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## 1. Welcome

Welcome to Antalya! A beautiful airport that serves several tourist destinations, located south of Turkey. With flights for 120 destinations to and from Antalya, it is one of the to-go destinations for tourists from all over Europe, Turkey, North Africa, and Middle East.

## 1.1. About the Airport

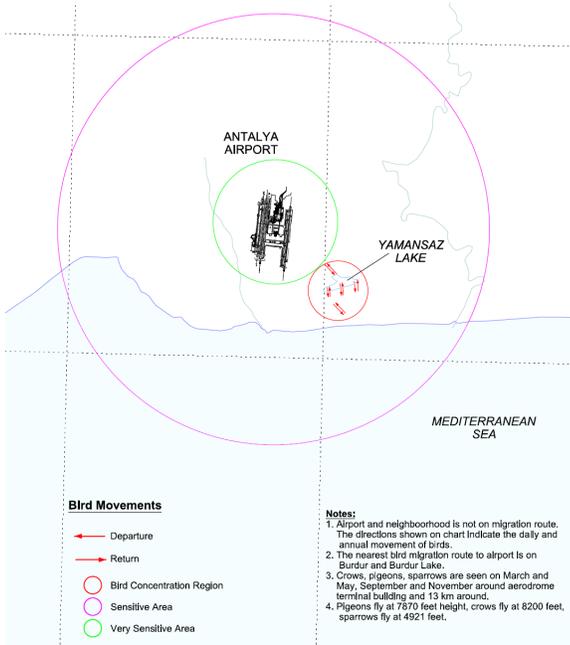


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The Antalya Airport, IATA: AYT, ICAO: LTAI, have 3 runways (36L/18R, 36C/18C, 36R/18L), one domestic terminal and two international terminals. Apron 2 has small area for GA aircraft such as C172s, DA20, DA42 etc. The 36L/18R runway is used for military and emergency only whereas 36C/18C and 36R/18L is open to all types of traffic. The airport utilizes **PRS** (Preferential Runway System), and north configuration (36C and 36R) is always active except when tailwind is greater than 10 knots. The city and the airport are surrounded by Taurus Mountains, stretching from west to north, then to east of the airport, encapsulating the Antalya plain.

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- Due to high volume of traffic during summer season, training flights are forbidden between March 1<sup>st</sup> – December 1<sup>st</sup>.
- Antalya airport heavily utilizes RNAV for all departure procedures (SIDs) and arrival procedures (STARs).
- Airport utilizes A-SMGCS (Advanced Surface Movement Guidance and Control System). All aircraft are required to use transponder Mode S on ground. Departing aircraft should set transponder to ON or XPNDR upon receiving pushback/start-up clearance. Arrival aircraft should only turn off their transponder upon receiving the stand.



AN124, AN225, A380 and B748 are not permitted to operate to/from Antalya Airport. East of the airport have bird activity and pilots are advised to be careful. Especially at low altitudes and close to bird routes.

## 1.2. Connecting to Network

It is very important to check online traffic before you go online on VATSIM network. Even though there are many gates and stands in Antalya Airport, you should always check from websites like SimAware or even VATMap from your phone to make sure the gate

you are in, is not pre-occupied.

## 2. Pre-Flight Briefing

### 2.1. Scenery

The default scenery in current simulators is somewhat up to par compared to real-life airport. Obviously, it is better to use a scenery that simulates the current version of the airport with correct stands, taxiways, runway, nav aids and coordinates. There are couple of options for pilots.

#### Payware

- P3D v5: [JustSim - Antalya LTAI v2](#)
- P3D v4: [JustSim - Antalya LTAI v2](#)
- MSFS: [JustSim - Antalya LTAI MSFS](#)
- X-Plane: [JustSim - Antalya LTAI XP](#)

#### Freeware

- FSX/P3D: [Biber - LTAI 2014](#)
- X-Plane 11: [Leroy29 - Antalya XP](#)
- MSFS: [Argaeus - LTAI Antalya](#)

### 2.2. Charts

Up-to-date charts can be found from providers like Jeppesen, Lido or from Navigraph. TRvACC does publish AIP charts for the airport, and you can [access these charts here](#).

