

**GENERAL****Operational Hours****ATS Hours / AD Operator Hours:** H24**Airport Information****RFF:** CAT 9**PCN:** RWY 01/19: 65/F/A/X/T

RWY 16/34: 32/F/A/X/U

**Operation****Transponder Mode S**

Select assigned transponder Mode A and activate S, set to AUTO if technically AVBL;

- from push-back or taxi whichever comes earlier
- after LDG, continuously until fully parked on stand.

Select ACFT identification feature if AVBL, before activating transponder.

**RWY Restriction**

No 180° turns for medium and heavy ACFT on RWY 01/19 other than at the RWY THR and intersection of TWY E and C for instances of TWY closures.

**TWY Restriction**

TWY C width 21m / 69ft.

**Standard Taxi Routes**

Light/Medium ACFT:

RWY 19: Vacate RWY via TWY C.

RWY 01: Vacate RWY via TWY E or via RWY 34.

Heavy ACFT:

RWY 19: Vacate RWY via TWY B or TWY C.

RWY 01: Vacate RWY via TWY A, TWY E or RWY 34.

**Taxi/Parking**

All stands nose-in/push-back.

Docking system AVBL on stands A3-A17. Do not taxi with more than 4KT into these stands. Entry to stands is a 90° angle.

TWYs D3 and D4 CLSD for heavy ACFT

Stands B10, B12, B13, B15, B19, B22, B25, B29, C1-C5 on own PWR in/out.

Due to proximity of service road to parking bay B10, ACFT that power out of this bay must exercise caution and adhere to the taxi guide line markings.

Due to reduced wing tip CLR all ACFT with wingspan 52m / 171ft or above must use APN TWY to stands. Use MNM PWR only when using APN TWY.

**Warnings**

Do not mistake THR 16 with THR 19 when taxiing on TWY A1 for TKOF on RWY 19.

Exercise caution due to restricted visibility from TWR at following area:

- TWY A2 between THR 16 and 19.
- TWY junction of B1, B2 with C, H.

Paragliding in vicinity of AD.

Birds in vicinity of AD, high prevalence especially from OCT to MAR.

**ARRIVAL****Speed**

See STAR and in addition;

All ACFT not on a STAR, will comply with the following speed restrictions unless advised otherwise by ATC:

MAX IAS 250KT below FL100 and/or within D50 CTV VOR/DME.

MAX IAS 210KT within D15 CTV VOR/DME.

**Unless in an EMERG, do not request cancellation of speed restrictions.**

**Communication****Arrival Note**

Contact APN prior to top of descent or when within VHF range for parking bay allocation and report:

- ACFT type
- ACFT registration
- ETA
- POB
- Last AD of DEP

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

**Arrival Procedure**

When RWY 19 in use, expect CLR for ILS Z unless otherwise instructed by ATC.

**Non-standard GP Intercept Position on****RWY 01**

GP intercept RWY 01 at *355m / 1164ft* after landing threshold.

Remaining LDG DIST beyond GP is *2846m / 9338ft*.

**RWY 19**

GP intercept RWY 19 at *354m / 1163ft* after landing threshold.

Remaining LDG DIST beyond GP is *2847m / 9339ft*.

**DEPARTURE****Take-off Minima**

RWY		01	
All ACFT	ft - m/km	0 - 75R	-
RWY		19	
All ACFT	ft - m/km	0 - 125R	-
RWY		16/34	
All ACFT	ft - m/km	0 - 400V	-

**Communication**

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

**DEPARTURE****Departure Procedure****Start-up/Push-back**

Contact GND prior to start-up and report:

- Callsign
- ACFT registration
- FL requested
- Parking bay

**Noise Abatement Procedure:** Use ICAO Standard NADP 2.

No TKOF on RWY or TWY intersections between 2000-0400.

**ATC Slot, Clearance**

IFR DEP when DLV active: Contact DLV prior start-up for AD INFO and ATC CLR.

IFR DEP when DLV not active: Contact GND for AD INFO and ATC CLR.

**Warnings**

TKOF RWY 01 and 34 avoid flying over Tygerberg Hospital, 3NM N of AD.

**COM Failure ARRIVAL**

**MISAP** with intent of carrying out another APCH should follow procedural MISAP instructions unless advised differently by ATC. In event of a MISAP and intention of diverting to an ALTN AD proceed as follows:

**RWY 01**

N: Follow KODES 1A SID

SE: Follow OKTED 1A SID

E: Follow TETAN 1C SID

**RWY 19**

N/NW: Follow KODES 1B SID

SE: Follow OKTED 1B SID

E: Follow TETAN 1B SID

**STAR's RWY 01****ASPIK 1A**

**Before ASPIK:** Proceed to ASPIK on and hold at last assigned LVL for MNM 5min, climb/descend to 6500ft in the hold. Leave ASPIK on the after ASPIK COM failure PROC.

**After ASPIK:** Continue on routing ASPIK 1A, maintain 6500ft. Crossing R225 CTV track 190° turn left direct CTV. On reaching CTV complete VOR/DME/ILS APCH and LDG RWY 01.

**Note:** Due to terrain do not cross E of R180 CTV.

**ERDAS 1A**

**Before ERDAS:** Proceed to ERDAS and enter the ERDAS hold. Hold at last assigned LVL for MNM 5min, climb/descend to FL100 in the hold. Leave ERDAS at FL100 and continue on the after ERDAS COM failure PROC.

**After ERDAS:** Continue on routing ERDAS 1A, maintain at last assigned LVL. Crossing R156 CTV track 190° turn right direct CTV and climb/descend 6500ft. On reaching CTV complete VOR/DME/ILS APCH and LDG RWY01.

**Note:** To avoid high GND, when established on track 190° and below 5700ft, do not exceed D16 CTV.

**EVUKI 1A**

**Before EVUKI:** Continue on EVUKI 1A. Proceed to RIV and hold at last assigned LVL for MNM 5min, climb/descend to FL100 in the hold. Leave RIV at FL100 and continue on the after RIV COM failure PROC.

**After RIV:** Continue on routing ROBBEN ISLAND 4C, maintain last assigned LVL. Crossing R225 CTV track 190° turn left direct CTV, then climb/descend to 6500ft. On reaching CTV complete VOR/DME/ILS APCH and LDG RWY 01.

**Note:** Due to terrain do not cross E of R180 CTV.

**GETEN 1A**

**Before GETEN:** Proceed to GETEN on and hold at last assigned LVL for MNM 5min, climb/descend to FL100 in the hold. Leave GETEN at FL100 and continue on the after GETEN COM failure PROC.

**After GETEN:** Continue on routing GETEN 1A, maintain last assigned LVL. Crossing R156 CTV track 190° turn right direct CTV then descend to 6500ft. On reaching CTV complete VOR/DME/ILS APCH and LDG RWY 01.

**Note:** Due to terrain do not cross W of R210 CTV. To avoid high GND, when established on track 190° and below 5700ft do not exceed D16 CTV.

**COM Failure ARRIVAL****ROBBEN ISLAND 4C**

**Before RIV:** Proceed to RIV and hold at last assigned LVL for MNM 5min, climb/descend to FL100 in the hold. Leave RIV at FL100 and continue on the after RIV COM failure PROC.

**After RIV:** Continue on routing ROBBEN ISLAND 4C, maintain last assigned LVL. Crossing R225 CTV track 190° turn left direct CTV, climb/descend to 6500ft. On reaching CTV complete VOR/DME/ILS APCH and LDG RWY 01.

**Note:** Due to terrain do not cross E of R180 CTV.

**STAR's RWY19****ASPIK 1B**

**Before ASPIK:** Proceed to ASPIK and hold last assigned LVL for MNM 5min, climb/descend to 6500ft in the hold. Leave ASPIK on the after ASPIK COM failure PROC.

**After ASPIK:** Continue on routing ASPIK 1B, maintain last assigned LVL. Crossing R320 CTV track 010° turn right direct CTV, climb/descend to 6500ft. On reaching CTV complete VOR/DME/ILS APCH and LDG RWY 19.

**ERDAS 1B**

**Before ERDAS:** Proceed to ERDAS and enter the ERDAS hold. Hold at last assigned LVL for MNM 5min, climb/descend to FL100 in the hold. Leave ERDAS at FL100 and continue on the after ERDAS COM failure PROC.

**After ERDAS:** Continue on routing ERDAS 1B, maintain last assigned LVL. Crossing R035 CTV track 010° turn left direct CTV and descend 6500ft. On reaching CTV complete VOR/DME/ILS APCH and LDG RWY 19.

**EVUKI 1B**

**Before EVUKI:** Proceed to EVUKI and continue on EVUKI 1B. Comply with after EVUKI COM failure PROC.

**After RIV:** Continue on routing EVUKI 1B, maintain last assigned LVL or climb/descend to 6500ft, whichever is lowest. Crossing D20 CTV climb/descend to 2700ft and complete ILS APCH and LDG RWY 19.

**GETEN 1B**

**Before GETEN:** Proceed to GETEN and enter the GETEN hold. Hold at last assigned LVL for MNM 5min, climb/descend to FL100 in the hold. Leave GETEN at FL100 and continue on the after GETEN COM failure PROC.

**After GETEN:** Continue on routing GETEN 1B, maintain last assigned LVL. Crossing R035 CTV track 010° turn left direct CTV then descend to 6500ft. On reaching CTV complete VOR/DME/ILS APCH and LDG RWY 19.

**RNAV (GNSS) RWY19**

When cleared for RNAV (GNSS) APCH RWY 19, complete the APCH and land. If not cleared for RNAV (GNSS) APCH RWY 19, continue to UTREV at ALT 6100ft, or higher TAA. Hold for 5min, then attempt another APCH.

**MISAP COM Failure RNAV (GNSS) RWY 19**

Climb to ALT 6100ft. Route to CT2M1. At CTM2M1, turn right to CTM2M2. At CTM2M2, turn right to UTREV, hold for 5min, then attempt another APCH.

**COM Failure DEPARTURE****SID's RWY 01**

**IMSOM 1A:** Maintain last assigned LVL. At IMSOM route as per FPL and climb FPL LVL.

Return to DEP-AD: Continue to SID termination point at FL090, proceed to ASPIK and comply with appropriate ASPIK STAR COM failure PROC.

**KODES 1A:** Maintain last assigned LVL. Passing D30 CTV climb to FL as per FPL. At KODES route as per FPL.

Return to DEP-AD: Continue to SID termination point at FL090, proceed to ERDAS and comply with appropriate ERDAS STAR COM failure.

**OKTED 1A:** Maintain last assigned LVL or climb to MSA if below FL090. At OKTED route as per FPL and climb FPL LVL.

Return to DEP-AD: Continue to SID termination point at FL090, proceed to GETEN and comply with appropriate GETEN STAR COM failure.

**TETAN 1C:** Maintain last assigned LVL. Passing D30 CTV climb to FL as per FPL. At TETAN route as per FPL.

Return to DEP-AD: Continue to SID termination point at FL090, proceed to GETEN and comply with appropriate GETEN STAR COM failure PROC.

**SID's RWY 19**

**IMSOM 1B:** Maintain last assigned LVL. At IMSOM route as per FPL and climb FPL LVL.

Return to DEP-AD: Continue to SID termination point at FL090, proceed to ASPIK and comply with appropriate ASPIK STAR COM failure PROC.

