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Airport Information For LTAC

Terminal Charts For LTAC

Revision Letter For Cycle 18-2019

Change Notices

Notebook

General Information

Location: ANKARA TUR
ICAO/IATA: LTAC / ESB
Lat/Long: N40° 07.7', E032° 59.7'
Elevation: 3125 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -3:00 = UTC
Magnetic Variation: 4.0° E

Fuel Types: 100 Octane (LL), Jet A-1
Repair Types: Minor Airframe, Minor Engine, Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 0345 Z
Sunset: 1530 Z

Runway Information

Runway: 03L
Length x Width: 11125 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 3110 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 197 ft

Runway: 03R
Length x Width: 12310 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 3113 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 197 ft

Runway: 21L
Length x Width: 12310 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 3130 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 197 ft

Runway: 21R
Length x Width: 11125 ft x 148 ft

Surface Type: asphalt
TDZ-Elev: 3123 ft
Lighting: Edge, ALS, Centerline, TDZ

Communication Information

ATIS: 123.600
Esenboga Tower: 118.100
Esenboga Tower: 118.350
Esenboga Tower: 25.780
Esenboga Ground: 121.600
Esenboga Ground: 121.900
Esenboga Clearance Delivery: 118.525
Esenboga Approach: 119.600
Esenboga Approach: 36.230
Esenboga Approach: 119.100
Esenboga Approach: 120.600
Esenboga Approach: 122.100

1. GENERAL

1.1. ATIS

D-ATIS 123.6

1.2. PREFERENTIAL RWY SYSTEM OPERATIONS

The term "Preferential RWY System" (PRS) shall be used to indicate the RWY that, at a particular time, is considered by the ATC unit to be the most suitable for use by the ACFT expected to land at or take off from the aerodrome, by taking into consideration ACFT performance, surface wind speed and its components.

During Esenboga APT PRS operations the following RWY configuration will be used in preference to the other configurations:

- RWY 21L/R for landing; and
- RWY 21L/R for take-off.

Unless otherwise notified by ATC, PRS Operations shall be used in compliance with the following conditions:

- The existing meteorological conditions are convenient for landing and/or take-off operations.
- There are no low visibility operations in progress.

When the preferred RWY/RWYs

- is/are dry and tailwind component does not exceed 10 KT; or
- is/are wet and tailwind component does not exceed 5 KT.

When braking action for the preferred RWY is less than "Good, Good, Good" RWY to be used shall be selected so as to make landing and take-off into the wind.

It is the pilot's decision and responsibility to accept or refuse the use of preferred RWY determined by ATC. If the pilot-in-command requests permission to use a RWY other than the preferred one for landing or take-off operations due to safety or performance reasons, this request will be met by ATC when it is available. In such cases, ACFT may be subject to delay. ATC shall notify pilots of delays expected to exceed 30 minutes.

1.2.1. ANNOUNCEMENT BY ATIS DURING PRS OPERATIONS IN PROGRESS

Air crew must comply with the requirements announced by ATIS.

1.2.1.1. ATIS ANNOUNCEMENT FOR TAKE-OFF TRAFFIC

Pilots unable to comply with PRS operations for RWY 21L/R shall notify the relevant ATC unit at the time of requesting start-up clearance. This traffic may normally be subject to delay.

1.2.1.2. ATIS ANNOUNCEMENT FOR LANDING TRAFFIC

Pilots unable to comply with PRS operations for RWY 21L/R shall notify the relevant ATC unit at first contact. This traffic may normally be subject to delay.

1.3. LOW VISIBILITY PROCEDURE

Pilots will be informed via ATIS or RTF when these procedures are in force.

1.4. DIRECT TO CLEARANCE FOR RNAV PROCEDURES

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

1. GENERAL**1.5. MANDATORY IMPLEMENTATION OF RNAV (GNSS) SIDs AND STARs**

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

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

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

Example:..... TOKER G/UG8 PETAR

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

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

Example: LATGA T/UT32.....

1.6. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM**1.6.1. A-SMGCS UTILISING MODE S**

ACFT operators must ensure that Mode S transponders are operative in their ACFT.

Flight crew should select XPNDR or equivalent according to specific installation, AUTO if available, not OFF or STDBY, and the assigned Mode A code.

Just after receiving the ATC clearance, after landing, continuously until ACFT is fully parked on stand, the Mode A code 2000 must be set before selecting OFF or STDBY.

Flight crew of ACFT equipped with Mode S having an ACFT identification feature should also set the ACFT ident.

This setting is the ACFT ident specified in item 7 of the flight plan.

ACFT ident should be entered just after receiving the ATC clearance, through FMS or transponder control panel.

Traffic whose transponder is not on and active shall not be permitted for push-back.

1.7. PARKING INFORMATION

On stands 103 thru 120 docking guidance available.

On all stands push-back mandatory.

Apron 5 available DAYTIME only.

LTAC/ESB
ESENBOGA INTL

5 JUL 19

JEPPESEN

10-1P2

Eff 18 Jul

ANKARA, TURKEY
AIRPORT BRIEFING

1. GENERAL

1.8. ENGINE TESTS

Engine tests shall be performed at the parking position G3 in apron 5 and parking position 15 and 22 in apron 3.

In case the engine tests could not be conducted in the Motor Test Areas due to any reason, the engine test operations will be held in the northern part (the pit is close to holding point of RWY 21L) of A TWY in coordination with the ATC unit.

1.9. OTHER INFORMATION

1.9.1 GENERAL

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

Airborne frequency is going to be accepted as 119.6 unless otherwise stated and will not be given in the departure clearance. In case a different frequency is used, it is going to be stated on ATIS.

Birds.

2. ARRIVAL

2.1. SPEED RESTRICTIONS

These speeds are for ATC separation purposes and are MANDATORY and have to be flown as accurately as possible. If unable to comply inform ATC and state what speed to be used.

- 200 KT on base leg/closing heading to final approach up to 12NM to touchdown.
- 180 KT on final approach course within 12NM to 8NM to touchdown.
- 170 KT on final approach course within 8NM to 6NM to touchdown.
- 160 KT on final approach course within 6NM to 4NM to touchdown.

2.2. COMMUNICATION FAILURE PROCEDURE

2.2.1. IFR FLIGHTS OUTSIDE TMA

Select transponder code 7600. Follow the flight plan route using last assigned and acknowledged flight level.

For 3 minutes execute relevant STAR. Then, descending to 12000', proceed to ESB VOR (for RWYs 03R/L) / BUK VOR (for RWYs 21L/R).

Descend to 7000' over ESB VOR / 6800' over BUK VOR and execute Instrument Approach Procedure (IAP) and land.

2.2.2. IFR FLIGHTS INSIDE TMA

ACFT at or above 12000'

Select transponder code 7600. For 3 minutes execute last assigned and acknowledged ATC instructions. Then, descending to 12000', proceed to ESB VOR (for RWYs 03R/L) / BUK VOR (for RWYs 21L/R).

Descend to 7000' over ESB VOR / 6800' over BUK VOR and execute Instrument Approach Procedure (IAP) and land.

ACFT below 12000', at or above 7000'

Select transponder code 7600. Proceed to ESB VOR (for RWYs 03R/L) / BUK VOR (for RWYs 21L/R). Descend or maintain last assigned and acknowledged altitude.

Descend to 7000' over ESB VOR / 6800' over BUK VOR and execute Instrument Approach Procedure (IAP) and land.

ACFT on downwind legs shall execute this.

ACFT below 7000'

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

LTAC/ESB
ESENBOGA INTL

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5 JUL 19

10-1P3

Eff 18 Jul

ANKARA, TURKEY
AIRPORT BRIEFING

2. ARRIVAL

2.3. CAT II/III OPERATIONS

RWY 03R approved for CAT II/III operations, and RWY 03L approved for CAT II operations, special aircrew and ACFT certification required.

2.4. TAXI PROCEDURES

After landing pilots will report position on 121.9 after vacating RWY 03R/21L before TWY A. RWY vacations shall not be reported on 118.1.

The landing ACFT shall take the closest intersection to vacate active RWY to minimize RWY occupancy time. High speed TWYs shall be used preferably to vacate RWY.

2.5. MINIMUM FUEL AND FUEL EMERGENCY

In case of low fuel, the situation will be promptly declared by pilots to ATC by using only the following statement which is the best to describe the condition: "Minimum Fuel", "MAYDAY MAYDAY MAYDAY Fuel".

2.6. OTHER INFORMATION

ACFT types AN124, AN225, C5, A380, B747-500, B747-600, B747-800 are not permitted to land at ESENBOGA APT (except Presidential and special permitted ACFT).

Caution: Momentary distortions or interruptions may be experienced in GP broadcast on the ILS course for RWY 03R or RWY 21L because of taxiing ACFT.

Traffic in heavy turbulence category are responsible for declaring their category at the first contact with any sector as follows: "Call Sign + Heavy + ...".

3. DEPARTURE

3.1. CLEARANCE DELIVERY

In order to get ATC clearance ESENBOGA Delivery (118.525 Mhz) shall be contacted 10 minutes prior to start up.

Unless otherwise stated FL 140 is accepted as cleared westbound level for SIDs (YAVRU, DEREL, ABISI, UMRUN, ASTAL, HALIL, LATGA, PETAR and NEMRO) and FL 130 is accepted as cleared eastbound level for SIDs (ILHAN, GURBU, GOBIT, BALAX, AZBUL, HALIL, ERKUK, EKMEK, BENTA, TELVO). Any lower FL demand shall be coordinated with approach control by the delivery sector. SID and SSR codes are given with the ATC clearance.

3.2. DE-ICING AND ANTI-ICING PROCEDURES

When RWY 03 is in use, de-icing process shall be held behind parking positions 101, 102, 114 and 115 at apron 4.

When RWY 21 is in use, de-icing process shall be held at apron 3.

3.3. START-UP AND PUSH-BACK PROCEDURE

Pilots of departing ACFT are reminded to contact ESENBOGA Delivery for ATC clearance 10 minutes before start-up.

In apron A, the traffic shall start up and taxi on idle power. The ACFT 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 RWY. The ACFT which gets departure clearance should react in 10 seconds. The ACFT 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.

Cross-bleed start-up will be held on the centerline of the relevant apron. If the cross-bleed start-up takes longer than expected, ATC must be informed. The company of the ACFT which has cross-bleed start will ensure the safety precautions according to the technical documents of the ACFT.

"Push-back" clearance shall be asked when ready to commence. Push-back must begin in 60 seconds, if not able, ground control (121.9 Mhz) must be informed and a new expected start-up time is given by the ATC.

Pilots must have accomplished all required cockpit checks for take-off before entering the RWY, and hence restrained their final checks on RWY. Pilots are deemed to react to take-off clearances within 10 seconds at most. Otherwise, in order to prevent the RWY occupation, ATC has the authority to withdraw the ACFT from the take-off path and re-direct it to the end of departure sequence.

3.4. TAXI PROCEDURES

RESA is used for taxiing purposes in case RWY 03L is used for departure. The ACFT 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.

When RWY 21R is in use for departure, the ACFT, which request taxi from apron 5, shall have the taxi instruction until the holding point RWY 21R intersection G1 and shall depart from G1 intersection. Reduced take-off run available from RWY 21R intersection G1 is 7874'/2400m. If the length is not enough for the ACFT the full length usage of the RWY shall be requested during start-up from Delivery/Ground Control and the given instructions should be followed.

When RWY 03L is in use for departure, the ACFT, which request taxi from apron 5, shall have the taxi instruction until the holding point RWY 03L intersection G2 and shall depart from G2 intersection. Reduced take-off run available from RWY 21R intersection G2 is 6890'/2100m. If the distance is not enough for the ACFT, the full length usage of the RWY shall be requested during start-up from Delivery/Ground Control and the given instructions should be followed.

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4 JAN 19

10-1P5

ANKARA, TURKEY
AIRPORT BRIEFING

3. DEPARTURE

3.5. OTHER INFORMATION

3.5.1. CALCULATED TAKE-OFF TIME (CTOT)

Pilots, while requesting start-up clearance, should also take taxi time into consideration and be ready for departure at the CTOT.

Pilots not able to comply with the instructed CTOT, shall get in contact with their company representatives or authorized agencies to apply for and have a new CTOT.

Usage capacity augmentation, Tower can change the departure sequence at any time so as to ensure all ACFT be ready for take-off do not miss their CTOT.

3.5.2. GP BROADCAST INTERRUPTIONS PREVENTION

In order to prevent ACFT on RWY 03R ILS course, from the momentary distortions or interruptions in GP broadcast, all ACFT are required to plan their flights so as to make intersection take-off from RWY 03L via entering TWYs E, E1. RWY available for intersection take-off from RWY 03L via TWYs E, E1 is 10449'/3185m.

All ACFT are required to report their request to use full length of RWY 03L for take-off, to the ESENBOGA Tower during engine start-up and must follow the relevant instructions accordingly.

LTAC/ESB ESENBOGA



ANKARA, TURKEY

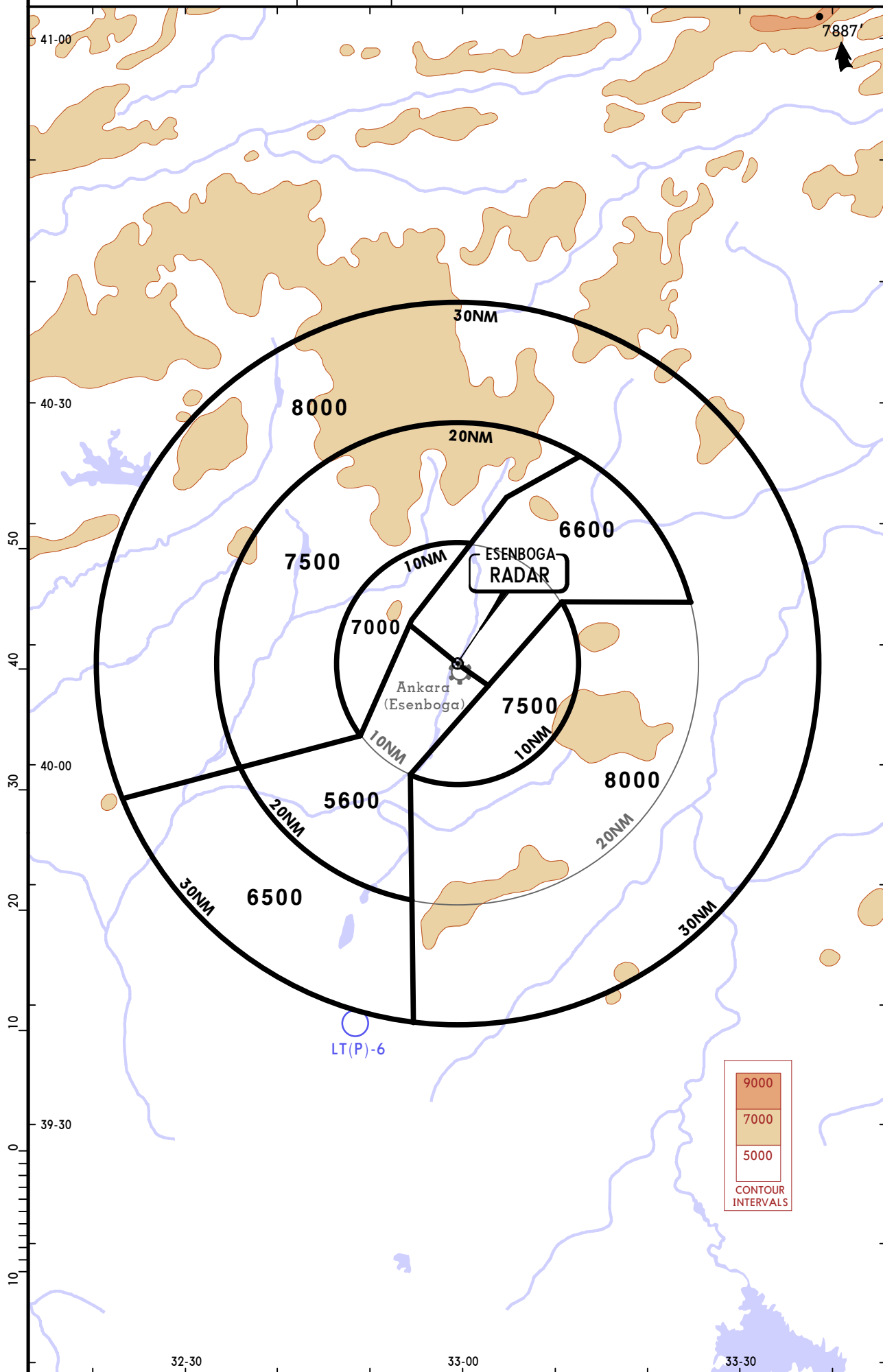
24 APR 15 (10-1R)

Eff 30 Apr **RADAR MINIMUM ALTITUDES**

ESENBOGA Approach (R)
119.1 119.6 122.1

Apt Elev
3125'

Alt Set: hPa
Trans level: By ATC Trans alt: 10000'



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JEPPESSEN
30 AUG 19 **10-2** Eff 12 Sep

ANKARA, TURKEY
RNAV TRANSITION

D-ATIS 123.6	Alt Set: hPa Trans level: By ATC 1. RADAR required. 2. P RNAV approval required otherwise advise ATC.
Apt Elev 3125	3. Pilots unable to execute RNAV (GNSS) Transition Procedures shall report it to ATC in ESENBOGA Approach by using "UNABLE RNAV TRANSITION" phraseology. 4. For final approach to RWY 03L see ILS X RWY 03L CAT I or ILS U RWY 03L CAT II. 5. Descend as cleared.

TIARE 1L [TIA1L]
VEZIN 1L [VEZ1L]
RNAV (GNSS) TRANSITIONS
(RWY 03L)

25
20
15
10
5
0
5

CAUTION
Only available for traffic able to execute the ILS X RWY 03L CAT I or ILS U RWY 03L CAT II procedures.
EXPECT radar vectors for arrivals to VEZIN/TIARE (IAFs).

LOST COMMS
LOST COMMS
LOST COMMS
For Lost Comms Procedure refer to 10-1P pages.
COMMS
LOST COMMS
LOST COMMS
LOST COMMS

102

99

(IAF)
VEZIN
7500

BASAV
At 160 KT
4700

EKDES
At 180 KT
5600

8600
MSA ANK NDB

ANKARA Etimesgut LTAD

ANKARA Guvercinlik LTAB

ANKARA **356 ANK**

(IAF)
TIARE
8000

7500

96

96

7000
5000
CONTOUR INTERVALS

6275

33-00

TRANSITION	ROUTING
TIARE 1L	TIARE (8000+) - EKDES (K180; 5600+) - BASAV (K160; 4700).
VEZIN 1L	VEZIN (7500+) - EKDES (K180; 5600+) - BASAV (K160; 4700).

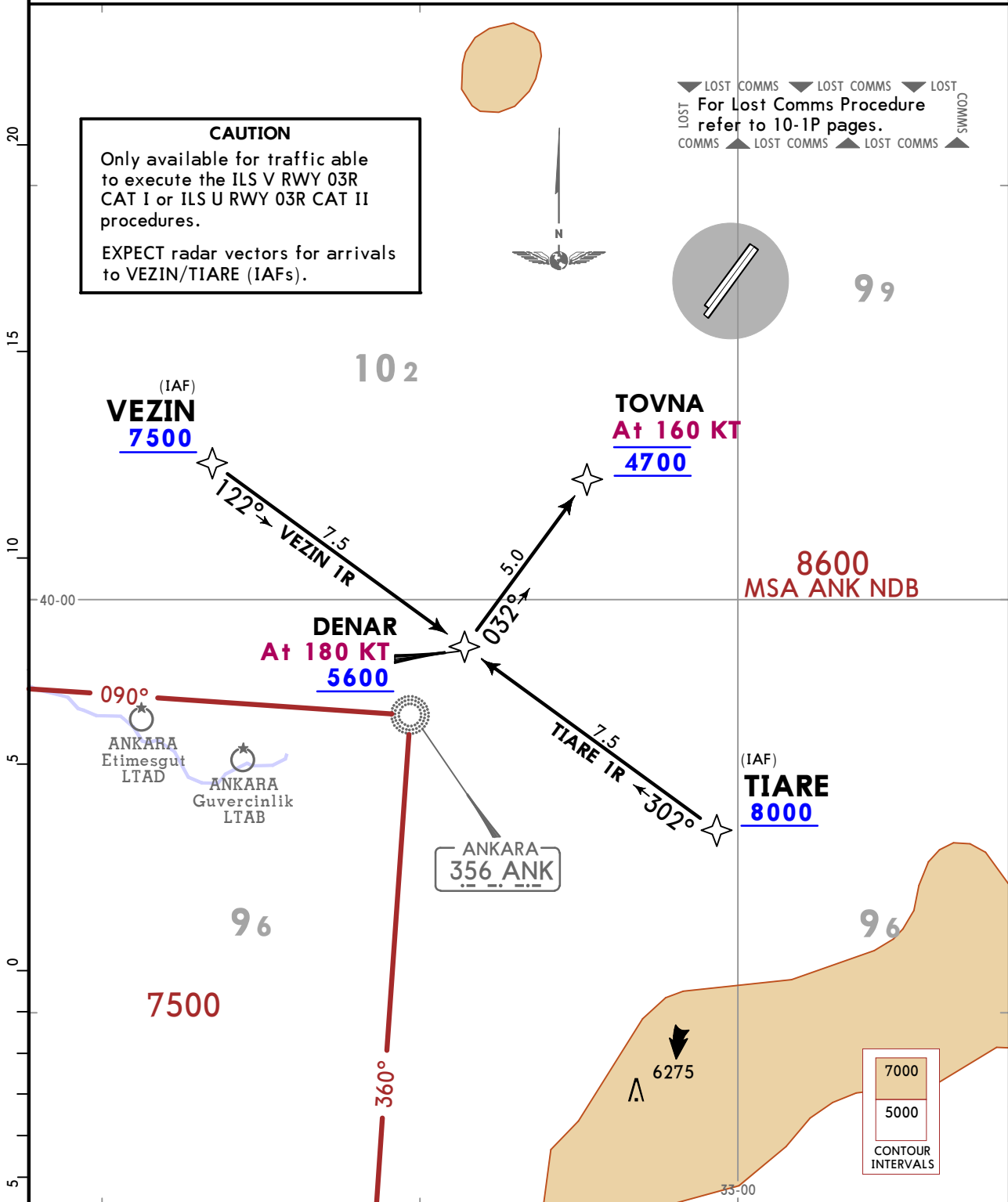
LTAC/ESB
ESENBOGA INTL

JEPPESSEN
 30 AUG 19 **10-2A** **Eff 12 Sep**

ANKARA, TURKEY
RNAV TRANSITION

D-ATIS 123.6	Alt Set: hPa Trans level: By ATC 1. RNAV (GNSS). 2. RADAR required. 3. P RNAV approval required otherwise advise ATC. 4. Pilots unable to execute RNAV (GNSS) Transition Procedures shall report it to ATC in ESENBOGA Approach by using "UNABLE RNAV TRANSITION" phraseology. 5. For final approach to RWY 03R see ILS V RWY 03R CAT I or ILS U RWY 03R CAT II. 6. Descend as cleared.
Apt Elev 3125	

TIARE 1R [TIA1R]
VEZIN 1R [VEZ1R]
RWY 03R RNAV TRANSITIONS



TRANSITION	ROUTING
TIARE 1R	TIARE (8000+) - DENAR (K180; 5600+) - TOVNA (K160; 4700).
VEZIN 1R	VEZIN (7500+) - DENAR (K180; 5600+) - TOVNA (K160; 4700).

CHANGES: None.

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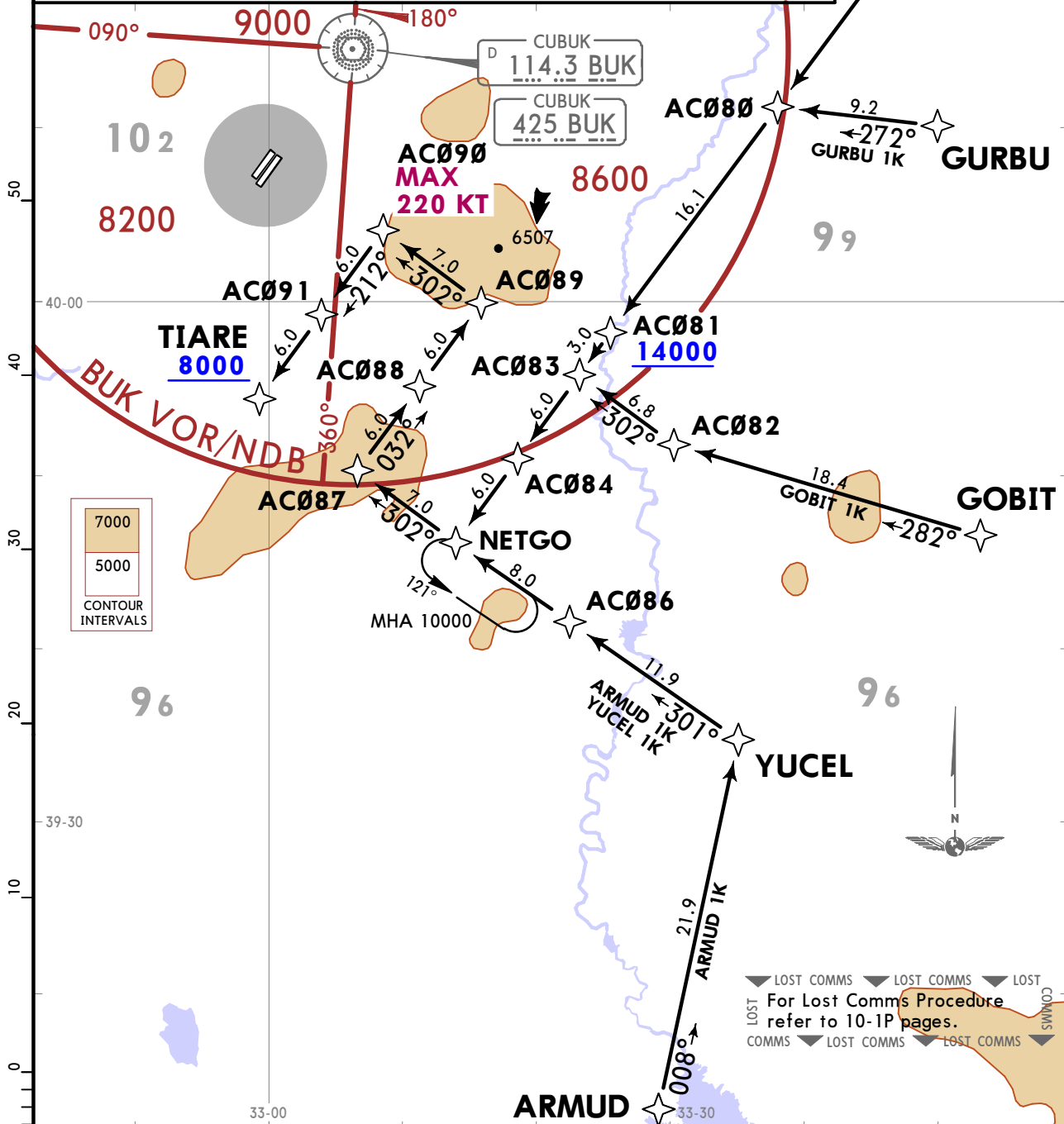
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ESENBOGA INTL

JEPPESSEN
28 SEP 18 **10-2A1** **Eff 11 Oct**

ANKARA, TURKEY
RNAV STAR

D-ATIS 123.6	Alt Set: hPa Trans level: By ATC 1. RNAV (GNSS). 2. RADAR required. 3. P-RNAV approval required otherwise advise ATC.
Apt Elev 3125	4. At first contact with ESENBOGA APP report if unable to comply the RNAV procedure. 5. At first contact with ESENBOGA APP report only call sign. 6. Descend as cleared.

**ARMUD 1K [ARMU1K], EKMEK 1K [EKME1K]
GOBIT 1K [GOBI1K], GURBU 1K [GURB1K]
YUCEL 1K [YUCE1K]
RWYS 03L/R RNAV ARRIVALS**



STAR	ROUTING
ARMUD 1K	ARMUD - YUCEL - AC086 - NETGO - AC087 - AC088 - AC089 - AC090 (K220-) - AC091 - TIARE (8000+).
EKMEK 1K	EKMEK - AC080 - AC081 (14000+) - AC083 - AC084 - NETGO - AC087 - AC088 - AC089 - AC090 (K220-) - AC091 - TIARE (8000+).
GOBIT 1K	GOBIT - AC082 - AC083 - AC084 - NETGO - AC087 - AC088 - AC089 - AC090 (K220-) - AC091 - TIARE (8000+).
GURBU 1K	GURBU - AC080 - AC081 (14000+) - AC083 - AC084 - NETGO - AC087 - AC088 - AC089 - AC090 (K220-) - AC091 - TIARE (8000+).
YUCEL 1K	YUCEL - AC086 - NETGO - AC087 - AC088 - AC089 - AC090 (K220-) - AC091 - TIARE (8000+).

CHANGES: None.

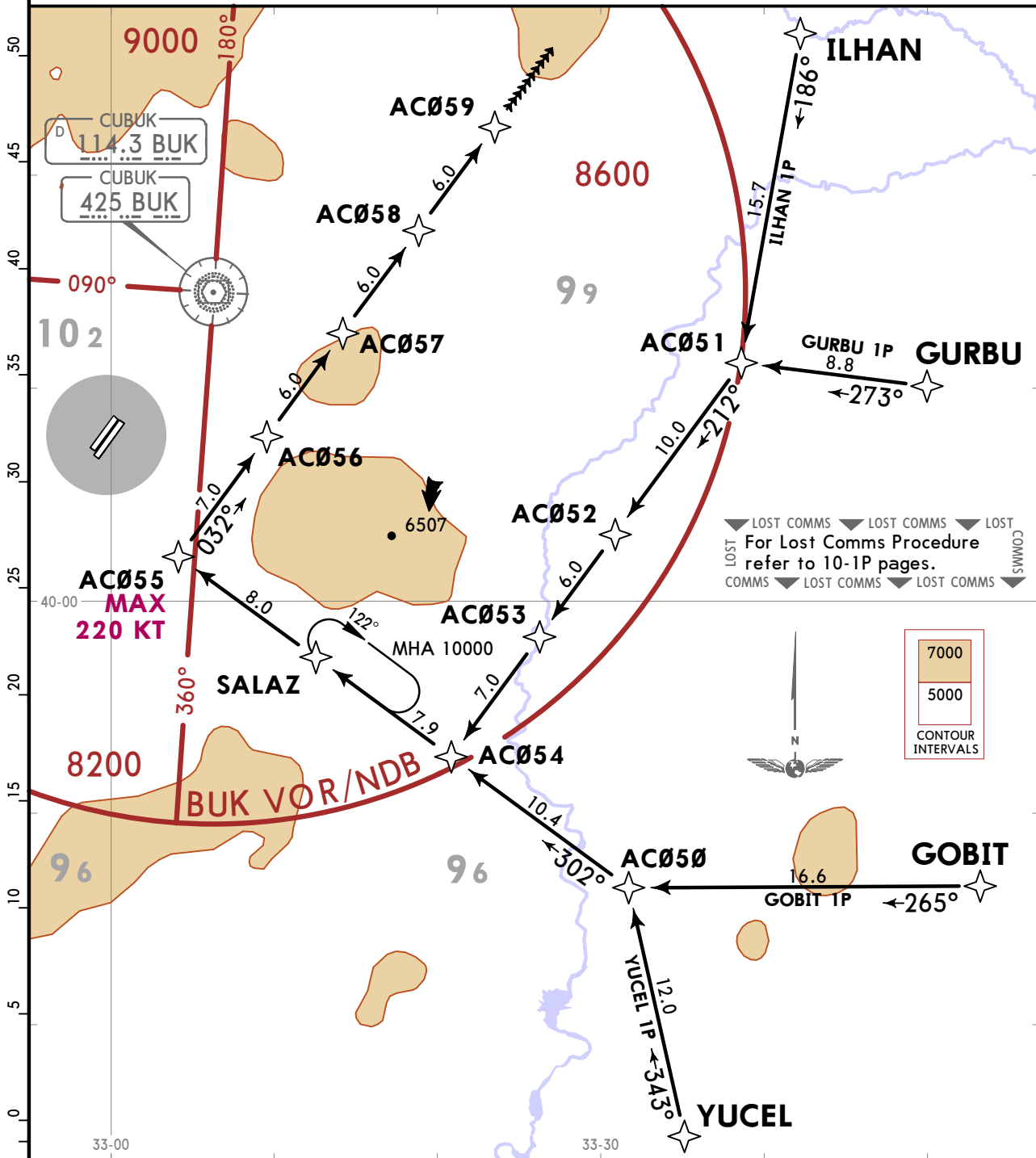
LTAC/ESB
ESENBOGA INTL

JEPESEN
 28 SEP 18 **10-2A2** **Eff 11 Oct**

ANKARA, TURKEY
RNAV STAR

D-ATIS 123.6	Alt Set: hPa Trans level: By ATC 1. RNAV (GNSS). 2. RADAR required. 3. P-RNAV approval required otherwise advise ATC. 4. On downwind EXPECT vectors to final.
Apt Elev 3125	5. At first contact with ESENBOGA APP report if unable to comply the RNAV procedure. 6. At first contact with ESENBOGA APP report only call sign. 7. Descend as cleared.

**GOBIT 1P [GOBI1P], GURBU 1P [GURB1P]
 ILHAN 1P [ILHA1P], YUCEL 1P [YUCE1P]
 RWYS 21L/R RNAV ARRIVALS**



STAR	ROUTING
GOBIT 1P	GOBIT - AC050 - AC054 - SALAZ - AC055 (K220-) - AC056 - AC057 - AC058 - AC059.
GURBU 1P	GURBU - AC051 - AC052 - AC053 - AC054 - SALAZ - AC055 (K220-) - AC056 - AC057 - AC058 - AC059.
ILHAN 1P	ILHAN - AC051 - AC052 - AC053 - AC054 - SALAZ - AC055 (K220-) - AC056 - AC057 - AC058 - AC059.
YUCEL 1P	YUCEL - AC050 - AC054 - SALAZ - AC055 (K220-) - AC056 - AC057 - AC058 - AC059.

CHANGES: Vector track after AC059 added.

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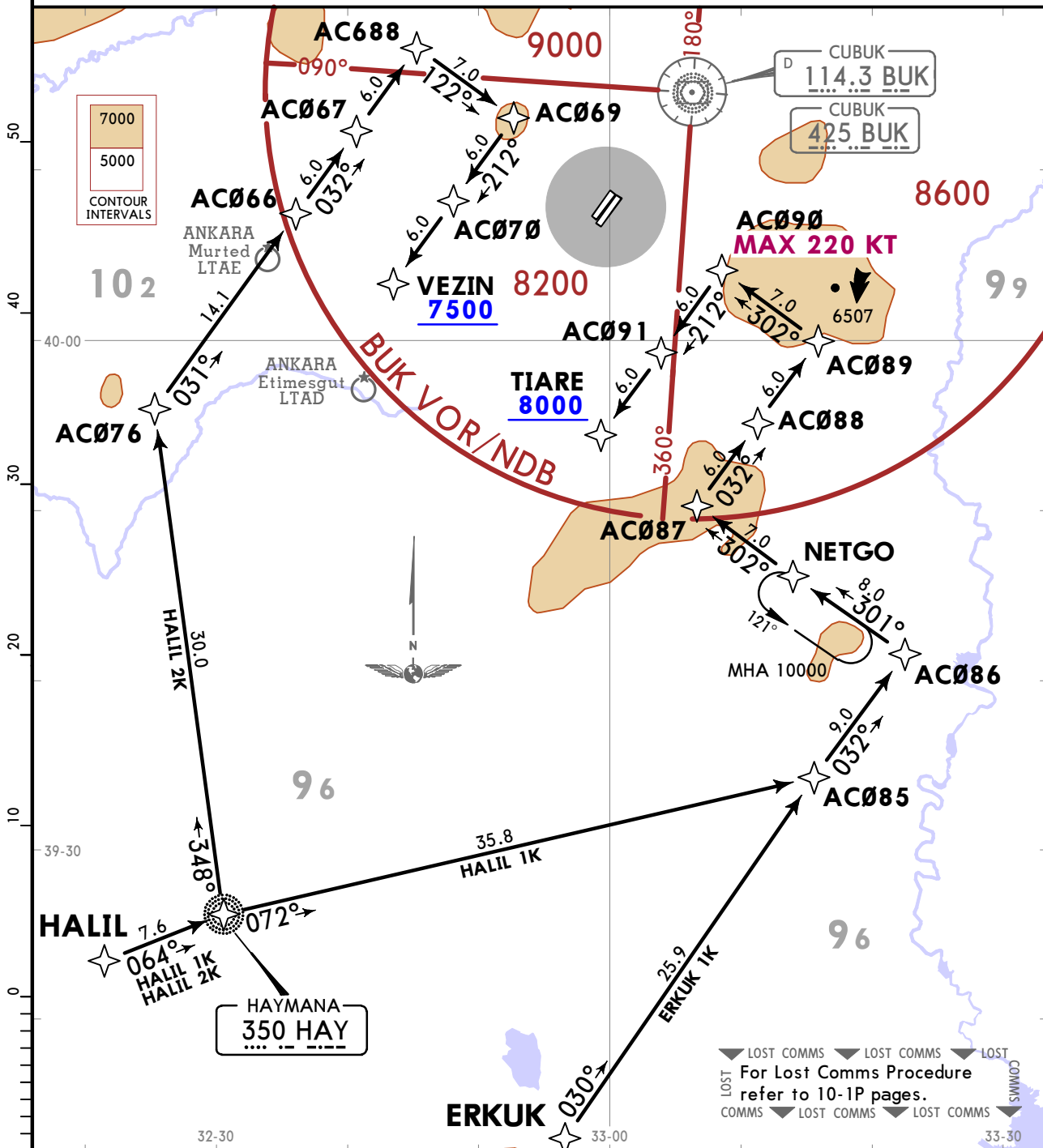
LTAC/ESB
ESENBOGA INTL

JEPPESSEN
28 SEP 18 **10-2A3** **Eff 11 Oct**

ANKARA, TURKEY
RNAV STAR

D-ATIS 123.6	Alt Set: hPa Trans level: By ATC 1. RNAV (GNSS). 2. RADAR required. 3. P-RNAV approval required otherwise advise ATC.
Apt Elev 3125	4. At first contact with ESENBOGA APP report if unable to comply the RNAV procedure. 5. At first contact with ESENBOGA APP report only call sign. 6. Descend as cleared.

