

List of pages in this Trip Kit

Trip Kit Index

Airport Information For LTBS

Terminal Charts For LTBS

Revision Letter For Cycle 26-2012

Change Notices

Notebook

General Information

Location: Mugla Tur
IATA Code: DLM
Lat/Long: N36° 42.7' E028° 47.5'
Elevation: 20 ft

Airport Use: Public
Magnetic Variation: 4.4°E

Fuel Types: 100 Octane (LL), Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 0518 Z
Sunset: 1505 Z,

Runway Information

Runway: 01L
Length x Width: 9843 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 7 ft
Lighting: Edge, ALS

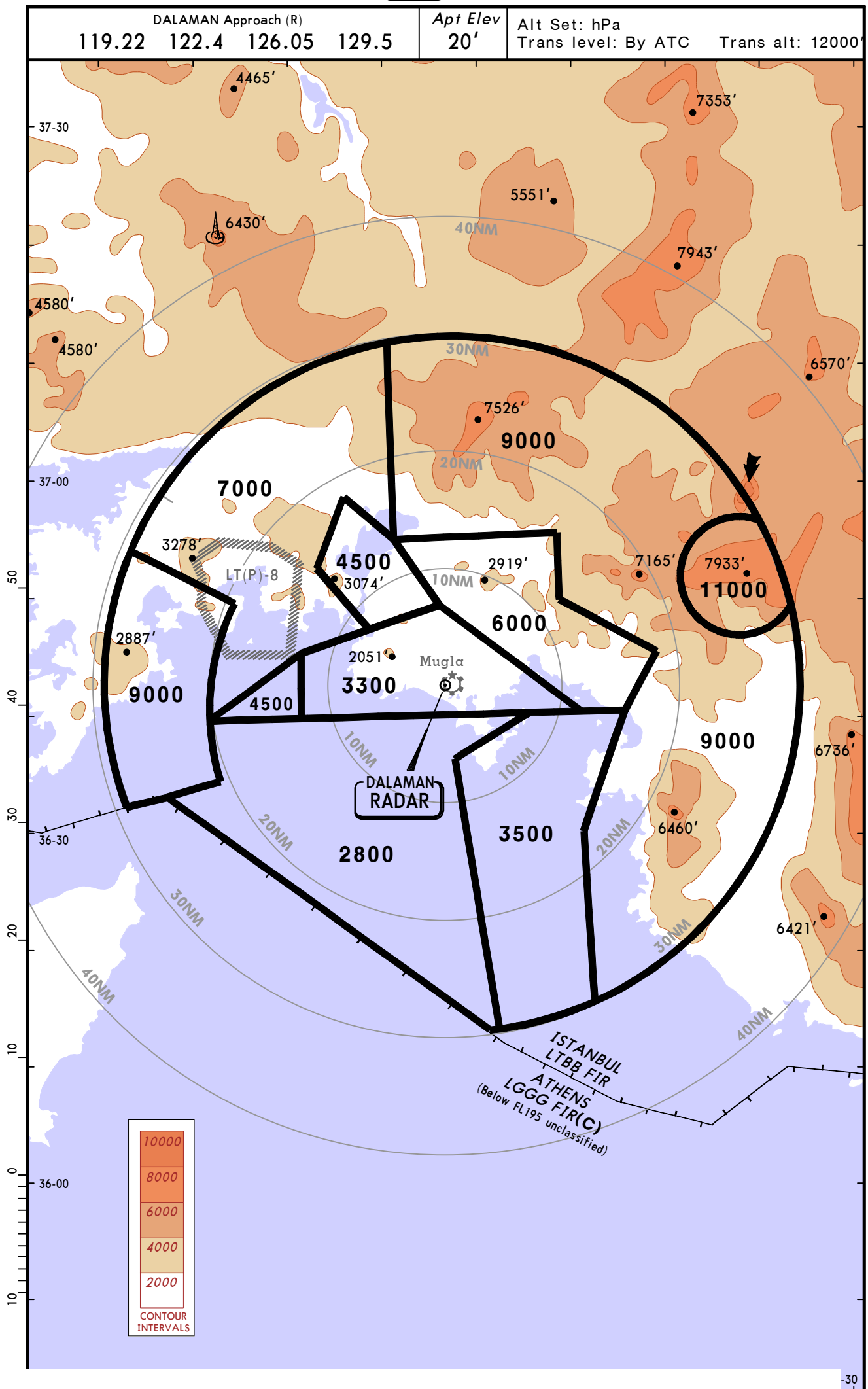
Runway: 01R
Length x Width: 9843 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 11 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ
Stopway: 197 ft

Runway: 19L
Length x Width: 9843 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 20 ft
Lighting: Edge, ALS, Centerline, REIL
Stopway: 197 ft

Runway: 19R
Length x Width: 9843 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 18 ft
Lighting: Edge, ALS, REIL

Communication Information

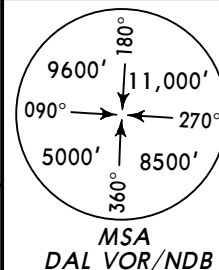
- ATIS 127.35
- Dalaman Tower 128.9
- Dalaman Tower 118.5
- Dalaman Tower 25.78 Military
- Dalaman Ground Control 121.9
- Dalaman Approach Control 126.05
- Dalaman Approach Control 124.4
- Dalaman Approach Control 122.4
- Dalaman Approach Control 119.225
- Dalaman Approach Control 36.23 Military



ATIS
127.35

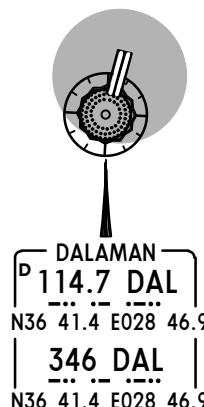
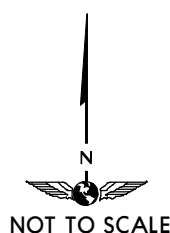
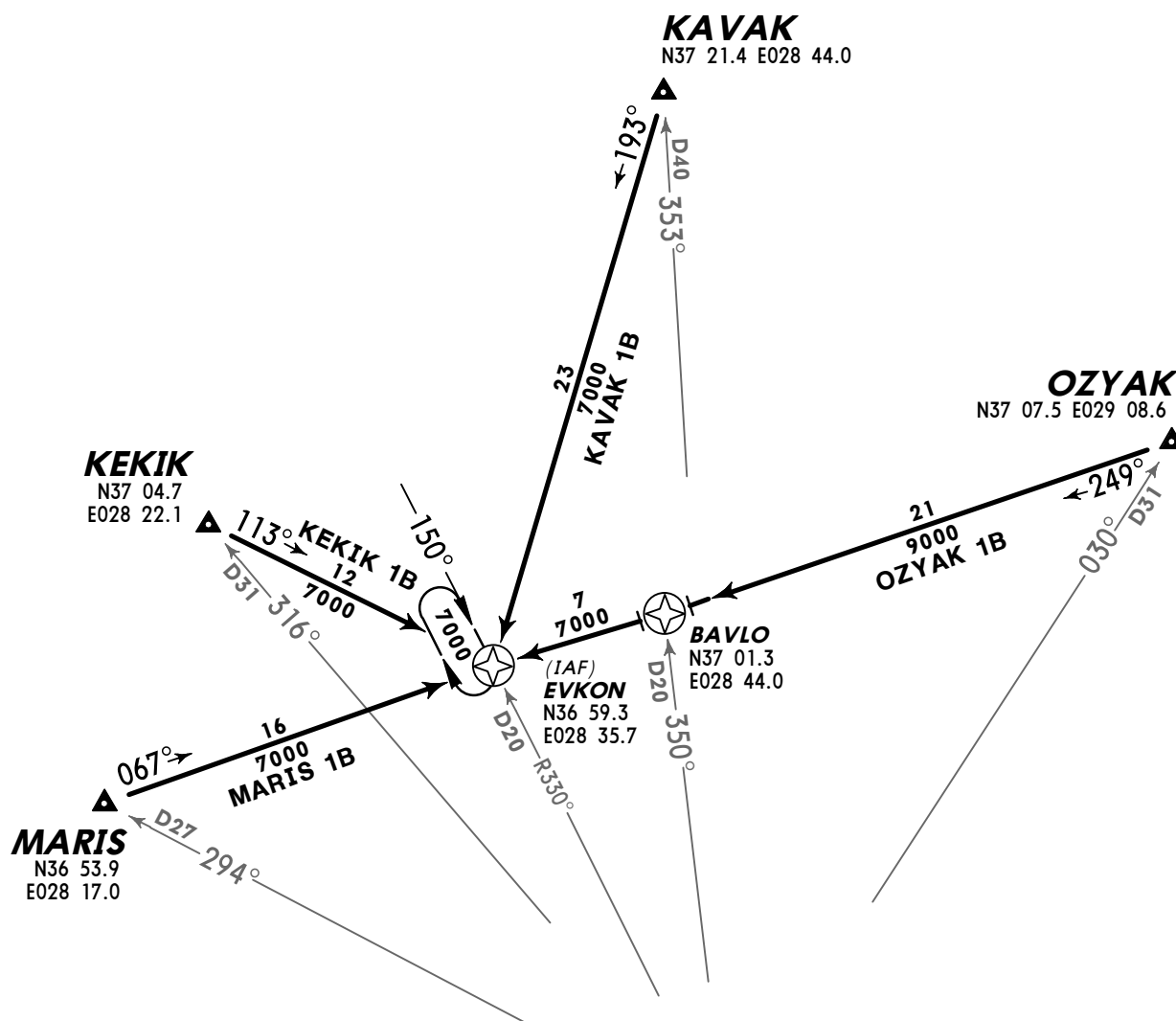
Apt Elev
20'

Alt Set: hPa Trans level: By ATC Trans alt: 12000'
1. B-RNAV approval required.
2. DAL must be serviceable. Radar service shall be available.
3. Request radar vectoring in case of loss of RNAV capability.



KAVAK 1B [KAVA1B], KEKIK 1B [KEKI1B]
MARIS 1B [MARI1B], OZYAK 1B [OZYA1B]
RNAV ARRIVALS
RNAV (VOR/DME OR GNSS)

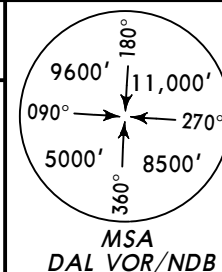
~~SPEED~~ MAX 250 KT WITHIN TMA
UNLESS OTHERWISE INSTRUCTED BY ATC



ATIS
127.35

Apt Elev
20'

Alt Set: hPa
Trans level: By ATC Trans alt: 12000'



ALTIN 1G [ALTI1G]
BENEM 1G [BENE1G]
OZYAK 1G [OZYA1G]

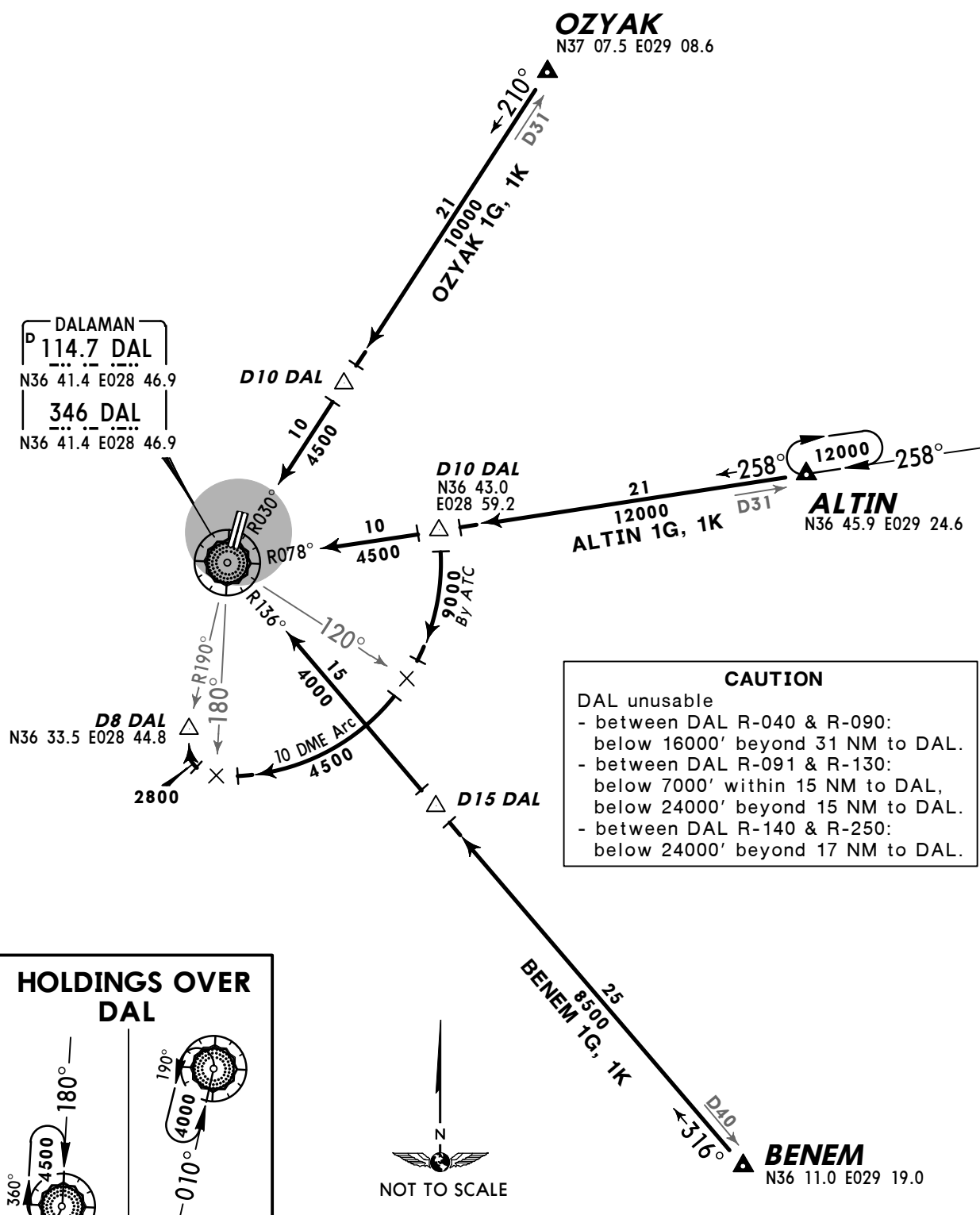
ALTIN 1K [ALTI1K]
BENEM 1K [BENE1K]
OZYAK 1K [OZYA1K]

ARRIVALS
TO VORDME

ARRIVALS
TO NDB

FROM NORTHEAST, EAST & SOUTHEAST

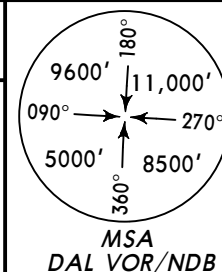
~~SPEED~~ MAX 250 KT WITHIN TMA
UNLESS OTHERWISE INSTRUCTED BY ATC



