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# List of pages in this Trip Kit

Trip Kit Index
Airport Information For LTBS
Terminal Charts For LTBS
Revision Letter For Cycle 01-2014
Change Notices
Notebook

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## General Information

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

Airport Use: Public
Magnetic Variation: 4.5°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: 1503 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

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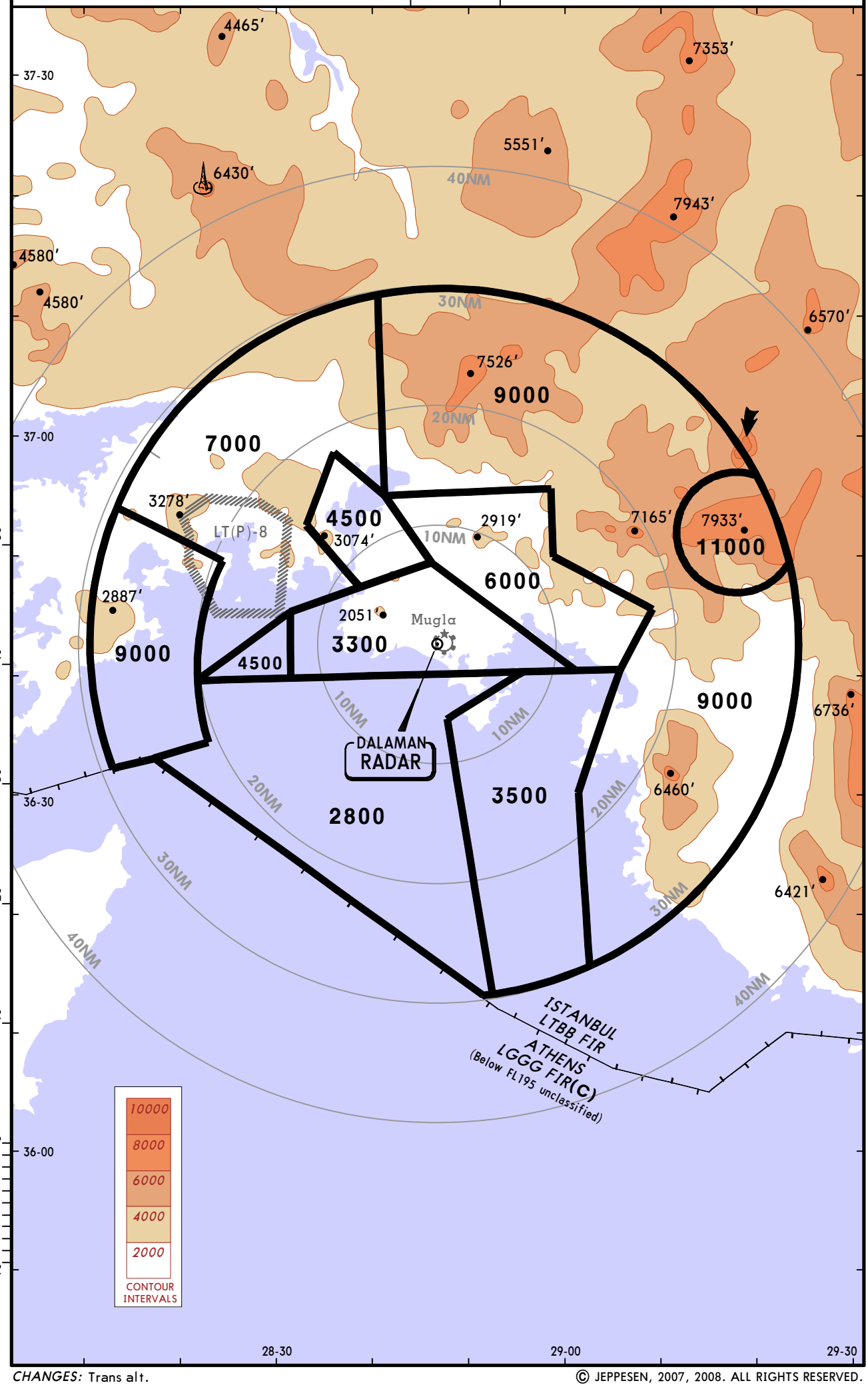
Dalaman Approach Control 36.23 Military

| DALAMAN Approach (R) | | | | Apt Elev | Alt Set: hPa |
|---|---|---|---|---|---|
| 119.22 | 122.4 | 126.05 | 129.5 | 20′ | Trans level: By ATC Trans alt: 12000′ |




CHANGES: Trans alt.

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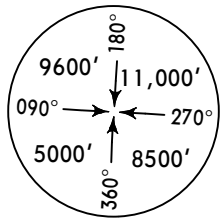
| ATIS | Apt Elev | |
|---|---|---|
| 127.35 | 20′ | Alt Set: hPa Trans level: By ATC Trans alt: 12000′<br>1. B-RNAV approval required.<br>2. DAL must be serviceable. RADAR service shall be available.<br>3. Request RADAR vectoring in case of loss of RNAV capability. |

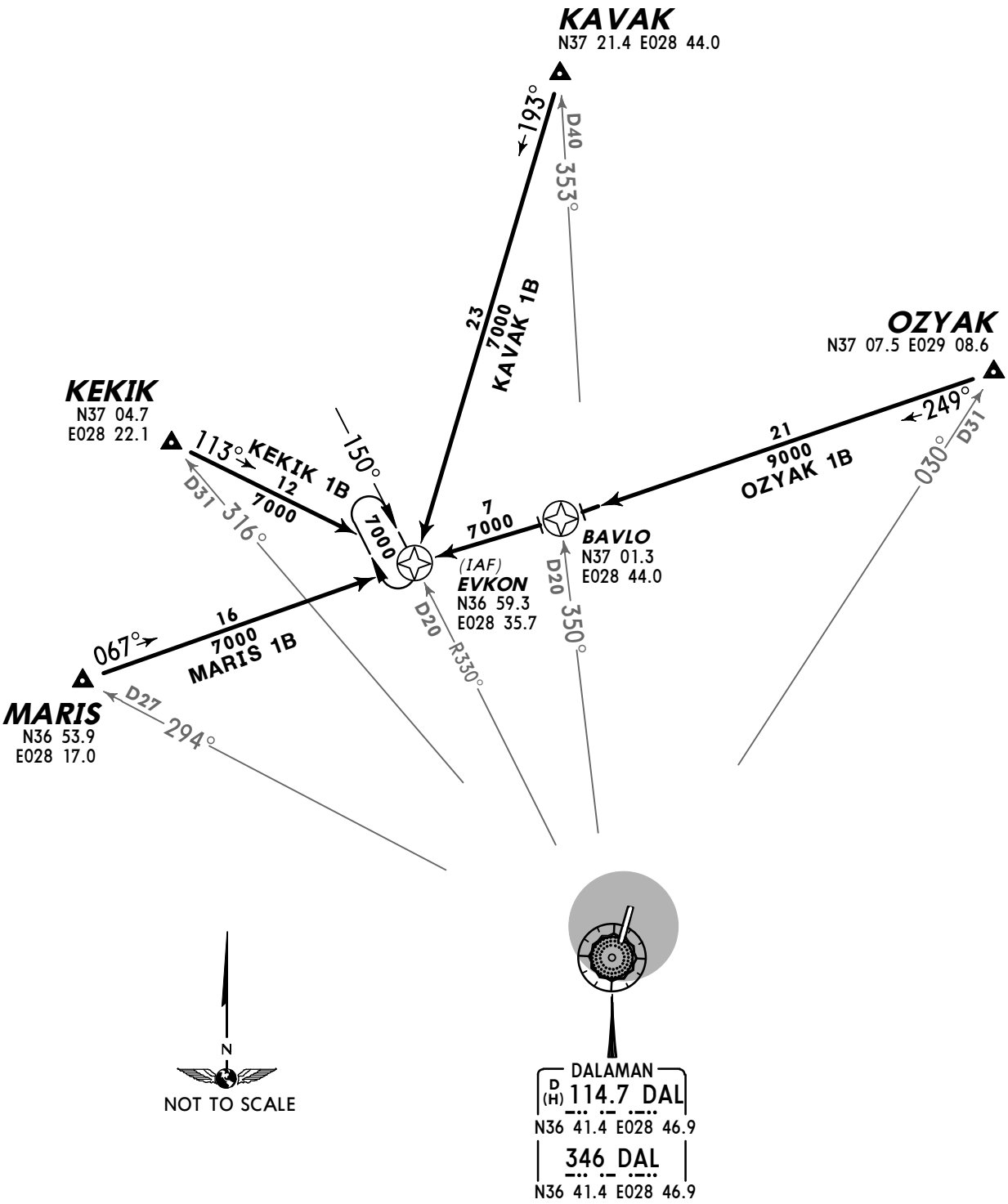



MSA
DAL VOR/NDB

# 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***




*CHANGES:* Rwy withdrawn.

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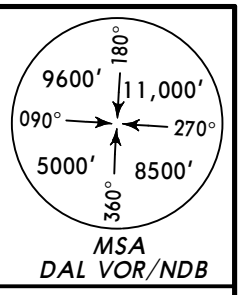
| ATIS | Apt Elev | |
|---|---|---|
| 127.35 | 20′ | Alt Set: hPa<br>Trans level: By ATC Trans alt: 12000′ |

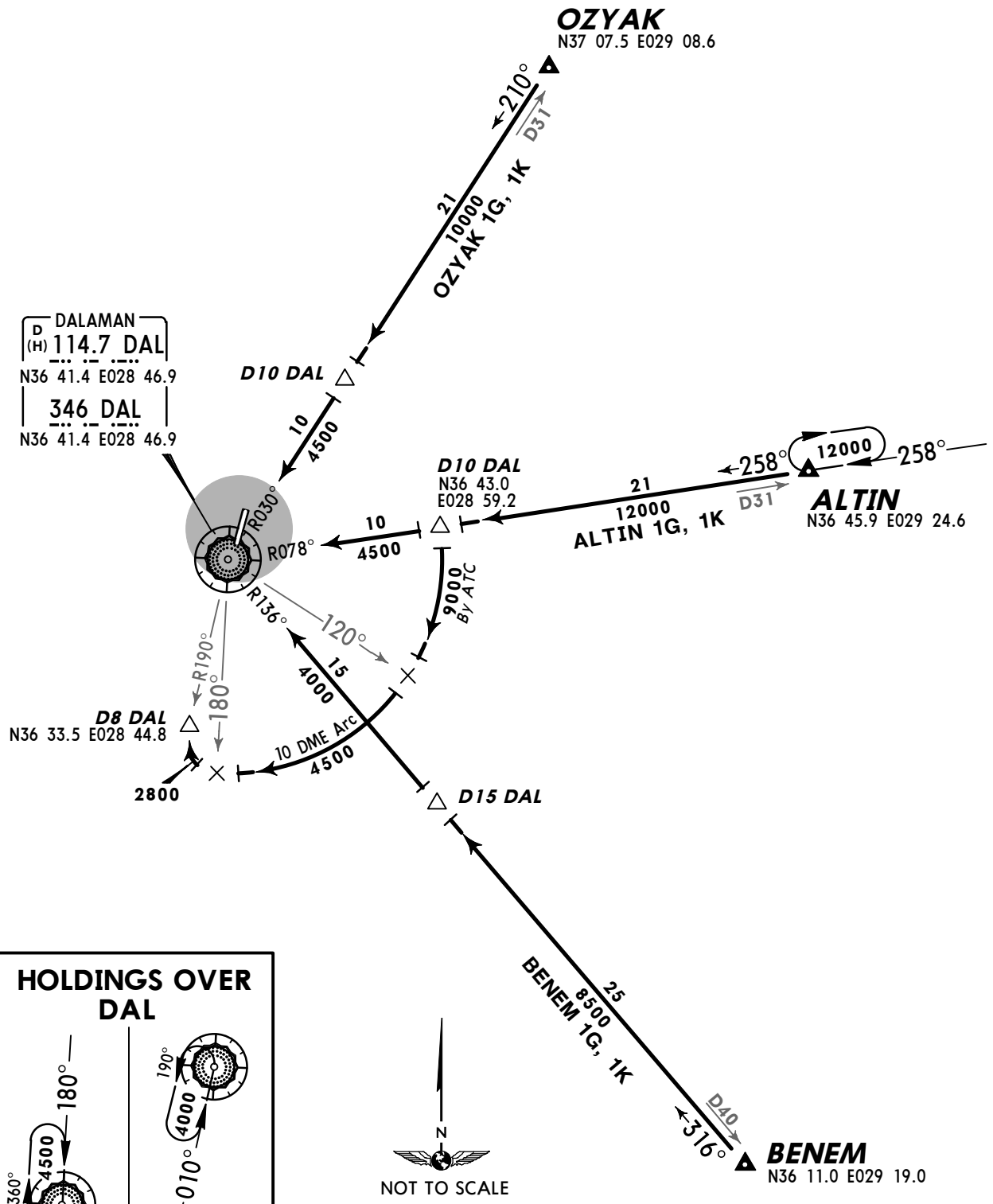



## ALTIN 1G *[ALTI1G]* ALTIN 1K *[ALTI1K]*
## BENEM 1G *[BENE1G]* BENEM 1K *[BENE1K]*
## OZYAK 1G *[OZYA1G]* OZYAK 1K *[OZYA1K]*

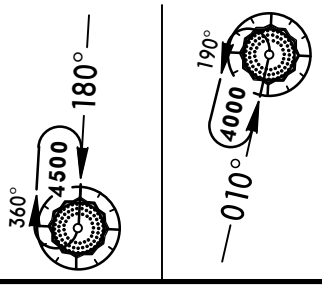
**ARRIVALS** TO VORDME — **ARRIVALS** TO NDB

FROM NORTHEAST, EAST & SOUTHEAST

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




## HOLDINGS OVER DAL




*CHANGES:* Rwy withdrawn.

