

1. GENERAL

1.1. ATIS

ATIS 123.6

1.2. LOW VISIBILITY PROCEDURE

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

1.3. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

1.3.1. A-SMGCS UTILISING MODE S

ACFT operators should ensure that Mode S transponders are able to operate when ACFT is on the ground.

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

From the request for push-back or taxi, whichever is earlier, 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 from the request for push-back or taxi, whichever is earlier, through FMS or transponder control panel.

1.4. PARKING INFORMATION

On stands 103 thru 120 docking guidance available.

On all stands push-back mandatory.

1.5. OTHER INFORMATION

Birds.

2. ARRIVAL

2.1. CAT II OPERATIONS

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

1. GENERAL

1.1. ATIS

ATIS 123.6

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

1.3. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

1.3.1. A-SMGCS UTILISING MODE S

ACFT operators should ensure that Mode S transponders are able to operate when ACFT is on the ground.

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

From the request for push-back or taxi, whichever is earlier, 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 from the request for push-back or taxi, whichever is earlier, through FMS or transponder control panel.

1.4. OTHER INFORMATION

Birds.

2. ARRIVAL

2.1. CAT II OPERATIONS

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

LTAC/ESB
ESENBOGA

JEPPESSEN

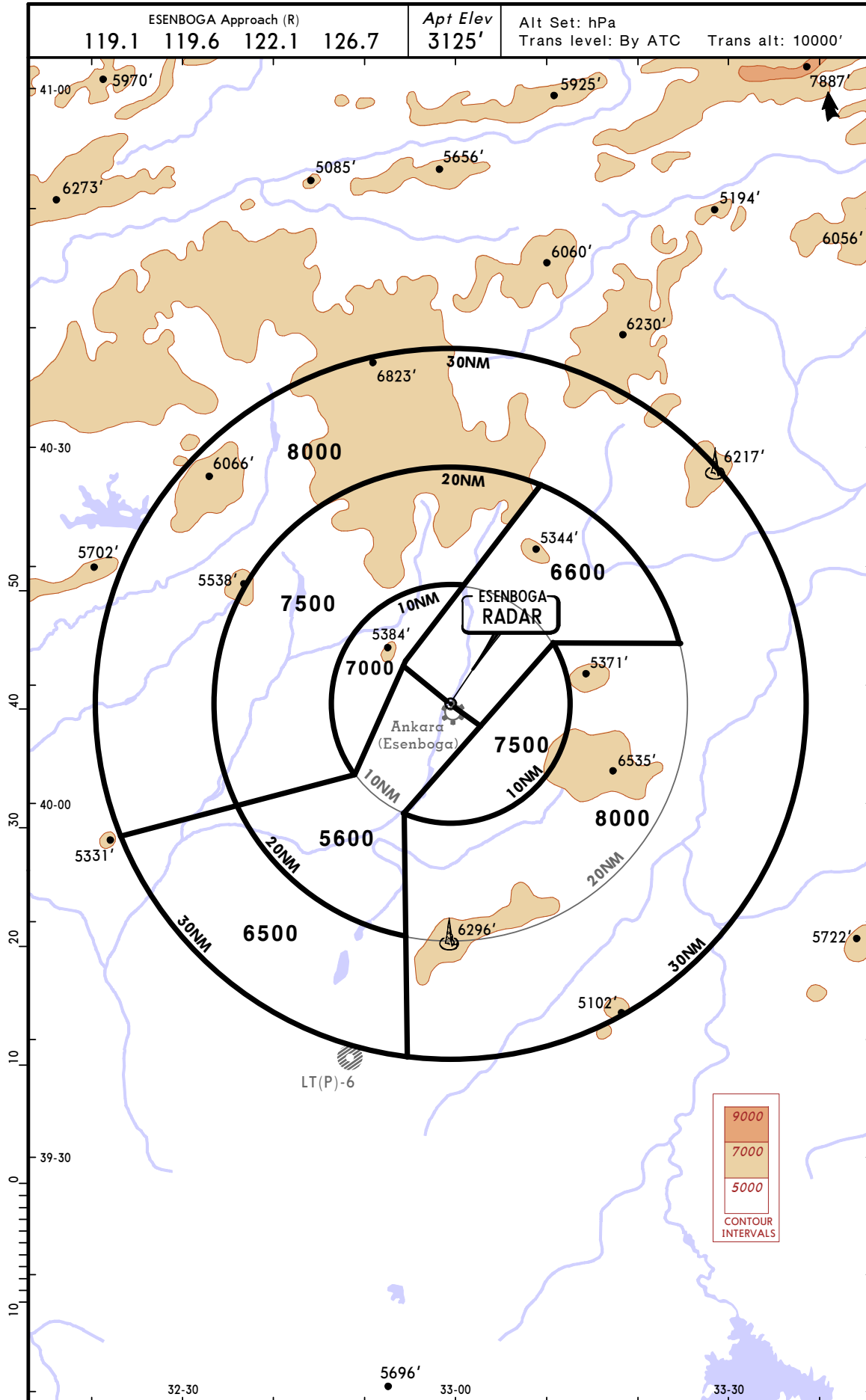
27 FEB 09

(10-1R)

Eff 12 Mar

RADAR MINIMUM ALTITUDES

ANKARA, TURKEY



CHANGES: Communication.

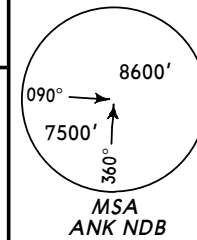
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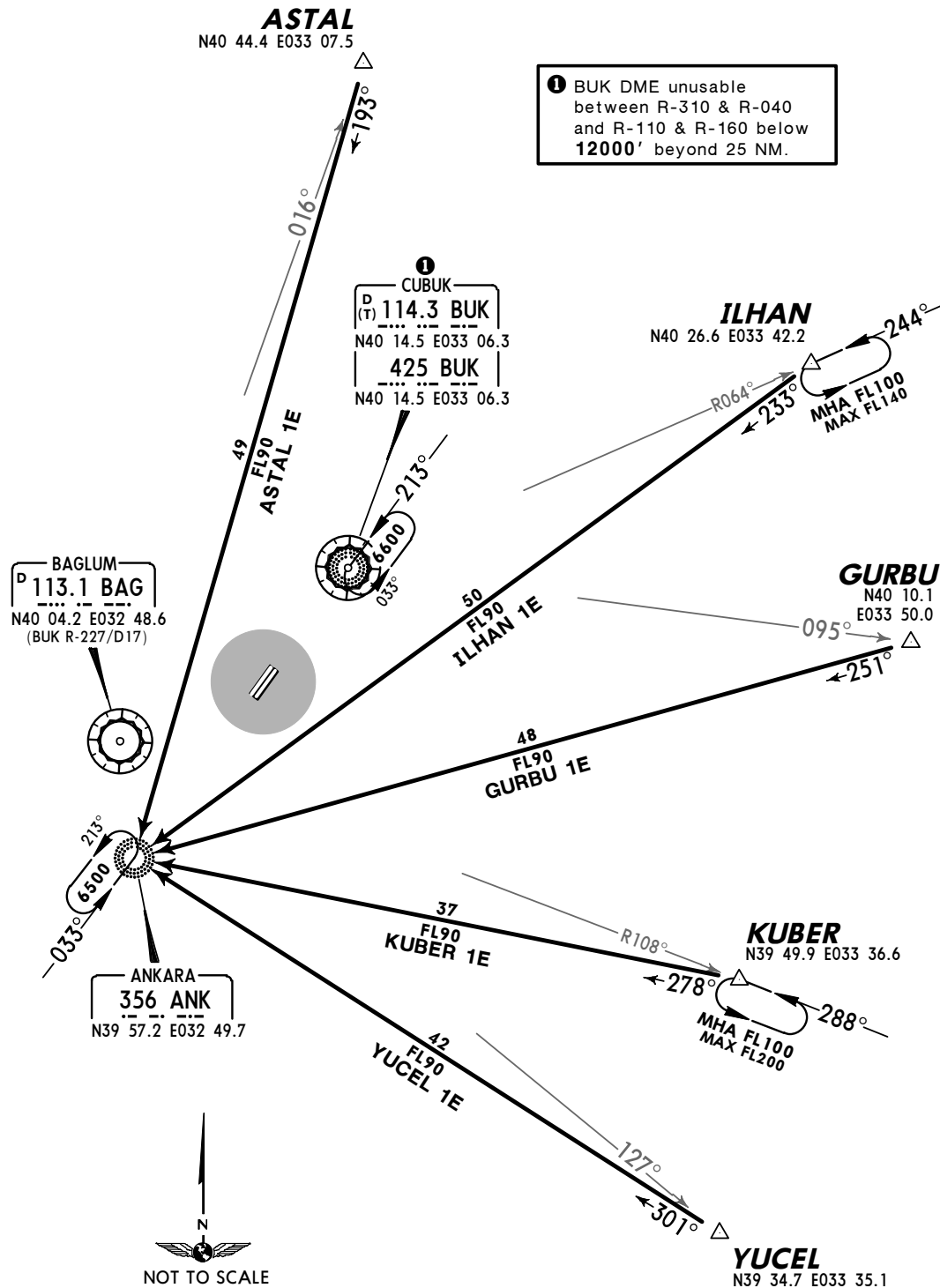
ATIS
123.6

Apt Elev
3125'

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



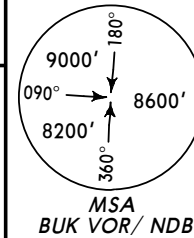
ASTAL 1E [ASTA1E], GURBU 1E [GURB1E]
ILHAN 1E [ILHA1E], KUBER 1E [KUBE1E]
YUCEL 1E [YUCE1E]
RWYS 03L/R ARRIVALS
FROM NORTHEAST & EAST



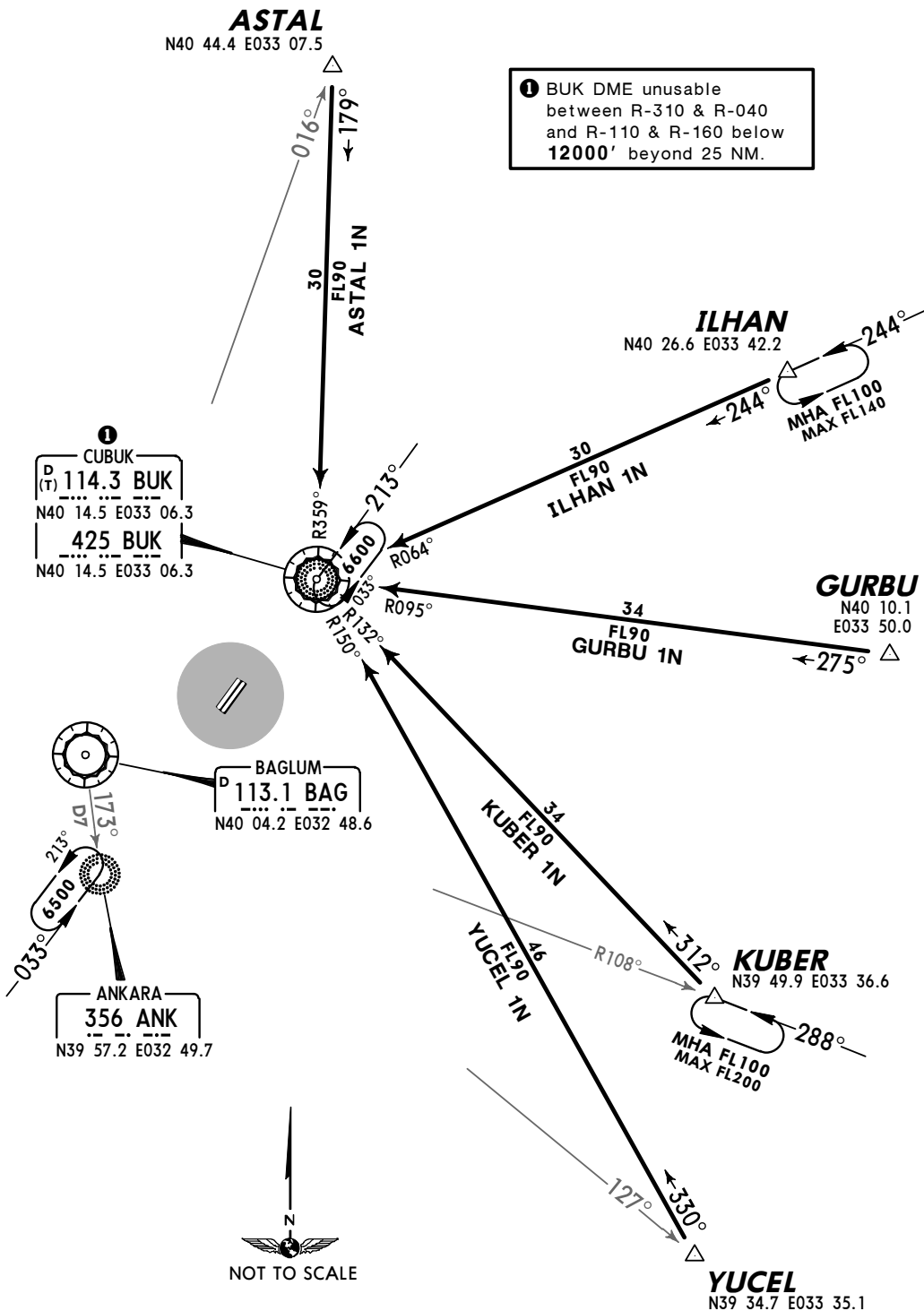
ATIS
123.6

Apt Elev
3125'

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



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

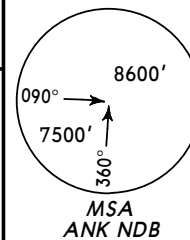


ATIS
123.6

Apt Elev
3125'

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

BAKIR 1E [BAKI1E], HALIL 1E [HALI1E]
HAY 1E, TELVO 1E [TELVI1E]
RWYS 03L/R ARRIVALS
FROM SOUTH



1 BUK DME unusable
between R-310 & R-040
and R-110 & R-160 below
12000' beyond 25 NM.

CUBUK
D 114.3 BUK
(T) 114.3 BUK
N40 14.5 E033 06.3
425 BUK
N40 14.5 E033 06.3

BAGLUM
D 113.1 BAG
(T) 113.1 BAG
N40 04.2 E032 48.6
(BUK R-227/D17)

ANKARA
356 ANK
N39 57.2 E032 49.7

GOLBASI
315 GBI
N39 42.8 E032 49.2

HAYMANA
350 HAY
N39 26.2 E032 30.6

HALIL
N39 23.4 E032 21.5
(BAG R-204)

TELVO
N39 22.3 E032 55.3
(BAG R-170)

BAKIR
N39 26.3
E033 19.5



10-2C

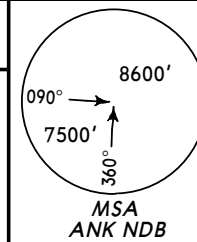
MSA
BUK VOR/ NDB

CHANGES: STARs transferred; ballnote estbld; chart redrawn. © JEPPESEN SANDERSON, INC., 2004, 2005. ALL RIGHTS RESERVED.