ATIS
127.35

Apt Elev
20'

Alt Set: hPa
Trans level: By ATC Trans alt: 12000'



KAVAK 1G [KAVA1G]
KEKIK 1G [KEKI1G]
MARIS 1G [MARI1G]
SOTIV 1G [SOTI1G]

KAVAK 1K [KAVA1K]
KEKIK 1K [KEKI1K]
MARIS 1K [MARI1K]
SOTIV 1K [SOTI1K]

ARRIVALS
TO VORDME

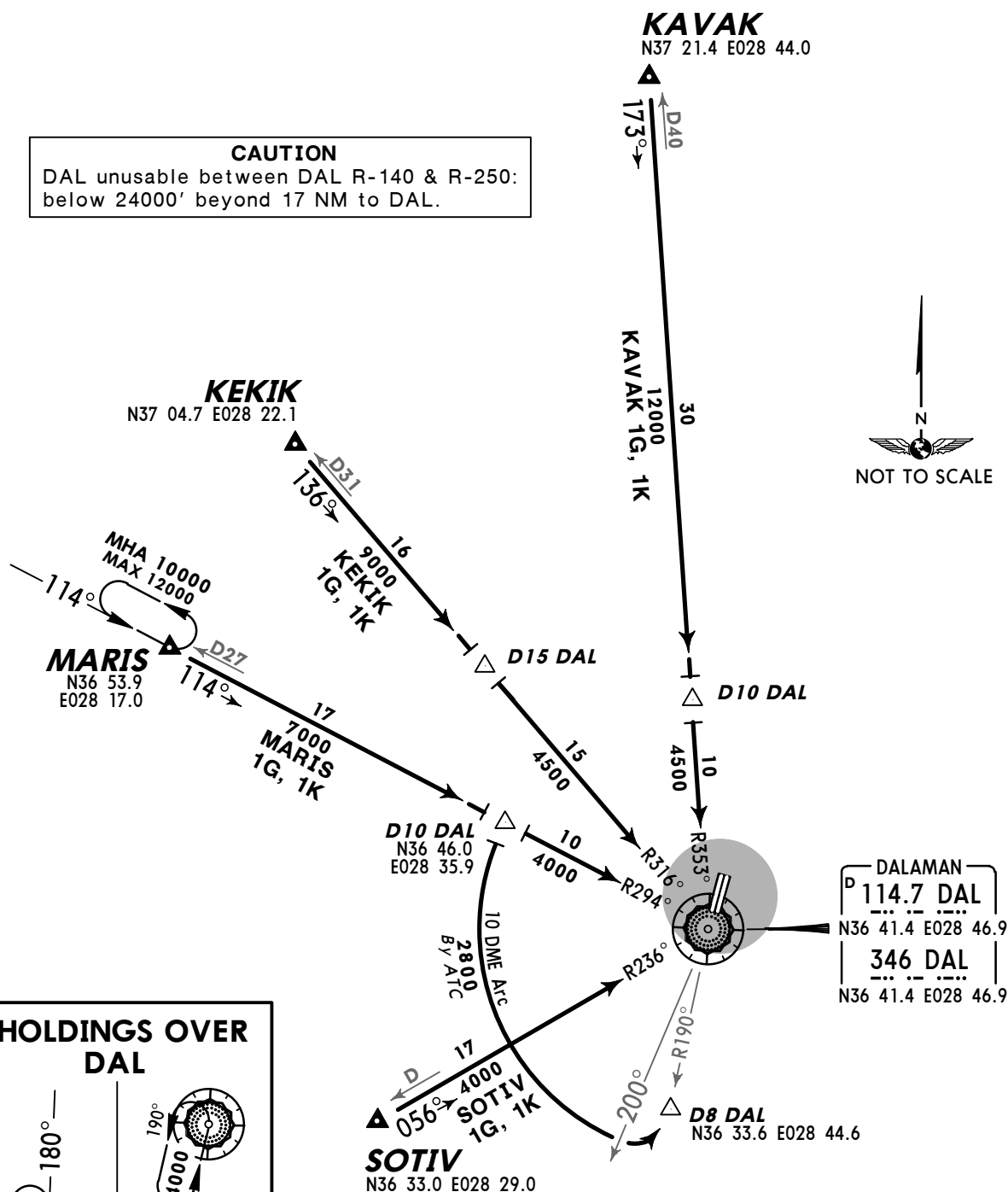
ARRIVALS
TO NDB

FROM SOUTHWEST, NORTHWEST & NORTH

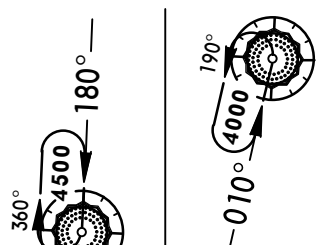
SPEEDS MAX 250 KT WITHIN TMA
UNLESS OTHERWISE INSTRUCTED BY ATC

CAUTION

DAL unusable between DAL R-140 & R-250:
below 24000' beyond 17 NM to DAL.



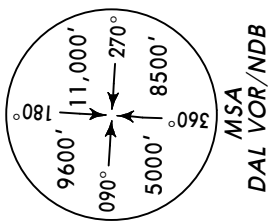
HOLDINGS OVER DAL



ATIS
127.35

Apt Elev
20'

Alt Set: hPa
Trans level: By ATC Trans alt: 12000'



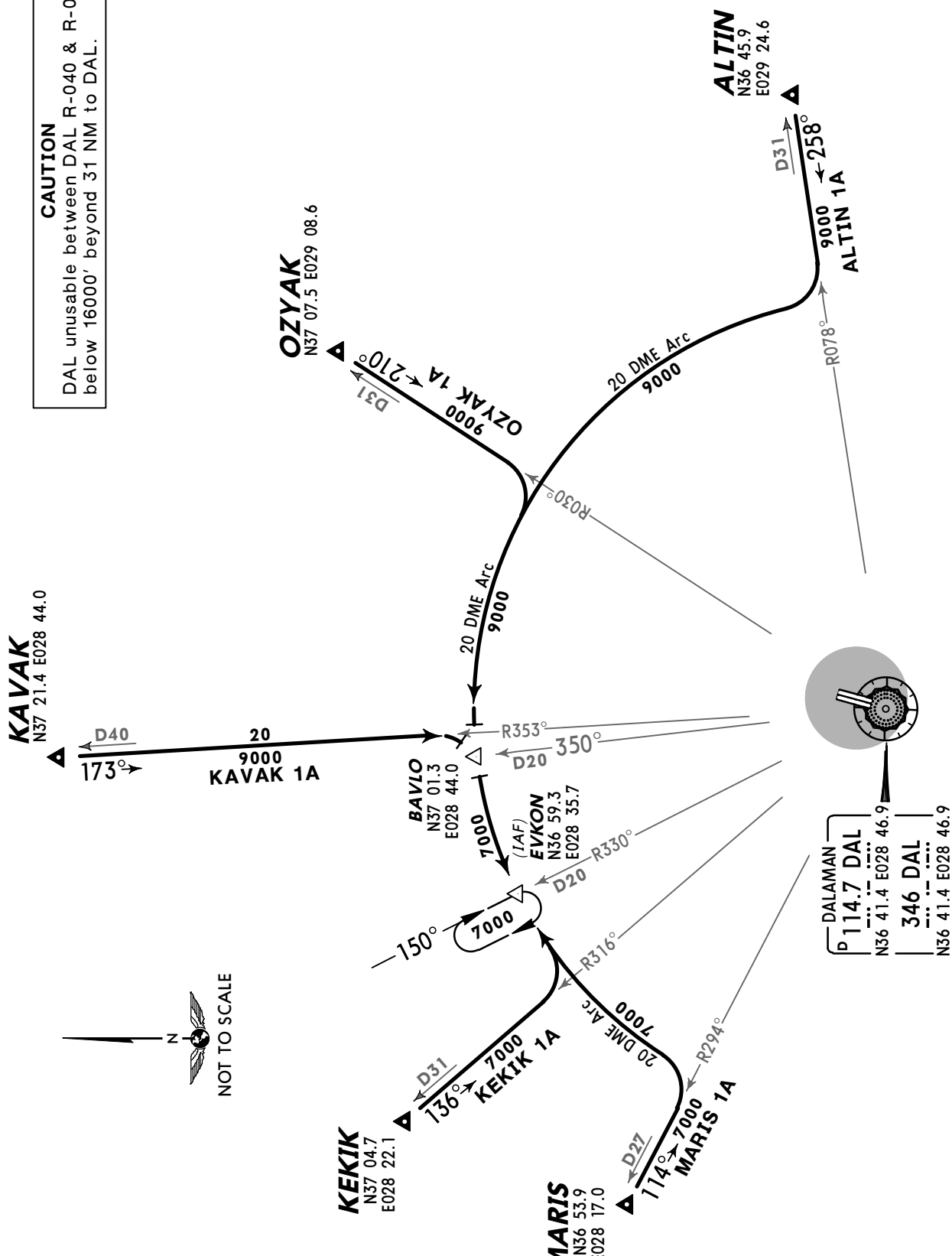
ALTIN 1A [ALT11A], KAVAK 1A [KAVA1A]
KEKIK 1A [KEKI1A], MARIS 1A [MARI1A]
OZYAK 1A [OZYA1A]

ARRIVALS
TO IAF EVKON

SPEED MAX 250 KT WITHIN TMA
UNLESS OTHERWISE INSTRUCTED BY ATC

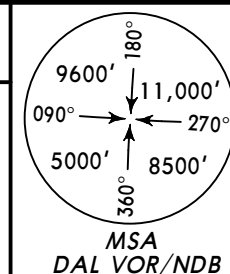
CAUTION

DAL unusable between DAL R-040 & R-090:
below 16000' beyond 31 NM to DAL.



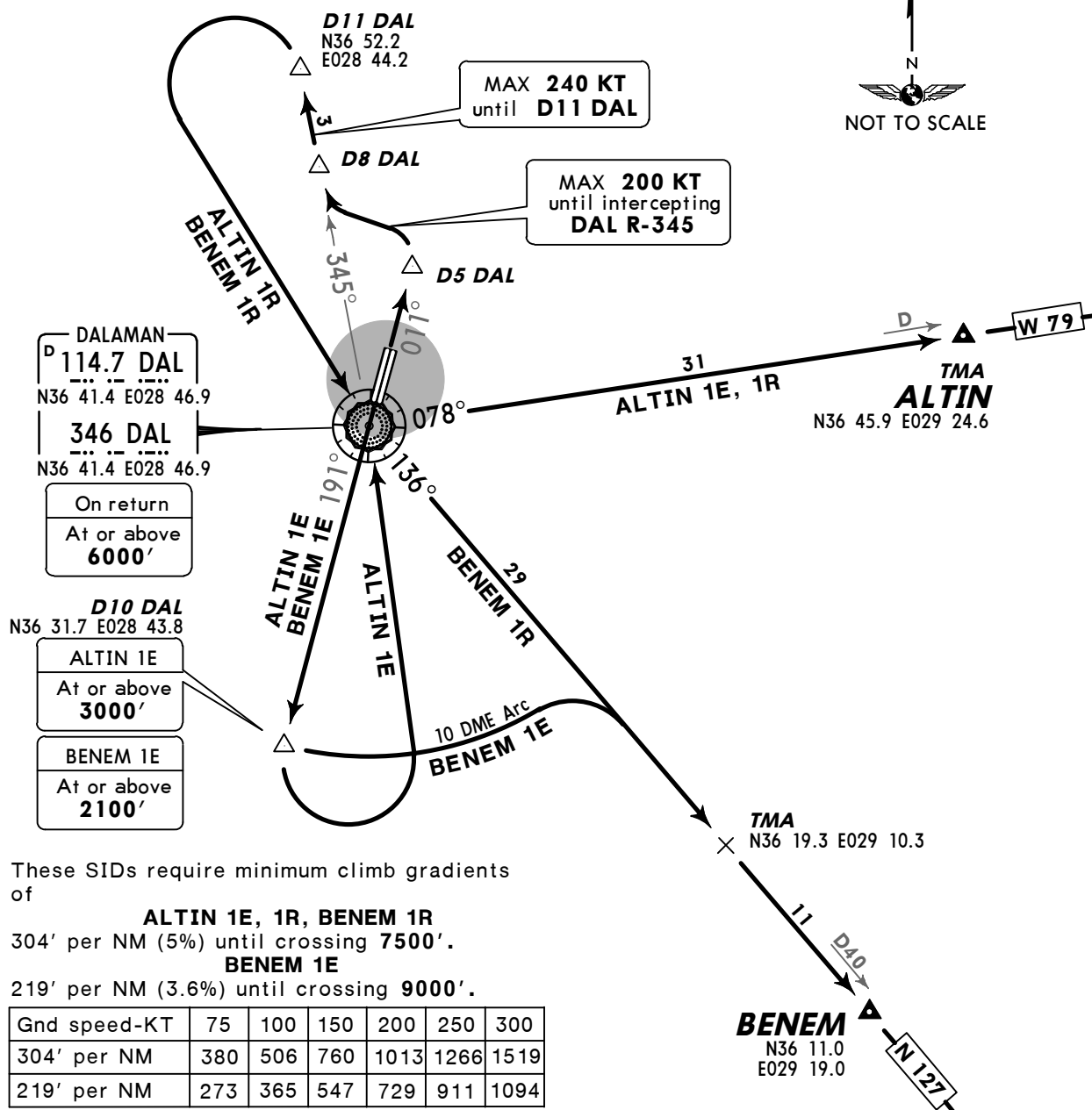
Apt Elev
20'

Trans level: By ATC Trans alt: 12000'



ALTIN ONE ECHO (ALTIN 1E) [ALT11E]
ALTIN ONE ROMEO (ALTIN 1R) [ALT11R]
BENEM ONE ECHO (BENEM 1E) [BENE1E]
BENEM ONE ROMEO (BENEM 1R) [BENE1R]
RWYS 19L/R, 01R/L DEPARTURES

~~SPEED~~ MAX 250 KT WITHIN TMA
UNLESS OTHERWISE INSTRUCTED BY ATC



SID

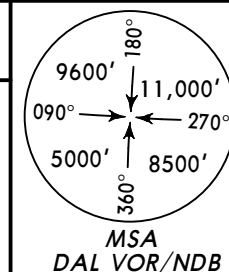
RWY

ROUTING

ALTIN 1E	19L/R	Intercept DAL R-191 to D10 DAL, turn LEFT to DAL, turn RIGHT, DAL R-078 to ALTIN, then along airway W 79.
ALTIN 1R	01R/L	Intercept DAL R-011 to D5 DAL, turn LEFT, intercept DAL R-345 within DAL 8 DME to D11 DAL, turn LEFT to DAL, turn LEFT, DAL R-078 to ALTIN, then along airway W 79.
BENEM 1E	19L/R	Intercept DAL R-191 to D10 DAL, turn LEFT, along DAL 10 DME arc, intercept DAL R-136 to BENEM, then along airway N 127.
BENEM 1R	01R/L	Intercept DAL R-011 to D5 DAL, turn LEFT, intercept DAL R-345 within DAL 8 DME to D11 DAL, turn LEFT to DAL, turn LEFT, DAL R-136 to