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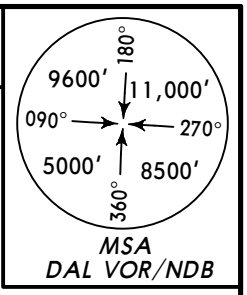
| ATIS | Apt Elev | |
|---|---|---|
| 127.35 | 20′ | Alt Set: hPa<br>Trans level: By ATC Trans alt: 12000′ |




KAVAK 1G *[KAVA1G]*
KEKIK 1G *[KEKI1G]*
MARIS 1G *[MARI1G]*
SOTIV 1G *[SOTI1G]*
ARRIVALS
TO VORDME

KAVAK 1K *[KAVA1K]*
KEKIK 1K *[KEKI1K]*
MARIS 1K *[MARI1K]*
SOTIV 1K *[SOTI1K]*
ARRIVALS
TO NDB

FROM SOUTHWEST, NORTHWEST & NORTH

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

**KAVAK**
N37 21.4 E028 44.0

173° D40
12000
KAVAK 1G, 1K
30

**KEKIK**
N37 04.7 E028 22.1

D31
136°
16
9000
KEKIK
1G, 1K

MHA 10000
MAX 12000
114°

**MARIS**
N36 53.9
E028 17.0

D27
114°
17
7000
MARIS
1G, 1K

D15 DAL

15
4500

D10 DAL

4500
10

D10 DAL
N36 46.0
E028 35.9

10
4000

R316°
R353°
R294°
R236°

10 DME Arc
2800
By ATC

17
D
4000
056°
SOTIV
1G, 1K

**SOTIV**
N36 33.0 E028 29.0

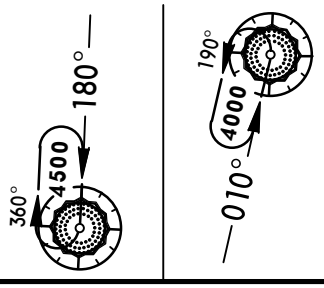
200°
R190°

D8 DAL
N36 33.6 E028 44.6

N
NOT TO SCALE

DALAMAN
D (H) 114.7 DAL
N36 41.4 E028 46.9
346 DAL
N36 41.4 E028 46.9

**HOLDINGS OVER DAL**




*CHANGES:* Rwy withdrawn.

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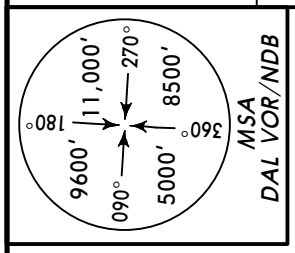
| ATIS | Apt Elev | |
|---|---|---|
| 127.35 | 20′ | Alt Set: hPa<br>Trans level: By ATC Trans alt: 12000′ |




# 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**

ALTIN N36 45.9 E029 24.6
D31 258° 9000 ALTIN 1A
R078°
20 DME Arc 9000
OZYAK N37 07.5 E029 08.6
D31 210° OZYAK 1A 9000
R030°
20 DME Arc 9000
KAVAK N37 21.4 E028 44.0
D40 173° 20 9000 KAVAK 1A
R353° 350° D20
BAVLO N37 01.3 E028 44.0
7000
(IAF) EVKON N36 59.3 E028 35.7
D20 R330°
150° 7000
R316°
20 DME Arc 7000
R294°
KEKIK N37 04.7 E028 22.1
D31 136° 7000 KEKIK 1A
MARIS N36 53.9 E028 17.0
D27 114° 7000 MARIS 1A
DALAMAN
D (H) 114.7 DAL N36 41.4 E028 46.9
346 DAL N36 41.4 E028 46.9
N
NOT TO SCALE

*CHANGES:* Rwy withdrawn.

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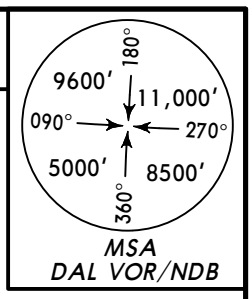
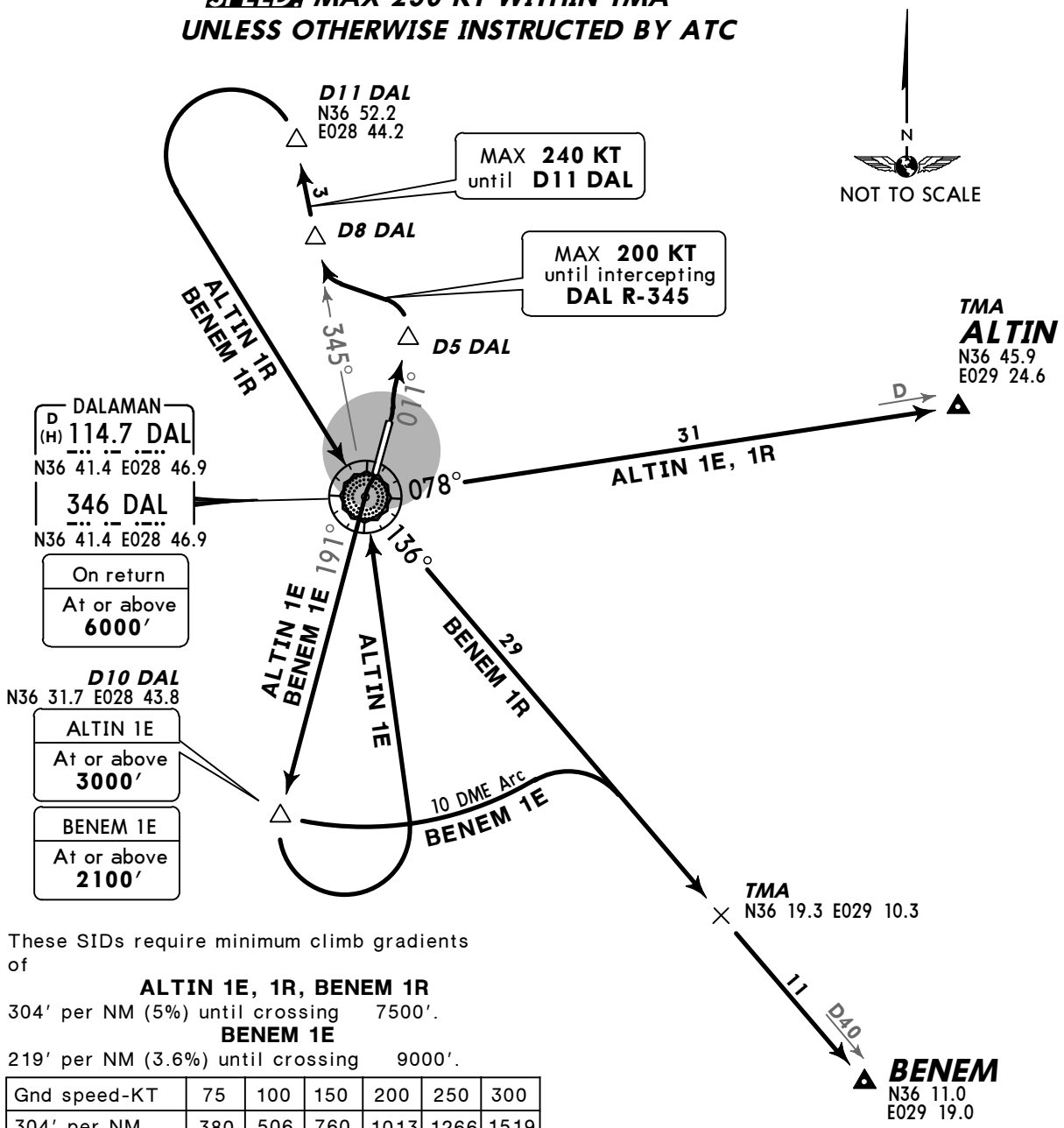
| Apt Elev 20′ | Trans level: By ATC Trans alt: 12000′ |
|---|---|




# ALTIN ONE ECHO (ALTIN 1E) *[ALTI1E]*
# ALTIN ONE ROMEO (ALTIN 1R) *[ALTI1R]*
# 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. |

*CHANGES:* Airway continuation.

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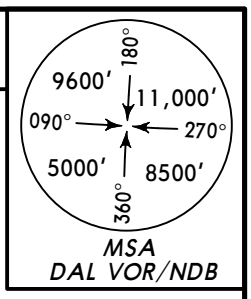
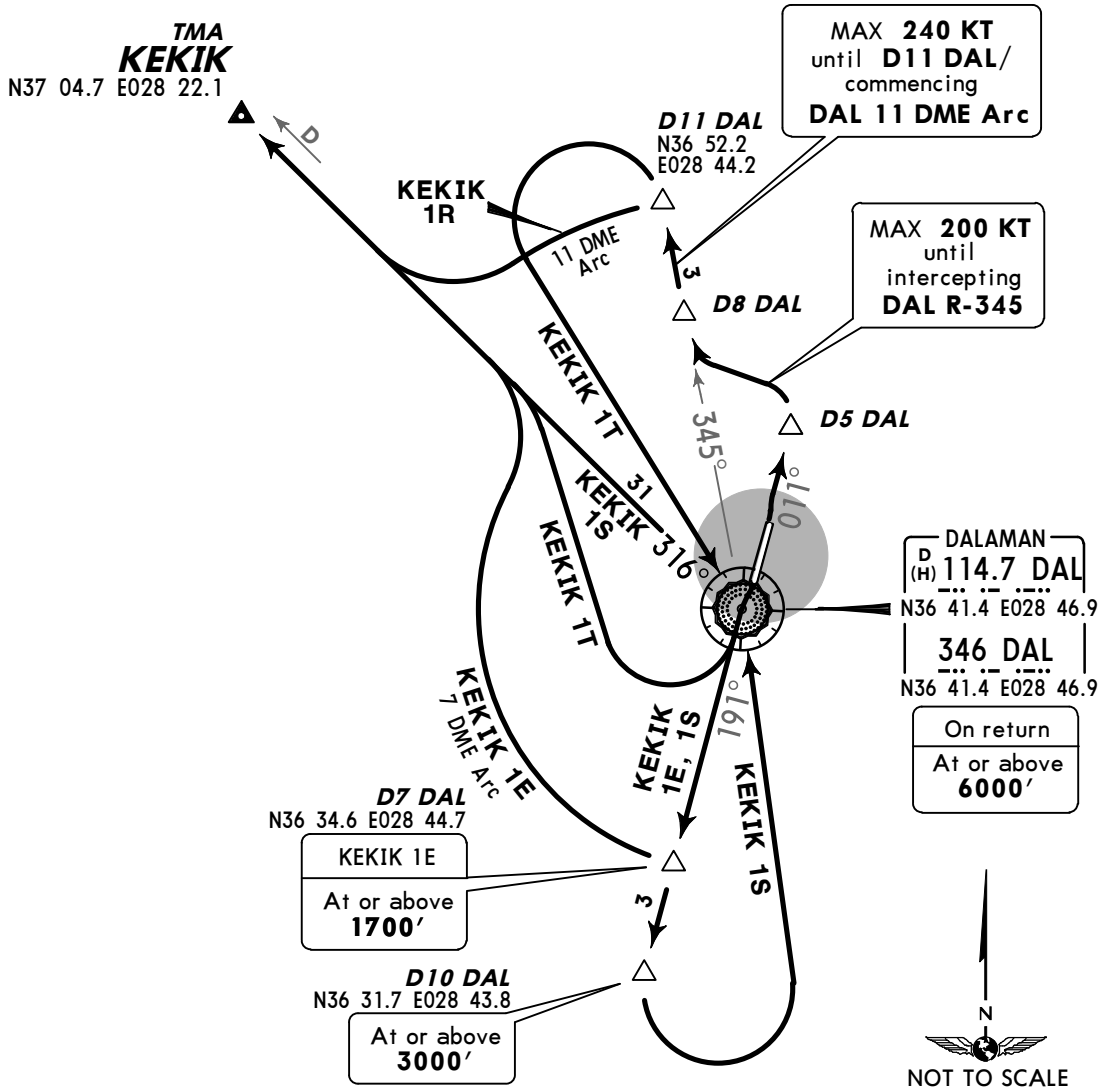
| Apt Elev 20′ | Trans level: By ATC Trans alt: 12000′ |
|---|---|




# KEKIK ONE ECHO (KEKIK 1E) *[KEKI1E]*
# KEKIK ONE ROMEO (KEKIK 1R) *[KEKI1R]*
# KEKIK ONE SIERRA (KEKIK 1S) *[KEKI1S]*
# KEKIK ONE TANGO (KEKIK 1T) *[KEKI1T]*
## 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. |

*CHANGES:* Airway continuation.

