# JOHANNESBURG (JNB/FAOR)

Elevation 5,558ft

## CATEGORY A

AV brief – not required

## GENERAL

### Threats

- See *OM C RIM Section 'High Density Altitude Airfield Operations'* (BAV FORUMS > OM C > ENVIRONMENT BRIEFINGS) for information on Hot and High Altitude Airfields.

**Special Considerations**

- The following paragraphs result from a visit to the Johannesburg Met Office by a passing BA aviator:
  1. During periods of Cb activity, most likely to occur in the South African summer afternoons and evenings (Nov-Mar), it is possible to get the wind blowing in opposite directions at either end of the runway. The predominant drift of Cb activity is from SW to NE, and as the Cbs approach the airfield and move across the runway, the wind at surface level will change direction. The prevailing surface wind in the summer evenings is from the NE, but can change rapidly and in a localised manner to SW. The datum W/V passed to aircraft by ATC, is that for the threshold of 03L. ATC also have instantaneous read-outs of W/V for the thresholds of 03R, 21L and 21R, together with Rwy centre position winds and gust factors. However this information would appear not to be volunteered to crews, it needs to be specifically requested.
  2. As mentioned in the previous paragraph, the prevailing surface wind direction in the South African summer afternoons and evenings is from the NE. However the wind direction commonly undergoes a 180° reversal between 1000ft and 2000ft aal. This is particularly marked during periods of Cb activity, but also commonly occurs at other times. This will result in an aircraft taking-off in a headwind, encountering a tailwind just after take-off. The met office and ATC can supply details of the 1500ft W/V if requested.
  3. In the early morning during the South African winter months, there is a marked temperature inversion. This effects all South African airports, but is particularly noticeable at Johannesburg. Prevailing wind NW'ly. Extremes of temperature range from Nov 34°C to Jun -7°C.

## ARRIVAL

**Diversion Airports**

| | | | |
|---|---|---|---|
| Durban(King Shaka Intl) | DUR/FALE | 272 nm/148°T | CAT A |
| CAPE TOWN | CPT/FACT | 688 nm/227°T | CAT A |
| GABARONNE | GBE/FBSK | 158 nm/307°T | CAT A |
| BLOEMFONTEIN | BFN/FABL | 206 nm/210°T | CAT A |

## Approach

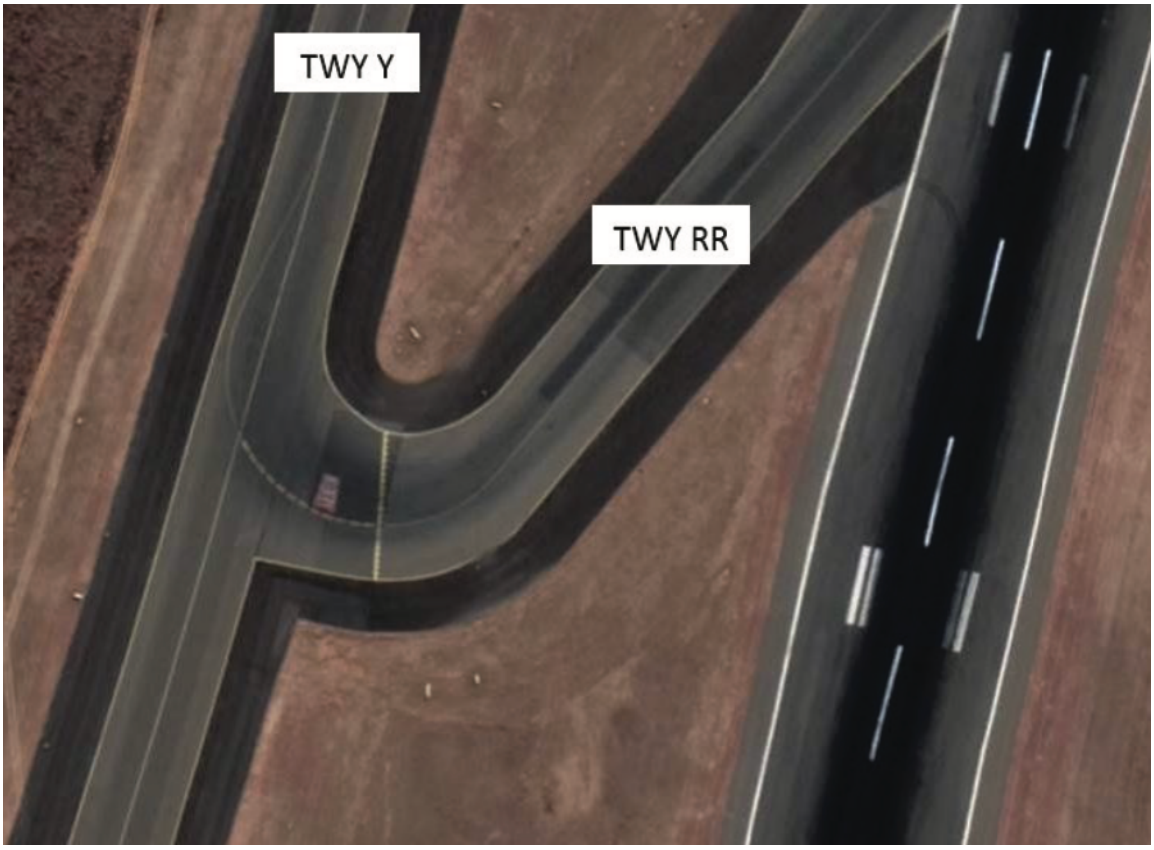
- ILS Cat 2 Rwy 03R and 21L: caution radio altimeter on Rwy 03R and Rwy 21L will ramp down approximately 50ft just prior to Cat2 DH, reducing the time between 50 above call and DH.

