

GENERAL**Operational Hours****ATS Hours:** H24**AD Operator Hours:** MON-FRI 0545-1415**Airport Information****RFF:** CAT 7, CAT 9 AVBL O/R**Fuel:** MON-FRI: 0545-1415**PCN:** RWY 01/19: 90/F/A/W/T**Operation****RWY Restriction**

RWY 06/24 CLSD.

TWY Restriction

TWY E CLSD.

Warnings

Mine Blasting OPS between 0700-1000 up to 6000ft AMSL.

Tower 1.3NM north of AD and left of CL RWY 01.

Bad VIS in winter to the south of AD due to smog.

Hill 1.5NM S of RWY 01.

Possible windshear THR RWY 19.

Birds in vicinity of AD.

ARRIVAL**Communication****COM Failure:** See CRAR South Africa and in addition:

For STARs to be used during COM Failure see separate header 'COM Failure ARRIVAL' below.

Arrival Procedure

ACFT under Johannesburg radar control until established on ILS or on passing through 8000ft AMSL.

VFR Traffic Pattern: When RWY 01 in use right-hand circuit.**DEPARTURE****Take-off Minima**

RWY		01/19	
All ACFT	ft - m/km	0 - 400V	HJ only
		0 - 800V	HN

Communication**COM Failure:** See CRAR South Africa and in addition:

For SIDs to be used during COM Failure see separate header 'COM Failure DEPARTURE' below.

COM Failure ARRIVAL**BRONKHORST 3C**

Before MEV: Proceed to MEV to enter MEV hold maintain last assigned level. Hold at last assigned level for minimum 5min, then descend to FL120 in the hold. Leave MEV at FL120 on the routing for the BRONKHORST 3C STAR and descend to 8000ft.

On passing D9.0 WKV descend to 6500ft. On crossing 300° WK turn right 280°.

On crossing 340° WK turn right to intercept the ILS RWY 01.

After MEV: Continue to the routing for the BRONKHORST 3C STAR, and descend to FL90.

On passing D9.0 WKV descend to 6500ft. On crossing 300° WK turn right 280°. On crossing 340° WK turn right 340° to intercept the ILS RWY 01.

HARTBEES 2F

Before HBV: Proceed to HBV to enter HBV hold. Hold at last assigned level for minimum 5min, then descend to FL120 in the hold. Leave HBV at FL120 on the HARTBEES 2F STAR COM Failure after HBV procedure.

After HBV: Continue on the routing for the HARTBEES 2F STAR maintain last assigned level. At D10.0 WKV descend to FL90. Passing WKV descend to 6500ft. On crossing 300° WK turn right 280°. On crossing 340° WK turn right 340° to intercept the ILS RWY 01.

COM Failure procedure for STAR

In the event of a MISAP with the intention of diverting to an ALT AD, proceed as follows:

To the east and south-east, follow the routing for the BRONKHORST 3A SID.

To the north, west or south-west, follow the routing for the HARTBEES 2G SID.

COM Failure DEPARTURE**BRONKHORST 3A (MEV 3A)**

Comply with the BRONKHORST 3A SID, maintain last assigned LVL to MEV. At MEV continue as per flight plan.

ACFT wishing to return, must continue to the SID termination point and climb to preferred FL above MSA at or below last assigned FL. At MEV, enter the HLDG and comply with the appropriate STAR COM failure PROC.

BRONKHORST 3B (MEV 3B)

Comply with the BRONKHORST 3B SID, maintain last assigned LVL to MEV. At MEV continue as per flight plan and climb to flight plan LVL.

ACFT wishing to return, must continue to the SID termination point and climb to preferred FL above MSA at or below last assigned FL. At MEV, enter the HLDG and comply with the BRONKHORST 3C STAR COM failure PROC.

MAX IAS 180KT IAS until established on R031 JSV.

HARTBEES 2G (HBV 2G)

Comply with the HARTBEES 2G SID, maintain last assigned LVL to HBV. At HBV continue as per flight plan and climb to flight plan LVL.

