Istanbul New Airport LTFM Procedures

Turkey
ATC Operations

Lastest Update

02.07.2019

ATC CLEARANCE PROCEDURE

When the simultaneous independent parallel departures are in progress, unless otherwise specified by ATC:

a. RWY 17R/35L will be assigned for departures to MAKOL, OSMEV, ASMAP and RATVU, and
b. RWY 16R/34L (or 16L/34R) will be assigned for departures to IBLAL, TUDBU, VADEN, BARPE and IVGUS.
c. RWY 17L/35R will be assigned for the **arrivals** via ERSEN, ATPIX, SISPI and RIXEN
d. RWY 16R/34L will be assigned for the **arrivals** via RILEX, DRAMO and INBET

vCPDLC system will not be used until a second announcement.

GENERAL PROCEDURES

a. Arrival aircraft, should continue maintaining assigned Mode-S code until parking on the stand. Then, Mode S code 2000 shall be set before selecting OFF or STDBY mode.

b. Pilots of departing aircraft shall receive the ATC clearance via vCPDLC system, unless otherwise specified by ATC.

c. If unable to receive ATC clearance via vCPDLC, the flight crew shall contact with Clearance Delivery 121.700 MHz for ATC clearance and at first contact shall report; “Call Sign + Stand Position + Code confirming ATIS message received (e.g. Information A)”. There may be delays while transmitting ATC clearances by radiotelephony.

d. GNSS based RNAV STARs for LTFM starts from the waypoint/fixes designated as RIXEN, ATPIX, ERSEN, SISPI, INBET, DRAMO and RILEX; these waypoints/fixes shall be the last element of the flight plan route.

e. GNSS based RNAV SIDs for LTFM ends at the waypoint/fixes designated as MAKOL, OSMEV, ASMAP, RATVU, IVGUS, BARPE, VADEN, TUDBU and IBLAL; these waypoints/fixes shall be the first element of the flight plan route.

f. Arrival traffic at first contact with TWR shall report; “Call Sign + RWY”

PUSH BACK PROCEDURE

a. Traffic with transponder code not set will not be allowed for push-back.
b. Traffic cleared for push-back and start-up must start push-back within 1 minute at the least. Otherwise ATC unit will give estimated start-up time.
c. Aircraft shall push-back from the parking areas to the nearest taxiway centerlines, unless otherwise specified by ATC.
d. It is forbidden to make power back through using engines’ reverse thrust

STANDARD TAXI ROUTES

To minimise frequency congestion and to avoid long taxi clearances, ATC unit will give clearances via standard taxi routes with clearly defined clearance limits.

Standard taxi routes for **departures**;

Standard Taxi Routes for Departures are depicted on the chart AD 2 LTFM GMC-1. All departure traffic on aprons shall join to standart taxi routes with ATC instruction and hold at related runway holding points.

a. For RWY 34L (or 34R):

- DEP 1A: Departure traffic shall use G, N2, D, B, E1D, A1, A and A1B taxiways and hold at RWY 34R holding point.

b. For RWY 35L:

- DEP 2A: Departure traffic shall use G, N2, D, B and B4A taxiways and hold at RWY 35L holding point.

c. For RWY 35R:

- DEP 2B: Departure traffic shall use G, N2, C and C1A taxiways and hold at RWY 35R holding point.

d. For RWY 16R (or 16L):

- DEP 1F: Departure traffic shall use G, N2, D, B, A7, A and A10B taxiways and hold at RWY 16L holding point.

e. For RWY 17R:

- DEP 2F: Departure traffic shall use G, N2, D, B and B9A taxiways and hold at RWY 17R holding point.

f. For RWY 17L

- DEP 2G: Departure traffic shall use G, N2, C and C11 taxiways and hold at RWY 17L holding point.

Standard taxi routes for **arrivals**;

Standard Taxi Routes for Arrivals are depicted on chart AD 2 LTFM GMC-2.

a. For RWY 16R/34L:

- ARR 1A: Arrival traffic vacating RWY 16R/34L (Crossing the RWY 16L/34R is subject to Red Stop-Bars and ATC permission) , shall use taxiways A, A3, E1, D3, E, N1 and F and hold position at clearance limit given by ATC.

b. For RWY 17L/35R:

- ARR 2A: Arrival traffic vacating RWY 17L/35R, shall use taxiways C, N5 and T3 and hold before N2 taxiway.
- ARR 2B: Arrival traffic vacating RWY 17L/35R, shall use taxiways C, N5 and T9 and hold before N2 taxiway.
- ARR 2C: Arrival traffic vacating RWY 17L/35R, shall use taxiways C, N1 and F and hold position at clearance limit given by ATC.
- ARR 2D: Arrival traffic vacating RWY 17L/35R, shall use taxiways C, N1, D and B and hold before A3 taxiway.

