

DURBAN (King Shaka Intl) (DUR/FALE)

Elevation 304ft

CATEGORY A

AV brief – Not Required

GENERAL

ALL

- King Shaka International Airport (KSIA), is the primary airport serving Durban, South Africa. Located in La Mercy, KwaZulu-Natal, approximately 35 km north of the city centre of Durban, it opened its doors to passengers on 1 May 2010.
- Taxiway B can be used to park heavy jets should the airport become congested. This can happen when CPT and/or JNB are affected by weather, so the airport can quickly become congested when large numbers of aircraft divert to DUR. If a diversion to DUR is required, under these circumstances, it is worth coordinating a diversion early on.

A380

- Durban is the primary alternate for JNB and due to the limited A380-capable options on the African continent will always be C1 for Johannesburg. Opened in 2010 DUR is a very well equipped, Code F capable airfield.

Threats

Runway Excursion

- Toll gate lights positioned approximately 1 NM N/E of THR 24, can be mistaken for Rwy lights during night operations or IMC conditions.

CFIT

- Terrain rises rapidly to the North and West, where the MSA rises to 13,400' approximately 50 nm from the airfield.
- Emergency turn and/or non-standard thrust reduction/acceleration heights exist for most SIDs – see Dispatch Performance Data.

Loss of Control

- ATC state that there is a moderate risk of bird strikes.

Ground Collision

- A and B stands are for medium sized aircraft, hence the taxi-lane restriction, and used for domestic flights only.

ARRIVAL

A380

Diversion Airports

JOHANNESBURG	JNB/FAOR	260 nm/323°T	CAT A
HARARE	HRE/FVRG	703 nm/359°T	CAT A

B787

Diversion Airports

JOHANNESBURG	JNB/FAOR	260 nm/323°T	CAT A
MAPUTO	MPM/FQMA	235 nm/019°T	CAT A
GABORONE	GBE/FBSK	413 nm/317°T	CAT A
BLOEMFONTEIN	BFN/FABL	255nm/277°T	CAT A

ALL

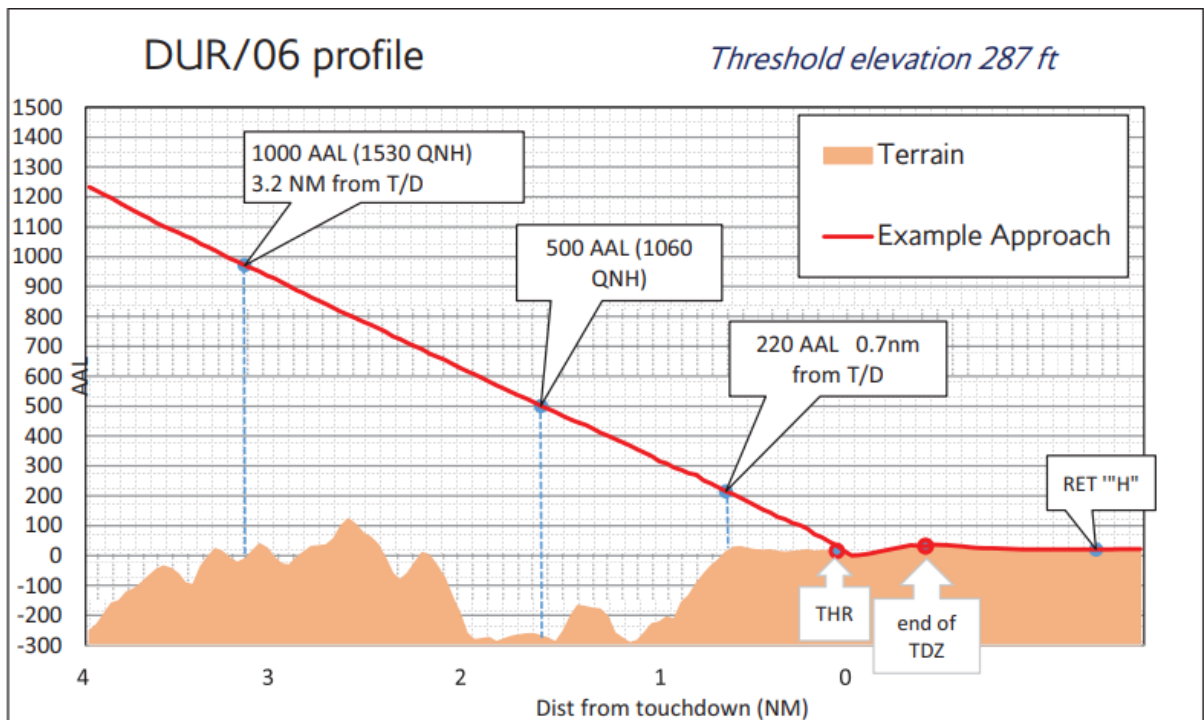
- Expect to follow one of the STARs followed by a short cut in the later stages.