ACFT wishing to return, must continue to the SID termination point and climb to preferred FL above MSA at or below last assigned FL. At HBV, enter the HLDG and comply with the appropriate STAR COM failure PROC.

COM Failure DEPARTURE**HARTBEES 3D (HBV 3D)**

Comply with the HARTBEES 3D SID, maintain last assigned LVL to HBV. At HBV continue as per flight plan and climb to flight plan LVL.

ACFT wishing to return, must continue to the SID termination point and climb to preferred FL above MSA at or below last assigned FL. At HBV, enter the HLDG and comply with the appropriate STAR COM failure PROC.

HARTBEES 3E (HBV 3E)

Comply with the HARTBEES 3E SID, maintain last assigned LVL to HBV. At HBV continue as per flight plan and climb to flight plan LVL.

ACFT wishing to return, must continue to the SID termination point and climb to preferred FL above MSA at or below last assigned FL. At HBV, enter the HLDG and comply with the HARTBEES 2F STAR COM failure PROC for RWY 01.

MAX IAS 180KT IAS until established on R031 JSV.

TEXON 1B

Comply with the TEXON 1B SID, maintain last assigned LVL to TEXON. At TEXON continue as per flight plan and climb to flight plan LVL.

ACFT wishing to return, must continue to the SID termination point and climb to preferred FL above MSA at or below last assigned FL. At TEXON, proceed to HBV to hold and comply with the HARTBEES 2F COM failure PROC for RWY 01.

MAX IAS 180KT IAS until established on R031 JSV.

Effective 14-SEP-2017

07-SEP-2017

WKF-FAWK

South Africa Pretoria Waterkloof AFB

2-10

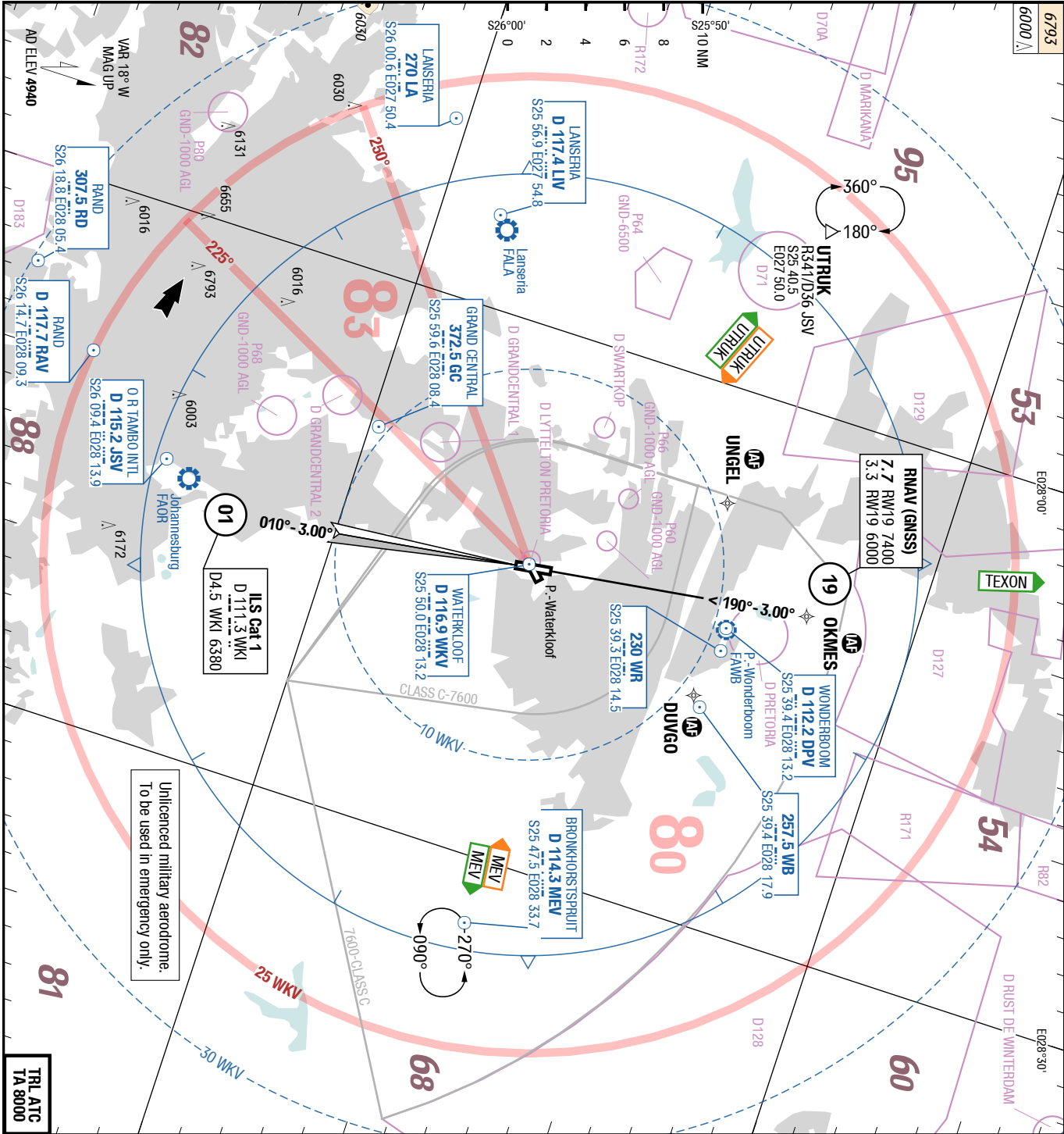
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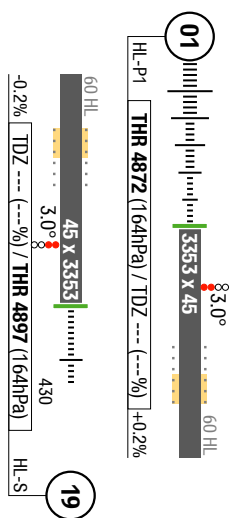
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Waterkloof AFB Pretoria South Africa

