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Terminal Charts For LTAI
Revision Letter For Cycle 01-2016
Change Notices
Notebook

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General Information

Location: ANTALYA TUR
ICAO/IATA: LTAI / AYT
Lat/Long: N36° 54.02', E030° 47.57'
Elevation: 177 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -2:00 = UTC
Magnetic Variation: 4.0° E

Fuel Types: 100-130 Octane, Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 0510 Z
Sunset: 1458 Z

Runway Information

Runway: 18C
Length x Width: 11155 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 176 ft
Lighting: Edge, ALS, REIL
Stopway: 197 ft

Runway: 18L
Length x Width: 11155 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 176 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ
Stopway: 197 ft

Runway: 18R
Length x Width: 9810 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 172 ft
Lighting: Edge, ALS, REIL
Stopway: 295 ft

Runway: 36C
Length x Width: 11155 ft x 148 ft

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Surface Type: concrete
TDZ-Elev: 176 ft
Lighting: Edge, ALS, REIL
Stopway: 197 ft

Runway: 36L
Length x Width: 9810 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 176 ft
Lighting: Edge, ALS, REIL
Stopway: 295 ft

Runway: 36R
Length x Width: 11155 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 160 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ
Stopway: 197 ft

Communication Information

ATIS: 136.125 Departure Service
ATIS: 118.275 Arrival Service
Antalya Tower: 25.780
Antalya Tower: 125.000
Antalya Ground Tower: 119.850
Antalya Ground Tower: 121.700
Antalya Ground Tower: 121.750
Antalya Tower: 119.800
Antalya Tower: 126.100
Antalya Ground Tower: 121.900
Antalya Delivery Tower: 121.650
Antalya Delivery Tower: 120.200
Antalya Tower: 120.125
Antalya Approach: 123.000
Antalya Approach: 119.650
Antalya Approach: 119.025
Antalya Approach: 36.230
Antalya Approach: 123.675
Antalya Approach: 124.350
Antalya Approach: 120.225
Antalya Approach: 124.425
Antalya Approach: 126.025
Antalya Approach: 127.675
Antalya Approach: 128.025

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1. GENERAL

1.1. ATIS

ATIS Arrival 118.275
ATIS Departure 136.125

1.2. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

1.2.1. A-SMGCS UTILISING MODE S

ACFT operators should ensure that Mode S transponders are able to operate when ACFT is on the ground.

Flight crew should select XPNDR or equivalent according to specific installation, AUTO if available, not OFF or STDBY, and the assigned Mode A code.

From the request for push-back or taxi, whichever is earlier, after landing, continuously until ACFT is fully parked on stand, the Mode A code 2000 must be set before selecting OFF or STDBY.

Flight crew of ACFT equipped with Mode S having an ACFT identification feature should also set the ACFT ident.

This setting is the ACFT ident specified in item 7 of the flight plan.

ACFT ident should be entered from the request for push-back or taxi, whichever is earlier, through FMS or transponder control panel.

1.3. PREFERENTIAL RWY SYSTEM (PRS)

Announcement of PRS Operations in Progress by ATIS.

Preferential RWY for landing is RWY 36C and RWY 36R. Pilots unable to comply with PRS Operations for RWY 36C and RWY 36R shall notify ATC. This traffic may normally be subject to delay. Air crew must comply with the requirements announced by ATIS.

Preferential RWY for take-off is RWY 36C and RWY 36R. Pilots unable to comply with PRS Operations for RWY 36C and RWY 36R shall notify ATC when requesting start-up clearance. This traffic may normally be subject to delay.

PRS Operations shall be used when:

- Preferred RWY/RWYs is/are dry and tail wind component does not exceed 10 KT or;
- Preferred RWY/RWYs is/are wet and tail wind component does not exceed 5 KT.

When braking action for the preferred RWY/RWYs is less than "Good, Good, Good", RWY/RWYs to be used shall be selected so as to make landing and take-off into the wind. Besides, in case of landing within the tail wind limits, RWY shall be announced as "clear and dry" even if the RWY is dry, or breaking measurement data shall be released through ATIS.

It is the pilot's decision and responsibility to accept or refuse the use of preferred RWY/RWYs determined by ATC. If the pilot-in-command requests permission to use a RWY other than the preferred one for landing or take-off operations due to safety or performance reasons, this request will be met by ATC when it is available. In such cases, ACFT may be subject to delay. ATC shall notify pilots of delays expected to exceed 30 minutes.

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1. GENERAL

1.4. MANDATORY IMPLEMENTATION OF RNAV (GNSS) SIDS AND STARS

RNAV (GNSS) SIDs AND STARs procedures are mandatory for P-RNAV approved ACFT which filed their FPL including one of PBN/D1-D2-O1-O2 equipped. Therefore, the P-RNAV approved ACFT arriving/departing to/from LTAI are required to flight plan or submit a change message (CHG) concerning the route section of their RPLs as described below.

1. GNSS based RNAV STARs for LTAI start from the waypoints/fixes HISAR, PIDEV, ADBEL, KULOL, GELKI, TOMBI, LORKO, NESIL, KOZLU, BABSA and EKSEN. These waypoints/fixes shall be the last element of the flight planned routes for the P-RNAV approved ACFT as illustrated below:
   - A flight planned route for the arrivals to LTAI via CRD;
     EXAMPLE: ..... CRD UR55 KOZLU
2. GNSS based RNAV SIDs for LTAI end at the waypoints/fixes HISAR, PIDEV, ADBEL, KULOL, GELKI, TOMBI, LORKO, EVBOL, NESIL and EKSEN. These waypoints/fixes shall be the first element of the flight planned routes for the P-RNAV approved ACFT as illustrated below:
   - A flight planned route for the departures from LTAI via HISAR;
     EXAMPLE: HISAR UW77 .....

1.5. PARKING INFORMATION

Parking stands 6 thru 19 are invisible from Tower. All pilots concerned are strictly advised to act in conformity with Tower instructions.

2. ARRIVAL

2.1. COMMUNICATION FAILURE PROCEDURE

2.1.1. RF FOR IFR FLIGHTS OUTSIDE TMA

Select transponder code 7600. Follow the flight plan route using last assigned and acknowledged FL. For 3 minutes execute relevant STAR. Then, descending 12000′ proceed to LRA VOR. Descend to 3000′ over LRA VOR and execute Instrument Approach Procedure (IAP) and land.

2.1.2. RF FOR IFR FLIGHTS INSIDE TMA

If available, call Antalya APP telephone number 0090 242 330 32 32.

Unless RWY for landing has previously been notified, the RWY to be used shall be 36R for direction 36 whereas 18L for direction 18.

ACFT at or above 12,000′
Select transponder code 7600. For 3 minutes execute last assigned and acknowledged ATC instructions. Then, descending 12,000′ proceed to LRA VOR. Descend to 3000′ over LRA VOR and execute Instrument Approach Procedure (IAP) and land.

ACFT below 12,000′, at or above 3000′
Select transponder code 7600. Proceed to LRA VOR, descend or maintain last assigned and acknowledged altitude. Descend to 3000′ over LRA VOR and execute Instrument Approach Procedure (IAP) and land.

Note: ACFT on downwind legs shall execute this procedure regardless of altitude or FL.

ACFT below 3000′
Select transponder code 7600. Proceed to relevant FAF and land.

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2. ARRIVAL

2.2. GNSS BASED RNAV STARS

The altitudes/FLs depicted on the arrival procedures are for operational purposes. They do not represent permission to descend to those altitudes/FLs unless otherwise authorized by ATC.

When an arriving ACFT on a STAR is cleared to descend to an altitude/FL lower than the altitudes/FLs specified in a STAR, the ACFT shall follow the published vertical profile of a STAR, unless such restrictions are explicitly cancelled by ATC.

The cancellation of the level restrictions depicted on the STARs will be subject to the ATC clearance by the phrase:

"OPEN DESCEND TO... (ALT./FL.)".

2.3. CAT II OPERATIONS

RWY 36R approved for CAT II operations, special aircrew and ACFT certification required.

2.4. MINIMUM RWY OCCUPANCY TIME

During descent and approach briefings pilot-in-command should plan the TWY to be used to vacate the RWY in order to reduce RWY Occupancy Time. However, pilot should take into consideration that, if it is unable to exit via first TWY planned, vacate RWY directly via next TWY.

In all cases rapid exit TWYs should be preferred to vacate the RWY.

2.5. GROUND MOVEMENTS

Unless otherwise specified by ATC, the following standard taxi-routes shall be used for arrival:

RWY 18L

- ARR 4Y - Traffic vacating RWY from TWYs S, P and N shall use TWYs M, Y and G and hold before TWY D2 for ATC instructions.
- ARR 4J - Traffic vacating RWY from TWYs S, P and N shall use TWYs M, J and hold before TWY L for ATC instructions.

RWY 36R

- ARR 2J - Traffic vacating RWY from TWYs T, U and V shall use TWYs M, J and hold before TWY L for ATC instructions.

2.6. NOISE ABATEMENT

APU must be switched off within 5 minutes after parking.

2.7. OTHER INFORMATION

Pilots of ACFT on final approach for RWY 18C may experience momentary distortion or interruption while receiving GP signals because of ACFT crossing RWY 18C on the ground.

After landing on RWY 18C/36C or 18L/36R and completing RWY vacation, traffic shall immediately switch frequency over to Ground Unit on Apron frequencies, holding their position before entering TWYs M and/or G and reporting their positions without waiting for ATC instruction.

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3. DEPARTURE

3.1. START-UP PROCEDURES

Pilots of departing ACFT are reminded to contact ANTALYA Delivery for ATC clearance 10 minutes before start-up.

It is strictly forbidden to make power back through using engine's reverse thrust. ACFT parking operations are handled by automatic guidance system when passenger suspension bridges are used whereas the same operations are guided by marshaller at other parking areas.

3.2. MINIMUM RWY OCCUPANCY TIME

Pilots, granted line-up clearance, must be ready to depart immediately after they receive take-off clearance. Pilot-in-command unable to comply with this requirement shall notify ATC, just after receiving the line-up clearance.

3.3. NOISE ABATEMENT PROCEDURES

APU is allowed to be switched on 15 minutes before estimated start-up.

For departures, any ACFT having compliance with the noise category ICAO Annex 16 Chapter 3 and 4 shall apply NADP-2 whereas all other ACFT whose noise categories are in compliance with ICAO Annex 16 Chapter 2 shall only apply NADP-1.

Pilots shall apply Noise Abatement Departure Procedure 1 or 2 (NADP-1 or NADP-2) which has been explained in ICAO Doc 8168 Vol 1 until passing 3000'.

3.4. GNSS BASED RNAV SIDS

When a departing ACFT on a SID is cleared to climb to an altitude/FL higher than the initially cleared altitude/FL or the altitudes/FLs specified in a SID, the ACFT shall follow the published vertical profile of a SID, unless such restrictions are explicitly cancelled by ATC.

The cancellation of the level restrictions depicted on the SIDs will be subject to the ATC clearance by the phrase: "OPEN CLIMB TO... (ALT./FL.)".

3.5. GROUND MOVEMENTS

Unless otherwise specified by ATC, the following standard taxi-routes shall be used for departure:

RWY 18L
- DEP 4L - TWYs L, J, M and V and hold on RWY 18L holding point.
- DEP 4C - TWYs C, G, D2, L, J, M and V and hold on RWY 18L holding point.
- DEP 4M - TWYs M and V and hold on RWY 18L holding point.
- DEP 4Z - TWYs Z, Y, M and V and hold on RWY 18L holding point.

RWY 18C
- DEP 3A - TWYs A,G and B1 and hold on RWY 18C holding point.
- DEP 3B - TWYs B and B1 and hold on RWY 18C holding point.
- DEP 3C - TWYs C, G and B1 and hold on RWY 18C holding point.
- DEP 3G - TWYs G and B1 and hold on RWY 18C holding point.
- DEP 3Z - TWYs Z, Y, G and B1 and hold on RWY 18C holding point.

RWY 36C
- DEP 1A - TWYs A, G and F and hold on RWY 36C holding point.
- DEP 1B - TWYs B, G and F and hold on RWY 36C holding point.
- DEP 1C - TWYs C, G and F and hold on RWY 36C holding point.
- DEP 1L - TWYs L,D2,G and F and hold on RWY 36C holding point.
- DEP 1G - TWYs G and F and hold on RWY 36C holding point.
- DEP 1Z - TWYs Z, Y, G and F and hold on RWY 36C holding point.

RWY 36R
- DEP 2A - TWYs A, G, Y, M and N and hold on RWY 36R holding point.
- DEP 2B - TWYs B, G, Y, M and N and hold on RWY 36R holding point.
- DEP 2C - TWYs C, G, Y, M and N and hold on RWY 36R holding point.
- DEP 2L - TWYs L, J, M and N and hold on RWY 36R holding point.
- DEP 2D - TWYs L, D2, G, Y, M and N and hold on RWY 36R holding point.
- DEP 2M - TWYs M and N and hold on RWY 36R holding point.
- DEP 2Z - TWYs Z, Y, M and N and hold on RWY 36R holding point.

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LTAI/AYT
ANTALYA

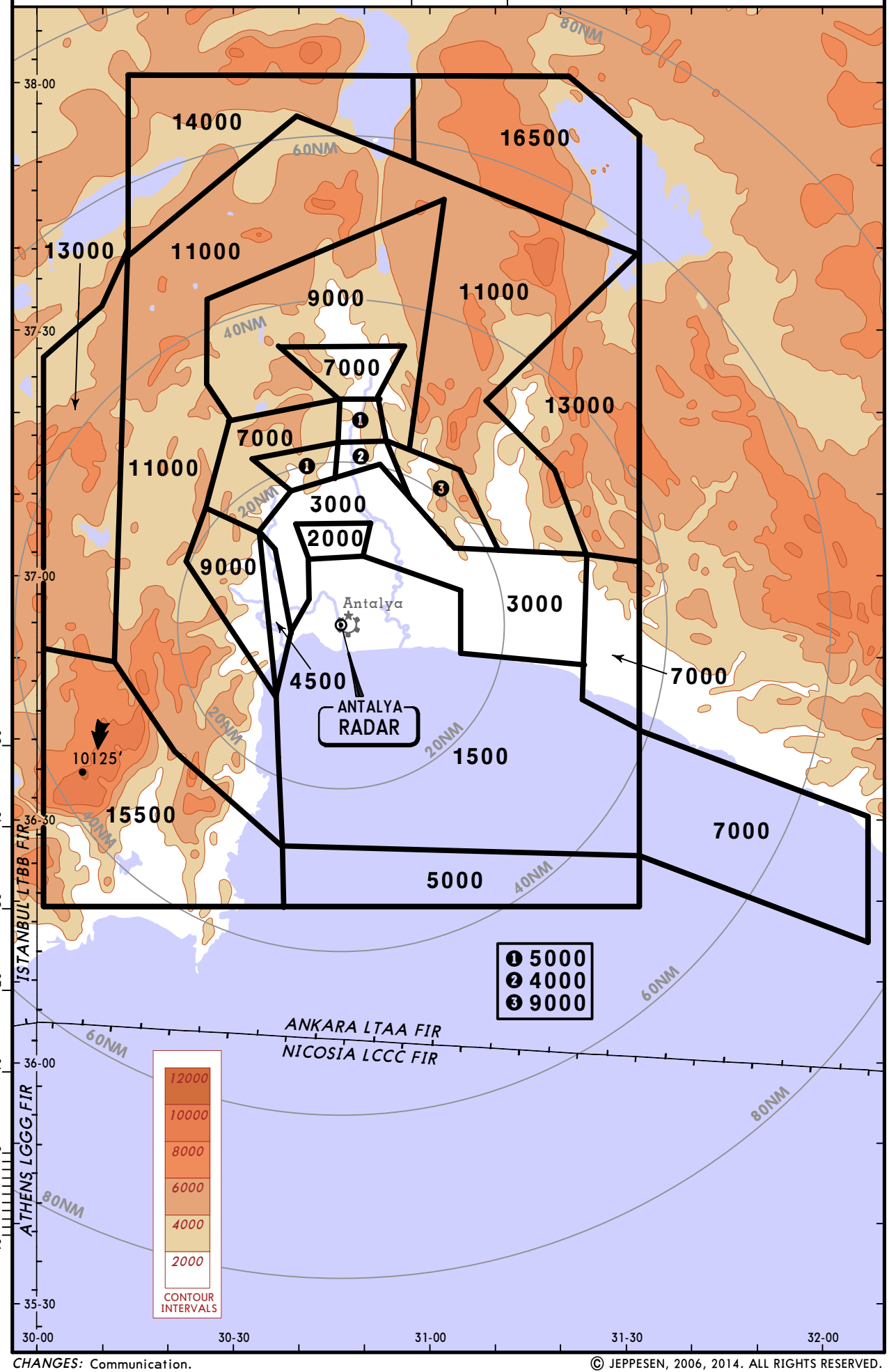
JEPPESEN
18 JUL 14 (10-1R) Eff 24 Jul

ANTALYA, TURKEY
RADAR MINIMUM ALTITUDES

ANTALYA Approach(R)
119.65 120.225 119.025 123.0
123.675 124.35 124.425
126.025 127.675 128.025

Apt Elev 177′

Alt Set: hPa
Trans level: By ATC Trans alt: 15000′



CHANGES: Communication.

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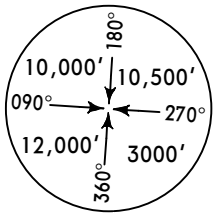
ATIS
118.275

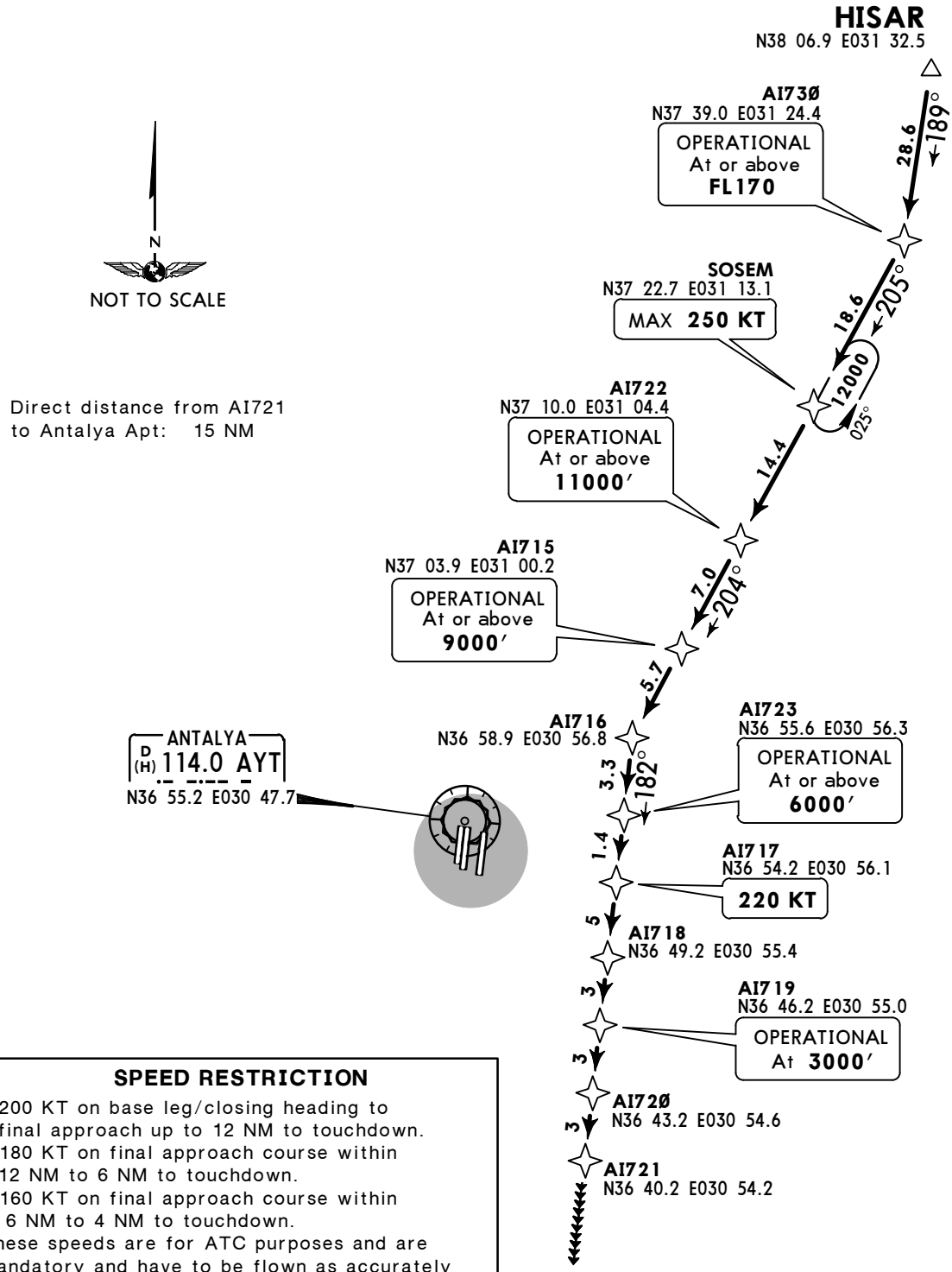
Apt Elev
177′

Alt Set: hPa Trans level: By ATC Trans alt: 15000′
1. RADAR required. 2. P-RNAV approval required otherwise advise ATC. 3. On downwind expect vectors to final. 4. At first contact with ANTALYA APP report only callsign, and report if unable to comply RNAV STAR. 5. Descend as cleared. 6. ATC may clear the aircraft direct to a waypoint published in a STAR. After reaching this waypoint, follow remaining part of STAR.



MSA
AYT VOR

HISAR 1A [HISA1A]
RWYS 36L/C/R RNAV ARRIVAL
RNAV (GNSS)



Direct distance from AI721 to Antalya Apt: 15 NM

SPEED RESTRICTION

- 200 KT on base leg/closing heading to final approach up to 12 NM to touchdown.
- 180 KT on final approach course within 12 NM to 6 NM to touchdown.
- 160 KT on final approach course within 6 NM to 4 NM to touchdown.

These speeds are for ATC purposes and are mandatory and have to be flown as accurately as possible. If unable to comply inform ATC and state what speed to be used.

ROUTING

HISAR - AI730 (OPERATIONAL FL170+) - SOSEM (K250-) - AI722 (OPERATIONAL 11000′+) - AI715 (OPERATIONAL 9000′+) - AI716 - AI723 (OPERATIONAL 6000′+) - AI717 (K220) - AI718 - AI719 (OPERATIONAL 3000′) - AI720 - AI721.

CHANGES: RNAV STAR revised; availability.

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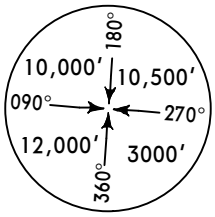
ATIS
118.275

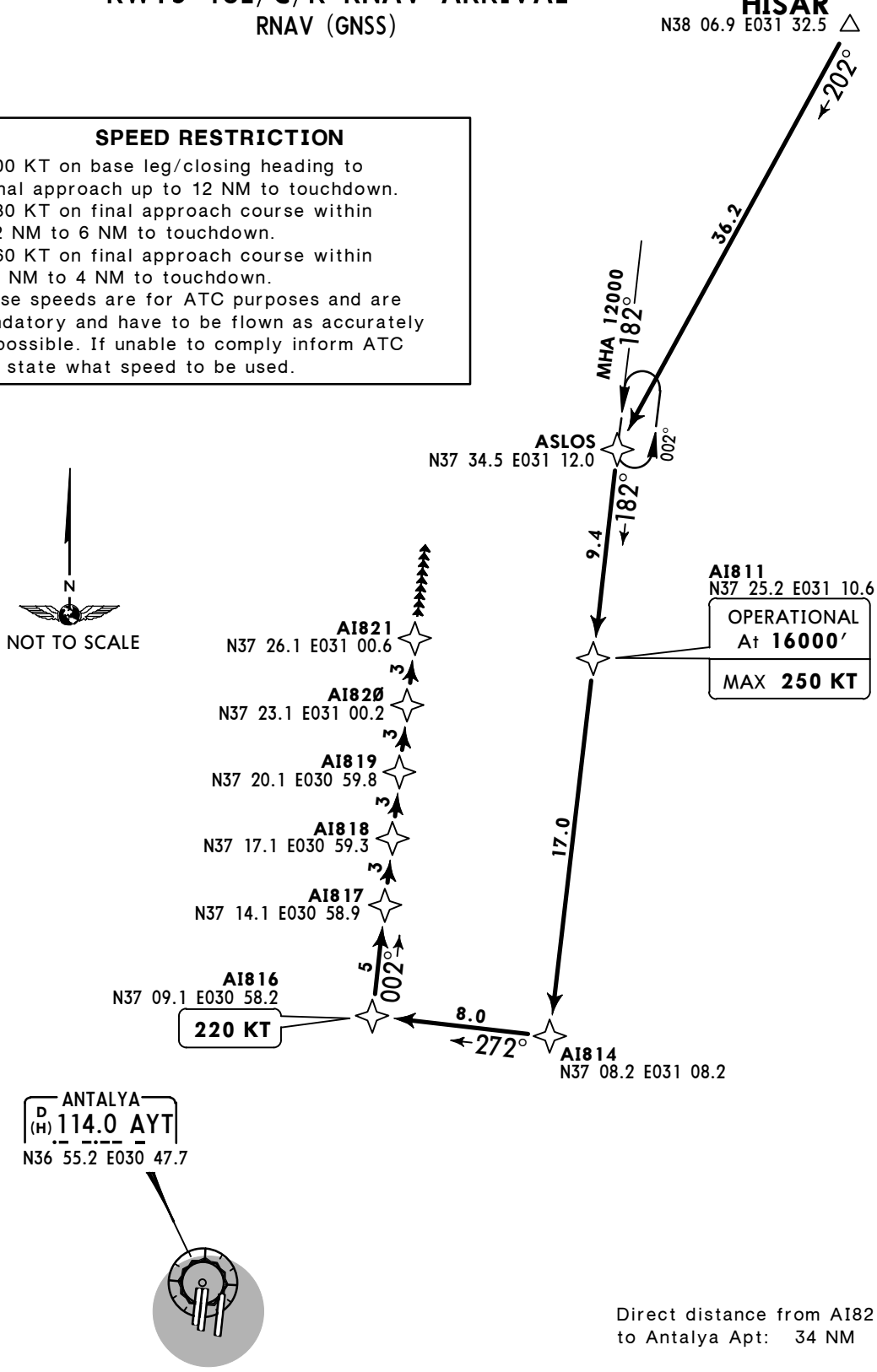
Apt Elev
177′

Alt Set: hPa Trans level: By ATC Trans alt: 15000′
1. RADAR required. 2. P-RNAV approval required otherwise advise ATC. 3. On downwind expect vectors to final. 4. At first contact with ANTALYA APP report only callsign, and report if unable to comply RNAV STAR. 5. Descend as cleared. 6. ATC may clear the aircraft direct to a waypoint published in a STAR. After reaching this waypoint, follow remaining part of STAR.



MSA
AYT VOR

HISAR 1D [HISA1D]
RWYS 18L/C/R RNAV ARRIVAL
RNAV (GNSS)



Direct distance from AI821 to Antalya Apt: 34 NM

SPEED RESTRICTION
- 200 KT on base leg/closing heading to final approach up to 12 NM to touchdown.
- 180 KT on final approach course within 12 NM to 6 NM to touchdown.
- 160 KT on final approach course within 6 NM to 4 NM to touchdown.

These speeds are for ATC purposes and are mandatory and have to be flown as accurately as possible. If unable to comply inform ATC and state what speed to be used.

ROUTING
HISAR - ASLOS - AI811 (OPERATIONAL 16000′; 250-) - AI814 - AI816 (K220) - AI817 - AI818 - AI819 - AI820 - AI821.

CHANGES: Availability.

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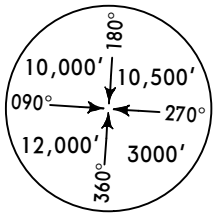
ATIS
118.275

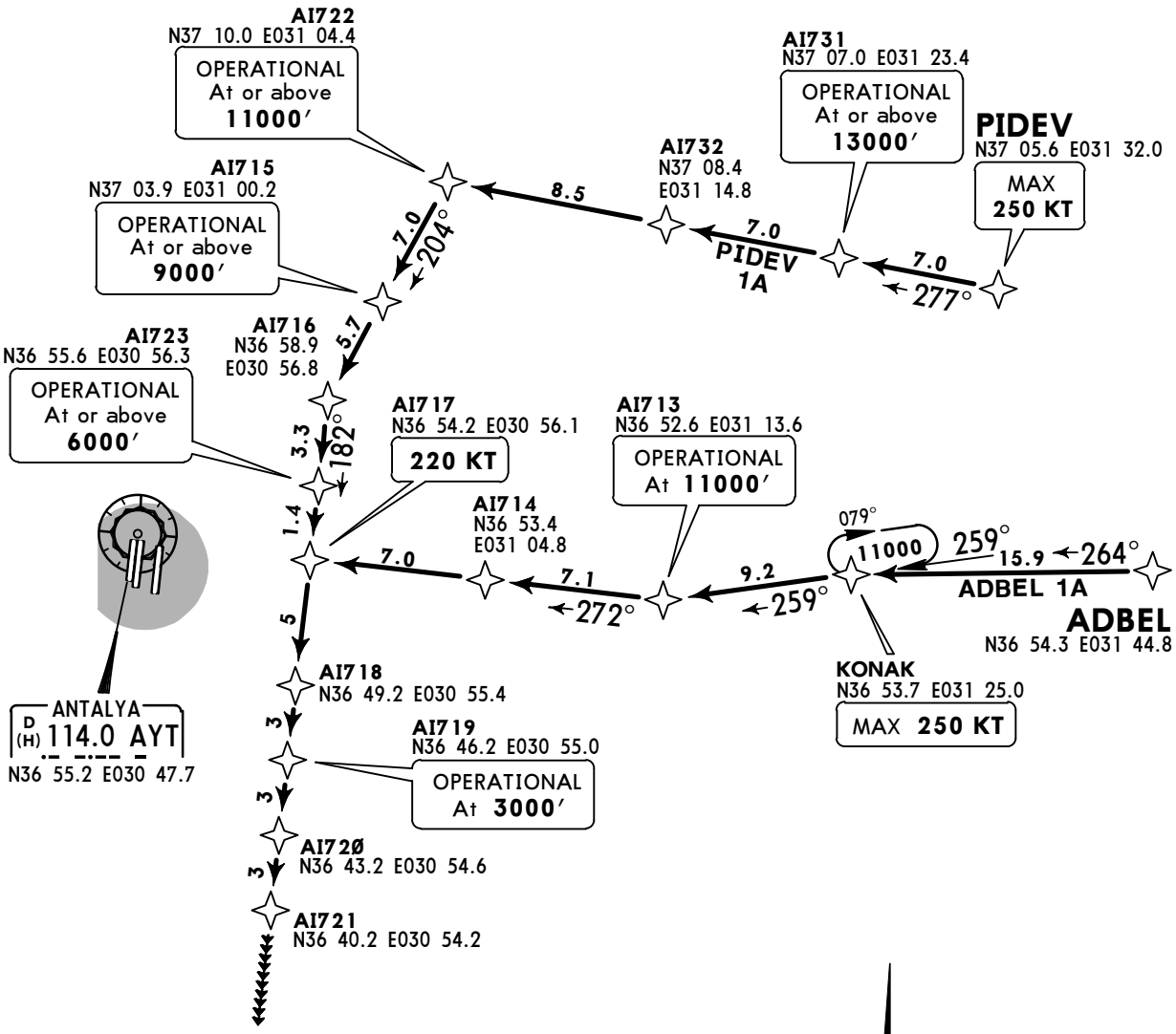
Apt Elev
177′

Alt Set: hPa Trans level: By ATC Trans alt: 15000′
1. RADAR required. 2. P-RNAV approval required otherwise advise ATC. 3. On downwind expect vectors to final. 4. At first contact with ANTALYA APP report only callsign, and report if unable to comply RNAV STAR. 5. Descend as cleared. 6. ATC may clear the aircraft direct to a waypoint published in a STAR. After reaching this waypoint, follow remaining part of STAR.



MSA
AYT VOR

ADBEL 1A [ADBE1A]
PIDEV 1A [PIDE1A]
RWYS 36L/C/R RNAV ARRIVALS
RNAV (GNSS)



SPEED RESTRICTION

- 200 KT on base leg/closing heading to final approach up to 12 NM to touchdown.
- 180 KT on final approach course within 12 NM to 6 NM to touchdown.
- 160 KT on final approach course within 6 NM to 4 NM to touchdown.

These speeds are for ATC purposes and are mandatory and have to be flown as accurately as possible. If unable to comply inform ATC and state what speed to be used.

NOT TO SCALE

Direct distance from AI721 to Antalya Apt: 15 NM

STAR	ROUTING
ADBEL 1A	ADBEL - KONAK (K250-) - AI713 (OPERATIONAL 11000′) - AI714 - AI717 (K220) - AI718 - AI719 (OPERATIONAL 3000′) - AI720 - AI721.
PIDEV 1A	PIDEV (K250-) - AI731 (OPERATIONAL 13000′+) - AI732 - AI722 (OPERATIONAL 11000′+) - AI715 (OPERATIONAL 9000′+) - AI716 - AI723 (OPERATIONAL 6000′+) - AI717 (K220) - AI718 - AI719 (OPERATIONAL 3000′) - AI720 - AI721.

CHANGES: RNAV STAR PIDEV 1A revised; availability.

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ATIS
118.275

Apt Elev
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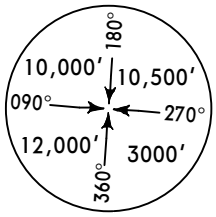
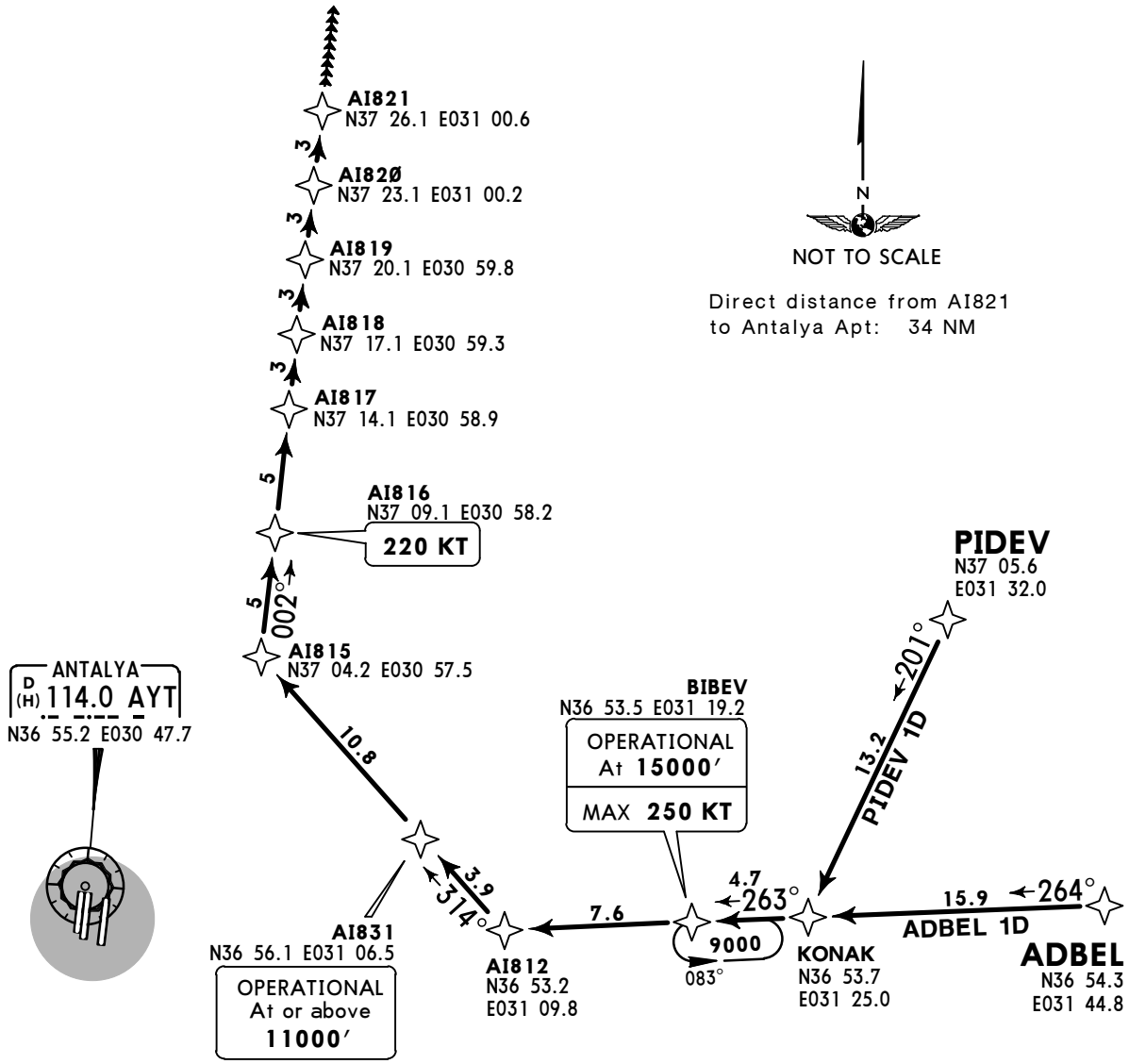


MSA
AYT VOR

ADBEL 1D [ADBE1D]
PIDEV 1D [PIDE1D]
RWYS 18L/C/R RNAV ARRIVALS
RNAV (GNSS)



SPEED RESTRICTION

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These speeds are for ATC purposes and are mandatory and have to be flown as accurately as possible. If unable to comply inform ATC and state what speed to be used.

STAR	ROUTING
ADBEL 1D	ADBEL - KONAK - BIBEV (OPERATIONAL 15000′; K250-) - AI812 - AI831 (OPERATIONAL 11000′+) - AI815 - AI816 (K220) - AI817 - AI818 - AI819 - AI820 - AI821.
PIDEV 1D	PIDEV - KONAK - BIBEV (OPERATIONAL 15000′; K250-) - AI812 - AI831 (OPERATIONAL 11000′+) - AI815 - AI816 (K220) - AI817 - AI818 - AI819 - AI820 - AI821.

CHANGES: RNAV STARs revised; availability.

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ATIS
118.275

Apt Elev
177′

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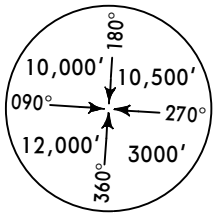
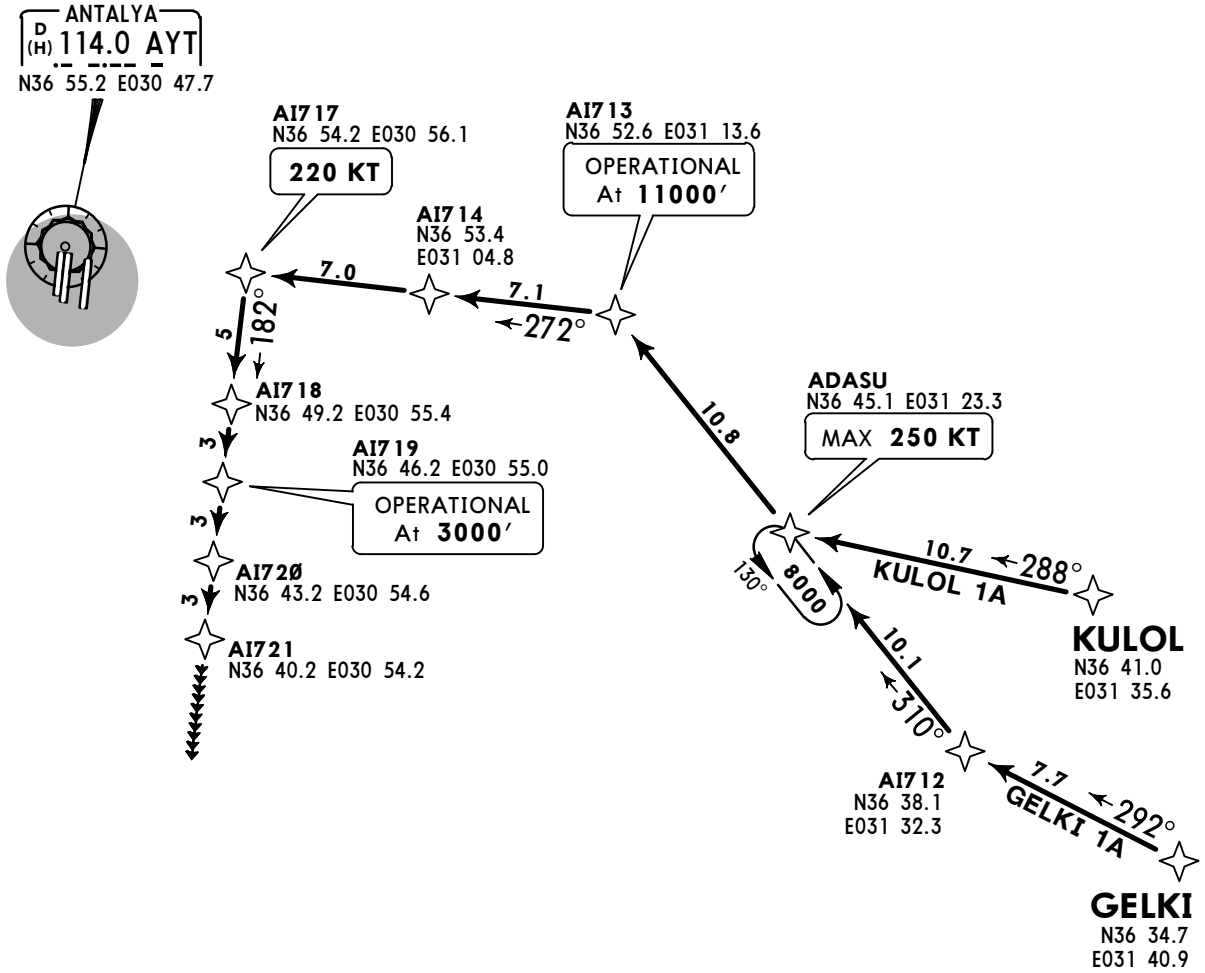


MSA
AYT VOR

GELKI 1A [GELK1A]
KULOL 1A [KULO1A]
RWYS 36L/C/R RNAV ARRIVALS
RNAV (GNSS)

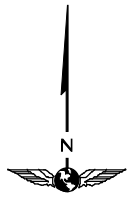


Direct distance from AI721
to Antalya Apt: 15 NM

SPEED RESTRICTION

- 200 KT on base leg/closing heading to final approach up to 12 NM to touchdown.
- 180 KT on final approach course within 12 NM to 6 NM to touchdown.
- 160 KT on final approach course within 6 NM to 4 NM to touchdown.

These speeds are for ATC purposes and are mandatory and have to be flown as accurately as possible. If unable to comply inform ATC and state what speed to be used.



NOT TO SCALE

STAR	ROUTING
GELKI 1A	GELKI - AI712 - ADASU (K250-) - AI713 (OPERATIONAL 11000′) - AI714 - AI717 (K220) - AI718 - AI719 (OPERATIONAL 3000′) - AI720 - AI721.
KULOL 1A	KULOL - ADASU (K250-) - AI713 (OPERATIONAL 11000′) - AI714 - AI717 (K220) - AI718 - AI719 (OPERATIONAL 3000′) - AI720 - AI721.

CHANGES: Availability.

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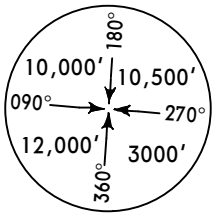
ATIS
118.275

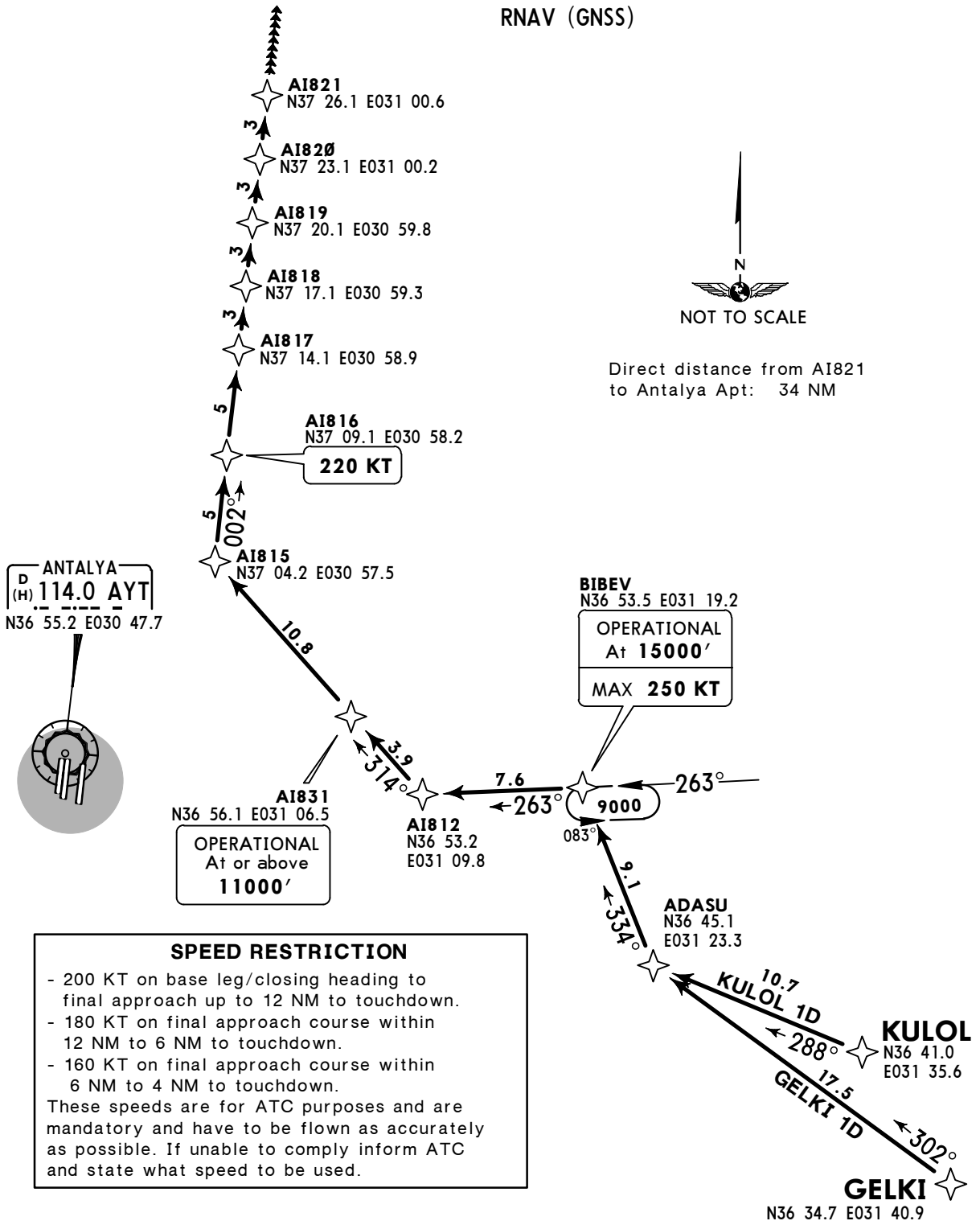
Apt Elev
177′

Alt Set: hPa Trans level: By ATC Trans alt: 15000′
1. RADAR required. 2. P-RNAV approval required otherwise advise ATC. 3. On downwind expect vectors to final. 4. At first contact with ANTALYA APP report only callsign, and report if unable to comply RNAV STAR. 5. Descend as cleared. 6. ATC may clear the aircraft direct to a waypoint published in a STAR. After reaching this waypoint, follow remaining part of STAR.



MSA
AYT VOR

GELKI 1D [GELK1D]
KULOL 1D [KULO1D]
RWYS 18L/C/R RNAV ARRIVALS
RNAV (GNSS)



SPEED RESTRICTION

- 200 KT on base leg/closing heading to final approach up to 12 NM to touchdown.
- 180 KT on final approach course within 12 NM to 6 NM to touchdown.
- 160 KT on final approach course within 6 NM to 4 NM to touchdown.

These speeds are for ATC purposes and are mandatory and have to be flown as accurately as possible. If unable to comply inform ATC and state what speed to be used.

STAR	ROUTING
GELKI 1D	GELKI - ADASU - BIBEV (OPERATIONAL 15000′; K250-) - AI812 - AI831 (OPERATIONAL 11000′+) - AI815 - AI816 (K220) - AI817 - AI818 - AI819 - AI820 - AI821.
KULOL 1D	KULOL - ADASU - BIBEV (OPERATIONAL 15000′; K250-) - AI812 - AI831 (OPERATIONAL 11000′+) - AI815 - AI816 (K220) - AI817 - AI818 - AI819 - AI820 - AI821.

CHANGES: RNAV STARs revised; availability.

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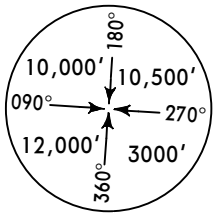
ATIS
118.275

Apt Elev
177′

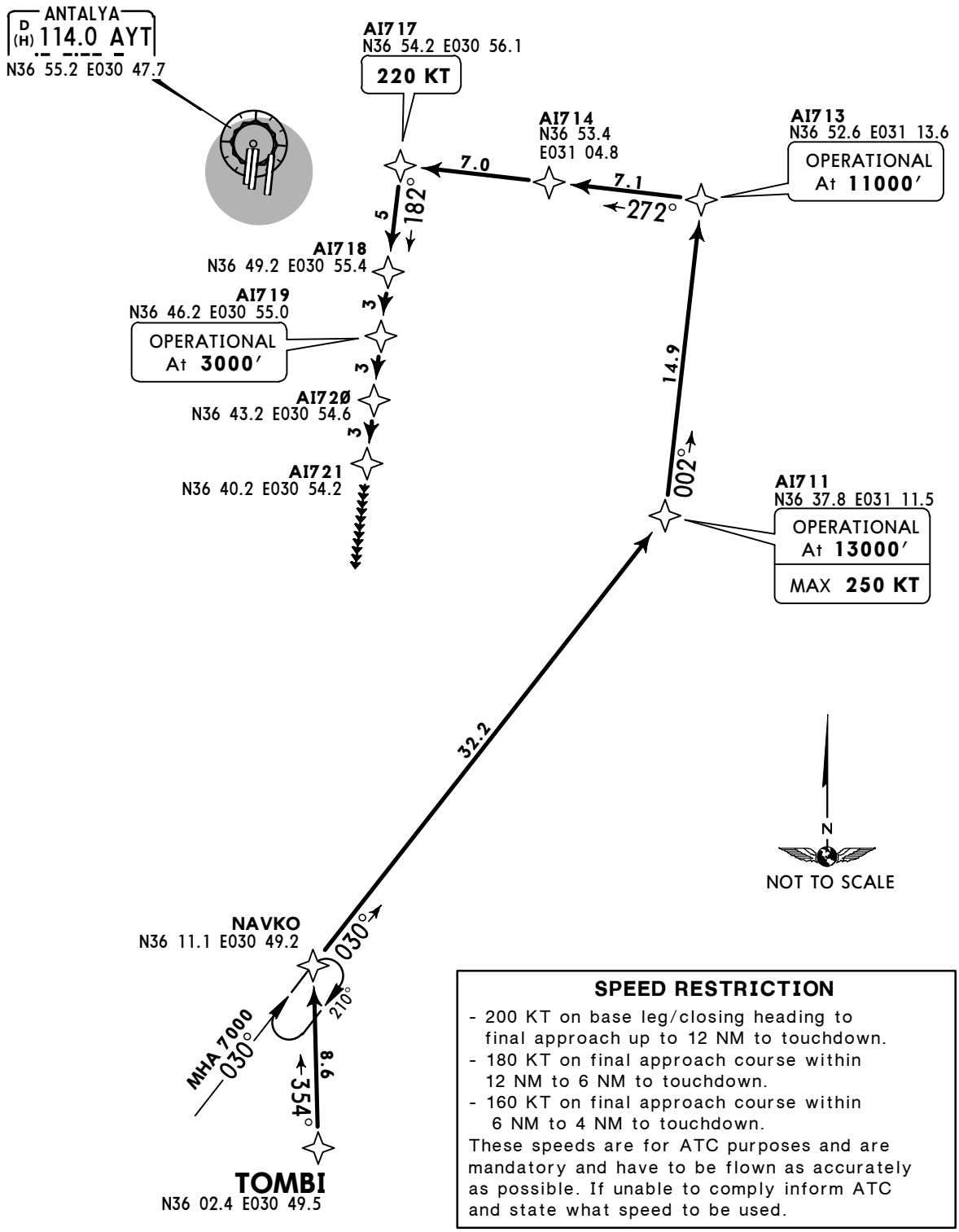
Alt Set: hPa Trans level: By ATC Trans alt: 15000′
1. RADAR required. 2. P-RNAV approval required otherwise advise ATC. 3. On downwind expect vectors to final. 4. At first contact with ANTALYA APP report only callsign, and report if unable to comply RNAV STAR. 5. Descend as cleared. 6. ATC may clear the aircraft direct to a waypoint published in a STAR. After reaching this waypoint, follow remaining part of STAR.



MSA
AYT VOR

TOMBI 1A [TOMB1A]
RWYS 36L/C/R RNAV ARRIVAL
RNAV (GNSS)

Direct distance from AI721 to Antalya Apt: 15 NM



SPEED RESTRICTION

- 200 KT on base leg/closing heading to final approach up to 12 NM to touchdown.
- 180 KT on final approach course within 12 NM to 6 NM to touchdown.
- 160 KT on final approach course within 6 NM to 4 NM to touchdown.

These speeds are for ATC purposes and are mandatory and have to be flown as accurately as possible. If unable to comply inform ATC and state what speed to be used.

ROUTING

TOMBI - NAVKO - AI711 (OPERATIONAL 13000′; K250-) - AI713 (OPERATIONAL 11000′) - AI714 - AI717 (K220) - AI718 - AI719 (OPERATIONAL 3000′) - AI720 - AI721.

CHANGES: Availability.

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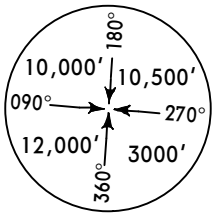
ATIS
118.275

Apt Elev
177′

Alt Set: hPa Trans level: By ATC Trans alt: 15000′
1. RADAR required. 2. P-RNAV approval required otherwise advise ATC. 3. On downwind expect vectors to final. 4. At first contact with ANTALYA APP report only callsign, and report if unable to comply RNAV STAR. 5. Descend as cleared. 6. ATC may clear the aircraft direct to a waypoint published in a STAR. After reaching this waypoint, follow remaining part of STAR.



MSA
AYT VOR

TOMBI 1D [TOMB1D]
RWYS 18L/C/R RNAV ARRIVAL
RNAV (GNSS)

Direct distance from AI621 to Antalya Apt: 29 NM

AI621
N37 22.5 E030 43.9

AI620
N37 19.5 E030 43.5

AI619
N37 16.5 E030 43.1

AI618
N37 13.5 E030 42.7

AI617
N37 10.5 E030 42.3

AI616
N37 05.5 E030 41.6
220 KT

AI615
N37 06.6 E030 29.2
OPERATIONAL
At or above
11000′

AI623
N37 06.1
E030 35.4

AI614
N37 02.7 E030 22.3

ANTALYA
D (H) 114.0 AYT
N36 55.2 E030 47.7

AI612
N36 53.2 E030 29.5
MAX 250 KT

AI611
N36 42.4 E030 37.6

AI610
N36 39.2 E030 40.0

DERYA
N36 24.9
E030 48.7

TOMBI
N36 02.4 E030 49.5

3 3 3 3 3 5 002° 5.0 092° 5.0 6.8 050° 11.1 12.6 3.8 325° 15.9 329° 149° 7000 329° 22.5 354°

N
NOT TO SCALE

SPEED RESTRICTION
- 200 KT on base leg/closing heading to final approach up to 12 NM to touchdown.
- 180 KT on final approach course within 12 NM to 6 NM to touchdown.
- 160 KT on final approach course within 6 NM to 4 NM to touchdown.

These speeds are for ATC purposes and are mandatory and have to be flown as accurately as possible. If unable to comply inform ATC and state what speed to be used.

ROUTING
TOMBI - DERYA - AI610 - AI611 - AI612 (K250-) - AI614 - AI615 (OPERATIONAL 11000′+) - AI623 - AI616 (K220) - AI617 - AI618 - AI619 - AI620 - AI621.

CHANGES: Crossing at AI615; availability.

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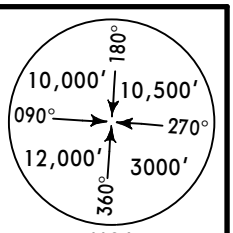
ATIS
118.275

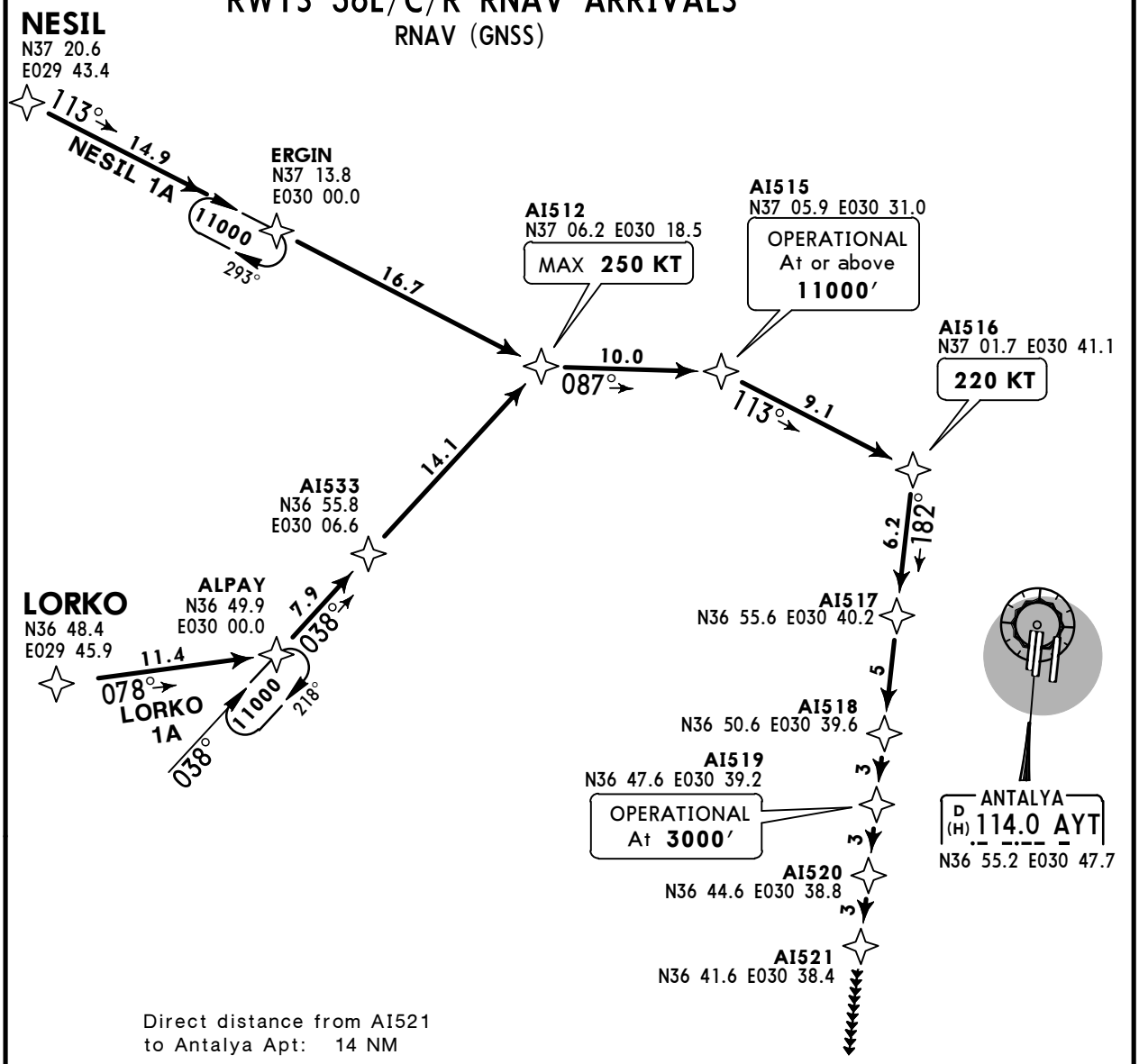
Apt Elev
177′

Alt Set: hPa Trans level: By ATC Trans alt: 15000′
1. RADAR required. 2. P-RNAV approval required otherwise advise ATC. 3. On downwind expect vectors to final. 4. At first contact with ANTALYA APP report only callsign, and report if unable to comply RNAV STAR. 5. Descend as cleared. 6. ATC may clear the aircraft direct to a waypoint published in a STAR. After reaching this waypoint, follow remaining part of STAR.



MSA
AYT VOR

LORKO 1A [LORK1A]
NESIL 1A [NESI1A]
RWYS 36L/C/R RNAV ARRIVALS
RNAV (GNSS)



Direct distance from AI521
to Antalya Apt: 14 NM

SPEED RESTRICTION

- 200 KT on base leg/closing heading to final approach up to 12 NM to touchdown.
- 180 KT on final approach course within 12 NM to 6 NM to touchdown.
- 160 KT on final approach course within 6 NM to 4 NM to touchdown.

These speeds are for ATC purposes and are mandatory and have to be flown as accurately as possible. If unable to comply inform ATC and state what speed to be used.

N
NOT TO SCALE

STAR	ROUTING
LORKO 1A	LORKO - ALPAY - AI533 - AI512 (K250-) - AI515 (OPERATIONAL 11000′+) - AI516 (K220) - AI517 - AI518 - AI519 (OPERATIONAL 3000′) - AI520 - AI521.
NESIL 1A	NESIL - ERGIN - AI512 (K250-) - AI515 (OPERATIONAL 11000′+) - AI516 (K220) - AI517 - AI518 - AI519 (OPERATIONAL 3000′) - AI520 - AI521.

CHANGES: Availability; crossing at AI515.

