

Nairobi Crib Sheet (HKJK)

SIDS	24	Initial	06	Initial	Notes
ANTUK			2D	FL100	
APKUB	1A	FL100			
APLOG			2B	FL100	
APNOM	2E	FL100			
ATUDU			1D	FL100	
EVATO	1U	FL100	1Y/1X/1Z	FL100	
ETORU			1A	FL100	
GABSO	1U	FL100	1Y/1Z	FL100	
IBRAT	3E	FL100			
KAMAS	1U/1V	FL100	1Y/1V/1X/1W	FL100	
LOTAS	1U	FL100	1Y/1Z	FL100	
NAK	3U	FL100	3Y/3X	FL100	
NAKAT	1U	FL100	1Y/1Z	FL100	
NAVEX			2D	FL100	
PARIN			4B	FL100	
STONEY			1D	FL100	
UTERA			1A	FL100	

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	



Pushback given and clearance issued on taxi. Ask pilot to confirm requested cruise level and fuel endurance in hours. Then advise 'FL340 on request'.

Departure Clearance while taxing: (Coordinated from Approach)

"DLH591, Cleared to Frankfurt, FL380, Runway 06, KAMAS1W departure, Climb FL100, Squawk 5331"

Non-STD Departure Clearance (Coordinated from Approach)

"BAW902, Cleared to Heathrow, FL340, runway 06, after departure fly runway heading, climb FL100, squawk 5331"

VFR Circuit Clearance

"ZS-JAK, Hold Position, Runway 06, enter right circuits, 6500ft or below, next report right downwind, Squawk 5355"

VFR Exit Clearance

"ZS-JAK, Hold Position, Runway 06, Cleared to leave to leave the control zone to the east, 7000ft or below, next report control zone boundary, Squawk 5355"

STD Missed Approaches	
24	Direct IBRAT climbing FL100, passing 9100ft or IBRAT, left turn direct TV.
06	Maintain RWY HDG to 6000ft or NV (whichever is earlier), then right turn to TV, Climbing 9000ft.

Local Squawk Allocation Range	
5330	5377

RNP Approach Fixes			
Runway 24		Runway 06	
RNAV	EVENA (FL100)	RNAV	APNOM (9100)
RNAV	APDUS (9100)	RNAV	IBRAT (9100)
RNAV	ATUDU (9100)	RNAV	NESOD (9100)

Nairobi Holding Area		
NV (06)	233, RT	MHA FL100
NV (24)	053, RT	MHA FL100
TV	287, LT	MHA FL100
GV (ILS-W 06)	129, RT	MHA FL100
GV (All others)	106, RT	MHA FL100

VFR Circuit Direction			
24	6500ft or Below (Left Hand)	06	6500ft or Below (Right Hand)

Runway 06 preferred as no backtrack required for departures and ILS available for landing.

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.

Routings to HKEL

06 - Runway Heading to FL100, left turn UTERA, DUPSO
06 - Right Turn ANTUK - UTERA - DUPSO
24 - Runway Heading to IBRAT - UTERA - DUPSO

Routings to HKKI

06 - Runway Heading to FL100, left turn APKUB - NEVON
24 - Runway Heading to IBRAT - APKUB - NEVON

Control Positions & Frequencies			
Aerodrome		Area	
ATIS	126.200	HKNA_CTR	121.300
GND	121.600		
TWR	118.700		
APP	122.300		