**KODES 1B:** Maintain last assigned LVL. Passing D30 CTV climb to FL as per FPL. At KODES route as per FPL.

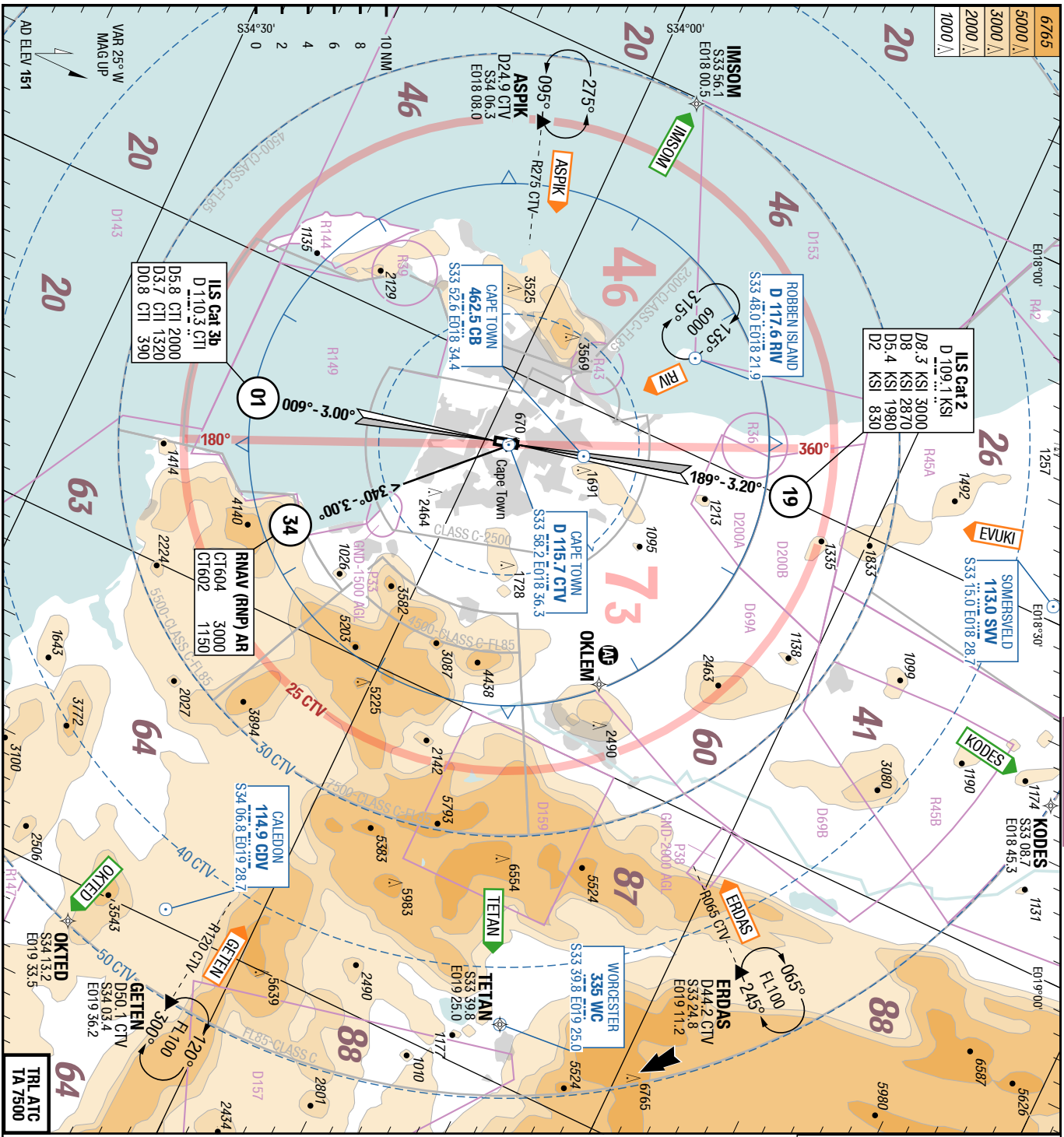
Return to DEP-AD: Continue to SID termination point at FL090, proceed to ERDAS and comply with appropriate ERDAS STAR COM failure PROC.

**OKTED 1B/1C:** Maintain last assigned LVL. At OKTED route as per FPL and climb FPL LVL.

Return to DEP-AD: Continue to SID termination point and then route direct GETEN and comply with appropriate GETEN STAR COM failure PROC.

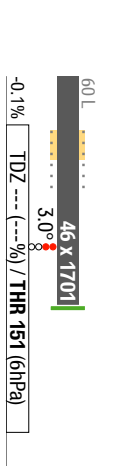
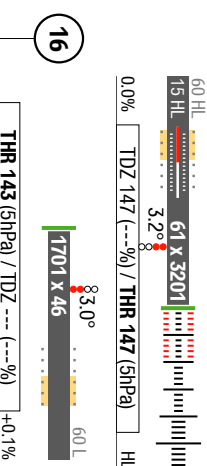
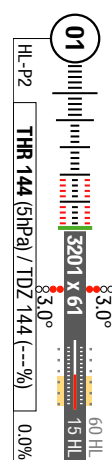
**TETAN 1A/1B:** Maintain last assigned LVL. Crossing R105 CTV climb to FL as per FPL. At TETAN route as per FPL.

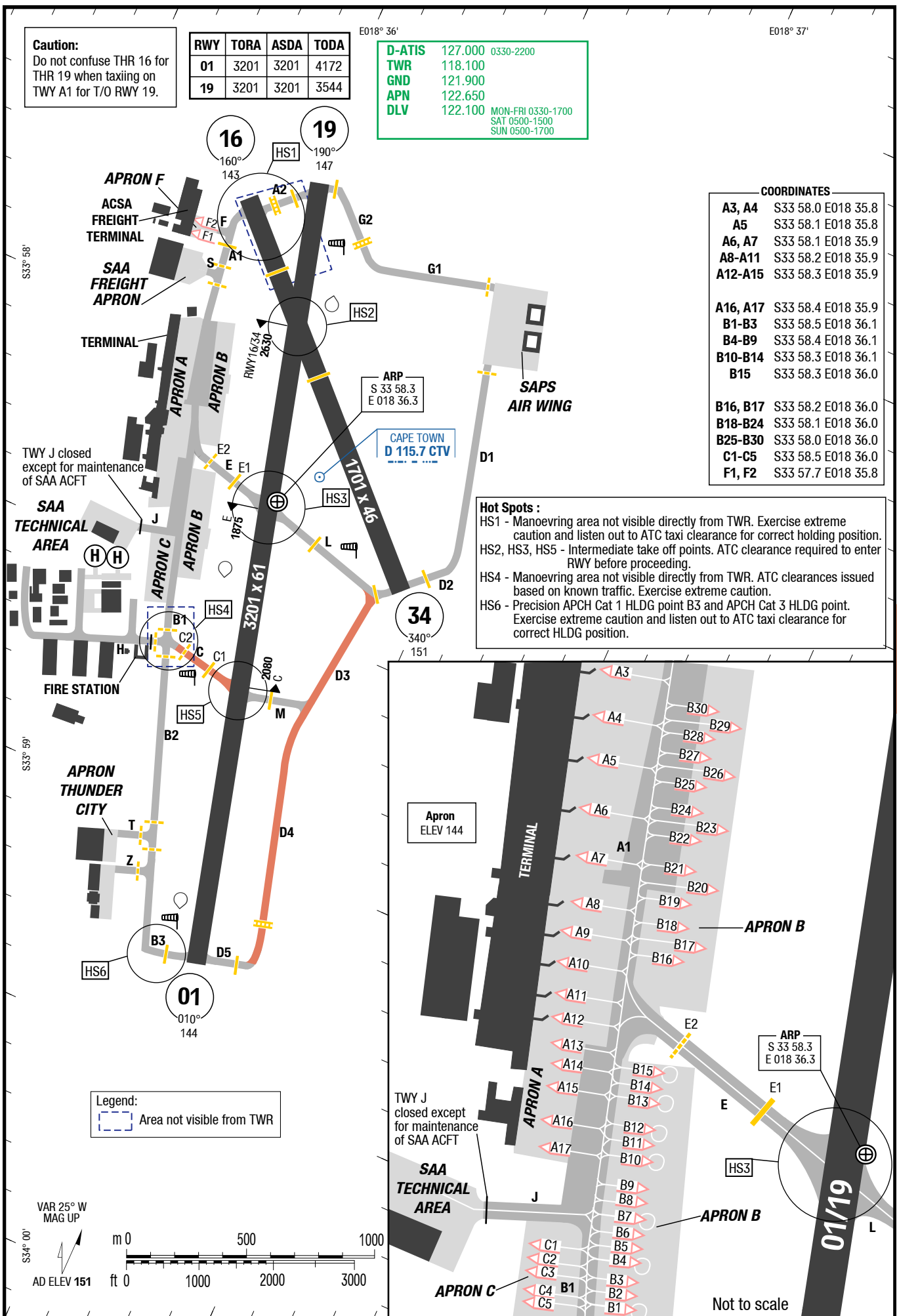
Return to DEP-AD: Continue to SID termination point and then route direct ERDAS and comply with appropriate ERDAS STAR COM failure PROC.



D-ATIS	127.000 0330-2200
Info	127.600 Rebroadcast from Sutherland
Info	131.125 W
Info	127.575 E0400-1700
Info	124.700 E0400-1700 FPL and SAR
APP	119.700
DIR	124.350 by ATC
TWR	118.100
GND	121.900
APN	122.650
DLV	122.100 MON-FRI 0330-1700, SAT 0900-1500 SUN 0900-1700

Landing RWY system:







