

General Information

Location: Ankara Tur
IATA Code: ESB
Lat/Long: N40° 07.7' E032° 59.7'
Elevation: 3125 ft

Airport Use: Public
Magnetic Variation: 5.2°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: 0252 Z
Sunset: 1639 Z,

Runway Information

Runway: 03L
Length x Width: 11155 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 3110 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 197 ft

Runway: 03R
Length x Width: 12303 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 3113 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 197 ft

Runway: 21L
Length x Width: 12303 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 3130 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 197 ft

Runway: 21R
Length x Width: 11155 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 3123 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 197 ft

Communication Information

ATIS 123.6
Esenboga Tower 118.1
Esenboga Tower 25.78
Esenboga Ground Control 121.9
Esenboga Approach Control 122.1
Esenboga Approach Control 119.6

Esenboga Approach Control 119.1
Esenboga Approach Control 36.23

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.

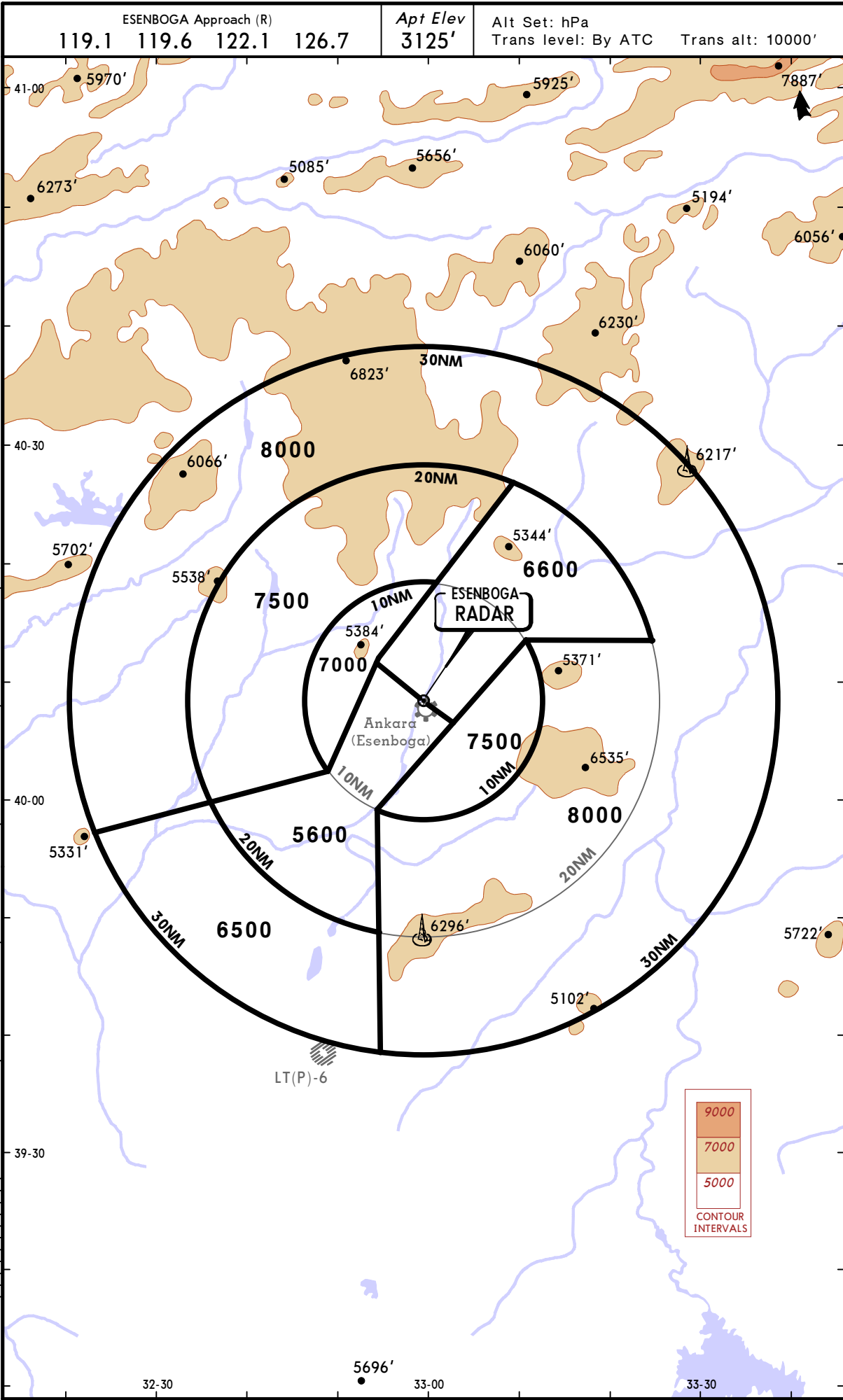
1.5. OTHER INFORMATION

Birds.

2. ARRIVAL

2.1. CAT II OPERATIONS

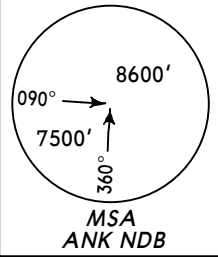
RWY 03L approved for CAT II, RWY 03R for CAT II/III operations, special aircrew and ACFT certification required.



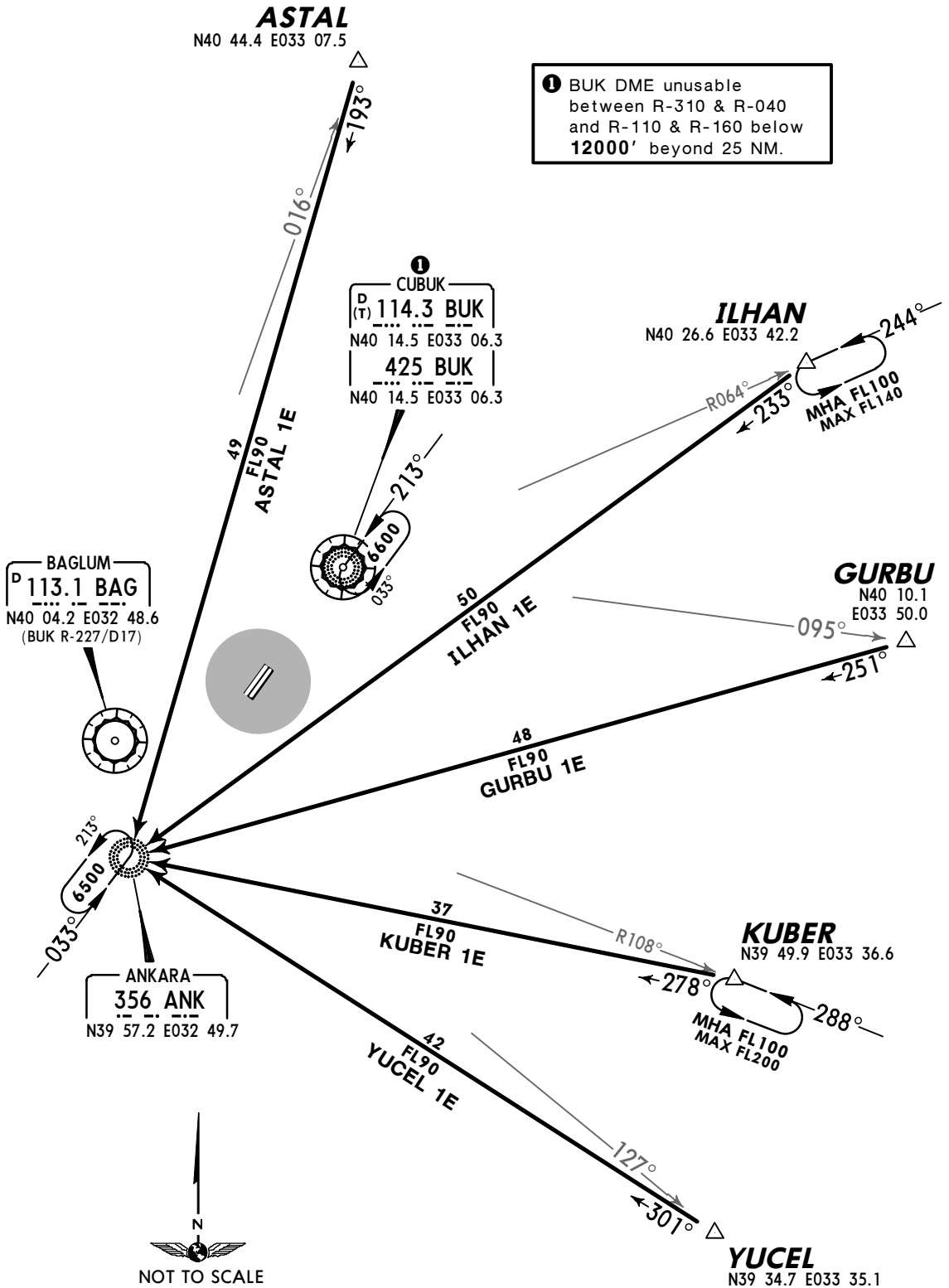
ATIS
123.6

Apt Elev
3125'

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



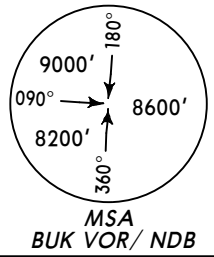
ASTAL 1E [ASTA1E], GURBU 1E [GURB1E]
ILHAN 1E [ILHA1E], KUBER 1E [KUBE1E]
YUCEL 1E [YUCE1E]
RWYS 03L/R ARRIVALS
FROM NORTHEAST & EAST



ATIS
123.6

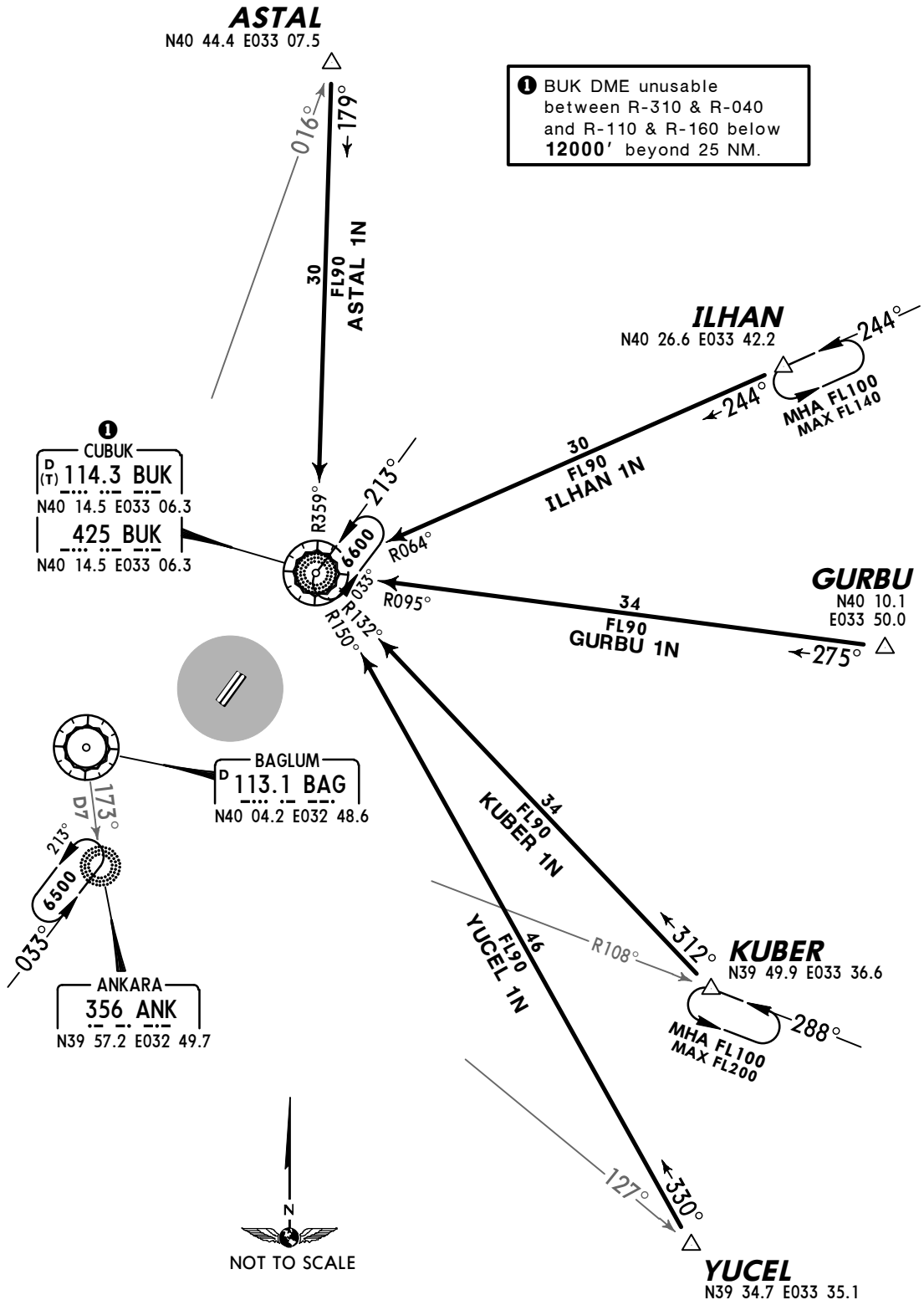
Apt Elev
3125'

