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JEPPESEN
JeppView for Windows

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Terminal Charts For LTFE
Revision Letter For Cycle 08-2026
Change Notices
Notebook

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General Information

Location: MILAS TUR
ICAO/IATA: LTFE / BJV
Lat/Long: N37° 14.97', E027° 39.88'
Elevation: 21 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -3:00 = UTC
Magnetic Variation: 5.0° E

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

Sunrise: 0441 Z
Sunset: 1506 Z

Runway Information

Runway: 10L
Length x Width: 9843 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 12 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ

Runway: 10R
Length x Width: 9646 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 11 ft
Lighting: Edge, ALS, REIL

Runway: 28L
Length x Width: 9646 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 18 ft
Lighting: Edge, ALS
Displaced Threshold: 1444 ft
Stopway: 197 ft

Runway: 28R
Length x Width: 9843 ft x 148 ft
Surface Type: concrete

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TDZ-Elev: 21 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ

Communication Information

ATIS: 128.500
Milas Tower: 128.575
Milas Tower: 125.225
Milas Tower: 120.500
Milas Tower: 124.200
Milas Ground: 121.900
Milas Approach: 132.625
Milas Approach: 118.550
Milas Approach: 119.500
Milas Approach: 134.475
Milas Radar: 118.550
Milas Radar: 119.500
Milas Radar: 132.625
Milas Radar: 134.475

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1. GENERAL

1.1. ATIS

D-ATIS 128.5

1.2. EXECUTION OF DIRECT TO CLEARANCE FOR GNSS-BASED RNAV STARs AND SIDs

ATC may clear the ACFT "DIRECT TO" a waypoint published in a SID/STAR for sequencing or separation purposes. After reaching the waypoint, the ACFT are required to follow the remaining part of the SID/STAR.

1.3. MANDATORY IMPLEMENTATION OF RNAV (GNSS) SIDs AND STARs

For P-RNAV approved ACFT filling one of the PBN/D1, D2, O1 and O2 equipment in their flight plans, it is mandatory to apply RNAV (GNSS) SID and STAR procedures. Therefore P-RNAV approved ACFT arriving/departing to/from Mugla Milas Bodrum APT are required to submit the change messages (CHG) related to the route section of their flight plans as follows:

1. GNSS-based RNAV STARs for LTFE start from the waypoints/fixes OKESA, ERFES, OZNEF, YUNUS and KAVAK. 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 LTFE via CARDAK;
     EXAMPLE: ..... UW78 CRD UW95 TAVAS UW95 KAVAK
2. GNSS-based RNAV SIDs for LTFE end at the waypoint/fixes YUNUS, ERFES, AKBUK and KAVAK. 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 LTFE via KAVAK;
     EXAMPLE: KAVAK UW95

1.4. RWY-IN-USE AND PREFERENTIAL RWY SYSTEM OPERATIONS

As long as RWY 10L/28R is in use, RWY 10R/28L will be used as a TWY. ACFT landing on RWY 10L/28R will proceed to RWY 10R/28L, which serves as a TWY, without waiting at the RWY holding points, unless otherwise instructed by TWR.

1.4.1. RWY-IN-USE

The term "RWY-in-use" is used to indicate the RWY that- at a particular time - is considered by ATC to be the most suitable for use by the types of ACFT expected to land or take-off.

Accepting a RWY stated by ATC for landing or take-off is a pilot's decision. If the pilot-in-command considers the RWY-in-use not usable for reasons of safety or performance, he shall request permission to use another RWY. This request will met by ATC at an appropriate time.

In such cases, ACFT may be subject to a long delay. ATC shall notify pilots of delays expected to exceed 30 minutes.

1.4.2. PREFERENTIAL RWY SYSTEM OPERATIONS

The term "Preferential RWY System" (PRS) shall be used to indicate the RWY that, at a particular time, is considered by the ATC unit to be the most suitable for use by the ACFT expected to land at or take off from the aerodrome, by taking into consideration performance, surface wind speed and its components.

Preferential RWYs for APT are RWY 10L, RWY 10R.

For PRS operations, the following wind criteria depending on the RWY surface condition shall be applied:

RWY Condition Code (RWYCC)	Tail Wind Component (MAX)
RWYCC 6/6/6	10 KT (incl)
When RWYCC is reported at least 5 for any each RWY third	5 KT (incl)

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1. GENERAL

PRS operations will not be available under the following circumstances:

- The instrument approach/departure procedures available for the preferred RWYs are not convenient for landing and/or take-off operations under the existing meteorological conditions.
- When the preferred RWYs are dry (RWYCC 6/6/6), the tail wind component is greater than 10 KT.
- When RWYCC is reported at least 5 for any each the preferred RWYs third, the tail wind component is greater than 5 KT.
- When RWYCC is reported at least 5 for any each the preferred RWYs third, there is a NOTAM/equivalent information (which may be included in the RCR) stating that the RWY is slippery.
- RWYCC is reported 4 or less any each the preferred RWYs third.
- Meteorological conditions such as heavy rainfall, thunderstorm or wind-shear has been reported on the approach or climb path of the preferred RWYs.
- Low visibility operations are in progress.

ATIS announcement when PRS operations are in progress shall be:

"Preferential RWY operations are in progress".

Pilots unable to comply with PRS operations shall notify the relevant ATC unit at the time of requesting start-up clearance, at the first contact or 20 minutes in advance of the ETA (which is earlier).

1.5. TAXI PROCEDURES

An ACFT vacating RWY 10L/28R via Rapid Exit TWY has the priority at the intersection of the TWYs over the ACFT taxiing on other TWYs. All pilots shall be cautious about this priority and unless otherwise instructed not to do so, give way to the ACFT vacating a RWY via one of the Rapid Exit TWYs.

1.6. PARKING INFORMATION

Push-back is mandatory for parking positions on the Apron (except ACFT between 0-2 tons).

Parking positions 25-58 on the Apron are used for General Aviation ACFT (Max Span 102'/31m).

ACFT using parking positions 38-47 on the Apron will enter via TWY LINE G.

ACFT on parking positions 38-47 on the Apron may exit to TWY LINE K under the pilot's responsibility, provided that permission is obtained from TWR and they are accompanied by Ground Handling Company personnel. The Ground Handling Company and the pilots are jointly responsible for taking the necessary precautions.

1.7. ENGINE TEST PROCEDURES

Rules to be observed by ACFT performing engine tests at the APT:

- After obtaining permission following the application to the authority, the relevant ACFT will contact TWR via 121.9 MHz frequency, in coordination with the Apron Management, before conducting engine tests within the permitted time frames.
- All safety, security and cleaning measures in the engine test area shall be taken by the company performing the engine test.
- Engine test procedures shall be carried out at the Engine Test Area (at the beginning of RWY 10R).
- For ACFT in parking areas, an engine test request at IDLE shall be made from Milas Ground Control Unit (121.9 MHz), provided that the duration does not exceed 3 minutes and that the necessary safety measures are taken by the company operating the ACFT
- After the engine test, the company performing the test shall inform TWR and Apron Management that the work area is clean and that final checks have been carried out.

It is forbidden to reverse using reverse engine power.

1.8. OTHER INFORMATION

Birds in vicinity of APT.

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2. ARRIVAL

2.1. COMMUNICATION FAILURE PROCEDURE

2.1.1. RF FOR IFR FLIGHTS OUTSIDE TMA

Select transponder code 7600. Follow the flight plan route using last assigned and acknowledged FL. For 3 minutes execute relative STAR after passing UMRON, OKESA or ERFES waypoints. Then descending 9000', proceed to BDR VOR. Descend to 6000' over BDR VOR, execute Instrument Approach Procedure (IAP) and land.

2.1.2. RF FOR IFR FLIGHTS INSIDE TMA

ACFT at or above 6000'

Select transponder code 7600. For 3 minutes execute last assigned and acknowledged ATC instructions. Then descending 6000', proceed to BDR VOR. Leave BDR VOR at 6000', execute IAP and land.

ACFT below 6000', at or above 5000'

Select transponder code 7600. Then, climbing 6000' proceed to BDR VOR. Leave BDR VOR at 6000', execute IAP and land.

ACFT below 5000'

Select transponder code 7600. Proceed to relevant Final Approach Fix and land.

2.1.3. RWY 28R STEEP GS ANGLE (CAT I AND CAT II) REQUIREMENTS FOR AIR OPERATORS WHICH CONDUCT COMMERCIAL AIR TRANSPORT OPERATIONS TO MUGLA/MILAS-BODRUM

Operators shall consider APT category as "Category B" (EASA AMC1 ORO.FC.105, Route/Area and aerodrome knowledge for commercial operations - Aerodrome knowledge; category B).

Operators shall comply with "EASA AMC1 ORO.FC.105" for crew requirements.

2.2. CAT II OPERATIONS

RWY 10L/28R approved for CAT II operations, special aircrew and ACFT certification required.

2.3. OTHER INFORMATION

Caution: Follow ATC instructions for serviceable hook and net barriers to be used for landing operations.

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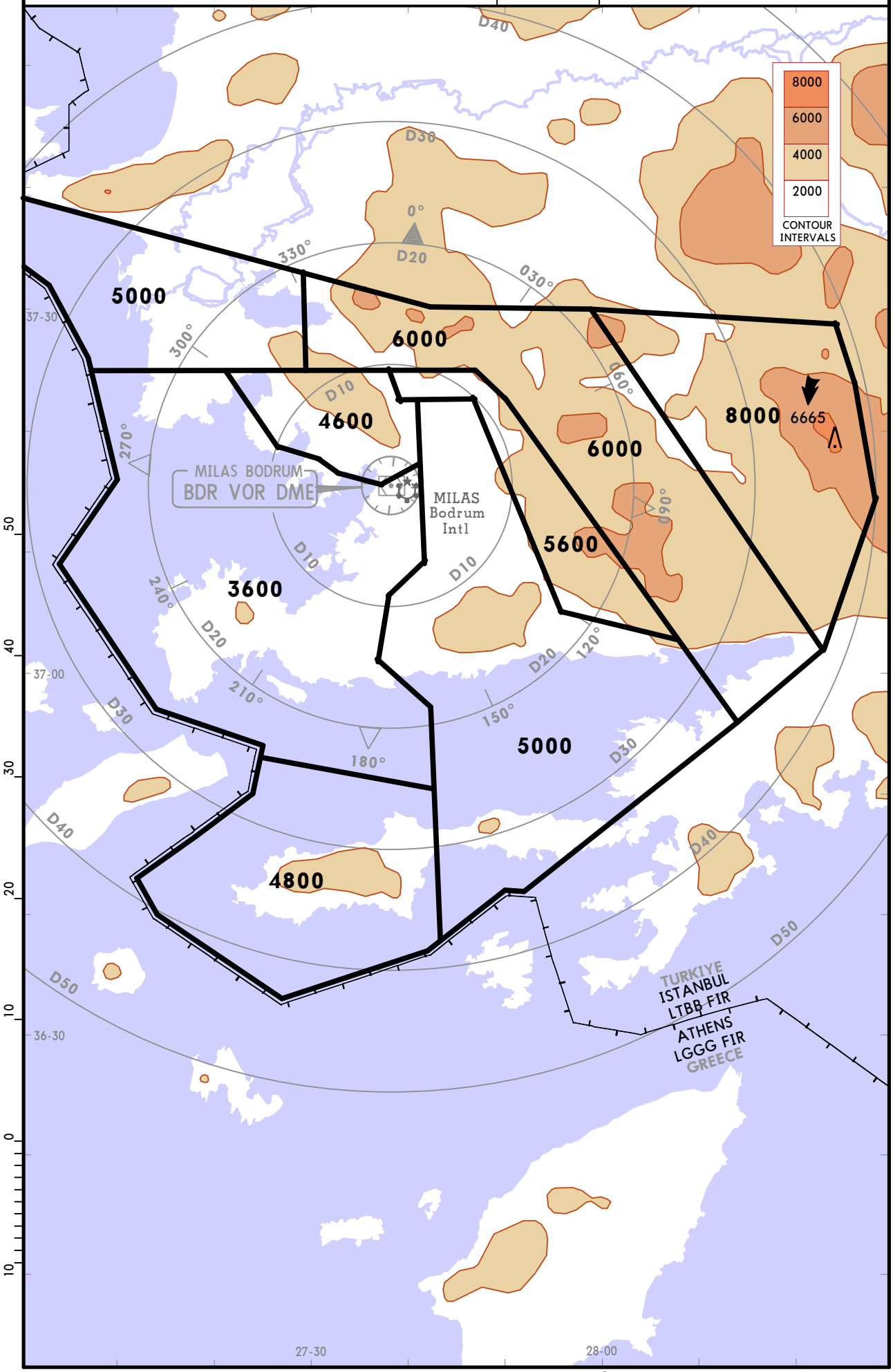
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LTFE/BJV
BODRUM INTL

JEPPESEN
20 SEP 24 (10-1R) Eff 3 Oct

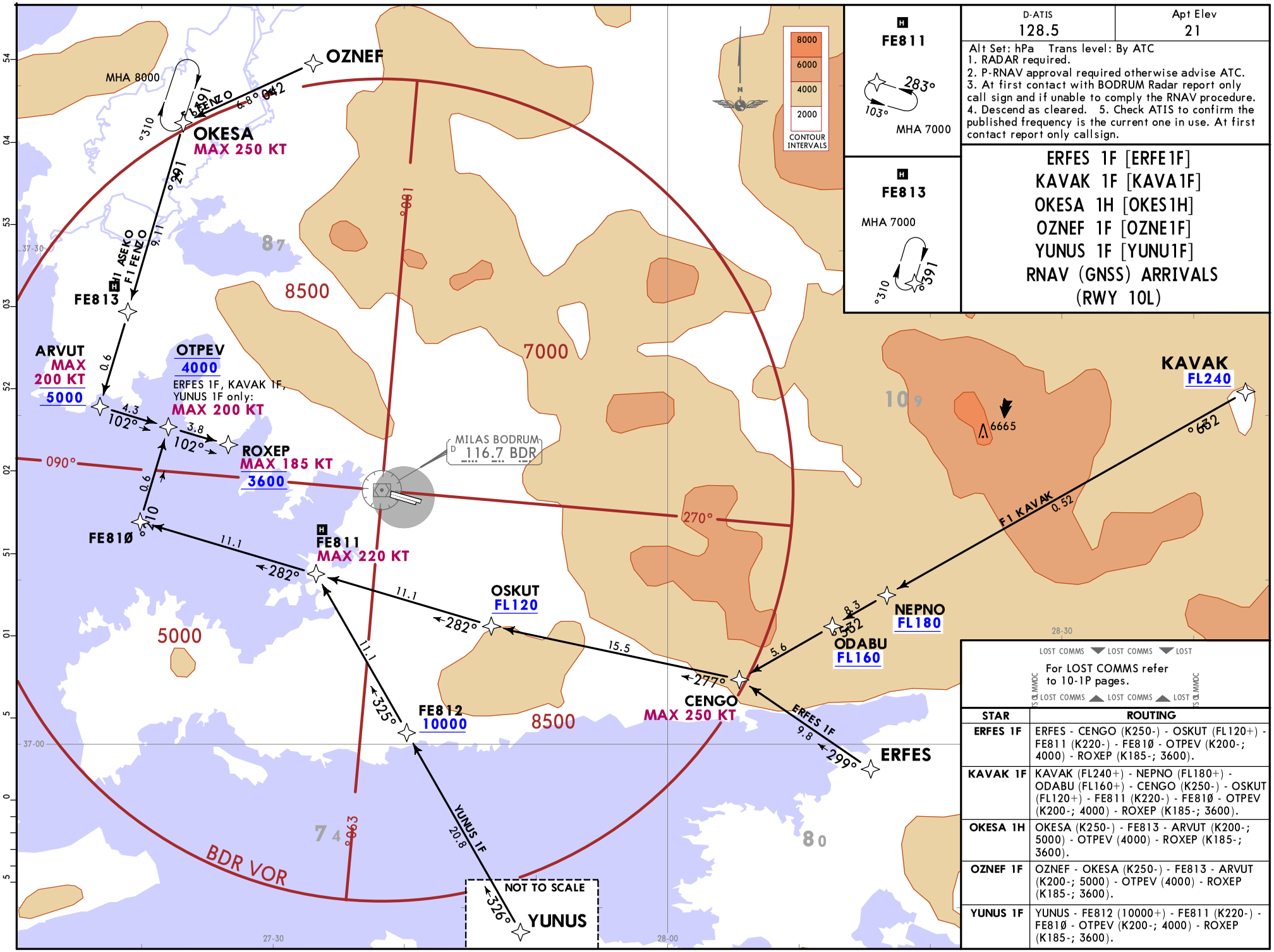
MILAS, TURKIYE
RADAR MINIMUM ALTITUDES

MILAS Approach/Radar	Apt Elev	
118.550 119.5 132.625 134.475	21	Alt Set: hPa Trans level: By ATC Trans alt: 10000



CHANGES: Sectors combined into 5600 sector.

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FE811	FE813
283° / 103°	MHA 7000
MHA 7000	310° / 391°

D-ATIS	Apt Elev
128.5	21

Alt Set: hPa Trans level: By ATC
1. RADAR required.
2. P-RNAV approval required otherwise advise ATC.
3. At first contact with BODRUM Radar report only call sign and if unable to comply the RNAV procedure.
4. Descend as cleared. 5. Check ATIS to confirm the published frequency is the current one in use. At first contact report only callsign.

ERFES 1F [ERFE1F]
KAVAK 1F [KAVA1F]
OKESA 1H [OKES1H]
OZNEF 1F [OZNE1F]
YUNUS 1F [YUNU1F]
RNAV (GNSS) ARRIVALS
(RWY 10L)

LOST COMMS ▼ LOST COMMS ▼ LOST
For LOST COMMS refer to 10-1P pages.
LOST COMMS ▲ LOST COMMS ▲ LOST

STAR	ROUTING
ERFES 1F	ERFES - CENGO (K250-) - OSKUT (FL120+) - FE811 (K220-) - FE81Ø - OTPEV (K200-; 4000) - ROXEP (K185-; 3600).
KAVAK 1F	KAVAK (FL240+) - NEPNO (FL180+) - ODABU (FL160+) - CENGO (K250-) - OSKUT (FL120+) - FE811 (K220-) - FE81Ø - OTPEV (K200-; 4000) - ROXEP (K185-; 3600).
OKESA 1H	OKESA (K250-) - FE813 - ARVUT (K200-; 5000) - OTPEV (4000) - ROXEP (K185-; 3600).
OZNEF 1F	OZNEF - OKESA (K250-) - FE813 - ARVUT (K200-; 5000) - OTPEV (4000) - ROXEP (K185-; 3600).
YUNUS 1F	YUNUS - FE812 (10000+) - FE811 (K220-) - FE81Ø - OTPEV (K200-; 4000) - ROXEP (K185-; 3600).

CHANGES: Bearing revised.

