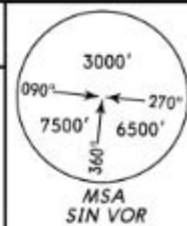
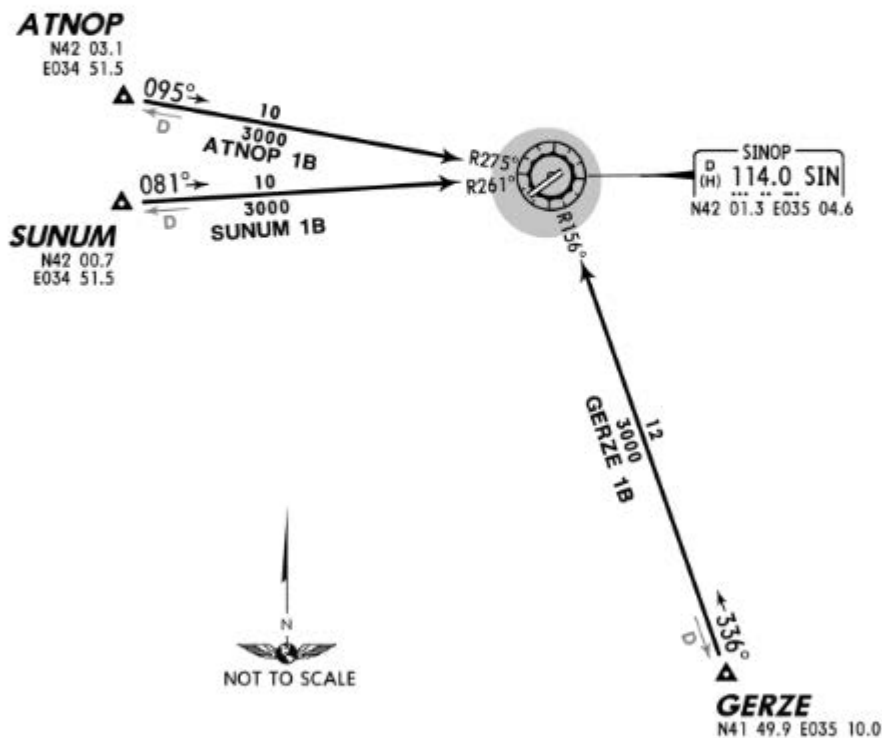


Apt Elev
32'

Alt Set: hPa
Trans level: By ATC Trans alt: 10000'