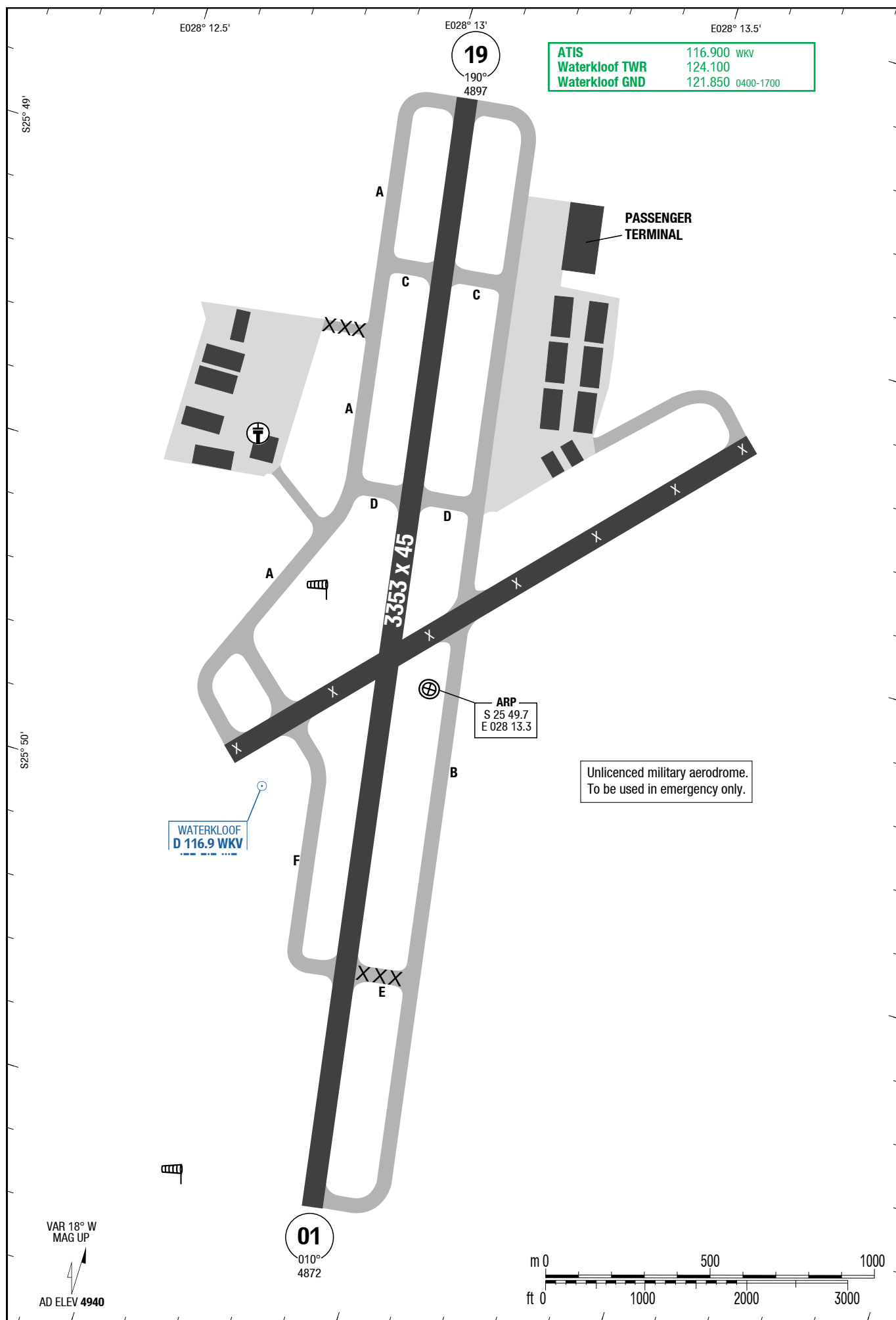


ATIS	116.900 WKV
Waterkloof APP	134.400 N
	124.500 S.E
	123.700 W
Waterkloof TWR	124.100
Waterkloof GND	121.850 0400-1700
Waterkloof Info	123.200

Landing RWY system:



