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JEPPESEN
JeppView for Windows

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Terminal Charts For LTBS
Revision Letter For Cycle 13-2016
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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: 0246 Z
Sunset: 1726 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: 128.900
Dalaman Tower: 25.780 Military
Dalaman Tower: 118.500
Dalaman Ground: 121.900
Dalaman Approach: 124.400
Dalaman Approach: 36.230 Military
Dalaman Approach: 126.050
Dalaman Approach: 122.400
Dalaman Approach: 119.225

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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.

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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.

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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.)".

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LTBS/DLM DALAMAN

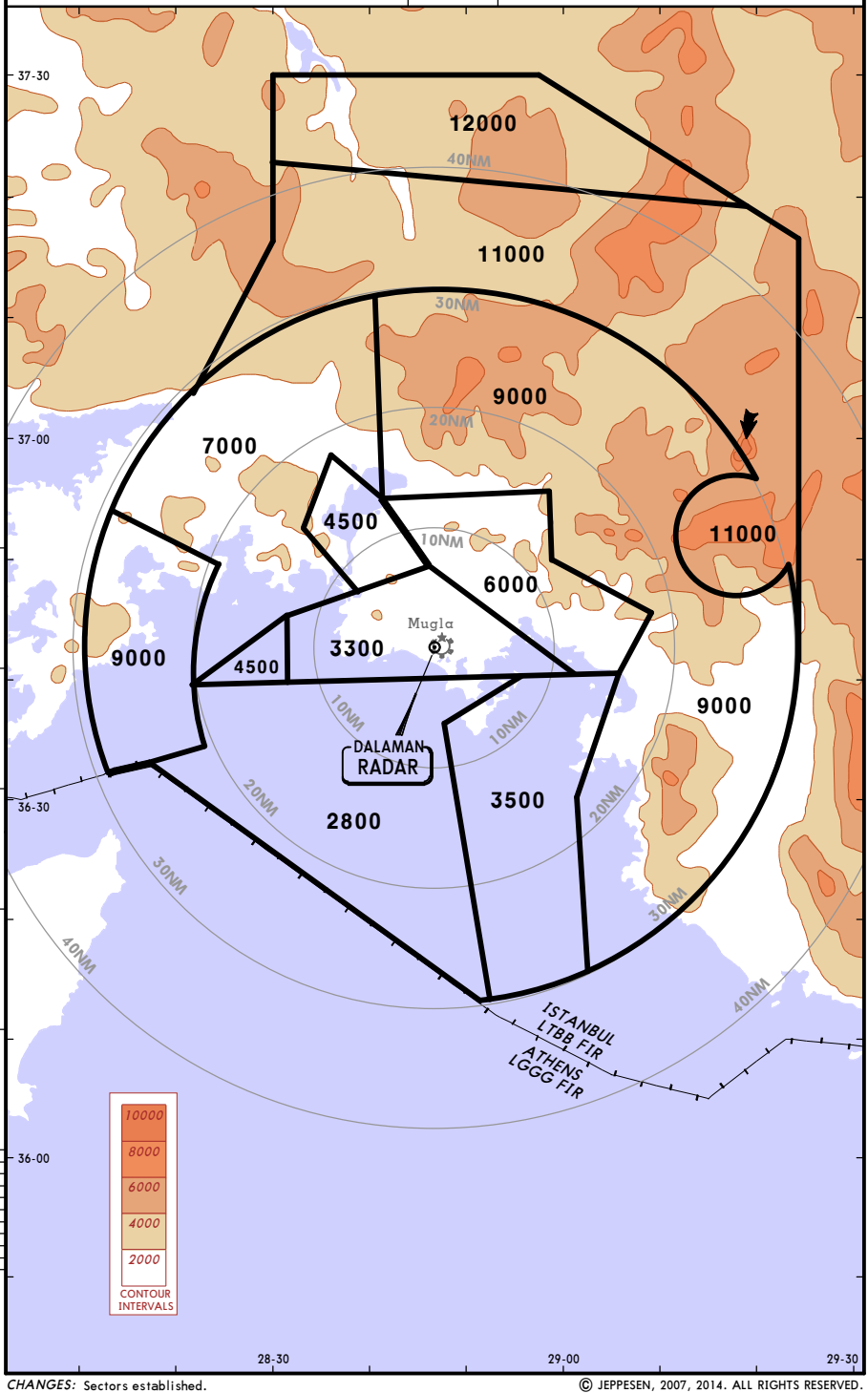
JEPPESEN

28 FEB 14 (10-1R) Eff 6 Mar

MUGLA, TURKEY

RADAR MINIMUM ALTITUDES

DALAMAN Approach (R)				Apt Elev	Alt Set: hPa
119.22	122.4	124.4	126.05	20′	Trans level: By ATC Trans alt: 12000′



CHANGES: Sectors established.

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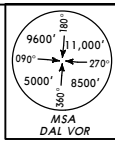
LTBS/DLM
DALAMAN

ATIS 127.35

Apt Elev 20′

Alt Set: hPa Trans level: By ATC Trans alt: 12000′
1. Sfc-Unrestricted.
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.



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

SONUP
N37 29.4 E028 30.0

129° 152° SONUP 1H 17.1 SONUP 1D 24.2

BS128
N37 13.7 E028 38.7

10.6 179°

DIXOR
N37 03.9 E028 44.0
OPERATIONAL At or above **10000′**
MAX **250 KT**

10000 359°

179° 10

UMRUL
N36 53.9 E028 43.2

BS127
N36 51.0 E028 42.3
OPERATIONAL At or above **9000′**

3 190° 3

BS508
N36 48.1 E028 41.4

7

BS504
N36 41.3 E028 39.3
MAX **220 KT**

5.6 191°

BS503
N36 35.9 E028 37.5

4

BS502
N36 32.0 E028 36.2
OPERATIONAL At **3000′**

4

BS121
N36 28.1 E028 34.9

6 101°

BS671
N36 26.6 E028 42.0

4 011°

3.3

❸ ❷

BS130
N37 12.6 E028 52.0

154° 12.4

OBORO
N37 01.1 E028 57.8

4.9 191°

12000 011°

TOVRO
N36 56.5 E029 00.0
OPERATIONAL At or above **12000′**
MAX **250 KT**

7.1 191°

KORAT
N36 49.7 E028 57.7

5

BS126
N36 44.9 E028 56.0
OPERATIONAL At or above **8000′**

7

DALAMAN
(H) 114.7 DAL
N36 41.4 E028 46.9

BS125
N36 38.1 E028 53.7
MAX **220 KT**

5.6

BS124
N36 32.7 E028 51.8

4

BS123
N36 28.8 E028 50.5
OPERATIONAL At **4000′**

4

BS122
N36 25.0 E028 49.2

❶
EVMEN
N36 33.6 E028 44.4
❸ OPERATIONAL At **2800′**
MAX **180 KT**

BS672
N36 30.4 E028 43.3
❷ MAX **200 KT**

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

STAR	ROUTING
SONUP 1D	SONUP - BS130 - OBORO - TOVRO (OPERATIONAL 12000′+; K250-) - KORAT - BS126 (OPERATIONAL 8000′+) - BS125 (K220-) - BS124 - BS123 (OPERATIONAL 4000′) - BS122.
SONUP 1H ❶	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-).

N
NOT TO SCALE

JEPPESEN MUGLA, TURKEY
18 JUL 14 (10-2) ELT 24 DIR RNAV STAR

SONUP 1D [SONU1D]
SONUP 1H [SONU1H] ❶
RWY 01 RNAV ARRIVALS
RNAV (GNSS)

CHANGES: RNAV STARs established & transferred, chart redrawn.

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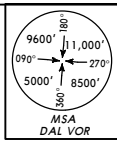
LTBS/DLM
DALAMAN

ATIS 127.35

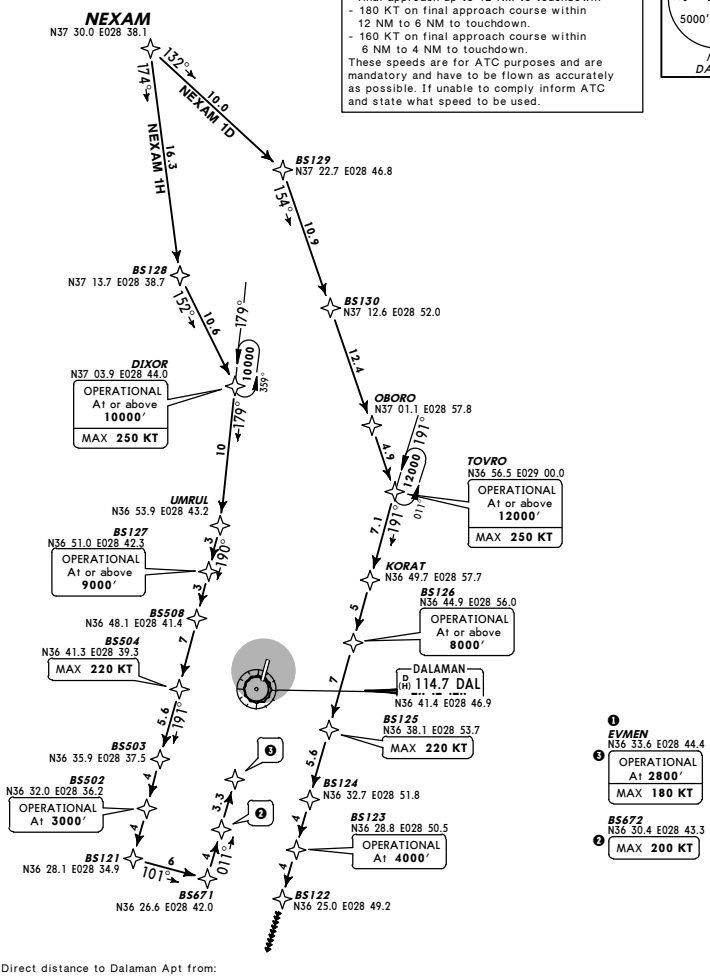
Apt Elev 20′

Alt Set: hPa Trans level: By ATC Trans alt: 12000′
1. 2.5% climb 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.



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.



❶
EVMEN
N36 33.6 E028 44.4
❸ OPERATIONAL At 2800′
MAX 180 KT

BS672
N36 30.4 E028 43.3
❷ MAX 200 KT

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

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

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 ❶	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-).

NOT TO SCALE

MUGLA, TURKEY
JEPPESEN

18 JUL 14 (10-2A)

ELT 24 HR

RNAV STAR

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

CHANGES: RNAV STARs established & transferred, chart redrawn.

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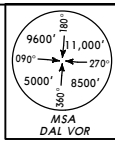
LTBS/DLM
DALAMAN

ATIS 127.35

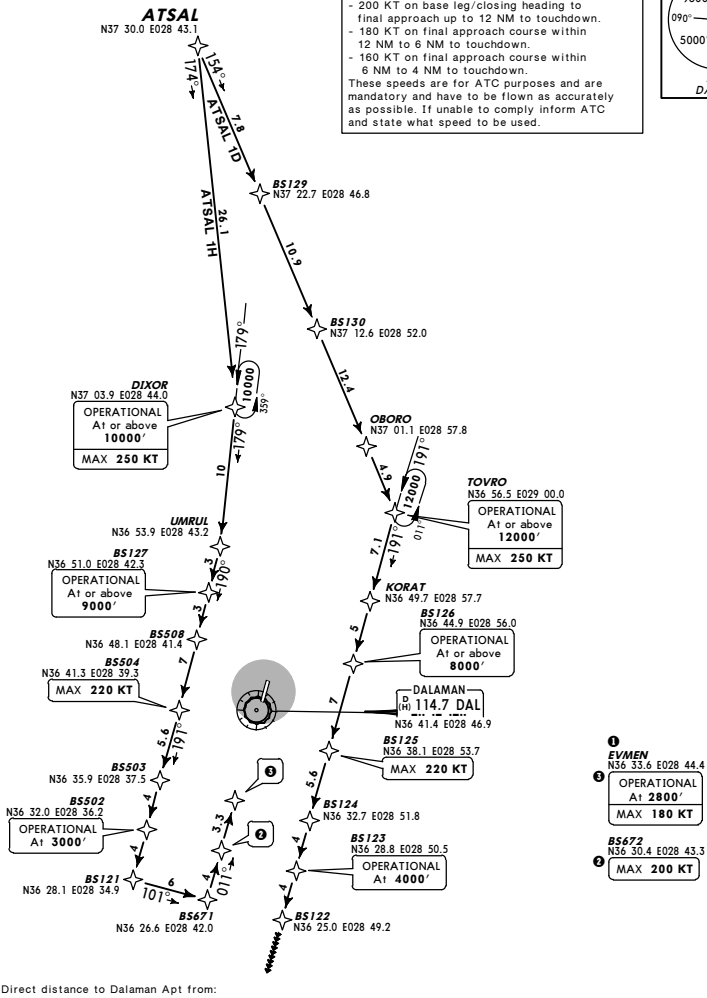
Apt Elev 20′

Alt Set: hPa Trans level: By ATC Trans alt: 12000′
1. 2D, 3D, RNAV 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.



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

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

NOT TO SCALE

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

JEPPESEN MUGLA, TURKEY
18 JUL 14 (10-2B) ELT 24 JUN RNAV STAR

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

CHANGES: RNAV STARs established & transferred, chart redrawn.

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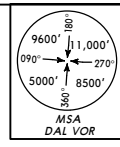
LTBS/DLM
DALAMAN

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.



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.

HOLDINGS OVER

OZYAK	TOVRO
208° 2000′ 028°	191° 12000′ 011°

RIVBU
N37 19.6 E029 18.8

5.4 ← 209°

SUNAT
N37 15.1 E029 15.0

9.1

OZYAK
N37 07.5 E029 08.6
OPERATIONAL
At or above
12000′

12.9 ← 208°

TOVRO
N36 56.5 E029 00.0
OPERATIONAL
At or above
12000′
MAX **250 KT**

7.1 ← 191°

KORAT
N36 49.7 E028 57.7

5

BS126
N36 44.9 E028 56.0
OPERATIONAL
At or above
8000′

7

BS125
N36 38.1 E028 53.7
MAX **220 KT**

5.6

BS124
N36 32.7 E028 51.8

4

BS123
N36 28.8 E028 50.5
OPERATIONAL
At **4000′**

4

BS122
N36 25.0 E028 49.2

DALAMAN
(H) 114.7 DAL
N36 41.4 E028 46.9

Direct distance to Dalaman Apt
from BS122: 18 NM

N
NOT TO SCALE

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)

MUGLA, TURKEY

JEPPESEN

18 JUL 14 (D-2C)

ELT 24 DIR

RNAV STAR

CHANGES: RNAV STARs established & transferred, chart redrawn.

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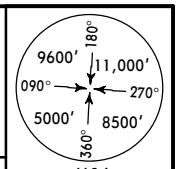
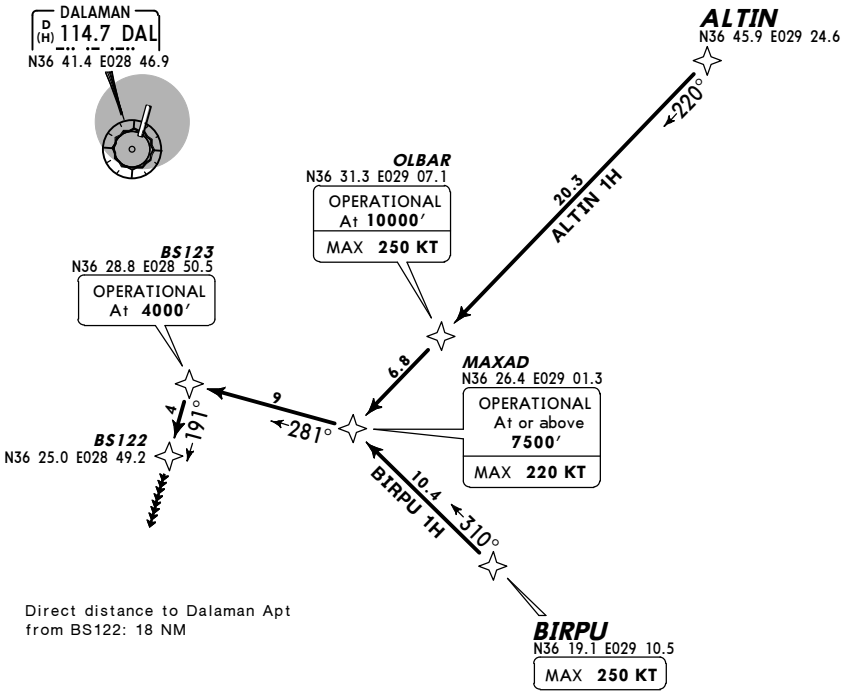
ATIS	Apt Elev	
127.35	20′	Alt Set: hPa Trans level: By ATC Trans alt: 12000′ 1. RADAR required. 2. P-RNAV approval required otherwise advice ATC. 3. On downwind expect vectors to final. 4. At first contact with Dalaman APP report if unable to comply RNAV STAR. 5. Descend as cleared.



MSA
DAL VOR

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

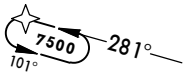


Direct distance to Dalaman Apt
from BS122: 18 NM

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.

HOLDING OVER MAXAD



NOT TO SCALE

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.

CHANGES: RNAV STARs transferred.

