

LUBANGO (SDD/FNUB)

Elevation 5772ft

CATEGORY C

AV Brief not required

GENERAL

- The airfield is located on the eastern outskirts of the city
- Very limited information published in Jepps

Threat Based Briefing Topics

Refer to the [‘Hot and High’ Operations](#) section for information on operations to High Density Altitude Airfields

CFIT

- Lubango is one of the highest places in Angola and terrain rises sharply to the W, N and S of the airfield
- Significant peaks include ~7,710ft asl 10nm W and a ~7,300ft asl peak almost exactly under the Rwy 10 final approach path at 8 nm
- A ridge and plateau rises to ~6,900ft asl 4nm SW of the airfield
- A ridge ~6,300ft asl rises 12 nm SE of the airfield
- Rwy 28 night approaches carry risk of ‘black hole’ illusion due to featureless terrain under the approach and the lights of the city, which lies on upsloping terrain on the far side of the airfield.
- Rwy 28 RNAV approach terminates at missed approach point 0.8nm prior to the runway threshold

APPROACH

- RNAV 28 is the only published instrument approach
- Circling prohibited south of airport
- RNAV Approach Rwy 28: slightly shallower than normal glidepath of 2.87°, though due to the high density altitude this will tend to result in roughly similar rates of descent to a 3° GP at sea level. Note that the approach as coded in the FMS does not terminate at the Rwy 28 threshold, but at the missed approach point, MR28, which is located 0.8nm prior to the threshold.
- The RNAV approach has an unusually high minimum temperature of +15°C associated with it. If reported temperature on the airfield is below +15°C, which is possible at night, use of VNAV is prohibited and the approach must be flown using V/S and LNAV.
- Consider options for flying the missed approach in the event of a navigation accuracy downgrade. Navaids available include the VUB VOR/DME, frequency 112.3 situated 080°/1.0nm from the airfield, as well as the UB NDB, frequency 335 situated 088°/1.3nm from the airfield

- Officially the airfield is closed during hours of darkness, though World Flight have obtained a special exemption. However, runway lighting is poor with runway edge lighting only and no centreline lighting.
- A risk of 'black hole illusion' exists on night approaches to Rwy 28 due to the dark, featureless terrain under the approach, poor quality airfield lighting and the location of the city on upsloping terrain immediately beyond the airfield.
 - Make maximum use of all available glidepath aids, including the RNAV vertical path and PAPI lights.
 - Although the RNAV approach does **not** terminate in a "RWXX" threshold waypoint, entering "FNUB28" in the FIX page will provide distance to threshold and this should be monitored and used for height vs distance checks on the approach, provided FMS navigation accuracy has been confirmed to be acceptable.
- Night circling approaches to Rwy 10 are prohibited

GROUND

- Very limited info on Jepp 10-9, but the exits and terminal area are located to the south of Rwy 10/28



- Rwy 28 full length only available via backtrack, but may not be necessary at typical Worldflight weights

WEATHER

- Generally hot and humid during the day, but cool to cold at night
- Temperature extremes range from 34°C in October to -1°C in June with Sept and Oct the warmest months
- Rain very rare Jun-Aug but very wet Dec-Mar

OPERATIONAL INFORMATION

Handling Agent	Best Fly Flight Support
Handling Agent VHF	130.3
Potable Water	Not permitted

IF ONLY Electrical Power is required	Use APU – do NOT use any ground service
If BOTH electrical power and air conditioning is required:	Use APU - do NOT use any ground service