

GEORGETOWN (Cheddi Jagan Intl) (GEO/SYCJ)

Elevation 95ft

CATEGORY B



Looking SW along runway 24. Note the crossing runway 11/29, not available for use (1525 metres). The Tower is located to the south west of the Ramp area, on the other side of the new remote apron (shown during WIP).

GENERAL

- Cheddi Jagan International Airport is the national airport of Guyana. The airport is located on the eastern bank of the Demerara River (a name adopted by the sugar industry set up by Dutch Colonies in the 17th Century) in the city of Timehri, 22 NM south of Guyana's capital, Georgetown. It is the larger of the two international airports serving Georgetown.
- English is the official language of Guyana, however the majority of the population speak Guyanese Creole – an English based creole language.
- There is no significant terrain within 25 miles of the Timehri (TIM) VOR.
- There are two runways, but only one practical for use by British Airways – Rwy 06/24. The 06/24 LDA is short at 2270 metres on a 45-metre-wide asphalt paved runway.
- There are no precision approaches; instead, there are RNAV (GNSS) approaches to both 06 and 24, with VOR approaches available to both 06 and 24 as well.
- Magnetic variation is 16° West.
- The ramp manoeuvring area is particularly compact. Extreme caution should be exercised.

BA Requirements

- Only OM C brief required for initial validation
- Runway 11 and 29 are not suitable for BAV operation

Threats

Runway Excursion

- High energy approaches possible, associated with high temperatures (increased density altitude), minimal proximate traffic and late change of runway.
- Crews must consider the effect of a deterioration in braking action due to rapidly changing weather.
- Crews should brief the rejected landing procedure and appropriate levels of intervention from all seats in order to minimise the risk of runway excursion.
- LDA of 2270 M, with possible heavy rainfall associated with the Tropical climate presents a risk. Two historical passenger aircraft runway overrun events in 2011 and 2018, with weather a factor in at least one of the events.
- Check NOTAMs for WIP at the end of the main runways. Confirm that LDA is unaffected by WIP.

Loss of Control

- Exercise extreme caution manoeuvring on the ramp area. For aircraft code D size or above (B757 or larger) parked on the main apron stands 1 to 4, all aircraft bigger than a Dash 8 (DHC8) who need to taxi behind the parked aircraft must be towed.
- BAV expect to park on Remote Apron stands 5 or 6, therefore taxiing behind parked aircraft on taxiway Juliet should not be required.

ARRIVAL

Diversion Airports

PORT OF SPAIN	POS/TTPP	308 nm/232°T	CAT A
TOBAGO	TAB/TTCP	320 nm/331°T	CAT A
BARBADOS	BGI/TBPB	403 nm/349°T	CAT A
ANTIGUA	ANU/TAPA	674 nm/342°T	CAT B
SAN JUAN	SJU/TJSJ	851 nm/327°T	CAT A

Approach

- Contact ATC as early as possible for the landing runway and the current wind conditions.
- There is no Digital ATIS available.
- There are no published SID's or STARS, contact Timehri Approach on 118.3 for initial instructions. Transition Level provided by ATC.
- Initial routing likely to be via KALUP or MEXEN.
- Maximum 250kts below FL100.

Holding

- Rwy 06 RNAV holding procedure based on ASKIN.
- Rwy 24 RNAV holding procedure based on BOLAP.
- Expect all instrument approaches to be flown procedurally.

Initial Approach

- Large magnetic variation (16° West).
- VOR approaches to runway 06 are offset by 6°.
- VOR approach to runway 24 is offset by 4°.
- Low platform altitude (1500') for some VOR approaches may make workload management more challenging.

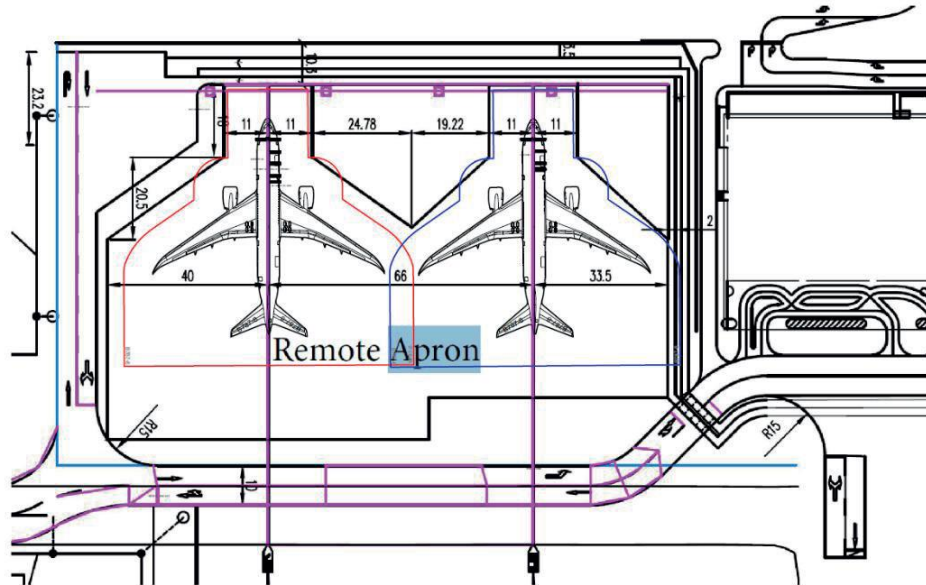
GROUND

Taxiing

- Taxiway lighting may be poor. Caution advised.
- Taxiway Charlie is only 21 metres wide and while suitable for 787 use, caution advised.
- Do not use taxiway Foxtrot, Hotel or Golf.
- Exercise caution when exiting runway 06 at Charlie. Be careful not to turn onto the narrow taxiway adjacent to the Fire Station after exiting the runway.
- BA parking is located on the Remote Apron to the North of Rwy 06/24. Expect entry to Remote Apron via Charlie and Kilo.

Parking

- BAV parking on stands 5 or 6 on the Remote Apron (see diagram below).
- Wingwalkers are required on the Remote Apron and should be provided by Swissport Guyana.
- Keep APU running throughout the turn around.
- Steps should be brought to D2L for disembarkation.



DEPARTURE

- No SID's available. Contact Timehri GND or TWR for clearance and routing.
- Departure has a low Transition Altitude of 3000.

WEATHER

- Georgetown's climate is classified as Tropical, therefore there are not distinct seasons. There is the potential for significant rainfall even in the driest month.

Precipitation

- Precipitation peaks in June, with an average of 33cm/13" of rainfall in the month
- September is the driest month, however there is still an average of 8.4cm/3.3" of rain in the month
- The variation in precipitation rates between the driest and wettest months is 24.6cm, or 10 inches.

Temperatures

- September is the hottest month of the year, with average temperatures of 27.6 °C
- January is the coolest month of the year with an average 26.1 °C
- The annual variation of temperature range is 1.5 °C