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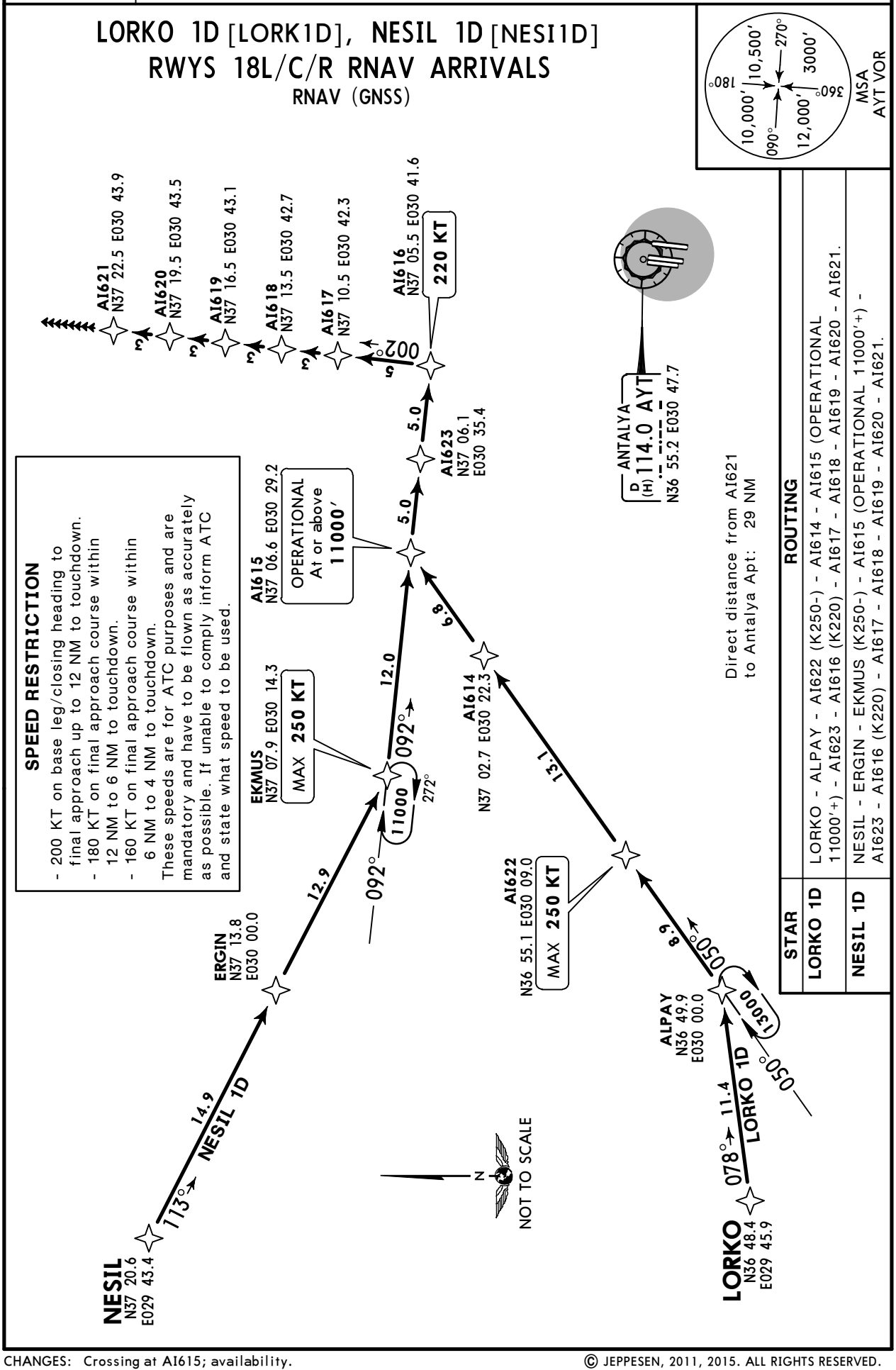
ATIS
118.275

Apt Elev
177′

Alt Set: hPa Trans level: By ATC Trans alt: 15000′
1. RADAR required. 2. P-RNAV approval required otherwise advise ATC. 3. On downwind expect vectors to final. 4. At first contact with ANTALYA APP report only callsign, and report if unable to comply RNAV STAR. 5. Descend as cleared. 6. ATC may clear the aircraft direct to a waypoint published in a STAR. After reaching this waypoint, follow remaining part of STAR.

LORKO 1D [LORK1D], NESIL 1D [NESI1D]
RWYS 18L/C/R RNAV ARRIVALS
RNAV (GNSS)



CHANGES: Crossing at AI615; availability.

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LTAI/AYT
ANTALYA

JEPPESEN

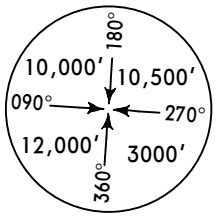
7 AUG 15 (10-2K) Eff 20 Aug

ANTALYA, TURKEY
RNAV STAR

ATIS 118.275

Apt Elev 177′

Alt Set: hPa Trans level: By ATC Trans alt: 15000′
1. RADAR required. 2. P-RNAV approval required otherwise advise ATC. 3. On downwind expect vectors to final. 4. At first contact with ANTALYA APP report only callsign, and report if unable to comply RNAV STAR. 5. Descend as cleared. 6. ATC may clear the aircraft direct to a waypoint published in a STAR. After reaching this waypoint, follow remaining part of STAR.



MSA
AYT VOR

BABSA 1A [BABS1A]
EKSEN 1A [EKSE1A]
KOZLU 1A [KOZL1A]
RWYS 36L/C/R
RNAV ARRIVALS
RNAV (GNSS)

BABSA
N38 00.9
E030 18.3

EKSEN
N37 53.4
E030 40.2

156° BABSA 1A 32.2

192° EKSEN 1A 23.7

AI513
N37 30.6 E030 32.1

KOZLU
N37 29.8 E030 04.5

115° KOZLU 1A 24.6

12.8 178°

OKPEL
N37 17.8 E030 31.4

MAX **250 KT**

5.3 177°

AI514
N37 12.6 E030 31.2

6.7

AI515
N37 05.9 E030 31.0

OPERATIONAL
At or above
11000′

113° 9.1

AI516
N37 01.7 E030 41.1

220 KT

6.2 182°

AI517
N36 55.6 E030 40.2

5

AI518
N36 50.6 E030 39.6

3

AI519
N36 47.6 E030 39.2

OPERATIONAL
At **3000′**

3

AI520
N36 44.6 E030 38.8

3

AI521
N36 41.6 E030 38.4

N

NOT TO SCALE

HOLDING OVER OKPEL

177°
11000
357°

SPEED RESTRICTION
- 200 KT on base leg/closing heading to final approach up to 12 NM to touchdown.
- 180 KT on final approach course within 12 NM to 6 NM to touchdown.
- 160 KT on final approach course within 6 NM to 4 NM to touchdown.

These speeds are for ATC purposes and are mandatory and have to be flown as accurately as possible. If unable to comply inform ATC and state what speed to be used.

ANTALYA
D (H) 114.0 AYT
N36 55.2 E030 47.7

Direct distance from AI521 to Antalya Apt: 14 NM

STAR	ROUTING
BABSA 1A	BABSA - AI513 - OKPEL (K250-) - AI514 - AI515 (OPERATIONAL 11000′+) - AI516 (K220) - AI517 - AI518 - AI519 (OPERATIONAL 3000′) - AI520 - AI521.
EKSEN 1A	EKSEN - AI513 - OKPEL (K250-) - AI514 - AI515 (OPERATIONAL 11000′+) - AI516 (K220) - AI517 - AI518 - AI519 (OPERATIONAL 3000′) - AI520 - AI521.
KOZLU 1A	KOZLU - OKPEL (K250-) - AI514 - AI515 (OPERATIONAL 11000′+) - AI516 (K220) - AI517 - AI518 - AI519 (OPERATIONAL 3000′) - AI520 - AI521.

CHANGES: Availability; crossing at AI515

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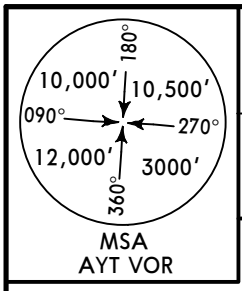
LTAI/AYT
ANTALYA

JEPPESEN

7 AUG 15 (10-2L) Eff 20 Aug

ANTALYA, TURKEY
RNAV STAR

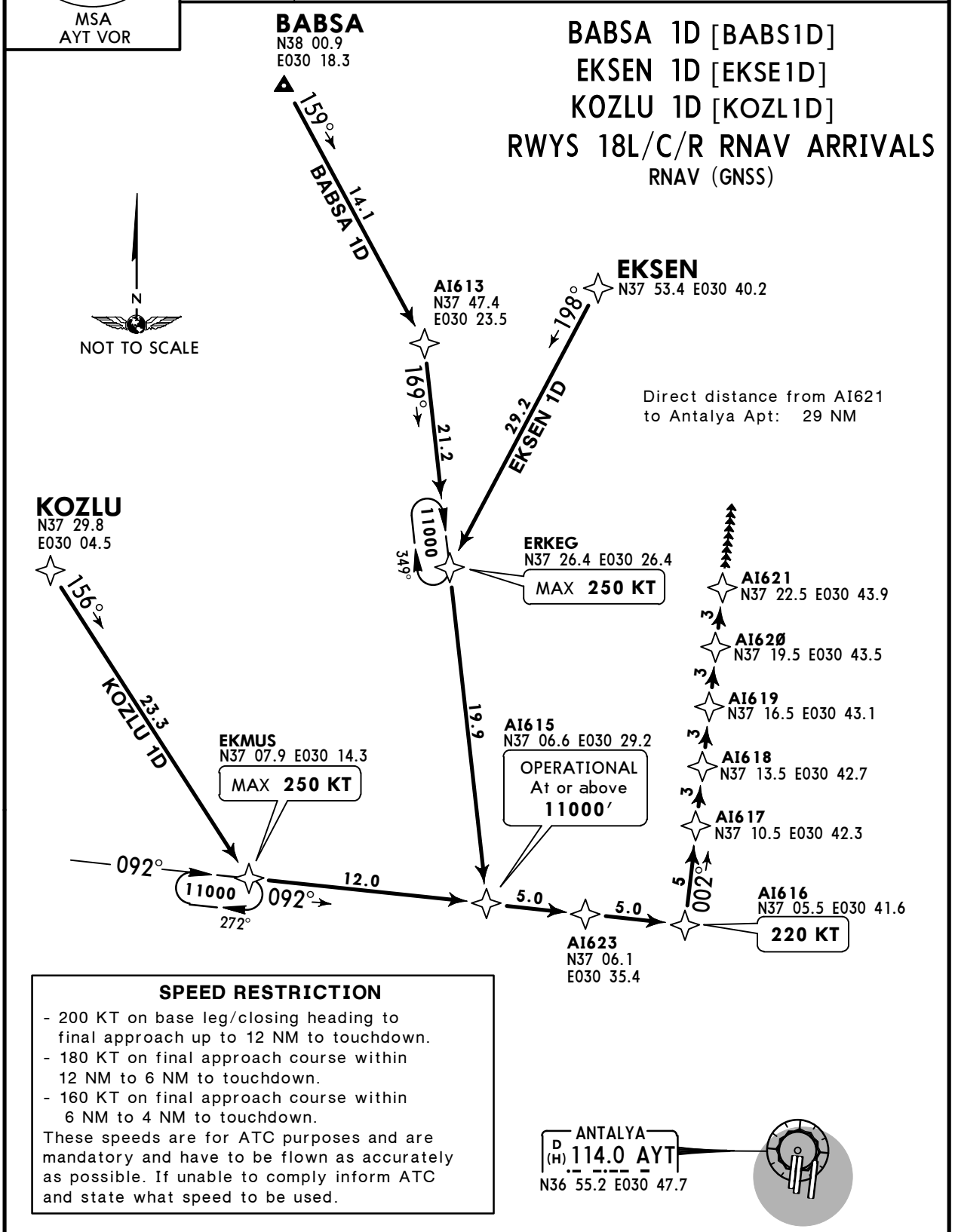


ATIS 118.275

Apt Elev 177′

Alt Set: hPa Trans level: By ATC Trans alt: 15000′
1. RADAR required. 2. P-RNAV approval required otherwise advise ATC. 3. On downwind expect vectors to final. 4. At first contact with ANTALYA APP report only callsign, and report if unable to comply RNAV STAR. 5. Descend as cleared. 6. ATC may clear the aircraft direct to a waypoint published in a STAR. After reaching this waypoint, follow remaining part of STAR.

BABSA 1D [BABS1D]
EKSEN 1D [EKSE1D]
KOZLU 1D [KOZL1D]
RWYS 18L/C/R RNAV ARRIVALS
RNAV (GNSS)



SPEED RESTRICTION
- 200 KT on base leg/closing heading to final approach up to 12 NM to touchdown.
- 180 KT on final approach course within 12 NM to 6 NM to touchdown.
- 160 KT on final approach course within 6 NM to 4 NM to touchdown.

These speeds are for ATC purposes and are mandatory and have to be flown as accurately as possible. If unable to comply inform ATC and state what speed to be used.

STAR	ROUTING
BABSA 1D	BABSA - AI613 - ERKEG (K250-) - AI615 (OPERATIONAL 11000′+) - AI623 - AI616 (K220) - AI617 - AI618 - AI619 - AI620 - AI621.
EKSEN 1D	EKSEN - ERKEG (K250-) - AI615 (OPERATIONAL 11000′+) - AI623 - AI616 (K220) - AI617 - AI618 - AI619 - AI620 - AI621.
KOZLU 1D	KOZLU - EKMUS (K250-) - AI615 (OPERATIONAL 11000′+) - AI623 - AI616 (K220) - AI617 - AI618 - AI619 - AI620 - AI621.

CHANGES: Crossing at AI615; availability.

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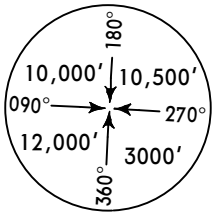
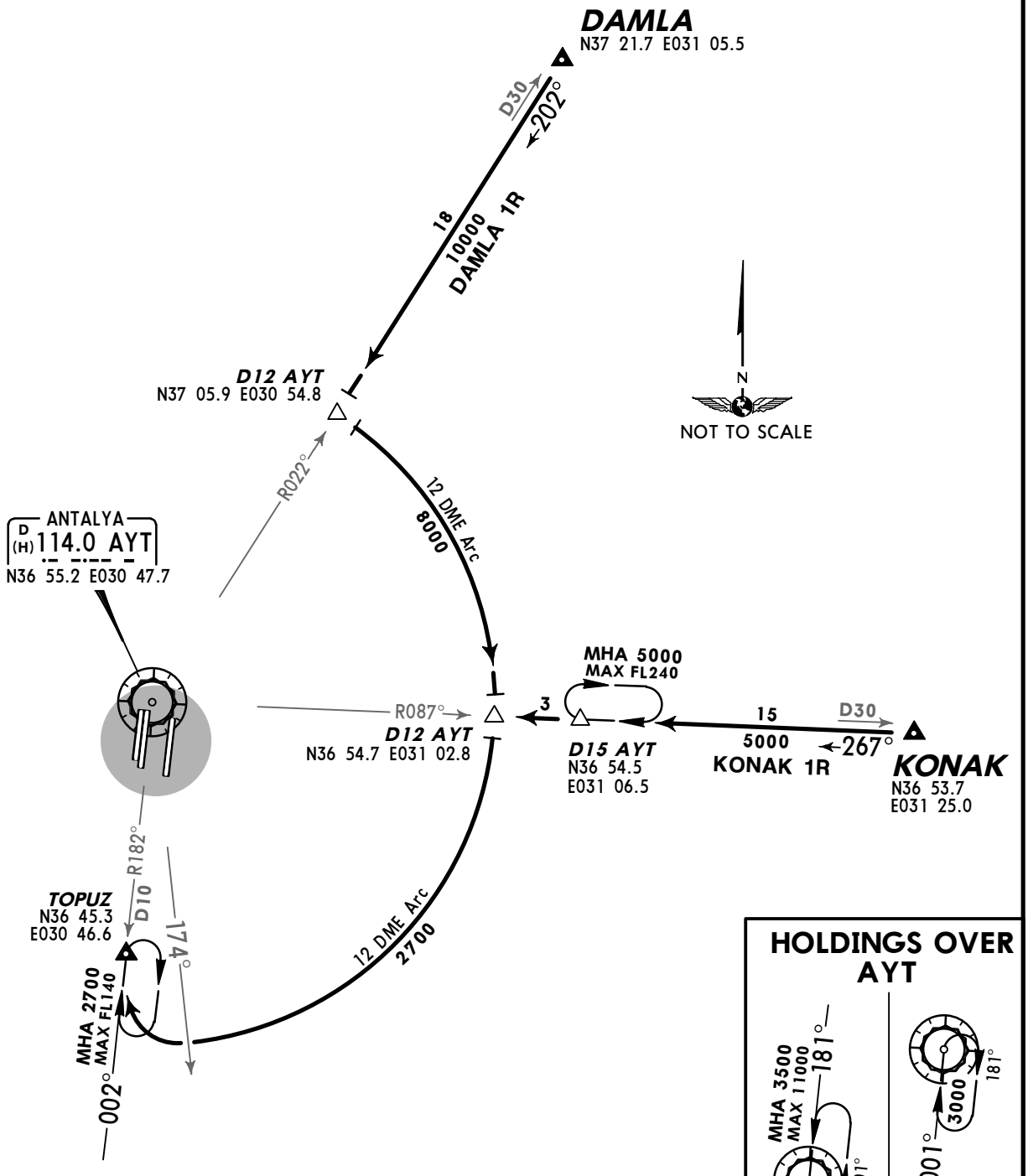
ATIS	Apt Elev	
118.27	177′	Alt Set: hPa Trans level: By ATC Trans alt: 15000′ ATC may clear the aircraft direct to a waypoint published in a STAR. After reaching this waypoint, follow remaining part of STAR.



MSA
AYT VOR

DAMLA 1R *[DAML1R]*
KONAK 1R *[KONA1R]*
ARRIVALS
BASED ON AYT

SPEED RESTRICTION
MAX 250 KT at or below 10000′ within TMA.
MAX 280 KT at 60 NM from AYT,
MAX 240 KT at 30 NM from AYT,
MAX 220 KT at 15 NM from AYT.
Speed accuracy shall be within 10 KT.



CHANGES: TOPUZ upgraded CRP.

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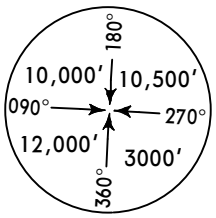
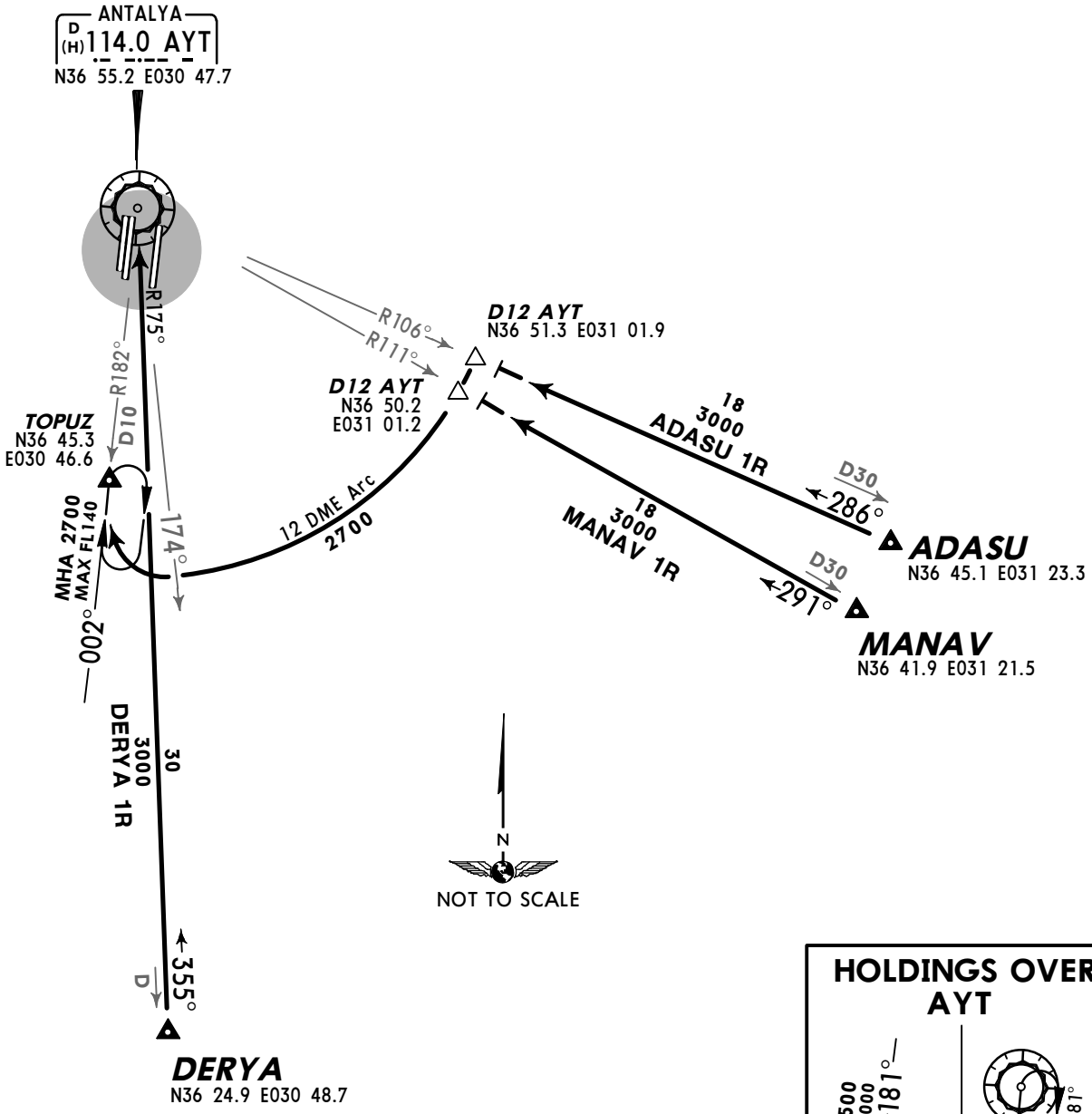
ATIS	Apt Elev	
118.27	177′	Alt Set: hPa Trans level: By ATC Trans alt: 15000′ ATC may clear the aircraft direct to a waypoint published in a STAR. After reaching this waypoint, follow remaining part of STAR.



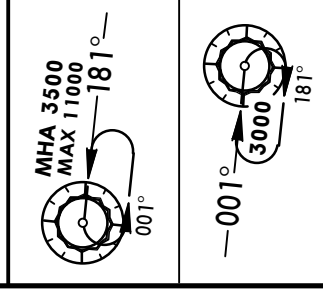
MSA
AYT VOR

ADASU 1R *[ADAS1R]*, DERYA 1R *[DERY1R]*
MANAV 1R *[MANA1R]*
ARRIVALS
BASED ON AYT

SPEED RESTRICTION
MAX 250 KT at or below 10000′ within TMA.
MAX 280 KT at 60 NM from AYT,
MAX 240 KT at 30 NM from AYT,
MAX 220 KT at 15 NM from AYT.
Speed accuracy shall be within 10 KT.



HOLDINGS OVER AYT



CHANGES: TOPUZ upgraded CRP.

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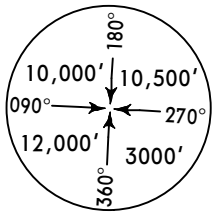
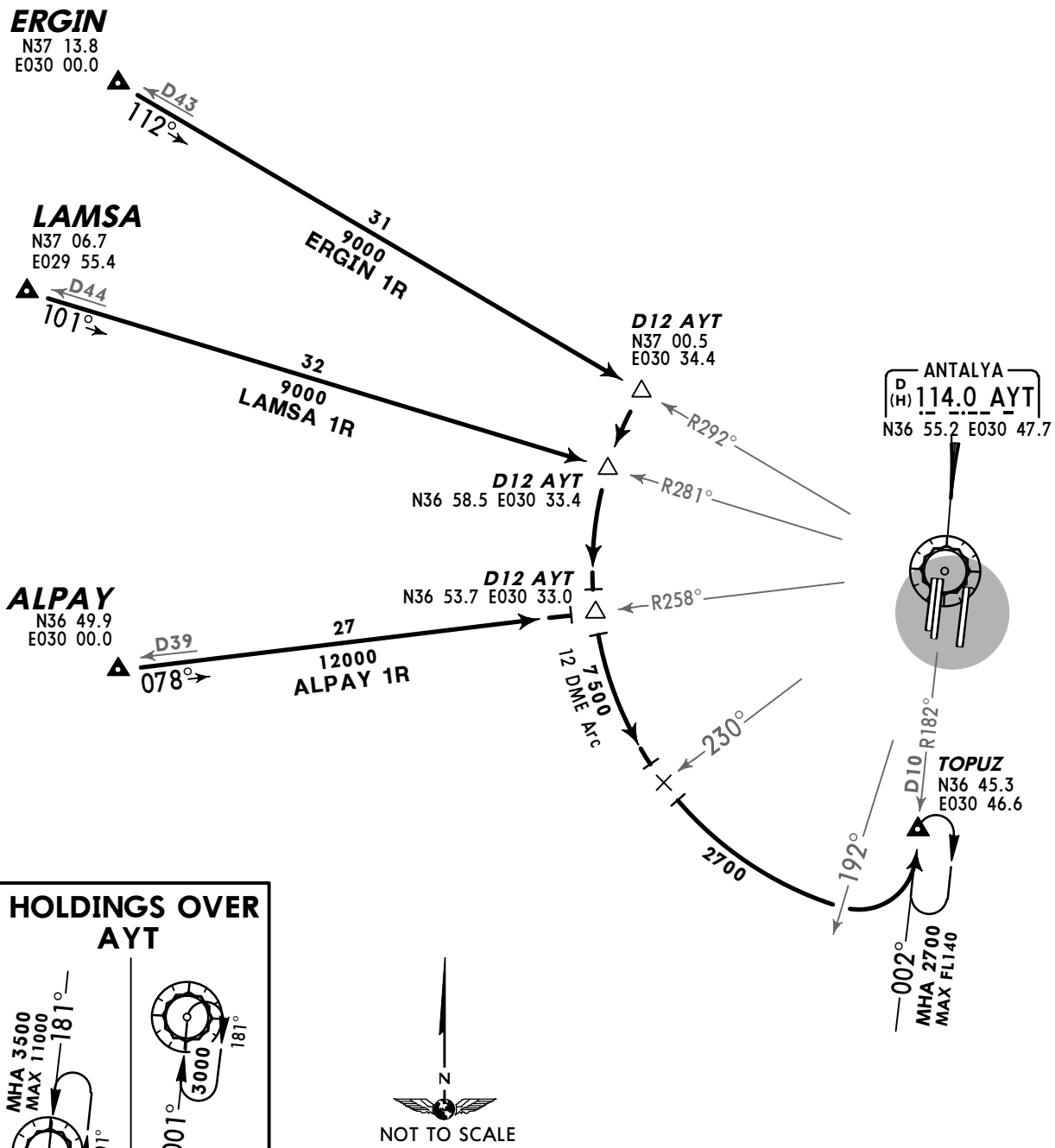
ATIS	Apt Elev	
118.27	177′	Alt Set: hPa Trans level: By ATC Trans alt: 15000′ ATC may clear the aircraft direct to a waypoint published in a STAR. After reaching this waypoint, follow remaining part of STAR.



MSA
AYT VOR

ALPAY 1R *[ALPA1R]*, ERGIN 1R *[ERGI1R]*
LAMSA 1R *[LAMS1R]*
ARRIVALS
BASED ON AYT

SPEED RESTRICTION
MAX 250 KT at or below 10000′ within TMA.
MAX 280 KT at 60 NM from AYT,
MAX 240 KT at 30 NM from AYT,
MAX 220 KT at 15 NM from AYT.
Speed accuracy shall be within 10 KT.



CHANGES: TOPUZ upgraded CRP.

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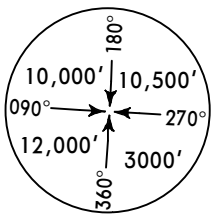
ATIS	Apt Elev	
118.27	177′	Alt Set: hPa Trans level: By ATC Trans alt: 15000′ ATC may clear the aircraft direct to a waypoint published in a STAR. After reaching this waypoint, follow remaining part of STAR.



MSA
AYT VOR

BRONZ 1R *[BRON1R]*, KUMRU 1R *[KUMR1R]* ARRIVALS

BASED ON AYT

SPEED RESTRICTION
MAX 250 KT at or below 10000′ within TMA.
MAX 280 KT at 60 NM from AYT,
MAX 240 KT at 30 NM from AYT,
MAX 220 KT at 15 NM from AYT.
Speed accuracy shall be within 10 KT.

KUMRU
N37 24.9 E030 44.0

170° 10 KUMRU 1R
D30

D20 AYT
N37 15.2 E030 45.2

R350°

20 DME Arc
10000

BRONZ
N37 16.2 E030 21.0

130° 10 BRONZ 1R
D30

D20 AYT
N37 09.3 E030 29.9

MHA 10000
MAX FL240

8
10000

D12 AYT
N37 03.7
E030 37.1

R310°

ANTALYA
D (H) 114.0 AYT
N36 55.2 E030 47.7

7500

230°

12 DME Arc
2700

192°

D10 R182°

TOPUZ
N36 45.3 E030 46.6

002°
MHA 2700
MAX FL140

N
NOT TO SCALE

HOLDINGS OVER AYT

MHA 3500
MAX 11000
181°
001°

3000
181°
001°

CHANGES: TOPUZ upgraded CRP.

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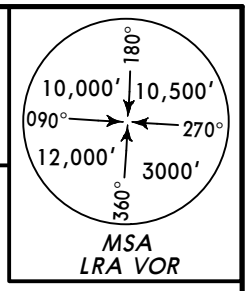
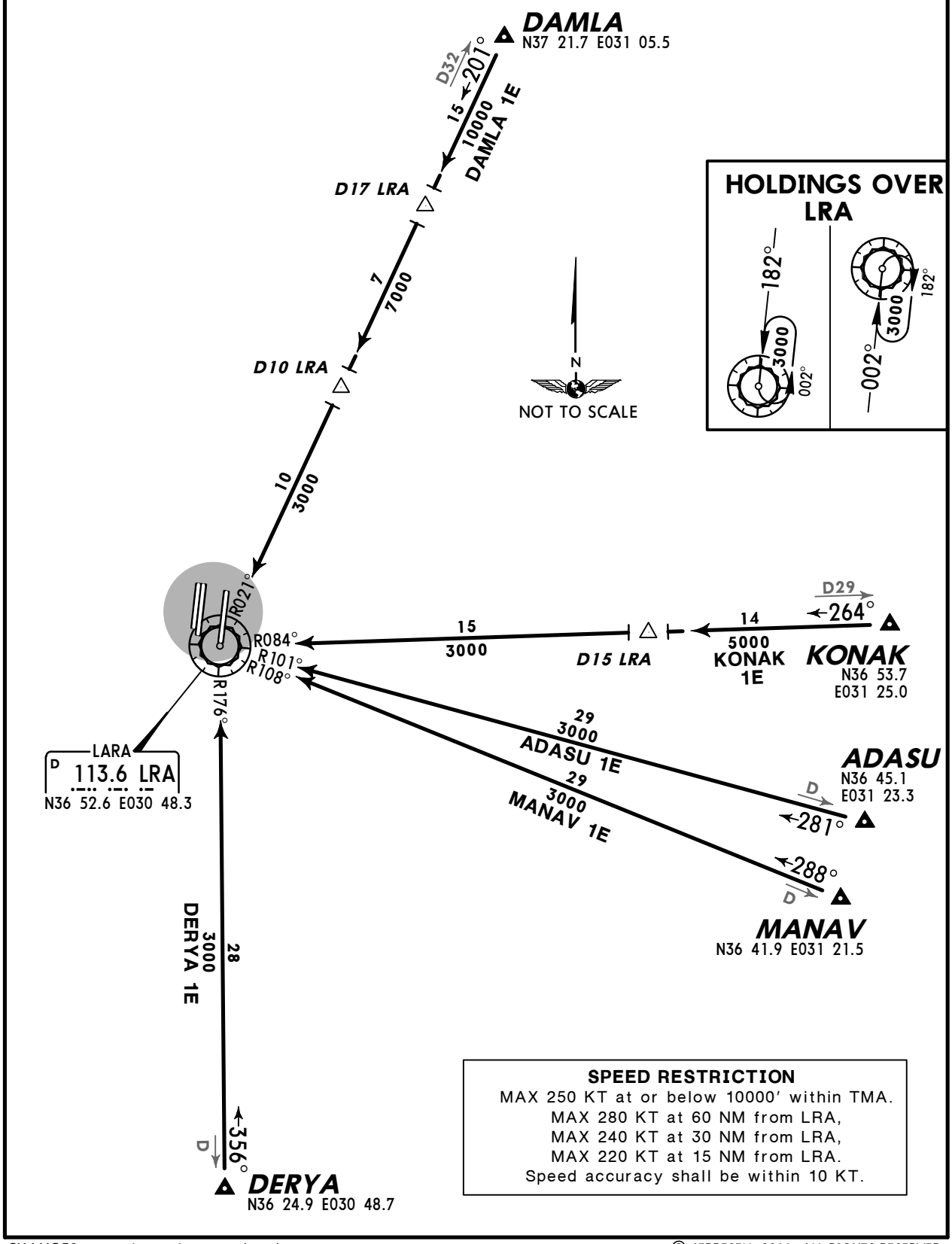
ATIS	Apt Elev	
118.27	177′	Alt Set: hPa Trans level: By ATC Trans alt: 15000′ ATC may clear the aircraft direct to a waypoint published in a STAR. After reaching this waypoint, follow remaining part of STAR.



ADASU 1E *[ADAS1E]*, DAMLA 1E *[DAML1E]*
DERYA 1E *[DERY1E]*, KONAK 1E *[KONA1E]*
MANAV 1E *[MANA1E]*
RWYS 18L, 36R ARRIVALS
BASED ON LRA



SPEED RESTRICTION
MAX 250 KT at or below 10000′ within TMA.
MAX 280 KT at 60 NM from LRA,
MAX 240 KT at 30 NM from LRA,
MAX 220 KT at 15 NM from LRA.
Speed accuracy shall be within 10 KT.

CHANGES: New chart (chart reindexed).

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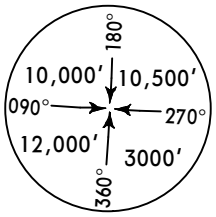
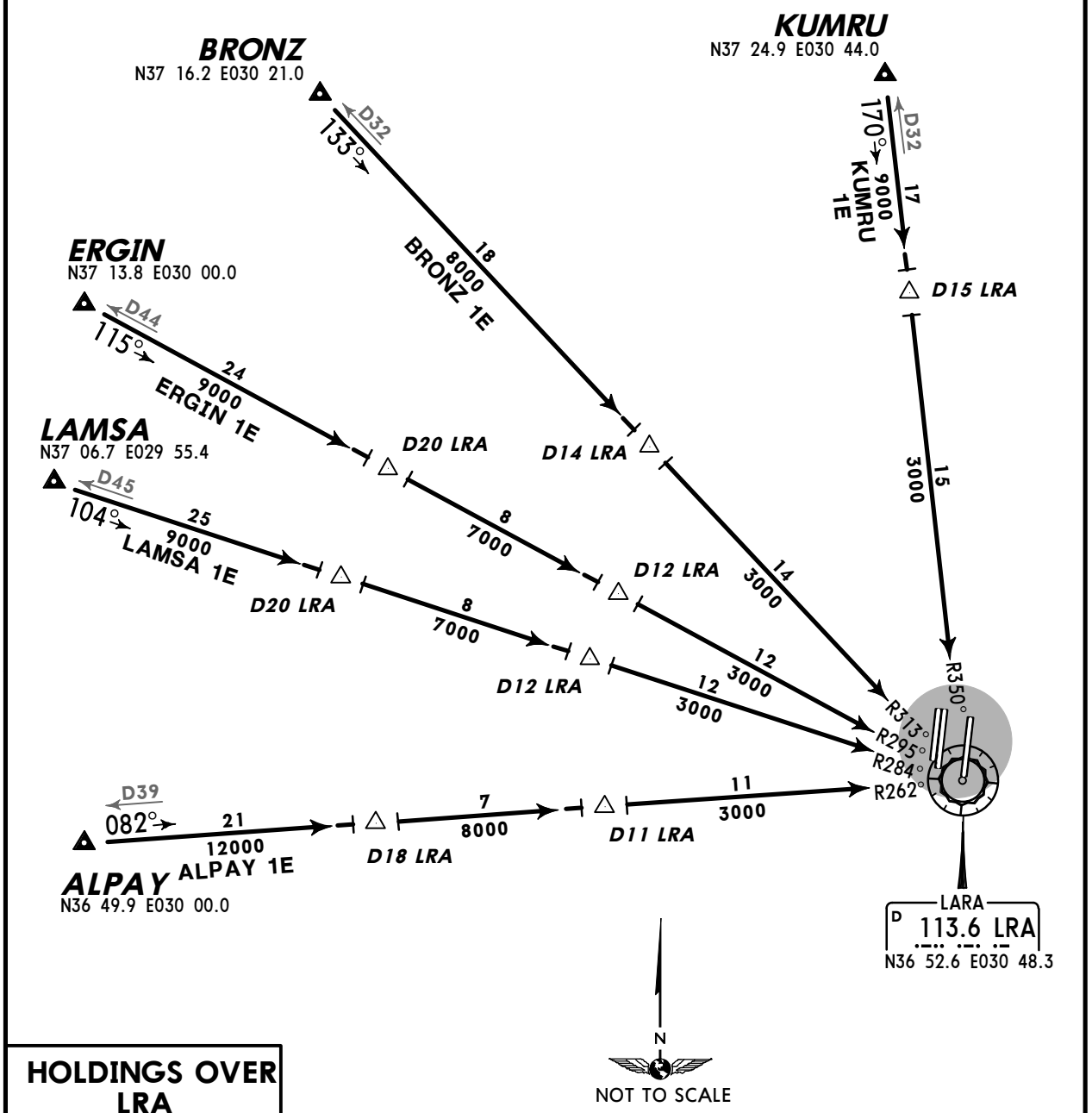
ATIS	Apt Elev	
118.27	177′	Alt Set: hPa Trans level: By ATC Trans alt: 15000′ ATC may clear the aircraft direct to a waypoint published in a STAR. After reaching this waypoint, follow remaining part of STAR.

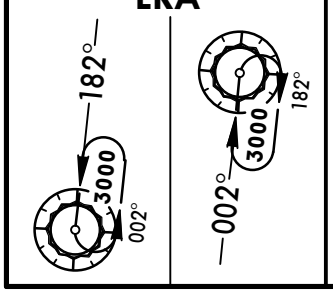


MSA
LRA VOR

ALPAY 1E *[ALPA1E]*, BRONZ 1E *[BRON1E]*
ERGIN 1E *[ERGI1E]*, KUMRU 1E *[KUMR1E]*
LAMSA 1E *[LAMS1E]*
RWYS 18L, 36R ARRIVALS
BASED ON LRA



HOLDINGS OVER LRA



SPEED RESTRICTION
MAX 250 KT at or below 10000′ within TMA.
MAX 280 KT at 60 NM from LRA,
MAX 240 KT at 30 NM from LRA,
MAX 220 KT at 15 NM from LRA.
Speed accuracy shall be within 10 KT.

CHANGES: New chart (chart reindexed).

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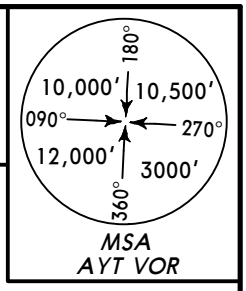
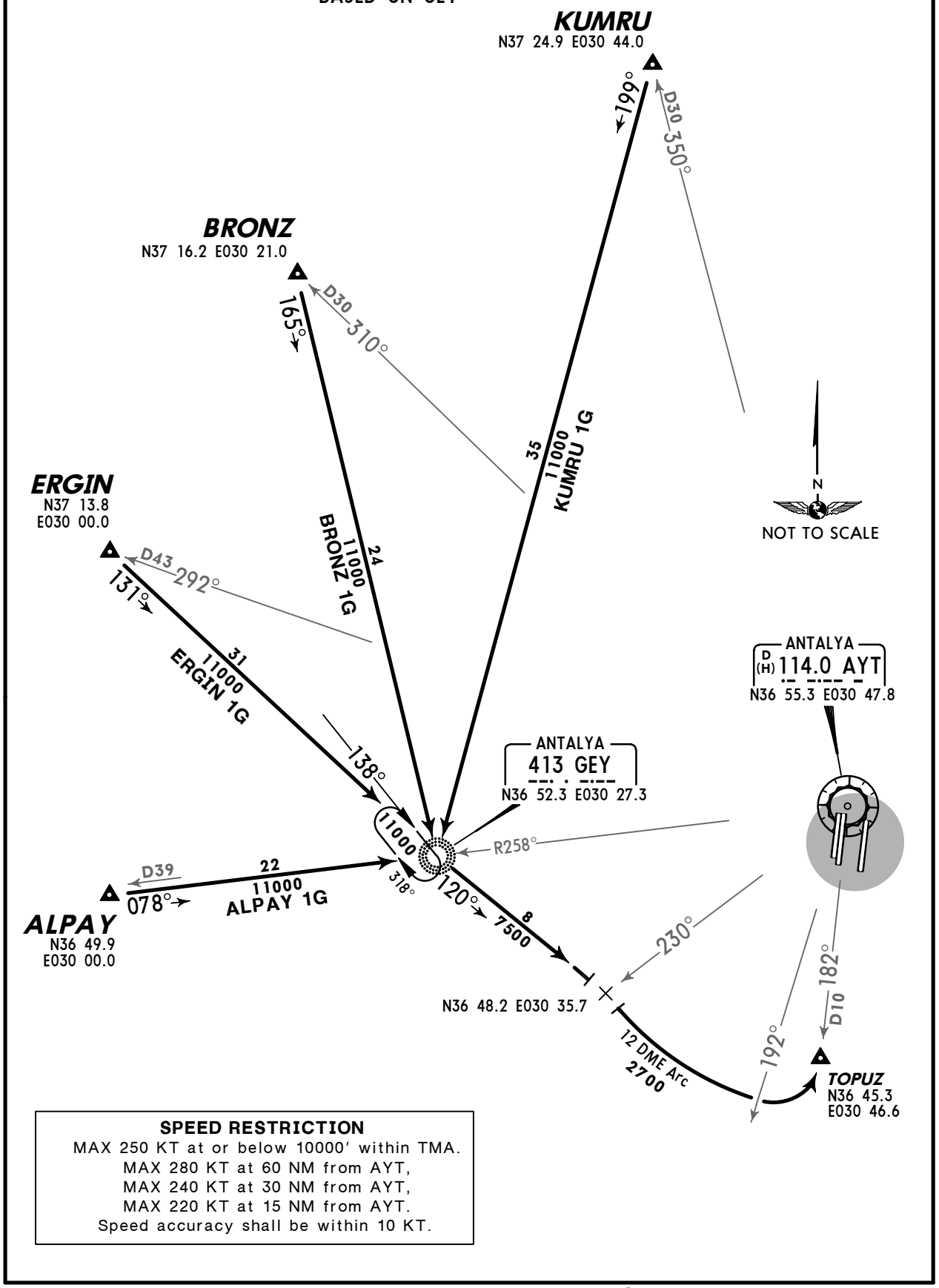
ATIS	Apt Elev	
118.27	177′	Alt Set: hPa Trans level: By ATC Trans alt: 15000′ ATC may clear the aircraft direct to a waypoint published in a STAR. After reaching this waypoint, follow remaining part of STAR.



ALPAY 1G [ALPA1G], BRONZ 1G [BRON1G] ERGIN 1G [ERGI1G], KUMRU 1G [KUMR1G] ARRIVALS

BASED ON GEY



SPEED RESTRICTION
MAX 250 KT at or below 10000′ within TMA.
MAX 280 KT at 60 NM from AYT,
MAX 240 KT at 30 NM from AYT,
MAX 220 KT at 15 NM from AYT.
Speed accuracy shall be within 10 KT.

CHANGES: Reissue.

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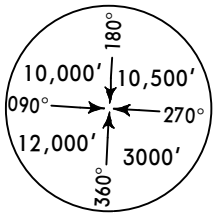
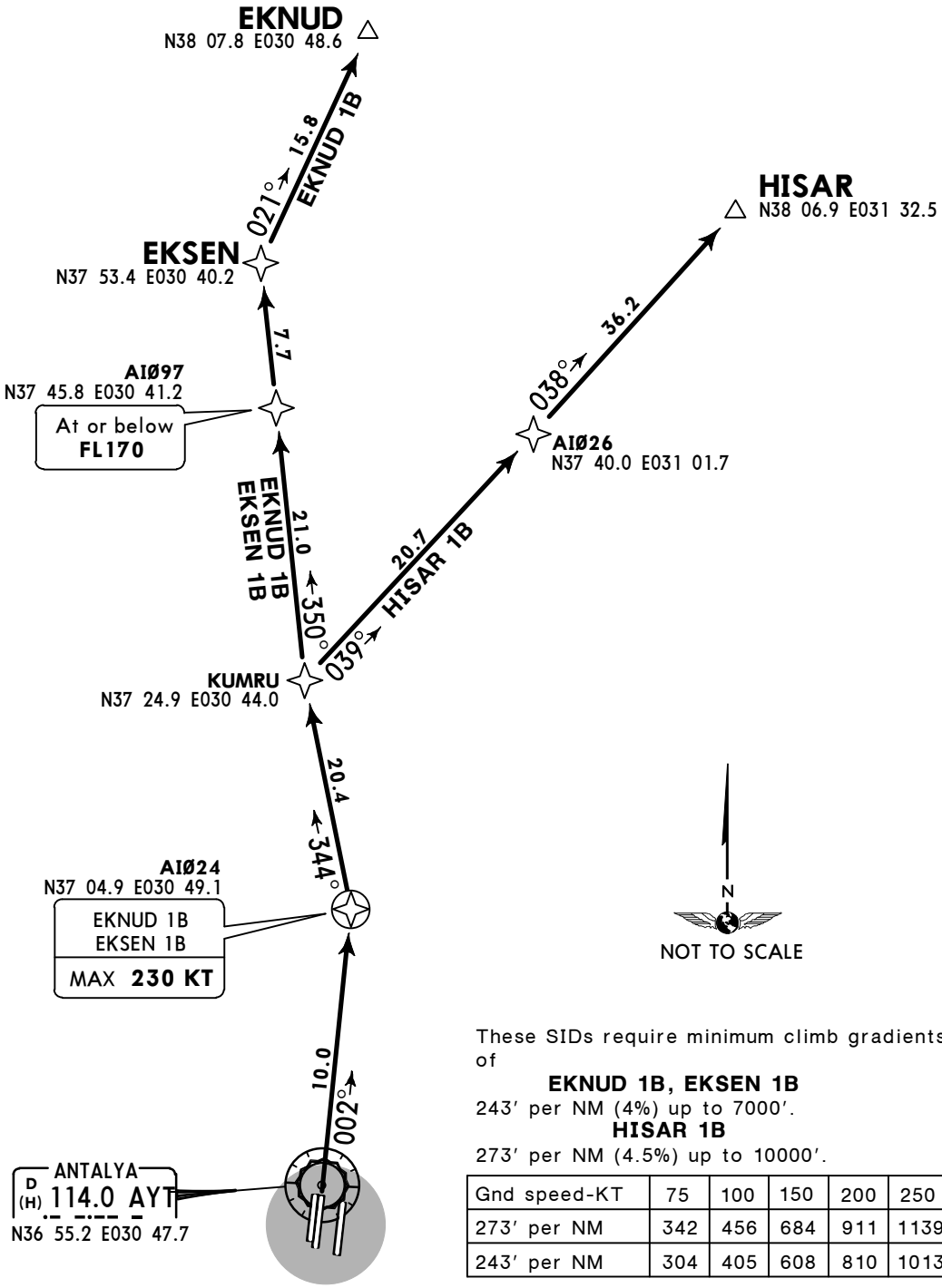
Apt Elev
177′

Trans level: By ATC Trans alt: 15000′
1. At first contact report assigned SID to APP controller.
2. ATC may clear the aircraft direct to a waypoint published in a SID. After reaching this waypoint, follow remaining part of SID.
3. RADAR required
4. P-RNAV approval required otherwise advice ATC.



MSA
AYT VOR

EKNUD 1B [EKNU1B]
EKSEN 1B [EKSE1B]
HISAR 1B [HISA1B]
RWY 36C RNAV DEPARTURES
RNAV (GNSS)



These SIDs require minimum climb gradients of

EKNUD 1B, EKSEN 1B
243′ per NM (4%) up to 7000′.

HISAR 1B
273′ per NM (4.5%) up to 10000′.

Gnd speed-KT	75	100	150	200	250	300
273′ per NM	342	456	684	911	1139	1367
243′ per NM	304	405	608	810	1013	1215

SID	ROUTING
EKNUD 1B	AI024 (K230-) - KUMRU - AI097 (FL170-) - EKSEN - EKNUD.
EKSEN 1B	AI024 (K230-) - KUMRU - AI097 (FL170-) - EKSEN.
HISAR 1B	AI024 - KUMRU - AI026 - HISAR.

CHANGES: RNAV SID EKNUD 1B established; RNAV SIDs revised.

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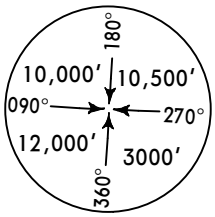
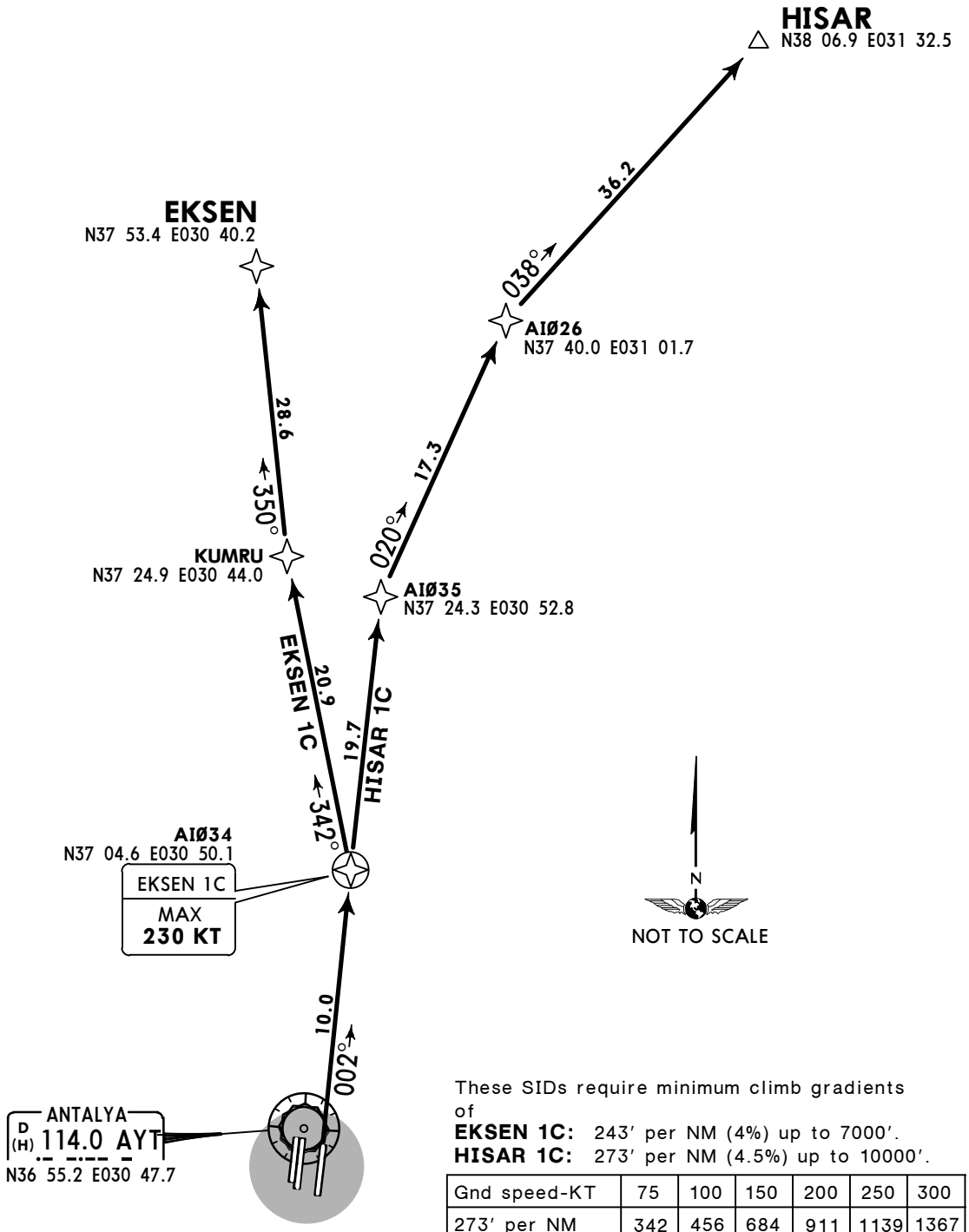
Apt Elev
177′

Trans level: By ATC Trans alt: 15000′
1. At first contact report assigned SID to APP controller.
2. ATC may clear the aircraft direct to a waypoint published in a SID. After reaching this waypoint, follow remaining part of SID.
3. RADAR required
4. P-RNAV approval required otherwise advice ATC.



MSA
AYT VOR

EKSEN 1C [EKSE1C]
HISAR 1C [HISA1C]
RWY 36R RNAV DEPARTURES
RNAV (GNSS)



These SIDs require minimum climb gradients of
EKSEN 1C: 243′ per NM (4%) up to 7000′.
HISAR 1C: 273′ per NM (4.5%) up to 10000′.

Gnd speed-KT	75	100	150	200	250	300
273′ per NM	342	456	684	911	1139	1367
243′ per NM	304	405	608	810	1013	1215

SID	ROUTING
EKSEN 1C	AI034 (K230-) - KUMRU - EKSEN.
HISAR 1C	AI034 - AI035 - AI026 - HISAR.

CHANGES: None.

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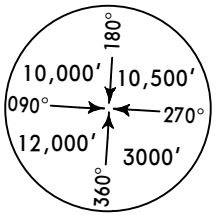
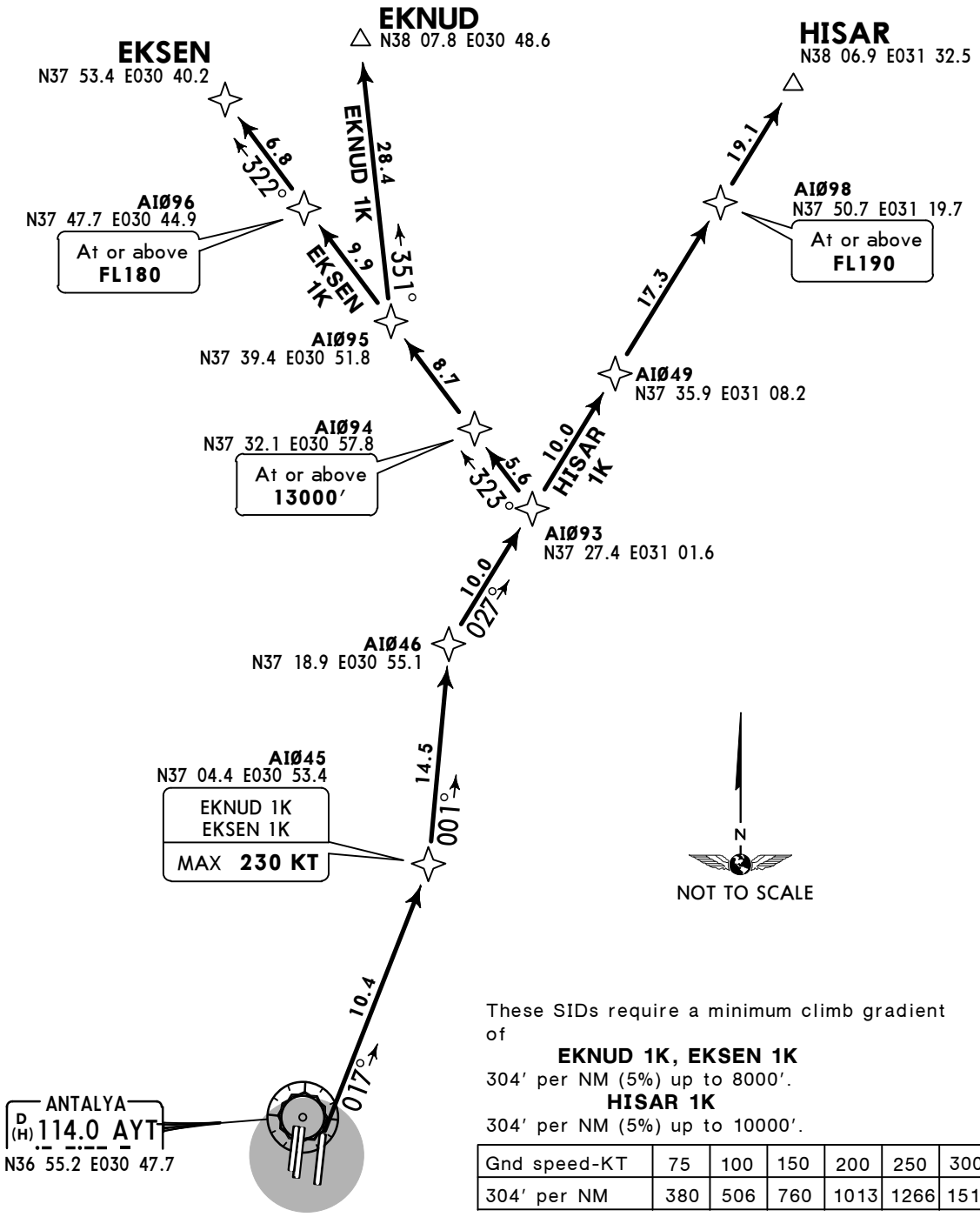
Apt Elev
177′

Trans level: By ATC Trans alt: 15000′
1. At first contact report assigned SID to APP controller.
2. ATC may clear the aircraft direct to a waypoint published in a SID. After reaching this waypoint, follow remaining part of SID.
3. RADAR required
4. P-RNAV approval required otherwise advice ATC.



MSA
AYT VOR

EKNUD 1K [EKNU1K]
EKSEN 1K [EKSE1K]
HISAR 1K [HISA1K]
RWY 36R RNAV DEPARTURES
RNAV (GNSS)



These SIDs require a minimum climb gradient of

EKNUD 1K, EKSEN 1K
304′ per NM (5%) up to 8000′.

HISAR 1K
304′ per NM (5%) up to 10000′.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519

SID	ROUTING
EKNUD 1K	AI045 (K230-) - AI046 - AI093 - AI094 (13000′+) - AI095 - EKNUD.
EKSEN 1K	AI045 (K230-) - AI046 - AI093 - AI094 (13000′+) - AI095 - AI096 (FL180+) - EKSEN.
HISAR 1K	AI045 - AI046 - AI093 - AI049 - AI098 (FL190+) - HISAR.

CHANGES: RNAV SID EKNUD 1K established; RNAV SIDs revised.

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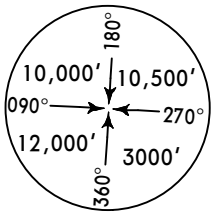
Apt Elev
177′

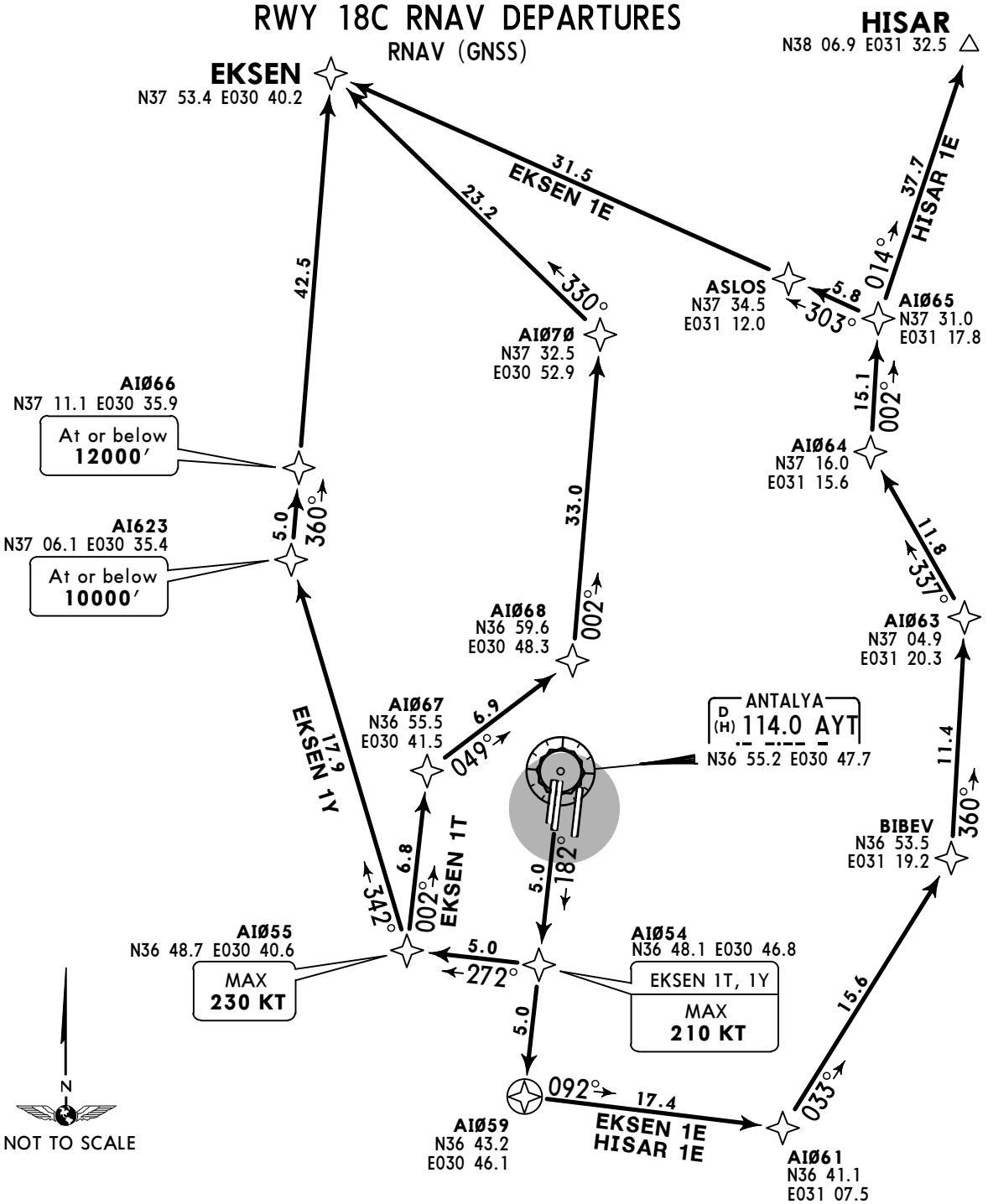
Trans level: By ATC Trans alt: 15000′
1. At first contact report assigned SID to APP controller.
2. ATC may clear the aircraft direct to a waypoint published in a SID. After reaching this waypoint, follow remaining part of SID.
3. RADAR required
4. P-RNAV approval required otherwise advice ATC.



