

List of pages in this Trip Kit

Trip Kit Index

Airport Information For LTBS

Terminal Charts For LTBS

Revision Letter For Cycle 01-2016

Change Notices

Notebook

General Information

Location: MUGLA TUR
ICAO/IATA: LTBS / DLM
Lat/Long: N36° 42.75', E028° 47.48'
Elevation: 20 ft

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

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

Sunrise: 0518 Z
Sunset: 1507 Z

Runway Information

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

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

Communication Information

ATIS: 127.350
Dalaman Tower: 118.500
Dalaman Tower: 128.900
Dalaman Tower: 25.780 Military
Dalaman Ground: 121.900
Dalaman Approach: 36.230 Military
Dalaman Approach: 126.050

Dalaman Approach: 124.400
Dalaman Approach: 122.400
Dalaman Approach: 119.225

LTBS/DLM
DALAMAN**JEPPESEN**

6 NOV 15

10-1P

Eff 12 Nov

MUGLA, TURKEY
AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

ATIS 127.35

1.2. 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 LTBS 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 LTBS start from the waypoints/fixes SOTIV, MARIS, KEKIK, SONUP, NEXAM, ATSAL, RIVBU, ALTIN and BIRPU. 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 LTBS via SONUP;
EXAMPLE: W89 SONUP
2. GNSS based RNAV SIDS for LTBS end at the waypoints/fixes SOTIV, MARIS, KEKIK, RIVBU, ALTIN and BIRPU. 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 LTBS via KEKIK;
EXAMPLE: KEKIK N127

1.3. DALAMAN AIRPORT PREFERENTIAL RUNWAY SYSTEM OPERATIONS

Dalaman APT applies a "Preferential RWY System" (PRS) indicating the RWY that is considered by ATC to be the most suitable for take-off or landing, taking ACFT performance, surface wind speed and other components into consideration. PRS Operations contribute to the optimum use of Dalaman terminal area airspace capacity.

During PRS operations the following RWY configuration will be used in preference to the other configurations:

- RWY 01 for landing and take-off.

Unless otherwise notified by ATC, PRS Operations shall be used in compliance with the following conditions:

When the preferred RWY

- is dry and tailwind component does not exceed 10 KT, or
- is wet and tailwind 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.

It is the pilot's decision and responsibility to accept or refuse the use of preferred RWY determined by ATC. If another RWY than the preferred one is requested by the pilot 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.

The PRS Operations will not be effective under the following circumstances:

- In case the instrument approach/departure procedures available for the preferred RWY are not convenient for landing and/or take-off operations under the existing meteorological conditions at the time of operation;
- In case wind shear has been reported or forecast, or when thunderstorms or heavy rain is reported or expected to affect the landing and take-off operations to be conducted from the preferred RWY;
- In case low visibility operations are in progress.

LTBS/DLM
DALAMAN

JEPPESEN
6 NOV 15 **10-1P1** **Eff 12 Nov**

MUGLA, TURKEY
AIRPORT BRIEFING

1. GENERAL

1.3.1. ANNOUNCEMENT BY ATIS DURING PRS OPERATIONS IN PROGRESS

1.3.1.1. ATIS ANNOUNCEMENT FOR TAKE-OFF TRAFFIC

Pilots unable to comply with PRS Operations for RWY 01 shall notify the relevant ATC unit at the time of requesting start-up clearance. This traffic may normally be subject to delay.

1.3.1.2. ATIS ANNOUNCEMENT FOR LANDING TRAFFIC

Pilots unable to comply with PRS Operations for RWY 01 shall notify the relevant ATC unit at the first contact. This traffic may normally be subject to delay. Air crew must comply with the requirements announced by ATIS.

LTBS/DLM
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JEPPESEN
6 NOV 15 **10-1P2**

Eff 12 Nov

MUGLA, TURKEY
AIRPORT BRIEFING

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. Then, descending 12,000' proceed to DAL VOR. Descend to 4000' over DAL VOR and execute Instrument Approach Procedure (IAP) and land.

2.1.2. RF FOR IFR FLIGHTS INSIDE TMA

If available, call Dalaman APP telephone number +90 252 792 5291 ext: 3522 or 3524.

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 DAL VOR. Descend to 4000' over DAL VOR and execute Instrument Approach Procedure (IAP) and land.

ACFT below 12,000', at or above 4000'

Select transponder code 7600. Proceed to DAL VOR, descend or maintain last assigned and acknowledged altitude. Descend to 4000' over DAL 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 4000'

Select transponder code 7600. Execute to Instrument Approach Procedure (IAP) and land.

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 DESCENT TO... (ALT./FL.)".

3. DEPARTURE

3.1. 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.

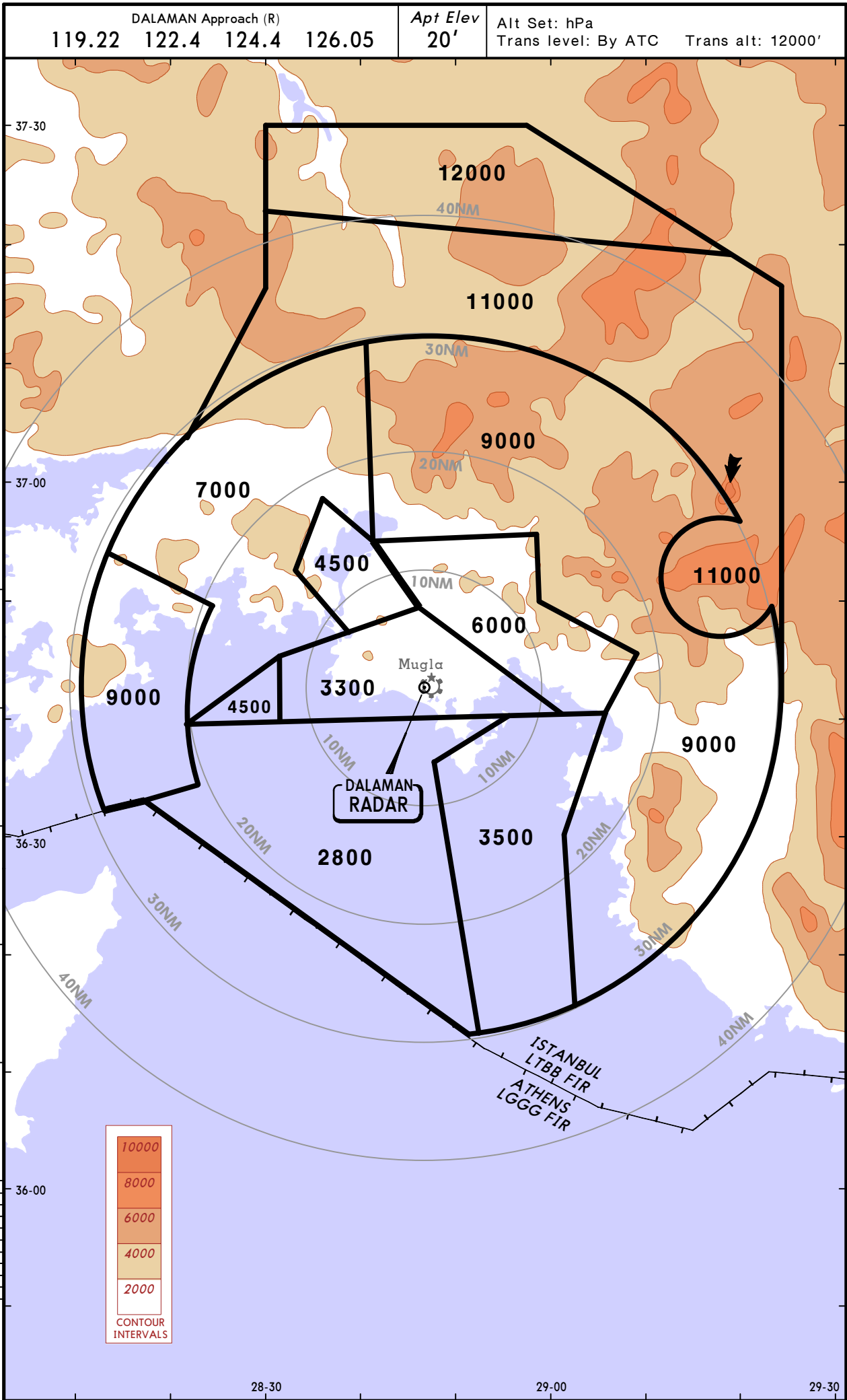
The cancellation of the level restrictions depicted on the SIDs will be subject to the ATC clearance by the phrase:
"OPEN CLIMB TO... (ALT./FL.)".

LTBS/DLM
DALAMAN

JEPPESEN
28 FEB 14 10-1R

MUGLA, TURKEY

Eff 6 Mar RADAR MINIMUM ALTITUDES



CHANGES: Sectors established.

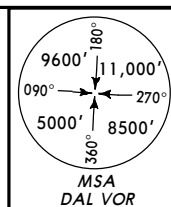
© JEPPESEN, 2007, 2014. ALL RIGHTS RESERVED.

CHANGES: RNAV STARS established & transferred, chart redrawn.

LTBS/DLM
DALAMAN

ATIS
127.35
Apt Elev
20'

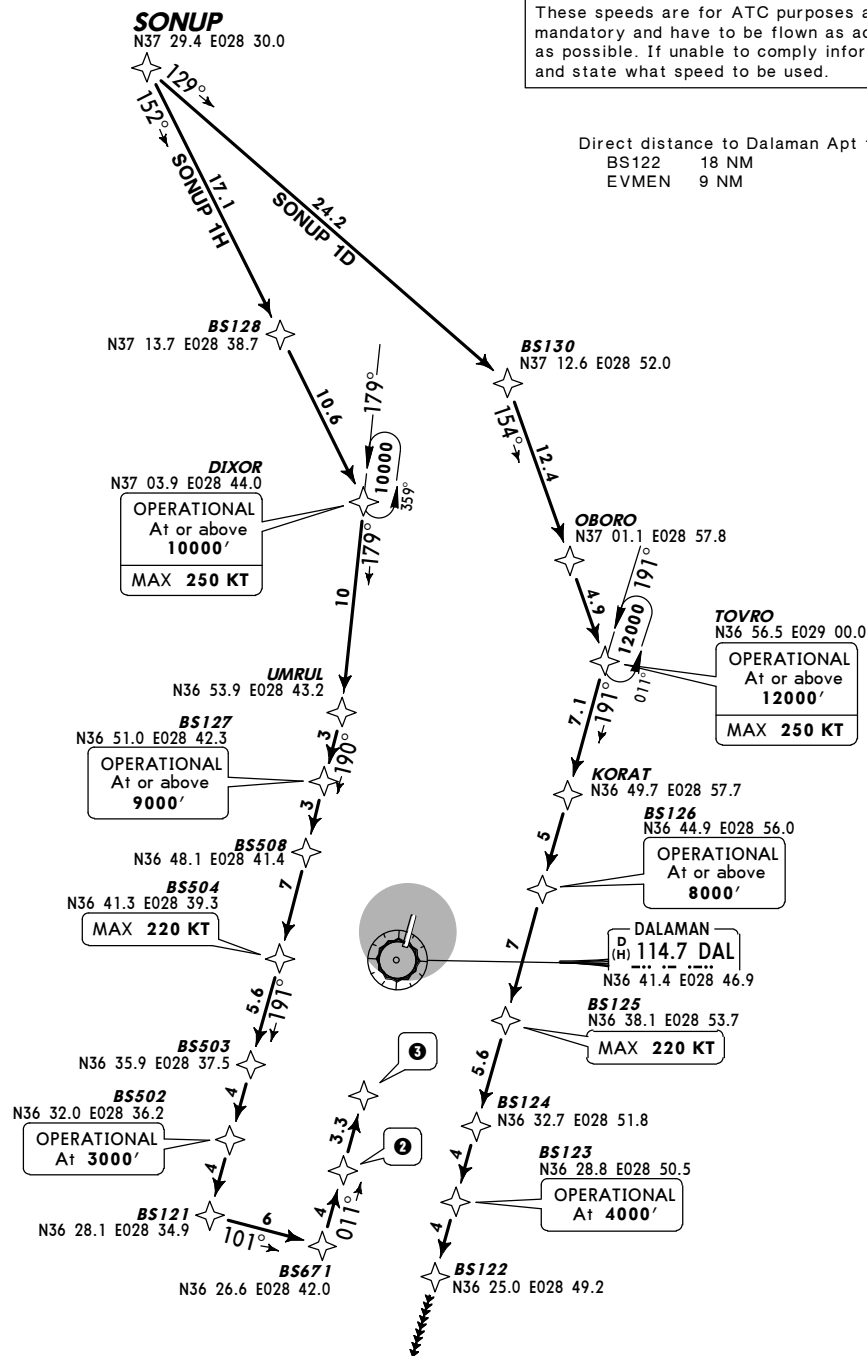
Alt Set: nPa Trans level: By ATC Trans alt: 12000'
1. RADAR required.
2. P-RNAV approval required otherwise advise ATC.
3. On downwind expect vectors to final.
4. At first contact with Dalaman APP report if unable to comply RNAV STAR.
5. Descend as cleared.



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.

Direct distance to Dalaman Apt from:
BS122 18 NM
EVMEN 9 NM



1 Closed RNAV STAR.
ATC will clear the ACFT to execute the final approach procedure.
First option will be the ILS/DME 1 approach.

1 EVMEN
N36 33.6 E028 44.4
2 OPERATIONAL
At 2800'
MAX 180 KT
3 BS672
N36 30.4 E028 43.3
2 MAX 200 KT



SONUP 1D [SONUP1D]
SONUP 1H [SONUP1H]
RWY 01 RNAV ARRIVALS
RNAV (GNSS)

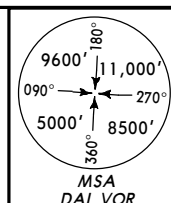
STAR	ROUTING
SONUP 1D	SONUP - BS130 - OBORO - TOVRO (OPERATIONAL 12000'+; K250-) - KORAT - BS126 (OPERATIONAL 8000'+) - BS125 (K220-) - BS124 - BS123 (OPERATIONAL 4000') - BS122.
SONUP 1H 1	SONUP - BS128 - DIXOR (OPERATIONAL 10000'+; K250-) - UMRUL - BS127 (OPERATIONAL 9000'+) - BS508 - BS504 (K220-) - BS503 - BS502 (OPERATIONAL 3000') - BS121 - BS671 - BS672 (K200-) - EVMEN (OPERATIONAL 2800'; K180-).

CHANGES: RNAV STARS established & transferred, chart redrawn.

LTBS/DLM
DALAMAN

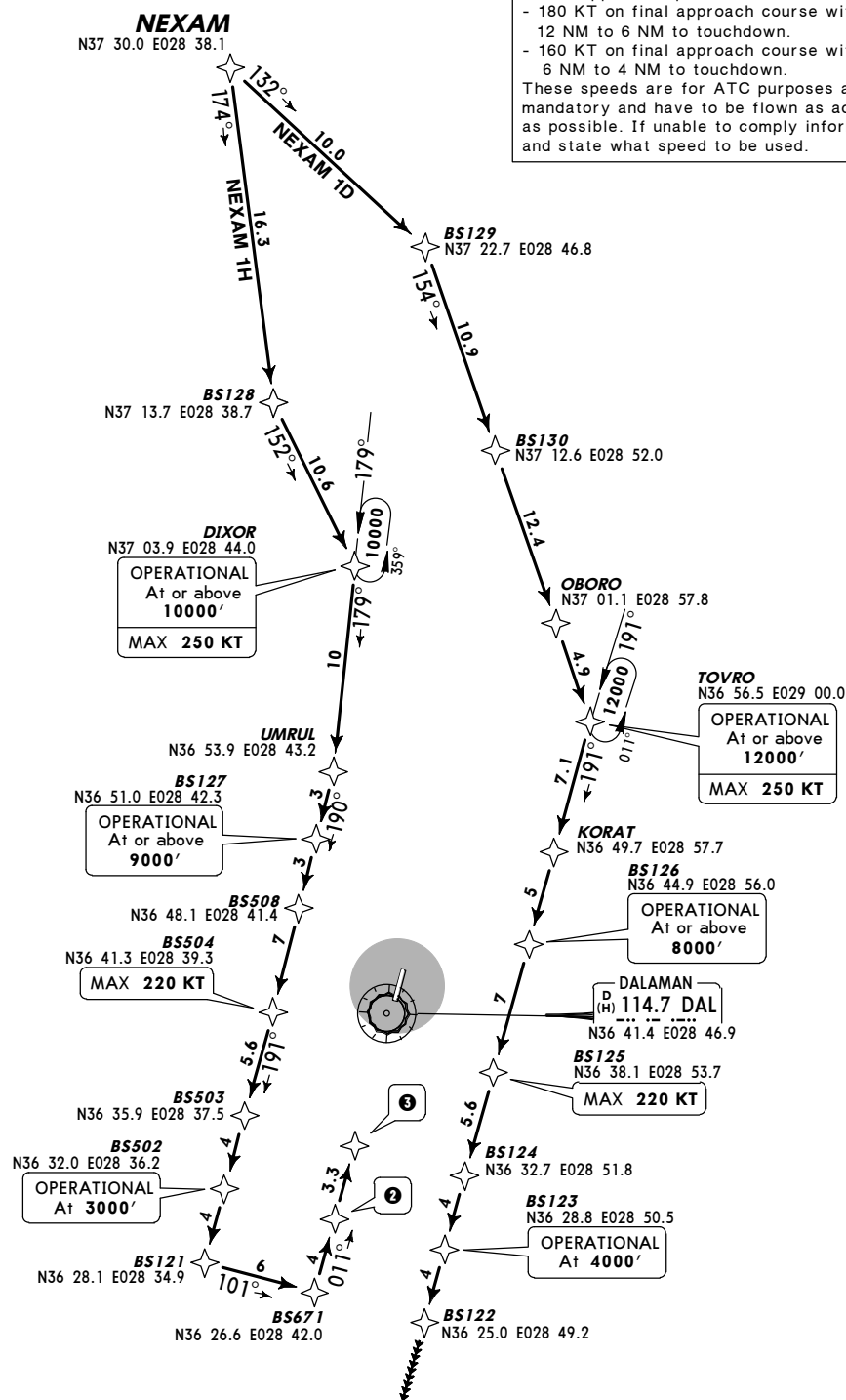
ATIS
127.35
Apt Elev
20'

Alt Set: nPa Trans level: By ATC Trans alt: 12000'
1. RADAR required.
2. P-RNAV approval required otherwise advise ATC.
3. On downwind expect vectors to final.
4. At first contact with Dalaman APP report if unable to comply RNAV STAR.
5. Descend as cleared.



SPEED RESTRICTION

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Direct distance to Dalaman Apt from:
BS122 18 NM
EVMEN 9 NM

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ATC will clear the ACFT to execute the final approach procedure.
First option will be the ILS/DME 1 approach.

- ① EVMEN
N36 33.6 E028 44.4
③ OPERATIONAL
At 2800'
MAX 180 KT
- ② BS672
N36 30.4 E028 43.3
MAX 200 KT

STAR	ROUTING
NEXAM 1D	NEXAM - BS129 - BS130 - OBORO - TOVRO (OPERATIONAL 12000'+; K250-) - KORAT - BS126 (OPERATIONAL 8000'+) - BS125 (K220-) - BS124 - BS123 (OPERATIONAL 4000') - BS122.
NEXAM 1H ①	NEXAM - BS128 - DIXOR (OPERATIONAL 10000'+; K250-) - UMRUL - BS127 (OPERATIONAL 9000'+) - BS508 - BS504 (K220-) - BS503 - BS502 (OPERATIONAL 3000') - BS121 - BS671 - BS672 (K200-) - EVMEN (OPERATIONAL 2800'; K180-).



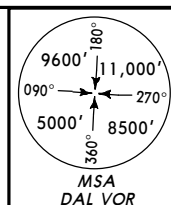
NEXAM 1D [NEXA1D]
NEXAM 1H [NEXA1H] ①
RWY 01 RNAV ARRIVALS
RNAV (GNSS)

CHANGES: RNAV STARS established & transferred, chart redrawn.

LTBS/DLM
DALAMAN

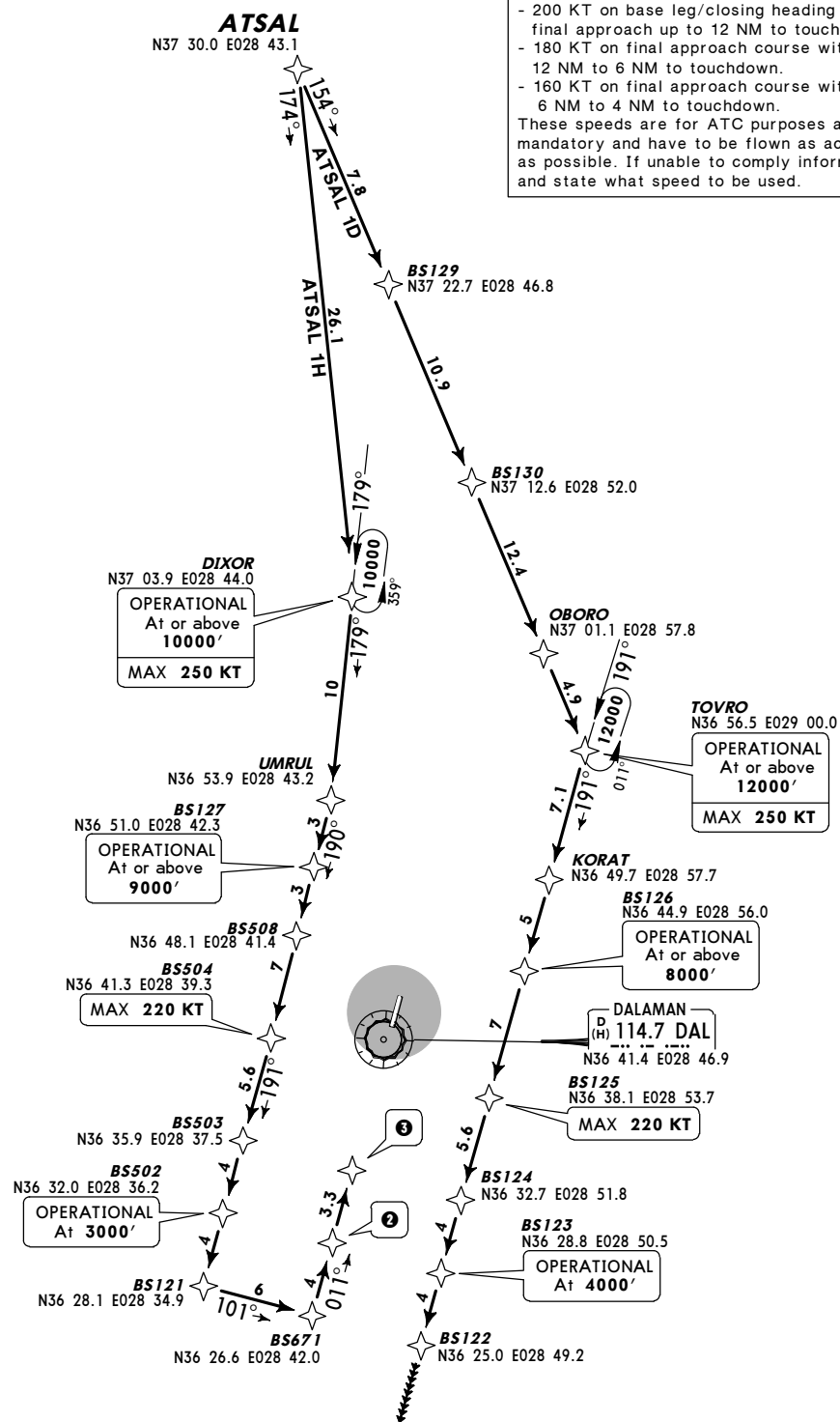
ATIS
127.35
Apt Elev
20'

- Alt Set: nPa Trans level: By ATC Trans alt: 12000'
1. RADAR required.
 2. P-RNAV approval required otherwise advise ATC.
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Direct distance to Dalaman Apt from:
BS122 18 NM
EVMEN 9 NM

- ① Closed RNAV STAR.
ATC will clear the ACFT to execute the final approach procedure.
First option will be the ILS/DME 1 approach.

- ① EVMEN
N36 33.6 E028 44.4
OPERATIONAL
At 2800'
MAX 180 KT
- ② BS672
N36 30.4 E028 43.3
MAX 200 KT

ATISAL 1D [ATSA1D]
ATISAL 1H [ATSA1H] ①
RWY 01 RNAV ARRIVALS
RNAV (GNSS)

STAR	ROUTING
ATISAL 1D	ATISAL - BS129 - BS130 - OBORO - TOVRO (OPERATIONAL 12000'+; K250-) - KORAT - BS126 (OPERATIONAL 8000'+) - BS125 (K220-) - BS124 - BS123 (OPERATIONAL 4000') - BS122.
ATISAL 1H ①	ATISAL - DIXOR (OPERATIONAL 10000'+; K250-) - UMRUL - BS127 (OPERATIONAL 9000'+) - BS508 - BS504 (K220-) - BS503 - BS502 (OPERATIONAL 3000') - BS121 - BS671 - BS672 (K200-) - EVMEN (OPERATIONAL 2800'; K180-).



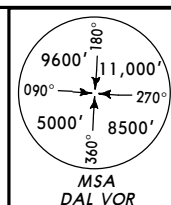
NOT TO SCALE

CHANGES: RNAV STARS established & transferred, chart redrawn.

LTBS/DLM
DALAMAN

ATIS
127.35
Apt Elev
20'

- Alt Set: nPa Trans level: By ATC Trans alt: 12000'
1. RADAR required.
 2. P-RNAV approval required otherwise advise ATC.
 3. On downwind expect vectors to final.
 4. At first contact with Dalaman APP report if unable to comply RNAV STAR.
 5. Descend as cleared.