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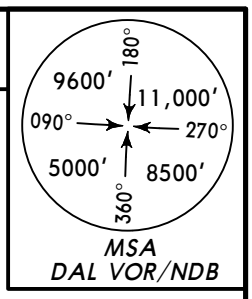
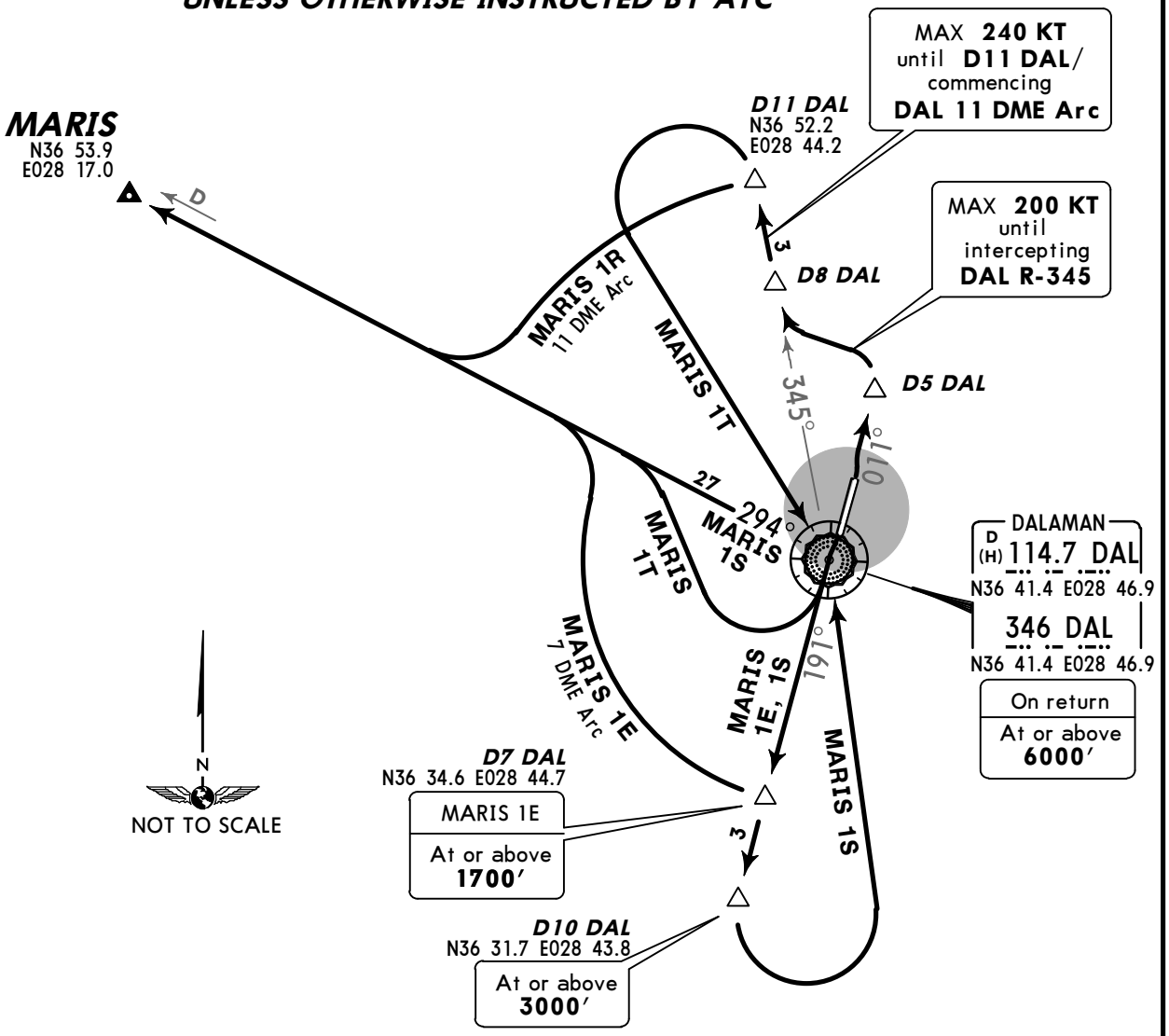
| Apt Elev 20′ | Trans level: By ATC Trans alt: 12000′ |
|---|---|




# 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***




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. |

*CHANGES:* Airway continuation.

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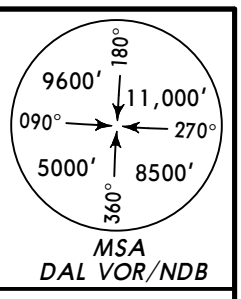
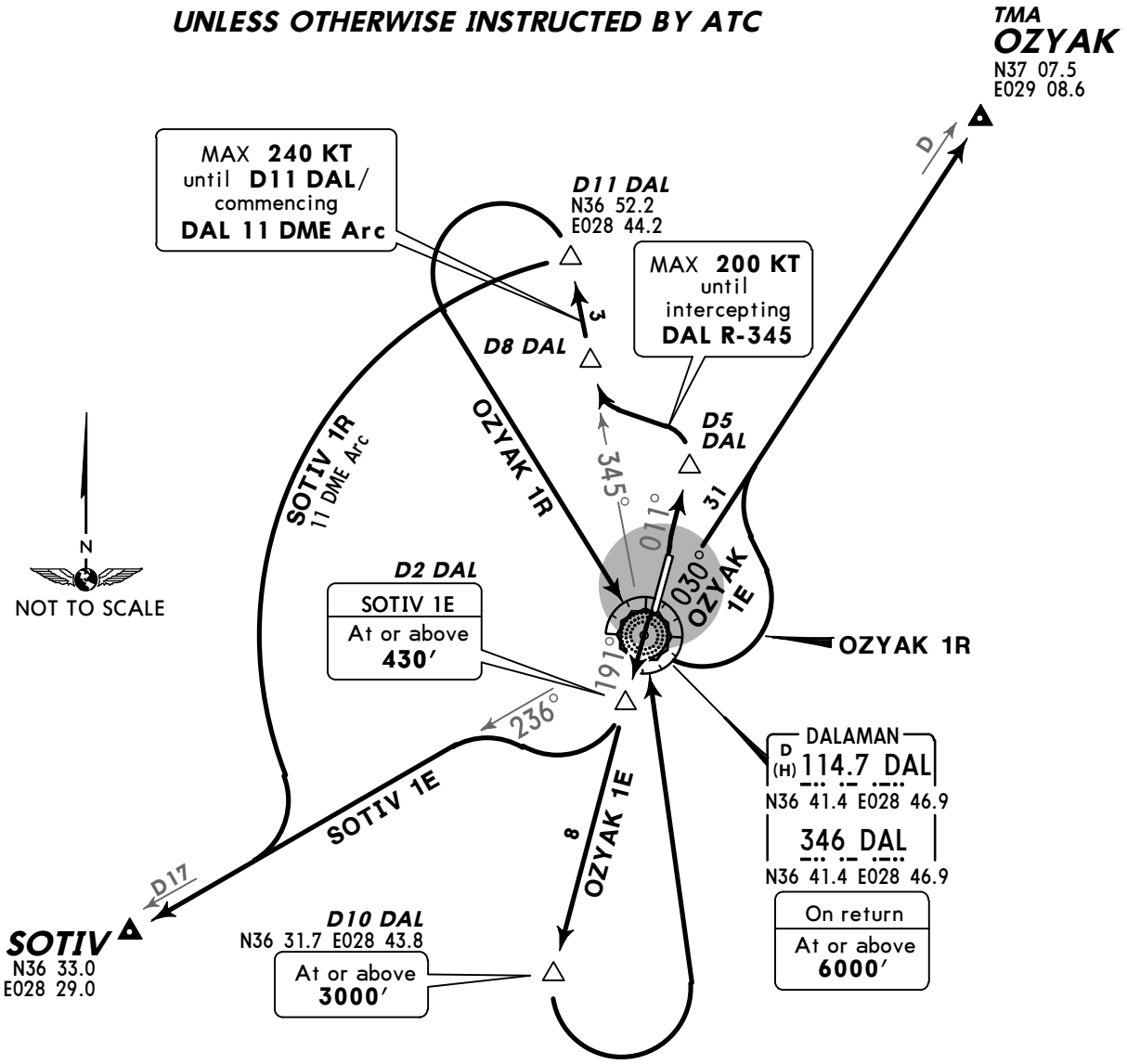
| Apt Elev 20′ | Trans level: By ATC Trans alt: 12000′ |
|---|---|




# 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. |

*CHANGES:* Airway continuation.

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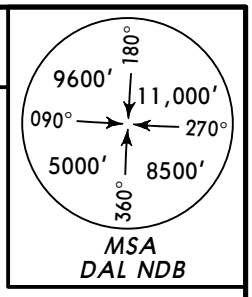
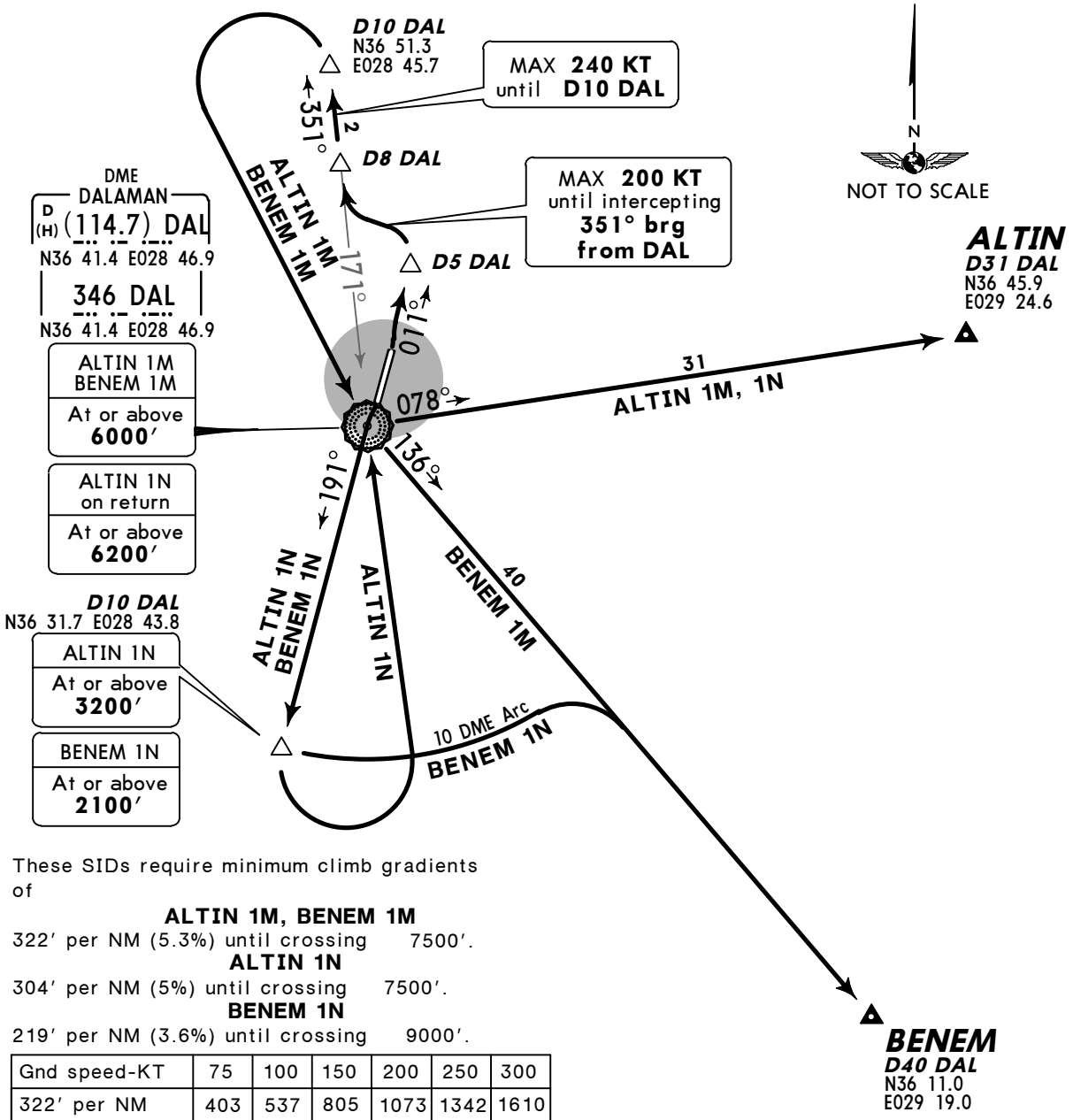
| Apt Elev 20′ | Trans level: By ATC Trans alt: 12000′ |
|---|---|




# 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. |

*CHANGES:* Airway continuation.

