

## List of pages in this Trip Kit

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Airport Information For LTBS

Terminal Charts For LTBS

Revision Letter For Cycle 02-2019

Change Notices

Notebook

## General Information

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

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

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

Sunrise: 0505 Z  
Sunset: 1533 Z

## Runway Information

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

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

## Communication Information

ATIS: 127.350  
Dalaman Tower: 128.900  
Dalaman Tower: 118.500  
Dalaman Ground: 121.900  
Dalaman Approach: 122.400  
Dalaman Approach: 124.400  
Dalaman Approach: 126.050

Dalaman Approach: 119.225

Dalaman Radar: 126.050

Dalaman Radar: 119.225

Dalaman Radar: 124.400

Dalaman Radar: 122.400

LTBS/DLM  
DALAMAN

JEPPESEN

6 NOV 15

10-1P

Eff 12 Nov

MUGLA, TURKEY  
AIRPORT BRIEFING

## 1. GENERAL

### 1.1. ATIS

ATIS 127.35

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

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

1. GNSS based RNAV STARS for LTBS start from the waypoints/fixes SOTIV, MARIS, KEKIK, SONUP, NEXAM, ATSAL, RIVBU, ALTIN and BIRPU. These waypoints/fixes shall be the last element of the flight planned routes for the P-RNAV approved ACFT as illustrated below:
  - A flight planned route for the arrivals to LTBS via SONUP;  
EXAMPLE: ..... W89 SONUP
2. GNSS based RNAV SIDS for LTBS end at the waypoints/fixes SOTIV, MARIS, KEKIK, RIVBU, ALTIN and BIRPU. These waypoints/fixes shall be the first element of the flight planned routes for the P-RNAV approved ACFT as illustrated below:
  - A flight planned route for the departures from LTBS via KEKIK;  
EXAMPLE: KEKIK N127 .....

### 1.3. DALAMAN AIRPORT PREFERENTIAL RUNWAY SYSTEM OPERATIONS

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

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

- RWY 01 for landing and take-off.

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

When the preferred RWY

- is dry and tailwind component does not exceed 10 KT, or
- is wet and tailwind component does not exceed 5 KT.

When braking action for the preferred RWY/RWYs is less than "Good, Good, Good", RWY/RWYs to be used shall be selected so as to make landing and take-off into the wind.

It is the pilot's decision and responsibility to accept or refuse the use of preferred RWY determined by ATC. If another RWY than the preferred one is requested by the pilot due to safety or performance reasons, this request will be met by ATC when it is available. In such cases, ACFT may be subject to delay. ATC shall notify pilots of delays expected to exceed 30 minutes.

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

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

**LTBS/DLM**  
**DALAMAN**

**JEPPESEN**

6 NOV 15

10-1P1

Eff 12 Nov

**MUGLA, TURKEY**  
**AIRPORT BRIEFING**

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## **1. GENERAL**

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### **1.3.1. ANNOUNCEMENT BY ATIS DURING PRS OPERATIONS IN PROGRESS**

#### **1.3.1.1. ATIS ANNOUNCEMENT FOR TAKE-OFF TRAFFIC**

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

#### **1.3.1.2. ATIS ANNOUNCEMENT FOR LANDING TRAFFIC**

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

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19 JAN 18

10-1P2

Eff 1 Feb

MUGLA, TURKEY  
AIRPORT BRIEFING

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

#### 2.1.2. RF FOR IFR FLIGHTS INSIDE TMA

If available, call Dalaman APP telephone number +90 252 281 1348 ext: 3522 or 3524.

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

Select transponder code 7600. For 3 minutes execute last assigned and acknowledged ATC instructions. Then, descending 12,000' proceed to DAL VOR. Descend to 4000' over DAL VOR and execute Instrument Approach Procedure (IAP) and land.

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

Select transponder code 7600. Proceed to DAL VOR, descend or maintain last assigned and acknowledged altitude. Descend to 4000' over DAL VOR and execute Instrument Approach Procedure (IAP) and land.

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

##### **ACFT below 4000'**

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

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## 3. DEPARTURE

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### 3.1. PUSH-BACK PROCEDURES

Push-back required for stands 44, 45, 49 and 50. Push-back shall always be done towards North (nose of ACFT towards TWY A1).

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MUGLA, TURKEY

28 FEB 14

10-1R

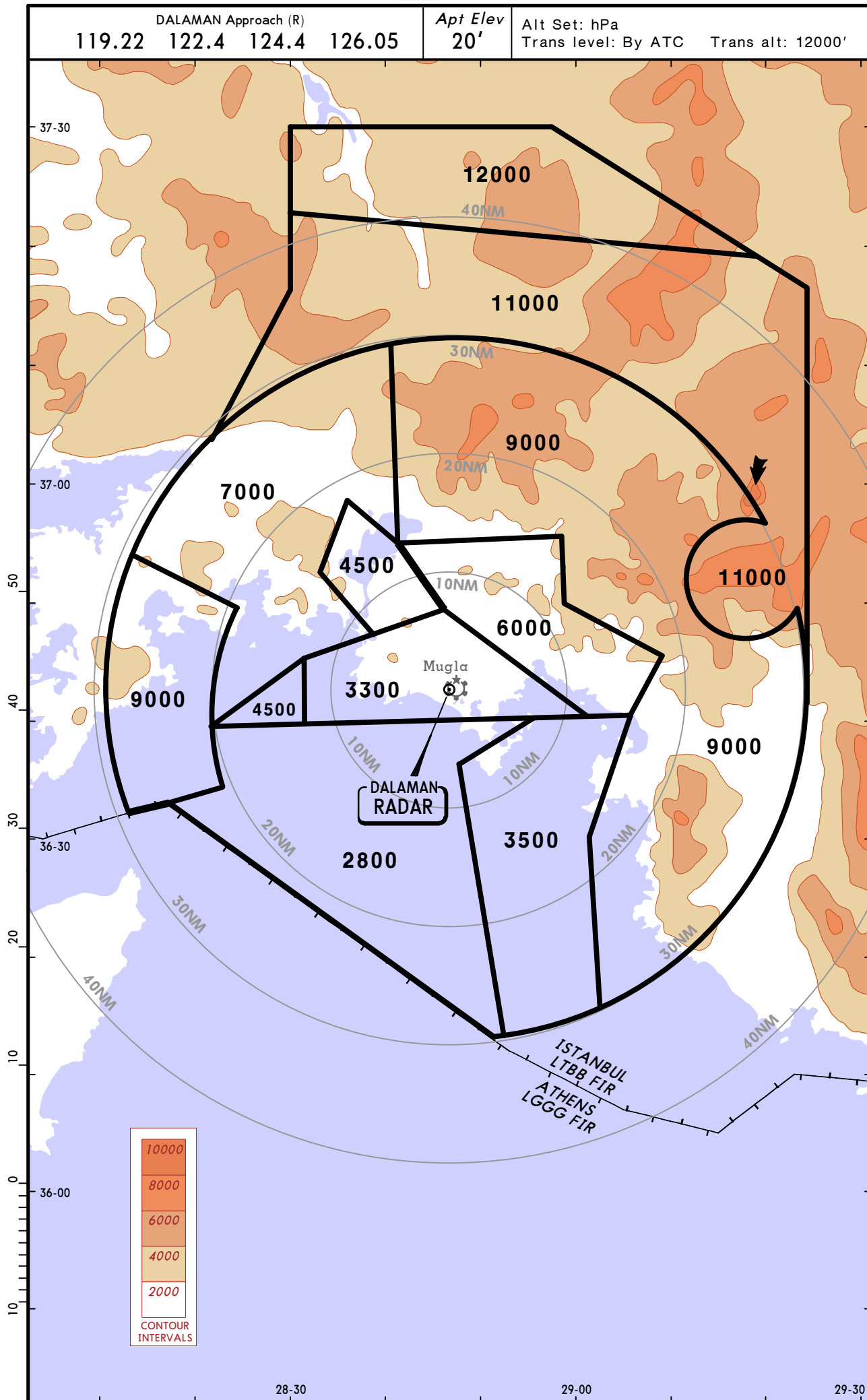
Eff 6 Mar

RADAR MINIMUM ALTITUDES

DALAMAN Approach (R)  
119.22 122.4 124.4 126.05

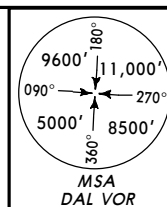
Apt Elev  
20'

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



CHANGES: Sectors established.

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ATIS 127.35	Apt Elev 20'
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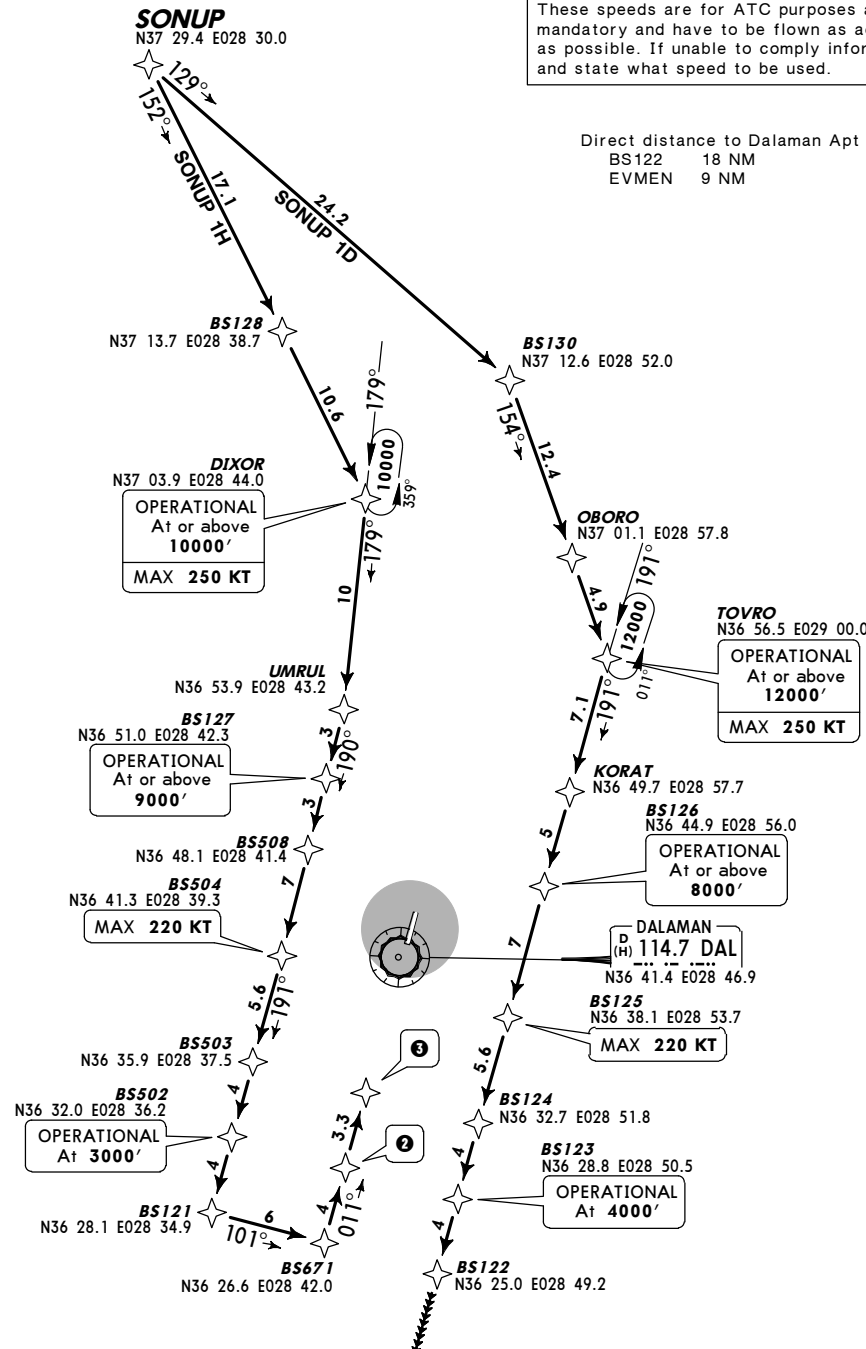
**SPEED RESTRICTION**

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

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

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

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



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

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

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

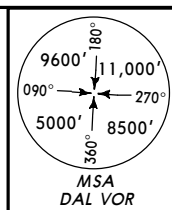


SONUP 1D [SONUP1D]  
SONUP 1H [SONUP1H] ①  
RWY 01 RNAV ARRIVALS  
RNAV (GNSS)

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

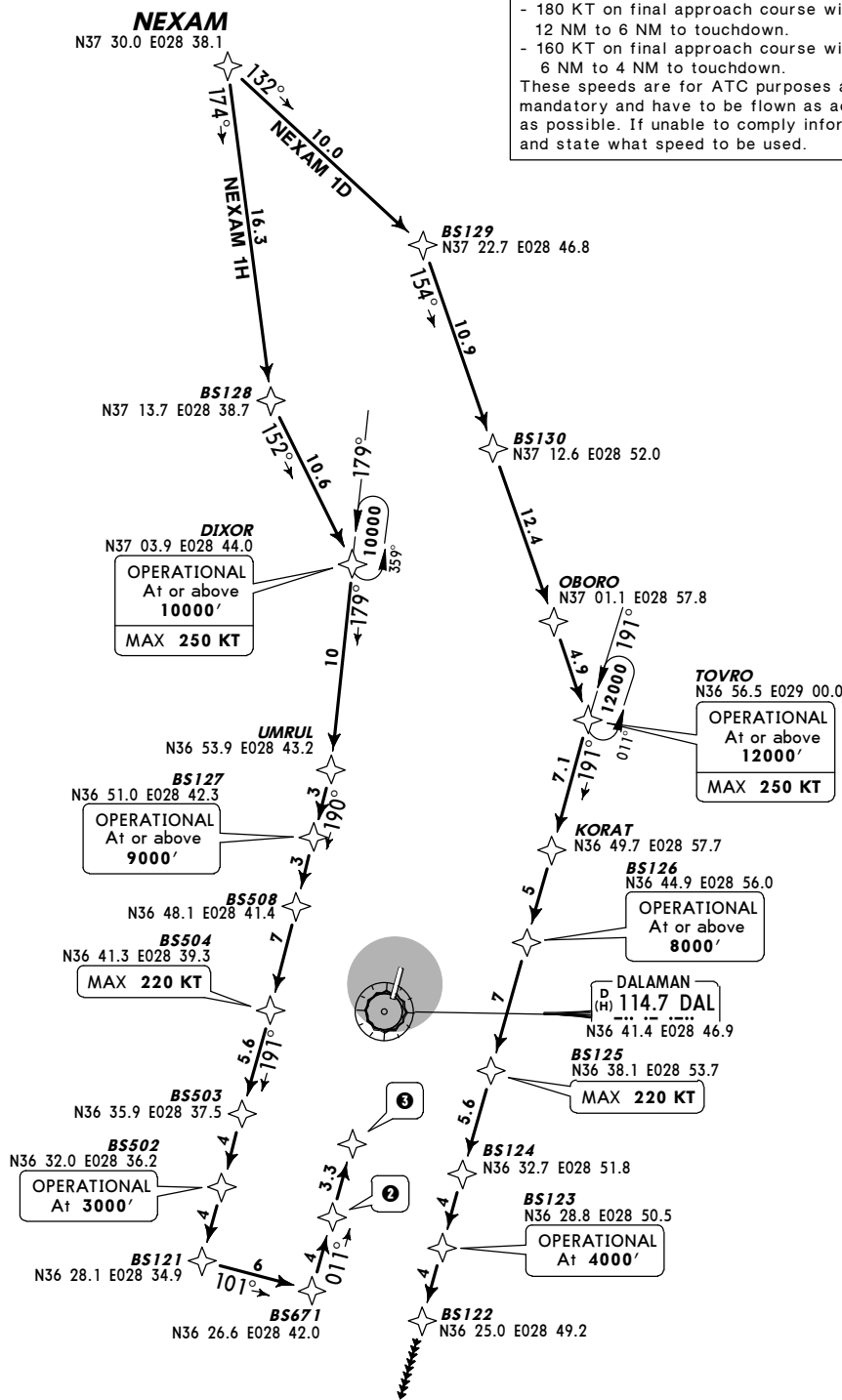
1. RADAR required.
2. P-RNAV approval required otherwise advice ATC.
3. On downwind expect vectors to final.
4. At first contact with Dalaman APP report if unable to comply RNAV STAR.
5. Descend as cleared.



**SPEED RESTRICTION**

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- 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.



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

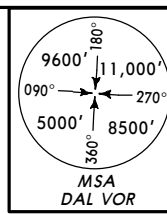
Direct distance to Dalaman Apt from:  
BS122 18 NM  
EVMEN 9 NM

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



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

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



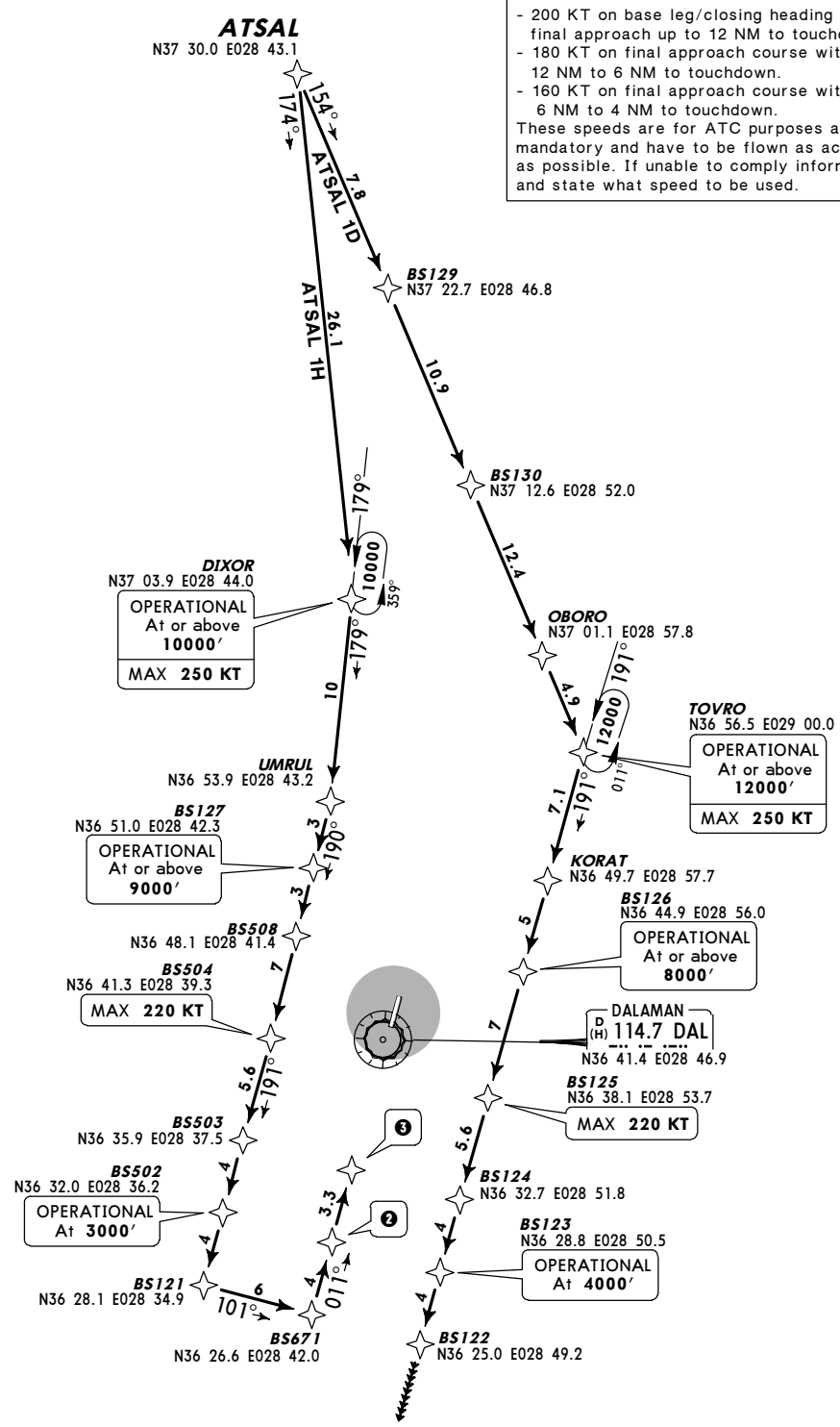
**SPEED RESTRICTION**

- 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.

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

1. RADAR required.
2. P-RNAV approval required otherwise advice ATC.
3. On downwind expect vectors to final.
4. At first contact with Dalaman APP report if unable to comply RNAV STAR.
5. Descend as cleared.



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

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

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



STAR	ROUTING
ATSA1D	ATSA1D - BS129 - BS130 - OBORO - TOVRO (OPERATIONAL 12000'+; K250-) - KORAT - BS126 (OPERATIONAL 8000'+) - BS125 (K220-) - BS124 - BS123 (OPERATIONAL 4000') - BS122.
ATSA1H <b>1</b>	ATSA1H - DIXOR (OPERATIONAL 10000'+; K250-) - UMRUL - BS127 (OPERATIONAL 9000'+) - BS508 - BS504 (K220-) - BS503 - BS502 (OPERATIONAL 3000') - BS121 - BS671 - BS672 (K200-) - EVMEN (OPERATIONAL 2800'; K180-).

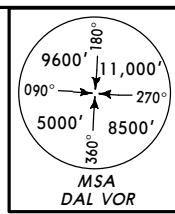
ATSA1D [ATSA1D]  
 ATSA1H [ATSA1H] **1**  
 RWY 01 RNAV ARRIVALS  
 RNAV (GNSS)

LTBS/DLM  
DALAMAN

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

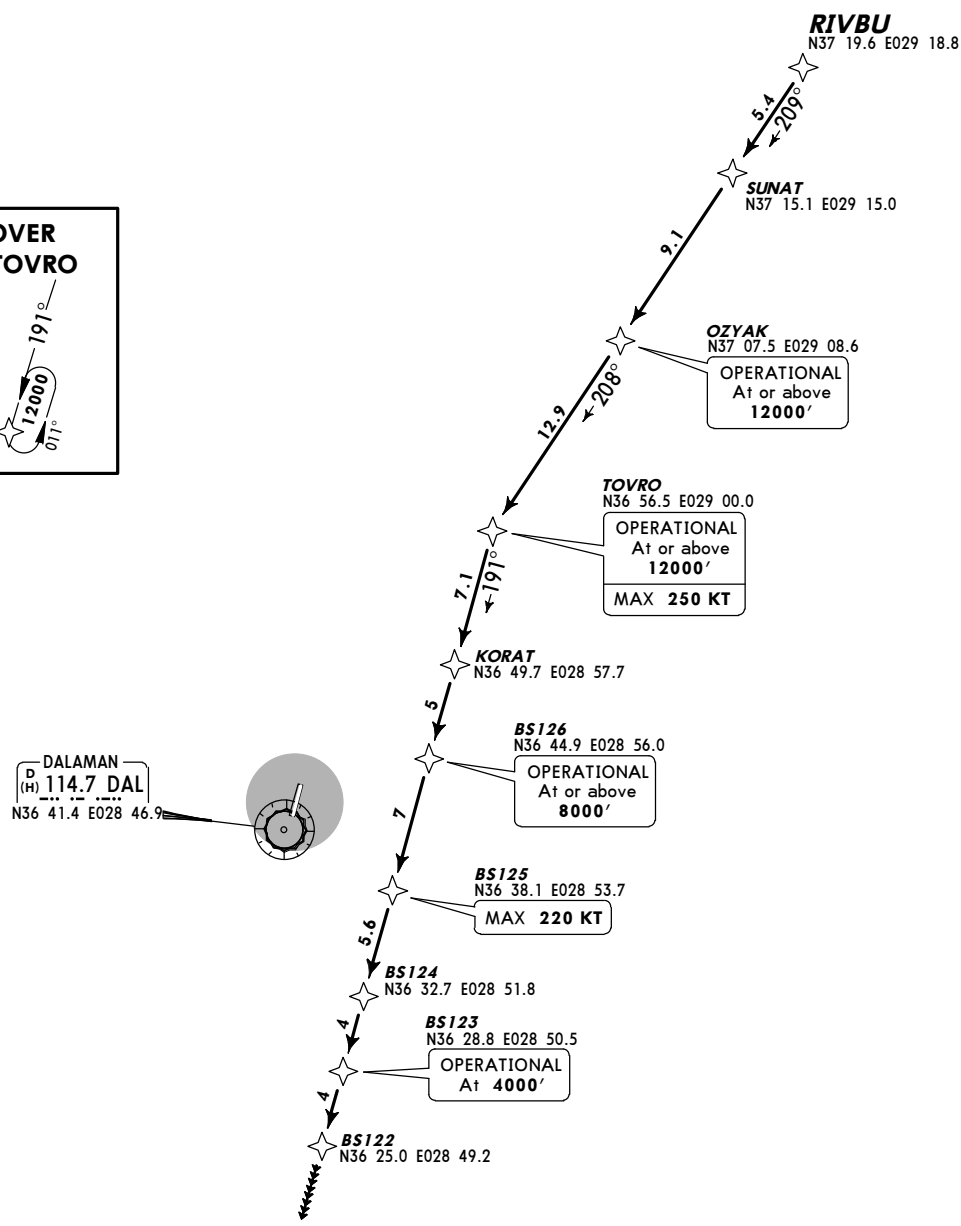
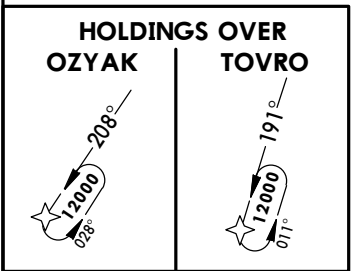
1. RADAR required.
2. P-RNAV approval required otherwise advice ATC.
3. On downwind expect vectors to final.
4. At first contact with Dalaman APP report if unable to comply RNAV STAR.
5. Descend as cleared.