Approach

Rwy 06

The profile shown below was taken from a sample flight to Rwy 06. It shows the following:

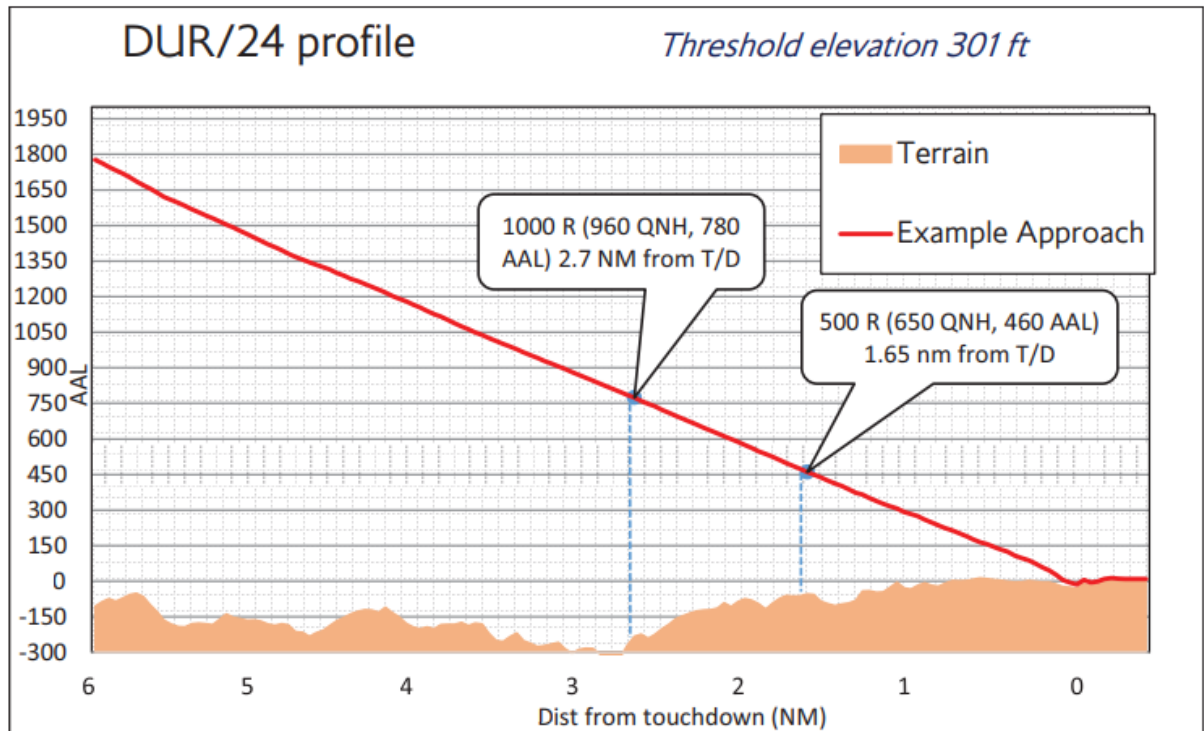
- The terrain within 2nm of touchdown is significantly below the runway elevation and rises quickly within 1/2nm of touchdown. During strong northeasterly winds, the topography has the potential to make the final approach turbulent with strong downdrafts at approximately 1nm from touchdown.
- The TDZ of the runway is upsloping.



Rwy 24

The profile shown below was taken from a sample flight to Rwy 24. It shows the following:

- The airport is located on a plateau with terrain being 300ft below aal from approximately 3nm out on the approach and gradually rising towards the runway.



The perimeter paralleling the runway to the south is significantly raised. Whenever there is a sea breeze, the topography places the majority of the runway except the threshold areas in a wind shadow.

GROUND

ALL

- DUR is the main alternate airport for CPT and JNB for other international operators. Ramp space is limited so if diverting from either of these airports to DUR during significant disruption e.g. weather, it is recommended by local ATC to coordinate the diversion as early as possible.
- Apron Charlie is the international apron. Long haul parking stands are C2–C5. If these are full expect to park on apron Delta (Cargo apron). There are a small number of long haul flights and these generally arrive midday onwards.
- Taxiway B can be used to park additional aircraft without significant disruption to airfield operations. UR is the main alternate airport for CPT and JNB for other international operators. Ramp space is limited so if diverting from either of these airports to DUR during significant disruption e.g. weather, it is recommended by local ATC to coordinate the diversion as early as possible.
- Apron Charlie is the international apron. Long haul parking stands are C2–C5. If these are full expect to park on apron Delta (Cargo apron). There are a small number of long haul flights and these generally arrive midday onwards.
- Taxiway B can be used to park additional aircraft without significant disruption to airfield operations.

A380

- All runway exits are useable by an A380. An OANS database for DUR exists and BTV can be used in the normal way.
- An A380-specific AGC is not available. For taxi routings expect to be guided by ATC and at the time of publication, all taxiways are A380 capable with the exception of:
 - Papa
 - Echo
 - Alpha Apron
 - Bravo Apron
 - Echo Apron
- Note that the taxiways have very large fillets in the turns and the yellow taxiway centreline is already offset towards the outside of the turn. For this reason the nosewheel will not have to be placed as far beyond the taxiway centreline as it is during a turn at LHR for example.

Parking

- Expect to park on stand C5 or C2 in the Charlie Apron. A tug is available for A380 use, however it does have a 430 T maximum pushback capability.
- The Delta Apron may also be available for taxi-in, taxi-out parking however it is occasionally occupied by cargo aircraft

Handling

- Menzies will handle the aircraft in the event of a diversion to Durban and they have recent experience having handled the aircraft for two weeks of non-revenue Flight Crew training in February.

WEATHER

- Durban has a humid subtropical climate, with hot and humid summers and pleasantly warm and dry winters, which are snow and frost-free.

OPERATIONAL INFORMATION

Handling Agent	Menzies
Handling Agent VHF	129.975
Potable Water	Permitted