SOUTH AFRICAN CIVIL AVIATION AUTHORITY

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REPUBLIC OF SOUTH AFRICA

CIVIL AVIATION AUTHORITY

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AIP AMDT

AMDT 2/22

15 APR 22

15 APR 22

GEN

GEN 0.3: Record of AIP Supplements.

GEN 0.5: Removal of hand amendments for FAHS and FAWK IAP.

GEN 2.4: Removed FAPL from licensed to unlicensed location indicator.

GEN 2.5: Withdrawal of the FLW NAVAIDS: BM, GC, MM, HA, KD, LW, LA, LO, MAJ, NC, OB, PRF, PZ, PU, OBI, ORI, PY, RA, RD, RG, SZN, TU, TZ, UD, UL, SMH, VM, WR, WB and WC.

GEN 3.2: Aeronautical Charts.

GEN 3.6: Filing of SAR.

ENR

ENR 0.6: Numbering of ENR 1.5.

ENR 1.3: Geodetic Datum definition.

ENR 1.5: Withdrawal of IAP Bergriver STAR, Hopefield STAR, Bergriver SID and Hopefield SID.

ENR 1.9: AP slot allocation.

ENR 4.1: Withdrawal of the FLW NAVAIDS: BM, GC, MM, HA, KD, LW, LA, LO, MAJ, NC, OB, PRF, PZ, PU, OBI, ORI, PY, RA, RD, RG, SZN, TU, TZ, UD, UL, SMH, VM, WR, WB and WC.

AD

AD 06: Addition of FAMO and removal of FAPL from the AIP.

FABM: Withdrawal of NDB BM.

FABW: RWY 03/21 PERM closed.

FACT: Moved wildlife activities to AD 2.23.

FAEL: Removed wildlife activities from AD 2.12.

FAGC: Withdrawal of NDB GC.

FAGM: Withdrawal of NDB RA and RD.

FAHS: Withdrawal of NDB HA and IAP ILS RWY 18, VOR/DME RWY 18 and VOR/DME RWY 36.

FAKM: CTC details, HR of SER, RFFS and moved wildlife activities to AD 2.23.

FAKN: RFFS category changed and moved wildlife activities to AD 2.23.

FALA: Withdrawal of NDB LA.

FALM: Withdrawal OF IAP TACAN arc RWY 10, TACAN arc RWY 28 and VOR/DME RWY 10.

FALW: Withdrawal of NDB LW and IAP Bergriver STAR, Hopefield STAR, Bergriver SID, Hopefield SID, ILS RWY 20L, VOR/DME RWY 02R, TACAN ARC RWY 02R, VOR RWY 20L, TACAN ARC RWYNewLine20L.

FAMJ: Withdrawal of NDB MAJ.

FAMM: Withdrawal of NDB MM.

FAMO: New AD information.

FANC: Withdrawal of NDB NC.

FAOB: Withdrawal of NDB OB, withdrawal IAP VOR/DME ILS RWY 35, VOR/DME RWY 17, TACAN ARC RWY 17, VOR/DME RWY 35, TACAN ARC RWY 35 and moved wildlife activities to AD 2.23.

FAPG: HR OF SER, Handling SER, Passenger facilities, RFFS, Seasonal AVLBL, SFC MOV, MET INFO, ACFT PRKG bay, other LGT system, helicopter LDG area, NAVAIDS, local AD regulations and withdrawal of NDB PY.

FAPH: Moved wildlife activities to AD 2.23.
FAPL: AD license withdrawn.
FAPM: TWR HR of SER, APCH LGT and withdrawal of NDB's PZ,PU, OBI and ORI.
FAPP: Moved wildlife activities to AD 2.23.
FASZ: Withdrawal of NDB SZN, withdrawal IAP Breakcloud NDB RWY 35.
FATT: Withdrawal of NDB TU.
FATZ: Withdrawal of NDB TZ.
FAUL: Withdrawal of NDB's UD, UL and SMH.
FAUT: RFFS, withdrawal of IAP VOR RWY14 and VOR RWY 32.
FAVG: Moved wildlife activities to AD 2.23.
FAVM: Withdrawal of NDB VM.
FAWB: Withdrawal of IAP Breakcloud NDB RWY 29 and withdrawal of NDB WR and WB.
FAWK: Withdrawal of IAP ILS RWY 01.

Charts

FACT, FAHS, FALM, FALW, FAOB, FASZ, FAUT FAWB and FAWK.

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The substance of the FLW System NOTAM and AIP SUP are incorporated into this amendment	
SYSTEM NOTAM:Series “A”	A3310/21, A3485/21.
SYSTEM NOTAM:Series “B”	-
SYSTEM NOTAM:Series “C”	C3326/21, C3386/21, C3813/21, C0139/22.
SYSTEM NOTAM:Series “D”	-

The substance of the FLW System NOTAM and AIP SUP are incorporated into this amendment	
SYSTEM NOTAM:Series “E”	-

GEN 0.4 CHECKLIST OF AIP PAGES

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FAVG-3	31 DEC 20
FAVG-4	31 DEC 20
FAVG-5	31 DEC 20
FAVG-6	31 DEC 20
FAVG-7	31 DEC 20
FAVG-8	31 DEC 20
FAVG-9	15 APR 22
VENETIA	
FAVM-1	31 DEC 20
FAVM-2	10 SEP 20
FAVM-3	10 SEP 20
FAVM-4	8 OCT 20
FAVM-5	15 JAN 22
FAVM-6	15 APR 22
FAVM-7	15 JAN 22
AD-01	15 APR 22
WONDERBOOM / PRETORIA	
FAWB-1	15 APR 22
FAWB-2	15 APR 22
FAWB-3	15 APR 22

PAGE	DATE
FAWB-4	15 APR 22
FAWB-5	15 APR 22
FAWB-6	15 APR 22
FAWB-7	15 APR 22
FAWB-8	15 APR 22
FAWB-9	15 APR 22
FAWB-10	15 APR 22
WITBANK	
FAWI-1	8 OCT 20
FAWI-2	8 OCT 20
FAWI-3	8 OCT 20
FAWI-4	8 OCT 20
FAWI-5	8 OCT 20
FAWI-6	5 NOV 20
FAWI-7	12 AUG 21
WATERKLOOF AFB (MIL - UNLICENSED)	
FAWK-1	8 OCT 20
FAWK-2	8 OCT 20
FAWK-3	15 JUL 21
FAWK-4	15 JUL 21
FAWK-5	15 JUL 21
FAWK-6	15 JUL 21
FAWK-7	15 JUL 21
FAWK-8	15 JUL 21
FAWK-9	8 OCT 20
FAWK-10	15 APR 22
CAPE WINELANDS	
FAWN-1	15 OCT 21
FAWN-2	15 OCT 21
FAWN-3	15 OCT 21
FAWN-4	15 OCT 21
FAWN-5	15 OCT 21
FAWN-6	15 OCT 21
FAWN-7	15 OCT 21
FAWN-8	15 OCT 21
AFB YSTERPLAAT (MIL - UNLICENSED)	
FAYP-1	31 DEC 20
FAYP-2	31 DEC 20
FAYP-3	31 DEC 20
FAYP-4	31 DEC 20
FAYP-5	31 DEC 20
FAYP-6	31 DEC 20
FAYP-7	31 DEC 20

GEN 2.4 LOCATION INDICATORS

1. ENCODE	
LOCATION	**INDICATOR**
AGGENEYS	FAAG
ALEXANDER BAY	FAAB
ALIWAL NORTH	FAAN
ALKANTPAN TEST RANGE	FACO
AVIATORS PARADISE	FAAP
BETHLEHEM	FABM
BHISHO	FABE
BOSCHKOP (KITTY HAWK AERO ESTATE)	FAKT
BRAKPAN-BENONI	FABB
BRAM FISCHER INTERNATIONAL	FABL
BRITS	FABS
CALVINIA	FACV
CAPE TOWN INTERNATIONAL	FACT
CAPE WINELANDS	FAWN
CARNARVON	FACN
DE AAR	FADA
DELAREYVILLE	FADL
DWAALBOOM	FADB
EAST LONDON	FAEL
EMPANGENI	FAEM
ERMELO	FAEO
FICKSBURG SENTRAOES	FAFB
FORT BEAUFORT	FAFO
FREEWAY	FAFW
GARIEP DAM AIRFIELD	FAHV
GEORGE	FAGG
GEORGE DICK MONTSHIOA	FAMM
GRAAFF-REINET	FAGR
GRAHAMSTOWN	FAGT
GRAND CENTRAL	FAGC
GREYTOWN	FAGY

1. ENCODE	
LOCATION	**INDICATOR**
GROBLERSDAL/KOBUS DE VILLIERS	FAGL
HALFWEG	FAHI
HARDING	FAHJ
HARRISMITH	FAHR
HAZYVIEW	FAHW
HEIDELBERG	FAHG
HLUHLUWE	FAHL
HOWICK	FAHC
KAROO GATEWAY	FABW
KIMBERLEY	FAKM
KING SHAKA INTERNATIONAL	FALE
KLEINSEE	FAKZ
KLERKSDORP/P.C. PELSER	FAKD
KROONSTAD	FAKS
KRUGER MPUMALANGA INTERNATIONAL	FAKN
KRUGERSDORP	FAKR
KWANDWE	FAKG
LADYSMITH	FALY
LANSERIA INTERNATIONAL	FALA
LICHTENBURG	FALI
LOUIS TRICHARDT	FALO
MAJUBA POWER STATION	FAMJ
MALAMALA	FAMD
MALELANE	FAMN
MARBLE HALL	FAMI
MARGATE	FAMG
MICROLAND FLIGHT PARK	FABA
MIDDELBURG	FAMB
MIDDELBURG	FAMC
MKUZI	FAMU
MORNINGSIDE FARM	FAMS
MOSSEL BAY (CP/KP)	FAMO

1. ENCODE	
LOCATION	**INDICATOR**
MTHATHA	FAUT
NELSPRUIT	FANS
NEW TEMPE	FATP
NEWCASTLE	FANC
NYLSTROOM	FANY
O R TAMBO INTERNATIONAL	FAOR
ORIENT	FAOI
OUDTSHOORN	FAOH
PARADISE BEACH	FAPX
PETIT	FARA
PHALABORWA (KRUGER PARK GATEWAY)	FAPH
PIET RETIEF	FAPF
PIETERMARITZBURG	FAPM
PIETERSBURG	FAPI
PILANESBERG INTERNATIONAL	FAPN
PLETTENBERG BAY	FAPG
POLOKWANE INTERNATIONAL	FAPP
PORT ALFRED	FAPA
PORT ELIZABETH INTERNA-TIONAL	FAPE
POTCHEFSTROOM	FAPS
PRIESKA	FAPK
PROGRESS	FAPZ
QUEENSTOWN	FAQT
RAND/JOHANNESBURG	FAGM
REIVILO	FARI
RICHARDS BAY	FARB
ROBERTSON	FARS
RUSTENBURG	FARG
SABI SABI	FASE
SALDANHA-VREDENBURG	FASD
SCHWEIZER RENEKE	FASG
SECUNDA	FASC
SISHEN	FASS

1. ENCODE	
LOCATION	**INDICATOR**
SKUKUZA	FASZ
SPRINGBOK	FASB
SPRINGS	FASI
ST FRANCIS FIELD	FACF
STELLENBOSCH	FASH
SWELLENDAM / HENDRIK SWELLENGREBEL	FASX
TEDDERFIELD AIR PARK	FATA
THABA THOLO	FATG
TOMMY'S FIELD	FATF
TSWALU GAME RESERVE	FATW
TUTUKA POWER STATION	FATT
TZANEEN	FATZ
UITENHAGE	FAUH
ULUNDI - PRINCE MANGO-SUTHU BUTHELEZI	FAUL
UPINGTON INTERNATIONAL	FAUP
VENETIA	FAVM
VIRGINIA/DURBAN	FAVG
VREDENDAL	FAVR
WARMBATHS	FAWA
WELKOM	FAWM
WILLISTON	FAWL
WITBANK	FAWI
WONDERBOOM / PRETORIA	FAWB
WORCESTER	FAWC

2. DECODE	
INDICATOR	**LOCATION**
FAAB	ALEXANDER BAY
FAAG	AGGENEYS
FAAN	ALIWAL NORTH
FAAP	AVIATORS PARADISE
FABA	MICROLAND FLIGHT PARK
FABB	BRAKPAN-BENONI

2. DECODE	
INDICATOR	**LOCATION**
FABE	BHISHO
FABL	BRAM FISCHER INTERNATIONAL
FABM	BETHLEHEM
FABS	BRITS
FABW	KAROO GATEWAY
FACF	ST FRANCIS FIELD
FACN	CARNARVON
FACO	ALKANTPAN TEST RANGE
FACT	CAPE TOWN INTERNATIONAL
FACV	CALVINIA
FADA	DE AAR
FADB	DWAALBOOM
FADL	DELAREYVILLE
FAEL	EAST LONDON
FAEM	EMPANGENI
FAEO	ERMELO
FAFB	FICKSBURG SENTRAOES
FAFO	FORT BEAUFORT
FAFW	FREEWAY
FAGC	GRAND CENTRAL
FAGG	GEORGE
FAGL	GROBLERSDAL/KOBUS DE VILLIERS
FAGM	RAND/JOHANNESBURG
FAGR	GRAAFF-REINET
FAGT	GRAHAMSTOWN
FAGY	GREYTOWN
FAHC	HOWICK
FAHG	HEIDELBERG
FAHI	HALFWEG
FAHJ	HARDING
FAHL	HLUHLUWE
FAHR	HARRISMITH
FAHV	GARIEP DAM AIRFIELD

2. DECODE	
INDICATOR	**LOCATION**
FAHW	HAZYVIEW
FAKD	KLERKSDORP/P.C. PELSER
FAKG	KWANDWE
FAKM	KIMBERLEY
FAKN	KRUGER MPUMALANGA INTERNATIONAL
FAKR	KRUGERSDORP
FAKS	KROONSTAD
FAKT	BOSCHKOP (KITTY HAWK AERO ESTATE)
FAKZ	KLEINSEE
FALA	LANSERIA INTERNATIONAL
FALE	KING SHAKA INTERNATIONAL
FALI	LICHTENBURG
FALO	LOUIS TRICHARDT
FALY	LADYSMITH
FAMB	MIDDELBURG
FAMC	MIDDELBURG
FAMD	MALAMALA
FAMG	MARGATE
FAMI	MARBLE HALL
FAMJ	MAJUBA POWER STATION
FAMM	GEORGE DICK MONTSHIOA
FAMN	MALELANE
FAMO	MOSSEL BAY (CP/KP)
FAMS	MORNINGSIDE FARM
FAMU	MKUZI
FANC	NEWCASTLE
FANS	NELSPRUIT
FANY	NYLSTROOM
FAOH	OUDTSHOORN
FAOI	ORIENT
FAOR	O R TAMBO INTERNATIONAL
FAPA	PORT ALFRED

2. DECODE	
INDICATOR	**LOCATION**
FAPE	PORT ELIZABETH INTERNATIONAL
FAPF	PIET RETIEF
FAPG	PLETTENBERG BAY
FAPH	PHALABORWA (KRUGER PARK GATEWAY)
FAPI	PIETERSBURG
FAPK	PRIESKA
FAPM	PIETERMARITZBURG
FAPN	PILANESBERG INTERNATIONAL
FAPP	POLOKWANE INTERNATIONAL
FAPS	POTCHEFSTROOM
FAPX	PARADISE BEACH
FAPZ	PROGRESS
FAQT	QUEENSTOWN
FARA	PETIT
FARB	RICHARDS BAY
FARG	RUSTENBURG
FARI	REIVILO
FARS	ROBERTSON
FASB	SPRINGBOK
FASC	SECUNDA
FASD	SALDANHA-VREDENBURG
FASE	SABI SABI
FASG	SCHWEIZER RENEKE
FASH	STELLENBOSCH
FASI	SPRINGS
FASS	SISHEN
FASX	SWELLENDAM / HENDRIK SWELLENGREBEL
FASZ	SKUKUZA
FATA	TEDDERFIELD AIR PARK
FATF	TOMMY'S FIELD
FATG	THABA THOLO
FATP	NEW TEMPE

2. DECODE	
INDICATOR	**LOCATION**
FATT	TUTUKA POWER STATION
FATW	TSWALU GAME RESERVE
FATZ	TZANEEN
FAUH	UITENHAGE
FAUL	ULUNDI - PRINCE MANGOSUTHU BUTHELEZI
FAUP	UPINGTON INTERNATIONAL
FAUT	MTHATHA
FAVG	VIRGINIA/DURBAN
FAVM	VENETIA
FAVR	VREDENDAL
FAWA	WARMBATHS
FAWB	WONDERBOOM / PRETORIA
FAWC	WORCESTER
FAWI	WITBANK
FAWL	WILLISTON
FAWM	WELKOM
FAWN	CAPE WINELANDS

The location indicators listed below are unlicensed, and operators are to use them at their own discretion

1. ENCODE	
LOCATION	**INDICATOR**
ABERDEEN	FAAE
AFB MAKHADO MILITARY (MIL - UNLICENSED)	FALM
ALLDAYS	FAAL
AMSTERDAM	FAAM
ANDREWS FIELD	FAAF
ARATHUSA SAFARI LODGE	FAAR
ASHTON	FAAS
ASKHAM	FAAK

1. ENCODE	
LOCATION	**INDICATOR**
BABERTON	FABR
BARKLEY EAST	FABF
BELFAST	FABH
BETHESDA ROAD	FABT
BLACK ROCK	FABP
BOTHAVILLE	FABO
BUFFELSHOEK	FABG
BULTFONTEIN	FABU
BURGERSDORP	FABD
BUSHMANS KLOOF	FABK
CALEDON	FACG
CARLETONVILLE	FACR
CATHCHART	FACX
CEDARVILLE	FACZ
CERES	FACE
CHITWA CHITWA	FACC
CLANWILLIAM	FACW
COLESBURG	FACB
COOKHOUSE	FACH
CRADOCK	FACD
DARLINGTON DAM	FADP
DE DOORNS	FADS
DELTA 200	FADX
DENDRON	FADO
DOCKS WATERFRONT	FADW
DOUGLAS CAPE	FADC
DRAKENSBERG GARDENS	FADZ
DRIEFONTEIN/FOCHVILLE	FADF
DUKUDUKU	FADK
DULLSTROOM	FADU
EKLAND RANCH	FAER
EL MIRRADOR	FALQ
ELGIN	FAEG
ELLIOT	FAET

1. ENCODE	
LOCATION	**INDICATOR**
ENTABENI	FAEN
ESHOWE	FAES
FLAMINGO	FAFG
GRAVELOTTE	FAGV
GROOTFONTEIN	FAGF
GROOTVLEI	FAGI
H.M.S. BASTARD MEMORIAL	FAHU
HAAKDOORNBOOM	FAHK
HEILBRON	FAHO
HENNEMAN/HENNENMAN	FAHN
HENRY'S FLATS	FAHF
HIPPO POOLS	FAHD
HOEDSPRUIT	FAHS
HOEDSPRUIT (CIVIL)	FAHT
HOOPSTAD	FAHP
IDUTYWA	FAID
INGWAVUMA	FAIV
INGWELALA	FAIW
ISITHEBE	FAIS
ITALA	FAIA
JACKALBERRY	FAJC
JAN KEMP DORP	FAJK
JANSENVILLE	FAJV
JOUBERTINA	FAJP
KAGGA KAMMA	FAKA
KEI MOUTH	FAKE
KENTON ON SEA	FAKX
KERSEFONTEIN	FAKF
KLASERIE	FAKC
KOFFIEFONTEIN	FAKV
KOMATIPOORT	FAKP
KOSI BAYKOSI BAY	FAKB
KOSTER	FAKO
KRIEL	FAKL

1. ENCODE	
LOCATION	**INDICATOR**
KURUMAN/JOHAN PIENAAR	FAKU
LAMBERTS BAY	FALB
LIME ACRES	FALC
LOERIESFONTEIN	FALF
LOHATLA	FALH
LONDOLOZI	FALD
LYDENBURG	FALL
PHINDA	FADQ
SEAVIEW	FAEW
STEYTLERVILLE	FALR
STILBAAI	FACY
UMTSHEZI MUNICIPALITY	FAEC

1. ENCODE	
LOCATION	**INDICATOR**
AFB YSTERPLAAT (MIL - UNLICENSED)	FAYP
LANGEBAANWEG (MIL - UNLICENSED)	FALW
MABALINGWE	FAMA
MACLEAR	FAMF
MADIKWE GAME RESERVE	FAMK
MADIMBO	FAMP
MAZZEPA BAY	FAMY
MBAZWANE	FAMX
MOLENTO	FAMT
MONTAGU	FAMQ
MOUNTAIN VIEW ESTATE	FAMV
MUSSINA	FAMH
NDUNO	FANO
NGALA	FANG
NGODWANA/SAPPI	FAND
NTSIRI	FANI
NYATHI	FANT
OLIFANTSHOEK	FAOF

1. ENCODE	
LOCATION	**INDICATOR**
OTHAWA	FAOL
OVERBERG - TEST FLYING & DEVELOPING CENTRE MIL - UNLICENSED	FAOB
PAARL	FAPU
PARYS	FAPY
PAULPIETERSBURG MONDI	FAPC
PETRUSVILLE	FAPV
PIESANGHOEK	FAQB
PILGRIMS REST	FAPO
POFADDER	FAPD
POMFRET	FAQF
PONGOLA	FAPL
PORT ST JOHNS	FAPJ
POSTMASBURG	FAPT
POTGIETERSRUS	FAQR
PUNDU MARIA	FAPQ
REITZ	FARZ
RICHMOND	FARM
RIETFONTEIN	FARF
ROCK FIG	FATD
SANDHURST	FASA
SENEKAL	FASN
SINGITA SABIE SAND	FASP
SITEKA	FASM
SOMERSET EAST	FAST
SOMERVELD	FALS
STAR	FAZQ
STUTTERHEIM	FATM
SUTHERLAND	FASL
SWARTBERG	FAZG
SWARTKOP (MIL - UNLICENSED)	FASK
SYFERFONTEIN	FASY
THABA NCHU	FATN
THABAZIMBI	FATI

2. DECODE	
INDICATOR	**LOCATION**
FAMX	MBAZWANE
FAMY	MAZZEPA BAY
FAND	NGODWANA/SAPPI
FANG	NGALA
FANI	NTSIRI
FANO	NDUNO
FANT	NYATHI
FAOB	OVERBERG - TEST FLYING & DEVELOPING CENTRE MIL - UNLICENSED
FAOF	OLIFANTSHOEK
FAOL	OTHAWA
FAPC	PAULPIETERSBURG MONDI
FAPD	POFADDER
FAPJ	PORT ST JOHNS
FAPL	PONGOLA
FAPO	PILGRIMS REST
FAPQ	PUNDU MARIA
FAPT	POSTMASBURG
FAPU	PAARL
FAPV	PETRUSVILLE
FAPY	PARYS
FAQB	PIESANGHOEK
FAQF	POMFRET
FAQR	POTGIETERSRUS
FARF	RIETFONTEIN
FARM	RICHMOND
FARZ	REITZ
FASA	SANDHURST
FASK	SWARTKOP (MIL - UNLICENSED)
FASL	SUTHERLAND
FASM	SITEKA
FASN	SENEKAL
FASP	SINGITA SABIE SAND
FAST	SOMERSET EAST

2. DECODE	
INDICATOR	**LOCATION**
FASY	SYFERFONTEIN
FATB	THORNY BUSH GAME LODGE
FATD	ROCK FIG
FATH	THOHOYANDOU
FATI	THABAZIMBI
FATK	TSITSIKAMA FLY-INN
FATM	STUTTERHEIM
FATN	THABA NCHU
FATR	TWEE RIVIEREN
FAUC	ULCO
FAUG	UGIE
FAUR	UTRECHT
FAUS	ULUSABA
FAVA	VAALPUTS
FAVB	VRYBURG
FAVF	VERBORGENFONTEIN
FAVP	VANDERBIJLPARK
FAVR	VREDENDAL
FAVS	VASTRAP
FAVU	VOLKSRUST
FAVV	VEREENIGING
FAVW	VICTORIA WEST
FAVY	VRYHEID
FAWD	WOLMARANSTAD
FAWE	WELGEVONDEN
FAWG	WATTS LANDING
FAWK	WATERKLOOF AFB (MIL - UNLICENSED)
FAWO	WILLOWMORE
FAWR	WAVECREST
FAWS	WESSELBRON
FAWT	WINTERVELDT MINE
FAWV	WHITE RIVER
FAYP	AFB YSTERPLAAT (MIL - UNLICENSED)

2. DECODE	
INDICATOR	**LOCATION**
FAZC	ZULULAND ANTHRACITE COLLERY
FAZG	SWARTBERG
FAZQ	STAR
FAZR	ZEERUST
FAZU	ZUNEY

GEN 2.5 LIST OF RADIO NAVIGATION AIDS

ID	STATION NAME	FACILITY	PURPOSE (see Note)
ABV	ALEXANDER BAY	DME	AE
ABV	ALEXANDER BAY	VOR	AE
AGV	AGGENEYS	DME	E
AGV	AGGENEYS	VOR	E
BLV	BRAM FISCHER INTERNATIONAL	DME	AE
BLV	BRAM FISCHER INTERNATIONAL	VOR	AE
BSI	EAST LONDON	DME	A
BSI	EAST LONDON	ILS GP RWY 11	A
BSI	EAST LONDON	ILS LOC RWY 11	A
CB	CAPE TOWN INTERNATIONAL AIRPORT	NDB	A
CDV	CALEDON	DME	E
CDV	CALEDON	DVOR	E
CSV	CERES	DME	E
CSV	CERES	DVOR	E
CTI	CAPE TOWN INTERNATIONAL	DME RWY 01	A
CTI	CAPE TOWN INTERNATIONAL	ILS GP RWY 01	A
CTI	CAPE TOWN INTERNATIONAL	ILS LOC RWY 01	A
CTV	CAPE TOWN INTERNATIONAL AIRPORT	DME	AE
CTV	CAPE TOWN INTERNATIONAL AIRPORT	VOR	AE
DPV	WONDERBOOM	DME	A
DPV	WONDERBOOM	DVOR	A
ELI	EAST LONDON	DME	A
ELI	EAST LONDON	ILS GP RWY 29	A
ELI	EAST LONDON	ILS LOC RWY 29	A
ELV	EAST LONDON AIRPORT	DME	AE
ELV	EAST LONDON AIRPORT	VOR	AE
GAV	GRASMERE	VOR	E
GEI	GEORGE	DME	A
GEI	GEORGE	ILS GP RWY 11	A
GEI	GEORGE	ILS LOC RWY 11	A
GGI	GEORGE	DME	A
GGI	GEORGE	ILS GP RWY 29	A

ID	STATION NAME	FACILITY	PURPOSE (see Note)
GGI	GEORGE	ILS LOC RWY 29	A
GRV	GEORGE AIRPORT	DME	AE
GRV	GEORGE AIRPORT	DVOR	AE
GWV	GREEFSWALD	VOR	E
GYV	GREYTOWN	DME	AE
GYV	GREYTOWN	DVOR	AE
HGV	HEIDELBERG	VOR	E
HMV	HOFMEYER	DVOR	E
HSI	HOEDSPRUIT	ILS GP RWY 18	A
HSI	HOEDSPRUIT	ILS LOC RWY 18	A
HSV	HOEDSPRUIT (MIL)	DME	A
HSV	HOEDSPRUIT (MIL)	VOR	A
JAI	O R TAMBO INTERNATIONAL	ILS GP RWY 21L	A
JAI	O R TAMBO INTERNATIONAL	ILS LOC RWY 21L	A
JBI	JOHANNESBURG	DME	A
JBI	O R TAMBO INTERNATIONAL	ILS GP RWY 21R	A
JBI	O R TAMBO INTERNATIONAL	ILS LOC RWY 21R	A
JNI	O R TAMBO INTERNATIONAL	ILS GP RWY 03R	A
JNI	O R TAMBO INTERNATIONAL	ILS LOC RWY 03R	A
JSI	O R TAMBO INTERNATIONAL	ILS GP RWY 03L	A
JSI	O R TAMBO INTERNATIONAL	ILS LOC RWY 03L	A
JSV	O R TAMBO INTERNATIONAL AIRPORT	DME	AE
JSV	O R TAMBO INTERNATIONAL AIRPORT	DVOR	AE
KSI	CAPE TOWN INTERNATIONAL	DME RWY 19	A
KSI	CAPE TOWN INTERNATIONAL	ILS GP RWY 19	A
KSI	CAPE TOWN INTERNATIONAL	ILS LOC RWY 19	A
KYV	KIMBERLEY AIRPORT	DME	AE
KYV	KIMBERLEY AIRPORT	VOR	AE
LAI	LANSERIA	DME	A
LAI	LANSERIA INTERNATIONAL	ILS GP RWY 07	A
LAI	LANSERIA INTERNATIONAL	ILS LOC RWY 07	A
LIV	LANSERIA AIRPORT	DME	E
LIV	LANSERIA AIRPORT	DVOR	E
LTV	MAKHADO (MIL)	DME	A

ID	STATION NAME	FACILITY	PURPOSE (see Note)
LTV	MAKHADO (MIL)	VOR	A
LWI	LANGEBAANWEG (MIL - UNLICENSED)	ILS GP RWY 20L	A
LWI	LANGEBAANWEG (MIL - UNLICENSED)	ILS LOC RWY 20L	A
LWV	LANGEBAANWEG (MIL)	DME	A
LWV	LANGEBAANWEG (MIL)	VOR	A
LYV	LADYSMITH	DME	AE
LYV	LADYSMITH	DVOR	AE
MHV	MTHATHA	DME	A
MHV	MTHATHA	DVOR	A
MMV	GEORGE DICK MONTSHIOA	VOR	A
MMV	MAFIKENG	DME	A
NVV	NIEUWOUDTVILLE	DVOR	E
OBI	OVERBERG - TEST FLYING & DEVELOPING CENTRE MIL - UNLICENSED	ILS GP RWY 35	A
OBI	OVERBERG - TEST FLYING & DEVELOPING CENTRE MIL - UNLICENSED	ILS LOC RWY 35	A
OBV	OVERBERG (MIL)	DME	A
OBV	OVERBERG (MIL)	VOR	A
PDI	PORT ELIZABETH INTERNATIONAL	ILS GP RWY 26	A
PDI	PORT ELIZABETH INTERNATIONAL	ILS LOC RWY 26	A
PEI	PORT ELIZABETH INTERNATIONAL	ILS GP RWY 08	A
PEI	PORT ELIZABETH INTERNATIONAL	ILS LOC RWY 08	A
PEV	PORT ELIZABETH AIRPORT	DME	AE
PEV	PORT ELIZABETH AIRPORT	VOR	AE
PHV	PHALABORWA	VOR	AE
PJV	PORT ST JOHNS	DVOR	E
PK	KRUGER MPUMALANGA	NDB	A
PKI	KRUGER	DME	A
PKI	KRUGER MPUMALANGA INTERNATIONAL	ILS GP RWY 05	A
PKI	KRUGER MPUMALANGA INTERNATIONAL	ILS LOC RWY 05	A
PKV	KRUGER MPUMALANGA	DME	AE
PKV	KRUGER MPUMALANGA	DVOR	AE
PMV	PIETERMARITZBURG	DME	AE
PMV	PIETERMARITZBURG	VOR	AE
PNV	PILANESBERG	DME	A

ID	STATION NAME	FACILITY	PURPOSE (see Note)
PNV	PILANESBERG	DVOR	A
PPI	POLOKWANE	DME	A
PPI	POLOKWANE INTERNATIONAL	ILS GP RWY 05	A
PPI	POLOKWANE INTERNATIONAL	ILS LOC RWY 05	A
PPV	POLOKWANE INTL	DME	A
PPV	POLOKWANE INTL	VOR	A
PVV	PETRUSVILLE	VOR	E
RAV	RAND	DME	A
RAV	RAND	VOR	A
RBV	RICHARDS BAY	DME	AE
RBV	RICHARDS BAY	VOR	AE
RIV	ROBBEN ISLAND	DME	E
RIV	ROBBEN ISLAND	VOR	E
SLV	SUTHERLAND	VOR	E
SSV	SISHEN	DME	AE
SSV	SISHEN	VOR	AE
STV	STANDERTON	VOR	E
SVV	SOMERSVELD	VOR	A
TGI	KING SHAKA	DME	A
TGI	KING SHAKA INTERNATIONAL	ILS GP RWY 24	A
TGI	KING SHAKA INTERNATIONAL	ILS LOC RWY 24	A
TGV	KING SHAKA	DME	AE
TGV	KING SHAKA	DVOR	AE
TNI	KING SHAKA	DME	A
TNI	KING SHAKA INTERNATIONAL	ILS GP RWY 06	A
TNI	KING SHAKA INTERNATIONAL	ILS LOC RWY 06	A
UL	ULUNDI	DME	A
UPV	UPINGTON AIRPORT	DME	AE
UPV	UPINGTON AIRPORT	VOR	AE
VWV	VICTORIA WEST	VOR	E
WIV	WITBANK	VOR	AE
WKI	WATERKLOOF AFB (MIL - UNLICENSED)	ILS LOC RWY 01	A
WKV	WATERKLOOF	DME	A
WKV	WATERKLOOF (MIL)	VOR	A