## 3. Frequency List

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Position	Frequency	Callsign
LTAI_D_ATIS	136.125	Antalya Departure ATIS
LTAI_A_ATIS	118.275	Antalya Arrival ATIS
LTAI_DEL	120.200	Antalya Delivery
LTAI_GND	121.900	Antalya Ground
LTAI_TWR	126.100	Antalya Tower
LTAI_APP	119.650	Antalya Approach
LTAI_L_APP	124.350	Antalya Approach
LTAI_F_APP	124.425	Antalya Director

### 3.1. ATIS Information (Departure and Arrival ATIS)

There are 2 ATIS frequencies in Antalya. One is for arrivals (LTAI\_A\_ATIS) and one is for departures (LTAI\_D\_ATIS). Arrival traffic should check LTAI\_A\_ATIS and departure should check LTAI\_D\_ATIS. From ATIS you can receive information about:

- Active runways for departure
- Active runways/procedures for arrival
- Airborne frequency
- Weather and conditions
- Transition Level

Departure ATIS example:

*ANTALYA AIRPORT, ATIS INFORMATION, CHARLIE, ONE SIX TWO ZERO ZULU, DEP RWY, 36R. CAUTION BIRD ACTIVITY, RUNWAY DRY. WIND THREE TWO ZERO DEGREES ONE TWO KNOTS ... END OF ATIS INFORMATION, CHARLIE.*

Arrival ATIS example:

*ANTALYA AIRPORT, ATIS INFORMATION, CHARLIE, ONE SIX TWO ZERO ZULU. EXPECT ILS Y APCH RWY 36C. CAUTION BIRD ACT. RUNWAY DRY. TRANSITION LEVEL 160. WIND THREE TWO ZERO DEGREES ONE TWO KNOTS .... END OF ATIS INFORMATION, CHARLIE*

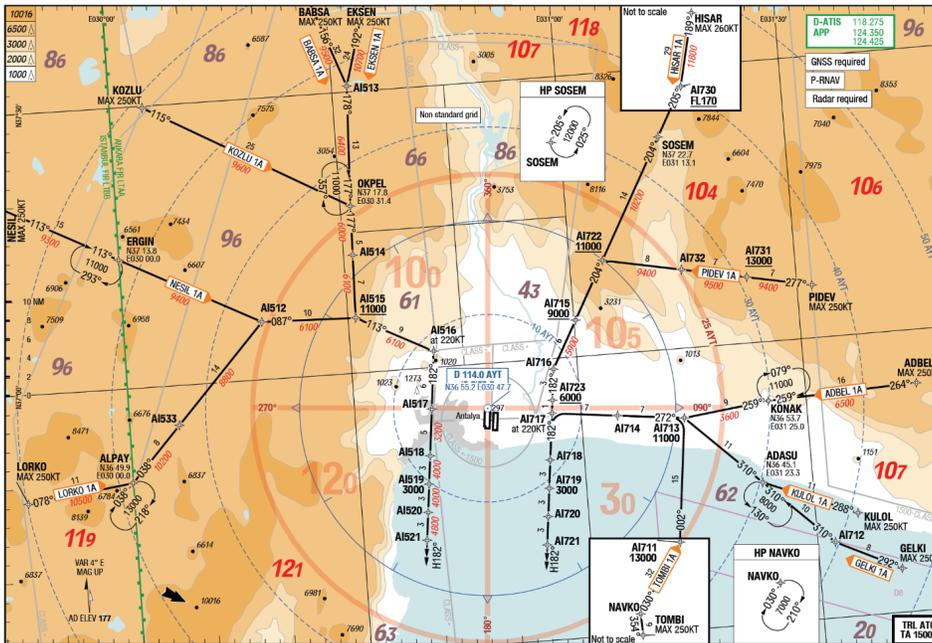
## 4. Arriving to Antalya

### 4.1. Arrival Procedures

All STARs in Antalya utilize RNAV technology. If an aircraft is unable to execute these procedures due to lack of navigational performance or lack of RNAV capability, pilots must inform ATC immediately. In these cases, you will be vectored to final. When contacting Antalya Approach for the first time, report **callsign and inbound waypoint only**.

