

## List of pages in this Trip Kit

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Revision Letter For Cycle 02-2019

Change Notices

Notebook

## General Information

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

Airport Use: Public  
Daylight Savings: Not Observed  
UTC Conversion: -3:00 = UTC  
Magnetic Variation: 4.0° E

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

Sunrise: 0458 Z  
Sunset: 1523 Z

## Runway Information

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

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

Runway: 18C  
Length x Width: 11155 ft x 148 ft  
Surface Type: concrete  
TDZ-Elev: 174 ft  
Lighting: Edge, ALS, REIL  
Stopway: 197 ft

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

Surface Type: concrete  
TDZ-Elev: 175 ft  
Lighting: Edge, ALS, REIL  
Stopway: 197 ft

Runway: 36R  
Length x Width: 11155 ft x 148 ft  
Surface Type: concrete  
TDZ-Elev: 171 ft  
Lighting: Edge, ALS, Centerline, REIL, TDZ  
Stopway: 197 ft

Runway: 18R  
Length x Width: 9810 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 174 ft  
Lighting: Edge, ALS, REIL  
Stopway: 295 ft

## Communication Information

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

LTAI/AYT  
ANTALYA INTL

JEPPesen

25 JAN 19

10-1P

Eff 31 Jan

ANTALYA, TURKEY  
AIRPORT BRIEFING

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## 1. GENERAL

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### 1.1. ATIS

D-ATIS Arrival 118.275

D-ATIS Departure 136.125

### 1.2. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

#### 1.2.1. A-SMGCS UTILISING MODE S

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

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

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

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

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

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

### 1.3. PREFERENTIAL RWY SYSTEM (PRS)

Announcement of PRS Operations in Progress by ATIS.

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

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

PRS Operations shall be used when:

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

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

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

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AIRPORT BRIEFING

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## 1. GENERAL

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

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

1. GNSS based RNAV STARS for LTAI start from the waypoints/fixes HISAR, EKNUD, PIDEV, ADBEL, KULOL, GELKI, TOMBI, LORKO, NESIL, KOZLU, BABSA and EKSEN. These waypoints/fixes shall be the last element of the flight planned routes for the P-RNAV approved ACFT as illustrated below:

- A flight planned route for the arrivals to LTAI via CRD;

EXAMPLE: ..... CRD UR55 KOZLU

2. GNSS based RNAV SIDS for LTAI end at the waypoints/fixes HISAR, PIDEV, ADBEL, KULOL, GELKI, TOMBI, LORKO, EVBOL, NESIL and EKSEN. These waypoints/fixes shall be the first element of the flight planned routes for the P-RNAV approved ACFT as illustrated below:

- A flight planned route for the departures from LTAI via HISAR;

EXAMPLE: HISAR UW77 .....

### 1.5. PARKING INFORMATION

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

When approaching and leaving the parking stands, the jet engine ACFT parked in the stands 216 thru 226 shall start-up their engines in low running condition in order to avoid any problems. The parking stands 238 thru 247 are designated for ACFT whose wingspan does not exceed 79'/24m and also connection rings have been installed for windy weather.

### 1.6. OTHER INFORMATION

Birds in the vicinity of the APT.

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## 2. ARRIVAL

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### 2.1. COMMUNICATION FAILURE PROCEDURE

#### 2.1.1. RF FOR IFR FLIGHTS OUTSIDE TMA

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

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10-1P2

Eff 31 Jan

ANTALYA, TURKEY

AIRPORT BRIEFING

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## 2. ARRIVAL

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### 2.1.2. RF FOR IFR FLIGHTS INSIDE TMA

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

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

#### ACFT at or above 12,000'

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

#### ACFT below 12,000', at or above 3000'

Select transponder code 7600. Proceed to LRA VOR, descend or maintain last assigned and acknowledged altitude. Descend to 3000' over LRA VOR and execute Instrument Approach Procedure (IAP) and land.

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

#### ACFT below 3000'

Select transponder code 7600. Proceed to relevant FAF and land.

### 2.2. CAT II OPERATIONS

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

### 2.3. MINIMUM RWY OCCUPANCY TIME

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

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

### 2.4. GROUND MOVEMENTS

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

#### RWY 18L

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

#### RWY 36R

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

### 2.5. NOISE ABATEMENT

APU must be switched off within 5 minutes after parking.

### 2.6. OTHER INFORMATION

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

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

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AIRPORT BRIEFING**3. DEPARTURE****3.1. START-UP PROCEDURES**

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

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

**3.2. MINIMUM RWY OCCUPANCY TIME**

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

**3.3. NOISE ABATEMENT PROCEDURES**

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

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

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

**3.4. GROUND MOVEMENTS**

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

**RWY 18L**

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

**RWY 18C**

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

**RWY 36C**

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

**RWY 36R**

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

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**ANTALYA**

**JEPPESEN**

**ANTALYA, TURKEY**

18 JUL 14

**10-1R**

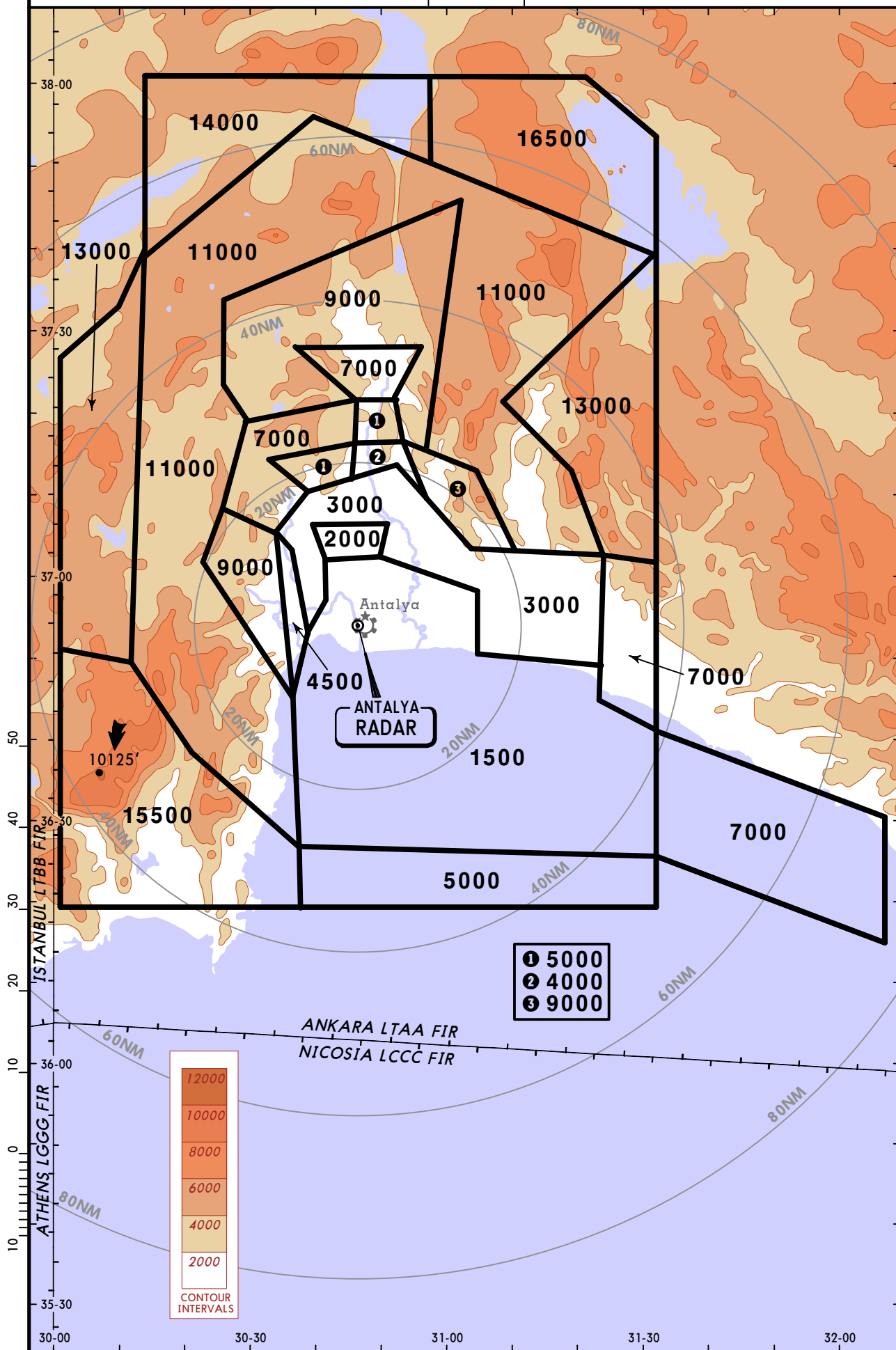
Eff 24 Jul

**RADAR MINIMUM ALTITUDES**

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

Apt Elev  
177'

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



CHANGES: Communication.

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**LTAI/AYT**  
ANTALYA INTL

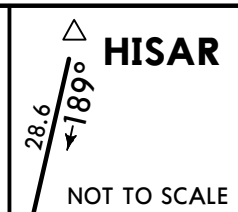


**ANTALYA, TURKEY**

15 DEC 17 **10-2**

**RNAV STAR**

ATIS <b>118.275</b>	Alt Set: hPa Trans level: By ATC 1. RNAV (GNSS). 2. RADAR required. 3. P-RNAV approval required otherwise advise ATC. 4. On downwind EXPECT vectors to final. 5. At first contact with ANTALYA APP report only callsign, and report if unable to comply RNAV STAR. 6. Descend as cleared. 7. ATC may clear the aircraft direct to a waypoint published in a STAR. After reaching this waypoint, follow remaining part of STAR.
Apt Elev <b>177</b>	

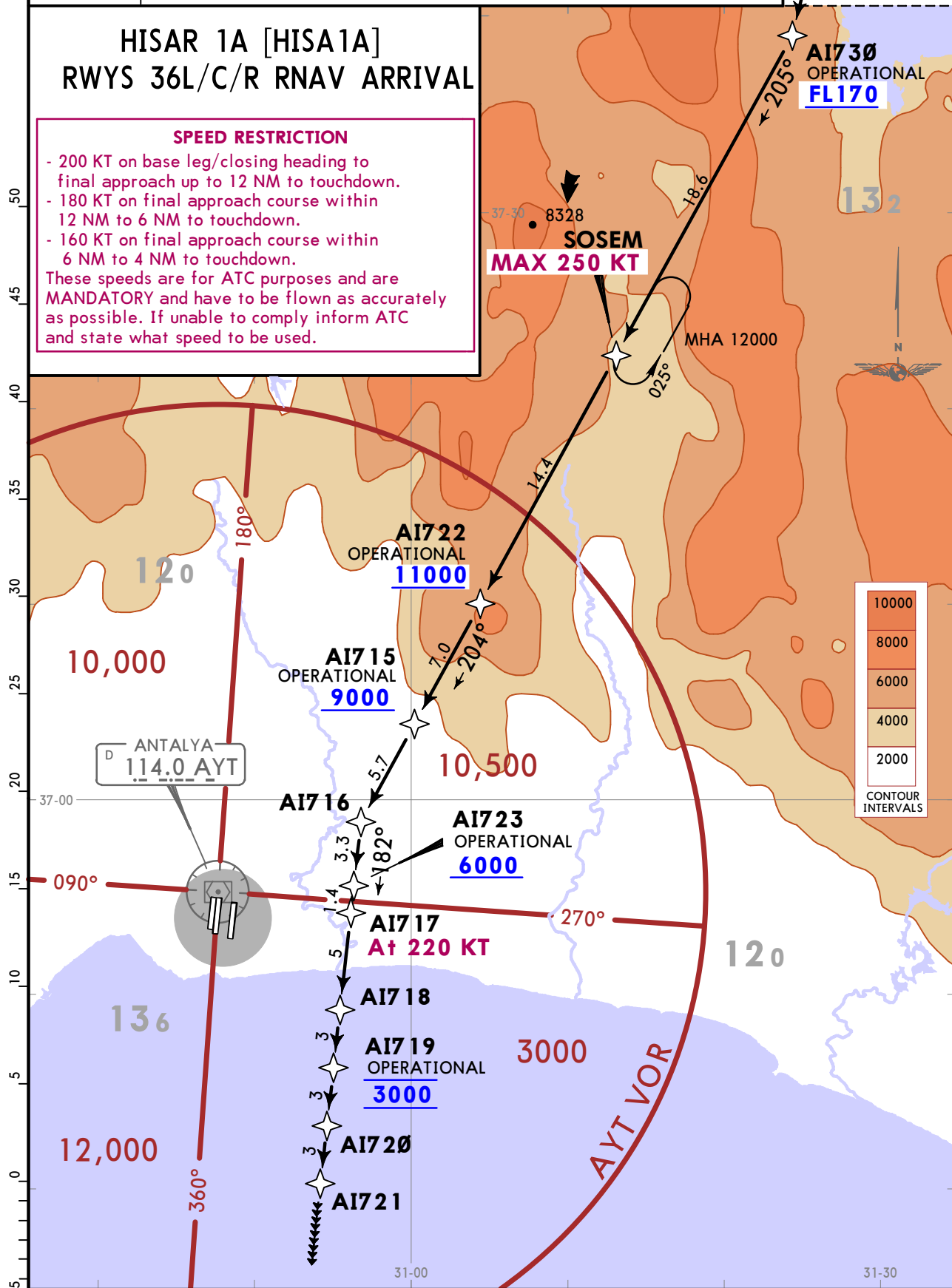


**HISAR 1A [HISA1A]**  
**RWYS 36L/C/R RNAV ARRIVAL**

**SPEED RESTRICTION**

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

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



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

**LTAI/AYT**  
ANTALYA INTL

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**ANTALYA, TURKEY**

15 DEC 17 **(10-2A)**

**RNAV STAR**

ATIS <b>118.275</b>	Alt Set: hPa Trans level: By ATC <b>1. RNAV (GNSS). 2. RADAR required. 3. P-RNAV approval required otherwise advise ATC. 4. On downwind EXPECT vectors to final.</b> 5. At first contact with ANTALYA APP report only callsign, and report if unable to comply RNAV STAR. 6. Descend as cleared. 7. ATC may clear the aircraft direct to a waypoint published in a STAR. After reaching this waypoint, follow remaining part of STAR.
Apt Elev <b>177</b>	

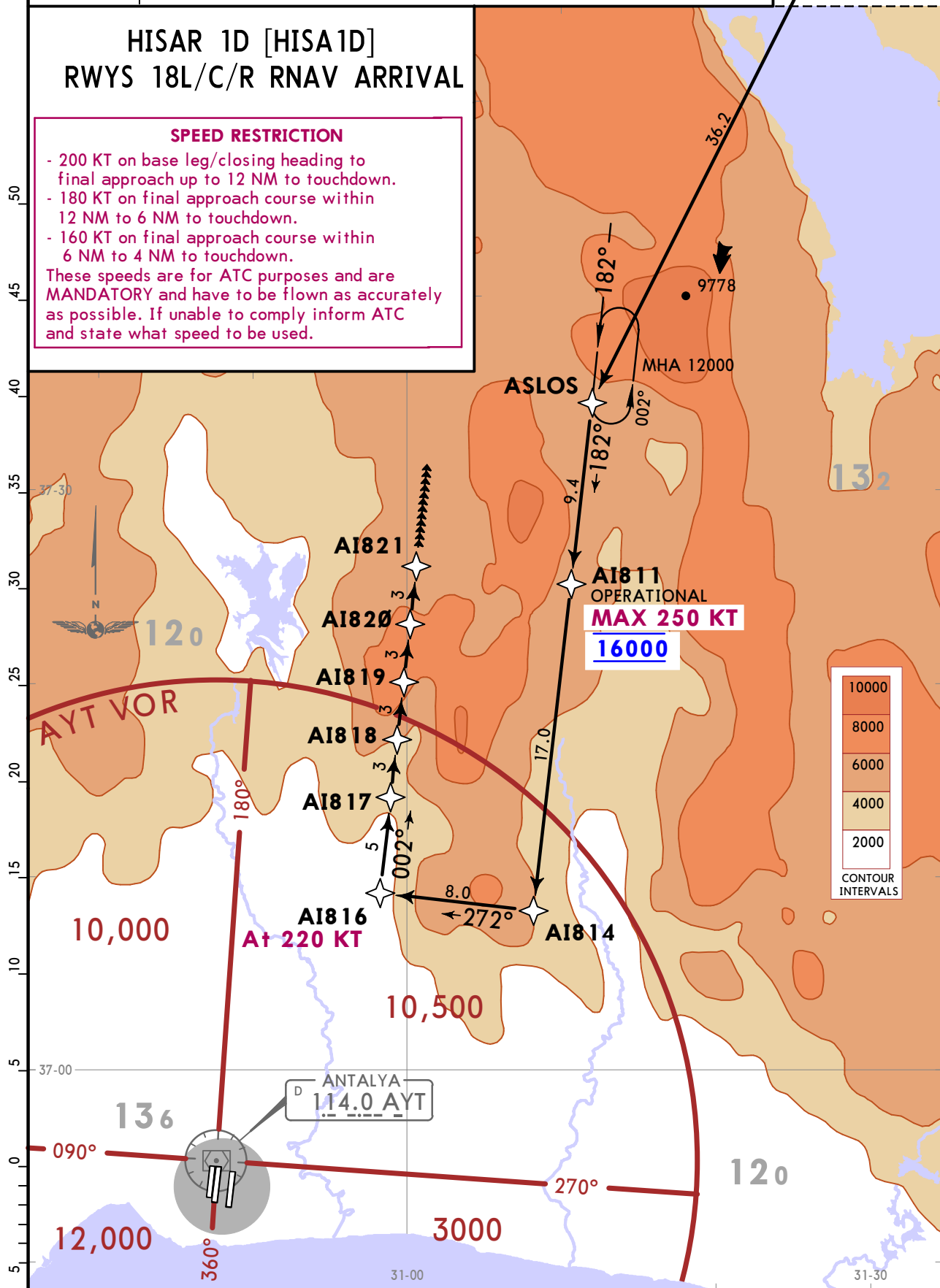


**HISAR 1D [HISA1D]**  
**RWYS 18L/C/R RNAV ARRIVAL**

**SPEED RESTRICTION**

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

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

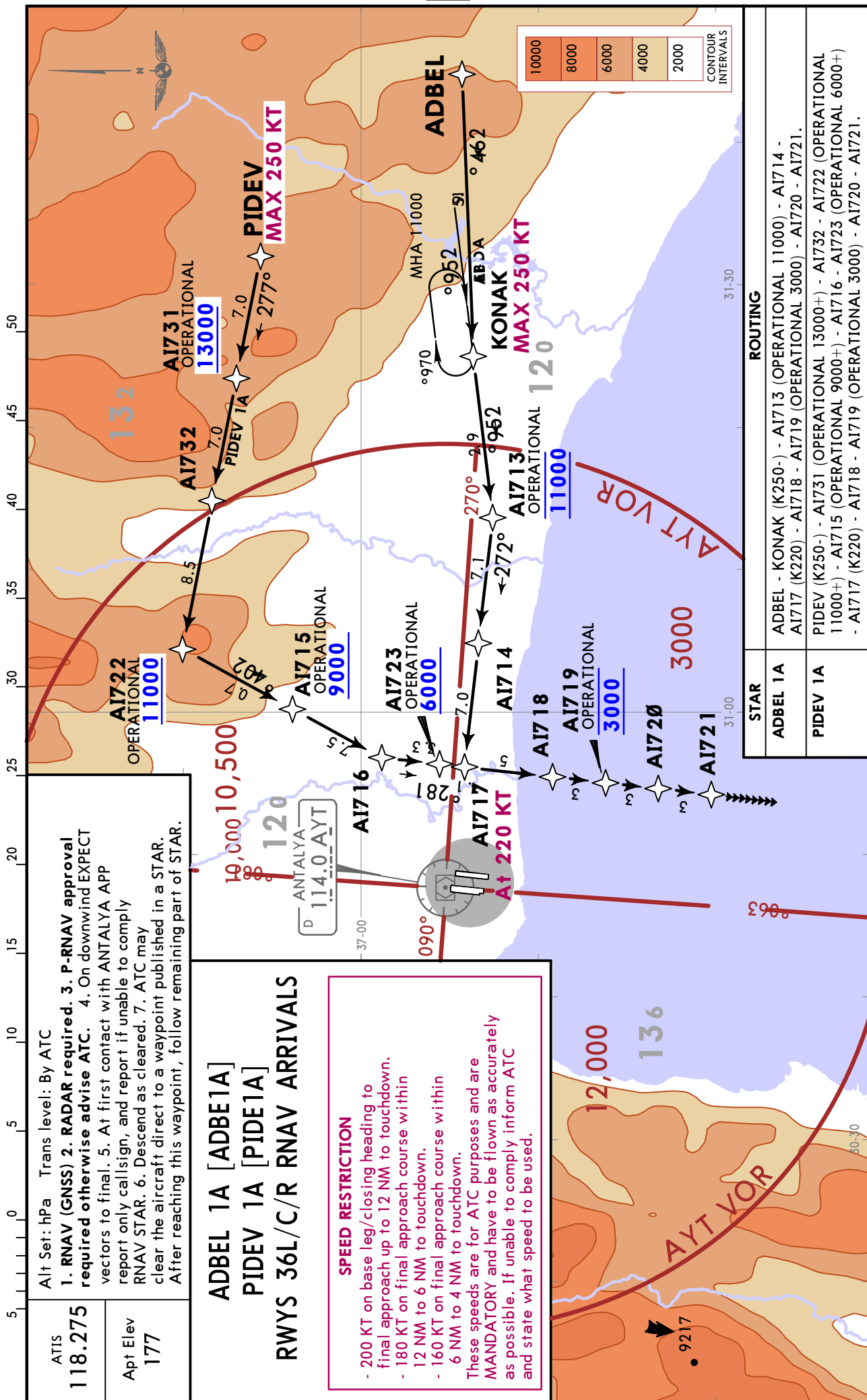


**ROUTING**  
 HISAR - ASLOS - AI811 (K250-; OPERATIONAL 16000) - AI814 - AI816 (K220) - AI817 - AI818 - AI819 - AI820 - AI821.

LTAI/AYT  
ANTALYA INTL

JEPPesen  
15 DEC 17 (10-2B)

ANTALYA, TURKEY  
RNAV STAR



Alt Set: hPa Trans level: By ATC  
**1. RNAV (GNSS) 2. RADAR required. 3. P-RNAV approval required otherwise advise ATC.** 4. On downwind EXPECT vectors to final. 5. At first contact with ANTALYA APP report only call sign, and report if unable to comply with RNAV STAR. 6. Descend as cleared. 7. ATC may clear the aircraft direct to a waypoint published in a STAR. After reaching this waypoint, follow remaining part of STAR.

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

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

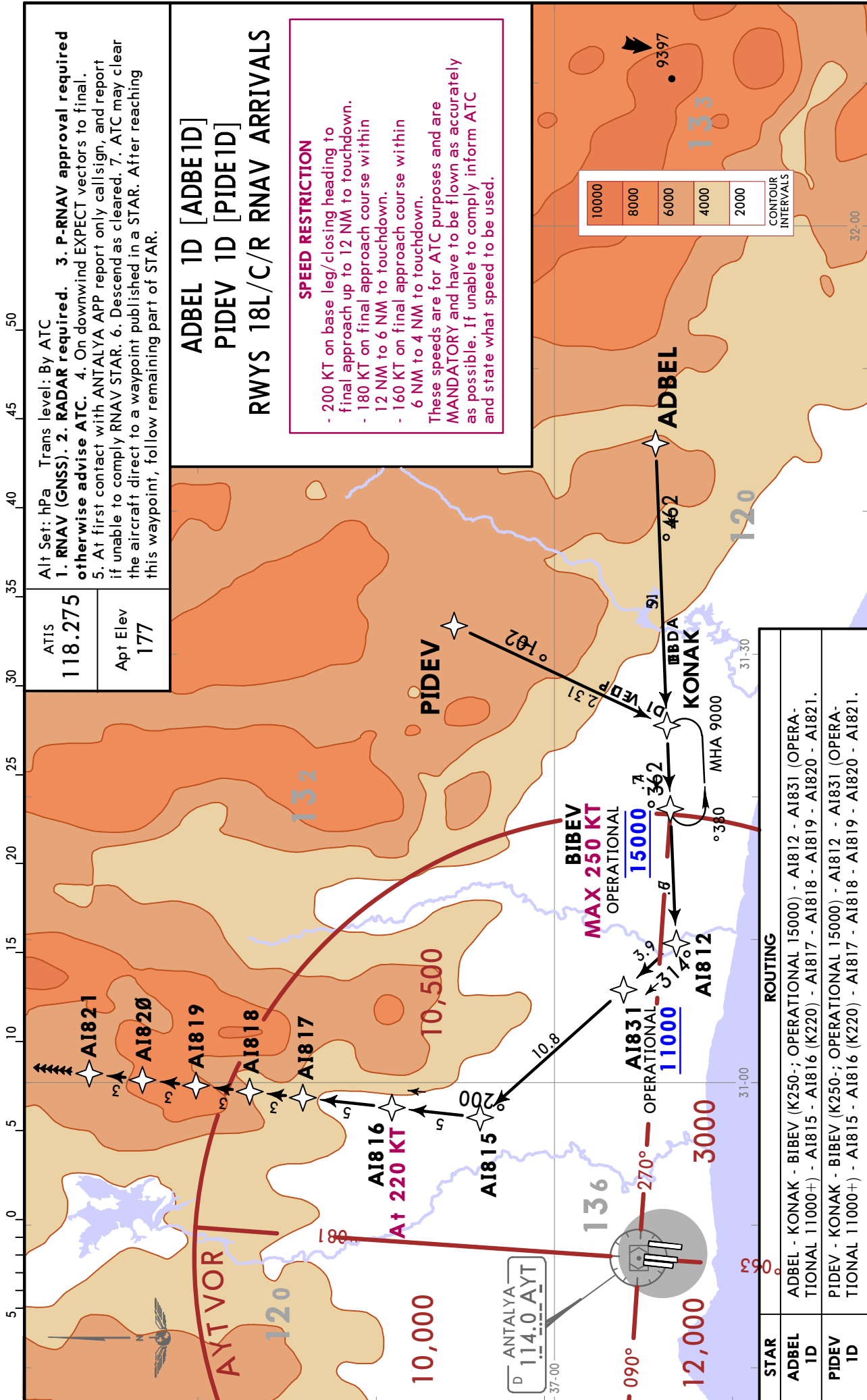
**LTAI/AYT**  
**ANTALYA INTL**



**ANTALYA, TURKEY**

15 DEC 17 **10-2C**

**RNAV STAR**



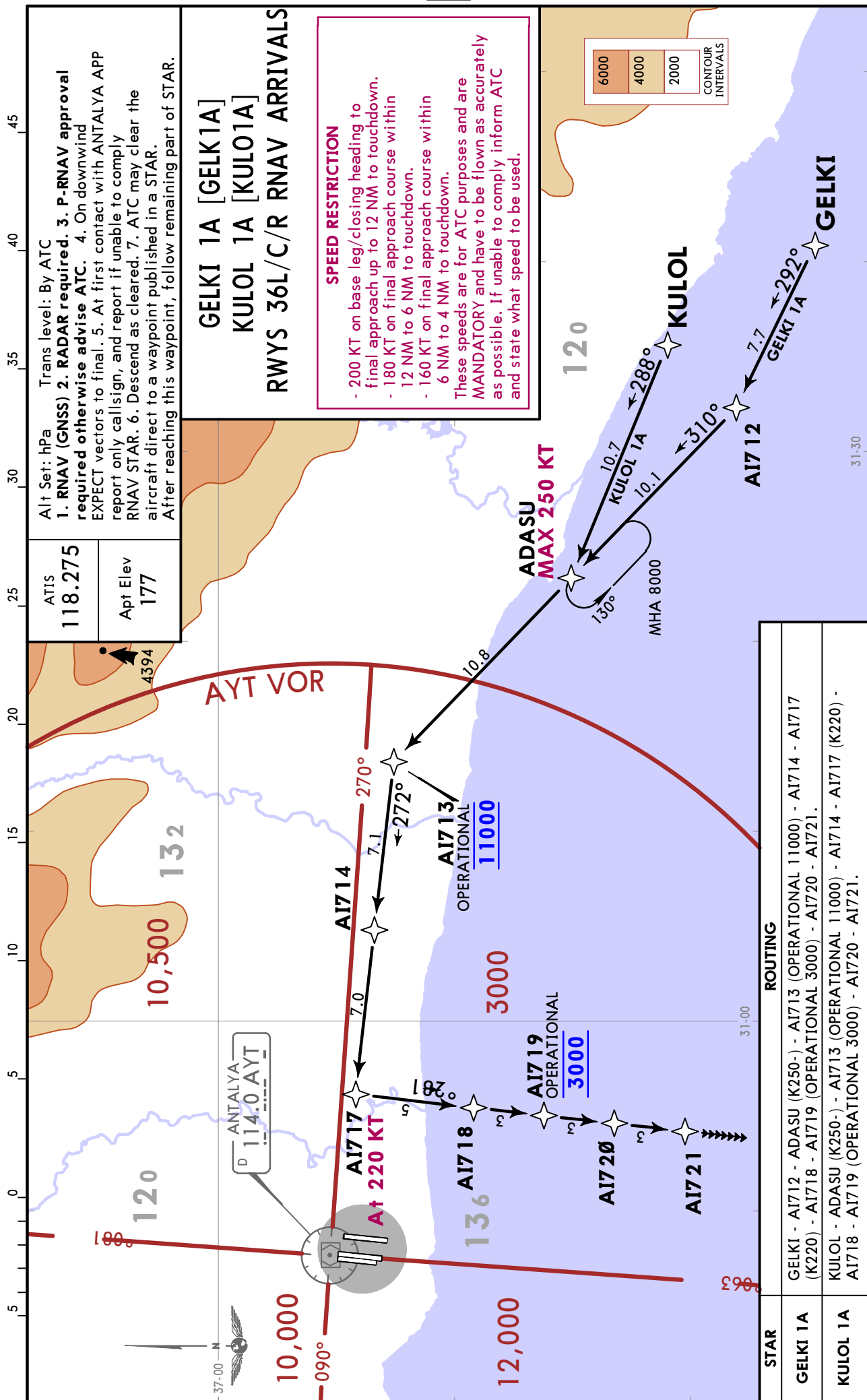
**LTAI/AYT**  
ANTALYA INTL



**ANTALYA, TURKEY**

15 DEC 17 **10-2D**

**RNAV STAR**



**LTAI/AYT**  
ANTALYA INTL

**JEPPESSEN**

**ANTALYA, TURKEY**

15 DEC 17 **10-2E**

**RNAV STAR**

ATIS  
**118.275**

Apt Elev  
**177**

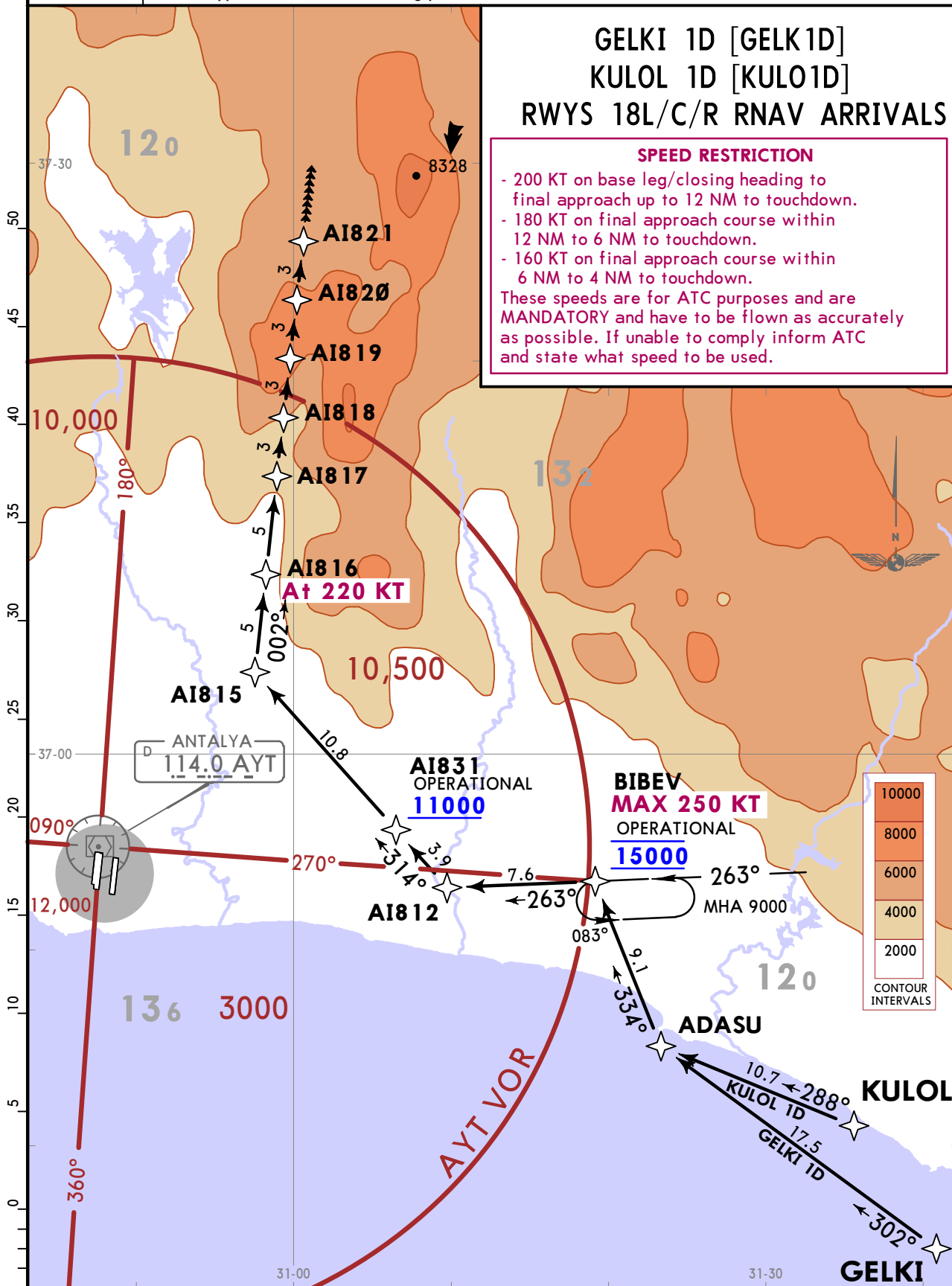
Alt Set: hPa Trans level: By ATC

**1. RNAV (GNSS) 2. RADAR required. 3. P-RNAV approval required otherwise advise ATC.** 4. On downwind EXPECT vectors to final. 5. At first contact with ANTALYA APP report only callsign, and report if unable to comply RNAV STAR. 6. Descend as cleared. 7. ATC may clear the aircraft direct to a waypoint published in a STAR. After reaching this waypoint, follow remaining part of STAR.

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

**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.



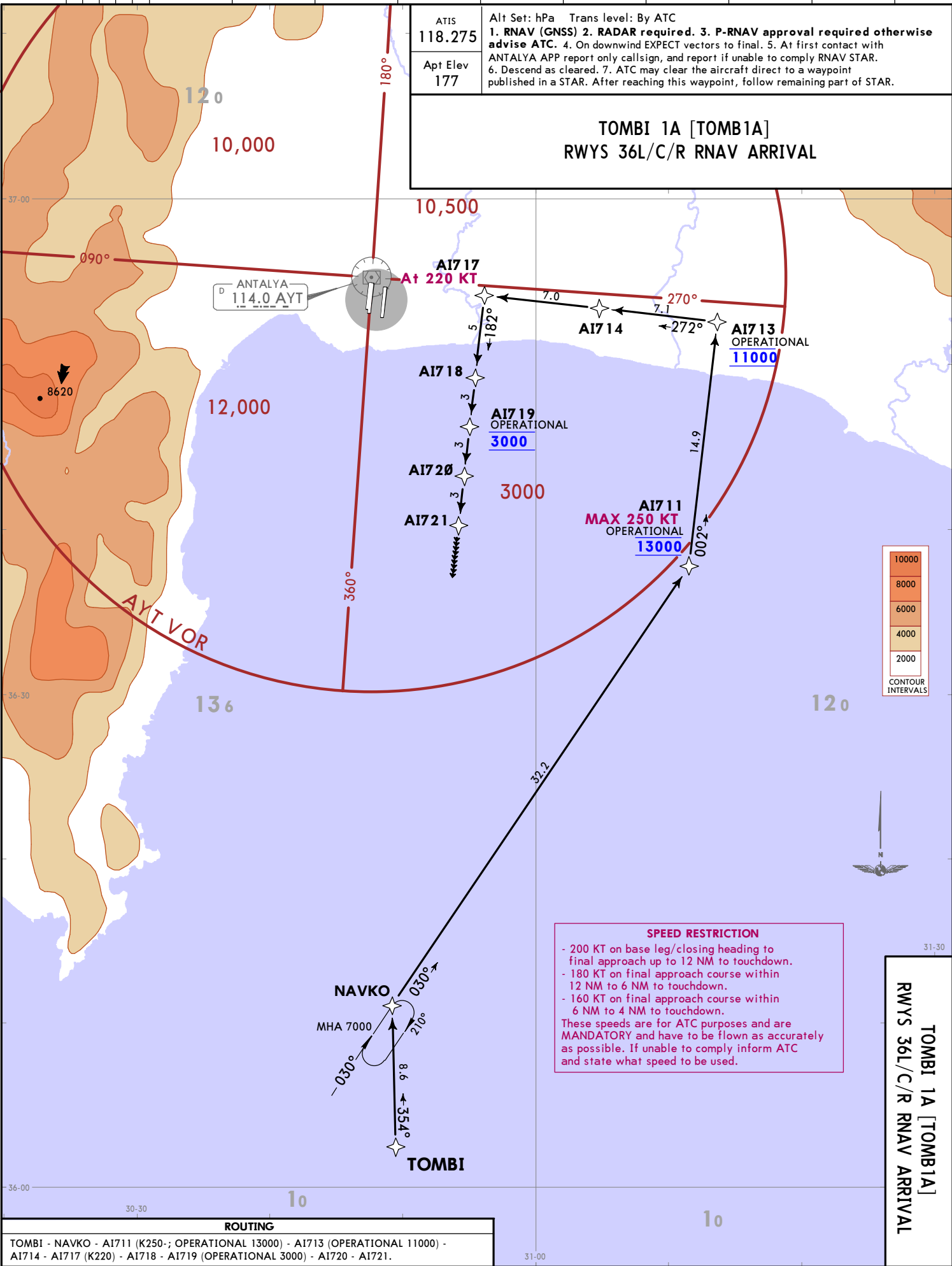
STAR	ROUTING
<b>GELKI 1D</b>	GELKI - ADASU - BIBEV (K250-; OPERATIONAL 15000) - AI812 - AI831 (OPERATIONAL 11000+) - AI815 - AI816 (K220) - AI817 - AI818 - AI819 - AI820 - AI821.
<b>KULOL 1D</b>	KULOL - ADASU - BIBEV (K250-; OPERATIONAL 15000) - AI812 - AI831 (OPERATIONAL 11000+) - AI815 - AI816 (K220)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

LTAI/AYT  
ANTALYA INTL

CHANGES: New format.

ATIS <b>118.275</b>	Alt Set: hPa Trans level: By ATC <b>1. RNAV (GNSS) 2. RADAR required. 3. P-RNAV approval required otherwise advise ATC.</b> 4. On downwind EXPECT vectors to final. 5. At first contact with ANTALYA APP report only call sign, and report if unable to comply RNAV STAR. 6. Descend as cleared. 7. ATC may clear the aircraft direct to a waypoint published in a STAR. After reaching this waypoint, follow remaining part of STAR.
Apt Elev <b>177</b>	

**TOMBI 1A [TOMB1A]  
RWYS 36L/C/R RNAV ARRIVAL**



**SPEED RESTRICTION**

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

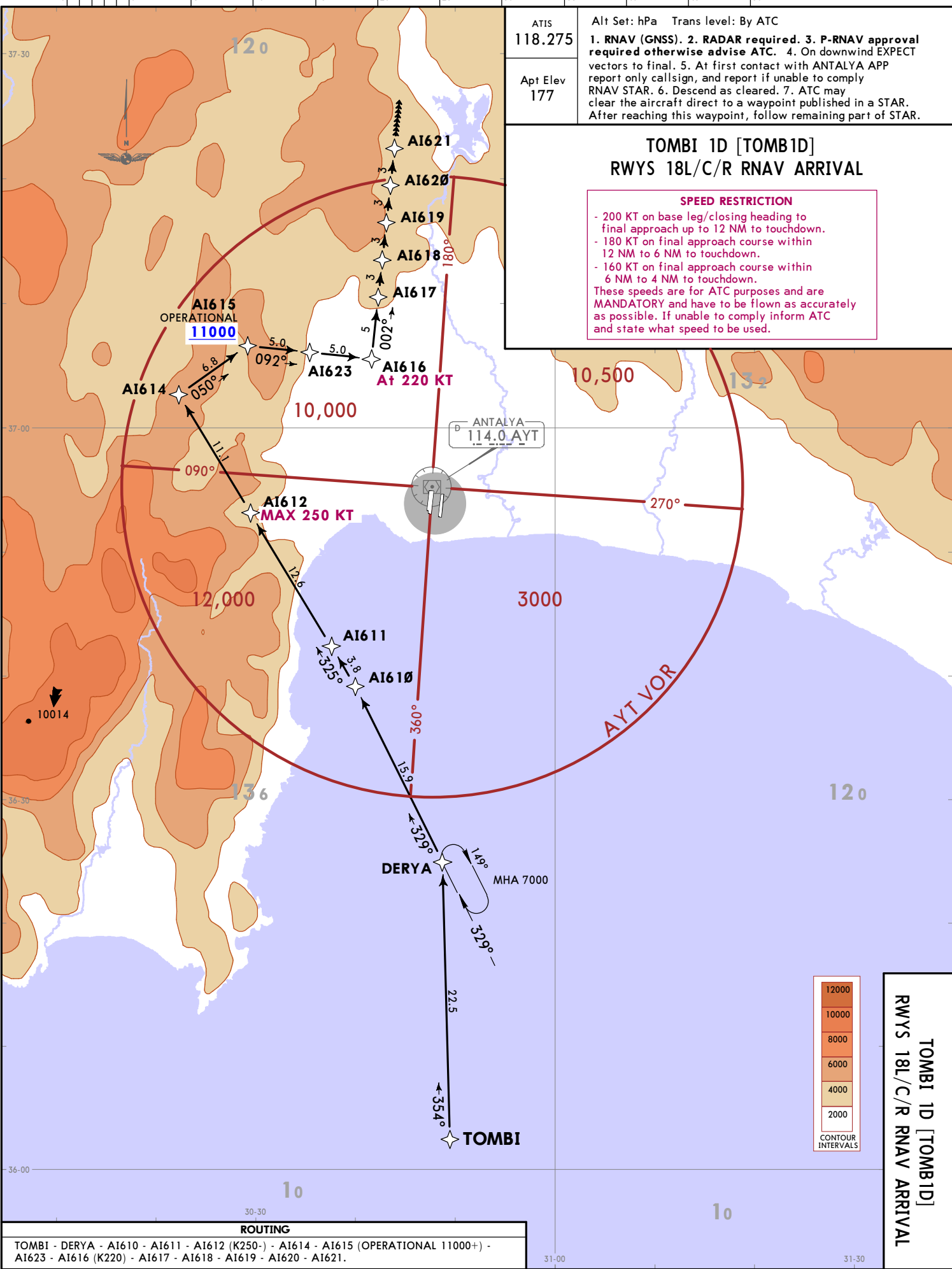
These speeds are for ATC purposes and are **MANDATORY** and have to be flown as accurately as possible. If unable to comply inform ATC and state what speed to be used.

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

15 DEC 17 (10-2F)  
**JEPPesen ANTALYA, TURKEY**  
RNAV STAR  
**TOMBI 1A [TOMB1A]  
RWYS 36L/C/R RNAV ARRIVAL**

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CHANGES: New format.



ATIS  
118.275

Apt Elev  
177

Alt Set: hPa Trans level: By ATC

1. RNAV (GNSS). 2. RADAR required. 3. P-RNAV approval required otherwise advise ATC. 4. On downwind EXPECT vectors to final. 5. At first contact with ANTALYA APP report only call sign, and report if unable to comply RNAV STAR. 6. Descend as cleared. 7. ATC may clear the aircraft direct to a waypoint published in a STAR. After reaching this waypoint, follow remaining part of STAR.

**TOMBI 1D [TOMB1D]  
RWYS 18L/C/R RNAV ARRIVAL**

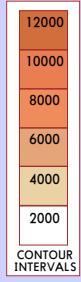
**SPEED RESTRICTION**

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

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

**ROUTING**

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



**TOMBI 1D [TOMB1D]  
RWYS 18L/C/R RNAV ARRIVAL**

LTAI/AYT  
ANTALYA INTL

15 DEC 17 (10-2G)

JEPPESSEN

ANTALYA, TURKEY  
RNAV STAR

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Alt Set: hPa Trans level: By ATC  
 ATIS 118.275  
 Apt Elev 177

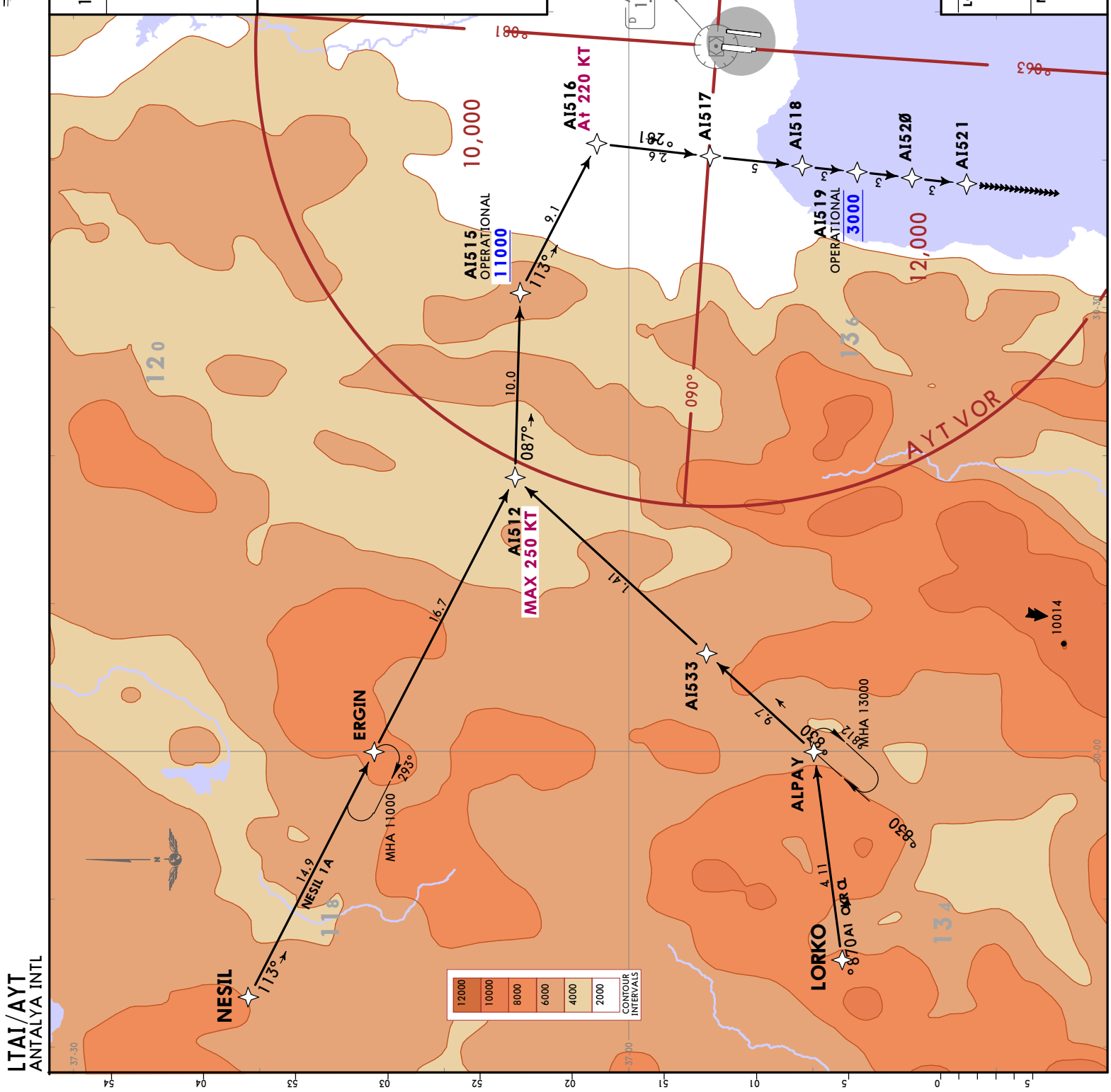
**LORKO 1A [LORK1A]**  
**NESIL 1A [NES11A]**  
**RWYS 36L/C/R RNAV ARRIVALS**

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

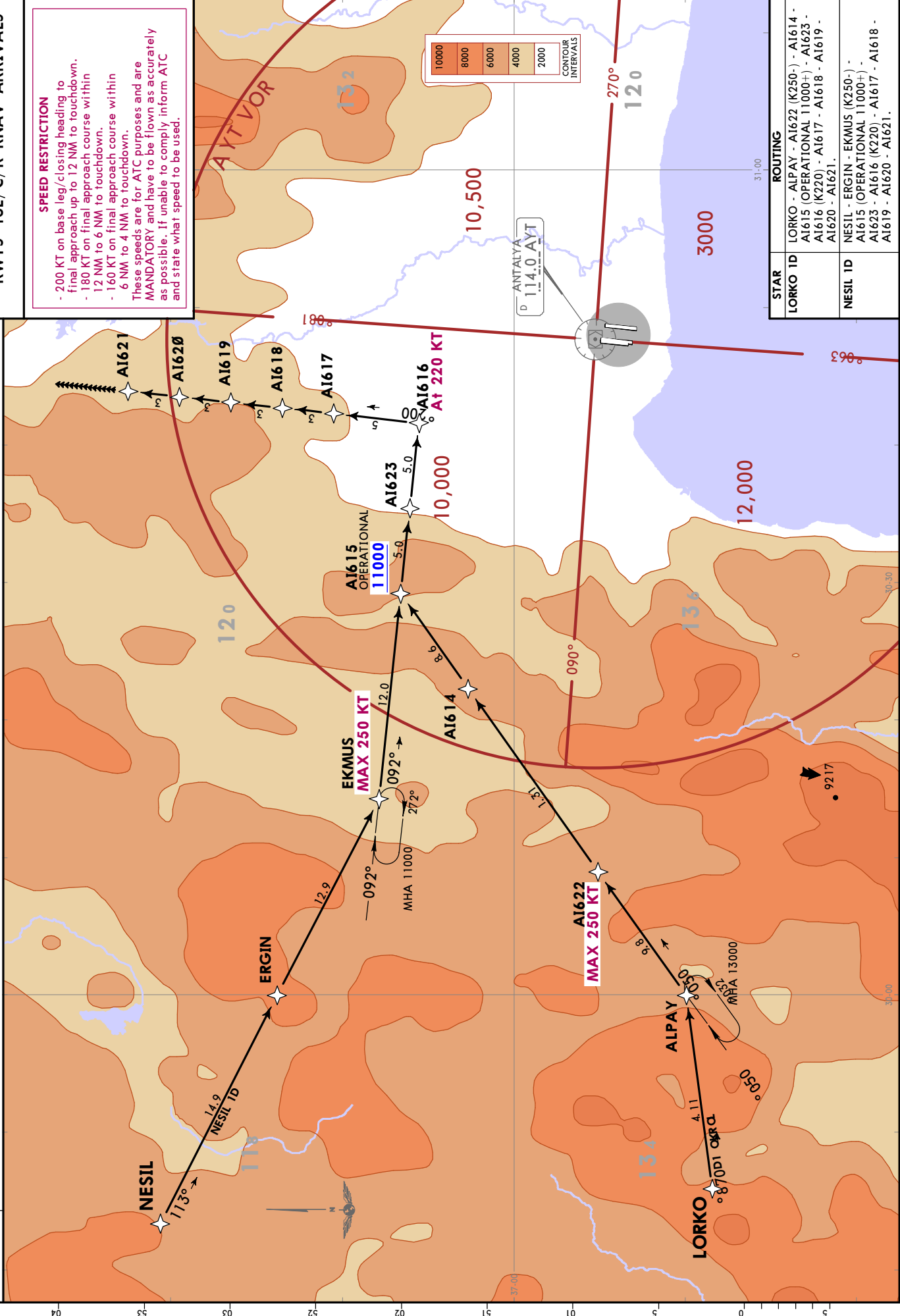


ATIS  
**118.275**  
Apt Elev  
177

Alt Set: hPa Trans level: By ATC  
1. RNAV (GNSS). 2. RADAR required. 3. P-RNAV approval required otherwise advise ATC. 4. On downwind EXPECT vectors to final. 5. At first contact with ANTALYA APP report only call sign, and report to comply RNAV STAR. 6. Descend as cleared. 7. ATC may clear the aircraft direct to a waypoint published in a STAR. After reaching this waypoint, follow remaining part of STAR.

**LORKO 1D [LORK1D]**  
**NESIL 1D [NESI1D]**  
**RWYS 18L/C/R RNAV ARRIVALS**

**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
LORKO 1D	LORKO - ALPAY - A1622 (K250-) - A1614 - A1615 (OPERATIONAL 11000+) - A1623 - A1616 (K220) - A1617 - A1618 - A1619 - A1620 - A1621.
NESIL 1D	NESIL - ERGIN - EKMUS (K250-) - A1615 (OPERATIONAL 11000+) - A1623 - A1616 (K220) - A1617 - A1618 - A1619 - A1620 - A1621.

CHANGES: New format.

LTAI/AYT  
ANTALYA INTL

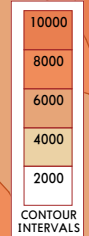
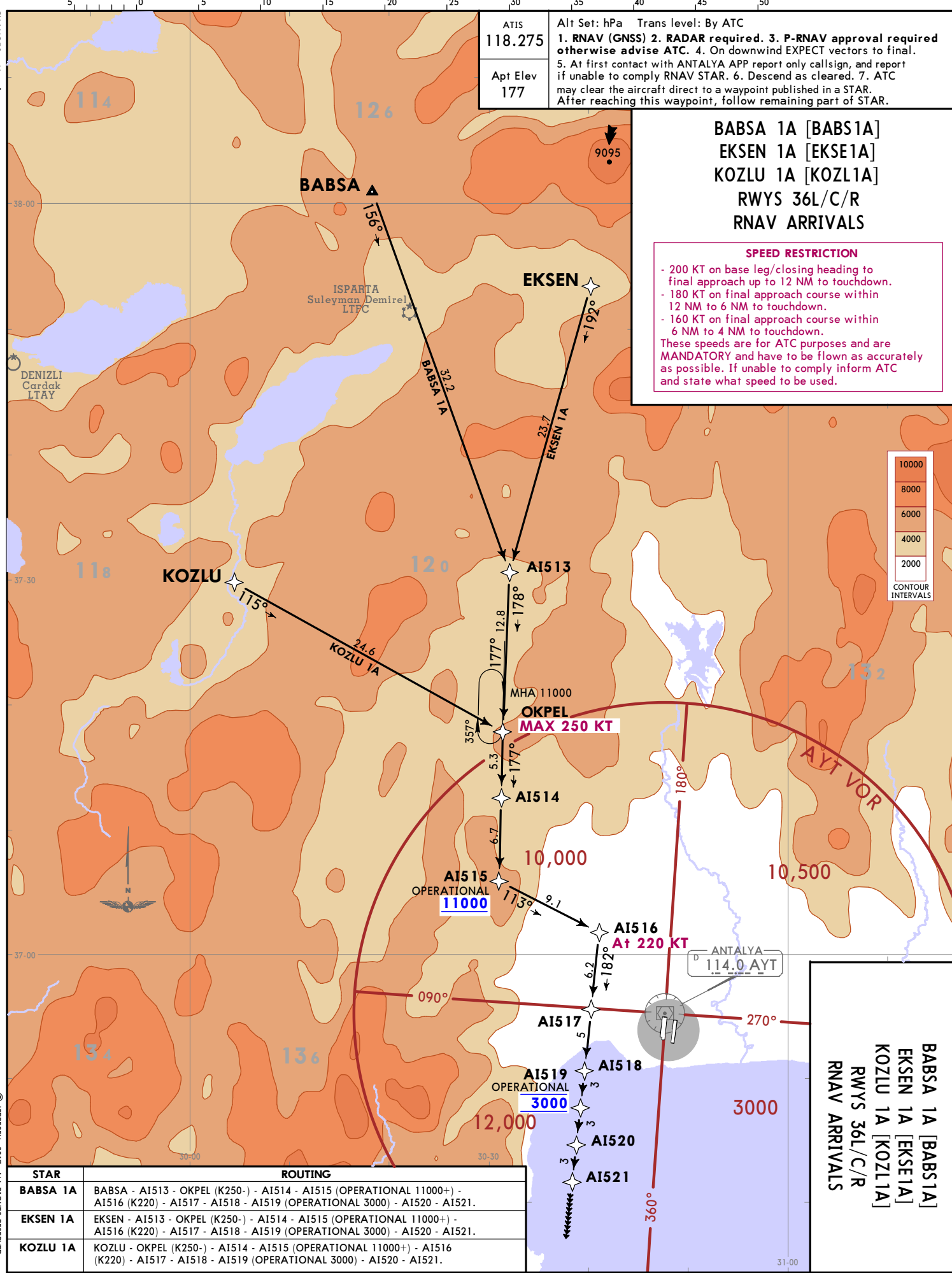
ATIS 118.275  
Apt Elev 177  
Alt Set: hPa Trans level: By ATC  
1. RNAV (GNSS) 2. RADAR required. 3. P-RNAV approval required otherwise advise ATC. 4. On downwind EXPECT vectors to final. 5. At first contact with ANTALYA APP report only call sign, and report if unable to comply RNAV STAR. 6. Descend as cleared. 7. ATC may clear the aircraft direct to a waypoint published in a STAR. After reaching this waypoint, follow remaining part of STAR.

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

**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.



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

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

15 DEC 17 (10-2K)  
JEPPesen ANTALYA, TURKEY  
RNAV STAR

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CHANGES: New format.