ATIS
123.6

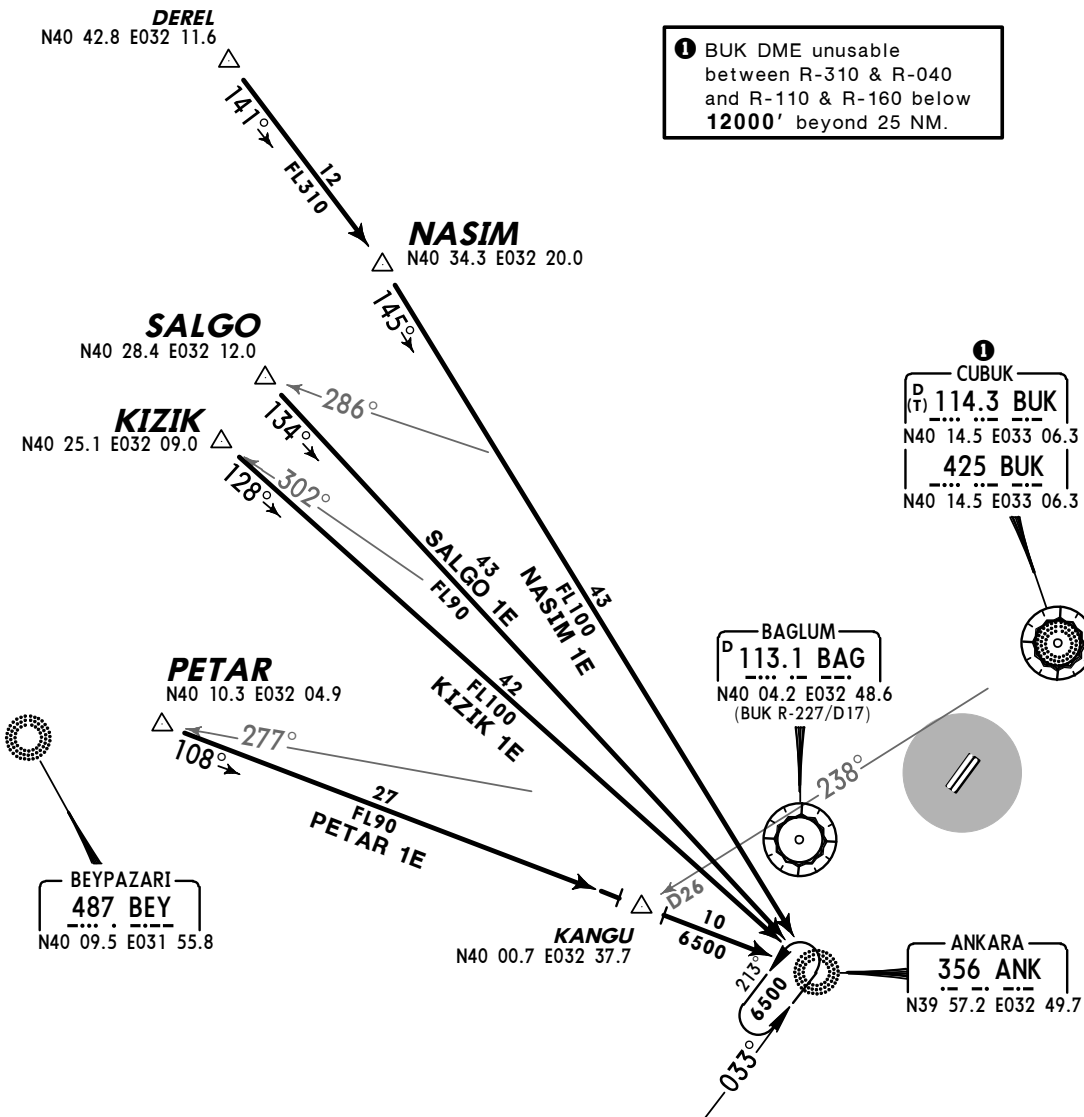
Apt Elev
3125'

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

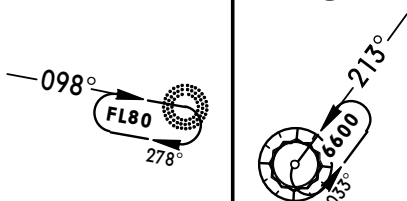


KIZIK 1E [KIZI1E], NASIM 1E [NASI1E]
PETAR 1E [PETA1E], SALGO 1E [SALG1E]
RWYS 03L/R ARRIVALS
FROM WEST & NORTHWEST

① BUK DME unusable
between R-310 & R-040
and R-110 & R-160 below
12000' beyond 25 NM.



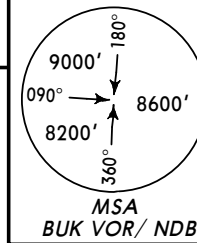
HOLDINGS OVER
BEY BUK



ATIS
123.6

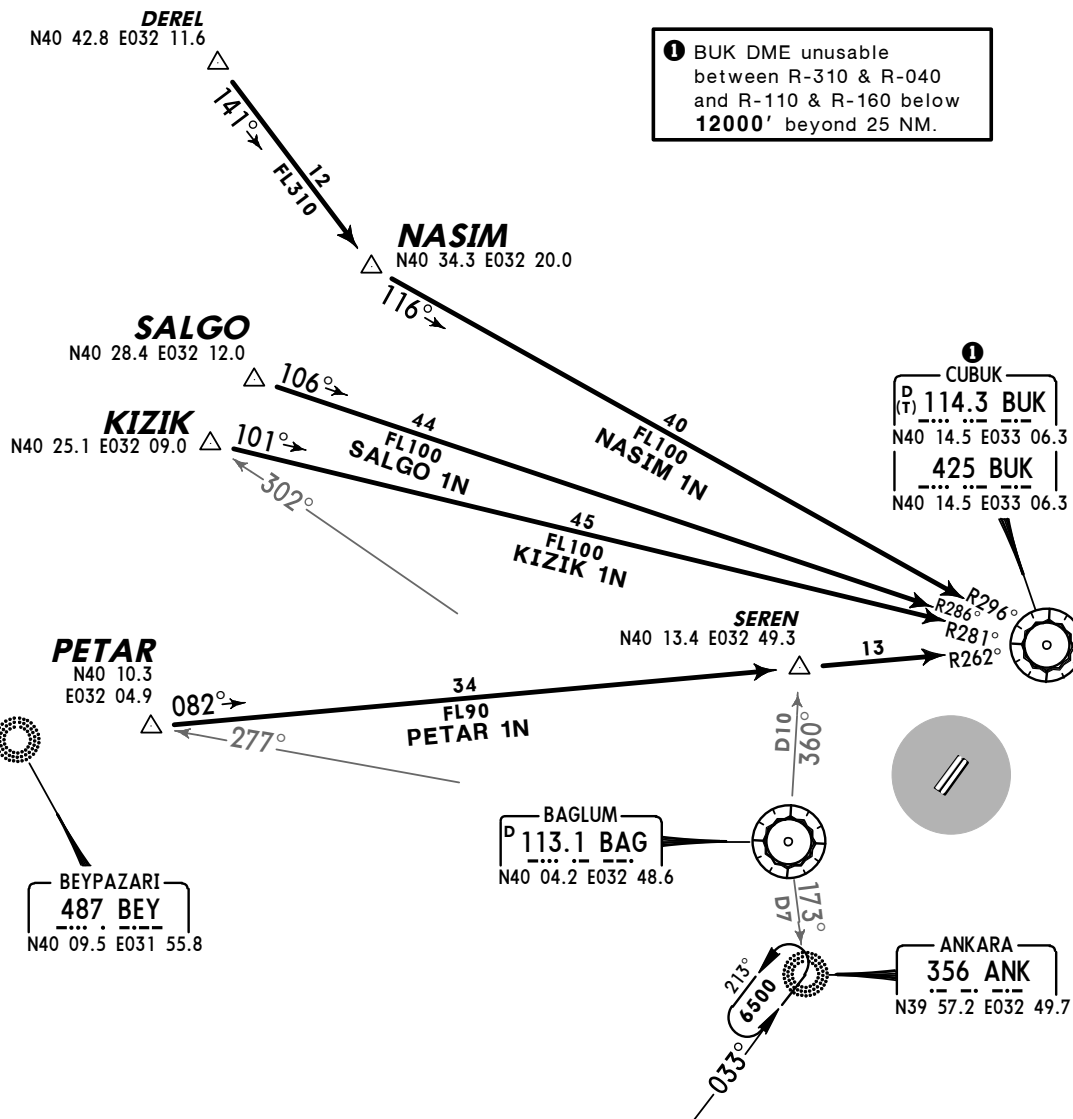
Apt Elev
3125'

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

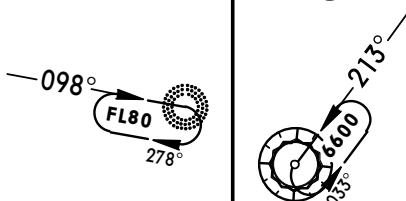


KIZIK 1N [KIZI1N], NASIM 1N [NASI1N]
PETAR 1N [PETA1N], SALGO 1N [SALG1N]
RWYS 21L/R ARRIVALS
FROM WEST & NORTHWEST

① BUK DME unusable
between R-310 & R-040
and R-110 & R-160 below
12000' beyond 25 NM.

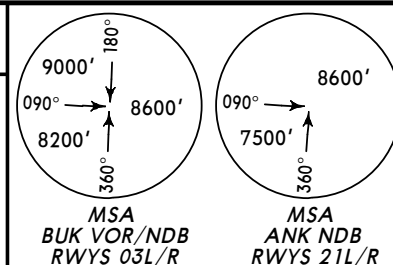
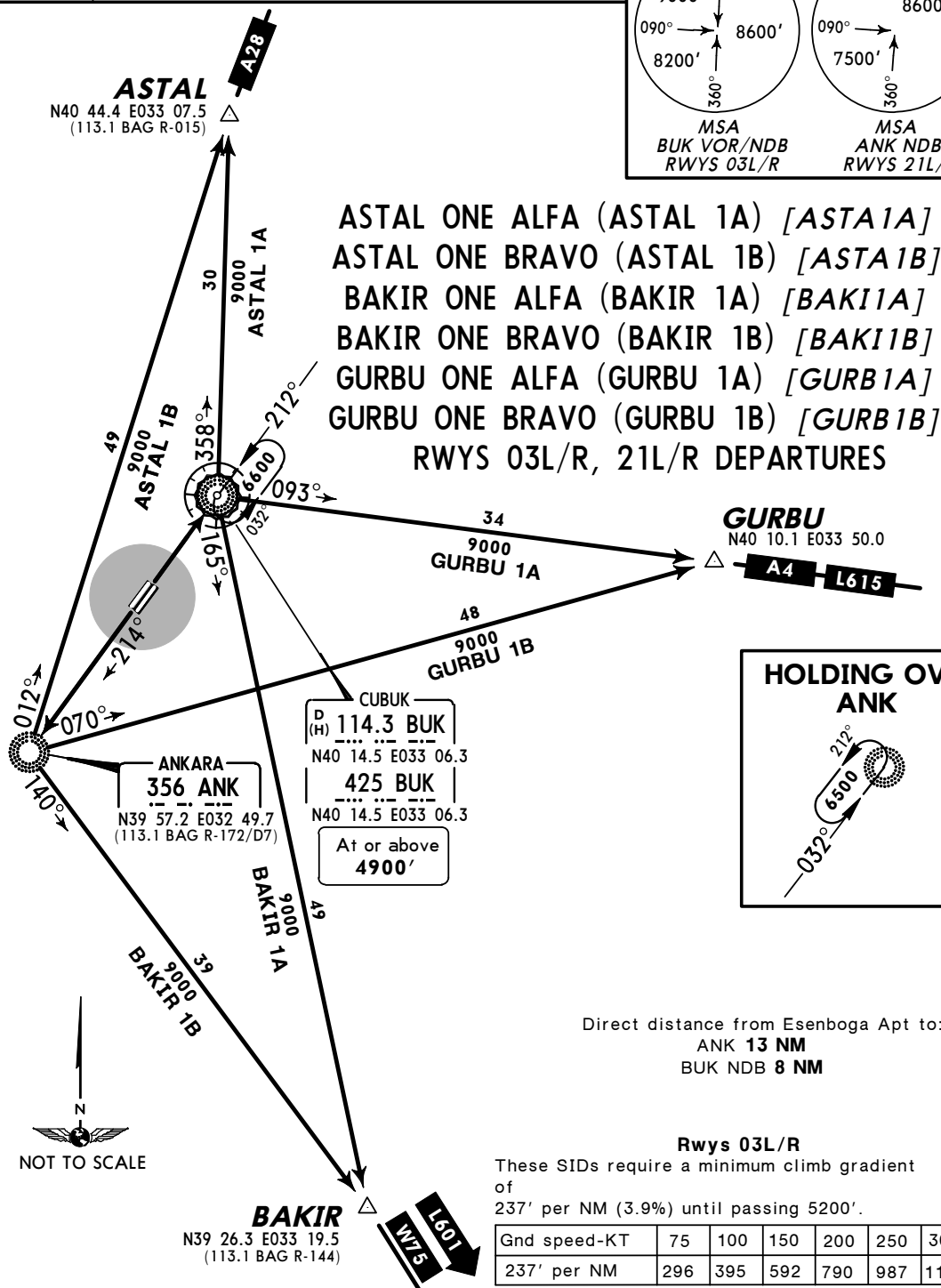
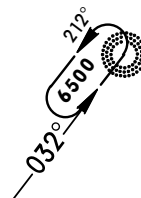


HOLDINGS OVER
BEY BUK



Apt Elev
3125'

Trans level: By ATC Trans alt: 10000'

**ASTAL**
N40 44.4 E033 07.5
(113.1 BAG R-015)**GURBU**
N40 10.1 E033 50.0**HOLDING OVER
ANK**Direct distance from Esenboga Apt to:
ANK **13 NM**
BUK NDB **8 NM****Rwys 03L/R**These SIDs require a minimum climb gradient
of
237' per NM (3.9%) until passing 5200'.