ID	STATION NAME	FACILITY	PURPOSE (see Note)
WMV	WELKOM	DME	E
WMV	WELKOM	VOR	E
WRV	WARDEN	VOR	E

STATION NAME	FACILITY	ID	PURPOSE (see Note)
AGGENEYS	DME	AGV	E
AGGENEYS	VOR	AGV	E
ALEXANDER BAY	DME	ABV	AE
ALEXANDER BAY	VOR	ABV	AE
BRAM FISCHER INTERNATIONAL	DME	BLV	AE
BRAM FISCHER INTERNATIONAL	VOR	BLV	AE
CALEDON	DME	CDV	E
CALEDON	DVOR	CDV	E
CAPE TOWN INTERNATIONAL	DME RWY 01	CTI	A
CAPE TOWN INTERNATIONAL	ILS GP RWY 01	CTI	A
CAPE TOWN INTERNATIONAL	ILS LOC RWY 01	CTI	A
CAPE TOWN INTERNATIONAL	DME RWY 19	KSI	A
CAPE TOWN INTERNATIONAL	ILS GP RWY 19	KSI	A
CAPE TOWN INTERNATIONAL	ILS LOC RWY 19	KSI	A
CAPE TOWN INTERNATIONAL AIRPORT	NDB	CB	A
CAPE TOWN INTERNATIONAL AIRPORT	DME	CTV	AE
CAPE TOWN INTERNATIONAL AIRPORT	VOR	CTV	AE
CERES	DME	CSV	E
CERES	DVOR	CSV	E
EAST LONDON	DME	BSI	A
EAST LONDON	ILS GP RWY 11	BSI	A
EAST LONDON	ILS LOC RWY 11	BSI	A
EAST LONDON	DME	ELI	A
EAST LONDON	ILS GP RWY 29	ELI	A
EAST LONDON	ILS LOC RWY 29	ELI	A
EAST LONDON AIRPORT	DME	ELV	AE
EAST LONDON AIRPORT	VOR	ELV	AE
GEORGE	DME	GEI	A
GEORGE	ILS GP RWY 11	GEI	A

STATION NAME	FACILITY	ID	PURPOSE (see Note)
GEORGE	ILS LOC RWY 11	GEI	A
GEORGE	DME	GGI	A
GEORGE	ILS GP RWY 29	GGI	A
GEORGE	ILS LOC RWY 29	GGI	A
GEORGE AIRPORT	DME	GRV	AE
GEORGE AIRPORT	DVOR	GRV	AE
GEORGE DICK MONTSHIOA	VOR	MMV	A
GRASMERE	VOR	GAV	E
GREEFSWALD	VOR	GWV	E
GREYTOWN	DME	GYV	AE
GREYTOWN	DVOR	GYV	AE
HEIDELBERG	VOR	HGV	E
HOEDSPRUIT	ILS GP RWY 18	HSI	A
HOEDSPRUIT	ILS LOC RWY 18	HSI	A
HOEDSPRUIT (MIL)	DME	HSV	A
HOEDSPRUIT (MIL)	VOR	HSV	A
HOFMEYER	DVOR	HMV	E
JOHANNESBURG	DME	JBI	A
KIMBERLEY AIRPORT	DME	KYV	AE
KIMBERLEY AIRPORT	VOR	KYV	AE
KING SHAKA	DME	TGI	A
KING SHAKA	DME	TGV	AE
KING SHAKA	DVOR	TGV	AE
KING SHAKA	DME	TNI	A
KING SHAKA INTERNATIONAL	ILS GP RWY 24	TGI	A
KING SHAKA INTERNATIONAL	ILS LOC RWY 24	TGI	A
KING SHAKA INTERNATIONAL	ILS GP RWY 06	TNI	A
KING SHAKA INTERNATIONAL	ILS LOC RWY 06	TNI	A
KRUGER	DME	PKI	A
KRUGER MPUMALANGA	NDB	PK	A
KRUGER MPUMALANGA	DME	PKV	AE
KRUGER MPUMALANGA	DVOR	PKV	AE
KRUGER MPUMALANGA INTERNATIONAL	ILS GP RWY 05	PKI	A
KRUGER MPUMALANGA INTERNATIONAL	ILS LOC RWY 05	PKI	A

STATION NAME	FACILITY	ID	PURPOSE (see Note)
LADYSMITH	DME	LYV	AE
LADYSMITH	DVOR	LYV	AE
LANGEBAANWEG (MIL - UNLICENSED)	ILS GP RWY 20L	LWI	A
LANGEBAANWEG (MIL - UNLICENSED)	ILS LOC RWY 20L	LWI	A
LANGEBAANWEG (MIL)	DME	LWV	A
LANGEBAANWEG (MIL)	VOR	LWV	A
LANSERIA	DME	LAI	A
LANSERIA AIRPORT	DME	LIV	E
LANSERIA AIRPORT	DVOR	LIV	E
LANSERIA INTERNATIONAL	ILS GP RWY 07	LAI	A
LANSERIA INTERNATIONAL	ILS LOC RWY 07	LAI	A
MAFIKENG	DME	MMV	A
MAKHADO (MIL)	DME	LTV	A
MAKHADO (MIL)	VOR	LTV	A
MTHATHA	DME	MHV	A
MTHATHA	DVOR	MHV	A
NIEUWOUDTVILLE	DVOR	NVV	E
O R TAMBO INTERNATIONAL	ILS GP RWY 21L	JAI	A
O R TAMBO INTERNATIONAL	ILS LOC RWY 21L	JAI	A
O R TAMBO INTERNATIONAL	ILS GP RWY 21R	JBI	A
O R TAMBO INTERNATIONAL	ILS LOC RWY 21R	JBI	A
O R TAMBO INTERNATIONAL	ILS GP RWY 03R	JNI	A
O R TAMBO INTERNATIONAL	ILS LOC RWY 03R	JNI	A
O R TAMBO INTERNATIONAL	ILS GP RWY 03L	JSI	A
O R TAMBO INTERNATIONAL	ILS LOC RWY 03L	JSI	A
O R TAMBO INTERNATIONAL AIRPORT	DME	JSV	AE
O R TAMBO INTERNATIONAL AIRPORT	DVOR	JSV	AE
OVERBERG - TEST FLYING & DEVELOPING CENTRE MIL - UNLICENSED	ILS GP RWY 35	OBI	A
OVERBERG - TEST FLYING & DEVELOPING CENTRE MIL - UNLICENSED	ILS LOC RWY 35	OBI	A
OVERBERG (MIL)	DME	OBV	A
OVERBERG (MIL)	VOR	OBV	A
PETRUSVILLE	VOR	PVV	E
PHALABORWA	VOR	PHV	AE

STATION NAME	FACILITY	ID	PURPOSE (see Note)
PIETERMARITZBURG	DME	PMV	AE
PIETERMARITZBURG	VOR	PMV	AE
PILANESBERG	DME	PNV	A
PILANESBERG	DVOR	PNV	A
POLOKWANE	DME	PPI	A
POLOKWANE INTERNATIONAL	ILS GP RWY 05	PPI	A
POLOKWANE INTERNATIONAL	ILS LOC RWY 05	PPI	A
POLOKWANE INTL	DME	PPV	A
POLOKWANE INTL	VOR	PPV	A
PORT ELIZABETH AIRPORT	DME	PEV	AE
PORT ELIZABETH AIRPORT	VOR	PEV	AE
PORT ELIZABETH INTERNATIONAL	ILS GP RWY 26	PDI	A
PORT ELIZABETH INTERNATIONAL	ILS LOC RWY 26	PDI	A
PORT ELIZABETH INTERNATIONAL	ILS GP RWY 08	PEI	A
PORT ELIZABETH INTERNATIONAL	ILS LOC RWY 08	PEI	A
PORT ST JOHNS	DVOR	PJV	E
RAND	DME	RAV	A
RAND	VOR	RAV	A
RICHARDS BAY	DME	RBV	AE
RICHARDS BAY	VOR	RBV	AE
ROBBEN ISLAND	DME	RIV	E
ROBBEN ISLAND	VOR	RIV	E
SISHEN	DME	SSV	AE
SISHEN	VOR	SSV	AE
SOMERSVELD	VOR	SVV	A
STANDERTON	VOR	STV	E
SUTHERLAND	VOR	SLV	E
ULUNDI	DME	UL	A
UPINGTON AIRPORT	DME	UPV	AE
UPINGTON AIRPORT	VOR	UPV	AE
VICTORIA WEST	VOR	VWV	E
WARDEN	VOR	WRV	E
WATERKLOOF	DME	WKV	A
WATERKLOOF (MIL)	VOR	WKV	A

STATION NAME	FACILITY	ID	PURPOSE (see Note)
WATERKLOOF AFB (MIL - UNLICENSED)	ILS LOC RWY 01	WKI	A
WELKOM	DME	WMV	E
WELKOM	VOR	WMV	E
WITBANK	VOR	WIV	AE
WONDERBOOM	DME	DPV	A
WONDERBOOM	DVOR	DPV	A

A = Aerodrome
E = Enroute
AE = Dual purpose

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Title of Series	Scale				Date Y/M/D	Source Date
		IILS RWY 01	-ILS-01		07/05/10	
		ILS Z RWY 19	-ILS-02		07/05/10	
		ILS Y RWY 19	-ILS-03		07/05/10	
		VOR Z RWY 01	-VOR-01		19/01/03	
		VOR RWY 19	-VOR-02		07/05/10	
		VOR Y RWY 01	-VOR-03		07/05/10	
		Radar Terrain Clearance Chart	-RAD-01		07/05/10	
		Precision APCH Terrain Chart RWY 01	-PATC-01		13/10/17	
		Precision APCH Terrain Chart RWY 19	-PATC-02		13/10/17	
		AD OBST Type A	-OBST TYPE A-01		13/10/17	
		AD OBST Type A	-OBST Type A-02		13/10/17	
		RNAV (RNP) Z RWY 01	-RNAV-01		19/05/23	
		Data tabulation	-RNAV-01A		17/10/12	
		RNAV (RNP) Y RWY 01	-RNAV-02		19/05/23	
		Data tabulation	-RNAV-02A		17/10/12	
		RNAV (RNP) Z RWY 19	-RNAV-03		19/01/03	
		Data tabulation	-RNAV-03A		17/10/12	
		RNAV (RNP) Z RWY 34	-RNAV-04		19/05/23	
		Data tabulation	-RNAV-04A		17/11/09	
		RNAV (GNSS) RWY 01	-RNAV-05		19/05/23	
		Data tabulation	-RNAV-05A		20/03/26	
		RNAV (GNSS) RWY 19	-RNAV-06		18/05/24	
		Data tabulation	-RNAV-06A		18/02/01	
		East London				
		Aerodrome Chart	-AD-01		18/10/11	
		Restricted Visibility Chart	-AD-02		16/12/08	
		ILS Z RWY 11	-ILS-01		08/07/03	
		ILS RWY 29	-ILS-03		08/07/03	
		VOR RWY 11	-VOR-01		08/07/03	
		VOR Z RWY 29	-VOR-02		08/07/03	
		VOR Y RWY 29	-VOR-03		08/07/03	
		Radar Terrain Clearance Chart	-RAD-01		07/07/05	
		RNAV (GNSS) RWY 11	-RNAV-01		18/10/11	
		Data tabulation	-RNAV-01A		17/07/20	
		RNAV (GNSS) RWY 29	-RNAV-02		17/07/20	
		Data tabulation	-RNAV-02A		17/07/20	
		Fort Beaufort				
		Aerodrome Chart	-AD-01		18/10/11	
		RNAV (GNSS) RWY 11	-RNAV-01		18/03/01	
		Data tabulation	-RNAV-01A		18/03/01	
		RNAV (GNSS) RWY 29	-RNAV-02		18/03/01	
		Data tabulation	-RNAV-02A		18/03/01	
		Graaff-Reinet				
		Aerodrome Chart	-AD-01		21/08/12	
		RNAV (GNSS) RWY 04	-RNAV-01		21/02/25	
		Data tabulation	-RNAV-01A		21/02/25	

Title of Series	Scale				Date Y/M/D	Source Date
		George Aerodrome Chart Restricted visibility chart Hot Spot XALIN 1B RNAV (GNSS) RWY 11 STAR Data tabulation AXEMU 1A RNAV (GNSS) RWY 11 Data tabulation GABGO 1A RNAV (GNSS) RWY 11 STAR Data tabulation GABGO 1B RNAV (GNSS) RWY 11 STAR Data tabulation	 -AD-01 -AD-02 -AD-03 -ARR-02 -ARR-02A -ARR-03 -ARR-03A -ARR-04 -ARR-04A -ARR-05 -ARR-05A		 18/10/11 18/05/24 18/05/24 18/05/24 18/05/24 18/05/24 18/05/24 18/05/24 18/05/24 18/05/24 18/05/24 /	
Instrument Approach and landing Chart		ILS RWY 11 ILS Z RWY 29 VOR RWY 11 VOR RWY 29 Radar Minimum Altitude Chart RNAV (GNSS) RWY 11 Data tabulation RNAV (GNSS) RWY 29 Data tabulation P-APCH Terrain Chart RWY 06 P-APCH Terrain Chart RWY 24 AD OBST Type A	--ILS-01 -ILS-02 -VOR-01 -VOR-02 -RAD-01 -RNAV-01 -RNAV-01A -RNAV-02 -RNAV-02A -PATC-01 -PATC-02 -OBST Type A-01		16/05/26 16/11/10 14/05/01 14/05/01 13/01/10 18/02/01 18/03/29 18/03/29 18/03/29 16/11/10 16/11/10 16/11/10	
		George Dick Montshioa Aerodrome Chart VOR A RWY 04	 -AD-01 -VOR-01		 19/07/18 19/06/20	
		Grand Central Aerodrome Chart Restricted visibility Chart	 -AD-01 -AD-02		 19/07/18 10/04/08	
		Greytown Aerodrome Chart VOR RWY 24 RNAV (GNSS) RWY 24 Data tabulation	 -AD-01 -VOR-01 -RNAV-01 -RNAV-01A		 21/08/12 19/03/28 19/05/23 19/05/23	
		Hluhluwe Aerodrome Chart	 -AD-01		 04/07/08	
		Hoedspruit Aerodrome Chart Radar Terrain Clearance Chart	 -AD-01 -RAD-01		 04/07/08 06/08/03	

Title of Series	Scale				Date Y/M/D	Source Date
		Kruger Mpumalanga INTL Aerodrome Chart RAMP chart NDB RWY 05 NDB RWY 23 ILS Z RWY 05 ILS Y RWY 05 ILS X RWY 05 VOR/DME RWY 05 VOR/DME RWY 23 RNAV (GNSS) RWY 05 Data tabulation TILIR 1A Data tabulation	 -AD-01 -AD-02 -NDB-01 -NDB-02 -ILS-01 -ILS-02 -ILS-03 -VOR-01 -VOR-02 -RNAV-01 -RNAV-01A -ARR-01 -ARR-01A		 20/12/31 04/07/08 18/07/19 18/07/19 20/04/23 20/04/23 18/07/19 18/07/19 18/07/19 20/10/08 20/10/08 21/05/20 21/05/20	
		Ladysmith Aerodrome Chart VOR RWY 11/29	- AD-01 -VOR-01		 04/07/08 09/12/17	
		Langebaan CFS Aerodrome Chart Radar Chart	 -AD-01 -RAD-01		 04/07/08 06/08/03	
		Lanseria INTL Aerodrome chart Aicraft parking/Docking Chart Restricted Visibility Chart RNAV (GNSS) RWY 07 Data tabulation RNAV (RNP) RWY 25 Data tabulation VOR Z RWY 07 VOR Y RWY 07 ILS Z RWY 07 Data tabulation	 -AD-01 -AD-02 -AD-03 -RNAV-01 -RNAV-01A -RNAV-02 -RNAV-02A -VOR-01 -VOR-02 -ILS-01 -ILS-01A		 19/06/20 17/07/20 19/01/03 16/08/18 21/07/15 18/05/24 18/05/24 16/05/26 16/05/26 20/04/23 20/04/23	
		Makhado AFB Aerodrome Chart Radar Terrain Clearance ILS RWY 10	 -AD-01 -RAD-01 -ILS-01		 04/07/08 06/08/03 17/10/12	
		Margate Aerodrome Chart RNAV (GNSS) RWY 05 Data tabulation RNAV (GNSS) RWY 23 Data tabulation	 -AD-01 -RNAV-01 -RNAV-01A -RNAV-02 -RNAV-02A		 18/10/11 16/12/08 16/12/08 16/12/08 16/12/08	
		Majuba Power Station Aerodrome Chart	 -AD-01		 04/07/08	
		Malelane Aerodrome Chart RNAV (GNSS) RWY 09 Data tabulation RNAV (GNSS) RWY 27 Data tabulation	 -AD-01 -RNAV-01 -RNAV-01A -RNAV-02 -RNAV-02A		 18/10/11 17/04/27 15/10/15 17/04/27 15/10/15	

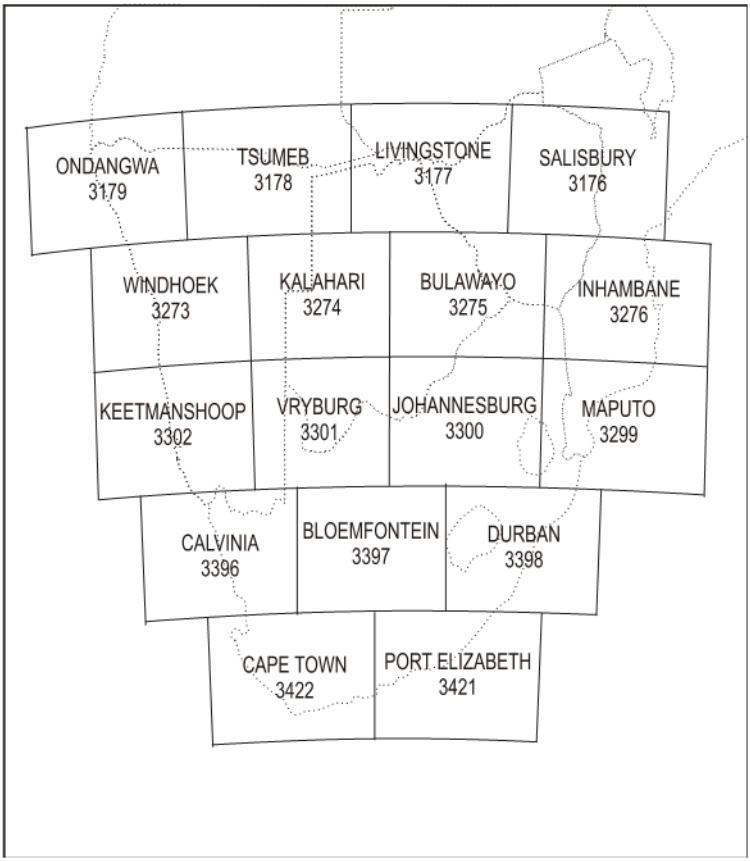
Title of Series	Scale				Date Y/M/D	Source Date
		Mthatha Aerodrome Chart RNAV RWY 14 Data tabulation RNAV RWY 32 Data tabulation VOR RWY 14 VOR RWY 32	 -AD-01 -RNAV-01 -RNAV-01A -RNAV-02 -RNAV-02A -VOR-01 -VOR-02		 14/07/24 13/07/25 13/07/25 13/07/25 13/07/25 12/07/26 12/07/26	
		Nelspruit Aerodrome RAMP	 AD-01 AD-02		 07/04/08 07/04/08	
		Newcastle Aerodrome Chart	 -AD-01		 08/12/18	
		Oudtshoorn Aerodrome Chart	 -AD-01		 07/10/25	
		Overberg Aerodrome Chart Radar Terrain Clearance Chart RNAV (GNSS) RWY 17 Data tabulation RNAV (GNSS) RWY 35 Data tabulation	 --AD-01 -RAD-01 -RNAV-01 -RNAV-01A -RNAV-02 -RNAV-02A		 04/07/08 06/08/03 04/07/08 18/03/29 18/05/24 18/03/29	
		Phalaborwa Aerodrome Chart Breakcloud VOR/NDB or VOR 19	 --AD-01 -VOR-01		 04/07/08 04/07/08	
		Pietermaritzburg Aerodrome Chart RNAV (GNSS) RWY 16 Data tabulation RNAV (GNSS) RWY 34 Data tabulation	 -AD-01 -RNAV-01 -RNAV-01A -RNAV-02 -RNAV-02A		 15/05/28 19/06/20 10/07/29 19/07/18 10/09/23	
		Piet Retief Aerodrome Chart	 -AD-01		 04/07/08	
		Pilanesberg Aerodrome Chart Breakcloud VOR/DME 05	 -AD-01 -VOR-01		 04/07/08 04/07/08	
		Plettenberg Bay Aerodrome Chart RNAV (GNSS) RWY 12 Data tabulation RNAV (GNSS) RWY 30 Data tabulation	 -AD-01 -RNAV-01 -RNAV-01A -RNAV-02 -RNAV-02A		 11/01/08 21/11/04 21/11/04 21/11/04 21/11/04	
		Polokwane Intl Aerodrome Chart Restricted Visibility Chart VOR RWY 05 ILS RWY 05 RNAV (GNSS) RWY 05 Data tabulationj	 -AD-01 -AD-02 -VOR-01 -ILS-01 -RNAV-01 -RNAV-01A		 18/11/08 13/03/07 16/09/15 17/10/12 19/07/18 19/07/18	
		Pongola Aerodrome Chart	 -AD-01		 04/07/08	

Title of Series	Scale				Date Y/M/D	Source Date
Instrument Approach and Landing Chart		Port Elizabeth Aerodrome Chart Aircraft parking/Docking Chart ILS RWY 08 ILS Z RWY 26 VOR Z RWY 08 VOR Z RWY 26 Radar Terrain Clearance Chart RNAV (GNSS) RWY 08 Data tabulation RNAV (GNSS) RWY 26 Data tabulation AD OBST Type A-01 RWY 08/26 Precision APCH Terrain ChartRWY PrecisionAPCHTerrain ChartRWY 26	 -AD-01 -AD-02 -ILS-01 -ILS-02 -VOR-01 -VOR-02 -RAD-01 -RNAV-01 -RNAV-01A -RNAV-02 -RNAV-02A -OBST Type A-01 -PATC-01 -PATC-02		 18/11/08 15/09/17 17/09/14 17/09/14 18/12/06 16/01/07 13/04/04 15/09/17 15/09/17 15/09/17 15/09/17 18/06/21 18/06/21 18/06/21	
		Rand Aerodrome Chart Restricted Visibility Chart	 -AD-01 -AD-02		 18/01/11 10/01/14	
		Richards Bay Aerodrome Chart Parking Breakcloud VOR/DME 05 Breakcloud VOR 05 Breakcloud VOR/DME 23 Breakcloud VOR 2	 -AD-01 -AD-02 -VOR-01 -VOR-02 -VOR-03 -VOR-04		 04/07/08 04/07/08 04/07/08 04/07/08 04/07/08 04/07/08	
		Secunda Aerodrome Chart	 -AD-01		 12/08/23	
		Sishen Aerodrome Chart Aircraft parking/Docking chart XASMI/XATKU VISUAL DEP XATKU/XASMI VISUAL ARR RNAV (GNSS) RWY 17 Data tabulation	 -AD-01 -AD-02 -VFR DEP-01 -VFR ARR-01 -RNAV-01 -RNAV-01A		 21/08/12 14/05/01 19/07/18 19/07/18 17/09/14 17/09/14	
		Skukuza Aerodrome Chart RNAV (GNSS) RWY 17 Data tabulation RNAV (GNSS) RWY 35 Data tabulation	 -AD-01 -RNAV-01 -RNAV-01A -RNAV-02 -RNAV-02A		 18/12/06 18/12/06 18/12/06 18/12/06 18/12/06	
		St Francis field Aerodrome Chart RNAV (GNSS) RWY 10 Data tabulation RNAV (GNSS) RWY 28 Data tabulation	 -AD-01 -RNAV-01 -RNAV-01A -RNAV-02 -RNAV-02A		 18/12/06 18/09/13 18/09/13 18/09/13 18/09/13	
		Swartkop MIL Aerodrome Chart	 -AD-01		 15/03/07	
		Tutuka Aerodrome Chart	 -AD-01		 04/07/08	

Title of Series	Scale				Date Y/M/D	Source Date
Instrument Approach and Landing Chart		Tswalu Aerodrome Chart NEXUP 1 A SID RWY 18 Data tabulation NEXUP 1 B SID RWY 36 Data tabulation RNAV (GNSS) RWY 18 Data tabulation RNAV (GNSS) RWY 36 Data tabulation	 -AD-01 -DEP-01 -DEP-01A -DEP-02 -DEP-02A -RNAV-01 -RNAV-01A -RNAV-02 -RNAV-02A		 19/01/03 15/09/17 15/09/17 15/09/17 15/09/17 18/10/11 15/09/17 15/09/17 15/09/17	
		Tzaneen Aerodrome Chart	 -AD-01		 04/07/08	
		Ulundi Aerodrome Chart	 -AD-01		 04/07/08	
Instrument Approach and Landing Chart		Upington Aerodrome Chart Restricted Visibility Chart Hot spot chart VOR RWY 35 RNAV (GNSS) RWY 35 Data tabulation	 -AD-01 -AD-02 -AD-03 -VOR-01 -RNAV-01 -RNAV-01A		 21/08/12 14/05/01 16/01/07 14/03/06 16/12/08 16/12/08	
		Venetia Mine Aerodrome Chart	 -AD-01		 04/07/08	
		Waterkloof AFB Aerodrome Chart RNAV (GNSS) RWY 01 Data tabulation RNAV (GNSS) RWY 19 Data tabulation	 -AD-01 -RNAV-01 -RNAV-01A -RNAV-02 -RNAV-02A		 05/01/20 17/10/12 17/09/14 17/09/14 17/10/12	
		Wonderboom Aerodrome Chart Breakcloud NDB RWY 29 RNAV (GNSS) RWY 29 Data tabulation VOR RWY 29	 --AD-01 -NDB-01 -RNAV-01 -RNAV-01A -VOR-01		 18/11/08 16/09/15 18/09/13 18/09/13 16/07/21	
		Witbank Aerodrome Chart Breakcloud VOR	 -AD-01 -VOR-01		 04/07/08 04/07/08	
		Ysterplaat MIL Aerodrome Chart	 -AD-01		 15/03/07	

World Aeronautical Charts

WORLD AERONAUTICAL
CHART INDEX
SOUTHERN AFRICA



6 Topographical charts

To supplement Aeronautical charts, a wide range of topographical charts is available from:

a) The Government Printer
Publications Section
Private Bag X85
Pretoria
0001

b) Department: Rural development and Land Reform
Chief Directorate: Nationale Geo-spatial Information
Private Bag x10
Mowbray
7705

c) The Surveyor-General
Private Bag X20634
Bloemfontein
9300

d) The Surveyor-General
P.O. Box 396
Pietermaritzburg
3200

7 Corrections to charts not contained in the AIP

Charts	Location	Corrections

GEN 3.6 SEARCH AND RESCUE

1 Purpose

The purpose of the Search and Rescue (SAR) organization is to provide assistance to aircraft in distress and to search for, provide aid to, and coordinate the rescue of survivors of aircraft accidents and forced landings

2 Responsible Authority

The Department of Transport is the custodian and champion of Search and Rescue Services in South Africa. It has the overall responsibility for planning, establishing and organisation, staffing, equipping and managing the SAR system in South Africa in collaboration with SASAR.

Search and Rescue services in South Africa are organized in accordance with the International Standards and Recommended Practices of ICAO and operate under the coordinating direction of the South African Search and Rescue Organization (SASAR) which acts on behalf of the Department of Transport as the authority responsible for the application of Annex 12 to the Chicago Convention and to ensure a coordinated and effective Search and Rescue service within the South African Search and Rescue Region

Any changes, deletions or insertions to any documents in the South African AIP and other regulations, policies or standards involving Search and Rescue in any way, shall be liaised with the SASAR Secretariat and/or SASAR Executive Committee, where applicable for approval before publication.

All Air Traffic Service Units (ATSU's), as delegated by the Department of Transport, are designated SAR alerting posts.
The Aeronautical Rescue Coordination Centre (ARCC) Johannesburg is responsible for the conduct of SAR for missing aircraft, forced landings and aircraft crashes within the Aeronautical SRR under South African jurisdiction.
The ARCC Johannesburg must be alerted by all designated ATSU's to all aircraft in-flight experiencing emergencies within the Aeronautical SRR under South African jurisdiction, in order to monitor the progress and action with relevant SAR response where required.

Responsible Authority	SASAR Secretariat Department of Transport
Physical Address	Department of Transport 159 Struben Street Pretoria 0001
Postal Address	SASAR Secretariat Department of Transport Private Bag X193 Pretoria 0001
Contact Details	Director: Search and Rescue +27 12 309 3520

3 Organisation

SASAR has designated an operational facility namely the Aeronautical Rescue Coordination Centre (ARCC) in the Johannesburg Area Control Centre at OR Tambo International Airport known as the ARCC Johannesburg. It is primarily responsible for coordinating the conduct of SAR Operations within the Aeronautical South African SRR which is under the control of the ARCC Chief

4 Rescue Coordination Centre

Responsible Organization	ARCC Johannesburg OR Tambo International Airport
Physical Address	ATNS Operational Complex Gate 14 Bonaero Drive Bonaero Park Kempton Park
Postal Address:	ARCC Private Bag X1 Bonaero Park Kempton Park 1622
Contact Details:	ARCC Chief +27 11 928 6432 +27 82 823 8493 arccchief@atns.co.za
24 Hour Alerting	ARCC Duty SMC +27 63 505 4164
Additional 24 Hour Alerting	+27 11 928 6454/5
Standby Contact	ARCC Duty SMC +27 63 505 5485
Email Address	arcc@atns.co.za
Alternate E-mail	sasar.arcc@gmail.com
AFTN	FAORYCYX
GPS Coordinates	260813.0S 281501.7E

4.1 Aeronautical Rescue Sub-Centres (RSC)

Each ATSU within the RSA can be appointed as an RSC on an ad-hoc basis provided they have been trained in SMC Duties.

4.2 Permanent RSCs

All neighboring territories within the Aeronautical SRR are considered permanent RSC's. These units are tasked permanently by the appropriate RCC to carry out certain duties of the RCC or on an ad-hoc basis when required.

Permanent RSC	Location, Address and Contact

Eswatini	Sikhuphe SAR Unit (FDSK) P.O. Box D361 The Gables H126 Eswatini Tel: +268 2333 5000/5248/5249 Fax: +268 2333 5229 AFTN: FDSKZQZX / FDSKZPZX Email: info@eswacaa.co.sz
Lesotho	Maseru RSC P.O. Box 629 Maseru Lesotho Tel: +266 22 350395 Tel: +266 22 350777 Ext. 101 AFTN: FXMMYDYX
Namibia	Eros Airport Aviation Road Olympia Windhoek Tel: +264 61 702070/1 Tel: +264 62 702490 Tel: +264 81 4097684 AFTN: FYHQYCYX

5 Procedures

5.1 Alerting Posts

A designated alerting post shall immediately inform the RCC of an emergency or potential emergency once it becomes aware of it.

The following organizations or institutions are designated as dedicated alerting posts:
ATSUs
Harbor Master's Offices
Coastal Radio Stations
South African Police Service (SAPS)
The Maritime Rescue Coordination Centre (MRCC)
The Aeronautical Rescue Coordination Centre (ARCC)

Any person or element of the SAR Organization, having reason to believe or has been informed that an aircraft is in distress, shall immediately give all available information to the relevant alerting post.

No person shall provide aeronautical search and rescue services except under the authority of SASAR in accordance with the provision of the South African Maritime and Aeronautical Search and Rescue Regulations 2016.

No person must provide search and rescue coordination functions unless appropriately designated and certificated by the Minister and Director-General respectively

No person must provide on-scene SAR coordination functions unless appointed in that capacity by an RCC.

5.2 Emergency Phases

All ATSUs have been designated as alerting posts and are responsible for the declaration of the appropriate phase.

The relevant SAR Phase shall be declared and the ARCC notified telephonically, immediately when an ATSU is notified of an emergency irrespective of the departure or destination of the aircraft experiencing the emergency.

Three phases of emergency have been established for classifying emergency situations and are declared as follows:

5.2.1 Uncertainty Phase (INCERFA)

A situation wherein uncertainty exists as to the safety of an aircraft and its occupants. This phase will be declared when:

a) Radio contact is lost and not re-established within 15 minutes when radio contact was required.
NOTE: Where an aircraft is equipped with VHF only and continuous radio contact cannot be maintained throughout the flight, the pilot in command should state before departure the reporting point(s) at which overdue action must be taken in the event of non-receipt of the position report, or whether overdue action is required only at destination.

b) An aircraft is known or believed to be subject to irregular operation i.e. when it is:
i) Not following the correct track or maintaining the correct flight levels.
ii) Not in normal communication.
iii) Unable to use appropriate navigation aids.
iv) Experiencing navigational difficulties.
v) Experiencing hazardous weather conditions

c) Experiencing impaired operating efficiency/technical difficulties, but not to the extent that the flight cannot be completed.

d) An aircraft operating on a flight plan stipulating alerting action after a specified time fails to arrive or is not in contact with the ATSU by the time specified in the flight plan and preliminary checks fail to reveal the whereabouts of the aircraft.

e) An aircraft which is proceeding to an unmanned aerodrome but which is operating on an “overdue action” flight plan, fails to report the arrival to the ATSU specified in the flight plan by the time specified and preliminary checks fail to reveal the whereabouts of the aircraft.

f) An aircraft is about to make or has made a landing other than a forced landing, where the position is in doubt, on an unprepared surface or on an aerodrome that is operationally unsuitable.

g) Information is received than an aircraft is missing.

NOTES: The evaluation of other circumstances, e.g. knowledge that the aircraft is experiencing difficulties, renders it advisable to declare the uncertainty phase whether the pilot declares an emergency or not!

5.2.2 Alert Phase (ALERFA)

A situation wherein apprehension exists as to the safety of an aircraft and its occupants.

This phase will be declared when:

a) The attempts made during the uncertainty phase to establish contact with the aircraft or to gain any news from other sources have failed and the aircraft is clearly overdue;
b) Information has been received which indicates that the operating efficiency of the aircraft for which the uncertainty phase was declared or that of another aircraft has become impaired, but not to the extent that a forced landing is likely;
c) There is reason to believe that the operation of an aircraft is being interfered with;
d) The transmission of a PAN-PAN-PAN!
e) An aircraft is known to be operating in other than normal circumstances, or is LOST and there is reason to believe that in consequence the safe conduct of the flight is in jeopardy.