Effective 07-DEC-2017

30-NOV-2017

CPT-FACT

South Africa Cape Town Cape Town Intl

NIL

SID

SID

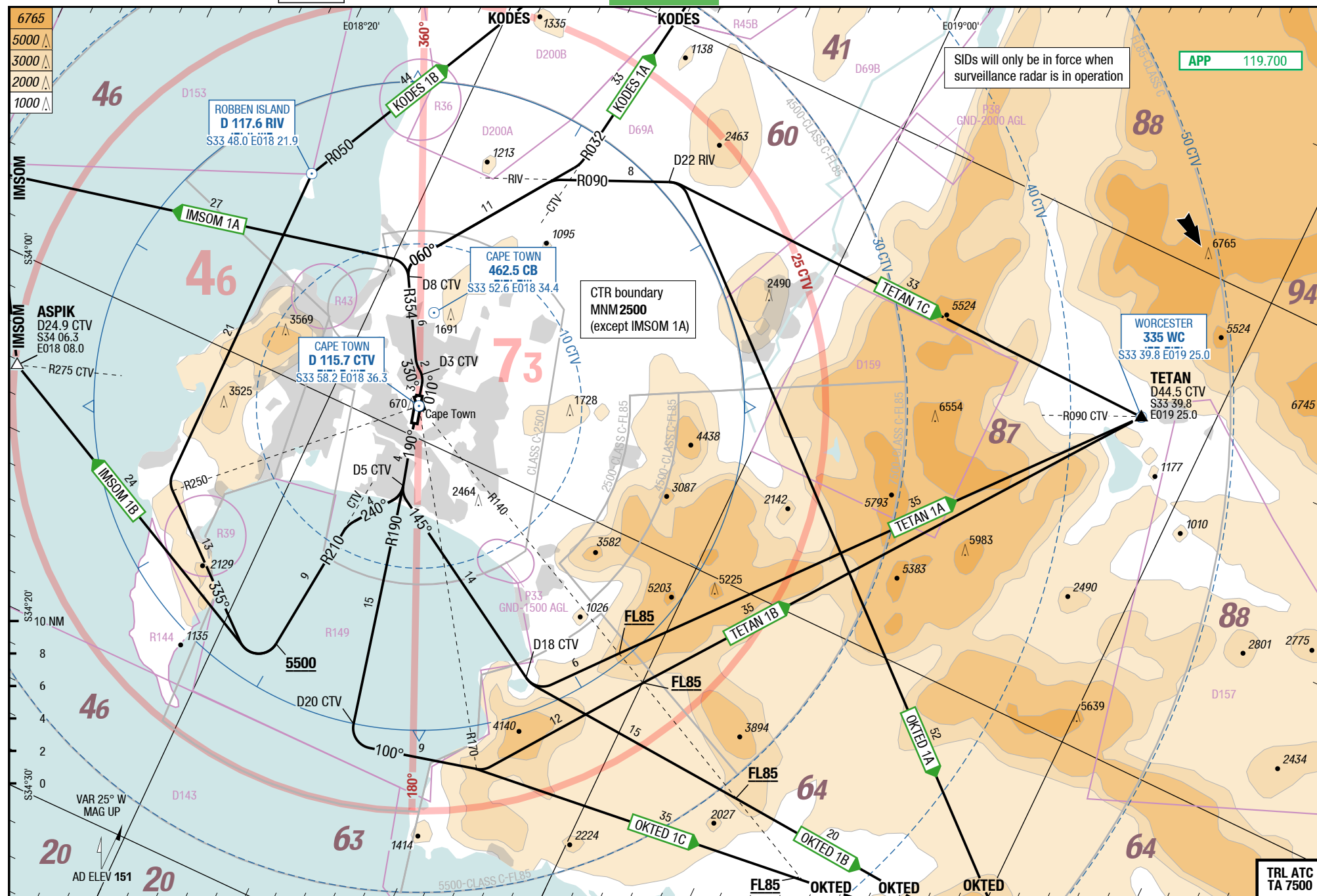
Cape Town Intl Cape Town South Africa

NIL

SIDs RWYs 01 / 19

4-10

SIDs RWYs 01 / 19



Changes: FREQ

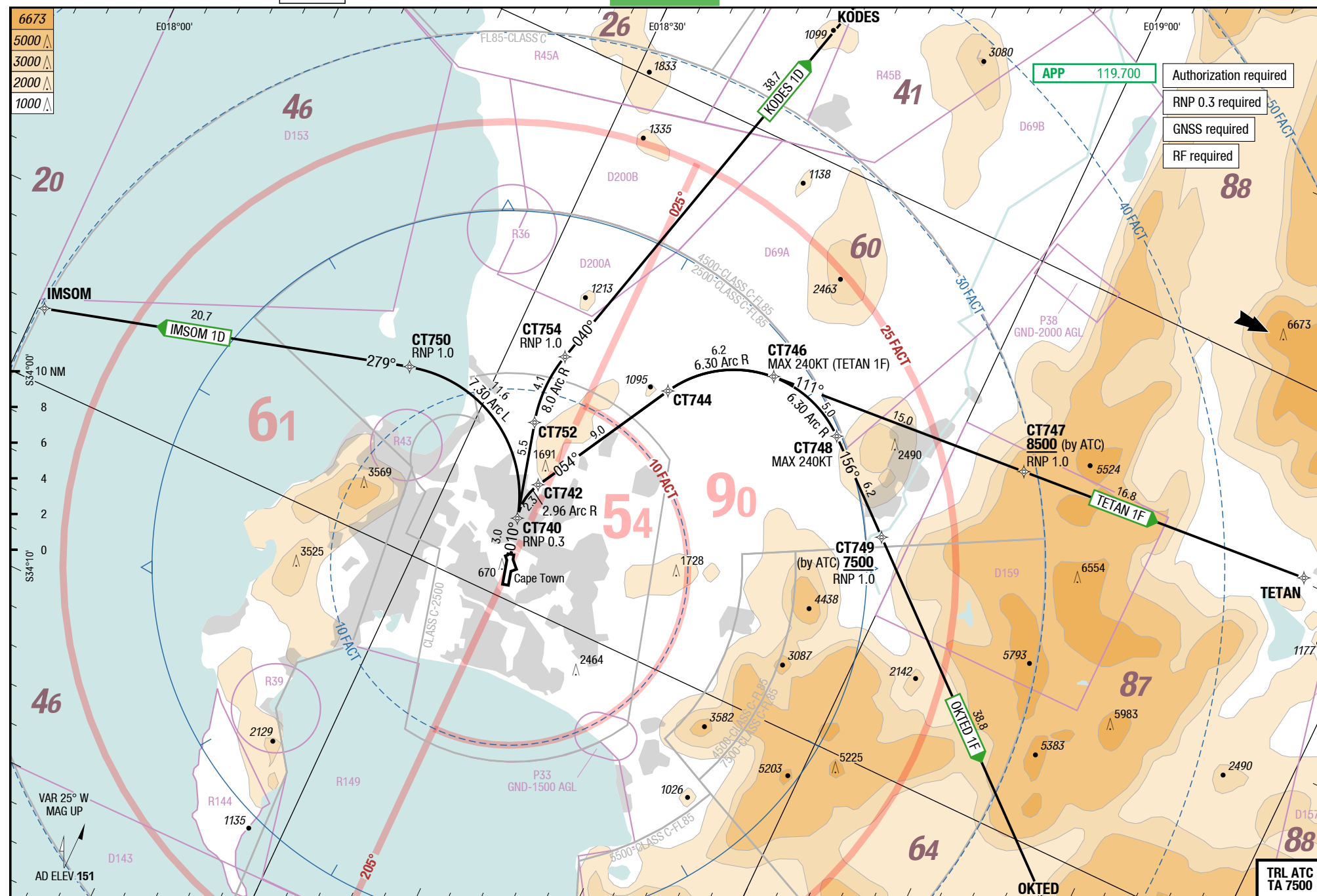
## CPT-FACT

## RNP AR SIDs RWY 01

SID

SID

## RNP AR SIDs RWY 01



Changes: FREQ

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South Africa **Cape Town** Cape Town IntlCape Town Intl **Cape Town** South Africa

## CPT-FACT

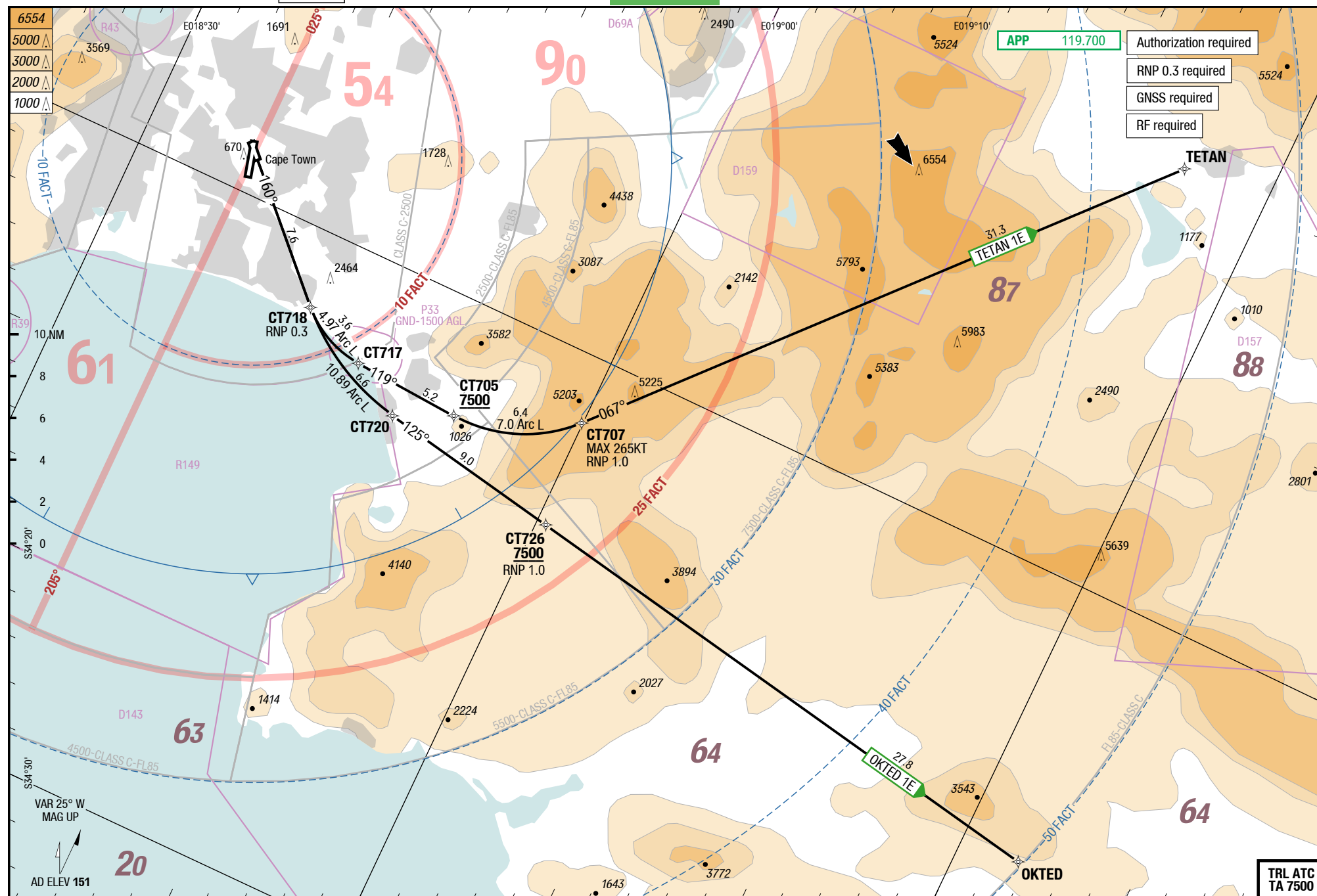
4-40

## RNP AR SIDs RWY 16

SID

SID

## RNP AR SIDs RWY 16



Changes: FREQ

TRL ATC  
TA 7500

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## CPT-FACT



4-50

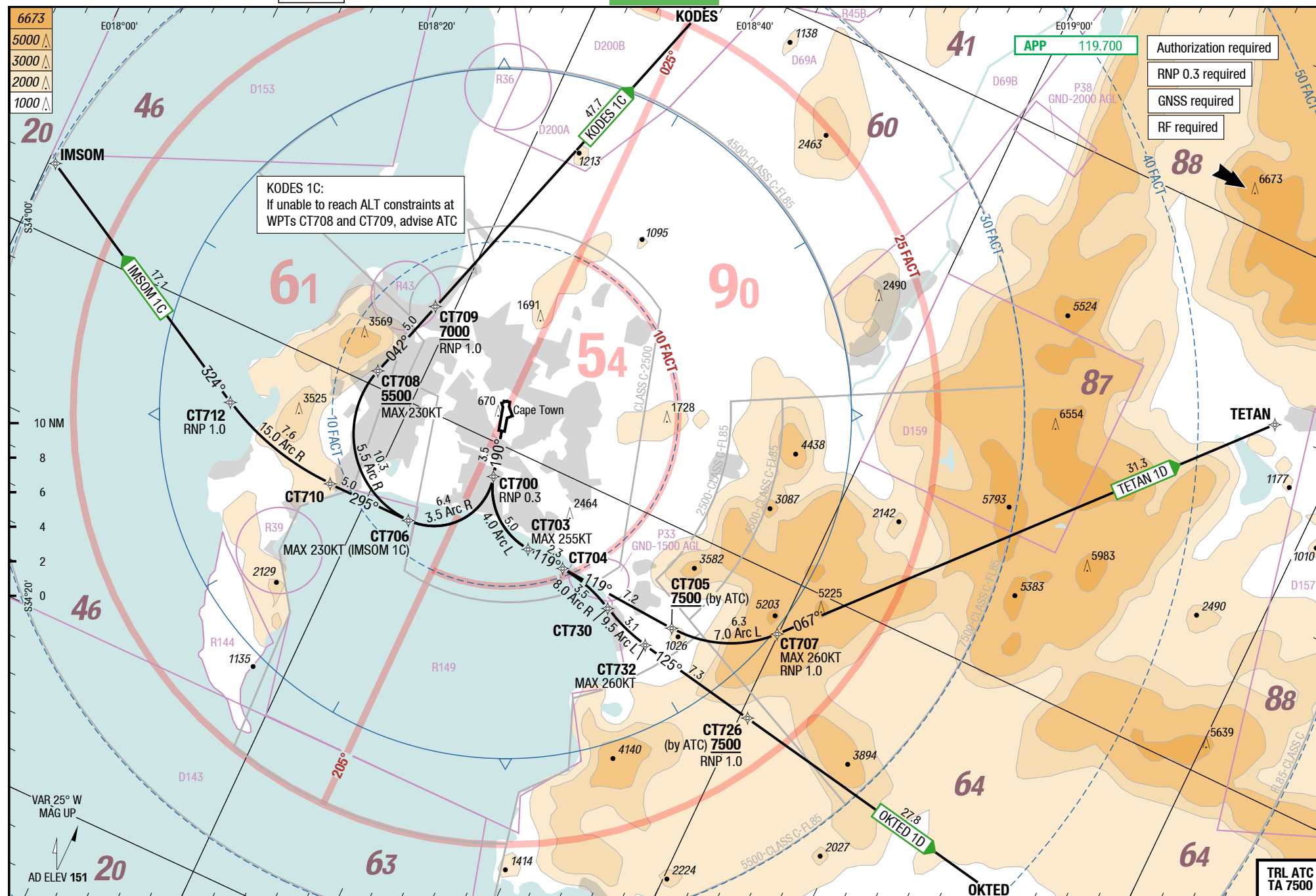
## RNP AR SIDs RWY 19

SID

SID

**NIL**

## RNP AR SIDs RWY 19



Changes: FREQ

TRL ATC  
TA 7500

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## CPT-FACT

5-10

SIDs RWYs 01 / 19

IMSOM 1A / IMSOM 1B / KODES 1A / KODES 1B / OKTED 1A / OKTED 1B / OKTED 1C / TETAN 1C

RWYs 01 (010°) / 19 (190°)

## At 2000 contact Cape Town APP

	GS	120	150	180	210	240	270
4.6%	ft/MIN	600	700	900	1000	1200	1300
6.2%	ft/MIN	800	1000	1200	1400	1600	1700