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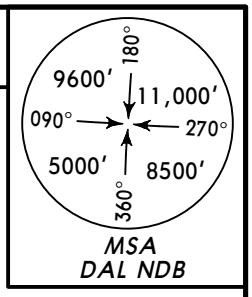
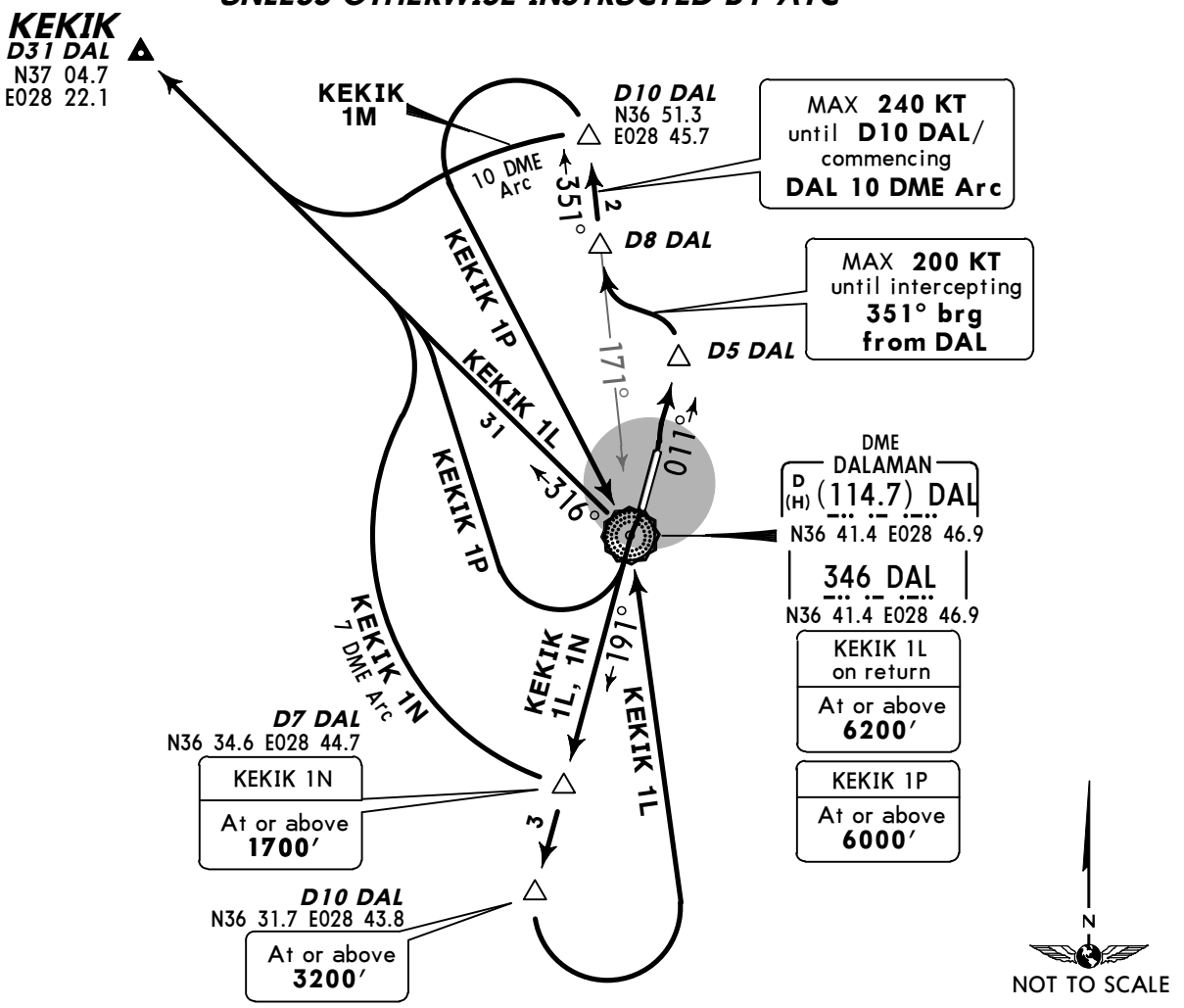
| Apt Elev 20′ | Trans level: By ATC Trans alt: 12000′ |
|---|---|




# 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 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** | **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. |

*CHANGES:* Airway continuation.

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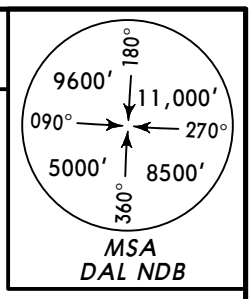
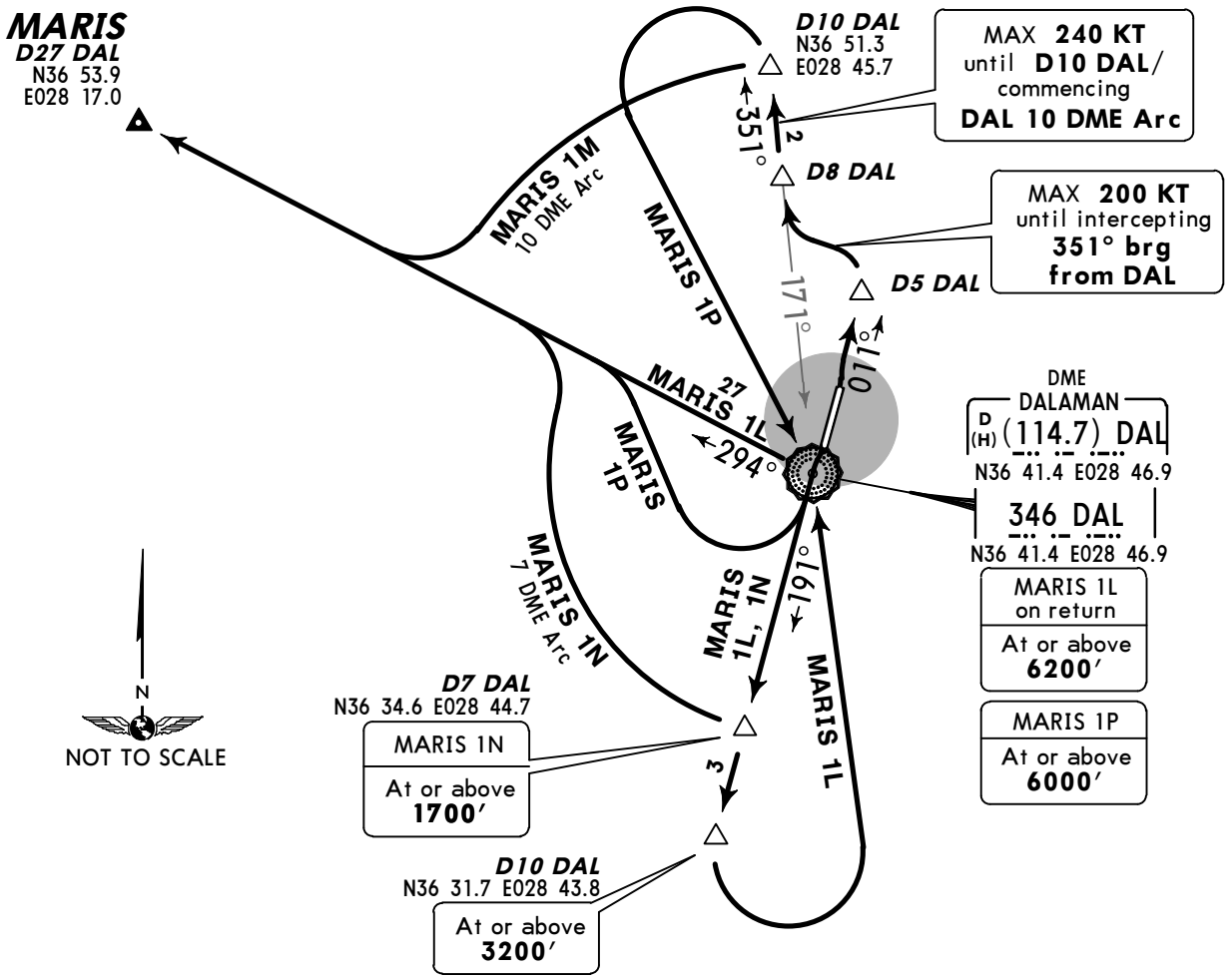
| Apt Elev 20′ | Trans level: By ATC Trans alt: 12000′ |
|---|---|




# 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***




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. |

*CHANGES:* Airway continuation.

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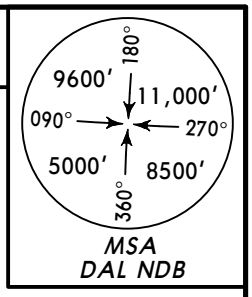
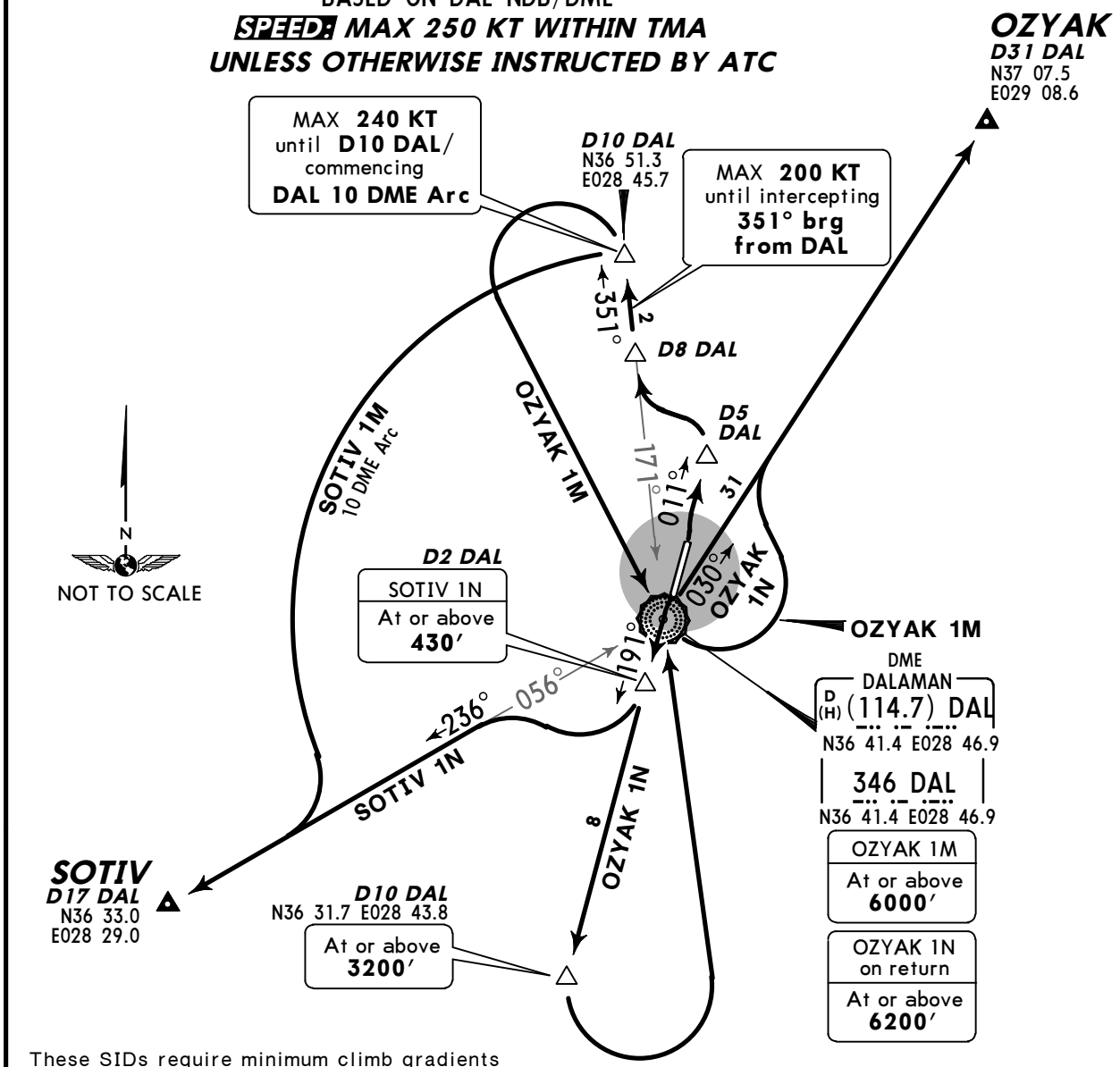
| Apt Elev 20′ | Trans level: By ATC Trans alt: 12000′ |
|---|---|




# 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. |

*CHANGES:* Airway continuation.