MSA
AYT VOR

EKSEN 1E [EKSE1E], EKSEN 1T [EKSE1T] EKSEN 1Y [EKSE1Y], HISAR 1E [HISA1E] RWY 18C RNAV DEPARTURES

RNAV (GNSS)



These SIDs require minimum climb gradients of
EKSEN 1T: 425′ per NM (7%) up to 10000′.
EKSEN 1Y: 304′ per NM (5%) up to 5000′.

Gnd speed-KT	75	100	150	200	250	300
425′ per NM	532	709	1063	1418	1772	2127
304′ per NM	380	506	760	1013	1266	1519

SID	ROUTING
EKSEN 1E	AI059 - AI061 - BIBEV - AI063 - AI064 - AI065 - ASLOS - EKSEN.
EKSEN 1T	AI054 (K210-) - AI055 (K230-) - AI067 - AI068 - AI070 - EKSEN.
EKSEN 1Y	AI054 (K210-) - AI055 (K230-) - AI623 (10000′-) - AI066 (12000′-) - EKSEN.
HISAR 1E	AI059 - AI061 - BIBEV - AI063 - AI064 - AI065 - HISAR.

CHANGES: None.

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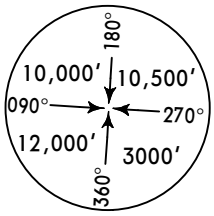
Apt Elev
177′

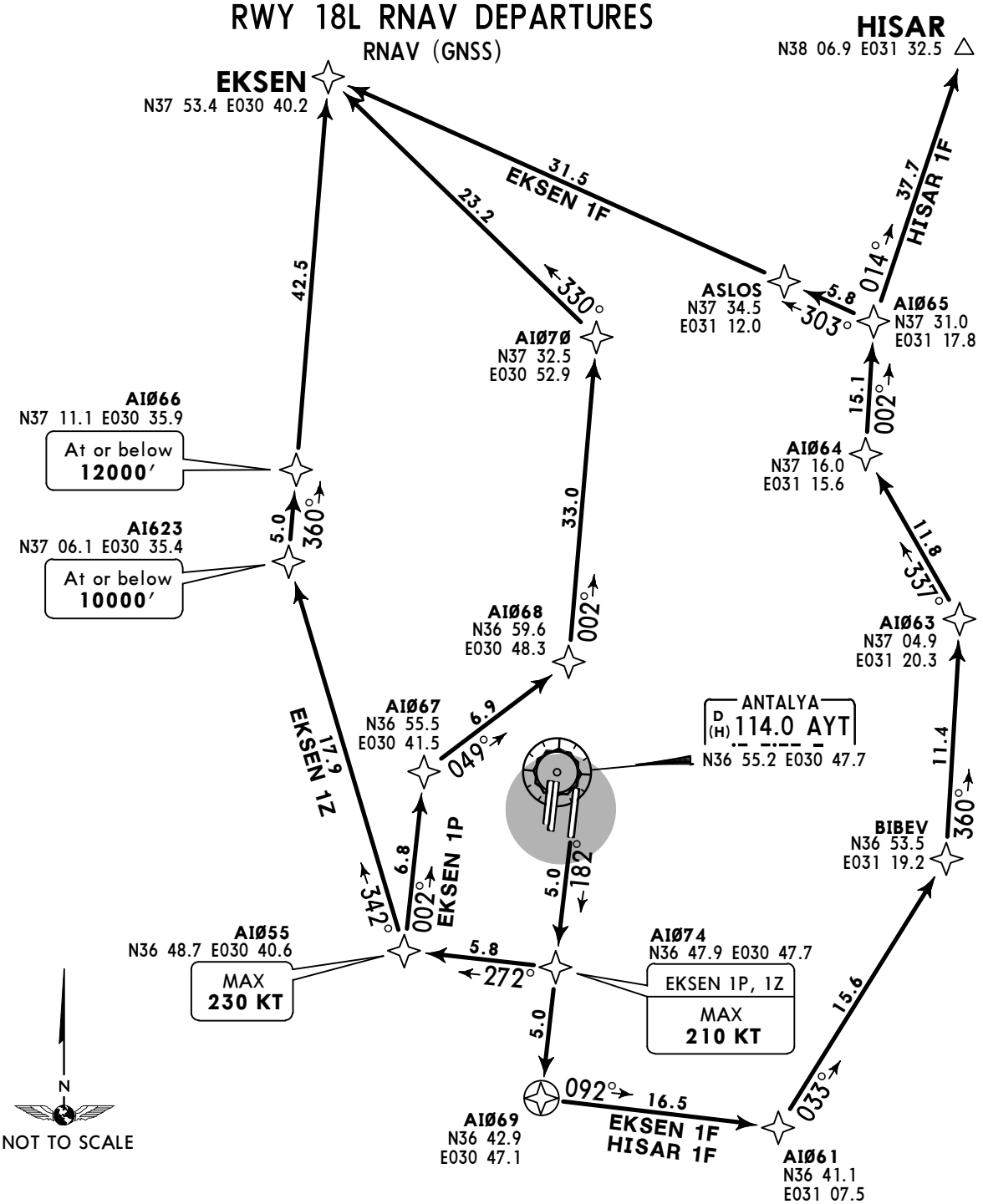
Trans level: By ATC Trans alt: 15000′
1. At first contact report assigned SID to APP controller.
2. ATC may clear the aircraft direct to a waypoint published in a SID. After reaching this waypoint, follow remaining part of SID.
3. RADAR required
4. P-RNAV approval required otherwise advice ATC.



MSA
AYT VOR

EKSEN 1F [EKSE1F], EKSEN 1P [EKSE1P] EKSEN 1Z [EKSE1Z], HISAR 1F [HISA1F] RWY 18L RNAV DEPARTURES

RNAV (GNSS)



These SIDs require minimum climb gradients of
EKSEN 1P: 425′ per NM (7%) up to 5000′.
EKSEN 1Z: 304′ per NM (5%) up to 5000′.

Gnd speed-KT	75	100	150	200	250	300
425′ per NM	532	709	1063	1418	1772	2127
304′ per NM	380	506	760	1013	1266	1519

SID	ROUTING
EKSEN 1F	AI069 - AI061 - BIBEV - AI063 - AI064 - AI065 - ASLOS - EKSEN.
EKSEN 1P	AI074 (K210-) - AI055 (K230-) - AI067 - AI068 - AI070 - EKSEN.
EKSEN 1Z	AI074 (K210-) - AI055 (K230-) - AI623 (10000′-) - AI066 (12000′-) - EKSEN.
HISAR 1F	AI069 - AI061 - BIBEV - AI063 - AI064 - AI065 - HISAR.

CHANGES: None.

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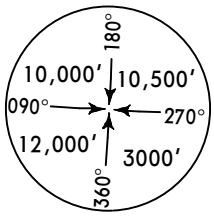
Apt Elev
177′

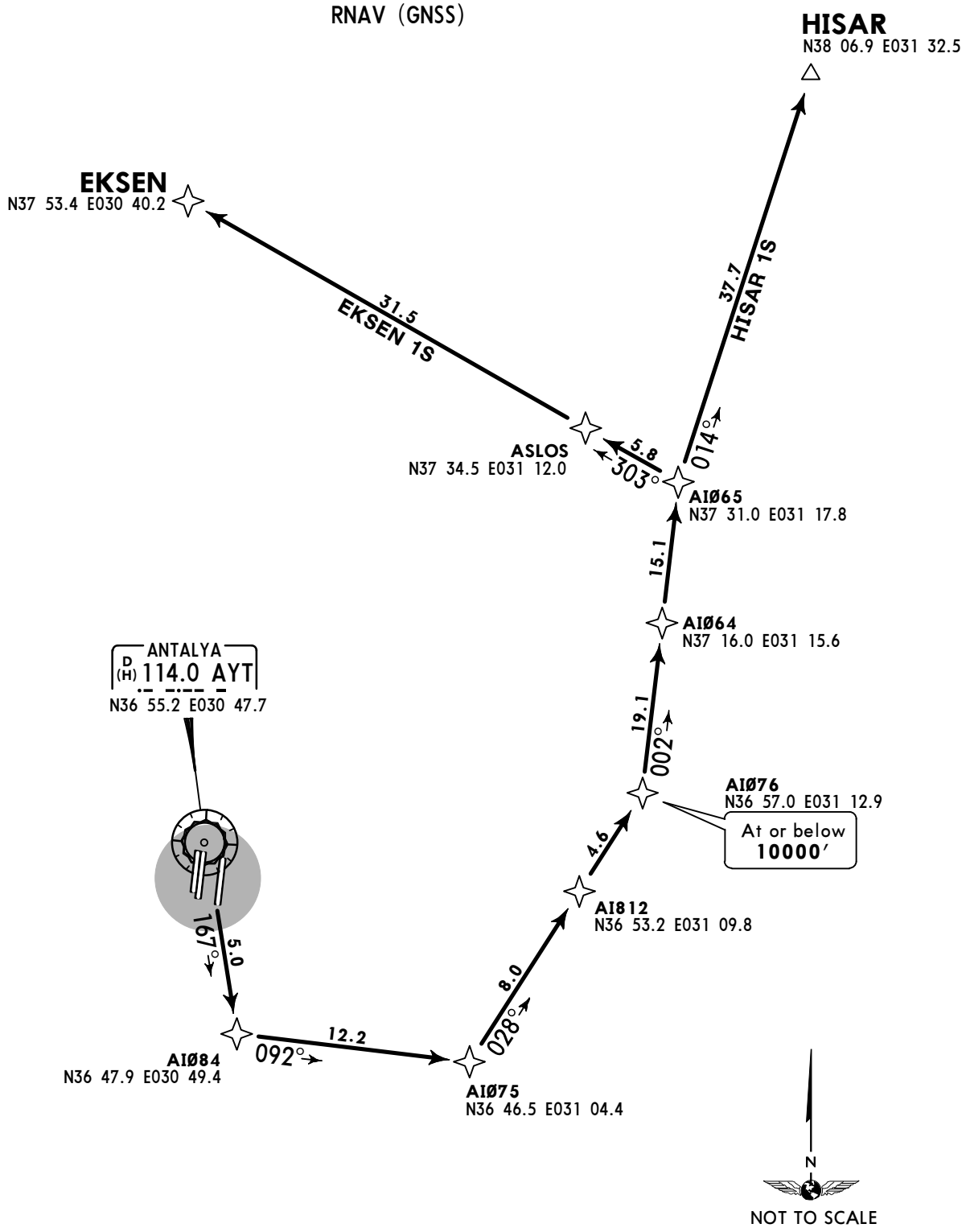
Trans level: By ATC Trans alt: 15000′

1. At first contact report assigned SID to APP controller.
2. ATC may clear the aircraft direct to a waypoint published in a SID. After reaching this waypoint, follow remaining part of SID.
3. RADAR required
4. P-RNAV approval required otherwise advice ATC.



MSA
AYT VOR

EKSEN 1S [EKSE1S]
HISAR 1S [HISA1S]
RWY 18L RNAV DEPARTURES
RNAV (GNSS)



SID	ROUTING
EKSEN 1S	AI084 - AI075 - AI812 - AI076 (10000′-) - AI064 - AI065 - ASLOS - EKSEN.
HISAR 1S	AI084 - AI075 - AI812 - AI076 (10000′-) - AI064 - AI065 - HISAR.

CHANGES: Crossing at AI812 & AI076.

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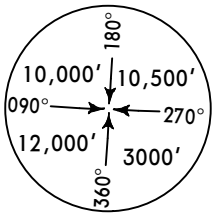
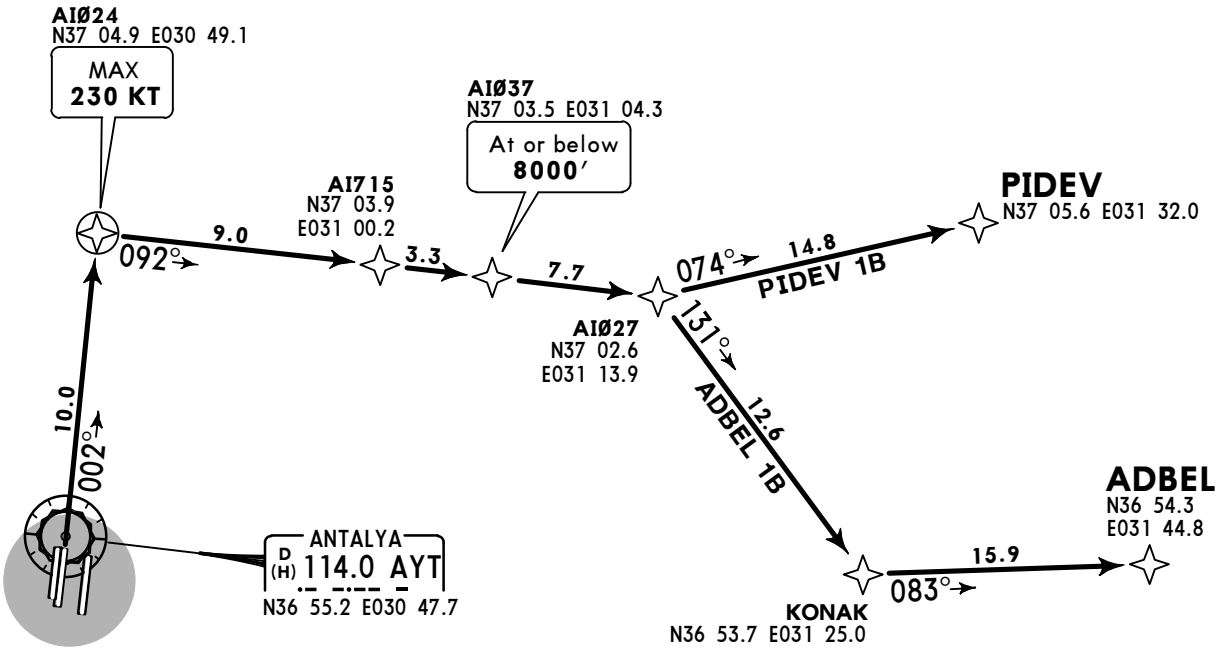
Apt Elev
177′

Trans level: By ATC Trans alt: 15000′
1. At first contact report assigned SID to APP controller.
2. ATC may clear the aircraft direct to a waypoint published in a SID. After reaching this waypoint, follow remaining part of SID.
3. RADAR required
4. P-RNAV approval required otherwise advice ATC.



MSA
AYT VOR

ADBEL 1B [ADBE1B]
PIDEV 1B [PIDE1B]
RWY 36C RNAV DEPARTURES
RNAV (GNSS)



NOT TO SCALE

These SIDs require a minimum climb gradient of
304′ per NM (5%) up to 7500′.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519

SID	ROUTING
ADBEL 1B	AI024 (K230-) - AI715 - AI037 (8000′-) - AI027 - KONAK - ADBEL.
PIDEV 1B	AI024 (K230-) - AI715 - AI037 (8000′-) - AI027 - PIDEV.

CHANGES: RNAV SIDs revised.

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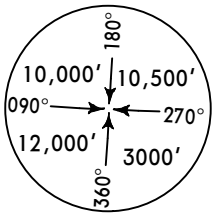
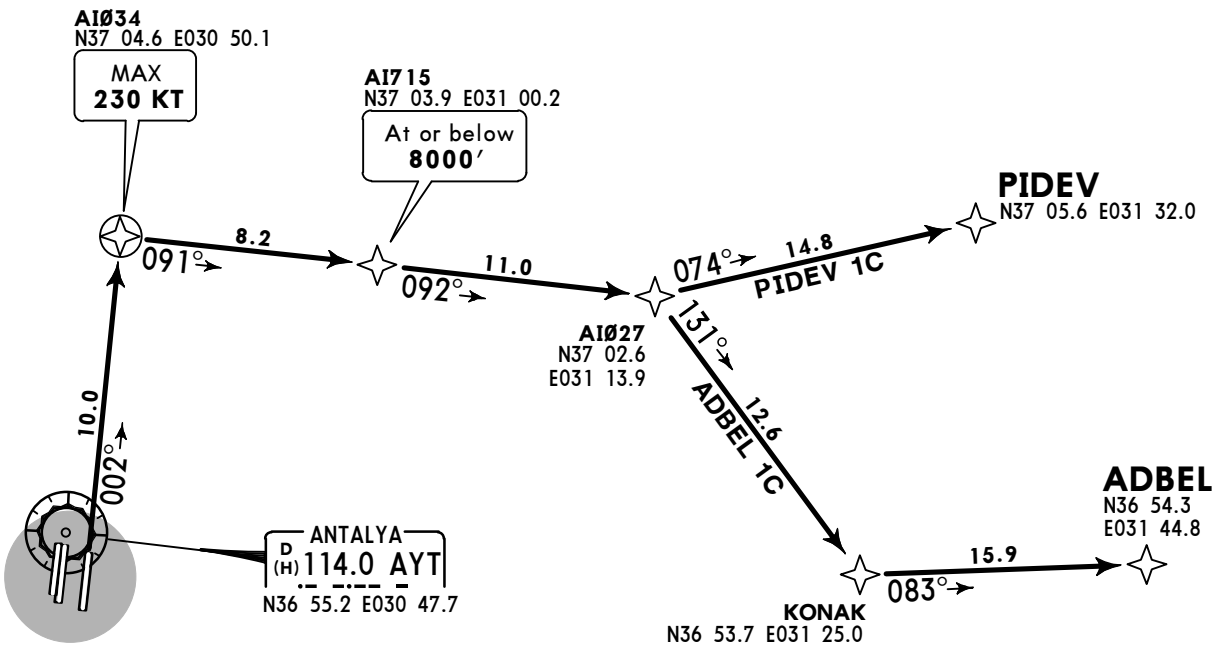
Apt Elev
177′

Trans level: By ATC Trans alt: 15000′
1. At first contact report assigned SID to APP controller.
2. ATC may clear the aircraft direct to a waypoint published in a SID. After reaching this waypoint, follow remaining part of SID.
3. RADAR required
4. P-RNAV approval required otherwise advice ATC.



MSA
AYT VOR

ADBEL 1C [ADBE1C]
PIDEV 1C [PIDE1C]
RWY 36R RNAV DEPARTURES
RNAV (GNSS)



NOT TO SCALE

These SIDs require a minimum climb gradient of
304′ per NM (5%) up to 7500′.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519

SID	ROUTING
ADBEL 1C	AI034 (K230-) - AI715 (8000′-) - AI027 - KONAK - ADBEL.
PIDEV 1C	AI034 (K230-) - AI715 (8000′-) - AI027 - PIDEV.

CHANGES: None.

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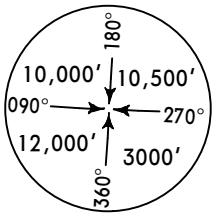
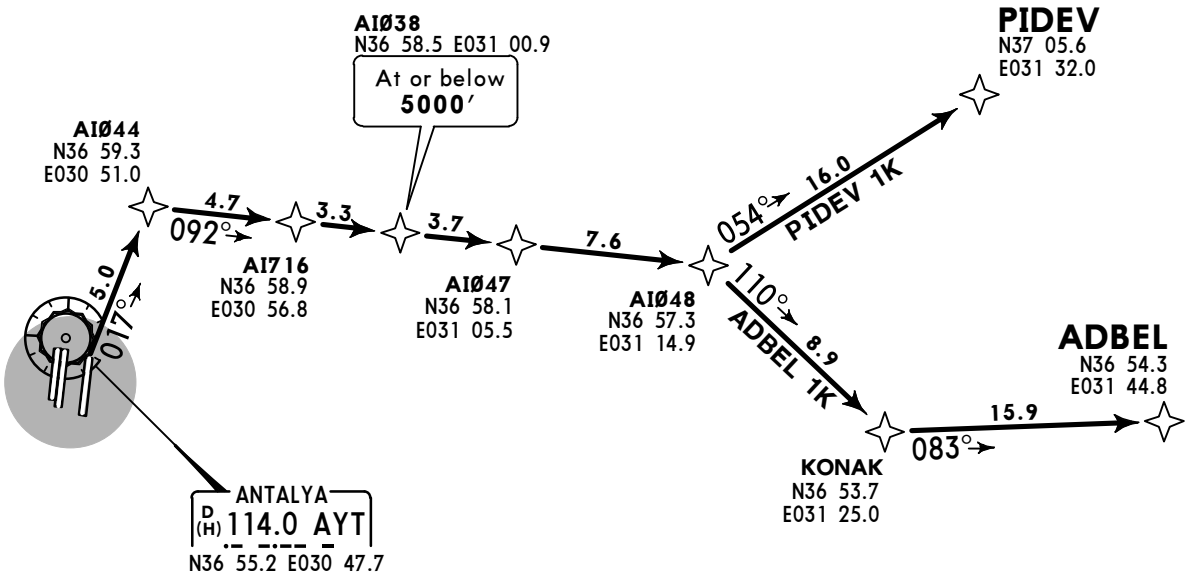
Apt Elev
177′

Trans level: By ATC Trans alt: 15000′
1. At first contact report assigned SID to APP controller.
2. ATC may clear the aircraft direct to a waypoint published in a SID. After reaching this waypoint, follow remaining part of SID.
3. RADAR required
4. P-RNAV approval required otherwise advice ATC.



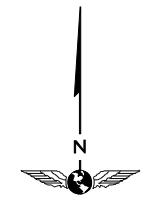
MSA
AYT VOR

ADBEL 1K [ADBE1K]
PIDEV 1K [PIDE1K]
RWY 36R RNAV DEPARTURES
RNAV (GNSS)



PIDEV 1K
This SID requires a minimum climb gradient of
243′ per NM (4%) up to 8000′.

Gnd speed-KT	75	100	150	200	250	300
243′ per NM	304	405	608	810	1013	1215



NOT TO SCALE

SID	ROUTING
ADBEL 1K	AI044 - AI716 - AI038 (5000′-) - AI047 - AI048 - KONAK - ADBEL.
PIDEV 1K	AI044 - AI716 - AI038 (5000′-) - AI047 - AI048 - PIDEV.

CHANGES: RNAV SIDs revised.

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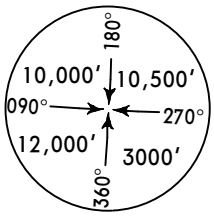
Apt Elev
177′

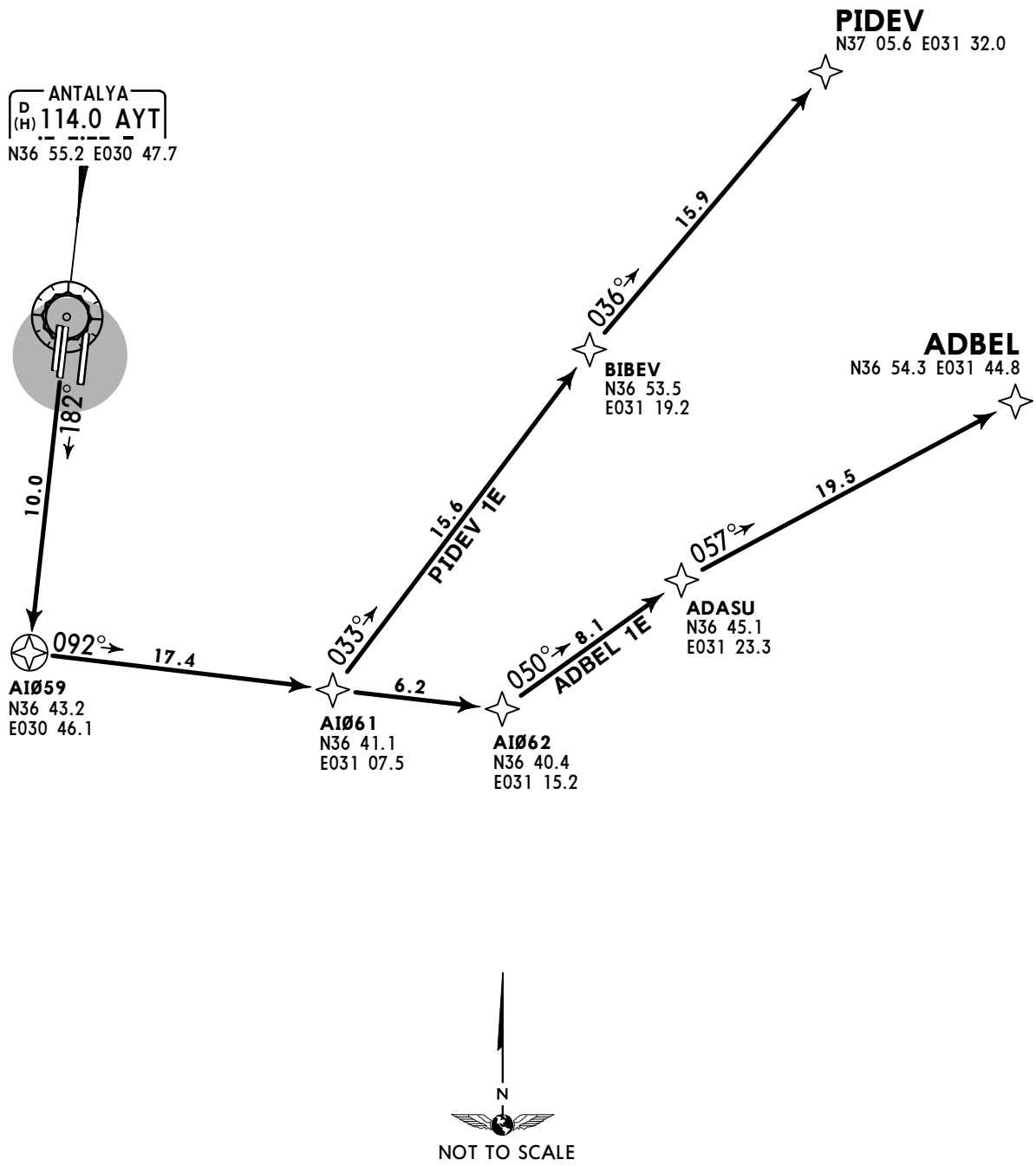
Trans level: By ATC Trans alt: 15000′

1. At first contact report assigned SID to APP controller.
2. ATC may clear the aircraft direct to a waypoint published in a SID. After reaching this waypoint, follow remaining part of SID.
3. RADAR required
4. P-RNAV approval required otherwise advice ATC.



MSA
AYT VOR

ADBEL 1E [ADBE1E]
PIDEV 1E [PIDE1E]
RWY 18C RNAV DEPARTURES
RNAV (GNSS)



SID	ROUTING
ADBEL 1E	AI059 - AI061 - AI062 - ADASU - ADBEL.
PIDEV 1E	AI059 - AI061 - BIBEV - PIDEV.

CHANGES: None.

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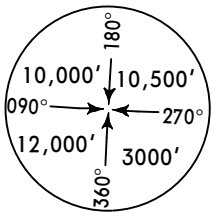
Apt Elev
177′

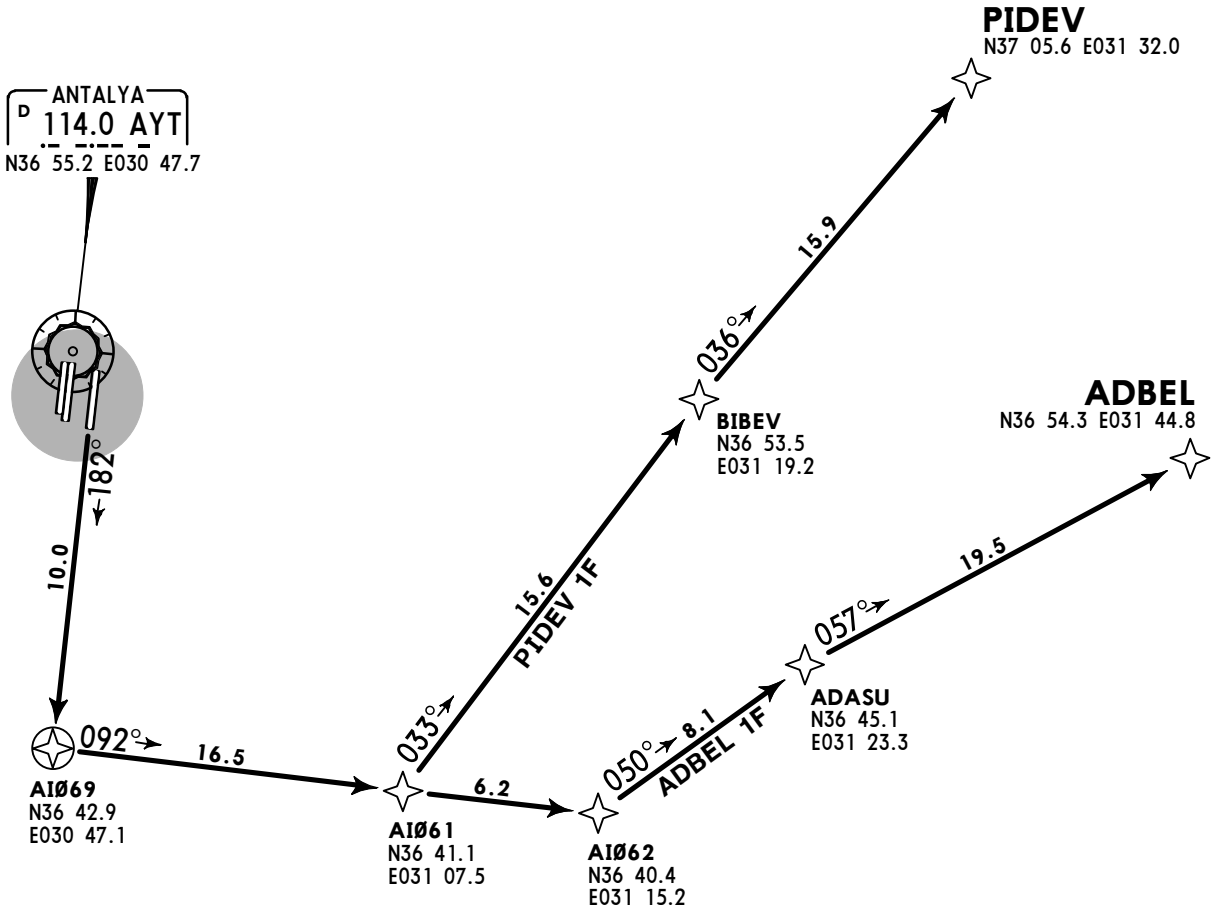
Trans level: By ATC Trans alt: 15000′

1. At first contact report assigned SID to APP controller.
2. ATC may clear the aircraft direct to a waypoint published in a SID. After reaching this waypoint, follow remaining part of SID.
3. RADAR required
4. P-RNAV approval required otherwise advice ATC.



MSA
AYT VOR

ADBEL 1F [ADBE1F]
PIDEV 1F [PIDE1F]
RWY 18L RNAV DEPARTURES
RNAV (GNSS)



NOT TO SCALE

SID	ROUTING
ADBEL 1F	AI069 - AI061 - AI062 - ADASU - ADBEL.
PIDEV 1F	AI069 - AI061 - BIBEV - PIDEV.

CHANGES: None.

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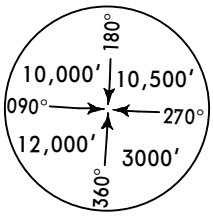
Apt Elev
177′

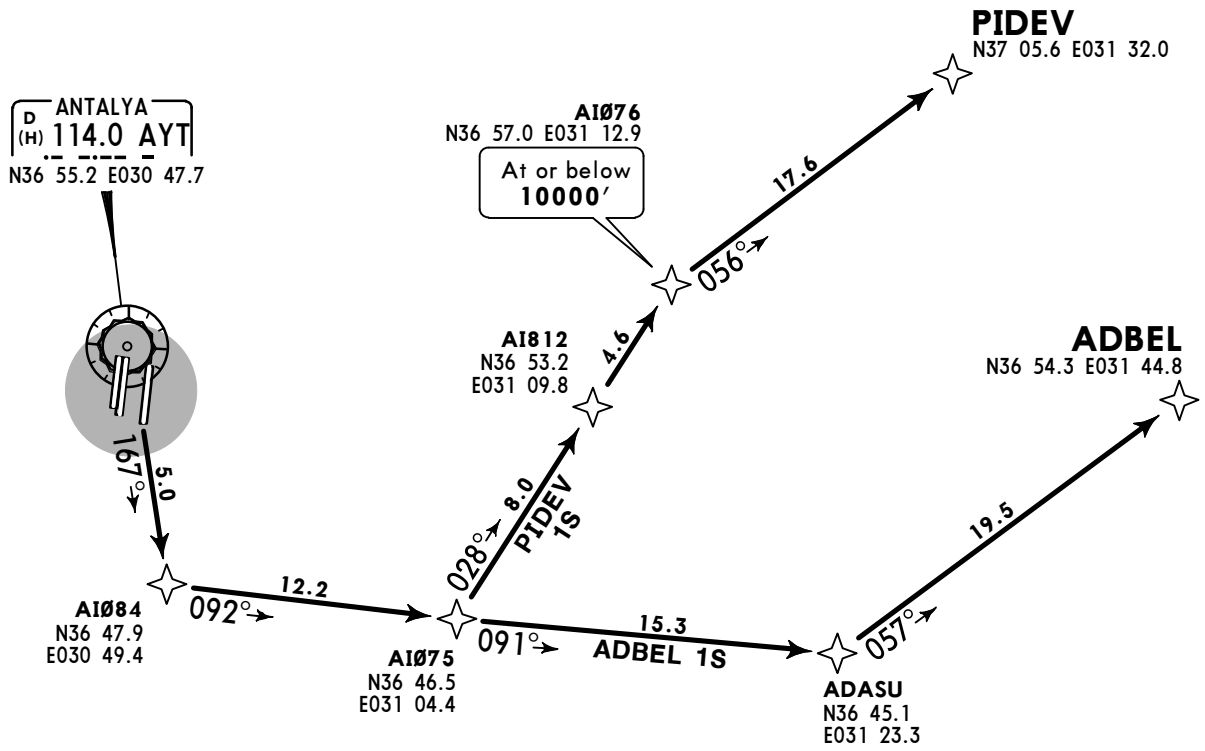
Trans level: By ATC Trans alt: 15000′

1. At first contact report assigned SID to APP controller.
2. ATC may clear the aircraft direct to a waypoint published in a SID. After reaching this waypoint, follow remaining part of SID.
3. RADAR required
4. P-RNAV approval required otherwise advice ATC.



MSA
AYT VOR

ADBEL 1S [ADBE1S]
PIDEV 1S [PIDE1S]
RWY 18L RNAV DEPARTURES
RNAV (GNSS)



NOT TO SCALE

SID	ROUTING
ADBEL 1S	AI084 - AI075 - ADASU - ADBEL.
PIDEV 1S	AI084 - AI075 - AI812 - AI076 (10000′-) - PIDEV.

CHANGES: RNAV SID PIDEV 1S crossings.

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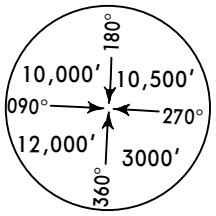


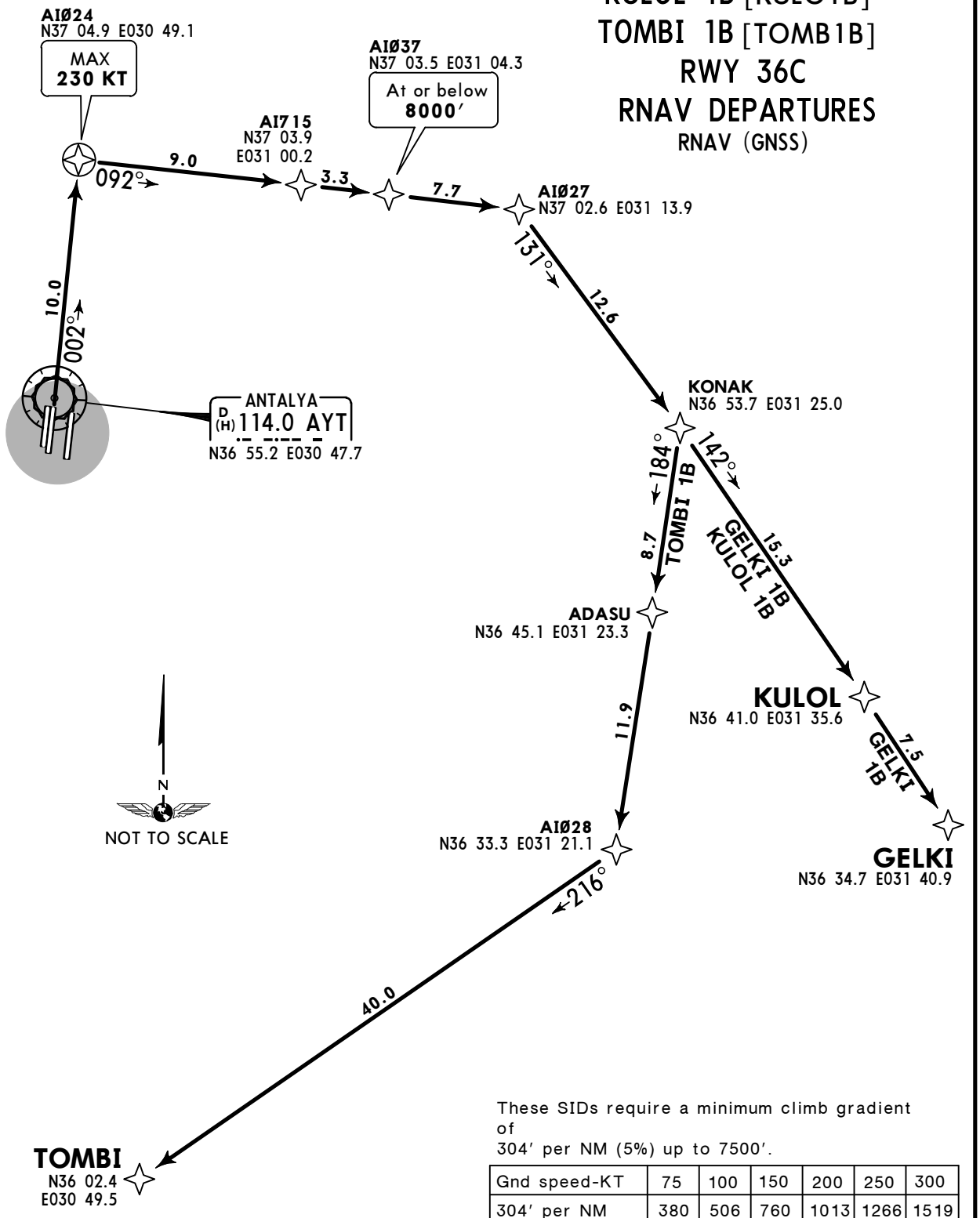
MSA
AYT VOR

Apt Elev
177′

Trans level: By ATC Trans alt: 15000′

1. At first contact report assigned SID to APP controller.
2. ATC may clear the aircraft direct to a waypoint published in a SID. After reaching this waypoint, follow remaining part of SID.
3. RADAR required
4. P-RNAV approval required otherwise advice ATC.

GELKI 1B [GELK1B]
KULOL 1B [KULO1B]
TOMBI 1B [TOMB1B]
RWY 36C
RNAV DEPARTURES
RNAV (GNSS)



These SIDs require a minimum climb gradient of
304′ per NM (5%) up to 7500′.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519

SID	ROUTING
GELKI 1B	AI024 (K230-) - AI715 - AI037 (8000′-) - AI027 - KONAK - KULOL - GELKI.
KULOL 1B	AI024 (K230-) - AI715 - AI037 (8000′-) - AI027 - KONAK - KULOL.
TOMBI 1B	AI024 (K230-) - AI715 - AI037 (8000′-) - AI027 - KONAK - ADASU - AI028 - TOMBI.

CHANGES: RNAV SIDs revised.

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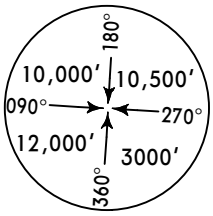

MSA
AYT VOR

Apt Elev
177′

Trans level: By ATC Trans alt: 15000′

1. At first contact report assigned SID to APP controller.
2. ATC may clear the aircraft direct to a waypoint published in a SID. After reaching this waypoint, follow remaining part of SID.
3. RADAR required
4. P-RNAV approval required otherwise advice ATC.

GELKI 1C [GELK1C]
KULOL 1C [KULO1C]
TOMBI 1C [TOMB1C]
RWY 36R RNAV DEPARTURES
RNAV (GNSS)

AIØ34
N37 04.6 E030 50.1
MAX
230 KT

AI715
N37 03.9 E031 00.2
At or below
8000′

8.2
091°

11.0
092°

AIØ27
N37 02.6 E031 13.9

131°
12.6

10.0
002°

ANTALYA
D (H) 114.0 AYT
N36 55.2 E030 47.7

KONAK
N36 53.7 E031 25.0

184°
TOMBI 1C
8.7

142°
GELKI 1C
KULOL 1C
15.3

ADASU
N36 45.1 E031 23.3

KULOL
N36 41.0 E031 35.6

7.5
GELKI 1C

GELKI
N36 34.7 E031 40.9

11.9

AIØ28
N36 33.3 E031 21.1

216°
40.0

TOMBI
N36 02.4
E030 49.5

N
NOT TO SCALE

These SIDs require a minimum climb gradient of
304′ per NM (5%) up to 7500′.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519

SID	ROUTING
GELKI 1C	AI034 (K230-) - AI715 (8000′-) - AI027 - KONAK - KULOL - GELKI.
KULOL 1C	AI034 (K230-) - AI715 (8000′-) - AI027 - KONAK - KULOL.
TOMBI 1C	AI034 (K230-) - AI715 (8000′-) - AI027 - KONAK - ADASU - AI028 - TOMBI.

CHANGES: None.

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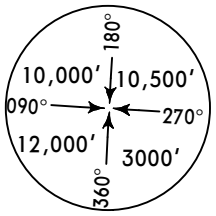

MSA
AYT VOR

Apt Elev
177′

Trans level: By ATC Trans alt: 15000′

1. At first contact report assigned SID to APP controller.
2. ATC may clear the aircraft direct to a waypoint published in a SID. After reaching this waypoint, follow remaining part of SID.
3. RADAR required
4. P-RNAV approval required otherwise advice ATC.

GELKI 1K [GELK1K]
KULOL 1K [KULO1K]
TOMBI 1K [TOMB1K]
RWY 36R RNAV DEPARTURES
RNAV (GNSS)

AIØ38
N36 58.5 E031 00.9
At or below 5000′

AIØ44
N36 59.3
E030 51.0

4.7
092°

3.3

AI716
N36 58.9
E030 56.8

3.7

AIØ47
N36 58.1
E031 05.5

7.6

AIØ48
N36 57.3 E031 14.9

110°

8.9

KONAK
N36 53.7 E031 25.0

142°

15.3
GELKI 1K
KULOL 1K

KULOL
N36 41.0 E031 35.6

7.5
GELKI 1K

GELKI
N36 34.7 E031 40.9

5.0
017°

4.8
182°

AI714
N36 53.4 E031 04.8

3.0

AIØ39
N36 50.4 E031 04.4
At or below 8000′

14.0
TOMBI 1K

AIØ51
N36 36.5 E031 02.4

219°

16.0

DERYA
N36 24.9 E030 48.7

174°

22.5

TOMBI
N36 02.4 E030 49.5

ANTALYA
D (H) 114.0 AYT
N36 55.2 E030 47.7

N
NOT TO SCALE

SID	ROUTING
GELKI 1K	AI044 - AI716 - AI038 (5000′-) - AI047 - AI048 - KONAK - KULOL - GELKI.
KULOL 1K	AI044 - AI716 - AI038 (5000′-) - AI047 - AI048 - KONAK - KULOL.
TOMBI 1K	AI044 - AI716 - AI038 (5000′-) - AI047 - AI714 - AI039 (8000′-) - AI051 - DERYA - TOMBI.

CHANGES: RNAV SIDs revised.

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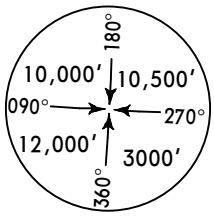
Apt Elev
177′

Trans level: By ATC Trans alt: 15000′

1. At first contact report assigned SID to APP controller.
2. ATC may clear the aircraft direct to a waypoint published in a SID. After reaching this waypoint, follow remaining part of SID.
3. RADAR required
4. P-RNAV approval required otherwise advice ATC.



MSA
AYT VOR

GELKI 1E [GELK1E]
KULOL 1E [KULO1E]
TOMBI 1E [TOMB1E]
RWY 18C RNAV DEPARTURES
RNAV (GNSS)

ANTALYA
D (H) 114.0 AYT
N36 55.2 E030 47.7

182°
10.0
AIØ59
N36 43.2
E030 46.1
092°
17.4
GELKI 1E
KULOL 1E
AIØ61
N36 41.1
E031 07.5
6.2
AIØ62
N36 40.4
E031 15.2
050°
8.1
KULOL 1E
ADASU
N36 45.1
E031 23.3
108°
10.7
KULOL
N36 41.0
E031 35.6
101°
21.4
GELKI 1E
GELKI
N36 34.7
E031 40.9
169°
TOMBI 1E
18.3
DERYA
N36 24.9 E030 48.7
174°
22.5
TOMBI
N36 02.4 E030 49.5
N
NOT TO SCALE

SID	ROUTING
GELKI 1E	AI059 - AI061 - AI062 - GELKI.
KULOL 1E	AI059 - AI061 - AI062 - ADASU - KULOL.
TOMBI 1E	AI059 - DERYA - TOMBI.

CHANGES: None.

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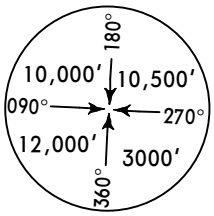
Apt Elev
177′

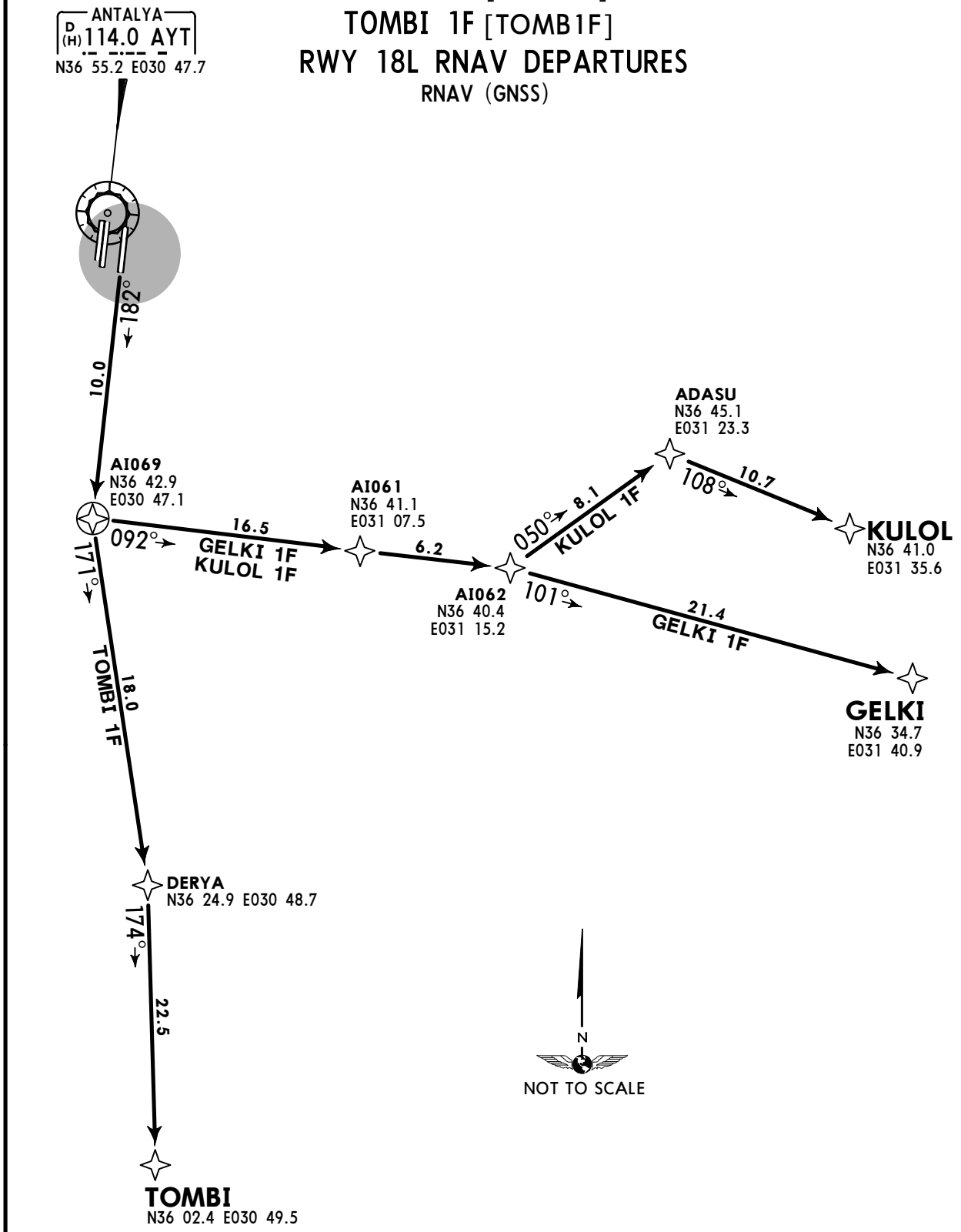
Trans level: By ATC Trans alt: 15000′

1. At first contact report assigned SID to APP controller.
2. ATC may clear the aircraft direct to a waypoint published in a SID. After reaching this waypoint, follow remaining part of SID.
3. RADAR required
4. P-RNAV approval required otherwise advice ATC.



MSA
AYT VOR

GELKI 1F [GELK1F]
KULOL 1F [KULO1F]
TOMBI 1F [TOMB1F]
RWY 18L RNAV DEPARTURES
RNAV (GNSS)



SID	ROUTING
GELKI 1F	AI069 - AI061 - AI062 - GELKI.
KULOL 1F	AI069 - AI061 - AI062 - ADASU - KULOL.
TOMBI 1F	AI069 - DERYA - TOMBI.

CHANGES: Procedure notes.

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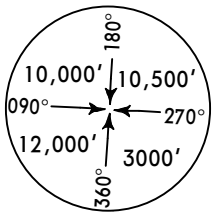
Apt Elev
177′

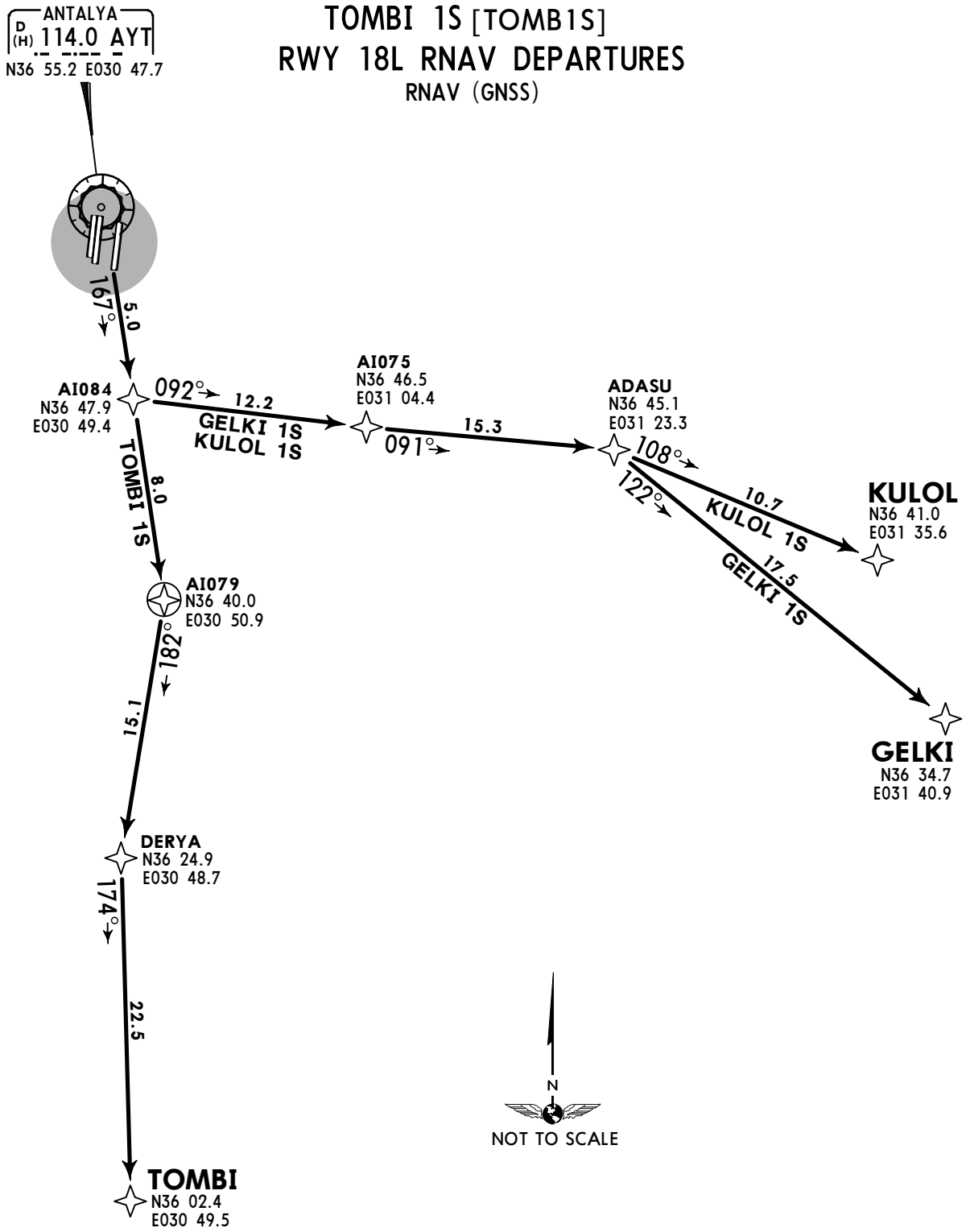
Trans level: By ATC Trans alt: 15000′

1. At first contact report assigned SID to APP controller.
2. ATC may clear the aircraft direct to a waypoint published in a SID. After reaching this waypoint, follow remaining part of SID.
3. RADAR required
4. P-RNAV approval required otherwise advice ATC.



MSA
AYT VOR

GELKI 1S [GELK1S]
KULOL 1S [KULO1S]
TOMBI 1S [TOMB1S]
RWY 18L RNAV DEPARTURES
RNAV (GNSS)



SID	ROUTING
GELKI 1S	AI084 - AI075 - ADASU - GELKI.
KULOL 1S	AI084 - AI075 - ADASU - KULOL.
TOMBI 1S	AI079 - DERYA - TOMBI.

CHANGES: Procedure notes.

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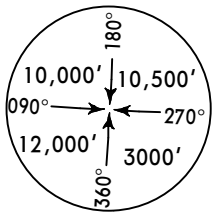
Apt Elev
177′

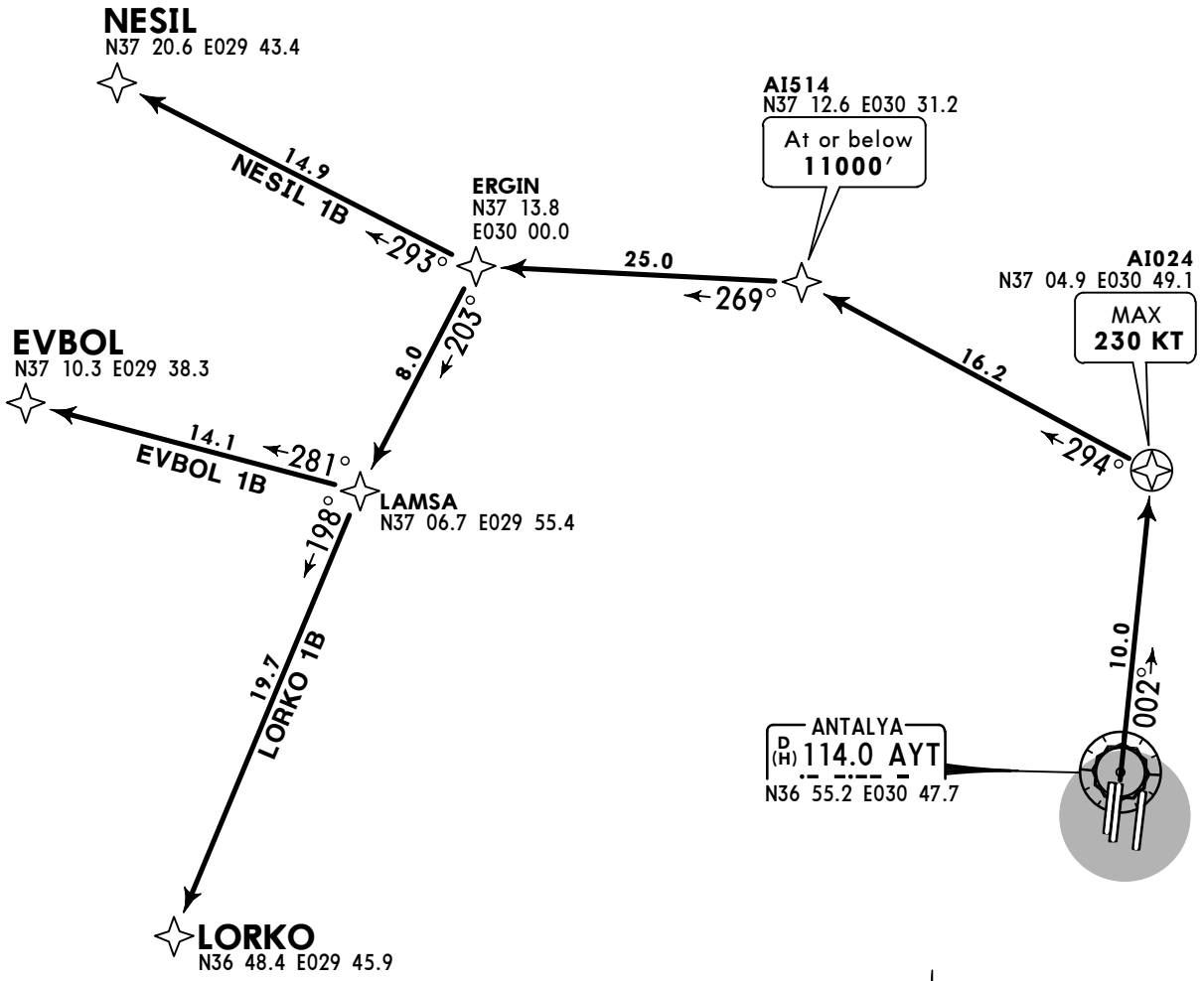
Trans level: By ATC Trans alt: 15000′

1. At first contact report assigned SID to APP controller.
2. ATC may clear the aircraft direct to a waypoint published in a SID. After reaching this waypoint, follow remaining part of SID.
3. RADAR required
4. P-RNAV approval required otherwise advice ATC.



MSA
AYT VOR

EVBOL 1B [EVBO1B]
LORKO 1B [LORK1B]
NESIL 1B [NESI1B]
RWY 36C RNAV DEPARTURES
RNAV (GNSS)



These SIDs require a minimum climb gradient of
243′ per NM (4%) up to 7000′.

Gnd speed-KT	75	100	150	200	250	300
243′ per NM	304	405	608	810	1013	1215

SID	ROUTING
EVBOL 1B	AI024 (K230-) - AI514 (11000′-) - ERGIN - LAMSA - EVBOL.
LORKO 1B	AI024 (K230-) - AI514 (11000′-) - ERGIN - LAMSA - LORKO.
NESIL 1B	AI024 (K230-) - AI514 (11000′-) - ERGIN - NESIL.

CHANGES: Procedure notes.