ATNOP 1B [ATNO1B]
GERZE 1B [GERZ1B]
SUNUM 1B [SUNU1B]
ARRIVALS
BASED ON VORDME



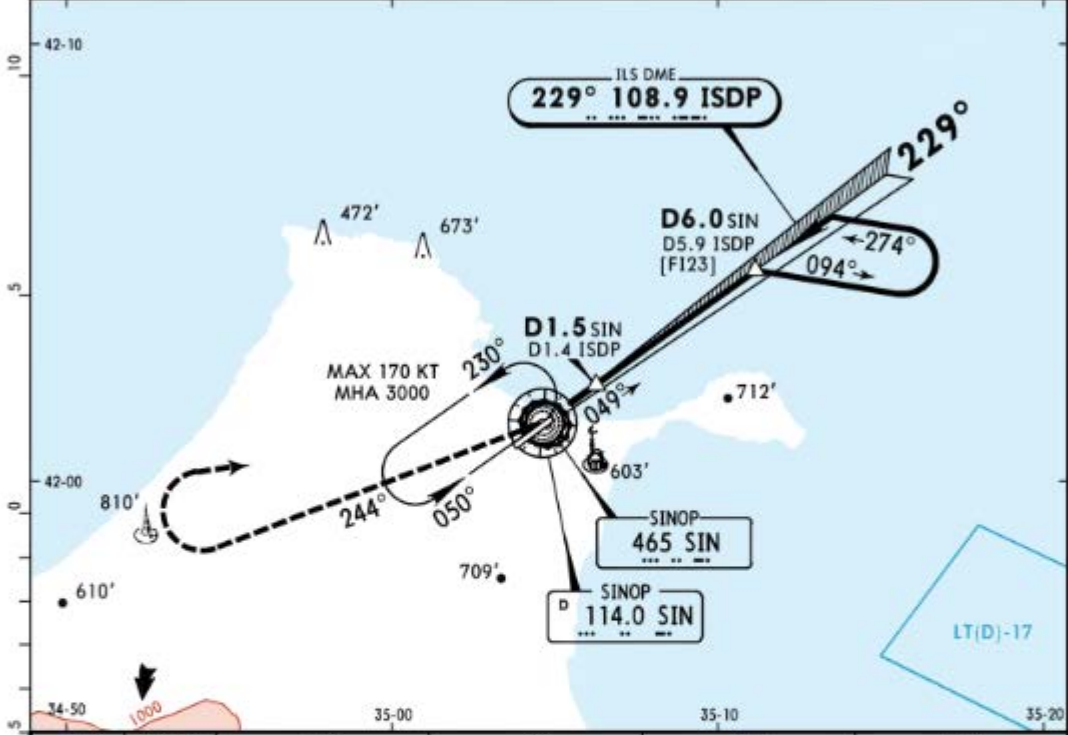
HOLDING OVER
SIN



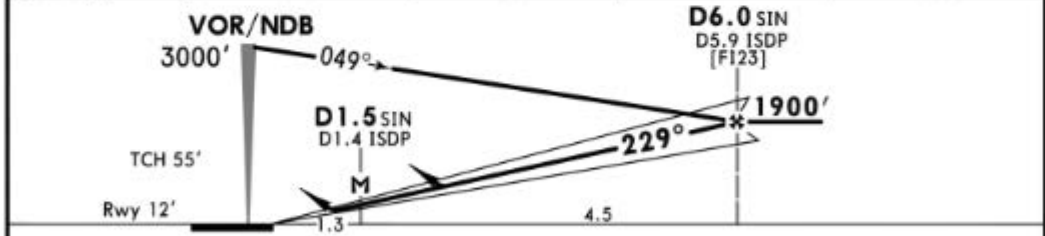
*SINOP Approach 118.025 119.2		*SINOP Tower 118.025 119.2		*Ground 121.6	
LOC ISDP 108.9	Final Apch Crs 229°	GS D6.0 SIN 1900' (1888')	ILS DA(H) Refer to Minimums	Apt Elev 32' Rwy 12'	
MISSED APCH: Climb on R-244 (244° from NDB) to 2000', then turn RIGHT climbing to 3000' proceed to VOR/NDB and hold.					
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: By ATC	
1. VOR, NDB and DME required.		2. CAUTION: Intercept localizer when inbound.		Trans alt: 10000'	



MSA SIN NDB



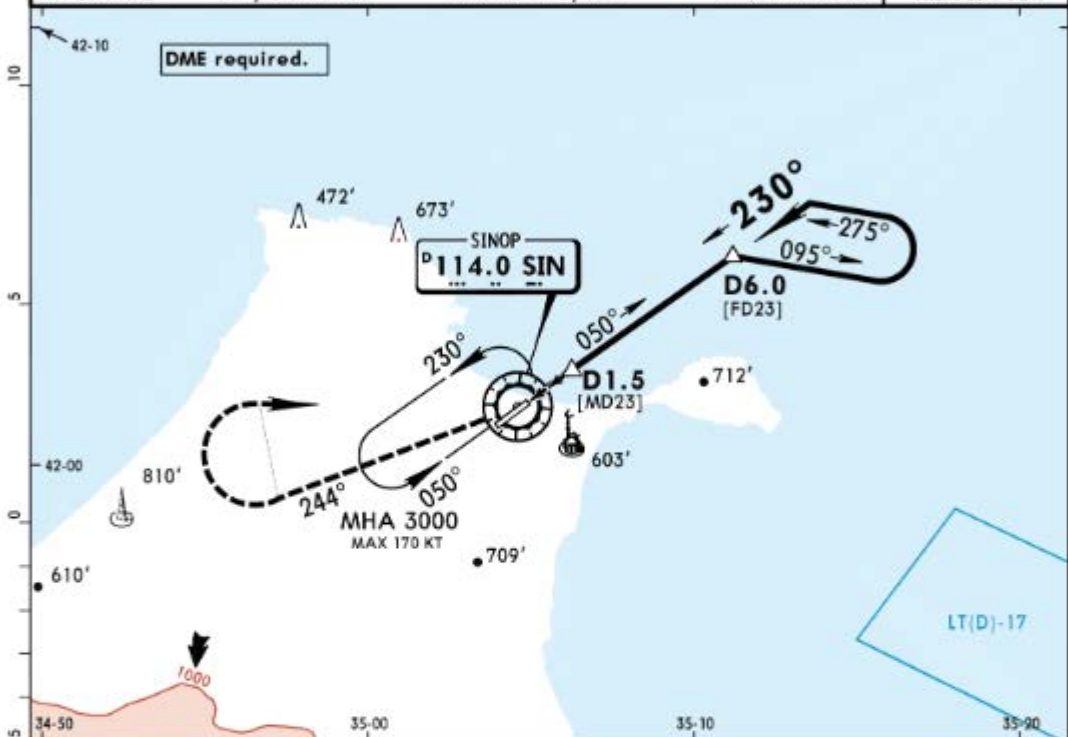
LOC	SIN DME	2.0	3.0	4.0	5.0
(GS out)	ALTITUDE	640'	960'	1270'	1590'