**SPEED RESTRICTION**

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

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



Direct distance to Dalaman Apt from BS122: 18 NM



**ROUTING**

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

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

CHANGES: RNAV STARS established & transferred, chart redrawn. © JEPPESEN, 2014. ALL RIGHTS RESERVED.

**LTBS/DLM**  
**DALAMAN**

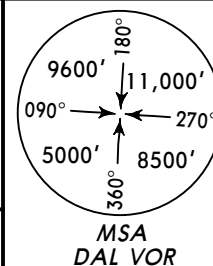
**JEPPESEN**  
18 JUL 14 **(10-2D)** **Eff 24 Jul**

**MUGLA, TURKEY**  
**RNAV STAR**

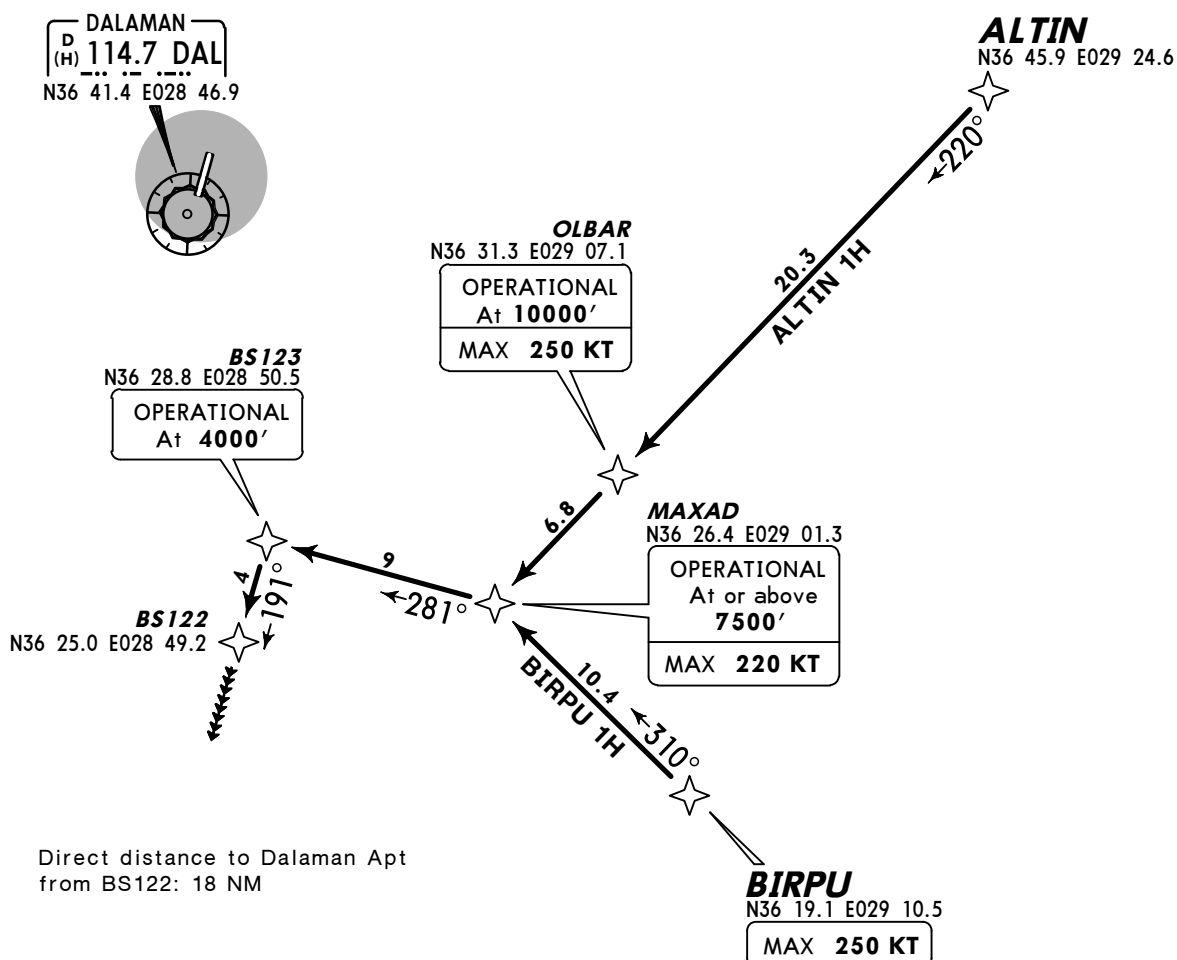
ATIS  
**127.35**

Apt Elev  
**20'**

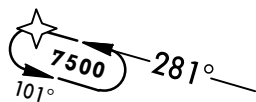
- Alt Set: hPa Trans level: By ATC Trans alt: 12000'
1. RADAR required.
  2. P-RNAV approval required otherwise advice ATC.
  3. On downwind expect vectors to final.
  4. At first contact with Dalaman APP report if unable to comply RNAV STAR.
  5. Descend as cleared.



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



**HOLDING OVER MAXAD**



**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>ALTIN 1H</b>	ALTIN - OLBAR (OPERATIONAL 10000'; K250-) - MAXAD (OPERATIONAL 7500'+; K220-) - BS123 (OPERATIONAL 4000') - BS122.
<b>BIRPU 1H</b>	BIRPU (K250-) - MAXAD (OPERATIONAL 7500'+; K220-) - BS123 (OPERATIONAL 4000') - BS122.

LTBS/DLM  
DALAMAN

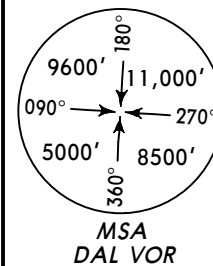
JEPPESEN  
18 JUL 14 10-2E Eff 24 Jul

MUGLA, TURKEY  
RNAV STAR

ATIS  
127.35

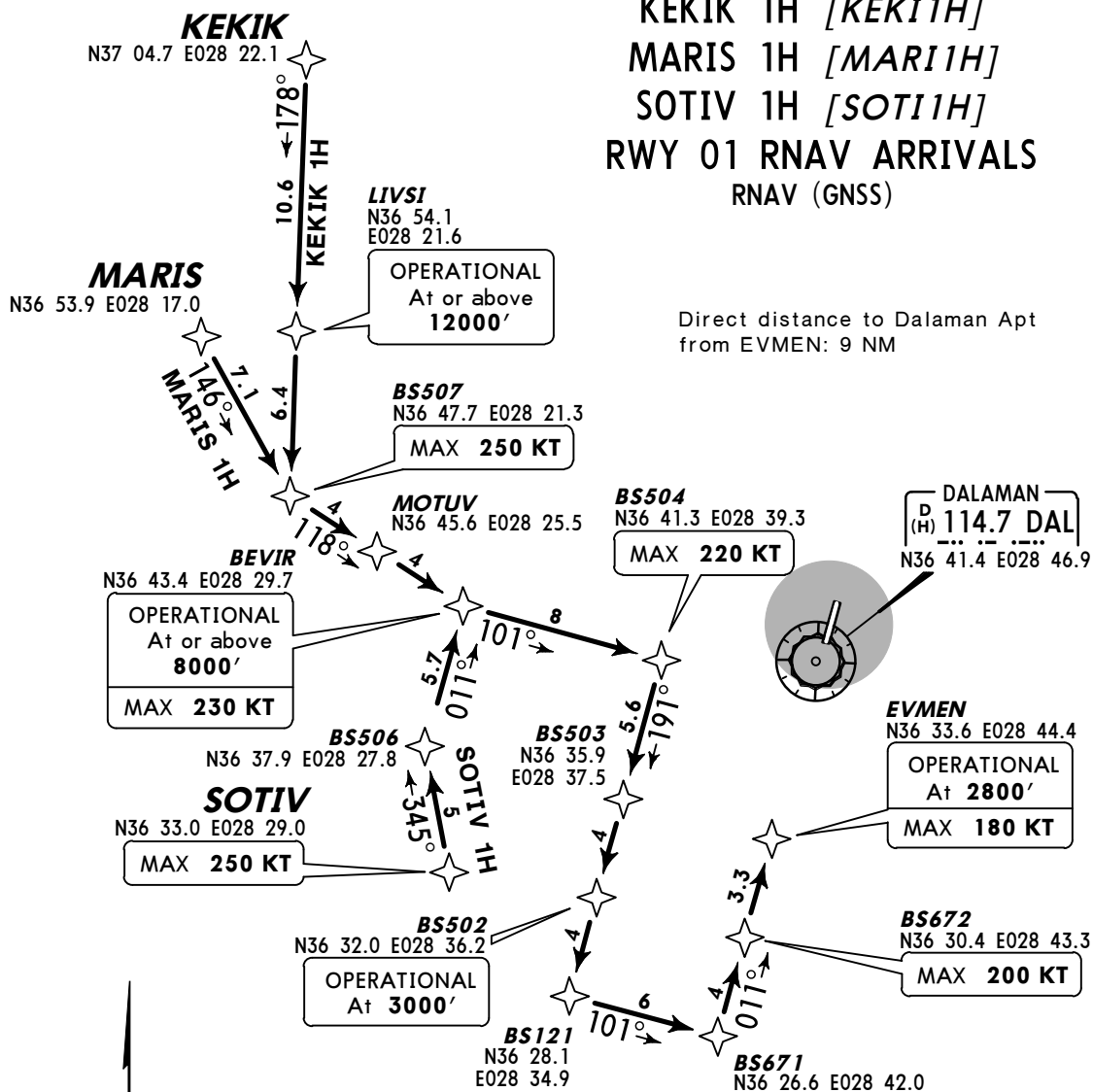
Apt Elev  
20'

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

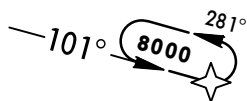


**KEKIK 1H [KEKI1H]  
MARIS 1H [MARI1H]  
SOTIV 1H [SOTI1H]  
RWY 01 RNAV ARRIVALS  
RNAV (GNSS)**

Direct distance to Dalaman Apt  
from EVMEN: 9 NM



**HOLDING OVER BEVIR**

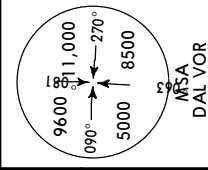


**SPEED RESTRICTION**

- 200 KT on base leg/closing heading to final approach up to 12 NM to touchdown.
  - 180 KT on final approach course within 12 NM to 6 NM to touchdown.
  - 160 KT on final approach course within 6 NM to 4 NM to touchdown.
- These speeds are for ATC purposes and are mandatory and have to be flown as accurately as possible. If unable to comply inform ATC and state what speed to be used.

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

Alt Set: hPa Trans level: By ATC. Trans alt: 12000'  
 1. RNAV (GNSS). 2. RADAR required. 3. P-RNAV approval required otherwise advice ATC. 4. Descend as cleared.

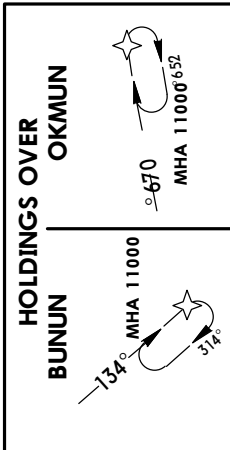
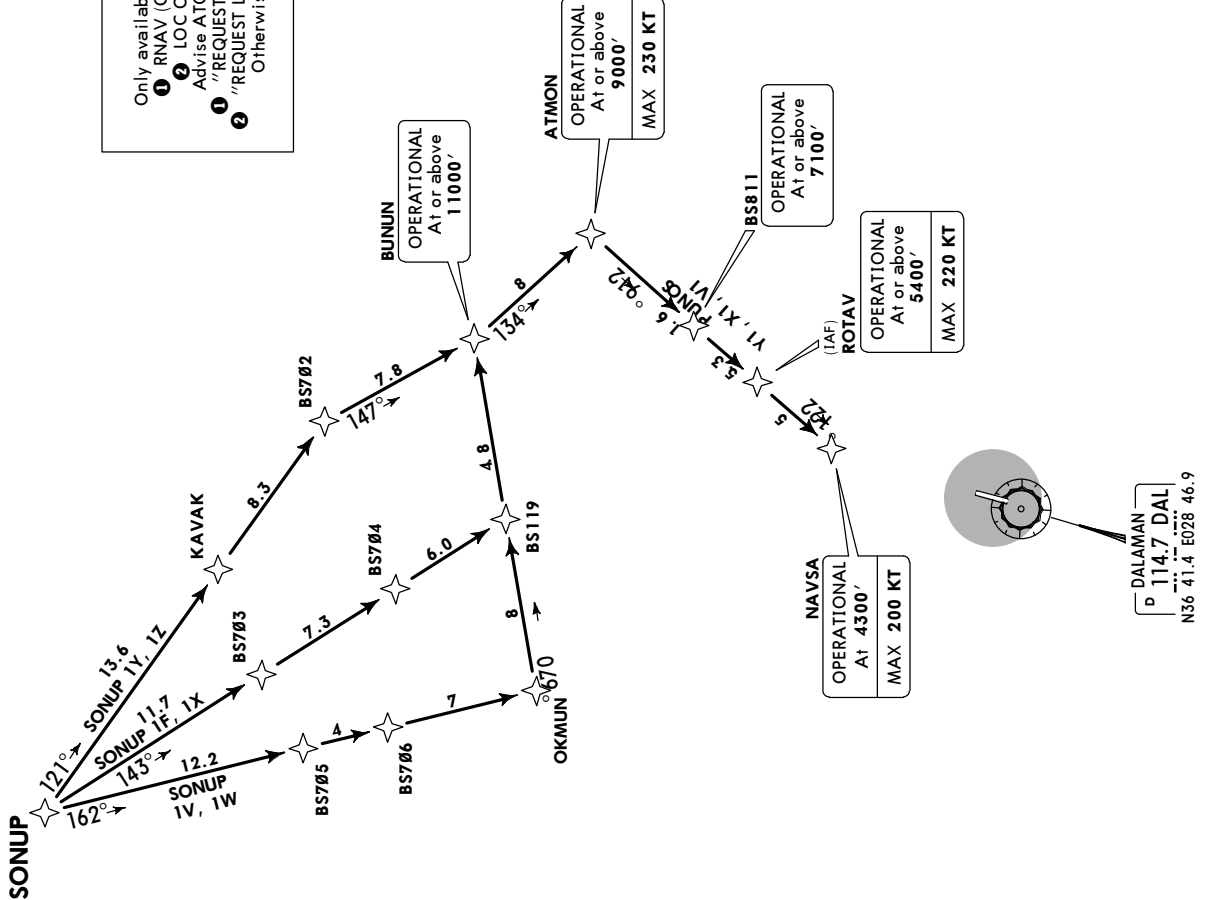
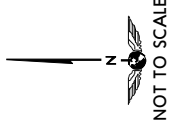


**SONUP 1F [SONU1F], SONUP 1W [SONU1W]**  
**SONUP 1Z [SONU1Z]**  
 FOR INITIAL, INTERMEDIATE AND FINAL APPROACH REFER TO RNAV (GNSS) APPROACH RWY 19

**SONUP 1V [SONU1V], SONUP 1X [SONU1X]**  
**SONUP 1Y [SONU1Y]**  
 FOR FINAL APPROACH REFER TO LOC ONLY APPROACH RWY 19

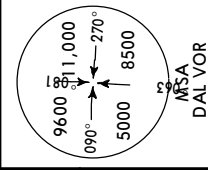
**RWY 19 RNAV ARRIVALS**

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



STAR	ROUTING
<b>SONUP 1F</b> 1	SONUP - BS703 - BS704 - BS119 - BUNJUN (OPERATIONAL 11000'+) - ATMON (OPERATIONAL 9000'+; K230-).
<b>SONUP 1V</b> 2	SONUP - BS705 - BS706 - OKMUN - BS119 - BUNJUN (OPERATIONAL 11000'+) - ATMON (OPERATIONAL 9000'+; K230-) - BS811 (OPERATIONAL 7100'+) - ROTAV (OPERATIONAL 5400'+; K220-) - NAVSA (OPERATIONAL 4300'; K200-).
<b>SONUP 1W</b> 1	SONUP - BS705 - BS706 - OKMUN - BS119 - BUNJUN (OPERATIONAL 11000'+) - ATMON (OPERATIONAL 9000'+; K230-).
<b>SONUP 1X</b> 2	SONUP - BS703 - BS704 - BS119 - BUNJUN (OPERATIONAL 11000'+) - ATMON (OPERATIONAL 9000'+; K230-) - BS811 (OPERATIONAL 7100'+) - ROTAV (OPERATIONAL 5400'+; K220-) - NAVSA (OPERATIONAL 4300'; K200-).
<b>SONUP 1Y</b> 2	SONUP - KAVAK - BS702 - BUNJUN (OPERATIONAL 11000'+) - ATMON (OPERATIONAL 9000'+; K230-) - BS811 (OPERATIONAL 7100'+) - ROTAV (OPERATIONAL 5400'+; K220-) - NAVSA (OPERATIONAL 4300'; K200-).
<b>SONUP 1Z</b> 1	SONUP - KAVAK - BS702 - BUNJUN (OPERATIONAL 11000'+) - ATMON (OPERATIONAL 9000'+; K230-).

Alt. Set: hPa Trans level: By ATC. Trans alt: 12000'  
 1. RNAV (GNSS). 2. RADAR required. 3. P-RNAV approval required otherwise advise ATC. 4. Descend as cleared.

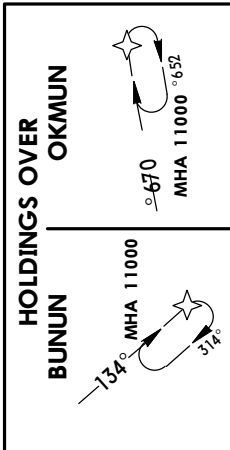
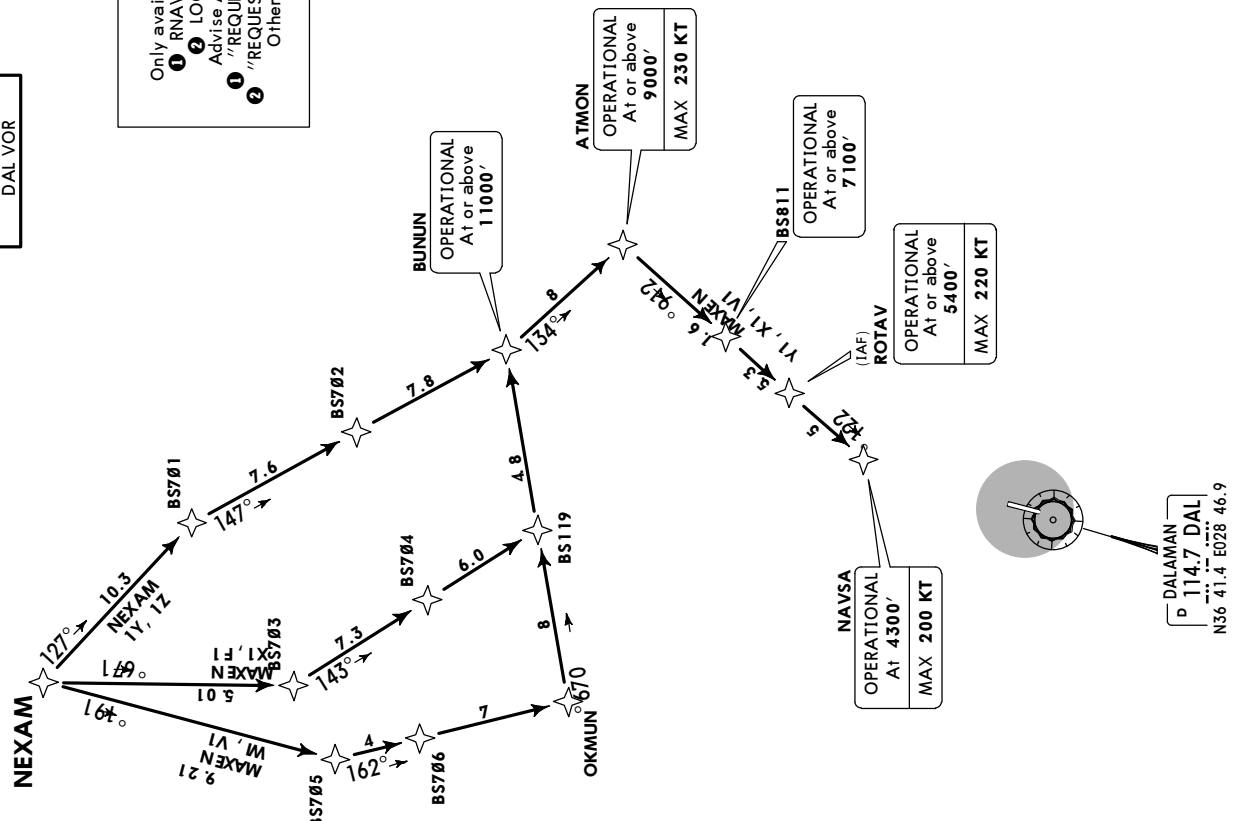
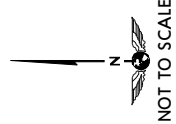


**NEXAM 1F [NEXA1F], NEXAM 1W [NEXA1W]**  
**NEXAM 1Z [NEXA1Z]**  
 FOR INITIAL, INTERMEDIATE AND FINAL APPROACH REFER TO RNAV (GNSS) APPROACH RWY 19

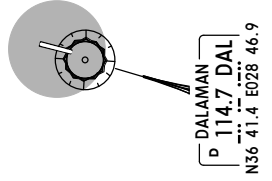
**NEXAM 1V [NEXA1V], NEXAM 1X [NEXA1X]**  
**NEXAM 1Y [NEXA1Y]**  
 FOR FINAL APPROACH REFER TO LOC ONLY APPROACH RWY 19

**RWY 19 RNAV ARRIVALS**

**CAUTION**  
 Only available for traffic able to execute the  
 ① RNAV (GNSS) APPROACH RWY 19 /  
 ② LOC ONLY APPROACH RWY 19.  
 Advise ATC at first contact by the phrase  
 ① "REQUEST RNAV APPROACH RWY 19" /  
 ② "REQUEST LOC ONLY APPROACH RWY 19".  
 Otherwise expect RADAR vectors for circling RWY 19.



ROUTING	
STAR	ROUTING
NEXAM 1F ①	NEXAM - BS703 - BS704 - BS119 - BUNUN (OPERATIONAL 11000'+) - ATMON (OPERATIONAL 9000'+; K230-).
NEXAM 1V ②	NEXAM - BS705 - BS706 - OKMUN - BS119 - BUNUN (OPERATIONAL 11000'+) - ATMON (OPERATIONAL 9000'+; K230-) - BS811 (OPERATIONAL 7100'+) - ROTAV (OPERATIONAL 5400'+; K220-) - NAVSA (OPERATIONAL 4300'; K200-).
NEXAM 1W ①	NEXAM - BS705 - BS706 - OKMUN - BS119 - BUNUN (OPERATIONAL 11000'+) - ATMON (OPERATIONAL 9000'+; K230-).
NEXAM 1X ②	NEXAM - BS703 - BS704 - BS119 - BUNUN (OPERATIONAL 11000'+) - ATMON (OPERATIONAL 9000'+; K230-) - BS811 (OPERATIONAL 7100'+) - ROTAV (OPERATIONAL 5400'+; K220-) - NAVSA (OPERATIONAL 4300'; K200-).
NEXAM 1Y ②	NEXAM - BS701 - BS702 - BUNUN (OPERATIONAL 11000'+) - ATMON (OPERATIONAL 9000'+; K230-) - BS811 (OPERATIONAL 7100'+) - ROTAV (OPERATIONAL 5400'+; K220-) - NAVSA (OPERATIONAL 4300'; K200-).
NEXAM 1Z ①	NEXAM - BS701 - BS702 - BUNUN (OPERATIONAL 11000'+) - ATMON (OPERATIONAL 9000'+; K230-).