Changes: ASP, PROC, Navaid DPV, WPT UTRUK, APL, FREQ, OBST



07-SEP-2017
WKF-FAWK

South Africa Pretoria Waterkloof AFB

NIL
SIDs

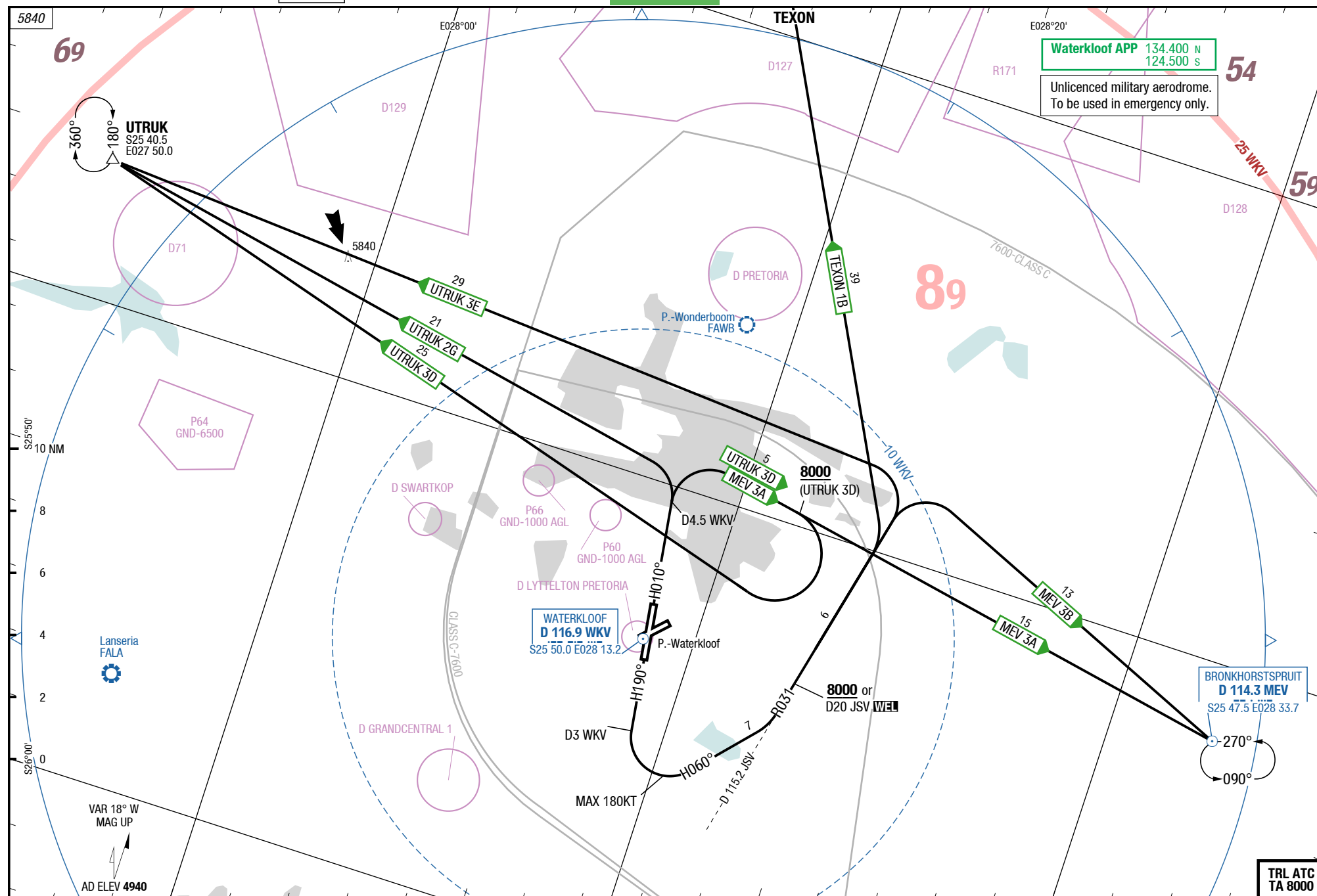
SID

SID

Waterkloof AFB Pretoria South Africa

NIL
SIDs

4-10



Changes: PROC renamed, ALT, WPT UTRUK, SUAs

TRL ATC
TA 8000

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07-SEP-2017

WKF-FAWK

5-10

SIDs**SIDPT****BRONKHORST 3A / UTRUK 2G / UTRUK 3D / BRONKHORST 3B / TEXON 1B / UTRUK 3E**
RWYs 01 (010°) / 19 (190°)**At 6500ft contact Johannesburg APP.**

DESIGNATOR	ROUTING	ALTITUDES
Runway 01		
BRONKHORST 3A MEV 3A 134.400 (N) 124.500 (S)	HDG 010° - at D4.5 WKV RT direct MEV	CTR boundary MNM 8000 initial climb 8000
UTRUK 2G 134.400 (N) 124.500 (S)	HDG 010° - at D4.5 WKV LT direct UTRUK	CTR boundary MNM 8000 initial climb 8000
UTRUK 3D 134.400 (N) 124.500 (S)	HDG 010° - at D4.5 WKV RT to MEV - at MNM 8000 RT direct UTRUK	CTR boundary MNM 8000 initial climb 8000
Runway 19		
BRONKHORST 3B MEV 3B 134.400 (N) 124.500 (S)	HDG 190° - at D3 WKV LT HDG 060° (MAX 180KT) - intercept R031 JSV outbound - at MNM 8000 or D20 JSV whichever is later RT direct MEV	CTR boundary MNM 8000 initial climb 8000
TEXON 1B 134.400 (N) 124.500 (S)	HDG 190° - at D3 WKV LT HDG 060° (MAX 180KT) - intercept R031 JSV outbound - at MNM 8000 or D20 JSV whichever is later LT direct TEXON	CTR boundary MNM 8000 initial climb 8000
UTRUK 3E 134.400 (N) 124.500 (S)	HDG 190° - at D3 WKV LT HDG 060° (MAX 180KT) - intercept R031 JSV outbound - at MNM 8000 or D20 JSV whichever is later LT direct UTRUK	CTR boundary MNM 8000 initial climb 8000

