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JEPPESEN
JeppView for Windows

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Terminal Charts For LTCM
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Notebook

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General Information

Location: SINOP TUR
ICAO/IATA: LTCM / NOP
Lat/Long: N42° 00.95', E035° 03.98'
Elevation: 32 ft

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

Fuel Types: Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 0420 Z
Sunset: 1427 Z

Runway Information

Runway: 05
Length x Width: 6562 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 32 ft
Lighting: Edge, ALS

Runway: 23
Length x Width: 6562 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 12 ft
Lighting: Edge, ALS, REIL

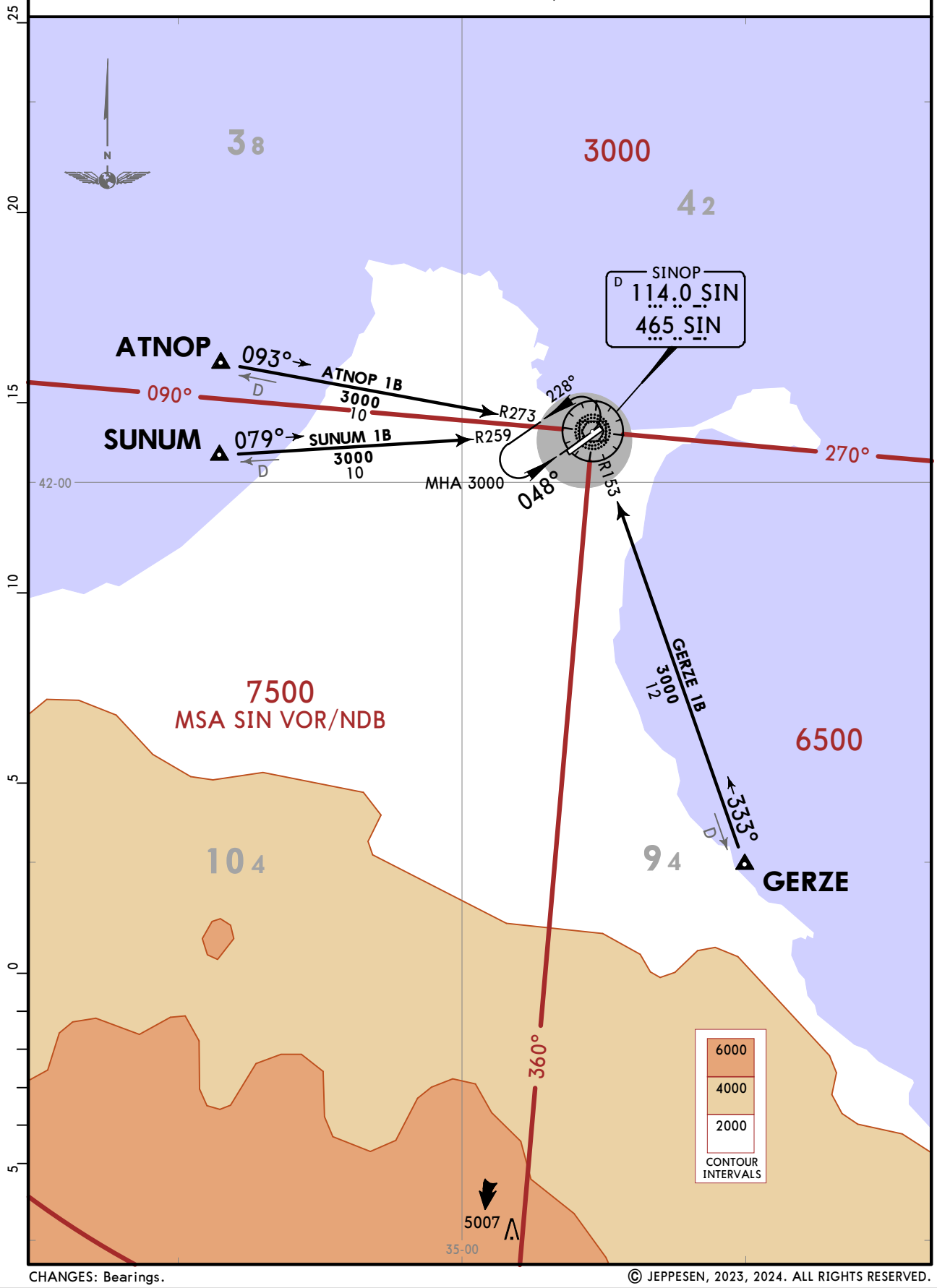
Communication Information

ATIS: 123.900
Sinop Tower: 118.025
Sinop Tower: 124.200
Sinop Ground: 121.600
Sinop Approach: 124.200
Sinop Approach: 118.025

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*ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC
123.9	32	

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



CHANGES: Bearings.