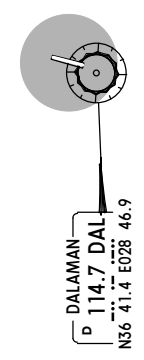
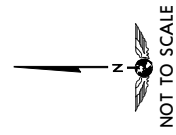
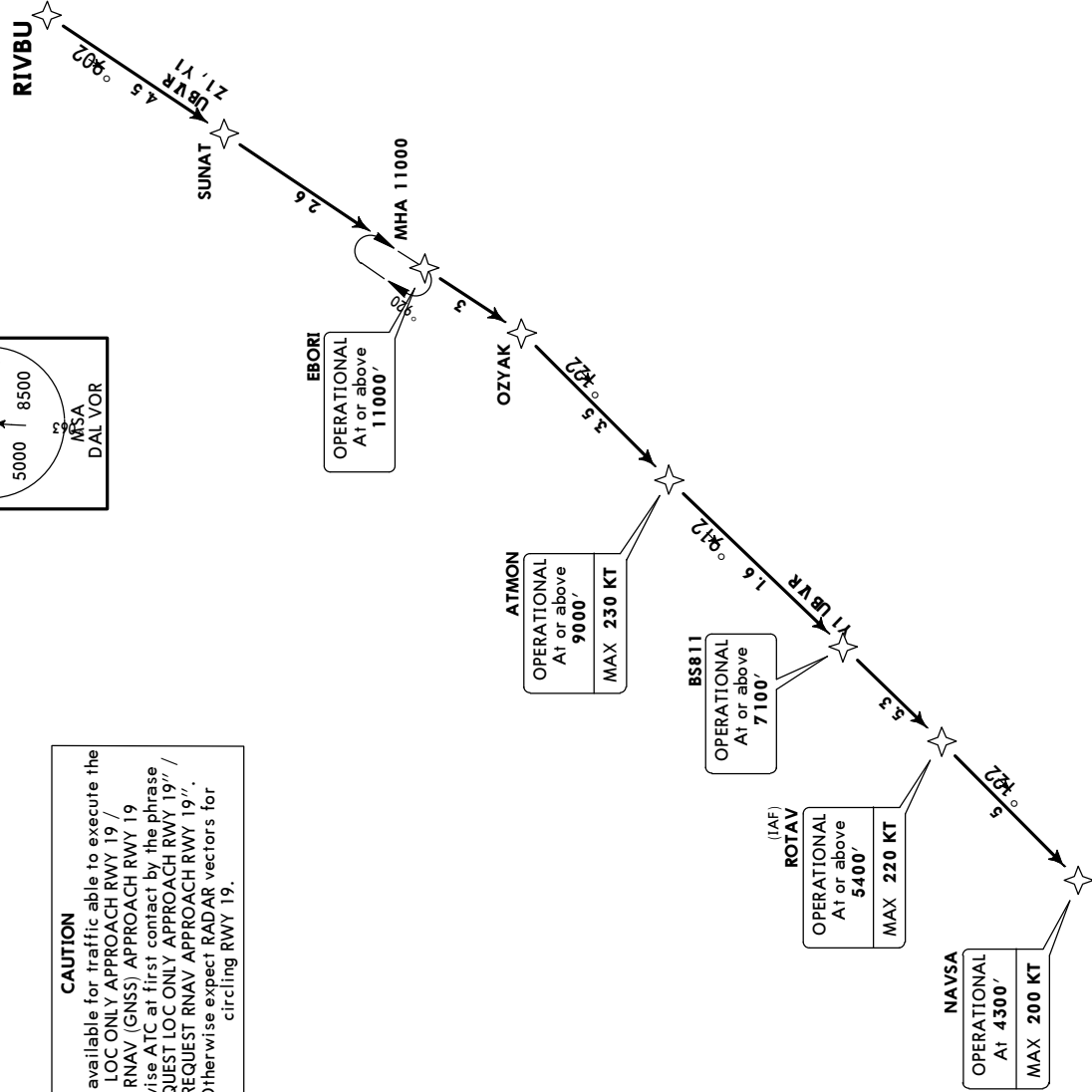
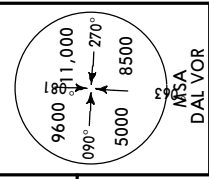
ATIS 127.350  
 Apt Elev 20'  
 Alt Set: hPa Trans level: By ATC Trans alt: 12000'  
 1. RNAV (GNSS). 2. RADAR required. 3. P-RNAV approval required otherwise advice ATC. 4. Descend as cleared.

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

**RIVBU 1Y [RIVB1Y]**  
 FOR FINAL APPROACH REFER TO LOC ONLY APPROACH RWY 19

**RIVBU 1Z [RIVB1Z]**  
 FOR INITIAL, INTERMEDIATE AND FINAL APPROACH REFER TO RNAV (GNSS) APPROACH RWY 19

**RWY 19 RNAV ARRIVALS**



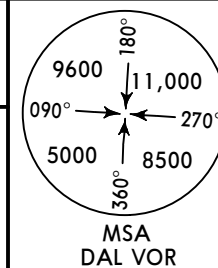
STAR	ROUTING
<b>RIVBU 1Y</b> ①	RIVBU - SUNAT - EBORI (OPERATIONAL 11000'+) - OZYAK - ATMON (OPERATIONAL 9000'+; K230-) - BS811 (OPERATIONAL 7100'+) - ROTAV (OPERATIONAL 5400'+; K220-) - NAVSA (OPERATIONAL 4300'; K200-).
<b>RIVBU 1Z</b> ②	RIVBU - SUNAT - EBORI (OPERATIONAL 11000'+) - OZYAK - ATMON (OPERATIONAL 9000'+; K230-).

**LTBS/DLM**  
**DALAMAN INTL**

**JEPPESEN**  
9 FEB 18 **10-2K**

**MUGLA, TURKEY**  
**RNAV STAR**

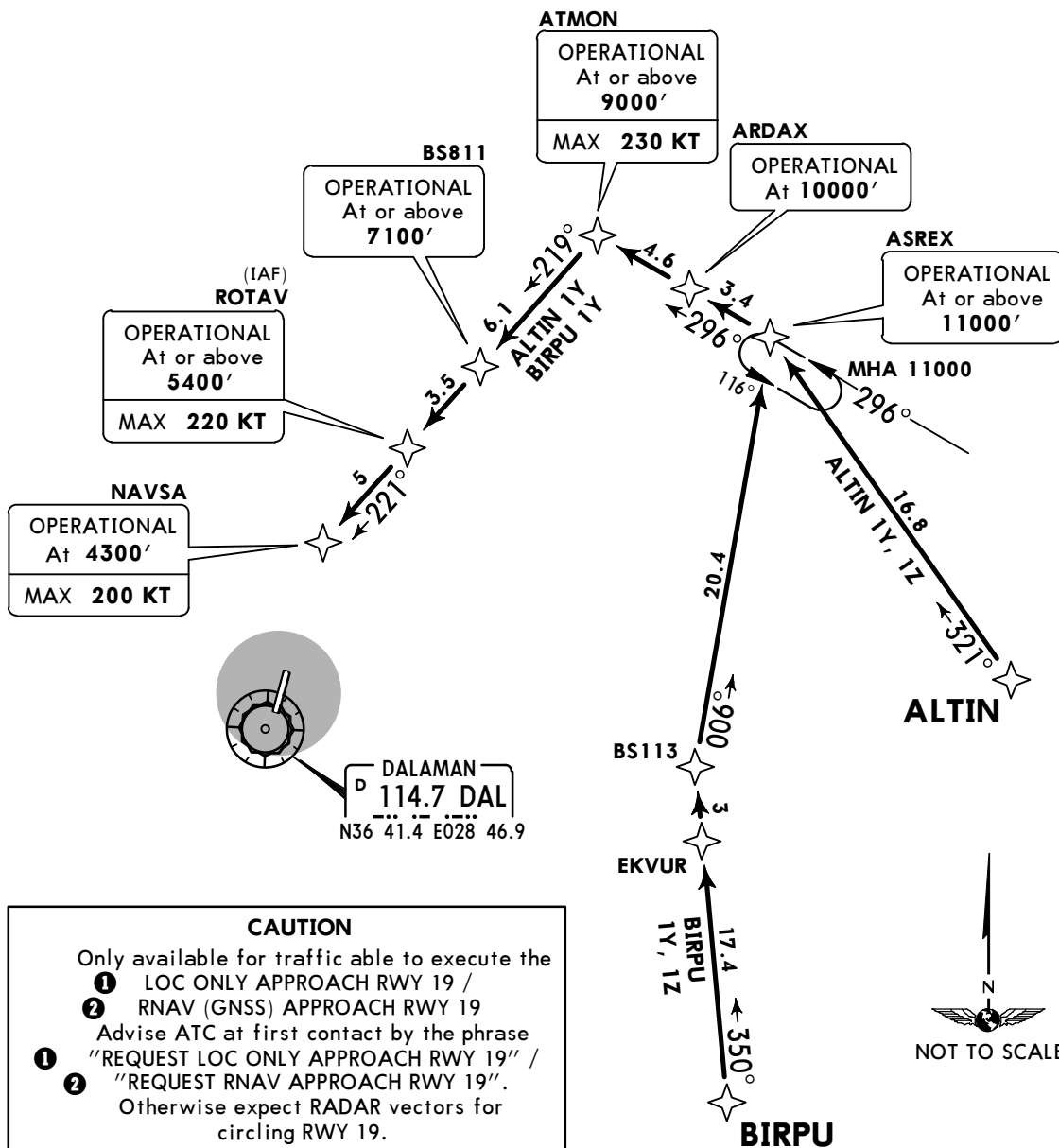
ATIS 127.350 Apt Elev 20' Alt Set: hPa Trans level: By ATC Trans alt: 12000'  
1. RNAV (GNSS). 2. RADAR required. 3. P-RNAV approval required otherwise advice ATC. 4. Descend as cleared.



**ALTIN 1Y [ALTI1Y], BIRPU 1Y [BIRP1Y]**  
FOR FINAL APPROACH REFER TO LOC ONLY APPROACH RWY 19

**ALTIN 1Z [ALTI1Z], BIRPU 1Z [BIRP1Z]**  
FOR INITIAL, INTERMEDIATE AND FINAL APPROACH REFER TO RNAV (GNSS) APPROACH RWY 19

**RWY 19 RNAV ARRIVALS**



**CAUTION**  
Only available for traffic able to execute the  
 ① LOC ONLY APPROACH RWY 19 /  
 ② RNAV (GNSS) APPROACH RWY 19  
 Advise ATC at first contact by the phrase  
 ① "REQUEST LOC ONLY APPROACH RWY 19" /  
 ② "REQUEST RNAV APPROACH RWY 19".  
 Otherwise expect RADAR vectors for circling RWY 19.

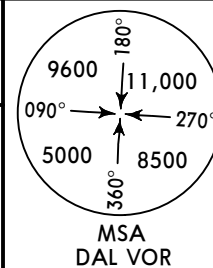
STAR	ROUTING
<b>ALTIN 1Y</b> ①	ALTIN - ASREX (OPERATIONAL 11000'+) - ARDAX (OPERATIONAL 10000') - ATMON (OPERATIONAL 9000'+; K230-) - BS811 (OPERATIONAL 7100'+) - ROTAV (OPERATIONAL 5400'+; K220-) - NAVSA (OPERATIONAL 4300'; K200-).
<b>ALTIN 1Z</b> ②	ALTIN - ASREX (OPERATIONAL 11000'+) - ARDAX (OPERATIONAL 10000') - ATMON (OPERATIONAL 9000'+; K230-).
<b>BIRPU 1Y</b> ①	BIRPU - EKVUR - BS113 - ASREX (OPERATIONAL 11000'+) - ARDAX (OPERATIONAL 10000') - ATMON (OPERATIONAL 9000'+; K230-) - BS811 (OPERATIONAL 7100'+) - ROTAV (OPERATIONAL 5400'+; K220-) - NAVSA (OPERATIONAL 4300'; K200-).
<b>BIRPU 1Z</b> ②	BIRPU - EKVUR - BS113 - ASREX (OPERATIONAL 11000'+) - ARDAX (OPERATIONAL 10000') - ATMON (OPERATIONAL 9000'+; K230-).

**LTBS/DLM**  
**DALAMAN INTL**

**JEPPESSEN**  
9 FEB 18 **(10-2L)**

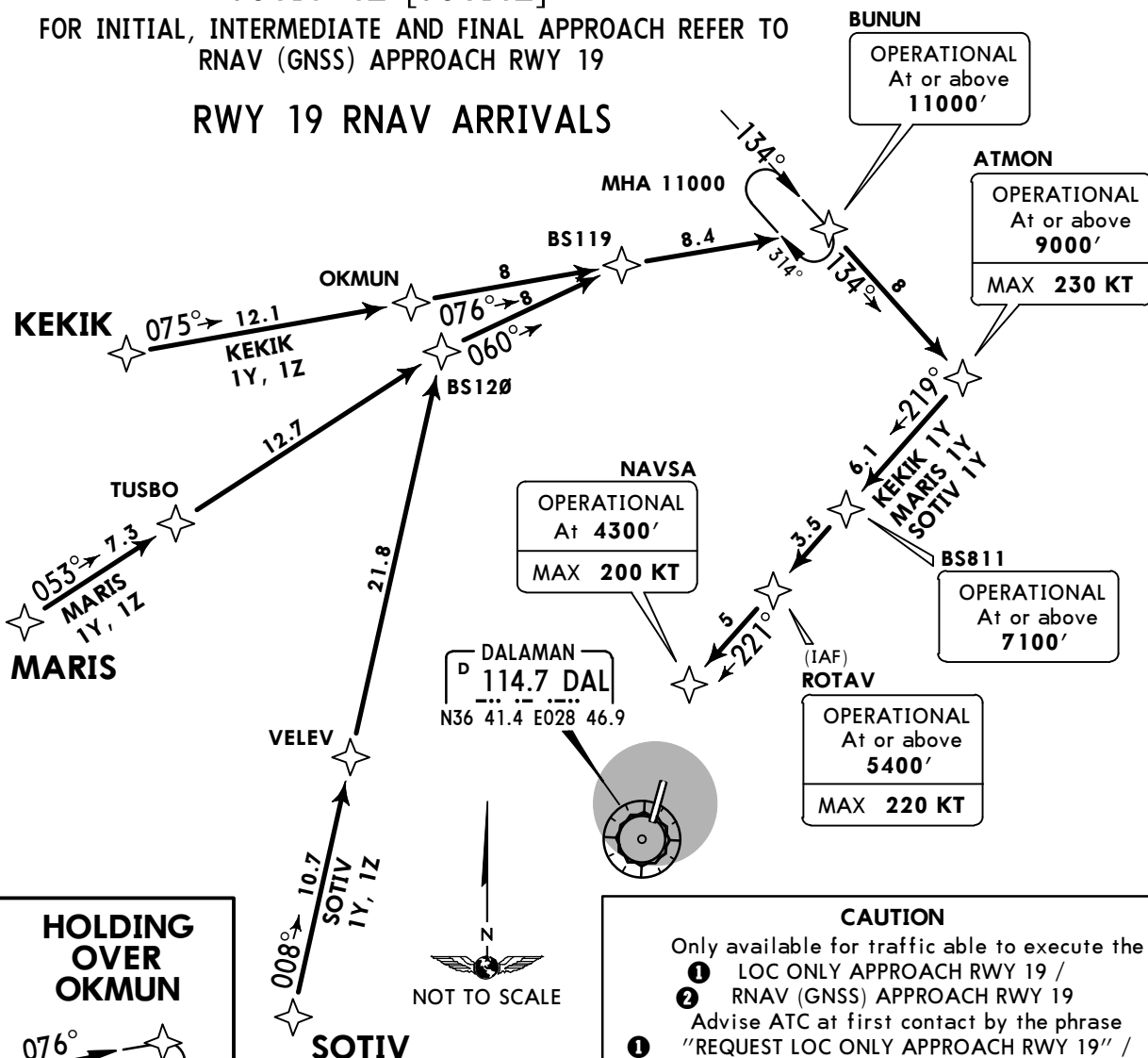
**MUGLA, TURKEY**  
**RNAV STAR**

ATIS 127.350 Apt Elev 20' Alt Set: hPa Trans level: By ATC Trans alt: 12000'  
1. RNAV (GNSS). 2. RADAR required. 3. P-RNAV approval required otherwise advice ATC. 4. Descend as cleared.



**KEKIK 1Y [KEKI1Y], MARIS 1Y [MARI1Y]**  
**SOTIV 1Y [SOTI1Y]**  
FOR FINAL APPROACH REFER TO LOC ONLY APPROACH RWY 19

**KEKIK 1Z [KEKI1Z], MARIS 1Z [MARI1Z]**  
**SOTIV 1Z [SOTI1Z]**  
FOR INITIAL, INTERMEDIATE AND FINAL APPROACH REFER TO RNAV (GNSS) APPROACH RWY 19  
**RWY 19 RNAV ARRIVALS**



**CAUTION**  
Only available for traffic able to execute the  
① LOC ONLY APPROACH RWY 19 /  
② RNAV (GNSS) APPROACH RWY 19  
Advise ATC at first contact by the phrase  
① "REQUEST LOC ONLY APPROACH RWY 19" /  
② "REQUEST RNAV APPROACH RWY 19".  
Otherwise expect RADAR vectors for circling RWY 19.

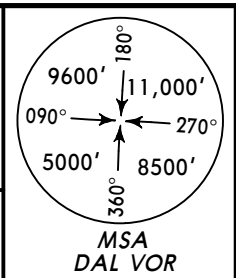
STAR	ROUTING
<b>KEKIK 1Y</b> ①	KEKIK - OKMUN - BS119 - BUNUN (OPERATIONAL 11000'+) - ATMON (OPERATIONAL 9000'+; K230-) - BS811 (OPERATIONAL 7100'+) - ROTAV (OPERATIONAL 5400'+; K220-) - NAVSA (OPERATIONAL 4300'; K200-).
<b>KEKIK 1Z</b> ②	KEKIK - OKMUN - BS119 - BUNUN (OPERATIONAL 11000'+) - ATMON (OPERATIONAL 9000'+; K230-).
<b>MARIS 1Y</b> ①	MARIS - TUSBO - BS120 - BS119 - BUNUN (OPERATIONAL 11000'+) - ATMON (OPERATIONAL 9000'+; K230-) - BS811 (OPERATIONAL 7100'+) - ROTAV (OPERATIONAL 5400'+; K220-) - NAVSA (OPERATIONAL 4300'; K200-).
<b>MARIS 1Z</b> ②	MARIS - TUSBO - BS120 - BS119 - BUNUN (OPERATIONAL 11000'+) - ATMON (OPERATIONAL 9000'+; K230-).
<b>SOTIV 1Y</b> ①	SOTIV - VELEV - BS120 - BS119 - BUNUN (OPERATIONAL 11000'+) - ATMON (OPERATIONAL 9000'+; K230-) - BS811 (OPERATIONAL 7100'+) - ROTAV (OPERATIONAL 5400'+; K220-) - NAVSA (OPERATIONAL 4300'; K200-).
<b>SOTIV 1Z</b> ②	SOTIV - VELEV - BS120 - BS119 - BUNUN (OPERATIONAL 11000'+) - ATMON (OPERATIONAL 9000'+; K230-).

LTBS/DLM  
DALAMAN

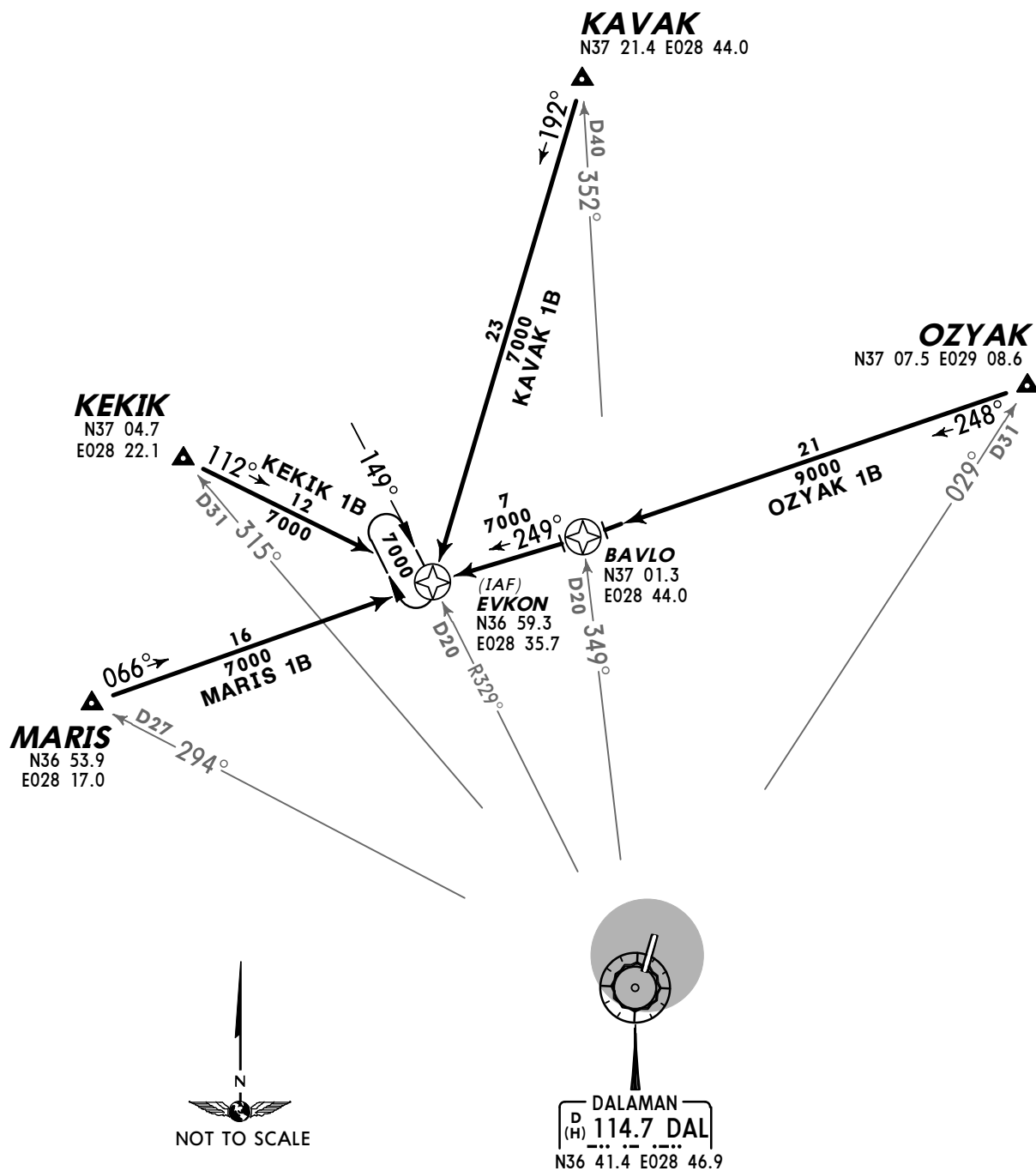
JEPPESEN  
18 JUL 14 (10-2M) Eff 24 Jul

MUGLA, TURKEY  
RNAV STAR

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



**LTBS/DLM**  
**DALAMAN**

**JEPPESEN**  
18 JUL 14 **10-2N** **Eff 24 Jul**

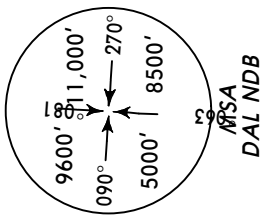
**MUGLA, TURKEY**

**STAR**

ATIS  
**127.35**

Apt Elev  
**20'**

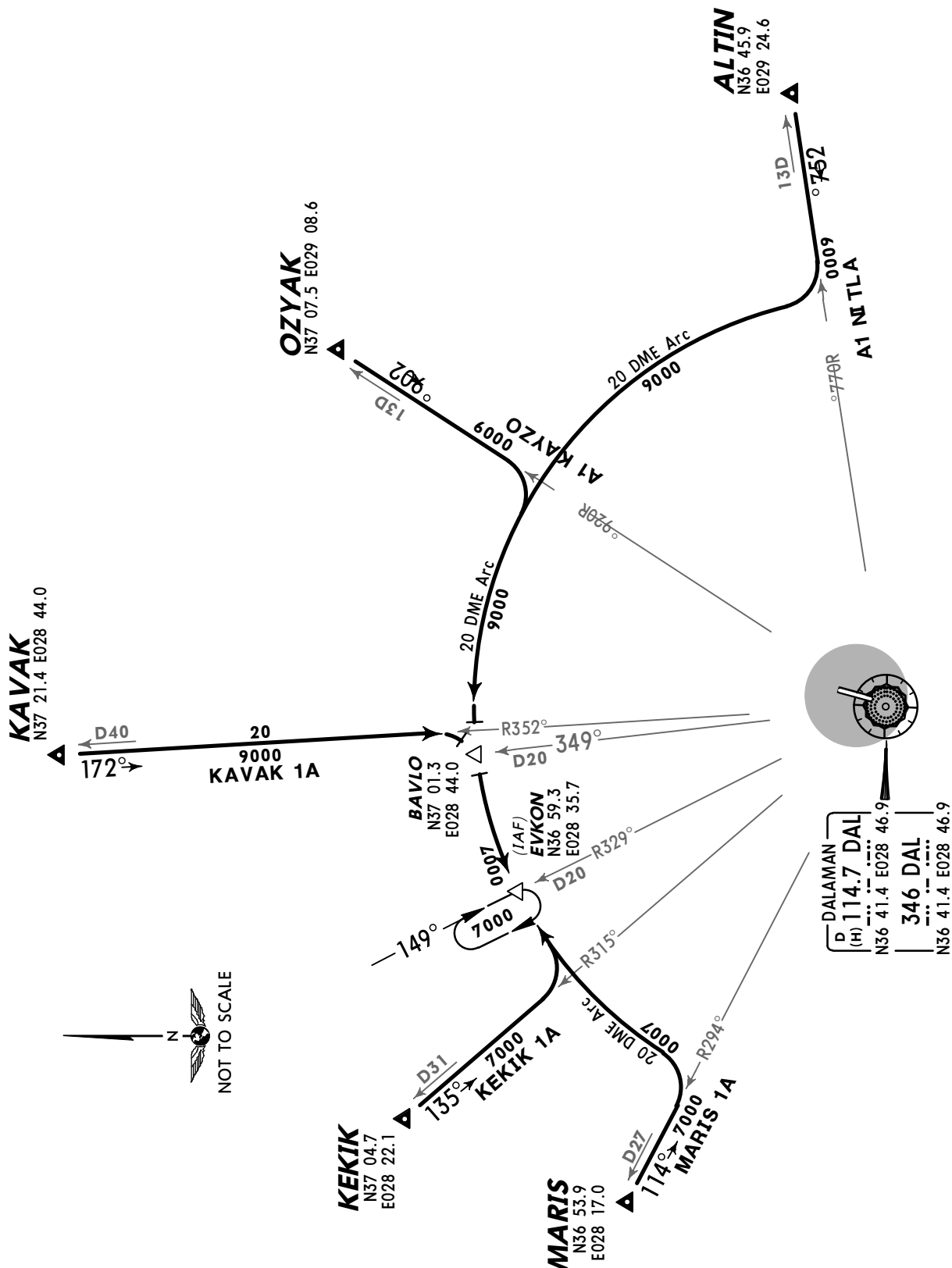
Alt Set: hPa  
Trans level: By ATC Trans alt: 12000'