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 01</b>	
<b>IMSOM 1A</b> <b>119.700</b> ①②	at D3 <b>CTV LT</b> 330° - intercept R354 <b>CTV</b> - at D8 <b>CTV LT</b> direct IMSOM	<b>initial climb FL90</b>
<b>KODES 1A</b> <b>119.700</b> ①②	at D3 <b>CTV LT</b> 330° - intercept R354 <b>CTV</b> - at D8 <b>CTV RT</b> 060° intercept R032 <b>CTV</b> direct KODES	CTR BDRY MNM 2500 <b>initial climb FL90</b>
<b>OKTED 1A</b> <b>119.700</b> ①②	at D3 <b>CTV LT</b> 330° - intercept R354 <b>CTV</b> - at D8 <b>CTV RT</b> 060° intercept R090 <b>RIV</b> - at D22 <b>RIV RT</b> direct OKTED	CTR BDRY MNM 2500 <b>initial climb FL90</b>
<b>TETAN 1C</b> <b>119.700</b> ①②	at D3 <b>CTV LT</b> 330° - intercept R354 <b>CTV</b> - at D8 <b>CTV RT</b> 060° intercept R090 <b>RIV</b> - at D22 <b>RIV RT</b> direct TETAN	CTR BDRY MNM 2500 <b>initial climb FL90</b>
	<b>Runway 19</b>	
<b>IMSOM 1B</b> <b>119.700</b> ①②	at D5 <b>CTV RT</b> 240° - intercept R210 <b>CTV</b> - at MNM 5500 <b>RT</b> direct ASPIK - <b>RT</b> direct IMSOM	CTR BDRY MNM 2500 <b>initial climb FL90</b>
<b>KODES 1B</b> <b>119.700</b> ①②	at D5 <b>CTV RT</b> 240° - intercept R210 <b>CTV</b> - at MNM 5500 <b>RT</b> 335° - crossing R250 <b>CTV RT</b> direct <b>RIV</b> - R050 <b>RIV</b> direct KODES	CTR BDRY MNM 2500 <b>initial climb FL90</b>
<b>OKTED 1B</b> 6.2% to FL85 <b>119.700</b> ①②	at D5 <b>CTV LT</b> 145° - at D18 <b>CTV LT</b> direct OKTED	CTR BDRY MNM 2500 cross R140 <b>CTV</b> MNM <b>FL85</b> <b>initial climb FL90</b>
<b>OKTED 1C</b> 4.6% to 5700 <b>119.700</b> ①②	at D5 <b>CTV</b> intercept R190 <b>CTV</b> - at D20 <b>CTV LT</b> 100° - crossing R170 <b>CTV RT</b> direct OKTED	CTR BDRY MNM 2500 cross R140 <b>CTV</b> MNM <b>FL85</b> <b>initial climb FL90</b>

① If unable to comply, notify ATC.

② In force when surveillance radar is in operation.

**TETAN 1A / TETAN 1B**

RWY 19 (190°)

**At 2000 contact Cape Town APP**

	GS	120	150	180	210	240	270
4.6%	ft/MIN	600	700	900	1000	1200	1300
6.2%	ft/MIN	800	1000	1200	1400	1600	1700

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 19</b>	
<b>TETAN 1A</b> 6.2% to FL85 <b>119.700</b> ①②	at D5 <b>CTV LT</b> 145° - at D18 <b>CTV LT</b> direct TETAN	CTR BDRY MNM <b>2500</b> cross R140 <b>CTV MNM</b> <b>FL85</b>  <b>initial climb FL90</b>
<b>TETAN 1B</b> 4.6% to 5700 <b>119.700</b> ①②	at D5 <b>CTV</b> intercept R190 <b>CTV</b> - at D20 <b>CTV LT</b> 100° - crossing R170 <b>CTV LT</b> direct TETAN	CTR BDRY MNM <b>2500</b> cross R140 <b>CTV MNM</b> <b>FL85</b>  <b>initial climb FL90</b>

① If unable to comply, notify ATC.

② In force when surveillance radar is in operation.

## CPT-FACT

5-30

## RNP AR SIDs RWY 01

## IMSOM 1D / KODES 1D / OKTED 1F / TETAN 1F

RWY 01 (010°)

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100
4.2%	ft/MIN	600	700	800	900	1100	1200
6.2%	ft/MIN	800	1000	1200	1400	1600	1700

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 01</b>	
<b>IMSOM 1D</b> <b>119.700</b>	RW01 - CT740 - 7.3 ARC L CT750 - IMSOM	
<b>KODES 1D</b> <b>119.700</b>	RW01 - CT740 - CT752 - 8.0 ARC R CT754 - KODES	
<b>OKTED 1F</b> 6.2% to 1800 4.2% to 7500 (ATC) <b>119.700</b>	RW01 - CT740 - 2.96 ARC R CT742 - CT744 - 6.3 ARC R CT746 - 6.3 ARC R CT748 [K240-] - CT749 - OKTED	
<b>TETAN 1F</b> 6.2% to 1800 4.0% to 8500 (ATC) <b>119.700</b>	RW01 - CT740 - 2.96 ARC R CT742 - CT744 - 6.3 ARC R CT746 [K240-] - CT747 - TETAN	

## CPT-FACT

5-40

## RNP AR SIDs RWY 16

## OKTED 1E / TETAN 1E

RWY 16 (160°)

	GS	120	150	180	210	240	270
4.4%	ft/MIN	600	700	900	1000	1100	1300
5.4%	ft/MIN	700	900	1000	1200	1400	1500
7.5%	ft/MIN	1000	1200	1400	1600	1900	2100

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 16</b>	
<b>OKTED 1E</b> 5.4% to 7500 (ATC) <b>119.700</b>	RW16 - CT718 - 10.89 ARC L CT720 - CT726 - OKTED	CT726 MNM <b>7500</b>
<b>TETAN 1E</b> 4.4% to 5600 7.5% to 7500 (ATC) <b>119.700</b>	RW16 - CT718 - 4.97 ARC L CT717 - CT705 - 7.0 ARC L CT707 [K265-] - TETAN	CT705 MNM <b>7500</b>



**CPT-FACT**

5-50

**RNP AR SIDs RWY 19****IMSOM 1C / KODES 1C / OKTED 1D / TETAN 1D**

RWY 19 (190°)

	GS	120	150	180	210	240	270
4.4%	ft/MIN	600	700	900	1000	1100	1300
5.2%	ft/MIN	700	800	1000	1200	1300	1500
7.2%	ft/MIN	900	1100	1400	1600	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 19</b>	
<b>IMSOM 1C</b> <b>119.700</b>	RW19 - CT700 - 3.5 ARC R CT706 [K230-] - CT710 - 15.0 ARC R CT712 - IMSOM	
<b>KODES 1C</b> <b>119.700</b> ①	RW19 - CT700 - 3.5 ARC R CT706 - 5.5 ARC R CT708 [K230-] - CT709 - KODES	CT708 MNM <b>5500</b> CT709 MNM <b>7000</b>
<b>OKTED 1D</b> 5.2% to 7500 (ATC) <b>119.700</b>	RW19 - CT700 - 4.0 ARC L CT703 [K255-] - CT704 - 8.0 ARC R CT730 - 9.5 ARC L CT732 [K260-] - CT726 - OKTED	
<b>TETAN 1D</b> 4.4% to 6000 7.2% to 7500 (ATC) <b>119.700</b>	RW19 - CT700 - 4.0 ARC L CT703 [K255-] - CT704 - CT705 - 7.0 ARC L CT707 [K260-] - TETAN	

① If unable to reach altitude constraints at CT708 and CT709, advise ATC.

