

**GENERAL****ATS Hours**

H24

**Airport Information****RFF:** CAT 9**PCN:** RWY 01/19: 100/R/A/W/T**Operation****Preferential RWY System Operations (PRS)**

During PRS the following RWY configuration will be used:

LDG/TKOF RWY 01

PRS operations must be used in compliance with following conditions:

When the preferred RWY is dry and tail wind component does not exceed 10KT.

When the preferred RWY is wet and tail wind component does not exceed 5KT.

When braking action for the preferred RWY is less than "Good, Good, Good", select RWY according to wind direction.

If unable to comply with PRS for RWY 01, report this fact on first contact with ATC (ARR) or at the time of start-up CLR REQ (DEP).

**TWY Restriction**

TWY D width 11.8m / 39ft.

**Taxi/Parking**

ACFT vacating RWY via Rapid Exit TWY (RET) has priority at intersection over ACFT taxiing on other TWYs. ACFT on other TWYs give way to ACFT vacating RWY via RETs unless otherwise instructed.

**Warnings**

Birds in vicinity of AD.

**ARRIVAL****Speed**

MAX IAS 250KT within TMA at or below FL100 (refer to RFCs).

RNAV STAR RWY 01:

200KT on base leg/closing HDG to final APCH up to 12NM to touchdown.

180KT on final APCH course within 12NM to 6NM to touchdown.

160KT on final APCH course within 6NM to 4NM to touchdown.

These speeds are applied for ATC separation purposes and are mandatory. ACFT unable to conform to these speeds, advise ATC and state which speeds will be used.

**Communication****Phraseology**

RNAV STAR: Cancellation of LVL restrictions will be subject to ATC clearance by the phrase: "Open descend to... (ALT/FL)."

**COM Failure****For IFR flights outside TMA**

Follow FPL route using last assigned and acknowledged FL. Then, descending 12000ft proceed to DAL VOR. Descend to 4000ft over DAL VOR, execute IAP and land.

**ARRIVAL****For IFR flights inside TMA**

ACFT at or above 12000ft:

For 3min execute last assigned and acknowledged ATC instructions. Then, descending 12000ft proceed to DAL VOR. Descend to 4000ft over DAL VOR, execute IAP and land.

ACFT below 12000ft, at or above 4000ft:

Proceed to relevant DAL VOR, descend or maintain last assigned and acknowledged ALT. Descend to 4000ft over DAL VOR, execute IAP and land.

Note: ACFT on downwind legs shall execute this procedure regardless of ALT or LVL.

ACFT below 4000ft:

Execute relevant IAP and land.

**Note:** If AVBL, call APP : +90 252 792 52 91 ext: 3522 or 3524

**Arrival Procedure****ARR Note**

RNAV STARs: ALT/LVL depicted on the ARR PROC do not represent permission to descend to those ALT/LVL unless otherwise authorized by ATC.

**Warnings**

**DAL VOR/DME, DAL NDB** unusable:

- between R091-130 within 15NM below 7500ft and beyond 15NM below 24000ft.
- between R140-250 beyond 17NM.

**IDLM ILS/DME RWY 01** unusable:

- outside 10° right side of LOC CL due to mountainous area, beyond 17NM from LOC.

**IDMN LOC/DME RWY 19** unusable:

- outside 10° left side of LOC CL due to mountainous area, beyond 15NM from LOC.

**DEPARTURE****Take-off Minima**

RWY		01/19	
All ACFT	ft - m/km	0 - 400R/400V	-

**Speed**

MAX IAS 250KT within TMA at or below FL100 (refer to RFCs).

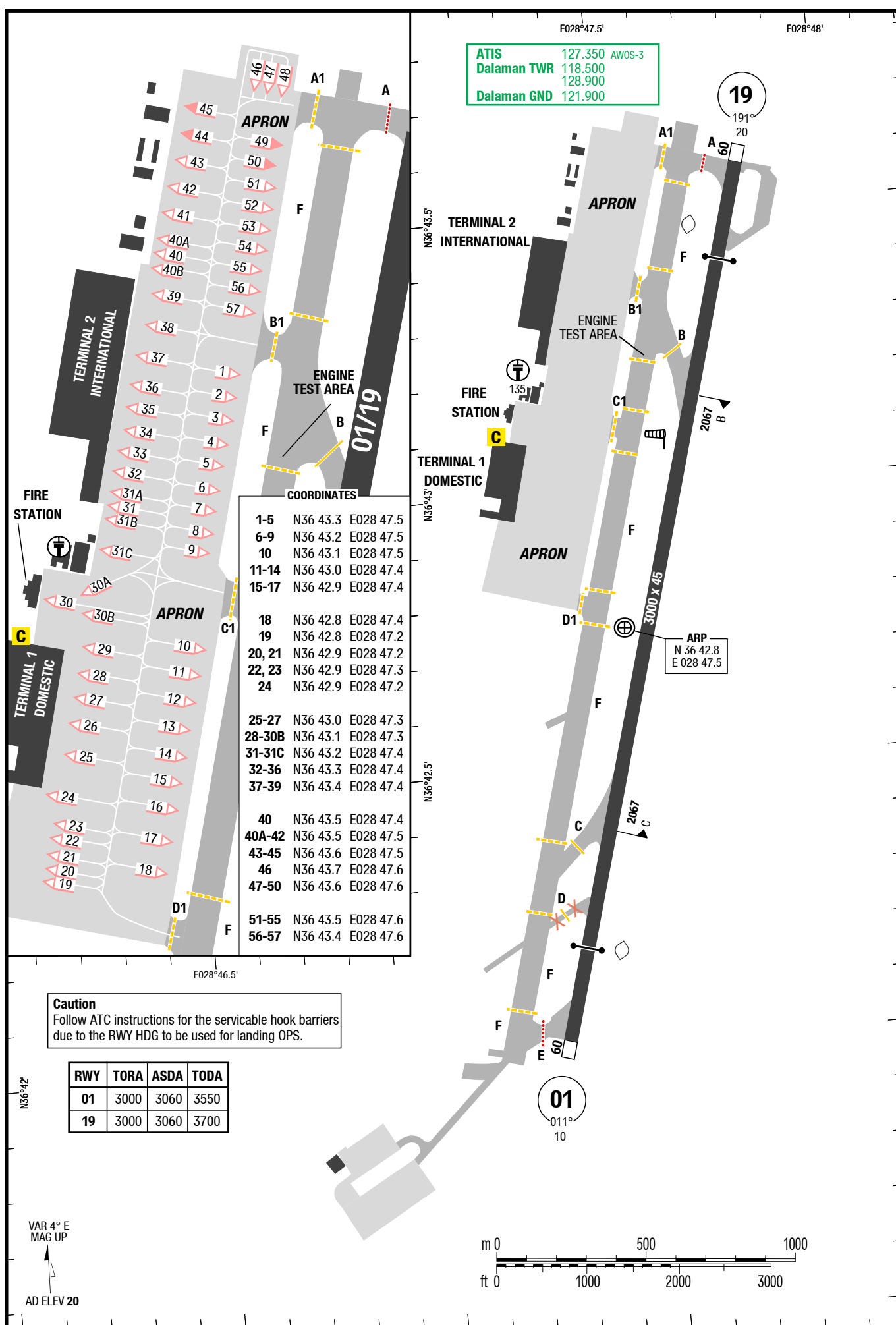
**Communication****Phraseology**

RNAV SID: Cancellation of LVL restrictions will be subject to ATC clearance by the phrase: "Open climb to... (ALT/FL)."

**ATC Slot, Clearance**

**Start-up:** For start-up PROCs see CRAR Turkey.





30-AUG-2018

DLM-LTBS

4-10

Turkey **Mugla** Dalaman

RNAV SIDs RWY 19

RNAV SIDs RWY 01

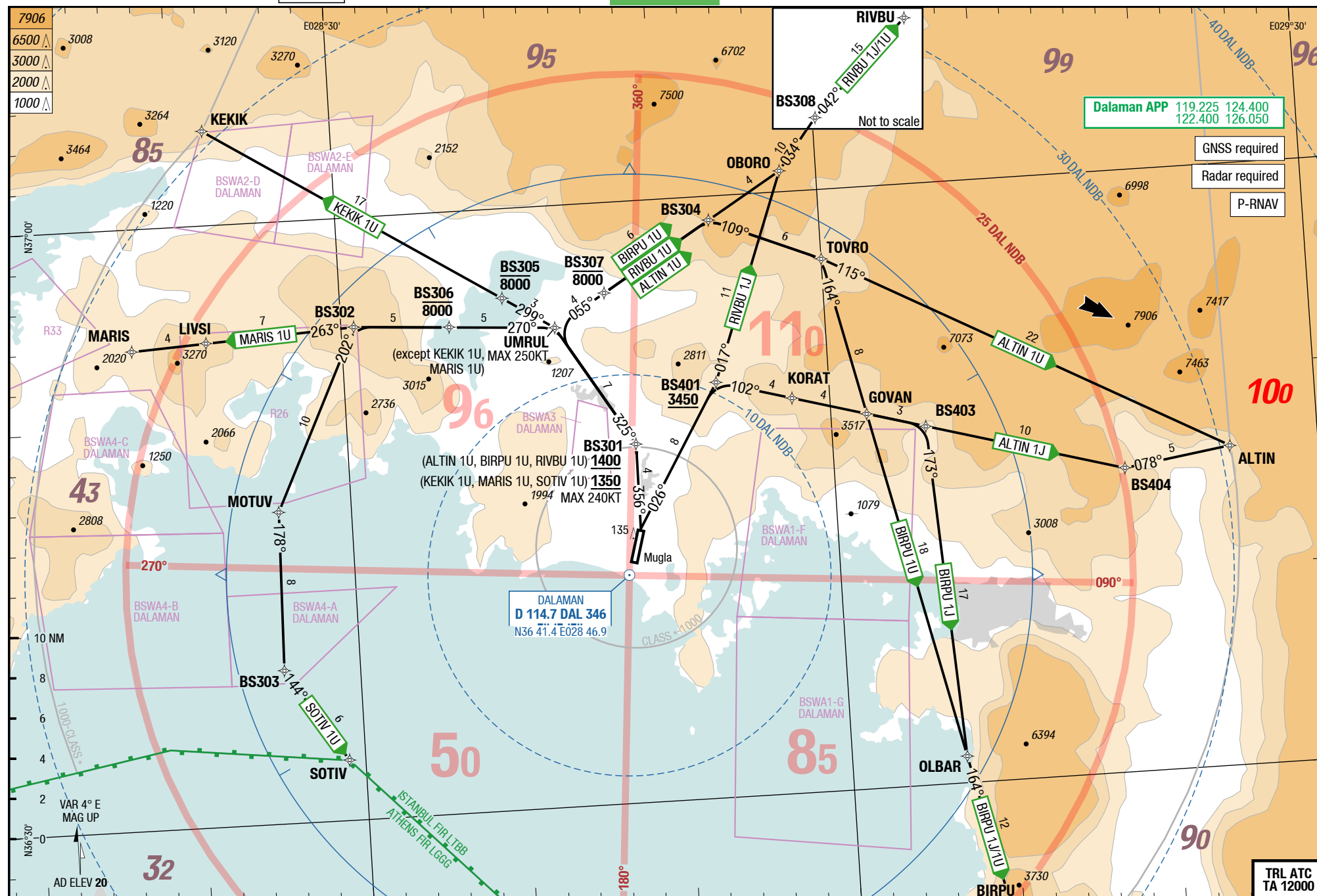
SID

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Dalaman **Mugla** Turkey

RNAV SIDs RWY 19

RNAV SIDs RWY 01



Changes: ASP, PROC, SUAs, Note

TRL ATC  
TA 12000

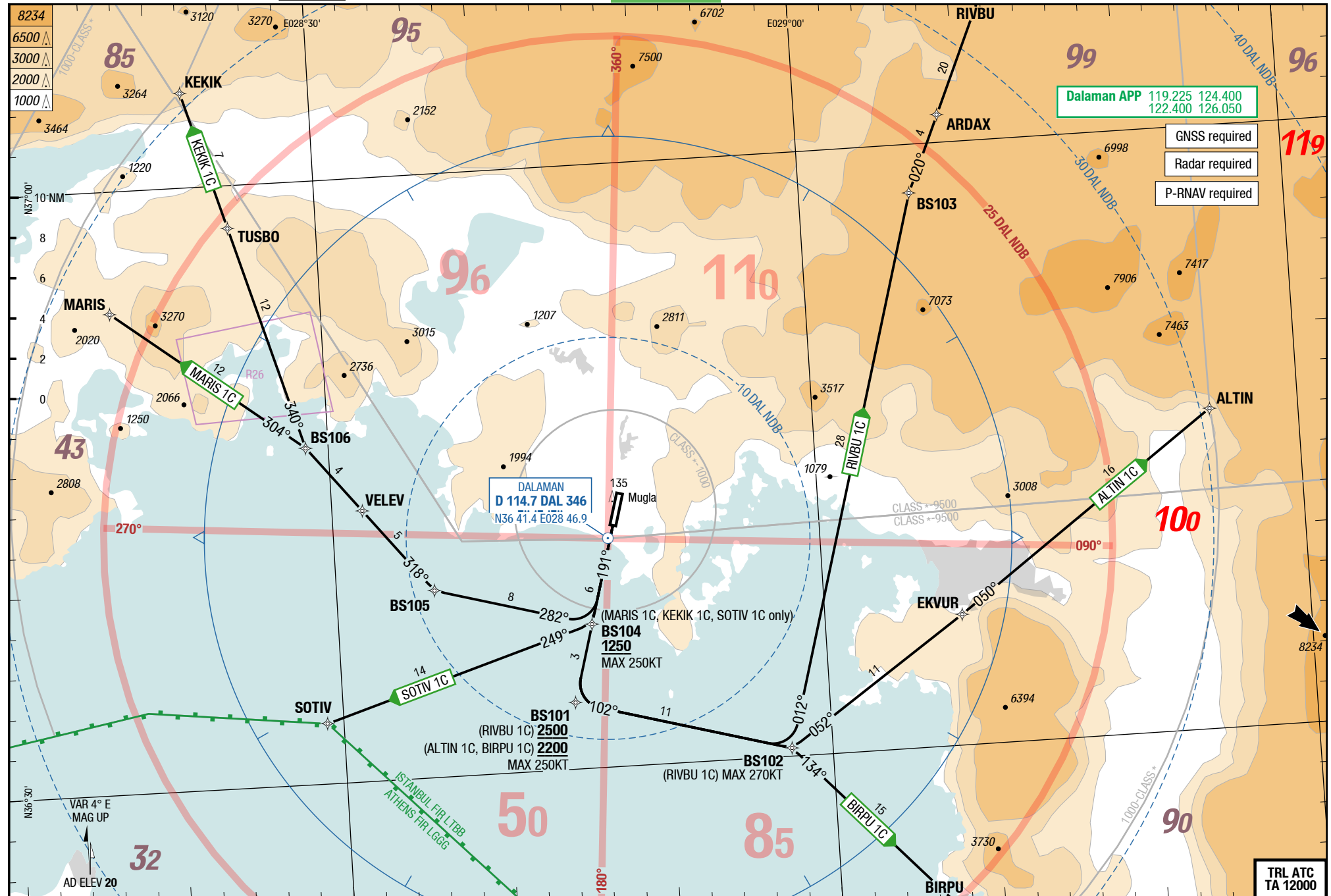
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## DLM-LTBS