ERKUK 1K [ERKU1K]
HALIL 1K [HALI1K]
HALIL 2K [HALI2K]
RWYS 03L/R RNAV ARRIVALS



STAR	ROUTING
ERKUK 1K	ERKUK - AC085 - AC086 - NETGO - AC087 - AC088 - AC089 - AC090 (K220-) - AC091 - TIARE (8000+).
HALIL 1K	HALIL - HAY - AC085 - AC086 - NETGO - AC087 - AC088 - AC089 - AC090 (K220-) - AC091 - TIARE (8000+).
HALIL 2K	HALIL - HAY - AC076 - AC066 - AC067 - AC688 - AC069 - AC070 - VEZIN (7500+).

CHANGES: None.

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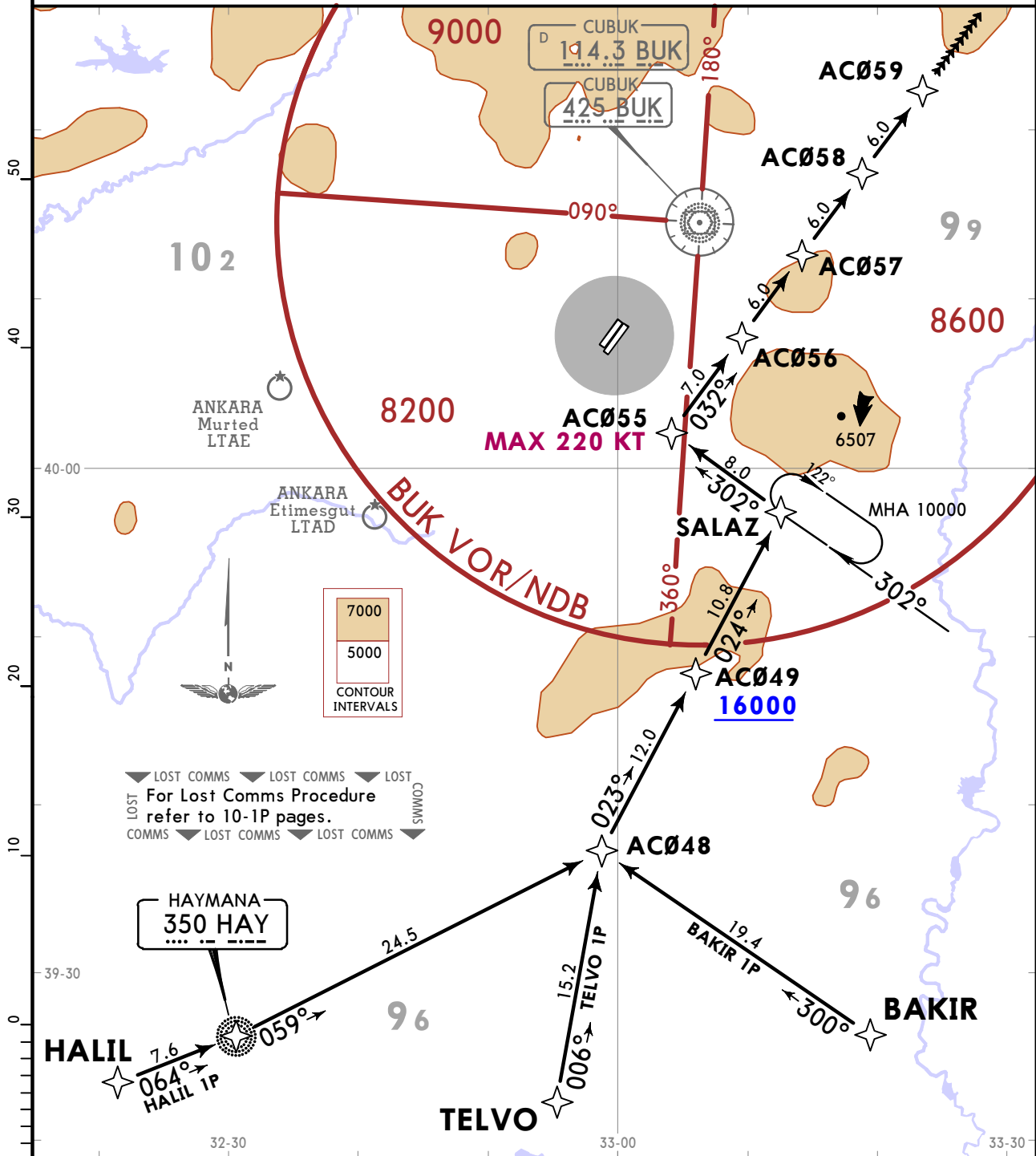
LTAC/ESB
ESENBOGA INTL

JEPPESSEN
28 SEP 18 **10-2A4** Eff 11 Oct

ANKARA, TURKEY
RNAV STAR

D-ATIS 123.6	Alt Set: hPa Trans level: By ATC 1. RNAV (GNSS). 2. RADAR required. 3. P-RNAV approval required otherwise advise ATC.
Apt Elev 3125	4. On downwind EXPECT vectors to final. 5. At first contact with ESENBOGA APP report if unable to comply the RNAV procedure. 6. At first contact with ESENBOGA APP report only call sign. 7. Descend as cleared.

**BAKIR 1P [BAKI1P], HALIL 1P [HALI1P]
TELVO 1P [TELV1P]
RWYS 21L/R RNAV ARRIVALS**



STAR	ROUTING
BAKIR 1P	BAKIR - AC048 - AC049 (16000+) - SALAZ - AC055 (K220-) - AC056 - AC057 - AC058 - AC059.
HALIL 1P	HALIL - HAY - AC048 - AC049 (16000+) - SALAZ - AC055 (K220-) - AC056 - AC057 - AC058 - AC059.
TELVO 1P	TELVO - AC048 - AC049 (16000+) - SALAZ - AC055 (K220-) - AC056 - AC057 - AC058 - AC059.

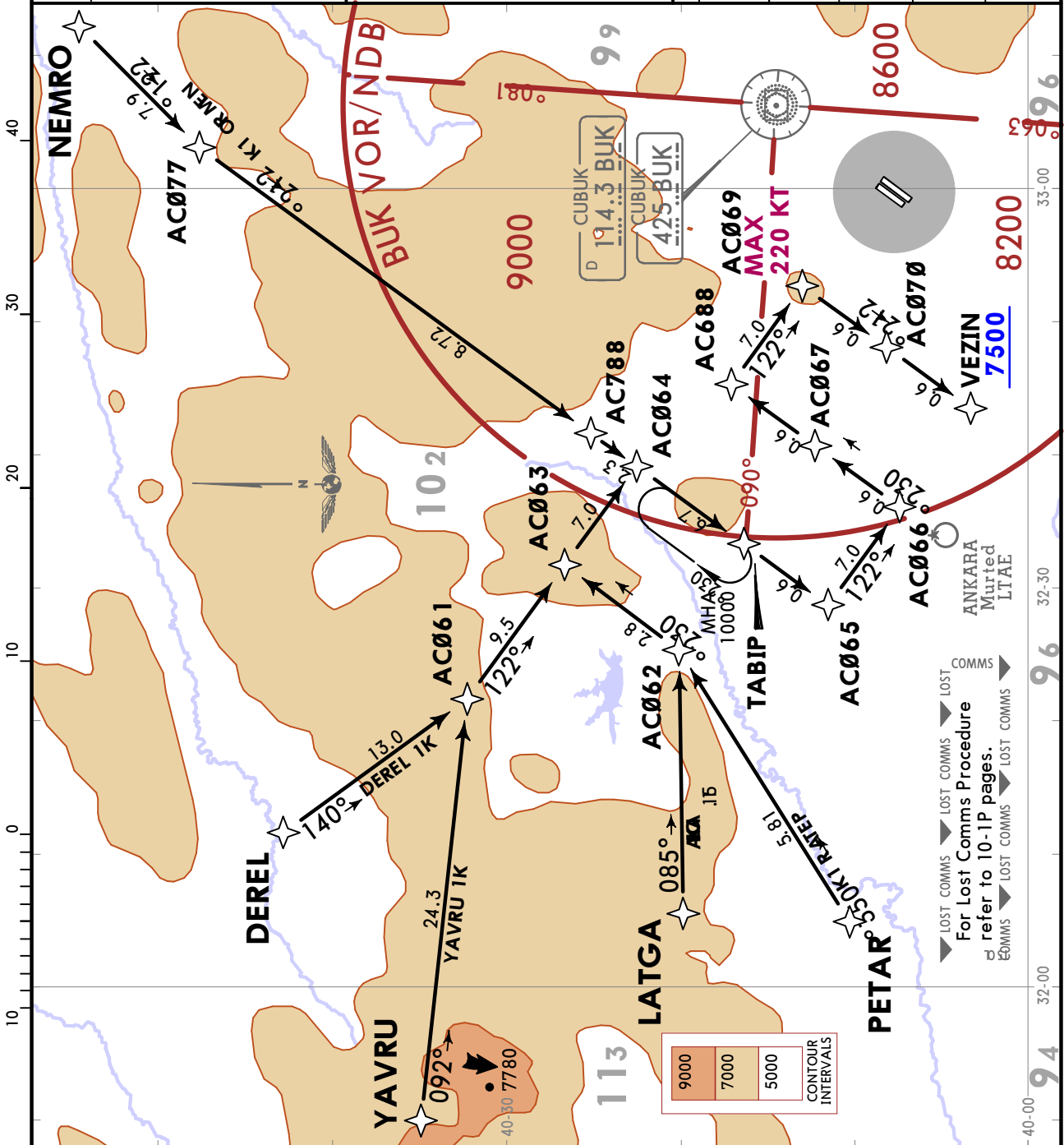
CHANGES: Vector track after AC059 added.

LTAC/ESB
ESENBOGA INTL

JEPPesen
28 SEP 18 **10-2A5** **Eff 11 Oct**

ANKARA, TURKEY
RNAV STAR

D-ATIS 123.6	Apt Elev 3125
Alt Set: hPa Trans level: By ATC	
<ol style="list-style-type: none"> 1. RNAV (GNSS). 2. RADAR required. 3. P-RNAV approval required otherwise advise ATC. 4. At first contact with ESENBOGA APP report if unable to comply the RNAV procedure. 5. At first contact with ESENBOGA APP report only call sign. 6. Descend as cleared. 	
<p>DEREL 1K [DERE1K] LATGA 1K [LATG1K] NEMRO 1K [NEMR1K] PETAR 1K [PETA1K] YAVRU 1K [YAVR1K]</p> <p>RWYS 03L/R RNAV ARRIVALS</p>	
STAR	ROUTING
DEREL 1K	DEREL - AC061 - AC063 - AC064 - TABIP - AC065 - AC066 - AC067 - AC688 - AC069 (K220-) - AC070 - VEZIN (7500+).
LATGA 1K	LATGA - AC062 - AC063 - AC064 - TABIP - AC065 - AC066 - AC067 - AC688 - AC069 (K220-) - AC070 - VEZIN (7500+).
NEMRO 1K	NEMRO - AC077 - AC788 - AC064 - TABIP - AC065 - AC066 - AC067 - AC688 - AC069 (K220-) - AC070 - VEZIN (7500+).
PETAR 1K	PETAR - AC062 - AC063 - AC064 - TABIP - AC065 - AC066 - AC067 - AC688 - AC069 (K220-) - AC070 - VEZIN (7500+).
YAVRU 1K	YAVRU - AC061 - AC063 - AC064 - TABIP - AC065 - AC066 - AC067 - AC688 - AC069 (K220-) - AC070 - VEZIN (7500+).



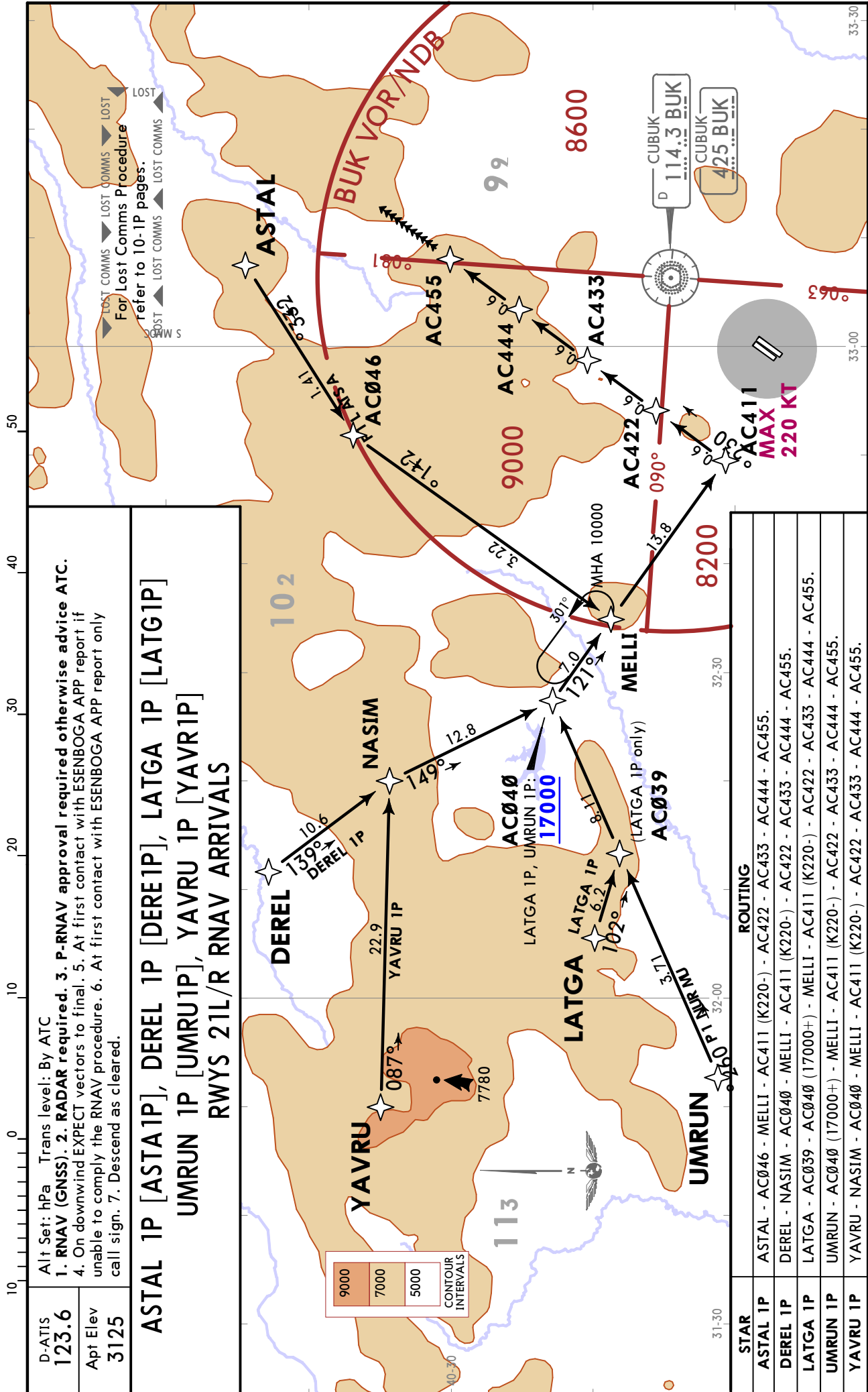
CHANGES: RNAV STAR LATGA 1K established.

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LTAC/ESB
ESENBOGA INTL

JEPPESSEN
 28 SEP 18 **10-2A6** **Eff 11 Oct**

ANKARA, TURKEY
RNAV STAR



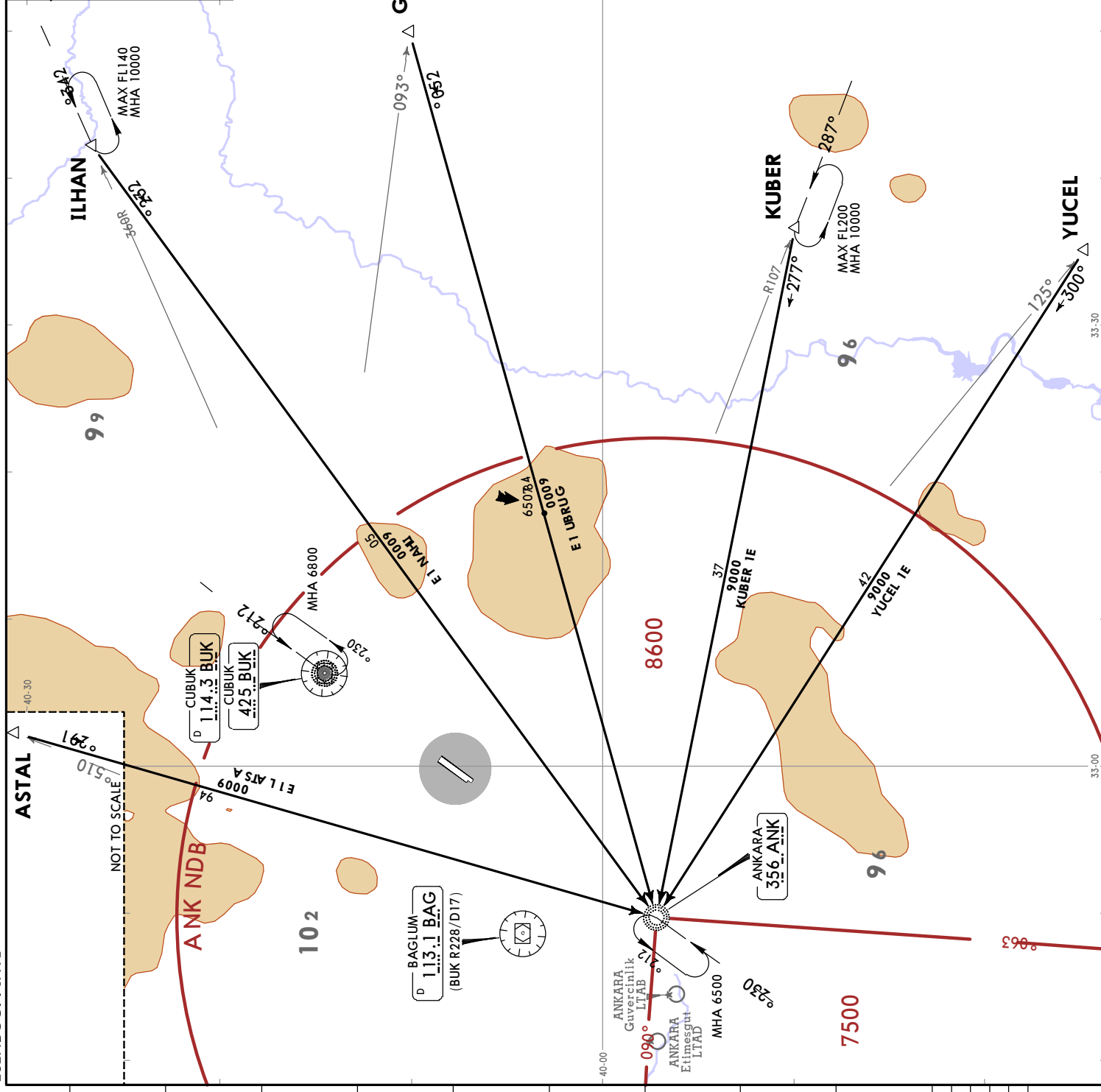
ANKARA, TURKEY

JEPPESEN
22 SEP 17 (10-2B)

LTAC/ESB
ESENBOGA INTL

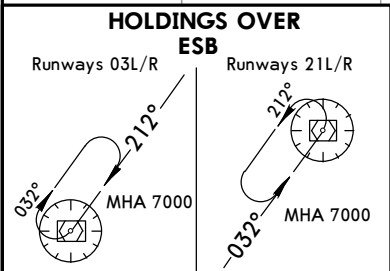
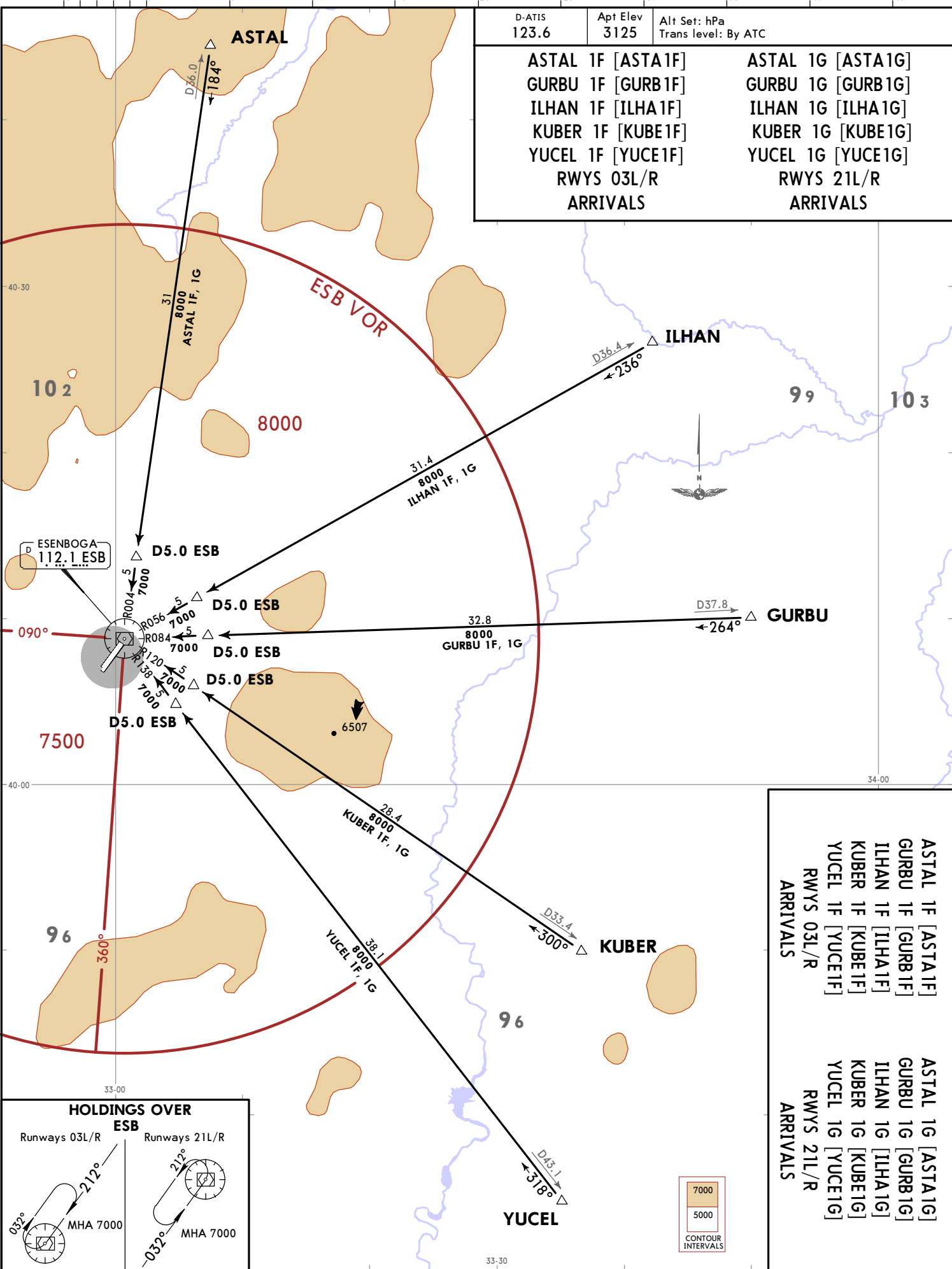
STAR

D-ATIS	123.6
Apt Elev	3125
Alt Set: hPa	
Trans level: By ATC	
ASTAL 1E [ASTA 1E] GURBU 1E [GURB 1E] ILHAN 1E [ILHA 1E] KUBER 1E [KUBE 1E] YUCEL 1E [YUCE 1E] RWYS 03L/R ARRIVALS	



CHANGES: New format.

D-ATIS 123.6	Apt Elev 3125	Alt Set: hPa Trans level: By ATC
ASTAL 1F [ASTA1F]	ASTAL 1G [ASTA1G]	
GURBU 1F [GURB1F]	GURBU 1G [GURB1G]	
ILHAN 1F [ILHA1F]	ILHAN 1G [ILHA1G]	
KUBER 1F [KUBE1F]	KUBER 1G [KUBE1G]	
YUCEL 1F [YUCE1F]	YUCEL 1G [YUCE1G]	
RWYS 03L/R ARRIVALS	RWYS 21L/R ARRIVALS	



ASTAL 1F [ASTA1F]	ASTAL 1G [ASTA1G]
GURBU 1F [GURB1F]	GURBU 1G [GURB1G]
ILHAN 1F [ILHA1F]	ILHAN 1G [ILHA1G]
KUBER 1F [KUBE1F]	KUBER 1G [KUBE1G]
YUCEL 1F [YUCE1F]	YUCEL 1G [YUCE1G]
RWYS 03L/R ARRIVALS	RWYS 21L/R ARRIVALS

LTAC/ESB
 ESENBOGA INTL
 22 SEP 17 (10-2C)
 JEPPESEN
 ANKARA, TURKEY
 STAR

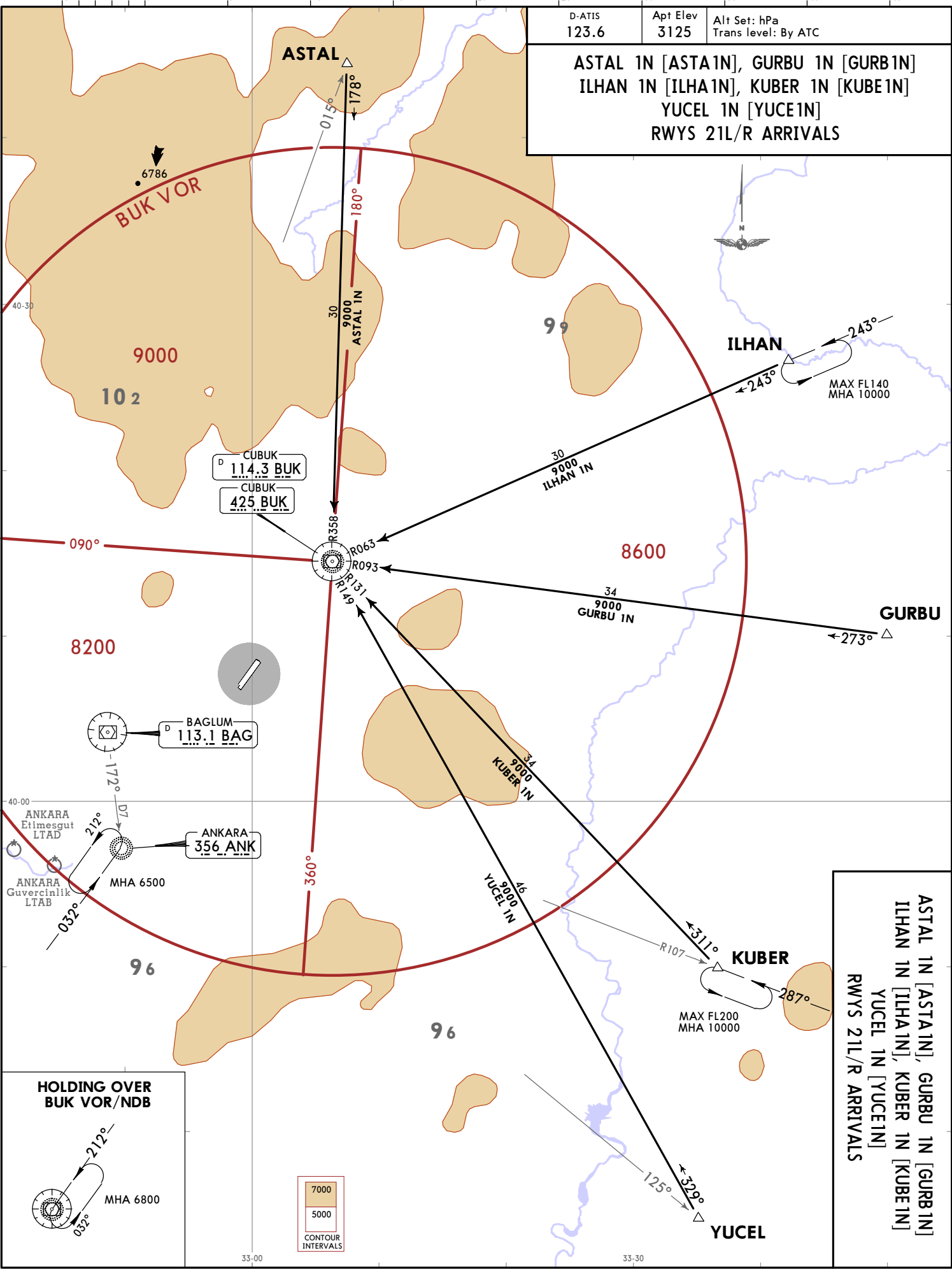
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CHANGES: New format.

LTAC/ESB
ESENBOGA INTL

D-ATIS 123.6	Apt Elev 3125	Alt Set: hPa Trans level: By ATC
-----------------	------------------	-------------------------------------

**ASTAL 1N [ASTA1N], GURBU 1N [GURB1N]
ILHAN 1N [ILHA1N], KUBER 1N [KUBE1N]
YUCEL 1N [YUCE1N]
RWYS 21L/R ARRIVALS**



22 SEP 17
JEPPESSEN
10-2D

ANKARA, TURKEY
STAR

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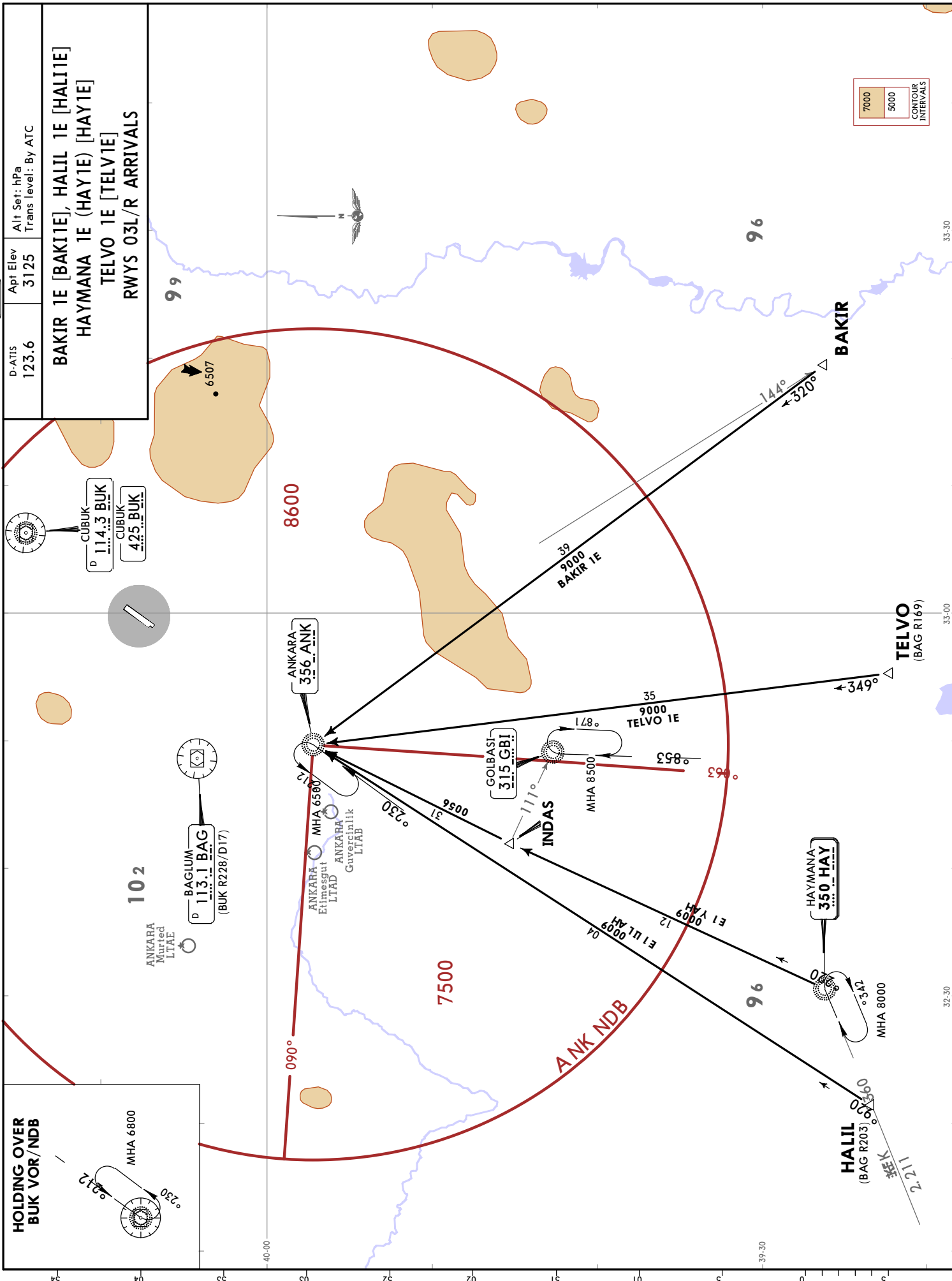
ANKARA, TURKEY

JEPPesen

22 SEP 17 10-2E

STAR

LTAC/ESB
ESENBOGA INTL



HOLDING OVER BUK VOR/NDB

MHA 6800

090°

0270°

0230°

102

ANKARA Muried LTAE

BAGLUM 113.1 BAG (BUK R228/D17)

CUBUK 114.3 BUK

CUBUK 425 BUK

7000

5000

CONTOUR INTERVALS

22 SEP 17 10-2F

D-ATIS 123.6
Apt Elev 3125
Alt Set: hPa
Trans level: By ATC

ARRIVALS

BAKIR 1G [BAKI1G]
HALIL 1G [HALI1G]
HAYMANA 1G (HAY1G) [HAY1G]
TELVO 1G [TELV1G]
RWYS 21L/R

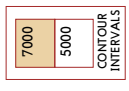
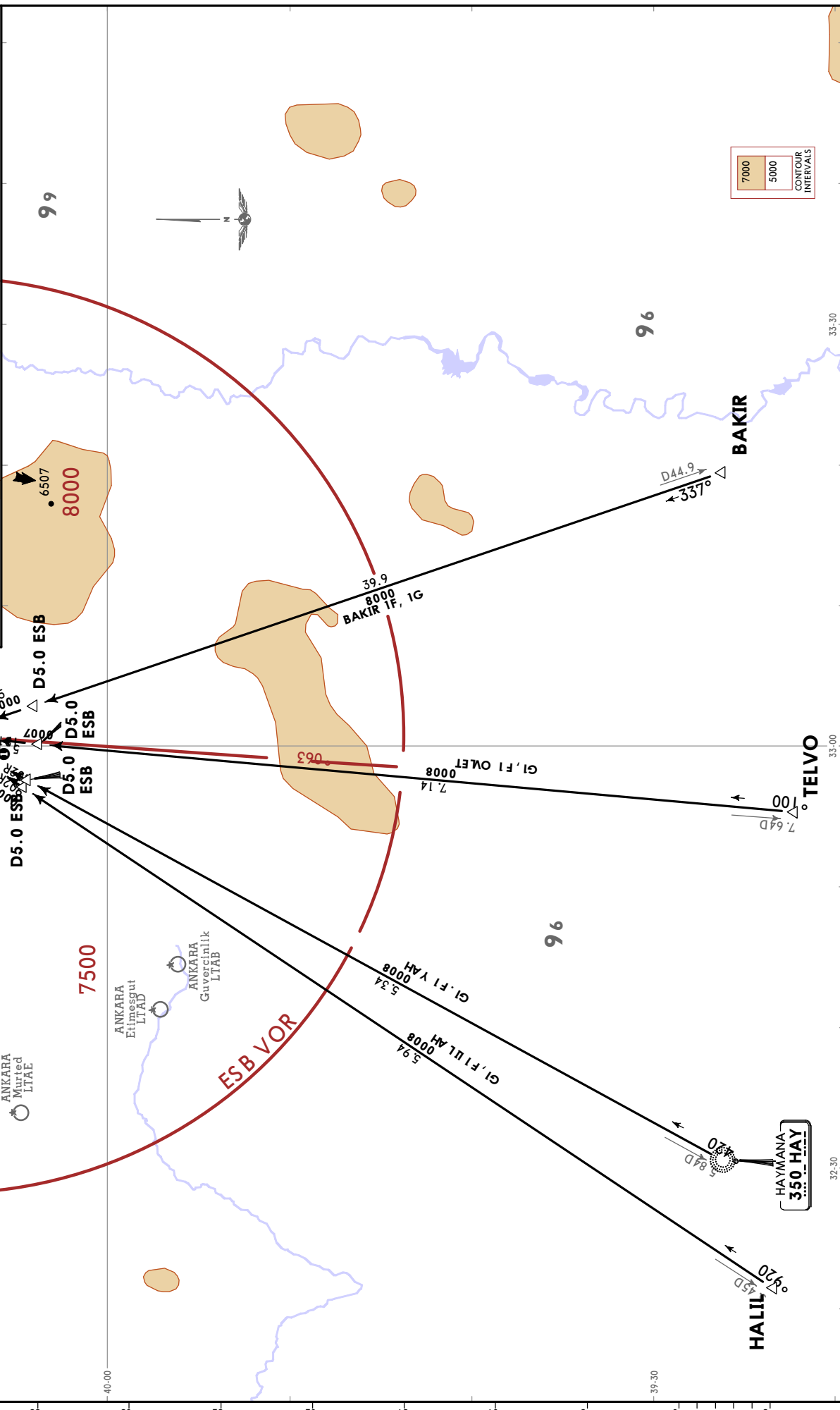
ARRIVALS

