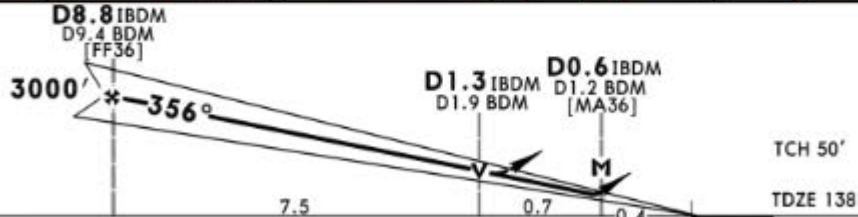
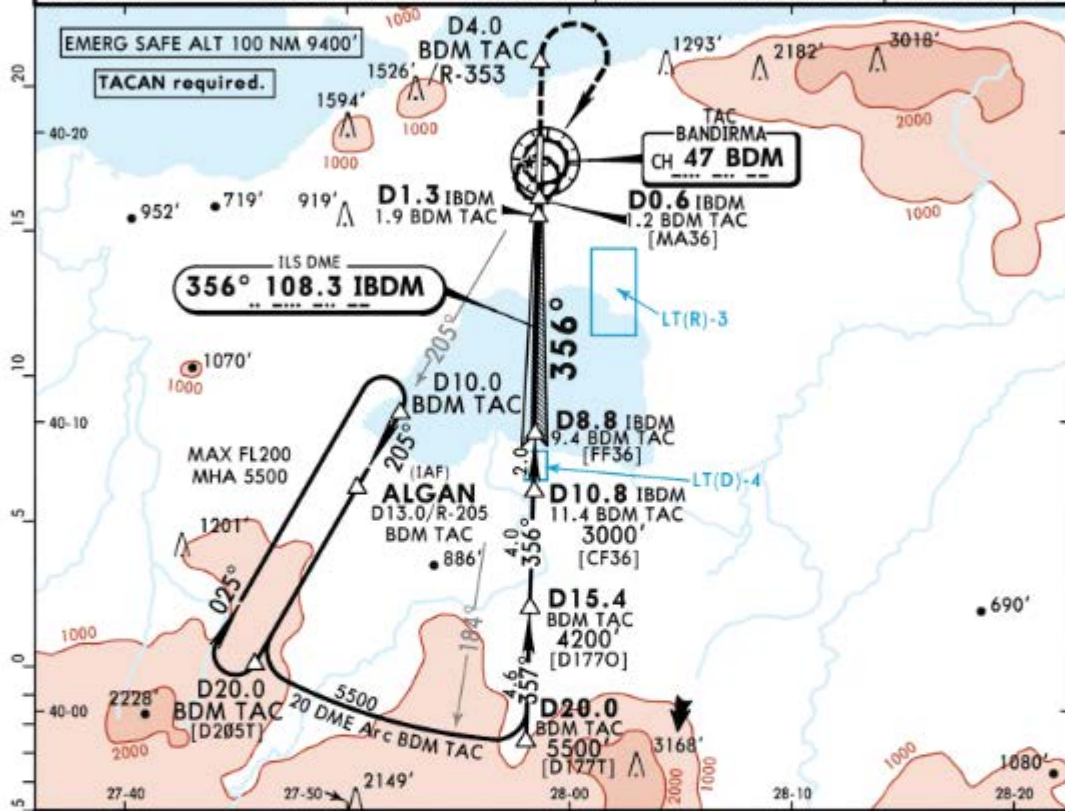


LTBG/BDM
BANDIRMA

JEPPESEN
3 AUG 18
Eff 16 Aug **(31-1)** MISSED APCH CLIMB GRAD
MIM 3.62% up to 5500'

