**SECTION 1: OPERATOR INFORMATION**

|  |  |
| --- | --- |
| Operator's Name |  |
| Operator's Address |  |
| Contact |  |

**SECTION 2: SPECIAL AIRPORT INFORMATION**

**Section 2.1. General Remarks**

Due to the ambient geographical conditions at Gazipaşa Airport and the highness of the approach minima, the operator shall define a decision height where the landing or Go-Around decision will be made in case of one engine inoperative below the OCA(H). For the GO-Around case below OCA(H), a "Special Go Around Procedure (SGAP) "- (balked landing) shall be prepared according to the one engine inoperative performance of the relevant aircraft and this procedure’s simulator training shall be taken by the pilot in command. SGAP should be examined for engine fail at both side.

Additionally, go-arounds from “touch-down” point, with all-engine condition, will be worked at simulator.

At approval application, the operator shall send flight crews’ simulator forms and performance data included in the attached SGAP to our Directorate General to be examined by our technical board.

**Section 2.2. Landing:**

Line Flight under Supervision (LFUS) flight is not permitted at Gazipaşa Airport. Landing shall be executed only RWY 08 by the commander.

**Section 2.3. Take-off:**

Only Runway 26 is used for takeoff and takeoff Alternate is required.

**Section 2.4. Alternate Airport Choice**

Gazipaşa Airport shall not be chosen for Destination, Enroute, Takeoff or Emergency alternate.

**SECTION 3. SPECIAL GO-AROUND PROCEDURE**

**Section 3.1 Aircraft, Engine and SGAP Characteristics**

|  |  |  |
| --- | --- | --- |
|  | **INFO** | **NOTE** |
| A/C Type |  |  |
| Engine Type |  |  |
| Thrust Rating |  |  |
| Maximum Tailwind Limit (MTL) |  |  |

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **ONE ENGINE INOPERATIVE** | | | | |
|  | ISA+15 (C0) | ISA+20(C0) | ISA+25(C0) | ISA+30(C0) |
| A/C Landing Weight *(kgs or lbs)* |  |  |  |  |
| Altitude *(feet)* at Turn Point *(MSL)* |  |  |  |  |
| IAS *(Kt)* |  |  |  |  |
| Gradient at Turn *(%)* |  |  |  |  |
| Radius of Turn *(feet)* |  |  |  |  |
| Bank Angle *(degrees)* |  | | | |
| Min Special G/A Altitude *(MSL-feet)* |  | | | |
| Turn Point *(GZP DME or visual ref.)* |  | | | |
| Course Change(degrees) |  | | | |
| Roll out heading(degrees) |  | | | |

**SECTION 3.2 REQUIREMENTS FOR SGAP:**

**1. Obstacle Clearance:** Obstacles falling inside a corridor with 900 m half width, beginning from the turn point, shall be cleared at least 50 m (165 feet) vertically. For obstacles see aerodrome obstacle chart (ICAO type-B)

**2. Wind:** All calculations shall be done for the value of maximum tailwind limit of the operating A/C. Winds during turn path will be accounted as omni-directional (coming from the most adverse direction for SGAP path).

**3. Temperature:** Calculations are done for each ISA+ value given above. For daily operation, landing limit weight at temperatures between these will be determined according to higher one (i.e. for a daily temperature of ISA+21, limit weight calculated for ISA+25 will be the limit for that specific time of arrival).

**4. Acceleration Altitude:** Do not accelerate before turn is completed or below 2500 Ft MSL (whichever is later).

**Operator Commitment**

We, as operator, would like to make flight operation that requires Special Go Around Procedures (SGAP) and special requirement as described above. We will take all Safety and administrative responsibility of the flights. Please consider our flight permission request and advise us.

**Operator Stamp and Signature**

**Attachments**

1. Simulator Training Forms

2. SGAP Simulator Outputs

3. Commitment Form for Operation to Gazipaşa Airport

4. Supplemental Information (i.e. charts and/or illustrations of SGAP)