BAKIR 1F [BAKI1F]
HALIL 1F [HALI1F]
HAYMANA 1F (HAY1F) [HAY1F]
TELVO 1F [TELV1F]
RWYS 03L/R

HOLDINGS OVER ESB

Runways 03L/R
MHA 7000
230°

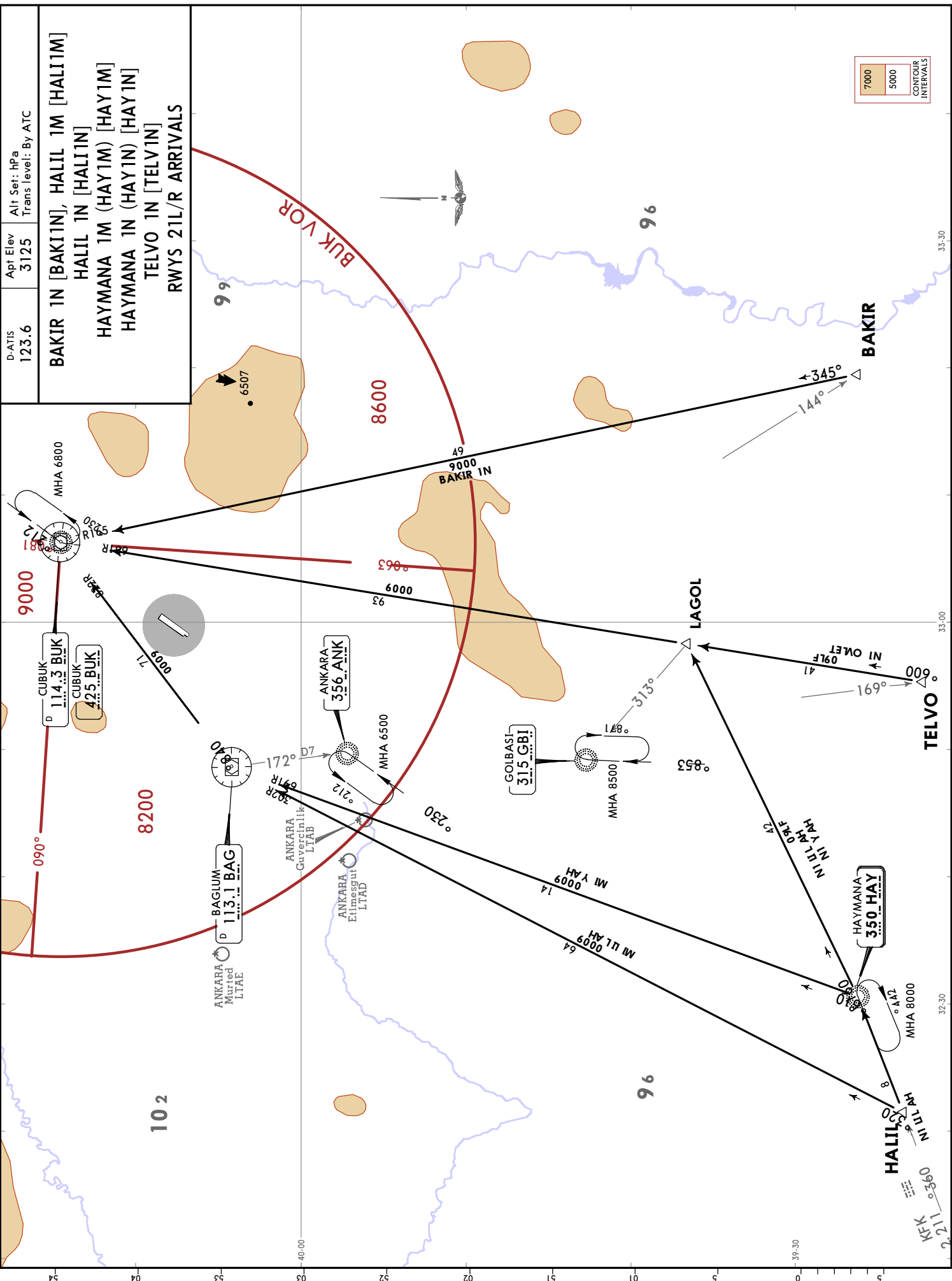
Runways 21L/R
MHA 7000
212°



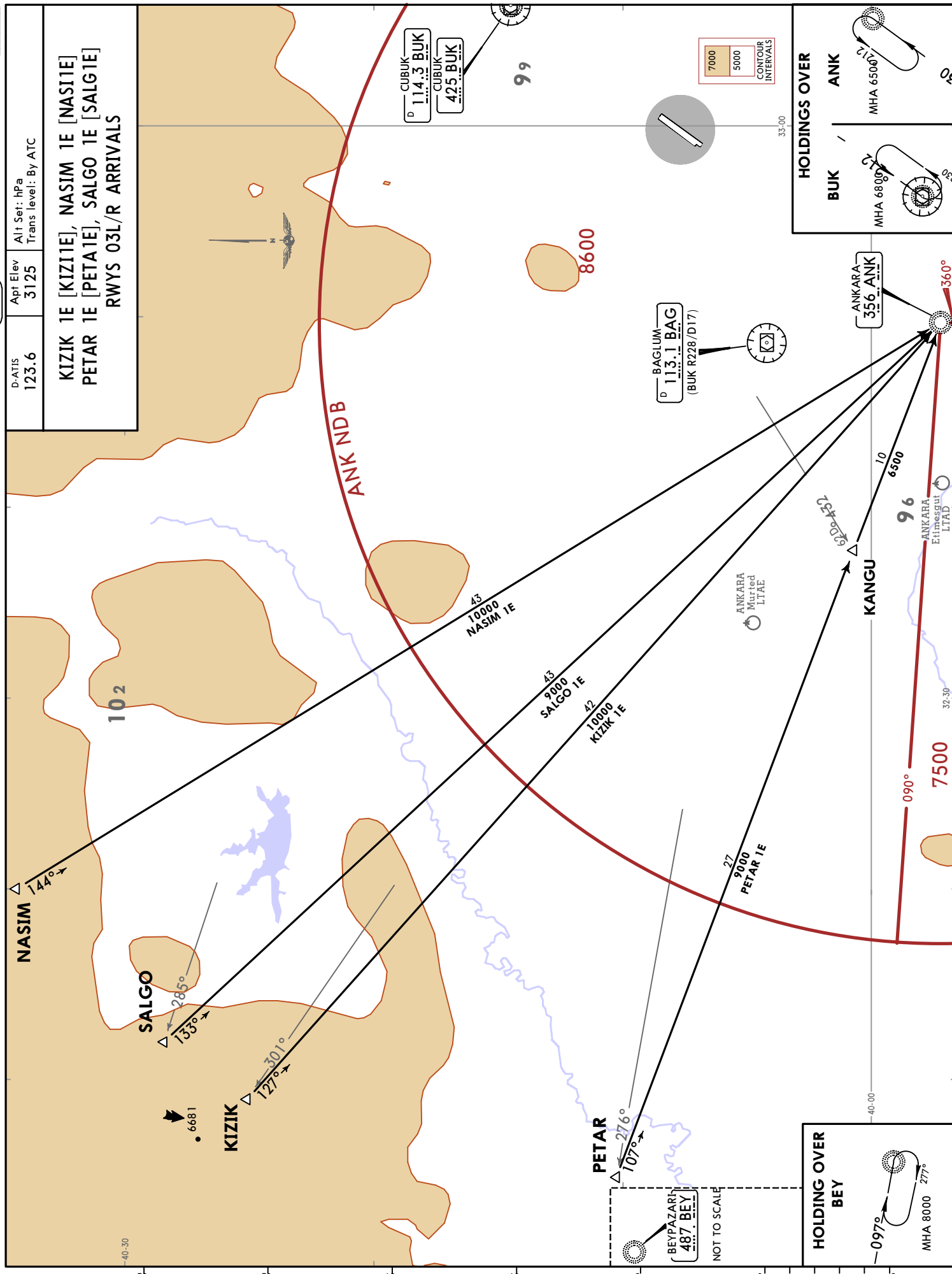
JEPPESEN
22 SEP 17 (10-2G) **STAR**

LTAC/ESB
ESENBOGA INTL

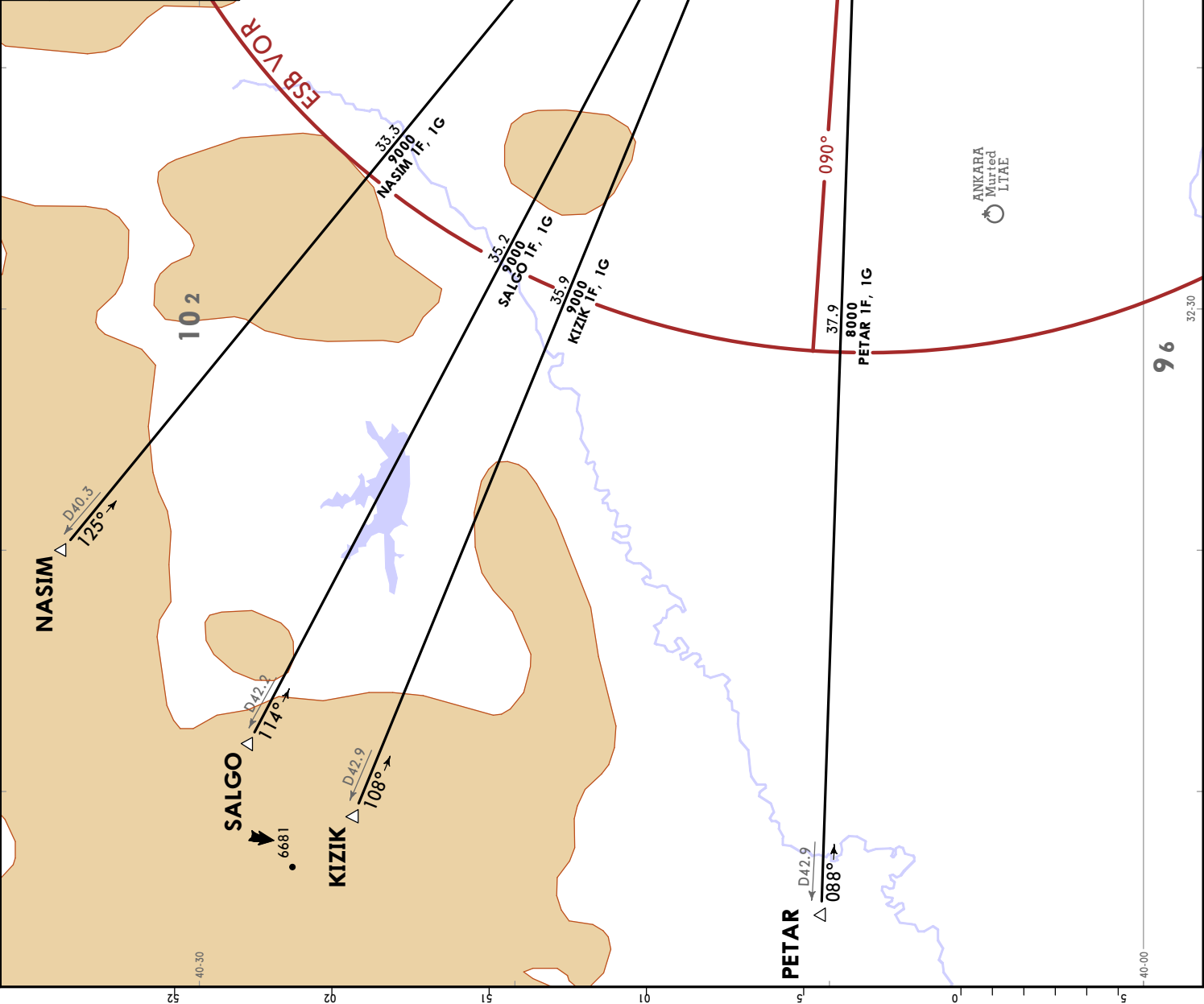
ANKARA, TURKEY



7000
5000
CONTOUR
INTERVALS



D-ATIS 123.6	Apt Elev 3125	Alt Set: hPa Trans level: By ATC
ARRIVALS KIZIK 1F [KIZI1F] NASIM 1F [NASI1F] PETAR 1F [PETA1F] SALGO 1F [SALG1F] RWYS 03L/R		
ARRIVALS KIZIK 1G [KIZI1G] NASIM 1G [NASI1G] PETAR 1G [PETA1G] SALGO 1G [SALG1G] RWYS 21L/R		



HOLDINGS OVER ESB

Runways 03L/R

Runways 21L/R

MHA 7000

MHA 7000

CONTOUR INTERVALS: 7000, 5000

LTAC/ESB
ESENBOGA INTL

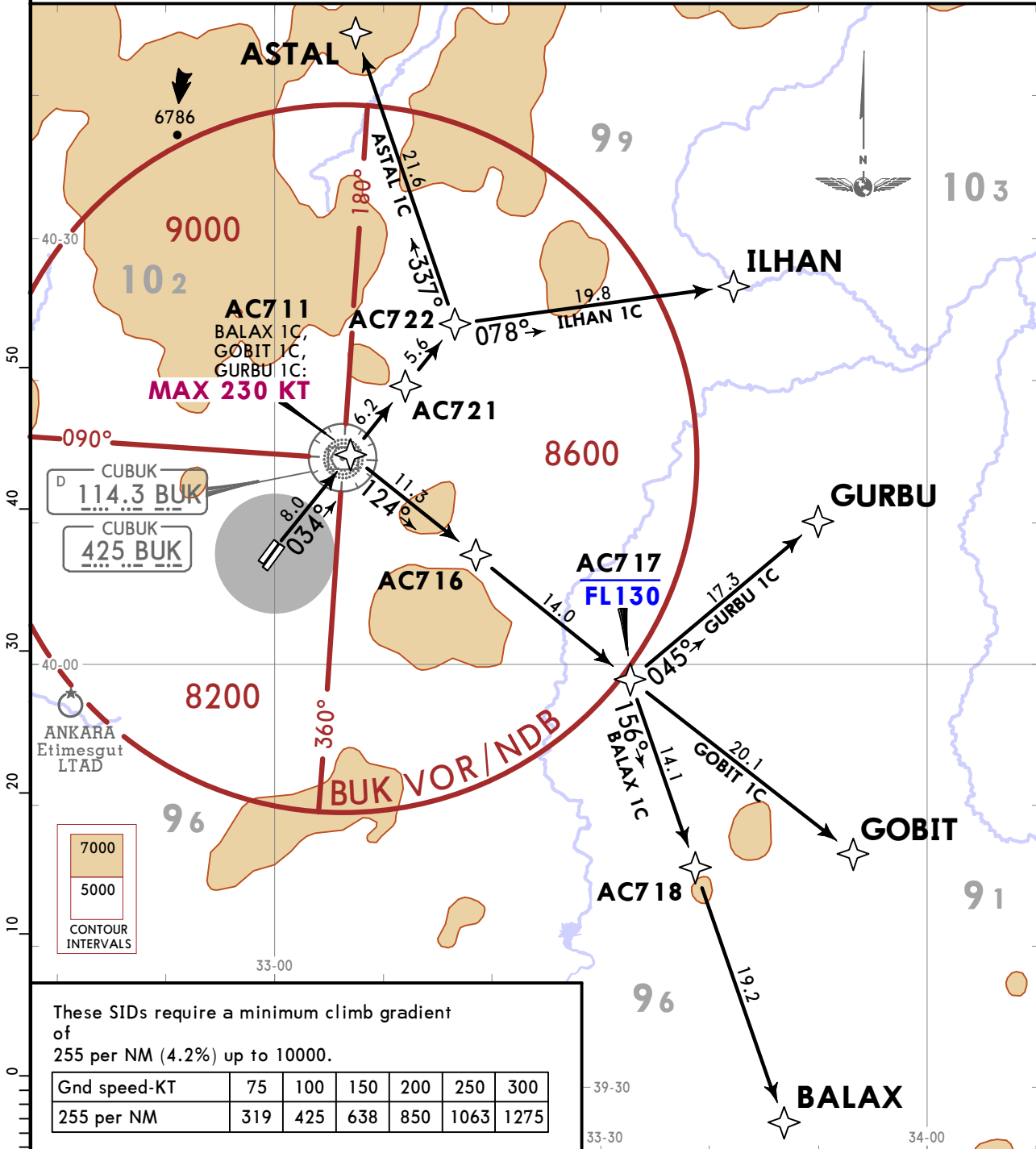
JEPESEN
 30 NOV 18 **10-3** **Eff 6 Dec**

ANKARA, TURKEY
RNAV SID

Apt Elev
3125

Trans alt: 10000
 1. RNAV (GNSS).
 2. RADAR required.
 3. P-RNAV approval required otherwise advise ATC.
 4. At first contact report only call sign, check ATIS for current frequency.

ASTAL 1C [ASTA1C], BALAX 1C [BALA1C]
GOBIT 1C [GOBI1C], GURBU 1C [GURB1C]
ILHAN 1C [ILHA1C]
RWYS 03L/R RNAV DEPARTURES



These SIDs require a minimum climb gradient of 255 per NM (4.2%) up to 10000.

Gnd speed-KT	75	100	150	200	250	300
255 per NM	319	425	638	850	1063	1275

SID	ROUTING
ASTAL 1C	On 034° track to AC711, to AC721, to AC722, turn LEFT to ASTAL.
BALAX 1C	On 034° track to AC711, turn RIGHT to AC716, to AC717, turn RIGHT to AC718, to BALAX.
GOBIT 1C	On 034° track to AC711, turn RIGHT to AC716, to AC717, to GOBIT.
GURBU 1C	On 034° track to AC711, turn RIGHT to AC716, to AC717, turn LEFT to GURBU.
ILHAN 1C	On 034° track to AC711, to AC721, to AC722, turn RIGHT to ILHAN.

LTAC/ESB
ESENBOGA INTL

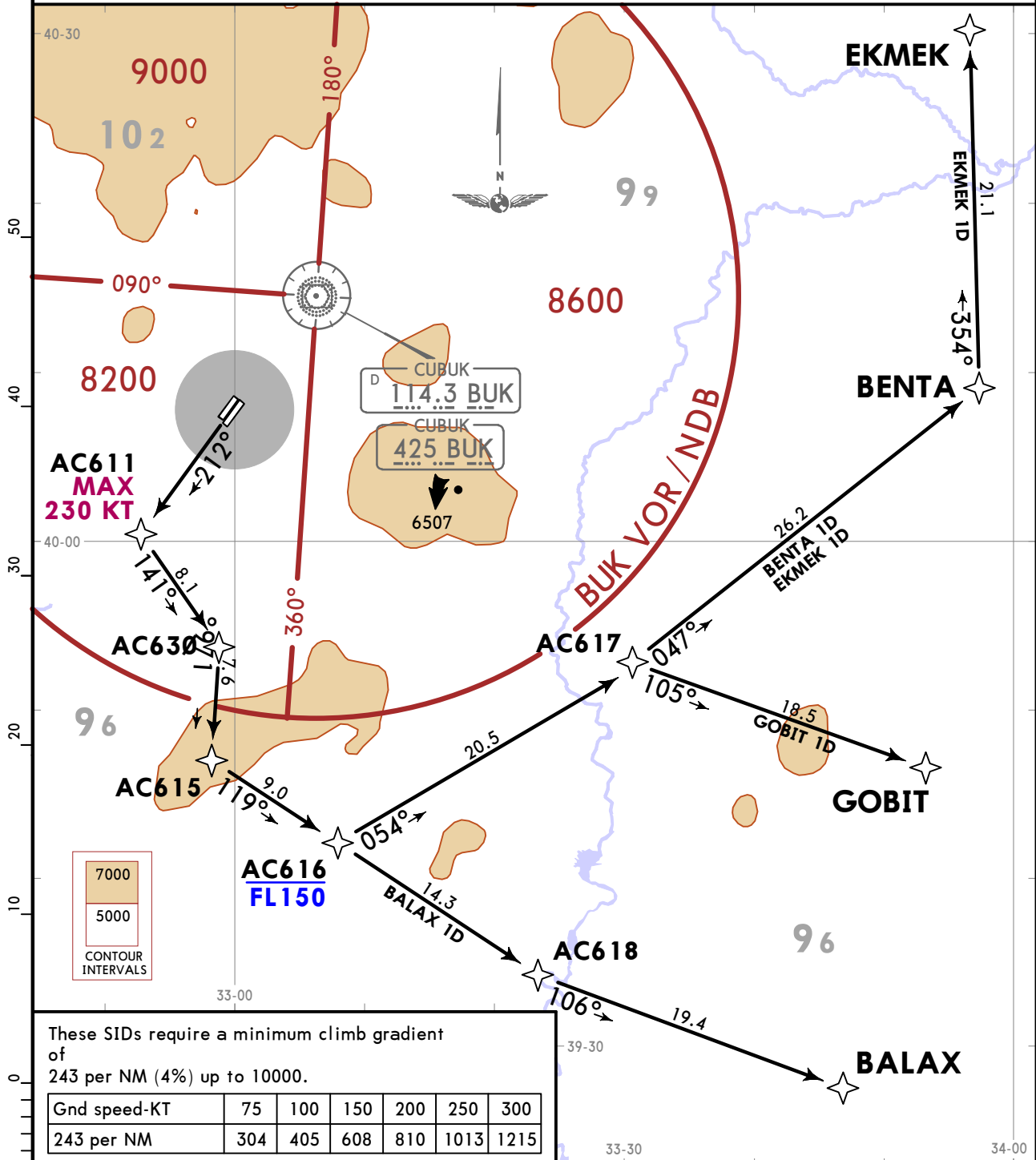
JEPPESSEN
 30 NOV 18 **10-3A** **Eff 6 Dec**

ANKARA, TURKEY
RNAV SID

Apt Elev
3125

- Trans alt: 10000
 1. RNAV (GNSS).
 2. RADAR required.
 3. P-RNAV approval required otherwise advise ATC.
 4. At first contact report only call sign, check ATIS for current frequency.

BALAX 1D [BALA1D], BENTA 1D [BENT1D]
EKMEK 1D [EKME1D], GOBIT 1D [GOBI1D]
RWYS 21L/R RNAV DEPARTURES



These SIDs require a minimum climb gradient of 243 per NM (4%) up to 10000.

Gnd speed-KT	75	100	150	200	250	300
243 per NM	304	405	608	810	1013	1215

SID	ROUTING
BALAX 1D	On 212° track to AC611, turn LEFT to AC630, turn RIGHT to AC615, turn LEFT to AC616, to AC618, turn LEFT to BALAX.
BENTA 1D	On 212° track to AC611, turn LEFT to AC630, turn RIGHT to AC615, turn LEFT to AC616, turn LEFT to AC617, turn LEFT to BENTA.
EKMEK 1D	On 212° track to AC611, turn LEFT to AC630, turn RIGHT to AC615, turn LEFT to AC616, turn LEFT to AC617, turn LEFT to BENTA, turn LEFT to EKMEK.
GOBIT 1D	On 212° track to AC611, turn LEFT to AC630, turn RIGHT to AC615, turn LEFT to AC616, turn LEFT to AC617, turn RIGHT to GOBIT.

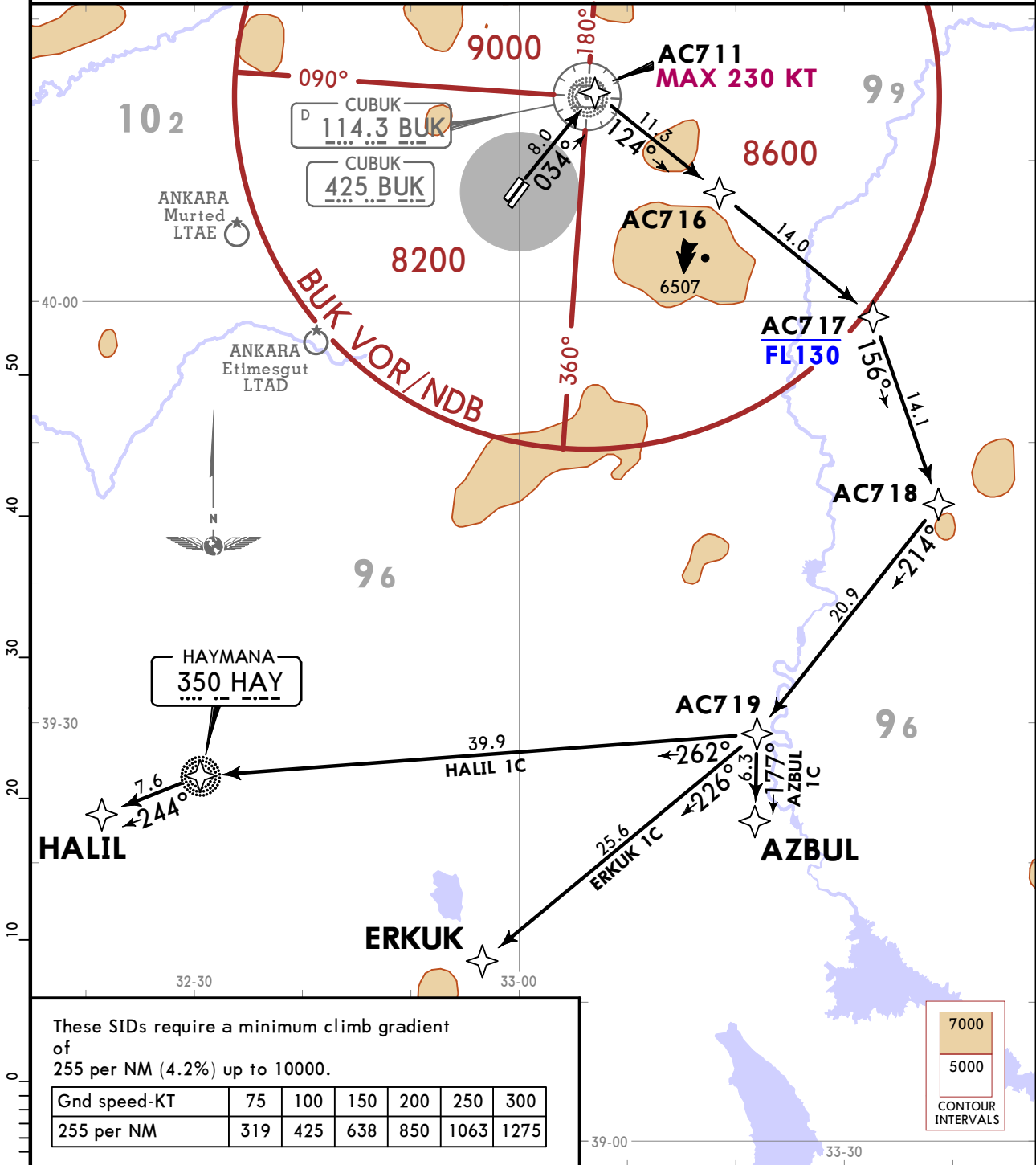
LTAC/ESB
ESENBOGA INTL

JEPPESSEN
 30 NOV 18 **10-3A1** **Eff 6 Dec**

ANKARA, TURKEY
RNAV SID

Apt Elev **3125**
 Trans alt: 10000
 1. **RNAV (GNSS).**
 2. **RADAR required.**
 3. **P-RNAV approval required otherwise advise ATC.**
 4. At first contact report only call sign, check ATIS for current frequency.

AZBUL 1C [AZBU1C]
ERKUK 1C [ERKU1C]
HALIL 1C [HALI1C]
RWYS 03L/R RNAV DEPARTURES



SID	ROUTING
AZBUL 1C	On 034° track to AC711, turn RIGHT to AC716, to AC717, turn RIGHT to AC718, turn RIGHT to AC719, turn LEFT to AZBUL.
ERKUK 1C	On 034° track to AC711, turn RIGH to AC716, to AC717, turn RIGHT to AC718, turn RIGHT to AC719, turn RIGHT to ERKUK.
HALIL 1C	On 034° track to AC711, turn RIGHT to AC716, to AC717, turn RIGHT to AC718, turn RIGHT to AC719, turn RIGHT to HAY, turn LEFT to HALIL.

LTAC/ESB
ESENBOGA INTL

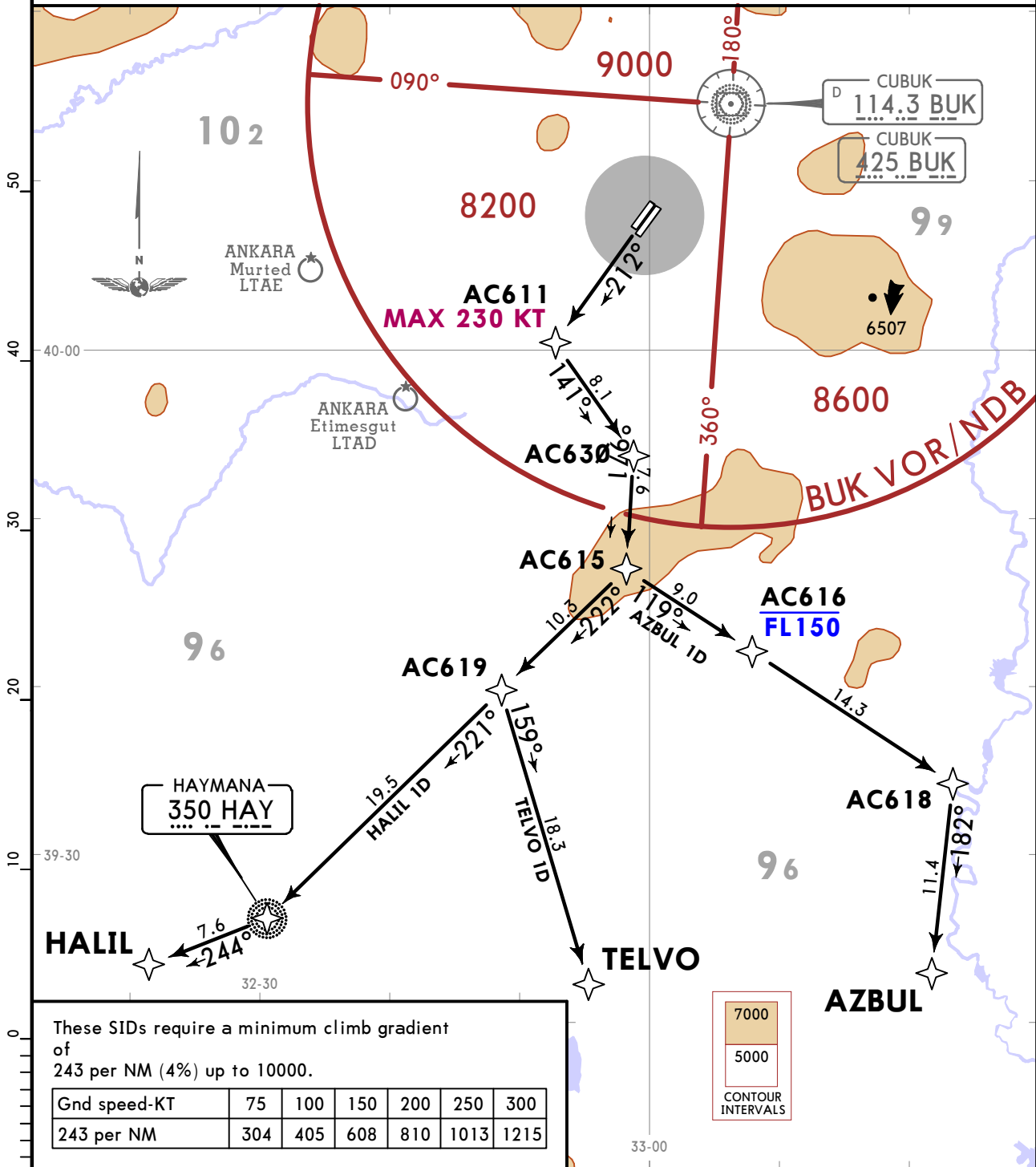
JEPPESSEN
30 NOV 18 **10-3A2** Eff 6 Dec

ANKARA, TURKEY
RNAV SID

Apt Elev
3125

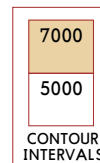
- Trans alt: 10000
 1. RNAV (GNSS).
 2. RADAR required.
 3. P-RNAV approval required otherwise advise ATC.
 4. At first contact report only call sign, check ATIS for current frequency.

AZBUL 1D [AZBU1D]
HALIL 1D [HALI1D]
TELVO 1D [TELV1D]
RWYS 21L/R RNAV DEPARTURES



These SIDs require a minimum climb gradient of 243 per NM (4%) up to 10000.

Gnd speed-KT	75	100	150	200	250	300
243 per NM	304	405	608	810	1013	1215



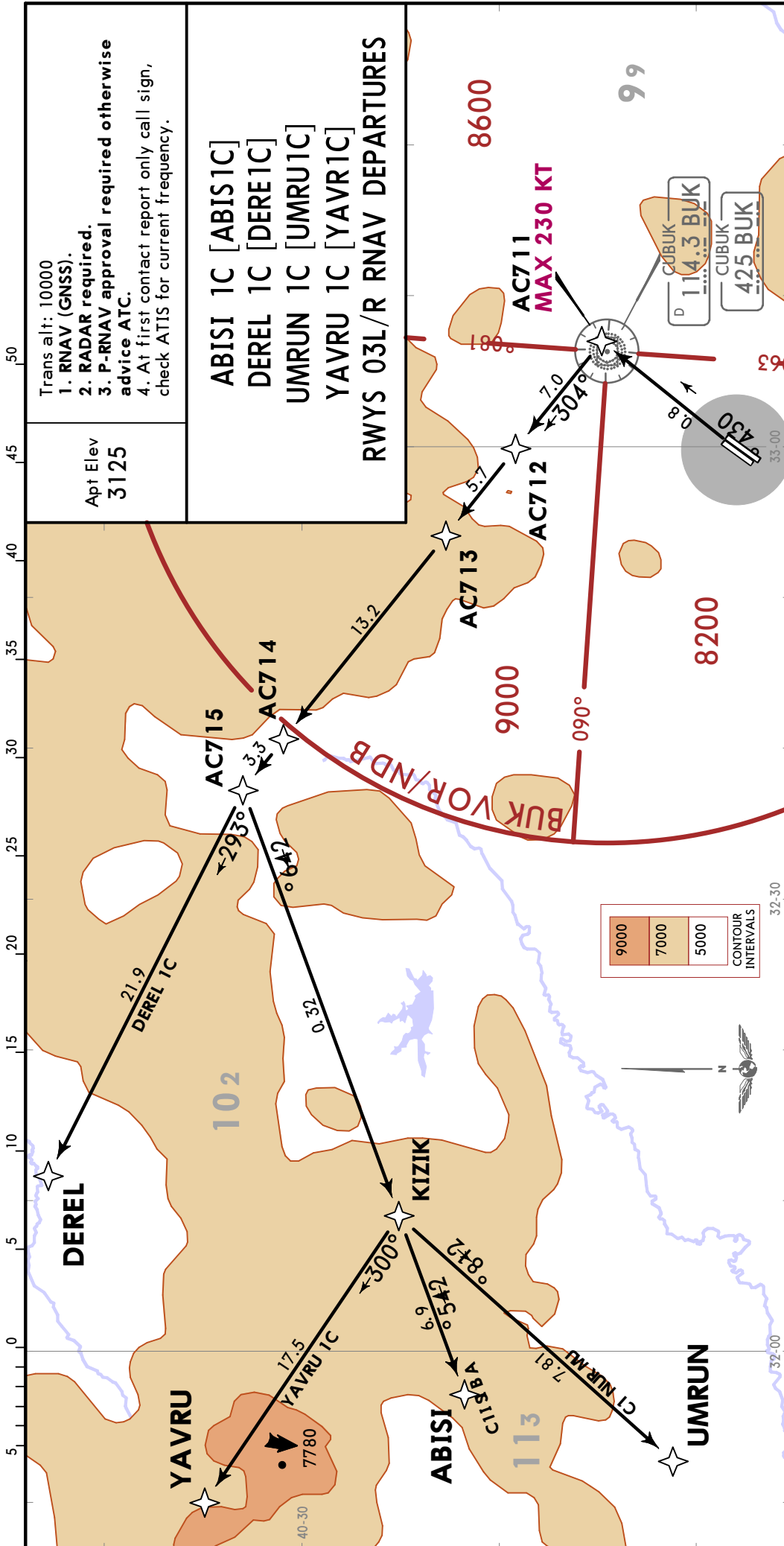
SID	ROUTING
AZBUL 1D	On 212° track to AC611, turn LEFT to AC630, turn RIGHT to AC615, turn LEFT to AC616, to AC618, turn RIGHT to AZBUL.
HALIL 1D	On 212° track to AC611, turn LEFT to AC630, turn RIGHT to AC615, turn RIGHT to AC619, to HAY, turn RIGHT to HALIL.
TELVO 1D	On 212° track to AC611, turn LEFT to AC630, turn RIGHT to AC615, turn RIGHT to AC619, turn LEFT to TELVO.

LTAC/ESB
ESENBOGA INTL

JEPPesen
29 DEC 17 **10-3A3** Eff 4 Jan

ANKARA, TURKEY

RNAV SID



Trans alt: 10000
 1. RNAV (GNSS).
 2. RADAR required.
 3. P-RNAV approval required otherwise advise ATC.
 4. At first contact report only call sign, check ATIS for current frequency.

Apt Elev
3125

ABISI 1C [ABIS1C]
DEREL 1C [DERE1C]
UMRUN 1C [UMRU1C]
YAVRU 1C [YAVR1C]
RWYS 03L/R RNAV DEPARTURES

These SIDs require a minimum climb gradient of 255 per NM (4.2%) up to 10000.

Gnd speed-KT	75	100	150	200	250	300
255 per NM	319	425	638	850	1063	1275

ROUTING

SID	Routing
ABISI 1C	On 034° track to AC711, turn LEFT to AC712, to AC713, to AC714, to AC715, turn LEFT to KIZIK, to ABISI.
DEREL 1C	On 034° track to AC712, to AC713, to AC714, to AC715, turn LEFT to DEREL.
UMRUN 1C	On 034° track to AC712, to AC713, to AC714, to AC715, turn LEFT to KIZIK, turn LEFT to UMRUN.
YAVRU 1C	On 034° track to AC711, turn LEFT to AC712, to AC713, to AC714, to AC715, turn LEFT to KIZIK, turn RIGHT to YAVRU.