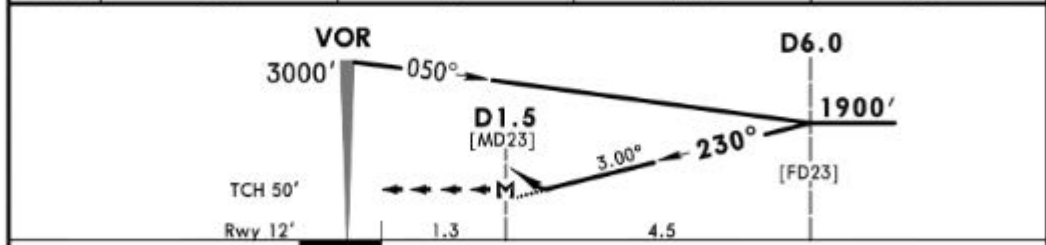
Gnd speed-Kts	70	90	100	120	140	160	ALS REIL PAP1	2000' on 114.0 or R-244 from SIN 244° RT	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743			849
MAP at D1.5 SIN/D1.4 ISDP									

Standard				STRAIGHT-IN LANDING RWY 23			CIRCLE-TO-LAND CAUTION: Not authorized Southeast of airport		
Missed apch climb gradient min 4%		ILS Missed apch climb gradient min 2.5%		LOC (GS out)					
DA(H) 260' (248')		DA(H) 370' (358')		CDFA DA/MDA(H) 450' (438')					
FULL		ALS out		FULL		ALS out			
PANS OPS	A			RVR 1500m	RVR 1500m		Max Kts	MDA(H)	VTS
	B						100	900' (868')	1500m
	C	RVR 1000m	RVR 1300m	RVR 1400m			135	900' (868')	1600m
	D			RVR 1600m	RVR 1800m	RVR 2000m	180	1150' (1118')	2400m
							205	1150' (1118')	3600m

*SINOP Tower (APP)			*Ground		
118.025		119.2		121.6	
VOR SIN 114.0	Final Apch Crs 230°	Minimum Alt D6.0 1900' (1888')	DA/MDA(H) 530' (518')	Apt Elev 32'	Rwy 12'
MISSED APCH: Climb on R-244 to 2000', then turn RIGHT climbing to 3000'. Proceed to VOR and hold.					
Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: By ATC	Trans alt: 10000'	MSA SIN VOR	



