

ISTANBUL (Yeni Havalimani) (IST/LTFM)

Elevation 325ft

CATEGORY A

AV brief – not required

GENERAL

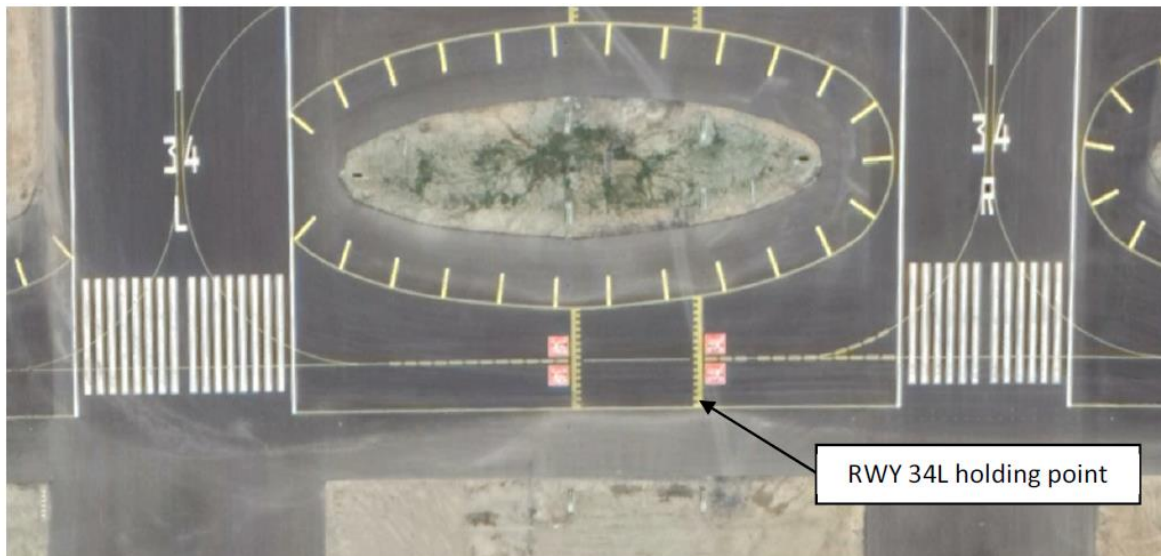
- The new Istanbul airport is located approximately 17 nm NW of the city, close to the Black Sea coast.
- All runways are 60 m wide.

Threats

Ground Collision

- Closely spaced parallel runways. Assure landing on the correct runway surface.
- Review Hotspots: Landing ACFT on Rwy 16R/34L will cross Rwy 16L/34R only when TWR gives permission to cross the Rwy and the Red Stop Bar lights are switched off.
- Review Standard Taxi Routings.
- When taxiing to hold short of the further of the close parallel runways e.g. "Cross 34R, hold short 34L":

The holding point for the furthest runway (34L in this example) is the first set of holding point markings you come up to after crossing the parallel (34R in this example), not the second set, and will leave you intentionally blocking the first runway.



ARRIVAL

A32N

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/324°T	CAT A
ATHENS	ATH/LGAV	300 nm/227°T	CAT A
TEKIRDAG (F)	TEQ/LTBU	40 nm/257°T	CAT B

ALL

The airspace structure in the Istanbul area means the aircraft can be at 3000ft 15 nm + from the threshold (elevation approximately 400ft) so an early position check can be triggered.

Approach

- Due Approach Terrain, Rwy 35R 1000ft radio occurs approx. 0.4 nm/180ft early.
- Landing traffic usually assigned to the 'outer runways' (34L/35R).

BAV Crew Reports

- *High speed descent with vectors direct from RILEX to INSTA possible.*
- *APP/RAD R/T reception poor, even occasionally totally unreadable for a minute or two, in area 10–20 nm WNW of INSTA.*

GROUND

- If landing on 35R, there is an automatic switchover to GND 3 frequency when vacating the runway. Care should be taken to identify the correct frequency as these are not written on the approach plates, rather they are on the AGC charts.

Parking

- There is only one terminal. BA's preference is to request Pier A or B, but any stand could be allocated prior to arrival.

BAV Crew Reports

- *Taxiway E1 descends markedly southbound after passing E1C.*
- *Taxi instruction ambiguity possible between taxiway links and stand numbers (e.g. "taxi E, hold short of NW for stand D9" caused distraction when one pilot saw D9 as the link, the other saw D9 the stand).*
- *Expect late clearance change. Expected runway & SID can be given by DLV.*

- *Experienced a prolonged taxi due to congestion. Taxi time was 35 minutes, so single engine taxi recommended. There were a few small slopes, but easily manageable on one engine.*
- *The airfield is generally flat but there is a noticeable gradient change passing E1/B right the way round to D/E as the taxiways drop to pass under the undershoot of 35L/35R.*

DEPARTURE

- Inner runways are usually used for departures.

BAV Crew Reports

- *Distance between 34R and 34L is small but cleared to hold at A1A short of 35L with tail possibly still on 35R.*
- *Can get runway change for departure after starting taxi, consider running performance for both departure runways.*
- *Expect to give way to Turkish airlines aircraft at all times.*

WEATHER

Summer

- Hot dry Summer with little rain.

Winter

- Mild winters.
- Most precipitation occurs during winter.

BAV Crew Reports

- *Crews should be aware forecast and actual airfield weather may be significantly different to that experienced during the approach to LTFM 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	131.45
Potable Water	Uplift Permitted