NOTE: “Other than normal circumstances” may include all or any of the circumstances for which the declaration of INCERFA is required and any circumstances having comparable consequences. The ALERT phase shall be declared whether the pilot declares an emergency or not!

5.2.3 **Distress Phase (DETRESFA)**

A situation wherein there is reasonable certainty that an aircraft and its occupants are threatened by grave and imminent danger and require immediate assistance or has crashed.

This phase will be declared when:

a) Attempts made during the alert phase to establish contact with the aircraft and to gain information through more widespread enquiries have failed and the aircraft is clearly missing and probably in distress;
b) The fuel on board is considered exhausted or insufficient for the aircraft to reach safety;
c) Information is received which indicates that the operating efficiency of the aircraft has become impaired to the extent that a forced landing is likely;
d) Information is received, or it is reasonably certain that the aircraft is about to make or has made a forced landing, or has crashed;
e) The transmission of MAYDAY-MAYDAY-MAYDAY!
f) A downed aircraft is inadvertently located as the result of a sighting or of homing on an ELT transmission.
g) An aircraft which has been given approach or landing instructions at an aerodrome, fails to land within 5 minutes of the expected landing time, and communications cannot be re-established with the aircraft.
h) An aircraft fails to report after take-off when instructed or expected to do so and communications cannot be re-established before the expiration of 5 minutes.

Notes: Each ATSU is entrusted with the task of alerting services for all aircraft known to it, whether the aircraft is provided with air traffic services or not; and each ATSU serves as a collecting point of all information relating to the state of emergency of an aircraft operating within the FIR concerned.

As a result, an RCC will usually receive notification that an aircraft is, or is considered to be, in a state of emergency from the ATSU with which it is associated.

Time is of the essence and emergencies shall be reported to the Duty SMC immediately.

When the nature of the emergency is such that local rescue facilities are considered to be capable of dealing with the emergency, e.g. in certain incidents occurring at or near an aerodrome where the Aerodrome Emergency Management System or Emergency Response Plan is in force within the 10km radius as published, the ATSU will act as an Aeronautical Sub-Centre and direct the necessary and appropriate search and rescue units to the scene of the accident and notify the ARCC of such actions.

In respect of an aircraft for which no flight plan has been filed, when information that the aircraft is overdue or missing is received from any source, e.g. an ATSU, the aircraft operator, relatives of the pilot, or any other person in such cases the ARCC Duty SMC shall be notified, which will investigate and act according to the information gathered. Gathering of information shall be completed as per the published SAR Regulations.

Then to 30S 40E,
Then to 26,5S 40E and
Then to the position where the international border between RSA and Mozambique coincide on the coast (26.5S 35E).

6.10 Special Events

Emergency response plans for aviation events involving an increase of flight activity, excluding the Airfield Emergency Management System (AEMS) outside the 10km radius of an airfield, must be forwarded to the ARCC, as these events have a greater risk of potential SAR operations.

The sharing of AEMS for all South African Airfields with the ARCC is mandatory in terms of South African Law.

7 Search and Rescue Signals

The search and Rescue Signals to be used are those prescribed in Annexure B to the Rules of the Air, Air Traffic Services, Search and Rescue and Overflight Regulations, 1975, which are identical to those contained in appendix “A” to Annex 12 to the Convention on International Civil Aviation.

Ground/Air Emergency signalling codes

The following codes are the internationally accepted codes for survivors to use to communicate with aircraft.

No.	Message	Code Symbol
1	Require assistance	V
2	Require medical assistance	X
3	No or Negative	N
4	Yes or affirmative	Y
5	Proceeding in this direction	↑

The following code will be used by rescue units to communicate with aircraft when no other means of communication exists.

No.	Message	Code Symbol
1	Operation completed	LLL
2	We have found all personnel	LL
3	we have found only some personnel	ǂ
4	We are not able to continue. Returning to base.	XX
5	Have divided into 2 groups each proceeding in direction indicated	↗↘
6	Information received that aircraft is in this direction	→ →
7	Nothing found. Will continue to search	N N

Note:
All FLT where the FLW types of SAR have been REQ:
1. SAR AFT a specified time: example (RMK/SARFAOR0930)
2. SAR AFT specified HR FM ETA: example (RMK/SARFAORETA1HR)
3. SAR AFT specified time en-route: example (RMK/SARFAOR0930ENROUTE),
Pilots will include a cellphone NR as an AFT HR CTC. This is to assist the aeronautical rescue coordination centre (ARCC) when SAR is overdue AFT office HR.

En Route Operations- The phase of navigation covering operations between departure and arrival terminal phases. The en route phase of navigation has two subcategories: en route domestic and en route oceanic.

Fly By Waypoint - A waypoint which requires turn anticipation to allow tangential interception of the next segment of a route or procedure. or.

Fly Over Waypoint - A waypoint at which a turn is initiated in order to join the next segment of a route or procedure.

Geodetic Datum - A minimum set of parameters required to define location and orientation of the local reference system with respect to the global reference system/frame.

Global Navigation Satellite Systems (GNSS) -An umbrella term adopted by the International Civil Aviation Organization (ICAO) to encompass any independent satellite navigation system used by a pilot to perform on board position determinations from the satellite data.

Global Positioning system (GPS)- a U.S. space-based positioning, velocity and time system composed of space, control, and user elements. The space element, when fully operational will be composed of 24 satellites in six orbital planes. The control element consists of five monitor stations, three ground antennas and a master control station. The user element consists of antennas and receiver-processors that provide positioning, velocity, and precise timing to the user.

Integrity- The probability that the system will provide accurate navigation as specified or timely warnings to users when GPS data should not be used for navigation.

Minimum en-route altitude (MEA)- The altitude for an en-route segment that provides adequate reception of relevant navigation facilities and ATS communications complies with the airspace structure and provides the required obstacle clearance.

Minimum obstacle clearance altitude (MOCA)- The minimum altitude for a defined segment of flight that provides the required obstacle clearance.

Non-precision Approach Operations - Those flight phases conducted on charted Standard Instrument Approach Procedures (SIAPs) commencing at the initial approach fix and concluding at the missed approach point or the missed approach holding point, as appropriated.

Oceanic Airspace - Airspace over the oceans of the world, considered international airspace, where oceanic separation and procedures per the International Civil Aviation Organization (ICAO) are applied. Responsibility for the provisions of air traffic control service in this airspace is delegated to various countries, based generally upon geographic proximity and the availability of the required resources.

Receiver Autonomous Integrity Monitoring (RAIM)-A technique whereby a civil GPS receiver/processor determines the integrity of the GPS navigation signals using only GPS signals or GPS signals augmented with altitude. This determination is achieved by a consistency check among redundant pseudo range measurements. At least one satellite in addition to those required for navigation must be in view for the receiver to perform the RAIM function.

Selective Availability (SA)- A method by which the U.S. Department of Defence can artificially create a significant time and positioning error in the satellites. This feature is designed to deny an enemy the use of precise GPS positioning data.

Supplemental Air Navigation System- An approved navigation system that can be used in conjunction with, or in addition to a primary air navigation system.

TO - FROM Navigation- RNAV equipment in which the desired path over the ground in defined as a specific (input quantity) course emanating either to or from a particular waypoint. The equipment functions like a conventional VOR receiver whore the CDI needle and the "to/ from" indicator responds to movement of the OBS. In this equipment the aircraft may fly either TO or FROM any single designated waypoint.

TO-TO Navigation- RNAV equipment in which a path is computed that connects two waypoints. In this equipment, two waypoints must always be available, and the aircraft is usually flying between the two waypoints and to the active waypoint. In this equipment the CDI needle functions like its tracking a localizer signal; that is movement of the OBS has no effect on the CDI needle or the "to/from".

Turn Anticipation - The capability of RNAV systems to determine the point along a course, prior to a turn waypoint, whore a turn should be initiated to provide a smooth path to intercept the succeeding course within the protected airspace.and to enunciate the information to the pilot.

Clearance	Details
ASPIK 1B ARRIVAL (ASPIK 1B) NOTE: Significant point ASPIK at position: S340618.3199 E 0180800.8068 (R-275/25DME "CTV")	Leave ASPIK on R-275 "CTV" (inbound). Passing 8DME "CTV" turn left to track 010°M for radar vectoring onto the ILS RWY 19. Pass 30DME "CTV" maintaining 250 KIAS or less. Pass ASPIK maintaining 210 KIAS or less. Once established on the ILS Localizer maintain MAXIMUM of 180 KIAS until 10 DME and to cross the Outer Marker at 150 KIAS.
Communication Failure (ASPIK 1B)(Squawk 7600)	
Before ASPIK. Proceed to ASPIK and enter the ASPIK hold. Hold at last assigned level for MINIMUM 5 minutes, then descend to 6500 FT ALT in the hold. Leave ASPIK on the 'after ASPIK' communication failure procedure After "ASPIK". Continue on the routing for the ASPIK 1B STAR, maintain last assigned level. Crossing R-320 "CTV" on track 010°M turn right direct "CTV" and descend to 6500 FT ALT. On reaching "CTV" complete the VOR/DME/ILS approach and land RWY 19.	
EVUKI 1B ARRIVAL (EVUKI 1B)	
EVUKI 1B ARRIVAL (EVUKI 1B) NOTE: Significant point EVUKI at position: S331000.7445 E0182101.8497 (R-009/50DME "CTV")	Leave EVUKI on R-009 "CTV" (inbound). Passing 20DME "CTV" adjust on to the ILS LOC RWY 19. Pass EVUKI maintaining 250 KIAS or less. Pass 20DME "CTV" maintaining 210 KIAS or less. Once established on the ILS Localizer maintain MAXIMUM of 180 KIAS until 10 DME and to cross the Outer Marker at 150 KIAS.
Communication Failure (EVUKI 1B)(Squawk 7600)	
Before EVUKI. Proceed to EVUKI and continue on the EVUKI 1B STAR. Comply with the " after EVUKI " Communication failure procedure. After "EVUKI". Continue on the routing for the EVUKI 1B STAR, maintain last assigned level or descend to 6500 FT ALT, whichever is the lowest. Crossing 20 DME "CTV" descend to 2700 FT ALT and complete the straight in ILS approach and land RWY 19.	

4 JOHANNESBURG FIR:

King Shaka International Airport

All STARs applicable for runway 06. Use STARS for runway 06 only when instructed by ATC or announced on ATIS.

4.1 STANDARD TERMINAL ARRIVAL ROUTES (STAR) RWY06

4.1.1 Applicable to the following aircraft:

a) Aircraft already cleared for the STAR;

b) All aircraft inside the Johannesburg FIR with flight plan destination as King Shaka International and able to comply with the STAR.

c) When Communication Failure is experienced after being cleared for the approach, continue with the approach and land on the designated RWY.

d) Speed limit points (SLP) will be defined per procedure. If the speed is below minimum safe operating speed, the minimum safe operating speed will be flown and ATC advised. Unless for emergency, pilots are not to request cancellation of speed restrictions.

4.1.2 Communication Failure Procedures for the STAR.

If not cleared for an arrival, proceed to the nearest STAR entry position at last assigned level or FL130, whichever is the highest. Comply with the Communication Failure procedure associated with that STAR position.

4.1.3 Missed Approach

Missed Approaches with the intention of carrying out another approach should follow the procedural Missed Approach instructions unless advised differently by ATC. In the event of a missed approach with the intention of diverting to an alternate aerodrome proceed as follows:

a) Comply with the ITMIL 1C RNAV (GNSS) SID. At ITMIL continue to the diversion aerodrome.

4.1.4 Provisions

a) If unable to comply with SID or STAR, notify ATC

b) Aircraft must be able to receive the ATIS.

c) SIDs and STARs are announced in operation on ATIS.

d) Runway 06 is in use on the ATIS.

e) SIDs and STARs will only be in force when Surveillance Radar in operation.

f) General Aviation Traffic operates below the TMA up to 3000 FT ALT and is considered separated from traffic operating in the TMA.

RUNWAY 06

Clearance	Details
APMAT ONE ALPHA RNAV (GNSS) ARRIVAL (APMAT 1A)	
APMAT 1A RNAV (GNSS) ARRIVAL Note: Significant point APMAT at position: S284723.78 E0305659.63 (R014/50 DME TGV)	Leave APMAT for LE002. At LE002 turn right for LE1N1. At LE1N1 turn left for radar vectors onto ILS LOC RWY 06. Pass APMAT 250KT IAS or less. Pass LE001 210KT IAS or less. On LOC maintain 180KT IAS until 10 DME. Passing 4 DME 150KT IAS or as cleared by ATC

Clearance	Details
Communication Failure (APMAT 1A)(Squawk 7600)	
Before APMAT Proceed to APMAT and enter the APMAT RNAV (GNSS) hold. Hold at last assigned level, for minimum 5 MIN, then descend to FL130 in the hold or maintain last assigned level if below FL130. Leave APMAT on the "After APMAT" Communication Failure Procedure. After APMAT Continue on the APMAT 1A RNAV (GNSS) STAR maintaining last assigned level. Passing LE001 descend to FL080. At LE002 (not below 6300' ALT) turn right to LE1N1 (not below 5600' ALT). Continue with the RNAV (GNSS) RWY 06 to LE1N1 and intercept the ILS LOC RWY06 and land RWY 06. In the event of a missed approach with the intention of diverting to an alternate aerodrome, proceed as follows: Comply with the ITMIL 1C RNAV (GNSS) SID. At ITMIL continue to the diversion aerodrome.	
DUNSA ONE ALPHA RNAV (GNSS) ARRIVAL (DUNSA 1A)	
DUNSA 1A RNAV (GNSS) ARRIVAL Note: Significant point DUNSA at position: S301406.71 E0302914.71 (R246/50 DME TGV)	Leave DUNSA for LE1N2. At LE1N2 turn left to LE1T1 and intercept the ILS LOC RWY 06. Pass DUNSA 250KT IAS or less. Pass LE005 210KT IAS or less. On LOC maintain 180KT IAS until 10 DME. Passing 4 DME 150KT IAS or as cleared by ATC.
Communication Failure (DUNSA 1A)(Squawk 7600)	
Before DUNSA Proceed to DUNSA and comply with the “After DUNSA” communication failure procedure. After DUNSA Continue on the DUNSA 1A RNAV (GNSS) STAR maintaining last assigned level. Passing LE005 descend to FL080. At LE1N2 (not below 5100' ALT) continue to LE1T1 (not below 4000' ALT). Continue with the RNAV (GNSS) RWY 06 APCH and intercept the ILS LOC RWY 06 and land RWY 06. In the event of a missed approach with the intention of diverting to an alternate aerodrome, proceed as follows: Comply with the ITMIL 1C RNAV (GNSS) SID. At ITMIL continue to the diversion aerodrome.	
GETOK ONE CHARLIE RNAV (GNSS) ARRIVAL (GETOK 1C)	
GETOK 1C RNAV (GNSS) ARRIVAL Note: Significant point GETOK at position: S293046.69 E0300917.83 (R301/51 DME TGV)	Leave GETOK for LE010. At LE010 proceed to LE1N2. At LE1N2 turn left to LE1T1 and intercept the ILS LOC RWY 06. Pass GETOK 250KT IAS or less. Pass LE009 210KT IAS or less. On LOC maintain 180KT IAS until 10 DME. Passing 4 DME 150KT IAS or as cleared by ATC.
Communication Failure (GETOK 1C)(Squawk 7600)	

Clearance	Details
Before GETOK Proceed to GETOK and enter the GETOK RNAV (GNSS) hold. Hold at last assigned level for minimum 5 MIN, then descend to FL120 in the hold or maintain last assigned level if below FL120. Leave GETOK on the "After GETOK" Communication Failure Procedure. After GETOK Continue on the GETOK 1C RNAV (GNSS) STAR, maintaining FL120. At LE010 (not below 8000' ALT) continue to LE1N2. At LE1N2 (not below 5500' ALT) turn left to LE1T1 (not below 4000' ALT) and continue with the RNAV (GNSS) RWY 06 APCH and intercept the ILS LOC RWY 06 and land RWY 06. In the event of a missed approach with the intention of diverting to an alternate aerodrome, proceed as follows: Comply with the ITMIL 1C RNAV (GNSS) SID. At ITMIL continue to the diversion aerodrome.	
ITMIL ONE ALPHA RNAV (GNSS) ARRIVAL (ITMIL 1A)	
ITMIL 1A RNAV (GNSS) ARRIVAL Note: Significant point ITMIL at position: S290151.05 E0314838.40 (R070/50 DME TGV)	Leave ITMIL for LE006. At LE006 proceed to LE013. At LE013 turn right to LE1N3 for radar vectors onto the ILS LOC RWY 06. Pass ITMIL 250KT IAS or less. Pass LE006 210KT IAS or less. On LOC maintain 180KT IAS until 10 DME. Passing 4 DME 150KT IAS, or as cleared by ATC
Communication Failure (ITMIL 1A)(Squawk 7600)	
Before ITMIL Proceed to ITMIL and enter the ITMIL RNAV (GNSS) hold. Hold at last assigned level for minimum 5 MIN, then descend to FL090 in the hold or maintain last assigned level if below FL090. Leave ITMIL on the "After ITMIL" Communication Failure Procedure. After ITMIL Continue on the ITMIL 1A RNAV (GNSS) STAR, maintaining last assigned level. At LE013 descend to FL080 and continue to LE1N3. At LE1N3 (not below 5600' ALT) continue with the RNAV (GNSS) RWY 06 APCH and intercept the ILS LOC RWY 06 and land RWY 06. In the event of a missed approach with the intention of diverting to an alternate aerodrome, proceed as follows: Comply with the ITMIL 1C RNAV (GNSS) SID. At ITMIL continue to the diversion aerodrome.	

King Shaka International Airport

All STARs applicable for runway 24. Use STARs for runway 24 only when instructed by ATC or announced on ATIS.

4.2 STANDARD TERMINAL ARRIVAL ROUTES (STAR) RWY24

4.2.1 Applicable to the following aircraft:

a) Aircraft already cleared for the STAR;

b) All aircraft inside the Johannesburg FIR with flight plan destinations as King Shaka International, and able to comply with a STAR.

c) When Communication Failure is experienced after being cleared for the approach, continue with the approach and land on the designated RWY.

d) Speed limit points (SLP) will be defined per procedure. If the speed is below minimum safe operating speed, the minimum safe operating speed will be flown and ATC advised. Unless for emergency, pilots are not to request cancellation of speed restrictions.

4.2.2 Communication Failure Procedures for STAR.

If not cleared for an arrival, proceed to the nearest STAR entry position at last assigned level or FL130, whichever is the highest. Comply with the Communication Failure procedure associated with that STAR position.

4.2.3 Missed Approach

Missed Approaches with the intention of carrying out another approach should follow the procedural Missed Approach instructions unless advised differently by ATC. In the event of a missed approach with the intention of diverting to an alternate aerodrome proceed as follows:

a) Comply with the OKTAN 1A RNAV (GNSS) SID. At OKTAN continue to the diversion aerodrome.

4.2.4 Provisions

a) If unable to comply with SID or STAR, notify ATC
b) Aircraft must be able to receive the ATIS.
c) SIDs and STARs are announced in operation on ATIS.
d) Runway 24 is in use on the ATIS.
e) SIDs and STARs will only be in force when Surveillance Radar in operation.
f) General Aviation Traffic operates below the TMA up to 3000 FT ALT and is considered separated from traffic operating in the TMA.

RUNWAY 24

Clearance	Details
APMAT ONE BRAVO RNAV (GNSS) ARRIVAL (APMAT 1B)	
APMAT 1B RNAV (GNSS) ARRIVAL Note: Significant point APMAT at position S284723.78 E0305659.63 (R014/50 DME TGV)	Leave APMAT for LE004. At LE004 proceed to LE2N2. At LE2N2 turn right to LE2T1 and intercept the ILS LOC RWY 24. Pass APMAT 250KT IAS or less. Pass LE003 210KT IAS or less. On LOC maintain 180KT IAS until 10 DME. Passing 4 DME 150KT IAS, or as cleared by ATC.
Communication Failure (APMAT 1B)(Squawk 7600)	
Before APMAT Proceed to APMAT and enter the APMAT RNAV (GNSS) hold. Hold at last assigned level for minimum 5 MIN then descend to FL130 in the hold or maintain last assigned level if below FL130. Leave APMAT on the "After APMAT" Communication Failure Procedure. After APMAT Continue on APMAT 1B RNAV (GNSS) STAR, maintaining last assigned level. At LE003 descend to FL080 and proceed to LE004. At LE004 (not below 6500' ALT) proceed to LE2N2. At LE2N2 (not below 6100' ALT) turn right to LE2T1 and continue with the RNAV (GNSS) RWY 24 APCH and intercept the ILS LOC RWY 24 and land RWY 24. In the event of a missed approach with the intention of diverting to an alternate aerodrome, proceed as follows: Comply with the OKTAN 1A RNAV (GNSS) SID. At OKTAN continue to the diversion aerodrome.	

Clearance	Details
DUNSA ONE BRAVO RNAV (GNSS) ARRIVAL (DUNSA1B)	
DUNSA 1B RNAV (GNSS) ARRIVAL Note: Significant point DUNSA at position: S301406.71 E0302914.71 (R246/50 DME TGV)	Leave DUNSA for LE008. At LE008 turn left proceeding to LE2N1 for radar vectors onto the ILS LOC RWY 24 and land. Pass DUNSA 250KT IAS or less. Pass LE007 210KT IAS or less. On LOC maintain 180KT IAS until 10 DME. Passing 4 DME 150KT IAS or as cleared by ATC.
Communication Failure (DUNSA 1B)(Squawk 7600)	
Before DUNSA Proceed to DUNSA and comply with the After DUNSA Communication Failure Procedure. After DUNSA Continue on the DUNSA 1B RNAV (GNSS) STAR and maintain last assigned level. Passing LE007 descend to FL080. At LE008 (not below 5600' ALT), turn left to LE2N1 and continue with the RNAV (GNSS) RWY 24 APCH and intercept the ILS LOC RWY 24 and land RWY 24. In the event of a missed approach with the intention of diverting to an alternate aerodrome, proceed as follows: Comply with the OKTAN 1A RNAV (GNSS) SID. At OKTAN continue to the diversion aerodrome.	
GETOK ONE DELTA RNAV (GNSS) ARRIVAL (GETOK 1D)	
GETOK 1D RNAV (GNSS) ARRIVAL Note: Significant point GETOK at position: S293046.69 E0300917.83 (R301/51 DME TGV)	Leave GETOK for LE012. At LE012 turn left to LE2N3 for radar vectors onto the ILS LOC RWY 24. Pass GETOK 250KT IAS or less. Pass LE011 210KT IAS or less. On LOC maintain 180KT IAS until 10 DME. Passing 4 DME 150KT IAS or as cleared by ATC.
Communication Failure (GETOK 1D)(Squawk 7600)	
Before GETOK Proceed to GETOK and enter the GETOK RNAV (GNSS) hold. Hold at last assigned level for minimum 5 MIN, then descend to FL120 in the hold, or maintain last assigned level if below FL120. Leave GETOK on the "After GETOK" Communication Failure Procedure. After GETOK Continue on the GETOK 1D RNAV (GNSS) STAR and maintain FL120. At LE012 (not below 7500' ALT) turn left to LE2N3. At LE2NE (not below 5600' ALT) and continue with the RNAV (GNSS) RWY 24 APCH and intercept the ILS LOC RWY 24 and land RWY 24. In the event of a missed approach with the intention of diverting to an alternate aerodrome, proceed as follows: Comply with the OKTAN 1A RNAV (GNSS) SID. At OKTAN continue to the diversion aerodrome.	
ITMIL ONE BRAVO RNAV (GNSS) ARRIVAL (ITMIL 1B)	
ITMIL 1B RNAV (GNSS) ARRIVAL Note: Significant point ITMIL at position: S290151.05 E0314838.40 (R070/50 DME TGV)	Leave ITMIL for LE2N2. At LE2N2 turn left and intercept the ILS LOC RWY 24. Pass ITMIL 250KT IAS or less. Pass LE014 210KT IAS or less. On LOC maintain 180KT IAS until 10 DME. Passing 4 DME 150KT IAS or as cleared by ATC.
Communication Failure (ITMIL 1B)(Squawk 7600)	
Before ITMIL Proceed to ITMIL and enter the ITMIL RNAV (GNSS) hold. Hold at last assigned level for minimum 5 MIN, then descend to FL090 in the hold or maintain last assigned level if below FL090. Leave ITMIL on the "After ITMIL" Communication Failure Procedure. After ITMIL Continue on the ITMIL 1B RNAV (GNSS) STAR and maintain last assigned level. At LE014 descend to FL080. At LE2N2 (not below 5600' ALT) turn left and continue with the RNAV (GNSS) APCH and intercept the ILS LOC RWY 24 and land RWY 24. In the event of a missed approach with the intention of diverting to an alternate aerodrome, proceed as follows: Comply with the OKTAN 1A RNAV (GNSS) SID. At OKTAN continue to the diversion aerodrome.	

5 JOHANNESBURG FIR

O R Tambo International Airport

All STAR applicable for runway 03R. Use STAR for runway 03L only when instructed by ATC or announced on ATIS.

5.1 Standard Terminal Arrival Routes (STAR) RWY 03

5.1.1 Applicable to the following aircraft:

a) Aircraft already cleared for the STAR.

b) All aircraft inside the Johannesburg FIR with flight plan destinations as O R Tambo International or Lanseria International and able to comply with a STAR.

c) When Communication Failure is experienced after being cleared for the approach, continue with the approach and land on the designated RWY.

d) Speed limit points (SLP) will be defined per procedure. If the speed is below minimum safe operating speed, the minimum safe operating speed will be flown and ATC advised. Unless for emergency, pilots are not to request cancellation of speed restrictions.

5.1.2 Communication Failure procedures for STAR.

a) Applicable to all IFR aircraft inbound to FAOR irrespective of IMC or VMC.

b) If not cleared for an arrival, proceed to the nearest STAR entry position at last assigned level or FL090, whichever is the highest. Comply with the Communication Failure procedure associated with that STAR.

5.1.3 Missed Approach

Missed Approaches with the intention of carrying out another approach will follow the procedural Missed Approach instructions unless advised differently by ATC. In the event of a missed approach with the intention of diverting to an alternate aerodrome proceed as follows:

a) Diverting to the West and South-west: Follow the routing for the RAGUL THREE ALPHA DEPARTURE.

b) Diverting to the South-East: Follow the routing for the APDAK THREE ALPHA DEPARTURE.

c) Diverting to the North and North-west: Follow the routing for the VASUR THREE ALPHA DEPARTURE.

d) Diverting to the East and North-East: Follow the routing for the EGMEN TWO ALPHA DEPARTURE (JET ACFT) or EXOBI ONE ALPHA DEPARTURE (TURBOPROP ACFT).

5.1.4 PROVISIONS

a) Aircraft must be able to receive the ATIS.
b) SIDs and STARs are announced in operation on ATIS.
c) Runway 03 is in use on the ATIS.
d) SIDs and STARs will only be in force when surveillance radar in operation.
e) If unable to comply with SID or STAR, notify ATC
f) General Aviation traffic operates below the TMA up to 7500FT ALT and is considered separated from traffic operating in the TMA

RUNWAY 03

Clearance	Details
AVAGO TWO ALPHA ARRIVAL (AVAGO 2A)	
AVAGO 2A ARRIVAL Note: Significant point AVAGO at position: S254309.9003 E0272639.3573 (R-320/50 DME 'JSV')	Leave AVAGO on R320 JSV (INBD). Crossing 10 DME JSV turn right onto track 191° to intercept R218 WKV (OUBD) for radar vectoring onto the ILS RWY 03. Pass AVAGO 250KT IAS or less. Pass 10 DME JSV 210KT IAS or less.On LOC maintain 180KT IAS until 10 DME.Passing the Outer Marker 150KT IAS, or as cleared by ATC.
Communication Failure (AVAGO 2A)(Squawk 7600)	
Before AVAGO Proceed to AVAGO and enter the AVAGO hold. Hold at last assigned level for minimum 5minutes, then descend to FL130 in the hold, or maintain last assigned level if below FL130. Leave AVAGO on the "After AVAGO" Communication Failure Procedure. After AVAGO Continue on the routing for the AVAGO 2A STAR. Passing 10 DME JSV descend to FL090. Passing 35 DME WKV on R218 turn left onto track 121° and descend to 8000' ALT. Crossing R221 JSV turn left onto track 061° to intercept the ILS LOC RWY 03. Complete a straight-in ILS APCH and land RWY 03R. Note Aircraft entering the TMA at FL110 and below are to enter the AVAGO hold at last assigned level, and continue on the routing for the AVAGO 2A STAR. Caution Holding patterns below FL110 will be conducted outside of controlled airspace. Pilots to take note of the appropriate FADs, FAPs, FAR's as well as the Magalies Glider Window (FL110-FL145).	
NIBEX TWO ALPHA ARRIVAL (NIBEX 2A)	
NIBEX 2A ARRIVAL Note: Significant point NIBEX at position: S264925.56 E0274013.41 (R235/50 DME JSV)	Leave NIBEX on R235 JSV (INBD). At 30 DME JSV turn right onto track 121°M. Crossing R221 JSV turn left onto track 061°M to intercept the ILS LOC RWY 03.Pass NIBEX 250KT IAS or less. Pass 30 DME JSV 210KT IAS or less.On LOC maintain 180KT IAS until 10 DME. Passing the Outer Marker 150KT IAS, or as cleared by ATC.
Communication Failure (NIBEX 2A)(Squawk 7600)	

Clearance	Details
Before NIBEX Proceed to NIBEX and enter the NIBEX hold. Hold at last assigned level for minimum 5 MIN, then descend to FL130 in the hold, or maintain last assigned level if below FL130. Leave NIBEX on the "After NIBEX" Communication Failure Procedure. After NIBEX Leave NIBEX on R235 JSV (INBD). At 30 DME JSV turn right onto track 121°M and descend to FL100. Crossing R221 JSV descend to FL090 and turn left onto track 061°M to intercept the ILS LOC RWY 03R. Adjust to 9000' ALT and complete a straight-in ILS approach and land RWY 03. Note Aircraft entering the TMA at FL110 and below are to enter the NIBEX hold at last assigned level, and continue the routing for the NIBEX 2A STAR. Caution Holding patterns below FL110 will be conducted partially outside of controlled airspace.	
STANDERTON SIX ALPHA ARRIVAL (STV 6A)	
STV 6A ARRIVAL Note: VOR STV at position: S264148.19 E0285202.86 (R152/47 DME JSV)	Leave STV on R310 STV (OUBD). Crossing R045 HGV turn left to intercept R030 HGV (INBD) for radar vectoring onto the ILS LOC RWY 03R. Pass VOR STV 250KT IAS or less. Pass 30 DME JSV 210KT IAS or less. On LOC maintain 180KT IAS until 10 DME. Passing the Outer Marker 150KT IAS, or as cleared by ATC.
Communication Failure (STV 6A)(Squawk 7600)	
Before STV Proceed to STANDERTON and enter the STV hold. Hold at last assigned level for minimum 5 MIN, then descend to FL130 in the hold, or maintain last assigned level if below FL130. Leave STV on the "After STV" Communication Failure Procedure. After STV Leave STV on R310 STV (OUBD) and descend to FL130. Crossing R197 JSV turn right onto track 350° and descend to 8000' ALT to intercept the ILS LOC RWY 03R. Complete a straight-in ILS approach and land RWY 03R. Note Aircraft entering the TMA at FL110 and below are to enter the STV hold at last assigned level, and continue on the routing for the STANDERTON 6A STAR. Caution Holding patterns below FL110 will be conducted partially outside of controlled airspace.	
OKPIT FOUR ALPHA ARRIVAL (OKPIT 4A)	
OKPIT 4A ARRIVAL Note: Significant point OKPIT at position: S252744.22 E0284432.56 (R052/50 DME JSV)	Leave OKPIT on R052 JSV (INBD) to intercept R031 HGV (INBD) for radar vectoring onto the ILS LOC RWY 03R. Pass 40 DME JSV 250KT IAS or less. Pass R120 JSV 210KT IAS or less. On LOC maintain 180KT IAS until 10 DME. Passing the Outer Marker at 150 KT IAS, or as cleared by ATC.
Communication Failure (OKPIT 4A)(Squawk 7600)	

Clearance	Details
Before OKPIT Proceed to OKPIT and enter the OKPIT hold. Hold at last assigned level for minimum 5 MIN, then descend to FL130 in the hold, or maintain last assigned level if below FL130. Leave OKPIT on the "After OKPIT" Communication Failure Procedure. After OKPIT Continue on the routing for the OKPIT 4A STAR. Crossing R086 JSV while established on R031 HGV descend to FL100. Passing 15 DME JSV on R031 HGV turn right onto track 301ºM and descend to 8300' ALT. Crossing R206 JSV turn right onto track 001°M to intercept the ILS LOC RWY 03R. Complete a straight-in ILS approach and land RWY 03R. Note Aircraft entering the TMA at FL110 and below are to enter the OKPIT hold at last assigned level, and continue the routing for the OKPIT 4A STAR Caution Holding patterns below FL110 will be conducted outside of controlled airspace. Pilots to take note of the appropriate FAD's.	
WITBANK FOUR ALFA ARRIVAL (WIV 4A)	
WITBANK 4A ARRIVAL Note: VOR: "WIV" at position: S254946.29 0291141.13	Leave WIV on R088 JSV (INBD). Passing 13 DME JSV turn left onto track 241°M to intercept R031 HGV (INBD) for radar vectoring onto the ILS LOC RWY 03R. Pass WIV 250KT IAS or less. Pass R120 JSV 210KT IAS or less. On LOC maintain 180KT IAS until 10 DME. Passing the Outer Marker at 150 KT IAS, or as cleared by ATC.
Communication Failure (WIV 4A)(Squawk 7600)	
Before WITBANK Proceed to WIV and enter the WIV hold. Hold at last assigned level for minimum 5 MIN then descend to FL130 in the hold or maintain last assigned level if below FL130. Leave WIV on the "After WIV" Communication Failure Procedure. After WITBANK Continue on the routing for the WITBANK 4A STAR. Crossing R141 JSV while established on R031 HGV, descend to FL090. Passing 15 DME JSV on R031 HGV turn right onto track 301°M and descend to 8300' ALT. Crossing R206 JSV turn right onto track 001°M to intercept the ILS LOC RWY 03R. Complete a straight-in ILS approach and land RWY 03R. Note Aircraft entering the TMA at FL110 and below are to enter the WIV hold at last assigned level and continue on the routing for the WITBANK 4A STAR Caution Holding patterns below FL110 will be conducted partially outside of controlled airspace.	
AVILO ONE ALPHA ARRIVAL (AVILO 1A)	
AVILO 1A ARRIVAL Note: Significant point AVILO at position: S265854.69 E0284315.62 (R170/56 DME JSV)	Leave AVILO on R170 JSV (INBD). At 29 DME JSV on R170 JSV turn left to intercept R310 STV (OUBD). Crossing R045 HGV turn left to intercept R030 HGV (INBD) for radar vectoring onto the ILS LOC RWY 03R. Pass AVILO 250KT IAS or less. Pass 30 DME JSV 210KT IAS or less. On LOC maintain 180KT IAS until 10 DME. Passing the Outer Marker at 150 KT IAS, or as cleared by ATC.

