

Ataturk International Airport

IATA/ICAO CODE: IST/LTBA
CITY: Istanbul
COUNTRY: Turkey

AIRPORT CONTACT

Information updated by the airport 2/2011

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Airport Chief Manager
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ELEVATION: 49.75(m)

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (ft)	Glide Slope(deg)	Width (m)
17L/35R	3000	-	17L/3 35R/2.7	45
05/23	2550	-	05/3 23/3.3	60
17R/35L	3000	-	17R/3.5 35L/3.0	45

NOISE ABATEMENT PROCEDURES

Procedures to Minimize Noise

1. Climb shall be performed as rapidly as possible to FL-50 and IAS shall not exceed 250 Kt below FL-100.
2. All SIDS and STARs are also minimum noise routing.

Noise abatement procedures which are existing were developed on the basis of ICAO standards and recommended practices taking into account environmental protection.

CONTINUOUS DESCENT ARRIVAL (CDA) - NONE

AIRPORT CURFEWS - NONE

PREFERENTIAL RUNWAYS

05 for landing 35R for departure.

OPERATING QUOTA

23 Arrival/17L/R Departure 05 Arrival/Departure

ENGINE RUN-UP RESTRICTIONS

AN22, AN124, AN225, C5 aeroplanes are not allowed.

APU OPERATING RESTRICTIONS - [NONE](#)

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE - [NONE](#)

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	None
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	None
Avigation Easements	-	None
Zoning Laws	-	None
Real Estate/Property Disclosure Laws	-	None
Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	2008	Done by Istanbul metropolitan municipality.
Airport Noise Contour Overlay Maps	2008	Done
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	D.H.M.I.

NOISE MONITORING SYSTEM

Settled in the year 2009.

FLIGHT TRACK MONITORING SYSTEM

Settled in the year 2009.

NOISE LEVEL LIMITS - [NONE](#)

CHAPTER 2 RESTRICTIONS - [NONE](#)

CHAPTER 2 PHASEOUT

This airport is located in a country that is an ICAO Contracting State. It is not known if this country adopted the ICAO recommendation (Resolution A28-3) for the phase out of Chapter 2 airplanes. This country is currently an EU Member State Applicant and would be required to have all EU legislation transposed into national law upon entry into the EU. The EU Chapter 2 phase out for airplanes >75,000 was completed April 1, 2002.

CHAPTER 3 RESTRICTIONS - [NONE](#)