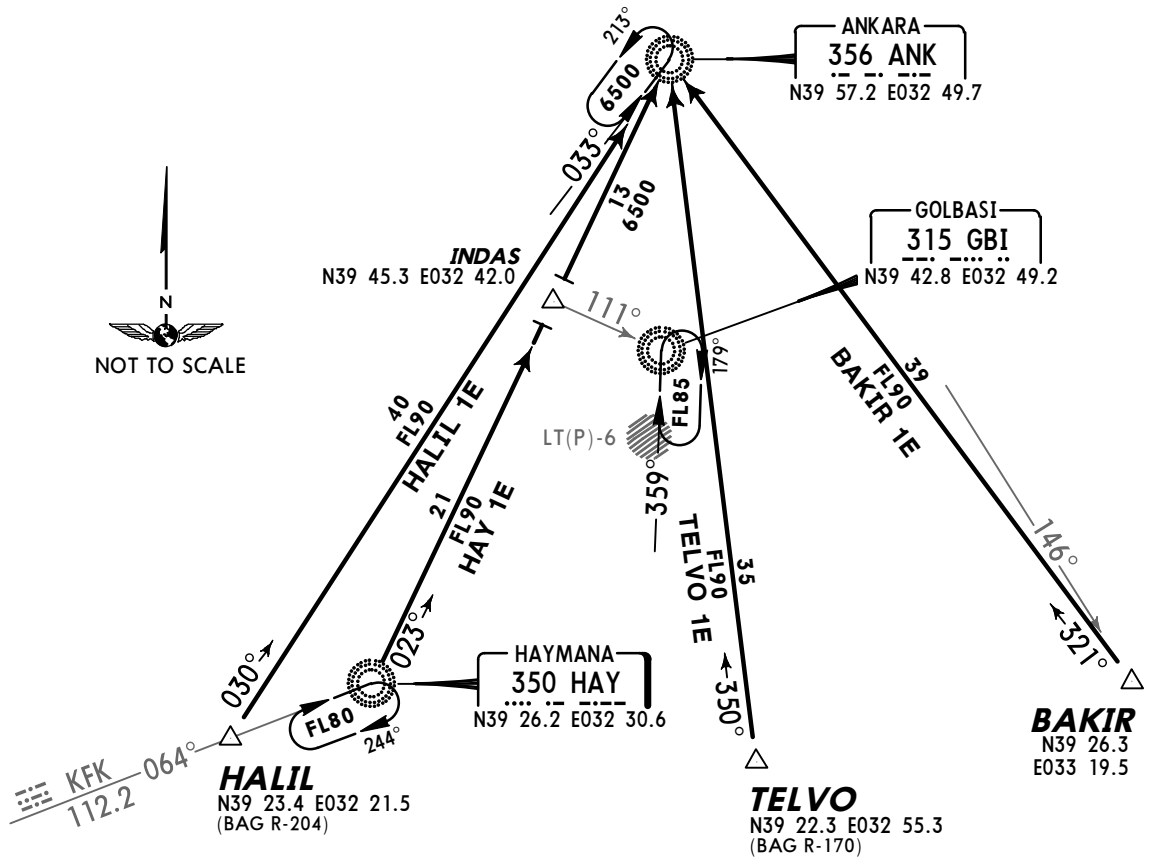
Alt Set: hPa
Trans level: By ATC Trans alt: 10000'



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

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

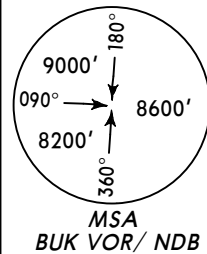




ATIS
123.6

Apt Elev
3125'

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



BAKIR 1N [BAKI1N]
HALIL 1M [HALI1M], HALIL 1N [HALI1N]
HAY 1M, HAY 1N, TELVO 1N [TELV1N]
RWYS 21L/R ARRIVALS
FROM SOUTH

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

① CUBUK
D (T) 114.3 BUK
N40 14.5 E033 06.3
425 BUK
N40 14.5 E033 06.3

BAGLUM
D 113.1 BAG
N40 04.2 E032 48.6

ANKARA
356 ANK
N39 57.2 E032 49.7

GOLBASI
315 GBI
N39 42.8 E032 49.2

LAGOL
N39 36.6
E032 58.3

BAKIR
N39 26.3
E033 19.5

TELVO
N39 22.3 E032 55.3

HAYMANA
350 HAY
N39 26.2 E032 30.6

HALIL
N39 23.4
E032 21.5

HALIL 1N

NOT TO SCALE



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

①

CUBUK

$\begin{matrix} D \\ (T) \end{matrix} \begin{matrix} 114.3 \\ \dots \end{matrix} \begin{matrix} BUK \\ \dots \end{matrix}$

N40 14.5 E033 06.3

$\begin{matrix} 425 \\ \dots \end{matrix} \begin{matrix} BUK \\ \dots \end{matrix}$

N40 14.5 E033 06.3

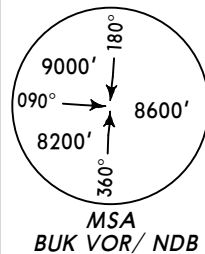
BAGLUM
D 113.1 BAG
N40 04.2 E032 48.6
(BUK R-227/D17)

ANKARA
356 ANK
N39 57.2 E032 49.7

ATIS
123.6

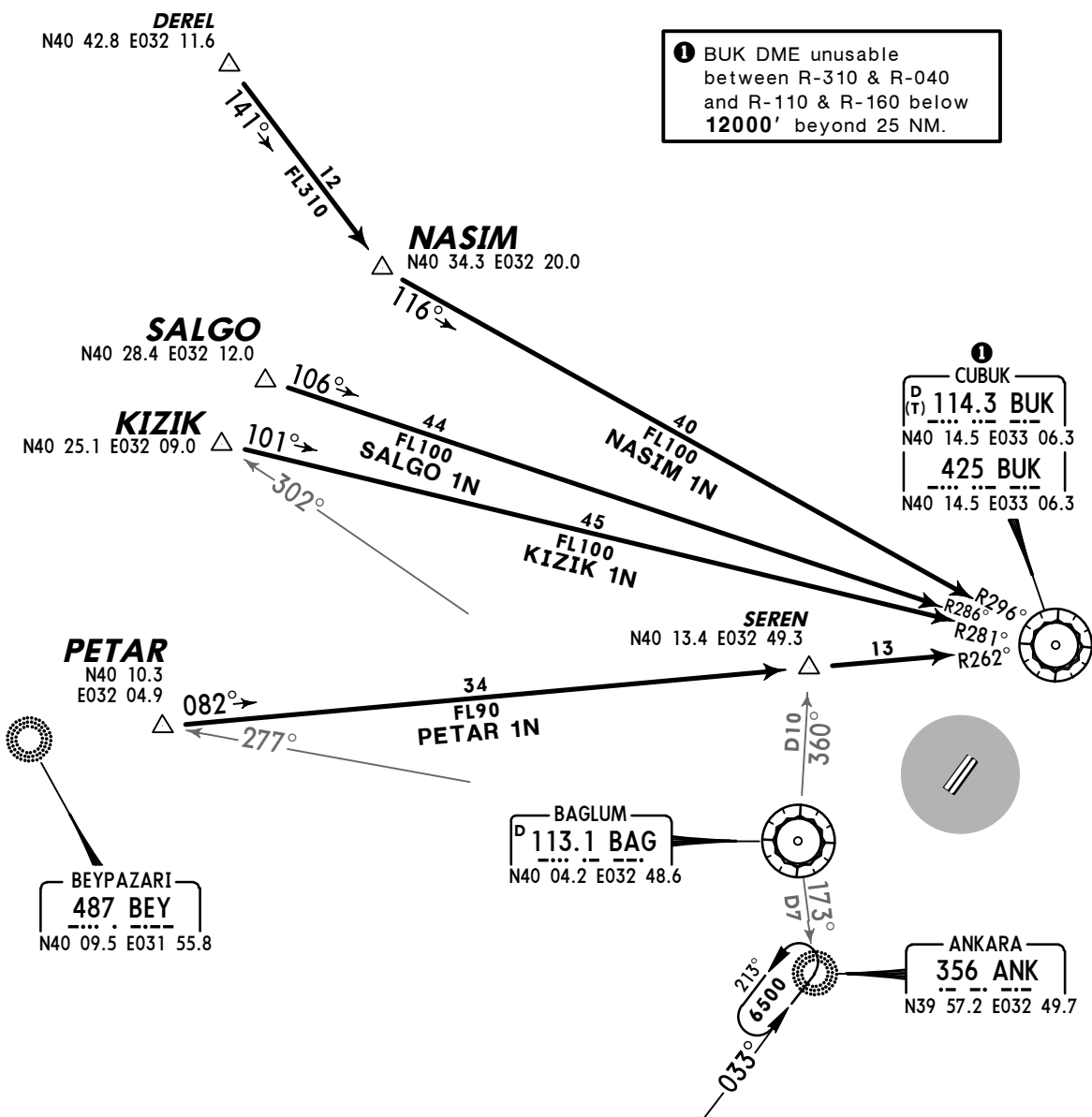
Apt Elev
3125'

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

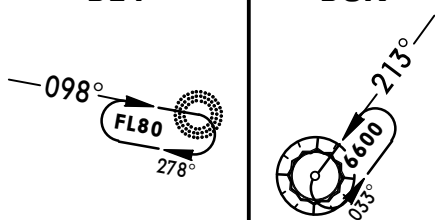


KIZIK 1N [KIZI1N], NASIM 1N [NASI1N]
PETAR 1N [PETA1N], SALGO 1N [SALG1N]
RWYS 21L/R ARRIVALS
FROM WEST & NORTHWEST

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



HOLDINGS OVER
BEY BUK

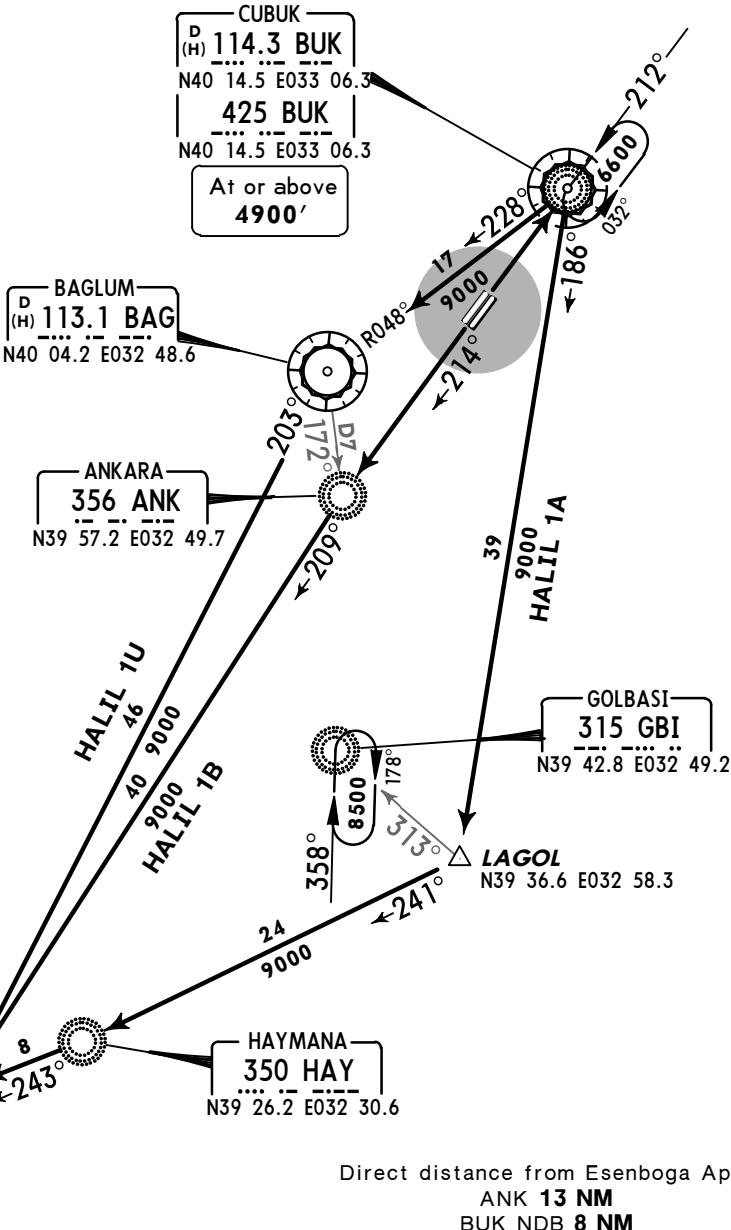
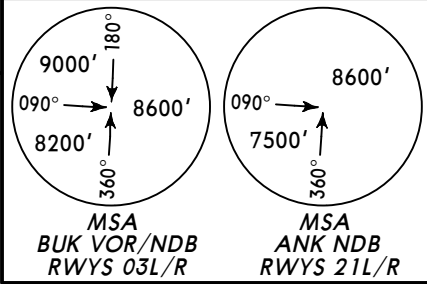


SID	RWY	ROUTING
ASTAL 1A ①	03L/R	To BUK NDB, turn LEFT, 358° bearing to ASTAL, then along airway A-28.
ASTAL 1B ②	21L/R	To ANK, turn RIGHT, 012° bearing to ASTAL, then along airway A-28.
BAKIR 1A ①	03L/R	To BUK NDB, turn RIGHT, 165° bearing to BAKIR, then along airways W-75, L-601.
BAKIR 1B ②	21L/R	To 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'.

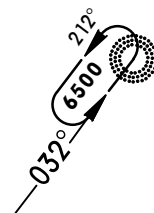
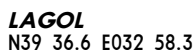
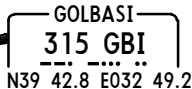
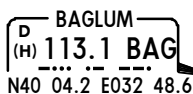
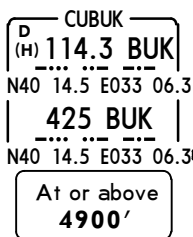
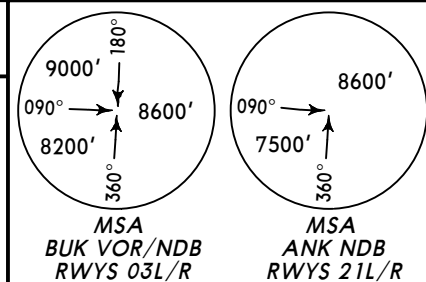
Gnd speed-KT	75	100	150	200	250	300
237' per NM	296	395	592	790	987	1185

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.