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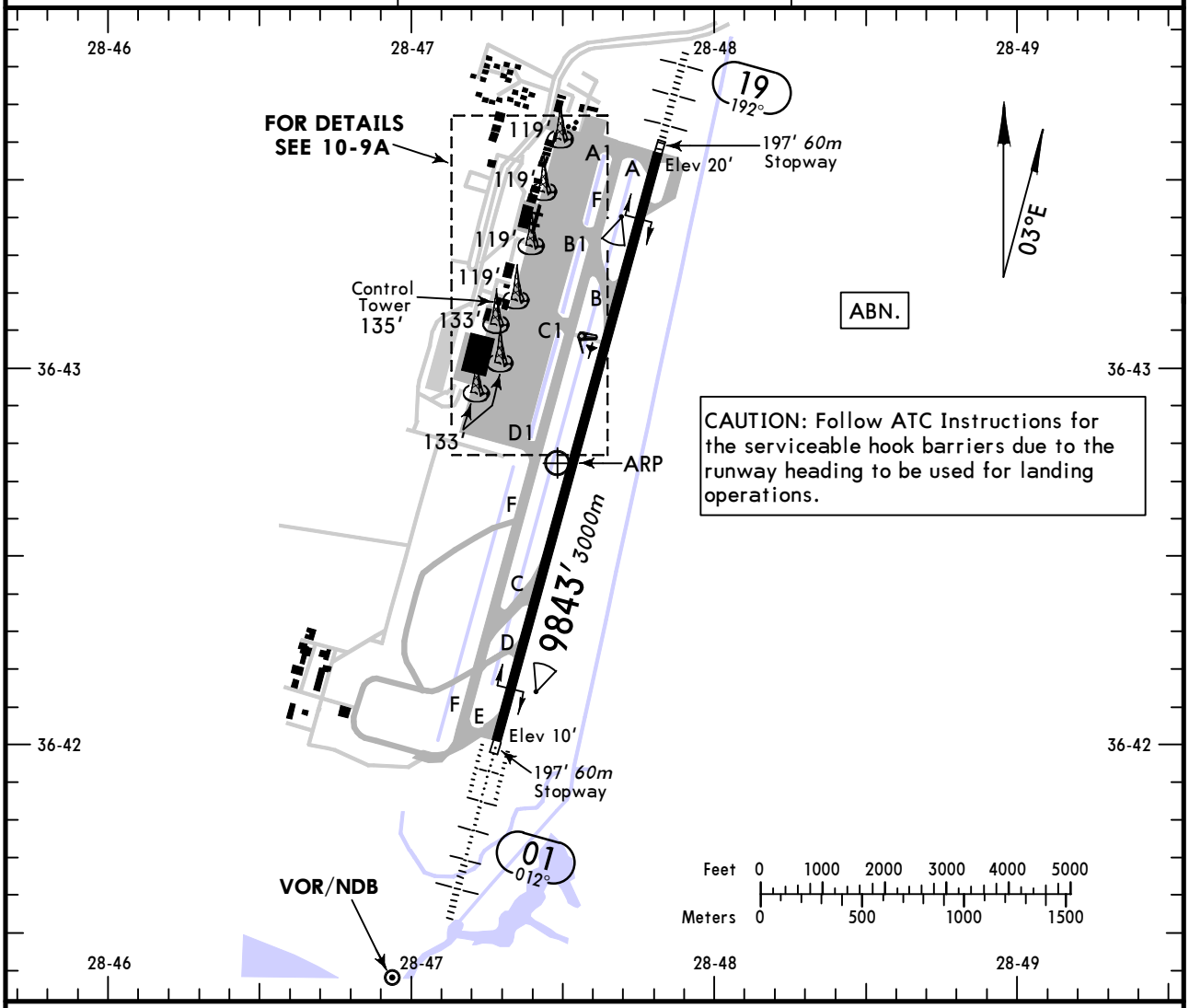
| ATIS | DALAMAN Ground | Tower |
|---|---|---|
| 127.35 | 121.9 | 118.5 128.9 |




ADDITIONAL RUNWAY INFORMATION

| RWY | | USABLE LENGTHS LANDING BEYOND Threshold | Glide Slope | TAKE-OFF | WIDTH |
|---|---|---|---|---|---|
| 01 | HIRL (60m) CL (15m) HIALS-II REIL TDZ PAPI (3.0°) RVR | | 8810′ 2685m | ❶ | 148′ 45m |
| 19 | HIRL (60m) CL (15m) HIALS REIL PAPI (3.0°) RVR | | | | |

❶ TAKE-OFF RUN AVAILABLE

RWY 01:

| | |
|---|---|
| From rwy head | 9843′ (3000m) |
| twy C int | 6781′ (2067m) |

RWY 19:

| | |
|---|---|
| From rwy head | 9843′ (3000m) |
| twy B int | 6781′ (2067m) |

**Standard** TAKE-OFF [1]

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

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

CHANGES: None.

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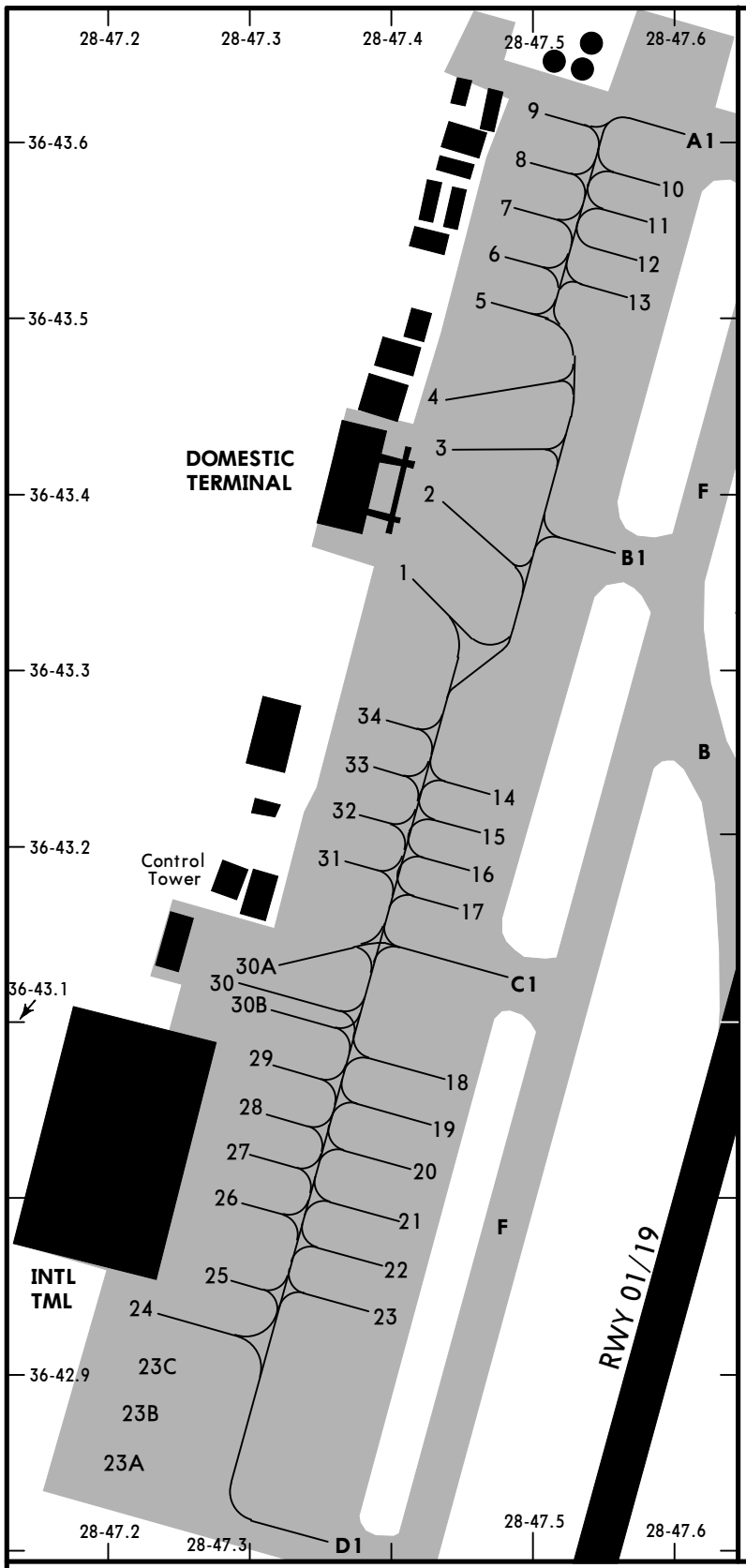


## INS COORDINATES

| 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 | 23A thru 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 | | |

*CHANGES:* Stands.

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# LTBS/DLM
## DALAMAN

JEPPESEN
14 JUN 13 (11-1)

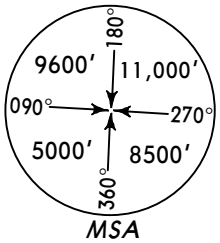
# MUGLA, TURKEY
## ❶ ILS DME-1 or -2 Rwy 01

| ATIS | DALAMAN Approach (R) | DALAMAN Tower | Ground |
|---|---|---|---|
| 127.35 | 119.22 122.4 124.4 126.05 | 118.5 128.9 | 121.9 |

BRIEFING STRIP ™

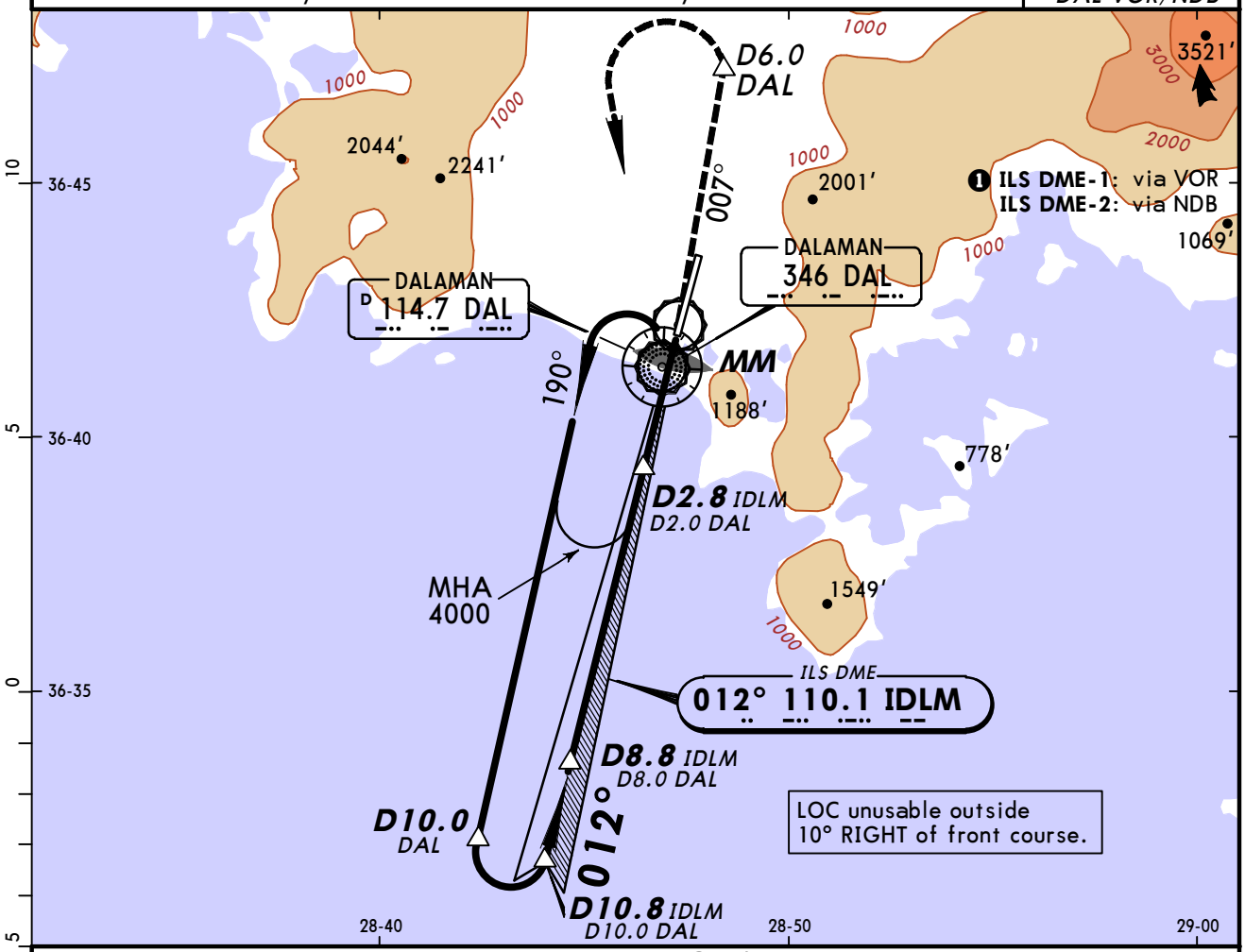
| LOC IDLM | Final Apch Crs | GS | ILS DA(H) | Apt Elev 20′ |
|---|---|---|---|---|
| 110.1 | 012° | D8.8 IDLM 2800′ (2790′) | Refer to Minimums | RWY 10′ |