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 NDB, turn LEFT, 358° bearing to ASTAL, then along airway A-28.
ASTAL 1B ②	21L/R	To ANK, turn RIGHT, 012° bearing to ASTAL, then along airway A-28.
BAKIR 1A ①	03L/R	To BUK NDB, turn RIGHT, 165° bearing to BAKIR, then along airways W-75, L-601.
BAKIR 1B ②	21L/R	To ANK, turn LEFT, 140° bearing to BAKIR, then along airways W-75, L-601.
GURBU 1A ①	03L/R	To BUK NDB, turn RIGHT, 093° bearing to GURBU, then along airways A-4, L-615.
GURBU 1B ②	21L/R	To ANK, turn LEFT, 070° bearing to GURBU, then along airways A-4, L-615.

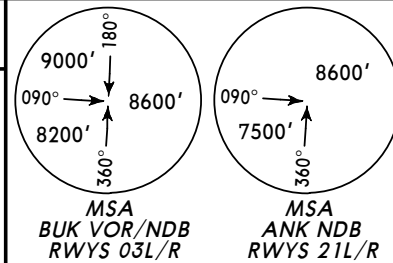
① Based on BUK NDB.

② Based on ANK.

Apt Elev
3125'

Trans level: By ATC Trans alt: 10000'

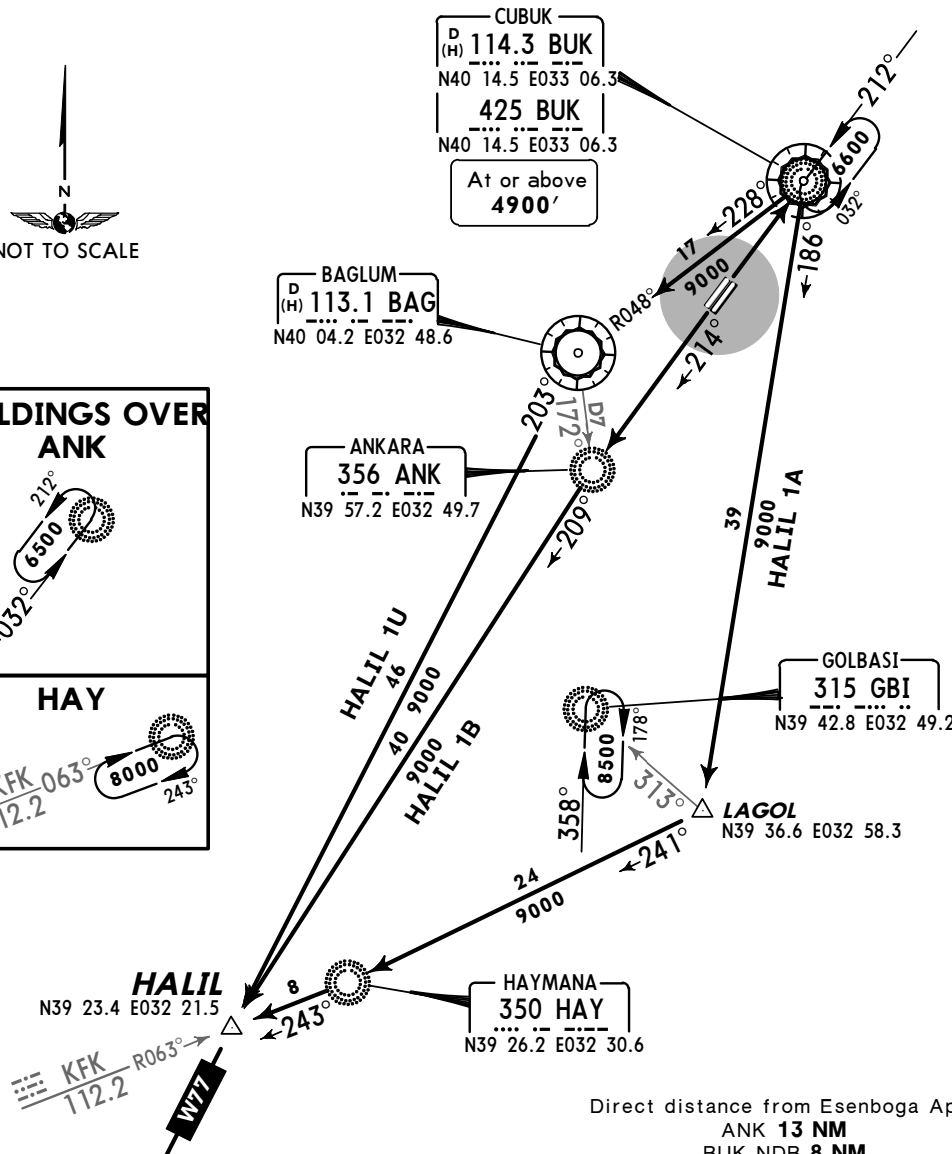
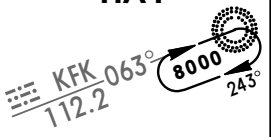
HALIL ONE ALFA (HALIL 1A) [HALI1A]
HALIL ONE BRAVO (HALIL 1B) [HALI1B]
HALIL ONE UNIFORM (HALIL 1U) [HALI1U]
RWYS 03L/R, 21L/R DEPARTURES



HOLDINGS OVER
ANK



HAY



Direct distance from Esenboga Apt to:
ANK 13 NM
BUK NDB 8 NM

Rwys 03L/R

These SIDs require a minimum climb gradient
of
237' per NM (3.9%) until passing 5200'.

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

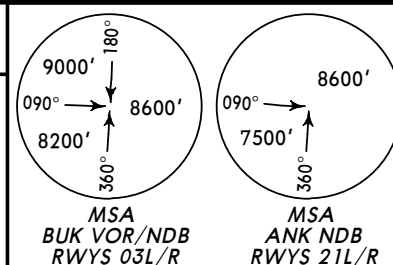
SID	RWY	ROUTING
HALIL 1A ①	03L/R	To BUK NDB, turn RIGHT, 186° bearing to LAGOL, then to HAY, then to HALIL, then along airway W-77.
HALIL 1B ②	21L/R	To ANK, 209° bearing to HALIL, then along airway W-77.
HALIL 1U ①	03L/R	To BUK NDB, turn LEFT, 228° bearing to BAG, BAG R-203 to HALIL, then along airway W-77.

① Based on BUK NDB. ② Based on ANK.

Apt Elev
3125'

Trans level: By ATC Trans alt: 10000'

HAYMANA ONE ALFA (HAY 1A)
HAYMANA ONE BRAVO (HAY 1B)
HAYMANA ONE UNIFORM (HAY 1U)
ILHAN ONE ALFA (ILHAN 1A) [ILHA1A]
ILHAN ONE BRAVO (ILHAN 1B) [ILHA1B]
RWYS 03L/R, 21L/R DEPARTURES



CUBUK
D 114.3 BUK
(H) 14.5 E033 06.3
425 BUK
N40 14.5 E033 06.3
At or above
4900'

BAGLUM
D 113.1 BAG
(H) 04.2 E032 48.6

ANKARA
356 ANK
N39 57.2 E032 49.7

INDAS
N39 45.3 E032 42.0

GOLBASI
315 GBI
N39 42.8 E032 49.2

LAGOL
N39 36.6 E032 58.3

HAYMANA
350 HAY
N39 26.2 E032 30.6

HOLDINGS OVER
ANK



HAY



Direct distance from Esenboga Apt to:
ANK 13 NM
BUK NDB 8 NM

Rwys 03L/R

These SIDs require a minimum climb gradient
of
237' per NM (3.9%) until passing 5200'.

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

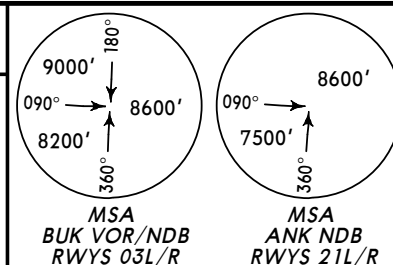
SID	RWY	ROUTING
HAY 1A ①	03L/R	To BUK NDB, turn RIGHT, 186° bearing to LAGOL, then to HAY, then along airway R-32.
HAY 1B ②	21L/R	To ANK, 202° bearing to HAY, turn RIGHT, then along airway R-32.
HAY 1U ①	03L/R	To BUK NDB, turn LEFT, 228° bearing to BAG, BAG R-196 to HAY, then along airway R-32.
ILHAN 1A ①		To BUK NDB, turn RIGHT, 063° bearing to ILHAN, then along airway W-71.
ILHAN 1B ②	21L/R	To ANK, turn LEFT, 052° bearing to ILHAN, then along airway W-71.

① Based on BUK NDB. ② Based on ANK.

Apt Elev
3125'

Trans level: By ATC Trans alt: 10000'

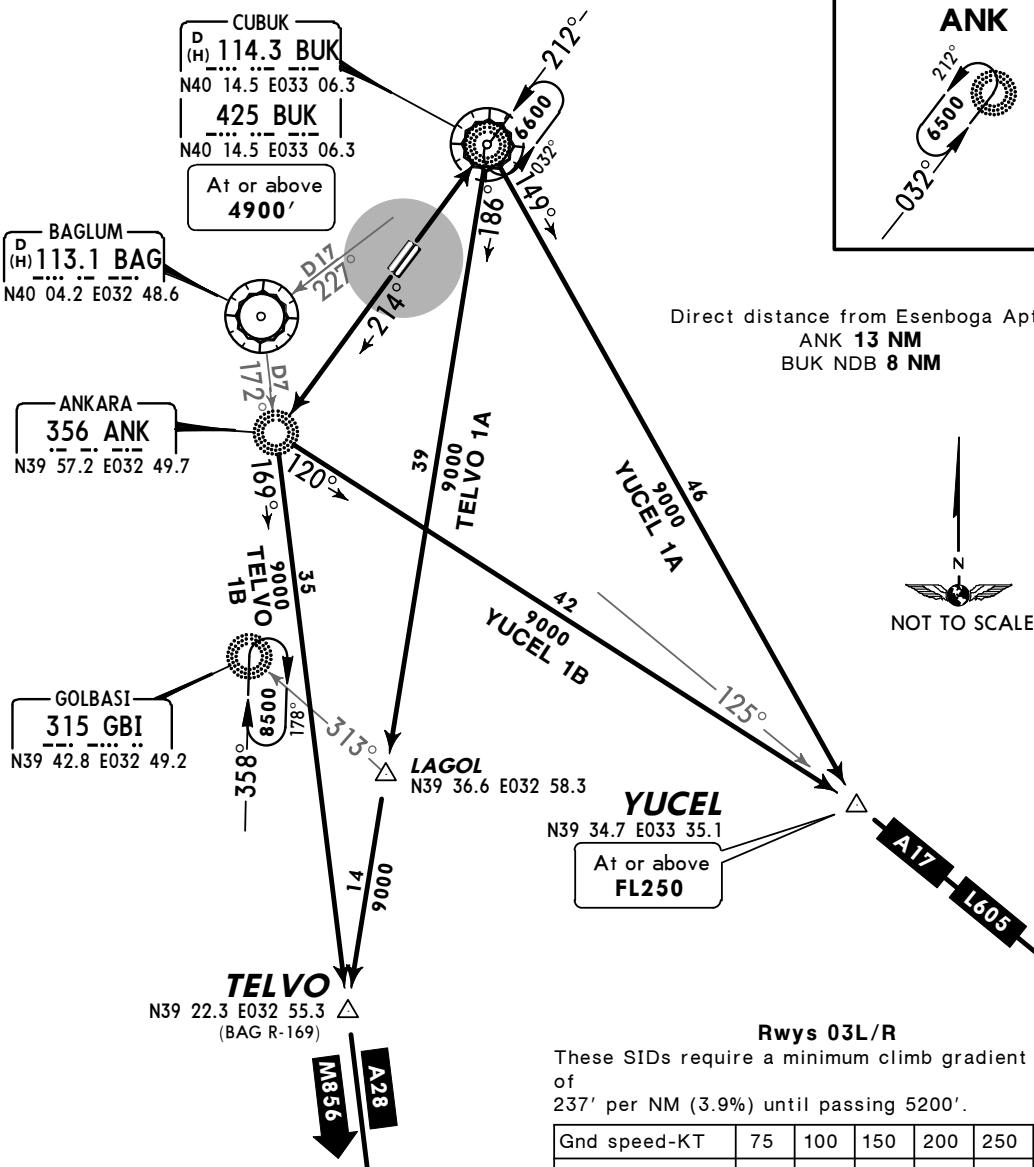
TELVO ONE ALFA (TELVO 1A) [TELV1A]
TELVO ONE BRAVO (TELVO 1B) [TELV1B]
YUCEL ONE ALFA (YUCEL 1A) [YUCE1A]
YUCEL ONE BRAVO (YUCEL 1B) [YUCE1B]
RWYS 03L/R, 21L/R DEPARTURES



HOLDING OVER ANK



Direct distance from Esenboga Apt to:
ANK 13 NM
BUK NDB 8 NM



Rwys 03L/R

These SIDs require a minimum climb gradient of 237' per NM (3.9%) until passing 5200'.

