

Istanbul Airport Triple Independent Parallel Approach Operations (TRO) Awareness Leaflet

As of April 17, 2025, Istanbul Airport will commence Triple Runway Operations, which allow simultaneous independent departures from three runways and simultaneous independent approaches to three runways.

This bulletin aims to enhance operational safety and awareness for airline operators utilizing Istanbul Airport's Triple Independent Parallel Approach operations by highlighting the monitoring sectors established to ensure the safe execution of these operations, their roles and responsibilities, and the instructions these sectors may issue, along with their implications. Additionally, it emphasizes key considerations regarding Instrument Approach Charts (IACs) and Standard Instrument Departures (SIDs) to ensure compliance with operational safety standards.

Monitor Sectors for Triple Independent Parallel Approach Operations

To safely manage the Triple Independent Parallel Approach operations at Istanbul Airport, three Monitor Sectors have been established. Each of these three sectors has been separately designated to ensure operational safety.

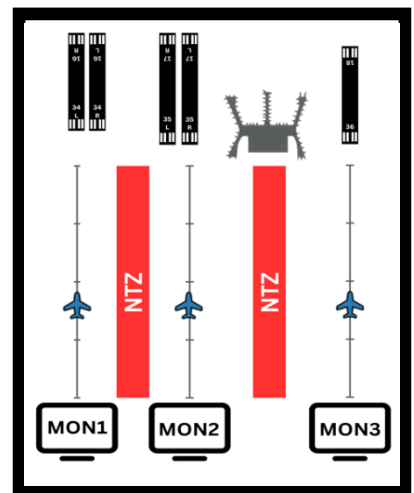
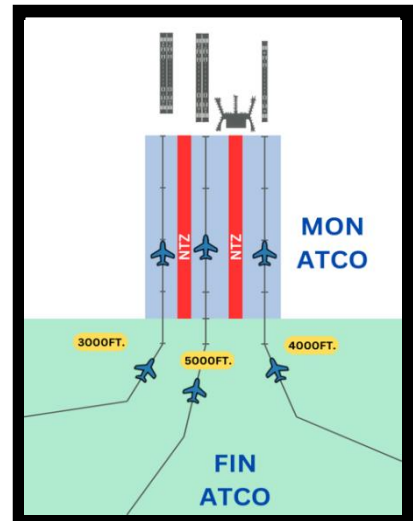
The **Monitor Sector** is responsible for ensuring aircraft maintain their assigned approach paths and do not deviate into adjacent zones. This is achieved by **Monitoring Controllers**, who continuously observe aircraft track-keeping during parallel approach operations.

If an aircraft **deviates from its assigned localizer (LOC) course** or enters the **No Transgression Zone (NTZ)** - a **corridor of airspace centrally located between two extended runway centrelines** - the **Monitoring Controller must issue immediate corrective instructions** to prevent separation loss and potential conflicts.

To fulfill these responsibilities effectively, the Monitor Sector has **technical infrastructure allowing frequency override** of both the **final sector frequency and the tower frequency**, ensuring **immediate intervention when necessary**.

Each sector is responsible for a specific approach path:

- **MON1** is responsible for monitoring aircraft approaching Runway 16R/34L and ensuring the protection of the adjacent NTZ within its designated area.
- **MON2** is responsible for monitoring aircraft approaching Runway 17L/35R and ensuring the protection of the adjacent NTZs within its designated area.
- **MON3** is responsible for monitoring aircraft approaching Runways 18/36 and ensuring the protection of the adjacent NTZ within its designated area.



These Instructions May Be Issued – Follow Them Immediately!

The information regarding the ongoing Triple Independent Parallel Approach operations will be broadcast on the ATIS. To ensure situational awareness, it is important to verify whether the ATIS information you received is up to date, especially at the moment of transfer from ACC to Yeşilköy Approach.

Flight crews must always carefully listen to frequencies. When Triple Independent Parallel Approach operations are in effect, heightened awareness is required due to increased operational demands.

