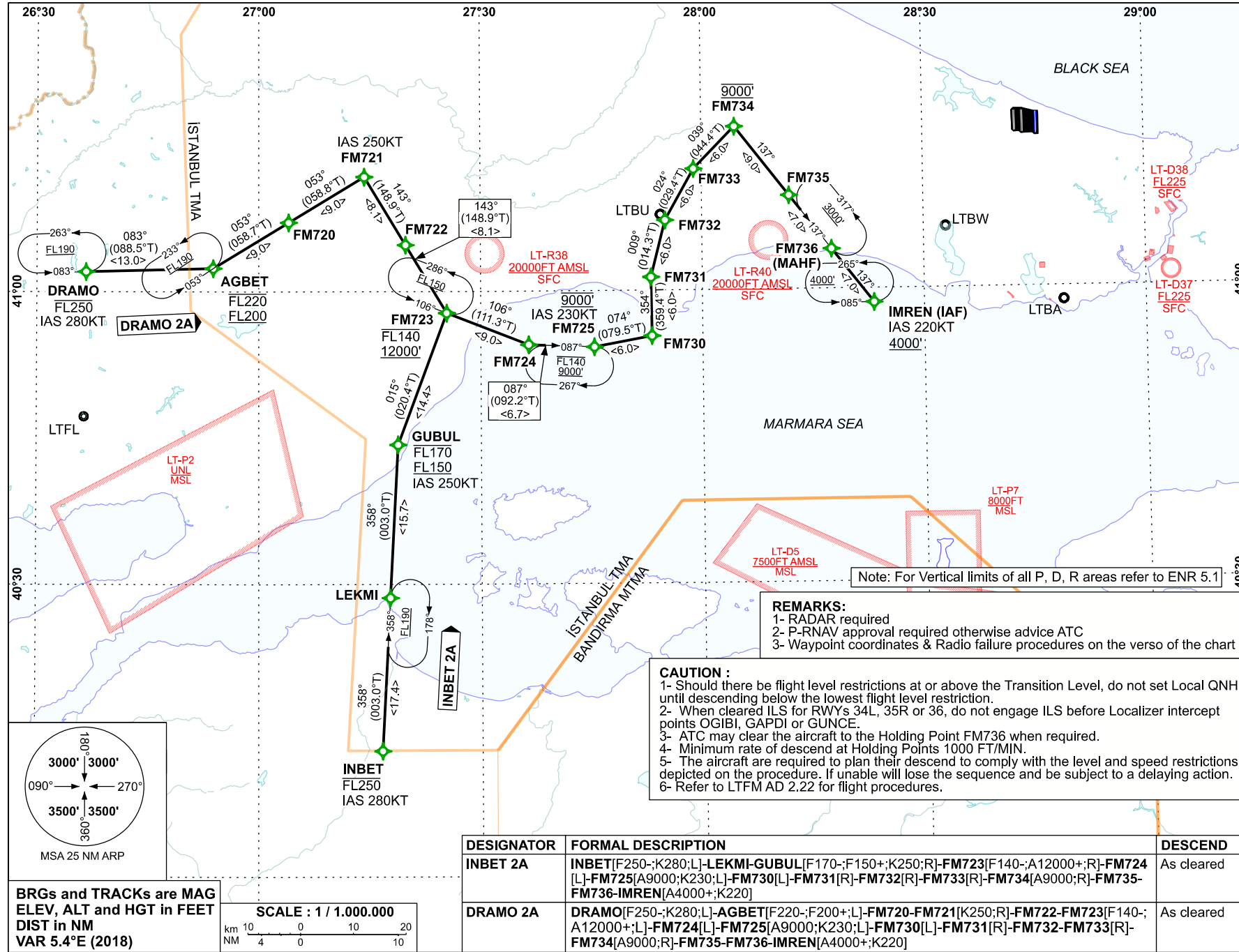
SCALE : 1 / 1.000.000
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NM 4 0 10

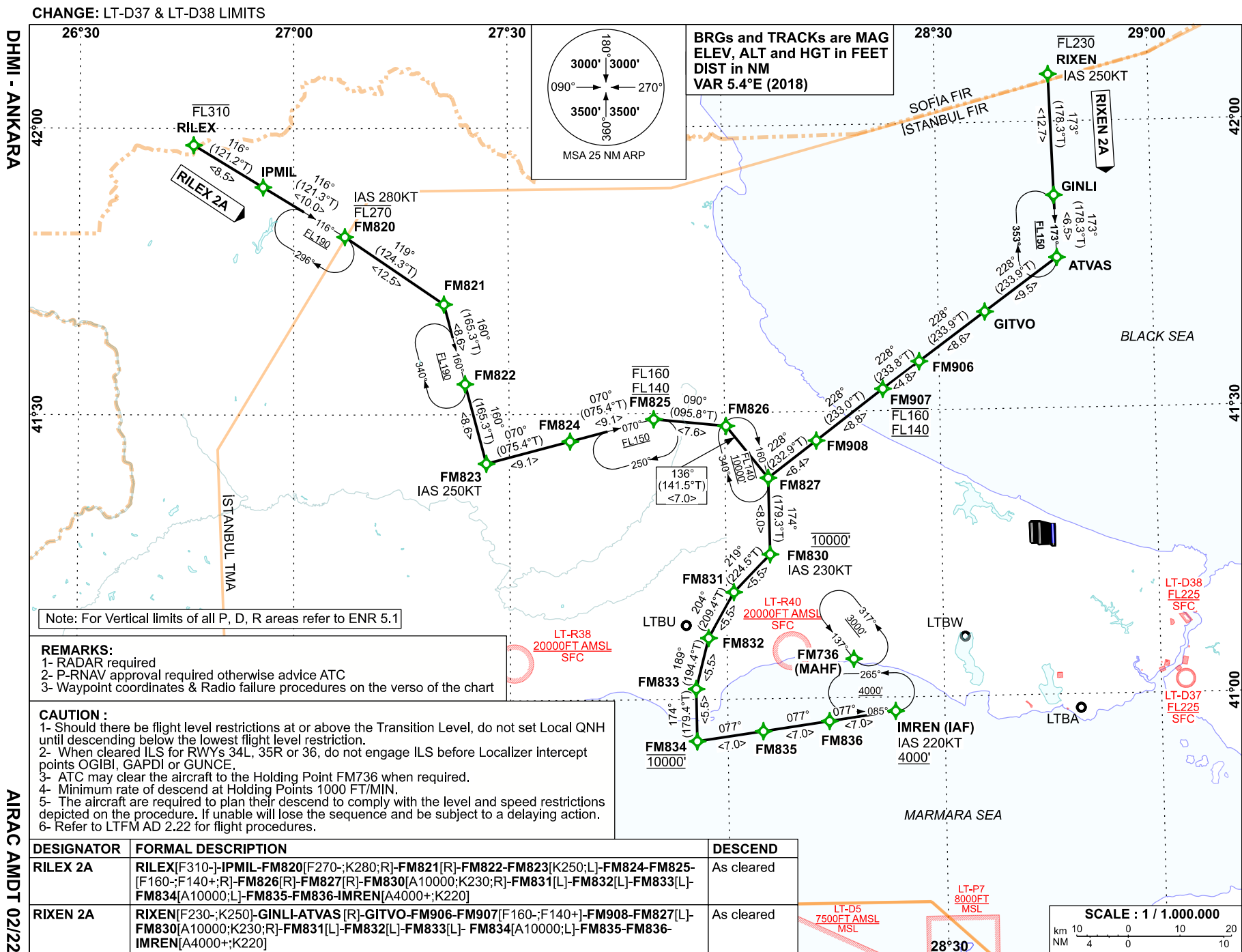
STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAOTRANSITION
ALTITUDE
12000 FTTWR: 131.1 (34R)-118.075 (35R)-119.025(36)
APP : 127.1-121.25-119.35
ATIS : 126.35ISTANBUL AIRPORT
RNAV (GNSS)
RWY 34L/35R/36

CHANGE: LT-D37 & LT-D38 LIMITS

DHMI - ANKARA

AIRAC AMDT 02/22



STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAOTRANSITION
ALTITUDE
12000 FTTWR: 131.1 (34L)-118.075 (35R)-119.025(36)
APP : 127.1-121.25-119.35
ATIS : 126.35ISTANBUL AIRPORT
RNAV (GNSS)
RWY 34L/35R/36

STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

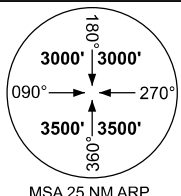
TRANSITION
ALTITUDE
12000 FT

TWR: 131.1 (34L)-118.075 (35R)-119.025 (36)
APP : 127.1-121.25-119.35
ATIS : 126.35

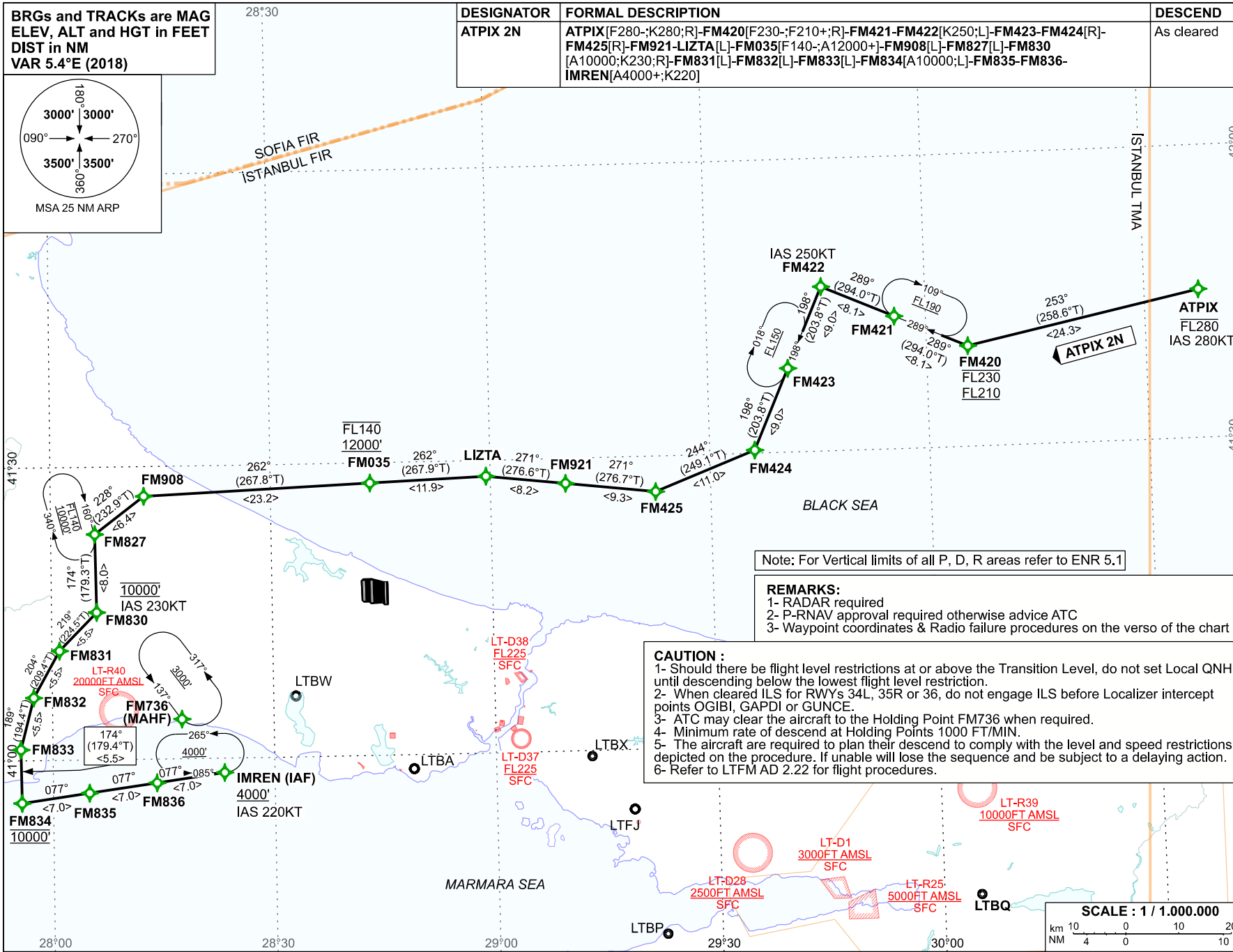
ISTANBUL AIRPORT
RNAV (GNSS)
RWY 34L/35R/36