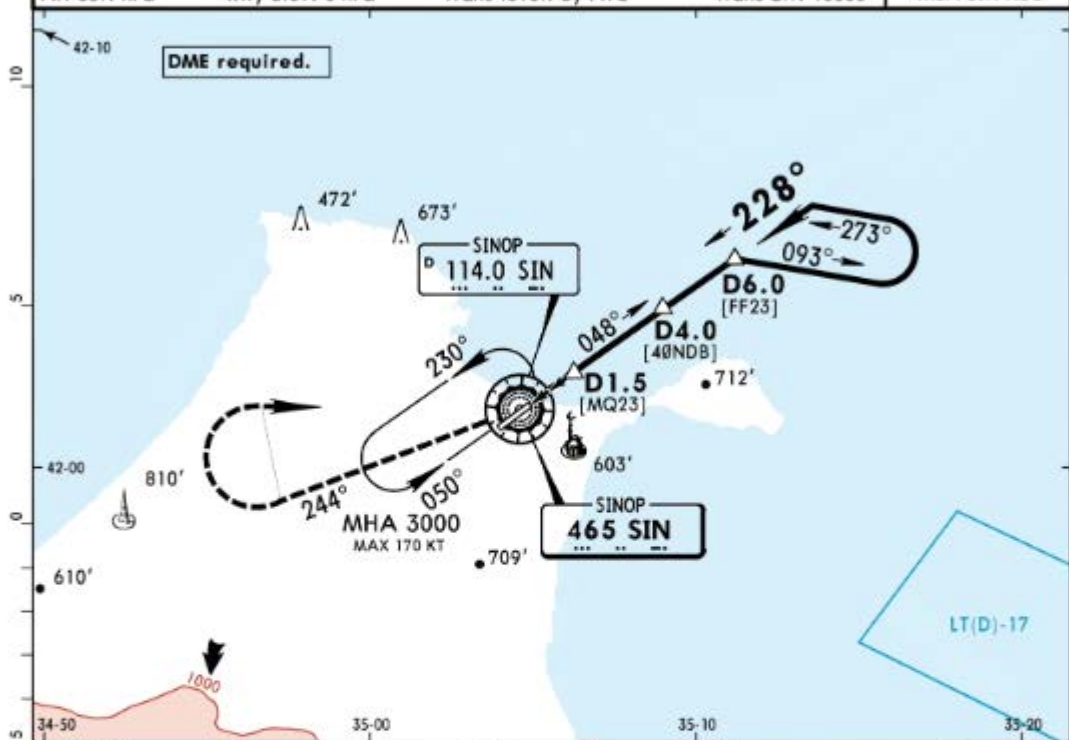
SIN DME	2.0	3.0	4.0	5.0
ALTITUDE	630'	950'	1270'	1590'



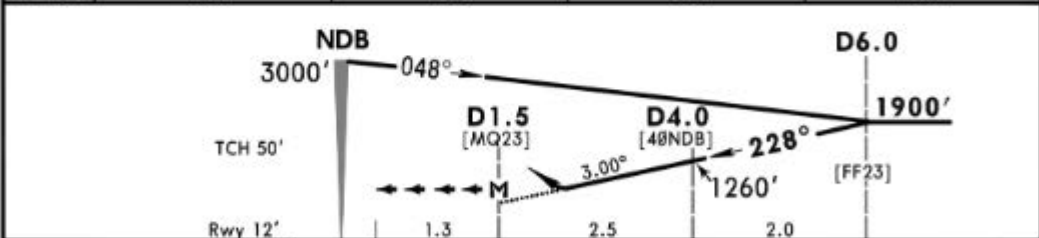
Grnd speed-Kts	70	90	100	120	140	160	ALS REIL PAPI 2000' on R-244 SIN RT 114.0
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at D1.5							

PANS OPS	Standard STRAIGHT-IN LANDING RWY 23		CIRCLE-TO-LAND	
	CDFA		CAUTION: Not authorized Southeast of airport	
	DA/MDA(H) 530' (518')			
	ALS out		Max Kts	MDA(H) VIS
	A	RVR 1500m	100	900' (868') 1500m
B	RVR 1500m	135	900' (868') 1600m	
C	RVR 2100m	180	1150' (1118') 2400m	
D	RVR 2400m	205	1150' (1118') 3600m	

*SINOP Tower (APP)				*Ground	
118.025		119.2		121.6	
NDB SIN 465	Final Aph Crs 228°	Minimum Alt D6.0 1900' (1888')	DA/MDA(H) 610' (598')	Apt Elev 32'	Rwy 12'
MISSED APCH: Climb on 244° from NDB to 2000', then turn RIGHT climbing to 3000'. Proceed to NDB and hold.					
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: By ATC	
				Trans alt: 10000'	
					MSA SIN NDB