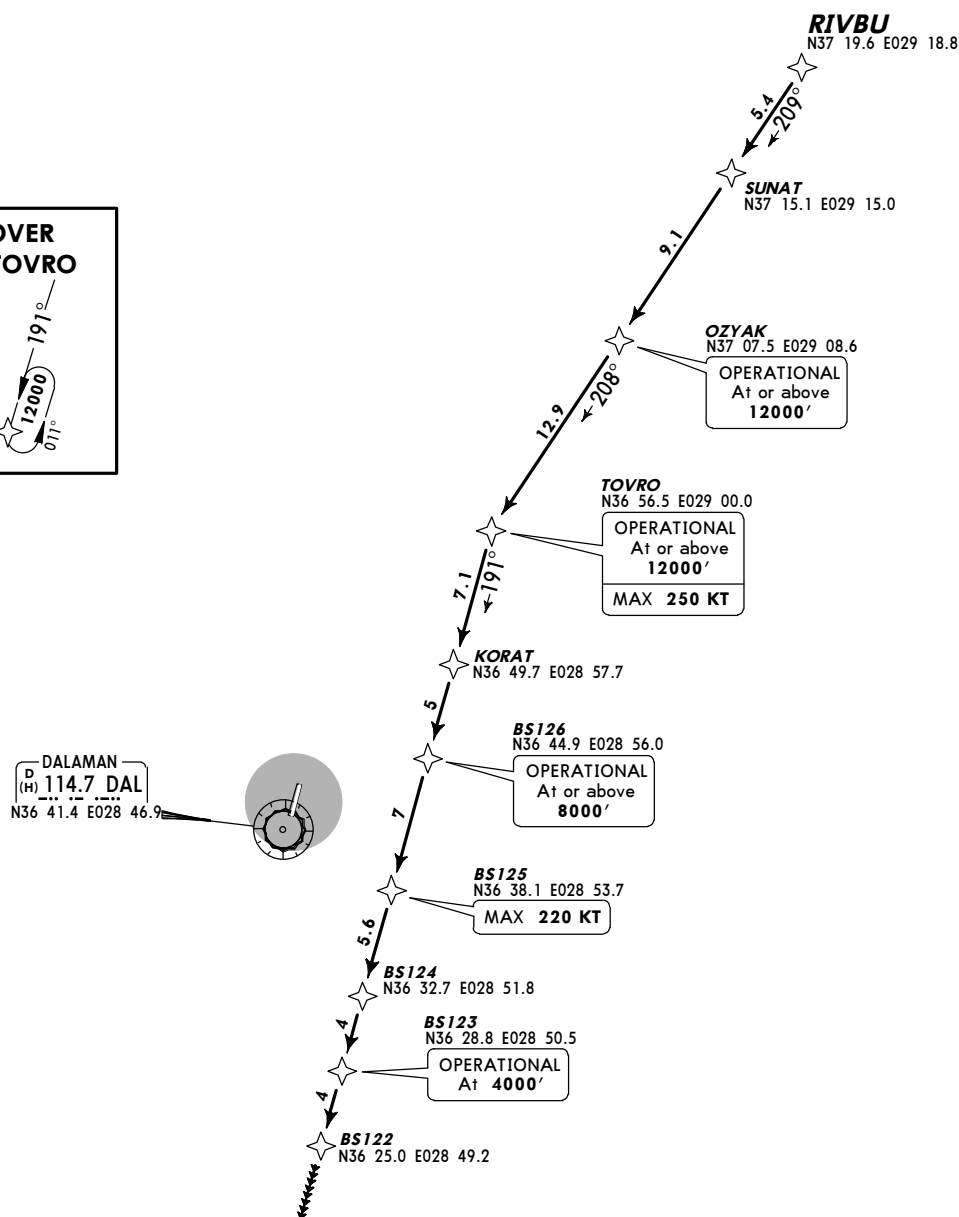
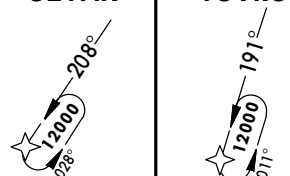


SPEED RESTRICTION

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- 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.

**HOLDINGS OVER
OZYAK TOVRO**



Direct distance to Dalaman Apt
from BS122: 18 NM



ROUTING

RIVBU - SUNAT - OZYAK (OPERATIONAL 12000'+) - TOVRO (OPERATIONAL 12000'+; K250-) - KORAT - BS126 (OPERATIONAL 8000'+) - BS125 (K220-) - BS124 - BS123 (OPERATIONAL 4000') - BS122.

RIVBU 1H [RIVB1H]
RWY 01 RNAV ARRIVAL
RNAV (GNSS)

LTBS/DLM
DALAMAN

JEPPESEN
18 JUL 14 (10-2D) Eff 24 Jul

MUGLA, TURKEY
RNAV STAR

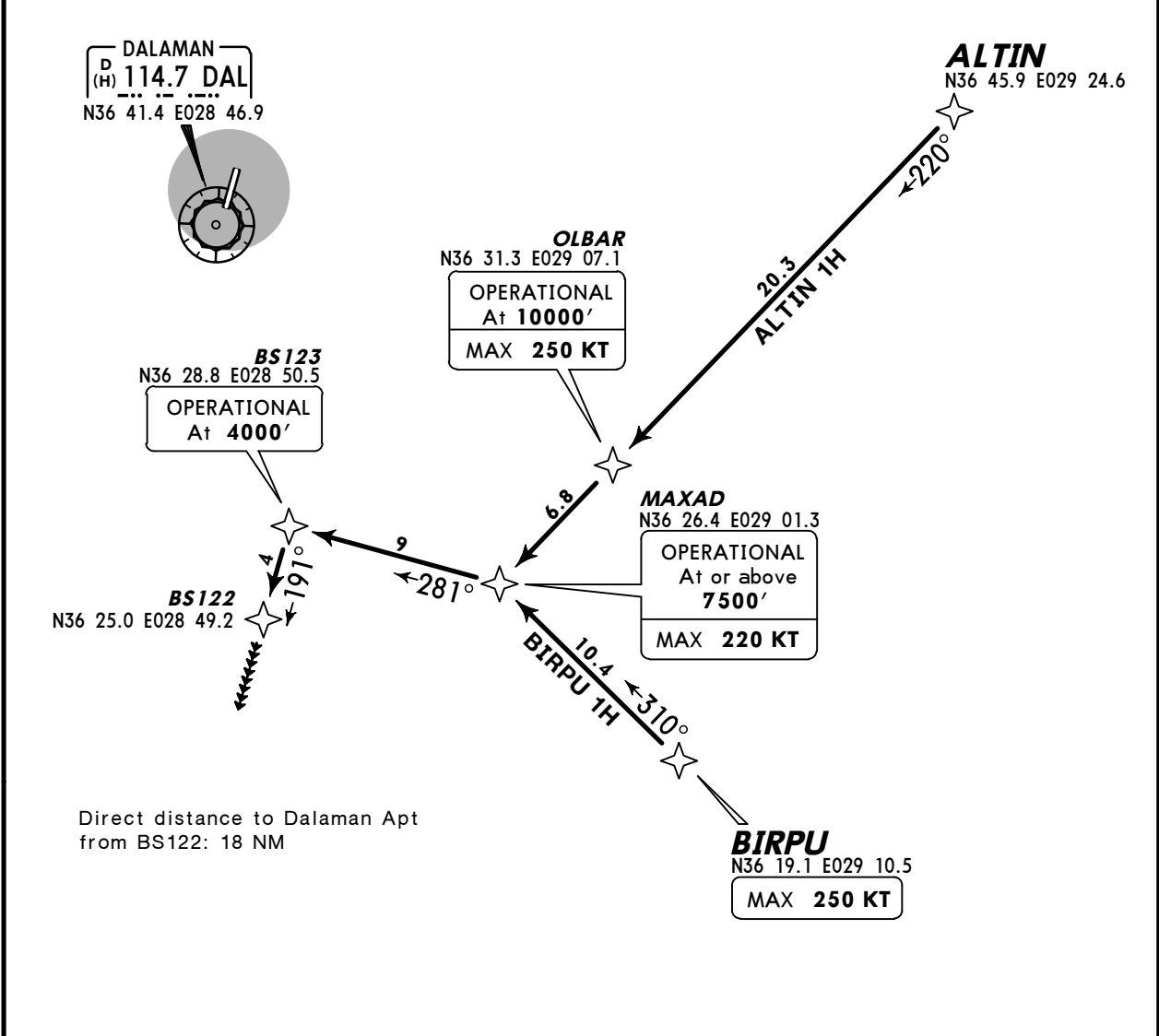
ATIS
127.35

Apt Elev
20'

Alt Set: hPa Trans level: By ATC Trans alt: 12000'
1. RADAR required.
2. P-RNAV approval required otherwise advice ATC.
3. On downwind expect vectors to final.
4. At first contact with Dalaman APP report if unable to comply RNAV STAR.
5. Descend as cleared.

MSA
DAL VOR

ALTIN 1H [ALTI1H]
BIRPU 1H [BIRP1H]
RWY 01 RNAV ARRIVALS
RNAV (GNSS)



HOLDING OVER MAXAD

NOT TO SCALE

SPEED RESTRICTION

- 200 KT on base leg/closing heading to final approach up to 12 NM to touchdown.
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STAR	ROUTING
ALTIN 1H	ALTIN - OLBAR (OPERATIONAL 10000'; K250-) - MAXAD (OPERATIONAL 7500'+; K220-) - BS123 (OPERATIONAL 4000') - BS122.
BIRPU 1H	BIRPU (K250-) - MAXAD (OPERATIONAL 7500'+; K220-) - BS123 (OPERATIONAL 4000') - BS122.

LTBS/DLM
DALAMAN

JEPPesen

18 JUL 14

10-2E

Eff 24 Jul

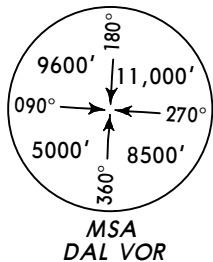
MUGLA, TURKEY

RNAV STAR

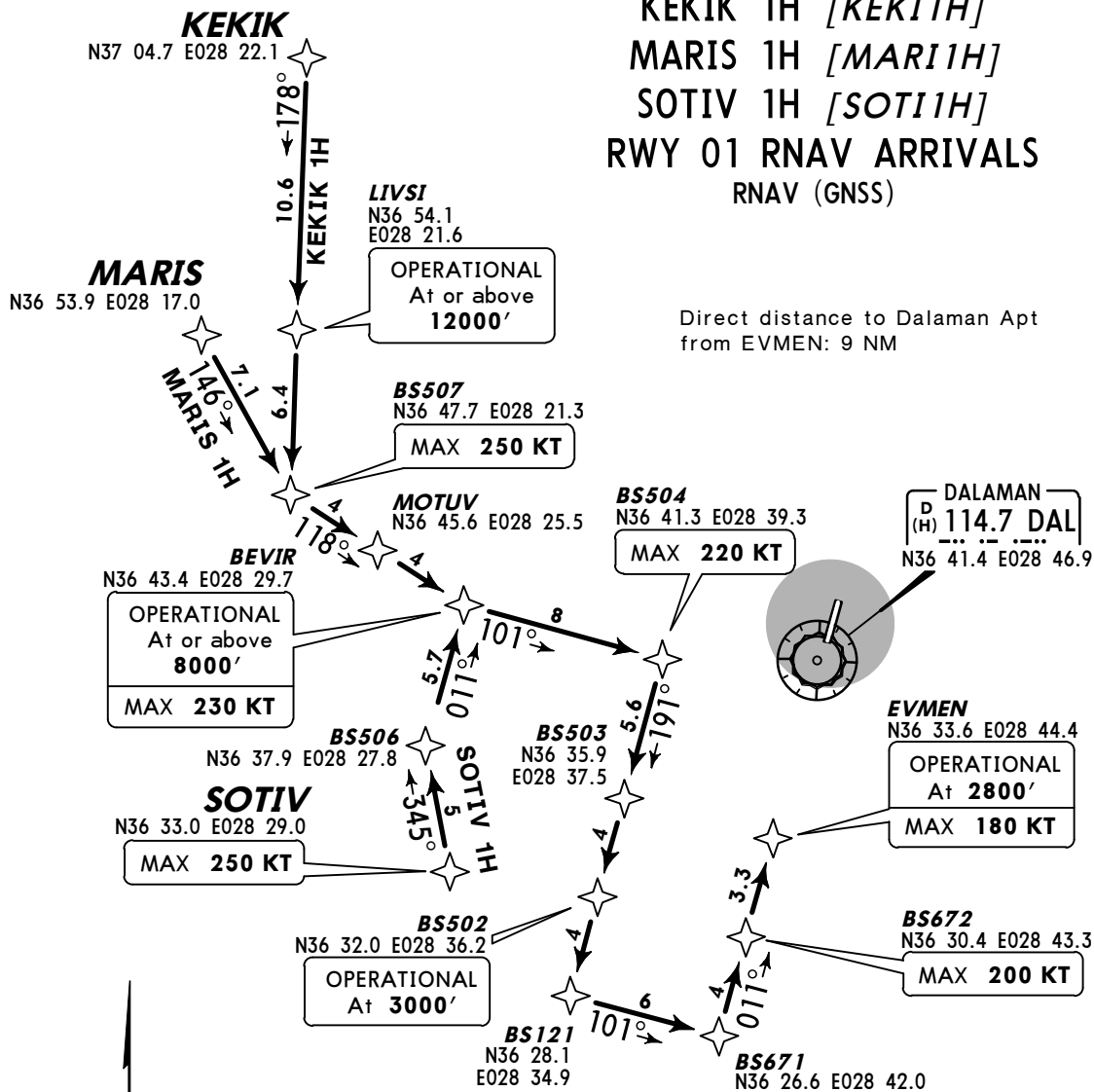
ATIS
127.35

Apt Elev
20'

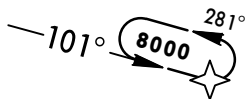
- Alt Set: hPa Trans level: By ATC Trans alt: 12000'
1. RADAR required.
 2. P-RNAV approval required otherwise advice ATC.
 3. On downwind expect vectors to final.
 4. At first contact with Dalaman APP report if unable to comply RNAV STAR.
 5. Descend as cleared.
 6. Closed RNAV STARs. ATC will clear the ACFT to execute the final approach procedure. First option will be the ILS/DME 1 approach.



KEKIK 1H [KEK11H]
MARIS 1H [MARI1H]
SOTIV 1H [SOTI1H]
RWY 01 RNAV ARRIVALS
RNAV (GNSS)



HOLDING OVER
BEVIR



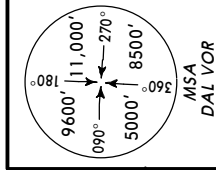
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These speeds are for ATC purposes and are mandatory and have to be flown as accurately as possible. If unable to comply inform ATC and state what speed to be used.

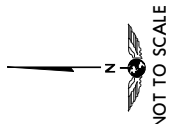
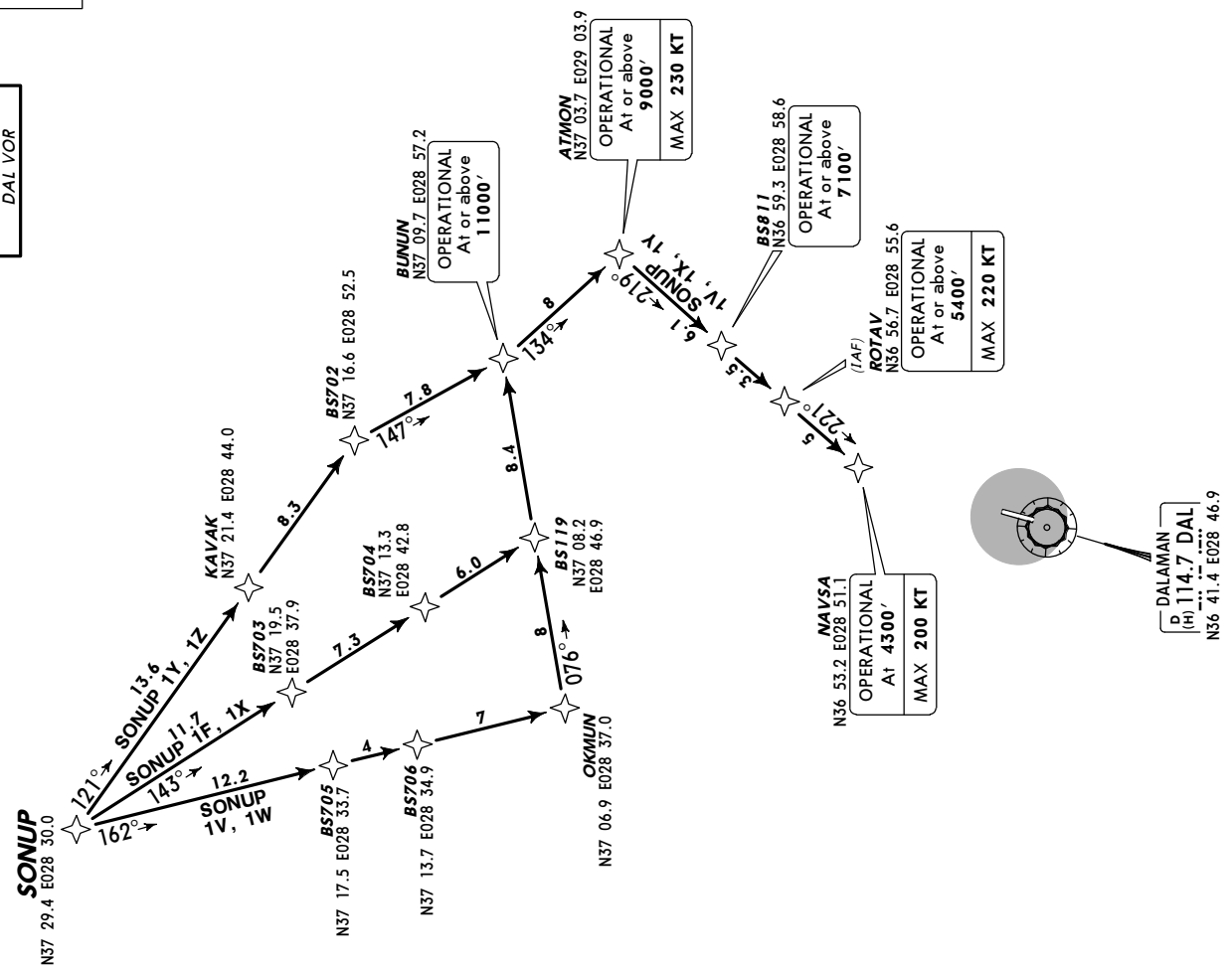
STAR	ROUTING
KEKIK 1H	KEKIK - LIVSI (OPERATIONAL 12000'+) - BS507 (K250-) - MOTUV - BEVIR (OPERATIONAL 8000'+; K230-) - BS504 (K220-) - BS503 - BS502 (OPERATIONAL 3000') - BS121 - BS671 - BS672 (K200-) - EVMEN (OPERATIONAL 2800'; K180-).
MARIS 1H	MARIS - BS507 (K250-) - MOTUV - BEVIR (OPERATIONAL 8000'+; K230-) - BS504 (K220-) - BS503 - BS502 (OPERATIONAL 3000') - BS121 - BS671 - BS672 (K200-) - EVMEN (OPERATIONAL 2800'; K180-).
SOTIV 1H	SOTIV (K250-) - BS506 - BEVIR (OPERATIONAL 8000'+; K230-) - BS504 (K220-) - BS503 - BS502 (OPERATIONAL 3000') - BS121 - BS671 - BS672 (K200-) - EVMEN (OPERATIONAL 2800'; K180-).

Alt Set: hPa Trans level: By ATC Trans alt: 12000'
1. RADAR required.
2. P-RNAV approval required otherwise advise ATC.
3. For initial, intermediate and final approach refer to RNAV (GNSS) APPROACH RWY 19.
4. Descend as cleared.

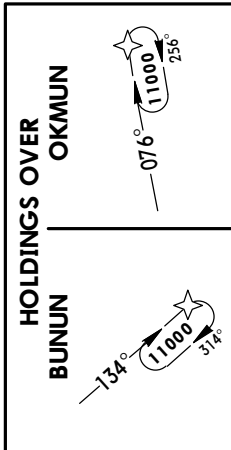


SONUP 1F [SONU1F]
SONUP 1V [SONU1V]
SONUP 1W [SONU1W]
SONUP 1X [SONU1X]
SONUP 1Y [SONU1Y]
SONUP 1Z [SONU1Z]
RWY 19 RNAV ARRIVALS
RNAV (GNSS)

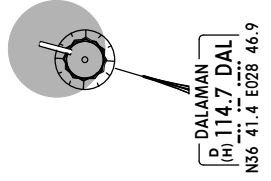
CAUTION
Only available for traffic able to execute RNAV (GNSS) APPROACH RWY 19.
Advise ATC at first contact by the phrase "REQUEST RNAV APPROACH RWY 19".
Otherwise expect RADAR vectors for circling RWY 19.



Direct distance to Dalaman Apt from:
ATMON 24 NM
NAVSA 11 NM



ROUTING	
STAR	SONUP 1F
	SONUP 1F - BS703 - BS704 - BS119 - BUNUN (OPERATIONAL 11000'+) - ATMON (OPERATIONAL 9000'+; K230-).
	SONUP 1V
	SONUP - BS705 - BS706 - OKMUN - BS119 - BUNUN (OPERATIONAL 11000'+) - ATMON (OPERATIONAL 9000'+; K230-) - BS811 (OPERATIONAL 7100'+) - ROTAV (OPERATIONAL 5400'+; K220-) - NAVSA (OPERATIONAL 4300'; K200-).
	SONUP 1W
	SONUP - BS705 - BS706 - OKMUN - BS119 - BUNUN (OPERATIONAL 11000'+) - ATMON (OPERATIONAL 9000'+; K230-).
	SONUP 1X
	SONUP - BS703 - BS704 - BS119 - BUNUN (OPERATIONAL 11000'+) - ATMON (OPERATIONAL 9000'+; K230-) - BS811 (OPERATIONAL 7100'+) - ROTAV (OPERATIONAL 5400'+; K220-) - NAVSA (OPERATIONAL 4300'; K200-).
	SONUP 1Y
	SONUP - KAVAK - BS702 - BUNUN (OPERATIONAL 11000'+) - ATMON (OPERATIONAL 9000'+; K230-) - BS811 (OPERATIONAL 7100'+) - ROTAV (OPERATIONAL 5400'+; K220-) - NAVSA (OPERATIONAL 4300'; K200-).
	SONUP 1Z
	SONUP - KAVAK - BS702 - BUNUN (OPERATIONAL 11000'+) - ATMON (OPERATIONAL 9000'+; K230-).



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

ATIS
127.35

Apt Elev
20'

1. RADAR required.

2. P-RNAV approval required otherwise advise ATC.

3. For initial, intermediate and final approach refer to RNAV (GNSS) APPROACH RWY 19.

4. Descend as cleared.

9600' 11,000'
5000' 8500'
090° 180° 270°

MSA
DALVOR

NEXAM 1F [NEXA1F]
NEXAM 1V [NEXA1V]
NEXAM 1W [NEXA1W]
NEXAM 1X [NEXA1X]
NEXAM 1Y [NEXA1Y]
NEXAM 1Z [NEXA1Z]
RWY 19 RNAV ARRIVALS
RNAV (GNSS)

CAUTION

Only available for traffic able to execute RNAV (GNSS) APPROACH RWY 19.
Advise ATC at first contact by the phrase "REQUEST RNAV APPROACH RWY 19".
Otherwise expect RADAR vectors for circling RWY 19.

Direct distance to Dalaman Apt from:
ATMON 24 NM
NAVSA 11 NM

NOT TO SCALE

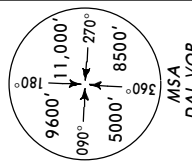
HOLDINGS OVER
BUNUN

HOLDINGS OVER
OKMUN

ROUTING	
STAR	
NEXAM 1F	NEXAM - BS703 - BS704 - BS119 - BUNUN (OPERATIONAL 11000'+) - ATMON (OPERATIONAL 9000'+, K230-).
NEXAM 1V	NEXAM - BS705 - BS706 - OKMUN - BS119 - BUNUN (OPERATIONAL 11000'+) - ATMON (OPERATIONAL 9000'+, K230-) - BS811 (OPERATIONAL 7100'+) - ROTAV (OPERATIONAL 5400'+, K200-) - NAVSA (OPERATIONAL 4300'; K200-).
NEXAM 1W	NEXAM - BS705 - BS706 - OKMUN - BS119 - BUNUN (OPERATIONAL 11000'+) - ATMON (OPERATIONAL 9000'+, K230-).
NEXAM 1X	NEXAM - BS703 - BS704 - BS119 - BUNUN (OPERATIONAL 11000'+) - ATMON (OPERATIONAL 9000'+, K230-) - BS811 (OPERATIONAL 7100'+) - ROTAV (OPERATIONAL 5400'+, K200-).
NEXAM 1Y	NEXAM - BS701 - BS702 - BUNUN (OPERATIONAL 11000'+) - ATMON (OPERATIONAL 9000'+, K230-) - BS811 (OPERATIONAL 7100'+) - ROTAV (OPERATIONAL 5400'+, K200-) - NAVSA (OPERATIONAL 4300'; K200-).
NEXAM 1Z	NEXAM - BS701 - BS702 - BUNUN (OPERATIONAL 11000'+) - ATMON (OPERATIONAL 9000'+, K230-).

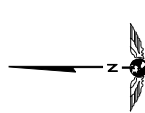
CHANGES: RNAV STARS established; STARS transferred. © JEPPESEN, 2014. ALL RIGHTS RESERVED.

ATIS	Apt E/ev
127.35	20'



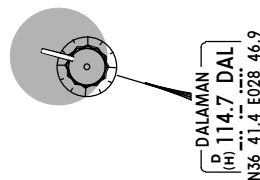
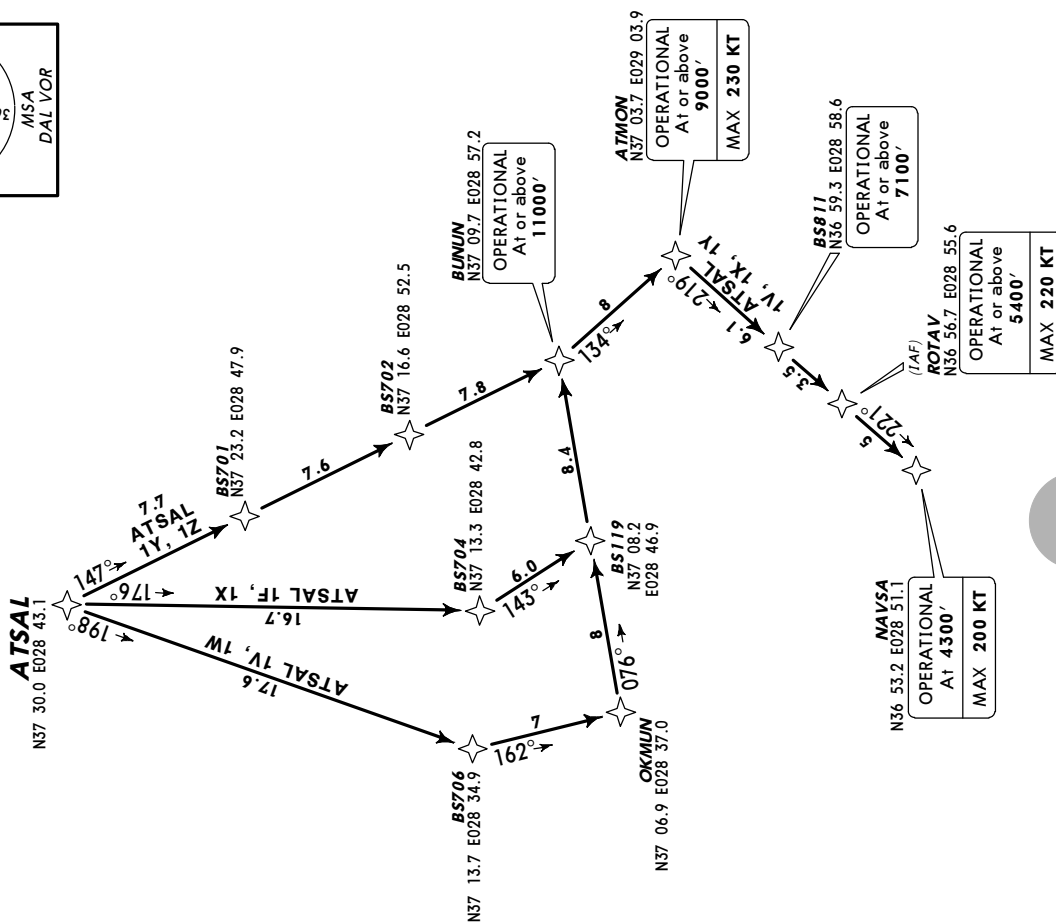
Only available for traffic able to execute RNAV (GNSS) APPROACH RWY 19. Advise ATC at first contact by the phrase "REQUEST RNAV APPROACH RWY 19". Otherwise expect RADAR vectors for circling RWY 19.