## RNAV SIDs RWY 19

SID

## RNAV SIDs RWY 19



Changes: Nil

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Effective 24-JUL-2014

17-JUL-2014

DLM-LTBS

4-30

Turkey Mugla Dalaman

SIDs RWY 01 NDB/DME

SIDs RWY 01

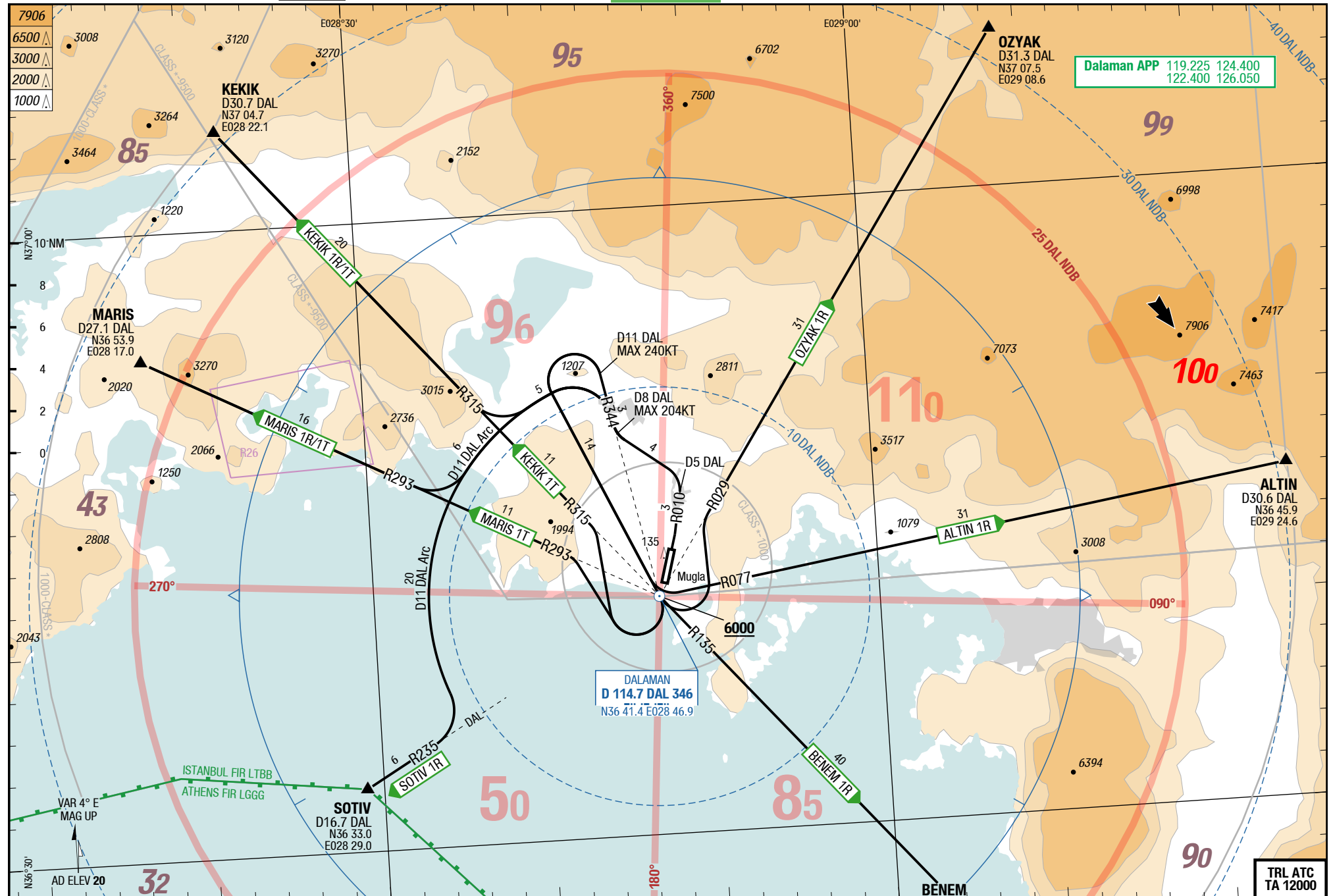
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Dalaman Mugla Turkey

SIDs RWY 01 NDB/DME

SIDs RWY 01



Effective 24-JUL-2014

17-JUL-2014

DLM-LTBS

4-40

SIDs RWY 01 NDB/DME

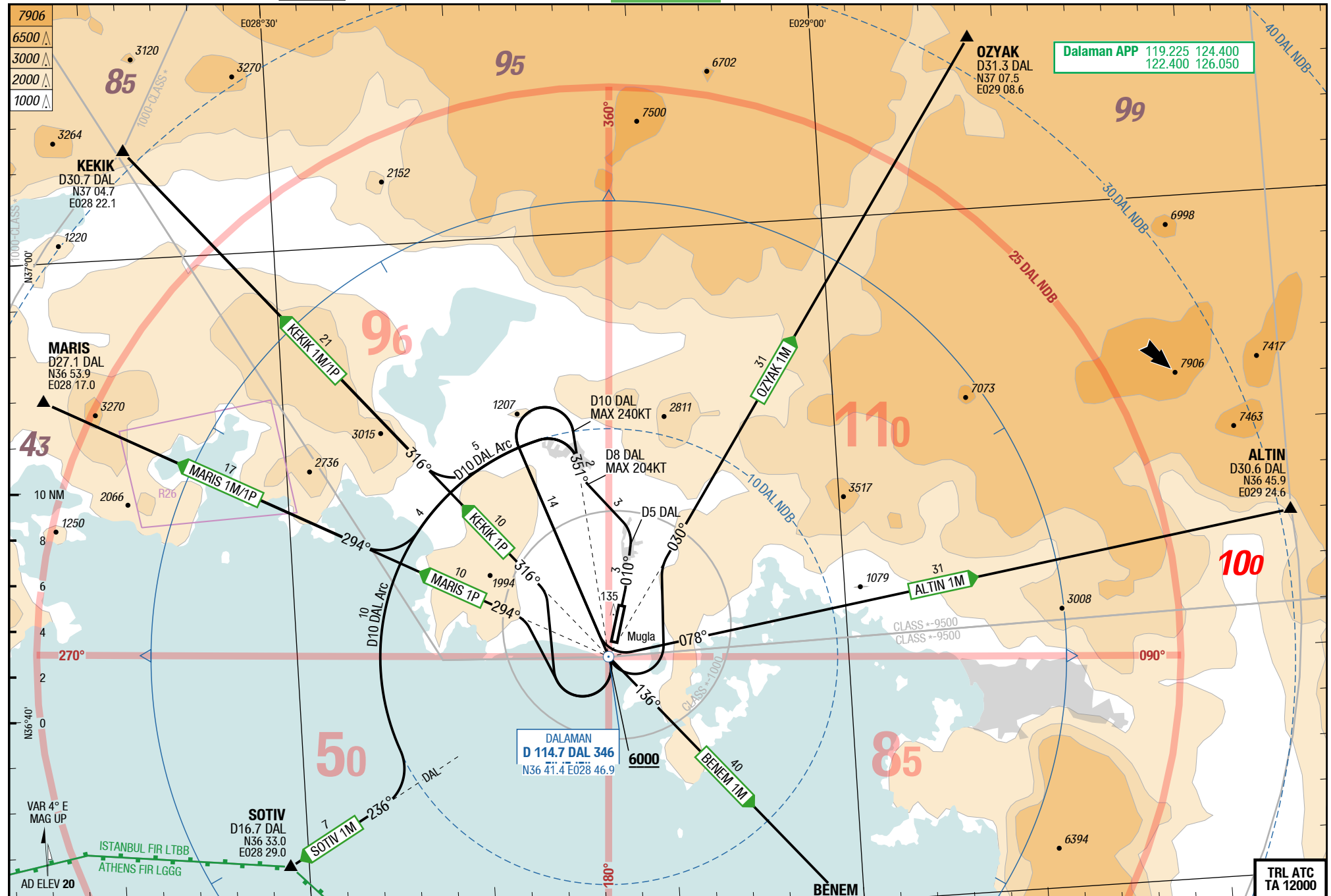
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Turkey Mugla Dalaman

