

List of pages in this Trip Kit

Trip Kit Index

Airport Information For LTBS

Terminal Charts For LTBS

Revision Letter For Cycle 15-2013

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: 0302 Z
Sunset: 1721 Z,

Runway Information

Runway: 01
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: 19
Length x Width: 9843 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 20 ft
Lighting: Edge, ALS, Centerline, REIL
Stopway: 197 ft

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

LTBS/DLM
DALAMAN

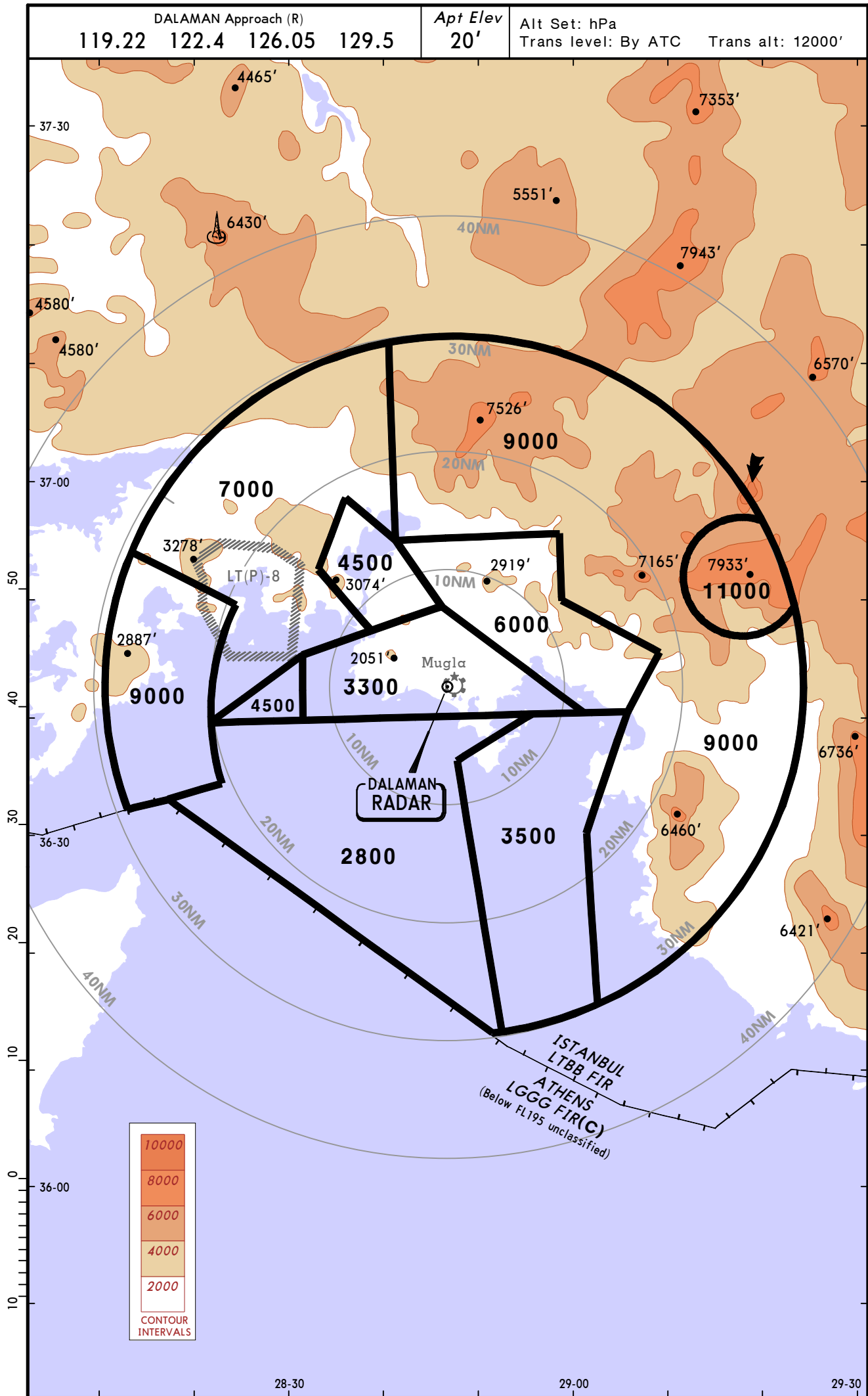
29 AUG 08

10-1R

JEPPESEN

MUGLA, TURKEY

RADAR MINIMUM ALTITUDES



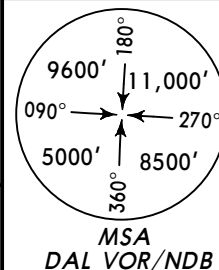
CHANGES: Trans alt.

© JEPPESEN, 2007, 2008. ALL RIGHTS RESERVED.

ATIS
127.35

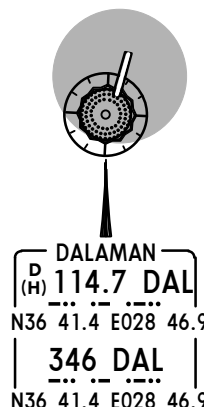
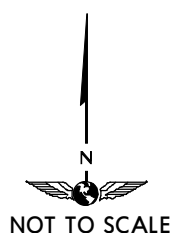
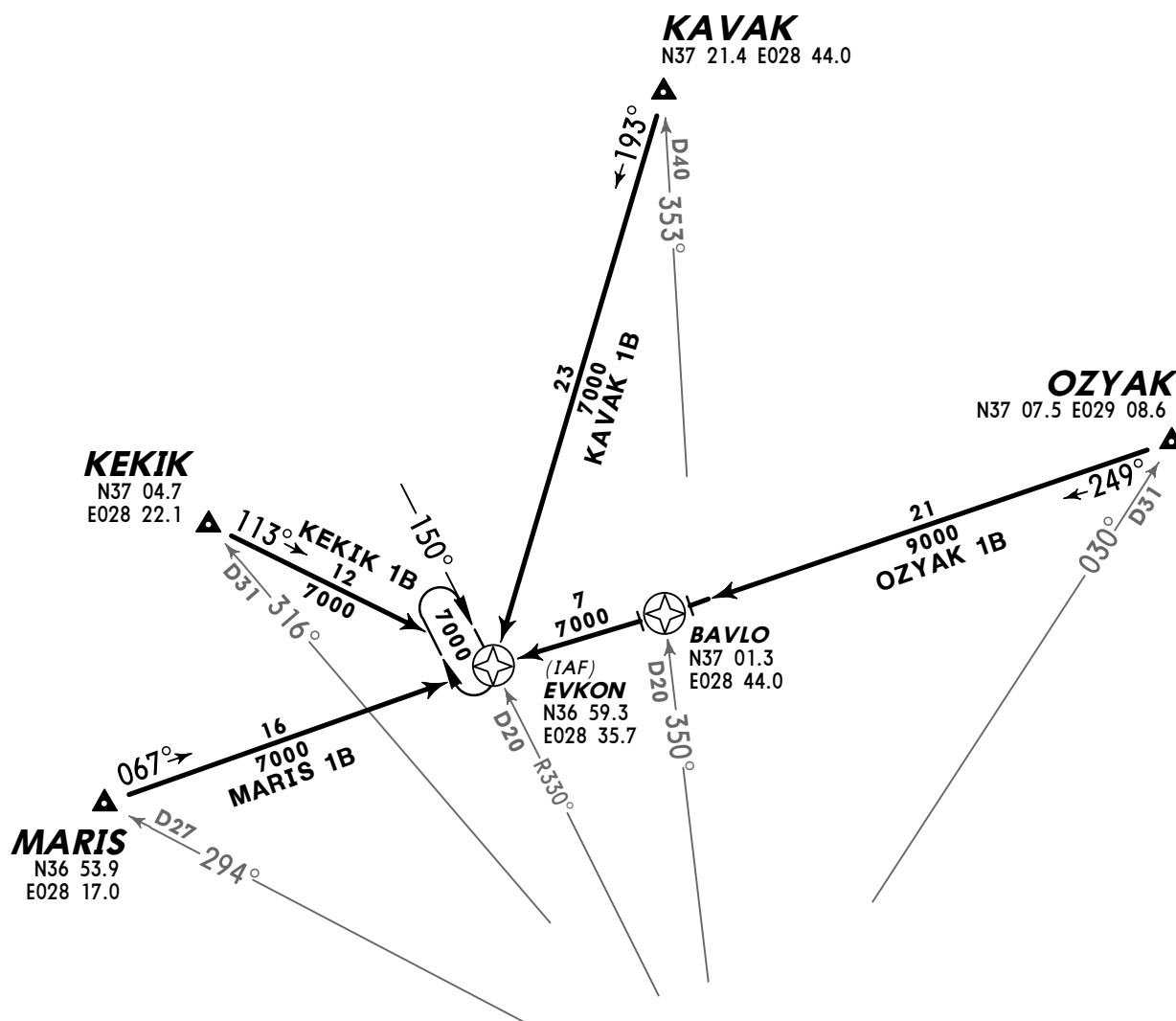
Apt Elev
20'

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)

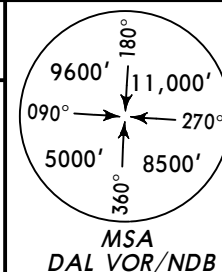
SPEED MAX 250 KT WITHIN TMA
UNLESS OTHERWISE INSTRUCTED BY ATC



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]

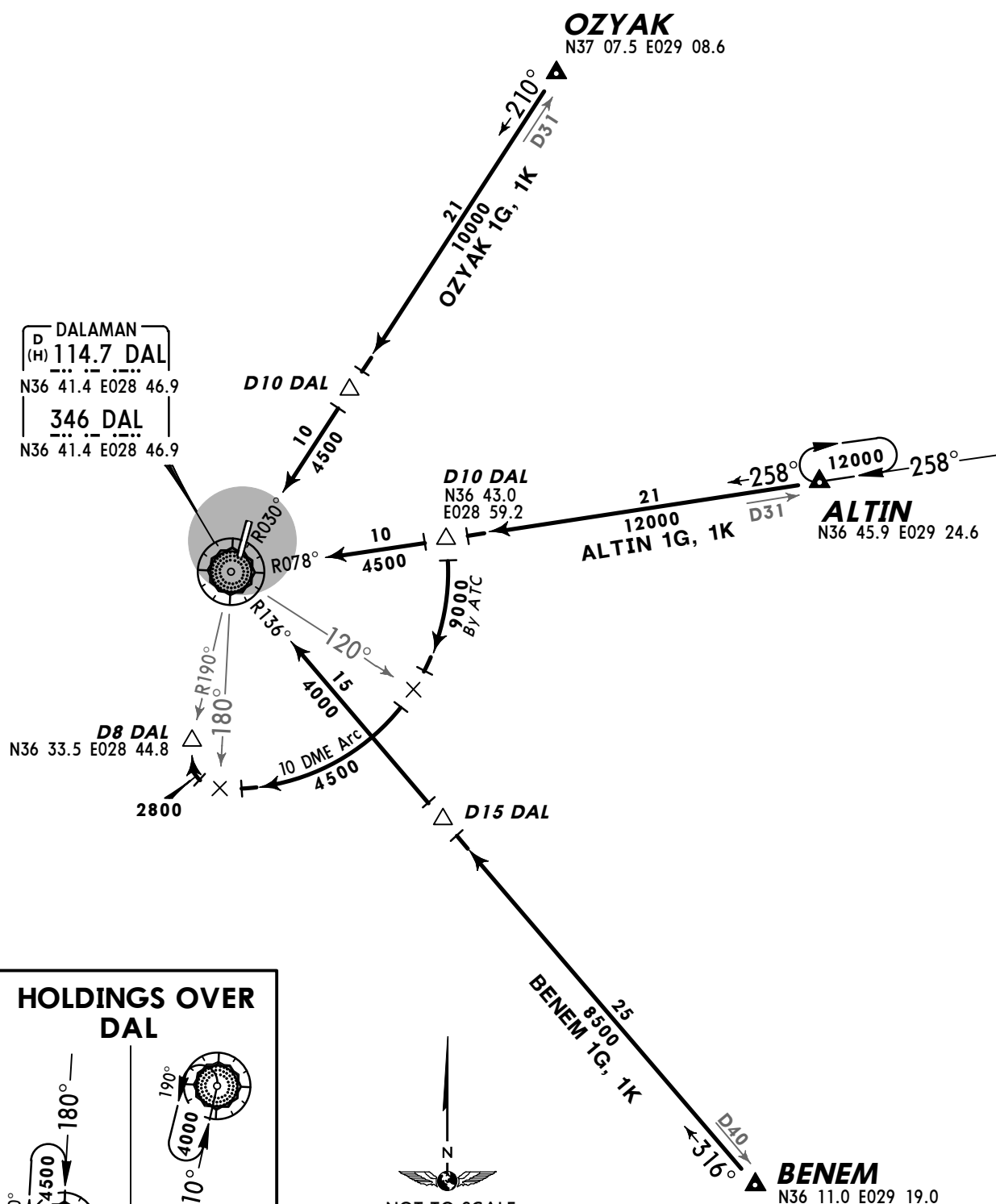
ALTIN 1K [ALTI1K]
BENEM 1K [BENE1K]
OZYAK 1K [OZYA1K]

ARRIVALS
TO VORDME

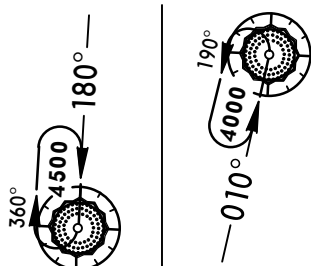
ARRIVALS
TO NDB

FROM NORTHEAST, EAST & SOUTHEAST

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



**HOLDINGS OVER
DAL**

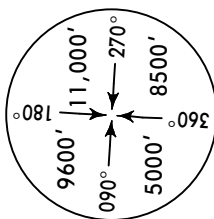


© JEPPESEN, 2005, 2013. ALL RIGHTS RESERVED.