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) [ILHA 1A]
ILHAN ONE BRAVO (ILHAN 1B) [ILHA 1B]
RWYS 03L/R, 21L/R DEPARTURES



HAY



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

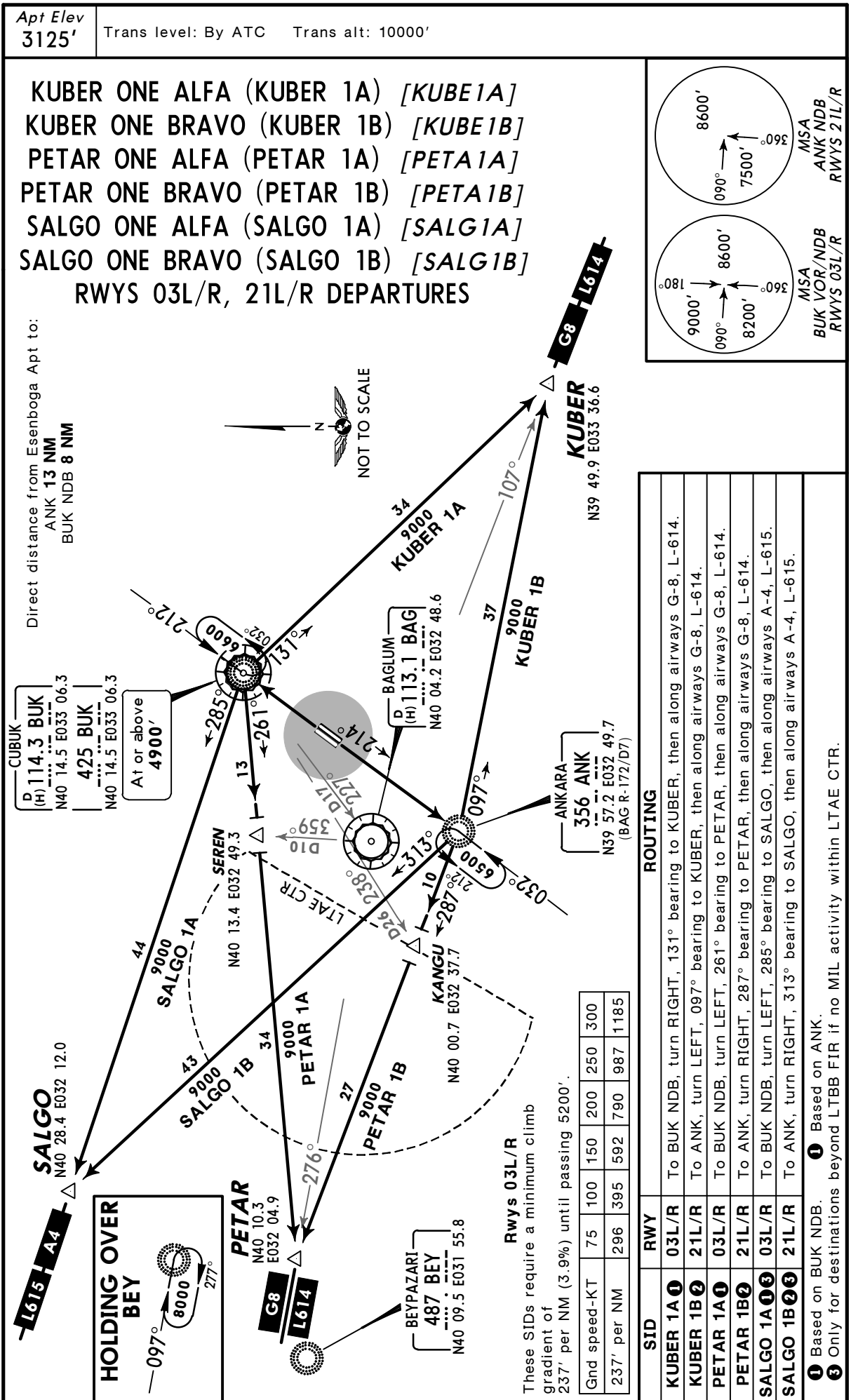
Rwys 03L/R

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

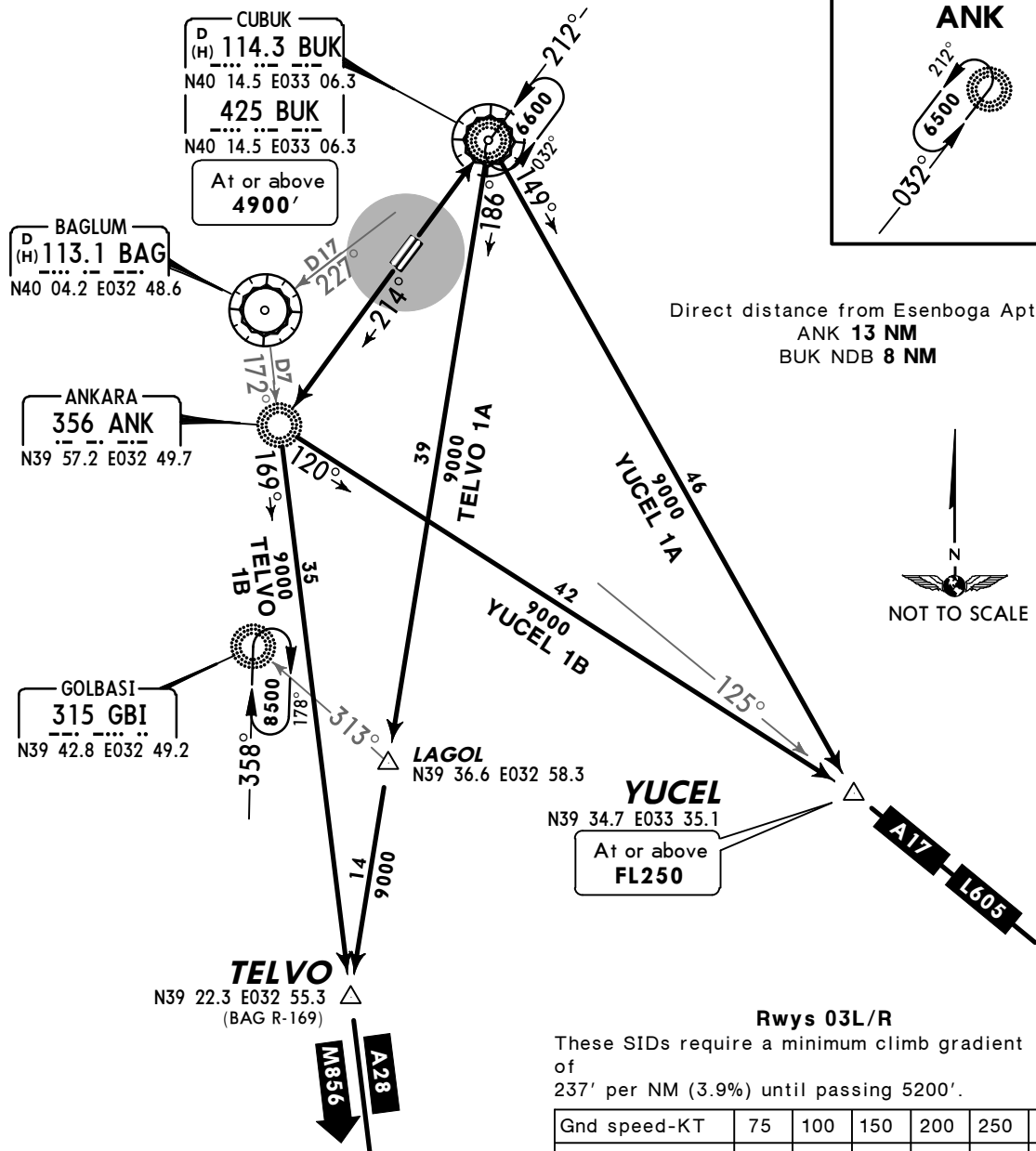
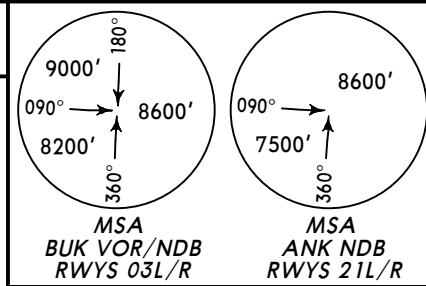
SID	RWY	ROUTING
HAY 1A ①	03L/R	To BUK NDB, turn RIGHT, 186° bearing to LAGOL, then to HAY, then along airway R-32.
HAY 1B ②	21L/R	To ANK, 202° bearing to HAY, turn RIGHT, then along airway R-32.
HAY 1U ①	03L/R	To BUK NDB, turn LEFT, 228° bearing to BAG, BAG R-196 to HAY, then along airway R-32.
ILHAN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



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



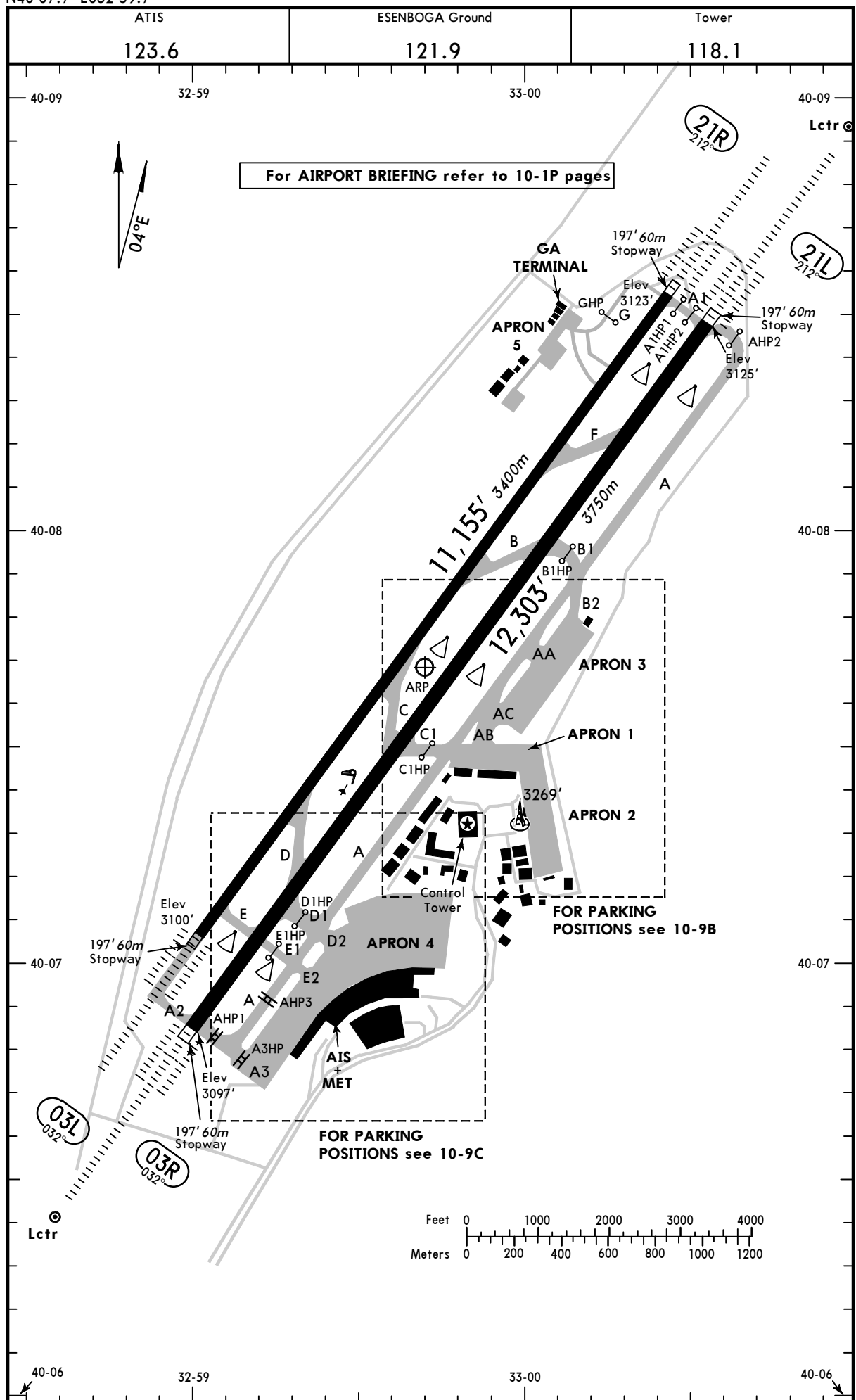
Rwys 03L/R

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.



