ISTANBUL (LTFM/IST)

Elevation 325ft

CATEGORY A

AV brief not required

GENERAL

- IST is located approximately 21.97624 nm to the NW of the city of Istanbul on the coast of the Black Sea.
- Rwy 16R/34L & 17L/35R are 60 m wide.
- The airport is rather large.

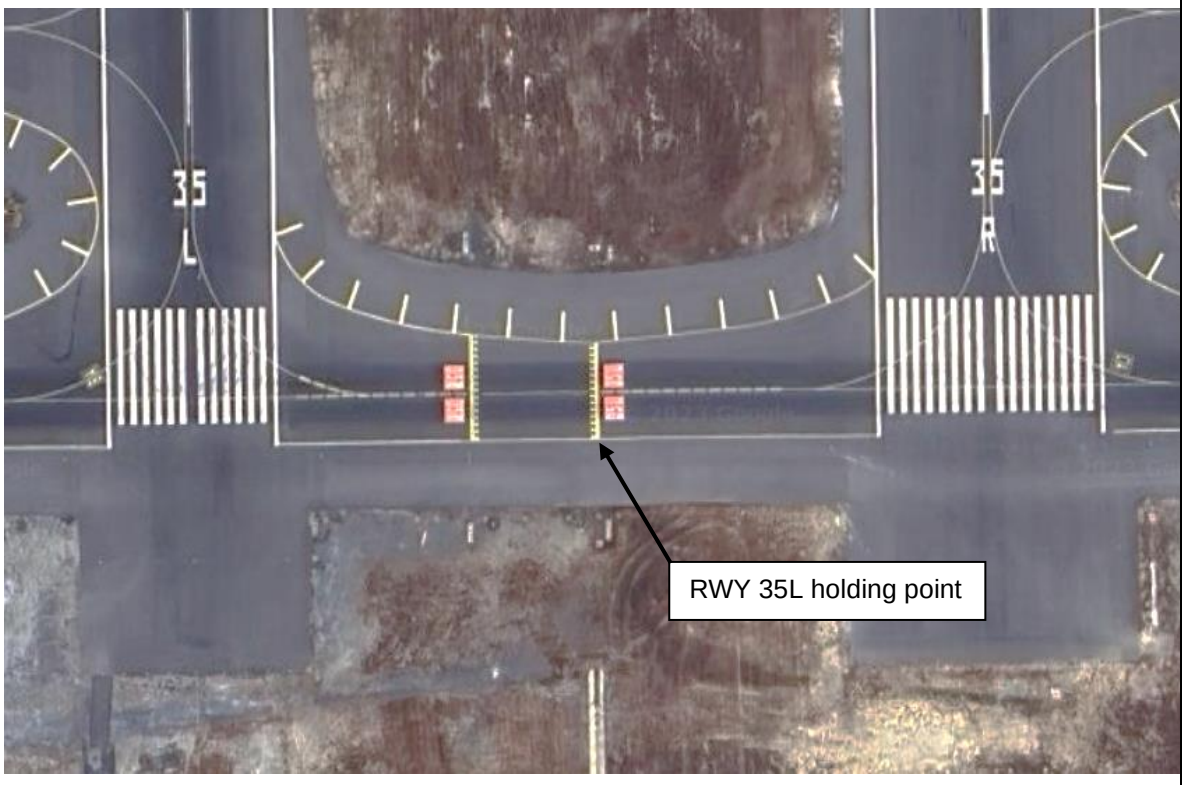
Threats

CFIT

- There is terrain both to the North and South of the field. Extensive vectors to the South should be monitored to ensure you remain above MSA.

Runway Incursion

- Taxiway markings and apron illumination is poor in some areas. All runways are used for simultaneous departures from common taxiways; pay careful attention to line up instructions. Be rigorous with your runway crossing clearance.
- When taxiing to hold short of the further of the close parallel runways e.g. “Cross 35R, hold short 35L”, the holding point for the furthest runway (35L in this example) is the first set of holding point markings you come up to after crossing the parallel (35R in this example), not the second set, and will leave you intentionally blocking the first runway.



Runway Excursion

- Visual aspect resulting from 60m wide runways should be briefed. Review 'Glideslope Capture from Above' during the briefing.

Mid Air Collision

- Possible Simultaneous Independent Parallel Approaches in use.
- Turkey has adopted ICAO phraseology for ATC clearances. Final cleared level will be included as part of the ATC Clearance. However, ATC will expect pilots to level off at intermediate levels as per the published SID. Seek clarification from ATC if doubt exists over initial cleared level.

ARRIVAL

Diversion Airports

IZMIR	ADB/LTBJ	194 nm/202°T	CAT B
ANTALYA	AYT/LTAI	280 nm/160°T	CAT B
ANKARA	ESB/LTAC	206 nm/110°T	CAT B
SOFIA	SOF/LBSF	254 nm/289°T	CAT B
THESSALONIKI	SKG/LGTS	267 nm/260°T	CAT B
BURGAS	BOJ/LBBG	96 nm/160°T	CAT A
ATHENS	ATH/LGAV	300 nm/227°T	CAT A

Approach

- Due to approach terrain, rwy 34L 1000ft radio occurs approx 0.8 nm/300ft early.
- Due to approach terrain, rwy 35R 1000ft radio occurs approx 0.4 nm/180ft early.
- Landing traffic usually assigned to the ‘outer runways’ (34L/35R).
- Landing 34L, 34R rarely in use, expect to cross 34R onto Alpha.

GROUND

- Care should be taken to identify the correct frequency as there are 33 separate ground and tower frequencies.

DEPARTURE

- Inner runways are usually used for departures.
- Frequent occurrences of hot brakes affecting departure. Crews should attempt to actively manage brake temperatures during arrival and departure through runway exit selection (whilst complying with minimum runway occupancy requirements defined in AOI 1-50), auto brake setting and reverse thrust use as appropriate.
- Standard Taxi Route Codes used. For example “Speedbird 47C taxi 35L Departure 2B” which means use the Dep 2B routing from the Chart for the Standard Taxi Routes DEP RWYs 17L/35R/17R/35L.
- When handed over to tower expect a lineup with immediate take-off clearance and the departure frequency

WEATHER

- Summer
  - Hot dry Summer with little rain.
- Winter
  - Mild winters.
  - Most precipitation occurs during winter.
- Crews should be aware forecast and actual airfield weather may be significantly different to that experienced during the approach to IST with visibility worse than forecast.
- Wind shear could be expected if approach wind and surface reported wind differ significantly.

OPERATIONAL INFORMATION

Handling Agent	Havas Ground Handling Co.
Handling Agent VHF	135.450
Potable Water	Uplift permitted

IF ONLY Electrical Power is required	Use ground power at all times
If BOTH electrical power and air conditioning is required:	Use both ground services at all times