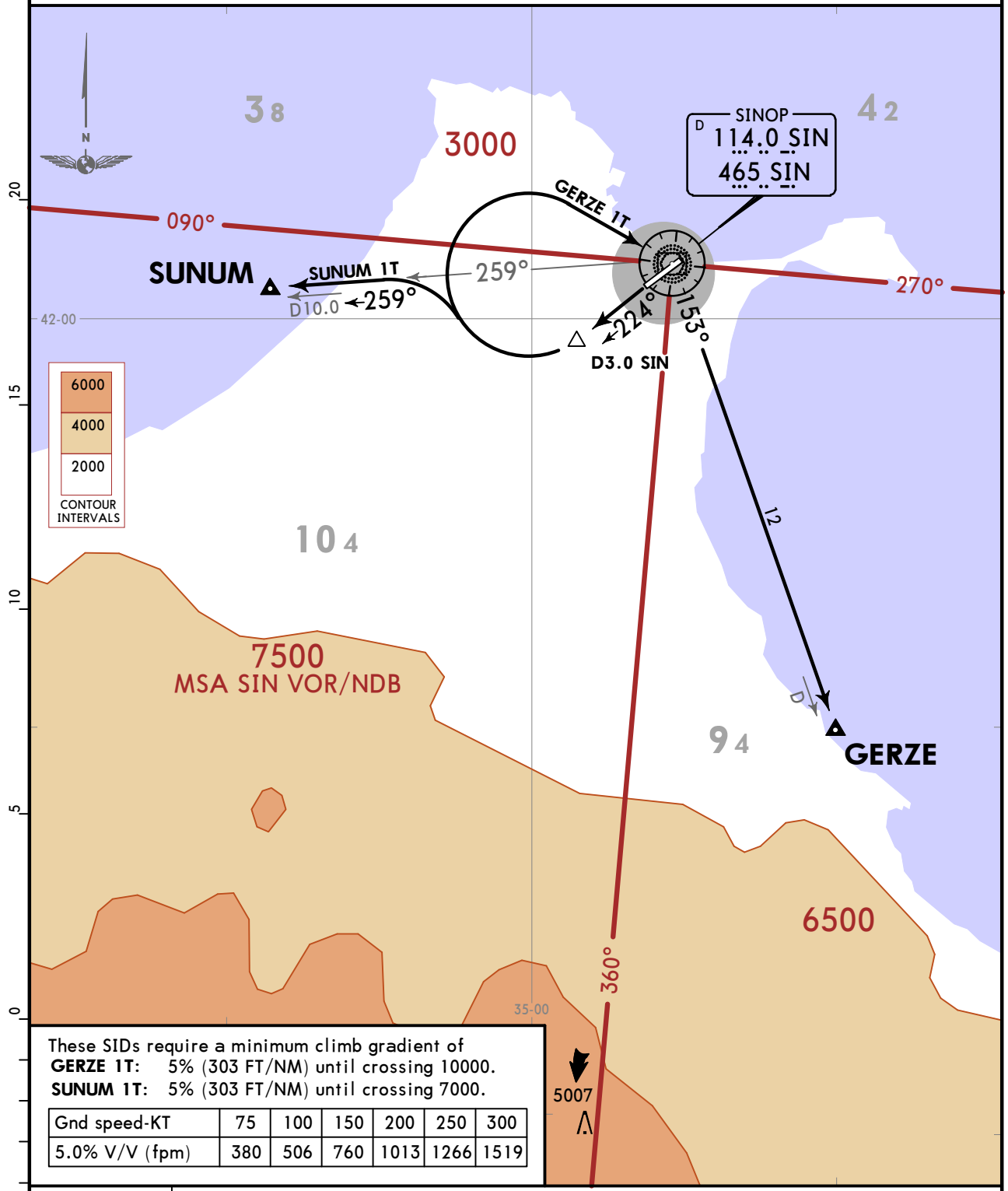
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Apt Elev	Trans alt: 10000
32	CAUTION: EXPECT close-in obstacles.

GERZE 1T [GERZ1T]
SUNUM 1T [SUNU1T]
DEPARTURES
(RWY 23)

SPEED: MAX 230 KT UNTIL CROSSING 1700



These SIDs require a minimum climb gradient of
GERZE 1T: 5% (303 FT/NM) until crossing 10000.
SUNUM 1T: 5% (303 FT/NM) until crossing 7000.

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

SID	ROUTING
GERZE 1T	After take off intercept SIN R224/224° bearing from SIN NDB until D3.0 SIN, turn RIGHT, proceed to SIN VOR/NDB, then intercept SIN R153/153° bearing from SIN NDB, proceed GERZE to join airway.
SUNUM 1T	After take off intercept SIN R224/224° bearing from SIN NDB until D3.0 SIN, turn RIGHT, intercept SIN R259/259° bearing from SIN NDB, proceed SUNUM to join airway.

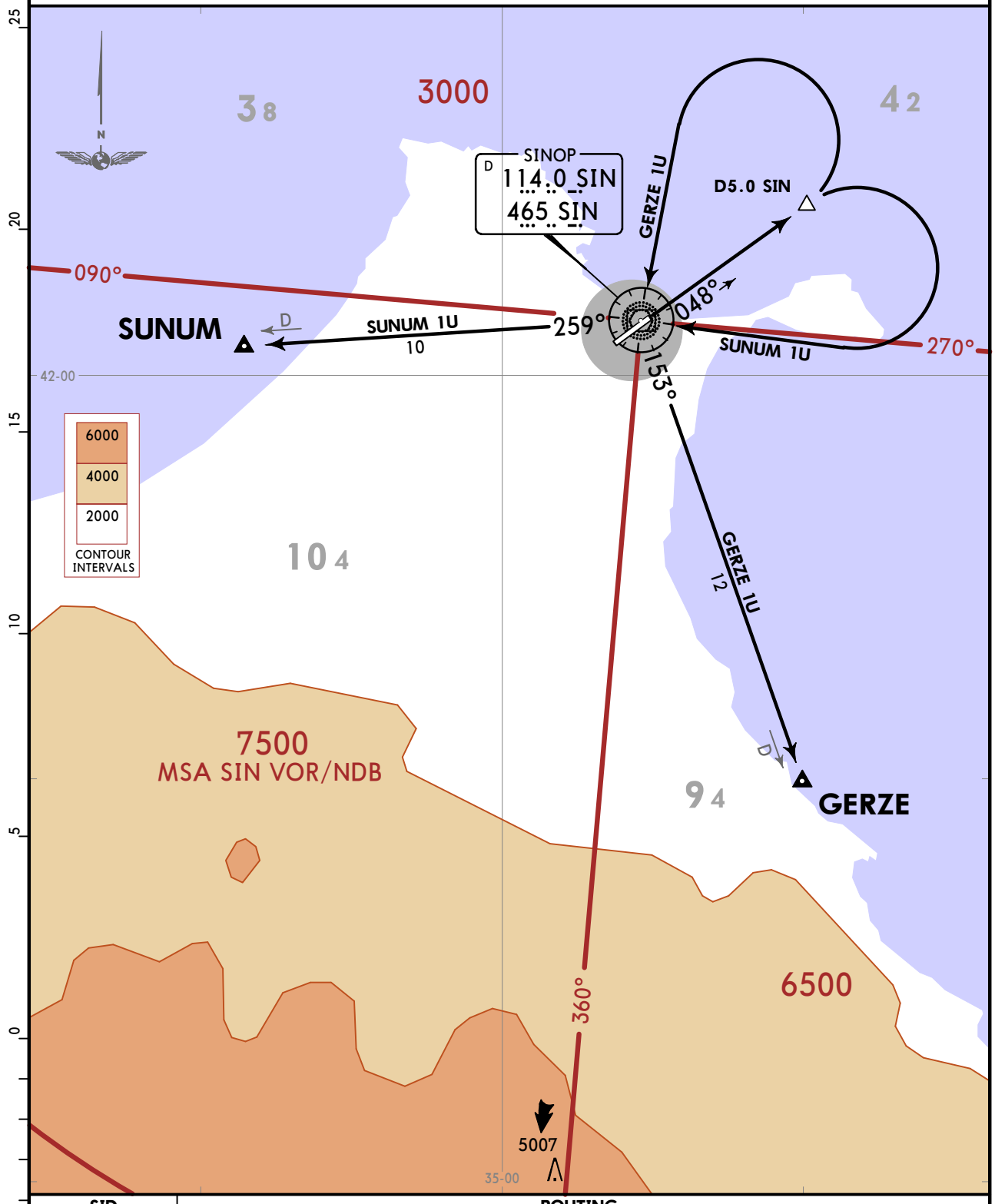
CHANGES: Bearings.