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

**ARRIVALS**

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

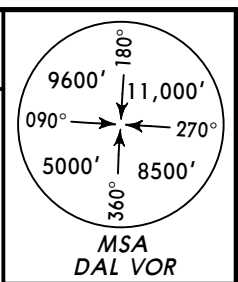


LTBS/DLM  
DALAMAN

JEPPESEN  
18 JUL 14 10-2P Eff 24 Jul

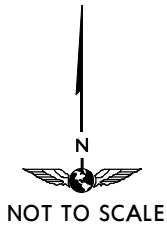
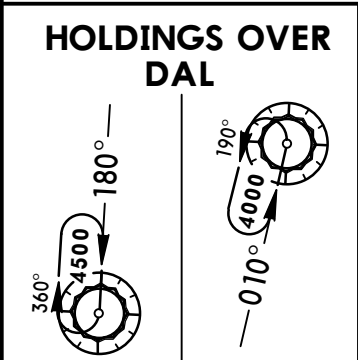
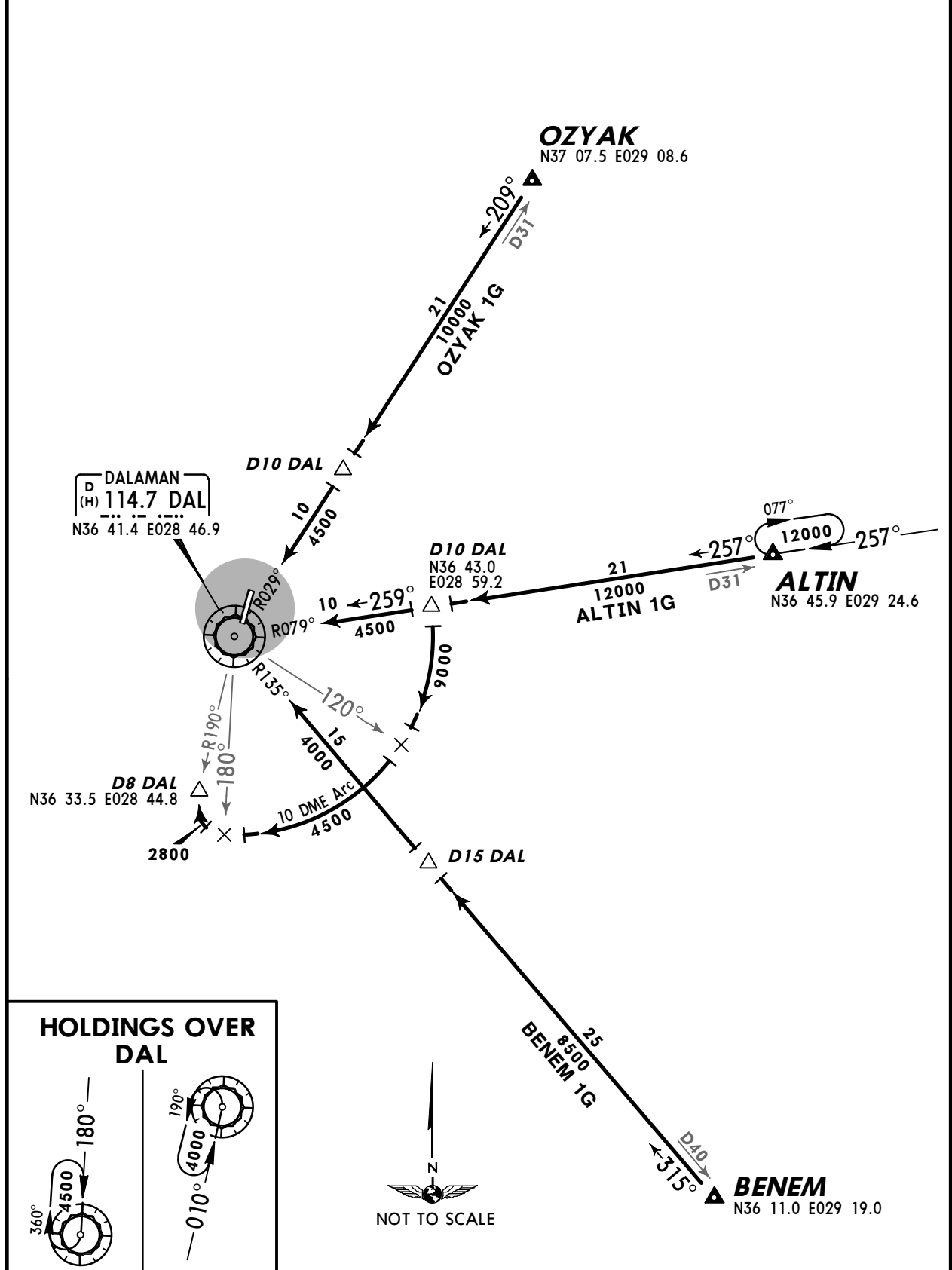
MUGLA, TURKEY  
STAR

ATIS 127.35	Apt Elev 20'	Alt Set: hPa Trans level: By ATC Trans alt: 12000'
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ALTIN 1G [ALTI1G]  
BENEM 1G [BENE1G]  
OZYAK 1G [OZYA1G]  
ARRIVALS

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



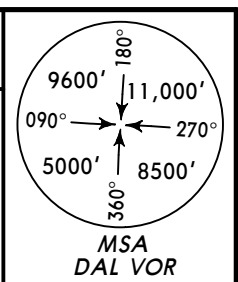
LTBS/DLM  
DALAMAN

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

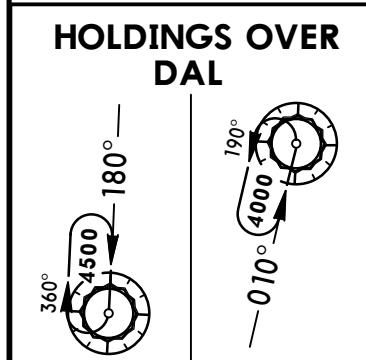
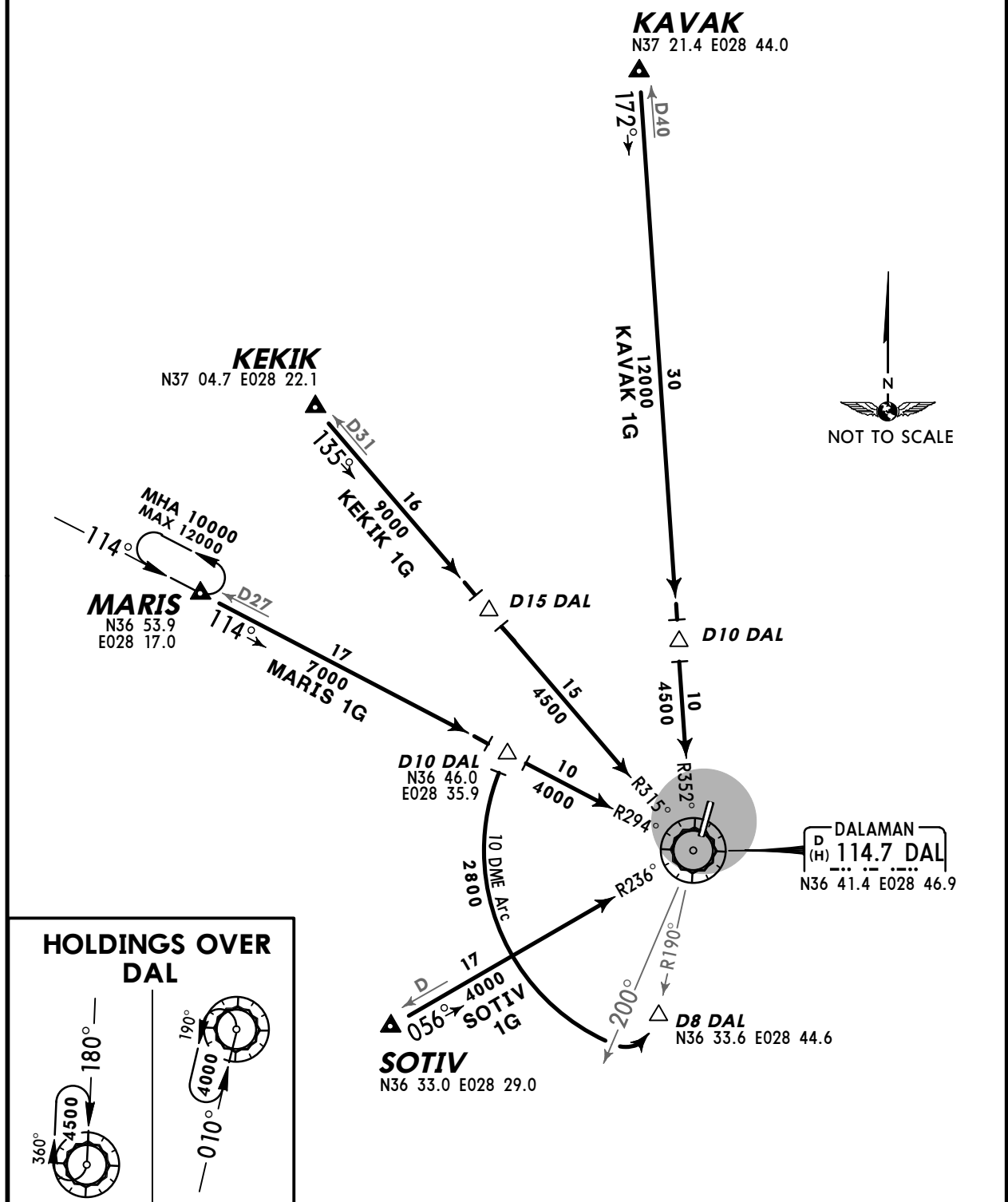
MUGLA, TURKEY

STAR

ATIS 127.35	Apt Elev 20'	Alt Set: hPa Trans level: By ATC Trans alt: 12000'
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**KAVAK 1G [KAVA1G]**  
**KEKIK 1G [KEKI1G]**  
**MARIS 1G [MARI1G]**  
**SOTIV 1G [SOTI1G]**  
**ARRIVALS**  
**~~SPEED~~ MAX 250 KT WITHIN TMA**  
**UNLESS OTHERWISE INSTRUCTED BY ATC**

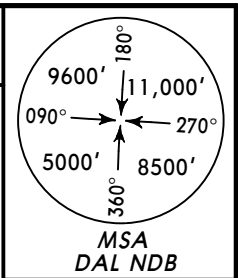


LTBS/DLM  
DALAMAN

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

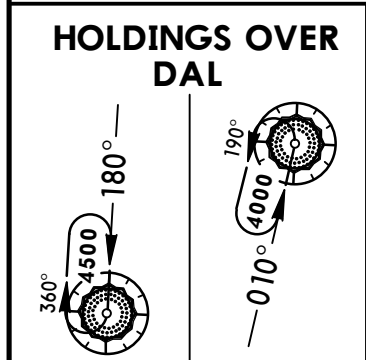
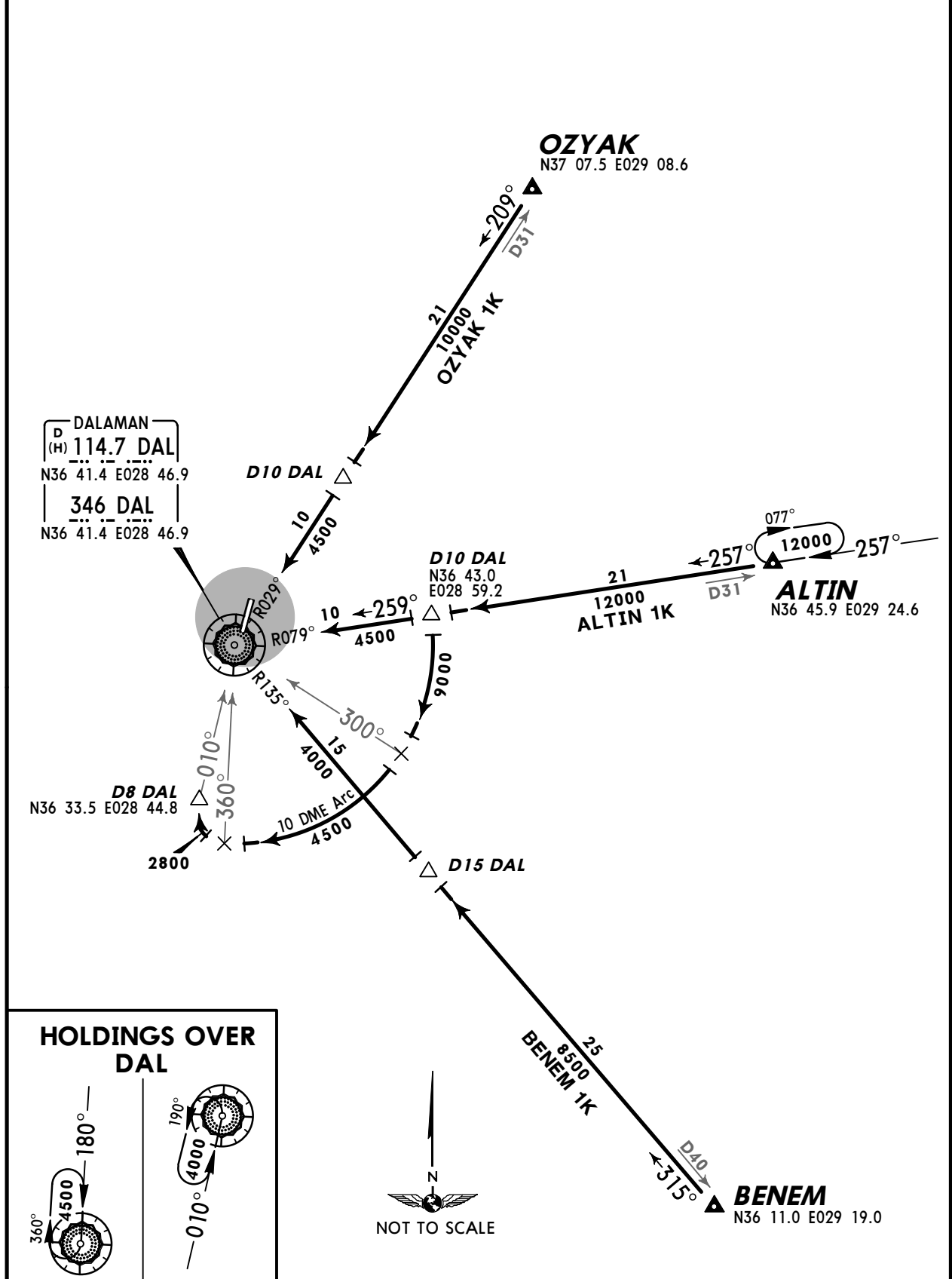
MUGLA, TURKEY  
STAR

ATIS 127.35	Apt Elev 20'	Alt Set: hPa Trans level: By ATC Trans alt: 12000'
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ALTIN 1K [ALTI1K]  
 BENEM 1K [BENE1K]  
 OZYAK 1K [OZYA1K]

**SPEEDS** MAX 250 KT WITHIN TMA  
 UNLESS OTHERWISE INSTRUCTED BY ATC

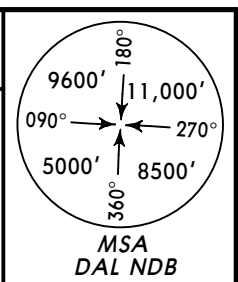


LTBS/DLM  
DALAMAN

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

MUGLA, TURKEY  
STAR

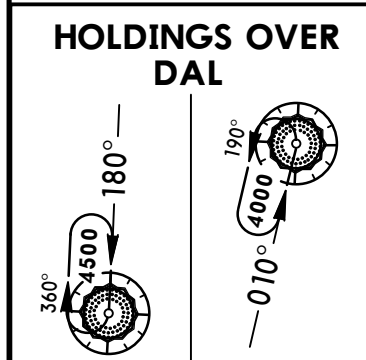
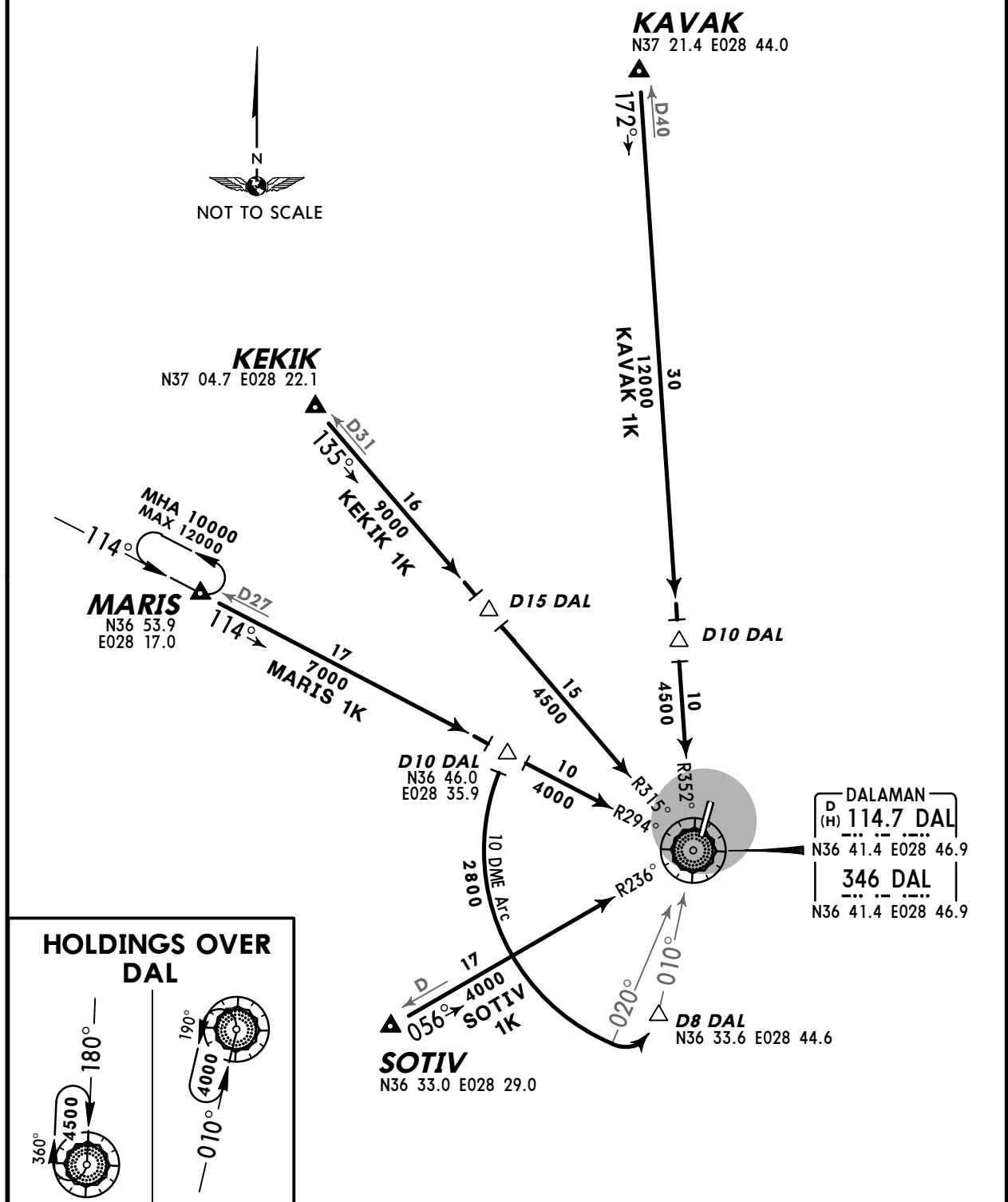
ATIS 127.35	Apt Elev 20'	Alt Set: hPa Trans level: By ATC Trans alt: 12000'
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KAVAK 1K [KAVA1K]  
KEKIK 1K [KEKI1K]  
MARIS 1K [MARI1K]  
SOTIV 1K [SOTI1K]