The flight crew may still be under the control of the Final Approach Controller or may have already been transferred to the respective Tower Controller. However, **if an aircraft is observed not to be established on the correct Localizer course or has deviated towards the NTZ**, in such a case, you may receive an instruction from **a different voice than the one on your current frequency**, which may be **the voice of the Monitoring Controller**. The Monitoring Controller will then issue an immediate instruction as follows:

“YOU HAVE CROSSED THE LOCALIZER, TURN LEFT (or RIGHT) IMMEDIATELY AND RETURN TO THE LOCALIZER”

This instruction is issued by the Monitoring Controller and must be followed by the pilots without delay.

In the event of an NTZ penetration or anticipated NTZ penetration, the Monitoring Controller will override the relevant Tower/Approach frequencies and issue the following immediate instruction to the adjacent aircraft:

“TURN LEFT (or RIGHT) HEADING (three digits) [or (number) DEGREES] IMMEDIATELY TO AVOID TRAFFIC AND CLIMB TO (altitude)”

While TRO is on progress; Break-out radio telephony phraseology for traffics on Localizer course of RWY 17L/35R:

“GO AROUND IMMEDIATELY TO AVOID TRAFFIC [AND CLIMB TO (altitude)], [(if needed and appropriate) TURN LEFT (or RIGHT) HEADING (three digits) [or (number) DEGREES] IMMEDIATELY TO AVOID TRAFFIC AND CLIMB TO (altitude)]”

or

“TURN LEFT (or RIGHT) HEADING (three digits) [or (number) DEGREES] IMMEDIATELY”

It is important to note that a break-out go-around instruction differs from a conventional go-around clearance in terms of expectation. While the execution remains the same, pilots are expected to initiate the vertical manoeuvre without delay upon receiving the instruction, ensuring immediate compliance to maintain separation and operational safety.

This instruction(s) is issued by the Monitoring Controller and must be followed by the pilots without delay.



Cautionary Notes from Instrument Approach Charts

To ensure the safe execution of Triple Independent Parallel Approach operations, the following instructions must be strictly followed, with particular attention given to these aspects during Triple Independent Parallel Approach operations:

- **Pilots shall not engage the ILS before reaching the Localizer intercept point (IF).**
- **Pilots shall comply with the level and speed restrictions specified in the procedure.**
- **Pilots shall inform ATC immediately if they anticipate overshooting the Localizer when vectored to the Final Approach Track (FAT).**
- **Pilots are advised to use aircraft automation when conducting transition and final approaches.**
- **Pilots shall adhere to the published Missed Approach Procedures. If unable to comply, they shall inform ATC without delay.**

Compliance with these procedures is critical for the safe and successful implementation of Triple Independent Parallel Approach operations.

Altitude Restrictions for Parallel Approaches

Adherence to altitude restrictions published in the instrument approach charts is essential when conducting Triple Independent Parallel Approach operations. The following altitude restrictions must be strictly followed:

- **Runway 16R: UZAZE waypoint = 3000 ft**
- **Runway 34L: LAQEW waypoint = 3000 ft**
- **Runway 18: YOYOC waypoint = 4000 ft**
- **Runway 36: GEZEQ waypoint = 4000 ft**

These altitude restrictions are critical to ensuring safe Triple Independent Parallel Approach operations. The Instrument Approach Procedures (IAPs) have been designed with specific establishment altitudes: 3000 ft for 16R/34L, 5000 ft for 17L/35R and 4000 ft 18/36. To maintain safe separation, a minimum vertical separation of 1000 ft must be ensured before aircraft establish on their respective localizer courses. Adhering to these altitude restrictions at the designated waypoints is essential to achieving this separation and maintaining a safe and efficient parallel approach operation.

Strict adherence to these constraints is crucial to preventing TCAS alerts and ensuring smooth approach sequencing. If flight crews anticipate difficulty in complying with these altitude restrictions, they must inform the relevant approach sector immediately.