## 4.2. North Configuration STARs

### 4.2.1. -IA STARs



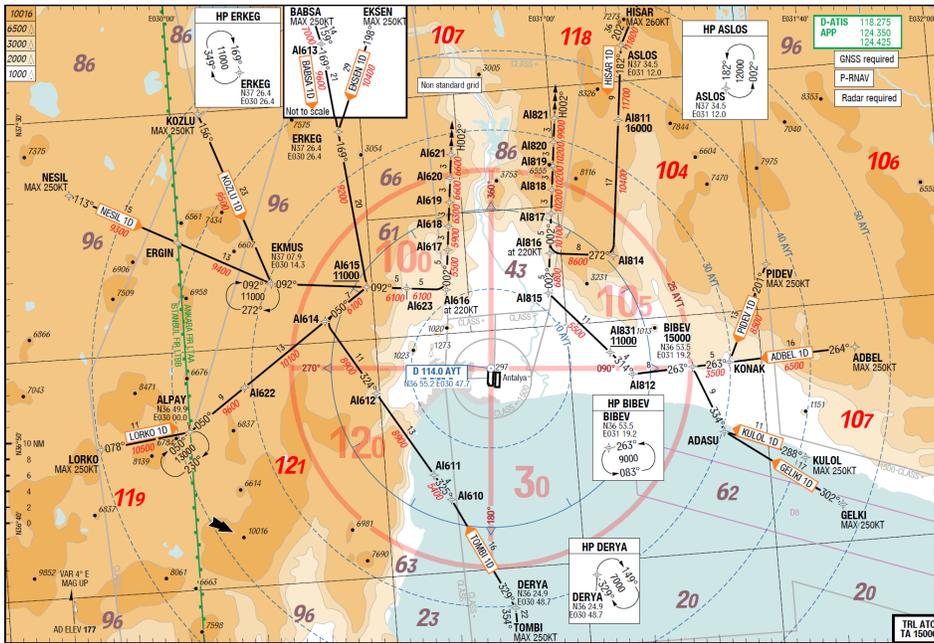
The default arrival procedure for north configuration (active runway 36C and/or 36R) are RNAV STARs that have -IA designator. These procedures require GNSS and P-RNAV capabilities. If the necessary navigational performance is lost or not available, pilots should inform the ATC immediately. The STAR structure is designed to carefully navigate the aircraft through Taurus mountains then over the city and sea to south, following a specific descent profile. All aircraft are required to follow STAR restrictions (both speed and altitude). Upon reaching downwind, aircraft are vectored to the final. According to the intensity of the traffic, you might receive speed restrictions and shortcuts in downwind. After reaching final waypoint of the downwind (AI521 or AI721), all aircraft should maintain their present heading and should not turn to IAF, FAF or final until instructed by the APP controller.

### 4.2.2. Approach Procedures

Expect ILS-Y for runway 36C and ILS-V for runway 36R. The approach procedure could be different at the time of the flight. Always check Arrival ATIS and ask approach controller.

## 4.3. South Configuration STARs

### 4.3.1. -ID STARs



Just like north configuration arrivals, south configuration arrivals utilize RNAV technology and have -1D designator. GNSS and P-RNAV capability is required. If not available, pilots should inform approach controller Due to Taurus mountains and the geography of the area, when compared to the -1A STARs, downwind is further away from the airport to have the arrival traffics to descend over the valley and final.

### 4.3.2. Approach Procedures

Expect ILS-Z for runway 18C and LOC-Z for runway 18L. The approach procedure could be different at the time of the flight. Always check Arrival ATIS and ask approach controller.

## 5. Ground Operations

### 5.1. Aprons, Gates, and Stands

There are 2 aprons and 3 terminals in Antalya (for civil flights). International Terminal 1 and Domestic Terminal (terminal 3) is situated in Apron 1 whereas International Terminal 2 and GA area is in Apron 2. MARS (Multiple Aircraft Ramp System) is used in international terminals. This system allows 1 gate to be used by 2 narrowbody aircraft at the same time or 1 widebody aircraft

International Terminal:

- 24 medium gates

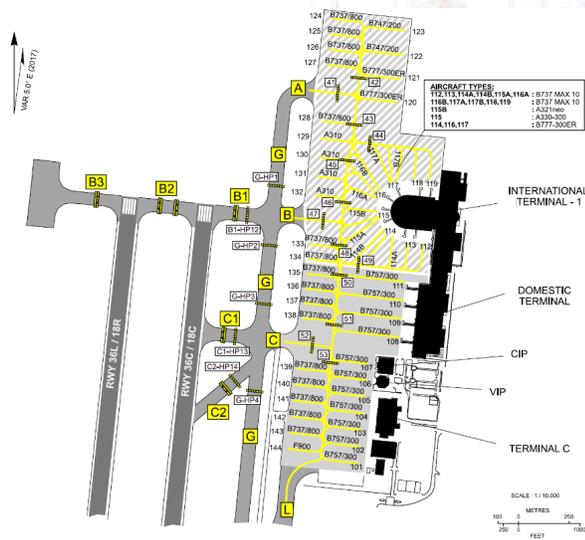
Domestic Terminal:

- 4 medium gates

- 8 heavy gates



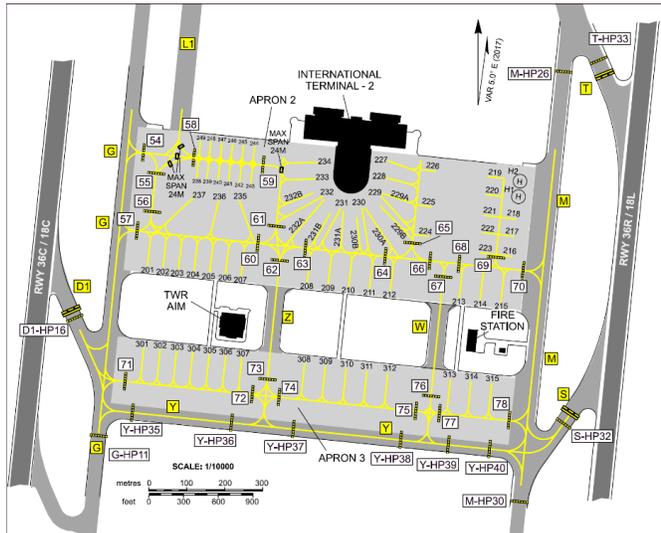
### 5.1.1. Apron 1



International Terminal 1, Domestic Terminal, CIP, VIP and few other facility buildings are located in Apron 1. Each gate and stand have different wingspan restriction and can be found on the left image (max aircraft type is shown per stand). Terminal 1 serves as international terminal and Terminal 3 (domestic terminal) serves as Domestic Terminal (flights within Turkey). In total, there are 24 medium stands, 16 medium gates, 8 heavy stands and 4 heavy gates. Gates 114, 115, 116 and 117 have MARS (Multi-Aircraft Ramp System).

Gates 114, 115, 116 and 117 have MARS (Multi-Aircraft Ramp System).

### 5.1.2. Apron 2



Located between 36C/18C and 36R/18L, Apron 2 houses International Terminal 2, ARFF and ATS facilities. The apron is used by multiple types of aircraft, from small, medium, heavy to helicopters. There are 38 medium stands, 12 medium gates, 6 heavy stands and 4 heavy gates. Gates 229, 230, 231 and 232 utilize MARS system. Stands 238-249

are dedicated GA aircraft.

### 5.1.3. Military Apron

On the southwest side of the airport, there is a military apron, which is used for military, Search and Rescue, Firefighting and few other special operations.

## 5.2. Planning Taxi Time

In Antalya Airport, taxi times are different for each config (north or south). When north config is active, the taxi time for departure can be 10-15 minutes from Apron 1 and 5-10 minutes from Apron 2. When south config is active, taxi times are 5-10 minutes from Apron 1 and 10-15 minutes from Apron 2 (depending on the traffic intensity).

## 5.3. Obtaining Clearance

There is only one delivery sector in Antalya and the frequency is 120.200. If the aircraft you are flying supports PDC, you should aim to get your clearance through PDC as that is the default method to obtain your clearance in Antalya Airport. PDC Airport Code is **LTAL**.

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## 5.4. Pushback and Engine Start

Just like any other airport, when you are ready for pushback and/or engine start, call GND controller using your callsign and stand number. The controller will either clear you for

pushback and/or engine start, or tell you standby due to external circumstances (traffic behind, area not clear, start-up at X area restricted etc.).

## 5.5. Taxi Procedures

To simplify the taxi procedures, there are pre-determined taxi routes. For departures, routes with designator 1\* are for runway 36C, 2\* for runway 36R, 3\* for runway 18C and 4\* for runway 18L.