07-SEP-2017
WKF-FAWK

South Africa **Pretoria** Waterkloof AFB

NIL

STARS

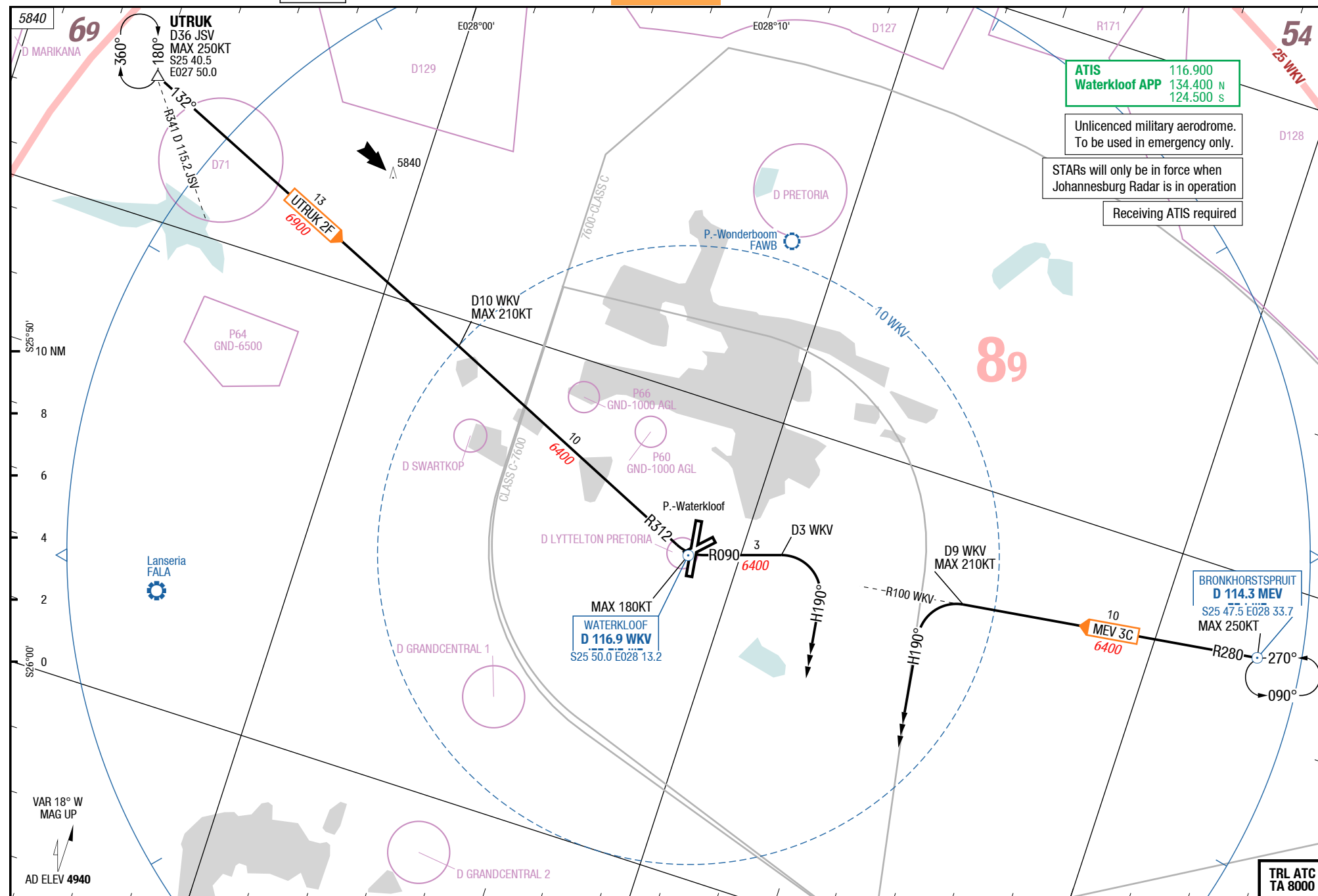
STAR

STAR

Waterkloof AFB **Pretoria** South Africa