LTAC/ESB
ESENBOGA INTL

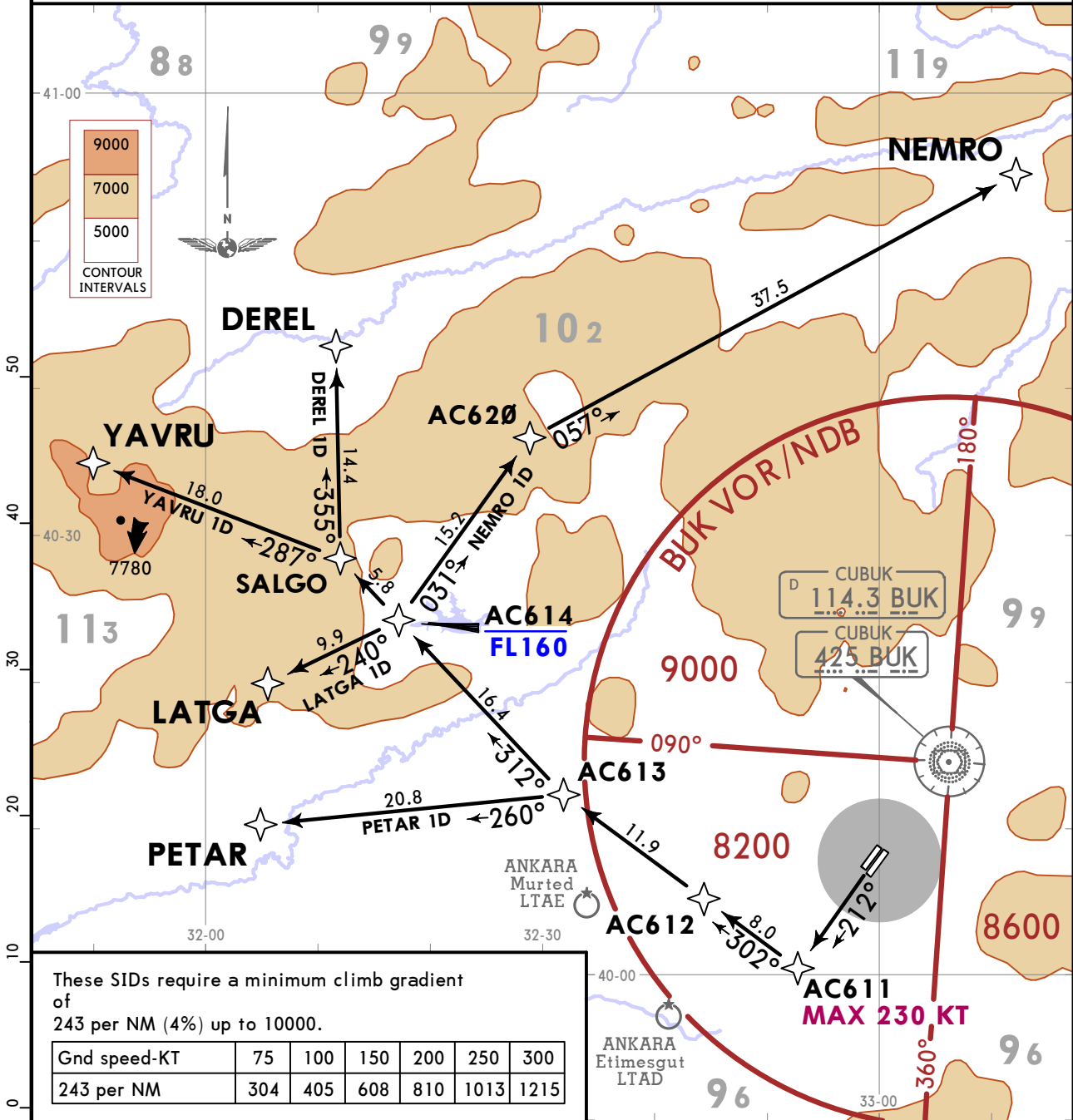
JEPESEN
 29 DEC 17 **10-3A4** **Eff 4 Jan**

ANKARA, TURKEY
RNAV SID

Apt Elev
3125

- Trans alt: 10000
 1. RNAV (GNSS).
 2. RADAR required.
 3. P-RNAV approval required otherwise advice ATC.
 4. At first contact report only call sign, check ATIS for current frequency.

**DEREL 1D [DERE1D], LATGA 1D [LATG1D]
 NEMRO 1D [NEMR1D], PETAR 1D [PETA1D]
 YAVRU 1D [YAVR1D]
 RWYS 21L/R RNAV DEPARTURES**



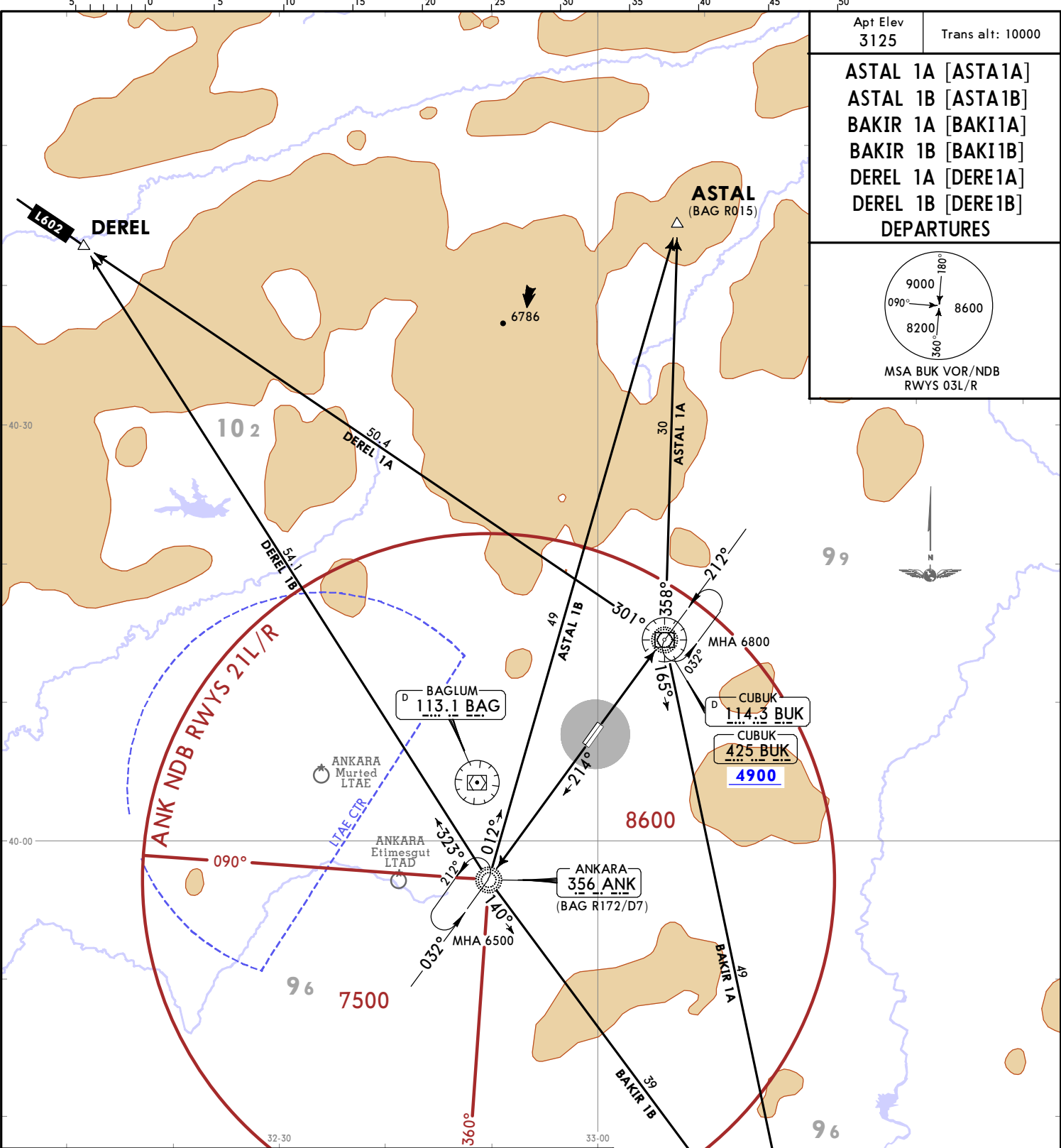
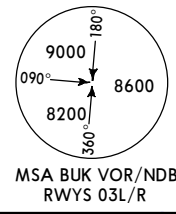
SID	ROUTING
DEREL 1D	On 212° track to AC611, turn RIGHT to AC612, to AC613, turn RIGHT to AC614, to SALGO, turn RIGHT to DEREL.
LATGA 1D	On 212° track to AC611, turn RIGHT to AC612, to AC613, turn RIGHT to AC614, turn LEFT to LATGA.
NEMRO 1D	On 212° track to AC611, turn RIGHT to AC612, to AC613, turn RIGHT to AC614, turn RIGHT to AC620, turn RIGHT to NEMRO.
PETAR 1D	On 212° track to AC611, turn RIGHT to AC612, to AC613, turn LEFT to PETAR.
YAVRU 1D	On 212° track to AC611, turn RIGHT to AC612, to AC613, turn RIGHT to AC614, to SALGO, turn LEFT to YAVRU.

CHANGES: New chart (chart 1 reindexe).

LTAC/ESB
ESENBOGA INTL

Apt Elev 3125 Trans alt: 10000

ASTAL 1A [ASTA1A]
ASTAL 1B [ASTA1B]
BAKIR 1A [BAKI1A]
BAKIR 1B [BAKI1B]
DEREL 1A [DERE1A]
DEREL 1B [DERE1B]
DEPARTURES

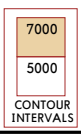


Rwys 03L/R
These SIDs require a minimum climb gradient of 237 per NM (3.9%) until passing 6200.

Gnd speed-KT	75	100	150	200	250	300
237 per NM	296	395	592	790	987	1185

SID	RWY	ROUTING
ASTAL 1A ①	03L/R	To BUK, turn LEFT, BUK R358 (358° bearing) to ASTAL, then join airway.
ASTAL 1B ②	21L/R	To ANK, turn RIGHT, 012° bearing to ASTAL, then join airway.
BAKIR 1A ①	03L/R	To BUK, turn RIGHT, BUK R165 (165° bearing) to BAKIR, then join airway.
BAKIR 1B ②	21L/R	To ANK, turn LEFT, 140° bearing to BAKIR, then join airway.
DEREL 1A ①③	03L/R	To BUK, turn LEFT, BUK R301 (301° bearing) to DEREL, then join airway.
DEREL 1B ②③	21L/R	To ANK, turn RIGHT, 323° bearing to DEREL, then join airway.

① Based on BUK VOR/NDB. ② Based on ANK NDB.
③ Only for destinations beyond LTBB FIR if AWY L-602 segment BUK-MAKOL available and if no MIL activity within LTAE CTR.



ASTAL 1A [ASTA1A]
ASTAL 1B [ASTA1B]
BAKIR 1A [BAKI1A]
BAKIR 1B [BAKI1B]
DEREL 1A [DERE1A]
DEREL 1B [DERE1B]
DEPARTURES

29 DEC 17 10-3AS
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EIT 4 Jan

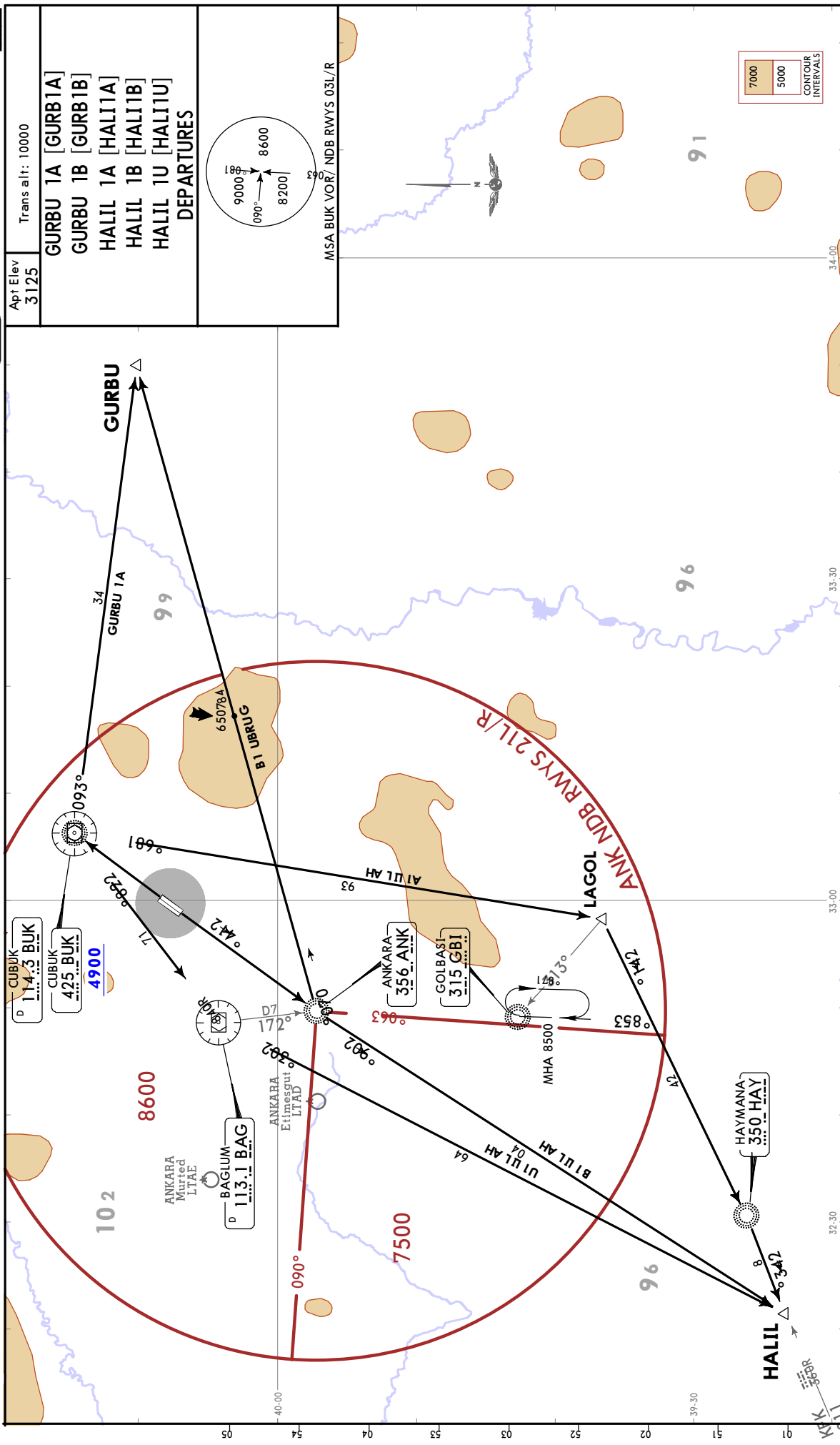
ANKARA, TURKEY
SID

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JEPPESEN
 29 DEC 17 (10-3A6) Eff 4 Jan

ANKARA, TURKEY
SID

LTAC/ESB
 ESENBOGA INTL



Trans alt: 10000
 Apt Elev 3125

GURBU 1A [GURB1A]
GURBU 1B [GURB1B]
HALIL 1A [HALI1A]
HALIL 1B [HALI1B]
HALIL 1U [HALI1U]

DEPARTURES

MSA BUK VOR/ NDB RWYS 03L/R

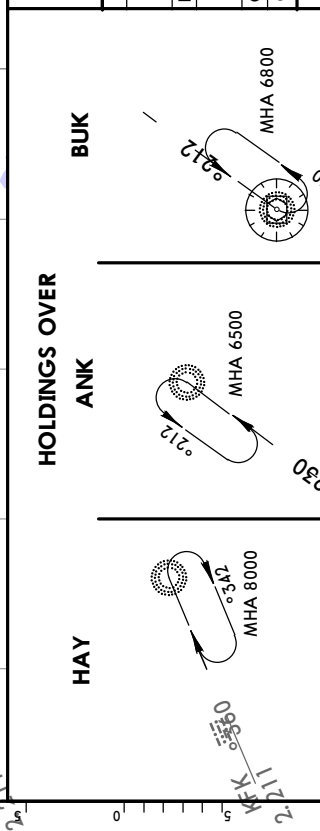
Rwys 03L/R
 These SIDs require a minimum climb gradient of 237 per NM (3.9%) until passing 6200.

SID	RWY	75	100	150	200	250	300
HALIL 1A	03L/R	296	395	592	790	987	1185

ROUTING

SID	RWY	Routing
HALIL 1A	03L/R	To BUK, turn RIGHT, BUK R186 (186° bearing) to LAGOL, then to HALIL, then join airway.
HALIL 1B	21L/R	To ANK, 209° bearing to HALIL, then join airway.
HALIL 1U	03L/R	To BUK, turn LEFT, BUK R228 (228° bearing) to BAG, BAG R203 to HALIL, then join airway.
GURBU 1A	03L/R	To BUK, turn RIGHT, BUK R093 (093° bearing) to GURBU, then join airway.
GURBU 1B	21L/R	To ANK, turn LEFT, 070° bearing to GURBU, then join airway.

① Based on BUK VOR/NDB. ② Based on ANK NDB.



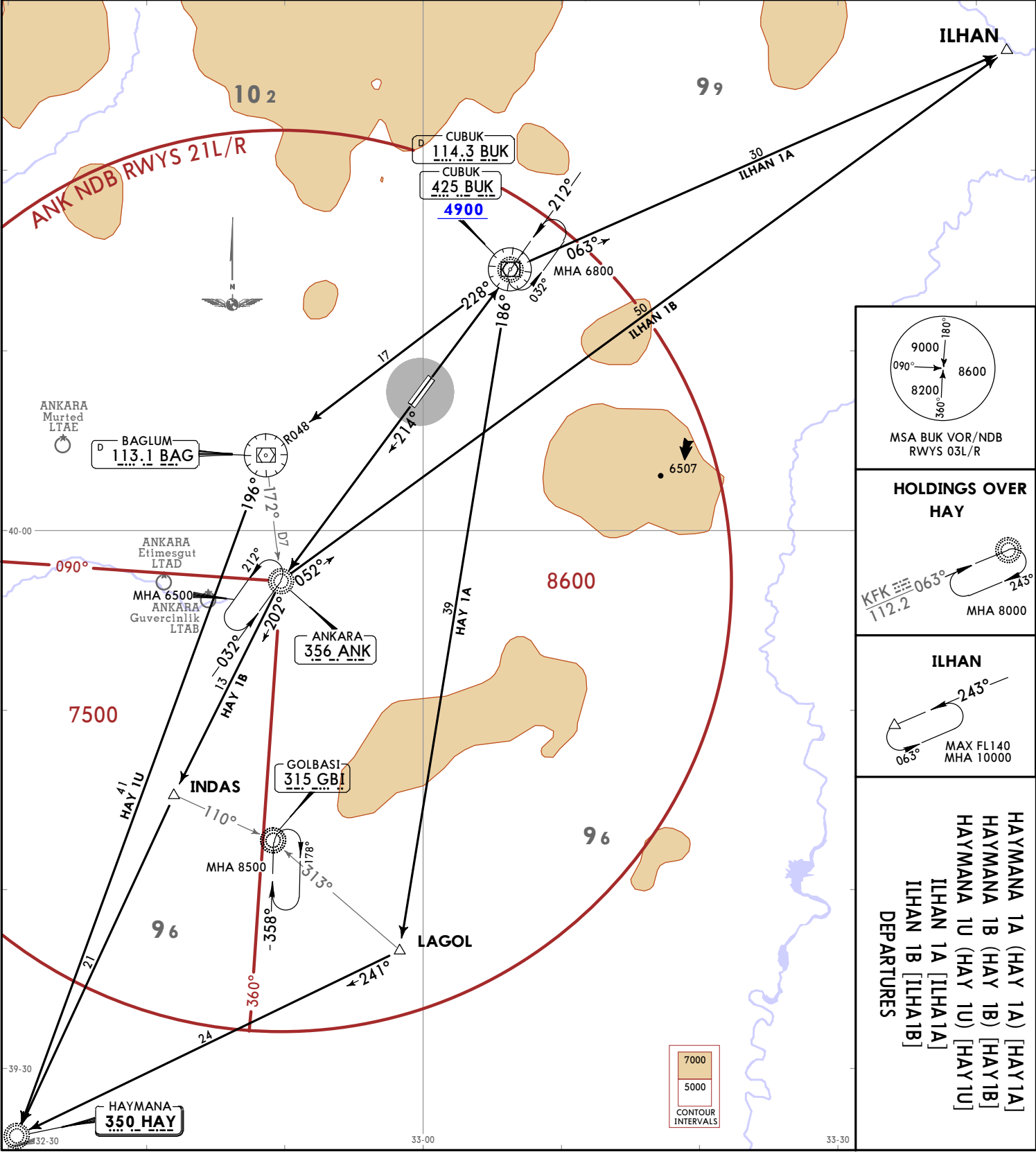
CHANGES: New format.

LTAC/ESB
ESENBOGA INTL

SID	RWY	ROUTING														
HAY 1A ①	03L/R	To BUK, turn RIGHT, BUK R186 (186° bearing) to LAGOL, then to HAY, then join airway.														
HAY 1B ②	21L/R	To ANK, 202° bearing to HAY, turn RIGHT, then join airway.														
HAY 1U ①	03L/R	To BUK, turn LEFT, BUK R228 (228° bearing) to BAG, BAG R196 to HAY, then join airway.														
ILHAN 1A ①		To BUK, turn RIGHT, BUK R063 (063° bearing) to ILHAN, then join airway.														
ILHAN 1B ②	21L/R	To ANK, turn LEFT, 052° bearing to ILHAN, then along airway.														
① Based on BUK VOR/NDB. ② Based on ANK NDB.																
Rwys 03L/R These SIDs require a minimum climb gradient of 237 per NM (3.9%) until passing 6200.																
		<table border="1"> <thead> <tr> <th>Gnd speed-KT</th> <th>75</th> <th>100</th> <th>150</th> <th>200</th> <th>250</th> <th>300</th> </tr> </thead> <tbody> <tr> <td>237 per NM</td> <td>296</td> <td>395</td> <td>592</td> <td>790</td> <td>987</td> <td>1185</td> </tr> </tbody> </table>	Gnd speed-KT	75	100	150	200	250	300	237 per NM	296	395	592	790	987	1185
Gnd speed-KT	75	100	150	200	250	300										
237 per NM	296	395	592	790	987	1185										

Apt Elev 3125 Trans alt: 10000

HAYMANA 1A (HAY 1A) [HAY1A]
HAYMANA 1B (HAY 1B) [HAY1B]
HAYMANA 1U (HAY 1U) [HAY1U]
ILHAN 1A [ILHA1A]
ILHAN 1B [ILHA1B]
DEPARTURES



MSA BUK VOR/NDB RWYS 03L/R

HOLDINGS OVER HAY

ILHAN

HAYMANA 1A (HAY 1A) [HAY1A]
HAYMANA 1B (HAY 1B) [HAY1B]
HAYMANA 1U (HAY 1U) [HAY1U]
ILHAN 1A [ILHA1A]
ILHAN 1B [ILHA1B]
DEPARTURES

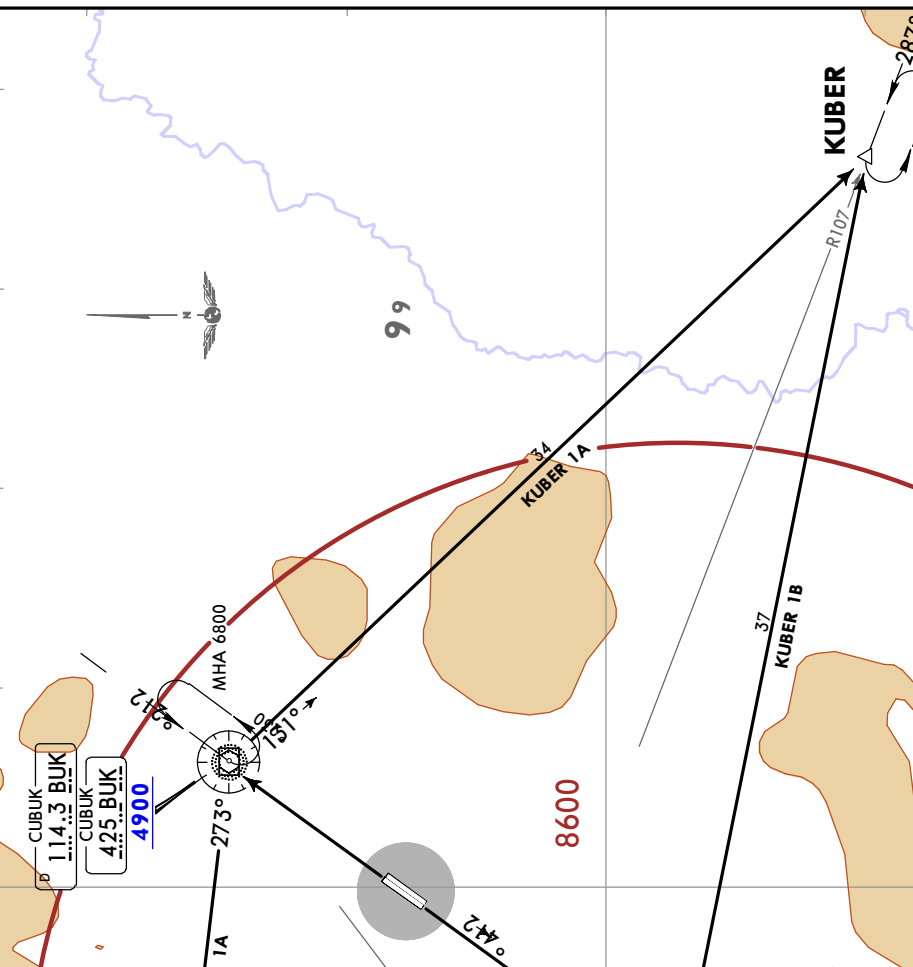
22 SEP 17
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 ANKARA, TURKEY
SID

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Apt Elev 3125
 Trans alt: 10000

**KUBER 1A [KUBE1A]
 KUBER 1B [KUBE1B]
 LATGA 1A [LATG1A]
 LATGA 1B [LATG1B]
 DEPARTURES**

MSA BUK VOR/NDB
 RWYS 03L/R



ANK NDB RWYS 21L/R

ANKARA Muried LTAE
 ANKARA Etimesgut LTAD
 ANKARA Guvercinlik LTAB

ANKARA 356 ANK
 (BAG R172/D7)

ANKARA Muried LTAE
 ANKARA Etimesgut LTAD
 ANKARA Guvercinlik LTAB

ANKARA Muried LTAE
 ANKARA Etimesgut LTAD
 ANKARA Guvercinlik LTAB

ANKARA Muried LTAE
 ANKARA Etimesgut LTAD
 ANKARA Guvercinlik LTAB

Rwys 03L/R

These SIDs require a minimum climb gradient of 237 per NM (3.9%) until passing 6200.

Gnd speed-KT	75	100	150	200	250	300
237 per NM	296	395	592	790	987	1185

ROUTING

SID	RWY	ROUTING
KUBER 1A ①	03L/R	To BUK, turn RIGHT, BUK R131 (131° bearing) to KUBER, then join airway.
KUBER 1B ②	21L/R	To ANK, turn LEFT, 097° bearing to KUBER, then join airway.
LATGA 1A ①	03L/R	To BUK, turn LEFT, BUK R273 (273° bearing) to LATGA, then join airway.
LATGA 1B ②	21L/R	To ANK, turn RIGHT, 300° bearing to LATGA, then join airway.

① Based on BUK VOR/NDB. ② Based on ANK NDB.

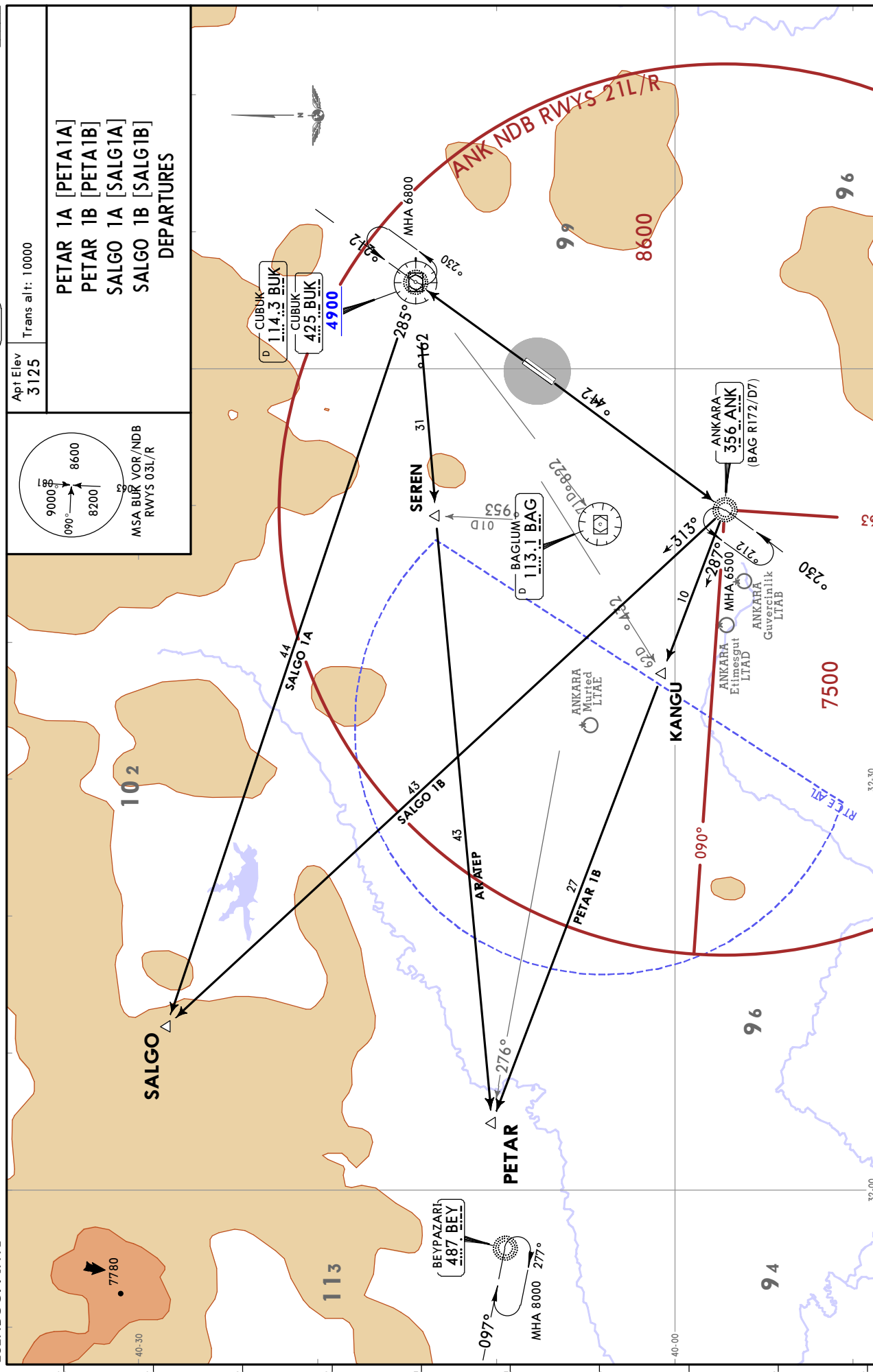
ANKARA, TURKEY

JEPPesen

22 SEP 17 (10-3D)

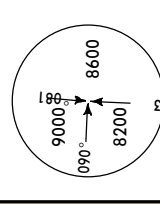
SID

LTAC/ESB
ESENBOGA INTL



PETAR 1A [PETA1A]
 PETAR 1B [PETA1B]
 SALGO 1A [SALG1A]
 SALGO 1B [SALG1B]
DEPARTURES

Apt Elev 3125
 Trans alt: 10000



MSA BUK VOR/NDB
 RWYS 03L/R

Rwys 03L/R

These SIDs require a minimum climb gradient of 237 per NM (3.9%) until passing 6200.

Grnd speed-KT	75	100	150	200	250	300
237 per NM	296	395	592	790	987	1185

SID	RWY	ROUTING
PETAR 1A ①	03L/R	To BUK, turn LEFT, BUK R261 (261° bearing) to PETAR, then join airway.
PETAR 1B ②	21L/R	To ANK, turn RIGHT, 287° bearing to PETAR, then join airway.
SALGO 1A ①⑥	03L/R	To BUK, turn LEFT, BUK R285 (285° bearing) to SALGO, then join airway.
SALGO 1B ②③	21L/R	To ANK, turn RIGHT, 313° bearing to SALGO, then join airway.

① Based on BUK VOR/NDB.
 ② Based on ANK NDB.
 ③ Only for destinations beyond LTBB FIR if no MIL activity within LTAE CTR.

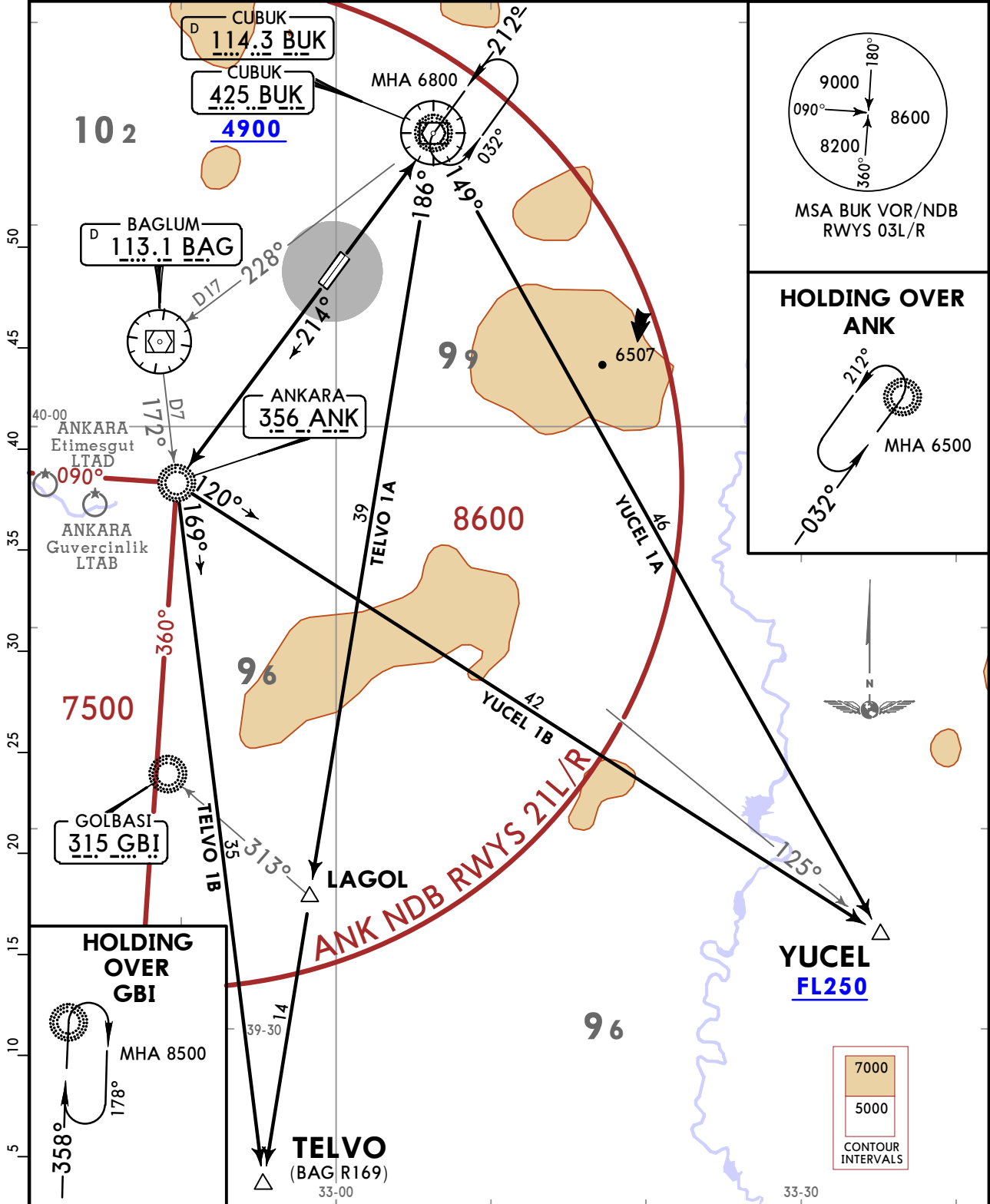
LTAC/ESB
ESENBOGA INTL

JEPPESSEN
 22 SEP 17 **10-3E**

ANKARA, TURKEY

SID

Apt Elev 3125 Trans alt: 10000
TELVO 1A [TELV1A], TELVO 1B [TELV1B]
YUCEL 1A [YUCE1A], YUCEL 1B [YUCE1B]
DEPARTURES



Rwys 03L/R
 These SIDs require a minimum climb gradient of 237 per NM (3.9%) until passing 6200.

Gnd speed-KT	75	100	150	200	250	300
237 per NM	296	395	592	790	987	1185

SID	RWY	ROUTING
TELVO 1A ①	03L/R	To BUK, turn RIGHT, BUK R186 (186° bearing) to TELVO, then join airway.
TELVO 1B ②	21L/R	To ANK, turn LEFT, 169° bearing to TELVO, then join airway.
YUCEL 1A ①	03L/R	To BUK, turn RIGHT, BUK R149 (149° bearing) to YUCEL, then join airway.
YUCEL 1B ②	21L/R	To ANK, turn LEFT, 120° bearing to YUCEL, then along airway.

① Based on BUK VOR/NDB. ② Based on ANK NDB.