Clearance	Details
Communication Failure (AVILO 1A)(Squawk 7600)	
Before AVILO Proceed to STV and enter the STV hold descending to FL240, or if lower than FL240, last assigned level and hold for minimum 5 MIN. Leave STV on the "After STV" Communication Failure Procedure. After AVILO Leave AVILO on R170 JSV (INBD) and descend to FL130. At R170/29 DME JSV turn left to intercept R310 STV (OUBD) and descend to FL110. On crossing R030 HGV descend to 8000' ALT. Crossing R197 JSV turn right onto track 350° to intercept the ILS LOC RWY 03R and complete a straight-in ILS approach and land RWY 03R. Note Aircraft to route to the STV hold in Communication Failure Procedure. Caution Holding patterns below FL110 will be conducted partially outside of controlled airspace.	
AVAGO ONE CHARLIE RNAV (GNSS) ARRIVAL (AVAGO 1C)	
AVAGO 1C RNAV (GNSS) ARRIVAL Note: Significant point AVAGO at position: S254309.90 E02726'9.36 (R320/50 DME JSV)	Leave AVAGO for JS035. At JS035 turn right for JS036. At JS036 turn right proceeding to JS037 for radar vectoring onto the ILS LOC RWY 03R. Pass AVAGO 250KT IAS or less. Pass JS035 210KT IAS or less. On LOC maintain 180KT IAS until 10 DME. Passing the outer maker at 150KT IAS or as cleared by ATC.
Communication Failure (AVAGO 1C)(Squawk 7600)	
Before AVAGO Proceed to AVAGO and enter the AVAGO RNAV (GNSS) hold. Hold at last assigned level for minimum 5 MIN, then descend to FL130 in the hold, or maintain last assigned level if below FL130. Leave AVAGO on the "After AVAGO" Communication Failure Procedure. After AVAGO Continue on the AVAGO 1C RNAV (GNSS) STAR. At JS035 descend to FL090, at JS037 descend to 8000' ALT. At JS037 proceed to VEKOP and continue with the RNAV (GNSS) RWY 03R to intercept the ILS LOC RWY 03R and land RWY 03R. Note Aircraft entering the TMA at FL110 and below are to enter the AVAGO RNAV (GNSS) hold at last assigned level, and continue on the routing for the AVAGO 1C STAR. Caution Holding patterns below FL110 will be conducted partially outside of controlled airspace. Pilots to take note of the appropriate FAD's, FAP's, FAR's as well as the Magalies Glider Window (FL110-FL145).	
NIBEX ONE BRAVO RNAV (GNSS) ARRIVAL (NIBEX 1B)	
NIBEX 1B ARRIVAL Note: Significant point NIBEX at position: S264925.56 E02740'3.41 (R235/50DME JSV)	Leave NIBEX for JS012. At JS012 turn right to JS013. At JS013 turn left to JS014. At JS014 turn left proceeding to JS015 and intercept the ILS LOC RWY 03R.
Communication Failure (NIBEX 1B)(Squawk 7600)	

Clearance	Details
Before NIBEX Proceed to NIBEX and enter the NIBEX RNAV (GNSS) hold. Hold at last assigned level for minimum 5 MIN, then descend to FL130 in the hold, or maintain last assigned level if below FL130. Leave NIBEX on the "After NIBEX" Communication Failure Procedure. After NIBEX Continue on the NIBEX 1B RNAV (GNSS) STAR to JS012. At JS012 descend to FL100, at JS013 descend to FL090, at JS014 adjust to 9000' ALT. At JS015 complete a straight-in ILS approach and land RWY 03R. Note Aircraft entering the TMA at FL110 and below are to enter the NIBEX RNAV (GNSS) hold at last assigned level, and continue the routing for the NIBEX 1B STAR. Caution Holding patterns below FL110 will be conducted partially outside of controlled airspace.	
STANDERTON ONE CHARLIE RNAV (GNSS) ARRIVAL (STV 1C)	
STV 1C ARRIVAL Note: VOR STV at position: S264148.19 E0285202.86 (R152/47DME JSV)	Leave STV for JS017. At JS017 turn left proceeding to ETLIG for radar vectoring onto the ILS LOC RWY 03R.
Communication Failure (STV 1C)(Squawk 7600)	
Before STV Proceed to STV and enter the STANDERTON RNAV (GNSS) hold. Hold at last assigned level for minimum 5 MIN, then descend to FL130 in the hold or maintain last assigned level if below FL130. Leave STV on the "After STV" Communication Failure Procedure. After STV Continue on the STANDERTON 1C RNAV (GNSS) STAR to JS017 and descend to FL130. Passing JS017 descend to 8000' ALT, at ETLIG continue on the RNAV (GNSS) STAR RWY 03R to JS2F1. Intercept the ILS LOC RWY 03R and land RWY 03R. Note Aircraft entering the TMA at FL110 and below are to enter the STANDERTON RNAV (GNSS) hold. Hold at last assigned level, and continue on the routing for the STANDERTON 1C STAR. Caution Holding patterns below FL110 will be conducted partially outside of controlled airspace.	
AVILO ONE BRAVO ARRIVAL (AVILO 1B)	
AVILO 1B ARRIVAL Note: Significant point AVILO at position: S265854.69 E0284315.62	Leave AVILO for JS018. At JS018 turn left for JS017. At JS017 turn left proceeding to ETLIG for radar vectoring onto the ILS LOC RWY 03.
Communication Failure (AVILO 1B)(Squawk 7600)	
Before AVILO Proceed to STV and enter the STANDERTON RNAV (GNSS) hold descending to FL240, or if lower than FL240, last assigned level and hold for minimum 5 MIN. Leave STV on the "After STV" Communication Failure Procedure. After AVILO Continue on the AVILO 1B RNAV (GNSS) STAR. At ETLIG continue on the RNAV (GNSS) RWY 03R to JS2F1 and intercept the ILS LOC RWY 03R and land RWY 03R. Note: Nil Caution: Nil	

6 JOHANNESBURG FIR

O R Tambo International Airport

All STAR applicable for runway 21L. Use STAR for runway 21R only when instructed by ATC or announced on ATIS.

6.1 Standard Terminal Arrival Routes (STAR) RWY 21L

6.1.1 Applicable to the following aircraft:

a) Aircraft already cleared for the STAR.

b) All aircraft inside the Johannesburg FIR with flight plan destinations as O R Tambo International, and able to comply with a STAR.

c) When Communication Failure is experienced after being cleared for the approach, continue with the approach and land on the designated RWY.

d) Speed limit points (SLP) will be defined per procedure. If the speed is below minimum safe operating speed, the minimum safe operating speed will be flown and ATC advised. Unless for emergency pilots are not to request cancellation of speed restrictions.

6.1.2 Communication Failure Procedures for STAR.

If not cleared for an arrival, proceed to the nearest STAR entry position at last assigned level or FL090, whichever is the highest. Comply with the Communication Failure procedure associated with that STAR position.

6.1.3 Missed Approach.

Missed Approaches with the intention of carrying out another approach should follow the procedural Missed Approach instructions unless advised differently by ATC. In the event of a missed approach with the intention of diverting to an alternate aerodrome proceed as follows

a) Diverting to the South and South-west: Follow the routing for the RAGUL THREE BRAVO DEPARTURE.

b) Diverting to the South-East: Follow the routIng for the APDAK TWO BRAVO DEPARTURE

c) Diverting to the North and North-West: Follow the routing for the VASUR THREE BRAVO DEPARTURE

d) Diverting to the North-East: Follow the routing for the EGMEN TWO BRAVO DEPARTURE (JET ACFT) or EXOBI THREE BRAVO DEPARTURE (TURBOPROP ACFT).

6.1.4 PROVISIONS

a) Aircraft must be able to receive the ATIS.

b) SIDs and STARs are announced in operation on ATIS.

c) Runway 21L is in use on the ATIS.

d) SIDs and STARs will only be in force when surveillance radar in operation.

e) If unable to comply with SID or STAR, notify ATC.

f) General Aviation Traffic operates below the TMA up to 7500FT ALT and is considered separated from traffic operating in the TMA.

RUNWAY 21L

Clearance	Details
AVAGO TWO BRAVO ARRIVAL (AVAGO 2B)	

Clearance	Details
AVAGO 2B ARRIVAL Note: Significant point AVAGO at position: S254309.9003 E0272639.3573	Leave AVAGO on R320 JSV (INBD). Crossing 13 DME JSV turn left onto track 034° for radar vectoring onto the ILS RWY 21. Pass AVAGO 250KT IAS or less. Pass 13 DME JSV 210KT IAS or less.On LOC maintain 180KT IAS until 10 DME. Passing the Outer Marker 150KT IAS, or as cleared by ATC.
Communication Failure (AVAGO 2B)(Squawk 7600)	
Before AVAGO Proceed to AVAGO and enter the AVAGO hold. Hold at last assigned level for minimum 5 MIN, then descend to FL130 in the hold, or maintain last assigned level if below FL130. Leave AVAGO on the "After AVAGO" Communication Failure Procedure. After AVAGO Continue on the routing for the AVAGO 2B STAR. Passing 13 DME JSV descend to FL090. Passing 15 DME JSV on track 034° turn right onto track 121° and descend to 8000' ALT. Crossing R026 JSV turn right onto track 191° to intercept the ILS LOC RWY 21 and complete a straight-in ILS APCH and land RWY 21. Note Aircraft entering the TMA at FL110 and below are to enter the AVAGO hold at last assigned level, and continue on the routing for the AVAGO 2B STAR. Caution Holding patterns below FL110 will be conducted outside of controlled airspace. Pilots to take note of the appropriate FAD's, FAP's, FAR's as well as the Magalies Glider Window (FL110-FL145).	
NIBEX TWO CHARLIE ARRIVAL (NIBEX 2C)	
NIBEX 2C ARRIVAL Note: Significant point NIBEX at position: S264925.56 E0274013.41 (R235/50 DME JSV)	Leave NIBEX on R235 JSV (INBD). Passing 22.1 DME JSV turn left to intercept R217 WKV (INBD) for radar vectoring onto the ILS LOC RWY 21L.Pass NIBEX 250 KT IAS or less. Pass R280 JSV 210KT IAS until 10 DME. On LOC maintain 180KT IAS until 10 DME. Passing the Outer Marker at 150KT IAS, or as cleared by ATC.
Communication Failure (NIBEX 2C)(Squawk 7600)	
Before NIBEX Proceed to NIBEX and enter the NIBEX hold. Hold at last assigned level for minimum 5 MIN, then descend to FL130 in the hold, or maintain last assigned level if below FL130. Leave NIBEX on the "After NIBEX" Communication Failure Procedure. After NIBEX R025 JSV turn right onto track 191°M to intercept the ILS LOC RWY 21L. Complete a straight-in ILS approach and land RWY 21L. Caution: Holding patterns below FL110 will be conducted partially outside of controlled airspace.	
STANDERTON FIVE BRAVO ARRIVAL (STV 5B)	
STV 5B ARRIVAL Note: VOR 'STV' at position: S264148.1913 E0285202.8552 (R-152/47 DME "JSV")	Leave STV on R152 JSV (OUBD). Passing 15 DME JSV turn right onto track 001°M to intercept R031 HGV (OUBD) for radar vectoring onto the ILS LOC RWY 21L. Pass STV 250KT IAS or less. Pass 15 DME JSV 210KT IAS or less. On LOC maintain 180KT IAS until 10 DME. Passing the Outer Marker 150KT IAS, or as cleared by ATC.
Communication Failure (STV 5B)(Squawk 7600)	

Clearance	Details
Before STV Proceed to STV and enter the STV hold. Hold at last assigned level for minimum 5 MIN, then descend to FL130 in the hold, or maintain last assigned level if below FL130. Leave STV on the "After STV" Communication Failure Procedure. After STV Continue on the routing for the STANDERTON 5B STAR. Established on R152 JSV (INBD) and on passing 18 DME JSV descend to FL090. Established on R031 HGV (OUBD) and passing 15 DME JSV turn left onto track 301° and descend to 8000' ALT. Crossing R041 JSV turn left onto track 241°M to intercept the ILS LOC RWY 21L. Complete a straight-in ILS approach and land RWY 21L. Note Aircraft entering the TMA at FL110 and below are to enter the STV hold at last assigned level, and continue on the routing for the STANDERTON 5B STAR. Caution Holding patterns below FL110 will be conducted partially outside of controlled airspace.	
OKPIT FOUR BRAVO ARRIVAL (OKPIT 4B)	
OKPIT 4B ARRIVAL Note: Significant point OKPIT at position: S252744.2163 E0284432.5553 (R-052/50 DME "JSV")	Leave OKPIT on R014 STV (INBD). Crossing R079 JSV turn right onto track 231° to intercept R086 JSV (INBD). Passing 15 DME JSV turn right onto track 034°M for radar vectoring onto the ILS LOC RWY 21L. Pass OKPIT 250KT IAS or less. Pass 18 DME JSV 210KT IAS or less.On LOC maintain 180KT IAS until 10 DME. Passing the Outer Marker at 150 KT IAS, or as cleared by ATC.
Communication Failure (OKPIT 4B)(Squawk 7600)	
Before OKPIT Proceed to OKPIT and enter the OKPIT hold. Hold at last assigned level for minimum 5 MIN, then descend to FL130 in the hold, or maintain last assigned level if below FL130. Leave OKPIT on the "After OKPIT" Communication Failure Procedure. After OKPIT Continue on the routing for the OKPIT 4B STAR. Passing 18 DME JSV (INBD) descend to FL090. Passing 15 DME JSV (OUBD) on track 034°M turn left onto track 301° and descend to 8000' ALT. Crossing R041 JSV turn left onto track 241°M to intercept the ILS LOC RWY 21L. Complete a straight in ILS APCH and land RWY21L. Note Aircraft entering the TMA at FL110 and below are to enter the OKPIT hold at last assigned level, and continue the routing for the OKPIT 4B STAR. Caution Holding patterns below FL110 will be conducted partially outside of controlled airspace. Pilots to take note of the appropriate FAD's.	
WITBANK THREE CHARLIE ARRIVAL (WIV 3C)	
WITBANK 3C ARRIVAL Note: Significant point WIV at position: S254946.29 E0291141.14	Leave WIV on R088 JSV (INBD). Passing 18 DME JSV turn right onto track 001°M to intercept R031 HGV (OUBD) for radar vectoring onto the ILS LOC RWY 21L.Pass WIV 250KT IAS or less.Pass 18 DME JSV 210KT IAS or less.On LOC maintain 180KT IAS until 10 DME. Passing the Outer Marker at 150 KT IAS, or as cleared by ATC.
Communication Failure (WIV 3C)(Squawk 7600)	

Clearance	Details
Before WITBANK Proceed to WIV and enter the WIV hold. Hold at last assigned level for minimum 5 MIN then descend to FL130 in the hold or maintain last assigned level if below FL130. Leave WIV on the "After WIV" Communication Failure Procedure. After WITBANK Continue on the routing for the WITBANK 3C STAR. Passing 18 DME JSV descend to FL090. Passing 15 DME JSV on R031 HGV turn left onto track 301°M and descend to 8000' ALT. Crossing R041 JSV turn left onto track 241°M to intercept the ILS LOC RWY 21L. Complete a straight-in ILS approach and land RWY 21L. Note Aircraft entering the TMA at FL110 and below are to enter the WIV hold at last assigned level and continue on the routing for the WITBANK 3C STAR. Caution Holding patterns below FL110 will be conducted partially outside of controlled airspace.	
AVAGO ONE DELTA RNAV (GNSS) ARRIVAL (AVAGO 1D)	
AVAGO 1D ARRIVAL Note: Significant point AVAGO at position: 254309.90 E0272639.36 (R320/50DME JSV)	Leave AVAGO for JS033. At JS033 turn left to JS034 for radar vectoring onto the ILS LOC RWY 21L. Pass AVAGO 250KT IAS or less. Pass JS033 210 KT IAS or less. On LOC maintain 180KT IAS until 10DME. Pass outer marker 150KT IAS or as cleared by ATC.
Communication Failure (AVAGO 1D)(Squawk 7600)	
Before AVAGO Proceed to AVAGO and enter the AVAGO RNAV (GNSS) hold. Hold at last assigned level for minimum 5 MIN, then descend to FL130 in the hold or maintain last assigned level if below FL130. Leave AVAGO on the "After AVAGO" Communication Failure Procedure. After AVAGO Continue on the AVAGO 1D RNAV (GNSS) STAR. At JS034 proceed to UVLOG and continue on the RNAV (GNSS) RWY21L and intercept the ILS LOC RWY 21L and land RWY21 Note Aircraft entering the TMA at FL110 and below are to enter the AVAGO RNAV (GNSS) hold at last assigned level, and continue on the routing for the AVAGO 1D STAR. Caution Holding patterns below FL110 will be conducted partially outside of controlled airspace. Pilots to take note of the appropriate FAD's, FAP's, FAR's as well as the Magalies Glider Window (FL110-FL145).	
NIBEX ONE DELTA RNAV (GNSS) ARRIVAL (NIBEX 1D)	
NIBEX 1D ARRIVAL Note: Significant point NIBEX at position: S264925.56 E0274013.41 (R235/50DME JSV)	Leave NIBEX for JS023. At JS023 turn left proceeding to UVLOG for radar vectoring onto the ILS LOC RWY 21L. Pass NIBEX 250KT IAS or less. Pass JS023 210KT IAS or less. On LOC maintain 180KT IAS until 10 DME. Passing the Outer Marker at 150KT IAS, or as cleared by ATC.
Communication Failure (NIBEX 1D)(Squawk 7600)	

Clearance	Details
Before NIBEX Proceed to NIBEX and enter the NIBEX RNAV (GNSS) hold. Hold at last assigned level for minimum 5 MIN, then descend to FL130 in the hold, or maintain last assigned level if below FL130. Leave NIBEX on the "After NIBEX" Communication Failure Procedure. After NIBEX Continue on the NIBEX 1D RNAV (GNSS) STAR. At JS023 descend to FL090, at UVLOG descend to 8000' ALT. AT UVLOG continue on the RNAV (GNSS) RWY 21L to JS3F2 and intercept the ILS RWY 21L and land RWY 21L. Note: Aircraft entering the TMA at FL110 and below are to enter the NIBEX RNAV (GNSS) hold at last assigned level and continue on the routing for the AVAGO 1C STAR. Caution: Holding patterns below FL110 will be conducted partially outside of controlled airspace.	
STANDERTON ONE DELTA ARRIVAL (STV 1D)	
STV 1D ARRIVAL Note: VOR STV at position: S264148.19 E0285202.86 (R152/47DME JSV)	Leave STV to JS025. At JS025 turn right proceeding to ETGAV for radar vectoring onto the ILS LOC RWY 21L. Pass STV 250KT IAS or less. Pass JS025 210KT IAS or less. On LOC maintain 180KT IAS until 10DME. Passing outer marker 150KT IAS or as cleared by ATC.
Communication Failure (STV 1D)(Squawk 7600)	
Before STV Proceed to STV and enter the STANDERTON RNAV (GNSS) hold. Hold at last assigned level for minimum 5 MIN, then descend to FL130 in the hold, or maintain last assigned level if below FL130. Leave STV on the "After STV" Communication Failure Procedure. After STV Continue on the STANDERTON 1D RNAV (GNSS) STAR. At STV descend to FL130. At JS025 descend to FL090. At ETGAV descend to 8000' ALT and continue on the RNAV (GNSS) RWY 21L to JS3F2 and intercept the ILS RWY 21L and land RWY 21L. Note Aircraft entering the TMA at FL110 and below are to enter the STANDERTON RNAV (GNSS) hold at last assigned level, and continue on the routing for the STANDERTON 1D STAR. Caution: Holding patterns below FL110 will be conducted partially outside of controlled airspace.	

7 DEPARTING FLIGHTS

GENERAL

IFR flights departing from controlled aerodromes will receive initial ATC clearance from the local aerodrome control tower. The clearance limit will normally be the aerodrome of destination.

IFR flights departing from other aerodromes can take off without prior arrangements with the Area Control Centre concerned, unless controlled airspace is to be entered immediately after take-off. In such cases arrangements must be made to obtain a clearance before the controlled airspace is entered.

Aircraft noise during take-off and landing creates an ever increasing annoyance to inhabitants of areas adjacent to aerodromes. Continuous efforts are made to devise procedures in order to reduce aircraft noise without jeopardising safe operations

In order to reduce or to restrict aircraft noise to the minimum, the following procedures are proposed:-

– Turnouts immediately after take-off must as far as possible be avoided and runway heading must be maintained to a reasonable altitude.
– Where possible, aircraft must climb at the best angle of climb after take-off and this must be maintained until all built-up areas are over-flown, or the desired altitude has been reached/attained.
– Testing and run-ups of aircraft engines must as far as possible be avoided during the period 2000 and 0400.
– After landing minimum reverse thrust must, as far as possible be utilized for purposes of braking.
– An appeal is made to all pilots to be considerate towards inhabitants of areas adjacent to aerodromes by combating aircraft noise at all times.

7.1 Noise Abatement Procedures

Two examples of operating procedures for the climb have been developed by ICAO as guidance. These two examples of Noise Abatement procedures can be defined as follows:

NADP 1 - The first example (NADP 1) is intended to describe one method, but not the only method, of providing noise reduction for noise-sensitive areas in close proximity to the departure end of the runway.

NADP 2 - The second example (NADP 2) similarly describes one method but not the only method, of providing noise reduction to areas more distant from the runway end.

These procedures applies to jet aircraft and may be disregarded if:

At 3000FT AGL or when levelled off by ATC, or when levelled by the Standard Instrument Departure (SID)

The following procedure will be in force at the listed airport:

King Shaka International Airport (Durban)	NADP 1

NADP 1

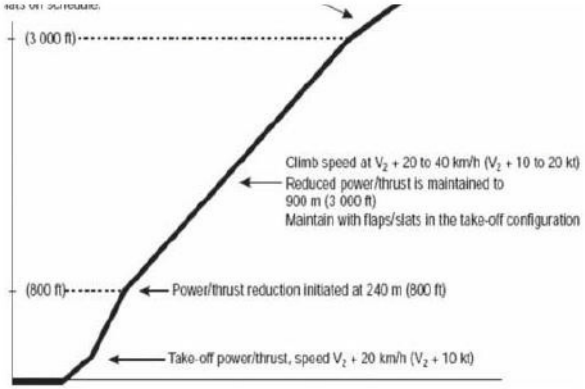
1) Take-off to 800FT AGL
   i) Take-off power/thrust
   ii) Speed, climb at V2+10knots (V2+20km/h)

   Note: Dependant on aircraft type the take-off power/thrust may be reduced at a lower height.

2) At 800FT AGL
   i) Power/thrust reduction is initiated in accordance with the noise abatement power/thrust schedule provided in the aircraft operating manual.

3) 800FT AGL to 3000FT AGL
   i) Climb at V2+10 to 20km/h).
   ii) Reduced power/thrust is maintained to 900M (3000FT)
   iii) Maintain with flaps/slats in take-off configuration.

4) At 3000FT AGL
   i) On reaching 900M (3000FT) maintain positive rate of climb.
   ii) Accelerate smoothly to en-route climb speed
   iii) Retract flaps/slats on schedule.
   iv) In addition, all aircraft at or below FL100 will fly a maximum speed of 250KIAS. No jet aircraft are to use RWY or TWY intersection for take-off at any airport within South Africa between the hours of 2000-0400.



Noise abatement take-off climb - Example of a procedure alleviating noise close to the departure (NADP1)

The following procedures will be in force at the listed airports:

Bram Fischer International Airport. (Bloemfontein)	NADP 2
Cape Town International Airport.	NADP 2
East London Airport	NADP 2
George Airport	NADP 2
Kimberley Airport	NADP 2
Lanseria International Airport	NADP 2
O R Tambo International Airport	NADP 2
Port Elizabeth International Airport	NADP 2
Upington International Airport	NADP 2
Wonderboom Airport (Pretoria)	NADP 2

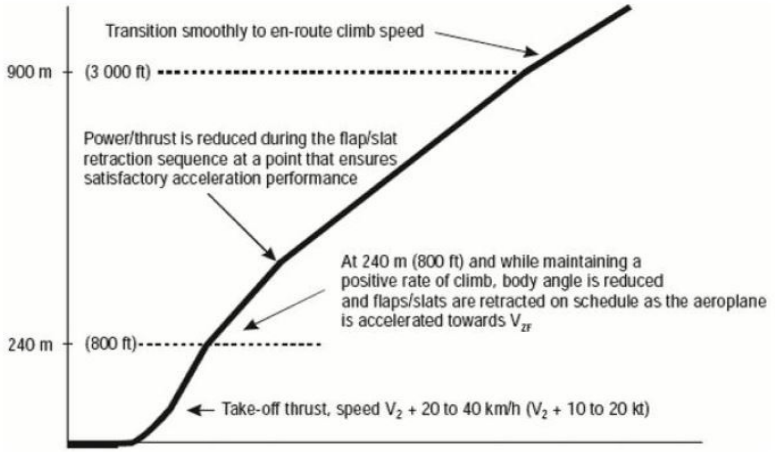
NADP 2

1) Take-off to 800FT AGL
   i) Take-off power/thrust
   ii) Speed, climb at V2+10 to 20knots (V2+20 to 40km/h)

   Note: Dependant on aircraft type, the take-off power/thrust may be reduced at a lower height.

2) At 800FT AGL
   i) While maintaining a positive rate of climb, body angle reduced.
   ii) Flaps/Slats are retracted on schedule
   iii) Aircraft is accelerated towards VZF.

3) 800FT AGL to 3000FT AGL
   i) Rower/Thrust is reduced during the flap/slat retraction sequence at a point that ensures satisfactory acceleration performance.
   ii) At 3000FT AGL
   iii) On reaching 900M (3000FT), transition smoothly to en-route climb speed.



Noise abatement take-off climb - Example of a procedure alleviating noise distant from the aerodrome (NADP 2)

7.2 Noise abatement procedures - Waterkloof Air Force Base (MIL Unlicensed)

1) General

The following procedures are designed to avoid excessive noise in areas adjacent to the aerodrome and in areas overflown during take-off and landing. Strict adherence within the limits of safety and performance is required. Aircraft not landing at Waterkloof are not permitted to overfly built up areas below 1000 FT AGL.

a) Rapid changes in engine power should be avoided.
b) Heavy category aircraft commanders are permitted to select the runway for arrivals and departures.
c) Bad weather circuits (500ft) may be flown in IMC or two per training/rating sortie.
d) Heavy category aircraft are not permitted to practice 500ft circuits.

1) ARRIVALS

a) All IFR arrivals, wind and traffic permitting, will be executed on RWY01.
b) The final approach path shall be strictly at the angle defined by the ILS and PAPI glide path (3°).
c) VFR flights must adhere to the glide path on final approach and where possible avoid built up areas.
d) Fighter aircraft flying via initial point may not exceed 400kts IAS.

2) DEPARTURES

a) VFR flights will climb to 1000ft AGL as soon as possible and once clear of built up areas ascend accordingly.

3) TAKE-OFF TO 1500 FT AGL

a) Take-off power.
b) Take-off flaps.
c) Climb at V2 + 10 to 20Kts or as limited by body angle.
Dependant on aircraft type, take-off power/thrust may be reduced at a lower altitude.

4) AT 1500 FT AGL

a) Reduce thrust (if not reduced already) to not less than climb power/thrust.

5) 1500 FT AGL to 3000 FT AGL

a) Climb at V2 + 10 to 20Kts.

6) At 3000 FT AGL

a) Accelerate smoothly to en-route climb speed with flap retraction on schedule

7) ENGINE RUN-UP TESTS

Engine run-up tests on Saturdays, Sundays and public holidays and on working days between 1600 and 0400B will only be permitted with the authorization of the operations coordinator.

8) EXEMPTIONS

Restrictions to arrivals/departures do not apply in the following cases.

a) In an emergency or simulated emergency.
b) For operational flights.
c) For inspection and calibration flights.
d) For flights with the prior authorization from the Air Wing Coordinator AFB Waterkloof.

9) NIGHT FLYING TRAINING - MONDAY TO THURSDAY

Night flying training must be authorised by the Air Wing Coordinator.

a) Final arrival: 2300B.
b) No circuit and landings between 1900 and 2000.

10) FLYING TRAINING - Saturdays, Sundays and Public Holidays

i) Saturdays: Flying training authorised by the Air Wing Coordinator may take place between 0600 and 1600.
ii) Sundays: No flying training may take place except with prior authorization by CAF.
iii) Public Holidays: No flying training may take place

8 CAPE TOWN INTERNATIONAL AIRPORT

8.1 Standard Instrument Departures (SID) RWY01

8.1.1 Unless otherwise authorised by ATC, the maximum speeds applicable shall comply with noise abatement procedures as laid down in paragraph 9.1. In addition, all aircraft at or below FL 100 will fly a MAXIMUM speed of 250 KIAS.

8.1.2 At 2000 FT ALT contact Cape Town Radar (APP) on the frequency provided in the ATC clearance. Advise RADAR (APP) of level passing on first contact for Mode-C check.

8.1.3 Cross CTR boundary at or above 2500 FT ALT.

8.1.4 Where climb gradient required is greater than 3.3% see provisions contained within every specific procedure.

8.1.5 If unable to comply with SID notify ATC.

8.1.6 Communication Failure Procedure for SID

a) Except in the event of an emergency, aircraft shall comply with the communication failure procedures for each SID irrespective of VMC or IMC.

b) Comply with the SID procedure, climb to MSA or maintain last assigned flight level, whichever is highest. At the SID termination position set course as per flight plan and climb to flight plan level.

RUNWAY 01

Clearance	RWY	Turn	Details
TETAN 1C DEPARTURE (TETAN 1C)			
TETAN 1C DEPARTURE (TETAN 1C) NOTE: Significant point TETAN at position: S333948.00 E0192458.00 (R-089/44.5DME "CTV")	01	Right	Climb to FL090, maintain RWY track to 3DME "CTV" then turn left to track 330°M to intercept R-354 "CTV" (outbound). Passing 8DME "CTV" turn right to track 060°M to intercept R-090 "RIV" (outbound), passing 22DME "RIV" turn right direct TETAN. Further climb will be under radar control. At TETAN set course as per flight plan.
Communication Failure (TETAN 1C) (Squawk 7600)			
Comply with the TETAN 1C SID, maintain last assigned level. Passing 30DME "CTV" climb to flight plan level. At TETAN continue as per flight plan. Aircraft wishing to return must continue to the SID termination point at FL090, then proceed to GETEN and comply with the appropriate GETEN STAR Communication Failure procedure.			
KODES 1A DEPARTURE (KODES 1A)			
KODES 1A DEPARTURE (KODES 1A) NOTE: Significant point KODES at position: S330840 E0184520 (R-032/50DME "CTV")	01	Right	Climb to FL090, maintain RWY track to 3DME "CTV" then turn left to track 330°M to intercept R-354 "CTV" (outbound). Passing 8DME "CTV" turn right to track 060°M to intercept R-032 "CTV" (outbound) direct KODES. Further climb will be under radar control. At KODES set course as per flight plan.
Communication Failure (KODES 1A) (Squawk 7600)			
Comply with the KODES 1A SID, maintain last assigned level. Passing 30DME "CTV" climb to flight plan level. At KODES continue as per flight plan. Aircraft wishing to return must continue to the SID termination point at FL090, then proceed to ERDAS and comply with the appropriate ERDAS STAR Communication Failure procedure.			
IMSOM 1A DEPARTURE (IMSOM 1A)			
IMSOM 1A DEPARTURE (IMSOM 1A) NOTE: Significant point IMSOM at position:S335603.8989 E0180031.2411(R-283/30DME "CTV")	01	Left	Climb to FL090, maintain RWY track to 3DME "CTV" then turn left to track 330°M to intercept R-354 "CTV" (outbound). Passing 8DME "CTV" turn left direct IMSOM. Further climb will be under radar control. At IMSOM set course as per flight plan.
Communication Failure (IMSOM 1A) (Squawk 7600)			

Clearance	RWY	Turn	Details
Comply with the IMSOM 1A SID, maintain last assigned level. At IMSOM continue as per flight plan and climb to flight plan level. Aircraft wishing to return must continue to the SID termination point at FL090, then proceed to "ASPIK" and comply with the appropriate "ASPIK" STAR Communication Failure procedure			
OKTED 1A DEPARTURE (OKTED 1A)			
OKTED 1A DEPARTURE (OKTED 1A) NOTE: Significant point OKTED at position: S341312.000 E0193330.000 (R-131/50 DME "CTV")	01	Right	Climb to FL090, maintain RWY track to 3DME "CTV" then turn left to track 330°M to intercept R-354 "CTV" (outbound). Passing 8DME "CTV" turn right to track 060°M to intercept R-090 "RIV" (outbound). Passing 22DME "RIV" on R-090 "RIV", turn right direct OKTED. Further climb will be under radar control. At OKTED set course as per flight plan.
Communication Failure (OKTED 1A) (Squawk 7600)			
Comply with the OKTED 1A SID, maintain last assigned level, or climb to MSA if below FL 090. At OKTED continue as per flight plan and climb to flight plan level. Aircraft wishing to return must continue to the SID termination point at FL090, then proceed to GETEN and comply with the appropriate GETEN STAR Communication Failure procedure.			