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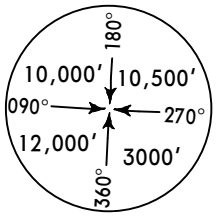
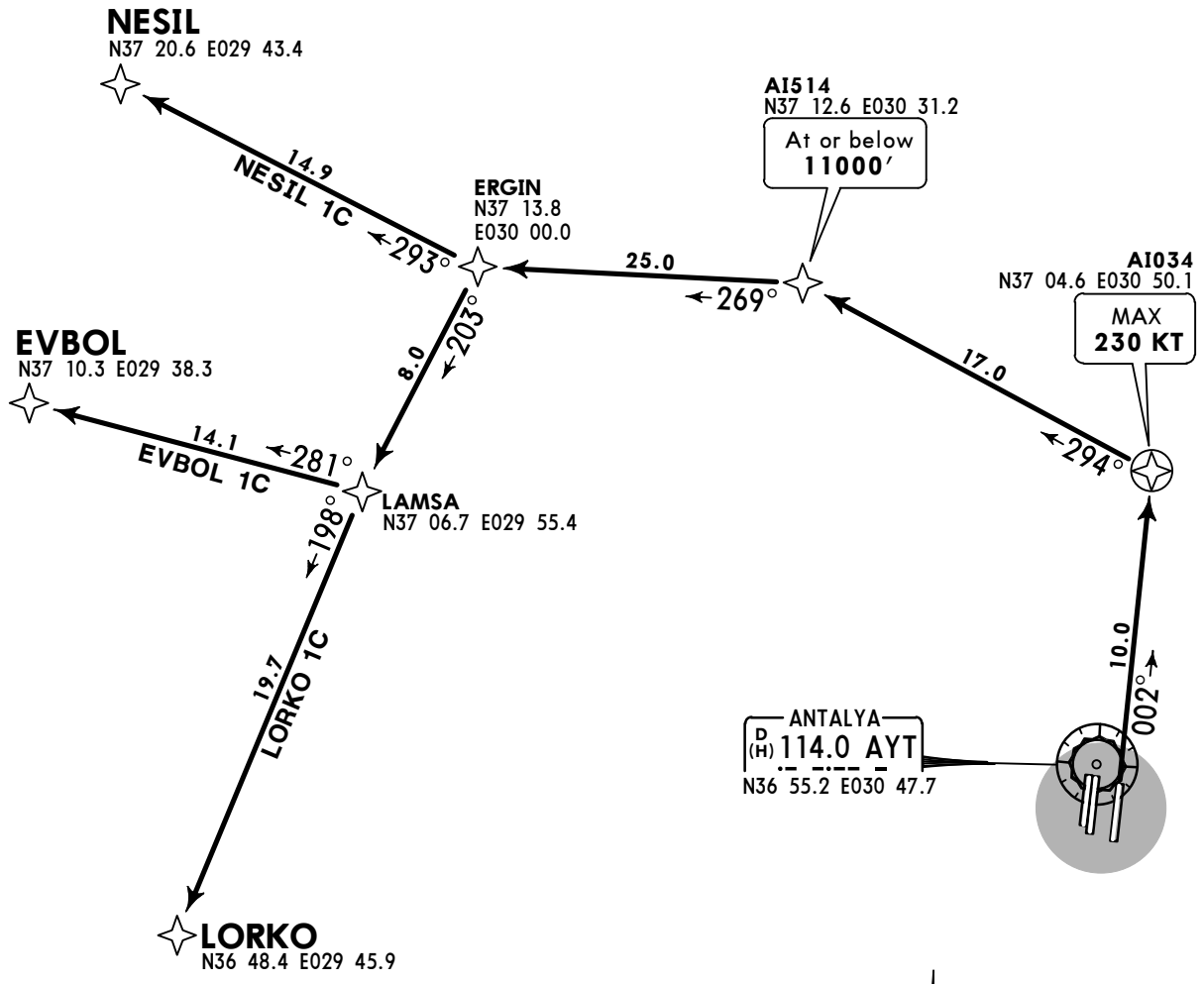
Apt Elev
177′

Trans level: By ATC Trans alt: 15000′
1. At first contact report assigned SID to APP controller.
2. ATC may clear the aircraft direct to a waypoint published in a SID. After reaching this waypoint, follow remaining part of SID.
3. RADAR required
4. P-RNAV approval required otherwise advice ATC.



MSA
AYT VOR

EVBOL 1C [EVBO1C]
LORKO 1C [LORK1C]
NESIL 1C [NESI1C]
RWY 36R RNAV DEPARTURES
RNAV (GNSS)



These SIDs require a minimum climb gradient of
243′ per NM (4%) up to 7000′.

Gnd speed-KT	75	100	150	200	250	300
243′ per NM	304	405	608	810	1013	1215

N
NOT TO SCALE

SID	ROUTING
EVBOL 1C	AI034 (K230-) - AI514 (11000′-) - ERGIN - LAMSA - EVBOL.
LORKO 1C	AI034 (K230-) - AI514 (11000′-) - ERGIN - LAMSA - LORKO.
NESIL 1C	AI034 (K230-) - AI514 (11000′-) - ERGIN - NESIL.

CHANGES: Procedure notes.

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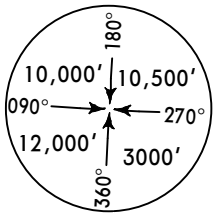
Apt Elev
177′

Trans level: By ATC Trans alt: 15000′
1. At first contact report assigned SID to APP controller.
2. ATC may clear the aircraft direct to a waypoint published in a SID. After reaching this waypoint, follow remaining part of SID.
3. RADAR required
4. P-RNAV approval required otherwise advice ATC.



MSA
AYT VOR

EVBOL 1K [EVBO1K]
LORKO 1K [LORK1K]
NESIL 1K [NESI1K]
RWY 36R RNAV DEPARTURES
RNAV (GNSS)

NESIL
N37 20.6
E029 43.4

16.9
NESIL 1K
321°

EVBOL
N37 10.3
E029 38.3

14.1
281°
EVBOL 1K

LAMSA
N37 06.7
E029 55.4

14.1

AI533
N36 55.8
E030 06.6

ANTALYA
D (H) 114.0 AYT
N36 55.2 E030 47.7

5.0
017°

AIØ44
N36 59.3
E030 51.0

4.7
092°

AI716
N36 58.9
E030 56.8

3.3

AIØ38
N36 58.5 E031 00.9
At or below
5000′

3.7

AIØ47
N36 58.1
E031 05.5

4.8
182°

AI714
N36 53.4
E031 04.8

3.0

AIØ39
N36 50.4 E031 04.4
At or below
8000′

14.0

AIØ51
N36 36.5
E031 02.4

268°

30.0

AIØ52
N36 37.6
E030 25.2

297°

316°

23.5
EVBOL 1K
NESIL 1K

23.7
LORKO 1K

ALPAY
N36 49.9
E030 00.0

11.4
258°

LORKO
N36 48.4
E029 45.9

N
NOT TO SCALE

SID	ROUTING
EVBOL 1K	AI044 - AI716 - AI038 (5000′-) - AI047 - AI714 - AI039 (8000′-) - AI051 - AI052 - AI533 - LAMSA - EVBOL.
LORKO 1K	AI044 - AI716 - AI038 (5000′-) - AI047 - AI714 - AI039 (8000′-) - AI051 - AI052 - ALPAY - LORKO.
NESIL 1K	AI044 - AI716 - AI038 (5000′-) - AI047 - AI714 - AI039 (8000′-) - AI051 - AI052 - AI533 - LAMSA - NESIL.

CHANGES: RNAV SIDs revised.

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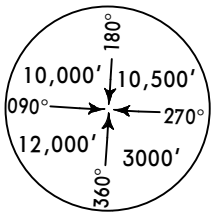
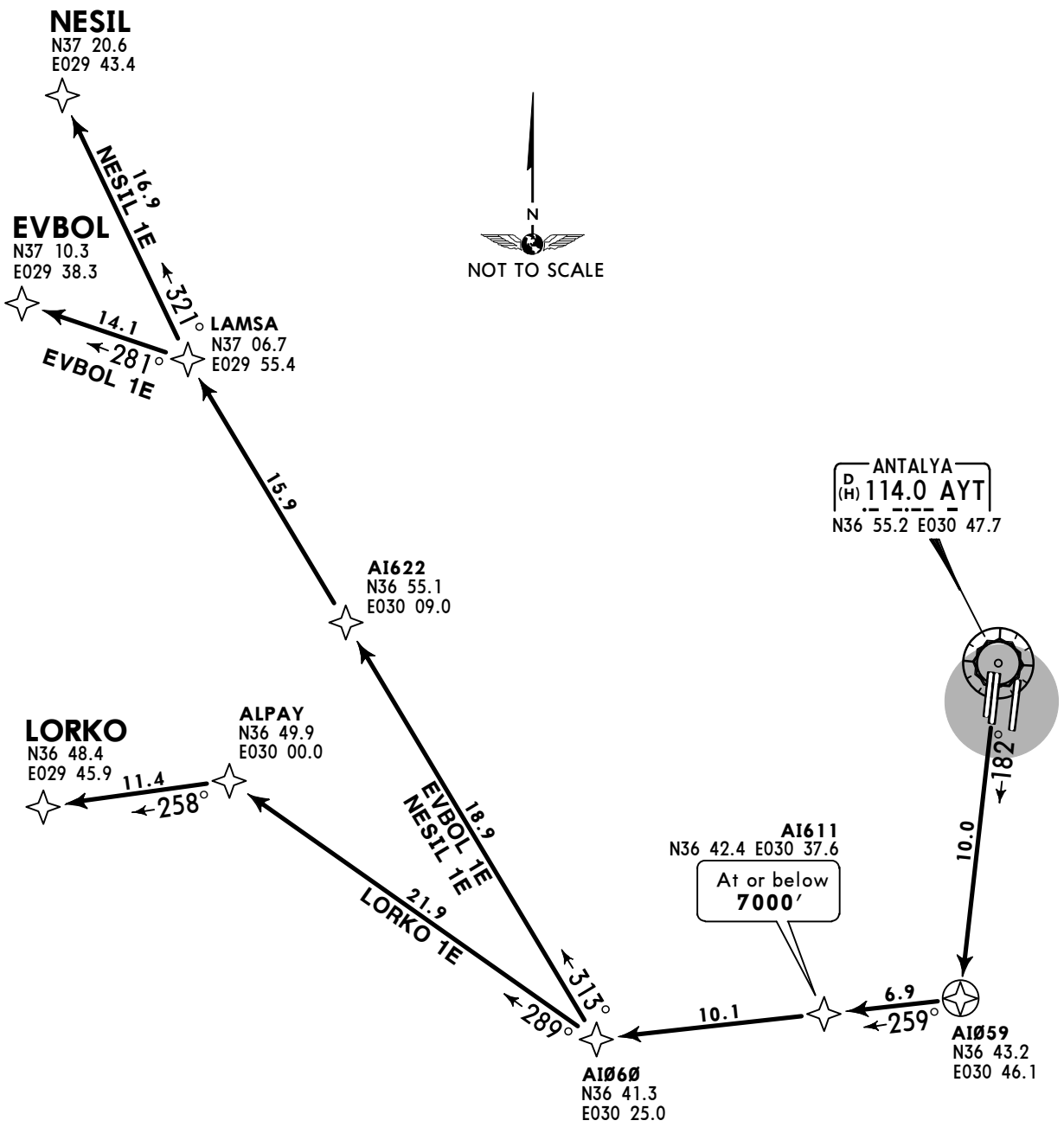
Apt Elev
177′

Trans level: By ATC Trans alt: 15000′
1. At first contact report assigned SID to APP controller.
2. ATC may clear the aircraft direct to a waypoint published in a SID. After reaching this waypoint, follow remaining part of SID.
3. RADAR required
4. P-RNAV approval required otherwise advice ATC.



MSA
AYT VOR

EVBOL 1E [EVBO1E]
LORKO 1E [LORK1E]
NESIL 1E [NESI1E]
RWY 18C RNAV DEPARTURES
RNAV (GNSS)



SID	ROUTING
EVBOL 1E	AI059 - AI0611 (7000′-) - AI060 - AI622 - LAMSA - EVBOL.
LORKO 1E	AI059 - AI0611 (7000′-) - AI060 - ALPAY - LORKO.
NESIL 1E	AI059 - AI0611 (7000′-) - AI060 - AI622 - LAMSA - NESIL.

CHANGES: None.

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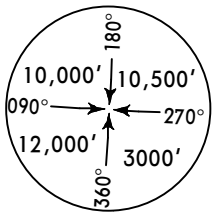
Apt Elev
177′

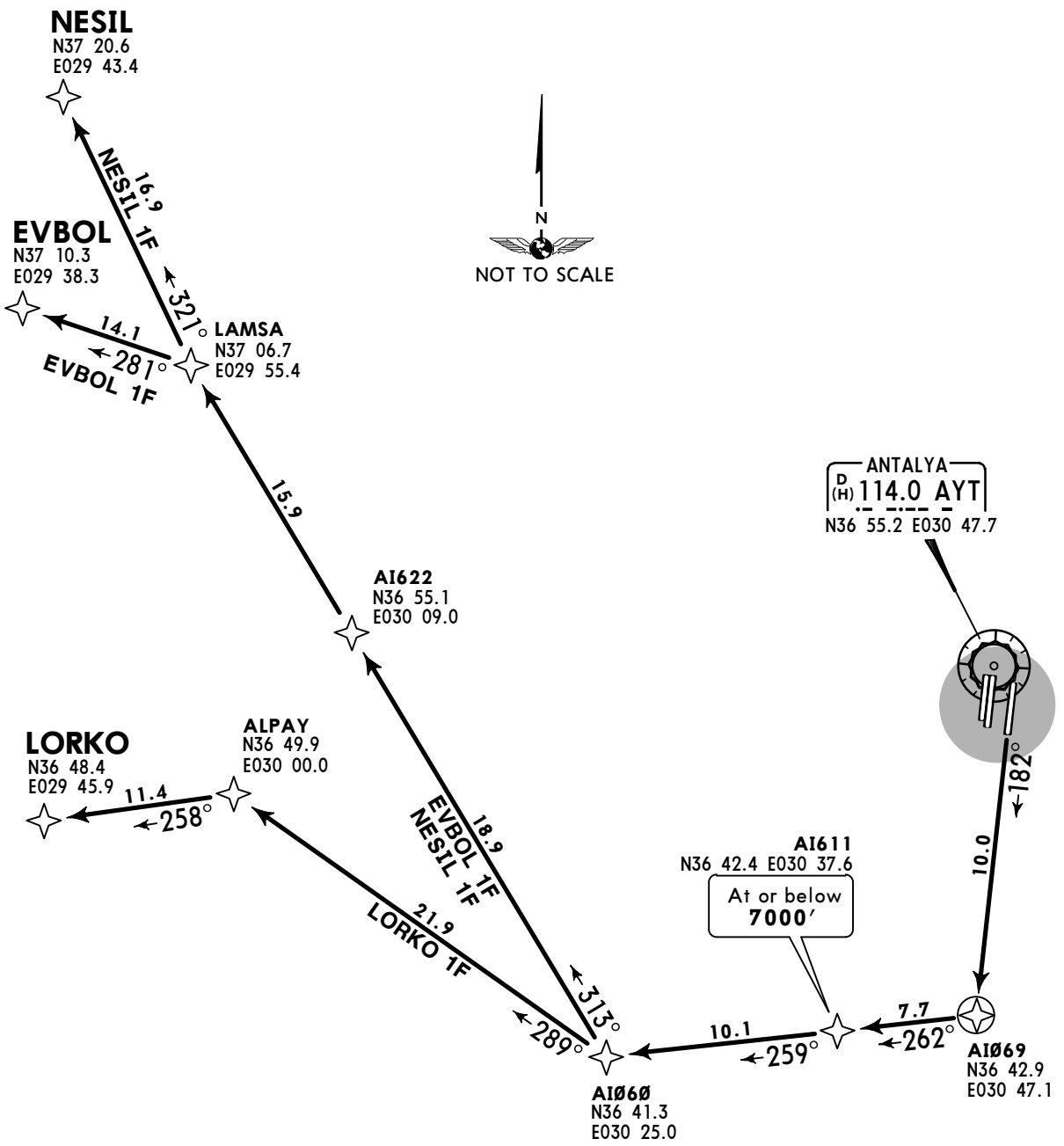
Trans level: By ATC Trans alt: 15000′

1. At first contact report assigned SID to APP controller.
2. ATC may clear the aircraft direct to a waypoint published in a SID. After reaching this waypoint, follow remaining part of SID.
3. RADAR required
4. P-RNAV approval required otherwise advice ATC.



MSA
AYT VOR

EVBOL 1F [EVBO1F]
LORKO 1F [LORK1F]
NESIL 1F [NESI1F]
RWY 18L RNAV DEPARTURES
RNAV (GNSS)



SID	ROUTING
EVBOL 1F	AI069 - AI0611 (7000′-) - AI060 - AI622 - LAMSA - EVBOL.
LORKO 1F	AI069 - AI0611 (7000′-) - AI060 - ALPAY - LORKO.
NESIL 1F	AI069 - AI0611 (7000′-) - AI060 - AI622 - LAMSA - NESIL.

CHANGES: None.

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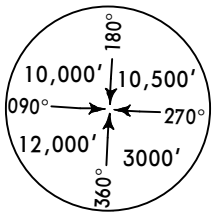
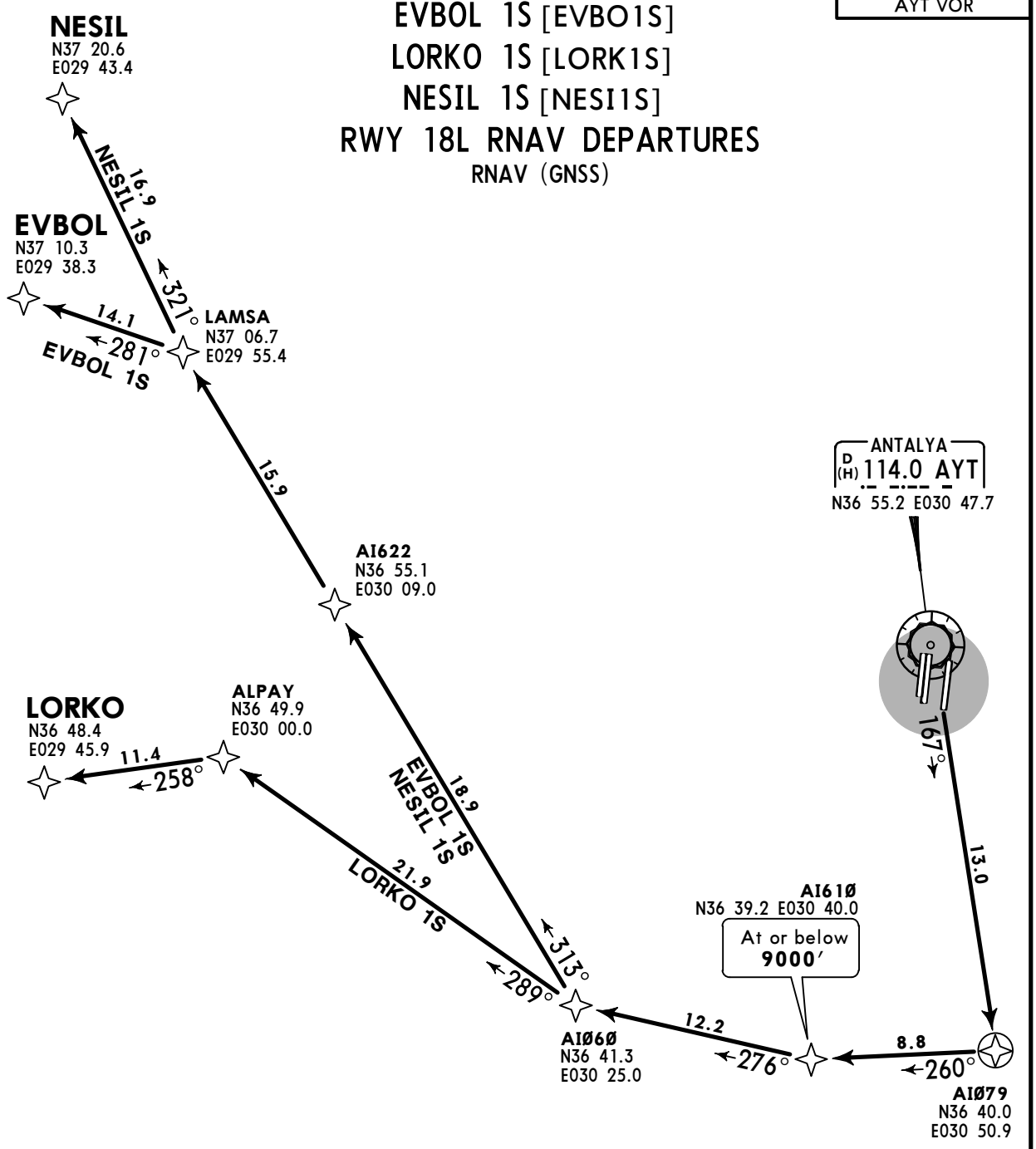
Apt Elev
177′

Trans level: By ATC Trans alt: 15000′
1. At first contact report assigned SID to APP controller.
2. ATC may clear the aircraft direct to a waypoint published in a SID. After reaching this waypoint, follow remaining part of SID.
3. RADAR required
4. P-RNAV approval required otherwise advice ATC.



MSA
AYT VOR

EVBOL 1S [EVBO1S]
LORKO 1S [LORK1S]
NESIL 1S [NESI1S]
RWY 18L RNAV DEPARTURES
RNAV (GNSS)



These SIDs require a minimum climb gradient of

EVBOL 1S, NESIL 1S
304′ per NM (5%) up to 10000′.

LORKO 1S
304′ per NM (5%) up to 11000′.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519

N
NOT TO SCALE

SID	ROUTING
EVBOL 1S	AI079 - AI0610 (9000′-) - AI060 - AI622 - LAMSA - EVBOL.
LORKO 1S	AI079 - AI0610 (9000′-) - AI060 - ALPAY - LORKO.
NESIL 1S	AI079 - AI0610 (9000′-) - AI060 - AI622 - LAMSA - NESIL.

CHANGES: RNAV SID LORKO 1S climb gradient.

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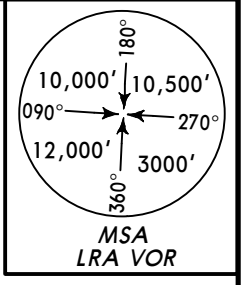
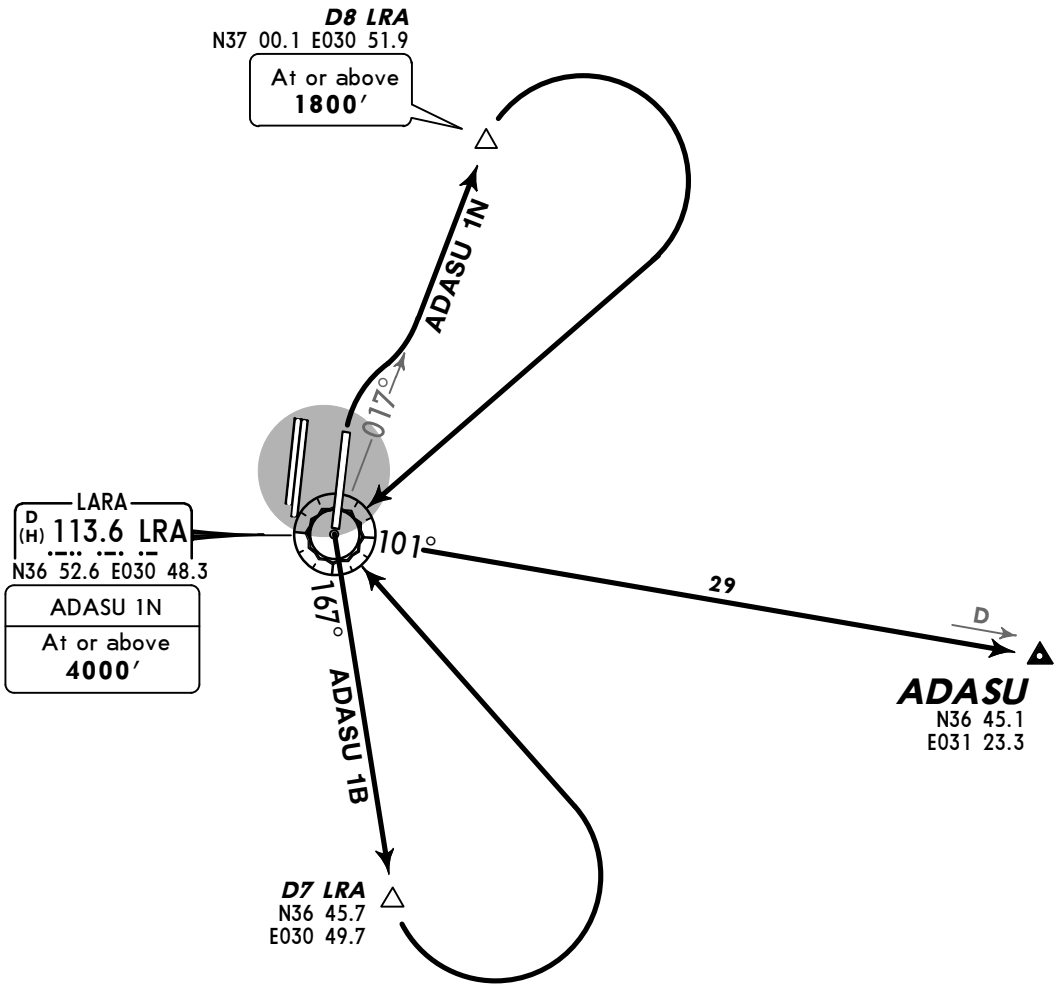
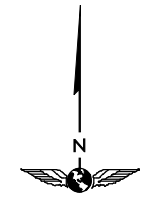
ANTALYA Approach (R)	Apt Elev	
119.65 120.22 122.05 123.67 126.02 128.02	177′	Trans level: By ATC Trans alt: 15000′ 1. Contact ANTALYA Approach immediately after take-off. 2. ATC may clear the aircraft direct to a waypoint published in a SID. After reaching this waypoint, follow remaining part of SID.

ADASU ONE BRAVO (ADASU 1B) *[ADAS1B]*
ADASU ONE NOVEMBER (ADASU 1N) *[ADAS1N]*
RWYS 18L, 36R DEPARTURES
BASED ON LRA







NOT TO SCALE

ADASU 1N

This SID requires a minimum climb gradient of
273′ per NM (4.5%) until passing LRA.

Gnd speed-KT	75	100	150	200	250	300
273′ per NM	342	456	684	911	1139	1367

SID	RWY	ROUTING
ADASU 1B	**18L**	Intercept LRA R-167 to D7 LRA, turn LEFT to LRA, turn RIGHT, LRA R-101 to ADASU, then join airway.
ADASU 1N	**36R**	Intercept LRA R-017 to D8 LRA, turn RIGHT to LRA, turn LEFT, LRA R-101 to ADASU, then join airway.

CHANGES: SIDs ADASU 1A & 2A withdrawn; airway continuation.

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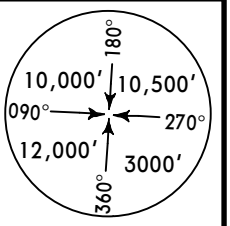
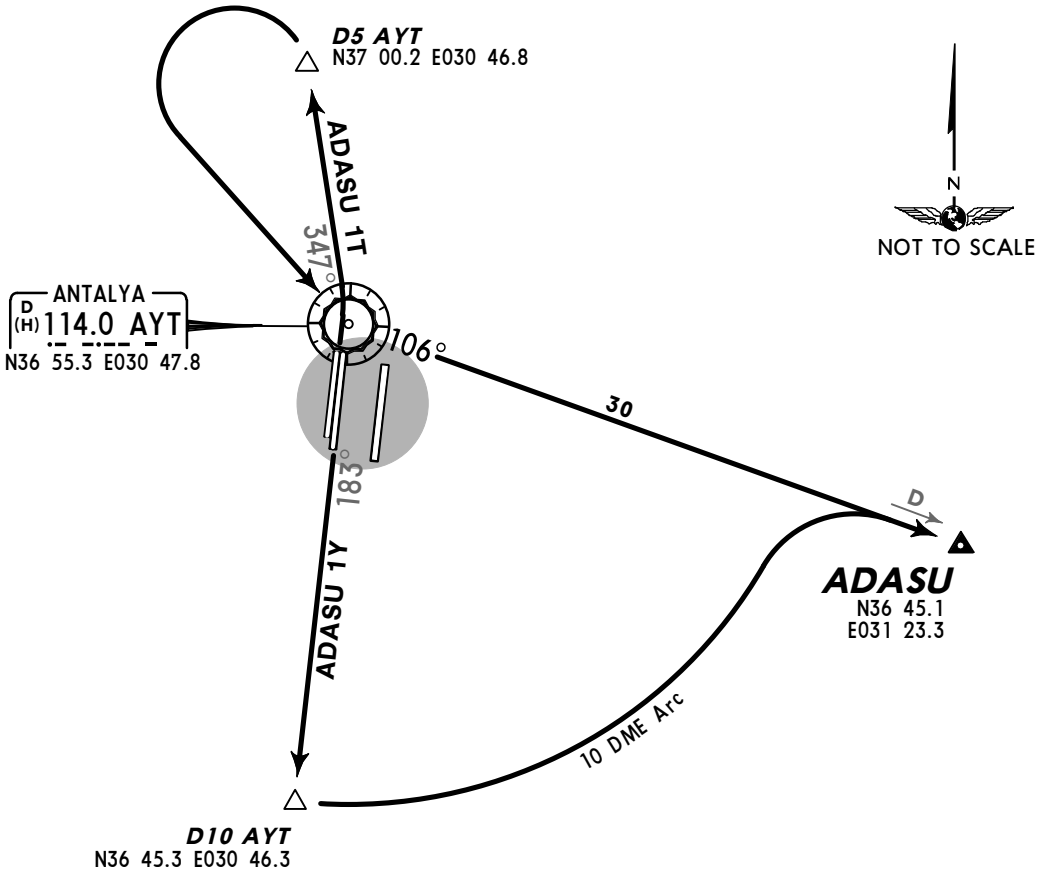
ANTALYA Approach (R)	Apt Elev	
119.65 120.22 122.05 123.67 126.02 128.02	177′	Trans level: By ATC Trans alt: 15000′ 1. Contact ANTALYA Approach immediately after take-off. 2. ATC may clear the aircraft direct to a waypoint published in a SID. After reaching this waypoint, follow remaining part of SID.

ADASU ONE TANGO (ADASU 1T) *[ADAS1T]*
ADASU ONE YANKEE (ADASU 1Y) *[ADAS1Y]*
RWYS 36L/C, 18C/R DEPARTURES
BASED ON AYT



MSA
AYT VOR

SPEED RESTRICTION
MAX 250 KT within TMA,
MAX 250 KT below 10000′
unless otherwise instructed by ATC.



ADASU 1T

This SID requires a minimum climb gradient of
304′ per NM (5%) until passing AYT.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519

SID	RWY	ROUTING
ADASU 1T	**36L/C**	Intercept AYT R-347 to D5 AYT, turn LEFT to AYT, turn LEFT, AYT R-106, then join airway.
ADASU 1Y	**18C/R**	Intercept AYT R-183 to D10 AYT, turn LEFT, along AYT 10 DME arc, intercept AYT R-106, then join airway.

CHANGES: SIDs ADASU 1K & 1S withdrawn; airway continuation.

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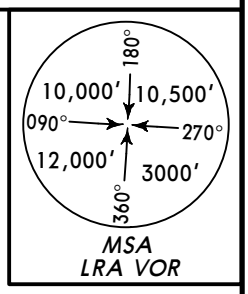
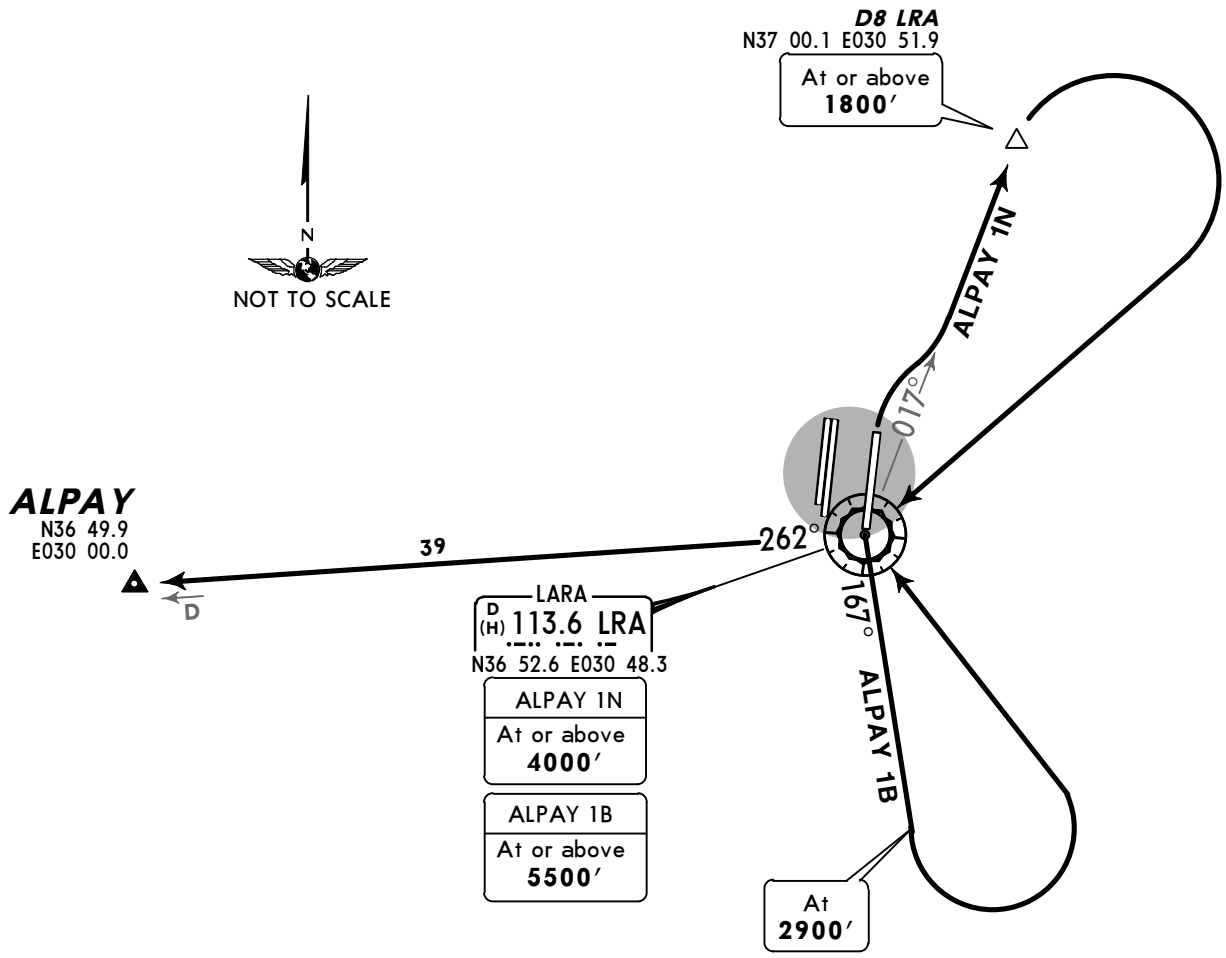
ANTALYA Approach (R)	Apt Elev	
119.65 120.22 122.05 123.67 126.02 128.02	177′	Trans level: By ATC Trans alt: 15000′ 1. Contact ANTALYA Approach immediately after take-off. 2. ATC may clear the aircraft direct to a waypoint published in a SID. After reaching this waypoint, follow remaining part of SID.

ALPAY ONE BRAVO (ALPAY 1B) *[ALPA1B]*
ALPAY ONE NOVEMBER (ALPAY 1N) *[ALPA1N]*
RWYS 18L, 36R DEPARTURES
BASED ON LRA





ALPAY 1N

This SID requires a minimum climb gradient of
286′ per NM (4.7%) until crossing 10000′.

Gnd speed-KT	75	100	150	200	250	300
286′ per NM	357	476	714	952	1190	1428

SID	RWY	ROUTING
ALPAY 1B	**18L**	Climb on LRA R-167 to 2900′, turn LEFT to LRA, turn LEFT, LRA R-262 to ALPAY, then join airway.
ALPAY 1N	**36R**	Intercept LRA R-017 to D8 LRA, turn RIGHT to LRA, turn RIGHT, LRA R-262 to ALPAY, then join airway.

CHANGES: SIDs ALPAY 1A & 2a withdrawn; airway continuation.

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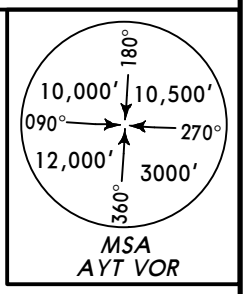
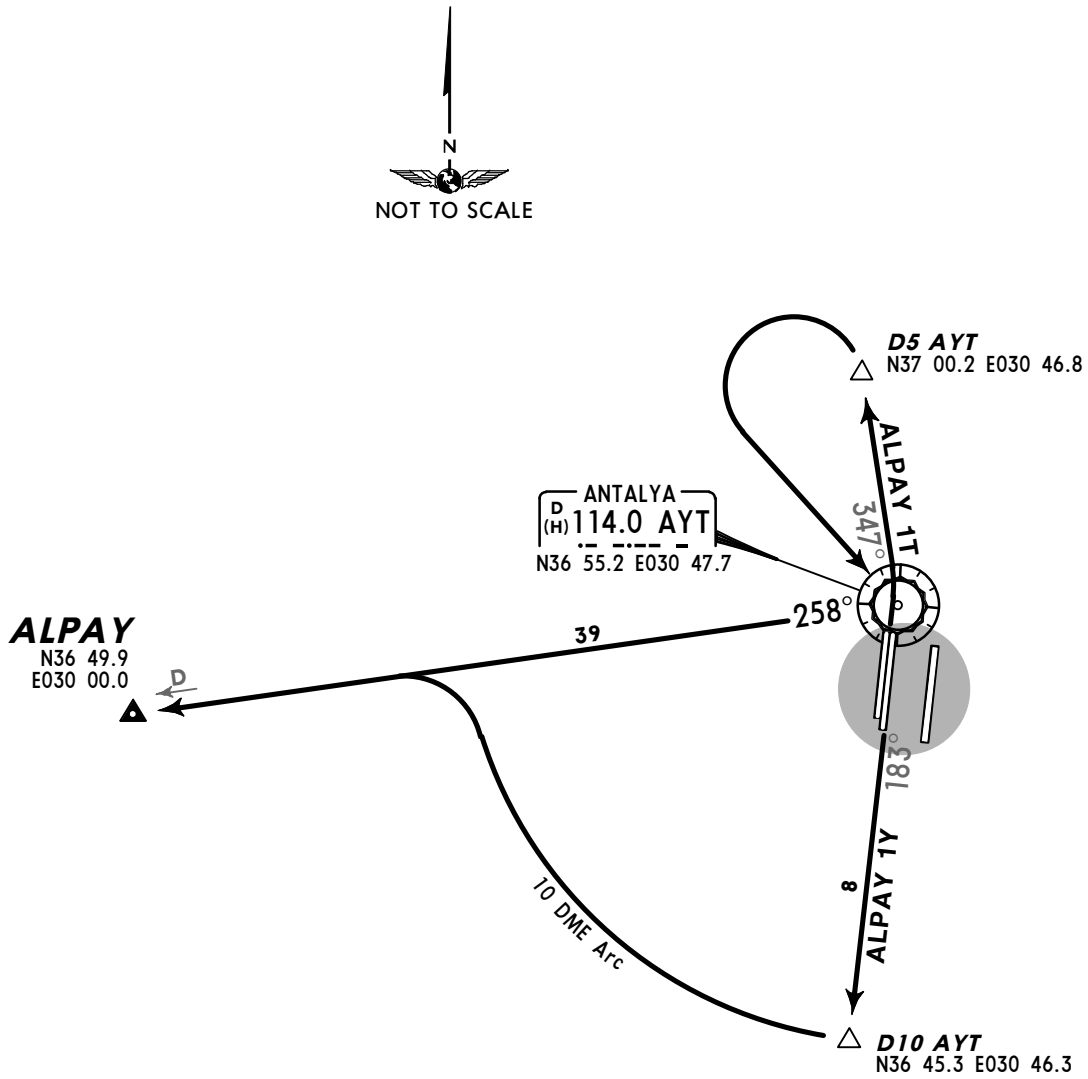
ANTALYA Approach (R)	Apt Elev	
119.65 120.22 122.05 123.67 126.02 128.02	177′	Trans level: By ATC Trans alt: 15000′ 1. Contact ANTALYA Approach immediately after take-off. 2. ATC may clear the aircraft direct to a waypoint published in a SID. After reaching this waypoint, follow remaining part of SID.

ALPAY ONE TANGO (ALPAY 1T) *[ALPA1T]*
ALPAY ONE YANKEE (ALPAY 1Y) *[ALPA1Y]*
RWYS 36L/C, 18C/R DEPARTURES
BASED ON AYT





These SIDs require minimum climb gradients of

ALPAY 1T

322′ per NM (5.3%) until crossing 10000′.

ALPAY 1Y

365′ per NM (6%).

Gnd speed-KT	75	100	150	200	250	300
365′ per NM	456	608	911	1215	1519	1823
322′ per NM	403	537	805	1073	1342	1610

SID	RWY	ROUTING
ALPAY 1T	**36L/C**	Intercept AYT R-347 to D5 AYT, turn LEFT to AYT, turn RIGHT, AYT R-258, then join airway W-79.
ALPAY 1Y	**18C/R**	Intercept AYT R-183 to D10 AYT, turn RIGHT, along AYT 10 DME arc, intercept AYT R-258, then join airway W-79.

CHANGES: SIDs ALPAY 1K, 1L & 1S withdrawn; airway continuation.

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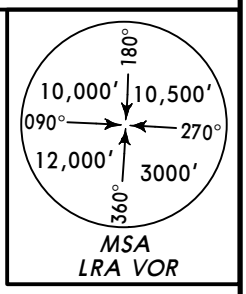
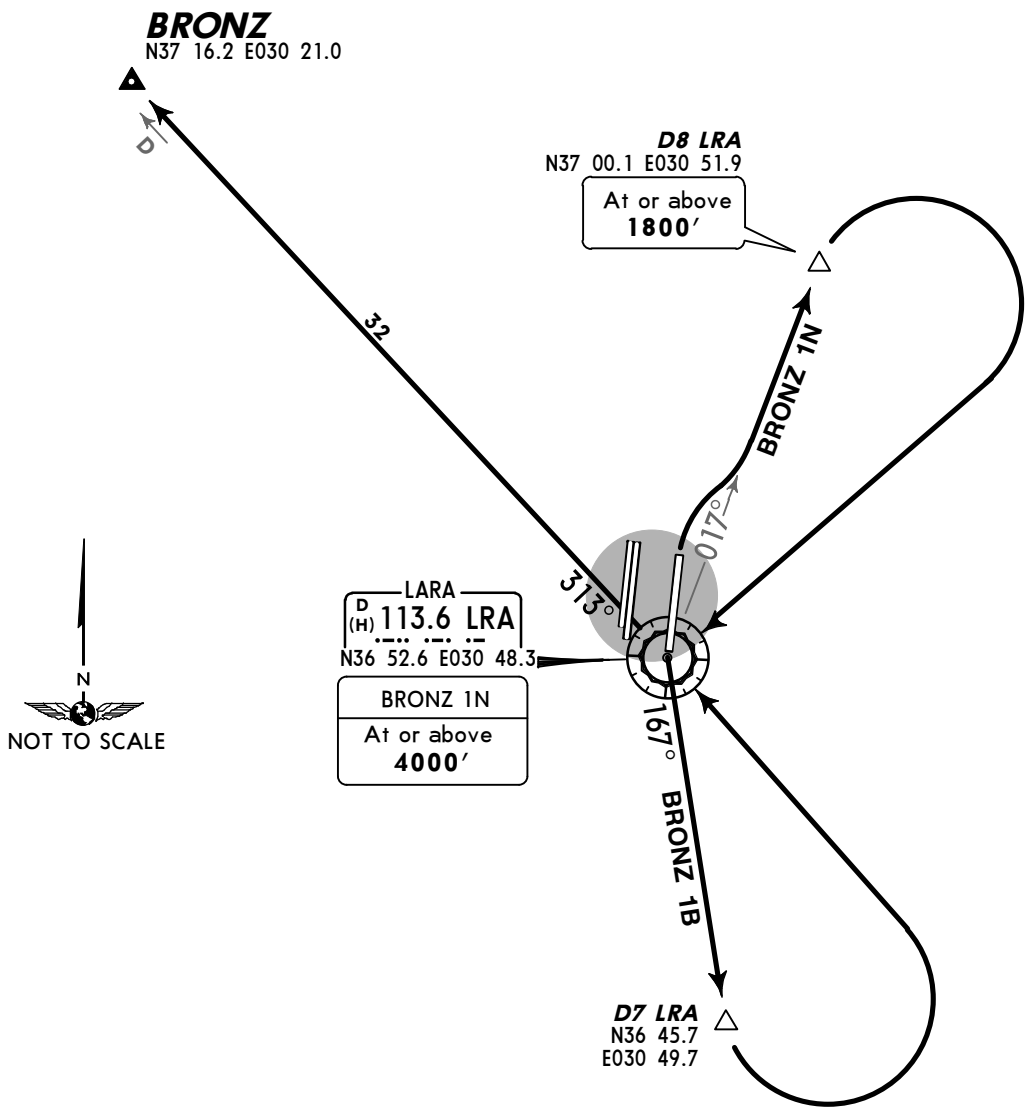
ANTALYA Approach (R)	Apt Elev	
119.65 120.22 122.05 123.67 126.02 128.02	177′	Trans level: By ATC Trans alt: 15000′ 1. Contact ANTALYA Approach immediately after take-off. 2. ATC may clear the aircraft direct to a waypoint published in a SID. After reaching this waypoint, follow remaining part of SID.

BRONZ ONE BRAVO (BRONZ 1B) *[BRON1B]*
BRONZ ONE NOVEMBER (BRONZ 1N) *[BRON1N]*
RWYS 18L, 36R DEPARTURES
BASED ON LRA





BRONZ 1N

This SID requires a minimum climb gradient of
273′ per NM (4.5%) until passing LRA.

Gnd speed-KT	75	100	150	200	250	300
273′ per NM	342	456	684	911	1139	1367

SID	RWY	ROUTING
BRONZ 1B	**18L**	Intercept LRA R-167 to D7 LRA, turn LEFT to LRA, LRA R-313 to BRONZ, then join airway.
BRONZ 1N	**36R**	Intercept LRA R-017 to D8 LRA, turn RIGHT to LRA, turn RIGHT, LRA R-313 to BRONZ, then join airway.

CHANGES: SIDs BRAONZ 1A & 2A withdrawn; airway continuation.

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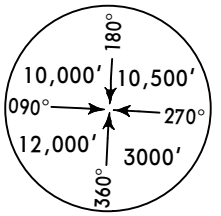
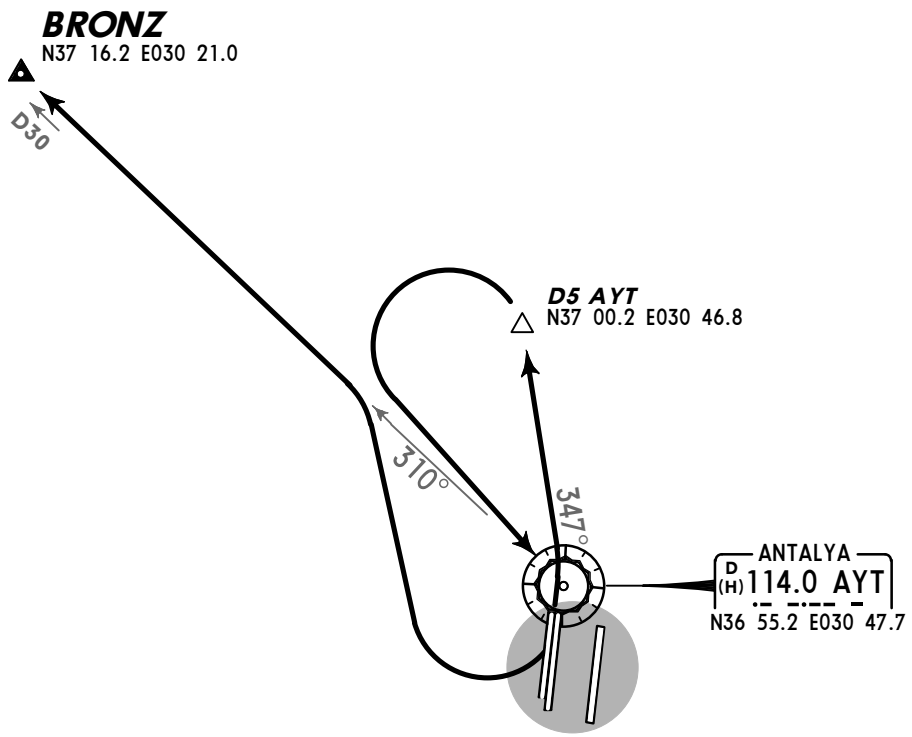
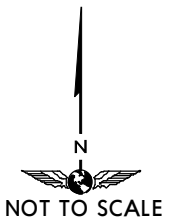
ANTALYA Approach (R)	Apt Elev	
119.65 120.22 122.05 123.67 126.02 128.02	177′	Trans level: By ATC Trans alt: 15000′ 1. Contact ANTALYA Approach immediately after take-off. 2. ATC may clear the aircraft direct to a waypoint published in a SID. After reaching this waypoint, follow remaining part of SID.

BRONZ ONE TANGO (BRONZ 1T) *[BRON1T]*
RWYS 36L/C DEPARTURE
BASED ON AYT



MSA
AYT VOR





This SID requires a minimum climb gradient of
304′ per NM (5%) until passing AYT.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519

ROUTING

Intercept AYT R-347 to D5 AYT, turn LEFT to AYT, turn RIGHT, intercept AYT R-310, then join airway.

CHANGES: SIDs BRONZ 1K & 1S withdrawn; airway continuation.

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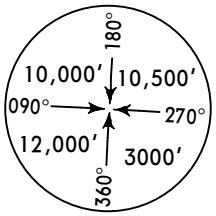
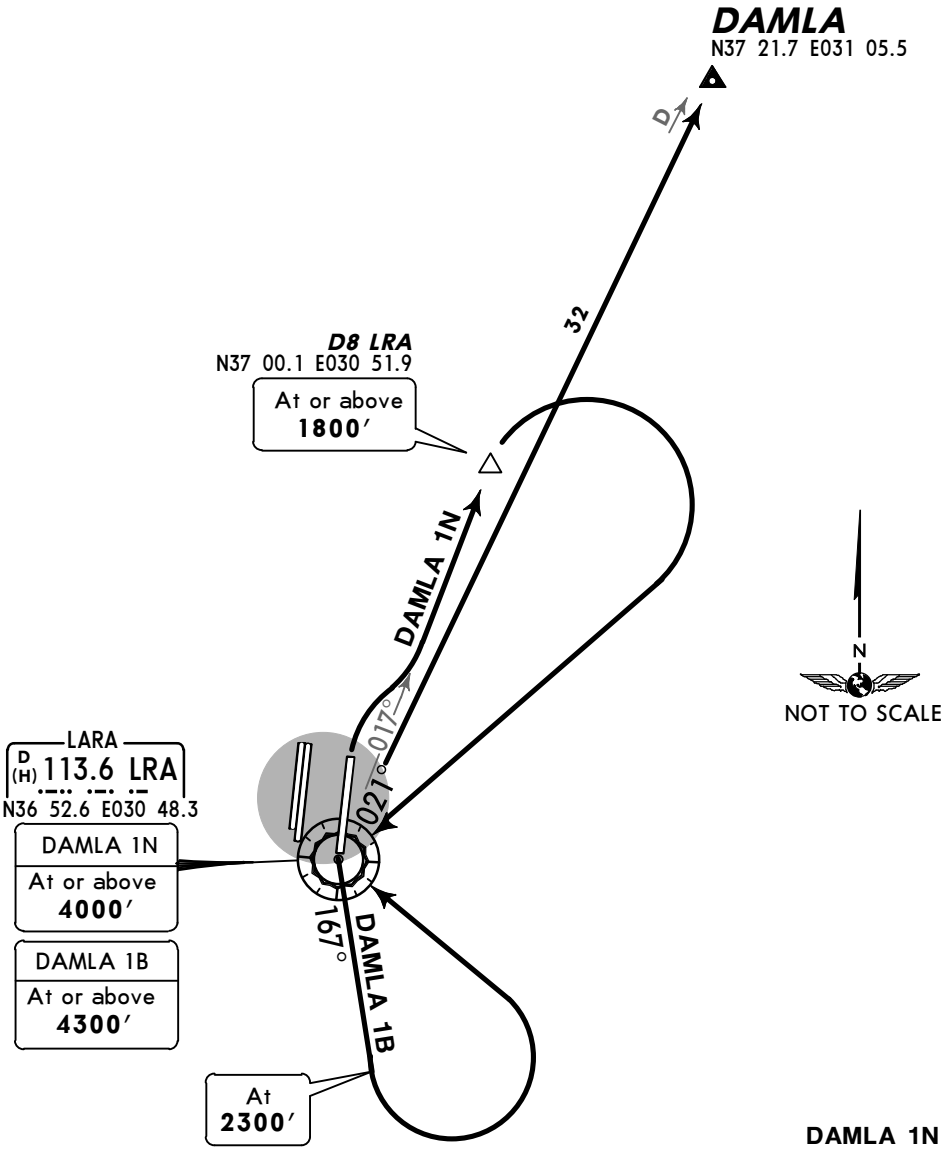
ANTALYA Approach (R)	Apt Elev	
119.65 120.22 122.05 123.67 126.02 128.02	177′	Trans level: By ATC Trans alt: 15000′ 1. Contact ANTALYA Approach immediately after take-off. 2. ATC may clear the aircraft direct to a waypoint published in a SID. After reaching this waypoint, follow remaining part of SID.

DAMLA ONE BRAVO (DAMLA 1B) *[DAML1B]*
DAMLA ONE NOVEMBER (DAMLA 1N) *[DAML1N]*
RWYS 18L, 36R DEPARTURES
BASED ON LRA



MSA
LRA VOR



DAMLA 1N

This SID requires a minimum climb gradient of
243′ per NM (4%) until crossing 10000′.

Gnd speed-KT	75	100	150	200	250	300
243′ per NM	304	405	608	810	1013	1215

SID	RWY	ROUTING
DAMLA 1B	**18L**	Climb to LRA R-167 to 2300′, turn LEFT to LRA, turn RIGHT, LRA R-021 to DAMLA, then join airway.
DAMLA 1N	**36R**	Intercept LRA R-017 to D8 LRA, turn RIGHT to LRA, turn RIGHT, LRA R-021 to DAMLA, then join airway.

CHANGES: SIDs DAMLA 1A & 2A withdrawn; airway continuation.

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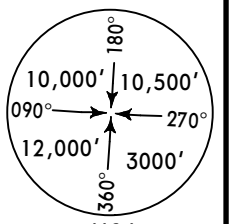
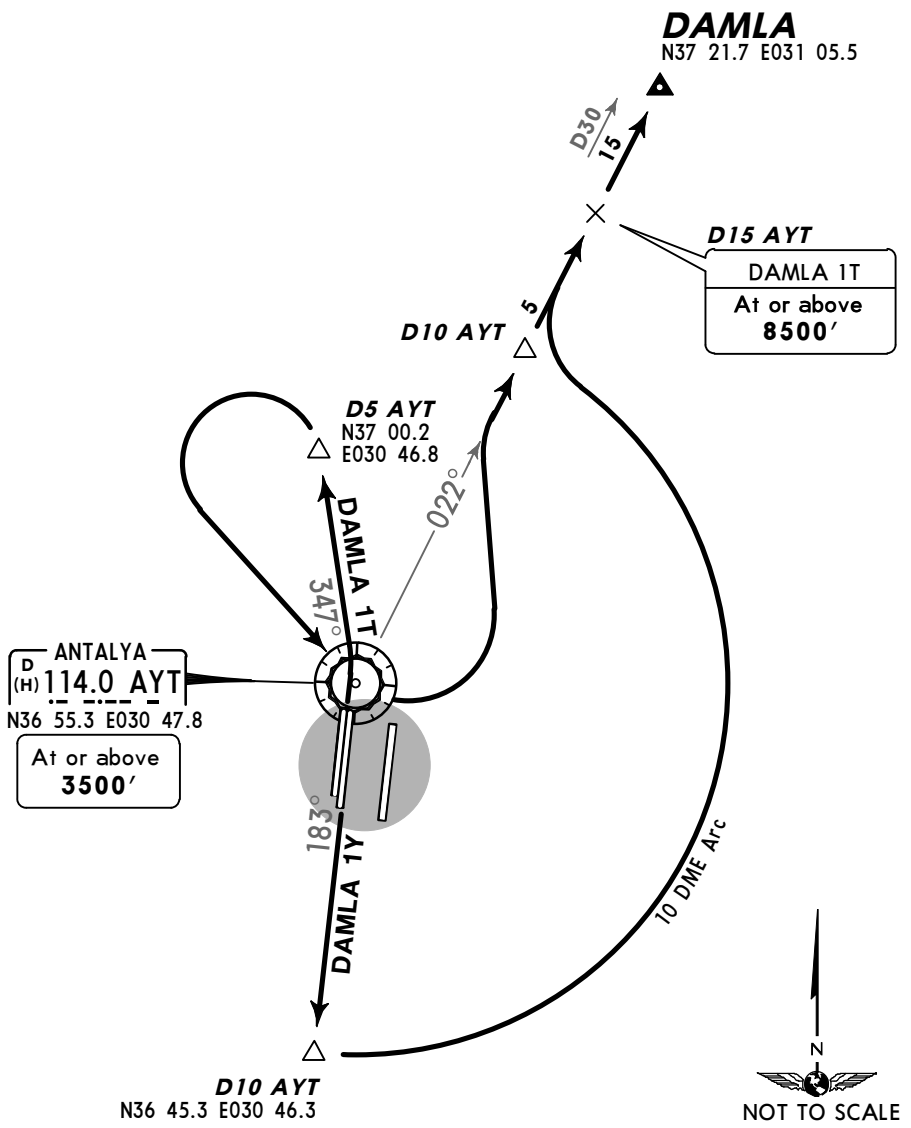
ANTALYA Approach (R)	Apt Elev	
119.65 120.22 122.05 123.67 126.02 128.02	177′	Trans level: By ATC Trans alt: 15000′ 1. Contact ANTALYA Approach immediately after take-off. 2. ATC may clear the aircraft direct to a waypoint published in a SID. After reaching this waypoint, follow remaining part of SID.

DAMLA ONE TANGO (DAMLA 1T) *[DAML1T]*
DAMLA ONE YANKEE (DAMLA 1Y) *[DAML1Y]*
RWYS 36L/C, 18C/R DEPARTURES
BASED ON AYT



MSA
AYT VOR



DAMLA 1Y

This SID requires a minimum climb gradient of
213′ per NM (3.5%).

Gnd speed-KT	75	100	150	200	250	300
213′ per NM	266	354	532	709	886	1063

SID	RWY	ROUTING
DAMLA 1T	**36L/C**	Intercept AYT R-347 to D5 AYT, turn LEFT to AYT, turn LEFT, intercept AYT R-022 within D10 AYT, then join airway.
DAMLA 1Y	**18C/R**	Intercept AYT R-183 to D10 AYT, turn LEFT, along AYT 10 DME arc, intercept AYT R-022, then join airway.

CHANGES: SIDs DAMLA 1K & 1S withdrawn; airway continuation.

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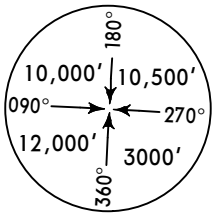
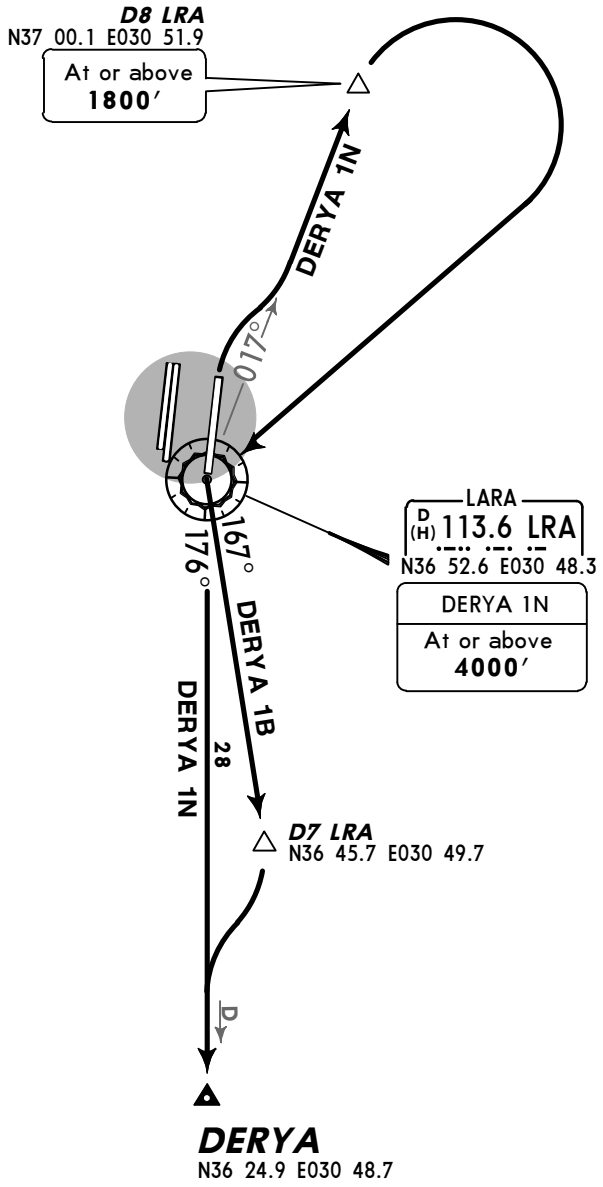
ANTALYA Approach (R)	Apt Elev	
119.65 120.22 122.05 123.67 126.02 128.02	177′	Trans level: By ATC Trans alt: 15000′ 1. Contact ANTALYA Approach immediately after take-off. 2. ATC may clear the aircraft direct to a waypoint published in a SID. After reaching this waypoint, follow remaining part of SID.

DERYA ONE BRAVO (DERYA 1B) *[DERY1B]*
DERYA ONE NOVEMBER (DERYA 1N) *[DERY1N]*
RWYS 18L, 36R DEPARTURES
BASED ON LRA

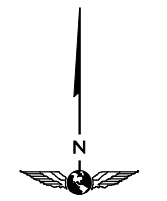


MSA
LRA VOR



DERYA 1N
This SID requires a minimum climb gradient of
273′ per NM (4.5%) until passing LRA.

Gnd speed-KT	75	100	150	200	250	300
273′ per NM	342	456	684	911	1139	1367



NOT TO SCALE

SID	RWY	ROUTING
DERYA 1B	**18L**	Intercept LRA R-167 to D7 LRA, turn RIGHT, intercept LRA R-176 to join airway A-16.
DERYA 1N	**36R**	Intercept LRA R-017 to D8 LRA, turn RIGHT to LRA, LRA R-176 to DERYA, then join airway A-16.