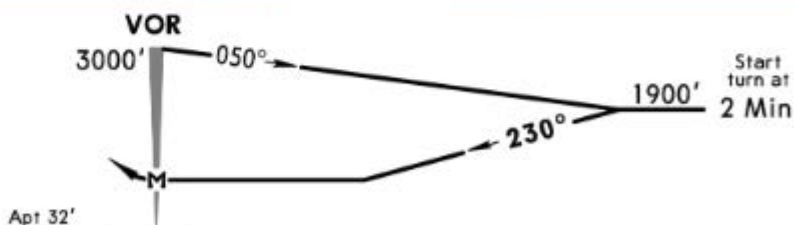
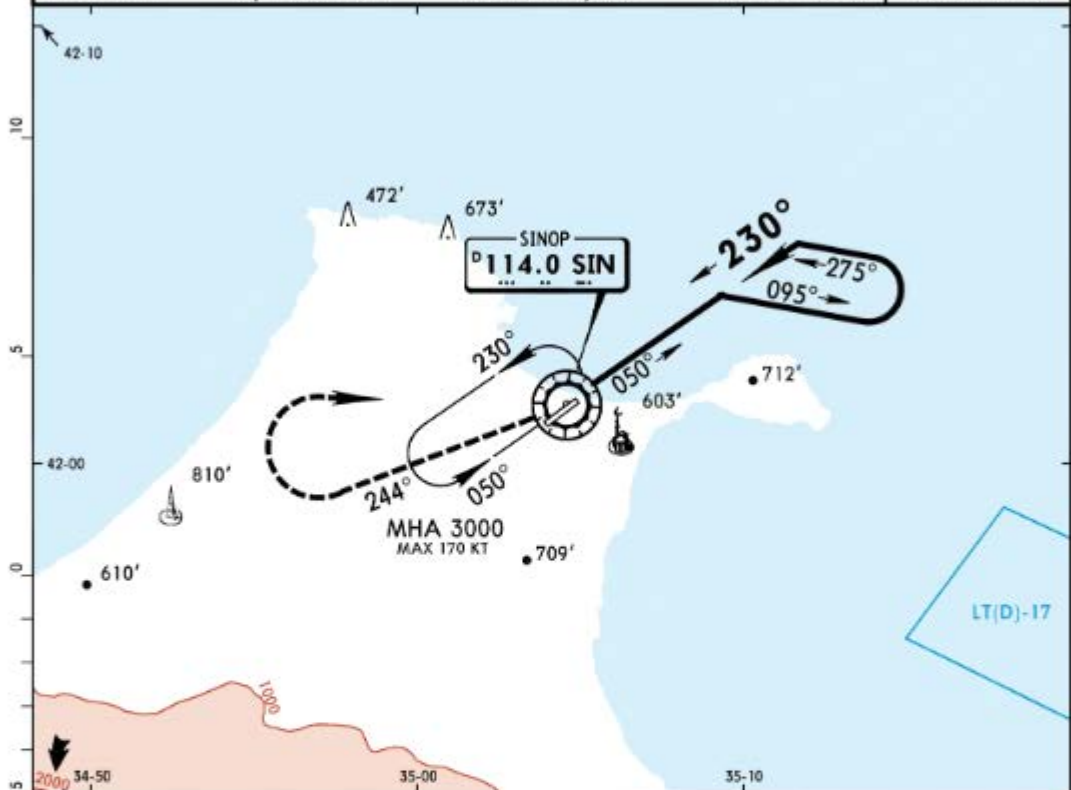
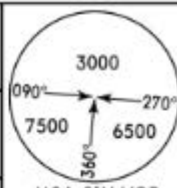
SIN DME	2.0	3.0	4.0	5.0
ALTITUDE	630'	950'	1270'	1590'



Gnd speed-Kts	70	90	100	120	140	160	ALS REIL PAPI	2000' on RT from SIN 465
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at D1.5								

PANS OPS	Standard				STRAIGHT-IN LANDING RWY 23			CIRCLE-TO-LAND				
	CDFA							CAUTION: Not authorized Southeast of airport				
	DA/MDA(H) 610' (598')							ALS out				
	A					RVR 1500m		Max Kts	MDA(H)	VIS		
	B					RVR 2400m		100	900' (868')	1500m		
C							135	900' (868')	1600m			
D							180	1150' (1118')	2400m			
							205	1150' (1118')	3600m			

*SINOP Tower (APP)		*Ground	
118.025		119.2	
121.6			
VOR SIN 114.0	Final Aptch Crs 230°	Minimum Alt No FAF	MDA(H) Refer to Minimums
Apt Elev 32'			
<p>MISSED APCH: Climb on R-244 to 2000', then turn RIGHT climbing to 3000'. Proceed to VOR and hold.</p>			
Alt Set: hPa	Apt Elev: 1 hPa	Trans level: By ATC	Trans alt: 10000'
			MSA SIN VOR