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ERFES 1J [ERFE1J], KAVAK 1J [KAVA1J], OKESA 1P [OKES1P] OZNEF 1J [OZNE1J], YUNUS 1J [YUNU1J] RNAV (GNSS) ARRIVALS (RWY 28R)

EVKUS
MHA 8000
283°
103°

UMRON
MHA 8000
260°
242°

D-ATIS
128.5

Apt Elev
21

Alt Set: hPa Trans level: By ATC
1. RADAR required.
2. P-RNAV approval required otherwise advise ATC.
3. At first contact with BODRUM Radar report only call sign and if unable to comply the RNAV procedure.
4. Descend as cleared.
5. Check ATIS to confirm the published frequency is the current one in use. At first contact report only callsign.

LOST COMMS ▼ LOST COMMS ▼ LOST
For LOST COMMS refer to 10-1P pages.
LOST COMMS ▲ LOST COMMS ▲ LOST

OKESA
MAX 250 KT
151°
8.5
OKESA 1P

OZNEF
NOT TO SCALE
160°
6.2

ALPUW
MAX 250 KT
171°
12.1
OZNEF 1J

AKBUK
FL180
130°
9.5

FE452
102°
13.6

EVKUS
MAX 230 KT
FL120
15.0

FE451

KAVAK
MAX 230 KT
FL160
FL150
J1 KAVAK
7.9
142°

ELSOD
FL120
0.11

UMRON
0.11

TEKBU
MAX 185 KT
4800
2.0
2.5
6.5
282°

FE453
4970

FE454
5500

ETPAL
MAX 200 KT
7100
0.7
291°

ERFES 1J
11.7
323°

ERFES

DEMHU
3.8

FE470
6.11
210°

YUNUS
J1 SUNUY
1.9
350°

MILAS BODRUM
D 116.7 BDR

090°
270°
063°
BDR VOR

7000
8500
5000
8500
7501

CONTOUR INTERVALS
8000
6000
4000
2000

STAR	ROUTING
ERFES 1J	ERFES - ETPAL (K200-; 7100) - FE454 (5500+) - FE453 (4970+) - TEKBU (K185-; 4800).
KAVAK 1J	KAVAK (K230-; FL160-; FL150+) - ELSOD (FL120) - UMRON - ETPAL (K200-; 7100) - FE454 (5500+) - FE453 (4970+) - TEKBU (K185-; 4800).
OKESA 1P	OKESA (K250-) - AKBUK (FL180+) - FE452 - EVKUS (K230-; FL120+) - FE451 - ETPAL (K200-; 7100) - FE454 (5500+) - FE453 (4970+) - TEKBU (K185-; 4800).
OZNEF 1J	OZNEF - ALPUW (K250-) - FE452 - EVKUS (K230-; FL120+) - FE451 - ETPAL (K200-; 7100) - FE454 (5500+) - FE453 (4970+) - TEKBU (K185-; 4800).
YUNUS 1J	YUNUS - FE470 - DEMHU - ETPAL (K200-; 7100) - FE454 (5500+) - FE453 (4970+) - TEKBU (K185-; 4800).

CHANGES: Bearings revised.

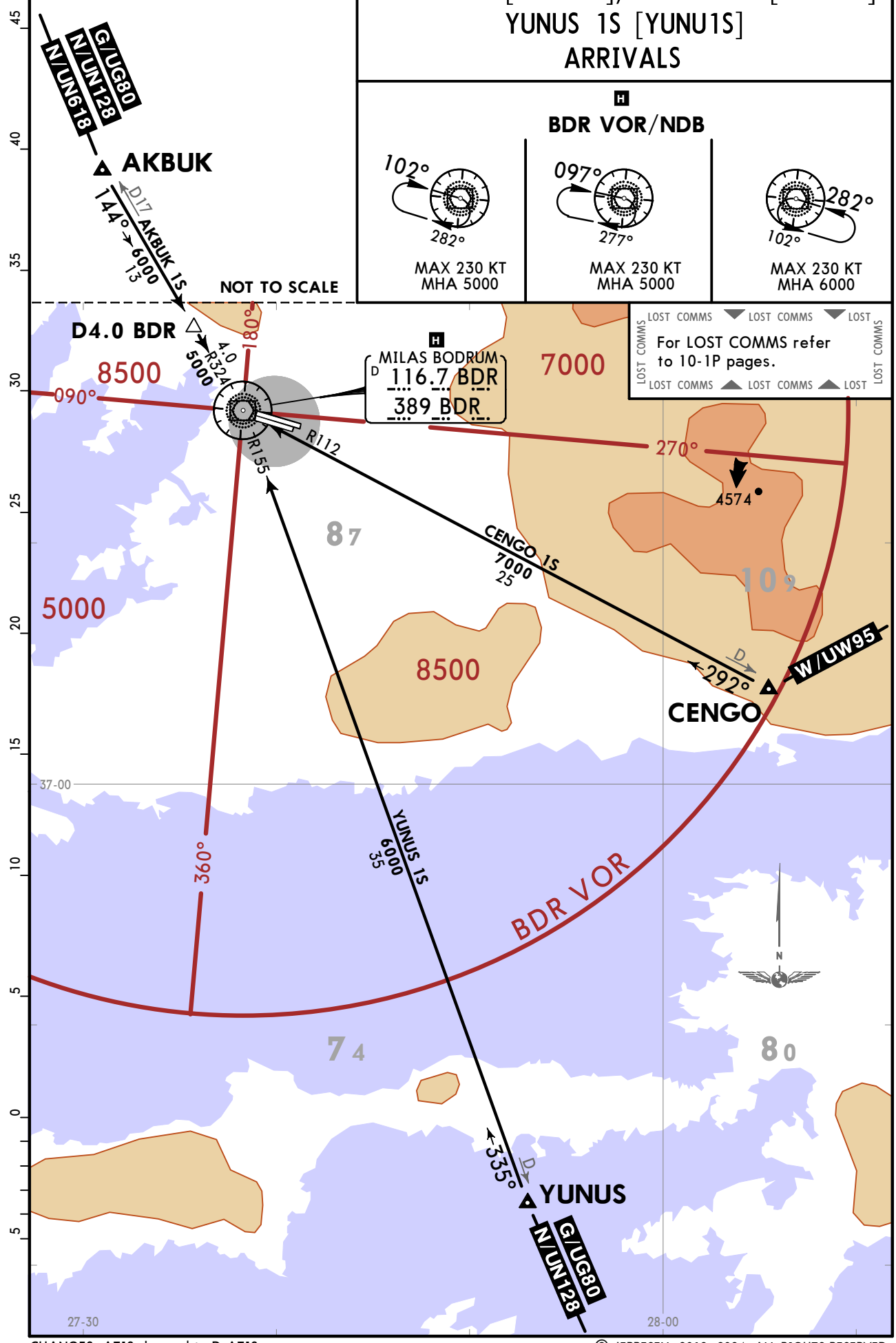
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D-ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC
128.5	21	

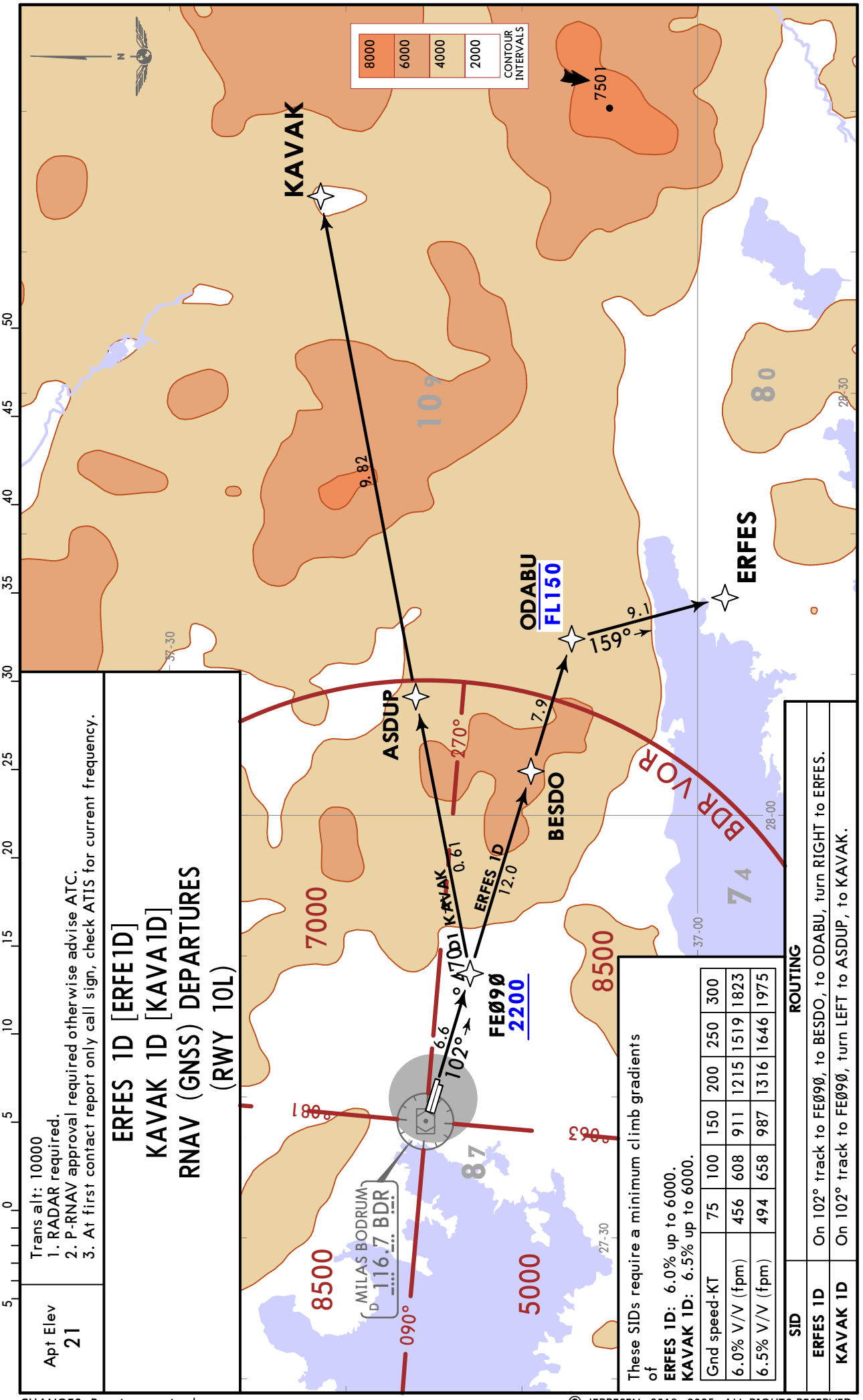
AKBUK 1S [AKBU1S], CENGO 1S [CENG1S]
YUNUS 1S [YUNU1S]
ARRIVALS



CHANGES: ATIS changed to D-ATIS.

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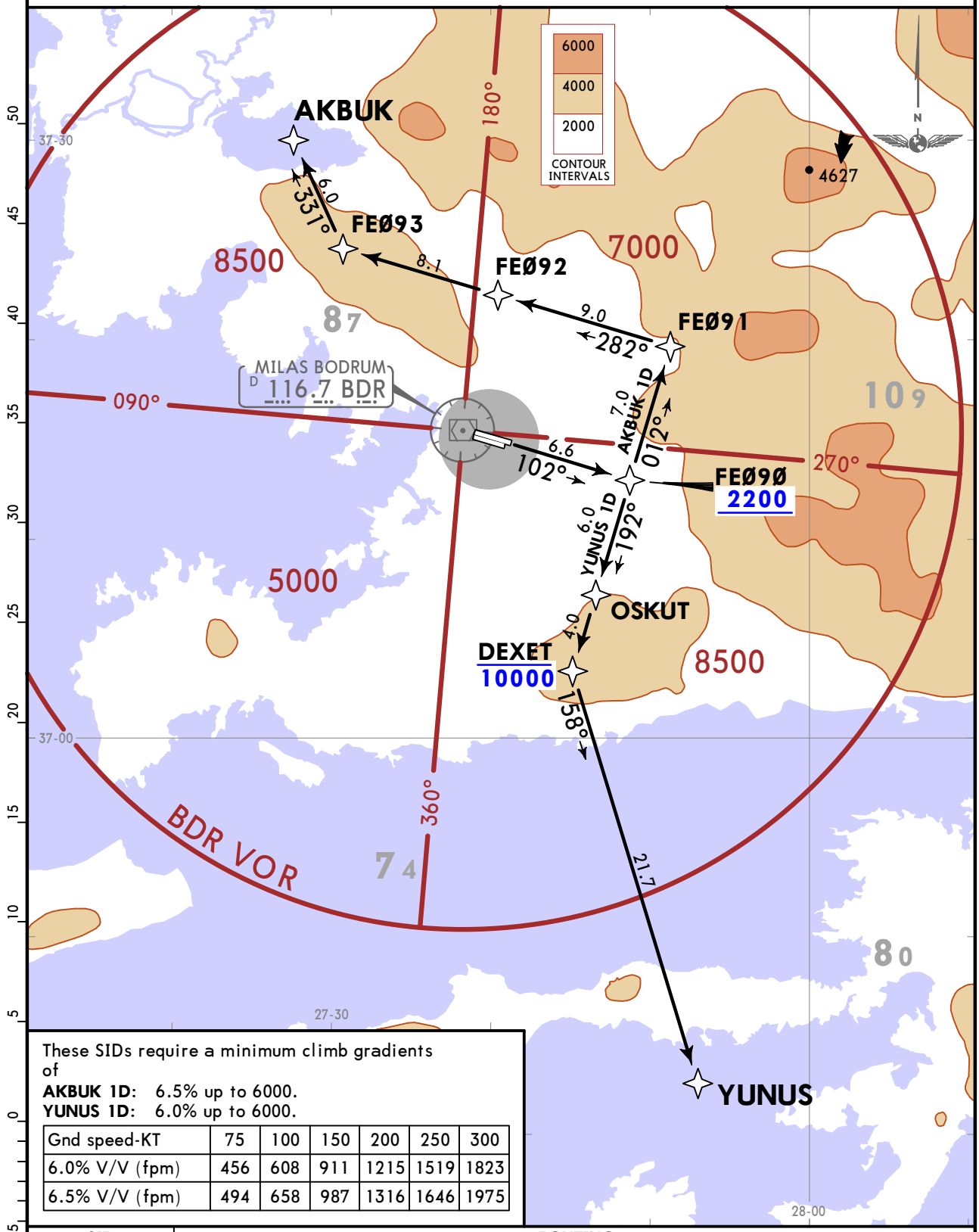
CHANGES: Bearings revised.

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Apt Elev	Trans alt: 10000 1. RADAR required. 2. P-RNAV approval required otherwise advise ATC. 3. At first contact report only call sign, check ATIS for current frequency.
21	

AKBUK 1D [AKBU1D]
YUNUS 1D [YUNU1D]
RNAV (GNSS) DEPARTURES
(RWY 10L)



These SIDs require a minimum climb gradients of
AKBUK 1D: 6.5% up to 6000.
YUNUS 1D: 6.0% up to 6000.

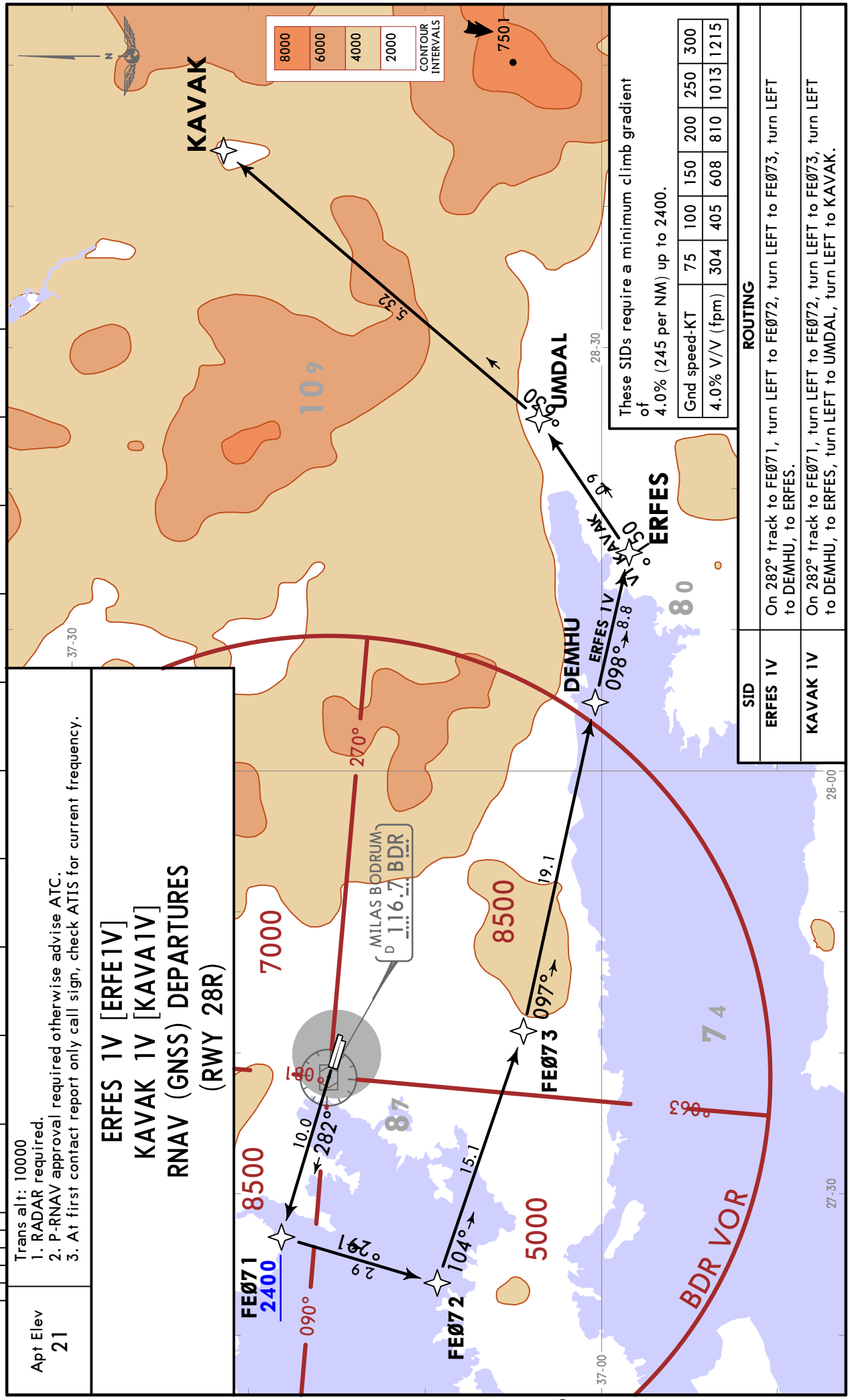
Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823
6.5% V/V (fpm)	494	658	987	1316	1646	1975

SID	ROUTING
AKBUK 1D	On 102° track to FEØ9Ø, turn LEFT to FEØ91, turn LEFT to FEØ92, to FEØ93, turn RIGHT to AKBUK.
YUNUS 1D	On 102° track to FEØ9Ø, turn RIGHT to OSKUT, to DEXET, turn LEFT to YUNUS.