CHANGES: SIDs DERYA 1A & 2A withdrawn; airway continuation.

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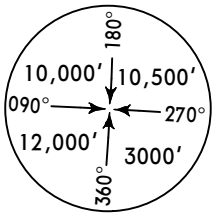
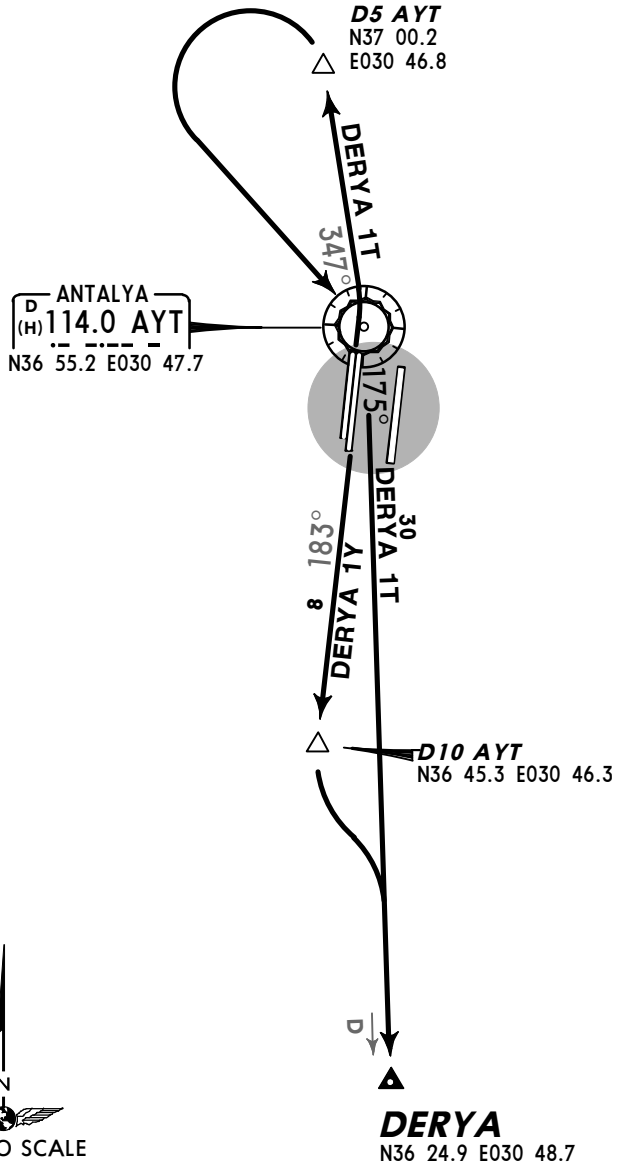
ANTALYA Approach (R)	Apt Elev	
119.65 120.22 122.05 123.67 126.02 128.02	177′	Trans level: By ATC Trans alt: 15000′ 1. Contact ANTALYA Approach immediately after take-off. 2. ATC may clear the aircraft direct to a waypoint published in a SID. After reaching this waypoint, follow remaining part of SID.

DERYA ONE TANGO (DERYA 1T)*[DERY1T]*
DERYA ONE YANKEE (DERYA 1Y) *[DERY1Y]*
RWYS 36L/C, 18C/R DEPARTURES
BASED ON AYT



MSA
AYT VOR



DERYA 1T

These SIDs require a minimum climb gradient of
304′ per NM (5%) until passing AYT.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519

SID	RWY	ROUTING
DERYA 1T	**36L/C**	Intercept AYT R-347 to D5 AYT, turn LEFT to AYT, AYT R-175, then join airway.
DERYA 1Y	**18C/R**	Intercept AYT R-183 to D10 AYT, turn LEFT, intercept AYT R-175, then join airway.

CHANGES: SIDs DERYA 1K & 1S withdrawn; airway continuation.

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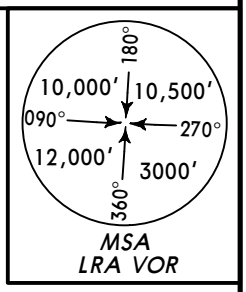
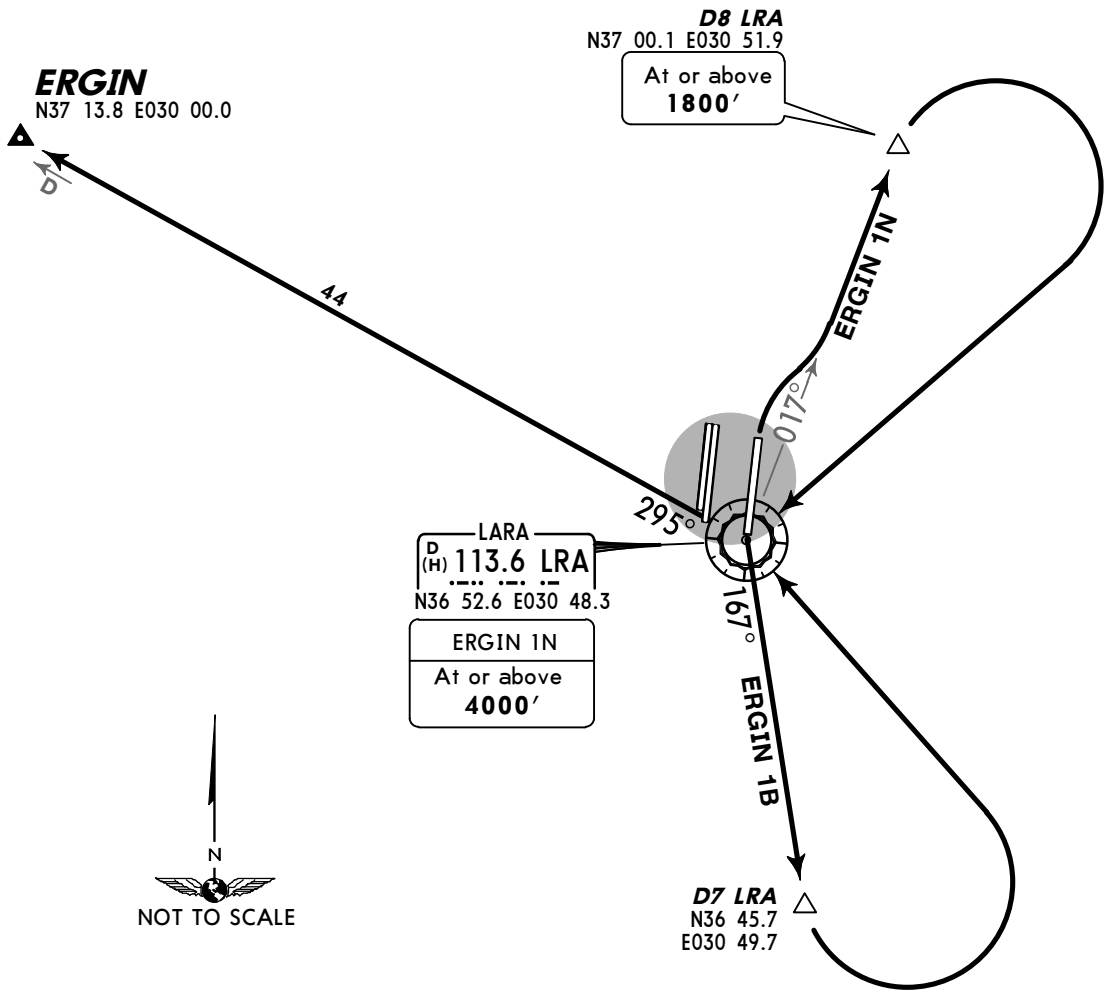
ANTALYA Approach (R)	Apt Elev	
119.65 120.22 122.05 123.67 126.02 128.02	177′	Trans level: By ATC Trans alt: 15000′ 1. Contact ANTALYA Approach immediately after take-off. 2. ATC may clear the aircraft direct to a waypoint published in a SID. After reaching this waypoint, follow remaining part of SID.

ERGIN ONE BRAVO (ERGIN 1B) *[ERGI1B]*
ERGIN ONE NOVEMBER (ERGIN 1N) *[ERGI1N]*
RWYS 18L, 36R DEPARTURES
BASED ON LRA





ERGIN 1N

These SIDs require minimum climb gradients of
273′ per NM (4.5%) until passing LRA.

Gnd speed-KT	75	100	150	200	250	300
273′ per NM	342	456	684	911	1139	1367

SID	RWY	ROUTING
ERGIN 1B	**18L**	Intercept LRA R-167 to D7 LRA, turn LEFT to LRA, turn LEFT, LRA R-295 to ERGIN, then join airway.
ERGIN 1N	**36R**	Intercept LRA R-017 to D8 LRA, turn RIGHT to LRA, turn RIGHT, LRA R-295 to ERGIN, then join airway.

CHANGES: SIDs ERGIN 1A & 2A withdrawn; airway continuation.

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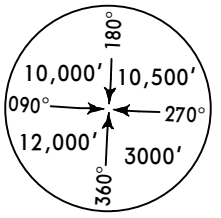
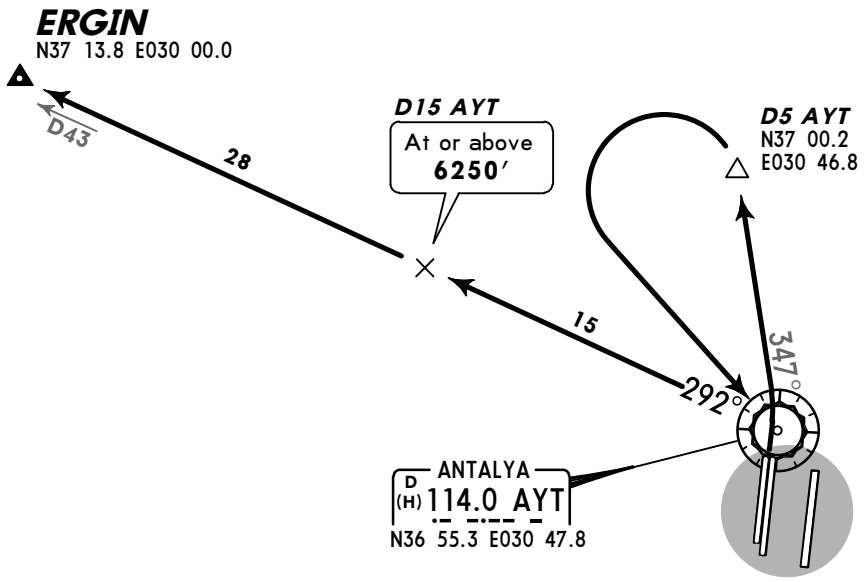
ANTALYA Approach (R)	Apt Elev	
119.65 120.22 122.05 123.67 126.02 128.02	177′	Trans level: By ATC Trans alt: 15000′ 1. Contact ANTALYA Approach immediately after take-off. 2. ATC may clear the aircraft direct to a waypoint published in a SID. After reaching this waypoint, follow remaining part of SID.

ERGIN ONE TANGO (ERGIN 1T) *[ERGI1T]*
RWYS 36L/C DEPARTURE
BASED ON AYT



MSA
AYT VOR



NOT TO SCALE

This SID requires a minimum climb gradient of
304′ per NM (5%) until passing AYT.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519

ROUTING

Intercept AYT R-347 to D5 AYT, turn LEFT to AYT, turn RIGHT, AYT R-292, then join airway.

CHANGES: SIDs ERGIN 1K & 1S withdrawn; airway continuation.

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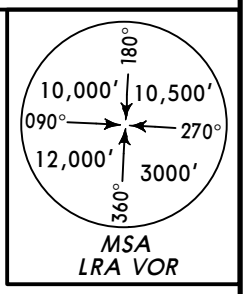
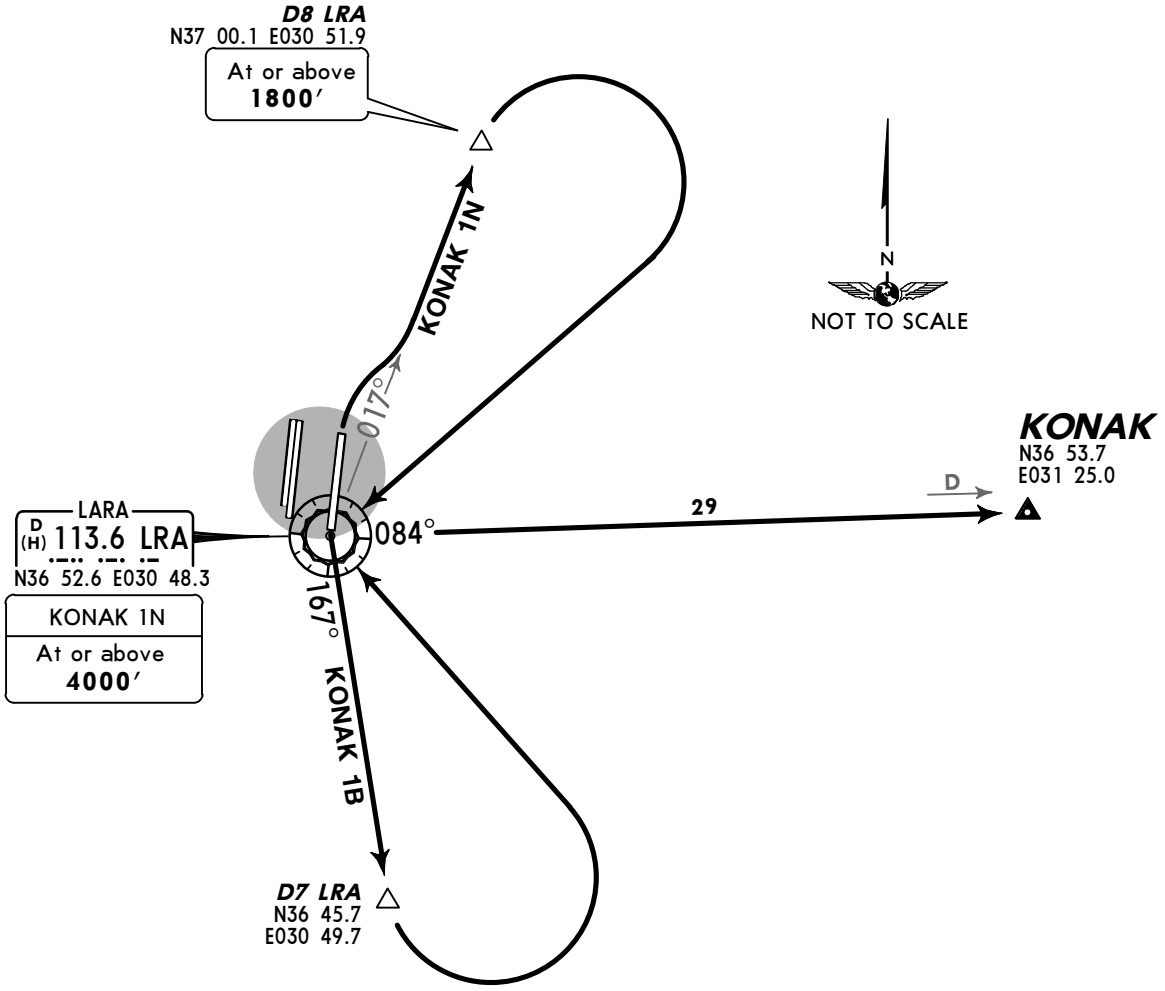
ANTALYA Approach (R)	Apt Elev	
119.65 120.22 122.05 123.67 126.02 128.02	177′	Trans level: By ATC Trans alt: 15000′ 1. Contact ANTALYA Approach immediately after take-off. 2. ATC may clear the aircraft direct to a waypoint published in a SID. After reaching this waypoint, follow remaining part of SID.

KONAK ONE BRAVO (KONAK 1B) *[KONA1B]*
KONAK ONE NOVEMBER (KONAK 1N) *[KONA1N]*
RWYS 18L, 36R DEPARTURES
BASED ON LRA





KONAK 1N

These SIDs require minimum climb gradients of
273′ per NM (4.5%) until passing LRA.

Gnd speed-KT	75	100	150	200	250	300
273′ per NM	342	456	684	911	1139	1367

SID	RWY	ROUTING
KONAK 1B	**18L**	Intercept LRA R-167 to D7 LRA, turn LEFT to LRA, turn RIGHT, LRA R-084 to KONAK, then join airway.
KONAK 1N	**36R**	Intercept LRA R-017 to D8 LRA, turn RIGHT to LRA, turn LEFT, LRA R-084 to KONAK, then join airway.

CHANGES: KONAK 1A & 2A withdrawn; airway continuation.

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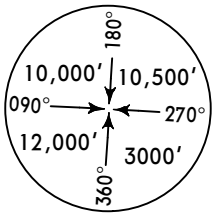
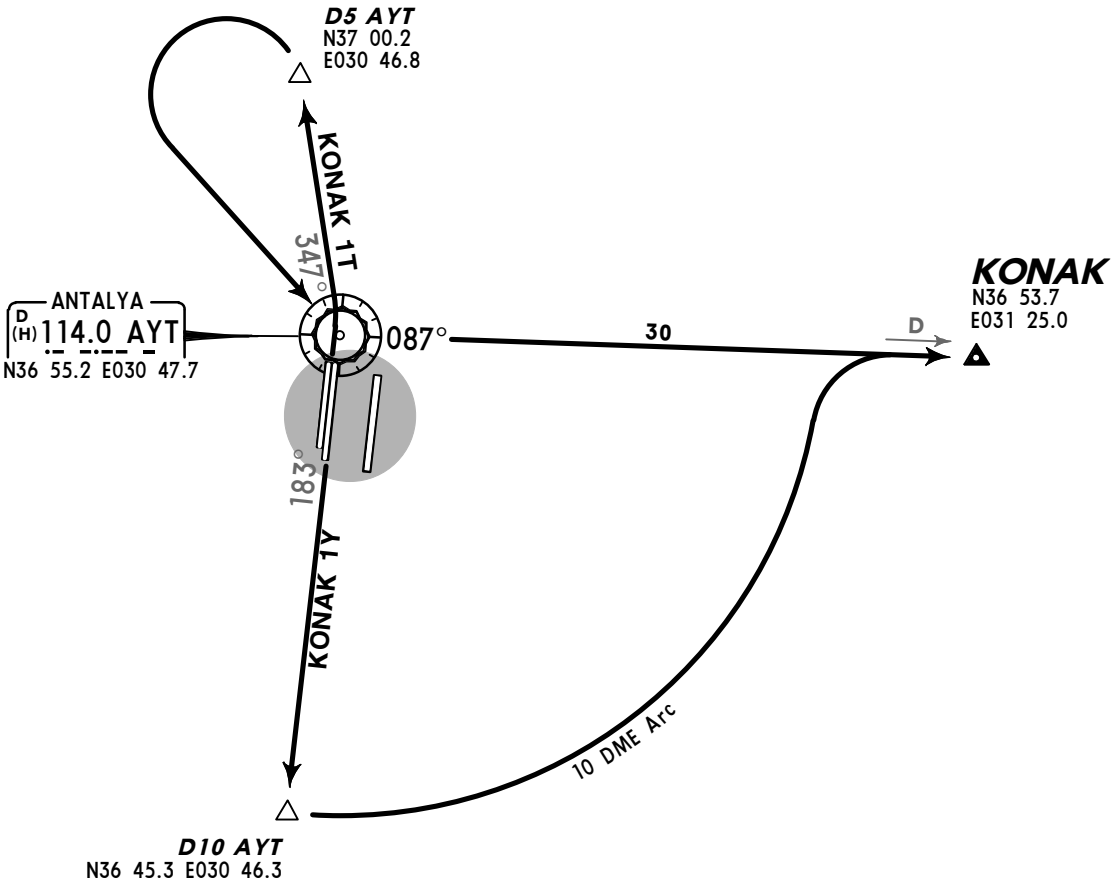
ANTALYA Approach (R)	Apt Elev	
119.65 120.22 122.05 123.67 126.02 128.02	177′	Trans level: By ATC Trans alt: 15000′ 1. Contact ANTALYA Approach immediately after take-off. 2. ATC may clear the aircraft direct to a waypoint published in a SID. After reaching this waypoint, follow remaining part of SID.

KONAK ONE TANGO (KONAK 1T) *[KONA1T]*
KONAK ONE YANKEE (KONAK 1Y) *[KONA1Y]*
RWYS 36L/C, 18C/R DEPARTURES
BASED ON AYT



MSA
AYT VOR



NOT TO SCALE

These SIDs require minimum climb gradients of

KONAK 1T

304′ per NM (5%) until passing AYT.

KONAK 1Y

213′ per NM (3.5%).

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519
213′ per NM	266	354	532	709	886	1063

SID	RWY	ROUTING
KONAK 1T	**36L/C**	Intercept AYT R-347 to D5 AYT, turn LEFT to AYT, turn LEFT, intercept AYT R-087, then join airway.
KONAK 1Y	**18C/R**	Intercept AYT R-183 to D10 AYT, turn LEFT, along AYT 10 DME arc, intercept AYT R-087, then join airway.

CHANGES: SIDs KONAK 1K & 1S withdrawn; airway continuation.

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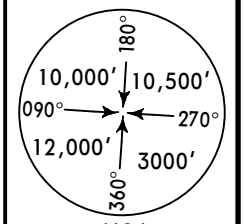
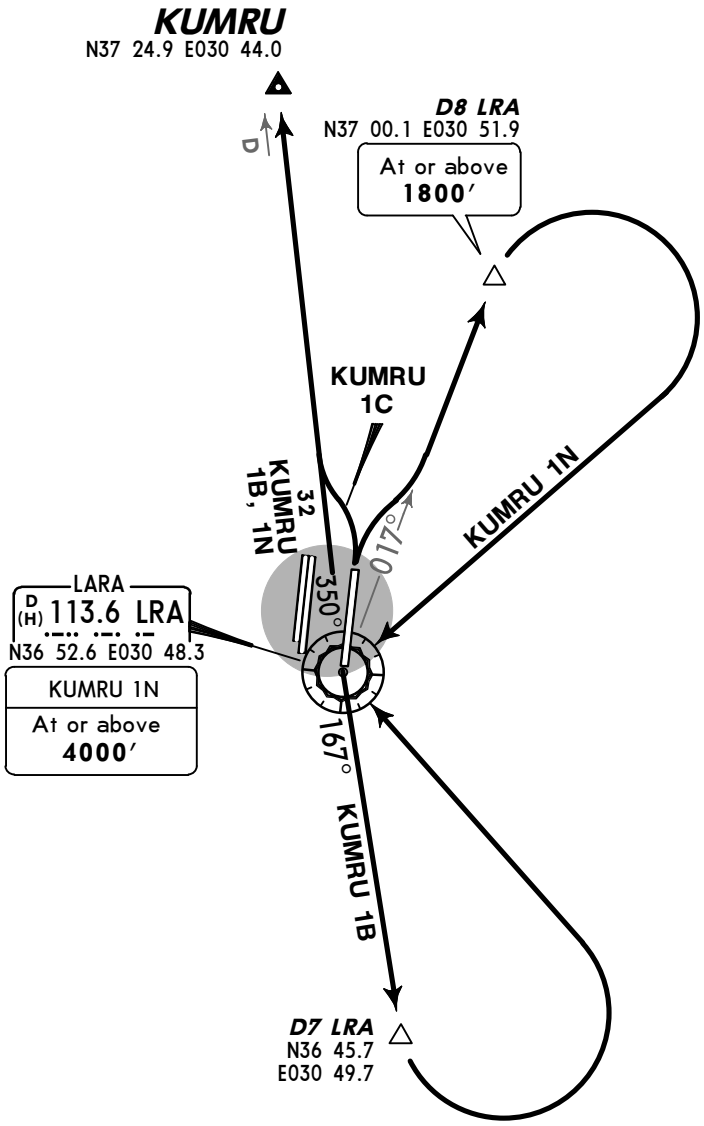
ANTALYA Approach (R)	Apt Elev	
119.65 120.22 122.05 123.67 126.02 128.02	177′	Trans level: By ATC Trans alt: 15000′ 1. Contact ANTALYA Approach immediately after take-off. 2. ATC may clear the aircraft direct to a waypoint published in a SID. After reaching this waypoint, follow remaining part of SID.

KUMRU ONE BRAVO (KUMRU 1B) *[KUMR1B]*
KUMRU ONE CHARLIE (KUMRU 1C) *[KUMR1C]*
KUMRU ONE NOVEMBER (KUMRU 1N) *[KUMR1N]*
RWYS 18L, 36R DEPARTURES
BASED ON LRA





These SIDs require minimum climb gradients of

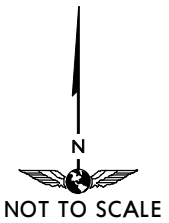
KUMRU 1C

273′ per NM (4.5%) until crossing 12000′.

KUMRU 1N

273′ per NM (4.5%) until passing LRA.

Gnd speed-KT	75	100	150	200	250	300
273′ per NM	342	456	684	911	1139	1367



SID	RWY	ROUTING
KUMRU 1B	**18L**	Intercept LRA R-167 to D7 LRA, turn LEFT to LRA, LRA R-350 to KUMRU, then join airway.
KUMRU 1C	**36R**	Intercept LRA R-350 to KUMRU, then join airway.
KUMRU 1N		Intercept LRA R-017 to D8 LRA, turn RIGHT to LRA, turn RIGHT, LRA R-350 to KUMRU, then join airway.

CHANGES: SIDs KUMRU 1A & 2A withdrawn; airway continuation.

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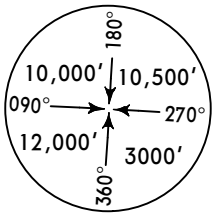
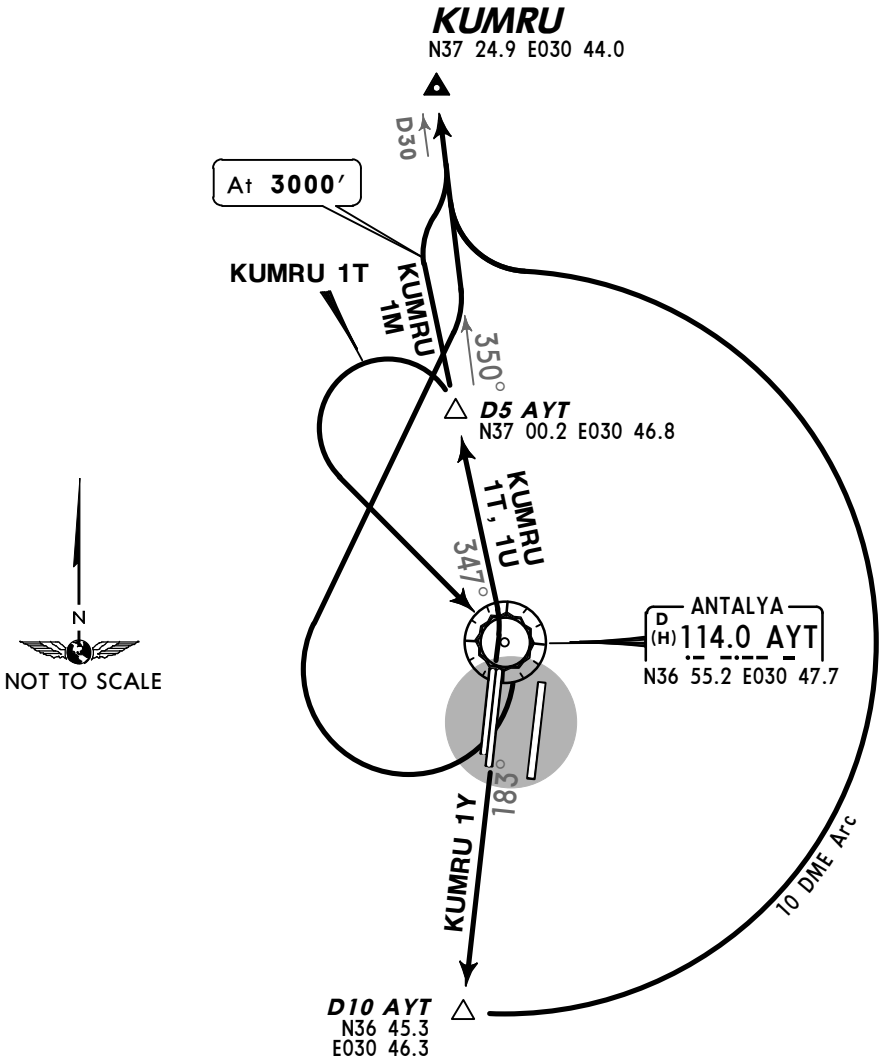
ANTALYA Approach (R)	Apt Elev	
119.65 120.22 122.05 123.67 126.02 128.02	177′	Trans level: By ATC Trans alt: 15000′ 1. Contact ANTALYA Approach immediately after take-off. 2. ATC may clear the aircraft direct to a waypoint published in a SID. After reaching this waypoint, follow remaining part of SID.

KUMRU ONE MIKE (KUMRU 1M) *[KUMR1M]*
KUMRU ONE TANGO (KUMRU 1T) *[KUMR1T]*
KUMRU ONE YANKEE (KUMRU 1Y) *[KUMR1Y]*
RWYS 36L/C, 18C/R DEPARTURES
BASED ON AYT



MSA
AYT VOR



These SIDs require minimum climb gradients of

KUMRU 1T
304′ per NM (5%) until passing AYT.

KUMRU 1M
352′ per NM (5.8%) until D10 AYT, then 243′ per NM (4%) until D20 AYT.

KUMRU 1Y
213′ per NM (3.5%).

Gnd speed-KT	75	100	150	200	250	300
352′ per NM	441	587	881	1175	1468	1762
304′ per NM	380	506	760	1013	1266	1519
243′ per NM	304	405	608	810	1013	1215
213′ per NM	266	354	532	709	886	1063

SID	RWY	ROUTING
KUMRU 1M	**36L/C**	Climb on AYT R-347 to 3000′, turn RIGHT, intercept AYT R-350, then join airway.
KUMRU 1T		Intercept AYT R-347 to D5 AYT, turn LEFT to AYT, turn RIGHT, intercept AYT R-350, then join airway.
KUMRU 1Y	**18C/R**	Intercept AYT R-183 to D10 AYT, turn LEFT, along AYT 10 DME arc, intercept AYT R-350, then join airway.

CHANGES: SIDs KUMRU 1K & 1S withdrawn; airway continuation.

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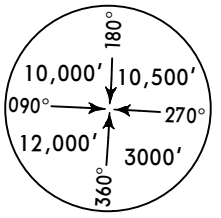
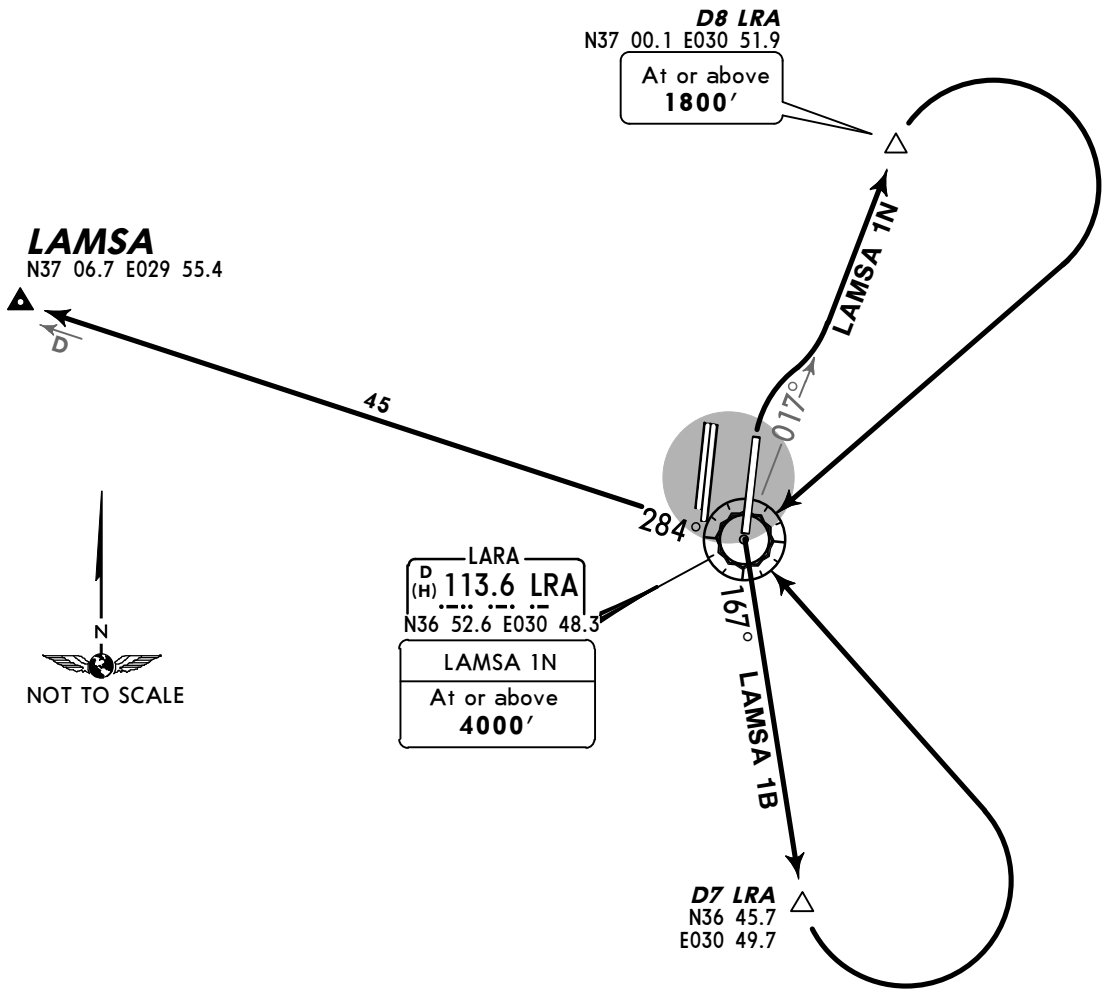
LAMSA ONE BRAVO (LAMSA 1B) *[LAMS1B]*
LAMSA ONE NOVEMBER (LAMSA 1N) *[LAMS1N]*
RWYS 36R, 18L DEPARTURES
BASED ON LRA





LAMSA 1N

This SID requires a minimum climb gradient of
273′ per NM (4.5%) until passing LRA.

Gnd speed-KT	75	100	150	200	250	300
273′ per NM	342	456	684	911	1139	1367

SID	RWY	ROUTING
LAMSA 1B	**18L**	Intercept LRA R-167 to D7 LRA, turn LEFT to LRA, turn LEFT, LRA R-284 to LAMSA, then join airway.
LAMSA 1N	**36R**	Intercept LRA R-017 to D8 LRA, turn RIGHT to LRA, turn RIGHT, LRA R-284 to LAMSA, then join airway.

CHANGES: SIDs LAMSA 1A & 2A withdrawn; airway continuation.

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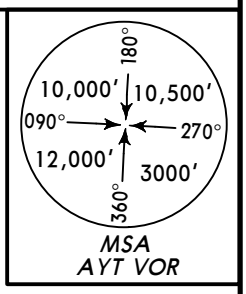
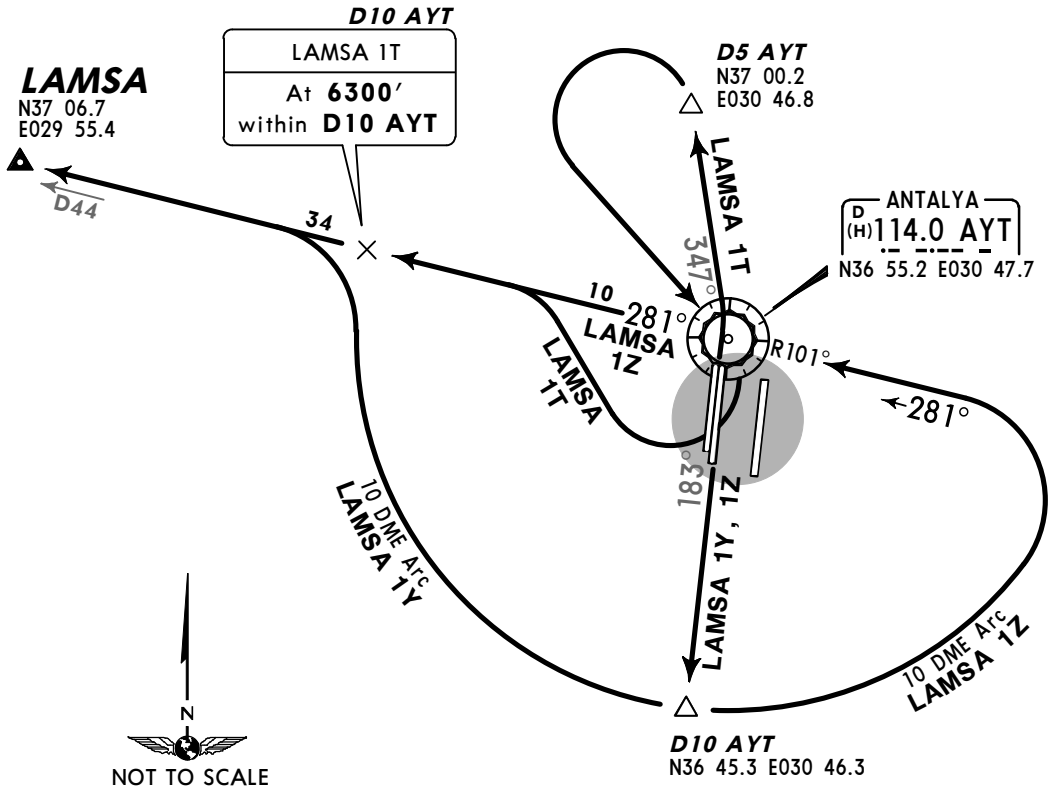
ANTALYA Approach (R)	Apt Elev	
119.65 120.22 122.05 123.67 126.02 128.02	177′	Trans level: By ATC Trans alt: 15000′ 1. Contact ANTALYA Approach immediately after take-off. 2. ATC may clear the aircraft direct to a waypoint published in a SID. After reaching this waypoint, follow remaining part of SID.

LAMSA ONE TANGO (LAMSA 1T) *[LAMS1T]*
LAMSA ONE YANKEE (LAMSA 1Y) *[LAMS1Y]*
LAMSA ONE ZULU (LAMSA 1Z) *[LAMS1Z]*
RWYS 36L/C, 18C/R DEPARTURES
BASED ON AYT





LAMSA 1T

This SID requires a minimum climb gradient of
304′ per NM (5%) until passing AYT.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519

SID	RWY	ROUTING
LAMSA 1T	**36L/C**	Intercept AYT R-347 to D5 AYT, turn LEFT to AYT, turn RIGHT, AYT R-281, then join airway.
LAMSA 1Y	**18C/R**	Intercept AYT R-183 to D10 AYT, turn RIGHT, along AYT 10 DME arc, intercept AYT R-281 to LAMSA, then join airway.
LAMSA 1Z		Intercept AYT R-183 to D10 AYT, turn LEFT, along AYT 10 DME arc, intercept AYT R-101 inbound to AYT, AYT R-281 to LAMSA, then join airway.

CHANGES: SIDs LAMSA 1K, 1L & 1S withdrawn; airway continuation.

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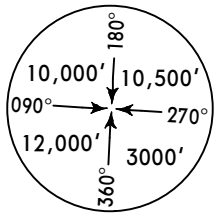
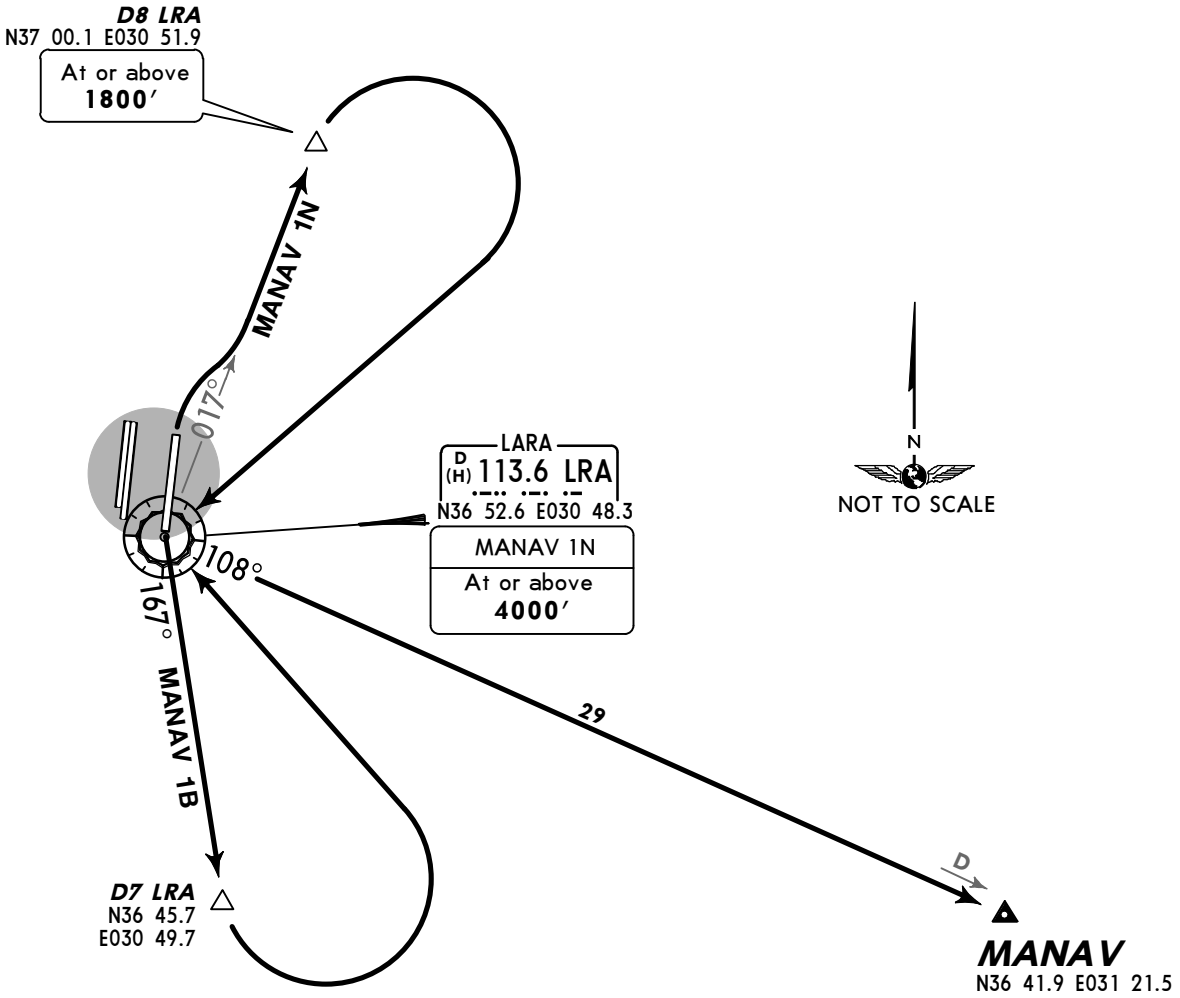
ANTALYA Approach (R)	Apt Elev	
119.65 120.22 122.05 123.67 126.02 128.02	177′	Trans level: By ATC Trans alt: 15000′ 1. Contact ANTALYA Approach immediately after take-off. 2. ATC may clear the aircraft direct to a waypoint published in a SID. After reaching this waypoint, follow remaining part of SID.

MANAV ONE BRAVO (MANAV 1B) *[MANA1B]*
MANAV ONE NOVEMBER (MANAV 1N) *[MANA1N]*
RWYS 18L, 36R DEPARTURES
BASED ON LRA



MSA
LRA VOR



MANAV 1N

This SID requires a minimum climb gradient of
273′ per NM (4.5%) until passing LRA.

Gnd speed-KT	75	100	150	200	250	300
273′ per NM	342	456	684	911	1139	1367

SID	RWY	ROUTING
MANAV 1B	**18L**	Intercept LRA R-167 to D7 LRA, turn LEFT to LRA, turn RIGHT, LRA R-108 to MANAV, then join airway.
MANAV 1N	**36R**	Intercept LRA R-017 to D8 LRA, turn RIGHT to LRA, turn LEFT, LRA R-108 to MANAV, then join airway.

CHANGES: SIDs MANAV 1A & 2A withdrawn; airway continuation.

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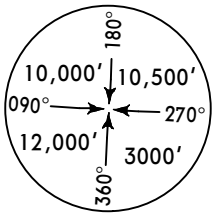
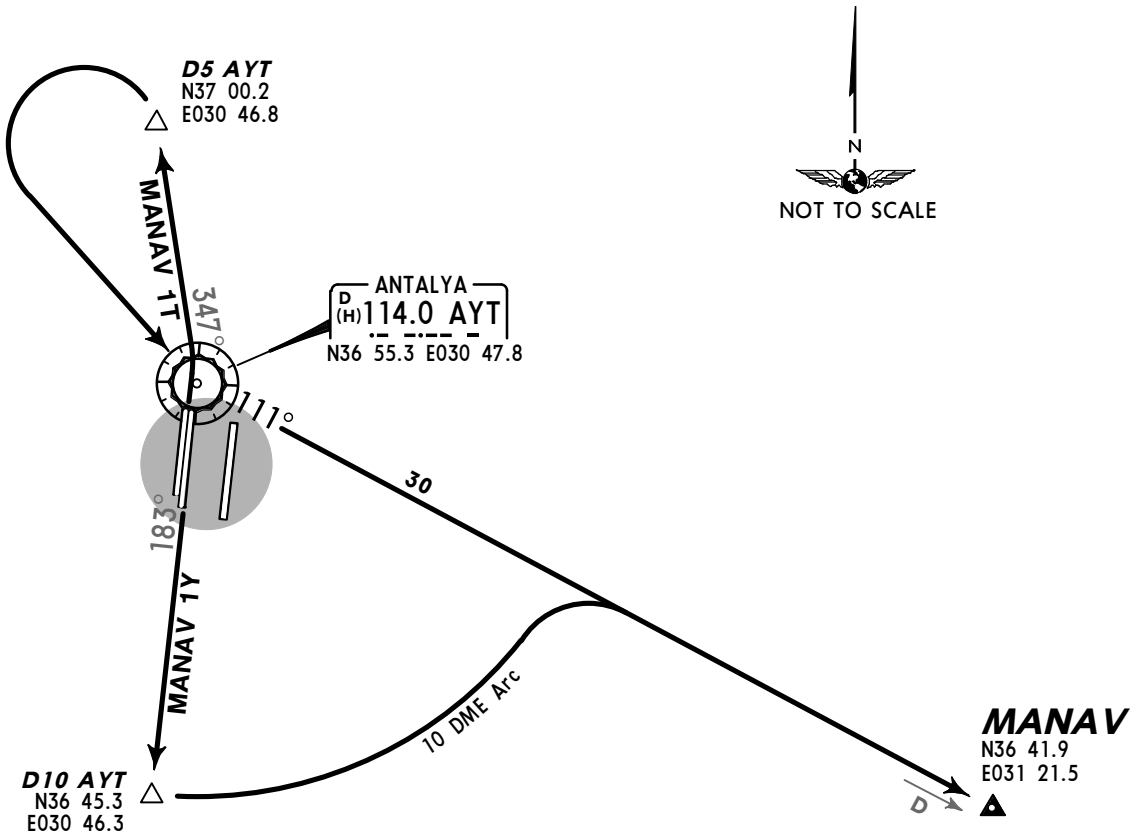
ANTALYA Approach (R)	Apt Elev	
119.65 120.22 122.05 123.67 126.02 128.02	177′	Trans level: By ATC Trans alt: 15000′ 1. Contact ANTALYA Approach immediately after take-off. 2. ATC may clear the aircraft direct to a waypoint published in a SID. After reaching this waypoint, follow remaining part of SID.

MANAV ONE TANGO (MANAV 1T) *[MANA1T]*
MANAV ONE YANKEE (MANAV 1Y) *[MANA1Y]*
RWYS 36L/C, 18C/R DEPARTURES
BASED ON AYT





SID	RWY	ROUTING
MANAV 1T	**36L/C**	Intercept AYT R-347 to D5 AYT, turn LEFT to AYT, turn LEFT, intercept AYT R-111, then join airway.
MANAV 1Y	**18C/R**	Intercept AYT R-183 to D10 AYT, turn LEFT, along AYT 10 DME arc, intercept AYT R-111, then join airway.

CHANGES: SIDs MANAV 1K & 1S withdrawn; airway continuation.

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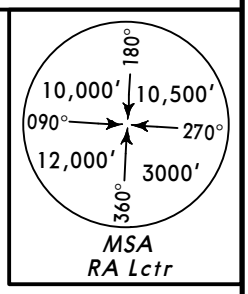
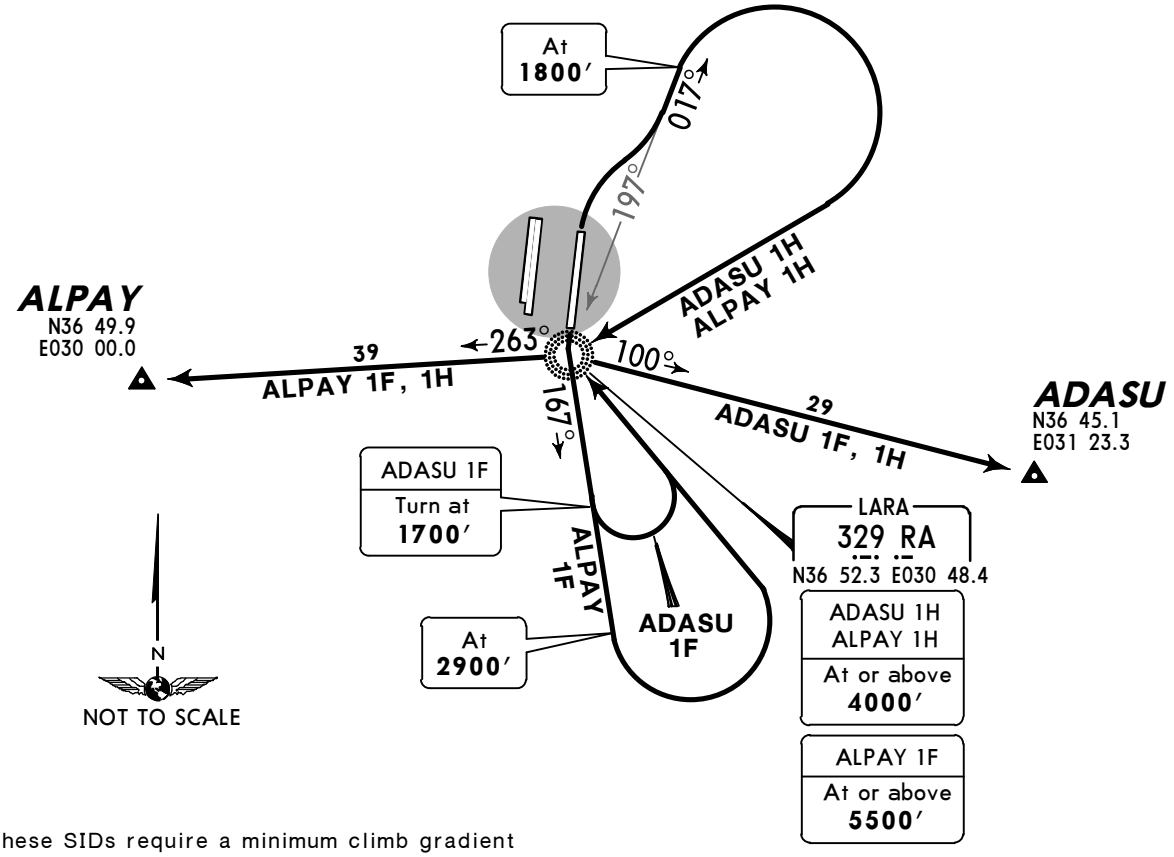
ANTALYA Approach (R)	Apt Elev	
119.65 120.22 122.05 123.67 126.02 128.02	177′	Trans level: By ATC Trans alt: 15000′ 1. Contact ANTALYA Approach immediately after take-off. 2. ATC may clear the aircraft direct to a waypoint published in a SID. After reaching this waypoint, follow remaining part of SID.

ADASU ONE FOXTROT (ADASU 1F) *[ADAS1F]*
ADASU ONE HOTEL (ADASU 1H) *[ADAS1H]*
ALPAY ONE FOXTROT (ALPAY 1F) *[ALPA1F]*
ALPAY ONE HOTEL (ALPAY 1H) *[ALPA1H]*
RWYS 18L, 36R DEPARTURES
BASED ON RA





These SIDs require a minimum climb gradient of

ADASU 1H

286′ per NM (4.7%) until passing RA.

ALPAY 1H

286′ per NM (4.7%) until passing 10000′.

Gnd speed-KT	75	100	150	200	250	300
286′ per NM	357	476	714	952	1190	1428

SID	RWY	ROUTING
ADASU 1F	**18L**	Climb on 167° bearing from RA to 1700′, turn LEFT to RA, turn RIGHT, 100° bearing to ADASU, then join airway.
ADASU 1H	**36R**	Climb on 017° bearing from RA to 1800′, turn RIGHT to RA, turn LEFT, 100° bearing to ADASU, then join airway.
ALPAY 1F	**18L**	Climb on 167° bearing from RA to 2900′, turn LEFT to RA, turn LEFT, 263° bearing to ALPAY, then join airway.
ALPAY 1H	**36R**	Climb on 017° bearing from RA to 1800′, turn RIGHT to RA, turn RIGHT, 263° bearing to ALPAY, then join airway.

CHANGES: Airway continuation.

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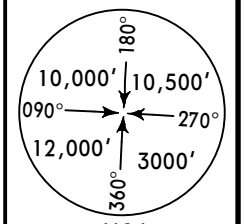
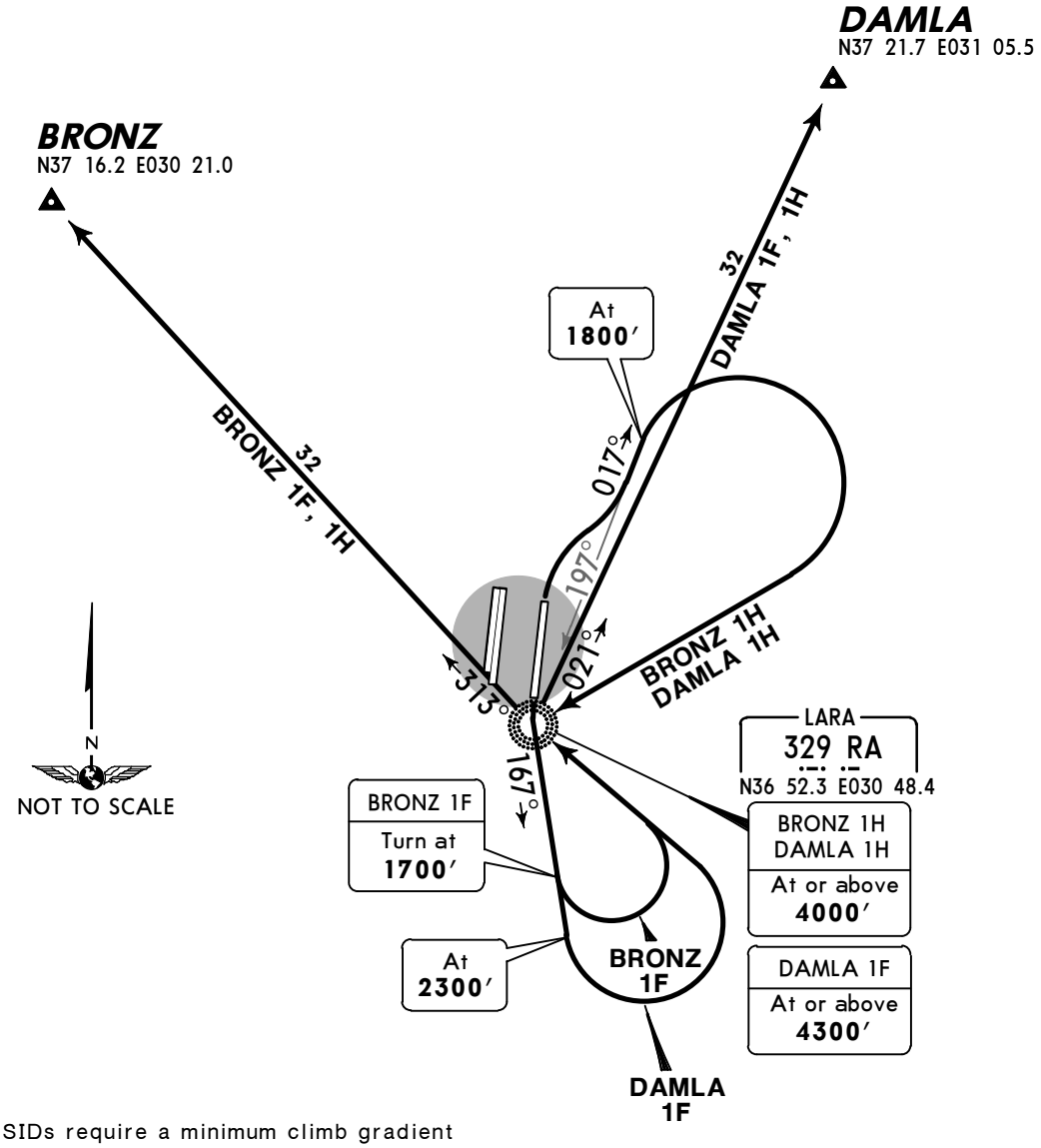
ANTALYA Approach (R)	Apt Elev	
119.65 120.22 122.05 123.67 126.02 128.02	177′	Trans level: By ATC Trans alt: 15000′ 1. Contact ANTALYA Approach immediately after take-off. 2. ATC may clear the aircraft direct to a waypoint published in a SID. After reaching this waypoint, follow remaining part of SID.

BRONZ ONE FOXTROT (BRONZ 1F) *[BRON1F]*
BRONZ ONE HOTEL (BRONZ 1H) *[BRON1H]*
DAMLA ONE FOXTROT (DAMLA 1F) *[DAML1F]*
DAMLA ONE HOTEL (DAMLA 1H) *[DAML1H]*
RWYS 18L, 36R DEPARTURES
BASED ON RA





These SIDs require a minimum climb gradient of

BRONZ 1H
286′ per NM (4.7%) until passing RA.

DAMLA 1H
243′ per NM (4%) until passing 10000′.

Gnd speed-KT	75	100	150	200	250	300
286′ per NM	357	476	714	952	1190	1428
243′ per NM	304	405	608	810	1013	1215

SID	RWY	ROUTING
BRONZ 1F	**18L**	Climb on 167° bearing from RA to 1700′, turn LEFT to RA, 313° bearing to BRONZ, then join airway.
BRONZ 1H	**36R**	Climb on 017° bearing from RA to 1800′, turn RIGHT to RA, turn RIGHT, 313° bearing to BRONZ, then join airway.
DAMLA 1F	**18L**	Climb on 167° bearing from RA to 2300′, turn LEFT to RA, turn RIGHT, 021° bearing to DAMLA, then join airway.
DAMLA 1H	**36R**	Climb on 017° bearing from RA to 1800′, turn RIGHT to RA, turn RIGHT, 021° bearing to DAMLA, then join airway.

CHANGES: Airway continuation.

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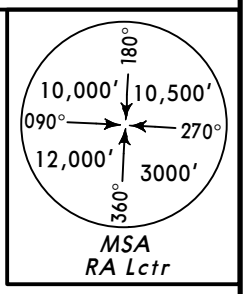
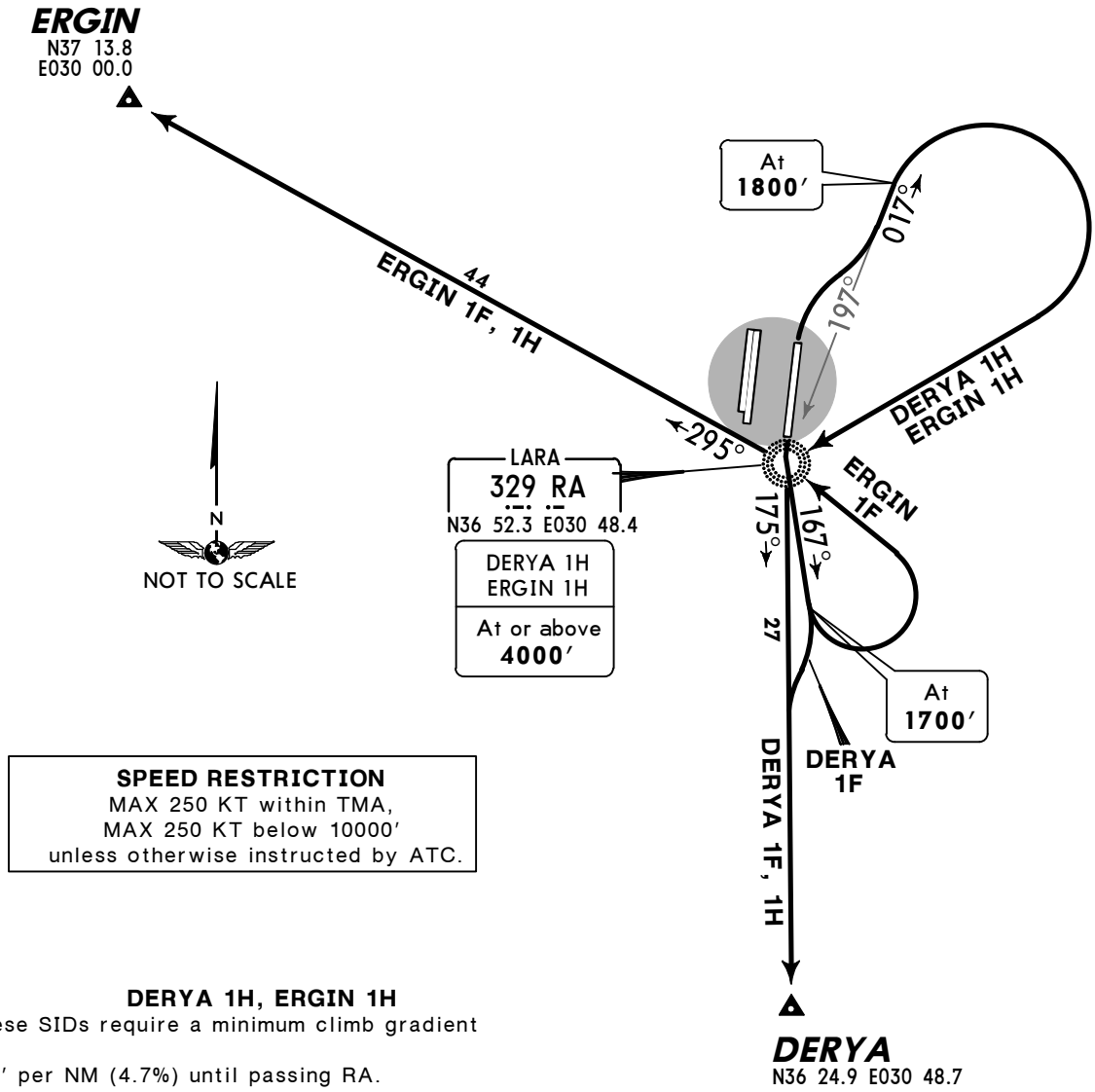
ANTALYA Approach (R)		
119.65 120.22 122.05 123.67 126.02 128.02	Apt Elev 177′	Trans level: By ATC Trans alt: 15000′ 1. Contact ANTALYA Approach immediately after take-off. 2. ATC may clear the aircraft direct to a waypoint published in a SID. After reaching this waypoint, follow remaining part of SID.