ARRIVALS

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



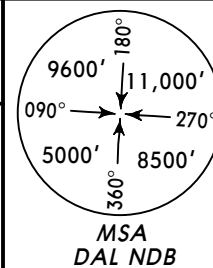
**LTBS/DLM**  
**DALAMAN**

**JEPPESEN**  
18 JUL 14 **10-3** **Eff 24 Jul**

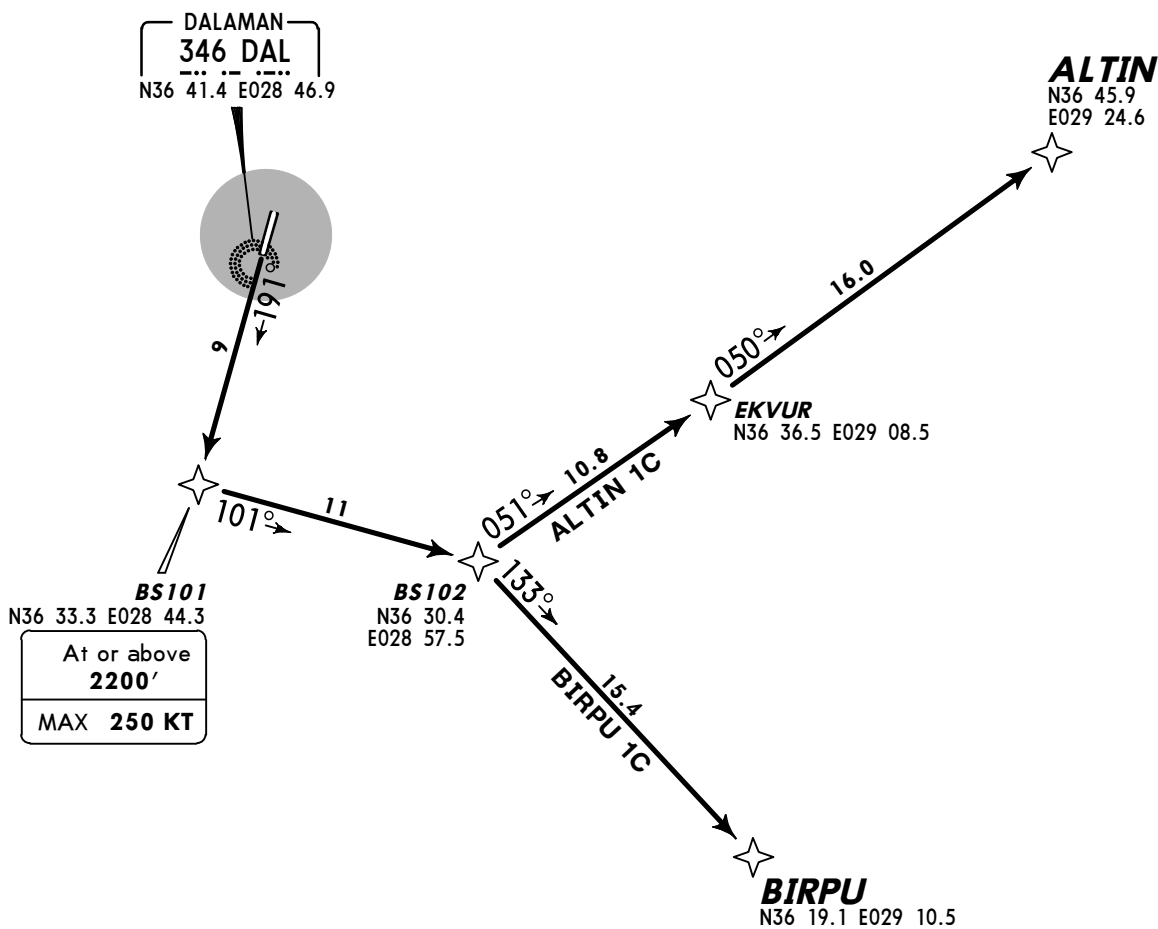
**MUGLA, TURKEY**  
**RNAV SID**

*Apt Elev*  
**20'**

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



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



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

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



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

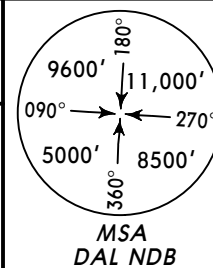
**LTBS/DLM**  
**DALAMAN**

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

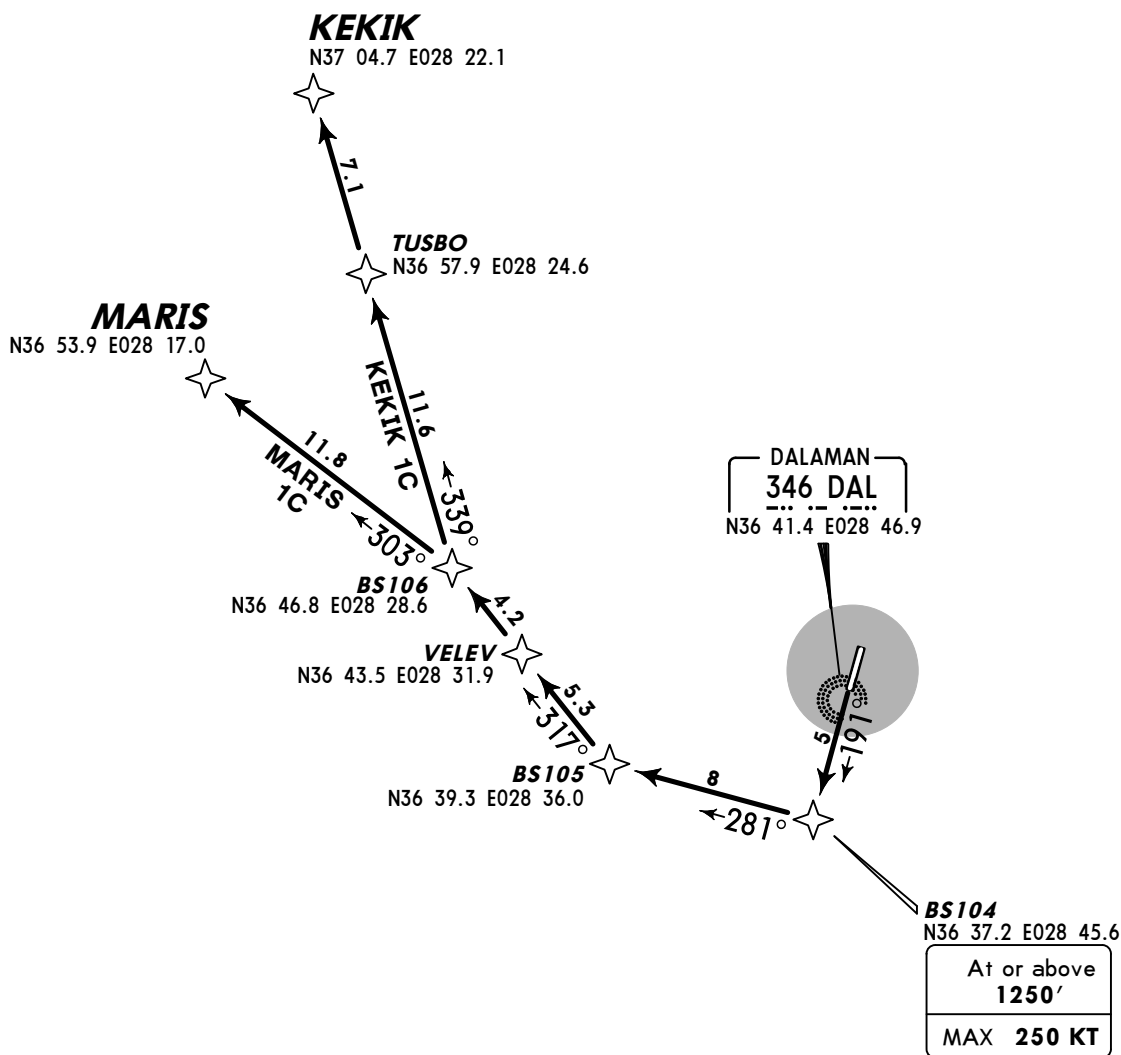
**MUGLA, TURKEY**  
**RNAV SID**

*Apt Elev*  
**20'**

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



**KEKIK 1C [KEK11C]**  
**MARIS 1C [MARI1C]**  
**RWY 19 RNAV DEPARTURES**  
RNAV (GNSS)



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

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



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

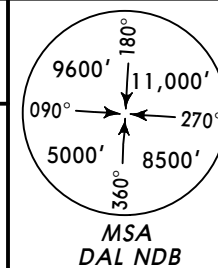
**LTBS/DLM**  
**DALAMAN**

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

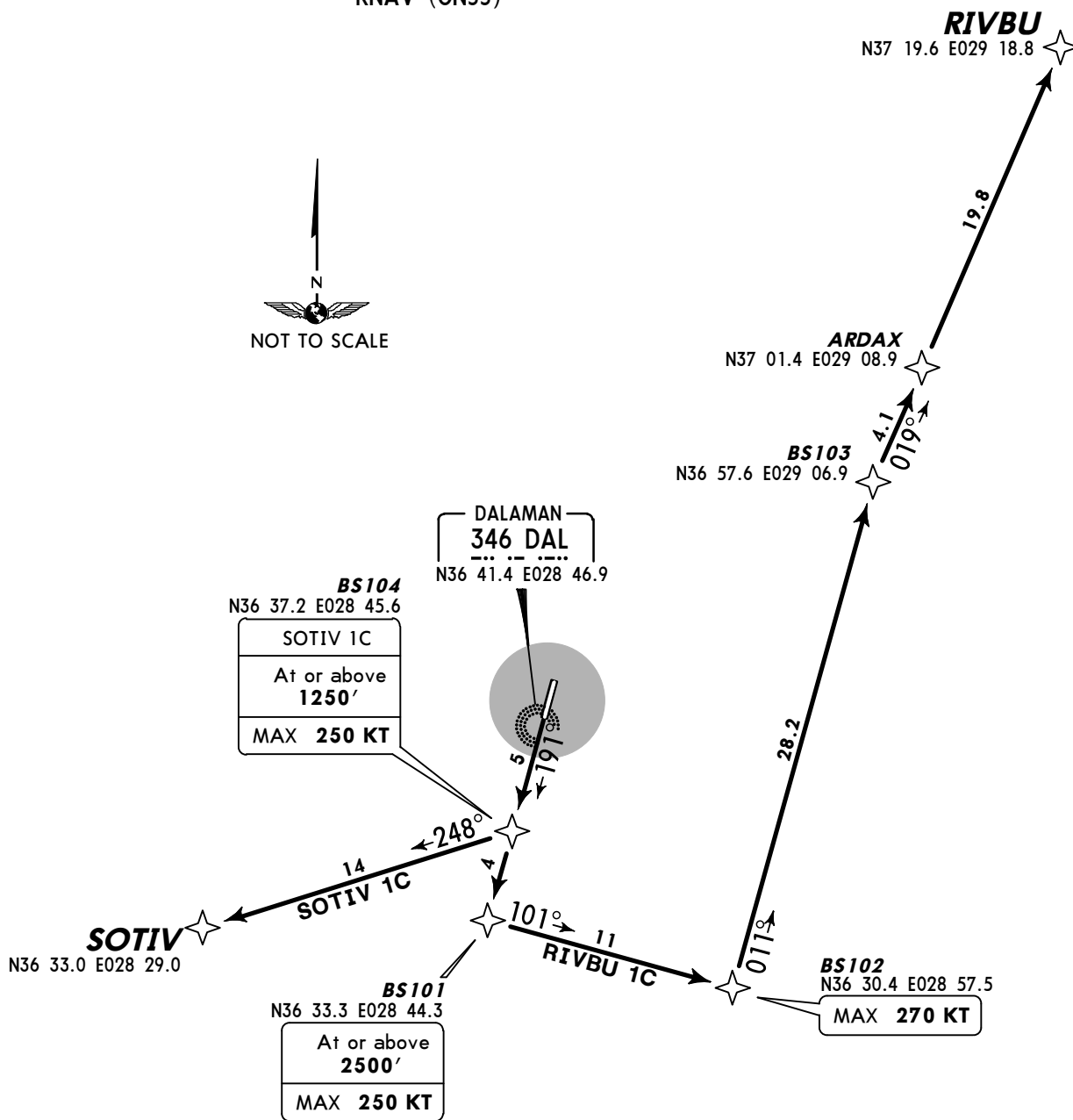
**MUGLA, TURKEY**  
**RNAV SID**

*Apt Elev*  
**20'**

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



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



These SIDs require minimum climb gradients of

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

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

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

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

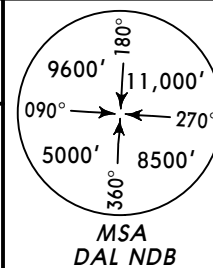
**LTBS/DLM**  
**DALAMAN**

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

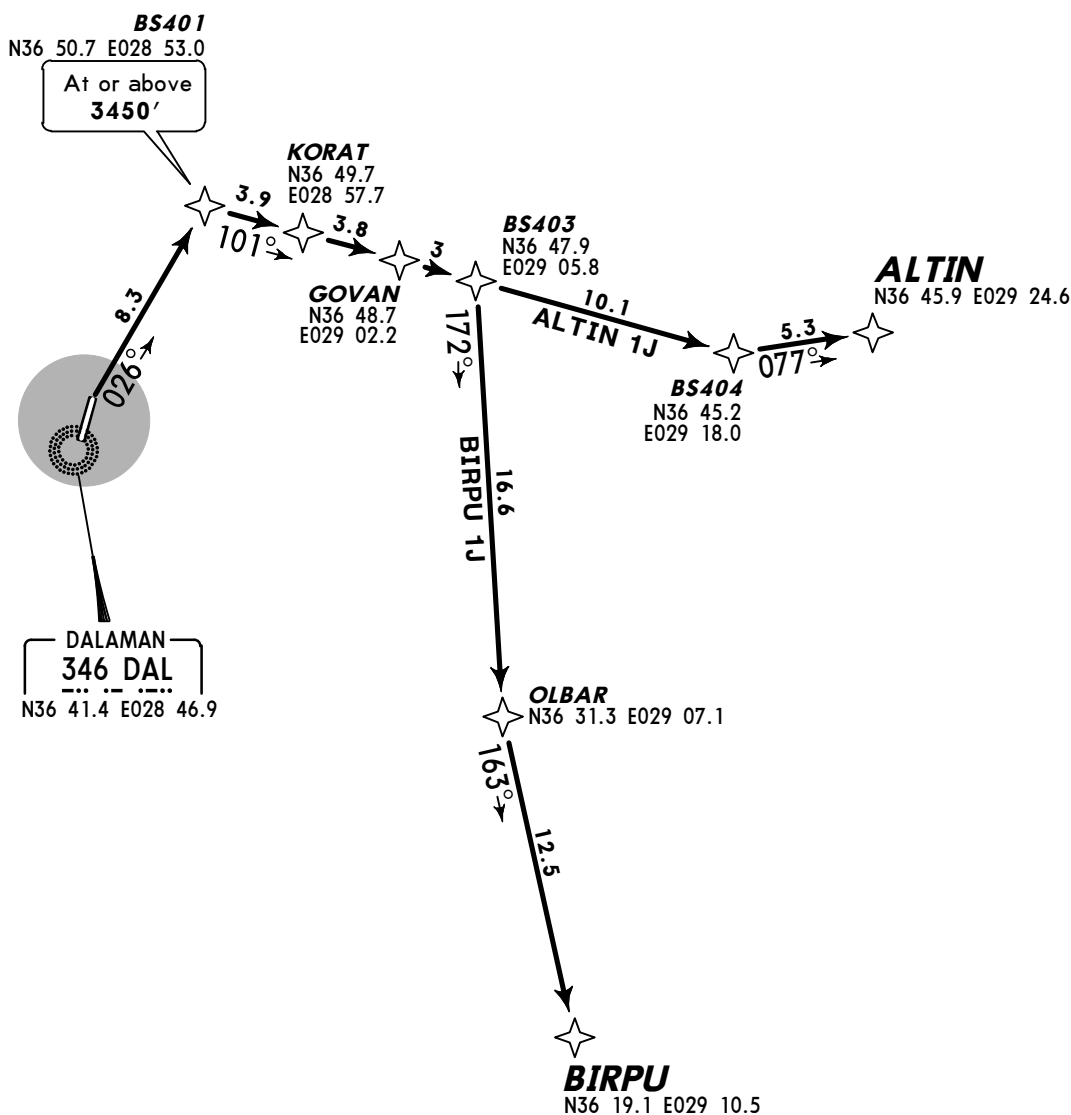
**MUGLA, TURKEY**  
**RNAV SID**

*Apt Elev*  
**20'**

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



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



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

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



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

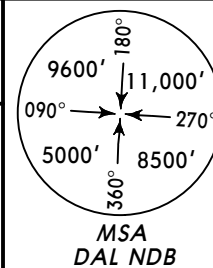
LTBS/DLM  
DALAMAN

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

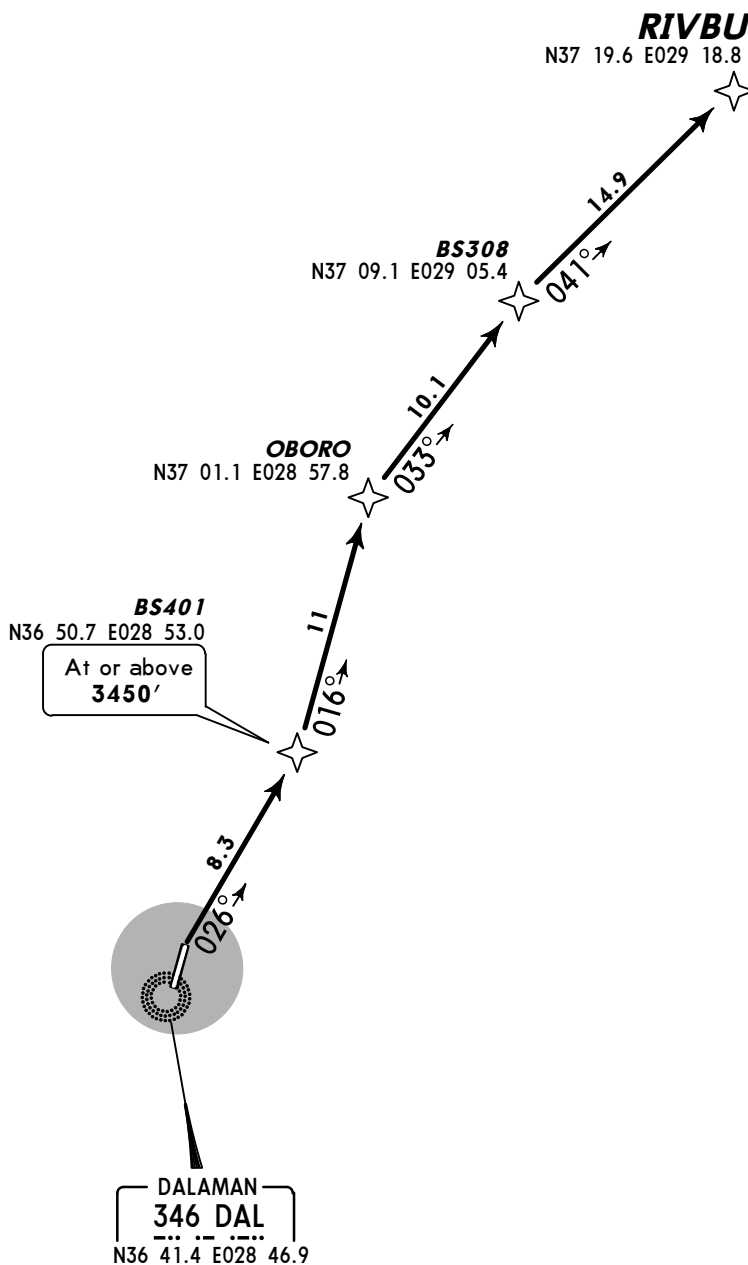
MUGLA, TURKEY  
RNAV SID

Apt Elev  
20'

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



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



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

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



ROUTING

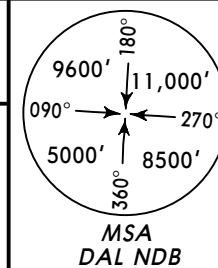
BS401 (3450'+) - OBORO - BS308 - RIVBU.

LTBS/DLM  
DALAMAN

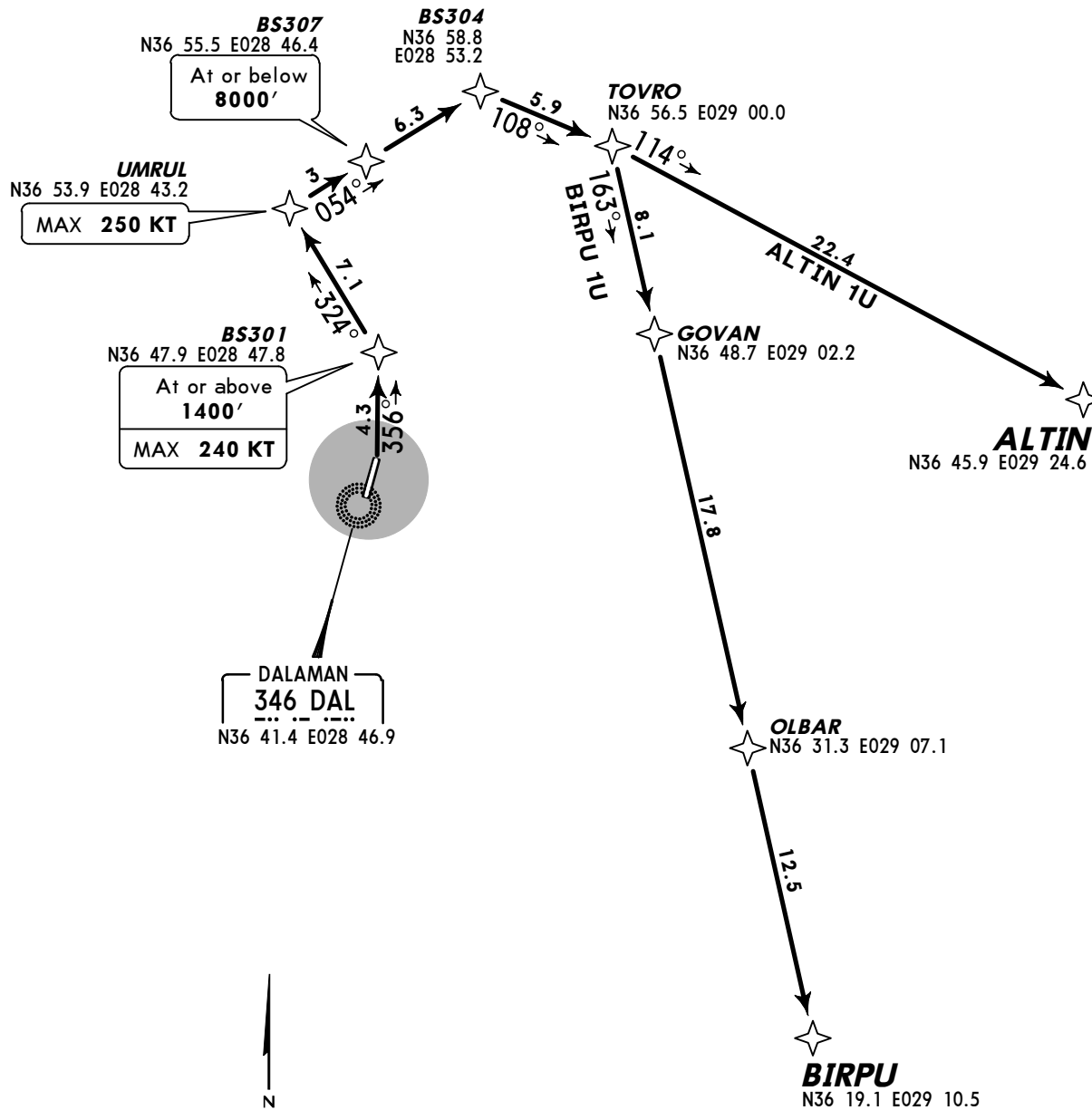
JEPPESEN  
18 JUL 14 (10-3E) Eff 24 Jul

MUGLA, TURKEY  
RNAV SID

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



**ALTIN 1U [ALTI1U]**  
**BIRPU 1U [BIRPU1U]**  
**RWY 01 RNAV DEPARTURES**  
RNAV (GNSS)



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

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

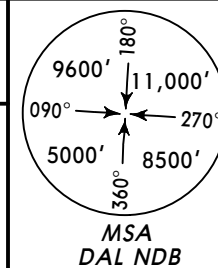
SID	ROUTING
<b>ALTIN 1U</b>	BS301 (1400'+; K240-) - UMRUL (K250-) - BS307 (8000'-) - BS304 - TOVRO - ALTIN.
<b>BIRPU 1U</b>	BS301 (1400'+; K240-) - UMRUL (K250-) - BS307 (8000'-) - BS304 - TOVRO - GOVAN - OLBAR - BIRPU.

**LTBS/DLM**  
**DALAMAN**

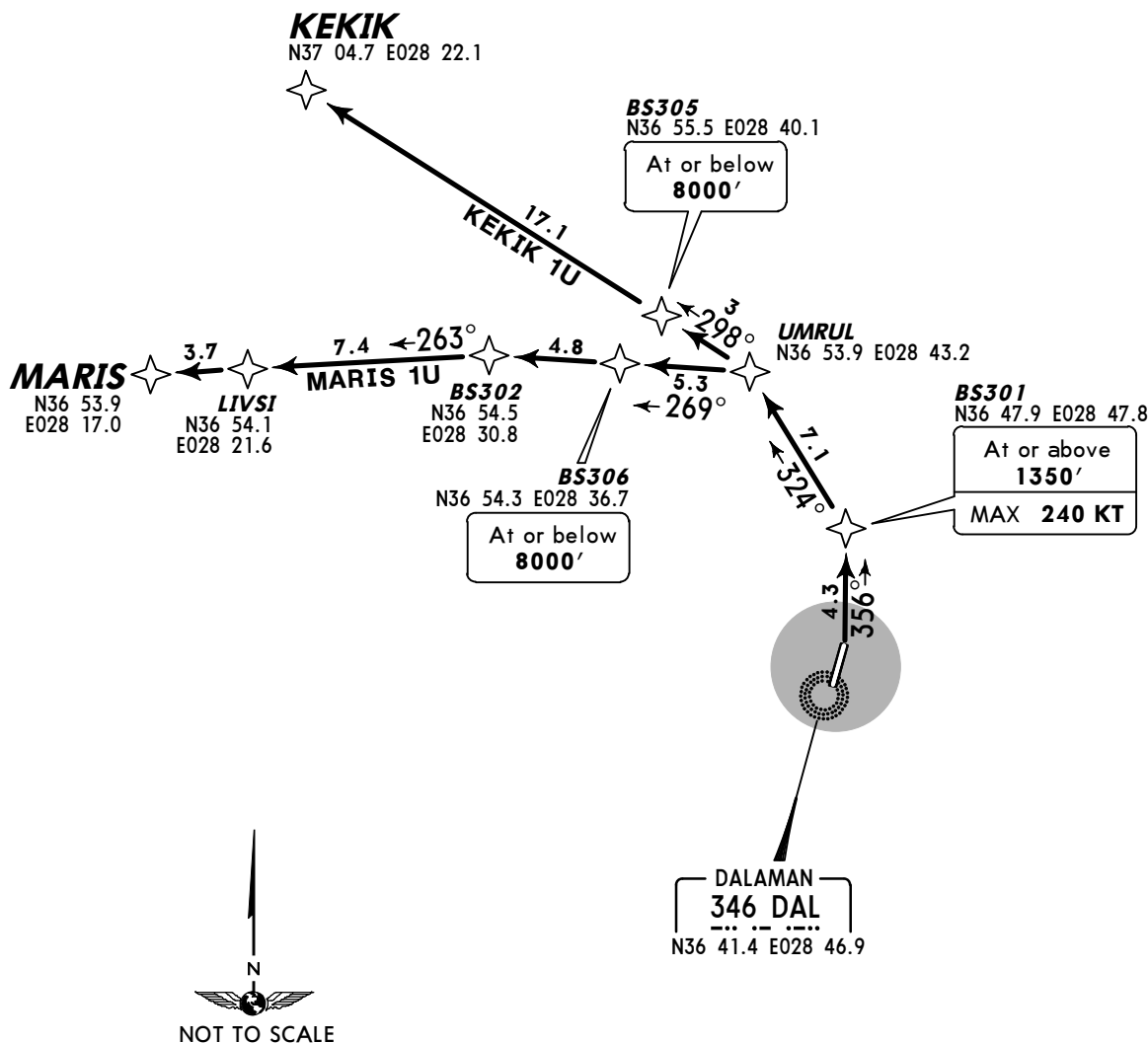
**JEPPESEN**  
18 JUL 14 **10-3F** **Eff 24 Jul**

**MUGLA, TURKEY**  
**RNAV SID**

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



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



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

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

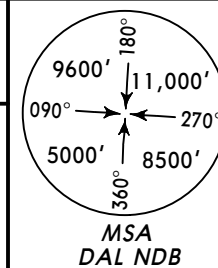
SID	ROUTING
<b>KEKIK 1U</b>	BS301 (1350'+; K240-) - UMRUL - BS305 (8000'-) - KEKIK.
<b>MARIS 1U</b>	BS301 (1350'+; K240-) - UMRUL - BS306 (8000'-) - BS302 - LIVSI - MARIS.

LTBS/DLM  
DALAMAN

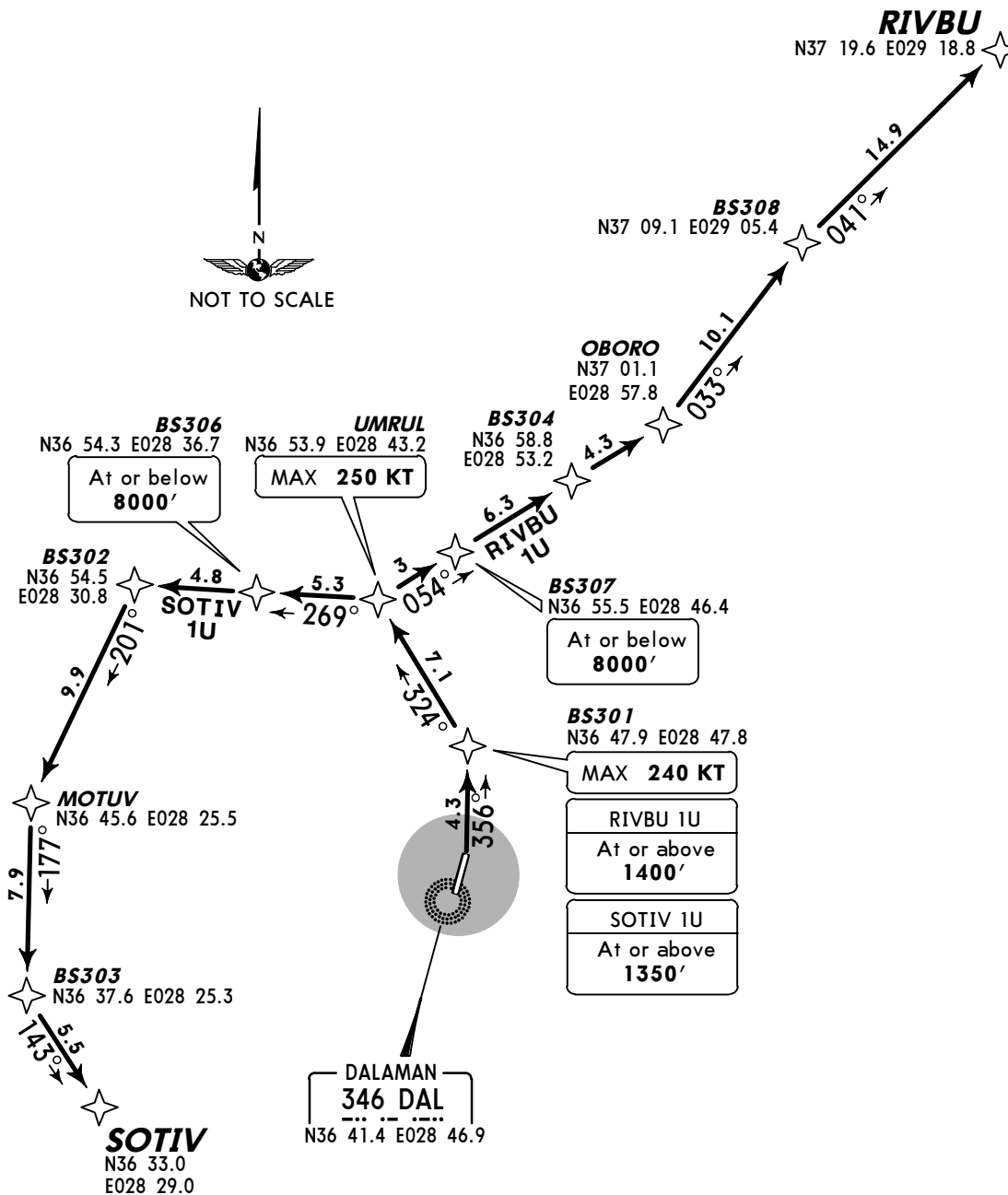
JEPPESEN  
18 JUL 14 (10-3G) Eff 24 Jul

MUGLA, TURKEY  
RNAV SID

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



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



These SIDs require minimum climb gradients of

- RIVBU 1U**  
322' per NM (5.3%) up to 10000'.
- SOTIV 1U**  
304' per NM (5.0%) up to 10000'.