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

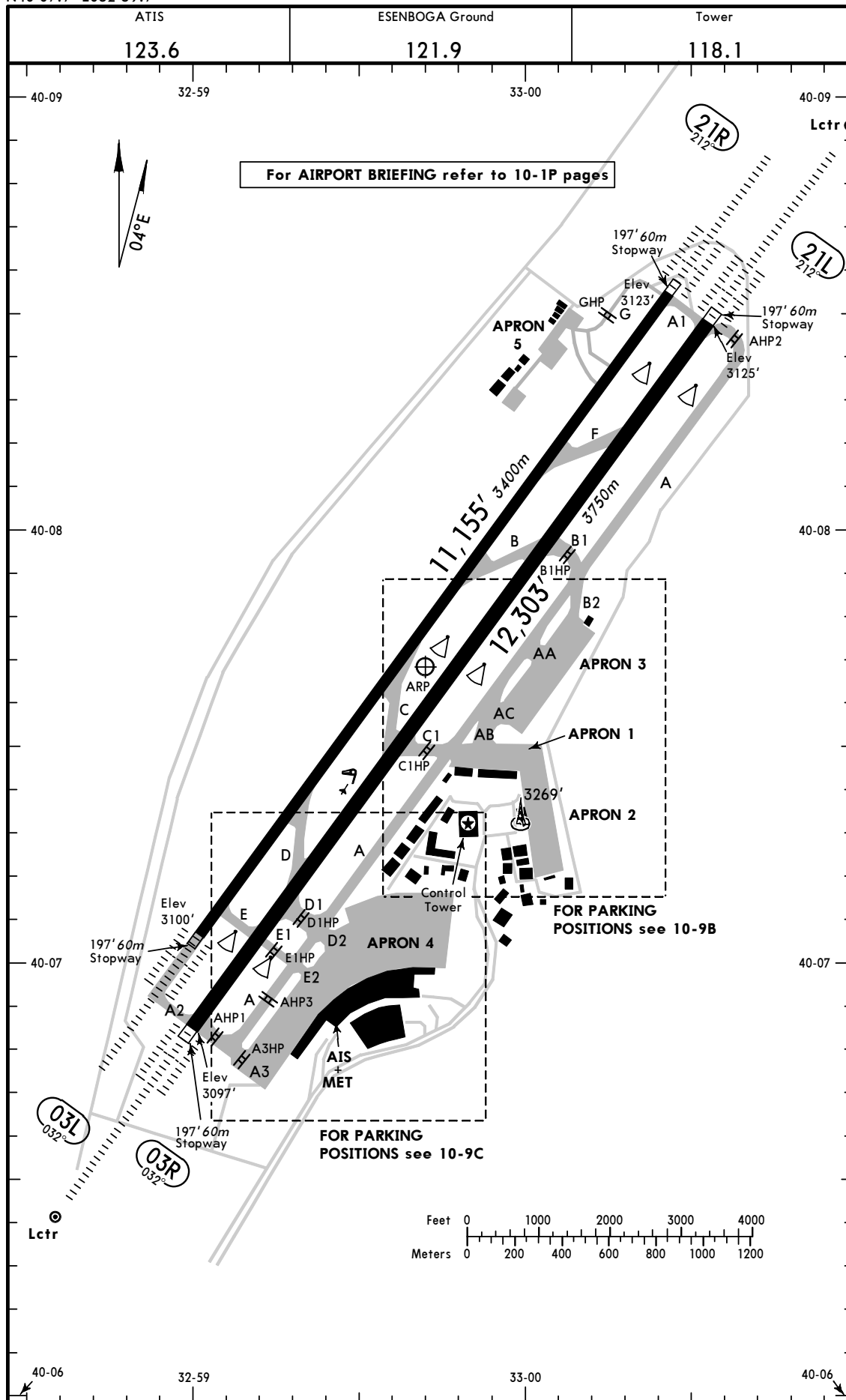
SID	RWY	ROUTING
TELVO 1A ①	03L/R	To BUK NDB, turn RIGHT, 186° bearing to TELVO, then along airways A-28, M-856.
TELVO 1B ②	21L/R	To ANK, turn LEFT, 169° bearing to TELVO, then along airways A-28, M-856.
YUCEL 1A ①	03L/R	To BUK NDB, turn RIGHT, 149° bearing to YUCEL, then along airways A-17, L-605.
YUCEL 1B ②	21L/R	To ANK, turn LEFT, 120° bearing to YUCEL, then along airways A-17, L-605.

① Based on BUK NDB. ② Based on ANK.

LTAC/ESB
Apt Elev 3125'
N40 07.7 E032 59.7

JEPPesen
3 FEB 12 **10-9** Eff 9 Feb

ANKARA, TURKEY
ESENBOGA



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		— LANDING BEYOND —			
		Threshold	Glide Slope		
03L	HIRL (60m) CL (15m) HIALS-II SFL TDZ ❶ RVR		10,183' 3104m		148'
21R	HIRL (60m) CL (15m) HIALS-II SFL TDZ ❷ RVR		10,061' 3067m		45m

❶ PAPI (3.0°), HSTIL - B & F

❷ PAPI (3.0°), HSTIL - C & D

03R	HIRL (60m) CL (15m) HIALS-II SFL TDZ ❸ RVR		11,392' 3472m		197'
21L			11,331' 3454m		60m

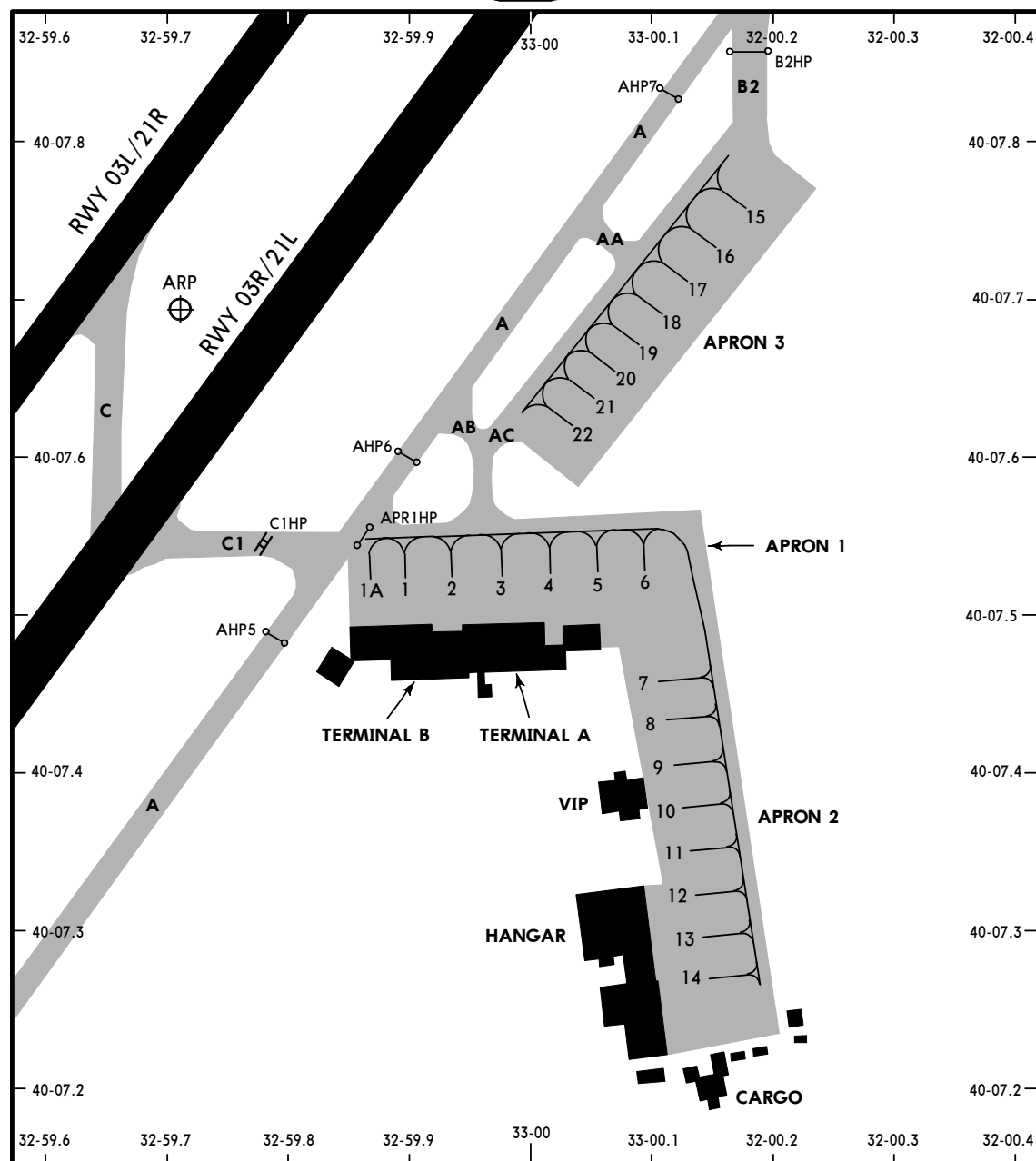
❸ PAPI (3.0°)

Standard

TAKE-OFF ❶

	LVP must be in force				RCLM (DAY only) or RL	NIL (DAY only)
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL		
A						
B	125m	150m	200m	250m	400m	500m
C						
D	150m	200m	250m	300m		

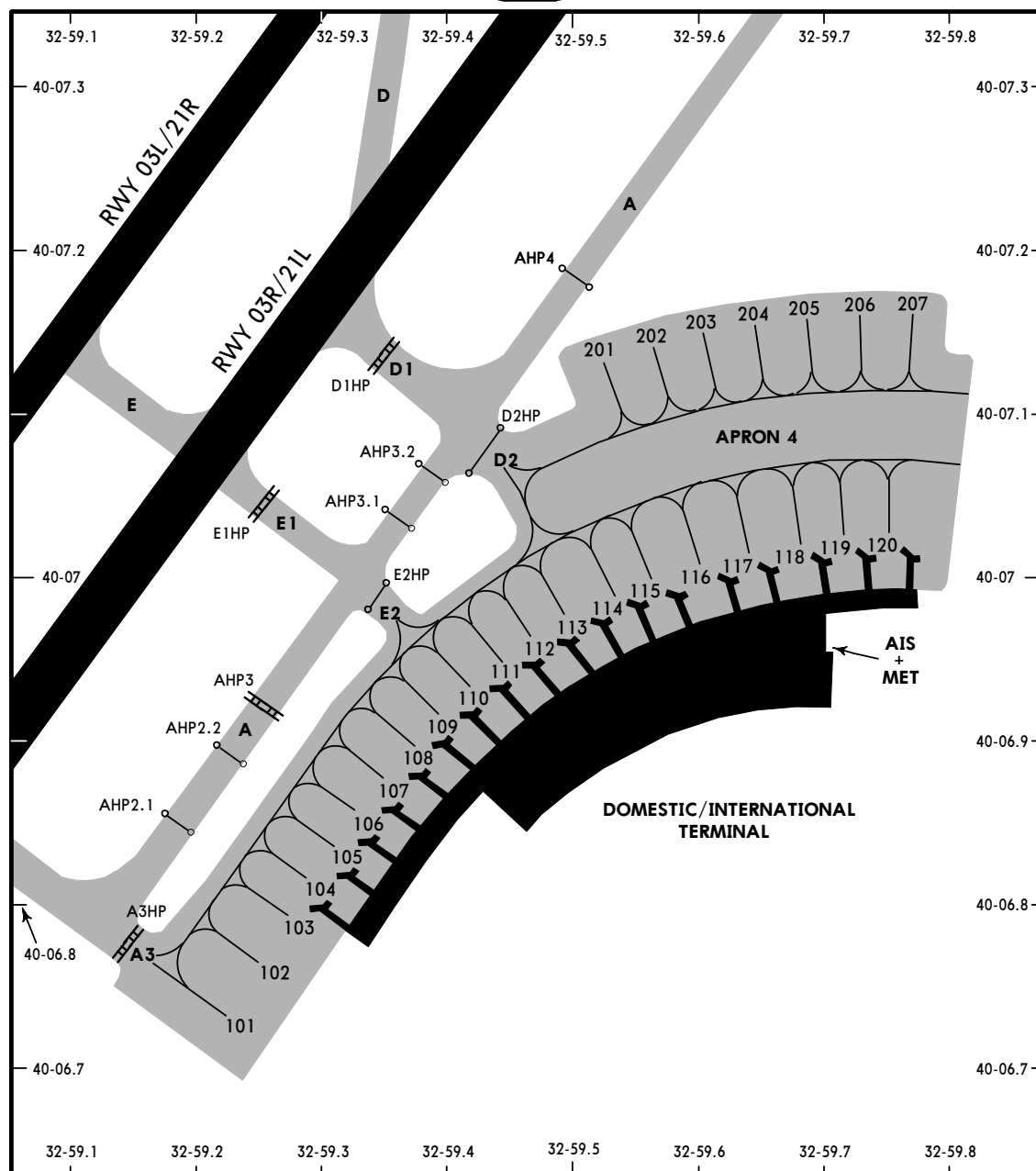
❶ Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.