LTAC/ESB



ANKARA, TURKEY

30 AUG 19 (10-9A) Eff 12 Sep

ESENOGA INTL

ADDITIONAL RUNWAY INFORMATION																																																																	
RWY						USABLE LENGTHS		TAKE-OFF	WIDTH																																																								
						LANDING	BEYOND																																																										
	HIRL (60m)	CL (15m)	HIALS-II	SFL	TDZ	①	RVR	Threshold	Glide Slope																																																								
03L	HIRL (60m)	CL (15m)	HIALS-II	SFL	TDZ	①	RVR		10,153'	3095m	③	148' 45m																																																					
21R	HIRL (60m)	CL (15m)	HIALS-II	SFL	TDZ	②	RVR		10,031'	3057m																																																							
<p>① PAPI-L (3.0°), HSTIL - B & F ② PAPI-L (3.0°), HSTIL - C & D ③ TAKE-OFF RUN AVAILABLE</p> <table border="0"> <tr> <td colspan="6"><u>RWY 03L:</u></td> <td colspan="6"><u>RWY 21R:</u></td> </tr> <tr> <td>from rwy head</td> <td>11,125'</td> <td>(3391m)</td> <td colspan="6"></td> <td>from rwy head</td> <td>11,125'</td> <td>(3391m)</td> <td colspan="2"></td> </tr> <tr> <td>twy E int</td> <td>10,449'</td> <td>(3185m)</td> <td colspan="6"></td> <td>twy F int</td> <td>7923'</td> <td>(2415m)</td> <td colspan="2"></td> </tr> <tr> <td>twy D int</td> <td>8045'</td> <td>(2452m)</td> <td colspan="6"></td> <td>twy B int</td> <td>6024'</td> <td>(1836m)</td> <td colspan="2"></td> </tr> </table>												<u>RWY 03L:</u>						<u>RWY 21R:</u>						from rwy head	11,125'	(3391m)							from rwy head	11,125'	(3391m)			twy E int	10,449'	(3185m)							twy F int	7923'	(2415m)			twy D int	8045'	(2452m)							twy B int	6024'	(1836m)		
<u>RWY 03L:</u>						<u>RWY 21R:</u>																																																											
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03R	HIRL (60m)	CL (15m)	HIALS-II	SFL	TDZ	④	RVR		11,399'	3474m	⑥	197' 60m																																																					
21L	HIRL (60m)	CL (15m)	HIALS-II	SFL	TDZ	⑤	RVR		11,338'	3456m																																																							
<p>④ PAPI-L (3.0°), HSTIL - J ⑤ PAPI-L (3.0°), HSTIL - H ⑥ TAKE-OFF RUN AVAILABLE</p> <table border="0"> <tr> <td colspan="6"><u>RWY 03R:</u></td> <td colspan="6"><u>RWY 21L:</u></td> </tr> <tr> <td>from rwy head</td> <td>12,310'</td> <td>(3752m)</td> <td colspan="6"></td> <td>from rwy head</td> <td>12,310'</td> <td>(3752m)</td> <td colspan="2"></td> </tr> <tr> <td>twy D1 int</td> <td>9623'</td> <td>(2933m)</td> <td colspan="6"></td> <td>twy B1 int</td> <td>8714'</td> <td>(2656m)</td> <td colspan="2"></td> </tr> </table>												<u>RWY 03R:</u>						<u>RWY 21L:</u>						from rwy head	12,310'	(3752m)							from rwy head	12,310'	(3752m)			twy D1 int	9623'	(2933m)							twy B1 int	8714'	(2656m)																
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HOT SPOTS

(For information only, not to be construed as ATC instructions.)

- HS1** When RWY 21L is in use for landing, the ACFT leaving the RWY from TWY H and the ACFT taxiing from Apron 4 to RWY 21.
- HS2** When RWY 03R is in use for landing, the ACFT leaving the RWY from TWY C1, the ACFT taxiing from Apron 1 and Apron 2 to RWY 03; when RWY 21 is in use, the ACFT taxiing from Apron 4 to RWY 21 via TWY A and the ACFT taxiing from Apron 1 via TWY A and TWY AB, the ACFT taxiing from Apron 3 via TWY AB, the ACFT taxiing via TWY AB and TWY AC to each direction.
- HS3** When RWY 21L is in use for landing, the ACFT leaving the RWY from TWY D1 and TWY E1 and the ACFT taxiing from Apron 4 to RWY 21 via TWY D2 and TWY E2; when RWY 03R is in use for landing, the ACFT taxiing to RWY 03 via TWY A and the ACFT taxiing from Apron 4 to RWY 03 via TWY E2.
- HS4** The ACFT taxiing from stands 113 thru 120 and stands 201 thru 207 and the ACFT commencing push-back from stand 113 and the ground vehicles which taxi on the assigned TWY in Apron 4, should be more careful.

Standard

TAKE-OFF

Low Visibility Take-off						
	① HIRL, CL & relevant RVR	RL, CL & relevant RVR	RL & CL	Day: RL & RCLM Night: RL or CL	Day: RL or RCLM Night: RL or CL	Adequate vis ref (Day only)
A						
B	TDZ, MID, RO	TDZ, MID, RO		RVR 300m	400m	500m
C	RVR 125m	RVR 150m	RVR 200m			
D						

① RWY 03R: RVR 75m with approved guidance system or HUD/HUDLS.

LTAC/ESB

JEPPESEN

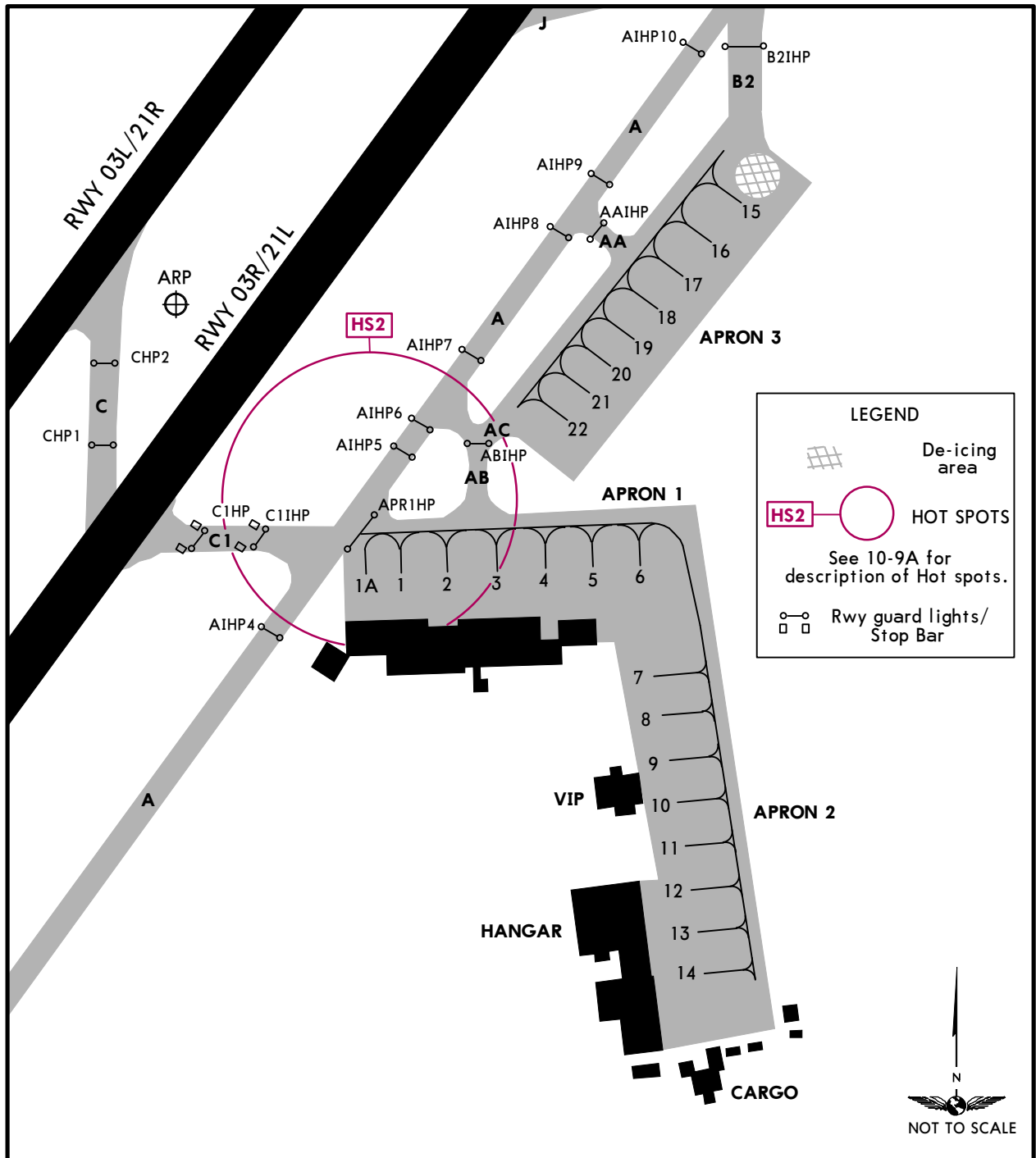
ANKARA, TURKEY

30 AUG 19

10-9B

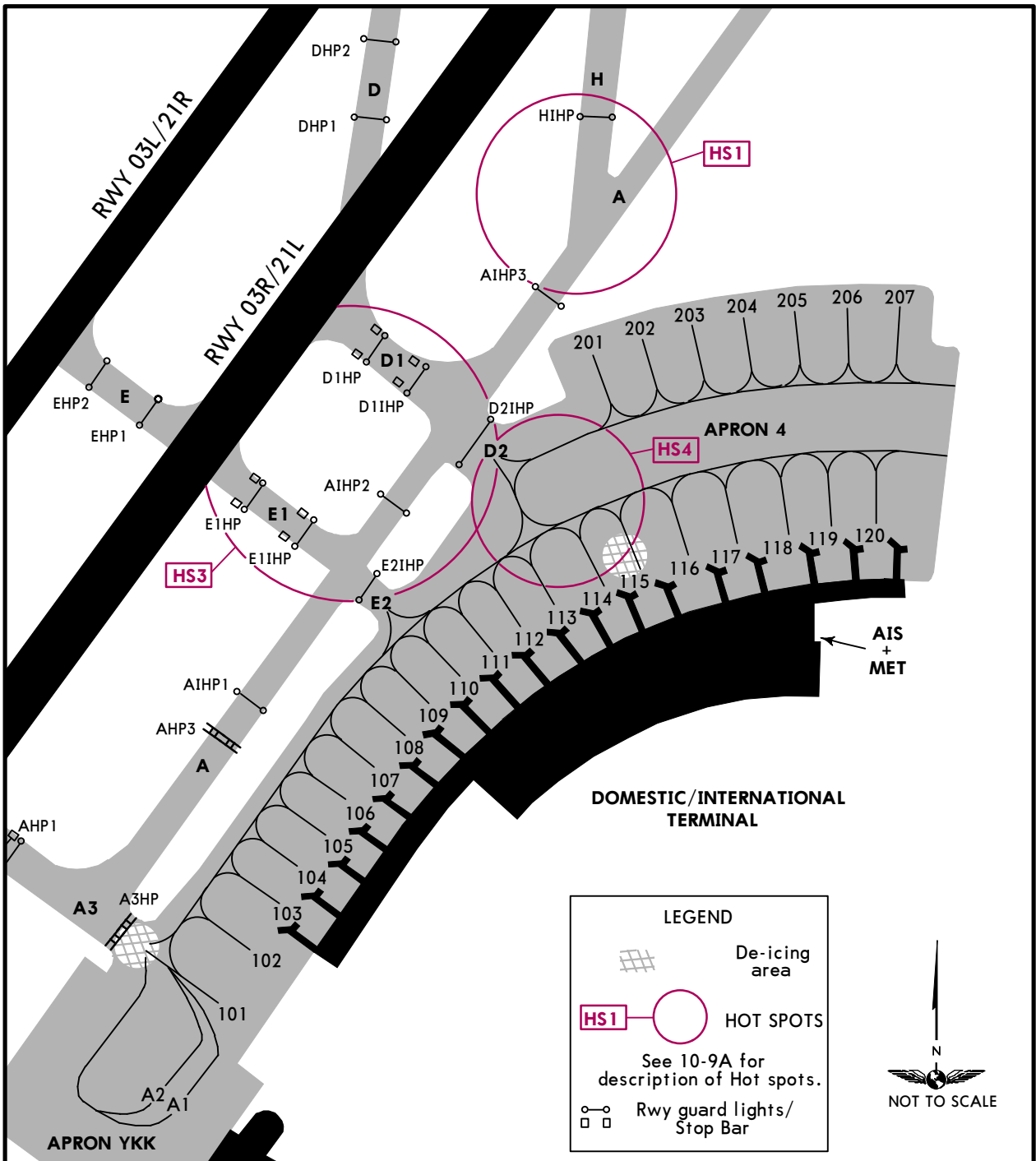
Eff 12 Sep

ESENBOGA INTL



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1, 1A, 2	N40 07.5 E032 59.9	15	N40 07.8 E033 00.2
3 thru 5	N40 07.5 E033 00.0	16 thru 18	N40 07.7 E033 00.2
6 thru 8	N40 07.5 E033 00.1	19, 20	N40 07.7 E033 00.1
9 thru 11	N40 07.4 E033 00.1	21, 22	N40 07.6 E033 00.1
12 thru 14	N40 07.3 E033 00.1		



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
101	N40 06.7 E032 59.2	202, 203	N40 07.2 E032 59.6
102	N40 06.7 E032 59.3	204, 205	N40 07.2 E032 59.7
103 thru 106	N40 06.8 E032 59.3	206, 207	N40 07.2 E032 59.8
107 thru 110	N40 06.9 E032 59.4	A1, A2	N40 06.7 E032 59.2
111	N40 06.9 E032 59.5		
112 thru 114	N40 07.0 E032 59.5		
115, 116	N40 07.0 E032 59.6		
117 thru 119	N40 07.0 E032 59.7		
120	N40 07.0 E032 59.8		
201	N40 07.1 E032 59.5		

LTAC/ESB

JEPPESEN

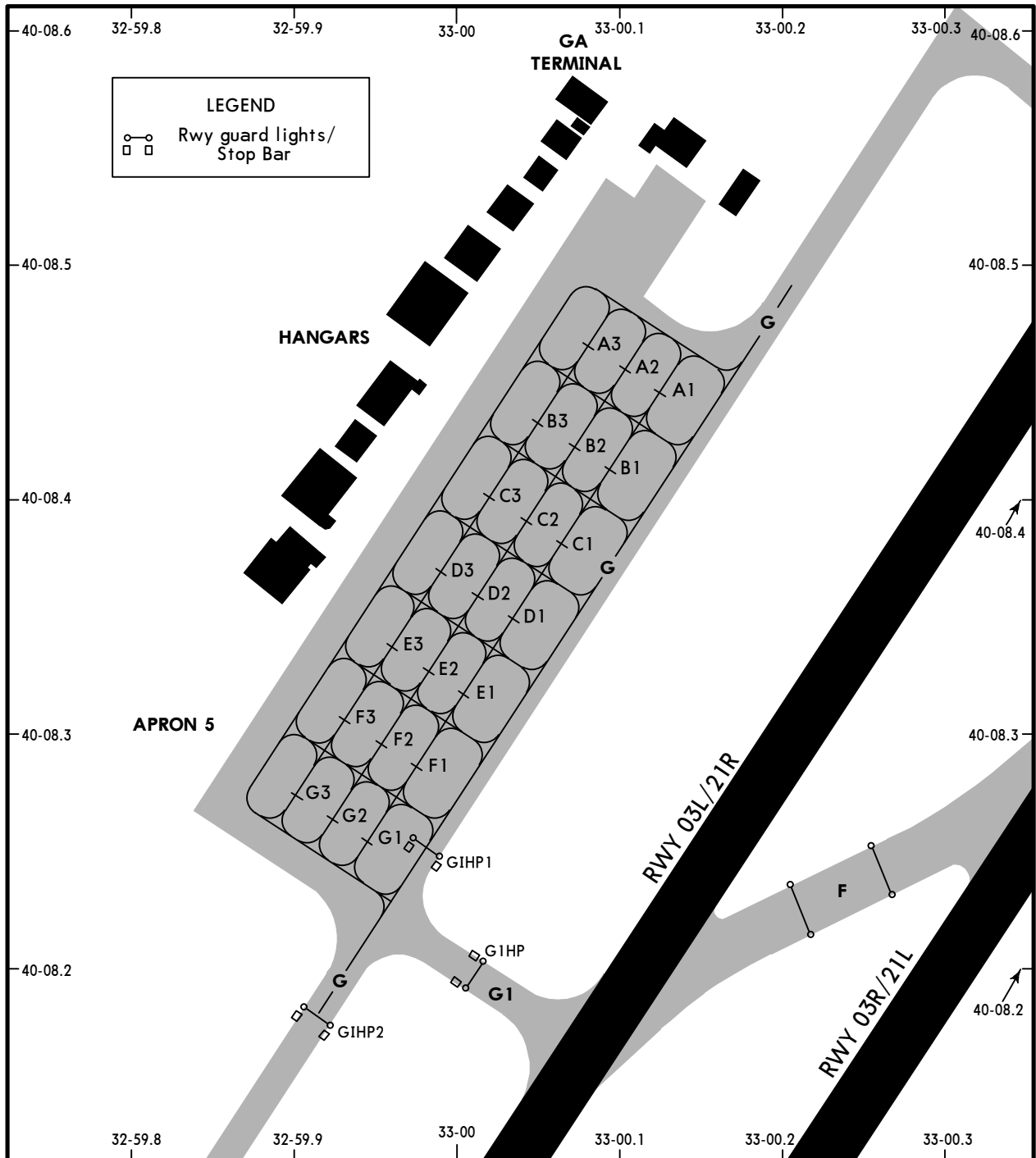
ANKARA, TURKEY

30 AUG 19

10-9D

Eff 12 Sep

ESENBOGA INTL



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
A1	N40 08.4 E033 00.1		
A2, A3	N40 08.5 E033 00.1		
B1 thru C1	N40 08.4 E033 00.1		
C2 thru D3	N40 08.4 E033 00.0		
E1 thru F2	N40 08.3 E033 00.0		
F3 thru G3	N40 08.3 E032 59.9		

LTAC/ESB

JEPPESEN

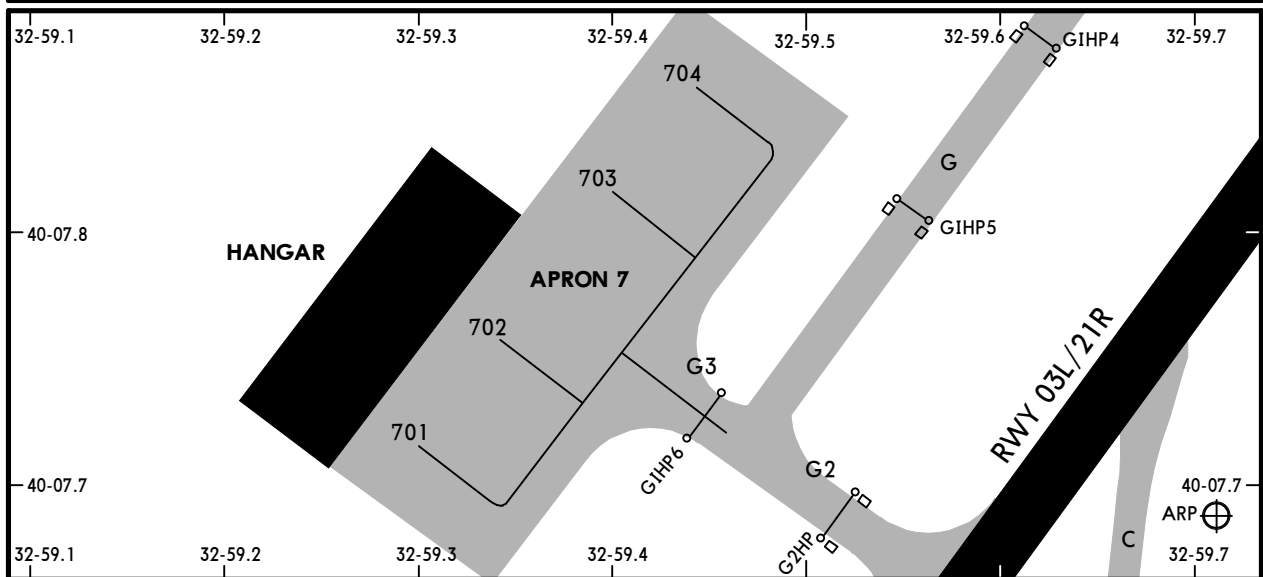
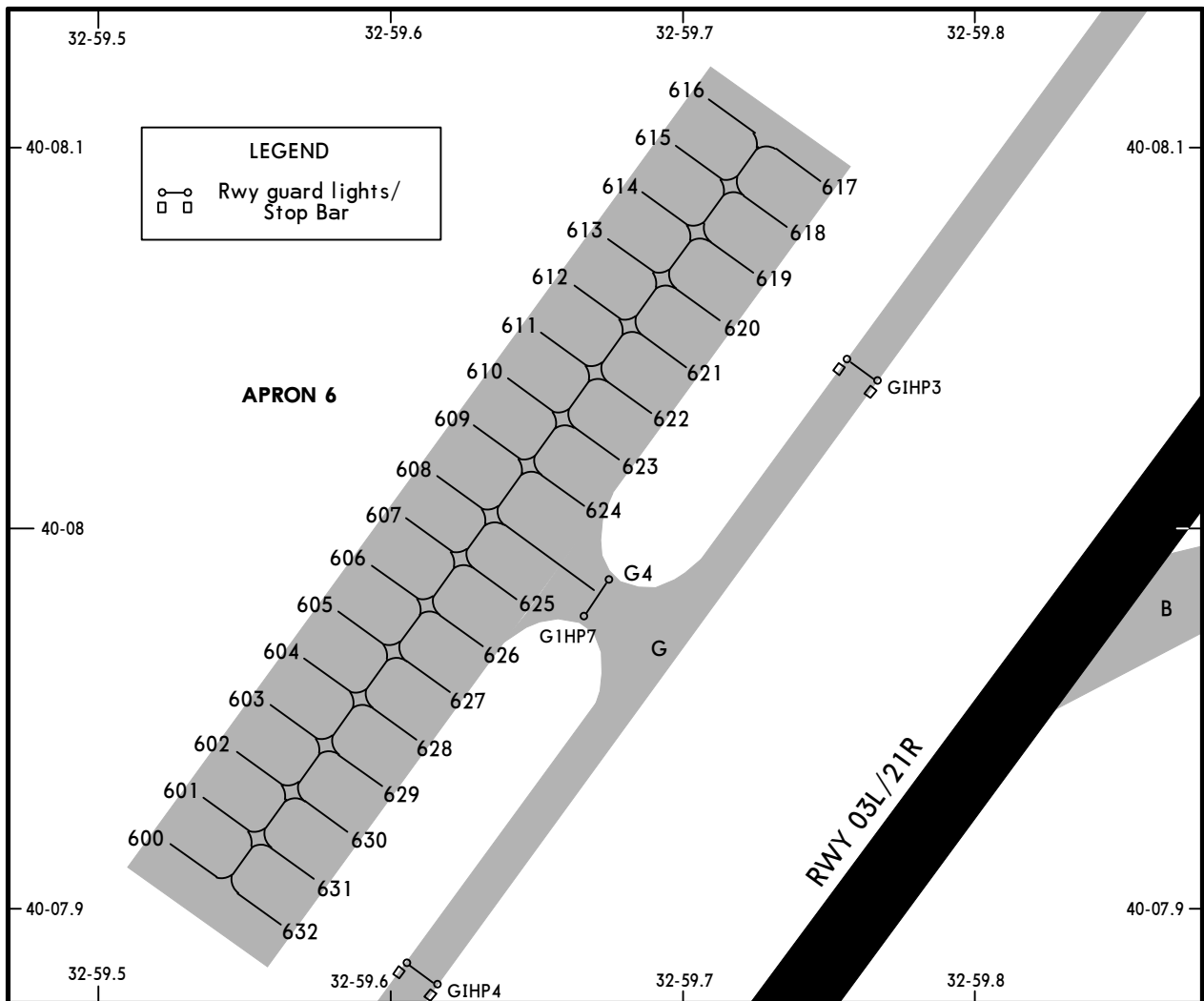
ANKARA, TURKEY

30 AUG 19

10-9E

Eff 12 Sep

ESENBOGA INTL



INS COORDINATES

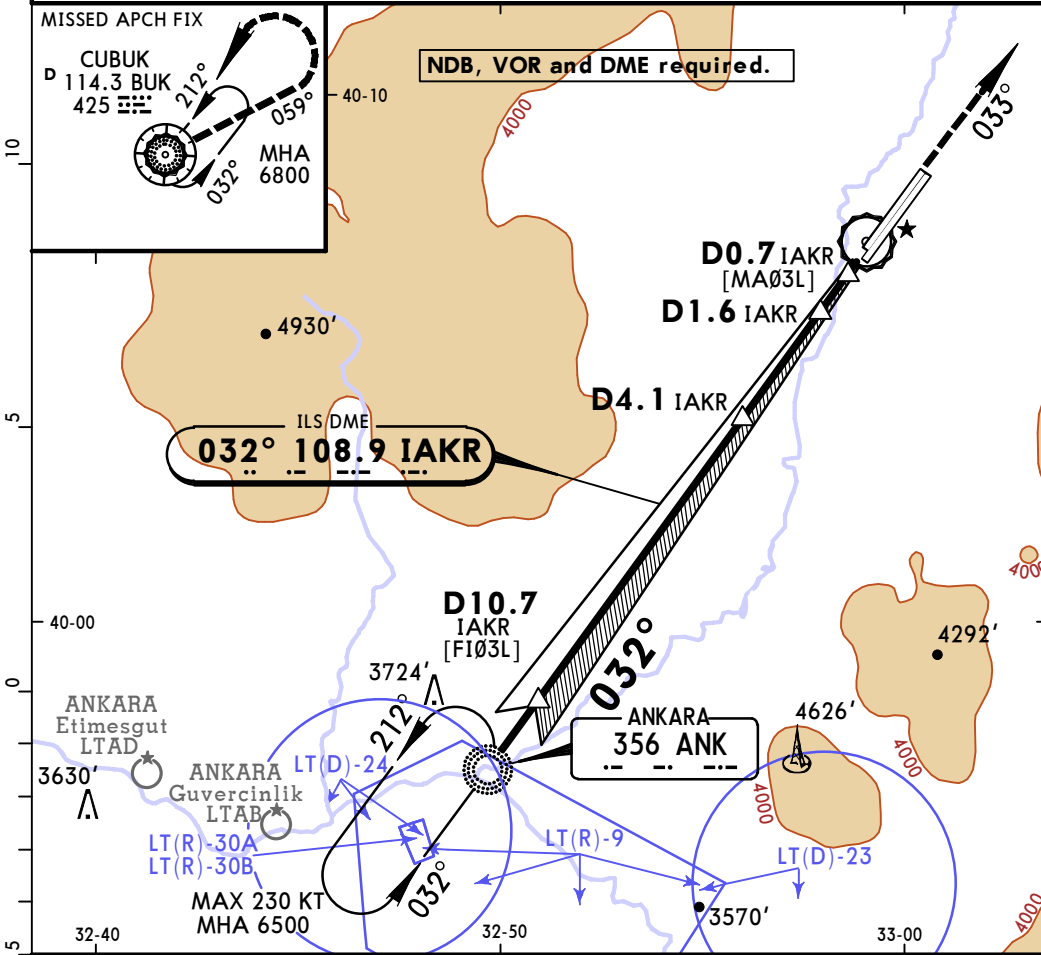
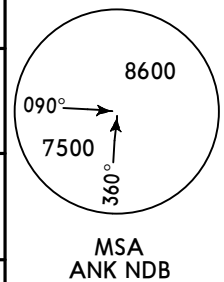
STAND No.	COORDINATES	STAND No.	COORDINATES
600 thru 602	N40 07.9 E032 59.5	632	N40 07.9 E032 59.5
603	N40 08.0 E032 59.5	701, 702	N40 07.7 E032 59.3
604 thru 609	N40 08.0 E032 59.6	703, 704	N40 07.8 E032 59.4
610	N40 08.1 E032 59.6		
611 thru 616	N40 08.1 E032 59.7		
617 thru 619	N40 08.1 E032 59.8		
620, 621	N40 08.1 E032 59.7		
622 thru 625	N40 08.0 E032 59.7		
626, 627	N40 08.0 E032 59.6		
628 thru 631	N40 07.9 E032 59.6		

LTAC/ESB ESENBOGA INTL

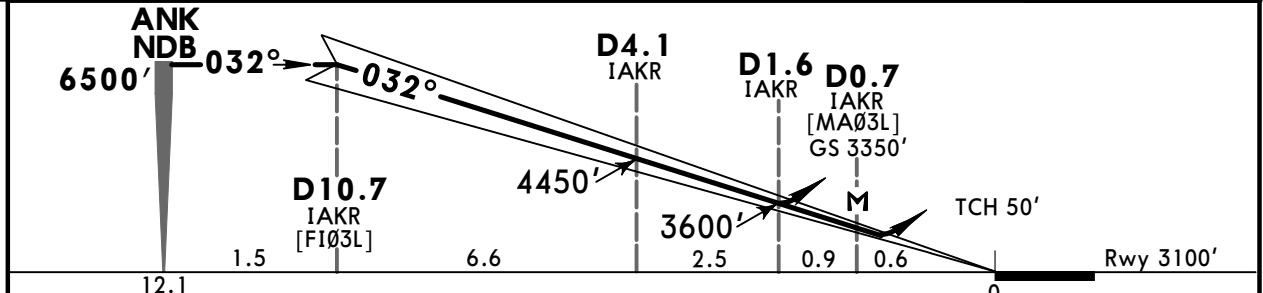
JEPPesen
5 JUL 19 (11-1) Eff 18 Jul

ANKARA, TURKEY ILS Y Rwy 03L

BRIEFING STRIP™	D-ATIS 123.6	ESENBOGA Approach (R) 119.1 119.6 122.1			ESENBOGA Tower 118.1 118.35		Ground 121.9 121.6	
	LOC IAKR 108.9	Final Apch Crs 032°	GS D10.7 IAKR 6500' (3400')		ILS DA(H) Refer to Minimums		Apt Elev 3125' Rwy 3100'	
	MISSED APCH: Proceed to BUK VOR/NDB cross 5500' or above, then continue climbing to 6600' on 059° from BUK VOR/NDB, then turn LEFT climb to 6800' proceed to BUK VOR/NDB and hold.							
Alt Set: hPa		Rwy Elev: 109 hPa		Trans level: By ATC		Trans alt: 10000'		MSA ANK NDB



RECOMMENDED ALTITUDES	
LOC (GS out)	
IAKR DME	ALTITUDE
10.0	6280'
9.0	5970'
8.0	5650'
7.0	5340'
6.0	5020'
5.0	4700'
4.0	4390'
3.0	4070'
2.0	3760'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 5500' BUK ↑ 114.3 425	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743		849
MAP at D0.7 IAKR								

Standard STRAIGHT-IN LANDING RWY 03L						CIRCLE-TO-LAND	
Missed apch climb gradient mim 4.1%			Missed apch climb gradient mim 2.5%			LOC (GS out) MACG mim 3.7% CDFA	
DA(H) 3300' (200')			DA(H) 3870' (770')			DA/MDA(H) 3600' (500')	
FULL	TDZ or CL out	ALS out	FULL	TDZ or CL out	ALS out	ALS out	
A							Max Kts
B	RVR 550m	RVR 550m 1	RVR 1200m				100
C							135
D							180
							205
							MDA(H) VIS
							3800' (675') 2 1500m
							3800' (675') 2 1600m
							4650' (1525') 2400m
							4650' (1525') 3600m

PANS OPS

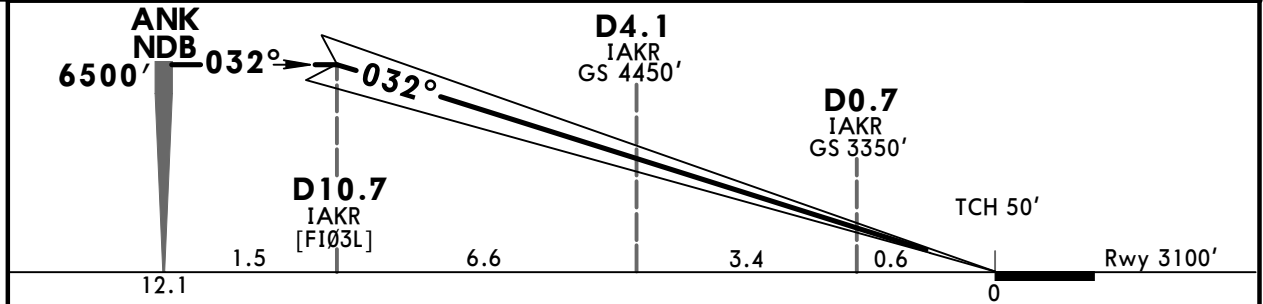
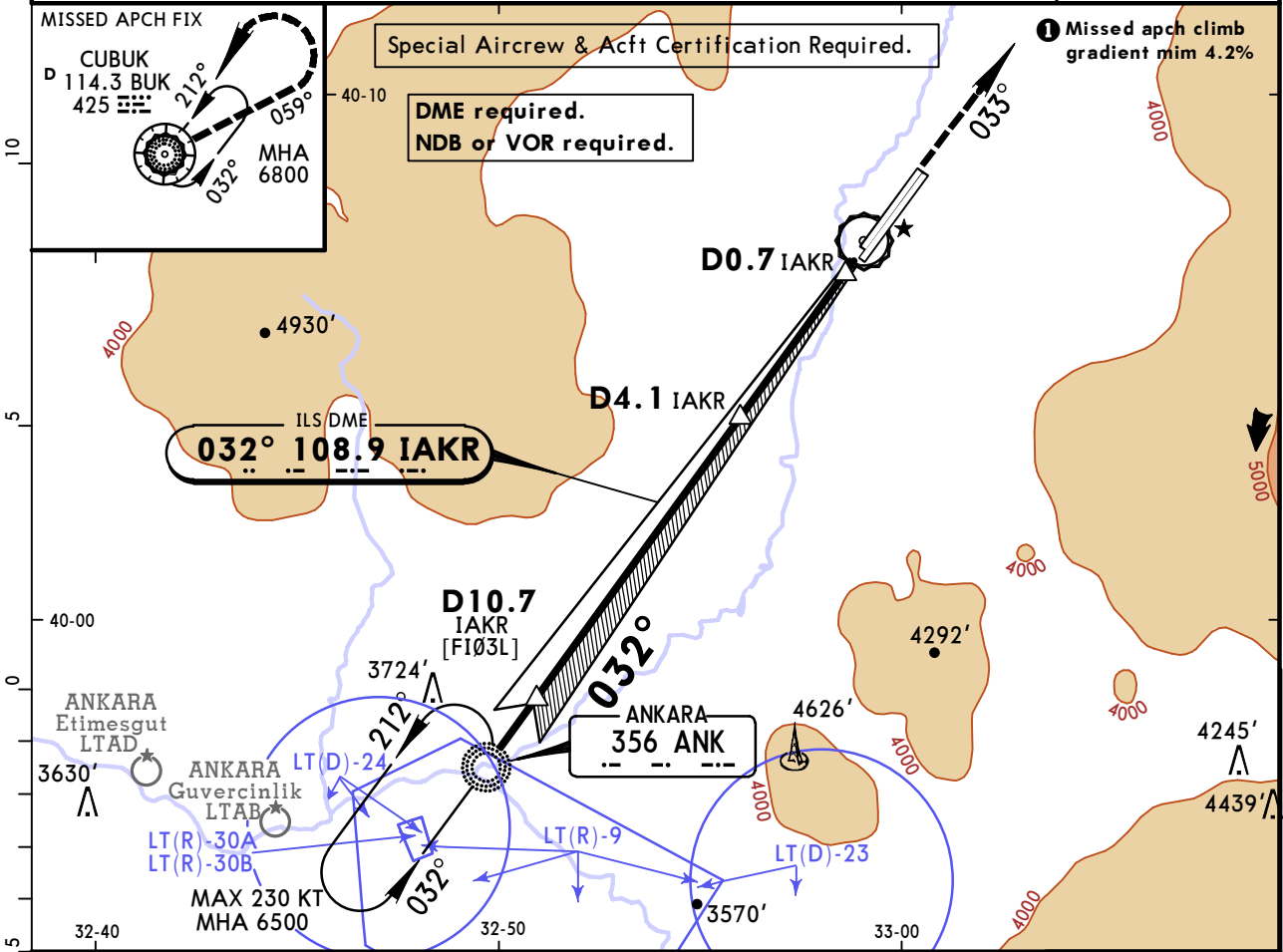
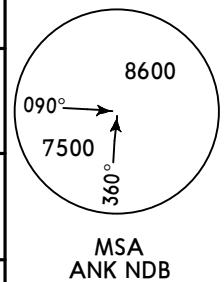
1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.
2 or higher straight-in minimums.