### 5.5.1. Departure 1\* Taxi Routes

#### RWY 36C DEPARTURE

- DEP 1A : Departure traffic shall use A, G and F TWYs and hold on RWY 36C holding point.
- DEP 1B : Departure traffic shall use B, G and F TWYs and hold on RWY 36C holding point.
- DEP 1C : Departure traffic shall use C, G and F TWYs and hold on RWY 36C holding point.
- DEP 1L : Departure traffic shall use L, D2, G and F TWYs and hold on RWY 36C holding point.
- DEP 1G : Departure traffic shall use G and F TWYs and hold on RWY 36C holding point.
- DEP 1Z : Departure traffic shall use Z, Y, G and F TWYs and hold on RWY 36C holding point.
- DEP 1W : Departure traffic shall use W, Y, G and F TWYs and hold on RWY 36C holding point.
- DEP 1F : Departure traffic shall use L, L1, G and F TWYs and hold on RWY 36C holding point.

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### 5.5.2. Departure 2\* Taxi Routes

**RWY 36R DEPARTURE**

- DEP 2A : Departure traffic shall use A, G, Y, M and N TWYs and hold on RWY 36R holding point.
- DEP 2B : Departure traffic shall use B, G, Y, M and N TWYs and hold on RWY 36R holding point.
- DEP 2C : Departure traffic shall use C, G, Y, M and N TWYs and hold on RWY 36R holding point.
- DEP 2L : Departure traffic shall use L, J, M and N TWYs and hold on RWY 36R holding point.
- DEP 2D : Departure traffic shall use L, D2, G, Y, M and N TWYs and hold on RWY 36R holding point.
- DEP 2M : Departure traffic shall use M and N TWYs and hold on RWY 36R holding point.
- DEP 2Z : Departure traffic shall use Z, Y, M and N TWYs and hold on RWY 36R holding point.
- DEP 2G : Departure traffic shall use G, Y, M and N TWYs and hold on RWY 36R holding point.
- DEP 2W : Departure traffic shall use W, Y, M and N TWYs and hold on RWY 36R holding point.
- DEP 2N : Departure traffic shall use L, L1, G, Y, M and N TWYs and hold on RWY 36R holding point.

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**5.5.3. Departure 3\* Taxi Routes**

**RWY 18C DEPARTURE**

- DEP 3A : Departure traffic shall use A, G and B1 TWYs and hold on RWY 18C holding point.
- DEP 3B : Departure traffic shall use B and B1 TWYs and hold on RWY 18C holding point.
- DEP 3C : Departure traffic shall use C, G and B1 TWYs and hold on RWY 18C holding point.
- DEP 3G : Departure traffic shall use G and B1 TWYs and hold on RWY 18C holding point.
- DEP 3Z : Departure traffic shall use Z, Y, G and B1 TWYs and hold on RWY 18C holding point.
- DEP 3J : Departure traffic shall use M, J, L, D2, G and B1 TWYs and hold on RWY 18C holding point.
- DEP 3W : Departure traffic shall use W, Y, G and B1 TWYs and hold on RWY 18C holding point.
- DEP 3L : Departure traffic shall use L1, L, D2, G and B1 TWYs and hold on RWY 18C holding point.

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**5.5.4. Departure 4\* Taxi Routes**

**RWY 18L DEPARTURE**

- DEP 4L : Departure traffic shall use L, J, M and V TWYs and hold on RWY 18L holding point.
  - DEP 4C : Departure traffic shall use C, G, D2, L, J, M and V TWYs and hold on RWY 18L holding point.
  - DEP 4M : Departure traffic shall use M and V TWYs and hold on RWY 18L holding point.
  - DEP 4Z : Departure traffic shall use Z, Y, M and V TWYs and hold on RWY 18L holding point.
  - DEP 4W : Departure traffic shall use W, Y, M and V TWYs and hold on RWY 18L holding point.
  - DEP 4V : Departure traffic shall use L1, J, M and V TWYs and hold on RWY 18L holding point.
- SCALE: 1 / 20.000