CHANGES: Bearing revised.

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These SIDs require a minimum climb gradient of 4.0% (245 per NM) up to 2400.

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215

SID	ROUTING
ERFES 1V	On 282° track to FE071, turn LEFT to FE072, turn LEFT to FE073, turn LEFT to DEMHU, to ERFES.
KAVAK 1V	On 282° track to FE071, turn LEFT to FE072, turn LEFT to FE073, turn LEFT to DEMHU, to ERFES, turn LEFT to UMDAL, turn LEFT to KAVAK.

Apt Elev
21

Trans alt: 10000
1. RADAR required.
2. P-RNAV approval required otherwise advise ATC.
3. At first contact report only call sign, check ATIS for current frequency.

ERFES 1V [ERFE1V]
KAVAK 1V [KAVA1V]
RNAV (GNSS) DEPARTURES
(RWY 28R)

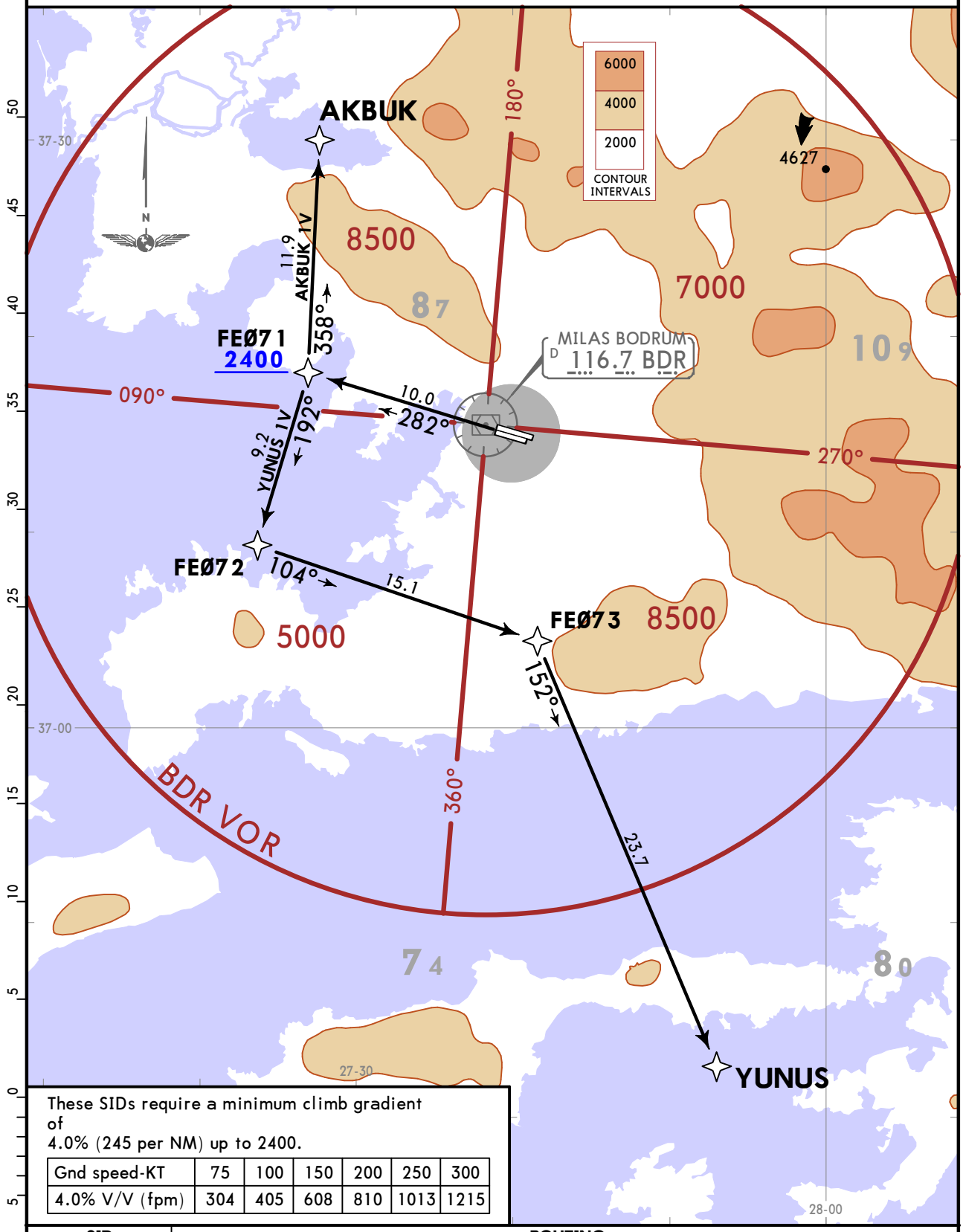
CHANGES: Bearing revised.

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Apt Elev	
21	Trans alt: 10000 1. RADAR required. 2. P-RNAV approval required otherwise advise ATC. 3. At first contact report only call sign, check ATIS for current frequency.

AKBUK 1V [AKBU1V]
YUNUS 1V [YUNU1V]
RNAV (GNSS) DEPARTURES
(RWY 28R)



These SIDs require a minimum climb gradient of
4.0% (245 per NM) up to 2400.

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215

SID	ROUTING
AKBUK 1V	On 282° track to FEØ71, turn RIGHT to AKBUK.
YUNUS 1V	On 282° track to FEØ71, turn LEFT to FEØ72, turn LEFT to FEØ73, turn RIGHT to YUNUS.

CHANGES: Bearing revised.

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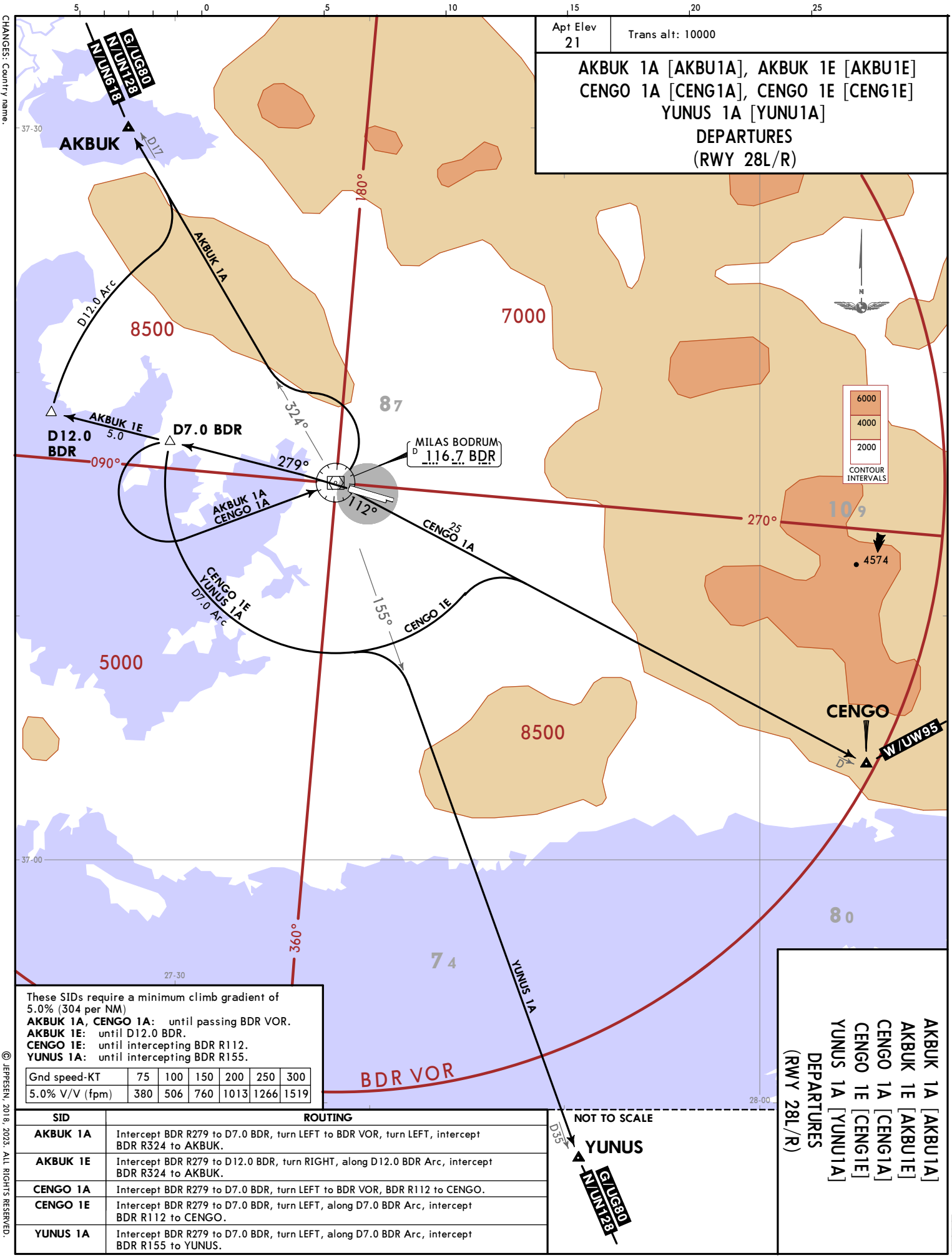
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CHANGES: Country name.

LTFE/BJV
BODRUM INTL

Apt Elev 21 | Trans alt: 10000

AKBUK 1A [AKBU1A], AKBUK 1E [AKBU1E]
CENGO 1A [CENG1A], CENGO 1E [CENG1E]
YUNUS 1A [YUNU1A]
DEPARTURES
(RWY 28L/R)



These SIDs require a minimum climb gradient of 5.0% (304 per NM)
AKBUK 1A, CENGO 1A: until passing BDR VOR.
AKBUK 1E: until D12.0 BDR.
CENGO 1E: until intercepting BDR R112.
YUNUS 1A: until intercepting BDR R155.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

SID	ROUTING
AKBUK 1A	Intercept BDR R279 to D7.0 BDR, turn LEFT to BDR VOR, turn LEFT, intercept BDR R324 to AKBUK.
AKBUK 1E	Intercept BDR R279 to D12.0 BDR, turn RIGHT, along D12.0 BDR Arc, intercept BDR R324 to AKBUK.
CENGO 1A	Intercept BDR R279 to D7.0 BDR, turn LEFT to BDR VOR, BDR R112 to CENGO.
CENGO 1E	Intercept BDR R279 to D7.0 BDR, turn LEFT, along D7.0 BDR Arc, intercept BDR R112 to CENGO.
YUNUS 1A	Intercept BDR R279 to D7.0 BDR, turn LEFT, along D7.0 BDR Arc, intercept BDR R155 to YUNUS.

AKBUK 1A [AKBU1A]
AKBUK 1E [AKBU1E]
CENGO 1A [CENG1A]
CENGO 1E [CENG1E]
YUNUS 1A [YUNU1A]
DEPARTURES
(RWY 28L/R)

JEPPESEN MILAS, TURKIYE
15 SEP 23 (10-3D)
SID

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CHANGES: Country name.

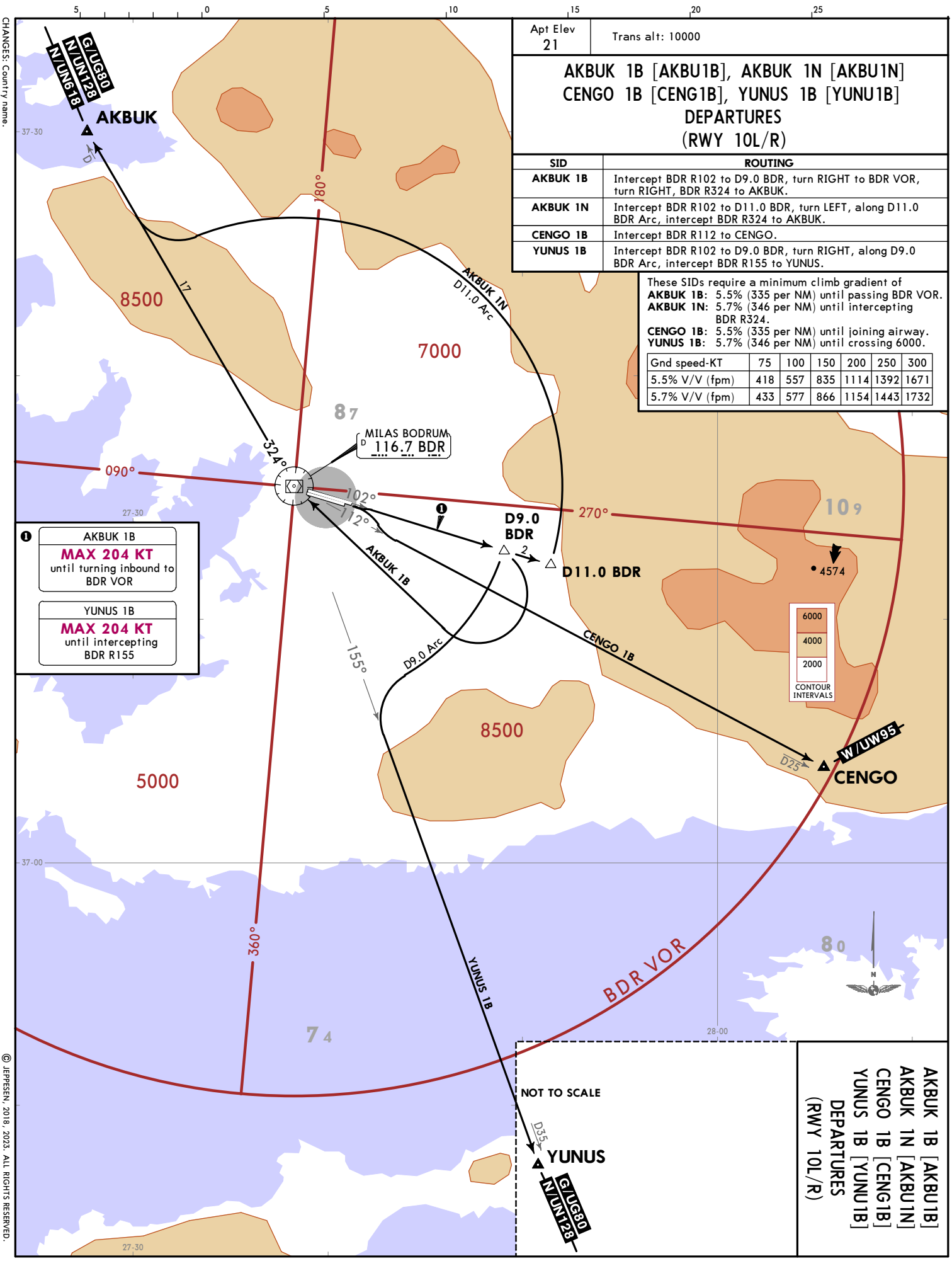
Apt Elev	Trans alt: 10000
21	

AKBUK 1B [AKBU1B], AKBUK 1N [AKBU1N] CENGO 1B [CENG1B], YUNUS 1B [YUNU1B] DEPARTURES (RWY 10L/R)

SID	ROUTING
AKBUK 1B	Intercept BDR R102 to D9.0 BDR, turn RIGHT to BDR VOR, turn RIGHT, BDR R324 to AKBUK.
AKBUK 1N	Intercept BDR R102 to D11.0 BDR, turn LEFT, along D11.0 BDR Arc, intercept BDR R324 to AKBUK.
CENGO 1B	Intercept BDR R112 to CENGO.
YUNUS 1B	Intercept BDR R102 to D9.0 BDR, turn RIGHT, along D9.0 BDR Arc, intercept BDR R155 to YUNUS.

These SIDs require a minimum climb gradient of
AKBUK 1B: 5.5% (335 per NM) until passing BDR VOR.
AKBUK 1N: 5.7% (346 per NM) until intercepting BDR R324.
CENGO 1B: 5.5% (335 per NM) until joining airway.
YUNUS 1B: 5.7% (346 per NM) until crossing 6000.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671
5.7% V/V (fpm)	433	577	866	1154	1443	1732



LTFE/BJV
BODRUM INTL

JEPPESEN
15 SEP 23
10-3E

MILAS, TURKIYE
SID

AKBUK 1B [AKBU1B]
AKBUK 1N [AKBU1N]
CENGO 1B [CENG1B]
YUNUS 1B [YUNU1B]
DEPARTURES
(RWY 10L/R)

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NOISE ABATEMENT

LT minus 3 HOURS = UTC (Z)

GENERAL

AUXILIARY POWER UNIT (APU)

At docking stands, APU must be switched off within 5 minutes after parking, APU is allowed to be switched on 15 minutes before the estimated start-up.

DEPARTURE

For departures any aircraft having compliance with the Noise Category ICAO ANNEX 16 VOL-1 Chapter 3 shall apply NADP-2 whereas aircraft having Noise Category ICAO ANNEX 16 VOL-1 Chapter 2 shall only apply NADP-1.

Pilots shall apply NADP-1 or NADP-2 until passing 3000'.

For departures any other aircraft having compliance with the Noise Category ICAO ANNEX 16 VOL-1 (except Chapter 2 and 3) shall apply NADP-1 or NADP-2.

For information about Noise Abatement Departure Procedures 1 and 2 (NADP-1 or NADP-2) see ATC pages - ICAO - Flight Procedures - Noise Abatement Procedures.

