

ABUJA (ABV/DNAA)

Elevation 1122ft

CATEGORY B

AV brief required – not available

GENERAL

- The airport is 24 nm to the S of the city of Abuja and 277 nm NE of Lagos.
- ATC may stop all movements on the airfield and provide little to no information to crews as to why movements have been stopped.

Threats

CFIT

There is high ground under both approaches to the runway:

- 2,216ft amsl (1,093ft aal) 7.5 nm finals Rwy 22.
- 2,003ft amsl (880ft aal) 3.5 nm finals Rwy 04 and only 1.5 nm left of the centre-line.
- Careful handling is required to avoid EGPWS activation.

Runway Excursion

- The Rwy edge, turn-offs and Twys are not well lit.
- Although Rwy 22 has an overall downslope of about 0.3°, the first 1500 m portion of the runway is level, with a downslope towards the Rwy 04 end which distorts the perspective.
- Exercise caution on final approach to Rwy 22 as PAPI guidance and ILS glideslope are not coincident below 500ft. Following PAPI guidance may lead to a GPWS glideslope warning approaching MDA.

Special Considerations

- Circling – DAY ONLY with surrounding terrain clearly in view; avoid overflying 2,700ft asl hill 7½ nm finals Rwy 22, due possibility of EGPWS activation.
- During the HARMATTAN season (Nov-Apr) when the forecast visibility is low, consider an additional one hour's holding fuel.
- Navigation and Landing aids often subject to unserviceability in Nigeria; obtain the most accurate AIS information possible before departure.
- If flying the VOR 22 approach without DME, exercise extreme caution during and after the procedure turn due terrain.

ARRIVAL

Diversion Airports

LAGOS	LOS/DNMM	277 nm/238°T	CAT B
ACCRA	ACC/DGAA	489 nm/245°T	CAT A
LOME	LFW/DXXX	397 nm/244°T	CAT A
COTONOU	COO/DBBB	332 nm/241°T	CAT A

Approach

No descent clearance given until 60 nm from Abuja whilst still at FL310 and poor co-ordination on handover from Kano to Abuja.

- There are 2 DME's, one associated with the VOR (ABC) and one with the ILS (IAB).
- The VOR/DME (ABC) is sited 1½ nm before touch down Rwy 22 and 3 nm beyond touch down Rwy 04.
- When approaching Rwy 04 visually, fly S of the extended centreline to achieve greater terrain clearance.
- The Rwy 04 VOR and VOR/DME Procedures are Breakcloud Procedures only. Caution is advised using them in limiting conditions. Aircraft will be positioned too high on the approach for landing.
- To avoid degrading terrain clearance during an instrument approach to Rwy 22, do not fly left of the extended centre line.
- SESMA Profile shows destabilised approaches for VOR/DME Rwy 22 as the MAPt (ABC VOR) is before the threshold and approach guidance is not coded to the Rwy threshold. This will lead to the aircraft flying level beyond ABC VOR.
- VOR – Caution, reports of beam fluctuations.
- Factorisation of met vis to RVR is NOT permitted.

BAV Crew Reports

- Kano control gave descent clearance when requested and coordinated with Abuja approach.
- On handover to Abuja approach, we were radar identified and were routed direct to PIVRA for runway 22 & presumably the direct would be to DENUP for runway 04. Further descent was issued under radar control.

GROUND

- Normal parking position is A7 for B747/777.
- Manoeuvring space on the apron is limited; consider discussing the pushback procedure with the ground engineer.
- If necessary company VHF messages can be passed via ATC (Tower frequency); prepare message so that the inevitable repeat is verbatim.
- VHF and SATCOM datalink coverage may be limited when parked on stand. If necessary, contact Global Ops Flight Planning and request a CARD calculation is emailed to crew iPad.

BAV Crew Reports

- Steep upslope to the new terminal, therefore, consider keeping two engines running.

DEPARTURE

- The ground team will present the provisional loadsheet to the Flight Crew based on OFP fuel.
Should you require a provisional loadsheet with final fuel, the ABV team will happily provide this. Fuel figures are NOT being decided by the station.
- Emergency turn procedures available from CARD/Performance Manual.
- Potential for distraction and confusion on cleared flight levels due to non-standard coordination between Abuja and Kano.
- Climb coordination with Kano required, Kano clearances must be relayed to Abuja.

WEATHER

- The HARMATTAN season extends from Nov-Apr when visibility can fall to less than 200 m in DUST STORMS.
- LINE SQUALLS may occur during the wet season (May-Oct).
- Late afternoon thunderstorms particularly active Jun-Sep.

OPERATIONAL INFORMATION

Handling Agent	NAHCO AVIANCE
Handling Agent VHF	131.8
Potable Water	Uplift Ban.

IF ONLY Electrical Power is required	Use ground power at all times
If BOTH electrical power and air conditioning is required:	Use both ground services for contracted time ONLY (60 minutes) – then use APU