8.2 Standard Instrument Departures (SID) RWY19.

8.2.1 Unless otherwise authorised by ATC, the maximum speeds applicable shall comply with noise abatement procedures as laid down in paragraph 10.1. In addition, all aircraft at or below FL 100 will fly a MAXIMUM speed of 250 KIAS.

8.2.2 At 2000 FT ALT contact Cape Town Radar (APP) on the frequency provided in the ATC clearance. Advise RADAR (APP) of level passing on first contact for Mode-C check.

8.2.3 Cross CTR boundary at or above 2500 FT ALT.

8.2.4 Where climb gradient required is greater than 3.3% see provisions contained within every specific procedure.

8.2.5 If unable to comply with SID notify ATC.

8.2.6 Communication Failure Procedure for SID

a) Except in the event of an emergency, aircraft shall comply with the communication failure procedures for each SID irrespective of VMC or IMC.

b) Comply with the SID procedure, climb to MSA or maintain last assigned flight level, whichever is highest. At the SID termination position set course as per flight plan and climb to flight plan level.

RUNWAY 19

Clearance	RWY	Turn	Details
TETAN 1A DEPARTURE (TETAN 1A)			

Clearance	RWY	Turn	Details
TETAN 1A DEPARTURE (TETAN 1A) NOTE: Significant point TETAN at NDB "WC" position: S333948.00 E0192458.00 (R-089/44.5DME "CTV") 6.2%@ 140KTAS= 880ft/min 6.2%@ 180KTAS= 1130ft/min 6.2%@ 220KTAS= 1381ft/min	19	Left	Restricted to a minimum climb gradient of 6.2% until passing FL085 due to terrain. Do not cross (North of) "CTV" R-140 below FL085. Climb to FL090, maintain RWY track to 5DME "CTV" then turn left to track 145°M. Passing 18DME "CTV" turn left direct TETAN. Further climb will be under radar control. At TETAN set course as per flight plan.
Communication Failure (TETAN 1A) (Squawk 7600)			
Comply with the TETAN 1A SID, maintain last assigned level. Crossing R-105 "CTV" climb to flight plan level. At TETAN continue as per flight plan. Aircraft wishing to return must continue to the SID termination point and then route direct ERDAS and comply with the appropriate ERDAS STAR Communication Failure procedure.			
TETAN 1B DEPARTURE (TETAN 1B)			
TETAN 1B DEPARTURE (TETAN 1B) NOTE: Significant point TETAN at NDB "WC" position: S333948.00E0192458.00 (R-089/44.5DME "CTV") 4.6%@ 140KTAS=652ft/min 4.6%@ 180KTAS= 838ft/min 4.6%@ 220KTAS=1024ft/min	19	Left	Restricted to a minimum climb gradient of 4.6% until passing 5700 FT ALT due to terrain. Do not cross (north of) R-140 below 8500 FT ALT. Climb to FL090, maintain RWY track to 5DME then adjust onto R-190 "CTV" (outbound). Passing 20DME "CTV" turn left to track 100°M. Crossing R-170 "CTV" turn left direct TETAN. Further climb will be under radar control. At TETAN set course as per flight plan.
Communication Failure (TETAN 1B) (Squawk 7600)			
Comply with the TETAN 1B DEPARTURE and maintain last assigned level. Crossing R-105 "CTV" climb to flight plan level. At TETAN continue as per flight plan.Aircraft wishing to return must continue to the SID termination point and then route direct ERDAS and comply with the appropriate ERDAS STAR Communication Failure procedure.			
KODES 1B DEPARTURE (KODES 1B)			
KODES 1B DEPARTURE (KODES 1B) NOTE: Significant point KODES at position: S330840 E0184520 (R-050/ 44DME "RIV")	19	Right	Climb to FL090, maintain RWY track to 5DME "CTV" then turn right track 240°M to intercept R-210 "CTV" (outbound). Passing 5500 FT ALT turn right to track 335° M. Crossing R-250 "CTV" turn right direct "RIV". At "RIV" intercept R-050 "RIV" outbound direct KODES. Further climb will be under radar control. At KODES set course as per flight plan.
Communication Failure (KODES 1B) (Squawk 7600)			
Comply with the KODES 1B SID, maintain last assigned level. Passing 30DME "CTV" climb to flight plan level. At KODES continue as per flight plan.Aircraft wishing to return must continue to the SID termination point at FL090, then proceed to ERDAS and comply with the appropriate ERDAS STAR Communication Failure procedure.			
IMSOM 1B DEPARTURE (IMSOM 1B)			
IMSOM 1B DEPARTURE (IMSOM 1B) NOTE: Significant point IMSOM at position: S335603.8989 E0180031.2411 (R-283/30DME "CTV")	19	Right	Climb to FL090, maintain RWY track to 5DME "CTV" then turn right to track 240°M to intercept R-210 "CTV" (outbound). Passing 5500 FT ALT turn right direct ASPIK, then direct IMSOM. Further climb will be under radar control. At IMSOM set course as per flight plan.

Clearance	RWY	Turn	Details
Communication Failure (IMSOM 1B) (Squawk 7600)			
Comply with the IMSOM 1B SID, maintain last assigned level. At IMSOM continue as per flight plan and climb to flight plan level.Aircraft wishing to return must continue to the SID termination point at FL090, then proceed to ASPIK and comply with the appropriate ASPIK STAR Communication Failure procedure.			
OKTED 1B DEPARTURE (OKTED 1B)			
OKTED 1B DEPARTURE (OKTED 1B) NOTE: Significant point OKTED at Position: S341312.000 E0193330.000 (R-131/50 DME "CTV") 6.2%@ 140KTAS= 880ft/min 6.2%@ 180KTAS= 1130ft/min 6.2%@ 220KTAS=1381ft/min	19	Left	Restricted to a minimum climb gradient of 6.2% until passing FL085 due to terrain. Do not cross (North of) "CTV" R-140 below FL085. Climb to FL090, maintain RWY track to 5DME "CTV" then turn left to track 145°M. Passing 18DME "CTV" turn left direct OKTED. Further climb will be under radar control. At OKTED continue as per flight plan.
Communication Failure (OKTED 1B) (Squawk 7600)			
Comply with the OKTED 1B SID, maintain last assigned level. At OKTED continue as per flight plan and climb to flight plan level. Aircraft wishing to return must continue to the SID termination point and then route direct GETEN and comply with the appropriate STAR Communication Failure procedure.			
OKTED 1C DEPARTURE (OKTED 1C)			
OKTED 1C DEPARTURE (OKTED 1C) NOTE: Significant point OKTED at position: S341312.000 E0193330.000 (R-131/50 DME "CTV") 4.6%@ 140KTAS= 652ft/min 4.6%@ 180KTAS= 838ft/min 4.6%@ 220KTAS=1024ft/min	19	Left	Restricted to a minimum climb gradient of 4.6% until passing 5700 FT ALT due to terrain. Do not cross (north of)"CTV" R-140 below FL085. Climb to FL090, maintain RWY track to 5DME then adjust onto R-190 "CTV" (outbound). Passing 20DME "CTV" turn left to track 100°M. Crossing R-170 "CTV" turn left direct OKTED. Further climb will be under radar control. At OKTED set course as per flight plan.
Communication Failure (OKTED 1C) (Squawk 7600)			
Comply with the OKTED 1C SID, maintain last assigned level. At OKTED continue as per flight plan and climb to flight plan level. Aircraft wishing to return must continue to the SID termination point and then route direct GETEN and comply with the appropriate STAR Communication Failure procedure.			

9 JOHANNESBURG FIR

King Shaka International Airport

9.1 STANDARD INSTRUMENT DEPARTURES (SID) RWY 06.

a) If unable to comply with SID notify ATC.

b) Unless otherwise authorised by ATC, the maximum speeds applicable shall comply with noise abatement procedures as laid down in ENR 1.5 paragraph 9.1

c) At 2000 FT ALT contact Durban Radar (APP) on the frequency provided in the ATC clearance. Advise Radar (APP) of level passing on first contact for Mode-C check.

d) Cross CTR BDRY at or above 3000 FT ALT.

e) Where climb gradient required is greater than 3.3% see provisions contained within every specific procedure.

9.2 COMMUNICATION FAILURE PROCEDURE FOR SID:

a) Except in the event of an emergency, aircraft shall comply with the Communication Failure procedures for each SID irrespective of VMC or IMC.

b) Comply with the SID procedure, climb to MSA or maintain last assigned flight level whichever is highest. At the SID termination position set course as per flight plan and climb to flight plan level.

RUNWAY 06

Clearance	Details
ITMIL ONE CHARLIE RNAV (GNSS) DEPARTURE (ITMIL 1C)	
ITMIL 1C RNAV (GNSS) DEPARTURE Note: Significant point ITMIL at position: S290151.05 E0314838.40 (R070/50 DME TGV) 7.0%ROC @140KT IAS = 992 FPM 7.0%ROC @180KT IAS = 1276 FPM 7.0%ROC @220KT IAS = 1560 FPM	Climb to FL070. Maintain RWY track to LE015. At LE015 turn right to ITMIL. Further climb will be under radar control. At ITMIL set course as per flight plan.
Communication Failure (ITMIL 1C) (Squawk 7600)	
Maintain RWY track LE015. At LE015 turn right to ITMIL maintaining last assigned level or MSA whichever is higher. Passing LE017 climb to flight plan level. At ITMIL set course as per flight plan. Aircraft wishing to return must continue to the SID termination point and climb to the last assigned level or MSA whichever is higher. Enter the ITMIL hold and hold for 5 MIN. Comply with the ITMIL RNAV (GNSS) STAR Communication Failure Procedure.	
TUBIN ONE ALPHA RNAV (GNSS) DEPARTURE (TUBIN 1A)	
TUBIN 1A RNAV (GNSS) DEPARTURE Note: Significant point TUBIN at position: S300201.29 E0301754.66 (R262/50 DME TGV) 7.0%ROC @140KT IAS = 992 FPM 7.0%ROC @180KT IAS = 1276 FPM 7.0%ROC @220KT IAS = 1560 FPM	Climb to FL070. Maintain RWY track to LE015. At LE015 turn left direct to LE1G2. At LE1G2 turn left onto track and proceed to LE1CF. At LE1CF proceed to TUBIN. Further climb will be under radar control. At TUBIN set course as per flight plan.
Communication Failure (TUBIN 1A) (Squawk 7600)	

Clearance	Details
Maintain RWY track to LE015. At LE015 turn left direct to LE1G2. At LE1G2 turn left to LE1CF. At LE1CF proceed to TUBIN maintaining last assigned flight level or MSA whichever is higher. Passing LE1CF climb to flight plan level. At TUBIN set course as per flight plan. Aircraft wishing to return must continue to the SID termination point and climb to the last assigned level or MSA or FL080 whichever is higher. At TUBIN proceed to DUNSA and comply with the DUNSA 1A STAR Communication Failure Procedure.	
GREYTOWN ONE ALPHA RNAV (GNSS) DEPARTURE (GYV 1A)	
GREYTOWN 1A RNAV (GNSS) DEPARTURE Note: Significant point GYV at position: S290728.99 E0303508.06 (R340/41 DME TGV) 7% @140KT IAS = 992 FPM 7% @180KT IAS = 1276 FPM 7% @220KT IAS = 1560 FPM	Climb to FL070. Maintain RWY track to LE015. At LE015 turn left direct to LE3CF. At LE3CF proceed to GYV. Further climb will be under radar control. At GYV set course as per flight plan.
Communication Failure (GYV 1A) (Squawk 7600)	
Maintain RWY track to LE015. At LE015 turn left direct to LE3CF maintaining last assigned flight level or MSA whichever is higher. Passing LE3CF climb to flight plan level and proceed to GYV. At GYV set course as per flight plan. Aircraft wishing to return must continue to the SID termination point and climb to the last assigned level or MSA or FL080 whichever is higher. At GYV proceed to GETOK and comply with the GETOK 1C STAR Communication Failure Procedure.	

King Shaka International Airport

1) STANDARD INSTRUMENT DEPARTURES (SID) RWY 24.
   a) If unable to comply with SID notify ATC.
   b) Unless otherwise authorised by ATC, the maximum speeds applicable shall comply with noise abatement procedures as laid down in ENR 1.5 paragraph 10.1
   c) At 2000 FT ALT contact Durban Radar (APP) on the frequency provided in the ATC clearance. Advise Radar (APP) of level passing on first contact for Mode-C check.
   d) Cross CTR BDRY at or above 3000 FT ALT.
   e) Where climb gradient required is greater than 3.3% see provisions contained within every specific procedure.
2) COMMUNICATION FAILURE PROCEDURE FOR SID:
   a) Except in the event of an emergency, aircraft shall comply with the Communication Failure procedures for each SID irrespective of VMC or IMC.
   b) Comply with the SID procedure, climb to MSA or maintain last assigned flight level whichever is highest. At the SID termination position set course as per flight plan and climb to flight plan level.

RUNWAY 24

Clearance	Details
OKTAN ONE ALPHA RNAV (GNSS) DEPARTURE (OKTAN 1A)	
OKTAN 1A RNAV (GNSS) DEPARTURE Note: Significant point OKTAN at position: S301758.32 E0303453.34 (R239/50 DME TGV) 7.0%ROC @140KT IAS = 992 FPM 7.0%ROC @180KT IAS = 1276 FPM 7.0%ROC @220KT IAS = 1560 FPM	Climb to FL070. Proceed direct to OKTAN. Further climb will be under radar control. At OKTAN set course as per flight plan.
Communication Failure (OKTAN 1A) (Squawk 7600)	
Maintain RWY track to LE018 maintaining last assigned flight level or MSA, whichever is higher. At LE018 proceed to OKTAN and climb to flight plan level. At OKTAN set course as per flight plan. Aircraft wishing to return must continue to the SID termination point and climb to the last assigned level, MSA or FL080 whichever is higher. Enter the OKTAN hold and hold for 5 MIN. Proceed to TGV and comply with the ILS Y RWY 24 Procedure.	
TUBIN ONE BRAVO RNAV (GNSS) DEPARTURE (TUBIN 1B)	
TUBIN 1B RNAV (GNSS) DEPARTURE Note: Significant point TUBIN at position: S300201.29 E0301754.66 (R262/50 DME TGV) 7% @140KT IAS = 992 FPM 7% @180KT IAS = 1276 FPM 7% @220KT IAS = 1560 FPM	Climb to FL070. Maintain RWY track to LE2D2. At LE2D2 turn right direct to LE2CF. At LE2CF proceed to TUBIN. Further climb will be under radar control. At TUBIN set course as per flight plan.
Communication Failure (TUBIN 1B) (Squawk 7600)	
Maintain RWY track to LE2D2 maintaining last assigned flight level or MSA, whichever is higher. At LE2D2 turn right direct to LE2CF and climb to flight plan level. At TUBIN set course as per flight plan. Aircraft wishing to return must continue to the SID termination point and climb to the last assigned level, MSA or FL080 whichever is higher. At TUBIN proceed to DUNSA and comply with the DUNSA 1B STAR Communication Failure Procedure.	
GREYTOWN TWO BRAVO RNAV (GNSS) DEPARTURE (GYV 2B)	
GREYTOWN 2B RNAV (GNSS) DEPARTURE Note: Significant point GYV at position: S290728.99 E0303508.06 (R340/41 DME TGV) 7% @140KT IAS = 992 FPM 7% @180KT IAS = 1276 FPM 7% @220KT IAS = 1560 FPM	Climb to FL070. Maintain RWY track to LE2D2. At LE2D2 turn right direct to LE4CF. At LE4CF proceed to GYV. Further climb will be under radar control. At GYV set course as per flight plan.
Communication Failure (GYV 2B) (Squawk 7600)	
Maintain RWY track to LE2D2. At LE2D2 turn right to LE4CF maintaining last flight level or MSA whichever is higher. Passing LE4CF climb to flight plan level and proceed to GYV. At GYV set course as per flight plan. Aircraft wishing to return must continue to the SID termination point and climb to the last assigned level or MSA or FL080 whichever is higher. At GYV proceed to GETOK and comply with the GETOK 1D STAR Communication Failure Procedure.	

10 JOHANNESBURG FIR

O R TAMBO INTERNATIONAL AIRPORTNOTE: SIMULTANEOUS USE OF PARALLEL RUNWAYS 03L/ 03R AND 21L/21R - O R TAMBO INTERNATIONAL AIRPORT

10.1 STANDARD INSTRUMENT DEPARTURES (SID) RWY 03.

10.1.1 Unless otherwise authorised by ATC, the maximum speeds applicable shall comply with noise abatement procedures as laid down in ENR 1.5 paragraph 10.1

10.1.2 At 6 500FT ALT contact Johannesburg Radar (APP) on the frequency provided in the ATC clearance. Advise Radar (APP) of level passing on first contact for Mode-C check.

10.1.3 Cross CTR BDRY at or above 8 000 FT ALT.

10.1.4 Where climb gradient required is greater than 3.3% see provisions contained within every specific procedure.

10.1.5 If unable to comply with SID notify ATC.

10.2 COMMUNICATION FAILURE PROCEDURE FOR SID:

10.2.1 Except in the event of an emergency, aircraft shall comply with the communication failure procedures for each SID irrespective of VMC or IMC.

10.2.2 Comply with the SID procedure, climb to MSA or maintain last assigned flight level, whichever is highest. At the SID termination position set course as per flight plan and climb to flight plan level.

RUNWAY 03L

Clearance	RWY	Turn	Details
EGMEN TWO ALPHA DEPARTURE (EGMEN 2A)			
EGMEN 2A DEPARTURE Note: Significant point EGMEN at position: S253845.74 E0285805.53 (R070/50 DME JSV) 4.5% @140KT IAS = 638 FPM 4.5% @180KT IAS = 820 FPM 4.5% @220KT IAS =1003 FPM	03L	Right	Restricted to a minimum climb gradient of 4.5% to the CTR boundary. Climb to FL090, maintain RWY track to 5.5 DME JSV then turn right to intercept R275 WIV (INBD). At 23.4 DME JSV turn left onto track 030° to intercept R070 JSV (OUBD) to EGMEN. Cross 15 DME JSV at FL090 or above.
Communication Failure (EGMEN 2A) (Squawk 7600)			
Comply with EGMEN 2A SID, climbing to FL090 or maintain last assigned level, whichever is highest. At EGMEN set course as per flight plan and climb to flight plan level Aircraft wishing to return must continue to the SID termination point and climb to last assigned level or MSA if cleared level is below MSA. At EGMEN proceed to OKPIT and comply with the OKPIT 4A RWY03R STAR Communication Failure Procedure.			
APDAK THREE ALPHA DEPARTURE (APDAK 3A)			

Clearance	RWY	Turn	Details
APDAK 3A DEPARTURE Note: Significant point APDAK at position: S263303.55 E0290252.64 (R152/62 DME WKV) (R137/50 DME JSV) 4.5% @140 KT IAS = 638 FPM 4.5% @180 KT IAS = 820 FPM 4.5% @220 KT IAS =1003 FPM	03L	Right	Restricted to a minimum climb gradient of 4.5% to the CTR boundary. Climb to FL090, maintain RWY track to 5.5 DME JSV then turn right onto track 101° to intercept R152 WKV (OUBD) to APDAK. Cross 15 DME JSV at FL090 or above.
Communication Failure (APDAK 3A) (Squawk 7600)			
Comply with the APDAK 3A SID, climbing to FL090 or maintain last assigned level, whichever is the highest . At APDAK continue as per flight plan. Aircraft wishing to return must continue to the SID termination point and climb to last assigned level or MSA if last cleared level is below MSA. At APDAK proceed to STV and comply with the STANDERTON 6A RWY03R STAR Communication Failure Procedure.			
VASUR THREE ALPHA DEPARTURE (VASUR 3A)			
VASUR 3A DEPARTURE Note: Significant point VASUR at position: S253346.75 E0275335.87 (R351/40DME JSV) 4.2% @140KT IAS = 595 FPM 4.2% @180KT IAS = 766 FPM 4.2% @220KT IAS = 936 FPM	03L	Right	Restricted to a minimum climb gradient of 4.2% to the CTR boundary. Climb to 8000' ALT, maintain RWY track to 5.5 DME JSV then turn left onto track 311° to intercept R351 JSV (OUBD) to VASUR. Further climb will be under radar control. At VASUR set course as per flight plan.
Communication Failure (VASUR 3A) (Squawk 7600)			
Comply with VASUR 3A SID, climbing to 8700' ALT or maintain last assigned level, whichever is highest. At VASUR set course as per flight plan and climb to flight plan level. Aircraft wishing to return must continue to the SID termination point and climb to last assigned level or MSA if last cleared level is below MSA. At VASUR proceed to AVAGO and comply with the AVAGO 2A RWY03 STAR Communication Failure Procedure.			
RAGUL THREE ALPHA DEPARTURE (RAGUL 3A)			
RAGUL 3A DEPARTURE Note: Significant point RAGUL at position: S262654.35 E0273443.89 (R241/50DME WKV) 4.4% @140KT IAS = 624 FPM 4.4% @180KT IAS = 802 FPM 4.4% @220KT IAS = 980 FPM	03L/R	Left	Restricted to a minimum climb gradient of 4.4% to the CTR boundary. Climb to 8000' ALT, maintain RWY track to 5.5 DME JSV. At 5.5 DME JSV turn left onto track 281° to intercept R241 WKV (OUBD) to RAGUL. Further climb will be under RADAR control. At RAGUL set course as per flight plan.
Communication Failure (RAGUL 3A) (Squawk 7600)			
Comply with the RAGUL THREE ALFA SID, climbing to 8700' ALT or maintain last assigned level, whichever is highest. At RAGUL continue as per flight plan. Aircraft wishing to return must continue to the SID termination point and climb to last assigned level or MSA if last cleared level is below MSA. At RAGUL proceed to NIBEX and comply with the NIBEX 2A RWY03R STAR Communication Failure Procedure.			

Clearance	RWY	Turn	Details
OVALA ONE ALFA DEPARTURE (OVALA 1A)			
OVALA 1A DEPARTURE Note: Significant point OVALA at position: S264903.39 E0283744.70 (R195/62DME MEV) (R170/45DME JSV) 4.1% @140KT IAS = 581FPM 4.1% @180KT IAS = 747 FPM 4.1% @220KT IAS = 913 FPM	03L/R	Right	Restricted to a minimum climb gradient of 4.1% to FL09 Climb to FL090, maintain RWY track to 5.5 DME JSV then turn right onto track 101°. At 15 DME JSV turn right onto track 171° to intercept R195 MEV (OUBD) to OVALA. Cross 15 DME JSV at FL090 or above if cleared by ATC. Further climb will be under radar control. At OVALA set course as per flight plan.
Communication Failure (OVALA 1A) (Squawk 7600)			
Comply with the OVALA ONE ALPHA SID, climbing to FL090 or maintaining last assigned level, whichever is highest. At OVALA continue as per flight plan. Aircraft wishing to return must continue to the SID termination point and climb to last assigned level or MSA if last cleared level is below MSA. At OVALA proceed to STV and comply with the STANDERTON 6A RWY03R STAR Communication Failure Procedure.			
NESAN ONE ALFA DEPARTURE (NESAN 1A)			
NESAN 1A DEPARTURE Note: Significant point NESAN at position: S252948.88 E0280705.56 (R010/40DME JSV) 4.2% @140KT IAS = 595 FPM 4.2% @180KT IAS = 766 FPM 4.2% @220KT IAS = 936 FPM	03L/R	Left	Restricted to a minimum climb gradient of 4.2% to the CTR boundary. Climb to 8000' ALT, maintain RWY track to 8 DME JSV then turn left direct to NESAN. Further climb will be under radar control. At NESAN set course as per flight plan.
Communication Failure (NESAN 1A) (Squawk 7600			
Comply with the NESAN ONE ALPHA SID, climbing to 8300' ALT or maintain last assigned level, whichever is highest. At NESAN continue as per flight plan and climb to flight plan level. Aircraft wishing to return must continue to the SID termination point and climb to last assigned level or MSA if last cleared level is below MSA. At NESAN proceed to OKPIT and comply with the OKPIT 4A RWY03R STAR Communication Failure Procedure.			
GRASMERE FIVE BRAVO DEPARTURE (GRASMERE 5B) RESTRICTED TO TURBO PROP AIRCRAFT ONLY.			
GRASMERE 5B DEPARTURE Note: Significant point GAV at position:S263053. 63 E0274035.17 5.0% @ 80KT IAS = 405 FPM 5.0% @120KT IAS = 608 FPM 5.0% @160KT IAS = 810FPM 5.0% @200KT IAS =1013FPM	03L	Left	Restricted to a minimum climb gradient of 5.0% to the CTR boundary. Climb to 8000' ALT, maintain RWY track to 3 DME JSV or 6100' ALT, whichever is later, then turn left onto track 261°. Crossing 13 DME JSV turn left direct to GAV. Further climb will be under radar control. At GAV set course as per flight plan.
Communication Failure (GRASMERE 5B) (Squawk 7600)			

Clearance	RWY	Turn	Details
Comply with the GRASMERE FIVE BRAVO SID, climbing to 8700' ALT or maintain last assigned level, whichever is highest. At GAV set course as per flight plan and climb to flight plan level. Aircraft wishing to return must continue to the SID termination point and climb to last assigned level or MSA if last cleared level is below MSA. At GAV proceed to NIBEX and comply with the NIBEX 2A RWY03R STAR Communication Failure Procedure.			
EXOBI ONE ALFA DEPARTURE (EXOBI 1A)			
EXOBI 1A DEPARTURE Note: Significant point "EXOBI" at position: S260252.2666 E0290851.3211 (R-101/50 DME "JSV") 4.2% ROC @140KTAS= 595ft/min 4.2% ROC @180KTAS= 766ft/min 4.2% ROC @220KTAS= 936ft/min	03L/R	Right	Restricted to a minimum climb gradient of 4.2% to the CTR boundary. Climb to FL090, maintain RWY track to 5.5 DME JSV then turn right onto track 101°. At 15 DME JSV turn right onto track 126° to intercept R101 JSV (OUBD) to EXOBI. Cross 15 DME JSV at FL090 or above if cleared by ATC. Further climb will be under radar control. At EXOBI set course as per flight plan.
Communication Failure (EXOBI 1A) (Squawk 7600			
Comply with the EXOBI ONE ALPHA SID, climbing to FL090 or maintain last assigned level, whichever is highest. At EXOBI set course as per flight plan and climb to flight plan level. Aircraft wishing to return must continue to the SID termination point and climb to last assigned level or MSA if last cleared level is below MSA. At EXOBI proceed to WIV and comply with the WITBANK 4A RWY03R STAR Communication Failure Procedure.			
NORVA TWO ALFA DEPARTURE (NORVA 2A) RESTRICTED TO TURBO PROP AIRCRAFT AT OR BELOW FL130.			
NORVA 2A DEPARTURE Note: VOR "MEV" at position: S254727.35000 E0283340.81000 4.2% ROC @ 140 KTAS= 595ft/min 4.2% ROC @ 180 KTAS= 766ft/min 4.2% ROC @ 220 KTAS= 936ft/min	03L/R	Rights	Restricted to a minimum climb gradient of 4.2% to FL090. Climb to FL090, maintain RWY track to 5.5 DME JSV then turn right direct to MEV. Further climb will be under radar control. At MEV set course as per flight plan.
Communication Failure (NORVA 2A) (Squawk 7600)			
Comply with the NORVA 2A SID, climbing to FL090 or maintain last assigned level, whichever is highest. At MEV continue as per flight plan. Aircraft wishing to return must continue to the SID termination point and climb to last assigned level or MSA if last cleared level is below MSA. At MEV proceed to OKPIT and comply with the OKPIT 4A RWY 03R STAR Communication Failure Procedure.			
EGMEN ONE CHARLIE RNAV (GNSS) DEPARTURE (EGMEN 1C)			
EGMEN 1C DEPARTURE Note: Significant point EGMEN at position: S253845.74 E0285805.53 (R070/50DME JSV) 4.1% @140KT IAS = 581 FPM 4.1% @180KT IAS = 747 FPM 4.1% @220KT IAS = 913 FPM	03L	Left	Restricted to a minimum climb gradient of 4.1% to the CTR boundary. Climb to FL090, maintain RWY track to JS031. At JS031 turn right to JS032. At JS032 turn left direct to EGMEN. Further climb will be under radar control. At EGMEN set course as per flight plan.

Clearance	RWY	Turn	Details
Communication Failure (EGMEN 1C) (Squawk 7600)			
Comply with the EGMEN ONE CHARLIE SID, climbing to FL090 or maintain last assigned level, whichever is highest. At EGMEN set course as per flight plan and climb to flight plan level. Aircraft wishing to return must continue to the SID termination point and climb to last assigned level or MSA if last cleared level is below MSA. At EGMEN proceed to OKPIT and comply with the OKPIT 4A RWY03R STAR Communication Failure Procedure.			
APDAK ONE BRAVO RNAV (GNSS) DEPARTURE (APDAK 1B)			
APDAK 1B DEPARTURE Note: Significant point APDAK at position: S263303.55 E0290252.64 (R137/50DME JSV) 4.1% @140KT IAS = 581 FPM 4.1% @180KT IAS = 747 FPM 4.1% @220KT IAS = 913FPM	03L	Right	Restricted to a minimum climb gradient of 4.1% to FL090. Climb to FL090, maintain RWY track to JS029. At JS029 turn right to JS030. At JS030 turn right to APDAK. Further climb will be under radar control. At APDAK set course as per flight plan.
Communication Failure (APDAK 1B) (Squawk 7600)			
Comply with the APDAK ONE BRAVO SID, climbing to FL090 or maintain last assigned level, whichever is highest. At APDAK continue as per flight plan. Aircraft wishing to return must continue to the SID termination point and climb to last assigned level or MSA if last cleared level is below MSA. At APDAK proceed to STV and comply with the STANDERTON 6A RWY 03R STAR Communication Failure Procedure.			

11 JOHANNESBURG FIR

O R TAMBO INTERNATIONAL AIRPORTNOTE: SIMULTANEOUS USE OF PARALLEL RUNWAYS 03L/ 03R AND 21L/21R - O R TAMBO INTERNATIONAL AIRPORT

11.1 STANDARD INSTRUMENT DEPARTURES (SID) RWY 21R

11.1.1 Unless otherwise authorised by ATC, the maximum speeds applicable shall comply with noise abatement procedures as laid down in ENR 1.5 paragraph 10.1

11.1.2 At 6500 FT ALT contact Johannesburg Radar (APP) on the frequency provided in the ATC clearance. Advise Radar (APP) of level passing on first contact for Mode-C check.

11.1.3 Cross CTR BDRY at or above 8 000 FT ALT.

11.1.4 Where climb gradient required is greater than 3.3% see provisions contained within every specific procedure.

11.2 COMMUNICATION FAILURE PROCEDURE FOR SID:

11.2.1 Except in the event of an emergency, aircraft shall comply with the communication failure procedures for each SID irrespective of VMC or IMC.

11.2.2 Comply with the SID procedure, climb to MSA or maintain last assigned flight level, whichever is highest. At the SID termination position set course as per flight plan and climb to flight plan level.

