

LUANDA (LAD/FNLU)

Elevation 238ft

CATEGORY B

AV brief not required.

GENERAL

- Rwy 07/25 is NOT APPROVED for Simfest take-off or landing due to ground manoeuvring restrictions and absence of instrument procedures
- Airport on the southern outskirts of the city
- Luanda is a busy airport with many military and cargo movements
- Locals sometimes wander across the runways
- No Radar available

Threats**CFIT**

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

Runway Excursion

- A number of runway edge lights are reported to be u/s or covered by vegetation
- Rubber deposits exist throughout the runway and particularly around the TDZ. This has the effect of reducing braking action when the surface is wet and making the TDZ markings difficult to see. Consider how the latest point of touchdown will be assessed.
- The PAPIs are unreliable and RNAV and VOR approach glidepaths are set at varying angles. In warmer than ISA temperatures RNAV/VOR FMS-generated glidepaths will look steeper than usual with the risk of a deep landing.

Runway Incursion

- Caution required crossing Rwy 07/25. Ensure ATC clearance has been received. There are no taxiway boards or signs and hold lines may be faint and easy to miss.

Ground Collision

- Very busy and short taxi departing 23
- Minimal wingtip clearance
- 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 lookout and careful monitoring of R/T.
- Departures from Rwy 05 may be authorised with aircraft on approach to Rwy 23
- No radar

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

Approach

- Preferred runway is 23 with an ILS approach. Operators have reported frequent failures of nav aids.
- Simultaneous approaches to Rwy 23 and 25 are used
- 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 are reported to be u/s.

GROUND

- Runway markings at the threshold end of Rwy 23 are faded to the point of being almost invisible
- Rwy 07/25 is usable as a taxiway between Twy E and B, as well as when crossing at Twy B
- Approved taxiways are:
 - Twy B between the Apron and Rwy 23 threshold
 - Twy E between Rwy 07/25 and Rwy 05/23
- Twy A, C and E NOT approved for Simfest use
- Two turning loops are provided on Rwy 23, the first halfway down and the second at the far end.
- The turning loop halfway down Rwy 23 is large enough for a B777 to vacate and be clear of the runway
- Keep a sharp lookout before entering or crossing Rwy 07/25. Ensure ATC clearance to cross Rwy 07/25 has been received.
- Entry and exit of the apron MUST be via Twy B
- The apron area is very tight for widebody aircraft. Do not taxi behind a parked B777-300ER or A340-600 due insufficient wingtip clearance.
- Local procedures are in place to allocate parking in sequence of arrival to avoid these circumstances:
 - 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.

- Follow the taxiway centreline exactly
 - Monitor the company frequency during taxi. Contact ground staff if required to confirm wingtip clearance.
 - Aircraft must stop on the taxiway abeam of the allocated stand and await marshaller to take up position before proceeding.
 - Once stopped on stand and before shutdown, flight crew **MUST** contact Simfest ground staff 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 Simfest 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

- Increased power settings may be required to move aircraft from the parked position due to depressions in the apron surface – caution jet blast
- Exercise caution when taxiing for departure
- The departure clearance can be quite complicated. From Rwy 23 expect an intercept of radial 225 to 8DME then a right turn back to intercept the 349 radial to AVUTA.

WEATHER

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

OPERATIONAL INFORMATION

Handling Agent	Astra Aviation Services Ltd
Handling Agent VHF	131.375
Potable Water	Uplift not permitted

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