

General Info

Istanbul, TUR

N 40° 58.6' E 28° 48.8' Mag Var: 3.6°E

Elevation: 163'

Public, Control Tower, IFR, Landing Fee, Rotating Beacon, Customs

Fuel: 100-130, Jet A-1

Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+2:00 uses DST

Runway Info

Runway 06-24 7546' x 197' concrete

Runway 18L-36R 9843' x 148' concrete

Runway 18R-36L 9843' x 148' concrete

Runway 06 (55.0°M) TDZE 93'

Lights: Edge, ALS, Centerline, REIL

Right Traffic

Stopway Distance 197'

Runway 18L (174.0°M) TDZE 157'

Lights: Edge, ALS, Centerline, REIL, TDZ

Right Traffic

Stopway Distance 197'

Runway 18R (174.0°M) TDZE 163'

Lights: Edge, ALS, Centerline, TDZ

Stopway Distance 197'

Runway 24 (235.0°M) TDZE 90'

Lights: Edge, ALS, Centerline, REIL

Stopway Distance 197'

Runway 36L (354.0°M) TDZE 102'

Lights: Edge, ALS, Centerline, TDZ

Stopway Distance 197'

Runway 36R (354.0°M) TDZE 100'

Lights: Edge, ALS, Centerline, TDZ

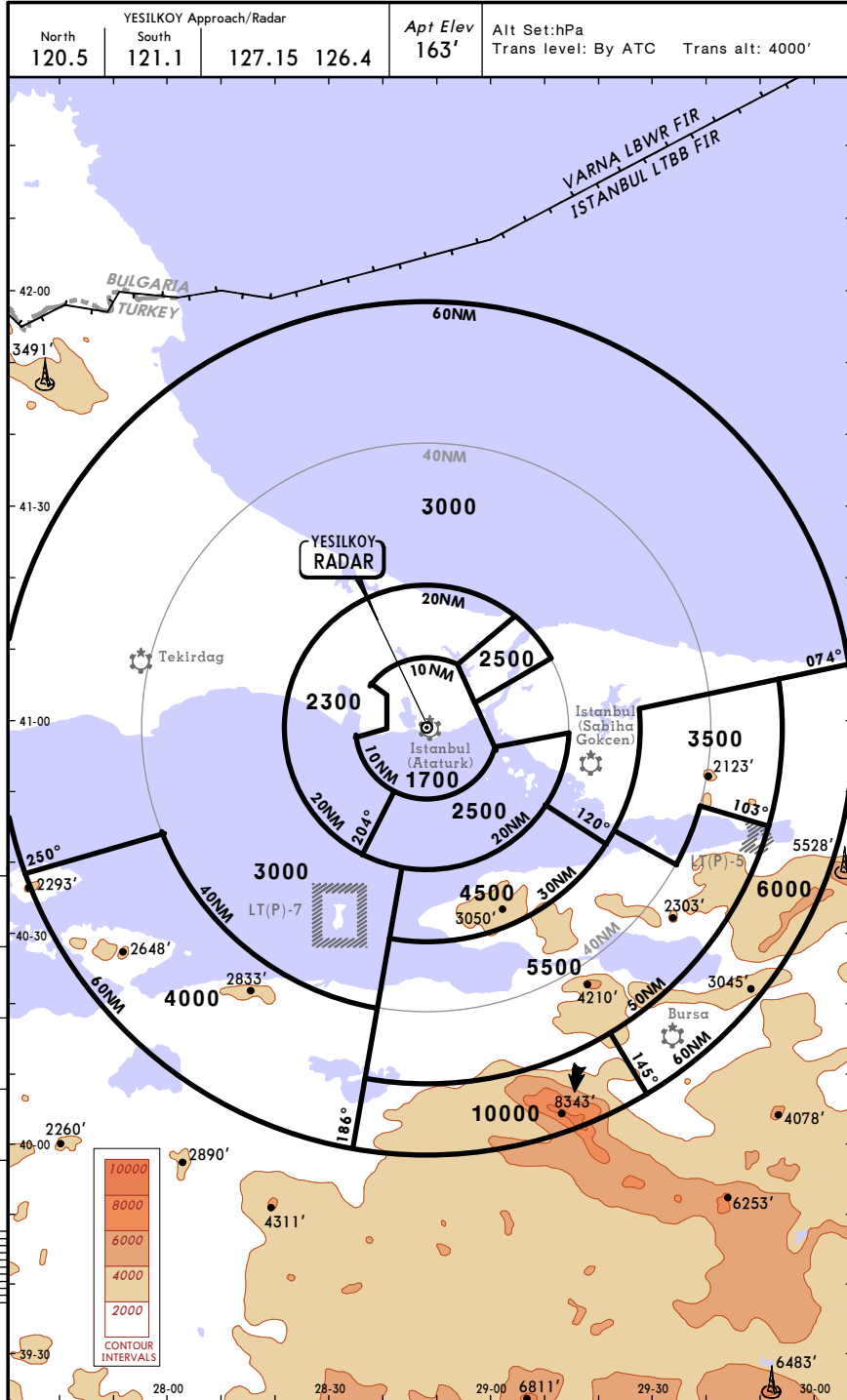
Stopway Distance 197'

Communications InfoATIS **128.2**Yesilkoy Tower **122.325**Yesilkoy Tower **121.8**Yesilkoy Tower **118.575**Yesilkoy Tower **118.1**Yesilkoy Tower **257.80** MilitaryYesilkoy Ground Control **121.9**Yesilkoy Ground Control **121.8**Yesilkoy Ramp/Taxi Control **121.9**Yesilkoy Clearance Delivery **121.7**Yesilkoy Approach Control **127.15**Yesilkoy Approach Control **126.4**Yesilkoy Approach Control **121.1**Yesilkoy Approach Control **120.5**Yesilkoy Approach Control **362.30** MilitaryYesilkoy Radar **127.15**Yesilkoy Radar **126.4**Yesilkoy Radar **121.1**Yesilkoy Radar **120.5**Yesilkoy Radar **362.30** Military**Notebook Info**

LTBA/IST
 ATATURK

JEPPesen
 16 MAR 07 (10-1R)

ISTANBUL, TURKEY
 RADAR MINIMUM ALTITUDES

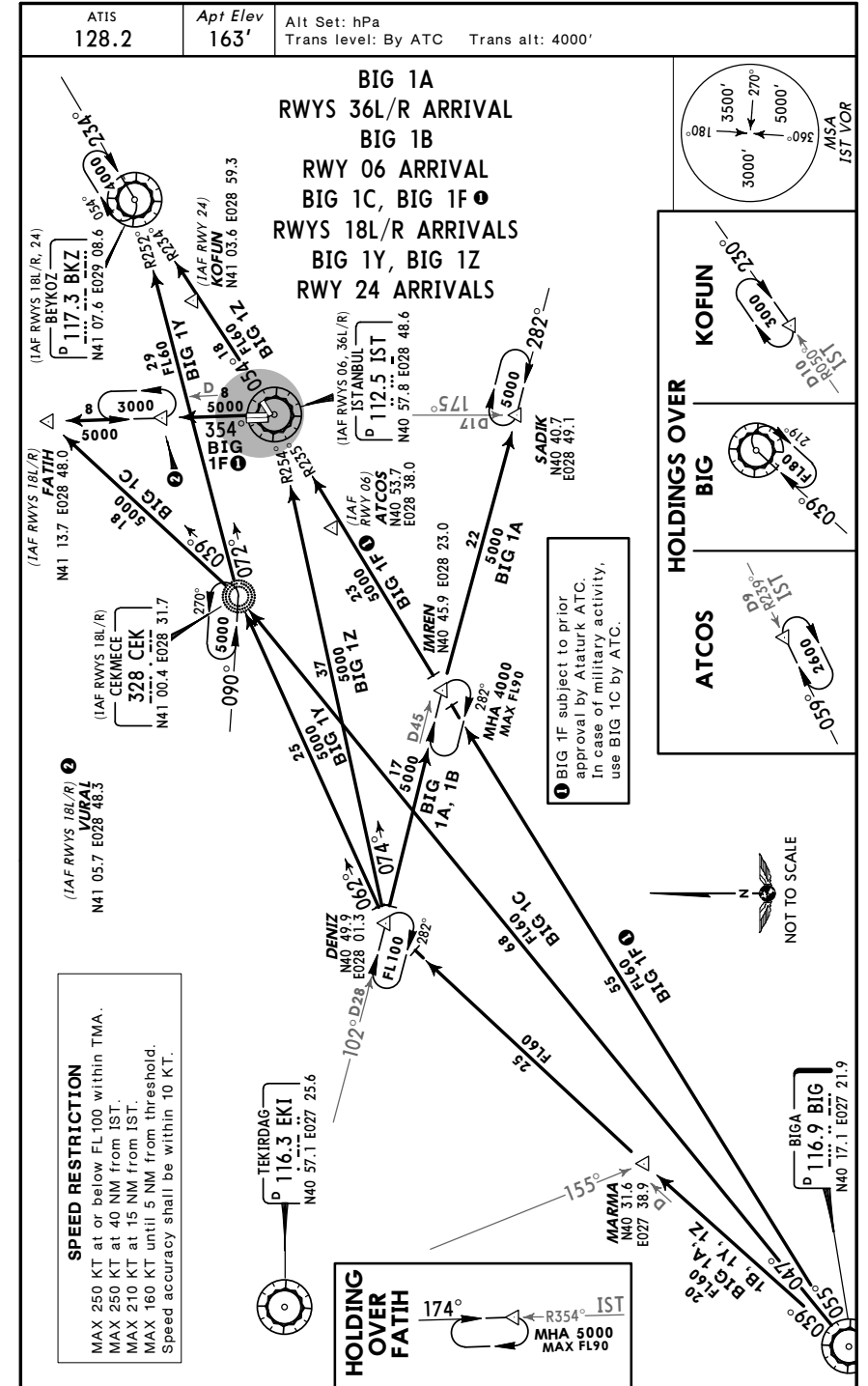


CHANGES: Altitude within 10NM sector raised. © JEPPesen SANDERSON, INC., 2006, 2007. ALL RIGHTS RESERVED.

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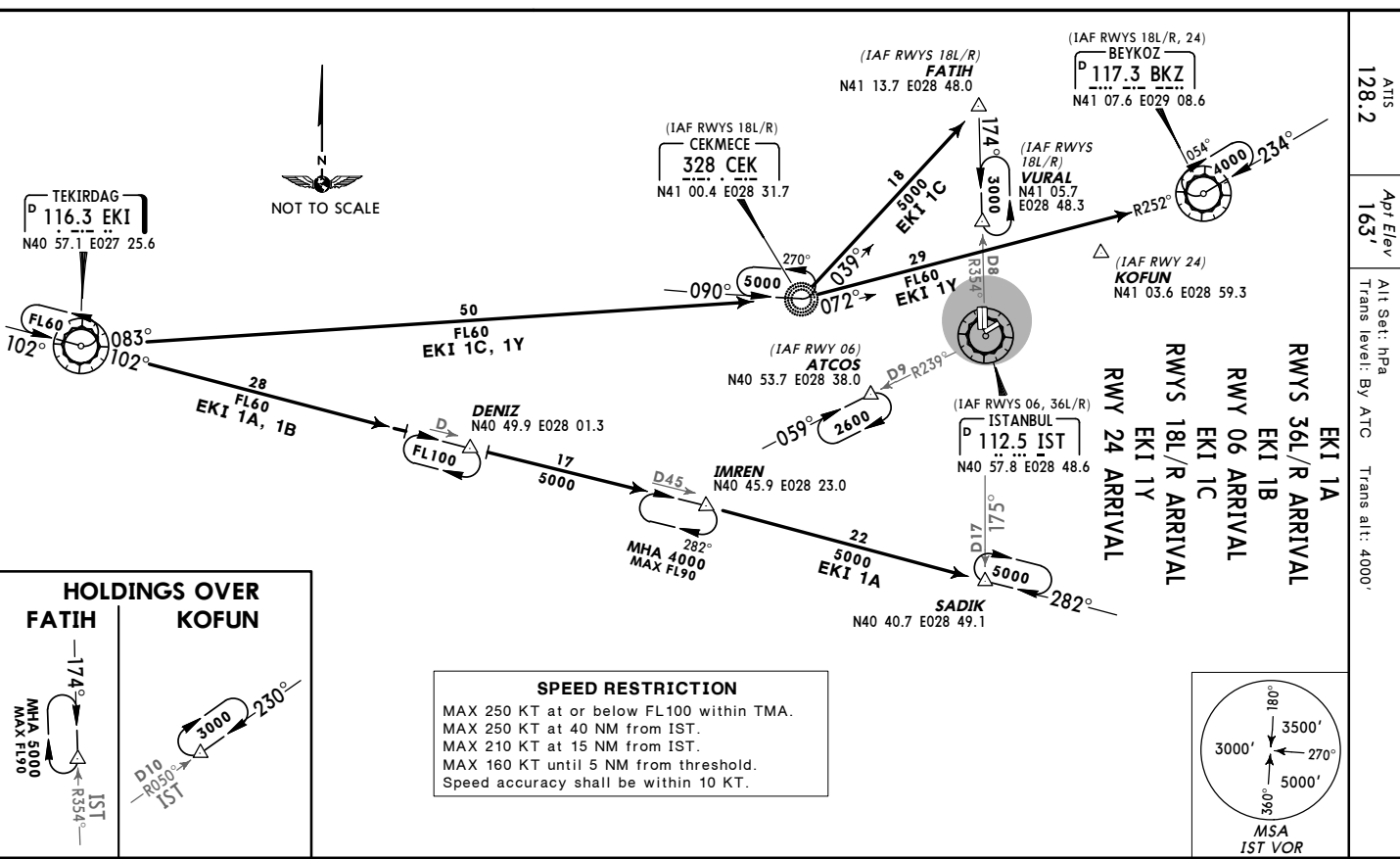
JEPPesen
 16 DEC 05 (10-2) Eff 22 Dec

ISTANBUL, TURKEY
 STAR

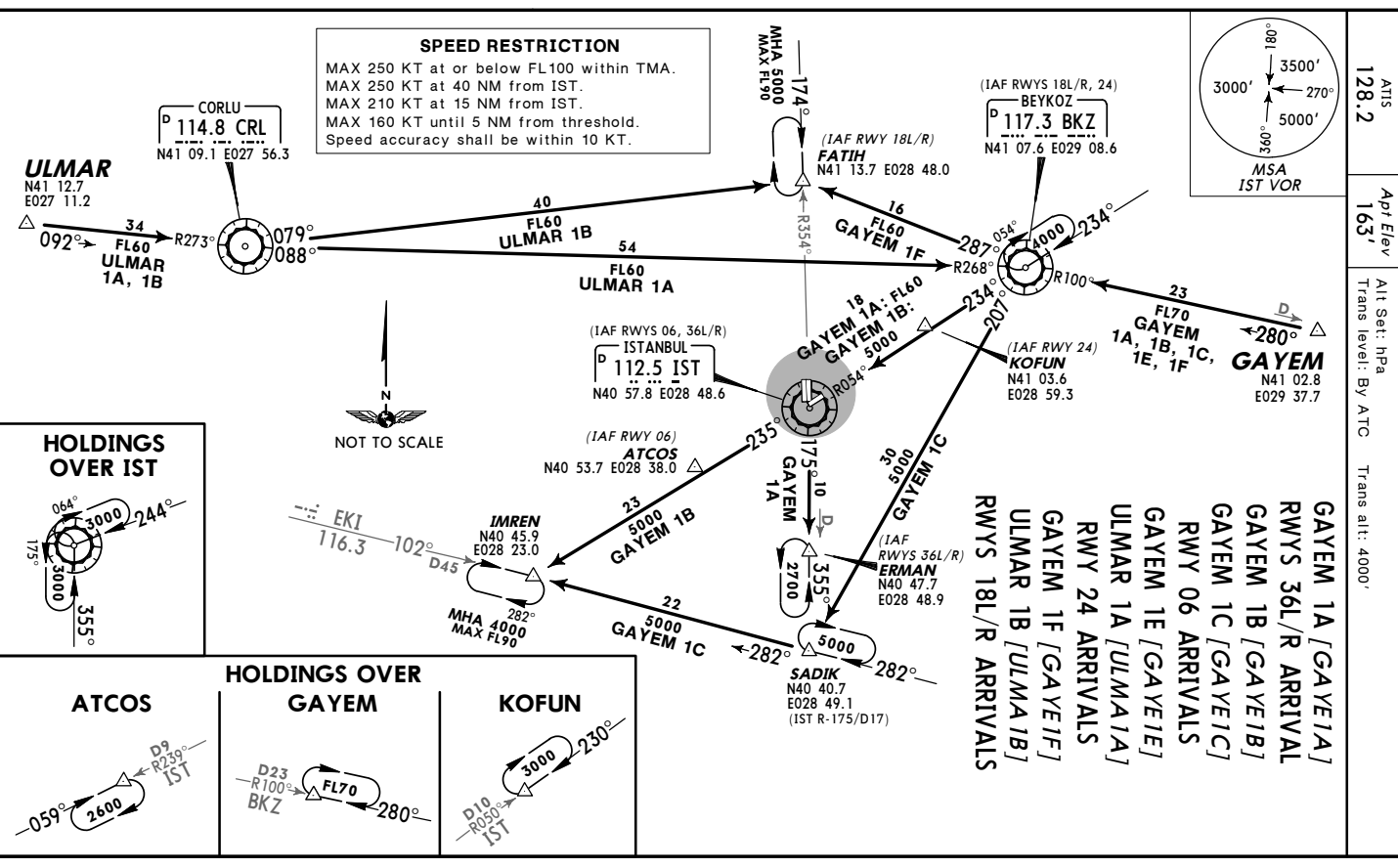


CHANGES: EKI STARs transferred; INS coordinates. © JEPPesen SANDERSON, INC., 2004, 2005. ALL RIGHTS RESERVED.