RUNWAY CROSSING PROCEDURES

a. RWY crossings are subject to Red Stop-Bars and ATC permission.
b. 'Reduced engine taxi' not allowed during the RWY crossing.

USE OF RUNWAYs

a. Unless otherwise authorized by ATS authority, **RWYs 16L/34R and 17R/35L will not be used for landing purposes**.
b. In order to speed up departures a parallel departure operation is implemented. In the event that the departures are concentrated on a single runway, ATC may direct the take-off traffic to the other runway. Pilots must be prepared to make the runway change in order not to increase the duration on the runway and to avoid any delay.

c. To optimize runway utilization, during parallel landing take-off operation, unless otherwise specified by ATC;
   - **RWY 17L/35R will not be used for departure purposes**, and
   - **All departure traffic will be directed to RWYs 16R/34L (or 16L/34R) or 17R/35L via end-around TWY.**

b.d. Traffic pattern, touch and go and non precision approach requests for training purposes will **not be accepted**, when especially heavy traffic around airfield.

c.e. Arrival traffics RWY 16R/34L :
   - Will mantain Tower Frequency for crossing RWY 34R/16L.
   - Shall not switch on Ground frequency unless otherwise instructed by TWR.

d.f. Aircraft vacating a RWY via Rapid Exit Taxiway has the priority at the intersection of the taxiways, over the aircraft taxiing on other taxiways. Therefore, pilots shall be cautious about this priority and unless otherwise instructed by ATC, shall give way to the aircraft vacating a RWY via one of the Rapid Exit Taxiways.

APPROACH PROCEDURES

a. Heavy turbulence category aircraft at first contact with each sector shall report;

   Call Sign + “HEAVY” + ...

b. Aircraft are expected to maintain altitude 4000 Feet until Glide Path Interception for Runway 17L/35R

c. Aircraft are expected to maintain altitude 3000 Feet until Glide Path Interception for Runway 16R/34L

d. When cleared ILS for RWYs 34L or 35R, ***do not engage ILS*** before Localizer intercept points OGIBI or GAPDI.

e. When cleared ILS for RWYs 16R or 17L, ***do not engage*** ILS before Localizer intercept points PEVUD or TIGSU.

f. When approaching to 17L pr 16R via STAR, ATC may clear the ACFT to the Holding Points FM166 or FM179 when required.

g. When approaching to 34L or 35R via STAR, ATC may clear the ACFT to the Holding Point FM359 or FM343 when required.

h. Minimum rate of descend at Holding Points is 1000 FT/MIN

i. The ACFTs are required to plan their descend to comply with the level and speed restrictions depicted on the procedure. If unable will lose the sequence and be subject to a delaying action.

PHRASEOLOGIES

a. ATC will clear the aircraft to the ILS approach for the relevant runway via TRANSITION before the Initial Approach Fix (IAF) with the following radiotelephony phraseology:

   “CLEARED FOR ILS APPROACH RWY ….. VIA TRANSITION ”

b. In case of any Deviation:

"YOU HAVE CROSSED THE LOCALIZER, TURN LEFT (or RIGHT) IMMEDIATELY

AND RETURN TO THE LOCALIZER"

Or

"TURN LEFT (or RIGHT) HEADING (degrees) IMMEDIATELY TO AVOID TRAFFIC
AND CLIMB TO (altitude)”

c. ICAO STANDARD SID/STAR PHRASEOLOGIES

The core phraseologies are:

i. CLIMB VIA SID TO (level)

ii. DESCEND VIA STAR TO (level)

1- These require the aircraft to:

- Climb/Descend to the cleared level and comply with published level restrictions
- Follow the lateral profile of the SID/STAR,
- Comply with published speed restrictions or ATC-issued speed control instructions as applicable.

2- Phraseology for removal of level restrictions is:

CLIMB/DESCEND VIA SID/STAR TO (level), CANCEL LEVEL RESTRICTION(S)

These require aircraft to:

- Climb/Descend to the cleared level; published level restrictions are cancelled
- Follow the lateral profile of the SID/STAR,
- Comply with published speed restrictions or ATC-issued speed control instructions as applicable.