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Apt Elev	Trans alt: 10000
32	CAUTION: EXPECT close-in obstacles.

GERZE 1U [GERZ1U]
SUNUM 1U [SUNU1U]
DEPARTURES
(RWY 05)



SID	ROUTING
GERZE 1U	After take off intercept SIN R048/048° bearing from SIN NDB until D5.0 SIN, turn LEFT, proceed to SIN VOR/NDB, then intercept SIN R153/153° bearing from SIN NDB, proceed GERZE to join airway.
SUNUM 1U	After take off intercept SIN R048/048° bearing from SIN NDB until D5.0 SIN, turn RIGHT, proceed to SIN VOR/NDB, then intercept SIN R259/259° bearing from SIN NDB, proceed SUNUM to join airway.

CHANGES: Bearings.

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NOISE ABATEMENT

LT minus 3 HOURS = UTC (Z)

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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LTCM/NOP

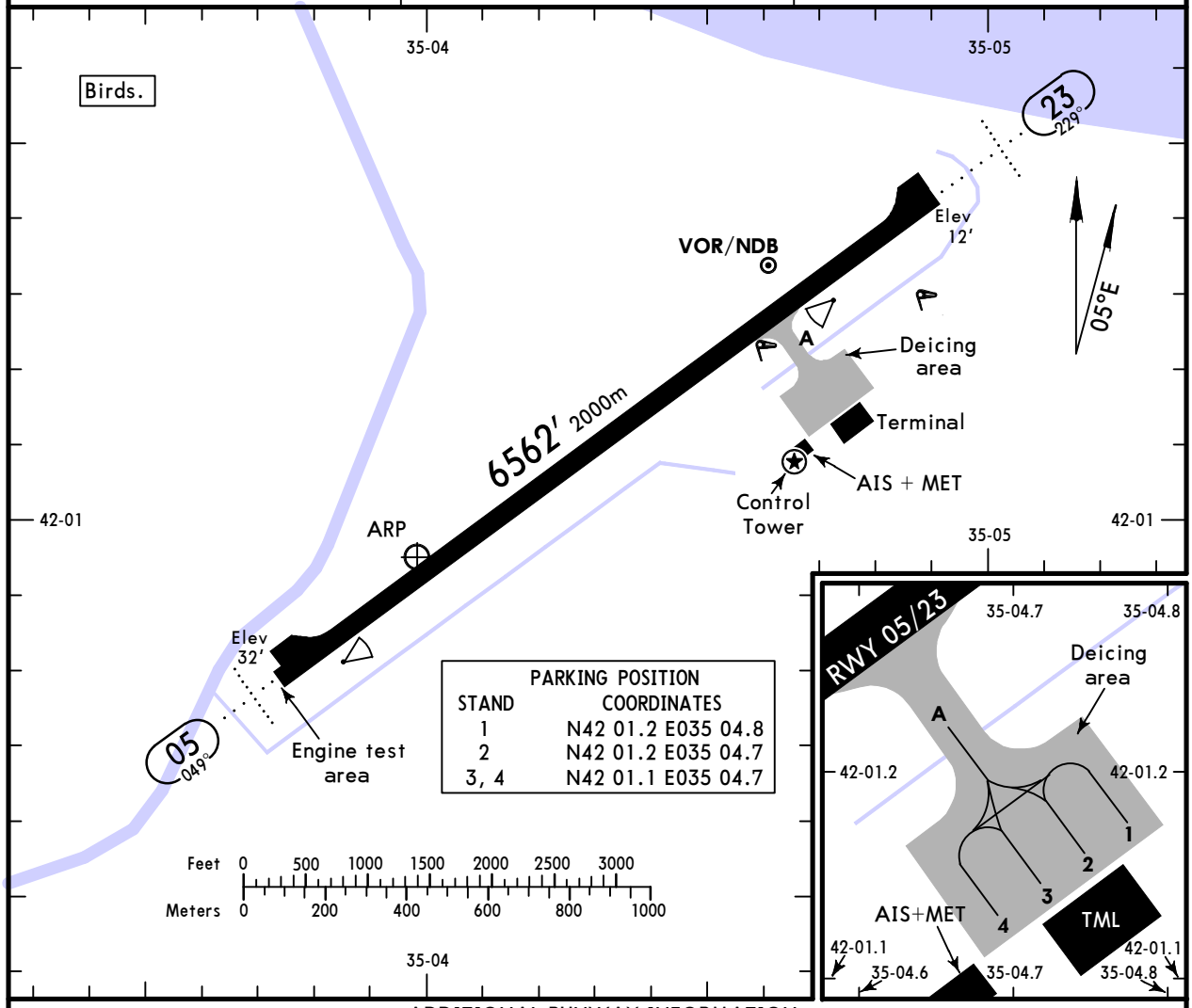
Apt Elev 32′
N42 01.0 E035 04.0

JEPPESEN
26 MAY 23 (10-9)

SINOP, ~~TURKIYE~~

SINOP

ATIS	*SINOP Ground	*Tower	
123.9	121.6	118.025	124.2



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
05	HIRL (60m) ❶❷ HIALS REIL PAPI-L ❸ RVR				148′
23	HIRL (60m) ❹❺ HIALS REIL PAPI-L ❸ RVR		5529′1685m	❻	45m

❶ length 174m
❷ The first bar of lights is placed 33′/10m from THR.
❸ (angle 3.0°)
❹ length 270m
❺ The distance between THR and first cross bar of lights is 525′/160m.
❻ TAKE-OFF RUN AVAILABLE

RWY 23:

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

Std/State — TAKE-OFF

Low Visibility Take-off		RL or RCLM	RL	Adequate Vis Ref	
RL & RCLM	RL				
DAY	NIGHT	DAY	NIGHT	DAY	NIGHT
R300m		R/V400m		R/V500m	NA

CHANGES: Country name, ATIS, lighting length added.