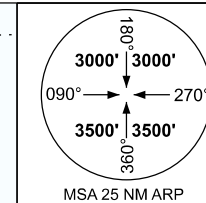
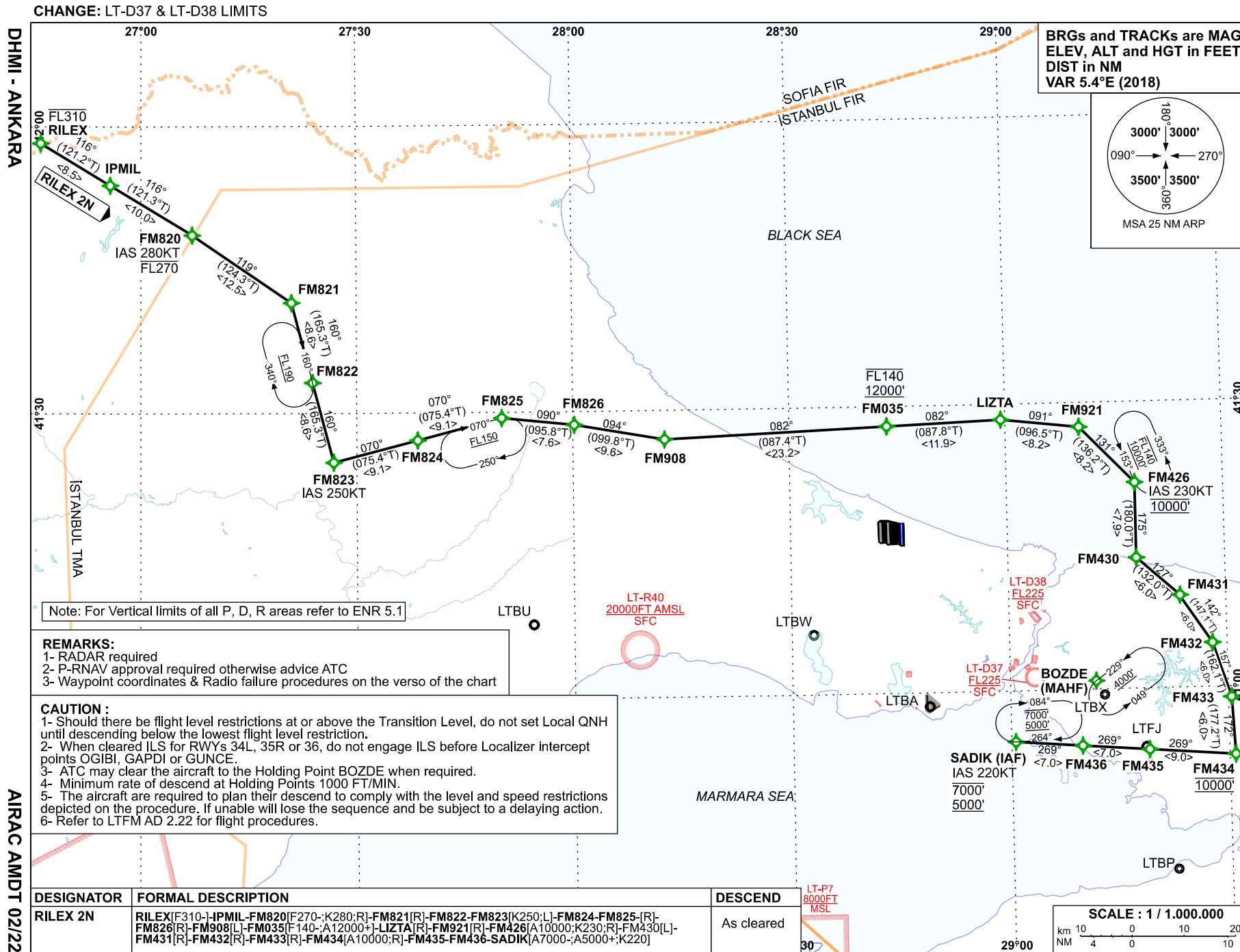
CHANGE: LT-D37 & LT-D38 LIMITS

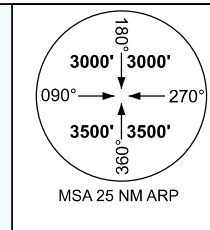
BRGs and TRACKs are MAG
ELEV, ALT and HGT in FEET
DIST in NM
VAR 5.4°E (2018)



DESIGNATOR	FORMAL DESCRIPTION	DESCEND
ATPIX 2N	ATPIX[F280-;K280;R]-FM420[F230-;F210+;R]-FM421-FM422[K250;L]-FM423-FM424[R]-FM425[R]-FM921-LIZTA[L]-FM035[F140-;A12000+]-FM908[L]-FM827[L]-FM830[A10000;K230;R]-FM831[L]-FM832[L]-FM833[L]-FM834[A10000;L]-FM835-FM836-IMREN[A4000+;K220]	As cleared



STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAOTRANSITION
ALTITUDE
12000 FTTWR : 131.1 (34L)-118.075 (35R)-119.025 (36)
APP : 127.1-121.25-119.35
ATIS : 126.35ISTANBUL AIRPORT
RNAV (GNSS)
RWY 34L/35R/36BRGs and TRACKs are MAG
ELEV, ALT and HGT in FEET
DIST in NM
VAR 5.4°E (2018)SCALE : 1 / 1.000.000
km 10 0 10 20
NM 4 0 10

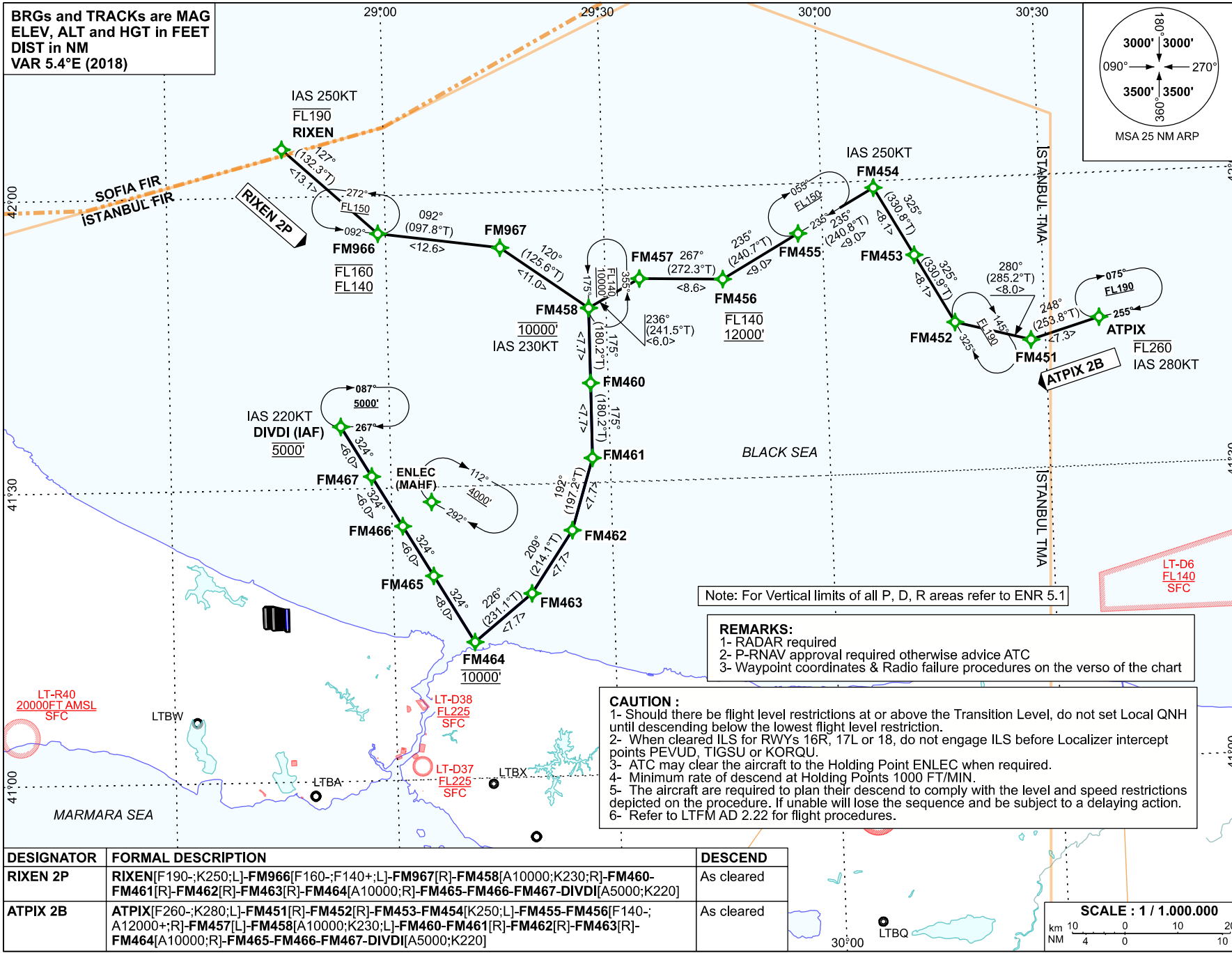
STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAOTRANSITION
ALTITUDE
12000 FTTWR : 131.1 (16R)-118.075 (17L)-119.025 (18)
APP : 122.475-120.45-133.075
ATIS : 126.35ISTANBUL AIRPORT
RNAV (GNSS)
RWY 16R/17L/18