Effective 07-DEC-2017

30-NOV-2017

CPT-FACT

South Africa Cape Town Cape Town Intl

NIL

STAR

STAR

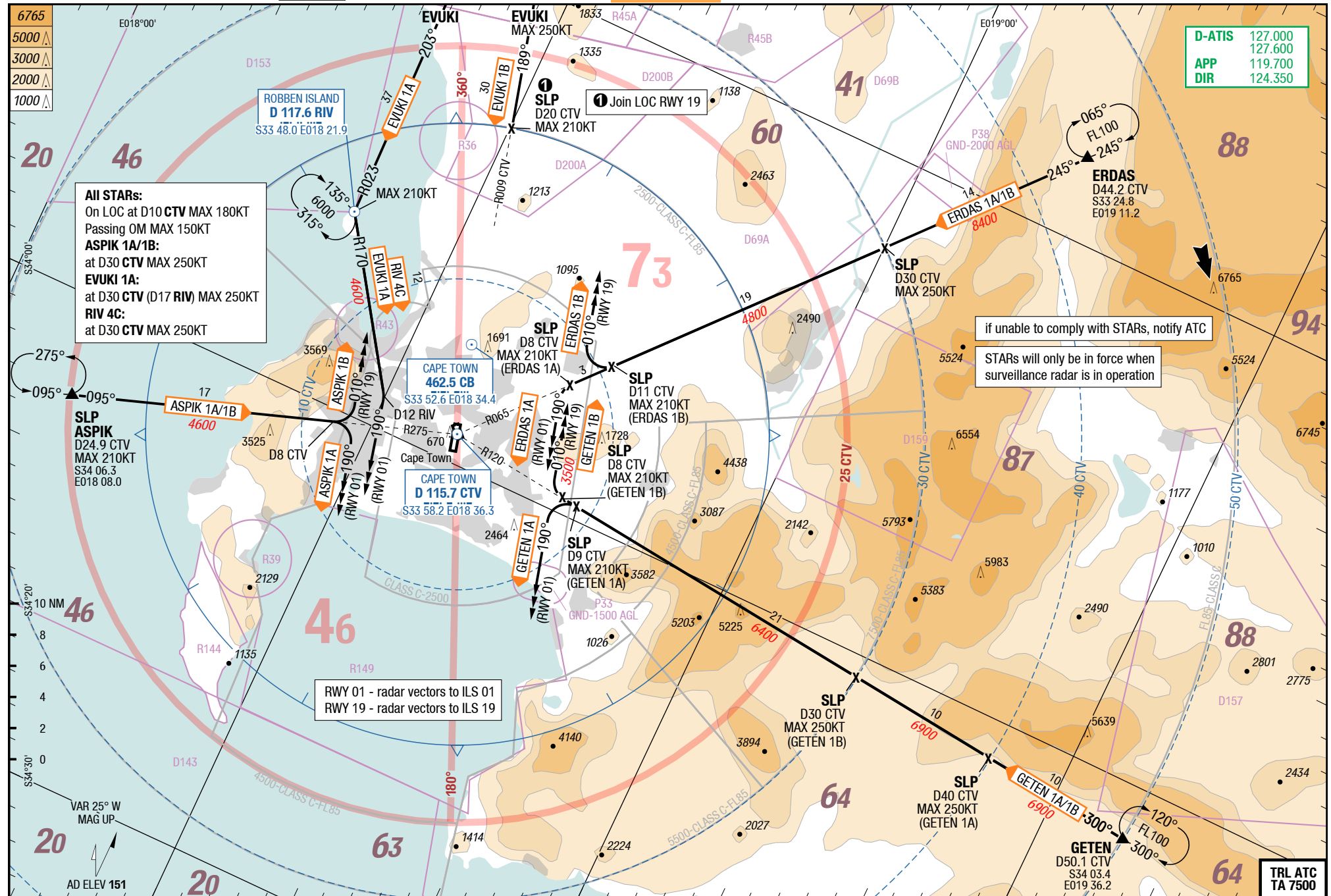
Cape Town Intl Cape Town South Africa

NIL

STARs RWYs 01 / 19

6-10

STARs RWYs 01 / 19

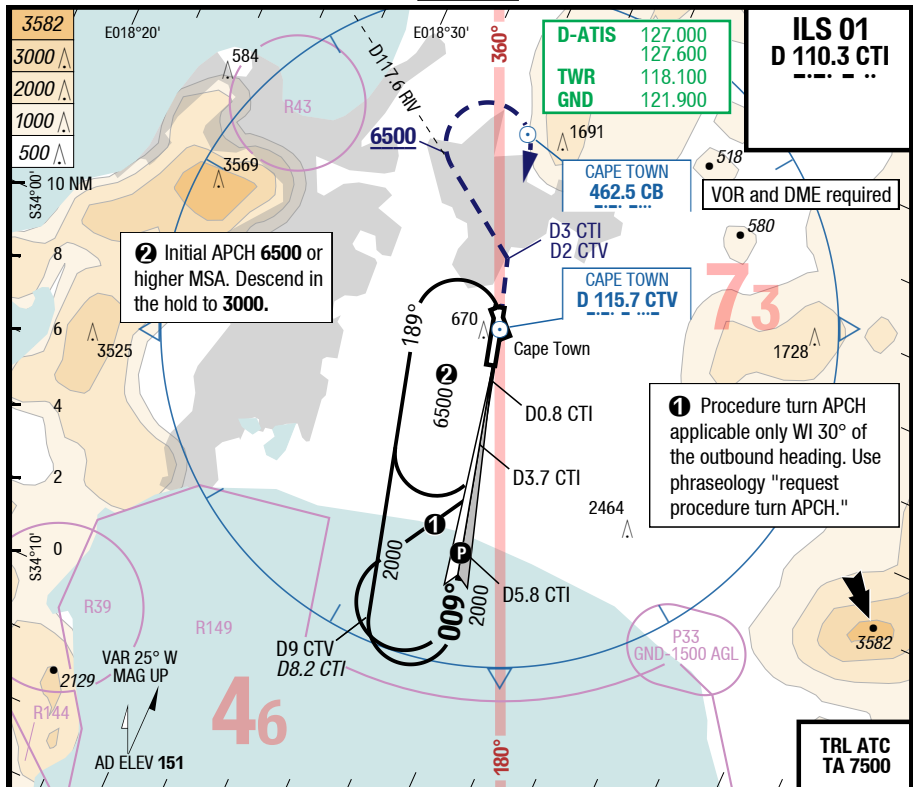


Changes: FREQ

## CPT-FACT

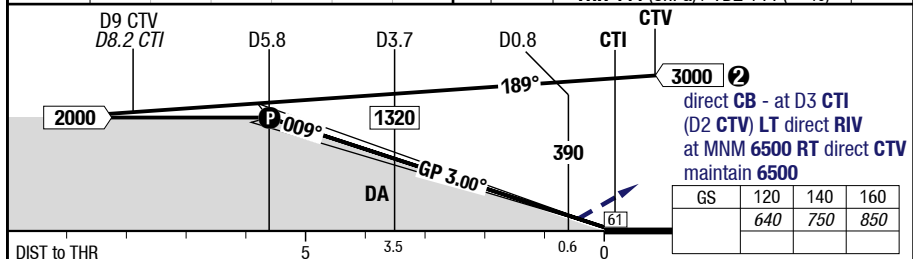
7-10

ILS 01



D CTI	5.8	5	4	3	2	1	
	2000	1740	1420	1100	780	470	

HL-P2 **THR 144 (5hPa) / TDZ 144 (---%)** 0.0%



01	Cat 3b DME	Cat 2 DME	Cat 1 DME <sup>1)</sup>	LOC	Circling <sup>2)</sup>
C	ft - m/km ft 0 - 75R <b>Company</b>	100 - 300R <b>106 RA</b>	200 - 550 <b>350</b>	Not published	Not published
D	ft - m/km ft 0 - 75R <b>Company</b>	100 - 300R <b>106 RA</b> <sup>3)</sup>	200 - 550 <b>350</b>	Not published	Not published

1) With EVS 350m, no EVS use STD

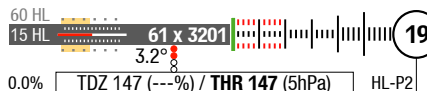
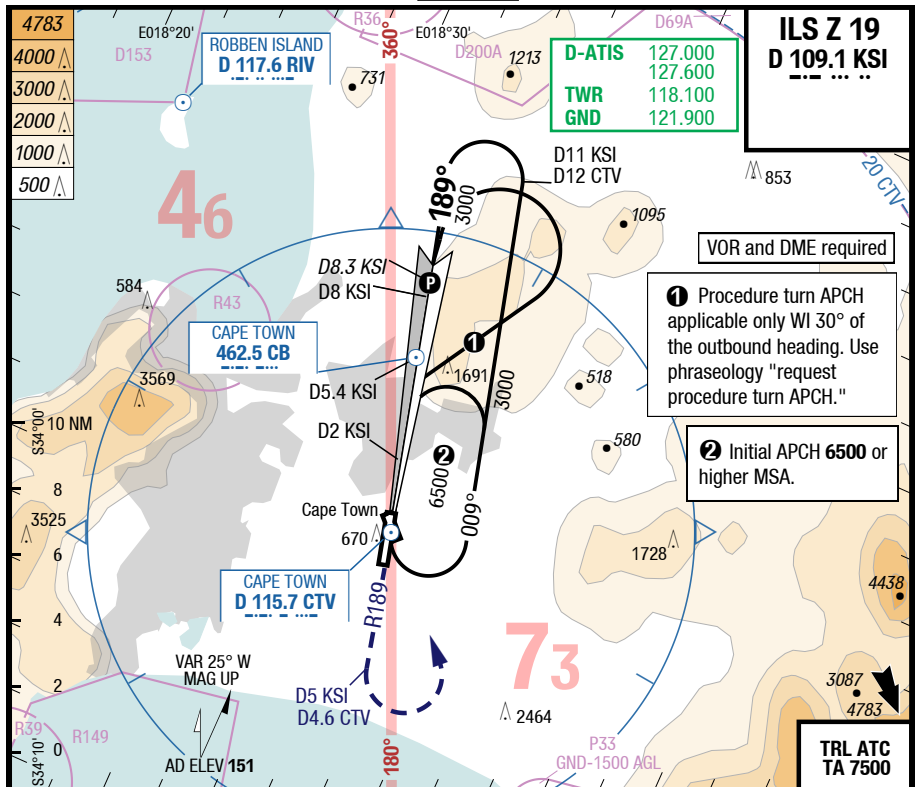
2) At discretion of PIC only

3) If not conducting autoland RVR 350m required

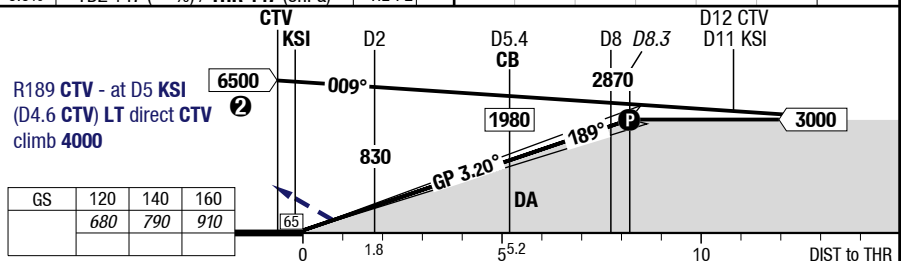
## CPT-FACT

7-20

ILS Z 19



1	2	4	6	7	8.3	D KSI
490	830	1520	2210	2550	3000	



19	Cat 2 DME	Cat 1 DME <sup>1)</sup>	LOC	Circling <sup>2)</sup>
C	ft - m/km ft	100 - 300R 99 RA	200 - 550 350	Not published
D	ft - m/km ft	100 - 300R 99 RA <sup>3)</sup>	200 - 550 350	Not published

1) With EVS 350m, wo EVS use STD

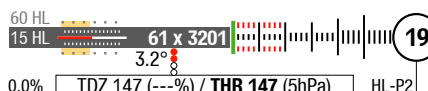
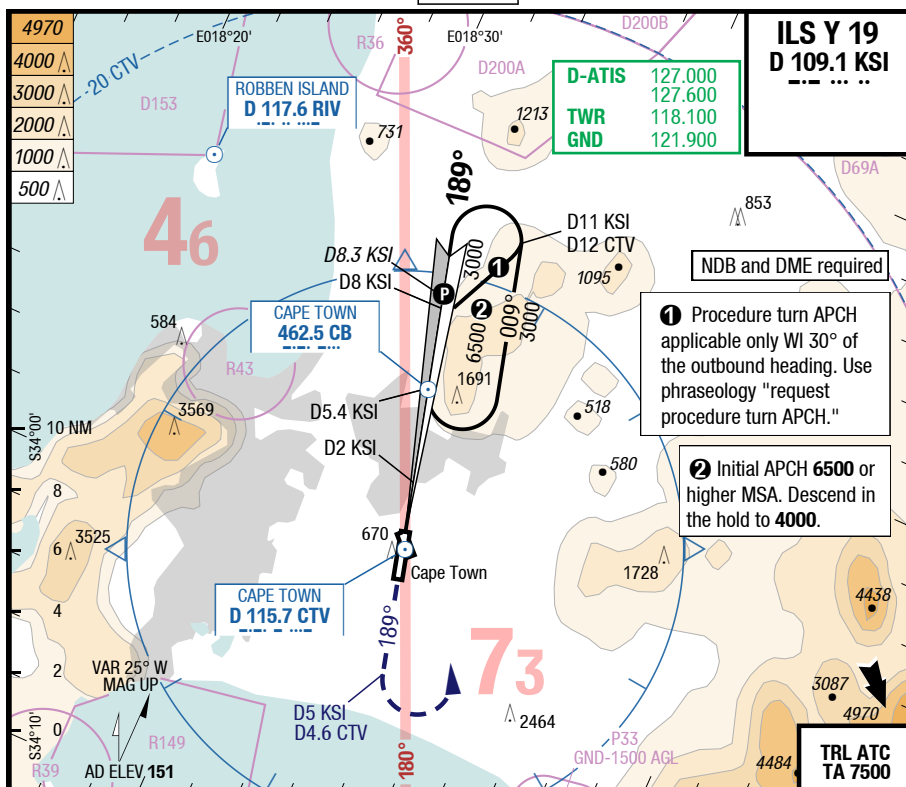
3) If not conducting autoland RVR 350m required

2) At discretion of PIC only

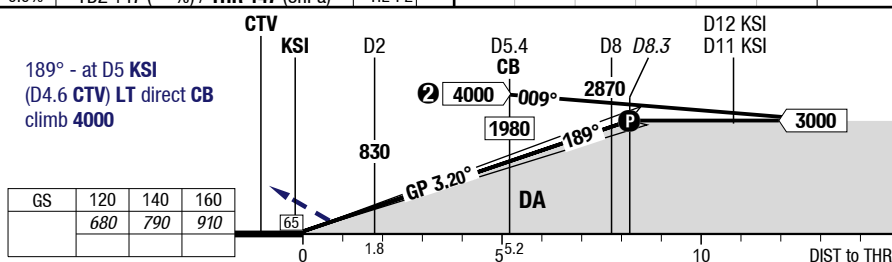
## CPT-FACT

7-30

ILS Y 19



1	2	4	6	7	8.3	D KSI
490	830	1520	2210	2550	3000	



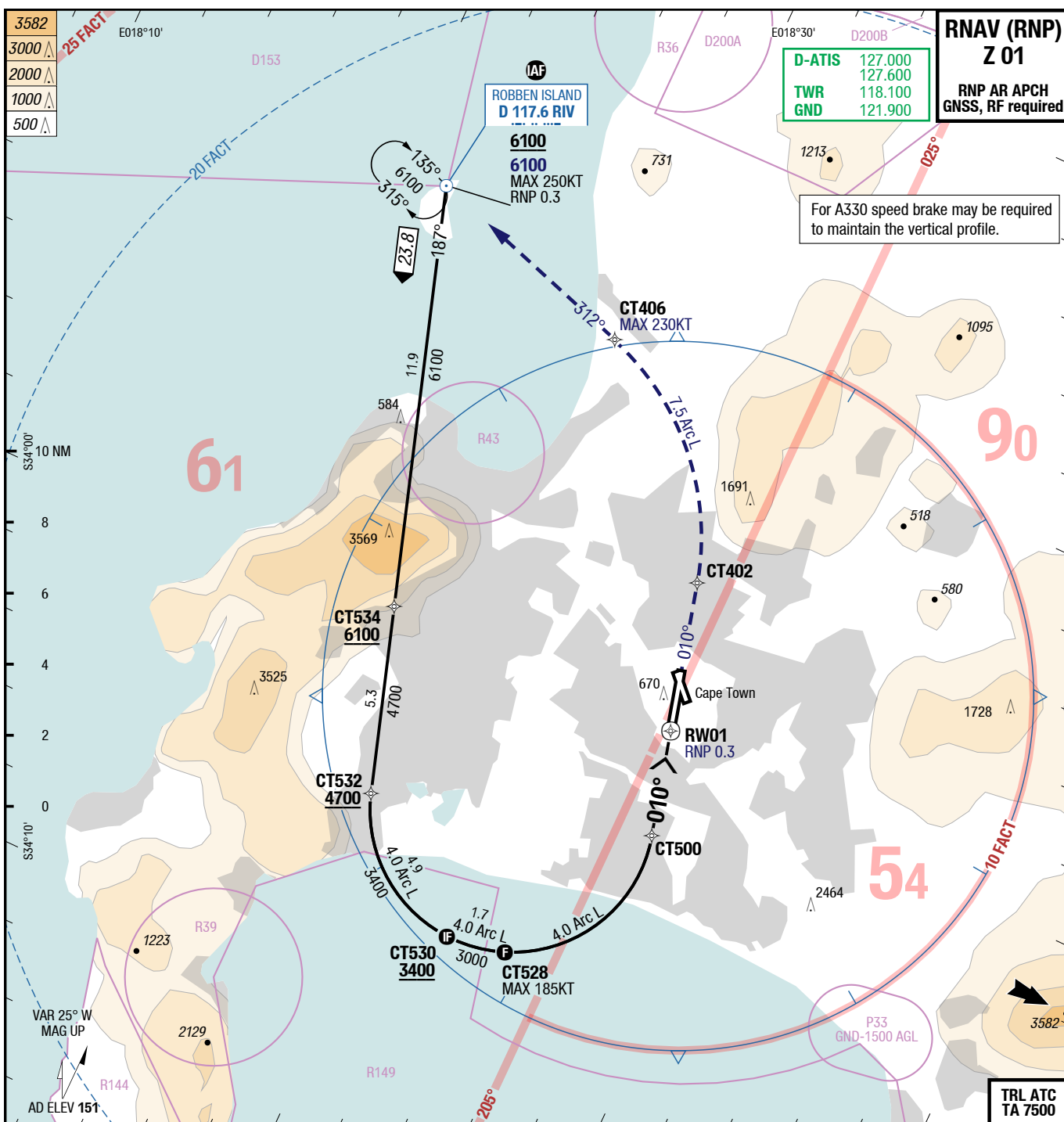
19	Cat 2 DME	Cat 1 DME 1)	LOC	Circling W of AD only 2)
C	ft - m/km ft	100 - 300R 99 RA	200 - 550 350	Not published
D	ft - m/km ft	100 - 300R 99 RA 3)	200 - 550 350	Not published