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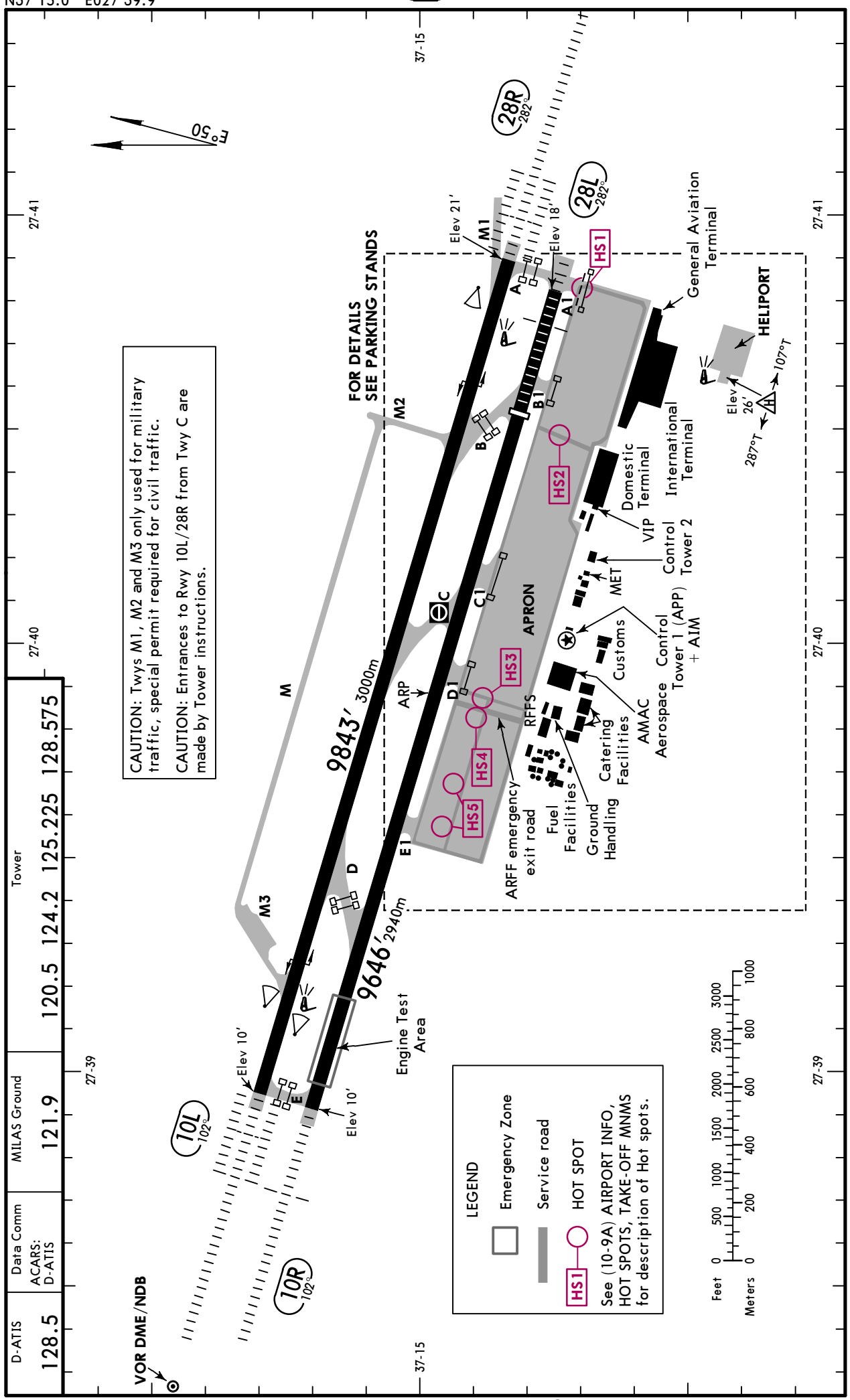
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LTFE/BJV

Apt Elev 21′
N37 15.0 E027 39.9

JEPPESEN
3 APR 26 (10-9) Eff 16 Apr

MILAS, ~~TURKIYE~~
BODRUM INTL



CHANGES: HS 5 added, Engine Test Area, TWR labels, service road.

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ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
10L	HIRL (60m) CL (15m) ❶ALSF-II TDZ REIL PAPI-L (angle 3.3°, MEHT 52')	RVR		8932' 2722m	❷	148' 45m
28R	HIRL (60m) CL (15m) ❶ALSF-II TDZ REIL PAPI-L (angle 3.9°, MEHT 68')	RVR		8992' 2741m		
10R ❸	HIRL (60m) ❹ALSF-I REIL PAPI (angle 3.3°, MEHT 60')				❻	148' 45m
28L	HIRL (60m) ❺HIALS PAPI (angle 3.9°, MEHT 66')		8202' 2500m			

❶ length 900m

❷ TAKE-OFF RUN AVAILABLE

RWY 10L:

From rwy head	9843' (3000m)	From rwy head	9843' (3000m)
twy D int	6726' (2050m)	twy B int	7218' (2200m)
twy C int	4888' (1490m)	twy C int	5512' (1680m)

RWY 28R:

❸ Rwy shall be used as Twy by civil Acft. It can be used as Rwy for landing and take-off in emergency situations and when Rwy 10L/28R closed due to maintenance purposes.

❹ length 810m

❺ length 570m

❻ TAKE-OFF RUN AVAILABLE

RWY 10R:

From rwy head	9646' (2940m)
twy D int	7218' (2200m)

HOT SPOTS

(For information only, not to be construed as ATC instructions.)

HS1 Pilots and vehicle drivers should be careful due to the intersection of the Apron Twy center line from the Apron to the Twy A1 and the vehicle service road.

HS2 The vehicle service road crosses the center line of the Apron Twy. Pilots and vehicle drivers should be careful as there may be forward maneuvers on the Apron Twy and push-back maneuvers from parking positions 8A, 8B, 75, 76.

HS3 The vehicle service road, which crosses the Apron in the North, South direction, cuts the center line of the Twy to be followed for the entrance and exit of the Apron parking positions used for CAT D & E Acft to the East and CAT A, B & C Acft to the West. Pilots and vehicle drivers should be careful.

HS4 ARFF emergency exit road crosses the Apron and Rwys 10L/R to reach Rwy 10L. Pilots should be careful when crossing the ARFF Emergency Exit Road on the Twy center line.

HS5 There is a vehicle service road in front of the parking positions 38-47 on the Apron. Pilots and drivers must be careful while crossing the vehicle service road which intersects the Twy if Acft in these parking positions are taxiing to LINE K.

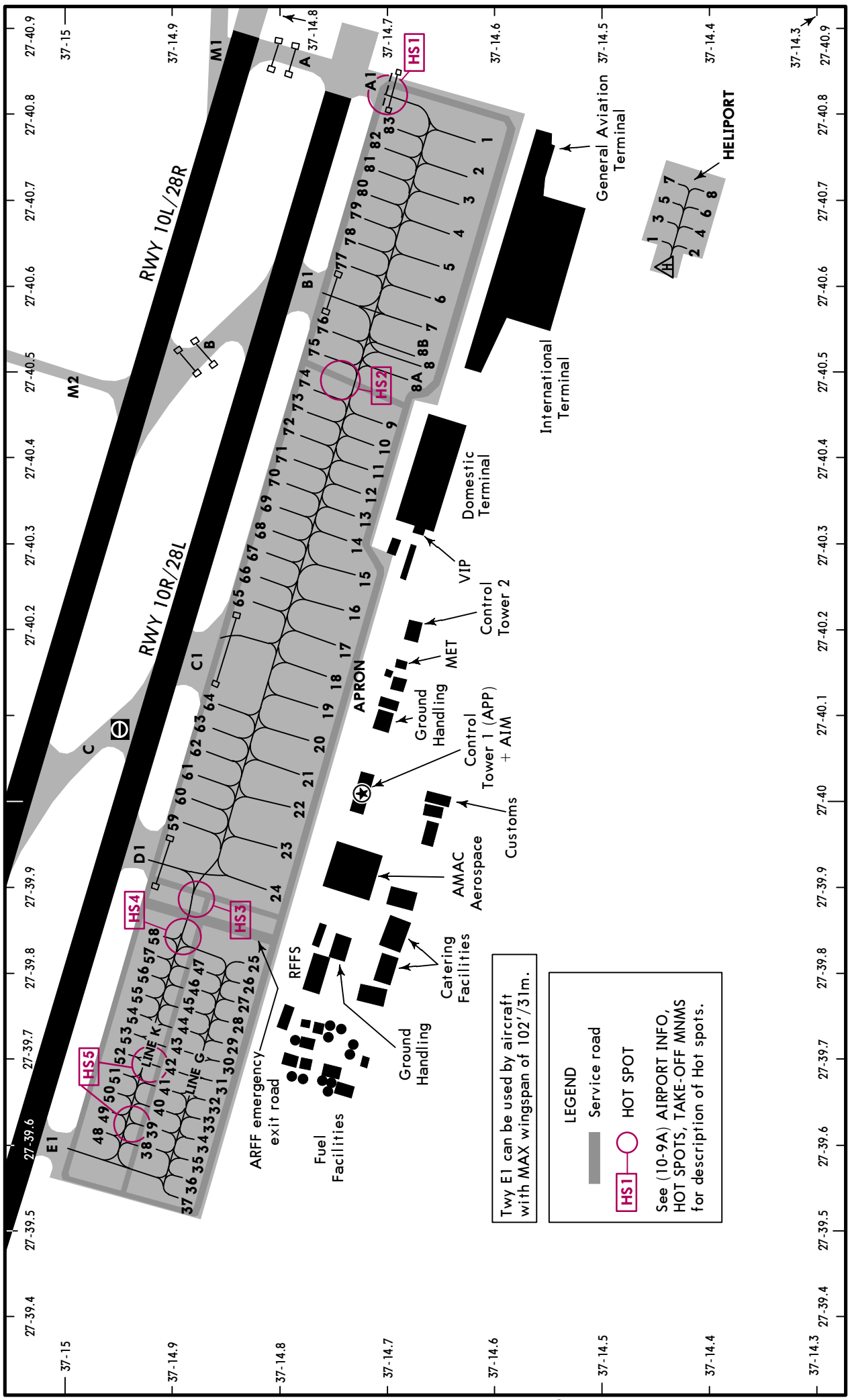
Std/State TAKE-OFF

Low Visibility Take-off					RL or RCLM	RL or CL	Adequate Vis Ref	
HIRL & CL (spacing 15m or less) & relevant RVR	RL & CL & relevant RVR	RL & CL	RL & RCLM	RL or CL				
			DAY	NIGHT	DAY	NIGHT	DAY	NIGHT
TDZ R125m Mid R125m Rollout R125m	TDZ R150m Mid R150m Rollout R150m	R200m	R300m		R/V400m		R/V500m	NA

CHANGES: Hot spot 5 description added.

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CHANGES: Hot spot 5 added, guidelines, Control Tower labels, service road.

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INS COORDINATES

STAND No.	COORDINATES
APRON	
1	N37 14.6 E027 40.8
2 thru 4	N37 14.6 E027 40.7
5, 6	N37 14.6 E027 40.6
7 thru 8B	N37 14.7 E027 40.5
9 thru 12	N37 14.7 E027 40.4
13 thru 15	N37 14.7 E027 40.3
16, 17	N37 14.7 E027 40.2
18	N37 14.7 E027 40.1
19, 20	N37 14.8 E027 40.1
21, 22	N37 14.8 E027 40.0
23, 24	N37 14.8 E027 39.9
25, 26	N37 14.8 E027 39.8
27 thru 29	N37 14.8 E027 39.7
30	N37 14.9 E027 39.7
31 thru 35	N37 14.9 E027 39.6
36, 37	N37 14.9 E027 39.5
38 thru 41	N37 14.9 E027 39.6
42 thru 45	N37 14.9 E027 39.7
46, 47	N37 14.9 E027 39.8
48 thru 50	N37 15.0 E027 39.6
51 thru 54	N37 15.0 E027 39.7
55 thru 58	N37 14.9 E027 39.8
59 thru 62	N37 14.9 E027 40.0
63, 64	N37 14.9 E027 40.1
65	N37 14.8 E027 40.2
66 thru 69	N37 14.8 E027 40.3
70 thru 72	N37 14.8 E027 40.4
73 thru 76	N37 14.8 E027 40.5
77	N37 14.7 E027 40.6
78 thru 81	N37 14.7 E027 40.7
82, 83	N37 14.7 E027 40.8

STAND No.	COORDINATES
HELIPORT	
1	N37 14.4 E027 40.7
2	N37 14.4 E027 40.6
3 thru 8	N37 14.4 E027 40.7

Notes

25, 26, 73, 74, 83 - Parking areas of aircraft arriving from uncontrolled airports.

CHANGES: None.

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LTFE/BJV
BODRUM INTL

JEPPESEN

9 FEB 24
Eff 22 Feb

(11-1)

MILAS, ~~TURKIYE~~
ILS Z or LOC Z Rwy 10L

D-ATIS	MILAS Approach/Radar	MILAS Tower	Ground
128.5	119.5 132.625 134.475	120.5 124.2 125.225 128.575	121.9

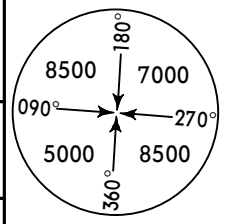
BRIEFING STRIP™

LOC IBDR	Final Apch Crs	ROXEP	ILS DA(H)	Apt Elev 21′
109.3	**102°**	**3600′** (3590′)	Refer to Minimums	Rwy 10′

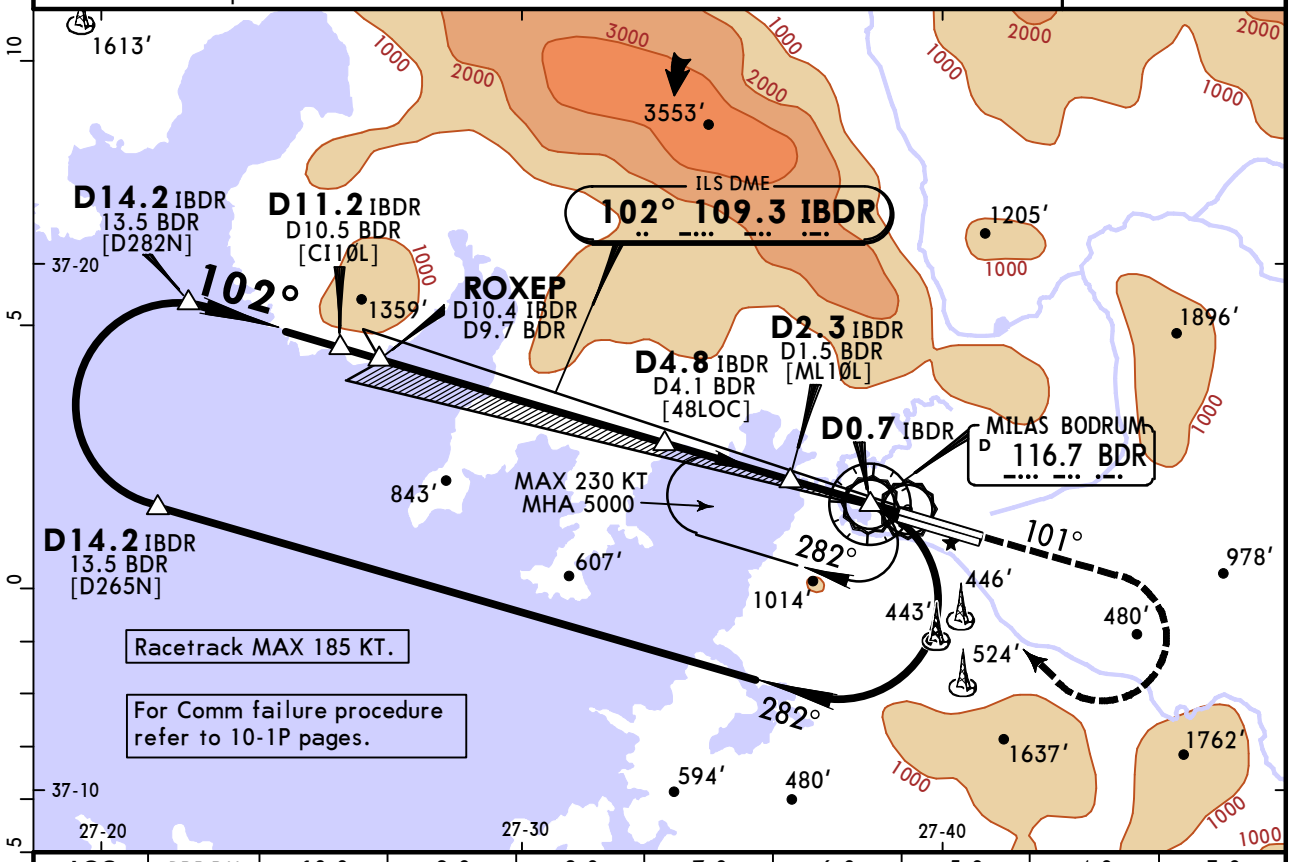
MISSED APCH: Climb to 2050′ on R-101, then turn RIGHT climbing to 5000′ to VOR and hold. MAX 185 KT until inbound VOR.
Refer to minimums for missed apch climb gradients.

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 10000′

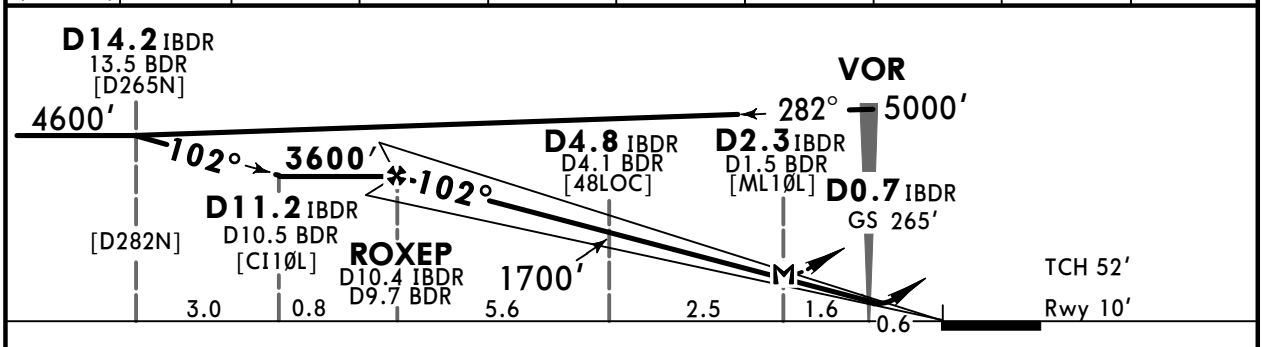
VOR and DME required.



MSA BDR VOR



LOC (GS out)	IBDR DME	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0
	ALTITUDE	3560′	3200′	2850′	2500′	2150′	1790′	1440′	1090′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.30°	409	526	584	701	817	934
LOC Descent Angle	3.32°	411	529	587	705	822	940
MAP at D2.3 IBDR/D1.5 BDR							

ALSF-II
REIL
PAPI

MAX **185 KT**

2050′ BDR on **116.7** **R-101**

Std/State

STRAIGHT-IN LANDING

	ILS			LOC (GS out)		
	Missed apch climb grad MIN 3.7% (225′/NM) DA(H) **214′** (204′)			Missed apch climb grad MIN 2.5% (152′/NM) DA(H) **760′** (750′)			CDFA [2] DA/MDA(H) **800′** (790′)	
	TDZ or CL out	ALS out		TDZ or CL out	ALS out		ALS out	
A	R550m	R550m [1]	R1200m	R1500m			R1500m	
B								
C				R2400m			R2400m	
D								

CIRCLE-TO-LAND

Not authorized North of airport

Max Kts	MDA(H)
100	1600′ (1579′) V1500m
135	1600′ (1579′) V1600m
180	2050′ (2029′) V2400m
205	2050′ (2029′) V3600m

PANS OPS

[1] R750m when a Flight Director or Autopilot or HUD to DA is not used.
[2] VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: D-ATIS service.