Dalaman Mugla Turkey

SIDs RWY 01 NDB/DME



## DLM-LTBS

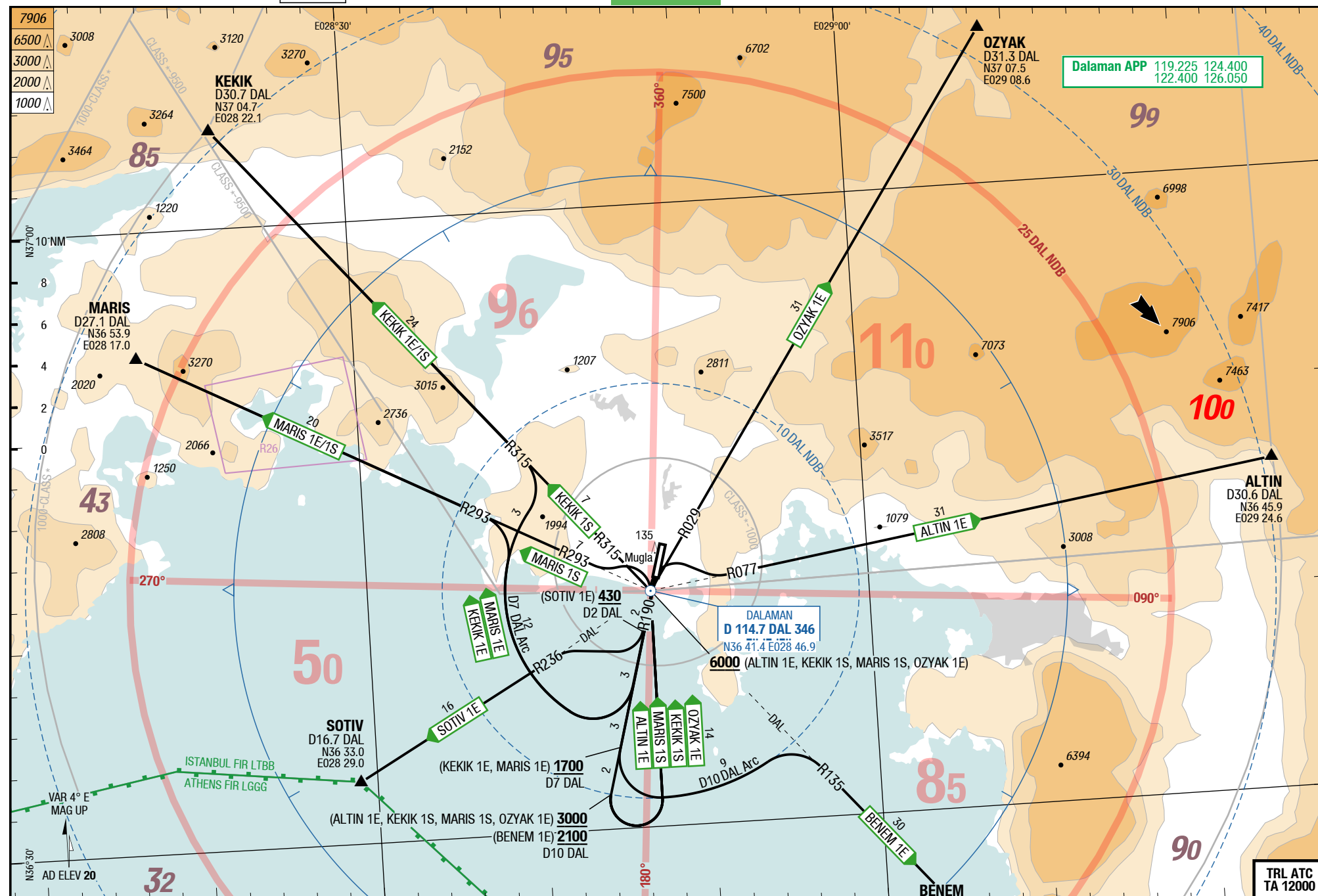
## SIDs RWY 19

SID

SID

## SIDs RWY 19

4-50



Changes: chart layout, Track, DIST, Editorial

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Effective 24-JUL-2014

17-JUL-2014

DLM-LTBS

Turkey Mugla Dalaman

4-60

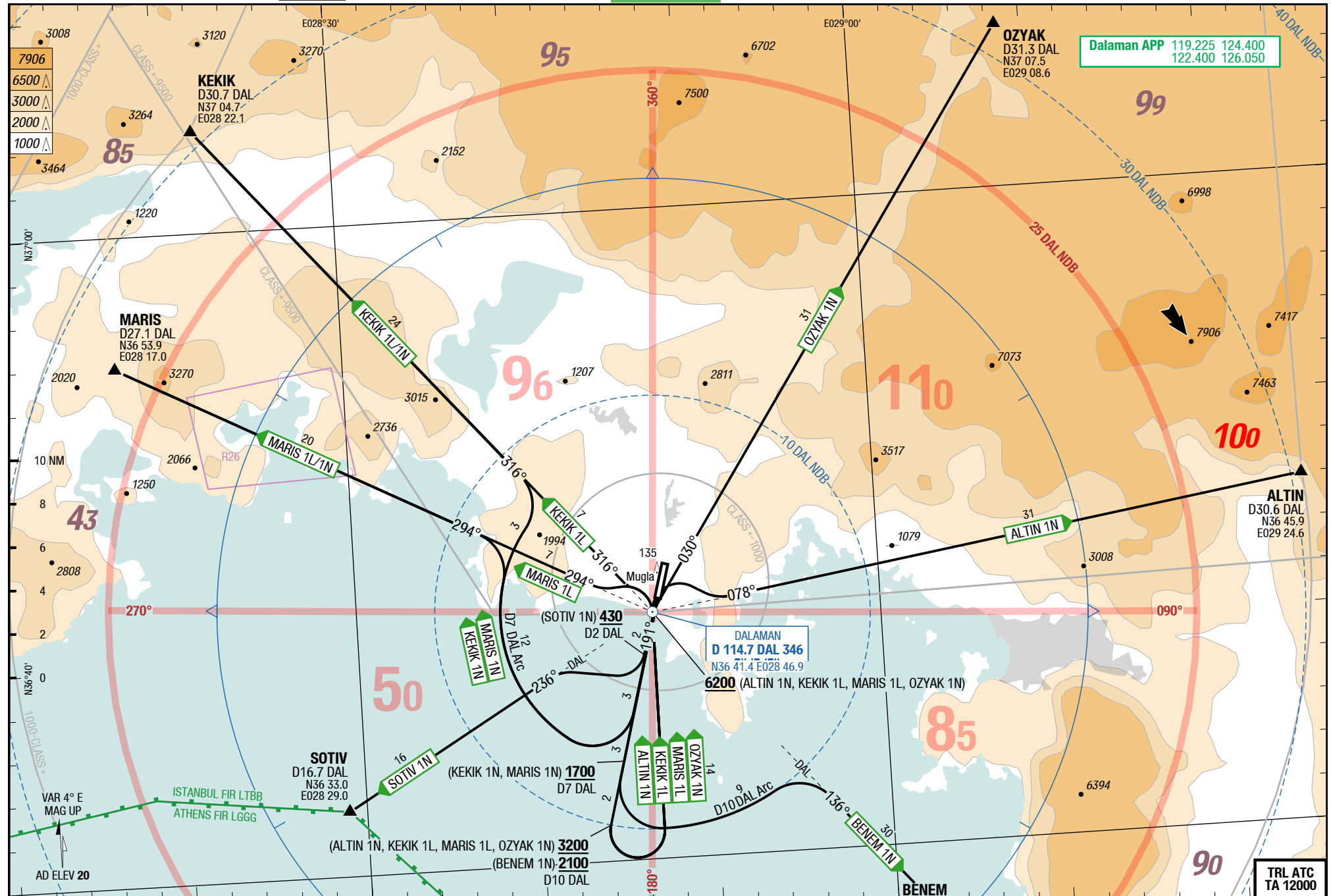
SIDs RWY 19 NDB/DME

SID

SID

Dalaman Mugla Turkey

SIDs RWY 19 NDB/DME



Changes: chart layout, DIST, Editorial

**30-AUG-2018****DLM-LTBS****5-10****RNAV SIDs RWY 01****ALTIN 1J / ALTIN 1U / BIRPU 1J / BIRPU 1U / KEKIK 1U / MARIS 1U**  
**RWY 01 (011°)**

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
5.3%	ft/MIN	700	900	1000	1200	1300	1500
6.8%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 01</b>	
<b>ALTIN 1J</b> 6.8% to 11000 <b>119.225</b>	026° to BS401 - <b>RT</b> to KORAT - GOVAN - BS403 - BS404 - <b>LT</b> to ALTIN  <b>FMS</b> BS401 [R] - KORAT - GOVAN - BS403 - BS404 [L] - ALTIN	BS401 MNM <b>3450</b>  BS401 MNM <b>3450</b>
<b>ALTIN 1U</b> 5.3% to 10000 <b>119.225</b>	356° to BS301 (MAX 240KT) - <b>LT</b> to UMRUL (MAX 250KT) - <b>RT</b> to BS307 - BS304 - <b>RT</b> to TOVRO - <b>RT</b> to ALTIN  <b>FMS</b> BS301 [K240- ;L] - UMRUL [K250- ;R] - BS307 - BS304 [R] - TOVRO [R] - ALTIN	BS301 MNM <b>1400</b> BS307 MAX <b>8000</b>  BS301 MNM <b>1400</b> BS307 MAX <b>8000</b>
<b>BIRPU 1J</b> 6.8% to 11000 <b>119.225</b>	026° to BS401 - <b>RT</b> to KORAT - GOVAN - BS403 - <b>RT</b> to OLBAR - <b>LT</b> to BIRPU  <b>FMS</b> BS401 [R] - KORAT - GOVAN - BS403 [R] - OLBAR [L] - BIRPU	BS401 MNM <b>3450</b>  BS401 MNM <b>3450</b>
<b>BIRPU 1U</b> 5.3% to 10000 <b>119.225</b>	356° to BS301 (MAX 240KT) - <b>LT</b> to UMRUL (MAX 250KT) - <b>RT</b> to BS307 - BS304 - <b>RT</b> to TOVRO - <b>RT</b> to GOVAN - OLBAR - BIRPU  <b>FMS</b> BS301 [K240- ;L] - UMRUL [K250- ;R] - BS307 - BS304 [R] - TOVRO [R] - GOVAN - OLBAR - BIRPU	BS301 MNM <b>1400</b> BS307 MAX <b>8000</b>  BS301 MNM <b>1400</b> BS307 MAX <b>8000</b>
<b>KEKIK 1U</b> 5.0% to 10000 <b>119.225</b>	356° to BS301 (MAX 240KT) - <b>LT</b> to UMRUL - <b>LT</b> to BS305 - KEKIK  <b>FMS</b> BS301 [K240- ;L] - UMRUL [L] - BS305 - KEKIK	BS301 MNM <b>1350</b> BS305 MAX <b>8000</b>  BS301 MNM <b>1350</b> BS305 MAX <b>8000</b>
<b>MARIS 1U</b> 5.0% to 10000 <b>119.225</b>	356° to BS301 (MAX 240KT) - <b>LT</b> to UMRUL - <b>LT</b> to BS306 - BS302 - <b>LT</b> to LIVSI - MARIS  <b>FMS</b> BS301 [K240- ;L] - UMRUL [L] - BS306 - BS302 [L] - LIVSI - MARIS	BS301 MNM <b>1350</b> BS306 MAX <b>8000</b>  BS301 MNM <b>1350</b> BS306 MAX <b>8000</b>

Changes: Reprint

**RIVBU 1J / RIVBU 1U / SOTIV 1U**  
RWY 01 (011°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
5.3%	ft/MIN	700	900	1000	1200	1300	1500
6.8%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 01</b>	
<b>RIVBU 1J</b> 6.8% to 11000 <b>119.225</b>	026° to BS401 - <b>LT</b> to OBORO - <b>RT</b> to BS308 - <b>RT</b> to RIVBU  <b>FMS</b> BS401 [L] - OBORO [R] - BS308 [R] - RIVBU	BS401 MNM <b>3450</b>  BS401 MNM <b>3450</b>
<b>RIVBU 1U</b> 5.3% to 10000 <b>119.225</b>	356° to BS301 (MAX 240KT) - <b>LT</b> to UMRUL (MAX 250KT) - <b>RT</b> to BS307 - BS304 - OBORO - <b>LT</b> to BS308 - <b>RT</b> to RIVBU  <b>FMS</b> BS301 [K240- ;L] - UMRUL [K250- ;R] - BS307 - BS304 - OBORO [L] - BS308 [R] - RIVBU	BS301 MNM <b>1400</b> BS307 MAX <b>8000</b>  BS301 MNM <b>1400</b> BS307 MAX <b>8000</b>
<b>SOTIV 1U</b> 5.0% to 10000 <b>119.225</b>	356° to BS301 (MAX 240KT) - <b>LT</b> to UMRUL (MAX 250KT) - <b>LT</b> to BS306 - BS302 - <b>LT</b> to MOTUV - <b>LT</b> to BS303 - <b>LT</b> to SOTIV  <b>FMS</b> BS301 [K240- ;L] - UMRUL [K250- ;L] - BS306 - BS302 [L] - MOTUV [L] - BS303 [L] - SOTIV	BS301 MNM <b>1350</b> BS306 MAX <b>8000</b>  BS301 MNM <b>1350</b> BS306 MAX <b>8000</b>

24-MAR-2016

**DLM-LTBS****5-30****RNAV SIDs RWY 19****ALTIN 1C / BIRPU 1C / KEKIK 1C / MARIS 1C / RIVBU 1C / SOTIV 1C**  
RWY 19 (191°)

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100
4.5%	ft/MIN	600	700	900	1000	1100	1300

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 19</b>	
<b>ALTIN 1C</b> 4.0% to 10000 <b>119.225</b>	191° to BS101 (MAX 250KT) - <b>LT</b> to BS102 - <b>LT</b> to EKVUR - <b>LT</b> to ALTIN  <b>FMS</b> BS101 [K250- ;L] - BS102 [L] - EKVUR [L] - ALTIN	BS101 MNM <b>2200</b>  BS101 MNM <b>2200</b>
<b>BIRPU 1C</b> 4.0% to 10000 <b>119.225</b>	191° to BS101 (MAX 250KT) - <b>LT</b> to BS102 - <b>RT</b> to BIRPU  <b>FMS</b> BS101 [K250- ;L] - BS102 [R] - BIRPU	BS101 MNM <b>2200</b>  BS101 MNM <b>2200</b>
<b>KEKIK 1C</b> 4.0% to 10000 <b>119.225</b>	191° to BS104 (MAX 250KT) - <b>RT</b> to BS105 - <b>RT</b> to VELEV - BS106 - <b>RT</b> to TUSBO - KEKIK  <b>FMS</b> BS104 [K250- ;R] - BS105 [R] - VELEV - BS106 [R] - TUSBO - KEKIK	BS104 MNM <b>1250</b>  BS104 MNM <b>1250</b>
<b>MARIS 1C</b> 4.0% to 10000 <b>119.225</b>	191° to BS104 (MAX 250KT) - <b>RT</b> to BS105 - <b>RT</b> to VELEV - BS106 - <b>LT</b> to MARIS  <b>FMS</b> BS104 [K250- ;R] - BS105 [R] - VELEV - BS106 [L] - MARIS	BS104 MNM <b>1250</b>  BS104 MNM <b>1250</b>
<b>RIVBU 1C</b> 4.5% to 10000 <b>119.225</b>	191° to BS101 (MAX 250KT) - <b>LT</b> to BS102 (MAX 270KT) - <b>LT</b> to BS103 - <b>RT</b> to ARDAX - RIVBU  <b>FMS</b> BS101 [K250- ;L] - BS102 [K270- ;L] - BS103 [R] - ARDAX - RIVBU	BS101 MNM <b>2500</b>  BS101 MNM <b>2500</b>
<b>SOTIV 1C</b> 4.0% to 10000 <b>119.225</b>	191° to BS104 (MAX 250KT) - <b>RT</b> to SOTIV  <b>FMS</b> BS104 [K250- ;R] - SOTIV	BS104 MNM <b>1250</b>  BS104 MNM <b>1250</b>