3- Phraseology for removal of speed restrictions is:

CLIMB/DESCEND VIA SID/STAR TO (level), CANCEL SPEED RESTRICTION(S)

These require aircraft to:

- Climb/Descend to the cleared level and comply with the published level restrictions
- Follow the lateral profile of the SID/STAR
- Published speed restrictions or ATC-issued speed control instructions are cancelled

4- Phraseology for removal of level and speed restrictions is:

CLIMB/DESCEND UNRESTRICTED TO (level)

These require aircraft to:

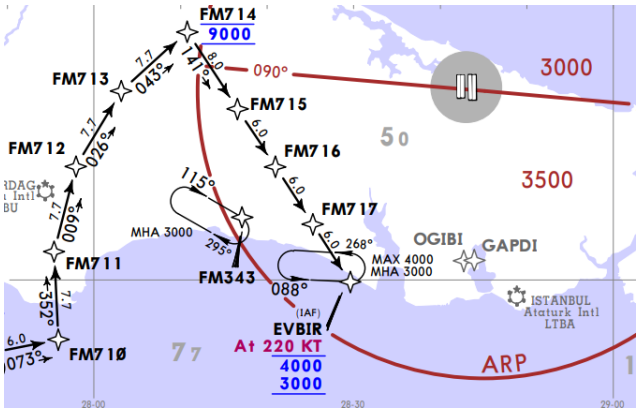
- Climb/Descend to the cleared level; published level restrictions are cancelled
- Follow the lateral profile of the SID/STAR
- Published speed restrictions or ATC-issued speed control instructions are cancelled

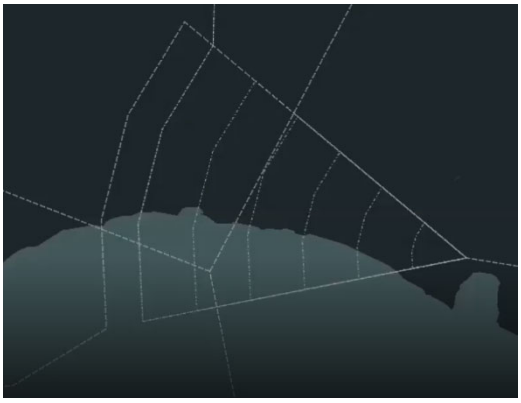
d. Refer to ICAO PANS-ATM Document 4444 for the remaining SID/STAR Phraseologies

e. It is the responsibility of the pilot to comply with the requirements of the ICAO standard SID/STAR phraseologies; any deviation may lead to separation infringements and may jeopardize the safe operation of other aircraft

POINT MERGE SYSTEM

a. LTFM STARs are based on Point Merge System (PMS). Each STAR contains segments forming a curved sequencing leg equidistant from the Merge Point (MP).





b. Merging to the next segment (TRANSITION) is then achieved by direct clearance to the merge point

c. LTFM MPs that are at the same time designated as Initial Approach Fixes are; VASTE, EVBIR, DIVDI and INSTA

d. Arriving aircraft established on the STAR may expect clearance direct to the relevant MP only when the traffic permits

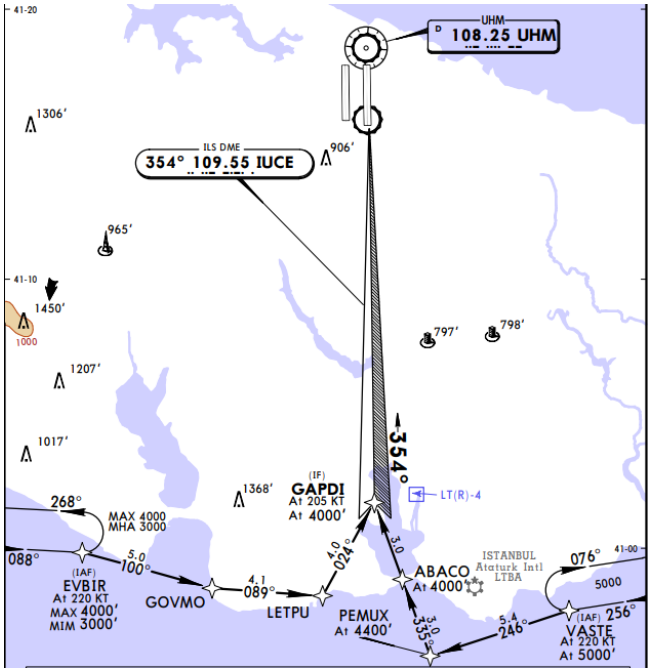
TRANSITIONs

a) When an aircraft is cleared to the TRANSITION procedure, this also means they are cleared to the vertical profile of the procedure so further descend can be made without and further descend clearance according to the restrictions.

b) As can be seen on the right side ATC will have aitcraft at 5000ft over VASTE and then clear aircraft for he TRANSITION procedure.

c) After this clearance has been received, aircraft can continue to their descend to without and further descend clearnance.

d) For Example, an aircraft entering to the VASTE transition prosedure at 5000ft over VASTE will continue to their descend to 4400ft over PEMUX and then 4000ft over ABACO and GAPDI.

e) As every runway's TRANSITION procedure differs from others it is important to use the appropirate chart for the runway you are approaching to.

f) ATS authority may, if necessary, lower the aircraft to below the altitudes specified in the charter.