LTBA/IST
ATATURK
 ATIS 128.2
 Apt Elev 163'
 Alt Set: hPa
 Trans level: By ATC
 Trans alt: 4000'
 16 DEC 05 (10-2A) EFF 23 Dec
JEPPesen
ISTANBUL, TURKEY
STAR



LTBA/IST
ATATURK
 ATIS 128.2
 Apt Elev 163'
 Alt Set: hPa
 Trans level: By ATC
 Trans alt: 4000'
 23 JUN 06 (10-2B) EFF 6 Jul
JEPPesen
ISTANBUL, TURKEY
STAR

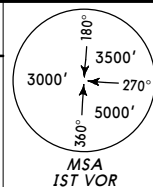


LTBA/IST
 ATATURK

JEPPESEN
 23 JUN 06 (10-2C) Eff 6 Jul

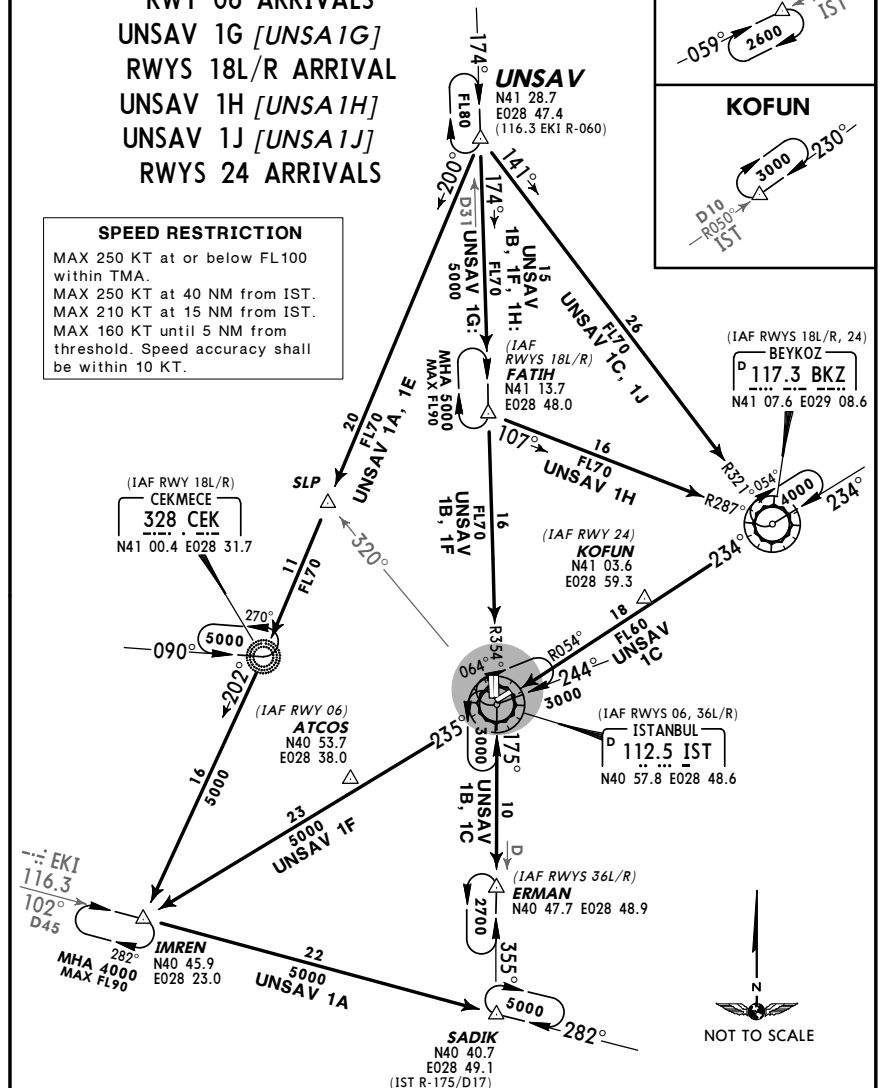
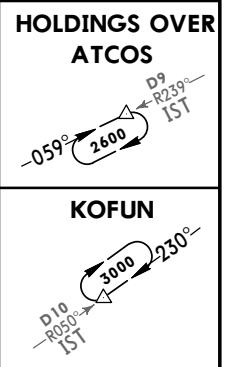
ISTANBUL, TURKEY
 STAR

ATIS 128.2	Apt Elev 163'	Alt Set: hPa Trans level: By ATC Trans alt: 4000'
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- UNSAV 1A [UNSA1A]
- UNSAV 1B [UNSA1B]
- UNSAV 1C [UNSA1C]
- RWYS 36L/R ARRIVALS
- UNSAV 1E [UNSA1E]
- UNSAV 1F [UNSA1F]
- RWY 06 ARRIVALS
- UNSAV 1G [UNSA1G]
- RWYS 18L/R ARRIVAL
- UNSAV 1H [UNSA1H]
- UNSAV 1J [UNSA1J]
- RWYS 24 ARRIVALS

SPEED RESTRICTION
 MAX 250 KT at or below FL100 within TMA.
 MAX 250 KT at 40 NM from IST.
 MAX 210 KT at 15 NM from IST.
 MAX 160 KT until 5 NM from threshold. Speed accuracy shall be within 10 KT.



CHANGES: UNSAV STARs replaced by UNSAV STARs.

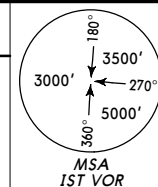
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 16 DEC 05 (10-2D) Eff 22 Dec

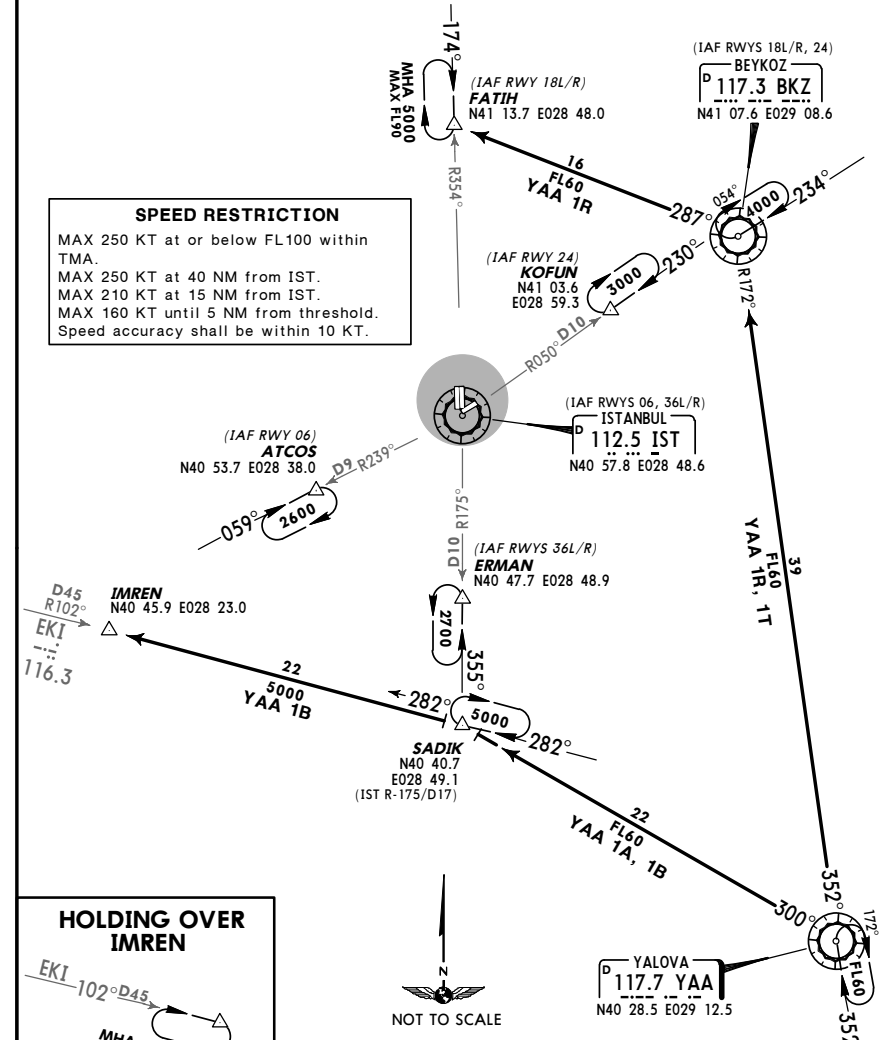
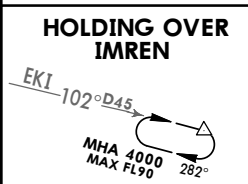
ISTANBUL, TURKEY
 STAR

ATIS 128.2	Apt Elev 163'	Alt Set: hPa Trans level: By ATC Trans alt: 4000'
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- YAA 1A
- RWYS 36L/R ARRIVAL
- YAA 1B
- RWY 06 ARRIVAL
- YAA 1R
- RWYS 18L/R ARRIVAL
- YAA 1T
- RWY 24 ARRIVAL

SPEED RESTRICTION
 MAX 250 KT at or below FL100 within TMA.
 MAX 250 KT at 40 NM from IST.
 MAX 210 KT at 15 NM from IST.
 MAX 160 KT until 5 NM from threshold. Speed accuracy shall be within 10 KT.



CHANGES: New chart.

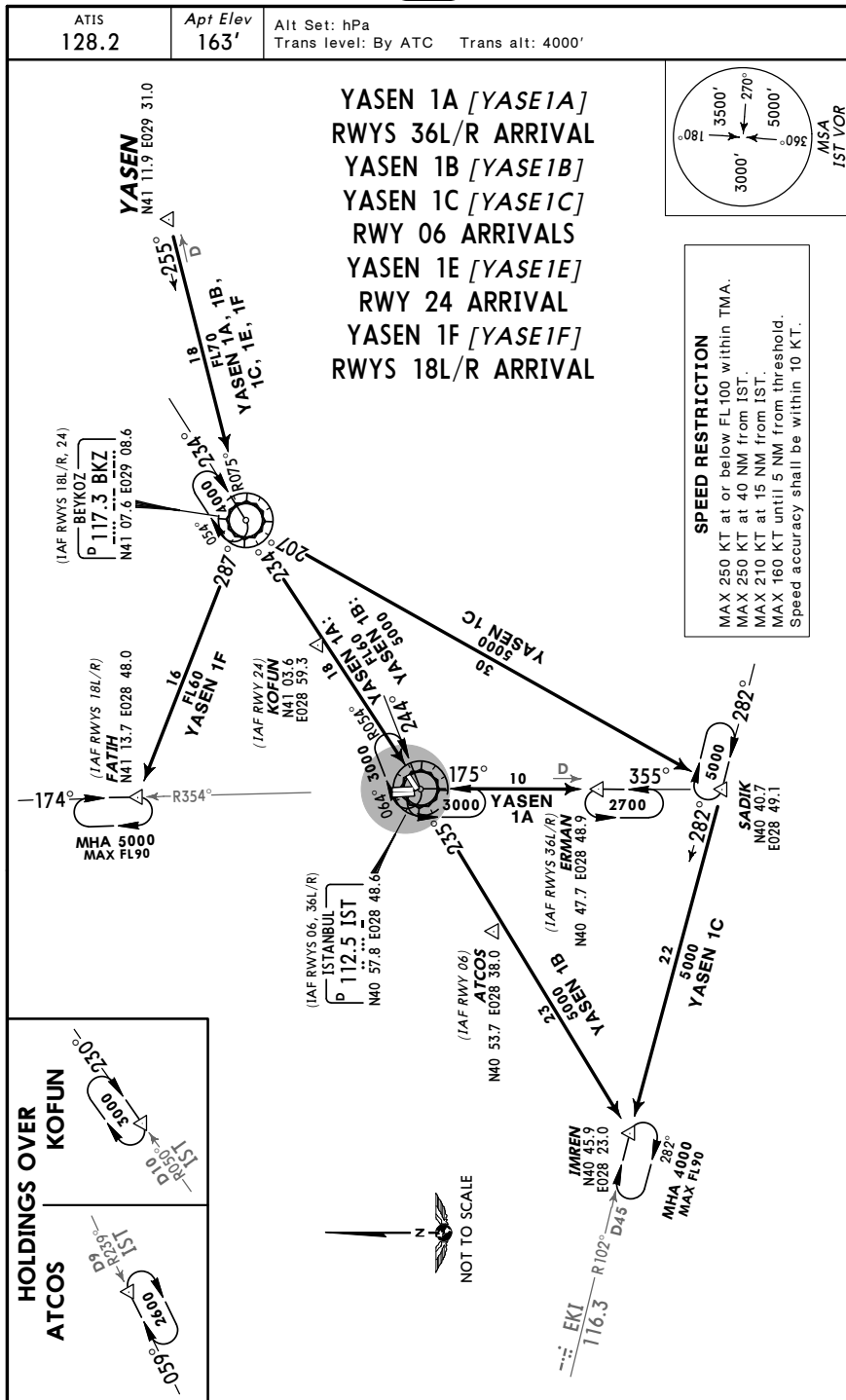
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ISTANBUL, TURKEY

STAR

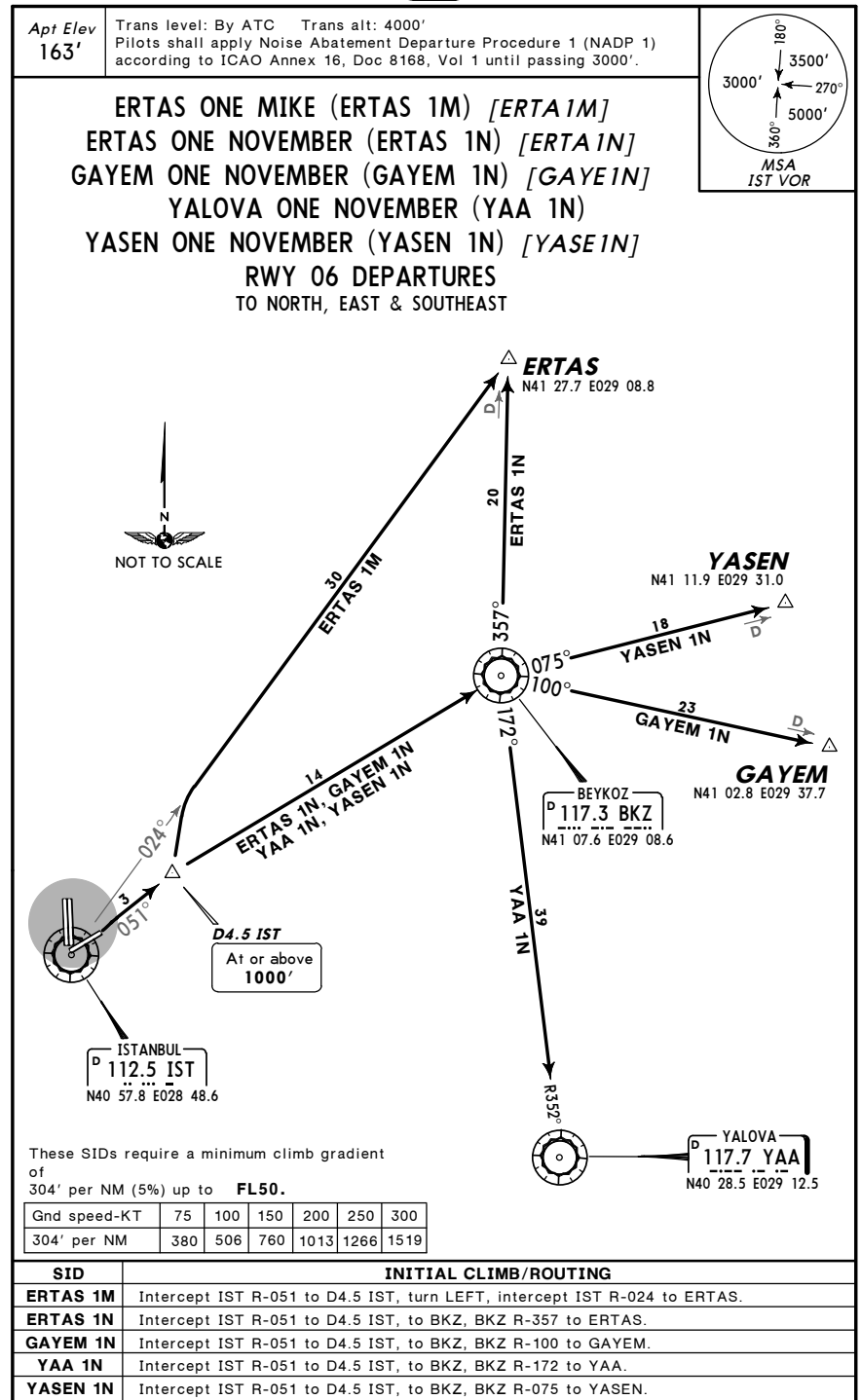


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 ATATURK

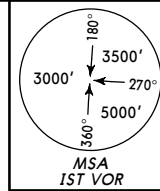
JEPPESEN
 16 DEC 05 (10-3) Eff 22 Dec

ISTANBUL, TURKEY

SID



Trans level: By ATC. Trans alt: 4000'.
 Pilots shall apply Noise Abatement Departure Procedure 1 (NADP 1) according to ICAO Annex 16, Doc 8168, Vol 1 until passing 3000'.