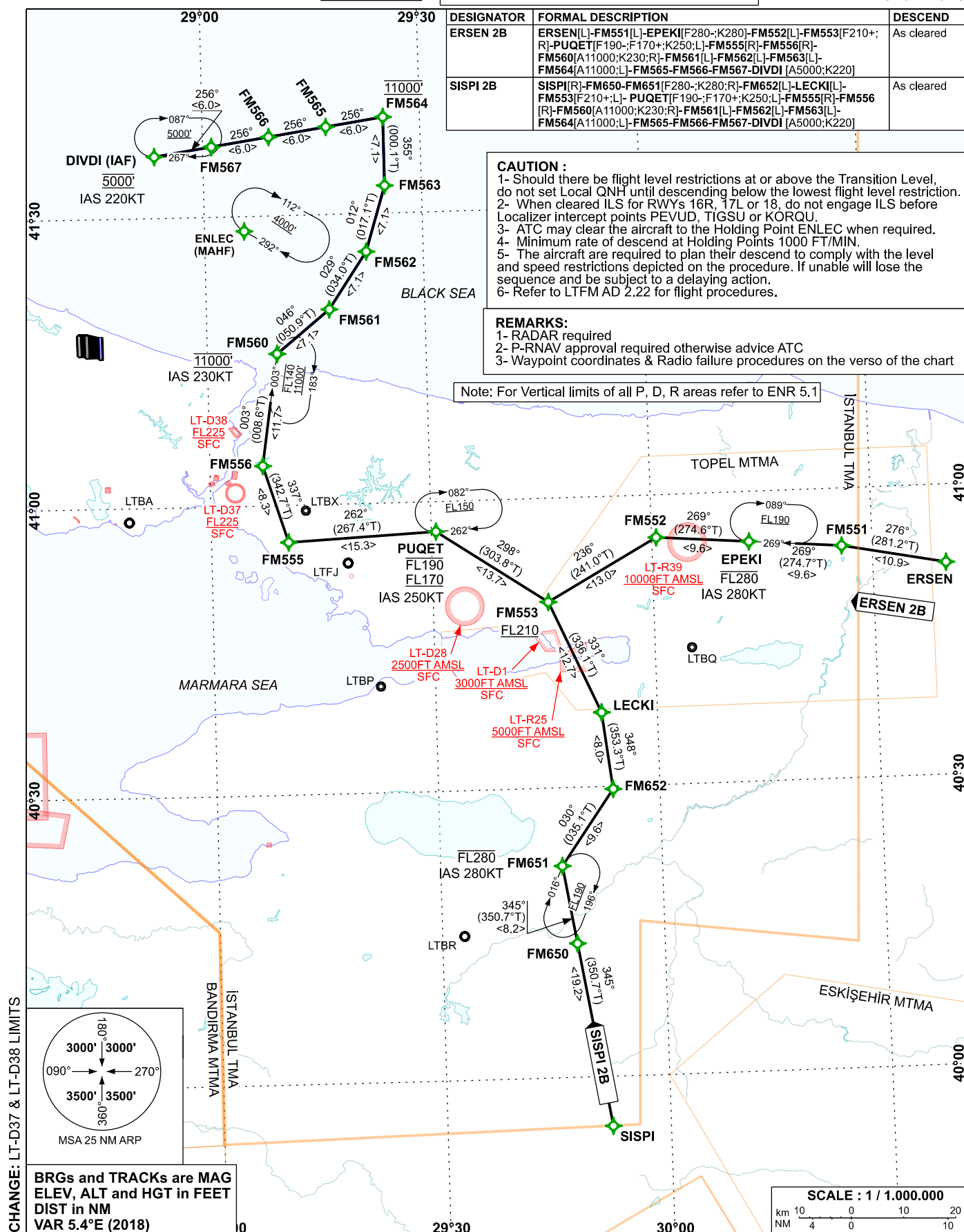
CHANGE: LT-D37 & LT-D38 LIMITS

BRGs and TRACKs are MAG
ELEV, ALT and HGT in FEET
DIST in NM
VAR 5.4°E (2018)

DHMI - ANKARA

AIRAC AMDT 02/22



STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAOTRANSITION
ALTITUDE
12000 FTTWR : 131.1 (16R)-118.075 (17L)-119.025(18)
APP : 122.475-120.45-133.075
ATIS : 126.35ISTANBUL AIRPORT
RNAV (GNSS)
RWY 16R/17L/18

AIP
TURKEY

AD 2 LTFM STAR - 3
24 FEB 22

STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

TRANSITION
ALTITUDE
12000 FT

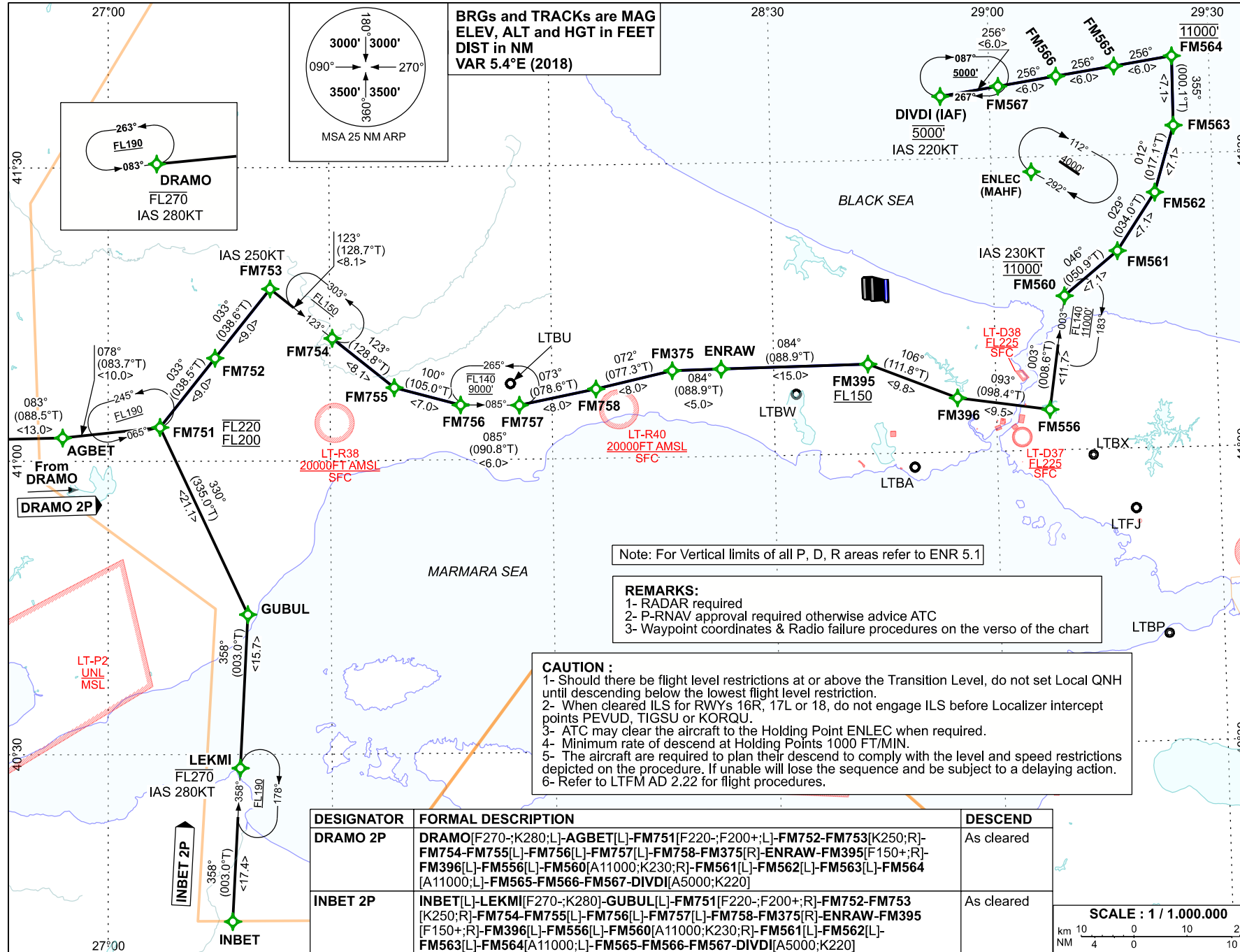
TWR : 131.1 (16R)-118.075 (17L)-119.025 (18)
APP : 127.1-121.25-119.35
ATIS : 126.35

ISTANBUL AIRPORT
RNAV (GNSS)
RWY 16R/17L/18

CHANGE: LT-D37 & LT-D38 LIMITS

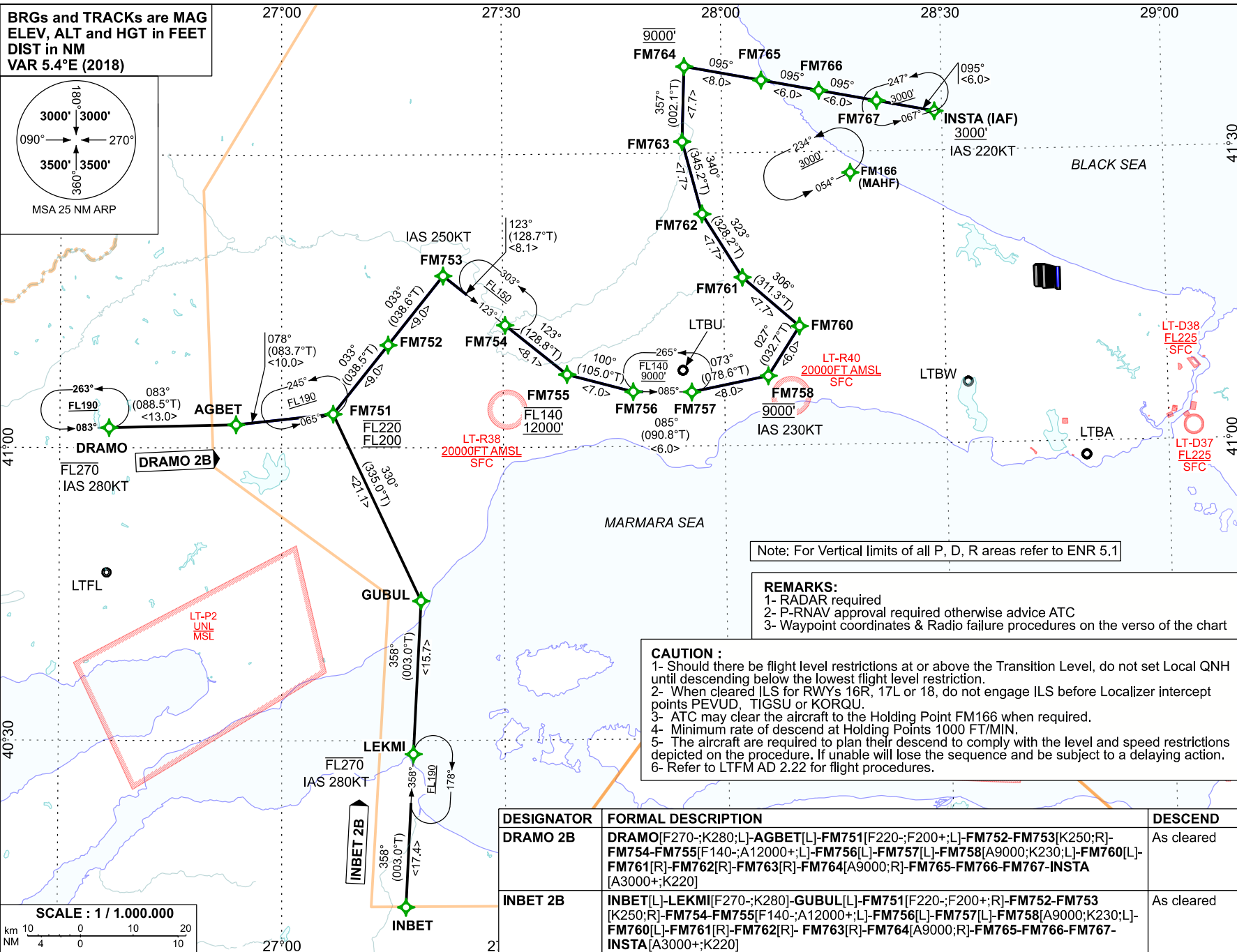
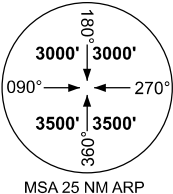
DHMI - ANKARA

