

APP	126.425 - 127.825 - 132.950	AD ELEV	312 FT
TWR	118.8 - 120.925 - 122.625	TRANSITION ALTITUDE 12000 FT	
ATIS	128.550		

**BRGs are MAG
ELEV, ALT and HGT in FEET
DIST in NM
VAR 6.1°E (2025)**

Remarks:
FOR OKIPI TRANSITION
- P-RNAV approval required
- RADAR required

**P-RNAV
OKIPI TRANSITION**

SPEED CONTROL
IAS 160 KNOTS on Final Approach course at 5 NM to touchdown

YALOVA
VOR 117.7 YAA
CH 124X
40°28'30"N - 029°12'27"E

SABIHA
VOR 115.850 SGN
CH 105Y
40°54'06"N - 029°20'37"E

OKIPI (IAF)
6000'
5000'
IAS 220 KT

VEVZO (IF)
SGN R-060/D12.8
4000'
IAS 200 KT

PAMZA
SGN R-067/D23.8
YAA R-036/D43.5

TOPEL MTMA

LTD28
2500 FT AMSL
SFC

LTD1
3000 FT AMSL
SFC

LTR25
5000 FT AMSL
SFC

NOTE: For vertical limits of all P, D, R areas refer to ENR 5.1 b

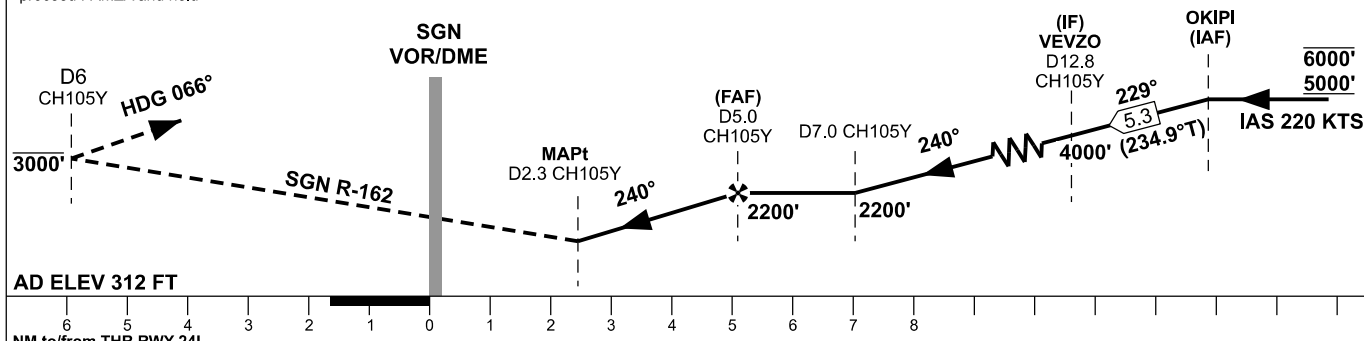
Type	Waypoint Name	Latitude	Longitude
Flyby	OKIPI	41:02:23.03N	029:41:42.98E
Flyby	VEVZO	40:59:20.92N	029:36:01.08E

CAUTION:

1. ATC will clear the aircraft to the VOR C Approach before IAF (OKIPI).
2. The aircraft are required to comply with the level and speed restrictions depicted on the procedure.
3. The speed restrictions are to be flown as accurately as possible (accurate within 5 KT).
4. Aircraft unable to conform to these speeds shall inform ATC and state what speeds to be used.
5. Seagull flocks in the vicinity of aerodrome.
6. Circling approach is not authorized North of the aerodrome.
7. Non P-RNAV aircraft will be radar vectored to IF and maybe subjected to a delaying action.
8. Min holding altitude for holding over PAMZA shall be 6000 FT when YAA VOR/DME is used as sole reference.

SCALE : 1 / 500,000

MISSED APPROACH
Max IAS 200 KTS until SGN R-162. Do not turn before MAPT.
Turn left climb on SGN R-162 until 6 DME cross 6 DME
at or below 3000' then turn left fly on heading 066° to
intercept YAA R-036 climbing to 4000'
proceed PAMZA and hold



OCA (H)	A	B	C	D
Straight-in Approach	NOT AUTHORIZED			
Circling	1290' (978')		1430' (1118')	