RUNWAY 21

Clearance	RWY	Turn	Details
EGMEN TWO BRAVO DEPARTURE (EGMEN 2B)			
EGMEN 2B DEPARTURE Note: Significant point EGMEN at position: S253845.74 E0285805.53 (R070/50 DME JSV) 4.3% @140KT IAS = 610 FPM 4.3% @180KT IAS = 784 FPM 4.3% @220KT IAS = 958 FPM	21R	Left	Restricted to a minimum climb gradient of 4.3% to the CTR boundary. Climb to 8000' ALT, maintain RWY track to 4.5 DME JSV then turn left onto track 111°. Intercept R253 WIV (INBD). Crossing R016 STV turn left onto track 054° to intercept R024 STV (OUBD) direct to EGMEN.
Communication Failure (EGMEN 2B) (Squawk 7600)			
Comply with EGMEN 2B SID, climbing to 8300' ALT or maintain last assigned level, whichever is highest. At EGMEN set course as per flight plan and climb to flight plan level.Aircraft wishing to return must continue to the SID termination point and climb to last assigned level or MSA if last cleared level is below MSA. At EGMEN proceed to OKPIT and comply with the OKPIT 4B RWY21L STAR Communication Failure Procedure.			
APDAK TWO BRAVO DEPARTURE (APDAK 2B)			
APDAK 2B DEPARTURE Note: Significant point APDAK at position: S263303.55 E0290252.64 (R137/50 DME JSV) 4.2% @140 KT IAS = 596 FPM 4.2% @180 KT IAS = 766 FPM 4.2% @220 KT IAS =936 FPM	21R	Left	Restricted to a minimum climb gradient of 4.2% to CTR boundary. Climb to 8000' ALT, maintain RWY track to 4.5 DME JSV then turn left direct to APDAK. Cross 4.5 DME JSV at 7000' ALT or above. Further climb will be under radar control. At APDAK set course as per flight plan.
Communication Failure (APDAK 2B) (Squawk 7600)			
Comply with the APDAK 2B SID, climbing to 8300' ALT or maintain last assigned level, whichever is the highest. At APDAK continue as per flight plan. Aircraft wishing to return must continue to the SID termination point and climb to last assigned level or MSA if last cleared level is below MSA. At APDAK proceed to STV and comply with the appropriate STAR Communication Failure Procedure.			
VASUR THREE BRAVO DEPARTURE (VASUR 3B)			
VASUR 3B DEPARTURE Note: Significant point VASUR at position: S253346.76 E0275335.87 (R015/23DME LIV) 4.2% @140KT IAS = 596 FPM 4.2% @180KT IAS = 766 FPM 4.2% @220KT IAS = 936 FPM	21L/R	Right	Restricted to a minimum climb gradient of 4.2% to the CTR boundary. Climb to 8000' ALT, maintain RWY track to 9 DME JSV then turn right onto track 291°M. Passing 15 DME JSV turn right onto track 351°M to intercept R198 LIV (INBD). At LIV intercept R015 LIV (OUBD) to VASUR. Further climb will be under radar control. At VASUR set course as per flight plan.
Communication Failure (VASUR 3B) (Squawk 7600)			

Clearance	RWY	Turn	Details
Comply with VASUR 3B SID, climbing to 8700' ALT or maintain last assigned level, whichever is highest. At VASUR set course as per flight plan. Aircraft wishing to return must continue to the SID termination point and climb to last assigned level or MSA if last cleared level is below MSA. At VASUR proceed to AVAGO and comply with the AVAGO 2B RWY21 STAR Communication Failure Procedure.			
RAGUL THREE BRAVO DEPARTURE (RAGUL 3B)			
RAGUL 3B DEPARTURE Note: Significant point RAGUL at position:S262654.35 E0273443.89 (R262/40DME JSV) 4.4% @140KT IAS = 624 FPM 4.4% @180KT IAS = 802 FPM 4.4% @220KT IAS = 980 FPM	21L/R	Right	Restricted to a minimum climb gradient of 4.4% to the CTR boundary. Climb to 8000' ALT, maintain RWY track to 9 DME JSV. At 9 DME JSV turn right onto track 291°M to intercept R262 JSV (OUBD) to RAGUL. Further climb will be under RADAR control. At RAGUL set course as per flight plan.
Communication Failure (RAGUL 3B) (Squawk 7600)			
Comply with the RAGUL THREE BRAVO SID, climbing to FL100 or maintain last assigned level, whichever is highest. Cross 12 DME JSV at FL090 or above if cleared above FL090 by ATC. Cross 18 DME JSV at FL100, or above if cleared above FL100 by ATC. At RAGUL continue as per flight plan. Aircraft wishing to return must continue to the SID termination point and climb to last assigned level or MSA if last cleared level is below MSA. At RAGUL proceed to NIBEX and comply with the NIBEX 2C RWY21L STAR Communication Failure Procedure.			
OVALA ONE BRAVO DEPARTURE (OVALA 1B)			
OVALA 1B DEPARTURE Note: Significant point OVALA at position:S264903.39 E0283744.70 (R170/45DME JSV) 4.2% @140KT IAS = 595 FPM 4.2% @180KT IAS = 766 FPM 4.2% @220KT IAS = 936 FPM	21L/R	Left	Restricted to a minimum climb gradient of 4.2% to the CTR boundary. Climb to 8000' ALT, maintain RWY track to 4.5 DME JSV then turn left onto track 111° to intercept R170 JSV (OUBD) to OVALA. Cross 4.5 DME JSV at 7000' ALT or above. Further climb will be under RADAR control. At OVALA set course as per flight plan.
Communication Failure (OVALA 1B) (Squawk 7600)			
Comply with the OVALA 1B SID, climbing to 8300' ALT or maintain last assigned level, whichever is highest. At OVALA continue as per flight plan. Aircraft wishing to return must continue to the SID termination point and climb to last assigned level or MSA if last cleared level is below MSA. At OVALA route direct to STV and comply with the STANDERTON 5B RWY21L STAR Communication Failure Procedure.			
GRASMERE SIX CHARLIE DEPARTURE (GRASMERE 6C)			
GRASMERE 6C DEP Note: Significant point GAV at position:S263053.63 E0274035.17 5.3% @ 80KT IAS = 429 FPM 5.3% @120KT IAS = 644 FPM 5.3% @160KT IAS = 859 FPM 5.3% @200KT IAS =1073 FPM	21R	Right	Restricted to Turbo Prop aircraft only. Restricted to a minimum climb gradient of 5.3% to the CTR boundary. Climb to 8000' ALT, maintain RWY track to JSV. At JSV turn right onto track 301° (Turn radius to remain within 2.5 DME JSV). Crossing 13 DME JSV turn left direct to GAV. At GAV set course as per flight plan.

Clearance	RWY	Turn	Details
Communication Failure (GRASMERE 6C) (Squawk 7600)			
Comply with the GRASMERE SIX CHARLIE SID, climbing to 8300' ALT or maintain last assigned level, whichever is highest. At GAV set course to the next fix outside 60DME JSV and climb to flight plan level. Aircraft wishing to return must continue to the SID termination point and climb to last assigned level or MSA if last cleared level is below MSA. At GAV proceed to NIBEX and comply with the NIBEX 2C RWY21L STAR Communication Failure Procedure.			
EXOBI THREE BRAVO DEPARTURE (EXOBI 3B)			
EXOBI 3B DEPARTURE Note: Significant point EXOBI at position: S260252.27 E0290851.32 (R101/50DME JSV) 4.2% @140KT IAS = 595 FPM 4.2% @180KT IAS = 766 FPM 4.2% @220KT IAS = 936 FPM	21L/R	Left	Restricted to a minimum climb gradient of 4.2% to the CTR boundary Climb to 8000' ALT, maintain RWY track to 4.5 DME JSV then turn left onto track 111°. Cross 4.5 DME JSV at 7000' ALT or above. Passing 15 DME JSV turn left onto track 076° to intercept R101 JSV (OUBD) to EXOBI. Further climb will be under radar control. At EXOBI set course as per flight plan.
Communication Failure (EXOBI 3B) (Squawk 7600)			
Comply with the EXOBI THREE BRAVO SID, climb to 8300' ALT or maintain last assigned level, whichever is highest. At EXOBI continue as per flight plan. Aircraft wishing to return must continue to the SID termination point and climb to last assigned level or MSA if last cleared level is below MSA. At EXOBI proceed to WIV and comply with the WITBANK 3C RWY21L STAR Communication Failure Procedure.			
HEIDELBERG FIVE DELTA DEPARTURE (HEIDELBERG 5D)			
HEIDELBERG 5D DEPARTURE Note: Significant point HGV at position:S264148.50 E0281659.39 4.2% @140KT IAS = 595 FPM 4.2% @180KT IAS = 766 FPM 4.2% @220KT IAS = 936 FPM	21L/R	Left	Restricted to a minimum climb gradient of 4.2% to the CTR boundary. Climb to 8000' ALT, maintain RWY track to 4.5 DME JSV then turn left direct to HGV. Cross 4.5 DME JSV at 7000' ALT or above. Further climb will be under radar control. At HGV set course as per flight plan.
Communication Failure (HEIDELBERG 5D) (Squawk 7600)			
Comply with the HEIDELBERG FIVE DELTA SID, climbing to 8300' ALT or maintain last assigned level, whichever is highest. At HGV continue as per flight plan. Aircraft wishing to return must continue to the SID termination point and climb to last assigned level or MSA if last cleared level is below MSA. At HGV proceed to STV and comply with the STANDERTON 5B RWY21L STAR Communication Failure Procedure.			
LANSERIA ONE CHARLIE DEPARTURE (LANSERIA 1C)			

Clearance	RWY	Turn	Details
LANSERIA 1C DEPARTURE Note: Significant point LIV at position:S255656.14 E0275448.86 5.3% @ 80KT IAS = 429 FPM 5.3% @120KT IAS = 644 FPM 5.3% @160KT IAS = 859 FPM 5.3% @200KT IAS =1073 FPM	21R	Right	Restricted to Turbo Prop aircraft only. Restricted to a minimum climb gradient of 5.3% to the CTR boundary. Climb to 8000' ALT, maintain RWY track to JSV. At JSV turn right onto track 301° (Turn radius to remain within 2.5 DME JSV). Crossing 13 DME JSV turn right direct LIV. At LIV intercept R015 LIV (OUBD) to VASUR. At VASUR set course as per flight plan.
Communication Failure (LANSERIA 1C) (Squawk 7600)			
Comply with the LANSERIA ONE CHARLIE SID, climbing to 8300' ALT or maintain last assigned level, whichever is highest. At VASUR set course as per flight plan and climb to flight plan level. Aircraft wishing to return must continue to the SID termination point and climb to last assigned level or MSA if last cleared level is below MSA. At VASUR proceed to AVAGO and comply with the AVAGO 2B RWY21 STAR Communication Failure Procedure.			
EGMEN ONE DELTA RNAV (GNSS) DEPARTURE (EGMEN 1D)			
EGMEN 1D DEPARTURE Note: Significant point EGMEN at position:S253845.74 E0285805.53 (R070/50 DME JSV) 3.8% @140KT IAS = 539 FPM 3.8% @180KT IAS = 693 FPM 3.8% @220KT IAS = 847 FPM	21R	Left	Restricted to a minimum climb gradient of 3.8% to the CTR boundary. Climb to FL090, maintain RWY track 214° to JS008. At JS008 turn left to JS004. At JS004 turn left to JS028. At JS028 turn left to EGMEN. Further climb will be under radar control. At EGMEN set course as per flight plan.Brakpan/Benoni, 5.5 NM SSE, circuit operates at 6000' ALT.
Communication Failure (EGMEN 1D) (Squawk 7600)			
Comply with the EGMEN ONE DELTA SID, climbing to 8400' ALT or maintain last assigned level, whichever is highest. At EGMEN set course as per flight plan and climb to flight plan level. Aircraft wishing to return must continue to the SID termination point and climb to last assigned level or MSA if last cleared level is below MSA. At EGMEN proceed to OKPIT and comply with the OKPIT 4B RWY21L STAR Communication Failure Procedure.			
APDAK ONE DELTA RNAV (GNSS) DEPARTURE (APDAK 1D)			
APDAK 1D DEPARTURE Note: Significant point APDAK at position:S263303.55 E0290252.64 (R137/50 DME JSV) 3.8% @140KT IAS = 539 FPM 3.8% @180KT IAS = 693 FPM 3.8% @220KT IAS = 847 FPM	21R	Left	Restricted to a minimum climb gradient of 3.8% to the CTR boundary Climb to 8000' ALT, maintain RWY track 214° to JS006. At JS006 turn left to JS002. At JS 002 turn right to APDAK. At APDAK set course as per flight plan.Brakpan/Benoni, 5.5 NM SSE, circuit operates at 6000' ALT.
Communication Failure (APDAK 1D) (Squawk 7600)			

Clearance	RWY	Turn	Details
Comply with the APDAK ONE DELTA SID, climbing to 8400' ALT or maintain last assigned level, whichever is highest. At APDAK set course as per flight plan and climb to flight plan level. Aircraft wishing to return must continue to the SID termination point and climb to last assigned level or MSA if last cleared level is below MSA. At APDAK proceed to STV and comply with the STANDERTON 5B RWY21L STAR Communication Failure Procedure.			
GEROX ONE CHARLIE DEPARTURE (GEROX 1C)			
GEROX 1C DEPARTURE Note: Significant point GEROX at position:S272249.01 E0284943.11 4.2% @140KT IAS = 595 FPM 4.2% @180KT IAS = 766 FPM 4.2% @220KT IAS = 936 FPM	21R	Left	Restricted to a minimum climb gradient of 4.2% to the CTR boundary. Climb to 8000' ALT, maintain RWY track 214° to JS007. At JS007 turn left to GEROX. At GEROX set course as per flight plan.Brakpan/Benoni, 5.5 NM SSE, circuit operates at 6000' ALT.
Communication Failure (GEROX 1C) (Squawk 7600)			
Comply with GEROX ONE CHARLIE SID, climbing to 8400' ALT or maintain last assigned level, whichever is highest. At GEROX set course as per flight plan and climb to flight plan level. Aircraft wishing to return must continue to the SID termination point and climb to last assigned level or MSA if last cleared level is below MSA. At GEROX proceed to STV and enter the STV hold descending to FL240, or if below FL240, hold at last assigned level for minimum 5 MIN. Comply with the STANDERTON 5B RWY21L STAR Communication Failure Procedure.			

12 SPECIAL PROCEDURES

Standard Instrument Departures and Standard Approach Terminal Routes, where in use, are shown on the charts in AD. All SIDs and STARs are subject to change without prior warning, especially during high surface wind and turbulent conditions, to accommodate opposite bound traffic.

OR TAMBO INTERNATIONAL AIRPORT

Applicable Only When Surveillance Radar Is In Operation.

1) Simultaneous use of parallel runways 03L/03R and 21L/21R - O R Tambo International Airport.
2) Simultaneous departures will be permitted, provided it is reasonably sure that radar identification with the respective aircraft will be established within 1 NM of the runway end and:
   a) Tracks will diverge by 15º or more immediately after departure.
   b) 3 NM longitudinal separation can be maintained between the aircraft until a track divergence of 15? or greater is established.

NOTE: Track divergence must be established within 7NM from the airport.

12.1 PARALLEL ILS APPROACHES

NOTE: Only applicable when aircraft are subject to straight-in or radar vectored approaches

1) A minimum of 1000FT vertical separation or minimum 5NM radar separation must be provided between aircraft during the turn-on.
2) A minimum of 5 NM radar separation must be provided between aircraft on the same localiser course (8NM in the case of heavy category aircraft.)
3) A minimum of 3 NM radar separation must be provided between successive aircraft on adjacent localiser courses provided that:-
   a) This separation standard will only be applied after the aircraft are established on the respective localisers,
   b) The aircraft intend to land off the approaches,
   c) Aircraft will be informed when both runways are in use. (This information may be provided through the ATIS.)

12.2 PARALLEL APPROACHES (VISUAL/ILS) OR (VISUAL/ VISUAL)

NOTE: Only applicable when aircraft are subject to straight-in or radar vectored approaches.

1) A minimum of 1000 FT vertical separation or minimum 5NM radar separation will be provided between aircraft during the turn-on.
2) A minimum of 3NM radar separation will be provided between successive aircraft on adjacent final approach tracks
3) This separation will be applied only after the aircraft are established on their respective final approach tracks. (LOC/ VISUAL FINAL - VISUAL FINAL / VISUAL FINAL i.e. both aircraft on visual approaches.)

12.3 CAT II operations

During category II operations there will be no parallel approaches unless the standard separations applicable to single runway operations can be maintained.

12.4 Parallel arrivals and departures - same direction

1) When conditions dictate the use of one runway for landing and parallel runway for departure the following minima shall apply:-
   a) If the departing aircraft's flight path crosses the extended centre line of the parallel runway, take-off clearance will ensure a minimum of 5NM radar separation from the arriving aircraft.
   b) The departing aircraft's tracks will diverge by 15x or more away from the parallel runway immediately after take-off.
   c) 3NM separation will be maintained between the two aircraft until a track divergence of 15x or more is established between the two aircraft.

12.5 Simultaneous, opposite direction operations on parallel runways

1) Simultaneous, opposite direction operations on parallel runways shall be permitted when:-
   a) Conducted in VMC by DAY only: and
   b) When the aircraft operating in the non standard direction is operating under visual flight rules (VFR) and carrying out calibration operations for the Civil Aviation Authority.
   c) When the calibration flight conducts the circuit away from the parallel runway; and
   d) All flights arriving or departing on the runway in use are aware of the calibration operations from the opposite direction.

ENR 1.9 AIR TRAFFIC FLOW MANAGEMENT (ATFM)

1 AIRPORT SLOT ALLOCATION AND AIR TRAFFIC FLOW MANAGEMENT PROCEDURES

PART 1. AIRPORT SLOT ALLOCATION PROCEDURES.

AIRPORT SLOT COORDINATION SOUTH AFRICA:
Air Traffic and Navigation Services (ATNS) is the appointed and recognized International Air Transport Association (IATA) slot coordination for South African airports. The primary function of the team is airport slot coordination and monitoring operational slot compliance performed in accordance with:

-South African airports slot regulations
-IATA worldwide slot guidelines (WSG)
-IATA standard schedules information manual (SSIM)
-Airport specific local rules

Office hours are between 0600-1400 on weekdays (excluding public holidays). Contact numbers are +2711 928 6589, +2711 928 6473 and +2711 928 6434.

All slot requests are to be submitted to the following e-mail address: coord@atns.co.za.

After hours contact details:
Airports company South Africa (ACSA) provides a slot booking service from 1400-1900 daily, and 0600-1900 on weekends and public holidays.Tel: + 2710 207 2001
E-mail: slots@airports.co.za

Note: Please note that the after hours service is limited to ad-hoc requests and does not facilitate slot information request (SIRS), slot availability query (SAQS), requests for series of slots, slot compliance queries or initial submissions. All slots for the following day must be received by the slot coordination office or after hours service (ACSA) within their relevant duty hours in order for the slot requests to be processed. Slot requests for the same day of operation must be submitted to the relevant airport manager. Delays may result if slots are not requested timeously.

PART 2: AIR TRAFFIC FLOW MANAGEMENT (ATFM) PROCEDURES

1 INTRODUCTION

1.1 The responsibility for the management of air traffic flow and capacity management within South African sovereign and delegated airspace resides with the Central Airspace Management Unit (CAMU) which is established at the Johannesburg ATC Centre. The units responsibility includes, apart from managing the functions of the slot allocation

program, the management of the flexible use of airspace (FUA), facilitating military exercises and operations, special and unusual events and any other activity which might require the use of airspace for a particular time period. The unit is also responsible for the re-routing of traffic, affected by adverse weather and temporary restricted or special use airspace in consultation with the aviation community in a collaborative decision making (CDM) process. In addition they will balance demand against capacity using the ATFM system after CDM with the appropriate aviation community members.

1.2 Air traffic flow and capacity management has become a vital part of air traffic management in exploiting the full capacity of the air transport system without running the risk of infringing upon safety caused by overload situations. In future the management of ATC capacity will become equally important as managing the traffic flows.

1.3 ATFM procedures in South Africa, in addition to the general description above are in conformance with the procedures set out in ICAO DOC 4444 - Air Traffic Management Operating procedures for the CAMU ATFM System (internal document) and the Enhanced ATFM Operators Manual (available for download at www.atns.co.za/atfm).

1.4 The enhanced air traffic flow management (ATFM) service is established within South African sovereign and delegated airspace. The service will be provided from the CAMU, which is supported by Flow Management Positions (FMP) established in appropriate control centres.

1.5 The objectives of the enhanced ATFM services are to:

i) Reduce ground and en-route delays;

ii) Maximise capacity and optimise the flow of air traffic;

iii) Provide an informed choice between departure delay, re-routing and/or flight level selection;

iv) Alleviate unplanned in-flight rerouting;

v) Assist ATS Units in planning for and managing future workload in the light of forecast increased traffic flows within South Africa;

vi) Assessing the impact of FUAs and Temporary segregated areas (TSAs) on the air traffic control system;

vii) Provide improved solutions around predicted severe weather;

viii) Balance the demand against capacity of ATC sectors, air routes and aerodromes;

ix) Determine the necessity for an airspace/ground delay program and other traffic management initiatives (TMIs) and to enact them, and;

x) Enabling aircraft operators to operate as close to their preferred trajectories.

1.6 Responsibility for ATFM Measures

The CAMU, in co-operation with the Flow Management Positions, including regional ACCs, is responsible for the execution of ATFM measures within the Johannesburg, Cape Town and Johannesburg Oceanic FIRs.

1.7 ATFM Phases

ATFM has 3 phases:

i) Strategic Flow Management takes place two days or more prior to the day of operation and includes research, planning and coordination activities. This phase consists of analysing the evolution of the forecast demand, historical data and the identification of potential new problems and in evaluating possible solutions.

ii) Pre-Tactical Flow Management is applied during two days prior to the day of operation and consists of planning and coordination activities. This phase analyses and decides on the best way to manage the available capacity resources and on the need for the implementation of flow measures. One output is the Daily Airspace Plan (DAP) published via the ATNS website (http://www.atns.co.za/atfm/dap) and sent via email to subscribers.

iii) Tactical Flow Management is applied on the day of the operation. This phase updates the daily airspace plan according to the actual traffic and capacity. The management of the traffic is made through ATC slot allocation and/or ad-hoc rerouting.

1.8 Areas subjected to ATFM

1.8.1 The ATFM adjacent area is the area, adjacent to Johannesburg and Cape Town FIRs; this includes all the regional airspaces adjoining South Africa.

The CAMU may apply ATFM Measures to flights which:

a) Depart or arrive at: OR Tambo (FAOR), Cape Town (FACT), King Shaka (FALE), Bram Fischer (FABL), Lanseria (FALA), George (FAGG), Port Elizabeth (FAPE), East London (FAEL), and Kruger Mpumalanga Intl Airport (FAKN). Other aerodromes and airspaces within the Johannesburg and Cape Town FIRs could also be subjected to ATFM.

b) Enter the Johannesburg, Cape Town and Johannesburg Oceanic FIRs after departing from an adjacent Flight Information Region (FIR) within the ATFM adjacent area.

1.9 ATFM Measures

1.9.1 When adverse conditions affect an aerodrome or a part of the airspace, the capacity of that airspace could be affected, resulting in unoptimised traffic flows through the South African National Airspace, the following ATFM measures could be implemented:

i) Ground Delay Program (GOP) may be instituted so as to delay the flights on the ground and avoid excessive airborne holding or re-routings. An Airspace Flow Program (AFP) may also be instituted for an airspace constraint. When an Airspace Flow Program (AFP) is declared, the area subjected to the program will be called a flow constraint area (FCA).

ii) When adverse conditions or major facility outages cause demand to exceed capacity to such a degree that gridlock occurs, then a Ground Stop (GS) may be declared at an aerodrome.

iii) Level capping, and;

iv) Rerouting of aircraft.

1.9.2 If an Aircraft Operator (AO) would benefit from a reroute or level capping in-lieu of a departure delay then a reroute proposal (RRP) would be offered. Aircraft Operators would be required to respond by the time indicated in the message, to take advantage of the RRP.

1.9.3 The emphasis for ATFM measures is not to use traffic management initiatives (TMIs) exclusively (delaying aircraft on the ground) but more towards capacity management. Only when no other option is available will traffic management initiatives be applied and tactical ATC slots issued in the form of calculated take off times (CTOTs).

1.10 Functions of the Air Traffic Flow Management Position

1.10.1 The Air Traffic Flow Management (ATFM) position within the CAMU, is manned by Air Traffic Flow Specialists (ATFS) who have Air Traffic Control experience and was established to further enhance COM and its practical application in ATC operations. In pre-tactical flow management they manage the preparation of the Daily Airspace Plan (DAP). For all ATFM operations, the ATFS is the point of contact with the aviation community concerning ATFM measures.

1.10.2 ATFS will play an important role during special events and in the event of crisis situation in South Africa whereby they will lead coordination with the aviation community.

1.10.3 Through the daily activities of the CAMU, the ATFM position is the focal point for strategic, pre-tactical and tactical information about the airspace and ATFM situation in South Africa. The ATFS will liaise with all relevant aviation community members, aerodrome operators and ATS Units, proposing and implementing ATFM developments. The ATFS will continue to monitor the national airspace system and amend or implement TMIs as required, continually ensuring demand is balanced against capacity and the equity of all airspace users.

2 AIR TRAFFIC FLOW MANAGEMENT PROCEDURES

2.1 Information on ATFM Measures

Information on ATFM measures will be distributed by the CAMU via the following methods:

2.1.1 Bi-annual Airspace Operations Plan

The Bi-annual Airspace Operations Plan (AOP) document provides a consolidated view of the forecast seasonal ATFM situation which includes the traffic and capacity forecast, bottleneck identification and description of the associated ATFM and Traffic Management Initiatives (TMI). The AOP is the final result of the operations planning process which consolidates inputs from the aviation community involved in airspace management operations (i.e. ATS Units, Aerodromes, Airspace Users, Military, etc.). The AOP is published biannually by the CAMU - with summer and winter releases. Each release is usually updated twice per season.

2.1.2 The Daily Airspace Plan (DAP)

The Daily Airspace Plan (DAP) is produced the day prior to the day of operation. The Daily Airspace Plan (DAP) will provide a summary of planned ATFM measures for the 24 hours period. It is updated regularly. The current days Daily Airspace Plan (DAP) is

the result of up to seven days of research, and historical data analysis within the CAMU ATFM system.

2.1.3 The ATFM Flow Advisory Message (FAM)

The Flow Advisory Message (FAM) providing information to ATS Units, Aerodrome Operators and Aircraft Operators about the implementation, revision, compression, and cancellation of a Ground Delay Program (GDP), Ground Stop (GS) and Airspace Flow Program (AFP) will be transmitted. Except for the cancellation of a Ground Delay Program (GDP) or Airspace Flow Program (AFP), the FAM may include the following items:

– Aerodrome or Airspace;
– Delay Assignment Mode;
– Time frame;
– Program Type (Optional);
– Program Rate;
– Flights Included (Optional, will be available on CAMU Web and on message exchange)
– Scope;
– Additional ATC Units Included;
– Exempt ATC Units;
– Delay Assignment Table Applies To (Optional);
– Maximum Delay or Delay Limit (As appropriate);
– Average Delay (Optional);
– Reason;
– Remarks.

The Daily Airspace Plan (DAP) and Flow Advisory Message (FAM) will be transmitted via AFTN and/or email to ATS Units and those Aircraft Operators and Aerodrome Operators who wish to be included in the address list.

2.1.4 Collaborative Decision Making (CDM) Teleconference (Telcon)

a) Collaborative Decision Making (CDM) will allow decisions to be taken; after collaboration of relevant aviation community members, on the basis of the most comprehensive, up-to-date and accurate information. This in turn will facilitate decisions about flights to be made according to the latest information available, thereby enabling the flight trajectory to be dynamically optimised to reflect near or real-time events. This CDM process is a key enabler of the ATFM process allowing the sharing of all relevant information between aviation community members so that the best gate to gate trajectory of flights can be achieved. This will enable the community members to update each other continuously on events from the strategic to tactical phase.

b) To be efficient and to reach the required objectives, COM should have the following characteristics:

– an inclusive process;
– a transparent process; and;

– a process that builds trust between the aviation community.

c) The principles of CDM have been implemented in the CAMU day-to-day operations, planning and developments with active involvement of appropriate members of the aviation community. An ATFM CDM Telcon with all relevant ATS Units and appropriate aviation community members will be held at various times (to be published) to discuss current Daily Airspace Plan (DAP), weather impact, flow rates, flexible use of airspace (FUA), post event discussion, inputs from ATS Units regarding staffing, consolidation of ATC sectors, anticipated traffic management initiative (TMI), equipment, anticipated traffic volumes, constraints, current configuration and aerodrome arrival rates (AAR), anticipated configuration and aerodrome arrival rates (AAR), aerodrome departure rates (ADR), special events, military activities that impact ATFM, and flow constraint areas (FCA) - current and anticipated.

2.1.5 CAMUWEB

a) CAMUWEB is an important part of the enhanced ATFM system, as it allows Aircraft Operators, Aerodrome Operators and ATS Units, access to information about TMIs. AOs will be able to view flight details and manage their own ATC slots during a TMI. ATS Units and Aerodrome Operators will be able to view all flights arriving and departing from their aerodrome. Full details of CAMUWEB process are published in the Enhanced ATFM Operators Manual (Available for download at www.atns.co.za/atfm).

b) Aircraft operators, Aerodrome Operators and ATS Units are advised to have computer equipment capable of connecting to the CAMU website https://www.camu.co.za via the internet and satisfying the following minimum technical requirements:

– Recommended Web Browser: Designed for Mozilla Firefox 2.0 or newer;
– Email capability;
– Monitor Display Resolution: minimum of 1024 x 768 pixels; and
– Printer.

2.2 Slot allocation

Slot allocation is an ATFM measure established to balance the demand against capacity. Airport slots are allocated during the strategic phase of ATFM. Air Traffic Control slots are allocated during the pre-tactical and tactical phase of flight when conditions are causing demand to exceed capacity. For the process to work effectively Aircraft Operators are to ensure they are fully informed on the following procedures:

– Strategic ATFM measures (e.g. strategic traffic routing/strategic airport slot allocation etc);
– General ATFM procedures including flight plan filing and CAMU web interaction; and;
– Current ATFM measures (e.g. specific measures applicable on the day in question) Aircraft Operators shall ensure that their crews are informed of, and adhere to, ATC slots issued by the ATFM service.

2.3 Slot allocation procedures

2.3.1 The airport slot allocation procedures remain in force as described in SA AIP ENR 1.9.1 part 1 and Aircraft Operators are to comply with their EOBT unless subjected to an Air Traffic Control Slot.

2.3.2 When other ATFM processes are exhausted, traffic management initiatives (TMIs) will be applied by CAMU to balance demand against capacity and departure times will be issued in the form of a Calculated Take Off Time (CTOT). AOs must plan their flight to be ready for take off at the calculated take off time (CTOT) (At the holding point). The calculated take off time (CTOT) is a nominal time with a tolerance of -5 to +10 minutes, this enables the ATC to manage traffic tactically.

2.3.3 The calculated take off time (CTOT) is generally issued not later than 2 hours before EOBT, however Aircraft Operators and ATS Units are to monitor the CAMU web for the latest information on calculated take off time (CTOT) as this could change as tactical conditions dictate.

2.3.4 The calculated take off time (CTOT) is included in a slot allocation message (SAM), which is sent by the CAMU to:

- The address notified in advance to the CAMU by the aircraft operator, or
- When the address is not known with the CAMU:
  - The ATC Tower of the aerodrome of departure, and
  - If different, the flight plan originator;
- The CAMU webs slot substitution and flight elements subpages.

2.3.5 Furthermore, ATC is informed about the calculated take off time (CTOT) issued. If no slot allocation message (SAM) is received before EOBT, it can be assumed that the flight concerned may depart in accordance with the filed EOBT.

2.3.6 Aircraft Operators shall arrange the departure of their flights to comply with the calculated take off time (CTOT) issued. A slot window is available to ATC to optimise the departure sequence. This is not for use by AOs who should plan an EOBT consistent with the CTOT.

2.3.7 All flights subjected to a calculated take off time (CTOT) will be displayed on the CAMU Webs Initiatives page.

2.3.8 Full details of the Slot Allocation Process are published in the Enhanced ATFM Operators Manual (Available for download at www.atns.co.za/atfm).

2.4 Modification of Estimated Off Block Time (EOBT)

2.4.1 It is a requirement for both ATC and ATFM that the EOBT of a flight shall be an accurate EOBT. This applies to all flights, whether subject to ATFM or not. Any change to the EOBT of more than 15 minutes (+ or -)for any IFR flight must be addressed to CAMU via an amendment message (e.g. DLA or CHG). The Aircraft Operator (AO) will receive a new Slot Allocation Message (SAM) or Slot Revision Message (SRM), whichever is applicable.

2.4.2 Once a flight plan has been filed for a flight subject to ATFM measures, any change in EOBT of more than 15 minutes shall be submitted, using a DLA message or by cancelling the original FPL and filing a new flight plan.

2.4.3 Aircraft Operators will be able to interact with CAMU via the CAMU website, https://www.camu.co.za to amend calculated take off times (CTOT), suspend, re-instate and to perform a slot swap within own aircraft schedule or move the flight to the acceptable open slot in the future.

2.5 Responsibility of Air Traffic Service Units

2.5.1 ATS Units at aerodromes shall ensure that departing flights adhere to notified calculated take off time (CTOT) issued by the CAMU.

2.5.2 Flights failing to adhere to issued calculated take off time (CTOT) shall be denied start-up clearance until the Aircraft Operator has obtained a NEW CTOT. The AO will have to obtain a new slot on the CAMU WEB.

2.5.3 ATS Units shall make every effort to enable departing flights to comply with calculated take off time (CTOT) and flights should not be prevented from departing due to minor taxiing delays.

2.5.4 ATC shall provide all possible assistance to Aircraft Operators to meet a CTOT.

2.6 ATM/Aerodrome System Impact Reports

2.6.1 The CAMU is the focal point for the collection of information relating to operational system impacts; i.e., NAVAID/radar shut downs, runway closures, aerodrome constraints or any system event that has the potential to create an operational impact.

2.6.2 Therefore, all ATS Units/Aerodrome Operators shall ensure that a dissemination and communication process is established to keep the CAMU informed of all constraints and/or equipment malfunctions that could have a significant impact on capacity.

2.6.3 The ATSU are to provide the CAMU with advance notification of planned equipage outages, staff constraints, and runway closures etc, that will impact the air traffic system capacity and additionally provide in writing a system impact report (available on www.camu.co.za) that describes in detail the following items:

- Description of outage/construction project;
- Dates/times of project or maintenance;
- Impact. Describe projected impact in regard to the operation;
- Specify the AAR under various conditions/scenarios, e.g., IFR/VFR;
- Delays. What type of delays can be expected?
- Traffic management initiatives. What type of initiatives can be expected?
- Notification to AOs/ATSU. Coordination/notification provided to AOs/ATSUs; and
- Any other pertinent information.

2.7 Flight plans

2.7.1 All aircraft operators are requested to file non-repetitive (ICAO) flight plans at least 3 hours before EOBT to provide CAMU with accurate forecast of potential air traffic demand. Early filing of flight plans will ensure that the calculated take off time (CTOT) issued is as close to the requested EOBT + published Taxi time as possible. Aircraft Operators (AOs) should be aware that filing a flight plan late may lead to a disproportionate delay. It is in the best interest of Aircraft Operators (AOs) to initiate prompt revisions or cancellations, thus permitting the system to maximise use of available capacity and minimise delay. The later the revision is made the greater the probability of a delay.