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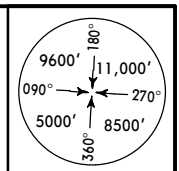
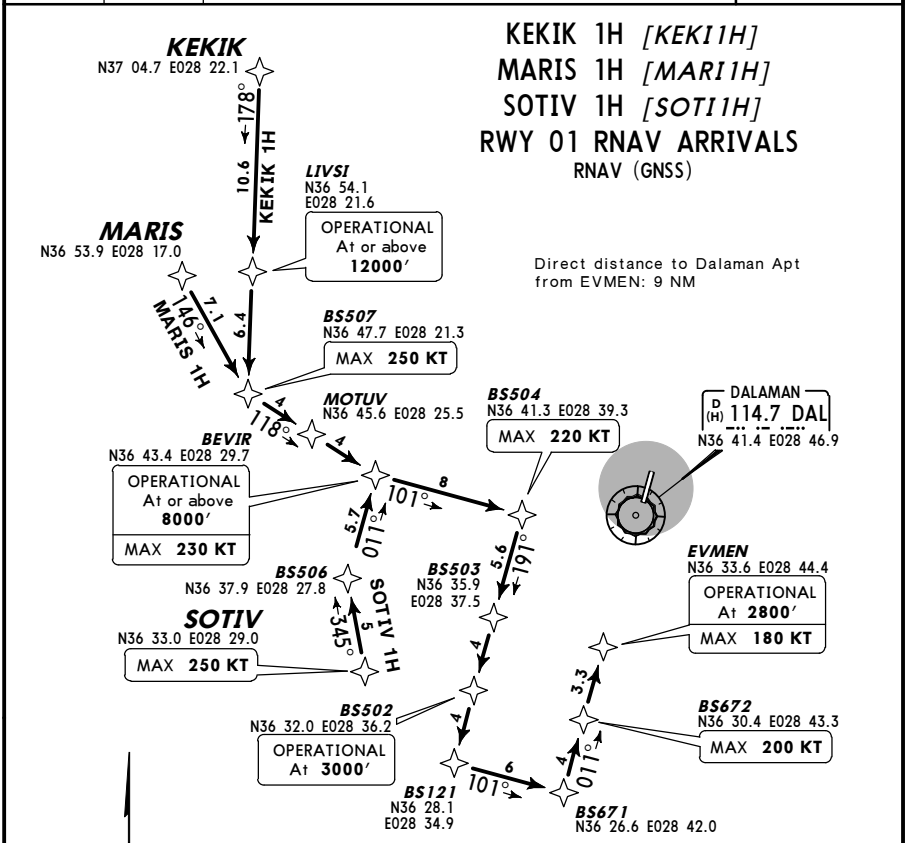
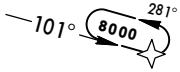
ATIS	Apt Elev	
127.35	20′	Alt Set: hPa Trans level: By ATC Trans alt: 12000′ 1. RADAR required. 2. P-RNAV approval required otherwise advice ATC. 3. On downwind expect vectors to final. 4. At first contact with Dalaman APP report if unable to comply RNAV STAR. 5. Descend as cleared. 6. Closed RNAV STARs. ATC will clear the ACFT to execute the final approach procedure. First option will be the ILS/DME 1 approach.



MSA
DAL VOR



HOLDING OVER BEVIR



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
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-).

CHANGES: RNAV STARs transferred & revised.

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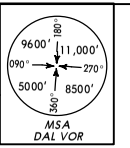
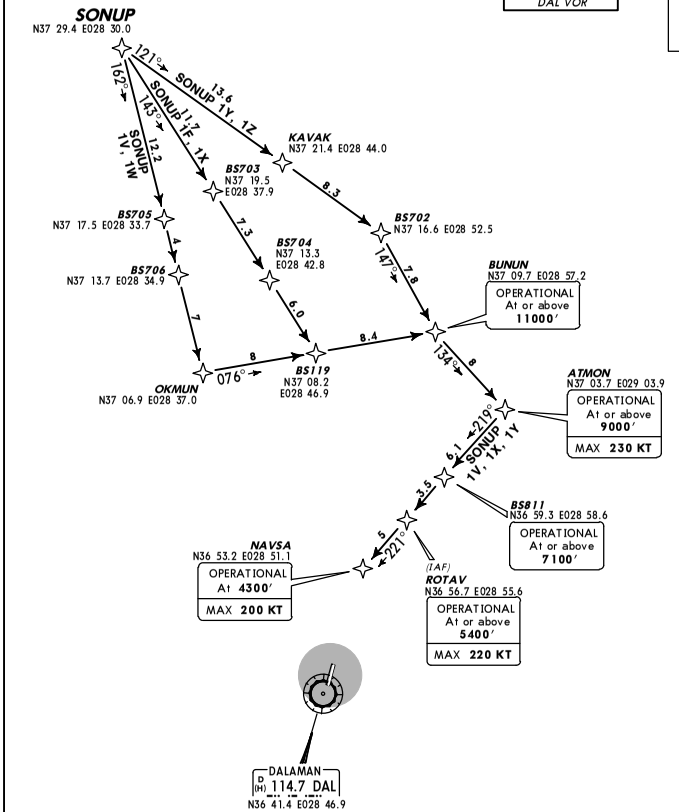
ATIS	Apt Elev	
127.35	20′	Alt Set: hPa Trans level: By ATC Trans alt: 12000′ 1. RADAR required. 2. P-RNAV approval required otherwise advice ATC. 3. For inintial, intermediate and final approach refer to RNAV (GNSS) APPROACH RWY 19. 4. Descend as cleared.



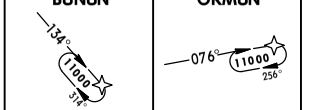
SONUP 1F *[SONU1F]*
SONUP 1V *[SONU1V]*
SONUP 1W *[SONU1W]*
SONUP 1X *[SONU1X]*
SONUP 1Y *[SONU1Y]*
SONUP 1Z *[SONU1Z]*
RWY 19 RNAV ARRIVALS
RNAV (GNSS)

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

HOLDINGS OVER



STAR	ROUTING
SONUP 1F	SONUP - 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-).

CHANGES: RNAV STARs established & transferred.

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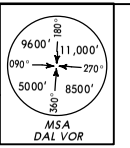
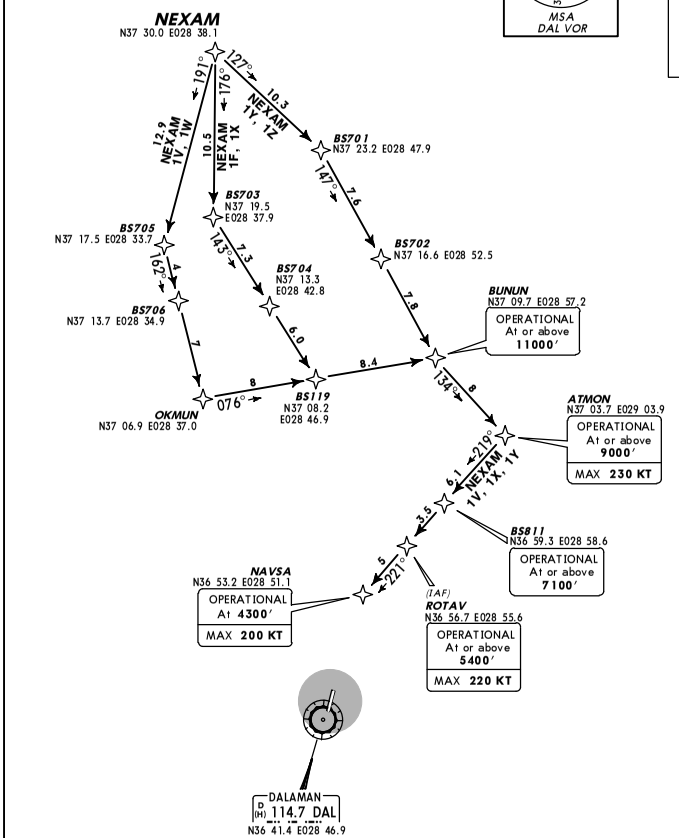
ATIS	Apt Elev	
127.35	20′	Alt Set: hPa Trans level: By ATC Trans alt: 12000′ 1. RADAR required. 2. P-RNAV approval required otherwise advice ATC. 3. For inintial, intermediate and final approach refer to RNAV (GNSS) APPROACH RWY 19. 4. Descend as cleared.



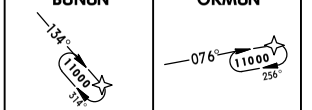
CAUTION
Only available for traffic able to execute RNAV (GNSS) APPROACH RWY 19. Advise ATC at first contact by the phrase "REQUEST RNAV APPROACH RWY 19". Otherwise expect RADAR vectors for circling RWY 19.

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



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

HOLDINGS OVER



STAR	ROUTING
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′+; K220-) - 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′+; K220-) - NAVSA (OPERATIONAL 4300′; K200-).
NEXAM 1Y	NEXAM - BS701 - BS702 - BUNUN (OPERATIONAL 11000′+) - ATMON (OPERATIONAL 9000′+; K230-) - BS811 (OPERATIONAL 7100′+) - ROTAV (OPERATIONAL 5400′+; K220-) - NAVSA (OPERATIONAL 4300′; K200-).
NEXAM 1Z	NEXAM - BS701 - BS702 - BUNUN (OPERATIONAL 11000′+) - ATMON (OPERATIONAL 9000′+; K230-).

CHANGES: RNAV STARs established; STARs transferred.

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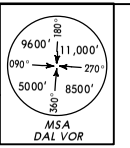
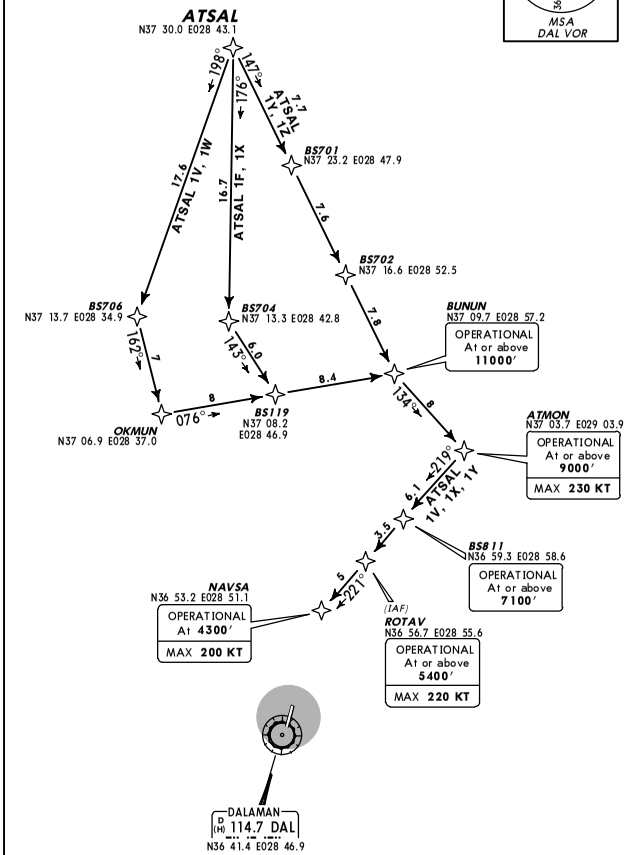
ATIS	Apt Elev	
127.35	20′	Alt Set: hPa Trans level: By ATC Trans alt: 12000′ 1. RADAR required. 2. P-RNAV approval required otherwise advice ATC. 3. For inintial, intermediate and final approach refer to RNAV (GNSS) APPROACH RWY 19. 4. Descend as cleared.



ATSAL 1F [ATSA1F]
ATSAL 1V [ATSA1V]
ATSAL 1W [ATSA1W]
ATSAL 1X [ATSA1X]
ATSAL 1Y [ATSA1Y]
ATSAL 1Z [ATSA1Z]
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.

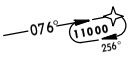


Direct distance to Dalaman Apt from:
ATMON 24 NM
NAVSA 11 NM

HOLDINGS OVER

BUNUN

OKMUN



STAR	ROUTING
ATSAL 1F	ATSAL - BS704 - BS119 - BUNUN (OPERATIONAL 11000′+) - ATMON (OPERATIONAL 9000′+; K230-).
ATSAL 1V	ATSAL - BS706 - OKMUN - BS119 - BUNUN (OPERATIONAL 11000′+) - ATMON (OPERATIONAL 9000′+; K230-) - BS811 (OPERATIONAL 7100′+) - ROTAV (OPERATIONAL 5400′+; K220-) - NAVSA (OPERATIONAL 4300′; K200-).
ATSAL 1W	ATSAL - BS706 - OKMUN - BS119 - BUNUN (OPERATIONAL 11000′+) - ATMON (OPERATIONAL 9000′+; K230-).
ATSAL 1X	ATSAL - BS704 - BS119 - BUNUN (OPERATIONAL 11000′+) - ATMON (OPERATIONAL 9000′+; K230-) - BS811 (OPERATIONAL 7100′+) - ROTAV (OPERATIONAL 5400′+; K220-) - NAVSA (OPERATIONAL 4300′; K200-).
ATSAL 1Y	ATSAL - BS701 - BS702 - BUNUN (OPERATIONAL 11000′+) - ATMON (OPERATIONAL 9000′+; K230-) - BS811 (OPERATIONAL 7100′+) - ROTAV (OPERATIONAL 5400′+; K220-) - NAVSA (OPERATIONAL 4300′; K200-).
ATSAL 1Z	ATSAL - BS701 - BS702 - BUNUN (OPERATIONAL 11000′+) - ATMON (OPERATIONAL 9000′+; K230-).

CHANGES: RNAV STARs established; STARs transferred.

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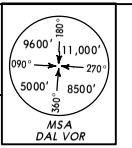
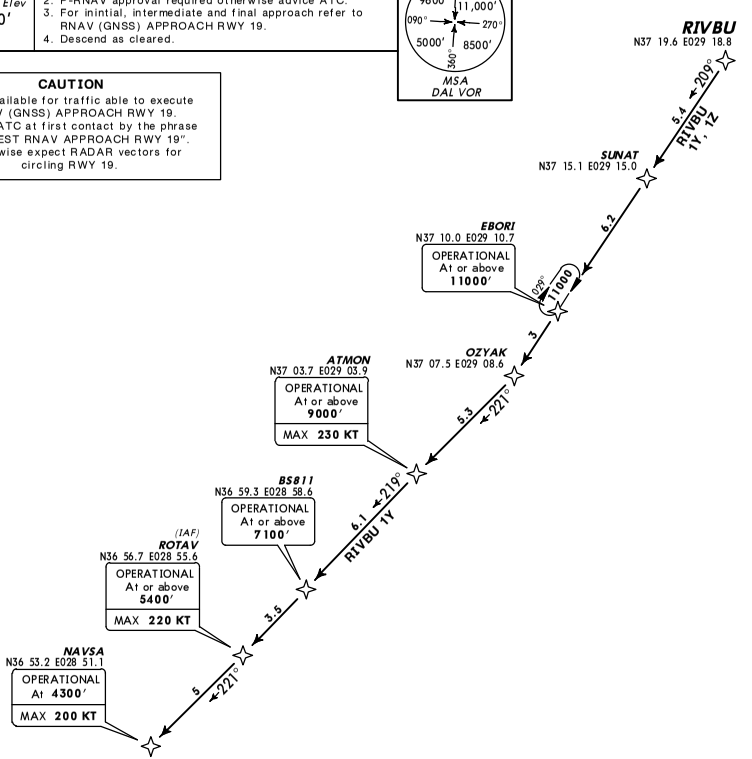
ATIS	Apt Elev	
127.35	20′	Alt Set: hPa Trans level: By ATC Trans alt: 12000′ 1. RADAR required. 2. P-RNAV approval required otherwise advice ATC. 3. For inintial, intermediate and final approach refer to RNAV (GNSS) APPROACH RWY 19. 4. Descend as cleared.



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)



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

STAR	ROUTING
RIVBU 1Y	RIVBU - SUNAT - EBORI (OPERATIONAL 11000′+) - OZYAK - ATMON (OPERATIONAL 9000′+; K230-) - BS811 (OPERATIONAL 7100′+) - ROTAV (OPERATIONAL 5400′+; K220-) - NAVSA (OPERATIONAL 4300′; K200-).
RIVBU 1Z	RIVBU - SUNAT - EBORI (OPERATIONAL 11000′+) - OZYAK - ATMON (OPERATIONAL 9000′+; K230-).

CHANGES: RNAV STARs established; STARs transferred.