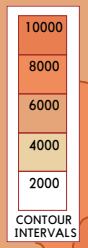
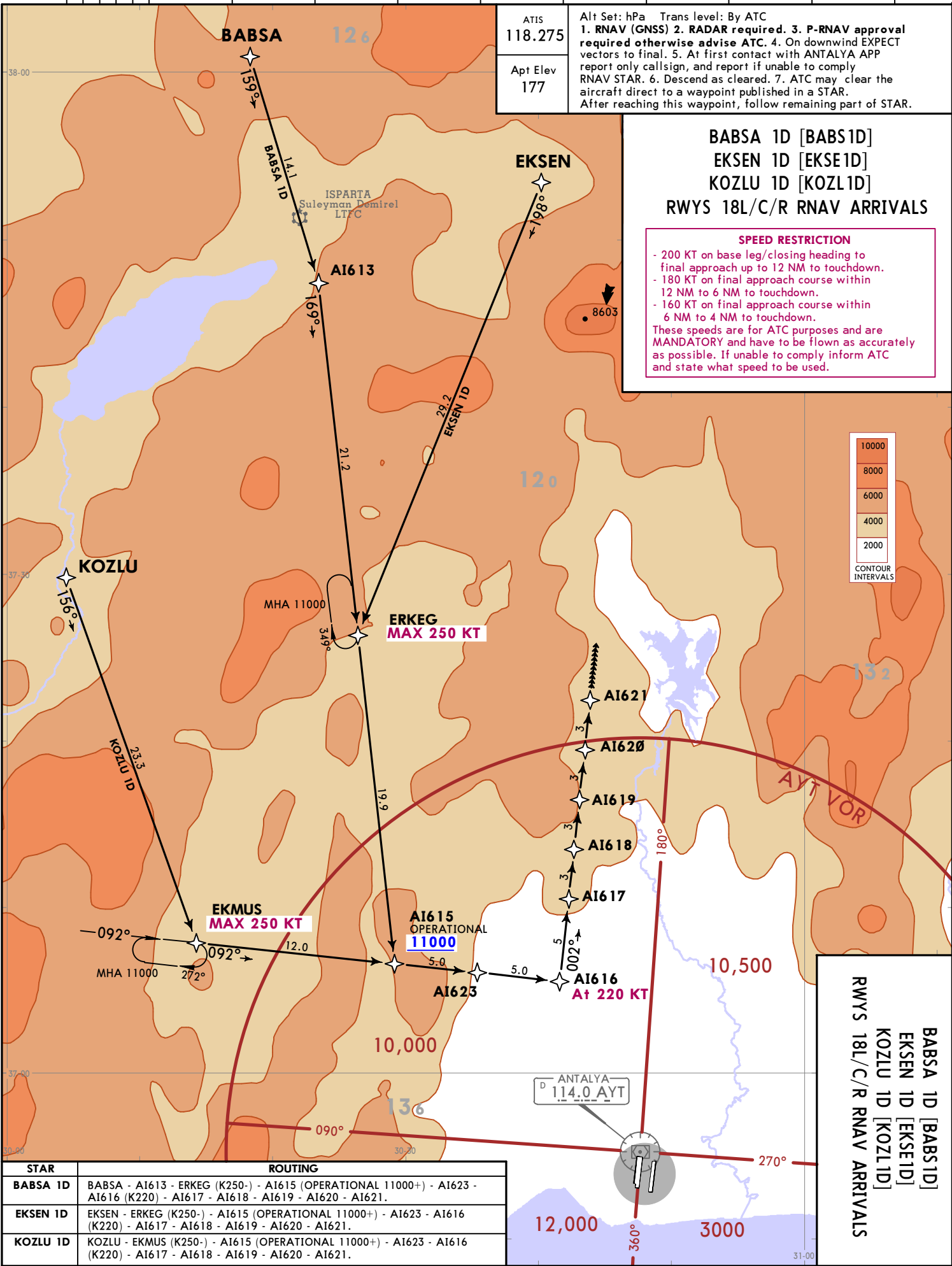
ATIS <b>118.275</b>	Alt Set: hPa Trans level: By ATC 1. RNAV (GNSS) 2. RADAR required. 3. P-RNAV approval required otherwise advise ATC. 4. On downwind EXPECT vectors to final. 5. At first contact with ANTALYA APP report only call sign, and report if unable to comply RNAV STAR. 6. Descend as cleared. 7. ATC may clear the aircraft direct to a waypoint published in a STAR. After reaching this waypoint, follow remaining part of STAR.
Apt Elev <b>177</b>	

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

**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.



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

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

LTAA/AYT  
ANTALYA INTL

15 DEC 17  
JEPPESSEN  
(10-2L)

ANTALYA, TURKEY  
RNAV STAR

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LTAI/AYT  
ANTALYA INTL

JEPPESEN  
15 DEC 17 (10-2M)

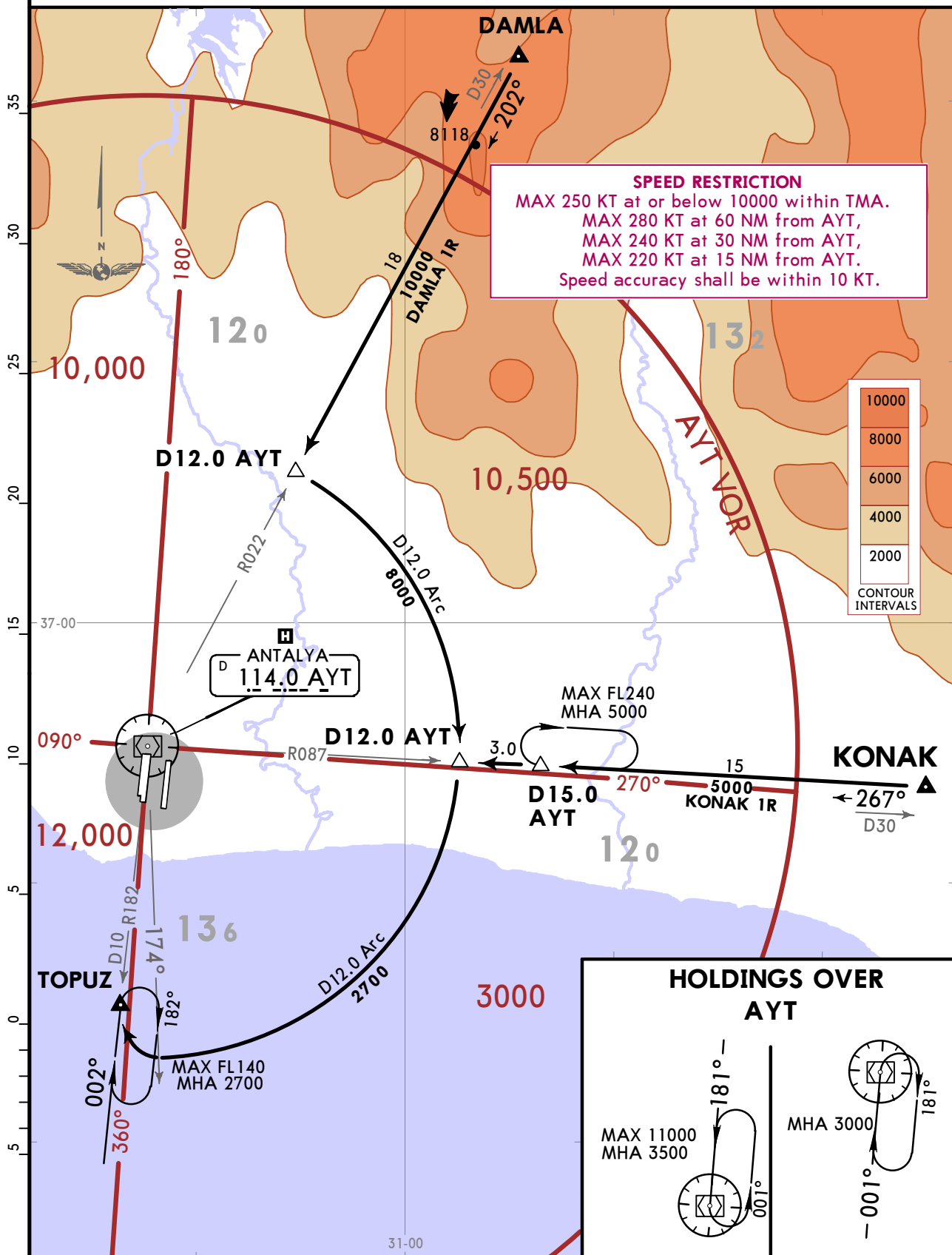
ANTALYA, TURKEY  
STAR

ATIS  
118.275

Apt Elev  
177

Alt Set: hPa  
Trans level: By ATC  
ATC may clear the aircraft direct to a waypoint published in a STAR. After reaching this waypoint, follow remaining part of STAR.

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



**LTAI/AYT**  
ANTALYA INTL

**JEPPESEN**  
15 DEC 17 (10-2N)

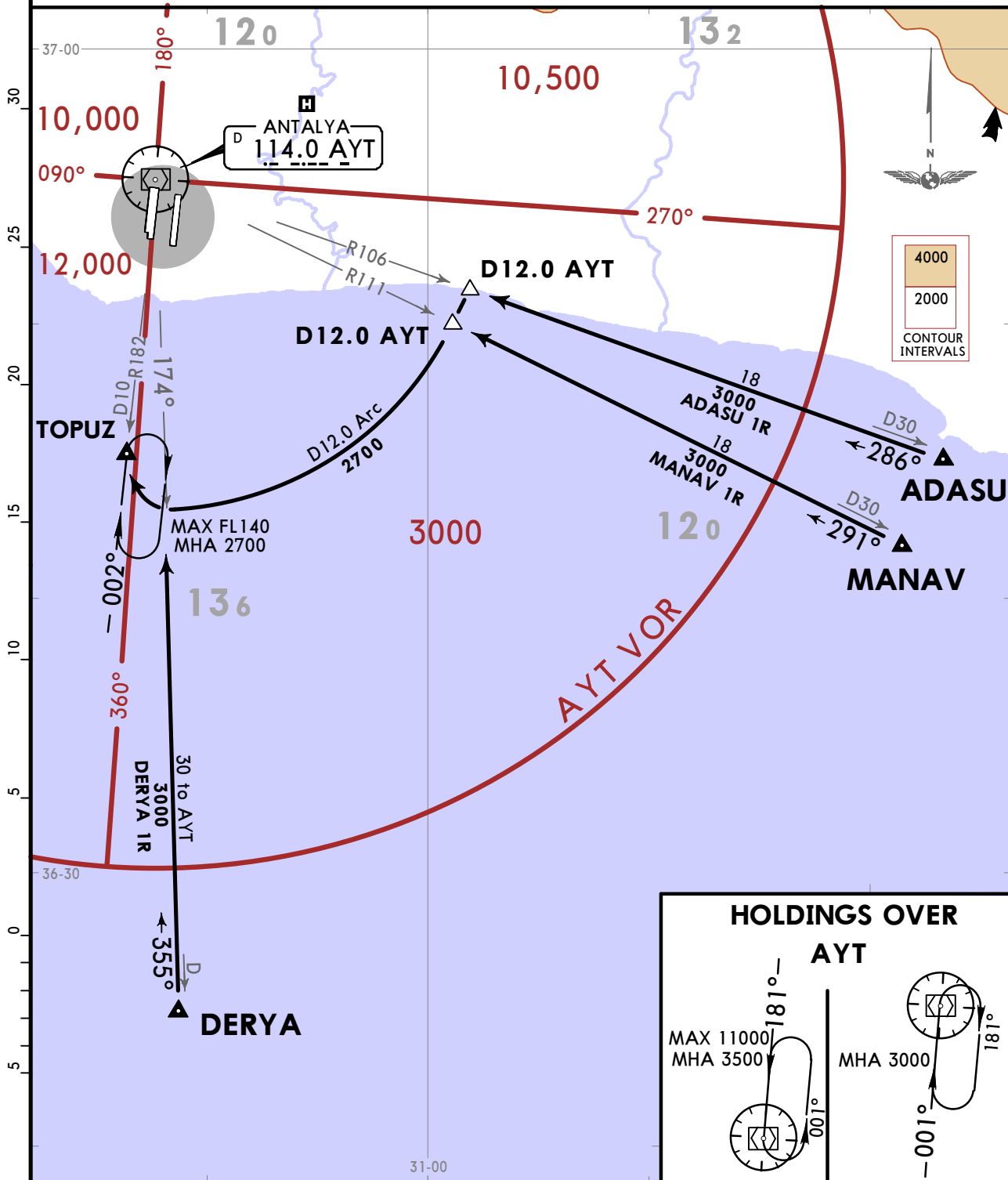
**ANTALYA, TURKEY**  
**STAR**

ATIS 118.275	Apt Elev 177	Alt Set: hPa Trans level: By ATC ATC may clear the aircraft direct to a waypoint published in a STAR. After reaching this waypoint, follow remaining part of STAR.
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**ADASU 1R [ADAS1R], DERYA 1R [DERY1R]  
MANAV 1R [MANA1R]**

**ARRIVALS  
BASED ON AYT**

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



**HOLDINGS OVER AYT**

MAX 11000  
MHA 3500

MHA 3000



**LTAI/AYT**  
ANTALYA INTL

**JEPPESEN**  
15 DEC 17 (10-2Q)

**ANTALYA, TURKEY**  
**STAR**

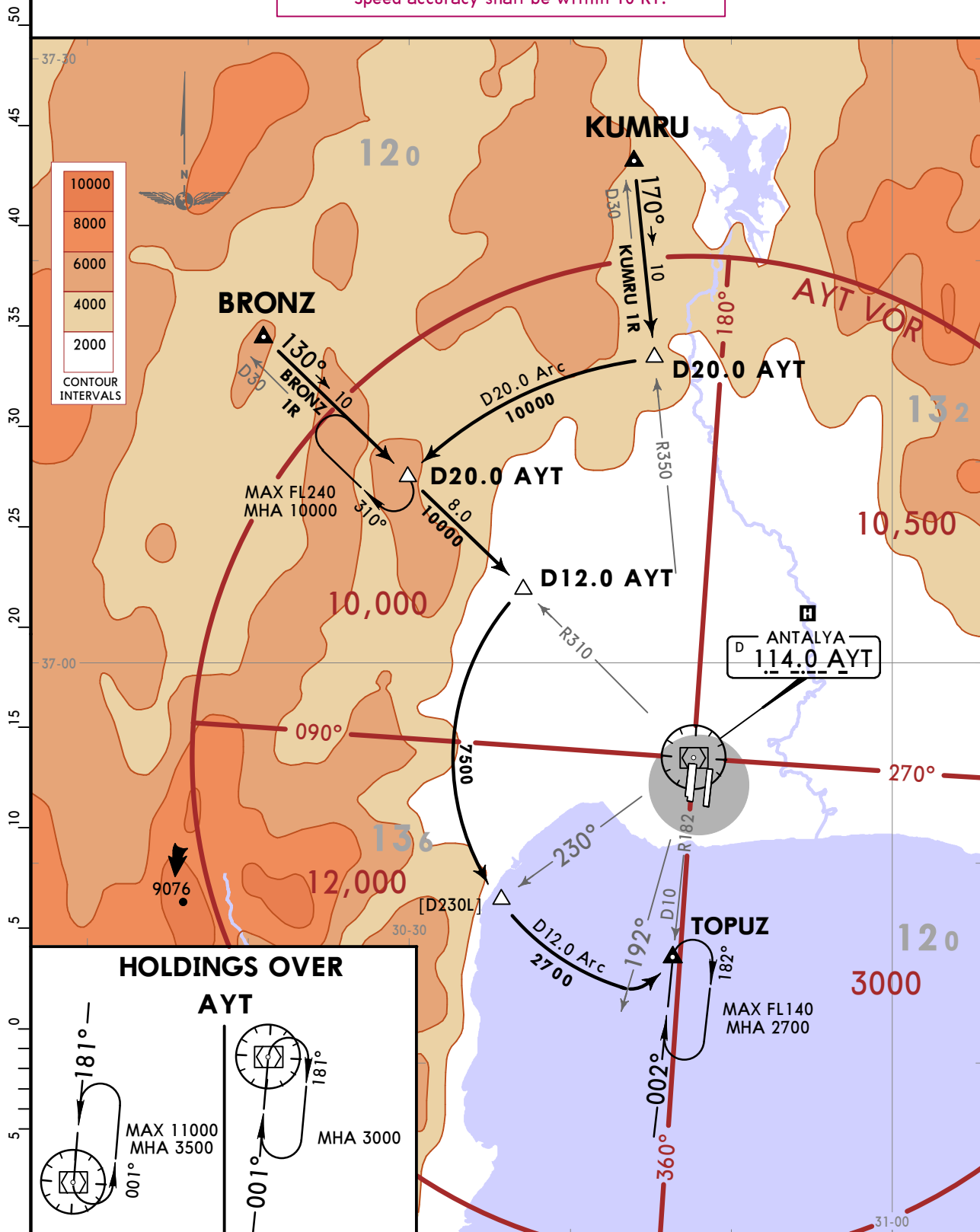
ATIS  
**118.275**

Apt Elev  
**177**

Alt Set: hPa  
Trans level: By ATC  
ATC may clear the aircraft direct to a waypoint published in a STAR.  
After reaching this waypoint, follow remaining part of STAR.

**BRONZ 1R [BRON1R], KUMRU 1R [KUMR1R]**  
**ARRIVALS**  
BASED ON AYT

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



**LTAI/AYT**  
ANTALYA INTL

**JEPPESEN**  
15 DEC 17 **(10-2S)**

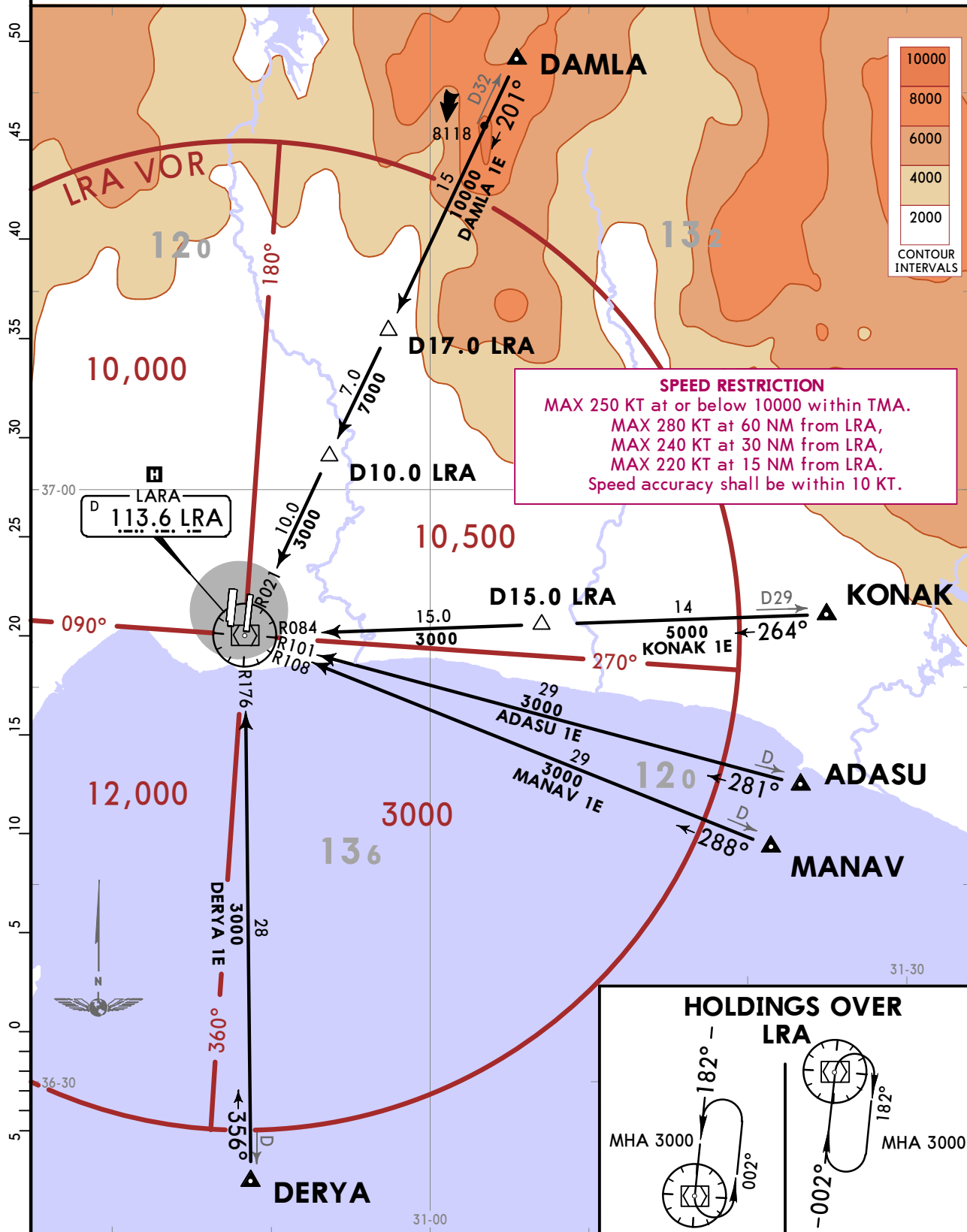
**ANTALYA, TURKEY**  
**STAR**

ATIS  
**118.275**

Apt Elev  
**177**

Alt Set: hPa  
Trans level: By ATC  
1. ATC may clear the aircraft direct to a waypoint published in a STAR.  
After reaching this waypoint, follow remaining part of STAR.  
2. STARs are also minimum noise routings.

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





**LTAI/AYT**  
ANTALYA INTL

**JEPPESSEN**  
15 DEC 17 **(10-2U)**

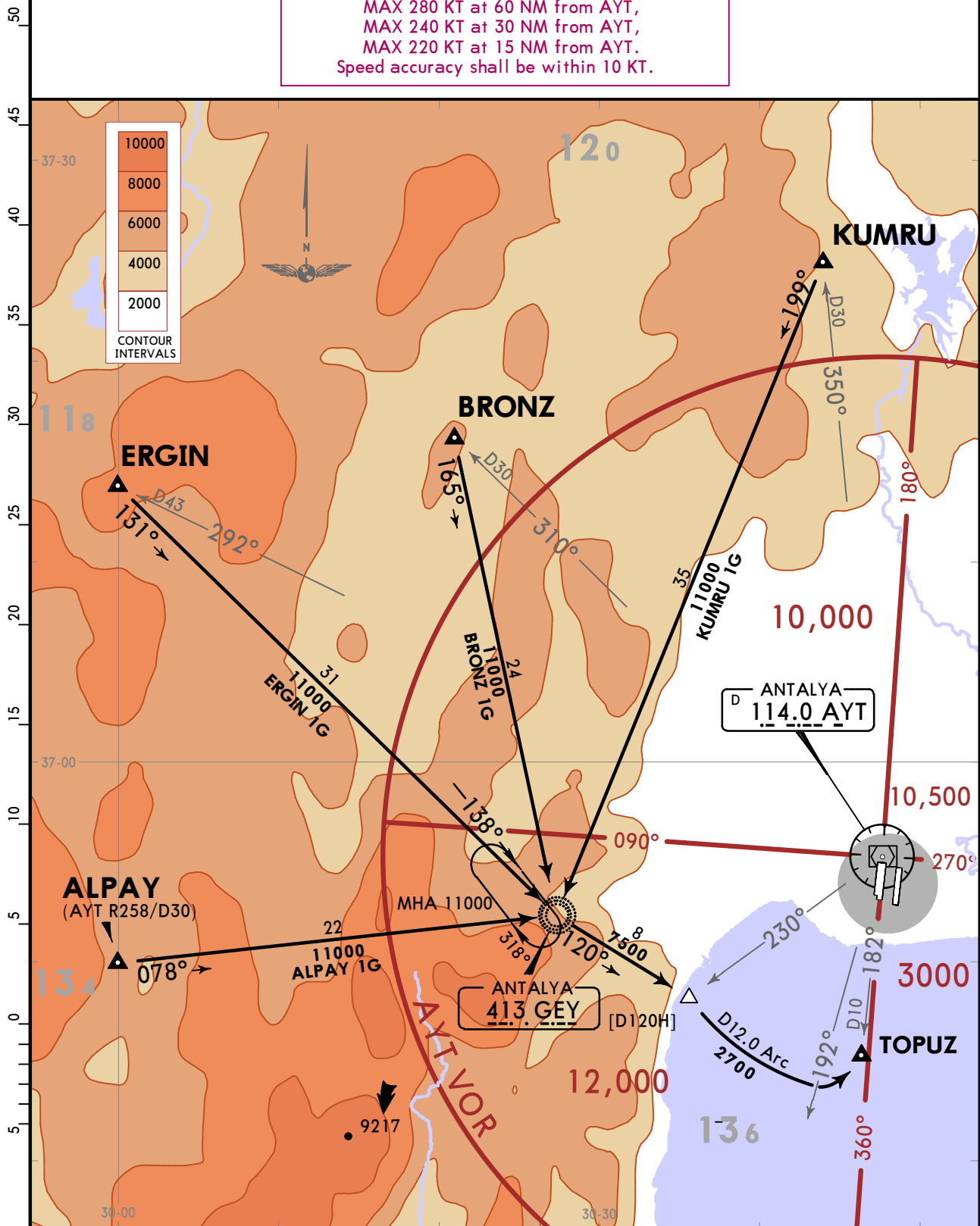
**ANTALYA, TURKEY**  
**STAR**

ATIS <b>118.275</b>	Apt Elev <b>177</b>	Alt Set: hPa Trans level: By ATC 1. ATC may clear the aircraft direct to a waypoint published in a STAR. After reaching this waypoint, follow remaining part of STAR. 2. STARs are also minimum noise routings.
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**ALPAY 1G [ALPA1G], BRONZ 1G [BRON1G]  
ERGIN 1G [ERGI1G], KUMRU 1G [KUMR1G]**

**ARRIVALS  
BASED ON GEY**

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



LTAI/AYT  
ANTALYA INTL

JEPPESEN  
22 JUN 18 (10-2V)

ANTALYA, TURKEY  
ARRIVAL

### ANTALYA OUTER FIX HOLDING PROCEDURES



LTAI/AYT  
ANTALYA INTL

**JEPPESEN**  
15 DEC 17 **10-3**
ANTALYA, TURKEY  
**RNAV SID**

RNAV SID DESIGNATION	REFER TO CHART
EKNUD 1B, EKSEN 1B, HISAR 1B	10-3B
EKNUD 1C, EKSEN 1C, HISAR 1C	10-3C
EKNUD 1K, EKSEN 1K, HISAR 1K	10-3C1
EKNUD 1E, EKSEN 1E, HISAR 1E	10-3C2
EKNUD 1T, EKSEN 1T, EKSEN 1Y	10-3C3
EKNUD 1F, EKSEN 1F, HISAR 1F	10-3C4
EKNUD 1P, EKSEN 1P, EKSEN 1Z	10-3D
EKNUD 1S, EKSEN 1S, HISAR 1S	10-3E
ADBEL 1B, PIDEV 1B	10-3F
ADBEL 1C, PIDEV 1C	10-3G
ADBEL 1K, PIDEV 1K	10-3H
ADBEL 1E, PIDEV 1E	10-3J
ADBEL 1F, PIDEV 1F	10-3K
ADBEL 1S, PIDEV 1S	10-3L
GELKI 1B, KULOL 1B, TOMBI 1B	10-3M
GELKI 1C, KULOL 1C, TOMBI 1C	10-3N
GELKI 1K, KULOL 1K, TOMBI 1K	10-3P
GELKI 1E, KULOL 1E, TOMBI 1E	10-3Q
GELKI 1F, KULOL 1F, TOMBI 1F	10-3Q1
GELKI 1S, KULOL 1S, TOMBI 1S	10-3Q2
EVBOL 1B, LORKO 1B, NESIL 1B	10-3Q3
EVBOL 1C, LORKO 1C, NESIL 1C	10-3Q4
EVBOL 1K, LORKO 1K, NESIL 1K	10-3Q5
EVBOL 1E, LORKO 1E, NESIL 1E	10-3Q6
EVBOL 1F, LORKO 1F, NESIL 1F	10-3Q7
EVBOL 1S, LORKO 1S, NESIL 1S	10-3Q8

FOR SID DESIGNATION REFER TO PAGE 10-3A

LTAI/AYT  
ANTALYA INTL

**JEPPESEN**  
15 DEC 17 (10-3A)

ANTALYA, TURKEY

**SID**

SID DESIGNATION	REFER TO CHART
ADASU 1B, ADASU 1N	10-3S
ADASU 1T, ADASU 1Y	10-3T
ALPAY 1B, ALPAY 1N	10-3T1
ALPAY 1T, ALPAY 1Y	10-3T2
BRONZ 1B, BRONZ 1N	10-3T3
BRONZ 1T	10-3T4
DAMLA 1B, DAMLA 1N	10-3T5
DAMLA 1T, DAMLA 1Y	10-3T6
DERYA 1B, DERYA 1N	10-3T7
DERYA 1T, DERYA 1Y	10-3T8
ERGIN 1B, ERGIN 1N	10-3U
ERGIN 1T	10-3V
KONAK 1B, KONAK 1N	10-3V1
KONAK 1T, KONAK 1Y	10-3V2
KUMRU 1B, KUMRU 1C, KUMRU 1N	10-3V3
KUMRU 1M, KUMRU 1T, KUMRU 1Y	10-3V4
LAMSA 1B, LAMSA 1N	10-3V5
LAMSA 1T, LAMSA 1Y, LAMSA 1Z	10-3V6
MANAV 1B, MANAV 1N	10-3V7
MANAV 1T, MANAV 1Y	10-3V8
ADASU 1F, ADASU 1H, ALPAY 1F, ALPAY 1H	10-3W
BRONZ 1F, BRONZ 1H, DAMLA 1F, DAMLA 1H	10-3X
DERYA 1F, DERYA 1H, ERGIN 1F, ERGIN 1H	10-3X1
KONAK 1F, KONAK 1H, KUMRU 1F, KUMRU 1H	10-3X2
LAMSA 1F, LAMSA 1H, LAMSA 1F, MANAV 1H	10-3X3

LTAI/AYT  
ANTALYA INTL

JEPPESEN

ANTALYA, TURKEY

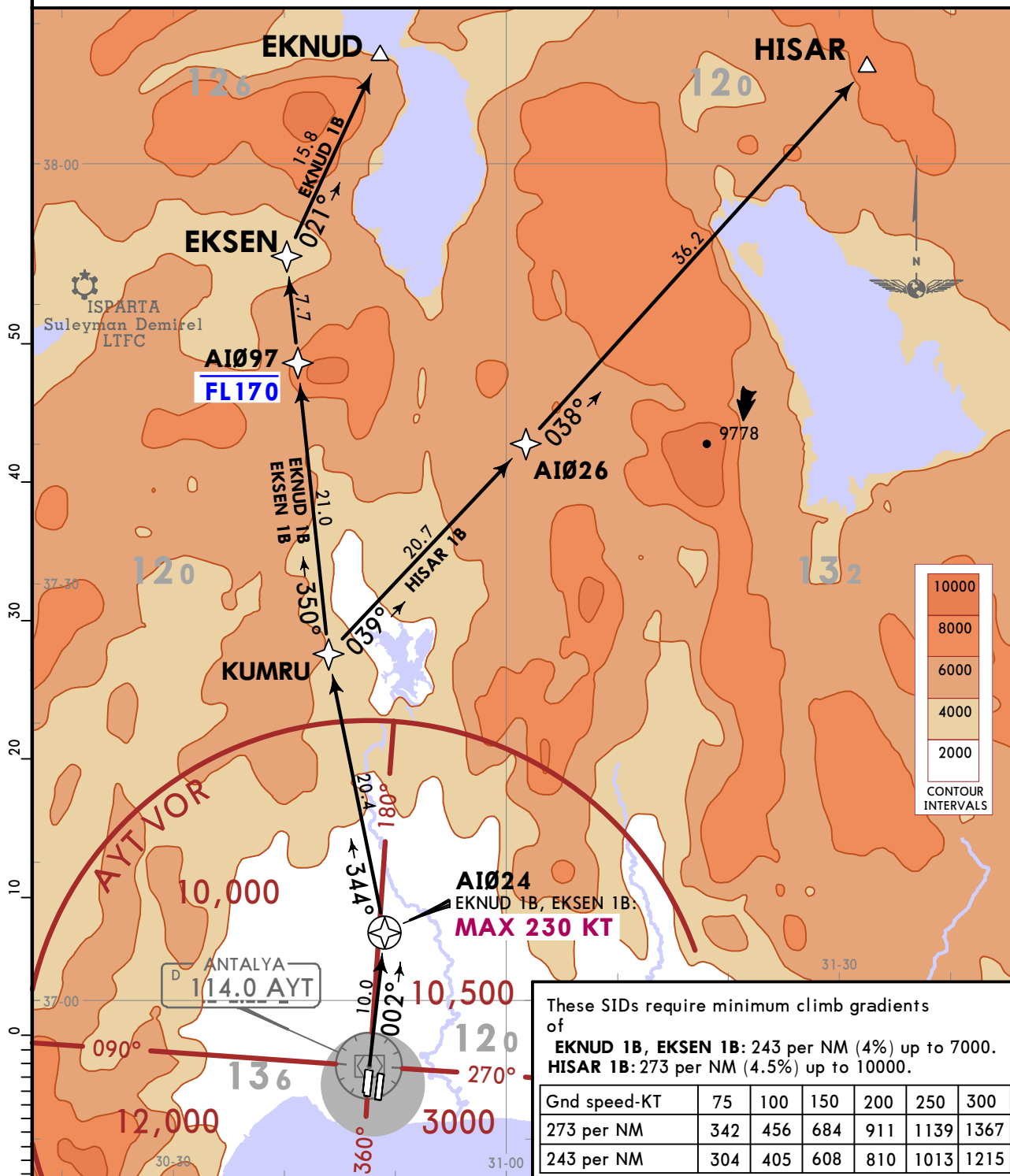
15 DEC 17 (10-3B)

RNAV SID

Apt Elev  
177

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

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



These SIDs require minimum climb gradients of

**EKNUD 1B, EKSEN 1B:** 243 per NM (4%) up to 7000.  
**HISAR 1B:** 273 per NM (4.5%) up to 10000.

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

SID	ROUTING
<b>EKNUD 1B</b>	To AI024, turn LEFT to KUMRU, turn RIGHT to AI097, to EKSEN, turn RIGHT to EKNUD.
<b>EKSEN 1B</b>	To AI024, turn LEFT to KUMRU, turn RIGHT to AI097, to EKSEN.
<b>HISAR 1B</b>	To AI024, turn LEFT to KUMRU, turn RIGHT to AI026, to HISAR.

**LTAI/AYT**  
ANTALYA INTL



**ANTALYA, TURKEY**

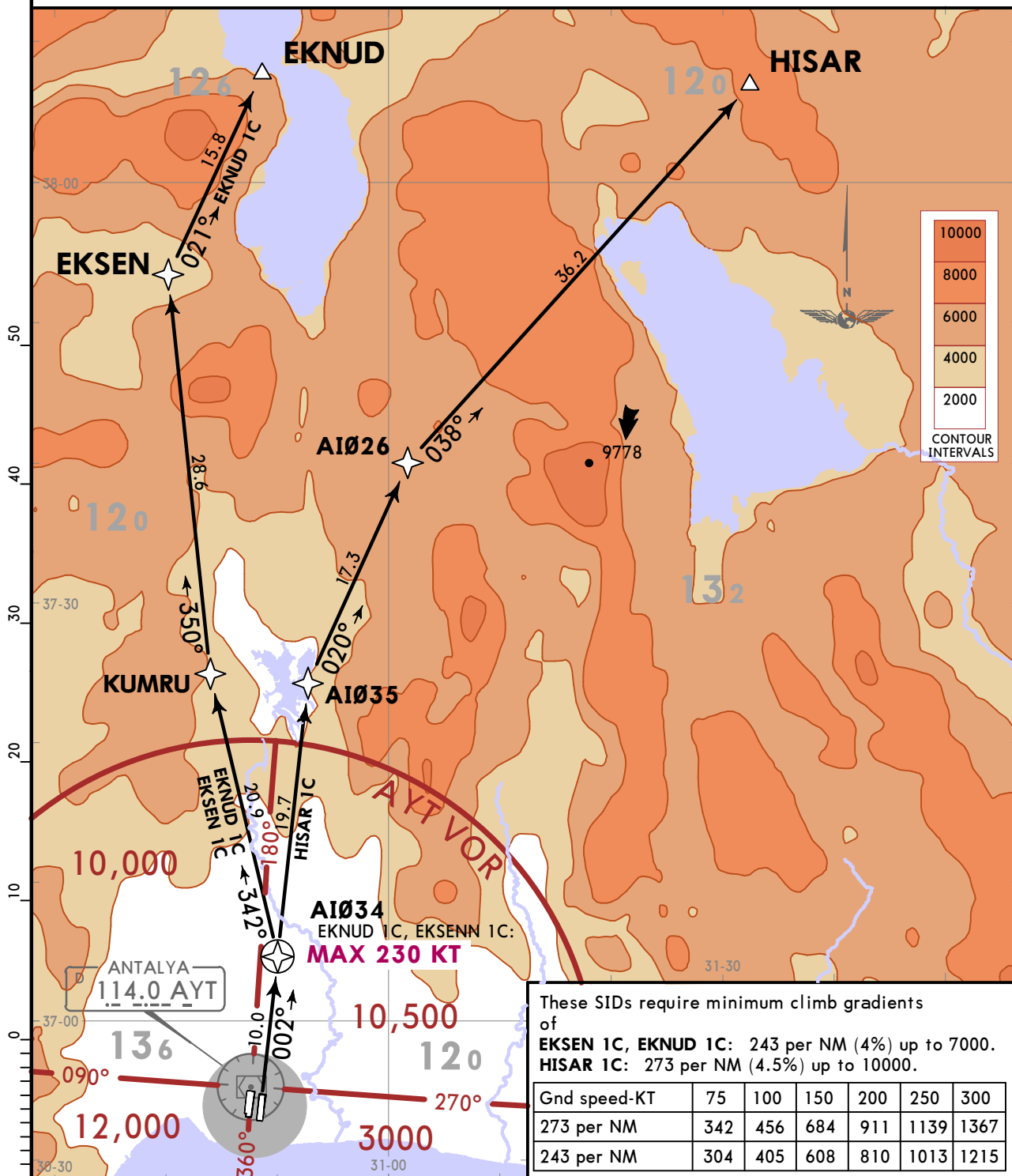
15 DEC 17 **10-3C**

**RNAV SID**

Apt Elev  
**177**

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

**EKNUD 1C [EKNU1C]**  
**EKSEN 1C [EKSE1C]**  
**HISAR 1C [HISA1C]**  
**RWY 36R RNAV DEPARTURES**



SID	ROUTING
<b>EKNUD 1C</b>	To AI034, turn LEFT to KUMRU, turn RIGHT to EKSEN, turn RIGHT to EKNUD.
<b>EKSEN 1C</b>	To AI034, turn LEFT to KUMRU, turn RIGHT to EKSEN.
<b>HISAR 1C</b>	To AI034, to AI035, turn RIGHT to AI026, turn RIGHT to HISAR.

LTAI/AYT  
ANTALYA INTL

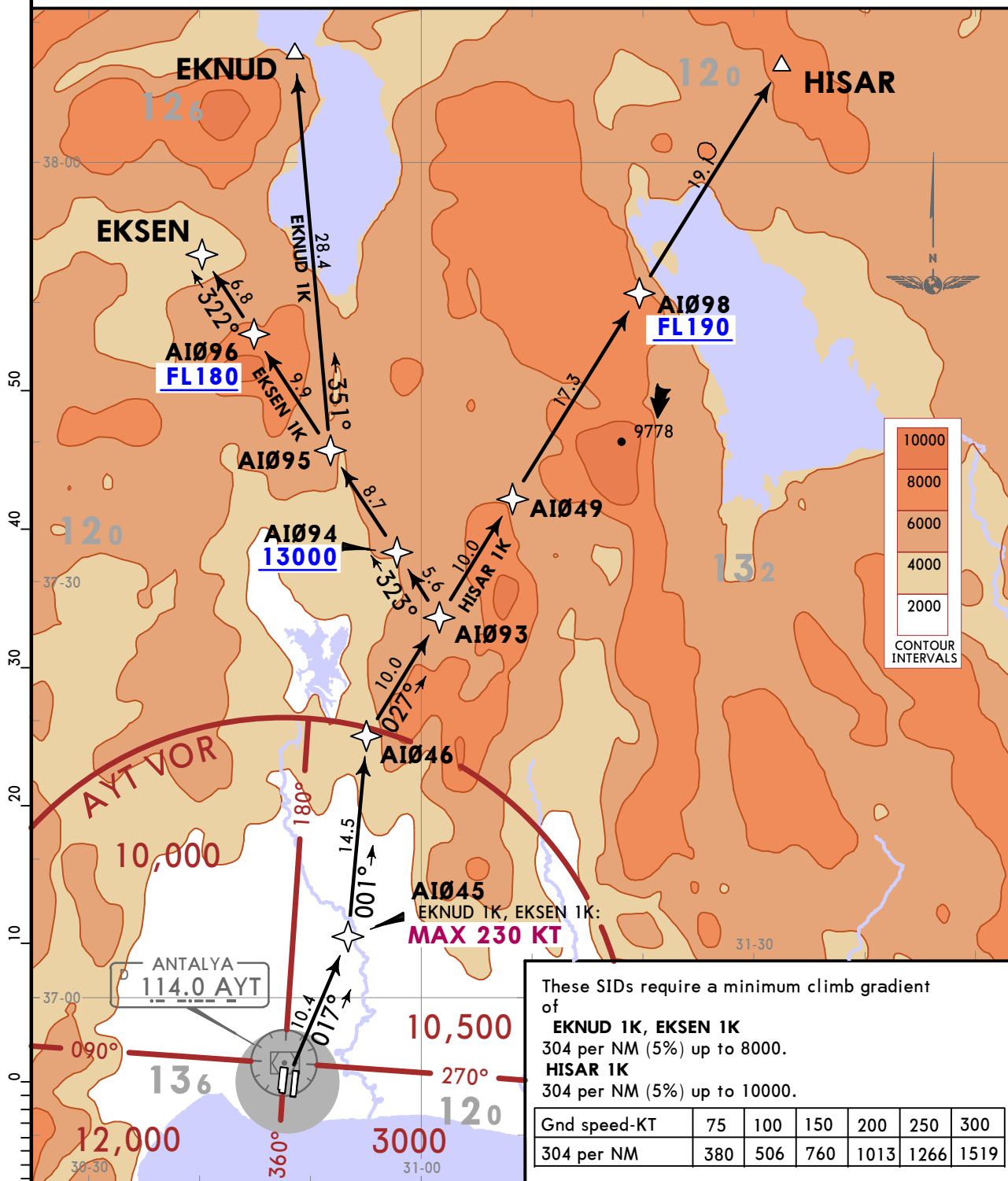
JEPPESEN  
15 DEC 17 (10-3C1)

ANTALYA, TURKEY  
RNAV SID

Apt Elev  
177

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

EKNUD 1K [EKNU1K], EKSEN 1K [EKSE1K],  
HISAR 1K [HISA1K]  
RWY 36R RNAV DEPARTURES



These SIDs require a minimum climb gradient of

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

SID	ROUTING
<b>EKNUD 1K</b>	To AI045, turn LEFT to AI046, turn RIGHT to AI093, turn LEFT to AI094, to AI095, turn RIGHT to EKNUD.
<b>EKSEN 1K</b>	To AI045, turn LEFT to AI046, turn RIGHT to AI093, turn LEFT to AI094, to AI095, to AI096, to EKSEN.
<b>HISAR 1K</b>	To AI045, turn LEFT to AI046, turn RIGHT to AI093, to AI049, to AI098, to HISAR.

**LTAI/AYT**  
ANTALYA INTL

**JEPPESSEN**

**ANTALYA, TURKEY**

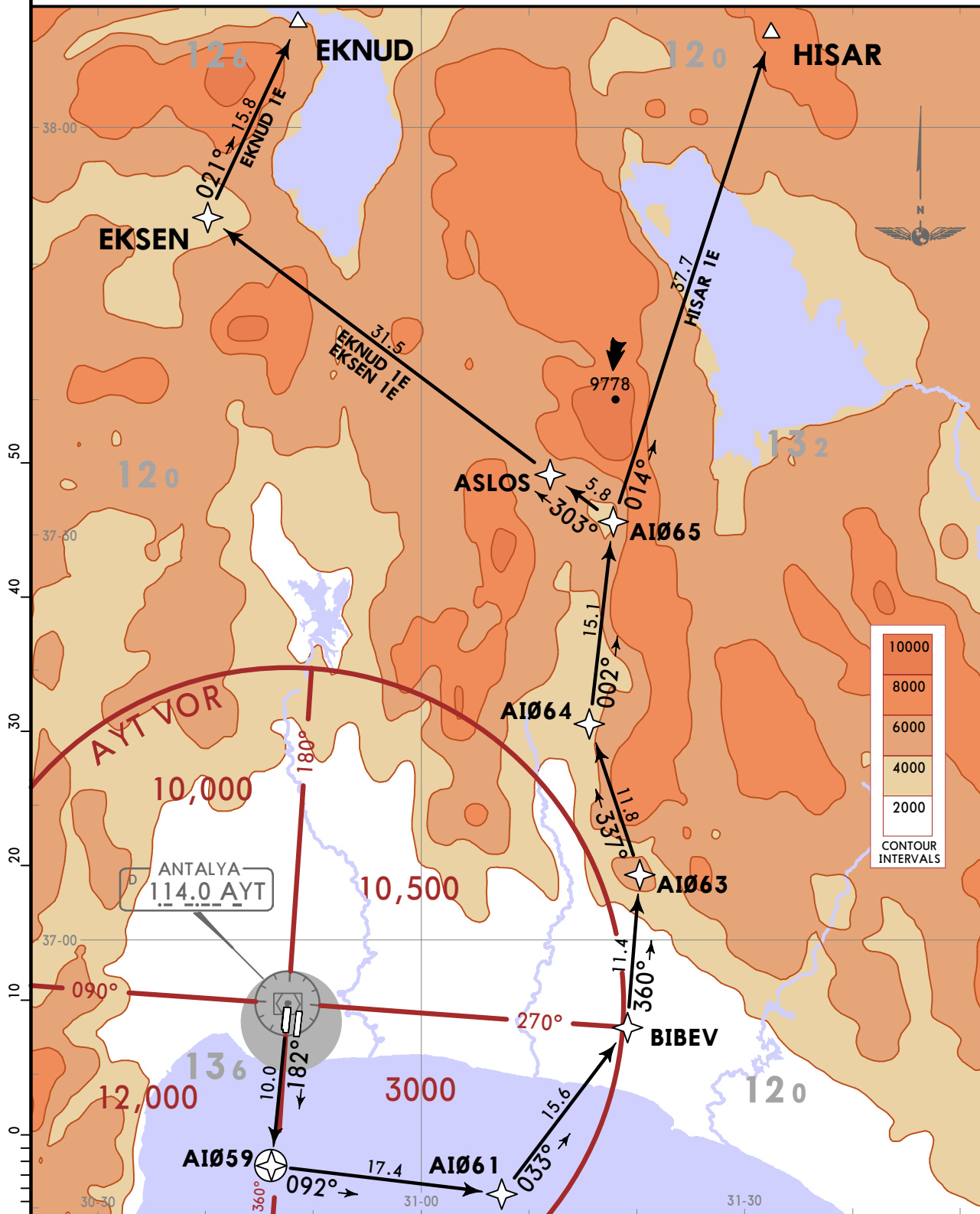
15 DEC 17 **10-3C2**

**RNAV SID**

Apt Elev  
**177**

Trans alt: 15000  
 1. RNAV (GNSS). 2. RADAR required. 3. P-RNAV approval required otherwise ATC.  
 4. At first contact report assigned SID to APP controller. 5. ATC may clear the aircraft direct to a waypoint published in a SID. After reaching this waypoint, follow remaining part of SID.

**EKNUD 1E [EKNU1E], EKSEN 1E [EKSE1E], HISAR 1E [HISA1E]**  
**RWY 18C RNAV DEPARTURES**



SID	ROUTING
<b>EKNUD 1E</b>	To AI059, turn LEFT to AI061, turn LEFT to BIBEV, turn LEFT to AI063, turn LEFT to AI064, turn RIGHT to AI065, turn LEFT to ASLOS, to EKSEN, turn RIGHT to EKNUD.
<b>EKSEN 1E</b>	To AI059, turn LEFT to AI061, turn LEFT to BIBEV, turn LEFT to AI063, turn LEFT to AI064, turn RIGHT to AI065, turn LEFT to ASLOS, to EKSEN.
<b>HISAR 1E</b>	To AI059, turn LEFT to AI061, turn LEFT to BIBEV, turn LEFT to AI063, turn LEFT to AI064, turn RIGHT to AI065, turn RIGHT to HISAR.

**LTAI/AYT**  
ANTALYA INTL

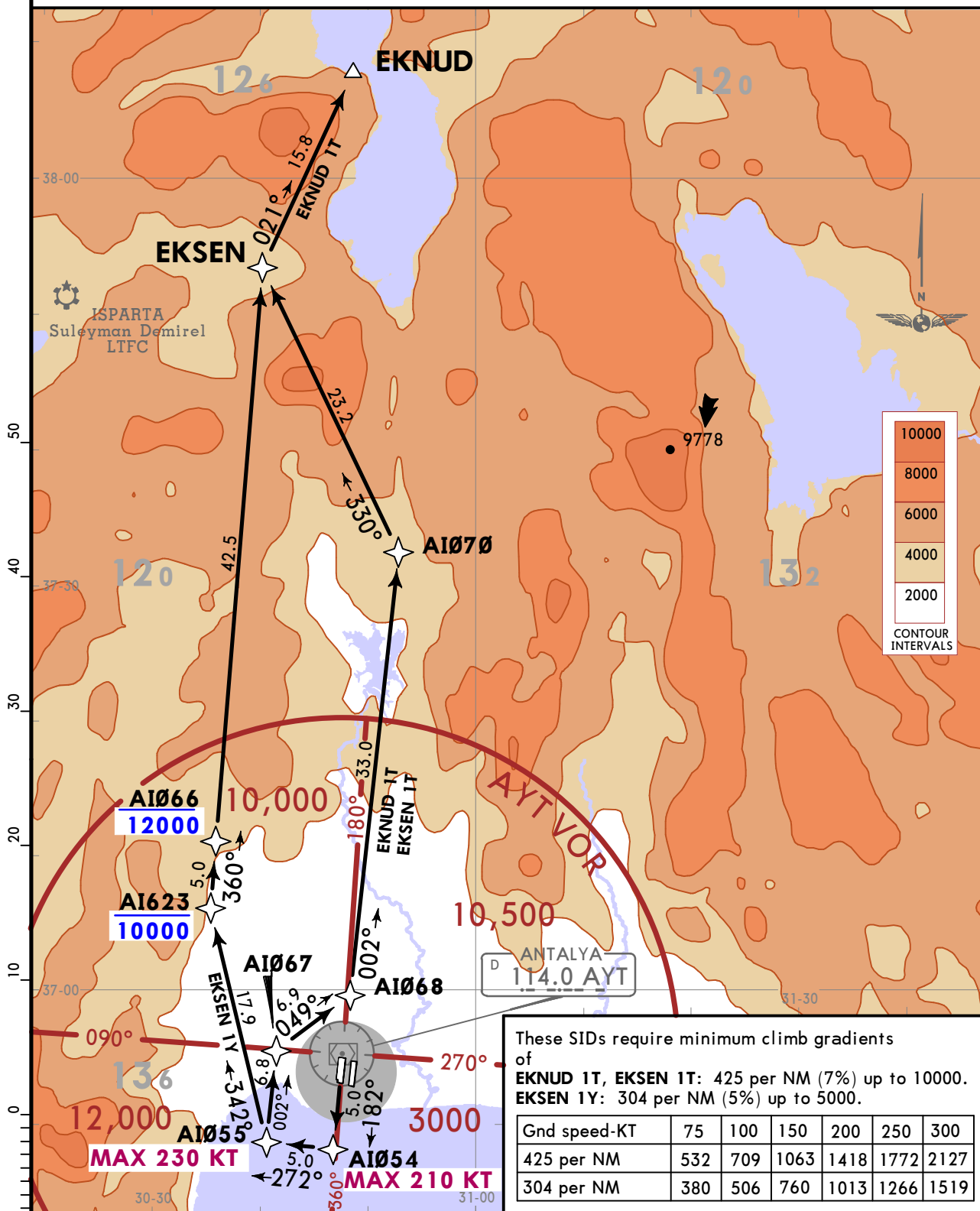
**JEPPESSEN**  
15 DEC 17 **(10-3C3)**

**ANTALYA, TURKEY**  
**RNAV SID**

Apt Elev  
**177**

Trans alt: 15000  
 1. RNAV (GNSS). 2. RADAR required. 3. P-RNAV approval required otherwise  
**advice ATC.** 4. At first contact report assigned SID to APP controller. 5. ATC may clear  
 the aircraft direct to a waypoint published in a SID. After reaching this waypoint,  
 follow remaining part of SID.

**EKNUD 1T [EKNU1T], EKSEN 1T [EKSE1T], EKSEN 1Y [EKSE1Y]  
 RWY 18C RNAV DEPARTURES**



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

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

SID	ROUTING
<b>EKNUD 1T</b>	To AI054, turn RIGHT to AI055, turn RIGHT to AI067, turn RIGHT to AI068, turn LEFT to AI070, turn LEFT to EKSEN, turn RIGHT to EKNUD.
<b>EKSEN 1T</b>	To AI054, turn RIGHT to AI055, turn RIGHT to AI067, turn RIGHT to AI068, turn LEFT to AI070, turn LEFT to EKSEN.
<b>EKSEN 1Y</b>	To AI054, turn RIGHT to AI055, turn RIGHT to AI063, turn RIGHT to AI066, to EKSEN.

**LTAI/AYT**  
**ANTALYA**

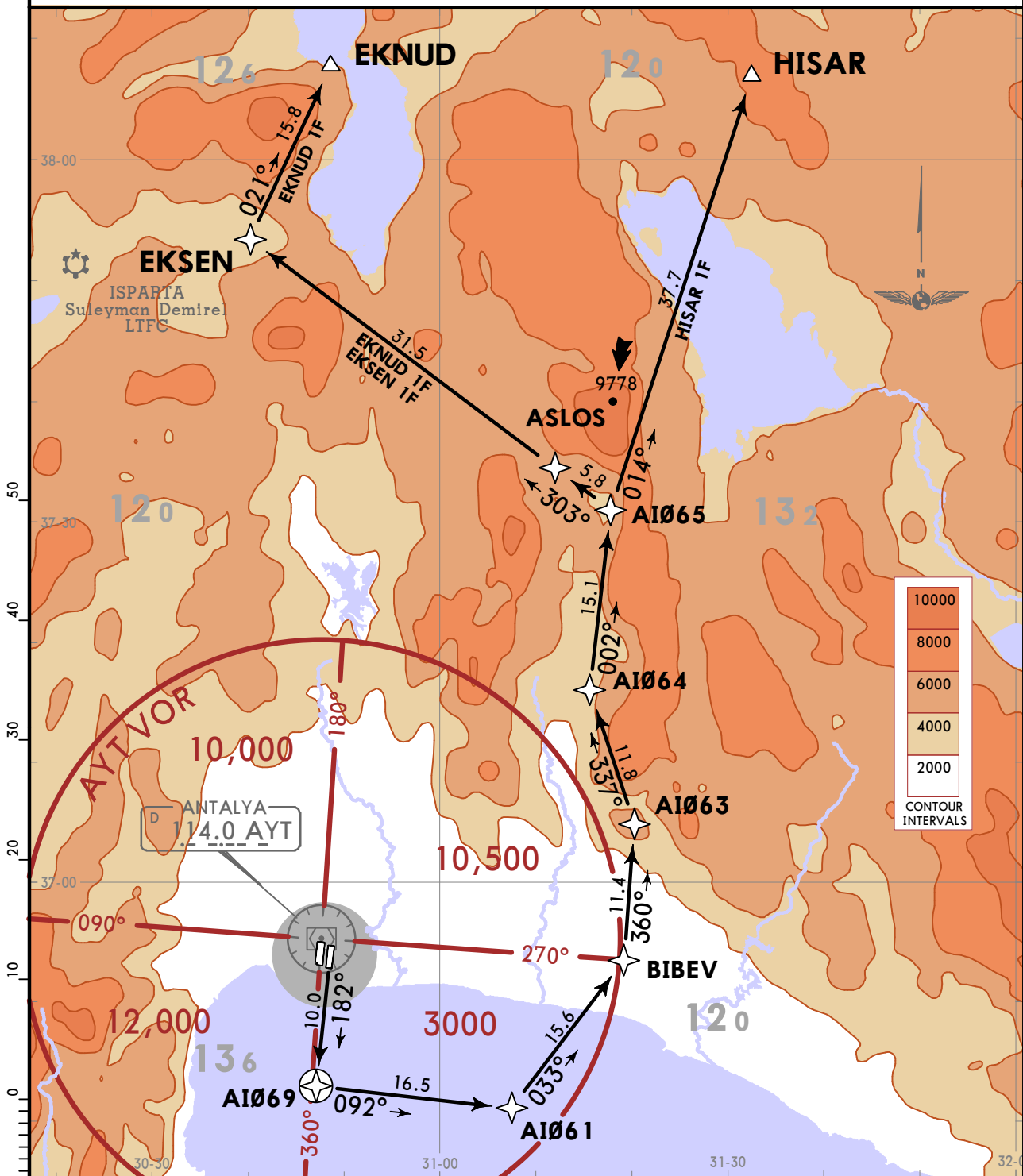
**JEPPESSEN**  
15 DEC 17 **10-3C4**

**ANTALYA, TURKEY**  
**RNAV SID**

Apt Elev  
**177**

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

**EKNUD 1F [EKNU1F], EKSEN 1F [EKSE1F],  
HISAR 1F [HISA1F]**  
**RWY 18L RNAV DEPARTURES**



SID	ROUTING
<b>EKNUD 1F</b>	To AI069, turn LEFT to AI061, turn LEFT to BIBEV, turn LEFT to AI063, turn LEFT to AI064, turn RIGHT to AI065, turn LEFT to ASLOS, to EKSEN, turn RIGHT to EKNUD.
<b>EKSEN 1F</b>	To AI069, turn LEFT to AI061, turn LEFT to BIBEV, turn LEFT to AI063, turn LEFT to AI064, turn RIGHT to AI065, turn LEFT to ASLOS, to EKSEN.
<b>HISAR 1F</b>	To AI069, turn LEFT to AI061, turn LEFT to BIBEV, turn LEFT to AI063, turn LEFT to AI064, turn RIGHT to AI065, turn RIGHT to HISAR.

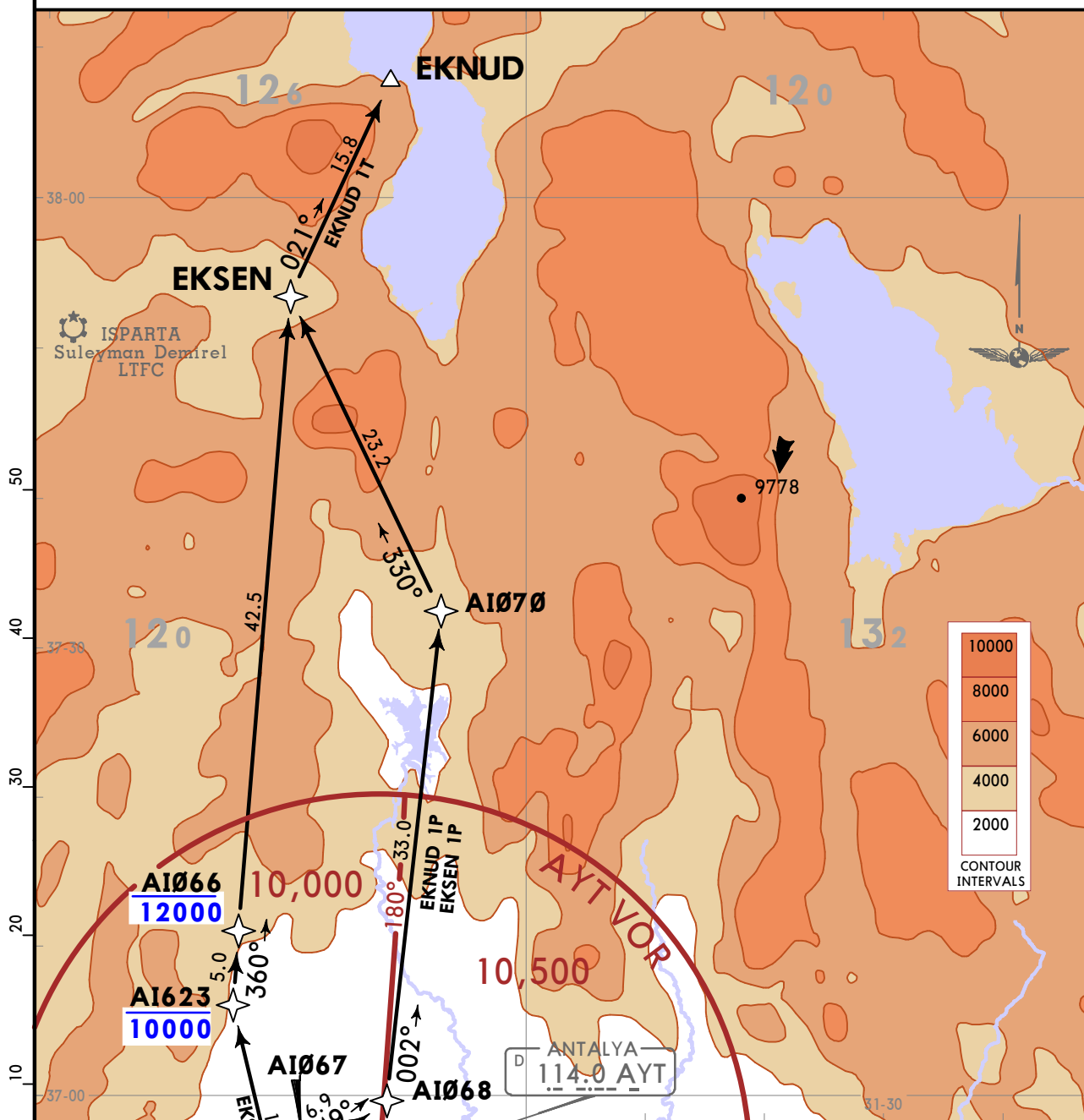
**LTAI/AYT**  
ANTALYA INTL

**JEPPESSEN**  
15 DEC 17 **10-3D**

**ANTALYA, TURKEY**  
**RNAV SID**

Apt Elev 177  
Trans alt: 15000  
1. RNAV (GNSS). 2. RADAR required. 3. P-RNAV approval required otherwise advice ATC. 4. At first contact report assigned SID to APP controller. 5. ATC may clear the aircraft direct to a waypoint published in a SID. After reaching this waypoint, follow remaining part of SID.

**EKNUD 1P [EKNU1P], EKSEN 1P [EKSE1P], EKSEN 1Z [EKSE1Z]  
RWY 18L RNAV DEPARTURES**



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

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

SID	ROUTING
<b>EKNUD 1P</b>	To AI074, turn RIGHT to AI055, turn RIGHT to AI067, turn RIGHT to AI068, turn LEFT to AI070, turn LEFT to EKSEN, turn RIGHT to EKNUD.
<b>EKSEN 1P</b>	To AI074, turn RIGHT to AI055, turn RIGHT to AI067, turn RIGHT to AI068, turn LEFT to AI070, turn LEFT to EKSEN.
<b>EKSEN 1Z</b>	To AI074, turn RIGHT to AI055, turn RIGHT to AI063, turn RIGHT to AI066, to EKSEN.