Apt Elev
20'

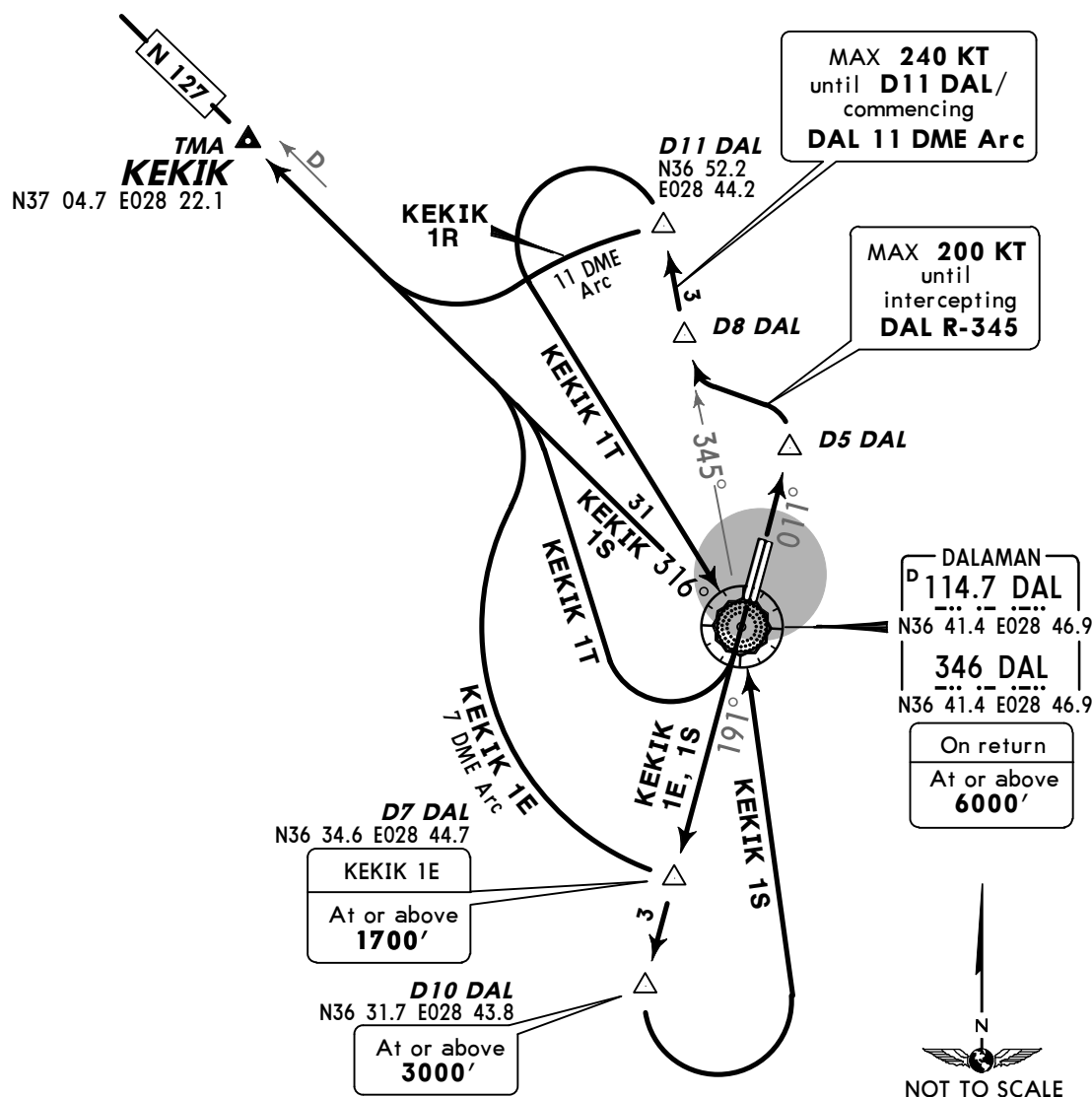
Trans level: By ATC Trans alt: 12000'



KEKIK ONE ECHO (KEKIK 1E) [KEK11E]
KEKIK ONE ROMEO (KEKIK 1R) [KEK11R]
KEKIK ONE SIERRA (KEKIK 1S) [KEK11S]
KEKIK ONE TANGO (KEKIK 1T) [KEK11T]

RWYS 19L/R, 01R/L DEPARTURES

SPEED MAX 250 KT WITHIN TMA
UNLESS OTHERWISE INSTRUCTED BY ATC



These SIDs require minimum climb gradients of

KEKIK 1E
292' per NM (4.8%) until crossing 7500'.

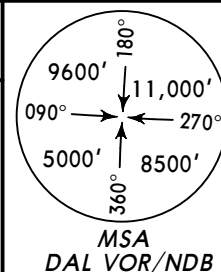
KEKIK 1R, 1S, 1T
304' per NM (5%) until crossing 7500'.

Gnd speed-KT	75	100	150	200	250	300
292' per NM	365	486	729	972	1215	1458
304' per NM	380	506	760	1013	1266	1519

SID	RWY	ROUTING
KEKIK 1E	19L/R	Intercept DAL R-191 to D7 DAL, turn RIGHT, along DAL 7 DME arc, intercept DAL R-316 to KEKIK, then along airway N 127.
KEKIK 1R	01R/L	Intercept DAL R-011 to D5 DAL, turn LEFT, intercept DAL R-345 within DAL 8 DME to D11 DAL, turn LEFT, along DAL 11 DME arc, intercept DAL R-316 to KEKIK, then along airway N 127.
KEKIK 1S	19L/R	Intercept DAL R-191 to D10 DAL, turn LEFT to DAL, DAL R-316 to KEKIK, then along airway N 127.
KEKIK 1T	01R/L	Intercept DAL R-011 to D5 DAL, turn LEFT, intercept DAL R-345 within DAL 8 DME to D11 DAL, turn LEFT to DAL, turn RIGHT, intercept DAL

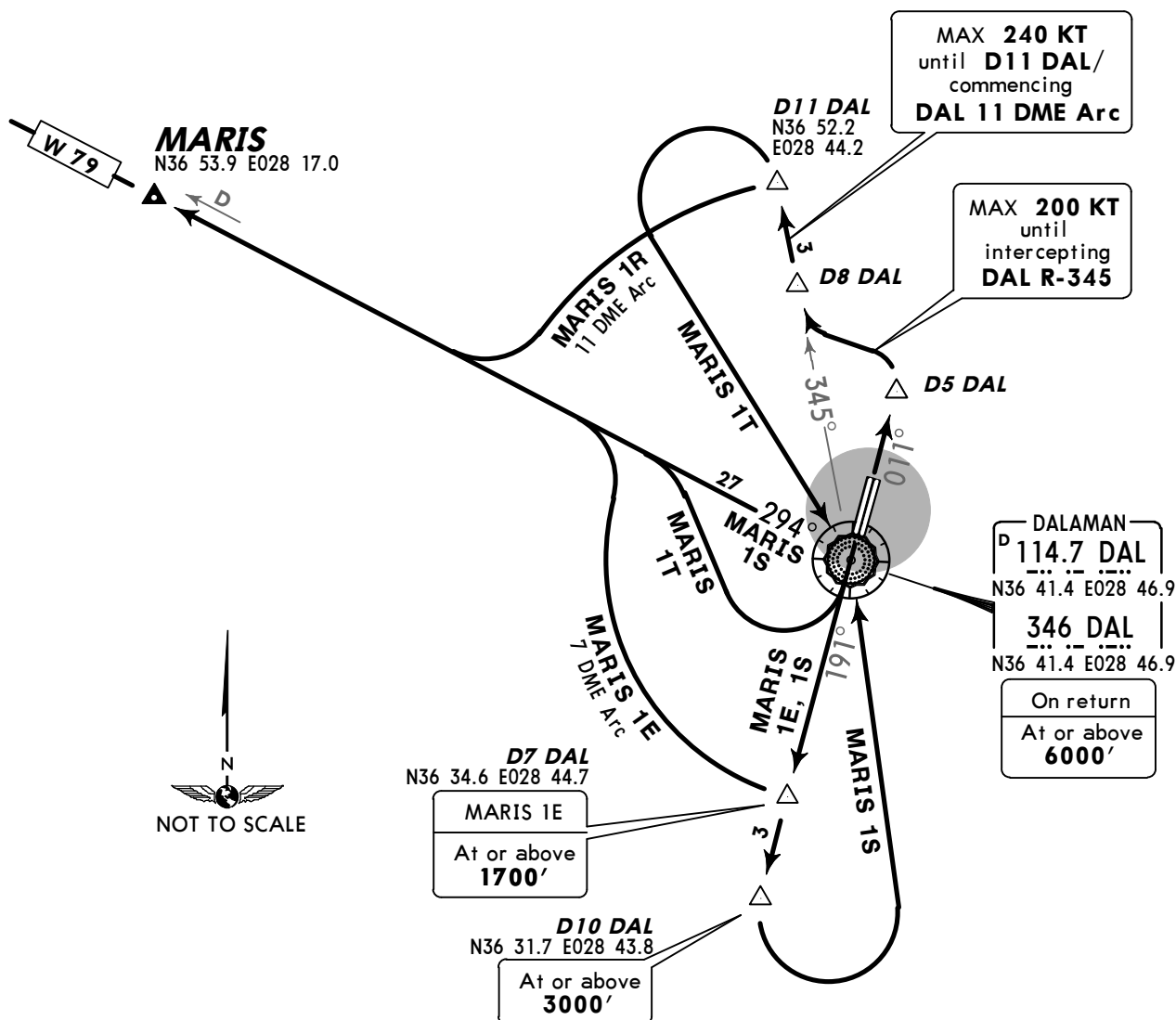
Apt Elev
20'

Trans level: By ATC Trans alt: 12000'



MARIS ONE ECHO (MARIS 1E) [MARI1E]
MARIS ONE ROMEO (MARIS 1R) [MARI1R]
MARIS ONE SIERRA (MARIS 1S) [MARI1S]
MARIS ONE TANGO (MARIS 1T) [MARI1T]
RWYS 19L/R, 01R/L DEPARTURES

~~SPEED~~ MAX 250 KT WITHIN TMA
UNLESS OTHERWISE INSTRUCTED BY ATC



These SIDs require minimum climb gradients
of

MARIS 1E
292' per NM (4.8%) until crossing 7500'.

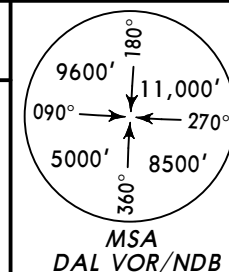
MARIS 1R, 1S, 1T
304' per NM (5%) until crossing 7500'.

Gnd speed-KT	75	100	150	200	250	300
292' per NM	365	486	729	972	1215	1458
304' per NM	380	506	760	1013	1266	1519

SID	RWY	ROUTING
MARIS 1E	19L/R	Intercept DAL R-191 to D7 DAL, turn RIGHT, along DAL 7 DME arc, intercept DAL R-294 to MARIS, then along airway W 79.
MARIS 1R	01R/L	Intercept DAL R-011 to D5 DAL, turn LEFT, intercept DAL R-345 within DAL 8 DME to D11 DAL, turn LEFT, along DAL 11 DME arc, intercept DAL R-294 to MARIS, then along airway W 79.
MARIS 1S	19L/R	Intercept DAL R-191 to D10 DAL, turn LEFT to DAL, turn LEFT, DAL R-294 to MARIS, then along airway W 79.
MARIS 1T	01R/L	Intercept DAL R-011 to D5 DAL, turn LEFT, intercept DAL R-345 within DAL 8 DME to D11 DAL, turn LEFT to DAL, turn RIGHT, intercept DAL

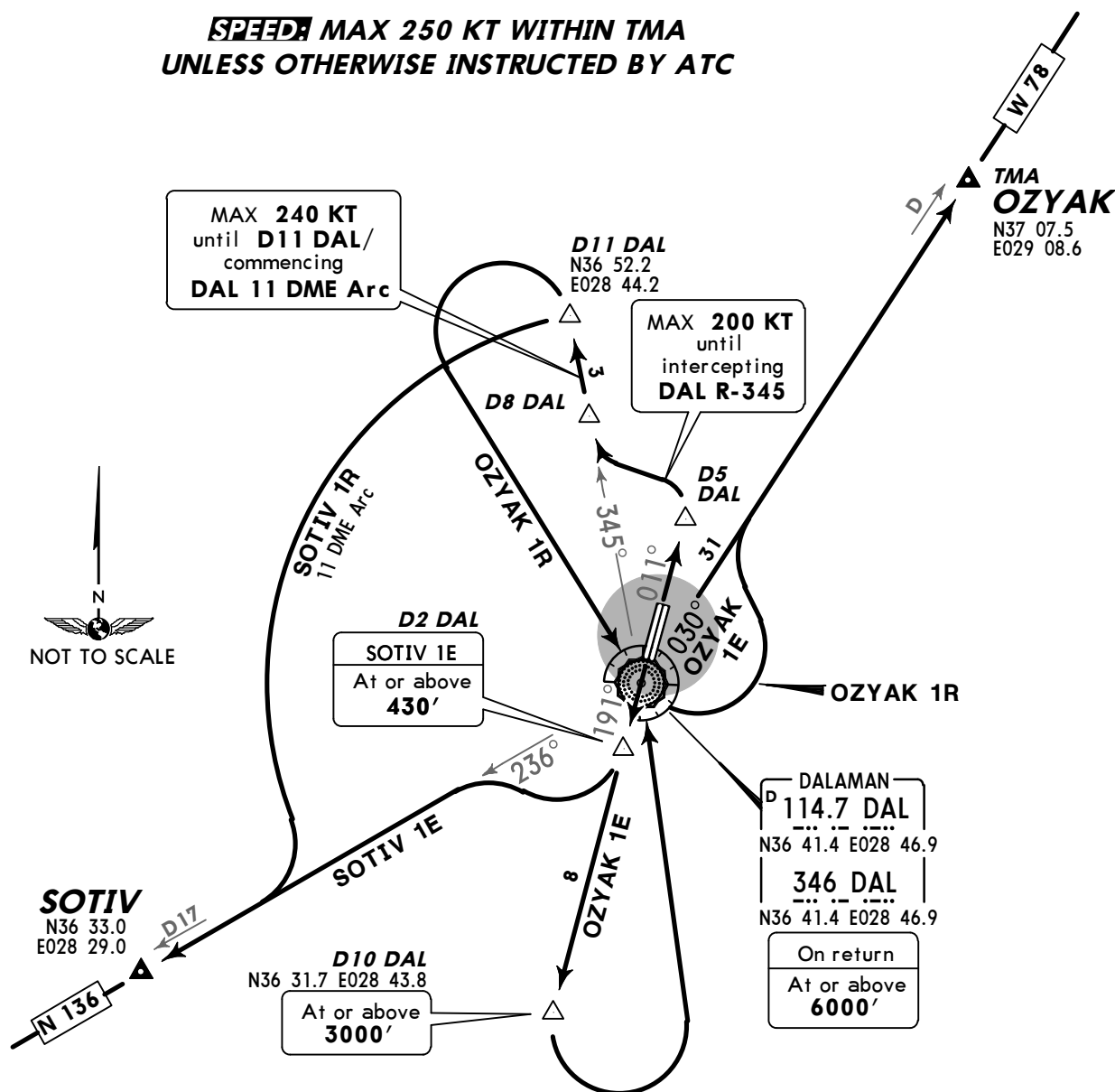
Apt Elev
20'

Trans level: By ATC Trans alt: 12000'



OZYAK ONE ECHO (OZYAK 1E) [OZYA1E]
OZYAK ONE ROMEO (OZYAK 1R) [OZYA1R]
SOTIV ONE ECHO (SOTIV 1E) [SOTI1E]
SOTIV ONE ROMEO (SOTIV 1R) [SOTI1R]
RWYS 19L/R, 01R/L DEPARTURES

~~SPEED~~ MAX 250 KT WITHIN TMA
UNLESS OTHERWISE INSTRUCTED BY ATC



These SIDs require minimum climb gradients of

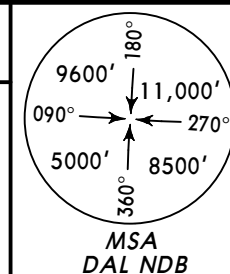
OZYAK 1E, 1R, SOTIV 1R
304' per NM (5%) until crossing 7500'.
SOTIV 1E
219' per NM (3.6%) until crossing 3000'.