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LTFE/BJV
BODRUM INTL

JEPPESEN
9 FEB 24 (11-1A) Eff 22 Feb

MILAS, TURKIYE
CAT II ILS Y Rwy 10L

D-ATIS	MILAS Approach/Radar	MILAS Tower	Ground
128.5	119.5 132.625 134.475	120.5 124.2 125.225 128.575	121.9

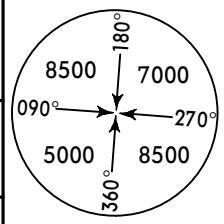
BRIEFING STRIP

LOC IBDR	Final Apch Crs	ROXEP	CAT II ILS	Apt Elev 21′
109.3	102°	3600′ (3590′)	RA 124′ DA(H) 132′ (122′)	Rwy 10′

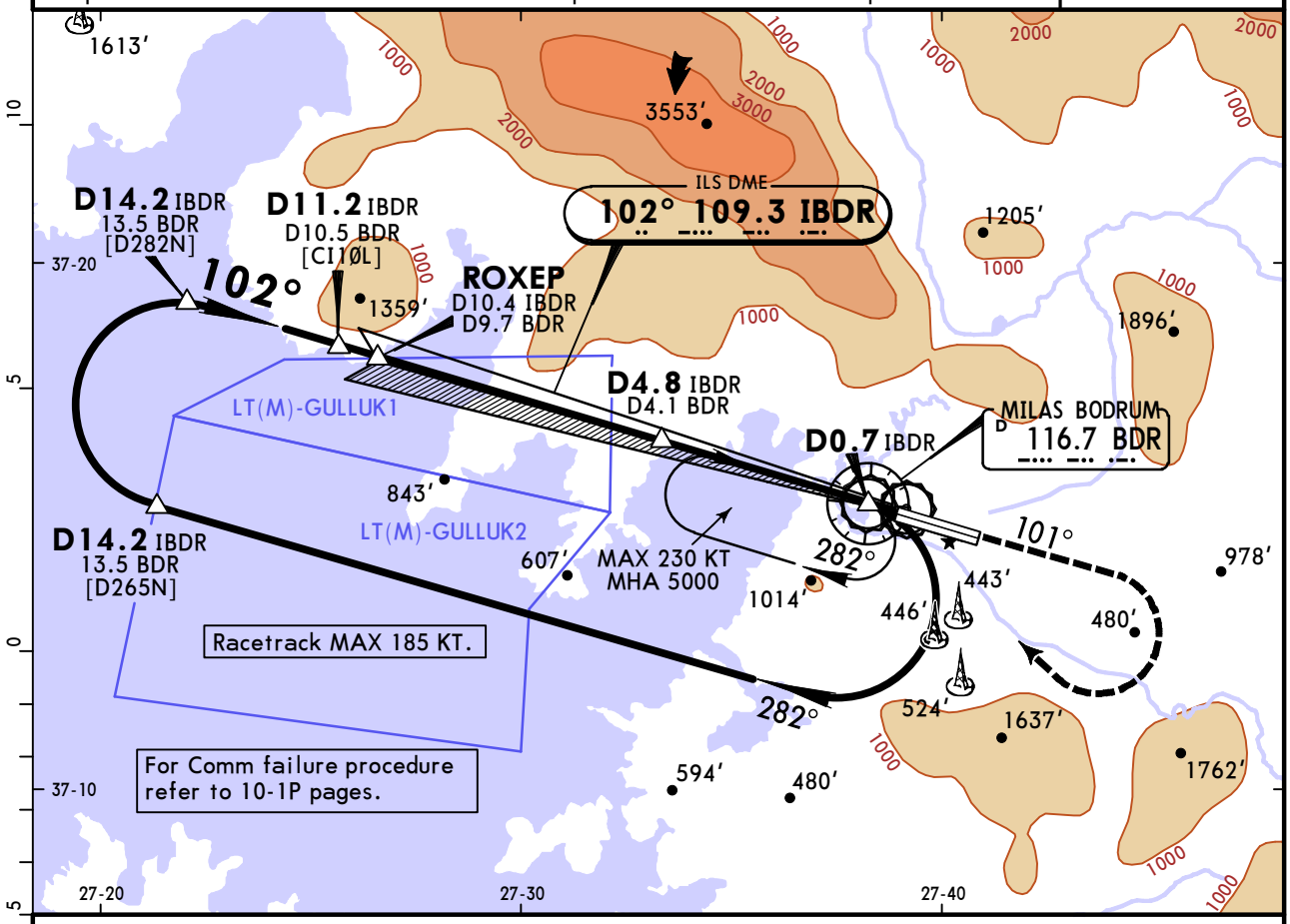
MISSED APCH: Climb to 2050′ on R-101, then turn RIGHT climbing to 5000′ to VOR and hold. MAX 185 KT until inbound VOR.
Missed approach requires a minimum climb of 3.7% (225′/NM).

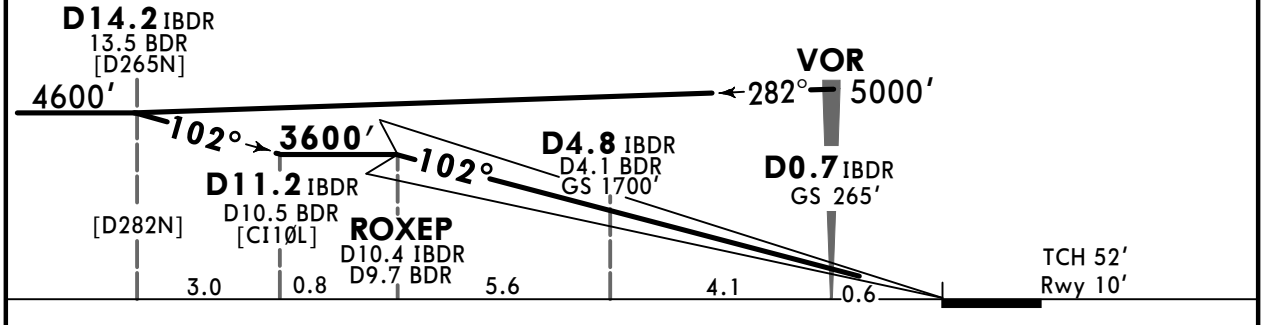
Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 10000′

1. Special Aircrew & Aircraft Certification Required. 2. VOR and DME required.



MSA BDR VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.30°	409	526	584	701	817	934

ALSF-II
REIL
PAPI

MAX 185 KT

2050′ on BDR 116.7 R-101

Std/State

STRAIGHT-IN LANDING
CAT II ILS

RA 124′
DA(H) **132′** (122′)

PANS OPS

R400m

CHANGES: D-ATIS service, LT(M)-GOLLUK1 & LT(M)-GOLLUK2 areas added.

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LTFE/BJV
BODRUM INTL

JEPPESEN
23 AUG 24
Eff 5 Sep
11-1B

MILAS, ~~TURKIYE~~
ILS Z or LOC Z Rwy 28R

D-ATIS	MILAS Approach/Radar	MILAS Tower	Ground
128.5	119.5 132.625 134.475	120.5 124.2 125.225 128.575	121.9

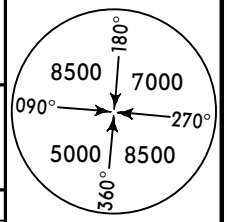
BRIEFING STRIP ™

LOC IGML	Final Apch Crs	MANDATORY TEKBU	ILS DA(H)	Apt Elev 21′
108.7	282°	4800′ (4779′)	305′ (284′)	Rwy 21′

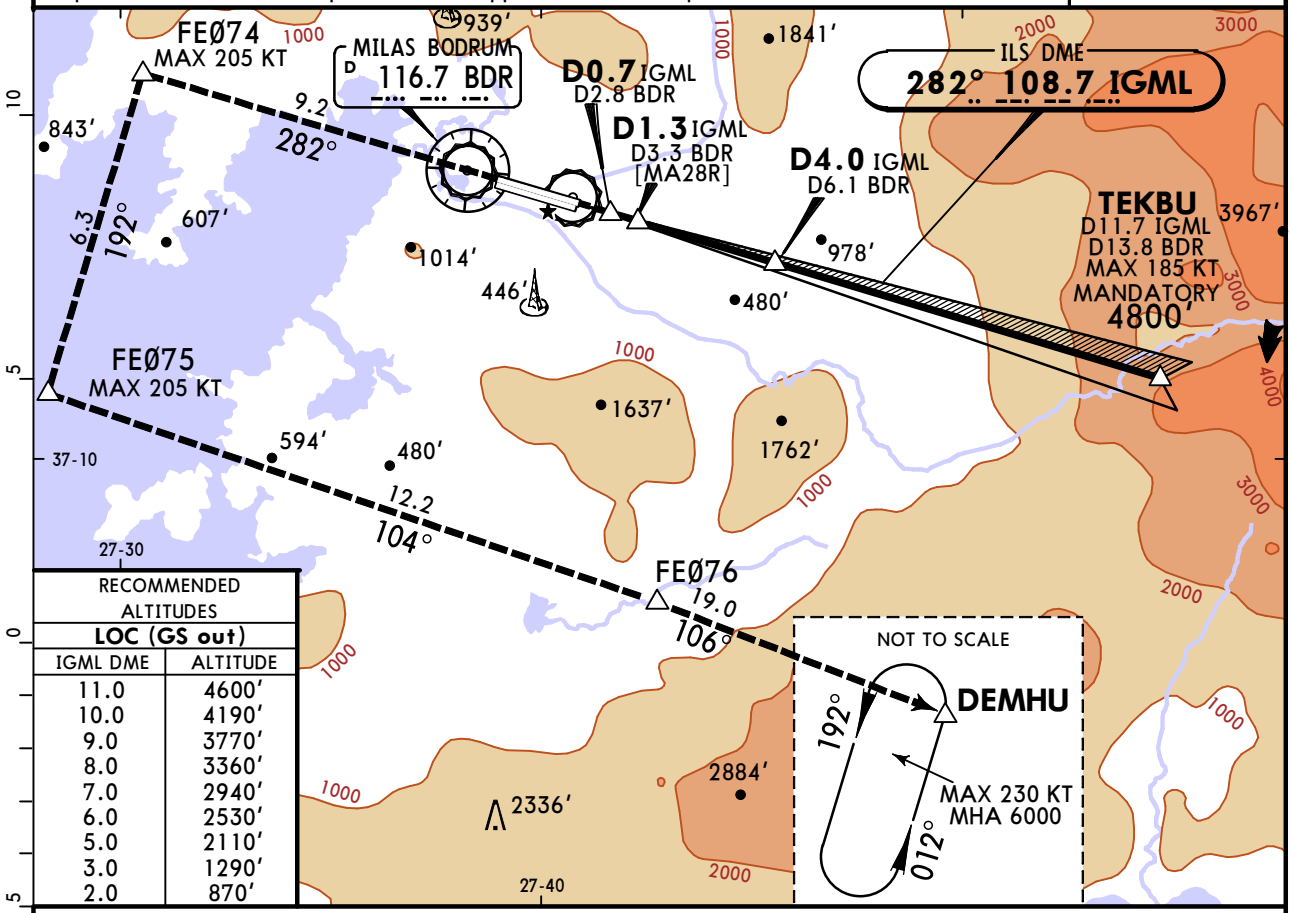
MISSED APCH: MAX 205 KT. Climb to 6000′, proceed FEØ74 on 282°, then turn LEFT proceed FEØ75, then turn LEFT proceed FEØ76, then turn LEFT proceed DEMHU and hold at 6000′.

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: By ATC | Trans alt: 10000′

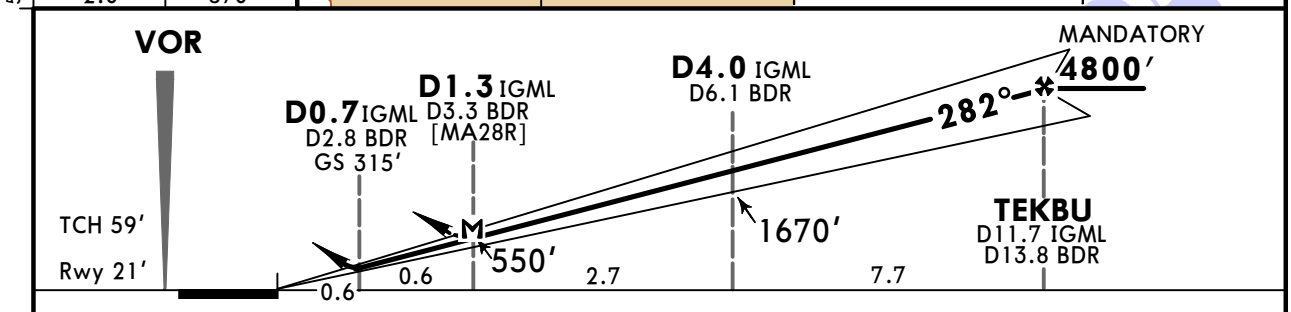
1. DME required. 2. CAUTION: Steep GS angle, appropriate acft and crew qualifications required. 3. For Missed Apch: R-RNAV app and RADAR required.



MSA ARP



RECOMMENDED ALTITUDES LOC (GS out)	
IGML DME	ALTITUDE
11.0	4600′
10.0	4190′
9.0	3770′
8.0	3360′
7.0	2940′
6.0	2530′
5.0	2110′
3.0	1290′
2.0	870′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.90°	483	621	690	828	967	1105
MAP at D1.3 IGML/D3.3 BDR							

ALSF-II
REIL
PAPI

MAX 205 KT

6000′

Std/State STRAIGHT-IN LANDING

	ILS DA(H) 305′ (284′) TDZ or CL out	ILS DA(H) 305′ (284′) ALS out	LOC (GS out) CDFA 2 DA/MDA(H) 550′ (529′) ALS out
A	R650m	1 R650m	R1400m
B			R1500m
C			R1700m
D			R2400m

CIRCLE-TO-LAND
Not authorized North of airport

Max Kts	MDA(H)	
100	1600′ (1579′)	V1500m
135	1600′ (1579′)	V1600m
180	2050′ (2029′)	V2400m
205	2050′ (2029′)	V3600m

PANS OPS

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: New procedure.

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LTFE/BJV
BODRUM INTL

JEPPESEN
9 FEB 24
Eff 22 Feb
11-2

MILAS, ~~TURKIYE~~
ILS X or LOC X Rwy 28R

D-ATIS	MILAS Approach/Radar	MILAS Tower	Ground
128.5	119.5 132.625 134.475	120.5 124.2 125.225 128.575	121.9

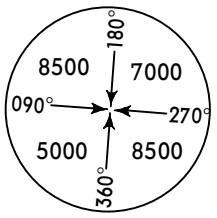
BRIEFING STRIP™

LOC IGML	Final Apch Crs	TEKBU	ILS DA(H)	Apt Elev 21′
108.7	282°	4800′ (4779′)	305′ (284′)	Rwy 21′

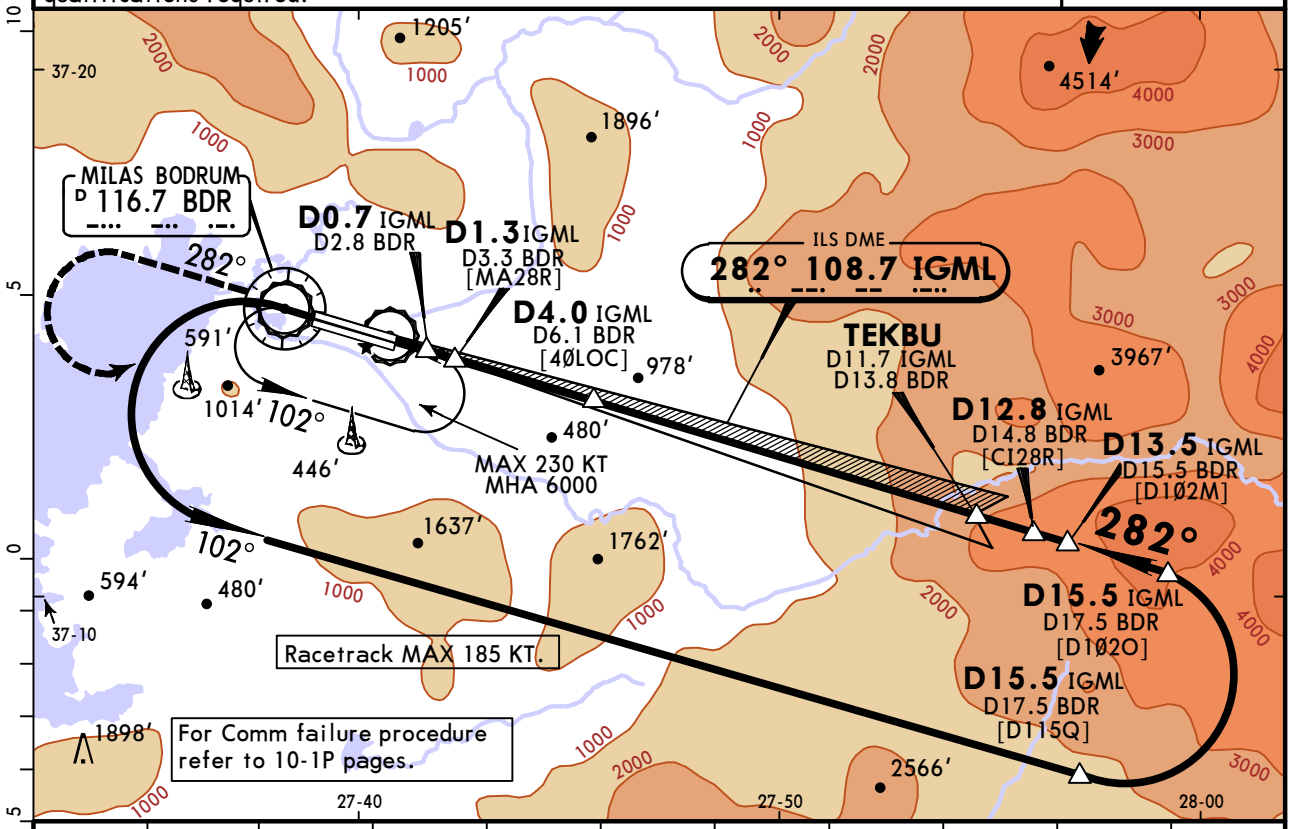
MISSED APCH: Climb to 3000′ on R-282, then turn LEFT climbing to 6000′ to VOR and hold.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 10000′

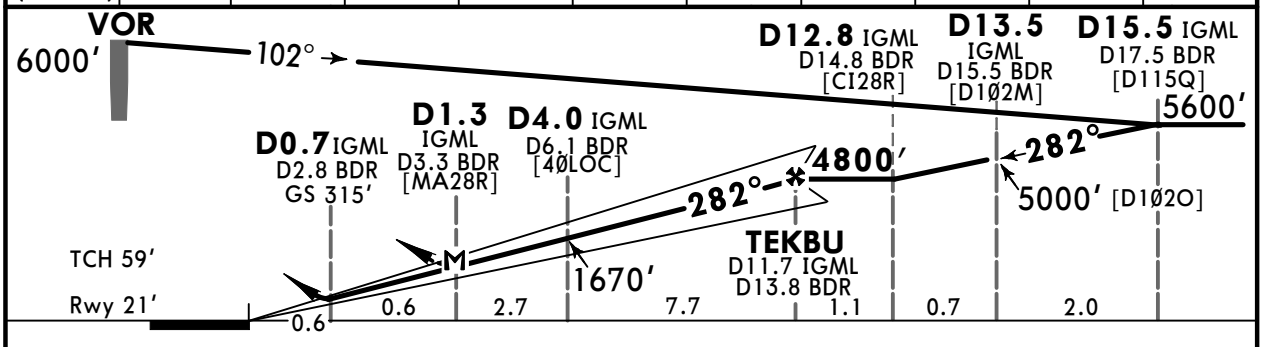
1. VOR and DME required. 2. CAUTION: Steep GS angle, appropriate acft and crew qualifications required.



