

NAIROBI (NBO/HKJK)

Elevation 5330ft

CATEGORY B

AV brief not available or required.

GENERAL

- City situated 7nm NW

Threats

CFIT

- Significant high ground which is depicted well on Lido (Aerosoft) and Jeppesen (Navigraph) MRC charts.
- N the Aberdare Mountains run N-S with peaks to 13,000ft asl within 40 nm
- W at 17nm are the N'Gong Hills with peaks to nearly 8,100ft asl. The GG NDB and GV VOR are sited on these hills.
- 23nm SE are the Mua Hills to ~7,000ft asl
- Mount Kenya ~17,000ft asl 70 nm NNE
- Mount Kilimanjaro ~19,400ft asl 110nm S.

Runway Excursion

- Runway edge lights are positioned 15 ft beyond the runway edge
- Rwy drains well but braking action degraded in wet conditions, particularly on the heavy rubber deposits in the Rwy 06 touchdown area.
- Turns on runway ends only

Loss of Control

- Bird hazard exists during the wet seasons

Mid Air Collision

- Light aircraft activity at Wilson 7 nm W
- Military activity at Eastleigh 4.5 nm NW

Crew Reports

- *The rwy centreline has been reported as partially obscured by runway wear and rubber deposits. Care should be exercised when taking off or landing in reduced visibility to ensure that the painted runway edge marking (solid line) is not mistaken for the painted centreline marking (broken line).*

ARRIVAL

Diversion Airports

KILIMANJARO	JRO/HTKJ	127 nm/176°T	CAT B
MOMBASSA	MBA/HKMO	228 nm/135°T	CAT A
ENTEBBE	EBB/HUEN	282 nm/287°T	CAT A
DAR ES SALAAM	DAR/HTDA	361 nm/158°T	CAT A

Approach

- The approach via GV or GG is no longer approved for use by BAV aircraft.
- ATC may clear to you a FL, then the next message is 'cleared for the approach'. Do not forget to set QNH!
- During an ILS approach the altimeter may read approximated 100ft low at the OM due to high temperature error, but threshold elevation should read correctly
- Rwy 06 ILS – pilots should be aware of the possibility of false localiser capture abeam VOR 'GV'.

GROUND

- Sections of taxiway lighting often unserviceable
- Paved areas outside continuous yellow lines are not load-bearing
- Parking normally on Stand 11 although local staff request you clarify with them inbound
- Engine Out Taxi not approved – leave all engines running to avoid jet blast

DEPARTURE

- Due to regular costly payload offloads, crews are to ensure all TOPL enhancing (e.g. use of Packs OFF) steps are taken to minimise this risk
- Call for ATC clearance before start up
- Some SIDs are BAV prohibited, see below.

EMERGENCY TURN PROCEDURES

Rwy 06

KAMAS 1Z SID ENG FAILURE BEFORE NV013 - CONTINUE AHEAD TO NV013 AND THEN TURN RIGHT TO STONY FOR HOLD. ENG FAILURE AFTER NV013 BUT BEFORE NV025 - TURN RIGHT TO STONY FOR HOLD. ENG FAILURE AFTER NV025 - CONTINUE ON SID PROVIDED HT RESTRICTIONS AND SSA ACHIEVED. IF 15000FT NOT ACHIEVED BY NV45 TURN RIGHT TO STONY FOR HOLD.

NAK2Z SID ENG FAILURE BEFORE NAK82 - TURN ON SHORTEST ROUTE TO STONY FOR HOLD. ENG FAILURE AFTER NAK82 - CONTINUE ON SID PROVIDED HT RESTRICTIONS AND SSA ACHIEVED.

KAMAS 1W SID ENG FAILURE BEFORE 8000FT - CONTINUE ON SID TO NV 11D THEN TURN RIGHT TO STONY FOR HOLD. ENG FAILURE AFTER 8000FT BUT BEFORE START OF TURN ONTO 324M - TURN RIGHT TO STONY FOR HOLD. ENG FAILURE AFTER START OF TURN ONTO 324M - CONTINUE ON SID PROVIDED HT RESTRICTIONS AND SSA ACHIEVED. IF 15000FT NOT ACHIEVED BY NV45D TURN RIGHT TO STONY FOR HOLD.

NAKAT 1Z SID ENG FAILURE BEFORE 8000FT - CONTINUE ON SID TO NV 11D THEN TURN RIGHT TO STONY FOR HOLD. ENG FAILURE AFTER 8000FT - CONTINUE ON SID PROVIDED HT RESTRICTIONS AND SSA ACHIEVED.