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519
219' per NM	273	365	547	729	911	1094

SID	RWY	ROUTING
OZYAK 1E	19L/R	Intercept DAL R-191 to D10 DAL, turn LEFT to DAL, turn RIGHT, DAL R-030 to OZYAK, then along airway W 78.
OZYAK 1R	01R/L	Intercept DAL R-011 to D5 DAL, turn LEFT, intercept DAL R-345 within DAL 8 DME to D11 DAL, turn LEFT to DAL, turn LEFT, intercept DAL R-030 to OZYAK, then along airway W 78.
SOTIV 1E	19L/R	Intercept DAL R-191 to D2 DAL, turn RIGHT, intercept DAL R-236 to SOTIV, then along airway N 136.
SOTIV 1R	01R/L	Intercept DAL R-011 to D5 DAL, turn LEFT, intercept DAL R-345 within DAL 8 DME to D11 DAL, turn LEFT, along DAL 11 DME arc, intercept DAL

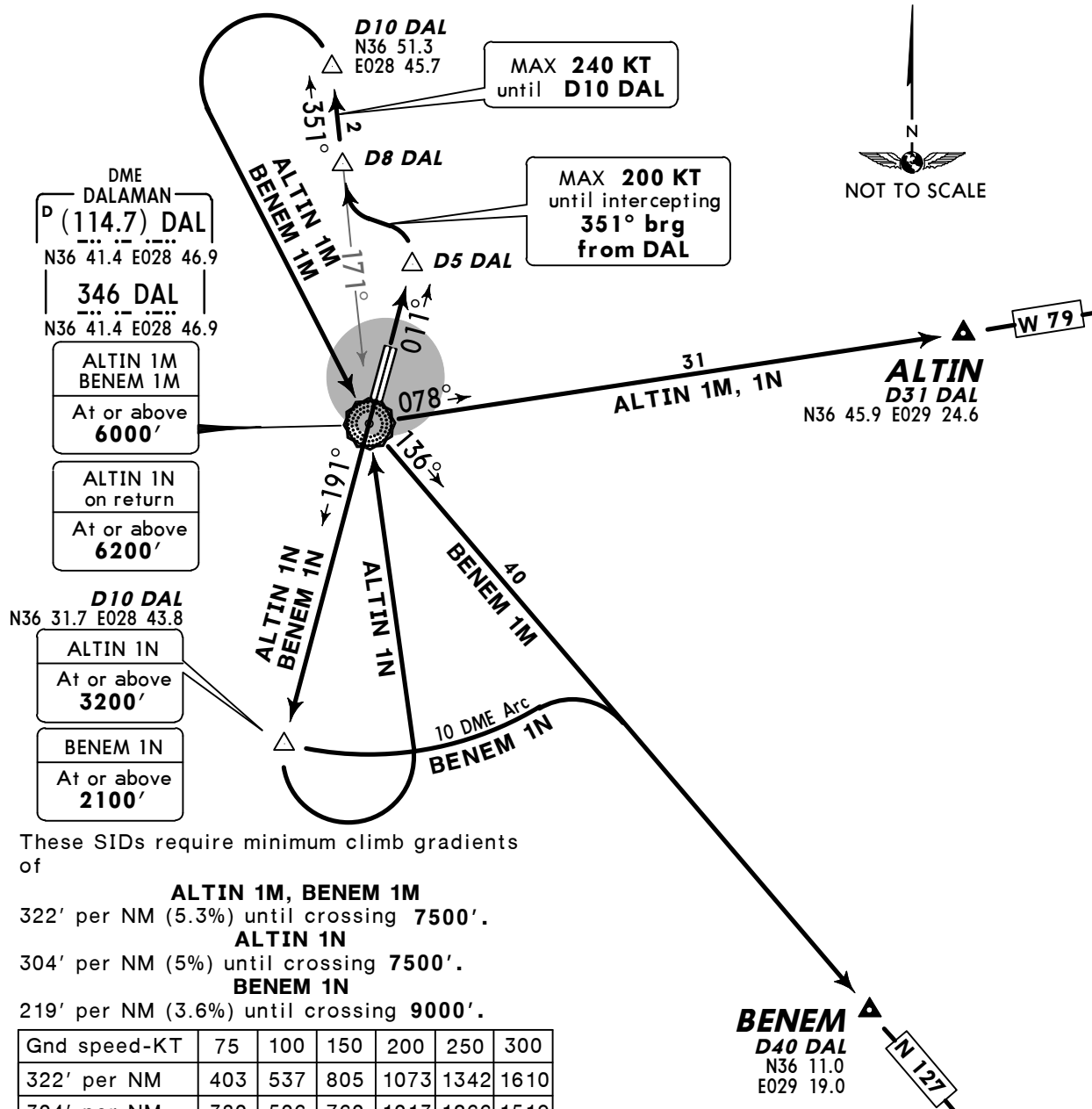
Apt Elev
20'

Trans level: By ATC Trans alt: 12000'



ALTIN ONE MIKE (ALTIN 1M) [ALTI1M]
ALTIN ONE NOVEMBER (ALTIN 1N) [ALTI1N]
BENEM ONE MIKE (BENEM 1M) [BENE1M]
BENEM ONE NOVEMBER (BENEM 1N)
RWYS 01R/L, 19L/R DEPARTURES
BASED ON DAL NDB/DME

**SPEED MAX 250 KT WITHIN TMA
UNLESS OTHERWISE INSTRUCTED BY ATC**



These SIDs require minimum climb gradients of

ALTIN 1M, BENEM 1M
322' per NM (5.3%) until crossing 7500'.

ALTIN 1N
304' per NM (5%) until crossing 7500'.

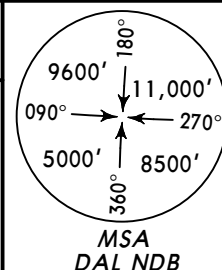
BENEM 1N
219' per NM (3.6%) until crossing 9000'.

Gnd speed-KT	75	100	150	200	250	300
322' per NM	403	537	805	1073	1342	1610
304' per NM	380	506	760	1013	1266	1519
219' per NM	273	365	547	729	911	1094

SID	RWY	ROUTING
ALTIN 1M	01R/L	Intercept 011° bearing from DAL to D5 DAL, turn LEFT, intercept 351° bearing from DAL within DAL 8 DME to D10 DAL, turn LEFT to DAL, turn LEFT, 078° bearing to ALTIN, then along airway W 79.
ALTIN 1N	19L/R	Intercept 191° bearing from DAL to D10 DAL, turn LEFT to DAL, turn RIGHT, 078° bearing to ALTIN, then along airway W 79.
BENEM 1M	01R/L	Intercept 011° bearing from DAL to D5 DAL, turn LEFT, intercept 351° bearing from DAL within DAL 8 DME to D10 DAL, turn LEFT to DAL, turn LEFT, 136° bearing to BENEM, then along airway N 127.
BENEM 1N	19L/R	Intercept 191° bearing from DAL to D10 DAL, turn LEFT, along DAL 10 DME arc, intercept 136° bearing from DAL to BENEM, then along airway

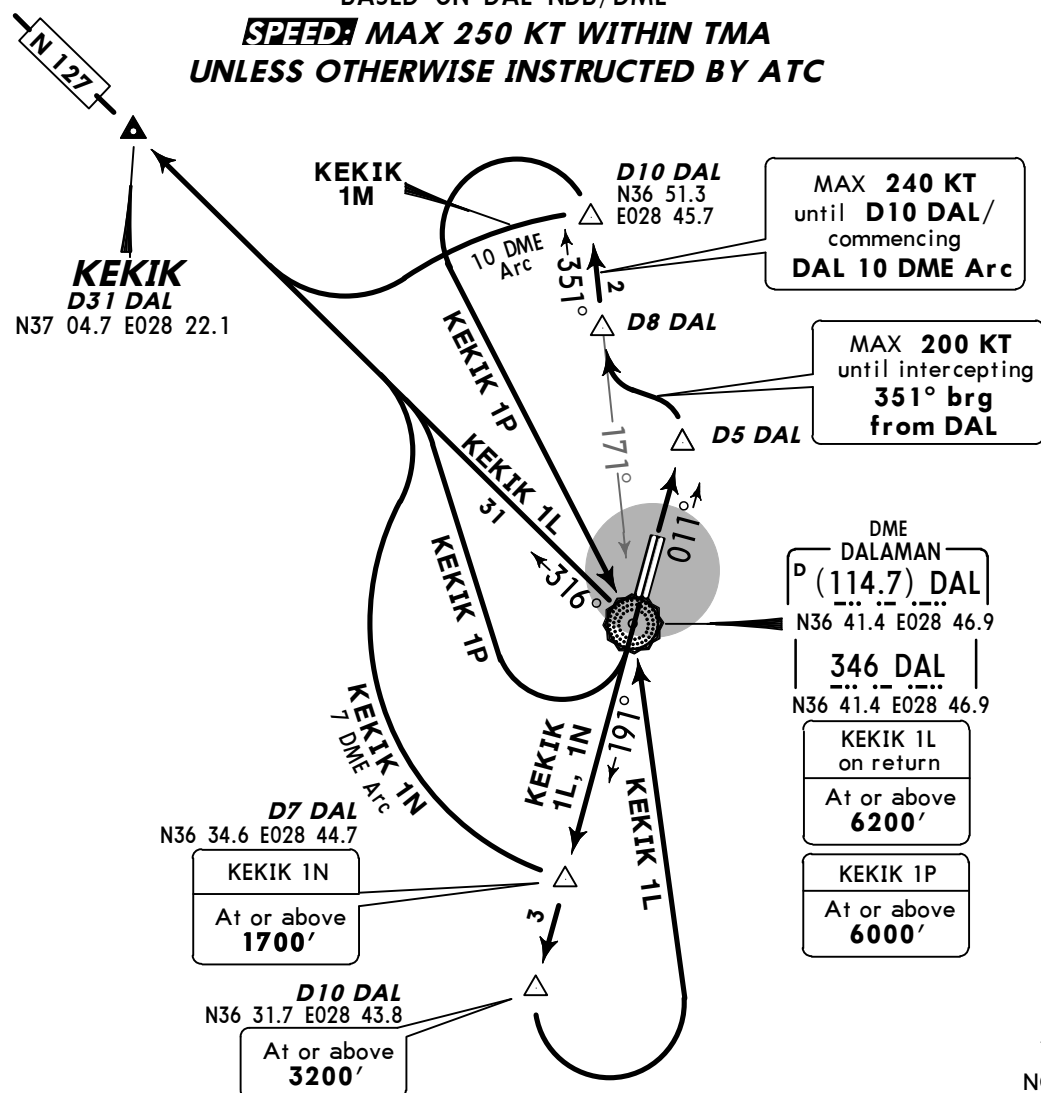
Apt Elev
20'

Trans level: By ATC Trans alt: 12000'



KEKIK ONE LIMA (KEKIK 1L) [KEK11L]
KEKIK ONE MIKE (KEKIK 1M)
KEKIK ONE NOVEMBER (KEKIK 1N)
KEKIK ONE PAPA (KEKIK 1P) [KEK11P]
RWYS 19L/R, 01R/L DEPARTURES
BASED ON DAL NDB/DME

SPEED MAX 250 KT WITHIN TMA
UNLESS OTHERWISE INSTRUCTED BY ATC



These SIDs require minimum climb gradients of

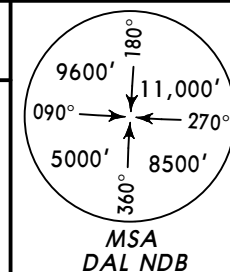
KEKIK 1L
304' per NM (5%) until crossing 7500'.
KEKIK 1M, 1P
322' per NM (5.3%) until crossing 7500'.
KEKIK N
292' per NM (4.8%) until crossing 7500'.