AIRAC AMDT 02/22



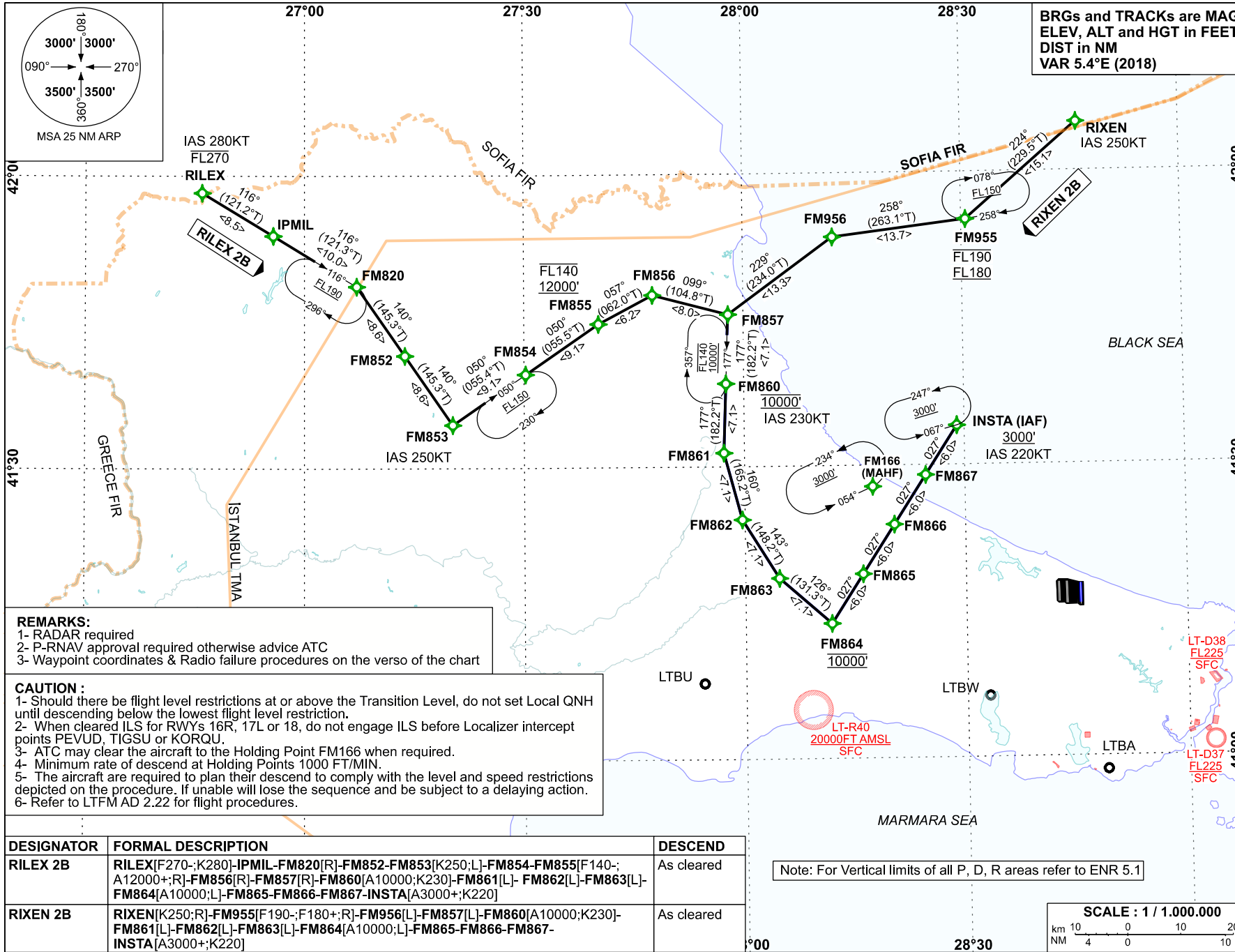
STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAOTRANSITION
ALTITUDE
12000 FTTWR : 131.1 (16R)-118.075 (17L)-119.025 (18)
APP : 127.1-121.25-119.35
ATIS : 126.35ISTANBUL AIRPORT
RNAV (GNSS)
RWY 16R/17L/18

CHANGE: LT-D37 & LT-D38 LIMITS

BRGs and TRACKs are MAG
ELEV, ALT and HGT in FEET
DIST in NM
VAR 5.4°E (2018)

DHMI - ANKARA

AIRAC AMDT 02/22

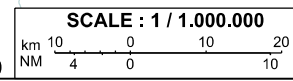
STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAOTRANSITION
ALTITUDE
12000 FTTWR : 131.1 (16R)-118.075 (17L)-119.025 (18)
APP : 127.1-121.25-119.35
ATIS : 126.35ISTANBUL AIRPORT
RNAV (GNSS)
RWY 16R/17L/18BRGs and TRACKs are MAG
ELEV, ALT and HGT in FEET
DIST in NM
VAR 5.4°E (2018)

CHANGE: LT-D37 & LT-D38 LIMITS

DHMI - ANKARA

AIRAC AMDT 02/22

ISTANBUL AIRPORT
RNAV (GNSS)
RWY 16R/17L/18



CAUTION :

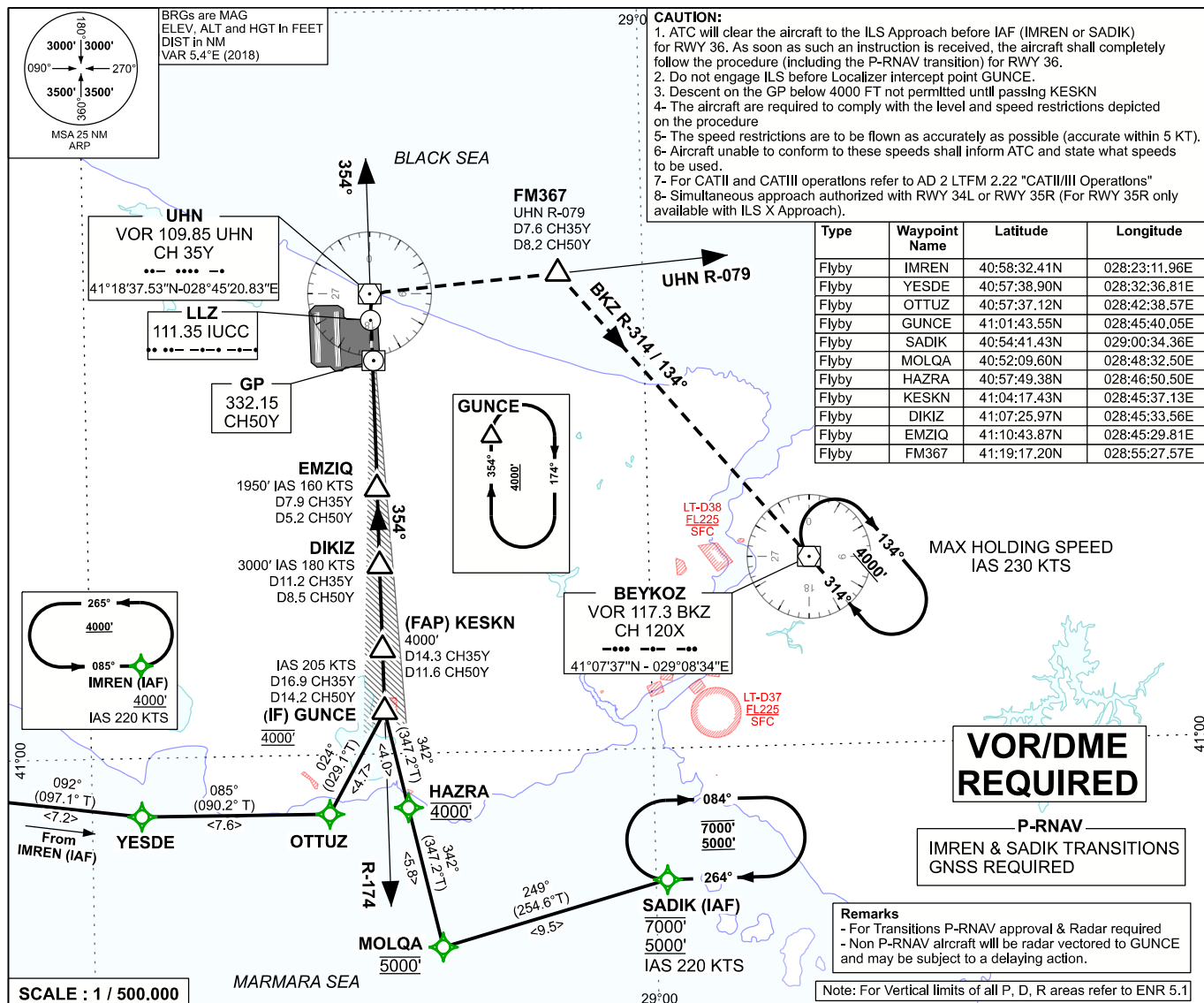
- 1- Should there be flight level restrictions at or above the Transition Level, do not set Local QNH until descending below the lowest flight level restriction.
- 2- When cleared ILS for RWYs 16R, 17L or 18 do not engage ILS before Localizer intercept points PEVUD, TIGSU or KORQU.
- 3- ATC may clear the aircraft to the Holding Point FM166 when required.
- 4- Minimum rate of descend at Holding Points 1000 FT/MIN.
- 5- The aircraft are required to plan their descend to comply with the level and speed restrictions depicted on the procedure. If unable will lose the sequence and be subject to a delaying action.
- 6- Refer to LTFM AD 2.22 for flight procedures.

DESIGNATOR	FORMAL DESCRIPTION	DESCEND
ERSEN 2P	ERSEN[L]-FM551[L]-EPEKI[F280;-K280]-FM552[L]-FM553[F210+;R]-PUQUET [F190;-F170+;K250;L]-FM555[R]-FM556[L]-FM396[R]-FM395[F130;-A12000+;L]- ENRAW[A9000;K230]-FM375[R]-FM760[R]-FM761[R]-FM762[R]-FM763[R]- FM764[A9000;R]-FM765-FM766-FM767-INSTA[A3000+;K220]	As cleared
SISPI 2P	SISPI[R]-FM650-FM651[F280;-K280;R]-FM652[L]-LECKI[L]-FM553[F210+;L]- PUQUET[F190;-F170+;K250;L]-FM555[R]-FM556[L]-FM396[R]-FM395[F130;-A12000+;L]- ENRAW[A9000;K230]-FM375[R]-FM760[R]-FM761[R]-FM762[R]-FM763[R]- FM764[A9000;R]-FM765-FM766-FM767-INSTA[A3000+;K220]	As cleared

İSTANBUL AIRPORT
ILS Y CAT I or CAT II
RWY 36

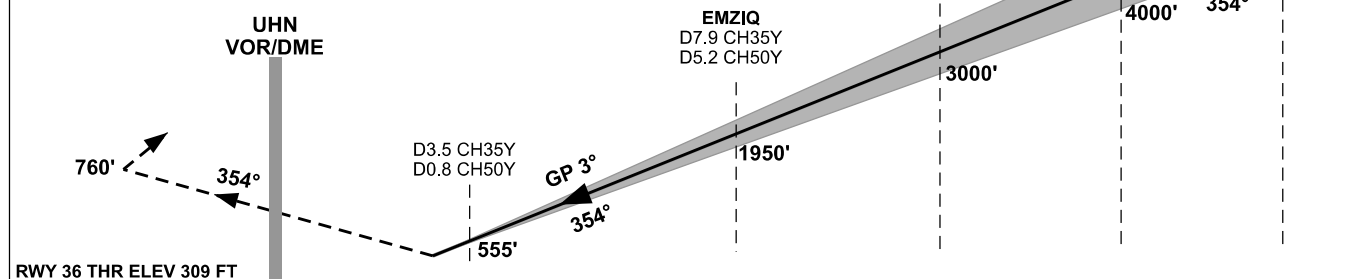
APP	130.300 - 132.325 - 118.950	AD ELEV	325 FT
TWR	119.025 - (118.075)	TRANSITION ALTITUDE	12000 FT
ATIS	126.35		

INSTRUMENT
APPROACH
CHART - ICAO



MISSED APPROACH

- Do not turn to FM367 before 36 RWY End (1.2 DME CH35Y/1.5 DME CH50Y) or crossing 760FT whichever is later
- Max IAS 230 KTS, Climb 4000FT
- Climb straight ahead, at or above 760 FT turn right to intercept UHN R-079 and proceed FM367, then turn right to intercept BKZ R-314, proceed BKZ VOR and hold.