Changes: ALT, QFU

24-MAR-2016

**DLM-LTBS**

5-40

**SIDs RWY 01****ALTIN 1R / BENEM 1R / KEKIK 1R / KEKIK 1T / MARIS 1R / MARIS 1T / OZYAK 1R / SOTIV 1R**

RWY 01 (011°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 01</b>	
<b>ALTIN 1R</b> 5.0% to 7500 <b>119.225</b>	intercept R010 <b>DAL</b> - at D5 <b>DAL LT</b> intercept R344 <b>DAL</b> (within D8 <b>DAL</b> , MAX 204KT until established) - at D11 <b>DAL LT</b> direct <b>DAL</b> (MAX 240KT until passing D11 <b>DAL</b> on R344 <b>DAL</b> ) - R077 <b>DAL</b> to ALTIN	<b>DAL MNM 6000</b>
<b>BENEM 1R</b> 5.0% to 7500 <b>119.225</b>	intercept R010 <b>DAL</b> - at D5 <b>DAL LT</b> intercept R344 <b>DAL</b> (within D8 <b>DAL</b> , MAX 204KT until established) - at D11 <b>DAL LT</b> direct <b>DAL</b> (MAX 240KT until passing D11 <b>DAL</b> on R344 <b>DAL</b> ) - R135 <b>DAL</b> to BENEM	<b>DAL MNM 6000</b>
<b>KEKIK 1R</b> 5.0% to 7500 <b>119.225</b>	intercept R010 <b>DAL</b> - at D5 <b>DAL LT</b> intercept R344 <b>DAL</b> (within D8 <b>DAL</b> , MAX 204KT until established) - <b>LT</b> follow D11 <b>DAL</b> arc (MAX 240KT until passing D11 <b>DAL</b> on R344 <b>DAL</b> ) - intercept R315 <b>DAL</b> to KEKIK	
<b>KEKIK 1T</b> 5.0% to 7500 <b>119.225</b>	intercept R010 <b>DAL</b> - at D5 <b>DAL LT</b> intercept R344 <b>DAL</b> (within D8 <b>DAL</b> , MAX 204KT until established) - at D11 <b>DAL LT</b> direct <b>DAL</b> (MAX 240KT until passing D11 <b>DAL</b> on R344 <b>DAL</b> ) - <b>RT</b> intercept R315 <b>DAL</b> to KEKIK	<b>DAL MNM 6000</b>
<b>MARIS 1R</b> 5.0% to 7500 <b>119.225</b>	intercept R010 <b>DAL</b> - at D5 <b>DAL LT</b> intercept R344 <b>DAL</b> (within D8 <b>DAL</b> , MAX 204KT until established) - <b>LT</b> follow D11 <b>DAL</b> arc (MAX 240KT until passing D11 <b>DAL</b> on R344 <b>DAL</b> ) - intercept R293 <b>DAL</b> to MARIS	
<b>MARIS 1T</b> 5.0% to 7500 <b>119.225</b>	intercept R010 <b>DAL</b> - at D5 <b>DAL LT</b> intercept R344 <b>DAL</b> (within D8 <b>DAL</b> , MAX 204KT until established) - at D11 <b>DAL LT</b> direct <b>DAL</b> (MAX 240KT until passing D11 <b>DAL</b> on R344 <b>DAL</b> ) - <b>RT</b> intercept R293 <b>DAL</b> to MARIS	<b>DAL MNM 6000</b>
<b>OZYAK 1R</b> 5.0% to 7500 <b>119.225</b>	intercept R010 <b>DAL</b> - at D5 <b>DAL LT</b> intercept R344 <b>DAL</b> (within D8 <b>DAL</b> , MAX 204KT until established) - at D11 <b>DAL LT</b> direct <b>DAL</b> (MAX 240KT until passing D11 <b>DAL</b> on R344 <b>DAL</b> ) - <b>LT</b> intercept R029 <b>DAL</b> to OZYAK	<b>DAL MNM 6000</b>
<b>SOTIV 1R</b> 5.0% to 7500 <b>119.225</b>	intercept R010 <b>DAL</b> - at D5 <b>DAL LT</b> intercept R344 <b>DAL</b> (within D8 <b>DAL</b> , MAX 204KT until established) - <b>LT</b> follow D11 <b>DAL</b> arc (MAX 240KT until passing D11 <b>DAL</b> on R344 <b>DAL</b> ) - intercept R235 <b>DAL</b> to SOTIV	

Changes: QFU

24-MAR-2016

**DLM-LTBS**

5-50

**SIDs RWY 01 NDB/DME****ALTIN 1M / BENEM 1M / KEKIK 1M / KEKIK 1P / MARIS 1M / MARIS 1P / OZYAK 1M / SOTIV 1M**

RWY 01 (011°)

	GS	120	150	180	210	240	270
5.3%	ft/MIN	700	900	1000	1200	1300	1500

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 01</b>	
<b>ALTIN 1M</b> 5.3% to 7500 <b>119.225</b>	intercept QDR 010° <b>DAL</b> - at D5 <b>DAL LT</b> intercept QDR 351° <b>DAL</b> (within D8 <b>DAL</b> MAX 204KT until established) - at D10 <b>DAL LT</b> direct <b>DAL</b> (MAX 240KT until passing D10 <b>DAL</b> on QDR 351° <b>DAL</b> ) - <b>LT</b> intercept QDR 078° <b>DAL</b> to ALTIN	<b>DAL MIN 6000</b>
<b>BENEM 1M</b> 5.3% to 7500 <b>119.225</b>	intercept QDR 010° <b>DAL</b> - at D5 <b>DAL LT</b> intercept QDR 351° <b>DAL</b> (within D8 <b>DAL</b> MAX 204KT until established) - at D10 <b>DAL LT</b> direct <b>DAL</b> (MAX 240KT until passing D10 <b>DAL</b> on QDR 351° <b>DAL</b> ) - <b>LT</b> intercept QDR 136° <b>DAL</b> to BENEM	<b>DAL MIN 6000</b>
<b>KEKIK 1M</b> 5.3% to 7500 <b>119.225</b>	intercept QDR 010° <b>DAL</b> - at D5 <b>DAL LT</b> intercept QDR 351° <b>DAL</b> (within D8 <b>DAL</b> MAX 204KT until established) - <b>LT</b> follow D10 <b>DAL</b> arc (MAX 240KT until passing D10 <b>DAL</b> on QDR 351° <b>DAL</b> ) - <b>RT</b> intercept QDR 316° <b>DAL</b> to KEKIK	
<b>KEKIK 1P</b> 5.3% to 7500 <b>119.225</b>	intercept QDR 010° <b>DAL</b> - at D5 <b>DAL LT</b> intercept QDR 351° <b>DAL</b> (within D8 <b>DAL</b> MAX 204KT until established) - at D10 <b>DAL LT</b> direct <b>DAL</b> (MAX 240KT until passing D10 <b>DAL</b> on QDR 351° <b>DAL</b> ) - <b>RT</b> intercept QDR 316° <b>DAL</b> to KEKIK	<b>DAL MIN 6000</b>
<b>MARIS 1M</b> 5.3% to 7500 <b>119.225</b>	intercept QDR 010° <b>DAL</b> - at D5 <b>DAL LT</b> intercept QDR 351° <b>DAL</b> (within D8 <b>DAL</b> MAX 204KT until established) - <b>LT</b> follow D10 <b>DAL</b> arc (MAX 240KT until passing D10 <b>DAL</b> on QDR 351° <b>DAL</b> ) - <b>RT</b> intercept QDR 294° <b>DAL</b> to MARIS	
<b>MARIS 1P</b> 5.3% to 7500 <b>119.225</b>	intercept QDR 010° <b>DAL</b> - at D5 <b>DAL LT</b> intercept QDR 351° <b>DAL</b> (within D8 <b>DAL</b> MAX 204KT until established) - at D10 <b>DAL LT</b> direct <b>DAL</b> (MAX 240KT until passing D10 <b>DAL</b> on QDR 351° <b>DAL</b> ) - <b>RT</b> intercept QDR 294° <b>DAL</b> to MARIS	<b>DAL MIN 6000</b>
<b>OZYAK 1M</b> 5.3% to 7500 <b>119.225</b>	intercept QDR 010° <b>DAL</b> - at D5 <b>DAL LT</b> intercept QDR 351° <b>DAL</b> (within D8 <b>DAL</b> MAX 204KT until established) - at D10 <b>DAL LT</b> direct <b>DAL</b> (MAX 240KT until passing D10 <b>DAL</b> on QDR 351° <b>DAL</b> ) - <b>LT</b> intercept QDR 030° <b>DAL</b> to OZYAK	<b>DAL MIN 6000</b>
<b>SOTIV 1M</b> 5.3% to 7500 <b>119.225</b>	intercept QDR 010° <b>DAL</b> - at D5 <b>DAL LT</b> intercept QDR 351° <b>DAL</b> (within D8 <b>DAL</b> MAX 204KT until established) - <b>LT</b> follow D10 <b>DAL</b> arc (MAX 240KT until passing D10 <b>DAL</b> on QDR 351° <b>DAL</b> ) - <b>RT</b> intercept QDR 236° <b>DAL</b> to SOTIV	

24-MAR-2016

**DLM-LTBS****5-60****SIDs RWY 19****ALTIN 1E / BENEM 1E / KEKIK 1E / KEKIK 1S / MARIS 1E / MARIS 1S / OZYAK 1E / SOTIV 1E**

RWY 19 (191°)

	GS	120	150	180	210	240	270
3.6%	ft/MIN	500	600	700	800	900	1000
4.8%	ft/MIN	600	800	900	1100	1200	1400
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 19</b>	
<b>ALTIN 1E</b> 5.0% to 7500 <b>119.225</b>	intercept R190 <b>DAL</b> - at D10 <b>DAL LT</b> direct <b>DAL</b> - R077 <b>DAL</b> to <b>ALTIN</b>	D10 <b>DAL</b> MNM <b>3000</b> <b>DAL</b> MNM <b>6000</b>
<b>BENEM 1E</b> 3.6% to 9000 <b>119.225</b>	intercept R190 <b>DAL</b> - <b>LT</b> follow D10 <b>DAL</b> arc - intercept R135 <b>DAL</b> to <b>BENEM</b>	D10 <b>DAL</b> MNM <b>2100</b>
<b>KEKIK 1E</b> 4.8% to 7500 <b>119.225</b>	intercept R190 <b>DAL</b> - <b>RT</b> follow D7 <b>DAL</b> arc - intercept R315 <b>DAL</b> to <b>KEKIK</b>	D7 <b>DAL</b> MNM <b>1700</b>
<b>KEKIK 1S</b> 5.0% to 7500 <b>119.225</b>	intercept R190 <b>DAL</b> - at D10 <b>DAL LT</b> direct <b>DAL</b> - R315 <b>DAL</b> to <b>KEKIK</b>	D10 <b>DAL</b> MNM <b>3000</b> <b>DAL</b> MNM <b>6000</b>
<b>MARIS 1E</b> 4.8% to 7500 <b>119.225</b>	intercept R190 <b>DAL</b> - <b>RT</b> follow D7 <b>DAL</b> arc - intercept R293 <b>DAL</b> to <b>MARIS</b>	D7 <b>DAL</b> MNM <b>1700</b>
<b>MARIS 1S</b> 5.0% to 7500 <b>119.225</b>	intercept R190 <b>DAL</b> - at D10 <b>DAL LT</b> direct <b>DAL</b> - R293 <b>DAL</b> to <b>MARIS</b>	D10 <b>DAL</b> MNM <b>3000</b> <b>DAL</b> MNM <b>6000</b>
<b>OZYAK 1E</b> 5.0% to 7500 <b>119.225</b>	intercept R190 <b>DAL</b> - at D10 <b>DAL LT</b> direct <b>DAL</b> - R029 <b>DAL</b> to <b>OZYAK</b>	D10 <b>DAL</b> MNM <b>3000</b> <b>DAL</b> MNM <b>6000</b>
<b>SOTIV 1E</b> 3.6% to 3000 <b>119.225</b>	intercept R190 <b>DAL</b> - at D2 <b>DAL RT</b> intercept R236 <b>DAL</b> to <b>SOTIV</b>	D2 <b>DAL</b> MNM <b>430</b>

