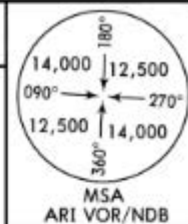


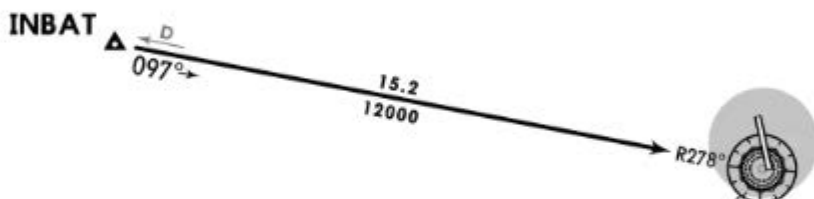
Apt Elev
5461'

Alt Set: hPa Trans level: By ATC Trans alt: 15000'



INBAT 1D [INBA1D]
RWY 16 ARRIVAL

INBAT 1F [INBA1F]
RWY 34 ARRIVAL



AGRI
D 116.7 ARI
N39 38.8 E043 01.6
*289 ARI
N39 38.8 E043 01.6



HOLDINGS OVER ARI

Runway 16
MHA 12000



Runway 34
MHA 12000



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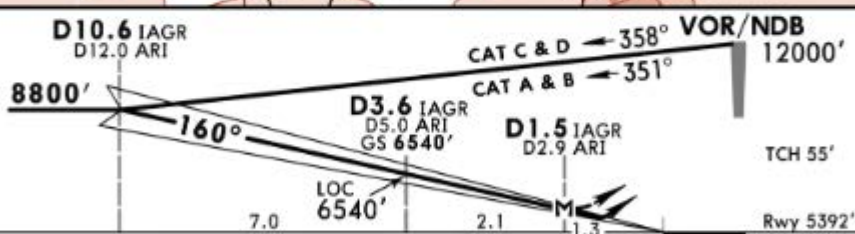
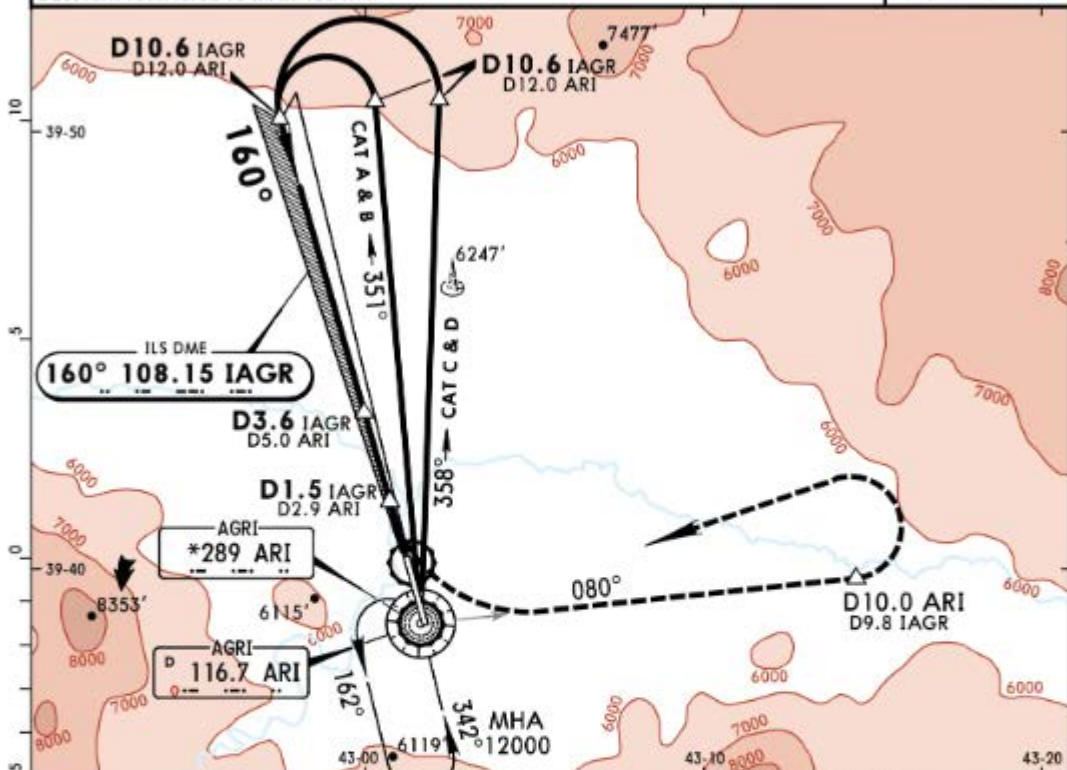
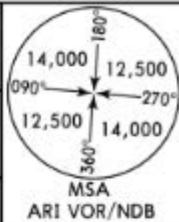
2 FEB 18