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LTCM/NOP SINOP

JEPPESEN

27 SEP 24 (11-1) Eff 3 Oct

SINOP, ~~TURKIYE~~

ILS Z or LOC Z Rwy 23

ATIS	*SINOP Approach	*SINOP Tower	*Ground
123.9	118.025 124.2	118.025 124.2	121.6

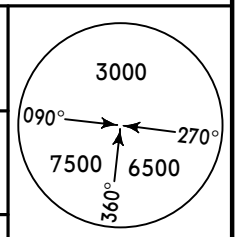
BRIEFING STRIP

LOC ISDP	Final Apch Crs	D5.9 ISDP	ILS DA(H) Refer to Minimums	Apt Elev 32′ Rwy 12′
108.9	227°	1900′ (1888′)		

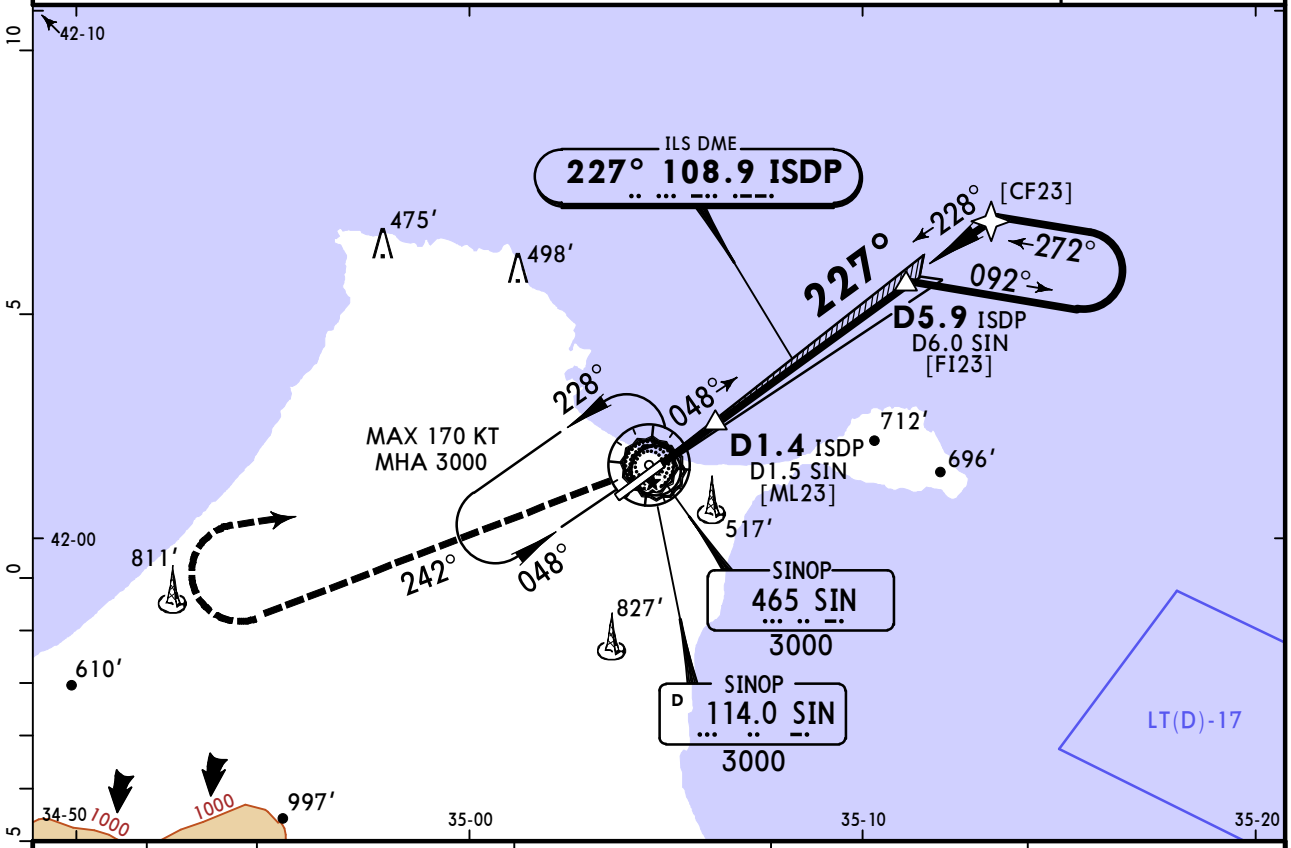
MISSED APCH: Climb on R-242 (242° from NDB) to 2000′, then turn RIGHT climbing to 3000′ proceed to VOR/NDB and hold.
Refer to minimums for missed apch climb gradients.

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

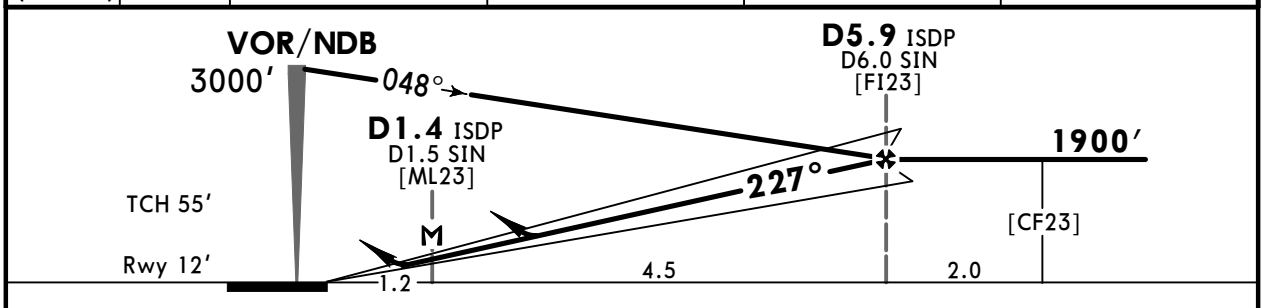
1. VOR or NDB required. 2. DME required. 3. CAUTION: Intercept localizer when inbound.



MSA SIN NDB



LOC (GS out)	ISDP DME	2.0	3.0	4.0	5.0
	ALTITUDE	650′	970′	1290′	1620′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D1.4 ISDP/D1.5 SIN							

HIALS
REIL
PAPI

2000′ RT — SIN on 114.0 or R-242 — 242° from SIN 465

Std/State — STRAIGHT-IN LANDING

ILS			LOC (GS out)	
MACG MIN 4.0% (243′/NM) DA(H) 260′ (248′)		MACG MIN 2.5% (152′/NM) DA(H) 370′ (358′)		CDFA 1 DA/MDA(H) 450′ (438′)
	ALS out		ALS out	ALS out
A	R1000m	R1300m	R1400m	R1500m	R1500m
B					
C				R1600m	R1800m	R2000m
D					

CIRCLE-TO-LAND
CAUTION: Not authorized Southeast of airport

Max Kts	MDA(H)	
100	900′ (868′)	V1500m
135	900′ (868′)	V1600m
180	1250′ (1218′)	V2400m
205	1250′ (1218′)	V3600m

PANS OPS

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

CHANGES: Bearings, database identifier, VOR/NDB position.