1) With EVS 350m, no EVS use STD

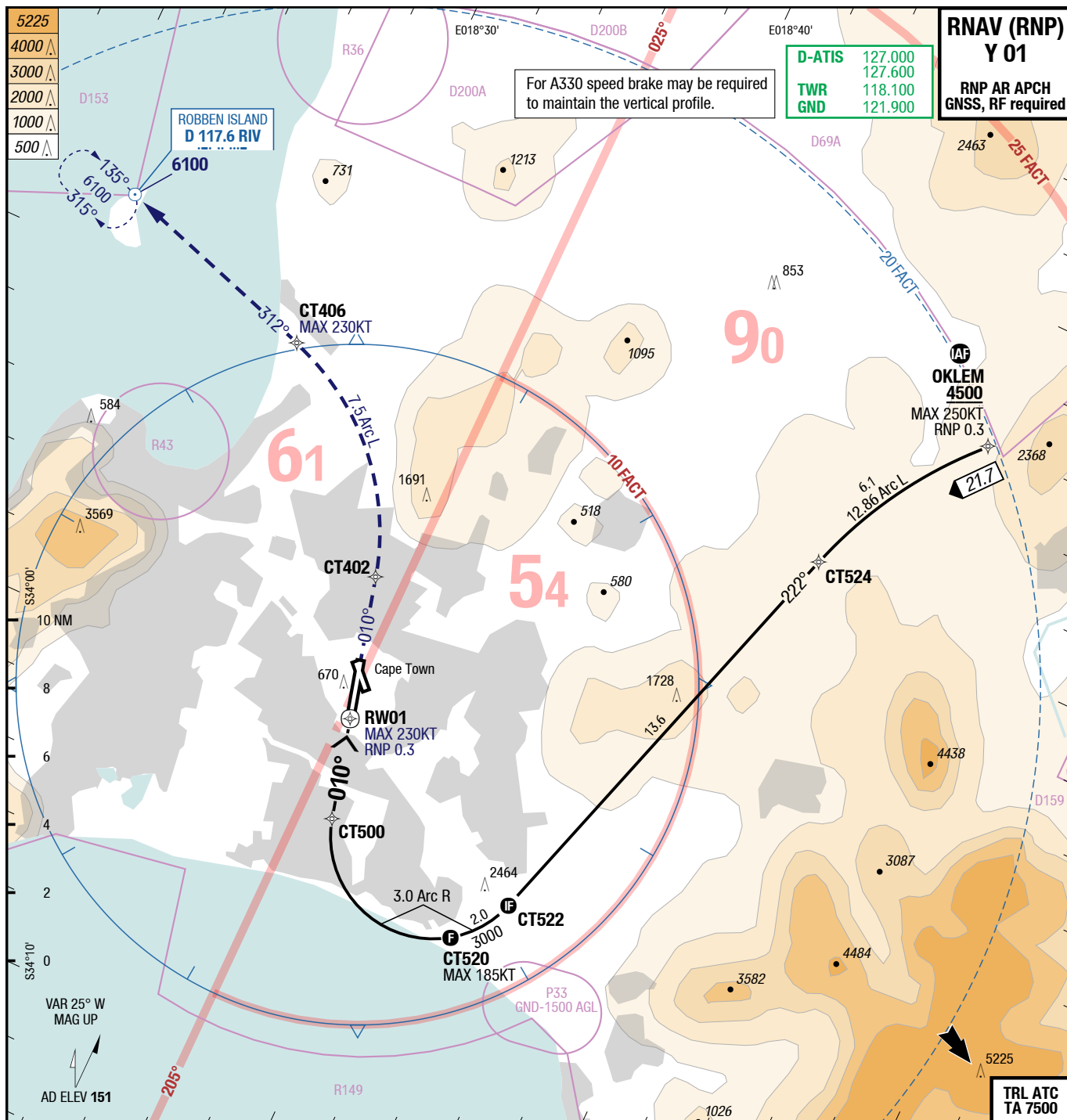
3) If not conducting autoland RVR 350m required

2) At discretion of PIC only

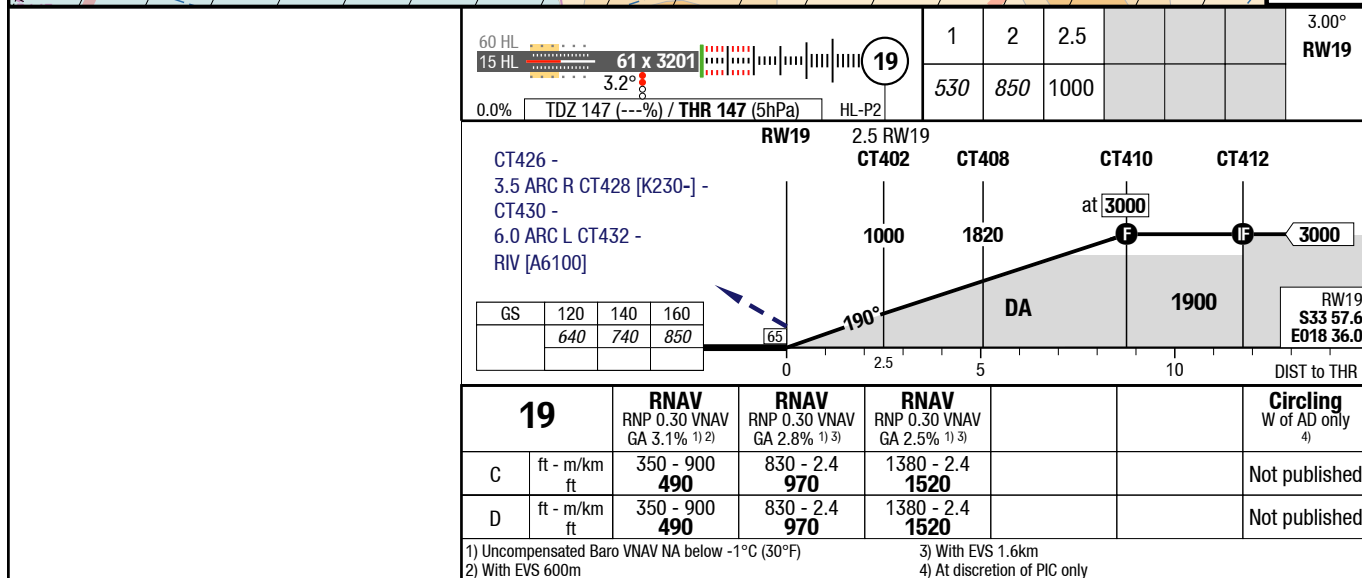
Changes: OBST

[illegible]

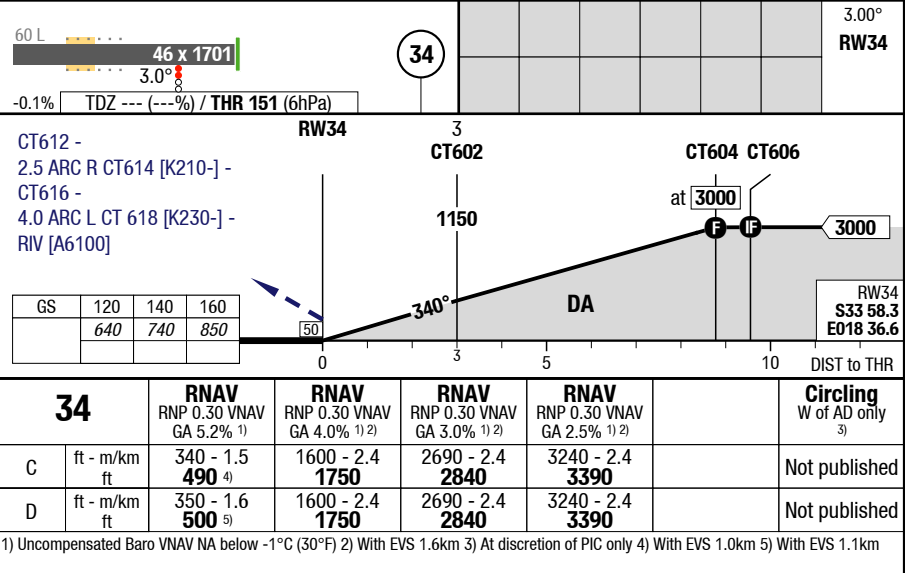
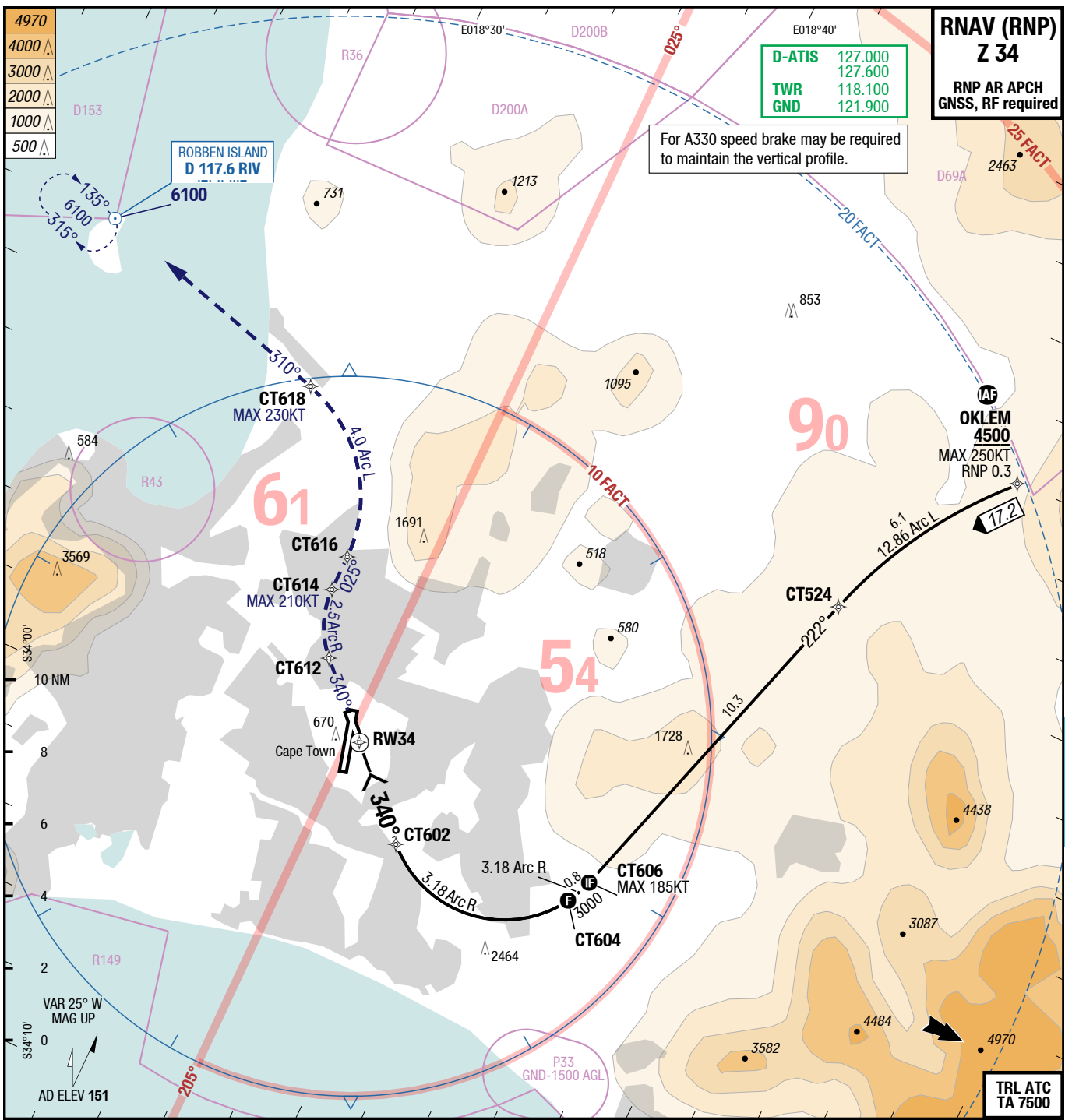