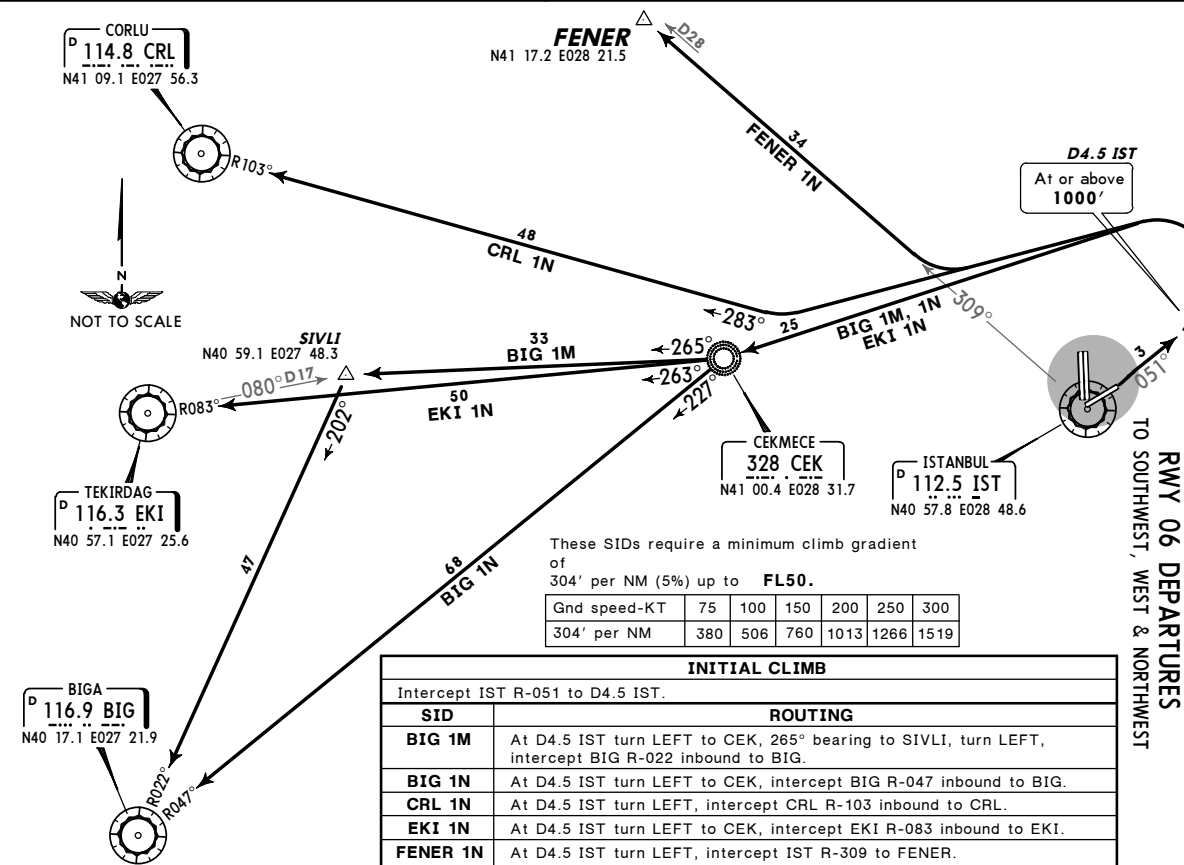


BIG ONE MIKE (BIG 1M)
BIG ONE NOVEMBER (BIG 1N)
CORLU ONE NOVEMBER (CRL 1N)
TEKIRDAG ONE NOVEMBER (EKI 1N)
FENER ONE NOVEMBER (FENER 1N) [FENE1N]
RWY 06 DEPARTURES
 TO SOUTHWEST, WEST & NORTHWEST

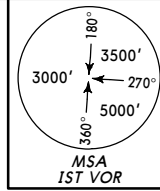
These SIDs require a minimum climb gradient of 304' per NM (5%) up to FL50.

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519

INITIAL CLIMB	
Intercept IST R-051 to D4.5 IST.	
SID	ROUTING
BIG 1M	At D4.5 IST turn LEFT to CEK, 265° bearing to SIVLI, turn LEFT, intercept BIG R-022 inbound to BIG.
BIG 1N	At D4.5 IST turn LEFT to CEK, intercept BIG R-047 inbound to BIG.
CRL 1N	At D4.5 IST turn LEFT, intercept CRL R-103 inbound to CRL.
EKI 1N	At D4.5 IST turn LEFT to CEK, intercept EKI R-083 inbound to EKI.
FENER 1N	At D4.5 IST turn LEFT, intercept IST R-309 to FENER.

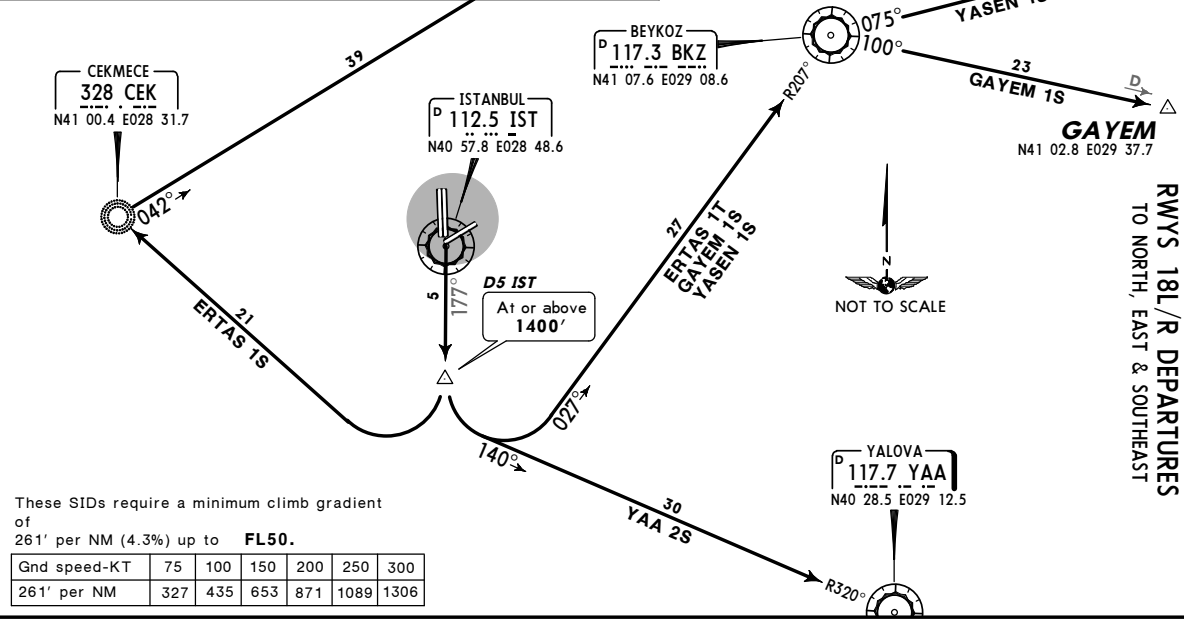


Trans level: By ATC. Trans alt: 4000'.
 Pilots shall apply Noise Abatement Departure Procedure 1 (NADP 1) according to ICAO Annex 16, Doc 8168, Vol 1 until passing 3000'.



ERTAS ONE SIERRA (ERTAS 1S) [ERTA1S]
ERTAS ONE TANGO (ERTAS 1T) [ERTA1T]
GAYEM ONE SIERRA (GAYEM 1S) [GAYE1S]
YALOVA TWO SIERRA (YAA 2S)
YASEN ONE SIERRA (YASEN 1S) [YASE1S]
RWYS 18L/R DEPARTURES
 TO NORTH, EAST & SOUTHEAST

INITIAL CLIMB	
Intercept IST R-177 to D5 IST.	
SID	ROUTING
ERTAS 1S	At D5 IST turn RIGHT to CEK, 042° bearing to ERTAS.
ERTAS 1T	At D5 IST turn LEFT, intercept BKZ R-207 inbound to BKZ, BKZ R-357 to ERTAS.
GAYEM 1S	At D5 IST turn LEFT, intercept BKZ R-207 inbound to BKZ, BKZ R-100 to GAYEM.
YAA 2S	At D5 IST turn LEFT, intercept YAA R-320 inbound to YAA.
YASEN 1S	At D5 IST turn LEFT, intercept BKZ R-207 inbound to BKZ, BKZ R-075 to YASEN.

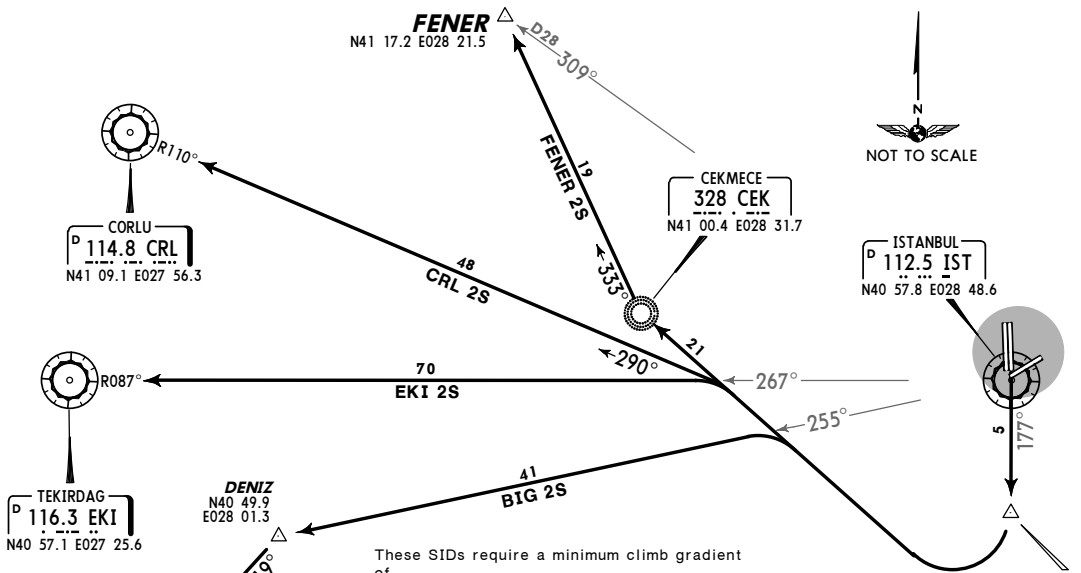


These SIDs require a minimum climb gradient of 261' per NM (4.3%) up to FL50.

Gnd speed-KT	75	100	150	200	250	300
261' per NM	327	435	653	871	1089	1306

Trans level: By ATC Trans alt: 4000'
 Pilots shall apply Noise Abatement Departure Procedure 1 (NADP 1) according to ICAO Annex 16, Doc 8168, Vol 1 until passing 3000'.

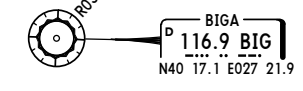
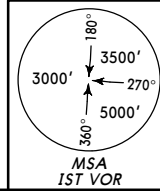
BIG TWO SIERRA (BIG 2S)
CORLU TWO SIERRA (CRL 2S)
FENER TWO SIERRA (FENER 2S) [FENE2S]
TEKIRDAG TWO SIERRA (EKI 2S)
RWYS 18L/R DEPARTURES
TO SOUTHWEST, WEST & NORTHWEST



These SIDs require a minimum climb gradient of 261' per NM (4.3%) up to **FL50**.

Gnd speed-KT	75	100	150	200	250	300
261' per NM	327	435	653	871	1089	1306

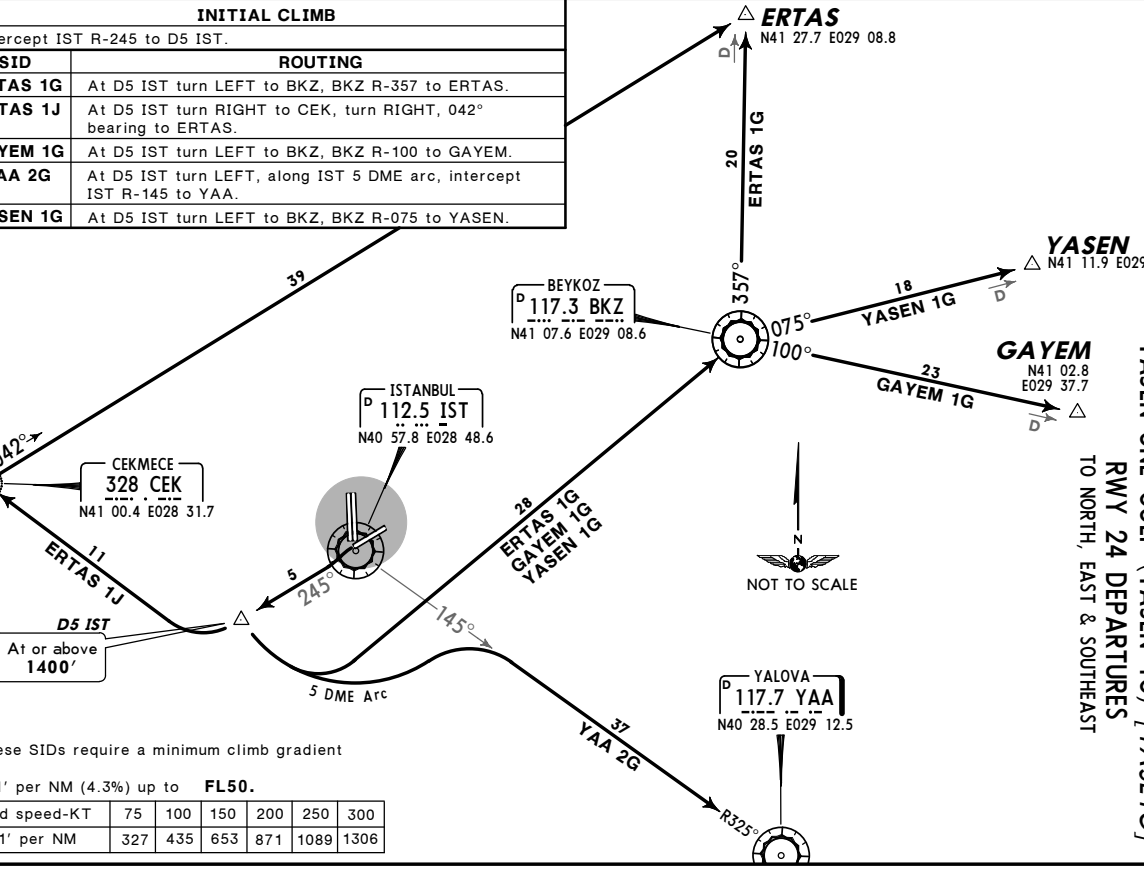
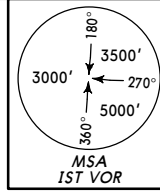
INITIAL CLIMB	
Intercept IST R-177 to D5 IST.	
SID	ROUTING
BIG 2S	At D5 IST turn RIGHT, intercept IST R-255 to DENIZ, turn LEFT, intercept BIG R-039 inbound to BIG.
CRL 2S	At D5 IST turn RIGHT, intercept CRL R-110 inbound to CRL.
EKI 2S	At D5 IST turn RIGHT, intercept IST R-267 to EKI.
FENER 2S	At D5 IST turn RIGHT to CEK, 333° bearing to FENER.



CHANGES: None.
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Trans level: By ATC Trans alt: 4000'
 Pilots shall apply Noise Abatement Departure Procedure 1 (NADP 1) according to ICAO Annex 16, Doc 8168, Vol 1 until passing 3000'.

ERTAS ONE GOLF (ERTAS 1G) [ERTA1G]
ERTAS ONE JULIETT (ERTAS 1J) [ERTA1J]
GAYEM ONE GOLF (GAYEM 1G) [GAYE1G]
YALOVA TWO GOLF (YAA 2G)
YASEN ONE GOLF (YASEN 1G) [YASE1G]
RWY 24 DEPARTURES
TO NORTH, EAST & SOUTHEAST



These SIDs require a minimum climb gradient of 261' per NM (4.3%) up to **FL50**.

Gnd speed-KT	75	100	150	200	250	300
261' per NM	327	435	653	871	1089	1306

CHANGES: SID YAA 2G revised.
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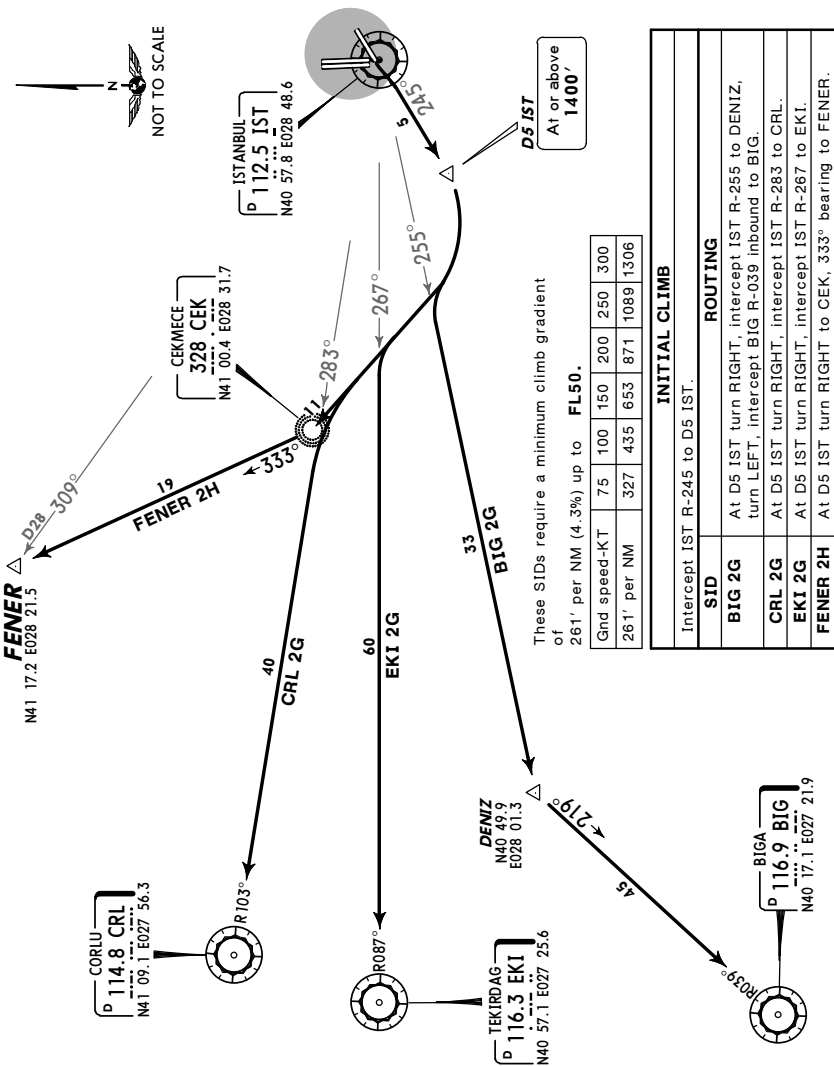
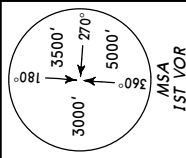
JEPPESEN
 16 DEC 05 (10-3E) Eff 22 Dec

ISTANBUL, TURKEY

SID

Apt Elev 163'
 Trans level: By ATC Trans alt: 4000'
 Pilots shall apply Noise Abatement Departure Procedure 1 (NADP 1) according to ICAO Annex 16, Doc 8168, Vol 1 until passing 3000'.