DERYA ONE FOXTROT (DERYA 1F) *[DERY1F]*
DERYA ONE HOTEL (DERYA 1H) *[DERY1H]*
ERGIN ONE FOXTROT (ERGIN 1F) *[ERGI1F]*
ERGIN ONE HOTEL (ERGIN 1H) *[ERGI1H]*
RWYS 18L, 36R DEPARTURES
BASED ON RA





SPEED RESTRICTION
MAX 250 KT within TMA,
MAX 250 KT below 10000′
unless otherwise instructed by ATC.

DERYA 1H, ERGIN 1H
These SIDs require a minimum climb gradient of
286′ per NM (4.7%) until passing RA.

Gnd speed-KT	75	100	150	200	250	300
286′ per NM	357	476	714	952	1190	1428

SID	RWY	ROUTING
DERYA 1F	**18L**	Climb on 167° bearing from RA to 1700′, turn RIGHT intercept 175° bearing from RA to DERYA, then join airway.
DERYA 1H	**36R**	Climb on 017° bearing from RA to 1800′, turn RIGHT to RA, 175° bearing to DERYA, then join airway.
ERGIN 1F	**18L**	Climb on 167° bearing from RA to 1700′, turn LEFT to RA, turn LEFT, 295° bearing to ERGIN, then join airway N-135.
ERGIN 1H	**36R**	Climb on 017° bearing from RA to 1800′, turn RIGHT to RA, turn RIGHT, 295° bearing to ERGIN, then join airway N-135.

CHANGES: Airway continuation.

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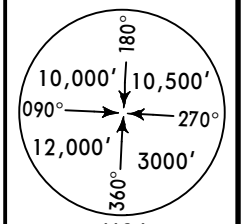
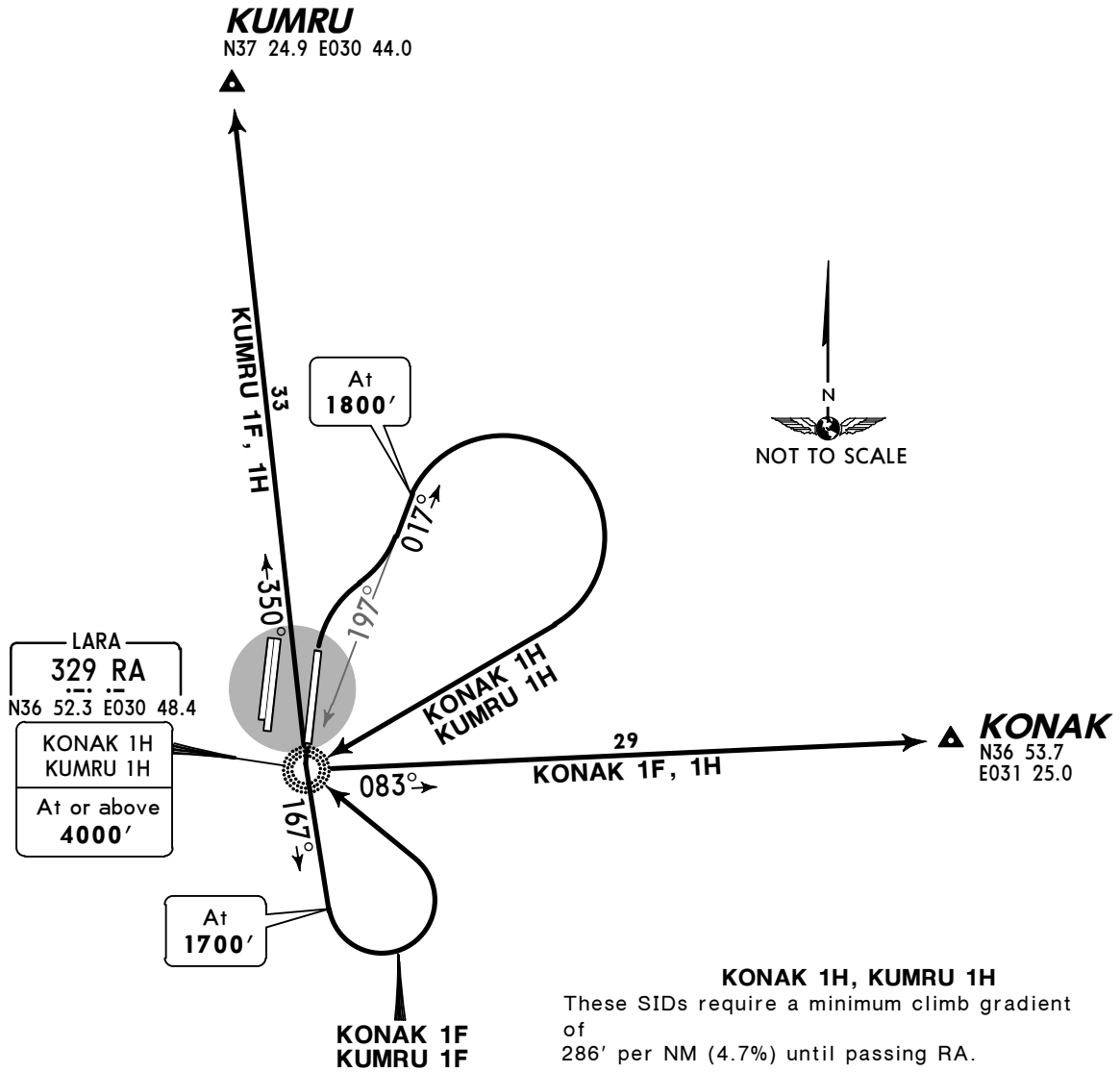
ANTALYA Approach (R)	Apt Elev	
119.65 120.22 122.05 123.67 126.02 128.02	177′	Trans level: By ATC Trans alt: 15000′ 1. Contact ANTALYA Approach immediately after take-off. 2. ATC may clear the aircraft direct to a waypoint published in a SID. After reaching this waypoint, follow remaining part of SID.

KONAK ONE FOXTROT (KONAK 1F) *[KONA1F]*
KONAK ONE HOTEL (KONAK 1H) *[KONA1H]*
KUMRU ONE FOXTROT (KUMRU 1F) *[KUMR1F]*
KUMRU ONE HOTEL (KUMRU 1H) *[KUMR1H]*
RWYS 18L, 36R DEPARTURES
BASED ON RA



MSA
RA Lctr



KONAK 1H, KUMRU 1H
These SIDs require a minimum climb gradient of
286′ per NM (4.7%) until passing RA.

Gnd speed-KT	75	100	150	200	250	300
286′ per NM	357	476	714	952	1190	1428

SID	RWY	ROUTING
KONAK 1F	**18L**	Climb on 167° bearing from RA to 1700′, turn LEFT to RA, turn RIGHT, 083° bearing to KONAK, then join airway.
KONAK 1H	**36R**	Climb on 017° bearing from RA to 1800′, turn RIGHT to RA, turn LEFT, 083° bearing to KONAK, then join airway.
KUMRU 1F	**18L**	Climb on 167° bearing from RA to 1700′, turn LEFT to RA, 350° bearing to KUMRU, then join airway.
KUMRU 1H	**36R**	Climb on 017° bearing from RA to 1800′, turn RIGHT to RA, turn RIGHT, 350° bearing to KUMRU, then join airway.

CHANGES: Airway continuation.

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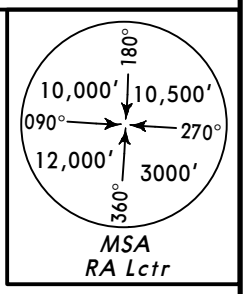
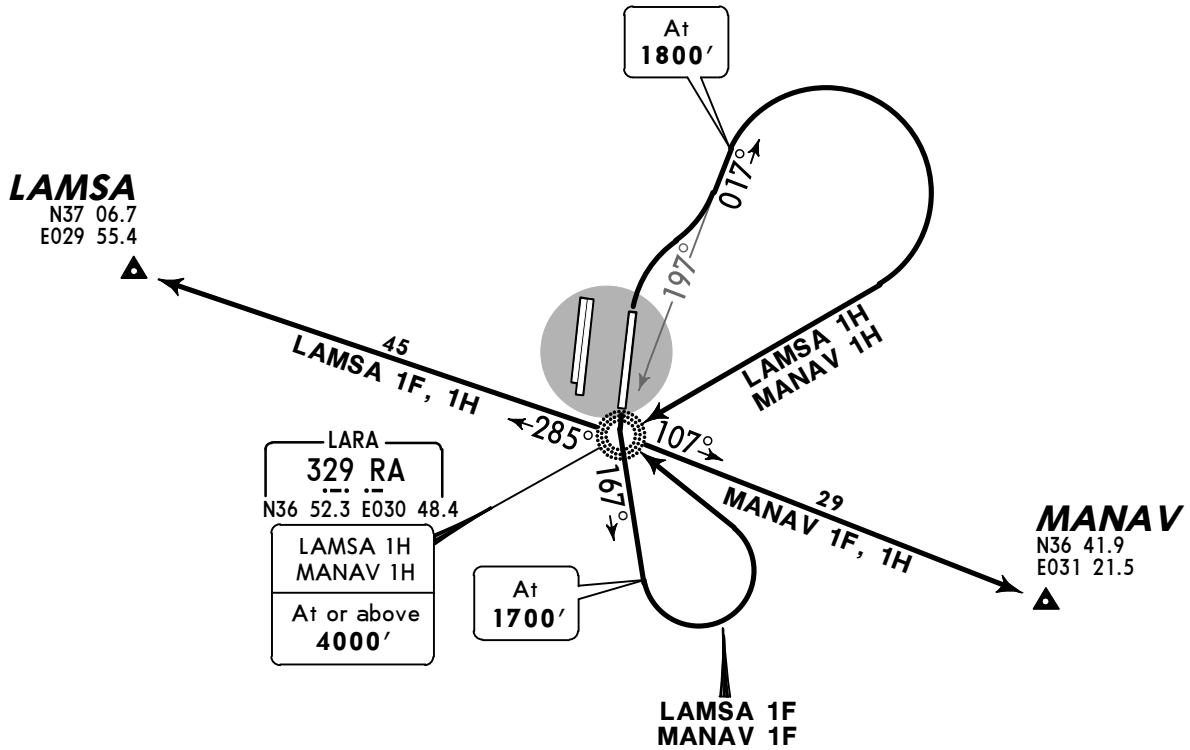
ANTALYA Approach (R)	Apt Elev	
119.65 120.22 122.05 123.67 126.02 128.02	177′	Trans level: By ATC Trans alt: 15000′ 1. Contact ANTALYA Approach immediately after take-off. 2. ATC may clear the aircraft direct to a waypoint published in a SID. After reaching this waypoint, follow remaining part of SID.

LAMSA ONE FOXTROT (LAMSA 1F) *[LAMS1F]*
LAMSA ONE HOTEL (LAMSA 1H) *[LAMS1H]*
MANAV ONE FOXTROT (MANAV 1F) *[MANA1F]*
MANAV ONE HOTEL (MANAV 1H) *[MANA1H]*
RWYS 18L, 36R DEPARTURES
BASED ON RA





LAMSA 1H, MANAV 1H
These SIDs require a minimum climb gradient of
286′ per NM (4.7%) until passing RA.

Gnd speed-KT	75	100	150	200	250	300
286′ per NM	357	476	714	952	1190	1428

SID	RWY	ROUTING
LAMSA 1F	**18L**	Climb on 167° bearing from RA to 1700′, turn LEFT to RA, turn LEFT, 285° bearing to LAMSA, then join airway.
LAMSA 1H	**36R**	Climb on 017° bearing from RA to 1800′, turn RIGHT to RA, turn RIGHT, 285° bearing to LAMSA, then join airway.
MANAV 1F	**18L**	Climb on 167° bearing from RA to 1700′, turn LEFT to RA, turn RIGHT, 107° bearing to MANAV, then join airway.
MANAV 1H	**36R**	Climb on 017° bearing from RA to 1800′, turn RIGHT to RA, turn LEFT, 107° bearing to MANAV, then join airway.

CHANGES: Airway continuation.

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LTAI/AYT

Apt Elev **177'**
N36 54.0 E030 47.6

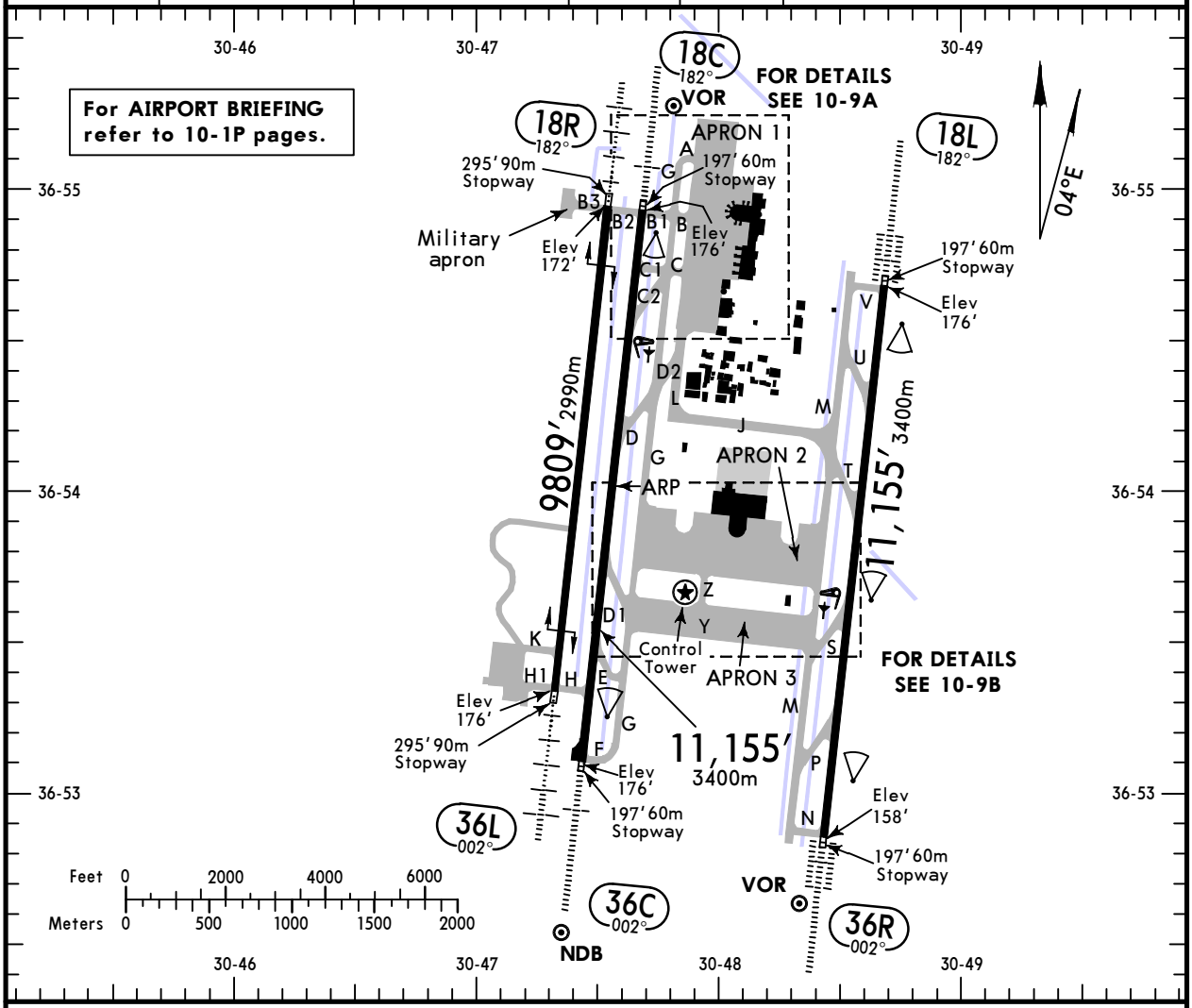
JEPPESEN

17 APR 15 (10-9) **Eff 30 Apr**

ANTALYA, TURKEY

ANTALYA

ATIS Departure	ANTALYA Delivery	ANTALYA Ground		Tower
		Apron 2,3	Apron 1	
136.125	121.65 120.2	119.85 121.75	121.7	121.9	126.1 125.0 120.125 119.8



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
18L 36R	HIRL ❶ CL(15m) ALSF-II REIL TDZ PAPI (3.0°) RVR		10,208' 3111m	❷	148' 45m
18C 36C	HIRL(60m) HIALS SFL REIL PAPI (3.0°) RVR		10,147' 3093m 10,086' 3074m		148' 45m
18R	HIRL(60m) HIALS SFL REIL PAPI (3.0°) RVR			❸	148' 45m
36L	HIRL(60m) HIALS SFL REIL PAPI (2.7°) RVR				

❶ spacing 56m.

❷ TAKE-OFF RUN AVAILABLE

RWY 18L:
From rwy head 11,154' (3400m)
twy U int 8,776' (2675m)

RWY 36R:
From rwy head 11,154'(3400m)
twy P int 8,694'(2650m)

❸ TAKE-OFF RUN AVAILABLE

RWY 18C:
From rwy head 11,154' (3400m)
twy C1 int 9,974' (3040m)
twy C2 int 8,891' (2710m)

RWY 36C:
From rwy head 11,154'(3400m)
twy E int 8,760'(2670m)

Standard TAKE-OFF ❶

	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	125m	150m	200m	250m	400m	500m
B						
C						
D	150m	200m	250m	300m		

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

CHANGES: Communications.

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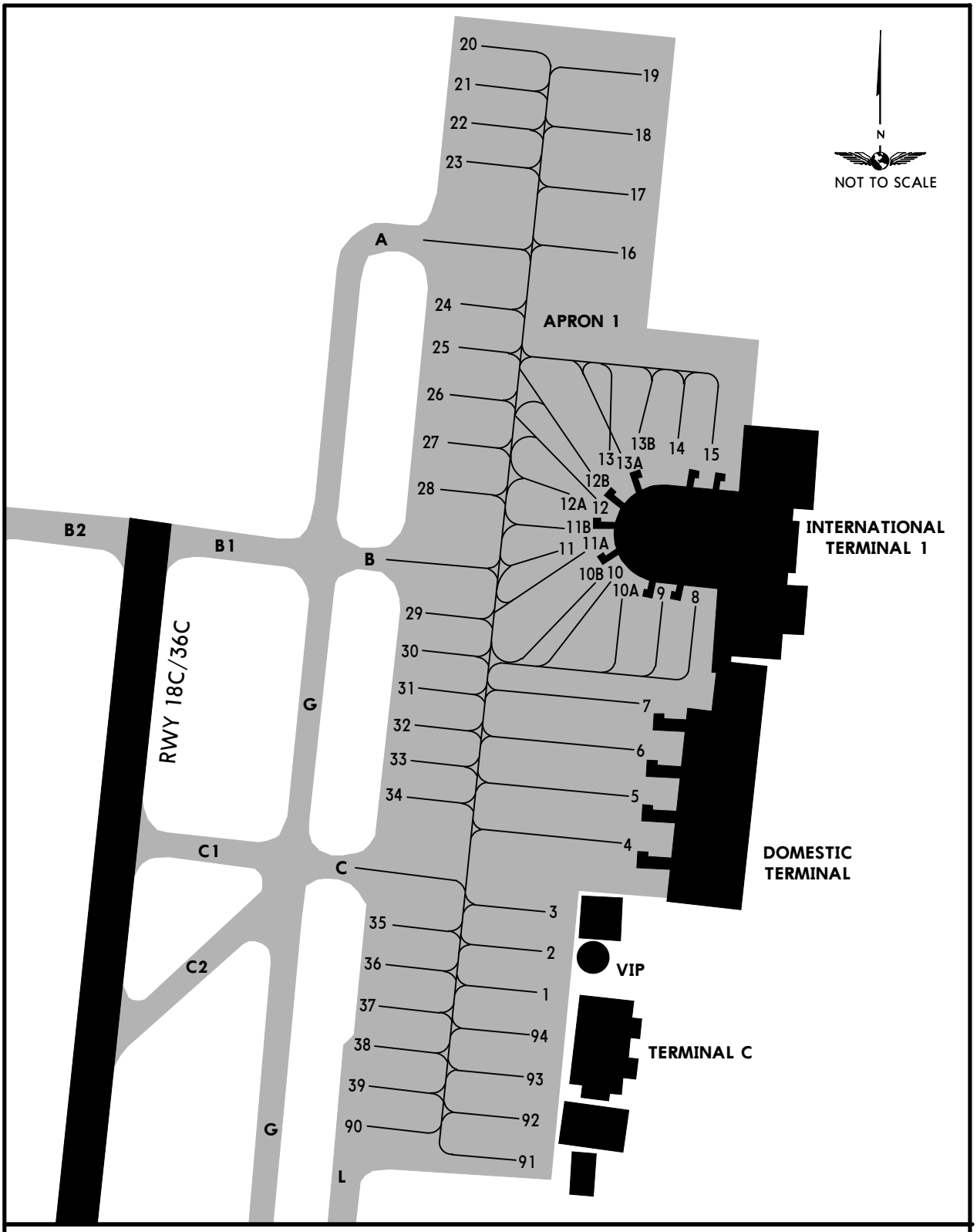

INS COORDINATES

	COORDINATES	STAND No.	COORDINATES
1	N36 54.6 E030 48.0	23, 24	N36 55.1 E030 47.9
2 thru 4	N36 54.7 E030 48.0	25 thru 27	N36 55.0 E030 47.9
5	N36 54.8 E030 48.0	28 thru 30	N36 54.9 E030 47.9
6, 7	N36 54.8 E030 48.1	31 thru 34	N36 54.8 E030 47.9
8, 9	N36 54.9 E030 48.1	35, 36	N36 54.7 E030 47.9
10 thru 12A	N36 54.9 E030 48.0	37	N36 54.6 E030 47.9
12B thru 13A	N36 55.0 E030 48.0	38, 39	N36 54.6 E030 47.8
13B thru 15	N36 55.0 E030 48.1	90	N36 54.6 E030 47.8
16	N36 55.1 E030 48.0	91	N36 54.5 E030 48.0
17	N36 55.1 E030 48.1	92 thru 94	N36 54.6 E030 48.0
18, 19	N36 55.2 E030 48.1		
20 thru 22	N36 55.2 E030 47.9		

CHANGES: None.

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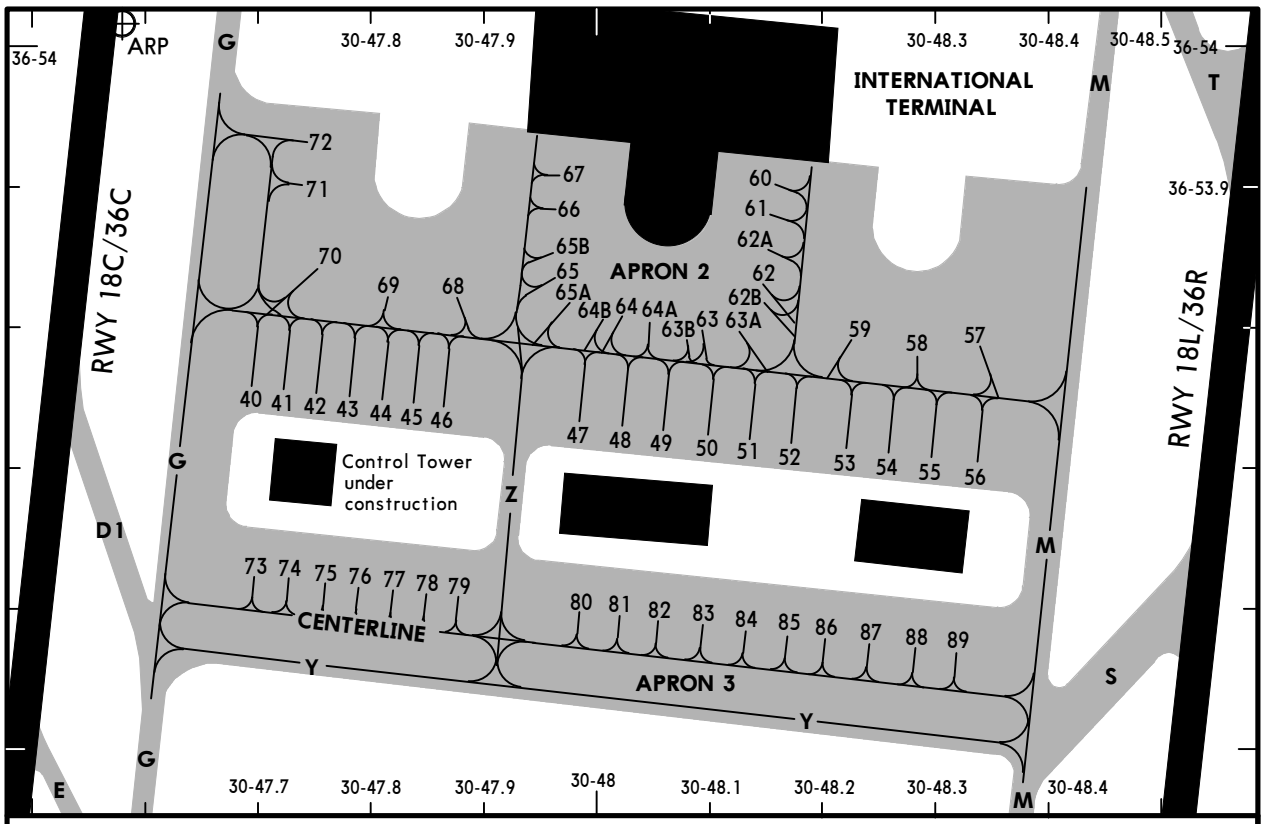

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
40, 41	N36 53.7 E030 47.7	73, 74	N36 53.6 E030 47.7
42 thru 45	N36 53.7 E030 47.8	75 thru 78	N36 53.6 E030 47.8
46	N36 53.7 E030 47.9	79	N36 53.6 E030 47.9
47, 48	N36 53.7 E030 48.0	80, 81	N36 53.6 E030 48.0
49 thru 51	N36 53.7 E030 48.1	82 thru 84	N36 53.6 E030 48.1
52, 53	N36 53.7 E030 48.2	85 thru 87	N36 53.6 E030 48.2
54 thru 56	N36 53.7 E030 48.3	88, 89	N36 53.6 E030 48.3
57 thru 59	N36 53.8 E030 48.3		
60 thru 62A	N36 53.9 E030 48.1		
62B thru 64A	N36 53.8 E030 48.1		
64B thru 65A	N36 53.8 E030 48.0		
65B thru 67	N36 53.9 E030 48.0		
68	N36 53.8 E030 47.9		
69	N36 53.8 E030 47.8		
70 thru 72	N36 53.9 E030 47.8		

CHANGES: Control Tower under construction labelled.

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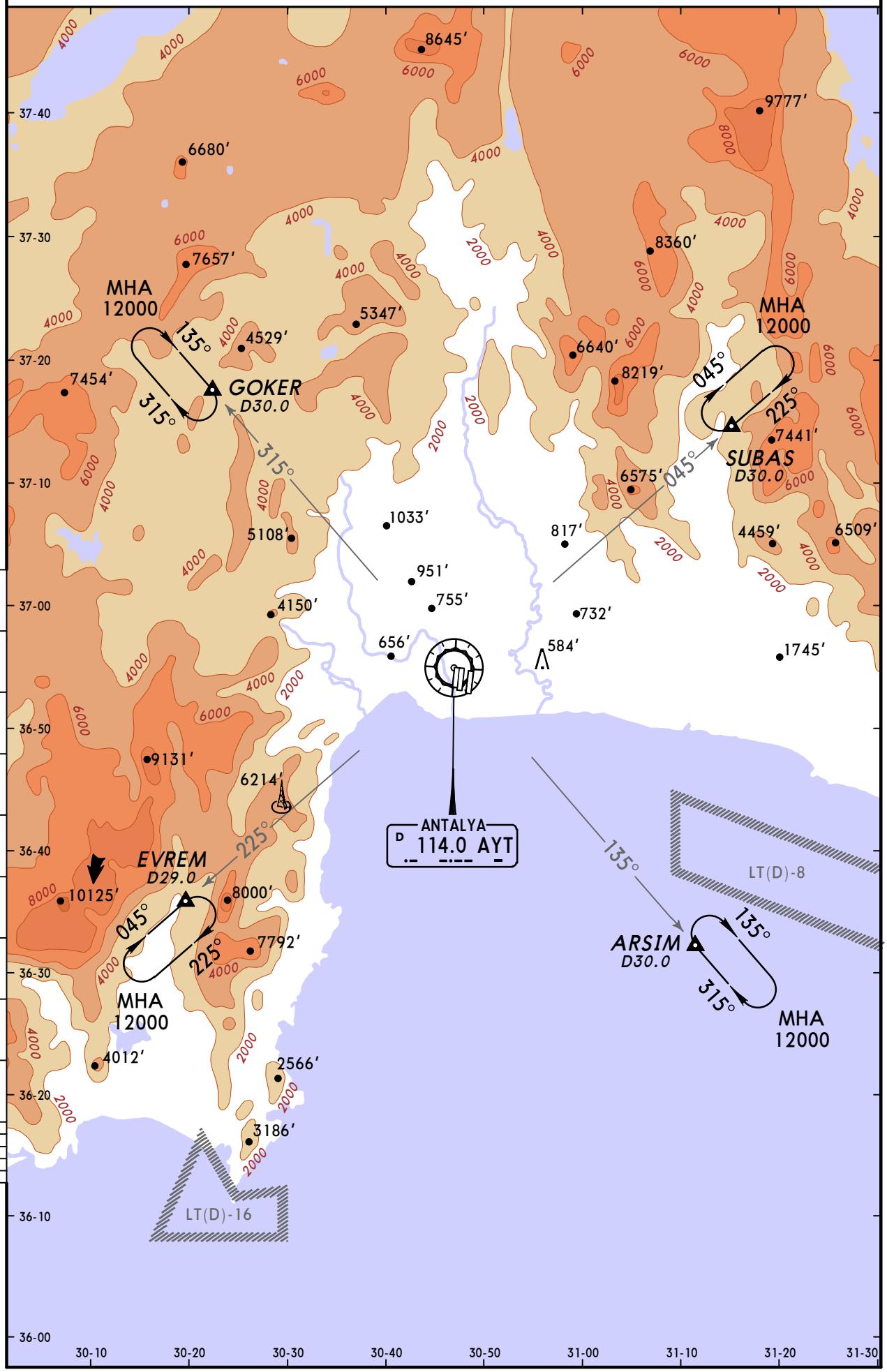
ANTALYA OUTER FIX HOLDING PROCEDURES



CHANGES: Reissue.

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LTAI/AYT
ANTALYA

JEPPESEN
5 SEP 14
Eff 18 Sep
(11-1)

ANTALYA, TURKEY
VOR DME LOC Rwy 18L

ATIS	ANTALYA Approach (R)	ANTALYA Tower	Ground
118.275	119.025 119.65 120.225	126.1 119.8 120.125	119.85 121.7 121.75

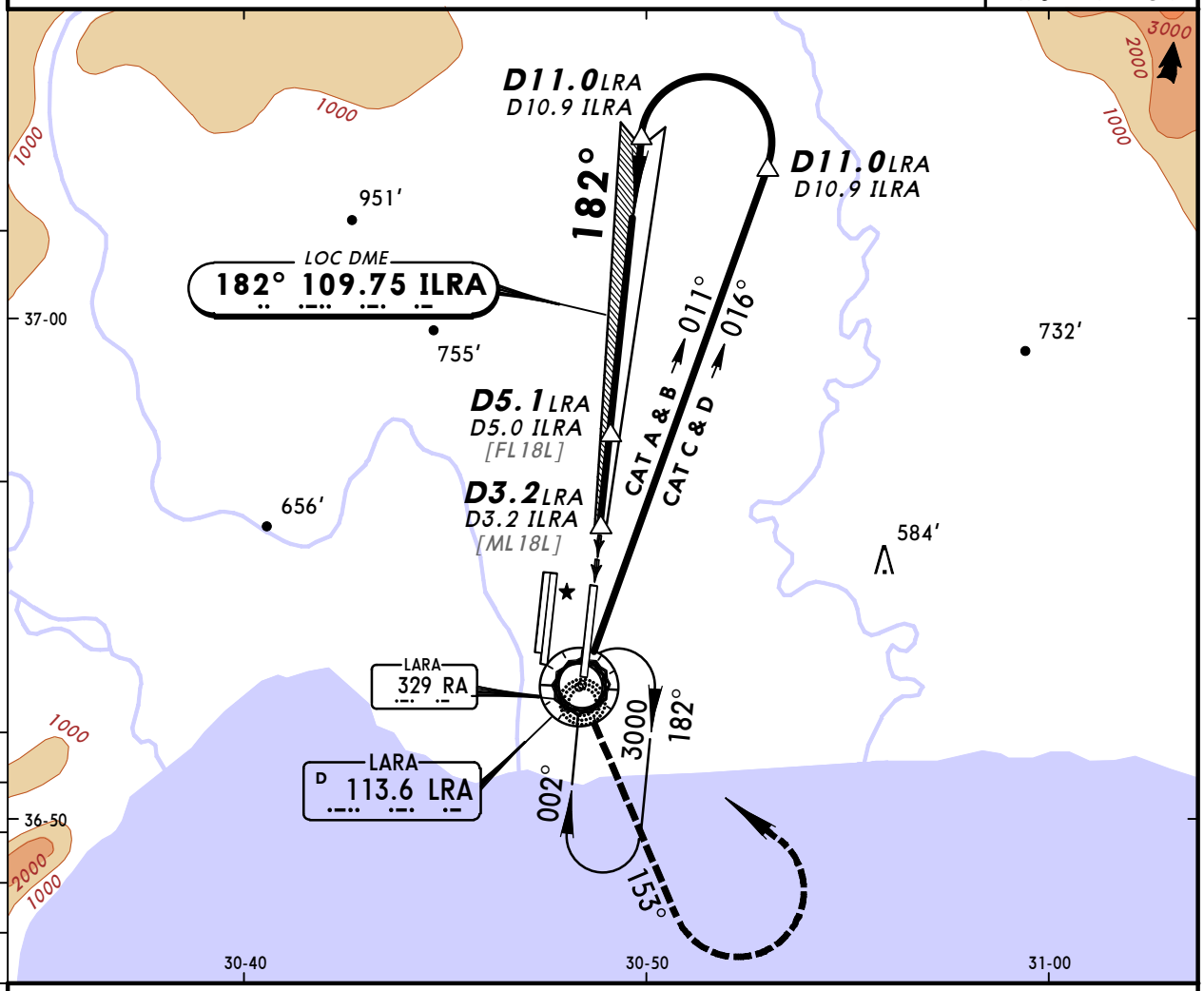
BRIEFING STRIP ™

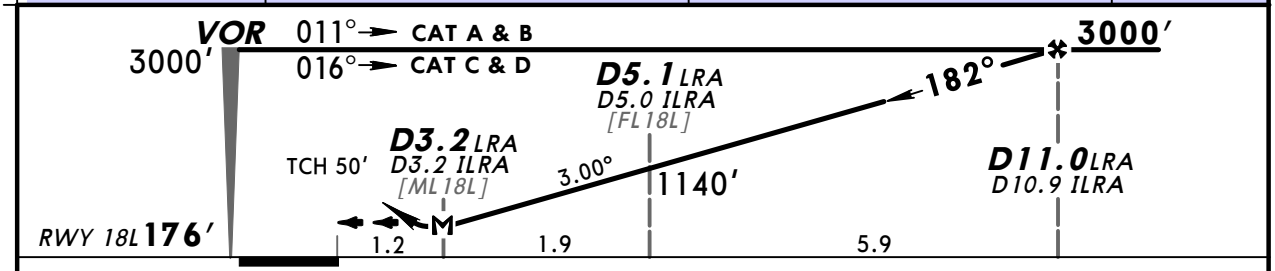
LOC ILRA	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
109.75	182°	D11.0 LRA 3000′ (2824′)	620′ (444′)	Apt Elev 177′ / RWY 176′

MISSED APCH: Climb to VOR. Then climb on R-153 LRA to 2000′, then turn LEFT climbing to 3000′ to VOR and hold.

Alt Set: hPa Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 15000′
Baseturn MAX 205 KT.

MSA LRA VOR: 180° 10,000′; 090° 10,500′; 270° 12,000′; 360° 3000′





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D3.2 LRA/D3.2 ILRA						

ALSF-II
REIL PAPI PAPI
LRA 113.6

Standard STRAIGHT-IN LANDING RWY 18L

MDA(H) 620′ (444′)

		ALS out
A	1400m	1800m
B		
C	1600m	2300m
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1000′ (823′)	3000m
135		
180	1000′ (823′)	3800m
205		

PANS OPS

CHANGES: Communications.

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LTAI/AYT ANTALYA

JEPPESEN 5 SEP 14 Eff 18 Sep (11-2)

ANTALYA, TURKEY NDB DME LOC Rwy 18L

BRIEFING STRIP

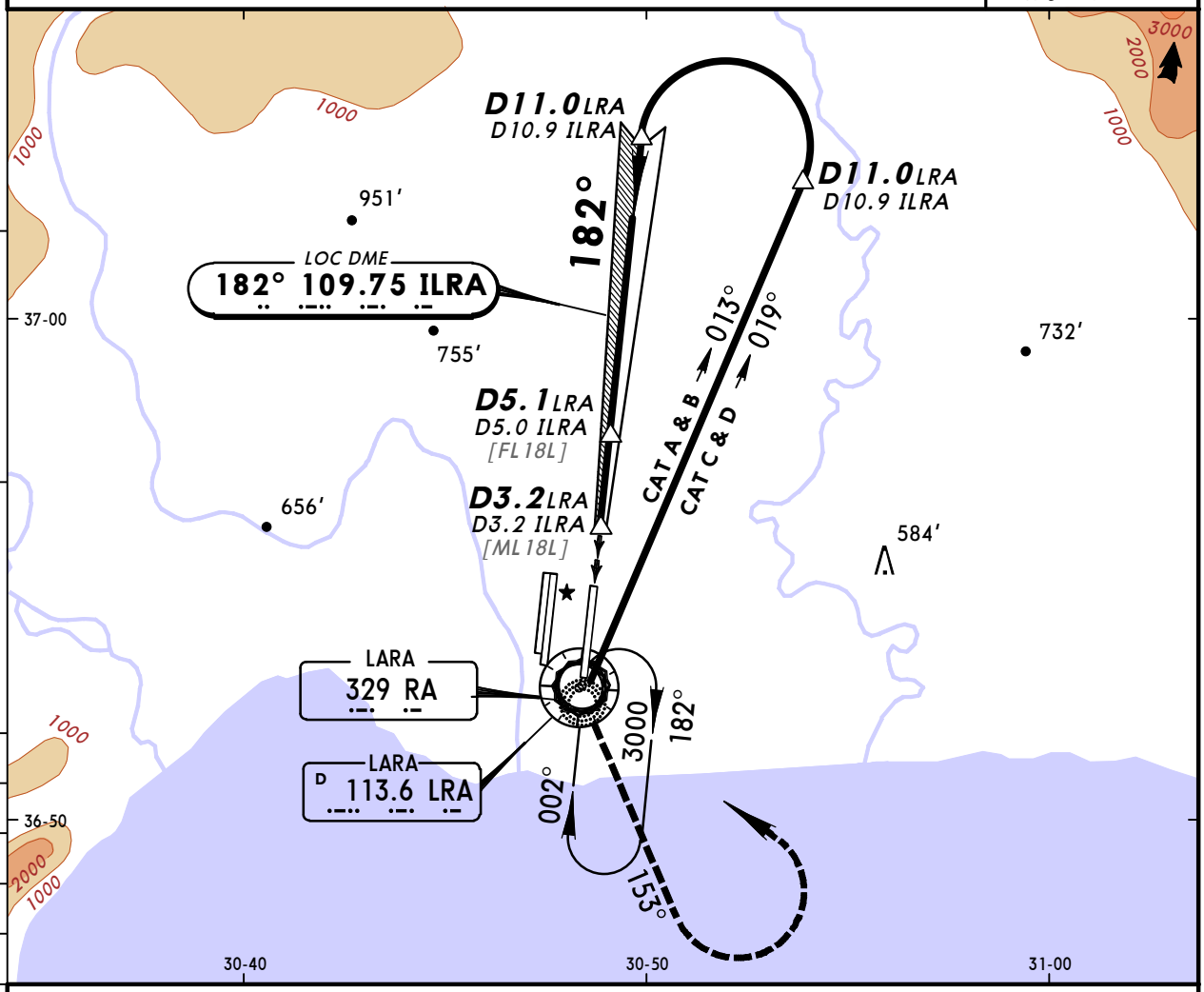
ATIS	ANTALYA Approach (R)	ANTALYA Tower	Ground
118.275	119.02 119.65 120.22	126.1 119.8 120.125	119.85 121.7 121.75

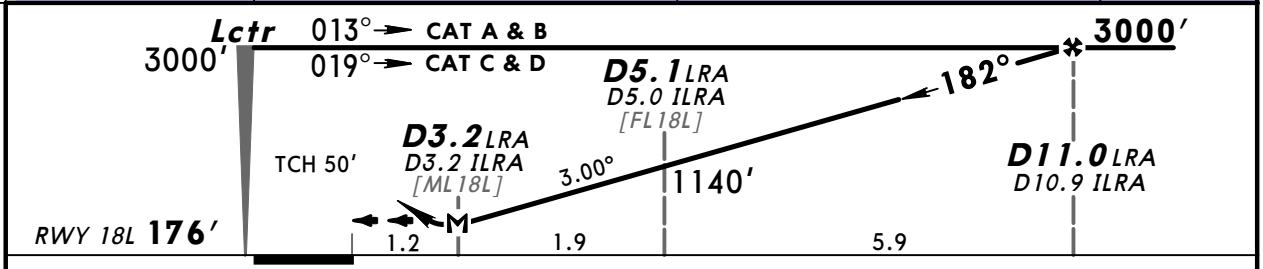
LOC ILRA	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 177′
109.75	182°	D11.0 LRA 3000′ (2824′)	620′ (444′)	RWY 176′

MISSED APCH: Climb to Lctr. Then climb on 153° from Lctr to 2000′, then turn LEFT climbing to 3000′ to Lctr and hold.

Alt Set: hPa Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 15000′
Baseturn MAX 205 KT.

MSA RA Lctr: 180° 10,000′; 090° 10,500′; 270° 12,000′; 360° 3000′





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D3.2 LRA/D3.2 ILRA							

ALSF-II REIL PAPI PAPI

RA 329

Standard STRAIGHT-IN LANDING RWY 18L

MDA(H) 620′ (444′)

		ALS out	Max Kts	MDA(H)	VIS
A	1400m	1800m	100	1000′ (823′)	3000m
B			135		
C	1600m	2300m	180	1000′ (823′)	3800m
D			205		

CIRCLE-TO-LAND

PANS OPS

CHANGES: Communications.

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LTAI/AYT
ANTALYA

JEPPESEN
13 NOV 15 (11-3)

ANTALYA, TURKEY
ILS DME 1 Rwy 18C

BRIEFING STRIP

ATIS	ANTALYA Approach (R)	ANTALYA Tower	Ground
118.275	119.025 119.65 120.225	126.1 119.8 120.125	119.85 121.7 121.75

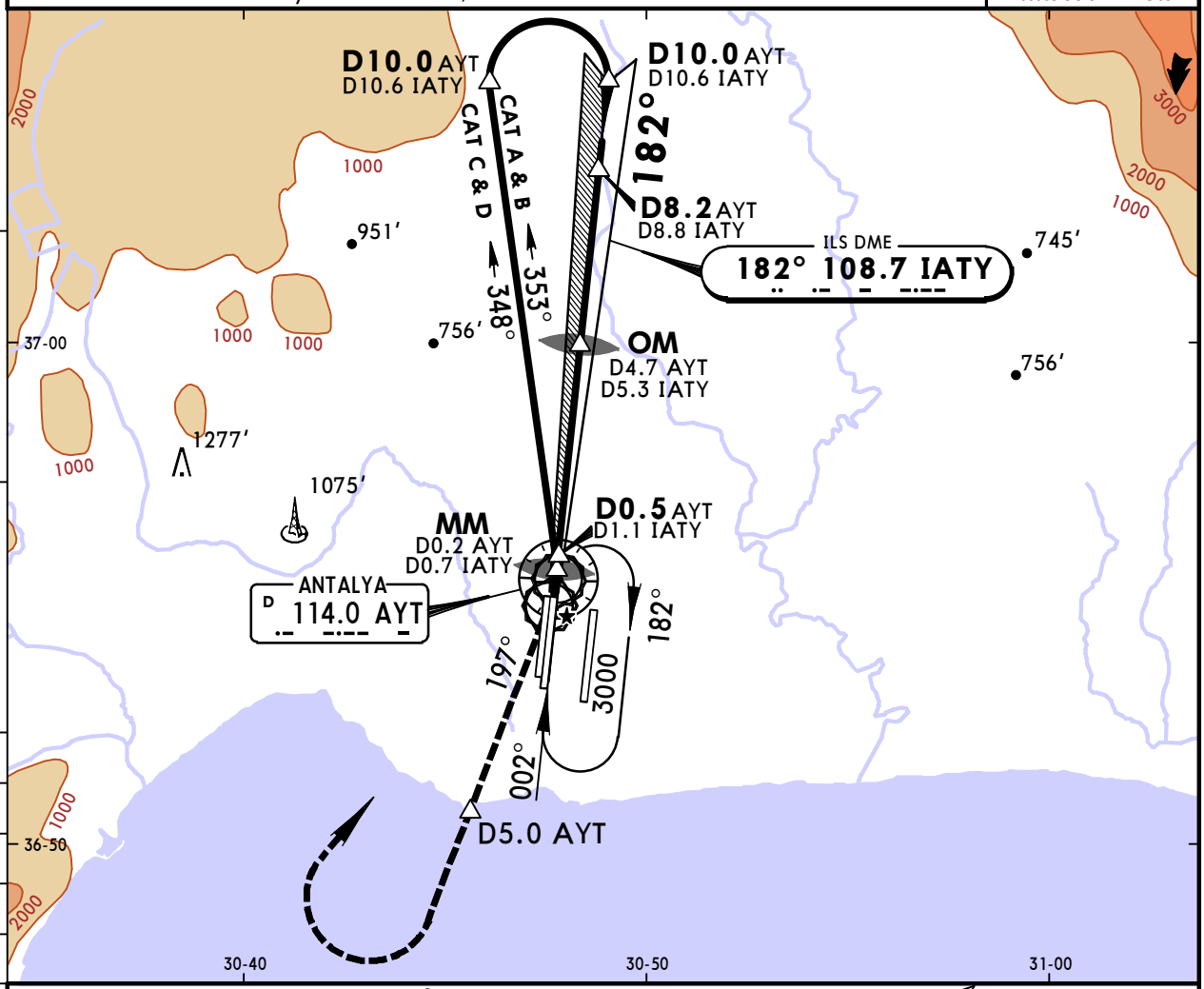
LOC IATY	Final Apch Crs	GS OM	ILS DA(H)	Apt Elev 177′
108.7	**182°**	**1852′**(1676′)	**376′**(200′)	Rwy 176′

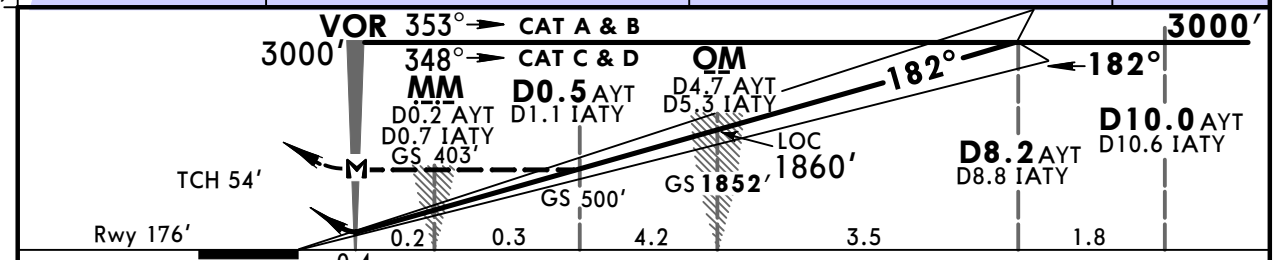
MISSED APCH: Climb on R-197 AYT to 1600′, then turn RIGHT (not before D5.0 AYT) climbing to 3000′ to AYT VOR and hold.

Alt Set: hPa Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 15000′

1. LOC IATY not usable beyond D14.6 AYT/D15.2 IATY. 2. Baseturn MAX 185 KT.

MSA AYT VOR: 180°, 10,000′, 10,500′, 090°, 270°, 12,000′, 3000′, 360°





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 VOR						

HIALS, REIL, PAPI, PAPI

1600′ on R-197 AYT 114.0

Standard STRAIGHT-IN LANDING RWY 18C

	ILS DA(H) 376′(200′) FULL	Limited	ALS out	LOC (GS out) MDA(H) 590′(414′)	ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1200m	RVR 1500m
B					
C					RVR 1900m
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1000′(823′)	3000m
135		
180	1000′(823′)	3800m
205		

PANS OPS

CHANGES: Minimums.

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LTAI/AYT
ANTALYA

JEPPESEN
13 NOV 15 (11-4)

ANTALYA, TURKEY
ILS DME 2 Rwy 18C

ATIS	ANTALYA Approach (R)	ANTALYA Tower	Ground
118.275	119.025 119.65 120.225	126.1 119.8 120.125	119.85 121.7 121.75

BRIEFING STRIP ™

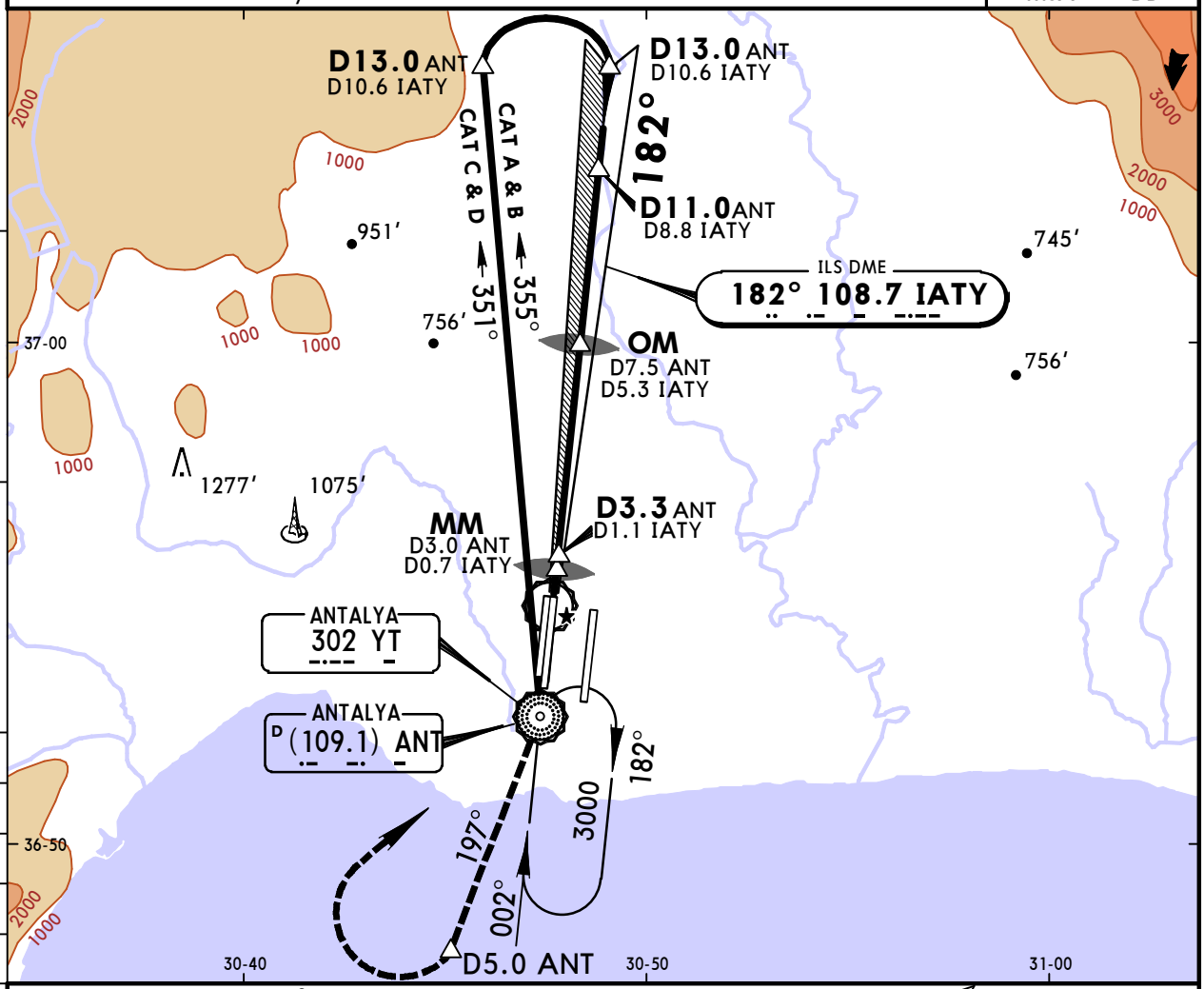
LOC IATY	Final Apch Crs	GS OM	ILS DA(H)	Apt Elev 177′
108.7	**182°**	**1852′**(1676′)	**376′**(200′)	Rwy 176′

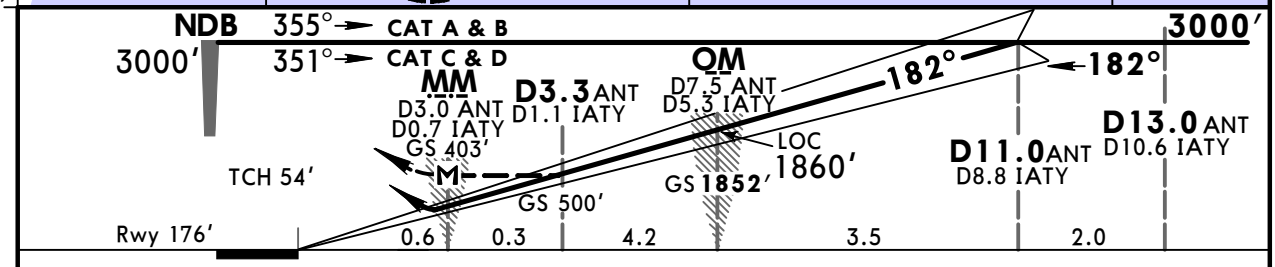
MISSED APCH: Climb on 197° from NDB to 1600′, then turn RIGHT (not before D5.0 ANT) climbing to 3000′ to NDB and hold.

Alt Set: hPa Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 15000′

1. LOC IATY not usable beyond D15.2 IATY. 2. Baseturn MAX 185 KT.

MSA YT NDB: 180°, 10,000′, 10,500′, 090°, 270°, 12,000′, 3000′, 360°





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 MM/D3.0 ANT/D0.7 IATY						

HIALS, REIL, PAPI, PAPI: **1600′** on **197°** from YT **302**

Standard STRAIGHT-IN LANDING RWY **18C**

	ILS DA(H) **376′**(200′) FULL	ILS Limited	ILS ALS out	LOC (GS out) MDA(H) **590′**(414′)	LOC ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1200m	RVR 1500m
B					
C					RVR 1900m
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	**1000′**(823′)	3000m
135		
180	**1000′**(823′)	3800m
205		

PANS OPS

CHANGES: Minimums.

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LTAI/AYT
ANTALYA

JEPPESEN
13 NOV 15 (11-5)

ANTALYA, TURKEY
ILS DME 1 Rwy 36C

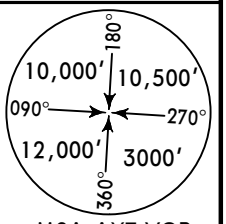
BRIEFING STRIP™

ATIS	ANTALYA Approach (R)	ANTALYA Tower	Ground
118.275	119.025 119.65 120.225	126.1 119.8 120.125	119.85 121.7 121.75

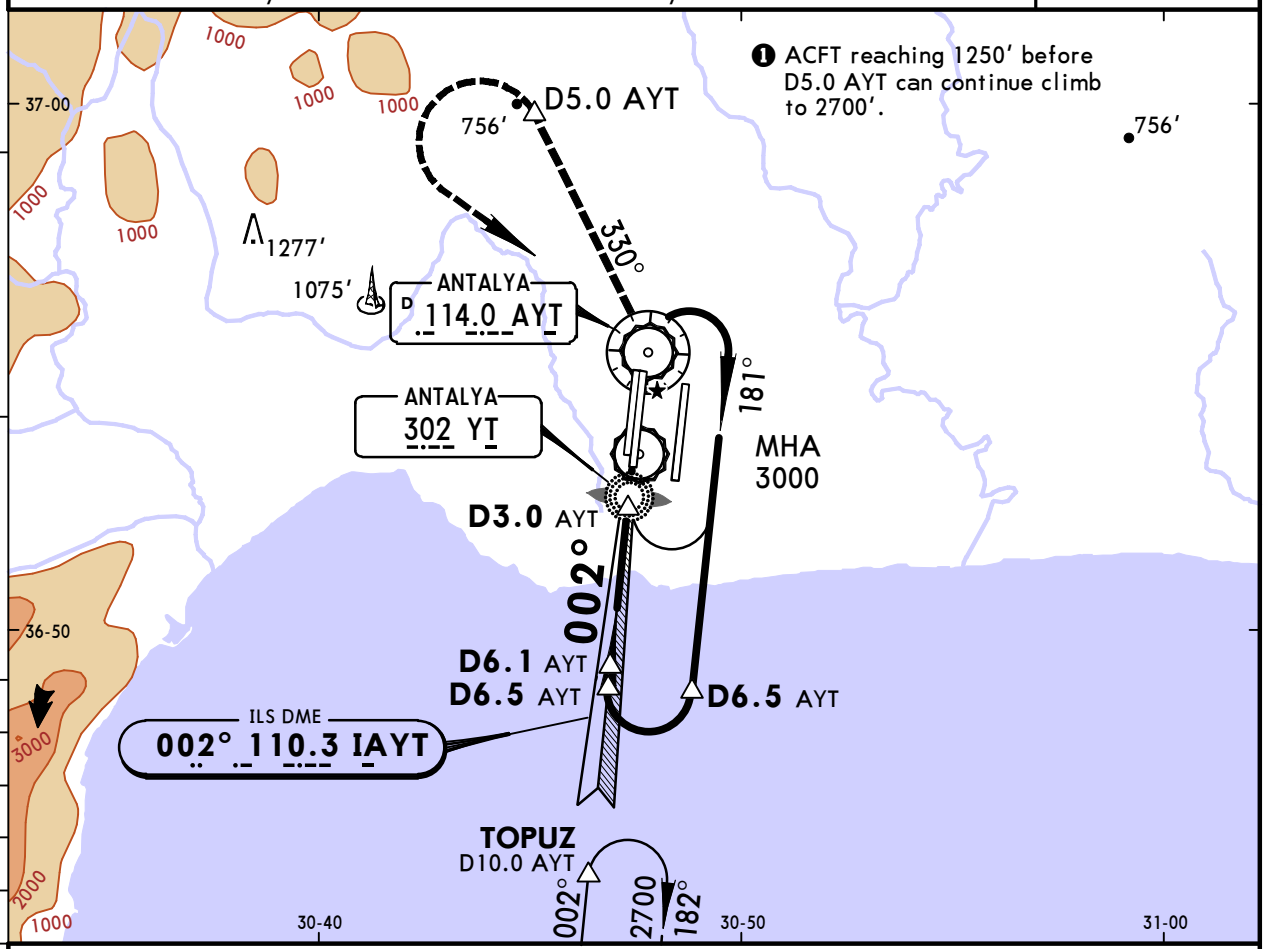
LOC IAYT	Final Apch Crs	GS D6.1 AYT	ILS DA(H)	Apt Elev 177′
110.3	002°	1500′ (1324′)	376′ (200′)	Rwy 176′

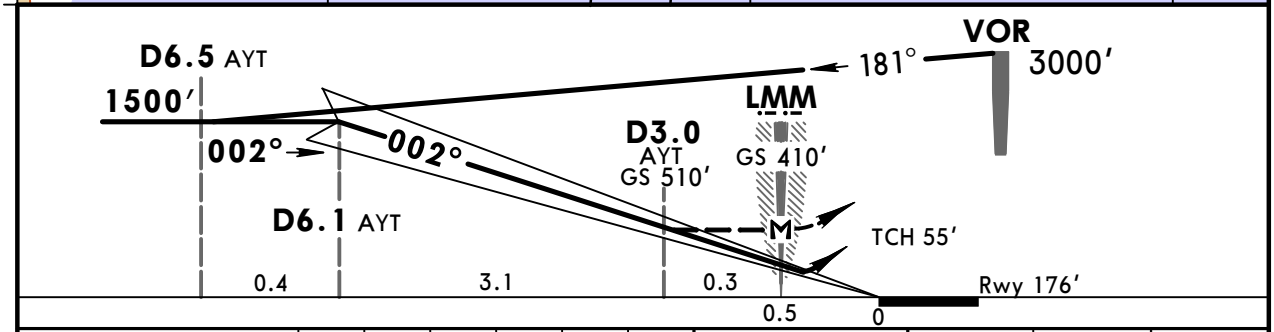
MISSED APCH: Climb on R-330 AYT to 1250′ ❶, then turn LEFT (not before D5.0 AYT) climbing to 2700′ proceed to VOR then TOPUZ and hold.