ATSL 1F [ATSA1F]
 ATSL 1V [ATSA1V]
 ATSL 1W [ATSA1W]
 ATSL 1X [ATSA1X]
 ATSL 1Y [ATSA1Y]
 ATSL 1Z [ATSA1Z]
 RWY 19 RNAV ARRIVALS
 RNAV (GNSS)



NOT TO SCALE

Direct distance to Dalamen Apt from:
 ATMON 24 NM
 NAVSA 11 NM



HOLDINGS OVER BUNUN		STAR
		ATSAI - BS704 - BS119 - BUNUN TIONAL 9000' +; K230-).
		ATSAI - BS706 - OKMUN - BS119 (OPERATIONAL 9000' +; K230-) - (OPERATIONAL 5400' +; K220-) -
		ATSAI - BS706 - OKMUN - BS119 (OPERATIONAL 9000' +; K230-).
		ATSAI - BS704 - BS119 - BUNUN TIONAL 9000' +; K230-) - BS811 TIONAL 5400' +; K220-) - NAVSA
		ATSAI - BS701 - BS702 - BUNUN TIONAL 9000' +; K230-) - BS811 AL 5400' +; K220-) - NAVSA (OPE
		ATSAI - BS701 - BS702 - BUNUN TIONAL 9000' +; K230-).
ATSAI 1F		
ATSAI 1V		
ATSAI 1W		
ATSAI 1X		
ATSAI 1Y		
ATSAI 1Z		

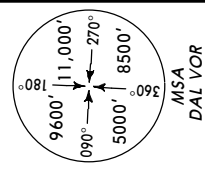
Alt Set: hPa Trans level: By ATC Trans alt: 12000'

1. RADAR approval.
2. P-RNAV approval required otherwise advice ATC.
3. For initial, intermediate and final approach refer to RNAV (GNSS) APPROACH RWY 19.
4. Descend as cleared.

ATIS
127.35

CAUTION

Only available for traffic able to execute RNAV (GNSS) APPROACH RWY 19. Advise ATC at first contact by the phrase "REQUEST RNAV APPROACH RWY 19". Otherwise expect RADAR vectors for circling RWY 19.

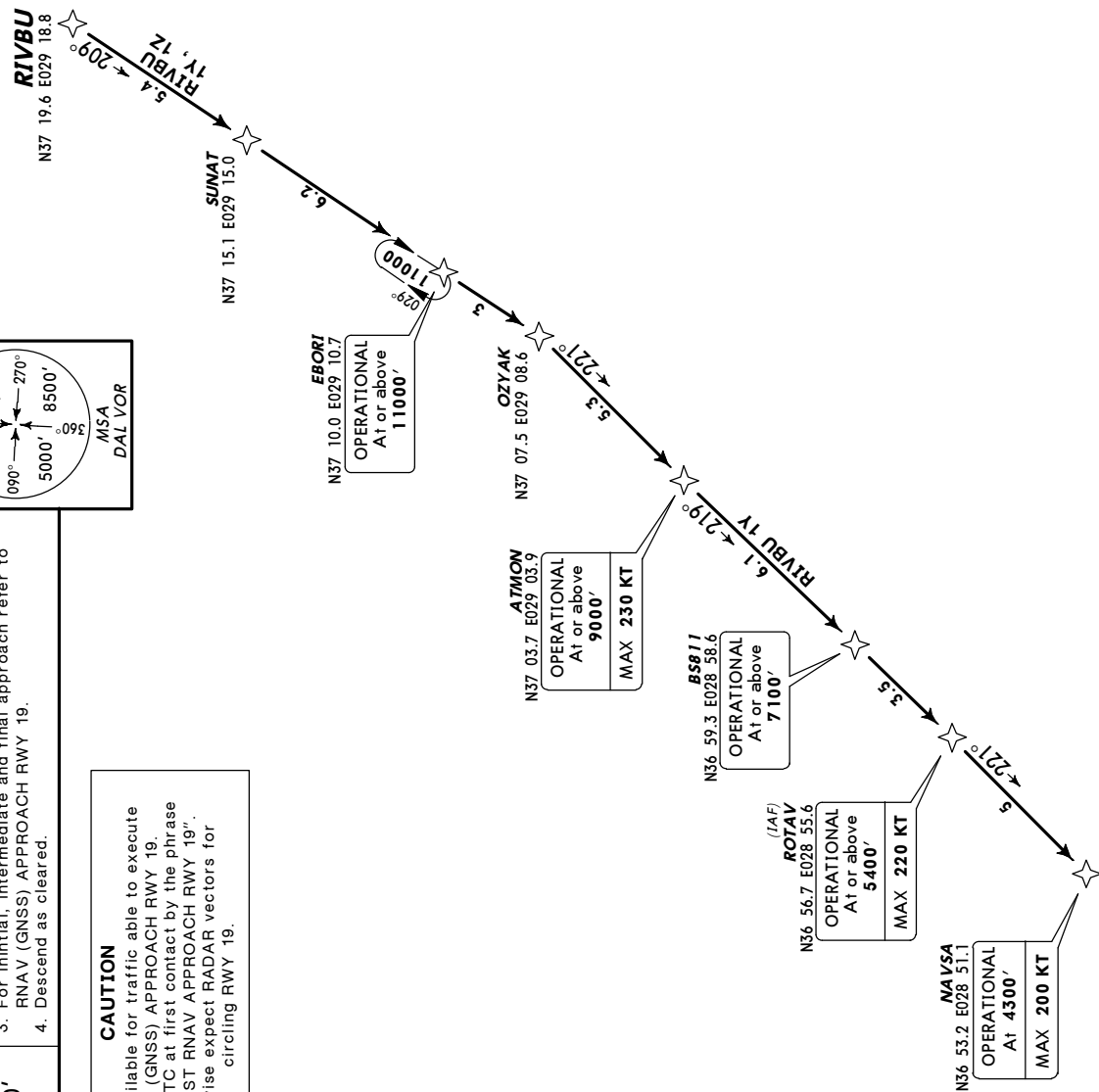


RIVBU 1Y [RIVB1Y]
RIVBU 1Z [RIVB1Z]
RWY 19 RNAV ARRIVALS
RNAV (GNSS)

18 JUL 14 10-2J

Eff 24 Jul

RNAV STAR



Direct distance to Dalamen Apt from:

ATMON	24 NM
NAVSA	11 NM

NOT TO SCALE

DALAMAN

D 114.7 DAL
(H)

N36 41.4 E028 46.9

STAR	ROUTING
R1VB1U 1Y	R1VB1U - SUNAT - EBORI (OPERATIONAL 11000'+) - OZYAK - ATMON (OPERATIONAL 9000'+; K230-) - B8811 (OPERATIONAL 7100'+) - ROTAV (OPERATIONAL 5400'+; K220-) - NAVSA (OPERATIONAL 4300'; K200-).
R1VB1U 1Z	R1VB1U - SUNAT - EBORI (OPERATIONAL 11000'+) - OZYAK - ATMON (OPERATIONAL 9000'+; K230-).

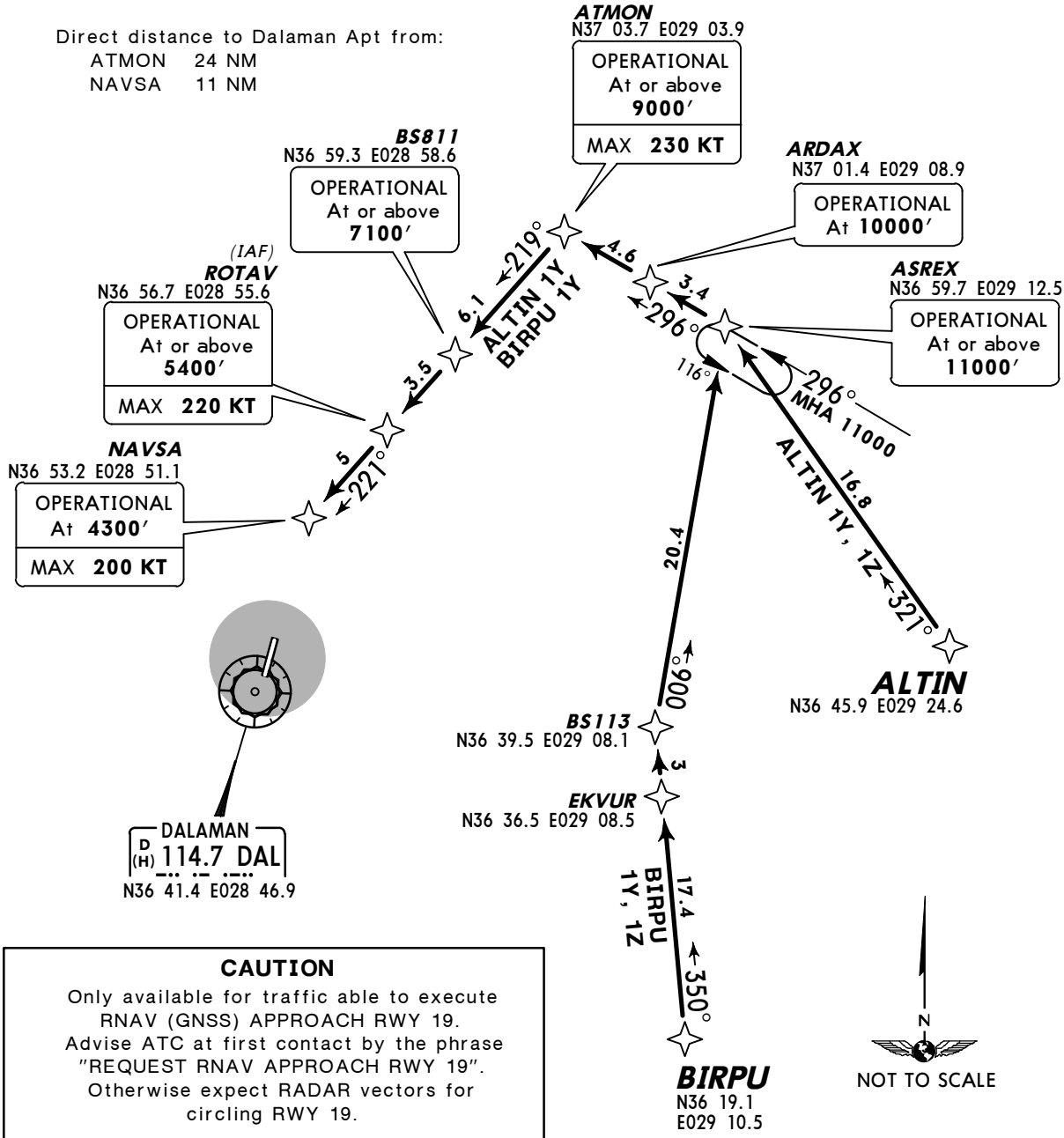
LTBS/DLM
DALAMAN

JEPPESSEN
18 JUL 14 10-2K Eff 24 Jul

MUGLA, TURKEY
RNAV STAR

ATIS 127.35	Apt Elev 20'	Alt Set: hPa Trans level: By ATC Trans alt: 12000' 1. RADAR required. 2. P-RNAV approval required otherwise advice ATC. 3. For initial, intermediate and final approach refer to RNAV (GNSS) APPROACH RWY 19. 4. Descend as cleared.	
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ALTIN 1Y [ALT11Y], ALTIN 1Z [ALT11Z]
BIRPU 1Y [BIRP1Y], BIRPU 1Z [BIRP1Z]
RWY 19 RNAV ARRIVALS
RNAV (GNSS)

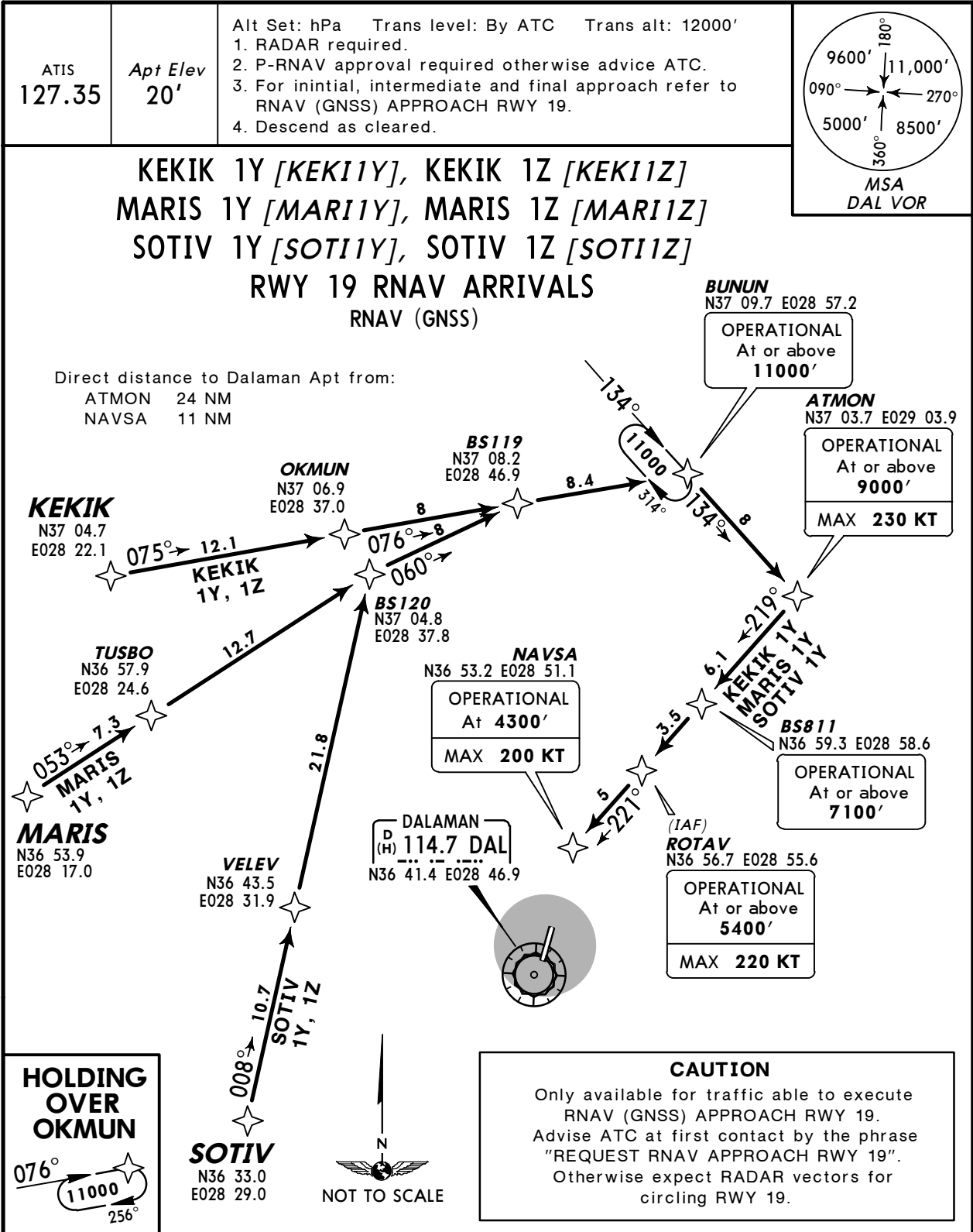


STAR	ROUTING
ALTIN 1Y	ALTIN - ASREX (OPERATIONAL 11000'+) - ARDAX (OPERATIONAL 10000') - ATMON (OPERATIONAL 9000'+; K230-) - BS811 (OPERATIONAL 7100'+) - ROTAV (OPERATIONAL 5400'+; K220-) - NAVSA (OPERATIONAL 4300'; K200-).
ALTIN 1Z	ALTIN - ASREX (OPERATIONAL 11000'+) - ARDAX (OPERATIONAL 10000') - ATMON (OPERATIONAL 9000'+; K230-).
BIRPU 1Y	BIRPU - EKVUR - BS113 - ASREX (OPERATIONAL 11000'+) - ARDAX (OPERATIONAL 10000') - ATMON (OPERATIONAL 9000'+; K230-) - BS811 (OPERATIONAL 7100'+) - ROTAV (OPERATIONAL 5400'+; K220-) - NAVSA (OPERATIONAL 4300'; K200-).
BIRPU 1Z	BIRPU - EKVUR - BS113 - ASREX (OPERATIONAL 11000'+) - ARDAX (OPERATIONAL 10000') - ATMON (OPERATIONAL 9000'+; K230-).

LTBS/DLM
DALAMAN

JEPPESSEN
18 JUL 14 10-2L Eff 24 Jul

MUGLA, TURKEY
RNAV STAR



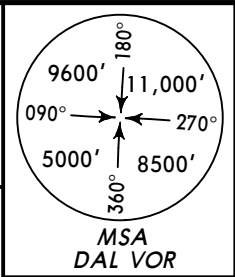
STAR	ROUTING
KEKIK 1Y	KEKIK - OKMUN - BS119 - BUNUN (OPERATIONAL 11000'+) - ATMON (OPERATIONAL 9000'+; K230-) - BS811 (OPERATIONAL 7100'+) - ROTAV (OPERATIONAL 5400'+; K220-) - NAVSA (OPERATIONAL 4300'; K200-).
KEKIK 1Z	KEKIK - OKMUN - BS119 - BUNUN (OPERATIONAL 11000'+) - ATMON (OPERATIONAL 9000'+; K230-).
MARIS 1Y	MARIS - TUSBO - BS120 - BS119 - BUNUN (OPERATIONAL 11000'+) - ATMON (OPERATIONAL 9000'+; K230-) - BS811 (OPERATIONAL 7100'+) - ROTAV (OPERATIONAL 5400'+; K220-) - NAVSA (OPERATIONAL 4300'; K200-).
MARIS 1Z	MARIS - TUSBO - BS120 - BS119 - BUNUN (OPERATIONAL 11000'+) - ATMON (OPERATIONAL 9000'+; K230-).
SOTIV 1Y	SOTIV - VELEV - BS120 - BS119 - BUNUN (OPERATIONAL 11000'+) - ATMON (OPERATIONAL 9000'+; K230-) - BS811 (OPERATIONAL 7100'+) - ROTAV (OPERATIONAL 5400'+; K220-) - NAVSA (OPERATIONAL 4300'; K200-).
SOTIV 1Z	SOTIV - VELEV - BS120 - BS119 - BUNUN (OPERATIONAL 11000'+) - ATMON (OPERATIONAL 9000'+; K230-).

LTBS/DLM
DALAMAN

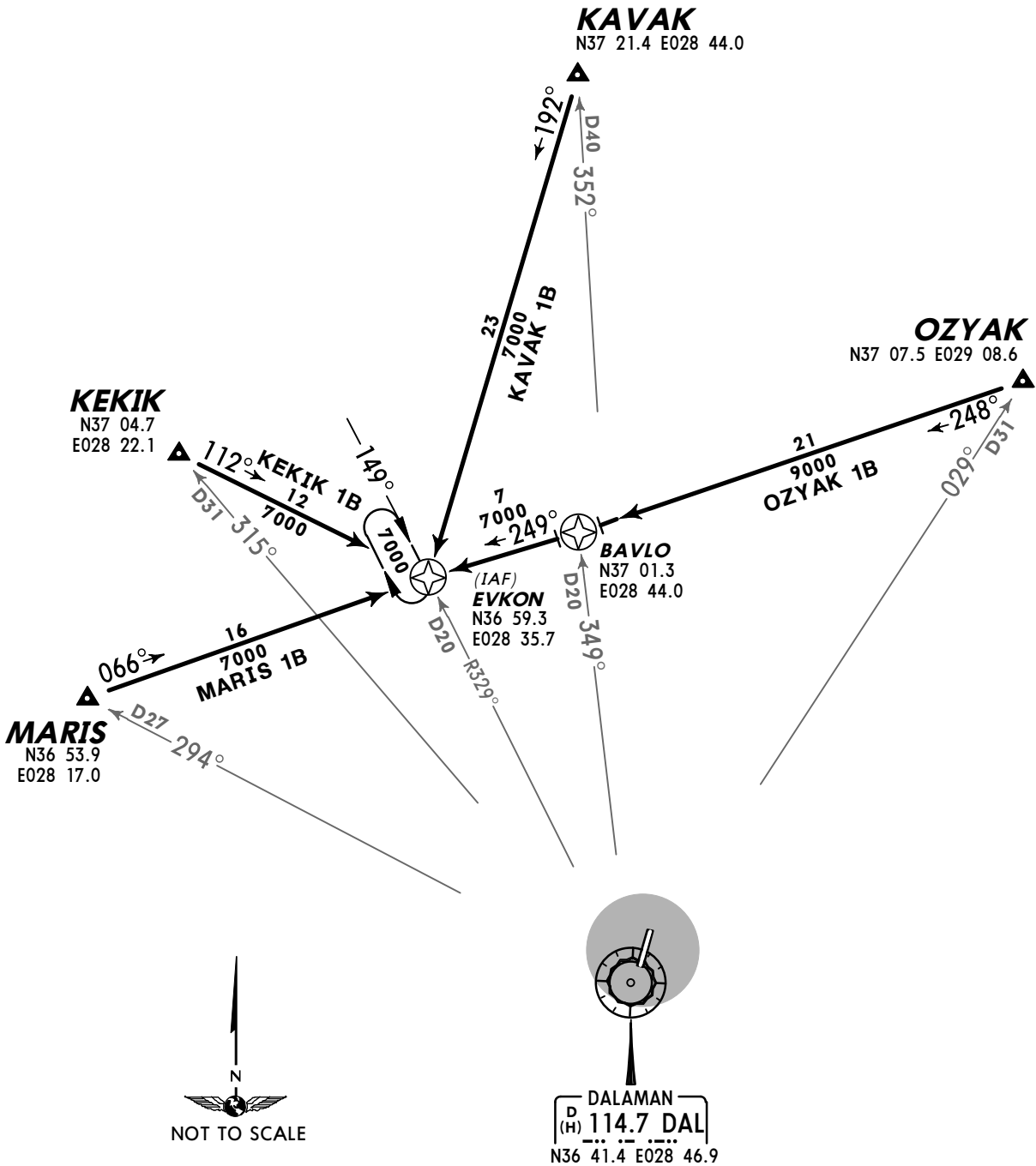
JEPPESEN
18 JUL 14 10-2M Eff 24 Jul

MUGLA, TURKEY
RNAV STAR

ATIS 127.35	Apt Elev 20'	Alt Set: hPa Trans level: By ATC Trans alt: 12000' 1. B-RNAV approval required. 2. DAL must be serviceable. RADAR service shall be available. 3. Request RADAR vectoring in case of loss of RNAV capability.
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KAVAK 1B [KAVA1B], KEKIK 1B [KEKI1B]
MARIS 1B [MARI1B], OZYAK 1B [OZYA1B]
RNAV ARRIVALS
~~SPEED~~ MAX 250 KT WITHIN TMA
UNLESS OTHERWISE INSTRUCTED BY ATC



LTBS/DLM
DALAMAN

JEPPESEN

18 JUL 14

10-2N

Eff 24 Jul

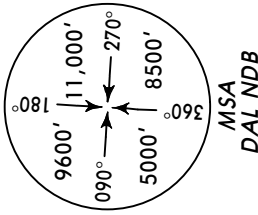
MUGLA, TURKEY

STAR

ATIS
127.35

Apt Elev
20'

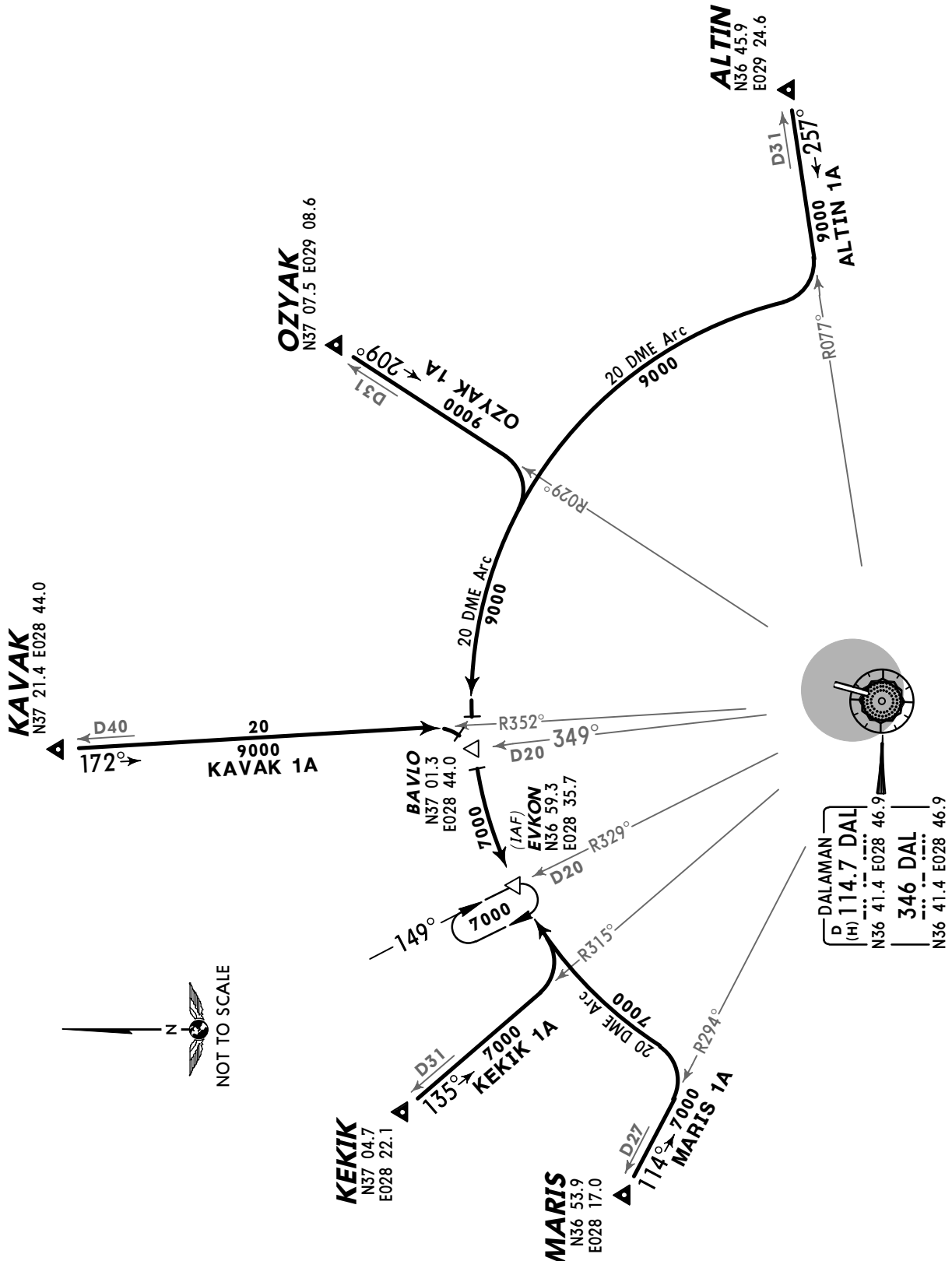
Alt Set: hPa
Trans level: By ATC Trans alt: 12000'