2.8 ATFM Messages

Each ATFM message comprises a number of fields some of which are mandatory and some optional. Their number varies according to the message type. The fields used ATFM messages are summarized as follows.

FIELDS	DEFINITION
ADEP	ICAO indicator of aerodrome of departure
ADES	ICAO indicator of aerodrome of destination
CTOT	Calculated Take-Off Time
EOBD	Estimated Off-Block Day.
EOBT	Estimated Off-Block Time
FILTIM	Date and time stamp of original message
NEWCTOT	Revised CTOT
NEWEOBT	Revised EOBT
NEWRTE	New Route
REGUL	Identifier for the restriction imposed (may include more than one)
RESPBY	Latest time by which a response is required
RVR	Runway Visual Range (this field is optional in certain messages)
COMMENT	Commentary
TAXITIME	Taxi Time
REGCAUSE	Regulation Cause
TITLE	Title of the message

2.9 ATFM Messages Lists

ATFM Messages issued by CAMU: SAM, SRM, SLC, FLS, DES, RRP.

2.10 ATFM Messages Examples

The following tables give examples of all ATFM messages currently in use. The tables include a brief description of each message and subsequent actions.

Message	Originator and Description	Action
- TITLE SAM - ARCID ABC123 - ADEP FAOR - ADES FACT - EOBD 100303 - EOBT 0925 - CTOT 1037 - REGUL FAOR - COMMENT CLDT 100303 1237 - COMMENT PR03 - TAXITIME 0010 - REGCAUSE CA 83	SAM: Slot Allocation Message Sent to AO/ATC 2 Hours before last received EOBT. CAMUWEB shows CTOT. The SAM is used to inform AOs & ATS of the Calculated Take-Off Time (CTOT) computed by CAMU for an individual flight, to which AOs/ATC must adhere.	Sent to AOs/ATS 2 hours before the last received EOBT. AOs/ATC must comply with the CTOT.

Message	Originator and Description	Action
- TITLE SRM - ARCID ABC123 - ADEP FAOR- ADES FACT - EOBD 100303 - EOBT 0925 - NEWCTOT 1037 - REGUL FAOR - COMMENT CLDT 100303 1237 - TAXITIME 0010 - REGCAUSE AD 89	SRM: Slot Revision Message Sent to AO/ATC to pass or con-firm any revision to a CTOT following the issue of the initial SAM. This message may be used to indicate a delay increase or de-crease.	The SRM notifies a significant change of slot. AOs/ATC must comply with the NEWCTOT.
- TITLE SLC - ARCID ABC123 - ADEP FAOR - ADES FACT - EOBD 100303 - EOBT 0925 - TAXITIME 0010	SLC: Slot Requirement Cancellation Message Sent to AO/ATC to advise that a flight which has received a CTOT is no longer subject to a restriction.	Flight may depart with-out restriction unless a new message is received later.
- TITLE FLS - ARCID ABC123 - ADEP FAOR - ADES FACT - EOBD 100303 - EOBT 0815 - TAXITIME 0010	FLS: Flight Suspension Message Sent to AO/ATC at or after Slot Issue Time to suspend a flight due to exceptional conditions or adverse weather conditions or AO delays flight will enter suspension mode on CAMU-WEB.	Flight must be de-suspended to become active again via the CAMUWEB.
- TITLE DES - ARCID ABC123 - ADEP FAOR - ADES FACT - EOBD 100303 - EOBT 0815 -COMMENT CLDT 100303 1015 -TAXITIME 0010	DES: Flight De-suspension Message Sent to AO/ATC to de-suspend, a SAM will be sent as well.	No action is normally required of AOs/ATS and the flight if subjected to ATFM regulation will be issued with a CTOT.
- ARCID ABC123 - ADEP FAOR - ADES FACT - EOBD 100303 - EOBT 0925 - ORGRTE N0280F180 RAGUL UQ10 WY DCT FACT - NEWRTE N0280F180 RAGUL BLV WY FACT - RESPBY 0755 - TAXITIME 0010	RRP: Rerouting Proposal Message This message is sent to an AO to offer a reroute avoid the need for a slot on a new route or to improve the CTOT. A "respond by time" is also added.	The message is sent to an AO to offer reroute to avoid or reduce a delay AO must respond by RESPBY time if contend with the RRP.

2.11 Delay Codes

Correlation between IATA delay codes and the CAMUs reasons for TMIs, the reasons are indicted in REGCAUSE field and in the FM.

2.12 Special status flights

2.12.1 It is possible for Aircraft Operators to obtain exemptions from the ATFM restrictions for certain flights through the use of STS/indicators in FPL. The STS indicator in field 18 of a flight plan will identify that a flight may require special handling.

2.12.2 Flights exempted from ATFM measures

The following flights are exempted from ATFM slot allocation and shall include, in Item 18 of the flight plan form, the appropriate STS indicator:

a) Flights in a state of emergency, including flights subject to unlawful interference; STS/EMER;

b) Flights conducting search and rescue operations; STS/SAR;

c) Flights carrying South African Head of State; STS/HEAD;

d) Flights for medical reasons, specifically declared by the medical authorities; STS/MERCY; and

e) Flights for humanitarian reasons; STS/ATFMEXEMPTAPPROVED.

2.12.3 The decision to use a particular status indicator is the responsibility of the Aircraft Operator. Unauthorised use of any of these indicators with the intention of avoiding flow regulations is considered as a serious breach of procedure.

2.13 Failure of CAMUWEB

During CAMUWEB failures, AO and ATS Units must rely on the ATFN messages being issued and may contact CAMU for email/fax printouts.However if no TMIs are in place AOs are to depart flights according to their EOBTs.

2.14 Contact details

Aircraft Operators, Aerodrome Operators and ATS Units having general queries on ATFM matters and on CAMU operations should contact the CAMU Helpdesk. The CAMU contact numbers and address is as follows;

Postal Address:
CAMU (ATNS)
Private Bag X1
Bonaero Park
1622
SOUTH AFRICA

Site Address:
CAMU (Johannesburg ATCC)
Gate 14
OR Tambo Intl Airport OPS Complex
Bonaero Drive
Bonaero Park
KEMPTON PARK

Tel: +27 (0) 11 928 6433
Fax: +27 (0) 11 928 6420
Email: camuhelpdesk@atns.co.za

2.15 Hours of Duty will be MON-FRI: DLY 0200-1800 and SAT-SUN: DLY 0400-1800.

2.16 NEAR FIR/SECTOR BOUNDARY OPERATIONS

2.16.1 Pilots are requested to adopt the following procedures in the interest of safety. All flights intending to depart from aerodromes within 10NM of a boundary delineating services between separate ATM service providers, e.g. FIR boundary, must ensure that they make contact by whatever means available with the nearest ATSU, prior to departure. The ATSU must be provided with the ETD, the estimate for the boundary, the intended flight level, route and destination. The ETD and the ATD, or time as prior arranged, should not differ by more than 10 minutes.

2.17 ATM FOR THE PRESIDENTIAL AIRCRAFT AND ASSO-CIATED FLIGHTS

The following ATM procedures are applicable for the handling of Presidential (President and Deputy President) flights, with the aim to ensure that the relevant ATM community is aware of the procedures to be applied.

2.17.1 Procedures for Presidential aircraft

2.17.1.1 General

- ATNS will give preference to Presidential flights when the President is on board.
- SAAF will file flight plans.
- SAAF will contact the relevant ATSUs prior to departure so as to facilitate the process.

The Presidential jet (B737 Business Jet, and Falcon 900 or 50) will under normal circumstances be allocated parking as directed by Apron Control

2.17.2 Procedures for the Oryx helicopter

The Oryx helicopter will be handled like any other flight and will land and depart as follows:

- FACT - Land as directed by ATC on the designated taxiway or runway and ground taxi to the Presidential Jet as directed by Apron Control.
  Departure will be via a ground taxi to the designated taxiway or runway and then as per ATC instructions.
- FALE - Land as directed by ATC on the designated taxiway or runway and ground taxi onto the apron.
  Departures will be via a ground taxi to the designated taxiway or runway and then as per ATC instructions.
- FAOR - Land as directed by ATC on the O R Tambo helipad.
  Departure will be as cleared by ATC from the helipad.

Conclusion

These procedures are implemented in accordance with the intent of ICAO Doc 4444, PANS/ATM para 7.6.3.3 (d) - Priority shall be given to other aircraft as may be determined by the appropriate authority.

ENR 4 NAVIGATION AIDS/SYSTEMS
ENR 4.1 RADIO NAVIGATION AIDS— EN-ROUTE

Name Of Station	ID	Frequency (CH)	Hours of Operation	Coordinates	ELEV DME antenna	Remarks
1	2	3	4	5	6	7
AGGENEYS VOR/DME	/AGV	116.7MHZ (CH 114X)	H24	292851.67S 0183344.97E	NIL INFO AVBL	VOR PWR output 25WCo-located with VOR
ALEXANDER BAY VOR/DME	/ABV	112.1MHZ (CH 58X)	H24	283414.35S 0163201.80E	NIL INFO AVBL	CH 58X coaxially co-located with the VOR
BRAM FISCHER INTERNATIONAL VOR/DME	/BLV	114.1MHZ (CH 88X)	H24	290602.38S 0261802.31E	4416 FT	CH 88X coaxially colocated with VOR
BRONKHORSTSPRUIT (MIL) VOR/DME	/MEV	114.3MHZ (CH 90X)	H24	254727.35S 0283340.81E	4928 FT	Co-located with VOR
CALEDON VOR/DME	/CDV	114.9MHZ (CH 96X)	H24	340646.68S 0192840.39E	NIL INFO AVBL	Power output 50W
CAPE TOWN INTERNATIONAL AIRPORT NDB	/CB	462.5KHZ	H24	335234.05S 0183423.85E	211 FT	Power Output 30W
CAPE TOWN INTERNATIONAL AIRPORT VOR/DME	/CTV	115.7MHZ (CH 104X)	H24	335810.82S 0183618.19E	146 FT	CH 104X coaxially co-located with the VOR
CERES VOR/DME	/CSV	114.2MHZ (CH 89X)	H24	331508.27S 0192617.22E	NIL INFO AVBL	On radial 075 (CSV/SLV) the VOR coverage/range was greater that 120NM at FL280 Power output 50W
EAST LONDON AIRPORT VOR/DME	/ELV	114.5MHZ (CH 92X)	H24	330213.16S 0274923.36E	NIL INFO AVBL	Scalloping occurs BTN RDL 120 and 180Channel 92X. Coaxially located with VOR
ELLISRAS NDB	/ER	345KHZ	H24	234455S 0273724E	NIL INFO AVBL	NIL
ELLISRAS VOR/DME	/ERV	116.3MHZ (CH 110X)	H24	233730.79S 0275751.70E	3790FT	NIL
GEORGE AIRPORT VOR/DME	/GRV	116.6MHZ (CH 113X)	H24	340026.46S 0222233.46E	656FT	Power Output 50W
GEORGE DICK MONTSHIOA VOR/DME	/MMV	112.9MHZ (CH 76X)	H24	254933.23S 0253206.20E	NIL INFO AVBL	CH 76X coaxially co-located with the VOR
GRASMERE VOR	/GAV	115.5MHZ	H24	263053.63S 0274035.17E	NIL INFO AVBL	NIL

Name Of Station	ID	Frequency (CH)	Hours of Operation	Coordinates	ELEV DME antenna	Remarks
1	2	3	4	5	6	7
GREEFSWALD VOR	/GWV	117.9MHZ	H24	221444.60S 0292437.21E	NIL INFO AVBL	NIL
GREYTOWN VOR/DME	/GYV	113.5MHZ (CH 82X)	H24	290728.99S 0303508.05E	3639 FT	Power output 50W Power output 1KW
HEIDELBERG VOR	/HGV	116.7MHZ	H24	264148.50S 0281659.39E	NIL INFO AVBL	NIL
HOEDSPRUIT (MIL) VOR/DME	/HSV	114MHZ (CH 87X)	H24	242049.93S 0310251.39E	1664 FT	NIL
HOFMEYER VOR	/HMV	113.4MHZ	H24	313621.18S 0255038.40E	NIL INFO AVBL	Power output: 50W Coverage: 110 NM
HOTAZEL NDB	/HZ	257.5KHZ	H24	271330S 0225700E	NIL INFO AVBL	Coverage 60NM
KIMBERLEY AIRPORT VOR/DME	/KYV	113.2MHZ (CH 79X)	H24	284759.82S 0244537.32E	NIL INFO AVBL	CH 79X coaxially co-located with VOR
KING SHAKA VOR/DME	/TGV	115.6MHZ (CH 103X)	H24	293640.20S 0310729.03E	108FT	Power Output 50W
KRUGER MPUMALANGA NDB	/PK	405KHZ	H24	252300.86S 0310632.14E	NIL INFO AVBL	Power Outputn100W
KRUGER MPUMALANGA VOR/DME	/PKV	112.5MHZ (CH 72X)	H24	252251.69S 0310640.05E	2868 FT	Power Output 50W
LADYSMITH VOR/DME	/LYV	116.5MHZ (CH 112X)	H24	283616.21S 0294140.32E	3825FT	Power Output 50W
LANGEBAANWEG (MIL) VOR/DME	/LWV	117MHZ (CH 117X)	HO	325858.28S 0180949.94E	NIL INFO AVBL	CH 117X coaxiallylo-cated with VOR
LANSERIA AIRPORT VOR/DME	/LIV	117.4MHZ (CH 121X)	H24	255656.14S 0275448.86E	4570FT	CH 121X co-located with DVOR
LUSIKISI NDB	/SI	200KHZ	H24	311700S 0293100E	NIL INFO AVBL	Power Output 100W
MAKHADO (MIL) VOR/DME	/LTV	115MHZ (CH 97X)	H24	230930.71S 0294111.18E	NIL INFO AVBL	CH 97X coaxially co-located with the VOR
MTHATHA VOR/DME	/MHV	115.1MHZ (CH 98X)	H24	313301.29S 0284024.78E	2484FT	NIL
NIEUWOUDTVILLE VOR	/NVV	116.1MHZ	H24	312248S 0190416E	NIL INFO AVBL	Power Output 50W

Name Of Station	ID	Frequency (CH)	Hours of Operation	Coordinates	ELEV DME antenna	Remarks
1	2	3	4	5	6	7
O R TAMBO INTERNATIONAL AIRPORT VOR/DME	/JSV	115.2MHZ (CH 99X)	H24	260925.63S 0281351.70E	NIL INFO AVBL	Power Output 50W
OVERBERG (MIL) VOR/DME	/OBV	115.4MHZ (CH 101X)	HO	343322.03S 0201449.70E	43	CH 101X coaxially co-located with the VOR
PETRUSVILLE VOR	/PVV	112.7MHZ	H24	302158.41S 0244142.06E	NIL INFO AVBL	NIL
PHALABORWA VOR	/PHV	115.3MHZ		235402.73S 0310907.09E	1528FT	NIL
PIETERMARITZBURG VOR/DME	/PMV	117.9MHZ (CH 126X)	H24	293852.13S 0302401.28E	NIL INFO AVBL	NIL
PILANESBERG VOR/DME	/PNV	112.6MHZ (CH 73X)	H24	252345.03S 0270721.74E	NIL INFO AVBL	Power Output 50W
POLOKWANE INTL VOR/DME	/PPV	114.5MHZ (CH 92X)	H24	235023.35S 0292738.04E	4023FT	Power output 80W
PORT ELIZABETH AIRPORT VOR/DME	/PEV	112.9MHZ (CH 76X)	HS	335933.01S 0253620.75E	215 FT	CH 76X coaxially co-located with the VOR
PORT ST JOHNS VOR	/PJV	115.9MHZ	H24	313631.96S 0293111.49E	NIL INFO AVBL	Power Output 50W
RAND VOR/DME	/RAV	117.7MHZ (CH 124X)	H24	261443.39S 0280916.26E	5570FT	Power Output 100W
RICHARDS BAY VOR/DME	/RBV	113MHZ (CH 77X)	H24	284426.49S 0320536.91E	93FT	CH 77X co-located with VOR
ROBBEN ISLAND VOR/DME	/RIV	117.6MHZ (CH 123X)	H24	334758.45S 0182152.10E	39FT	CH 123X coaxially co-located with VOR
SISHEN VOR/DME	/SSV	113.6MHZ (CH 83X)	H24	273907.83S 0230010.99E	3887FT	Power Output 100W
SOMERSVELD VOR	/SVV	113MHZ	H24	331457.65S 0182842.20E	NIL INFO AVBL	Power Output 50W
STANDERTON VOR	/STV	116MHZ	H24	264148.1913S 0285202.8552E	NIL INFO AVBL	NIL
SUTHERLAND VOR	/SLV	113.3MHZ	H24	322700S 0203721E	NIL INFO AVBL	NIL
THABAZIMBI NDB	/TB	397.5KHZ	H24	243600S 0272500E	NIL INFO AVBL	Power Output 50W

Name Of Station	ID	Frequency (CH)	Hours of Operation	Coordinates	ELEV DME antenna	Remarks
1	2	3	4	5	6	7
THOHOYANDOU NDB	/THO	325KHZ	H24	225800S 0302900E	NIL INFO AVBL	Power Output 100W
THOHOYANDOU NDB	/TOY	285KHZ	H24	230430S 0301852E	NIL INFO AVBL	Power Output 100W
TSHIKONDENI NDB	/TSH	252.5KHZ	H24	223033S 0305657E	NIL INFO AVBL	Power Output 50W
UPINGTON AIRPORT VOR/DME	/UPV	116.5MHZ (CH 112X)	H24	282406.31S 0211537.48E	2754FT	CH 112X coaxially co-located with the VOR
VAALHOEK NDB	/VLH	390KHZ	NIL INFO AVBL	244700S 0304700E	NIL INFO AVBL	Power Output 35W
VICTORIA WEST VOR	/VWV	113.7MHZ	NIL INFO AVBL	312349S 0230632E	NIL INFO AVBL	NIL
VRYHEID NDB	/VHD	230KHZ	H24	274711S 0304246E	NIL INFO AVBL	Power Output 50W
VRYHEID NDB	/VHL	350KHZ	H24	274710S 0304713E	NIL INFO AVBL	Power Output 50W
WARDEN VOR	/WRV	112.8MHZ	H24	274629.26S 0290410.10E	NIL INFO AVBL	NIL
WATERKLOOF (MIL) VOR/DME	/WKV	116.9MHZ (CH 116X)	HO	255000.04S 0281313.31E	4903FT	NIL
WELKOM VOR/DME	/WMV	116.4MHZ (CH 111X)	NIL INFO AVBL	280005.74S 0263940.13E	NIL INFO AVBL	Power Output 50W
WITBANK VOR	/WIV	113.3MHZ	H24	254946.29S 0291141.13E	NIL INFO AVBL	Power Output 50W
WONDERBOOM VOR/DME	/DPV	112.2MHZ (CH 59X)	H24	253921.30S 0281312.27E	NIL INFO AVBL	NIL
ZONDERWATER VOR/DME	/CZV	114.3MHZ (CH 90X)	NIL INFO AVBL	254123.32S 0283302.96E	NIL INFO AVBL	NIL

FACF AD 2.10	AERODROME OBSTACLES	AD 2-FACF-3
FACF AD 2.11	METEOROLOGICAL INFORMATION PROVIDED	AD 2-FACF-4
FACF AD 2.12	RUNWAY PHYSICAL CHARACTERISTICS	AD 2-FACF-4
FACF AD 2.13	DECLARED DISTANCES	AD 2-FACF-5
FACF AD 2.14	APPROACH AND RUNWAY LIGHTING	AD 2-FACF-5
FACF AD 2.15	OTHER LIGHTING SYSTEMS, SECONDARY POWER SUPPLY	AD 2-FACF-5
FACF AD 2.16	HELICOPTER LANDING AREA	AD 2-FACF-5
FACF AD 2.17	ATS AIRSPACE	AD 2-FACF-6
FACF AD 2.18	ATS COMMUNICATION FACILITIES	AD 2-FACF-6
FACF AD 2.19	RADIO NAVIGATION AND LANDING AIDS	AD 2-FACF-6
FACF AD 2.20	LOCAL AERODROME REGULATIONS	AD 2-FACF-6
FACF AD 2.21	NOISE ABATEMENT PROCEDURES	AD 2-FACF-7
FACF AD 2.22	FLIGHT PROCEDURES	AD 2-FACF-7
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FACF AD 2.24	CHARTS RELATED TO AN AERODROME	AD 2-FACF-7
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FACO AD 2.1	AERODROME LOCATION INDICATOR AND NAME	AD 2-FACO-1
FACO AD 2.2	AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA	AD 2-FACO-1
FACO AD 2.3	OPERATIONAL HOURS	AD 2-FACO-1
FACO AD 2.4	HANDLING SERVICES AND FACILITIES	AD 2-FACO-1
FACO AD 2.5	PASSENGER FACILITIES	AD 2-FACO-2
FACO AD 2.6	RESCUE AND FIRE FIGHTING SERVICES	AD 2-FACO-2
FACO AD 2.7	SEASONAL AVAILABILITY - CLEARING	AD 2-FACO-2
FACO AD 2.8	APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA	AD 2-FACO-2
FACO AD 2.9	SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS	AD 2-FACO-3
FACO AD 2.10	AERODROME OBSTACLES	AD 2-FACO-3
FACO AD 2.11	METEOROLOGICAL INFORMATION PROVIDED	AD 2-FACO-3
FACO AD 2.12	RUNWAY PHYSICAL CHARACTERISTICS	AD 2-FACO-4
FACO AD 2.13	DECLARED DISTANCES	AD 2-FACO-4
FACO AD 2.14	APPROACH AND RUNWAY LIGHTING	AD 2-FACO-5
FACO AD 2.15	OTHER LIGHTING SYSTEMS, SECONDARY POWER SUPPLY	AD 2-FACO-5
FACO AD 2.16	HELICOPTER LANDING AREA	AD 2-FACO-5
FACO AD 2.17	ATS AIRSPACE	AD 2-FACO-6
FACO AD 2.18	ATS COMMUNICATION FACILITIES	AD 2-FACO-6
FACO AD 2.19	RADIO NAVIGATION AND LANDING AIDS	AD 2-FACO-6
FACO AD 2.20	LOCAL AERODROME REGULATIONS	AD 2-FACO-6
FACO AD 2.21	NOISE ABATEMENT PROCEDURES	AD 2-FACO-6
FACO AD 2.22	FLIGHT PROCEDURES	AD 2-FACO-6

FACO AD 2.23	ADDITIONAL INFORMATION	AD 2-FACO-7
FACO AD 2.24	CHARTS RELATED TO AN AERODROME	AD 2-FACO-7
FACT		AD 2-FACT - 1
FACT AD 2.1	AERODROME LOCATION INDICATOR AND NAME	AD 2-FACT-1
FACT AD 2.2	AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA	AD 2-FACT-1
FACT AD 2.3	OPERATIONAL HOURS	AD 2-FACT-1
FACT AD 2.4	HANDLING SERVICES AND FACILITIES	AD 2-FACT-2
FACT AD 2.5	PASSENGER FACILITIES	AD 2-FACT-2
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FACT AD 2.7	SEASONAL AVAILABILITY - CLEARING	AD 2-FACT-3
FACT AD 2.8	APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA	AD 2-FACT-3
FACT AD 2.9	SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS	AD 2-FACT-4
FACT AD 2.10	AERODROME OBSTACLES	AD 2-FACT-6
FACT AD 2.11	METEOROLOGICAL INFORMATION PROVIDED	AD 2-FACT-7
FACT AD 2.12	RUNWAY PHYSICAL CHARACTERISTICS	AD 2-FACT-7
FACT AD 2.13	DECLARED DISTANCES	AD 2-FACT-8
FACT AD 2.14	APPROACH AND RUNWAY LIGHTING	AD 2-FACT-9
FACT AD 2.15	OTHER LIGHTING SYSTEMS, SECONDARY POWER SUPPLY	AD 2-FACT-9
FACT AD 2.16	HELICOPTER LANDING AREA	AD 2-FACT-10
FACT AD 2.17	ATS AIRSPACE	AD 2-FACT-11
FACT AD 2.18	ATS COMMUNICATION FACILITIES	AD 2-FACT-11
FACT AD 2.19	RADIO NAVIGATION AND LANDING AIDS	AD 2-FACT-12
FACT AD 2.20	LOCAL AERODROME REGULATIONS	AD 2-FACT-14
FACT AD 2.21	NOISE ABATEMENT PROCEDURES	AD 2-FACT-14
FACT AD 2.22	FLIGHT PROCEDURES	AD 2-FACT-14
FACT AD 2.23	ADDITIONAL INFORMATION	AD 2-FACT-15
FACT AD 2.24	CHARTS RELATED TO AN AERODROME	AD 2-FACT-15
FAEL		AD 2-FAEL - 1
FAEL AD 2.1	AERODROME LOCATION INDICATOR AND NAME	AD 2-FAEL-1
FAEL AD 2.2	AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA	AD 2-FAEL-1
FAEL AD 2.3	OPERATIONAL HOURS	AD 2-FAEL-1
FAEL AD 2.4	HANDLING SERVICES AND FACILITIES	AD 2-FAEL-2
FAEL AD 2.5	PASSENGER FACILITIES	AD 2-FAEL-3
FAEL AD 2.6	RESCUE AND FIRE FIGHTING SERVICES	AD 2-FAEL-3
FAEL AD 2.7	SEASONAL AVAILABILITY - CLEARING	AD 2-FAEL-3
FAEL AD 2.8	APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA	AD 2-FAEL-3
FAEL AD 2.9	SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS	AD 2-FAEL-4
FAEL AD 2.10	AERODROME OBSTACLES	AD 2-FAEL-5

FAEL AD 2.11	METEOROLOGICAL INFORMATION PROVIDED	AD 2-FAEL-6
FAEL AD 2.12	RUNWAY PHYSICAL CHARACTERISTICS	AD 2-FAEL-7
FAEL AD 2.13	DECLARED DISTANCES	AD 2-FAEL-7
FAEL AD 2.14	APPROACH AND RUNWAY LIGHTING	AD 2-FAEL-8
FAEL AD 2.15	OTHER LIGHTING SYSTEMS, SECONDARY POWER SUPPLY	AD 2-FAEL-8
FAEL AD 2.16	HELICOPTER LANDING AREA	AD 2-FAEL-9
FAEL AD 2.17	ATS AIRSPACE	AD 2-FAEL-9
FAEL AD 2.18	ATS COMMUNICATION FACILITIES	AD 2-FAEL-9
FAEL AD 2.19	RADIO NAVIGATION AND LANDING AIDS	AD 2-FAEL-10
FAEL AD 2.20	LOCAL AERODROME REGULATIONS	AD 2-FAEL-11
FAEL AD 2.21	NOISE ABATEMENT PROCEDURES	AD 2-FAEL-11
FAEL AD 2.22	FLIGHT PROCEDURES	AD 2-FAEL-12
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FAEL AD 2.24	CHARTS RELATED TO AN AERODROME	AD 2-FAEL-12
FAFO		AD 2-FAFO - 1
FAFO AD 2.1	AERODROME LOCATION INDICATOR AND NAME	AD 2-FAFO-1
FAFO AD 2.2	AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA	AD 2-FAFO-1
FAFO AD 2.3	OPERATIONAL HOURS	AD 2-FAFO-1
FAFO AD 2.4	HANDLING SERVICES AND FACILITIES	AD 2-FAFO-2
FAFO AD 2.5	PASSENGER FACILITIES	AD 2-FAFO-2
FAFO AD 2.6	RESCUE AND FIRE FIGHTING SERVICES	AD 2-FAFO-2
FAFO AD 2.7	SEASONAL AVAILABILITY - CLEARING	AD 2-FAFO-2
FAFO AD 2.8	APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA	AD 2-FAFO-3
FAFO AD 2.9	SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS	AD 2-FAFO-3
FAFO AD 2.10	AERODROME OBSTACLES	AD 2-FAFO-3
FAFO AD 2.11	METEOROLOGICAL INFORMATION PROVIDED	AD 2-FAFO-4
FAFO AD 2.12	RUNWAY PHYSICAL CHARACTERISTICS	AD 2-FAFO-4
FAFO AD 2.13	DECLARED DISTANCES	AD 2-FAFO-5
FAFO AD 2.14	APPROACH AND RUNWAY LIGHTING	AD 2-FAFO-5
FAFO AD 2.15	OTHER LIGHTING SYSTEMS, SECONDARY POWER SUPPLY	AD 2-FAFO-5
FAFO AD 2.16	HELICOPTER LANDING AREA	AD 2-FAFO-6
FAFO AD 2.17	ATS AIRSPACE	AD 2-FAFO-6
FAFO AD 2.18	ATS COMMUNICATION FACILITIES	AD 2-FAFO-6
FAFO AD 2.19	RADIO NAVIGATION AND LANDING AIDS	AD 2-FAFO-7
FAFO AD 2.20	LOCAL AERODROME REGULATIONS	AD 2-FAFO-7
FAFO AD 2.21	NOISE ABATEMENT PROCEDURES	AD 2-FAFO-7
FAFO AD 2.22	FLIGHT PROCEDURES	AD 2-FAFO-7
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FAFO AD 2.24	CHARTS RELATED TO AN AERODROME	AD 2-FAFO-7
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FAYP AD 2.3	OPERATIONAL HOURS	AD 2-FAYP-1
FAYP AD 2.4	HANDLING SERVICES AND FACILITIES	AD 2-FAYP-2
FAYP AD 2.5	PASSENGER FACILITIES	AD 2-FAYP-2
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FAYP AD 2.8	APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA	AD 2-FAYP-2
FAYP AD 2.9	SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS	AD 2-FAYP-3
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FAYP AD 2.22	FLIGHT PROCEDURES	AD 2-FAYP-7
FAYP AD 2.23	ADDITIONAL INFORMATION	AD 2-FAYP-7
FAYP AD 2.24	CHARTS RELATED TO AN AERODROME	AD 2-FAYP-7

FABM AD 2.19 RADIO NAVIGATION AND LANDING AIDS

FABM AD 2.20 LOCAL AERODROME REGULATIONS

NIL INFO AVBL

FABM AD 2.21 NOISE ABATEMENT PROCEDURES

NIL INFO AVBL

FABM AD 2.22 FLIGHT PROCEDURES

NIL INFO AVBL

FABM AD 2.23 ADDITIONAL INFORMATION

1) Helistop: 281449.04S 0281948.21E. ELEV 5511 FT.
2) High ground & microwave tower to the west of the AD

FABM AD 2.24 CHARTS RELATED TO AN AERODROME

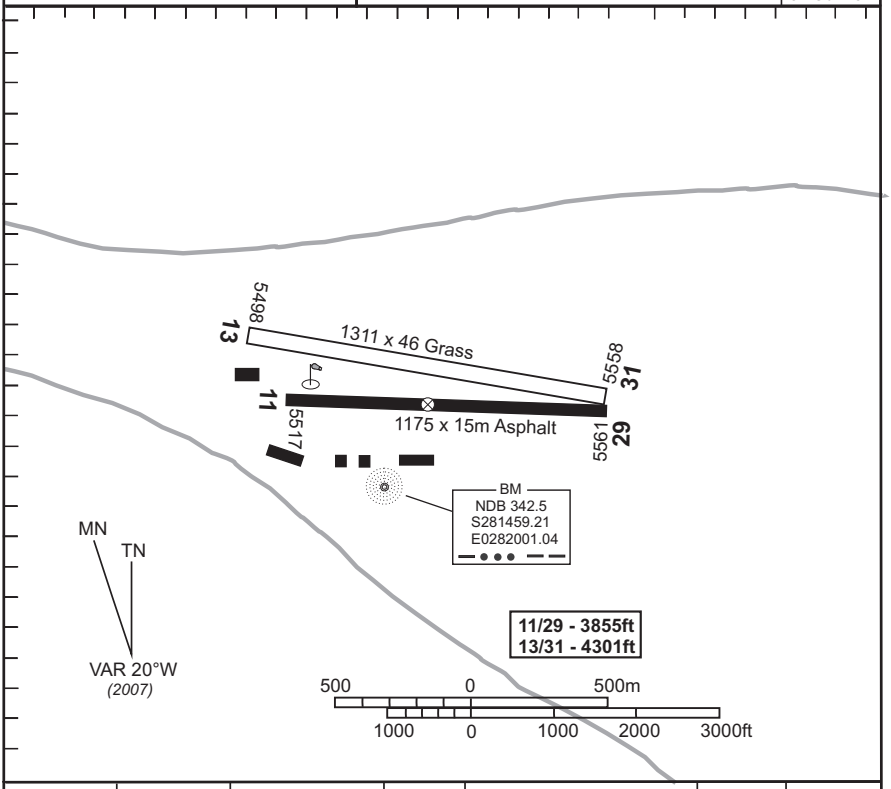
Aerodrome chart	-AD-01

Intentionally Left Blank

FABM

BETHLEHEM
124.8 (Common traffic advisory)

AD-01
EFF
07 Jun 07



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RWY	PAPI	APPROACH	THR	RUNWAY	L. DIST	SLOPE
11 (096°T)	Nil	Nil	Gr	MRL	Full	N/A
29 (276°T)					Full	
13 (108°T)	Nil	Nil	Nil	Nil	Full	N/A
31 (288°T)					Full	

OTHER LIGHTING: Nil

CIRCLING OCH

STOPWAYS

RUNWAY AVAILABILITY

CAA South Africa

Rev: New Format.