ATIS
127.35

Apt Elev
20'

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

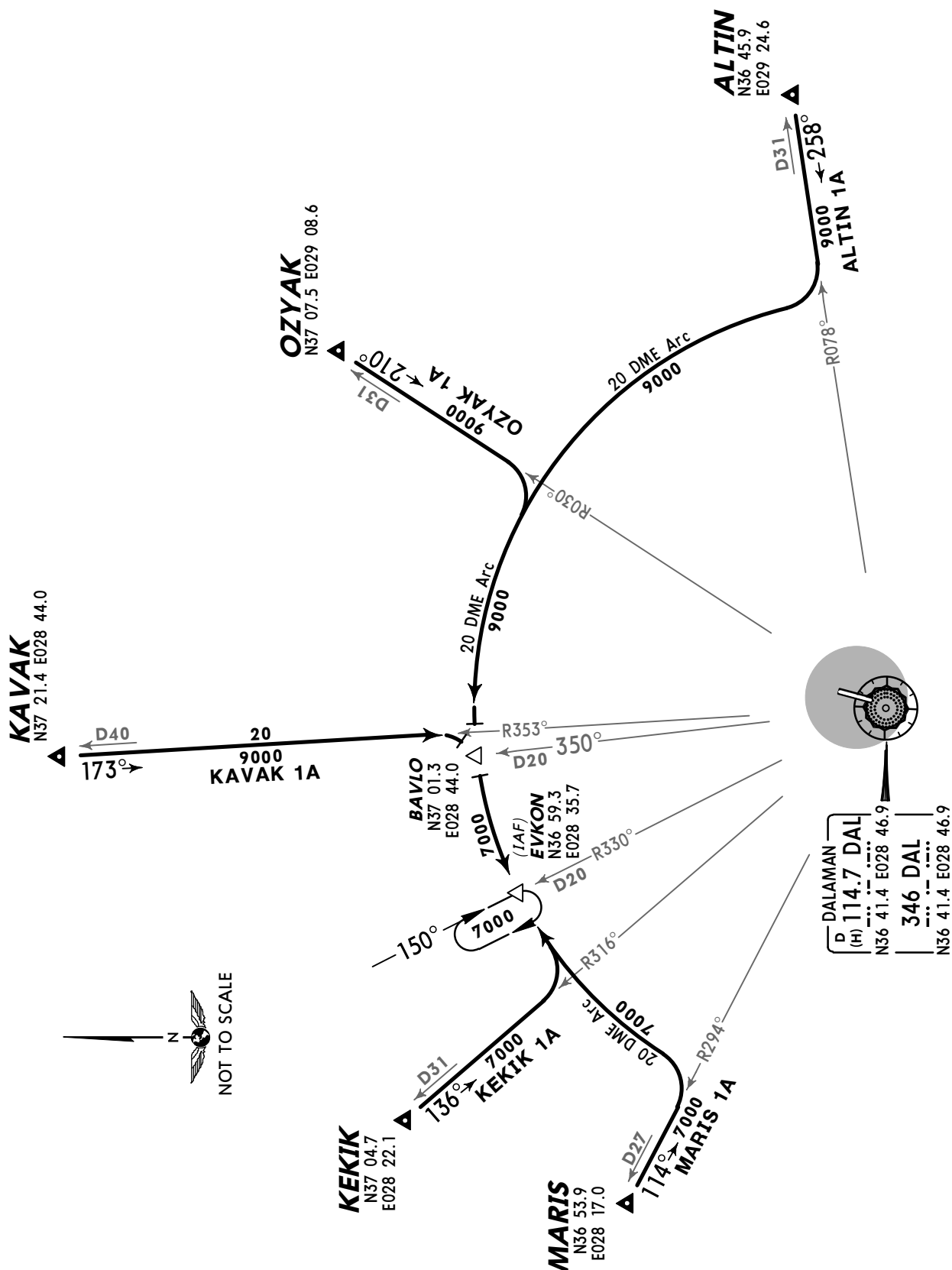


MSA
DAL VOR/NDB

ALTIN 1A [ALTI1A], KAVAK 1A [KAVA1A]
KEKIK 1A [KEKI1A], MARIS 1A [MARI1A]
OZYAK 1A [OZYA1A]

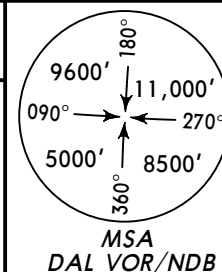
ARRIVALS
TO IAF EVKON

SPEED MAX 250 KT WITHIN TMA
UNLESS OTHERWISE INSTRUCTED BY ATC



Apt Elev
20'

Trans level: By ATC Trans alt: 12000'

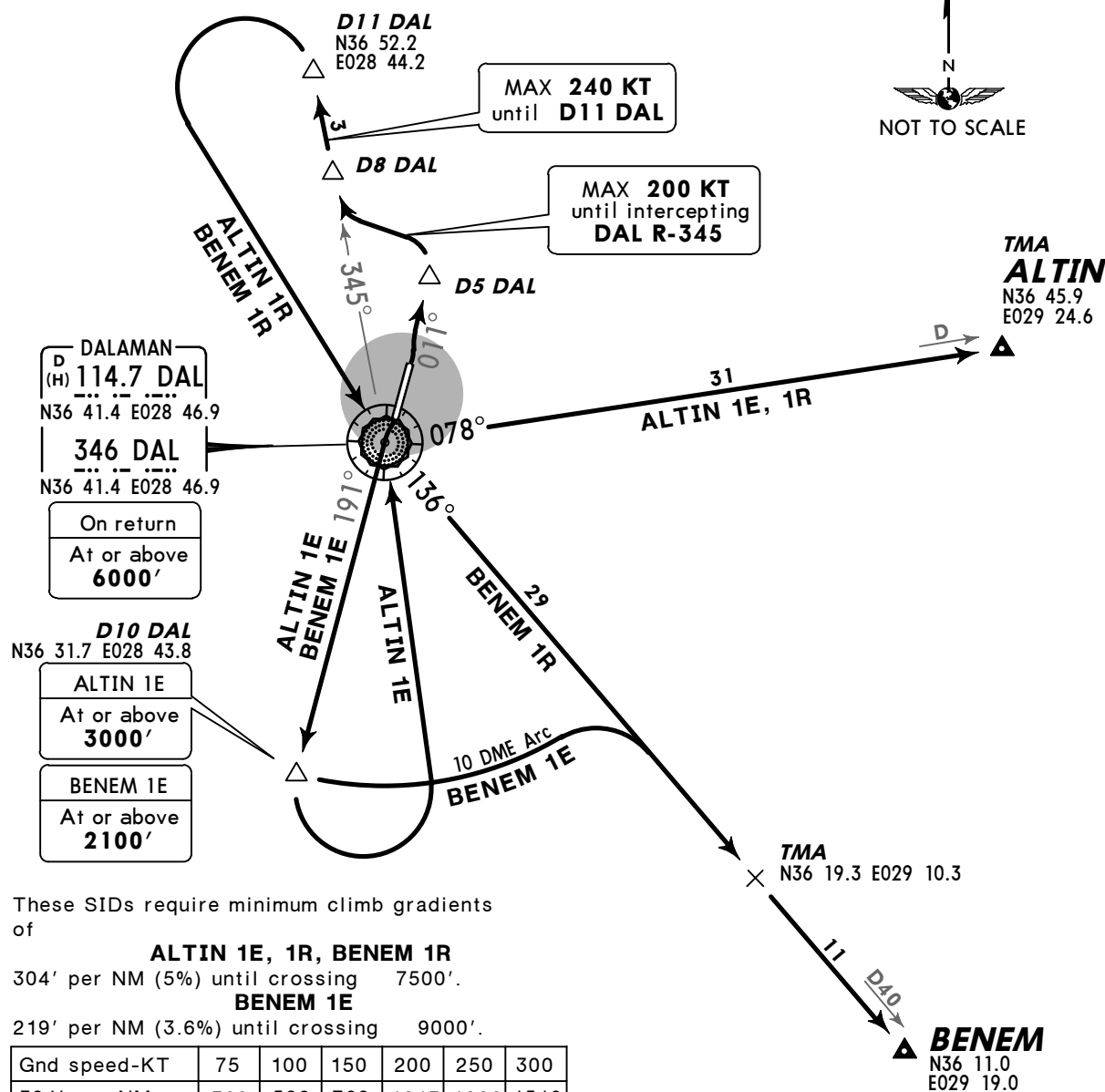


ALTIN ONE ECHO (ALTIN 1E) [ALT11E]
ALTIN ONE ROMEO (ALTIN 1R) [ALT11R]
BENEM ONE ECHO (BENEM 1E) [BENE1E]
BENEM ONE ROMEO (BENEM 1R) [BENE1R]

RWYS 19, 01 DEPARTURES

BASED ON DAL VOR/DME

SPEED MAX 250 KT WITHIN TMA
UNLESS OTHERWISE INSTRUCTED BY ATC



These SIDs require minimum climb gradients of

ALTIN 1E, 1R, BENEM 1R
304' per NM (5%) until crossing 7500'.

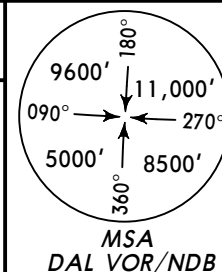
BENEM 1E
219' per NM (3.6%) until crossing 9000'.

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
ALTIN 1E	19	Intercept DAL R-191 to D10 DAL, turn LEFT to DAL, turn RIGHT, DAL R-078 to ALTIN, then join airway.
ALTIN 1R	01	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 join airway.
BENEM 1E	19	Intercept DAL R-191 to D10 DAL, turn LEFT, along DAL 10 DME arc, intercept DAL R-136 to BENEM, then join airway.
BENEM 1R	01	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 BENEM, then join airway.