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LTCM/NOP
SINOP

JEPPESEN
27 SEP 24 (13-1) Eff 3 Oct

SINOP, ~~TURKIYE~~
VOR Y Rwy 23

ATIS	*SINOP Approach		*SINOP Tower		*Ground
123.9	118.025	124.2	118.025	124.2	121.6

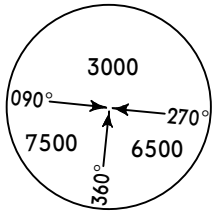
BRIEFING STRIP ™

VOR SIN	Final Apch Crs	D6.0	DA/MDA(H)	Apt Elev 32′
114.0	231°	1900′(1888′)	770′(758′)	Rwy 12′

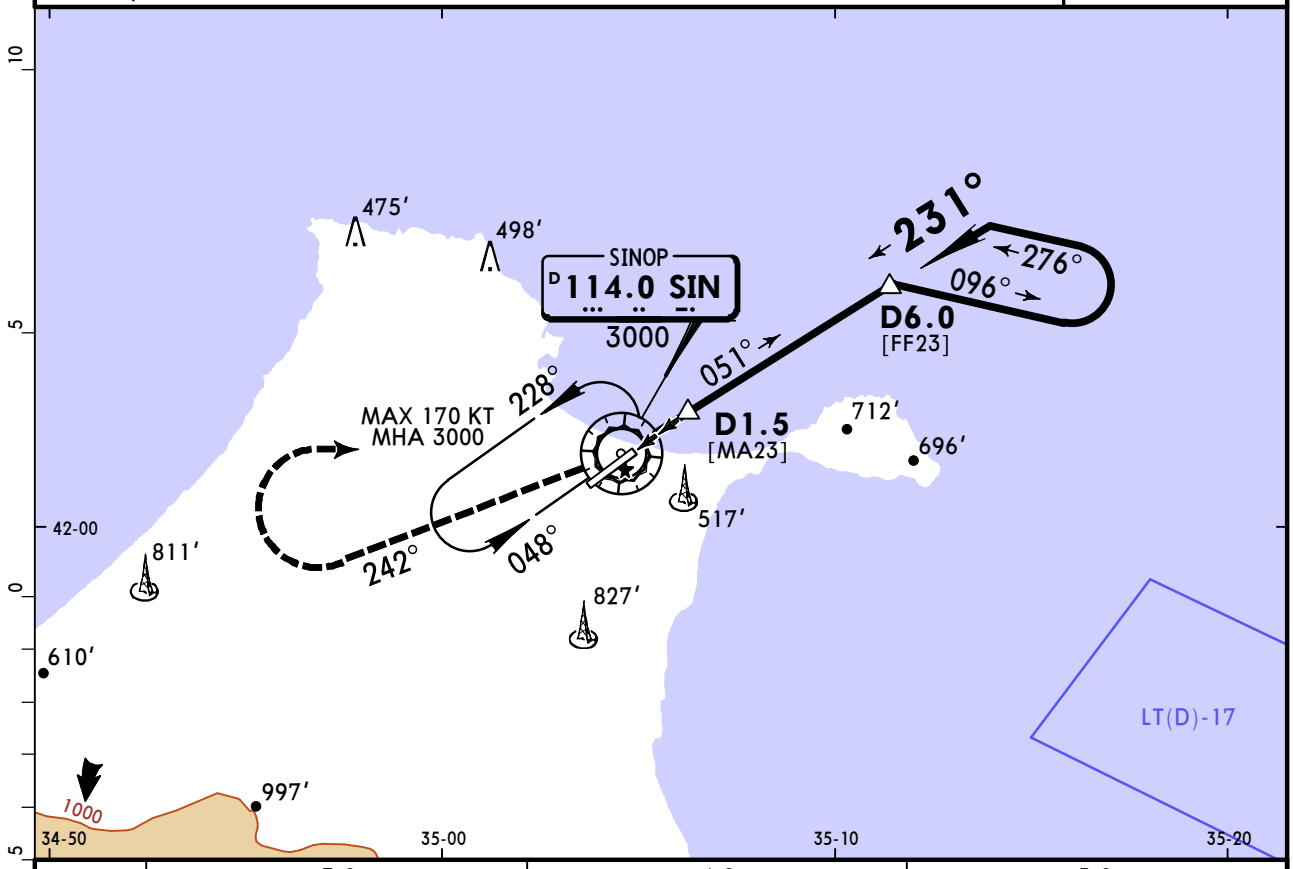
MISSED APCH: Climb on R-242 to 2000′, then turn RIGHT climbing to 3000′. Proceed to VOR and hold.

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

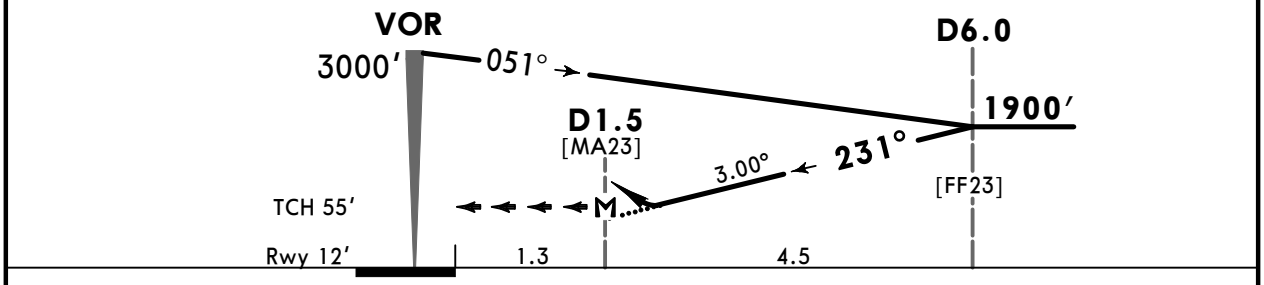
DME required.



MSA SIN VOR



SIN DME	3.0	4.0	5.0
ALTITUDE	960′	1270′	1590′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.5							

HIALS
REIL
PAPI

2000′ RT on SIN 114.0 R-242

PANS OPS

Std/State STRAIGHT-IN LANDING

CDFA

1 DA/MDA(H) 770′(758′)

ALS out

A	R1500m
B	
C	R2400m
D	

CIRCLE-TO-LAND

CAUTION: Not authorized Southeast of airport

Max Kts	MDA(H)	
100	900′(868′)	V1500m
135	900′(868′)	V1600m
180	1250′(1218′)	V2400m
205	1250′(1218′)	V3600m

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

CHANGES: Bearings, database identifiers, VOR position, mnms.