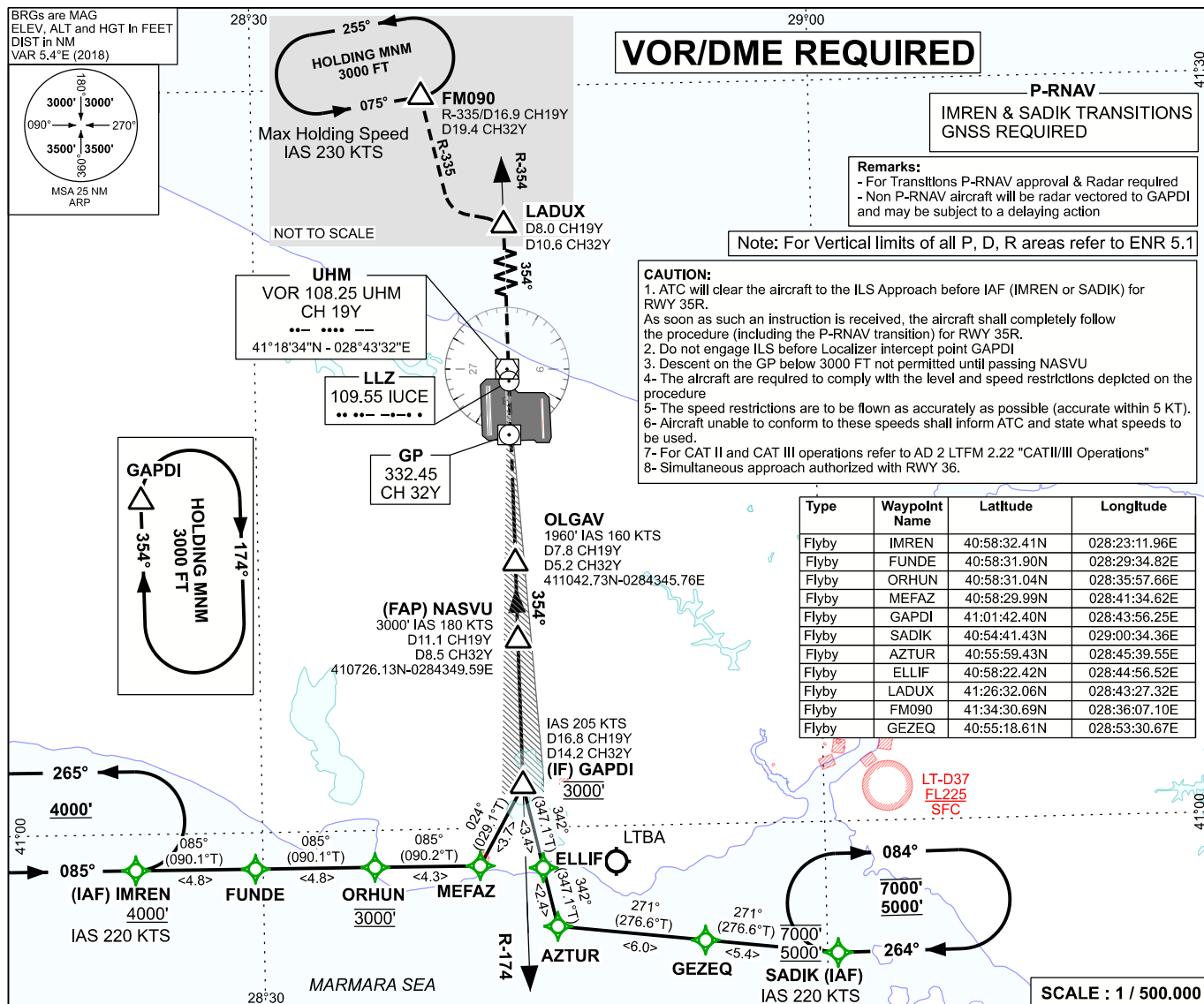


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İSTANBUL AIRPORT
ILS X CAT I or CAT II
RWY 35R

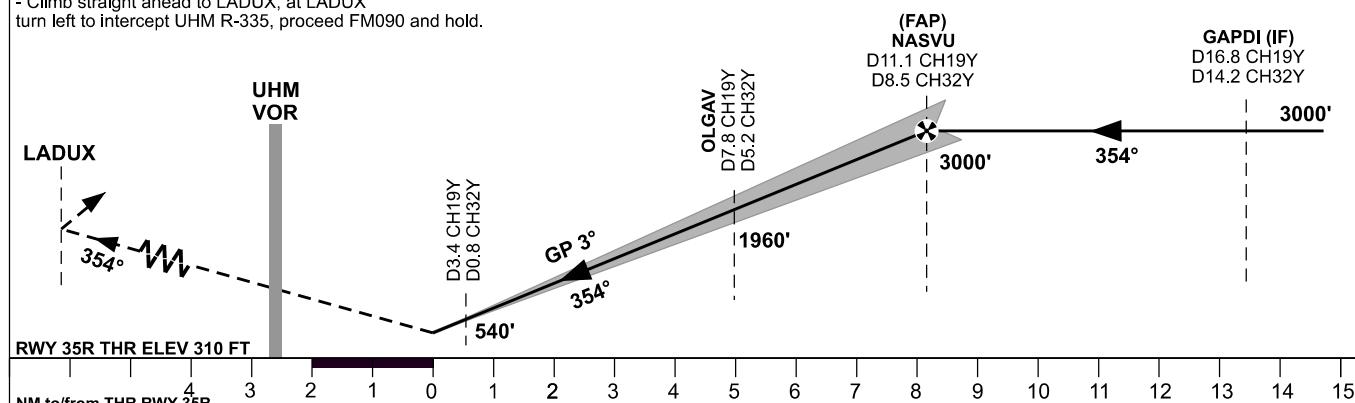
APP	132.475 - 120.125 - 132.050	AD ELEV	325 FT
TWR	131.1 - (118.075)	TRANSITION ALTITUDE	12000 FT
ATIS	126.35		

INSTRUMENT
APPROACH
CHART - ICAO



MISSED APPROACH

- Max IAS 230 KTS, Climb 3000FT
- Climb straight ahead to LADUX, at LADUX turn left to intercept UHM R-335, proceed FM090 and hold.



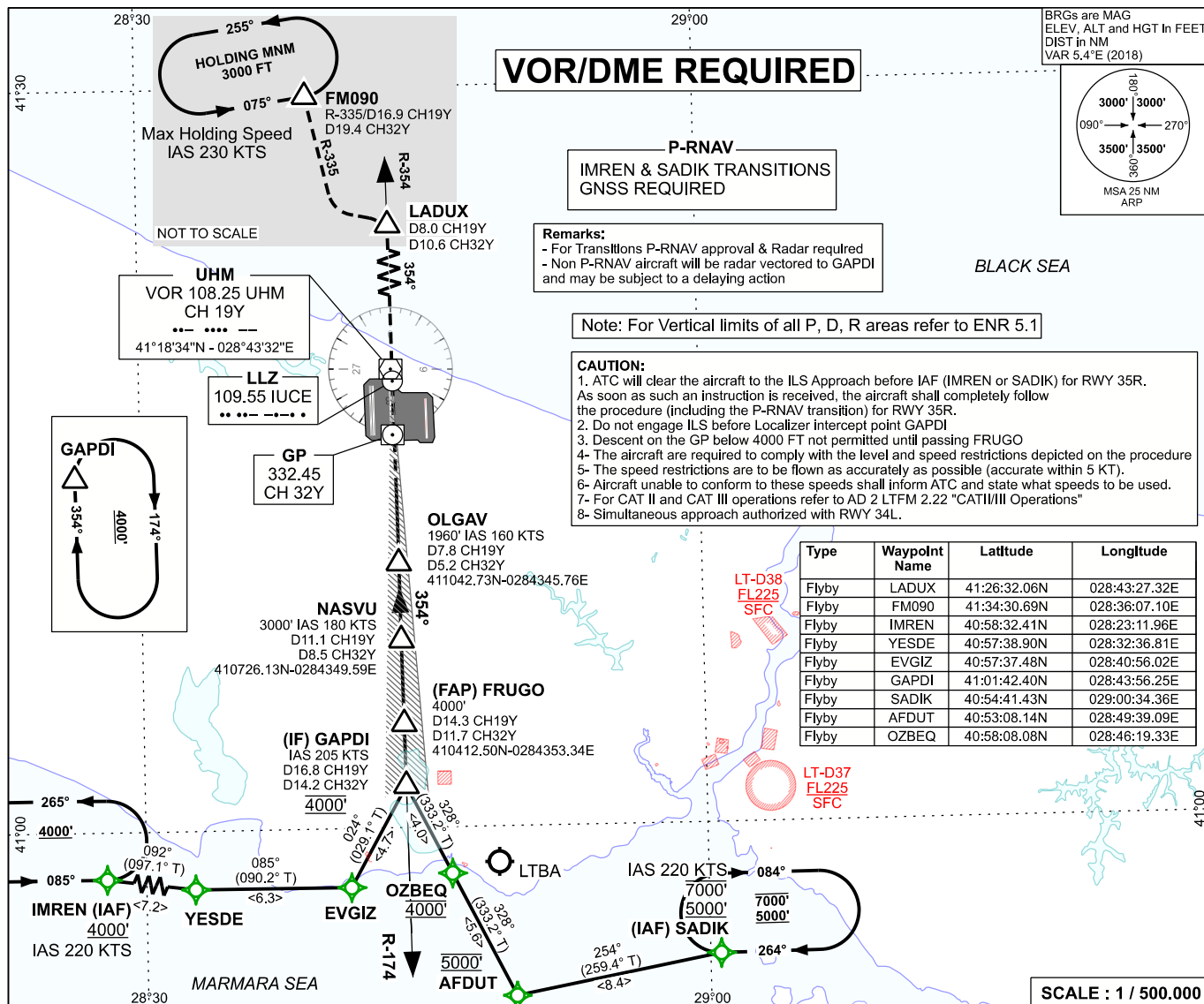
CHANGE: LT-D37 LIMITS

OCA (H)		A	B	C	D	NOTES: -Intercept LLZ at GAPDI 16.8 DME CH19Y, 14.2 DME CH32Y, -Intercept GP at NASVU 11.1 DME CH19Y, 8.5 DME CH32Y, -RDH 55 FT
Straight-in Approach	CAT I	510' (200')				
	CAT II	415' (105')				
	Radio Altimeter	97'				
Circling		1400' (1075')				