BIGA TWO GOLF (BIG 2G)
 CORLU TWO GOLF (CRL 2G)
 FENER TWO HOTEL (FENER 2H) [FENE2H]
 TEKIRDAG TWO GOLF (EKI 2G)
 RWY 24 DEPARTURES
 TO SOUTHWEST, WEST & NORTHWEST



INITIAL CLIMB	
Intercept IST R-245 to D5 IST.	
SID	ROUTING
BIG 2G	At D5 IST turn RIGHT, intercept IST R-255 to DENIZ, turn LEFT, intercept BIG R-039 inbound to BIG.
CRL 2G	At D5 IST turn RIGHT, intercept IST R-283 to CRL.
EKI 2G	At D5 IST turn RIGHT, intercept IST R-267 to EKI.
FENER 2H	At D5 IST turn RIGHT to CEK, 333° bearing to FENER.

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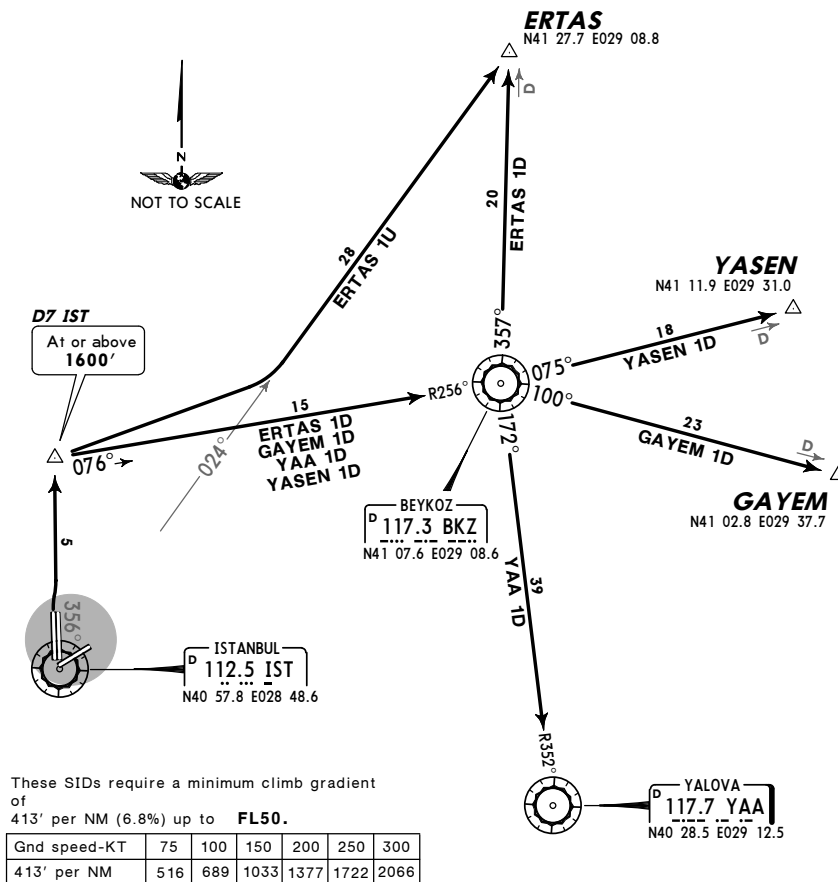
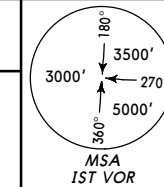
JEPPESEN
 16 DEC 05 (10-3F) Eff 22 Dec

ISTANBUL, TURKEY

SID

Apt Elev 163'
 Trans level: By ATC Trans alt: 4000'
 Pilots shall apply Noise Abatement Departure Procedure 1 (NADP 1) according to ICAO Annex 16, Doc 8168, Vol 1 until passing 3000'.

ERTAS ONE DELTA (ERTAS 1D) [ERTA1D]
 ERTAS ONE UNIFORM (ERTAS 1U) [ERTA1U]
 GAYEM ONE DELTA (GAYEM 1D) [GAYE1D]
 YALOVA ONE DELTA (YAA 1D)
 YASEN ONE DELTA (YASEN 1D) [YASE1D]
 RWY 36L DEPARTURES
 TO NORTH, EAST & SOUTHEAST



These SIDs require a minimum climb gradient of 413' per NM (6.8%) up to FL50.

Gnd speed-KT	75	100	150	200	250	300
413' per NM	516	689	1033	1377	1722	2066

INITIAL CLIMB	
Intercept IST R-356 to D7 IST.	
SID	ROUTING
ERTAS 1D	At D7 IST turn RIGHT, intercept BKZ R-256 inbound to BKZ, BKZ R-357 to ERTAS.
ERTAS 1U	At D7 IST turn RIGHT, intercept IST R-024 to ERTAS.
GAYEM 1D	At D7 IST turn RIGHT, intercept BKZ R-256 inbound to BKZ, BKZ R-100 to GAYEM.
YAA 1D	At D7 IST turn RIGHT, intercept BKZ R-256 inbound to BKZ, BKZ R-172 to YAA.
YASEN 1D	At D7 IST turn RIGHT, intercept BKZ R-256 inbound to BKZ, BKZ R-075 to YASEN.

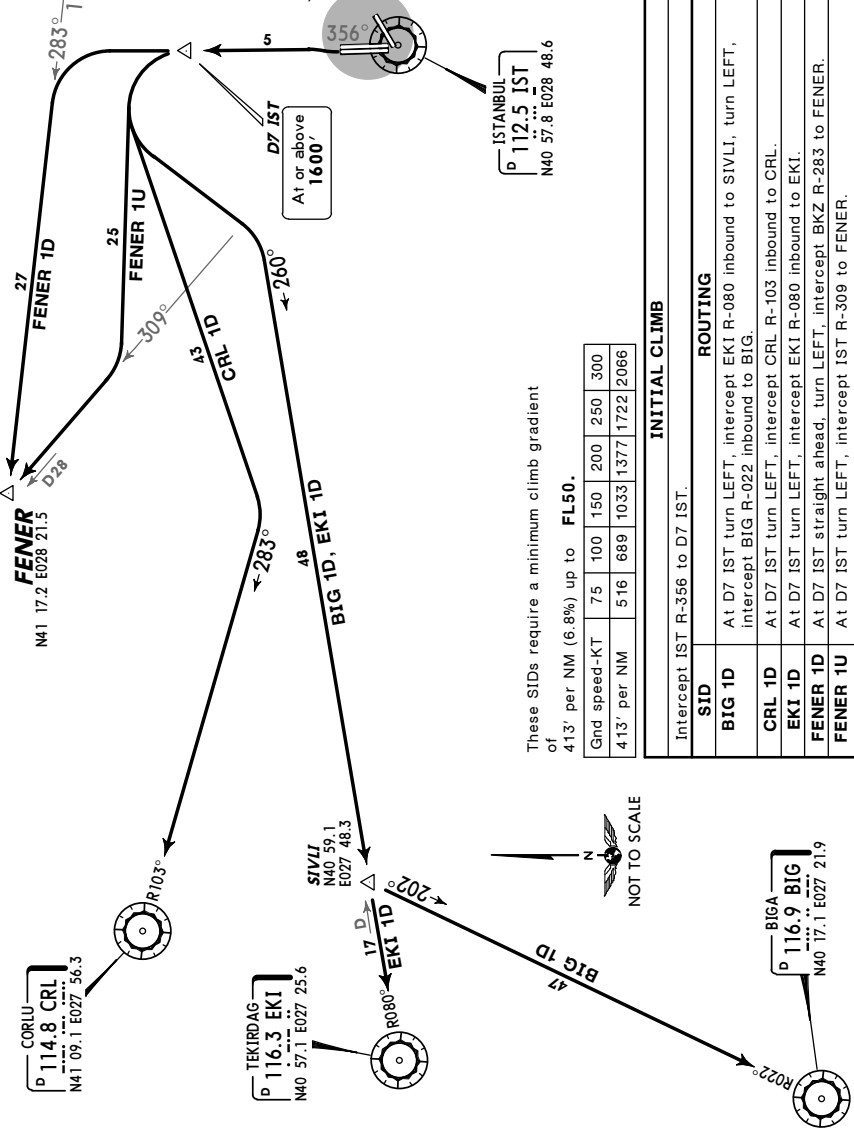
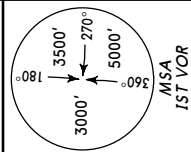
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JEPPESEN
 16 DEC 05 (10-3G) Eff 22 Dec

ISTANBUL, TURKEY
 SID

Apt Elev 163'
 Trans level: By ATC Trans alt: 4000'
 Pilots shall apply Noise Abatement Departure Procedure 1 (NADP 1) according to ICAO Annex 16, Doc 8168, Vol 1 until passing 3000'.

BIGA ONE DELTA (BIG 1D)
 CORLU ONE DELTA (CRL 1D)
 FENER ONE DELTA (FENER 1D) [FENE1D]
 FENER ONE UNIFORM (FENER 1U) [FENE1U]
 TEKIRDAG ONE DELTA (EKI 1D)
 RWY 36L DEPARTURES
 TO SOUTHWEST, WEST & NORTHWEST



INITIAL CLIMB

Intercept IST R-356 to D7 IST.

SID	ROUTING
BIG 1D	At D7 IST turn LEFT, intercept EKI R-080 inbound to SIVLI, turn LEFT, intercept BIG R-022 inbound to BIG.
CRL 1D	At D7 IST turn LEFT, intercept CRL R-103 inbound to CRL.
EKI 1D	At D7 IST turn LEFT, intercept EKI R-080 inbound to EKI.
FENER 1D	At D7 IST straight ahead, turn LEFT, intercept BKZ R-283 to FENER.
FENER 1U	At D7 IST turn LEFT, intercept IST R-309 to FENER.

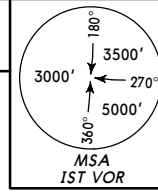
These SIDs require a minimum climb gradient of 413' per NM (6.8%) up to FL50.

LTBA/IST
 ATATURK

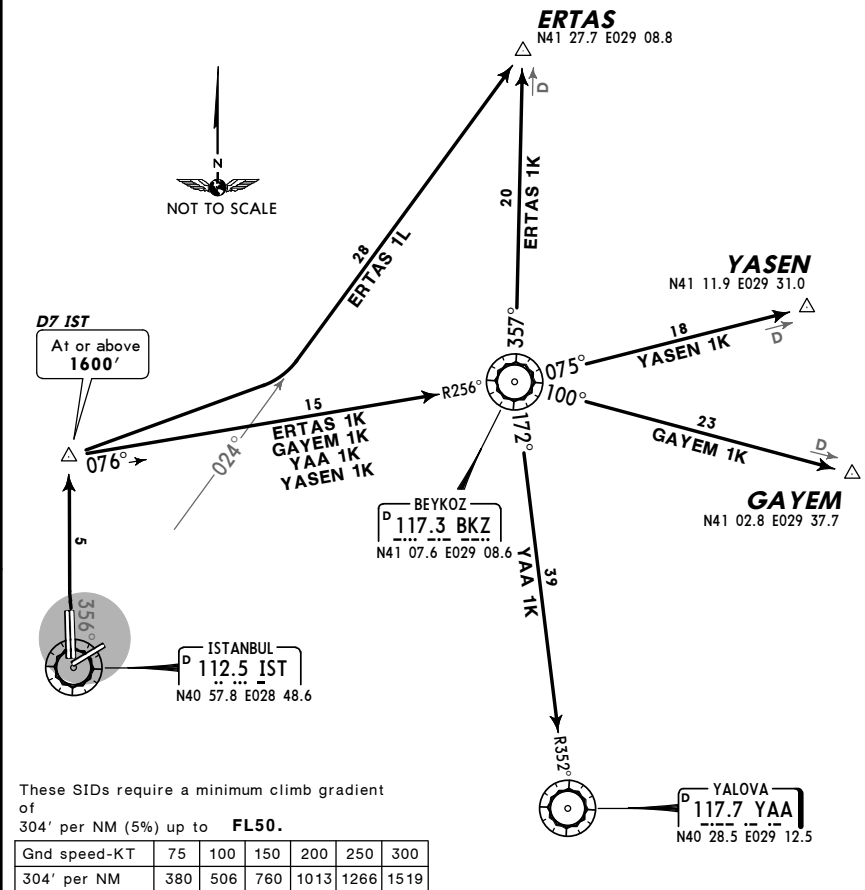
JEPPESEN
 16 DEC 05 (10-3H) Eff 22 Dec

ISTANBUL, TURKEY
 SID

Apt Elev 163'
 Trans level: By ATC Trans alt: 4000'
 Pilots shall apply Noise Abatement Departure Procedure 1 (NADP 1) according to ICAO Annex 16, Doc 8168, Vol 1 until passing 3000'.



ERTAS ONE KILO (ERTAS 1K) [ERTA1K]
 ERTAS ONE LIMA (ERTAS 1L) [ERTA1L]
 GAYEM ONE KILO (GAYEM 1K) [GAYE1K]
 YALOVA ONE KILO (YAA 1K)
 YASEN ONE KILO (YASEN 1K) [YASE1K]
 RWY 36R DEPARTURES
 TO NORTH, EAST & SOUTHEAST



These SIDs require a minimum climb gradient of 304' per NM (5%) up to FL50.

INITIAL CLIMB

Intercept IST R-356 to D7 IST.

SID	ROUTING
ERTAS 1K	At D7 IST turn RIGHT, intercept BKZ R-256 inbound to BKZ, BKZ R-357 to ERTAS.
ERTAS 1L	At D7 IST turn RIGHT, intercept IST R-024 to ERTAS.
GAYEM 1K	At D7 IST turn RIGHT, intercept BKZ R-256 inbound to BKZ, BKZ R-100 to GAYEM.
YAA 1K	At D7 IST turn RIGHT, intercept BKZ R-256 inbound to BKZ, BKZ R-172 to YAA.
YASEN 1K	At D7 IST turn RIGHT, intercept BKZ R-256 inbound to BKZ, BKZ R-075 to YASEN.

LTBA/IST
 ATATURK

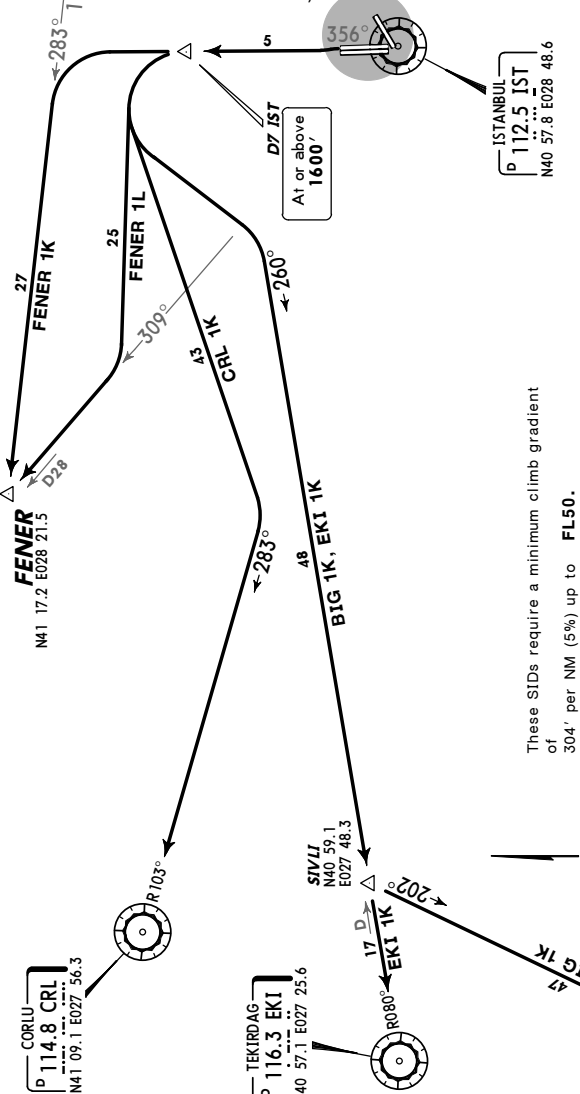
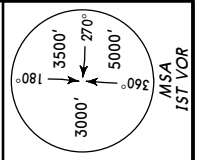
JEPPESEN
 16 DEC 05 (10-3J) Eff 22 Dec

ISTANBUL, TURKEY

SID

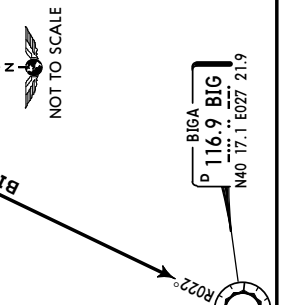
Apt Elev 163'
 Trans level: By ATC Trans alt: 4000'
 Pilots shall apply Noise Abatement Departure Procedure 1 (NADP 1) according to ICAO Annex 16, Doc 8168, Vol 1 until passing 3000'.

BIGA ONE KILO (BIG 1K)
CORLU ONE KILO (CRL 1K)
FENER ONE KILO (FENER 1K) [FENE1K]
FENER ONE LIMA (FENER 1L) [FENE1L]
TEKIRDAG ONE KILO (EKI 1K)
RWY 36R DEPARTURES
TO SOUTHWEST, WEST & NORTHWEST



INITIAL CLIMB	
Intercept IST R-356 to D7 IST.	
SID	ROUTING
BIG 1K	At D7 IST turn LEFT, intercept EKI R-080 inbound to SIVLI, turn LEFT, intercept BIG R-022 inbound to BIG.
CRL 1K	At D7 IST turn LEFT, intercept CRL R-103 inbound to CRL.
EKI 1K	At D7 IST turn LEFT, intercept EKI R-080 inbound to EKI.
FENER 1K	At D7 IST straight ahead, turn LEFT, intercept BKZ R-283 to FENER.
FENER 1L	At D7 IST turn LEFT, intercept IST R-309 to FENER.