**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		

CHANGES: Stands.

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**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		
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		

CHANGES: Holding points.

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STRAIGHT-IN RWY		A	B	C	D
03L	CAT 2 ILS	3200' (100') RA 102' R350m	3200' (100') RA 102' R350m	3200' (100') RA 102' R350m	3200' (100') RA 102' R350m
	ILS	3300' (200') R550m	3300' (200') R550m	3300' (200') R550m	3300' (200') R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC ①	3600' (500') R1000m	3600' (500') R1200m	3600' (500') R1200m	3600' (500') R1600m
	ALS out	R1500m	R1500m	R2000m	R2000m
	NDB	3650' (550') 1600m	3650' (550') 1600m	3650' (550') 2200m	3650' (550') 2200m
	ALS out	2300m	2300m	2900m	2900m
03R	CAT 3B ILS	approved	approved	approved	approved
	CAT 3A ILS	RA 50' R200m	RA 50' R200m	RA 50' R200m	RA 50' R200m
	CAT 2 ILS	3197' (100') RA 110' R350m	3197' (100') RA 110' R350m	3197' (100') RA 110' R350m	3197' (100') RA 110' R350m
	ILS	3300' (203') R600m	3300' (203') R600m	3300' (203') R600m	3300' (203') R600m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	3600' (503') R1000m	3600' (503') R1200m	3600' (503') R1200m	3600' (503') R1600m
	ALS out	R1500m	R1500m	R2000m	R2000m
	NDB	3650' (553') 1500m	3650' (553') 1500m	3650' (553') 2100m	3650' (553') 2100m
	ALS out	2200m	2200m	2800m	2800m
21L	ILS	3325' (200') R550m	3325' (200') R550m	3325' (200') R550m	3325' (200') R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC ①	3600' (475') R1000m	3600' (475') R1200m	3600' (475') R1200m	3600' (475') R1600m
	ALS out	R1500m	R1500m	R2000m	R2000m
	VOR	3650' (525') 1400m	3650' (525') 1400m	3650' (525') 2000m	3650' (525') 2000m
	ALS out	2100m	2100m	2700m	2700m
	NDB DME	3650' (525') 1400m	3650' (525') 1400m	3650' (525') 2000m	3650' (525') 2000m
	ALS out	2100m	2100m	2700m	2700m
	NDB	3800' (675') 2000m	3800' (675') 2000m	3800' (675') 2700m	3800' (675') 2700m
	ALS out	2700m	2700m	3400m	3400m

① W/o DME and MM: NOT AUTHORIZED.

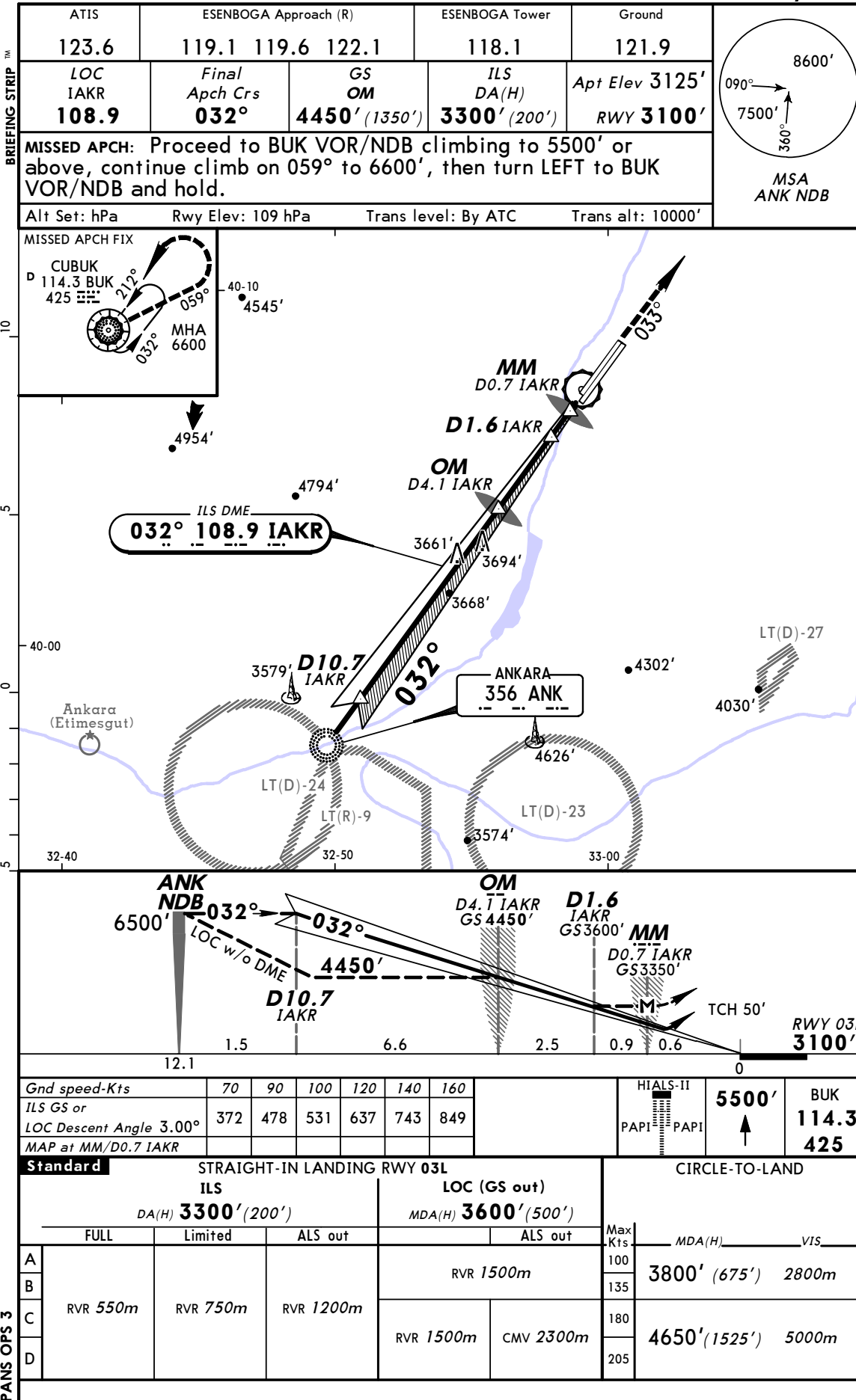
② LMM out: NOT AUTHORIZED.

STRAIGHT-IN RWY		A	B	C	D
21R	ILS	3323' (200') R550m	3323' (200') R550m	3323' (200') R550m	3323' (200') R550m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC ①	3600' (477') R1000m	3600' (477') R1200m	3600' (477') R1200m	3600' (477') R1600m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
	VOR	3650' (525') 1400m	3650' (525') 1400m	3650' (525') 2000m	3650' (525') 2000m
	<i>ALS out</i>	2100m	2100m	2700m	2700m
	NDB DME	3650' (525') 1400m	3650' (525') 1400m	3650' (525') 2000m	3650' (525') 2000m
	<i>ALS out</i>	2100m	2100m	2700m	2700m
	NDB	3800' (677') 2000m	3800' (677') 2000m	3800' (677') 2700m	3800' (677') 2700m
	<i>ALS out</i>	2700m	2700m	3400m	3400m

① MM out: NOT AUTHORIZED.

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
	3800' (675') V2800m	3800' (675') V2800m	4650' (1525') V5000m	4650' (1525') V5000m

TAKE-OFF RWY 03L/R, 21L/R					
	Approved Operators	LVP must be in Force			
	HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL
A					
B	125m	150m	200m	250m	400m
C					
D	150m	200m	250m	300m	500m



LTAC/ESB
ESENBOGA

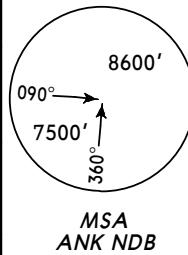
JEPPESSEN
3 FEB 12
Eff 9 Feb

ANKARA, TURKEY
(11-1A) CAT II ILS DME or ILS Rwy 03L

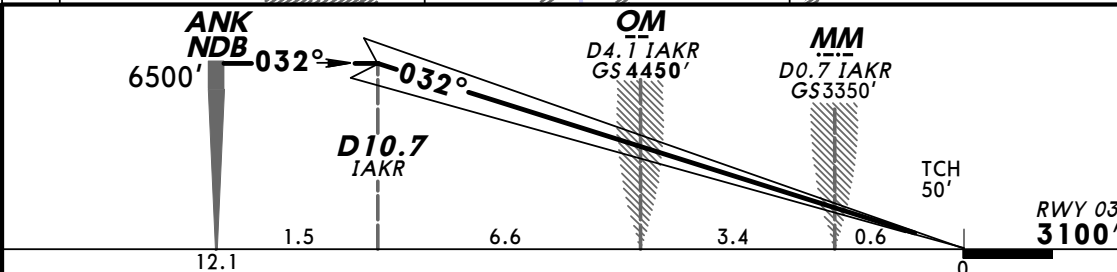
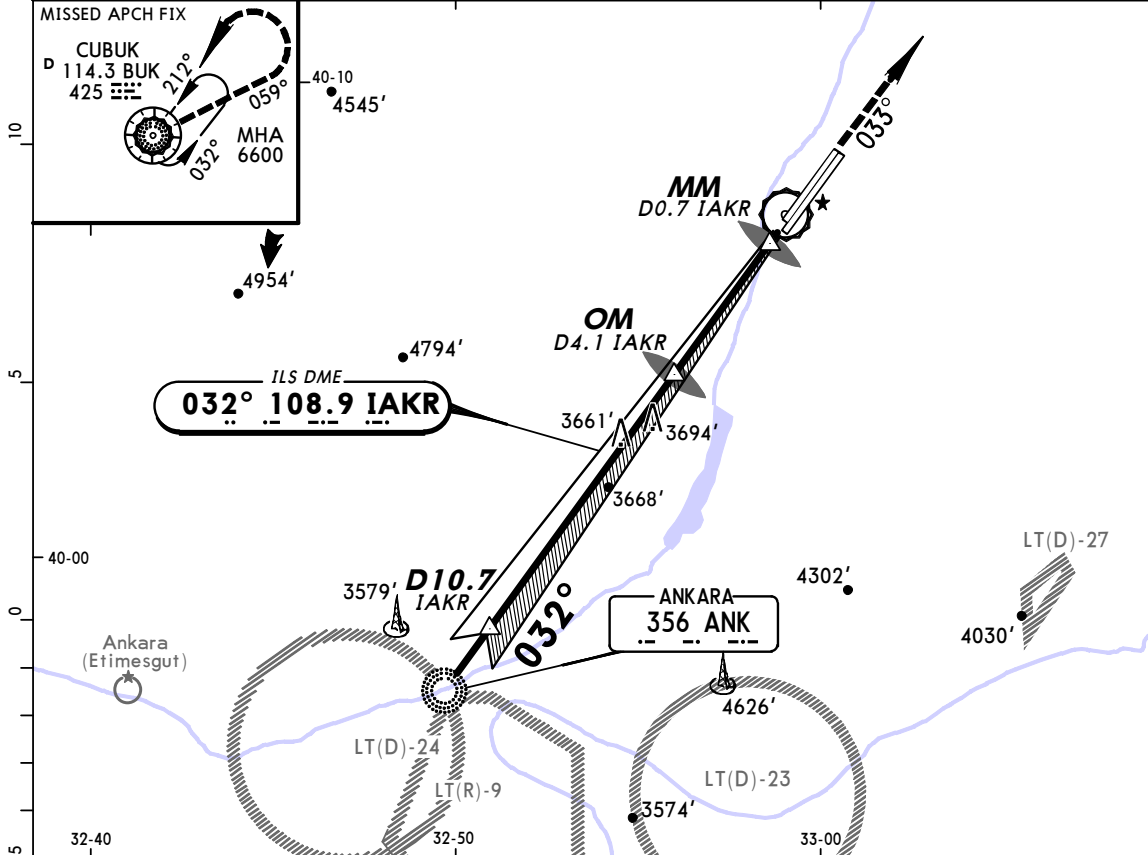
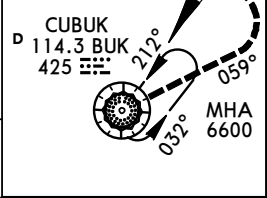
ATIS 123.6	ESENBOGA Approach (R) 119.1 119.6 122.1	ESENBOGA Tower 118.1	Ground 121.9
LOC IAKR 108.9	Final Apch Crs 032°	GS OM 4450' (1350')	CAT II ILS RA 102' DA(H) 3200' (100')
			Apt Elev 3125' RWY 3100'

MISSED APCH: Proceed to BUK VOR/NDB climbing to 5500' or above, continue climb on 059° to 6600', then turn LEFT to BUK VOR/NDB and hold.

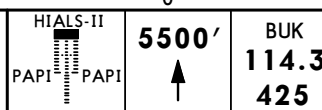
Alt Set: hPa Rwy Elev: 109 hPa Trans level: By ATC Trans alt: 10000'
Special Aircrew and Acft Certification required.



MISSED APCH FIX



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849



Standard
STRAIGHT-IN LANDING RWY 03L
CAT II ILS
ABCD
RA 102'
DA(H) 3200' (100')

RVR 300m

Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

CHANGES: Bearings. Minimums.