3.00°				3	2	1	01	HL-P2	THR 144 (5hPa) / TDZ 144 (---%)	0.0%
RW01				1160	850	530				
CT522	CT520	3 RW01	RW01							
3000	at 3000	1160								
RW01	S33 59.3	900	DA							
E018 36.5										
DIST to THR	10	5	3	0						
<b>01</b>	<b>RNAV</b>	<b>RNAV</b>	<b>RNAV</b>	<b>RNAV</b>	<b>RNAV</b>	<b>RNAV</b>	<b>RNAV</b>	<b>RNAV</b>	<b>RNAV</b>	<b>RNAV</b>
	RNP 0.30 VNAV	RNP 0.30 VNAV	RNP 0.30 VNAV	RNP 0.30 VNAV	RNP 0.30 VNAV	RNP 0.30 VNAV	RNP 0.30 VNAV	RNP 0.30 VNAV	RNP 0.30 VNAV	RNP 0.30 VNAV
	GA 5.1% 1)	GA 4.5% 1) 2)	GA 3.5% 1) 2)	GA 2.5% 1) 2)	GA 2.5% 1) 2)	GA 2.5% 1) 2)	GA 2.5% 1) 2)	GA 2.5% 1) 2)	GA 2.5% 1) 2)	GA 2.5% 1) 2)
C	ft - m/km	320 - 700	990 - 2.4	2090 - 2.4	3200 - 2.4	3200 - 2.4	3200 - 2.4	3200 - 2.4	3200 - 2.4	3200 - 2.4
	ft	460 4) 5)	1130	2230	3340	3340	3340	3340	3340	3340
D	ft - m/km	330 - 800	990 - 2.4	2090 - 2.4	3200 - 2.4	3200 - 2.4	3200 - 2.4	3200 - 2.4	3200 - 2.4	3200 - 2.4
	ft	470 6)	1130	2230	3340	3340	3340	3340	3340	3340
1) Uncompensated Baro VNAV NA below -1°C (30°F) 2) With EVS 1.6km 3) At discretion of PIC only 4) With EVS 450m 5) wo HGS RVR 750m required 6) With EVS 550m										







# South Africa Cape Town Cape Town Intl

RNAV (GNSS) 19

7-90

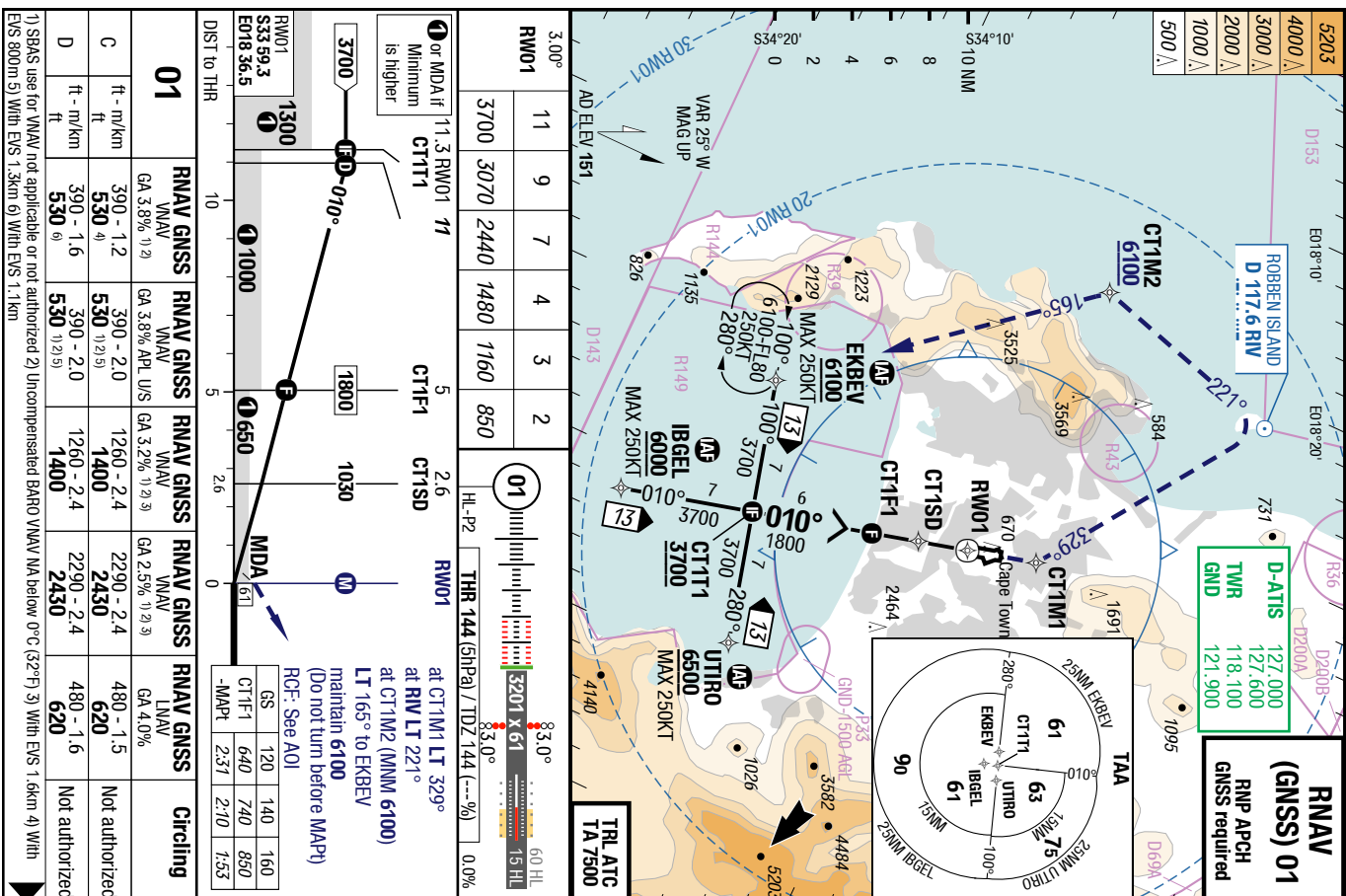
# RNAV (GNSS) 01

# IAC

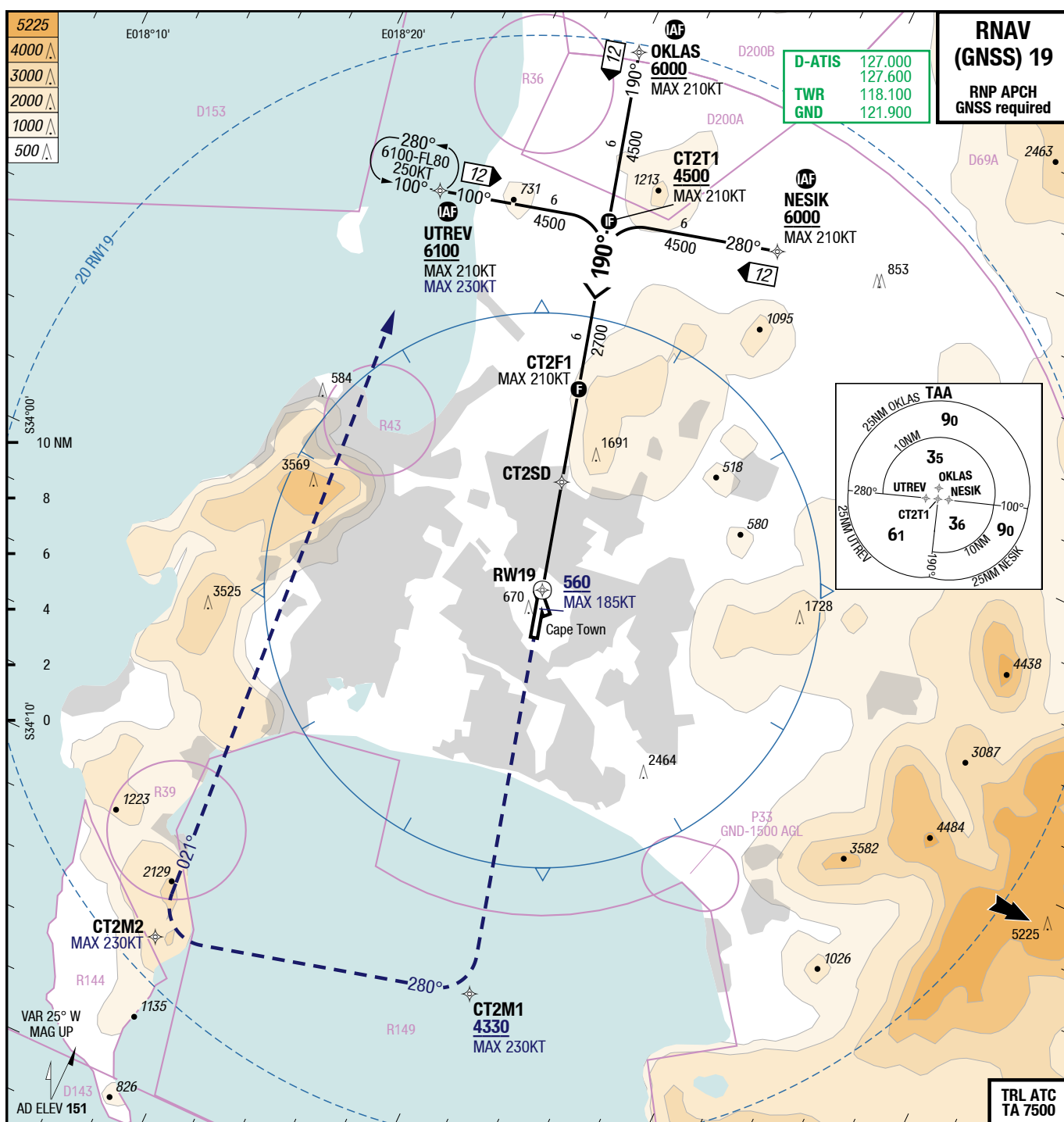
Cape Town Intl **Cape Town** South Africa

RNAV (GNSS) 19

# RNAV (GNSS) 01



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60 HL 15 HL 61 x 3201 3.2° 19

0.0% TDZ 147 (---%) / THR 147 (5hPa) HL-P2

RW19 4 CT2SD 7.4 CT2F1 12.6 13.5 RW19 CT2T1

at MNM 560 (MAX 185KT)  
direct CT2M1 (MNM 4330; MAX 230KT) -  
RT 280° to CT2M2 (MAX 230KT) -  
RT 021° to UTREV (MAX 230KT)  
climb 6100  
(Do not turn before MAPt)

RCF: See A01

	GS	120	140	160
CT2F1	680	790	910	
-MAPt	3:47	3:09	2:46	

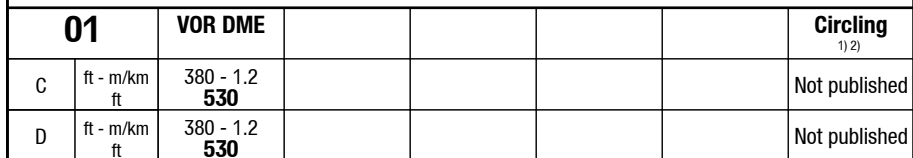
0 4 5 7.4 10 15 DIST to THR

19

	RNAV GNSS VNAV GA 4.6% 1) 2)	RNAV GNSS VNAV GA 2.5% 1) 2) 3)	RNAV GNSS LNAV GA 4.8%	RNAV GNSS LNAV wo CT2SD GA 4.8%	RNAV GNSS LNAV GA 2.5%	Circling
C	ft - m/km ft 470 - 1.5 610 4)	2920 - 2.4 3060	510 - 1.6 650	550 - 1.8 690	3110 - 5.0 3250	Not authorized
D	ft - m/km ft 470 - 1.6 610 5)	2920 - 2.4 3060	510 - 1.6 650	550 - 1.8 690	3110 - 5.0 3250	Not authorized

