JOHANNESBURG (JNB/FAOR)

Elevation 5,558ft

CATEGORY B

No AV brief required.

GENERAL

Threat Based Briefing Topics

- See section on 'Hot and High' Operations for information on operations to High Density Altitude airfields.

Special Considerations

- During periods of Cb acitivity, 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 and 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 the SW. 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.
- As mentioned in the previous paragraph, the prevailing surface wind direction in 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 takeoff. The 1500ft wind may be requested from the Met Office/Activesky or ATC (though VATSIM ATC are unlikely to have this info).
- In the early morning during the South African winter months, there is a marked temperature inversion. This affects 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 Cat 2 DH, reducing the time between 50 above call and DH

- 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
- Ensure ATC are informed whether you are vacating 03R at RS or full length

GROUND

- Caution is advised when following EOT procedures on taxi-in. If necessary, restart engines to avoid high power settings and blast damage.

CAUTION: ***Gate numbers inside the terminal do not relate to the stand numbers used by ATC as per Jepp 10-9***

- Parking normally on Apron E. BAW47C parks on Taxiway Mike, just south of intersection with Taxiway Bravo.
- This is uphill from Taxiway A on to 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 on to stand (uphill then downhill) and caution applying excessive thrust as this can cause blast damage to the remotely parked aircraft, equipment and personnel behind

DEPARTURE

- The intersection of Taxiway Delta with Taxiway Alpha can be poorly lit at night with reports that only the taxiway centreline lights may be illuminated
- On taxi out there is a downhill gradient and care must be taken when negotiating the turn on to Taxiway Alpha
- A risk of taxiway excursion exists
- As noted on the Jepp 10-9, there are numerous hotspots including the junction of Taxiway Bravo with Taxiway Mike, which can be poorly lit. Taxiway Bravo bends to the east whilst Taxiway Mike continues straight ahead.
- 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 past Aa.
- A lot happens at this point of the departure including an automatic frequency change, altimeter setting change, flap movement and level off.
- The handoff to Johannesburg Radar is normally ‘silent’ and occurs passing 6500ft – i.e. there will be no frequency change instruction from Tower, crews are expected to change frequency and call Johannesburg Radar automatically when passing 6500ft.

WEATHER

- Shoulder seasons can include morning fog in JNB. The airfield is CAT II and can operate to CAT II minima even though the runways are E only.

- Predominant wind direction in November overwhelmingly northwesterly.

OPERATIONAL INFORMATION

Handling Agent	Menzies
Handling Agent VHF	129.975
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 (ACU not available). Keep ground power connected when available to reduce APU fuel burn.