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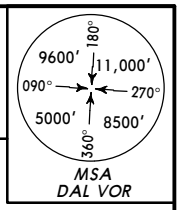
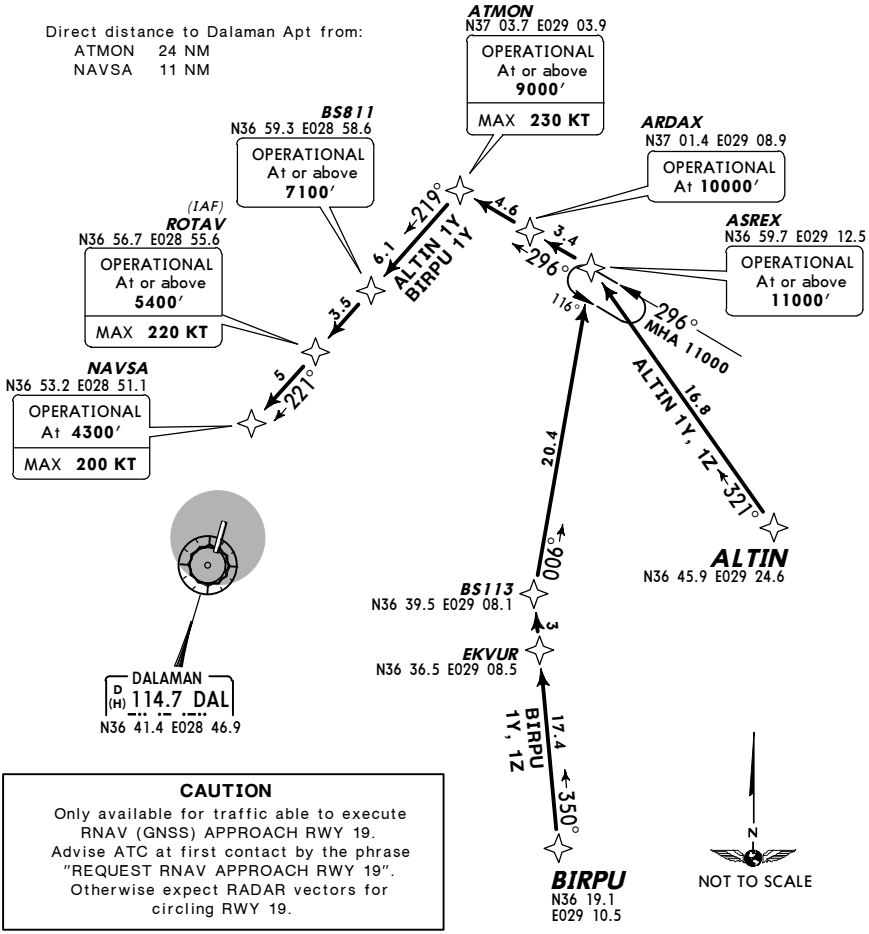
ATIS	Apt Elev	
127.35	20′	Alt Set: hPa Trans level: By ATC Trans alt: 12000′ 1. RADAR required. 2. P-RNAV approval required otherwise advice ATC. 3. For inintial, intermediate and final approach refer to RNAV (GNSS) APPROACH RWY 19. 4. Descend as cleared.



ALTIN 1Y *[ALTI1Y]*, ALTIN 1Z *[ALTI1Z]*
BIRPU 1Y *[BIRP1Y]*, BIRPU 1Z *[BIRP1Z]*
RWY 19 RNAV ARRIVALS
RNAV (GNSS)

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



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.

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-).

CHANGES: RNAV STARs revised & established; STARs transferred.

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LTBS/DLM
DALAMAN

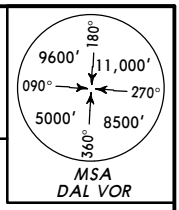
JEPPESEN

18 JUL 14 (10-2L) Eff 24 Jul

MUGLA, TURKEY
RNAV STAR

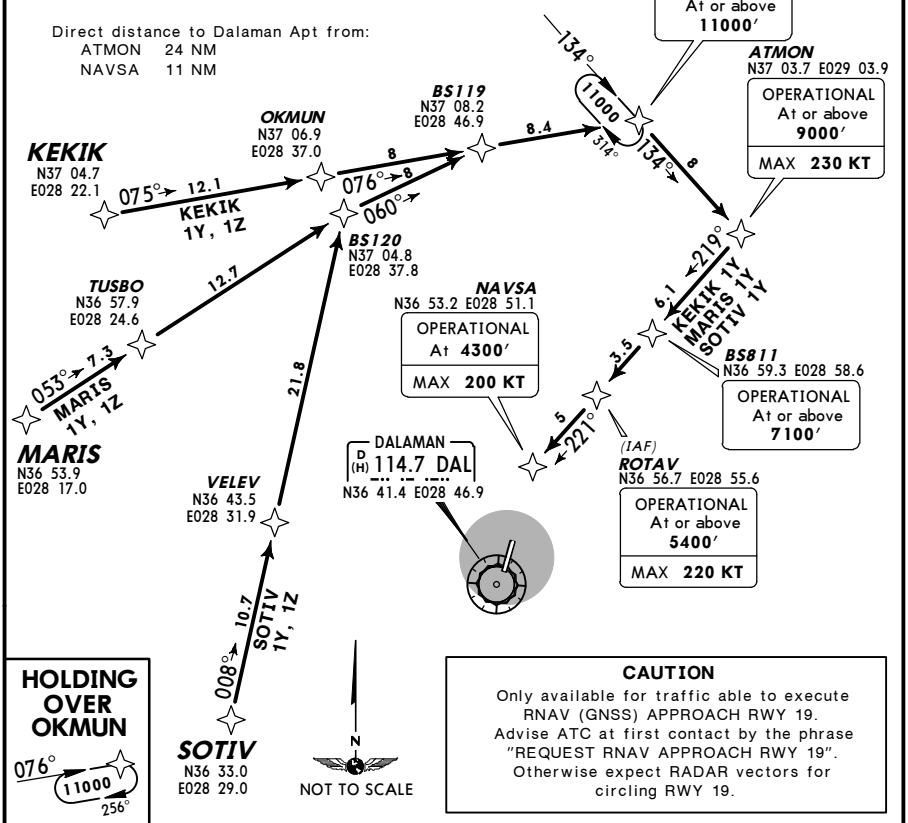
ATIS	Apt Elev
127.35	20′

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



KEKIK 1Y *[KEKI1Y]*, KEKIK 1Z *[KEKI1Z]*
MARIS 1Y *[MARI1Y]*, MARIS 1Z *[MARI1Z]*
SOTIV 1Y *[SOTI1Y]*, SOTIV 1Z *[SOTI1Z]*
RWY 19 RNAV ARRIVALS
RNAV (GNSS)

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



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.

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-).

CHANGES: RNAV STARs revised & established; STARs transferred.

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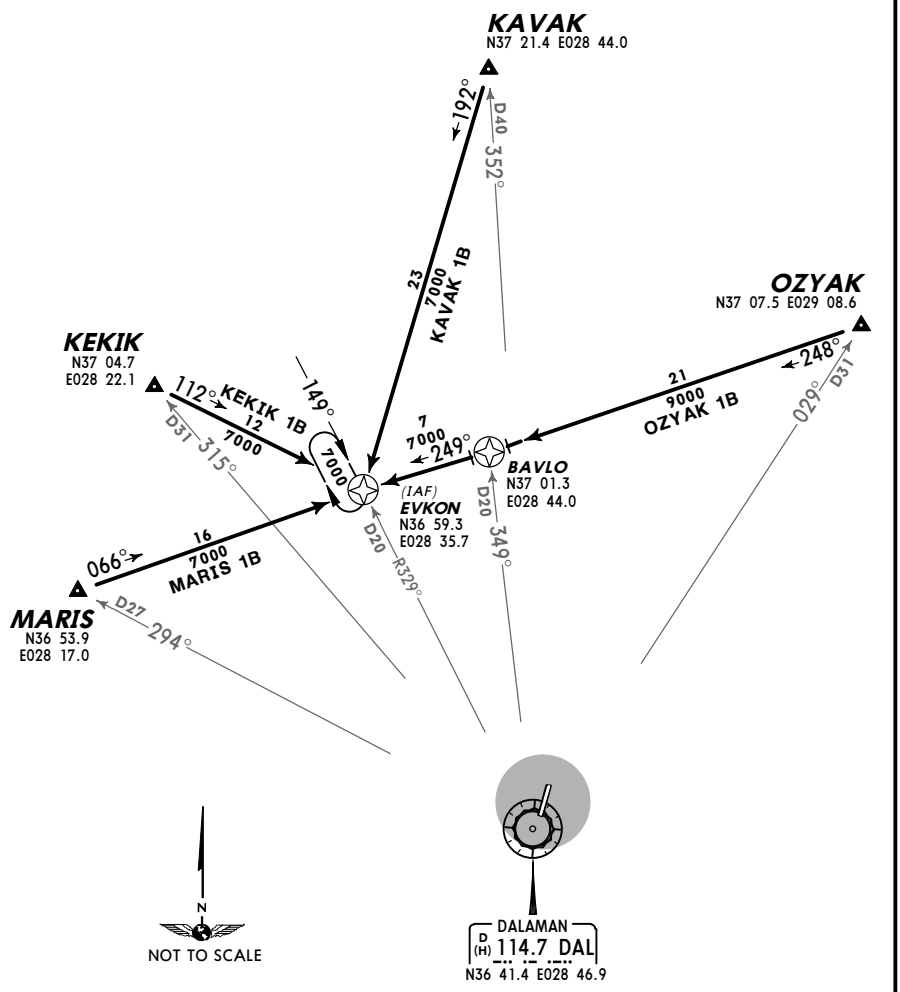
ATIS	Apt Elev	
127.35	20′	Alt Set: hPa Trans level: By ATC Trans alt: 12000′ 1. B-RNAV approval required. 2. DAL must be serviceable. RADAR service shall be available. 3. Request RADAR vectoring in case of loss of RNAV capability.

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

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



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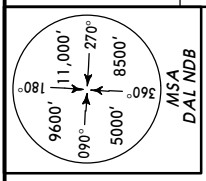
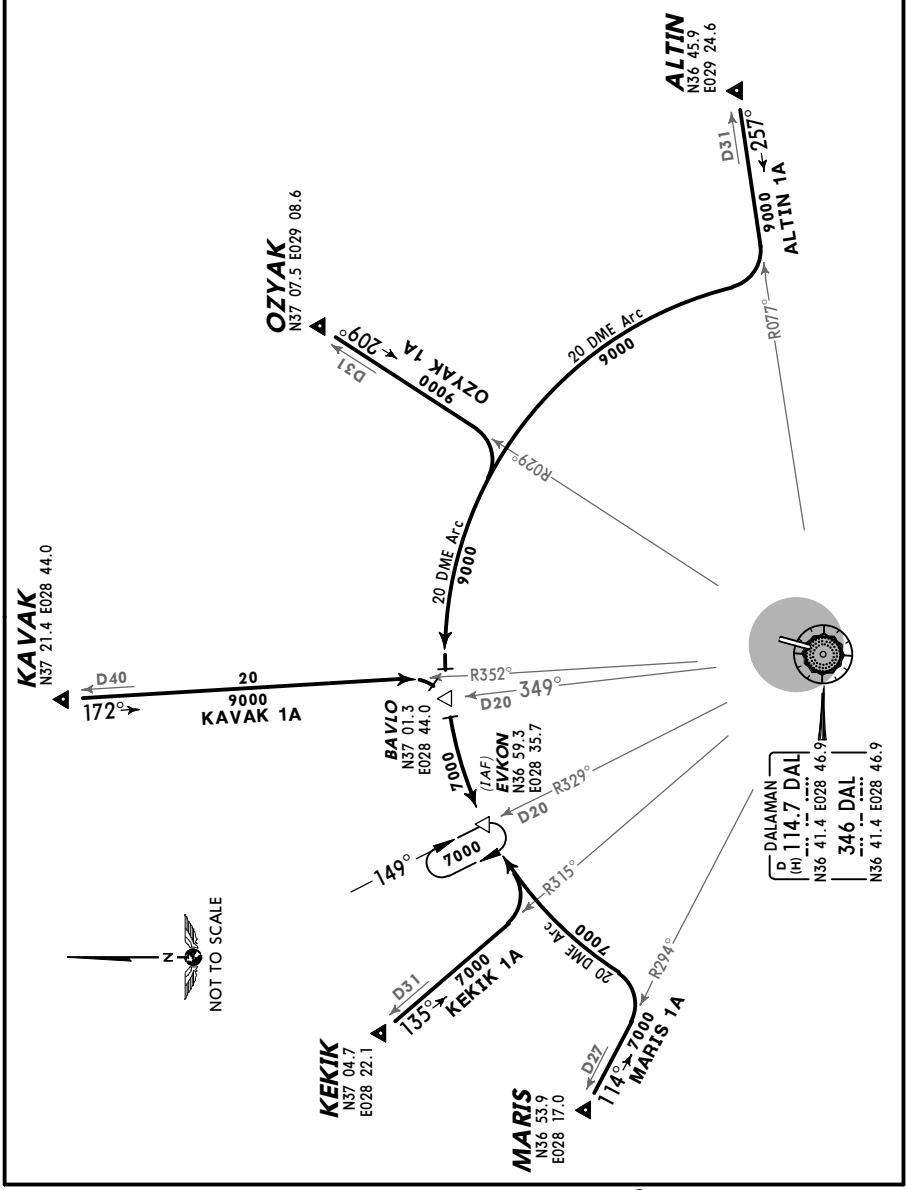
ATIS	Apt Elev	
127.35	20′	Alt Set: hPa Trans level: By ATC Trans alt: 12000′



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



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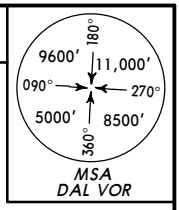
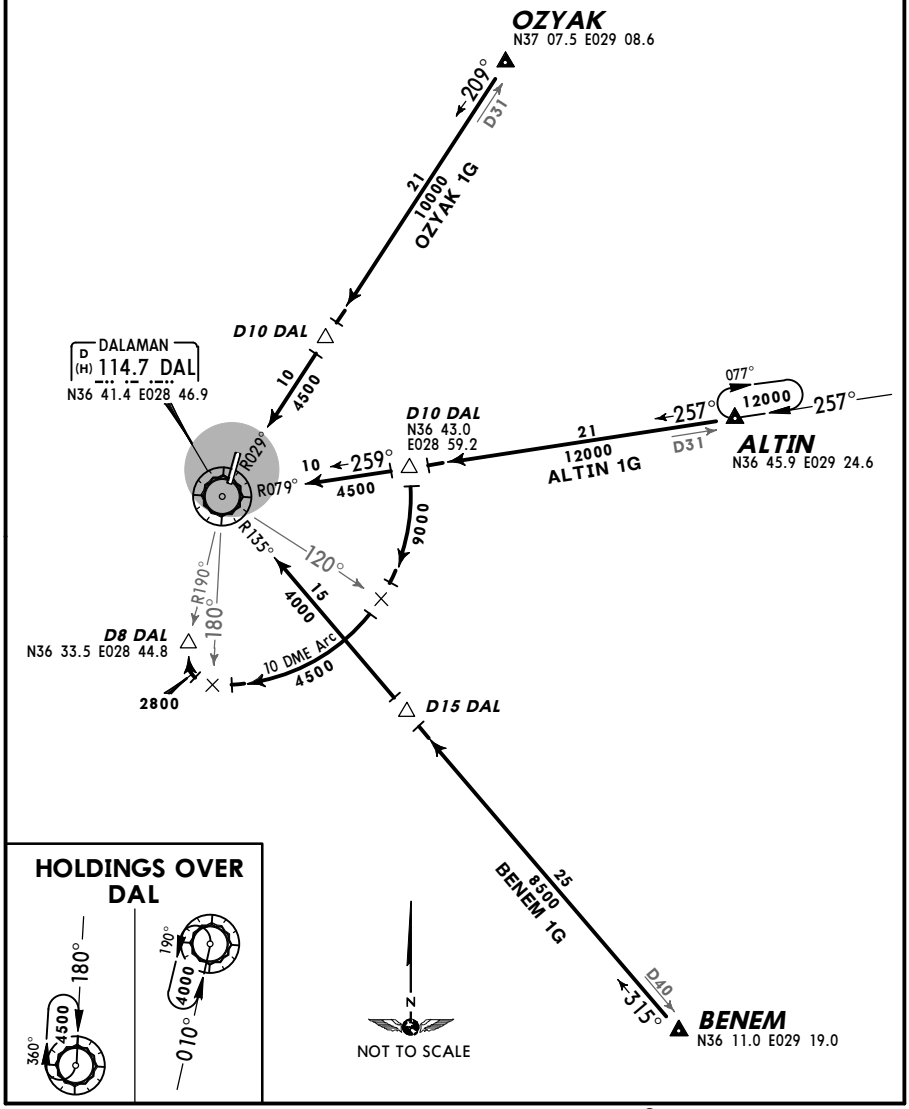
ATIS	Apt Elev	
127.35	20′	Alt Set: hPa Trans level: By ATC Trans alt: 12000′



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

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



CHANGES: New chart (chart reindexed).