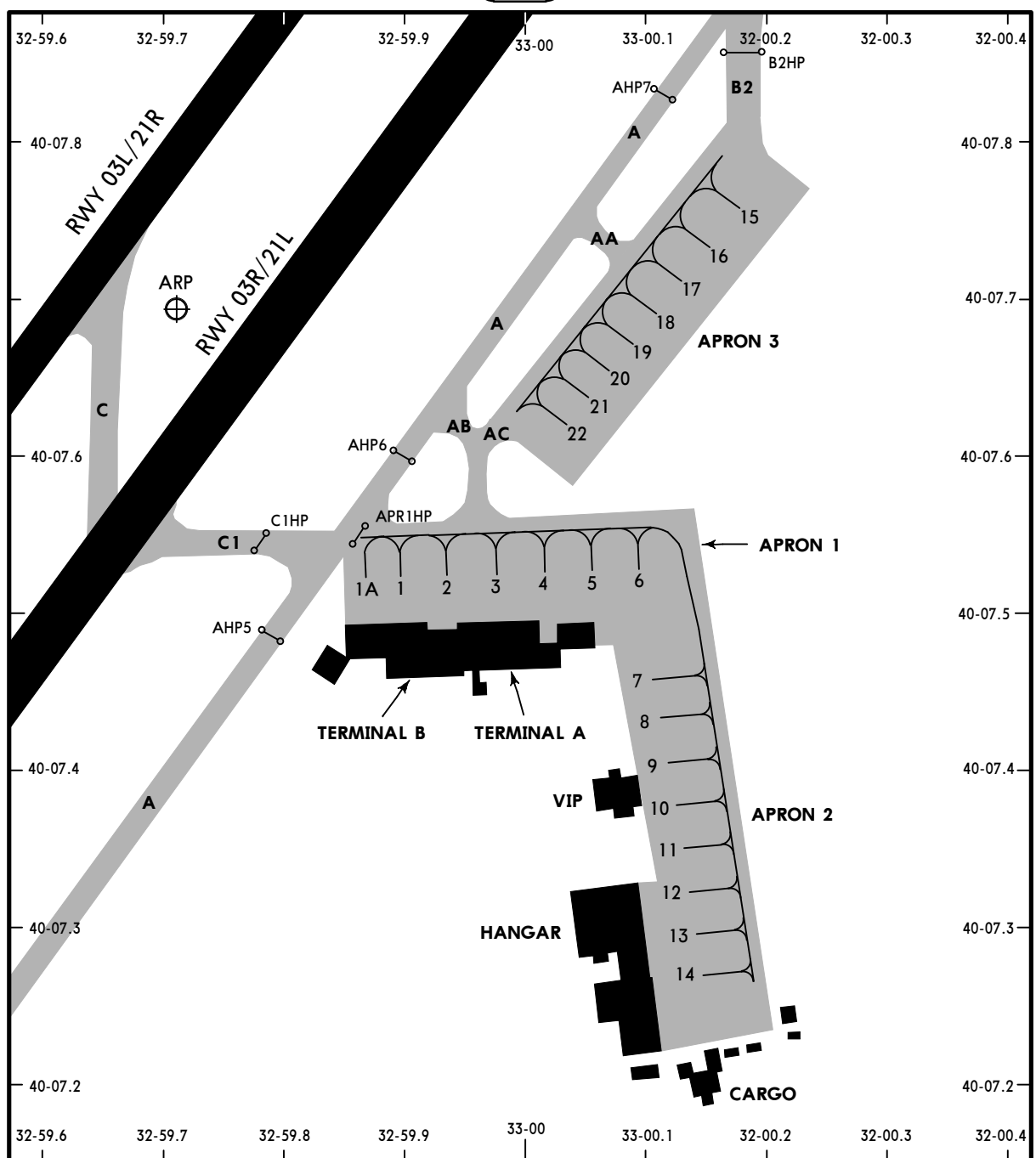
LANDING

❶ PAPI (3.0°), HSTIL - B & F
❷ PAPI (3.0°), HSTIL - C & D

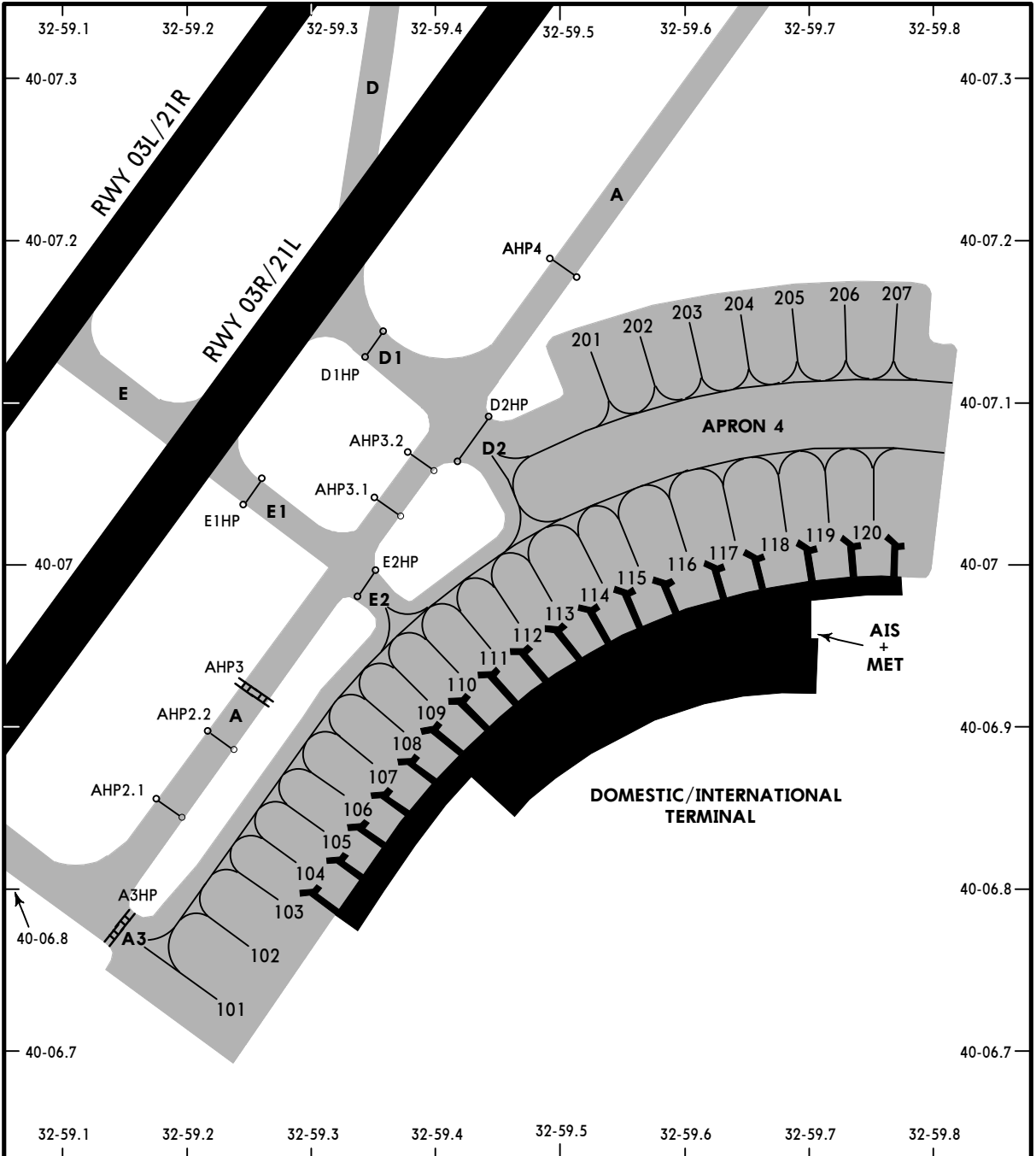
③ PAPI (3.0°)

TAKE-OFF 1

1 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 3 thru 5 6 thru 8 9 thru 11 12 thru 14	N40 07.5	E032 59.9	15	N40 07.8	E033 00.2
	N40 07.5	E033 00.0	16 thru 18	N40 07.7	E033 00.2
	N40 07.5	E033 00.1	19, 20	N40 07.7	E033 00.1
	N40 07.4	E033 00.1	21, 22	N40 07.6	E033 00.1
	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				
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				

ATIS	ESENBOGA Approach (R)			ESENBOGA Tower	Ground
123.6	119.1	119.6	122.1	118.1	121.9
LOC IAKR 108.9	Final Apch Crs 032°	GS OM 4450' (1350')	ILS DA(H) 3300' (200')	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'	

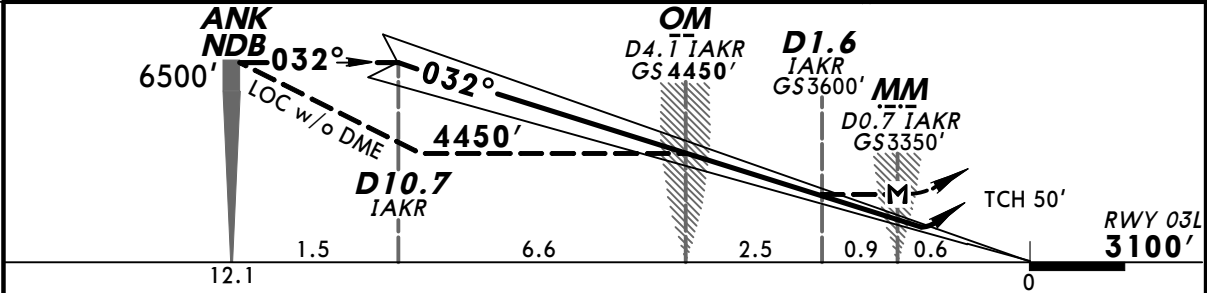
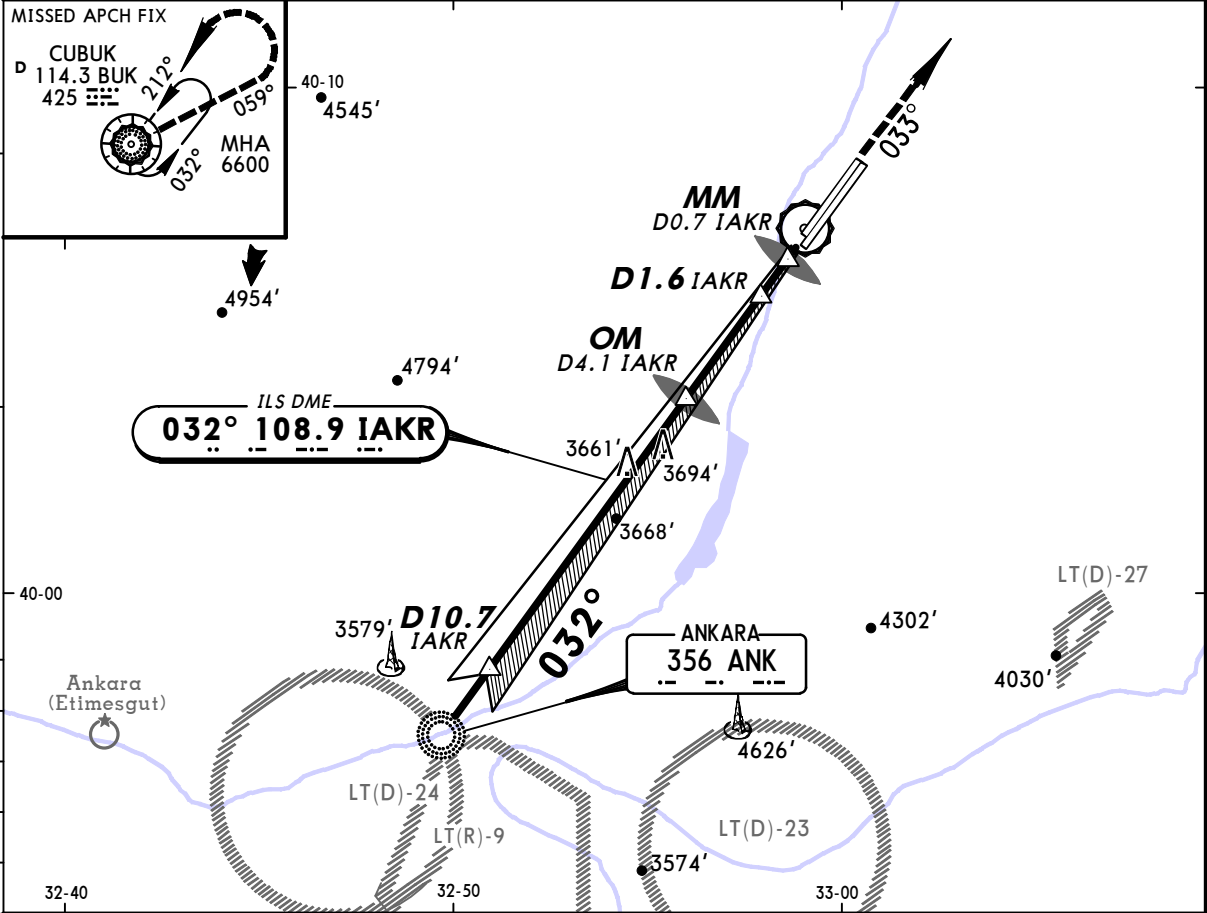
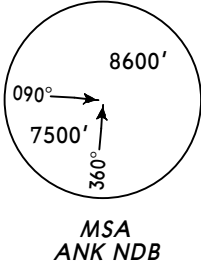
8600'

090°

7500'

360'

MSA
ANK NDB



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

Standard		STRAIGHT-IN LANDING RWY 03L					CIRCLE-TO-LAND		
ILS				LOC (GS out)					
DA(H) 3300' (200')				MDA(H) 3600' (500')					
FULL		Limited	ALS out			ALS out	Max Kts	MDA(H) VIS	
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1500m			100	3800' (675')	2800m
B					135				
C				RVR 1500m CMV 2300m		180	4650' (1525')	5000m	
D					205				

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.				

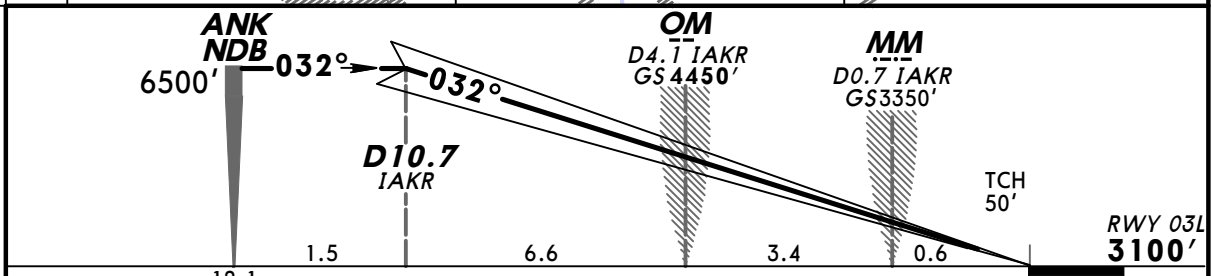
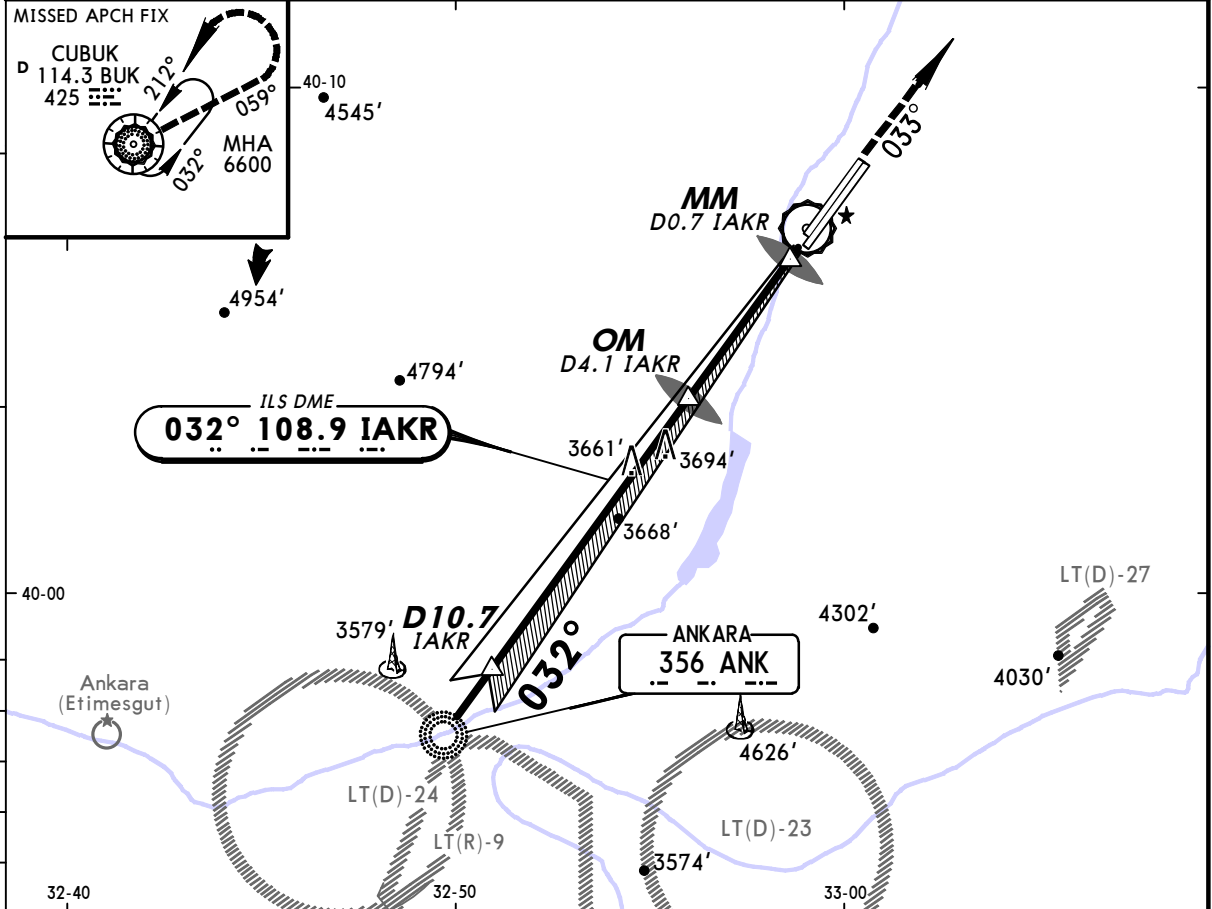
8600'