**LTAI/AYT**  
ANTALYA INTL



**ANTALYA, TURKEY**

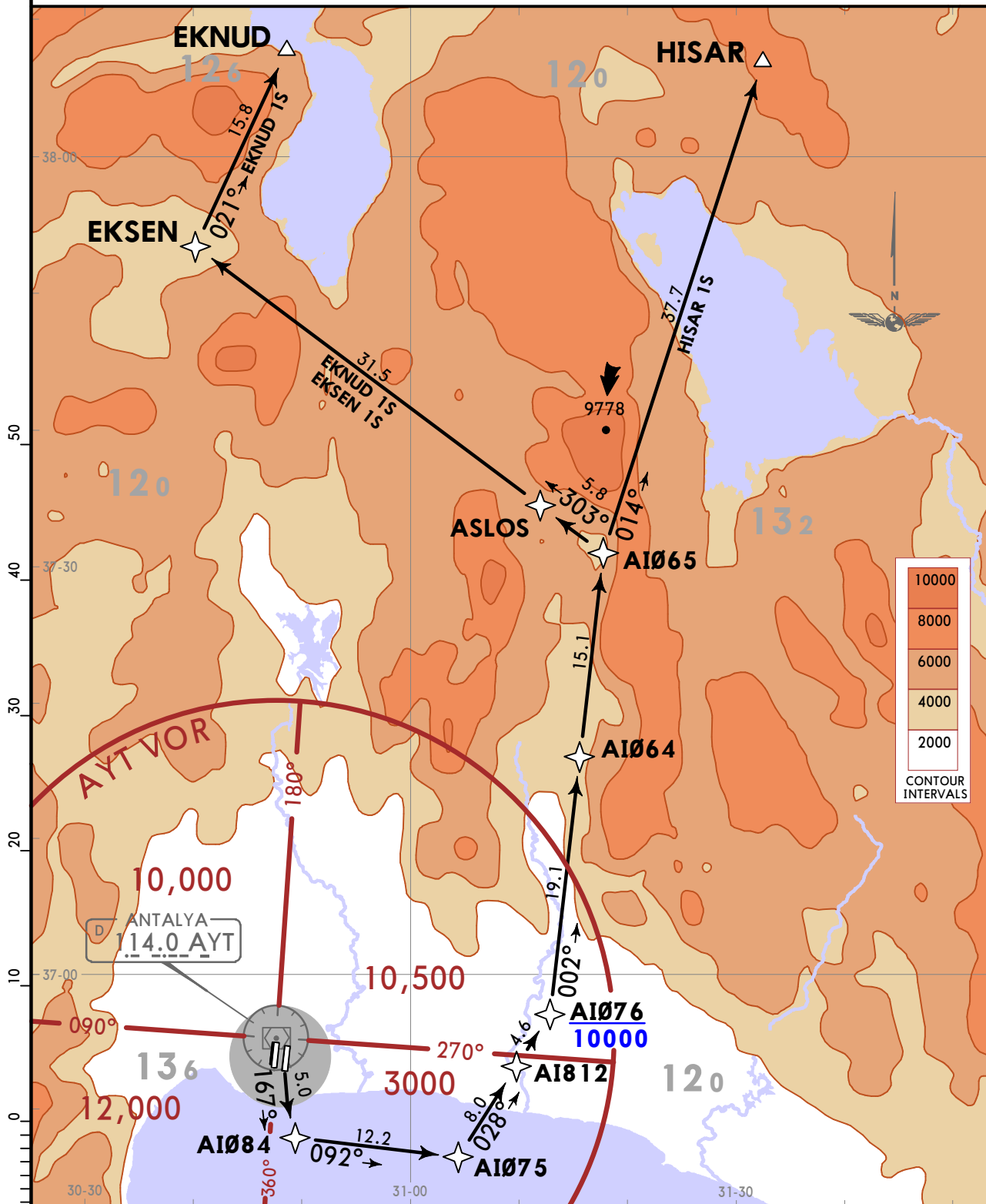
15 DEC 17 **10-3E**

**RNAV SID**

Apt Elev  
**177**

Trans alt: 15000  
**1. RNAV (GNSS). 2. RADAR required. 3. P-RNAV approval required otherwise advice ATC. 4. At first contact report assigned SID to APP controller. 5. ATC may clear the aircraft direct to a waypoint published in a SID. After reaching this waypoint, follow remaining part of SID.**

**EKNUD 1S [EKNU1S], EKSEN 1S [EKSE1S], HISAR 1S [HISA1S]  
RWY 18L RNAV DEPARTURES**

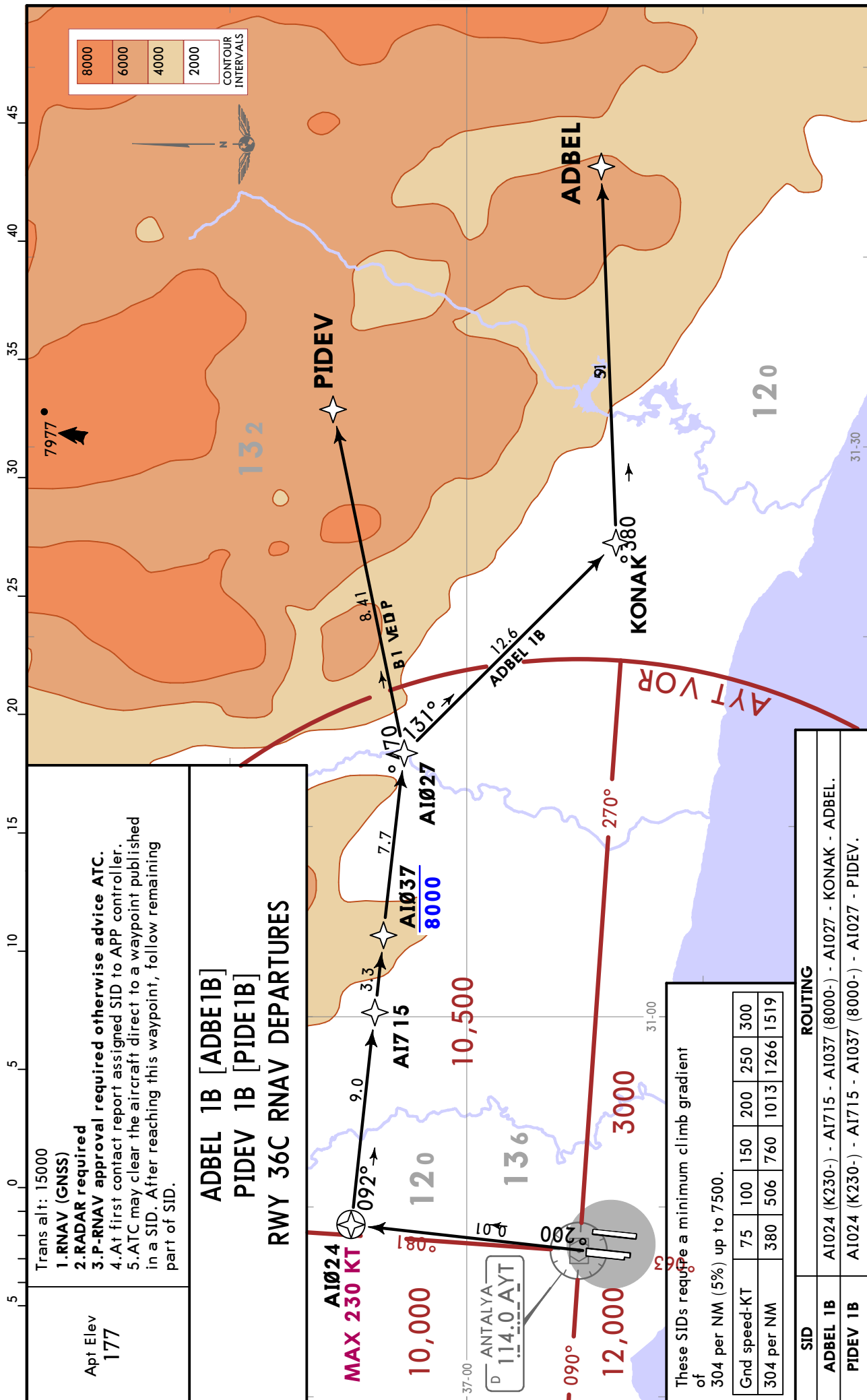


SID	ROUTING
<b>EKNUD 1S</b>	To AI084, turn LEFT to AI075, turn LEFT to AI812, to AI076, turn LEFT to AI064, to AI065, turn LEFT to ASLOS, to EKSEN, turn RIGHT to EKNUD.
<b>EKSEN 1S</b>	To AI084, turn LEFT to AI075, turn LEFT to AI812, to AI076, turn LEFT to AI064, to AI065, turn LEFT to ASLOS, to EKSEN.
<b>HISAR 1S</b>	To AI084, turn LEFT to AI075, turn LEFT to AI812, to AI076, turn LEFT to AI064, to AI065, turn RIGHT to HISAR.

LTAI/AYT  
ANTALYA INTL

JEPPESSEN  
15 DEC 17 10-3F

ANTALYA, TURKEY  
RNAV SID



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

**ADBEL 1B [ADBE1B]  
PIDEV 1B [PIDE1B]  
RWY 36C RNAV DEPARTURES**

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

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

SID	ROUTING
ADBEL 1B	A1024 (K230-) - A1715 - A1037 (8000-) - A1027 - KONAK - ADBEL.
PIDEV 1B	A1024 (K230-) - A1715 - A1037 (8000-) - A1027 - PIDEV.





**LTAI/AYT**  
**ANTALYA INTL**

**JEPPESEN**

**ANTALYA, TURKEY**

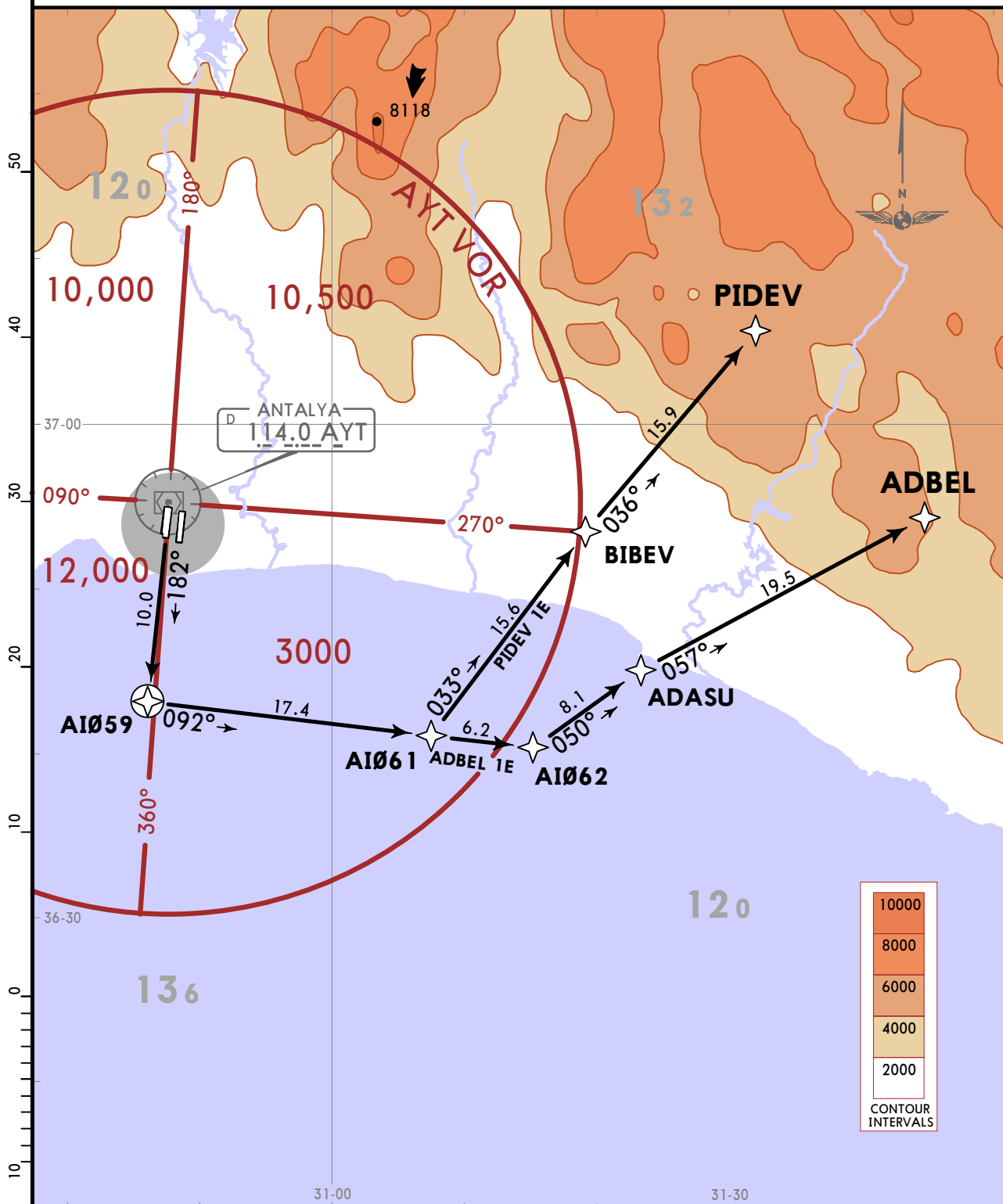
15 DEC 17 (10-3J)

**RNAV SID**

Apt Elev  
 177

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

**ADBEL 1E [ADBE1E]**  
**PIDEV 1E [PIDE1E]**  
**RWY 18C RNAV DEPARTURES**



SID	ROUTING
<b>ADBEL 1E</b>	AI059 - AI061 - AI062 - ADASU - ADBEL.
<b>PIDEV 1E</b>	AI059 - AI061 - BIBEV - PIDEV.

**LTAI/AYT**  
ANTALYA INTL



**ANTALYA, TURKEY**

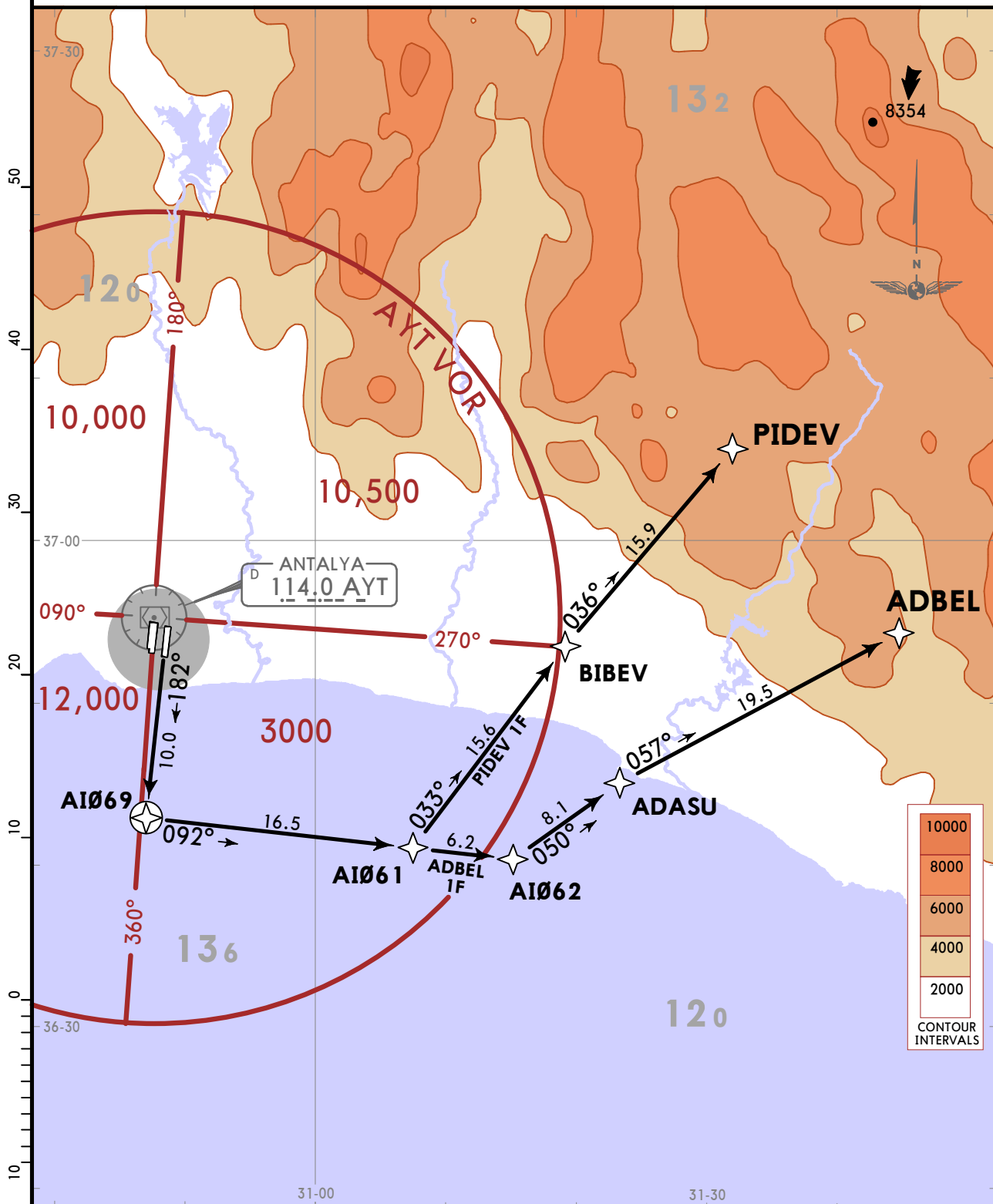
15 DEC 17 **10-3K**

**RNAV SID**

Apt Elev  
**177**

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

**ADBEL 1F [ADBE1F]**  
**PIDEV 1F [PIDE1F]**  
**RWY 18L RNAV DEPARTURES**



SID	ROUTING
<b>ADBEL 1F</b>	AI069 - AI061 - AI062 - ADASU - ADBEL.
<b>PIDEV 1F</b>	AI069 - AI061 - BIBEV - PIDEV.

**LTAI/AYT**  
ANTALYA INTL

**JEPPESEN**

**ANTALYA, TURKEY**

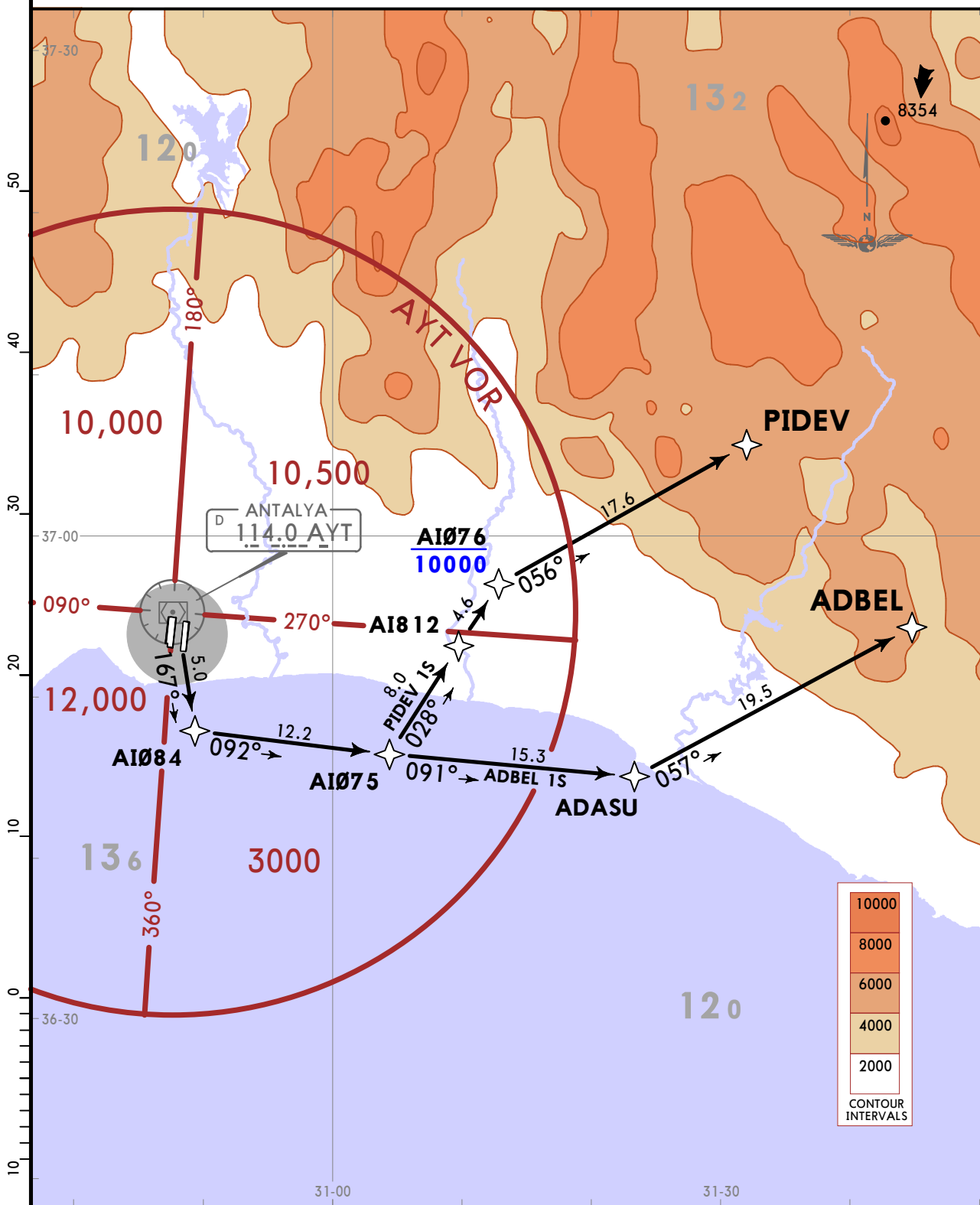
15 DEC 17 **10-3L**

**RNAV SID**

Apt Elev  
**177**

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

**ADBEL 1S [ADBE1S]  
PIDEV 1S [PIDE1S]  
RWY 18L RNAV DEPARTURES**



SID	ROUTING
<b>ADBEL 1S</b>	AI084 - AI075 - ADASU - ADBEL.
<b>PIDEV 1S</b>	AI084 - AI075 - AI812 - AI076 (10000-) - PIDEV.

**LTAI/AYT**  
ANTALYA INTL



**ANTALYA, TURKEY**

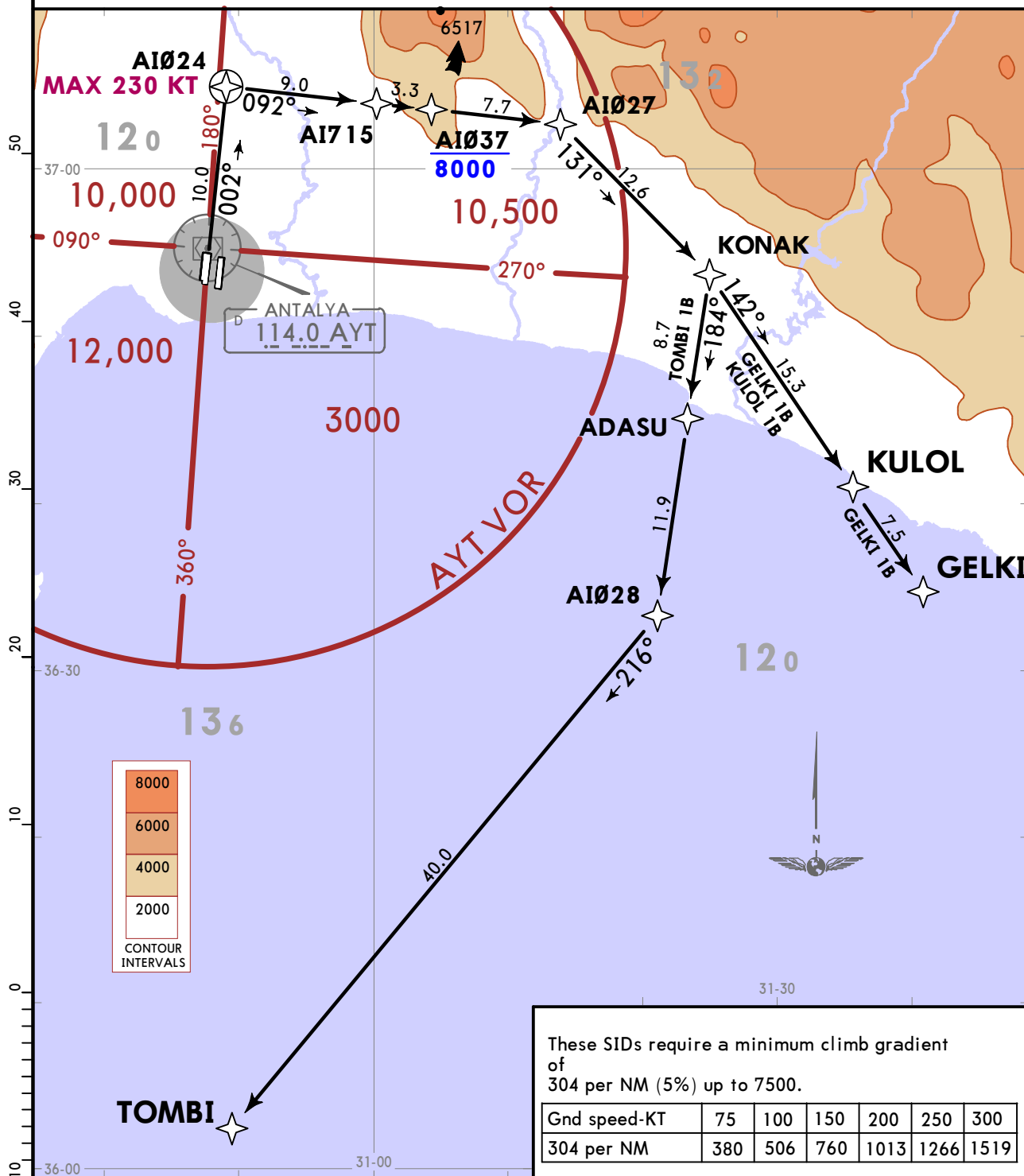
15 DEC 17 **(10-3M)**

**RNAV SID**

Apt Elev  
**177**

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

**GELKI 1B [GELK1B]  
 KULOL 1B [KULO1B]  
 TOMBI 1B [TOMB1B]  
 RWY 36C RNAV DEPARTURES**



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

**LTAI/AYT**  
ANTALYA INTL

**JEPPESEN**

**ANTALYA, TURKEY**

15 DEC 17 (10-3N)

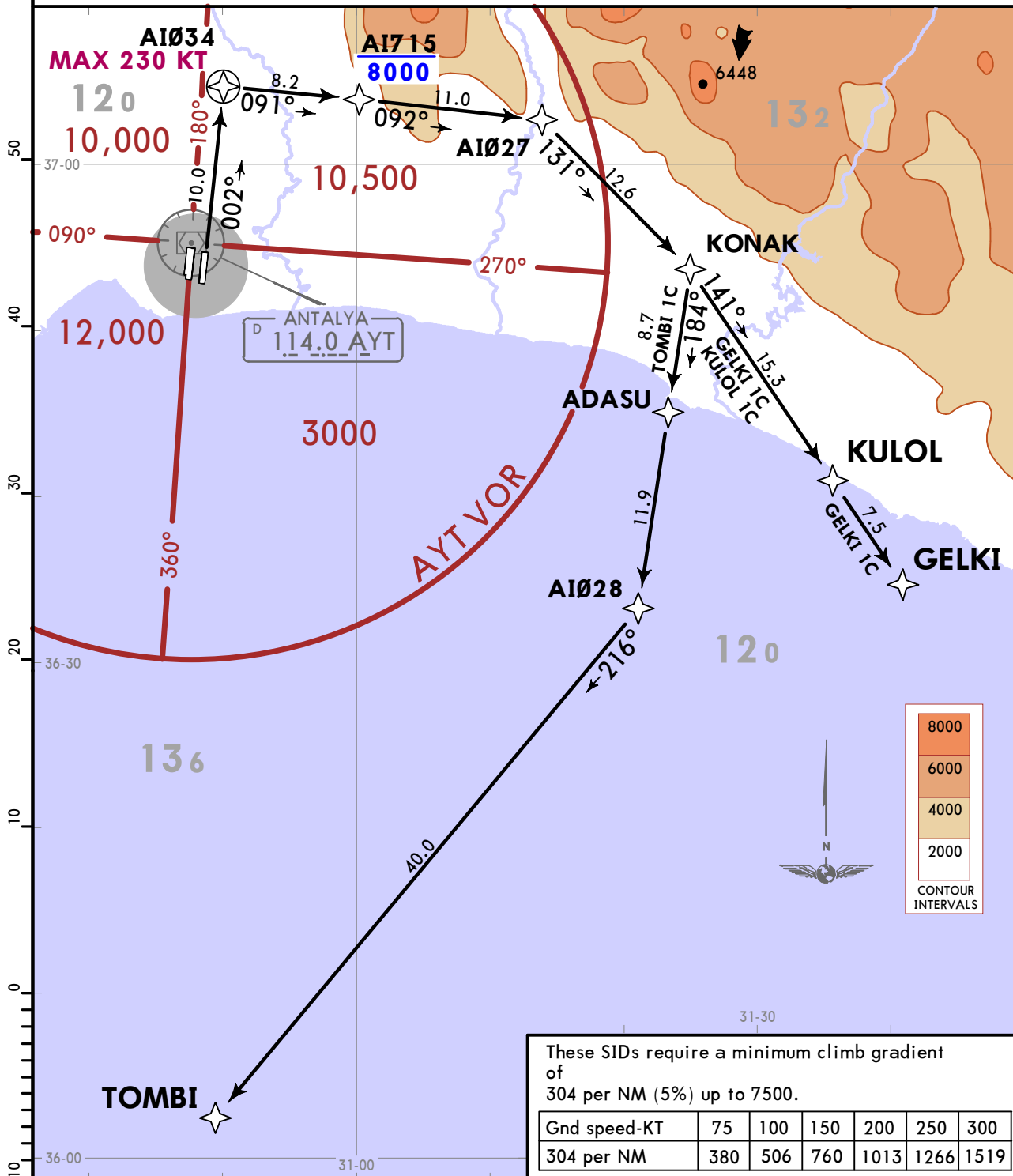
**RNAV SID**

Apt Elev 177

Trans alt: 15000

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

**GELKI 1C [GELK1C]**  
**KULOL 1C [KULO1C]**  
**TOMBI 1C [TOMB1C]**  
**RWY 36R RNAV DEPARTURES**



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

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

SID	ROUTING
<b>GELKI 1C</b>	AI034 (K230-) - AI715 (8000-) - AI027 - KONAK - KULOL - GELKI.
<b>KULOL 1C</b>	AI034 (K230-) - AI715 (8000-) - AI027 - KONAK - KULOL.
<b>TOMBI 1C</b>	AI034 (K230-) - AI715 (8000-) - AI027 - KONAK - ADASU - AI028 - TOMBI.

**LTAI/AYT**  
**ANTALYA INTL**



**ANTALYA, TURKEY**

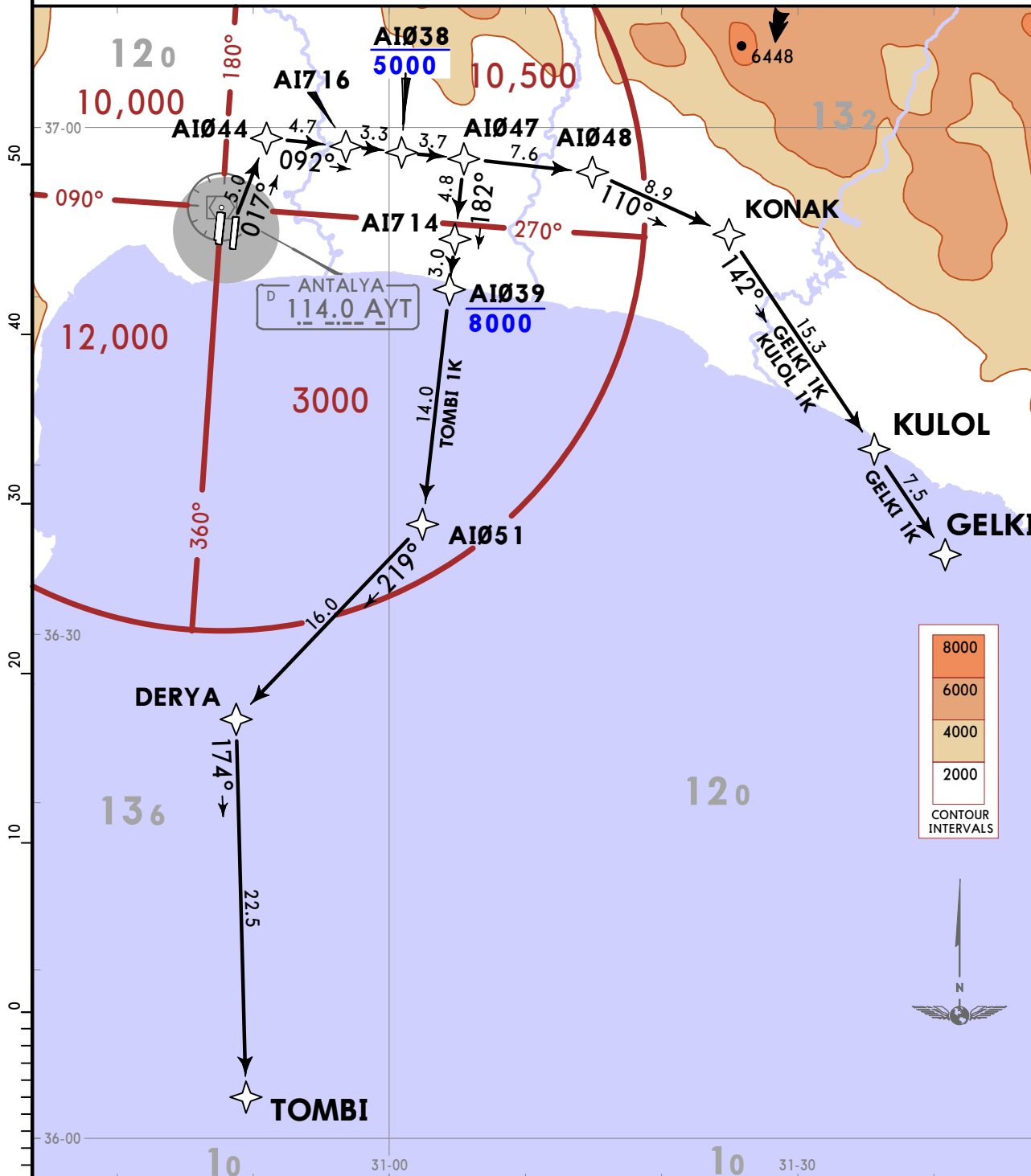
15 DEC 17 **10-3P**

**RNAV SID**

Apt Elev  
**177**

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

**GELKI 1K [GELK1K]**  
**KULOL 1K [KULO1K]**  
**TOMBI 1K [TOMB1K]**  
**RWY 36R RNAV DEPARTURES**



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

**LTAI/AYT**  
ANTALYA INTL

**JEPPESEN**

**ANTALYA, TURKEY**

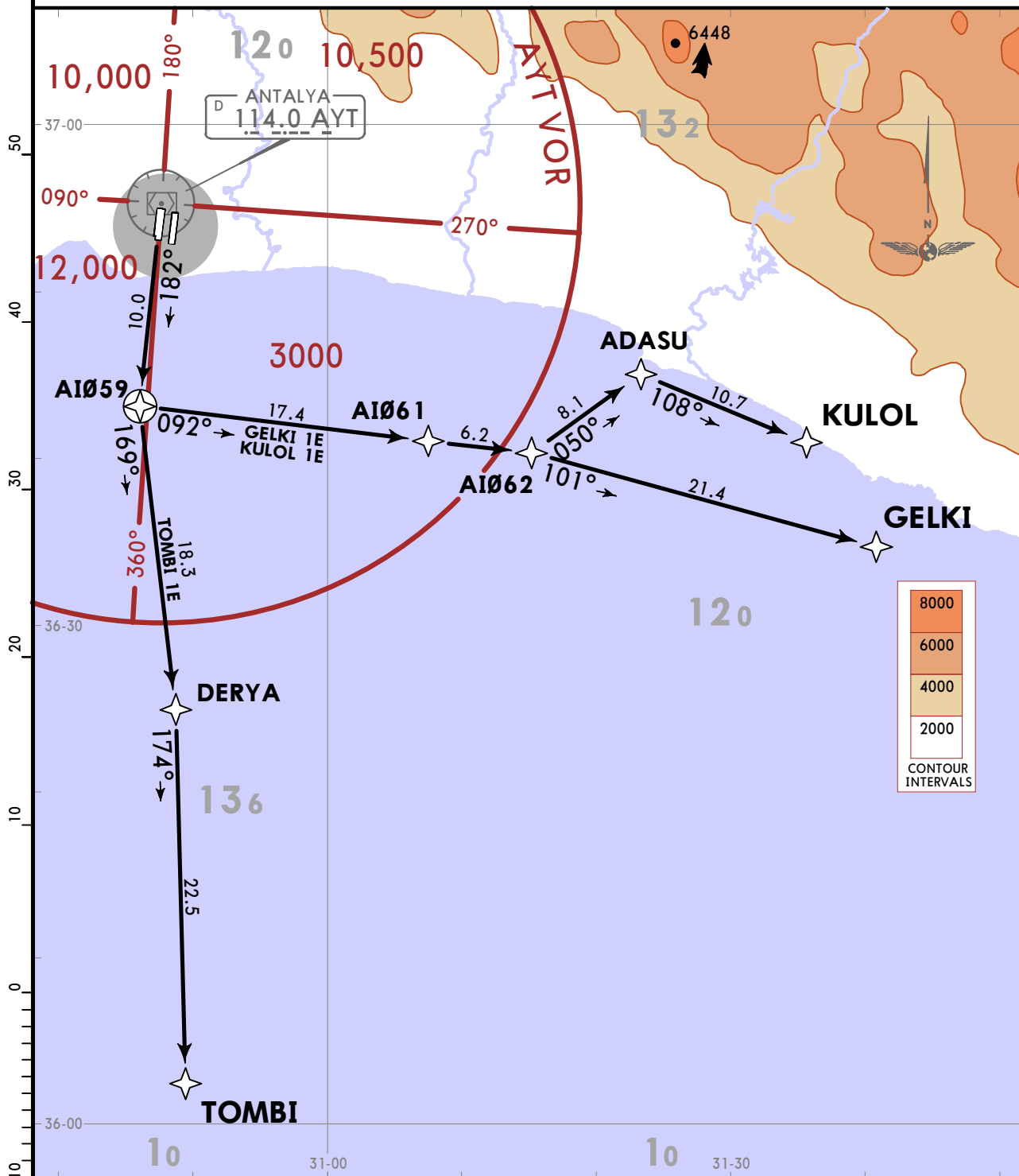
15 DEC 17 (10-3Q)

**RNAV SID**

Apt Elev  
177

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

**GELKI 1E [GELK1E]  
 KULOL 1E [KULO1E]  
 TOMBI 1E [TOMB1E]  
 RWY 18C RNAV DEPARTURES**



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

**LTAI/AYT**  
ANTALYA INTL



**ANTALYA, TURKEY**

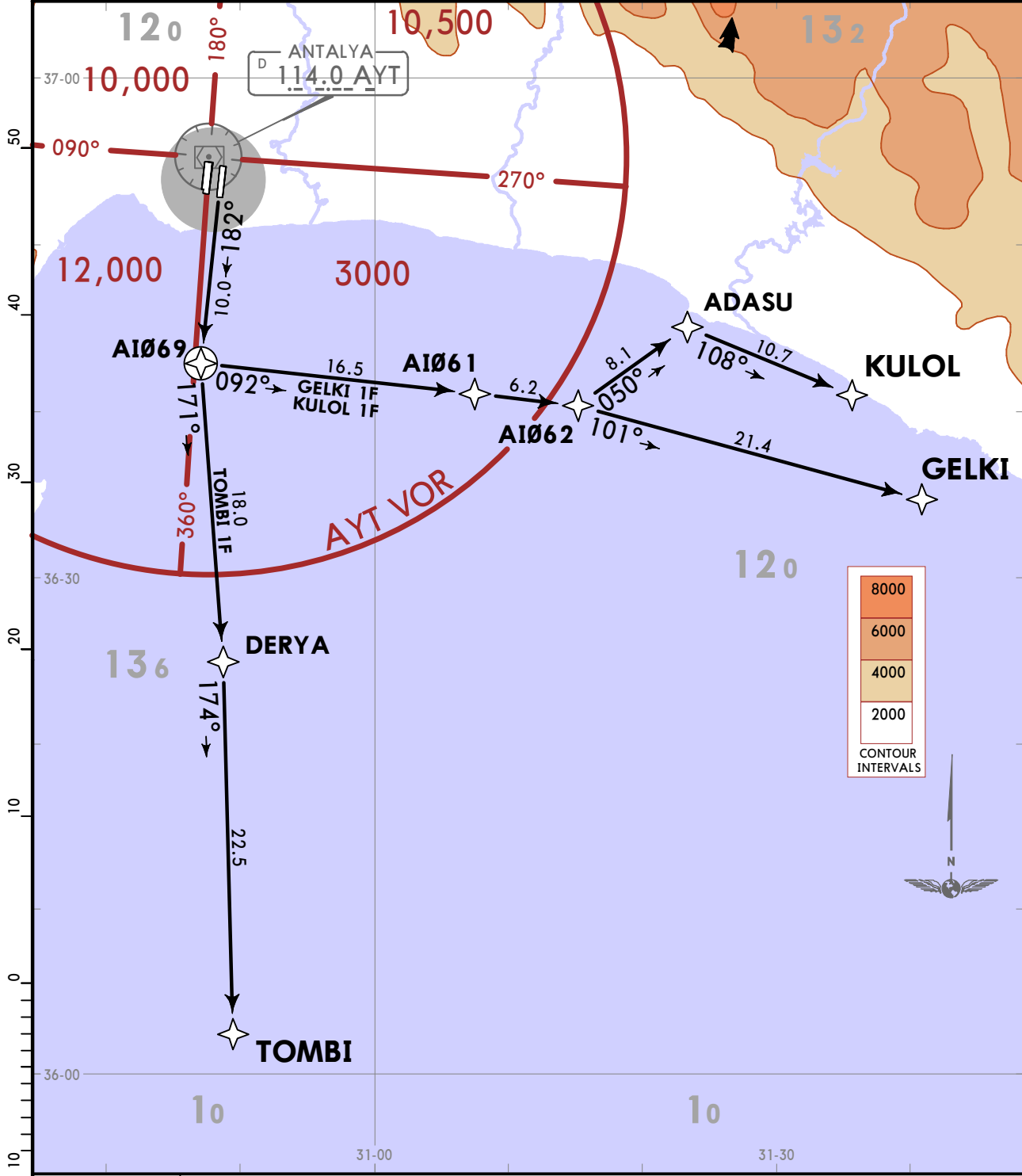
15 DEC 17 **10-3Q1**

**RNAV SID**

Apt Elev  
**177**

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

**GELKI 1F [GELK1F]**  
**KULOL 1F [KULO1F]**  
**TOMBI 1F [TOMB1F]**  
**RWY 18L RNAV DEPARTURES**



SID	ROUTING
<b>GELKI 1F</b>	AI069 - AI061 - AI062 - GELKI.
<b>KULOL 1F</b>	AI069 - AI061 - AI062 - ADASU - KULOL.
<b>TOMBI 1F</b>	AI069 - DERYA - TOMBI.

**LTAI/AYT**  
**ANTALYA INTL**

**JEPPESEN**

**ANTALYA, TURKEY**

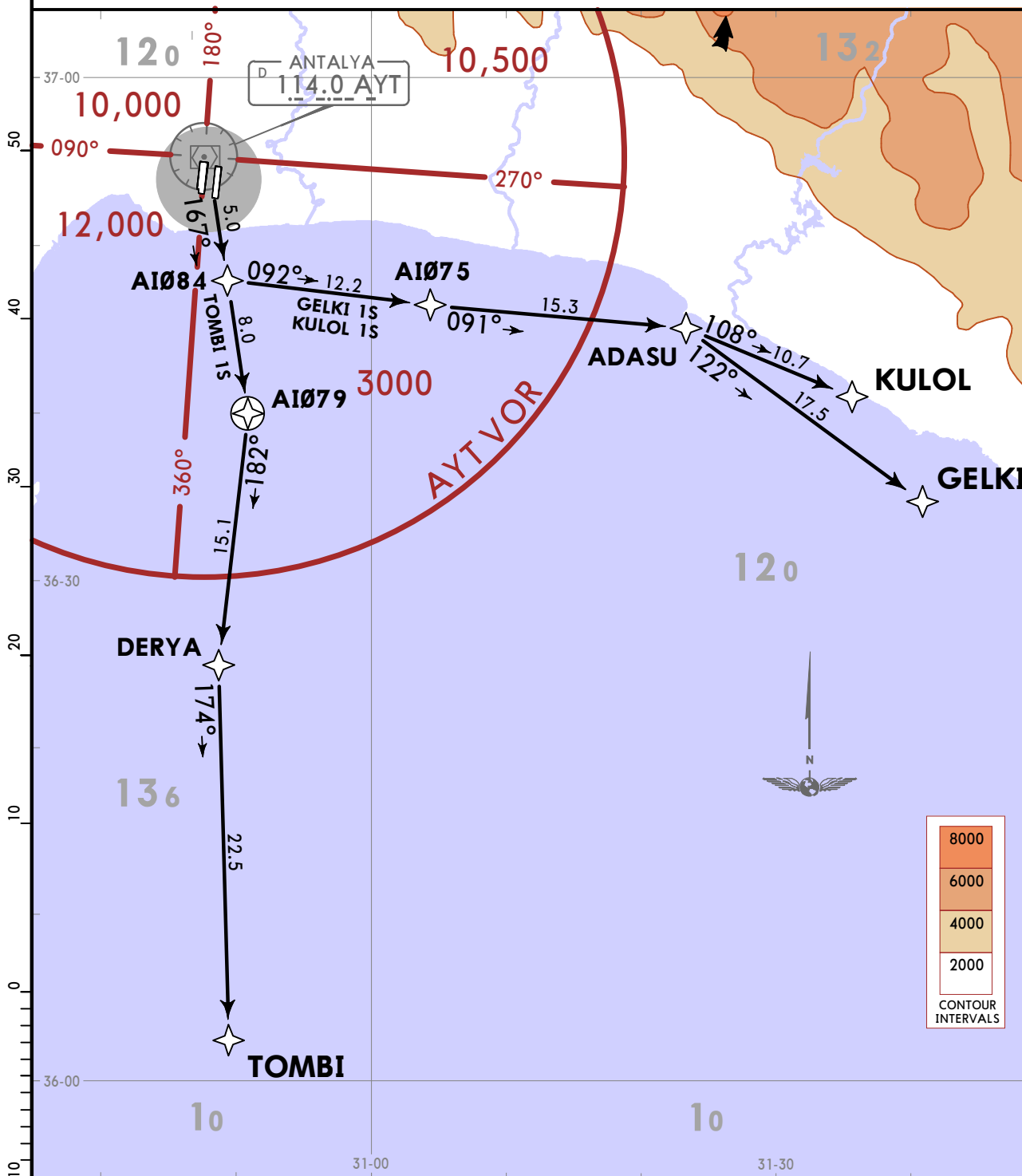
15 DEC 17 **10-3Q2**

**RNAV SID**

Apt Elev  
**177**

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

**GELKI 1S [GELK1S]  
 KULOL 1S [KULO1S]  
 TOMBI 1S [TOMB1S]  
 RWY 18L RNAV DEPARTURES**



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

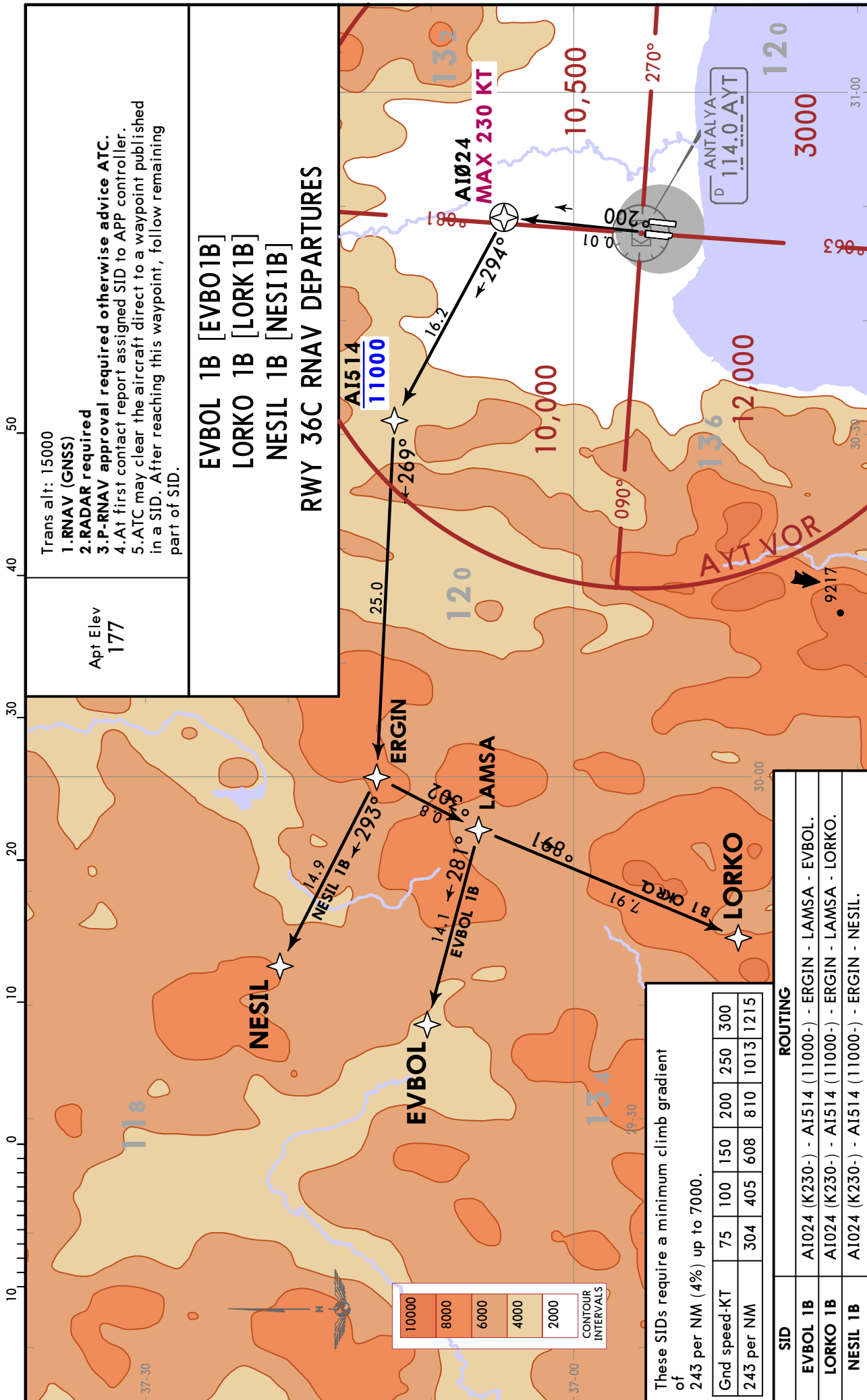
LTAI/AYT  
ANTALYA INTL

JEPPESSEN

ANTALYA, TURKEY

15 DEC 17 10-3Q3

RNAV SID



**LTAI/AYT**  
**ANTALYA INTL**



**ANTALYA, TURKEY**

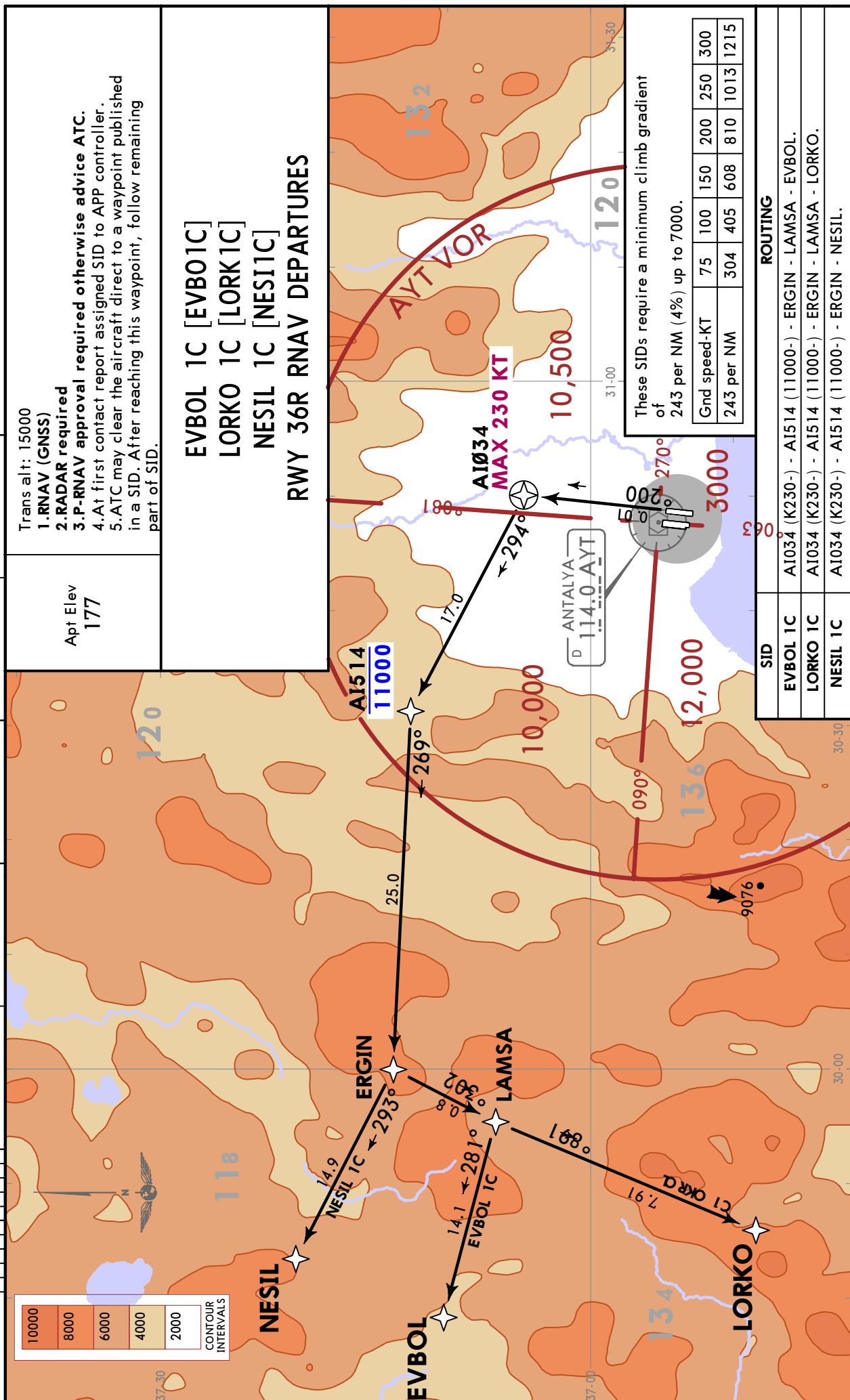
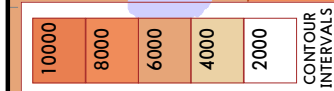
15 DEC 17 **10-3Q4**

**RNAV SID**

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

Apt Elev  
177

**EVBOL 1C [EVBOL1C]**  
**LORKO 1C [LORK1C]**  
**NESIL 1C [NESI1C]**  
**RWY 36R RNAV DEPARTURES**



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

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

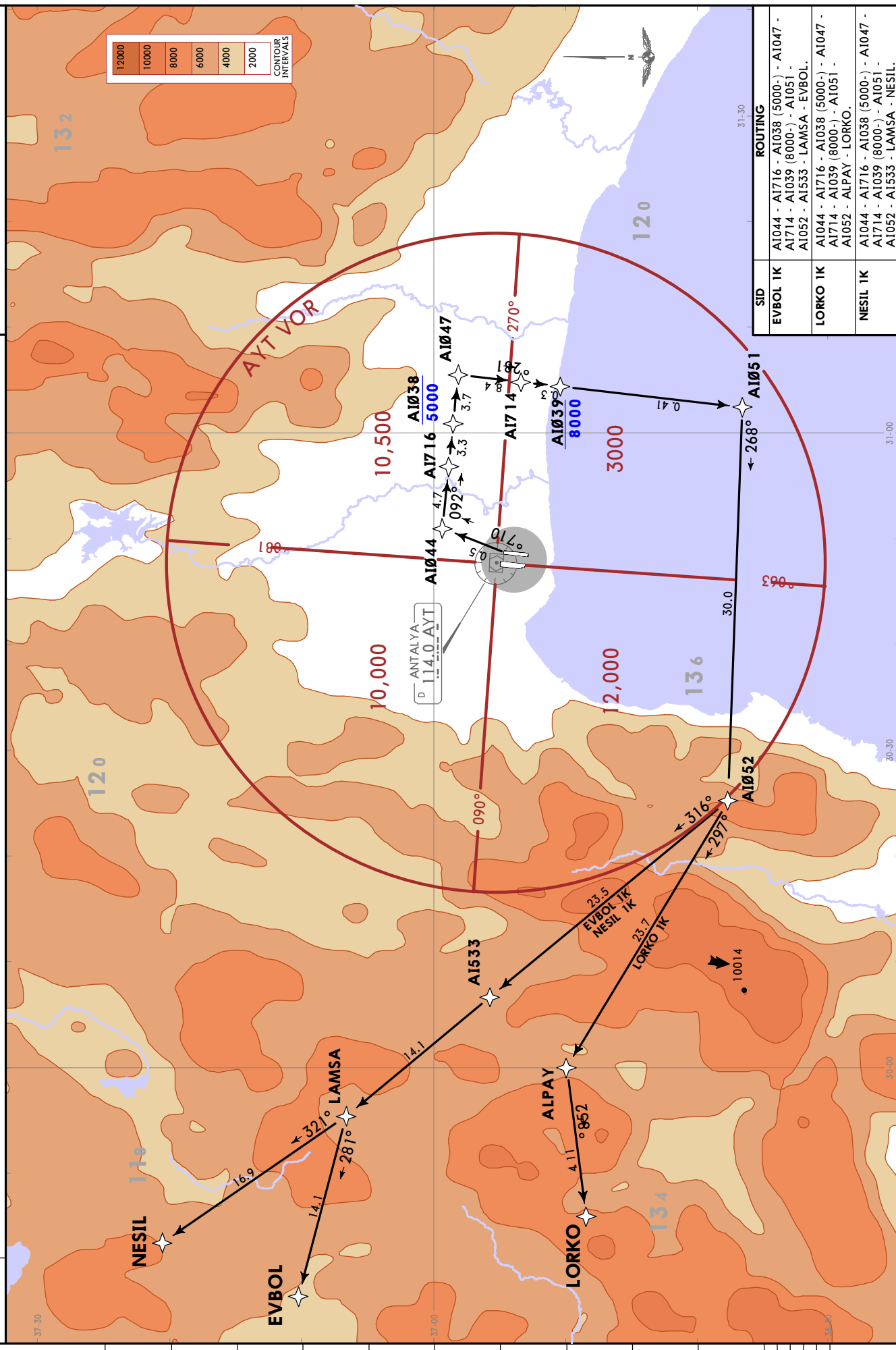
SID	ROUTING
EVBOL 1C	AI034 (K230-) - AI514 (11000-) - ERGIN - LAMSA - EVBOL.
LORKO 1C	AI034 (K230-) - AI514 (11000-) - ERGIN - LAMSA - LORKO.
NESIL 1C	AI034 (K230-) - AI514 (11000-) - ERGIN - NESIL.

**JEJPESENANTALYA, TURKEY**  
**15 DEC 17** (10-3Q5) **RNAV SID**

**EV BOL 1K [EV B01K]**  
**LORKO 1K [LORK 1K]**  
**NESIL 1K [NESI 1K]**  
**RWY 36R RNAV DEPARTURES**

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

**LTAI/AYT**  
**ANTALYA INTL**  
 Apt Elev  
**177**



SID	ROUTING
EV BOL 1K	A1044 - A1716 - A1038 (5000-) - A1047 - A1714 - A1039 (8000-) - A1051 - A1052 - A1533 - LAMSA - EVBOL.
LORKO 1K	A1044 - A1716 - A1038 (5000-) - A1047 - A1714 - A1039 (8000-) - A1051 - A1052 - ALPAY - LORKO.
NESIL 1K	A1044 - A1716 - A1038 (5000-) - A1047 - A1714 - A1039 (8000-) - A1051 - A1052 - A1533 - LAMSA - NESIL.

**LTAI/AYT**  
ANTALYA INTL

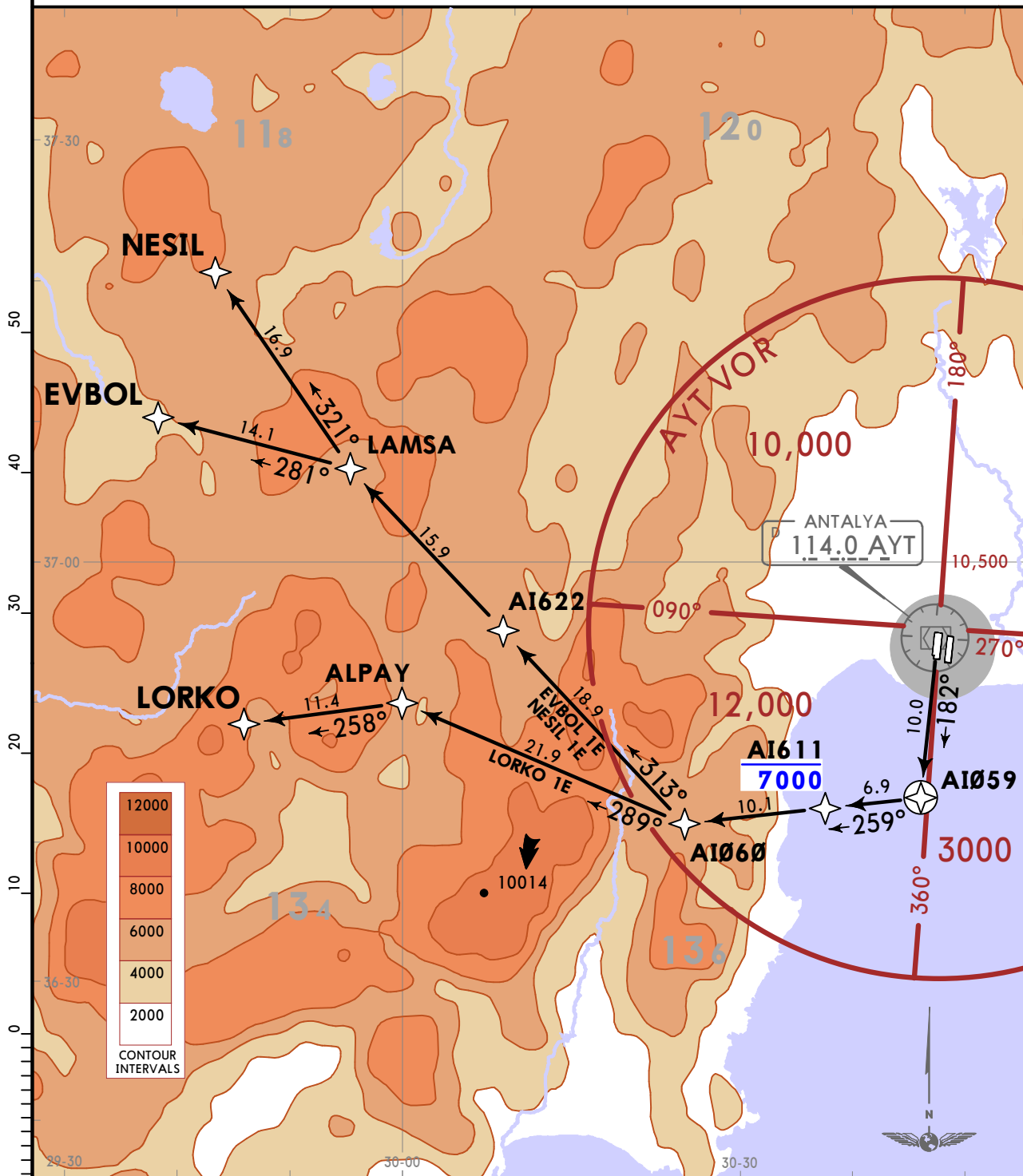
**JEPPESEN**  
15 DEC 17 **10-3Q6**

**ANTALYA, TURKEY**  
**RNAV SID**

Apt Elev  
**177**

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

**EVBOL 1E [EVBO1E]**  
**LORKO 1E [LORK1E]**  
**NESIL 1E [NESI1E]**  
**RWY 18C RNAV DEPARTURES**



SID	ROUTING
<b>EVBOL 1E</b>	AI059 - AI611 (7000-) - AI060 - AI622 - LAMSA - EVBOL.
<b>LORKO 1E</b>	AI059 - AI611 (7000-) - AI060 - ALPAY - LORKO.
<b>NESIL 1E</b>	AI059 - AI611 (7000-) - AI060 - AI622 - LAMSA - NESIL.