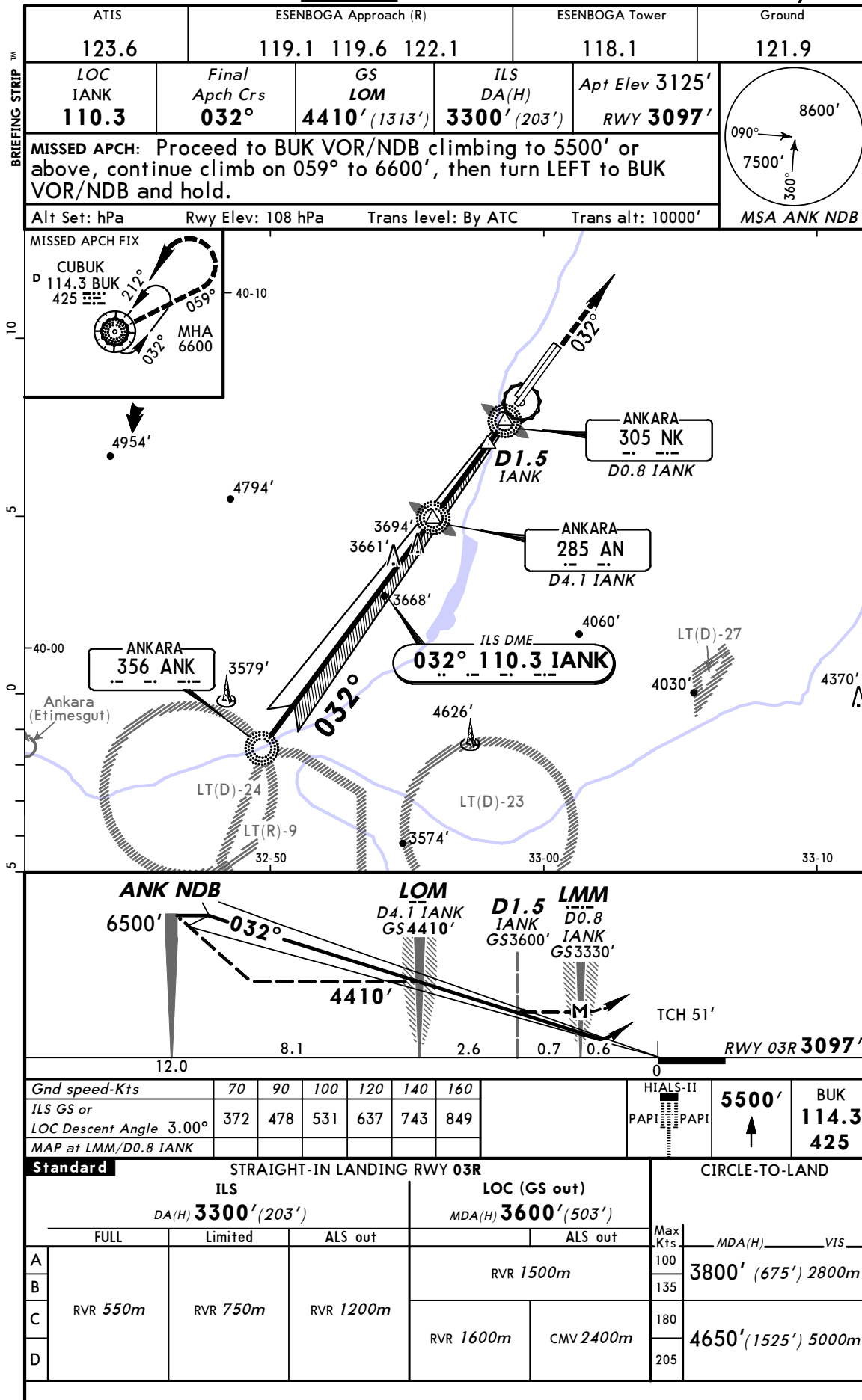
TRAINING PURPOSES ONLY JEPPESSEN, 2001, 2012. ALL RIGHTS RESERVED.

PANS OPS 3

LTAC/ESB
ESENBOGA

JEPPESEN
3 FEB 12
Eff 9 Feb (11-2)

ANKARA, TURKEY
ILS DME or ILS Rwy 03R



CHANGES: Bearings.

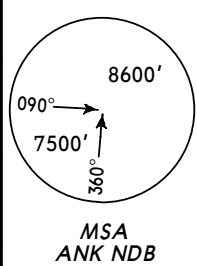
TRAINING PURPOSES ONLY JEPPESEN, 2001, 2012. ALL RIGHTS RESERVED.

LTAC/ESB
ESENBOGA

3 FEB 12
Eff 9 Feb

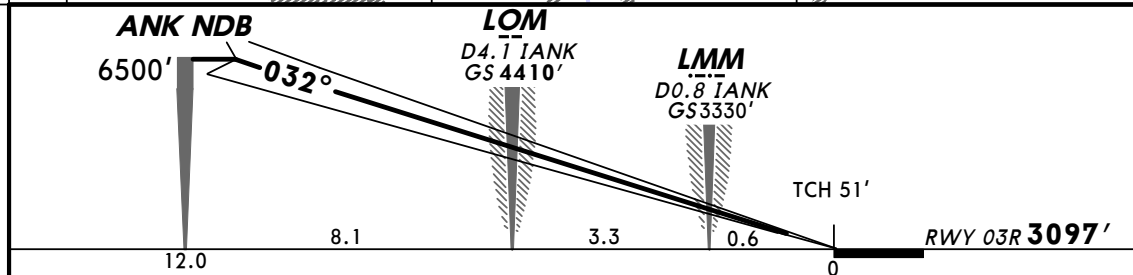
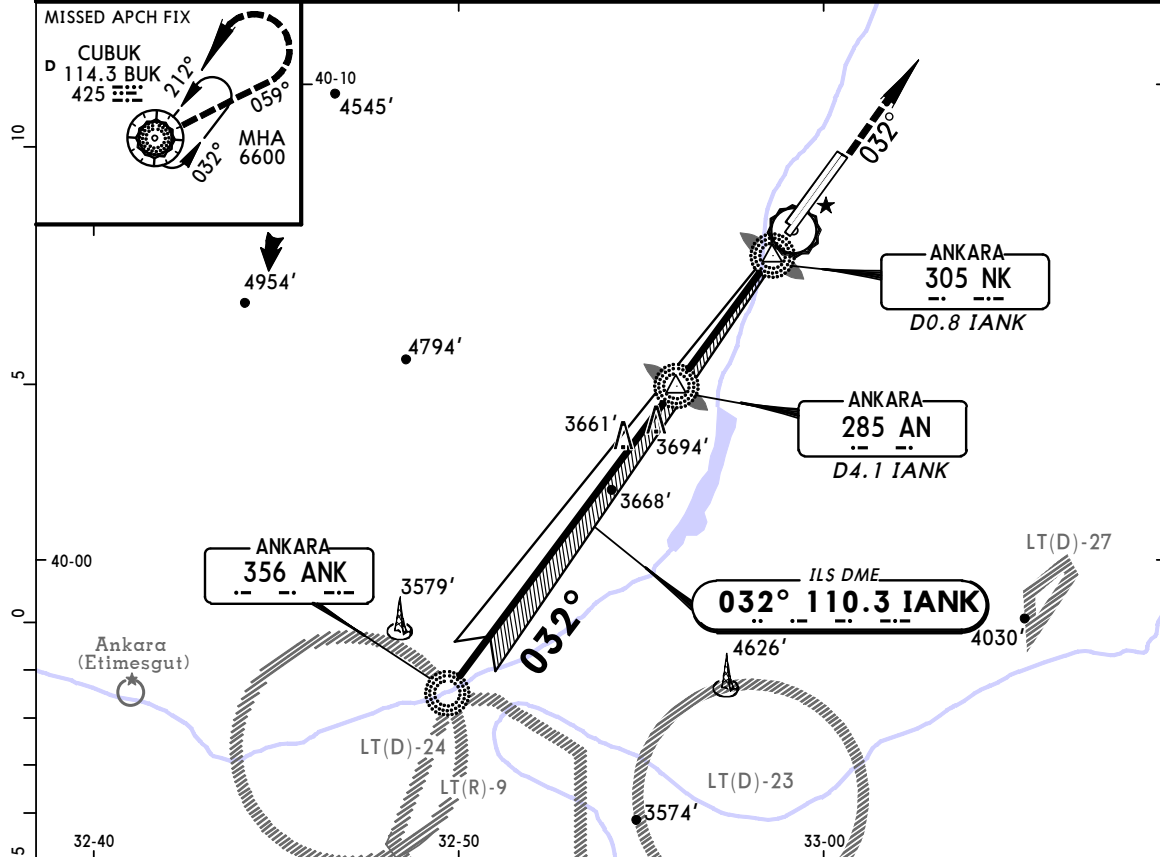
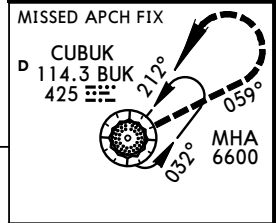
JEPPESSEN ANKARA, TURKEY
11-2A CAT II/III ILS DME or ILS Rwy 03R

ATIS 123.6	ESENBOGA Approach (R) 119.1 119.6 122.1			ESENBOGA Tower 118.1	Ground 121.9
LOC IANK 110.3	Final Apch Crs 032°	GS LOM 4410' (1313')	CAT II ILS RA 110' DA(H) 3197' (100')		Apt Elev 3125' RWY 3097'



MISSED APCH: Proceed to BUK VOR/NDB climbing to 5500' or above, continue climb on 059° to 6600', then turn LEFT 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 PAPI	5500' ↑	BUK 114.3 425
GS 3.00°	372	478	531	637	743	849			

Standard		STRAIGHT-IN LANDING RWY 03R	
CAT IIIA ILS		CAT II ILS ABCD RA 110' DA(H) 3197' (100')	
DH 50'		RVR 300m I	
RVR 200m			

I Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

CHANGES: Minimums.

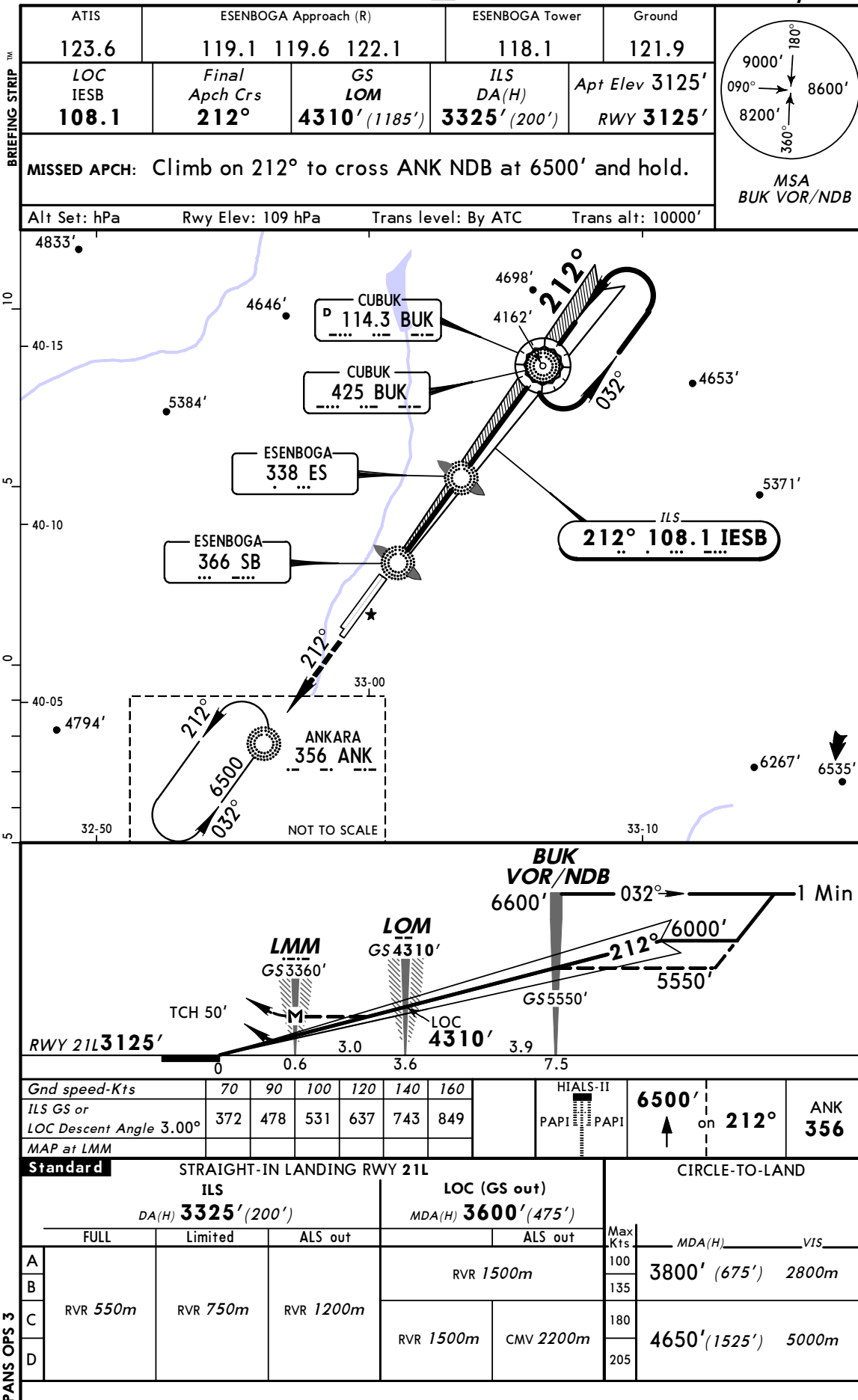
TRAINING PURPOSES ONLY JEPPESSEN, 2001, 2012. ALL RIGHTS RESERVED.