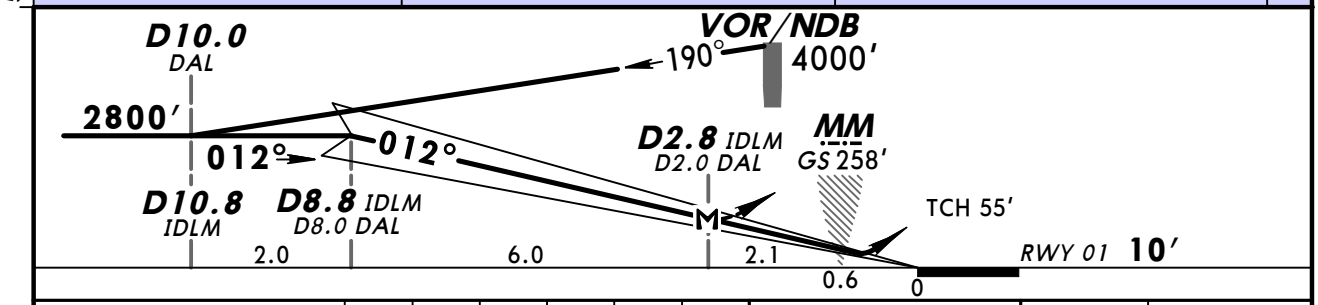
**MISSED APCH:** Climb on R-007/007° from NDB to D6.0 DAL, then turn LEFT climbing to cross VOR/NDB at 4000′ and hold.
MAX 185 KT until inbound VOR/NDB. If unable to reach 4000′ at VOR/NDB, intercept R-165/165° from NDB. At 3700′turn RIGHT climbing to cross VOR/NDB at 4000′ and hold.



MSA DAL 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 |
|---|---|---|---|---|---|---|
| ILS GS or LOC Descent Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at D2.8 IDLM/D2.0 DAL | | | | | | |

HIALS-II
REIL PAPI PAPI

Refer to Missed Apch above

**Standard** STRAIGHT-IN LANDING RWY 01

| | ILS: Missed apch climb gradient mim 5.0% DA(H) 210′ (200′) | | | ILS: Missed apch climb gradient mim 2.5% DA(H) 850′ (840′) | | LOC (GS out) MDA(H) 900′ (890′) | |
|---|---|---|---|---|---|---|---|
| | FULL | Limited | ALS out | FULL/Limited | ALS out | | ALS out |
| A | RVR 550m | RVR 750m | RVR 1200m | RVR 1500m | | RVR 1500m | |
| B | | | | | | | |
| C | | | | CVM 2400m | | CMV 2400m | |
| D | | | | | | | |

CIRCLE-TO-LAND
Not authorized East of apt

| Max Kts | MDA(H) | VIS |
|---|---|---|
| 100 | 1600′ (1580′) | 5000m |
| 135 | | |
| 180 | | |
| 205 | 2310′ (2290′) | 5000m |

PANS OPS

*CHANGES:* Rwy 01L/19R withdrawn.

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# LTBS/DLM
DALAMAN

JEPPESEN
14 JUN 13 (13-1)

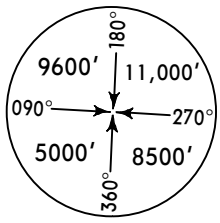
# MUGLA, TURKEY
## VOR DME-1 or NDB DME-1 Rwy 01

| ATIS | DALAMAN Approach (R) | | | | DALAMAN Tower | | Ground |
|---|---|---|---|---|---|---|---|
| 127.35 | 119.22 | 122.4 | 124.4 | 126.05 | 118.5 | 128.9 | 121.9 |

BRIEFING STRIP ™

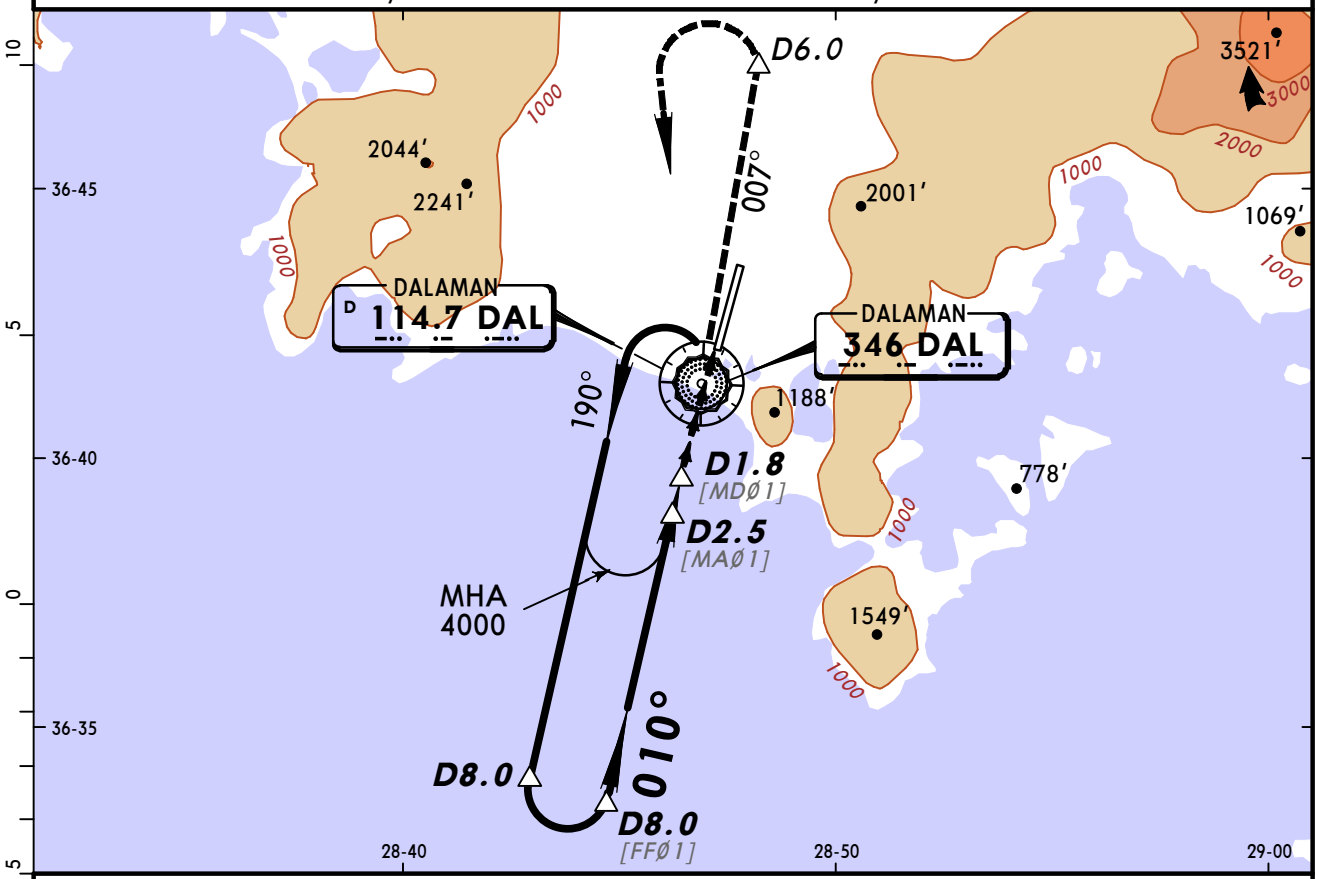
| VOR DAL 114.7 | Final Apch Crs 010° | Minimum Alt D8.0 2800′ (2790′) | VOR MDA(H) 900′ (890′) | Apt Elev 20′ |
|---|---|---|---|---|
| NDB DAL 346 | | | NDB MDA(H) 1200′ (1190′) | RWY 10′ |

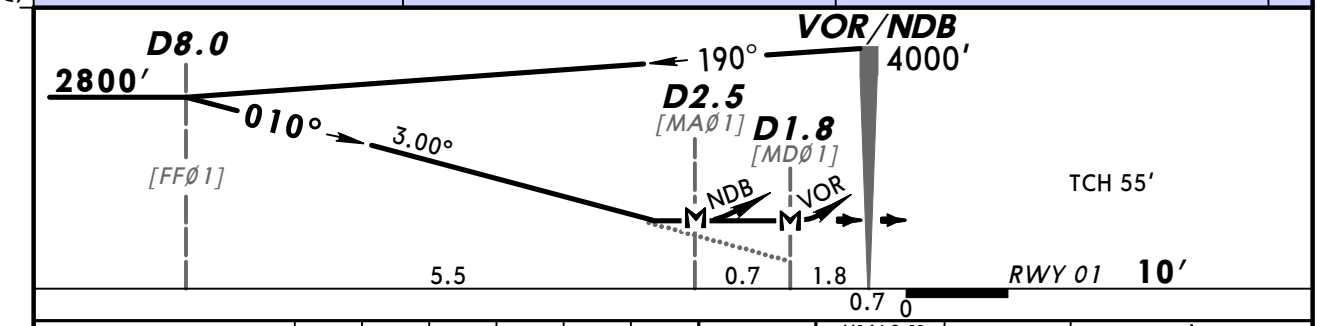
**MISSED APCH:** Climb on R-007 to D6.0, then turn LEFT climbing to cross VOR/NDB at 4000′ and hold. MAX 185 KT until inbound VOR/NDB. If unable to reach 4000′ at VOR, intercept and follow R-165. At 3500′ turn RIGHT climbing to cross VOR at 4000′ and hold.




MSA DAL 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 |
|---|---|---|---|---|---|---|
| Descent Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| VOR: MAP at D1.8 | | | | | | |
| NDB: MAP at D2.5 | | | | | | |

HIALS-II
REIL PAPI PAPI

185 KT MAX

D6.0 ↑ on DAL 114.7 R-007

**Standard** STRAIGHT-IN LANDING RWY 01

| | VOR MDA(H) 900′ (890′) | | NDB MDA(H) 1200′ (1190′) | |
|---|---|---|---|---|
| | | ALS out | | ALS out |
| A | 2800m | 3500m | 3900m | 4600m |
| B | | | | |
| C | 3600m | 4300m | 4800m | 5000m |
| D | | | | |

CIRCLE-TO-LAND

Not authorized East of apt

| Max Kts | MDA(H) | VIS |
|---|---|---|
| 100 | 1600′ (1580′) | 5000m |
| 135 | | |
| 180 | | |
| 205 | 2310′ (2290′) | 5000m |

PANS OPS

*CHANGES:* Rwy 01L/19R withdrawn.

