

LUANDA (LAD/FNLU)

Elevation 238ft

CATEGORY B

AV brief – not required

REGULATIONS

BA Requirements

- Runway 07/25 is NOT approved for BA take-off or landing due to ground manoeuvring restrictions and absence of instrument procedures.

GENERAL

- Airport is in the southern outskirts of the city.
- Hostilities over many years within Angola have taken a considerable toll on the local infrastructure. However Luanda is a busy airport with many military and cargo movements and therefore vigilance on the part of crews is required.
- Locals sometimes wander across the runways.
- No Radar available.
- The standard of ATC can be poor. Vigilance and use of standard RT are essential.

Threats

CFIT

- No significant terrain. A mast, to 635ft asl, is positioned 1 nm NW of the approach path to Rwy 23 at approximately 3 nm from touchdown.

Runway Excursion

- A number of runway edge lights reported to be u/s or covered by vegetation.
- Thick rubber deposits exist throughout the Rwy and particularly around the TDZ. The effect of this is as follows:
 - Degraded braking action when the surface is wet.
 - Difficult to see TDZ markings. It is very likely that you won't be able to assess the touchdown point vs TDZ markings. Therefore consideration should be given to how to assess a latest point of touch down.
- The RNAV approach glidepath is steeper than the angle the PAPIs are set at and the PAPIs are unreliable. Due to the warmer than ISA temperature, this approach will look steeper and therefore can lead to a deep landing.

Runway Incursion

- Exercise caution when crossing Rwy 07/25.
- Ensure clearance is received from ATC to cross Rwy 07/25. Exercise caution when crossing Rwy 07/25 as there are no taxiway boards or signage and hold lines may be faint and easy to miss.
- No runway stop bar lights.

Ground Collision

- Very busy short taxi when departing Rwy 23.
- Minimal wingtip clearance – refer to Apron section for details of the critically important local procedures required during taxi and parking.
- ATC likely to be operating on tower frequency only, during BA departure.

- ATC issue airway and lineup clearances whilst controlling other aircraft on final.

Mid Air Collision

- Russian built aircraft may be operating without transponders. Maintain a good look out and careful monitoring of RT to ensure that safe separation is maintained.
- Departures from Rwy 05 may be authorised when aircraft are on approach to Rwy 23.
- No radar, procedural environment.

ARRIVAL
Diversion Airports

WINDHOEK	WDH/FYWH	853 nm/163°T	CAT B
LIBREVILLE	LBV/FOOL	603 nm/337°T	CAT A
LAGOS	LOS/DNMM	1100 nm/327°T	CAT B
ABUJA	ABV/DNAA	1130 nm/341°T	CAT B
ACCRA	ACC/DGAA	1180 nm/317°T	CAT A
JOHANNESBURG	JNB/FAOR	1380 nm/140°T	CAT A

- Difficulty with ATC comms and poor APP/TWR coordination have led to events including late receipt of descent clearance and landing without landing clearance.

Approach

- Preferred runway is 23 with an ILS approach. Operators have reported frequent failures of nav aids.

BAV Crew Reports

- *Reports state that the RHS and LHS PAPIs do not give the same readings.*

- Simultaneous approaches to Rwy 23 and 25 are used.

BAV Crew Reports

- *Crew reports have been received of ATC staff being unaware of equipment failures.*

- ATC may require a specific approach procedure to be flown, which may be different to the one briefed – be aware of possible last minute changes.
- A significant number of approach and threshold lights reported to be u/s.

GROUND

- Rwy 05 threshold obscured from tower.
- All runway markings at the threshold end of Rwy 23 are faded to the point of being almost invisible.