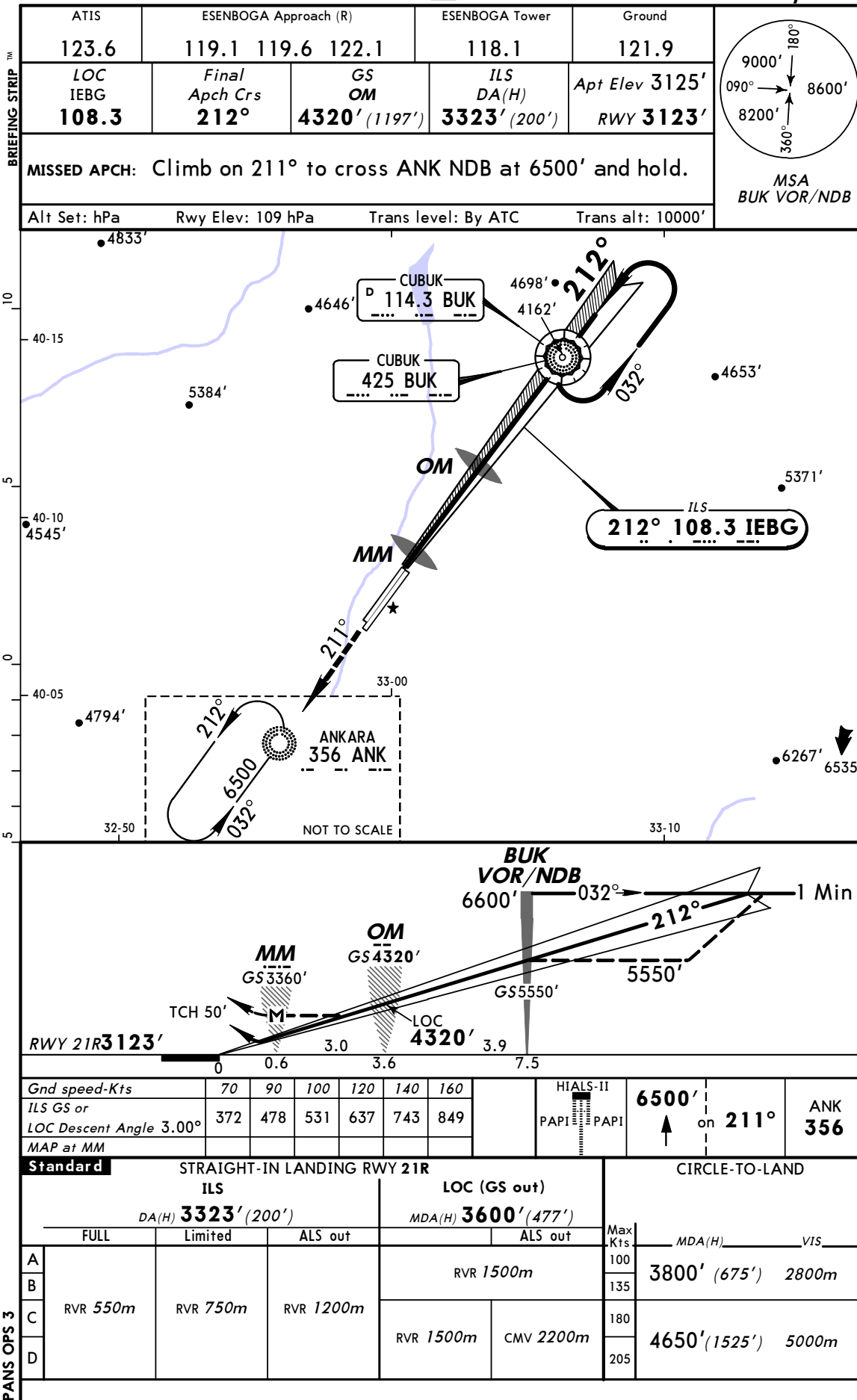
PANS OPS 3

LTAC/ESB
ESENBOGA

JEPPESEN
3 FEB 12 (11-3) Eff 9 Feb

ANKARA, TURKEY
ILS Rwy 21L





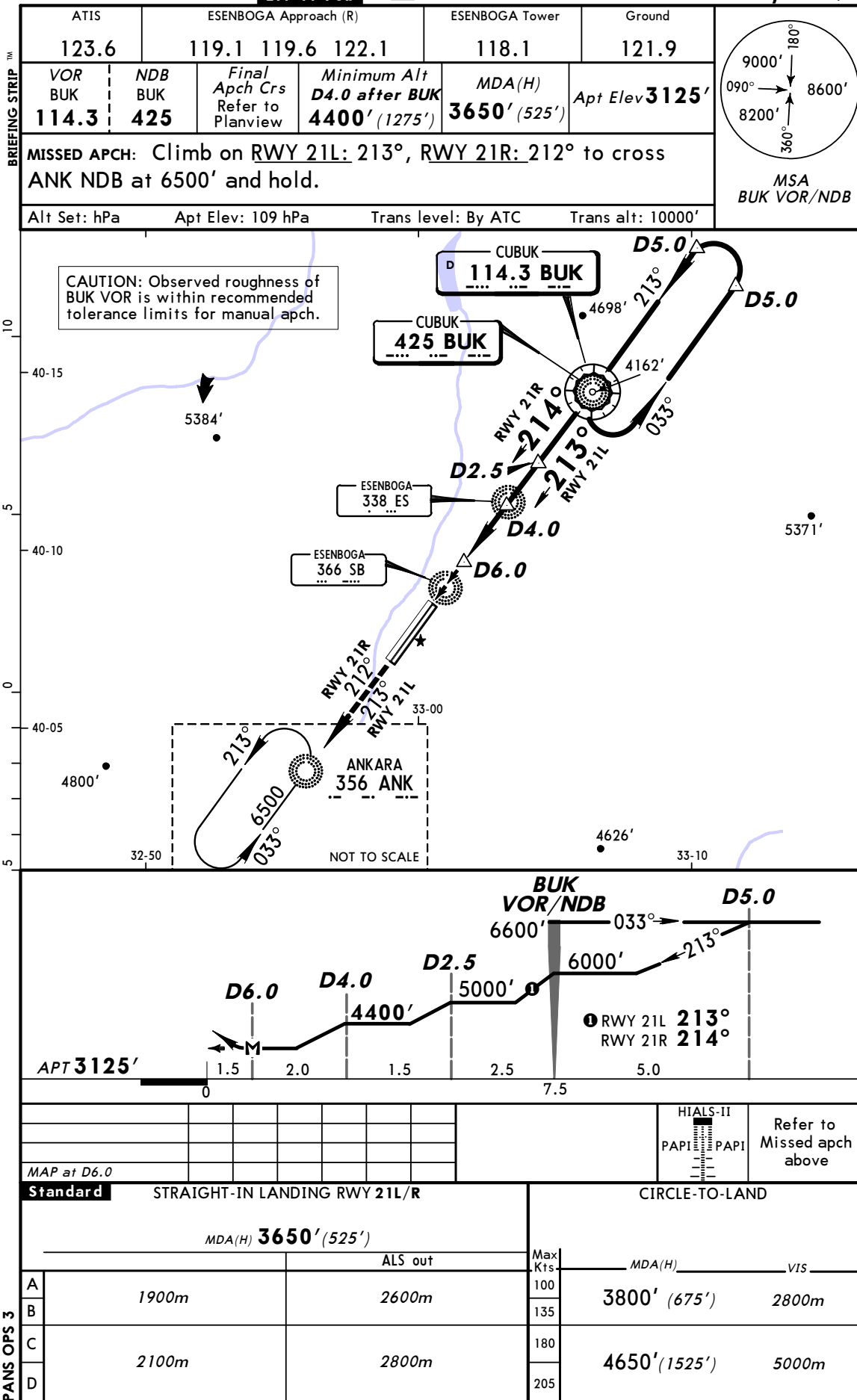
LTAC/ESB
ESENBOGA

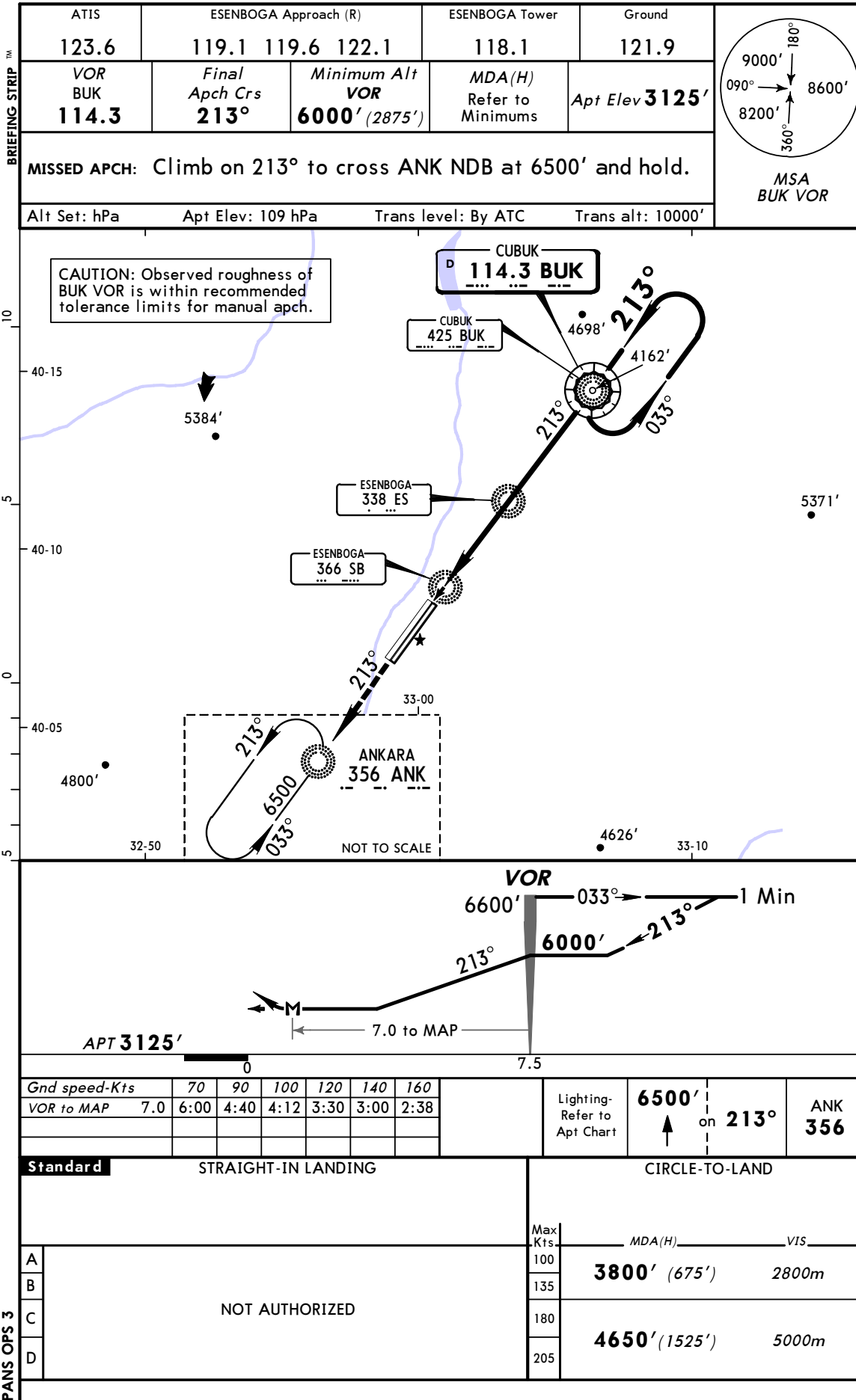
29 JAN 10
Eff 11 Feb

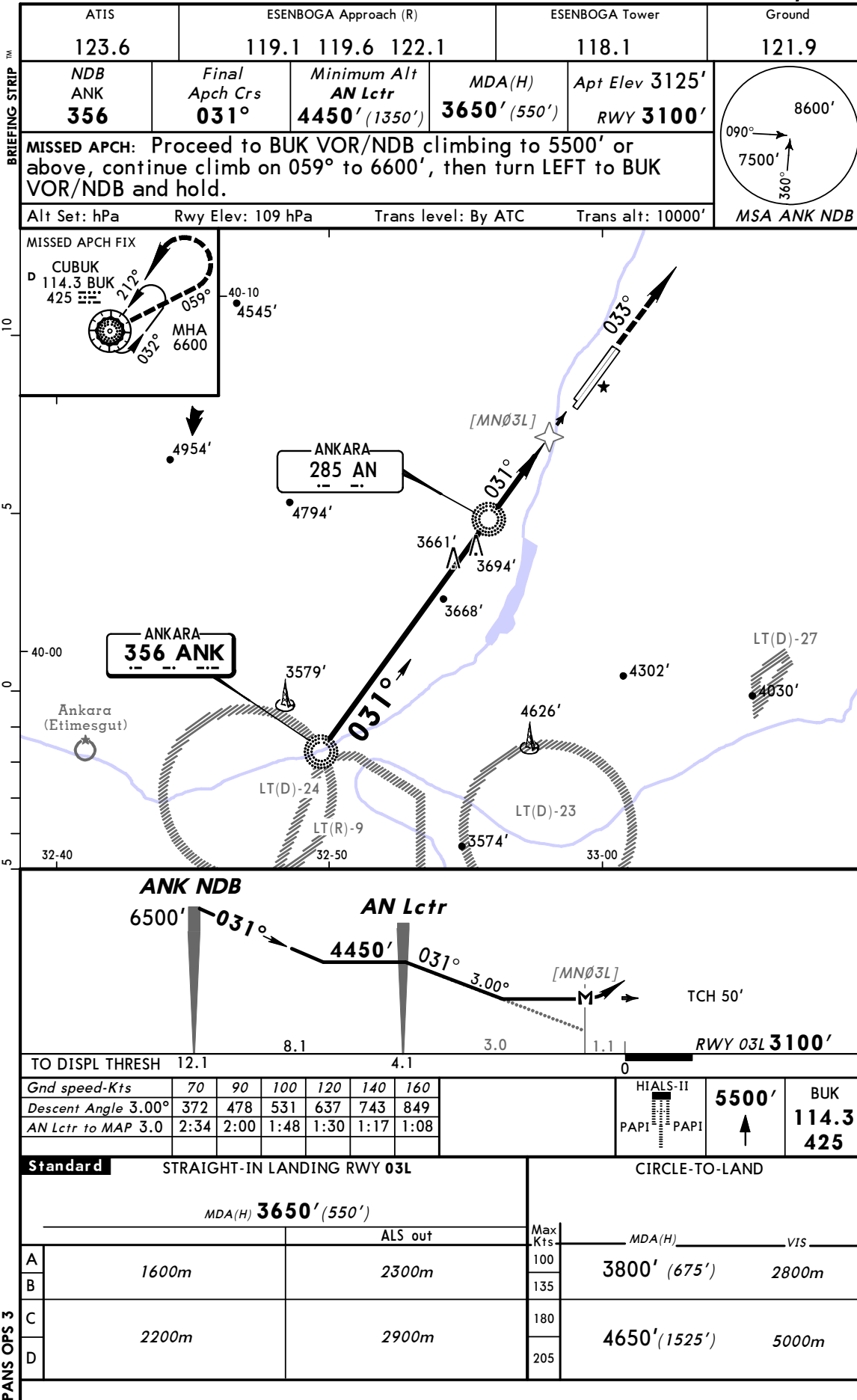
13-1

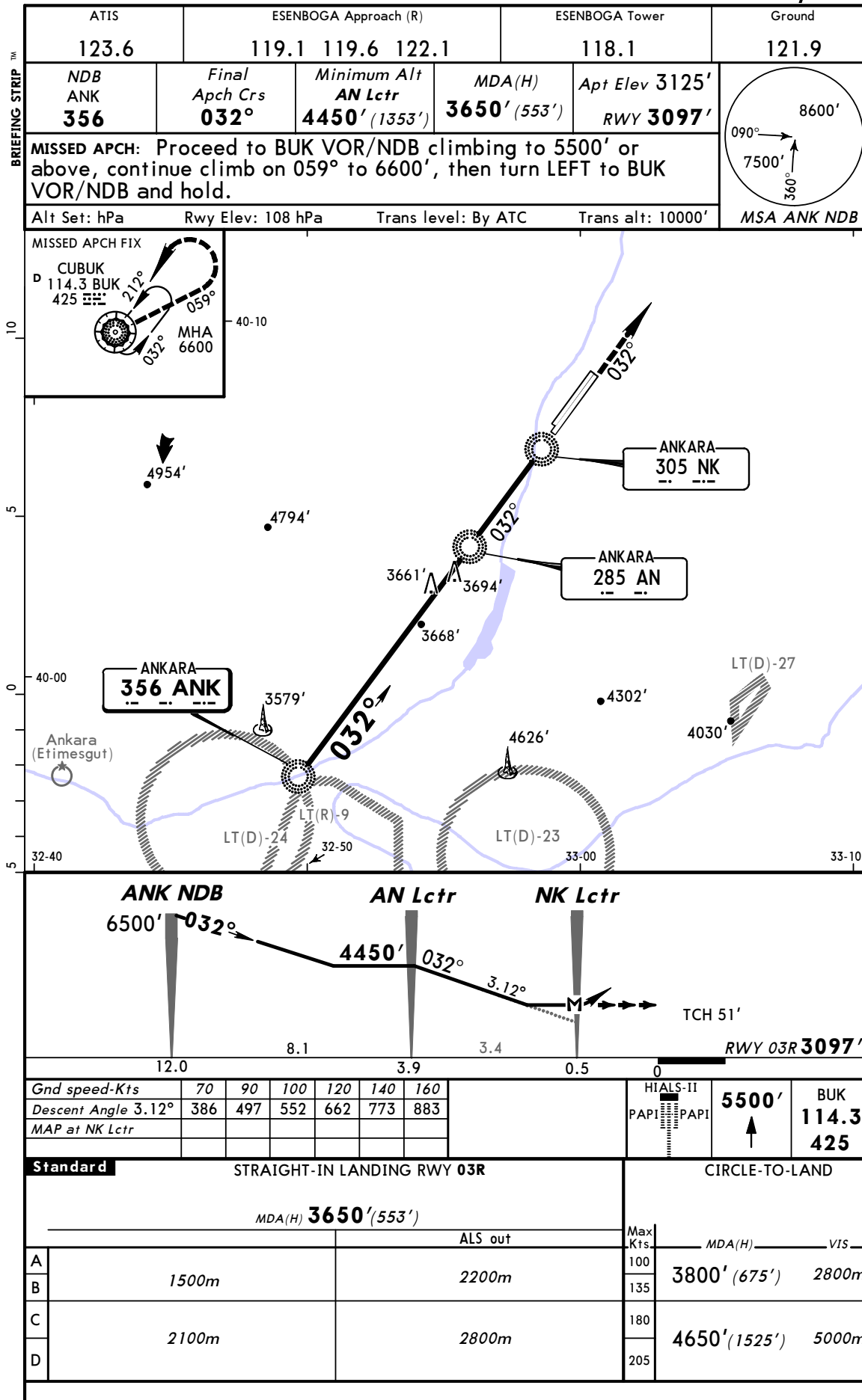