**LTAI/AYT**  
**ANTALYA INTL**

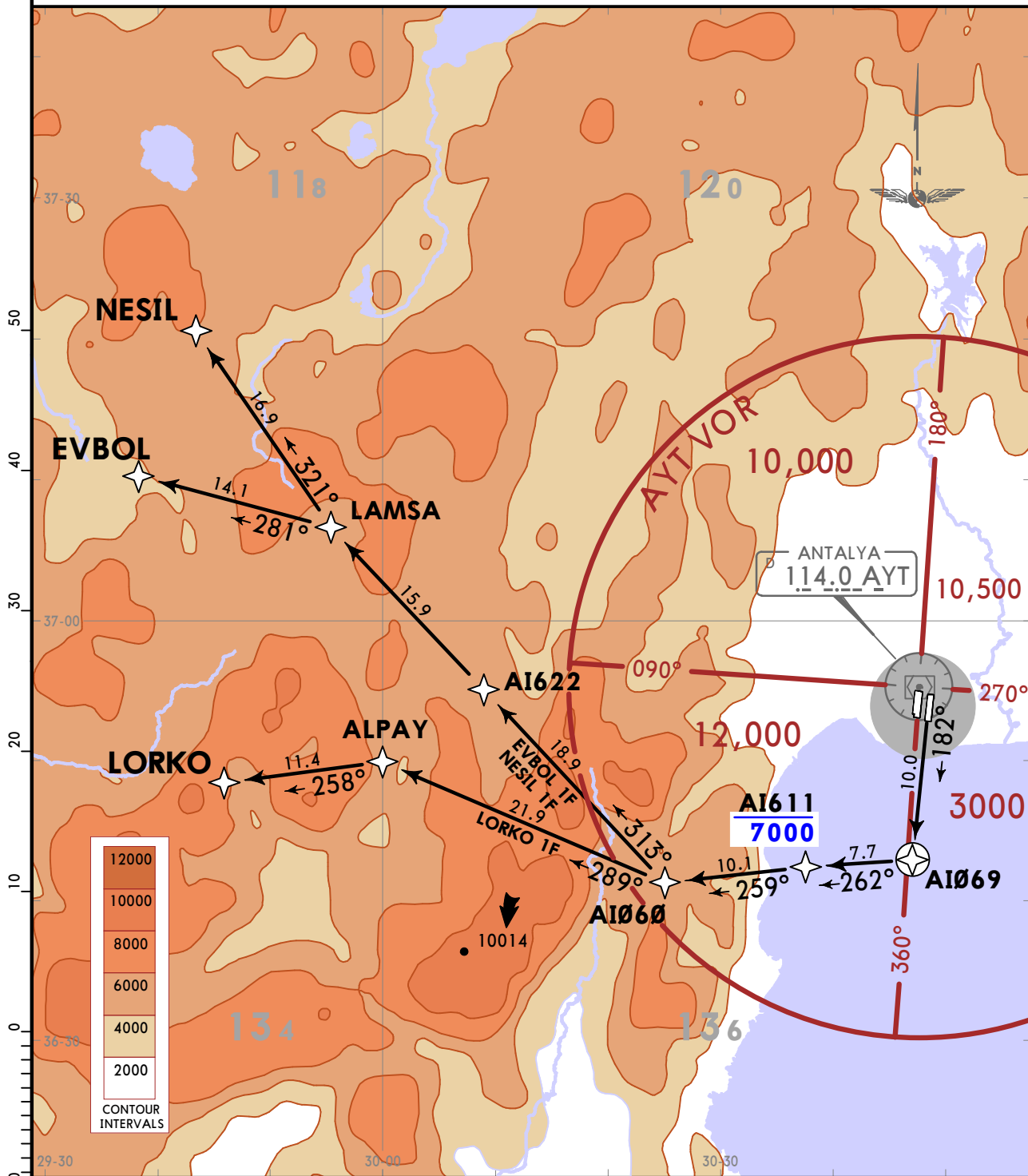
**JEPPESEN**  
 15 DEC 17 **10-3Q7**

**ANTALYA, TURKEY**  
**RNAV SID**

Apt Elev  
**177**

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

**EVBOL 1F [EVBO1F]**  
**LORKO 1F [LORK1F]**  
**NESIL 1F [NESI1F]**  
**RWY 18L RNAV DEPARTURES**



SID	ROUTING
<b>EVBOL 1F</b>	AI069 - AI611 (7000-) - AI060 - AI622 - LAMSA - EVBOL.
<b>LORKO 1F</b>	AI069 - AI611 (7000-) - AI060 - ALPAY - LORKO.
<b>NESIL 1F</b>	AI069 - AI611 (7000-) - AI060 - AI622 - LAMSA - NESIL.

**LTAI/AYT**  
**ANTALYA INTL**



**ANTALYA, TURKEY**

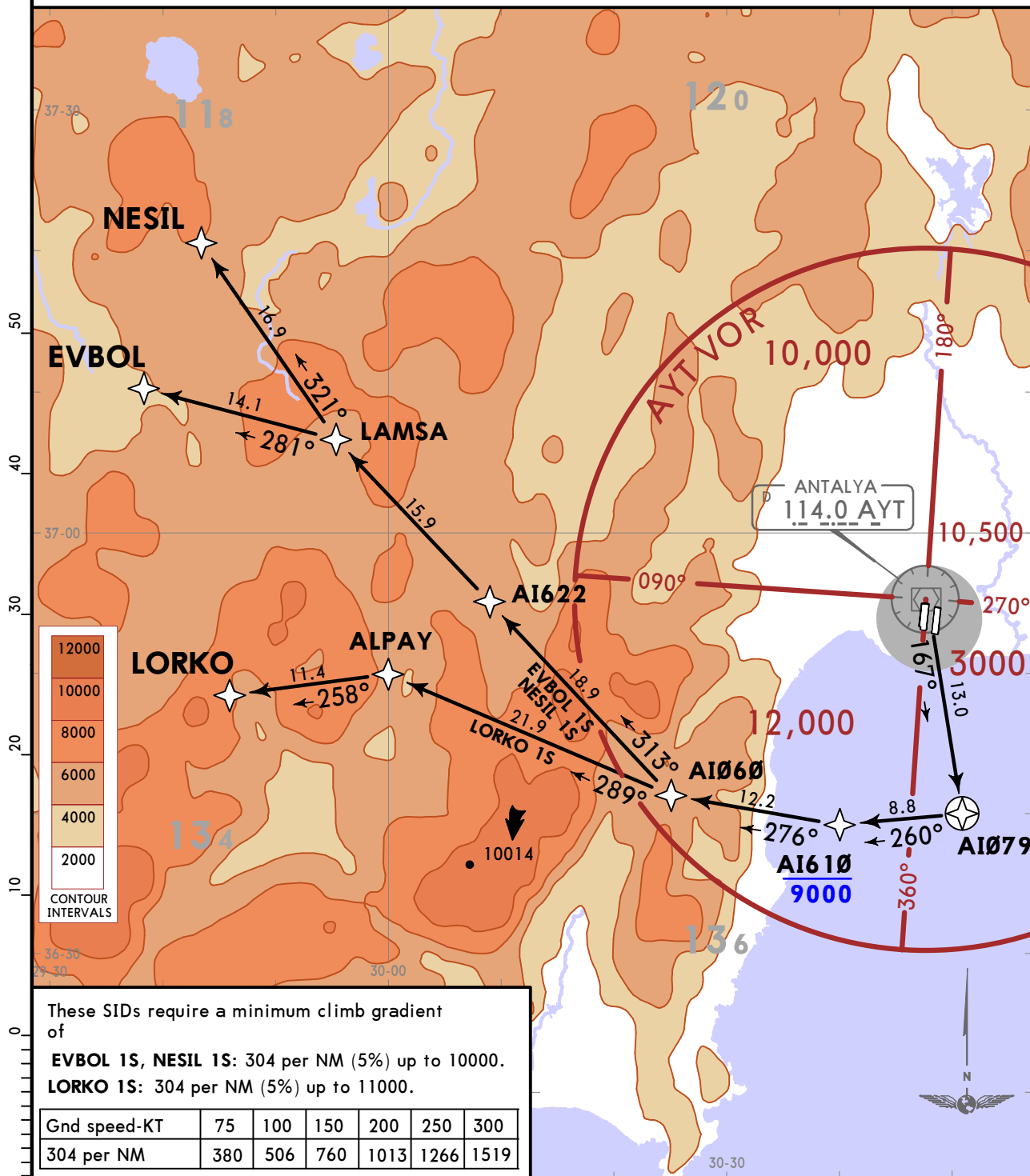
15 DEC 17 **10-3Q8**

**RNAV SID**

Apt Elev  
**177**

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

**EVBOL 1S [EVBO1S]**  
**LORKO 1S [LORK1S]**  
**NESIL 1S [NESI1S]**  
**RWY 18L RNAV DEPARTURES**



SID	ROUTING
<b>EVBOL 1S</b>	AI079 - AI610 (9000-) - AI060 - AI622 - LAMSA - EVBOL.
<b>LORKO 1S</b>	AI079 - AI610 (9000-) - AI060 - ALPAY - LORKO.
<b>NESIL 1S</b>	AI079 - AI610 (9000-) - AI060 - AI622 - LAMSA - NESIL.

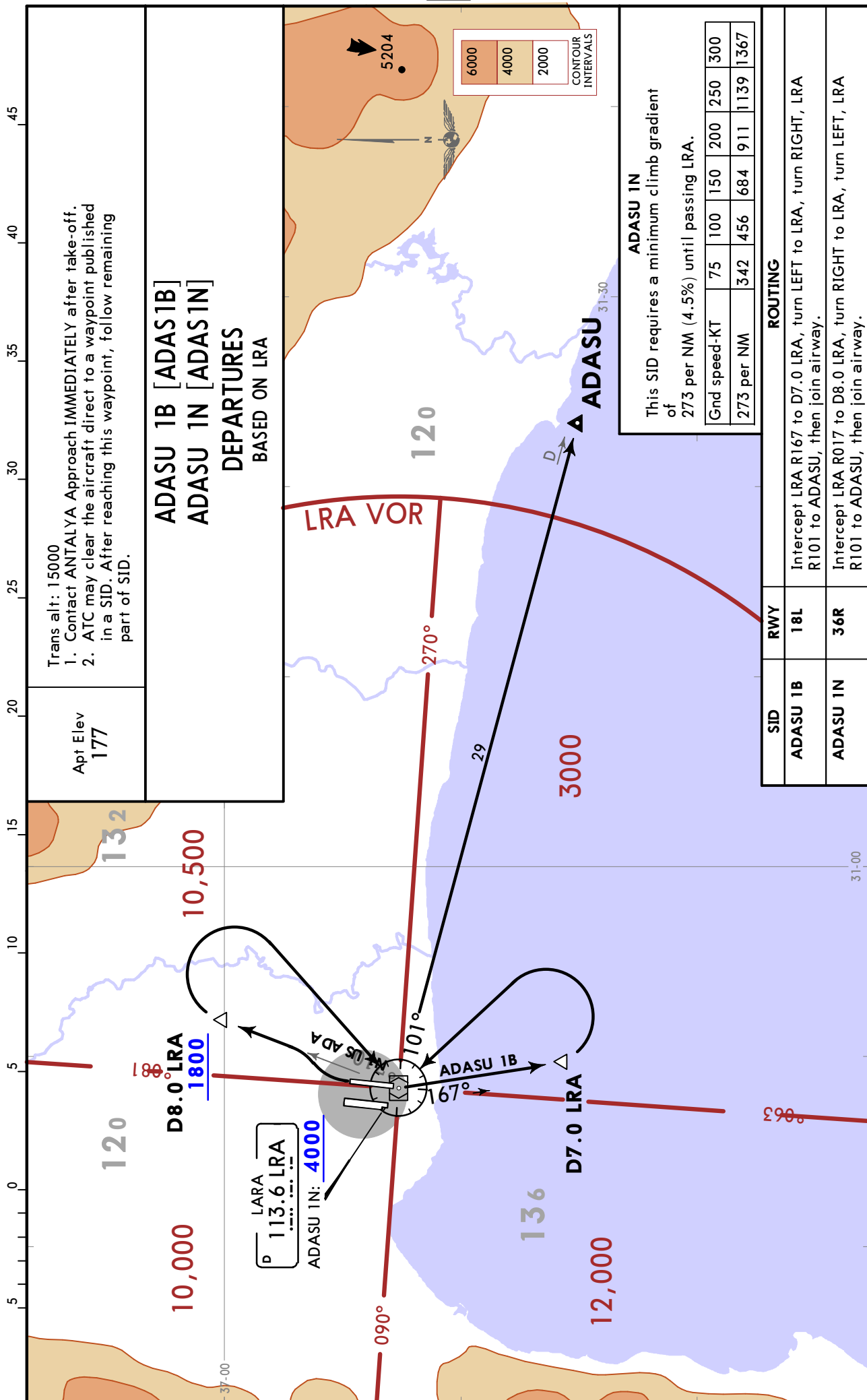
LTAI/AYT  
ANTALYA INTL

JEPPESSEN

ANTALYA, TURKEY

9 FEB 18 (10-3S)

SID



Trans alt: 15000  
 1. Contact ANTALYA Approach IMMEDIATELY after take-off.  
 2. ATC may clear the aircraft direct to a waypoint published in a SID. After reaching this waypoint, follow remaining part of SID.

Apt Elev  
177

ADASU 1B [ADAS1B]  
 ADASU 1N [ADAS1N]  
 DEPARTURES  
 BASED ON LRA

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

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

**ROUTING**

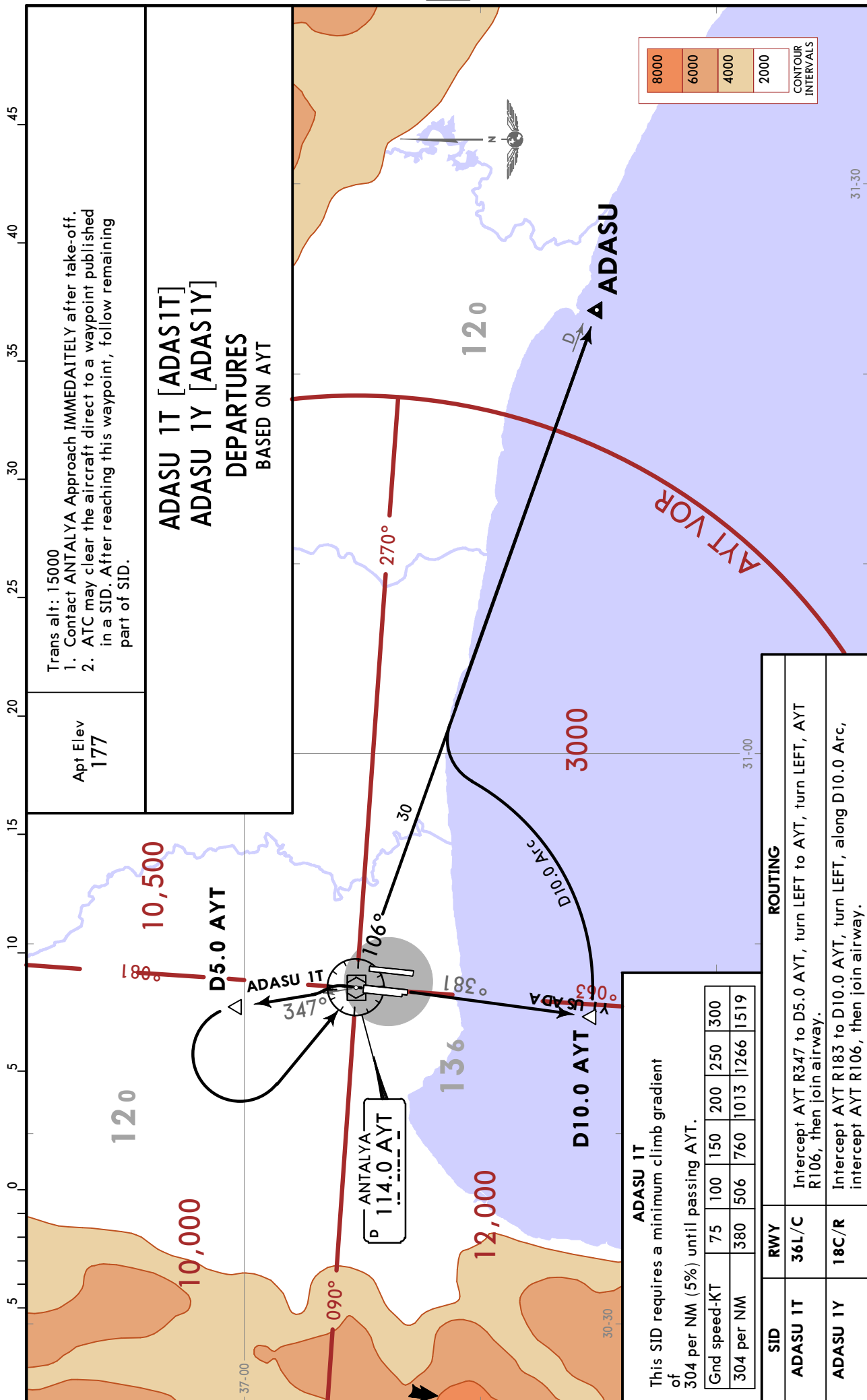
SID	RWY	ROUTING
ADASU 1B	18L	Intercept LRA R167 to D7.0 LRA, turn LEFT to LRA, turn RIGHT, LRA R101 to ADASU, then join airway.
ADASU 1N	36R	Intercept LRA R017 to D8.0 LRA, turn RIGHT to LRA, turn LEFT, LRA R101 to ADASU, then join airway.

**LTAI/AYT**  
ANTALYA INTL

**JEPPESSEN**  
9 FEB 18 **10-3T**

**ANTALYA, TURKEY**

**SID**



Trans alt: 15000  
1. Contact ANTALYA Approach IMMEDIATELY after take-off.  
2. ATC may clear the aircraft direct to a waypoint published in a SID. After reaching this waypoint, follow remaining part of SID.

Apt Elev  
**177**

**ADASU 1T [ADAS1T]  
ADASU 1Y [ADAS1Y]  
DEPARTURES  
BASED ON AYT**

**ADASU 1T**

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

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

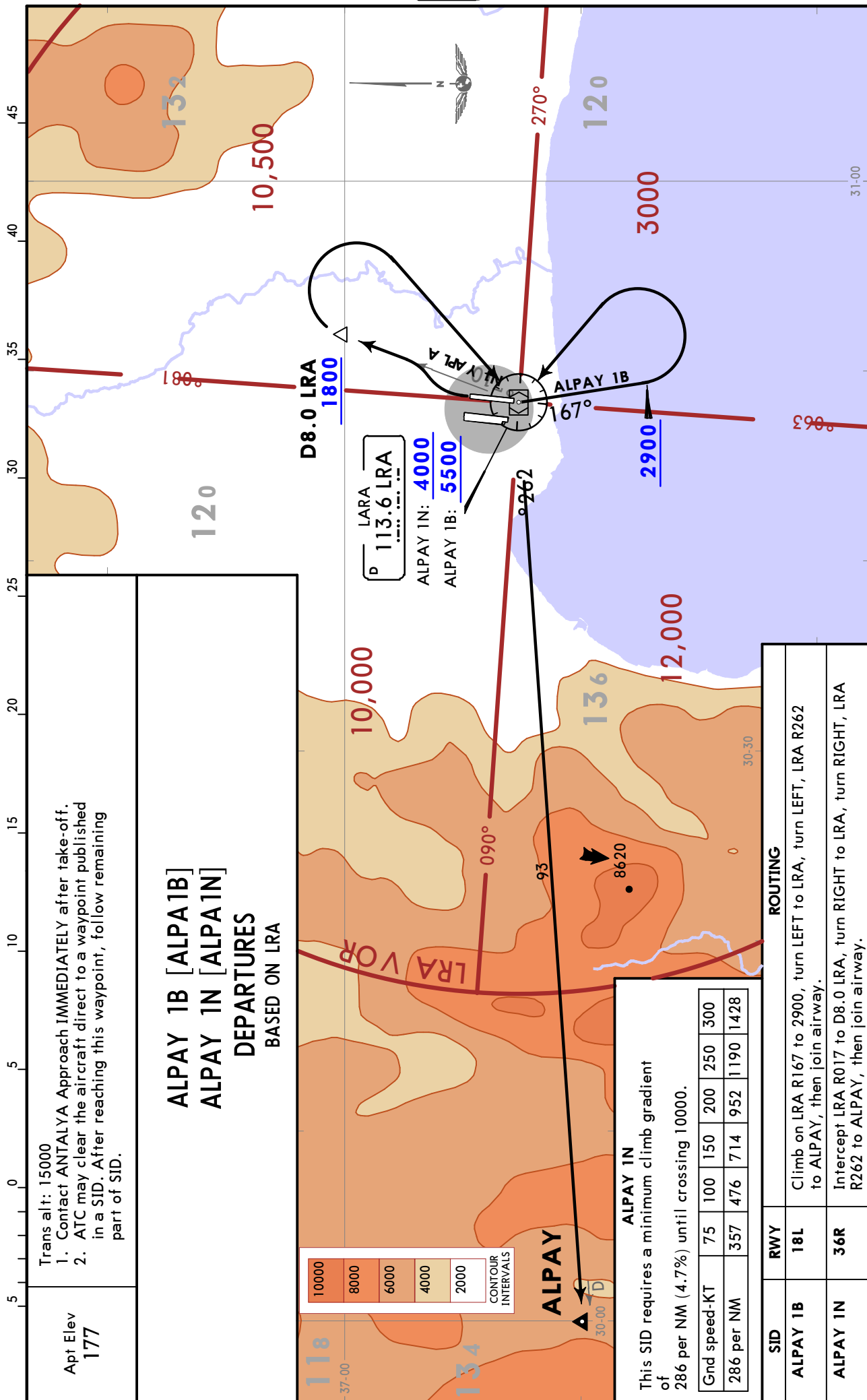
SID		RWY	ROUTING
<b>ADASU 1T</b>	<b>36L/C</b>		Intercept AYT R347 to D5.0 AYT, turn LEFT to AYT, turn LEFT, AYT R106, then join airway.
<b>ADASU 1Y</b>	<b>18C/R</b>		Intercept AYT R183 to D10.0 AYT, turn LEFT, along D10.0 Arc, intercept AYT R106, then join airway.

LTAI/AYT  
ANTALYA INTL

JEPPESSEN  
9 FEB 18 10-3T1

ANTALYA, TURKEY

SID



Trans alt: 15000  
 1. Contact ANTALYA Approach IMMEDIATELY after take-off.  
 2. ATC may clear the aircraft direct to a waypoint published in a SID. After reaching this waypoint, follow remaining part of SID.

**ALPAY 1B [ALPA1B]  
 ALPAY 1N [ALPA1N]  
 DEPARTURES  
 BASED ON LRA**

10000
8000
6000
4000
2000

CONTOUR INTERVALS

**ALPAY 1N**

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

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

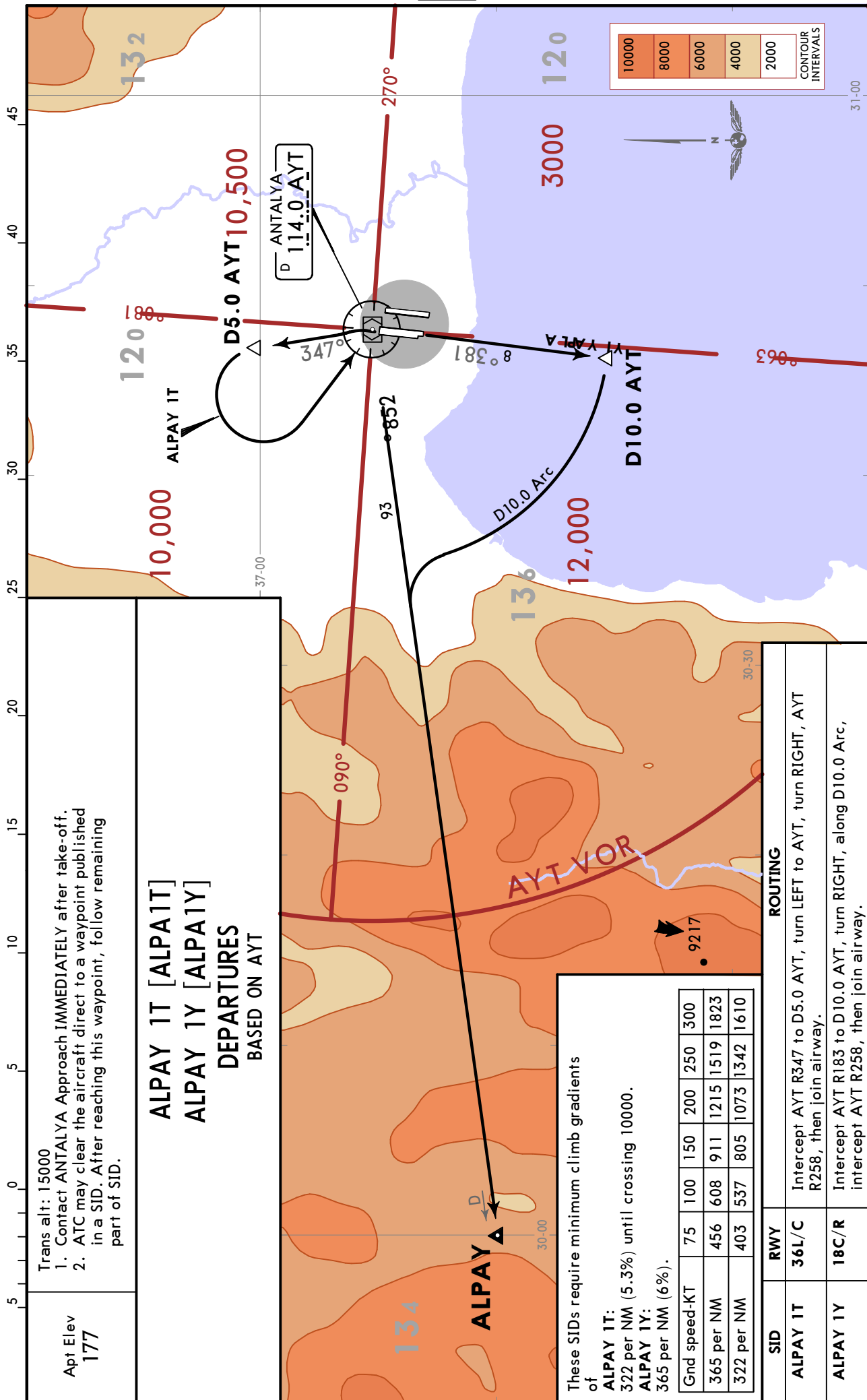
SID	RWY	ROUTING
<b>ALPAY 1B</b>	<b>18L</b>	Climb on LRA R167 to 2900, turn LEFT to LRA, turn LEFT, LRA R262 to ALPAY, then join airway.
<b>ALPAY 1N</b>	<b>36R</b>	Intercept LRA R017 to D8.0 LRA, turn RIGHT to LRA, turn RIGHT, LRA R262 to ALPAY, then join airway.

LTAI/AYT  
ANTALYA INTL

JEPPESSEN  
9 FEB 18 10-3T2

ANTALYA, TURKEY

SID



Apt Elev  
177

Trans alt: 15000  
1. Contact ANTALYA Approach IMMEDIATELY after take-off.  
2. ATC may clear the aircraft direct to a waypoint published in a SID. After reaching this waypoint, follow remaining part of SID.

**ALPAY 1T [ALPA1T]  
ALPAY 1Y [ALPA1Y]  
DEPARTURES  
BASED ON AYT**

These SIDs require minimum climb gradients of

**ALPAY 1T:**  
322 per NM (5.3%) until crossing 10000.

**ALPAY 1Y:**  
365 per NM (6%).

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

SID	RWY	ROUTING
<b>ALPAY 1T</b>	<b>36L/C</b>	Intercept AYT R347 to D5.0 AYT, turn LEFT to AYT, turn RIGHT, AYT R258, then join airway.
<b>ALPAY 1Y</b>	<b>18C/R</b>	Intercept AYT R183 to D10.0 AYT, turn RIGHT, along D10.0 Arc, intercept AYT R258, then join airway.

**LTAI/AYT**  
**ANTALYA INTL**

**JEPPESEN**  
9 FEB 18 **10-3T3**

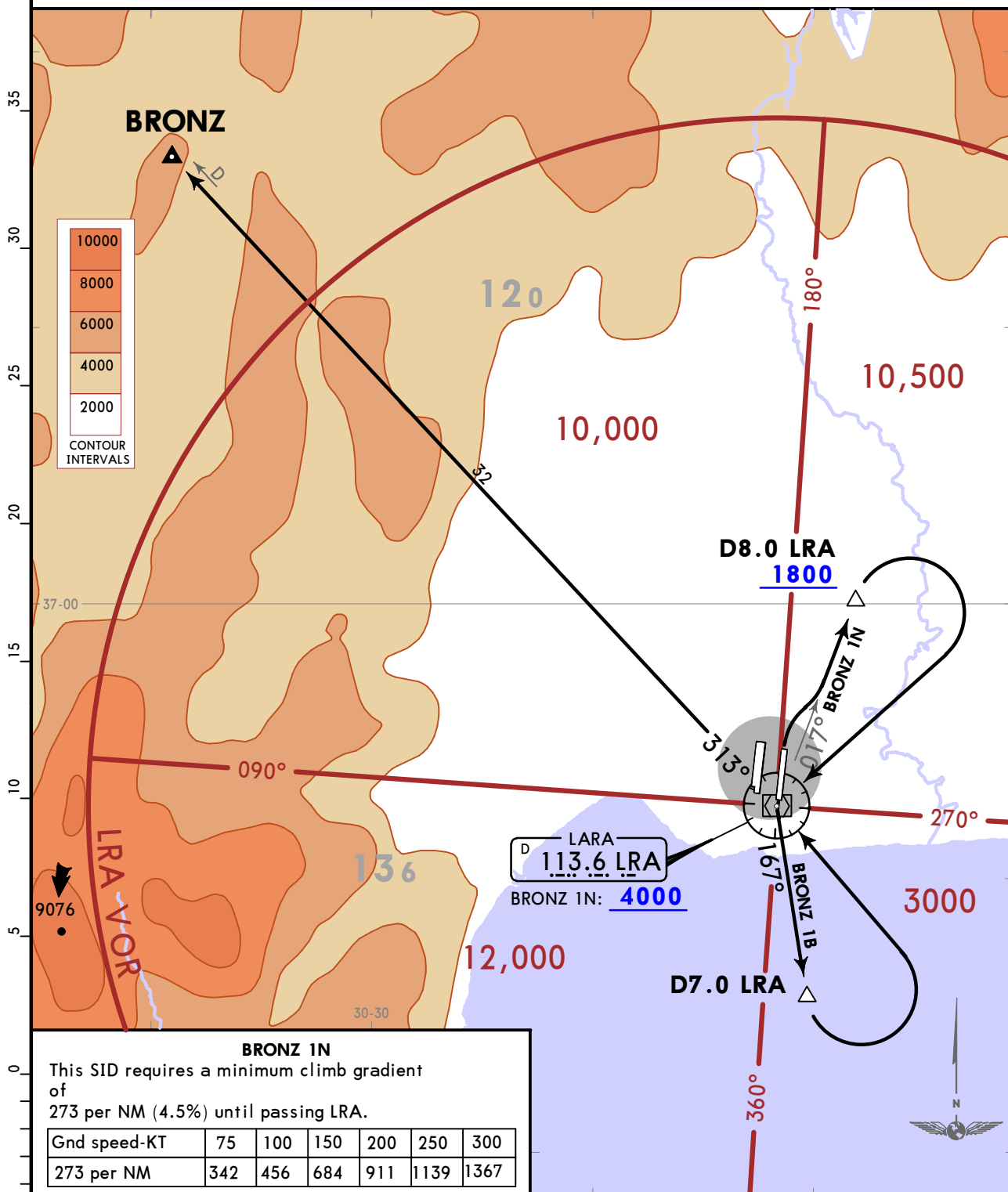
**ANTALYA, TURKEY**  
**SID**

Apt Elev  
**177**

Trans alt: 15000

1. Contact ANTALYA Approach IMMEDIATELY after take-off.
2. ATC may clear the aircraft direct to a waypoint published in a SID. After reaching this waypoint, follow remaining part of SID.

**BRONZ 1B [BRON1B]**  
**BRONZ 1N [BRON1N]**  
**DEPARTURES**  
BASED ON LRA



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

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

SID	RWY	ROUTING
<b>BRONZ 1B</b>	<b>18L</b>	Intercept LRA R167 to D7.0 LRA, turn LEFT to LRA, LRA R313 to BRONZ, then join airway.
<b>BRONZ 1N</b>	<b>36R</b>	Intercept LRA R017 to D8.0 LRA, turn RIGHT to LRA, turn RIGHT, LRA R313 to BRONZ, then join airway.

**LTAI/AYT**  
ANTALYA INTL

**JEPPESEN**  
9 FEB 18 **(10-3T4)**

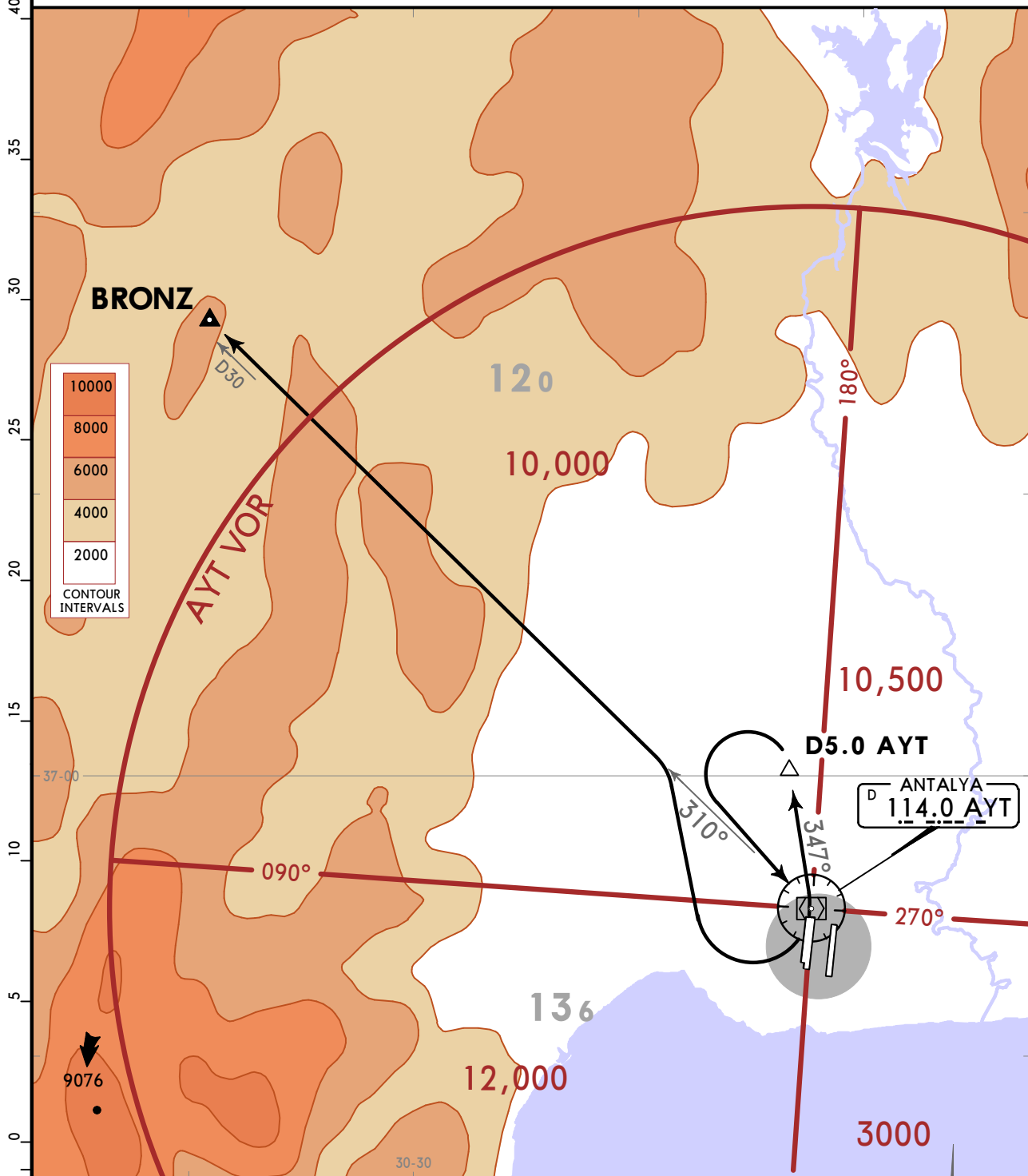
**ANTALYA, TURKEY**  
**SID**

Apt Elev  
**177**

Trans alt: 15000

1. Contact ANTALYA Approach IMMEDIATELY after take-off.
2. ATC may clear the aircraft direct to a waypoint published in a SID. After reaching this waypoint, follow remaining part of SID.

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



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

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

**ROUTING**

Intercept AYT R347 to D5.0 AYT, turn LEFT to AYT, turn RIGHT, intercept AYT R310, then join airway.

**LTAI/AYT**  
**ANTALYA INTL**

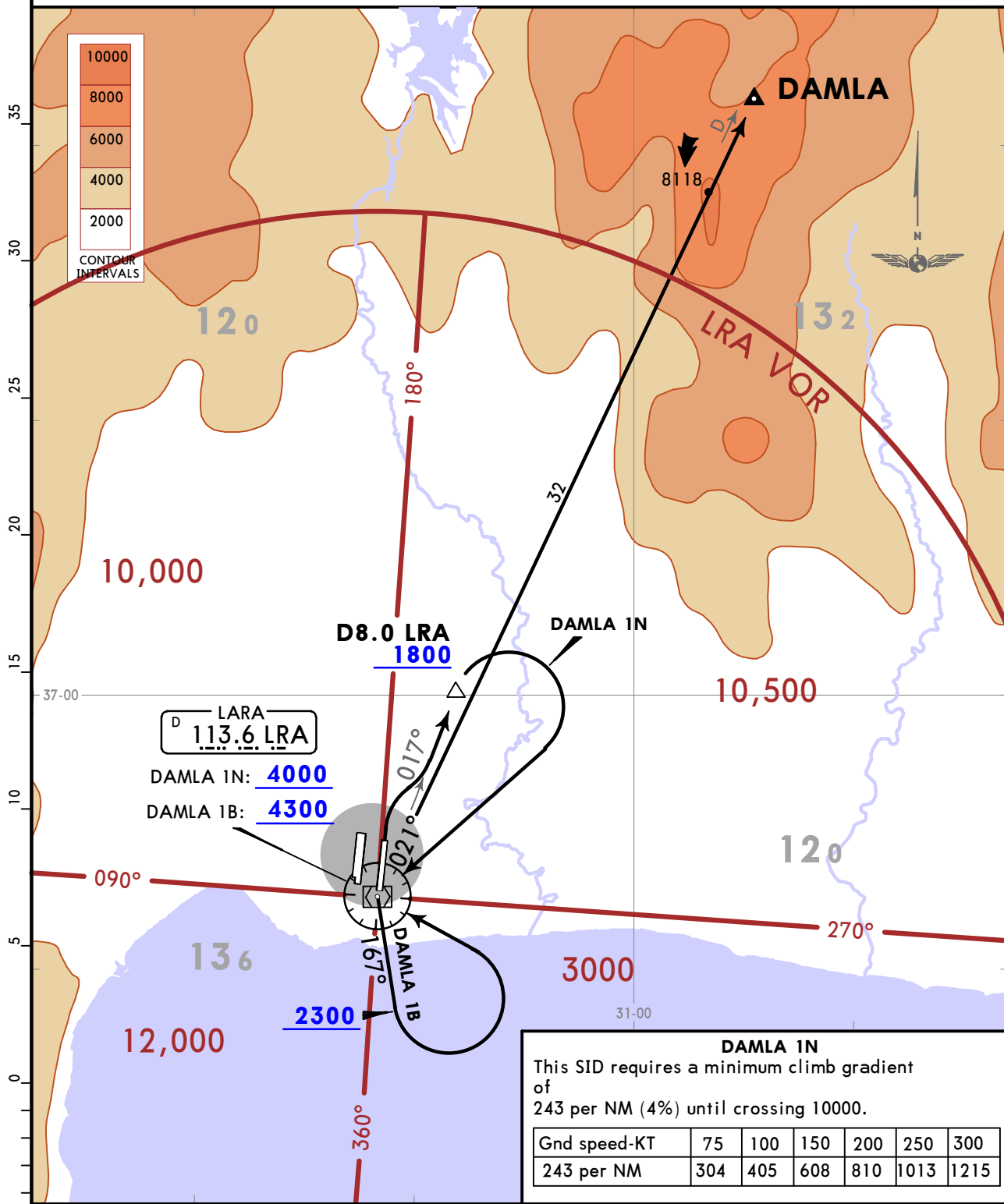
**JEPPESSEN**  
9 FEB 18 (10-3T5)

**ANTALYA, TURKEY**  
**SID**

Apt Elev  
**177**

Trans alt: 15000  
1. Contact ANTALYA Approach IMMEDIATELY after take-off.  
2. ATC may clear the aircraft direct to a waypoint published in a SID.  
After reaching this waypoint, follow remaining part of SID.

**DAMLA 1B [DAML1B]**  
**DAMLA 1N [DAML1N]**  
**DEPARTURES**  
BASED ON LRA



SID	RWY	ROUTING
<b>DAMLA 1B</b>	<b>18L</b>	Climb to LRA R167 to 2300, turn LEFT to LRA, turn RIGHT, LRA R021 to DAMLA, then join airway.
<b>DAMLA 1N</b>	<b>36R</b>	Intercept LRA R017 to D8.0 LRA, turn RIGHT to LRA, turn RIGHT, LRA R021 to DAMLA, then join airway.

**LTAI/AYT**  
**ANTALYA INTL**

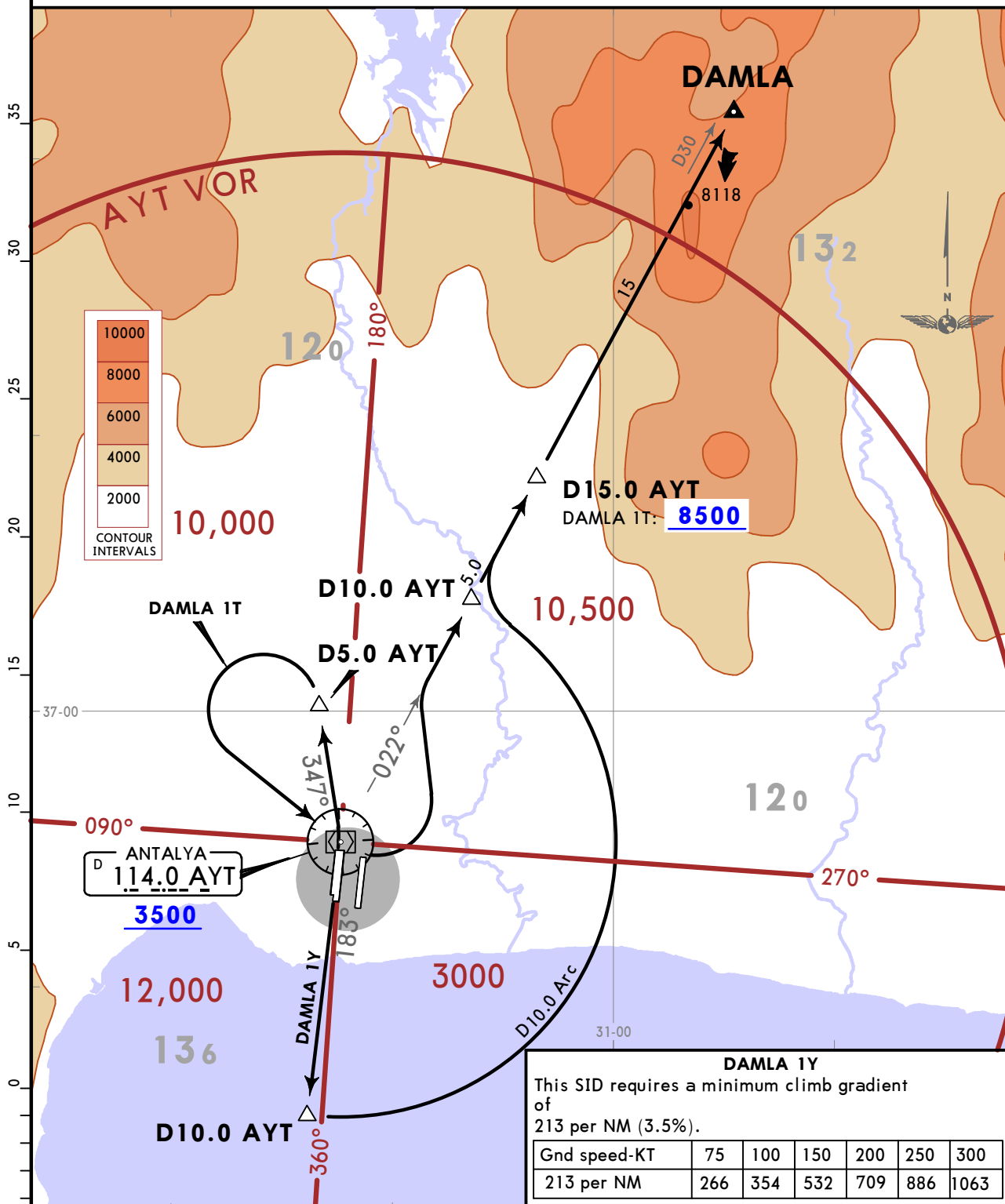
**JEPPESEN**  
9 FEB 18 **(10-3T6)**

**ANTALYA, TURKEY**  
**SID**

Apt Elev  
**177**

- Trans alt: 15000  
 1. Contact ANTALYA Approach IMMEDIATELY after take-off.  
 2. ATC may clear the aircraft direct to a waypoint published in a SID.  
 After reaching this waypoint, follow remaining part of SID.

**DAMLA 1T [DAML1T]**  
**DAMLA 1Y [DAML1Y]**  
**DEPARTURES**  
**BASED ON AYT**



SID	RWY	ROUTING
<b>DAMLA 1T</b>	<b>36L/C</b>	Intercept AYT R347 to D5.0 AYT, turn LEFT to AYT, turn LEFT, intercept AYT R022 within D10.0 AYT, then join airway.
<b>DAMLA 1Y</b>	<b>18C/R</b>	Intercept AYT R183 to D10.0 AYT, turn LEFT, along D10.0 Arc, intercept AYT R022, then join airway.

**LTAI/AYT**  
**ANTALYA INTL**

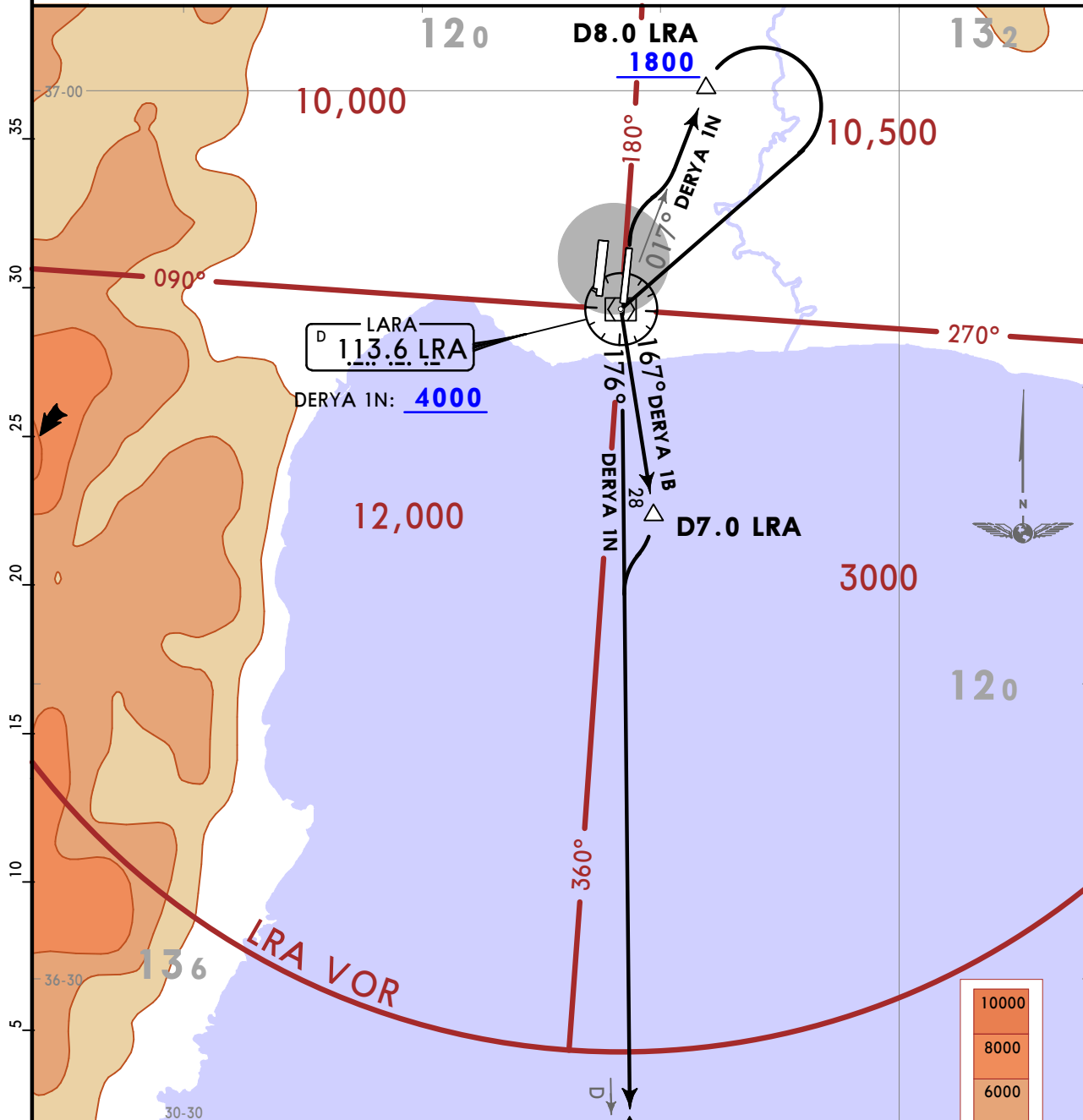
**JEPPESEN**  
9 FEB 18 **(10-3T7)**

**ANTALYA, TURKEY**  
**SID**

Apt Elev  
**177**

Trans alt: 15000  
1. Contact ANTALYA Approach IMMEDIATELY after take-off.  
2. ATC may clear the aircraft direct to a waypoint published in a SID.  
After reaching this waypoint, follow remaining part of SID.

**DERYA 1B [DERY1B]**  
**DERYA 1N [DERY1N]**  
**DEPARTURES**  
BASED ON LRA



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

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

SID	RWY	ROUTING
<b>DERYA 1B</b>	<b>18L</b>	Intercept LRA R167 to D7.0 LRA, turn RIGHT, intercept LRA R176 to join airway.
<b>DERYA 1N</b>	<b>36R</b>	Intercept LRA R017 to D8.0 LRA, turn RIGHT to LRA, LRA R176 to DERYA, then join airway.

**LTAI/AYT**  
**ANTALYA INTL**

**JEPPESEN**  
9 FEB 18 **(10-3T8)**

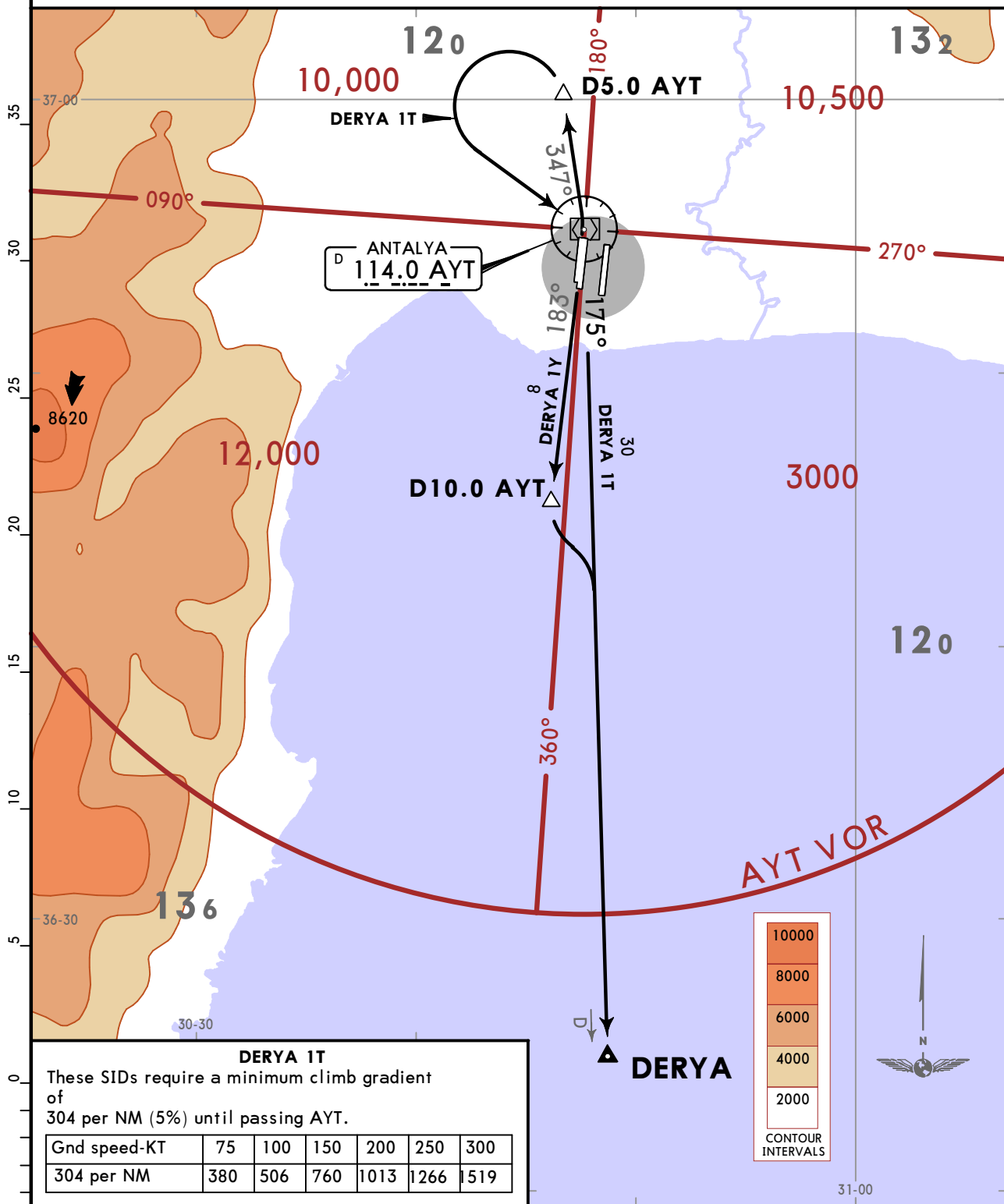
**ANTALYA, TURKEY**  
**SID**

Apt Elev  
**177**

Trans alt: 15000

1. Contact ANTALYA Approach IMMEDIATELY after take-off.
2. ATC may clear the aircraft direct to a waypoint published in a SID. After reaching this waypoint, follow remaining part of SID.

**DERYA 1T [DERY1T]**  
**DERYA 1Y [DERY1Y]**  
**DEPARTURES**  
BASED ON AYT



**DERYA 1T**  
These SIDs require a minimum climb gradient of 304 per NM (5%) until passing AYT.

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

SID	RWY	ROUTING
<b>DERYA 1T</b>	<b>36L/C</b>	Intercept AYT R347 to D5.0 AYT, turn LEFT to AYT, AYT R175, then join airway.
<b>DERYA 1Y</b>	<b>18C/R</b>	Intercept AYT R183 to D10.0 AYT, turn LEFT, intercept AYT R175, then join airway.

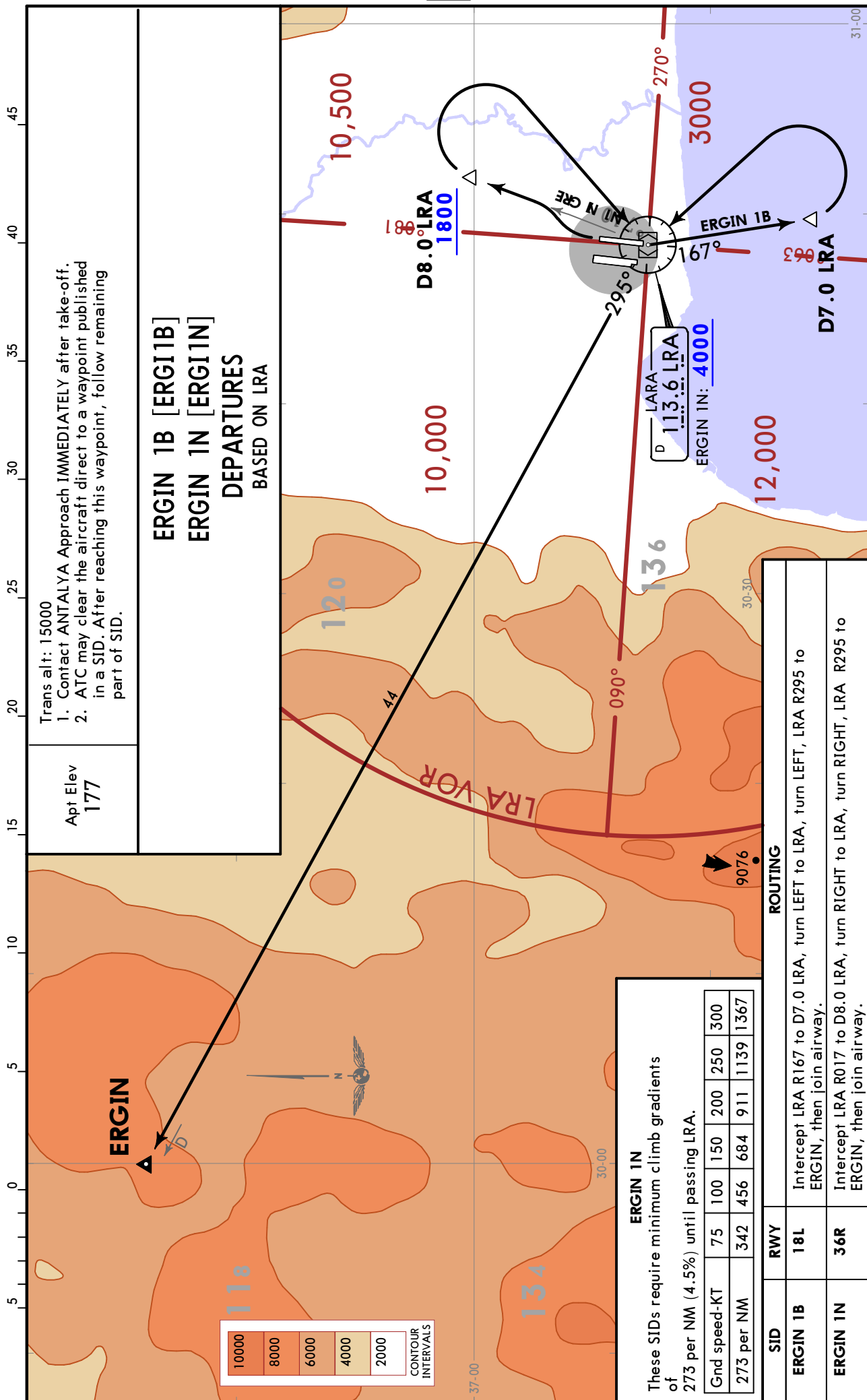
LTAI/AYT  
ANTALYA INTL

JEPPESSEN

ANTALYA, TURKEY

9 FEB 18 (10-3U)

SID



Trans alt: 15000  
1. Contact ANTALYA Approach IMMEDIATELY after take-off.  
2. ATC may clear the aircraft direct to a waypoint published in a SID. After reaching this waypoint, follow remaining part of SID.