Apt Elev
20'

Trans level: By ATC Trans alt: 12000'

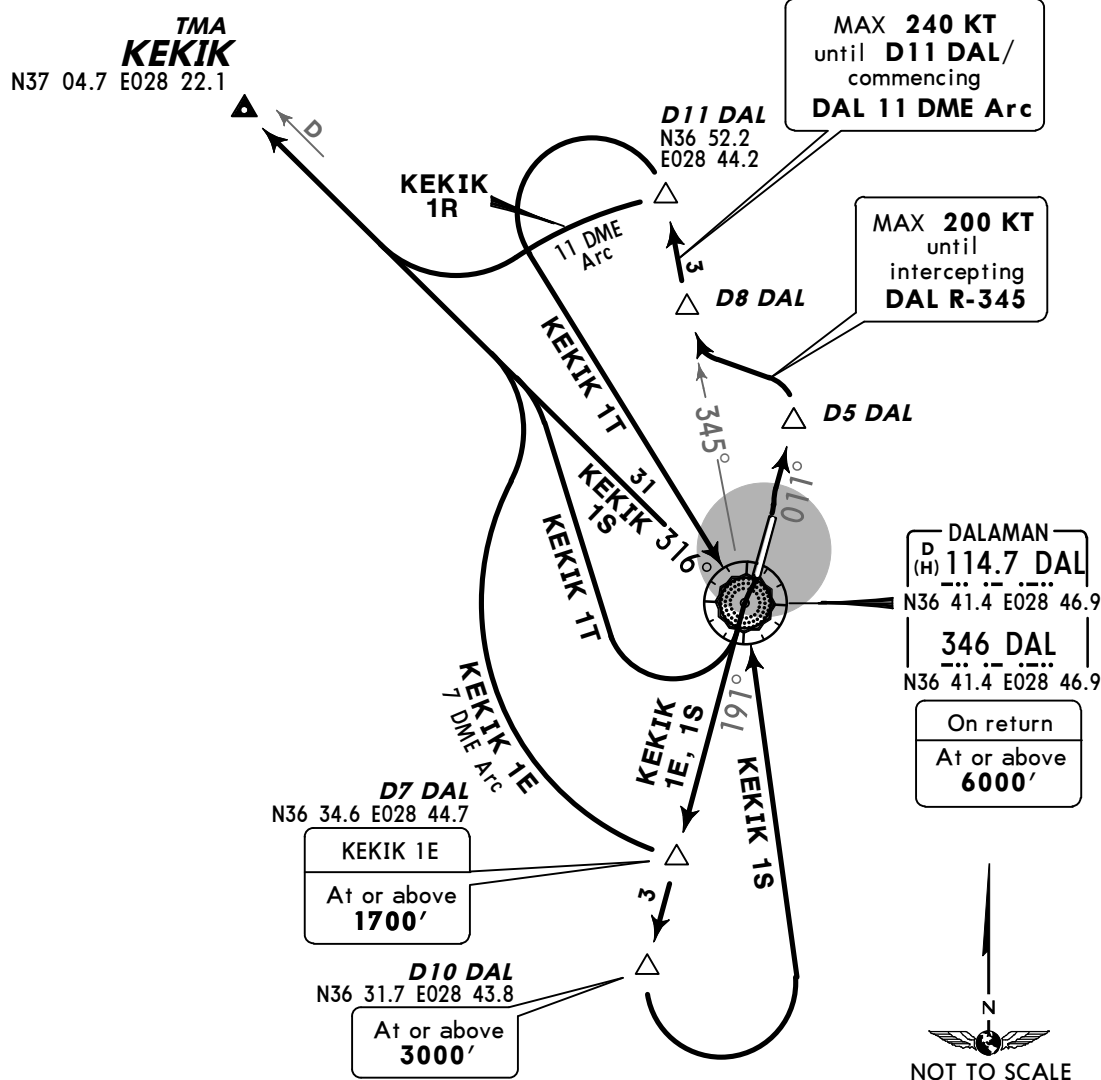


KEKIK ONE ECHO (KEKIK 1E) [KEK11E]
KEKIK ONE ROMEO (KEKIK 1R) [KEK11R]
KEKIK ONE SIERRA (KEKIK 1S) [KEK11S]
KEKIK ONE TANGO (KEKIK 1T) [KEK11T]

RWYS 19, 01 DEPARTURES

BASED ON DAL VOR/DME

~~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'.

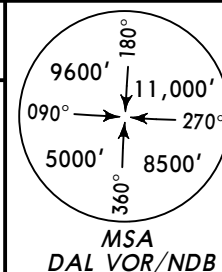
KEKIK 1R, 1S, 1T
304' per NM (5%) until crossing 7500'.

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	19	Intercept DAL R-191 to D7 DAL, turn RIGHT, along DAL 7 DME arc, intercept DAL R-316 to KEKIK, then join airway.
KEKIK 1R	01	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 join airway.
KEKIK 1S	19	Intercept DAL R-191 to D10 DAL, turn LEFT to DAL, DAL R-316 to KEKIK, then join airway.
KEKIK 1T	01	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 R-316 to KEKIK, then join airway.

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 19, 01 DEPARTURES

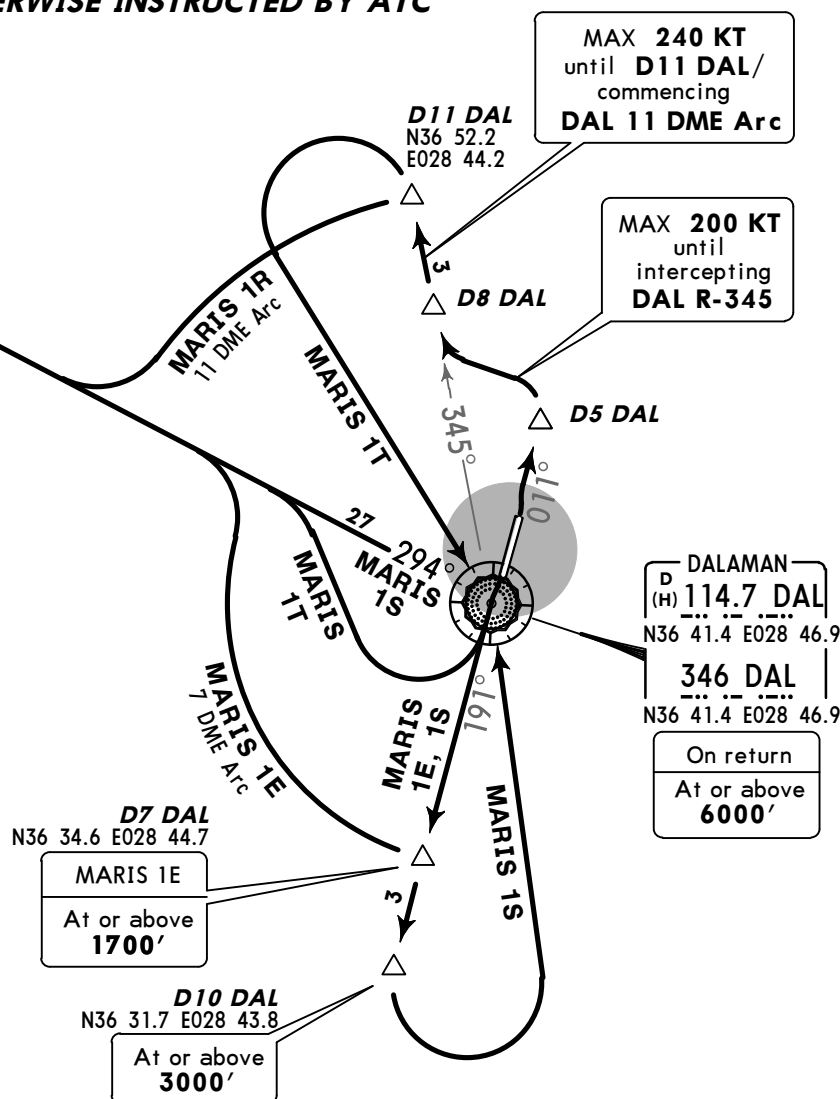
BASED ON DAL VOR/DME

SPEED MAX 250 KT WITHIN TMA
UNLESS OTHERWISE INSTRUCTED BY ATC

MARIS
N36 53.9
E028 17.0



NOT TO SCALE



These SIDs require minimum climb gradients
of

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

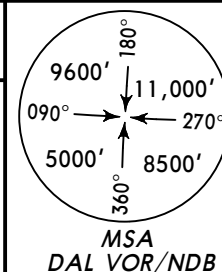
MARIS 1R, 1S, 1T
304' per NM (5%) until crossing 7500'.

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

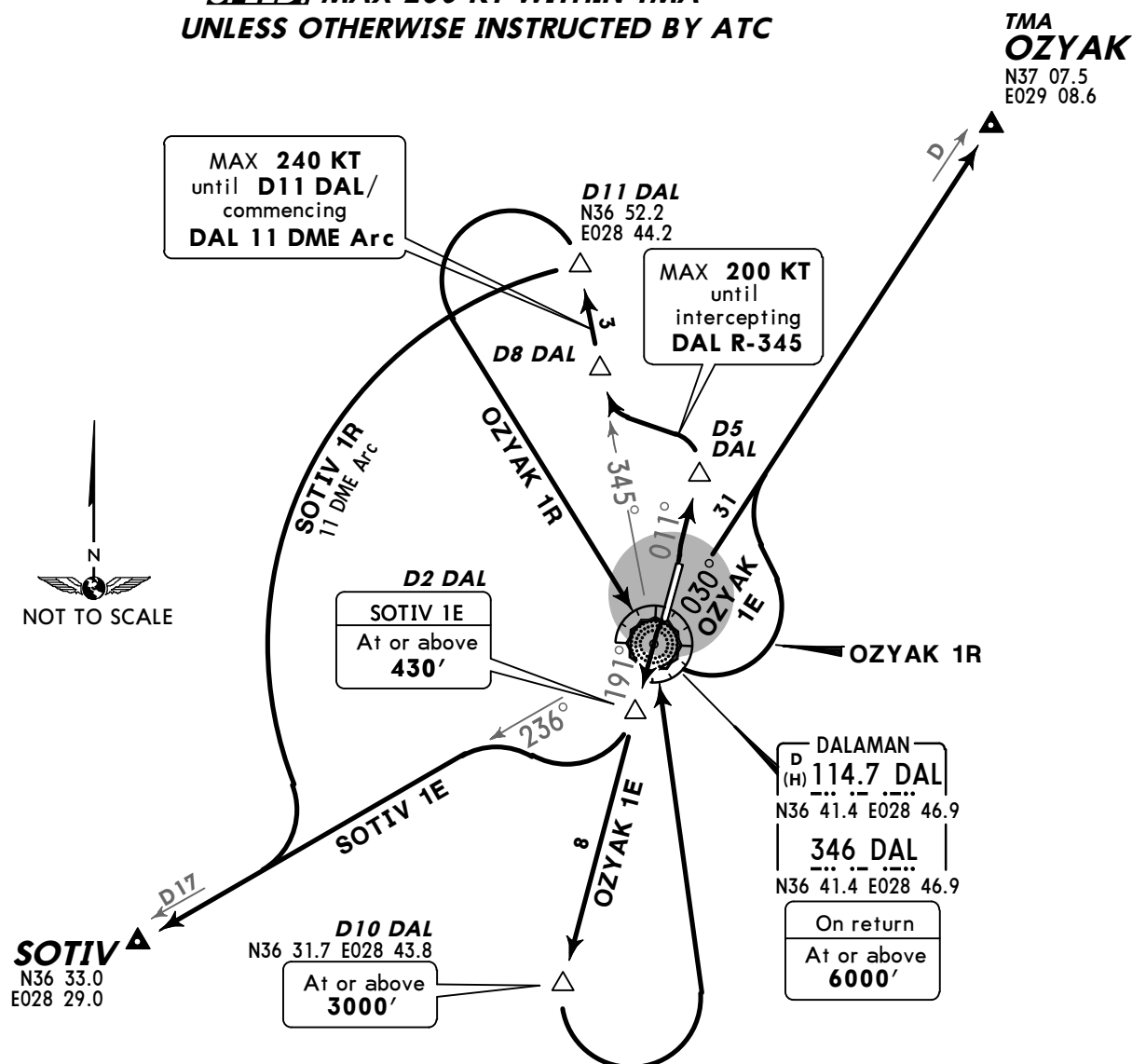
SID	RWY	ROUTING
MARIS 1E	19	Intercept DAL R-191 to D7 DAL, turn RIGHT, along DAL 7 DME arc, intercept DAL R-294 to MARIS, then join airway.
MARIS 1R	01	Intercept DAL R-011 to D5 DAL, turn LEFT, intercept DAL R-345 within DAL 8 DME to D11 DAL, turn LEFT, along DAL 11 DME arc, intercept DAL R-294 to MARIS,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

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 19, 01 DEPARTURES
BASED ON DAL VOR/DME
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'.

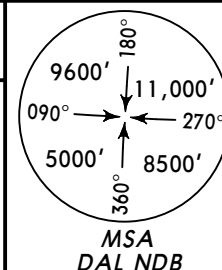
SOTIV 1E
219' per NM (3.6%) until crossing 3000'.