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

ARRIVALS

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

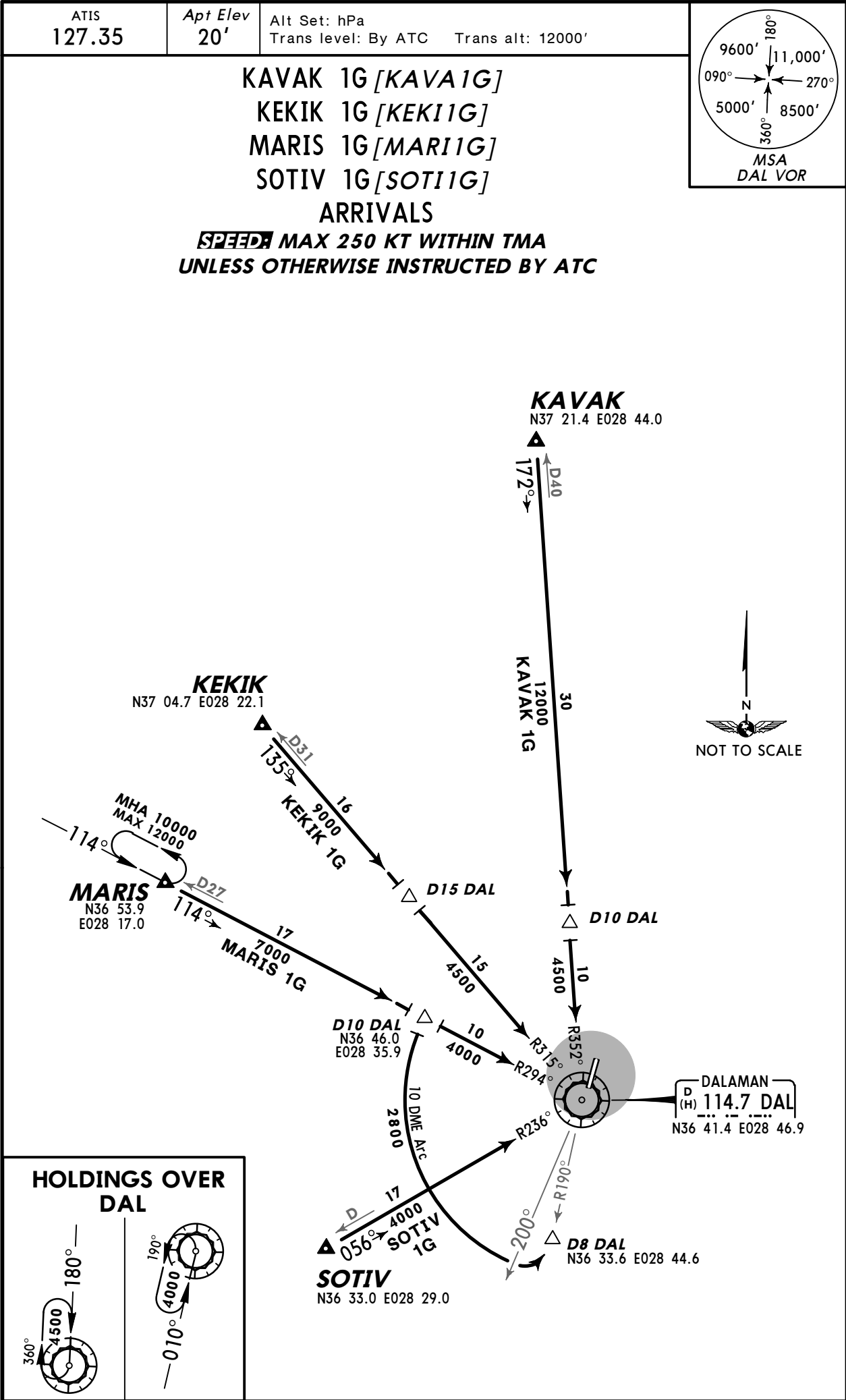


LTBS/DLM
DALAMAN

JEPPESEN
18 JUL 14 (10-2Q) Eff 24 Jul

MUGLA, TURKEY

STAR

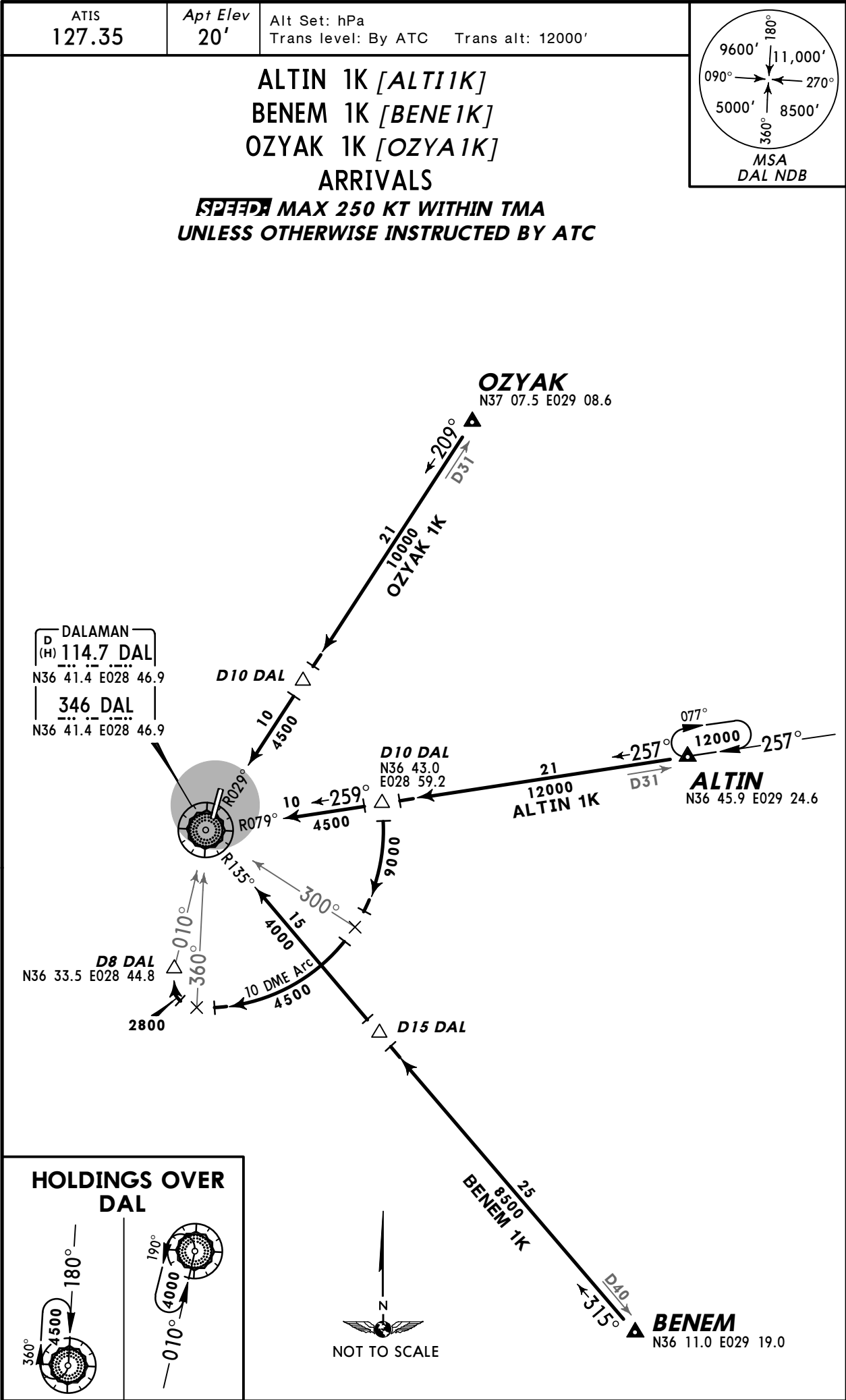


LTBS/DLM
DALAMAN

JEPPESEN
18 JUL 14 10-2S Eff 24 Jul

MUGLA, TURKEY

STAR

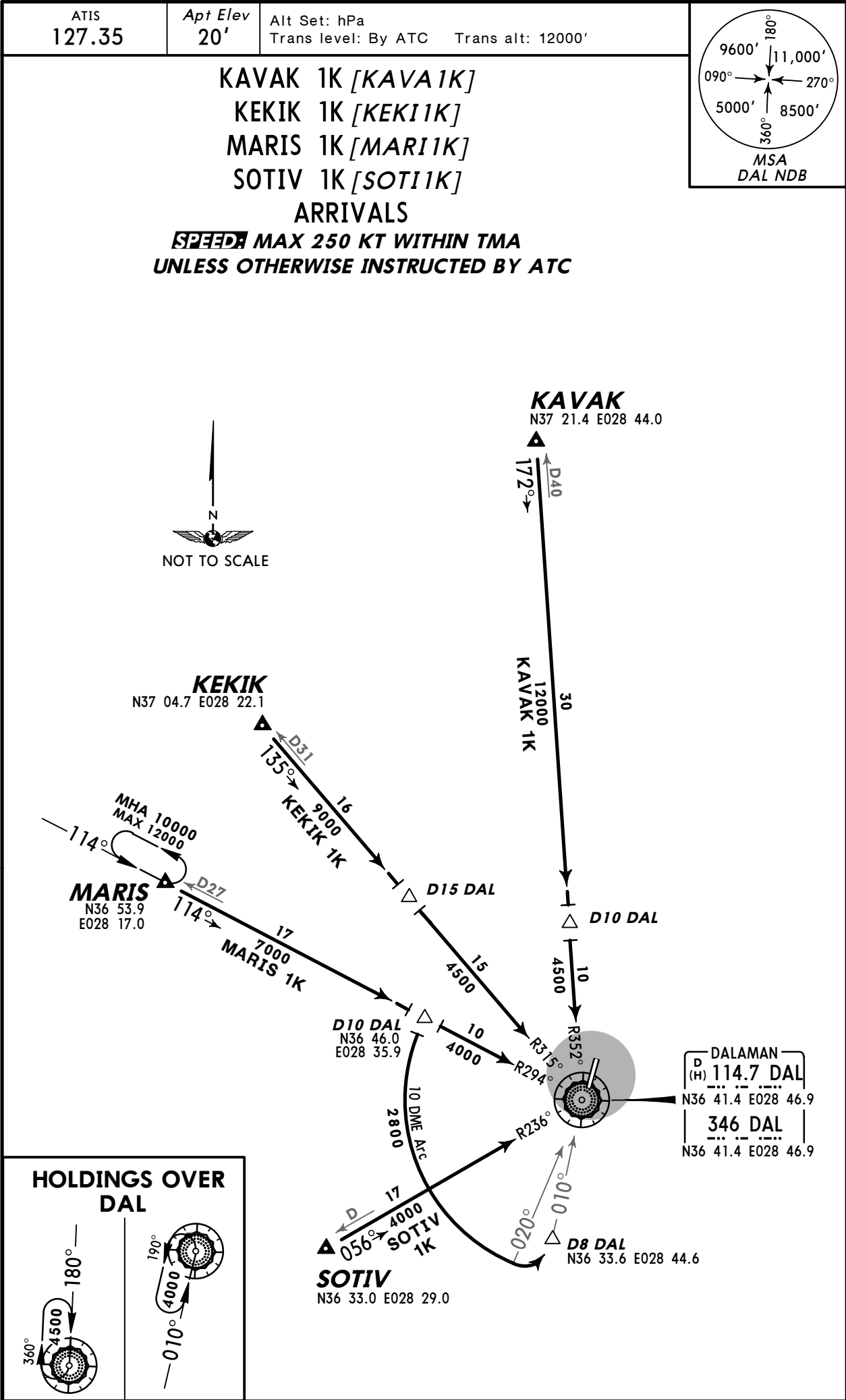


LTBS/DLM
DALAMAN

JEPPESEN
18 JUL 14 (10-2T) Eff 24 Jul

MUGLA, TURKEY

STAR

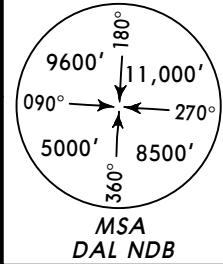


LTBS/DLM
DALAMAN

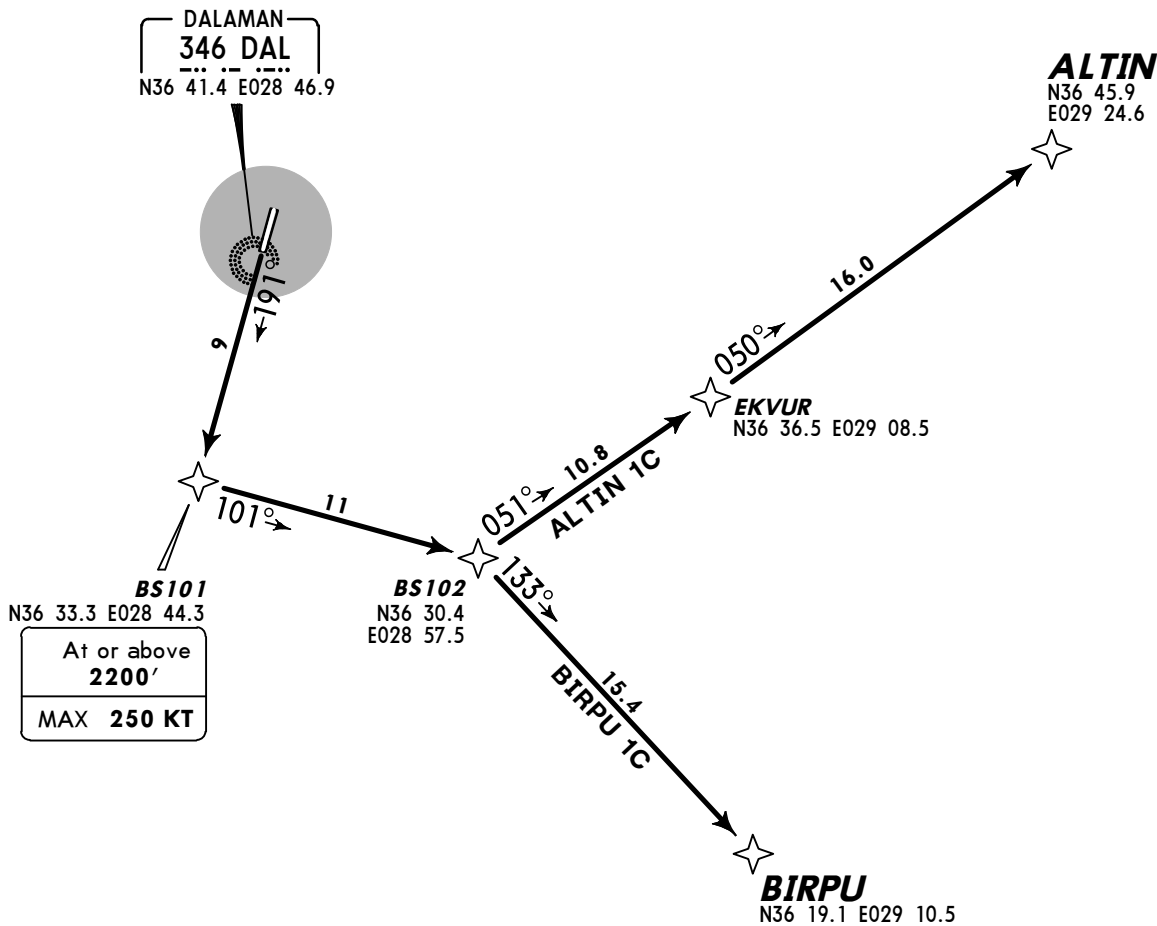
JEPPESEN
18 JUL 14 10-3 Eff 24 Jul

MUGLA, TURKEY
RNAV SID

Apt Elev 20'
Trans level: By ATC Trans alt: 12000'
1. RADAR required.
2. P-RNAV approval required otherwise advice ATC.



ALTIN 1C [ALTI1C]
BIRPU 1C [BIRP1C]
RWY 19 RNAV DEPARTURES
RNAV (GNSS)



These SIDs require a minimum climb gradient of 243' per NM (4.0%) up to 10000'.

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



SID	ROUTING
ALTIN 1C	BS101 (2200'+; K250-) - BS102 - EKVUR - ALTIN.
BIRPU 1C	BS101 (2200'+; K250-) - BS102 - BIRPU.

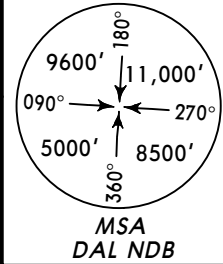
LTBS/DLM
DALAMAN

JEPPESEN
18 JUL 14 (10-3A) Eff 24 Jul

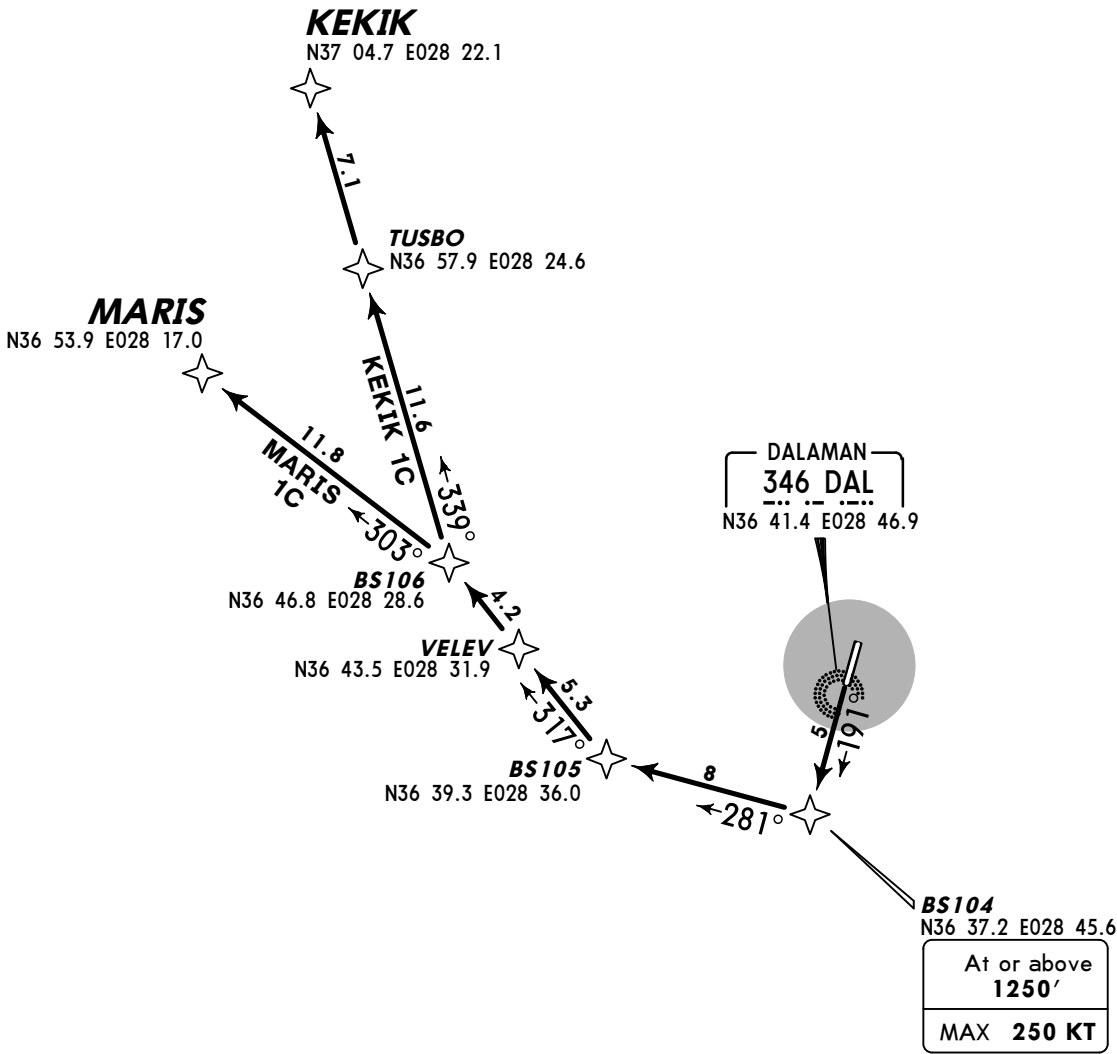
MUGLA, TURKEY
RNAV SID

Apt Elev
20'

Trans level: By ATC Trans alt: 12000'
1. RADAR required.
2. P-RNAV approval required otherwise advice ATC.



KEKIK 1C [KEKI1C]
MARIS 1C [MARI1C]
RWY 19 RNAV DEPARTURES
RNAV (GNSS)



These SIDs require a minimum climb gradient
of
243' per NM (4.0%) up to 10000'.

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



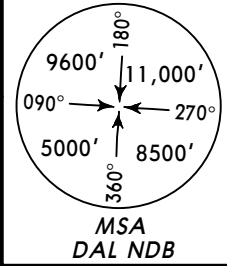
SID	ROUTING
KEKIK 1C	BS104 (1250'+; K250-) - BS105 - VELEV - BS106 - TUSBO - KEKIK.
MARIS 1C	BS104 (1250'+; K250-) - BS105 - VELEV - BS106 - MARIS.

LTBS/DLM
DALAMAN

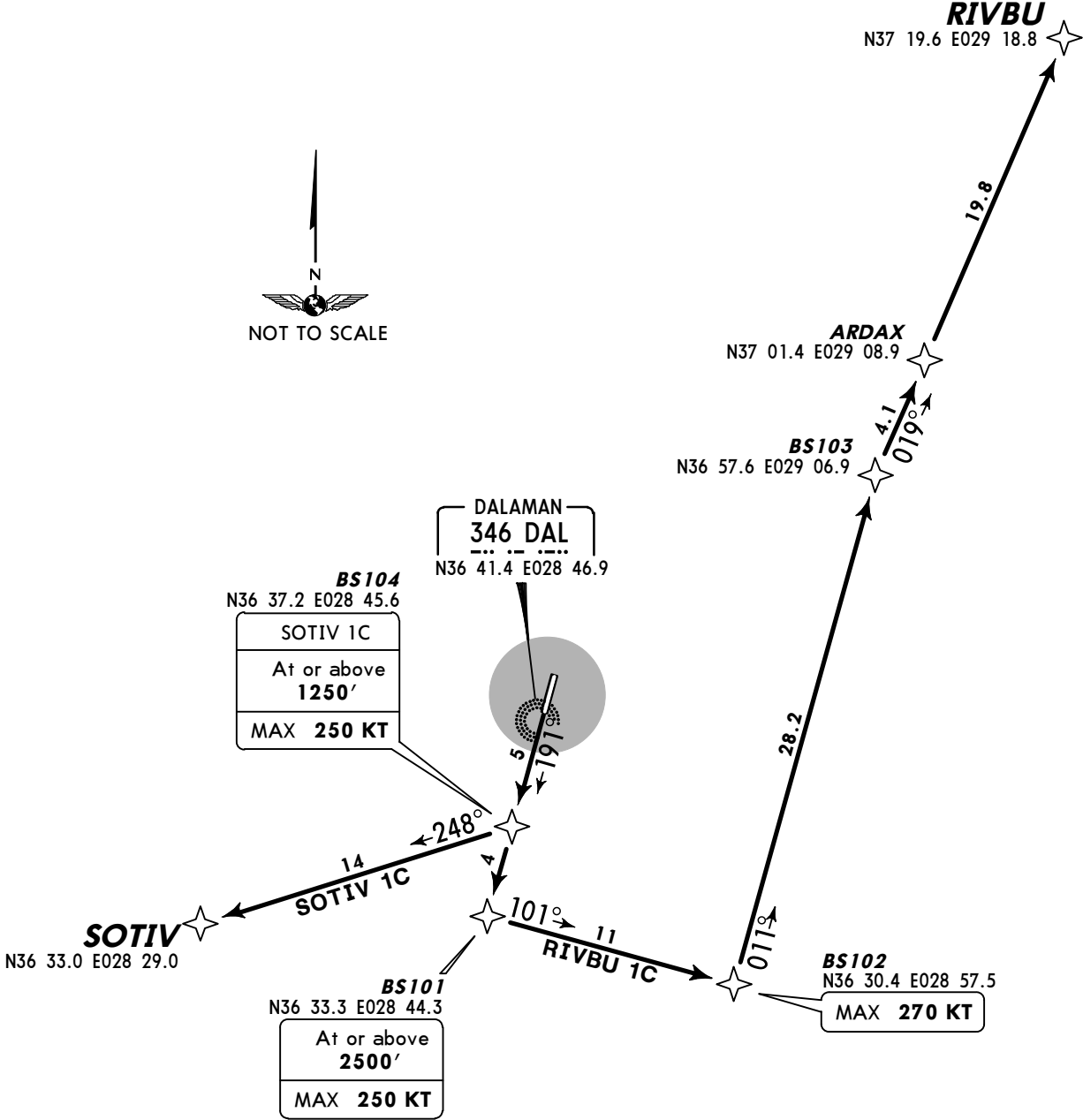
JEPPESEN
18 JUL 14 (10-3B) Eff 24 Jul

MUGLA, TURKEY
RNAV SID

Apt Elev 20'
Trans level: By ATC Trans alt: 12000'
1. RADAR required.
2. P-RNAV approval required otherwise advice ATC.



RIVBU 1C [RIVB1C]
SOTIV 1C [SOTI1C]
RWY 19 RNAV DEPARTURES
RNAV (GNSS)



These SIDs require minimum climb gradients of

RIVBU 1C
274' per NM (4.5%) up to 10000'.

SOTIV 1C
243' per NM (4.0%) up to 10000'.

Gnd speed-KT	75	100	150	200	250	300
243' per NM	304	405	608	810	1013	1215
274' per NM	343	457	685	913	1142	1370

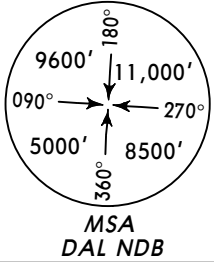
SID	ROUTING
RIVBU 1C	BS101 (2500'+; K250-) - BS102 (K270-) - BS103 - ARDAX - RIVBU.
SOTIV 1C	BS104 (1250'+; K250-) - SOTIV.

