

ISTANBUL (Sabiha Gokcen) (SAW/LTFJ)

Elevation 312ft

CATEGORY B

AV brief – not required

GENERAL

- Istanbul, “Sabiha Gokcen” airfield, is located 19 nm SE of Istanbul city.
- Any diversion will need the input of BA Ops at Istanbul to assist with communications and facilitation of the turnaround.

Threats

CFIT

- The airfield lies in a NE-SW valley just inland from the coast. The NW side of the valley rises quickly with the 500ft asl contour line within 2 nm and a peak to almost 1,770ft asl at 3.5 nm.
- To the SE the ground rises more gradually with the 500ft asl contour line at 5 nm with a peak at 6 nm to nearly 1,050ft asl.
- Approaches to Rwy 06 pass near to the “Princes Islands” which are 8 nm SW of the airfield. The southernmost island of ‘Buyukada’ has the highest terrain to almost 650ft asl.
- NE of the airfield, and on the extended centreline from Rwy 06, is an obstacle to almost 770ft asl at 5 nm. Beyond this, and still on the extended centreline, at 9 nm terrain reaches nearly 1,000ft asl.

Loss of Control

- High concentration of seabirds.

Special Considerations

- The airfield is joint civil and military.
- During the weekend of the Turkish Grand Prix this airfield is used as a major heliport and thus intensive helicopter traffic can be expected. The “Istanbul Park” racing circuit is 5 nm NE of the airfield. Helicopters are under the control of “Gokcen Tower” during transit to the circuit.

ARRIVAL

Diversion Airports

ISTANBUL	IST/LTFM	034 nm/306°T	CAT A
IZMIR	ADB/LTBJ	186 nm/212°T	CAT B
ANKARA	ESB/LTAC	175 nm/105°T	CAT B
SOFIA	SOF/LBSF	303 nm/292°T	CAT B
THESSALONIKI	SKG/LGTS	290 nm/265°T	CAT B
BURGAS	BOJ/LBBG	129 nm/321°T	CAT A
ATHENS	ATH/LGAV	307 nm/234°T	CAT A

- Prevailing wind is NE'ly so expect Rwy 06.
- Initial approach is via a STAR under the guidance of Yesilkoy Approach radar (situated at Ataturk airport, LTBA).
- Due to terrain, radar cover may be limited, so plan on a procedural approach.
- Use standard R/T phraseology as English may be limited.

Approach

- The ILS GP is 3.5° to both runways.
- Note that the outbound leg of the procedure for ILS/DME 24 is not aligned with the ILS reciprocal and thus during the final turn the aircraft may pass through the extended centre line before establishing on the Localiser. This occurrence can be minimised by reducing the aircraft speed for the final turn.
- Circling to the N is not authorised due terrain.
- Speed restrictions apply during circling approaches.
- Approaches to Rwy 06 pass over the valley town of Tuzla, just prior to the airfield. RAD ALT ramping from this valley may occur with possible EGPWS activation.

DEPARTURE

- Expect Rwy 06 for departure.

WEATHER

- Hot dry summers with little rain and mild cool winters.
- Maximum precipitation occurs during winter.
- November to May low stratus or fog may occur.
- Sea fog during March to May can be particularly troublesome.

OPERATIONAL INFORMATION

Handling Agent	CELEBI GROUND HANDLING
Handling Agent VHF	131.65
Potable Water	Not assessed