

## LAGOS (LOS/DNMM)

Elevation 135ft

### CATEGORY B

No AV brief required.

### GENERAL

- During the HARMATTAN season (Dec to Jan) whenever the forecast visibility is low, consider an additional one hour's holding fuel
- Number of airspace restriction/danger areas to the S of the airport

### Threat Based Briefing Topics

#### Mid Air Collision

- It is important to maintain communication with other traffic in the area on 126.9/122.8 as long as possible

#### Runway Excursion

- During periods of heavy rain, Rwy 18R/36L may be subject to slow drainage, which could result in standing water. Consider use of appropriate performance data for landing
- Degraded braking action when runway wet

#### Loss of Control

- Extreme caution must be exercised to ensure that the correct DME (VOR or ILS) is used for any procedure relying on DME distances to let down to a decision altitude.

### ARRIVAL

#### Diversion Airports

ACCRA	ACC/DGAA	217 nm/254°T	CAT A
ABUJA	ABV/DNAA	276 nm/058°T	CAT B
COTONOU	COO/DBBB	057 nm/256°T	CAT A
LOME	LFW/DXXX	126 nm/258°T	CAT A

- Inbound clearance must be obtained from Lagos Approach before crossing the Lagos UTA boundary. Note that difficulties are often encountered in establishing contact until within 100nm of the airfield. If not contact try for relay through other aircraft, through Lagos Info on VHF, or on HF. In the event that contact is not possible via any means prior to crossing the Lagos UTA boundary, it should be made clear, on first contact that repeated attempts have been made.
- Runway in use for wide-bodied aircraft normally 18R/36L although late clearance to use 18L/36R is possible.
- Prevailing winds usually favour southerly landings.

## Approach

- Radio aids are often subject to unserviceability at short notice, at times without the knowledge of ATC. Power cuts have blacked out the entire airfield including ATC.
- Although Radar is shown as available it is normally unserviceable
- Airfield lighting is unreliable
- Confusion over landing clearance has occurred: change to Tower frequency in good time calling airfield/runway in sight as soon as practicable
- Expect a call for aircraft registration and Souls on Board just after landing
- Crew report that the Rwy 18R G/S fluctuates all approach from approx. 10 DME

## GROUND

- Exercise caution during taxi due uncontrolled vehicular and pedestrian movements
- Due to previous incidents take extreme care when taxiing on 18L/36R eastern parallel taxiway. If in doubt about wingtip clearance with parked aircraft, stop and request marshalling assistance
- There is a marked upslope from Twy A (18R) via Twy F to the parking apron
- Consideration should be given to where single engine taxi is appropriate, especially if flight is planned to a high landing weight due fuel tinkering
- Usual parking stand E63
- **Parking Stand Tow on Procedure:** Due to issue with jetty position stop 50m short of arrival stand, shut down engines and await tow on to stand.

## DEPARTURE

- Request for start-up clearance should be made 15 mins before ETD giving expected start time. Also be prepared to give Souls on Board info and aircraft fuel endurance at this time.
- ATC clearance normally issued on taxi out. Company frequency (Speedbird Engineering 131.8) may assist if final loadsheet figures are delayed.
- For aircraft routing between Lagos and Accra it is usual to establish radio contact with Accra prior to being released by Lagos and vice versa.

## WEATHER

- Surface wind and visibility reports may be inaccurate particularly in adverse weather conditions
- It is difficult to obtain Lagos weather until in VHF contact (~150nm) however, on occasions it may be possible via HF

- Weathers for Lome, Cotonou, Accra, Niamey and Abidjan are usually available from NIAMEY. It is rarely possible to obtain Kano weather until either in VHF contact (~110nm) or on occasions on HF. Rarely does Lagos have the Kano weather available and vice versa.
- Although instability rain may occur during any month of the year the rainy season is from May to July when the ITCZ (ITF) is moving north. Rainfall is of the monsoon type during this period.
- A secondary maximum occurs in October when the ITCZ moves south.
- The worst period of LINE SQUALLS (from the east is prior to the MONSOON, i.e. during March to May, when about five squalls per month can be predicted. These squalls are more severe than at Accra.
- In Dec/Jan thick dust haze can occur when the HARMATTAN may reach the coast.
- Low cloud is frequent in the early morning with fog almost a daily occurrence in December and January, forming an hour or two before dawn but almost invariably burning off by 0900Z.

### OPERATIONAL INFORMATION

<b>Handling Agent</b>	Nahco Aviance Handling
<b>Handling Agent VHF</b>	131.8
<b>Potable Water</b>	Uplift ban

<b>IF ONLY Electrical Power is required</b>	Use for 60mins ONLY – then use APU
<b>If BOTH electrical power and air conditioning is required:</b>	Use both ground services for 60 mins ONLY – then use APU