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LTCM/NOP
SINOP

JEPPESEN
27 SEP 24 (13-2) Eff 3 Oct

SINOP, ~~TURKIYE~~
VOR A

ATIS	*SINOP Approach	*SINOP Tower	*Ground
123.9	118.025 124.2	118.025 124.2	121.6

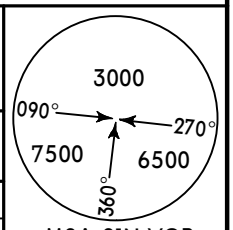
BRIEFING STRIP™

VOR SIN	Final Apch Crs	[FF231]	MDA(H) Refer to Minimums	Apt Elev 32′
114.0	231°	1900′ (1868′)		

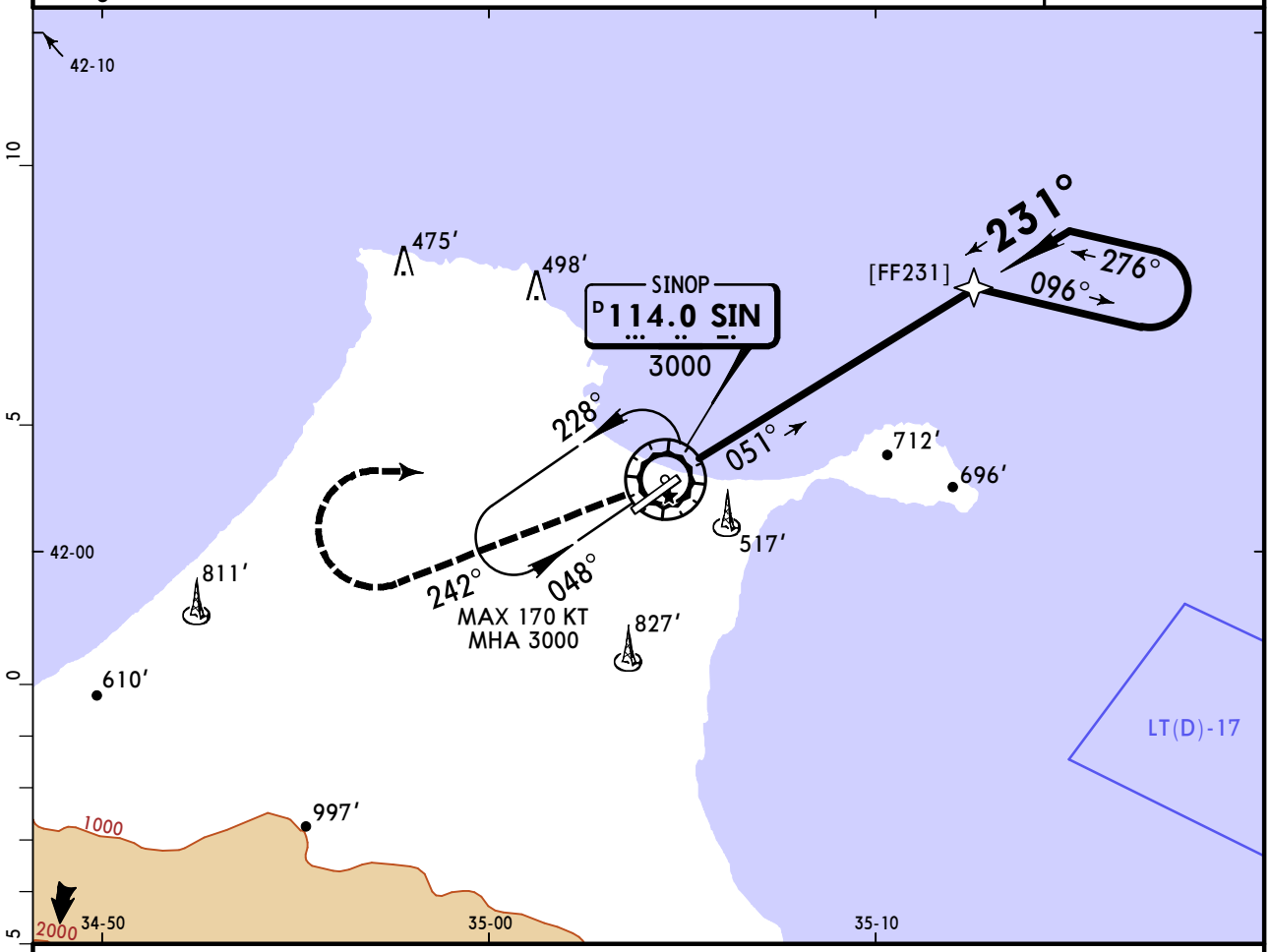
MISSED APCH: Climb on R-242 to 2000′, then turn RIGHT climbing to 3000′. Proceed to VOR and hold.

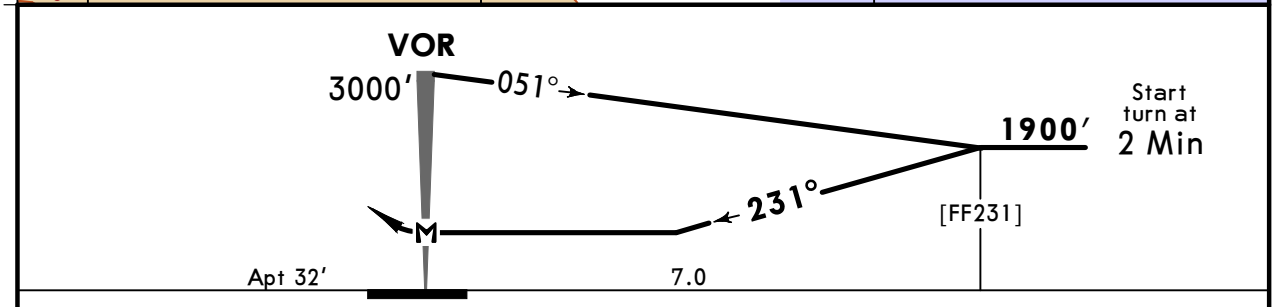
Alt Set: hPa | Apt Elev: 1 hPa | Trans level: By ATC | Trans alt: 10000′

Straight-in not authorized.



MSA SIN VOR





							Lighting-Refer to Airport Chart	2000′ RT on SIN 114.0 R-242
MAP at VOR								

Std/State CIRCLE-TO-LAND

CAUTION: Not authorized Southeast of airport

PANS OPS

	Max Kts	MDA(H)	
A	100	900′ (868′)	V1500m
B	135	900′ (868′)	V1600m
C	180	1250′ (1218′)	V2400m
D	205	1250′ (1218′)	V3600m

CHANGES: Bearings, database identifier, VOR position.