LTBS/DLM
DALAMAN

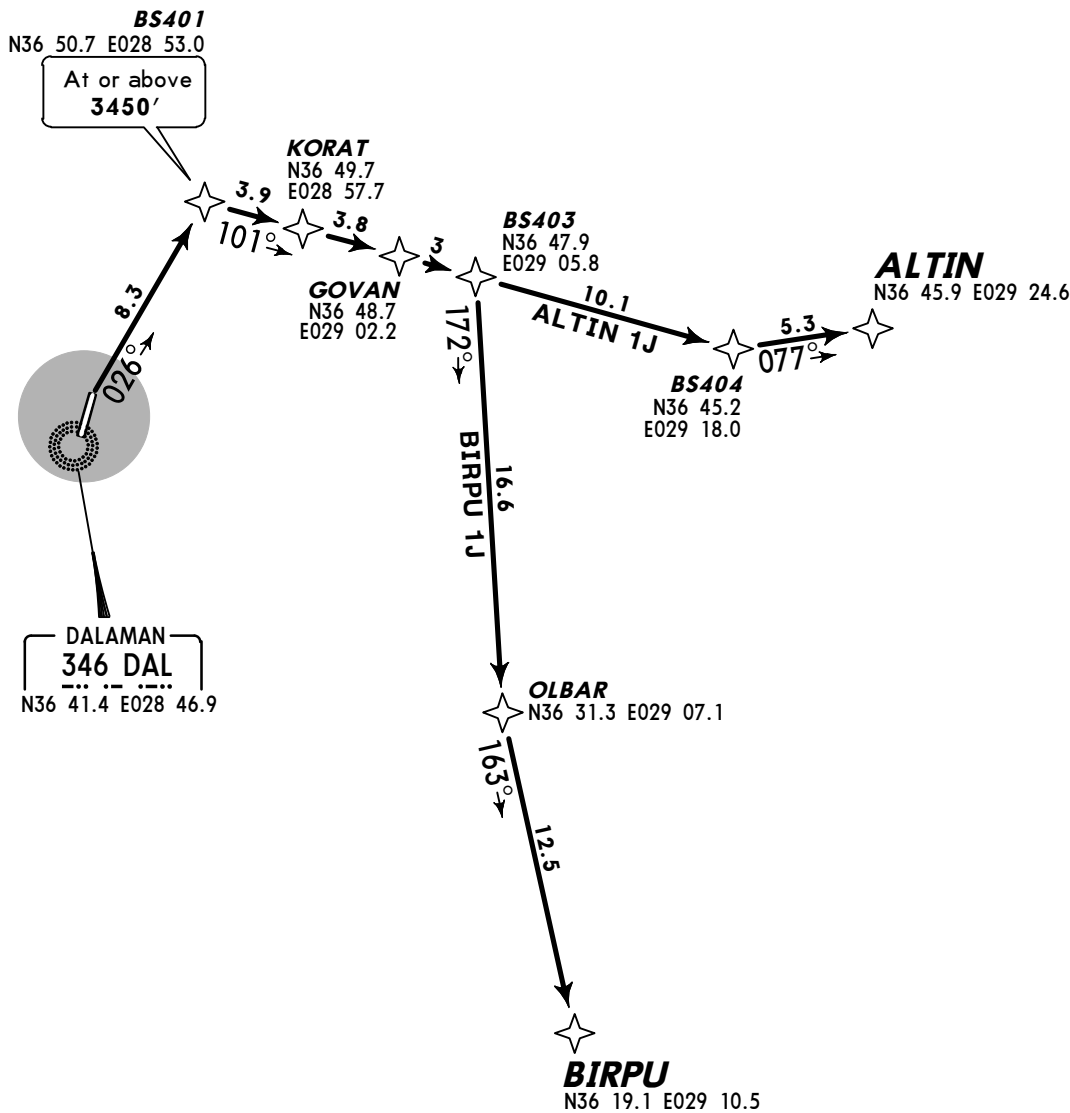
JEPPESEN
18 JUL 14 10-3C Eff 24 Jul

MUGLA, TURKEY
RNAV SID

Apt Elev 20'
Trans level: By ATC Trans alt: 12000'
1. RADAR required.
2. P-RNAV approval required otherwise advice ATC.



ALTIN 1J [ALTI1J]
BIRPU 1J [BIRP1J]
RWY 01 RNAV DEPARTURES
RNAV (GNSS)



These SIDs require a minimum climb gradient of 413' per NM (6.8%) up to 11000'.

Gnd speed-KT	75	100	150	200	250	300
413' per NM	516	688	1033	1377	1721	2065



SID	ROUTING
ALTIN 1J	BS401 (3450'+) - KORAT - GOVAN - BS403 - BS404 - ALTIN.
BIRPU 1J	BS401 (3450'+) - KORAT - GOVAN - BS403 - OLBAR - BIRPU.

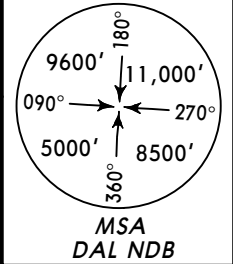
LTBS/DLM
DALAMAN

JEPPESEN
18 JUL 14 10-3D Eff 24 Jul

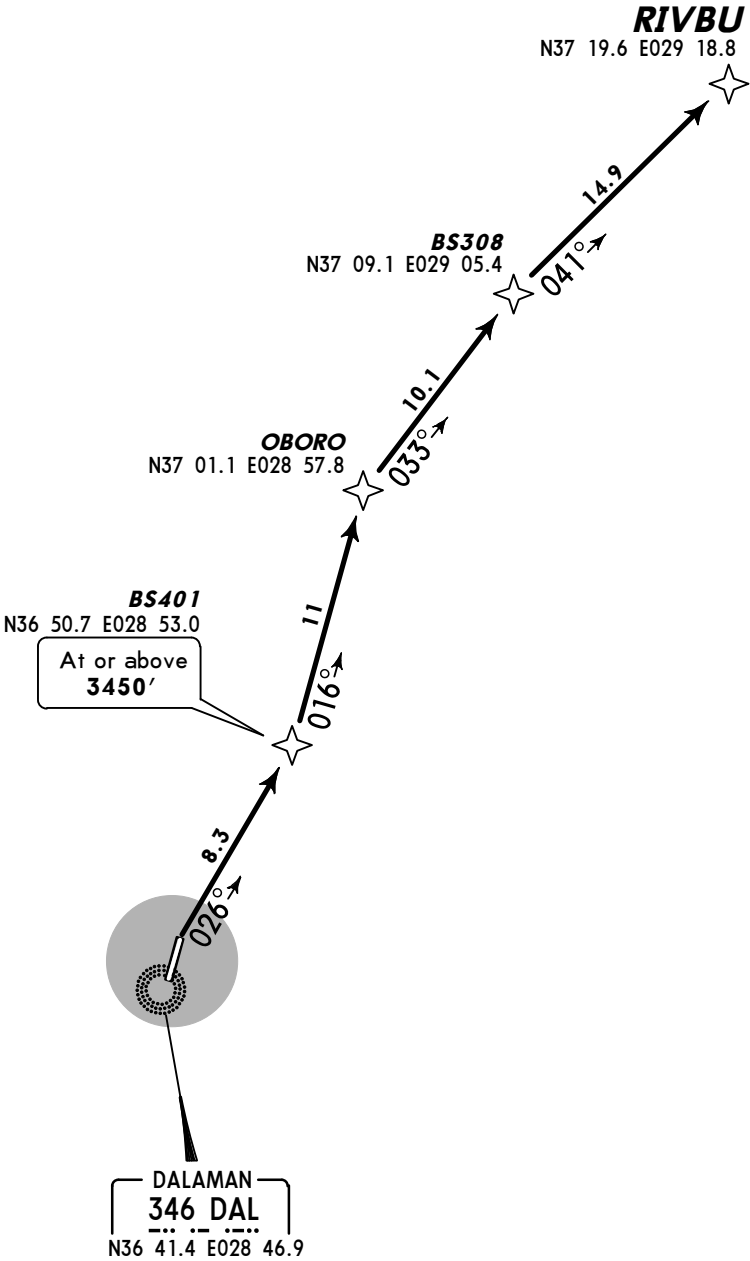
MUGLA, TURKEY
RNAV SID

Apt Elev
20'

Trans level: By ATC Trans alt: 12000'
1. RADAR required.
2. P-RNAV approval required otherwise advice ATC.



RIVBU 1J [RIVB1J]
RWY 01 RNAV DEPARTURE
RNAV (GNSS)



This SID requires a minimum climb gradient of 413' per NM (6.8%) up to 11000'.

Gnd speed-KT	75	100	150	200	250	300
413' per NM	516	688	1033	1377	1721	2065



ROUTING
BS401 (3450'+) - OBORO - BS308 - RIVBU.

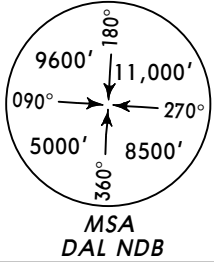
LTBS/DLM
DALAMAN

JEPPESEN
18 JUL 14 (10-3E) Eff 24 Jul

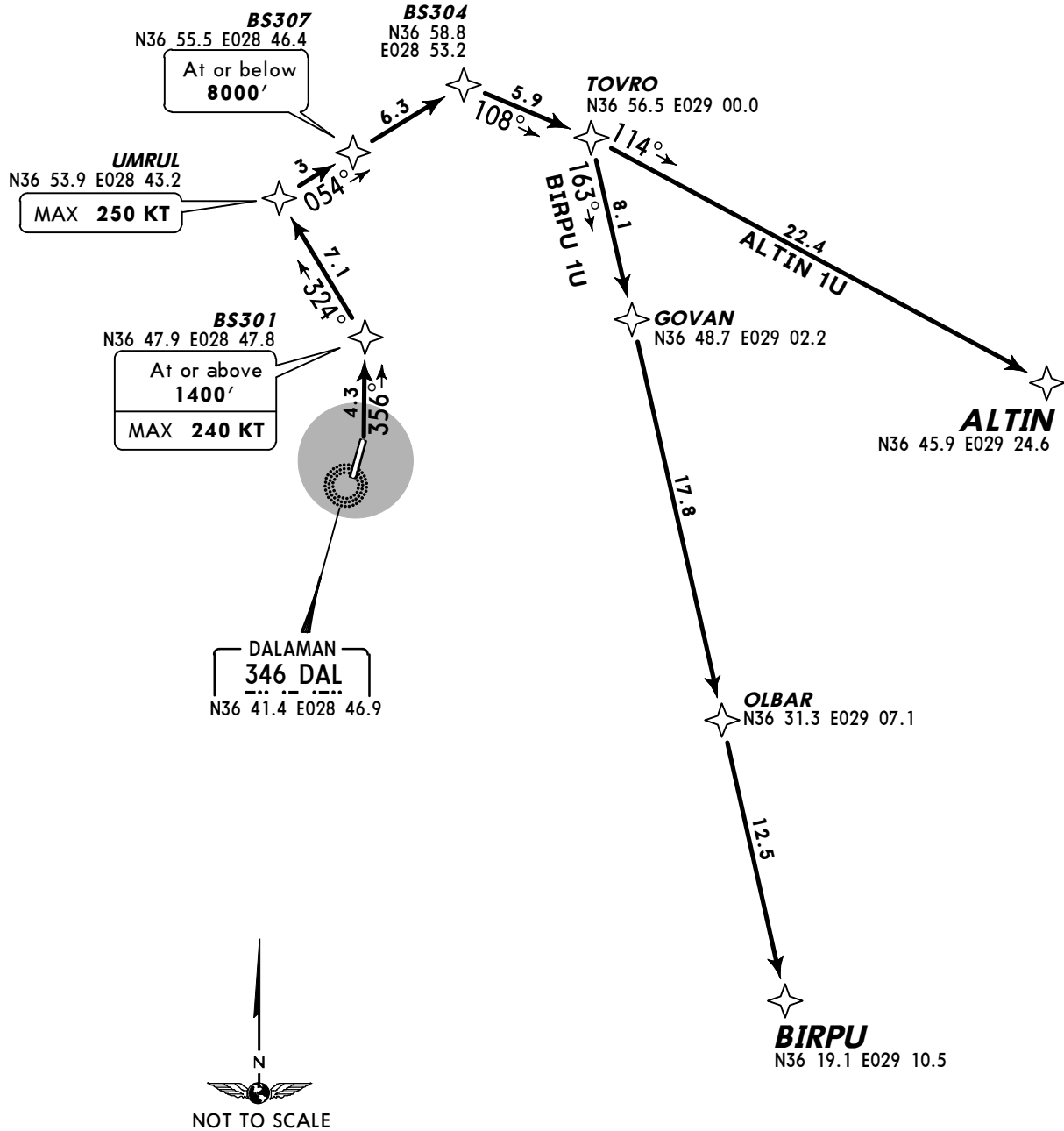
MUGLA, TURKEY
RNAV SID

Apt Elev
20'

Trans level: By ATC Trans alt: 12000'
1. RADAR required.
2. P-RNAV approval required otherwise advice ATC.



ALTIN 1U [ALTI1U]
BIRPU 1U [BIRP1U]
RWY 01 RNAV DEPARTURES
RNAV (GNSS)



These SIDs require a minimum climb gradient
of
322' per NM (5.3%) up to 10000'.

Gnd speed-KT	75	100	150	200	250	300
322' per NM	402	537	805	1073	1342	1610

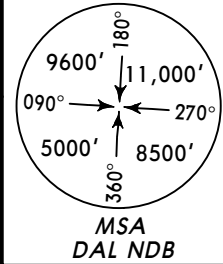
SID	ROUTING
ALTIN 1U	BS301 (1400'+; K240-) - UMRUL (K250-) - BS307 (8000'-) - BS304 - TOVRO - ALTIN.
BIRPU 1U	BS301 (1400'+; K240-) - UMRUL (K250-) - BS307 (8000'-) - BS304 - TOVRO - GOVAN - OLBAR - BIRPU.

LTBS/DLM
DALAMAN

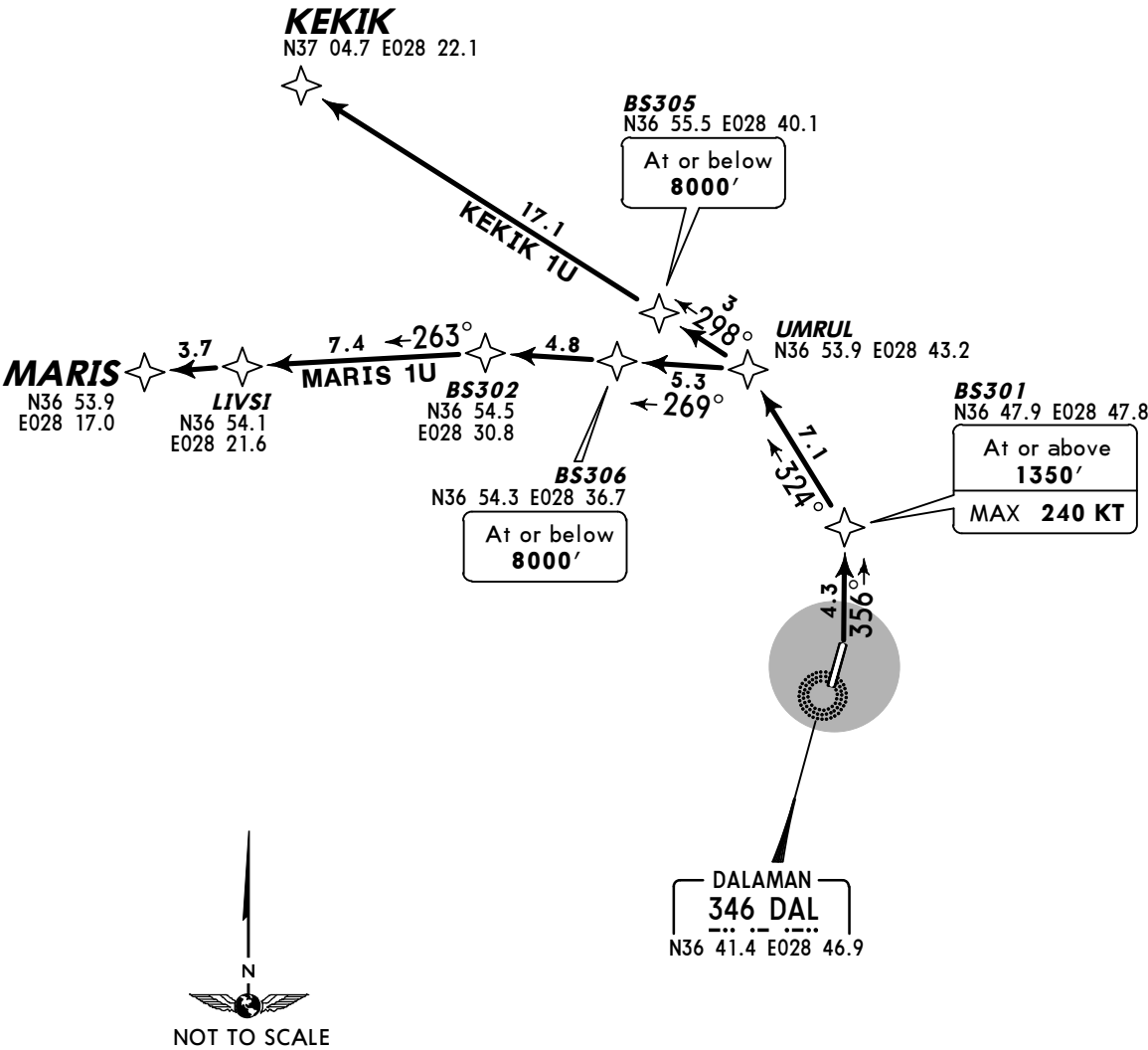
JEPPESEN
18 JUL 14 (10-3F) Eff 24 Jul

MUGLA, TURKEY
RNAV SID

Apt Elev 20'
Trans level: By ATC Trans alt: 12000'
1. RADAR required.
2. P-RNAV approval required otherwise advice ATC.



KEKIK 1U [KEK11U]
MARIS 1U [MARI1U]
RWY 01 RNAV DEPARTURES
RNAV (GNSS)



These SIDs require a minimum climb gradient of 304' per NM (5.0%) up to 10000'.

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	507	760	1013	1267	1520

SID	ROUTING
KEKIK 1U	BS301 (1350'+; K240-) - UMRUL - BS305 (8000'-) - KEKIK.
MARIS 1U	BS301 (1350'+; K240-) - UMRUL - BS306 (8000'-) - BS302 - LIVSI - MARIS.

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LTBS/DLM
DALAMAN

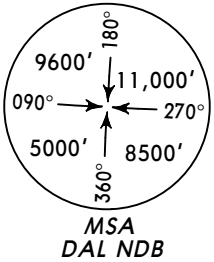
JEPPESEN
18 JUL 14 10-3H Eff 24 Jul

MUGLA, TURKEY

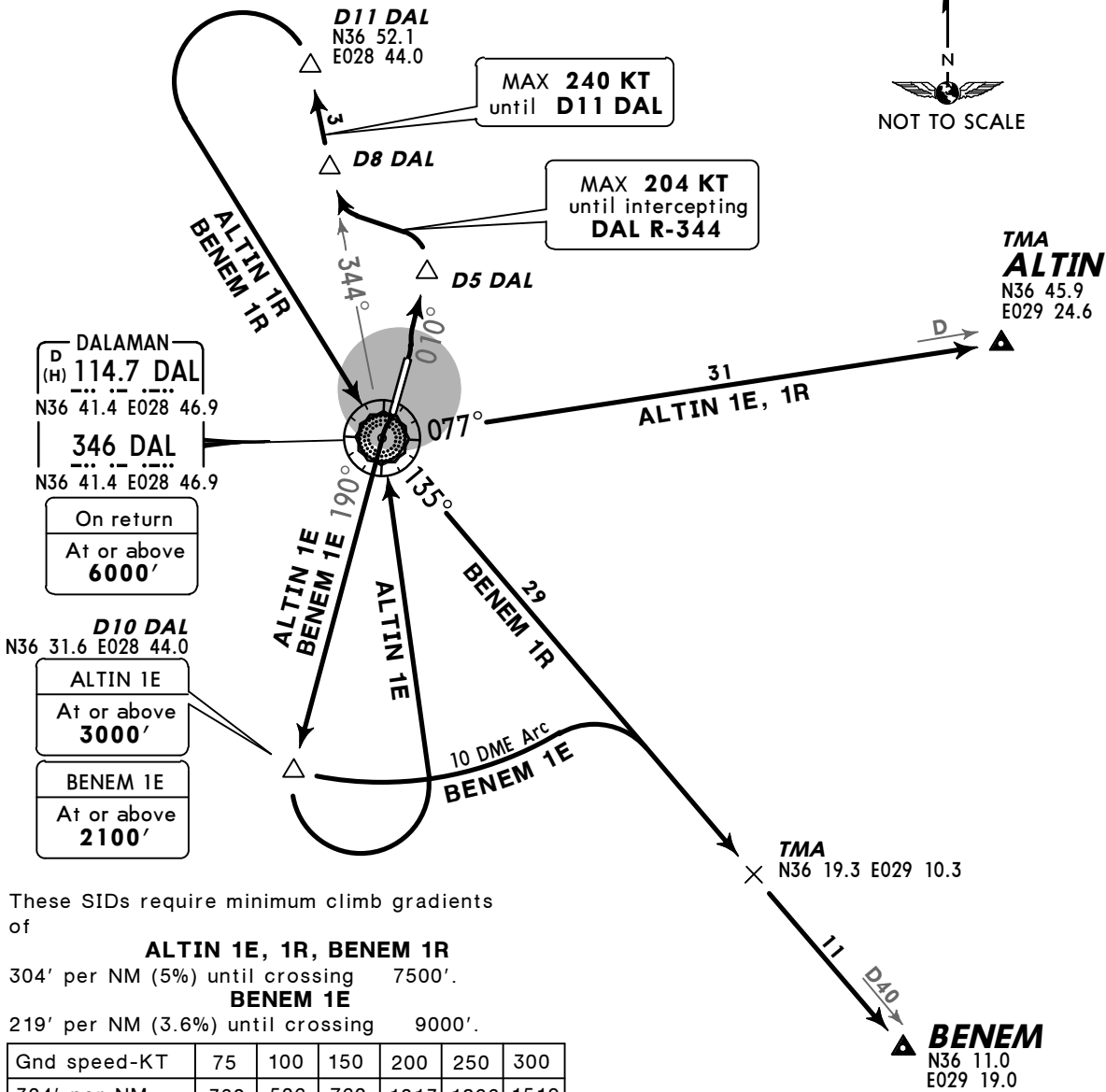
SID

Apt Elev
20'

Trans level: By ATC Trans alt: 12000'



ALTIN ONE ECHO (ALTIN 1E) [ALTI1E]
ALTIN ONE ROMEO (ALTIN 1R) [ALTI1R]
BENEM ONE ECHO (BENEM 1E) [BENE1E]
BENEM ONE ROMEO (BENEM 1R) [BENE1R]
RWYS 19, 01 DEPARTURES
BASED ON DAL VOR/DME
~~SPEEDS~~ MAX 250 KT WITHIN TMA
UNLESS OTHERWISE INSTRUCTED BY ATC



These SIDs require minimum climb gradients of

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

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

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

SID	RWY	ROUTING
ALTIN 1E	19	Intercept DAL R-190 to D10 DAL, turn LEFT to DAL, turn RIGHT, DAL R-077 to ALTIN, then join airway.
ALTIN 1R	01	Intercept DAL R-010 to D5 DAL, turn LEFT, intercept DAL R-344 within DAL 8 DME to D11 DAL, turn LEFT to DAL, turn LEFT, DAL R-077 to ALTIN, then join airway.
BENEM 1E	19	Intercept DAL R-190 to D10 DAL, turn LEFT, along DAL 10 DME arc, intercept DAL R-135 to BENEM, then join airway.
BENEM 1R	01	Intercept DAL R-010 to D5 DAL, turn LEFT, intercept DAL R-344 within DAL 8 DME to D11 DAL, turn LEFT to DAL, turn LEFT, DAL R-135 to BENEM, then join airway.

LTBS/DLM
DALAMAN

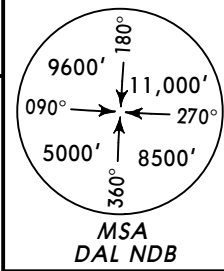
JEPPESSEN
18 JUL 14 **(10-3J)** **Eff 24 Jul**

MUGLA, TURKEY

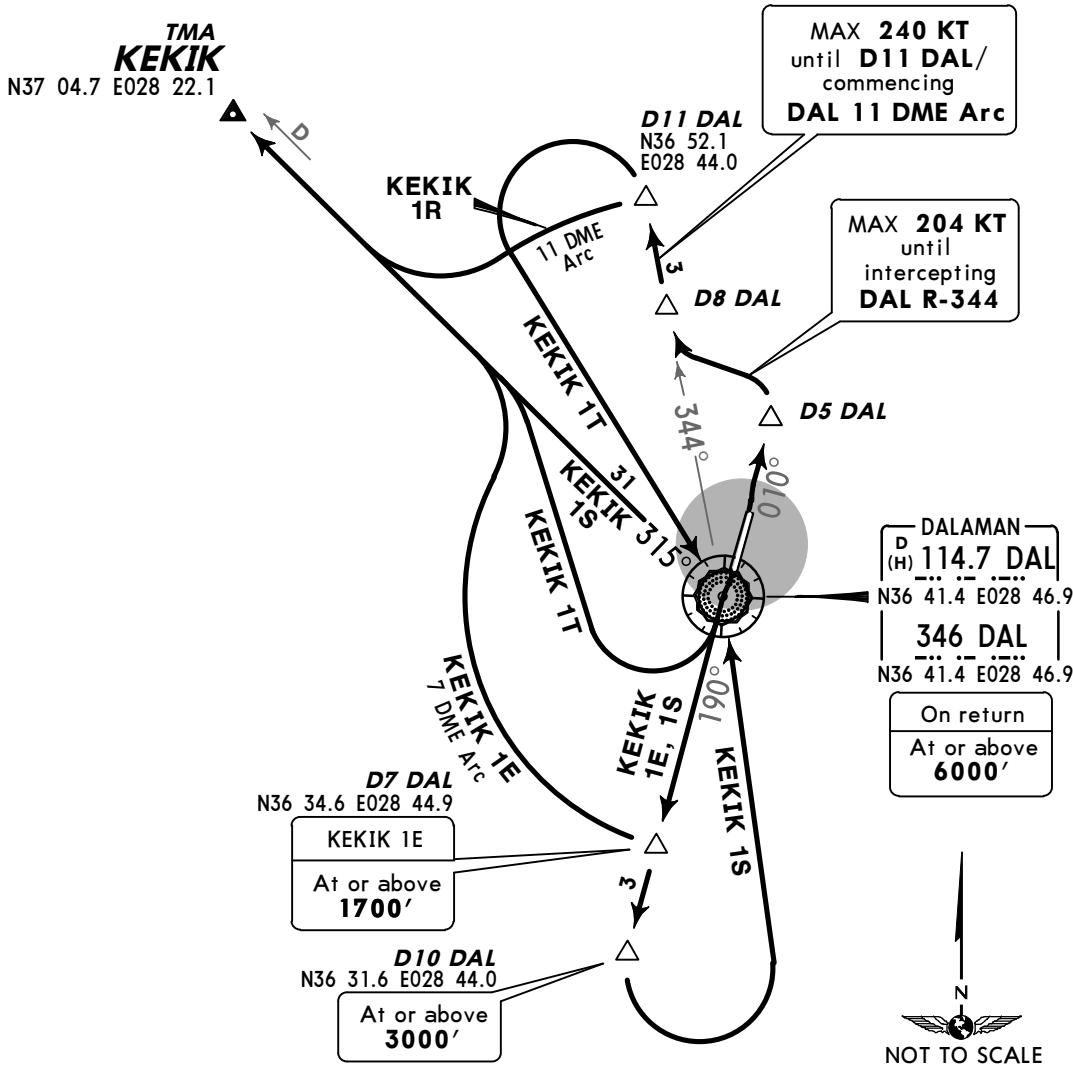
SID

Apt Elev
20'

Trans level: By ATC Trans alt: 12000'



KEKIK ONE ECHO (KEKIK 1E) [KEK11E]
KEKIK ONE ROMEO (KEKIK 1R) [KEK11R]
KEKIK ONE SIERRA (KEKIK 1S) [KEK11S]
KEKIK ONE TANGO (KEKIK 1T) [KEK11T]
RWYS 19, 01 DEPARTURES
BASED ON DAL VOR/DME
~~SPEED~~ MAX 250 KT WITHIN TMA
UNLESS OTHERWISE INSTRUCTED BY ATC



These SIDs require minimum climb gradients of

KEKIK 1E
292' per NM (4.8%) until crossing 7500'.
KEKIK 1R, 1S, 1T
304' per NM (5%) until crossing 7500'.

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

SID	RWY	ROUTING
KEKIK 1E	19	Intercept DAL R-190 to D7 DAL, turn RIGHT, along DAL 7 DME arc, intercept DAL R-315 to KEKIK, then join airway.
KEKIK 1R	01	Intercept DAL R-010 to D5 DAL, turn LEFT, intercept DAL R-344 within DAL 8 DME to D11 DAL, turn LEFT, along DAL 11 DME arc, intercept DAL R-315 to KEKIK, then join airway.
KEKIK 1S	19	Intercept DAL R-190 to D10 DAL, turn LEFT to DAL, DAL R-315 to KEKIK, then join airway.
KEKIK 1T	01	Intercept DAL R-010 to D5 DAL, turn LEFT, intercept DAL R-344 within DAL 8 DME to D11 DAL, turn LEFT to DAL, turn RIGHT, intercept DAL R-315 to KEKIK, then join airway.