BALIKESIR, TURKEY
ILS or LOC Z Rwy 36

ATIS 128.35		BANDIRMA Approach 122.1			BANDIRMA Tower 122.1	
LOC IBDM 108.3	Final Apch Crs 356°	GS D8.8 IBDM 3000' (2862')	ILS DA(H) 338' (200')	Apt Elev 170' TDZE 138'		4200
<p>MISSED APCH: Climb on R-353 BDM TAC to D4.0 BDM TAC, then turn RIGHT, proceed R-205/D20.0 BDM TAC, climb 5500' or above and contact APP.</p> <p>Alt Set: hPa TDZE Elev: 5 hPa Trans level: By ATC Trans alt: 10000' MSA BDM TAC</p>						



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI 	D4.0 BDM TAC on R-353		
ILS GS or LOC Descent Angle	3.00°									
MAP at D0.6 IBDM/D1.2 BDM										

Military				STRAIGHT-IN LANDING RWY 36 Missed apch climb gradient mim 3.62% up to 5500' ILS DA(H) 338' (200') FULL/Limited ALS out		CIRCLE-TO-LAND LOC (GS out) MDA(H) 540' (402') MDA(H) ALS out		
PANS OPS	A					Max Kts	MDA(H)	VIS
	B					100	860' (690')	2000m
	C	800m	1200m			135	870' (700')	2000m
	D			1200m	2000m	180	1070' (900')	4400m
						205	1490' (1320')	4800m

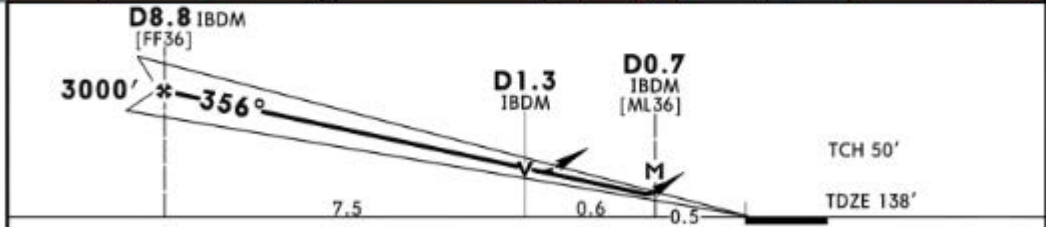
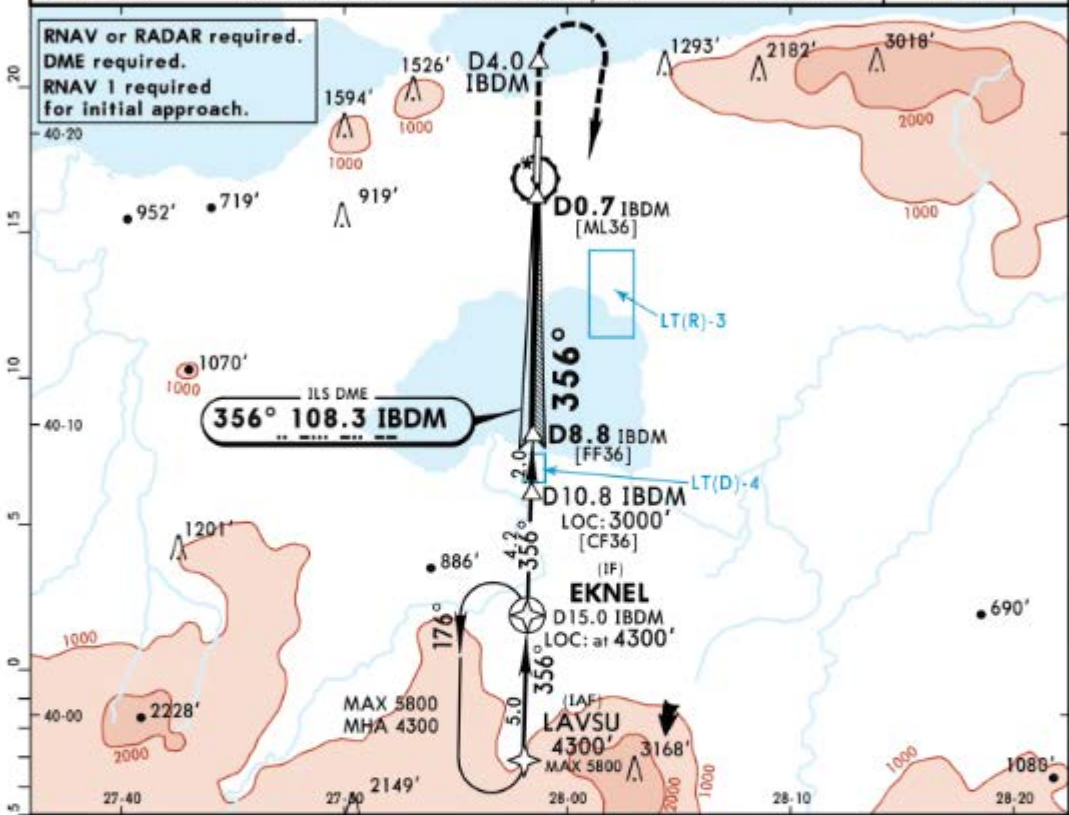
CAUTION: Mim bank angle 30°.
CHANGES: TCH. © JEPPESEN, 2017, 2018. ALL RIGHTS RESERVED.