090° →

7500' ↑

360°

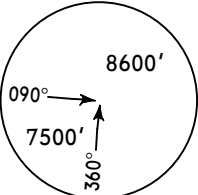
MSA
ANK NDB

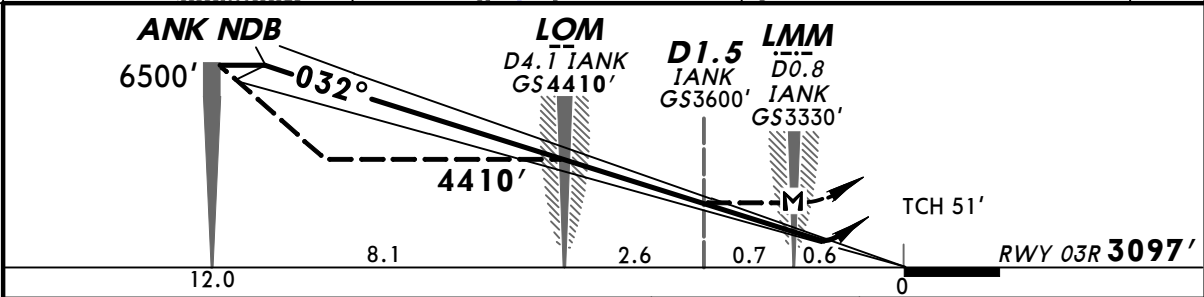
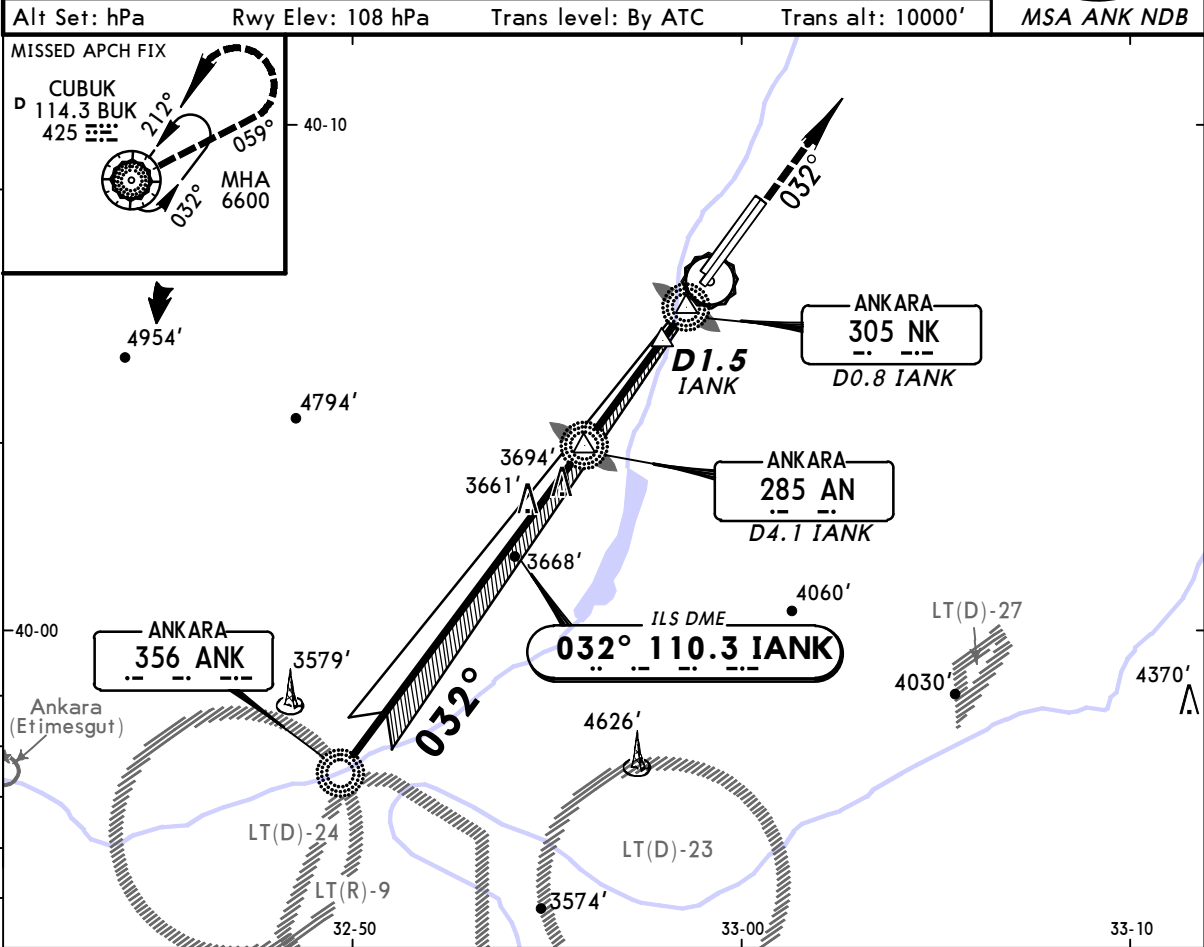


Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI PAPI		5500'	BUK 114.3 425
Gs	3.00°	372	478	531	637	743				

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.

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')	ILS DA(H) 3300' (203')	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.						



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

Standard						STRAIGHT-IN LANDING RWY 03R		CIRCLE-TO-LAND	
ILS DA(H) 3300' (203')			LOC (GS out) MDA(H) 3600' (503')						
FULL		Limited	ALS out			ALS out		Max Kts	MDA(H) VIS
A					RVR 1500m			100	3800' (675') 2800m
B								135	
C	RVR 550m	RVR 750m	RVR 1200m		RVR 1600m	CMV 2400m		180	4650' (1525') 5000m
D								205	

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.

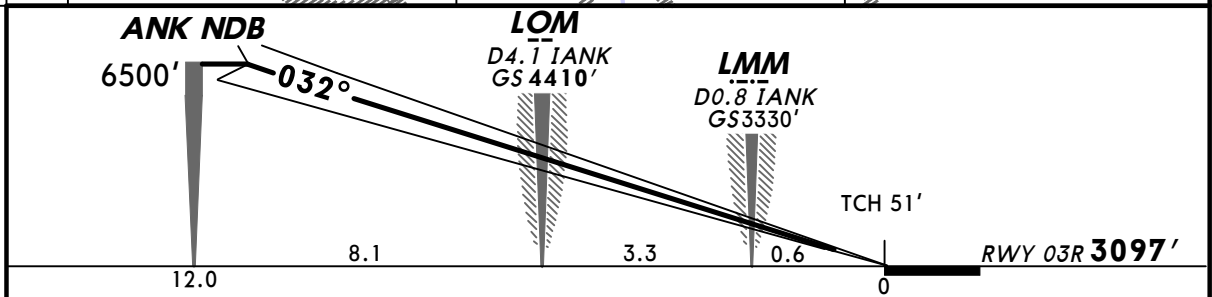
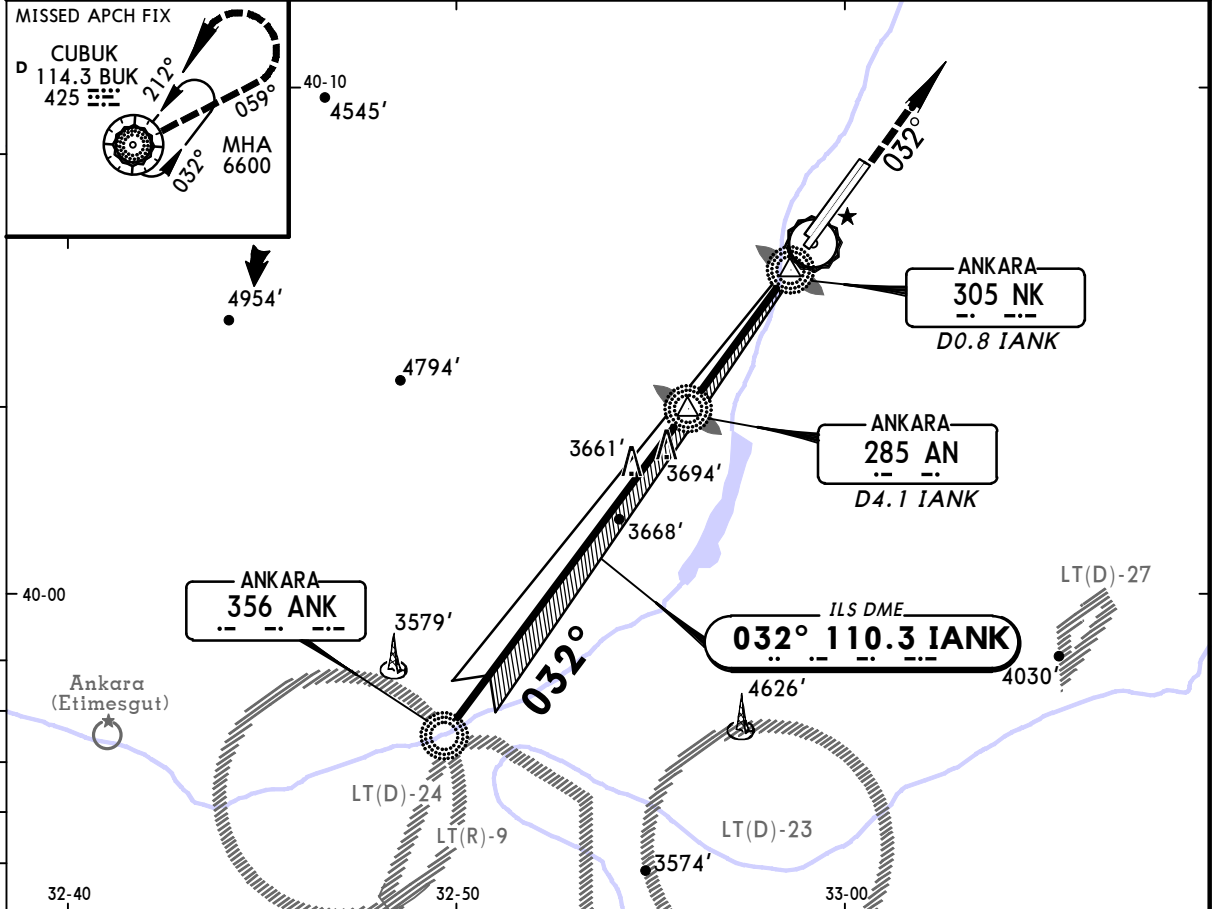
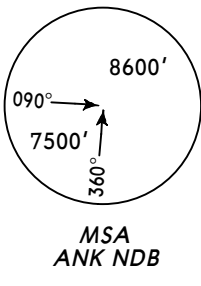
Alt Set: hPa

Rwy Elev: 108 hPa

Trans level: By ATC

Trans alt: 10000'

Special Aircrew and Acft Certification required.

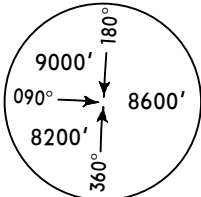


Gnd speed-Kts	70	90	100	120	140	160			
GS	3.00°	372	478	531	637	743	849		

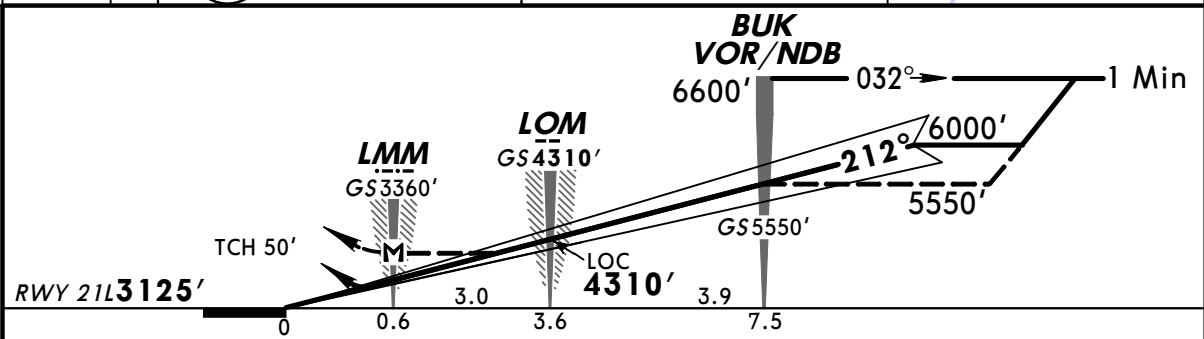
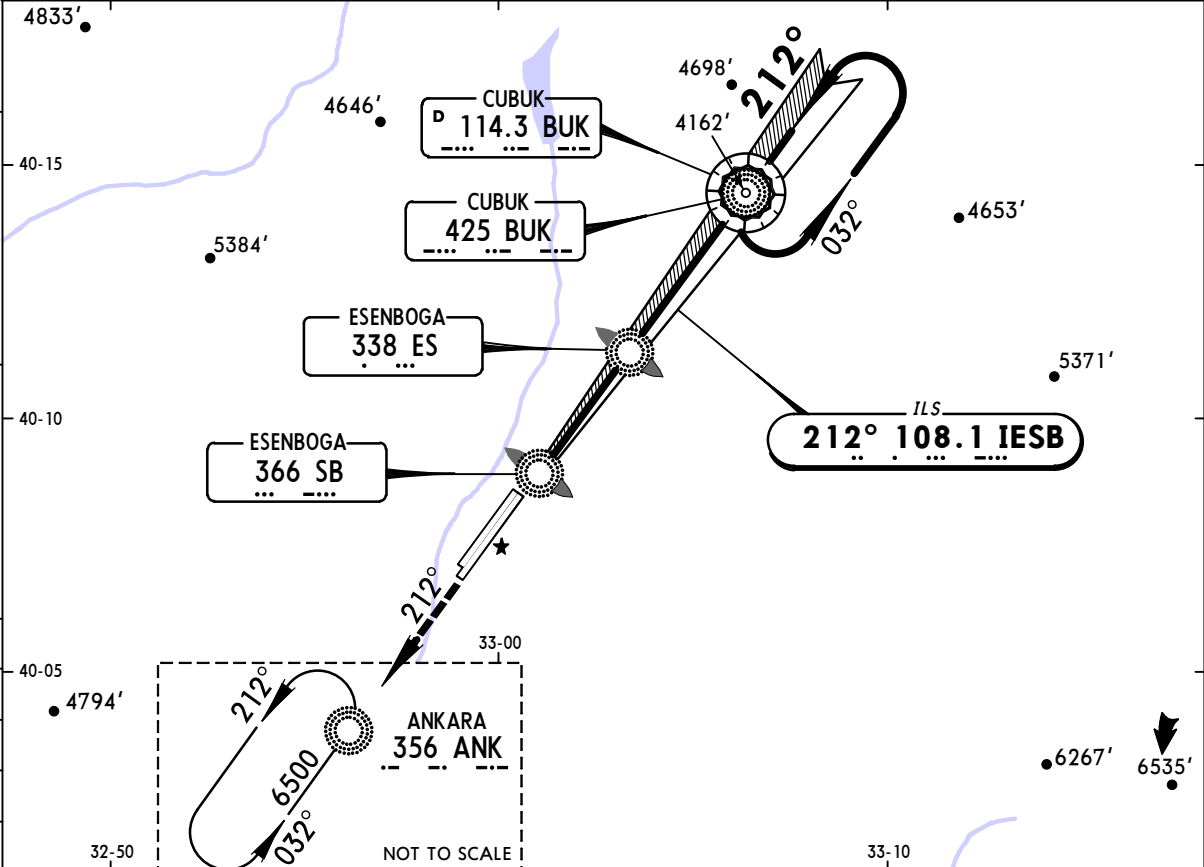
Standard		STRAIGHT-IN LANDING RWY 03R	
CAT IIIA ILS		CAT II ILS ABCD	
DH 50'		RA 110'	
		DA(H) 3197' (100')	
RVR 200m		RVR 300m	