Alt Set: hPa Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 15000′



MSA AYT VOR





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 LMM							

HIALS REIL PAPI

1250′ on AYT 114.0 R-330

Standard STRAIGHT-IN LANDING RWY 36C

	ILS DA(H) 376′ (200′) FULL	Limited	ALS out	LOC (GS out) MDA(H) 540′ (364′)	ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1000m	RVR 1500m
B					
C					RVR 1700m
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100 / 135	1000′ (823′)	3000m
180 / 205	1000′ (823′)	3800m

PANS OPS

CHANGES: Minimums.

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LTAI/AYT
ANTALYA

JEPPESEN
13 NOV 15 (11-6)

ANTALYA, TURKEY
ILS DME 2 Rwy 36C

BRIEFING STRIP ™

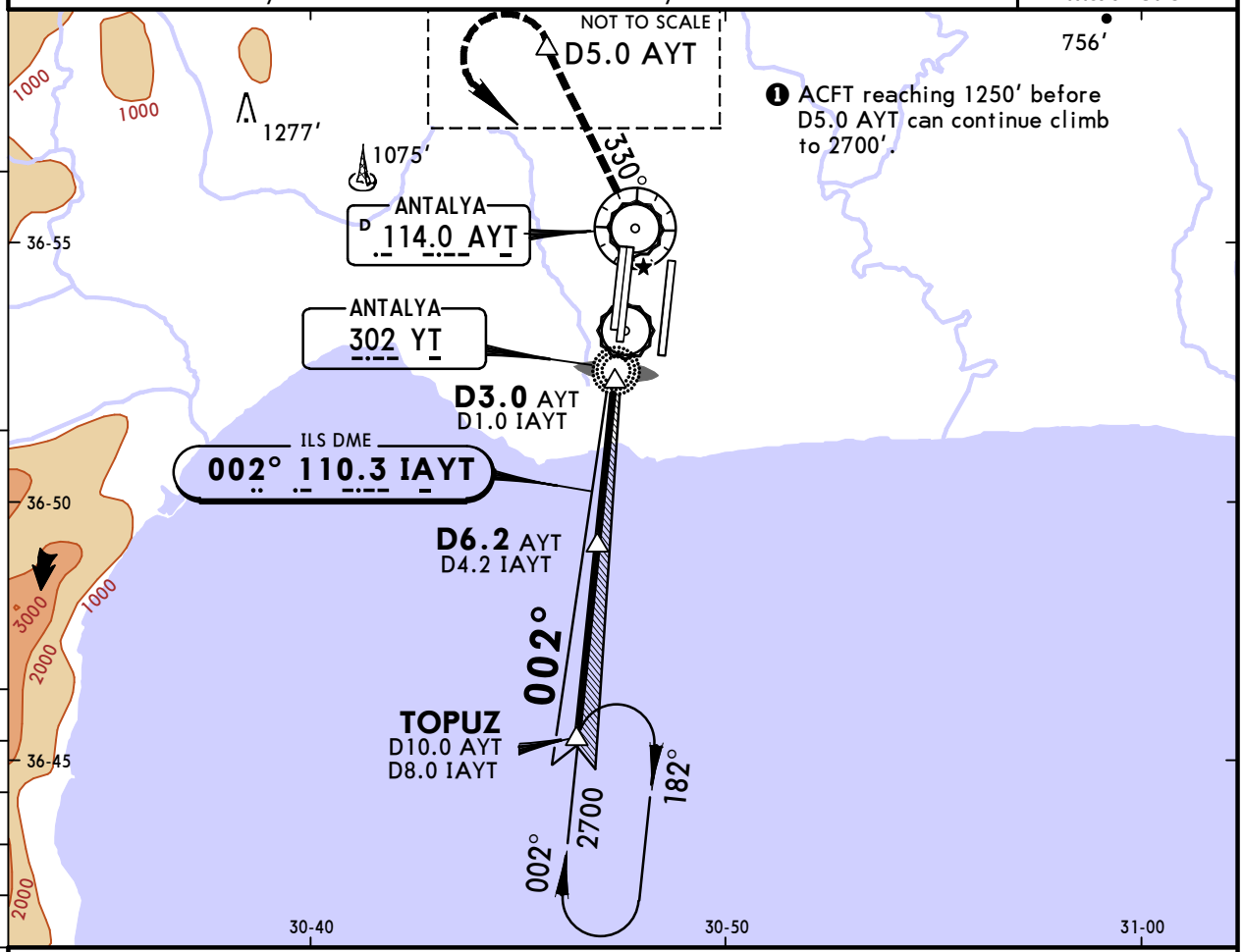
ATIS	ANTALYA Approach (R)	ANTALYA Tower	Ground
118.275	119.025 119.65 120.225	126.1 119.8 120.125	119.85 121.7 121.75

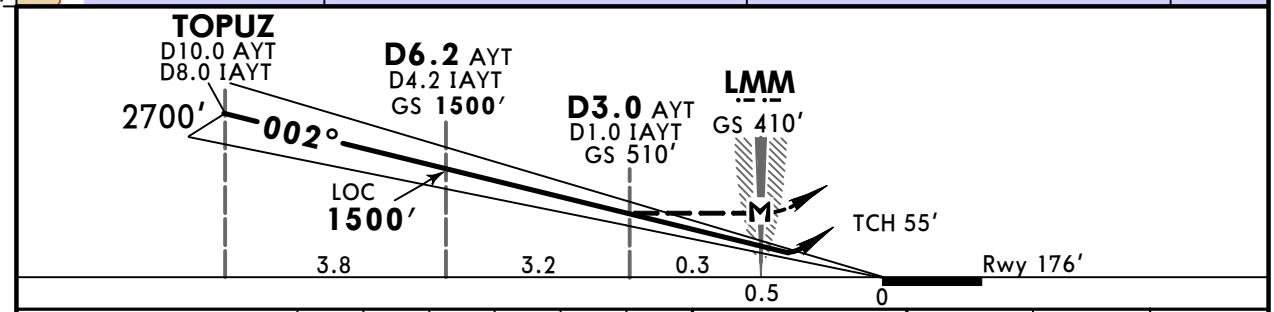
LOC IAYT	Final Apch Crs	GS D6.2 AYT	ILS DA(H)	Apt Elev 177′
110.3	002°	1500′(1324′)	376′(200′)	Rwy 176′

MISSED APCH: Climb on R-330 AYT to 1250′ ❶, then turn LEFT (not before D5.0 AYT) climbing to 2700′ proceed to VOR then TOPUZ and hold.

Alt Set: hPa | Rwy Elev: 6 hPa | Trans level: By ATC | Trans alt: 15000′

MSA TOPUZ
180°
10,000′ 10,500′
090° 270°
12,000′ 3000′
360°





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 LMM						

HIALS REIL PAPI

1250′ on AYT 114.0 R-330

Standard STRAIGHT-IN LANDING RWY 36C

	ILS DA(H) 376′(200′) FULL	Limited	ALS out	LOC (GS out) MDA(H) 540′(364′)	ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1000m	RVR 1500m
B					
C					RVR 1700m
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100 / 135	1000′(823′)	3000m
180 / 205	1000′(823′)	3800m

PANS OPS

CHANGES: Minimums.

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LTAI/AYT ANTALYA

JEPPESEN

13 NOV 15 (11-7)

ANTALYA, TURKEY ILS Rwy 36C

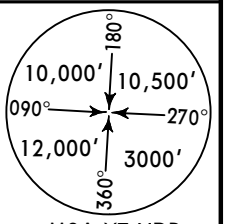
BRIEFING STRIP™

ATIS	ANTALYA Approach (R)	ANTALYA Tower	Ground
118.275	119.025 119.65 120.225	126.1 119.8 120.125	119.85 121.7 121.75

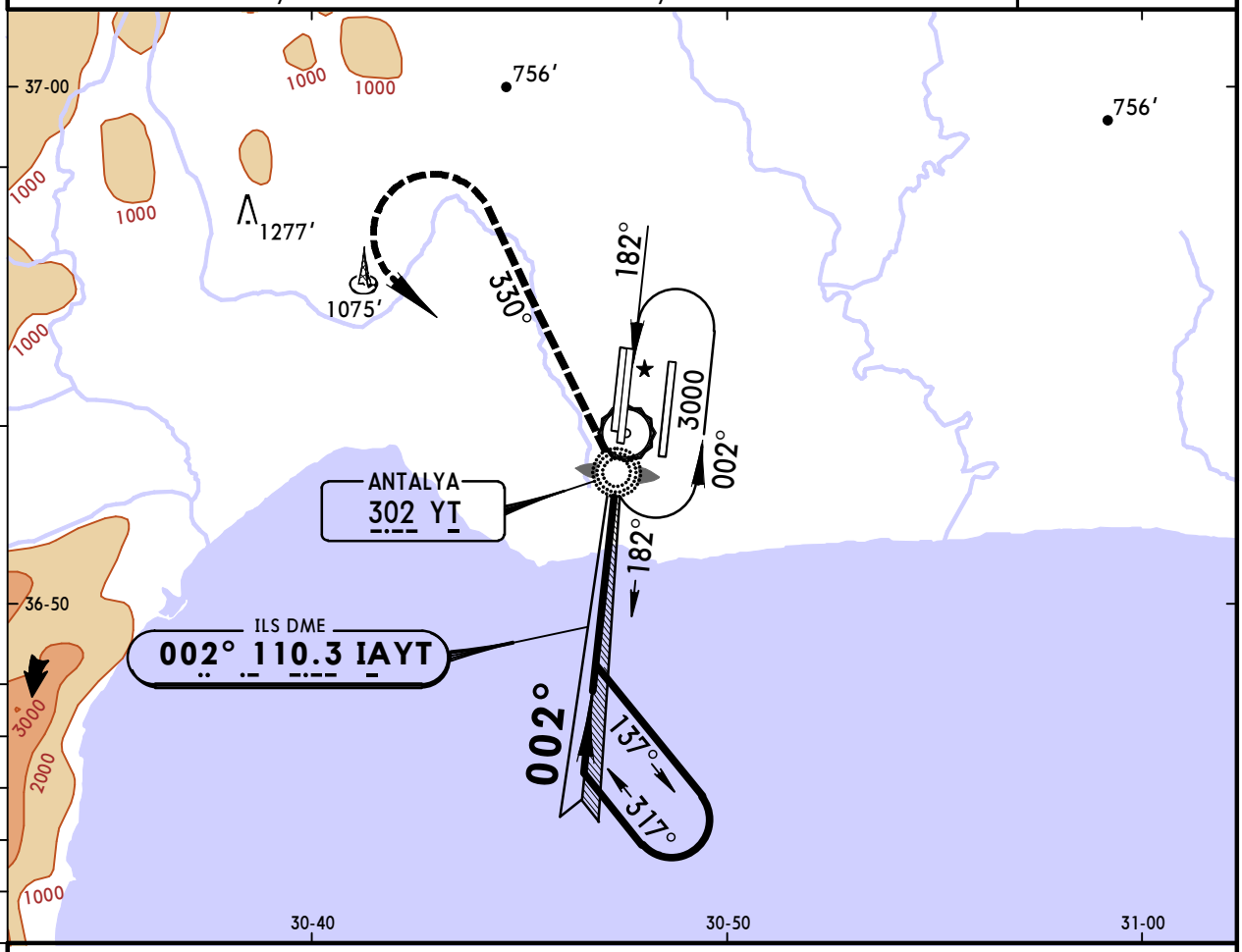
LOC IAYT	Final Apch Crs	GS	ILS DA(H)	
110.3	**002°**	No Altitude published	**376′**(200′)	Apt Elev 177′ Rwy 176′

MISSED APCH: Climb on 330° from NDB to 2000′, then climbing turn LEFT to 3000′ to NDB and hold.

Alt Set: hPa | Rwy Elev: 6 hPa | Trans level: By ATC | Trans alt: 15000′



MSA YT NDB



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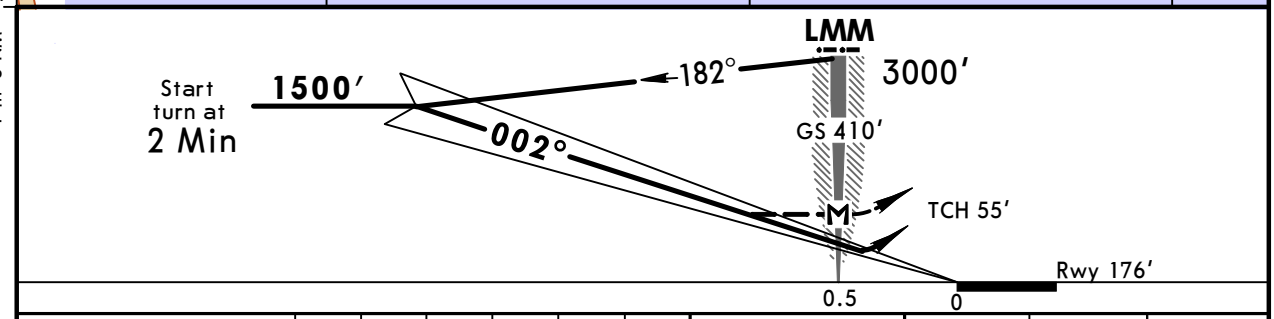

Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at LMM						

HIALS REIL PAPI **2000′** on **330°** from YT **302**

Standard STRAIGHT-IN LANDING RWY **36C**

	ILS DA(H) **376′**(200′) FULL	Limited	ALS out	LOC (GS out) MDA(H) **540′**(364′)	ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1200m	RVR 1900m
B					
C				RVR 1400m	CMV 2100m
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1000′(823′)	3000m
135		
180	1000′(823′)	3800m
205		

PANS OPS

CHANGES: Minimums.

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LTAI/AYT
ANTALYA

JEPPESEN
5 SEP 14
Eff 18 Sep
11-8

ANTALYA, TURKEY
ILS DME-1 Rwy 36R

BRIEFING STRIP™

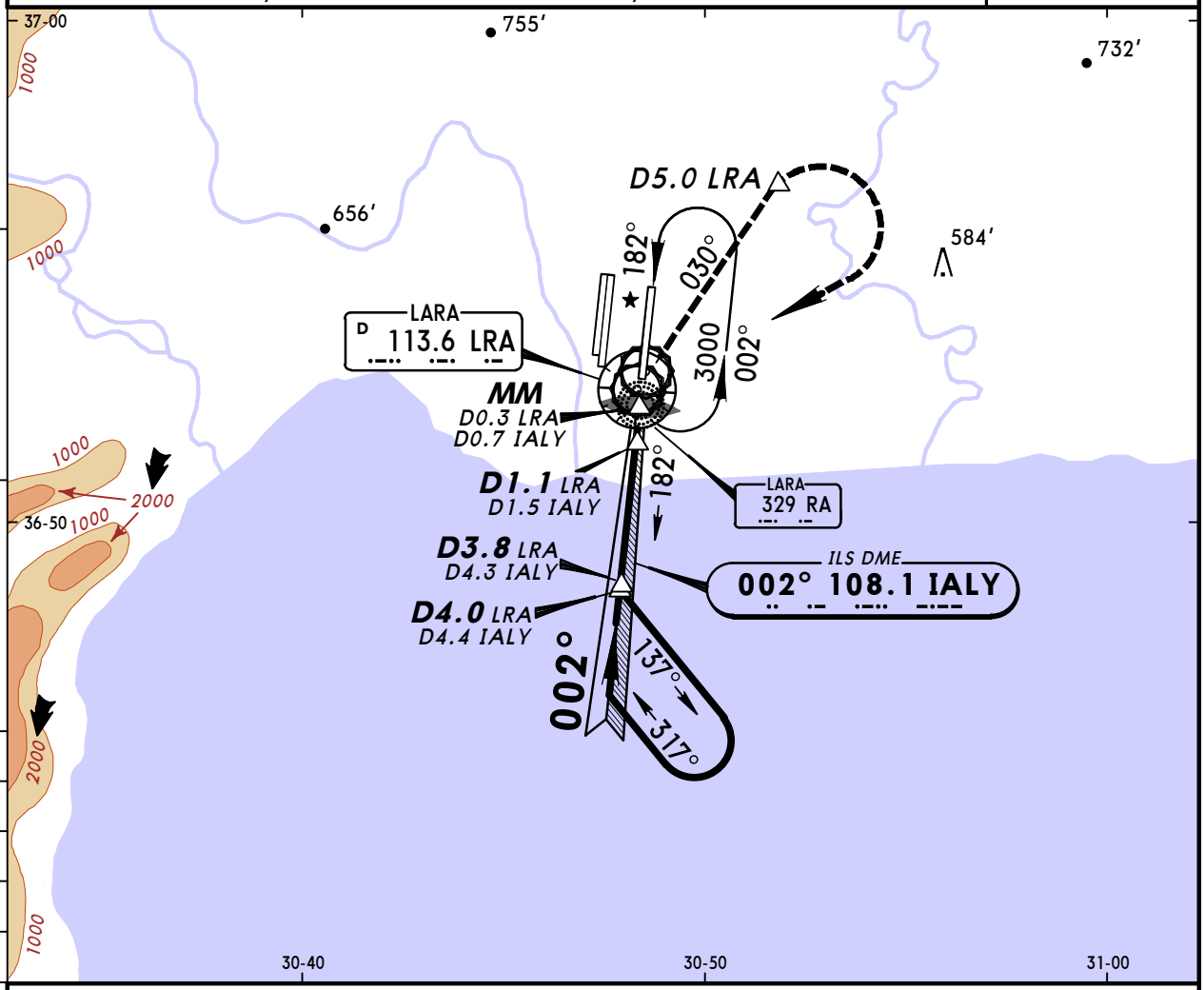
ATIS	ANTALYA Approach (R)	ANTALYA Tower	Ground
118.275	119.025 119.65 120.225	126.1 119.8 120.125	119.85 121.7 121.75

LOC IALY	Final Apch Crs	GS D3.8 LRA	ILS DA(H)	Apt Elev 177′
108.1	002°	1500′ (1342′)	358′ (200′)	RWY 158′

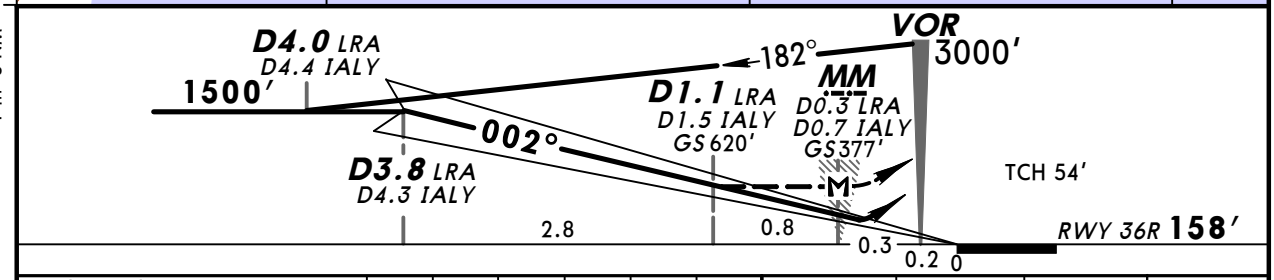
MISSED APCH: Climb on R-030 LRA to 1600′, then turn RIGHT (not before D5.0 LRA) climbing to 3000′ proceed to VOR and hold.
MAX 180 KT until inbound LRA VOR.

Alt Set: hPa | Rwy Elev: 6 hPa | Trans level: By ATC | Trans alt: 15000′

MSA LRA VOR: 180°, 10,000′, 10,500′, 090°, 270°, 12,000′, 3000′, 360°



1 in=5 NM



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 MM/D0.3 LRA/D0.7 IALY						

ALSF-II, REIL, PAPI, PAPI

180 KT MAX

1600′ ↑ on LRA 113.6 R-030

PANS OPS

Standard STRAIGHT-IN LANDING RWY **36R**

	ILS DA(H) 358′ (200′) FULL	Limited	ALS out	LOC (GS out) MDA(H) 620′ (462′)	ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1500m	RVR 1500m
B					
C					CMV 2200m
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1000′ (823′)	3000m
135		
180	1000′ (823′)	3800m
205		

CHANGES: Communications.

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LTAI/AYT
ANTALYA

JEPPESEN

5 SEP 14
Eff 18 Sep

11-8A

ANTALYA, TURKEY
CAT II ILS DME-2 Rwy 36R

BRIEFING STRIP

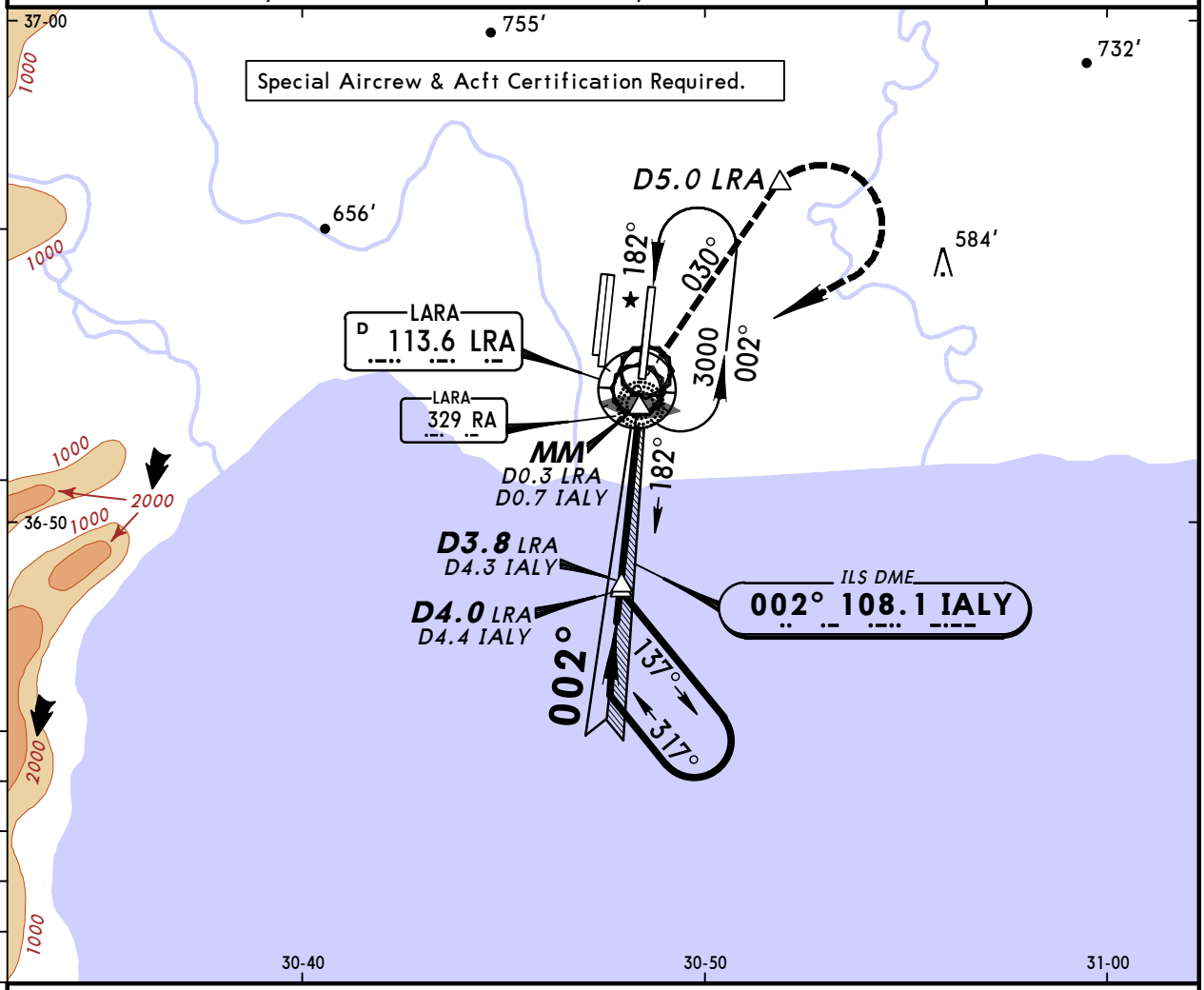
ATIS	ANTALYA Approach (R)	ANTALYA Tower	Ground
118.275	119.025 119.65 120.225	126.1 119.8 120.125	119.85 121.7 121.75

LOC IALY	Final Apch Crs	GS	CAT II ILS	Apt Elev 177′
108.1	002°	D3.8 LRA 1500′ (1342′)	RA 100′ DA(H) 258′ (100′)	RWY 158′

MISSED APCH: Climb on R-030 LRA to 1600′, then turn RIGHT (not before D5.0 LRA) climbing to 3000′ proceed to VOR and hold.
MAX 180 KT until inbound LRA VOR.

Alt Set: hPa | Rwy Elev: 6 hPa | Trans level: By ATC | Trans alt: 15000′

MSA LRA VOR: 180°, 10,000′, 10,500′, 090°, 270°, 12,000′, 3000′, 360°



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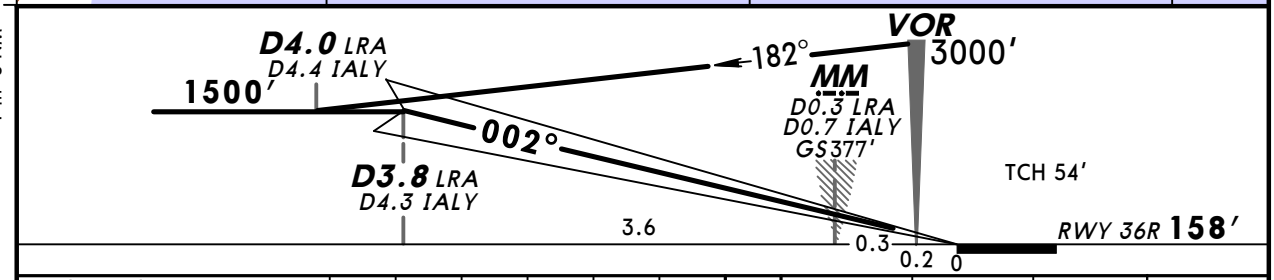

Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II, REIL, PAPI, PAPI

180 KT MAX

1600′ on LRA 113.6 R-030

PANS OPS

Standard

STRAIGHT-IN LANDING RWY **36R**
CAT II ILS

ABCD
RA 100′
DA(H) **258′** (100′)

RVR 300m [1]

[1] Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

CHANGES: Communications.

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LTAI/AYT ANTALYA

JEPPESEN

26 SEP 14 (11-9)

ANTALYA, TURKEY ILS DME-3 Rwy 36R

ATIS	ANTALYA Approach (R)	ANTALYA Tower	Ground
118.275	119.025 119.65 120.225	126.1 119.8 120.125	119.85 121.7 121.75

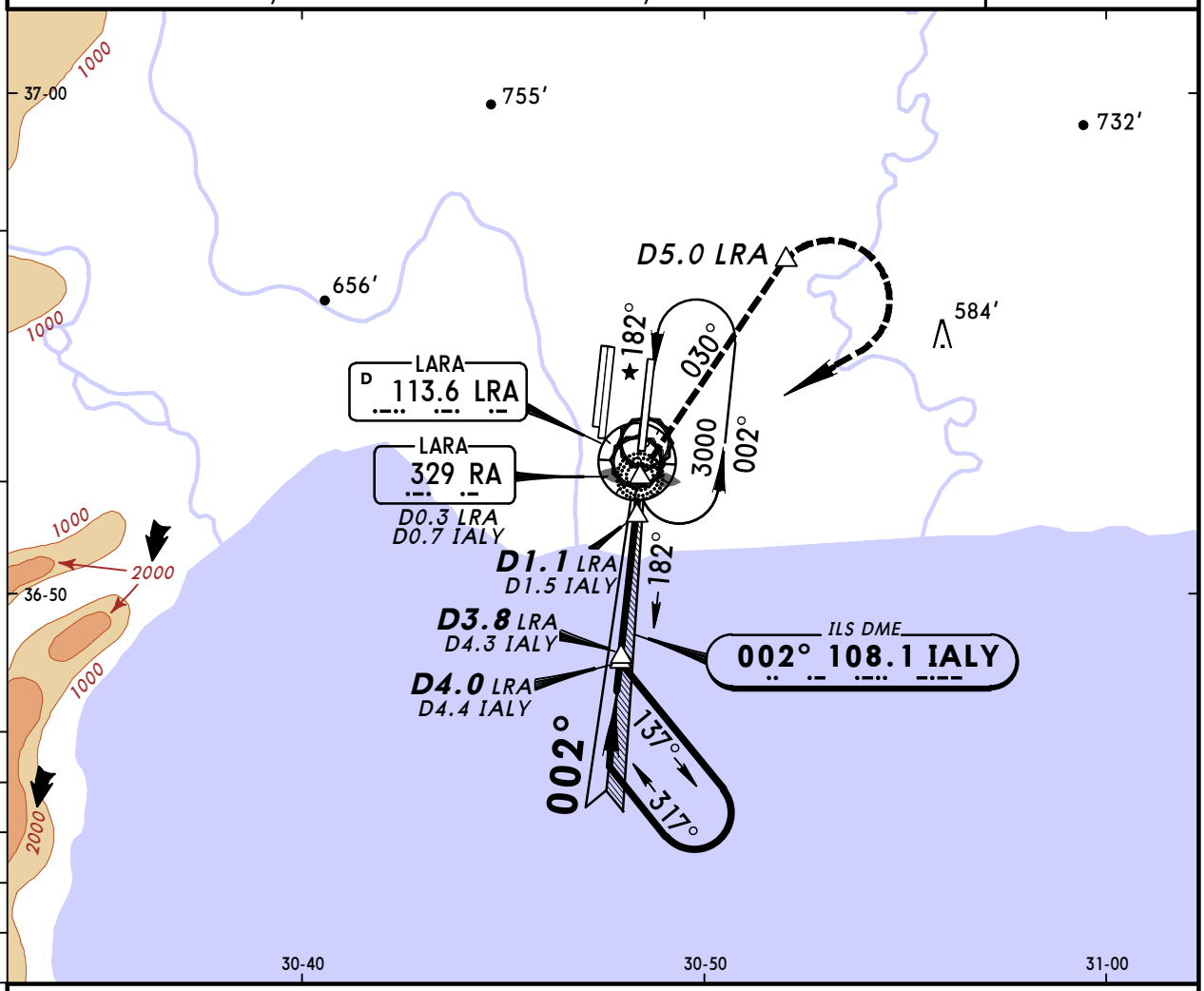
BRIEFING STRIP™

LOC IALY	Final Apch Crs	GS D3.8 LRA	ILS DA(H)	Apt Elev 177′
108.1	002°	1500′ (1342′)	358′ (200′)	RWY 158′

MISSED APCH: Climb to 500′ (LOC: 620′), then climbing turn RIGHT on 030° from Lctr to 1600′, then turn RIGHT (not before D5.0 LRA) climbing to 3000′ to Lctr and hold. MAX 180 KT until inbound Lctr.

Alt Set: hPa | Rwy Elev: 6 hPa | Trans level: By ATC | Trans alt: 15000′

MSA RA Lctr: 180°, 10,000′, 10,500′, 090°, 270°, 12,000′, 3000′, 360°



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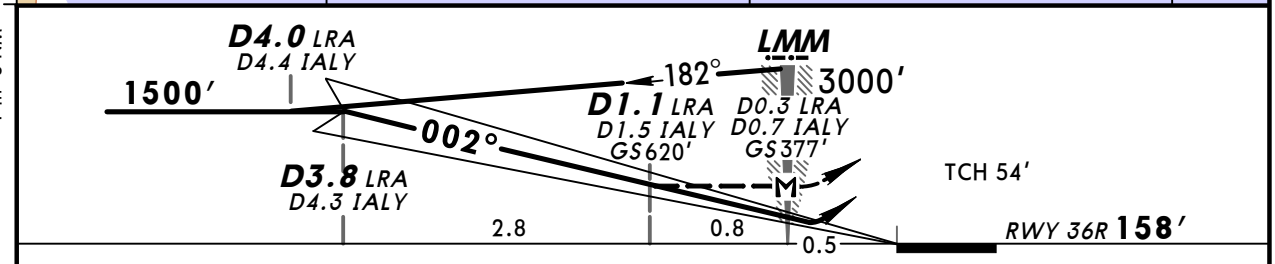

Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at LMM/D0.3 LRA/D0.7 IALY						

ALSF-II, REIL, PAPI, PAPI

Refer to Missed Apch above

Standard STRAIGHT-IN LANDING RWY **36R**

	ILS DA(H) 358′ (200′) FULL	Limited	ALS out	LOC (GS out) MDA(H) 620′ (462′)	ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1500m	RVR 1500m
B					
C					CMV 2200m
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1000′ (823′)	3000m
135		
180	1000′ (823′)	3800m
205		

PANS OPS

CHANGES: None.

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LTAI/AYT
ANTALYA

JEPPESEN

26 SEP 14 (11-9A)

ANTALYA, TURKEY
CAT II ILS DME-4 Rwy 36R

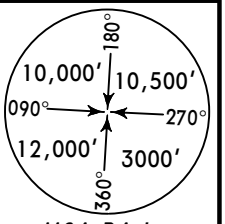
ATIS	ANTALYA Approach (R)	ANTALYA Tower	Ground
118.275	119.025 119.65 120.225	126.1 119.8 120.125	119.85 121.7 121.75

BRIEFING STRIP™

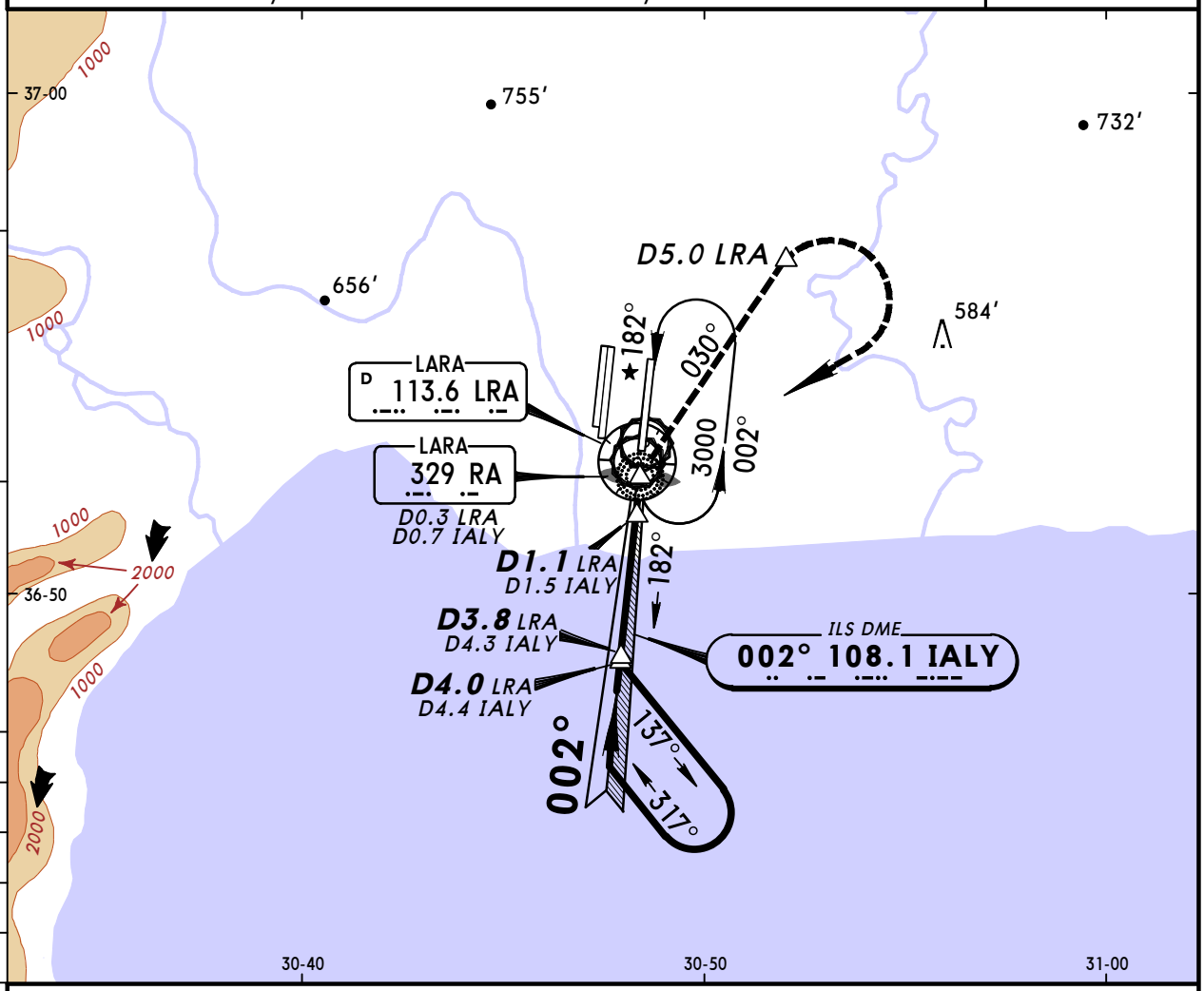
LOC IALY	Final Apch Crs	GS	CAT II ILS	Apt Elev 177′
108.1	002°	D3.8 LRA 1500′ (1342′)	RA 100′ DA(H) 258′ (100′)	RWY 158′

MISSED APCH: Climb to 500′ (LOC: 620′), then climbing turn RIGHT on 030° from Lctr to 1600′, then turn RIGHT (not before D5.0 LRA) climbing to 3000′ to Lctr and hold. MAX 180 KT until inbound Lctr.

Alt Set: hPa | Rwy Elev: 6 hPa | Trans level: By ATC | Trans alt: 15000′



MSA RA Lctr



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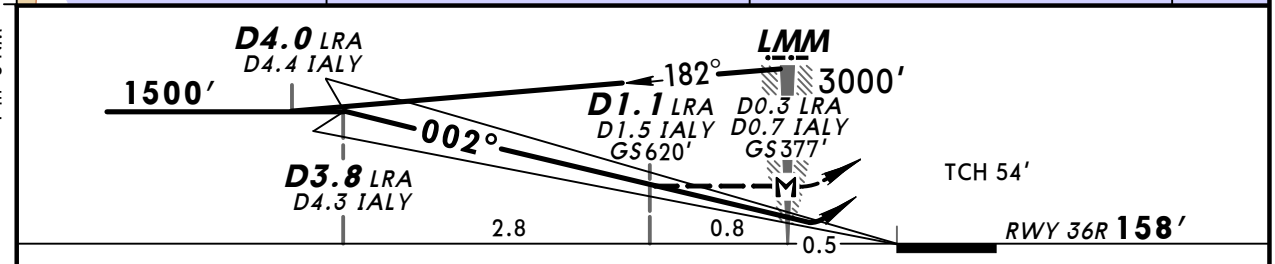

Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at LMM/D0.3 LRA/D0.7 IALY						

ALSF-II, REIL, PAPI, PAPI

Refer to Missed Apch above

PANS OPS

Standard

STRAIGHT-IN LANDING RWY **36R**
CAT II ILS

ABCD
RA 100′
DA(H) **258′** (100′)

RVR 300m [1]

[1] Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

CHANGES: Reissue.

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LTAI/AYT
ANTALYA

JEPPESEN

5 SEP 14
Eff 18 Sep

(11-10)

ANTALYA, TURKEY
ILS DME-5 Rwy 36R

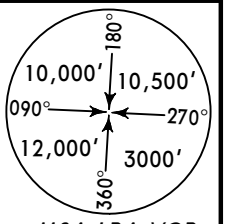
ATIS	ANTALYA Approach (R)	ANTALYA Tower	Ground
118.275	119.025 119.65 120.225	126.1 119.8 120.125	119.85 121.7 121.75

BRIEFING STRIP™

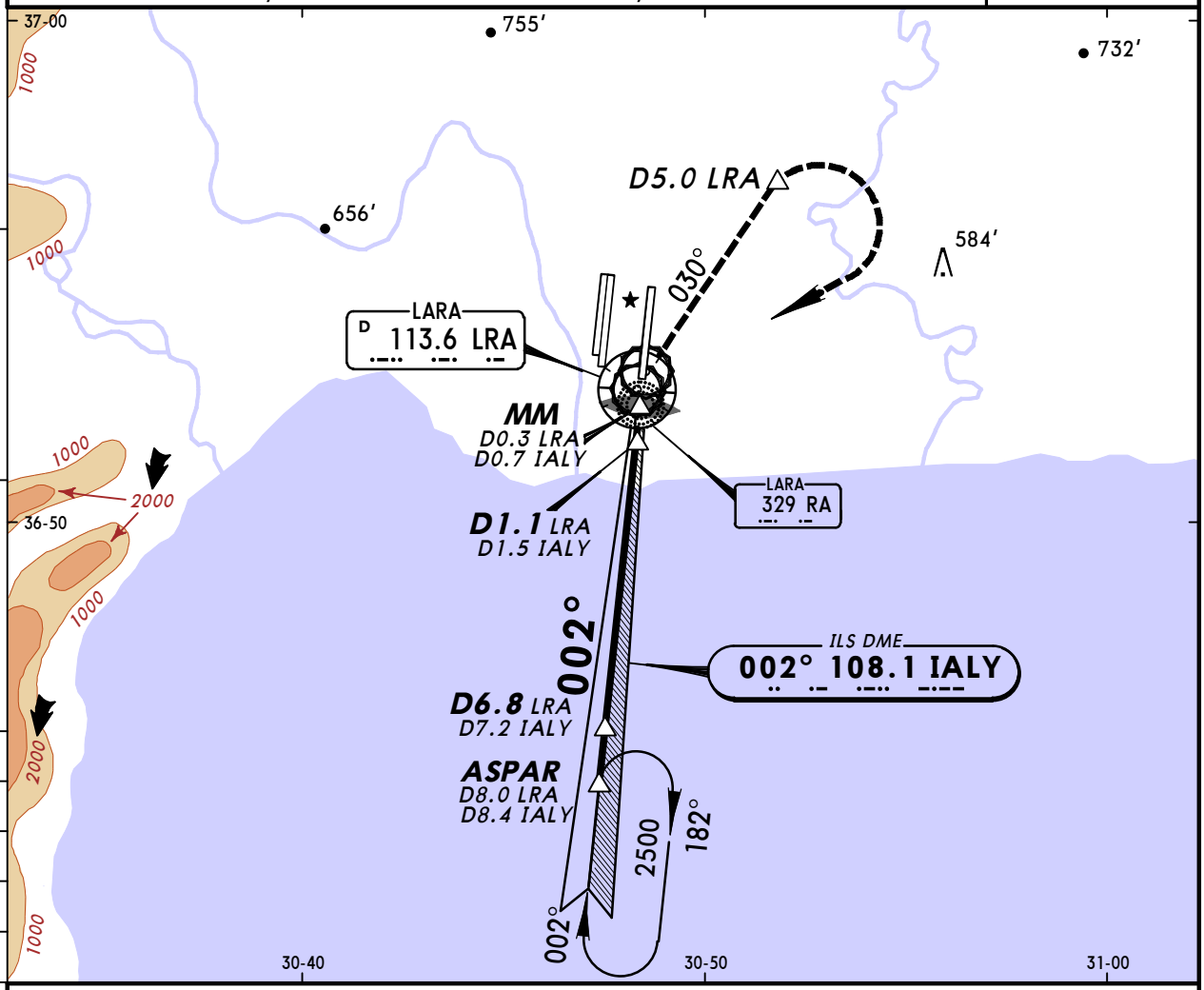
LOC IALY	Final Apch Crs	GS	ILS DA(H)	Apt Elev 177′
108.1	**002°**	**D6.8 LRA** **2500′** (2342′)	**358′** (200′)	RWY **158′**

MISSED APCH: Climb to 500′ (LOC: 620′), then climbing turn RIGHT on R-030 LRA to 1600′, then turn RIGHT (not before D5.0 LRA) climbing to 2500′ proceed via VOR to ASPAR and hold. MAX 180 KT until inbound LRA VOR.

Alt Set: hPa | Rwy Elev: 6 hPa | Trans level: By ATC | Trans alt: 15000′



MSA LRA VOR



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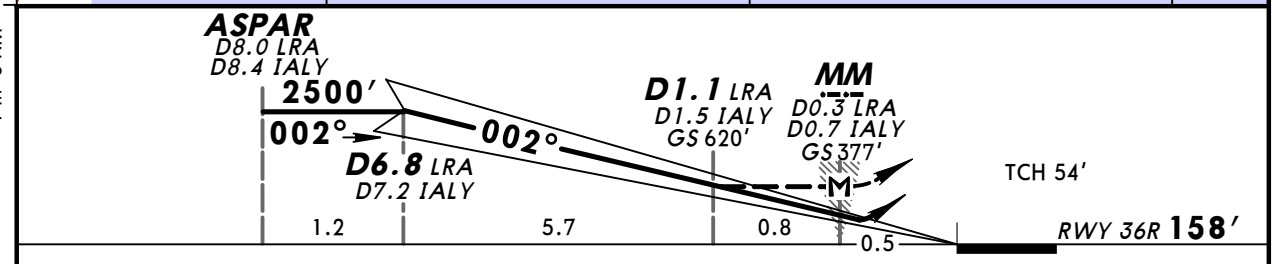

Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at MM/D0.3 LRA/D0.7 IALY						

ALSF-II
REIL PAPI PAPI

Refer to Missed Apch above

Standard STRAIGHT-IN LANDING RWY **36R**

	ILS DA(H) 358′ (200′) FULL	ILS Limited	ILS ALS out	LOC (GS out) MDA(H) 620′ (462′)	LOC ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1500m	RVR 1500m
B					
C					CMV 2200m
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1000′ (823′)	3000m
135		
180	1000′ (823′)	3800m
205		

PANS OPS

CHANGES: Communications.

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LTAI/AYT
ANTALYA

JEPPESEN
5 SEP 14
Eff 18 Sep
11-10AA

ANTALYA, TURKEY
CAT II ILS DME-6 Rwy 36R

ATIS	ANTALYA Approach (R)	ANTALYA Tower	Ground
118.275	119.025 119.65 120.225	126.1 119.8 120.125	119.85 121.7 1 121.75

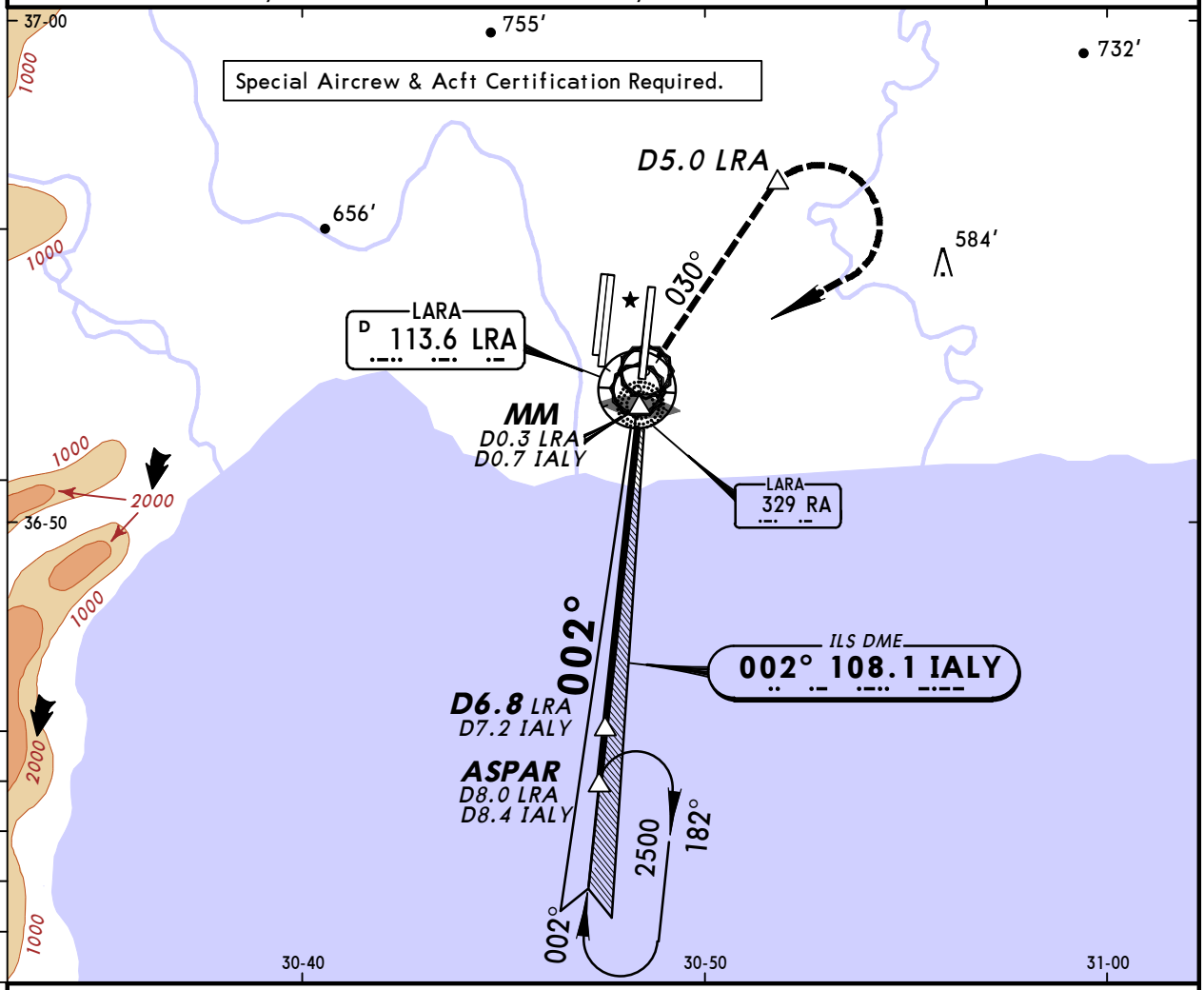
BRIEFING STRIP™

LOC IALY	Final Apch Crs	GS	CAT II ILS	Apt Elev 177′
108.1	002°	D6.8 LRA 2500′ (2342′)	RA 100′ DA(H) 258′ (100′)	RWY 158′

MISSED APCH: Climb to 500′, then climbing turn RIGHT on R-030 LRA to 1600′, then turn RIGHT (not before D5.0 LRA) climbing to 2500′ proceed via VOR to ASPAR and hold. MAX 180 KT until inbound LRA VOR.

Alt Set: hPa | Rwy Elev: 6 hPa | Trans level: By ATC | Trans alt: 15000′

MSA LRA VOR: 180°, 10,000′, 10,500′, 090°, 270°, 12,000′, 3000′, 360°



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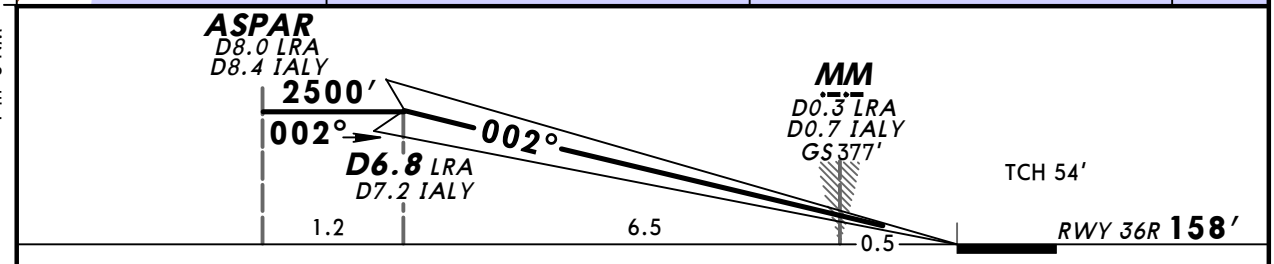

Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II, REIL, PAPI, PAPI

180 KT MAX

500′

PANS OPS

Standard

STRAIGHT-IN LANDING RWY **36R**
CAT II ILS

ABCD
RA 100′
DA(H) **258′** (100′)

RVR 300m [1]

[1] Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

CHANGES: Communications.

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LTAI/AYT
ANTALYA

JEPPESEN

5 SEP 14
Eff 18 Sep
11-11

ANTALYA, TURKEY
ILS DME-7 Rwy 36R

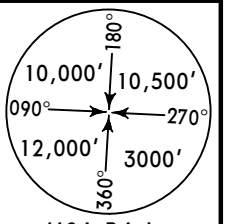
ATIS	ANTALYA Approach (R)	ANTALYA Tower	Ground
118.275	119.025 119.65 120.225	126.1 119.8 120.125	119.85 121.7 121.75

BRIEFING STRIP™

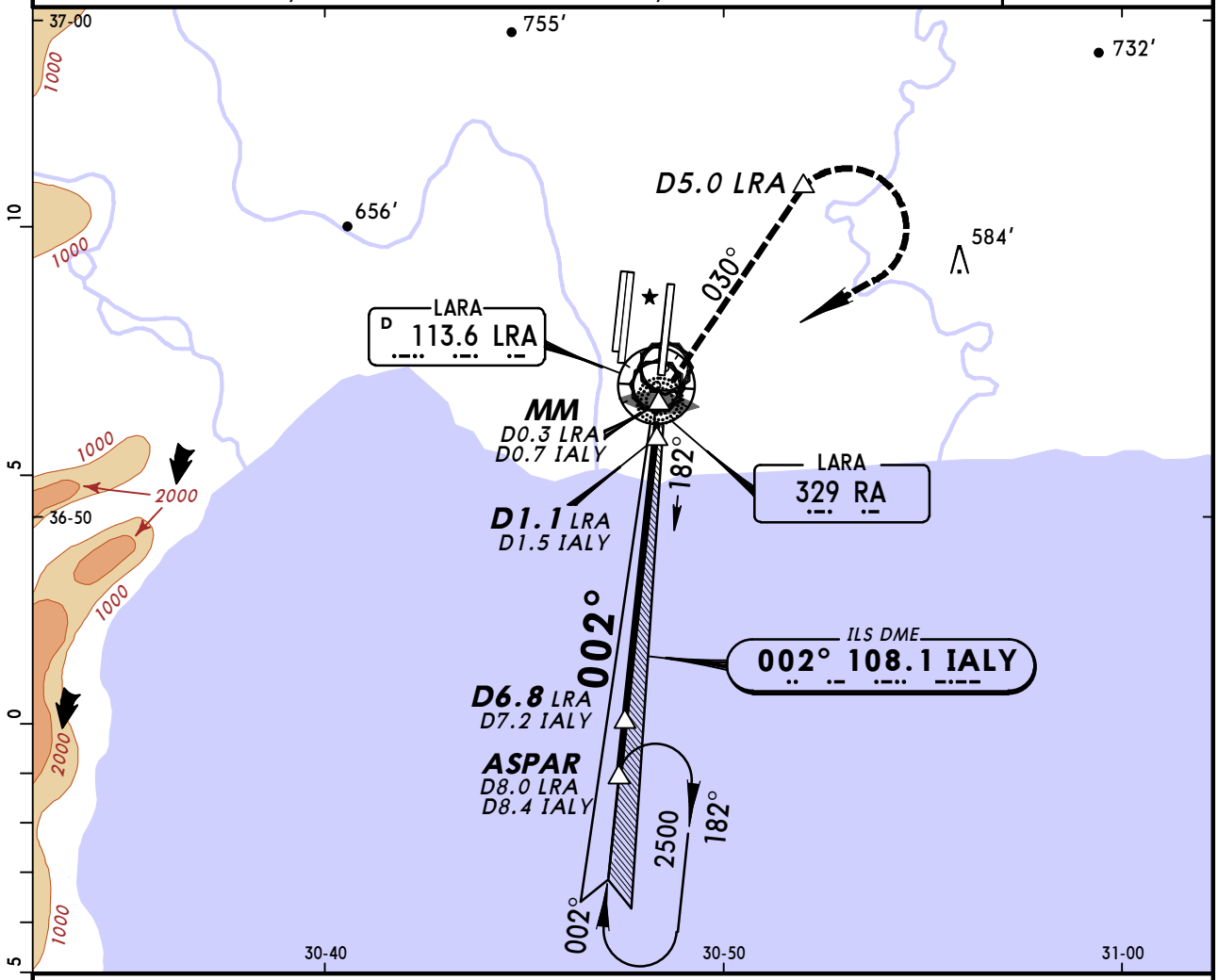
LOC IALY	Final Apch Crs	GS D6.8 LRA	ILS DA(H)	Apt Elev 177′
108.1	002°	2500′ (2342′)	358′ (200′)	RWY 158′

MISSED APCH: Climb to 500′ (LOC: 620′), then climbing turn RIGHT on 030° from Lctr to 1600′, then turn RIGHT (not before D5.0 LRA) climbing to 2500′ proceed via Lctr to ASPAR and hold. MAX 180 KT until inbound LRA VOR.

Alt Set: hPa | Rwy Elev: 6 hPa | Trans level: By ATC | Trans alt: 15000′



MSA RA Lctr



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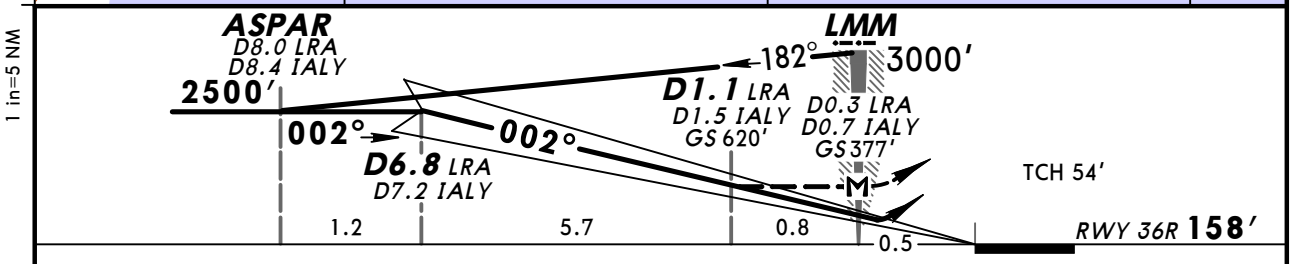

Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at MM/D0.3 LRA/D0.7 IALY						

ALSF-II
REIL
PAPI PAPI

Refer to Missed Apch above

Standard STRAIGHT-IN LANDING RWY **36R**

	ILS DA(H) 358′ (200′) FULL	Limited	ALS out	LOC (GS out) MDA(H) 620′ (462′)	ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1500m	RVR 1500m
B					
C					CMV 2200m
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1000′ (823′)	3000m
135		
180	1000′ (823′)	3800m
205		

PANS OPS

CHANGES: Communications.

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LTAI/AYT
ANTALYA

JEPPESEN
5 SEP 14
Eff 18 Sep
11-11AA

ANTALYA, TURKEY
CAT II ILS DME-8 Rwy 36R

BRIEFING STRIP™

ATIS	ANTALYA Approach (R)	ANTALYA Tower	Ground
118.275	119.025 119.65 120.225	126.1 119.8 120.125	119.85 121.7 121.75

LOC	Final	GS	CAT II ILS	
IALY	Apch Crs	D6.8 LRA	RA 100′	Apt Elev 177′
108.1	002°	2500′ (2342′)	DA(H) 258′ (100′)	RWY 158′

MISSED APCH: Climb to 500′, then climbing turn RIGHT on 030° from Lctr to 1600′, then turn RIGHT (not before D5.0 LRA) climbing to 2500′ proceed via Lctr to ASPAR and hold. MAX 180 KT until inbound LRA VOR.

Alt Set: hPa | Rwy Elev: 6 hPa | Trans level: By ATC | Trans alt: 15000′

MSA RA Lctr: 180°, 10,000′, 10,500′, 090°, 270°, 12,000′, 3000′, 360°

Special Aircrew & Acft Certification Required.

D5.0 LRA
030°
584′
755′
732′
656′
LARA
D 113.6 LRA
MM
D0.3 LRA
D0.7 IALY
182°
LARA
329 RA
002°
ILS DME
002° 108.1 IALY
D6.8 LRA
D7.2 IALY
ASPAR
D8.0 LRA
D8.4 IALY
2500
182°
002°
37-00
36-50
30-40
30-50
31-00
1000
2000

1 in=5 NM

ASPAR
D8.0 LRA
D8.4 IALY
2500′
002°
D6.8 LRA
D7.2 IALY
002°
1.2
6.5
LMM
182°
3000′
D0.3 LRA
D0.7 IALY
GS 377′
0.5
TCH 54′
RWY 36R 158′

Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II
REIL
PAPI PAPI

180 KT MAX

500′

PANS OPS

Standard

STRAIGHT-IN LANDING RWY **36R**
CAT II ILS

ABCD
RA 100′
DA(H) **258′** (100′)

RVR 300m [1]

[1] Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

CHANGES: Communications.