These SIDs require a minimum climb gradient of 304' per NM (5%) up to FL50.	
Gnd speed-KT	75 100 150 200 250 300
304' per NM	380 506 760 1013 1266 1519

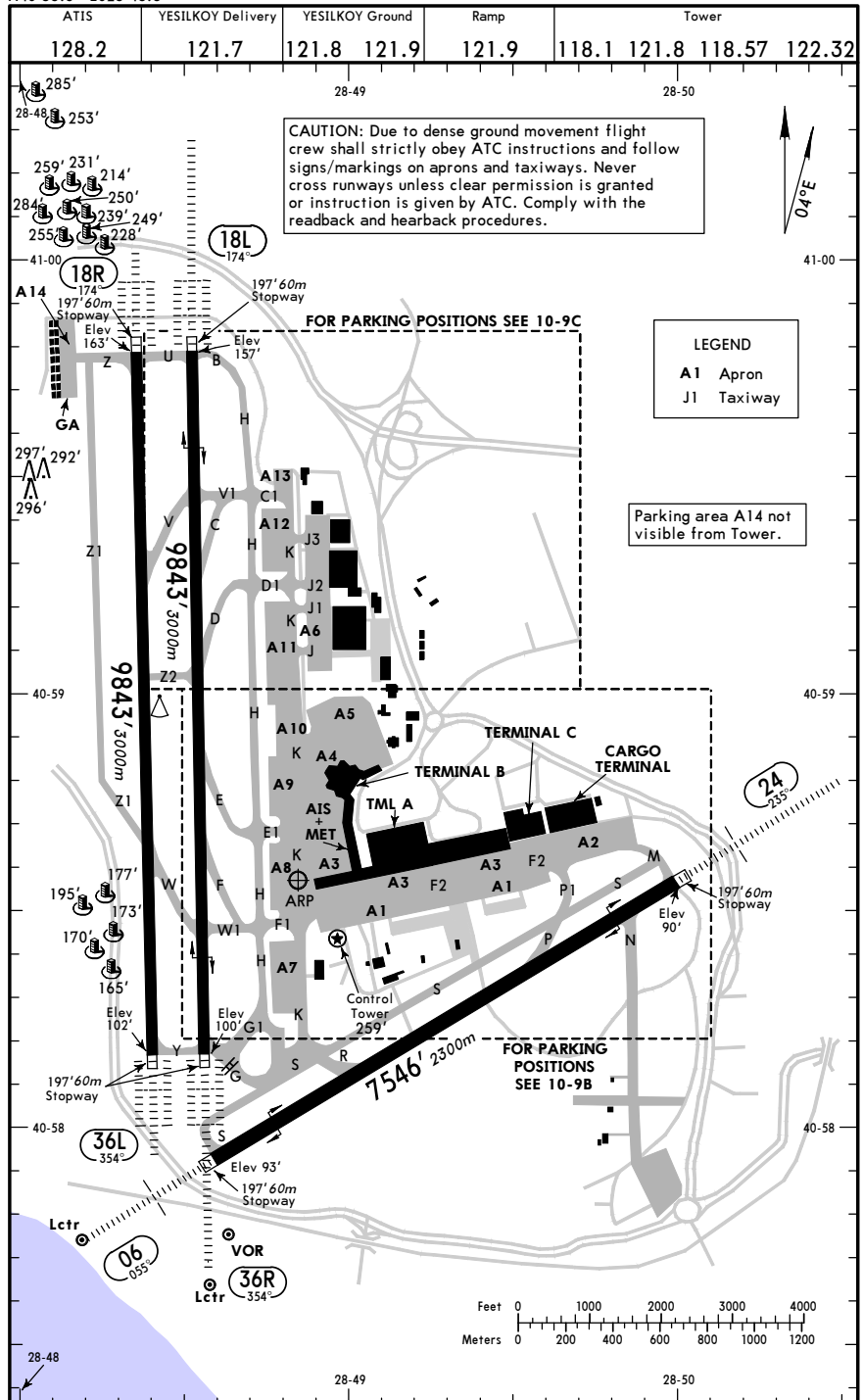


LTBA/IST
 Apt Elev 163'

JEPPESEN
 21 DEC 07 (10-9)

ISTANBUL, TURKEY

ATATURK



LTBA/IST

JEPPESEN
 21 DEC 07 (10-9A)

ISTANBUL, TURKEY
 ATATURK

GENERAL

Rwy 36R approved for CAT II operations, special aircrew and acft certification required.
 Before an engine test contact Tower.
 Rwy 06 & 18L right-hand circuit.

ADDITIONAL RUNWAY INFORMATION

RWY	USABLE LENGTHS LANDING BEYOND	TAKE-OFF	WIDTH
06	HIRL (60m) CL (30m white) HIALS SFL REIL PAPI (3.0°)		197'
24	HIRL (60m) CL (30m white) HIALS SFL REIL PAPI (3.2°)		60m

18L	HIRL ① CL ② ALSF-II TDZ REIL PAPI (3.0°) ③	8809' 2685m	148'
36R	HIRL ① CL ② ALSF-II TDZ PAPI (2.7°) ③	8900' 2713m	45m

- ① spacing 60m.
- ② spacing 15m, white.
- ③ HST, RVR

18R	HIRL (60m) CL (15m white) HIALS-II SFL TDZ ④ RVR		148'
36L	HIRL (60m) CL (15m white) HIALS-II SFL TDZ ⑤ RVR	8932' 2722m	45m

- ④ PAPI (3.5°).
- ⑤ PAPI (3.0°).

START-UP PROCEDURES

Request to start engines shall be made approximately 15 minutes prior to planned time of departure.

When requesting start-up clearance the planned time of departure shall be stated.

Start-up clearance or later taxi clearance can be based on the planned time of departure, therefore, the planned time of departure shall be made good.

JAR-OPS

TAKE-OFF ①

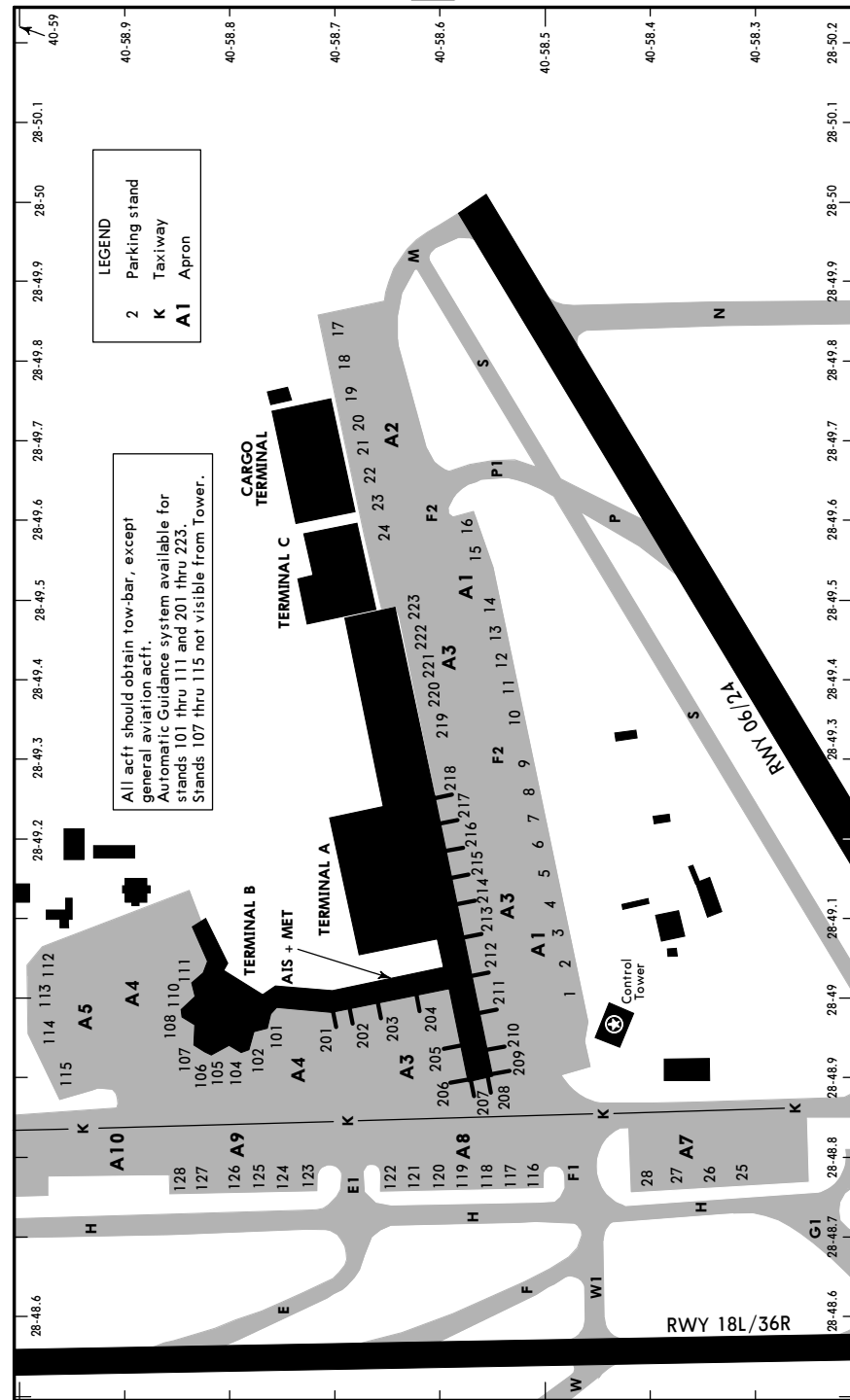
	Rwy 18L/36R, 18R/36L LVP must be in Force		All Rwys			
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	LVP must be in Force RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A						
B	125m	150m	200m	250m	400m	500m
C						
D	150m	200m	250m	300m		

① Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.

LTBA/IST

JEPPESEN
 21 DEC 07 (10-9B)

ISTANBUL, TURKEY
 ATATURK



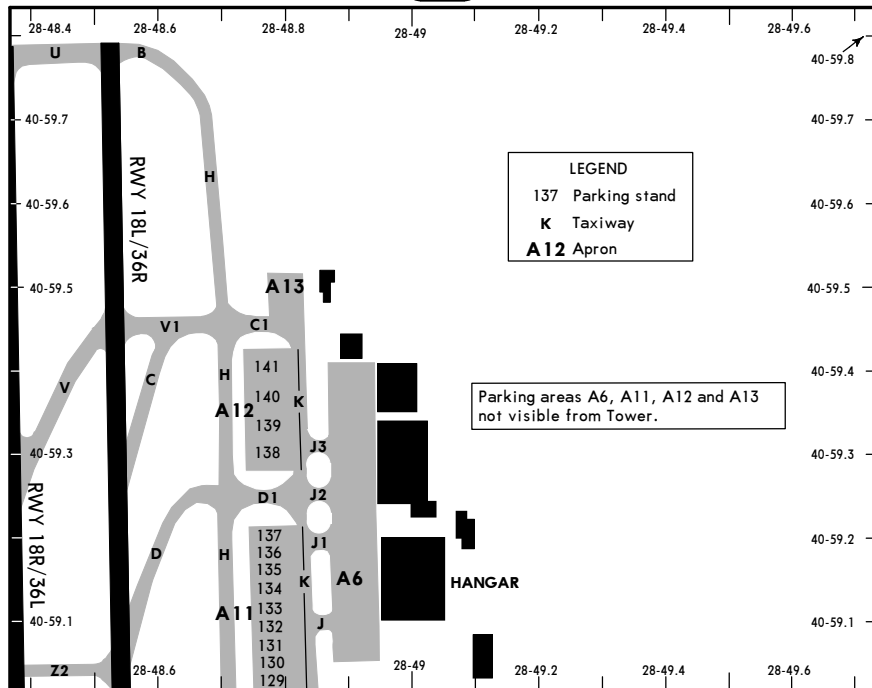
LEGEND
 2 Parking stand
 K Taxiway
 A1 Apron

All acft should obtain tow-bar, except general aviation acft.
 Automatic Guidance system available for stands 101 thru 111 and 201 thru 223.
 Stands 107 thru 115 not visible from Tower.

LTBA/IST

JEPPesen
 21 DEC 07 (10-9C)

ISTANBUL, TURKEY
 ATATURK



LEGEND
 137 Parking stand
 K Taxiway
 A12 Apron

Parking areas A6, A11, A12 and A13 not visible from Tower.

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1	N40 58.5 E028 49.0	117 thru 121	N40 58.6 E028 48.8
2 thru 4	N40 58.5 E028 49.1	122, 123	N40 58.7 E028 48.8
5 thru 7	N40 58.5 E028 49.2	124 thru 126	N40 58.8 E028 48.8
8, 9	N40 58.5 E028 49.3	127, 128	N40 58.9 E028 48.8
10 thru 12	N40 58.5 E028 49.4	129, 130	N40 59.0 E028 48.8
13 thru 15	N40 58.5 E028 49.5	131 thru 133	N40 59.1 E028 48.8
16	N40 58.6 E028 49.6	134 thru 137	N40 59.2 E028 48.8
17	N40 58.7 E028 49.9	138	N40 59.3 E028 48.8
18, 19	N40 58.7 E028 49.8	139 thru 141	N40 59.4 E028 48.8
20 thru 22	N40 58.7 E028 49.7	201 thru 203	N40 58.7 E028 49.0
23, 24	N40 58.7 E028 49.6	204	N40 58.6 E028 49.0
25	N40 58.3 E028 48.8	205 thru 208	N40 58.6 E028 48.9
26 thru 28	N40 58.4 E028 48.8	209 thru 211	N40 58.6 E028 49.0
101	N40 58.8 E028 49.0	212 thru 214	N40 58.6 E028 49.1
102 thru 105	N40 58.8 E028 48.9	215, 216	N40 58.6 E028 49.2
106	N40 58.9 E028 48.9	217, 218	N40 58.6 E028 49.3
107 thru 111	N40 58.9 E028 49.0	219	N40 58.6 E028 49.3
112 thru 114	N40 59.0 E028 49.0	220, 221	N40 58.6 E028 49.4
115	N40 59.0 E028 48.9	222, 223	N40 58.6 E028 49.5
116	N40 58.5 E028 48.8		

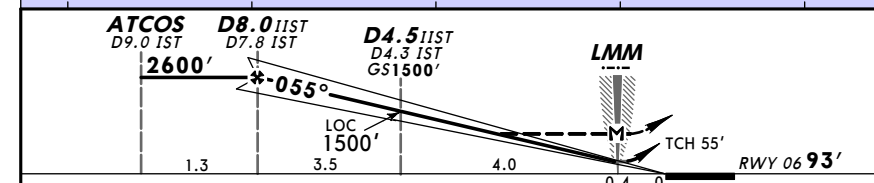
LTBA/IST
 ATATURK

JEPPesen
 16 MAR 07 (11-1)

ISTANBUL, TURKEY
 MISSED APCH CLIMB GRAD MIM 3.5% ILS DME Rwy 06

ATIS 128.2	North 120.5	YESILKOY Approach/Radar 121.1	127.15	126.4	YESILKOY Tower 118.1	121.8	Ground 121.8	121.9
LOC IIST *110.3	Final Apch Crs 055°	GS D4.5 IIST 1500' (1407')	ILS DA(H) 293' (200')	Apt Elev 163'	RWY 93'			

MISSED APCH: Climb on R-053 IST to cross D5.5 IST at or above 1500'.
 Proceed on R-053 IST to cross BKZ VOR at 4000' and hold.

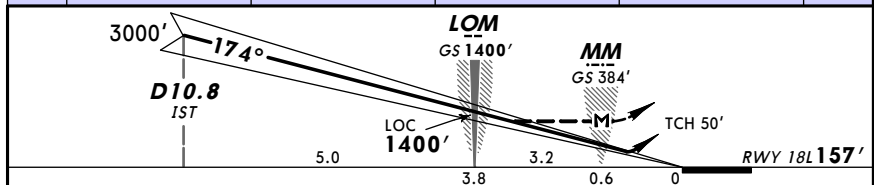
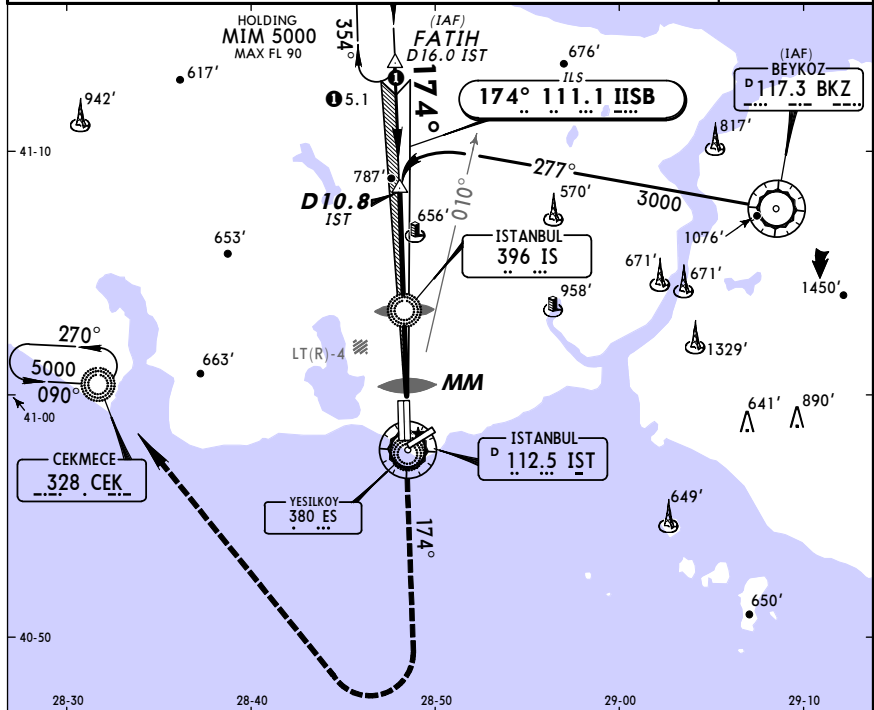


Gnd speed-Kts	70	90	100	120	140	160	HIALS	MIM	IST	D5.5
ILS GS 3.00° or	377	484	538	646	753	861	REIL PAPI	1500'	112.5	
LOC Descent Gradient 5.2%							PAPI	on	R-053	

STRAIGHT-IN LANDING RWY 06 Missed apch climb gradient mim 3.5%				CIRCLE-TO-LAND			
ILS DA(H) 293' (200')		LOC (GS out) MDA(H) 470' (377')					
FULL	ALS out	LMM out	ALS out	Max Kts	MDA(H)	VIS	
A		RVR 1200m		100	1100' (937')	1500m	
B		RVR 1300m	NOT AUTH	135	1100' (937')	1600m	
C	RVR 700m	RVR 1400m		180	1100' (937')	2400m	
D		RVR 1600m		205	1100' (937')	3600m	