MSA BDR VOR



LOC (GS out)	IGML DME	2.0	3.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0
	ALTITUDE	870′	1290′	2110′	2530′	2940′	3360′	3770′	4190′	4600′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.90°	483	621	690	828	967	1105
MAP at D1.3 IGML/D3.3 BDR							

ALSF-II
REIL
PAPI

3000′ BDR on 116.7 R-282

Std/State — STRAIGHT-IN LANDING

	ILS DA(H) 305′ (284′)			LOC (GS out) CDFA 2 DA/MDA(H) 550′ (529′)	
		TDZ or CL out	ALS out		ALS out
A	R650m	1 R650m	R1400m	R1500m	
B					
C				R1700m	R2400m
D					

CIRCLE-TO-LAND
Not authorized North of airport

Max Kts	MDA(H)	
100	1600′ (1579′)	V1500m
135	1600′ (1579′)	V1600m
180	2050′ (2029′)	V2400m
205	2050′ (2029′)	V3600m

PANS OPS

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: D-ATIS service.

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LTFE/BJV
BODRUM INTL

JEPPESEN
9 FEB 24
Eff 22 Feb
11-2A

MILAS, TURKIYE
CAT II ILS V Rwy 28R

D-ATIS	MILAS Approach/Radar	MILAS Tower	Ground
128.5	119.5 132.625 134.475	120.5 124.2 125.225 128.575	121.9

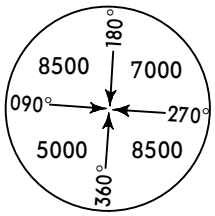
BRIEFING STRIP

LOC IGML	Final Apch Crs	TEKBU	CAT II ILS	Apt Elev 21′
108.7	282°	4800′ (4779′)	RA 178′ DA(H) 199′(178′)	Rwy 21′

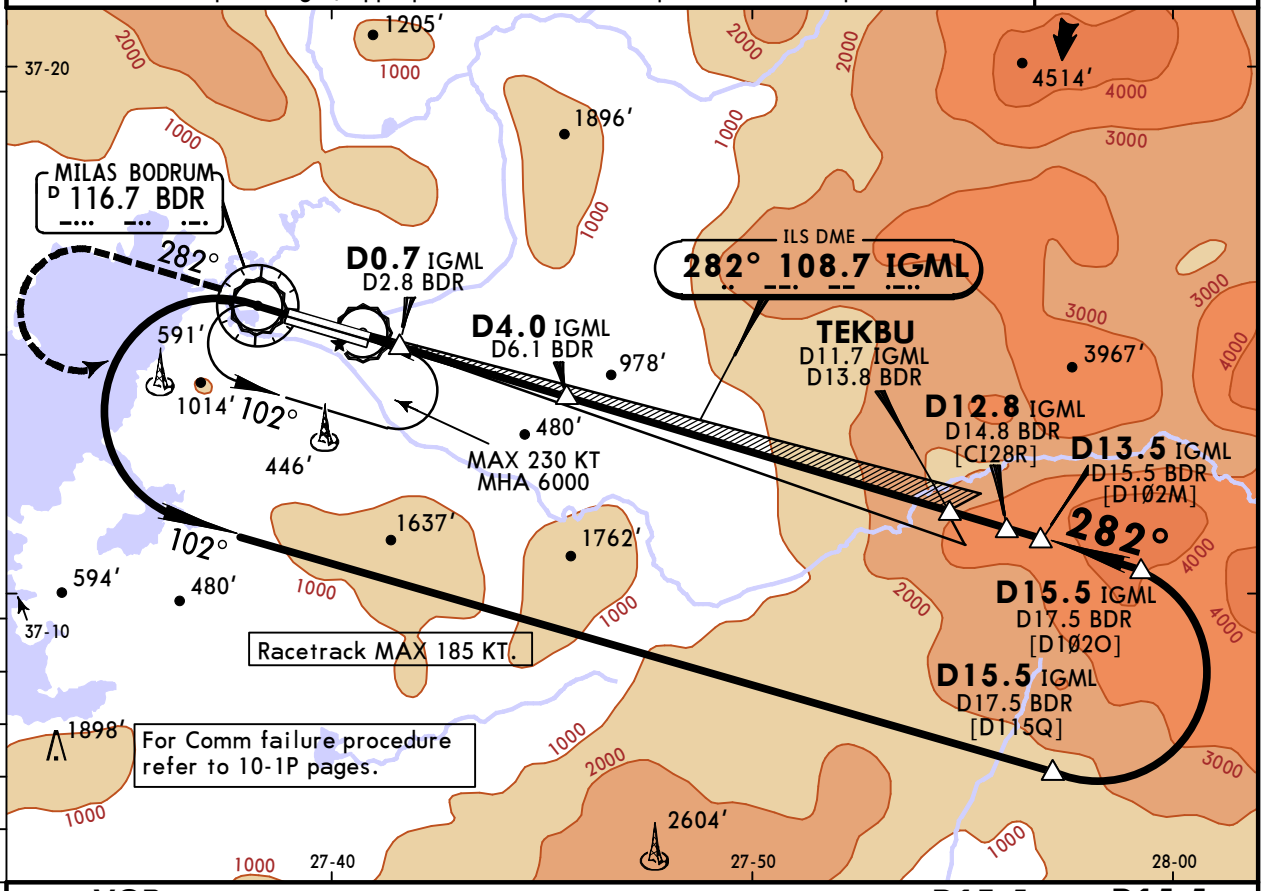
MISSED APCH: Climb to 3000′ on R-282, then turn LEFT climbing to 6000′ to VOR and hold.

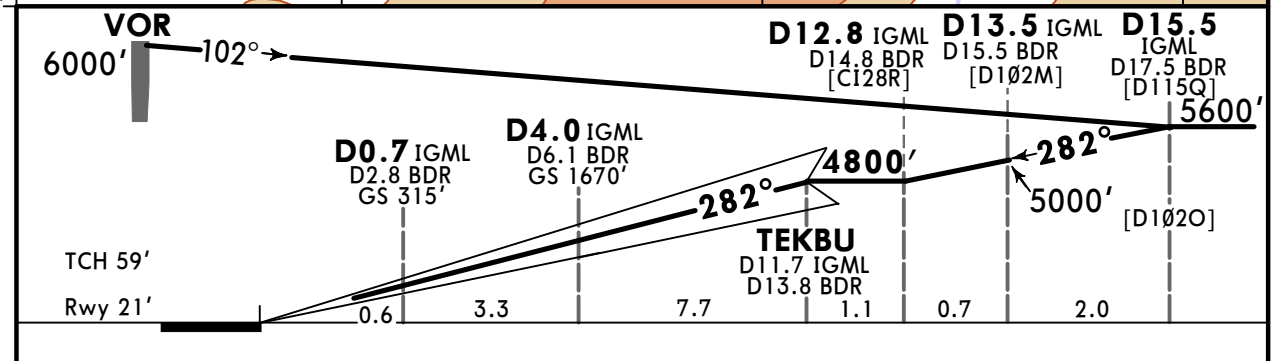
Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: By ATC | Trans alt: 10000′

1. Special Aircrew & Aircraft Certification Required. 2. VOR and DME required.
3. CAUTION: Steep GS angle, appropriate acft and crew qualifications required.



MSA BDR VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.90°	483	621	690	828	967	1105

ALSF-II
REIL
PAPI

3000′ BDR on 116.7 R-282

Std/State

STRAIGHT-IN LANDING
CAT II ILS

RA 178′
DA(H) **199′**(178′)

PANS OPS

R450m

CHANGES: D-ATIS service.

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LTFE/BJV
BODRUM INTL

JEPPESEN
9 FEB 24
Eff 22 Feb
11-3

MILAS, TURKIYE
ILS W or LOC W Rwy 28R

D-ATIS	MILAS Approach/Radar	MILAS Tower	Ground
128.5	119.5 132.625 134.475	120.5 124.2 125.225 128.575	121.9

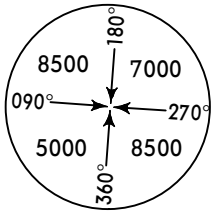
BRIEFING STRIP

LOC IGML	Final Apch Crs	TEKBU	ILS DA(H)	Apt Elev 21′ Rwy 21′
108.7	282°	4800′ (4779′)	305′ (284′)	

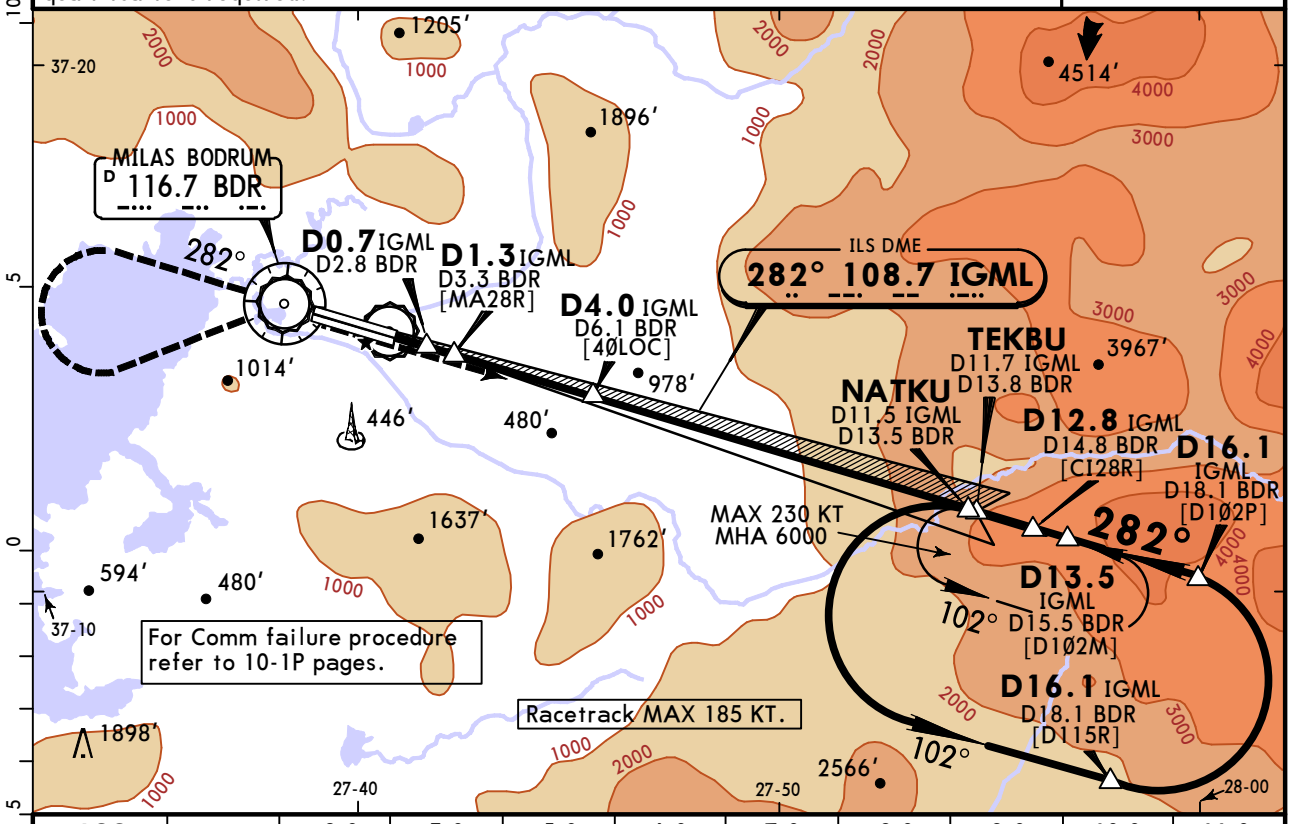
MISSED APCH: Climb to 3000′ on R-282, then turn LEFT climbing to 6000′ to VOR. Proceed to NATKU and hold.

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: By ATC | Trans alt: 10000′

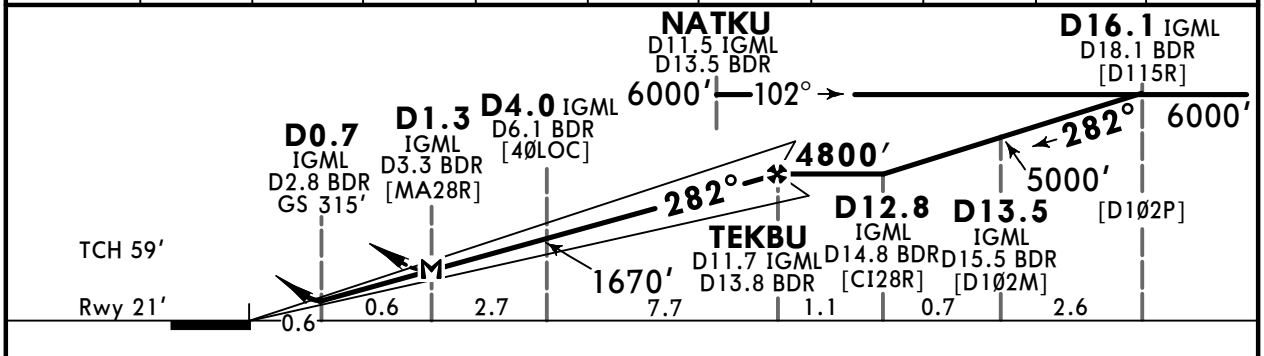
1. VOR and DME required. 2. CAUTION: Steep GS angle, appropriate acft and crew qualifications required.



MSA
BDR VOR



LOC (GS out)	IGML DME	2.0	3.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0
	ALTITUDE	870′	1290′	2110′	2530′	2940′	3360′	3770′	4190′	4600′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.90°	483	621	690	828	967	1105
MAP at D1.3 IGML/D3.3 BDR							

ALSF-II
REIL
PAPI

3000′ BDR on 116.7 R-282

Std/State STRAIGHT-IN LANDING

	ILS DA(H) 305′ (284′) TDZ or CL out	ILS DA(H) 305′ (284′) ALS out	LOC (GS out) CDFA 2 DA/MDA(H) 550′ (529′)	ALS out
A	R650m	1 R650m	R1500m	R1400m
B				
C			R1700m	R2400m
D				

CIRCLE-TO-LAND
Not authorized North of airport

Max Kts	MDA(H)	
100	1600′ (1579′)	V1500m
135	1600′ (1579′)	V1600m
180	2050′ (2029′)	V2400m
205	2050′ (2029′)	V3600m

PANS OPS

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: D-ATIS service.

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LTFE/BJV
BODRUM INTL

JEPPESEN
6 JUN 25 (12-1) Eff 12 Jun

MILAS, ~~TURKIYE~~
RNP Rwy 10L

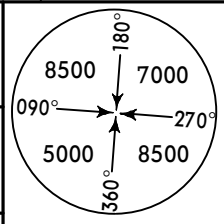
BRIEFING STRIP™

D-ATIS	MILAS Approach/Radar	MILAS Tower	Ground
128.5	119.5 132.625 134.475	120.5 124.2 125.225 128.575	121.9

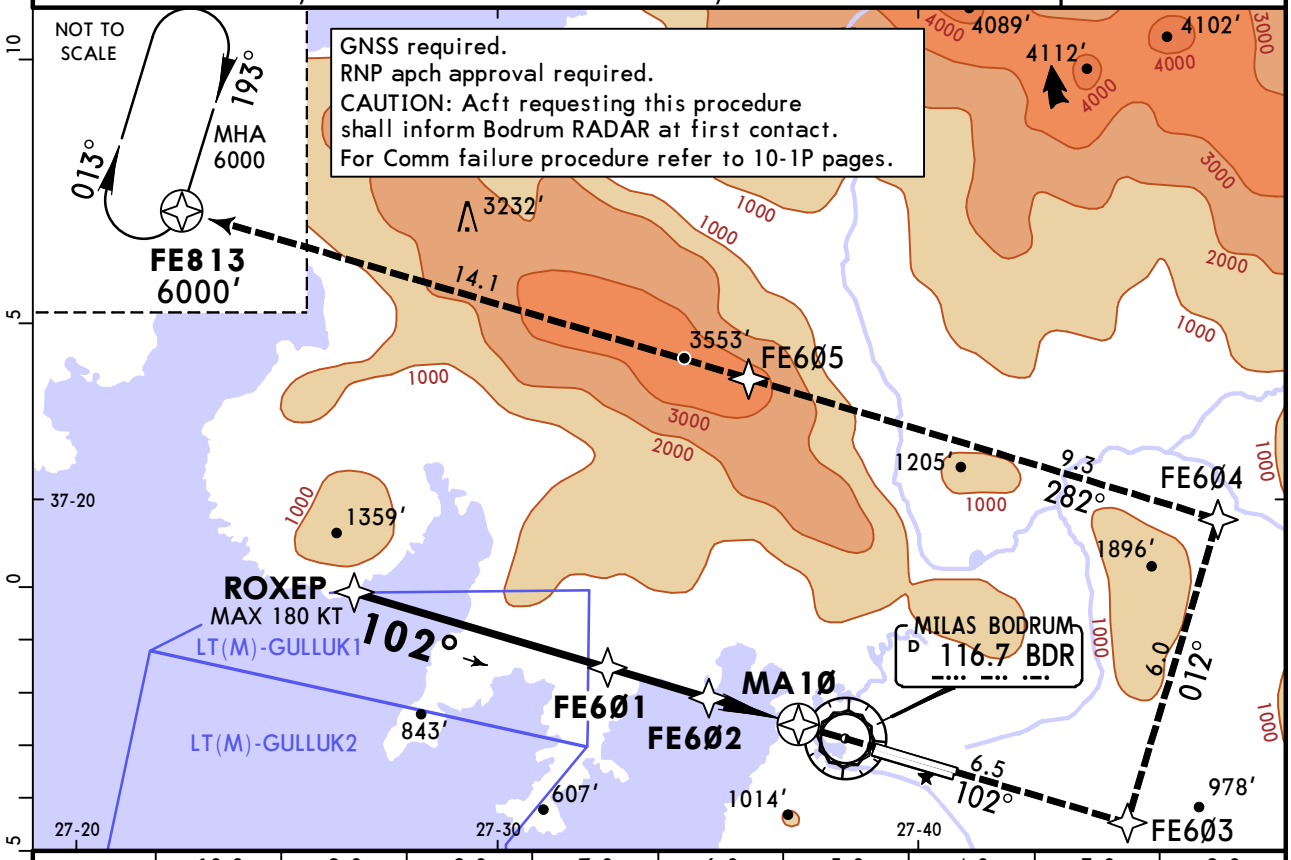
RNAV	Final Apch Crs 102°	ROXEP MANDATORY 3600′ (3590′)	DA/MDA(H) Refer to Minimums	Apt Elev 21′ Rwy 10′

MISSED APCH: Climb to 6000′. From MA1Ø to FE6Ø3 (MAX 185 KT), then turn LEFT to FE6Ø4, then turn LEFT to FE6Ø5, then to FE813 and hold.
Refer to minimums for missed apch climb gradients.