Gnd speed-KT	75	100	150	200	250	300
322' per NM	403	537	805	1073	1342	1610
304' per NM	380	506	760	1013	1266	1519
292' per NM	365	486	729	972	1215	1458

SID	RWY	ROUTING
KEKIK 1L	19L/R	Intercept 191° bearing from DAL to D10 DAL, turn LEFT to DAL, 316° bearing to KEKIK, then along airway N 127.
KEKIK 1M	01R/L	Intercept 011° bearing from DAL to D5 DAL, turn LEFT, intercept 351° bearing from DAL within DAL 8 DME to D10 DAL, turn LEFT, along DAL 10 DME arc, intercept 316° bearing from DAL to KEKIK, then along airway N 127.
KEKIK 1N	19L/R	Intercept 191° bearing from DAL to D7 DAL, turn RIGHT, along DAL 7 DME arc, intercept 316° bearing from DAL to KEKIK, then along airway N 127.
KEKIK 1P	01R/L	Intercept 011° bearing from DAL to D5 DAL, turn LEFT, intercept 351° bearing from DAL within DAL 8 DME to D10 DAL, turn LEFT to DAL, turn RIGHT, intercept 316° bearing from DAL to KEKIK, then along airway

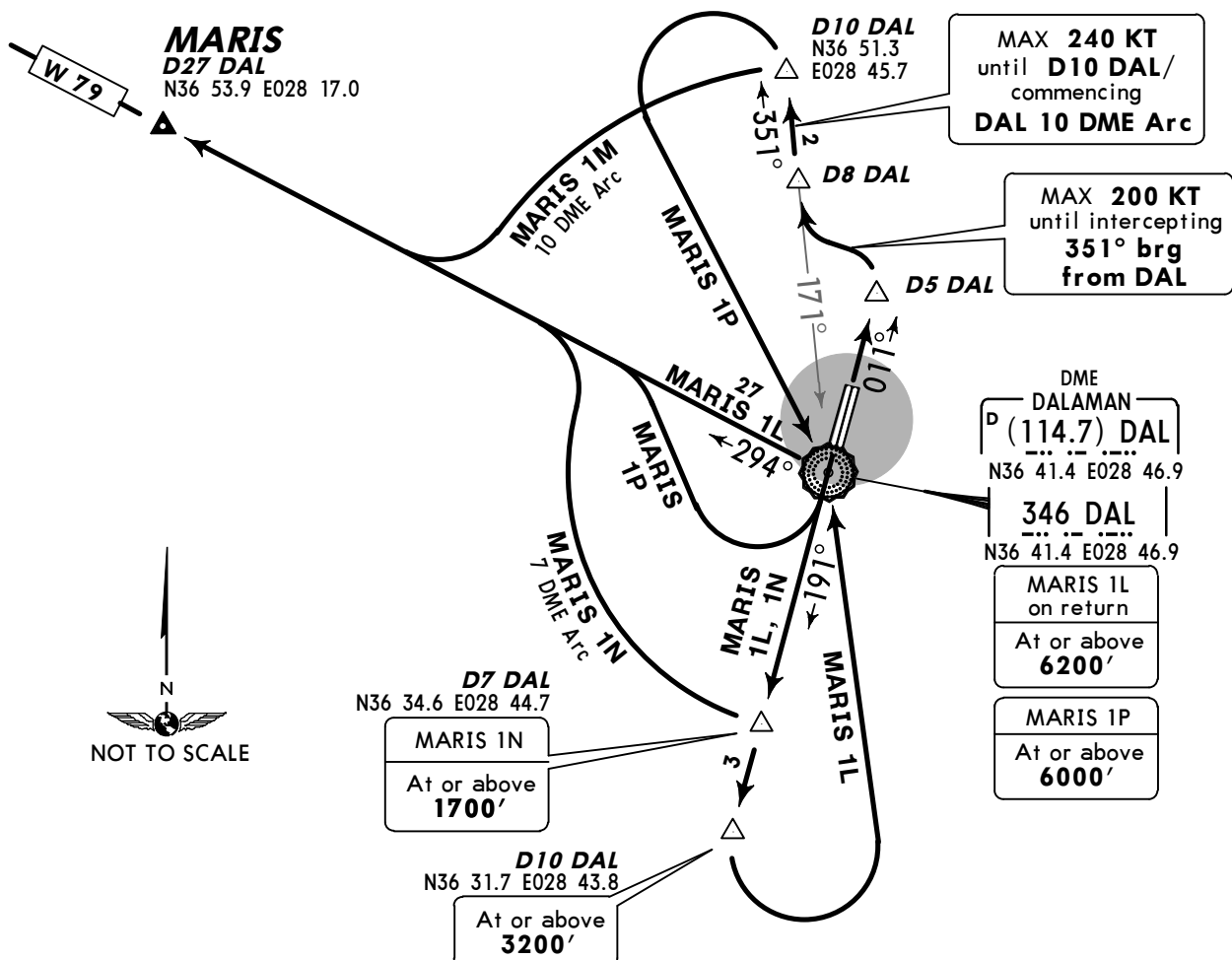
Apt Elev
20'

Trans level: By ATC Trans alt: 12000'



MARIS ONE LIMA (MARIS 1L) [MARI1L]
MARIS ONE MIKE (MARIS 1M)
MARIS ONE NOVEMBER (MARIS 1N)
MARIS ONE PAPA (MARIS 1P) [MARI1P]
RWYS 19L/R, 01R/L DEPARTURES
BASED ON DAL NDB/DME

SPEED MAX 250 KT WITHIN TMA
UNLESS OTHERWISE INSTRUCTED BY ATC



These SIDs require minimum climb gradients of

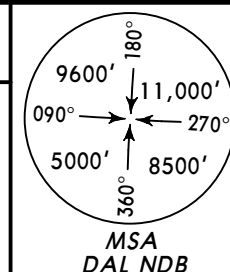
MARIS 1L
304' per NM (5%) until crossing 7500'.
MARIS 1M, 1P
322' per NM (5.3%) until crossing 7500'.
MARIS 1N
292' per NM (4.8%) until crossing 7500'.

Gnd speed-KT	75	100	150	200	250	300
322' per NM	403	537	805	1073	1342	1610
304' per NM	380	506	760	1013	1266	1519
292' per NM	365	486	729	972	1215	1458

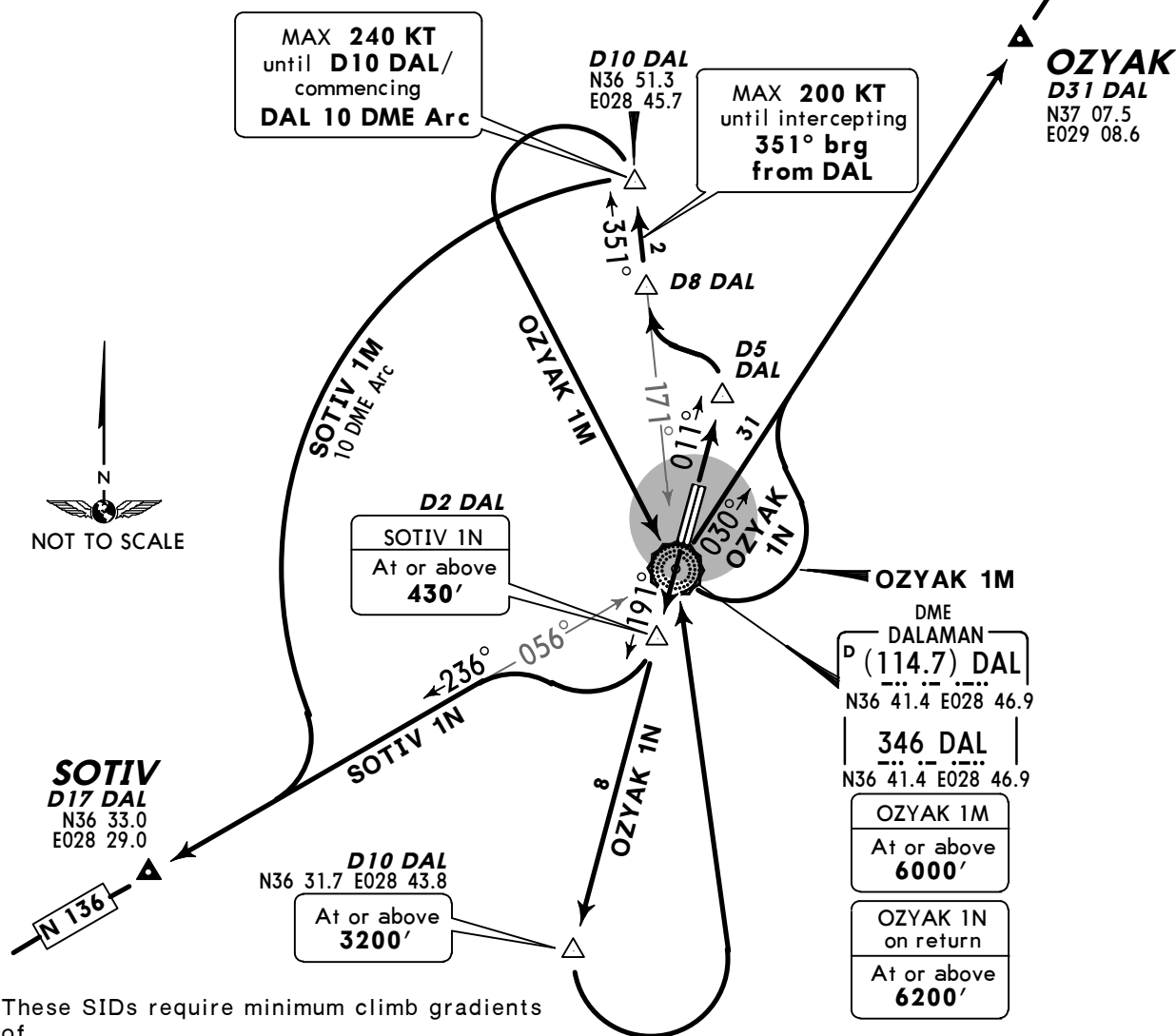
SID	RWY	ROUTING
MARIS 1L	19L/R	Intercept 191° bearing from DAL to D10 DAL, turn LEFT to DAL, turn LEFT, 294° bearing to MARIS, then along airway W 79.
MARIS 1M	01R/L	Intercept 011° bearing from DAL to D5 DAL, turn LEFT, intercept 351° bearing from DAL within DAL 8 DME to D10 DAL, turn LEFT, along DAL 10 DME arc, intercept 294° bearing from DAL to MARIS, then along airway W 79.
MARIS 1N	19L/R	Intercept 191° bearing from DAL to D7 DAL, turn RIGHT, along DAL 7 DME arc, intercept 294° bearing from DAL to MARIS, then along airway W 79.
MARIS 1P	01R/L	Intercept 011° bearing from DAL to D5 DAL, turn LEFT, intercept 351° bearing from DAL within DAL 8 DME to D10 DAL, turn LEFT to DAL, turn RIGHT, intercept 294° bearing from DAL to MARIS, then along airway

Apt Elev
20'

Trans level: By ATC Trans alt: 12000'



OZYAK ONE MIKE (OZYAK 1M) [OZYA1M]
OZYAK ONE NOVEMBER (OZYAK 1N) [OZYA1N]
SOTIV ONE MIKE (SOTIV 1M)
SOTIV ONE NOVEMBER (SOTIV 1N) [SOTI1N]
RWYS 01R/L, 19L/R DEPARTURES
BASED ON DAL NDB/DME
~~SPEED~~ MAX 250 KT WITHIN TMA
UNLESS OTHERWISE INSTRUCTED BY ATC

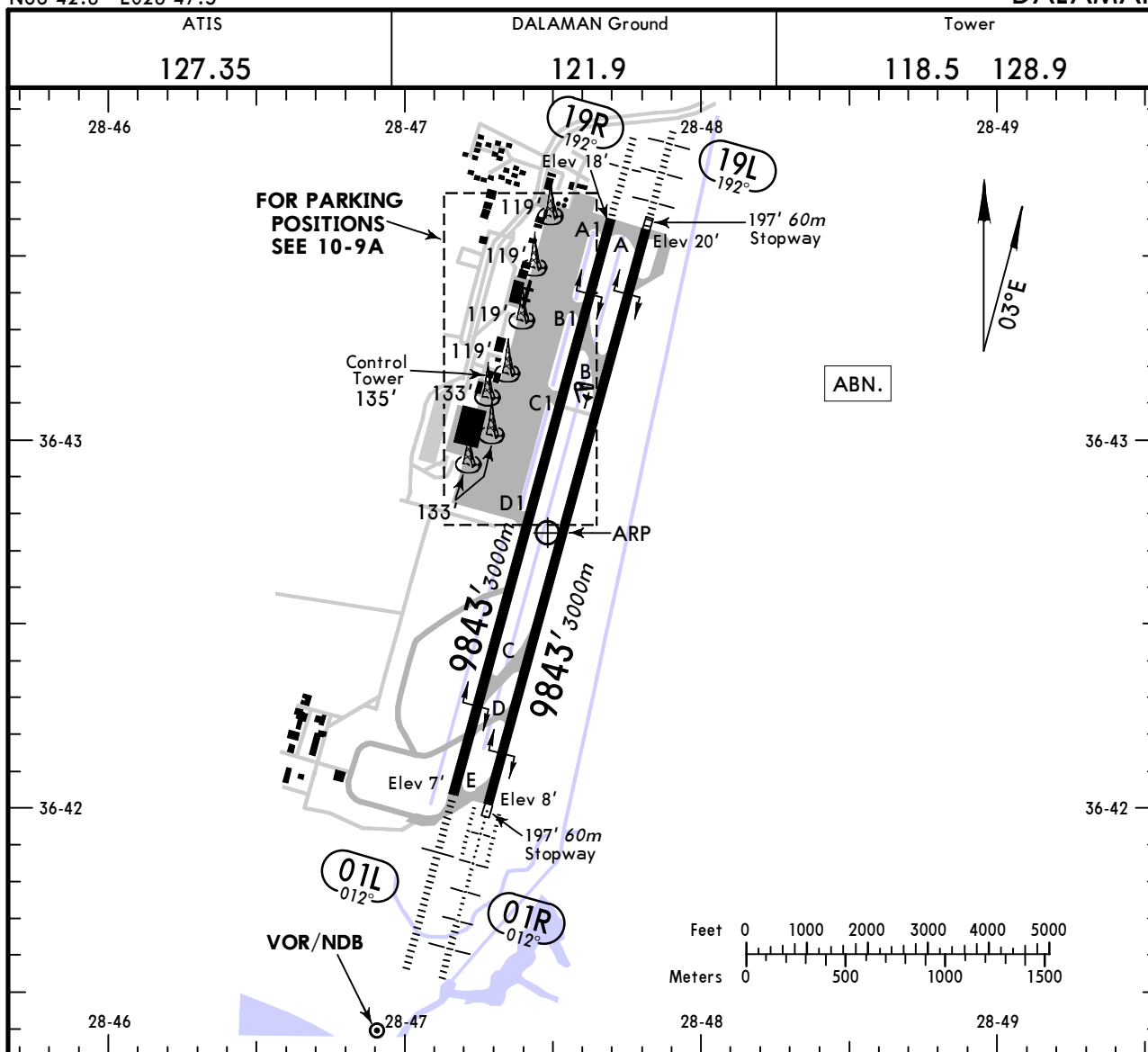


These SIDs require minimum climb gradients of

OZYAK 1M, SOTIV 1M
322' per NM (5.3%) until crossing 7500'.
OZYAK 1N
304' per NM (5%) until crossing 7500'.
SOTIV 1N
219' per NM (3.6%) until crossing 3000'.

Gnd speed-KT	75	100	150	200	250	300
322' per NM	403	537	805	1073	1342	1610
304' per NM	380	506	760	1013	1266	1519
219' per NM	273	365	547	729	911	1094

SID	RWY	ROUTING
OZYAK 1M	01R/L	Intercept 011° bearing from DAL to D5 DAL, turn LEFT, intercept 351° bearing from DAL within DAL 8 DME to D10 DAL, turn LEFT to DAL, turn LEFT, intercept 030° bearing from DAL to OZYAK, then along airway W 78.
OZYAK 1N	19L/R	Intercept 191° bearing from DAL to D10 DAL, turn LEFT to DAL, turn RIGHT, 030° bearing to OZYAK, then along airway W 78.
SOTIV 1M	01R/L	Intercept 011° bearing from DAL to D5 DAL, turn LEFT, intercept 351° bearing from DAL within DAL 8 DME to D10 DAL, turn LEFT, along DAL 10 DME arc, intercept 236° bearing from DAL to SOTIV, then along airway N 136.
SOTIV 1N	19L/R	Climb to D2 DAL, turn RIGHT, intercept 236° bearing from DAL to SOTIV.