Apt Elev  
177

**ERGIN 1B [ERGI1B]  
ERGIN 1N [ERGI1N]  
DEPARTURES  
BASED ON LRA**

**ERGIN 1N**

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

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

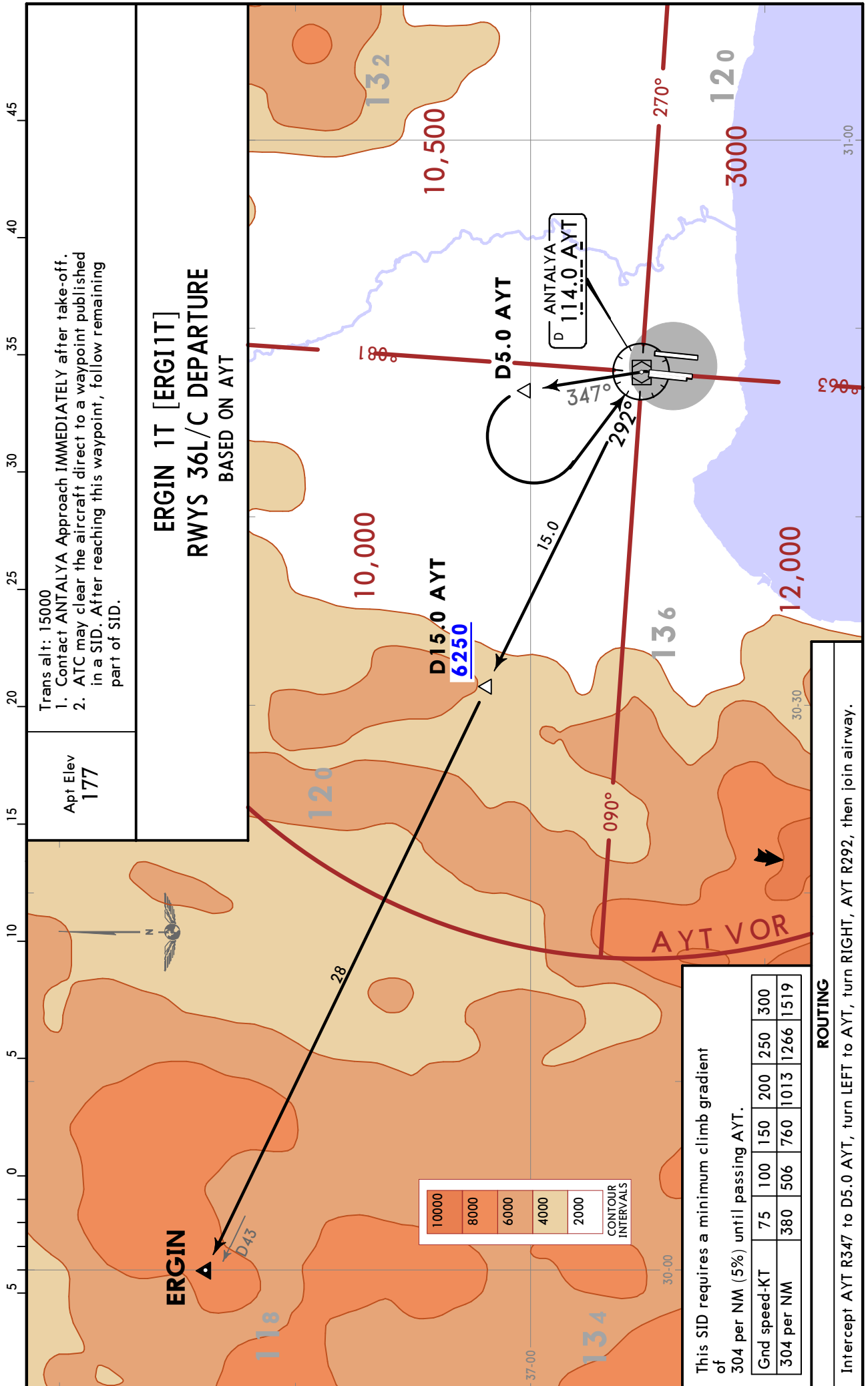
ROUTING	
SID	RWY
<b>ERGIN 1B</b>	<b>18L</b>
Intercept LRA R167 to D7.0 LRA, turn LEFT to LRA, turn LEFT, LRA R295 to ERGIN, then join airway.	
<b>ERGIN 1N</b>	<b>36R</b>
Intercept LRA R017 to D8.0 LRA, turn RIGHT to LRA, turn RIGHT, LRA R295 to ERGIN, then join airway.	

**LTAI/AYT**  
ANTALYA INTL

**JEPPESSEN**  
9 FEB 18 (10-3V)

**ANTALYA, TURKEY**

**SID**



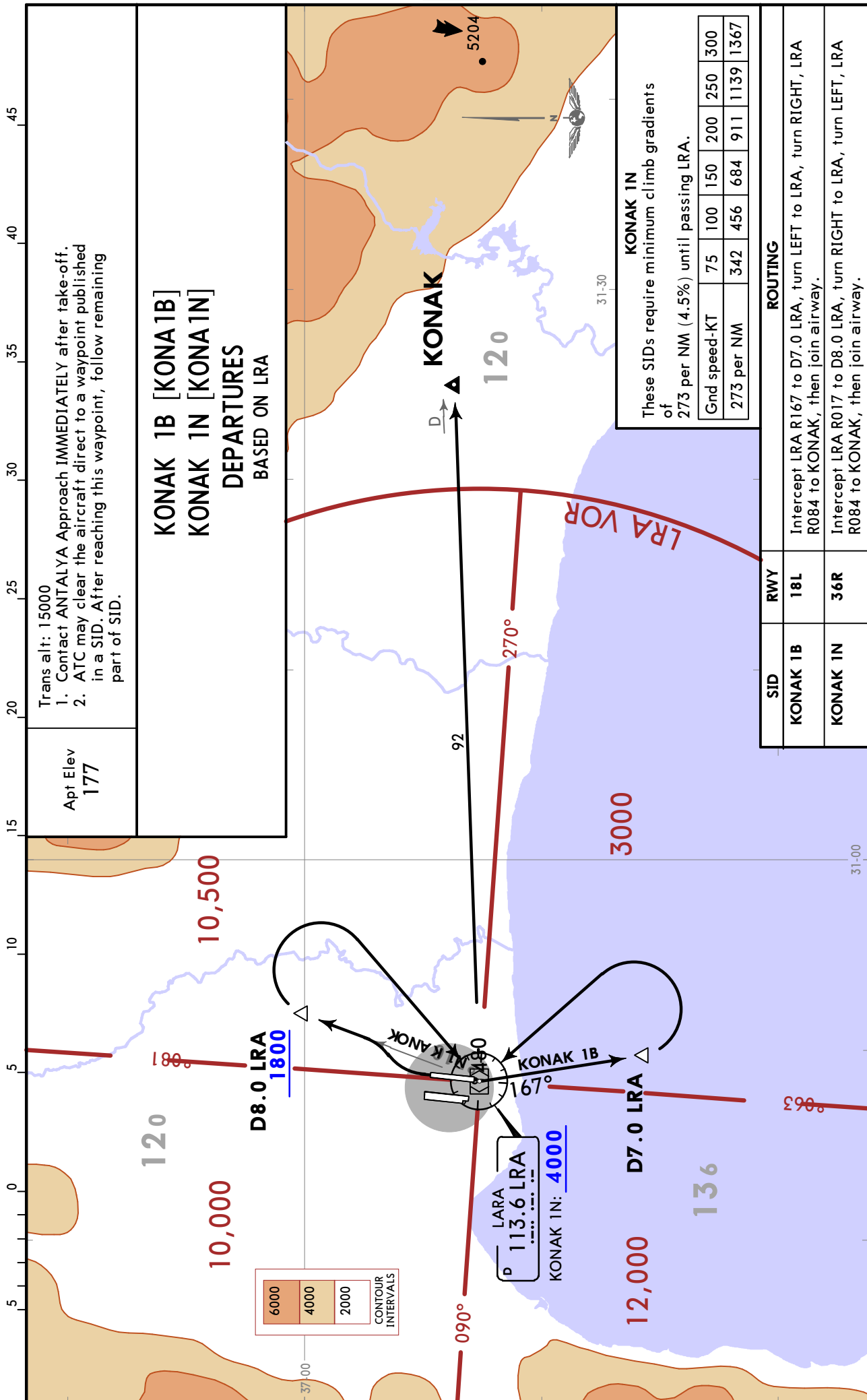
LTAI/AYT  
ANTALYA INTL

JEPPESSEN

ANTALYA, TURKEY

9 FEB 18 10-3V1

SID





**LTAI/AYT**  
**ANTALYA**

**JEPPESSEN**  
9 FEB 18 **10-3V3**

**ANTALYA, TURKEY**  
**SID**

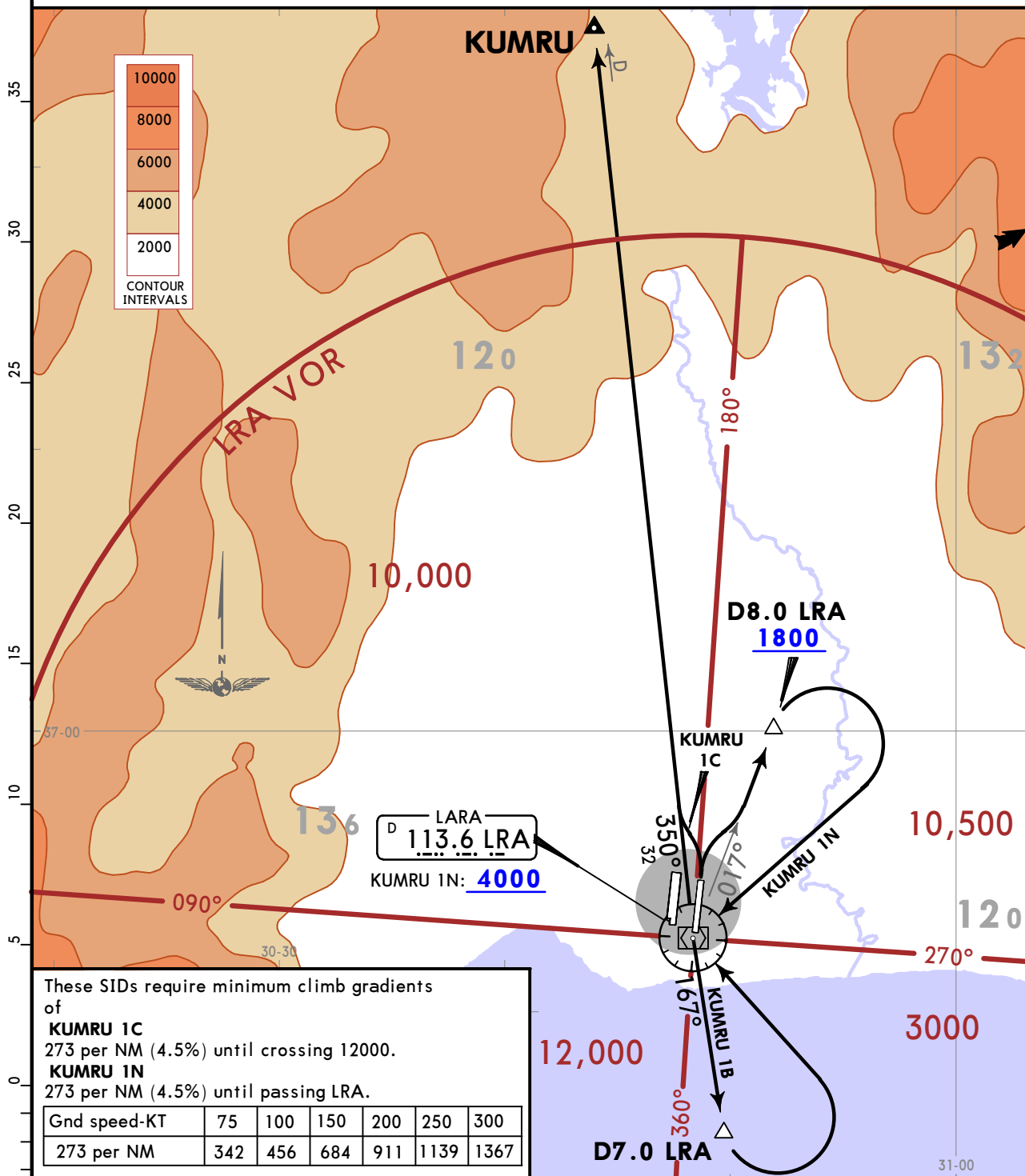
Apt Elev  
**177**

Trans alt: 15000

- Contact ANTALYA Approach IMMEDIATELY after take-off.
- ATC may clear the aircraft direct to a waypoint published in a SID. After reaching this waypoint, follow remaining part of SID.

**KUMRU 1B [KUMR1B]**  
**KUMRU 1C [KUMR1C]**  
**KUMRU 1N [KUMR1N]**

**DEPARTURES**  
**BASED ON LRA**



These SIDs require minimum climb gradients of

**KUMRU 1C**  
273 per NM (4.5%) until crossing 12000.

**KUMRU 1N**  
273 per NM (4.5%) until passing LRA.

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

SID	RWY	ROUTING
<b>KUMRU 1B</b>	<b>18L</b>	Intercept LRA R167 to D7.0 LRA, turn LEFT to LRA, LRA R350 to KUMRU, then join airway.
<b>KUMRU 1C</b>	<b>36R</b>	Intercept LRA R350 to KUMRU, then join airway.
<b>KUMRU 1N</b>		Intercept LRA R017 to D8.0 LRA, turn RIGHT to LRA, turn RIGHT, LRA R350 to KUMRU, then join airway.

**LTAI/AYT**  
**ANTALYA INTL**

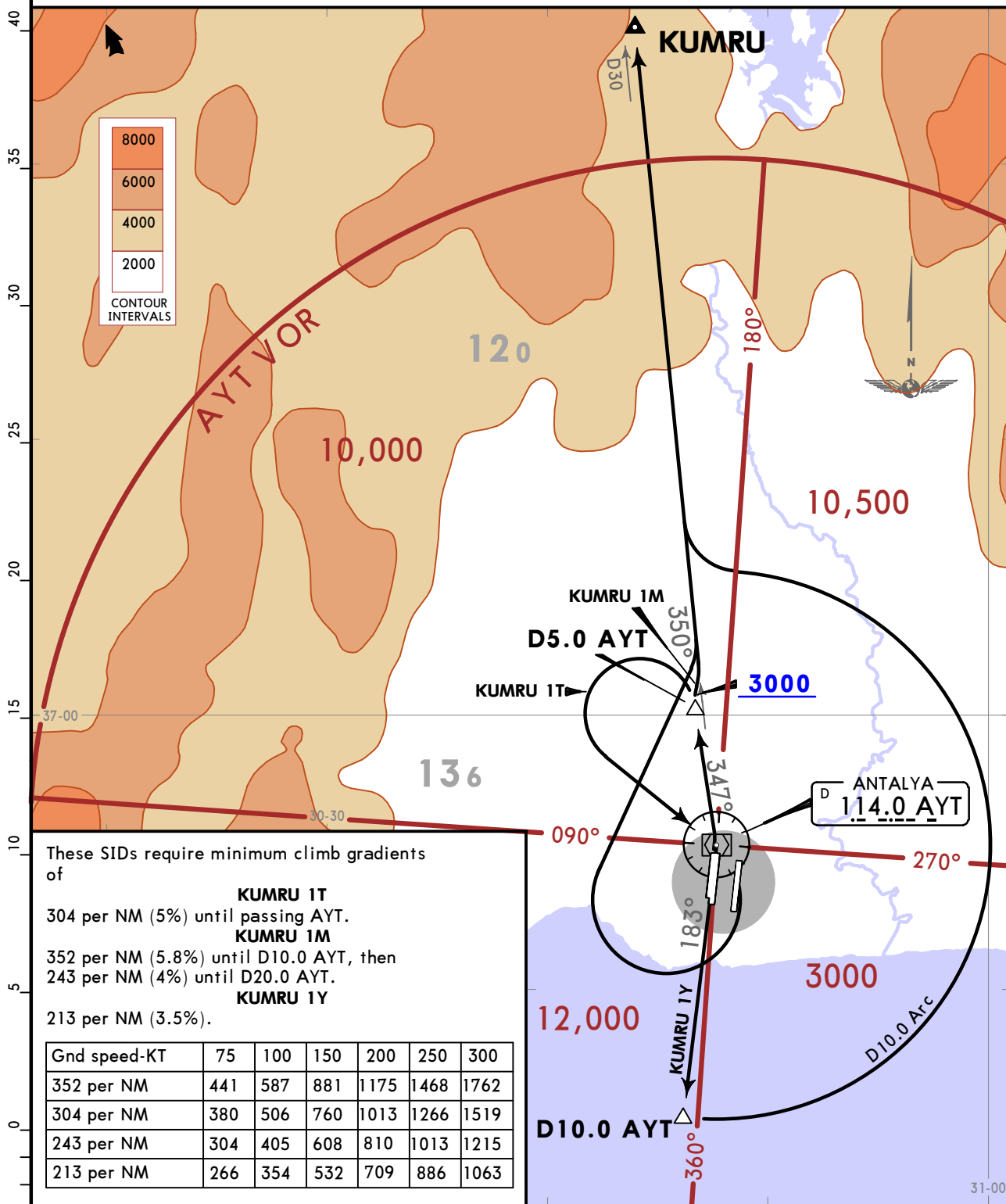
**JEPPESEN**  
9 FEB 18 **10-3V4**

**ANTALYA, TURKEY**  
**SID**

Apt Elev  
**177**

- Trans alt: 15000  
 1. Contact ANTALYA Approach IMMEDIATELY after take-off.  
 2. ATC may clear the aircraft direct to a waypoint published in a SID. After reaching this waypoint, follow remaining part of SID.

**KUMRU 1M [KUMR1M], KUMRU 1T [KUMR1T], KUMRU 1Y [KUMR1Y]**  
**DEPARTURES**  
BASED ON AYT



SID	RWY	ROUTING
<b>KUMRU 1M</b>	<b>36L/C</b>	Climb on AYT R347 to 3000, turn RIGHT, intercept AYT R350, then join airway.
<b>KUMRU 1T</b>		Intercept AYT R347 to D5.0 AYT, turn LEFT to AYT, turn RIGHT, intercept AYT R350, then join airway.
<b>KUMRU 1Y</b>	<b>18C/R</b>	Intercept AYT R183 to D10.0 AYT, turn LEFT, along D10.0 Arc, intercept AYT R350, then join airway.

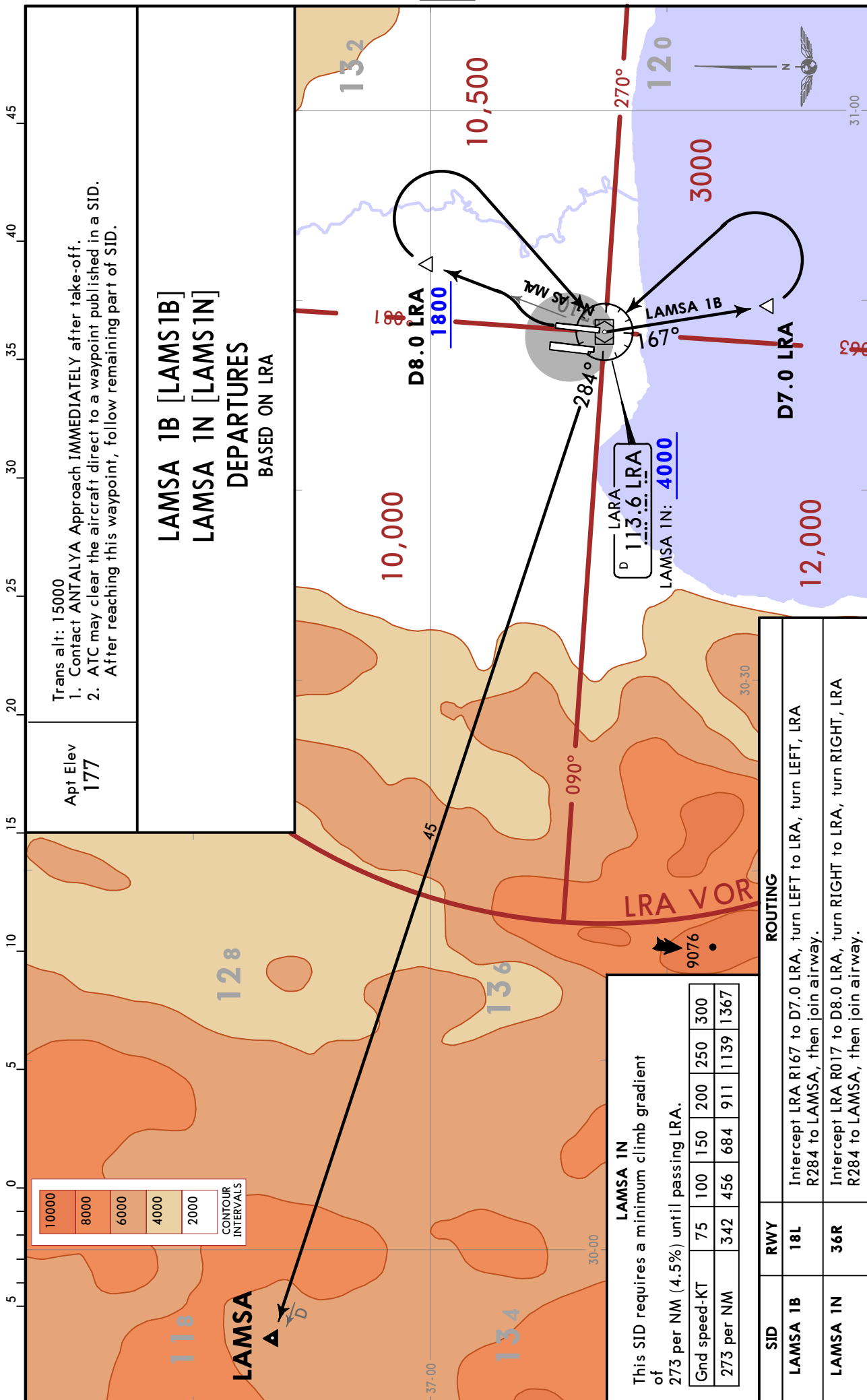
**LTAI/AYT**  
ANTALYA INTL



**ANTALYA, TURKEY**

9 FEB 18 **10-3V5**

**SID**



Trans alt: 15000  
1. Contact ANTALYA Approach IMMEDIATELY after take-off.  
2. ATC may clear the aircraft direct to a waypoint published in a SID.  
After reaching this waypoint, follow remaining part of SID.

Apt Elev  
**177**

**LAMSA 1B [LAMS1B]  
LAMSA 1N [LAMS1N]  
DEPARTURES  
BASED ON LRA**

10000
8000
6000
4000
2000

CONTOUR INTERVALS

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

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

SID	RWY	ROUTING
LAMSA 1B	18L	Intercept LRA R167 to D7.0 LRA, turn LEFT to LRA, turn LEFT, LRA R284 to LAMSA, then join airway.
LAMSA 1N	36R	Intercept LRA R017 to D8.0 LRA, turn RIGHT to LRA, turn RIGHT, LRA R284 to LAMSA, then join airway.

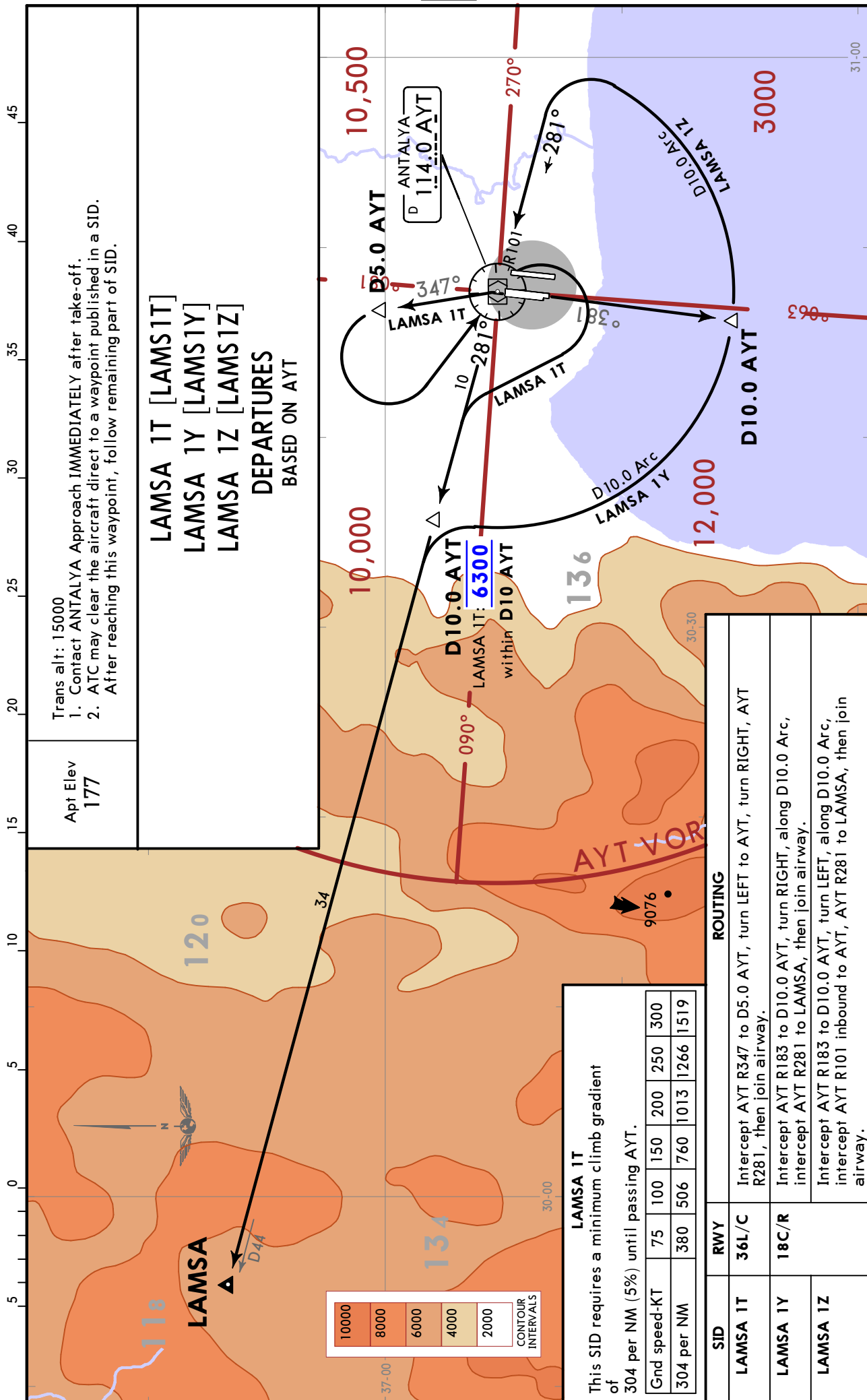
**LTAI/AYT**  
ANTALYA INTL

**JEPPESSEN**

**ANTALYA, TURKEY**

9 FEB 18 **10-3V6**

**SID**



Trans alt: 15000  
 1. Contact ANTALYA Approach IMMEDIATELY after take-off.  
 2. ATC may clear the aircraft direct to a waypoint published in a SID.  
 After reaching this waypoint, follow remaining part of SID.

Apt Elev  
**177**

**LAMSA 1T [LAMS1T]  
 LAMSA 1Y [LAMS1Y]  
 LAMSA 1Z [LAMS1Z]  
 DEPARTURES  
 BASED ON AYT**

10000	8000	6000	4000	2000
CONTOUR INTERVALS				

**LAMSA 1T**  
 This SID requires a minimum climb gradient of 304 per NM (5%) until passing AYT.

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

SID	RWY	ROUTING
LAMSA 1T	36L/C	Intercept AYT R347 to D5.0 AYT, turn LEFT to AYT, turn RIGHT, AYT R281, then join airway.
LAMSA 1Y	18C/R	Intercept AYT R183 to D10.0 AYT, turn RIGHT, along D10.0 Arc, intercept AYT R281 to LAMSA, then join airway.
LAMSA 1Z		Intercept AYT R183 to D10.0 AYT, turn LEFT, along D10.0 Arc, intercept AYT R101 inbound to AYT, AYT R281 to LAMSA, then join airway.

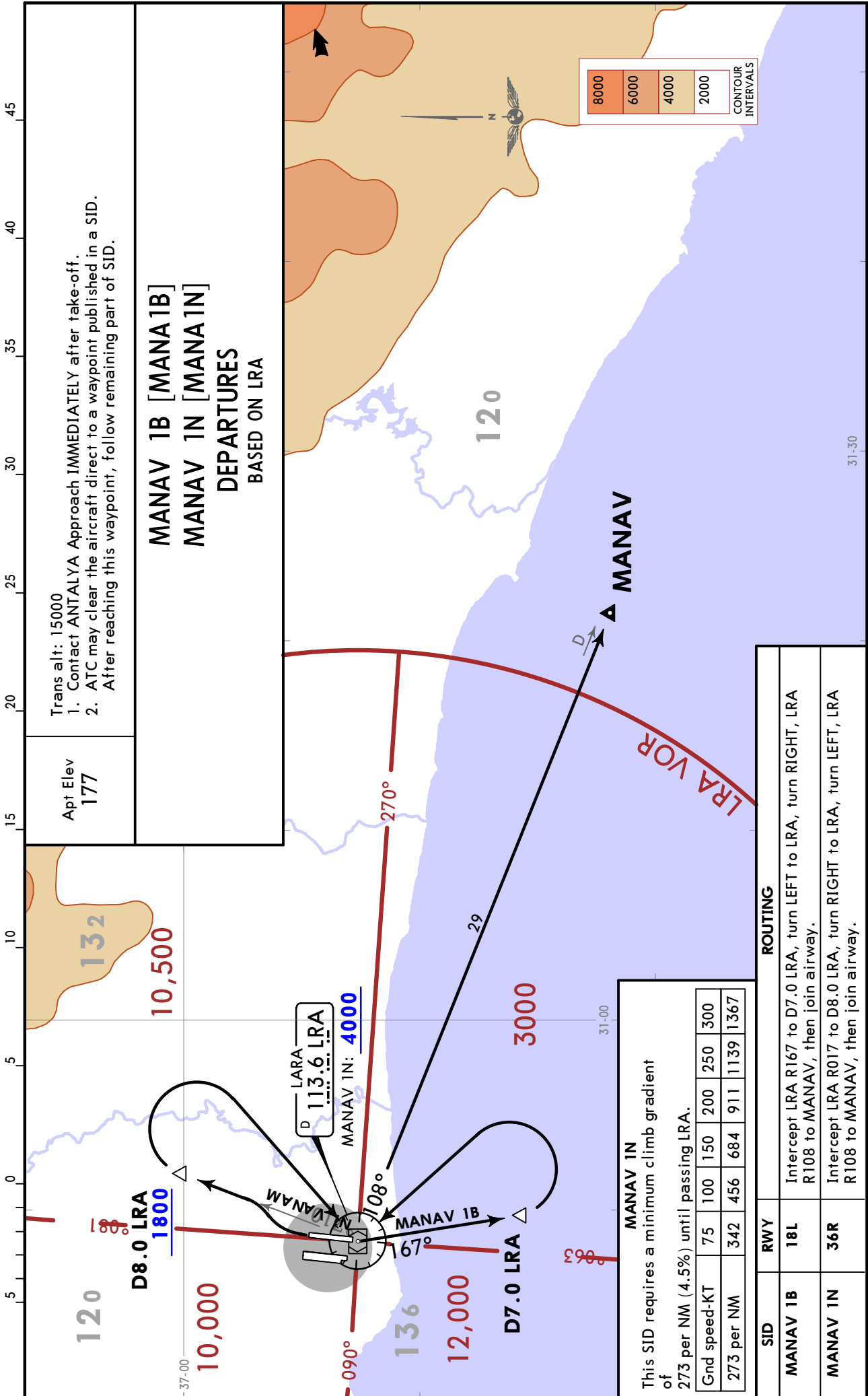
**LTAI/AYT**  
ANTALYA INTL

**JEPPESSEN**

**ANTALYA, TURKEY**

9 FEB 18 **10-3V7**

**SID**



Trans alt: 15000  
 1. Contact ANTALYA Approach IMMEDIATELY after take-off.  
 2. ATC may clear the aircraft direct to a waypoint published in a SID.  
 After reaching this waypoint, follow remaining part of SID.

Apt Elev  
177

**MANAV 1B [MANA1B]**  
**MANAV 1N [MANA1N]**  
**DEPARTURES**  
 BASED ON LRA

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

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

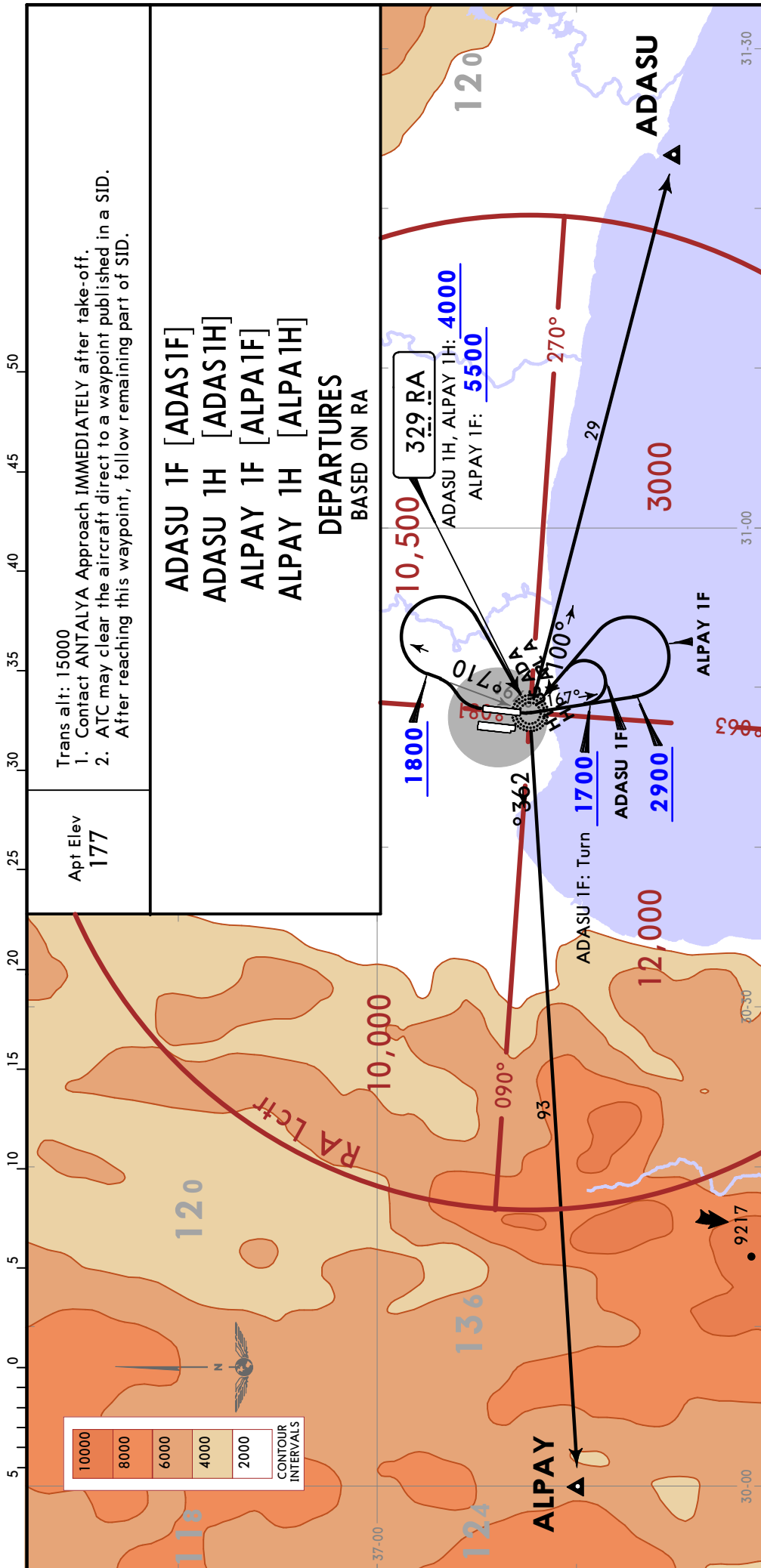
SID	RWY	ROUTING
<b>MANAV 1B</b>	<b>18L</b>	Intercept LRA R167 to D7.0 LRA, turn LEFT to LRA, turn RIGHT, LRA R108 to MANAV, then join airway.
<b>MANAV 1N</b>	<b>36R</b>	Intercept LRA R017 to D8.0 LRA, turn RIGHT to LRA, turn LEFT, LRA R108 to MANAV, then join airway.



**LTAI/AYT**  
**ANTALYA INTL**

**JEPPESSEN**  
9 FEB 18 **(10-3W)**

**ANTALYA, TURKEY**  
**SID**



Trans alt: 15000  
1. Contact ANTALYA Approach IMMEDIATELY after take-off.  
2. ATC may clear the aircraft direct to a waypoint published in a SID.  
After reaching this waypoint, follow remaining part of SID.

Apt Elev  
**177**

**ADASU 1F [ADAS1F]**  
**ADASU 1H [ADAS1H]**  
**ALPAY 1F [ALPA1F]**  
**ALPAY 1H [ALPA1H]**  
**DEPARTURES**  
BASED ON RA

These SIDs require a minimum climb gradient of  
of  
**ADASU 1H:** 286 per NM (4.7%) until passing RA.  
**ALPAY 1H:** 286 per NM (4.7%) until passing 10000.

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

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

**LTAI/AYT**  
**ANTALYA INTL**

**JEPPESEN**  
9 FEB 18 **(10-3X)**

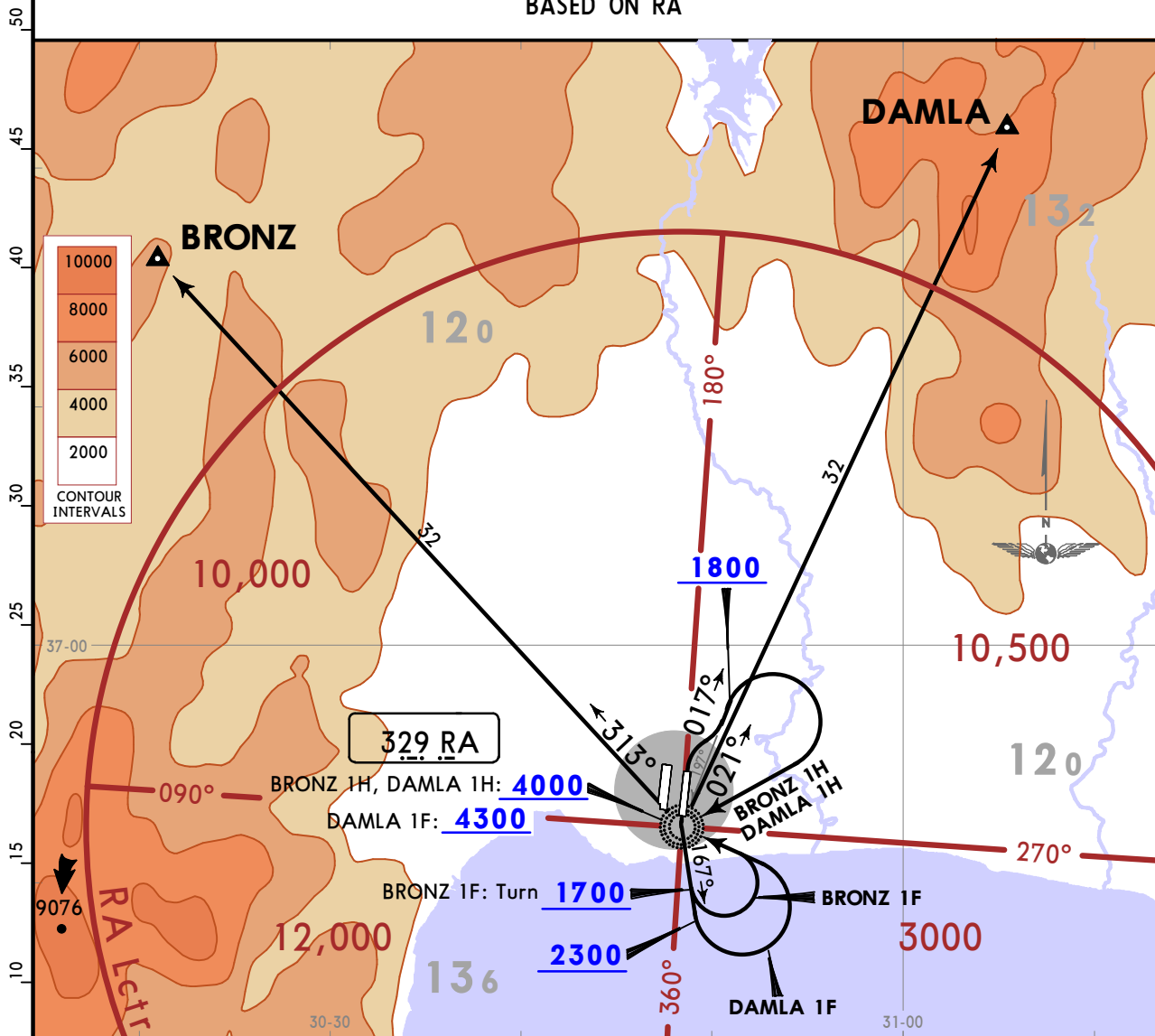
**ANTALYA, TURKEY**  
**SID**

Apt Elev  
**177**

Trans alt: 15000

1. Contact ANTALYA Approach IMMEDIATELY after take-off.
2. ATC may clear the aircraft direct to a waypoint published in a SID. After reaching this waypoint, follow remaining part of SID.

**BRONZ 1F [BRON1F]**  
**BRONZ 1H [BRON1H]**  
**DAMLA 1F [DAML1F]**  
**DAMLA 1H [DAML1H]**  
**DEPARTURES**  
**BASED ON RA**



These SIDs require a minimum climb gradient of

- BRONZ 1H**  
286 per NM (4.7%) until passing RA.
- DAMLA 1H**  
243 per NM (4%) until passing 10000.

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

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



**LTAI/AYT**  
ANTALYA INTL

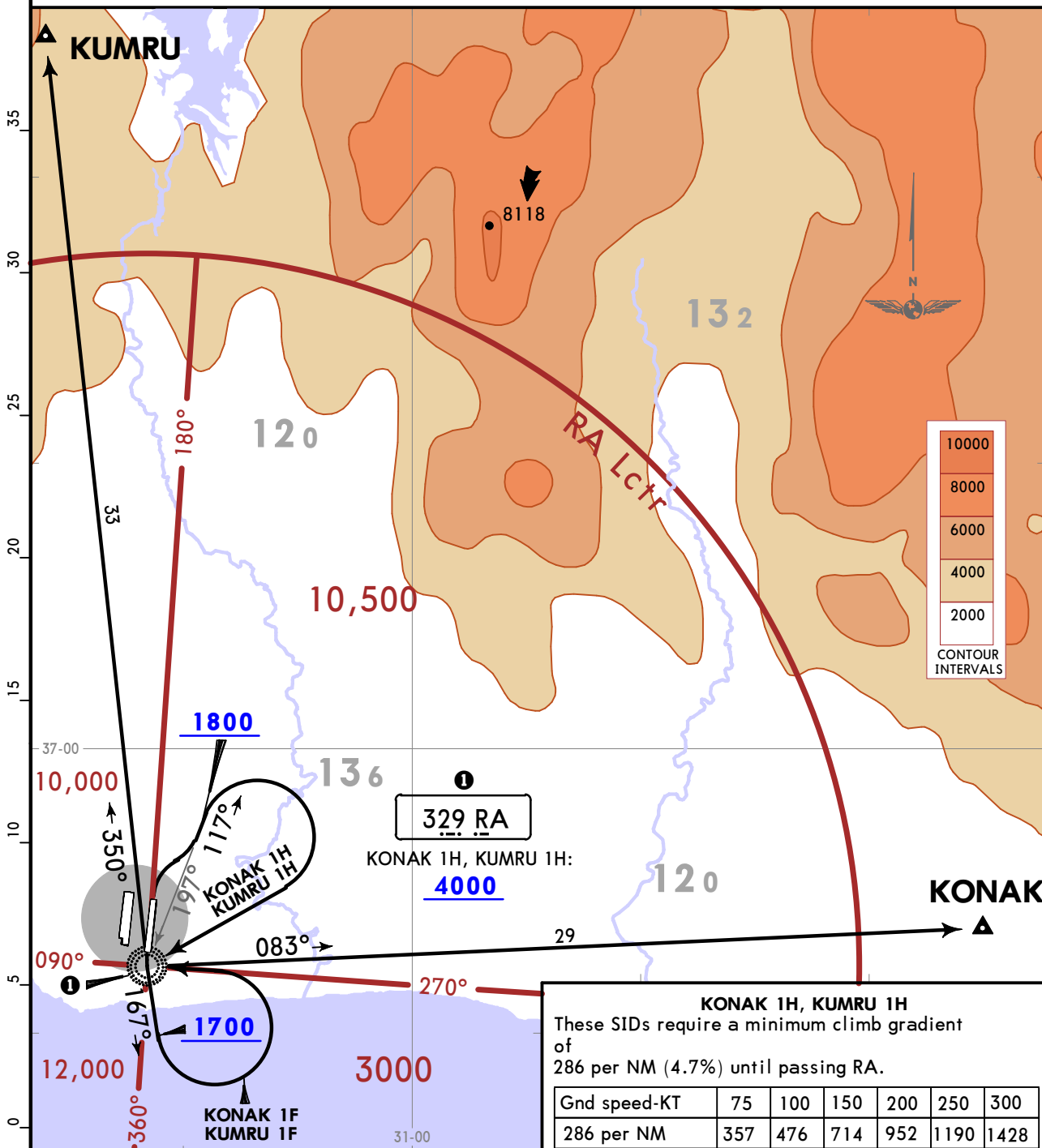
**JEPPESEN**  
9 FEB 18 **10-3X2**

**ANTALYA, TURKEY**  
**SID**

Apt Elev  
**177**

- Trans alt: 15000  
 1. Contact ANTALYA Approach IMMEDIATELY after take-off.  
 2. ATC may clear the aircraft direct to a waypoint published in a SID.  
 After reaching this waypoint, follow remaining part of SID.

**KONAK 1F [KONA1F], KONAK 1H [KONA1H]**  
**KUMRU 1F [KUMR1F], KUMRU 1H [KUMR1H]**  
**DEPARTURES**  
 BASED ON RA



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

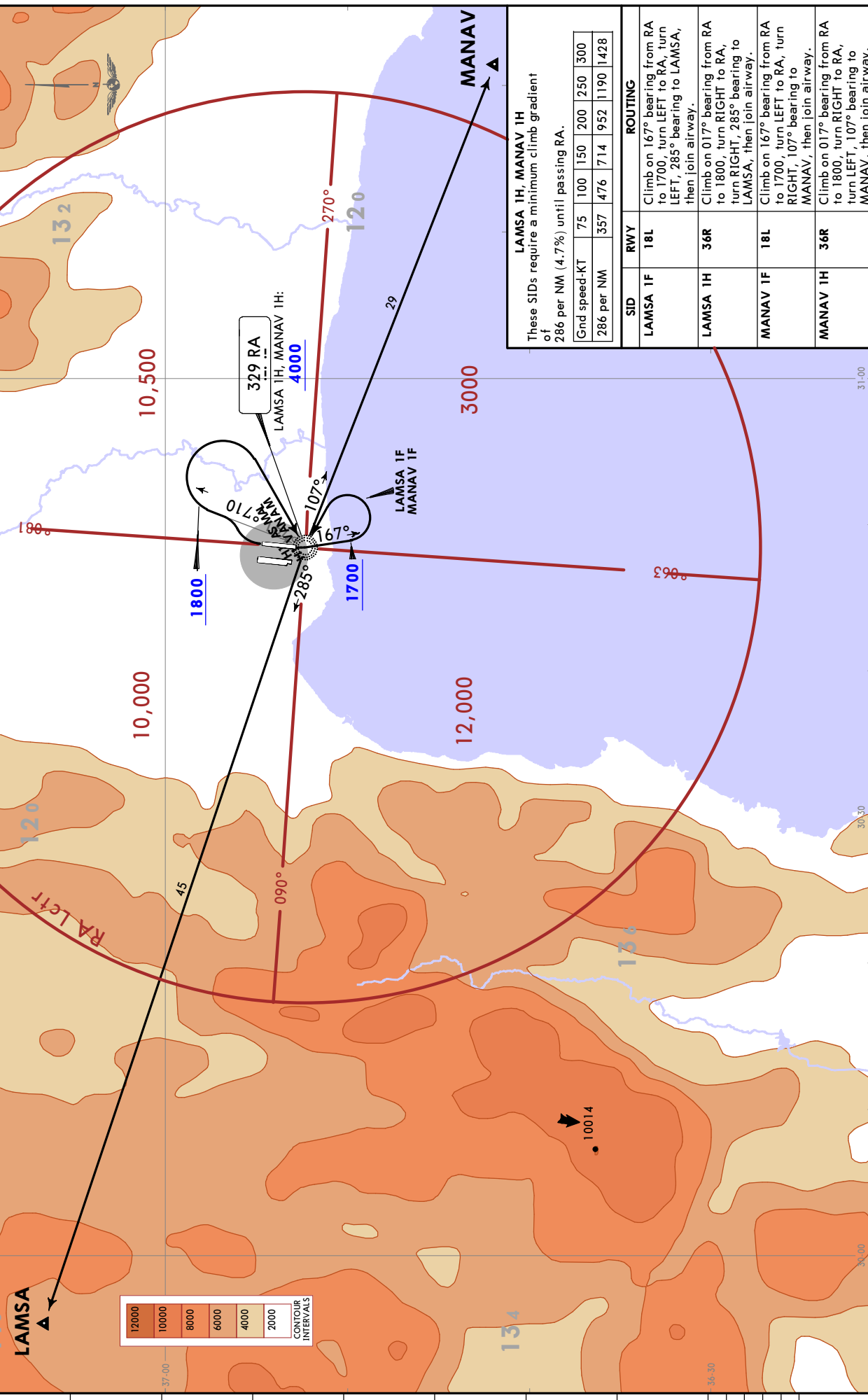
Gnd speed-KT	75	100	150	200	250	300
286 per NM	357	476	714	952	1190	1428

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

LAMSA 1F [LAMS1F]  
 LAMSA 1H [LAMS1H]  
 MANAV 1F [MANA1F]  
 MANAV 1H [MANA1H]  
 DEPARTURES  
 BASED ON RA

Trans alt: 15000  
 1. Contact ANTALYA Approach IMMEDIATELY after take-off.  
 2. ATC may clear the aircraft direct to a waypoint published in a SID. After reaching this waypoint, follow remaining part of SID.

Apt Elev  
 177



These SIDs require a minimum climb gradient of 286 per NM (4.7%) until passing RA.

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

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

# LTAI/AYT

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

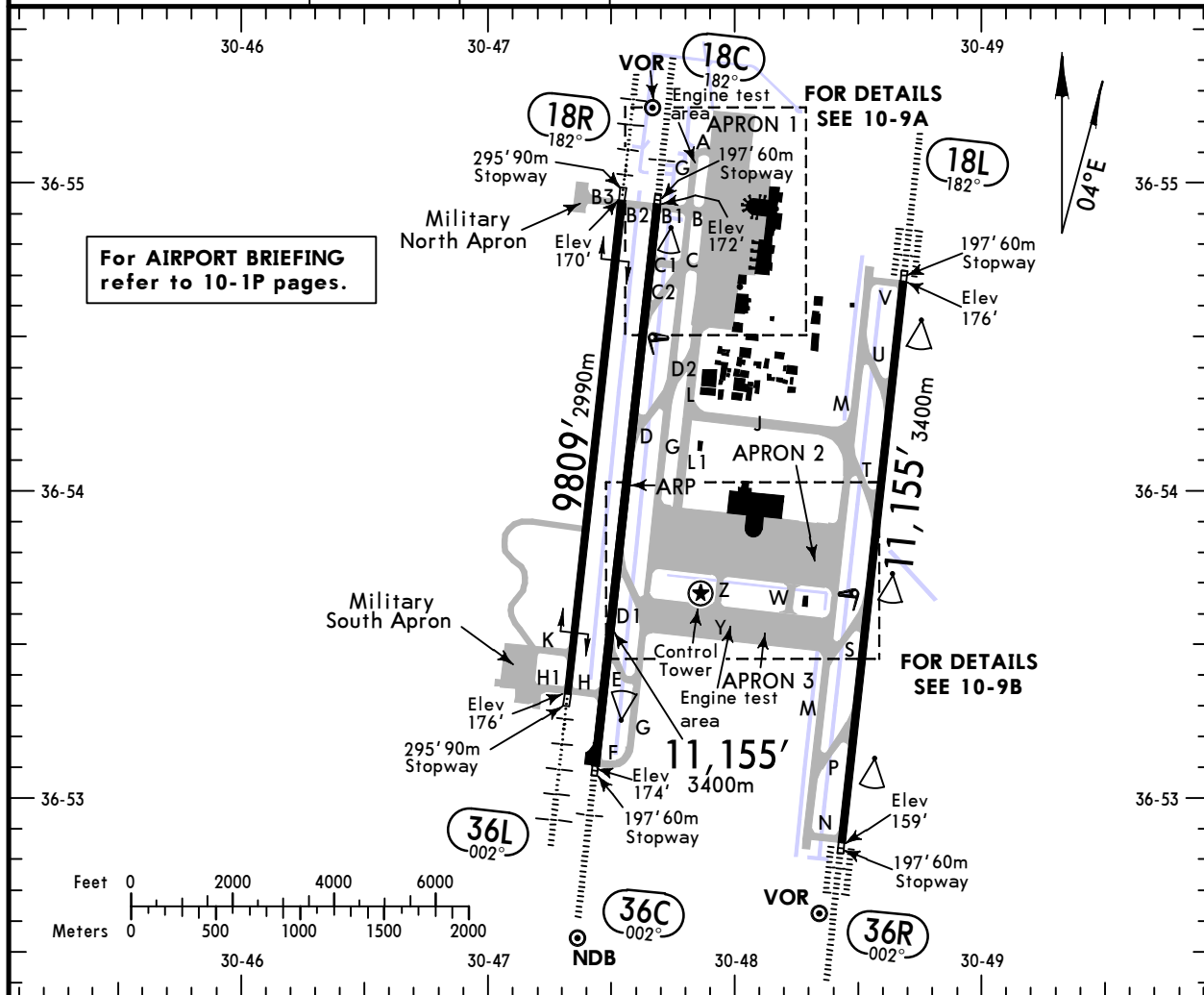


23 NOV 18 **10-9** Eff 6 Dec

# ANTALYA, TURKEY

ANTALYA INTL

D-ATIS Departure <b>136.125</b>		Data Comm ACARS: D-ATIS		ANTALYA Delivery			
				<b>120.2</b>	<b>121.65</b>		
ANTALYA Ground Apron 2,3				Tower			
<b>119.85</b>	<b>121.75</b>	<b>121.7</b>	<b>121.9</b>	<b>119.8</b>	<b>120.125</b>	<b>125.0</b>	<b>126.1</b>



### ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			WIDTH
		Threshold	Glide Slope	TAKE-OFF	
18L 36R	HIRL (56m) CL (14m) ALSF-II REIL TDZ ❶ RVR		10,208' 3111m	❷	148' 45m
18C 36C	HIRL (60m) HIALS SFL REIL PAPI-L (3.0°) RVR		10,147' 3093m 10,086' 3074m	❸	148' 45m
18R 36L	HIRL (60m) HIALS SFL REIL PAPI (3.0°) RVR HIRL (60m) HIALS SFL REIL PAPI (2.7°) RVR				148' 45m

- ❶ PAPI-L 3.0°
- ❷ TAKE-OFF RUN AVAILABLE  

<b>RWY 18L:</b>	<b>RWY 36R:</b>
From rwy head 11,154' (3400m)	From rwy head 11,154' (3400m)
twy U int 8,776' (2675m)	twy P int 8,694' (2650m)
- ❸ TAKE-OFF RUN AVAILABLE  

<b>RWY 18C:</b>	<b>RWY 36C:</b>
From rwy head 11,154' (3400m)	From rwy head 11,154' (3400m)
twy C1 int 9,974' (3040m)	twy E int 8,760' (2670m)
twy C2 int 8,891' (2710m)	

Standard TAKE-OFF						
Low Visibility Take-off						
	HIRL, CL & relevant RVR	RL, CL & relevant RVR	RL & CL	Day: RL & RCLM Night: RL or CL	Day: RL or RCLM Night: RL or CL	Adequate vis ref (Day only)
A						
B	TDZ, MID, RO	TDZ, MID, RO		RVR 300m	400m	500m
C	RVR 125m	RVR 150m	RVR 200m			
D						

CHANGES: TWYs L1, W added.