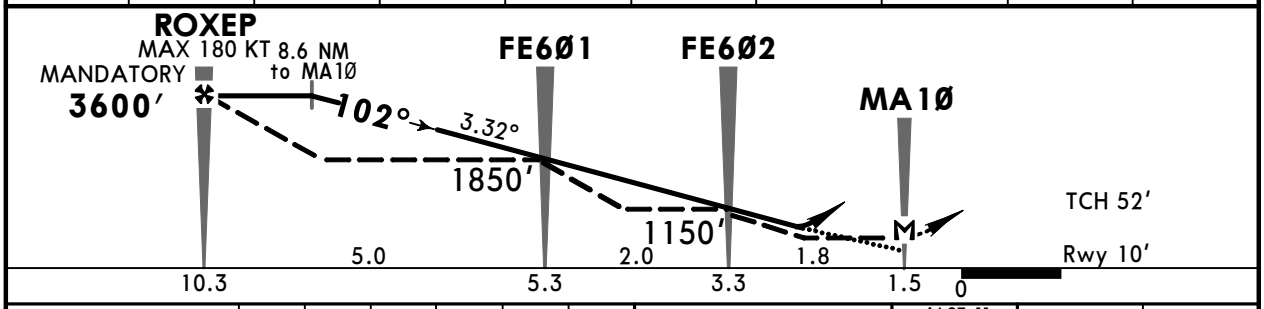
Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 10000′



MSA BDR VOR



DIST to THR	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	3502′	3152′	2801′	2450′	2100′	1750′	1400′	1050′	700′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.32°	411	529	587	705	822	940
MAP at MA1Ø							

ALSF-II
REIL
PAPI

185 KT MAX

FE6Ø3

Std/State

STRAIGHT-IN LANDING
LNAV

	Missed apch climb grad MIN 4.5% (274′/NM) CDFA		non-CDFA		Missed apch climb grad MIN 3.5% (225′/NM) CDFA		non-CDFA		Missed apch climb grad MIN 2.5% (152′/NM) CDFA		non-CDFA	
	[1] DA/MDA(H)	ALS out	MDA(H)	ALS out	DA/MDA(H)	ALS out	MDA(H)	ALS out	DA/MDA(H)	ALS out	MDA(H)	ALS out
	700′ (690′)		**700′** (690′)		**800′** (790′)		**800′** (790′)		**1100′** (1090′)		**1100′** (1090′)	
A	R1500m		R2700m	R3400m	R1500m		R3100m	R3800m	R1500m		R4300m	R5000m
B												
C	R2400m		R2900m	R3600m	R2400m		R3300m	R4000m	R2400m		R4500m	
D												

CIRCLE-TO-LAND

Not authorized North of airport

Max Kts	MDA(H)	
100	1600′ (1579′)	[2] V1500m
135	1600′ (1579′)	[2] V1600m
180	2050′ (2029′)	[2] V2400m
205	2050′ (2029′)	[2] V3600m

PANS OPS

[1] VNAV DA(H) in lieu of MDA(H) depends on operator policy. [2] or higher straight-in minimums.

CHANGES: Bearings, airspaces.

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LTFE/BJV
BODRUM INTL

JEPPESEN

9 FEB 24 (13-1) **Eff 22 Feb**

MILAS, ~~TURKIYE~~
VOR Z Rwy 10L

D-ATIS	MILAS Approach/Radar	MILAS Tower	Ground
128.5	119.5 132.625 134.475	120.5 124.2 125.225 128.575	121.9

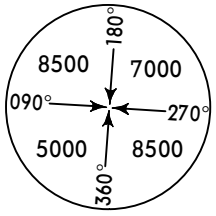
BRIEFING STRIP ™

VOR BDR	Final Apch Crs	D5.5	DA/MDA(H)	Apt Elev 21′
116.7	**102°**	**1700′** (1690′)	**800′** (790′)	Rwy 10′

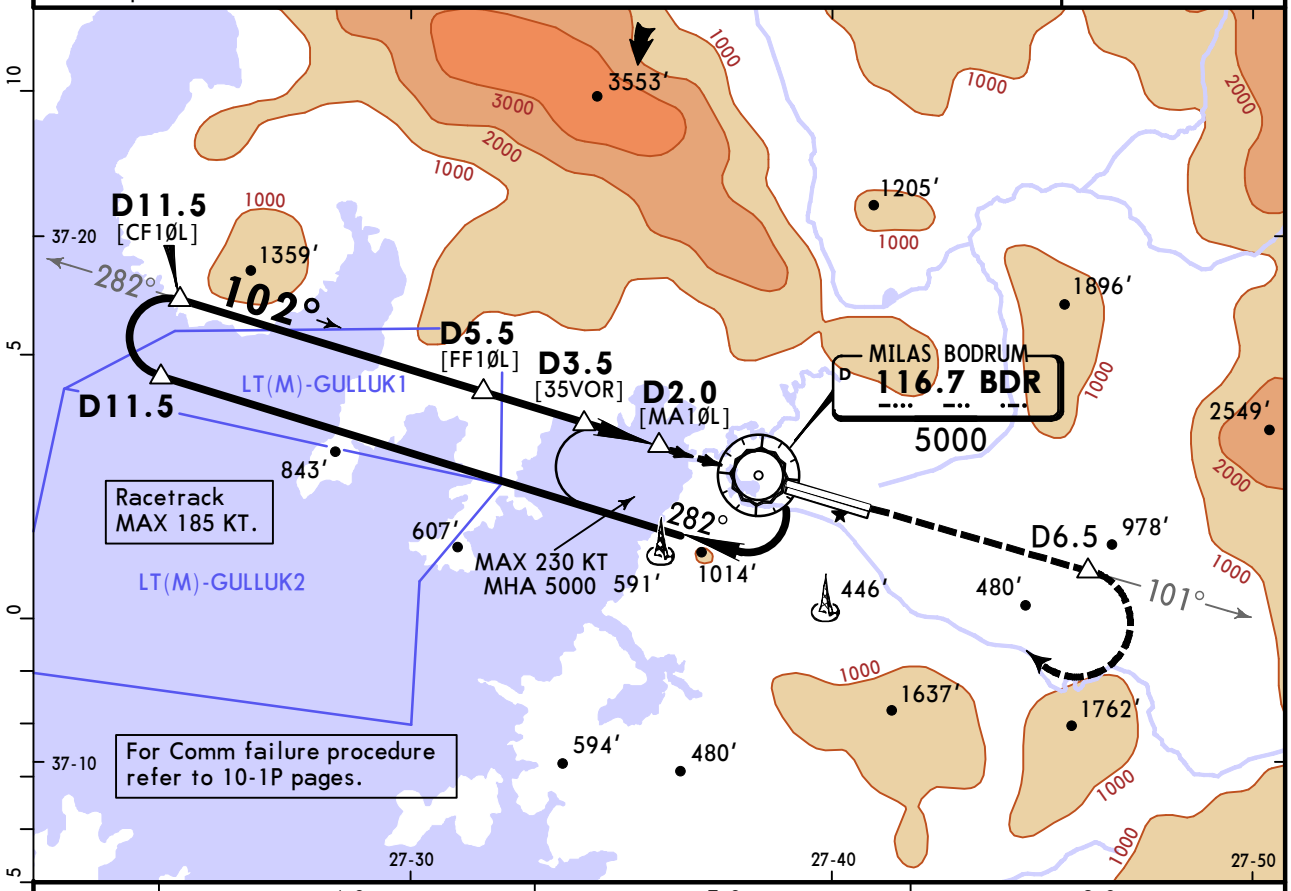
MISSED APCH: Climb via VOR on R-101 to 2000′ within D6.5, then turn RIGHT to VOR climbing to 5000′ and hold. MAX 210 KT.

Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: By ATC	Trans alt: 10000′

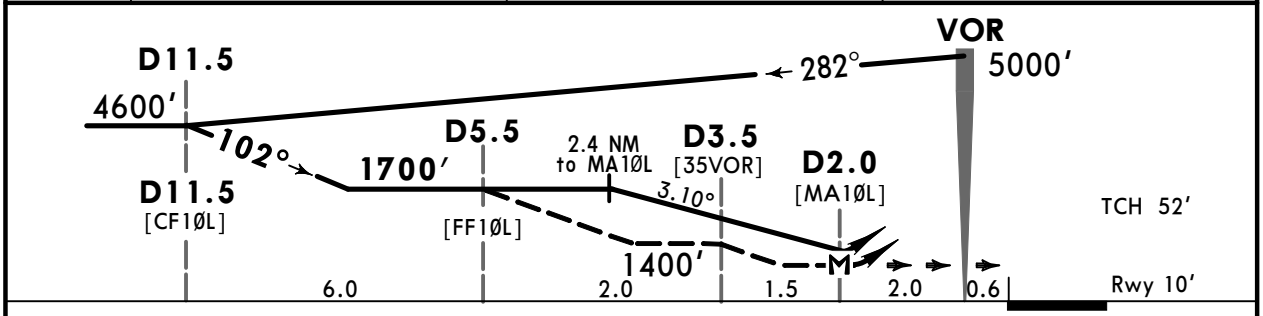
DME required.



MSA BDR VOR



BDR DME	4.0	3.0	2.0
ALTITUDE	1580′	1250′	920′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.10°	384	494	548	658	768	878
MAP at D2.0						

ALSF-II
REIL
PAPI

210 KT MAX

2000′ within **D6.5**

Std/State STRAIGHT-IN LANDING

	CDFA 1 DA/MDA(H) 800′ (790′) ALS out	non-CDFA MDA(H) 800′ (790′)	ALS out
A	R1500m	R3100m	R3800m
B			
C	R2400m	R3300m	R4000m
D			

CIRCLE-TO-LAND

Not authorized North of airport

Max Kts	MDA(H)	
100	1600′ (1579′)	2 V1500m
135	1600′ (1579′)	2 V1600m
180	2050′ (2029′)	2 V2400m
205	2050′ (2029′)	2 V3600m

PANS OPS

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy. 2 or higher straight-in minimums.

CHANGES: D-ATIS service.

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LTFE/BJV
BODRUM INTL

JEPPESEN

9 FEB 24 (13-2) **Eff 22 Feb**

MILAS, ~~TURKIYE~~
VOR Y Rwy 10R

D-ATIS	MILAS Approach/Radar	MILAS Tower	Ground
128.5	119.5 132.625 134.475	120.5 124.2 125.225 128.575	121.9

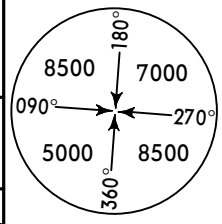
BRIEFING STRIP™

VOR BDR	Final Apch Crs	D6.0	DA/MDA(H)	Apt Elev 21′
116.7	**097°**	**2300′** (2290′)	**800′** (790′)	Rwy 10′

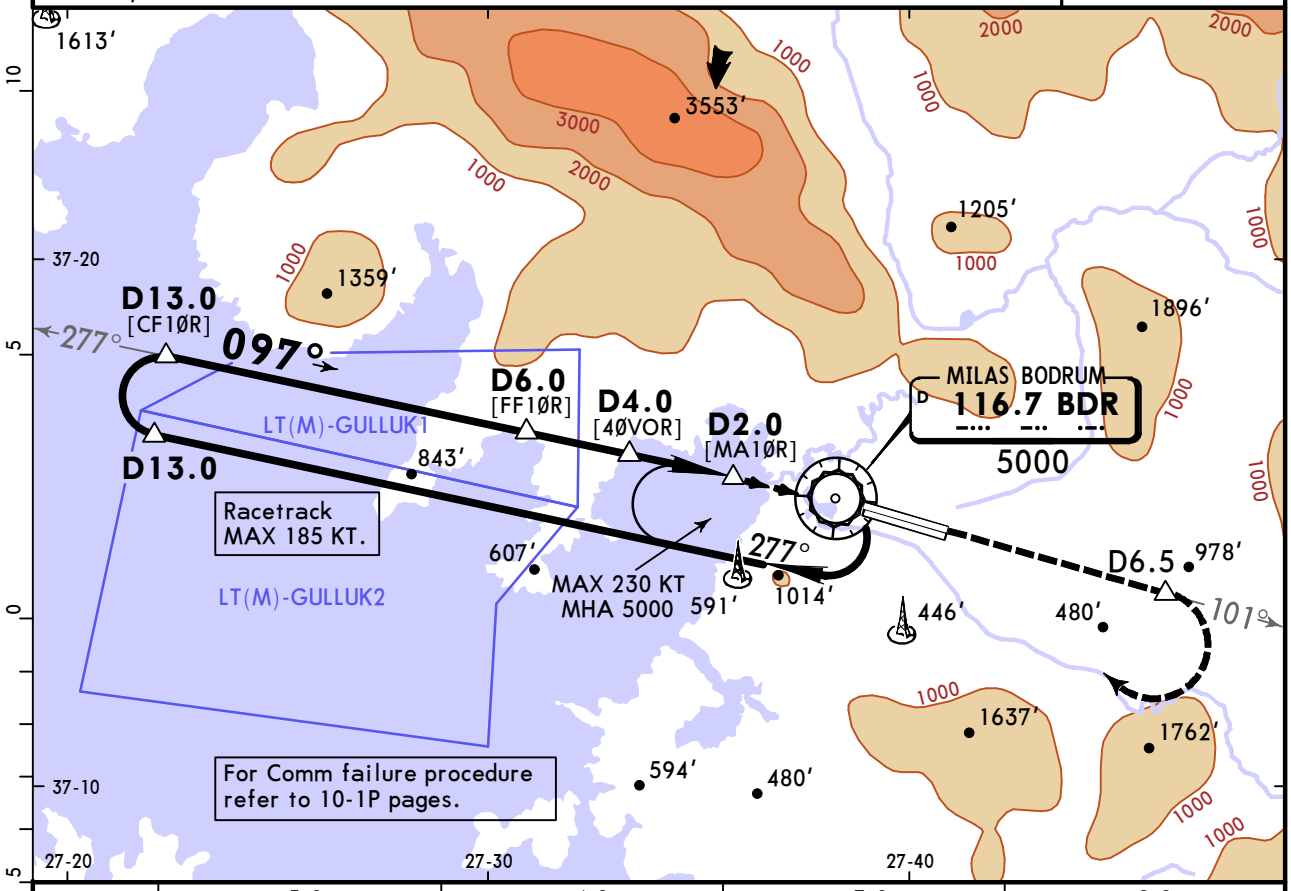
MISSED APCH: Climb via VOR on R-101 to 2000′ within D6.5, then turn RIGHT to VOR climbing to 5000′ and hold. MAX 210 KT.

Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: By ATC	Trans alt: 10000′

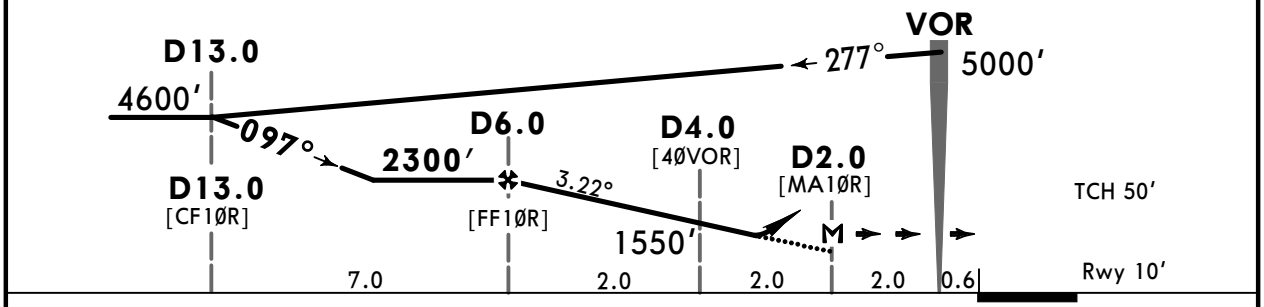
DME required.



MSA BDR VOR



BDR DME	5.0	4.0	3.0	2.0
ALTITUDE	1980′	1640′	1300′	960′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.22°	399	513	570	684	798	912
MAP at D2.0						

ALSF-I
REIL
PAPI PAPI

210 KT MAX

2000′ within **D6.5**

PANS OPS

Std/State STRAIGHT-IN LANDING

CDFA

1 DA/MDA(H) **800′** (790′)

ALS out

A	R1500m
B	
C	R2400m
D	

CIRCLE-TO-LAND

Not authorized North of airport

Max Kts	MDA(H)	
100	1600′ (1579′)	V1500m
135	1600′ (1579′)	V1600m
180	2050′ (2029′)	V2400m
205	2050′ (2029′)	V3600m

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: D-ATIS service.