MAP at VOR	Lighting-Refer to Airport Chart	2000' on R-244	SIN 114.0
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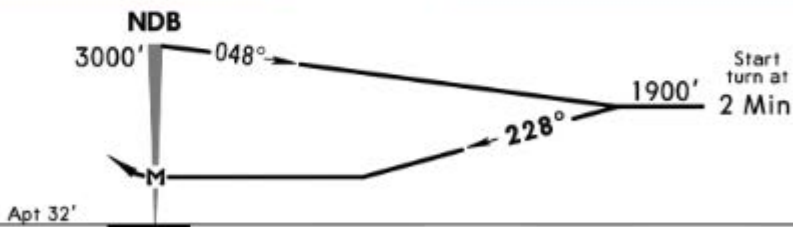
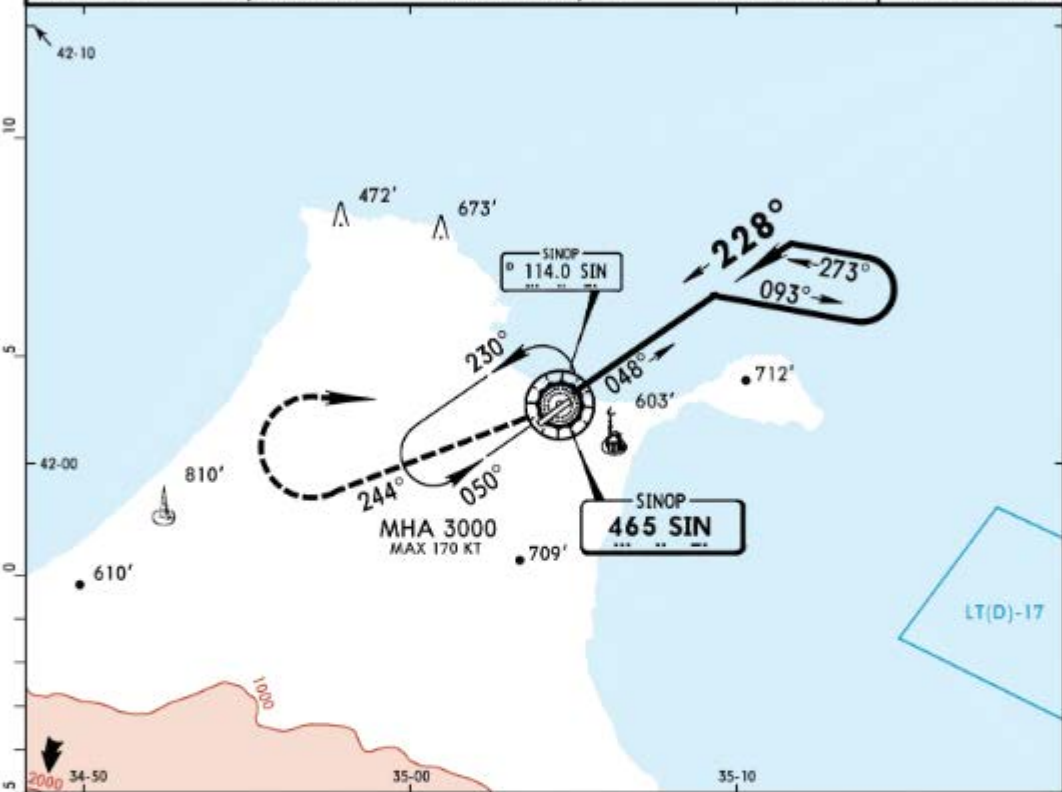
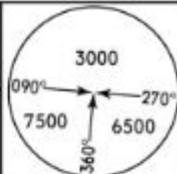
Standard CIRCLE-TO-LAND

CAUTION: Not authorized Southeast of airport

Max Kts	MDA(H)	VIS
A 100	900' (868')	1500m
B 135	900' (868')	1600m
C 180	1150' (1118')	2400m
D 205	1150' (1118')	3600m

PANS OPS

*SINOP Tower (APP)			*Ground		
118.025		119.2		121.6	
NDB SIN 465	Final Apch Crs 228°	Minimum Alt No FAF	MDA(H) Refer to Minimums	Apt Elev 32'	
MISSED APCH: Climb on 244° from NDB to 2000', then turn RIGHT climbing to 3000'. Proceed to NDB and hold.					
Alt Set: hPa		Apt Elev: 1 hPa		Trans level: By ATC	
				Trans alt: 10000'	
					MSA SIN NDB