JEPPESSEN

(11-1) VOR DME ILS or NDB DME ILS Rwy 16

AGRI, TURKEY

| | | | | | |
|---|------------------------------|---|--------------------------------|-----------------------------|-------------------|
| *AGRI Approach | | *AGRI Tower | | *Ground | |
| 118.050 | 118.475 | 118.050 118.475 | | 121.725 | |
| LOC IAGR 108.15 | Final Apx Crs 160° | GS D3.6 IAGR 6540' (1148') | ILS DA(H) Refer to Minimums | Apt Elev 5461' Rwy 5392' | |
| MISSED APCH: Turn LEFT to intercept R-080 ARI (080° from NDB) climbing to D10.0 ARI (D9.8 IAGR), then turn LEFT climbing to 12000' to VOR/NDB and hold. MAX 185 KT until inbound to VOR/NDB. | | | | | |
| Alt Set: hPa | | Rwy Elev: 183 hPa | Trans level: By ATC | | Trans alt: 15000' |
| Baseturn restricted to MAX 185 KT. | | | | | |



| | | | | | | | | | |
|---------------------------|-------|-----|-----|-----|-----|-----|-------|--------|-----------------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | HIALS | ARI | 080° |
| Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 | 185 KT | from ARI |
| MAP at D1.5 IAGR/D2.9 ARI | | | | | | | | MAX | LT |
| | | | | | | | | | on 116.7 or R-080 289 |

| | | | | | | | | | |
|----------------------------------|----------|----------------------------------|----------|----------------------------|--|---------------------|----------------|---------|---------------------|
| Standard | | | | STRAIGHT-IN LANDING RWY 16 | | | CIRCLE-TO-LAND | | |
| Missed apch climb grad mim. 3.5% | | Missed apch climb grad mim. 2.5% | | LOC (GS out) | | | CDFA | | |
| DA(H) 5640' (248') | | DA(H) 5740' (348') | | DA/MDA(H) 5860' (468') | | | | | |
| FULL | | ALS out | | FULL | | ALS out | | ALS out | |
| A | | | | RVR 1500m | | RVR 1500m | | Max Kts | MDA(H) VIS |
| B | RVR 550m | RVR 1300m | RVR 900m | RVR 1500m | | RVR 1500m | | 100 | 7400' (1939') 1500m |
| C | | | | RVR 1600m | | RVR 1500m RVR 2200m | | 135 | 7400' (1939') 1600m |
| D | | | | RVR 1600m | | RVR 1500m RVR 2200m | | 180 | 7400' (1939') 2400m |
| | | | | RVR 1600m | | RVR 1500m RVR 2200m | | 205 | 7400' (1939') 3600m |

W/o HUD/AP/FD: RVR 750m

CHANGES: Reissue.