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LTAI/AYT

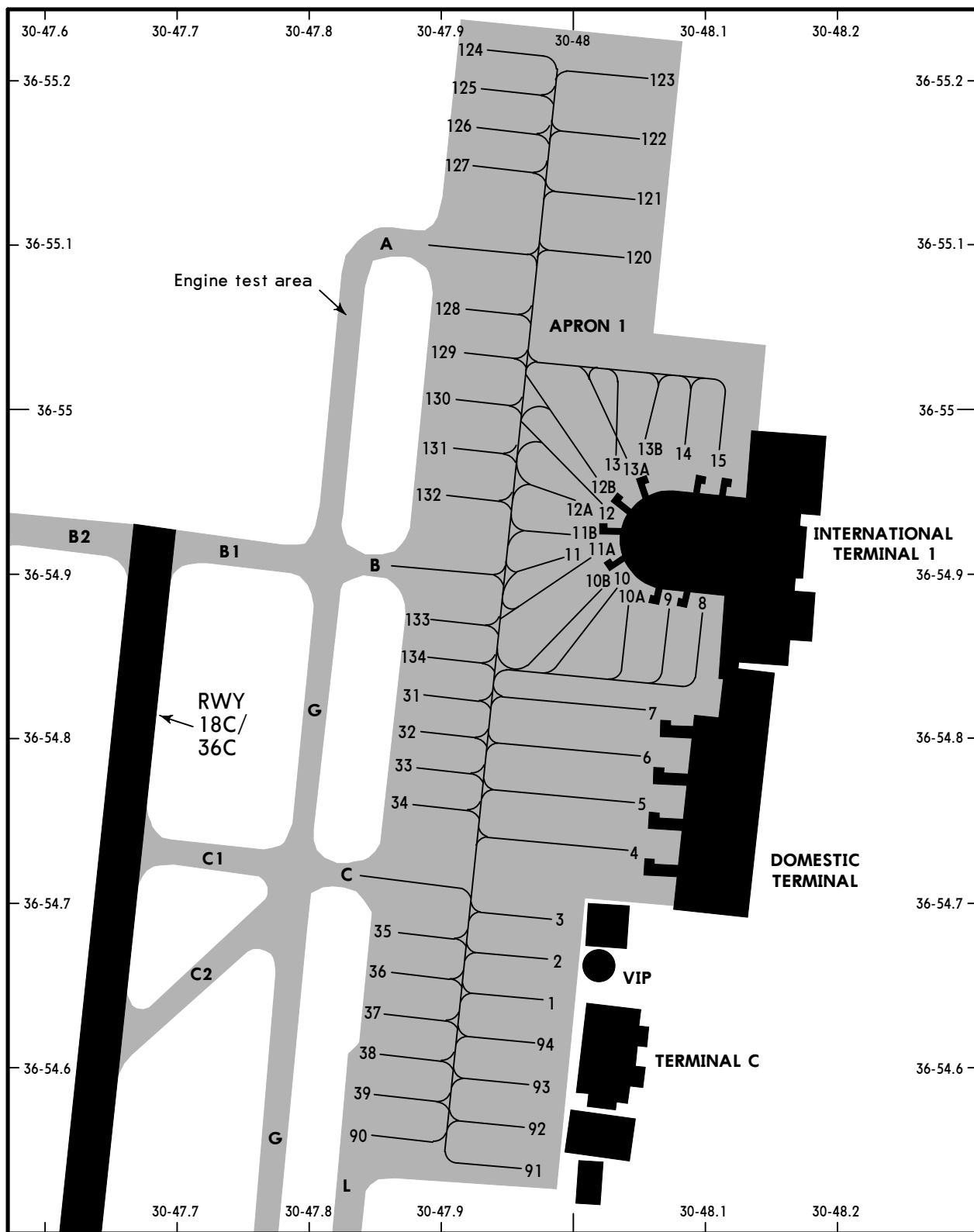
**JEPPesen**

**ANTALYA, TURKEY**

23 NOV 18

**10-9A** Eff 6 Dec

**ANTALYA INTL**



**INS COORDINATES**

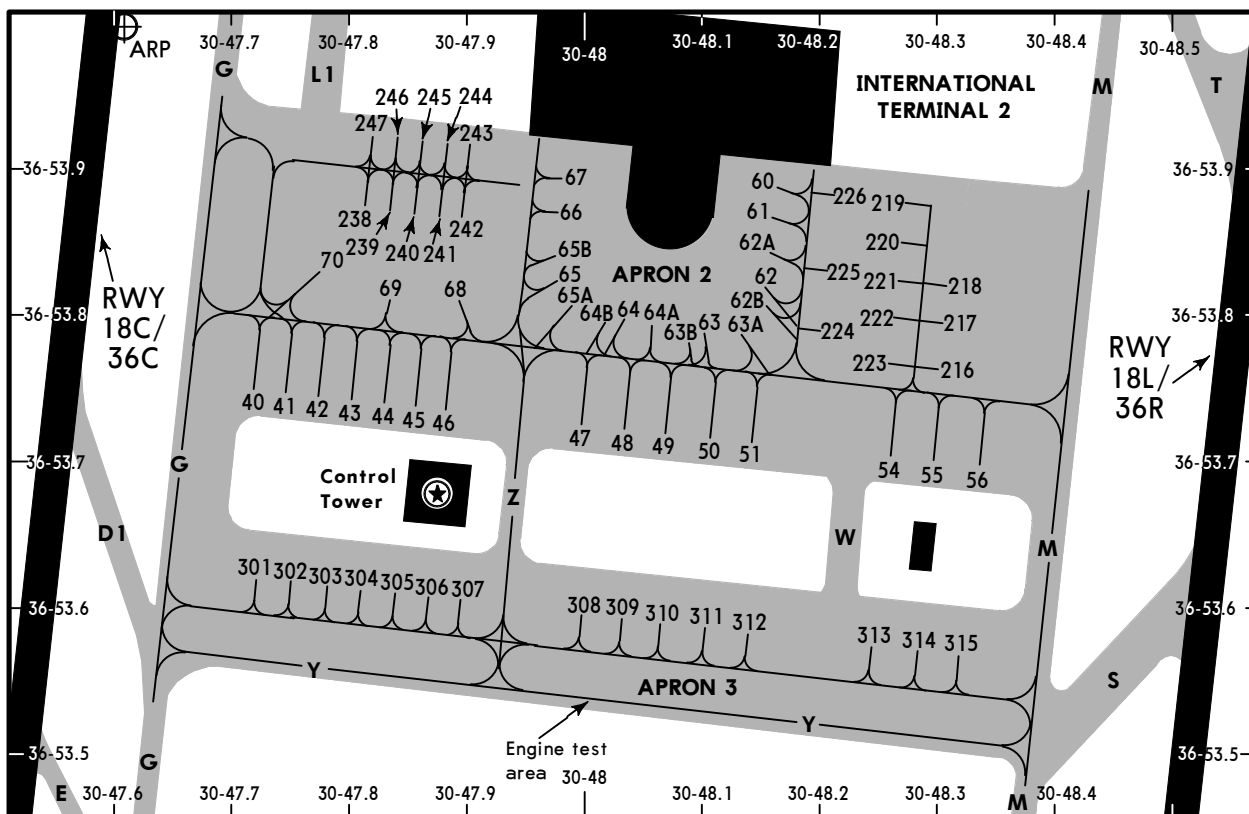
	COORDINATES	STAND No.	COORDINATES
1	N36 54.6 E030 48.0	90	N36 54.6 E030 47.8
2 thru 5	N36 54.7 E030 48.0	91	N36 54.5 E030 48.0
6	N36 54.8 E030 48.0	92 thru 94	N36 54.6 E030 48.0
7	N36 54.8 E030 48.1	120	N36 55.1 E030 48.0
8, 9	N36 54.9 E030 48.1	121	N36 55.1 E030 48.1
10 thru 12A	N36 54.9 E030 48.0	122, 123	N36 55.2 E030 48.1
12B thru 13A	N36 55.0 E030 48.0	124 thru 126	N36 55.2 E030 47.9
13B thru 15	N36 55.0 E030 48.1	127, 128	N36 55.1 E030 47.9
31 thru 34	N36 54.8 E030 47.9	129 thru 131	N36 55.0 E030 47.9
35, 36	N36 54.7 E030 47.9	132 thru 134	N36 54.9 E030 47.9
37	N36 54.6 E030 47.9		
38, 39	N36 54.6 E030 47.8		

LTAI/AYT

**JEPPESSEN**  
23 NOV 18 **10-9B** Eff 6 Dec

**ANTALYA, TURKEY**

ANTALYA INTL



**INS COORDINATES**

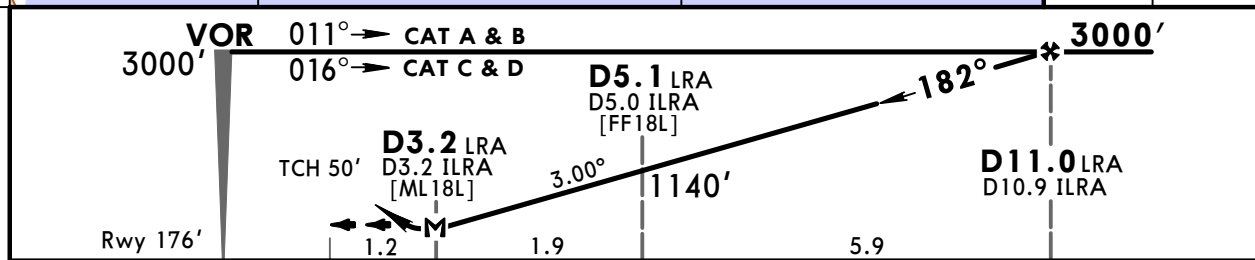
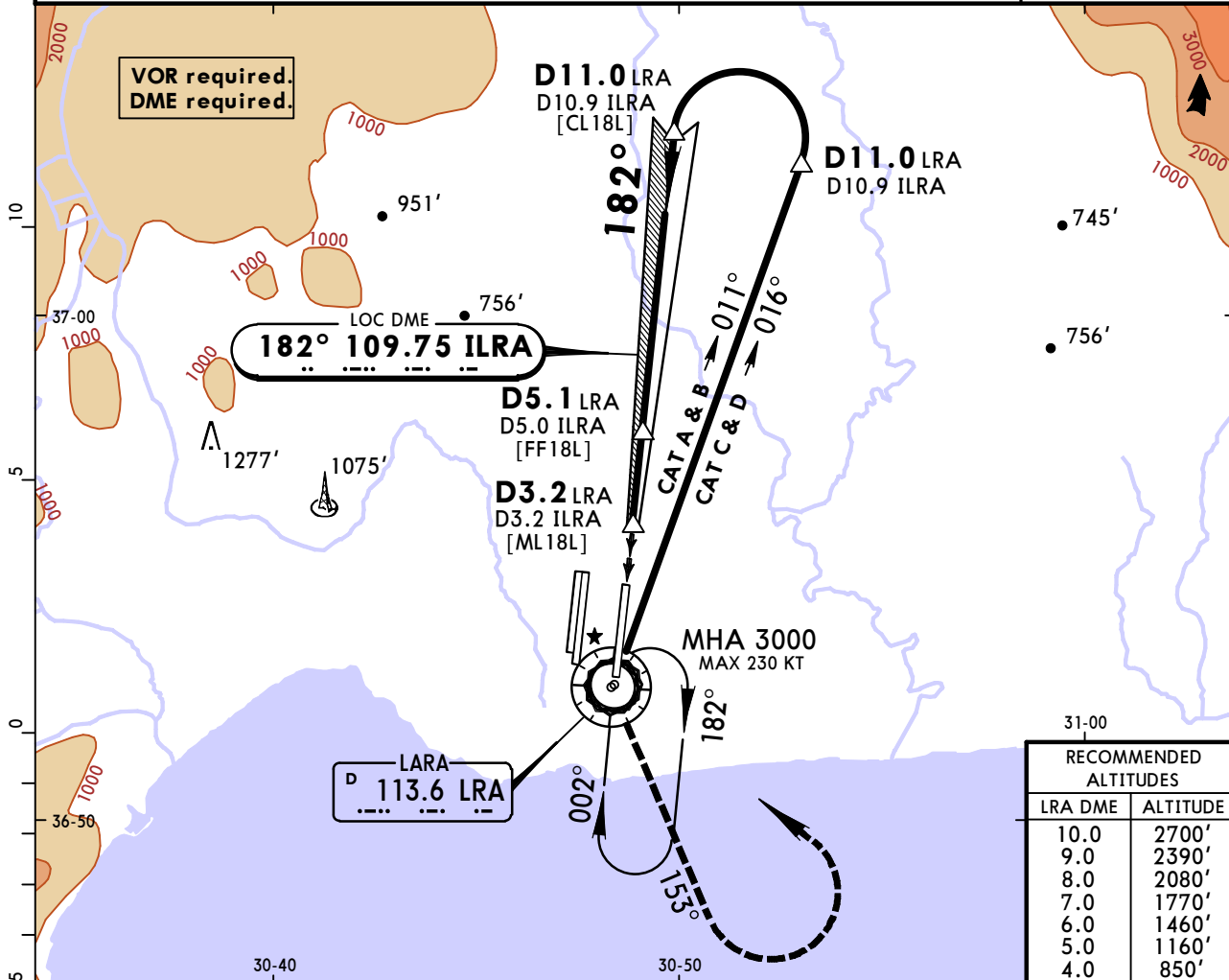
STAND No.	COORDINATES	STAND No.	COORDINATES
40, 41	N36 53.7 E030 47.7	221 thru 225	N36 53.8 E030 48.3
42 thru 45	N36 53.7 E030 47.8	226	N36 53.9 E030 48.3
46	N36 53.7 E030 47.9	238 thru 240	N36 53.9 E030 47.8
47, 48	N36 53.7 E030 48.0	241 thru 244	N36 53.9 E030 47.9
49 thru 51	N36 53.7 E030 48.1	245 thru 247	N36 53.9 E030 47.8
54 thru 56	N36 53.7 E030 48.3	301, 302	N36 53.6 E030 47.7
60 thru 62A	N36 53.9 E030 48.1	303 thru 306	N36 53.6 E030 47.8
62 thru 64	N36 53.8 E030 48.1	307	N36 53.6 E030 47.9
64B thru 65	N36 53.8 E030 48.0	308, 309	N36 53.6 E030 48.0
65B thru 67	N36 53.9 E030 48.0	310 thru 312	N36 53.6 E030 48.1
68	N36 53.8 E030 47.9	313	N36 53.6 E030 48.2
69	N36 53.8 E030 47.8	314, 315	N36 53.6 E030 48.3
70	N36 53.9 E030 47.8		
216 thru 218	N36 53.8 E030 48.4		
219, 220	N36 53.9 E030 48.3		

**LTAI/AYT**  
**ANTALYA INTL**

**JEPPESEN**  
23 FEB 18 **(11-1)** **Eff 1 Mar**

**ANTALYA, TURKEY**  
**LOC Z Rwy 18L**

D-ATIS Arrival	ANTALYA Approach (R)			ANTALYA Tower			Ground		
118.275	119.025	124.35	124.425	119.8	120.125	126.1	119.85	121.7	121.9
LOC ILRA <b>109.75</b>	Final Apch Crs <b>182°</b>	Minimum Alt <b>D11.0 LRA</b> 3000' (2824')	DA/MDA(H) <b>620' (444')</b>	Apt Elev 177'	Rwy 176'				
<b>MISSED APCH:</b> Climb to VOR. Then climb on R-153 LRA to 2000', then turn LEFT climbing to 3000' to VOR and hold.									
Alt Set: hPa			Rwy Elev: 6 hPa		Trans level: By ATC		Trans alt: 15000'		
Baseturn MAX 205 KT.							MSA LRA VOR		



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II REIL PAPI 	LRA <b>113.6</b>
Descent Angle	3.00°	372	478	531	637	743		
MAP at D3.2 LRA/D3.2 ILRA								

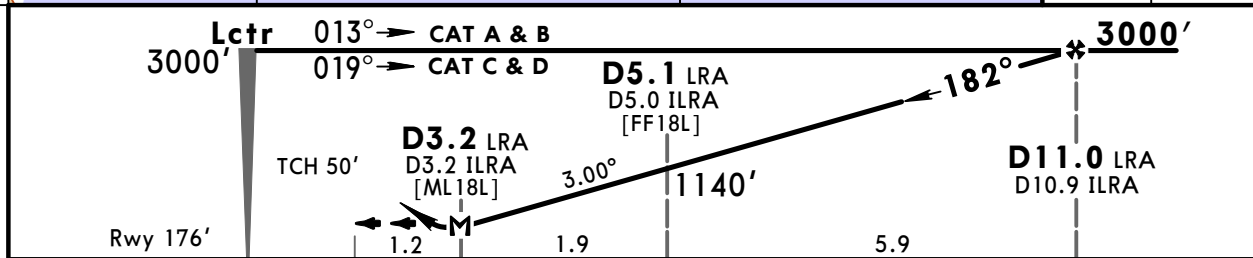
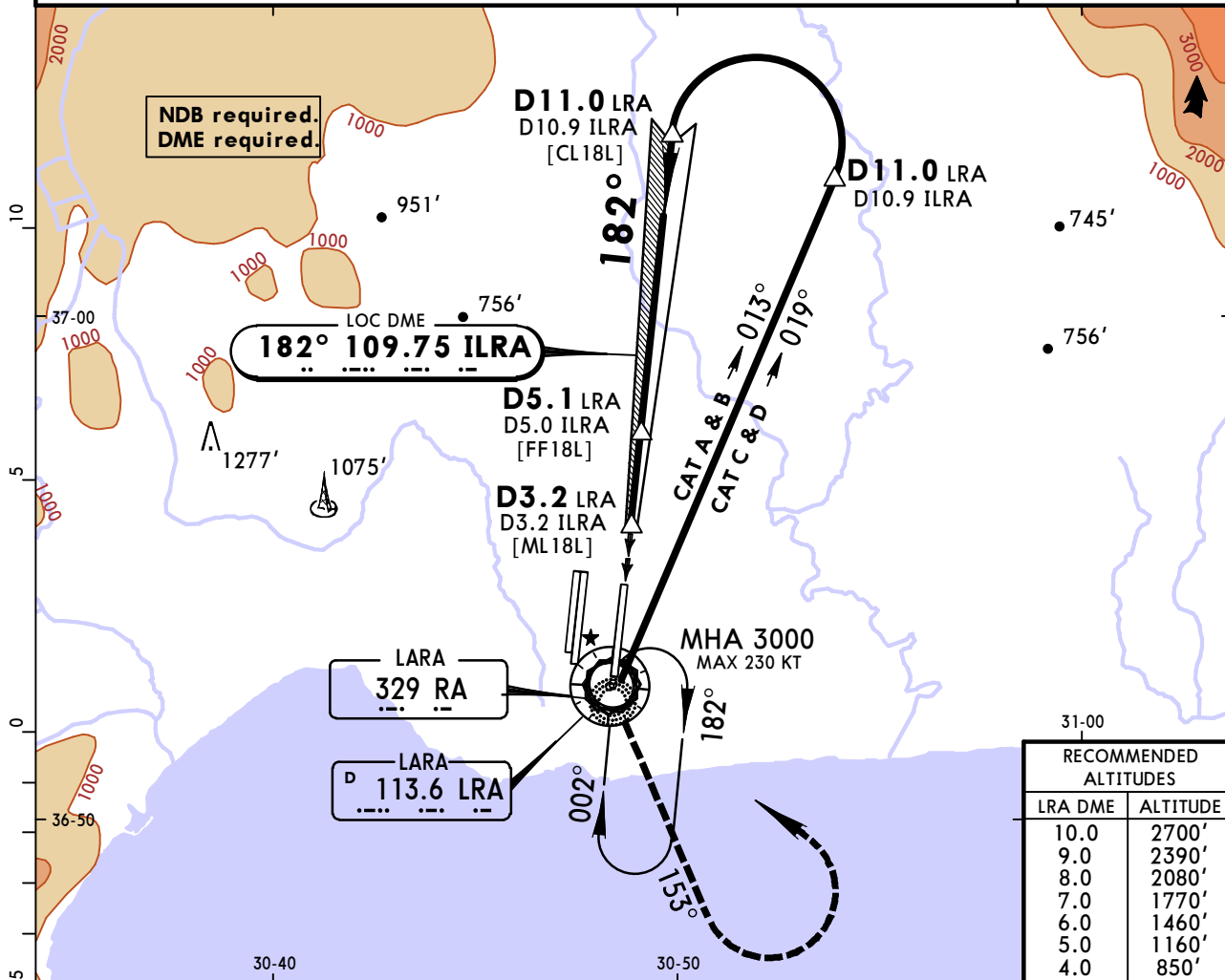
<b>PANS OPS</b>	<b>Standard</b>		<b>STRAIGHT-IN LANDING RWY 18L</b>		<b>CIRCLE-TO-LAND</b>		
	CDFA						
	DA/MDA(H) <b>620' (444')</b>						
	ALS out				Max Kts	MDA(H)	VIS
	A	RVR 1500m			100	1000' (823')	1500m
B	RVR 1400m			135	1000' (823')	1600m	
C	RVR 2100m			180	1000' (823')	2400m	
D	RVR 2100m			205	1000' (823')	3600m	

**LTAI/AYT**  
**ANTALYA INTL**

**JEPPESSEN**  
23 FEB 18 **(11-2)** **Eff 1 Mar**

**ANTALYA, TURKEY**  
**LOC Y Rwy 18L**

D-ATIS Arrival	ANTALYA Approach (R)			ANTALYA Tower			Ground		
118.275	119.025	124.35	124.425	119.8	120.125	126.1	119.85	121.7	121.9
LOC ILRA <b>109.75</b>	Final Apch Crs <b>182°</b>	Minimum Alt <b>D11.0 LRA</b> 3000' (2824')	DA/MDA(H) <b>620' (444')</b>	Apt Elev 177'	Rwy 176'				
<b>MISSED APCH:</b> Climb to Lctr. Then climb on 153° from Lctr to 2000', then turn LEFT climbing to 3000' to Lctr and hold.									
Alt Set: hPa			Rwy Elev: 6 hPa		Trans level: By ATC		Trans alt: 15000'		
Baseturn MAX 205 KT.							MSA RA Lctr		



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II REIL PAPI RA <b>329</b>
Descent Angle	3.00°	372	478	531	637	743	
MAP at D3.2 LRA/D3.2 ILRA							

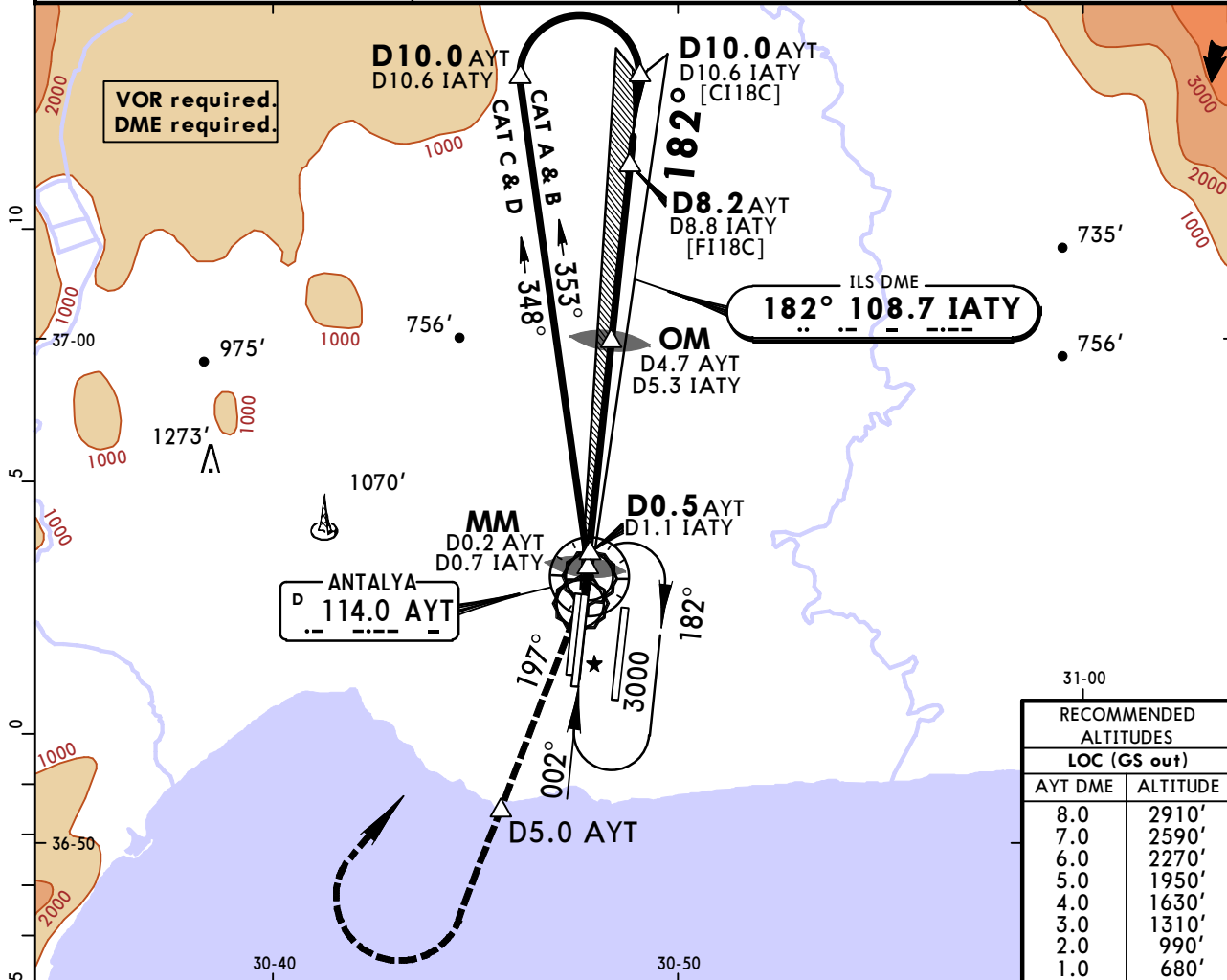
<b>PANS OPS</b>	<b>Standard</b> STRAIGHT-IN LANDING RWY 18L		CIRCLE-TO-LAND	
	CDFA			
	DA/MDA(H) <b>620' (444')</b>			
		ALS out	Max Kts	MDA(H) VIS
	A	RVR 1500m	100	1000' (823') 1500m
B	RVR 1400m	135	1000' (823') 1600m	
C	RVR 2100m	180	1000' (823') 2400m	
D		205	1000' (823') 3600m	

# LTAI/AYT ANTALYA INTL

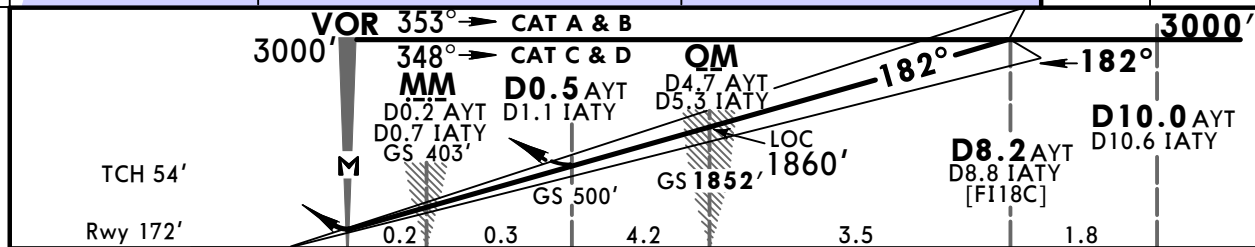
**JEPPESSEN**  
2 NOV 18 **(11-3)** Eff 8 Nov

# ANTALYA, TURKEY ILS Z Rwy 18C

D-ATIS Arrival	ANTALYA Approach (R)			ANTALYA Tower			Ground		
118.275	119.025	124.35	124.425	119.8	120.125	126.1	119.85	121.7	121.9
LOC IATY <b>108.7</b>	Final Apch Crs <b>182°</b>	GS OM <b>1852'</b> (1680')	ILS DA(H) <b>372'</b> (200')	Apt Elev 177'	Rwy 172'				
<b>MISSED APCH:</b> Climb on R-197 AYT to 1600', then turn RIGHT (not before D5.0 AYT) climbing to 3000' to AYT VOR and hold.									MSA AYT VOR
Alt Set: hPa    Rwy Elev: 6 hPa    Trans level: By ATC    Trans alt: 15000' 1. CAUTION: LOC IATY not usable beyond D14.6 AYT/D15.2 IATY. 2. Baseturn MAX 185 KT.									



RECOMMENDED ALTITUDES	
LOC (GS out)	
AYT DME	ALTITUDE
8.0	2910'
7.0	2590'
6.0	2270'
5.0	1950'
4.0	1630'
3.0	1310'
2.0	990'
1.0	680'



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI 	1600' AYT ↑ on 114.0 R-197	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743			849
MAP at VOR									

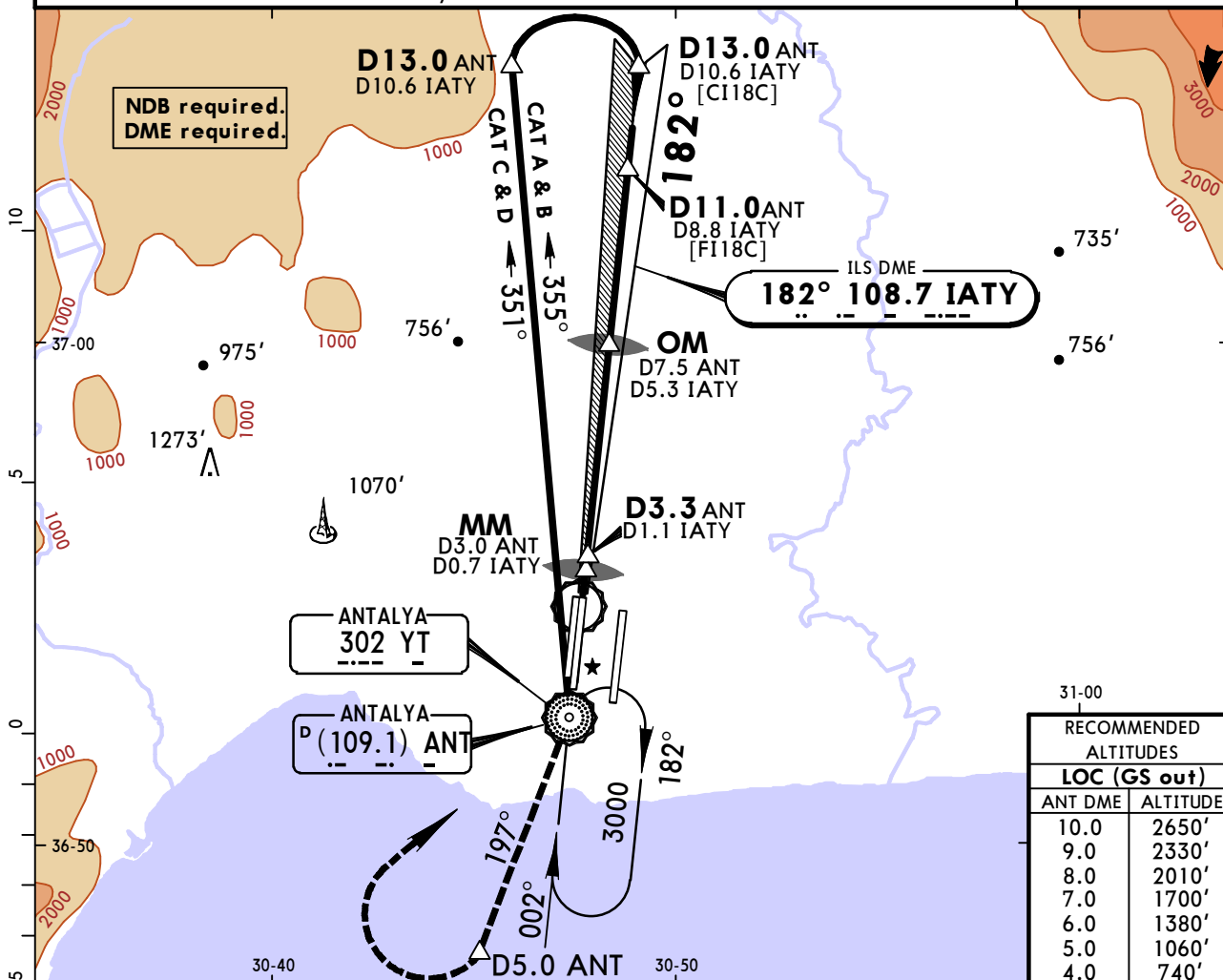
	STRAIGHT-IN LANDING RWY 18C		CIRCLE-TO-LAND	
	ILS	LOC (GS out)	CDFA	VIS
	DA(H) <b>372'</b> (200')	DA/MDA(H) <b>590'</b> (418')		
	FULL	ALS out	ALS out	
A			RVR 1500m	Max Kts. 100
B	RVR 550m	RVR 1200m	RVR 1200m	135
C			RVR 1900m	180
D				205

# LTAI/AYT ANTALYA INTL

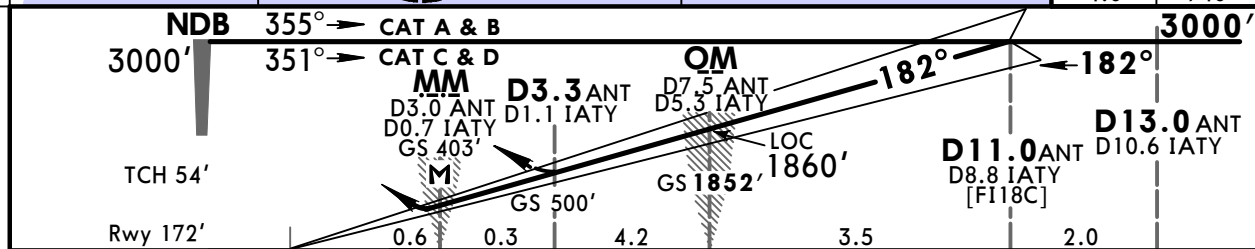
**JEPPESSEN**  
2 NOV 18 (11-4) Eff 8 Nov

# ANTALYA, TURKEY ILS Y Rwy 18C

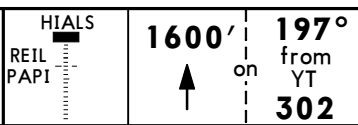
D-ATIS Arrival	ANTALYA Approach (R)			ANTALYA Tower			Ground		
118.275	119.025	124.35	124.425	119.8	120.125	126.1	119.85	121.7	121.9
LOC IATY <b>108.7</b>	Final Apch Crs <b>182°</b>	GS OM <b>1852'</b> (1680')	ILS DA(H) <b>372'</b> (200')	Apt Elev 177'	Rwy 172'				
<b>MISSED APCH:</b> Climb on 197° from NDB to 1600', then turn RIGHT (not before D5.0 ANT) climbing to 3000' to NDB and hold.									
Alt Set: hPa    Rwy Elev: 6 hPa    Trans level: By ATC    Trans alt: 15000' 1. CAUTION: LOC IATY not usable beyond D15.2 IATY. 2. Baseturn MAX 185 KT.									



RECOMMENDED ALTITUDES	
LOC (GS out)	
ANT DME	ALTITUDE
10.0	2650'
9.0	2330'
8.0	2010'
7.0	1700'
6.0	1380'
5.0	1060'
4.0	740'



Gnd speed-Kts	70	90	100	120	140	160	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at MM/D3.0 ANT/D0.7 IATY							



PANS OPS	STRAIGHT-IN LANDING RWY 18C				CIRCLE-TO-LAND	
	ILS		LOC (GS out)		Max Kts	MDA(H) VIS
	FULL	ALS out	FULL	ALS out		
A					100	1000' (823') 1500m
B					135	1000' (823') 1600m
C	RVR 550m	RVR 1200m	RVR 1200m	RVR 1200m	180	1000' (823') 2400m
D					205	1000' (823') 3600m

W/o HUD/AP/FD: RVR 750m

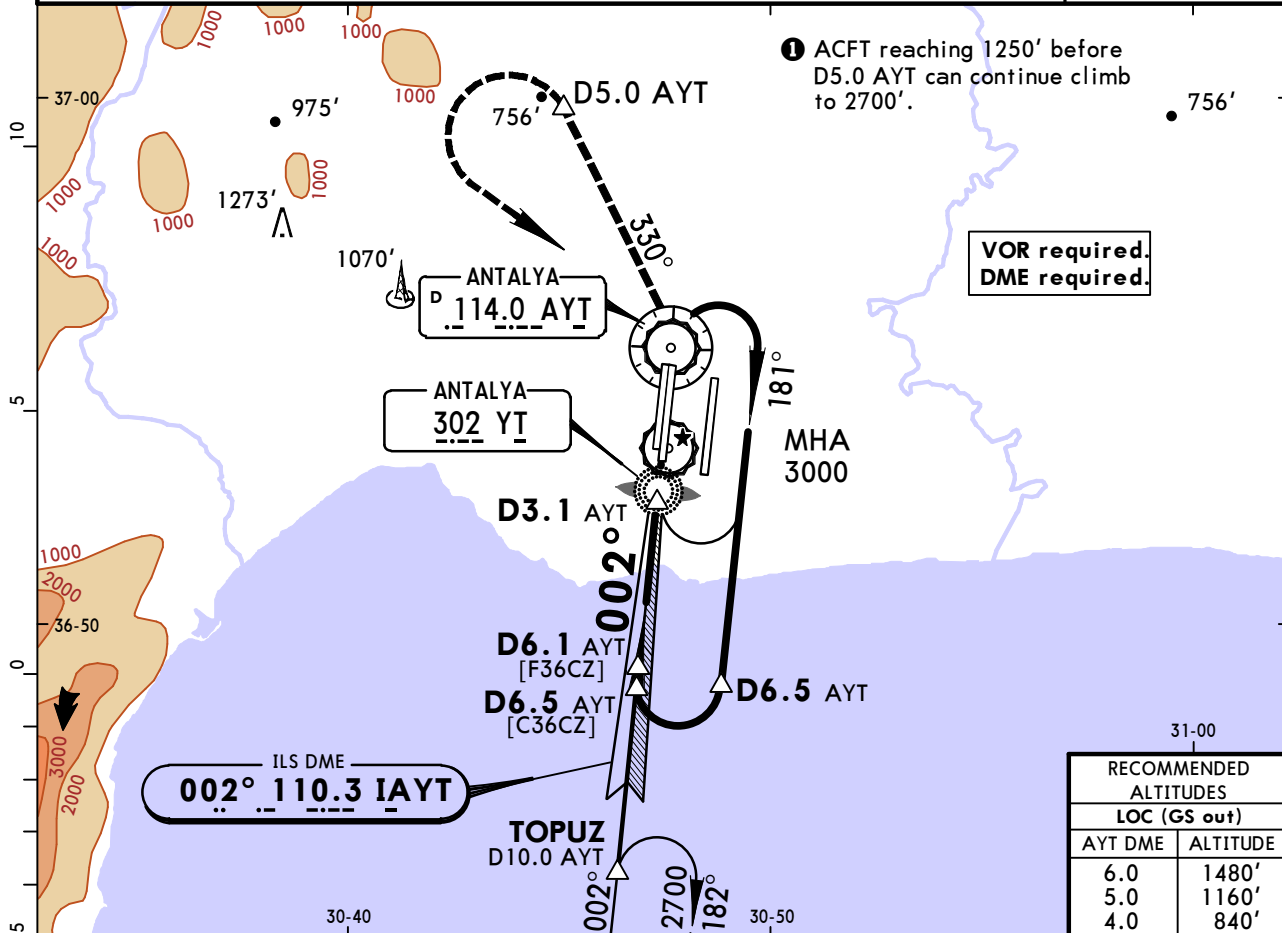
CHANGES: Rwy elev.

**LTAI/AYT**  
**ANTALYA INTL**

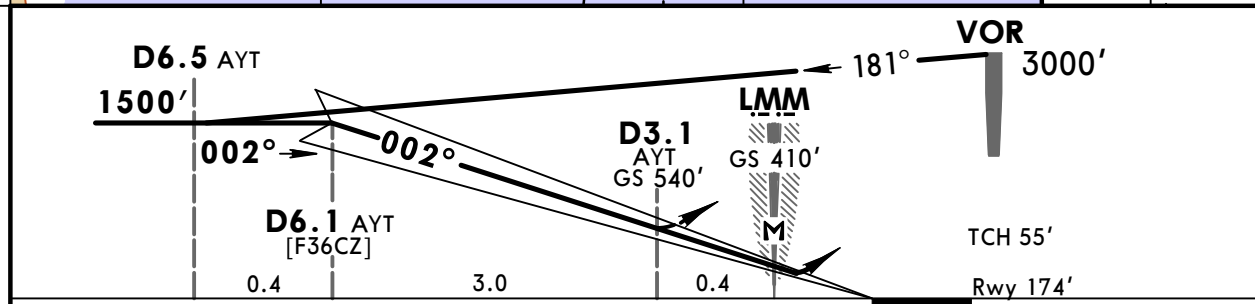
**JEPPESSEN**  
2 NOV 18 **(11-5)** **Eff 8 Nov**

**ANTALYA, TURKEY**  
**ILS Z Rwy 36C**

D-ATIS Arrival	ANTALYA Approach (R)			ANTALYA Tower			Ground		
118.275	119.025	124.35	124.425	119.8	120.125	126.1	119.85	121.7	121.9
LOC IAYT <b>110.3</b>	Final Apch Crs <b>002°</b>	GS <b>D6.1 AYT</b> 1500' (1326')	ILS DA(H) <b>374'</b> (200')	Apt Elev 177'	Rwy 174'				
<b>MISSED APCH:</b> Climb on R-330 AYT to 1250' <b>①</b> , then turn LEFT (not before D5.0 AYT) climbing to 2700' proceed to VOR then TOPUZ and hold.									
Alt Set: hPa	Rwy Elev: 6 hPa	Trans level: By ATC			Trans alt: 15000'		MSA AYT VOR		



RECOMMENDED ALTITUDES	
LOC (GS out)	
AYT DME	ALTITUDE
6.0	1480'
5.0	1160'
4.0	840'



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI 	1250' AYT on 114.0 R-330
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743		
MAP at LMM								

PANS OPS	STRAIGHT-IN LANDING RWY 36C			CIRCLE-TO-LAND		
	ILS		LOC (GS out)		Max Kts	
	DA(H) <b>374'</b> (200')		DA/MDA(H) <b>540'</b> (366')			
	FULL	ALS out	ALS out		MDA(H)	VIS
A			RVR 1500m		1000' (823')	1500m
B			RVR 1700m		1000' (823')	1600m
C	RVR 550m <b>①</b>	RVR 1200m	RVR 1000m		1000' (823')	2400m
D					1000' (823')	3600m

**①** W/o HUD/AP/FD: RVR 750m

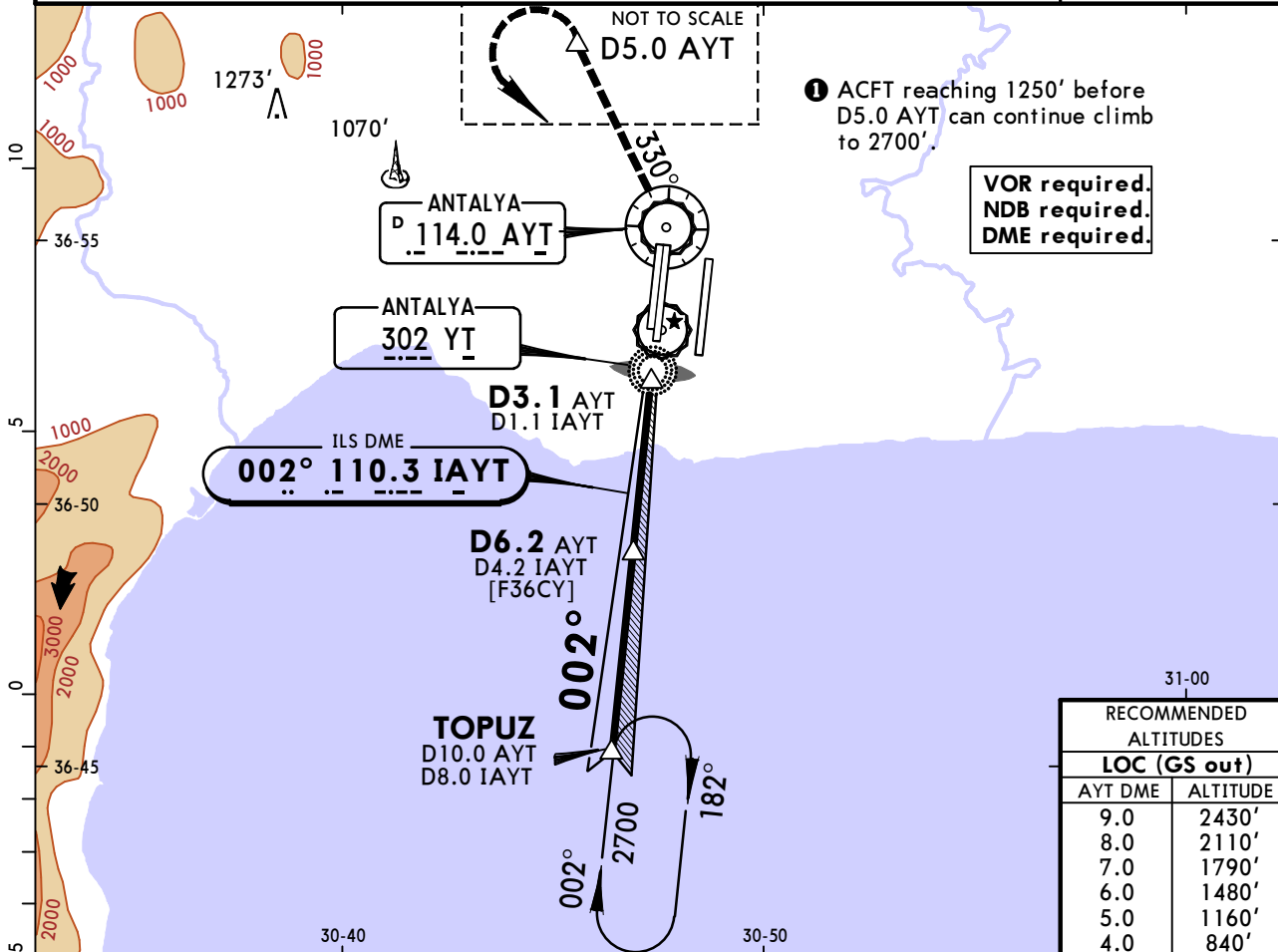
CHANGES: Rwy elev.

# LTAI/AYT ANTALYA INTL

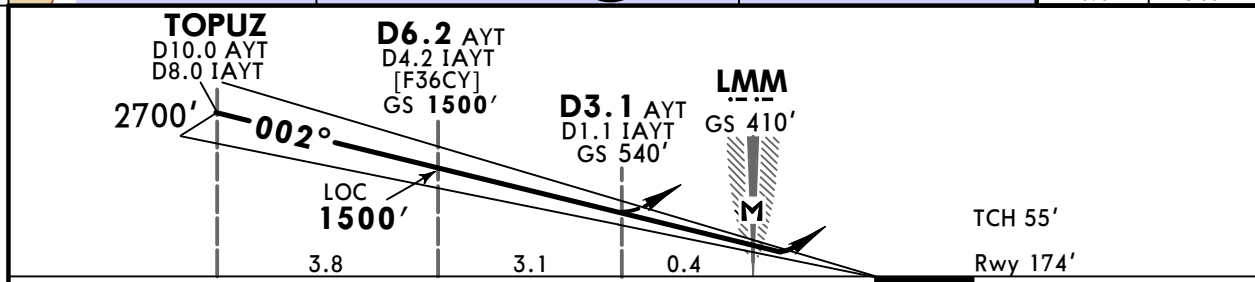
**JEPPESSEN**  
2 NOV 18 **(11-6) Eff 8 Nov**

# ANTALYA, TURKEY ILS Y Rwy 36C

D-ATIS Arrival	ANTALYA Approach (R)			ANTALYA Tower			Ground		
118.275	119.025	124.35	124.425	119.8	120.125	126.1	119.85	121.7	121.9
LOC IAYT <b>110.3</b>	Final Apch Crs <b>002°</b>	GS <b>D6.2 AYT</b> 1500' (1326')	ILS DA(H) <b>374'</b> (200')	Apt Elev 177'	Rwy 174'				
<b>MISSED APCH:</b> Climb on R-330 AYT to 1250' ①, then turn LEFT (not before D5.0 AYT) climbing to 2700' proceed to VOR then TOPUZ and hold.									
Alt Set: hPa	Rwy Elev: 6 hPa	Trans level: By ATC		Trans alt: 15000'		MSA TOPUZ			



RECOMMENDED ALTITUDES	
LOC (GS out)	
AYT DME	ALTITUDE
9.0	2430'
8.0	2110'
7.0	1790'
6.0	1480'
5.0	1160'
4.0	840'



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI	1250' AYT on 114.0 R-330	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743			849
MAP at LMM									

	STRAIGHT-IN LANDING RWY 36C			CIRCLE-TO-LAND		
	ILS	LOC (GS out)	CDFA	Max Kts	MDA(H)	VIS
	DA(H) <b>374'</b> (200')	DA(MDA(H)) <b>540'</b> (366')				
	FULL	ALS out	ALS out			
A				100	1000' (823')	1500m
B				135	1000' (823')	1600m
C	RVR 550m ①	RVR 1200m	RVR 1000m	180	1000' (823')	2400m
D				205	1000' (823')	3600m

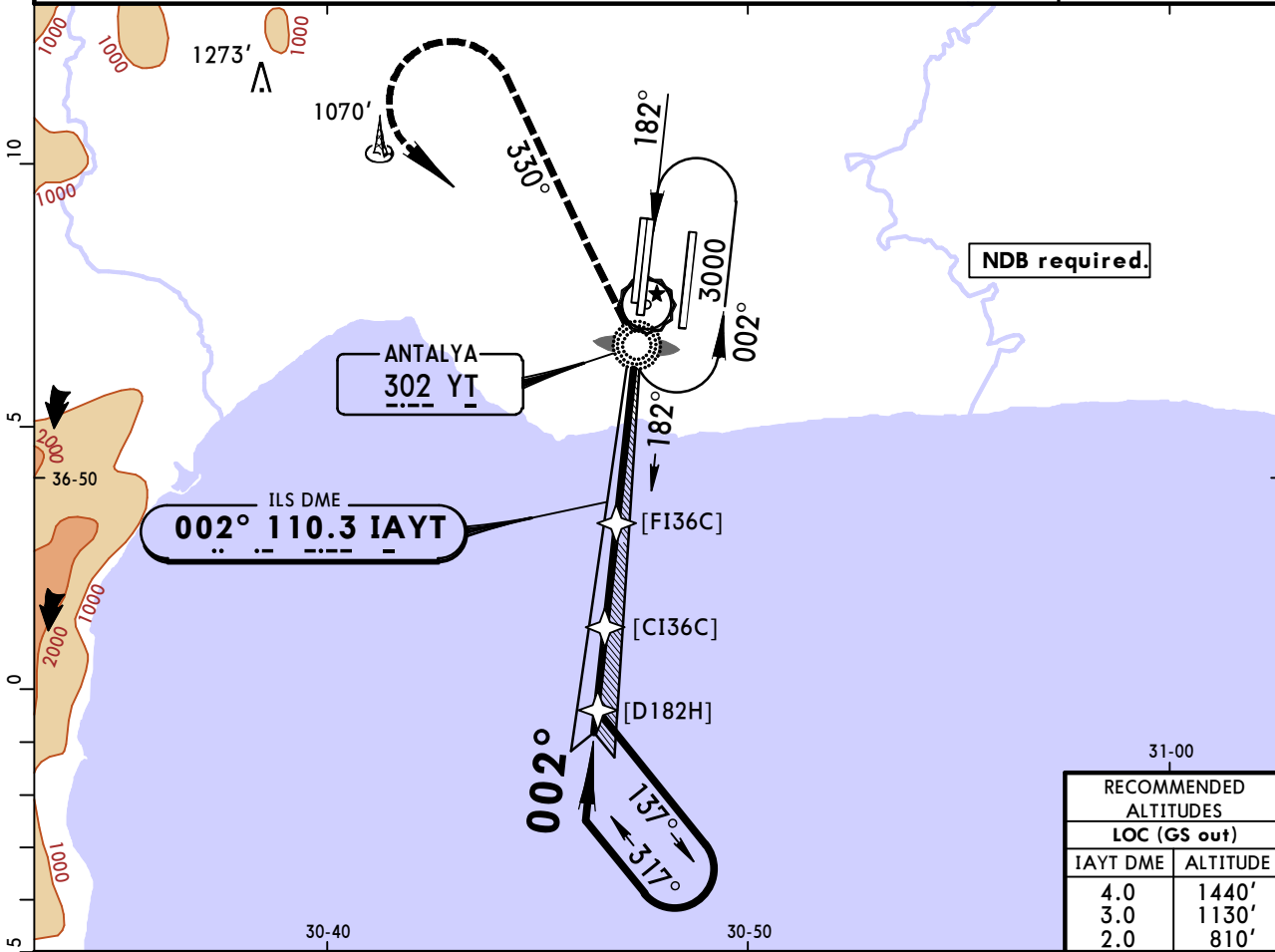
① W/o HUD/AP/FD: RVR 750m  
 CHANGES: Rwy elev. © JEPPESSEN, 2001, 2018. ALL RIGHTS RESERVED.

**LTAI/AYT**  
**ANTALYA INTL**

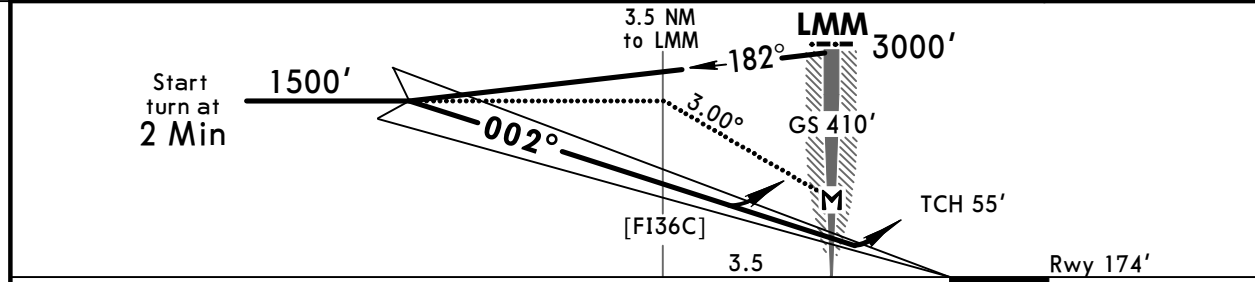
**JEPPESSEN**  
2 NOV 18 **(11-7)** Eff 8 Nov

**ANTALYA, TURKEY**  
**ILS X Rwy 36C**

D-ATIS Arrival	ANTALYA Approach (R)			ANTALYA Tower			Ground		
118.275	119.025	124.35	124.425	119.8	120.125	126.1	119.85	121.7	121.9
LOC IAYT <b>110.3</b>	Final Apch Crs <b>002°</b>	GS No Altitude published		ILS DA(H) <b>374' (200')</b>	Apt Elev 177' Rwy 174'				
<b>MISSED APCH:</b> Climb on 330° from NDB to 2000', then climbing turn LEFT to 3000' to NDB and hold.									
Alt Set: hPa		Rwy Elev: 6 hPa		Trans level: By ATC		Trans alt: 15000'		MSA YT NDB	



RECOMMENDED ALTITUDES	
LOC (GS out)	
IAYT DME	ALTITUDE
4.0	1440'
3.0	1130'
2.0	810'



Gnd speed-Kts	70	90	100	120	140	160		<b>2000'</b> on <b>330°</b> from <b>YT 302</b>
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849		
MAP at LMM								

	ILS		STRAIGHT-IN LANDING RWY 36C LOC (GS out)			CIRCLE-TO-LAND	
	DA(H) FULL	ALS out	CDFA DA/MDA(H) ALS out	non-CDFA MDA(H) ALS out	Max Kts	MDA(H)	VIS
A	<b>374' (200')</b>		<b>540' (366')</b>	<b>540' (366')</b>	100	<b>1000' (823')</b>	<b>2</b> 1500m
B					135	<b>1000' (823')</b>	<b>2</b> 1600m
C	RVR 550m <b>1</b>	RVR 1200m	RVR 1000m		180	<b>1000' (823')</b>	2400m
D					205	<b>1000' (823')</b>	3600m

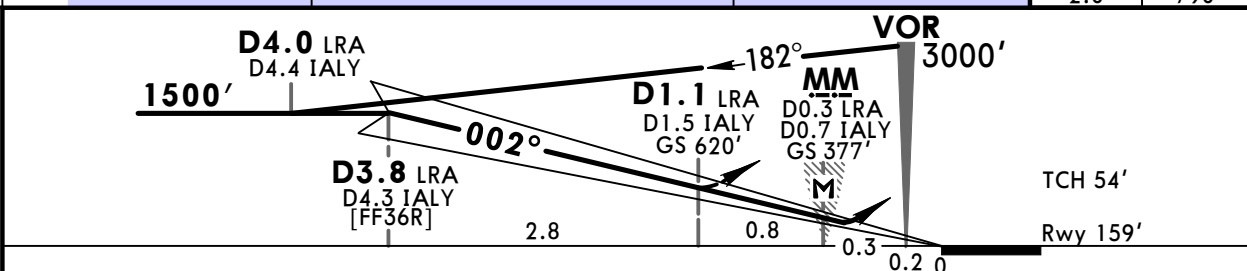
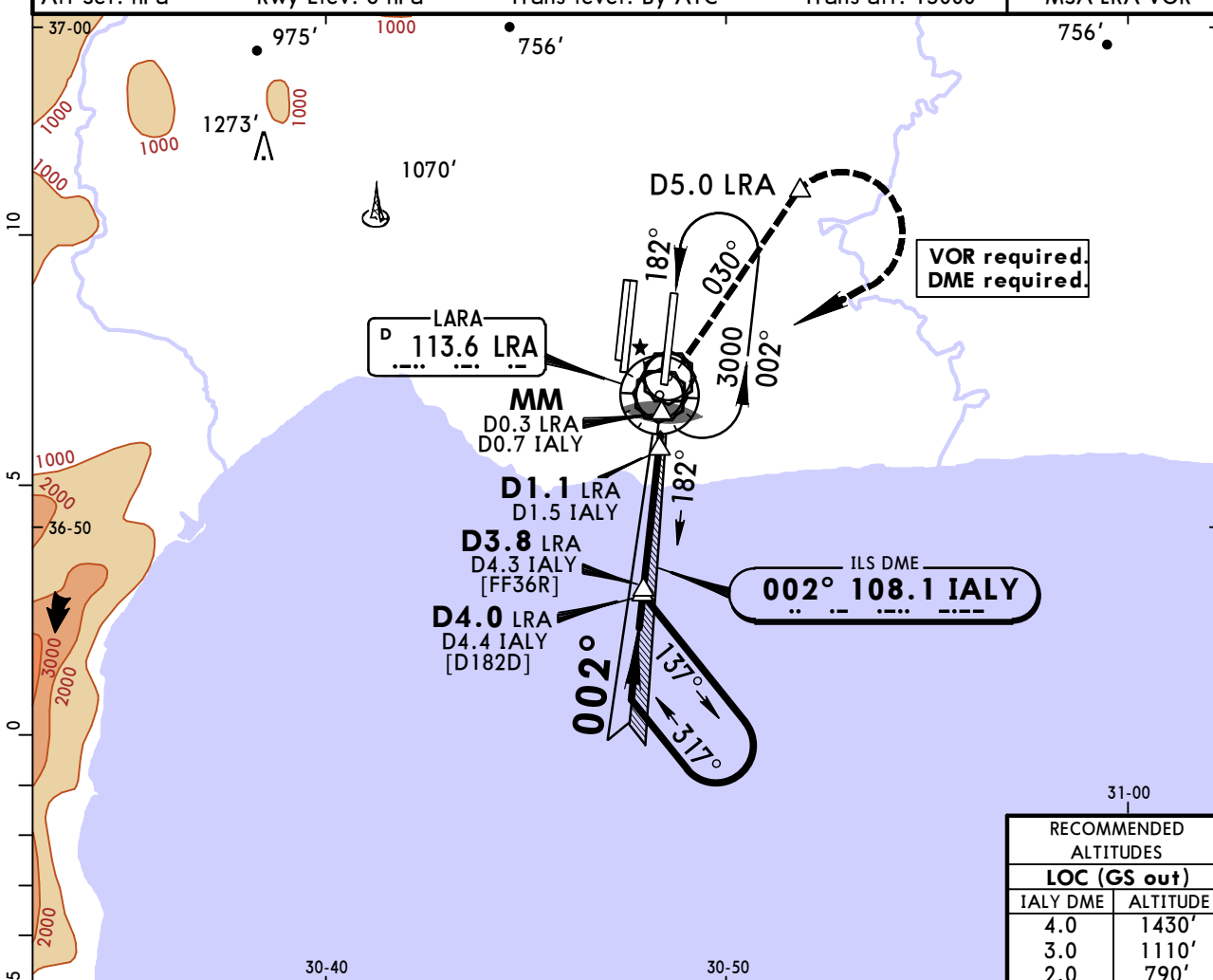
**1** W/o HUD/AP/FD: RVR 750m **2** or higher straight-in minimums.  
CHANGES: Rwy elev. © JEPPESSEN, 2001, 2018. ALL RIGHTS RESERVED.

# LTAI/AYT ANTALYA INTL

**JEPPESSEN**  
2 NOV 18 (11-8) Eff 8 Nov

# ANTALYA, TURKEY ILS Z Rwy 36R

D-ATIS Arrival	ANTALYA Approach (R)			ANTALYA Tower			Ground		
118.275	119.025	124.35	124.425	119.8	120.125	126.1	119.85	121.7	121.9
LOC IALY <b>108.1</b>	Final Apch Crs <b>002°</b>	GS <b>D3.8 LRA</b> 1500' (1341')	ILS DA(H) <b>359'</b> (200')	Apt Elev 177'		Rwy 159'			
<b>MISSED APCH:</b> Climb on R-030 LRA to 1600', then turn RIGHT (not before D5.0 LRA) climbing to 3000' proceed to VOR and hold. MAX 180 KT until inbound LRA VOR.									
Alt Set: hPa	Rwy Elev: 6 hPa	Trans level: By ATC		Trans alt: 15000'		MSA LRA VOR			



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	180 KT MAX	1600' on 113.6 R-030
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849		
MAP at MM/DO.3 LRA/DO.7 IALY									

PANS OPS	STRAIGHT-IN LANDING RWY 36R				LOC (GS out) CDFA		CIRCLE-TO-LAND	
	ILS		LOC (GS out)		CDFA			
	DA(H) 359' (200')		DA/MDA(H) 620' (461')					
	FULL	TDZ or CL out	ALS out	ALS out	Max Kts	MDA(H)	VIS	
A					100	1000' (823')	1500m	
B	RVR 550m	RVR 550m I	RVR 1200m	RVR 1500m	135	1000' (823')	1600m	
C				RVR 2200m	180	1000' (823')	2400m	
D					205	1000' (823')	3600m	

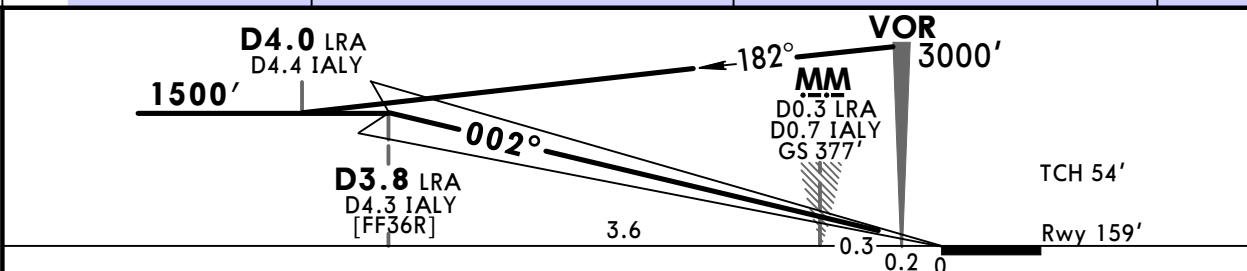
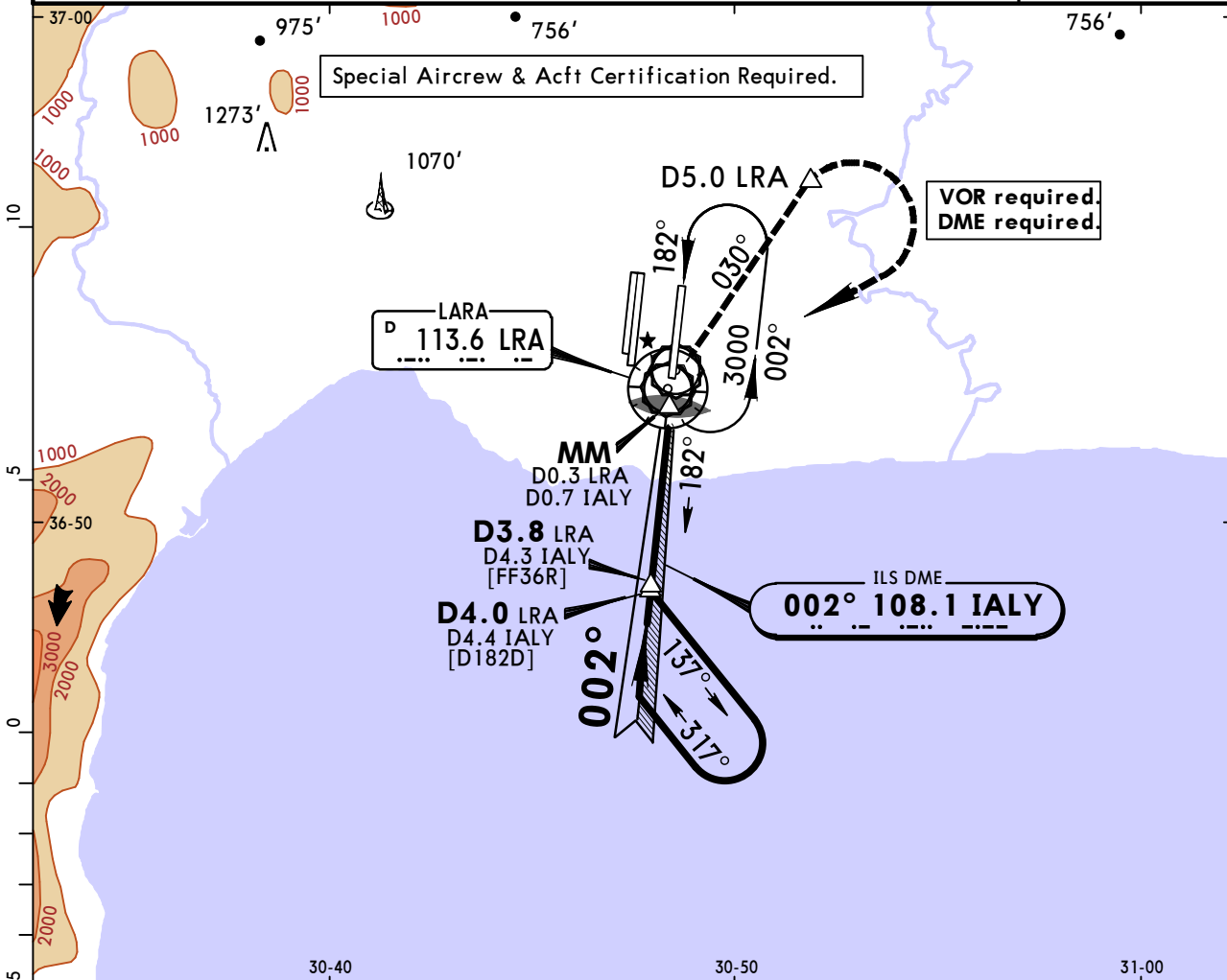
I W/o HUD/AP/FD: RVR 750m. CHANGES: Rwy elev. © JEPPESSEN, 2006, 2018. ALL RIGHTS RESERVED.