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	19	Intercept DAL R-191 to D10 DAL, turn LEFT to DAL, turn RIGHT, DAL R-030 to OZYAK, then join airway.
OZYAK 1R	01	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 join airway.
SOTIV 1E	19	Intercept DAL R-191 to D2 DAL, turn RIGHT, intercept DAL R-236 to SOTIV, then join airway.
SOTIV 1R	01	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-236 to SOTIV, then join airway.

Apt Elev
20'

Trans level: By ATC Trans alt: 12000'

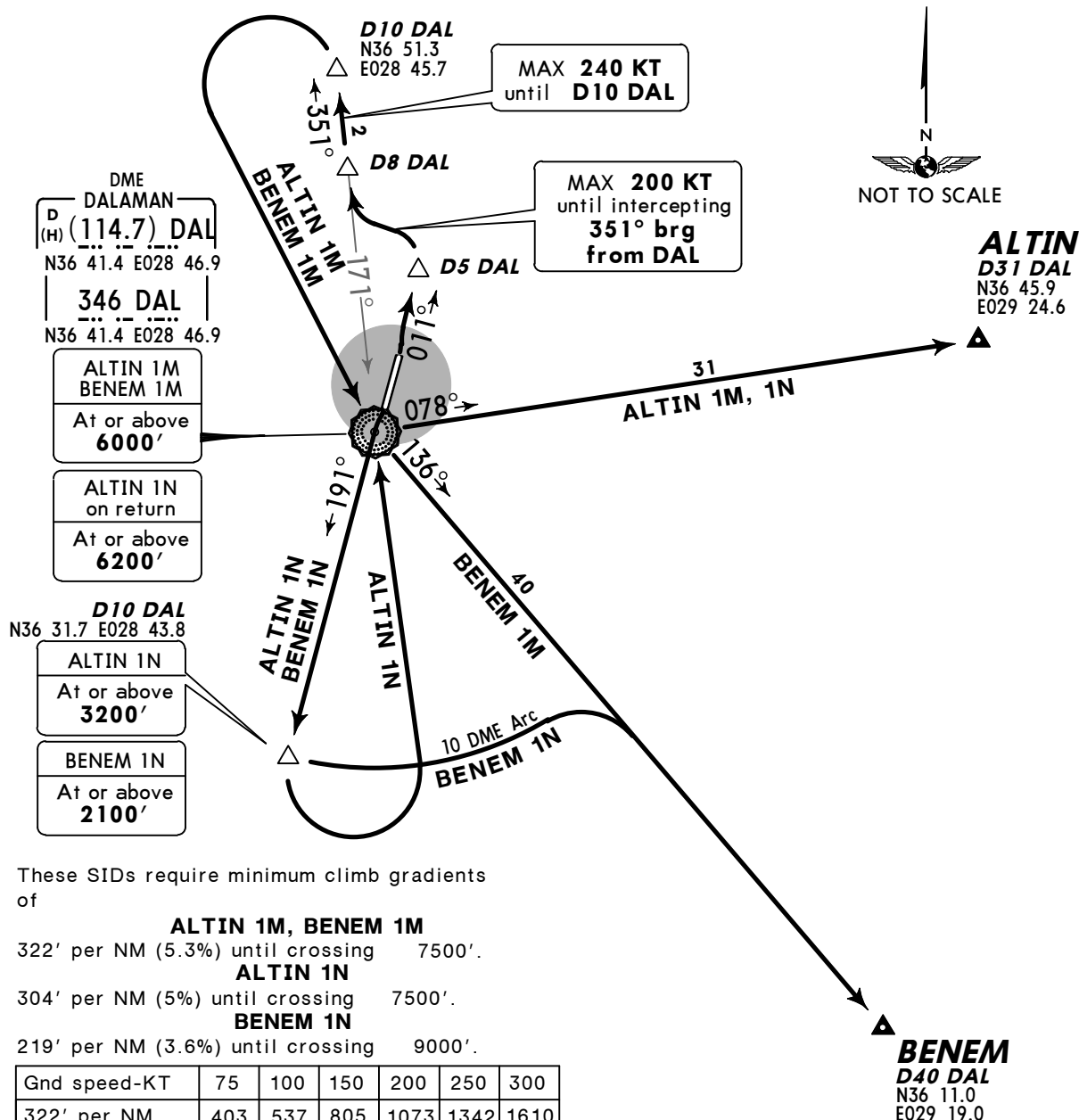


ALTIN ONE MIKE (ALTIN 1M) [ALTI1M]
ALTIN ONE NOVEMBER (ALTIN 1N) [ALTI1N]
BENEM ONE MIKE (BENEM 1M) [BENE1M]
BENEM ONE NOVEMBER (BENEM 1N)

RWYS 01, 19 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

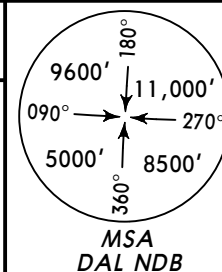
219' per NM (3.6%) until crossing 9000'.

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

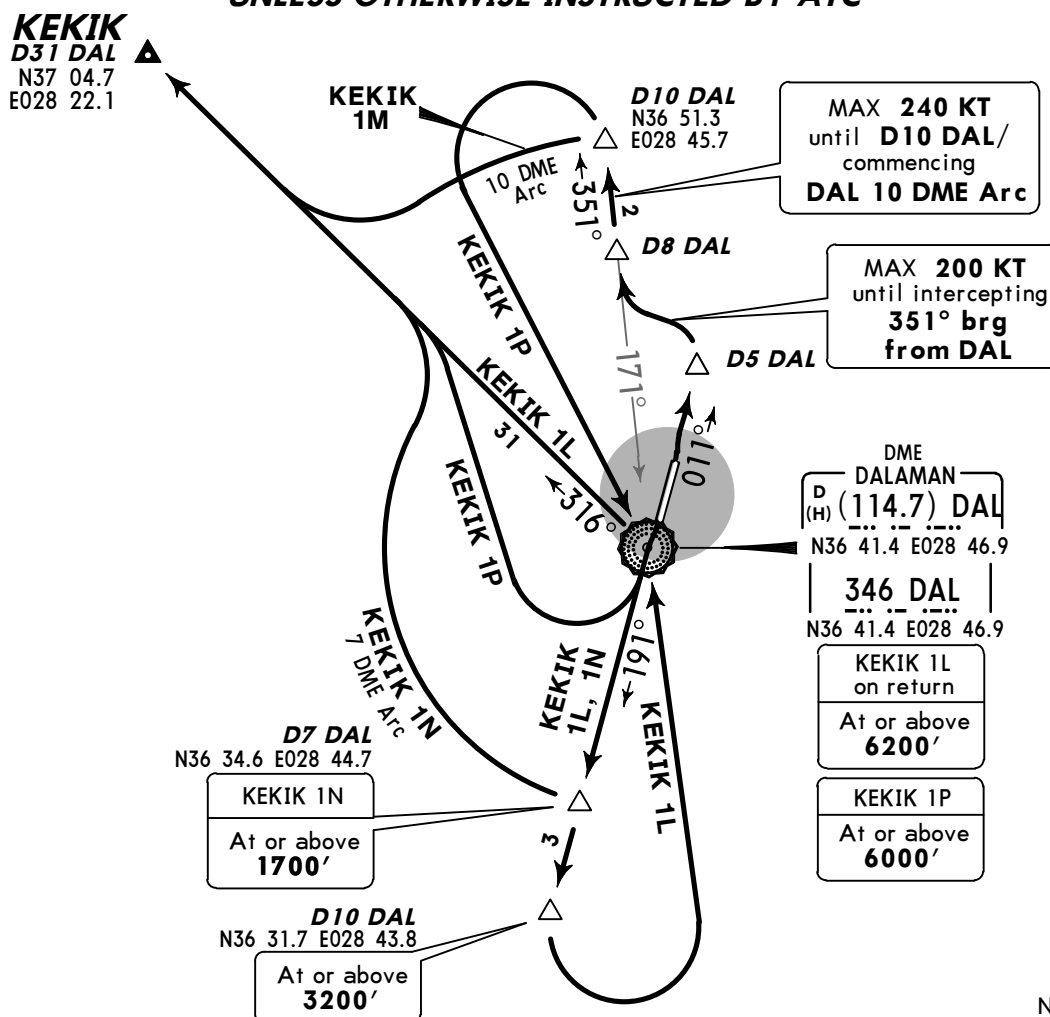
SID	RWY	ROUTING
ALTIN 1M	01	Intercept 011° bearing from DAL to D5 DAL, turn LEFT, intercept 351° bearing from DAL within DAL 8 DME to D10 DAL, turn LEFT to DAL, turn LEFT, 078° bearing to ALTIN, then join airway.
ALTIN 1N	19	Intercept 191° bearing from DAL to D10 DAL, turn LEFT to DAL, turn RIGHT, 078°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

Apt Elev
20'

Trans level: By ATC Trans alt: 12000'



KEKIK ONE LIMA (KEKIK 1L) [KEKI1L]
KEKIK ONE MIKE (KEKIK 1M)
KEKIK ONE NOVEMBER (KEKIK 1N)
KEKIK ONE PAPA (KEKIK 1P) [KEKI1P]
RWYS 19, 01 DEPARTURES
BASED ON DAL NDB/DME
SPEED MAX 250 KT WITHIN TMA
UNLESS OTHERWISE INSTRUCTED BY ATC



These SIDs require minimum climb gradients of

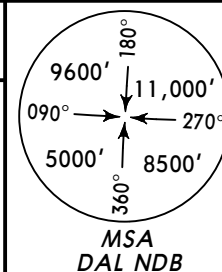
KEKIK 1L
304' per NM (5%) until crossing 7500'.
KEKIK 1M, 1P
322' per NM (5.3%) until crossing 7500'.
KEKIK 1N
292' per NM (4.8%) until crossing 7500'.

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
KEKIK 1L	19	Intercept 191° bearing from DAL to D10 DAL, turn LEFT to DAL, 316° bearing to KEKIK, then join airway.
KEKIK 1M	01	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 join airway.
KEKIK 1N	19	Intercept 191° bearing from DAL to D7 DAL, turn RIGHT, along DAL 7 DME arc, intercept 316° bearing from DAL to KEKIK, then join airway.
KEKIK 1P	01	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 join airway.

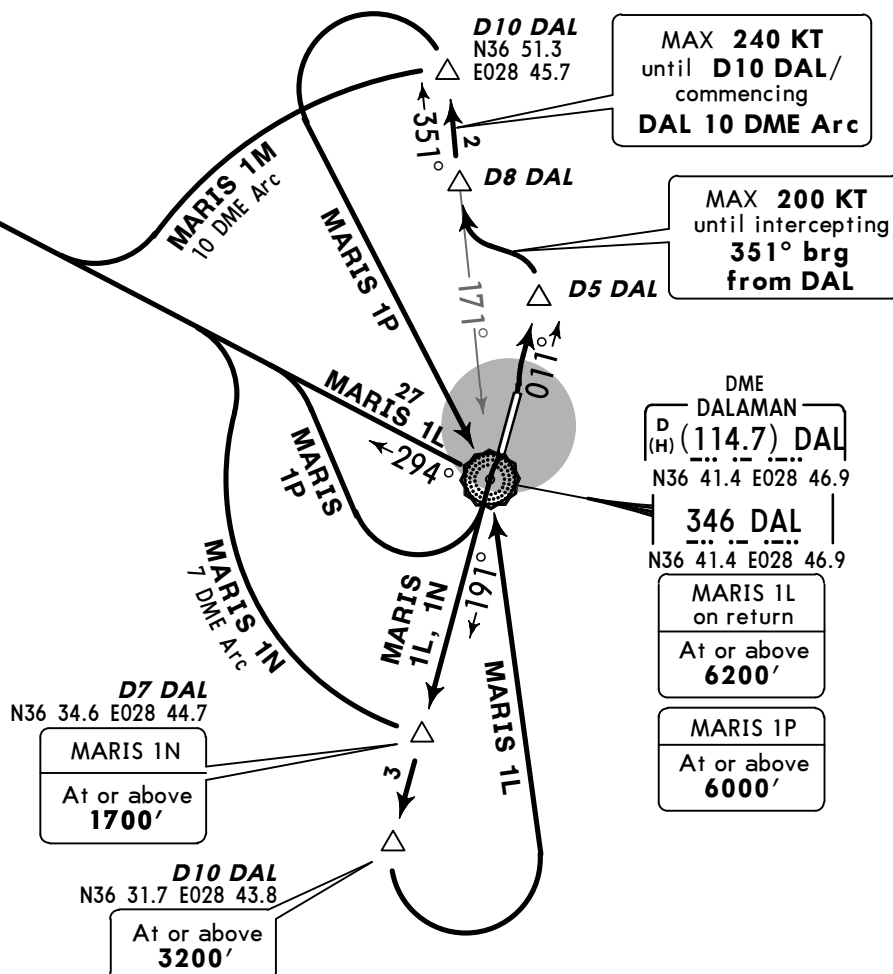
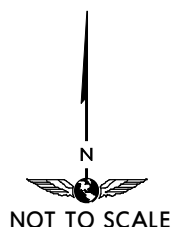
Apt Elev
20'

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 19, 01 DEPARTURES
BASED ON DAL NDB/DME
SPEED MAX 250 KT WITHIN TMA
UNLESS OTHERWISE INSTRUCTED BY ATC

MARIS
D27 DAL
N36 53.9
E028 17.0



These SIDs require minimum climb gradients of

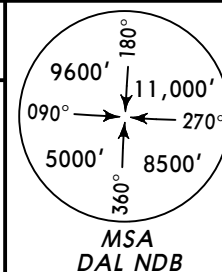
MARIS 1L
304' per NM (5%) until crossing 7500'.
MARIS 1M, 1P
322' per NM (5.3%) until crossing 7500'.
MARIS 1N
292' per NM (4.8%) until crossing 7500'.