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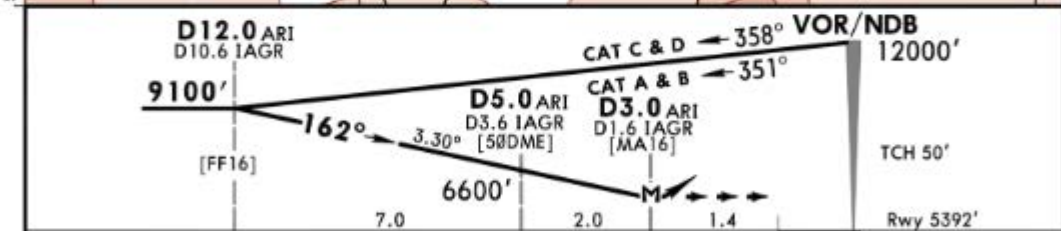
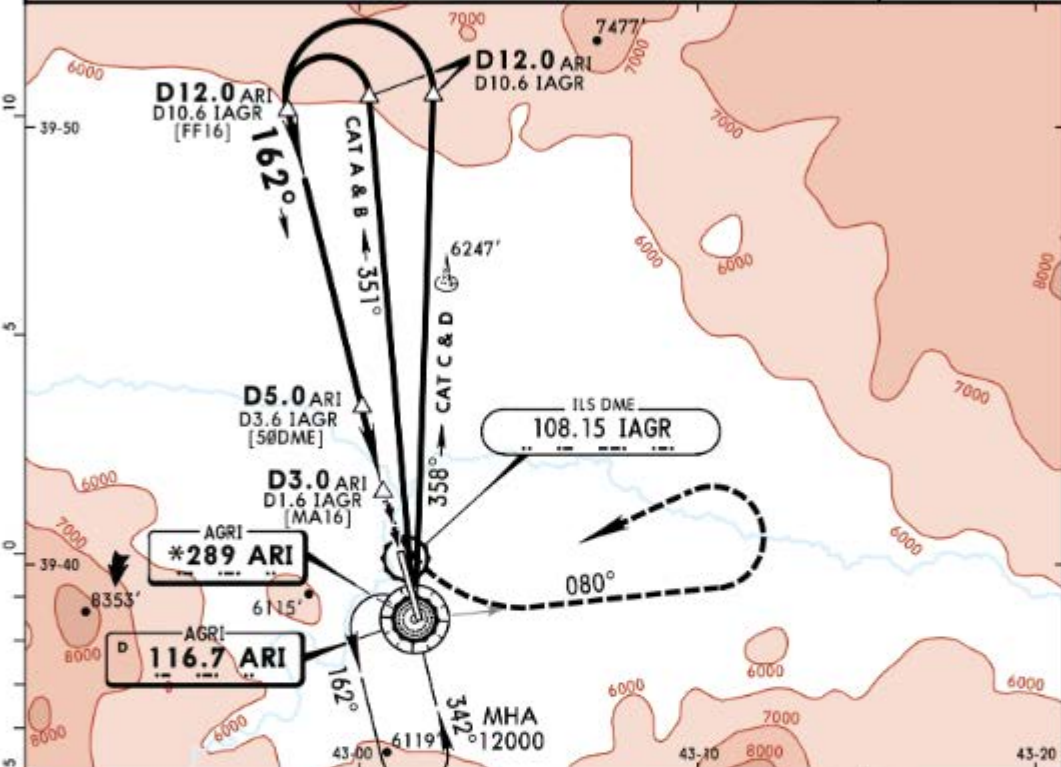
2 FEB 18

(13-1)