1) SBAS use for VNAV not applicable or not authorized 2) Uncompensated BARO VNAV NA below 0°C (32°F) 3) With EVS 1.6km 4) With EVS 1.0km 5) With EVS 1.1km

**VOR Z 01**



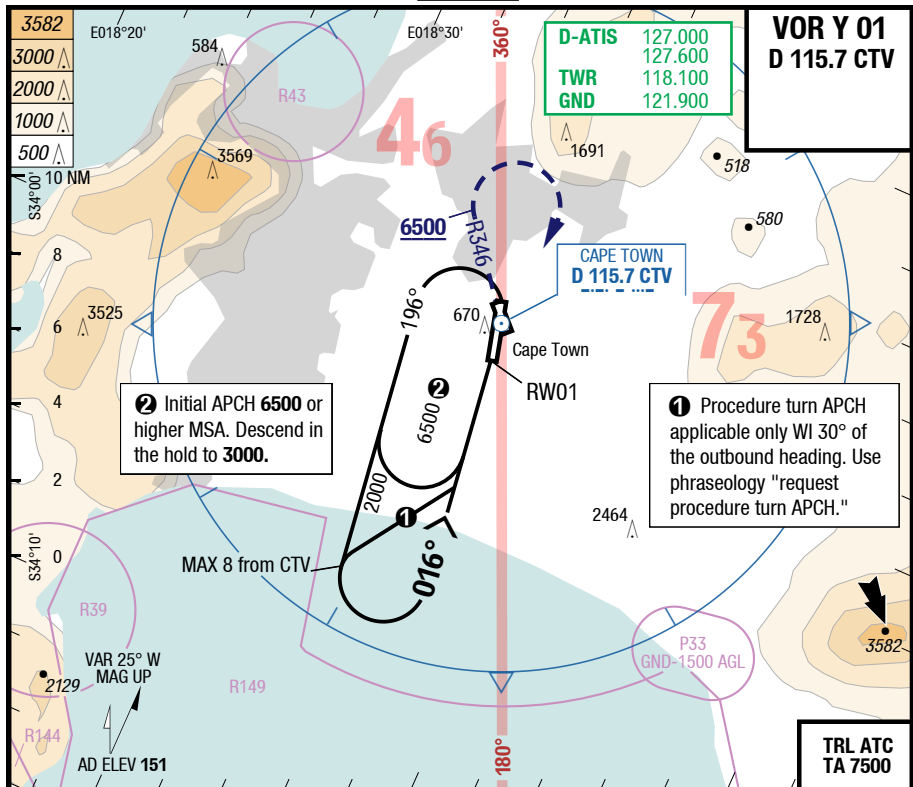
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Changes: OBST

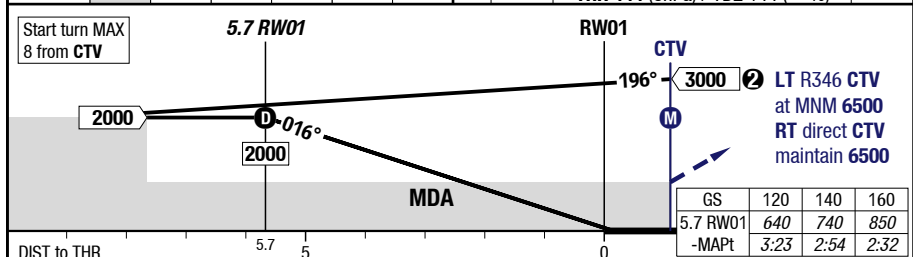
## CPT-FACT

**7-120**

**VOR Y 01**



3.00°		5.7	5	4	3	2	
<b>RW01</b> <b>016°</b> RWY 010°		2000	1790	1470	1150	830	



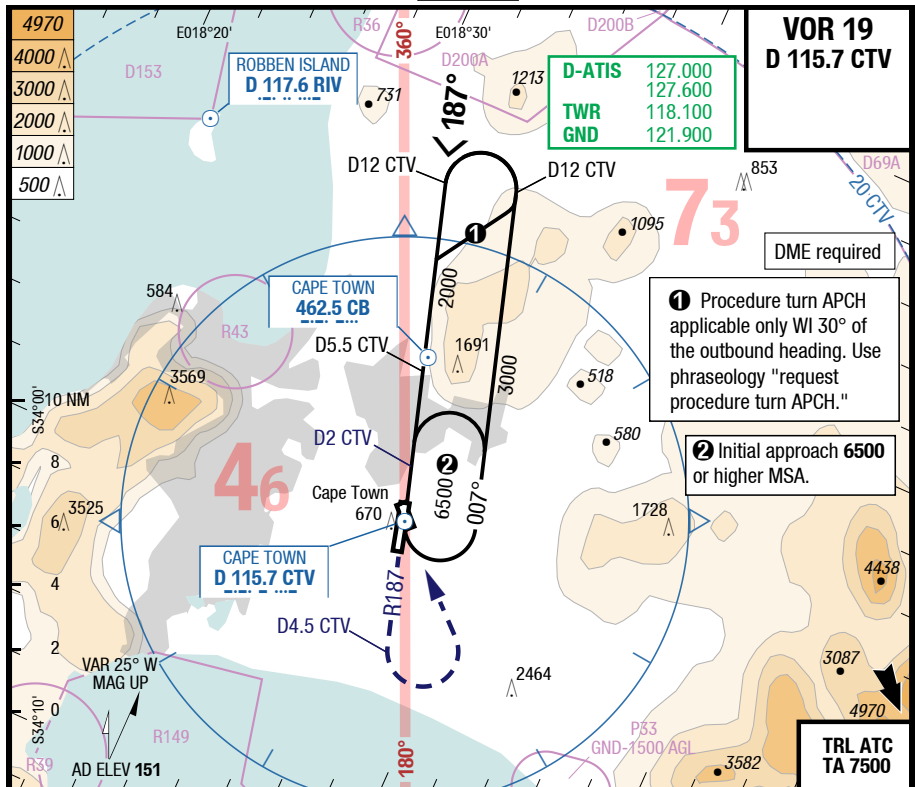
01		VOR					Circling 1) 2)
C	ft - m/km ft	490 - 1.5 640					Not published
D	ft - m/km ft	490 - 1.5 640					Not published

1) At discretion of PIC only
2) W of AD only

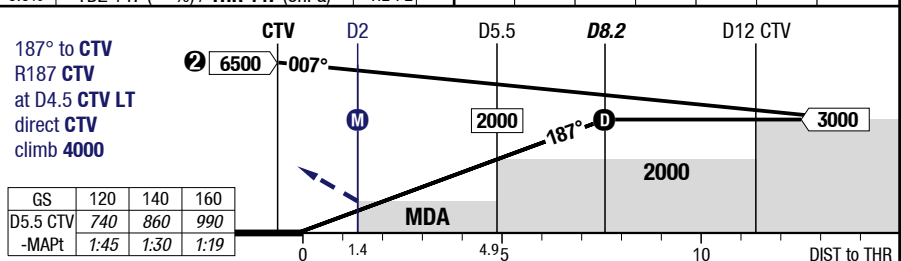
## CPT-FACT

7-130

VOR 19



60 HL	15 HL	61 x 3201	3.2°	19	3	4	5	6	7	8.2	3.48°
0.0%	TDZ 147 (---%)	THR 147 (5hPa)	HL-P2		1080	1440	1810	2180	2550	3000	D CTV 187°
											RWY 190°



19	VOR DME						Circling 1) 2)
C	ft - m/km ft	400 - 1.1 550					Not published
D	ft - m/km ft	400 - 1.1 550					Not published

1) At discretion of PIC only

2) W of AD only

Changes: OBST

**CPT-FACT****7-150****WxMinima Overflow**

<b>01</b>		<b>RNAV GNSS</b> LNAV wo CT1SD GA 3.9%	<b>RNAV GNSS</b> LNAV GA 3.5%	<b>RNAV GNSS</b> LNAV GA 2.5%			
C	ft - m/km ft	520 - 1.6 <b>660</b>	1070 - 2.4 <b>1210</b>	2470 - 5.0 <b>2610</b>			
D	ft - m/km ft	520 - 1.6 <b>660</b>	1070 - 2.4 <b>1210</b>	2470 - 5.0 <b>2610</b>			



Effective 09-NOV-2017

02-NOV-2017

CPT-FACT

South Africa Cape Town Cape Town Intl

NIL

MRC

MRC

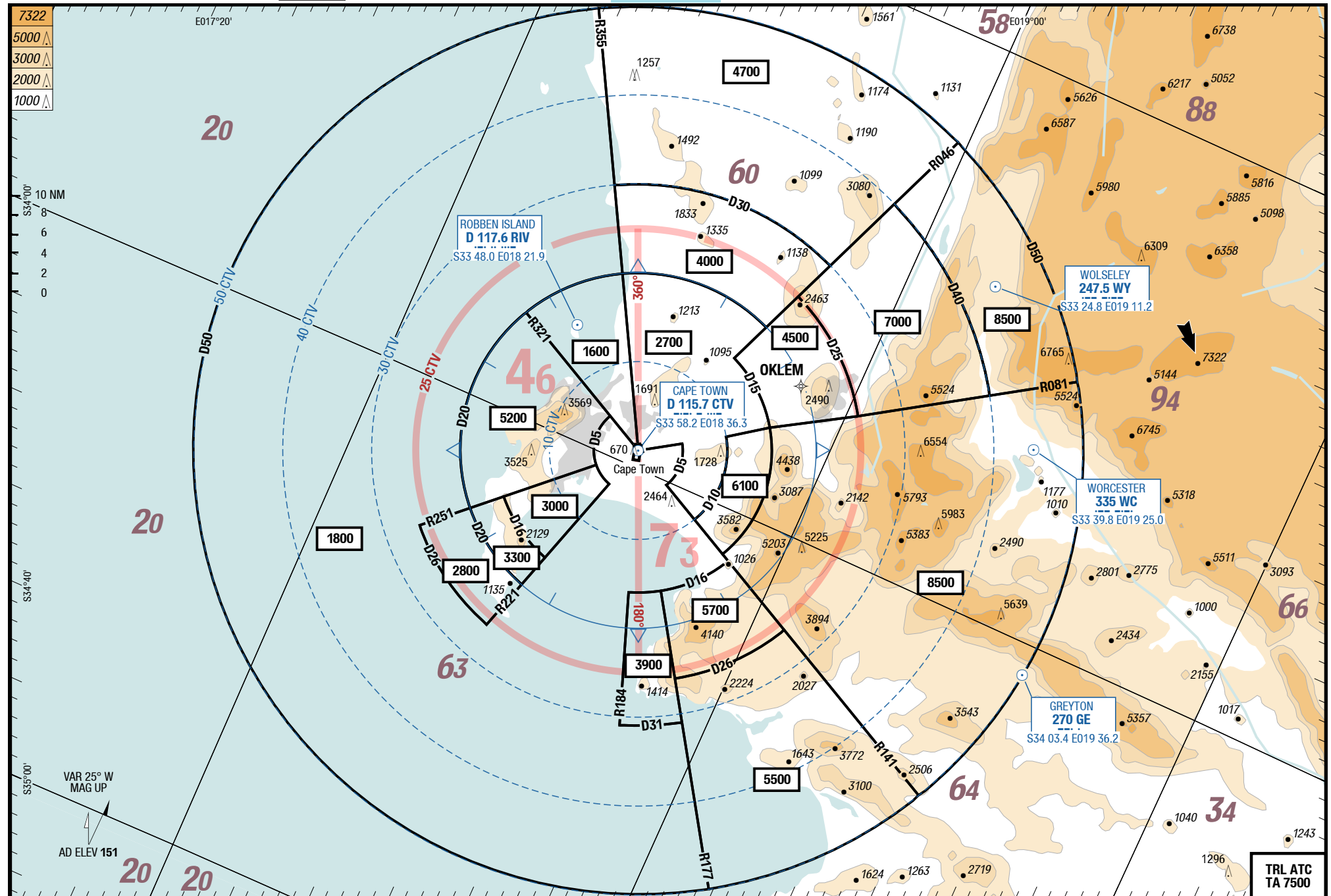
MRC

Cape Town Intl Cape Town South Africa

NIL

MRC

8-10



Changes: MGA, OBST

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