| BAV Crew Reports |
| --- |
| • Crew report experiencing scalloping of Rwy 03L GP. |

- In order to maintain the glideslope on short finals, the rate of descent may be slightly higher than normal due to a high TAS. This may need to be allowed for in your landing technique.
- Rwy 03R will be usual landing runway.

### A380

- The longer Runway 03L is difficult to vacate with an A380 due to the limited useable exits.
- A OANS database exists for JNB and BTV can be used in the normal way.
- Ensure ATC are informed whether you are vacating 03R at RS or full length.
- The 03R full length exit H is in the last 300 m of the runway so BTV will aim to get the a/c down to 10 kts 300 m from the end.
- This can cause a delay in vacating and traffic will generally be tight behind. Consider disconnecting BTV at a higher speed than normal if the runway end is selected to reduce runway occupancy time.
- Rwy 21R is easier to exit and may be available on request if arriving before the rush hour departure period.
- RWY 21L – exercise caution when vacating via TWY RR. TWY RR centreline goes through TWY Y centreline towards the far side of TWY Y.




## GROUND

### ALL

- SAA Engineering 131.0.
- The parking gates will always be on Apron E.
- Taxi is uphill from Taxiway A onto D with a significant gradient and due to jet blast in a tight apron **it is not appropriate to shut down engines during taxi-in.**
- Take care during the final turn onto stand (uphill then downhill) and caution applying excessive thrust as again this can cause blast damage to the remotely parked aircraft, equipment and personnel behind.

***CAUTION:*** ***Gate numbers (inside Terminal) do not relate to the numbers used by ATC as per Lido APC.***

**A380**

- The stands only have 2 Jetties but they can connect to the Main deck first with the other jetty on the upper deck.

**Emergencies**

- When briefing emergencies on departure there could be some value in highlighting that on both runway 03L and 21R there are a lot of restrictions on which taxiways can be used to vacate.
- In the event of an RTO crews may be tempted to vacate (or encouraged by ATC) by the nearest exit, but this may not be useable.
- In fact on RW03L with a high speed RTO the only taxiway to use is Q which is a very obtuse angle and could be difficult to negotiate if any tyres have burst.

## DEPARTURE

**ALL**

- Taxiway A has some restrictions but can be used to taxi all the way to Rwy 03L/21R.
- The intersection of Taxiway Delta with Taxiway Alpha can be poorly lit at night with reports that only the taxiway centre line lights may be illuminated.
- On taxi-out there is also a downhill gradient and care must be taken when negotiating the turn onto Taxiway Alpha.
- The first cleared level is a Flight Level and usually FL090 which is only 3500ft above the airfield so a prompt setting of STD is required once passed Aa.
- A lot happens at this point of the departure including an automatic frequency change, altimeter setting change, flap movement and level off.

**A380**

- There are numerous taxi restrictions and there is an A380 taxi chart.
- As per Note 2 on the A380 AGC for JNB, a building adjacent to Taxiway Alpha between Echo and Foxtrot infringes the A380 safety zone.
- The building is marked in white and red and adequate clearance does exist, but the centreline MUST be accurately followed on Taxiway Alpha.
- A risk of taxiway excursion exists.

## WEATHER

**ALL**

- Shoulder seasons can include morning fog in JNB.
- The airfield is CAT II.

## OPERATIONAL INFORMATION

| | |
|---|---|
| **Handling Agent** | MENZIES |
| **Handling Agent VHF** | 129.975 |
| **Potable Water** | Uplift Permitted |

| | |
|---|---|
| **IF ONLY Electrical Power is required** | Use at all times |
| **If BOTH electrical power and air conditioning is required:** | Use APU (but also use GPU at all times to reduce APU fuel burn) (ACU equipment is not available) |