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

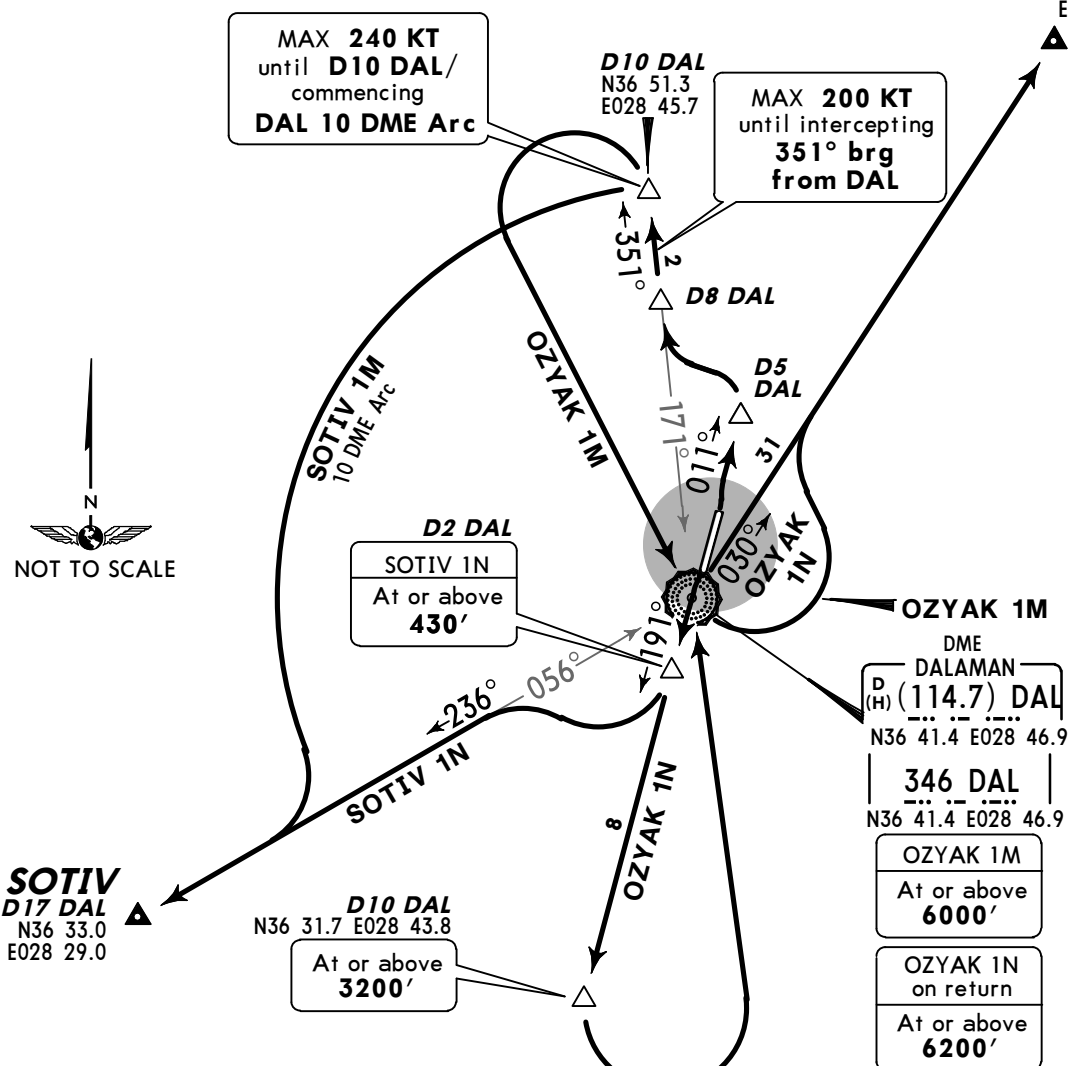
SID	RWY	ROUTING
MARIS 1L	19	Intercept 191° bearing from DAL to D10 DAL, turn LEFT to DAL, turn LEFT, 294° bearing to MARIS, then join airway.
MARIS 1M	01	Intercept 011° bearing from DAL to D5 DAL, turn LEFT, intercept 351° bearing from DAL within DAL 8 DME to D10 DAL, turn LEFT, along DAL 10 DME arc, intercept 294° bearing from DAL to MARIS, then join airway.
MARIS 1N	19	Intercept 191° bearing from DAL to D7 DAL, turn RIGHT, along DAL 7 DME arc, intercept 294° bearing from DAL to MARIS, then join airway.
MARIS 1P	01	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 join 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 01, 19 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	01	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 join airway.
OZYAK 1N	19	Intercept 191° bearing from DAL to D10 DAL, turn LEFT to DAL, turn RIGHT, 030° bearing to OZYAK, then join airway.
SOTIV 1M	01	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 join airway.
SOTIV 1N	19	Climb to D2 DAL, turn RIGHT, intercept 236° bearing from DAL to SOTIV, then join airway.

LTBS/DLM

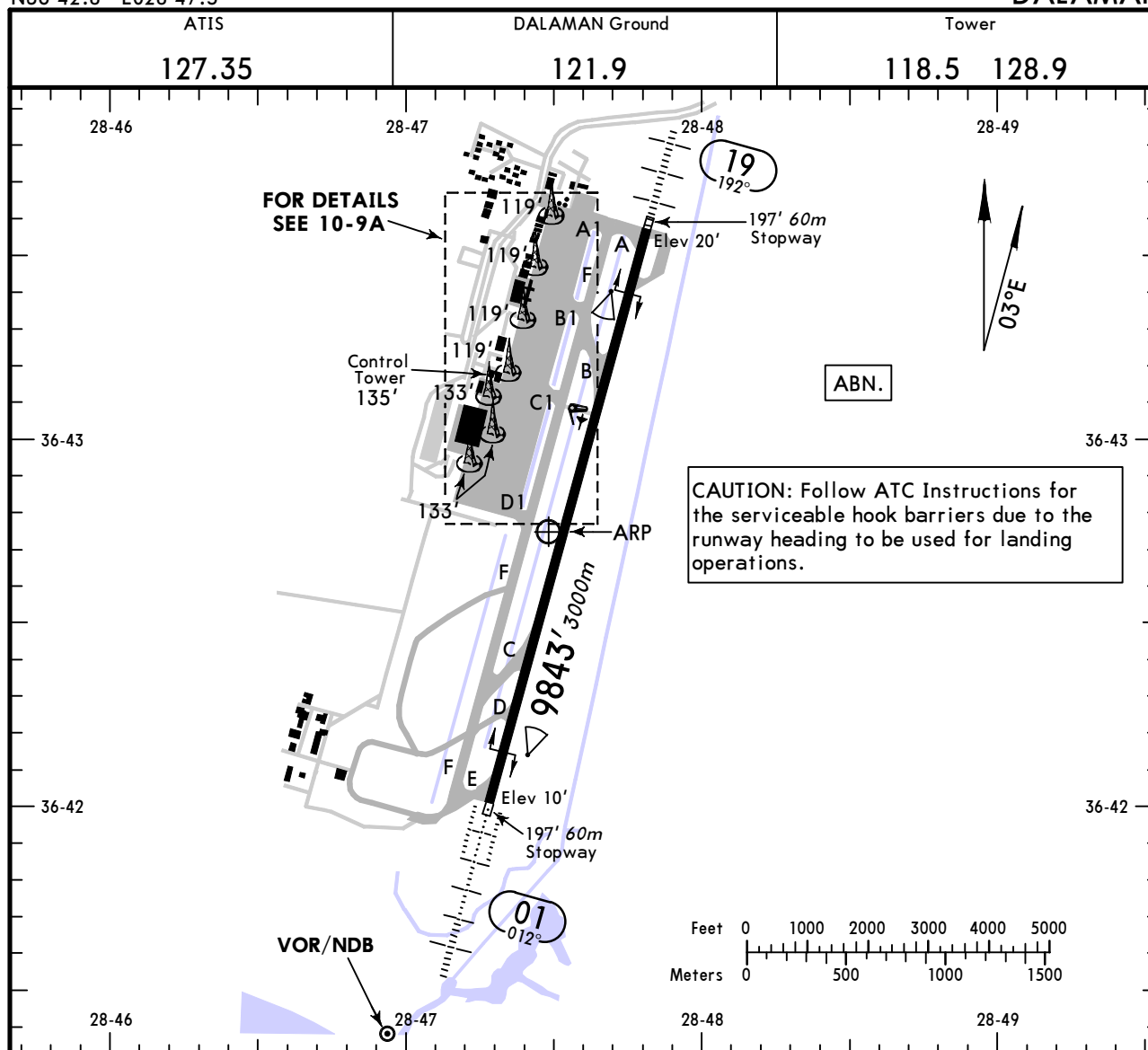
Apt Elev 20'
N36 42.8 E028 47.5

JEPPESEN

14 JUN 13 (10-9)

MUGLA, TURKEY

DALAMAN



ADDITIONAL RUNWAY INFORMATION

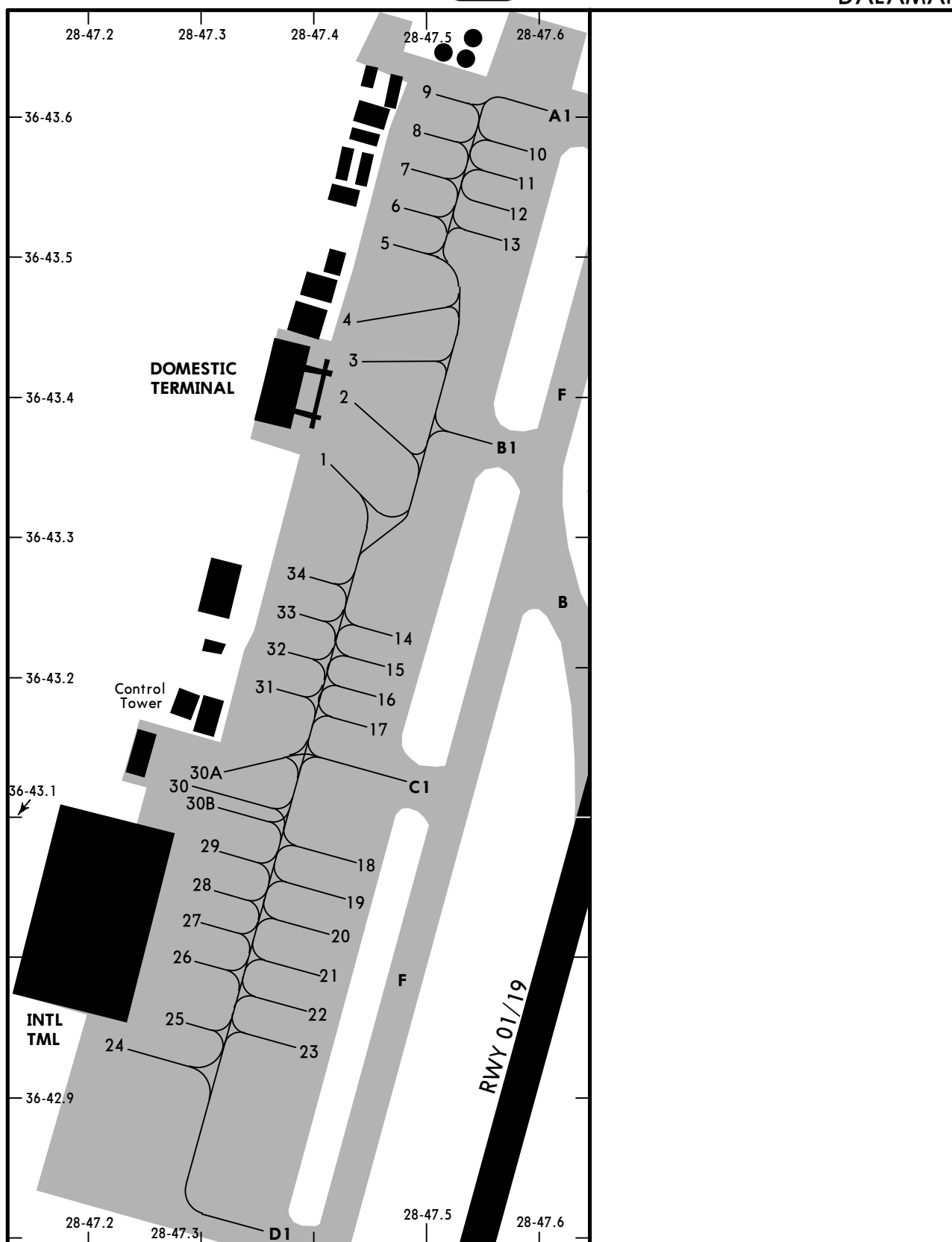
RWY		USABLE LENGTHS			
		Threshold	Landing Beyond	Take-Off	Width
01	HIRL (60m) CL (15m) HIALS-II REIL TDZ PAPI (3.0°) RVR		8810' 2685m		148'
19	HIRL (60m) CL (15m) HIALS REIL PAPI (3.0°) RVR				45m