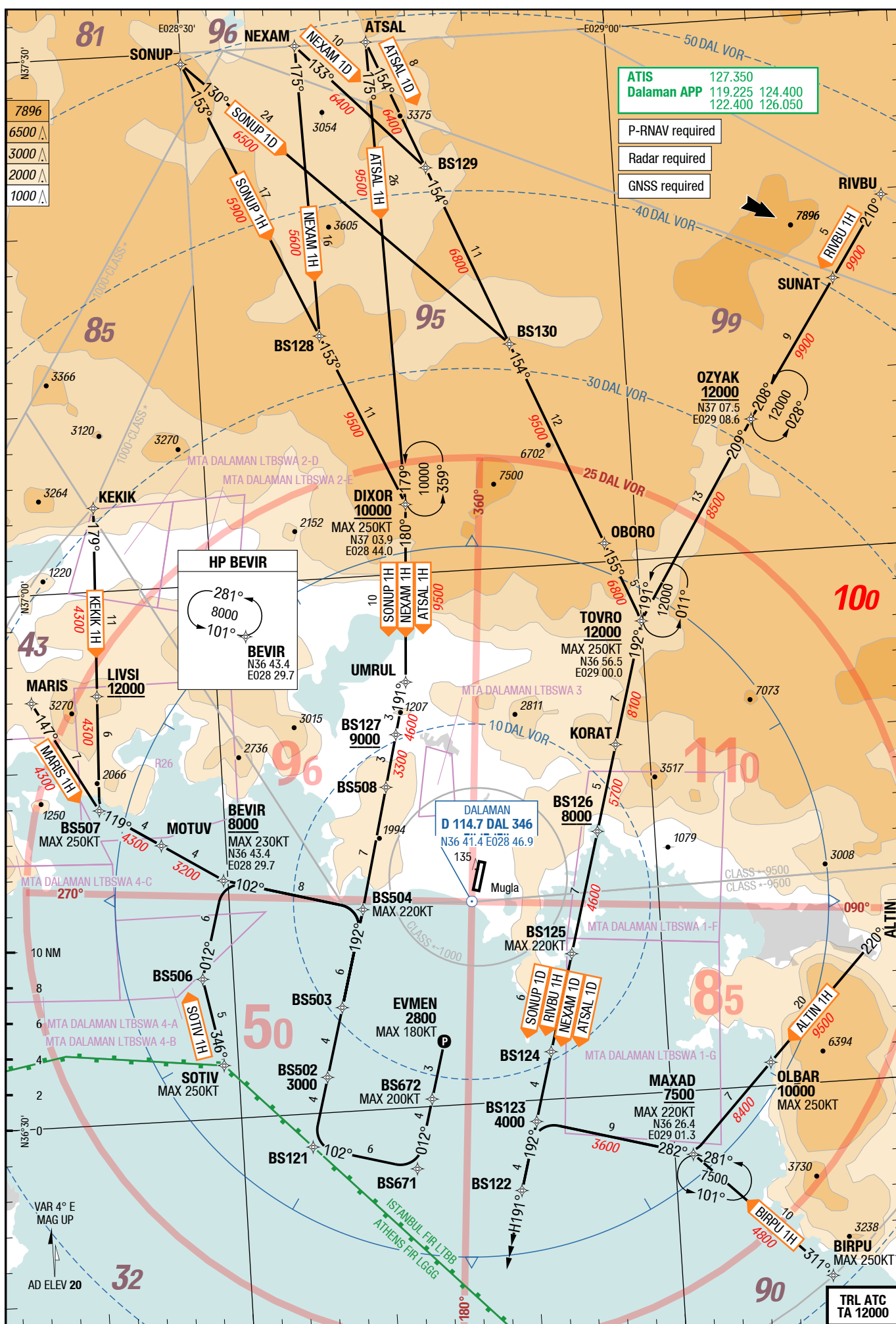
24-MAR-2016

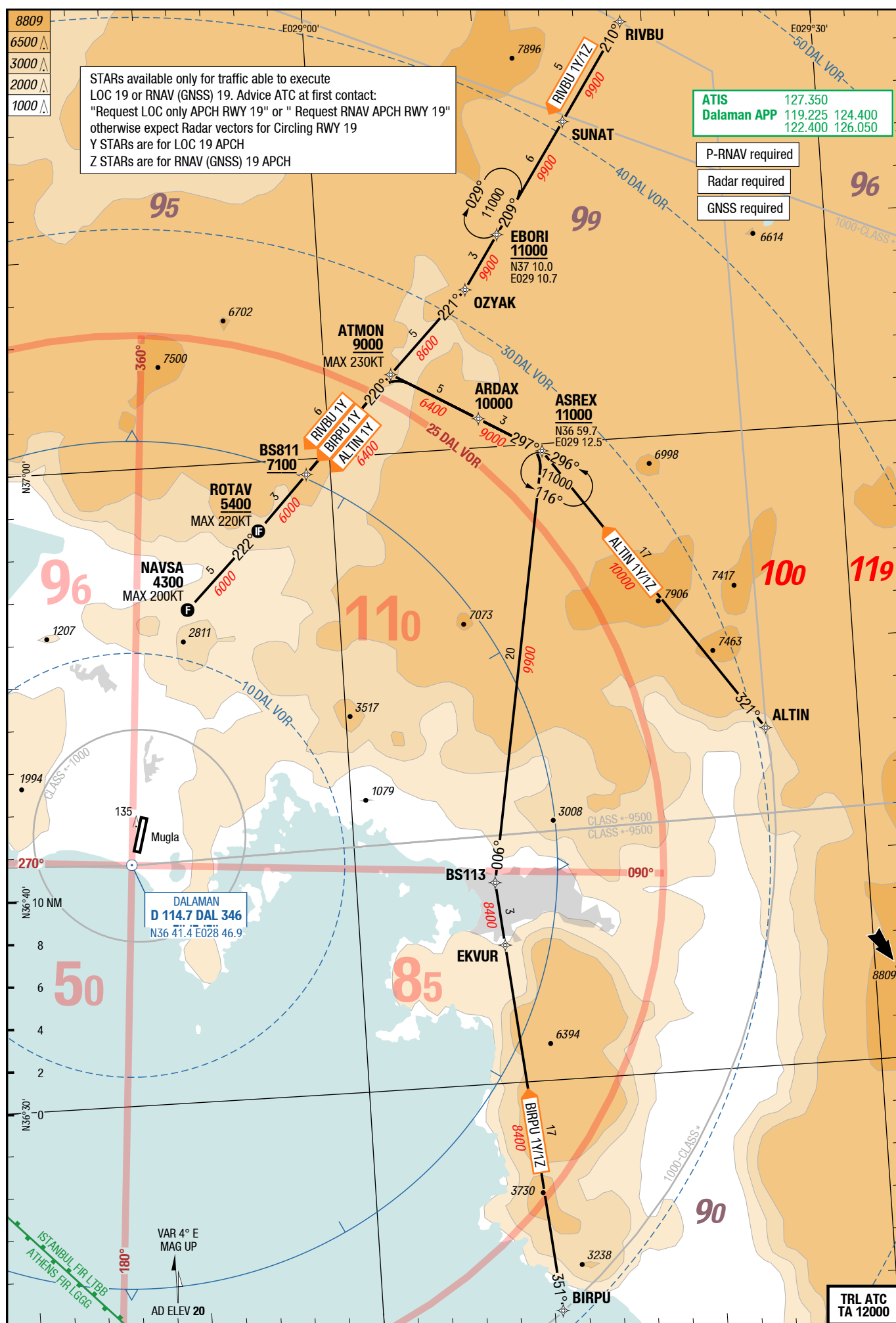
**DLM-LTBS****5-70****SIDs RWY 19 NDB/DME****ALTIN 1N / BENEM 1N / KEEK 1L / KEEK 1N / MARIS 1L / MARIS 1N / OZYAK 1N / SOTIV 1N**

RWY 19 (191°)

	GS	120	150	180	210	240	270
3.6%	ft/MIN	500	600	700	800	900	1000
4.8%	ft/MIN	600	800	900	1100	1200	1400
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 19</b>	
<b>ALTIN 1N</b> 5.0% to 7500 <b>119.225</b>	intercept QDR 191° <b>DAL</b> - at D10 <b>DAL LT</b> direct <b>DAL</b> - QDR 078° <b>DAL</b> to ALTIN	D10 <b>DAL MNM 3200</b> <b>DAL MNM 6200</b>
<b>BENEM 1N</b> 3.6% to 9000 <b>119.225</b>	intercept QDR 191° <b>DAL</b> - <b>LT</b> follow D10 <b>DAL</b> arc - <b>RT</b> intercept QDR 136° <b>DAL</b> to BENEM	D10 <b>DAL MNM 2100</b>
<b>KEKIK 1L</b> 5.0% to 7500 <b>119.225</b>	intercept QDR 191° <b>DAL</b> - at D10 <b>DAL LT</b> direct <b>DAL</b> - QDR 316° <b>DAL</b> to KEEK	D10 <b>DAL MNM 3200</b> <b>DAL MNM 6200</b>
<b>KEKIK 1N</b> 4.8% to 7500 <b>119.225</b>	intercept QDR 191° <b>DAL</b> - <b>RT</b> follow D7 <b>DAL</b> arc - <b>LT</b> intercept QDR 316° <b>DAL</b> to KEEK	D7 <b>DAL MNM 1700</b>
<b>MARIS 1L</b> 5.0% to 7500 <b>119.225</b>	intercept QDR 191° <b>DAL</b> - at D10 <b>DAL LT</b> direct <b>DAL</b> - QDR 294° <b>DAL</b> to MARIS	D10 <b>DAL MIM 3200</b> <b>DAL MNM 6200</b>
<b>MARIS 1N</b> 4.8% to 7500 <b>119.225</b>	intercept QDR 191° <b>DAL</b> - <b>RT</b> follow D7 <b>DAL</b> arc - <b>LT</b> intercept QDR 294° <b>DAL</b> to MARIS	D7 <b>DAL MNM 1700</b>
<b>OZYAK 1N</b> 5.0% to 7500 <b>119.225</b>	intercept QDR 191° <b>DAL</b> - at D10 <b>DAL LT</b> direct <b>DAL</b> - QDR 030° <b>DAL</b> to OZYAK	D10 <b>DAL MNM 3200</b> <b>DAL MNM 6200</b>
<b>SOTIV 1N</b> 3.6% to 3000 <b>119.225</b>	intercept QDR 191° <b>DAL</b> - at D2 <b>DAL RT</b> - intercept QDR 236° <b>DAL</b> to SOTIV	D2 <b>DAL MNM 430</b>