**LTAI/AYT**  
**ANTALYA INTL**

**JEPPESSEN**  
2 NOV 18  
Eff 8 Nov (11-8A)

**ANTALYA, TURKEY**  
**CAT II ILS Y Rwy 36R**

D-ATIS Arrival	ANTALYA Approach (R)			ANTALYA Tower			Ground		
118.275	119.025	124.35	124.425	119.8	120.125	126.1	119.85	121.7	121.9
LOC IALY <b>108.1</b>	Final Apch Crs <b>002°</b>	GS <b>D3.8 LRA</b> 1500' (1341')	CAT II ILS <b>RA 100'</b> DA(H) 259' (100')	Apt Elev 177'	Rwy 159'				
<b>MISSED APCH:</b> Climb on R-030 LRA to 1600', then turn RIGHT (not before D5.0 LRA) climbing to 3000' proceed to VOR and hold. MAX 180 KT until inbound LRA VOR.									
Alt Set: hPa	Rwy Elev: 6 hPa	Trans level: By ATC		Trans alt: 15000'		MSA LRA VOR			



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II REIL PAPI	180 KT MAX	1600' ↑	LRA on 113.6 R-030
GS	3.00°	372	478	531	637	743				

**Standard** STRAIGHT-IN LANDING RWY 36R  
CAT II ILS  
**RA 100'**  
DA(H) 259' (100')

RVR 300m

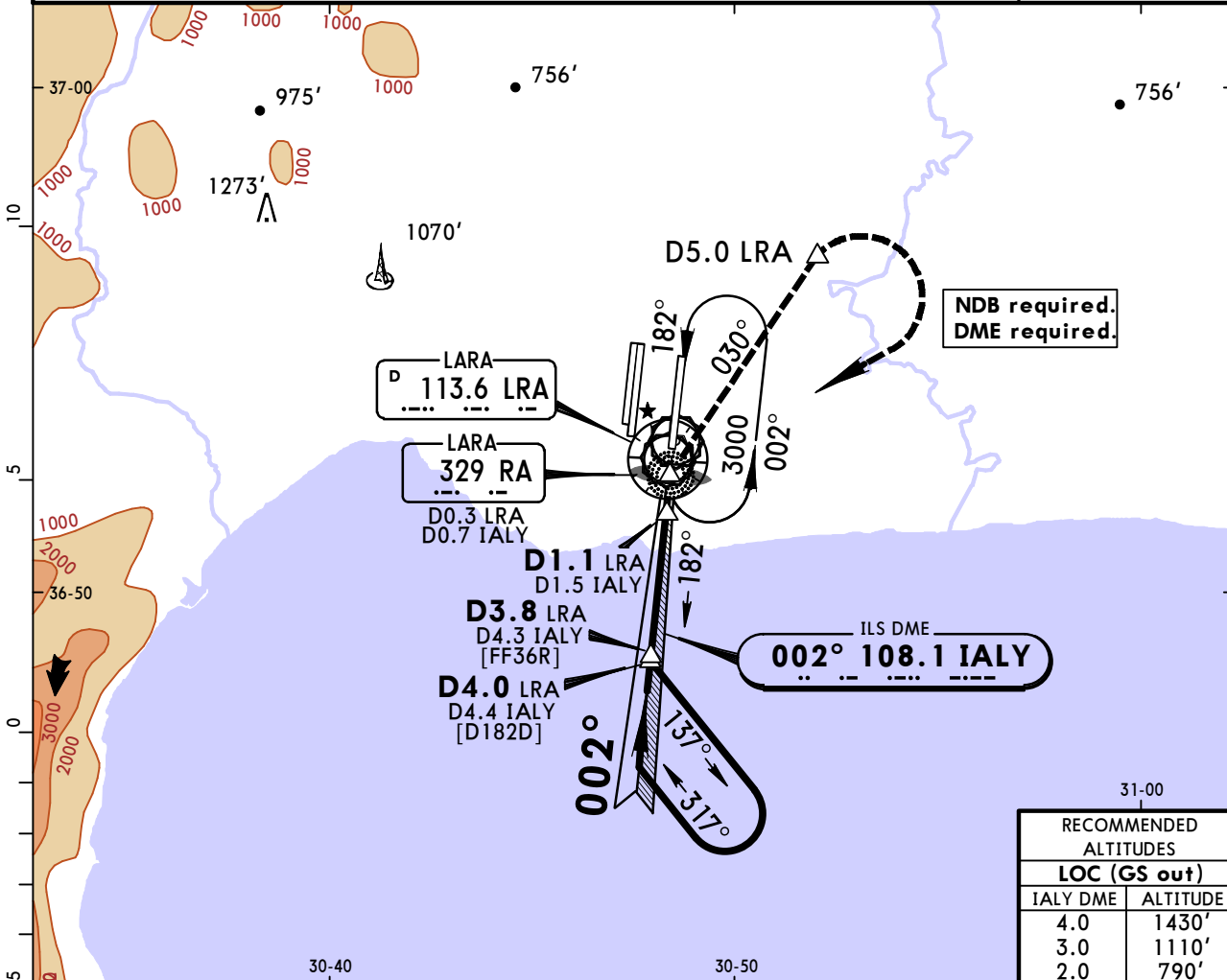
PANS OPS

# LTAI/AYT ANTALYA INTL

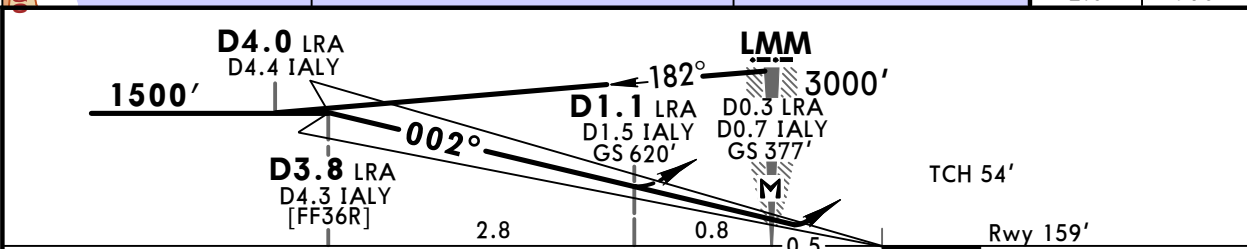
**JEPPESSEN**  
2 NOV 18 **(11-9)** Eff 8 Nov

# ANTALYA, TURKEY ILS X Rwy 36R

D-ATIS Arrival	ANTALYA Approach (R)			ANTALYA Tower			Ground		
118.275	119.025	124.35	124.425	119.8	120.125	126.1	119.85	121.7	121.9
LOC IALY <b>108.1</b>	Final Apch Crs <b>002°</b>	GS <b>D3.8 LRA</b> 1500' (1341')	ILS DA(H) <b>359'</b> (200')	Apt Elev 177'		Rwy 159'			
<b>MISSED APCH: Climb to 500' (LOC: 620'), then climbing turn RIGHT on 030° from Lctr to 1600', then turn RIGHT (not before D5.0 LRA) climbing to 3000' to Lctr and hold. MAX 180 KT until inbound Lctr.</b>									
Alt Set: hPa		Rwy Elev: 6 hPa		Trans level: By ATC		Trans alt: 15000'		MSA RA Lctr	



RECOMMENDED ALTITUDES	
LOC (GS out)	
IALY DME	ALTITUDE
4.0	1430'
3.0	1110'
2.0	790'



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

ALSF-II  
REIL  
PAPI

Refer to Missed Apch above

PANS OPS	STRAIGHT-IN LANDING RWY 36R				CIRCLE-TO-LAND	
	ILS			LOC (GS out) CDFA		Max Kts
	DA(H) 359' (200')			DA/MDA(H) 620' (461')		
	FULL	TDZ or CL out	ALS out	ALS out	ALS out	MDA(H)
A					1000' (823')	1500m
B	RVR 550m	RVR 550m <b>I</b>	RVR 1200m	RVR 1500m	1000' (823')	1600m
C				RVR 2200m	1000' (823')	2400m
D					1000' (823')	3600m

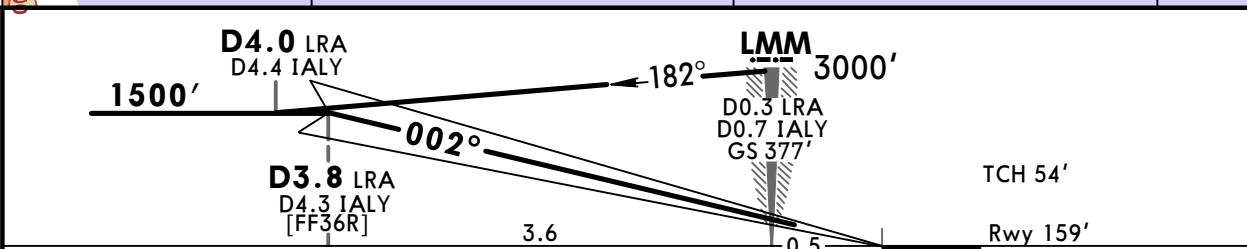
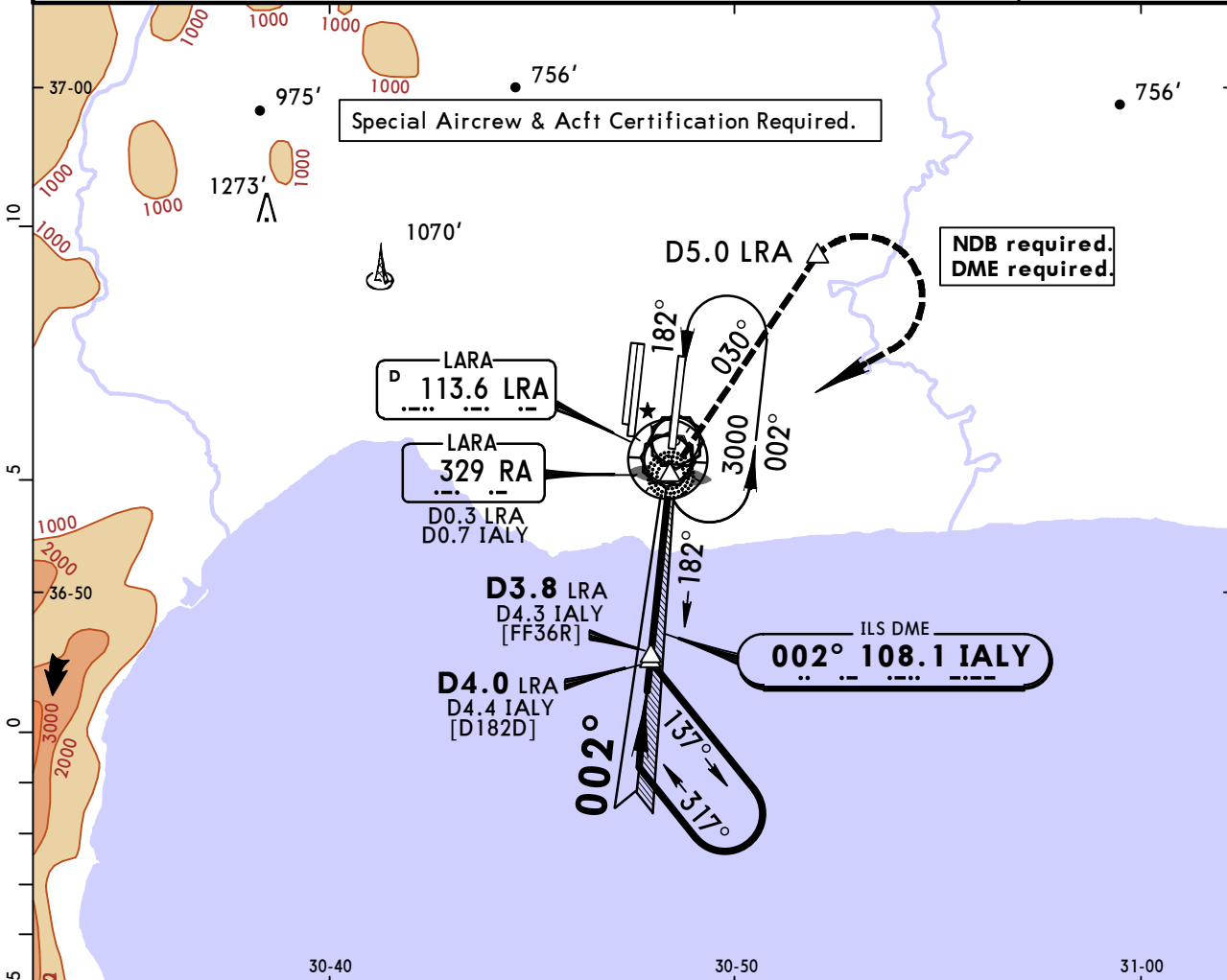
**I** W/o HUD/AP/FD: RVR 750m.

**LTAI/AYT**  
**ANTALYA INTL**

**JEPPESEN**  
2 NOV 18  
Eff 8 Nov **(11-9A)**

**ANTALYA, TURKEY**  
**CAT II ILS W Rwy 36R**

D-ATIS Arrival	ANTALYA Approach (R)			ANTALYA Tower			Ground		
118.275	119.025	124.35	124.425	119.8	120.125	126.1	119.85	121.7	121.9
LOC IALY <b>108.1</b>	Final Apch Crs <b>002°</b>	GS <b>D3.8 LRA</b> <b>1500'</b> (1341')	CAT II ILS <b>RA 100'</b> DA(H) 259' (100')	Apt Elev 177'	Rwy 159'				
<b>MISSED APCH: Climb to 500', then climbing turn RIGHT on 030° from Lctr to 1600', then turn RIGHT (not before D5.0 LRA) climbing to 3000' to Lctr and hold. MAX 180 KT until inbound Lctr.</b>									
Alt Set: hPa	Rwy Elev: 6 hPa	Trans level: By ATC		Trans alt: 15000'		MSA RA Lctr			



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II REIL PAPI	<b>180 KT</b> MAX	<b>500'</b> ↑
GS	3.00°	372	478	531	637	849			

**Standard** STRAIGHT-IN LANDING RWY 36R  
CAT II ILS  
**RA 100'**  
DA(H) **259'** (100')

RVR 300m

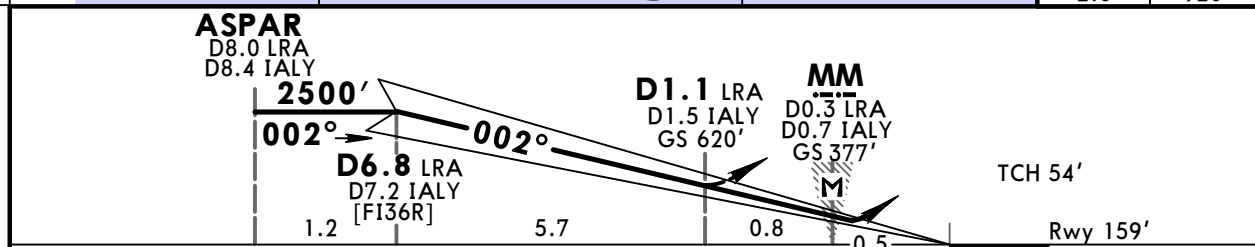
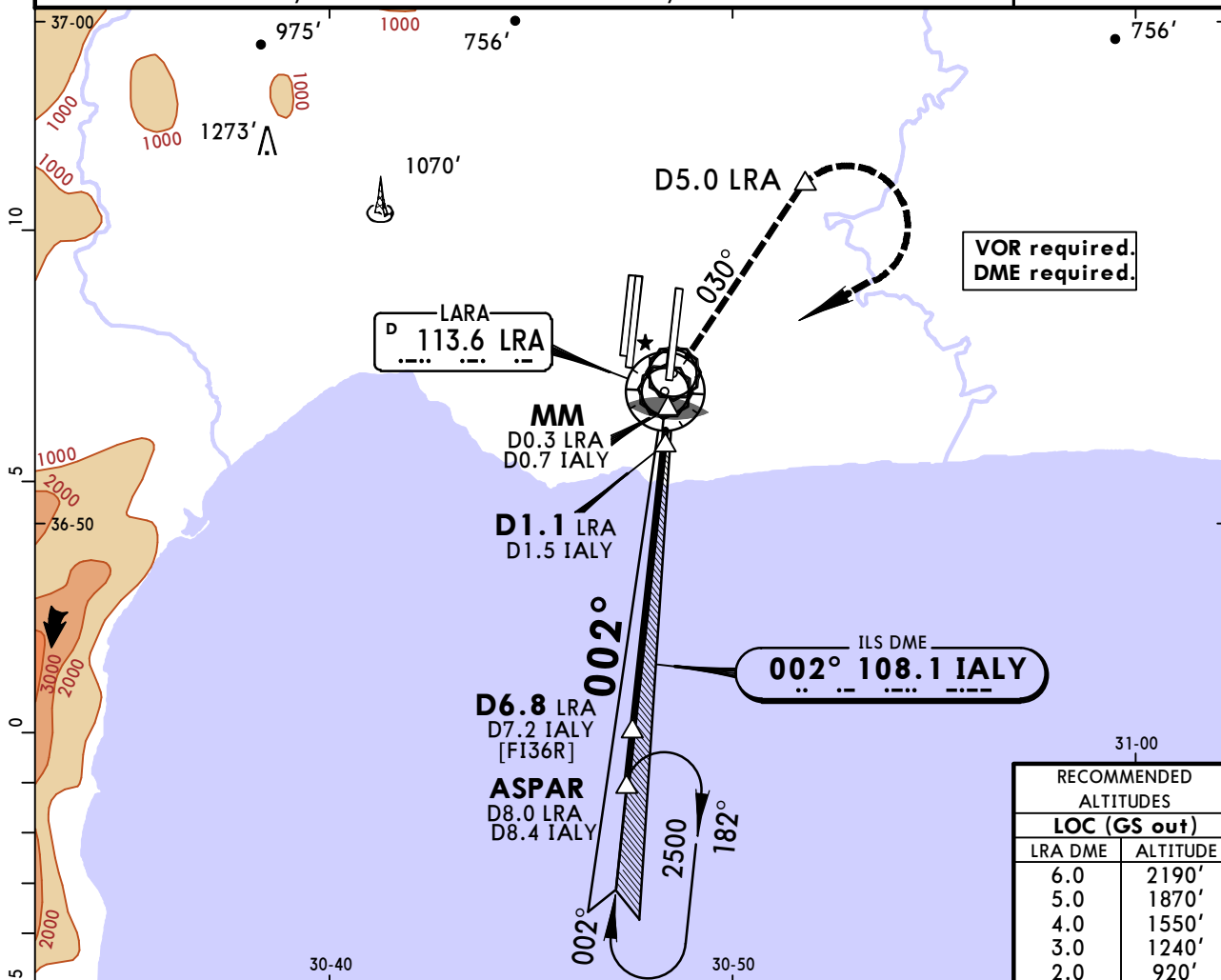
PANS OPS

**LTAI/AYT**  
**ANTALYA INTL**

**JEPPESEN**  
2 NOV 18 **(11-10)** Eff 8 Nov

**ANTALYA, TURKEY**  
**ILS V Rwy 36R**

D-ATIS Arrival	ANTALYA Approach (R)			ANTALYA Tower			Ground		
118.275	119.025	124.35	124.425	119.8	120.125	126.1	119.85	121.7	121.9
LOC IALY <b>108.1</b>	Final Apch Crs <b>002°</b>	GS <b>D6.8 LRA</b> 2500' (2341')	ILS DA(H) <b>359'</b> (200')	Apt Elev 177'		Rwy 159'			
<b>MISSED APCH:</b> Climb to 500' (LOC: 620'), then climbing turn RIGHT on R-030 LRA to 1600', then turn RIGHT (not before D5.0 LRA) climbing to 2500' proceed via VOR to ASPAR and hold. MAX 180 KT until inbound LRA VOR.									
Alt Set: hPa	Rwy Elev: 6 hPa	Trans level: By ATC		Trans alt: 15000'		MSA LRA VOR			



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II REIL PAPI	Refer to Missed Apch above	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743			849
MAP at MM/D0.3 LRA/D0.7 IALY									

PANS OPS	STRAIGHT-IN LANDING RWY 36R				CIRCLE-TO-LAND			
	ILS		LOC (GS out)		Max Kts	MDA(H)	VIS	
	FULL	TDZ or CL out	ALS out	CDFA				ALS out
A				DA(H) <b>359'</b> (200')	DA/MDA(H) <b>620'</b> (461')	100	1000' (823')	1500m
B	RVR 550m	RVR 550m <b>I</b>	RVR 1200m	RVR 1500m	RVR 1500m	135	1000' (823')	1600m
C					RVR 2200m	180	1000' (823')	2400m
D						205	1000' (823')	3600m

**I** W/o HUD/AP/FD: RVR 750m.

CHANGES: Rwy elev.

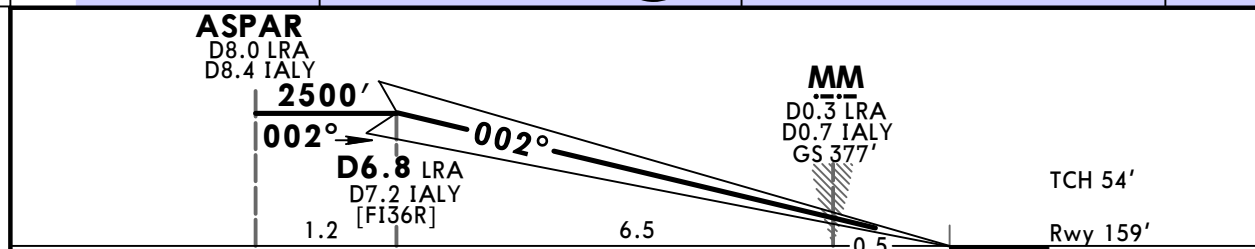
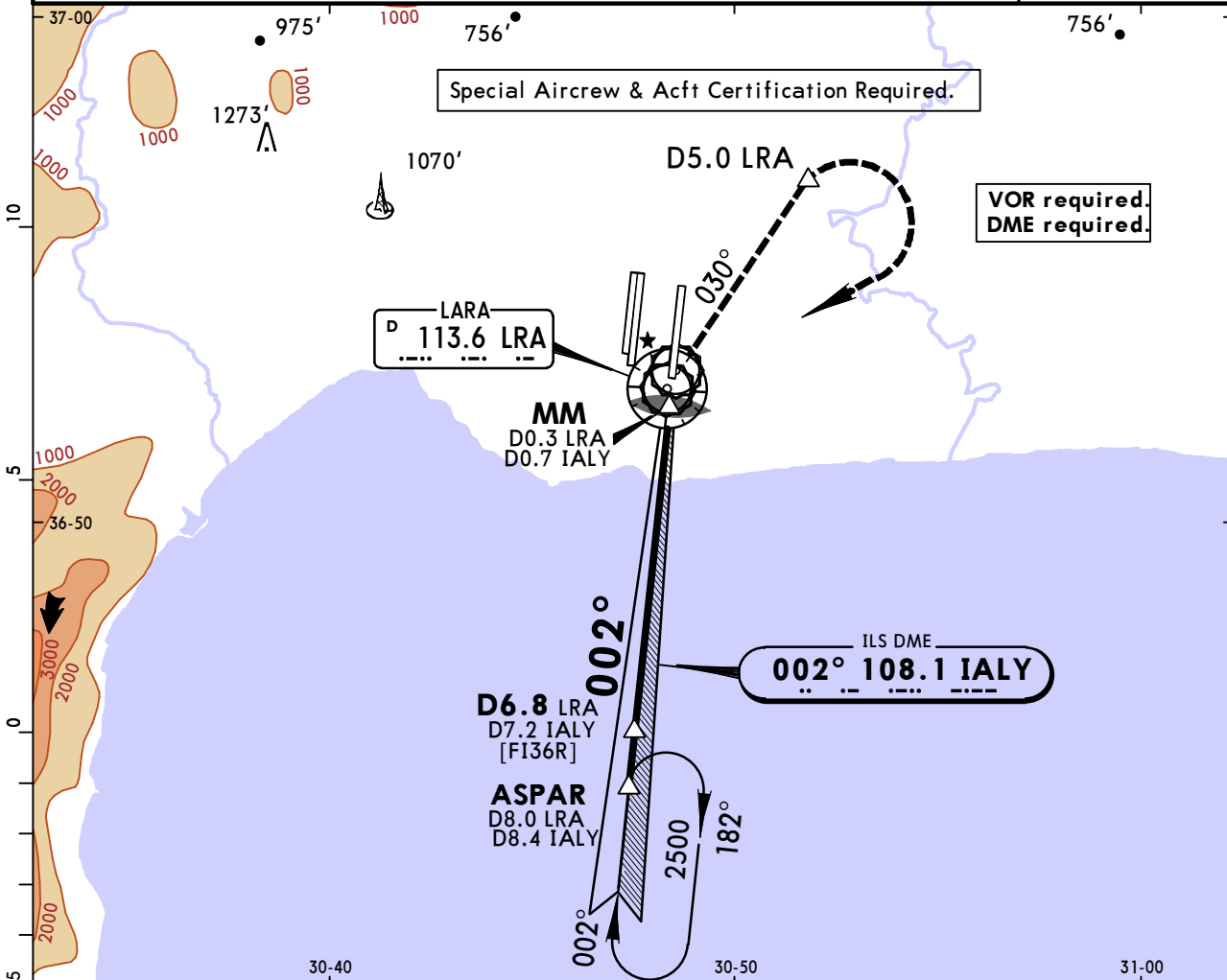
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**LTAI/AYT**  
**ANTALYA INTL**

**JEPPESEN**  
2 NOV 18  
Eff 8 Nov 11-10AA

**ANTALYA, TURKEY**  
**CAT II ILS T Rwy 36R**

D-ATIS Arrival	ANTALYA Approach (R)			ANTALYA Tower			Ground		
118.275	119.025	124.35	124.425	119.8	120.125	126.1	119.85	121.7	121.9
LOC IALY <b>108.1</b>	Final Apch Crs <b>002°</b>	GS <b>D6.8 LRA</b> <b>2500'</b> (2341')	CAT II ILS <b>RA 100'</b> DA(H) 259' (100')	Apt Elev 177'	Rwy 159'				
<b>MISSED APCH:</b> Climb to 500', then climbing turn RIGHT on R-030 LRA to 1600', then turn RIGHT (not before D5.0 LRA) climbing to 2500' proceed via VOR to ASPAR and hold. MAX 180 KT until inbound LRA VOR.									
Alt Set: hPa		Rwy Elev: 6 hPa		Trans level: By ATC		Trans alt: 15000'		MSA LRA VOR	



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II REIL PAPI	<b>180 KT</b> MAX	<b>500'</b> ↑
GS	3.00°	372	478	531	637	743			

**Standard** STRAIGHT-IN LANDING RWY 36R  
CAT II ILS  
**RA 100'**  
DA(H) **259'** (100')

RVR **300m**

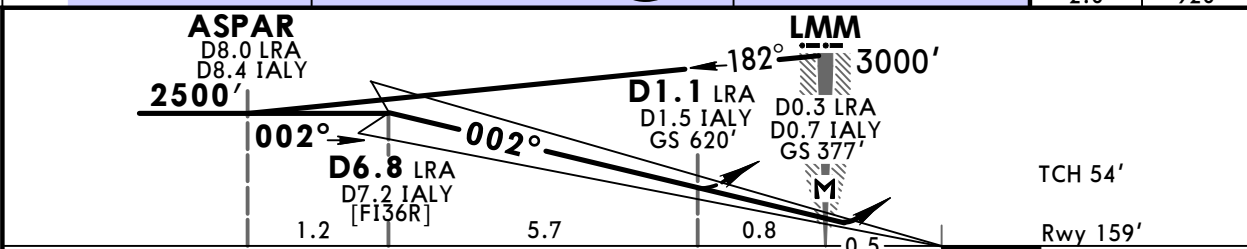
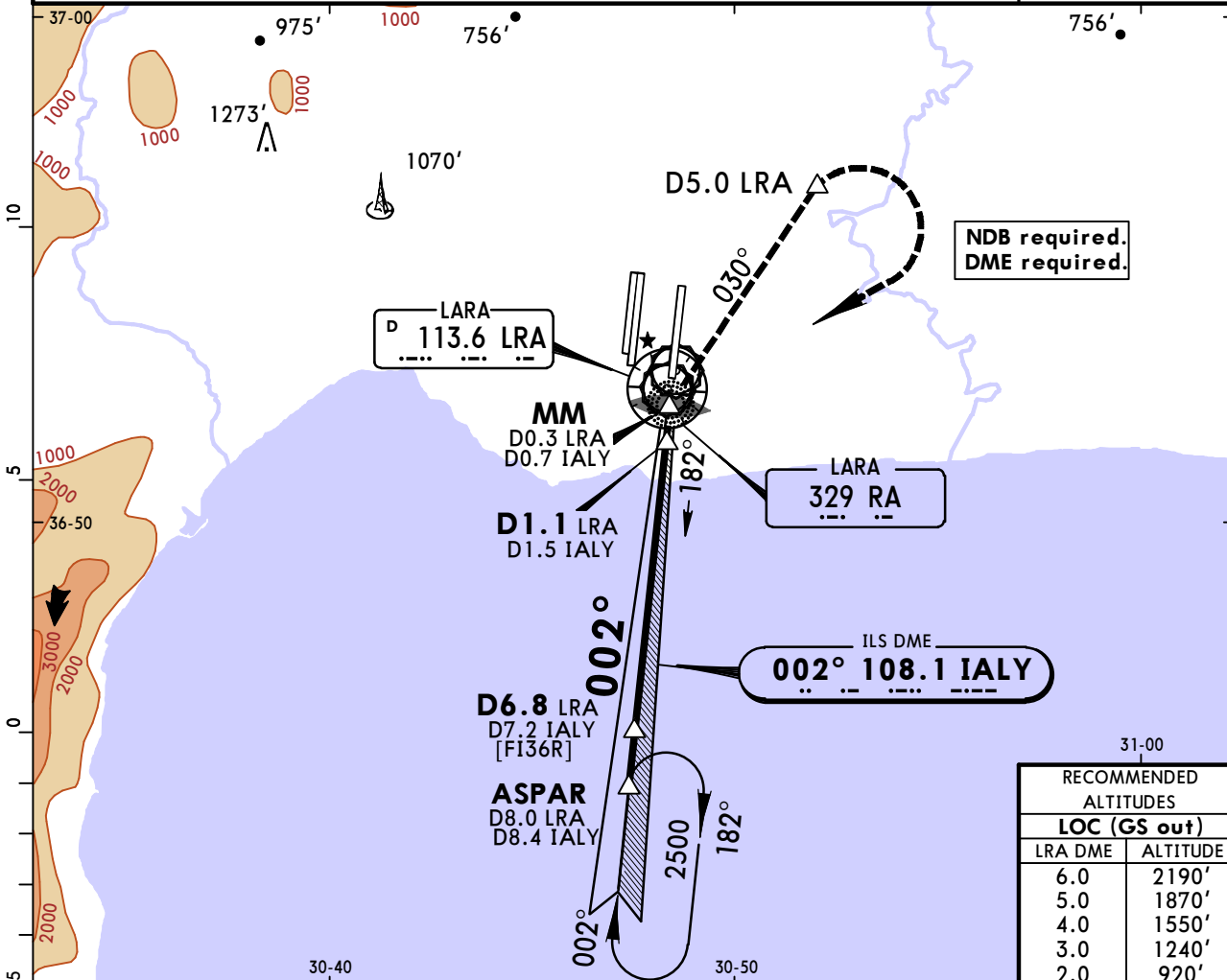
PANS OPS

# LTAI/AYT ANTALYA INTL

**JEPPESSEN**  
2 NOV 18 **11-11** Eff 8 Nov

# ANTALYA, TURKEY ILS S Rwy 36R

D-ATIS Arrival	ANTALYA Approach (R)			ANTALYA Tower			Ground		
118.275	119.025	124.35	124.425	119.8	120.125	126.1	119.85	121.7	121.9
LOC IALY <b>108.1</b>	Final Apch Crs <b>002°</b>	GS <b>D6.8 LRA</b> 2500' (2341')	ILS DA(H) <b>359'</b> (200')	Apt Elev 177' Rwy 159'					
<b>MISSED APCH:</b> Climb to 500' (LOC: 620'), then climbing turn RIGHT on 030° from Lctr to 1600', then turn RIGHT (not before D5.0 LRA) climbing to 2500' proceed via Lctr to ASPAR and hold. MAX 180 KT until inbound LRA VOR.									
Alt Set: hPa	Rwy Elev: 6 hPa	Trans level: By ATC		Trans alt: 15000'		MSA RA Lctr			



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 MM/D0.3 LRA/D0.7 IALY									

PANS OPS	STRAIGHT-IN LANDING RWY 36R				CIRCLE-TO-LAND		
	ILS			LOC (GS out) CDFA		Max Kts	
	DA(H) 359' (200')			DA/MDA(H) 620' (461')			
	FULL	TDZ or CL out	ALS out	ALS out	MDA(H)	VIS	
A					100	1000' (823')	1500m
B	RVR 550m	RVR 550m <b>I</b>	RVR 1200m	RVR 1500m	135	1000' (823')	1600m
C				RVR 2200m	180	1000' (823')	2400m
D					205	1000' (823')	3600m

**I** W/o HUD/AP/FD: RVR 750m.

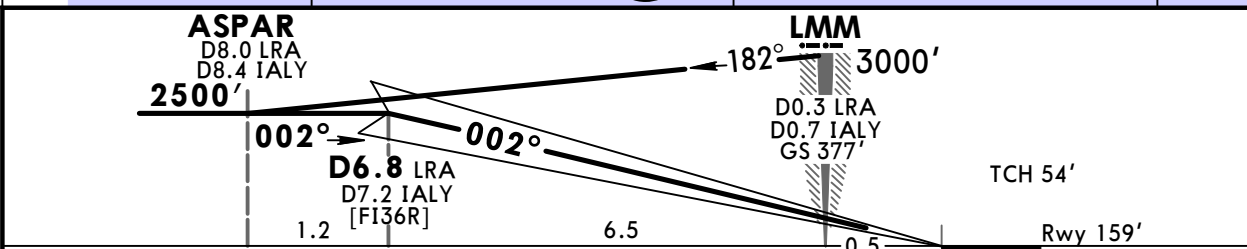
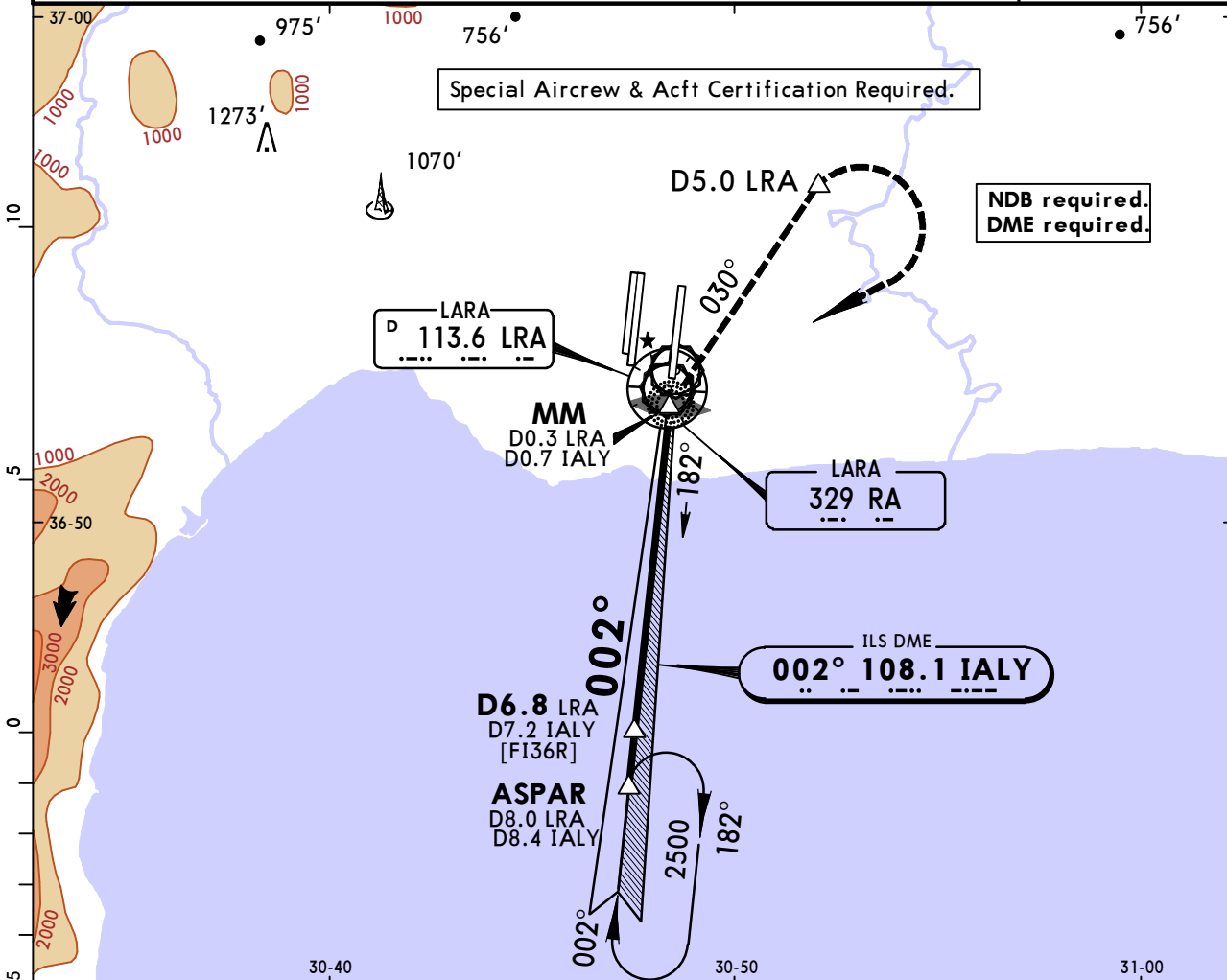
CHANGES: Rwy elev.

**LTAI/AYT**  
**ANTALYA INTL**

**JEPPESSEN**  
2 NOV 18  
Eff 8 Nov **(11-11AA)**

**ANTALYA, TURKEY**  
**CAT II ILS R Rwy 36R**

D-ATIS Arrival	ANTALYA Approach (R)			ANTALYA Tower			Ground		
118.275	119.025	124.35	124.425	119.8	120.125	126.1	119.85	121.7	121.9
LOC IALY <b>108.1</b>	Final Apch Crs <b>002°</b>	GS <b>D6.8 LRA</b> <b>2500'</b> (2341')	CAT II ILS <b>RA 100'</b> DA(H) 259' (100')	Apt Elev 177'	Rwy 159'				
<b>MISSED APCH:</b> Climb to 500', then climbing turn RIGHT on 030° from Lctr to 1600', then turn RIGHT (not before D5.0 LRA) climbing to 2500' proceed via Lctr to ASPAR and hold. MAX 180 KT until inbound LRA VOR.									
Alt Set: hPa	Rwy Elev: 6 hPa	Trans level: By ATC	Trans alt: 15000'	MSA RA Lctr					



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II REIL PAPI	<b>180 KT</b> MAX	<b>500'</b> ↑
GS	3.00°	372	478	531	637	743			

**Standard** STRAIGHT-IN LANDING RWY 36R  
CAT II ILS  
**RA 100'**  
DA(H) **259'** (100')

RVR **300m**

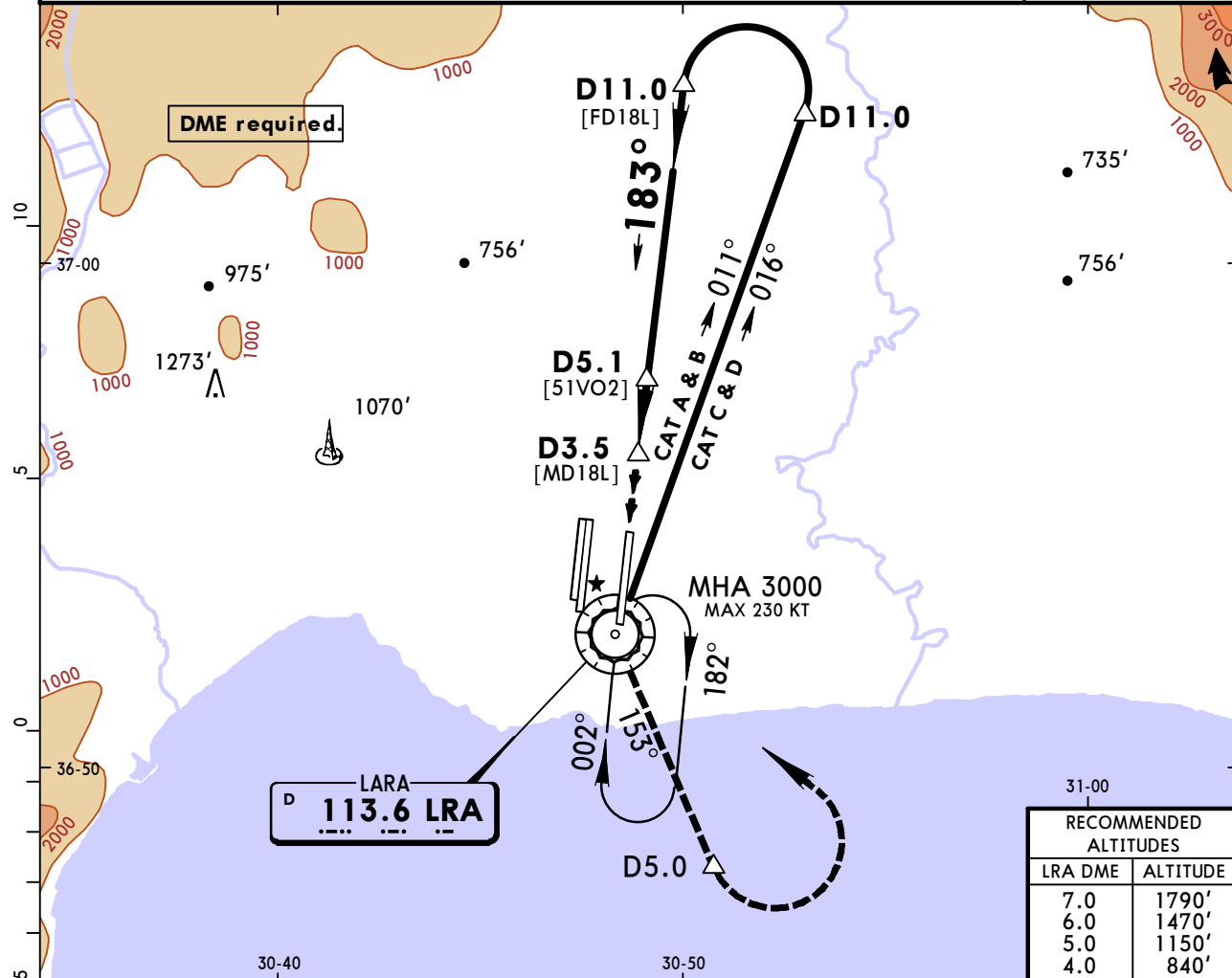
PANS OPS

# LTAI/AYT ANTALYA INTL

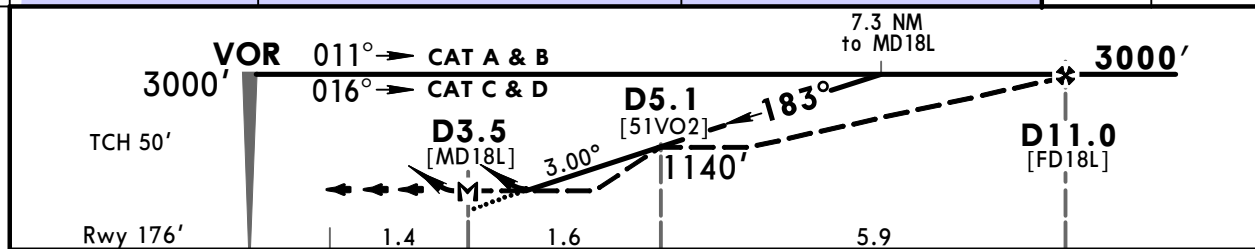
**JEPPESSEN**  
2 NOV 18 **(13-1)** **Eff 8 Nov**

# ANTALYA, TURKEY VOR Z Rwy 18L

D-ATIS Arrival	ANTALYA Approach (R)			ANTALYA Tower			Ground		
118.275	119.025	124.35	124.425	119.8	120.125	126.1	119.85	121.7	121.9
VOR LRA <b>113.6</b>	Final Apch Crs <b>183°</b>	Minimum Alt <b>D11.0</b> 3000' (2824')	DA/MDA(H) <b>620'</b> (444')	Apt Elev 177'	Rwy 176'				
<b>MISSED APCH:</b> Climb on R-153 to 2000', then turn LEFT (not before D5.0) climbing to 3000' to VOR and hold.									
Alt Set: hPa		Rwy Elev: 6 hPa		Trans level: By ATC		Trans alt: 15000'			
Baseturn MAX 185 KT.									



RECOMMENDED ALTITUDES	
LRA DME	ALTITUDE
7.0	1790'
6.0	1470'
5.0	1150'
4.0	840'



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

ALSIF-II  
REIL  
PAPI

**2000'** on **113.6**  
↑  
**R-153**

PANS OPS	STRAIGHT-IN LANDING RWY 18L			CIRCLE-TO-LAND	
	CDFA DA/MDA(H) <b>620'</b> (444')	non-CDFA MDA(H) <b>620'</b> (444')		Max Kts	MDA(H) VIS
A	ALS out	ALS out	ALS out	100	<b>1000'</b> (823') <b>1</b> 1500m
B	RVR 1500m	RVR 1600m	RVR 2300m	135	<b>1000'</b> (823') <b>1</b> 1600m
C	RVR 1400m	RVR 2100m	RVR 2500m	180	<b>1000'</b> (823') <b>1</b> 2400m
D	RVR 2100m	RVR 1800m	RVR 2500m	205	<b>1000'</b> (823') 3600m

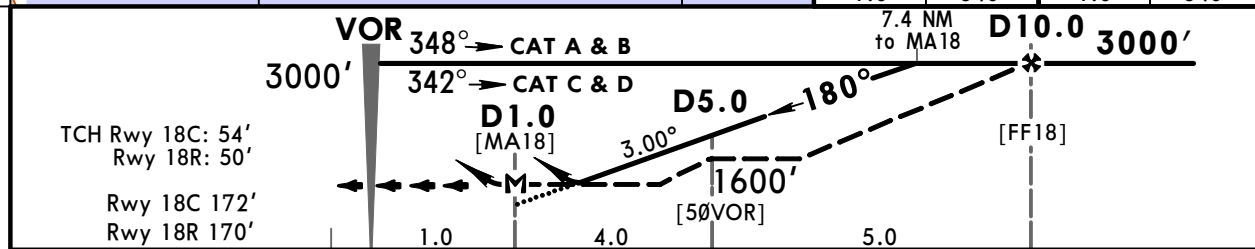
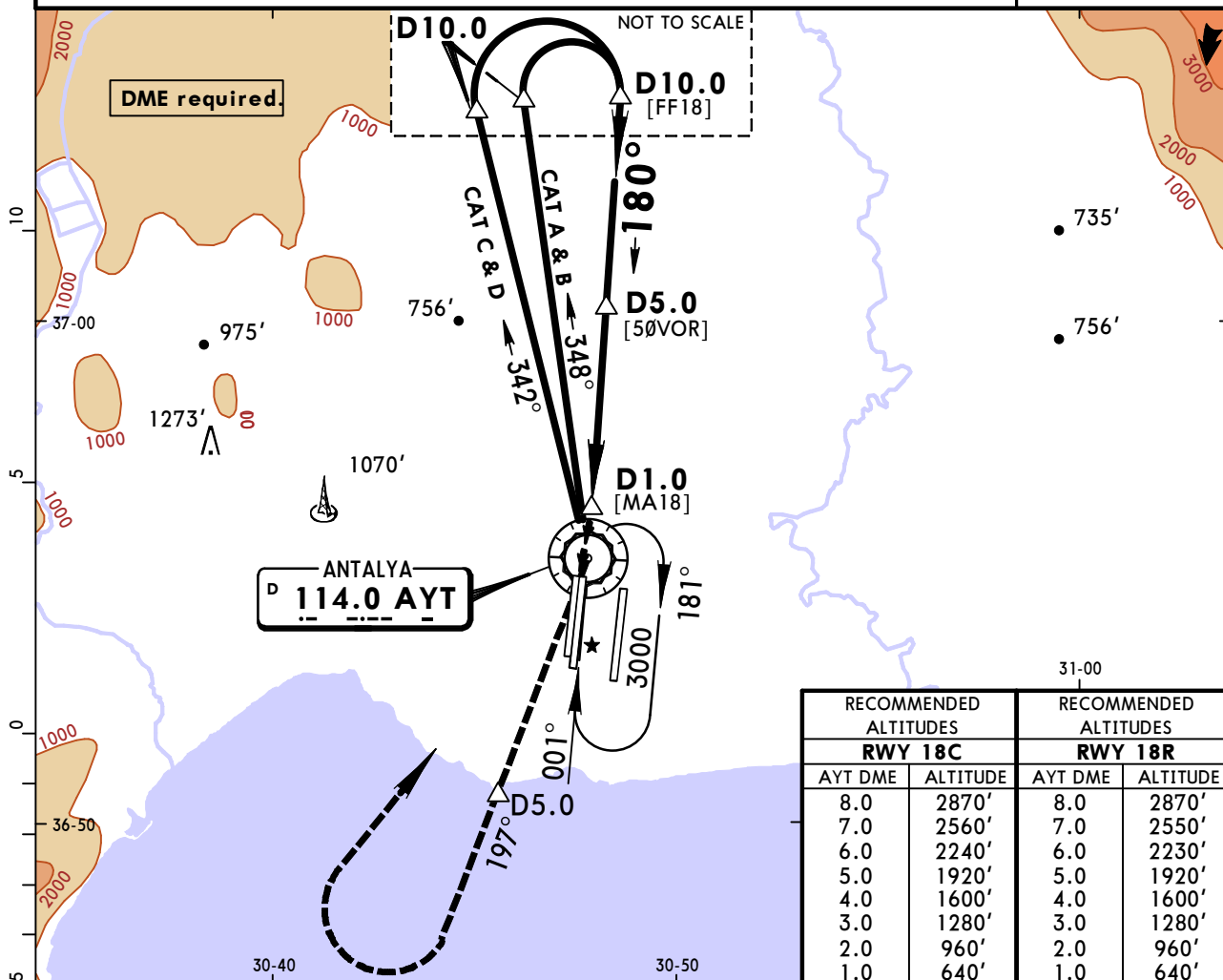
**1** or higher straight-in minimums.

# LTAI/AYT ANTALYA INTL

**JEPPESSEN**  
2 NOV 18 **(13-2)** **Eff 8 Nov**

# ANTALYA, TURKEY VOR Z Rwy 18C/R

D-ATIS Arrival	ANTALYA Approach (R)			ANTALYA Tower			Ground		
118.275	119.025	124.35	124.425	119.8	120.125	126.1	119.85	121.7	121.9
VOR AYT <b>114.0</b>	Final Apch Crs <b>180°</b>	Minimum Alt D10.0 Rwy 18C <b>3000'</b> (2828') Rwy 18R <b>3000'</b> (2830')			DA/MDA(H) Refer to Minimums	Apt Elev 177' Rwy 18C 172' Rwy 18R 170'			
<b>MISSED APCH: Climb on R-197 to 2000', then turn RIGHT (not before D5.0) climbing to 3000' to VOR and hold.</b>									
Alt Set: hPa		Rwy Elev: 6 hPa		Trans level: By ATC			Trans alt: 15000'		
Baseturn MAX 185 KT.									



Gnd speed-Kts	70	90	100	120	140	160	Rwy 18C HIALS REIL PAPI	Rwy 18R HIALS REIL PAPI	2000' AYT on 114.0 R-197
Descent Angle 3.00°	372	478	531	637	743	849			

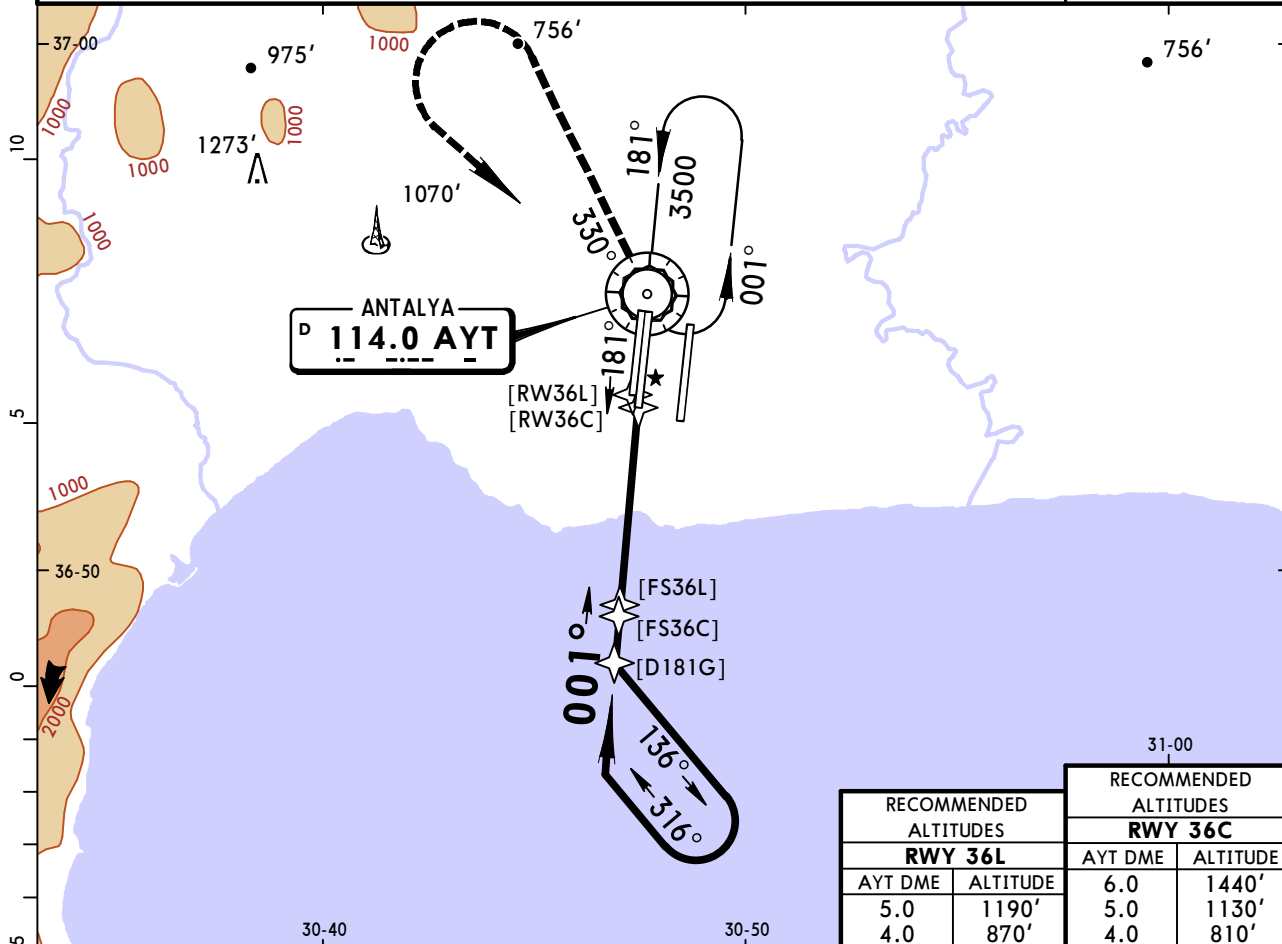
PANS OPS	STRAIGHT-IN LANDING								CIRCLE-TO-LAND		
	RWY 18C				RWY 18R				Max Kts	MDA(H)	VIS
	CDFA DA/MDA(H)	non-CDFA MDA(H)	CDFA DA/MDA(H)	non-CDFA MDA(H)	CDFA DA/MDA(H)	non-CDFA MDA(H)	CDFA DA/MDA(H)	non-CDFA MDA(H)			
A	620' (448')	620' (448')	620' (450')	620' (450')	1000' (823')	1500m					
B	1500m	1600m	1500m	1600m	1000' (823')	1600m					
C	1400m	1800m	1400m	1800m	1000' (823')	2400m					
D	2100m	2500m	2100m	2500m	1000' (823')	3600m					

# LTAI/AYT ANTALYA INTL

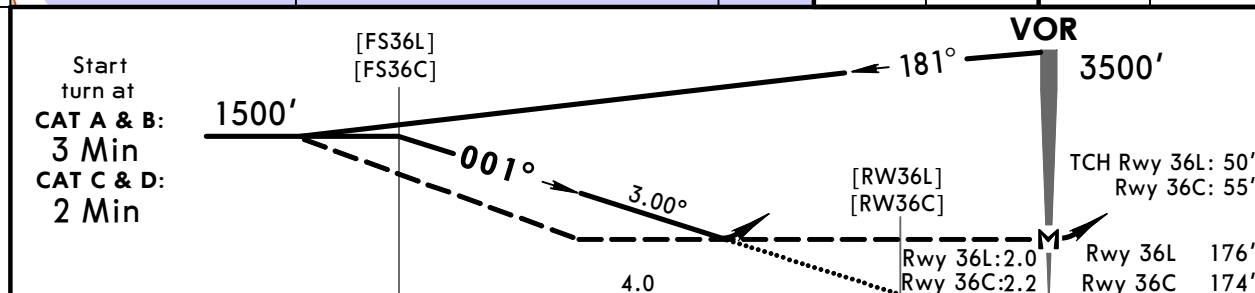
**JEPPESSEN**  
2 NOV 18 **13-3** **Eff 8 Nov**

# ANTALYA, TURKEY VOR Z Rwy 36L/C

D-ATIS Arrival	ANTALYA Approach (R)			ANTALYA Tower			Ground		
118.275	119.025	124.35	124.425	119.8	120.125	126.1	119.85	121.7	121.9
VOR AYT <b>114.0</b>	Final Apch Crs <b>001°</b>	Minimum Alt No FAF	DA/MDA(H) Refer to Minimums	Apt Elev 177' Rwy 36L 176' Rwy 36C 174'					
<b>MISSED APCH:</b> Turn <b>LEFT</b> climbing on R-330 to 1900', then turn <b>LEFT</b> climbing to 3500' proceed to VOR and hold. MAX 185 KT until inbound to AYT VOR.									
Alt Set: hPa		Rwy Elev: 6 hPa		Trans level: By ATC		Trans alt: 15000'		MSA AYT VOR	



RECOMMENDED ALTITUDES		RECOMMENDED ALTITUDES	
RWY 36L		RWY 36C	
AYT DME	ALTITUDE	AYT DME	ALTITUDE
5.0	1190'	6.0	1440'
4.0	870'	5.0	1130'
		4.0	810'



Gnd speed-Kts	70	90	100	120	140	160	Rwy 36L HIALS	Rwy 36C HIALS	185 KT MAX	1900' on R-330	AYT 114.0
Descent Angle	3.00°	372	478	531	637	743	REIL PAPI	REIL PAPI			