VOR DME or NDB DME Rwy 16

AGRI, TURKEY

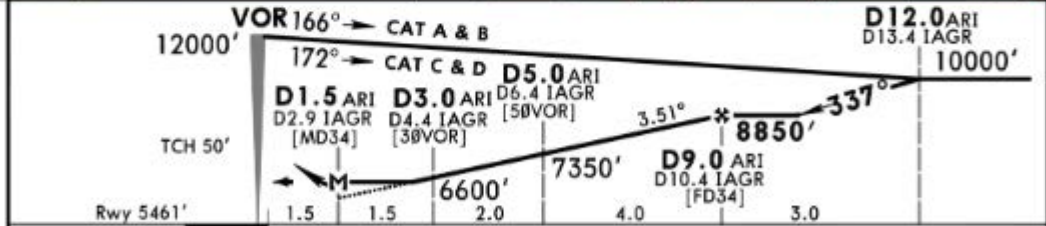
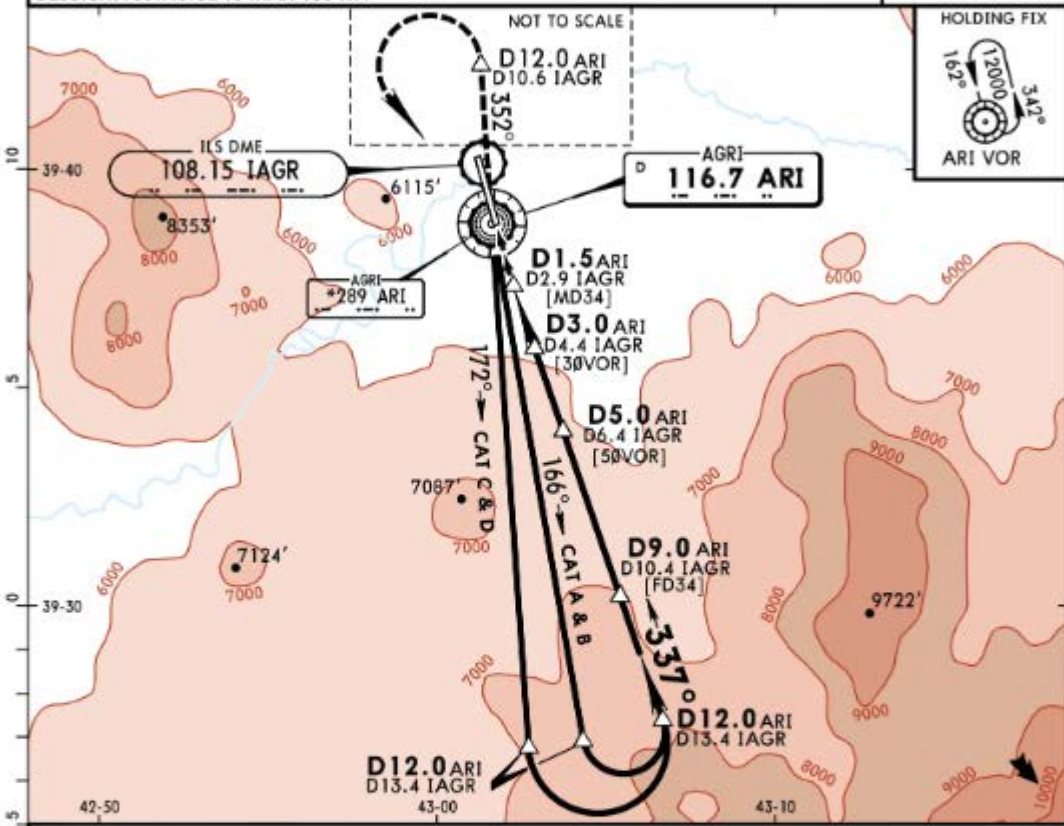
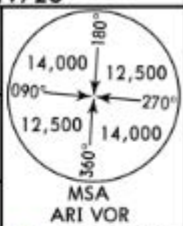
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|--|---------|-------------------|-----------------------|---------------------|----------------|-------------------|--|--|
| *AGRI Approach | | | *AGRI Tower | | | *Ground | | |
| 118.050 118.475 | | | 118.050 118.475 | | | 121.725 | | |
| VOR ARI | NDB ARI | Final Apch Crs | Minimum Alt D12.0 ARI | DA/MDA(H) | Apt Elev 5461' | | | |
| 116.7 | *289 | 162° | 9100' (3708') | 5860' (468') | Rwy 5392' | | | |
| <p>MISSED APCH: Turn LEFT on R-080 (080° from NDB) climbing to 7400', then turn LEFT climbing to 12000' to VOR/NDB and hold. MAX 185 KT until inbound to VOR/NDB.</p> | | | | | | | | |
| Alt Set: hPa | | Rwy Elev: 183 hPa | | Trans level: By ATC | | Trans alt: 15000' | | |
| <p>Baseturn restricted to MAX 185 KT.</p> | | | | | | | | |



| | | | | | | | | | | | |
|---------------------------|-------|-----|-----|-----|-----|-----|---------------|---------------|-------|--------------------------------|----------------------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | HIALS PAPI | 185 KT MAX | 7400' | ARI on 116.7 or R-080 | 080° from ARI 289 |
| Descent Angle | 3.30° | 409 | 526 | 584 | 701 | 817 | | | | | |
| MAP at D3.0 ARI/D1.6 IAGR | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-----------|--|--|--|--|--|----------------------------|--|--|--|--|--|-------------------------|--|--|--|--|--|--|--|--|--|--|--|-------------------------|--|--|--|--|--|--|--|--|--|--|--|
| Standard | | | | | | STRAIGHT-IN LANDING RWY 16 | | | | | | CIRCLE-TO-LAND | | | | | | | | | | | | | | | | | | | | | | | |
| CDFA | | | | | | | | | | | | DA/MDA(H): 5860' (468') | | | | | | | | | | | | | | | | | | | | | | | |
| RVR 1500m | | | | | | | | | | | | ALS out | | | | | | | | | | | | Max Kts. | | | | | | | | | | | |
| RVR 1500m | | | | | | | | | | | | RVR 1500m | | | | | | | | | | | | 100 7400' (1939') 1500m | | | | | | | | | | | |
| RVR 1500m | | | | | | | | | | | | RVR 2200m | | | | | | | | | | | | 135 7400' (1939') 1600m | | | | | | | | | | | |
| RVR 1500m | | | | | | | | | | | | RVR 2200m | | | | | | | | | | | | 180 7400' (1939') 2400m | | | | | | | | | | | |
| RVR 1500m | | | | | | | | | | | | RVR 2200m | | | | | | | | | | | | 205 7400' (1939') 3600m | | | | | | | | | | | |