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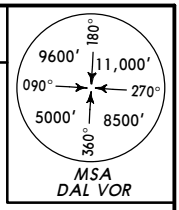
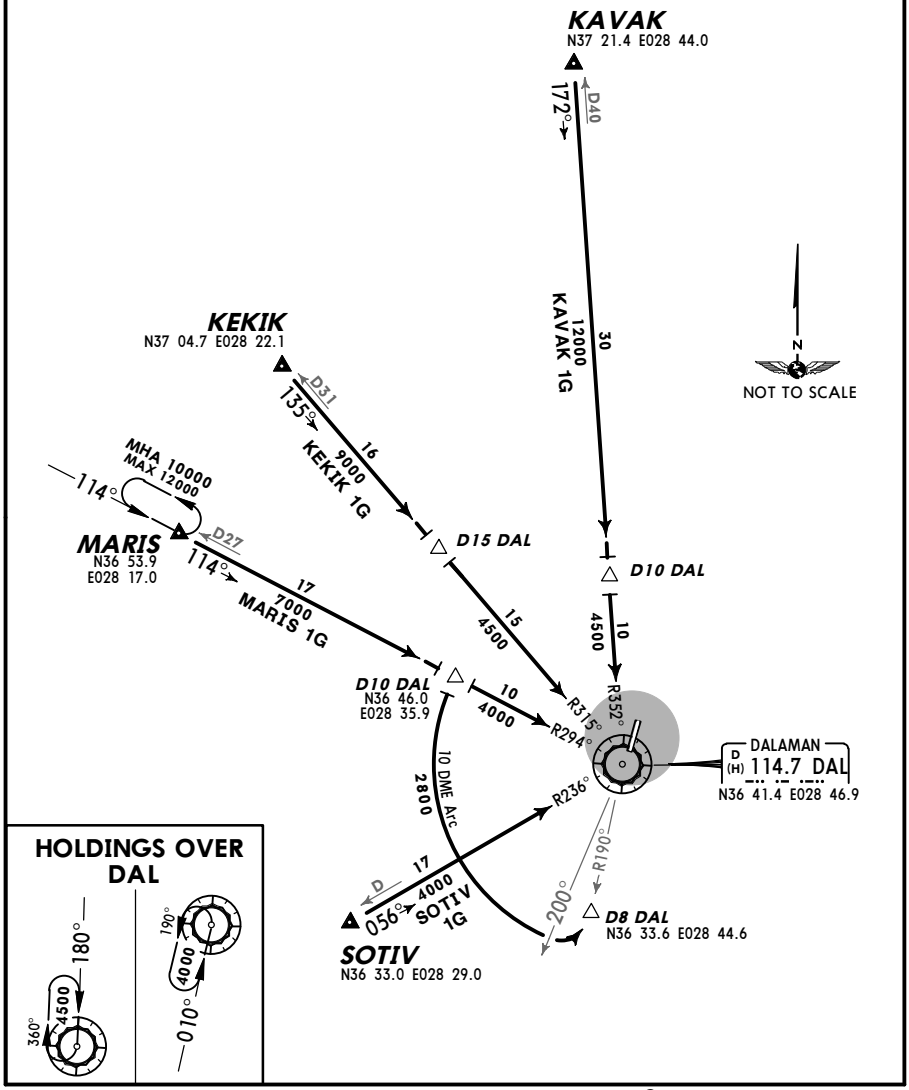
ATIS	Apt Elev	
127.35	20′	Alt Set: hPa Trans level: By ATC Trans alt: 12000′



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

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



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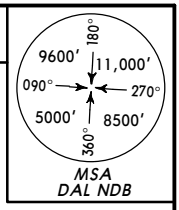
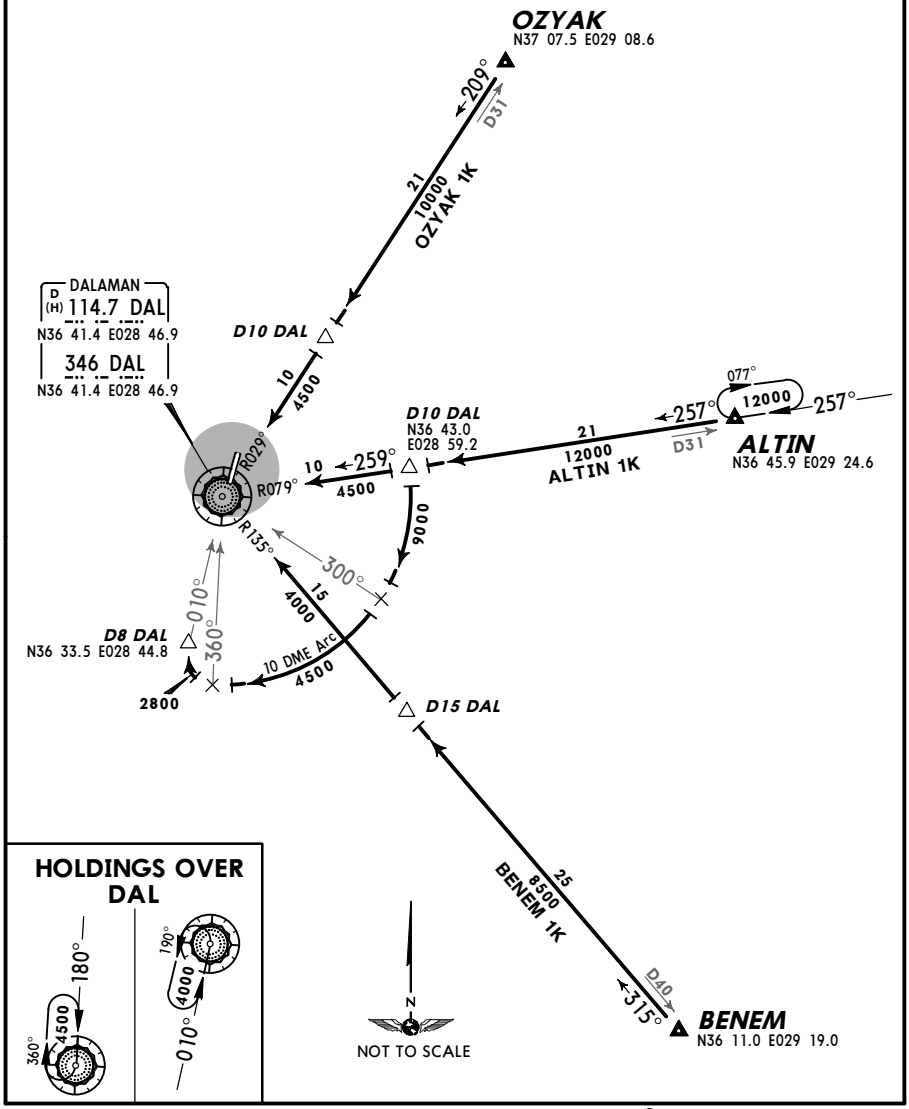
ATIS	Apt Elev	
127.35	20′	Alt Set: hPa Trans level: By ATC Trans alt: 12000′



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

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



HOLDINGS OVER DAL

CHANGES: New chart (chart reindexed).

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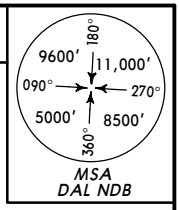
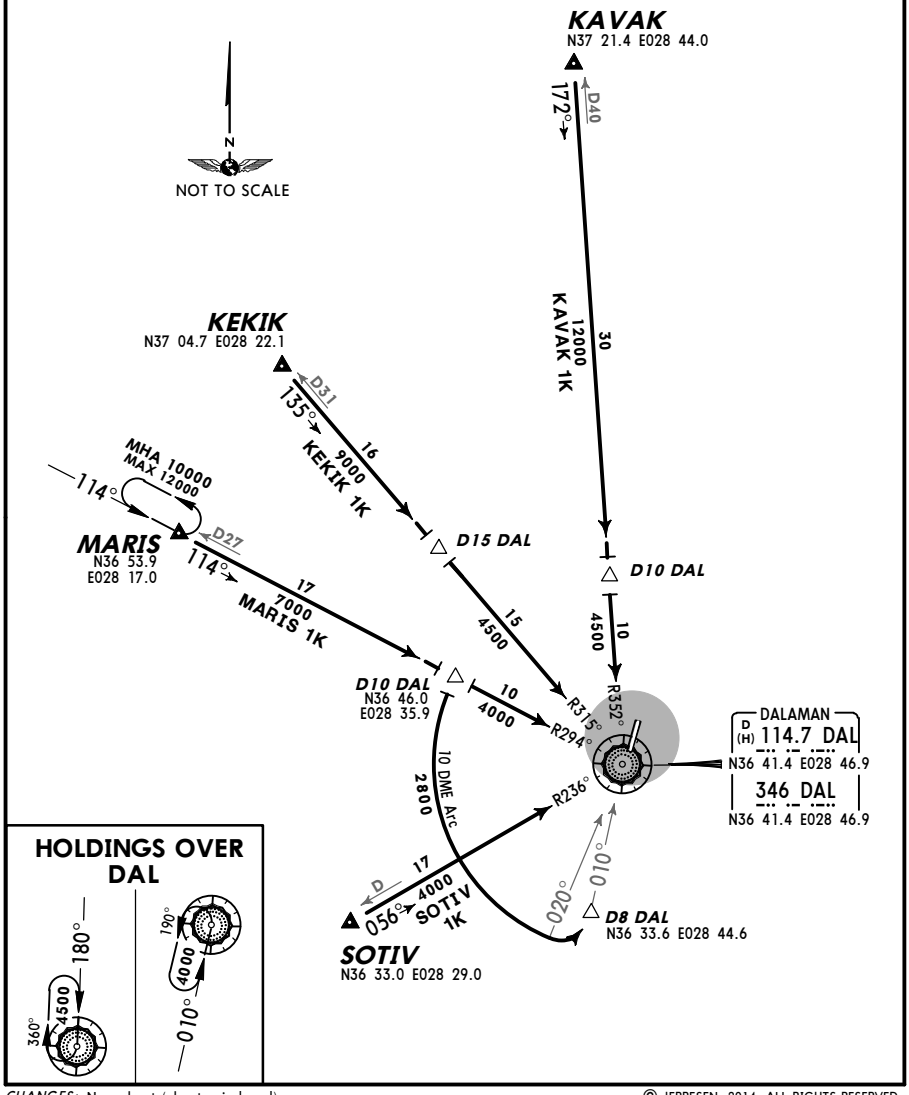
ATIS	Apt Elev	
127.35	20′	Alt Set: hPa Trans level: By ATC Trans alt: 12000′



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

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



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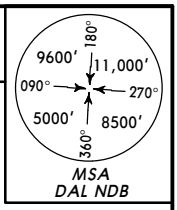
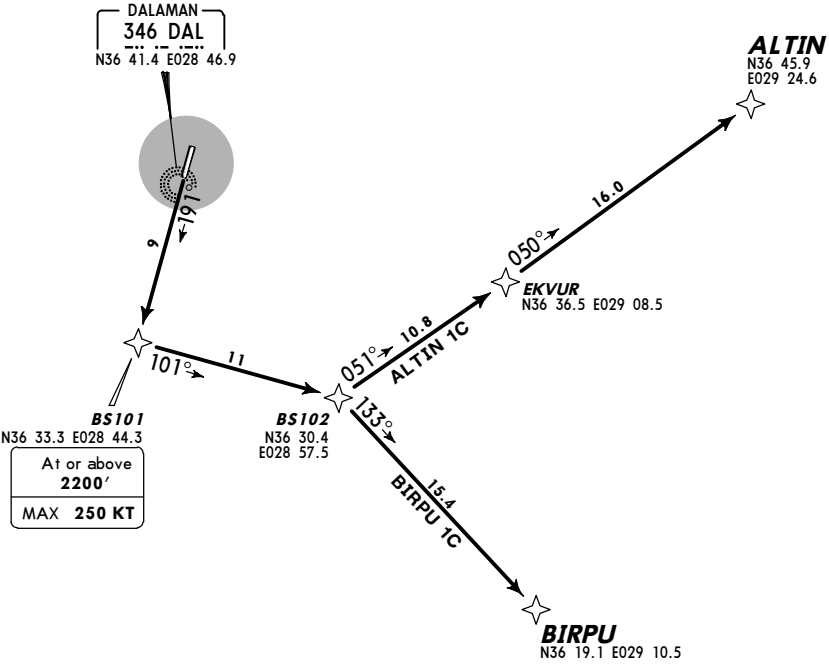
Apt Elev	
20′	Trans level: By ATC Trans alt: 12000′ 1. RADAR required. 2. P-RNAV approval required otherwise advice ATC.



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

NOT TO SCALE

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

CHANGES: MSA.

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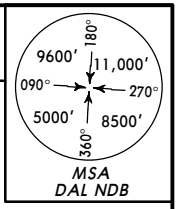
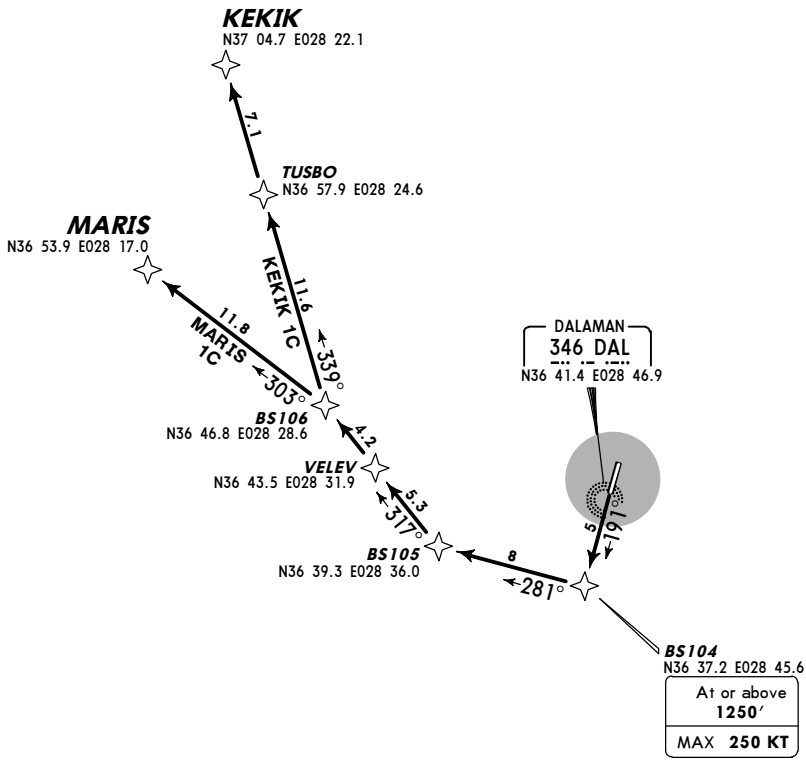
Apt Elev	
20′	Trans level: By ATC Trans alt: 12000′ 1. RADAR required. 2. P-RNAV approval required otherwise advice ATC.



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

N
NOT TO SCALE

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

CHANGES: MSA.

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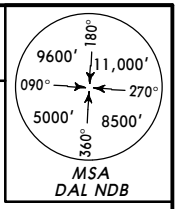
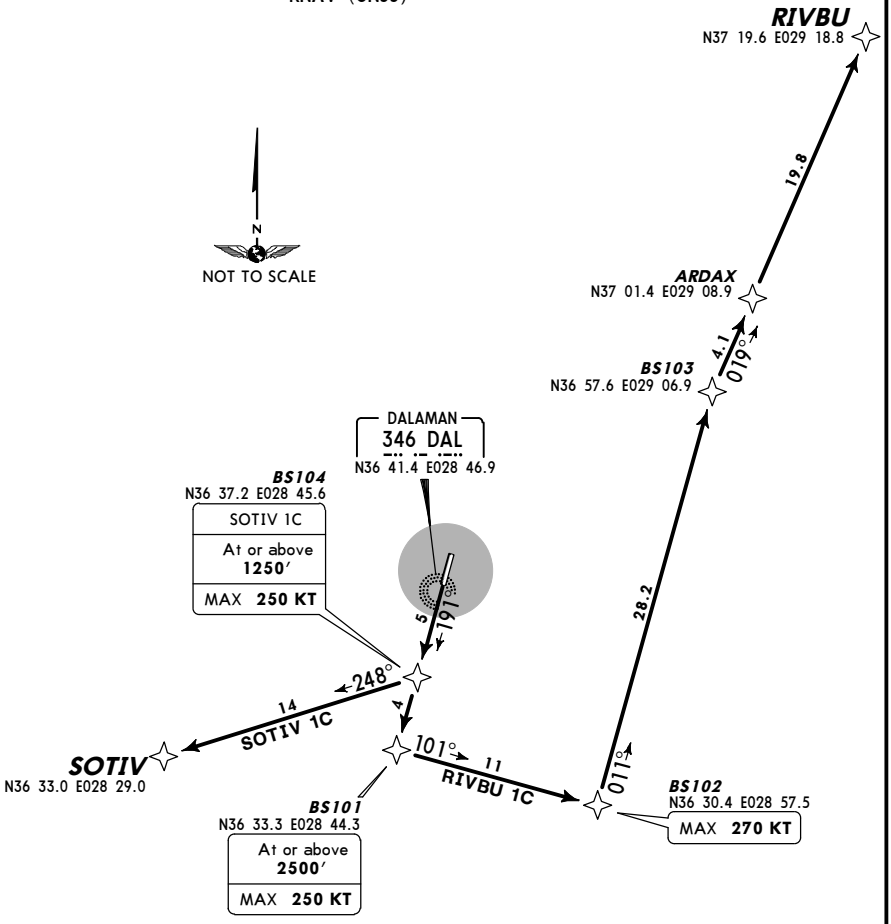
Apt Elev	
20′	Trans level: By ATC Trans alt: 12000′ 1. RADAR required. 2. P-RNAV approval required otherwise advice ATC.



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.

CHANGES: RNAV SID OZYAK 1C replaced by RIVBU 1C; MSA.