CHANGES: Runway 01 initial climb speed restriction.

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LTBS/DLM
DALAMAN

JEPPesen
18 JUL 14 **10-3K** **Eff 24 Jul**

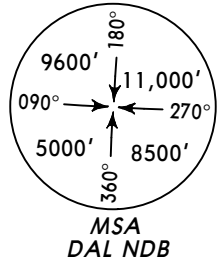
MUGLA, TURKEY

SID

Apt Elev
20'

Trans level: By ATC

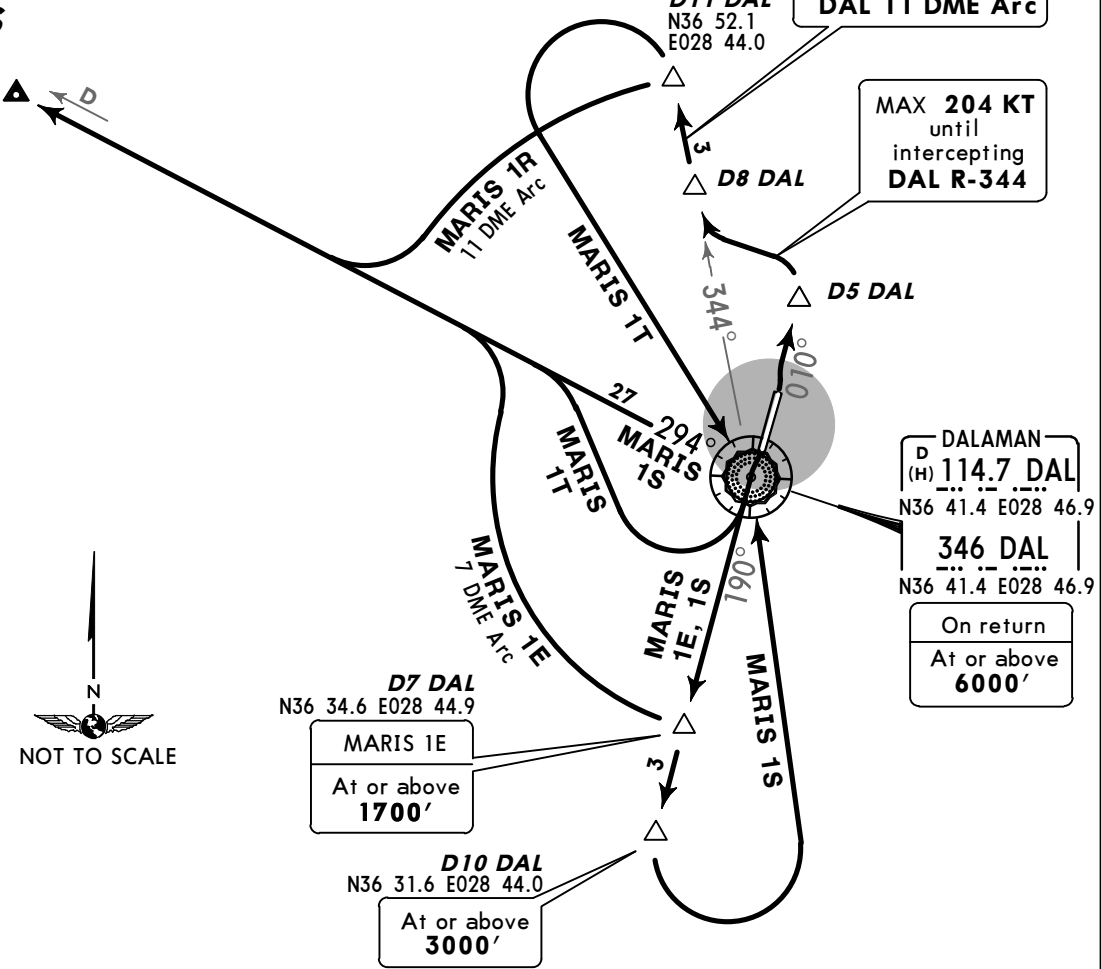
Trans alt: 12000'



MARIS ONE ECHO (MARIS 1E) [MAR11E]
MARIS ONE ROMEO (MARIS 1R) [MAR11R]
MARIS ONE SIERRA (MARIS 1S) [MAR11S]
MARIS ONE TANGO (MARIS 1T) [MAR11T]

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

MARIS
N36 53.9
E028 17.0



These SIDs require minimum climb gradients of

MARIS 1E
292' per NM (4.8%) until crossing 7500'.
MARIS 1R, 1S, 1T
304' per NM (5%) until crossing 7500'.

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

SID	RWY	ROUTING
MARIS 1E	19	Intercept DAL R-190 to D7 DAL, turn RIGHT, along DAL 7 DME arc, intercept DAL R-294 to MARIS, then join airway.
MARIS 1R	01	Intercept DAL R-010 to D5 DAL, turn LEFT, intercept DAL R-344 within DAL 8 DME to D11 DAL, turn LEFT, along DAL 11 DME arc, intercept DAL R-294 to MARIS, then join airway.
MARIS 1S	19	Intercept DAL R-190 to D10 DAL, turn LEFT to DAL, turn LEFT, DAL R-294 to MARIS, then join airway.
MARIS 1T	01	Intercept DAL R-010 to D5 DAL, turn LEFT, intercept DAL R-344 within DAL 8 DME to D11 DAL, turn LEFT to DAL, turn RIGHT, intercept DAL R-294 to MARIS, then join airway.

CHANGES: Runway 01 initial climb speed restriction.

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LTBS/DLM
DALAMAN

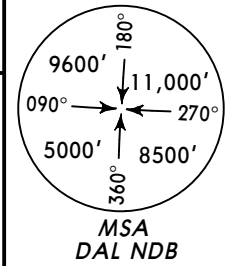
JEPPESSEN
18 JUL 14 **10-3L** **Eff 24 Jul**

MUGLA, TURKEY

SID

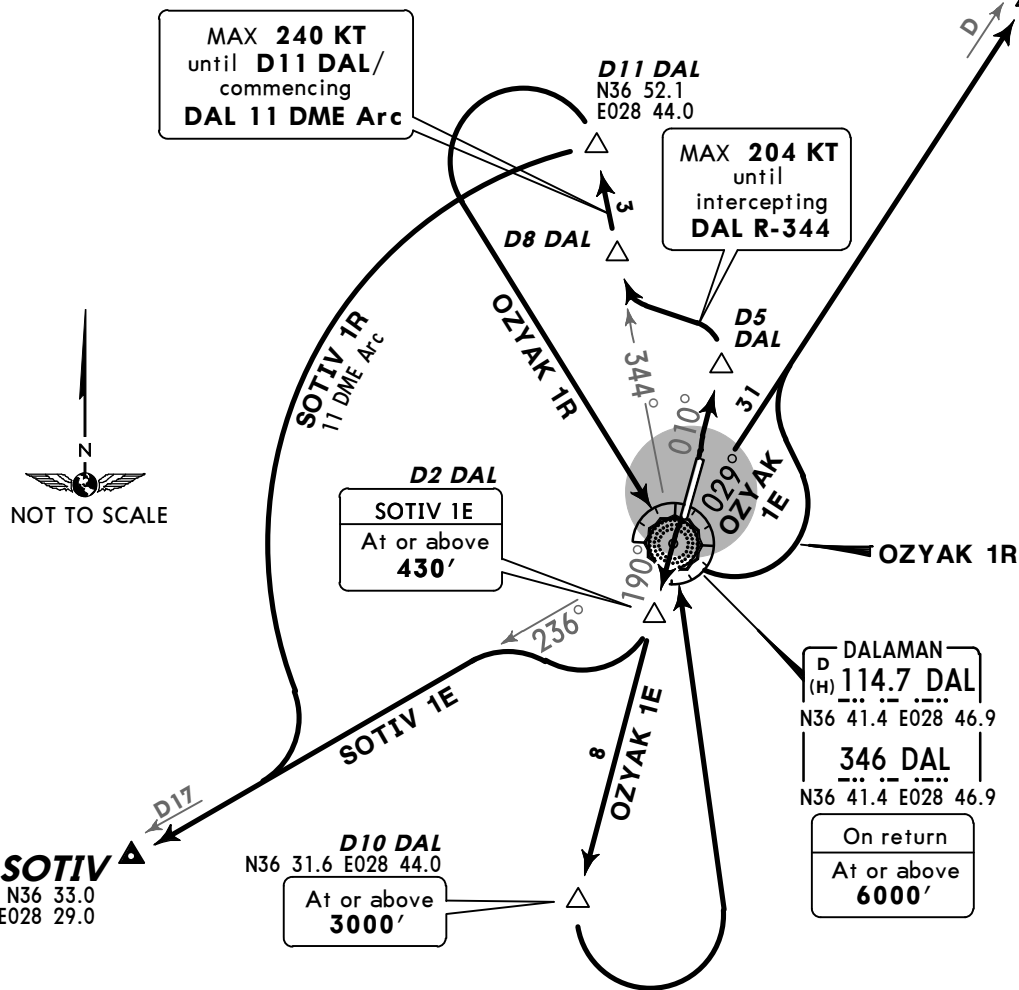
Apt Elev
20'

Trans level: By ATC Trans alt: 12000'



OZYAK ONE ECHO (OZYAK 1E) [OZYA1E]
OZYAK ONE ROMEO (OZYAK 1R) [OZYA1R]
SOTIV ONE ECHO (SOTIV 1E) [SOTI1E]
SOTIV ONE ROMEO (SOTIV 1R) [SOTI1R]
RWYS 19, 01 DEPARTURES
BASED ON DAL VOR/DME
~~SPEED~~ MAX 250 KT WITHIN TMA
UNLESS OTHERWISE INSTRUCTED BY ATC

TMA
OZYAK
N37 07.5
E029 08.6



These SIDs require minimum climb gradients of

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

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

SID	RWY	ROUTING
OZYAK 1E	19	Intercept DAL R-190 to D10 DAL, turn LEFT to DAL, turn RIGHT, DAL R-029 to OZYAK, then join airway.
OZYAK 1R	01	Intercept DAL R-010 to D5 DAL, turn LEFT, intercept DAL R-344 within DAL 8 DME to D11 DAL, turn LEFT to DAL, turn LEFT, intercept DAL R-029 to OZYAK, then join airway.
SOTIV 1E	19	Intercept DAL R-190 to D2 DAL, turn RIGHT, intercept DAL R-236 to SOTIV, then join airway.
SOTIV 1R	01	Intercept DAL R-010 to D5 DAL, turn LEFT, intercept DAL R-344 within DAL 8 DME to D11 DAL, turn LEFT, along DAL 11 DME arc, intercept DAL R-236 to SOTIV, then join airway.

CHANGES: Runway 01 initial climb speed restriction.

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LTBS/DLM
DALAMAN

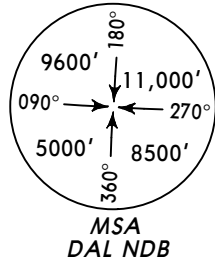
JEPPESSEN
18 JUL 14 10-3M Eff 24 Jul

MUGLA, TURKEY

SID

Apt Elev
20'

Trans level: By ATC Trans alt: 12000'

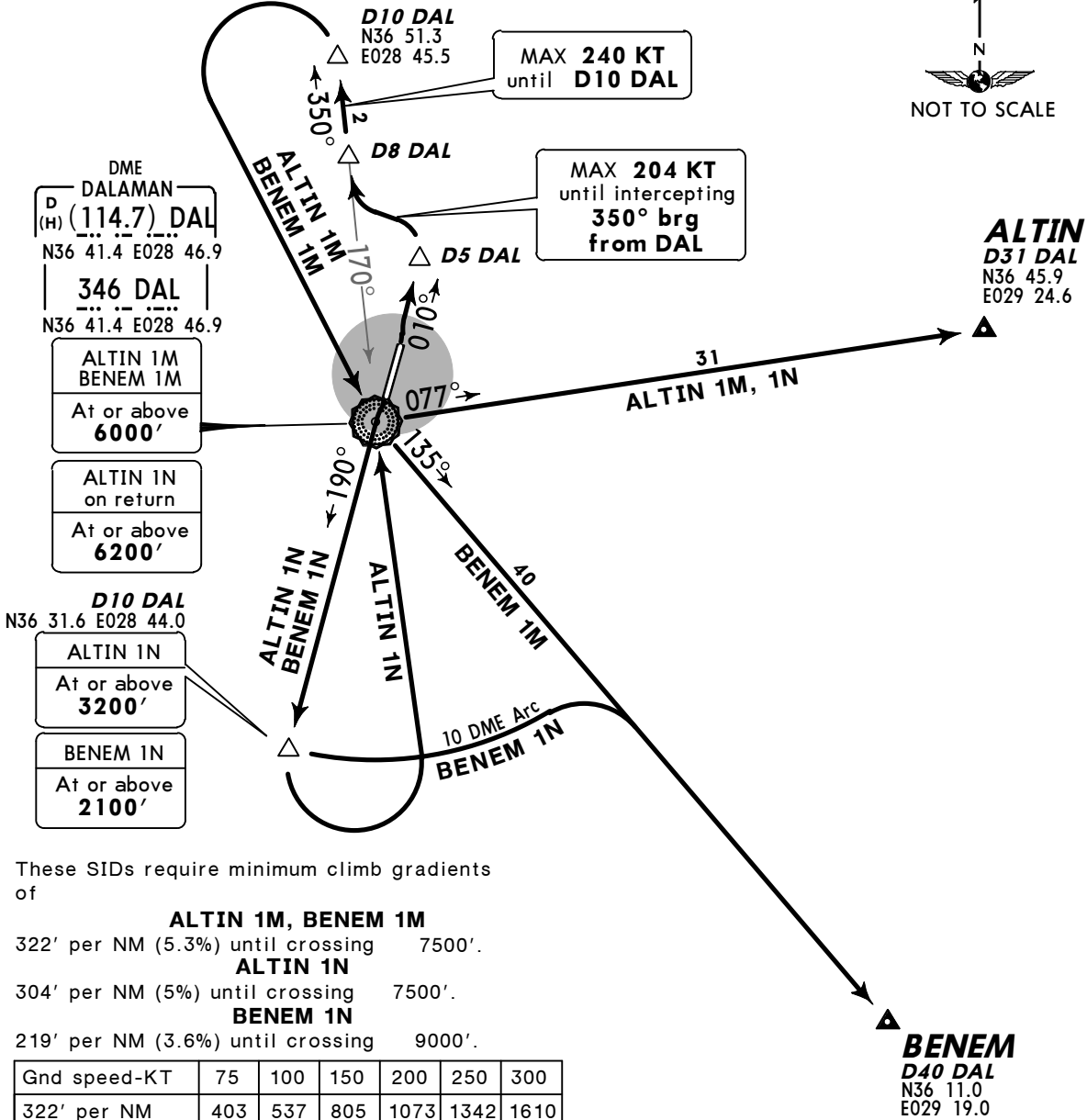


ALTIN ONE MIKE (ALTIN 1M) [ALTI1M]
ALTIN ONE NOVEMBER (ALTIN 1N) [ALTI1N]
BENEM ONE MIKE (BENEM 1M) [BENE1M]
BENEM ONE NOVEMBER (BENEM 1N)

RWYS 01, 19 DEPARTURES

BASED ON DAL NDB/DME

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



These SIDs require minimum climb gradients of

ALTIN 1M, BENEM 1M

322' per NM (5.3%) until crossing 7500'.

ALTIN 1N

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

BENEM 1N

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

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

SID	RWY	ROUTING
ALTIN 1M	01	Intercept 010° bearing from DAL to D5 DAL, turn LEFT, intercept 350° bearing from DAL within DAL 8 DME to D10 DAL, turn LEFT to DAL, turn LEFT, 077° bearing to ALTIN, then join airway.
ALTIN 1N	19	Intercept 190° bearing from DAL to D10 DAL, turn LEFT to DAL, turn RIGHT, 077° bearing to ALTIN, then join airway.
BENEM 1M	01	Intercept 010° bearing from DAL to D5 DAL, turn LEFT, intercept 350° bearing from DAL within DAL 8 DME to D10 DAL, turn LEFT to DAL, turn LEFT, 135° bearing to BENEM, then join airway.
BENEM 1N	19	Intercept 190° bearing from DAL to D10 DAL, turn LEFT, along DAL 10 DME arc, intercept 135° bearing from DAL to BENEM, then join airway.

CHANGES: Runway 01 initial climb speed restriction.

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LTBS/DLM
DALAMAN

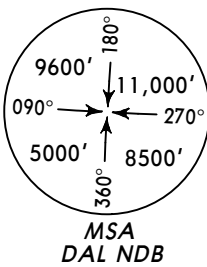
JEPPESSEN
18 JUL 14 10-3N Eff 24 Jul

MUGLA, TURKEY

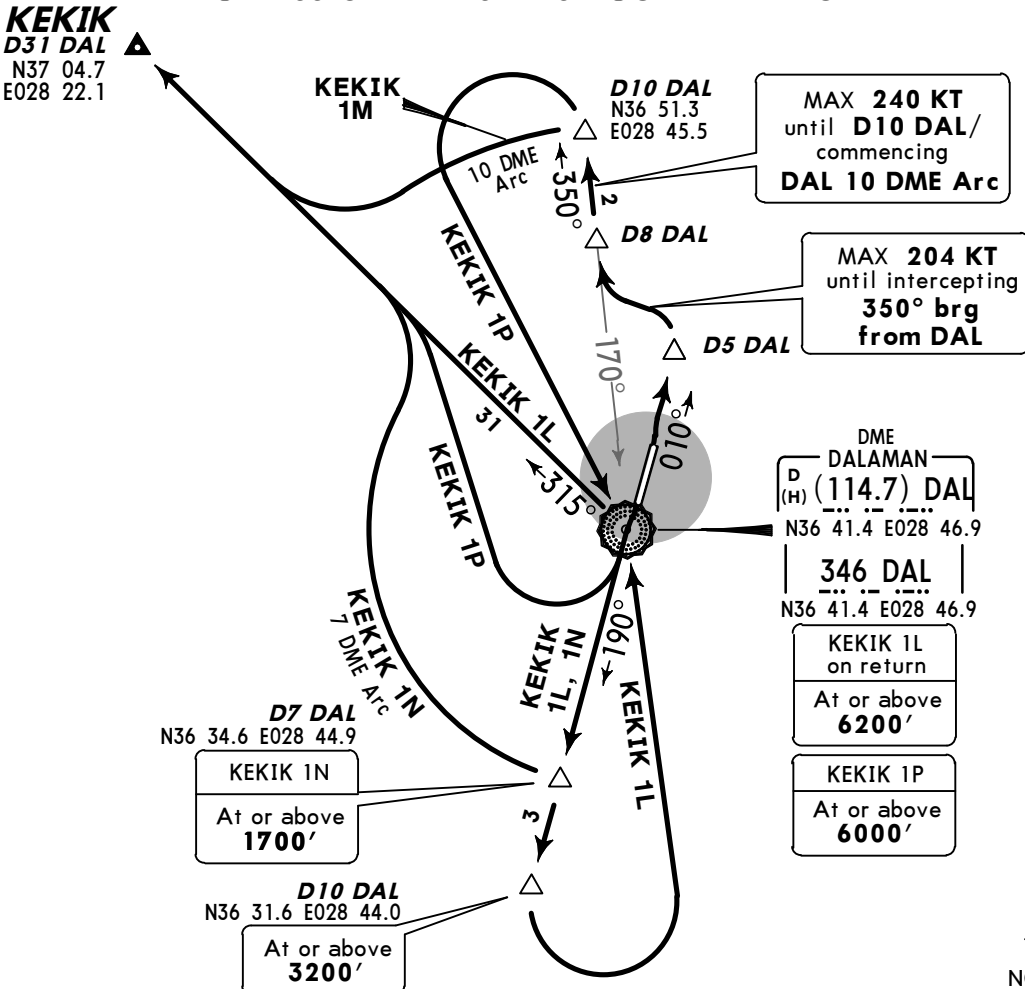
SID

Apt Elev
20'

Trans level: By ATC Trans alt: 12000'



KEKIK ONE LIMA (KEKIK 1L) [KEK11L]
KEKIK ONE MIKE (KEKIK 1M)
KEKIK ONE NOVEMBER (KEKIK 1N)
KEKIK ONE PAPA (KEKIK 1P) [KEK11P]
RWYS 19, 01 DEPARTURES
BASED ON DAL NDB/DME
SPEED MAX 250 KT WITHIN TMA
UNLESS OTHERWISE INSTRUCTED BY ATC



These SIDs require minimum climb gradients of

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

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

SID	RWY	ROUTING
KEKIK 1L	19	Intercept 190° bearing from DAL to D10 DAL, turn LEFT to DAL, 315° bearing to KEKIK, then join airway.
KEKIK 1M	01	Intercept 010° bearing from DAL to D5 DAL, turn LEFT, intercept 350° bearing from DAL within DAL 8 DME to D10 DAL, turn LEFT, along DAL 10 DME arc, intercept 315° bearing from DAL to KEKIK, then join airway.
KEKIK 1N	19	Intercept 190° bearing from DAL to D7 DAL, turn RIGHT, along DAL 7 DME arc, intercept 315° bearing from DAL to KEKIK, then join airway.
KEKIK 1P	01	Intercept 010° bearing from DAL to D5 DAL, turn LEFT, intercept 350° bearing from DAL within DAL 8 DME to D10 DAL, turn LEFT to DAL, turn RIGHT, intercept 315° bearing from DAL to KEKIK, then join airway.

LTBS/DLM
DALAMAN

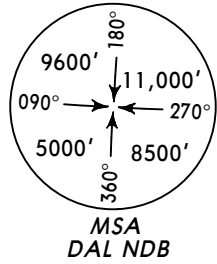
JEPPESSEN
18 JUL 14 10-3P Eff 24 Jul

MUGLA, TURKEY

SID

Apt Elev
20'

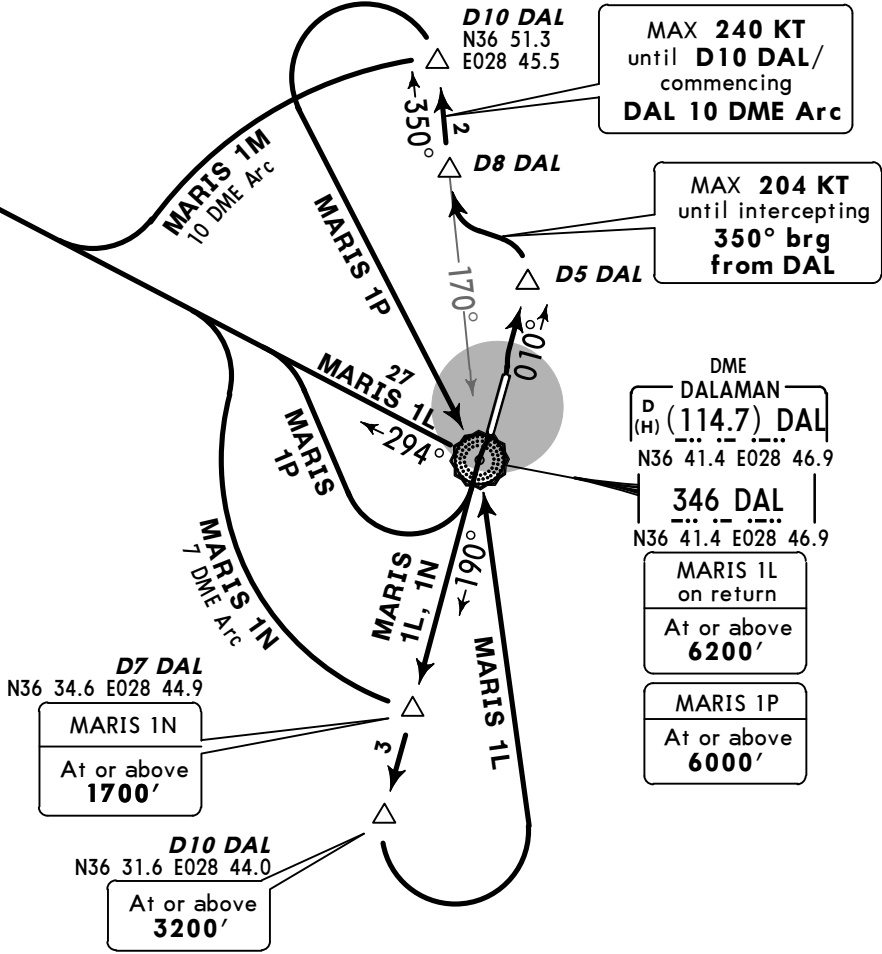
Trans level: By ATC Trans alt: 12000'



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

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

MARIS
D27 DAL
N36 53.9
E028 17.0



These SIDs require minimum climb gradients of

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

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

SID	RWY	ROUTING
MARIS 1L	19	Intercept 190° bearing from DAL to D10 DAL, turn LEFT to DAL, turn LEFT, 294° bearing to MARIS, then join airway.
MARIS 1M	01	Intercept 010° bearing from DAL to D5 DAL, turn LEFT, intercept 350° bearing from DAL within DAL 8 DME to D10 DAL, turn LEFT, along DAL 10 DME arc, intercept 294° bearing from DAL to MARIS, then join airway.
MARIS 1N	19	Intercept 190° bearing from DAL to D7 DAL, turn RIGHT, along DAL 7 DME arc, intercept 294° bearing from DAL to MARIS, then join airway.
MARIS 1P	01	Intercept 010° bearing from DAL to D5 DAL, turn LEFT, intercept 350° bearing from DAL within DAL 8 DME to D10 DAL, turn LEFT to DAL, turn RIGHT, intercept 294° bearing from DAL to MARIS, then join airway.

CHANGES: Runway 01 initial climb speed restriction.