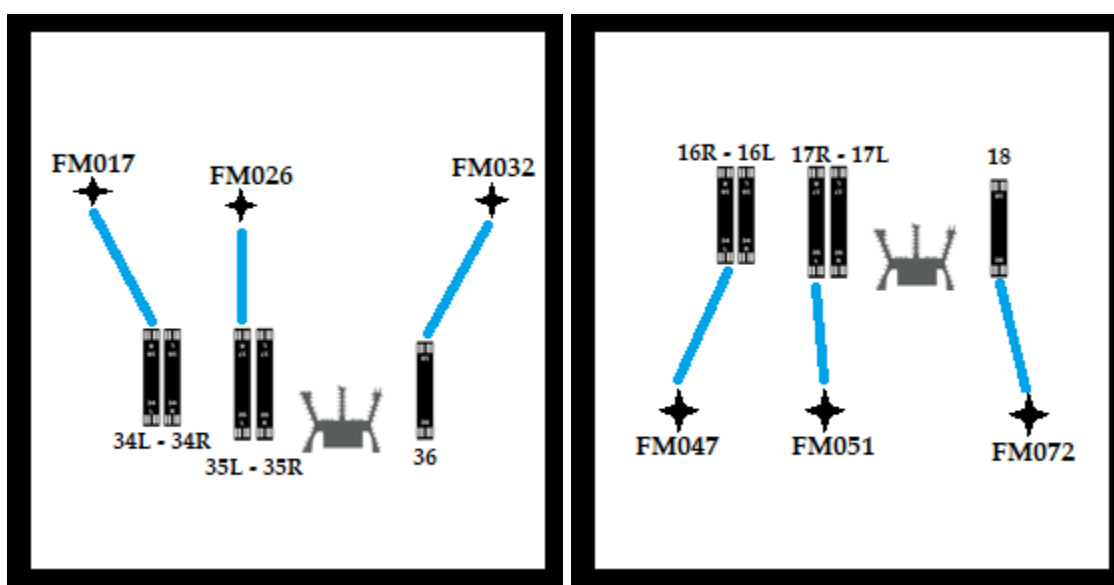
Cautionary Notes For Istanbul Airport Departures

Before the commencement of Triple Independent Parallel Runway Operations at Istanbul Airport, notification will be start broadcasting via ARR and DEP ATIS.

Pilots are responsible for entering the assigned initial altitude into the flight systems as soon as possible after receiving ATC clearance.

Therefore, Istanbul Airport Aerodrome Control Unit will confirm the first fix (navigation point) information of each departing aircraft within an appropriate time frame upon contact with the relevant TWR frequency. The phraseology to be used by the Air Traffic Controller will be:

"FIRST WAYPOINT FM0.."



During Triple Independent Parallel Approach Operations, Istanbul Airport Aerodrome Control Unit will not issue any crossing instructions that could cause distortion in the ILS LOC and GP signals.

Istanbul Airport Aerodrome Control Unit will not issue take-off clearance to an aircraft when simultaneous parallel operations are in progress and pilot requests deviation from the assigned SID after take-off towards the SID tracks of the other parallel runways.

Istanbul Airport Triple Independent Parallel Runway Operations may be suspended if any of the following conditions occur:

- Loss of radar surveillance data
- Loss of air-to-ground communication
- Loss of ILS
- Loss of GPS on the departure path

As an additional note, adverse meteorological conditions may lead to the suspension of Triple Independent Parallel Runway Operations, though not in all cases.

Cautionary Notes from SIDs

The following instructions must be strictly followed to ensure the safe execution of Triple Independent Parallel Departure operations:

- **Pilots shall report only their Call Sign and SID Designator at first contact.**
- **Pilots shall comply with the level and speed restrictions depicted on the procedure.**
- **Pilots shall notify ATC when unable to follow the assigned SID or intend to deviate from it.**

Compliance with these procedures is critical for the safe and successful implementation of Triple Independent Parallel Departure operations.

Voluntary Information Sharing

In order to collect information and data for the TRO Application, the contact addresses tro@shgm.gov.tr and tro@dhmi.gov.tr have been established for voluntary information sharing. The notifications made are not official incident reporting within the scope of SHY 65-02, and the notifications to be made to these e-mail addresses are solely for information sharing purposes. Notification to these e-mail addresses does not eliminate the incident reporting responsibilities required under SHY 65-02.