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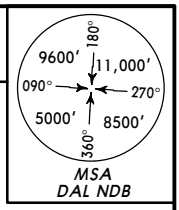
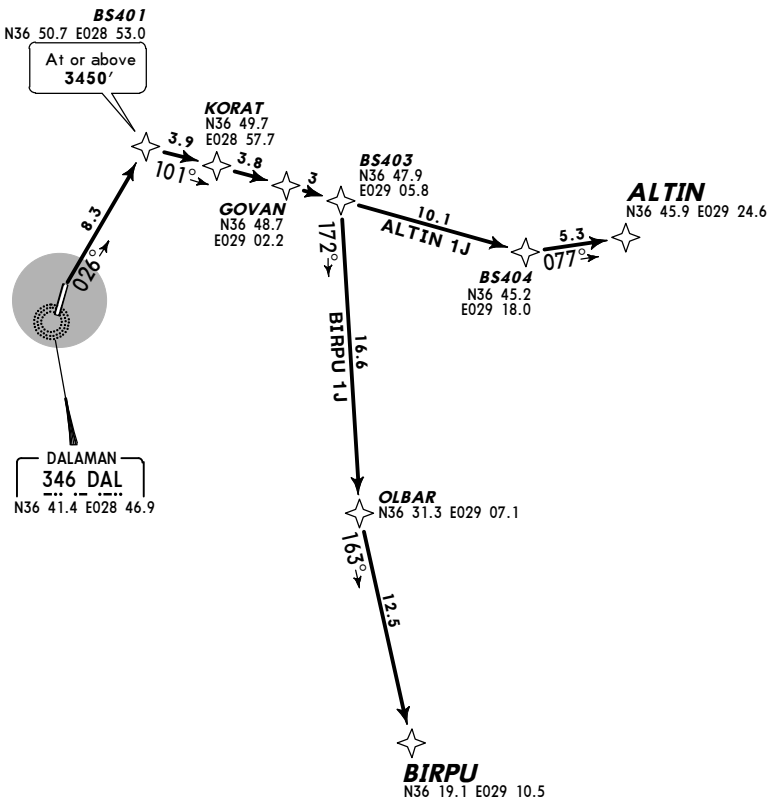
Apt Elev	
20′	Trans level: By ATC Trans alt: 12000′ 1. RADAR required. 2. P-RNAV approval required otherwise advice ATC.



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

N
NOT TO SCALE

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

CHANGES: MSA.

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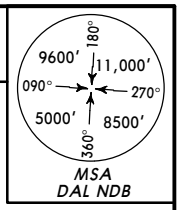
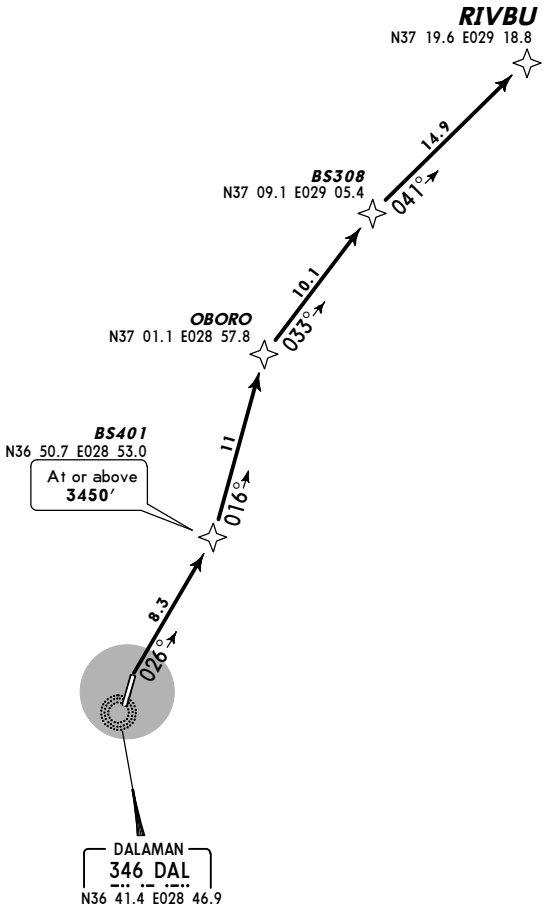
Apt Elev	
20′	Trans level: By ATC Trans alt: 12000′ 1. RADAR required. 2. P-RNAV approval required otherwise advice ATC.



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



NOT TO SCALE

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.

CHANGES: RNAV SID OZYAK 1J replaced by RIVBU 1J; MSA.

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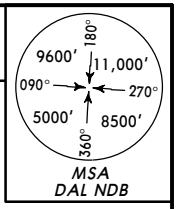
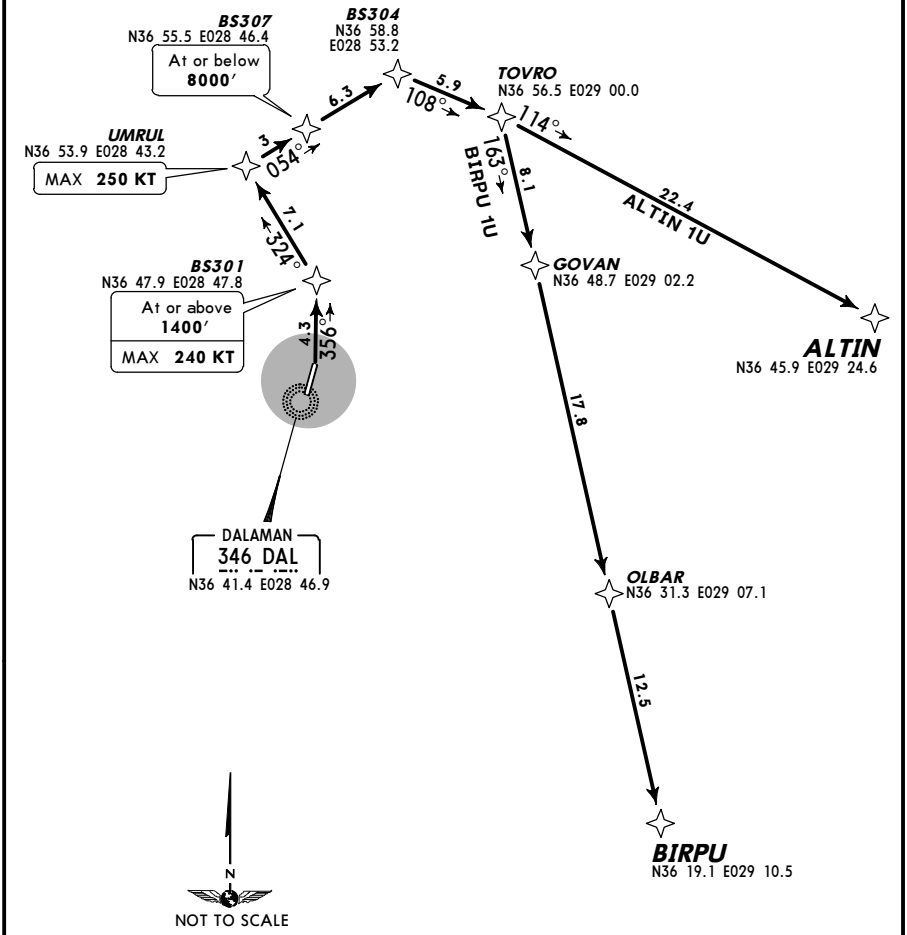
Apt Elev	
20′	Trans level: By ATC Trans alt: 12000′ 1. RADAR required. 2. P-RNAV approval required otherwise advice ATC.



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.

CHANGES: RNAV SIDs revised; MSA.

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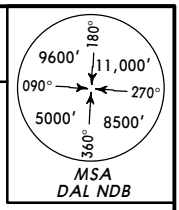
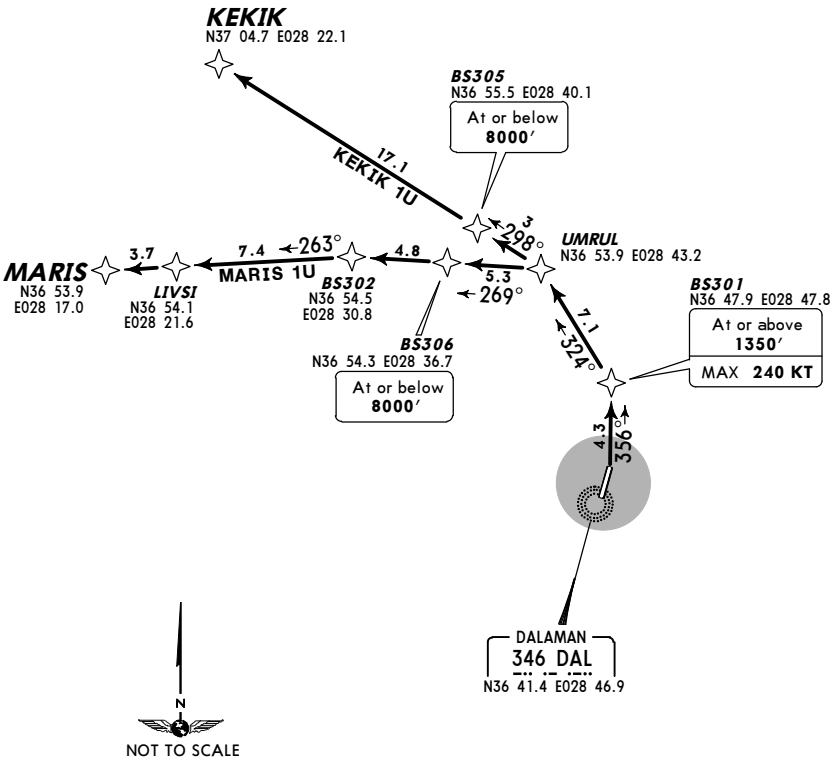
Apt Elev	
20′	Trans level: By ATC Trans alt: 12000′ 1. RADAR required. 2. P-RNAV approval required otherwise advice ATC.



KEKIK 1U *[KEKI1U]*
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.

CHANGES: RNAV SIDs revised; MSA.

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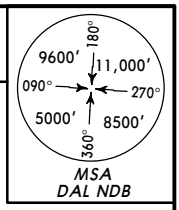
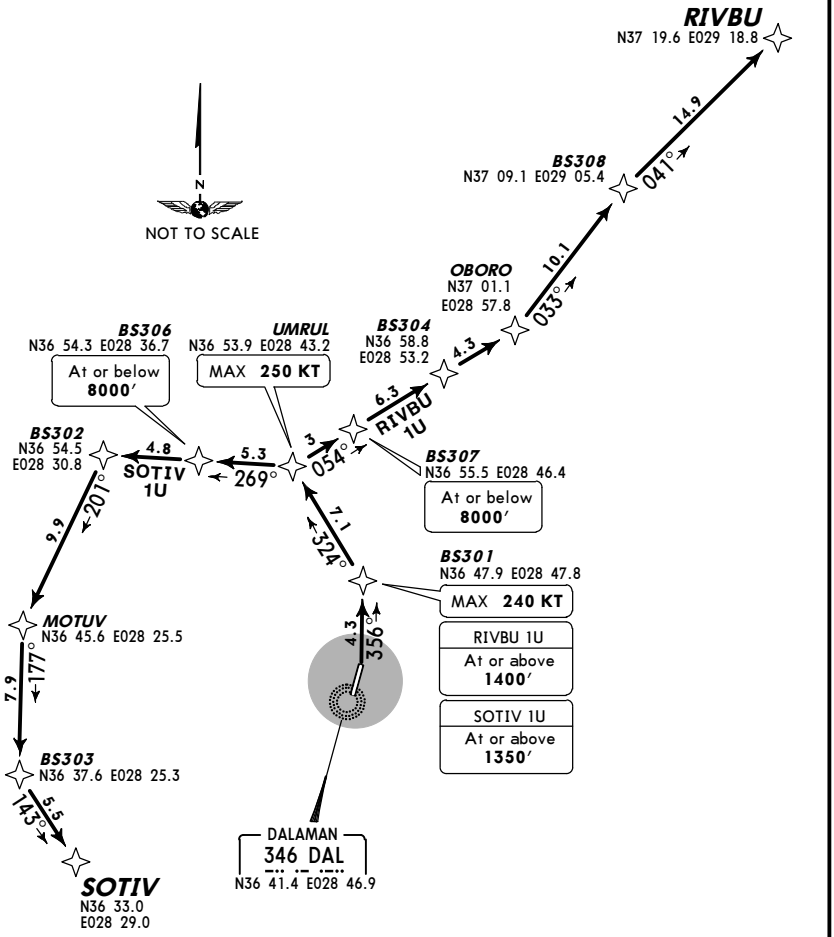
Apt Elev	
20′	Trans level: By ATC Trans alt: 12000′ 1. RADAR required. 2. P-RNAV approval required otherwise advice ATC.



RIVBU 1U *[RIVB1U]*
SOTIV 1U *[SOTI1U]*
RWY 01 RNAV DEPARTURES
RNAV (GNSS)



These SIDs require minimum climb gradients of

RIVBU 1U

322′ per NM (5.3%) up to 10000′.

SOTIV 1U

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
322′ per NM	402	537	805	1073	1342	1610

SID	ROUTING
RIVBU 1U	BS301 (1400′+; K240-) - UMRUL (K250-) - BS307 (8000′-) - BS304 - OBORO - BS308 - RIVBU.
SOTIV 1U	BS301 (1350′+; K240-) - UMRUL (K250-) - BS306 (8000′-) - BS302 - MOTUV - BS303 - SOTIV.

CHANGES: RNAV SIDs completely revised.

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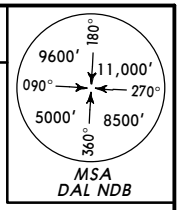
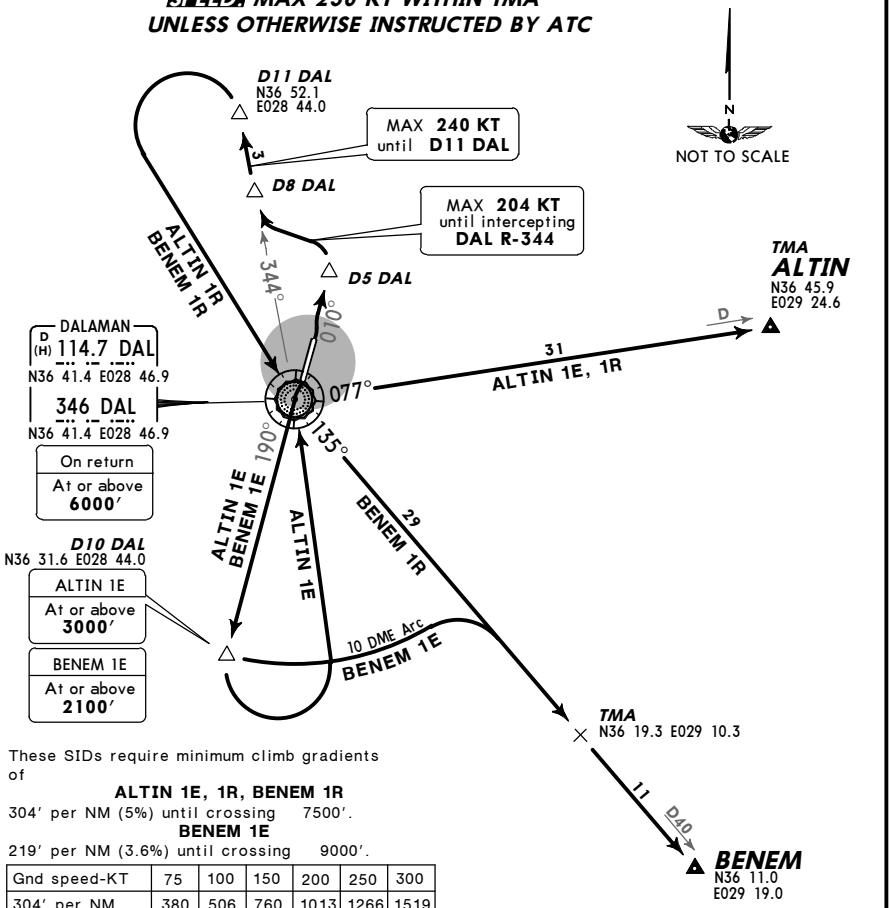
Apt Elev	
20′	Trans level: By ATC Trans alt: 12000′



ALTIN ONE ECHO (ALTIN 1E) *[ALTI1E]*
ALTIN ONE ROMEO (ALTIN 1R) *[ALTI1R]*
BENEM ONE ECHO (BENEM 1E) *[BENE1E]*
BENEM ONE ROMEO (BENEM 1R) *[BENE1R]*
RWYS 19, 01 DEPARTURES

BASED ON DAL VOR/DME

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



These SIDs require minimum climb gradients of

ALTIN 1E, 1R, BENEM 1R

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

BENEM 1E

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

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

SID	RWY	ROUTING
ALTIN 1E	**19**	Intercept DAL R-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.

CHANGES: Runway 01 initial climb speed resitriction.