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LTBS/DLM
DALAMAN

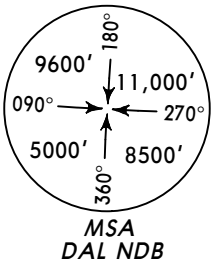
JEPPesen
18 JUL 14 **10-3Q** **Eff 24 Jul**

MUGLA, TURKEY

SID

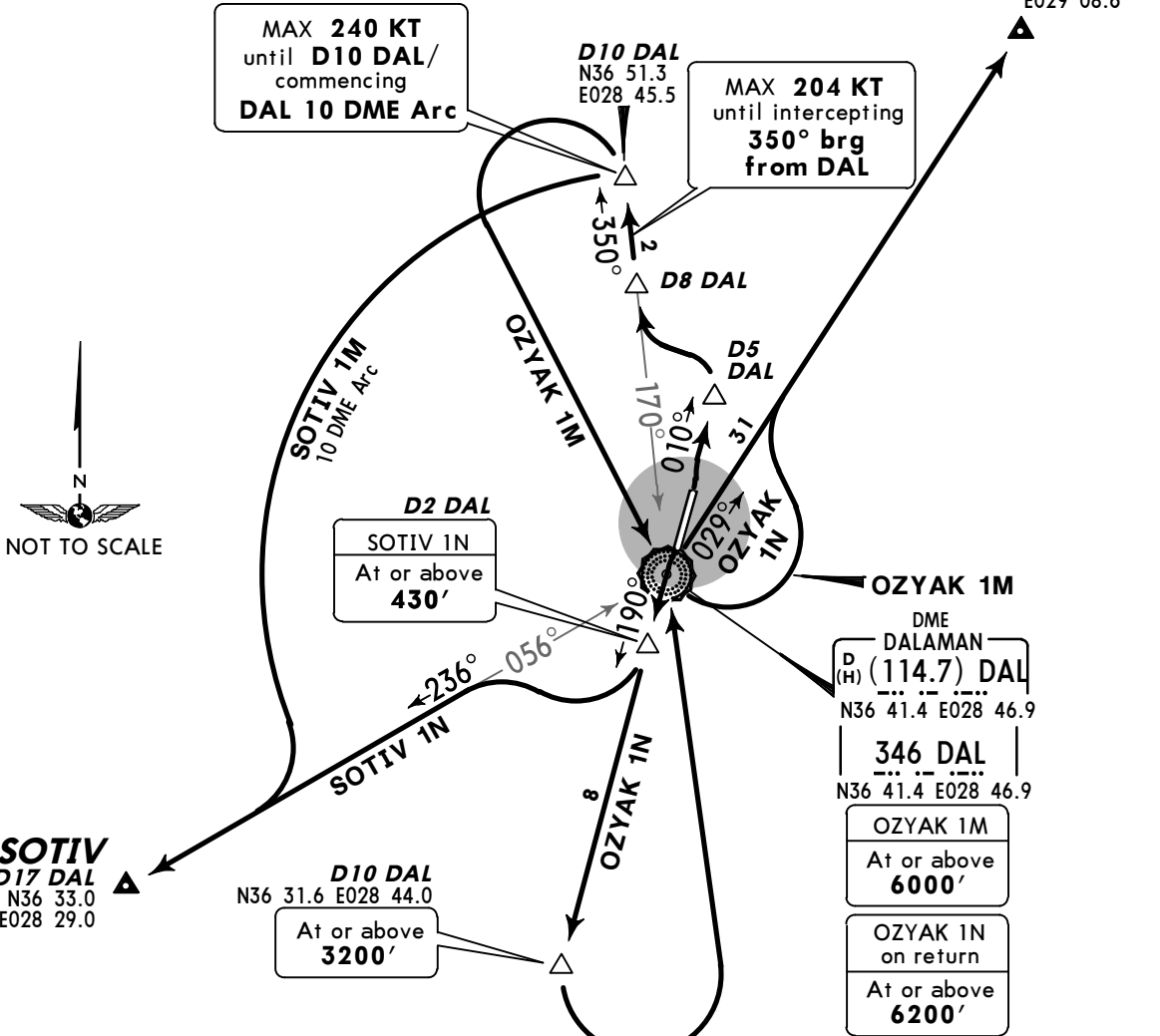
Apt Elev
20'

Trans level: By ATC Trans alt: 12000'



OZYAK ONE MIKE (OZYAK 1M) [OZYA1M]
OZYAK ONE NOVEMBER (OZYAK 1N) [OZYA1N]
SOTIV ONE MIKE (SOTIV 1M)
SOTIV ONE NOVEMBER (SOTIV 1N) [SOTI1N]
RWYS 01, 19 DEPARTURES
BASED ON DAL NDB/DME

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



These SIDs require minimum climb gradients of

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

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

SID	RWY	ROUTING
OZYAK 1M	01	Intercept 010° bearing from DAL to D5 DAL, turn LEFT, intercept 350° bearing from DAL within DAL 8 DME to D10 DAL, turn LEFT to DAL, turn LEFT, intercept 029° bearing from DAL to OZYAK, then join airway.
OZYAK 1N	19	Intercept 190° bearing from DAL to D10 DAL, turn LEFT to DAL, turn RIGHT, 029° bearing to OZYAK, then join airway.
SOTIV 1M	01	Intercept 010° bearing from DAL to D5 DAL, turn LEFT, intercept 350° bearing from DAL within DAL 8 DME to D10 DAL, turn LEFT, along DAL 10 DME arc, intercept 236° bearing from DAL to SOTIV, then join airway.
SOTIV 1N	19	Climb to D2 DAL, turn RIGHT, intercept 236° bearing from DAL to SOTIV, then join airway.

LTBS/DLM

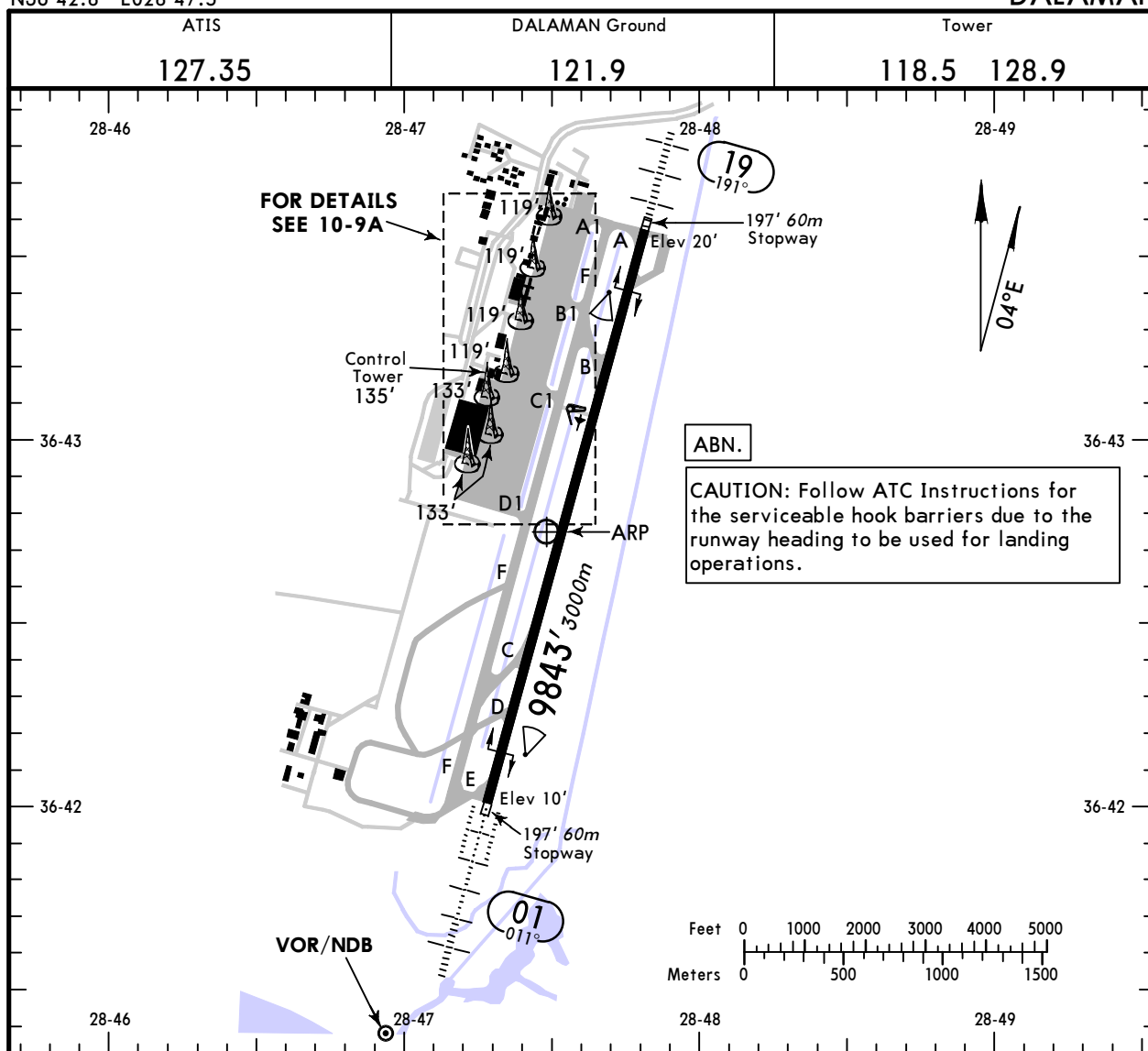
Apt Elev 20'
N36 42.8 E028 47.5

JEPPesen

5 SEP 14 10-9 Eff 18 Sep

MUGLA, TURKEY

DALAMAN



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Landing Beyond		
01	HIRL (60m) CL (15m) HIALS-II REIL TDZ PAPI (3.0°) RVR		8810' 2685m	1	148' 45m
19	HIRL (60m) CL (15m) HIALS REIL PAPI (3.0°) RVR				

1 TAKE-OFF RUN AVAILABLE

RWY 01:

From rwy head 9843' (3000m)
twy C int 6781' (2067m)

RWY 19:

From rwy head 9843' (3000m)
twy B int 6781' (2067m)

Standard

TAKE-OFF 1

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

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

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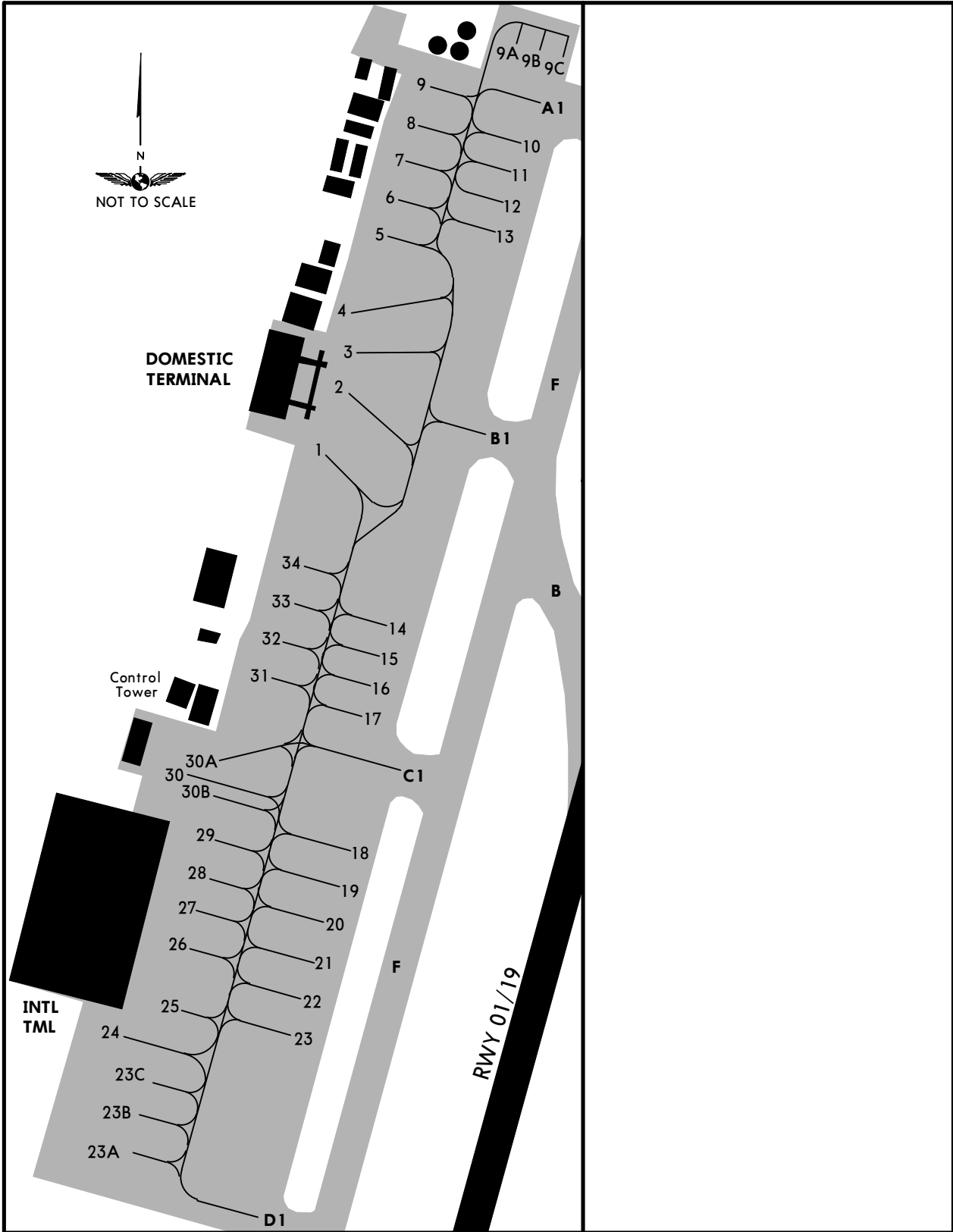
MUGLA, TURKEY

5 SEP 14

10-9A

Eff 18 Sep

DALAMAN



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1, 2	N36 43.4 E028 47.4	19	N36 43.0 E028 47.5
3	N36 43.4 E028 47.5	20 thru 22	N36 43.0 E028 47.4
4	N36 43.5 E028 47.4	23	N36 42.9 E028 47.4
5, 6	N36 43.5 E028 47.5	23A thru 24	N36 42.9 E028 47.2
7 thru 9	N36 43.6 E028 47.5	25 thru 27	N36 43.0 E028 47.3
9A thru 9C	N36 43.7 E028 47.6	28 thru 30B	N36 43.1 E028 47.3
10, 11	N36 43.6 E028 47.6	31 thru 33	N36 43.2 E028 47.4
12, 13	N36 43.5 E028 47.6	34	N36 43.3 E028 47.4
14 thru 17	N36 43.2 E028 47.5		
18	N36 43.1 E028 47.5		

CHANGES: Parking stands added.

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DALAMAN

18 JUL 14
Eff 24 Jul

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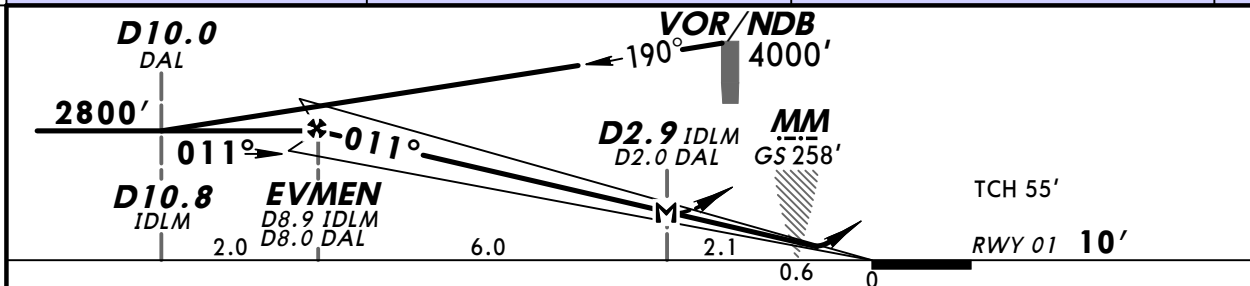
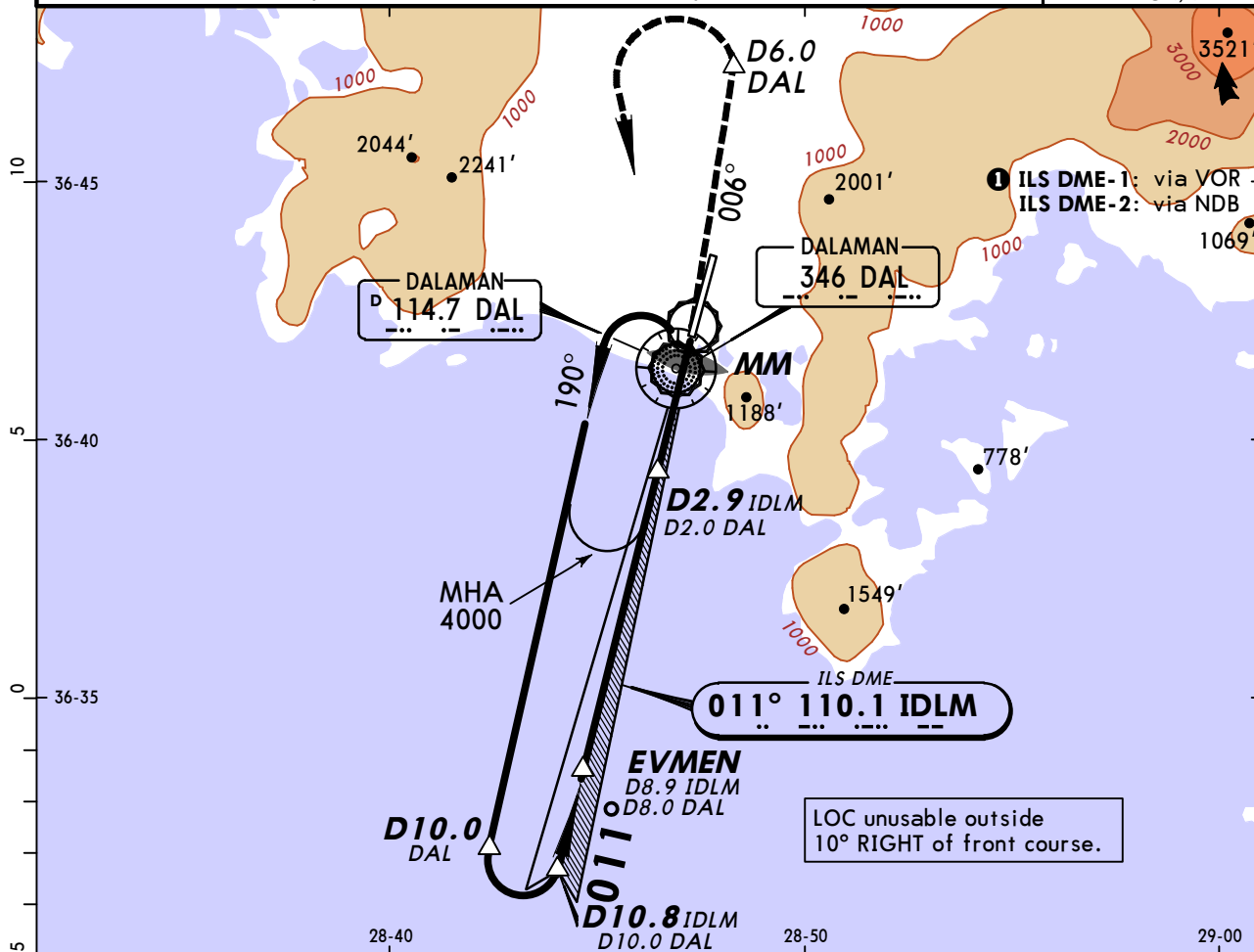
(11-1)

MUGLA, TURKEY

ILS DME-1 or -2 Rwy 01

BRIEFING STRIP

ATIS 127.35	DALAMAN Approach (R) 119.22 122.4 124.4 126.05				DALAMAN Tower 118.5 128.9		Ground 121.9
LOC IDLM 110.1	Final Apch Crs 011°	GS EVMEN 2800' (2790')	ILS DA(H) Refer to Minimums	Apt Elev 20' RWY 10'			
MISSED APCH: Climb on R-006/006° from NDB to D6.0 DAL, then turn LEFT climbing to cross VOR/NDB at 4000' and hold. MAX 185 KT until inbound VOR/NDB. If unable to reach 4000' at VOR/NDB, intercept R-165/165° from NDB. At 3700' turn RIGHT climbing to cross VOR/NDB at 4000' and hold.							
Alt Set: hPa		Rwy Elev: 0 hPa	Trans level: By ATC		Trans alt: 12000'		



Gnd speed-Kts	70	90	100	120	140	160		Refer to Missed Apch above
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849		
MAP at D2.9 IDLM/D2.0 DAL								

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

PANS OPS

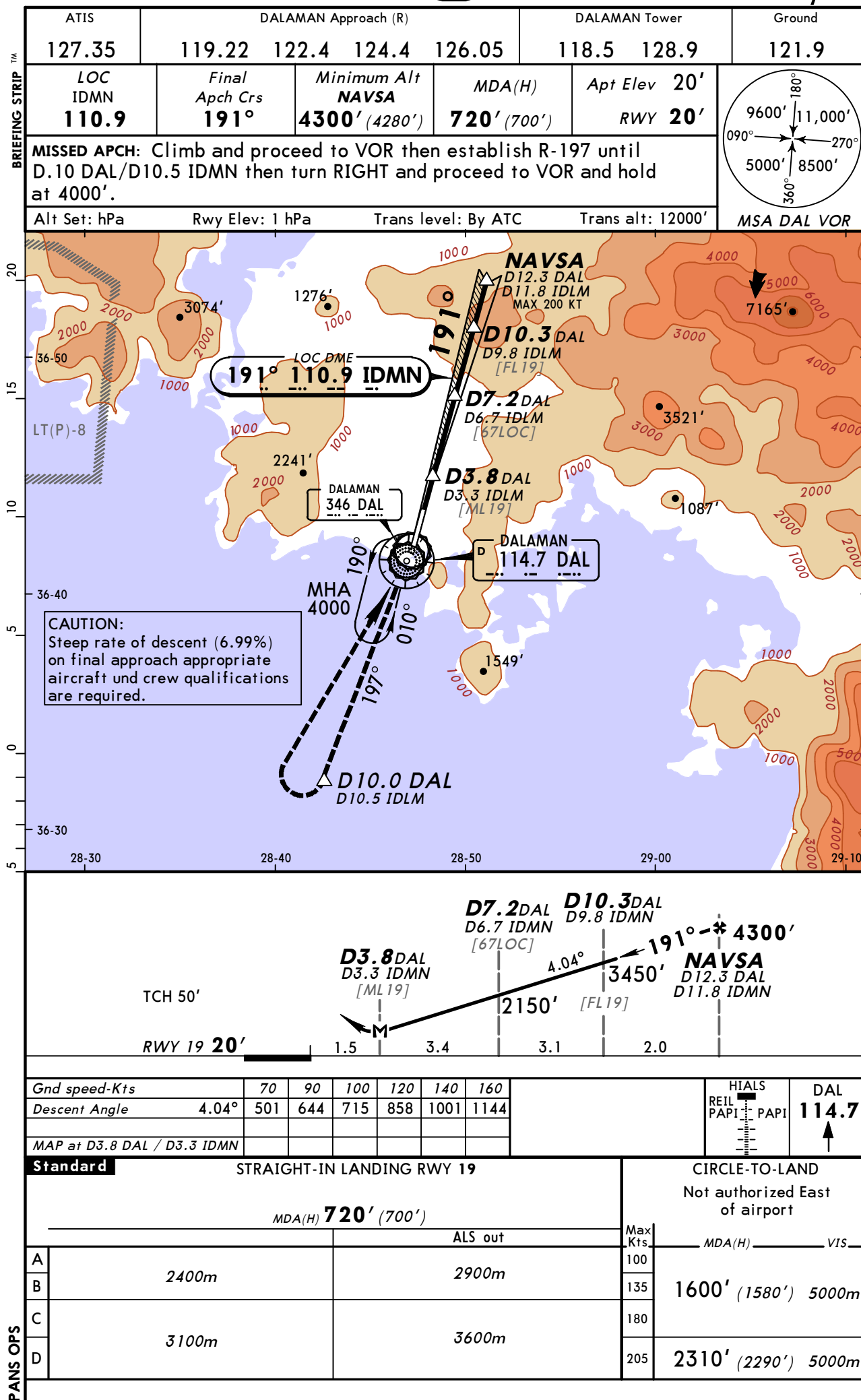
CHANGES: Bearings. FAF.

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18 JUL 14 **(11-2)** **Eff 24 Jul**

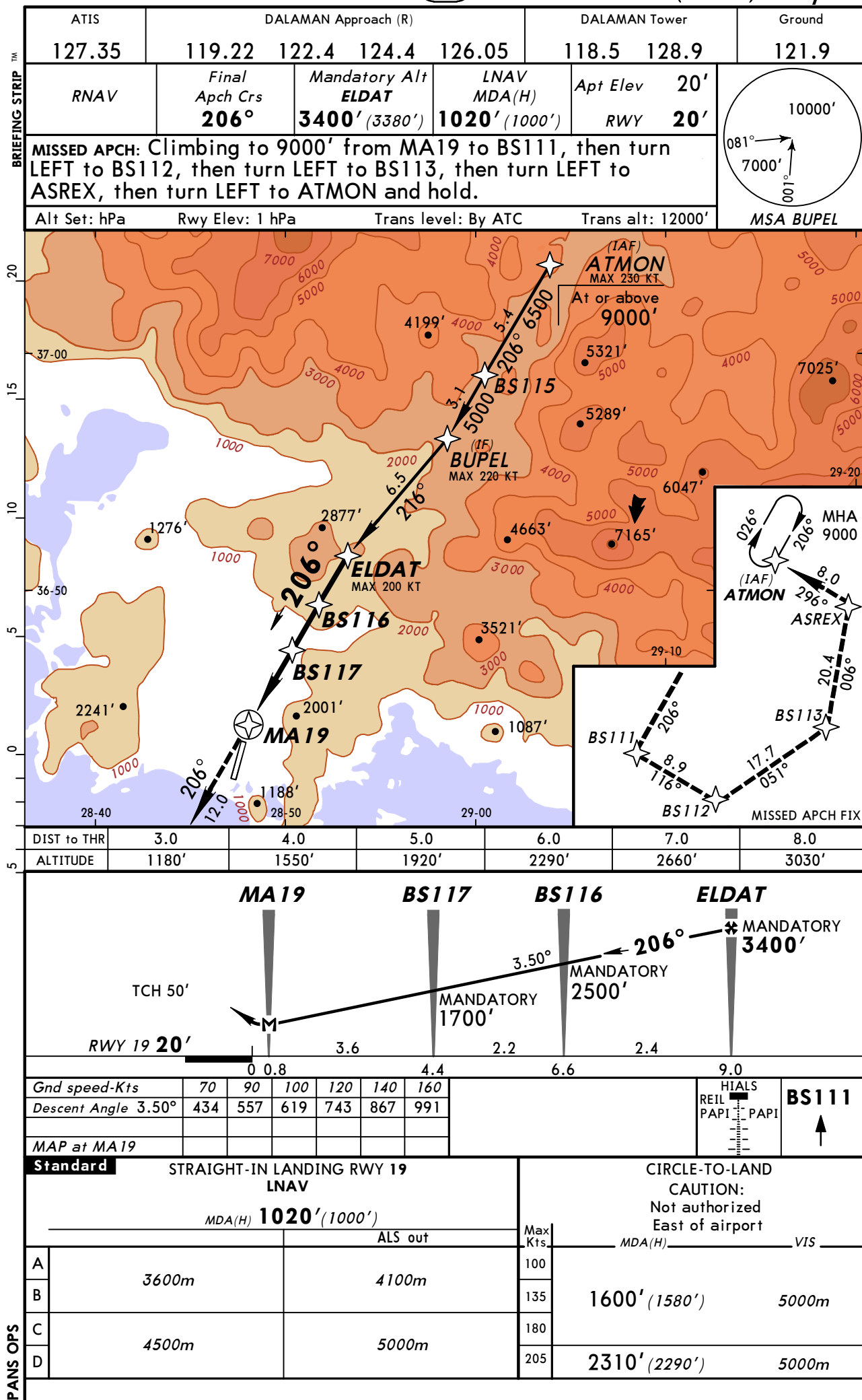
MUGLA, TURKEY
LOC Rwy 19



LTBS/DLM
DALAMAN

JEPPESEN
10 OCT 14 (12-1)