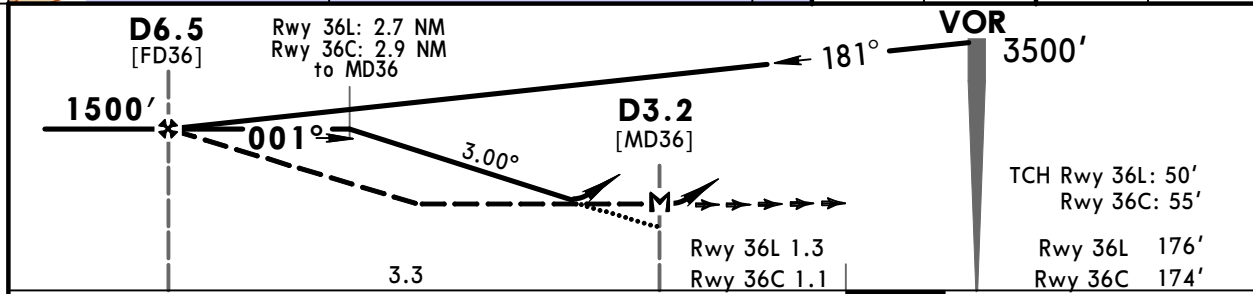
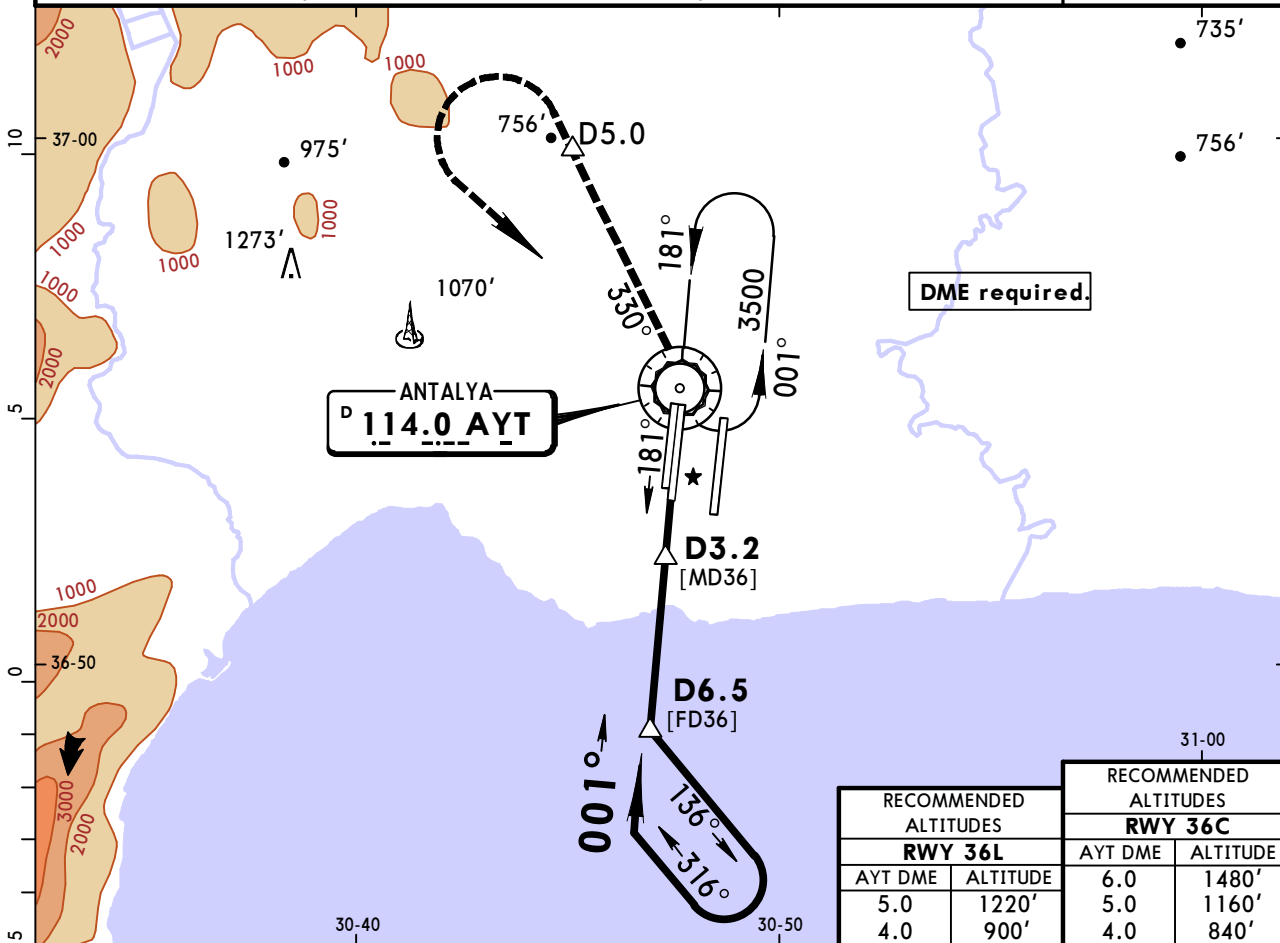
PANS OPS	STRAIGHT-IN LANDING								CIRCLE-TO-LAND		
	RWY 36L				RWY 36C				Max Kts	MDA(H)	VIS
	CDFA DA/MDA(H) <b>630'</b> (454')	non-CDFA MDA(H) <b>630'</b> (454')	CDFA DA/MDA(H) <b>630'</b> (456')	non-CDFA MDA(H) <b>630'</b> (456')	ALS out	ALS out	ALS out	ALS out			
A		RVR	RVR	RVR		RVR	RVR	RVR	100	1000'	1500m
B	RVR 1400m	RVR 1500m	RVR 1600m	RVR 2300m	RVR 1400m	RVR 1500m	RVR 1600m	RVR 2300m	135	1000'	1600m
C		RVR 2100m	RVR 1800m	RVR 2500m		RVR 2100m	RVR 1800m	RVR 2500m	180	1000'	2400m
D									205	1000'	3600m

**LTAI/AYT**  
**ANTALYA INTL**

**JEPPESEN**  
2 NOV 18 **(13-4)** **Eff 8 Nov**

**ANTALYA, TURKEY**  
**VOR Y Rwy 36L/C**

D-ATIS Arrival	ANTALYA Approach (R)			ANTALYA Tower			Ground		
118.275	119.025	124.35	124.425	119.8	120.125	126.1	119.85	121.7	121.9
VOR AYT <b>114.0</b>	Final Apch Crs <b>001°</b>	Minimum Alt <b>D6.5</b> Rwy 36L <b>1500'</b> (1324') Rwy 36C <b>1500'</b> (1326')			DA/MDA(H) Refer to Minimums	Apt Elev 177' Rwy 36L 176' Rwy 36C 174'			
<b>MISSED APCH: Turn LEFT climbing on R-330 to 2200', then turn LEFT (not before D5.0) climbing to 3500' proceed to VOR and hold.</b>									
<b>MAX 185 KT until inbound to AYT VOR.</b>									
Alt Set: hPa		Rwy Elev: 6 hPa		Trans level: By ATC		Trans alt: 15000'		MSA AYT VOR	



Gnd speed-Kts	70	90	100	120	140	160	Rwy 36L HIALS	Rwy 36C HIALS	<b>185 KT</b>	<b>2200'</b>	AYT
Descent Angle	3.00°	372	478	531	637	743	REIL	REIL	MAX	LT	<b>114.0</b>
MAP at D3.2											

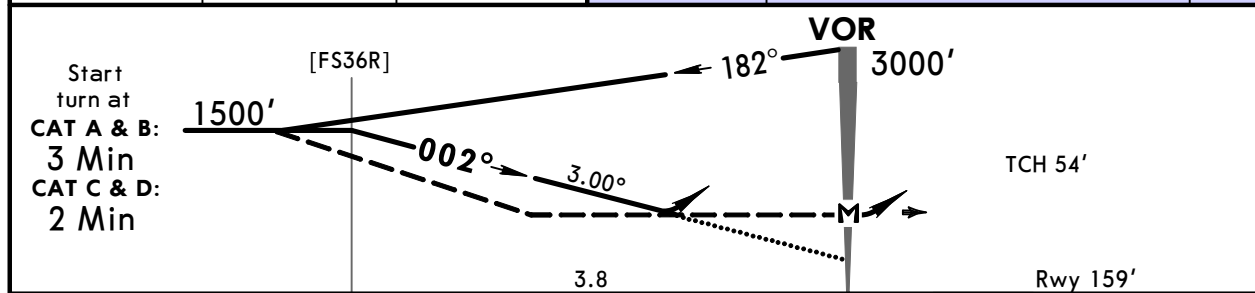
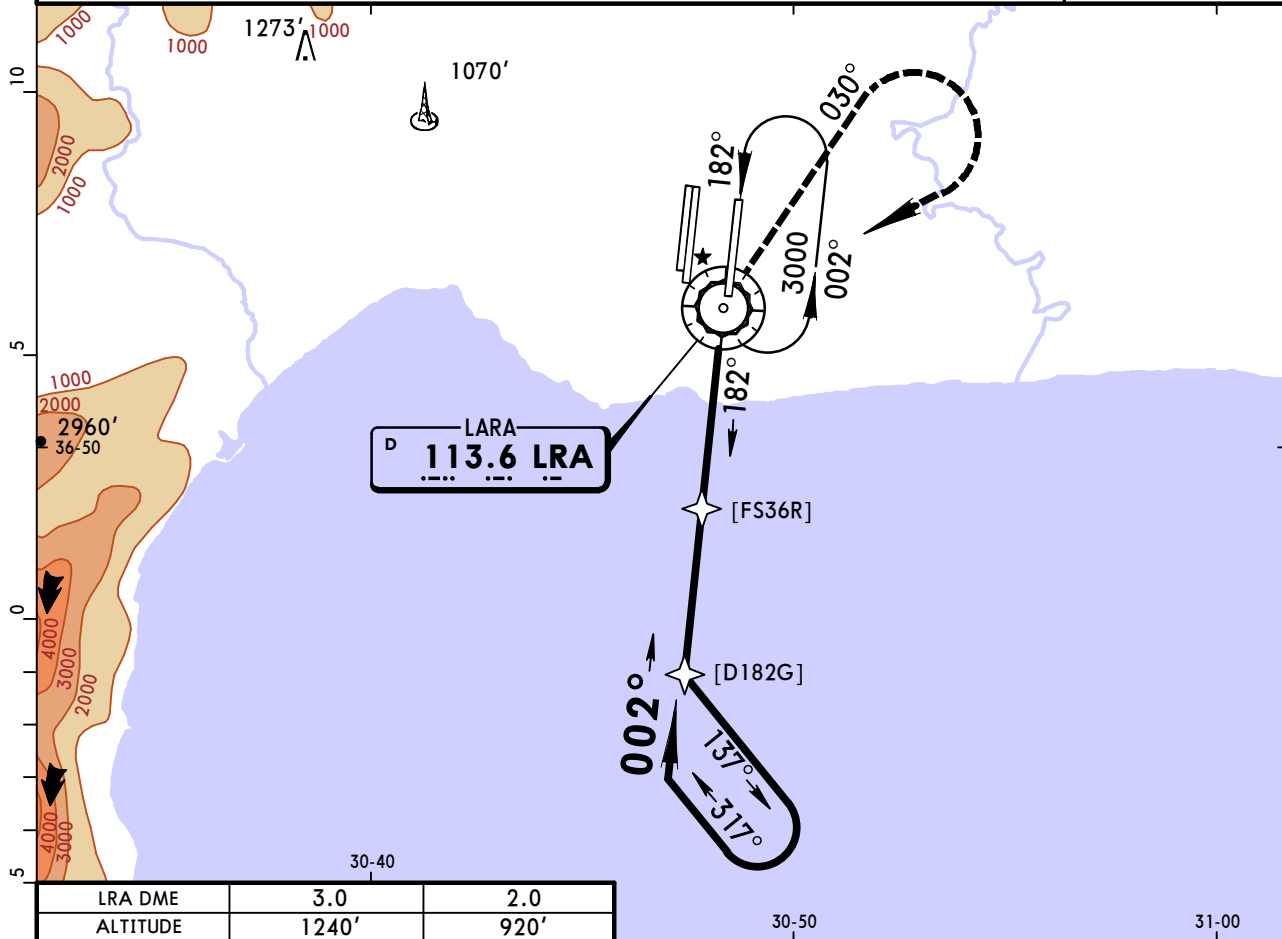
	STRAIGHT-IN LANDING				CIRCLE-TO-LAND			
	RWY 36L		RWY 36C		RWY 36L		RWY 36C	
	CDFA DA/MDA(H) <b>590'</b> (414')	non-CDFA MDA(H) <b>590'</b> (414')	CDFA DA/MDA(H) <b>590'</b> (416')	non-CDFA MDA(H) <b>590'</b> (416')	Max Kts	MDA(H)	VIS	
A	ALS out	ALS out	ALS out	ALS out	100	<b>1000'</b> (823')	<b>1500m</b>	
B	RVR 1200m	RVR 1900m	RVR 1400m	RVR 2100m	135	<b>1000'</b> (823')	<b>1600m</b>	
C			RVR 1200m	RVR 1900m	180	<b>1000'</b> (823')	2400m	
D			RVR 1600m	RVR 2300m	205	<b>1000'</b> (823')	3600m	

# LTAI/AYT ANTALYA INTL

**JEPPESSEN**  
2 NOV 18 **(13-5)** **Eff 8 Nov**

# ANTALYA, TURKEY VOR Z Rwy 36R

D-ATIS Arrival	ANTALYA Approach (R)			ANTALYA Tower			Ground		
118.275	119.025	124.35	124.425	119.8	120.125	126.1	119.85	121.7	121.9
VOR LRA <b>113.6</b>	Final Apch Crs <b>002°</b>	Minimum Alt No FAF	DA/MDA(H) <b>620'</b> (461')	Apt Elev 177'	Rwy 159'				
<b>MISSED APCH: Climb on R-030 to 1800', then turn RIGHT climbing to 3000' to VOR and hold.</b>									
Alt Set: hPa	Rwy Elev: 6 hPa	Trans level: By ATC		Trans alt: 15000'		MSA LRA VOR			



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II REIL PAPI 	1800' on 113.6 ↑ R-030
Descent Angle 3.00°	372	478	531	637	743	849		

<b>Standard</b>				<b>STRAIGHT-IN LANDING RWY 36R</b>		<b>CIRCLE-TO-LAND</b>	
CDFA		non-CDFA					
DA/MDA(H) <b>620'</b> (461')		MDA(H) <b>620'</b> (461')					
	ALS out	ALS out	ALS out	Max Kts	MDA(H)	VIS	
A	RVR 1500m	RVR 1700m	RVR 2400m	100	1000' (823')	1500m	
B	RVR 1500m	RVR 1700m	RVR 2400m	135	1000' (823')	1600m	
C	RVR 1500m	RVR 1900m	RVR 2600m	180	1000' (823')	2400m	
D	RVR 2200m	RVR 1900m	RVR 2600m	205	1000' (823')	3600m	

**PANS OPS**

**I** or higher straight-in minimums.

CHANGES: Rwy elev.

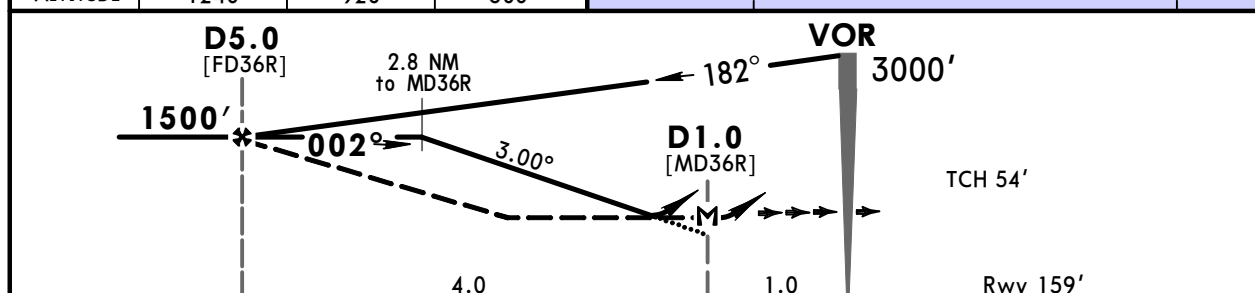
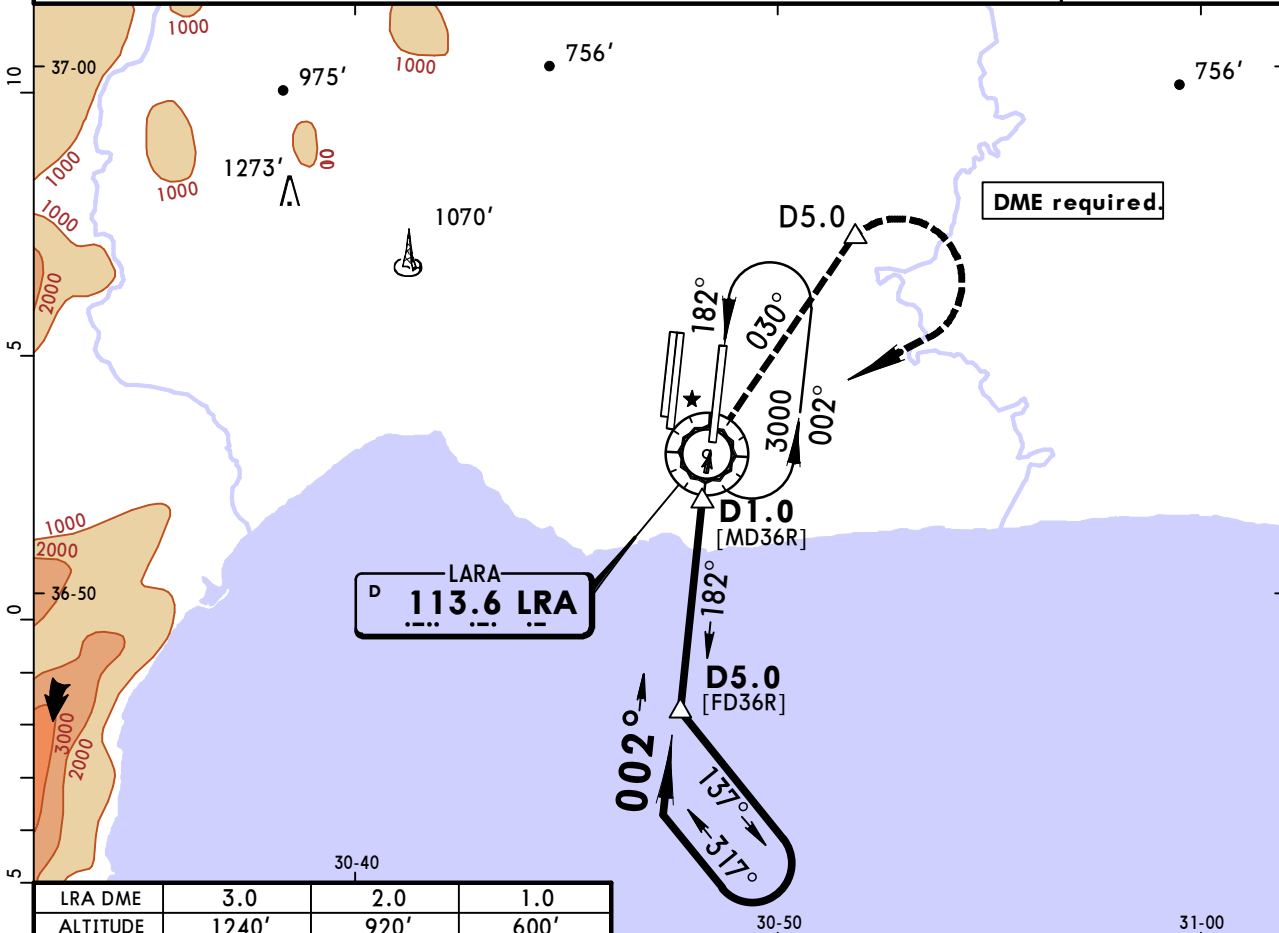
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# LTAI/AYT ANTALYA INTL

**JEPPESSEN**  
2 NOV 18 **(13-6)** **Eff 8 Nov**

# ANTALYA, TURKEY VOR Y Rwy 36R

D-ATIS Arrival	ANTALYA Approach (R)			ANTALYA Tower			Ground		
118.275	119.025	124.35	124.425	119.8	120.125	126.1	119.85	121.7	121.9
VOR LRA <b>113.6</b>	Final Apch Crs <b>002°</b>	Minimum Alt <b>D5.0</b> <b>1500'</b> (1341')	DA/MDA(H) <b>590'</b> (431')	Apt Elev 177' Rwy 159'					
<b>MISSED APCH:</b> Climb on R-030 to 1800', then turn RIGHT (not before D5.0) climbing to 3000' to VOR and hold.							MSA LRA VOR		
Alt Set: hPa		Rwy Elev: 6 hPa		Trans level: By ATC		Trans alt: 15000'			



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II REIL PAPI	1800' on 113.6 ↑ R-030
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at D1.0								

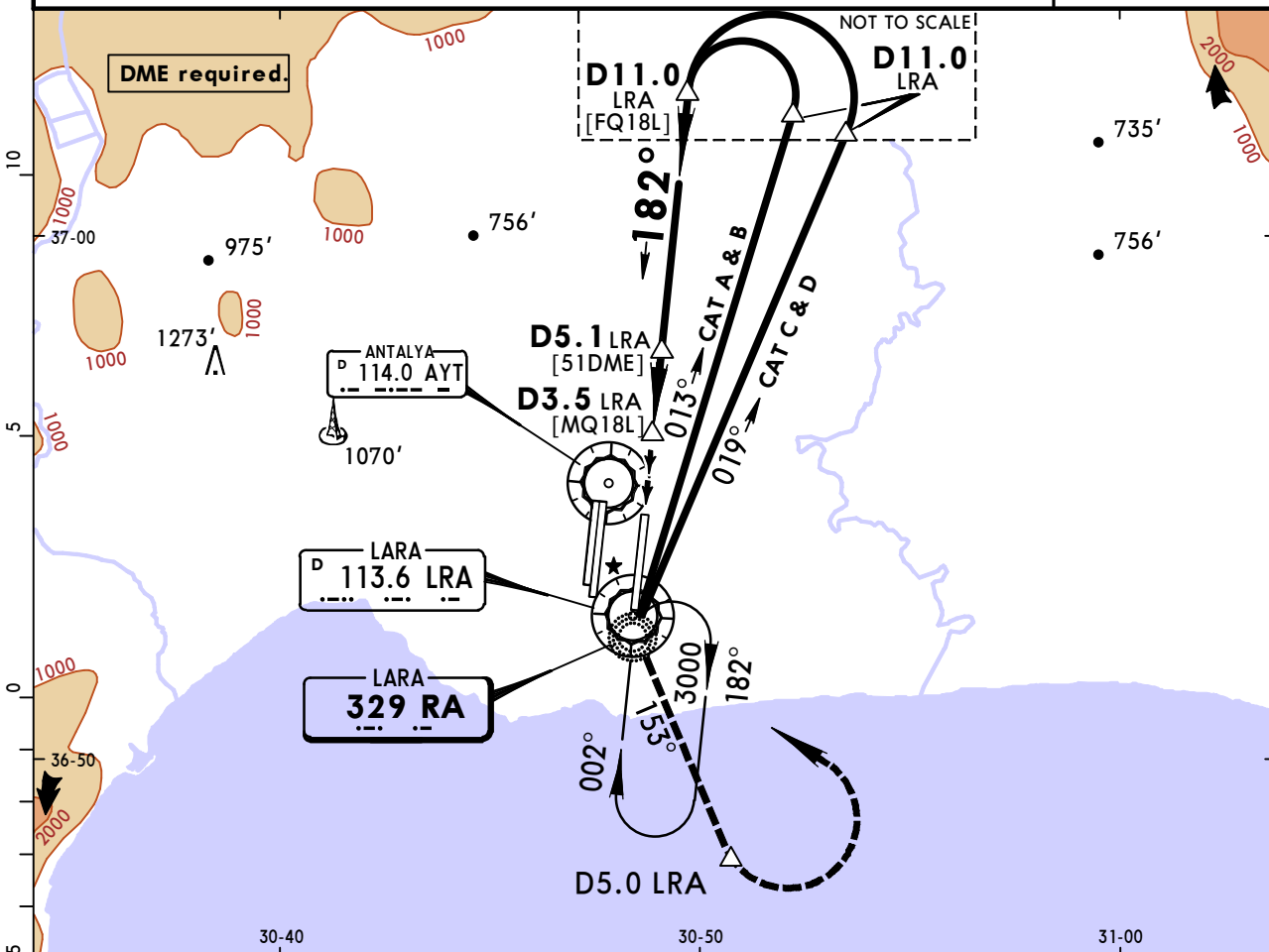
<b>Standard</b>				<b>STRAIGHT-IN LANDING RWY 36R</b>		<b>CIRCLE-TO-LAND</b>	
CDFA		non-CDFA					
DA/MDA(H) <b>590'</b> (431')		MDA(H) <b>590'</b> (431')					
ALS out		ALS out		Max Kts	MDA(H)	VIS	
A				100	<b>1000'</b> (823')	<b>I</b> 1500m	
B				135	<b>1000'</b> (823')	<b>I</b> 1600m	
C	RVR 1300m	RVR 2000m		180	<b>1000'</b> (823')	2400m	
D				205	<b>1000'</b> (823')	3600m	

# LTAI/AYT ANTALYA INTL

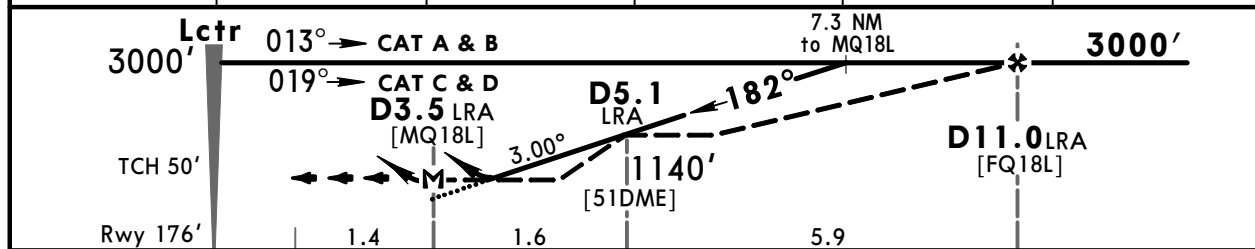
**JEPPESSEN**  
2 NOV 18 **(16-1)** **Eff 8 Nov**

# ANTALYA, TURKEY NDB Z Rwy 18L

D-ATIS Arrival	ANTALYA Approach (R)			ANTALYA Tower			Ground		
118.275	119.025	124.35	124.425	119.8	120.125	126.1	119.85	121.7	121.9
Lctr RA <b>329</b>	Final Apch Crs <b>182°</b>	Minimum Alt <b>D11.0 LRA</b> 3000' (2824')		DA/MDA(H) <b>620'</b> (444')	Apt Elev 177' Rwy 176'				
<b>MISSED APCH:</b> Climb on 153° from Lctr to 2000', then turn LEFT (not before D5.0 LRA) climbing to 3000' to Lctr and hold.									
Alt Set: hPa		Rwy Elev: 6 hPa		Trans level: By ATC		Trans alt: 15000'			
Baseturn restricted to MAX 185 KT.									



LRA DME	4.0	5.0	6.0	7.0	8.0
ALTITUDE	840'	1150'	1470'	1790'	2110'



Gnd speed-Kts	70	90	100	120	140	160		2000' on 153° from RA 329
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at D3.5 LRA								

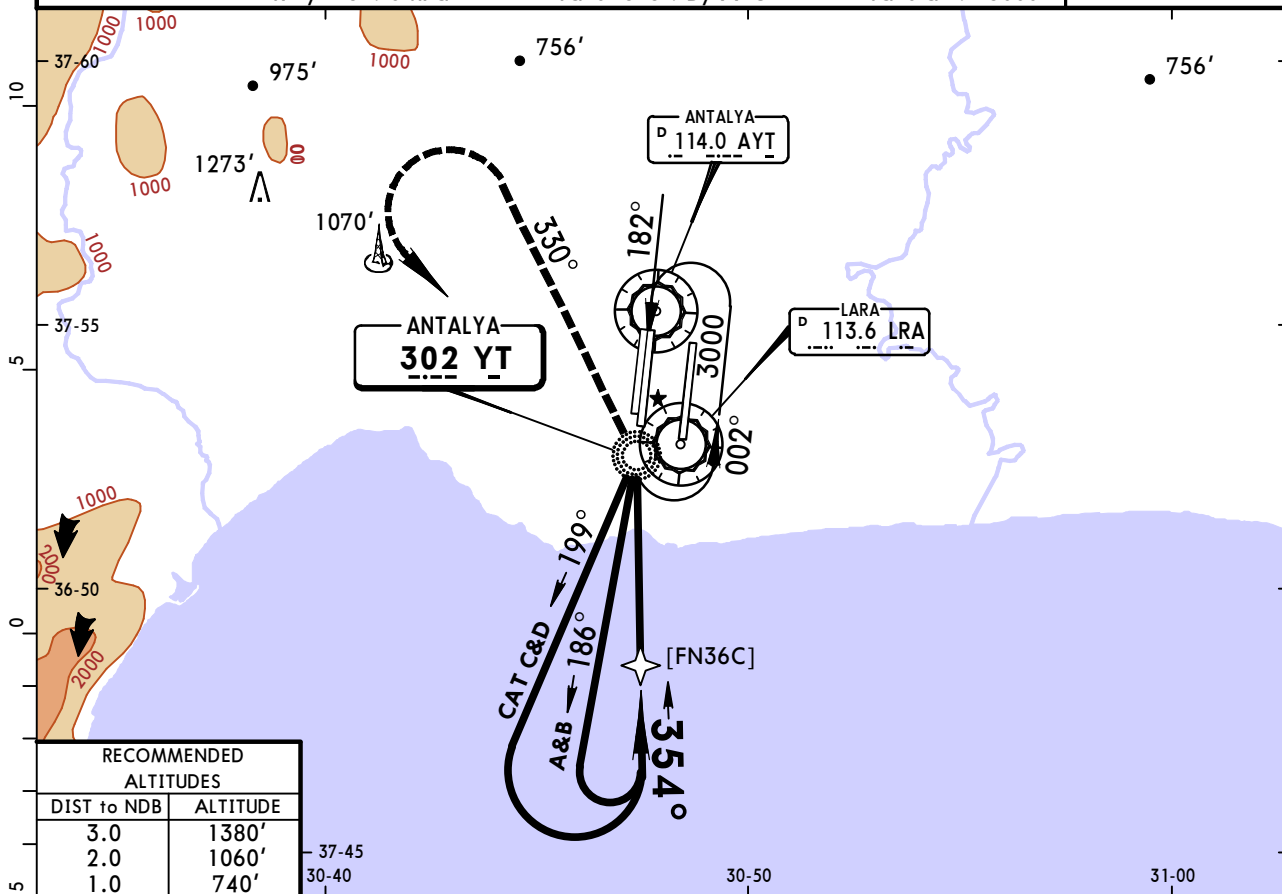
<b>PANS OPS</b>	<b>Standard</b>			<b>STRAIGHT-IN LANDING RWY 18L</b>			<b>CIRCLE-TO-LAND</b>			
	CDFA DA/MDA(H) <b>620'</b> (444')		non-CDFA MDA(H) <b>620'</b> (444')							
	ALS out		ALS out		Max Kts	MDA(H)	VIS			
	A	RVR 1500m	RVR 1600m	RVR 2300m	100	1000' (823')	1500m			
B	RVR 1400m				135	1000' (823')	1600m			
C					180	1000' (823')	2400m			
D		RVR 2100m	RVR 1800m	RVR 2500m	205	1000' (823')	3600m			

# LTAI/AYT ANTALYA INTL

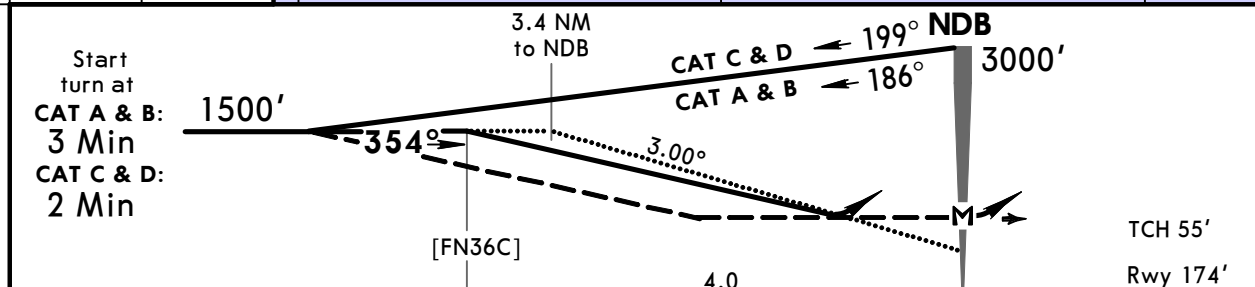
**JEPPESSEN**  
2 NOV 18 **(16-2)** **Eff 8 Nov**

# ANTALYA, TURKEY NDB Z Rwy 36C

D-ATIS Arrival	ANTALYA Approach (R)			ANTALYA Tower			Ground		
118.275	119.025	124.35	124.425	119.8	120.125	126.1	119.85	121.7	121.9
NDB YT <b>302</b>	Final Apch Crs <b>354°</b>	Minimum Alt No FAF	DA/MDA(H) <b>630'</b> (456')	Apt Elev 177'	Rwy 174'				
<b>MISSED APCH: Turn LEFT and climb on 330° from NDB to 1800', then turn LEFT climbing to 3000' to NDB and hold.</b> MAX 185 KT until inbound NDB.									
Alt Set: hPa	Rwy Elev: 6 hPa	Trans level: By ATC		Trans alt: 15000'		MSA YT NDB			



RECOMMENDED ALTITUDES	
DIST to NDB	ALTITUDE
3.0	1380'
2.0	1060'
1.0	740'



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI	<b>185 KT</b> MAX	<b>1800'</b> on LT	<b>330°</b> from YT <b>302</b>
Descent Angle	3.00°	372	478	531	637	743				

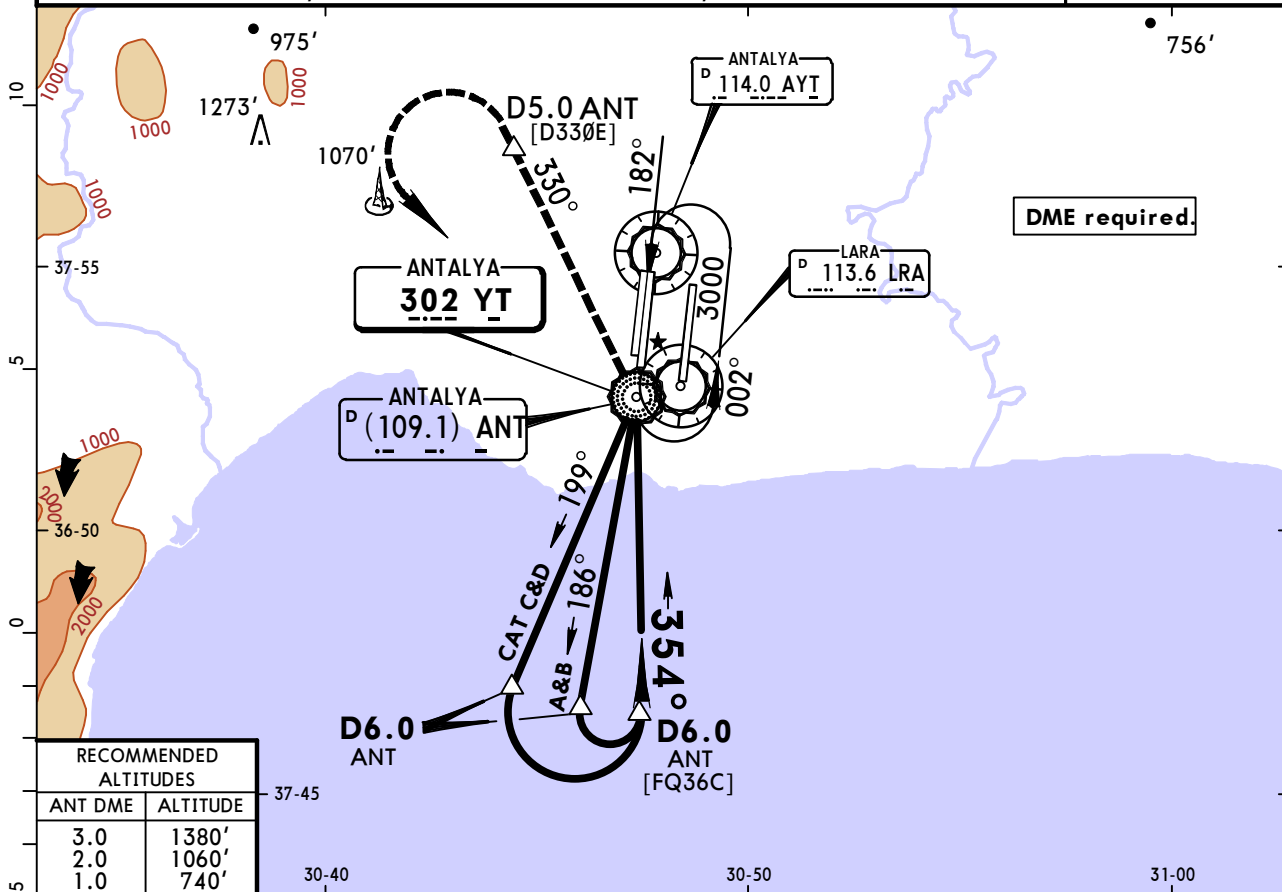
PANS OPS	STRAIGHT-IN LANDING RWY 36C				CIRCLE-TO-LAND	
	CDFA DA/MDA(H)	ALS out	non-CDFA MDA(H)	ALS out	Max Kts	MDA(H) VIS
A	<b>630'</b> (456')	RVR 1500m	RVR 1600m	RVR 2300m	100	<b>1000'</b> (823') <b>1500m</b>
B		RVR 1400m	RVR 1800m	RVR 2500m	135	<b>1000'</b> (823') <b>1600m</b>
C	<b>630'</b> (456')	RVR 2100m	RVR 1800m	RVR 2500m	180	<b>1000'</b> (823') <b>2400m</b>
D		RVR 1400m	RVR 1800m	RVR 2500m	205	<b>1000'</b> (823') <b>3600m</b>

**LTAI/AYT**  
**ANTALYA INTL**

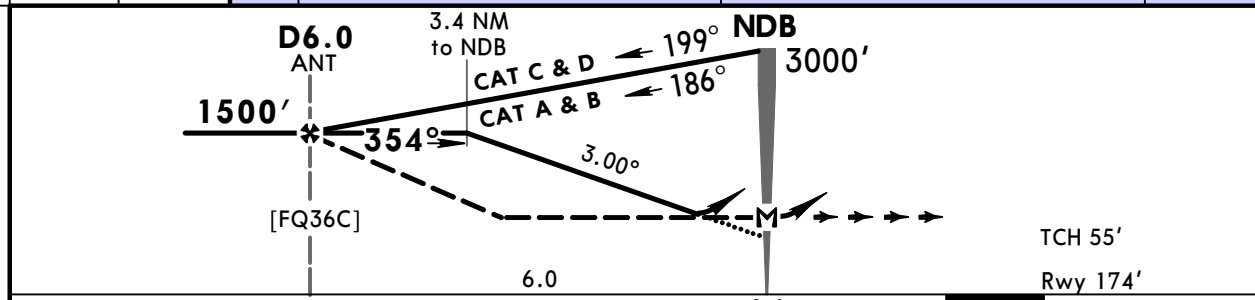
**JEPPESEN**  
2 NOV 18 **(16-3)** **Eff 8 Nov**

**ANTALYA, TURKEY**  
**NDB Y Rwy 36C**

D-ATIS Arrival	ANTALYA Approach (R)			ANTALYA Tower			Ground		
118.275	119.025	124.35	124.425	119.8	120.125	126.1	119.85	121.7	121.9
NDB YT <b>302</b>	Final Apch Crs <b>354°</b>	Minimum Alt <b>D6.0 ANT</b> <b>1500'</b> (1326')	DA/MDA(H) <b>620'</b> (446')	Apt Elev 177'	Rwy 174'				
<b>MISSED APCH: Turn LEFT and climb on 330° from NDB to 1800', then turn LEFT (not before D5.0 ANT) climbing to 3000' to NDB and hold. MAX 185 KT until inbound NDB.</b>									
Alt Set: hPa	Rwy Elev: 6 hPa	Trans level: By ATC		Trans alt: 15000'		MSA YT NDB			



RECOMMENDED ALTITUDES	
ANT DME	ALTITUDE
3.0	1380'
2.0	1060'
1.0	740'



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI	<b>185 KT</b> MAX	<b>1800'</b> on LT	<b>330°</b> from YT <b>302</b>
Descent Angle 3.00°	372	478	531	637	743	849				

PANS OPS	STRAIGHT-IN LANDING RWY 36C				CIRCLE-TO-LAND	
	CDFA	non-CDFA		Max Kts	MDA(H)	VIS
	DA/MDA(H) <b>620'</b> (446')	ALS out	ALS out			
A	RVR 1400m	RVR 1500m	RVR 1600m	100	1000' (823')	1500m
B				135	1000' (823')	1600m
C		RVR 2100m	RVR 1800m	180	1000' (823')	2400m
D				205	1000' (823')	3600m

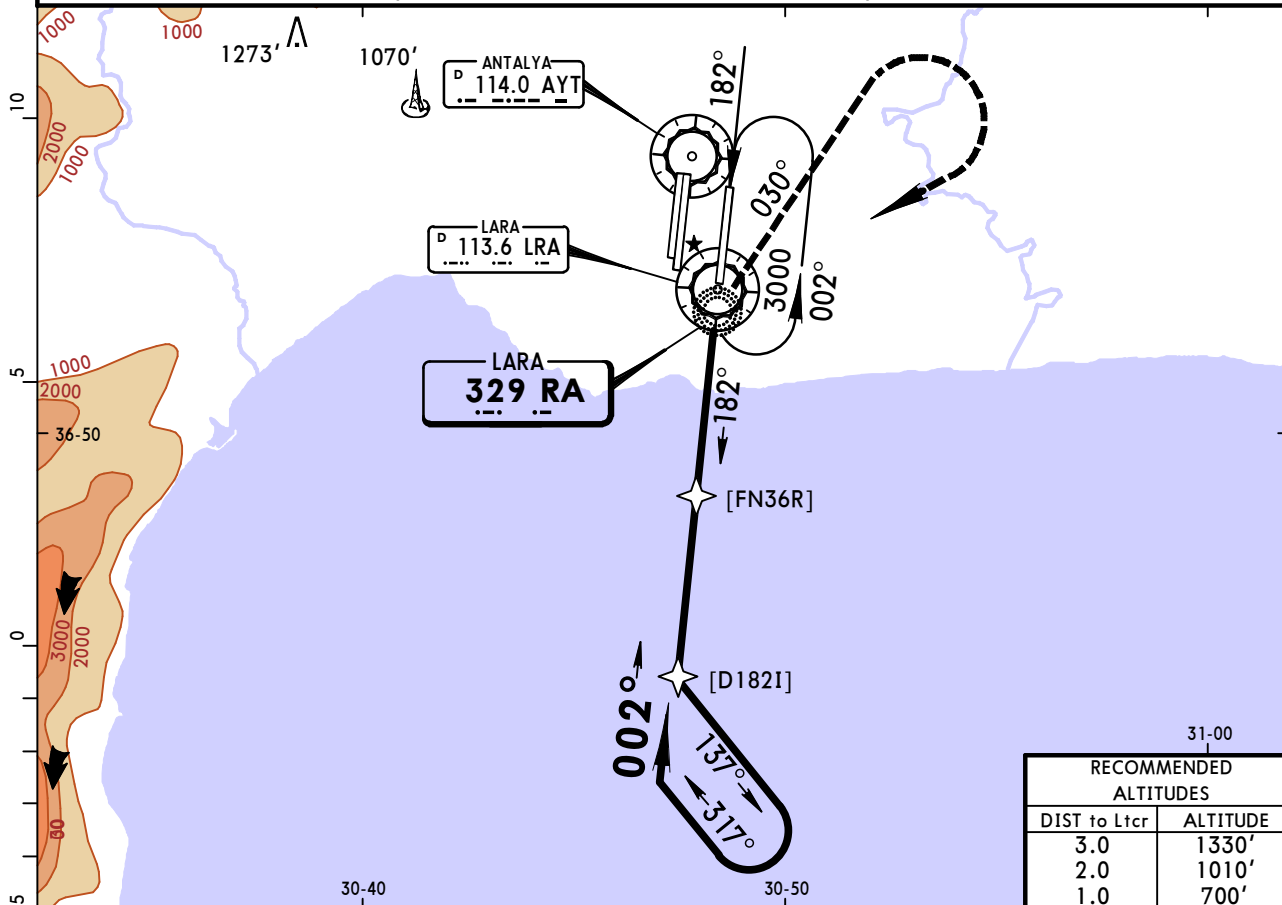
# LTAI/AYT ANTALYA INTL

**JEPPESSEN**  
2 NOV 18 **16-4** **Eff 8 Nov**

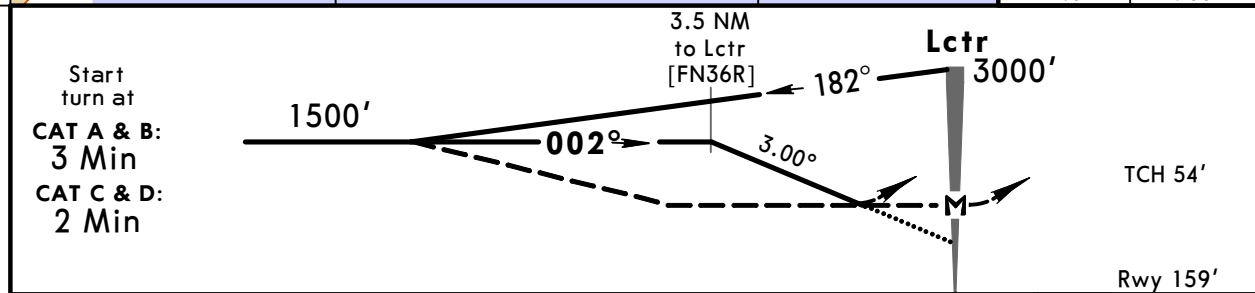
# ANTALYA, TURKEY NDB Z Rwy 36R

D-ATIS Arrival	ANTALYA Approach (R)			ANTALYA Tower			Ground		
118.275	119.025	124.35	124.425	119.8	120.125	126.1	119.85	121.7	121.9
Lctr RA <b>329</b>	Final Apch Crs <b>002°</b>	Minimum Alt No FAF	DA/MDA(H) <b>620'</b> (461')	Apt Elev 177' Rwy 159'					
<b>MISSED APCH: Climb on 030° from Lctr to 1500', then turn RIGHT climbing to 3000' to Lctr and hold.</b>							MSA RA Lctr		

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



RECOMMENDED ALTITUDES	
DIST to Lctr	ALTITUDE
3.0	1330'
2.0	1010'
1.0	700'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II REIL PAPI	1500' on RA 329
Descent Angle	3.00°	372	478	531	637	849		

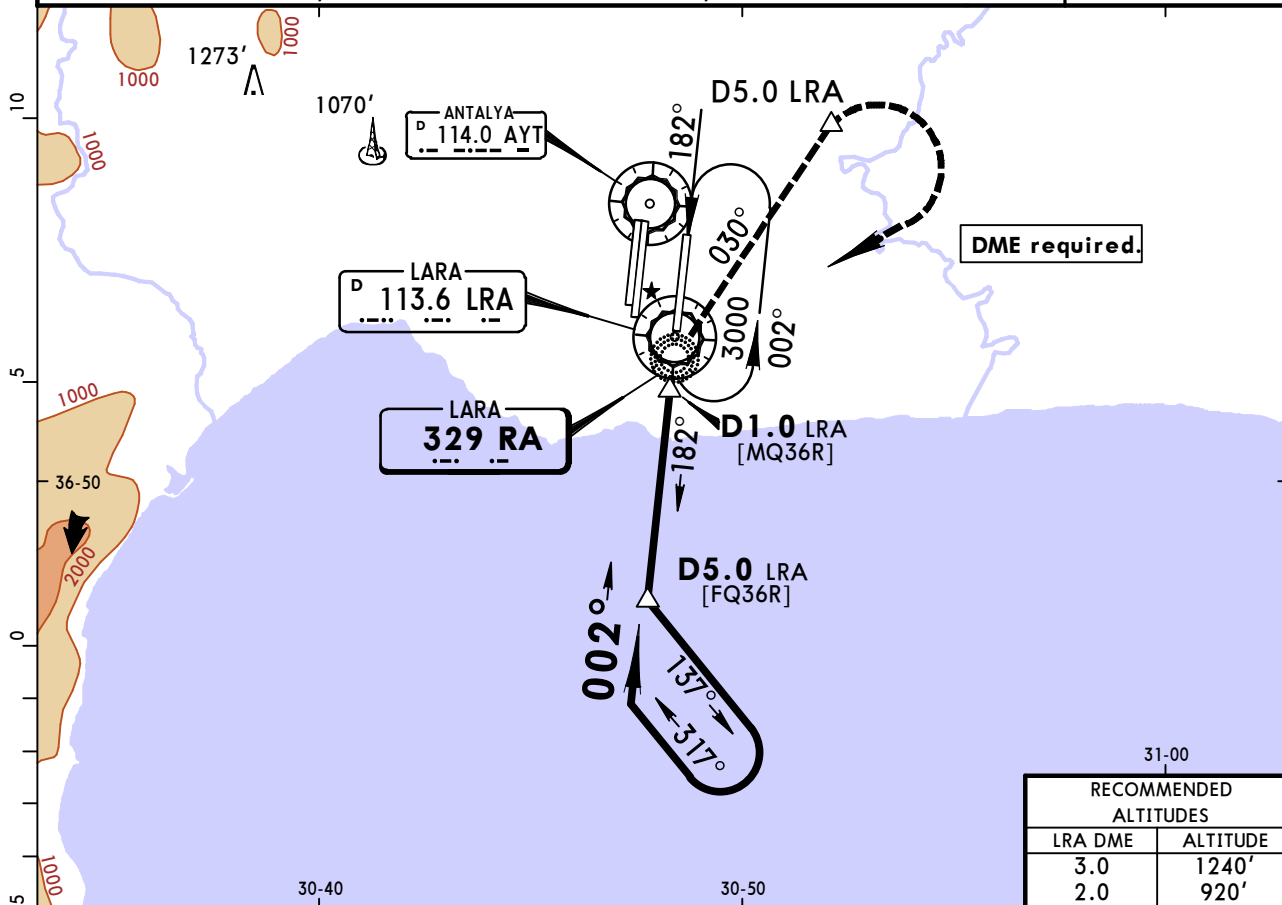
PANS OPS	STRAIGHT-IN LANDING RWY 36R			CIRCLE-TO-LAND	
	CDFA DA/MDA(H) <b>620'</b> (461')	non-CDFA MDA(H) <b>620'</b> (461')		Max Kts	MDA(H) VIS
A	RVR 1500m	ALS out	ALS out	100	1000' (823') 1500m
B		RVR 1500m	RVR 1700m	135	1000' (823') 1600m
C	RVR 1500m	RVR 2200m	RVR 1900m	180	1000' (823') 2400m
D			RVR 2600m	205	1000' (823') 3600m

**LTAI/AYT**  
**ANTALYA INTL**

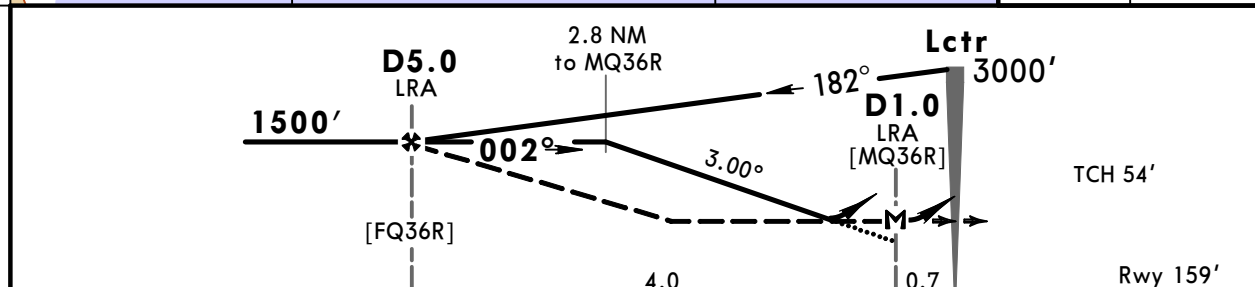
**JEPPESSEN**  
2 NOV 18 **(16-5)** **Eff 8 Nov**

**ANTALYA, TURKEY**  
**NDB Y Rwy 36R**

D-ATIS Arrival	ANTALYA Approach (R)			ANTALYA Tower			Ground		
118.275	119.025	124.35	124.425	119.8	120.125	126.1	119.85	121.7	121.9
Lctr RA <b>329</b>	Final Apch Crs <b>002°</b>	Minimum Alt <b>D5.0 LRA</b> <b>1500'</b> (1341')		DA/MDA(H) <b>590'</b> (431')		Apt Elev 177' Rwy 159'			
<b>MISSED APCH: Climb on 030° from Lctr to 1500', then turn RIGHT (not before D5.0 LRA) climbing to 3000' to Lctr and hold.</b>									
Alt Set: hPa		Rwy Elev: 6 hPa		Trans level: By ATC		Trans alt: 15000'		MSA RA Lctr	



RECOMMENDED ALTITUDES	
LRA DME	ALTITUDE
3.0	1240'
2.0	920'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II REIL PAPI	1500' on from RA <b>329</b>
Descent Angle	3.00°	372	478	531	637	743		
MAP at D1.0 LRA								

	STRAIGHT-IN LANDING RWY 36R				CIRCLE-TO-LAND	
	CDFA DA/MDA(H) <b>590'</b> (431')		non-CDFA MDA(H) <b>590'</b> (431')		Max Kts	MDA(H) VIS
A	ALS out		RVR 1500m	RVR 2200m	100	<b>1000'</b> (823') <b>1</b> 1500m
B					135	<b>1000'</b> (823') <b>1</b> 1600m
C	RVR 1300m	RVR 2000m			180	<b>1000'</b> (823') 2400m
D			RVR 1700m	RVR 2400m	205	<b>1000'</b> (823') 3600m

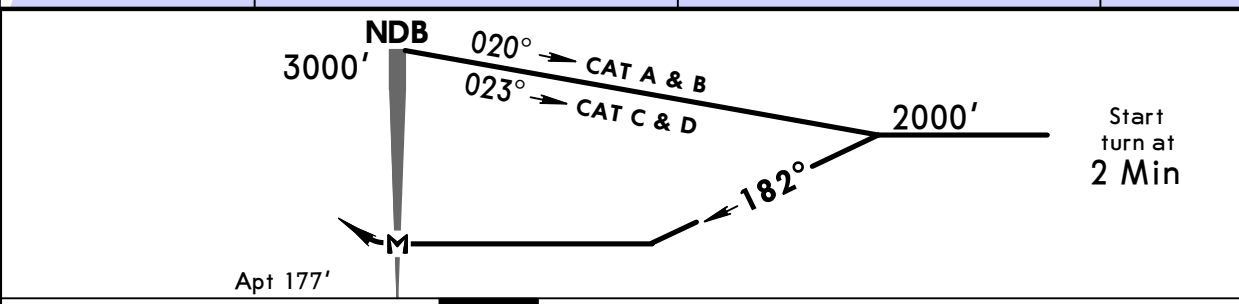
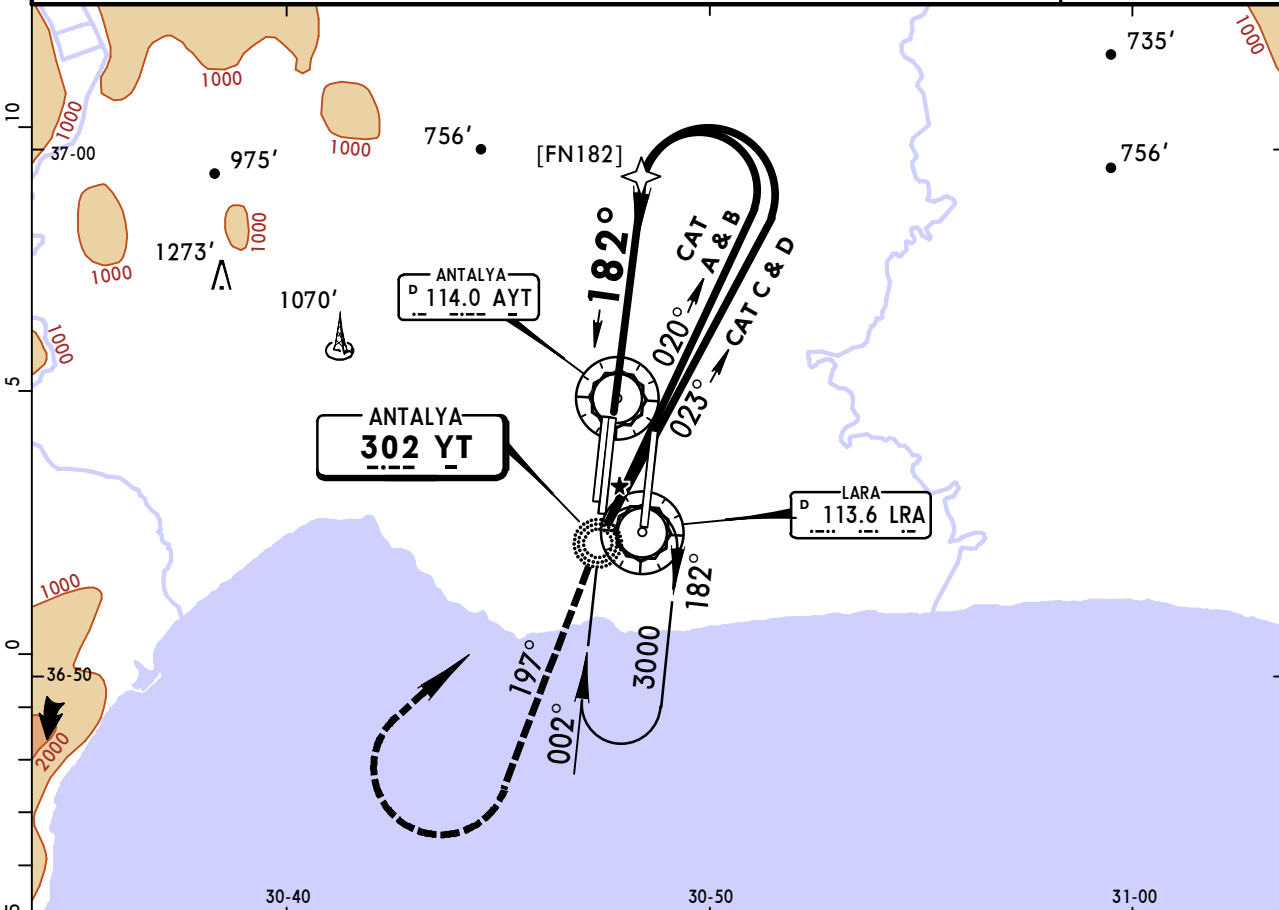
**1** or higher straight-in minimums.

**LTAI/AYT**  
**ANTALYA INTL**

**JEPPESEN**  
2 NOV 18 **16-6** **Eff 8 Nov**

**ANTALYA, TURKEY**  
**NDB-A**

BRIEFING STRIP™	D-ATIS Arrival	ANTALYA Approach (R)			ANTALYA Tower			Ground		
	118.275	119.025	124.35	124.425	119.8	120.125	126.1	119.85	121.7	121.9
	NDB YT <b>302</b>	Final Apch Crs <b>182°</b>	Minimum Alt No FAF	MDA(H) <b>1000'</b> (823')	Apt Elev 177'					
<b>MISSED APCH: Climb on 197° from NDB to 2000', then turn RIGHT climbing to 3000' to NDB and hold.</b>										
Alt Set: hPa		Apt Elev: 6 hPa		Trans level: By ATC		Trans alt: 15000'		MSA YT NDB		
Baseturn restricted to MAX 185 KT.										



MAP at NDB						Lighting- Refer to Airport Chart	<b>2000'</b> ↑ on	<b>197°</b> from YT <b>302</b>
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**Standard** CIRCLE-TO-LAND

PANS OPS	Max Kts	MDA(H)		VIS
A	100	<b>1000'</b> (823')	1500m	
B	135	<b>1000'</b> (823')	1600m	
C	180	<b>1000'</b> (823')	2400m	
D	205	<b>1000'</b> (823')	3600m	

## Chart changes since cycle 01-2019

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
<b>ANTALYA, (ANTALYA INTL - LTAI)</b>				
REV	AIRPORT BRIEFING (GEN)	10-1P	25 Jan 2019	31 Jan 2019
REV	AIRPORT BRIEFING (GEN CON...	10-1P1	25 Jan 2019	31 Jan 2019
REV	AIRPORT BRIEFING (ARR CON...	10-1P2	25 Jan 2019	31 Jan 2019
REV	AIRPORT BRIEFING (DEP)	10-1P3	25 Jan 2019	31 Jan 2019

## TERMINAL CHART CHANGE NOTICES

### Chart Change Notices for Airport LTAI

**Type:** Terminal

**Effectivity:** Temporary

**Begin Date:** Immediately

**End Date:** 20190228

(11-3, 11-4) ILS Z Rwy 18C, ILS Y Rwy 18C minimums for LOC (GS out) raised as follows: MDA(H) 720' (544'), with lights RVR 1500m for CAT A & B and RVR 1800m for CAT C & D, without lights RVR 1500m for CAT A & B and RVR 2400m for CAT C & D.

**Type:** Terminal

**Effectivity:** Temporary

**Begin Date:** Immediately

**End Date:** 20190228

(16-1) NDB Z Rwy 18L minimums raised as follows: MDA(H) 720' (544'), CDFA with lights RVR 1500m for CAT A & B and RVR 1800m for CAT C & D, CDFA without lights RVR 1500m for CAT A & B and RVR 2400m for CAT C & D, non-CDFA with lights RVR 2000m for CAT A & B and RVR 2200m for CAT C & D, non-CDFA without lights RVR 2700m for CAT A & B and RVR 2900m for CAT C & D.

**Type:** Terminal

**Effectivity:** Temporary

**Begin Date:** Immediately

**End Date:** 20190228

(13-2) VOR Z Rwy 18C or R minimums for Rwy 18C raised as follows: MDA(H) 720' (544'), CDFA with lights RVR 1500m for CAT A & B and RVR 1800m for CAT C & D, CDFA without lights RVR 1500m for CAT A & B and RVR 2400m for CAT C & D, non-CDFA with lights RVR 2000m for CAT A & B and RVR 2200m for CAT C & D, non-CDFA without lights RVR 2700m for CAT A & B and RVR 2900m for CAT C & D and for Rwy 18R: MDA(H) 720' (548'), CDFA with lights RVR 1500m for CAT A & B and RVR 1800m for CAT C & D, CDFA without lights RVR 1500m for CAT A & B and RVR 2400m for CAT C & D, non-CDFA with lights RVR 2000m for CAT A & B and RVR 2200m for CAT C & D, non-CDFA without lights RVR 2700m for CAT A & B and RVR 2900m for CAT C & D.

**Type:** Terminal

**Effectivity:** Temporary

**Begin Date:** Immediately

**End Date:** 20190131

(11-1, 11-2) LOC Z Rwy 18L, LOC Y Rwy 18L minimums for straight-in approach raised as follows: DA/MDA(H) 680'(504'), with lights RVR 1500m for CAT A & B and RVR 1600m for CAT C & D, without lights RVR 1500m for CAT A & B and RVR 2400m for CAT C & D.

**Type:** Terminal

**Effectivity:** Permanent

**Begin Date:** Immediately

**End Date:** No end date

(10-9) Turn pad next to Rwy 36C threshold withdrawn.

**Type:** Terminal

**Effectivity:** Temporary

**Begin Date:** Immediately

**End Date:** 20190228

(13-1) VOR Z Rwy 18L minimums raised as follows: MDA(H) 720' (544'), CDFA with lights RVR 1500m for CAT A & B and RVR 1800m for CAT C & D, CDFA without lights RVR 1500m for CAT A & B and RVR 2400m for CAT C & D, non-CDFA with lights RVR 2000m for CAT A & B and RVR 2200m for CAT C & D, non-CDFA without lights RVR 2700m for CAT A & B and RVR 2900m for CAT C & D.