DALAMAN (DLM/LTBS)

Elevation 20ft

CATEGORY B

AV brief - required

BAV AV brief – not yet available

GENERAL

- The airfield is located on the S coast of Turkey 3 nm S of the town and surrounded by high ground except to the SW.
- Joint civil/military airfield.

Threats

CFIT

- There is a low hill immediately to the E of the 01 threshold.
- E of the airfield a ridge runs N-S. This ridge is only 1 nm E of the airfield and reaches nearly 1,200ft asl by 2 nm SE.
- A second, higher ridge lies parallel and just to the E, with peaks to over 2,000ft asl by 3 nm NE.
- W of the airfield the high ground reaches over 800ft asl at 2 nm W and over 2,000ft asl at 5 nm W.
- N of the airfield terrain reaches nearly 2,000ft asl by 7 nm N, over 3,000ft asl at 13 nm NW and over 7,000ft asl further to the N and E.
- If transiting from Dalaman to Antalya (98 nm to the E) the terrain is over 10,000ft asl within 35 nm.
- Ground proximity warnings are possible close in to the airfield when not in the landing configuration.
- EGPWS/GPWS may also trigger warnings when conducting visual circling approaches for landing Rwy 19. Awareness of precise position is vital when circling.

Runway Excursion/Incursion

- Be aware of parallel Twy when approaching to land and positioning for takeoff. This Twy was previously designated Runway 01L/19R.
- Arrester cables are installed on Rwy 01/19, 322 m from threshold 01 and 322 m from threshold 19. These are normally in place between 0700 and 1900 local each week day, and usually removed at weekends. ATC can supply information as to their status.
- Takeoff performance with reduced TORA/ASDA is available for use if over-run arrester cables are rigged in the up position. Refer to OM A – Runways Equipped with Arrester Cables for information regarding operation on runways equipped with arrester cables.

Loss of Control

- Birds hazard.

Special Considerations

- Rwy 19 night circling not authorised.
- Night landings on Rwy 19 must utilise the RNAV (GNSS) or LOC approaches.
- The usual approach at night is radar vectored ILS to Rwy 01 up to the maximum tailwind limit.
- If cleared to climb or descend by ATC when flying a SID or STAR, ATC may still expect intermediate SID or STAR altitude restrictions to be complied with. Dalaman AOI pages refer. If in doubt confirm with ATC.

ARRIVAL

Diversion Airports			
RHODES	RHO/LGRP	39 nm/241°T	CAT B
KOS	KGS/LGKO	82 nm/273°T	CAT A
ISTANBUL(Yeni Havalimani)	IST/LTFM	275 nm/359°T	CAT A
PAFOS	PFO/LCPH	217 nm/124°T	CAT B
LARNACA	LCA/LCLK	261 nm/115°T	CAT B
ANTALYA	AYT/LTAI	98 nm/083°T	CAT B
IZMIR	ADB/LTBJ	123 nm/320°T	CAT B

- Initial VHF contact may be difficult due to the terrain.

Approach

- ILS approach to Rwy 01 only (there is a small island on the Rwy 01 centre line at 5 nm).
- Rwy19 RNAV (GNSS), LOC approach or circling. Circling is only possible to the W.
- If during daylight there is a requirement to circle for Rwy19, plan on a procedural approach (ILS, VOR or NDB) to circling, to break and circle RH downwind.
- Only utilise the approach procedures which have a final approach track aligned with the Rwy which allow a “classic” circling manoeuvre.
- The VOR/DME letdown (7-100) and VOR/DME 3 (7-90) should be avoided if possible, as these do not leave you positioned for the “classic” circling manoeuvre. Straight in approaches from these procedures are NOT AUTHORISED.
- In all cases the circling circuit must be gear down flap 3 at F speed, with landing in Flap 3 or Full. If circling do not attempt to fly a “classic” circuit. This will keep the manoeuvre tight and prevent GPWS warnings.
- The circling altitude of 1600ft is higher than normal. Still air timing downwind should be approx 40 seconds. Make timing and tracking corrections depending on the wind.
- When turning from downwind toward final, pay close attention to terrain separation, and initially use a ROD of approx 800 fpm and 30° of bank, adjusted as necessary to maintain centreline and vertical profile. Use all the SA tools available to continually assess profile.
- In case of go-around, due to all the approach procedures having different go around procedures published, early clarification from ATC as to the procedure to be flown is essential.

RNAV (GNSS) Rwy 19

- Aim to have the aircraft configured with one stage of Flap and the speed of 200–210 kt at ATMON to ensure that the aircraft will decelerate and descend iaw the procedure (not 250 kt). Similarly by position BUPEL the aircraft should ideally be around 180 kt (not 230 kt).
- Due to the 3.5° final approach slope care is required to decelerate, especially in hot weather.
- The missed approach procedure is very lengthy and ATC need to be aware that if an aircraft has to break off the approach (perhaps due ATC request) a lot of fuel will be used to position back to ATMON in sequence.

LOC Rwy 19

- Caution steep approach angle.
- Fly an early speed stabilised approach (Vapp achieved at the FAF).

DEPARTURE

- Rwy 19 is preferable for take off, particularly at night.
- Rwy 01 and 19 ETPs are available from CARD and the performance manual.
- Note speed restrictions on the Rwy 01 SIDs.

WEATHER

- **Summer** – Temperatures exceed 30°C. Isolated CBs over the high ground. Poor visibility due to haze a possibility.
- **Winter** – Mild. Some fog. Rainfall 20 to 30 inches. Depressions from the W bringing strong winds and heavy rain.
- With its close proximity to the sea, Dalaman has a significant “diurnal” wind variation during the summer months. This is more pronounced by the valley location of the airfield. This usually means that day landings will normally be on Rwy 19 due to the sea breeze. At night the wind shifts to a land breeze and landing on Rwy 01. Dusk arrivals may suffer a rapid change in wind direction, and lead to ATC delays as the runways configuration is changed to accommodate the shift in the wind.

OPERATIONAL INFORMATION

Handling Agent	HAVAS GHA
Handling Agent VHF	131.45
Potable Water	Uplift Ban

IF ONLY Electrical Power is required	Use ground power at all times
If BOTH electrical power and air conditioning is required:	Use APU