## DLM-LTBS

STARs / RNAV STARs EVKON

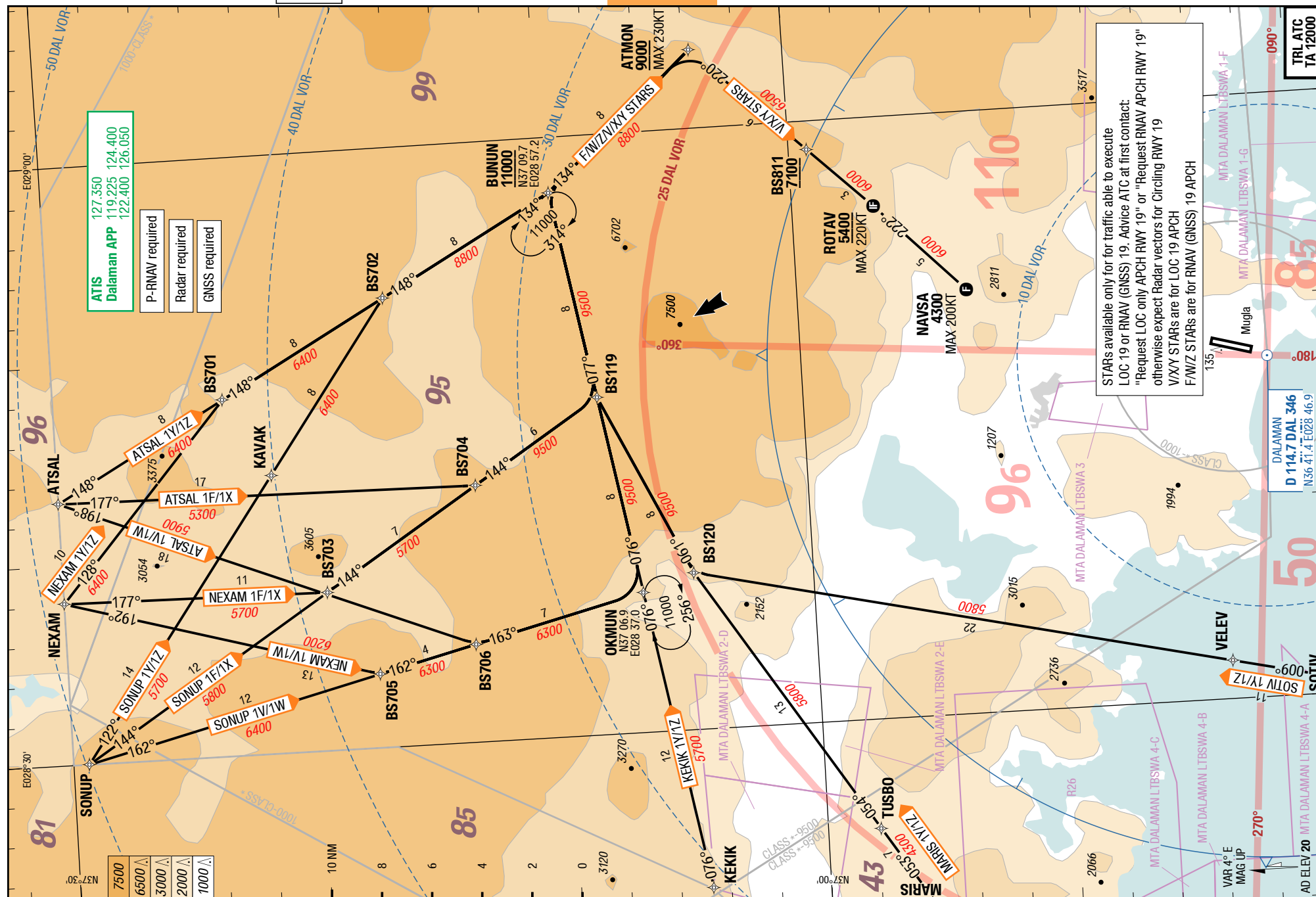
## RNAV STARs RWY 19 West

# STAR

# STAR

STARs / RNAV STARs EVKON

## RNAV STARs RWY 19 West



Changes: MGA, SUAs, TOPO

17-DEC-2015

DLM-LTBS

Turkey **Mugla** Dalaman

6-40

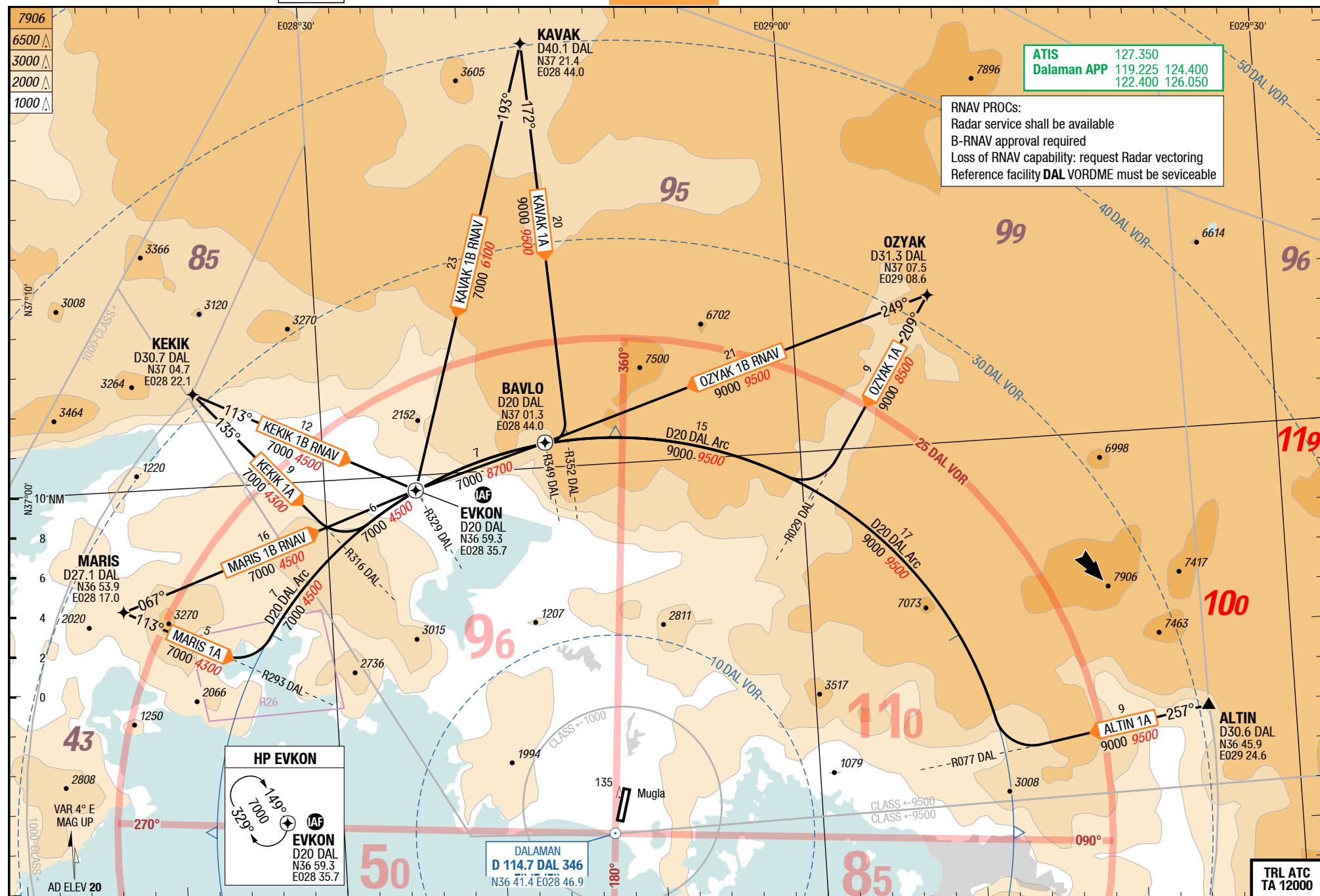
STARs / RNAV STARs EVKON

STAR

STAR

Dalaman **Mugla** Turkey

STARs / RNAV STARs EVKON



Changes: Nil

Effective 24-JUL-2014

17-JUL-2014

DLM-LTBS

6-50

Turkey Mugla Dalaman

NIL

STARs

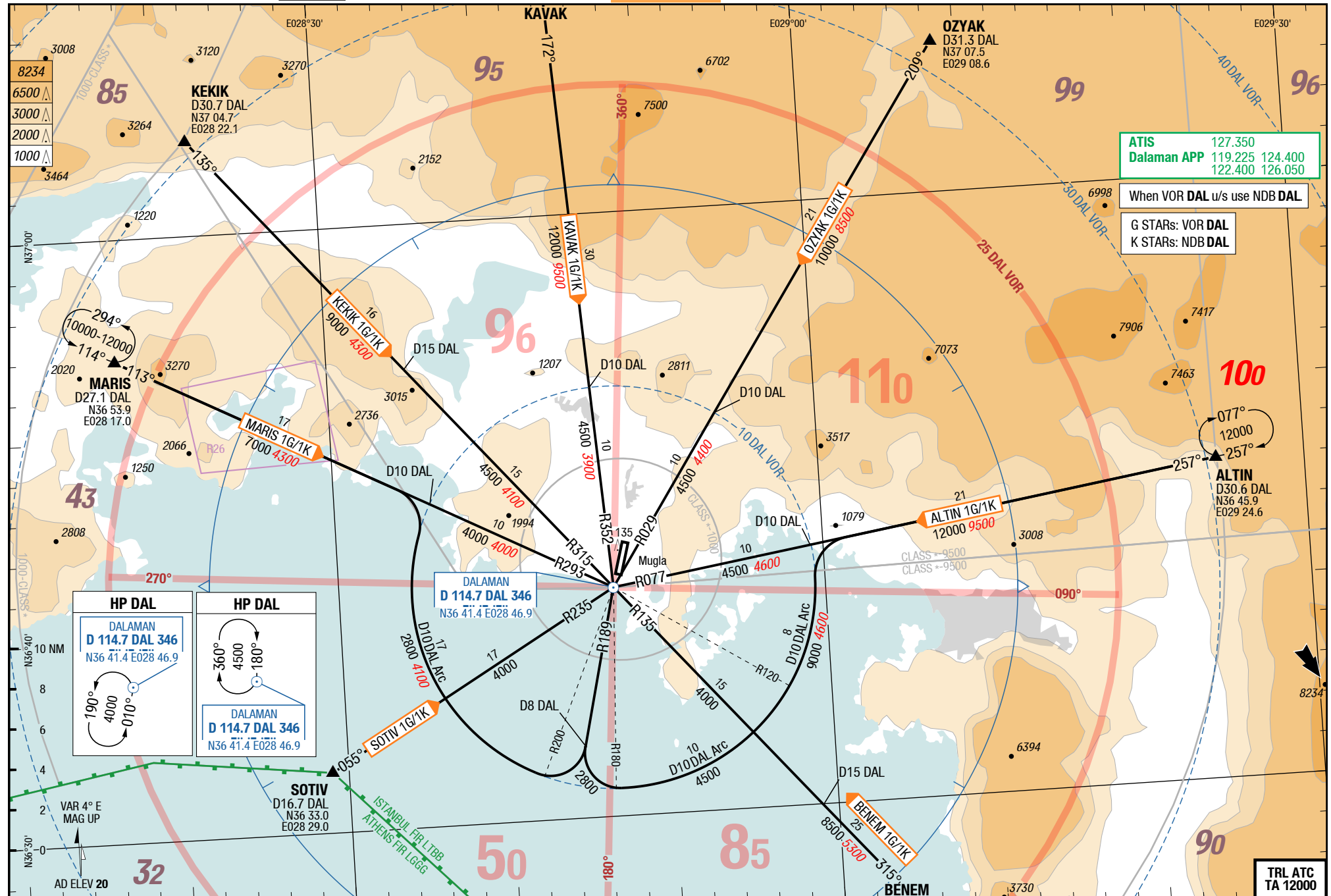
STAR

STAR

Dalaman Mugla Turkey

NIL

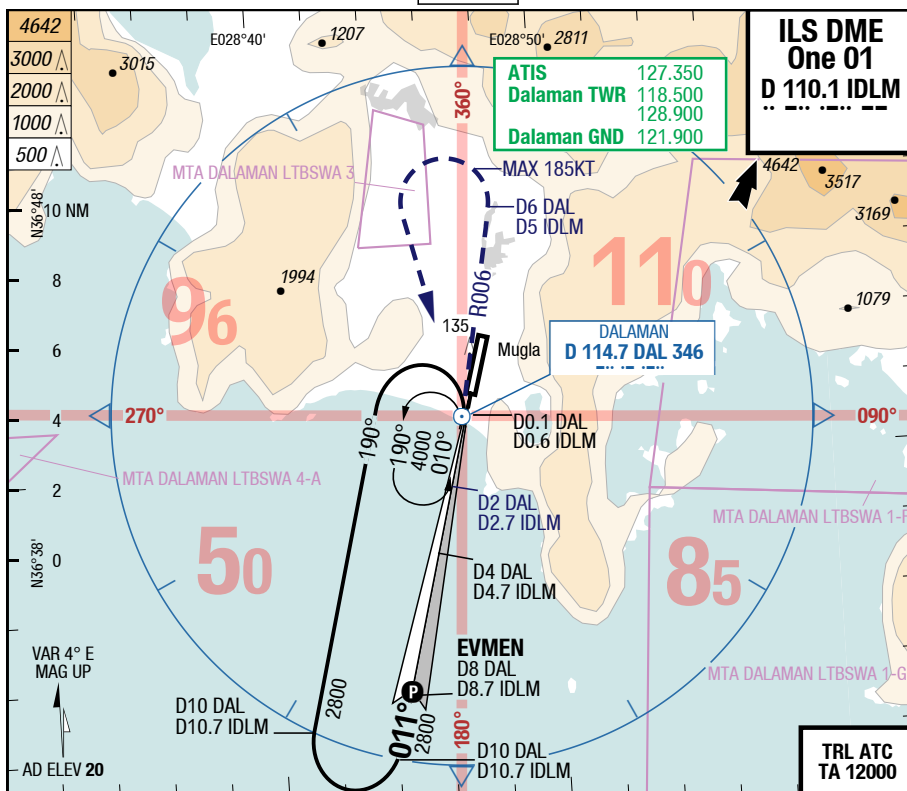
STARs



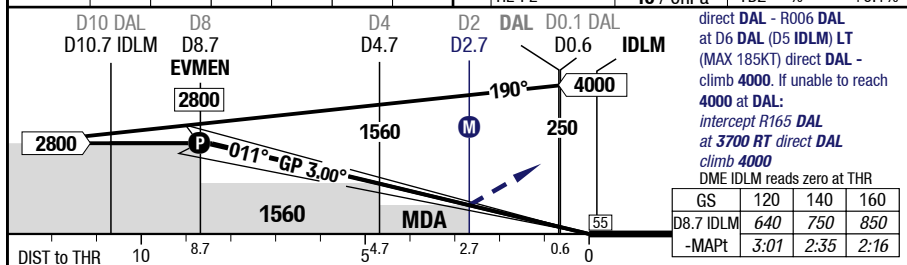
## DLM-LTBS

7-10

## ILS DME One 01



LOC 3.01° D IDLM	8.7	7	6	5	4	3	
	2800	2310	1990	1670	1350	1030	



01		Cat 1 DME GA 5.0%	Cat 1 DME GA 2.5% <sup>1)</sup>	LOC DME <sup>2)</sup>		Circling <sup>3)</sup>
C	ft - m/km ft	200 - 550 <b>220</b>	840 - 2.4 <b>850</b>	890 - 2.4 <b>900</b>		1580 - 2.4V <b>1600</b>
D	ft - m/km ft	200 - 550 <b>220</b>	840 - 2.4 <b>850</b>	890 - 2.4 <b>900</b>		2290 - 3.6V <b>2310</b>

1) With EVS 1.6km, wo EVS use STD

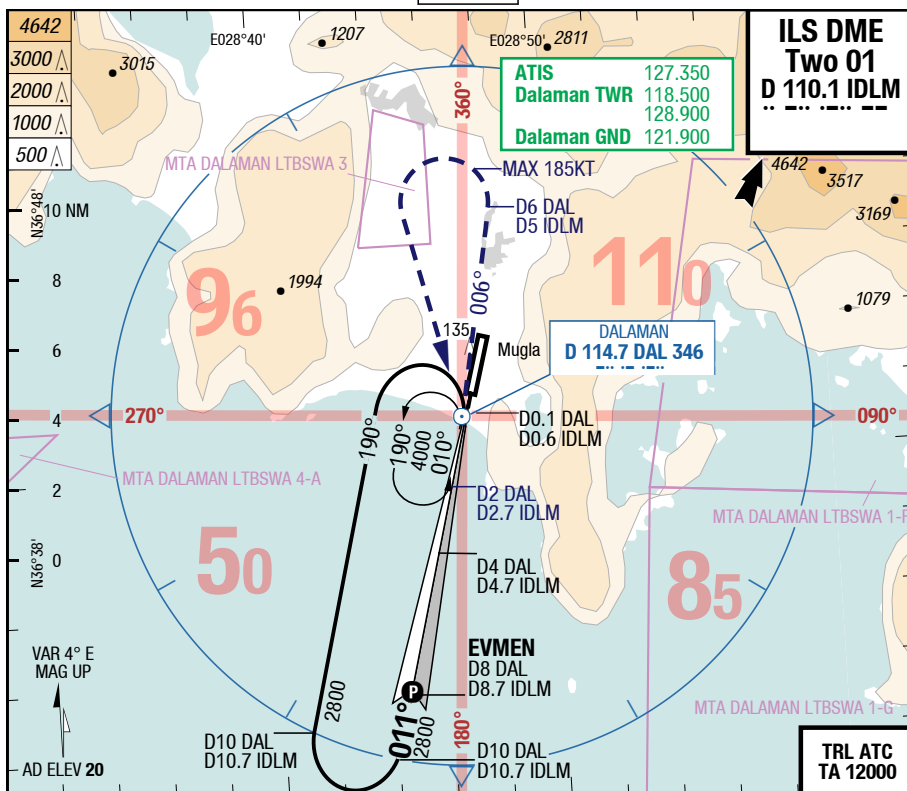
3) BTN R180-R015 DAL only

Changes: MM

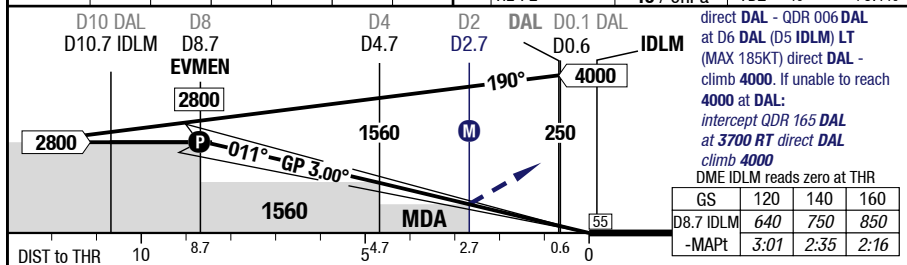
## DLM-LTBS

7-20

## ILS DME Two 01



LOC 3.01° D IDLM	8.7	7	6	5	4	3	
	2800	2310	1990	1670	1350	1030	



<b>01</b>		<b>Cat 1 DME</b> GA 5.0%	<b>Cat 1 DME</b> GA 2.5% <sup>1)</sup>	<b>LOC DME</b> <sup>2)</sup>		<b>Circling</b> <sup>3)</sup>
C	ft - m/km ft	200 - 550 <b>220</b>	840 - 2.4 <b>850</b>	890 - 2.4 <b>900</b>		1580 - 2.4V <b>1600</b>
D	ft - m/km ft	200 - 550 <b>220</b>	840 - 2.4 <b>850</b>	890 - 2.4 <b>900</b>		2290 - 3.6V <b>2310</b>