ATIS 123.6	ESENBOGA Approach (R) 119.1 119.6 122.1			ESENBOGA Tower 118.1	Ground 121.9
LOC IESB 108.1	Final Apch Crs 212°	GS LOM 4310' (1185')	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'	

MSA
BUK VOR/NDB



MSA
BUK VOR/NDB



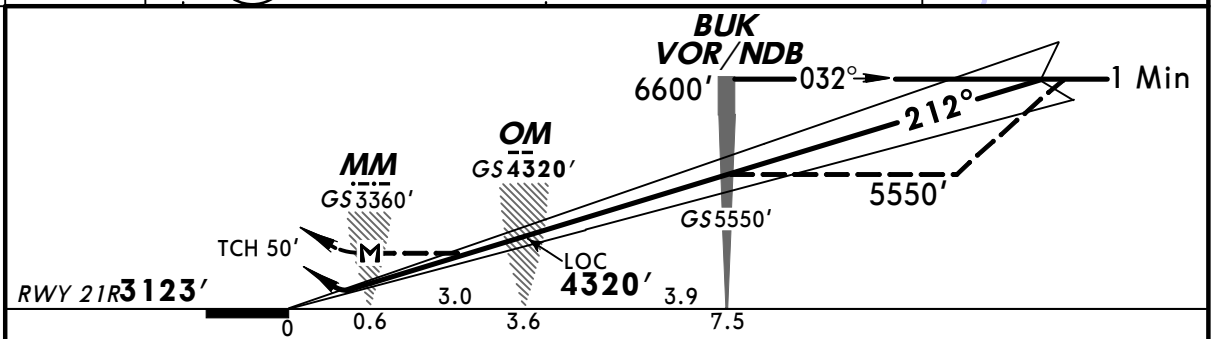
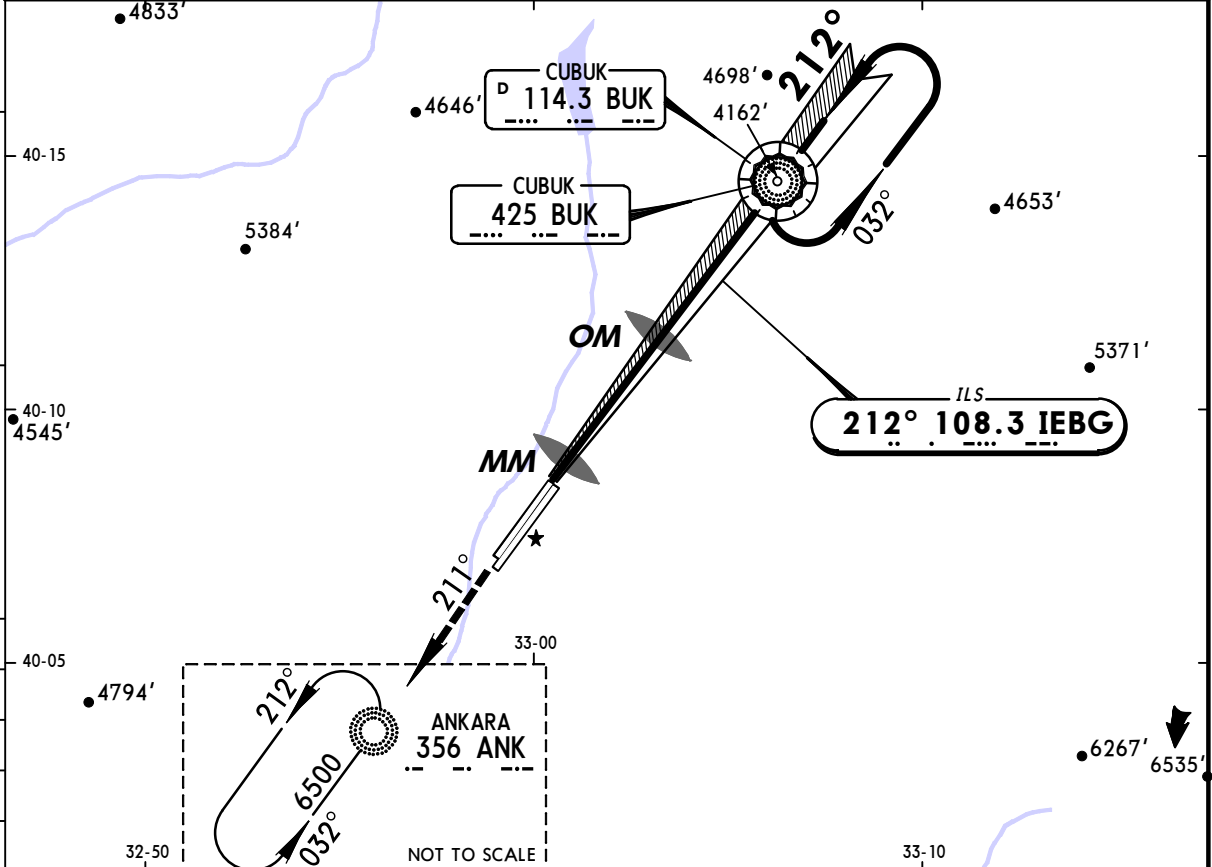
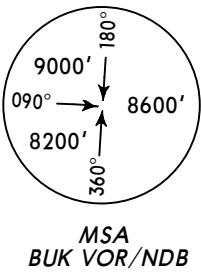
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II		6500'	on 212°	ANK 356
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849	PAPI				
MAP at LMM											

Standard						STRAIGHT-IN LANDING RWY 21L						CIRCLE-TO-LAND					
ILS DA(H) 3325' (200')			LOC (GS out) MDA(H) 3600' (475')														
FULL		Limited	ALS out			ALS out		Max Kts	MDA(H)		VIS						
A								100									
B								135									
C								180									
D								205									

ATIS		ESENBOGA Approach (R)		ESENBOGA Tower		Ground			
123.6		119.1 119.6 122.1		118.1		121.9			
LOC IEBG 108.3		Final Apch Crs 212°		GS OM 4320' (1197')		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'			

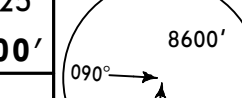
A circular diagram with a vertical line and a horizontal line intersecting at the center. The vertical line has arrows at both ends pointing to the top and bottom. The horizontal line has an arrow pointing to the right. The top of the vertical line is labeled '180°'. The bottom of the vertical line is labeled '360°'. The right side of the horizontal line is labeled '90°'. There are three numerical values: '9000'' at the top, '8600'' on the right, and '8200'' at the bottom.

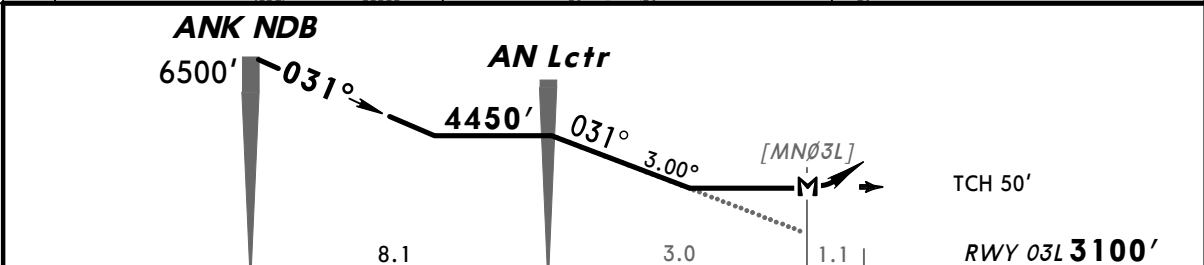
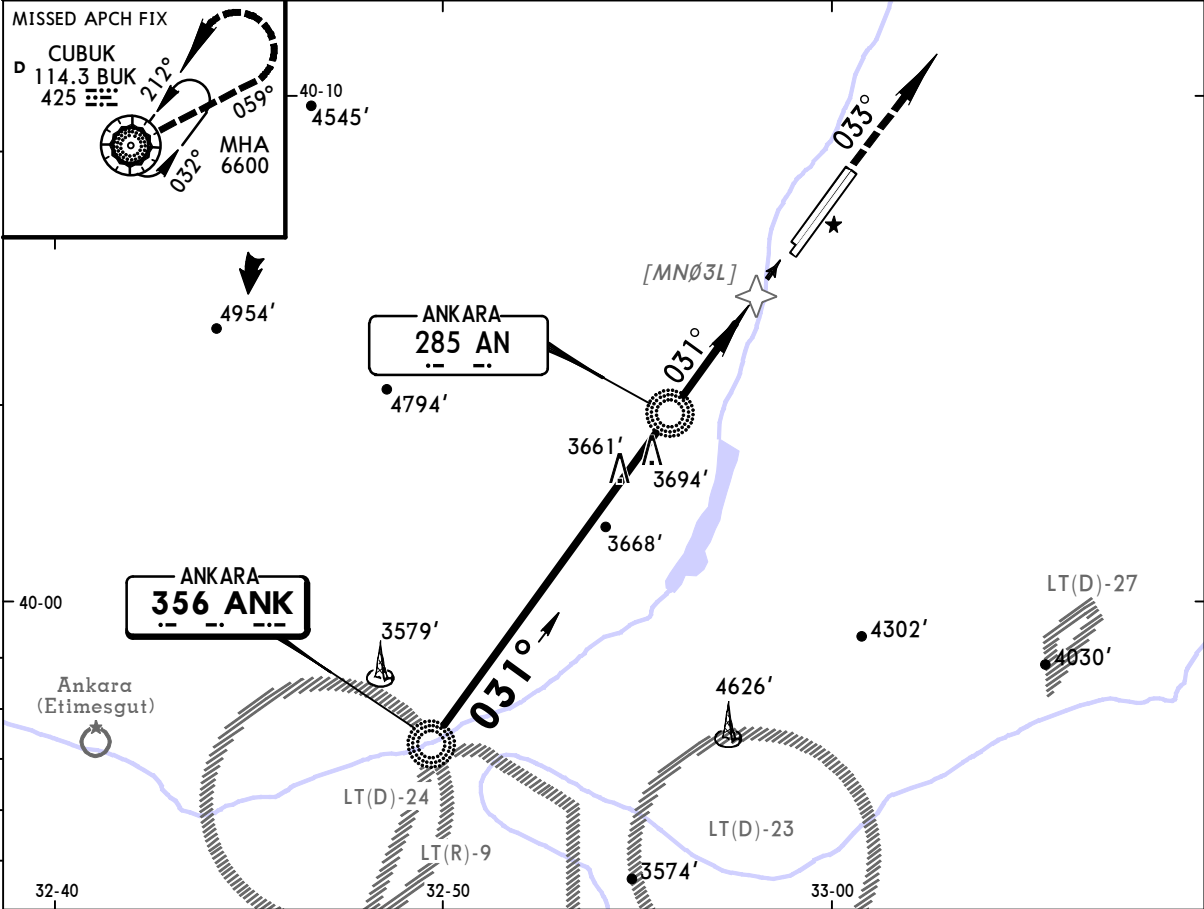
MSA
BUK VOR/NDB



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

Standard		STRAIGHT-IN LANDING RWY 21R				CIRCLE-TO-LAND	
ILS			LOC (GS out)				
DA(H) 3323' (200')			MDA(H) 3600' (477')				
FULL		Limited	ALS out		Max Kts	MDA(H) _____ VIS _____	
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1500m			
B							
C							
D							
				RVR 1500m	CMV 2200m	180	4650' (1525') 5000m
						205	

ATIS		ESENBOGA Approach (R)		ESENBOGA Tower		Ground	
123.6		119.1 119.6 122.1		118.1		121.9	
NDB ANK 356	Final Apch Crs 031°	Minimum Alt AN Lctr 4450' (1350')	MDA(H) 3650' (550')	Apt Elev 3125' RWY 3100'		 090° → 8600' ↑ 7500' 360°	
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'	
MSA ANK NDB							



TO DISPL THRESH	12.1	8.1	4.1	3.0	1.1	0	RWY 03L 3100'	
Gnd speed-Kts	70	90	100	120	140	160		
Descent Angle 3.00°	372	478	531	637	743	849		
AN Lctr to MAP 3.0	2:34	2:00	1:48	1:30	1:17	1:08		