LTAC/ESB
ESENBOGA INTL

JEPPESEN
5 JUL 19
Eff 18 Jul 11-1A

ANKARA, TURKEY
CAT II ILS Z Rwy 03L

BRIEFING STRIP™	D-ATIS 123.6	ESENBOGA Approach (R) 119.1 119.6 122.1			ESENBOGA Tower 118.1 118.35		Ground 121.9 121.6	
	LOC IAKR 108.9	Final Apch Crs 032°	GS D10.7 IAKR 6500' (3400')	CAT II ILS RA 102' DA(H) 3200' (100')		Apt Elev 3125' Rwy 3100'		
	MISSED APCH: Proceed to BUK VOR/NDB cross 5500' or above, then continue climbing to 6600' on 059° from BUK VOR/NDB, then turn LEFT climb to 6800' proceed to BUK VOR/NDB and hold.							
Alt Set: hPa		Rwy Elev: 109 hPa		Trans level: By ATC		Trans alt: 10000'		



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 5500' BUK 114.3 425
GS	3.00°	372	478	531	637	743	

Standard STRAIGHT-IN LANDING RWY 03L
CAT II ILS
Missed apch climb gradient mim 4.2%
RA 102'
DA(H) 3200' (100')

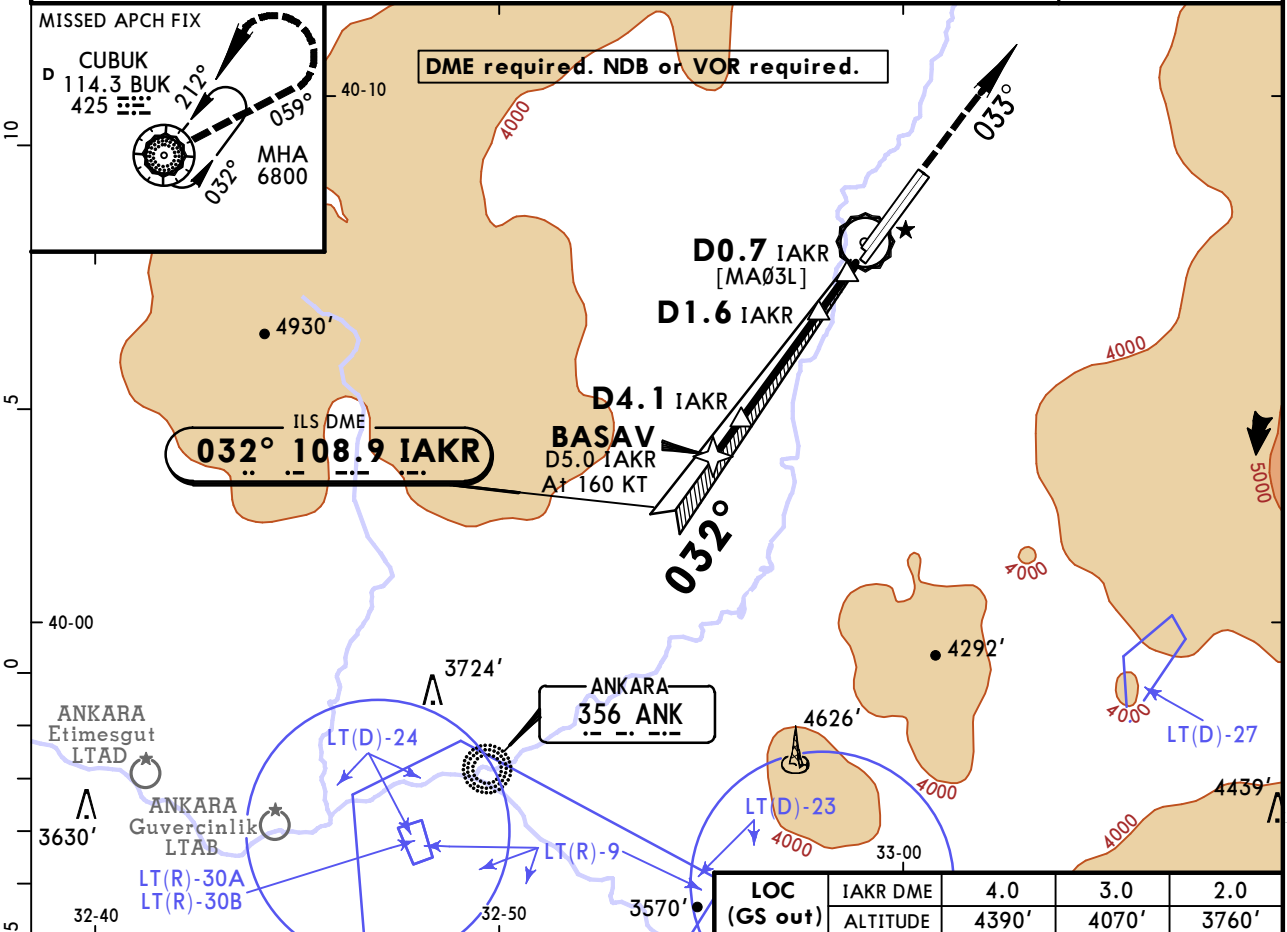
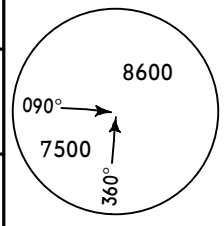
PANS OPS
RVR 300m

LTAC/ESB ESENBOGA INTL

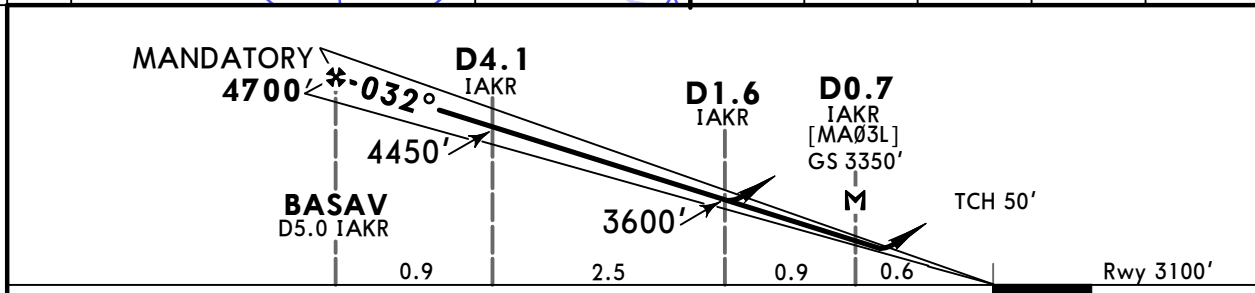
JEPPESEN
5 JUL 19 **(11-2) Eff 18 Jul**

ANKARA, TURKEY ILS X Rwy 03L

BRIEFING STRIP™	D-ATIS 123.6	ESENBOGA Approach (R) 119.1 119.6 122.1			ESENBOGA Tower 118.1 118.35		Ground 121.9 121.6	
	LOC IAKR 108.9	Final Apch Crs 032°	MANDATORY BASAV 4700' (1600')		ILS DA(H) Refer to Minimums		Apt Elev 3125' Rwy 3100'	
	MISSED APCH: Proceed to BUK VOR/NDB cross 5500' or above, then continue climbing to 6600' on 059° from BUK VOR/NDB, then turn LEFT climb to 6800' proceed to BUK VOR/NDB and hold. MINIMUM CLIMB GRADIENT 2.5% AFTER PASSING BUK VOR/NDB.							
Alt Set: hPa		Rwy Elev: 109 hPa		Trans level: By ATC		Trans alt: 10000'		



LOC (GS out)	IAKR DME	4.0	3.0	2.0
	ALTITUDE	4390'	4070'	3760'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 5500' BUK 114.3 425	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743		849
MAP at D0.7 IAKR								

Standard STRAIGHT-IN LANDING RWY 03L						CIRCLE-TO-LAND	
Missed apch climb gradient mim 4.1% DA(H) 3300' (200')			Missed apch climb gradient mim 2.5% DA(H) 3870' (770')			LOC (GS out) MACG mim 3.7% CDFA DA/MDA(H) 3600' (500')	
FULL	TDZ or CL out	ALS out	FULL	TDZ or CL out	ALS out	ALS out	
A			RVR 1500m		RVR 1500m		Max Kts
B	RVR 550m	RVR 550m 1	RVR 1500m		RVR 1500m		100 3800' (675') 2 1500m
C		RVR 1200m	RVR 2400m		RVR 1500m	RVR 2300m	135 3800' (675') 2 1600m
D			RVR 2400m		RVR 1500m	RVR 2300m	180 4650' (1525') 2400m
			RVR 2400m		RVR 1500m	RVR 2300m	205 4650' (1525') 3600m

PANS OPS

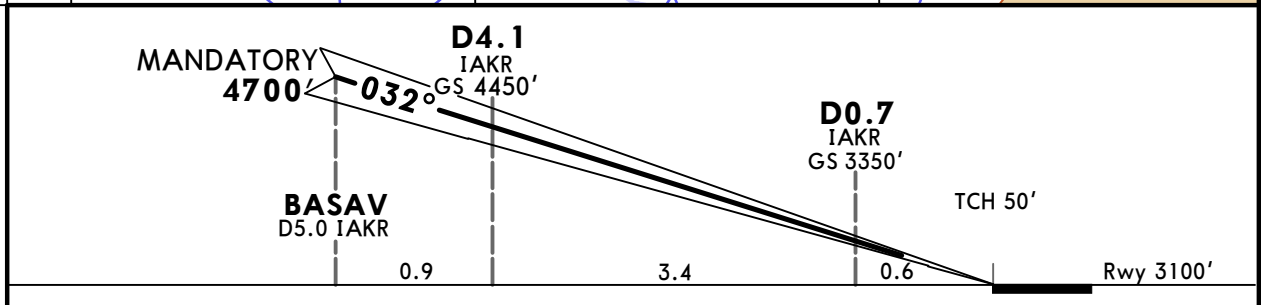
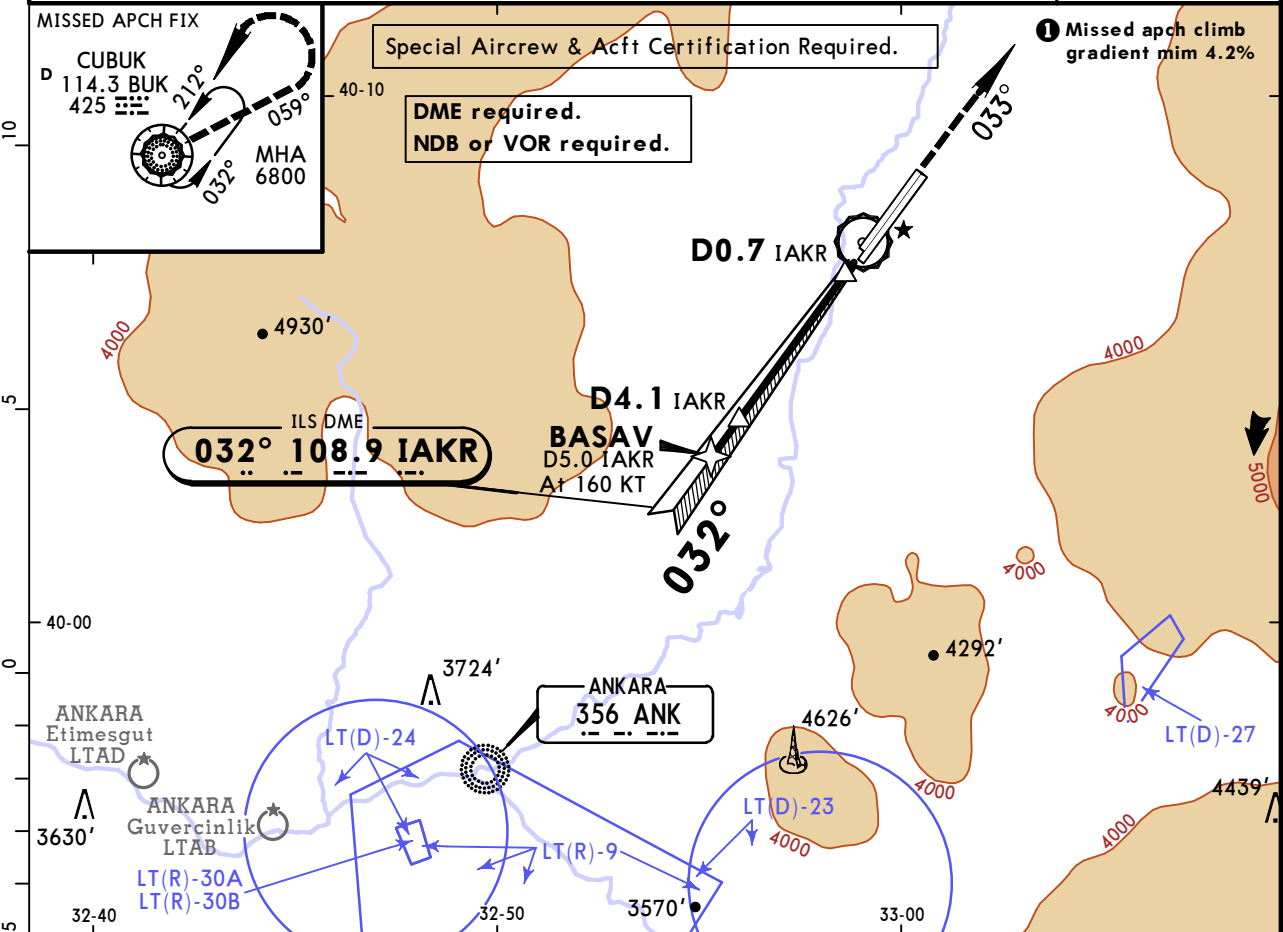
1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.
2 or higher straight-in minimums.

LTAC/ESB
ESENBOGA INTL

JEPPESEN
5 JUL 19
Eff 18 Jul **(11-2A)**

ANKARA, TURKEY
CAT II ILS U Rwy 03L

BRIEFING STRIP™	D-ATIS 123.6	ESENBOGA Approach (R) 119.1 119.6 122.1		ESENBOGA Tower 118.1 118.35		Ground 121.9 121.6		
	LOC IAKR 108.9	Final Apch Crs 032°	MANDATORY BASAV 4700' (1600')	CAT II ILS RA 102' DA(H) 3200' (100')		Apt Elev 3125' Rwy 3100'		
	MISSED APCH: Proceed to BUK VOR/NDB cross 5500' or above, then continue climbing to 6600' on 059° from BUK VOR/NDB, then turn LEFT climb to 6800' proceed to BUK VOR/NDB and hold. MINIMUM CLIMB GRADIENT 2.5% AFTER PASSING BUK VOR/NDB.							 MSA ANK NDB
Alt Set: hPa		Rwy Elev: 109 hPa		Trans level: By ATC		Trans alt: 10000'		



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	5500' 	BUK 114.3 425
GS	3.00°	372	478	531	637	743			

Standard STRAIGHT-IN LANDING RWY 03L

CAT II ILS

Missed apch climb gradient mim 4.2%

RA 102'
DA(H) **3200'** (100')

PANS OPS

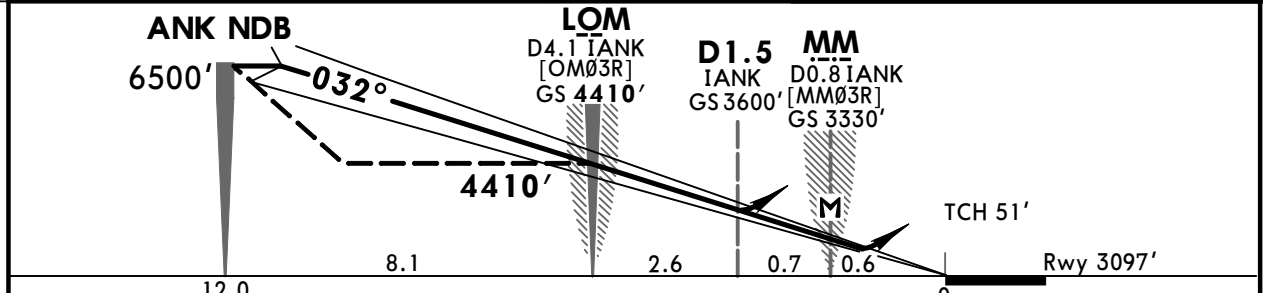
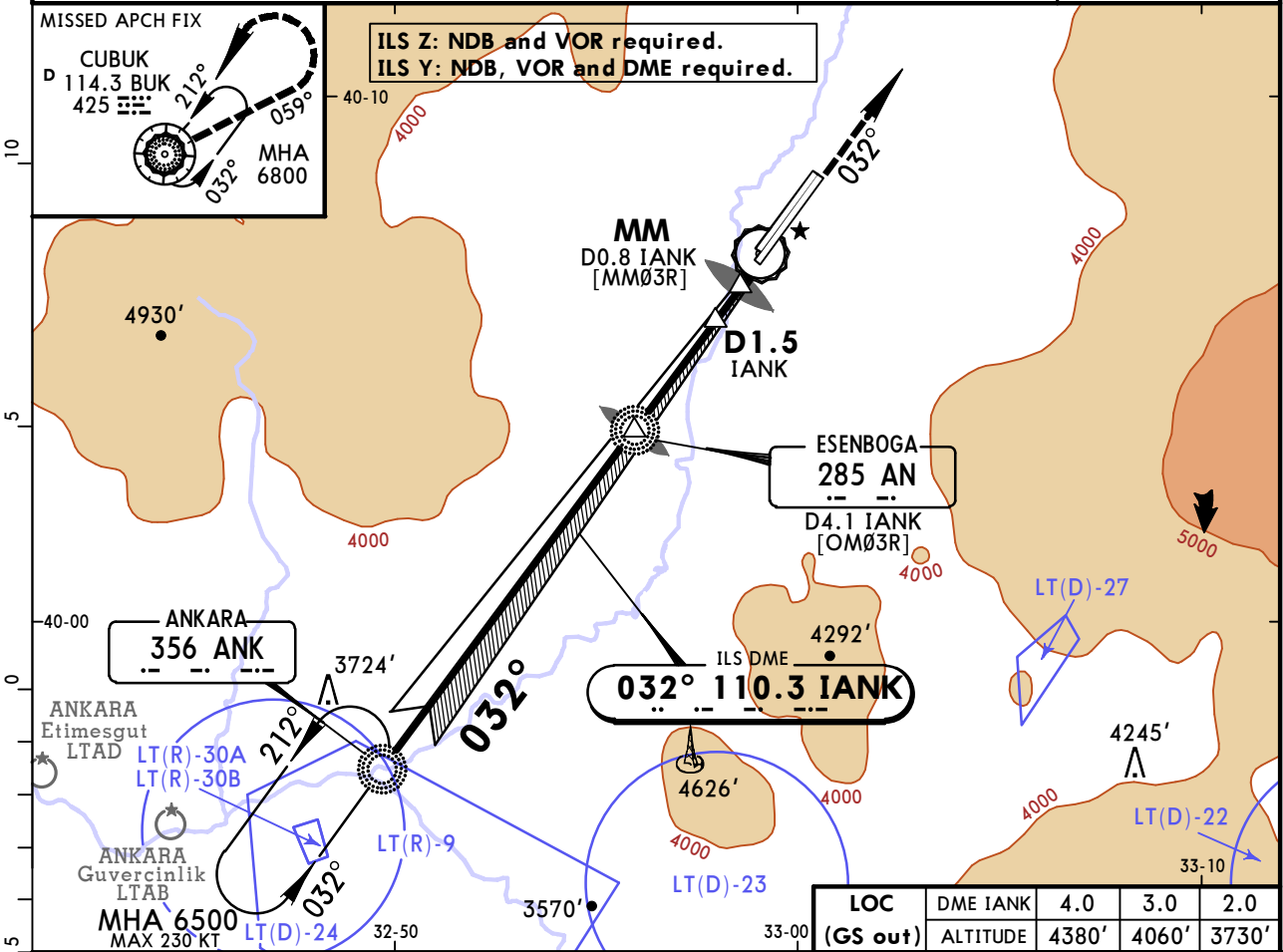
RVR 300m

LTAC/ESB ESENBOGA INTL

JEPPESEN
29 MAR 19 **(11-3)**

ANKARA, TURKEY ILS Z or Y Rwy 03R

D-ATIS 123.6		ESENBOGA Approach (R) 119.1 119.6 122.1		ESENBOGA Tower 118.1 118.35		Ground 121.9 121.6	
LOC IANK 110.3	Final Apch Crs 032°	GS LOM 4410' (1313')	ILS DA(H) Refer to Minimums	Apt Elev 3125' Rwy 3097'			
MISSED APCH: Proceed to BUK VOR/NDB cross 5500' or above, then continue climbing to 6600' on 059° from BUK VOR/NDB, then turn LEFT climb to 6800' proceed to BUK VOR/NDB and hold.							
Alt Set: hPa		Rwy Elev: 108 hPa		Trans level: By ATC		Trans alt: 10000'	



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	
MAP at MM/DO.8 IANK							

Standard STRAIGHT-IN LANDING RWY 03R						LOC (GS out)		CIRCLE-TO-LAND		
Missed apch climb gradient mim 4.1%			ILS Missed apch climb gradient mim 2.5%			MACG mim 3.7%		CDFA		
DA(H) 3300' (203')			DA(H) 3870' (773')			DA/MDA(H) 3600' (503')				
FULL	TDZ or CL out	ALS out	FULL	TDZ or CL out	ALS out	ALS out		Max Kts	MDA(H) VIS	
A			RVR 1500m			RVR 1500m		100	3800' (675') 2 1500m	
B			RVR 1500m			RVR 1500m		135	3800' (675') 2 1600m	
C	RVR 550m	RVR 550m 1	RVR 1200m	RVR 2400m			RVR 1600m	RVR 2400m	180	4650' (1525') 2400m
D				RVR 2400m			RVR 1600m	RVR 2400m	205	4650' (1525') 3600m

1 W/o HUD/AP/FD: RVR 750m **2** or higher straight-in minimums.
CHANGES: App frequency added. Restricted area LT(R)-9. © JEPPESEN, 2001, 2019. ALL RIGHTS RESERVED.

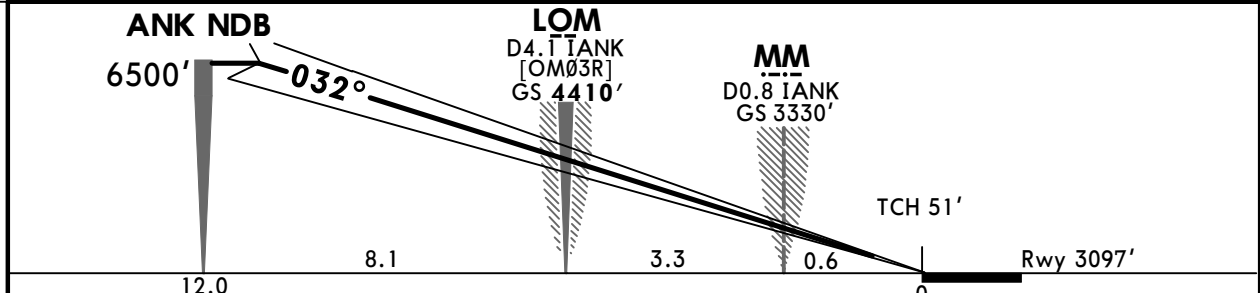
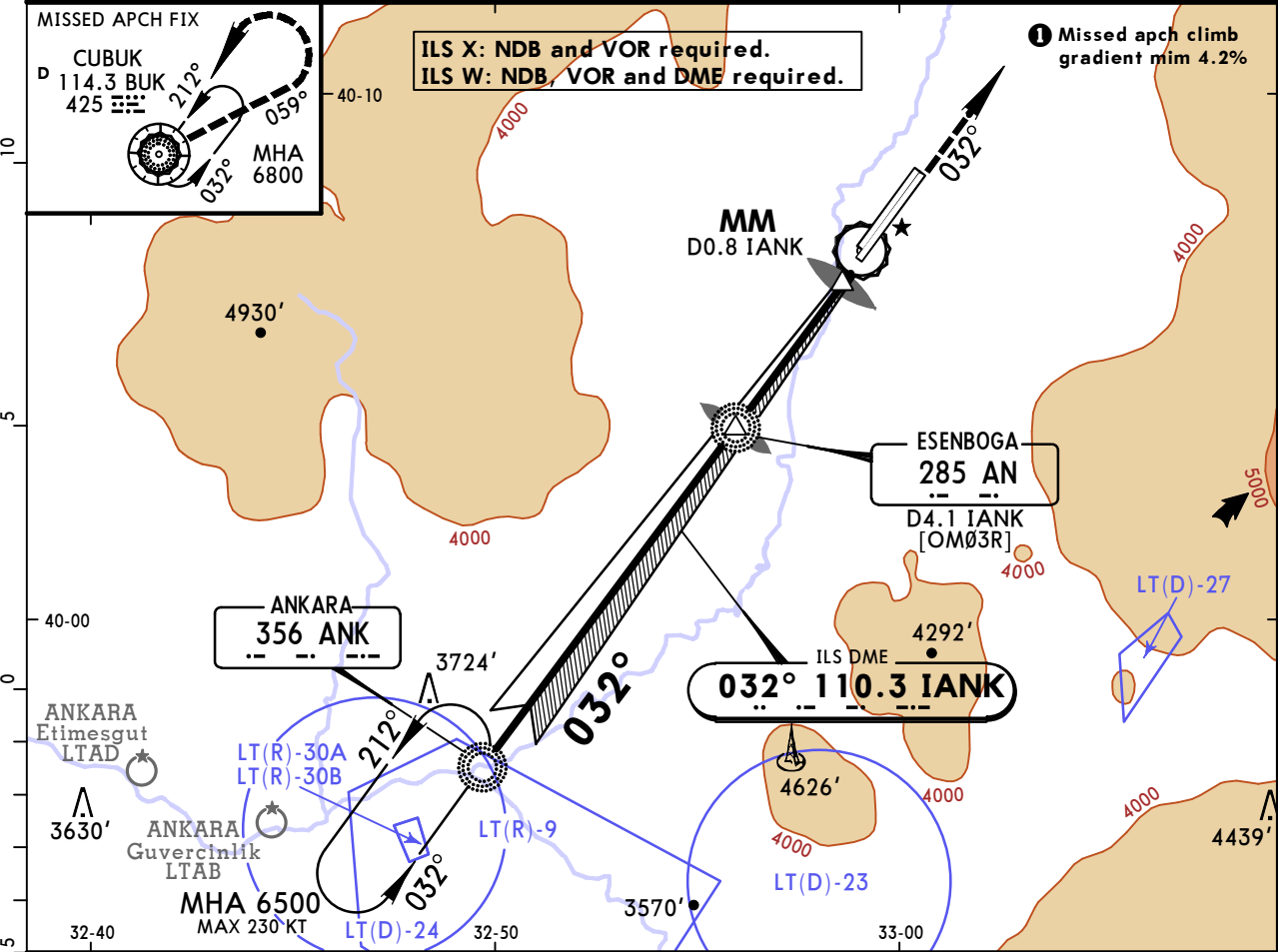
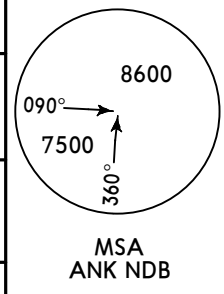
LTAC/ESB
ESENBOGA INTL

29 MAR 19

JEPPESEN
11-3A

ANKARA, TURKEY
CAT II/III ILS X or W Rwy 03R

BRIEFING STRIP™	D-ATIS 123.6	ESENBOGA Approach (R) 119.1 119.6 122.1		ESENBOGA Tower 118.1 118.35		Ground 121.9 121.6	
	LOC IANK 110.3	Final Apch Crs 032°	GS LOM 4410' (1313')	CAT II & III ILS Refer to Minimums		Apt Elev 3125'	Rwy 3097'
	MISSED APCH: Proceed to BUK VOR/NDB cross 5500' or above, then continue climbing to 6600' on 059° from BUK VOR/NDB, then turn LEFT climb to 6800' proceed to BUK VOR/NDB and hold.						
Alt Set: hPa Rwy Elev: 108 hPa Trans level: By ATC Trans alt: 10000' Special Aircrew and Acft Certification required.							



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 5500' ↑ BUK 114.3 425
GS	3.00°	372	478	531	637	743	

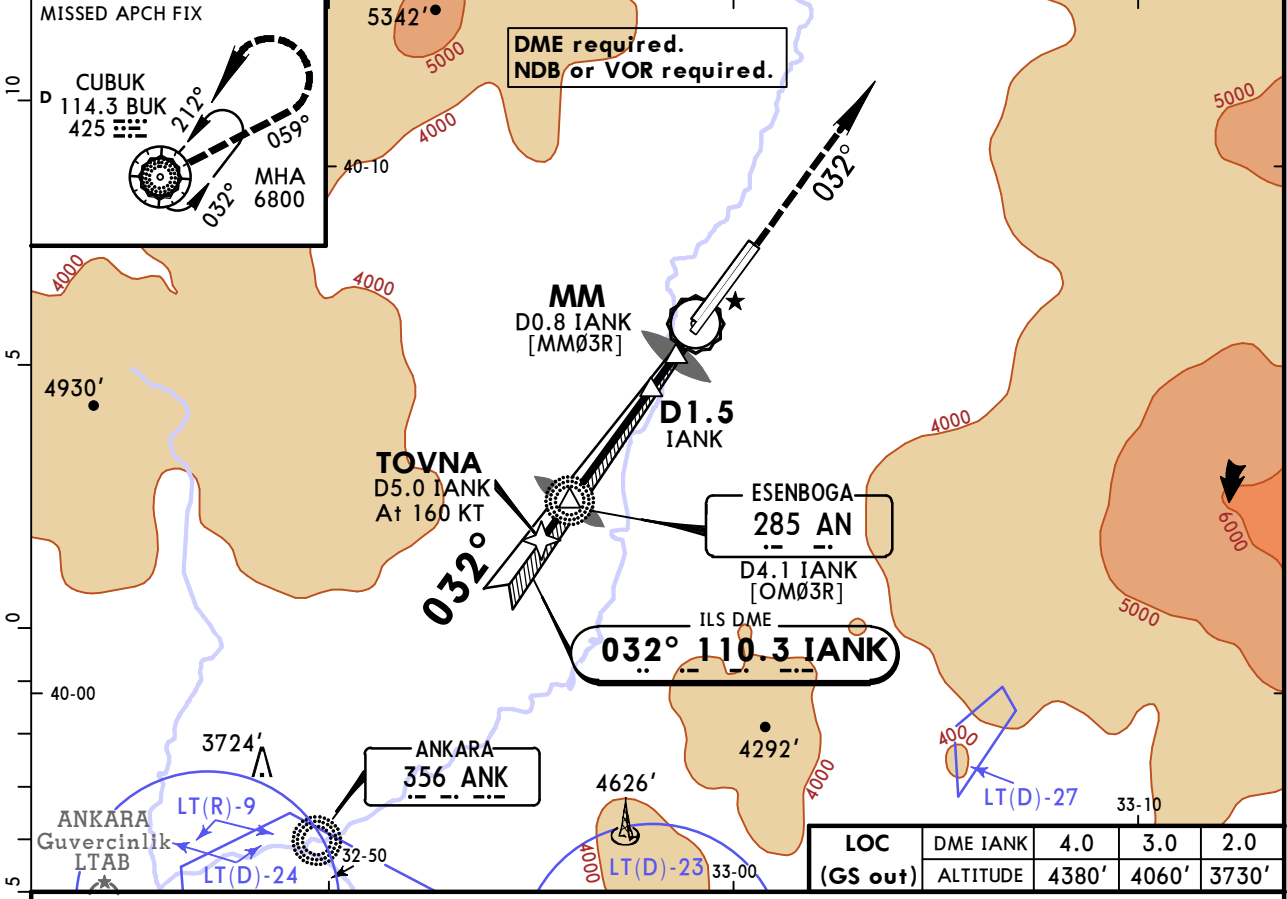
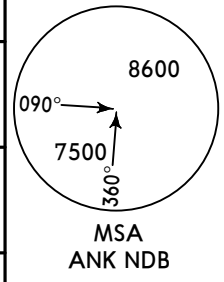
PANS OPS	Standard STRAIGHT-IN LANDING RWY 03R Missed apch climb gradient mim 4.2%	
	CAT IIIA ILS I DH 50' RVR 200m	CAT II ILS RA 110' DA(H) 3197' (100') RVR 300m
	CAT IIIB: Mim RVR 75m.	

LTAC/ESB ESENBOGA INTL

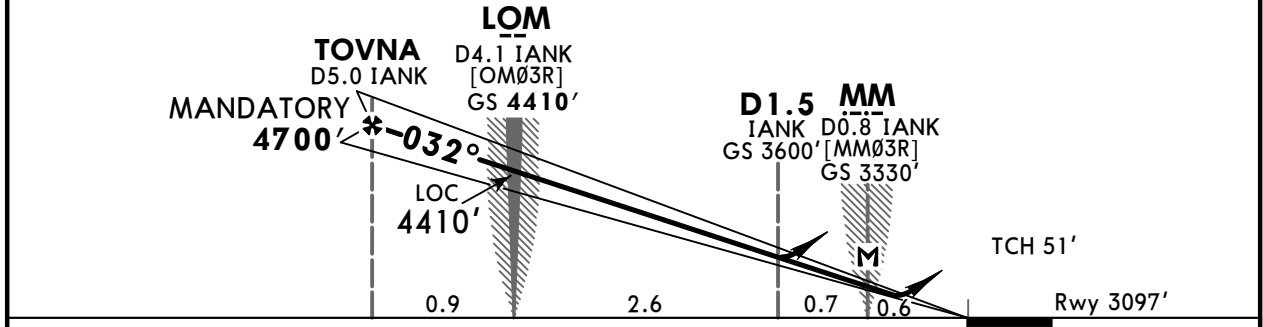
JEPPESSEN
29 MAR 19 (11-4)

ANKARA, TURKEY ILS V Rwy 03R

BRIEFING STRIP™	D-ATIS 123.6	ESENBOGA Approach (R) 119.1 119.6 122.1		ESENBOGA Tower 118.1 118.35		Ground 121.9 121.6	
	LOC IANK 110.3	Final Apch Crs 032°	GS LOM 4410' (1313')	ILS DA(H) Refer to Minimums		Apt Elev 3125'	Rwy 3097'
	MISSED APCH: Proceed to BUK VOR/NDB cross 5500' or above, then continue climbing to 6600' on 059° from BUK VOR/NDB, then turn LEFT climb to 6800' proceed to BUK VOR/NDB and hold. MINIMUM CLIMB GRADIENT 2.5% AFTER PASSING BUK VOR/NDB.						
Alt Set: hPa		Rwy Elev: 108 hPa		Trans level: By ATC		Trans alt: 10000'	



LOC (GS out)	DME IANK ALTITUDE	4.0	3.0	2.0
		4380'	4060'	3730'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 5500' BUK 114.3 425	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743		849
MAP at MM/D0.8 IANK								

Standard STRAIGHT-IN LANDING RWY 03R							LOC (GS out) MACG mim 3.7% CDFA		CIRCLE-TO-LAND		
Missed apch climb gradient mim 4.1%			ILS Missed apch climb gradient mim 2.5%			DA(H) 3300' (203')		DA(H) 3870' (773')		DA/MDA(H) 3600' (503')	
FULL	TDZ or CL out	ALS out	FULL	TDZ or CL out	ALS out	ALS out		Max Kts	MDA(H)	VIS	
A			RVR 1500m			RVR 1500m		100	3800' (675')	2 1500m	
B			RVR 1500m			RVR 1500m		135	3800' (675')	2 1600m	
C	RVR 550m	RVR 550m 1	RVR 1200m					180	4650' (1525')	2400m	
D			RVR 2400m			RVR 1600m	RVR 2400m	205	4650' (1525')	3600m	

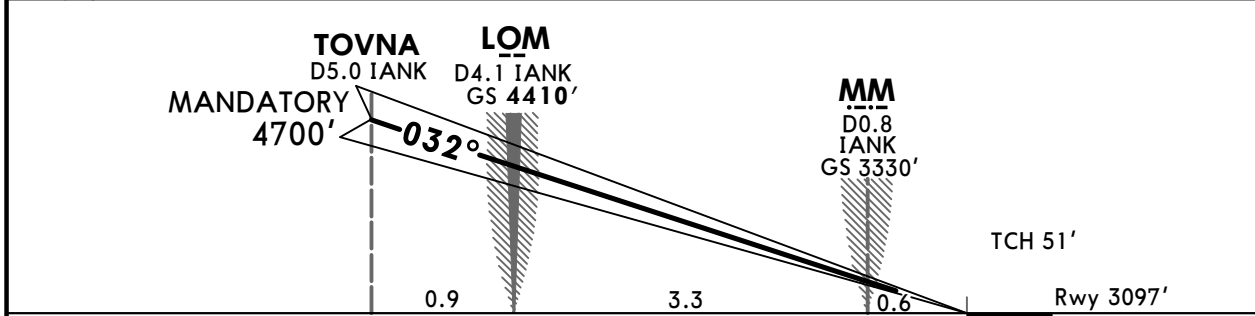
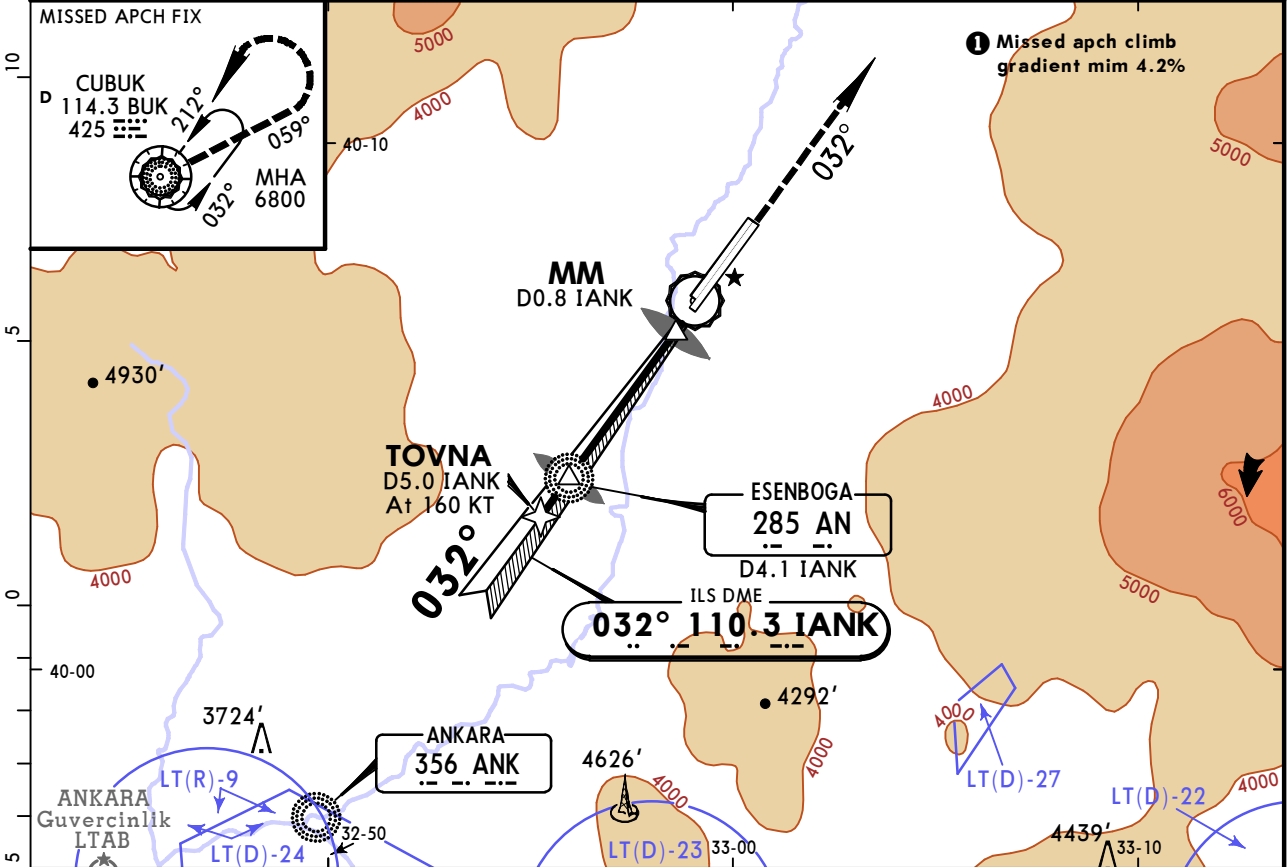
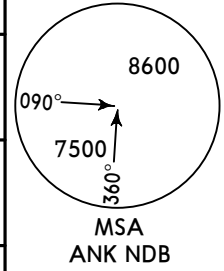
1 W/o HUD/AP/FD: RVR 750m **2** or higher straight-in minimums.
 CHANGES: Note. © JEPPESSEN, 2017, 2019. ALL RIGHTS RESERVED.