1) With EVS 1.6km, wo EVS use STD

3) BTN 180°-015° of NDB DAL only

2) Timing to determine MAPt NA

Changes: MM

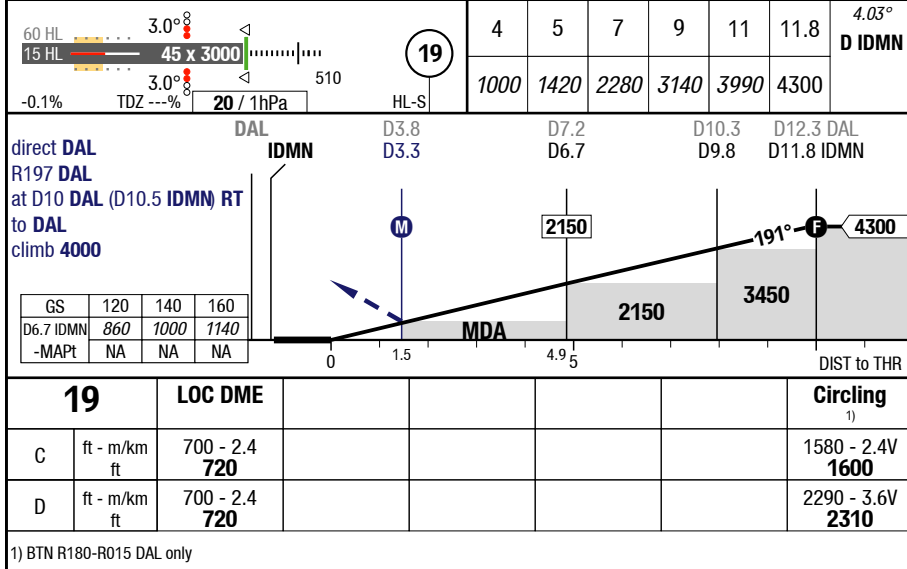
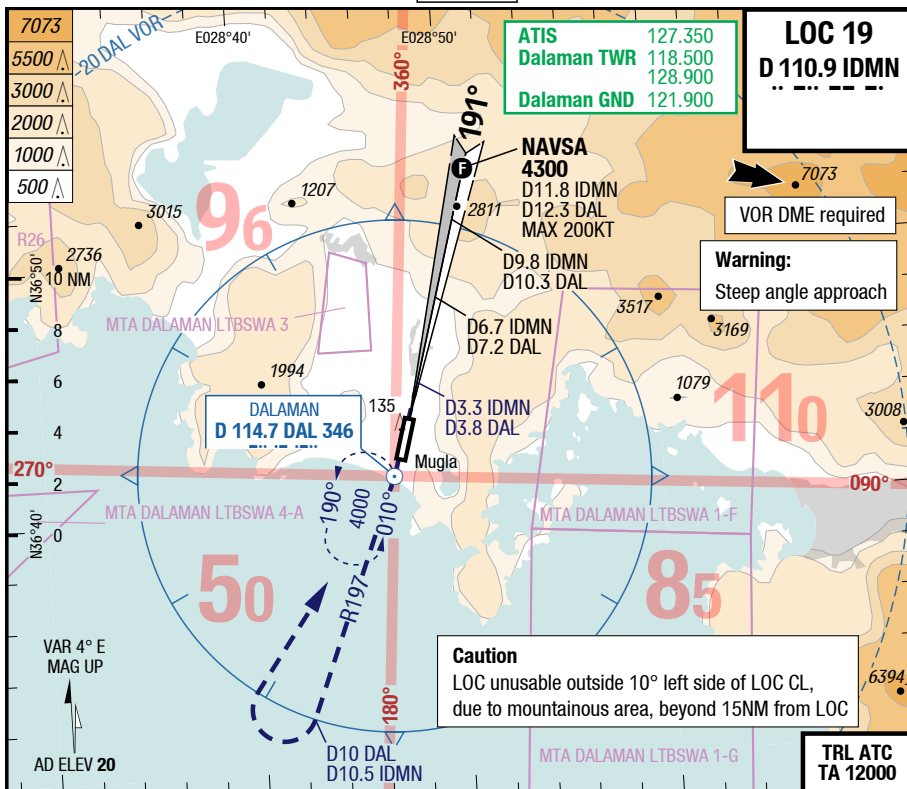
12-OCT-2017  
DLM-LTBS

Turkey Mugla Dalaman

IAC

7-30

LOC 19



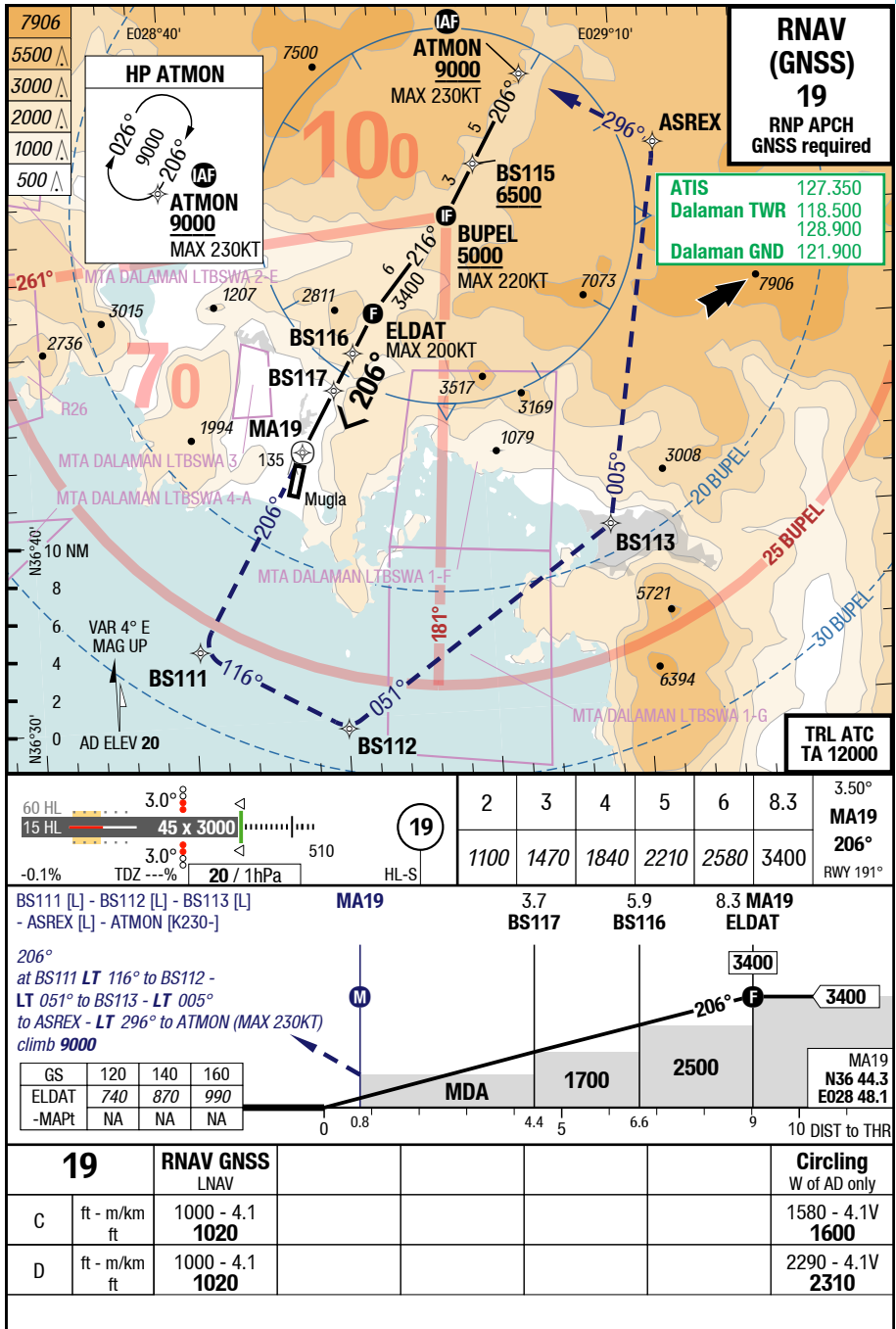
Changes: MIN

12-OCT-2017

DLM-LTBS

7-50

RNAV (GNSS) 19



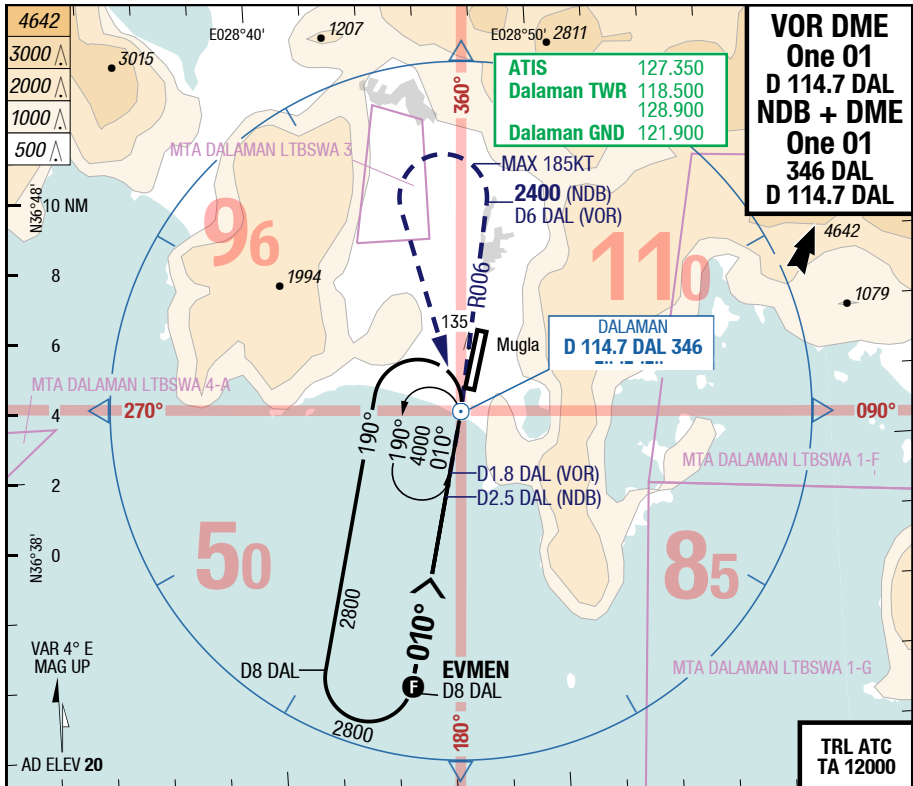
Changes: MIN

12-OCT-2017

DLM-LTBS

7-70

VOR DME One 01 / NDB + DME One 01



3.00° <b>D DAL</b> <b>010°</b> RWY 011°	8	7	6	5	4	3	01	HL-P2	3.0° 3000 x 45 10 / 0hPa TDZ ---% +0.1%	60 HL 15 HL																
	2800	2510	2190	1870	1550	1240																				
<b>D8 DAL</b> <b>EV MEN</b> 2800							<b>DAL</b> 190° 4000 D2.5 D1.8 NDB VOR M M	<b>VOR:</b> R006 <b>DAL</b> - at D6 <b>DAL LT</b> (MAX 185KT) direct <b>DAL</b> - climb 4000 If unable to reach 4000 at <b>DAL</b> : intercept R165 <b>DAL</b> - at 3500 RT direct <b>DAL</b> - climb 4000 <b>NDB:</b> QDR 006 <b>DAL</b> - at 2400 (within D6 <b>DAL</b> ) <b>LT</b> (MAX 185KT) direct <b>DAL</b> - climb 4000																		
<b>DIST TO THR</b> 8.7 5 3.2 2.5 0							<b>MDA</b>	<table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td>D8 DAL</td><td>640</td><td>740</td><td>850</td></tr><tr><td>-MAPt (NDB)</td><td>2:45</td><td>2:21</td><td>2:04</td></tr><tr><td>-MAPt (VOR)</td><td>3:06</td><td>2:39</td><td>2:20</td></tr></table>			GS	120	140	160	D8 DAL	640	740	850	-MAPt (NDB)	2:45	2:21	2:04	-MAPt (VOR)	3:06	2:39	2:20
GS	120	140	160																							
D8 DAL	640	740	850																							
-MAPt (NDB)	2:45	2:21	2:04																							
-MAPt (VOR)	3:06	2:39	2:20																							
<b>01</b>	<b>VOR DME</b> 1)	<b>NDB DME</b> DAL 1)						<b>Circling</b> VOR DME 2)	<b>Circling</b> NDB DME 3)																	
C	ft - m/km ft	890 - 2.4 900	1190 - 2.4 1200					1580 - 2.4V 1600	1580 - 2.4V 1600																	
D	ft - m/km ft	890 - 2.4 900	1190 - 2.4 1200					2290 - 3.6V 2310	2290 - 3.6V 2310																	