| | | | | |
|--|-------------------------------|---|----------------------------------|-----------------------------|
| *AGRI Approach 118.050 118.475 | | *AGRI Tower 118.050 118.475 | | *Ground 121.725 |
| VOR ARI 116.7 | Final Apch Crs 337° | Minimum Alt D9.0 ARI 8850' (3389') | DA/MDA(H) 6230' (769') | Apt Elev 5461' Rwy 5461' |
| MISSED APCH: Climb on R-352 to D12.0 ARI (D10.6 IAGR), then turn LEFT climbing to 12000' and proceed to VOR and hold. MAX 185 KT until inbound to VOR. | | | | |
| Alt Set: hPa | | Rwy Elev: 185 hPa | Trans level: By ATC | Trans alt: 15000' |
| Baseturn restricted to MAX 185 KT. | | | | |



| | | | | | | | | | |
|---------------------------|-----|-----|-----|-----|-----|-----|---------------|---------------|-----------------------------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | HIALS PAPI | 185 KT MAX | D12.0 ARI on RT R-352 |
| Descent Angle 3.51° | 435 | 559 | 621 | 745 | 870 | 994 | | | |
| MAP at D1.5 ARI/D2.9 IAGR | | | | | | | | | |

| | | | | | | | | | |
|----------|-----------|--|--|----------------------------|---------------|--|----------------|--------|-----|
| Standard | | | | STRAIGHT-IN LANDING RWY 34 | | | CIRCLE-TO-LAND | | |
| CDFA | | | | DA/MDA(H) 6230' (769') | | | | | |
| | | | | ALS out | | | Max Kts | MDA(H) | VIS |
| A | RVR 1500m | | | 100 | 7400' (1939') | | 1500m | | |
| B | RVR 1500m | | | 135 | 7400' (1939') | | 1600m | | |
| C | RVR 2400m | | | 180 | 7400' (1939') | | 2400m | | |
| D | RVR 2400m | | | 205 | 7400' (1939') | | 3600m | | |

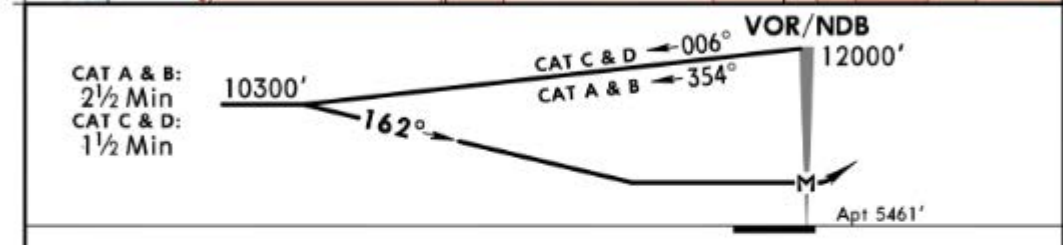
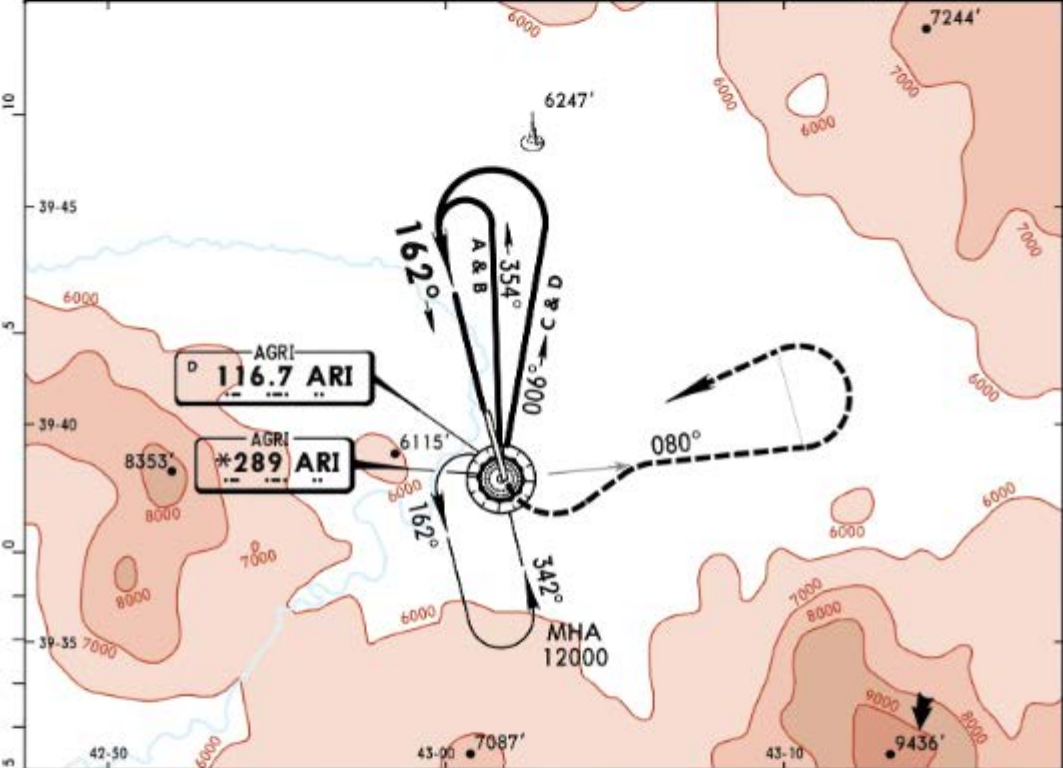
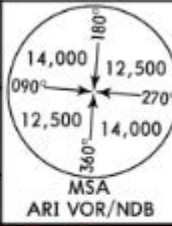
PANS OPS