VOR DME or NDB DME Rwy 21L/R

ANKARA, TURKEY





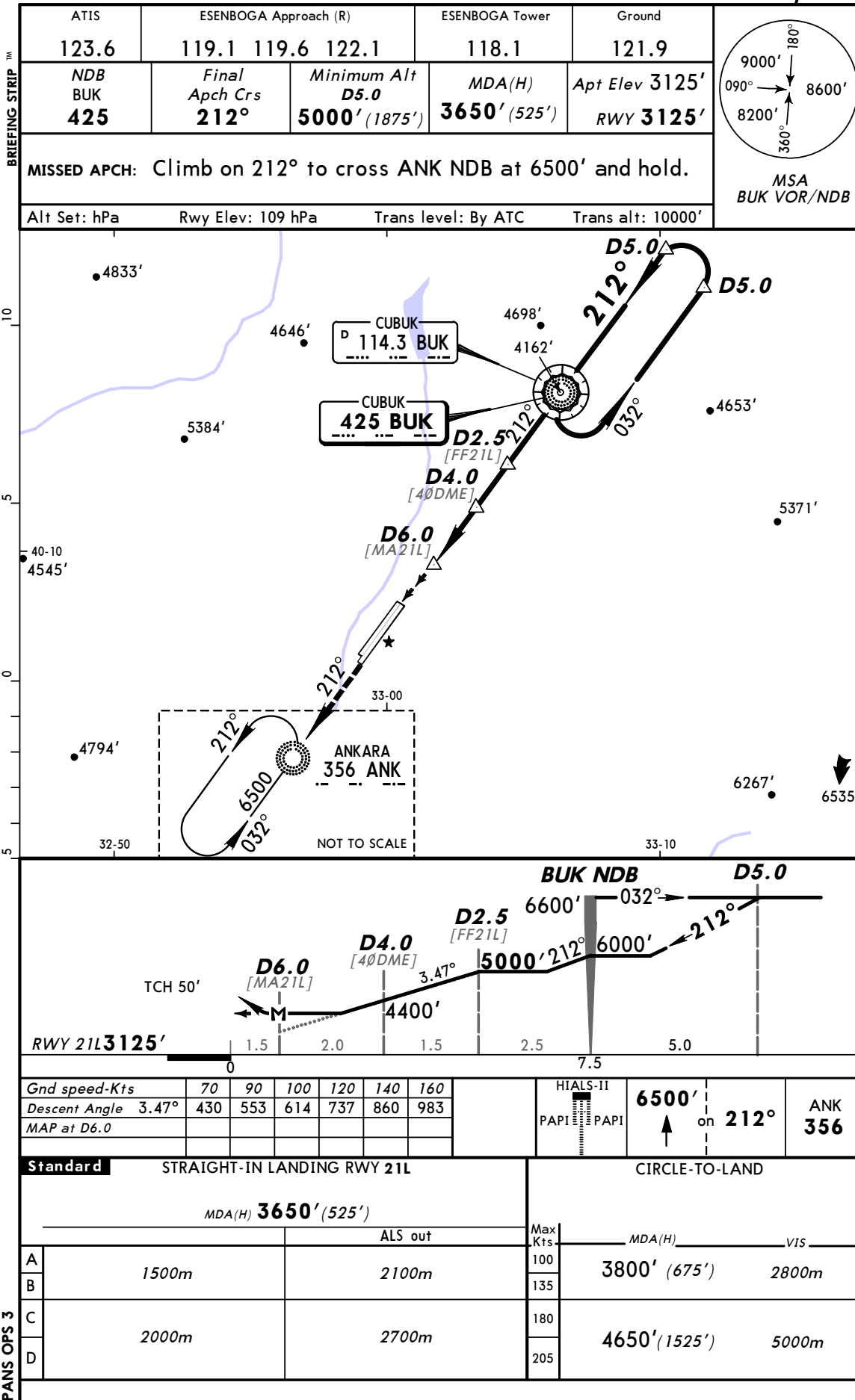


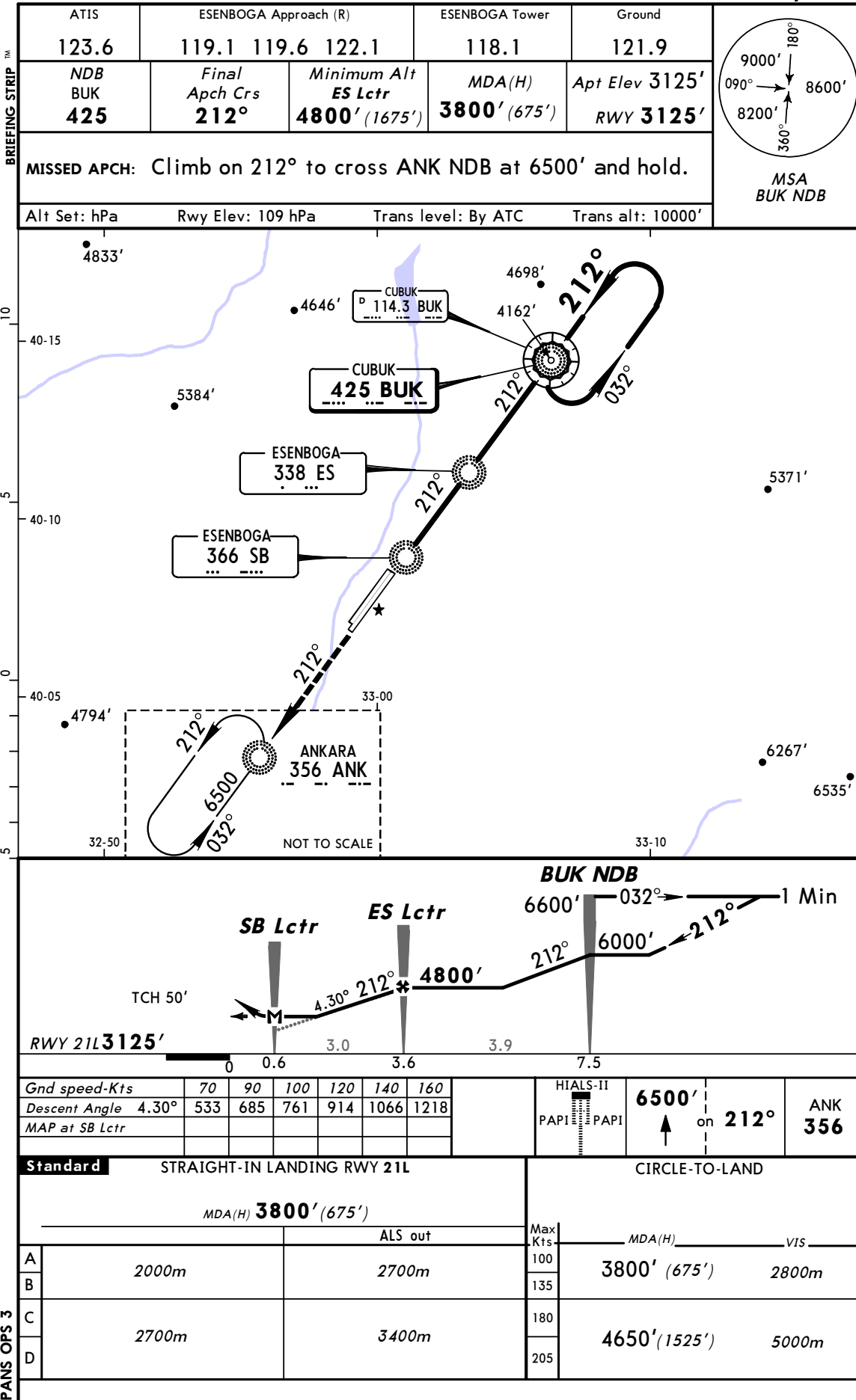


LTAC/ESB
ESENBOGA

JEPPESEN
3 FEB 12 (16-3) Eff 9 Feb

ANKARA, TURKEY
NDB DME Rwy 21L





LTAC/ESB
ESENBOGA

JEPPESEN
3 FEB 12 (16-5) Eff 9 Feb

ANKARA, TURKEY
NDB DME Rwy 21R

