

## SAN JOSE (USA) (SJC/KSJC)

Elevation 62ft

### CATEGORY B

AV brief – not required

### GENERAL

- KSJC is in the middle of San Jose city and just 30nm to the SE of San Francisco.

### Threats

#### CFIT

- San Jose is surrounded by mountains to the North, East and South.
- Peaks within 15nm to the NE reaching 4600ft.
- Lido AFC chart depicts the terrain clearly.
- Vectoring for Rwy 30L/R can be 1000ft above the 4100ft spot height 18nm to the S of the airfield. It is likely that the final approach intercept will be on or above the Glideslope.
- MSAs greater than 14,000ft over the Rocky Mountains may be a significant consideration on departure.

#### Runway Excursion

- Landing thresholds are significantly displaced as a result of the close proximity to the city.
- TDZ markings for each runway are continuous with those from the reciprocal runway, and are therefore of limited use in judging a deep landing.
- Lido AOI contains a warning regarding potential reduced visibility resulting from light activity from a nearby stadium.

#### Runway Incursion

- Preferential runways are shown on Lido AOI 1.
- It is likely that runway crossing will be required after landing.

#### Mid Air Collision

- BA aircraft have had altitude busts while following “Descend Via” clearance on BR1XX 2 arrival due to setting the base altitude for the airway on the MCP, rather than correctly setting the lowest altitude constraint on the STAR. Crews are reminded that LIDO charts depict altitude constraints in bold text, with horizontal orientation, adjacent to the relevant waypoints. (see also OM A).
- Mountain View (KNUQ) is just 6nm to the NW with a similar runway orientation.
- San Francisco (KSFO) and Oakland (KOAK) are also only 30nm to the NW.

## ARRIVAL

### Diversion Airports

SAN FRANCISCO	SFO/KSFO	26 nm/306°T	CAT B
OAKLAND	OAK/KOAK	26 nm/327°T	CAT A
SACRAMENTO	SMF/KSMF	82 nm/011°T	CAT A
LOS ANGELES	LAX/KLAX	268 nm/306°T	CAT B
LAS VEGAS	LAS/KLAS	336 nm/103°T	CAT B

### Approach

- Cat 1 ILS on the southern runway only.
- No circling minima published.
- Visual Fairgrounds Rwy 30L/R is not authorised for BAV use.

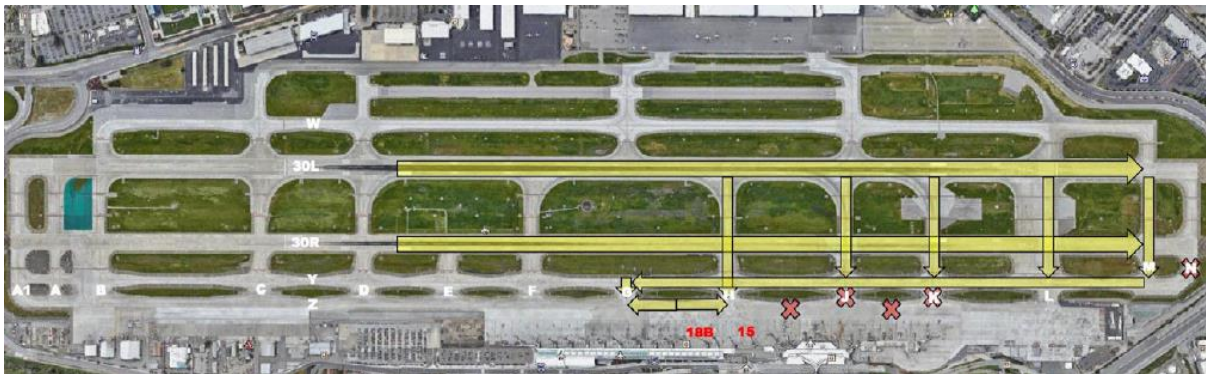
## GROUND

### After Landing

- 12L/R arrivals – taxiing not permitted on A1 between 12R and 12L:



- 30L/R arrivals – taxiing not permitted on N between 30R and 30L:



- Narrow Apron. Taxi with caution. Taxiing is not permitted on apron between H and K.

A32N A350 A380 B777 B787

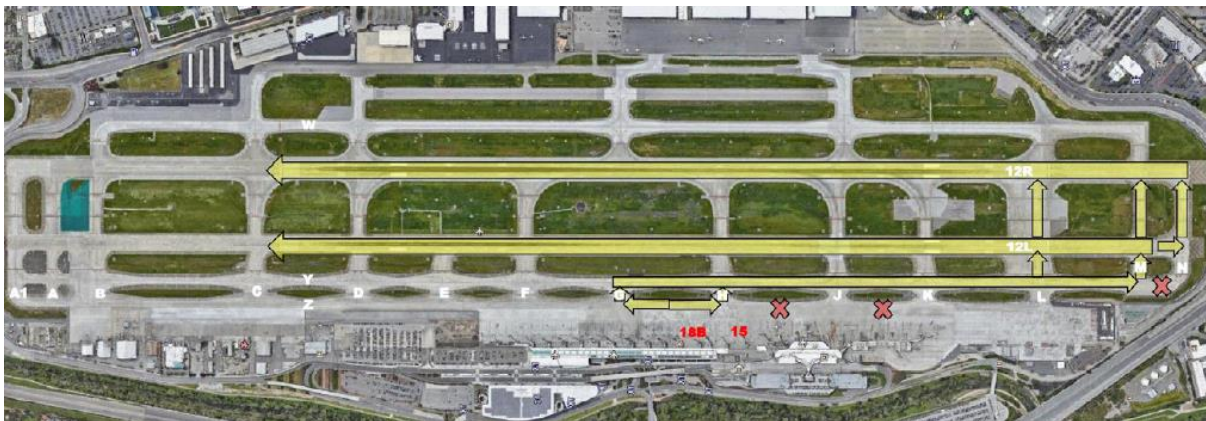
Not Applicable

B747

- Parking is on stand 18B which is marked by a black and yellow dashed stand centreline. No automated stand entry guidance; marshaller will be provided. The tail of the aircraft will project beyond the end of the stand and the vehicle service road will be diverted using cones. Ensure this diversion is in place prior to commencing the walkround.

### Departures:

- 2L/R departures – taxiing not permitted on N:



- 30L/R departures – taxiing not permitted on A1 between 30R and 30L:



ALL

**DEPARTURE**

- Emergency turn procedures exist for all runways and are in CARD/B787 OPT.
- Rwy 30R is preferred for departure.

**WEATHER**

- Subtropical Mediterranean climate.
- Mountains surrounding San Jose make it somewhat more sheltered from the rain than San Francisco to the North.
- Semi-arid feel with relatively low annual rainfall.

**OPERATIONAL INFORMATION**

<b>Handling Agent</b>	APS (Aviation Port Services)
<b>Handling Agent VHF</b>	131.475
<b>Potable Water</b>	Uplift Permitted