

# Lagos Crib Sheet (DNMM)

SIDS	18L	Initial	18R	Initial	Notes
<b>BOTBO</b>	BOTBO1S	FL70	BOTBO1Q	FL70	
<b>BUDSI</b>	BUDSI1S	FL70	BUDSI1Q	FL70	
<b>IBADAN</b>	IBADAN1S	FL70	IBADAN1Q	FL70	
<b>ILKEL</b>			ILKEL1Q	FL70	
<b>PISBA</b>			PISBA1Q	FL70	
<b>POLTO</b>			POLTA1Q	FL70	
<b>UMUNA</b>	UMUNA1S/2S	FL70	UMUNA1Q	FL70	UMUNA1S RNP 1.0 Aircraft
<b>Note:</b> All IFR aircraft are transferred to Lagos Approach after departure.					

STD Missed Approaches		Lagos Holding Area		
<b>18L</b>	Maintain HDG 181, passing 1000ft, right turn to LAG, climbing 3000ft.	LAG (18L)	181, LT	MHA 3500
		LAG (18R)	205, LT	MHA 3500
<b>18R</b>	Maintain RWY HDG, passing 1000ft, right turn LAG, Climbing 3500ft.	OVNIK	236, LT	MHA 3500
		EBSEX	091, LT	MHA FL50

18L / 36R used for Domestic / GA / Biz Jet & Mil      18R / 36L used for International & Cargo

Departure Separation (mins)										
↓Follow   Lead →	BOTBO1Q	BOTBO1S	BUDSI1Q	BUDSI1S	IBADAN	ILKEL	PISBA	POLTO	UMUNA1Q/2S	UMUNA1S
BOTBO1Q	2	2	1	1	1	1	2	1	1	1
BOTBO1S	2	2	1	2	1	1	1	1	1	2
BUDSI1Q	1	2	2	2	2	2	1	2	2	1
BUDSI1S	1	1	2	2	1	1	1	1	1	2
IBADAN	1	1	2	1	2	2	1	2	2	1
ILKEL	1	1	2	1	2	2	1	2	2	1
PISBA	2	2	1	1	1	1	2	1	1	1
POLTO	1	1	1	1	1	1	1	2	2	1
UMUNA1Q/2S	1	1	2	1	2	2	1	2	2	1
UMUNA1S	2	2	1	2	1	1	1	1	1	2

## Low Visibility Procedures

Low visibility procedures are in force and broadcast via the ATIS when the met visibility reduces below **600m** or the cloud ceiling is less than **300ft** and forecast to drop.

## Wake Separation Arrival (nm)

Lead →	J	H	M	L
J				
H	6	4		
M	7	5	5	
L	8	6	5	5

## Wake Separation Depart. (mins)

Lead →	J	H	M	L
J				
H	2			
M	3	2		
L	3	2	2	



(All RT should conform with ICAO Standard – Doc 9432)

## Departure Clearance:

“DAL55, Cleared to Atlanta via the POLTO1Q departure, Runway 18R, initial climb FL70, Squawk 3321”

## Pushback Clearance:

“DAL55, Push and Start approved, face east, current QNH 1020”  
 “DAL55, after the Qatari 787 taxis behind, Push and Start approved, face east, current QNH 1020”

## Taxi Clearance:

“DAL55, taxi to holding point A1, Runway 18R via Foxtrot and Alpha”

**Departures shall not be climbed above FL150 without prior coordination with Lagos Control.**

## VFR Circuit Direction

18L	Below 1500ft (Left Hand)	18R	Not Defined
36R	Below 1500ft (Right Hand)	36L	Not Defined

## RNP Approach Fixes

Runway 18R		Runway 18L	
RNAV	OVNIK (3500)	RNAV	OVNIK (3500)
RNAV	EBSEX (FL50)	RNAV	EDKUV (2810)
RNAV	MOLOP (3500)		

## Control Positions & Frequencies

Aerodrome		Area	
ATIS	123.800	DNMM_CTR	120.900
GND	121.900	DNKK_CTR	124.100
TWR	118.100	AFRW_FSS	132.225
APP	124.700		

MSA North West (2,500ft) | MSA North East (2,500ft) | MSA South East (2,500ft) | MSA South West (2,500ft)

Updated 06/2022 (VATSSA ATC Training) - FC