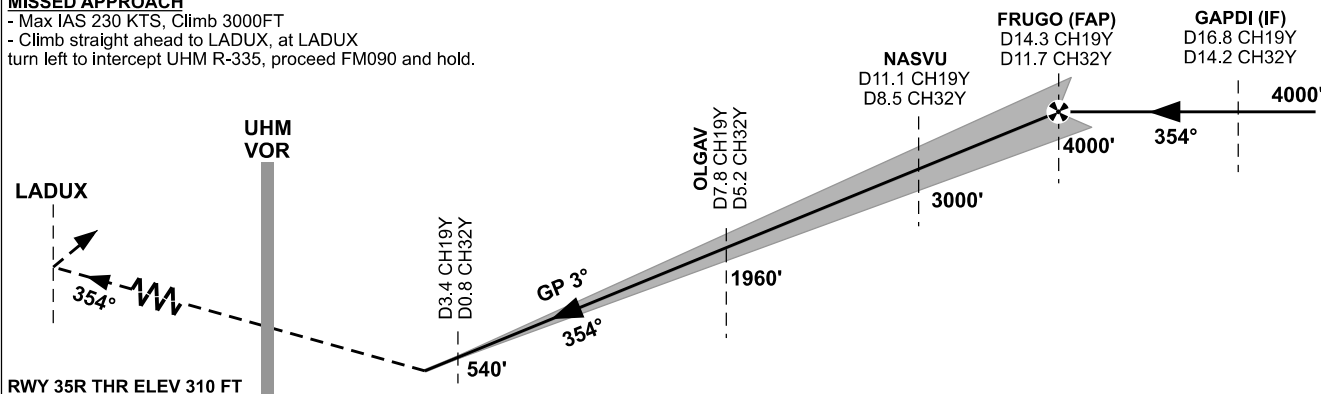
İSTANBUL AIRPORT
ILS Y CAT I or CAT II
RWY 35R

APP	130.300-132.325-118.950	AD ELEV	325 FT
TWR	118.075 (131.1)	TRANSITION ALTITUDE	12000 FT
ATIS	126.35		

INSTRUMENT
APPROACH
CHART - ICAO



MISSED APPROACH
- Max IAS 230 KTS, Climb 3000FT
- Climb straight ahead to LADUX, at LADUX turn left to intercept UHM R-335, proceed FM090 and hold.



RWY 35R THR ELEV 310 FT

NM to/from THR RWY 35R

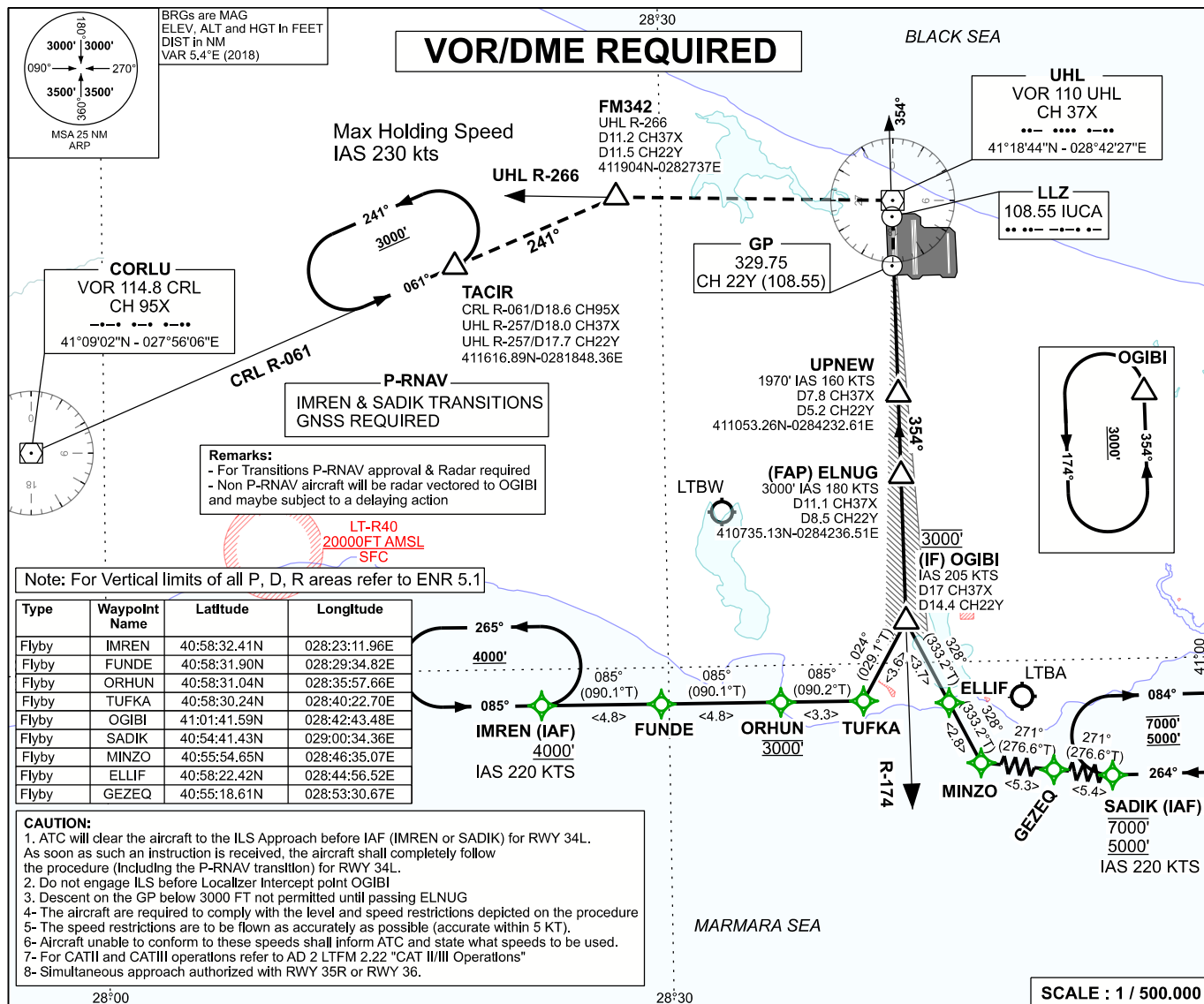
OCA (H)		A	B	C	D
Straight-in Approach	CAT I	510' (200')			
	CAT II	415' (105')			
	Radio Altimeter	97'			
Circling		1400' (1075')			

NOTES:
-Intercept LLZ at GAPDI 16.8 DME CH19Y, 14.2 DME CH32Y,
-Intercept GP at FRUGO 14.3 DME CH19Y, 11.7 DME CH32Y,
-RDH 55 FT

İSTANBUL AIRPORT
ILS Y CAT I or CAT II
RWY 34L

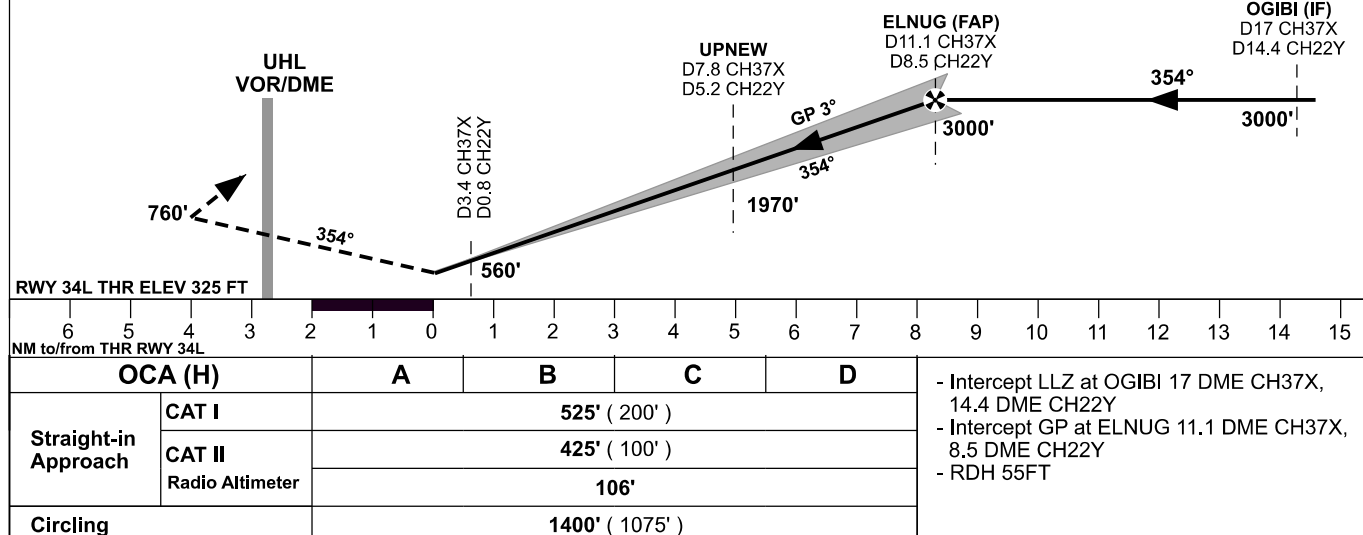
APP	132.475-120.125-132.050	AD ELEV	325 FT
TWR	131.1 (118.075)	TRANSITION ALTITUDE	12000 FT
ATIS	126.35		