LTBA/IST ATATURK
 16 MAR 07 (11-2) JEPPESEN ISTANBUL, TURKEY ILS Rwy 18L

ATIS	North	YESILKOY Approach/Radar		YESILKOY Tower		Ground	
128.2	120.5	121.1	127.15	126.4	118.1	121.8	121.9
LOC IISB	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 163'			
111.1	174°	1400' (1243')	360' (203')	RWY 157'			
MISSED APCH: Climb on 174° to 2500', then turn RIGHT climbing to cross CEK NDB at 5000' and hold.							
Alt Set: hPa		Rwy Elev: 6 hPa		Trans level: By ATC		Trans alt: 4000'	

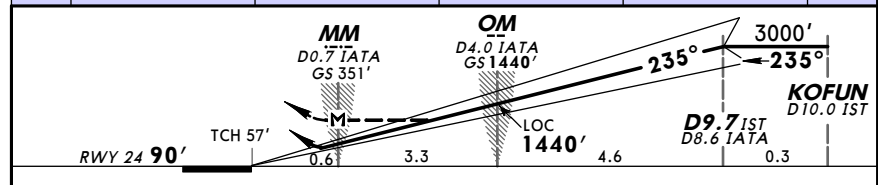
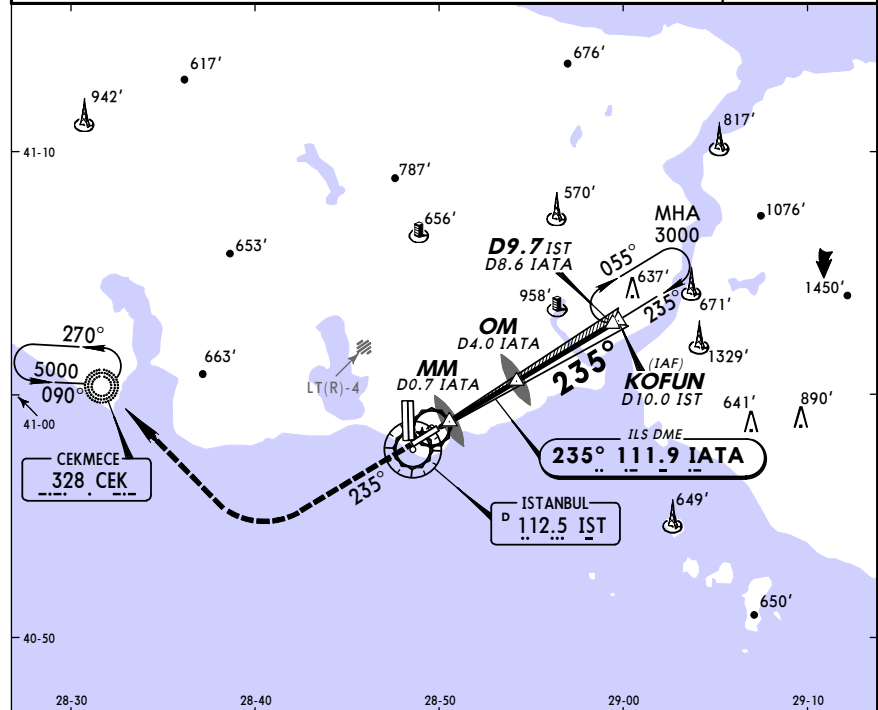


Gnd speed-Kts	70	90	100	120	140	160	ALSF-II REIL PAPI PAPI 2500' on 174°
ILS GS 3.00° or	377	484	538	646	753	861	
LOC Descent Gradient 5.2%							

JAR-OPS STRAIGHT-IN LANDING RWY 18L				CIRCLE-TO-LAND			
ILS DA(H) 360' (203')		LOC (GS out) MDA(H) 930' (773')		Max Kts		VIS	
FULL	ALS out	MM out	ALS out	100	135	180	205
A		RVR 1200m		RVR 1500m	1100' (937')	1500m	
B		RVR 1400m	NOT AUTH	RVR 1500m	1100' (937')	1600m	
C	RVR 600m	RVR 1000m		RVR 2000m	1100' (937')	2400m	
D		RVR 1800m			1100' (937')	3600m	

LTBA/IST ATATURK
 16 MAR 07 (11-3) JEPPESEN ISTANBUL, TURKEY ILS DME Rwy 24

ATIS	North	YESILKOY Approach/Radar		YESILKOY Tower		Ground	
128.2	120.5	121.1	127.15	126.4	118.1	121.8	121.9
LOC IATA	Final Apch Crs	GS OM	ILS DA(H)	Apt Elev 163'			
111.9	235°	1440' (1350')	290' (200')	RWY 90'			
MISSED APCH: Climb on 235° to 2500', then turn RIGHT climbing to cross NDB at 5000' and hold.							
Alt Set: hPa		Rwy Elev: 3 hPa		Trans level: By ATC		Trans alt: 4000'	



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI PAPI 2500' on 235°
ILS GS 3.20° or	401	516	574	688	803	918	
LOC Descent Gradient 5.6%							

JAR-OPS STRAIGHT-IN LANDING RWY 24				CIRCLE-TO-LAND			
ILS DA(H) 290' (200')		LOC (GS out) MDA(H) 710' (620')		Max Kts		VIS	
FULL	ALS out	MM out	ALS out	100	135	180	205
A		RVR 1000m		RVR 1500m	1100' (937')	1500m	
B		RVR 1200m	NOT AUTH	RVR 1500m	1100' (937')	1600m	
C	RVR 550m	RVR 1000m		RVR 2000m	1100' (937')	2400m	
D		RVR 1600m			1100' (937')	3600m	

LTBA/IST ATATURK
 16 MAR 07 (11-4)
 ISTANBUL, TURKEY
 ILS Rwy 24

ATIS 128.2	North 120.5	YESILKOY Approach/Radar South 121.1	127.15	126.4	YESILKOY Tower 118.1	121.8	Ground 121.8	121.9
LOC IATA 111.9	Final Apch Crs 235°	GS OM 1440' (1350')	ILS DA(H) 290' (200')	Apt Elev 163'				
MISSED APCH: Climb on 235° to 2500', then turn RIGHT climbing to cross CEK NDB at 5000' and hold.								
Alt Set: hPa		Rwy Elev: 3 hPa		Trans level: By ATC		Trans alt: 4000'		MSA IST VOR



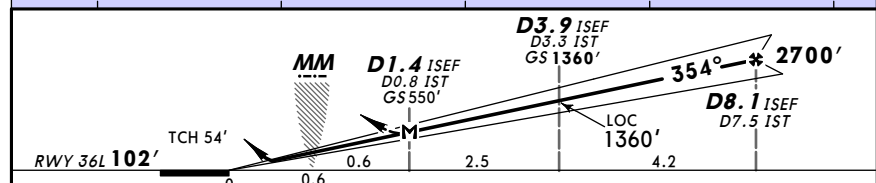
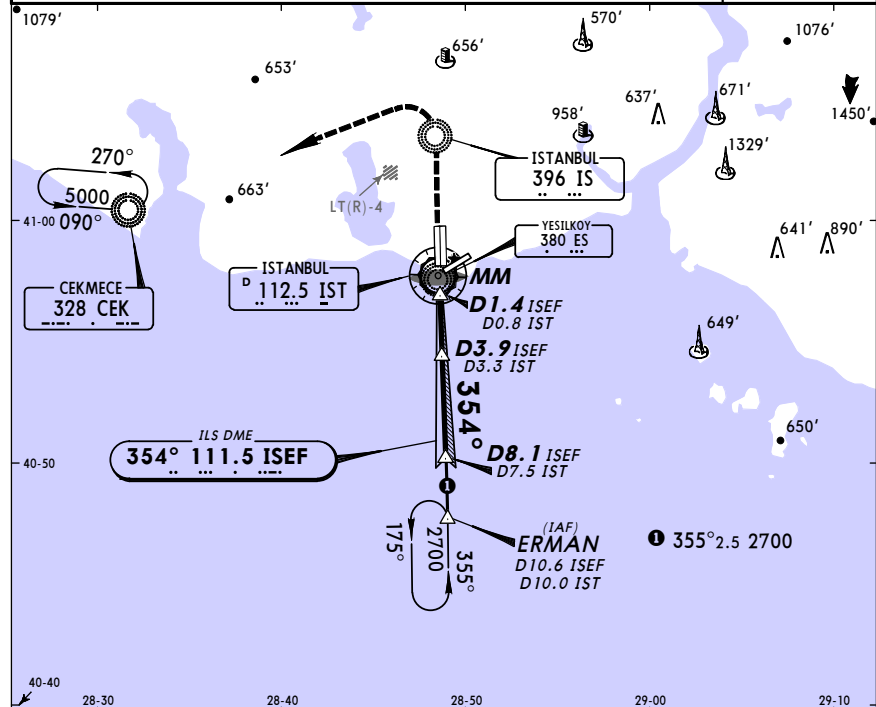
MM GS 351'	OM GS 1440'	BKZ VOR 4000'
RWY 24 90'		
TCH 57'	3.3	12.8
0	0.6	3.9
16.7		

Gnd speed-Kts	70	90	100	120	140	160	HIALS	2500'	on 235°
ILS GS 3.20° or	401	516	574	688	803	918	REIL PAPI		
LOC Descent Gradient 5.6%									
MAP at MM									

JAR-OPS STRAIGHT-IN LANDING RWY 24				CIRCLE-TO-LAND			
ILS DA(H) 290' (200')		LOC (GS out) MDA(H) 710' (620')		Max Kts		VLS	
FULL	ALS out	MM out	ALS out	100	135	180	205
A		RVR 1000m		1100' (937')	1500m		
B		RVR 1200m	NOT AUTH	1100' (937')	1600m		
C	RVR 550m	RVR 1000m		1100' (937')	2400m		
D		RVR 1600m		1100' (937')	3600m		

LTBA/IST ATATURK
 16 MAR 07 (11-5)
 ISTANBUL, TURKEY
 ILS DME Rwy 36L

ATIS 128.2	North 120.5	YESILKOY Approach/Radar South 121.1	127.15	126.4	YESILKOY Tower 118.1	121.8	Ground 121.8	121.9
LOC ISEF 111.5	Final Apch Crs 354°	GS D3.9 ISEF 1360' (1258')	ILS DA(H) 360' (258')	Apt Elev 163'				
MISSED APCH: Climb STRAIGHT AHEAD to cross IS NDB at or above 1500', then turn LEFT climbing to cross CEK NDB at 5000' and hold.								
Alt Set: hPa		Rwy Elev: 4 hPa		Trans level: By ATC		Trans alt: 4000'		MSA IST VOR



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	MIM	1500'	IS	396
ILS GS 3.00° or	377	484	538	646	753	861	PAPI				
LOC Descent Gradient 5.2%											
MAP at D1.4 ISEF/D0.8 IST											

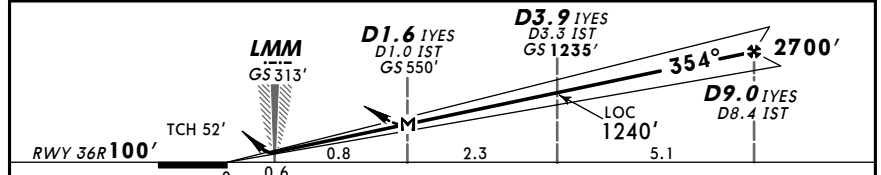
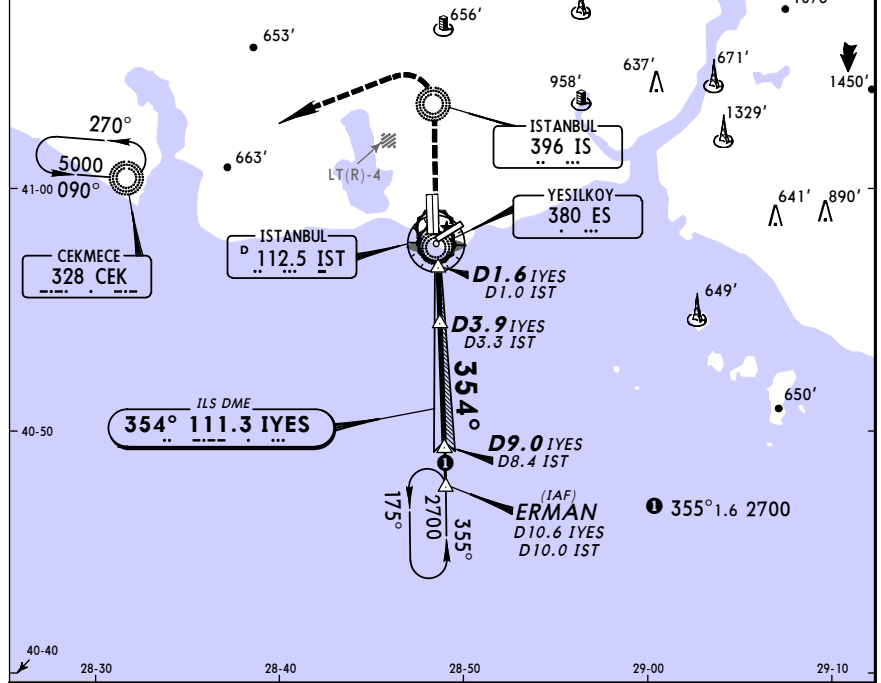
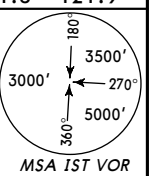
JAR-OPS STRAIGHT-IN LANDING RWY 36L				CIRCLE-TO-LAND			
ILS DA(H) 360' (258')		LOC (GS out) MDA(H) 550' (448')		Max Kts		VLS	
FULL	ALS out	MM out	ALS out	100	135	180	205
A		RVR 1200m		1100' (937')	1500m		
B		RVR 1300m		1100' (937')	1600m		
C	RVR 800m	RVR 1200m		1100' (937')	2400m		
D		RVR 1600m		1100' (937')	3600m		

LTBA/IST ATATURK **JEPPesen** **ISTANBUL, TURKEY**
 16 MAR 07 (11-6) **ILS DME Rwy 36R**

ATIS	North	YESILKOY Approach/Radar		YESILKOY Tower		Ground	
128.2	120.5	121.1	127.15	126.4	118.1	121.8	121.9
LOC IYES	Final Apch Crs	GS	ILS DA(H)	Apt Elev	163'		
111.3	354°	D3.9 IYES 1235' (1135')	313' (213')	RWY	100'		

MISSED APCH: Climb STRAIGHT AHEAD to cross IS NDB at or above 1500', then turn LEFT climbing to cross CEK NDB at 5000' and hold.

Alt Set: hPa Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 4000'
 ILS affected by FM radio broadcasting stations.



Gnd speed-Kts	70	90	100	120	140	160	ALS-II	MIM	IS
ILS GS 2.70° or LOC Descent Gradient 4.7%	339	436	485	582	679	776	PAP1	1500'	396

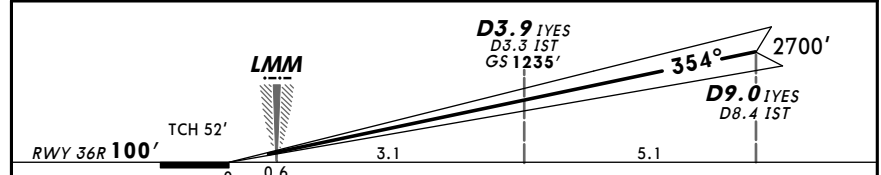
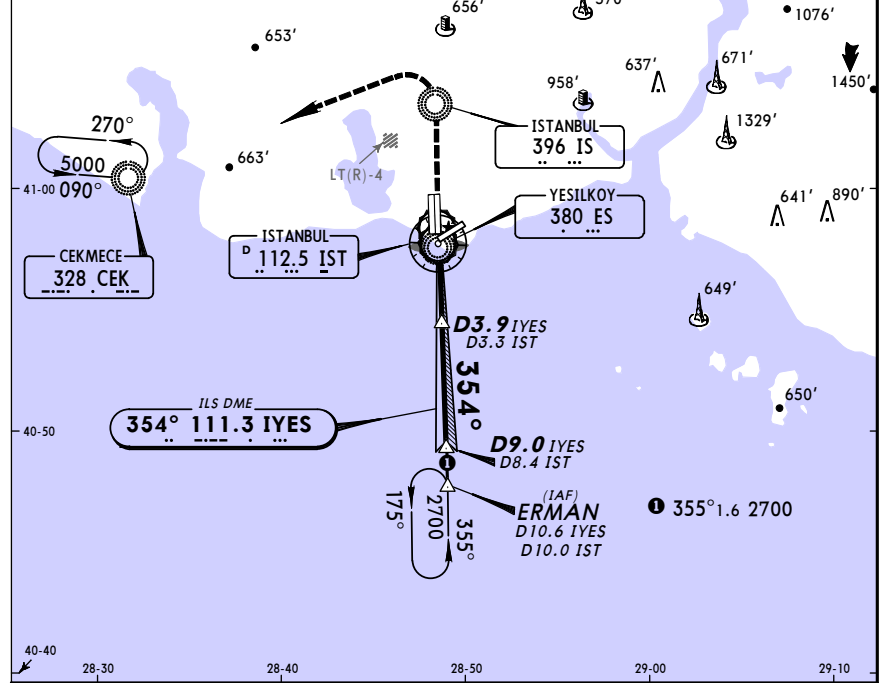
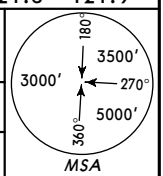
JAR-OPS STRAIGHT-IN LANDING RWY 36R				CIRCLE-TO-LAND	
ILS DA(H) 313' (213')		LOC (GS out) MDA(H) 550' (450')		Max Kts.	VIS
FULL	ALS out	ALS out		100	1500m
A		RVR 1000m	RVR 1500m	135	1600m
B		RVR 1200m	RVR 2000m	180	2400m
C	RVR 600m	RVR 1000m		205	3600m
D		RVR 1600m			

LTBA/IST ATATURK **JEPPesen** **ISTANBUL, TURKEY**
 16 MAR 07 (11-6A) **CAT II ILS DME Rwy 36R**

ATIS	North	YESILKOY Approach/Radar		YESILKOY Tower		Ground	
128.2	120.5	121.1	127.15	126.4	118.1	121.8	121.9
LOC IYES	Final Apch Crs	GS	CAT II ILS RA 140'	Apt Elev	163'		
111.3	354°	D3.9 IYES 1235' (1135')	230' (130')	RWY	100'		

MISSED APCH: Climb STRAIGHT AHEAD to cross IS NDB at or above 1500', then turn LEFT climbing to cross CEK NDB at 5000' and hold.