Standard				CIRCLE-TO-LAND			
STRAIGHT-IN LANDING RWY 03L							
MDA(H) 3650' (550')							
			ALS out	Max Kts	MDA(H)	VIS	
A	1600m		2300m	100	3800' (675')		2800m
B				135			
C	2200m		2900m	180	4650' (1525')		5000m
D				205			

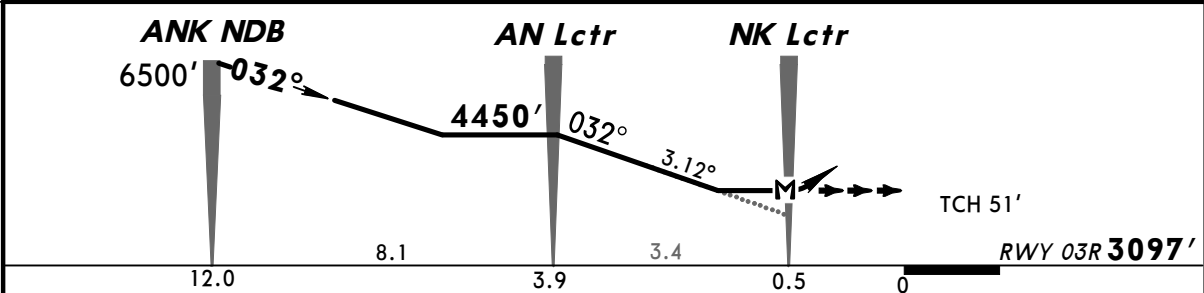
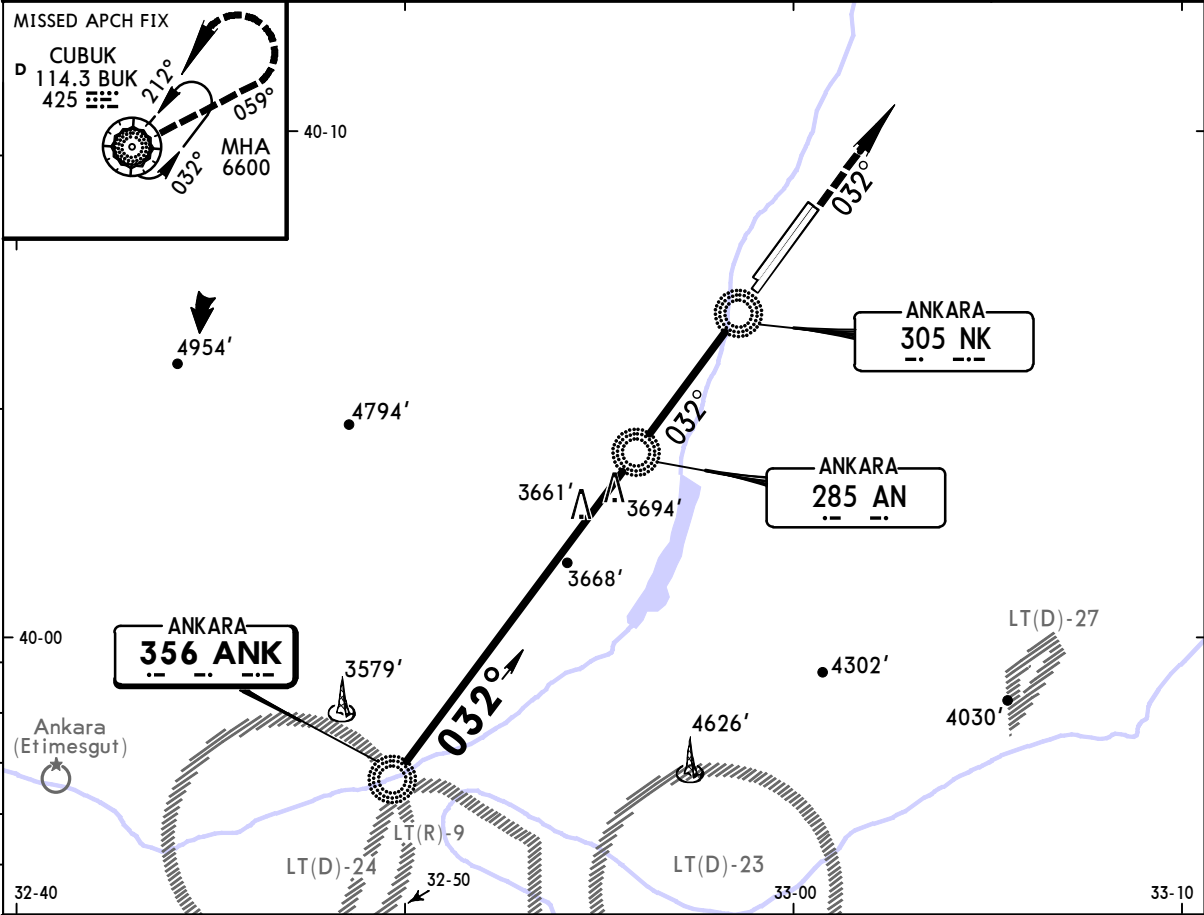
ATIS		ESENBOGA Approach (R)		ESENBOGA Tower		Ground	
123.6		119.1 119.6 122.1		118.1		121.9	
NDB ANK 356	Final Apch Crs 032°	Minimum Alt AN Lctr 4450' (1353')	MDA(H) 3650' (553')	Apt Elev 3125' RWY 3097'			
MISSED APCH: Proceed to BUK VOR/NDB climbing to 5500' or above, continue climb on 059° to 6600', then turn LEFT to BUK VOR/NDB and hold.							

Alt Set: hPa

Rwy Elev: 108 hPa

Trans level: By ATC

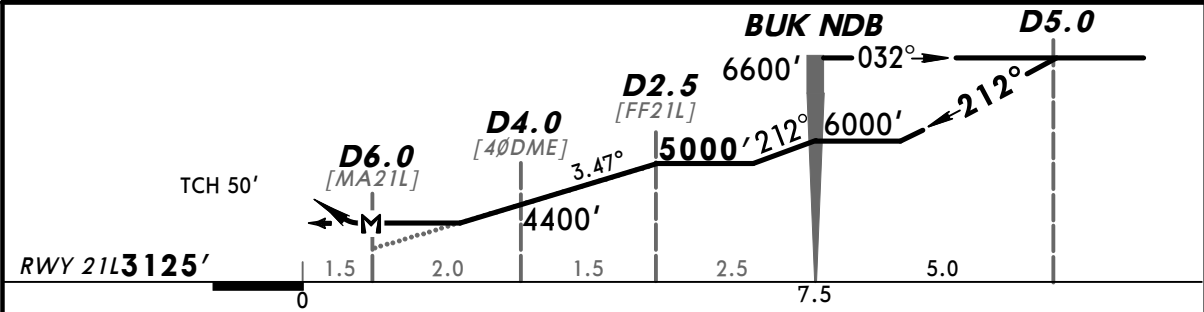
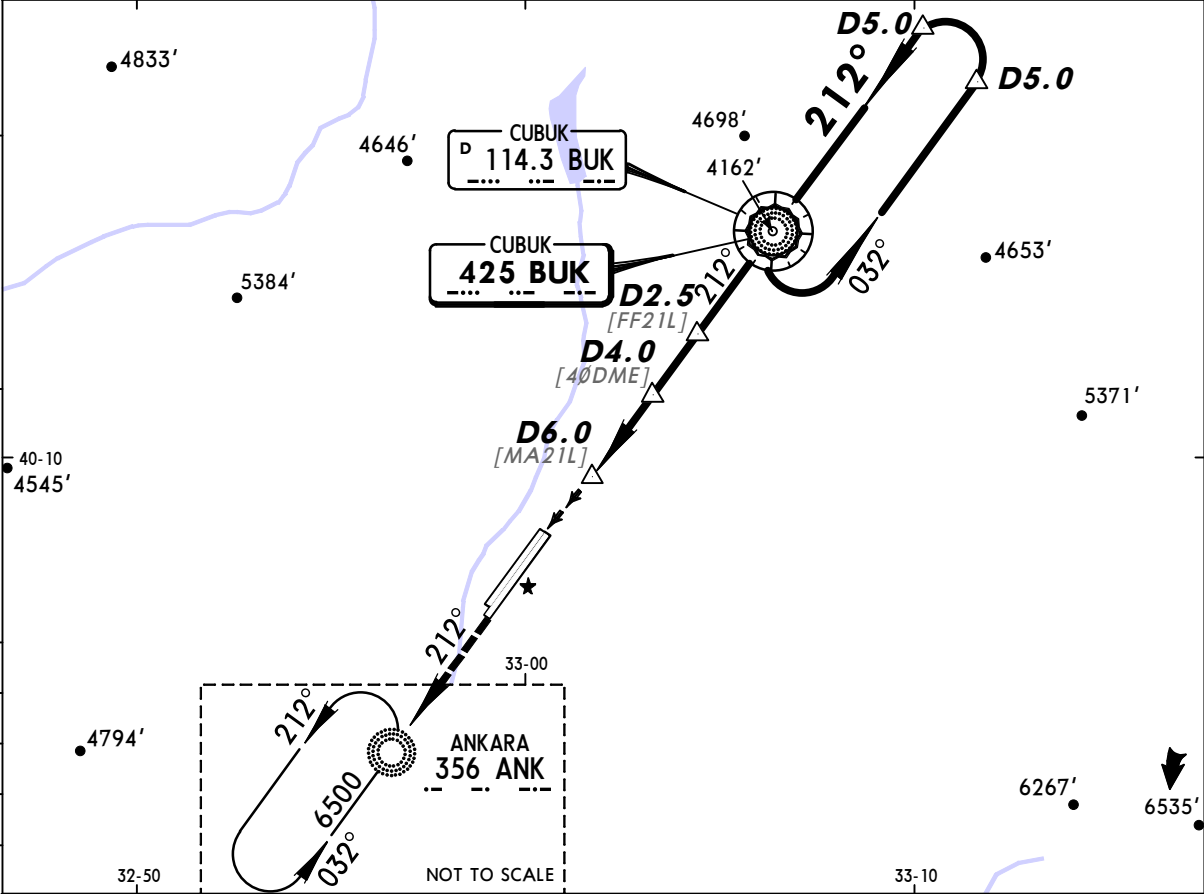
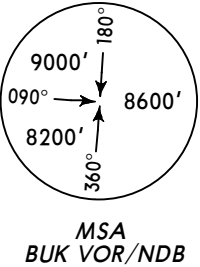
Trans alt: 10000'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II		5500'	BUK 114.3 425
Descent Angle 3.12°	386	497	552	662	773	883	PAPI	PAPI		
MAP at NK Lctr										

Standard				CIRCLE-TO-LAND			
STRAIGHT-IN LANDING RWY 03R							
MDA(H) 3650'(553')							
		ALS out		Max Kts.	MDA(H)	VIS	
A				100	3800' (675')	2800m	
B	1500m		2200m	135			
C				180	4650' (1525')	5000m	
D	2100m		2800m	205			

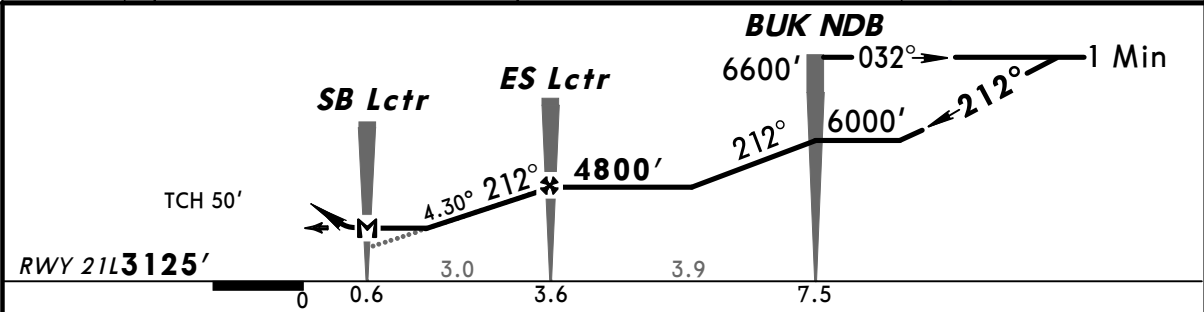
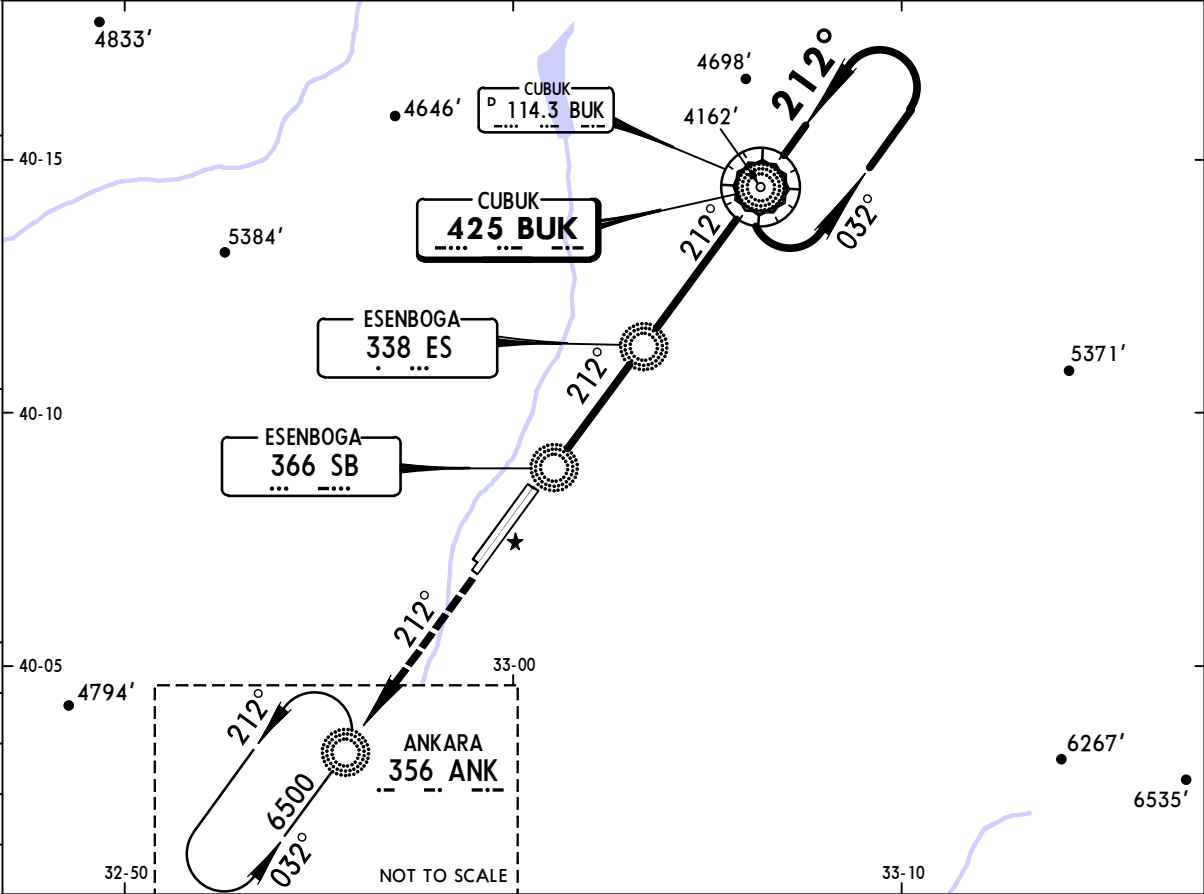
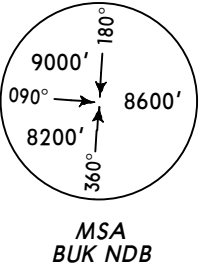
ATIS 123.6	ESENBOGA Approach (R) 119.1 119.6 122.1			ESENBOGA Tower 118.1	Ground 121.9
NDB BUK 425	Final Apch Crs 212°	Minimum Alt D5.0 5000' (1875')	MDA(H) 3650' (525')	Apt Elev 3125' RWY 3125'	
MISSED APCH: Climb on 212° to cross ANK NDB at 6500' and hold.					
Alt Set: hPa		Rwy Elev: 109 hPa	Trans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