INSTRUMENT
APPROACH
CHART - ICAO



MISSED APPROACH

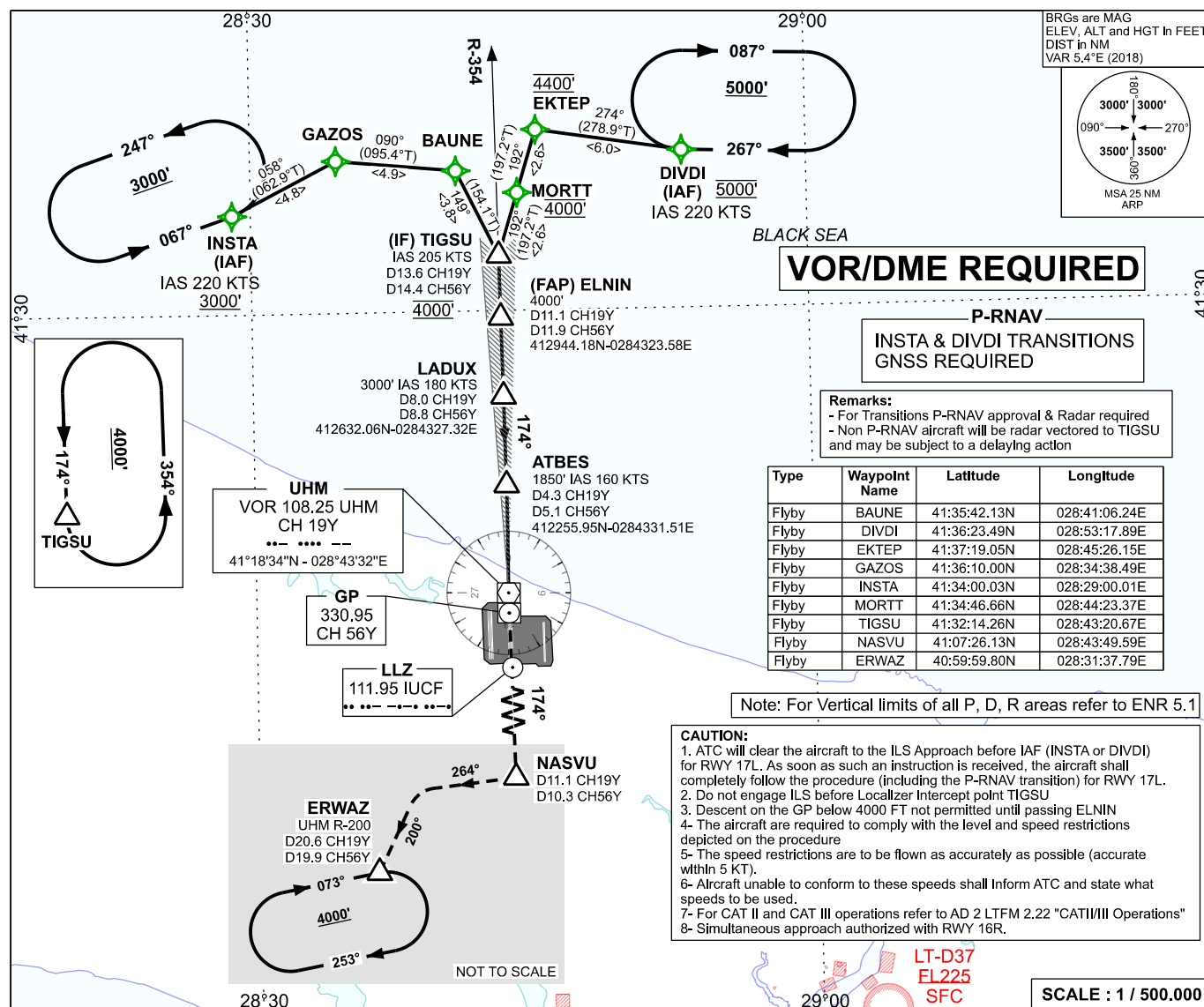
- Do not turn to FM342 before 34L RWY End (0.8 DME CH37X/1.8 DME CH22Y) or crossing 760FT whichever is later
- Max IAS 230KTS, Climb 3000FT
- Climb straight ahead, at or above 760FT turn left to intercept UHL R-266 and proceed FM342, then turn left to intercept CRL R-061, proceed TACIR and hold.



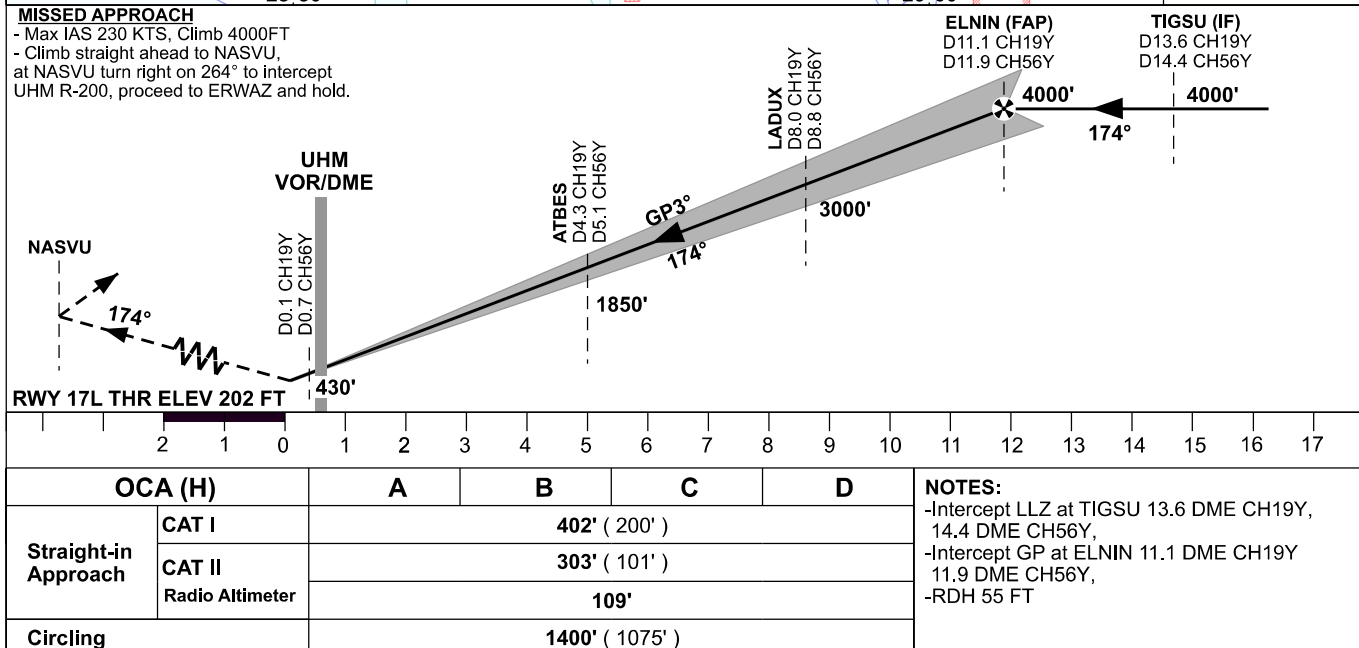
CHANGE: GEZEQ WPT ADDED

INSTRUMENT
APPROACH
CHART - ICAO

APP	130.300-132.325-118.950	AD ELEV	325 FT
TWR	118.075 (131.1)	TRANSITION ALTITUDE	12000 FT
ATIS	126.35		

İSTANBUL AIRPORT
ILS Y CAT I or CAT II
RWY 17L

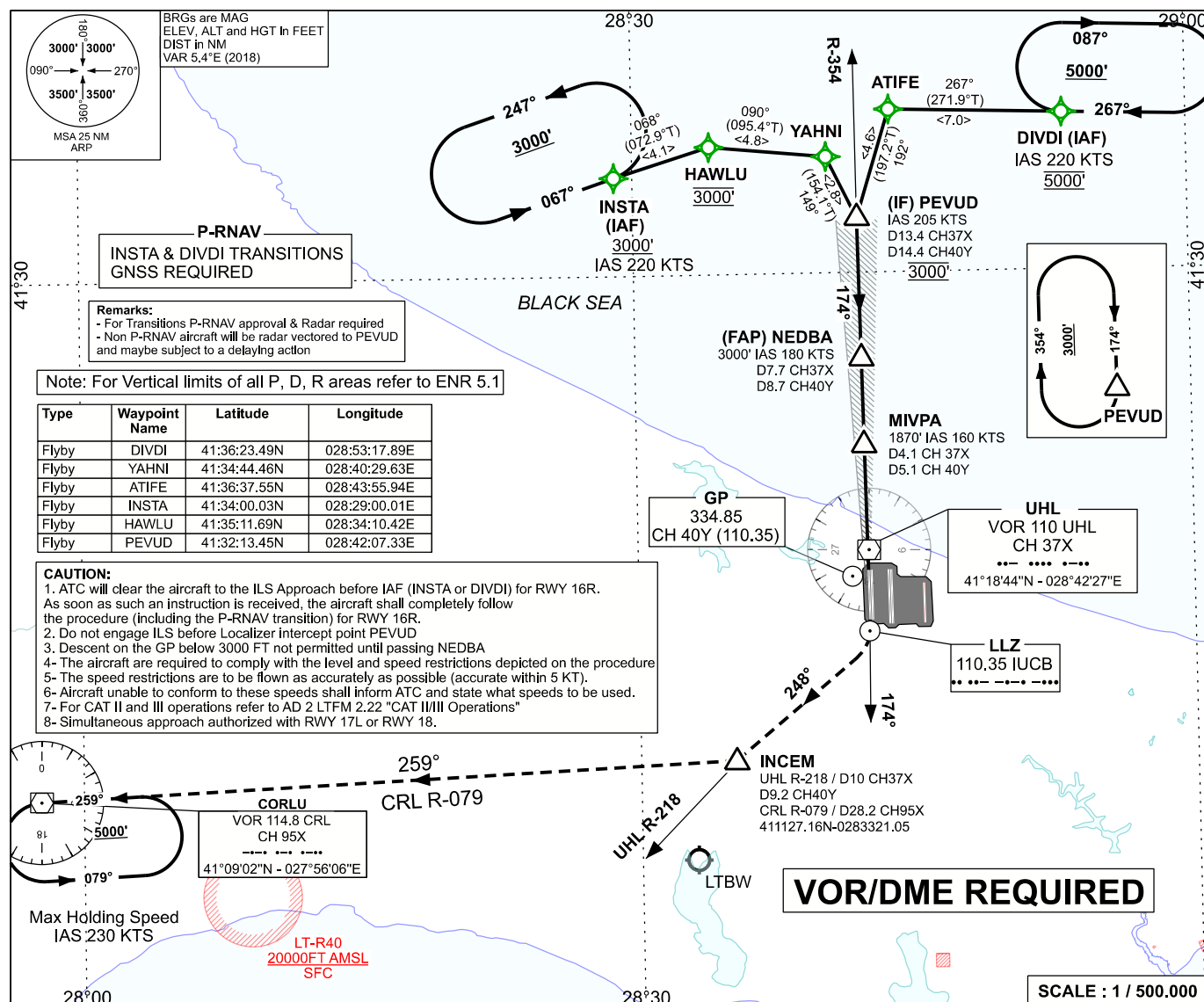
MISSED APPROACH
- Max IAS 230 KTS, Climb 4000FT
- Climb straight ahead to NASVU,
at NASVU turn right on 264° to intercept
UHM R-200, proceed to ERWAZ and hold.



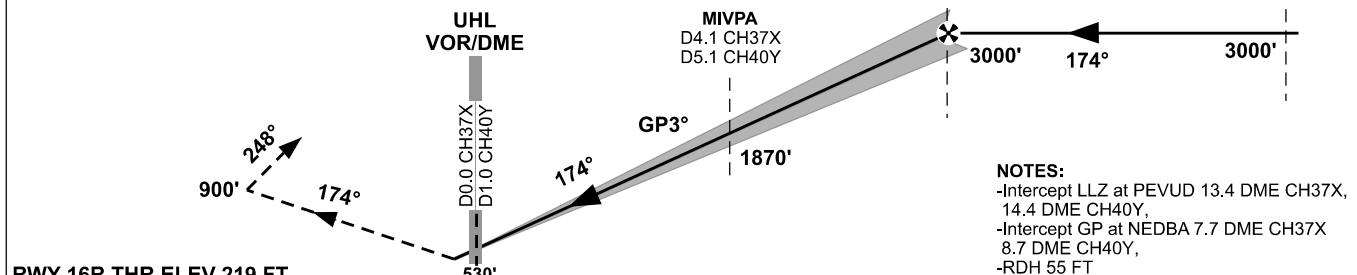
CHANGE: LT-D37

INSTRUMENT
APPROACH
CHART - ICAO

APP	132.475-120.125-132.050	AD ELEV	325 FT
TWR	131.1 (118.075)	TRANSITION ALTITUDE	12000 FT
ATIS	126.35		

İSTANBUL AIRPORT
ILS Y CAT I or CAT II
RWY 16R

MISSED APPROACH
- Do not turn to INCEM before 16R RWY End (2.8 DME CH37X, 1.8 DME CH40Y)
or crossing 900FT whichever is later.
- Max IAS 230KTS, Climb 5000FT.
- Climb straight ahead, at or above 900FT turn right on 248° to proceed INCEM,
then turn right to intercept CRL R-079, proceed to CRL VOR and hold.