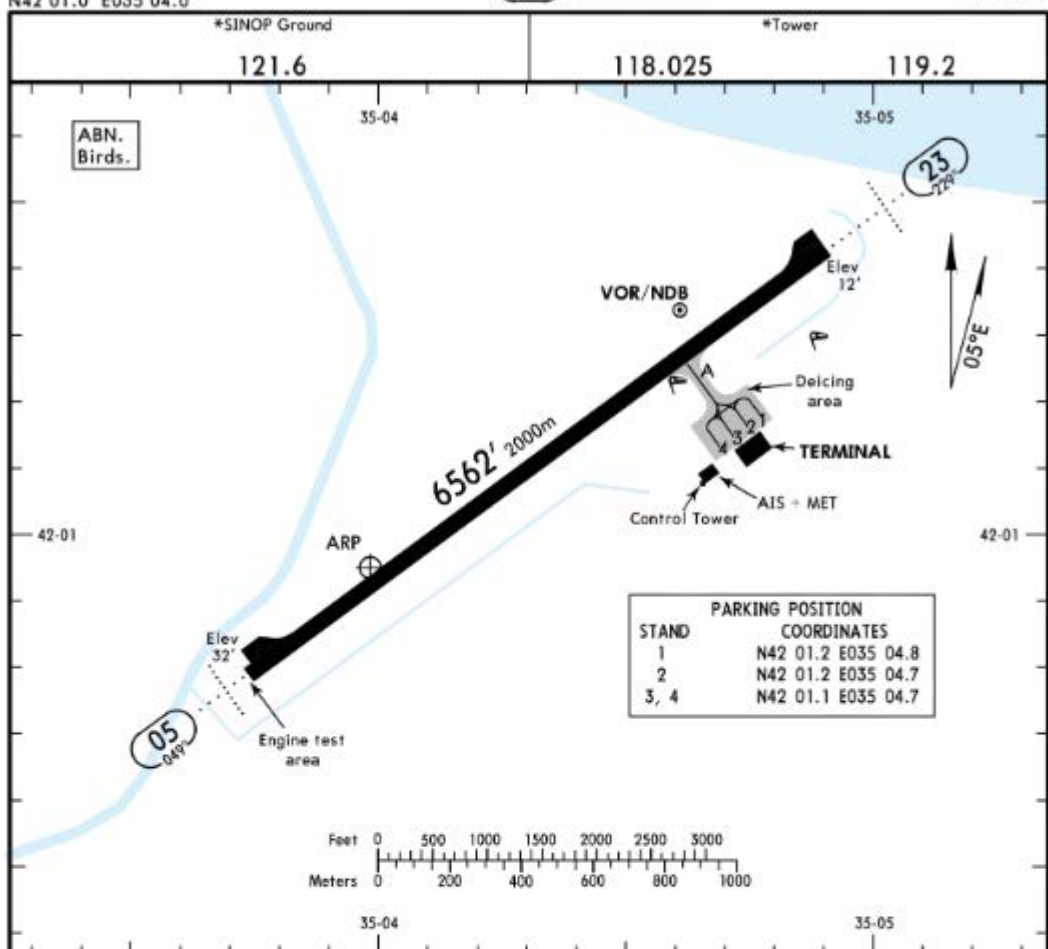
				Lighting- Refer to Airport Chart	2000'	244° from SIN 465
					RT	

MAP at NDB **Standard** CIRCLE-TO-LAND

CAUTION: Not authorized
Southeast of airport

	Max Kts	MDA(H)	VIS
A	100	900' (868')	1500m
B	135	900' (868')	1600m
C	180	1150' (1118')	2400m
D	205	1150' (1118')	3600m

PANS OPS



ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS		TAKE-OFF	WIDTH
					Threshold	Glide Slope		
05	HIRL (60m)	ALS ①	REIL PAPI-L (angle 3.0°)	RVR				148'
23	HIRL (60m)	ALS	REIL PAPI-L (angle 3.0°)	RVR	5529'	1685m	②	45m

① The first bar of lights is placed 33'/10m from THR. The distance between THR and first cross bar of lights is 427'/130m.

