

O.R. Tambo International (Johannesburg International)

IATA/ICAO CODE: JNB/FAJS
 CITY: Johannesburg
 COUNTRY: South Africa

AIRPORT CONTACT

[Information updated by the airport 2/2011](#)

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ELEVATION: 5559 ft

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
03R/21L	11155	-	-	197
03L/21R	14495	21R/1475.38	-	197
Runway 15/33 has been converted to a taxiway called "Echo"				

NOISE ABATEMENT PROCEDURES

Information provided by the Airports Company South Africa

The following procedures will be in force at the listed airport:
 (Please note that this procedure was issued by south African Airways for SAA aircraft).

Bloemfontein Airport
 Cape Town International Airport
 Durban International Airport
 East London Airport
 George Airport
 O.R. Tambo International (Johannesburg)
 Port Elizabeth Airport
 Wonderboom Airport
 (Pretoria) Lanseria Airport

These procedures apply to jet and turbo-jet aeroplanes. These procedures may be

disregarded if:

At 3000ft AGL or when leveled off by ATC, or when leveled by the Standard Instrument Departure (SID).

Take-Off to 1500 ft AGL	Take-off power Take-off flap Climb at V2 + 10 to 20 knots or as limited by body angle. Note: Dependant on aeroplane type, the take-off power/thrust may be reduced at a lower height.
At 1500 ft AGL	Reduce thrust (if not already reduced) to not less than Climb power/thrust.
At 1500 ft AGL to 3000 ft AGL	Climb at V2 + 10 to 20 knots.
At 3000 ft AGL	Accelerate smoothly to en-route climb speed with flap retraction on schedule.
No jet aircraft are to use RWY or TWY intersection for take-off at any airport within the RSA between the hours of 2000-0400 UTC.	

CONTINUOUS DESCENT ARRIVAL (CDA) - NONE

AIRPORT CURFEWS

The following temporary measures are in place to limit the impact of aircraft noise:

Intersection Departures - use of noisy aircraft and late evening and early morning flights are discouraged

Residential and noise sensitive developments within certain noise zones are not allowed.

PREFERENTIAL RUNWAYS - NONE

OPERATING QUOTA - NONE

ENGINE RUN-UP RESTRICTIONS

Engine run-ups are discouraged late evening and early morning hours.

APU OPERATING RESTRICTIONS

None, but the ACSA recently installed fixed ground power units (400Hz)on 13 aircraft stands.

NOISE BUDGET RESTRICTIONS - NONE

NOISE SURCHARGE - NONE

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	-
Purchase Assurance for		

Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

NOISE MONITORING SYSTEM

Investigations are currently in progress to procure a noise monitoring system. A noise complaints hotline was also established for the public to inform the airport of abnormal high noise levels.

FLIGHT TRACK MONITORING SYSTEM - [NONE](#)

NOISE LEVEL LIMITS

New developments are evaluated in consultation with ACSA. Noise contours (INM) for OR Tambo International Airport that was developed as part of the Master Plan Process are being used to evaluate these developments.

CHAPTER 2 RESTRICTIONS

See information via the link under Chapter 2 Phase out.

CHAPTER 2 PHASEOUT

The phase-out of Chapter 2 aircraft over a period of 10 years is proposed in the draft policy on aircraft noise and engine emissions.

[Countries or Regions that Have Implemented Stage 2/Chapter 2 Noise Phase Out Rules](#)

CHAPTER 3 RESTRICTIONS - [NONE](#)