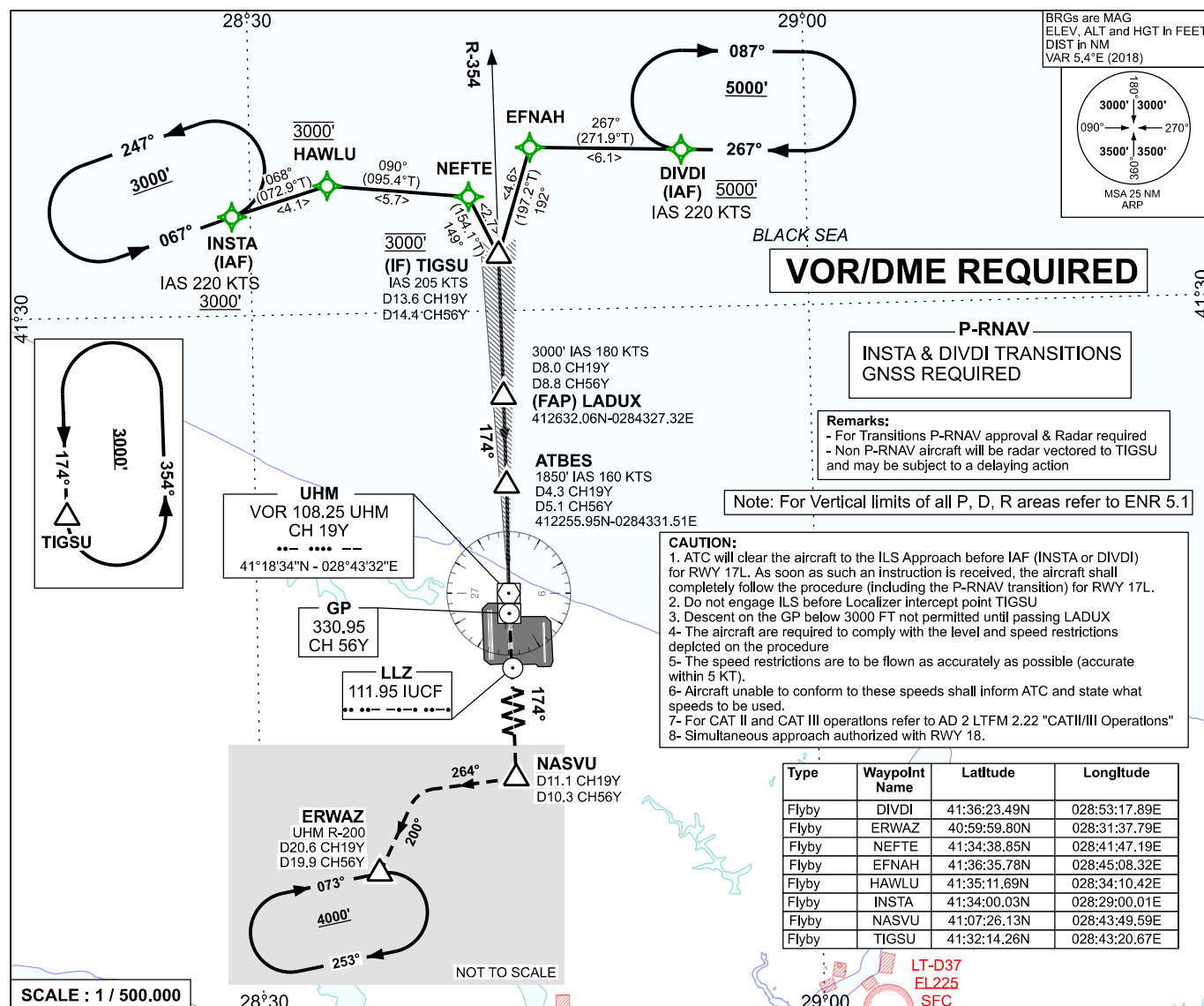


CHANGE: GNSS REQUIRED FOR TRANSITIONS, LT-R40, NOTE

NM to/from THR RWY 16R											
OCA (H)		A	B	C	D	OCA (H)		A	B	C	D
Straight-in Approach	CAT I	Missed APP 2.5%	490' (271')				Straight-in Approach	CAT II	Missed APP 4.3%	370' (151')	
		Radio Altimeter	185'								
	Missed APP 4.2%	420' (201')				Missed APP 5.0%		330' (111')			
Circling		1400' (1075')				Radio Altimeter		133'			

INSTRUMENT
APPROACH
CHART - ICAO

APP	132.475 - 120.125 - 132.050	AD ELEV	325 FT
TWR	131.1 - (118.075)	TRANSITION ALTITUDE	12000 FT
ATIS	126.35		

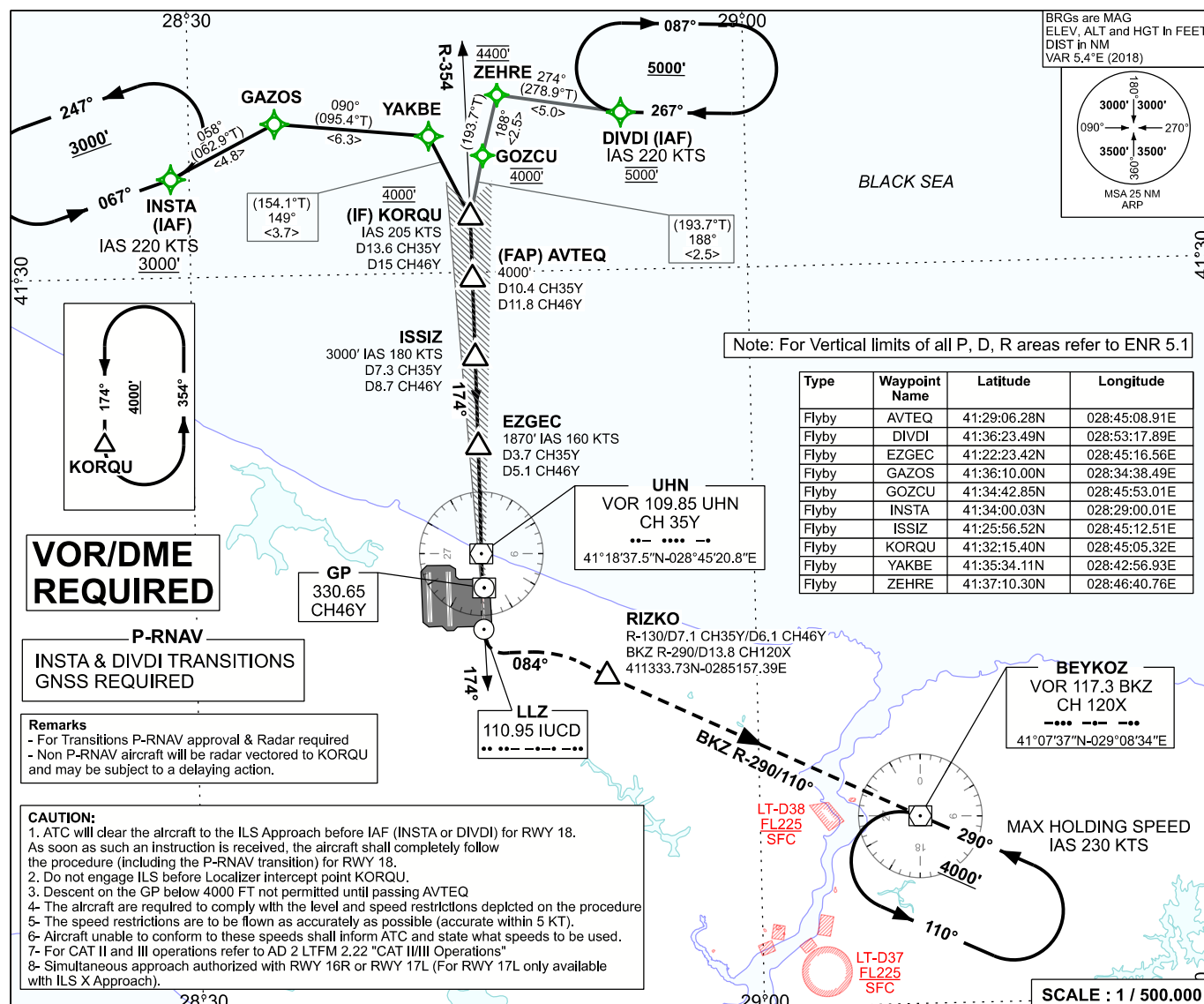
İSTANBUL AIRPORT
ILS X CAT I or CAT II
RWY 17L

CHANGE: LT-D37

OCA (H)		A	B	C	D	NOTES: -Intercept LLZ at TIGSU 13.6 DME CH19Y, 14.4 DME CH56Y, -Intercept GP at LADUX 8.0 DME CH19Y 8.8 DME CH56Y, -RDH 55 FT
Straight-in Approach	CAT I	402' (200')				
	CAT II	303' (101')				
	Radio Altimeter	109'				
Circling		1400' (1075')				

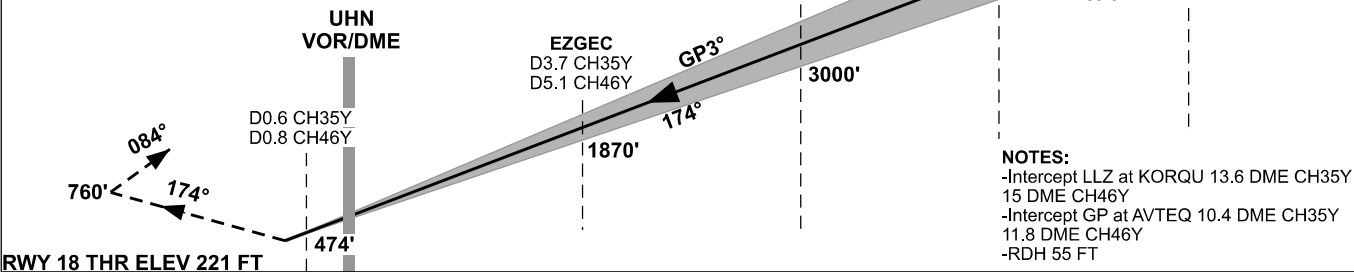
INSTRUMENT
APPROACH
CHART - ICAO

APP	130.300 - 132.325 - 118.950	AD ELEV	325 FT
TWR	119.025 - (118.075)	TRANSITION ALTITUDE	12000 FT
ATIS	126.35		

İSTANBUL AIRPORT
ILS Y CAT I or CAT II
RWY 18

MISSED APPROACH

- Do not turn to RIZKO before 18 RWY End (2.8 DME CH35Y/1.4 DME CH46Y) or crossing 760 FT whichever is later
- Max IAS 230 KTS, climb 4000FT
- Climb straight ahead, at or above 760FT turn left on 084° to intercept UHN R-130 and proceed RIZKO, then turn left to intercept BKZ R-290, proceed BKZ VOR and hold



4	3	2	1	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
OCA (H)				A	B	C	D	OCA (H)				A	B	C	D						
Straight-in Approach	CAT I			421' (200')				Straight-in Approach	CAT II	Missed APP 2.5% Radio Altimeter	336' (115') 127'										
Circling		1400' (1075')			Missed APP 3.5% Radio Altimeter	321' (100') 104'															