**5.5.5. Arrival Taxi Routes**

**ARRIVAL**

- ARR 1J : Traffic vacating the RWY 36R from T, U and V TWYs shall use M, J TWYs and hold before L TWY for ATC instructions
- ARR 1L : Traffic vacating the RWY 18L from S, P and N shall use M and J TWYs and hold before L for ATC instructions
- ARR 1Y : Traffic vacating the RWY 18L from S, P and N shall use M, Y and G TWYs and hold before D for ATC instructions
- ARR 2L : Traffic vacating the RWY 36C from D, C2, C1 and B1 shall use G, D2, L and L1 TWYs and hold before Apron 2 for ATC instructions
- ARR 2D : Traffic vacating the RWY 36C from D, C2, C1 and B1 shall use G, D2, L, J and M TWYs and hold before Apron 2 for ATC instructions
- ARR 2M : Traffic vacating The RWY 36R from T, U and V shall use M TWY and hold before Apron 2 for ATC instructions
- ARR 2J : Traffic vacating The RWY 36R from T, U and V shall use M, J and L1 TWYs and hold before Apron 2 for ATC instructions
- ARR 2W : Traffic vacating the RWY 18L from S, P and N shall use M, Y and W TWYs and hold before Apron 2 for ATC instructions
- ARR 2Z : Traffic vacating the RWY 18L from S, P and N shall use M, Y and Z TWYs and hold before Apron 2 for ATC instructions



**5.6. Phraseology To Be Used for Taxi**

**THY3YP:** Antalya Ground, Turkish 3YP ready for taxi.

**Antalya Ground:** Turkish 3YP, Taxi to holding point F via DEP 1A.

**THY3YP:** Taxi to holding point F via DEP 1A, Turkish 3YP.

## 6. Departure Procedure

### 6.1. Minimum Runway Occupancy Time for Departures

Minimum runway occupancy time is applied to all landing and departing aircraft. This is to minimize the occupancy time of the only runway that is available for both departures and arrivals:

- To optimize the runway utilization, flight crews shall complete all check lists prior to line-up clearance and be ready for **immediate take-off**,
- When aircraft is at the RWY holding point, pilots should commence line-up and take off roll immediately **after take-off clearance** is issued by ATC,
- When aircraft is already lined-up on RWY, pilots should commence take off roll immediately **after take-off** clearance is issued by ATC,
- Pilots are expected to react take-off clearances within **10 seconds**,
- Pilots unable to comply with these requirements shall notify ATC before entering the RWY, otherwise ATC may instruct the aircraft to vacate the RWY and re-sequence to prevent excessive RWY occupation.

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### 6.2. SIDs

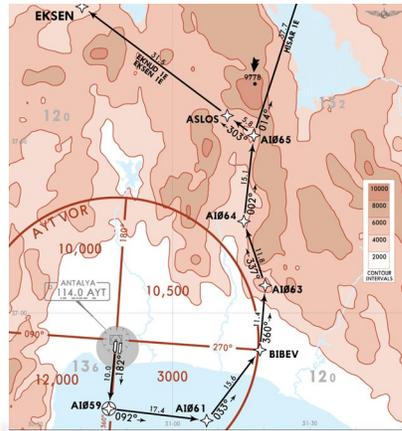
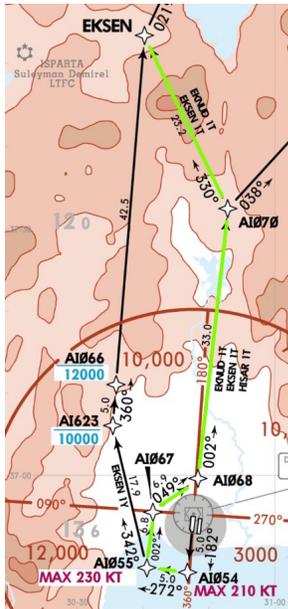
As with most of the busy airports in Turkey, Antalya airport utilizes RNAV (areial navigation) departure procedures as well. Initial altitude for Antalya, for all runways and SIDs is 11,000 feet.

Runway	Designator
36C	1B
36R	1K
18C	1T* (Only applicable to EKSEN and EKNUD SIDs)
18C	1E* (All SIDs except EKSEN and EKNUD)
18L	1S

decrease the intensity of the traffic within Antalya TMA as IT departures are much shorter laterally and also require much higher climb gradient.

Commented [A7]: Double check

If South configuration is active and your departure point is EKSEN or EKNUD, you should except 1T SIDs. This is due to



As it can be seen from the comparison images (left image showing IT departure, green line, right image showing IE for EKSEN SID), due to landing traffic that is on final and terrain, higher climb gradient is required for IT departures (7%).