NIL

STARS



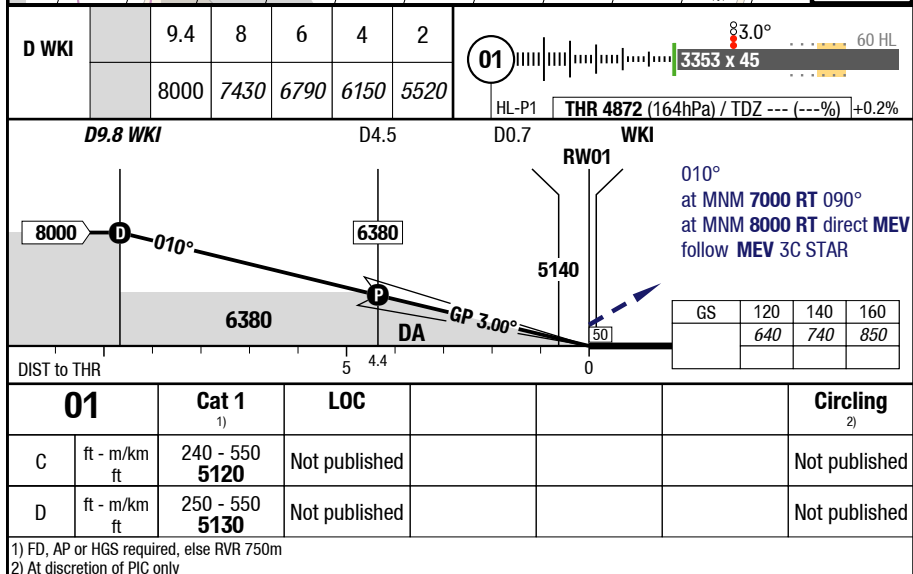
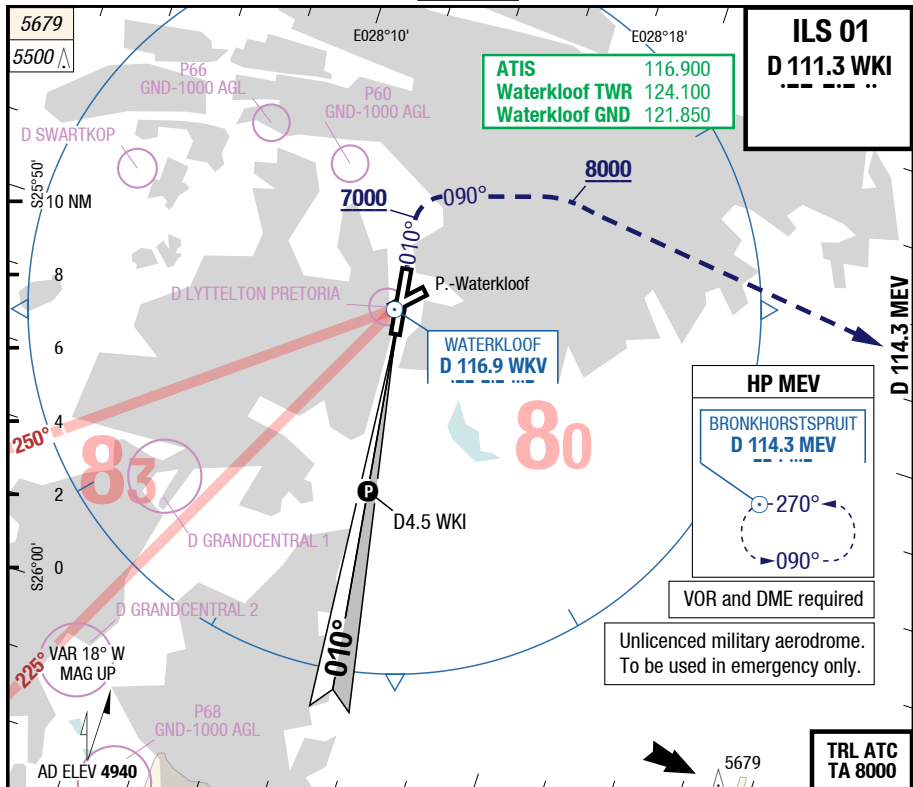
Changes: MTCA, PROC, WPT UTRUK, SUAs