Alt Set: hPa Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 4000'
 1. Special Aircrew & Acft Certification Required.
 2. ILS affected by FM radio broadcasting stations.



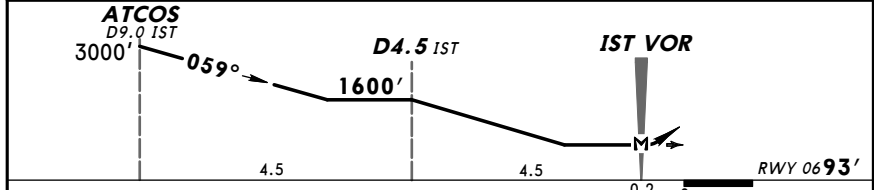
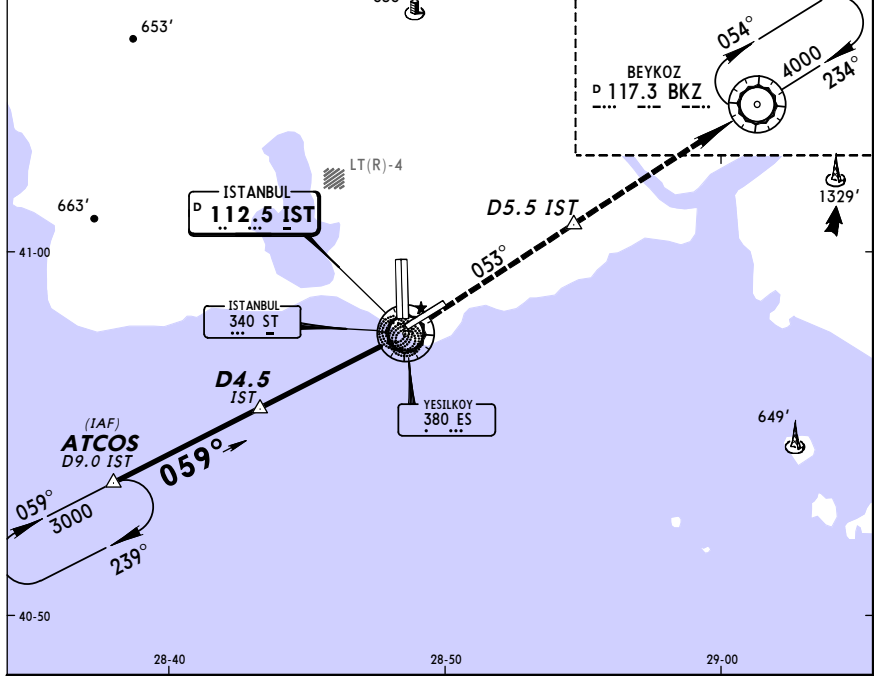
Gnd speed-Kts	70	90	100	120	140	160	ALS-II	MIM	IS
GS	2.70°	339	436	485	582	679	776	PAP1	1500'

JAR-OPS STRAIGHT-IN LANDING RWY 36R	
CAT II ILS ABCD RA 140' DA(H) 230' (130')	
RVR 400m	

LTBA/IST ATATURK **JEPPESEN** **ISTANBUL, TURKEY**
 16 MAR 07 (13-1) **MISSED APCH CLIMB GRAD MIM 3.5%** **VOR TAC Rwy 06**

ATIS 128.2	North 120.5	South 121.1	YESILKOY Approach/Radar 127.15	126.4	YESILKOY Tower 118.1	121.8	Ground 121.8	121.9
VOR IST 112.5	Final Apch Crs 059°	Minimum Alt D4.5 IST 1600' (1507')	MDA(H) 470' (377')	Apt Elev 163' RWY 93'				

MISSED APCH: Climb on R-053 IST to cross D5.5 IST at or above 1500'. Proceed to cross BKZ VOR at 4000' and hold.



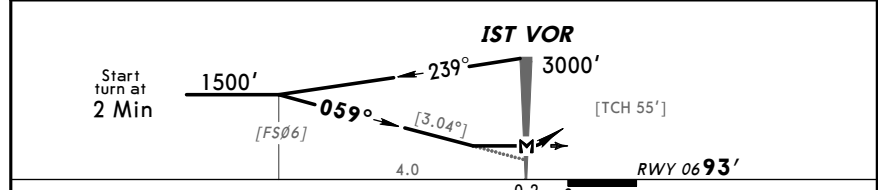
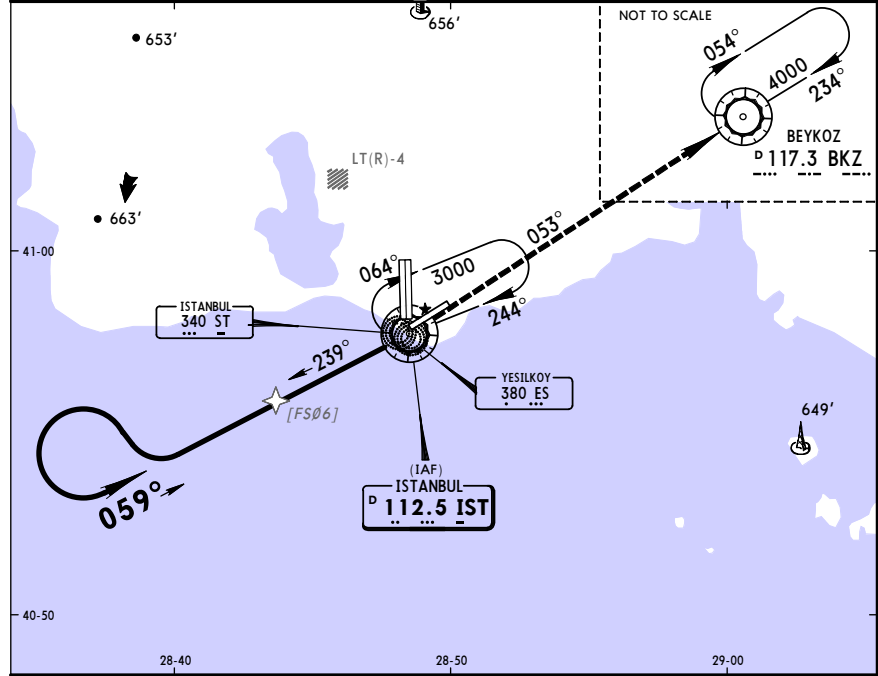
MAP at IST VOR	REIL PAPI	HIALS PAPI	MIM 1500'	IST on 112.5	D5.5 IST
JAR-OPS STRAIGHT-IN LANDING RWY 06			CIRCLE-TO-LAND		

JAR-OPS STRAIGHT-IN LANDING RWY 06		CIRCLE-TO-LAND	
Missed apch climb gradient mim 3.5%			
MDA(H) 470' (377')			
	ALS out	Max Kts	VIS
A	RVR 1200m	100	1100' (937') 1500m
B	RVR 1300m	135	1100' (937') 1600m
C	RVR 1400m	180	1100' (937') 2400m
D	RVR 1600m	205	1100' (937') 3600m

LTBA/IST ATATURK **JEPPESEN** **ISTANBUL, TURKEY**
 16 MAR 07 (13-2) **MISSED APCH CLIMB GRAD MIM 3.5%** **VOR Rwy 06**

ATIS 128.2	North 120.5	South 121.1	YESILKOY Approach/Radar 127.15	126.4	YESILKOY Tower 118.1	121.8	Ground 121.8	121.9
VOR IST 112.5	Final Apch Crs 059°	Minimum Alt No FAF	MDA(H) 470' (377')	Apt Elev 163' RWY 93'				

MISSED APCH: Climb on R-053 IST to cross BKZ VOR at 4000' and hold.



MAP at IST VOR	REIL PAPI	HIALS PAPI	MIM 1500'	IST on 112.5	D5.5 IST
JAR-OPS STRAIGHT-IN LANDING RWY 06			CIRCLE-TO-LAND		

JAR-OPS STRAIGHT-IN LANDING RWY 06		CIRCLE-TO-LAND	
Missed apch climb gradient mim 3.5%			
MDA(H) 470' (377')			
	ALS out	Max Kts	VIS
A	RVR 1200m	100	1100' (937') 1500m
B	RVR 1300m	135	1100' (937') 1600m
C	RVR 1400m	180	1100' (937') 2400m
D	RVR 1600m	205	1100' (937') 3600m

LTBA/IST
 ATATURK
 16 MAR 07 (13-3)
 ISTANBUL, TURKEY
 VOR TAC Rwy 18L

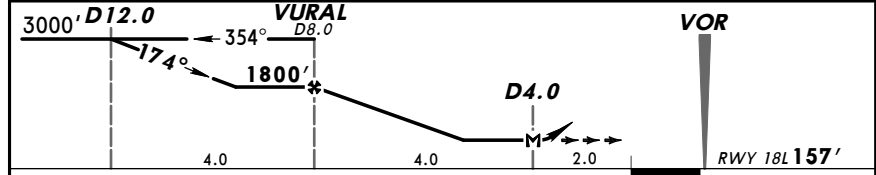
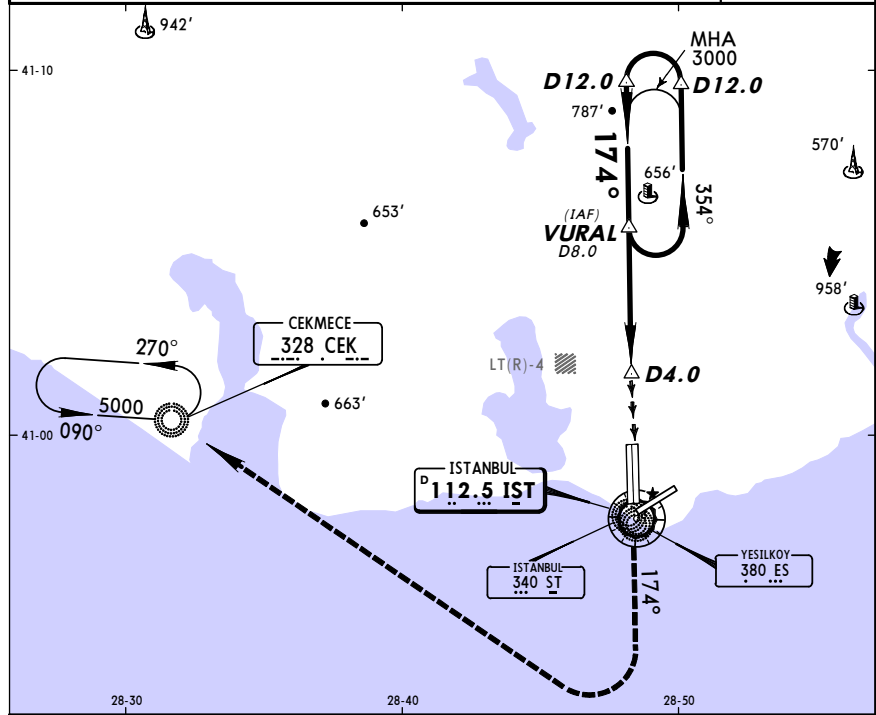
ATIS	North	YESILKOY Approach/Radar	YESILKOY Tower		Ground	
128.2	120.5	121.1 127.15 126.4	118.1	121.8	121.8	121.9
VOR	Final	Minimum Alt	MDA(H)	Apt Elev	RWY	
IST	Apch Crs	VURAL	(853')	163'	157'	
112.5	174°	1800' (1643')				

MISSED APCH: Climb on 174° to 2500', then turn RIGHT climbing to cross CEK NDB at 5000' and hold.

Alt Set: hPa Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 4000'

Racetrack restricted to MAX 185 KT.

MSA IST VOR



MAP at D4.0	ALSF-II	REIL	PAPI	2500'	on	174°
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JAR-OPS		STRAIGHT-IN LANDING RWY 18L		CIRCLE-TO-LAND	
		MDA(H) 1010' (853')			
	ALS out	Max Kts	MDA(H)	VIS	
A	RVR 1200m	100	1100' (937')	1500m	
B	RVR 1400m	135	1100' (937')	1600m	
C	RVR 1800m	180	1100' (937')	2400m	
D	RVR 1800m	205	1100' (937')	3600m	

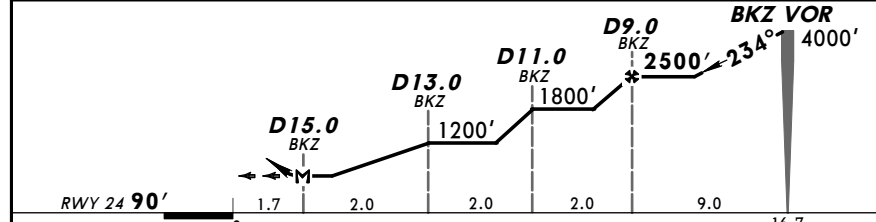
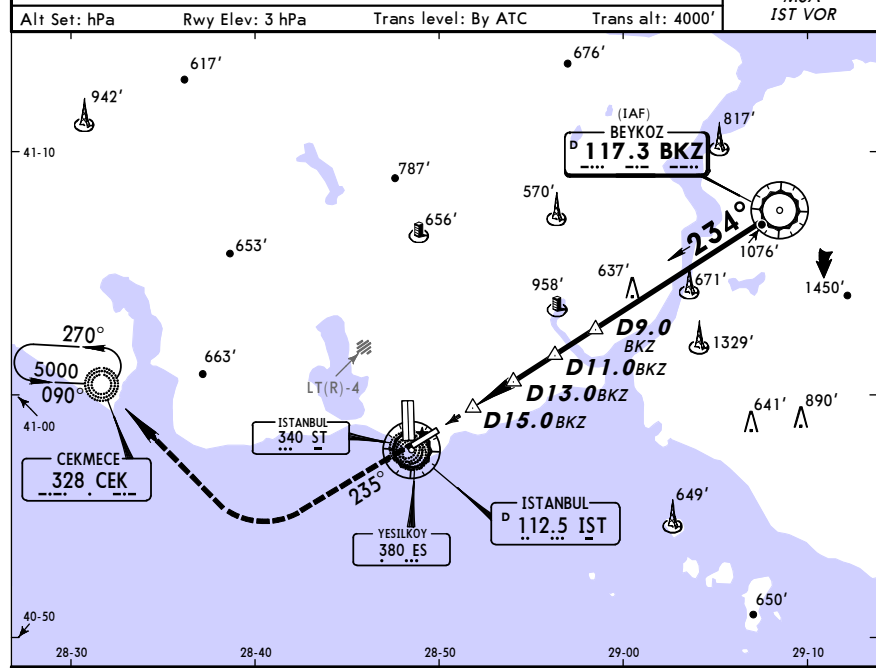
LTBA/IST
 ATATURK
 16 MAR 07 (13-4)
 ISTANBUL, TURKEY
 VOR DME Rwy 24

ATIS	North	YESILKOY Approach/Radar	YESILKOY Tower		Ground	
128.2	120.5	121.1 127.15 126.4	118.1	121.8	121.8	121.9
VOR	Final	Minimum Alt	MDA(H)	Apt Elev	RWY	
BKZ	Apch Crs	D9.0 BKZ	800' (710')	163'	90'	
117.3	234°	2500' (2410')				

MISSED APCH: Climb on 235° to 2500', then turn RIGHT climbing to cross CEK NDB at 5000' and hold.

Alt Set: hPa Rwy Elev: 3 hPa Trans level: By ATC Trans alt: 4000'

MSA IST VOR



MAP at D15.0 BKZ	ALSF-II	REIL	PAPI	2500'	on	235°
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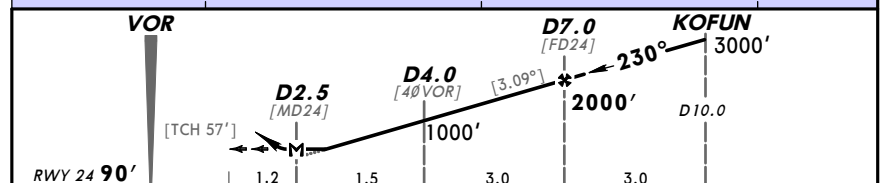
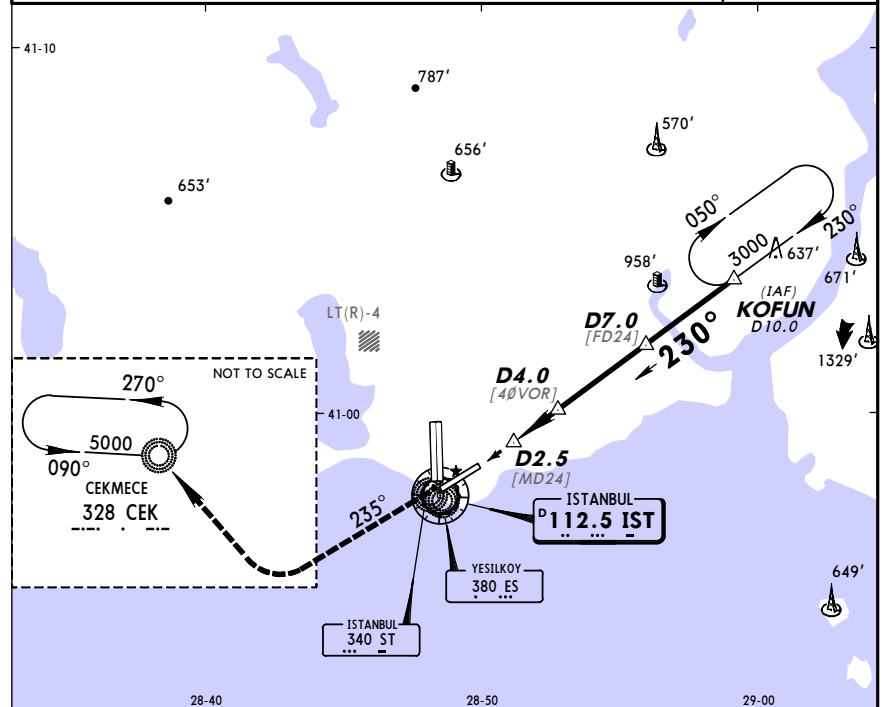
JAR-OPS		STRAIGHT-IN LANDING RWY 24		CIRCLE-TO-LAND	
		MDA(H) 800' (710')			
	ALS out	Max Kts	MDA(H)	VIS	
A	RVR 1200m	100	1100' (937')	1500m	
B	RVR 1400m	135	1100' (937')	1600m	
C	RVR 1800m	180	1100' (937')	2400m	
D	RVR 1800m	205	1100' (937')	3600m	

LTBA/IST ATATURK **JEPPESEN** **ISTANBUL, TURKEY**
 16 MAR 07 (13-5) **VOR TAC Rwy 24**

ATIS	North	YESILKOY Approach/Radar		YESILKOY Tower		Ground	
128.2	120.5	121.1	127.15	126.4	118.1	121.8	121.9
VOR	Final	Minimum Alt	MDA(H)		Apt Elev		
IST 112.5	Apch Crs 230°	D7.0 2000' (1910')	710' (620')		163' RWY 90'		

MISSED APCH: Climb on 235°, then turn RIGHT climbing to cross CEK NDB at 5000' and hold.