NAK 1Y SID ALL ENGS - AFTER INITIAL LEFT TURN AT 10000FT INTERCEPT NV323R AT NV 40D OR LESS TO AVOID HIGH TERRAIN TO THE NORTH. ENG FAILURE BEFORE 8000FT – CONTINUE ON SID TO NV 11D THEN TURN RIGHT TO STONY FOR HOLD. ENG FAILURE AFTER 8000FT - CONTINUE ON SID PROVIDED HT RESTRICTIONS AND SSA ACHIEVED.

EVATO 1Y / GABSO 1Z/1Y SIDS - SIDS RESTRICTED TO 360000KG. NO RESTRICTIONS PROVIDED HT RESTRICTIONS AND SSA ACHIEVED.

EVATO 1X SID SID RESTRICTED TO 355000KG. NO RESTRICTIONS PROVIDED HT RESTRICTIONS AND SSA ACHIEVED.

ANTUK 1D to NATAK SID - NO RESTRICTIONS PROVIDED SID FOLLOWED AND SSA ACHIEVED.

ALL OTHER SIDS PROHIBITED.

Rwy 24

KAMAS 1V SID ENG FAILURE BEFORE NV - CONTINUE ON SID AND HOLD AT NV. ENG FAILURE AFTER NV BUT BEFORE START OF TURN ONTO 324M - TURN RIGHT TO STONY FOR HOLD. ENG FAILURE AFTER START OF TURN ONTO 324M - CONTINUE ON SID PROVIDED HT RESTRICTIONS AND SSA ACHIEVED. IF 15000FT NOT ACHIEVED BY NV45D TURN RIGHT TO STONY FOR HOLD.

GABSO 1U/EVATO 1U/NAKAT 1U SIDS NO RESTRICTIONS PROVIDED HT RESTRICTIONS AND SSA ACHIEVED.

ALL OTHER SIDS PROHIBITED.

WEATHER

- MAR – MAY – The “Long Rains” with the ITCZ moving N. Weather often severe, particularly during the initial surge of the ITCZ. Cu/Cb occur during the day, thunderstorms possible in late afternoon. Rain may continue well in to the night.
- JUN – SEP – Dry season with the ITCZ well N. Surface wind generally SSE 10 kt. Much cloud, mainly Sc, base ~3,000ft and tops ~5,000 to 6,000ft
- OCT – DEC – The “Short Rains” with the ITCZ moving S. Surface wind generally NE 10-15kt, strong N’y crosswinds a possibility. Hottest and least cloudy period.
- There are long spells of clear mornings but early morning St or fog can form suddenly and unexpectedly.
- Crew have reported that early morning fog can be experienced at any time of the year and may lead to a sudden deterioration in reported visibility with little or no warning from ATC.

Percentage frequency of occasions with VIS <2000m and/or ceiling <600ft

UTC	0000	0600	1200	1800
Jan	6.5	5.5	0	0
Feb	5.2	4.7	2.0	0.9
Mar	8.0	9.3	0	0
Apr	24.6	8.7	1.5	1.7
May	7.9	4.9	1.7	0.9
Jun	8.0	5.1	0	0.8
Jul	4.2	4.7	1.6	0
Aug	8.9	5.8	0.8	0
Sep	9.9	5.4	0	1.6
Oct	7.6	3.9	0.9	0.8
Nov	20.8	14.0	0.9	2.1
Dec	32.1	12.6	0.8	3.2

Percentage frequency of occasions with heavy Cb activity

UTC	0000	0600	1200	1800
Jan	0	0	1.0	4.9
Feb	2.1	1.0	3.0	3.7
Mar	4.5	0	1.0	15.0
Apr	4.0	0.8	4.6	24.2
May	1.8	0.9	3.4	5.4
Jun	0	0.9	1.7	1.6
Jul	0	0	0	2.5
Aug	0	0	0.8	0.8
Sep	0	0	1.7	0.8
Oct	0	0	0.9	3.2
Nov	1.0	0.9	2.6	7.2
Dec	0	0	0	4.3

OPERATIONAL INFORMATION

Handling Agent	Swissport
Handling Agent VHF	131.8
Potable Water	Uplift Permitted

IF ONLY Electrical Power is required	Use ground power at all times
If BOTH electrical power and air conditioning is required:	Use APU for air conditioning (keep ground power connected to reduce APU fuel burn)