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JEPPESEN
19 JAN 18 **13-3** Eff 1 Feb

AGRI, TURKEY
VOR or NDB

| | | | | | | | | |
|---|---------|----------------|-------------------|-----------------|---------------------|---------|-------------------|--|
| *AGRI Approach | | | *AGRI Tower | | | *Ground | | |
| 118.050 | | 118.475 | | 118.050 118.475 | | 121.725 | | |
| VOR ARI | NDB ARI | Final Apch Crs | Minimum Alt | MDA(H) | Apt Elev 5461' | | | |
| 116.7 | *289 | 162° | No FAF | 8500' (3039') | | | | |
| MISSED APCH: Turn LEFT and climb on R-080 (080° from NDB) to 9900', then turn LEFT climbing to 12000' to VOR/NDB and hold. MAX 185 KT until inbound to VOR/NDB. | | | | | | | | |
| Alt Set: hPa | | | Apt Elev: 185 hPa | | Trans level: By ATC | | Trans alt: 15000' | |
| Baseturn restricted to MAX 185 KT. | | | | | | | | |



| | | | | | |
|----------------|-----------------------------------|------------|-------------|------------------|---------------|
| MAP at VOR/NDB | Lighting - Refer to Airport Chart | 185 KT MAX | 9900' on LT | ARI 116.7 or 289 | 080° from ARI |
|----------------|-----------------------------------|------------|-------------|------------------|---------------|

| | | | | |
|------------------------------|---|----------------|-----------------------|------------|
| Standard STRAIGHT-IN LANDING | | CIRCLE-TO-LAND | | |
| PANS OPS | A | Max Kts: 100 | MDA(H): 8500' (3039') | VIS: 1500m |
| | B | 135 | 8500' (3039') | 1600m |
| | C | 180 | 8500' (3039') | 2400m |
| | D | 205 | 8500' (3039') | 3600m |
| NOT AUTHORIZED | | | | |