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# LTBS/DLM
## DALAMAN

JEPPESEN
14 JUN 13 (13-2)

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

BRIEFING STRIP

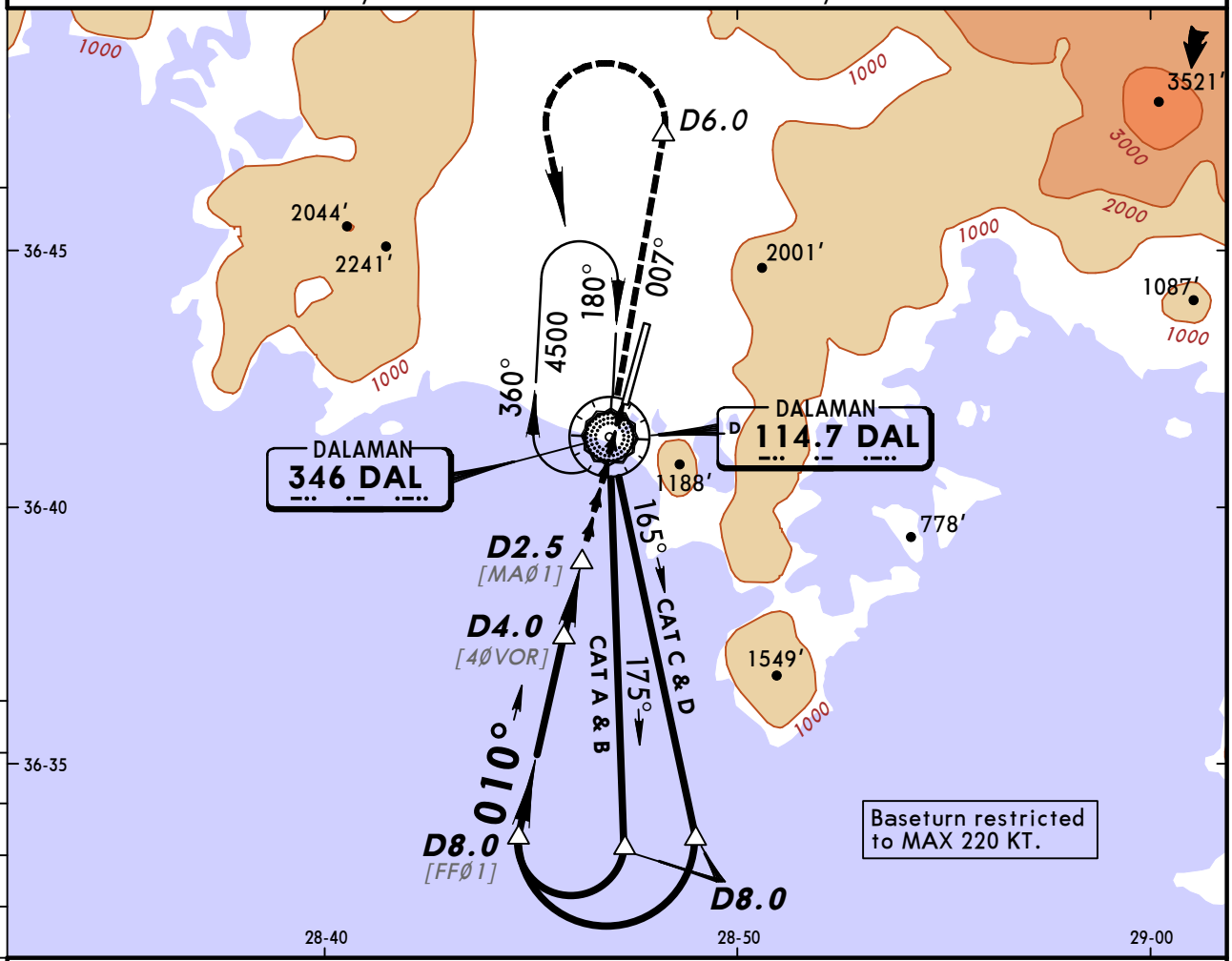
| ATIS | DALAMAN Approach (R) | | | | DALAMAN Tower | | Ground |
|---|---|---|---|---|---|---|---|
| 127.35 | 119.22 | 122.4 | 124.4 | 126.05 | 118.5 | 128.9 | 121.9 |

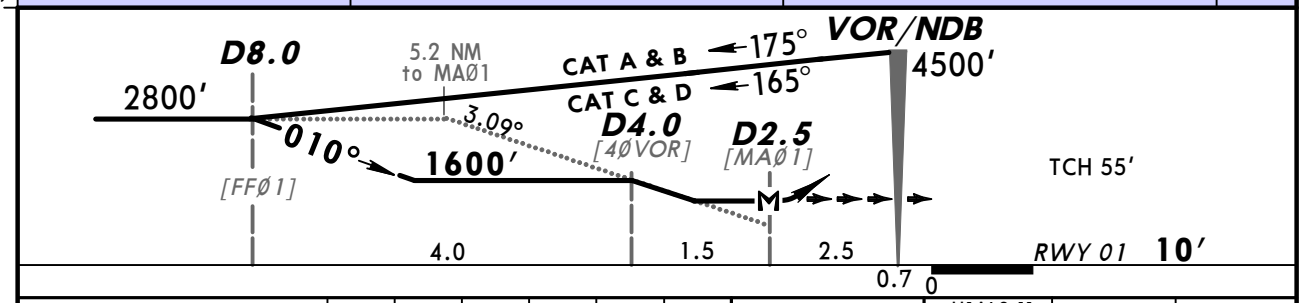
| VOR | NDB | Final Apch Crs | Minimum Alt | MDA(H) | Apt Elev / RWY |
|---|---|---|---|---|---|
| DAL 114.7 | DAL 346 | 010° | D4.0 1600′ (1590′) | 1200′ (1190′) | 20′ / 10′ |

**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: 9600′ (090°–270°), 11,000′ (180°–360°), 5000′ (090°–360°), 8500′ (270°–180°)

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




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| Descent Angle | 3.09° | 383 | 492 | 547 | 656 | 765 | 875 |
| MAP at D2.5 | | | | | | | |

HIALS-II, REIL, PAPI, PAPI

185 KT MAX

DAL 114.7 346

**Standard** STRAIGHT-IN LANDING RWY 01

MDA(H) 1200′ (1190′)

| | | ALS out |
|---|---|---|
| A | 3900m | 4600m |
| B | | |
| C | 4800m | 5000m |
| D | | |

CIRCLE-TO-LAND
Not authorized East of airport

| Max Kts | MDA(H) | VIS |
|---|---|---|
| 100 | 1600′ (1580′) | 5000m |
| 135 | | |
| 180 | | |
| 205 | 2310′ (2290′) | 5000m |

PANS OPS

*CHANGES:* Rwy 01L/19R withdrawn.

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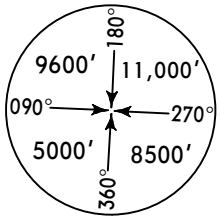
BRIEFING STRIP

| ATIS | DALAMAN Approach (R) | | | | DALAMAN Tower | | Ground |
|---|---|---|---|---|---|---|---|
| 127.35 | 119.22 | 122.4 | 124.4 | 126.05 | 118.5 | 128.9 | 121.9 |

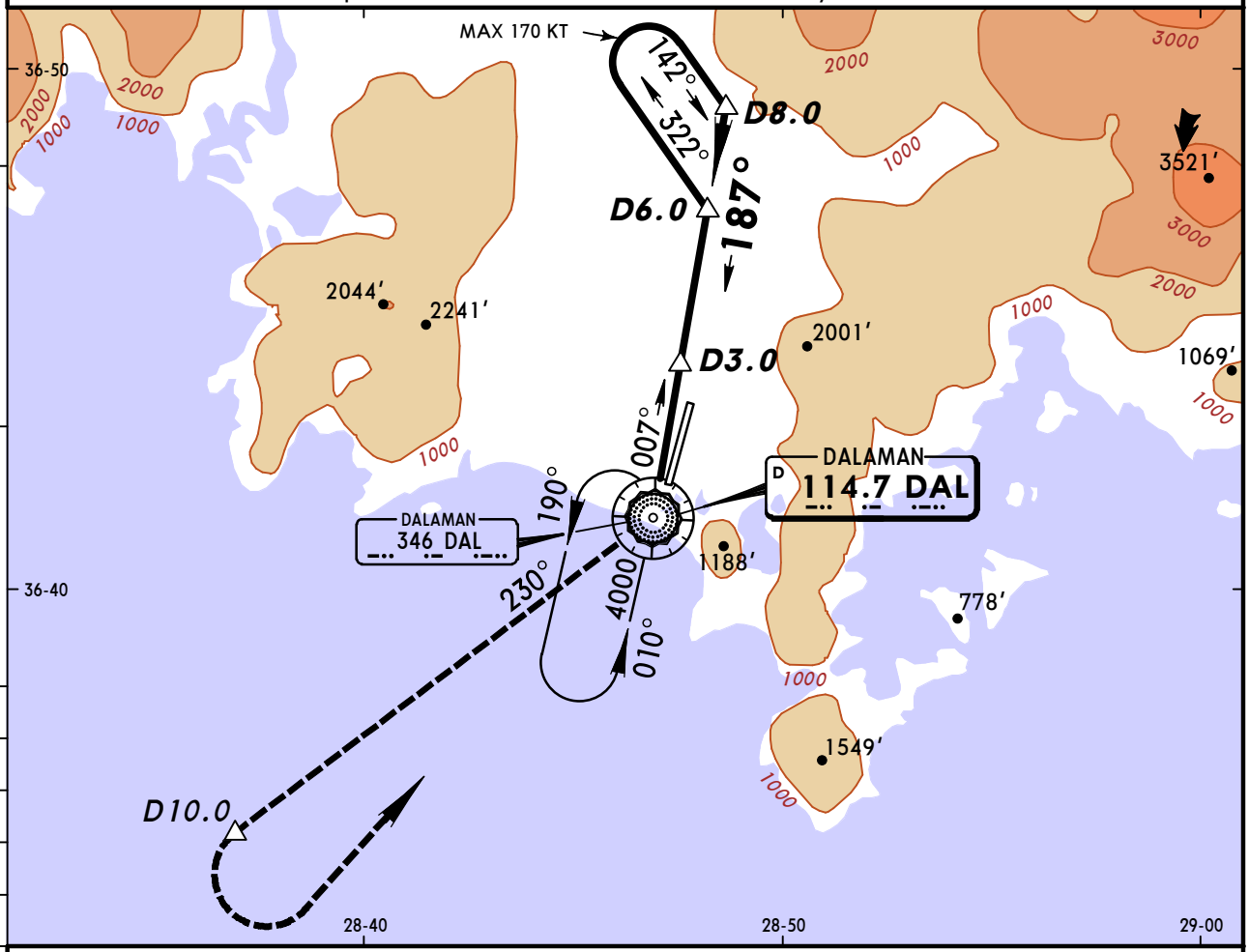
| VOR | Final Apch Crs | Minimum Alt | MDA(H) | Apt Elev |
|---|---|---|---|---|
| DAL 114.7 | 187° | D6.0 3200′ (3180′) | Refer to Minimums | 20′ |

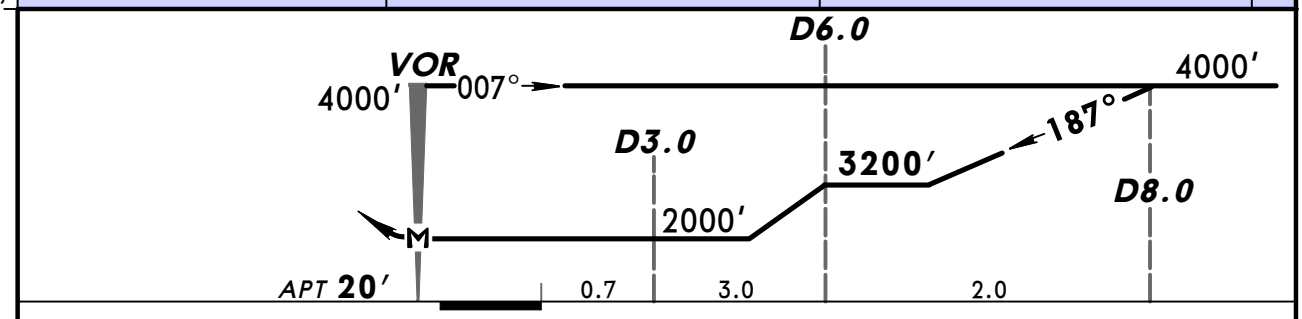
**MISSED APCH:** Climb on R-230 to 3000′ to D10.0, then turn LEFT climbing to 4000′ to VOR and hold.




MSA
DAL VOR

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




| MAP at VOR | | | | | | | | HIALS-II REIL PAPI PAPI | 3000′ | DAL on 114.7 R-230 | D10.0 |
|---|---|---|---|---|---|---|---|---|---|---|---|

PANS OPS

**Standard**

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

*CHANGES:* Rwy 01L/19R withdrawn.