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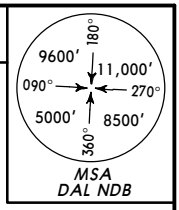
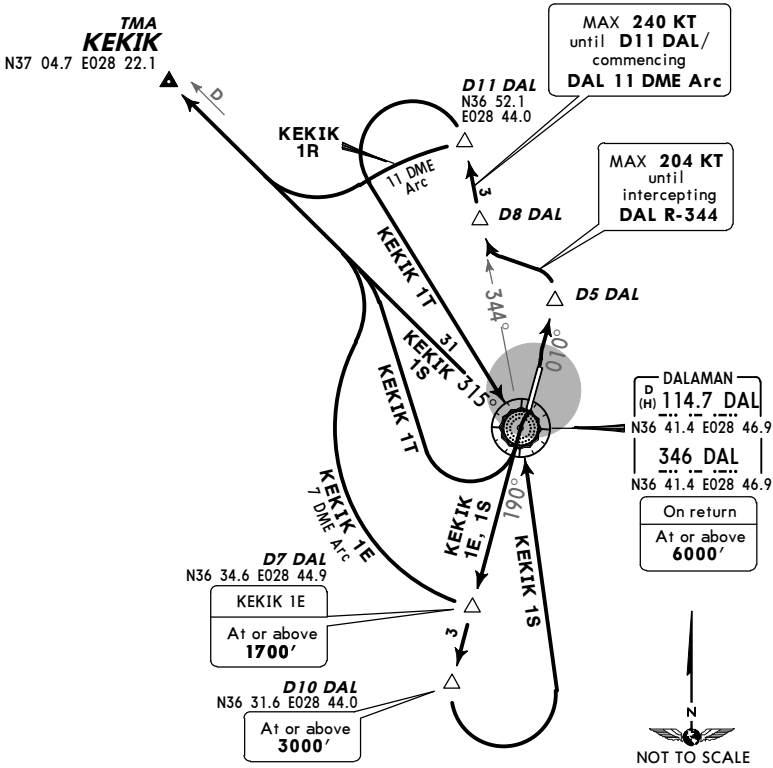
Apt Elev 20′	Trans level: By ATC Trans alt: 12000′



KEKIK ONE ECHO (KEKIK 1E) *[KEKI1E]*
KEKIK ONE ROMEO (KEKIK 1R) *[KEKI1R]*
KEKIK ONE SIERRA (KEKIK 1S) *[KEKI1S]*
KEKIK ONE TANGO (KEKIK 1T) *[KEKI1T]*
RWYS 19, 01 DEPARTURES

BASED ON DAL VOR/DME

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



These SIDs require minimum climb gradients of

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

KEKIK 1R, 1S, 1T
304′ per NM (5%) until crossing 7500′.

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

SID	RWY	ROUTING
KEKIK 1E	**19**	Intercept DAL R-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 resitriction.

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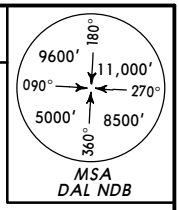
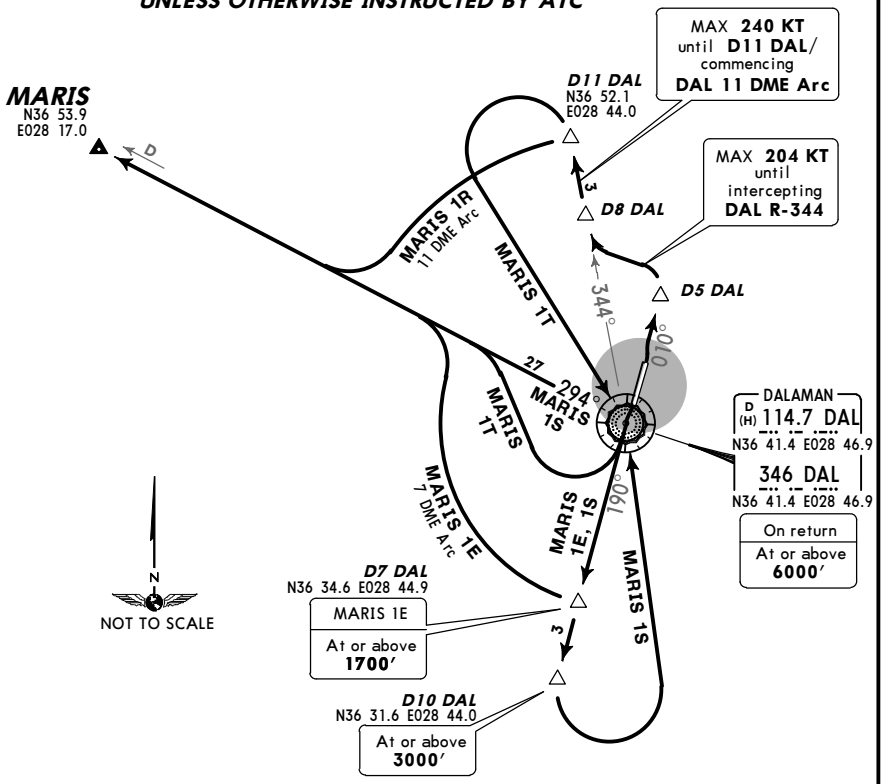
Apt Elev	Trans level: By ATC Trans alt: 12000′
20′	



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

BASED ON DAL VOR/DME

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



These SIDs require minimum climb gradients of

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

MARIS 1R, 1S, 1T
304′ per NM (5%) until crossing 7500′.

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

SID	RWY	ROUTING
MARIS 1E	**19**	Intercept DAL R-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 resitriction.

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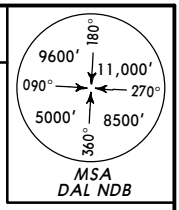
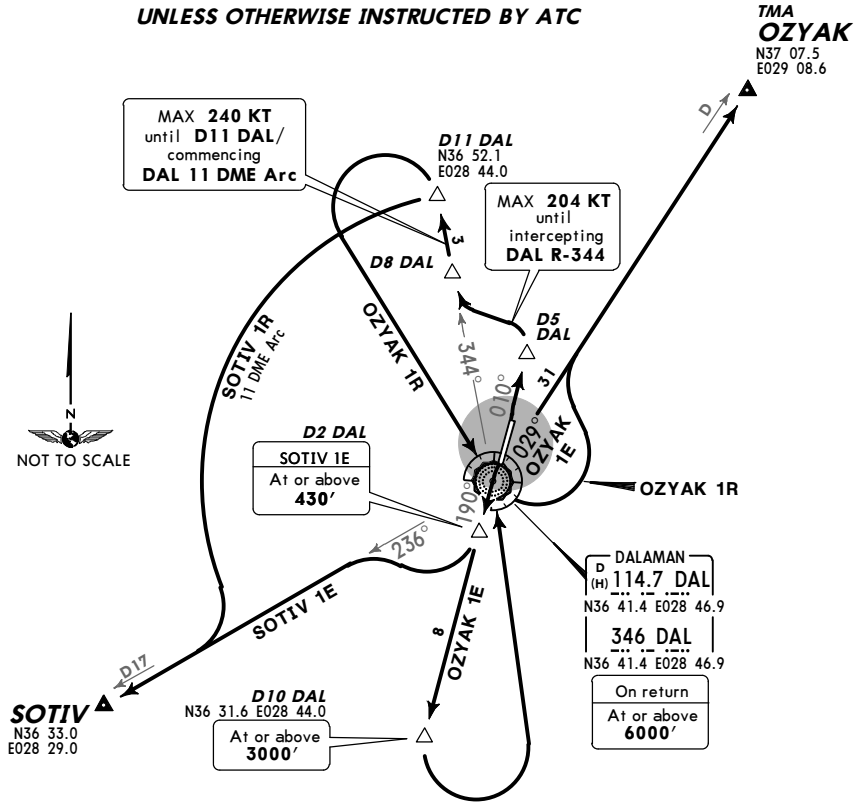
Apt Elev	Trans level: By ATC Trans alt: 12000′
20′	



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

BASED ON DAL VOR/DME

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



These SIDs require minimum climb gradients of

OZYAK 1E, 1R, SOTIV 1R
304′ per NM (5%) until crossing 7500′.

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

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

SID	RWY	ROUTING
OZYAK 1E	**19**	Intercept DAL R-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 resitriction.

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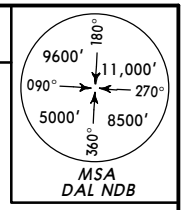
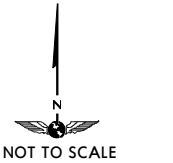
Apt Elev	
20′	Trans level: By ATC Trans alt: 12000′

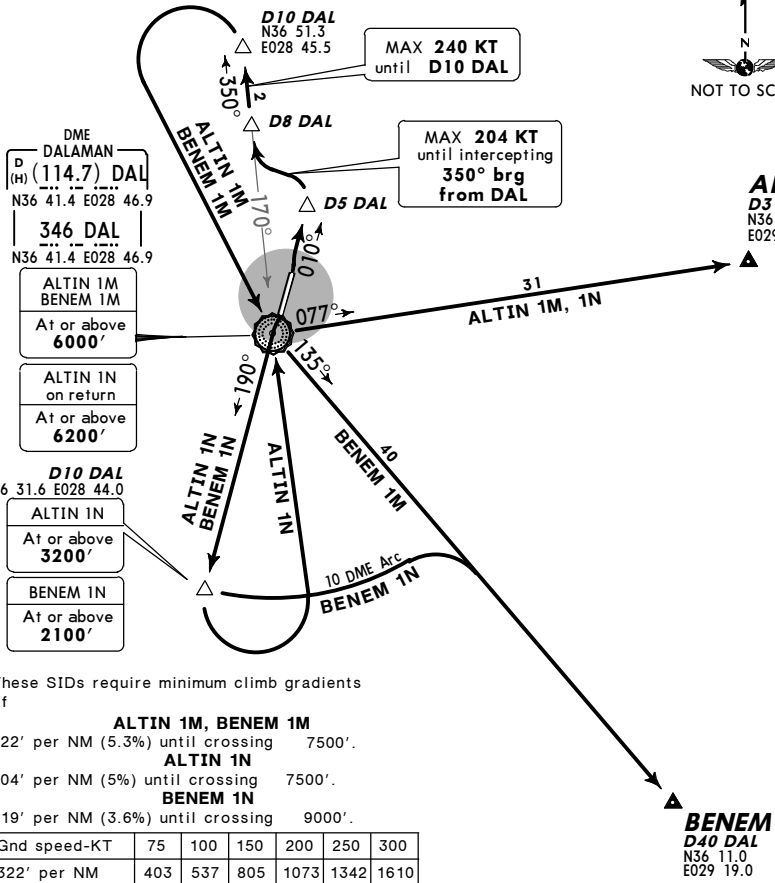
ALTIN ONE MIKE (ALTIN 1M) *[ALTI1M]*
ALTIN ONE NOVEMBER (ALTIN 1N) *[ALTI1N]*
BENEM ONE MIKE (BENEM 1M) *[BENE1M]*
BENEM ONE NOVEMBER (BENEM 1N)
RWYS 01, 19 DEPARTURES

BASED ON DAL NDB/DME

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







These SIDs require minimum climb gradients of

ALTIN 1M, BENEM 1M
322′ per NM (5.3%) until crossing 7500′.
ALTIN 1N
304′ per NM (5%) until crossing 7500′.
BENEM 1N
219′ per NM (3.6%) until crossing 9000′.

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

SID	RWY	ROUTING
ALTIN 1M	**01**	Intercept 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 resitriction.

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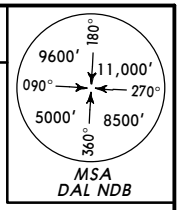
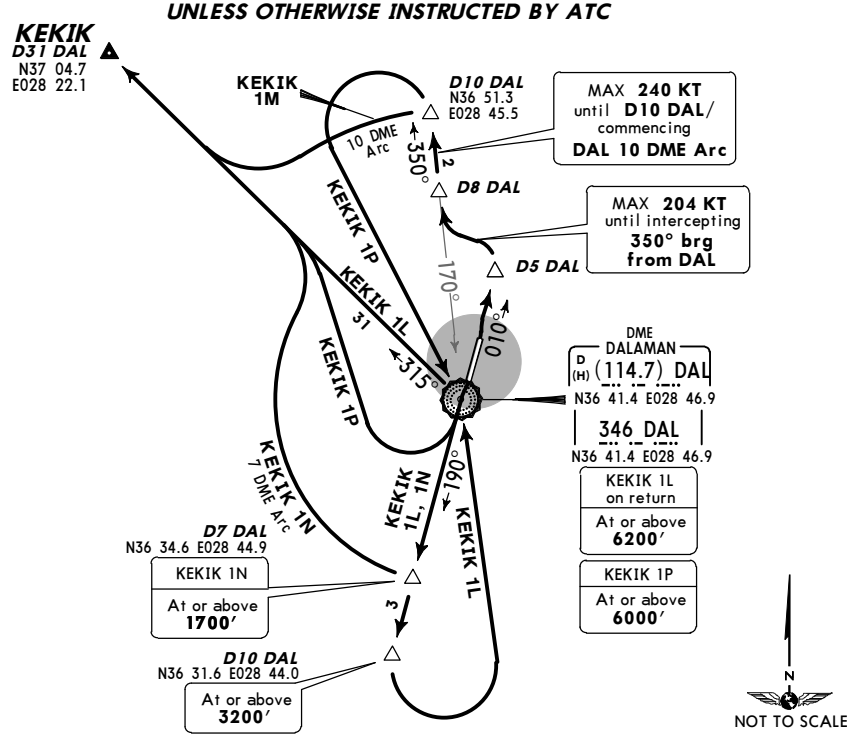
Apt Elev	
20′	Trans level: By ATC Trans alt: 12000′



KEKIK ONE LIMA (KEKIK 1L) *[KEKI1L]*
KEKIK ONE MIKE (KEKIK 1M)
KEKIK ONE NOVEMBER (KEKIK 1N)
KEKIK ONE PAPA (KEKIK 1P) *[KEKI1P]*
RWYS 19, 01 DEPARTURES

BASED ON DAL NDB/DME

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



These SIDs require minimum climb gradients of

KEKIK 1L
304′ per NM (5%) until crossing 7500′.

KEKIK 1M, 1P
322′ per NM (5.3%) until crossing 7500′.

KEKIK N
292′ per NM (4.8%) until crossing 7500′.

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

SID	RWY	ROUTING
KEKIK 1L	**19**	Intercept 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.

CHANGES: Runway 01 initial climb speed resitriction.

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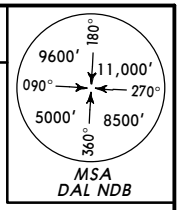
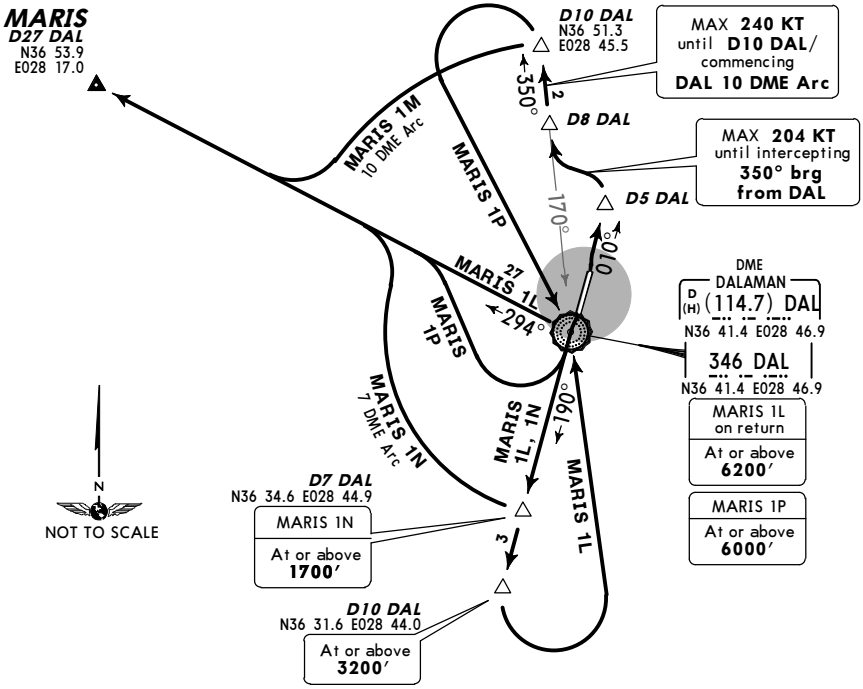
Apt Elev	
20′	Trans level: By ATC Trans alt: 12000′



MARIS ONE LIMA (MARIS 1L) *[MARI1L]*
MARIS ONE MIKE (MARIS 1M)
MARIS ONE NOVEMBER (MARIS 1N)
MARIS ONE PAPA (MARIS 1P) *[MARI1P]*
RWYS 19, 01 DEPARTURES

BASED ON DAL NDB/DME

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



These SIDs require minimum climb gradients of

MARIS 1L
304′ per NM (5%) until crossing 7500′.

MARIS 1M, 1P
322′ per NM (5.3%) until crossing 7500′.

MARIS 1N
292′ per NM (4.8%) until crossing 7500′.

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

SID	RWY	ROUTING
MARIS 1L	**19**	Intercept 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 resitriction.

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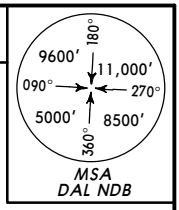
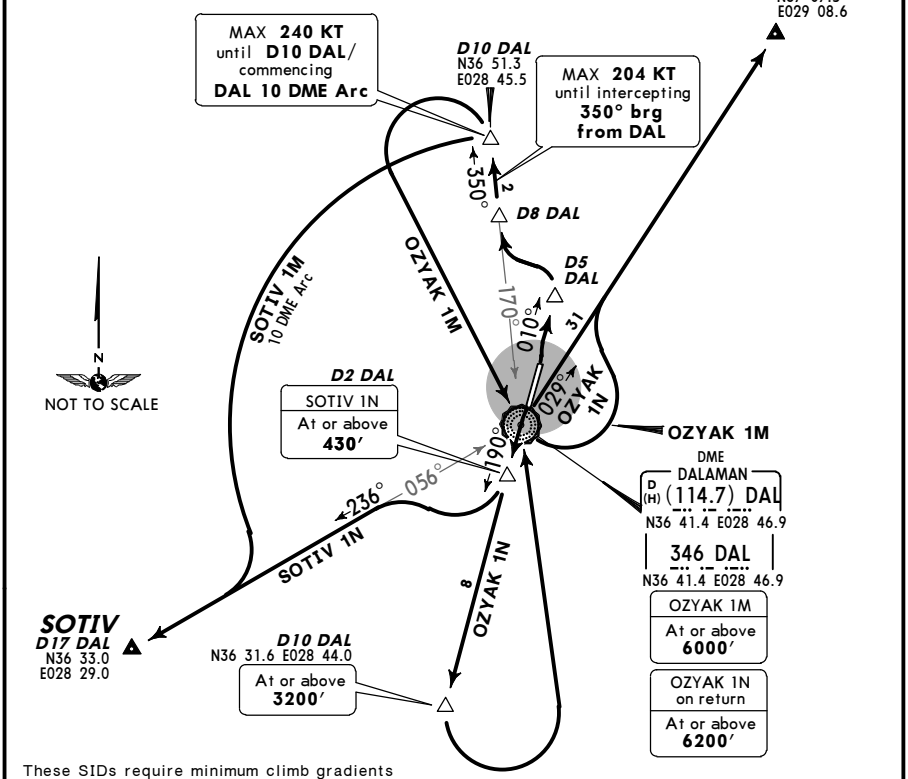
Apt Elev	Trans level: By ATC Trans alt: 12000′
20′	



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.