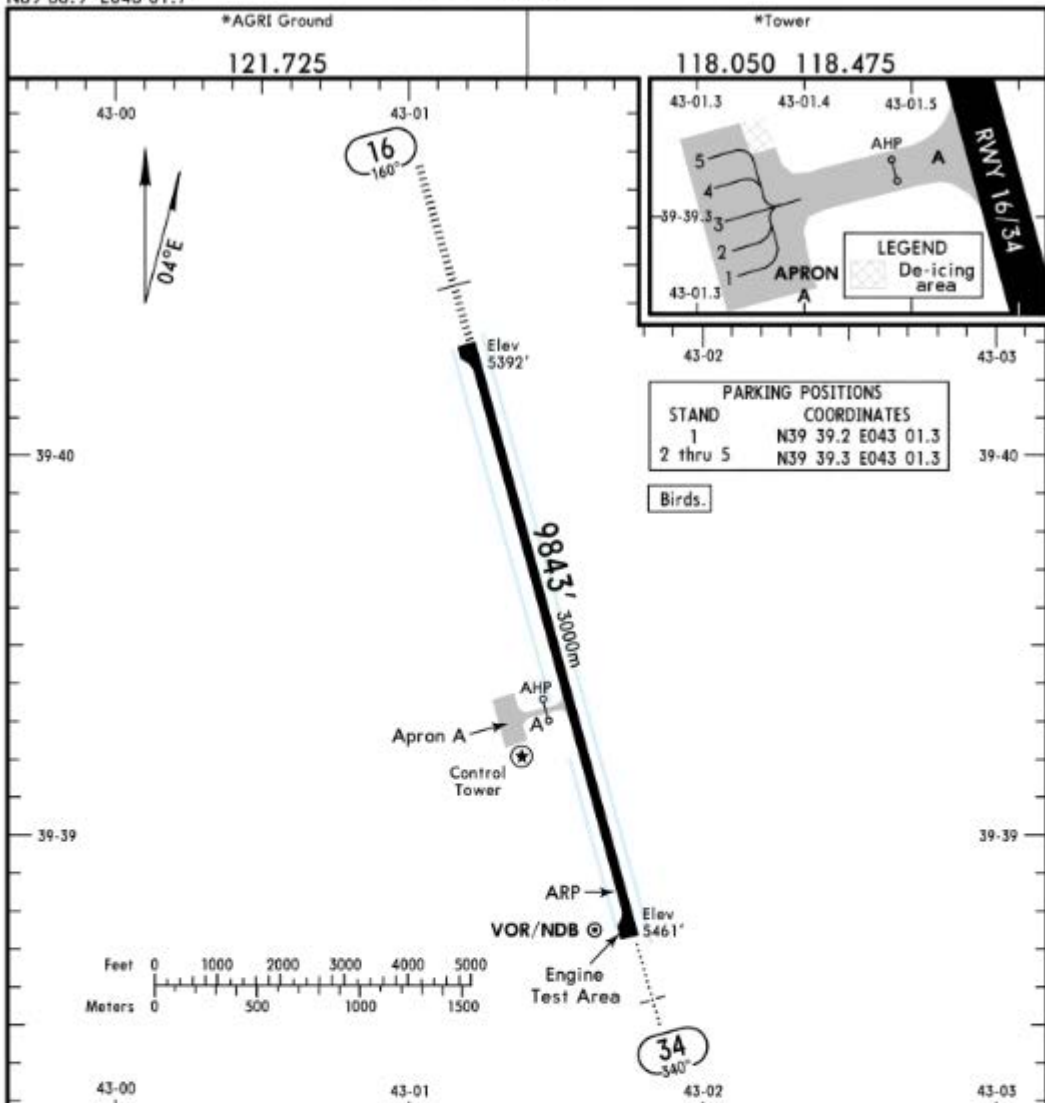
CHANGES: Circle minimums.

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LTCO/AJI
Apt Elev 5461'
N39 38.9 E043 01.7

JEPPESSEN
16 FEB 18 (10-9) Eff 1 Mar

AGRI, TURKEY
AHMED-I HANI



ADDITIONAL RUNWAY INFORMATION

| RWY | THRESHOLD | USABLE LENGTHS | LANDING BEYOND | TAKE-OFF | WIDTH |
|----------|--|----------------|----------------|----------|-------------|
| | | | | | |
| 16 34 | HIRL (60m) CL (15m) HIALS REIL PAPI-L (3.0°) | 8810' 2685m | | | 148' 45m |