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LTCM/NOP
SINOP

JEPPESEN
27 SEP 24 (16-1) Eff 3 Oct

SINOP, TURKIYE
NDB Y Rwy 23

ATIS	*SINOP Approach	*SINOP Tower	*Ground
123.9	118.025 124.2	118.025 124.2	121.6

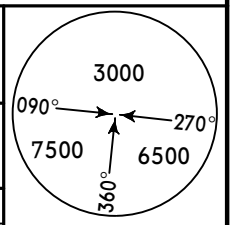
BRIEFING STRIP

NDB SIN	Final Apch Crs	D6.0	DA/MDA(H)	Apt Elev 32′ Rwy 12′
465	231°	1900′(1888′)	770′(758′)	

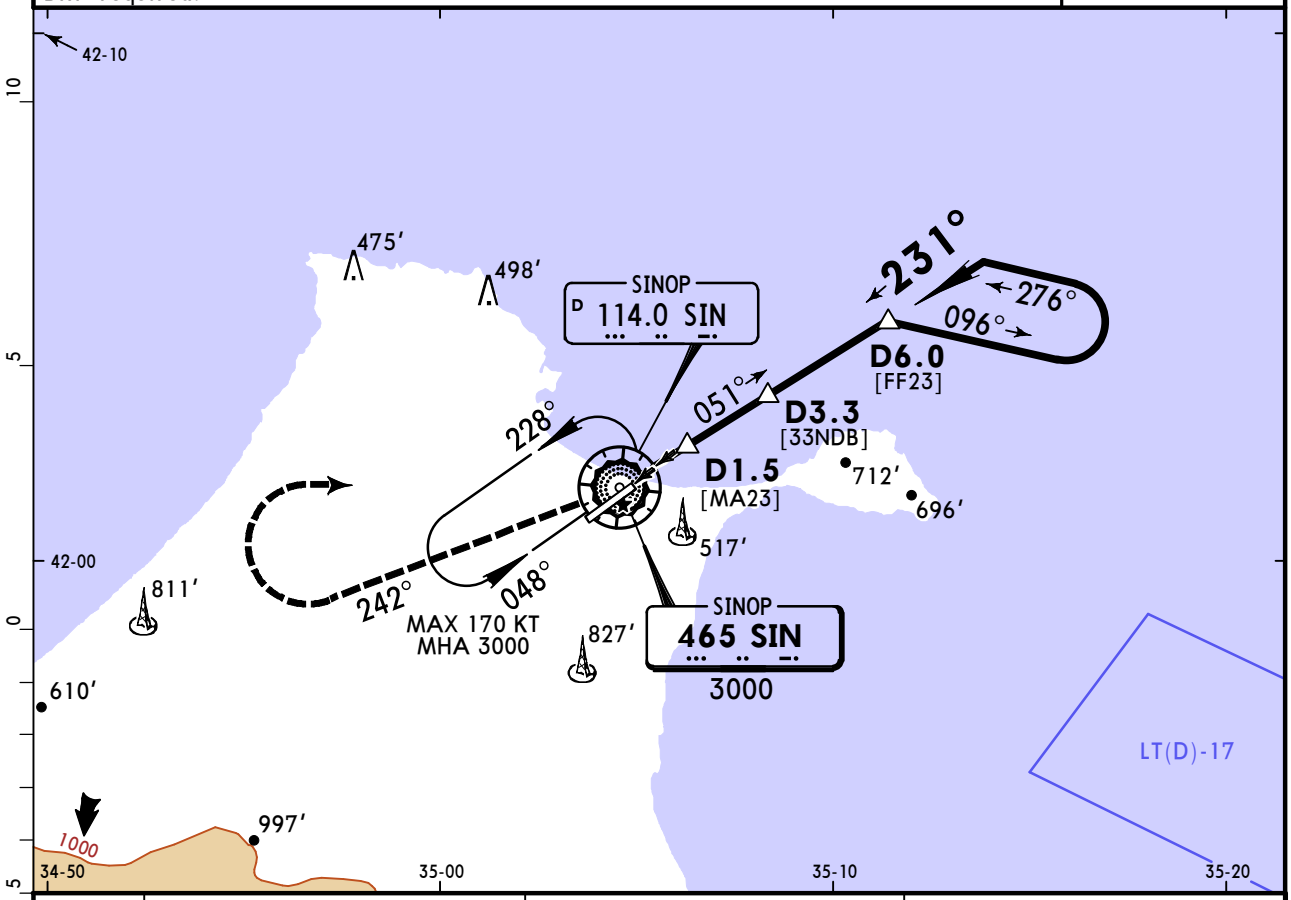
MISSED APCH: Climb on 242° from NDB to 2000′, then turn RIGHT climbing to 3000′. Proceed to NDB and hold.

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

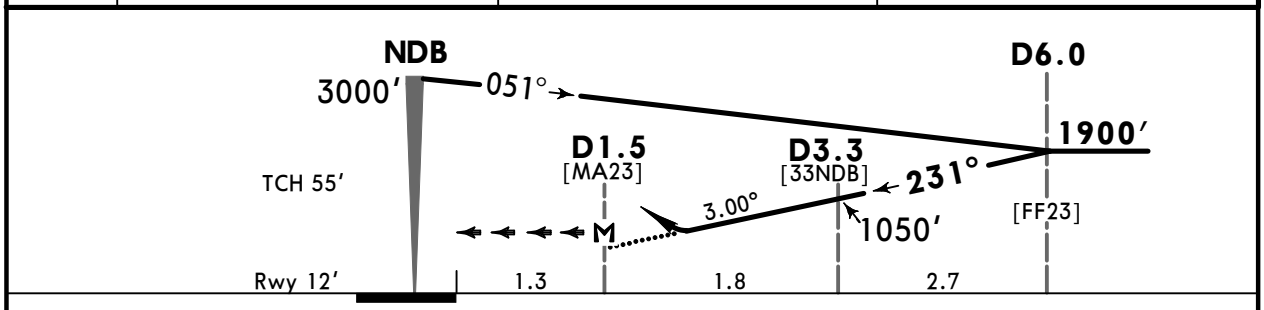
DME required.



MSA SIN NDB



SIN DME	3.0	4.0	5.0
ALTITUDE	960′	1270′	1590′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D1.5						

HIALS
REIL
PAPI

2000′ RT on 242° from SIN 465

PANS OPS

Std/State STRAIGHT-IN LANDING

CDFA

1 DA/MDA(H) 770′(758′)

ALS out

A	R1500m
B	
C	R2400m
D	

CIRCLE-TO-LAND

CAUTION: Not authorized Southeast of airport

Max Kts	MDA(H)	
100	900′(868′)	V1500m
135	900′(868′)	V1600m
180	1250′(1218′)	V2400m
205	1250′(1218′)	V3600m

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

CHANGES: Bearings, database identifier, VOR/NDB position, mnms.