LTAC/ESB ESENBOGA INTL

JEPPESSEN
29 MAR 19 **(11-4A)**

ANKARA, TURKEY
CAT II/III ILS U Rwy 03R

BRIEFING STRIP™	D-ATIS	ESENBOGA Approach (R)			ESENBOGA Tower		Ground	
	123.6	119.1	119.6	122.1	118.1	118.35	121.9	121.6
	LOC IANK	Final Apch Crs	GS LOM	CAT II & IIIA ILS Refer to Minimums		Apt Elev	3125'	
	110.3	032°	4410' (1313')			Rwy	3097'	
<p>MISSED APCH: Proceed to BUK VOR/NDB cross 5500' or above, then continue climbing to 6600' on 059° from BUK VOR/NDB, then turn LEFT climb to 6800' proceed to BUK VOR/NDB and hold.</p> <p>MINIMUM CLIMB GRADIENT 2.5% AFTER PASSING BUK VOR/NDB.</p> <p>Alt Set: hPa Rwy Elev: 108 hPa Trans level: By ATC Trans alt: 10000'</p> <p>1. DME required. NDB or VOR required. 2. Special Aircrew and Acft Certification required.</p>								



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 5500' ↑ BUK 114.3 425
GS	3.00°	372	478	531	637	743	

PANS OPS	Standard		STRAIGHT-IN LANDING RWY 03R	
	CAT IIIA ILS Missed apch climb gradient mim 4.2% DH 50'	CAT II ILS RA 110' DA(H) 3197' (100')		
	RVR 200m	RVR 300m		

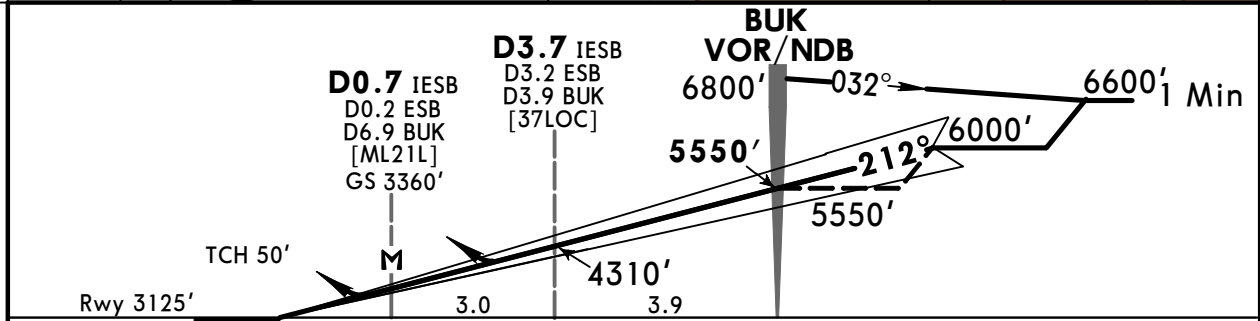
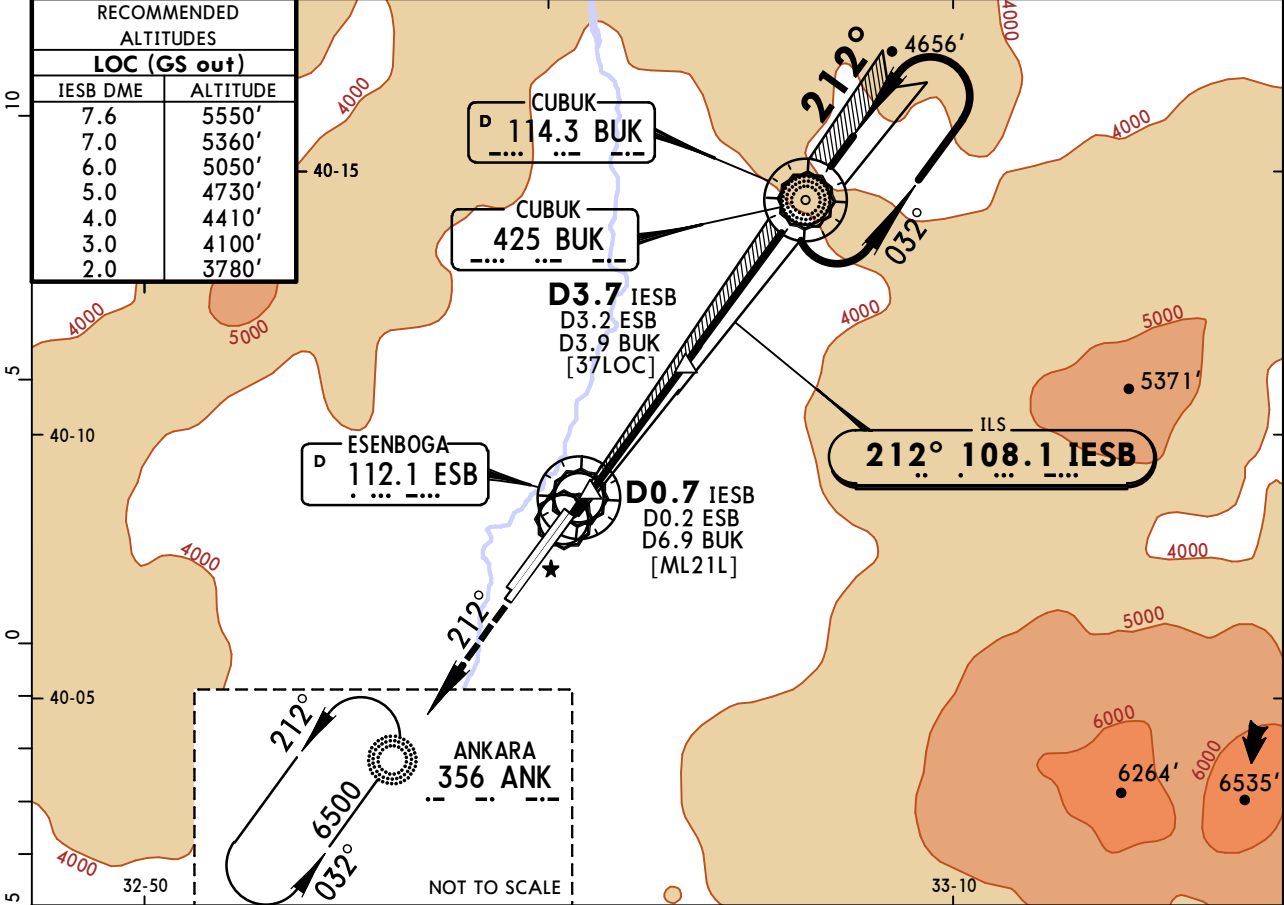
1 CAT IIIB: Mim RVR 75m.

LTAC/ESB ESENBOGA INTL

JEPPESSEN
5 JUL 19 (11-5) Eff 18 Jul

ANKARA, TURKEY ILS Z Rwy 21L

BRIEFING STRIP™	D-ATIS	ESENBOGA Approach (R)			ESENBOGA Tower		Ground	
	123.6	119.1	119.6	122.1	118.1	118.35	121.9	121.6
	LOC IESB 108.1	Final Apch Crs 212°	GS 5500' (2375')	ILS DA(H) 3325' (200')	Apt Elev 3125'	Rwy 3125'		
MISSED APCH: Climb on 212° to cross ANK NDB at 6500' and hold.								
Alt Set: hPa		Rwy Elev: 109 hPa		Trans level: By ATC		Trans alt: 10000'		



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	6500' on 212° ↑	ANK 356
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743			
MAP at D0.7 IESB/D0.2 ESB/D6.9 BUK									

PANS OPS	Standard STRAIGHT-IN LANDING RWY 21L				CIRCLE-TO-LAND	
	ILS			LOC (GS out) CDFA		
	DA(H) 3325' (200')			DA/MDA(H) 3600' (475')		
	FULL	TDZ or CL out	ALS out	ALS out		
	A			RVR 1500m		
B			RVR 1500m			
C	RVR 550m	RVR 550m	RVR 1200m	RVR 1500m	RVR 2200m	Max Kts 100 3800' (675') 1500m 135 3800' (675') 1600m 180 4650' (1525') 2400m 205 4650' (1525') 3600m
D						

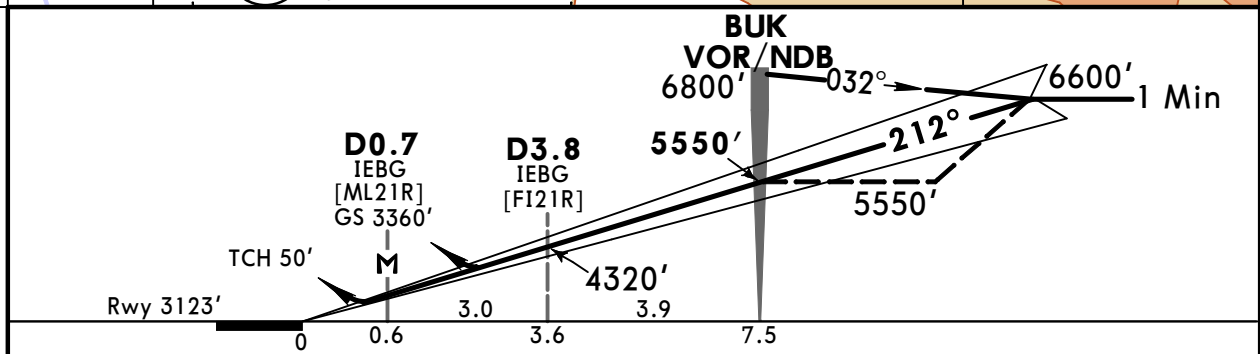
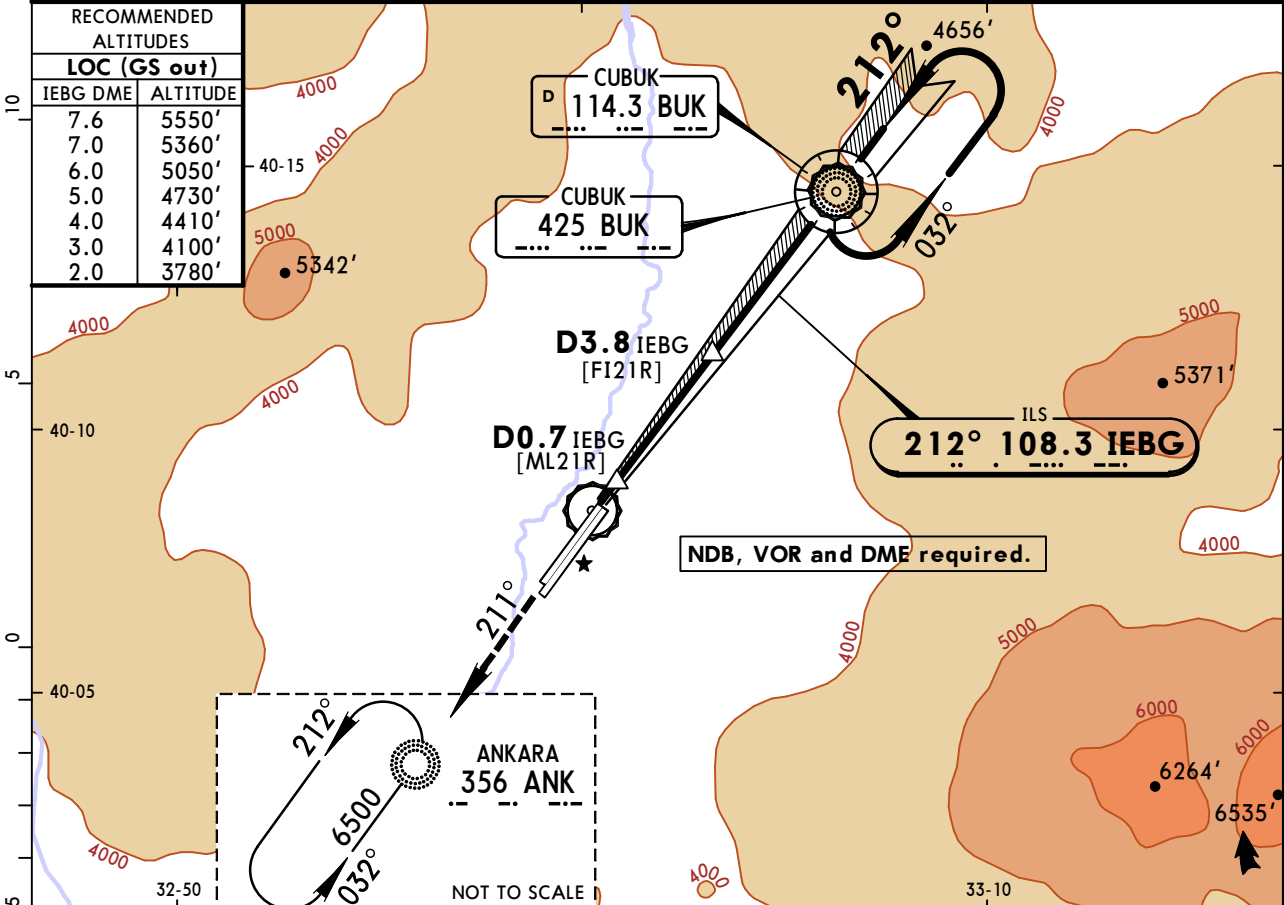
■ RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.
 CHANGES: LMM, LOM withdrawn. © JEPPESSEN, 2001, 2019. ALL RIGHTS RESERVED.

LTAC/ESB ESENBOGA INTL

JEPPESSEN
5 JUL 19 (11-6) Eff 18 Jul

ANKARA, TURKEY ILS Z Rwy 21R

BRIEFING STRIP™	D-ATIS	ESENBOGA Approach (R)			ESENBOGA Tower		Ground	
	123.6	119.1	119.6	122.1	118.1	118.35	121.9	121.6
	LOC IEBG 108.3	Final Apch Crs 212°	GS 5500' (2377')	ILS DA(H) 3323' (200')	Apt Elev 3125' Rwy 3123'			
MISSED APCH: Climb on 211° to cross ANK NDB at 6500' and hold.								
Alt Set: hPa		Rwy Elev: 109 hPa	Trans level: By ATC		Trans alt: 10000'			



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	6500' on 211° 	ANK 356	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743				849
MAP at D0.7 IEBG										

PANS OPS	Standard STRAIGHT-IN LANDING RWY 21R				CIRCLE-TO-LAND			
	ILS				LOC (GS out) CDFA			
	DA(H) 3323' (200')				DA/MDA(H) 3600' (477')			
	FULL		TDZ or CL out		ALS out		ALS out	
	A				RVR 1500m		Max Kts	MDA(H) VIS
B				RVR 1500m		100	3800' (675') 1500m	
C	RVR 550m	RVR 550m I	RVR 1200m			135	3800' (675') 1600m	
D				RVR 1500m	RVR 2200m	180	4650' (1525') 2400m	
						205	4650' (1525') 3600m	

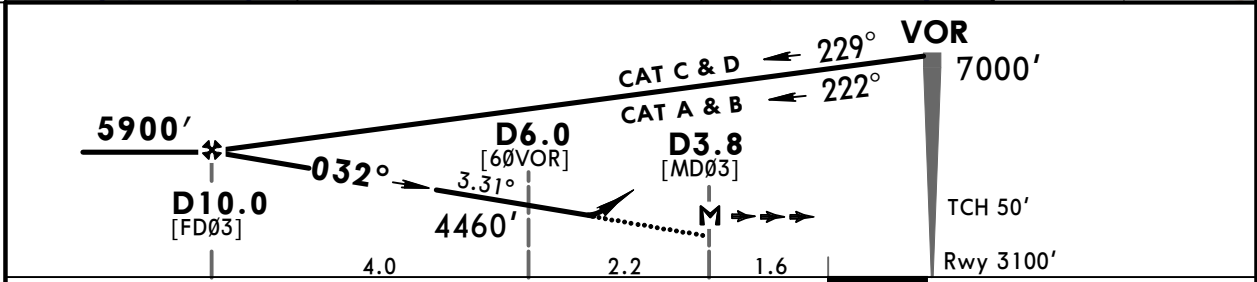
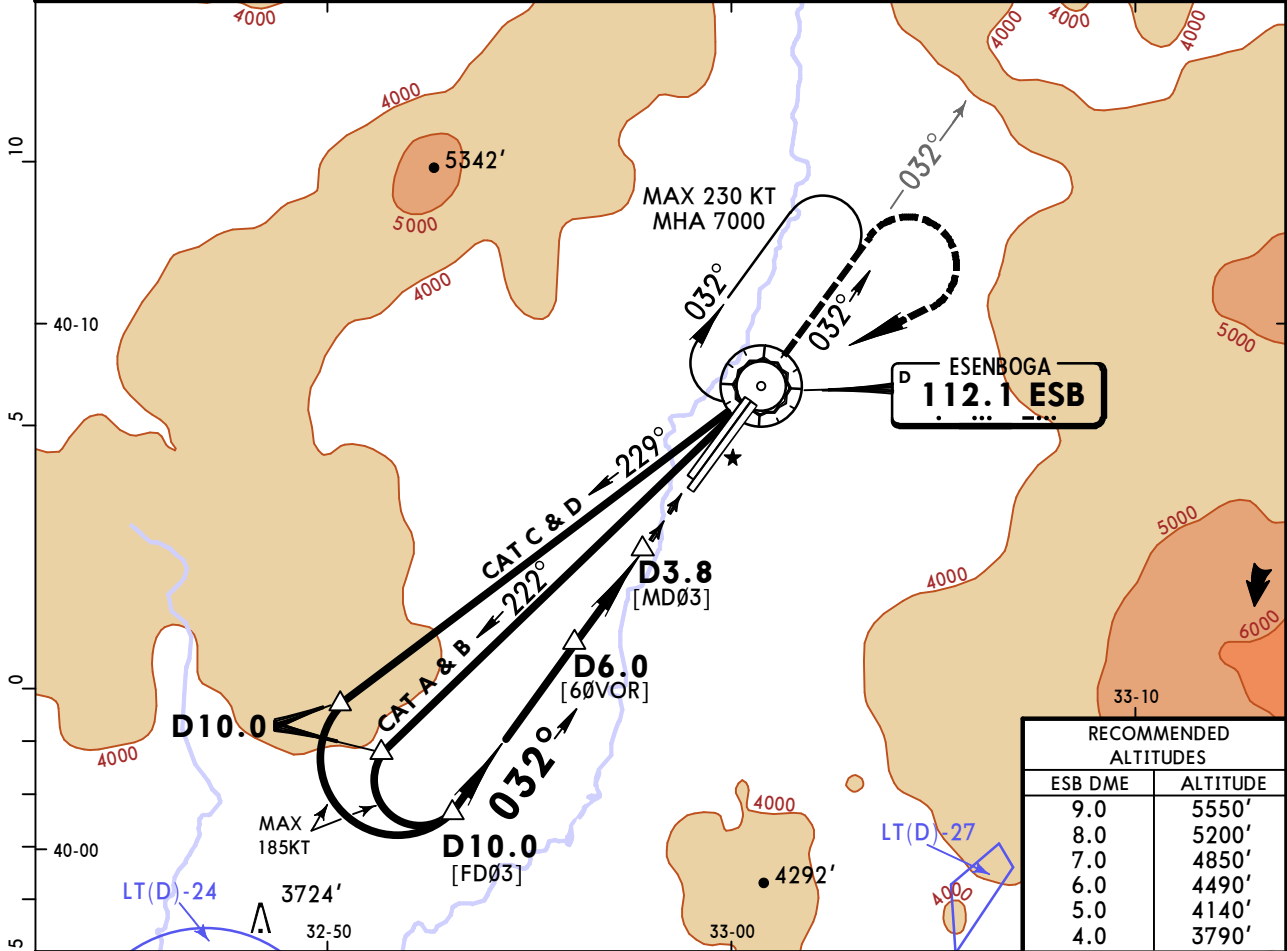
I RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.
 CHANGES: None. © JEPPESSEN, 2001, 2019. ALL RIGHTS RESERVED.

LTAC/ESB
ESENBOGA INTL

JEPPESEN
15 FEB 19 **(13-1)** Eff 28 Feb

ANKARA, TURKEY
VOR Z Rwy 03L

BRIEFING STRIP™	D-ATIS	ESENBOGA Approach (R)			ESENBOGA Tower		Ground	
	123.6	119.1	119.6	122.1	118.1	118.35	121.9	121.6
	VOR ESB 112.1	Final Apch Crs 032°	Minimum Alt D10.0 5900' (2800')	DA/MDA(H) 3650' (550')	Apt Elev 3125' Rwy 3100'			
	MISSED APCH: Climb to 5400' on R-032 (MAX 200KT) then turn RIGHT climbing to 7000' to VOR and hold.							
Alt Set: hPa		Rwy Elev: 109 hPa	Trans level: By ATC		Trans alt: 10000'			
DME required.							MSA ESB VOR	



Gnd speed-Kts	70	90	100	120	140	160		MAX 200KT	5400' ↑	ESB 112.1 R-032	
Descent Angle	3.31°	410	527	586	703	820					937
MAP at D3.8											

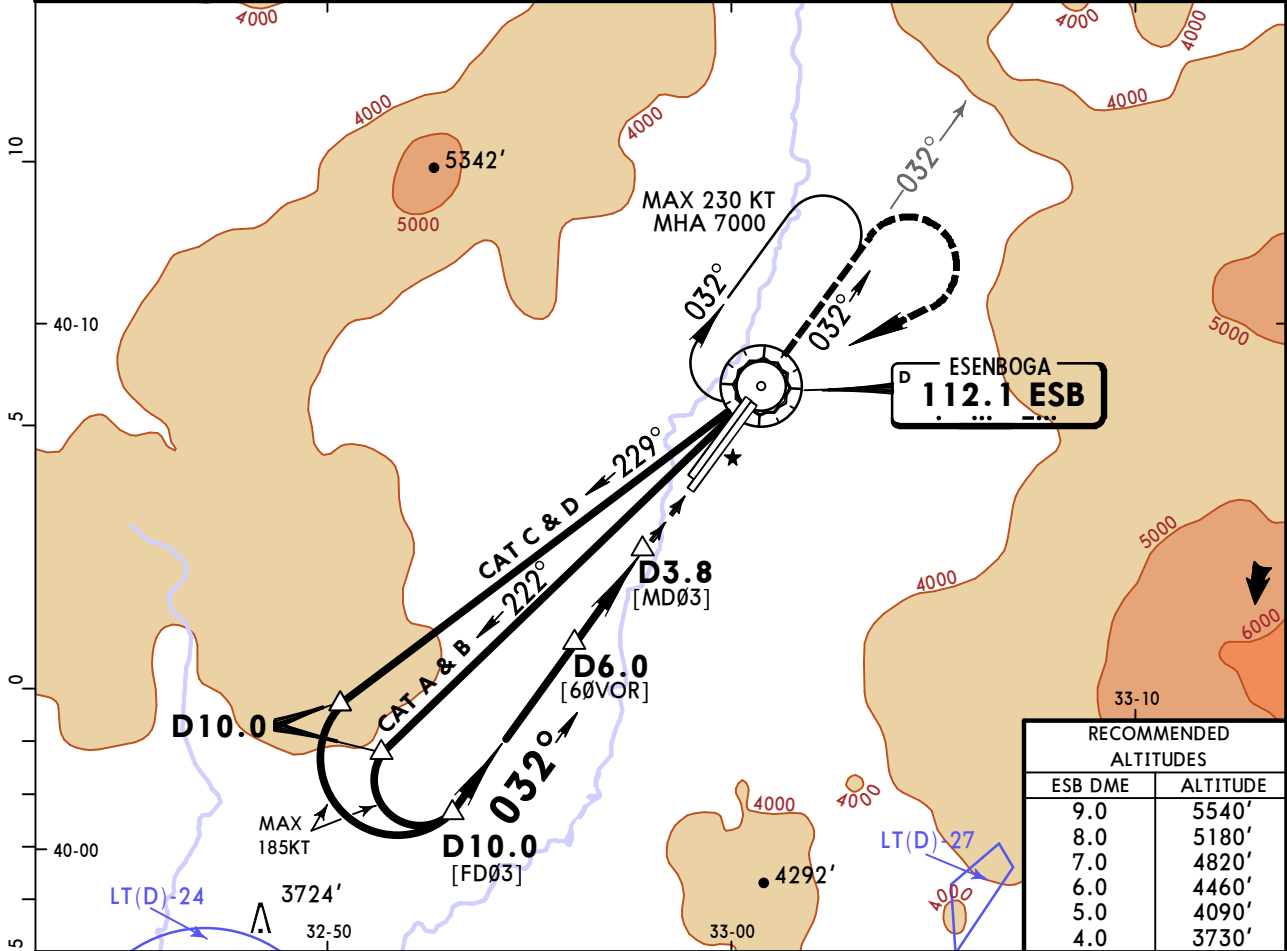
PANS OPS	Standard STRAIGHT-IN LANDING RWY 03L				CIRCLE-TO-LAND			
	CDFA							
	DA/MDA(H) 3650' (550')							
					ALS out		Max Kts	
	A	RVR 1500m					100	3800' (675')
B	RVR 1500m					135	3800' (675')	1600m
C	RVR 1800m		RVR 2400m			180	4650' (1525')	2400m
D	RVR 1800m		RVR 2400m			205	4650' (1525')	3600m

LTAC/ESB
ESENBOGA INTL

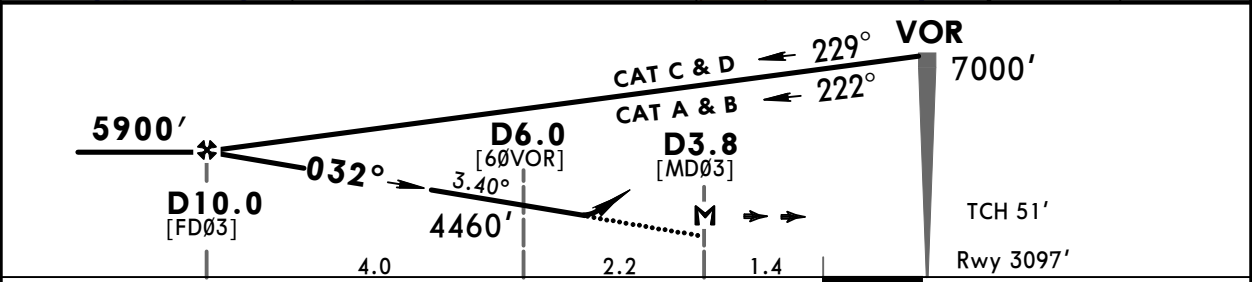
JEPPESEN
15 FEB 19 **(13-2)** Eff 28 Feb

ANKARA, TURKEY
VOR Z Rwy 03R

BRIEFING STRIP™	D-ATIS	ESENBOGA Approach (R)			ESENBOGA Tower		Ground	
	123.6	119.1	119.6	122.1	118.1	118.35	121.9	121.6
	VOR ESB 112.1	Final Apch Crs 032°	Minimum Alt D10.0 5900' (2803')	DA/MDA(H) 3650' (553')	Apt Elev 3125' Rwy 3097'			
	MISSED APCH: Climb to 5400' on R-032 (MAX 200KT) then turn RIGHT climbing to 7000' to VOR and hold.							
Alt Set: hPa		Rwy Elev: 109 hPa	Trans level: By ATC		Trans alt: 10000'			
DME required.							MSA ESB VOR	



RECOMMENDED ALTITUDES	
ESB DME	ALTITUDE
9.0	5540'
8.0	5180'
7.0	4820'
6.0	4460'
5.0	4090'
4.0	3730'



Gnd speed-Kts	70	90	100	120	140	160		MAX 200KT	5400' ↑	ESB 112.1 R-032
Descent Angle	3.40°	421	541	602	722	842				

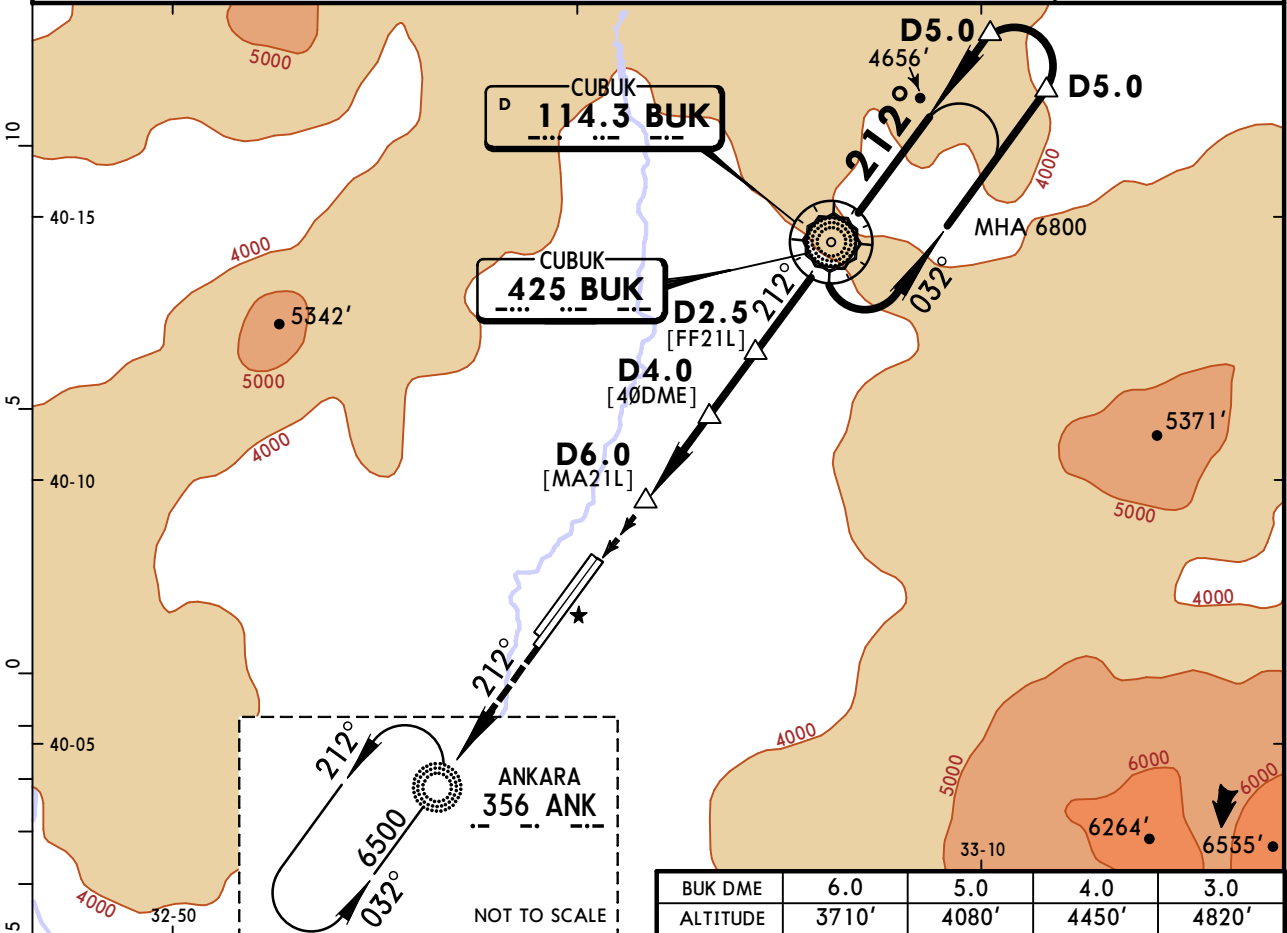
PANS OPS	Standard		STRAIGHT-IN LANDING RWY 03R		CIRCLE-TO-LAND	
	CDFA					
	DA/MDA(H) 3650' (553')					
	ALS out				Max Kts	
	A	RVR 1500m			100	3800' (675') 1500m
B	RVR 1500m			135	3800' (675') 1600m	
C	RVR 1800m		RVR 2400m	180	4650' (1525') 2400m	
D	RVR 1800m		RVR 2400m	205	4650' (1525') 3600m	

LTAC/ESB
ESENBOGA INTL

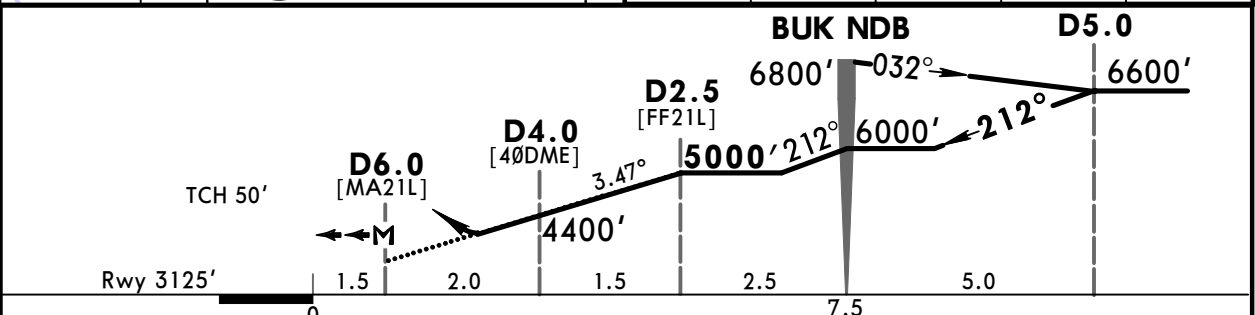
JEPPESEN
15 FEB 19
Eff 28 Feb **(13-3)**

ANKARA, TURKEY
VOR Z or NDB Z Rwy 21L

D-ATIS 123.6		ESENBOGA Approach (R) 119.1 119.6 122.1			ESENBOGA Tower 118.1 118.35		Ground 121.9 121.6	
VOR BUK 114.3	NDB BUK 425	Final Apch Crs 212°	Minimum Alt D5.0 5000' (1875')	DA/MDA(H) 3650' (525')	Apt Elev 3125' Rwy 3125'			
MISSED APCH: Climb on R-212 (212° from NDB) to cross ANK NDB at 6500' and hold.								
Alt Set: hPa		Rwy Elev: 109 hPa		Trans level: By ATC		Trans alt: 10000'		
DME required.								MSA BUK VOR/NDB



BUK DME	6.0	5.0	4.0	3.0
ALTITUDE	3710'	4080'	4450'	4820'