Standard

TAKE-OFF **I**

	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		

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



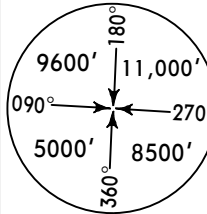
INS COORDINATES

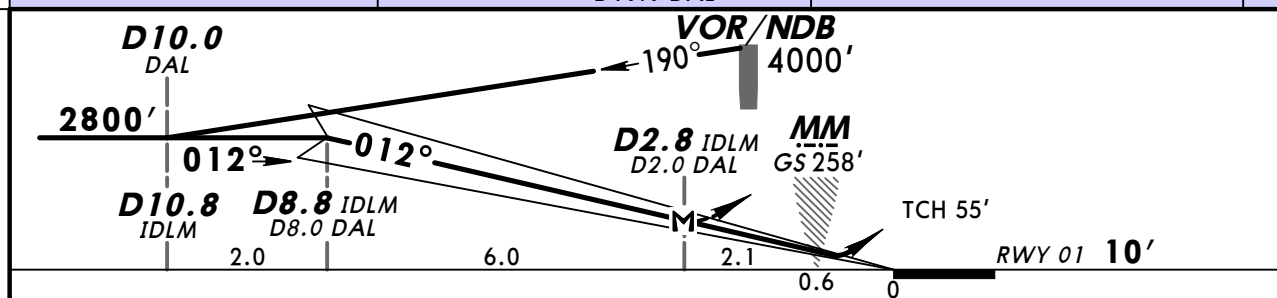
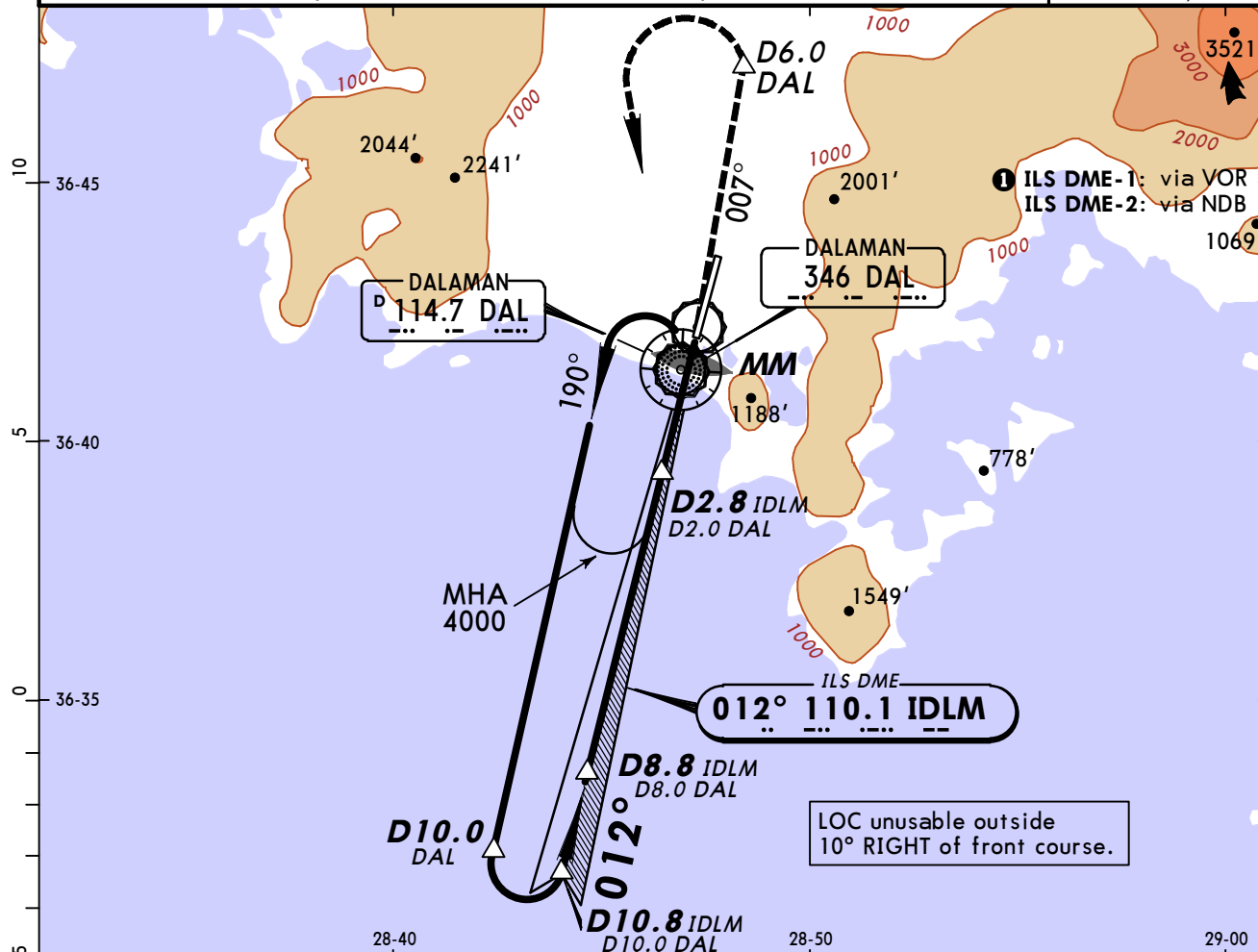
STAND No.	COORDINATES	STAND No.	COORDINATES
1, 2	N36 43.4 E028 47.4	20 thru 22	N36 43.0 E028 47.4
3	N36 43.4 E028 47.5	23	N36 42.9 E028 47.4
4	N36 43.5 E028 47.4	24	N36 42.9 E028 47.2
5, 6	N36 43.5 E028 47.5	25 thru 27	N36 43.0 E028 47.3
7 thru 9	N36 43.6 E028 47.5	28 thru 30B	N36 43.1 E028 47.3
10, 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		
19	N36 43.0 E028 47.5		

LTBS/DLM DALAMAN

JEPPesen
14 JUN 13 (11-1)

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

ATIS 127.35	DALAMAN Approach (R) 119.22 122.4 124.4 126.05				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-II	
ILS GS or	372	478	531	637	743	849	REIL PAPI	Refer to Missed Apch above
LOC Descent Angle 3.00°							PAPI	
MAP at D2.8 IDLM/D2.0 DAL								

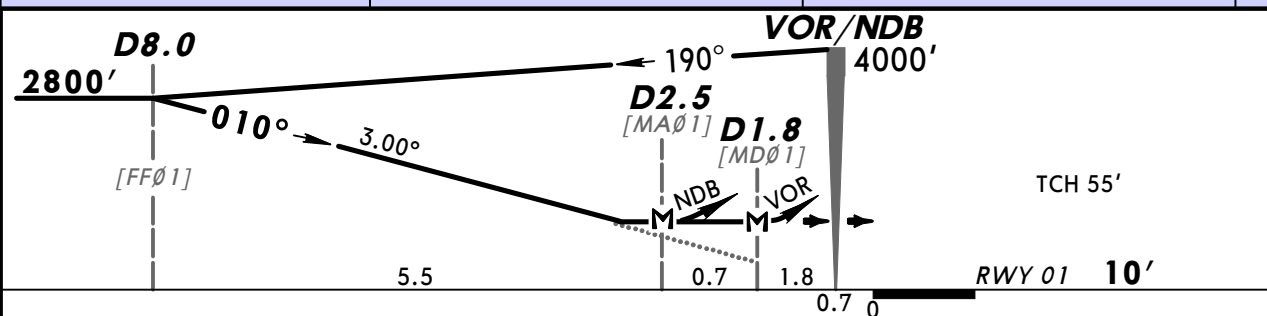
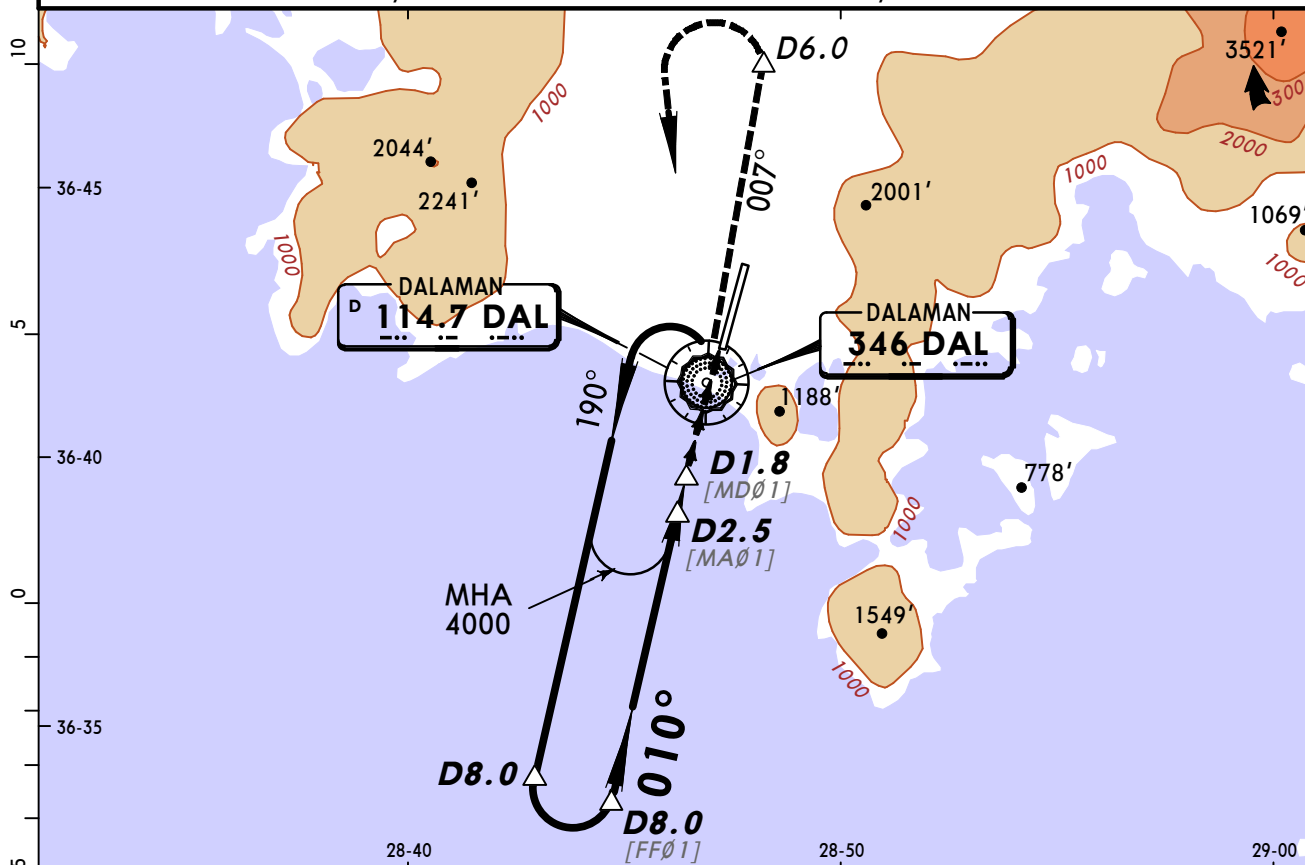
STRAIGHT-IN LANDING RWY 01						CIRCLE-TO-LAND		
Missed apch climb gradient mim 5.0%			Missed apch climb gradient mim 2.5%			Not authorized East of apt		
DA(H) 210' (200')			DA(H) 850' (840')			Max Kts		
FULL	Limited	ALS out	FULL/Limited	ALS out	MDA(H) 900' (890')	MDA(H) VIS		
A				RVR 1500m	RVR 1500m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

CHANGES: Rwy 01L/19R withdrawn.