**LTBG/BDM
BANDIRMA**

JEPPESEN
3 AUG 18 **(31-2)** MISSED APCH CLIMB GRAD
Eff 16 Aug MIM 3.46% up to 4300'

**BALIKESIR, TURKEY
ILS or LOC Y Rwy 36**

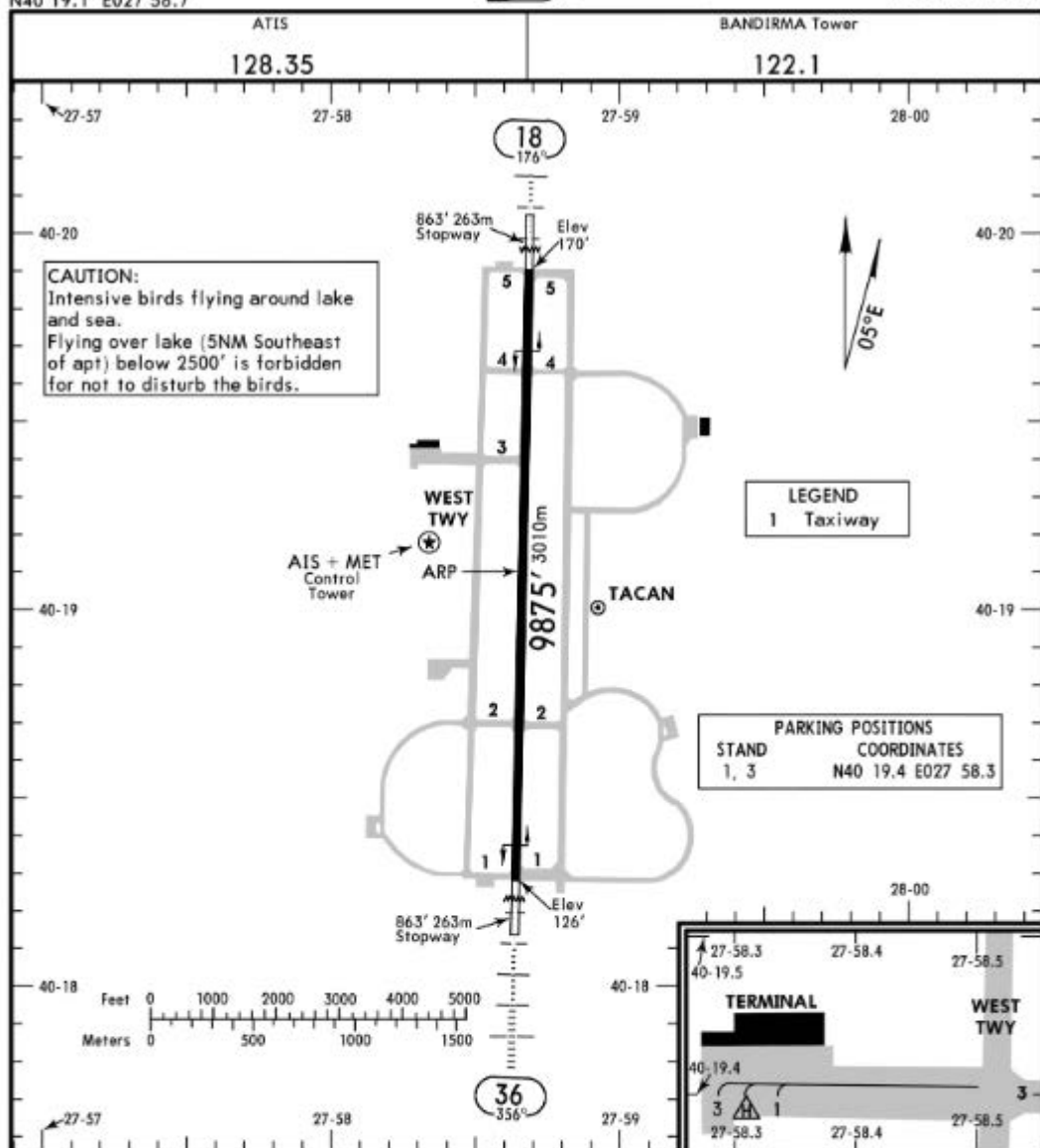
ATIS 128.35		BANDIRMA Approach 122.1			BANDIRMA Tower 122.1	
LOC IBDM 108.3	Final Apch Crs 356°	GS D8.8 IBDM 3000' (2862')	ILS DA(H) 338' (200')	Apt Elev 170'	4200	
MISSED APCH: Climb on RWY track to D4.0 IBDM, then turn RIGHT, proceed EKNEL climbing to 4300' or above and contact APP. Minimum bank angle 20°.						
Alt Set: hPa		TDZE Elev: 5 hPa		Trans level: By ATC		Trans alt: 10000'
						MSA RW36



Grnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI D4.0 IBDM on RWY track
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	
MAP at D0.7 IBDM							

Military				CIRCLE-TO-LAND			
STRAIGHT-IN LANDING RWY 36 Missed apch climb gradient mim 3.46% up to 4300'							
ILS		LOC (GS out)					
DA(H) 338' (200')		MDA(H) 540' (402')					
FULL/Limited		ALS out		ALS out		Max Kts	
A						100	860' (690') 2000m
B						135	870' (700') 2000m
C	800m	1200m	1200m	2000m		180	1070' (900') 4400m
D						205	1490' (1320') 4800m

CAUTION: Mim bank angle 30°.
CHANGES: MAP DME reading. TCH. © JEPPESEN, 2015, 2018. ALL RIGHTS RESERVED.



ADDITIONAL RUNWAY INFORMATION

RWY	USABLE LENGTHS				TAKE-OFF	WIDTH
	HIRL (60m)	HIALS	PAPI (angle 3.0°)	LANDING BEYOND		
18	HIRL (60m)	HIALS	PAPI (angle 3.0°)		1	151'
36	HIRL (60m)	HIALS	SFL PAPI (angle 3.0°)	8903' 2714m		46m

1 TAKE-OFF RUN AVAILABLE

RWY 18:

From rwy head 9875' (3010m)
twy 4 int 8054' (2455m)

RWY 36:

From rwy head 9875' (3010m)
twy 2 int 7461' (2274m)

Standard

TAKE-OFF

	Low Visibility Take-off		Adequate vis ref (Day only)
	Day: RL & RCLM Night: RL	Day: RL or RCLM Night: RL	
A			
B			
C	RVR 300m	400m	500m
D			

Apt Elev
170'

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