MUGLA, TURKEY
RNAV (GNSS) Rwy 19

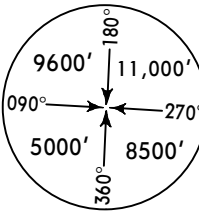


LTBS/DLM
DALAMAN

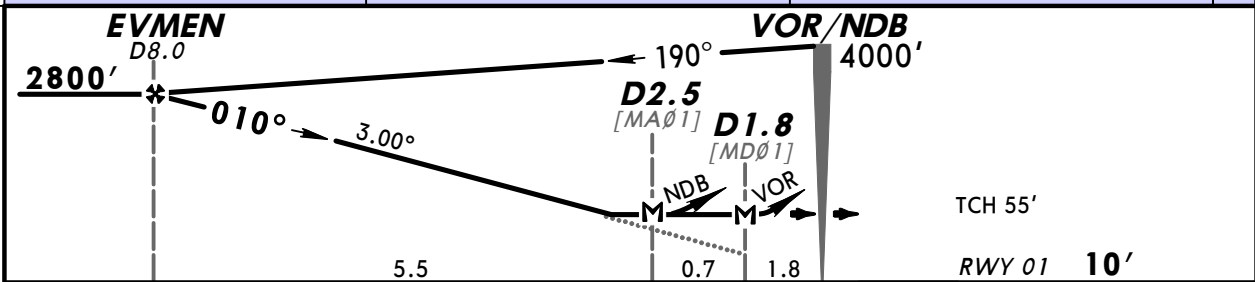
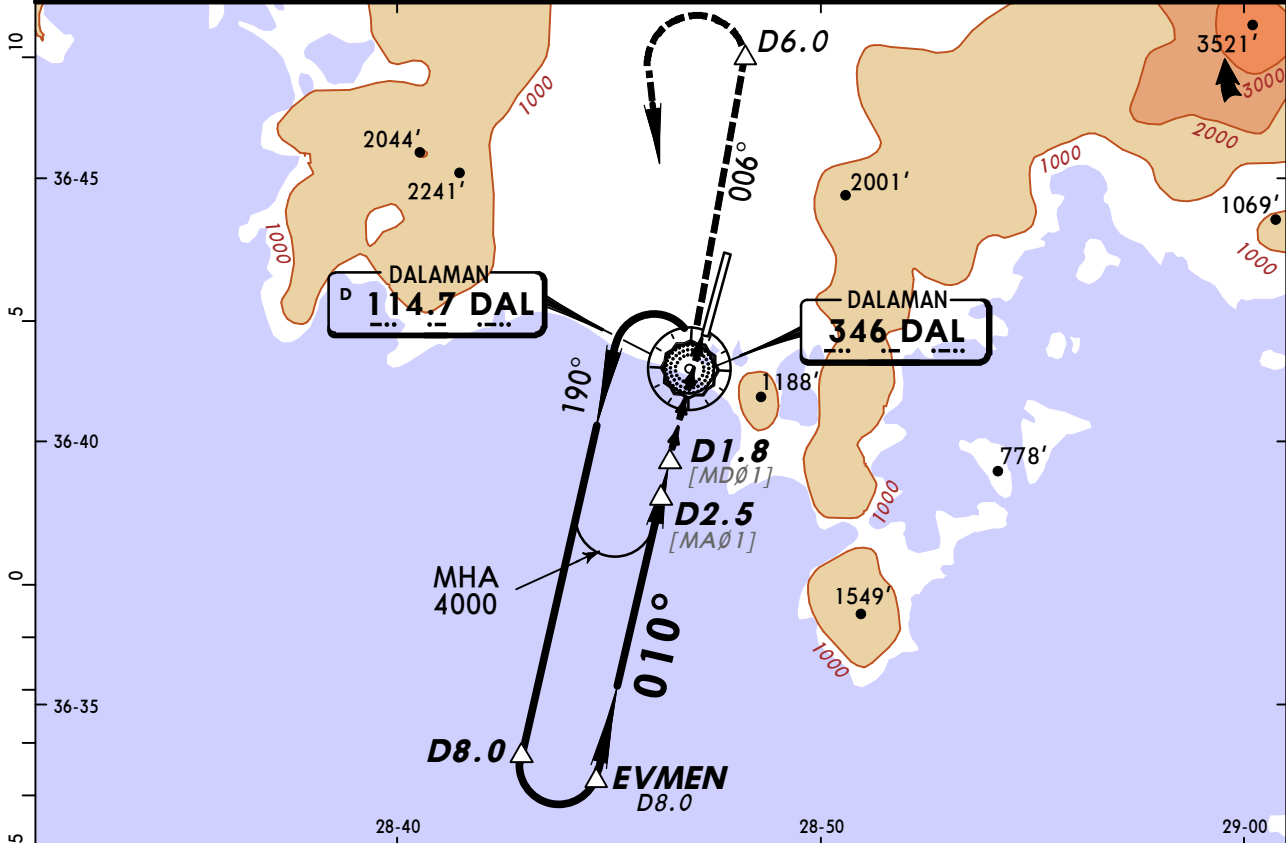
JEPPESSEN
10 OCT 14 (13-1)

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

ATIS 127.35	DALAMAN Approach (R) 119.22 122.4 124.4 126.05	DALAMAN Tower 118.5 128.9	Ground 121.9
VOR DAL 114.7	Final Apch Crs 010°	Minimum Alt EVMEN 2800' (2790')	VOR MDA(H) 900' (890')
NDB DAL 346			NDB MDA(H) 1200' (1190')
MISSED APCH: Climb on R-006 to D6.0, then turn LEFT climbing to cross VOR/NDB at 4000' and hold. MAX 185 KT until inbound VOR/NDB. If unable to reach 4000' at VOR, intercept and follow R-165. At 3500' turn RIGHT climbing to cross VOR at 4000' and hold.		Apt Elev 20'	RWY 10'
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 12000'			



MSA
DAL VOR/NDB



Gnd speed-Kts	70	90	100	120	140	160		HIALS-II	185 KT	D6.0	DAL
Descent Angle 3.00°	372	478	531	637	743	849		REIL PAPI	MAX	↑	114.7
VOR: MAP at D1.8											R-006
NDB: MAP at D2.5											

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

CHANGES: None.

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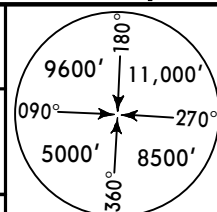
LTBS/DLM
DALAMAN

JEPPESEN
18 JUL 14
Eff 24 Jul

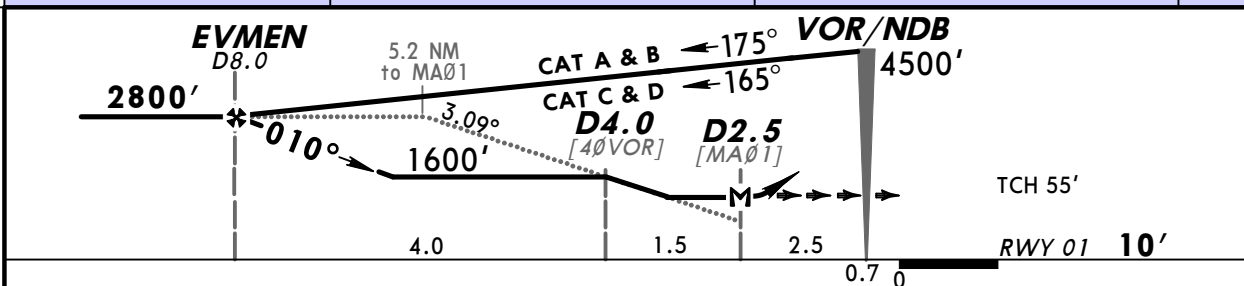
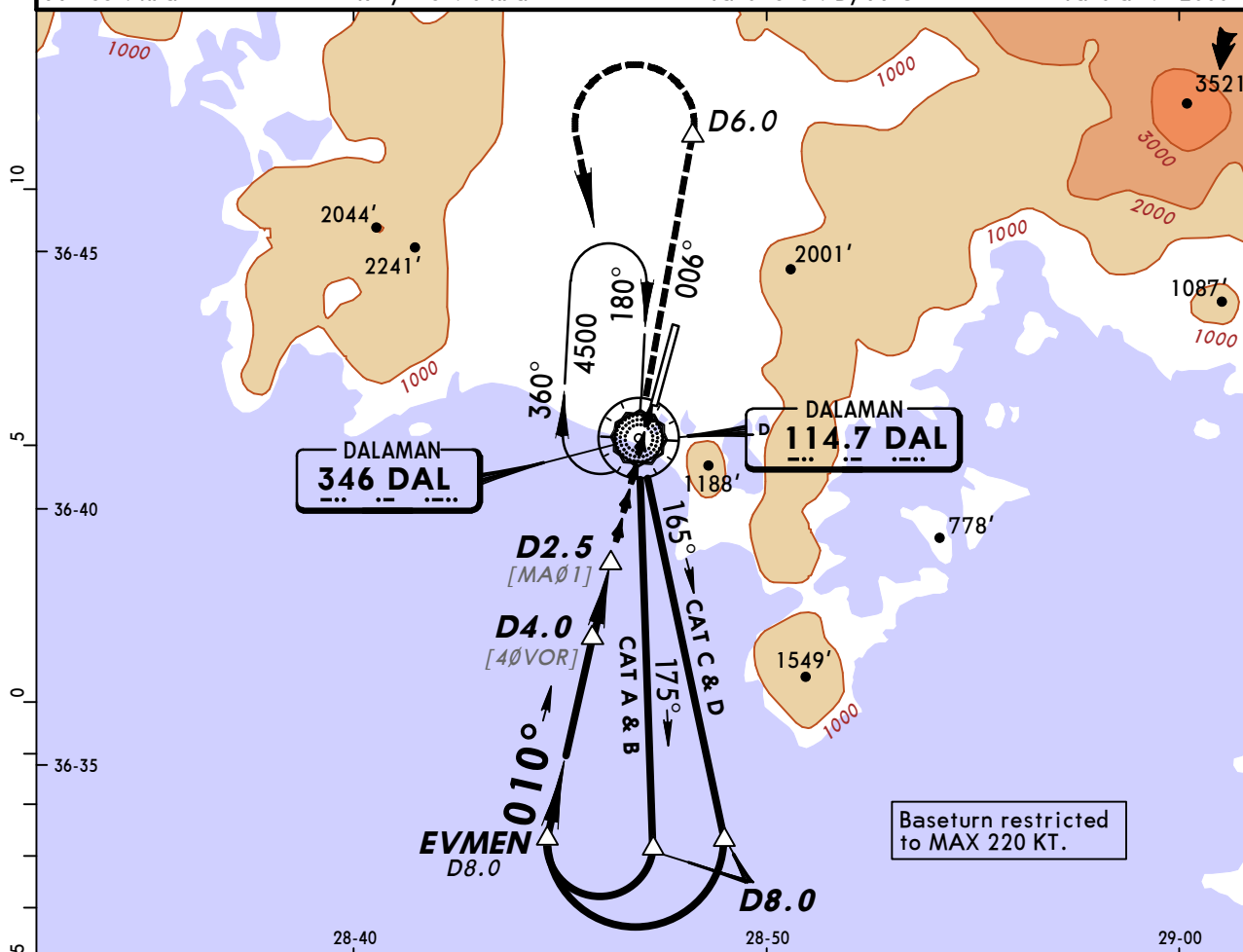
(13-2)

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

ATIS	DALAMAN Approach (R)				DALAMAN Tower		Ground
127.35	119.22	122.4	124.4	126.05	118.5	128.9	121.9
VOR DAL	NDB DAL	Final Apch Crs	Minimum Alt EVMEN	MDA(H)	Apt Elev 20'		
114.7	346	010°	2800' (2790')	1200' (1190')	RWY 10'		
MISSED APCH: Climb to VOR/NDB, continue climb on 006° to 2400' within D6.0, then turn LEFT climbing to 4500' to VOR/NDB and hold. MAX 185 KT until inbound VOR/NDB.							MSA DAL VOR/NDB



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



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

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

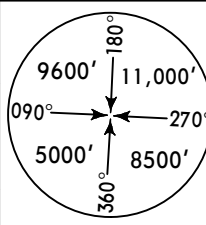
CHANGES: Bearings. FAF.

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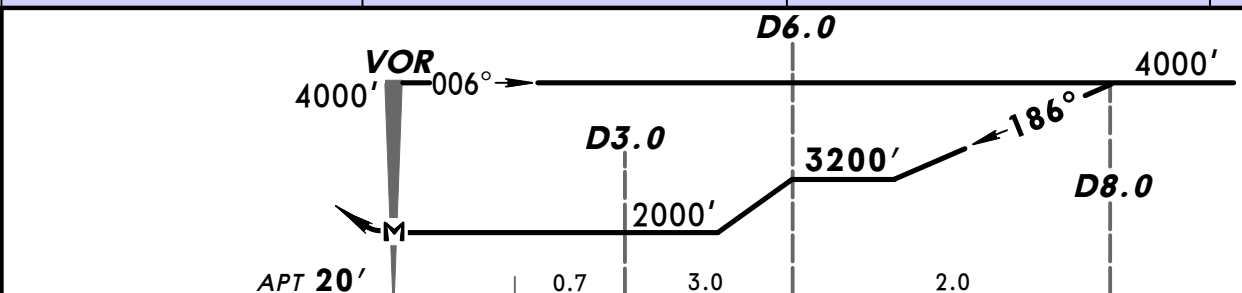
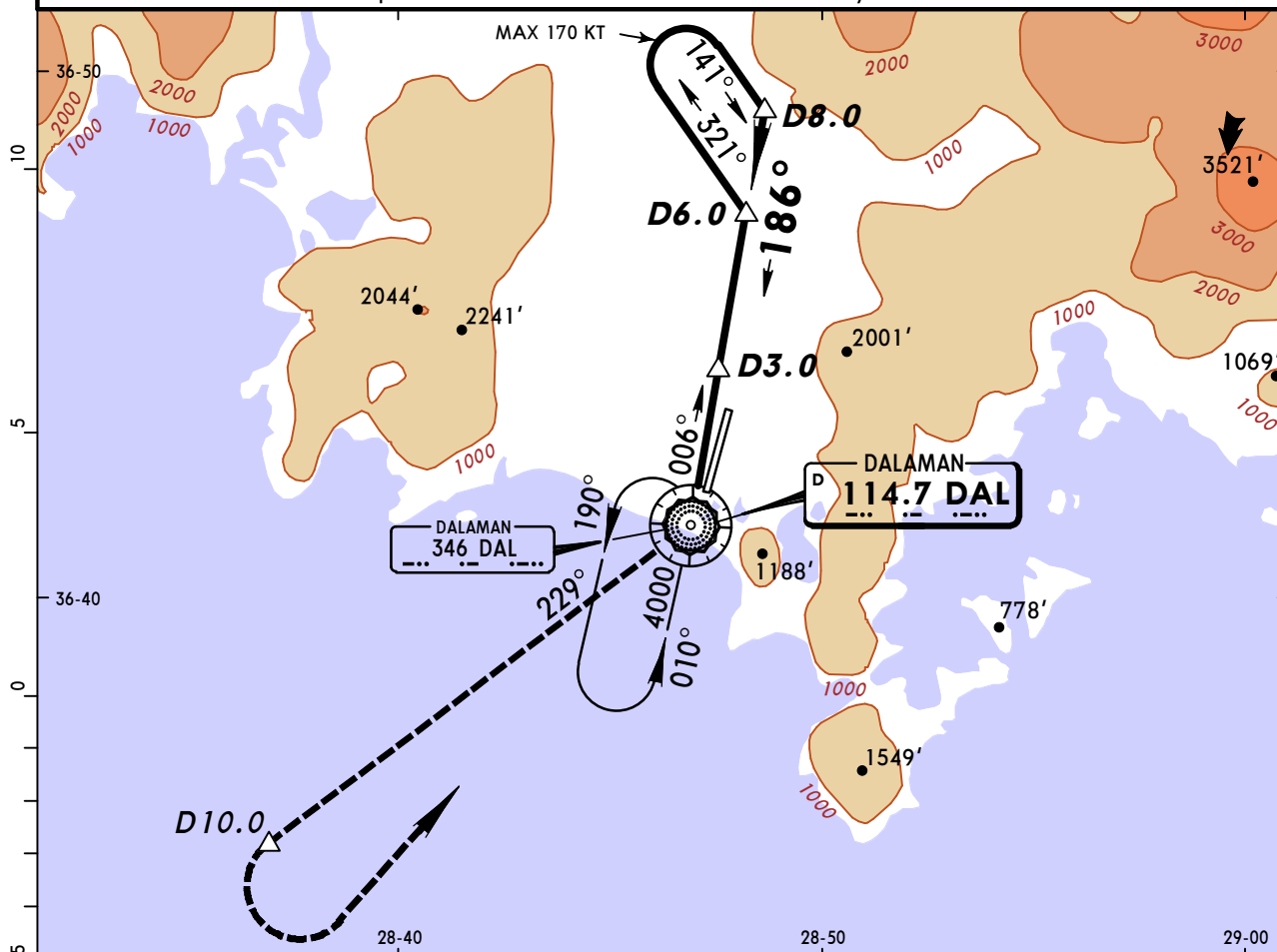
LTBS/DLM
DALAMAN

JEPPESSEN
18 JUL 14 13-3 Eff 24 Jul

MUGLA, TURKEY
VOR DME

BRIEFING STRIP™	ATIS	DALAMAN Approach (R)				DALAMAN Tower		Ground	
	127.35	119.22	122.4	124.4	126.05	118.5	128.9	121.9	
	VOR DAL	Final Apch Crs	Minimum Alt D6.0	MDA(H) Refer to Minimums		Apt Elev 20'			
	114.7	186°	3200' (3180')						
	MISSED APCH: Climb on R-229 to 3000' to D10.0, then turn LEFT climbing to 4000' to VOR and hold.								

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



MAP at VOR				HIALS-II		3000'	DAL	D10.0
				REIL PAPI		↑	on 114.7	
							R-229	

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

CHANGES: Bearings.

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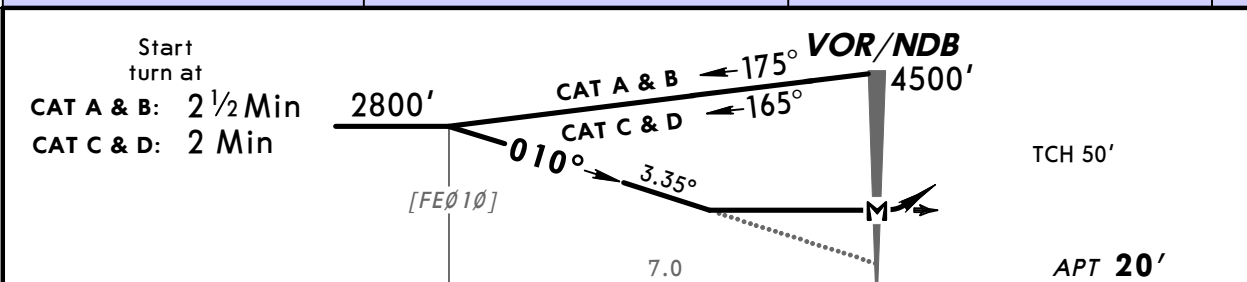
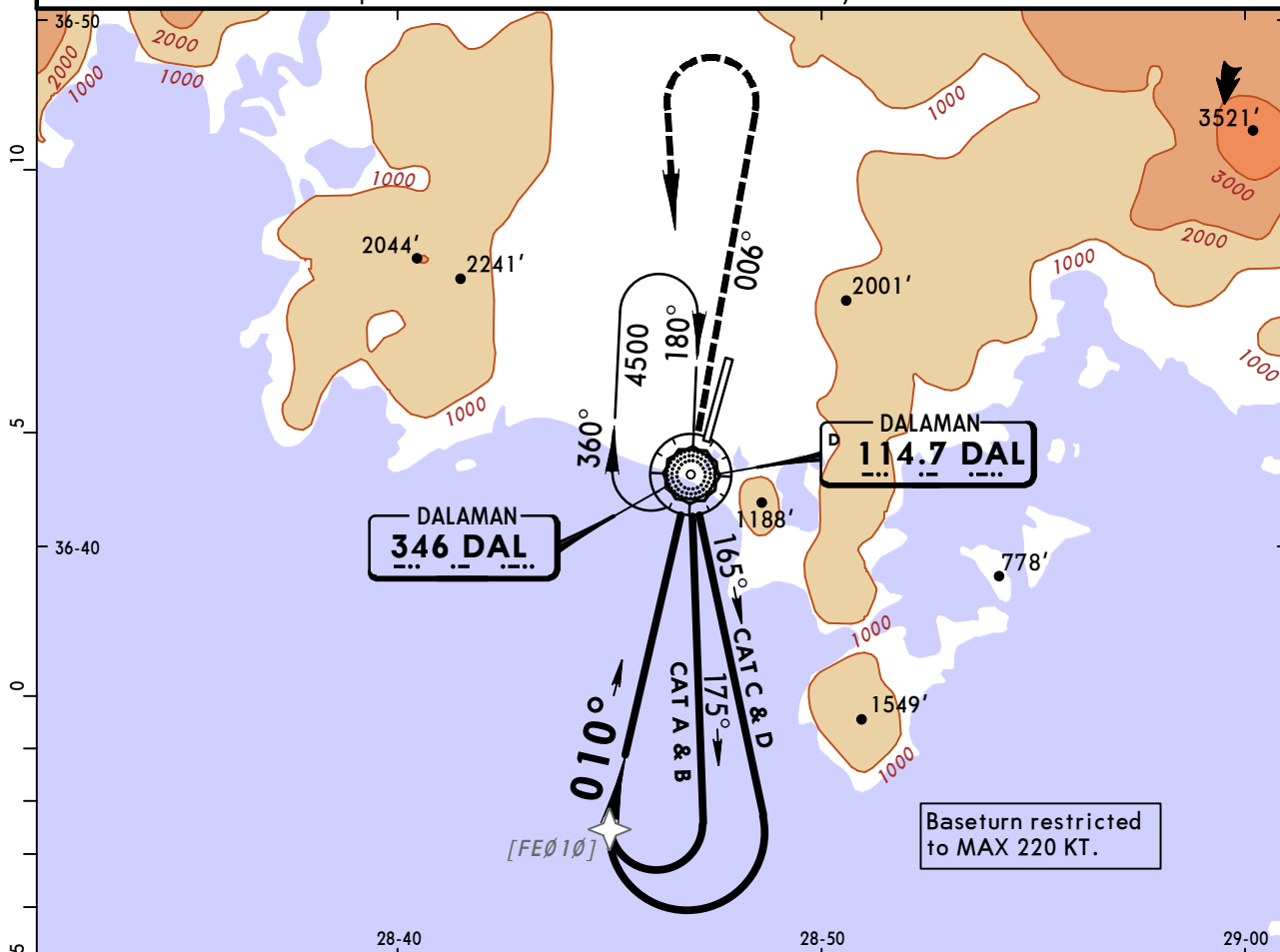
LTBS/DLM DALAMAN

JEPPESSEN
18 JUL 14 **13-4** Eff 24 Jul

MUGLA, TURKEY
VOR or NDB

BRIEFING STRIP™	ATIS	DALAMAN Approach (R)				DALAMAN Tower		Ground	 MSA DAL VOR/NDB
	127.35	119.22	122.4	124.4	126.05	118.5	128.9	121.9	
	VOR DAL 114.7	NDB DAL 346	Final Apch Crs 010°	Minimum Alt No FAF		MDA(H) Refer to Minimums	Apt Elev 20'		
MISSED APCH: Climb on 006° to 2400', then turn LEFT climbing to 4500' to VOR/NDB and hold. MAX 185 KT until inbound VOR/NDB.									

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



Gnd speed-Kts	70	90	100	120	140	160	Lighting- Refer to Airport Chart	2400' on 006°
Descent Angle	3.35°	415	534	593	711	830		
MAP at VOR/NDB								

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

CHANGES: Missed approach.

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LTBS/DLM
DALAMAN

JEPPESEN
18 JUL 14 (13-5) Eff 24 Jul

MUGLA, TURKEY
VOR DME-3

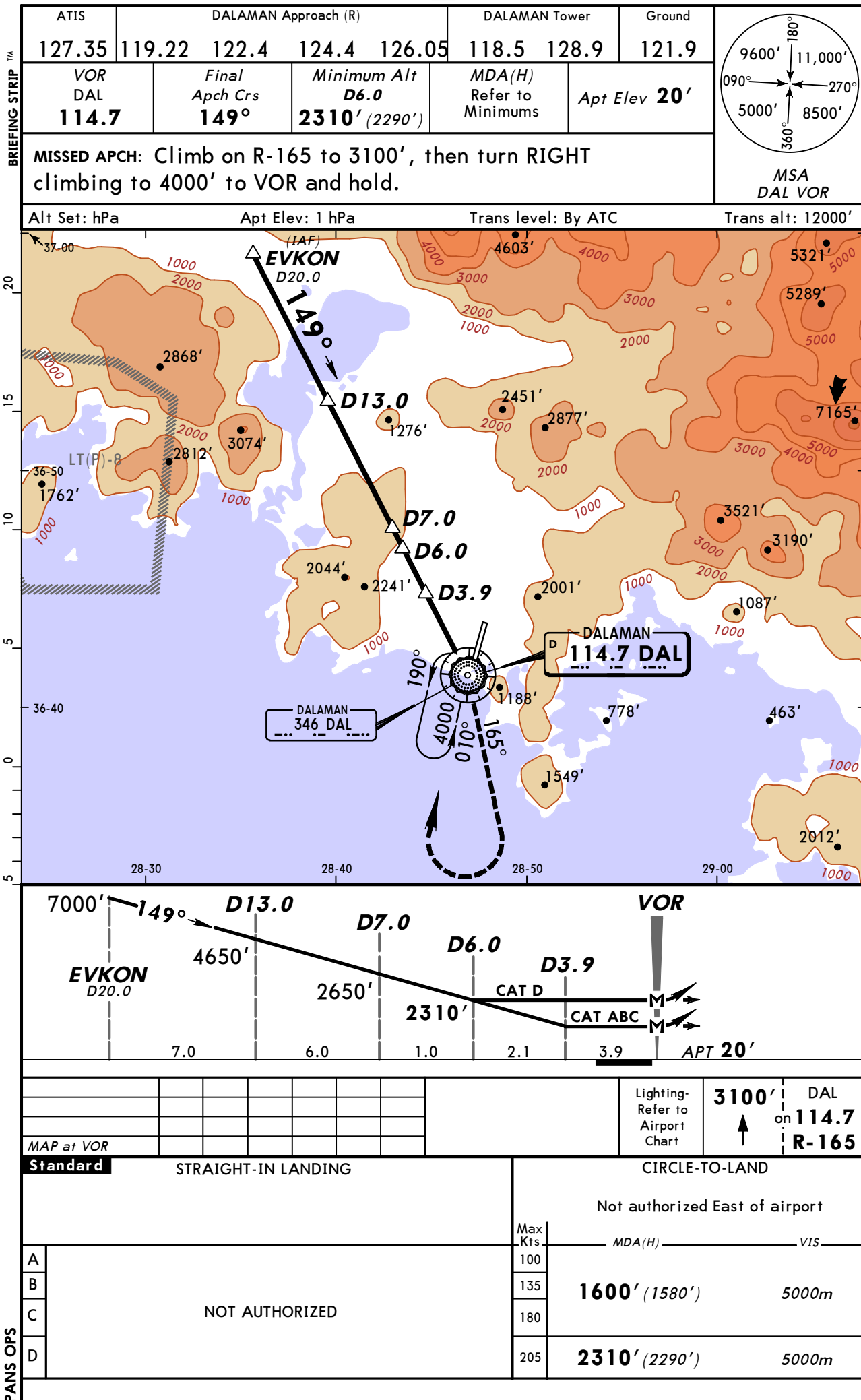


Chart changes since cycle 26-2015

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
MUGLA, (DALAMAN - LTBS)				

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LTBS