Gnd speed-Kts	70	90	100	120	140	160		HIALS-II PAPI
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Standard				CIRCLE-TO-LAND			
STRAIGHT-IN LANDING RWY 21L							
MDA(H) 3650' (525')							
		ALS out		Max Kts	MDA(H)		VIS
A	1500m	2100m		100	3800' (675')		2800m
B				135			
C	2000m	2700m		180	4650' (1525')		5000m
D				205			

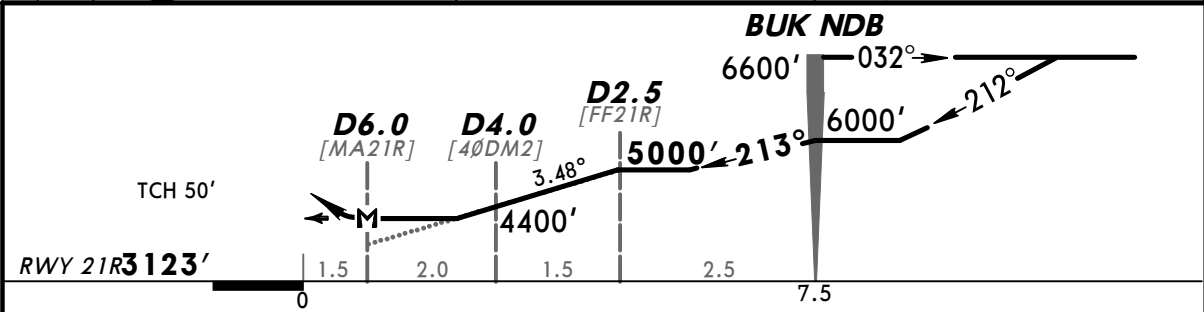
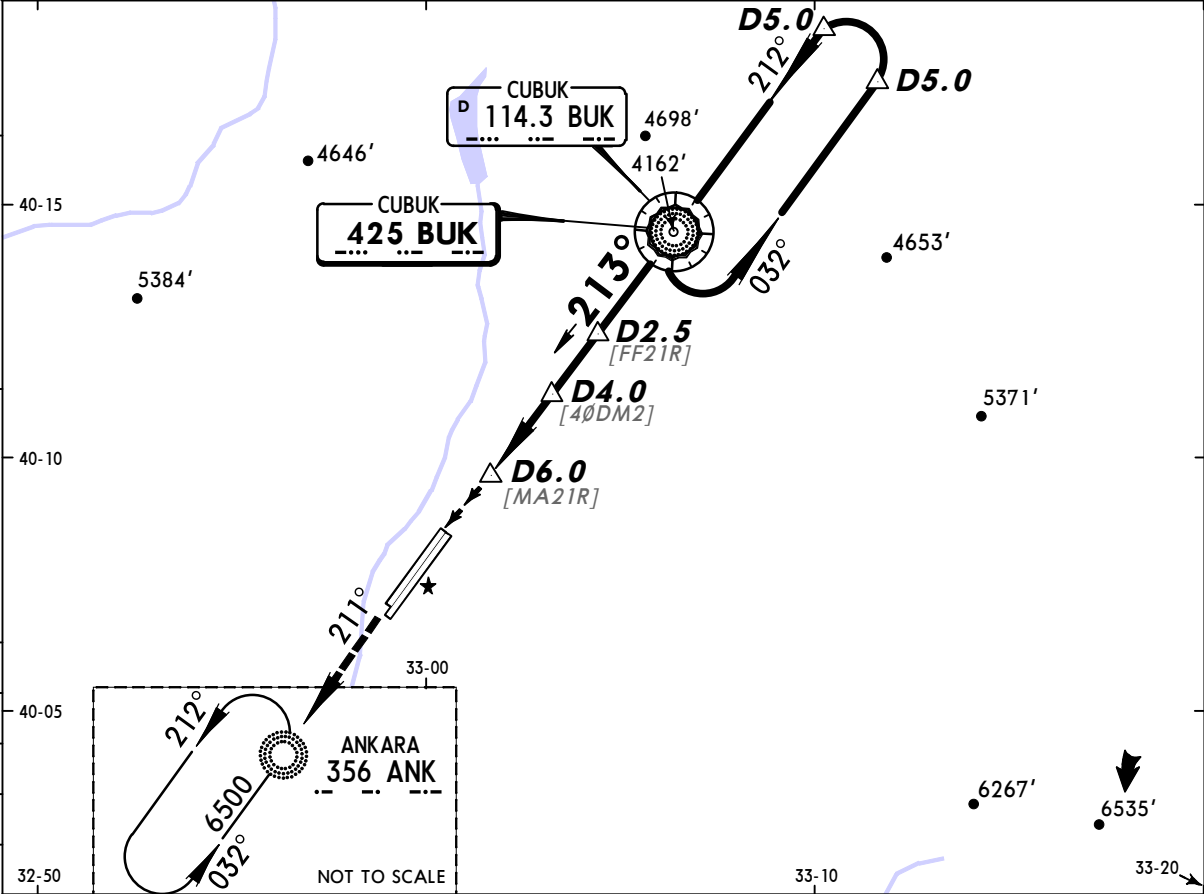
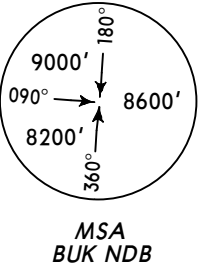
ATIS 123.6	ESENBOGA Approach (R) 119.1 119.6 122.1			ESENBOGA Tower 118.1	Ground 121.9
NDB BUK 425	Final Apch Crs 212°	Minimum Alt ES Lctr 4800' (1675')	MDA(H) 3800' (675')	Apt Elev 3125' RWY 3125'	
MISSED APCH: Climb on 212° to cross ANK NDB at 6500' and hold.					
Alt Set: hPa	Rwy Elev: 109 hPa		Trans level: By ATC		Trans alt: 10000'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II		6500' on 212°	ANK 356
Descent Angle 4.30°	533	685	761	914	1066	1218	PAPI			
MAP at SB Lctr										

Standard				STRAIGHT-IN LANDING RWY 21L				CIRCLE-TO-LAND			
				MDA(H) 3800' (675')							
				ALS out							
A											
B	2000m				2700m				3800' (675') 2800m		
C											
D	2700m				3400m				4650' (1525') 5000m		

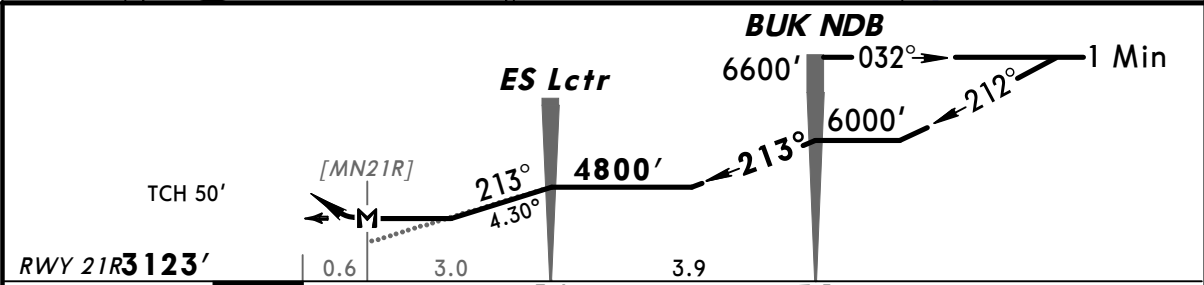
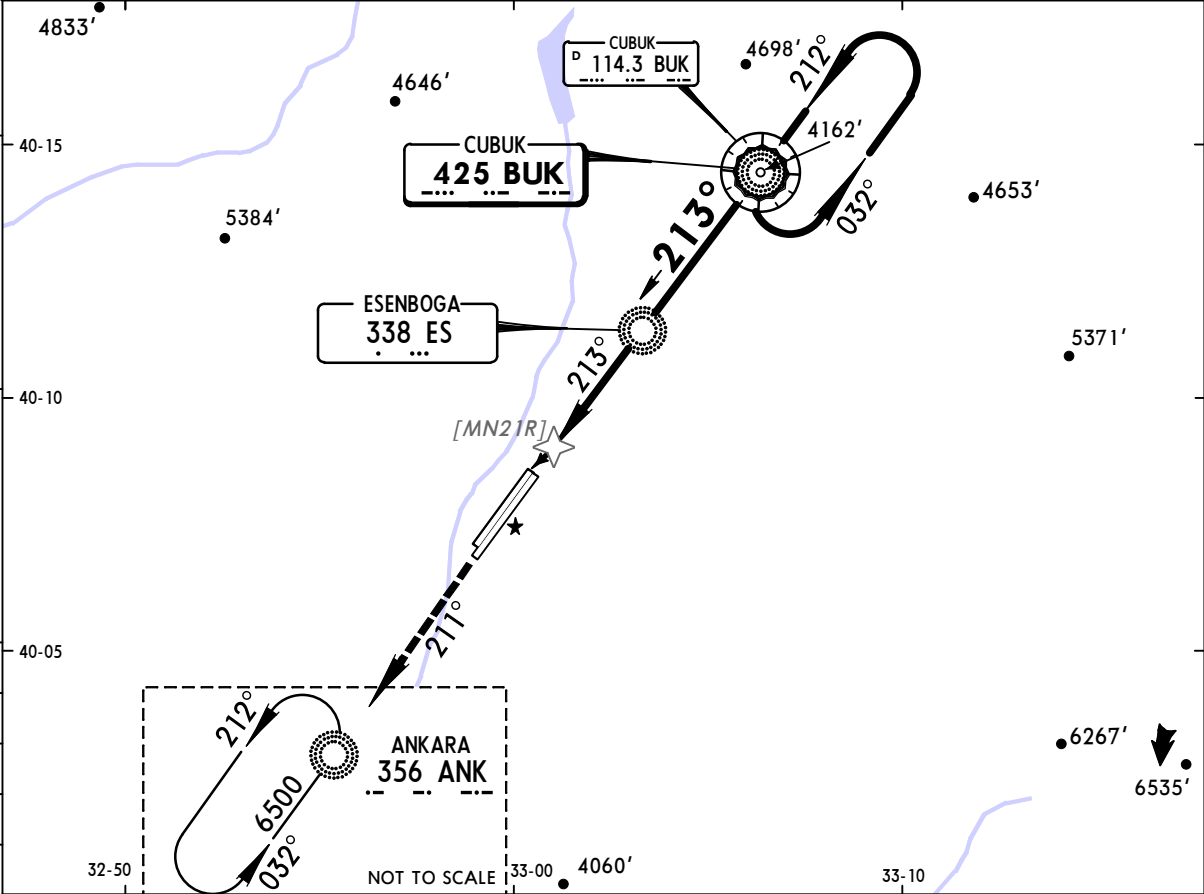
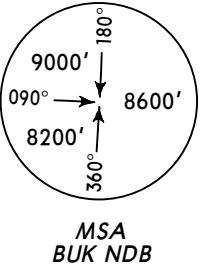
ATIS 123.6	ESENBOGA Approach (R) 119.1 119.6 122.1			ESENBOGA Tower 118.1	Ground 121.9
NDB BUK 425	Final Apch Crs 213°	Minimum Alt D2.5 5000' (1877')	MDA(H) 3650' (527')	Apt Elev 3125' RWY 3123'	
MISSED APCH: Climb on 211° to cross ANK NDB at 6500' and hold.					
Alt Set: hPa	Rwy Elev: 109 hPa		Trans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



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II		6500'	on 211°	ANK 356
Descent Angle	3.48°	431	554	616	739	862	985	PAPI	PAPI		
MAP at D6.0											

Standard STRAIGHT-IN LANDING RWY 21R						CIRCLE-TO-LAND			
MDA(H) 3650' (527')									
			ALS out			Max Kts	MDA(H)		VIS
A						100			
B	1500m			2100m		135	3800' (675')		2800m
C						180			
D	2000m			2700m		205	4650' (1525')		5000m

ATIS 123.6	ESENBOGA Approach (R) 119.1 119.6 122.1			ESENBOGA Tower 118.1	Ground 121.9
NDB BUK 425	Final Apch Crs 213°	Minimum Alt ES Lctr 4800' (1677')	MDA(H) 3800' (677')	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'



0 3.6 7.5							HIALS-II PAPI PAPI 6500' ↑ on 211° ANK 356			
Gnd speed-Kts	70	90	100	120	140	160				
Descent Angle 4.30°	533	685	761	914	1066	1218				
ES Lctr to MAP 3.0	2:34	2:00	1:48	1:30	1:17	1:08				

Standard				CIRCLE-TO-LAND			
STRAIGHT-IN LANDING RWY 21R							
MDA(H) 3800' (677')							
		ALS out		Max Kts	MDA(H)		
A				100			
B	2000m		2700m	135	3800' (675')		2800m
C				180			
D	2700m		3400m	205	4650' (1525')		5000m