ADDITIONAL RUNWAY INFORMATION

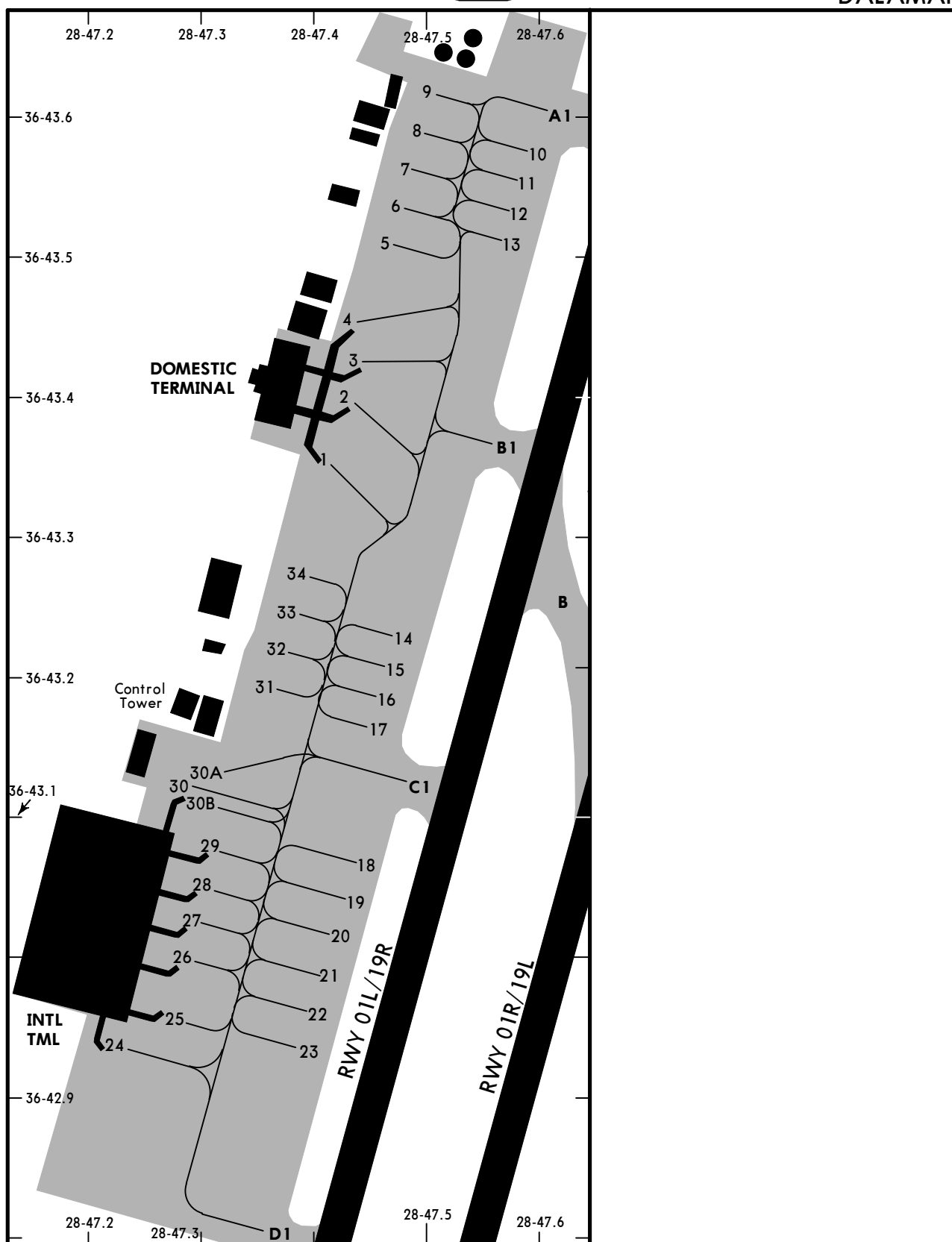
RWY		USABLE LENGTHS				WIDTH
		Threshold	Landing Beyond	Glide Slope	TAKE-OFF	
01L	HIRL (60m) HIALS SFL PAPI (3.0°)					148'
19R	HIRL (60m) HIALS REIL PAPI (3.0°)					45m
01R	HIRL (60m) CL (15m) HIALS-II REIL TDZ PAPI (3.0°) RVR		8993' 2742m			148'
19L	HIRL (60m) CL (15m) HIALS REIL PAPI (3.0°) RVR					45m

Standard

TAKE-OFF 1

	LVP must be in force				RCLM (DAY only) or RL	NIL (DAY only)
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL		
A						
B	125m	150m	200m	250m	400m	500m
C						
D	150m	200m	250m	300m		

Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.



INS COORDINATES

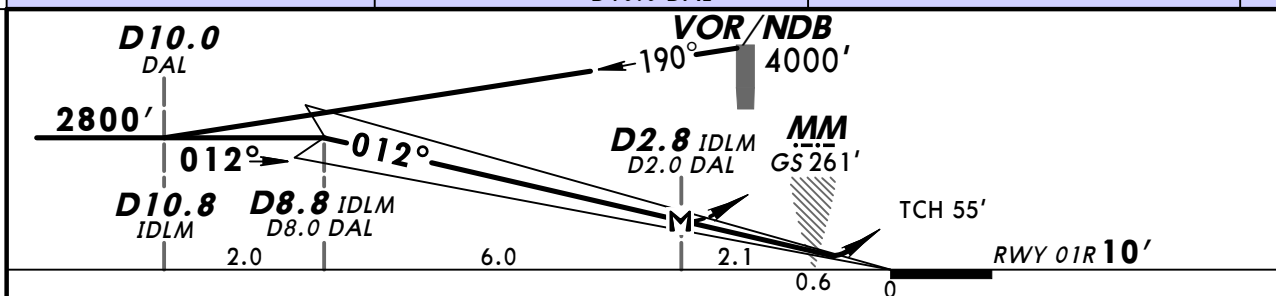
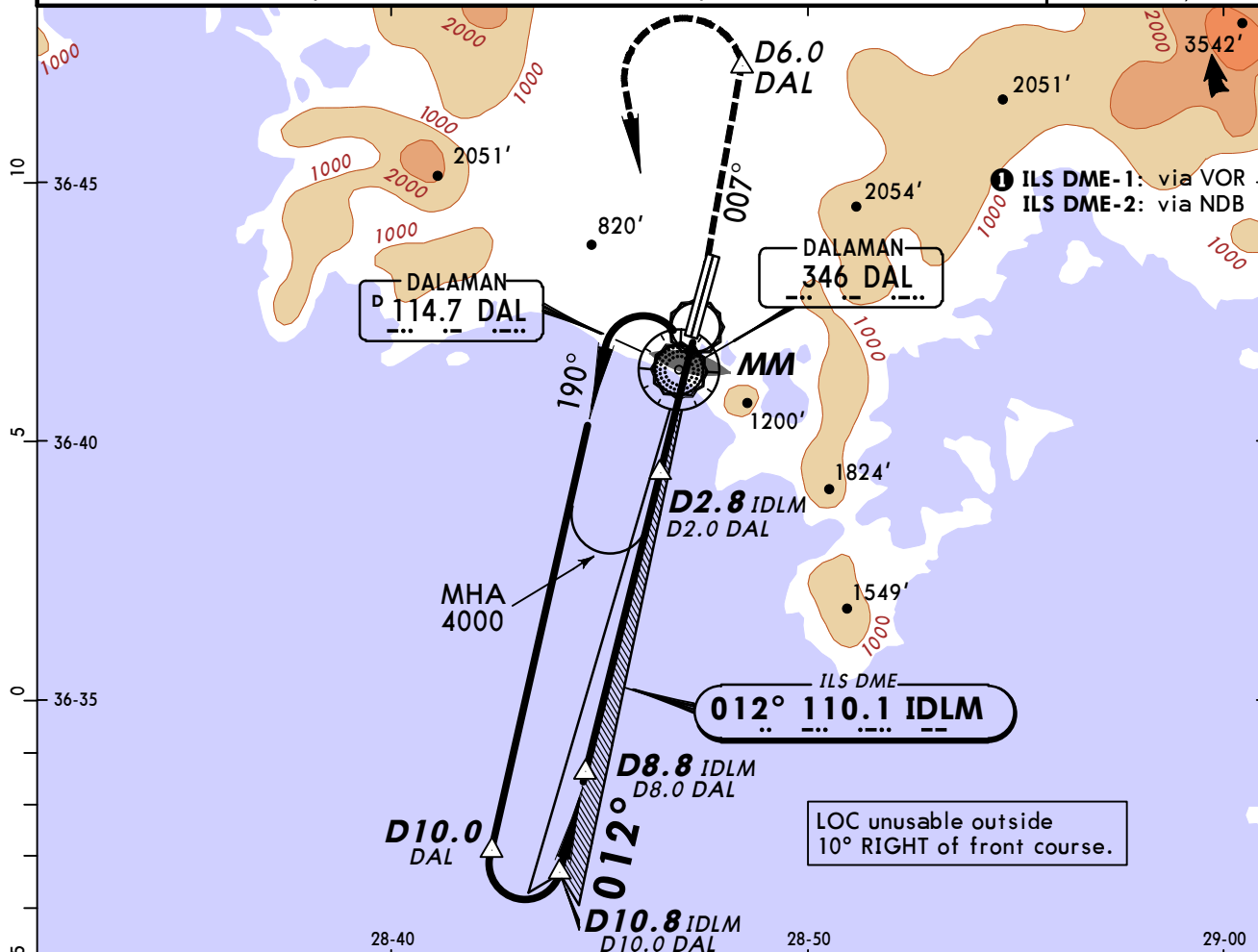
STAND No.	COORDINATES	STAND No.	COORDINATES
1, 2	N36 43.4 E028 47.4	20 thru 22	N36 43.0 E028 47.4
3	N36 43.4 E028 47.5	23	N36 42.9 E028 47.4
4	N36 43.5 E028 47.4	24	N36 42.9 E028 47.2
5, 6	N36 43.5 E028 47.5	25 thru 27	N36 43.0 E028 47.3
7 thru 9	N36 43.6 E028 47.5	28 thru 30B	N36 43.1 E028 47.3
10, 11	N36 43.6 E028 47.6	31 thru 33	N36 43.2 E028 47.4
12, 13	N36 43.5 E028 47.6	34	N36 43.3 E028 47.4
14 thru 17	N36 43.2 E028 47.5		
18	N36 43.1 E028 47.5		

LTBS/DLM DALAMAN

JEPPesen
12 FEB 10 (11-1)

MUGLA, TURKEY
ILS DME-1 or -2 Rwy 01R

ATIS 127.35	DALAMAN Approach (R) 119.22 122.4 126.05			DALAMAN Tower 118.5 128.9		Ground 121.9
LOC IDLM 110.1	Final Apch Crs 012°	GS D8.8 IDLM 2800' (2790')	ILS DA(H) Refer to Minimums	Apt Elev 20'	RWY 10'	
MISSED APCH: Climb on R-007/007° from NDB to D6.0 DAL, then turn LEFT climbing to cross VOR/NDB at 4000' and hold. MAX 185 KT until inbound VOR/NDB. If unable to reach 4000' at VOR/NDB, intercept R-165/165° from NDB. At 3700' turn RIGHT climbing to cross VOR/NDB at 4000' and hold.						
Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: By ATC	Trans alt: 12000'			

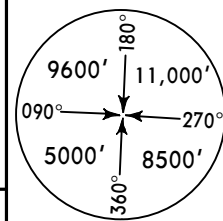


Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI PAPI	185 KT MAX	D6.0 DAL on 007°
ILS GS or	377	485	539	647	755	862			
LOC Descent Angle 3.00°									
MAP at D2.8 IDLM/D2.0 DAL									