Standard

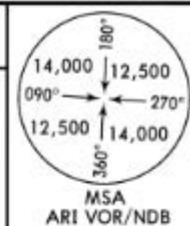
TAKE-OFF

Low Visibility Take-off

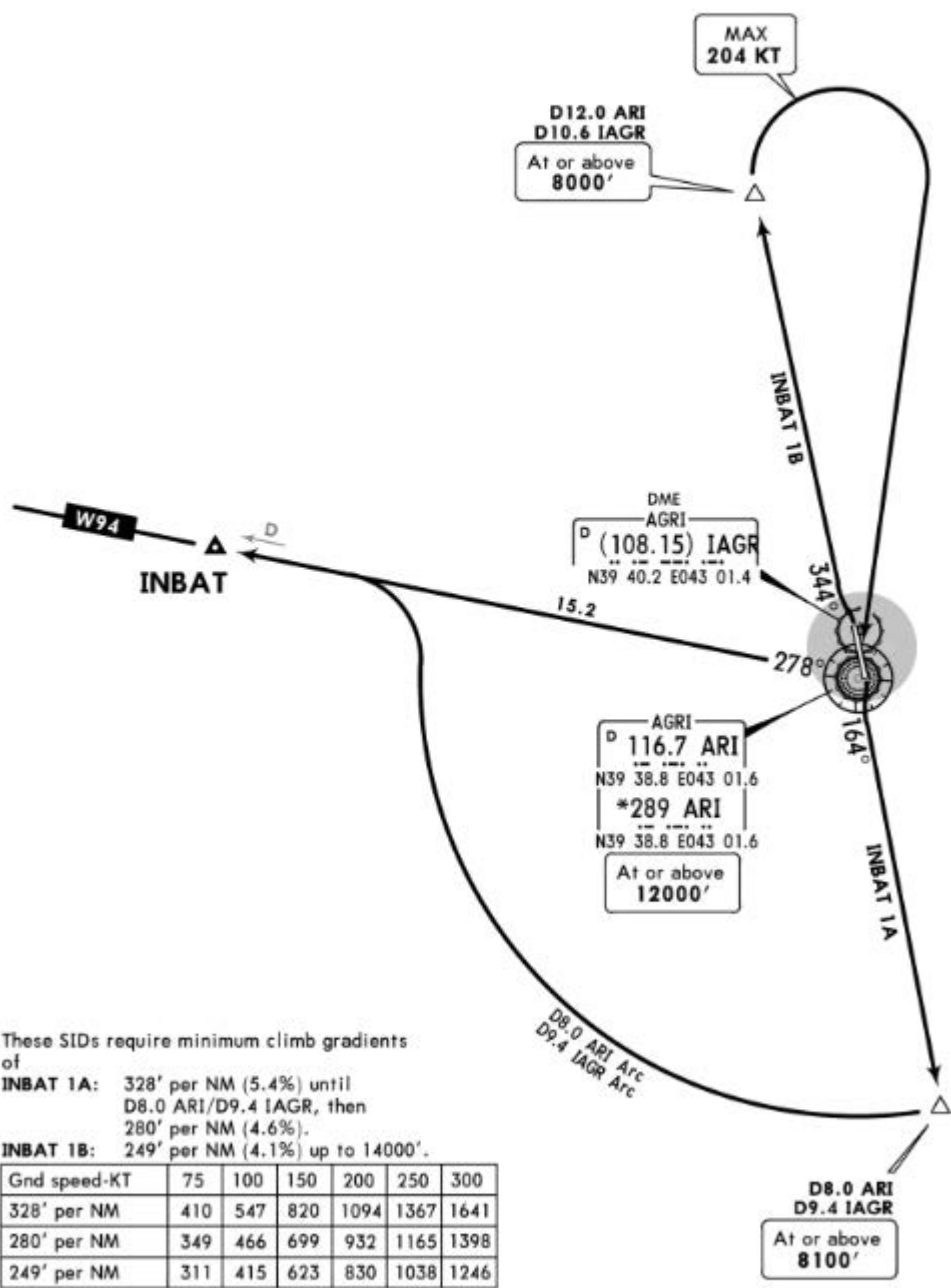
| | HIRL, CL & relevant RVR | RL, CL & relevant RVR | RL & CL | Day: RL & RCLM Night: RL or CL | Day: RL or RCLM Night: RL or CL | Adequate vis ref (Day only) |
|---|-------------------------|-----------------------|----------|-----------------------------------|------------------------------------|--------------------------------|
| A | | | | | | |
| B | TDZ, MID, RO | TDZ, MID, RO | | | | |
| C | RVR 125m | RVR 150m | RVR 200m | RVR 300m | 400m | 500m |
| D | | | | | | |

Apt Elev
5461'

Trans level: By ATC Trans alt: 15000'



INBAT 1A [INBA1A]
INBAT 1B [INBA1B]
DEPARTURES



These SIDs require minimum climb gradients of

- INBAT 1A: 328' per NM (5.4%) until D8.0 ARI/D9.4 IAGR, then 280' per NM (4.6%).
- INBAT 1B: 249' per NM (4.1%) up to 14000'.

| | | | | | | |
|--------------|-----|-----|-----|------|------|------|
| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
| 328' per NM | 410 | 547 | 820 | 1094 | 1367 | 1641 |
| 280' per NM | 349 | 466 | 699 | 932 | 1165 | 1398 |
| 249' per NM | 311 | 415 | 623 | 830 | 1038 | 1246 |

| SID | RWY | ROUTING |
|----------|-----|---|
| INBAT 1A | 16 | Climb on ARI R-164 (164° bearing from ARI NDB) to D8.0 ARI/D9.4 IAGR, turn RIGHT, along D8.0 ARI/D9.4 IAGR Arc, intercept ARI R-278 (278° bearing from ARI NDB) to INBAT, then join airway. |
| INBAT 1B | 34 | Climb on ARI R-344 (344° bearing from ARI NDB) to D12.0 ARI/D10.6 IAGR, turn RIGHT to ARI, turn RIGHT, ARI R-278 (278° bearing from ARI NDB) to INBAT, then join airway. |