CHANGES: Runway 01 initial climb speed resitriction.

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LTBS/DLM

Apt Elev **20′**

N36 42.8 E028 47.5

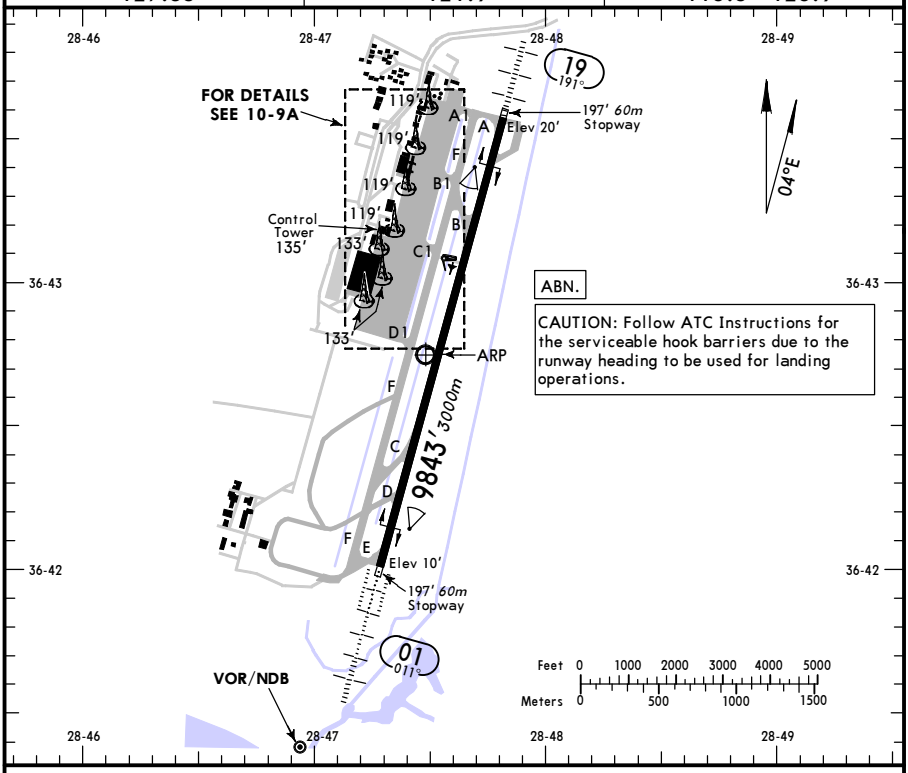
JEPPESEN

5 SEP 14 (10-9) **Eff 18 Sep**

MUGLA, TURKEY

DALAMAN

ATIS	DALAMAN Ground	Tower
127.35	121.9	118.5 128.9



ADDITIONAL RUNWAY INFORMATION

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

❶ TAKE-OFF RUN AVAILABLE

RWY 01:

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

RWY 19:

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

Standard TAKE-OFF 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: None.

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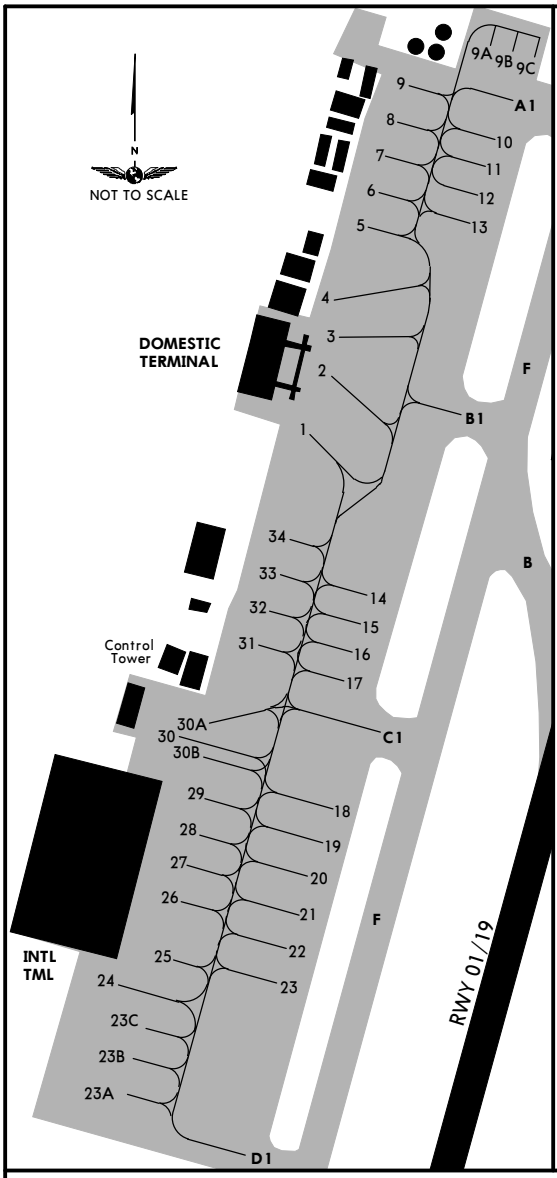

INS COORDINATES

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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LTBS/DLM
DALAMAN

JEPPESEN

22 APR 16
Eff 28 Apr

(11-1)

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

ATIS	DALAMAN Approach (R)				DALAMAN Tower		Ground
127.350	119.225	122.4	124.4	126.050	118.5	128.9	121.9

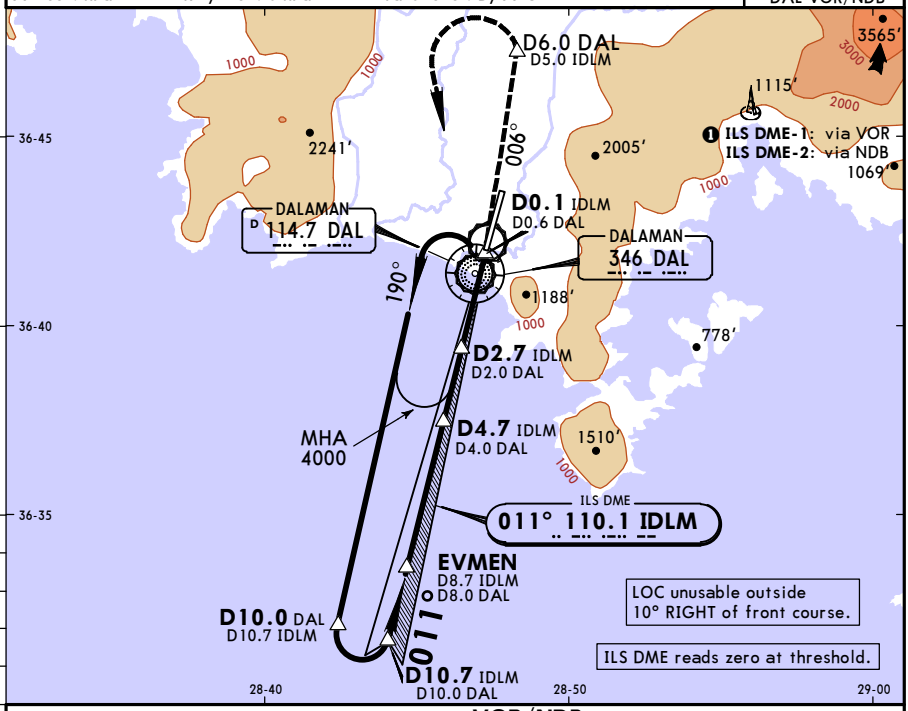
BRIEFING STRIP

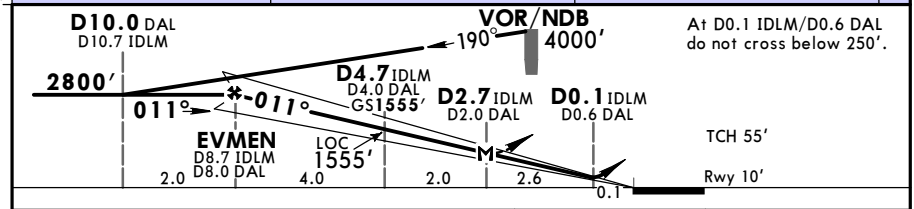
LOC IDLM	Final Apch Crs	GS	ILS DA(H)	Apt Elev 20′
110.1	**011°**	**D4.7 IDLM/D4.0 DAL** **1555′**(1545′)	Refer to Minimums	Rwy 10′

MISSED APCH: Climb on R-006/006° from NDB to D6.0 DAL/D5.0 IDLM, 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′

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





Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at D2.7 IDLM/D2.0 DAL						

HIALS-II, REIL, PAPI, PAPI

Refer to Missed Apch above

PANS OPS

Standard STRAIGHT-IN LANDING RWY **01**

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

CIRCLE-TO-LAND: Not authorized East of apt

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

CHANGES: Procedure.

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LTBS/DLM
DALAMAN

JEPPESEN
22 APR 16 (11-2) Eff 28 Apr

MUGLA, TURKEY
LOC Rwy 19

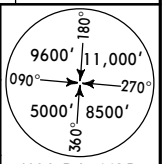
BRIEFING STRIP TM

ATIS	DALAMAN Approach (R)				DALAMAN Tower		Ground
127.350	119.225	122.4	124.4	126.050	118.5	128.9	121.9

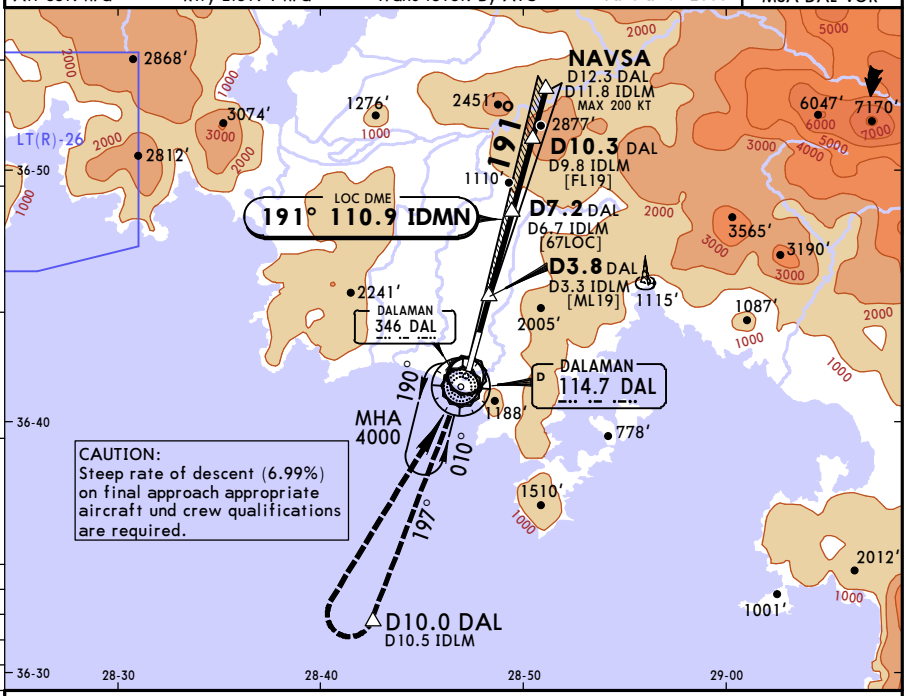
LOC IDMN	Final Apch Crs	Minimum Alt NAVSA	MDA(H)	Apt Elev 20′
110.9	191°	4300′ (4280′)	720′ (700′)	Rwy 20′

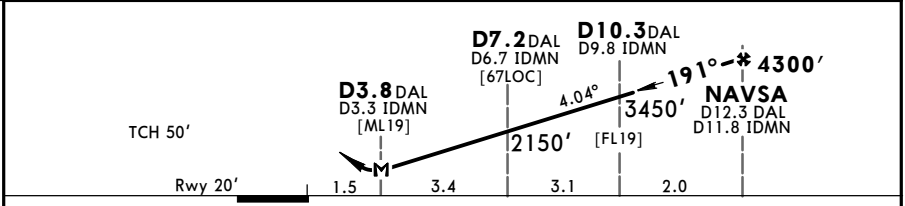
MISSED APCH: Climb and proceed to VOR then establish R-197 until D10.0 DAL/D10.5 IDMN then turn RIGHT and proceed to VOR and hold at 4000′.

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



MSA DAL VOR





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	4.04°	501	644	715	858	1001	1144
MAP at D3.8 DAL/D3.3 IDMN							

HIALS
REIL
PAPI PAPI

DAL 114.7

PANS OPS

Standard STRAIGHT-IN LANDING RWY 19

MDA(H) 720′ (700′)

		ALS out
A	2400m	2900m
B		
C	3100m	3600m
D		

CIRCLE-TO-LAND
Not authorized East of airport

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

CHANGES: None.

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LTBS/DLM
DALAMAN

JEPPESEN

10 OCT 14 (12-1)

MUGLA, TURKEY
RNAV (GNSS) Rwy 19

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

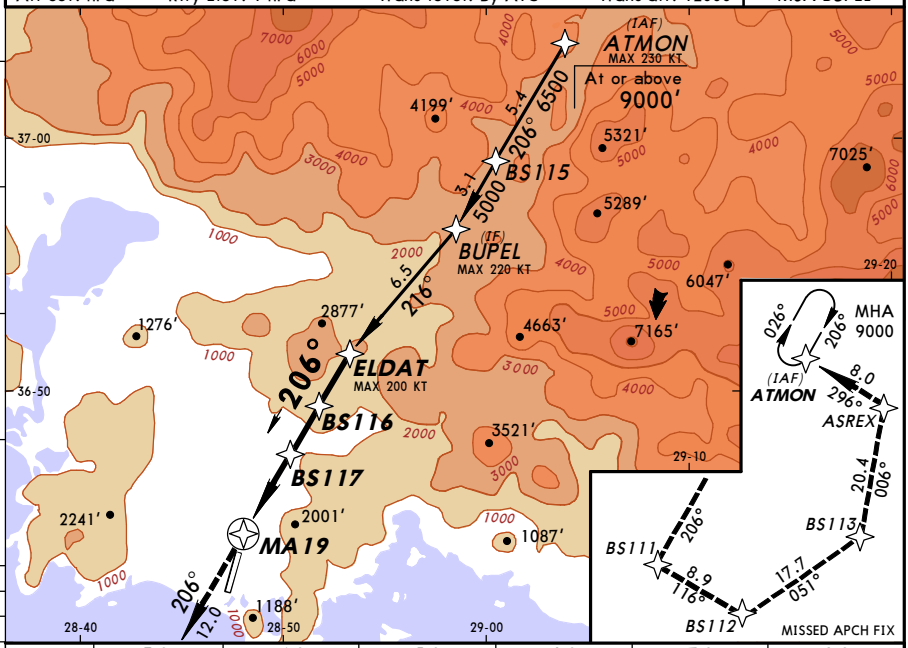
BRIEFING STRIP TM

RNAV	Final Apch Crs	Mandatory Alt	LNAV MDA(H)	Apt Elev / RWY
	206°	ELDAT 3400′ (3380′)	1020′ (1000′)	Apt Elev 20′ / RWY 20′

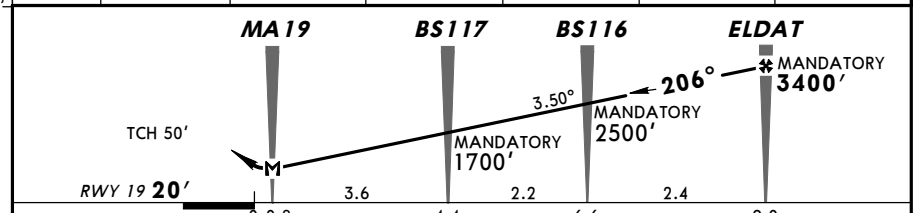
MISSED APCH: Climbing to 9000′ from MA19 to BS111, then turn LEFT to BS112, then turn LEFT to BS113, then turn LEFT to ASREX, then turn LEFT to ATMON and hold.

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

MSA BUPEL: 10000′; 081° 7000′; 001° 7000′



DIST to THR	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE	1180′	1550′	1920′	2290′	2660′	3030′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.50°	434	557	619	743	867	991
MAP at MA19						

HIALS REIL PAPI PAPI

BS111

PANS OPS

Standard STRAIGHT-IN LANDING RWY 19 LNAV

MDA(H) 1020′(1000′)

		ALS out
A	3600m	4100m
B		
C	4500m	5000m
D		

CIRCLE-TO-LAND
CAUTION:
Not authorized
East of airport

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

CHANGES: Waypoint designation.