② TAKE-OFF RUN AVAILABLE

RWY 23:

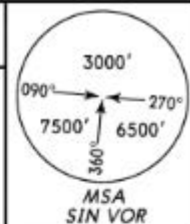
From rwy head 6562' (2000m)
 twy A int 4921' (1500m)

Standard

TAKE-OFF

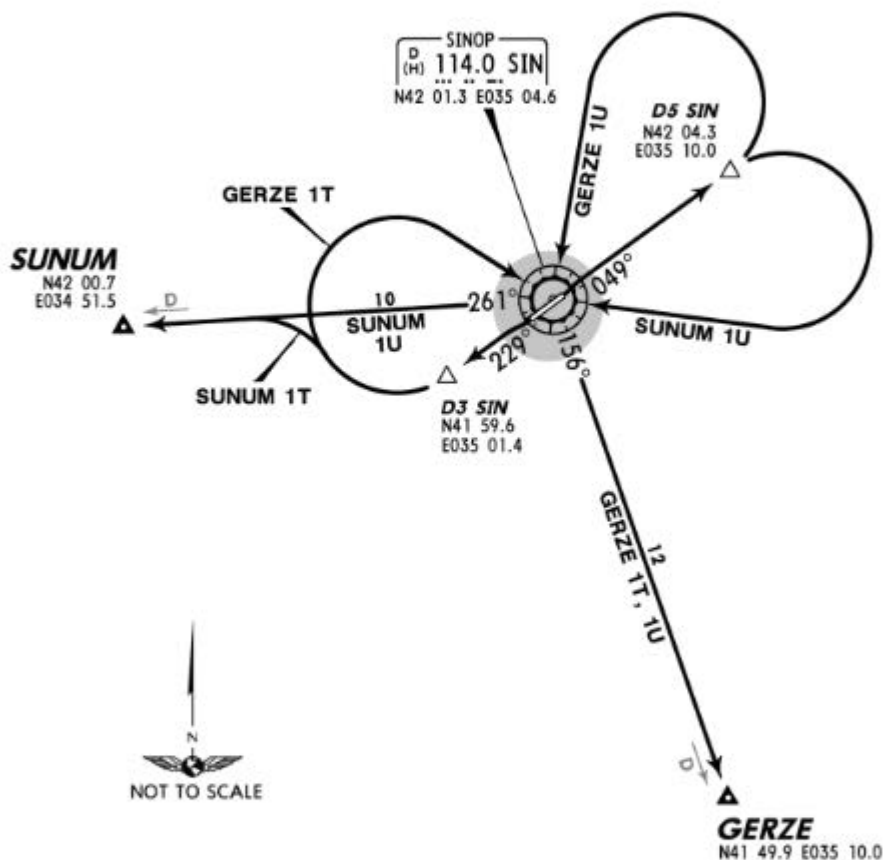
	Low Visibility Take-off	Day: RL or RCLM Night: RL	Adequate vis ref (Day only)
A	Day: RL & RCLM Night: RL	Day: RL or RCLM Night: RL	Adequate vis ref (Day only)
B			
C	RVR 300m	400m	500m
D			

Apt Elev 32' Trans level: By ATC Trans alt: 10000'



GERZE ONE TANGO
GERZE 1T [GERZ1T]
SUNUM ONE TANGO
SUNUM 1T [SUNU1T]
RWY 23 DEPARTURES
~~SPEED~~ MAX 230 KT
UNTIL CROSSING 1700'

GERZE ONE UNIFORM
GERZE 1U [GERZ1U]
SUNUM ONE UNIFORM
SUNUM 1U [SUNU1U]
RWY 05 DEPARTURES



These SIDs require a minimum climb gradient of

GERZE 1T
303' per NM (5%) until crossing 10000'.
SUNUM 1T
303' per NM (5%) until crossing 7000'.

Gnd speed-KT	75	100	150	200	250	300
303' per NM	379	505	758	1010	1263	1515

SID	RWY	ROUTING
GERZE 1T	23	Climb on SIN R-229 to D3 SIN, turn RIGHT to SIN, SIN R-156 to GERZE, then join airway.
GERZE 1U	05	Climb on SIN R-049 to D5 SIN, turn LEFT to SIN, SIN R-156 to GERZE, then join airway.
SUNUM 1T	23	Climb on SIN R-229 to D3 SIN, turn RIGHT, intercept SIN R-261 to SUNUM, then join airway.
SUNUM 1U	05	Climb on SIN R-049 to D5 SIN, turn RIGHT to SIN, SIN R-261 to SUNUM, then join airway.