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LTAI/AYT ANTALYA

JEPPESEN

5 SEP 14
Eff 18 Sep

(13-1)

ANTALYA, TURKEY VOR DME Rwy 18L

BRIEFING STRIP

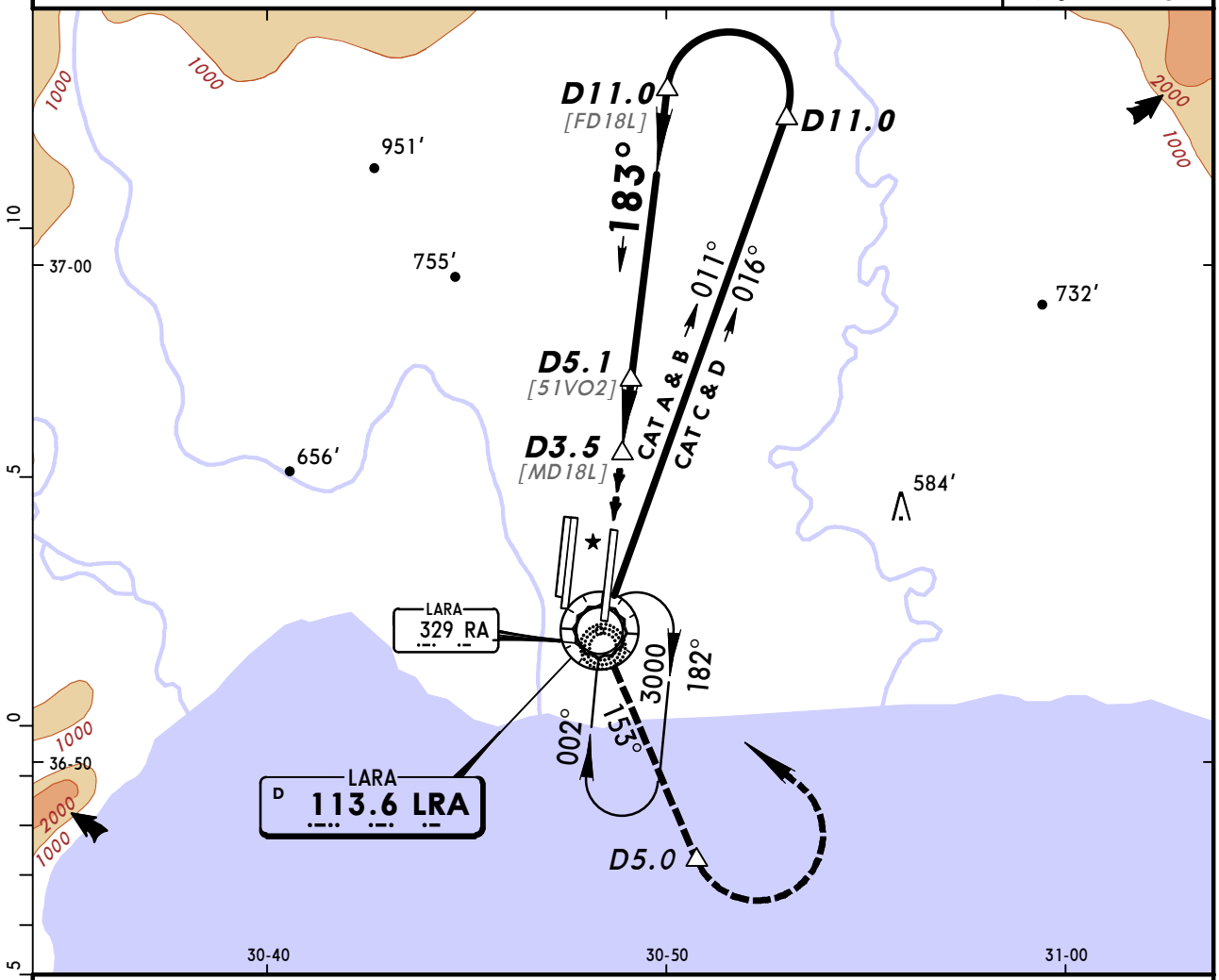
ATIS	ANTALYA Approach (R)	ANTALYA Tower	Ground
118.275	119.025 119.65 120.225	126.1 119.8 120.125	119.85 121.7 121.75

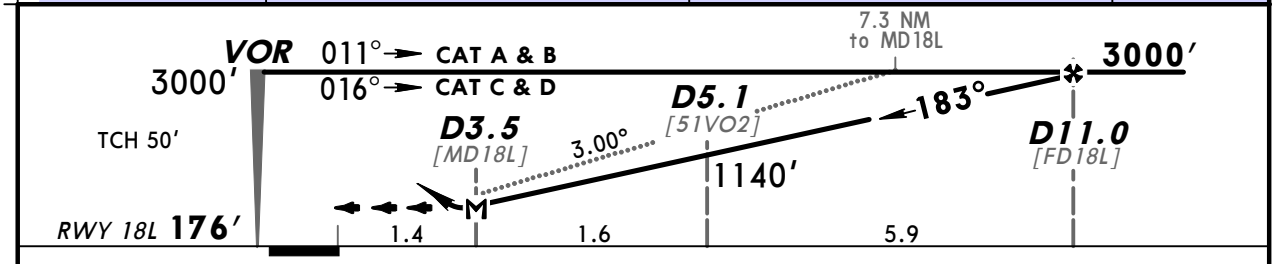
VOR LRA	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
113.6	183°	D11.0 3000′ (2824′)	620′ (444′)	Apt Elev 177′ RWY 176′

MISSED APCH: Climb on R-153 to 2000′, then turn LEFT (not before D5.0) climbing to 3000′ to VOR and hold.

Alt Set: hPa Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 15000′
Baseturn MAX 185 KT.

MSA LRA VOR: 180°; 10,000′; 10,500′; 090°; 270°; 12,000′; 3000′; 360°





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D3.5						

ALSF-II; REIL; PAPI; PAPI

2000′ LRA on 113.6 R-153

Standard STRAIGHT-IN LANDING RWY 18L

MDA(H) 620′ (444′)

		ALS out
A	1400m	1800m
B		
C	1600m	2300m
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1000′ (823′)	3000m
135		
180	1000′ (823′)	3800m
205		

PANS OPS

CHANGES: Communications.

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LTAI/AYT
ANTALYA

JEPPESEN
5 SEP 14
Eff 18 Sep
(13-2)

ANTALYA, TURKEY
VOR DME Rwy 18C/R

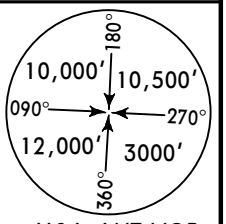
ATIS	ANTALYA Approach (R)	ANTALYA Tower	Ground
118.275	119.025 119.65 120.225	126.1 119.8 120.125	119.85 121.7 121.75

BRIEFING STRIP ™

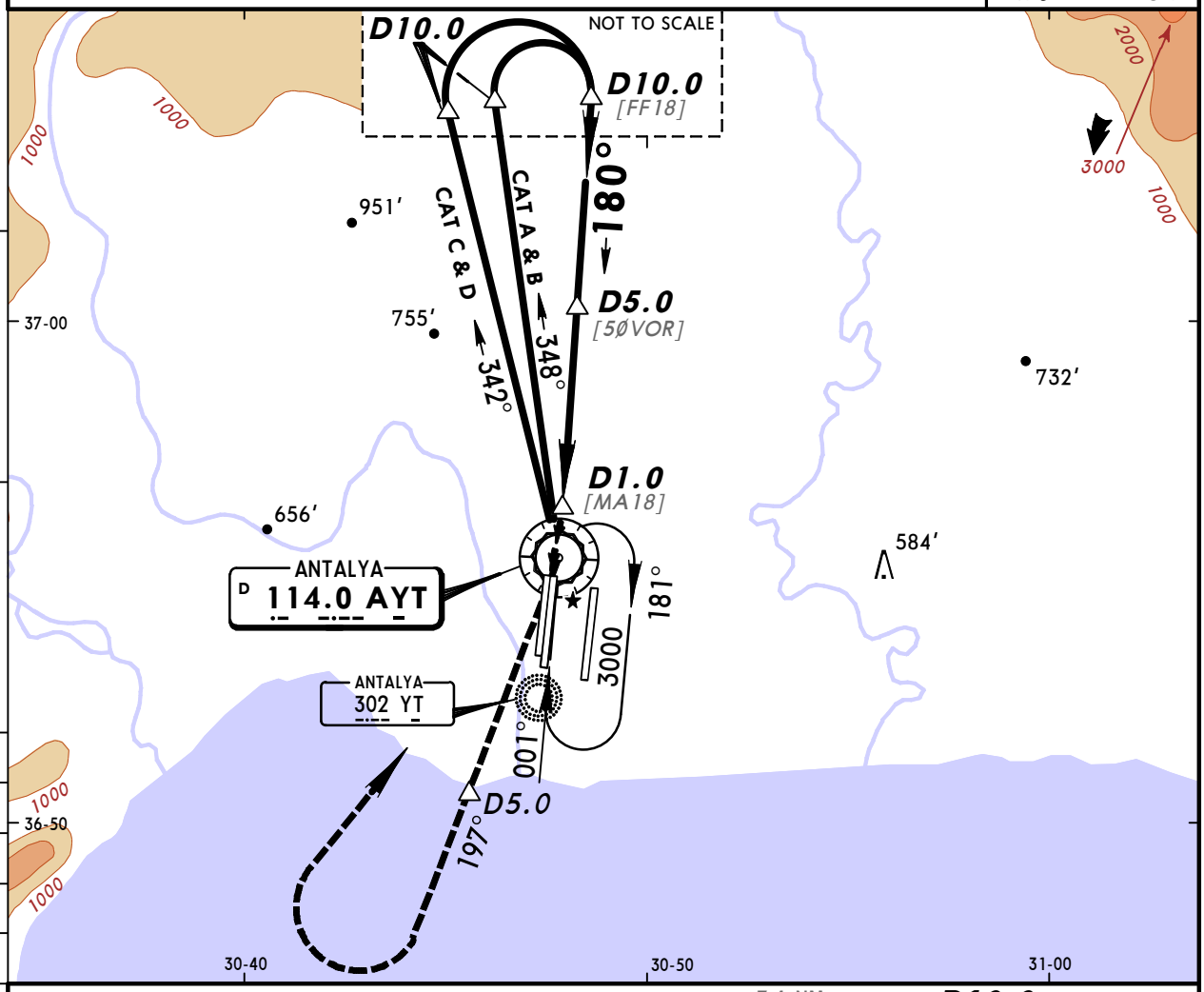
VOR	Final Apch Crs	Minimum Alt	Rwy 18C MDA(H)	Rwy 18R MDA(H)	Apt Elev / RWY 18C / RWY 18R
AYT 114.0	180°	D10.0 3000′ (2824′)	620′ (444′)	620′ (448′)	177′ / 176′ / 172′

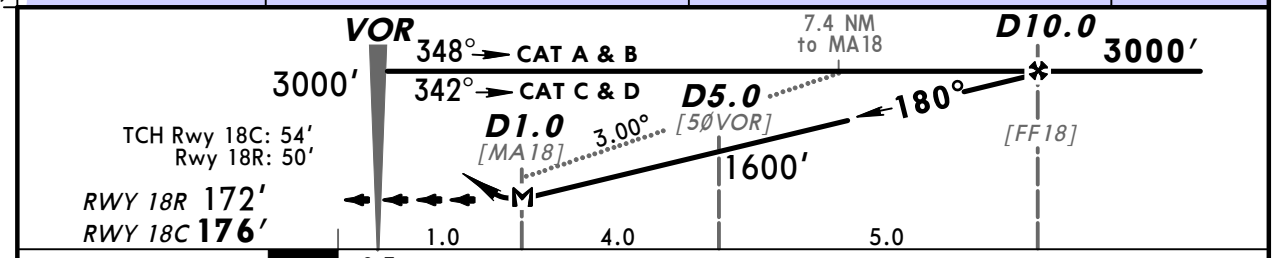
MISSED APCH: Climb on R-197 to 2000′, then turn RIGHT (not before D5.0) climbing to 3000′ to VOR and hold.

Alt Set: hPa Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 15000′
Baseturn MAX 185 KT.



MSA AYT VOR





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.0							

Lighting-Refer to Airport Chart

2000′ ↑ on AYT 114.0 R-197

Standard STRAIGHT-IN LANDING

PANS OPS	RWY 18C MDA(H) 620′ (444′)		RWY 18R MDA(H) 620′ (448′)		CIRCLE-TO-LAND Max Kts	MDA(H)	VIS
		ALS out		ALS out			
A	1400m	1800m	1400m	1900m	100	1000′ (823′)	3000m
B					135		
C	1600m	2300m	1700m	2400m	180	1000′ (823′)	3800m
D					205		

CHANGES: Communications.

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LTAI/AYT
ANTALYA

JEPPESEN

5 SEP 14
Eff 18 Sep

(13-3)

ANTALYA, TURKEY
VOR DME Rwy 36L/C

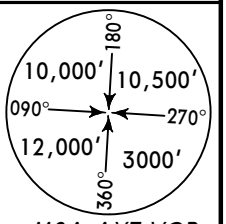
BRIEFING STRIP

ATIS	ANTALYA Approach (R)	ANTALYA Tower	Ground
118.275	119.025 119.65 120.225	126.1 119.8 120.125	119.85 121.7 121.75

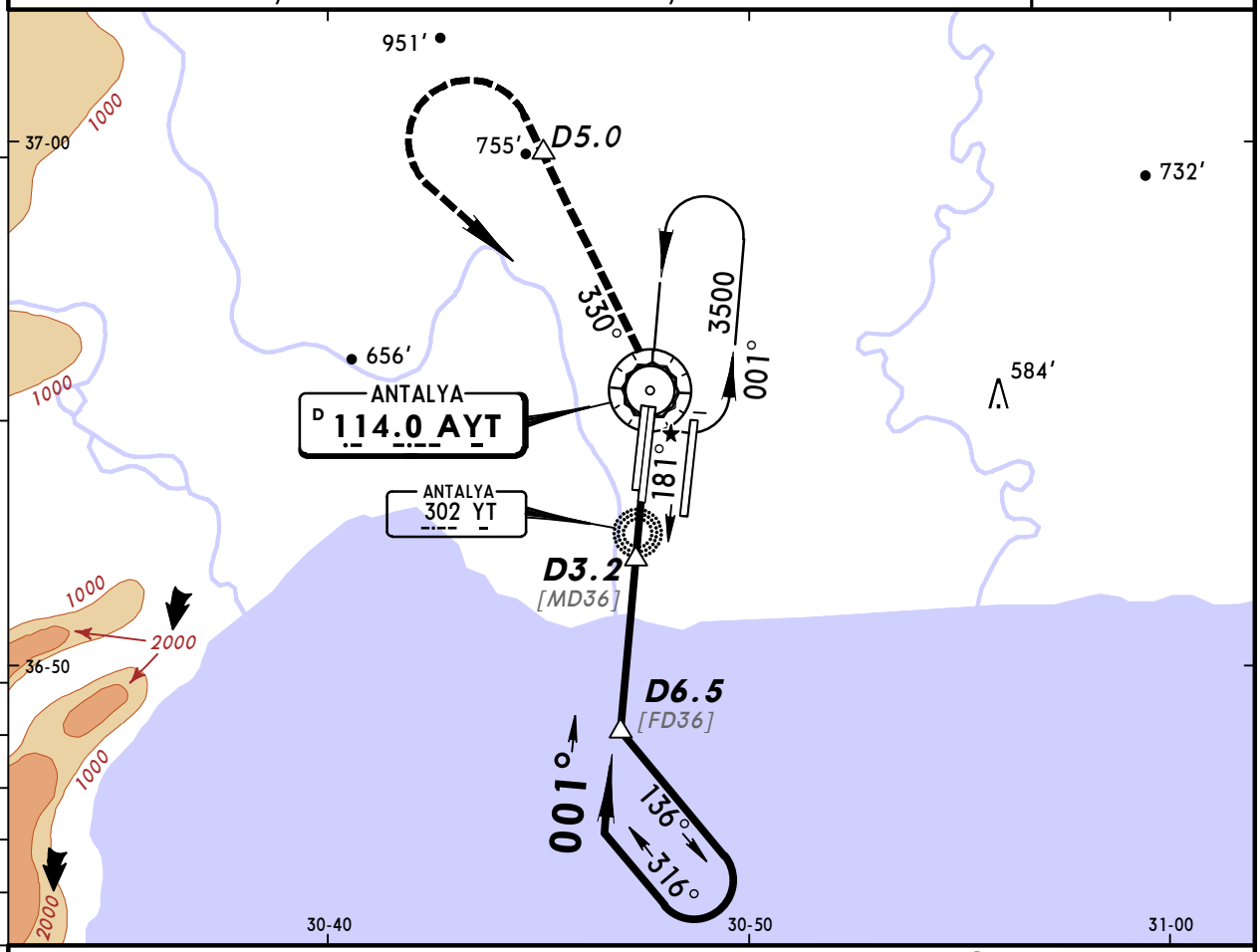
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 177′
AYT 114.0	001°	D6.5 1500′ (1324′)	590′ (414′)	RWY 176′

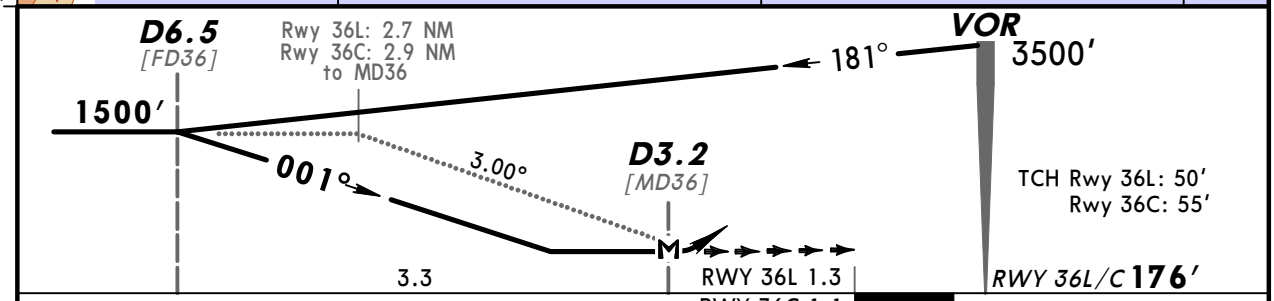
MISSED APCH: Turn LEFT climbing on R-330 to 2200′, then turn LEFT (not before D5.0) climbing to 3500′ proceed to VOR and hold.
MAX 185 KT until inbound to AYT VOR.

Alt Set: hPa | Rwy Elev: 6 hPa | Trans level: By ATC | Trans alt: 15000′



MSA AYT VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D3.2						

Lighting-Refer to Airport Chart | 185 KT MAX | 2200′ LT on AYT 114.0 R-330

Standard STRAIGHT-IN LANDING RWY 36L/C

	CDFA MDA(H) 590′(414′)	CDFA ALS out	non-CDFA MDA(H) 590′(414′)	non-CDFA ALS out
A, B	1200m	1700m	1400m	2100m
C, D	1500m	2200m	1600m	2300m

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100, 135	1000′ (823′)	3000m
180, 205	1000′ (823′)	3800m

PANS OPS

CHANGES: Communications.

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LTAI/AYT
ANTALYA

JEPPESEN
5 SEP 14
Eff 18 Sep
13-4

ANTALYA, TURKEY
VOR Rwy 36L/C

BRIEFING STRIP ™

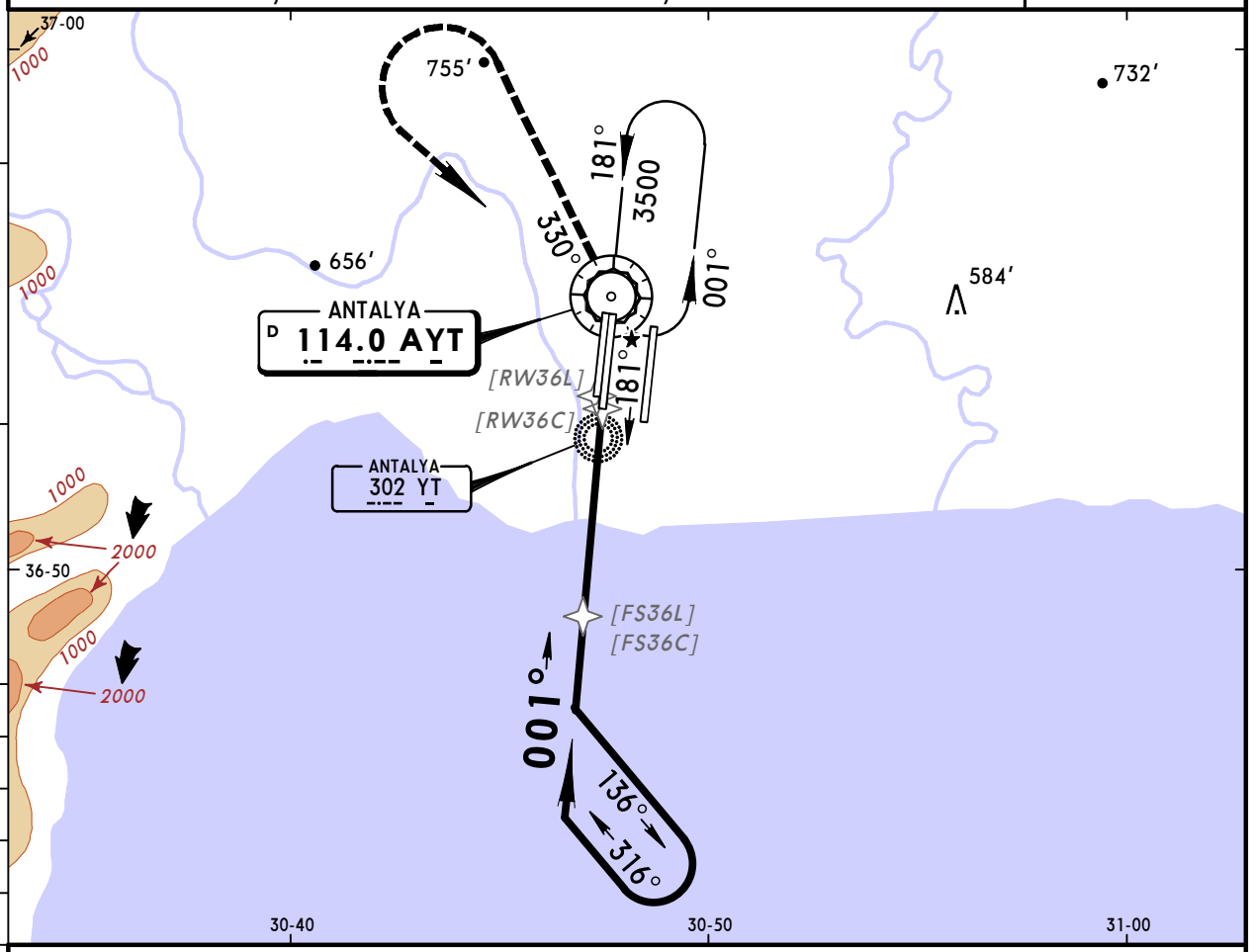
ATIS	ANTALYA Approach (R)	ANTALYA Tower	Ground
118.275	119.025 119.65 120.225	126.1 119.8 120.125	119.85 121.7 121.75

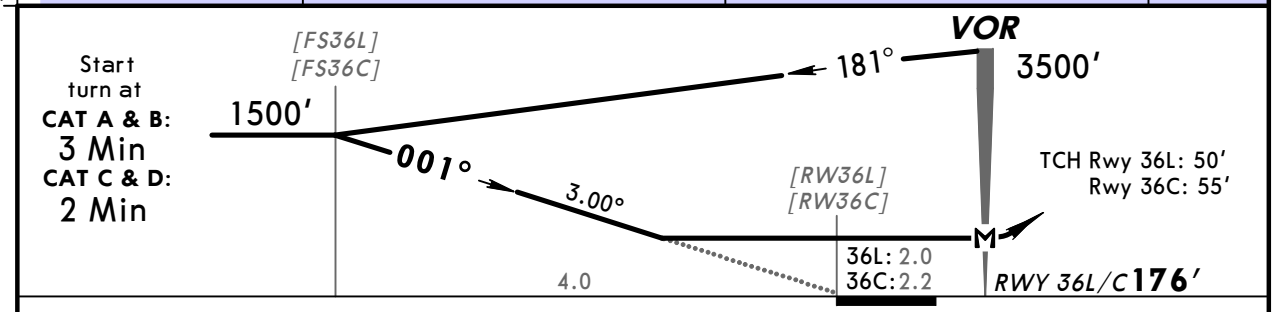
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 177′
AYT 114.0	001°	No FAF	630′ (454′)	RWY 176′

MISSED APCH: Turn LEFT climbing on R-330 to 1900′, then turn LEFT climbing to 3500′ proceed to VOR and hold.
MAX 185 KT until inbound to AYT VOR.

Alt Set: hPa | Rwy Elev: 6 hPa | Trans level: By ATC | Trans alt: 15000′

MSA AYT VOR: 180°, 10,000′, 10,500′, 090°, 270°, 12,000′, 3000′, 360°





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at VOR						

Lighting-Refer to Airport Chart

185 KT MAX

1900′ LT on AYT 114.0 R-330

PANS OPS

Standard STRAIGHT-IN LANDING RWY **36L/C**

	CDFA MDA(H) 630′ (454′)		non-CDFA MDA(H) 630′ (454′)	
		ALS out		ALS out
A, B	1400m	1800m	1600m	2300m
C, D	1600m	2300m	1800m	2500m

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100, 135	1000′ (823′)	3000m
180, 205	1000′ (823′)	3800m

CHANGES: Communications.

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LTAI/AYT ANTALYA

JEPPESEN

5 SEP 14
Eff 18 Sep

13-5

ANTALYA, TURKEY VOR DME Rwy 36R

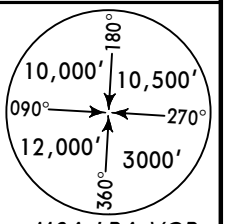
BRIEFING STRIP™

ATIS	ANTALYA Approach (R)	ANTALYA Tower	Ground
118.275	119.025 119.65 120.225	126.1 119.8 120.125	119.85 121.7 121.75

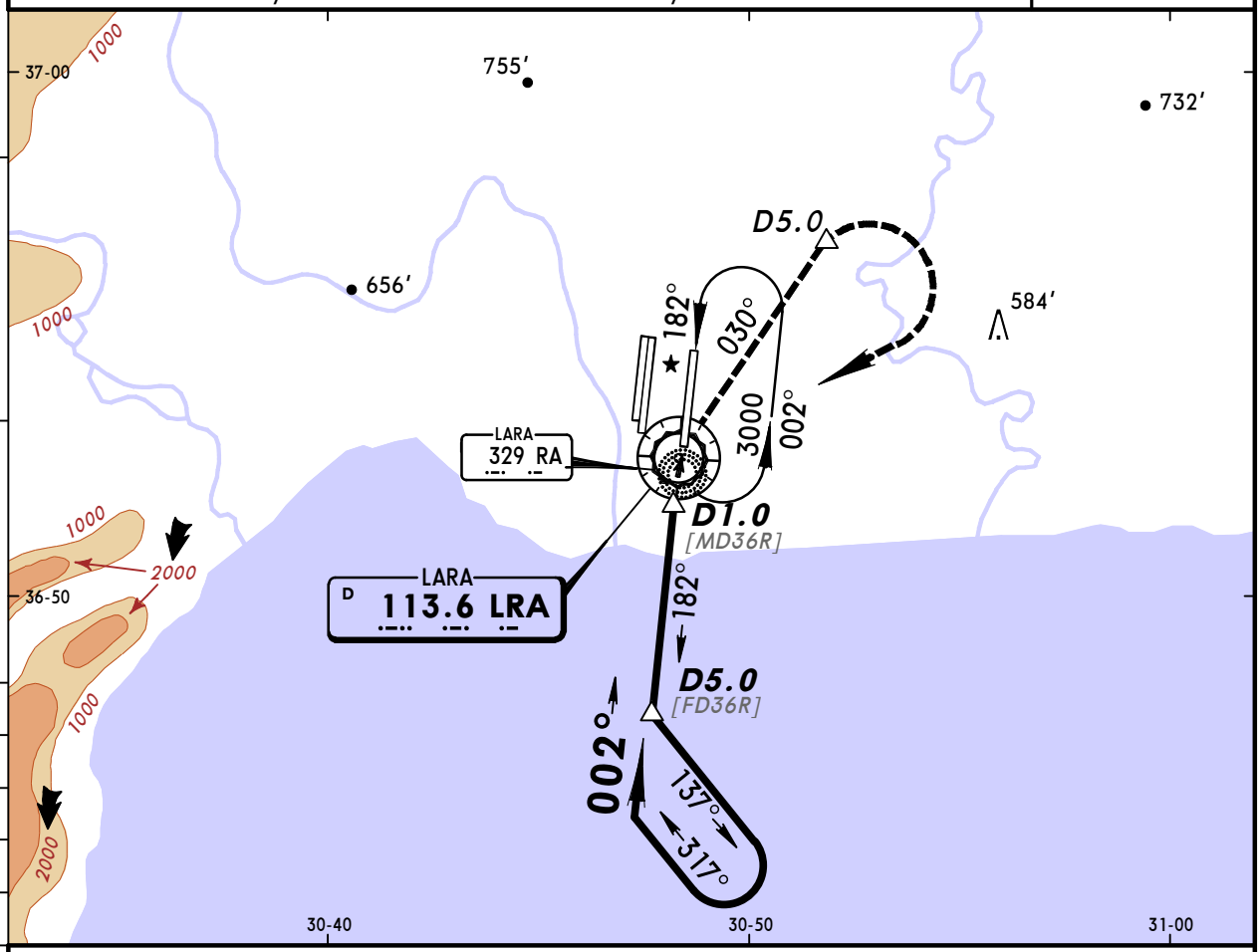
VOR LRA	Final Apch Crs	Minimum Alt D5.0	MDA(H)	Apt Elev / RWY
113.6	002°	1500′ (1342′)	590′ (432′)	Apt Elev 177′ / RWY 158′

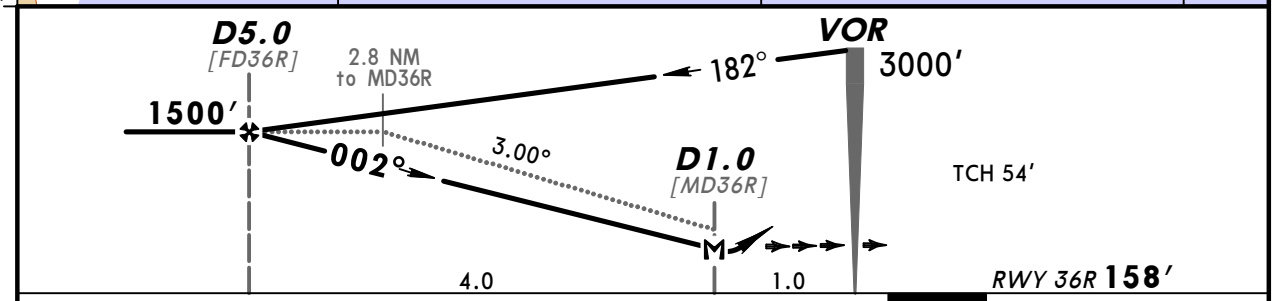
MISSED APCH: Climb on R-030 to 1800′, then turn RIGHT (not before D5.0) climbing to 3000′ to VOR and hold.

Alt Set: hPa | Rwy Elev: 6 hPa | Trans level: By ATC | Trans alt: 15000′



MSA LRA VOR





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.0							

ALSF-II
REIL
PAPI PAPI

1800′ LRA on 113.6 R-030

PANS OPS

Standard STRAIGHT-IN LANDING RWY **36R**

MDA(H) **590′(432′)**

	ALS out	Max Kts	CIRCLE-TO-LAND MDA(H)	VIS
A	1300m	100	1000′(823′)	3000m
B		135		
C	1600m	180	1000′(823′)	3800m
D		205		

CHANGES: Communications.

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LTAI/AYT ANTALYA

JEPPESEN

5 SEP 14
Eff 18 Sep

(13-6)

ANTALYA, TURKEY VOR Rwy 36R

ATIS	ANTALYA Approach (R)	ANTALYA Tower	Ground
118.275	119.025 119.65 120.225	126.1 119.8 120.125	119.85 121.7 121.75

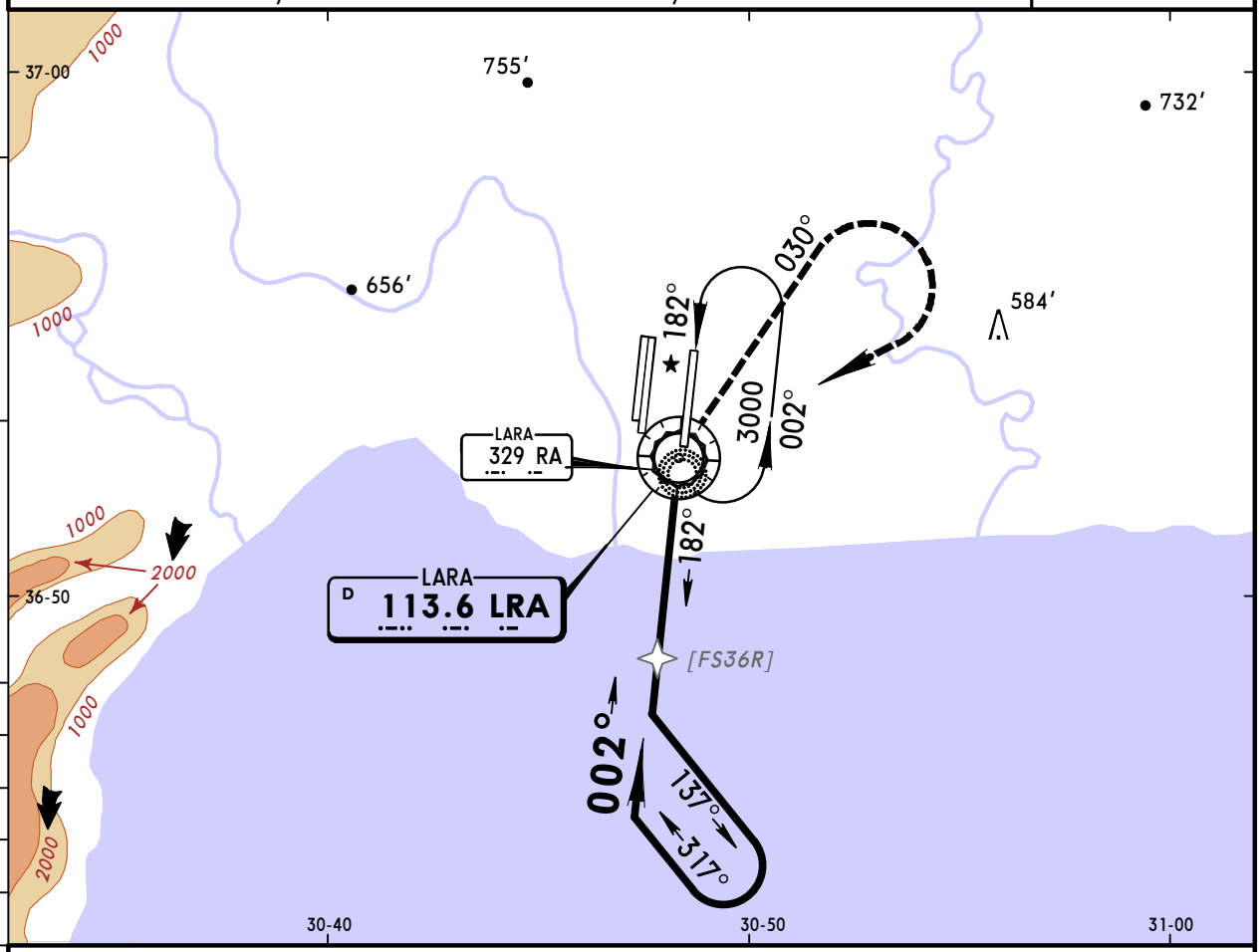
BRIEFING STRIP ™

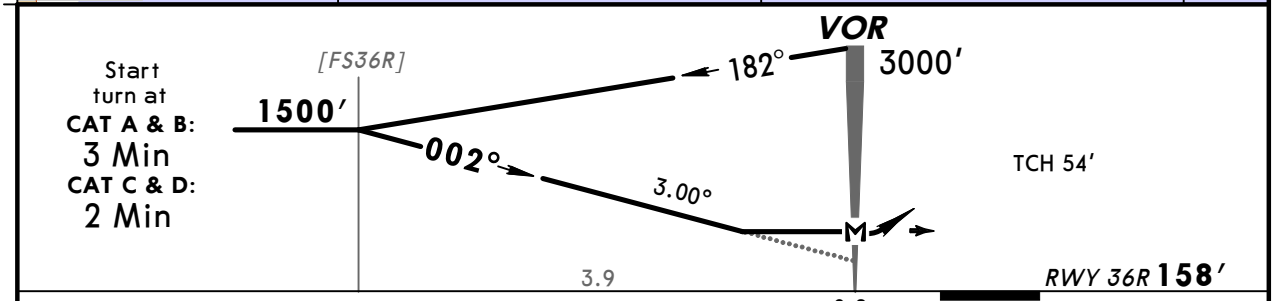
VOR LRA	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
113.6	002°	No FAF	620′ (462′)	Apt Elev 177′ / RWY 158′

MISSED APCH: Climb on R-030 to 1800′, then turn RIGHT climbing to 3000′ to VOR and hold.

Alt Set: hPa Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 15000′

MSA LRA VOR: 180°, 10,000′, 10,500′, 090°, 270°, 12,000′, 3000′, 360°





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at VOR						

ALSF-II, REIL, PAPI, PAPI

1800′ LRA on 113.6 R-030

Standard STRAIGHT-IN LANDING RWY 36R

	CDFA MDA(H) 620′ (462′)		non-CDFA MDA(H) 620′ (462′)	
		ALS out		ALS out
A, B	1500m	1900m	1700m	2400m
C, D	1700m	2400m	1900m	2600m

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100, 135	1000′ (823′)	3000m
180, 205	1000′ (823′)	3800m

PANS OPS

CHANGES: Communications.

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LTAI/AYT
ANTALYA

JEPPESEN
5 SEP 14
Eff 18 Sep
(16-1)

ANTALYA, TURKEY
NDB DME Rwy 18L

ATIS	ANTALYA Approach (R)	ANTALYA Tower	Ground
118.275	119.025 119.65 120.225	126.1 119.8 120.125	119.85 121.7 121.75

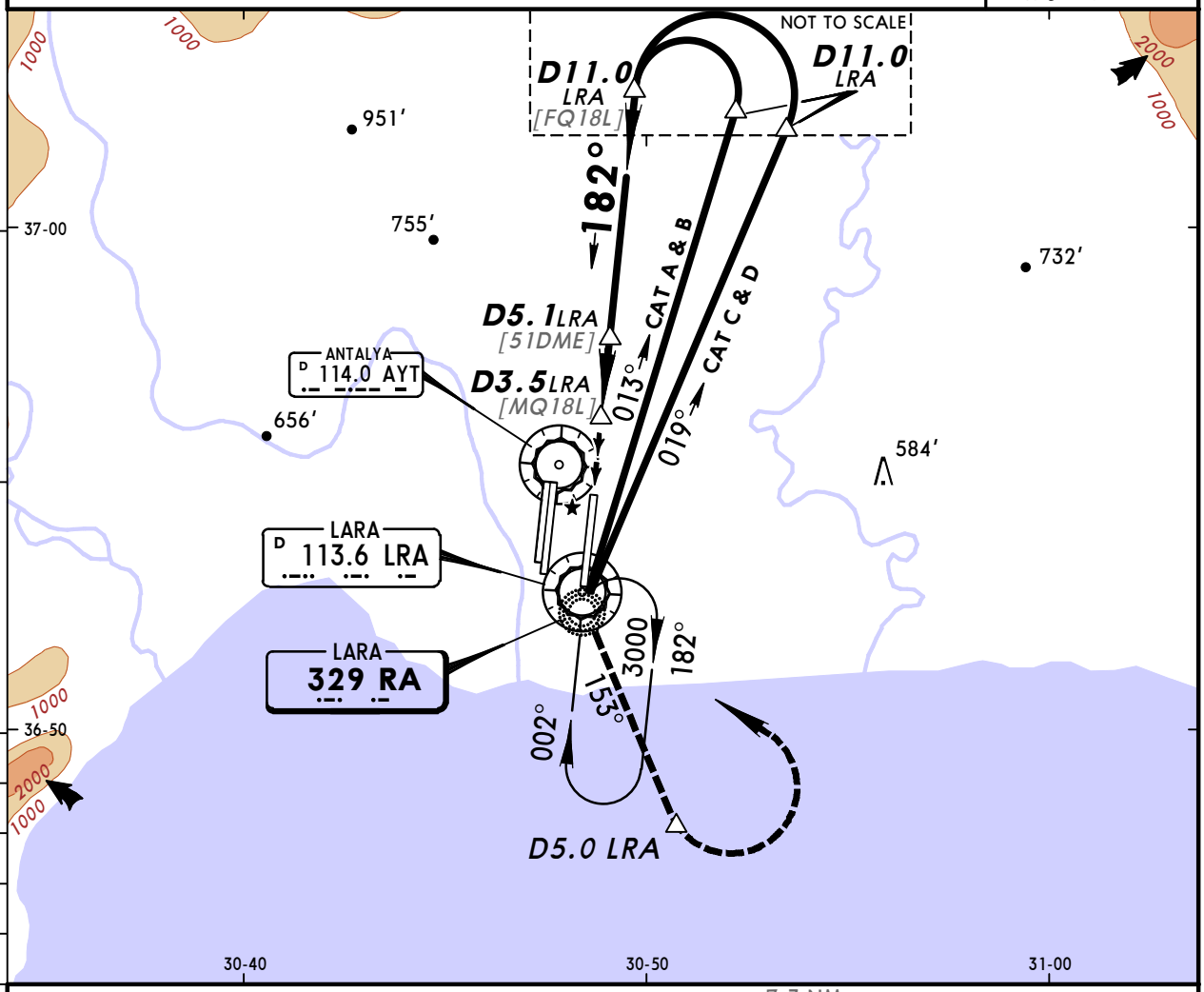
BRIEFING STRIP™

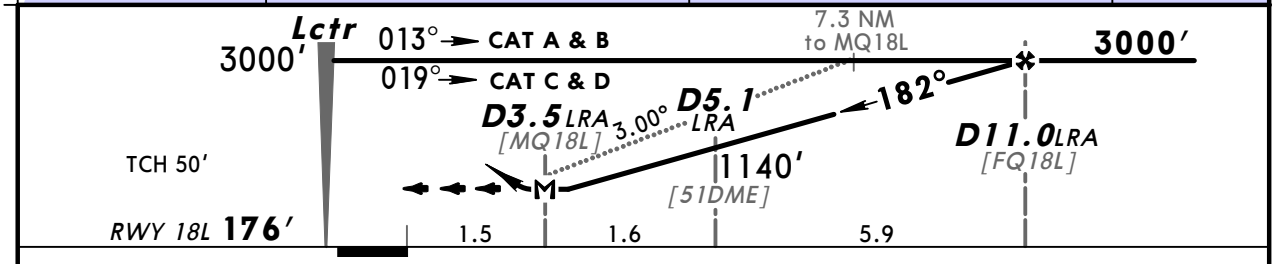
Lctr	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 177′
RA 329	182°	D11.0 LRA 3000′ (2824′)	620′ (444′)	RWY 176′

MISSED APCH: Climb on 153° from Lctr to 2000′, then turn LEFT (not before D5.0 LRA) climbing to 3000′ to Lctr and hold.

Alt Set: hPa Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 15000′
Baseturn restricted to MAX 185 KT.

MSA RA Lctr: 180°, 10,000′, 10,500′, 090°, 270°, 12,000′, 3000′, 360°





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D3.5 LRA						

ALSF-II, REIL, PAPI, PAPI

2000′ on 153° from RA 329

Standard STRAIGHT-IN LANDING RWY 18L

MDA(H) 620′ (444′)

		ALS out
A	1400m	1800m
B		
C	1600m	2300m
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1000′ (823′)	3000m
135		
180	1000′ (823′)	3800m
205		

PANS OPS

CHANGES: Communications.

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LTAI/AYT ANTALYA

JEPPESEN

5 SEP 14
Eff 18 Sep

(16-2)

ANTALYA, TURKEY
NDB DME-1 or NDB Rwy 36C

ATIS	ANTALYA Approach (R)	ANTALYA Tower	Ground
118.275	119.025 119.65 120.225	126.1 119.8 120.125	119.85 121.7 121.75

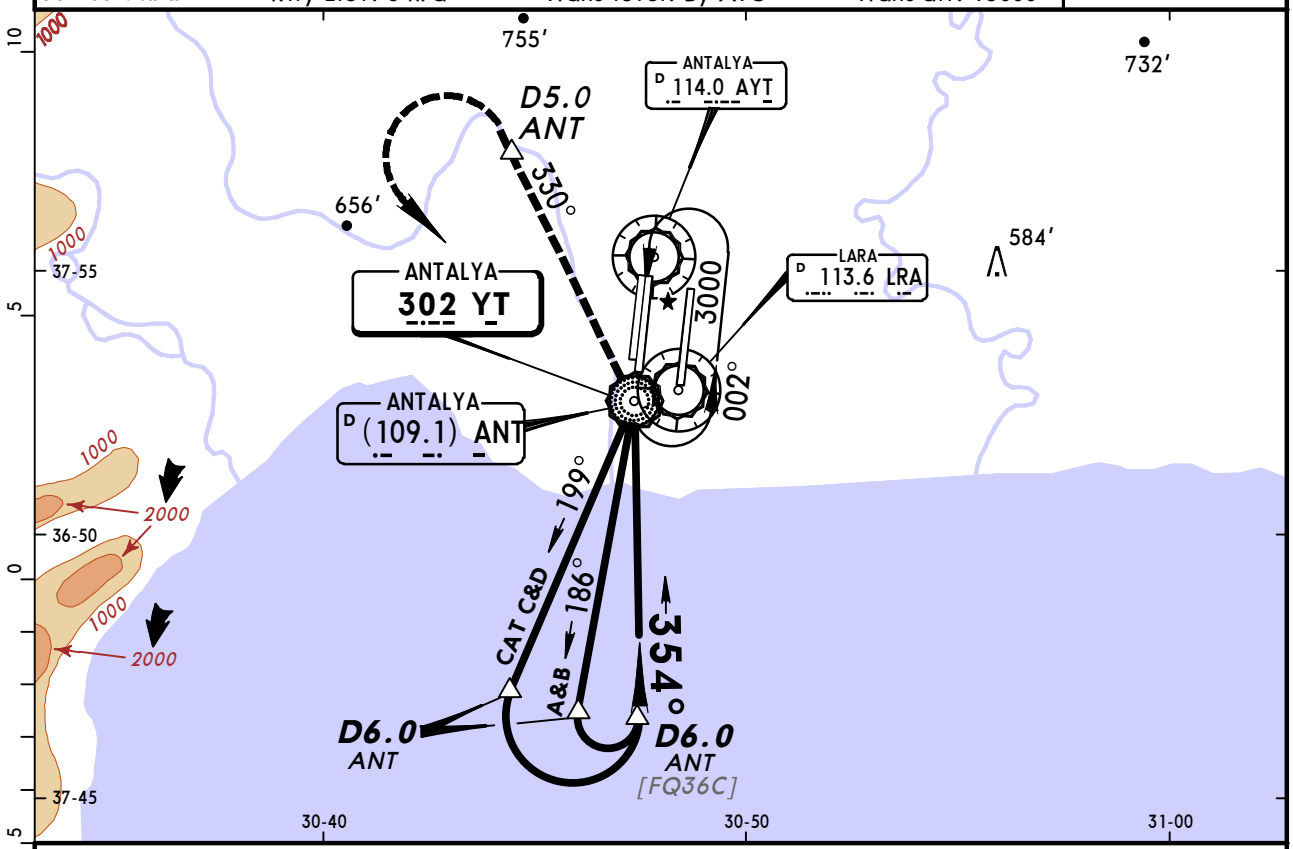
BRIEFING STRIP ™

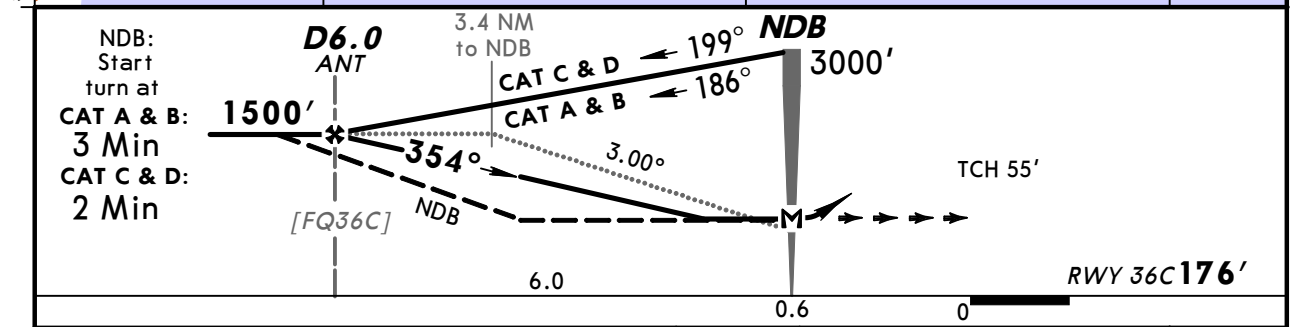
NDB YT 302	Final Apch Crs 354°	NDB DME Minimum Alt D6.0 ANT 1500′ (1324′)	NDB DME MDA(H) 620′ (444′)	Apt Elev 177′ RWY 176′
		NDB Minimum Alt No FAF	NDB MDA(H) 630′ (454′)	

MISSED APCH: Turn LEFT and climb on 330° from NDB to 1800′, then turn LEFT (NDB DME 1: not before D5.0 ANT) climbing to 3000′ to NDB and hold. MAX 185 KT until inbound NDB.

Alt Set: hPa | Rwy Elev: 6 hPa | Trans level: By ATC | Trans alt: 15000′

MSA YT NDB: 180°, 10,000′; 090°, 10,500′; 270°, 12,000′; 360°, 3000′





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at NDB						

HIALS REIL PAPI

185 KT MAX

1800′ LT on 330° from YT 302

Standard STRAIGHT-IN LANDING RWY 36C

	NDB DME MDA(H) 620′ (444′)		NDB MDA(H) 630′ (454′)	
		ALS out		ALS out
A, B	1400m	1800m	1600m	2300m
C, D	1600m	2300m	1800m	2500m

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100, 135	1000′ (823′)	3000m
180, 205	1000′ (823′)	3800m

PANS OPS

CHANGES: Communications.

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LTAI/AYT
ANTALYA

JEPPESEN

5 SEP 14
Eff 18 Sep

(16-3)

ANTALYA, TURKEY
NDB DME or NDB Rwy 36R

ATIS	ANTALYA Approach (R)	ANTALYA Tower	Ground
118.275	119.025 119.65 120.225	126.1 119.8 120.125	119.85 121.7 121.75

BRIEFING STRIP ™

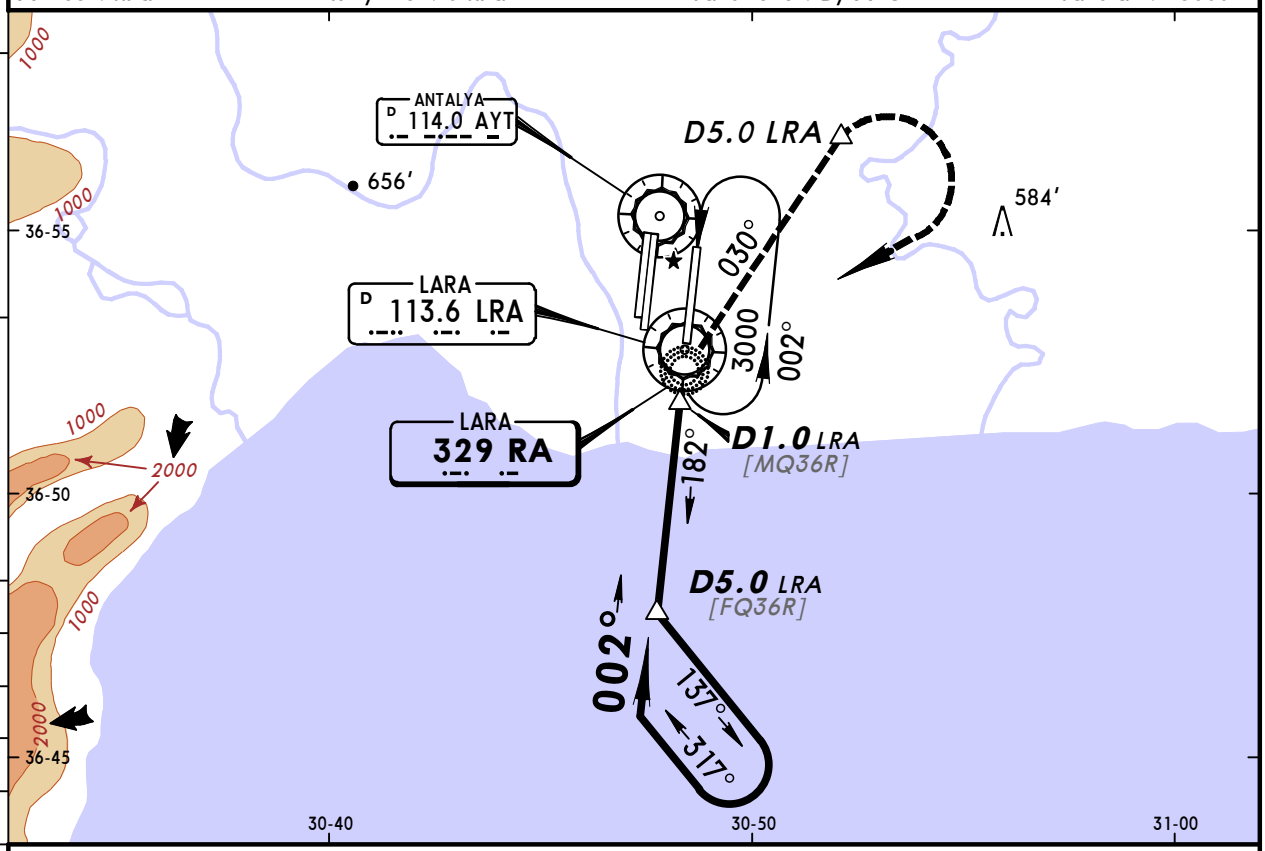
Lctr	Final Apch Crs	NDB DME Minimum Alt	NDB DME MDA(H)		
RA **329**	**002°**	**D5.0 LRA** **1500′** (1342′)	**590′** (432′)	Apt Elev 177′	
		NDB Minimum Alt No FAF	NDB MDA(H) **620′** (462′)	RWY **158′**	

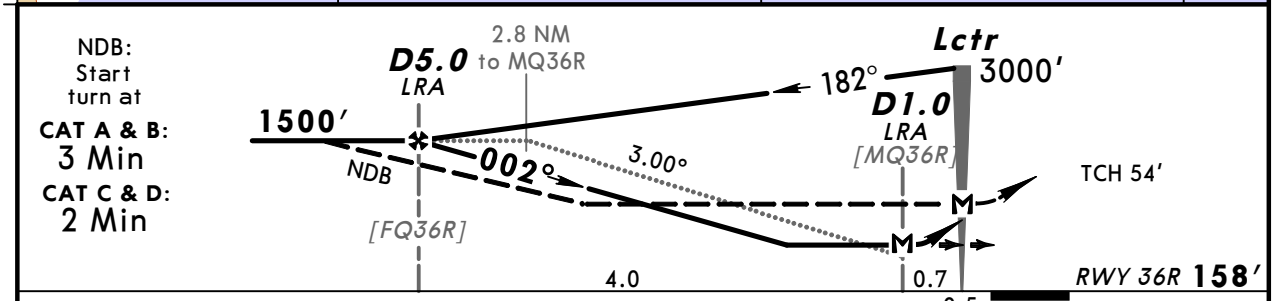
MISSED APCH: Climb on 030° from Lctr to 1500′, then turn RIGHT (NDB DME: not before D5.0 LRA) climbing to 3000′ to Lctr and hold.

180° 10,000′ 10,500′ 090° 270° 12,000′ 3000′ 360°

MSA
RA Lctr

Alt Set: hPa | Rwy Elev: 6 hPa | Trans level: By ATC | Trans alt: 15000′





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
NDB DME: MAP at D1.0 LRA							
NDB: MAP at Lctr							

ALSF-II
REIL PAPI PAPI

1500′ on 030° from RA 329

Standard STRAIGHT-IN LANDING RWY **36R**

	NDB DME MDA(H) **590′** (432′)		NDB MDA(H) **620′** (462′)		CIRCLE-TO-LAND	
		ALS out		ALS out	Max Kts	MDA(H) VIS
A	1300m	1800m	1700m	2400m	100	1000′ (823′) 3000m
B					135	
C	1600m	2300m	1900m	2600m	180	1000′ (823′) 3800m
D					205	

PANS OPS

CHANGES: Communications.

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LTAI/AYT
ANTALYA

JEPPESEN

5 SEP 14
Eff 18 Sep

(16-4)

ANTALYA, TURKEY
NDB DME or NDB

ATIS	ANTALYA Approach (R)	ANTALYA Tower	Ground
118.275	119.025 119.65 120.225	126.1 119.8 120.125	119.85 121.7 121.75

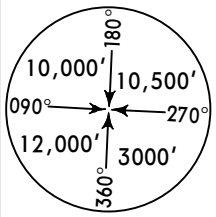
BRIEFING STRIP ™

NDB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 177′
YT 302	182°	D8.5 ANT 2000′ (1823′)	1000′ (823′)	

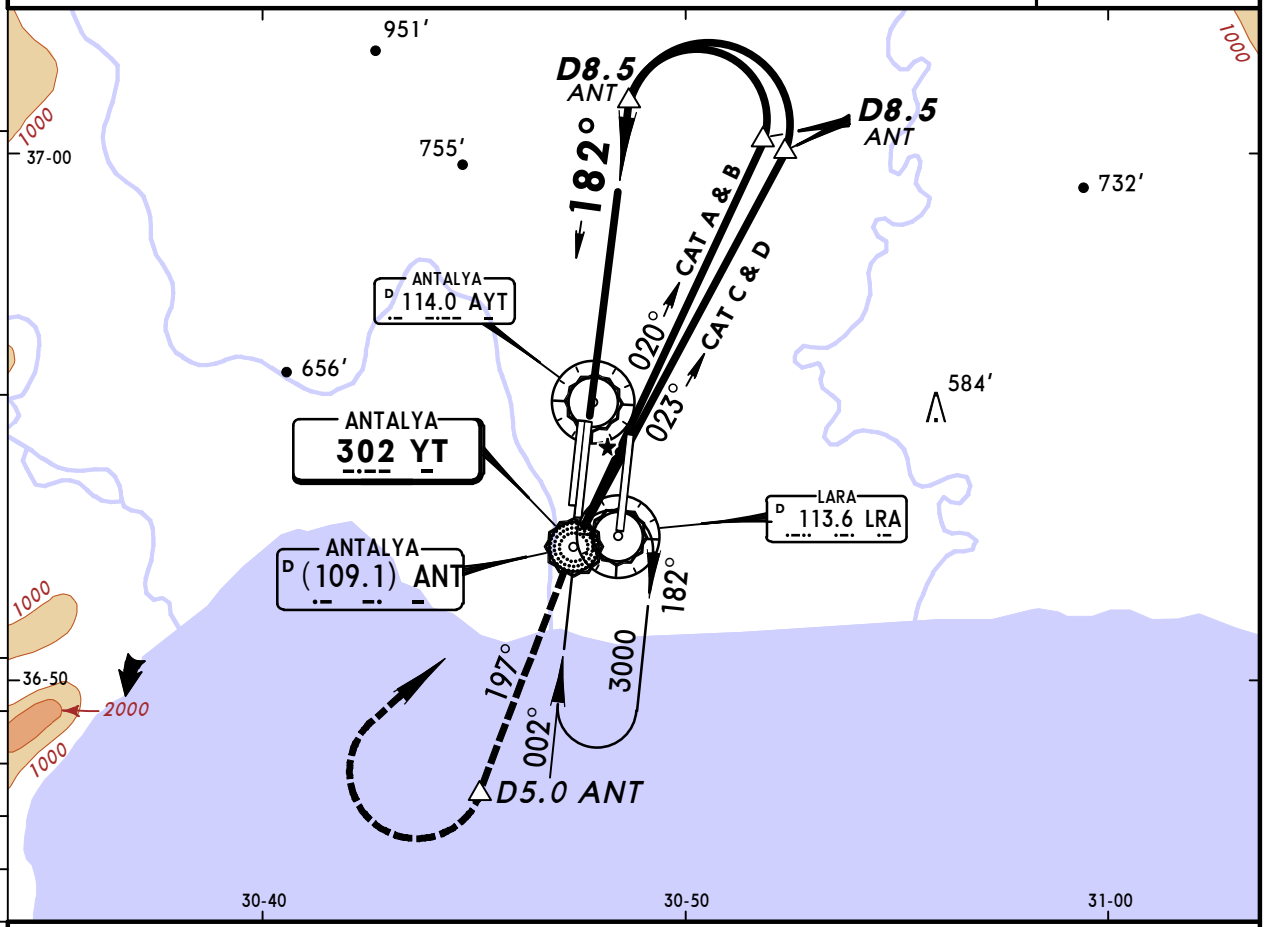
MISSED APCH: Climb on 197° from NDB to 2000′, then turn RIGHT (NDB DME: not before D5.0 ANT) climbing to 3000′ to NDB and hold.

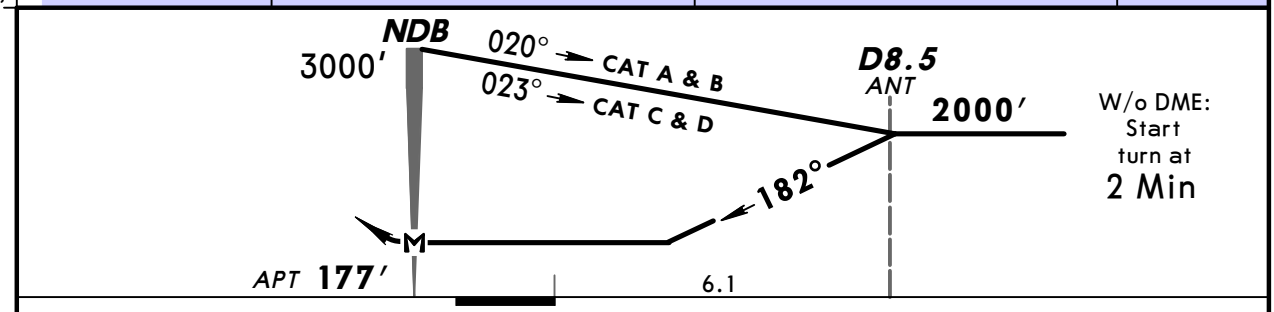
Alt Set: hPa Apt Elev: 6 hPa Trans level: By ATC Trans alt: 15000′

Baseturn restricted to MAX 185 KT.



MSA
YT NDB





MAP at NDB							Lighting-Refer to Airport Chart	2000′ ↑ on	197° from YT 302

PANS OPS

Standard

	STRAIGHT-IN LANDING	Max Kts	CIRCLE-TO-LAND MDA(H)	VIS
A	NOT AUTHORIZED	100	1000′ (823′)	3000m
B		135		
C		180	1000′ (823′)	3800m
D		205		

CHANGES: Communications.

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JEPPESEN
JeppView for Windows

Chart changes since cycle 26-2015

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

ANTALYA, (ANTALYA - LTAI)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LTAI