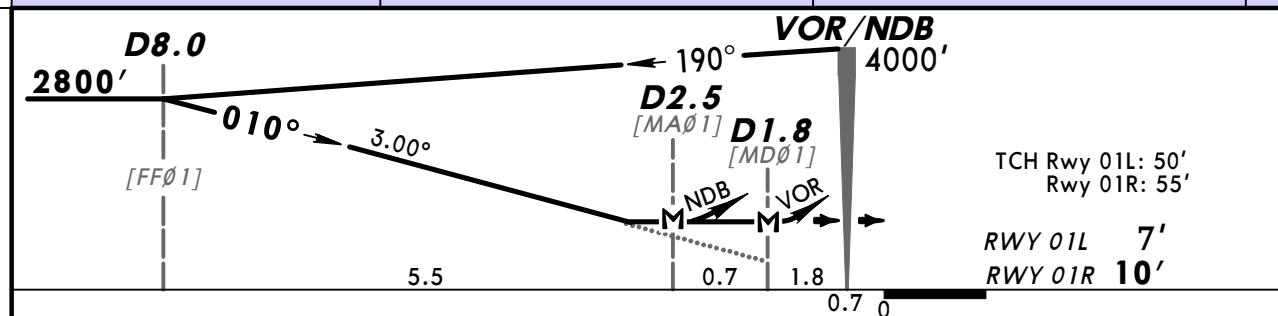
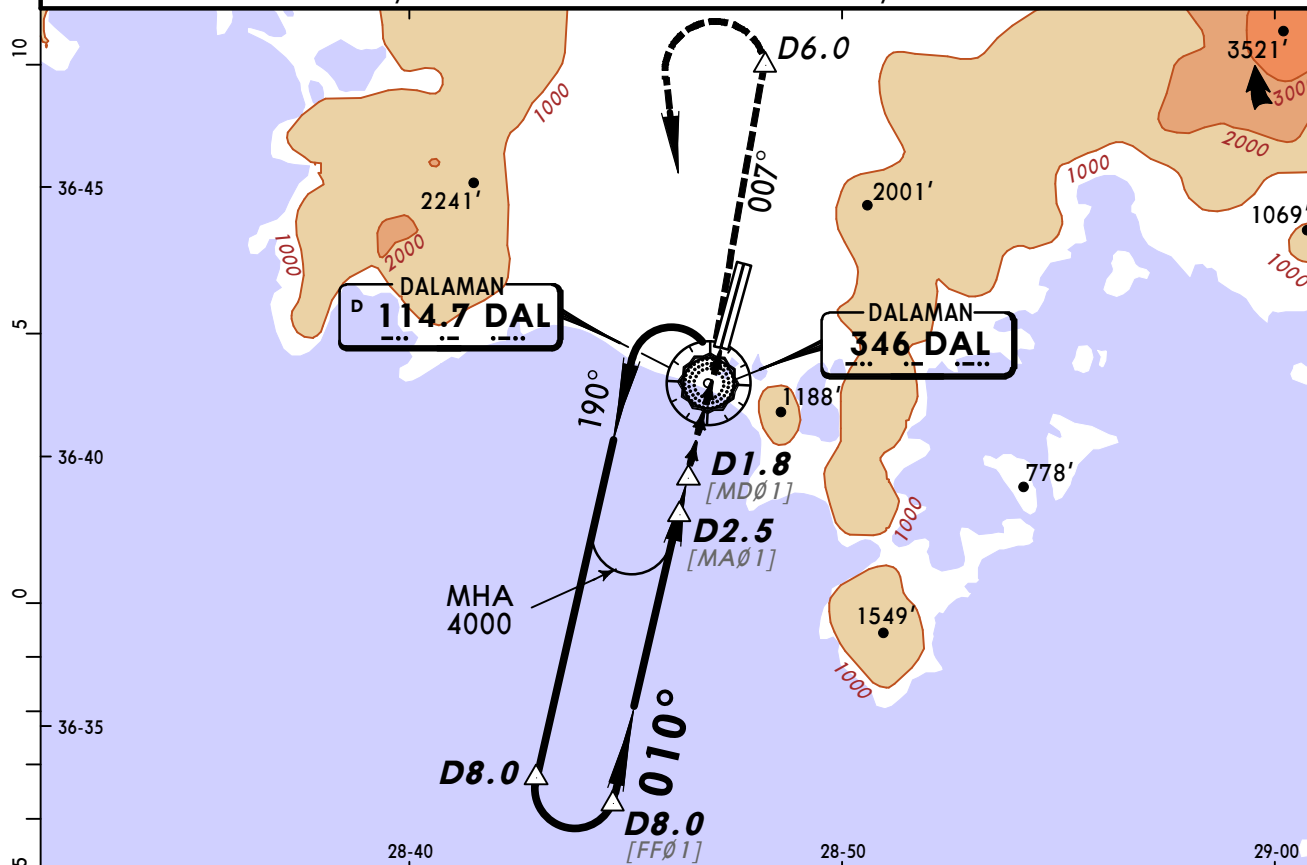
STRAIGHT-IN LANDING RWY 01R					LOC (GS out)		CIRCLE-TO-LAND	
Missed apch climb gradient mim 5.0% DA(H) 210' (200')			Missed apch climb gradient mim 2.5% DA(H) 850' (840')		MDA(H) 900' (890')		Not authorized East of apt	
FULL	Limited	ALS out	FULL/Limited	ALS out		ALS out	Max Kts	MDA(H) VIS
A							100	
B							135	1600' (1580') 5000m
C	RVR 550m	RVR 750m	RVR 1200m		RVR 1500m		180	
D				CVM 2400m	CMV 2400m		205	2310' (2290') 5000m

NS OPS 3

ATIS 127.35	DALAMAN Approach (R) 119.22 122.4 124.4 126.05	DALAMAN Tower 118.5 128.9	Ground 121.9
VOR DAL 114.7	Final Apch Crs 010°	Minimum Alt D8.0 2800' (2790')	VOR MDA(H) 900' (890')
NDB DAL 346			NDB MDA(H) 1200' (1190')
MISSED APCH: Climb on R-007 to D6.0, then turn LEFT climbing to cross VOR/NDB at 4000' and hold. MAX 185 KT until inbound VOR/NDB. If unable to reach 4000' at VOR, intercept and follow R-165. At 3500' turn RIGHT climbing to cross VOR at 4000' and hold.			Apt Elev 20' RWY 01L 7' RWY 01R 10'
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC			Trans alt: 12000'



MSA
DAL VOR/NDB

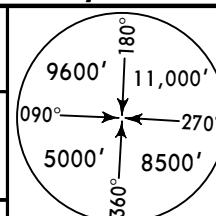


Gnd speed-Kts	70	90	100	120	140	160		Lighting - Refer to Airport Chart	185 KT MAX	D6.0 on ↑	DAL 114.7 R-007
Descent Angle 3.00°	372	478	531	637	743	849					
VOR: MAP at D1.8											
NDB: MAP at D2.5											

NS OPS 3	STRAIGHT-IN LANDING RWY 01L/R				CIRCLE-TO-LAND	
	VOR		NDB		Not authorized East of apt	
	MDA(H) 900' (890')		MDA(H) 1200' (1190')		Max Kts	MDA(H) VIS
	ALS out		ALS out			
	A	B	A	B		
	2800m	3500m	3900m	4600m	100	1600' (1580') 5000m
					135	
					180	
					205	
	3600m	4300m	4800m	5000m		2310' (2290') 5000m

ATIS	DALAMAN Approach (R)				DALAMAN Tower		Ground
127.35	119.22	122.4	124.4	126.05	118.5	128.9	121.9
VOR DAL	NDB DAL	Final Apch Crs	Minimum Alt D4.0	MDA(H)		Apt Elev	20'
114.7	346	010°	1600' (1590')	1200' (1190')		RWY 01L	7'
						RWY 01R	10'

MISSED APCH: Climb to VOR/NDB, continue climb on 007° to 2400' within D6.0, then turn LEFT climbing to 4500' to VOR/NDB and hold. MAX 185 KT until inbound VOR/NDB.



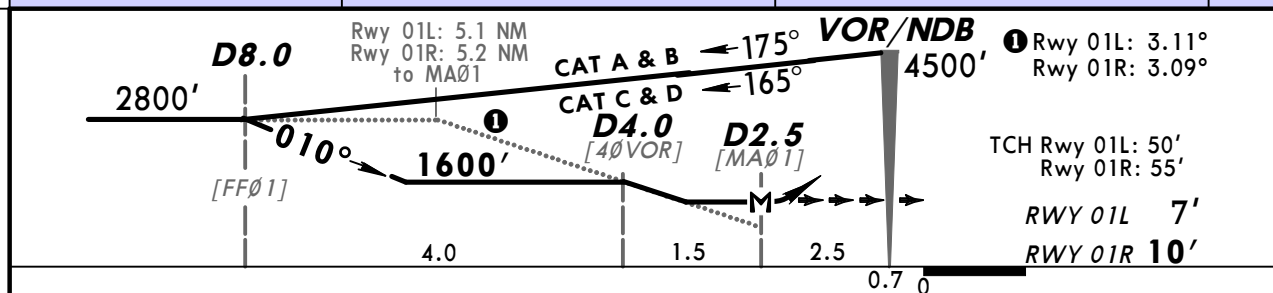
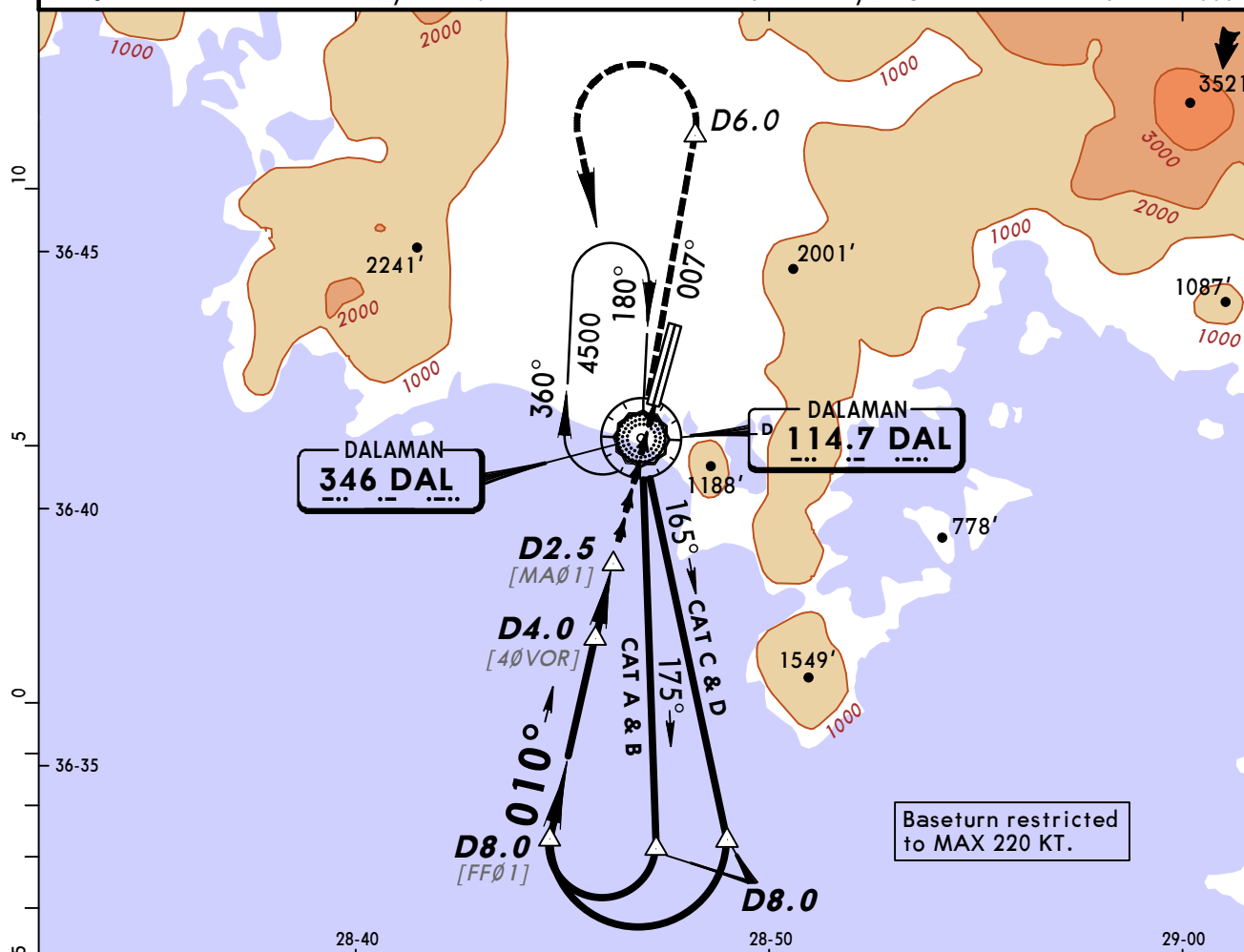
MSA
DAL VOR/NDB

Alt Set: hPa

Rwv Elev: 0 hPa

Trans level: By ATC

Trans alt: 12000'



<i>Gnd speed-Kts</i>	70	90	100	120	140	160	Lighting - Refer to Airport Chart	185 KT MAX	DAL 114.7 346
Rwy 01L: <i>Desc Angle 3.11°</i>	385	495	550	660	770	880			
Rwy 01R: <i>Desc Angle 3.09°</i>	383	492	547	656	765	875			
<i>MAP at D2.5</i>									

Standard	STRAIGHT-IN LANDING RWY 01L/R
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CIRCLE-TO-LAND

Not authorized East
of airport

$MDA(H)$ **1200'** (1190')

ALS out

Max

$$-MDA(H).$$

 VIS

A	3900m	4600m	100	1600' (1580') 5000m
B			135	
C	4800m	5000m	180	2310' (2290') 5000m
D			205	

BRIEFING STRIP™

ATIS	DALAMAN Approach (R)				DALAMAN Tower		Ground
127.35	119.22	122.4	126.05	118.5	128.9	121.9	
VOR DAL 114.7	Final Apch Crs 187°	Minimum Alt D6.0 3200' (3180')	MDA(H) Refer to Minimums		Apt Elev 20'		
MISSED APCH: Climb on R-230 to 3000' to D10.0, then turn LEFT climbing to 4000' to VOR and hold.							

180°

9600'

11,000'

090°

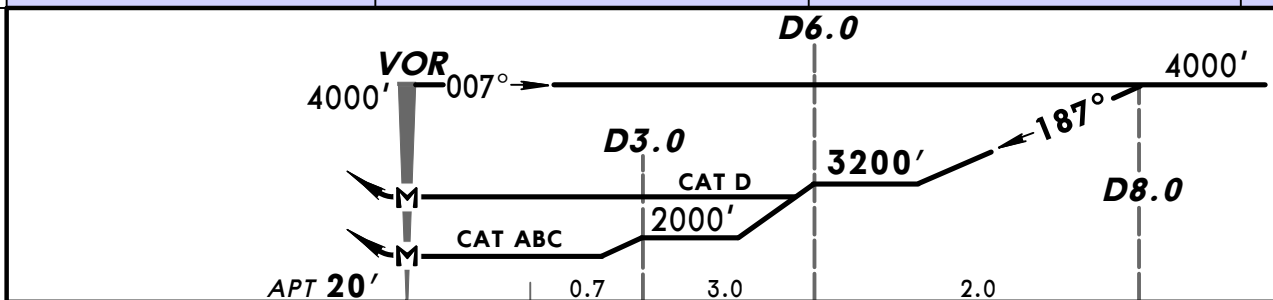
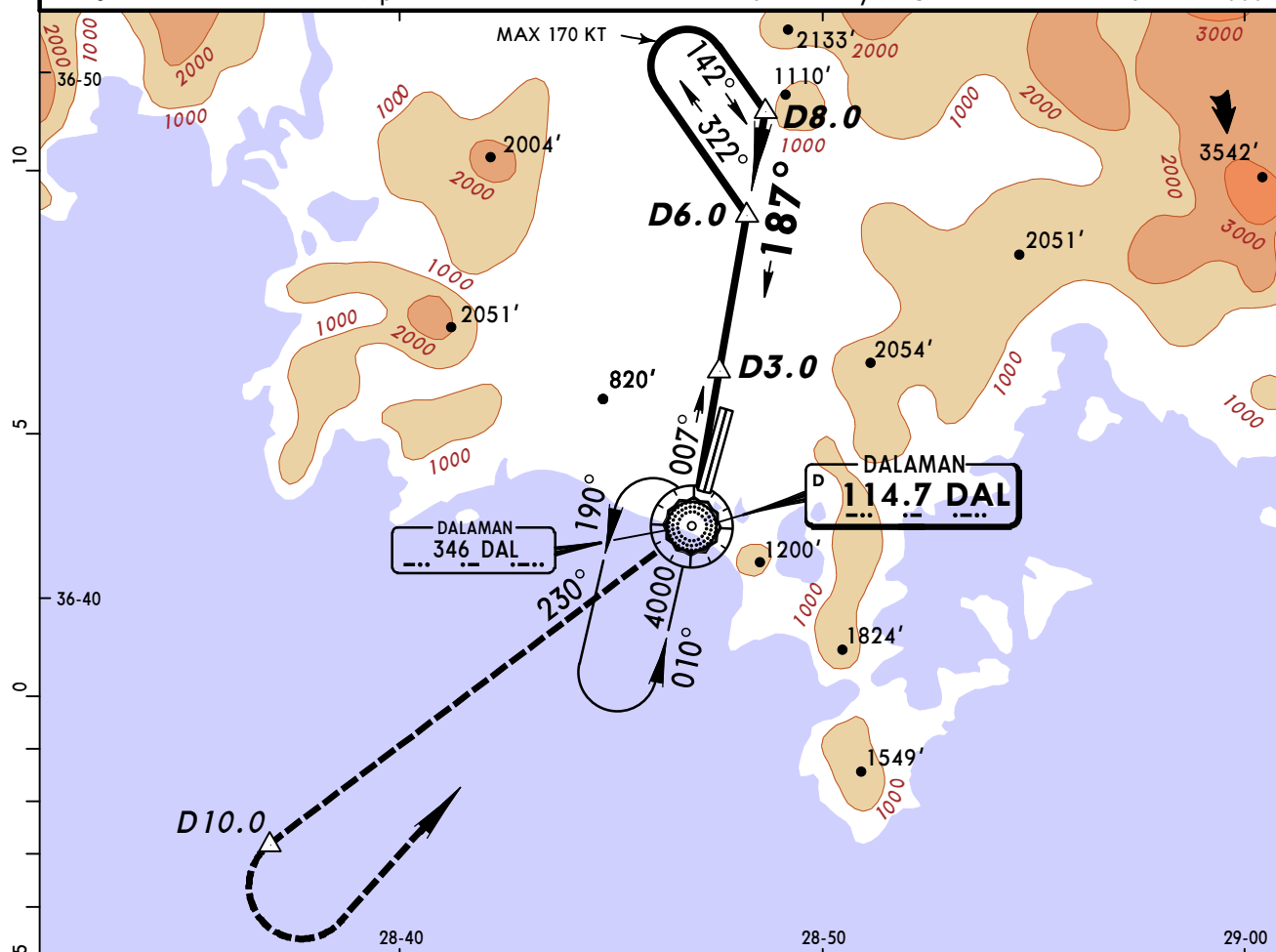
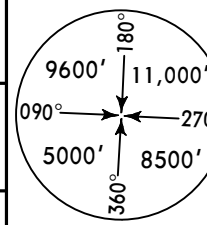
5000'