Alt Set: hPa Rwy Elev: 3 hPa Trans level: By ATC Trans alt: 4000' MSA IST VOR



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI PAPI 2500' on 235°
Descent Gradient 5.39% or Descent angle [3.09°]	383	492	547	656	765	875	

MAP at D2.5

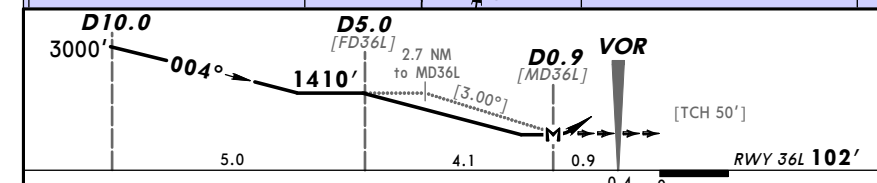
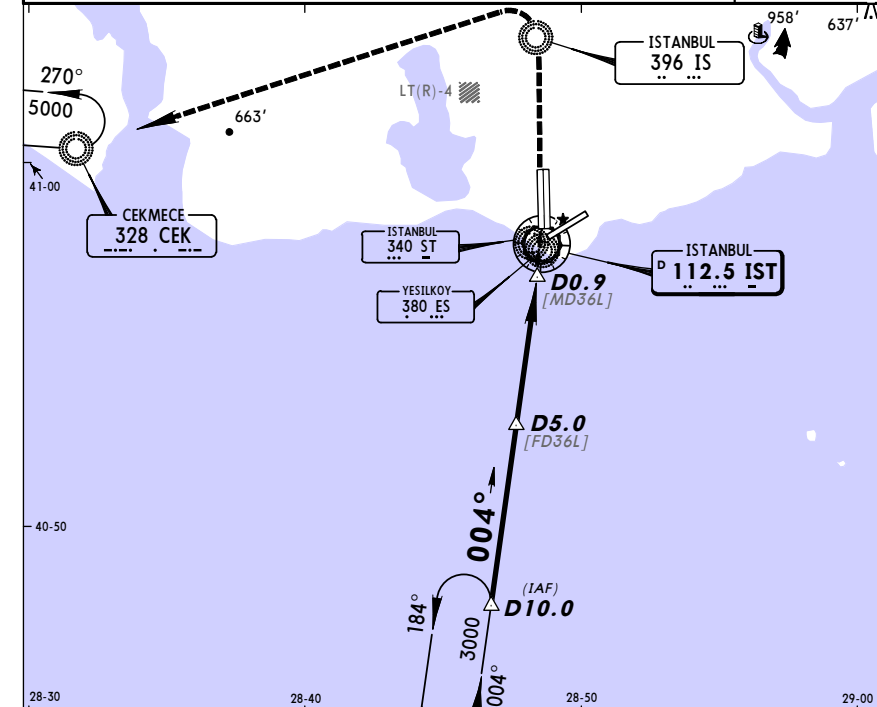
JAR-OPS STRAIGHT-IN LANDING RWY 24		CIRCLE-TO-LAND	
MDA(H) 710' (620')		Max Kts	MDA(H) VIS
A	RVR 1000m	100	1100' (937') 1500m
B	RVR 1200m	135	1100' (937') 1600m
C	RVR 1600m	180	1100' (937') 2400m
D	RVR 1600m	205	1100' (937') 3600m

LTBA/IST ATATURK **JEPPESEN** **ISTANBUL, TURKEY**
 16 MAR 07 (13-6) **VOR TAC-1 Rwy 36L**

ATIS	North	YESILKOY Approach/Radar		YESILKOY Tower		Ground	
128.2	120.5	121.1	127.15	126.4	118.1	121.8	121.9
VOR	Final	Minimum Alt	MDA(H)		Apt Elev		
IST 112.5	Apch Crs 004°	D5.0 1410' (1308')	550' (448')		163' RWY 102'		

MISSED APCH: Climb STRAIGHT AHEAD to cross IS NDB at or above 1500', then turn LEFT climbing to cross CEK NDB at 5000' and hold.

Alt Set: hPa Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 4000' MSA IST VOR



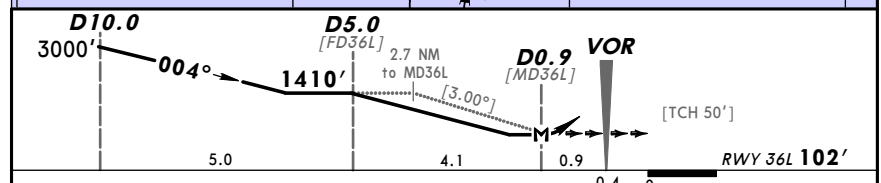
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI PAPI PAPI MIM 1500' IS 396
Descent Gradient 5.24% or Descent angle [3.00°]	372	478	531	637	743	849	

MAP at D0.9

JAR-OPS STRAIGHT-IN LANDING RWY 36L		CIRCLE-TO-LAND	
MDA(H) 550' (448')		Max Kts	MDA(H) VIS
A	RVR 1200m	100	1100' (937') 1500m
B	RVR 1300m	135	1100' (937') 1600m
C	RVR 1400m	180	1100' (937') 2400m
D	RVR 1600m	205	1100' (937') 3600m

LTBA/IST ATATURK **JEPPESEN** **ISTANBUL, TURKEY**
 16 MAR 07 (13-7) **VOR TAC-2 Rwy 36L**

ATIS	North	YESILKOY Approach/Radar	YESILKOY Tower		Ground	
128.2	120.5	121.1 127.15 126.4	118.1	121.8	121.8	121.9
VOR IST	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev	163'	
112.5	004°	D5.0 1410' (1308')	550' (448')	RWY 102'		

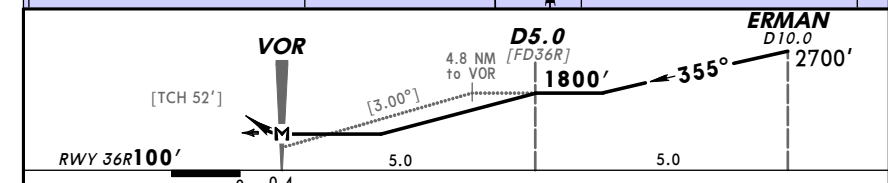
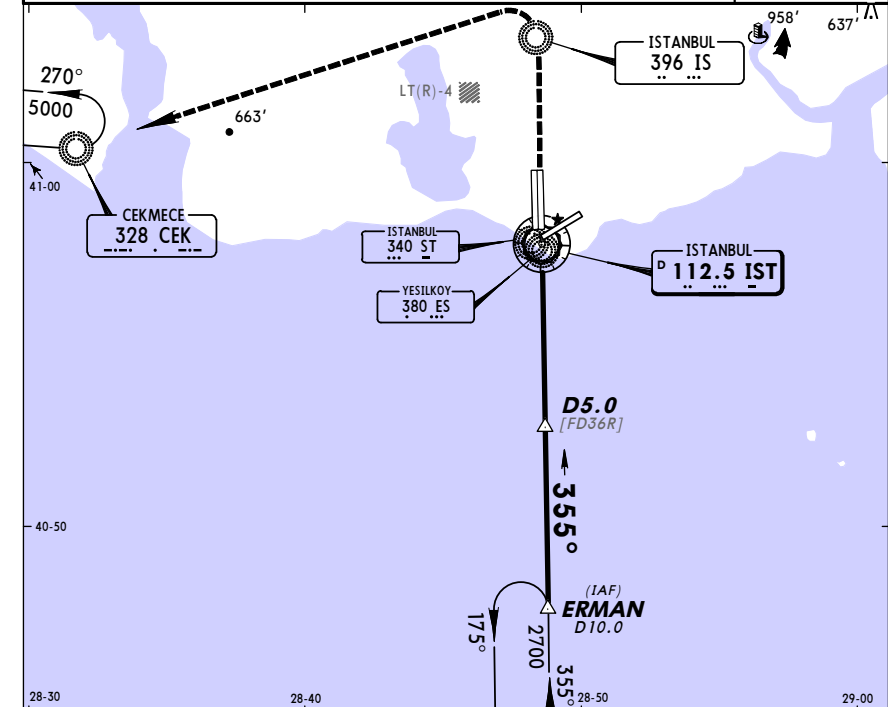


Gnd speed-Kts	70	90	100	120	140	160	HALS-II	IST	IS
Descent Gradient 5.24% or Descent angle [3.00°]	372	478	531	637	743	849	PAPI	2500'	112.5
MAP at D0.9								R-356	396

JAR-OPS STRAIGHT-IN LANDING RWY 36L		CIRCLE-TO-LAND	
MDA(H) 550' (448')		MDA(H) 550' (448')	
	ALS out	Max Kts	VIS
A	RVR 1200m	100	1100' (937') 1500m
B	RVR 1300m	135	1100' (937') 1600m
C	RVR 1400m	180	1100' (937') 2400m
D	RVR 1600m	205	1100' (937') 3600m

LTBA/IST ATATURK **JEPPESEN** **ISTANBUL, TURKEY**
 16 MAR 07 (13-8) **VOR TAC Rwy 36R**

ATIS	North	YESILKOY Approach/Radar	YESILKOY Tower		Ground	
128.2	120.5	121.1 127.15 126.4	118.1	121.8	121.8	121.9
VOR IST	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev	163'	
112.5	355°	D5.0 1800' (1700')	550' (450')	RWY 100'		



Gnd speed-Kts	70	90	100	120	140	160	HALS-II	IST	IS
Descent Gradient 5.24% or Descent angle [3.00°]	372	478	531	637	743	849	PAPI	1500'	396
MAP at VOR								R-356	396

JAR-OPS STRAIGHT-IN LANDING RWY 36R		CIRCLE-TO-LAND	
MDA(H) 550' (450')		MDA(H) 550' (450')	
	ALS out	Max Kts	VIS
A	RVR 1000m	100	1100' (937') 1500m
B	RVR 1200m	135	1100' (937') 1600m
C	RVR 1400m	180	1100' (937') 2400m
D	RVR 1600m	205	1100' (937') 3600m

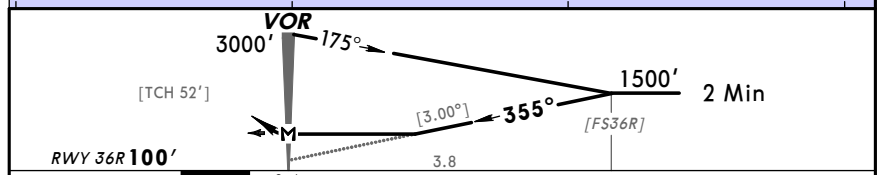
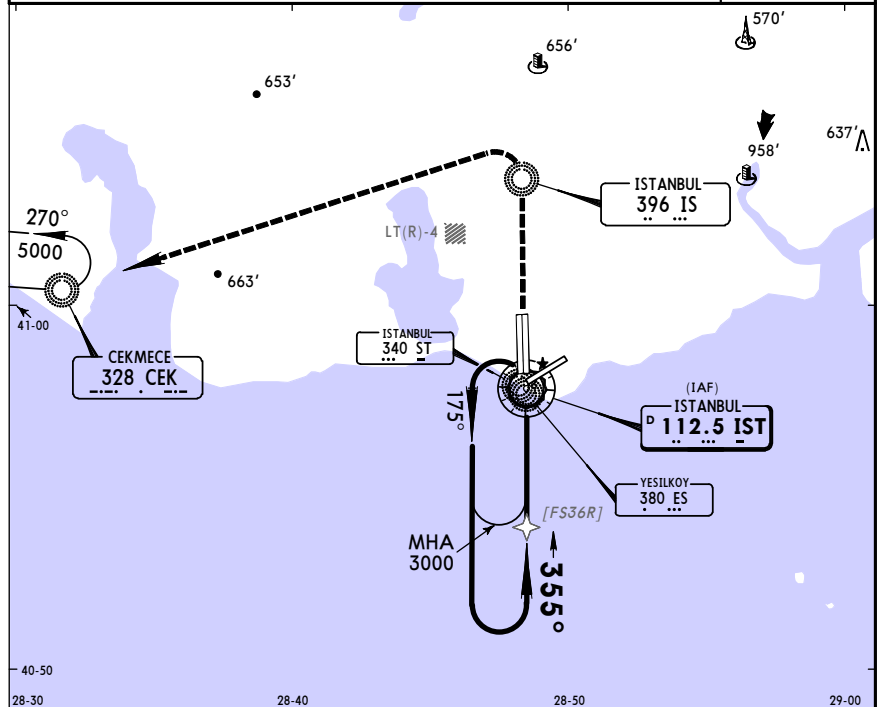
LTBA/IST ATATURK
 16 MAR 07 (13-9)
 ISTANBUL, TURKEY
 VOR Rwy 36R

ATIS	North	YESILKOY Approach/Radar		YESILKOY Tower		Ground	
128.2	120.5	121.1	127.15	126.4	118.1	121.8	121.9
VOR	Final	Minimum Alt	MDA(H)	Apt Elev	163'		
IST	Apch Crs	No FAF	550' (450')	RWY	100'		
112.5	355°						

MISSED APCH: Climb STRAIGHT AHEAD to cross IS NDB at or above 1500', then turn LEFT climbing to cross CEK NDB at 5000' and hold.

Alt Set: hPa Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 4000'

Racetrack restricted to MAX 185 KT.



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	MIM	IS
Descent Gradient 5.24% or Descent angle [3.00°]	372	478	531	637	743	849	PAP1	1500'	396

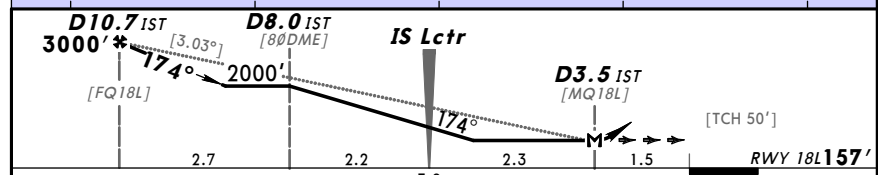
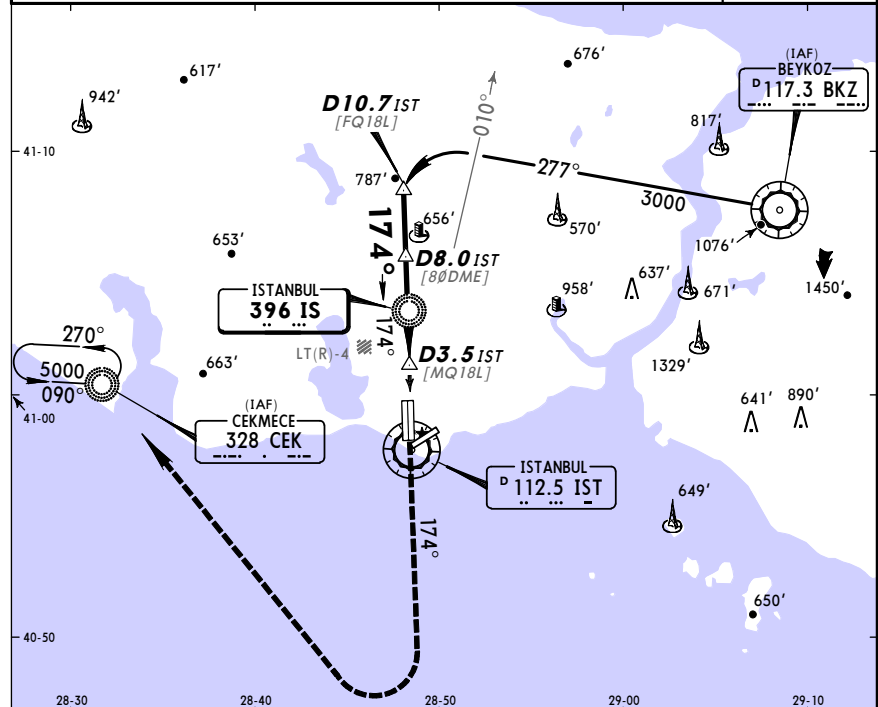
JAR-OPS STRAIGHT-IN LANDING RWY 36R		CIRCLE-TO-LAND	
MDA(H) 550' (450')			
	ALS out	Max Kts	MDA(H) VIS
A	RVR 1000m	100	1100' (937') 1500m
B	RVR 1200m	135	1100' (937') 1600m
C	RVR 1600m	180	1100' (937') 2400m
D	RVR 1600m	205	1100' (937') 3600m

LTBA/IST ATATURK
 16 MAR 07 (16-1)
 ISTANBUL, TURKEY
 NDB DME Rwy 18L

ATIS	North	YESILKOY Approach/Radar		YESILKOY Tower		Ground	
128.2	120.5	121.1	127.15	126.4	118.1	121.8	121.9
NDB	Final	Minimum Alt	MDA(H)	Apt Elev	163'		
IS	Apch Crs	3000' (2843')	1010' (853')	RWY	157'		
396	174°						

MISSED APCH: Climb on 174° from IS NDB to 2500', then turn RIGHT climbing to cross CEK NDB at 5000' and hold.

Alt Set: hPa Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 4000'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	MIM	IS
Descent Gradient 5.28% or Descent angle [3.03°]	375	482	536	643	750	858	REIL PAP1	2500'	174°

JAR-OPS STRAIGHT-IN LANDING RWY 18L		CIRCLE-TO-LAND	
MDA(H) 1010' (853')			
	ALS out	Max Kts	MDA(H) VIS
A	RVR 1200m	100	1100' (937') 1500m
B	RVR 1400m	135	1100' (937') 1600m
C	RVR 1800m	180	1100' (937') 2400m
D	RVR 1800m	205	1100' (937') 3600m