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	507	760	1013	1267	1520
322' per NM	402	537	805	1073	1342	1610

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



LTBS/DLM  
DALAMAN

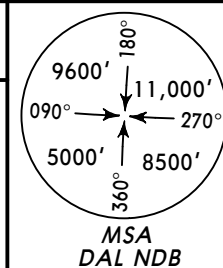
JEPPESEN  
18 JUL 14 (10-3J) Eff 24 Jul

MUGLA, TURKEY

SID

Apt Elev  
20'

Trans level: By ATC Trans alt: 12000'

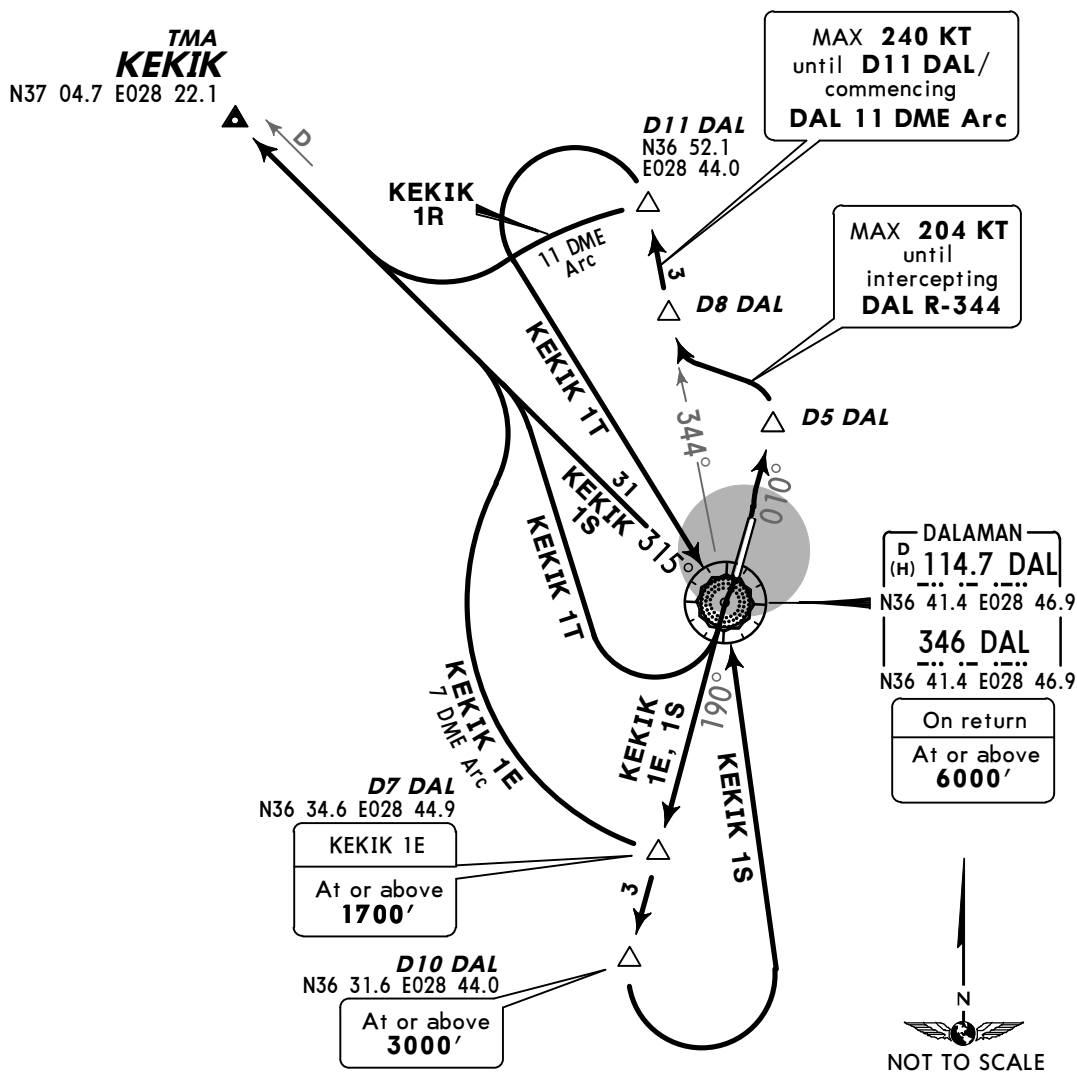


KEKIK ONE ECHO (KEKIK 1E) [KEK11E]  
KEKIK ONE ROMEO (KEKIK 1R) [KEK11R]  
KEKIK ONE SIERRA (KEKIK 1S) [KEK11S]  
KEKIK ONE TANGO (KEKIK 1T) [KEK11T]

RWYS 19, 01 DEPARTURES

BASED ON DAL VOR/DME

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



These SIDs require minimum climb gradients of

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

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

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

CHANGES: Runway 01 initial climb speed restriction.

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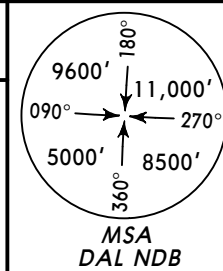
LTBS/DLM  
DALAMAN

JEPPESEN  
18 JUL 14 10-3K Eff 24 Jul

MUGLA, TURKEY  
SID

Apt Elev  
20'

Trans level: By ATC Trans alt: 12000'



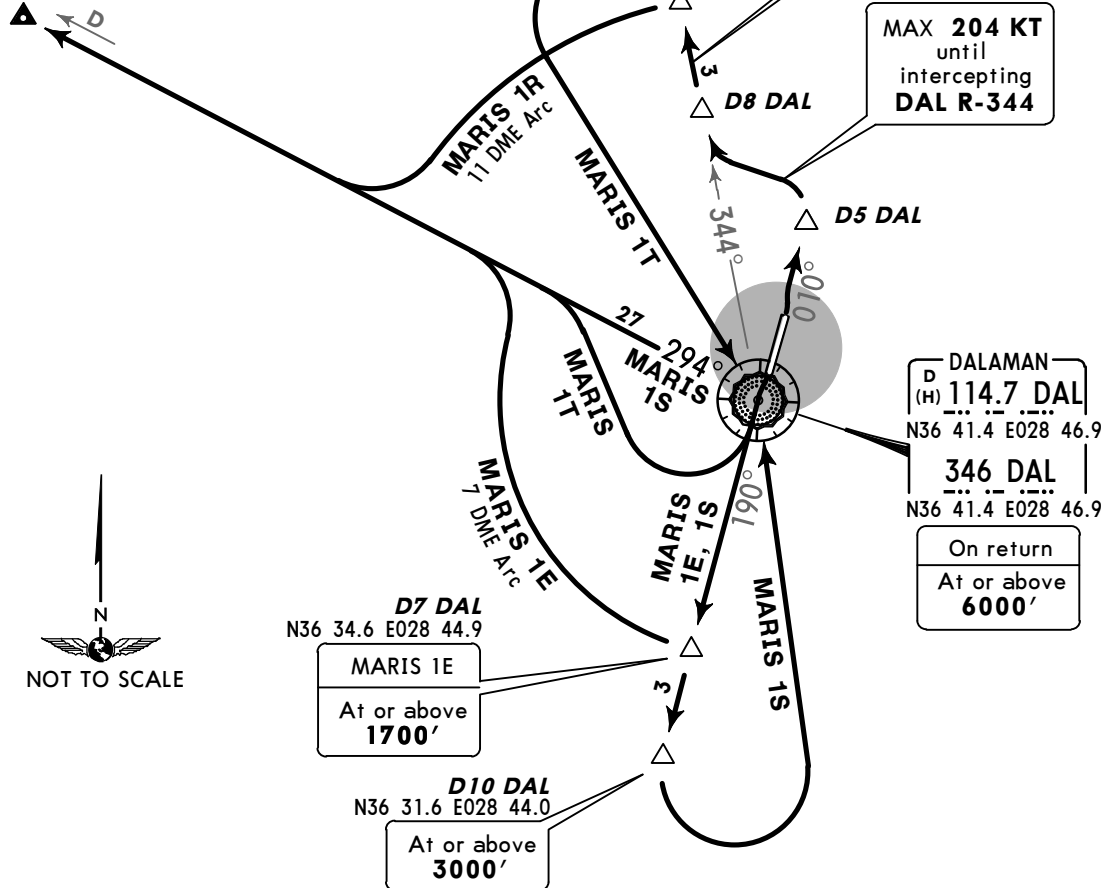
MARIS ONE ECHO (MARIS 1E) [MARI1E]  
MARIS ONE ROMEO (MARIS 1R) [MARI1R]  
MARIS ONE SIERRA (MARIS 1S) [MARI1S]  
MARIS ONE TANGO (MARIS 1T) [MARI1T]

RWYS 19, 01 DEPARTURES

BASED ON DAL VOR/DME

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

MARIS  
N36 53.9  
E028 17.0



These SIDs require minimum climb gradients of

**MARIS 1E**

292' per NM (4.8%) until crossing 7500'.

**MARIS 1R, 1S, 1T**

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

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

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

LTBS/DLM  
DALAMAN

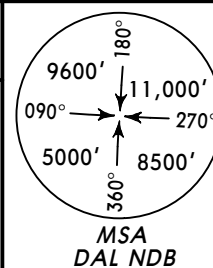
JEPPESEN  
18 JUL 14 10-3L Eff 24 Jul

MUGLA, TURKEY

SID

Apt Elev  
20'

Trans level: By ATC Trans alt: 12000'



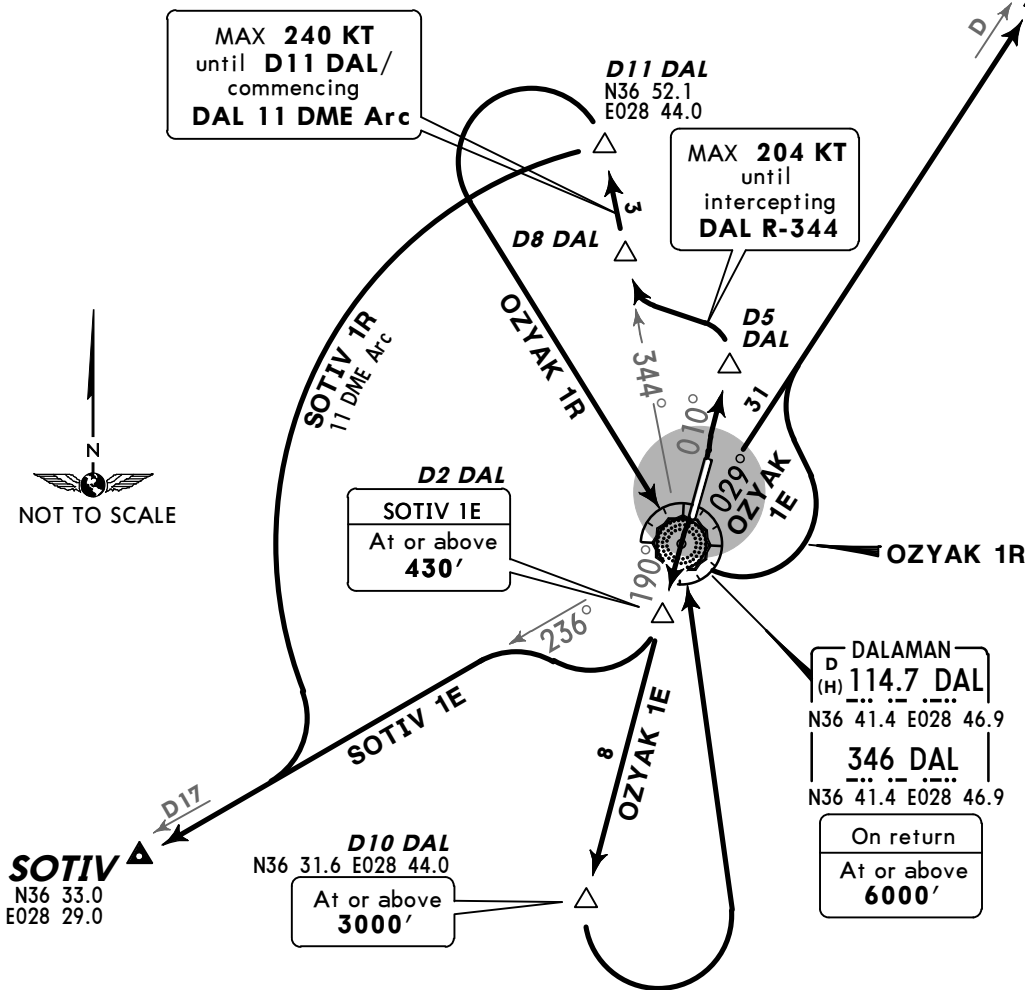
OZYAK ONE ECHO (OZYAK 1E) [OZYA1E]  
OZYAK ONE ROMEO (OZYAK 1R) [OZYA1R]  
SOTIV ONE ECHO (SOTIV 1E) [SOTI1E]  
SOTIV ONE ROMEO (SOTIV 1R) [SOTI1R]

RWYS 19, 01 DEPARTURES

BASED ON DAL VOR/DME

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

TMA  
OZYAK  
N37 07.5  
E029 08.6



These SIDs require minimum climb gradients of

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

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

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

**LTBS/DLM**  
**DALAMAN**

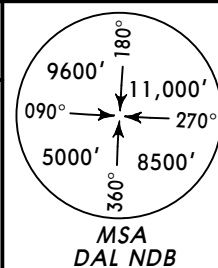
**JEPPESEN**  
18 JUL 14 **(10-3M)** **Eff 24 Jul**

**MUGLA, TURKEY**

**SID**

Apt Elev  
**20'**

Trans level: By ATC Trans alt: 12000'

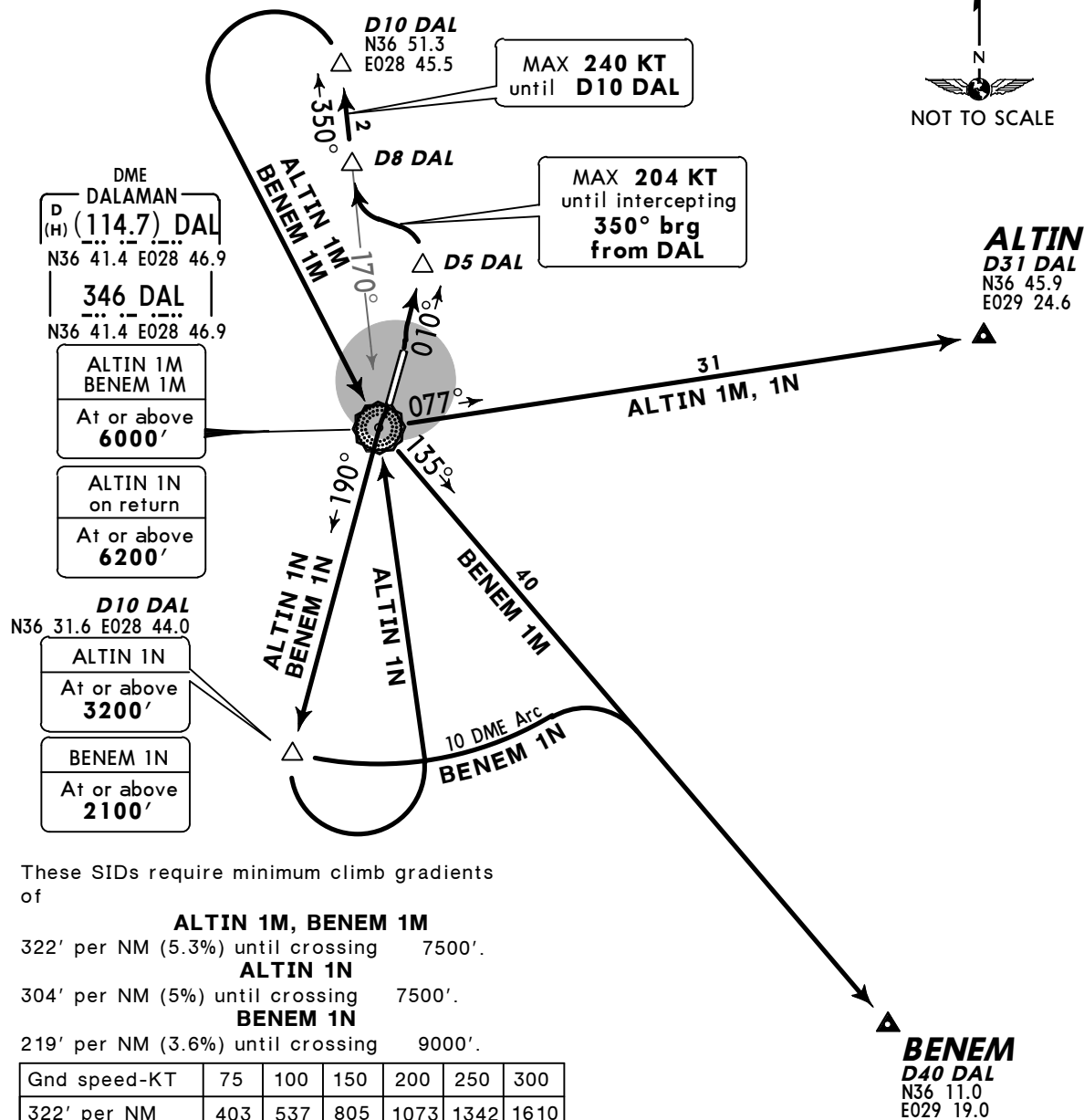


**ALTIN ONE MIKE (ALTIN 1M) [ALTI1M]**  
**ALTIN ONE NOVEMBER (ALTIN 1N) [ALTI1N]**  
**BENEM ONE MIKE (BENEM 1M) [BENE1M]**  
**BENEM ONE NOVEMBER (BENEM 1N)**

**RWYS 01, 19 DEPARTURES**

BASED ON DAL NDB/DME

**SPEEDS MAX 250 KT WITHIN TMA**  
**UNLESS OTHERWISE INSTRUCTED BY ATC**



These SIDs require minimum climb gradients of

**ALTIN 1M, BENEM 1M**

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

**ALTIN 1N**

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

**BENEM 1N**

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

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

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

LTBS/DLM  
DALAMAN

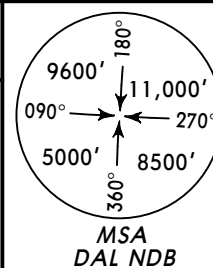
**JEPPESEN**  
18 JUL 14 **(10-3N)** Eff 24 Jul

MUGLA, TURKEY

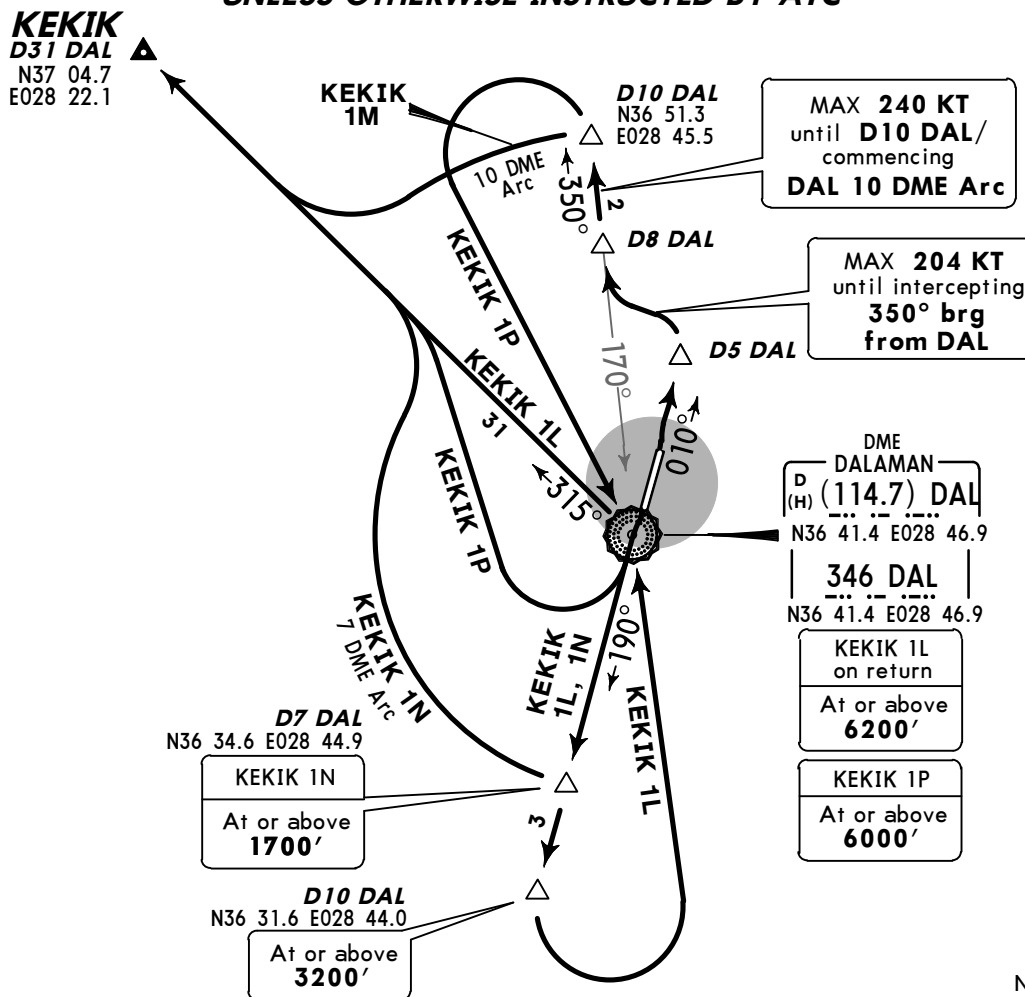
**SID**

Apt Elev  
20'

Trans level: By ATC Trans alt: 12000'



**KEKIK ONE LIMA (KEKIK 1L) [KEKI1L]**  
**KEKIK ONE MIKE (KEKIK 1M)**  
**KEKIK ONE NOVEMBER (KEKIK 1N)**  
**KEKIK ONE PAPA (KEKIK 1P) [KEKI1P]**  
**RWYS 19, 01 DEPARTURES**  
 BASED ON DAL NDB/DME  
**~~SPEED~~ MAX 250 KT WITHIN TMA**  
**UNLESS OTHERWISE INSTRUCTED BY ATC**



These SIDs require minimum climb gradients of

<b>KEKIK 1L</b>	304' per NM (5%) until crossing 7500'.
<b>KEKIK 1M, 1P</b>	322' per NM (5.3%) until crossing 7500'.
<b>KEKIK N</b>	292' per NM (4.8%) until crossing 7500'.