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7-10

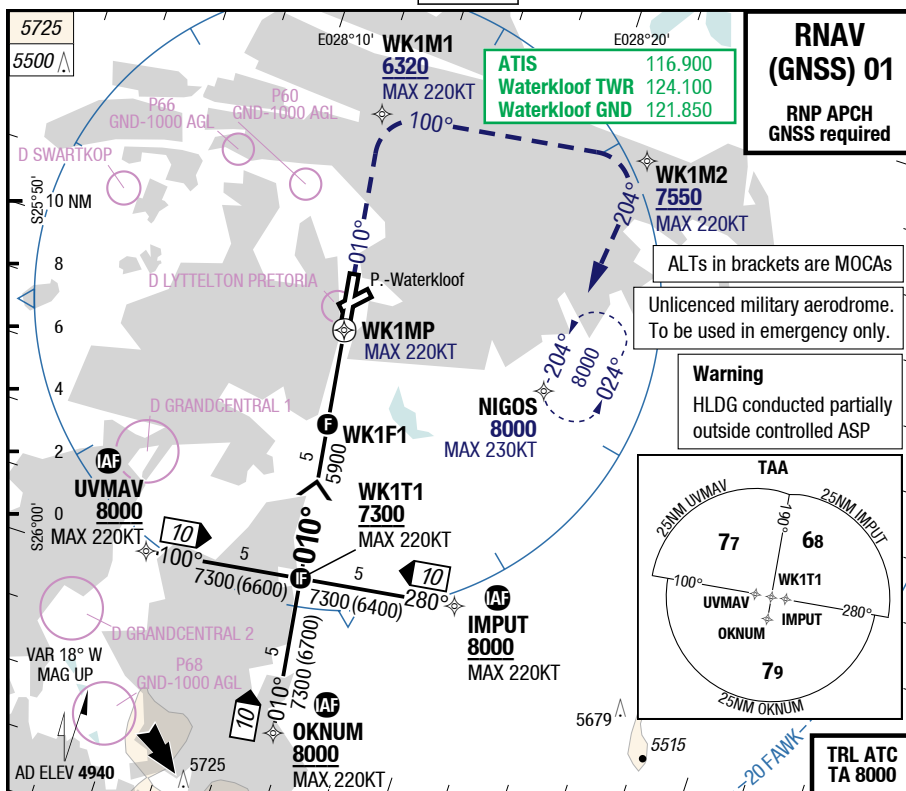
ILS 01



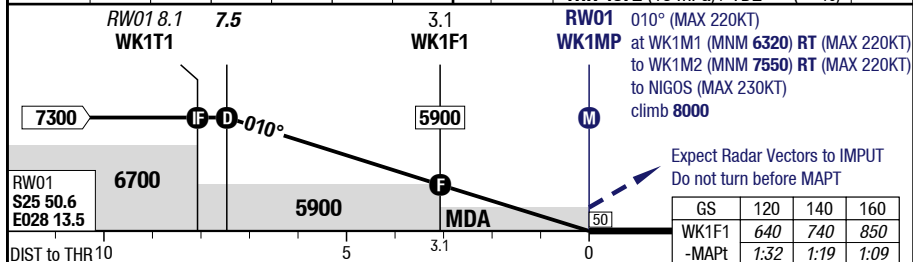
WKF-FAWK

7-30

RNAV (GNSS) 01



3.00° RW01	7.5	6	5	4	3	2	<div><div>01</div><div><div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></di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01		RNAV GNSS VNAV 1)	RNAV GNSS LNAV				Circling 2)
C	ft - m/km ft	490 - 1.5R 5360 3)	560 - 1.8 5430				Not published
D	ft - m/km ft	490 - 1.6R 5360 4)	560 - 1.8 5430				Not published

1) Uncompensated BARO VNAV NA below -5°C (23°F)

2) At discretion of PIC only

3) With EVS RVR 1.0km

4) With EVS RVR 1.1km

Changes: new

WKF-FAWK

7-40

RNAV (GNSS) 19