© JEPPesen, 1998, 2013. ALL RIGHTS RESERVED.

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 10'

Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 12000'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	185 KT	D6.0	DAL
Descent Angle 3.00°	372	478	531	637	743	849	REIL PAPI	MAX	↑	114.7
VOR: MAP at D1.8										
NDB: MAP at D2.5										

STRAIGHT-IN LANDING RWY 01				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		100	
A	2800m	3500m	3900m	135	1600' (1580') 5000m
B				180	
C	3600m	4300m	4800m	205	2310' (2290') 5000m
D					

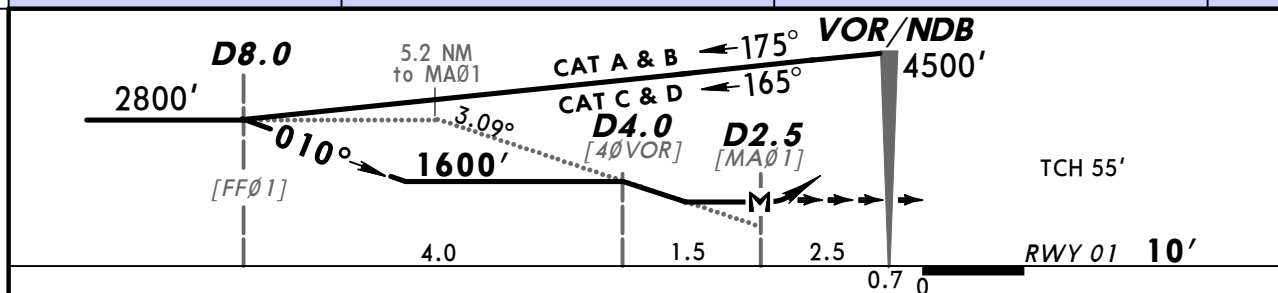
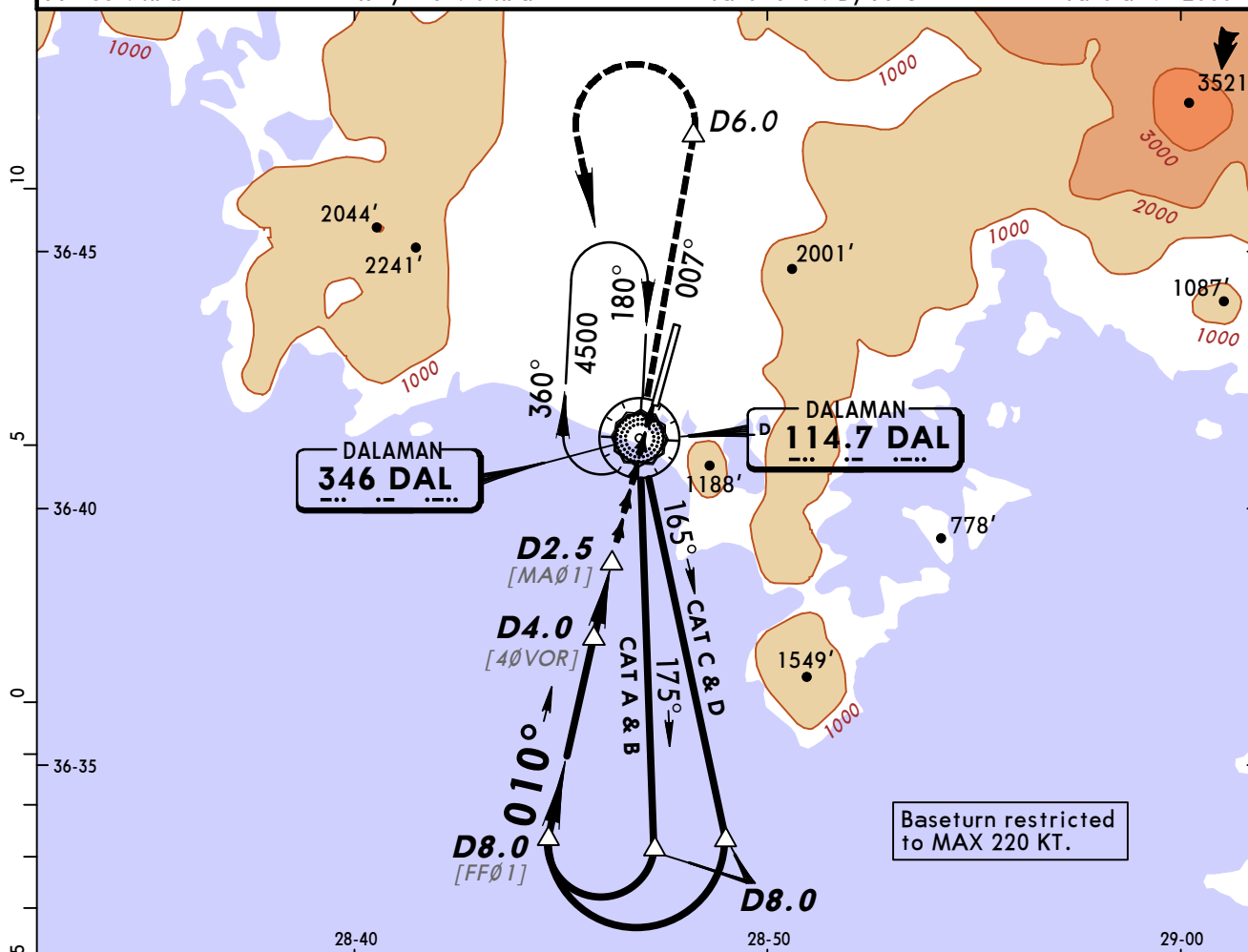
LTBS/DLM
DALAMAN

JEPPESEN
14 JUN 13 (13-2)

MUGLA, TURKEY
VOR DME-2 or NDB DME-2 Rwy 01

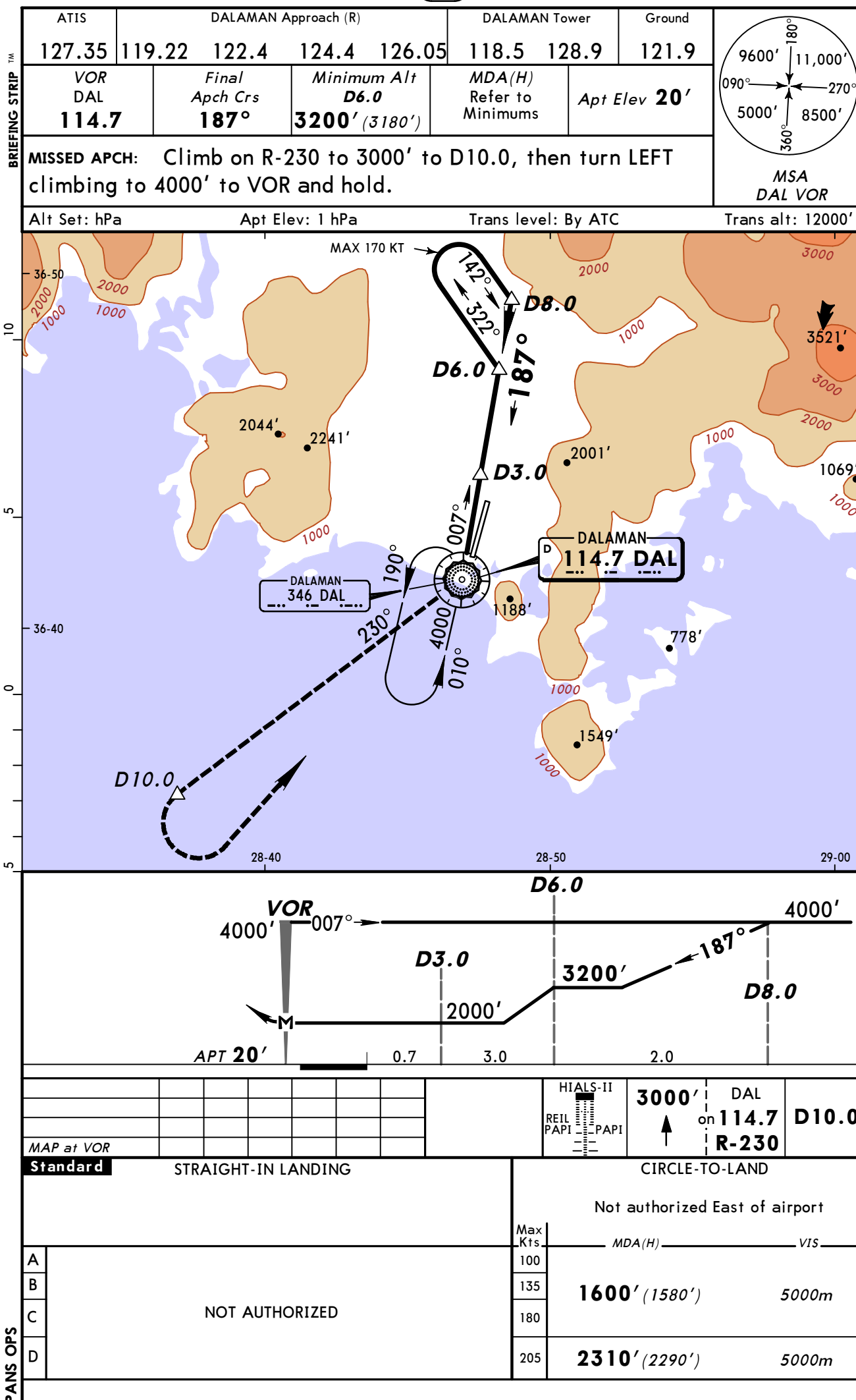
BRIEFING STRIP™	ATIS	DALAMAN Approach (R)				DALAMAN Tower		Ground	 MSA DAL VOR/NDB
	127.35	119.22	122.4	124.4	126.05	118.5	128.9	121.9	
	VOR DAL 114.7	NDB DAL 346	Final Apch Crs 010°	Minimum Alt D4.0 1600' (1590')	MDA(H) 1200' (1190')	Apt Elev 20'	RWY 10'		
MISSED APCH: Climb to VOR/NDB, continue climb 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.									