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LTBS/DLM DALAMAN

JEPPESEN

10 OCT 14 (13-1)

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

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

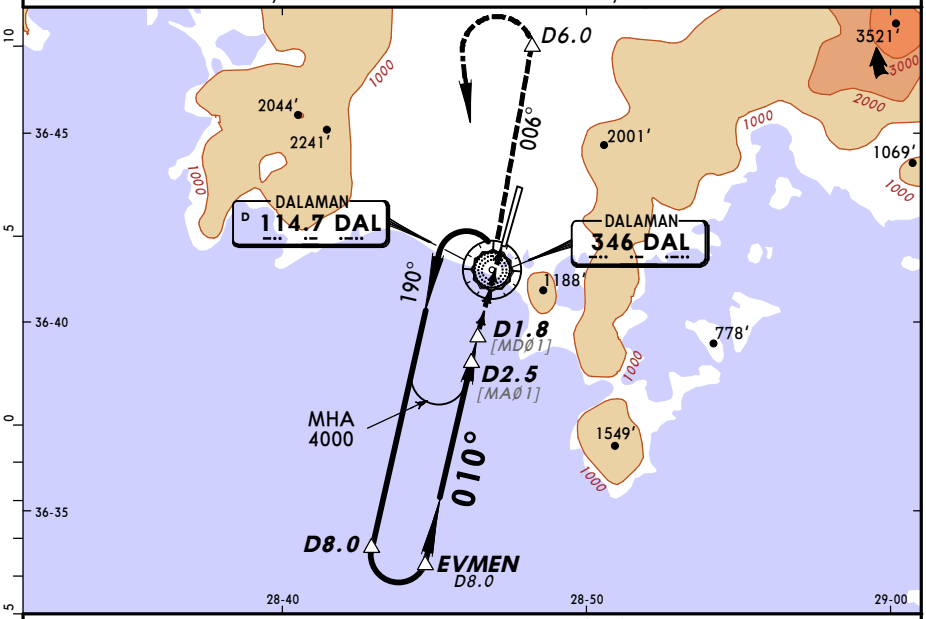
BRIEFING STRIP

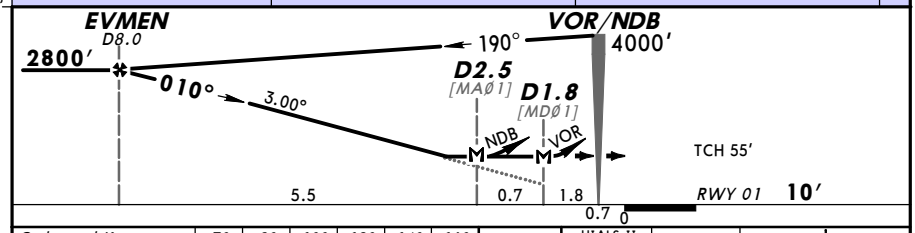
VOR DAL 114.7	Final Apch Crs 010°	Minimum Alt EVMEN 2800′ (2790′)	VOR MDA(H) 900′ (890′)	Apt Elev 20′
NDB DAL 346			NDB MDA(H) 1200′ (1190′)	RWY 10′

MISSED APCH: Climb on R-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.

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

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





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
VOR: MAP at D1.8						
NDB: MAP at D2.5						

HIALS-II, REIL, PAPI, PAPI

185 KT MAX

D6.0 ↑ on DAL 114.7 R-006

Standard STRAIGHT-IN LANDING RWY 01

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

CIRCLE-TO-LAND

Not authorized East of apt

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

PANS OPS

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

BRIEFING STRIP

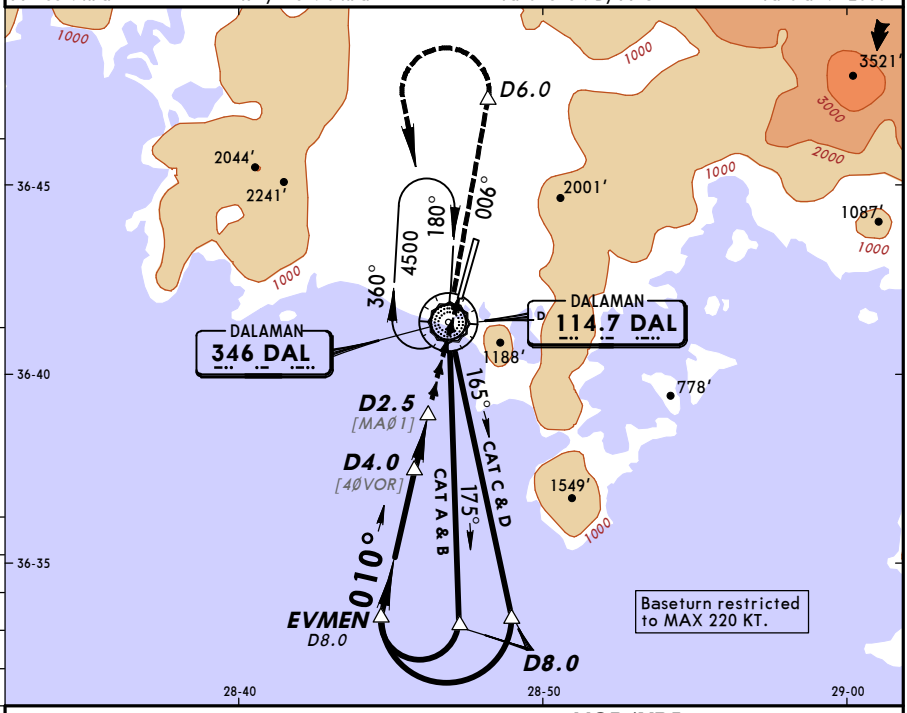
ATIS	DALAMAN Approach (R)				DALAMAN Tower		Ground
127.35	119.22	122.4	124.4	126.05	118.5	128.9	121.9

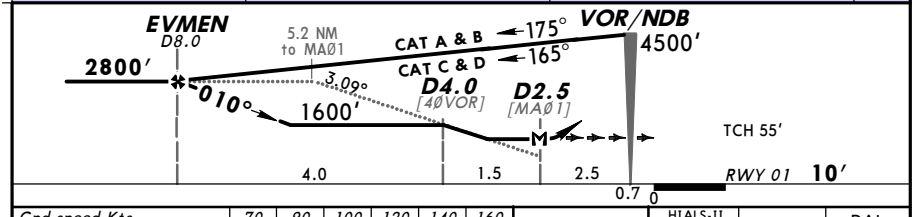
VOR	NDB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
DAL 114.7	DAL 346	010°	EVMEN 2800′ (2790′)	1200′ (1190′)	20′ / 10′

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

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





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

HIALS-II, REIL, PAPI, PAPI

185 KT MAX

DAL 114.7 346

Standard STRAIGHT-IN LANDING RWY 01

MDA(H) 1200′ (1190′)

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

CIRCLE-TO-LAND
Not authorized East of airport

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

PANS OPS

CHANGES: Bearings. FAF.

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LTBS/DLM
DALAMAN

JEPPESEN

18 JUL 14 (13-3) Eff 24 Jul

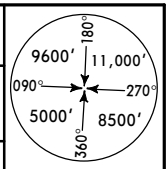
MUGLA, TURKEY
VOR DME

BRIEFING STRIP TM

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

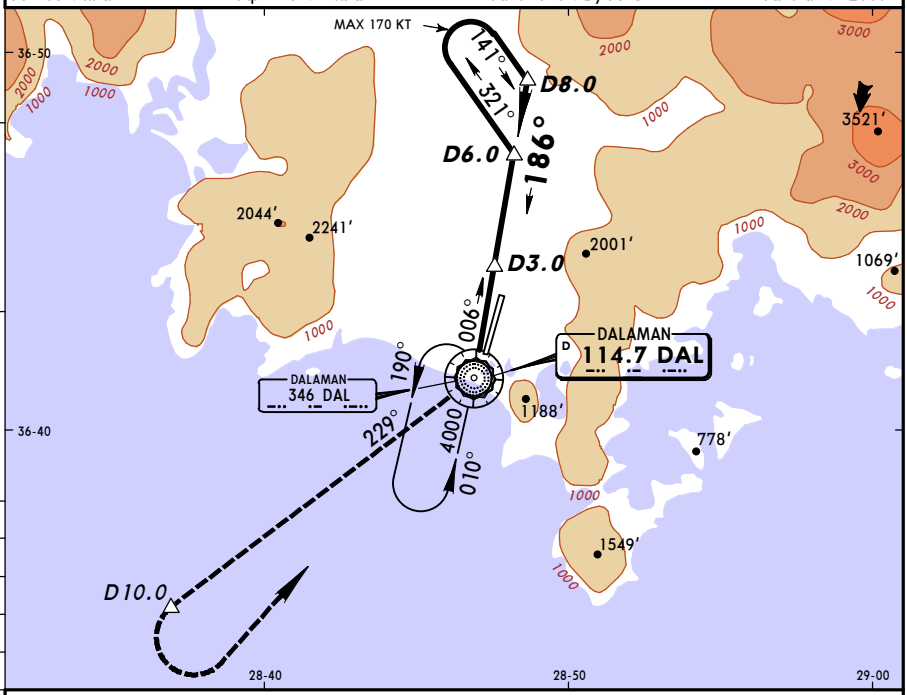
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev
DAL 114.7	186°	D6.0 3200′ (3180′)	Refer to Minimums	20′

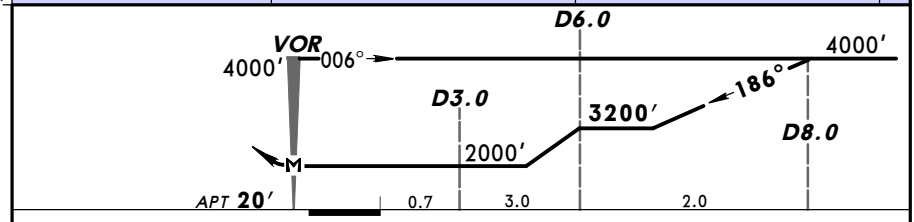
MISSED APCH: Climb on R-229 to 3000′ to D10.0, then turn LEFT climbing to 4000′ to VOR and hold.



MSA DAL VOR

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





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

PANS OPS

Standard STRAIGHT-IN LANDING

A	NOT AUTHORIZED
B	
C	
D	

CIRCLE-TO-LAND

Not authorized East of airport

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

CHANGES: Bearings.

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LTBS/DLM
DALAMAN

JEPPESEN

18 JUL 14 (13-4) Eff 24 Jul

MUGLA, TURKEY
VOR or NDB

BRIEFING STRIP TM

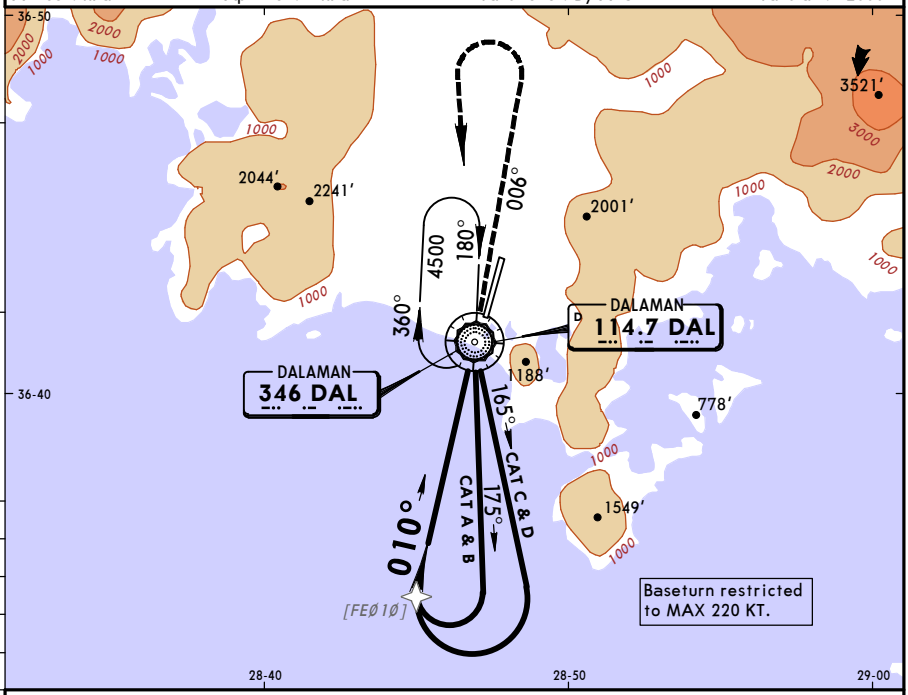
ATIS	DALAMAN Approach (R)				DALAMAN Tower		Ground
127.35	119.22	122.4	124.4	126.05	118.5	128.9	121.9

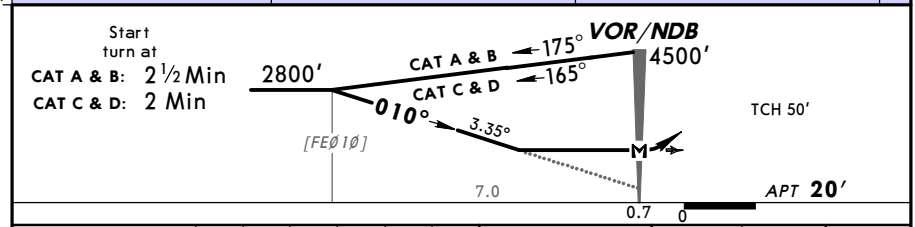
VOR	NDB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 20′
DAL 114.7	DAL 346	010°	No FAF	Refer to Minimums	

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.

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

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





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

Lighting-Refer to Airport Chart: 2400′ on 006°

PANS OPS

Standard STRAIGHT-IN LANDING

A	NOT AUTHORIZED
B	
C	
D	

CIRCLE-TO-LAND

Not authorized East of airport

Max Kts	MDA(H)	VIS
100	1600′ (1580′)	5000m
135		
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

BRIEFING STRIP TM

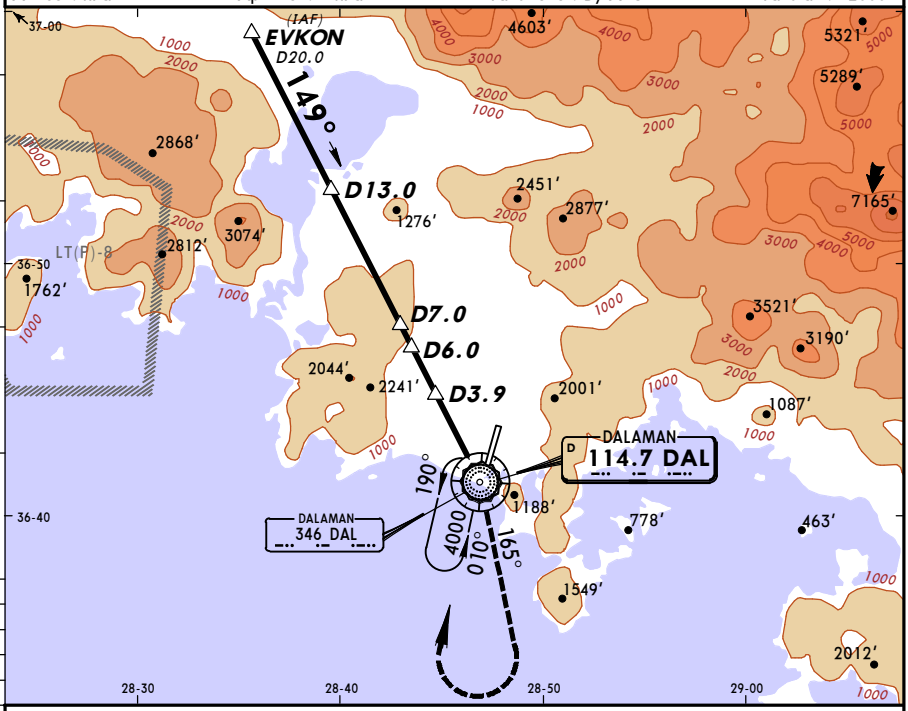
ATIS	DALAMAN Approach (R)				DALAMAN Tower		Ground
127.35	119.22	122.4	124.4	126.05	118.5	128.9	121.9

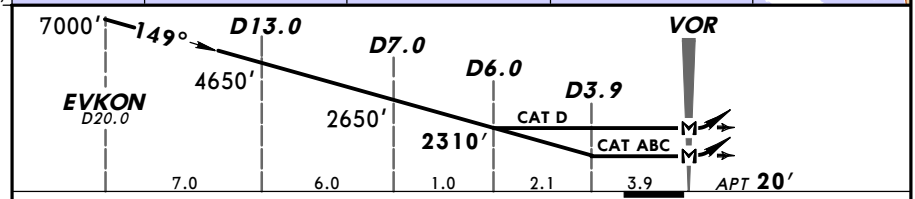
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev
DAL 114.7	149°	D6.0 2310′ (2290′)	Refer to Minimums	20′

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

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

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





MAP at VOR							

Lighting-Refer to Airport Chart | 3100′ on DAL 114.7 R-165

Standard STRAIGHT-IN LANDING

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

PANS OPS

CHANGES: Bearings.

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Chart changes since cycle 12-2016

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

MUGLA, (DALAMAN - LTBS)

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No Chart Change Notices for Airport LTBS