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LTFE/BJV
BODRUM INTL

JEPPESEN
9 FEB 24 (13-3) Eff 22 Feb

MILAS, ~~TURKIYE~~
VOR A or NDB A

D-ATIS	MILAS Approach/Radar	MILAS Tower	Ground
128.5	119.5 132.625 134.475	120.5 124.2 125.225 128.575	121.9

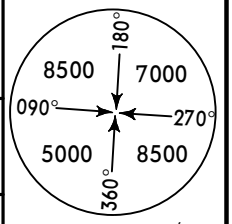
BRIEFING STRIP ™

VOR BDR	NDB BDR	Final Apch Crs	[FF1Ø2]	MDA(H)	Apt Elev 21′
116.7	389	102°	4800′ (4779′)	2300′ (2279′)	

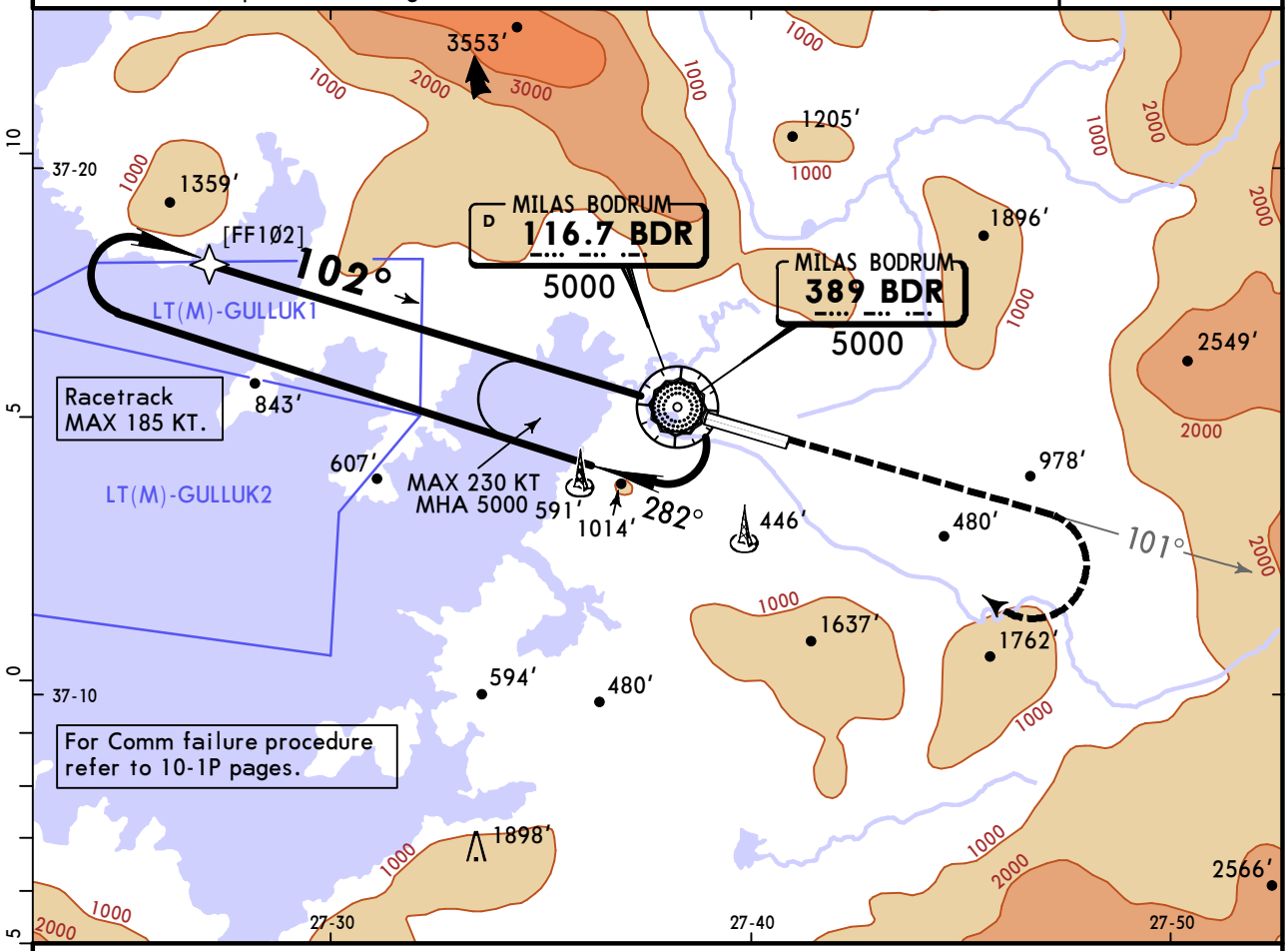
MISSED APCH: Climb via VOR on R-101 (101° from NDB) to 3000′, then turn RIGHT climbing to 5000′ to VOR/NDB and hold.
MAX 210 KT.

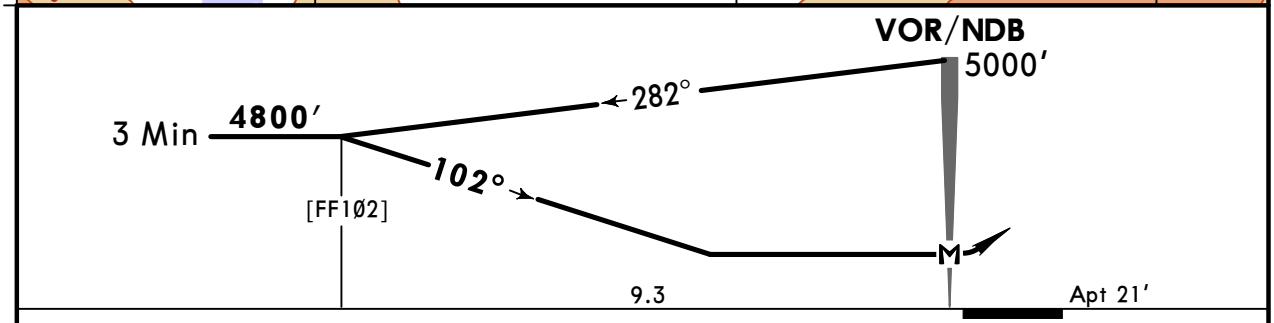
Alt Set: hPa | Apt Elev: 1 hPa | Trans level: By ATC | Trans alt: 10000′

1. VOR or NDB required. 2. Straight-in not authorized.



MSA BDR VOR/NDB





								Lighting-Refer to Airport Chart	210 KT MAX	3000′ ↑	R-101 on VOR 116.7	101° from BDR 389
MAP at VOR/NDB												

Std/State CIRCLE-TO-LAND

Not authorized North of airport

PANS OPS

	Max Kts	MDA(H)	
A	100	2300′ (2279′)	V1500m
B	135	2300′ (2279′)	V1600m
C	180	2300′ (2279′)	V2400m
D	205	2300′ (2279′)	V3600m

CHANGES: D-ATIS service.

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LTFE/BJV
BODRUM INTL

JEPPESEN
9 FEB 24 (13-4) Eff 22 Feb

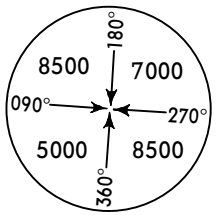
MILAS, TURKIYE
VOR B

D-ATIS	MILAS Approach/Radar	MILAS Tower	Ground
128.5	119.5 132.625 134.475	120.5 124.2 125.225 128.575	121.9

BRIEFING STRIP ™

VOR BDR	Final Apch Crs	D9.0	MDA(H)	Apt Elev 21′
116.7	282°	2900′ (2879′)	Refer to Minimums	

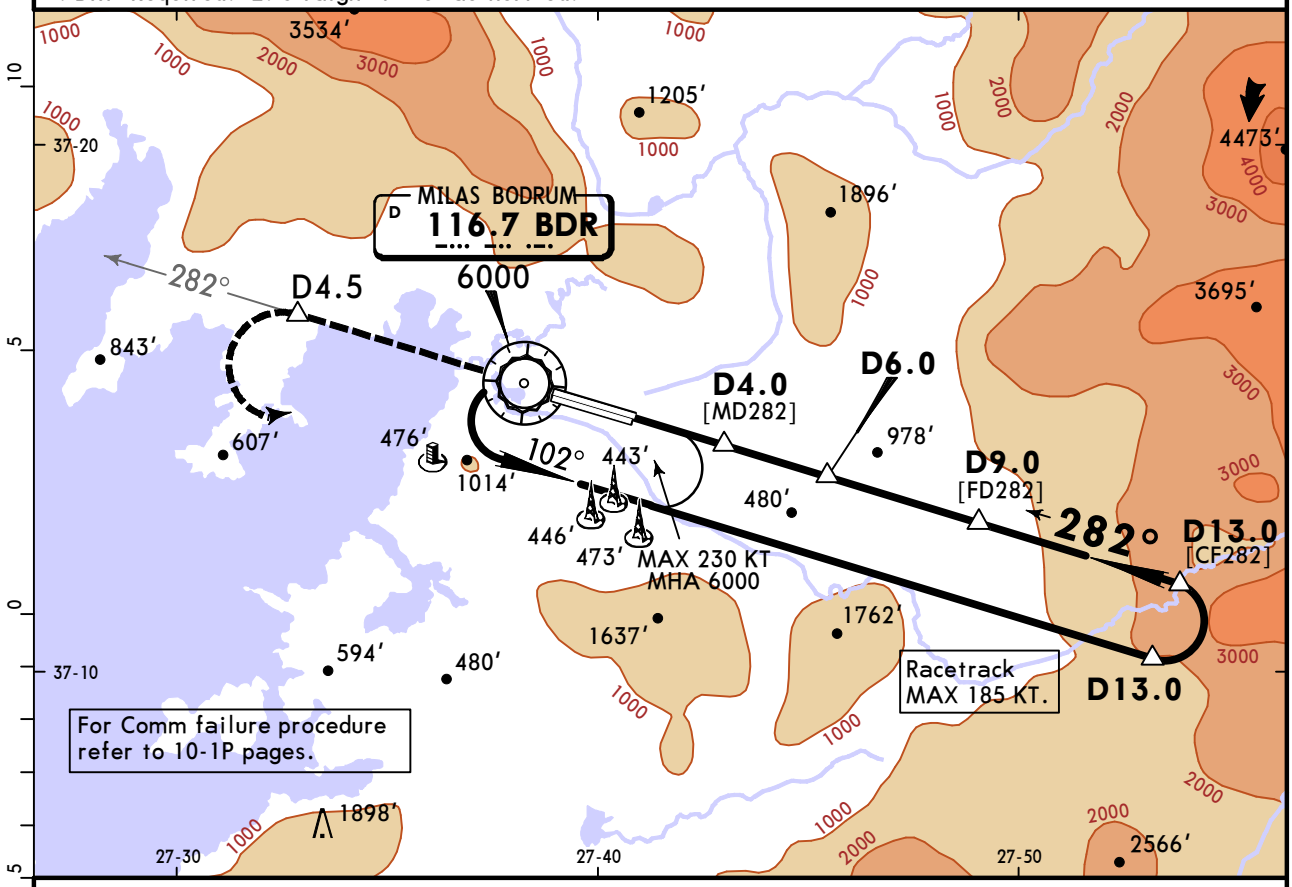
MISSED APCH: Climb on R-282 to 3000′ within D4.5, then turn LEFT climbing to 6000′ to VOR and hold.

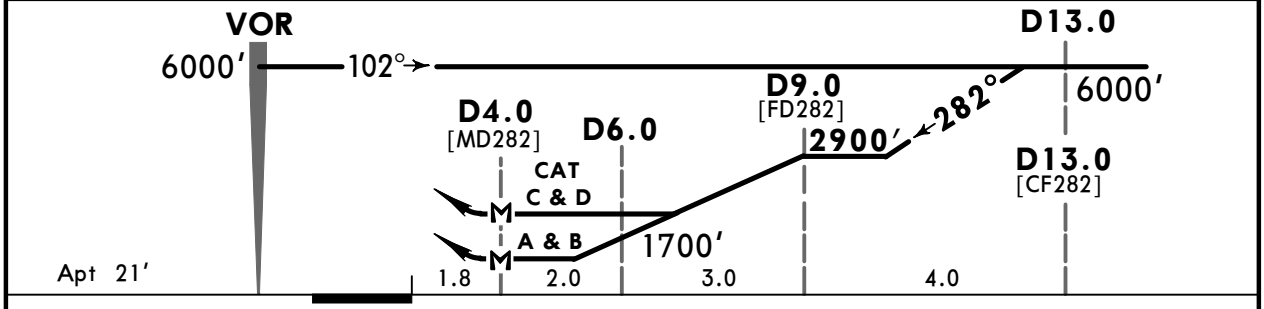


MSA
BDR VOR

Alt Set: hPa | Apt Elev: 1 hPa | Trans level: By ATC | Trans alt: 10000′

1. DME Required. 2. Straight-in not authorized.





								Lighting-Refer to Airport Chart	3000′ within D4.5
MAP at D4.0									

Std/State

CIRCLE-TO-LAND
Not authorized North of airport

PANS OPS

	Max Kts	MDA(H)	
A	100	1600′ (1579′)	V1500m
B	135	1600′ (1579′)	V1600m
C	180	2050′ (2029′)	V2400m
D	205	2050′ (2029′)	V3600m

CHANGES: D-ATIS service.

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LTFE/BJV
BODRUM INTL

JEPPESEN
9 FEB 24 (16-1) Eff 22 Feb

MILAS, ~~TURKIYE~~
NDB B

D-ATIS	MILAS Approach/Radar	MILAS Tower	Ground
128.5	119.5 132.625 134.475	120.5 124.2 125.225 128.575	121.9

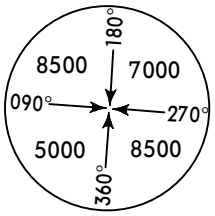
BRIEFING STRIP ™

NDB BDR	Final Apch Crs	D5.5	MDA(H) Refer to Minimums	Apt Elev 21′
389	102°	2200′ (2179′)		

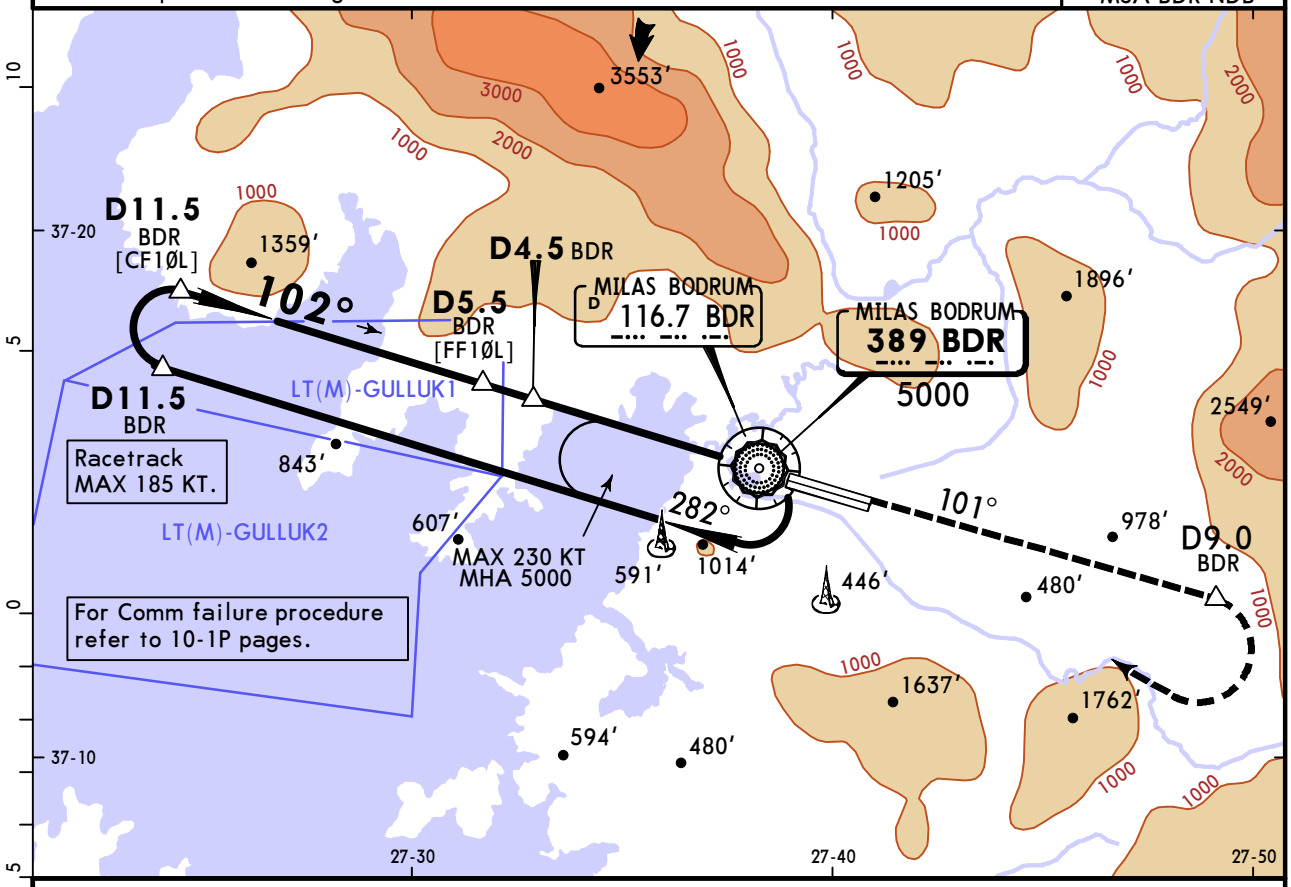
MISSED APCH: Climb on 101° to 3000′ within D9.0 BDR, then turn RIGHT climbing to 5000′ to NDB and hold. MAX 210 KT.

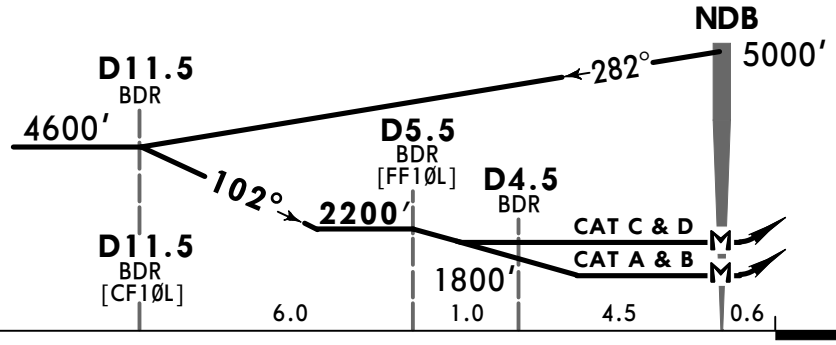
Alt Set: hPa | Apt Elev: 1 hPa | Trans level: By ATC | Trans alt: 10000′

1. DME required. 2. Straight-in not authorized.



MSA BDR NDB





								Lighting-Refer to Airport Chart	210 KT MAX	3000′ ↑ within D9.0 BDR
MAP at NDB										

Std/State

CIRCLE-TO-LAND
Not authorized North of airport

PANS OPS

	Max Kts.	MDA(H)	
A	100	1600′ (1579′)	V1500m
B	135	1600′ (1579′)	V1600m
C	180	2050′ (2029′)	V2400m
D	205	2050′ (2029′)	V3600m

CHANGES: D-ATIS service.

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Chart changes since cycle 07-2026

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
MILAS, (BODRUM INTL - LTFE)				
REV	AIRPORT BRIEFING (GEN)	10-1P	03 Apr 2026	16 Apr 2026
REV	AIRPORT BRIEFING (GEN CON...	10-1P1	03 Apr 2026	16 Apr 2026
REV	AIRPORT	10-9	03 Apr 2026	16 Apr 2026
REV	AIRPORT INFO, HOT SPOTS, ...	10-9A	03 Apr 2026	16 Apr 2026
REV	PARKING STANDS	10-9B	03 Apr 2026	16 Apr 2026
REV	INS COORDS	10-9C	03 Apr 2026	16 Apr 2026

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LTFE