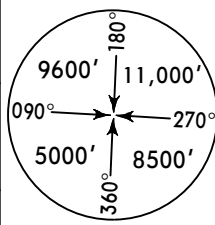
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 12000'

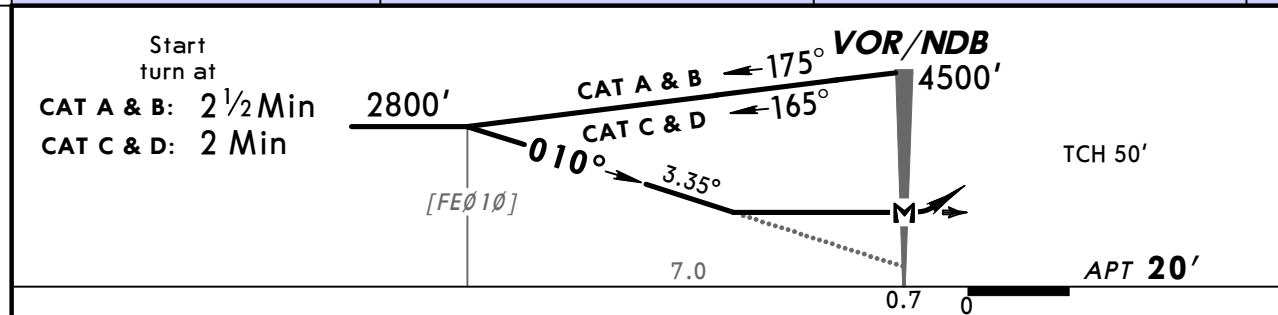
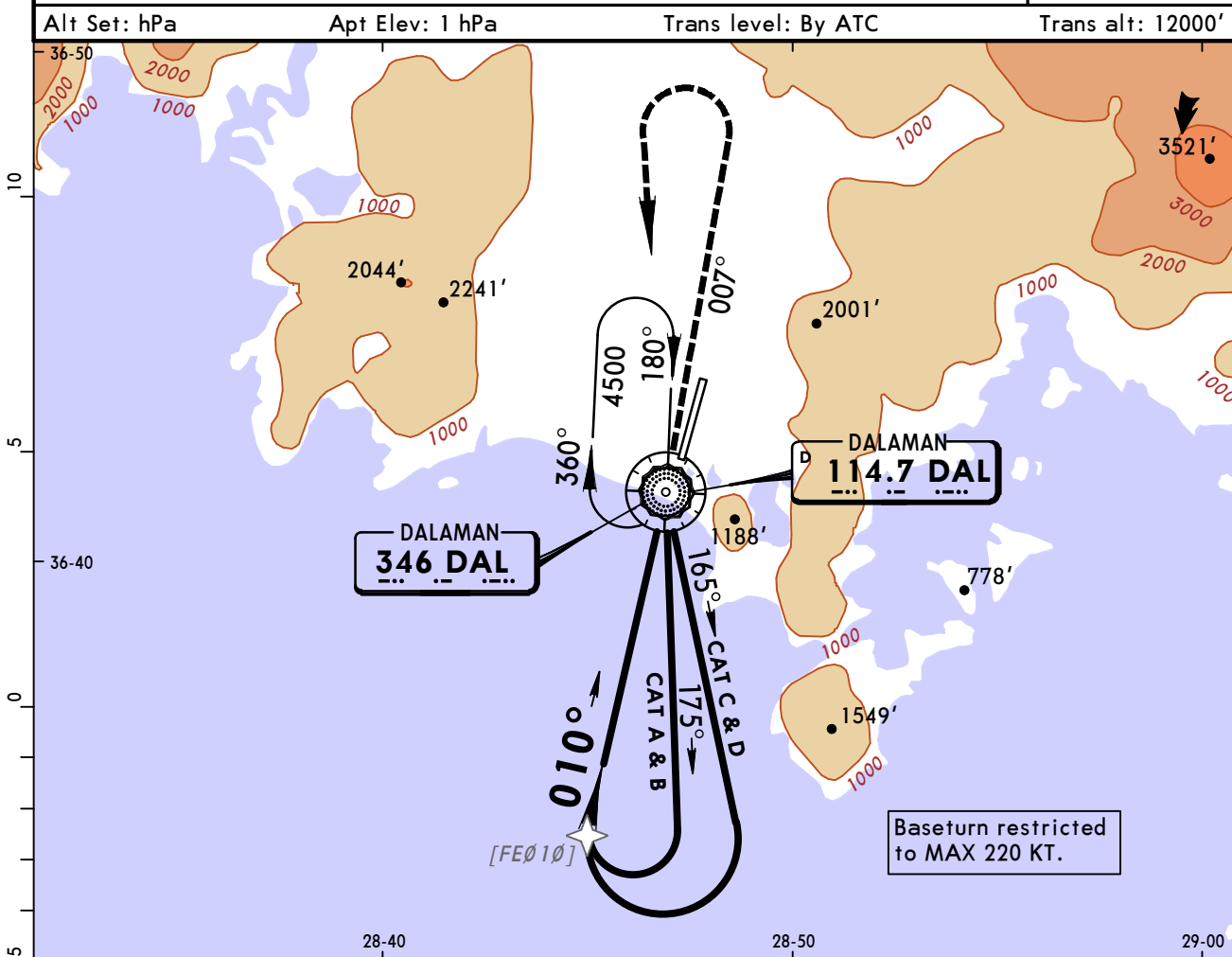


Gnd speed-Kts	70	90	100	120	140	160	HIALS-II REIL PAPI PAPI	185 KT MAX	DAL 114.7 346
Descent Angle	3.09°	383	492	547	656	765			
MAP at D2.5									

Standard		STRAIGHT-IN LANDING RWY 01				CIRCLE-TO-LAND			
						Not authorized East of airport			
MDA(H) 1200' (1190')						MDA(H) _____ VIS _____			
		ALS out				Max Kts.			
A	3900m		4600m			100	1600' (1580') 5000m		
B						135			
C	4800m		5000m			180			
D						205	2310' (2290') 5000m		



BRIEFING STRIP	DALAMAN Approach (R)				DALAMAN Tower		Ground
	ATIS	119.22	122.4	124.4	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 3.35°	415	534	593	711	830	948
MAP at VOR/NDB						

PANS OPS	Standard 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

LTBS/DLM
DALAMAN

JEPPESSEN
14 JUN 13 (13-5)

MUGLA, TURKEY
VOR DME-3

BRIEFING STRIP™

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 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.							

9600'

11,000'

090°

270°

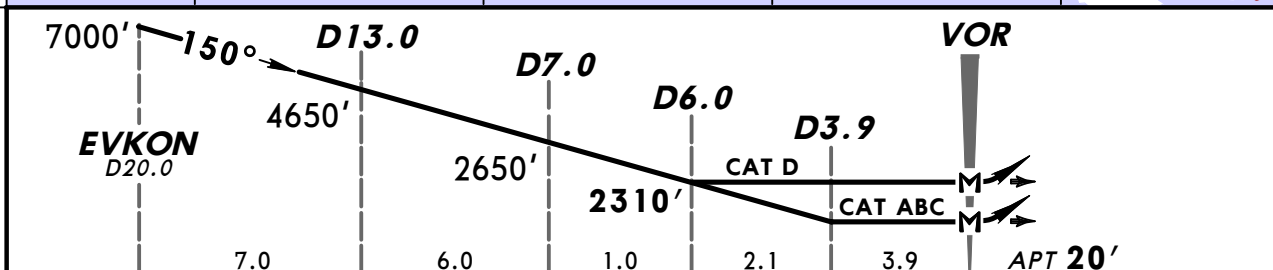
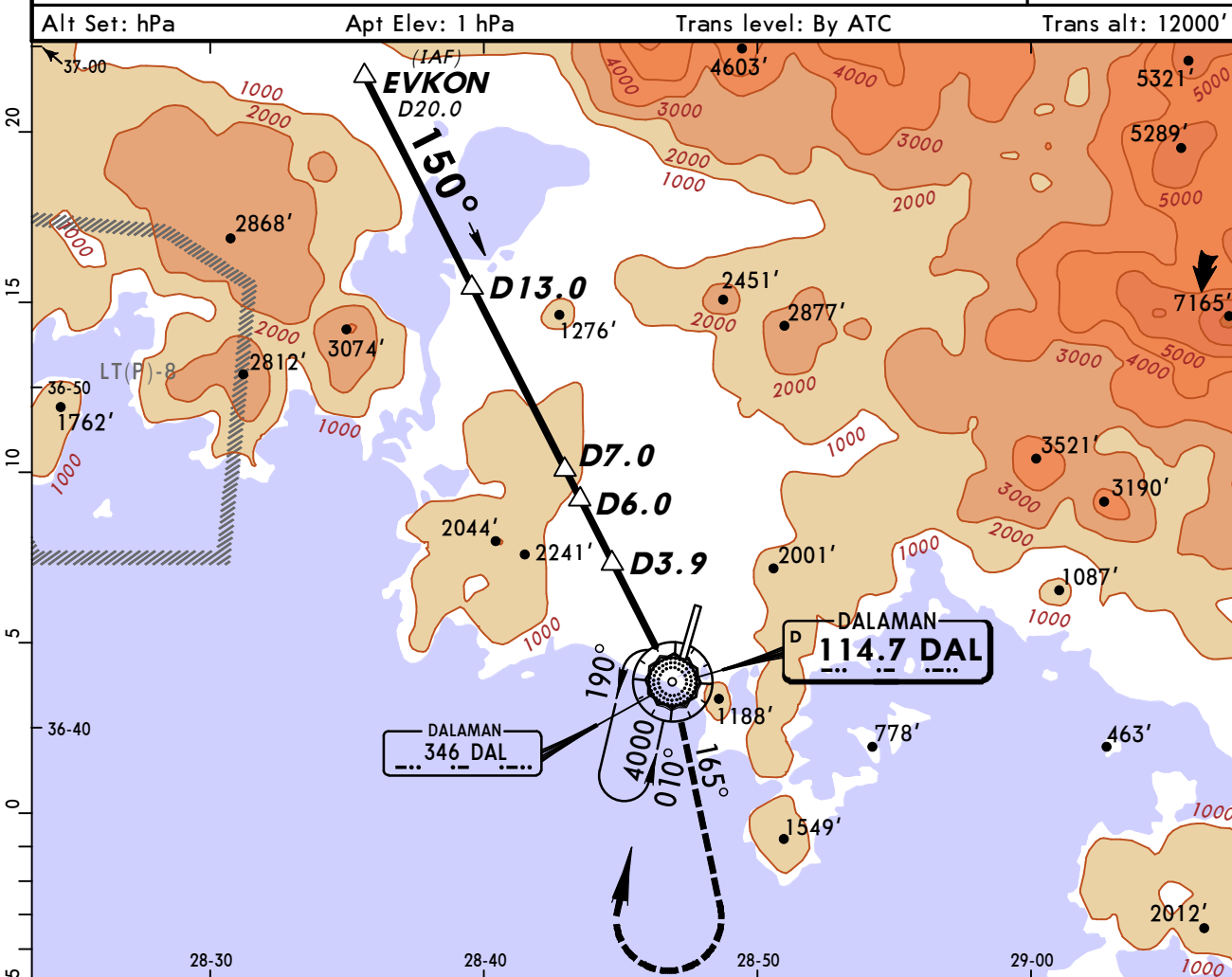
5000'

8500'

360°

180°

MSA
DAL VOR



MAP at VOR				Lighting-Refer to Airport Chart		3100'	DAL
Standard				STRAIGHT-IN LANDING		↑	on 114.7 R-165

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

Chart changes since cycle 14-2013

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
MUGLA, (DALAMAN - LTBS)				
REV	KAVAK, KEKIK, MARIS & OZY...	10-2	14 Jun 2013	
REV	ALTIN, BENEM & OZYAK 1G &...	10-2A	14 Jun 2013	
REV	KAVAK, KEKIK, MARIS & SOT...	10-2B	14 Jun 2013	
REV	ALTIN, KAVAK, KEKIK, MARI...	10-2C	14 Jun 2013	
REV	ALTIN & BENEM 1E & 1R DEP...	10-3	14 Jun 2013	
REV	KEKIK 1E, 1R, 1S & 1T DEP...	10-3A	14 Jun 2013	
REV	MARIS 1E, 1R, 1S & 1T DEP...	10-3B	14 Jun 2013	
REV	OZYAK & SOTIV 1E & 1R DEP...	10-3C	14 Jun 2013	
REV	ALTIN & BENEM 1M & 1N DEP...	10-3D	14 Jun 2013	
REV	KEKIK 1L, 1M, 1N & 1P DEP...	10-3E	14 Jun 2013	
REV	MARIS 1L, 1M, 1N & 1P DEP...	10-3F	14 Jun 2013	
REV	OZYAK & SOTIV 1M & 1N DEP...	10-3G	14 Jun 2013	
REV	AIRPORT, AIRPORT INFO, TA...	10-9	14 Jun 2013	
REV	PARKING STANDS & COORDS	10-9A	14 Jun 2013	
REV	ILS DME-1 OR -2 RWY 01	11-1	14 Jun 2013	
REV	VOR DME-1 OR NDB DME-1 RW...	13-1	14 Jun 2013	
REV	VOR DME-2 OR NDB DME-2 RW...	13-2	14 Jun 2013	
REV	VOR DME	13-3	14 Jun 2013	
REV	VOR OR NDB	13-4	14 Jun 2013	
REV	VOR DME-3	13-5	14 Jun 2013	

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LTBS