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LTCM/NOP
SINOP

JEPPESEN
27 SEP 24 (16-2) Eff 3 Oct

SINOP, ~~TURKIYE~~
NDB A

ATIS	*SINOP Approach	*SINOP Tower	*Ground
123.9	118.025 124.2	118.025 124.2	121.6

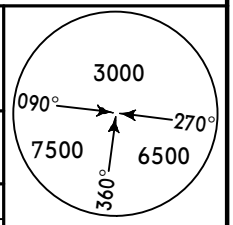
BRIEFING STRIP ™

NDB SIN	Final Apch Crs	[FF231]	MDA(H) Refer to Minimums	Apt Elev 32′
465	231°	1900′ (1868′)		

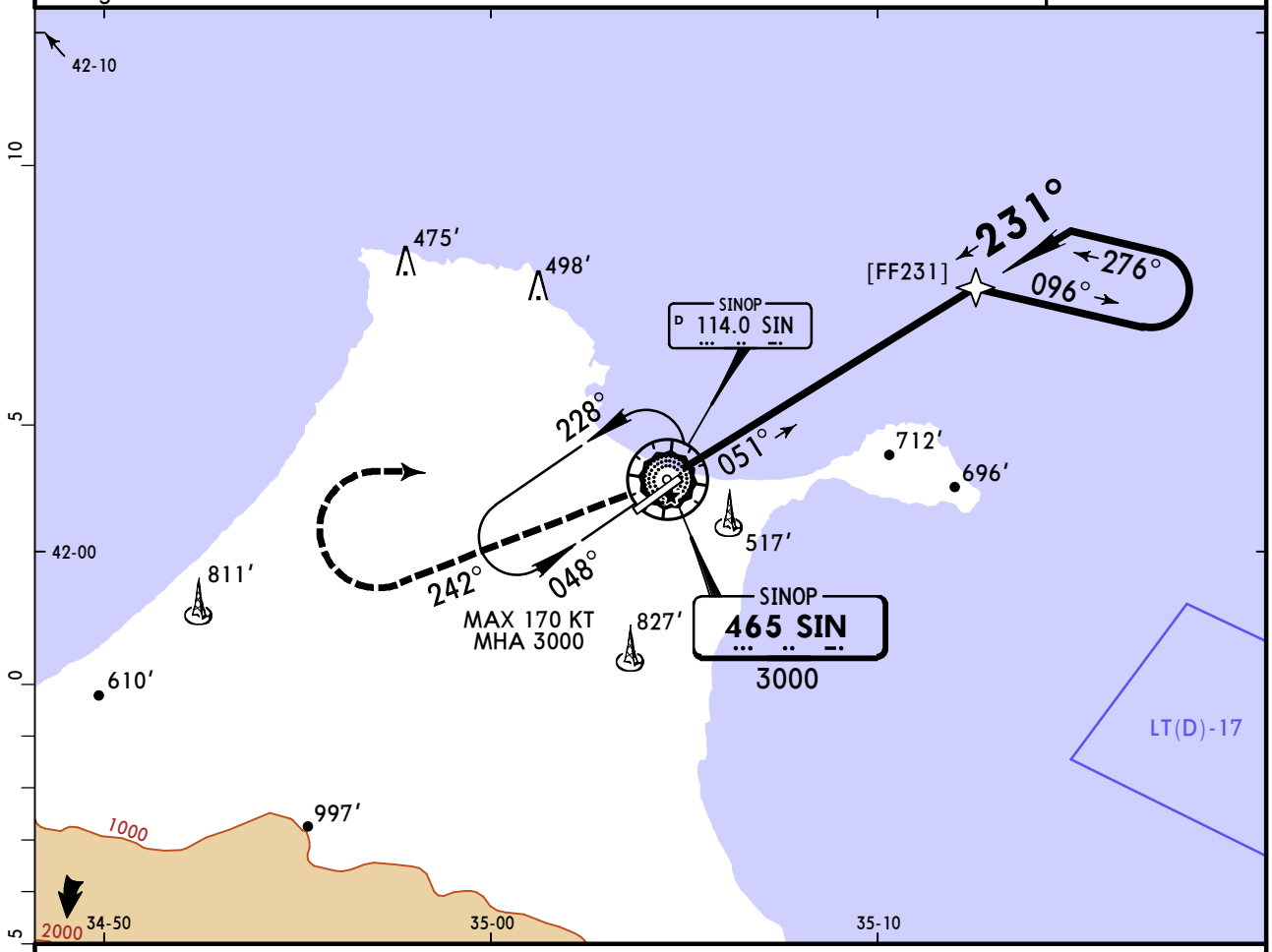
MISSED APCH: Climb on 242° from NDB to 2000′, then turn RIGHT climbing to 3000′. Proceed to NDB and hold.

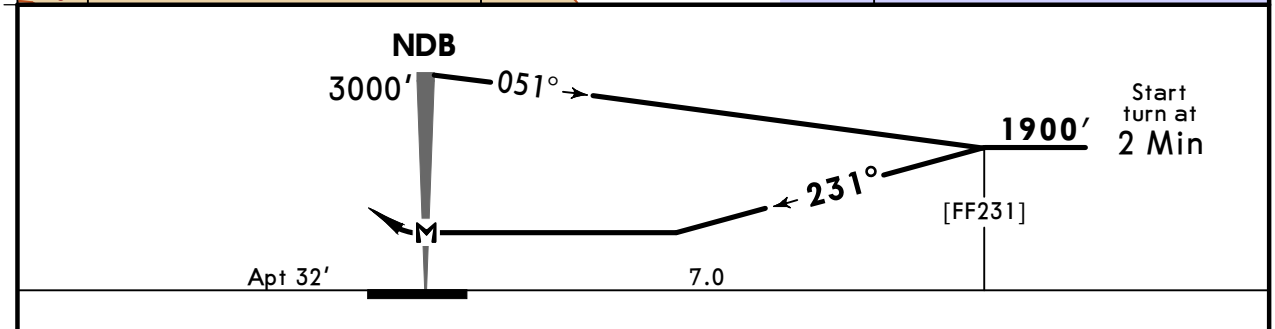
Alt Set: hPa | Apt Elev: 1 hPa | Trans level: By ATC | Trans alt: 10000′

Straight-in not authorized.



MSA SIN NDB





							Lighting-Refer to Airport Chart	2000′ RT on 242° from SIN 465
MAP at NDB								

Std/State

CIRCLE-TO-LAND

CAUTION: Not authorized Southeast of airport

PANS OPS

	Max Kts	MDA(H)	
A	100	900′ (868′)	V1500m
B	135	900′ (868′)	V1600m
C	180	1250′ (1218′)	V2400m
D	205	1250′ (1218′)	V3600m

CHANGES: Bearings, database identifier, VOR/NDB position.

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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

SINOP, (SINOP - LTCM)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LTCM