

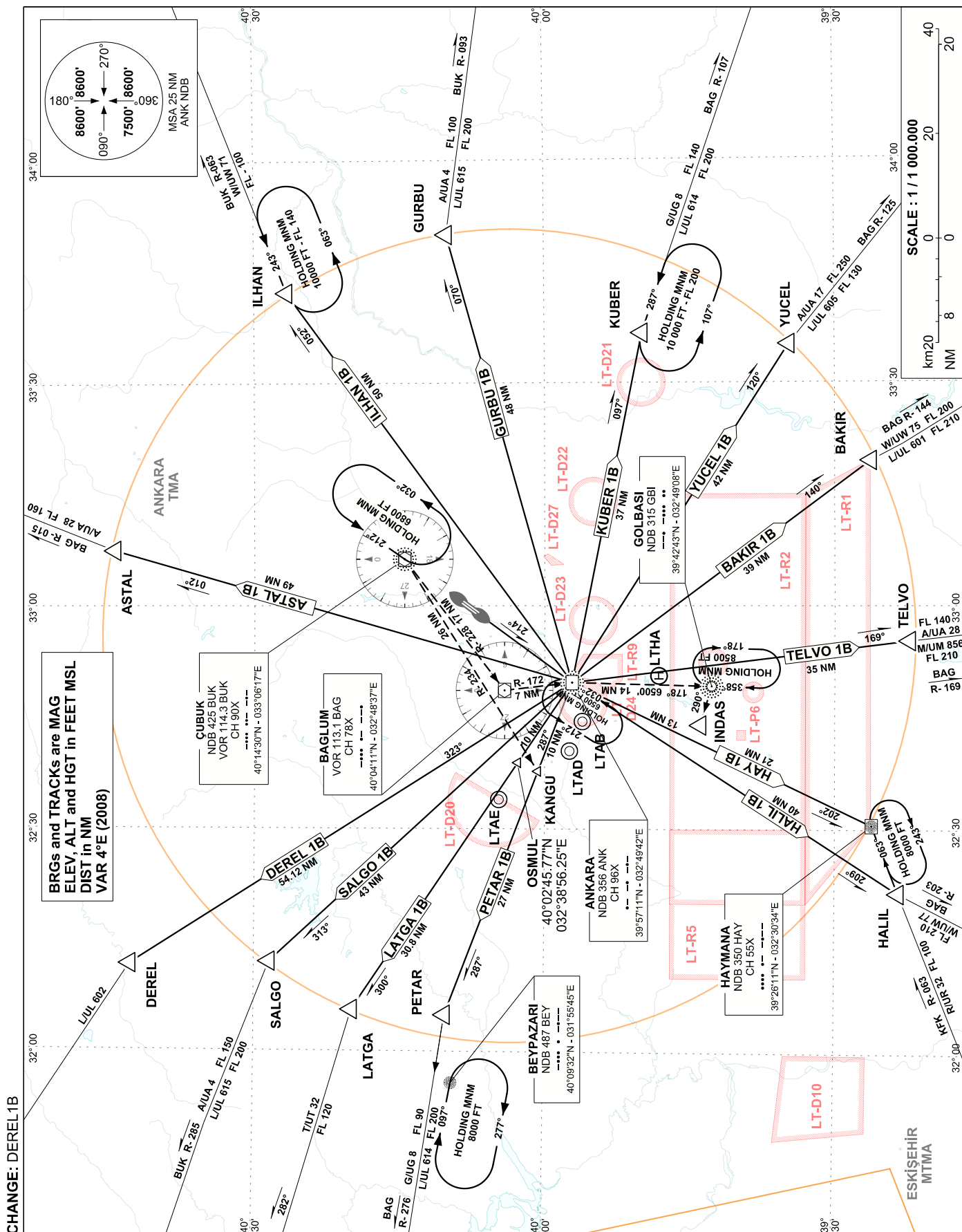
STANDARD DEPARTURE  
CHART INSTRUMENT (SID)  
ICAO

TRANSITION ALTITUDE  
10 000 FT

TWR : 257.8 - 118.1  
APP : 122.1 - 119.1 - 119.6 - 120.6

ANKARA/ESENBOĞA

RWY 21L/R



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**ANKARA / ESENBOĞA AIRPORT**

**STANDARD INSTRUMENT DEPARTURE ROUTES FOR RWY 21L/R  
(BASED ON ANK NDB)**

**After take off proceed to ANK then;**

**HALIL 1B  
(HALIL ONE BRAVO)**

Intercept 209° of ANK NDB to HALİL and join AWY.

**PETAR 1B  
(PETAR ONE BRAVO)**

Right turn intercept 287° of ANK NDB to PETAR and join AWY.

**SALGO 1B  
(SALGO ONE BRAVO)**

Right turn intercept 313° of ANK NDB to SALGO and join AWY.

**NOTE 1:** This SID is only authorized for the traffic originated from ANKARA/ Esenboğa Airport to points beyond İstanbul FIR when there is no jet activity within AKINCI (LTAE) CTR.

**ASTAL 1B  
(ASTAL ONE BRAVO)**

Right turn intercept 012° of ANK NDB to ASTAL and join AWY.

**ILHAN 1B  
(İLHAN ONE BRAVO)**

Left turn intercept 052° of ANK NDB to ILHAN and join AWY.

**GURBU 1B  
(GURBU ONE BRAVO)**

Left turn intercept 070° of ANK NDB to GURBU and join AWY.

**KUBER 1B  
(KUBER ONE BRAVO)**

Left turn intercept 097° of ANK NDB to KUBER and join AWY.

**YUCEL 1B  
(YUCEL ONE BRAVO)**

Left turn intercept 120° of ANK NDB to YUCEL cross at or above FL 250 and join AWY.

**BAKIR 1B  
(BAKIR ONE BRAVO)**

Left turn intercept 140° of ANK NDB to BAKIR and join AWY AWY.

**TELVO 1B  
(TELVO ONE BRAVO)**

Left turn intercept 169° of ANK NDB to TELVO and join AWY.

**HAY 1B  
(HAYMANA ONE BRAVO)**

Intercept 202° of ANK NDB to HAY NDB then right turn and join AWY.

**NOTE 2:** Minimum climb gradient of % 3.3 (approx. 200 FT /NM) shall be maintained until passing ANK NDB.

**LATGA 1B  
(LATGA ONE BRAVO)**

Right turn intercept 300° of ANK NDB to LATGA and join AWY.

**DEREL 1B  
(DEREL ONE BRAVO)**

Right turn intercept 323° of ANK NDB to DEREL and join AWY.

**NOTE:** This SID is only authorized for the traffic originated from ANKARA/ Esenboğa Airport to points beyond İstanbul FIR when BUK-MAKOL segment of AWY L602 available and when there is no jet activity within AKINCI (LTAE) CTR.