Gnd speed-Kts	70	90	100	120	140	160	
Descent Angle	3.47°	430	553	614	737	860	983

HIALS-II
PAPI
Refer to Missed Apch above

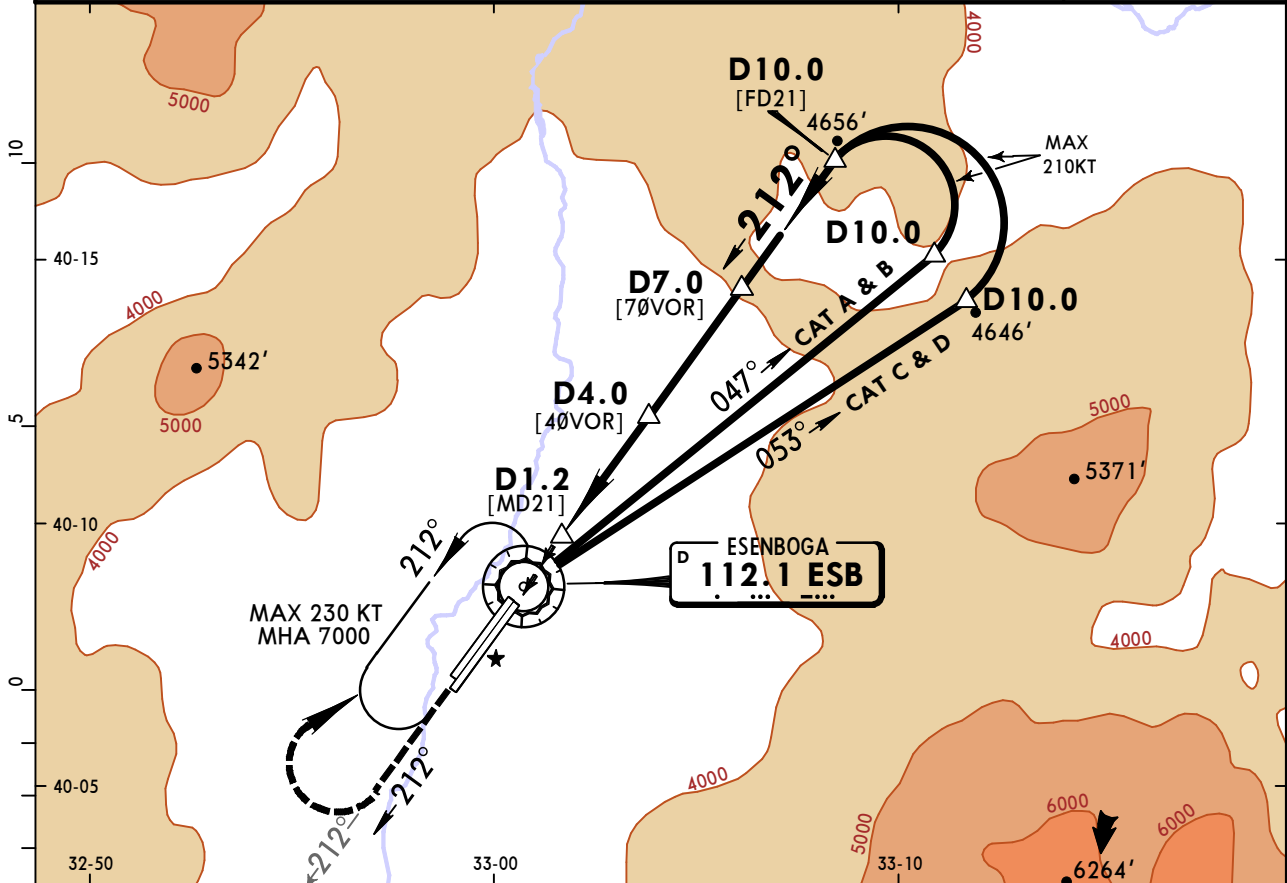
PANS OPS	Standard STRAIGHT-IN LANDING RWY 21L		CIRCLE-TO-LAND		
	CDFA DA/MDA(H) 3650' (525')				
	ALS out		Max Kts	MDA(H)	VIS
	A	RVR 1500m	100	3800' (675')	1500m
	B	RVR 1500m	135	3800' (675')	1600m
C	RVR 1700m	180	4650' (1525')	2400m	
D	RVR 1700m	205	4650' (1525')	3600m	

LTAC/ESB
ESENBOGA INTL

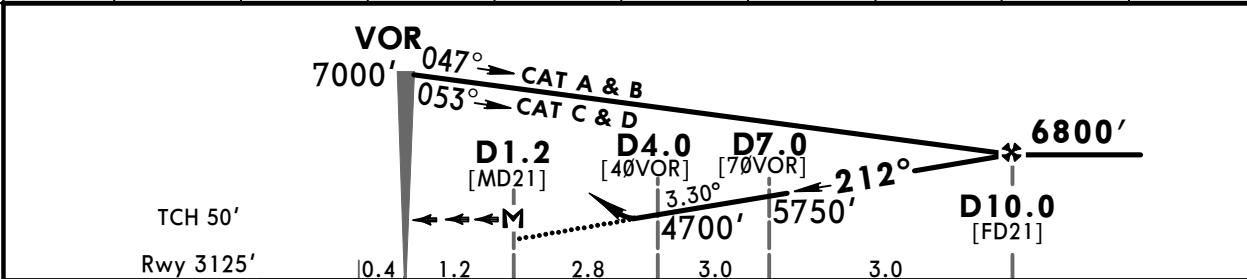
JEPPESEN
15 FEB 19 **(13-4)** Eff 28 Feb

ANKARA, TURKEY
VOR Y Rwy 21L

BRIEFING STRIP™	D-ATIS	ESENBOGA Approach (R)			ESENBOGA Tower		Ground	
	123.6	119.1	119.6	122.1	118.1	118.35	121.9	121.6
	VOR ESB 112.1	Final Apch Crs 212°	Minimum Alt D10.0 6800' (3675')	DA/MDA(H) 3650' (525')	Apt Elev 3125' Rwy 3125'			
	MISSED APCH: Climb to 5300' on R-212 to VOR then turn RIGHT climbing to 7000' to VOR and hold.							
Alt Set: hPa		Rwy Elev: 109 hPa	Trans level: By ATC		Trans alt: 10000'			
DME required.							MSA ESB VOR	



ESB DME	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
ALTITUDE	3670'	4020'	4360'	4710'	5060'	5410'	5760'	6110'	6460'



Gnd speed-Kts	70	90	100	120	140	160		5300' ESB 112.1 R-212
Descent Angle	3.30°	409	526	584	701	817		
MAP at D1.2								

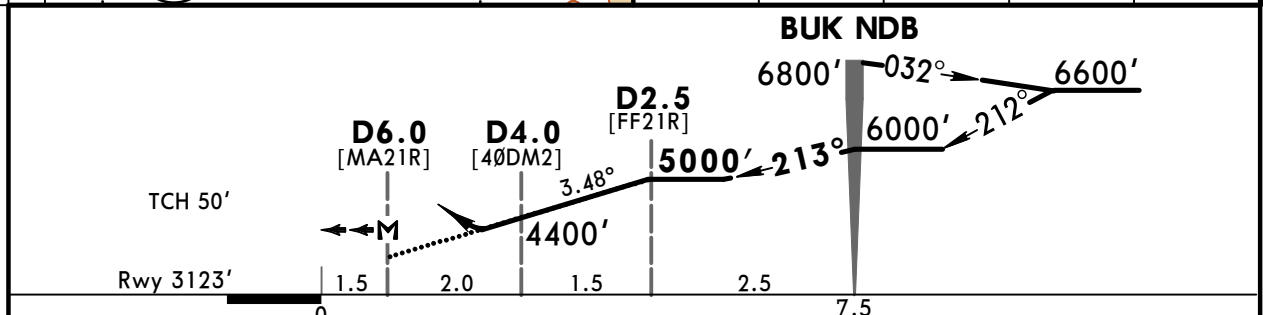
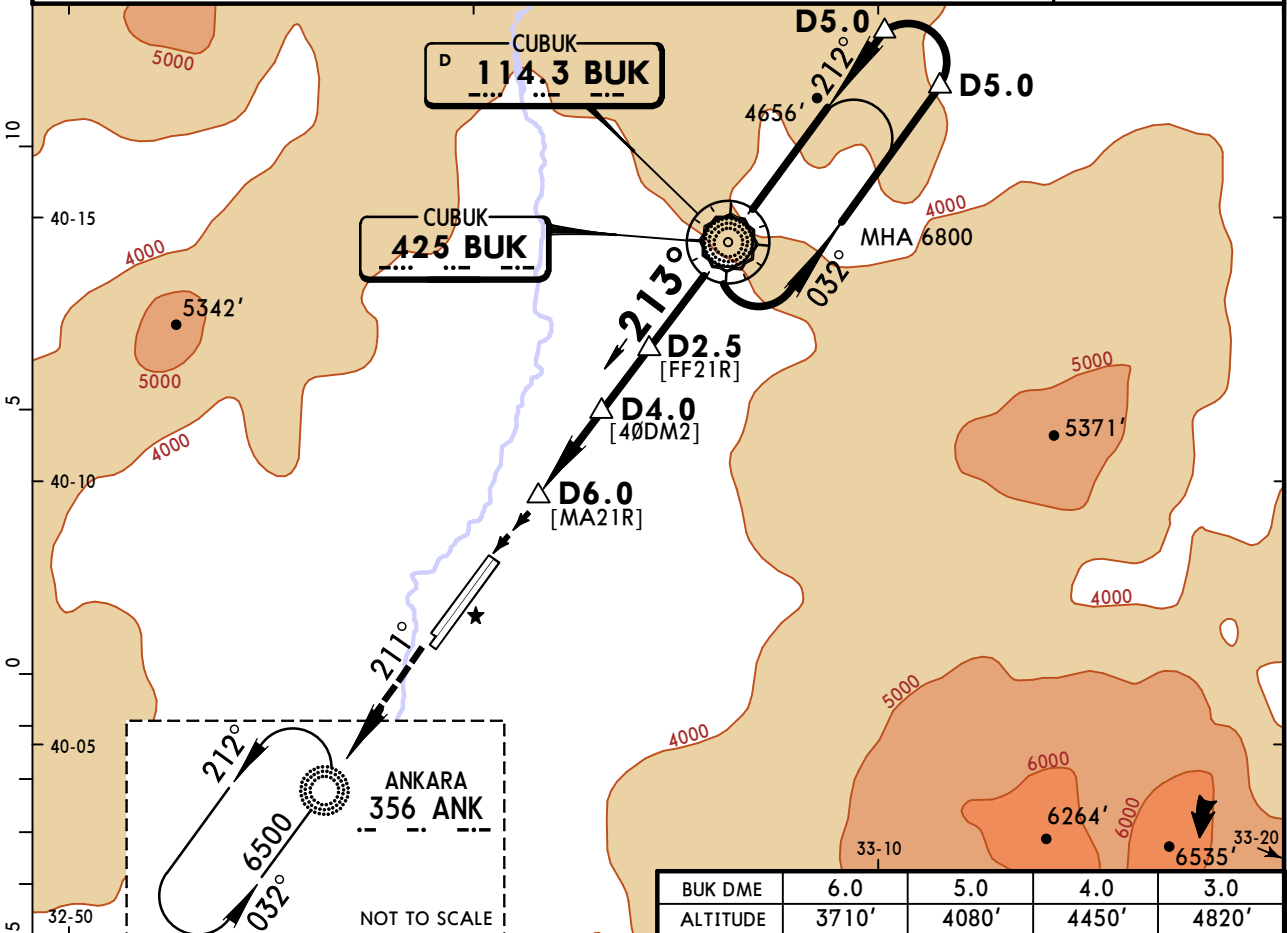
PANS OPS	Standard		STRAIGHT-IN LANDING RWY 21L		CIRCLE-TO-LAND	
	CDFA					
	DA/MDA(H) 3650' (525')					
	ALS out				Max Kts	
	A	RVR 1500m			100	3800' (675') 1500m
B	RVR 1500m			135	3800' (675') 1600m	
C	RVR 1700m		RVR 2400m	180	4650' (1525') 2400m	
D	RVR 1700m		RVR 2400m	205	4650' (1525') 3600m	

LTAC/ESB
ESENBOGA INTL

JEPPESEN
15 FEB 19
Eff 28 Feb **(13-5)**

ANKARA, TURKEY
VOR Z or NDB Z Rwy 21R

D-ATIS 123.6		ESENBOGA Approach (R) 119.1 119.6 122.1			ESENBOGA Tower 118.1 118.35		Ground 121.9 121.6	
VOR BUK 114.3	NDB BUK 425	Final Apch Crs 213°	Minimum Alt D2.5 5000' (1877')	DA/MDA(H) 3650' (527')	Apt Elev 3125' Rwy 3123'			
MISSED APCH: Climb on R-211 (211° from NDB) to cross ANK NDB at 6500' and hold.								
Alt Set: hPa		Rwy Elev: 109 hPa		Trans level: By ATC		Trans alt: 10000'		
DME required.								MSA BUK VOR/NDB



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle	3.48°	431	554	616	739	862
MAP at D6.0						

HIALS-II

PAPI

Refer to Missed Apch above

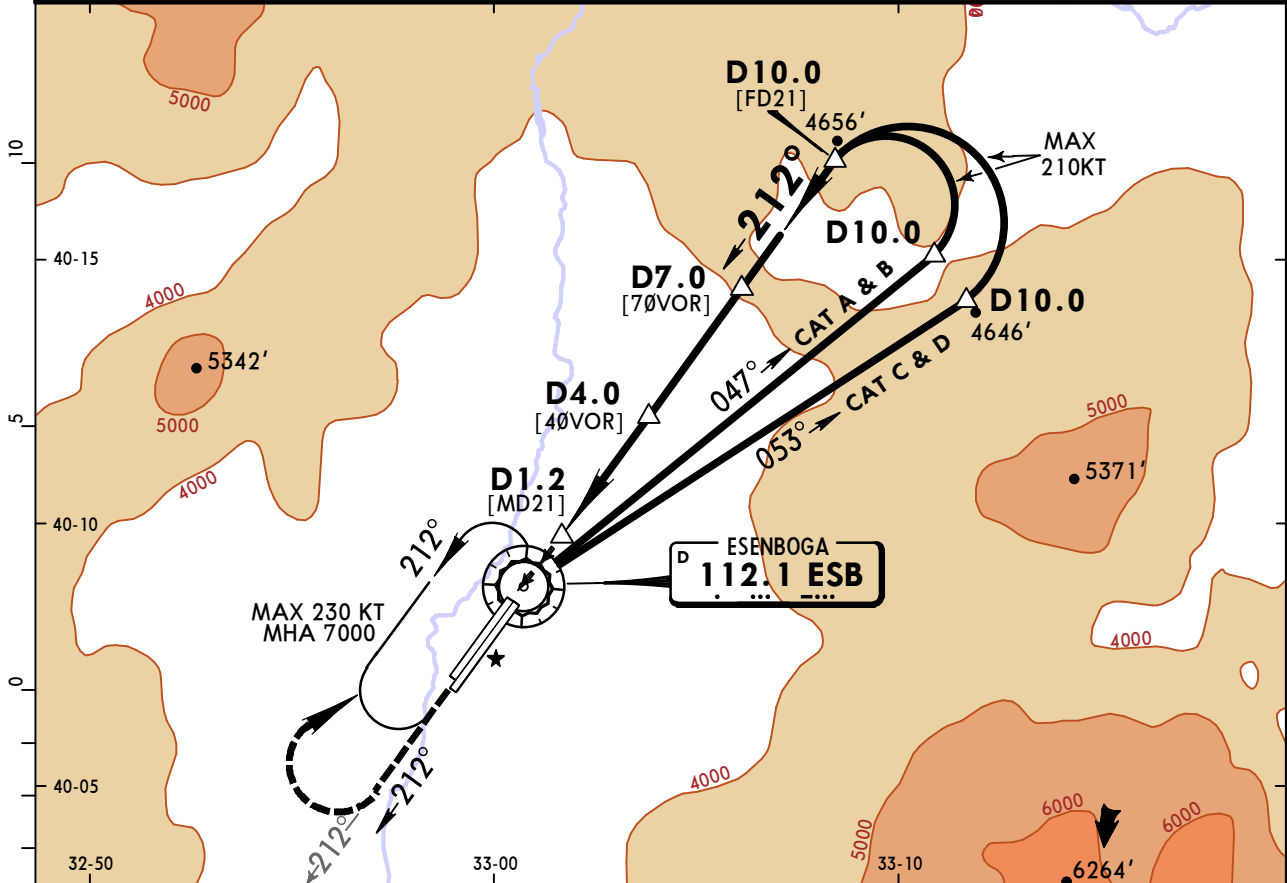
Standard		STRAIGHT-IN LANDING RWY 21R		CIRCLE-TO-LAND	
CDFA					
DA/MDA(H) 3650' (527')				ALS out	
RVR 1500m				Max Kts	MDA(H) VIS
A				100	3800' (675') 1500m
B				135	3800' (675') 1600m
C	RVR 1700m	RVR 2400m		180	4650' (1525') 2400m
D				205	4650' (1525') 3600m

LTAC/ESB
ESENBOGA INTL

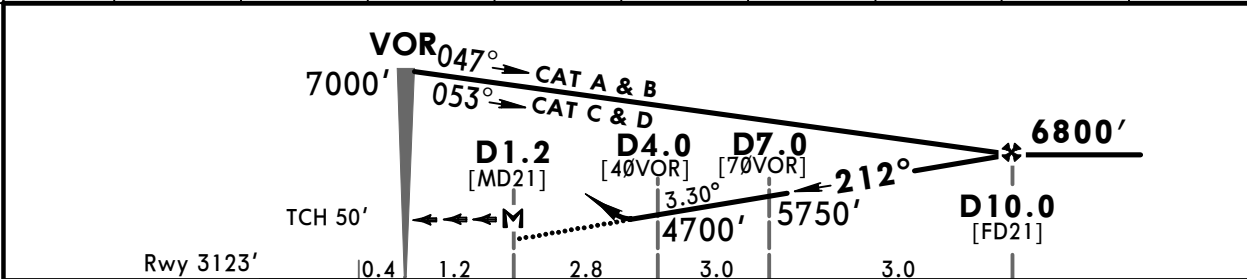
JEPPESEN
15 FEB 19 **(13-6)** Eff 28 Feb

ANKARA, TURKEY
VOR Y Rwy 21R

BRIEFING STRIP™	D-ATIS	ESENBOGA Approach (R)			ESENBOGA Tower		Ground	
	123.6	119.1	119.6	122.1	118.1	118.35	121.9	121.6
	VOR ESB 112.1	Final Apch Crs 212°	Minimum Alt D10.0 6800' (3677')	DA/MDA(H) 3650' (527')	Apt Elev 3125' Rwy 3123'			
	MISSED APCH: Climb to 5300' on R-212 to VOR then turn RIGHT climbing to 7000' to VOR and hold.							
Alt Set: hPa		Rwy Elev: 109 hPa	Trans level: By ATC		Trans alt: 10000'			
DME required.							MSA ESB VOR	



ESB DME	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
ALTITUDE	3670'	4020'	4360'	4710'	5060'	5410'	5760'	6110'	6460'



Gnd speed-Kts	70	90	100	120	140	160		ESB 112.1 R-212
Descent Angle	3.30°	409	526	584	701	817		
MAP at D1.2								

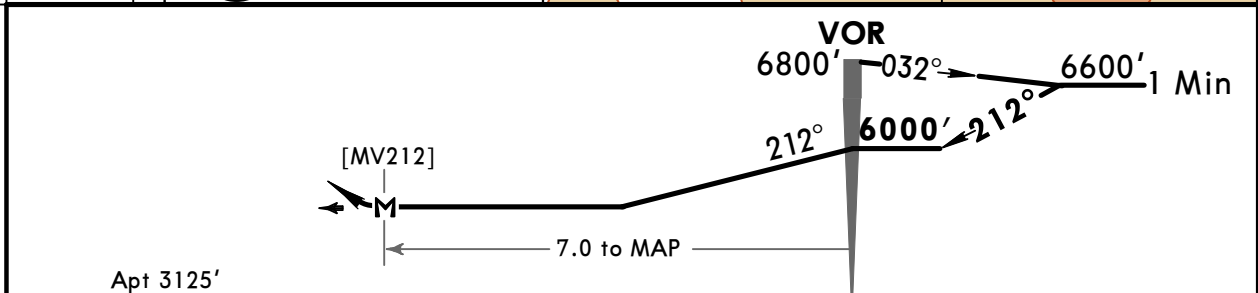
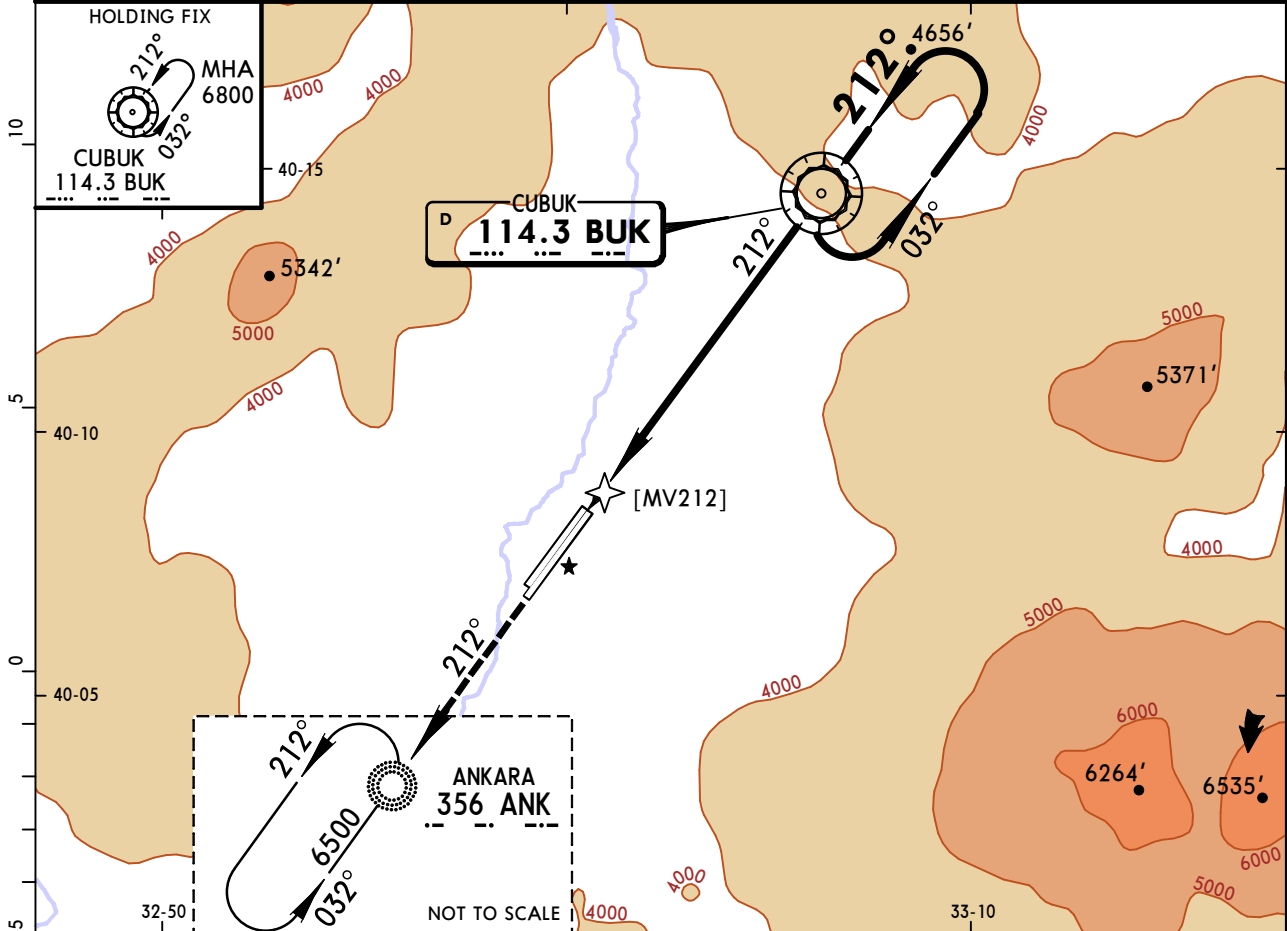
PANS OPS	Standard		STRAIGHT-IN LANDING RWY 21R		CIRCLE-TO-LAND	
	CDFA					
	DA/MDA(H) 3650' (527')					
	ALS out				Max Kts	
	A	RVR 1500m			100	3800' (675') 1500m
B	RVR 1500m			135	3800' (675') 1600m	
C	RVR 1700m		RVR 2400m	180	4650' (1525') 2400m	
D	RVR 1700m		RVR 2400m	205	4650' (1525') 3600m	

LTAC/ESB
ESENBOGA INTL

JEPPESEN
15 FEB 19 **13-7** **Eff 28 Feb**

ANKARA, TURKEY
VOR A

BRIEFING STRIP™	D-ATIS 123.6	ESENBOGA Approach (R) 119.1 119.6 122.1	ESENBOGA Tower 118.1 118.35	Ground 121.9 121.6	
	VOR BUK 114.3	Final Apch Crs 212°	No FAF	MDA(H) Refer to Minimums	Apt Elev 3125'
	MISSED APCH: Climb on R-212 to cross ANK NDB at 6500' and hold.				
Alt Set: hPa		Rwy Elev: 109 hPa	Trans level: By ATC	Trans alt: 10000'	MSA BUK VOR



Gnd speed-Kts	70	90	100	120	140	160	Lighting - Refer to Airport Chart	6500' on R-212	ANK 356
VOR to MAP	7.0	6:00	4:40	4:12	3:30	3:00			

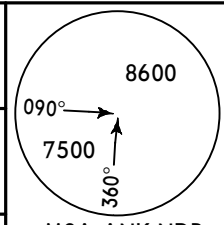
Standard CIRCLE-TO-LAND

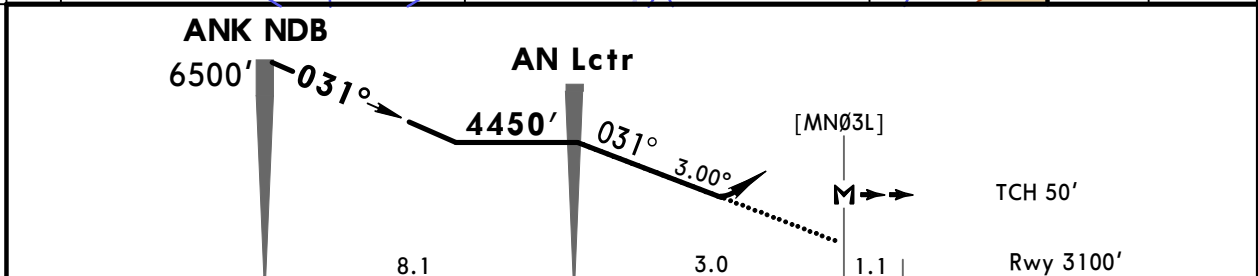
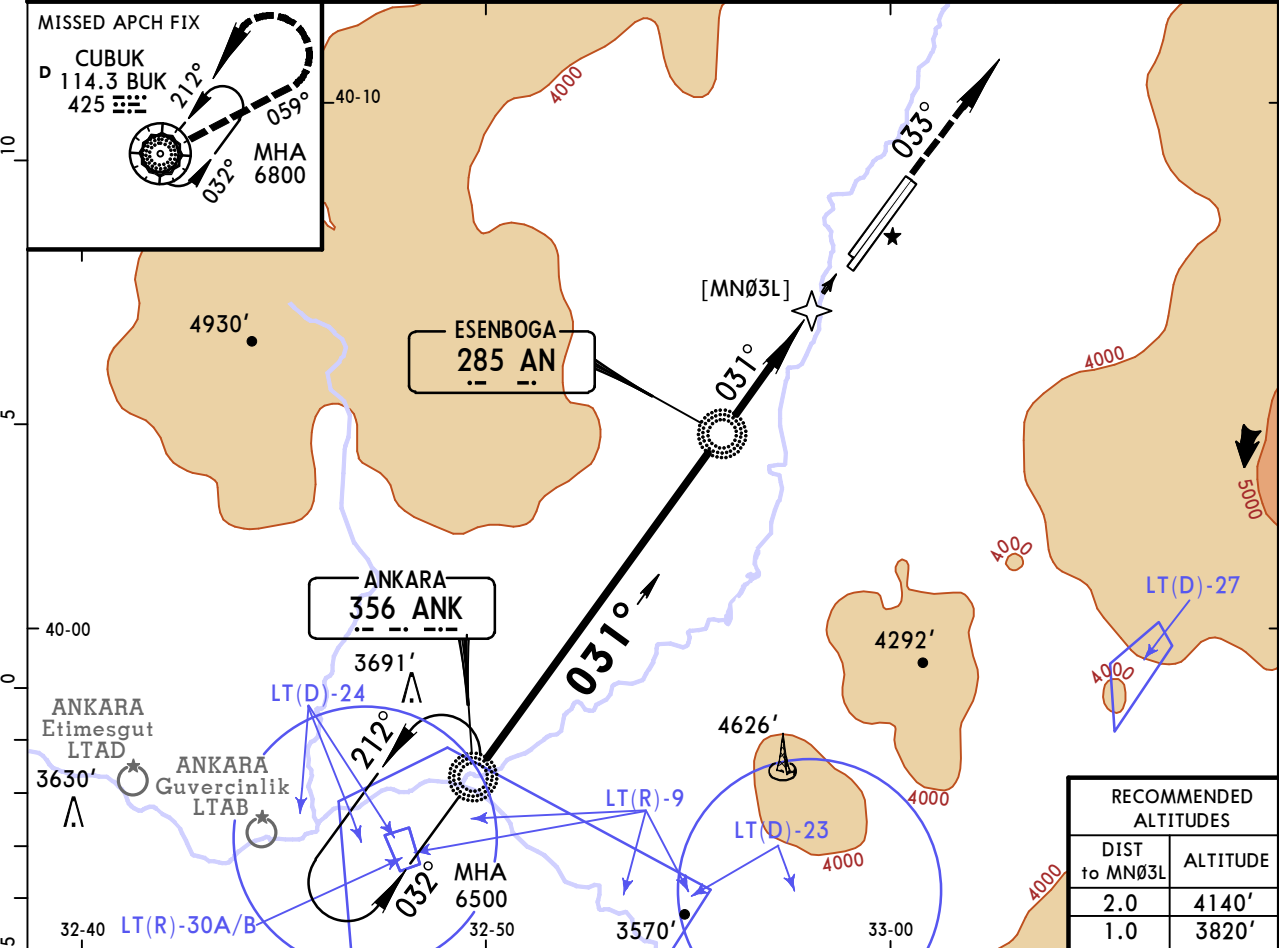
PANS OPS	Max Kts	MDA(H)		VIS
		ft	m	
A	100	3800'	(675')	1500m
B	135	3800'	(675')	1600m
C	180	4650'	(1525')	2400m
D	205	4650'	(1525')	3600m

LTAC/ESB
ESENBOGA INTL

JEPPESSEN
15 FEB 19 **(16-1)** Eff 28 Feb

ANKARA, TURKEY
NDB Z Rwy 03L

BRIEFING STRIP™	D-ATIS	ESENBOGA Approach (R)			ESENBOGA Tower		Ground	
	123.6	119.1	119.6	122.1	118.1	118.35	121.9	121.6
	NDB ANK 356	Final Apch Crs 031°	Minimum Alt AN Lctr 4450' (1350')	DA/MDA(H) 3650' (550')	Apt Elev 3125' Rwy 3100'			
MISSED APCH: Proceed to BUK VOR/NDB cross 5500' or above, then continue climbing to 6600' on 059° from BUK VOR/NDB, then turn LEFT climb to 6800' proceed to BUK VOR/NDB and hold.								
Alt Set: hPa		Rwy Elev: 109 hPa		Trans level: By ATC		Trans alt: 10000'		MSA ANK NDB



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 5500' BUK 114.3 425
Descent Angle 3.00°	372	478	531	637	743	849	
AN Lctr to MAP	3.0						

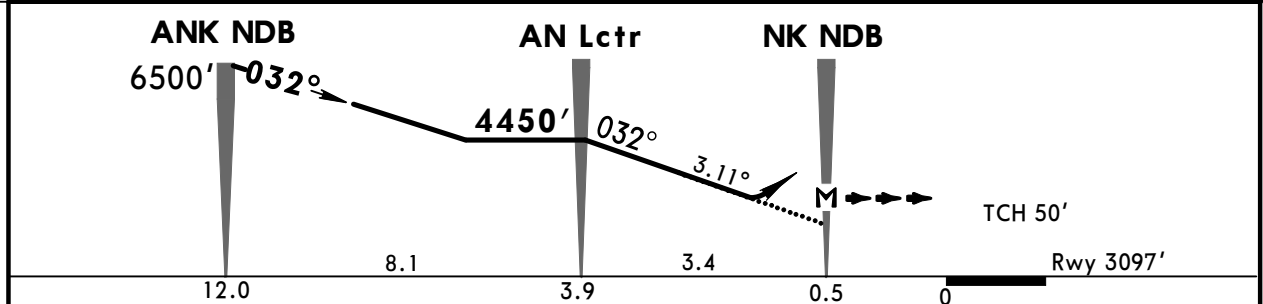
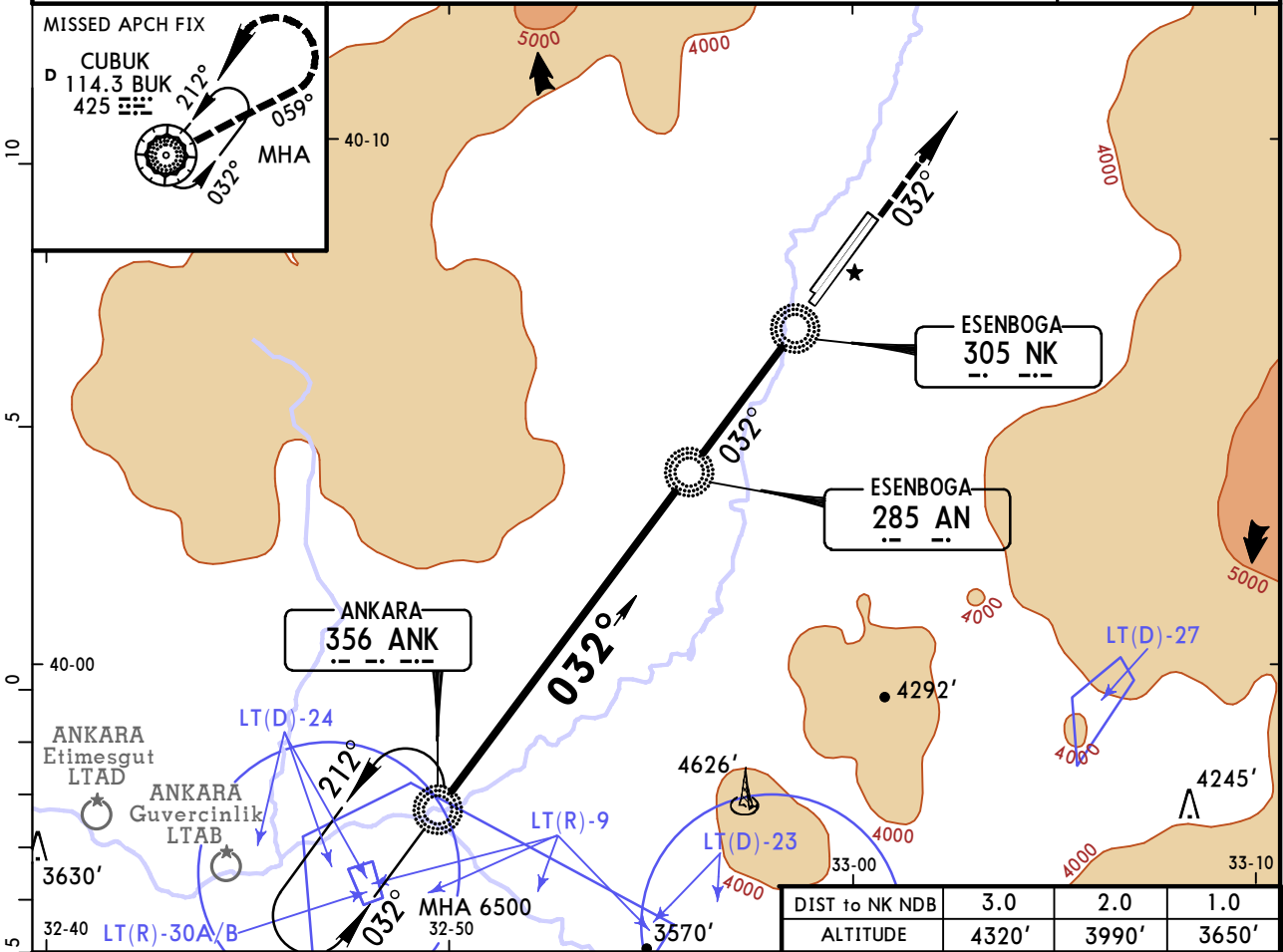
PANS OPS	Standard STRAIGHT-IN LANDING RWY 03L				CIRCLE-TO-LAND			
	CDFA				Max Kts			
	DA/MDA(H) 3650' (550')				ALS out		MDA(H) VIS	
	A	RVR 1500m			100	3800' (675')		1500m
	B	RVR 1500m			135	3800' (675')		1600m
C	RVR 1800m		RVR 2400m		180	4650' (1525')		2400m
D	RVR 1800m		RVR 2400m		205	4650' (1525')		3600m

LTAC/ESB ESENBOGA INTL

JEPPESEN
15 FEB 19 **(16-2) Eff 28 Feb**

ANKARA, TURKEY NDB Z Rwy 03R

BRIEFING STRIP™	D-ATIS	ESENBOGA Approach (R)			ESENBOGA Tower		Ground	
	123.6	119.1	119.6	122.1	118.1	118.35	121.9	121.6
	NDB ANK 356	Final Apch Crs 032°	Minimum Alt AN Lctr 4450' (1353')	DA/MDA(H) 3650' (553')	Apt Elev 3125' Rwy 3097'			
MISSED APCH: Proceed to BUK VOR/NDB cross 5500' or above, then continue climbing to 6600' on 059° from BUK VOR/NDB, then turn LEFT climb to 6800' proceed to BUK VOR/NDB and hold.								
Alt Set: hPa		Rwy Elev: 108 hPa		Trans level: By ATC		Trans alt: 10000'		MSA ANK NDB



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 5500' BUK 114.3 425
Descent Angle	3.11°	385	495	550	660	770	

Standard				STRAIGHT-IN LANDING RWY 03R				CIRCLE-TO-LAND			
CDFA											
DA/MDA(H) 3650' (553')											
ALS out								Max Kts			
RVR 1500m								MDA(H) VIS			
A				RVR 1500m				100 3800' (675') 1500m			
B				RVR 1500m				135 3800' (675') 1600m			
C				RVR 1800m				180 4650' (1525') 2400m			
D				RVR 2400m				205 4650' (1525') 3600m			

Chart changes since cycle 17-2019

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
ANKARA, (ESENBOGA INTL - LTAC)				
REV	TIARE & VEZIN 1L RNAV TRA...	10-2	30 Aug 2019	12 Sep 2019
REV	TIARE & VEZIN 1R RNAV TRA...	10-2A	30 Aug 2019	12 Sep 2019
REV	AIRPORT	10-9	30 Aug 2019	12 Sep 2019
REV	AIRPORT INFO, HOT SPOTS, ...	10-9A	30 Aug 2019	12 Sep 2019
REV	PARKING STANDS & COORDS (...)	10-9B	30 Aug 2019	12 Sep 2019
REV	PARKING STANDS & COORDS (...)	10-9C	30 Aug 2019	12 Sep 2019
REV	PARKING STANDS & COORDS (...)	10-9D	30 Aug 2019	12 Sep 2019
REV	PARKING STANDS & COORDS (...)	10-9E	30 Aug 2019	12 Sep 2019

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LTAC