360°

8500'

270°

MSA
DAL VOR



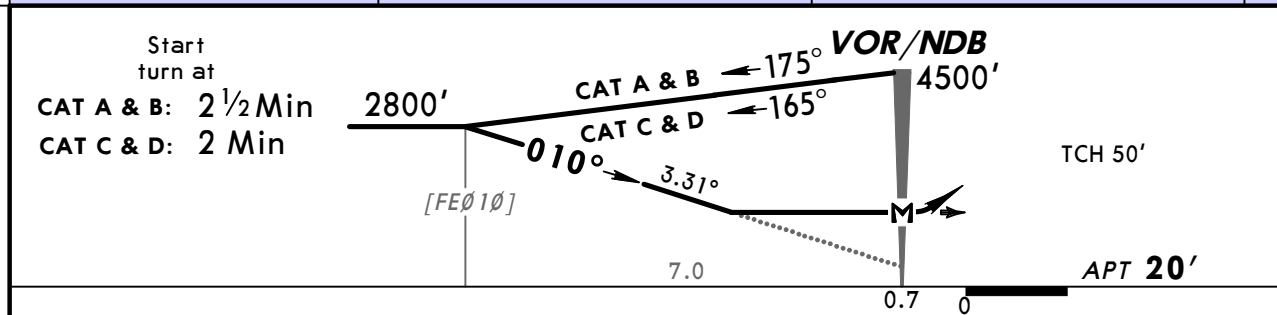
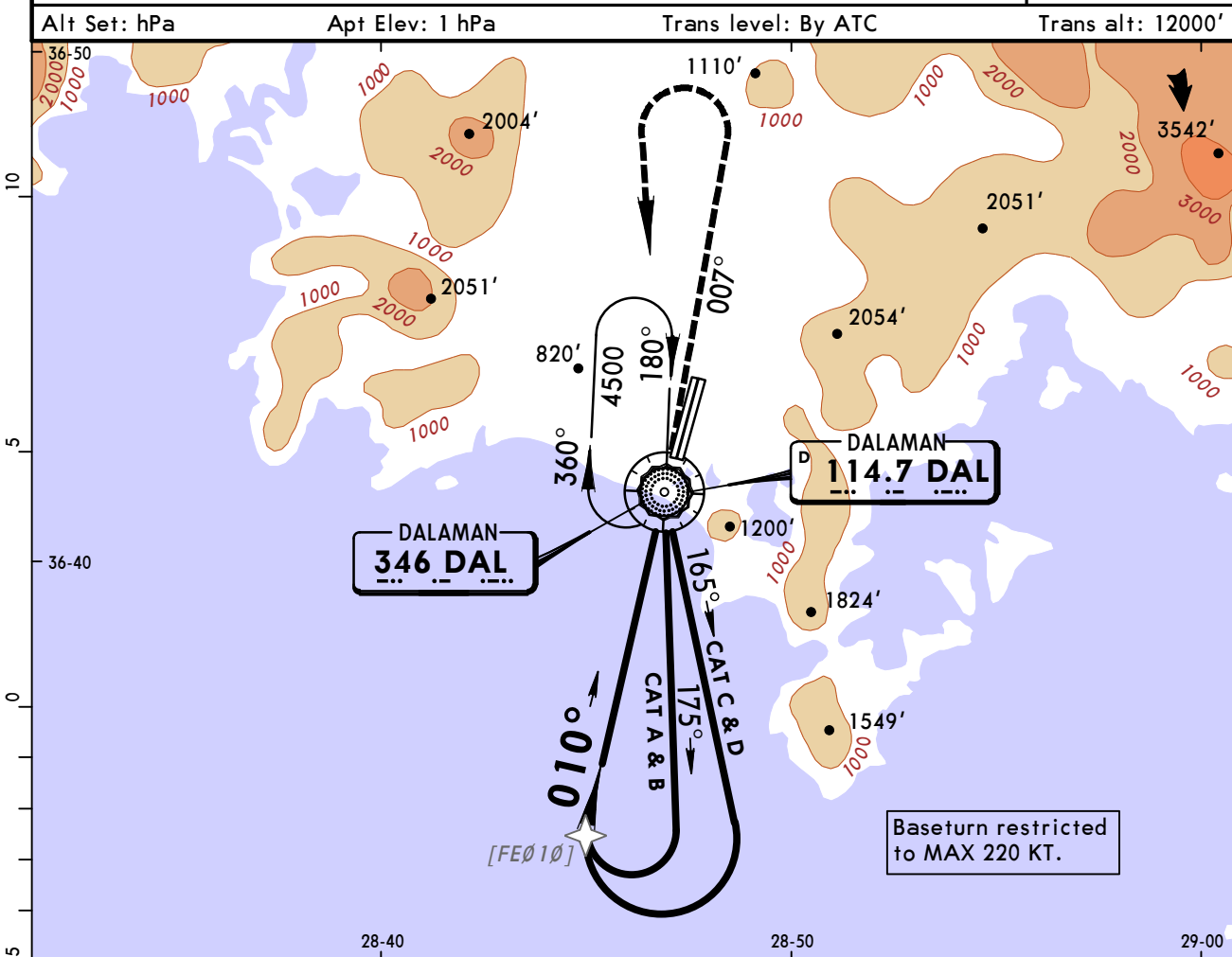
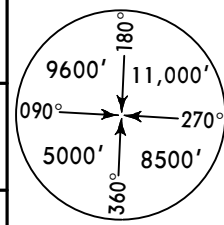
MAP at VOR				Lighting-Refer to Airport Chart		3000'	DAL	D10.0
Standard				↑		on 114.7	R-230	

STRAIGHT-IN LANDING			CIRCLE-TO-LAND		
NOT AUTHORIZED			Not authorized East of airport		
			Max Kts	MDA(H)	VIS
			100		
			135	1600' (1580')	5000m
			180		
			205	2310' (2290')	5000m

ATIS	DALAMAN Approach (R)			DALAMAN Tower		Ground
127.35	119.22	122.4	126.05	118.5	128.9	121.9
VOR DAL 114.7	NDB DAL 346	Final Apch Crs 010°	Minimum Alt No FAF	MDA(H) Refer to Minimums	Apt Elev 20'	

MISSED APCH: Climb on 007° to 2400', then turn LEFT climbing to 4500' to VOR/NDB and hold. MAX 185 KT until inbound VOR/NDB.

MSA
DAL VOR/NDB



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.31°	410	527	586	703	820	937
MAP at VOR/NDB						

Lighting-Refer to Airport Chart

2400' on 007°

Standard		STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
				Not authorized East of airport	
				Max Kts	MDA(H) VIS
				100	
				135	1600' (1580') 5000m
				180	
				205	2310' (2290') 5000m

NOT AUTHORIZED

LTBS/DLM DALAMAN

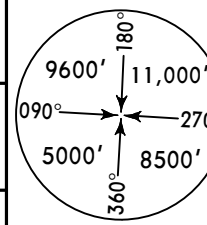
JEPPesen
12 FEB 10 (13-5)

MUGLA, TURKEY
VOR DME-3

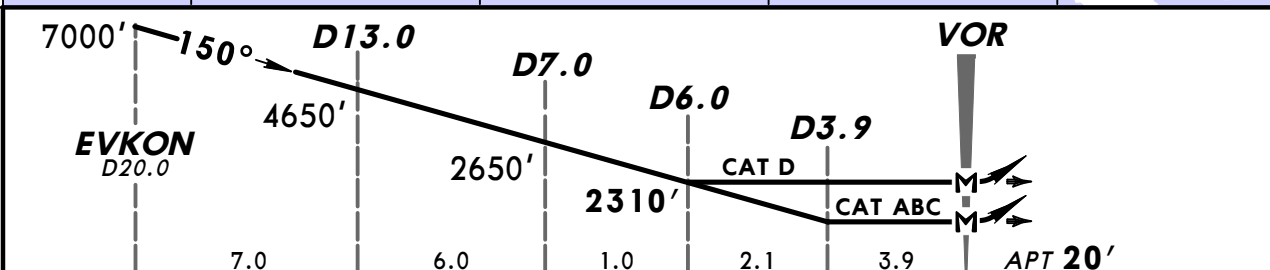
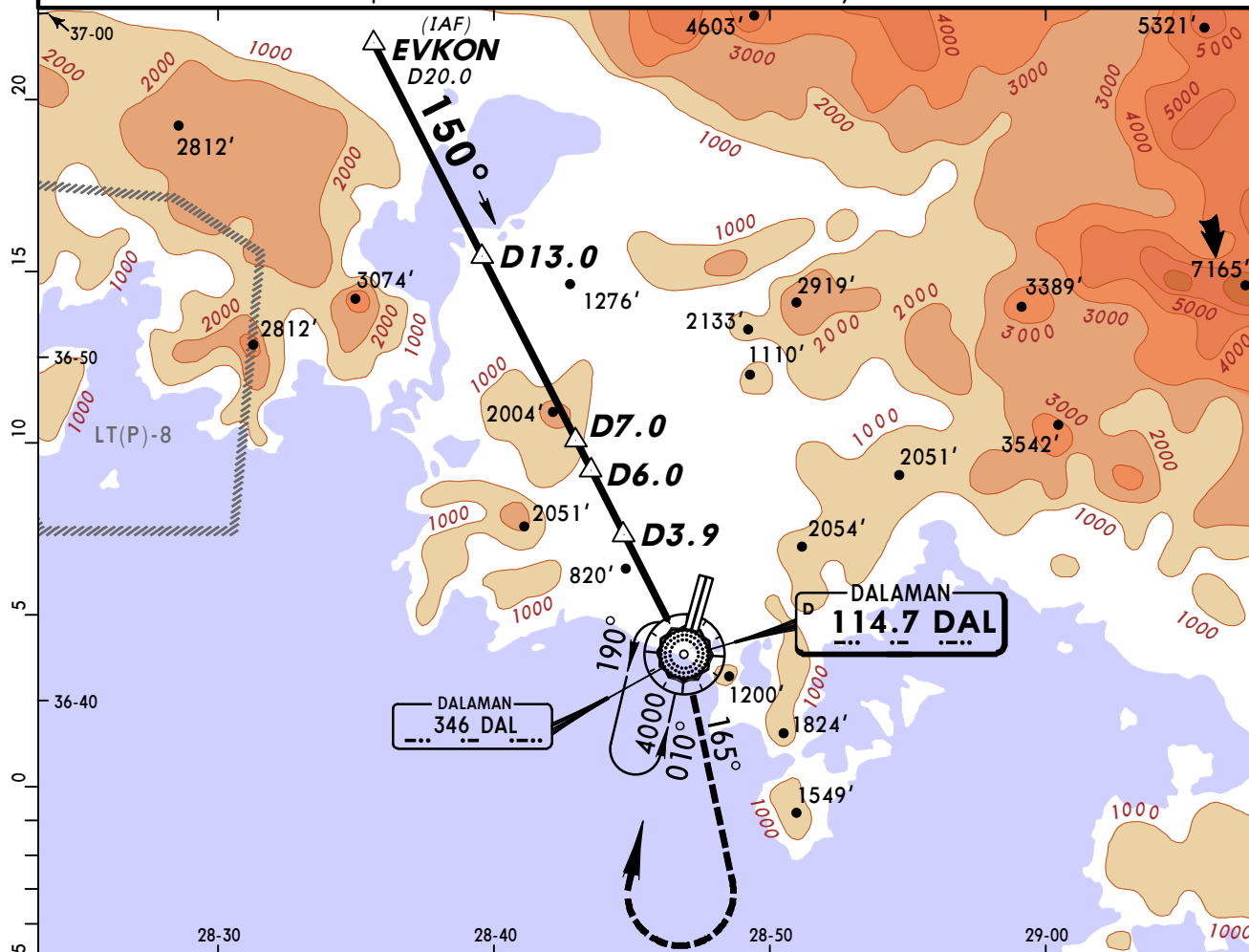
BRIEFING STRIP™

ATIS	DALAMAN Approach (R)			DALAMAN Tower		Ground
127.35	119.22	122.4	126.05	118.5	128.9	121.9
VOR DAL 114.7	Final Apch Crs 150°	Minimum Alt D6.0 2310' (2290')	MDA(H) Refer to Minimums	Apt Elev 20'		
MISSED APCH: Climb on R-165 to 3100', then turn RIGHT climbing to 4000' to VOR and hold.						

MSA
DAL VOR



Alt Set: hPa Apt Elev: 1 hPa Trans level: By ATC Trans alt: 12000'



MAP at VOR				Lighting- Refer to Airport Chart	3100' on DAL ↑ 114.7 R-165
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Standard			CIRCLE-TO-LAND	
STRAIGHT-IN LANDING			Not authorized East of airport	
VS OPS 3	A	NOT AUTHORIZED	Max Kts	MDA(H) VIS
	B		100	
	C		135	1600' (1580') 5000m
	D		205	2310' (2290') 5000m

MUGLA, (DALAMAN - LTBS)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LTBS