### 6.3. Noise Abatement Procedures

Pilots shall apply "Noise Abatement Departure Procedures 1 or 2" (NADP-1 or NADP-2) which has been explained in ICAO Doc 8186 Vol-1 until passing 3000 FT. If unable, notify ATC immediately.

### 6.4. Airborne

- Contact Antalya Approach **IMMEDIATELY** after take-off. At first contact report only callsign and passing altitude. Do not report the altitude you are climbing to. All aircraft are required to obey the speed and altitude restrictions. Example:

**Antalya Tower:** Turkish 3YP, you are cleared for take-off RWY 36C. After departure, contact Antalya Approach on frequency 1xx.xxx.

**THY3YP:** Cleared for take-off RWY 36C, Turkish 3YP.

THY3YP departs from RWY 36C:

**THY3YP:** Antalya Approach, good day, Turkish 3YP, passing 800 feet.

**Antalya Approach:** Turkish 123, Antalya Approach, radar contact.

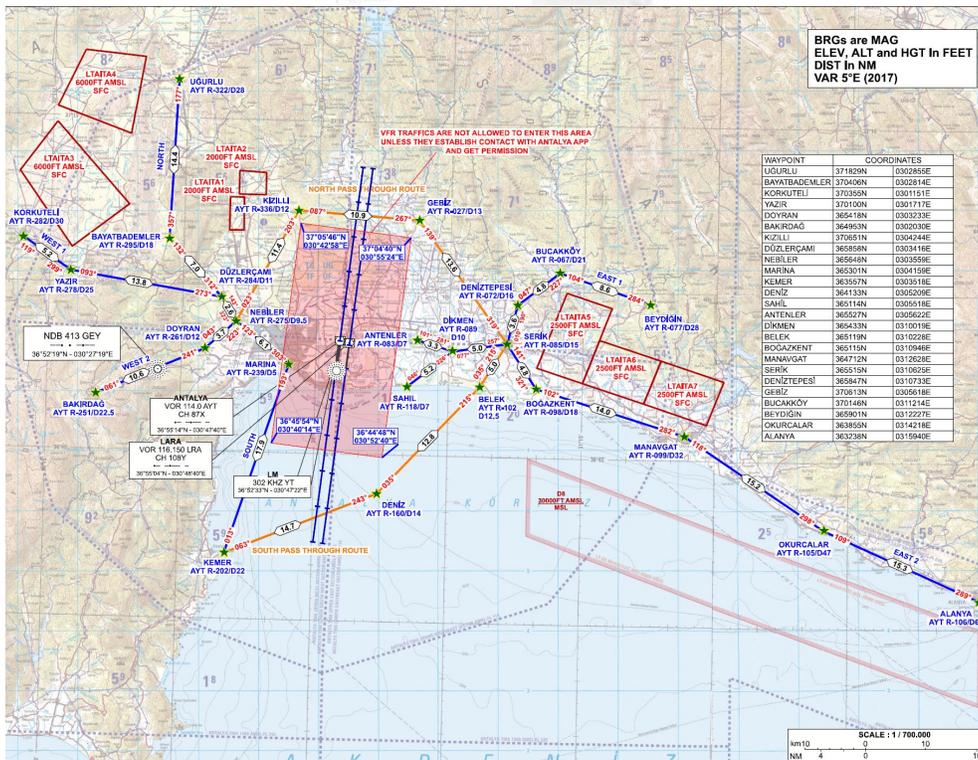
## 7. After Departure

When you are leaving Antalya TMA, the approach controller depending on your SID, will transfer you to Ankara Control (sector designator might differ according to the online subsectors e.g. LTAA\_S\_CTR, LTAA\_A\_CTR, LTAA\_CTR etc.).

## 8. VFR procedures

Antalya TMA has specially designed VFR routes which are used for both arrival and departure. Pilots flying VFR are expected to report each passing waypoint, their intention and next point or corridor. On initial contact, pilots are required to report inbound point, altitude and requested corridor. Some of these points are virtual waypoints and some of them are geo-referenced points.

Commented [A8]: AIP bak



## 9. Credits and Feedback

Written by Alp Deniz Senyurt – 1230936. For any question, concern or update regarding this document or procedures mentioned, please contact us by email, [navigation@trvacc.net](mailto:navigation@trvacc.net).

We welcome all feedback. If you have any feedback regarding one of our ATCO's or feedback regarding general inquiries, you can leave it by [clicking here](#).