Taxi

- Rwy 07/25 is useable as a taxiway between Twy E and Twy B as well as when crossing at Twy B.
- Approved taxiways are Twy B between the Apron and Rwy 23 threshold and Twy E between Rwy 07/25 and Rwy 05/23.
- Twy A, Twy C and Twy D are NOT approved for BA use.
- Two turning loops are located on Rwy 23 – The first is about half way down and the second is at the far end. The first is very convenient as after landing Rwy 23, backtrack is required for exit via Twy E or Twy B.
- Crew should be aware that the turning loop half way down Rwy 23 is large enough for the B777 to vacate and be clear of the runway.
- ATC may clear aircraft to line up and take off on Rwy 23 while the BA aircraft is in this turning loop.
- SAA crews advise keeping a sharp look out before entering or crossing Rwy 07/25. Crew must also ensure ATC clearance to enter Rwy 07/25 has been received in order to avoid a runway incursion event.
- When leaving Rwy 07/25 at Twy B, expect a follow-me car to lead the aircraft along Twy B and to the apron parking stand. Entry and exit of the apron MUST be via Twy B.

Apron

- The apron area is very tight for large aircraft manoeuvring especially as TAAG now operate 777-300ER aircraft. Do not taxi behind a parked B777-300ER or A340-600 due to insufficient wingtip clearance.
- Local procedures are in place to allocate parking in sequence of arrival to avoid these circumstances.
- BA staff on the apron have a company radio (131.375) and should be contacted to resolve wingtip clearance or ground handling concerns prior to proceeding.
- **The following local ground handling procedures have been developed for widebody operation at LAD. Flight crew MUST achieve strict compliance with these procedures and use extreme caution with wingtip clearance and parking.**
 - Entry/exit to the International apron must be made via Twy B only. Use of Twy A, Twy C or Twy D is NOT approved.
 - Twy centreline must be followed exactly – Under no circumstances accept a request from the Follow Me Vehicle to deviate from Twy centreline to avoid parked aircraft.
 - Monitor the company frequency (131.375) during taxi. Contact BA staff if required to confirm wingtip clearance.
 - Aircraft must stop on Twy abeam of allocated stand and await marshaller to take up position before proceeding. This avoids turning onto stand without marshaller guidance and the risk of wingtip collision with aircraft on adjacent stands.
 - Follow marshaller instructions exactly. A wing walker will be on the starboard side to ensure wingtip clearance during the parking procedure.
 - Marshaller will NOT provide any guidance to SLOW DOWN as the aircraft approaches the stopping position. Flight crew MUST use MINIMUM possible speed to enable an immediate stop to be achieved and avoid overshooting the correct stopping position.

- Once stopped on stand and before shutdown, flight crew MUST contact BA ground staff on 131.375 to confirm that the aircraft is parked correctly. If the aircraft has overshot the correct parking position then the aircraft WILL be required to taxi around and park again as pushback is not available.
- On departure exercise caution to ensure wingtip clearance from aircraft on adjacent stands and in front of hangars. Aircraft must remain on taxiway centreline. Parked aircraft may infringe taxiway limit line. If in doubt contact BA staff to confirm wingtip clearance. Taxi from apron to Rwy 05/23 must be via Twy B.
- These procedures have been developed in close liaison with the airfield authorities and local station staff to mitigate the threats associated with inadequate marshalling (despite additional training) and reduced wingtip clearances.
- There may be oil patches on the apron which may also be liable to ponding during heavy rain.

DEPARTURE

- ATC asks station staff to “dispatch the aircraft” by handing in documents to the tower. This is normally done 30–40 min before departure.
- To avoid unexpected ATC delay, call in for clearance 30 min before departure as getting this message to the tower at a later stage takes 10 minutes.
- On start-up, the SAA engineer who looks after BA departures will provide visual clearance information.
- Due to depressions in the apron surface, increased power settings may be required to move aircraft from parked position. Be aware of jet blast to area behind aircraft engines.
- Exercise caution when taxiing for departure. Refer to the ‘Apron’ and ‘GROUND’ sections for detailed guidance.
- The departure clearance can be quite complicated. From Rwy 23 expect an intercept of radial 225 to 8 DME then a right turn back to intercept the 349 radial to AVUTA. The NOR1A SID in the FMS approximates to this but may require crew intervention in order to ensure the turn does not start before 8 miles.

WEATHER

- Early morning fog is a possibility from Jun to Aug and again during Nov/Dec.
- Surface wind mainly SW’ly.
- Occasional rising sand throughout the year.

OPERATIONAL INFORMATION

Handling Agent	Astra Aviation Serviced Ltd
Handling Agent VHF	131.375
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 at all times