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

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





LTBS/DLM

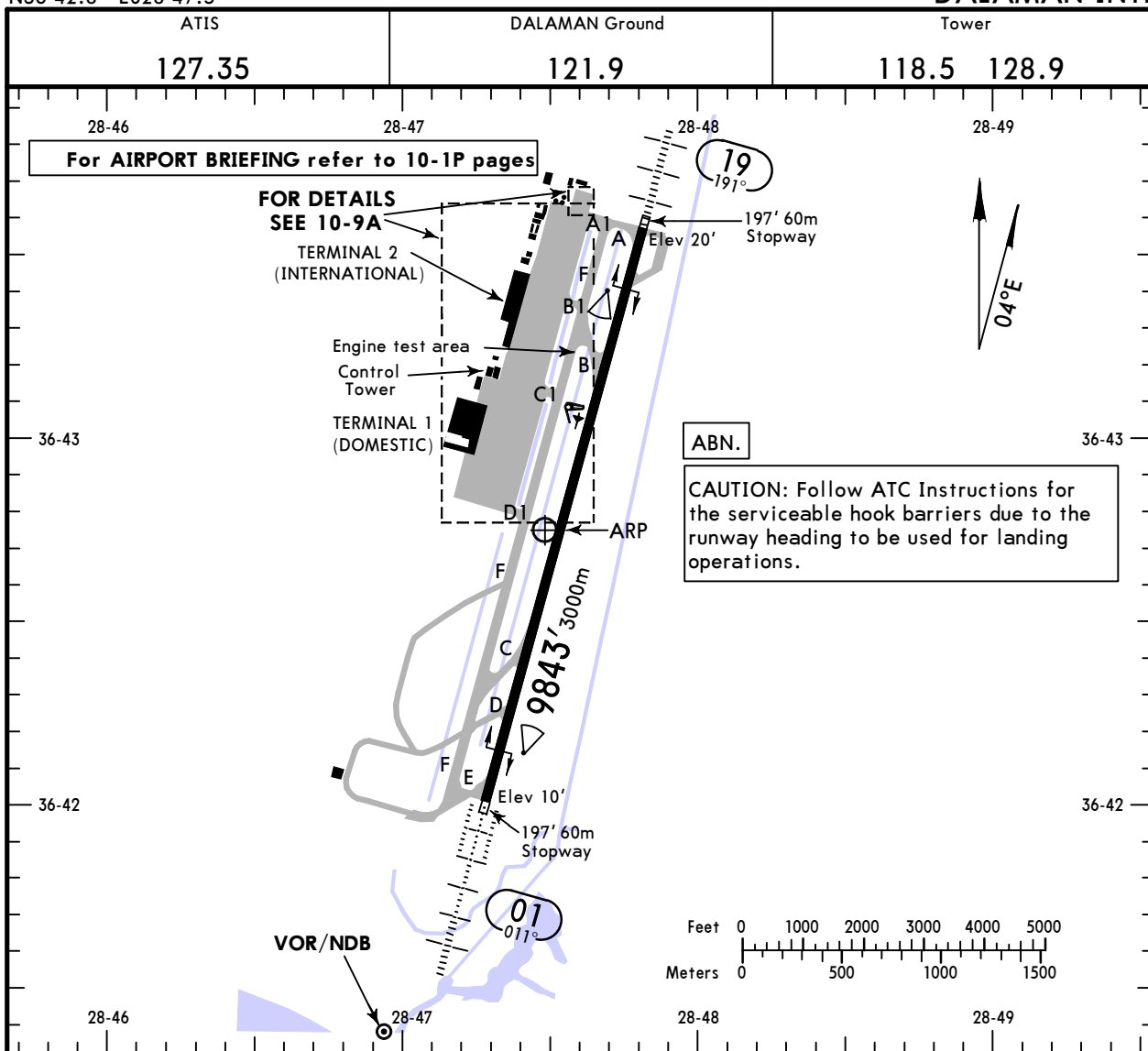
Apt Elev 20'  
N36 42.8 E028 47.5

JEPPesen

28 SEP 18 10-9 Eff 11 Oct

MUGLA, TURKEY

DALAMAN INTL



ADDITIONAL RUNWAY INFORMATION

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

① TAKE-OFF RUN AVAILABLE

RWY 01:

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

RWY 19:

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

Standard

TAKE-OFF

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

LTBS/DLM

JEPPESEN

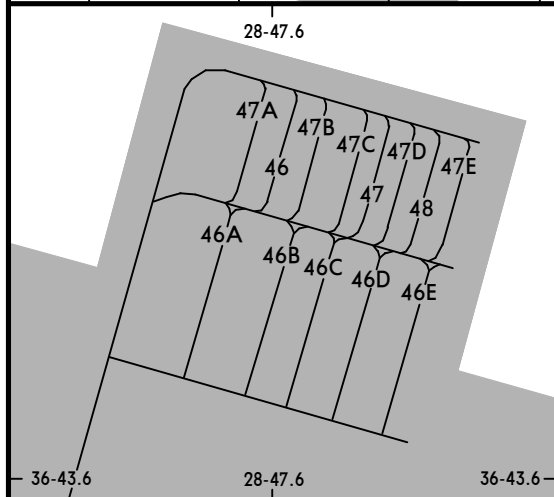
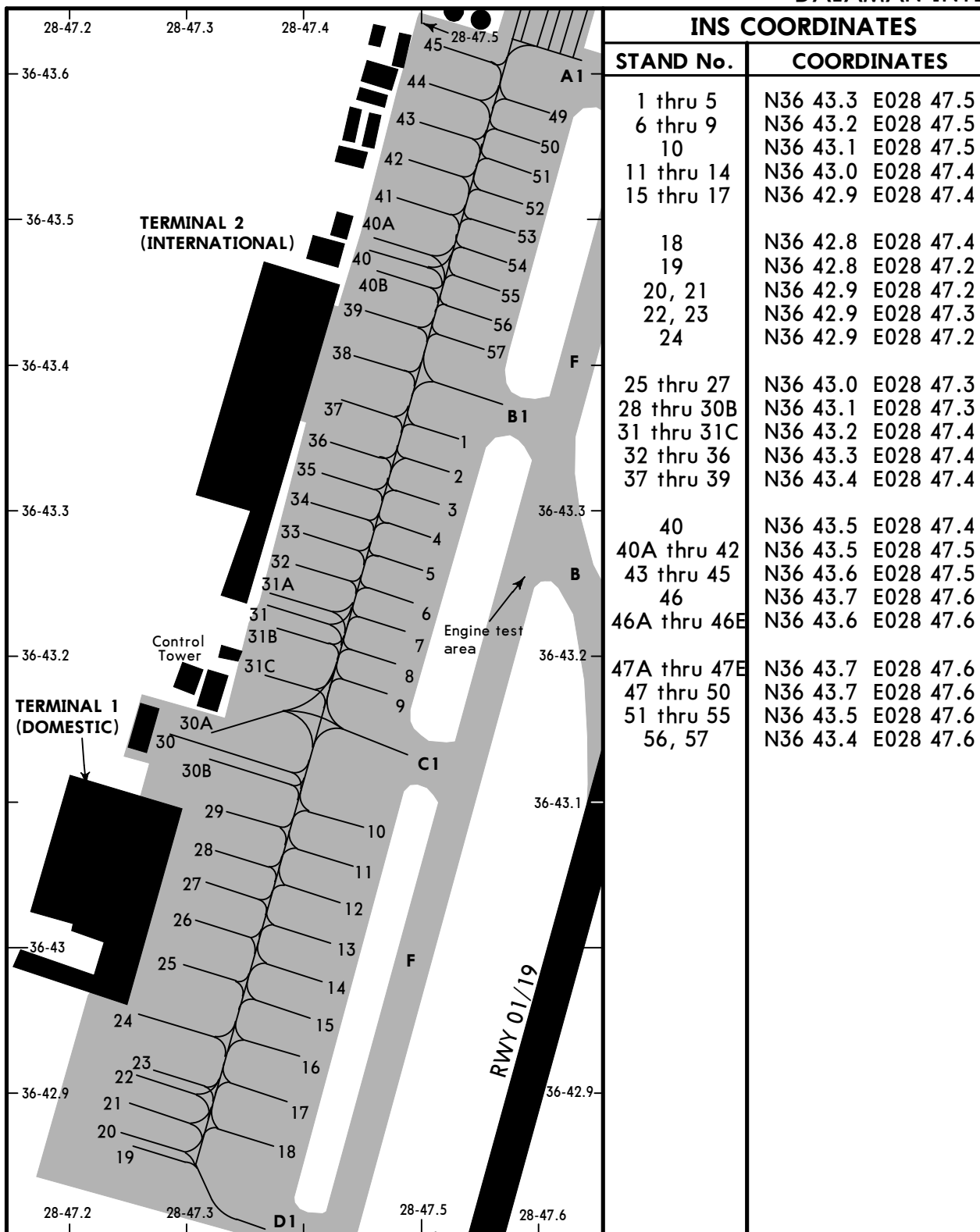
MUGLA, TURKEY

28 SEP 18

10-9A

Eff 11 Oct

DALAMAN INTL



CHANGES: New parking stands.

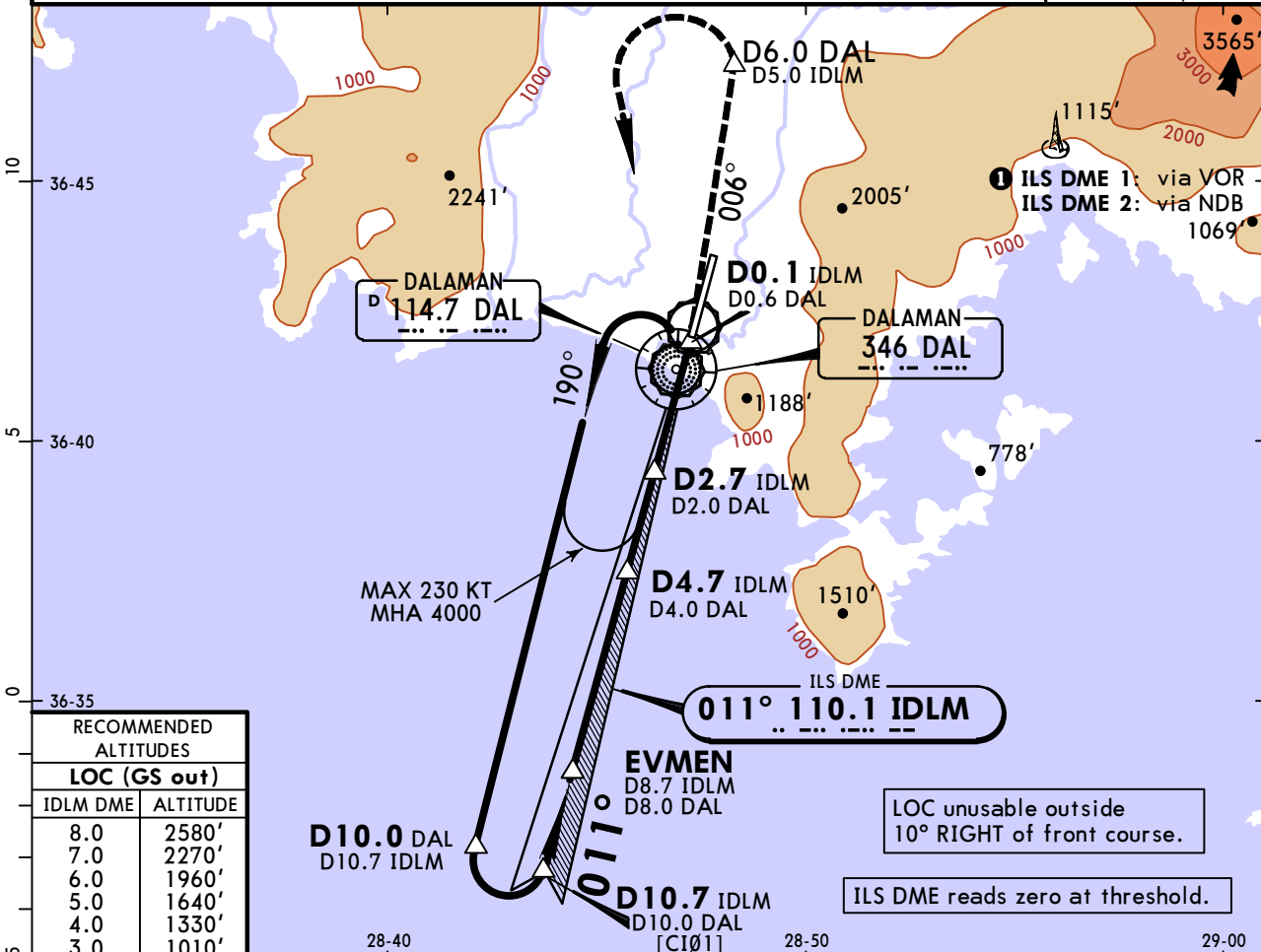
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**LTBS/DLM**  
**DALAMAN INTL**

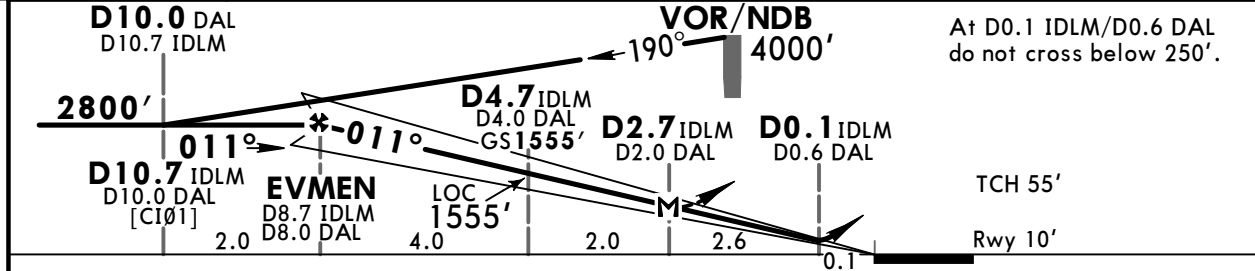
**JEPPESSEN**  
28 SEP 18 **(11-1)**

**MUGLA, TURKEY**  
**ILS DME 1 or 2 Rwy 01**

ATIS <b>127.350</b>	DALAMAN Approach (R) 119.225 122.4 124.4 126.050			DALAMAN Tower 118.5 128.9		Ground 121.9
LOC IDLM <b>110.1</b>	Final Apch Crs <b>011°</b>	GS <b>D4.7 IDLM/D4.0 DAL</b> <b>1555'</b> (1545')	ILS DA(H) Refer to Minimums	Apt Elev 20' Rwy 10'		
<b>MISSED APCH:</b> Climb on R-006/006° from NDB to D6.0 DAL/D5.0 IDLM, then turn LEFT climbing to cross VOR/NDB at 4000' and hold. MAX 185 KT until inbound VOR/NDB. If unable to reach 4000' at VOR/NDB, intercept R-165/165° from NDB. At 3700' turn RIGHT climbing to cross VOR/NDB at 4000' and hold.						
Alt Set: hPa		Rwy Elev: 0 hPa	Trans level: By ATC		Trans alt: 12000'	



RECOMMENDED ALTITUDES	
LOC (GS out)	
IDLM DME	ALTITUDE
8.0	2580'
7.0	2270'
6.0	1960'
5.0	1640'
4.0	1330'
3.0	1010'



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

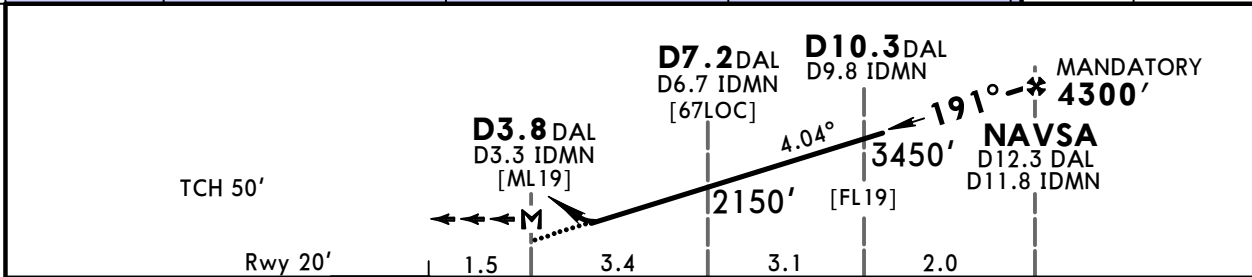
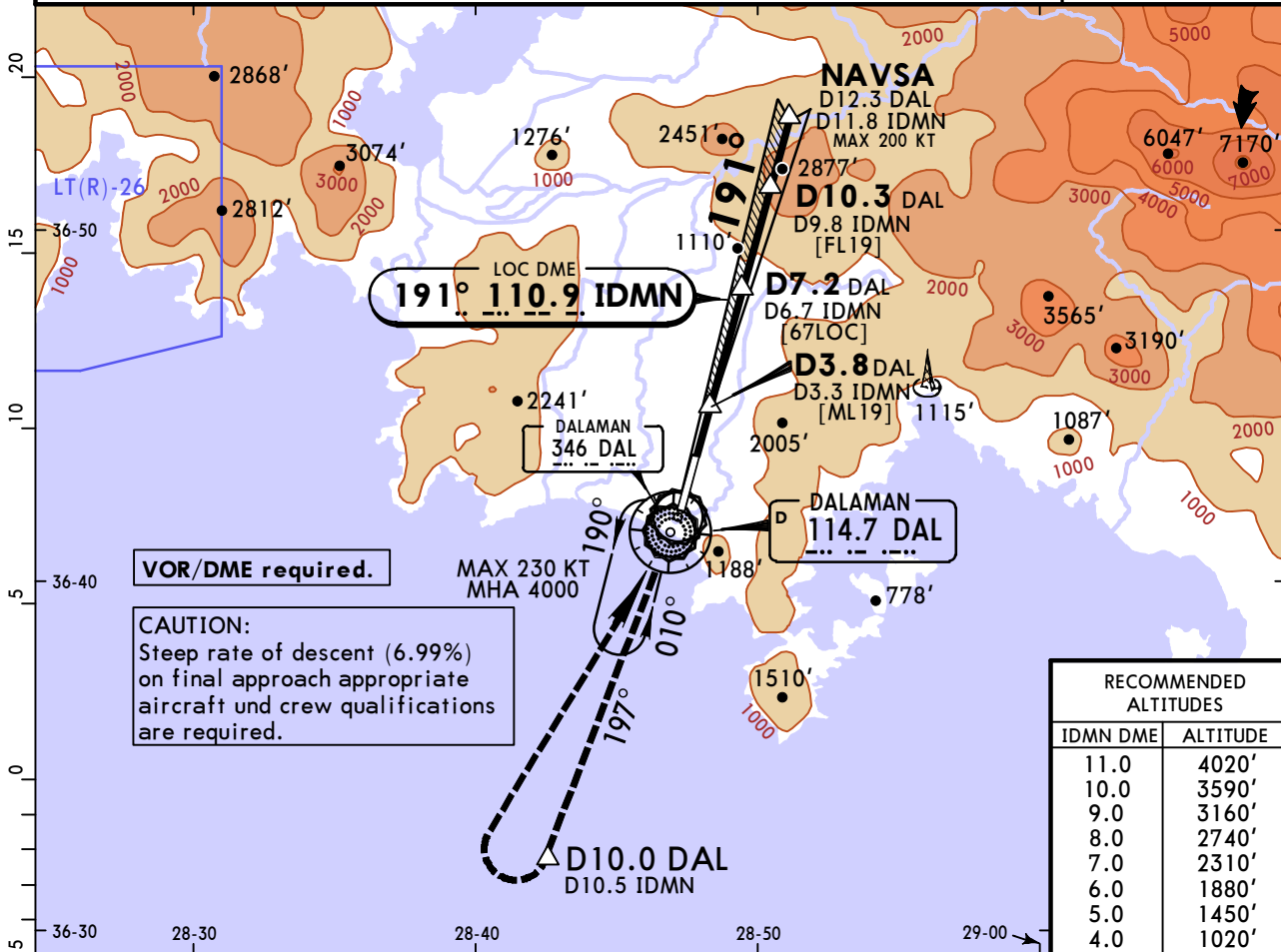
Standard STRAIGHT-IN LANDING RWY 01						CIRCLE-TO-LAND					
Missed apch climb gradient mim 5.0% DA(H) <b>210'</b> (200')			ILS Missed apch climb gradient mim 2.5% DA(H) <b>850'</b> (840')			LOC (GS out) CDFA DA/MDA(H) <b>900'</b> (890')			Not authorized East of apt		
FULL	TDZ or CL out	ALS out	FULL/TDZ or CL out	ALS out	ALS out	Max Kts	MDA(H)	VIS			
A						100	<b>1600'</b> (1580')	1500m			
B	RVR 550m	RVR 550m		RVR 1500m	RVR 1500m	135	<b>1600'</b> (1580')	1600m			
C		<b>I</b>	RVR 1200m			180	<b>1600'</b> (1580')	2400m			
D				RVR 2400m	RVR 2400m	205	<b>2310'</b> (2290')	3600m			

**LTBS/DLM**  
**DALAMAN INTL**

**JEPPESEN**  
28 SEP 18 **(11-2)**

**MUGLA, TURKEY**  
**LOC Rwy 19**

BRIEFING STRIP™	ATIS	DALAMAN Approach (R)				DALAMAN Tower		Ground
	127.350	119.225	122.4	124.4	126.050	118.5	128.9	121.9
	LOC IDMN <b>110.9</b>	Final Apch Crs <b>191°</b>	Mandatory Alt <b>NAVSA</b> 4300' (4280')	DA/MDA(H) <b>720'</b> (700')	Apt Elev 20'	Rwy 20'		
<b>MISSED APCH:</b> Climb and proceed to VOR then establish R-197 until D10.0 DAL/D10.5 IDMN then turn RIGHT and proceed to VOR and hold at 4000'.							MSA DAL VOR	
Alt Set: hPa		Rwy Elev: 1 hPa	Trans level: By ATC		Trans alt: 12000'			



Standard	STRAIGHT-IN LANDING RWY 19						CIRCLE-TO-LAND	
	CDFA						Not authorized East of airport	
	DA/MDA(H) <b>720'</b> (700')							
	ALS out						Max Kts	
A	RVR 2800m						100	1600' (1580') 1500m
B							135	1600' (1580') 1600m
C							180	1600' (1580') 2400m
D							205	2310' (2290') 3600m

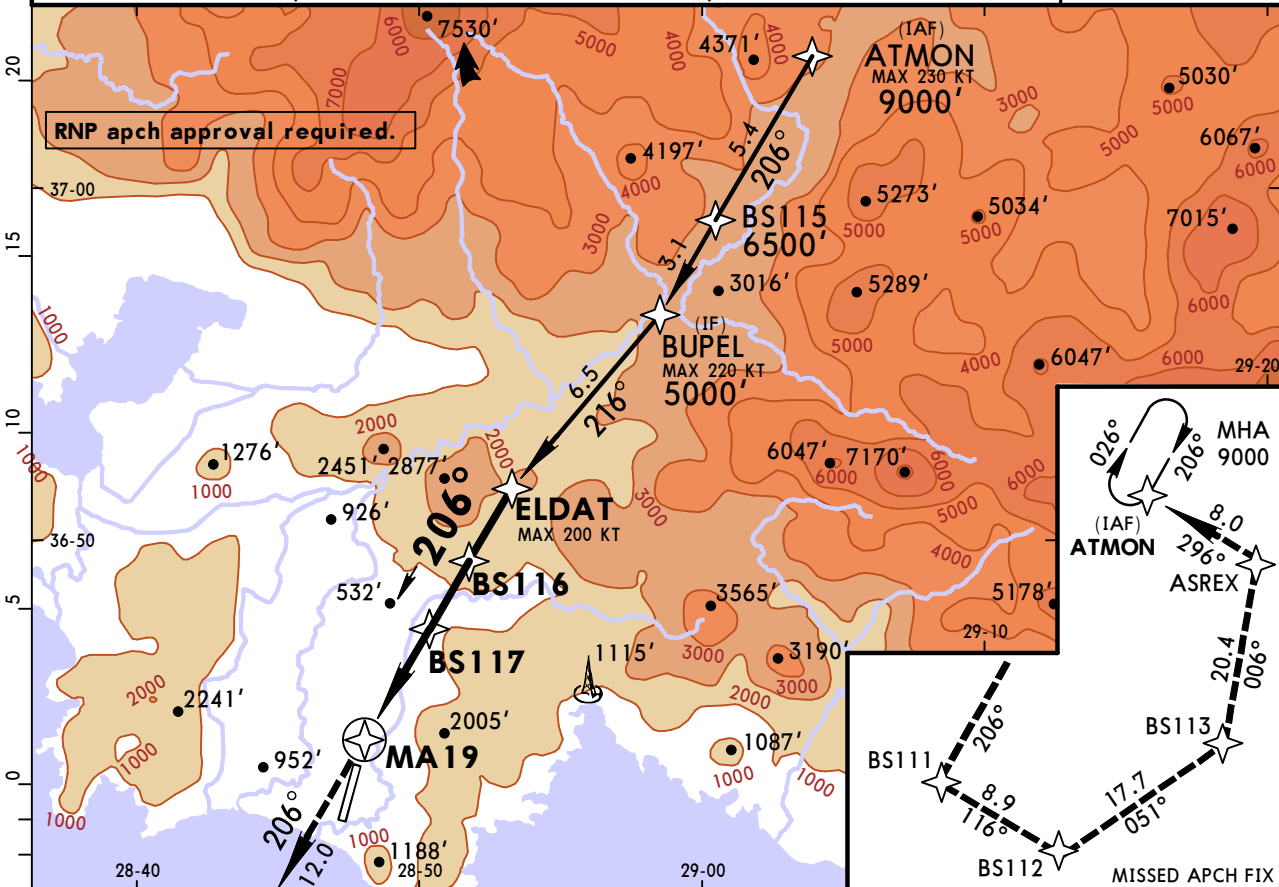
PANS OPS	Standard						CIRCLE-TO-LAND	
	STRAIGHT-IN LANDING RWY 19						Not authorized East of airport	
	CDFA							
	DA/MDA(H) <b>720'</b> (700')							
	ALS out						Max Kts	
A	RVR 2800m						100	1600' (1580') 1500m
B							135	1600' (1580') 1600m
C							180	1600' (1580') 2400m
D							205	2310' (2290') 3600m

**LTBS/DLM**  
**DALAMAN INTL**

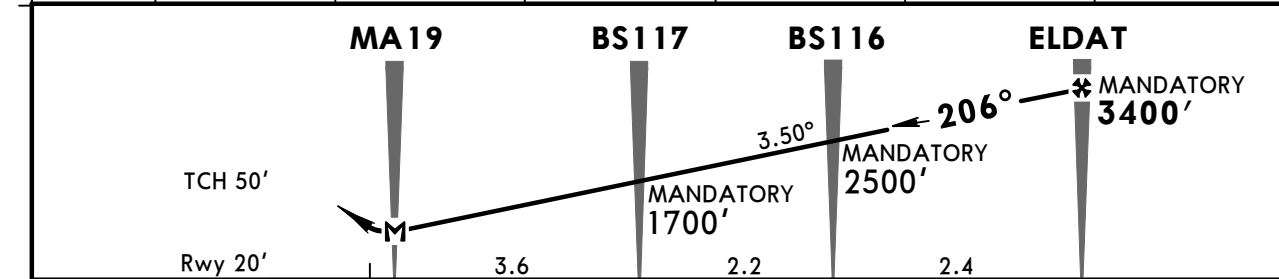
**JEPPESEN**  
15 SEP 17 **(12-1)**

**MUGLA, TURKEY**  
**RNAV (GNSS) Rwy 19**

BRIEFING STRIP™	ATIS	DALAMAN Approach (R)			DALAMAN Tower		Ground
	127.35	119.22	122.4	124.4	126.05	118.5 128.9	121.9
	RNAV	Final Apch Crs <b>206°</b>	Mandatory Alt <b>ELDAT</b> 3400' (3380')	LNAV DA/MDA(H) <b>1020' (1000')</b>	Apt Elev 20' Rwy 20'		
<b>MISSED APCH:</b> Climbing to 9000' from MA19 to BS111, then turn LEFT to BS112, then turn LEFT to BS113, then turn LEFT to ASREX, then turn LEFT to ATMON and hold.							
Alt Set: hPa		Rwy Elev: 1 hPa	Trans level: By ATC		Trans alt: 12000'		MSA BUPEL



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



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

PANS OPS	<b>Standard</b> STRAIGHT-IN LANDING RWY 19		CIRCLE-TO-LAND CAUTION: Not authorized East of airport	
	LNAV CDFA			
	DA/MDA(H) <b>1020' (1000')</b>			
	ALS out		Max Kts	MDA(H) VIS
	A	RVR 1500m	100	1600' (1580') 1500m
B		135	1600' (1580') 1600m	
C	RVR 4100m	180	1600' (1580') 2400m	
D		205	2310' (2290') 3600m	

or higher straight-in minimums.