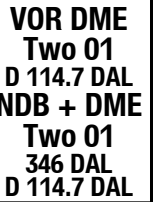
1) Timing to determine MAPt NA

2) BTN R180-R015 DAL only

3) BTN 180°-015° of NDB DAL only

Changes: MIN

**VOR DME Two 01 / NDB + DME Two 01**



direct **DAL**  
 R006 **DAL/QDR 006 DAL**  
 at **2400** (within **D6 DAL**)  
 LT (MAX 185KT) direct **DAL**  
 climb **4500**

GS	120	140	160
D4 DAL	660	770	880
-MAPT	0:45	0:39	0:34

- 1) Timing to determine MAPt NA
- 2) BTN 180°-015° of NDB/VOR DAL only

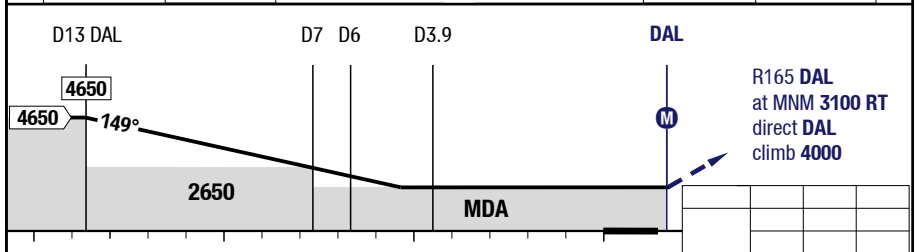
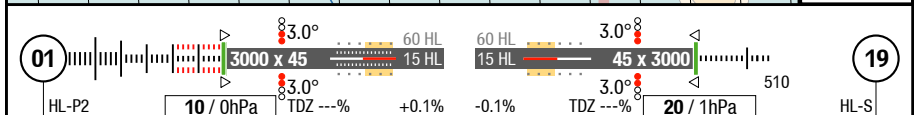
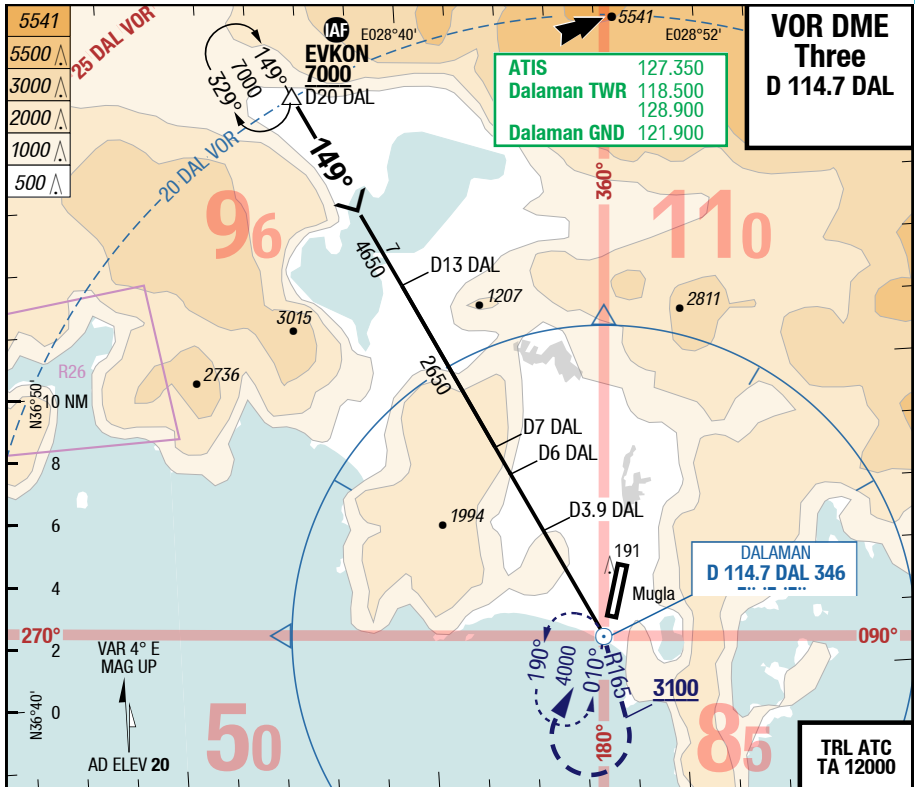
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12-OCT-2017

DLM-LTBS

7-90

VOR DME Three

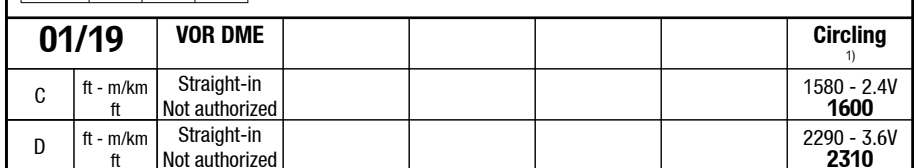


01/19		VOR DME					Circling <sup>1)</sup>
C	ft - m/km ft	Straight-in Not authorized					1580 - 2.4V 1600
D	ft - m/km ft	Straight-in Not authorized					2290 - 3.6V 2310

1) BTN R180-R015 DAL only

Changes: MIN, ALT, chart title, HLDG

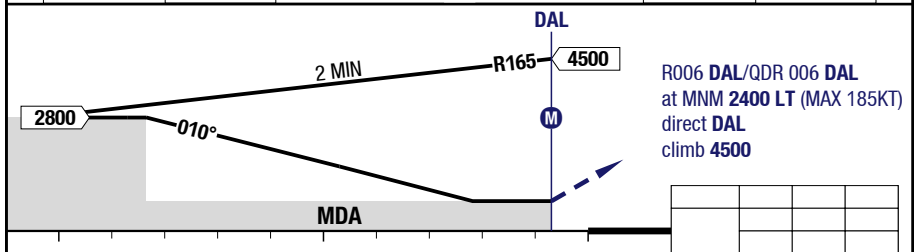
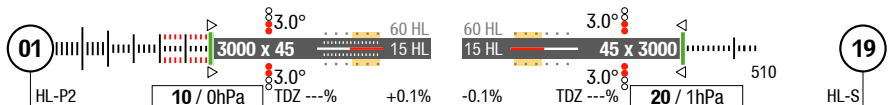
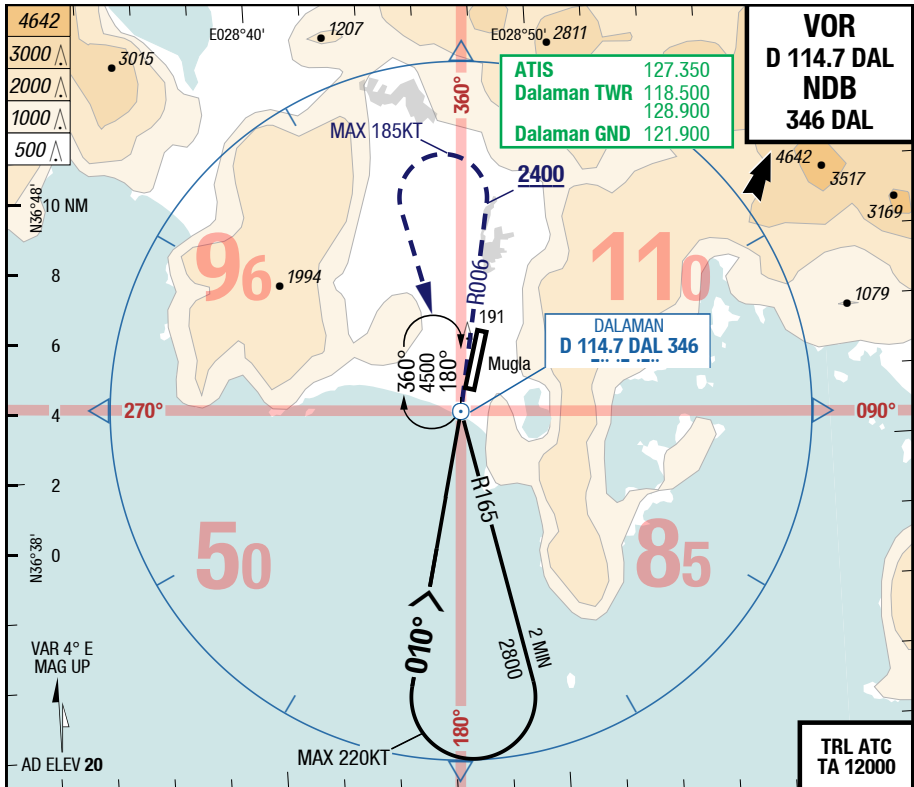
## VOR DME



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Changes: MIN, chart title

12-OCT-2017

**DLM-LTBS****7-110****VOR / NDB**

01/19		VOR/NDB					Circling <sup>1)</sup>
C	ft - m/km ft	Straight-in Not authorized					1580 - 2.4V <b>1600</b>
D	ft - m/km ft	Straight-in Not authorized					2290 - 3.6V <b>2310</b>

1) BTN 180°-015° of NDB/VOR DAL only

Changes: MIN, chart title, ALT

## DLM-LTBS

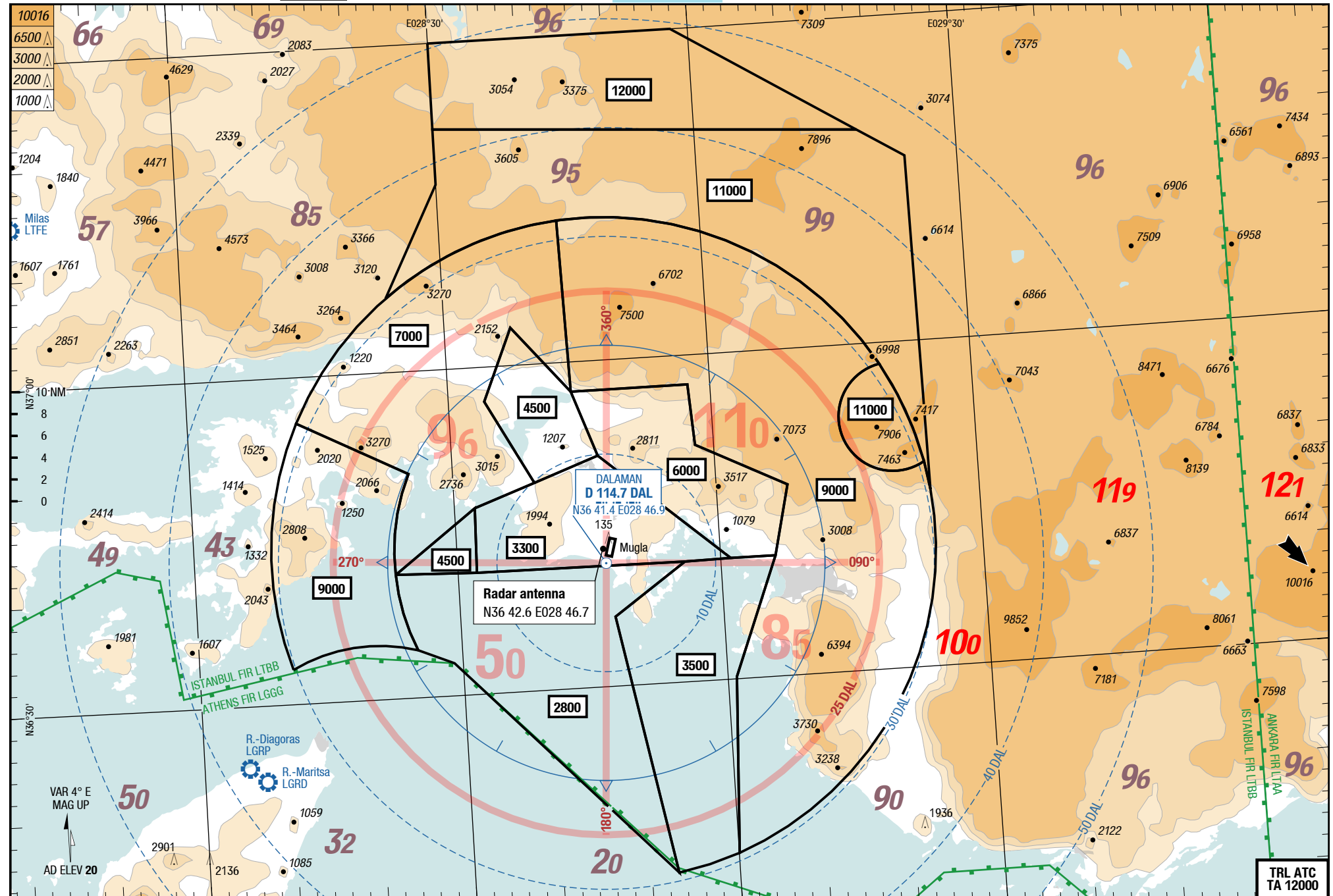
**NIL**  
**MRC**

**MRC**

**MRC**

**NIL**  
**MRC**

**8-10**



Changes: chart layout, MRVA

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