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BRIEFING STRIP

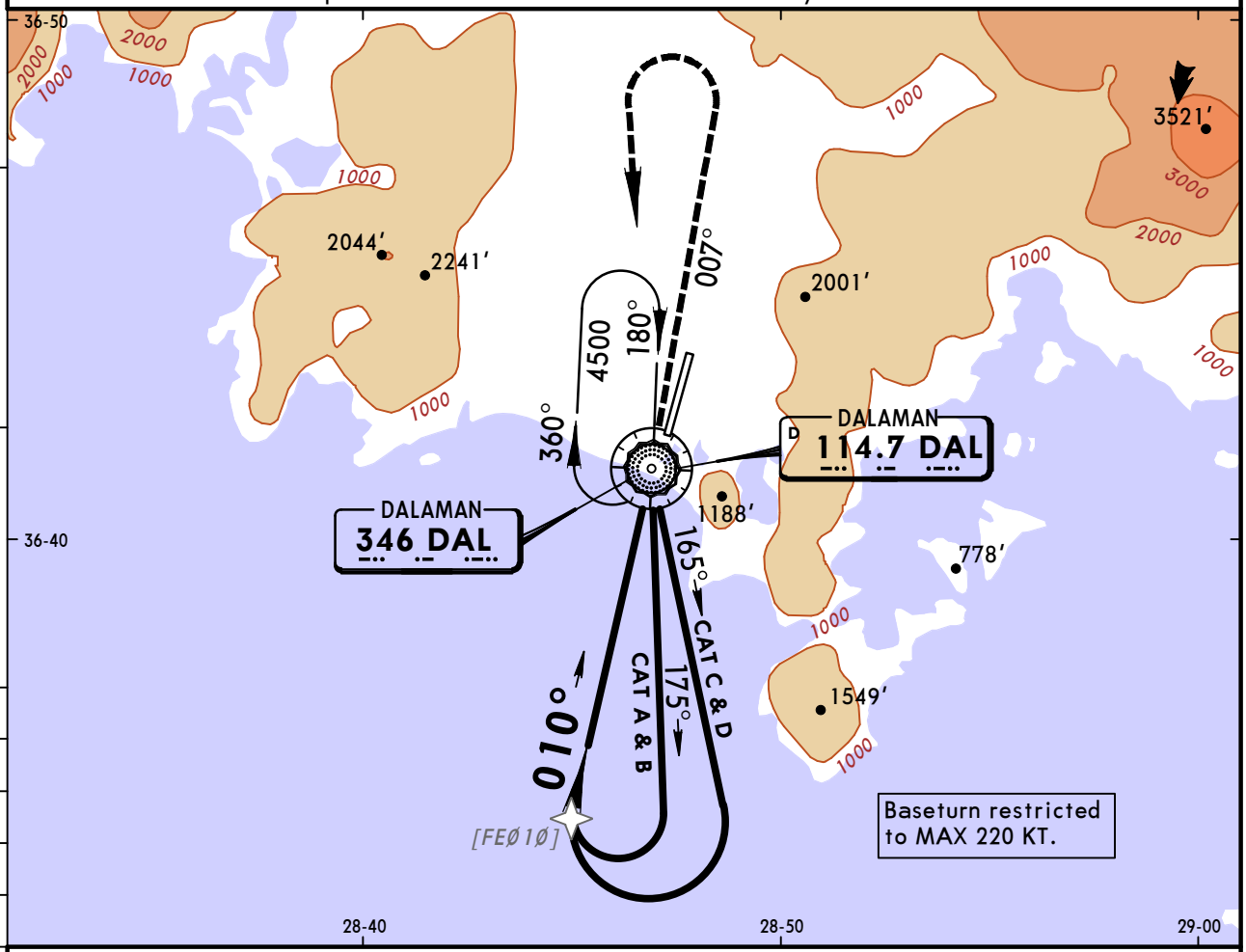
| ATIS | DALAMAN Approach (R) | | | | DALAMAN Tower | | Ground |
|---|---|---|---|---|---|---|---|
| 127.35 | 119.22 | 122.4 | 124.4 | 126.05 | 118.5 | 128.9 | 121.9 |

| VOR | NDB | Final Apch Crs | Minimum Alt | MDA(H) | Apt Elev |
|---|---|---|---|---|---|
| DAL 114.7 | DAL 346 | 010° | No FAF | Refer to Minimums | 20′ |

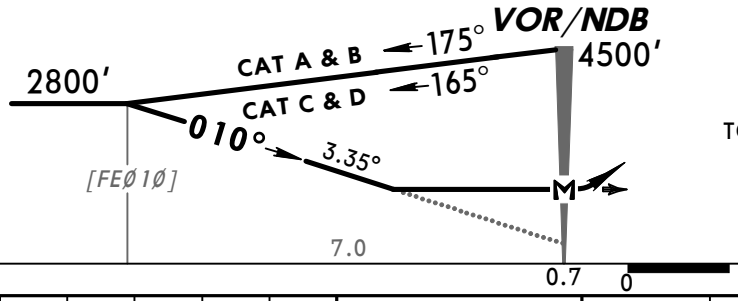
**MISSED APCH:** Climb on 007° to 2400′, then turn LEFT climbing to 4500′ to VOR/NDB and hold. MAX 185 KT until inbound VOR/NDB.

MSA DAL VOR/NDB: 9600′ (090°), 11,000′ (180°), 5000′ (360°), 8500′ (270°)

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




Start turn at
CAT A & B: 2½ Min
CAT C & D: 2 Min




TCH 50′

APT 20′

| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Descent Angle 3.35° | 415 | 534 | 593 | 711 | 830 | 948 |
| MAP at VOR/NDB | | | | | | |

Lighting-Refer to Airport Chart

2400′ on 007°

PANS OPS

**Standard** STRAIGHT-IN LANDING

| | | CIRCLE-TO-LAND | | |
|---|---|---|---|---|
| | | Not authorized East of airport | | |
| | | Max Kts | MDA(H) | VIS |
| A | NOT AUTHORIZED | 100 | | |
| B | | 135 | 1600′ (1580′) | 5000m |
| C | | 180 | | |
| D | | 205 | 2310′ (2290′) | 5000m |

*CHANGES:* Rwy 01L/19R withdrawn.

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BRIEFING STRIP

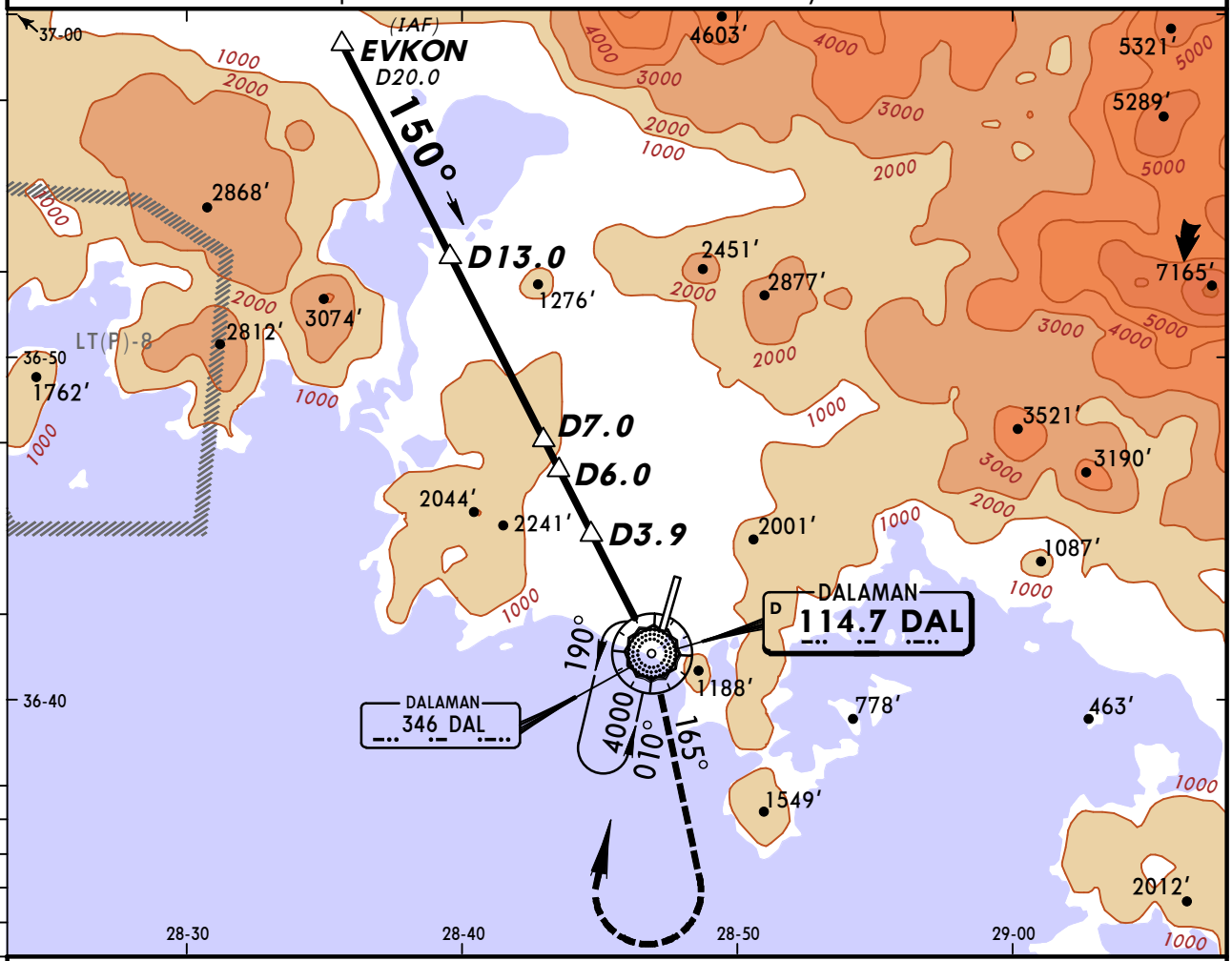
| ATIS | DALAMAN Approach (R) | | | | DALAMAN Tower | | Ground |
|---|---|---|---|---|---|---|---|
| 127.35 | 119.22 | 122.4 | 124.4 | 126.05 | 118.5 | 128.9 | 121.9 |

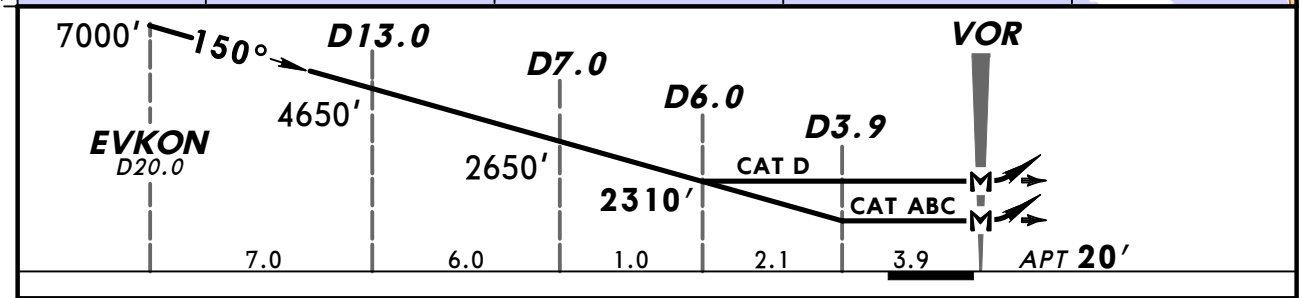
| VOR | Final Apch Crs | Minimum Alt | MDA(H) | Apt Elev |
|---|---|---|---|---|
| DAL 114.7 | 150° | D6.0 2310′ (2290′) | Refer to Minimums | 20′ |

**MISSED APCH:** Climb on R-165 to 3100′, then turn RIGHT climbing to 4000′ to VOR and hold.

MSA DAL VOR: 9600′ (090°), 11,000′ (180°), 5000′ (360°), 8500′ (270°)

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




| MAP at VOR | | | | | | | Lighting-Refer to Airport Chart | 3100′ ↑ | DAL on 114.7 R-165 |
|---|---|---|---|---|---|---|---|---|---|

PANS OPS

**Standard** STRAIGHT-IN LANDING

| | | Max Kts | MDA(H) | VIS |
|---|---|---|---|---|
| A | NOT AUTHORIZED | 100 | 1600′ (1580′) | 5000m |
| B | | 135 | | |
| C | | 180 | | |
| D | | 205 | 2310′ (2290′) | 5000m |

CIRCLE-TO-LAND

Not authorized East of airport

*CHANGES:* Rwy 01L/19R withdrawn.

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## Chart changes since cycle 26-2013

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

| ACT | PROCEDURE IDENT | INDEX | REV DATE | EFF DATE |
|---|---|---|---|---|

**MUGLA, (DALAMAN - LTBS)**

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# TERMINAL CHART CHANGE NOTICES

## No Chart Change Notices for Airport LTBS