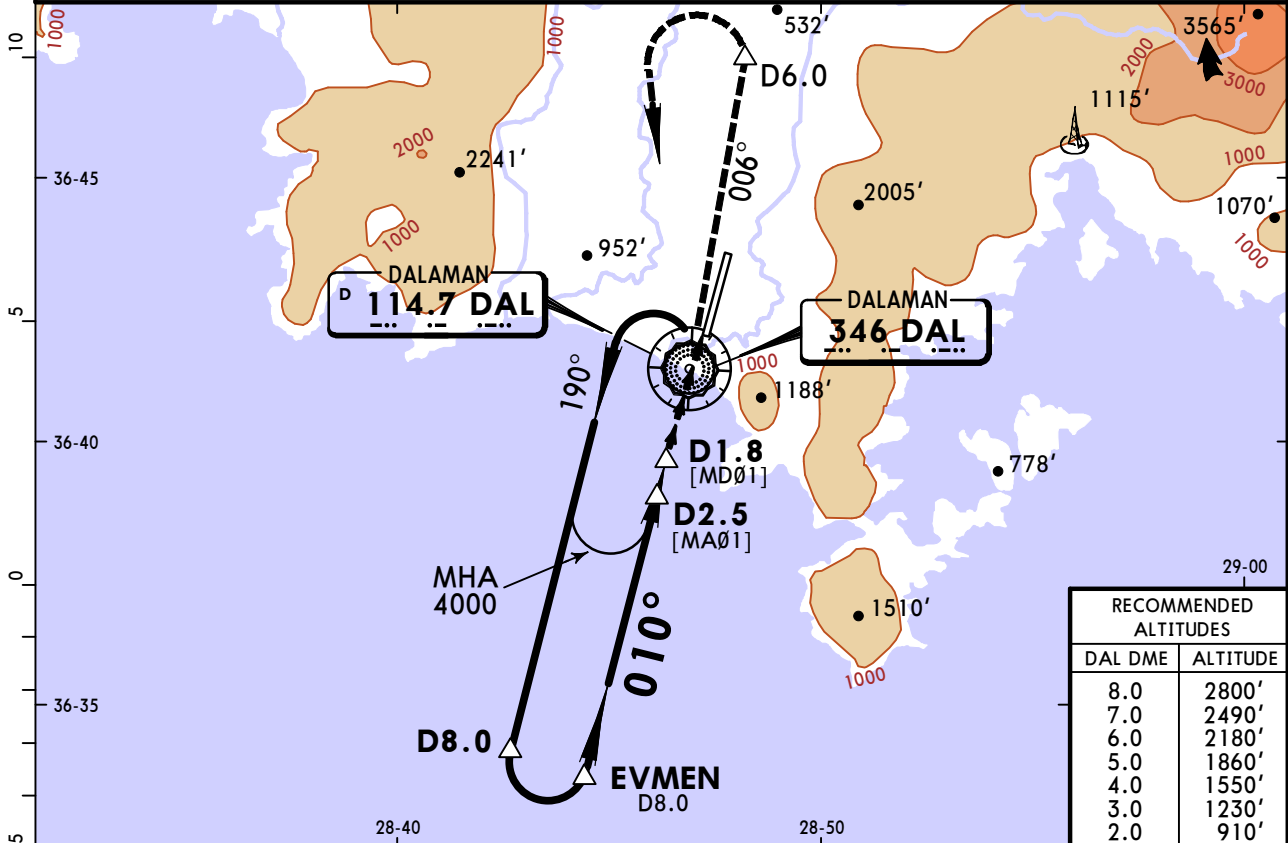
**LTBS/DLM**  
DALAMAN INTL

**JEPPESEN**  
15 SEP 17 (13-1)

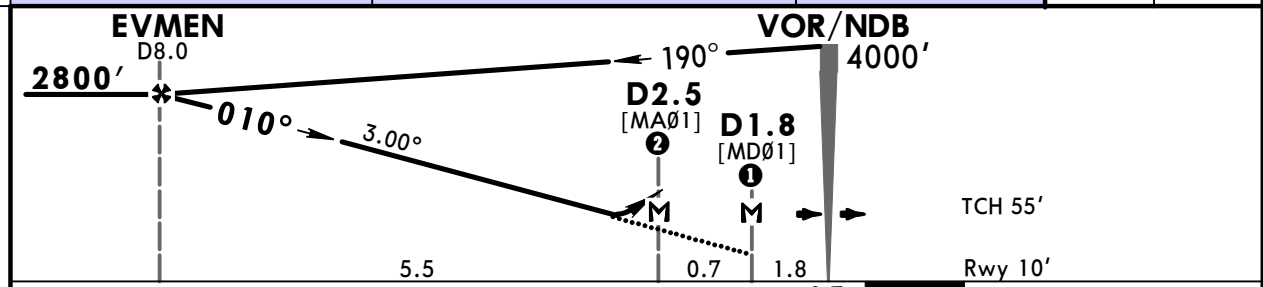
**MUGLA, TURKEY**  
VOR DME 1 or NDB DME 1 Rwy 01

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

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



RECOMMENDED ALTITUDES	
DAL DME	ALTITUDE
8.0	2800'
7.0	2490'
6.0	2180'
5.0	1860'
4.0	1550'
3.0	1230'
2.0	910'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II REIL PAPI PAPI	<b>185 KT</b> MAX	<b>D6.0</b> ↑ on <b>114.7</b> R-006	DAL 114.7
Descent Angle	3.00°	372	478	531	637	849				
① VOR: MAP at D1.8										
② NDB: MAP at D2.5										

	STRAIGHT-IN LANDING RWY 01		CIRCLE-TO-LAND	
	VOR CDFA DA/MDA(H) <b>900'</b> (890')	NDB CDFA DA/MDA(H) <b>1200'</b> (1190')	Not authorized East of apt	
A	ALS out	ALS out	Max Kts	MDA(H) VIS
B	RVR 1500m	RVR 1500m	100	1600' (1580') 1500m
C	RVR 2400m	RVR 2400m	135	1600' (1580') 1600m
D	RVR 2400m	RVR 2400m	180	1600' (1580') 2400m
			205	2310' (2290') 3600m

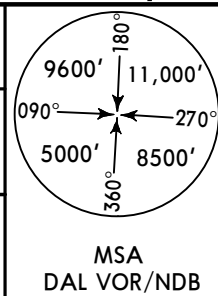
**LTBS/DLM**  
**DALAMAN INTL**



15 SEP 17 (13-2)

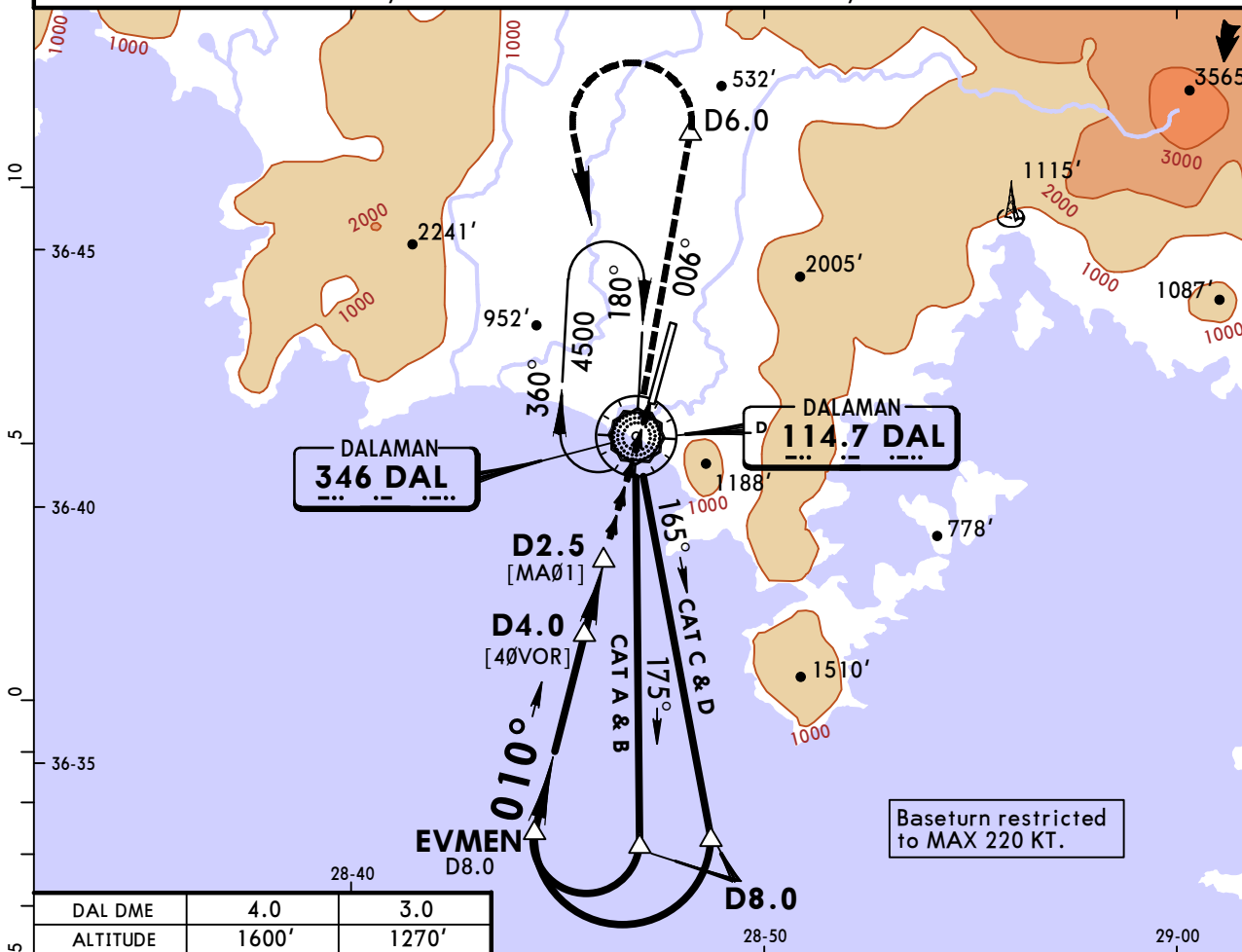
**MUGLA, TURKEY**  
**VOR DME 2 or NDB DME 2 Rwy 01**

BRIEFING STRIP™	ATIS	DALAMAN Approach (R)				DALAMAN Tower		Ground
	127.35	119.22	122.4	124.4	126.05	118.5	128.9	121.9
	VOR DAL	NDB DAL	Final Apch Crs	Minimum Alt EVMEN	DA/MDA(H)	Apt Elev 20' Rwy 10'		
	114.7	346	010°	2800' (2790')	1200' (1190')			

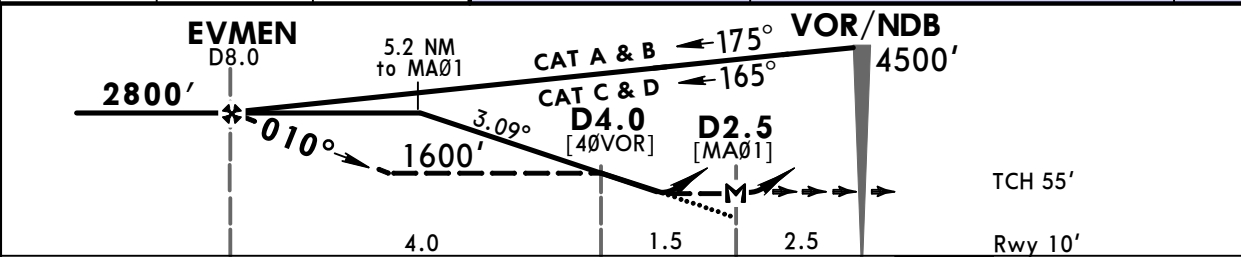


**MISSED APCH:** Climb to VOR/NDB, continue climb on 006° to 2400' within D6.0, then turn LEFT climbing to 4500' to VOR/NDB and hold. MAX 185 KT until inbound VOR/NDB.

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



DAL DME	4.0	3.0
ALTITUDE	1600'	1270'



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

PANS OPS	<b>Standard</b> STRAIGHT-IN LANDING RWY 01			CIRCLE-TO-LAND Not authorized East of airport	
	CDFA DA/MDA(H) 1200' (1190')		non-CDFA MDA(H) 1200' (1190')		
	ALS out		ALS out		Max Kts
	A	RVR 1500m	RVR 4800m	RVR 5000m	100
	B	RVR 1500m	RVR 4800m	RVR 5000m	135
C	RVR 2400m	RVR 5000m		180	
D	RVR 2400m	RVR 5000m		205	

or higher straight-in minimums.

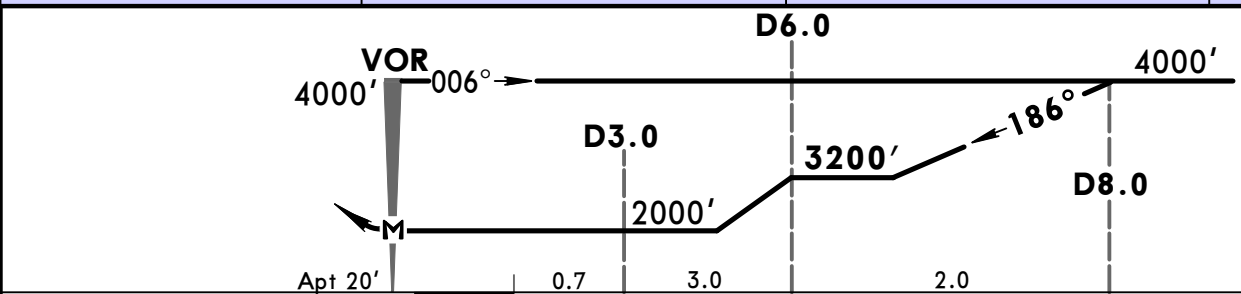
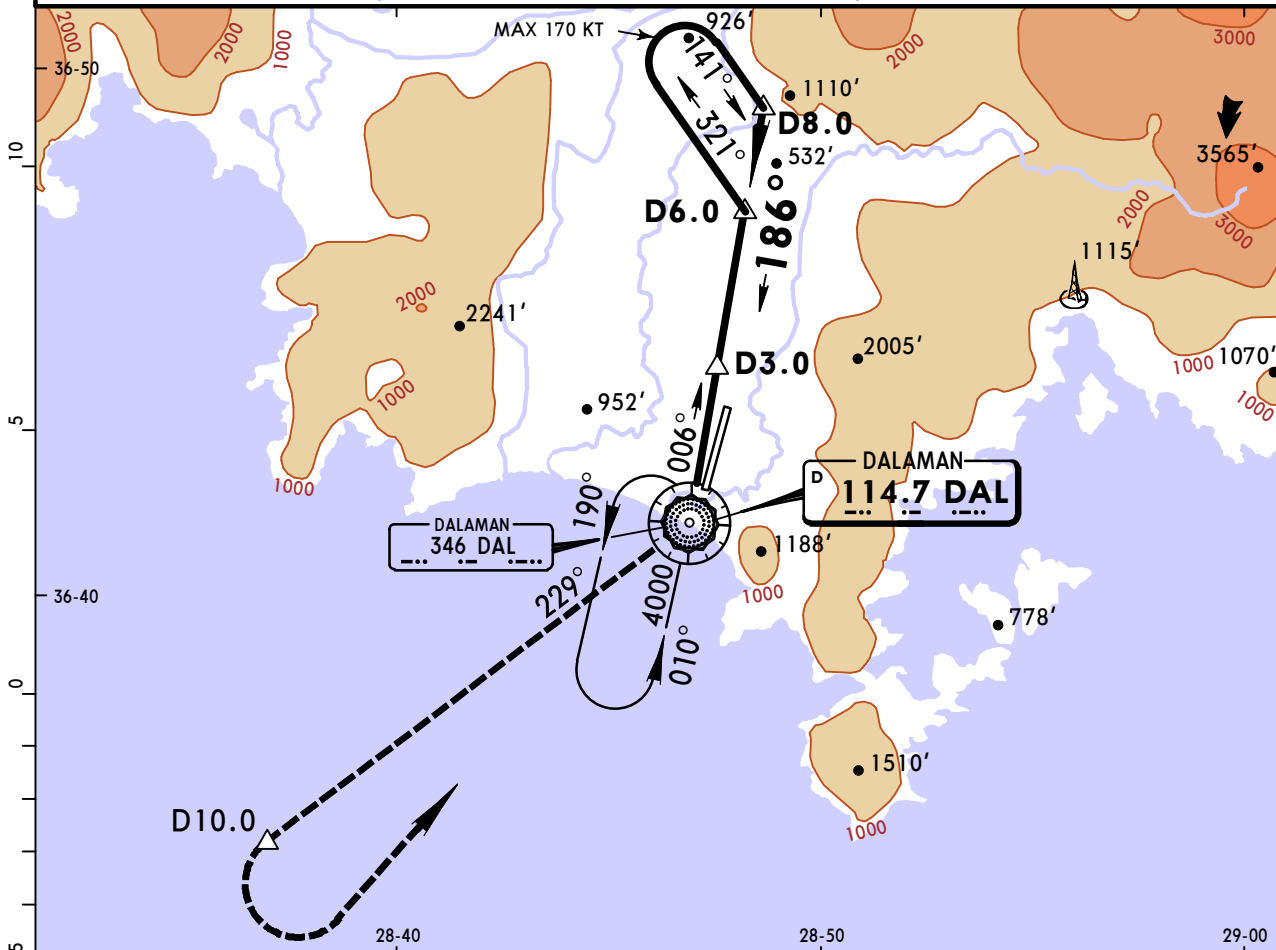
**LTBS/DLM**  
**DALAMAN INTL**

**JEPPESSEN**  
15 SEP 17 **(13-3)**

**MUGLA, TURKEY**  
**VOR DME**

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

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



					Lighting - Refer to Airport Chart	3000' ↑	DAL on 114.7 R-229	D10.0
MAP at VOR								

**Standard**      **CIRCLE-TO-LAND**  
Not authorized East of airport

PANS OPS	Max Kts	MDA(H)		VIS
		MDA(H)	MDA(H)	
A	100	1600' (1580')	1600' (1580')	1500m
B	135	1600' (1580')	1600' (1580')	1600m
C	180	1600' (1580')	1600' (1580')	2400m
D	205	2310' (2290')	2310' (2290')	3600m



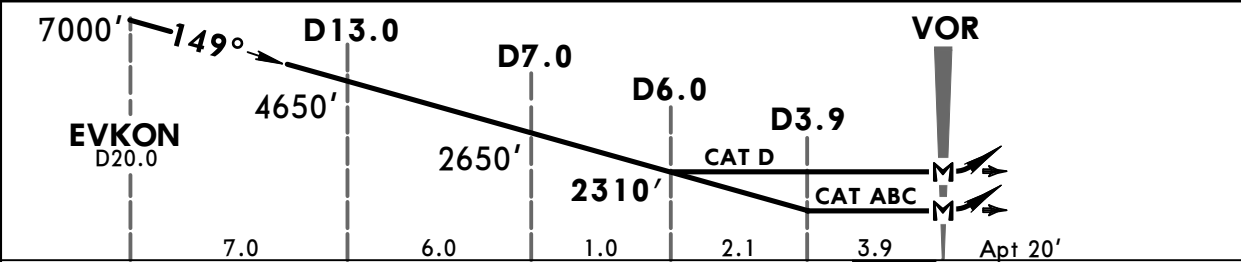
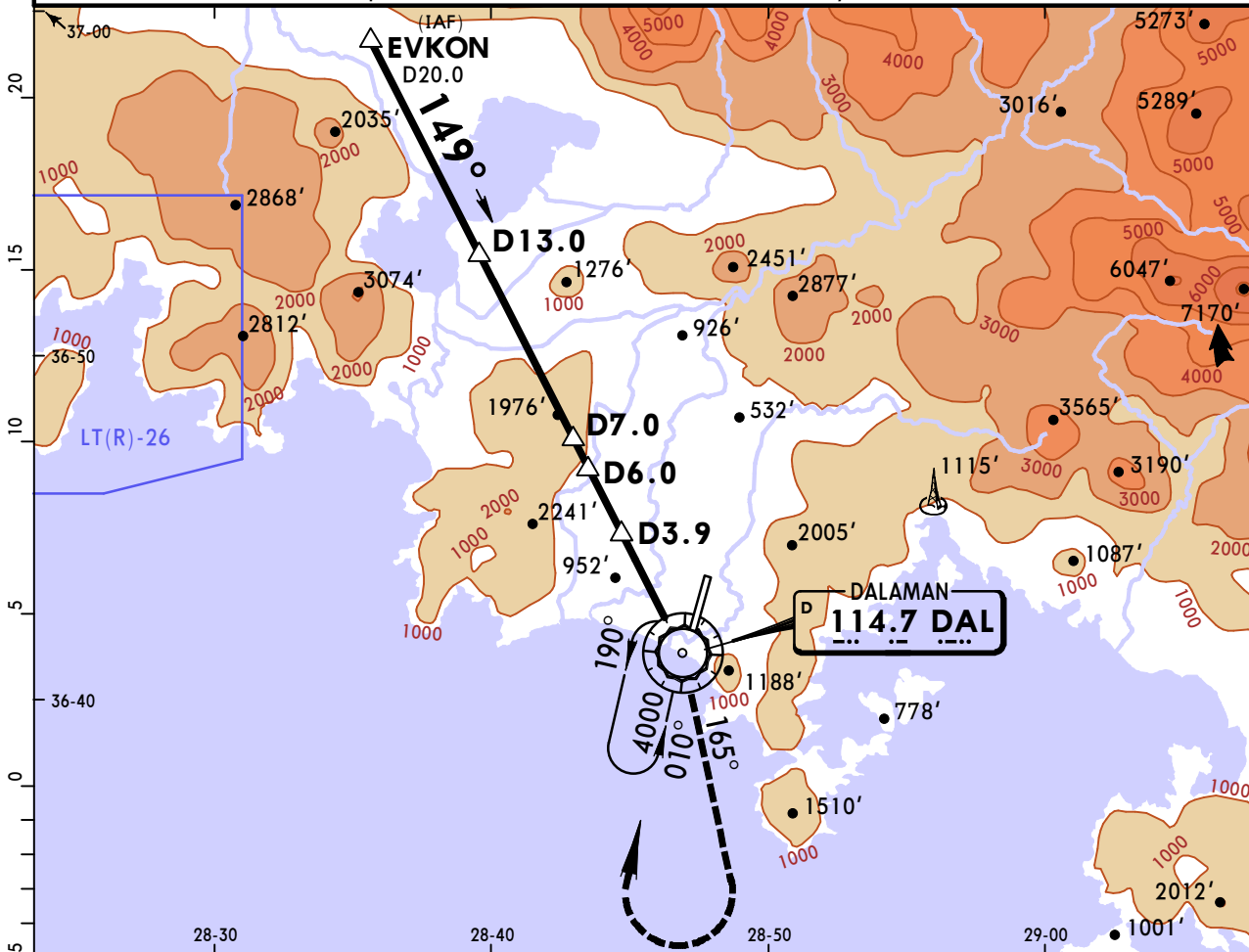
**LTBS/DLM**  
**DALAMAN INTL**

**JEPPESEN**  
15 SEP 17 **(13-5)**

**MUGLA, TURKEY**  
**VOR DME 3**

<b>BRIEFING STRIP™</b>	ATIS	DALAMAN Approach (R)				DALAMAN Tower		Ground	<p>MSA DAL VOR</p>
	127.35	119.22	122.4	124.4	126.05	118.5	128.9	121.9	
	VOR DAL <b>114.7</b>	Final Apch Crs <b>149°</b>	Minimum Alt <b>D6.0</b> 2310' (2290')	MDA(H) Refer to Minimums		Apt Elev 20'			
<p><b>MISSED APCH: Climb on R-165 to 3100', then turn RIGHT climbing to 4000' to VOR and hold.</b></p>									

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



MAP at VOR	Lighting-Refer to Airport Chart	<b>3100'</b>	DAL on <b>114.7</b>
<b>Standard</b>		↑	<b>R-165</b>

**CIRCLE-TO-LAND**

Not authorized East of airport

	Max Kts	MDA(H)		VIS
A	100	<b>1600'</b> (1580')	1500m	
B	135	<b>1600'</b> (1580')	1600m	
C	180	<b>1600'</b> (1580')	2400m	
D	205	<b>2310'</b> (2290')	3600m	

**PANS OPS**

## Chart changes since cycle 01-2019

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

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

## TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LTBS