WGS-84

FABW AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Designation, surface and strength of aprons	Apron: ASPH PCN14
2	Designation, width, surface and strength of taxiways	TWY A: 7.5M wide, ASPH PCN/14/F/B/X/T TWY B: 7.5M wide, ASPH PCN/14/F/B/X/T TWY C: 8M wide, ASPH and Brick PCN UNK TWY D: 8M wide, ASPH PCN/14/F/B/X/T TWY D1: 7.5M wide, ASPH PCN/14/F/B/X/T TWY D2: 7.5M wide, ASPH PCN/14/F/B/X/T
3	ACL location and elevation	NIL INFO AVBL
4	VOR checkpoints	NIL INFO AVBL
5	INS checkpoints	NIL INFO AVBL
6	Remarks	NIL

FABW AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking / parking guidance system of aircraft stands.	NIL INFO AVBL
2	RWY and TWY markings and LGT	NIL INFO AVBL
3	Stop bars	NIL INFO AVBL
4	Remark	NIL

FABW AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID// Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL

In Area 3					
OBST ID/ Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL

FABW AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	*Associated MET office*	NIL INFO AVBL
2	*Hours of service* *MET Office outside hours*	NIL INFO AVBL
3	*Office responsible for TAF preparation* *Periods of validity*	NIL INFO AVBL
4	*Trend forecast* *Interval of issuance*	NIL INFO AVBL
5	*Briefing / consultation provided*	NIL INFO AVBL
6	*Flight documentation / Language(s) used*	NIL INFO AVBL
7	*Charts and other information available for briefing or consultation*	NIL INFO AVBL
8	*Supplementary equipment available for providing information*	NIL INFO AVBL
9	*ATS units provided with information*	NIL INFO AVBL
10	*Additional information (limitation of service, etc.)*	NIL INFO AVBL

FABW AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWYNR	TRUE & MAG BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY-SWY
1	2	3	4	5	6	7
08	085	1485 x 30	ASPH PCN/18/F/B/X/T	321824.60S 0223926.46E	2919 FT	NIL INFO AVBL
26	265	1485 x 30	ASPH PCN/18/F/B/X/T	321800.66S 0224015.66E	2939 FT	NIL INFO AVBL
17	168	950 X 30	GRAV UNK	321819.42S 0223938.97E	2929FT	NIL INFO AVBL
35	348	950 X 30	GRAV UNK	321843.71S 0224001.00E	2923 FT	NIL INFO AVBL

SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M)	Location (which runway end) and description of arresting system (if any)	OFZ	Remarks
8	9	10	11	12	13	14
NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	See below
NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	See below
NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	See below
NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	See below
Remarks: 1) ACFT must adhere to TWY's and park in the parking area on the apron. 2) Circuit procedure: RWY 26 right hand, RWY 08 left hand.						

FABW AD 2.13 DECLARED DISTANCES

RWY	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
08	1485	1485	1485	1485	NIL
26	1485	1485	1485	1485	NIL
17	950	950	950	950	NIL
35	950	950	950	950	NIL

FABW AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	*APCH LGT Type LEN INTST*	*THR LGT colour WBAR*	*VASIS (MEHT) PAPI*	*TDZ LGT LEN*	*RWY Centre Line LGT Length, spacing, colour, INSTST*	*RWY Edge LGT LEN, spacing, colour, INSTST*	*RWY End LGT colour WBAR*	*SWY LGT LEN (M) colour*	*Remarks*
1	*2*	*3*	*4*	*5*	*6*	*7*	*8*	*9*	*10*
08	NIL	GREEN	NIL	NIL	NIL	1485M 60M WHITE	RED	NIL	See below
26	NIL	GREEN	NIL	NIL	NIL	1485M 60M WHITE	RED	NIL	See below

17	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	See below
35	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	See below
1) Remote activation of RWY 08/26 lights on FREQ 125.6 MHz, 5 clicks on PTT will switch the lights on, lights will go off automatically after 30 MIN. 2) Emergency lighting available during ATS HOD for Runway 17/35, require 20 MIN notice.									

FABW AD 2.15 OTHER LIGHTING SYSTEMS, SECONDARY POWER SUPPLY

1	*ABN/IBN location, characteristics and hours of operation*	NIL INFO AVBL
2	*LDI location and LGT Anemometer location and LGT*	Windsock 321805.8S 0224000.3E White light Anemometer 321807.6S 0223956.3E Red Obstacle light
3	*TWY edge and centre line lighting*	Taxiway B edge lights
4	*Secondary power supply and switch-over time*	Standby generator available during ATS HOD / 10 minutes
5	*Remarks*	NIL

FABW AD 2.16 HELICOPTER LANDING AREA

1	*Coordinates TLOF or THR of FATO Geoid undulation*	NIL INFO AVBL
2	*TLOF and/or FATO elevation M/FT*	NIL INFO AVBL
3	*TLOF and FATO area dimensions, surface, strength, marking*	NIL INFO AVBL
4	*True BRG of FATO*	NIL INFO AVBL
5	*Declared distance available*	NIL INFO AVBL
6	*APP and FATO lighting*	NIL INFO AVBL
7	*Remarks*	NIL

FACT AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	*Associated MET office*	Cape Town
2	*Hours of service* *MET Office outside hours*	Observations: H24 Forecasting: 0200 - 1830 (082 233 9900) FAOR (082 233 9600/8800)
3	*Office responsible for TAF preparation* *Periods of validity*	Cape Town 30 HR, 6 hourly
4	*Trend forecast* *Interval of issuance*	METAR and Trend. Every half hour between 0200 and 1900. Hourly between 1900 and 0200.
5	*Briefing / consultation provided*	Personally and telephonically
6	*Flight documentation / Language(s) used*	In ICAO format available for all flight levels. English
7	*Charts and other information available for briefing or consultation*	Standard MET charts
8	*Supplementary equipment available for providing information*	Internet: http://aviation.weathersa.co.za, Fax on demand: 082 289 2010
9	*ATS units provided with information*	TWR, APP, AREA and SMC.
10	*Additional information (limitation of service, etc.)*	Normal OBS will continue and forecasting can be AVBL with 24 HR prior notice.

FACT AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWYNR	TRUE & MAG BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY-SWY
1	2	3	4	5	6	7
01	345°T	3201 x 61	PCN 66/F/A/X/T ASPH	335915.86S 0183632.01E	THR: 144FT TDZ: 144FT	+0.03
19	165°T	3201 x 61	PCN 66/F/A/X/T ASPH	335735.43S 0183600.18E	THR: 147FT TDZ: 147FT	-0.03
16	135°T	1701 x 46	PCN 32/F/A/X/U ASPH	335740.96S 0183550.89E	THR: 143FT	+0.14
34	315°T	1701 x 46	PCN 32/F/A/X/U ASPH	335820.14S 0183637.56E	THR: 151FT	-0.14

SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M)	Location (which runway end) and description of arresting system (if any)	OFZ	Remarks
8	9	10	11	12	13	14
NIL	971	3322 X 300	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	See below
NIL	343	3322 X 300	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	See below
NIL	NIL	1820 X 150	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	See below
NIL	NIL	1820 X 150	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	See below

Remarks
1) Local flying instructions: The intentional use of the AD is restricted to ACFT equipped with a functioning TRANS and REC which will permit two-way communication with the TWR.
2) RWY 16/34 available as TWY for all Classes of aircraft.
3) When RWY 19 is in use all ARR ACFT to EXP CLR for ILS Z unless otherwise directed by ATC.
4) Forward scatter metres used to assess RVR along RWY 01/19. Observation representative of TDZ, RWY midpoint and stop end of RWY 01/19
5) No 180º turns for medium and heavy ACFT on RWY 01/19 other than at the RWY THR and INT of TWY E and TWY C for instances of TWY closures.
6)For Light/Medium ACFT:
a. When RWY 19 is in use, plan to vacate at TWY C without DLA.
b. When RWY 01 is in use, plan to vacate at TWY E or RWY 34 without DLA.
For heavy ACFT:
a. When RWY 19 is in use, plan to vacate at TWY B or C without DLA.
b. When RWY 01 is in use, plan to vacate at TWY A, TWY E or RWY 34 without DLA.

FACT AD 2.13 DECLARED DISTANCES

RWY	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
01	3201	4172	3201	3201	See Below
19	3201	3544	3201	3201	NIL
16	1701	1701	1701	1701	NIL
34	1701	1701	1701	1701	NIL
Note: RWY 01 INT TWY C TORA and ASDA 2080, RWY 19 INT TWY E TORA and ASDA 1875, RWY 19/RWY 16/34 INT TORA and ASDA 2630					

ILS LOC (RWY 19) CAT II	KSI	109.1 MHz	H24	335924.5S 0183634.8E	NIL INFO AVBL	NIL INFO AVBL
ILS GP (RWY 19) CAT II	NIL INFO AVBL	331.4 MHz	H24	335745.3S 0183608.1E	NIL INFO AVBL	GP angle 3.2° GP ALT. at 5.4d “KS” 1973FT. GP ALT. at 2d “KS” 826 FT. Reference datum height (RDH) 63 FT
ILS LOC (RWY 01)	CTI	110.3 MHz	H24	335724.1S 0183556.6E	NIL INFO AVBL	OPR WI ICAO CAT IIIB tolerances and is AVBL without any restrictions.
ILS GP (RWY 01)	NIL INFO AVBL	335 MHz	H24	335903.6S 0183634.2E	NIL INFO AVBL	OPR WI ICAO CAT IIIB tolerances and is AVBL without any restrictions. GP angle 3.0°. GP ALT. at 5.8d “CT” 2000 FT. GP ALT. at 3.7d “CT” 1320 FT. GP ALT at 0.8d “CT” 390 FT. RDH 65 FT.
VOR	CTV	115.7 MHz	H24	335810.82S 0183618.19E	146 FT	NIL INFO AVBL
UHF DME	CTV	1191 MHz 104X	H24	335810.82S 0183618.19E	NIL INFO AVBL	Channel 104 X coaxially collocated with the VOR
DME	CTI	110.3 MHz	H24	335903.6S 0183634.2E	NIL INFO AVBL	DME CT collocated with ILS GP antenna
DME	KSI	109.1 MHz	H24	335745.3S 0183608.1E	NIL INFO AVBL	DME KS collocated with ILS GP antenna

FACT AD 2.20 LOCAL AERODROME REGULATIONS

3) Parking Area for small aircraft (General Aviation)

1. The general aviation area comprises of H taxiway west of the taxiway gate and all associated taxiways. There is no SMC service provided on these taxiways.
2. Operators must exercise caution when operating in the area as there is a mixture of fixed wing and rotary wing operations. Standard operating procedures have been developed to accommodate this mixed operations and visiting operators are advised to request for Standard operating procedures from the hangar service provider where they will be parking.
3. Operators must exercise caution when operating in the area as there may be vehicles on taxiways and/or pedestrians crossing.
4. During hover and taxiing, helicopters must avoid blowing down wash into hangars or onto other objects.
5. All helicopters operating in the vicinity of a taxiway on the movement area, including those landing and taking off from General aviation hangar area shall comply with Air Taxi Regulations. Therefore any helicopter operating in the aforementioned areas, below 100FT AGL, shall not exceed a speed of 20 knots.

FACT AD 2.21 NOISE ABATEMENT PROCEDURES

1) Unless otherwise authorised by ATC the maximum speed applicable to jet aircraft shall comply with noise abatement as laid down in ENR 1.5 paragraph 9.1
2) Noise abatement SID procedures for jet aircraft laid down in ENR 1.5 paragraph 9.1
3) Avoid over flying Tygerberg hospital, 3 NM N of AD, when taking off from RWY 01 and 34.
4) No jet aircraft to use RWY/TWY intersection for take off between 2000 to 0400.
5) No engine run-ups shall be allowed between 2000 to 0400, unless in an emergency.

FACT AD 2.22 FLIGHT PROCEDURES

For IFR Operations

a) All IFR operations (fixed and rotary wing) are to call ATC on FREQ 121.9 MHz for start up clearance, indicating their position and TWY. All other traffic within general flying area shall maintain a listening watch on this FREQ in order to establish other aircraft operations.
b) All aircraft shall monitor FREQ 121.9 MHz, prior to and during any movement under power and all aircraft shall maintain a listening watch on 121.9 MHz until required by ATC to change FREQ 118.1 MHz as appropriate.
c) It is the responsibility of the Pilot in Command to see and be seen at all times.
d) RNAV equipped aircraft departing from the FACT TMA for destinations: FAGC, FAWB, FASK and FAWK, are to use the RNAV route: KODES UQ42 OKLOK UQ52 EGPOP. RNAV equipped aircraft departing from the FACT TMA for destination: FAGM, are to use RNAV route TETAN UZ2 NIBEX.

Procedures for VFR flights within the TMA

All Helicopters departing to contact Ground on frequency 121.9 MHz for start approval.

FACT AD 2.23 ADDITIONAL INFORMATION

1. All signals relating to flight plans and ACFT movements or delays to be addressed to both FACTZQZX and FACTYFYR.
2. EVUKI and RIV are not to be used on FPL for arriving ACFT to DEST FACT. FPL to be filed VIA ASPIK, ERDASOR GETEN.
3. All VFR fixed wing ACFT, including local FLT, INBD and OUBD FM FACT to file FLT plans. Rotary wing ACFT will be accommodated on AD-HOC basis at ATC discretion.
4. High bird prevalence at AD FM OCT to MAR. Pilots to EXER CTN DRG take-off and LDG

FACT AD 2.24 CHARTS RELATED TO AN AERODROME

Aerodrome Chart	-AD-01
Ground Movement Chart	-AD-02
Aircraft Parking/Docking Chart	-AD-03
Aircraft Parking/Docking Chart	-AD-04
Restricted Visibility Chart	-AD-05
Hot Spot	-AD-06
Helicopters ARR/DEP Zone Chart	-AD-07
ILS RWY 01	-ILS-01
ILS Z RWY 19	-ILS-02
ILS Y RWY 19	-ILS-03
VOR Z RWY 01	-VOR-01
VOR RWY 19	-VOR-02
VOR Y RWY 01	-VOR-03
ERDAS 1A STAR 01	-ARR-01
GETEN 1A STAR 01	-ARR-02
ROBBEN ISLAND 4C STAR 01	-ARR-03
ASPIK 1A STAR 01	-ARR-04
RWY 01 EVUKI 1A	-ARR-05
ERDAS 1B STAR 19	-ARR-06
GETEN 1B STAR 19	-ARR-07
ASPIK 1B STAR 19	-ARR-08
EVUKI 1B STAR 19	-ARR-09
TETAN 1C SID 01	-DEP-01
KODES 1A SID 01	-DEP-02
IMSOM 1A SID 01	-DEP-03
OKTED 1A SID 01	-DEP-04
TETAN 1A SID 19	-DEP-05
TETAN 1B SID 19	-DEP-06
KODES 1B SID 19	-DEP-07
IMSOM 1B SID 19	-DEP-08
OKTED 1B SID 19	-DEP-09
OKTED 1C SID 19	-DEP-10
RNAV (RNP) Z RWY 01	-RNAV-01
Data tabulation	-RNAV-01A
RNAV (RNP) Y RWY 01	-RNAV-02
Data tabulation	-RNAV-02A
RNAV (RNP) Z RWY 19	-RNAV-03
Data tabulation	-RNAV-03A
RNAV (RNP) Z RWY 34	-RNAV-04
Data tabulation	-RNAV-04A
RNAV (GNSS) RWY 01	-RNAV-05
Data tabulation	-RNAV-05A
RNAV (GNSS) RWY 19	-RNAV-06
Data tabulation	-RNAV-06A
Radar Terrain Clearance Chart	-RAD-01

The following charts are AVBL on CAA website: www.caa.co.za Precision APCH Terrain Chart RWY 01 Precision APCH Terrain Chart RWY 19 AD OBST Type A AD OBST Type A	The following charts are AVBL on CAA website: www.caa.co.za -PATC-01 -PATC-02 -OBST Type A-01 -OBST Type A-02

FAEL AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWYNR	TRUE & MAG BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY-SWY
1	2	3	4	5	6	7
11	082º T 109º M	1939 x 45	ASPH PCN 52/F/A/W/T	330213.96S 0274842.98E 96.079 FT	THR: 433FT TDZ: 426FT	-0.8%
29	262º T 289º M	1939 x 45	ASPH PCN 52/F/A/W/T	330205.16S 0274957.00E 96.151 FT	THR: 385FT TDZ: 397FT	+0.8%
06	037º T 064º M	1584 x 45	ASPH PCN 46/F/A/W/T	330231.15S 0274913.04E 96.082 FT	THR: 393FT TDZ: 398FT	+0.3%
24	217º T 244º M	1584 x 45	ASPH PCN 46/F/A/W/T	330150.21S 0274949.70E 96.165 FT	THR: 406FT TDZ: 401FT	-0.4%
SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M)	Location (which runway end) and description of arresting system (if any)	OFZ	Remarks
8	9	10	11	12	13	14
NIL	300 x 150	2059 x 150	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	See below
NIL	300 x 150	2059 x 150	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	See below
NIL	160 x 150	1705 x 150	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	See below
NIL	160 x 150	1705 x 150	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	See below
Remarks: Circuit: Turbine powered: 2000FT ALT; Reciprocating engine-powered ACFT: 1400 FT ALT						

FAEL AD 2.13 DECLARED DISTANCES

RWY	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
11	1939	2239	1939	1939	NIL
29	1939	2239	1939	1939	NIL
06	1584	1884	1584	1584	NIL

24	1584	1744	1584	1584	NIL

FAEL AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	*APCH LGT Type LEN INTST*	*THR LGT colour WBAR*	*VASIS (MEHT) PAPI*	*TDZ LGT LEN*	*RWY Centre Line LGT Length, spacing , colour, INSTST*	*RWY Edge LGT LEN, spacing, colour, INSTST*	*RWY End LGT colour WBAR*	*SWY LGT LEN (M) colour*	*Remarks*
1	2	3	4	5	6	7	8	9	10
11	PALS Cat 1 908 M	Green	PAPI APCH slope 3º	N/A	N/A	LEN: 1816 M. Space: 58.6 M Bi-directional White. Last 586 M Yello	Red	N/A	NIL
29	PALS Cat 1 930 M	Green	PAPI APCH slope 3º	N/A	N/A	LEN: 1816 M. Space: 58.6 M Bi-directional White. Last 586 M Yello	Red	N/A	NIL
06	NIL	Green	PAPI APCH slope 3º	N/A	N/A	White	Red	N/A	NIL
24	NIL	Green	PAPI APCH slope 3º	N/A	N/A	White	Red	N/A	NIL

Remarks
After 15 minutes airfield lights will automatically switch off. If required the procedure may be repeated to a further 15 minute period.

The activation of this system is based purely on improving safety at the aerodrome and comes with two conditions for use, these are:
1) Can be used for emergency situation.
2) Non-emergency type services/requests by prior arrangement only.

CLICK SYSTEM BRILLIANCE SETTINGS
Runway 11 / 29: 3 Clicks on 10%, 5 Clicks on 30%, 7 Clicks on 30%,
Approach 11 /29: 3 Clicks on 3%, 5 Clicks on 10%, 7 Clicks on 30%,
PAPI 11 / 29: 3 Clicks on 3%, 5 Clicks on 10%, 7 Clicks on 30%,
All taxiway lights: 3 Clicks on 30%, 5 Clicks on 30%, 7 Clicks on 30%,
All apron lights: 3 Clicks on 70%, 5 Clicks on 70%, 7 Clicks on 70%,

FAEL AD 2.15 OTHER LIGHTING SYSTEMS, SECONDARY POWER SUPPLY

1	*ABN/IBN location, characteristics and hours of operation*	None

FAGC AD 2.17 ATS AIRSPACE

1	*Designation and lateral limits*	ATZ The area bounded by lines drawn as follows: a) From a point 255445.27S 0280751.48E on the O R Tambo INTL CTR a straight line to a point 255519.25S 0280555.55E on the R55 road. b) Thence southwards along the R55 to a point 255621.94S 0280542.61E, c) Thence southwards along the R55 to a point 255749.05S 0280451.60E, d) Thence southwards along the R55 to a point 255811.47S 0280449.26E e) Thence southwards along the R55 to a point 255854.66S 0280434.74E f) Thence southwards along the R55 to a point 255916.45S 0280436.13E g) Thence southwards along the R55 to a point 260002.30S 0280432.39E h) Thence southwards along the R55 to a point 260139.02S 0280527.21E i) Thence southwards along the R55 to a point 260234.79S 0280526.93E on the R55/N1 Buccleuch Intersection, j) Thence eastwards along a straight line to a point at 260231.84S 0280851.14E on the O R Tambo INTL CTR, k) Thence northwards along the O R Tambo INTL CTR to a point 255902.00S 0280959.00E l) Thence north-east wards along the O R Tambo INTL CTR to the starting point at 255445.27S 0280751.48E
2	*Vertical limits*	7000 FT ALT/GND
3	*Airspace classification*	Class D
4	*ATS unit call-sign* *Language*	Grand Central Tower English
5	*Transition altitude*	8000 FT
6	*Remarks*	Except where otherwise authorised, no aircraft is to be operated in this airspace unless two-way radio communications is maintained with ATC. Warning: Sky lanterns released within the aerodrome vicinity

FAGC AD 2.18 ATS COMMUNICATION FACILITIES

1	*2*	*3*	*4*	*5*
Service designation	*Call sign*	*Frequency*	*Hours of operation*	*Remarks*
Tower/ATC	Grand Central Tower	122.8 MHz	MON-SUN 0400-1600, Public holidays as per NOTAM	NIL
ARFF	Grand Central	130.35 MHz	NIL INFO AVBL	Ground frequency for parking on the apron

FAGC AD 2.19 RADIO NAVIGATION AND LANDING AIDS

FAGC AD 2.20 LOCAL AERODROME REGULATIONS

1. Airport regulations
-Engine running only to be conducted at the engine run-up area RWY 35. No vehicles allowed on any manoeuvring area without rotating Amber LGT or permission from APM. ATC view of the northern part of the TWY including the holding point 17 is obstructed. CCTV camera has been installed to assist in this area.
- All aircraft requiring parking must contact apron office on frequency 130.35 MHz for parking instructions.
- Pilots taxiing from the Apron onto the main TWY to EXER CTN before entering due to helicopters operating on the main TWY.
- Instructors are only allowed to exit ACFT for the purpose of student continuing with solo flying within the manoeuvring area. Students are to call for taxi instructions before re entering the manoeuvring area. All students pilots are to advise ATC on first contact that they are conducting solo student flight training.
-All ACFT must be securely chocked and tied down.
-All helicopters to land on designated helipads only with due regard to other tenants.No hover training on Helicopter grass approach.
-No Helicopter emergency landing training will be done on the TWY or RWY except in case of emergency
2. Parking for visiting aircraft
-Visiting aircraft must contact apron office on frequency 130.35 MHz for parking instructions. Aircraft wishing to park overnight or more should refer to airport management. ACFT should avoid landing on Netcare 911 helipad.
3. Taxiing- limitations.
-All aircraft to taxi at fast walking pace only, any aircraft not adhering to this rule will have a fine imposed.

FAGC AD 2.21 NOISE ABATEMENT PROCEDURES

NIL INFO AVBL

FAGC AD 2.22 FLIGHT PROCEDURES

Circuit Procedures:
Circuit ALT
Helicopters: 6000 FT ALT
Single engines: 6300 FT ALT
Twin engines: 6800 FT ALT
Fixed wing circuit: RWY 35 - Left hand circuit
RWY 17- right hand circuit
1. Departing aircraft are to maintain RWY heading to 6000 FT ALT before turning.
2. Early turnouts may only be executed with the knowledge of ATC.
3. Departing fixed wing aircraft should maintain 6500 FT ALT until clear of the circuit.
4. Arriving ACFT are to adhere to ATC instructions. When RWY 17 is in use ACFT approaching from the north should expect to join overhead the field at 6800 FT ALT, to be positioned into the circuit.
5. RCF Procedure: Traffic should join 6800 FT ALT above the airfield, conform to the circuit pattern and land on the RWY in use, making blind broadcast on frequency 122.80 MHz and Squawk 7600.
6. After ATC hours joining procedure: As per AIP unmanned procedures.

FAGC AD 2.23 ADDITIONAL INFORMATION

ATC charges implemented, please check website for details.

FAGC AD 2.24 CHARTS RELATED TO AN AERODROME

AD Restricted Visibility Chart AD OBST CTL-01	-AD-01 -AD-02 -Available on the SACAA website: www.caa.co.za

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5	*Remarks*	ABN installed. Alternating white and green flashing lights.

FAGM AD 2.16 HELICOPTER LANDING AREA

1	*Coordinates TLOF or THR of FATO Geoid undulation*	NIL INFO AVBL
2	*TLOF and/or FATO elevation M/FT*	NIL INFO AVBL
3	*TLOF and FATO area dimensions, surface, strength, marking*	NIL INFO AVBL
4	*True BRG of FATO*	NIL INFO AVBL
5	*Declared distance available*	NIL INFO AVBL
6	*APP and FATO lighting*	NIL INFO AVBL
7	*Remarks*	NIL INFO AVBL

FAGM AD 2.17 ATS AIRSPACE

1	*Designation and lateral limits*	ATZ Circle - radius 3 NM Centre - 261405S 0280720E
2	*Vertical limits*	6 500 FT ALT
3	*Airspace classification*	Class C Aerodrome separation only
4	*ATS unit call-sign Language*	English
5	*Transition altitude*	8000 FT
6	*Remarks*	Except where otherwise authorized, no aircraft is to be operated in this airspace unless two-way radio contact is maintained with air traffic control.

FAGM AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	*Call sign*	*Frequency*	*Hours of operation*	*Remarks*
1	2	3	4	5
TWR	Rand Tower	118,7 MHz transmits and receives	MON-FRI: 0400 - 1700; SAT-SUN: 0500 - 1600 as well as PUB HOL.	NIL

FAGM AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of supported OPS (for VOR/ ILS/ MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
VOR	RAV	117,7 MHz transmits	H24	261443,39S 0280916,26E	5486FT	PWR output 100 W
DME	RAV	1148 MHz transmits and 1211 MHz receive	H24	261443,39S 0280916,26E	NIL INFO AVBL	Channel 124X coaxially co-located with VOR

FAGM AD 2.20 LOCAL AERODROME REGULATIONS

(1) ACFT must adhere to RWY and TWY and park in the parking area.
(2) Helicopter Training Squares:
- Adjacent to THR RWY 17 and RWY 29
- Landing area: 20m x 20 m GS
- Hours of operation: HJ (3) Circuit procedures RWY 11 & 17
- Right-hand circuit RWY 29 & 35
- Left-hand circuit Circuit ALT: 6300 FT ALT.
(4) Inbound traffic from the south to route via NDB RD frequency 307.5 kHz.
(5)VFR reporting points when routing INBD, OUBD or OPR in FAGM ATZ:
Verwoerdpark Dam 261536S 0280824E
Tollgate 261454S 0280930E
Old Plascon 261457S 0280820E
Marais Viljoen High School 261619S 0280622E
Reading Interchange 261550S 0280544E
Makro 261651S 0280747E
PPC 261325S 0280721E
Silver Ball 261524S 0280454E
Eastgate 261046S 0280702E

FAGM AD 2.21 NOISE ABATEMENT PROCEDURES

NIL INFO AVBL

6	*APP and FATO lighting*	NIL INFO AVBL
7	*Remarks*	TWY J: TWY I; Eastgate:

FAHS AD 2.17 ATS AIRSPACE

1	*Designation and lateral limits*	CTR A circle radius 15 NM centered on 242049.93S 0310251.39E.
2	*Vertical limits*	GND / 6000 FT ALT
3	*Airspace classification*	Class C
4	*ATS unit call-sign* *Language*	Hoedspruit APP English
5	*Transition altitude*	8 000 FT
6	*Remarks*	1. Class “G” airspace outside ATC HR of SER, pilots to BCST on FREQ 126.4 MHz. 2. Ground Control Frequency 134.35 MHz closed, all requests for start to contact Tower on frequency 119.6 MHz.

FAHS AD 2.18 ATS COMMUNICATION FACILITIES

1	*2*	*3*	*4*	*5*
Service designation	*Call sign*	*Frequency*	*Hours of operation*	*Remarks*
ATIS	Hoedspruit	114.0 MHz	MON-FRI 0530-1330	
Ops	Hoedspruit	133.45 MHz	MON-FRI 0500-1330	OPS Clerk on STBY after HOD
Tower	Hoedspruit	119.6 MHz	MON-FRI 0500-1330	Ad Hoc after hours.
Approach	Hoedspruit	126.4 MHz	MON-FRI 0500-1330	Ad Hoc after hours.
Ground	Hoedspruit	134.35 MHz	With Prior arrangement	NIL
Information	Lowveld	119.0 MHz 129.4 MHz (Standby)	MON-FRI: 0600-1300 Weekend & Public Holidays: 0700-1300	NIL
VDF available	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL
GCA circuit	NIL	126.4 MHz	same as TWR	NIL
Final	NIL	123.3 MHz	same as TWR	NIL
Other	Eastgate OPS	131.65 MHz	MON-FRI 0500-1330	Ad Hoc after hours.

FAHS AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of supported OPS (for VOR/ ILS/ MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS LOC	HSI	109.5 MHz	H24	242235.28S 0310329.02E	1726 FT	NIL
ILS GP	HSI	332.6 MHz	H24	242036.27S 0310256.52E	1660 FT	NIL
VOR DME	HSV	114.0 MHz (CH 87X)	H24	242049.93S 0310251.39E	1664 FT	NIL

FAHS AD 2.20 LOCAL AERODROME REGULATIONS

Standard

FAHS AD 2.21 NOISE ABATEMENT PROCEDURES

1. Due to the sensitivity of the area surrounding AFB HSPT to noise pollution, it has become necessary to introduce the following Noise Abatement Procedures at AFB HSPT.
2. All ACFT operating inside the FAHS CTR are to adhere to the following limitations:
2.1 MNM HGT 500FT AGL.
2.2 MAX Speed 420 KTS.
3. Supersonic ACFT Departures & Operations
3.1 All supersonic ACFT departing low level to the SOUTH (RWY 18) are to cut afterburner no later than 350 KIAS and maintain "full dry" until cruise power can be set.
3.2 ACFT to operate above 1500' AGL within the FAHS CTR.
3.3 Supersonic flights in the FAHS CTR are to be limited to the HRS BTN 0800 to 1300 on normal working days only. If, due to operational RQMNTS, these limitations cannot be met, prior permission must be obtained from the AFB HSPT OPSCO and ATC and the BCP are to be informed.
3.4 Normal HGT restrictions as laid down in the Aviation Safety Manual are to be adhered to.

FAHS AD 2.22 FLIGHT PROCEDURES

Circuit Procedures
Circuit altitude:
Helicopters:2500 FT AGL
Piston engined aircraft - 2700 FT
Turbine & Jet engined aircraft - 3200 FT
RWY 18 in use - Left hand circuit
RWY 36 in use - Right hand circuit
RWY 09 in use - Right hand circuit
RWY 27 in use - Left hand circuit

FAHS AD 2.23 ADDITIONAL INFORMATION

1) All MIL aerodromes are unlicensed therefore this aerodrome may not be nominated as an alternate destination for civilian flights. Diversion and landing in EMERG only.
2) Prior permission required from C SANDF to utilize aerodrome facilities.
3) Airfield unmanned after hours of service. ATS on STBY (30min) will notify applicable ATSU's should the airfield and airspace be manned with operations outside NML HOD.
4) Utilization of the letdown procedures during MIL operations subject approval. MIL traffic takes precedence.
5) All civilian aircraft routing to FAHS for Eastgate are to contact Eastgate prior to departure obtaining necessary permits. Contact telephone (015) 793 3091.
6) No aircraft allowed to land without ATC on duty.
7) Civilian aircraft to strictly abide to slot times. Weekdays: 0500-1330 Weekends & Public Holidays: 0845-1245.
8) Survey flights, power line inspections, game capturing and crop spraying type operations in CTR and Hoedspruit Special Rules Area to be approved by FAHS ATC EXEC at (015) 799 2451/2251.
9) Pilots to exercise caution due sporadic bird activity on and around vicinity of aerodrome.
10) Pilots to exercise caution due wildlife on the aerodrome.

FAHS AD 2.24 CHARTS RELATED TO AN AERODROME

AD	-AD-01
Radar Terrain Clearance	-RAD-01

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FAKM

FAKM AD 2.1 AERODROME LOCATION INDICATOR AND NAME

FAKM - KIMBERLEY

FAKM AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	*ARP co-ordinates and site at AD*	284817.22S 0244550.52E
2	*Direction and distance from city*	3 NM South of Kimberley
3	*Reference Elevation/Reference temperature*	3950 FT/28 degrees C
4	*Geoid undulation at AD ELEV PSN*	100.1 FT
5	*MAG VAR / Annual change*	21 W (2018) 0°7' W
6	AD operator, address, telephone, telefax, email, AFS address and, if available, website address	Authority Supervising the Aerodrome and Remarks: PUB AD CHF: Airports Company Ltd., Private Bag x 5052, Kimberley, 8300 Airport Manager: Gerda Eden TEL: +27 53 830 7108 E-Mail: gerda.eden@airports.co.za Manager Airfield Services: Reymondo Cannon TEL: +27 53 830 7107 E-Mail: Reymondo.cannon@airports.co.za Assistant Manager Fire and Rescue: Reymondo Cannon TEL: +27 53 830 7107 E-Mail: Reymondo.cannon@airports.co.za Assistant Manager Security: Gina Erasmus TEL: +27 53 830 7146 E-Mail: gina.erasmus@airports.co.za Electrical: Phiwe Nyati TEL: +27 53 830 7134 E-Mail: phiwe.nyati@airports.co.za ATNS Co Ltd.: P. O. Box 110177, Hadison Park, Kimberley 8300 TEL: +27 53 851 1012 FAX: +27 53 851 1555 E-Mail:kmatc@atns.co.za TWR Cell: +27 66 512 2388 MET TEL: +27 53 851 1021 MET FAX: +27 53 851 1081 E-Mail: fakm@weathersa.co.za
7	*Types of traffic permitted (IFR / VFR)*	IFR/VFR
8	*Remarks*	National airport status

FAKM AD 2.3 OPERATIONAL HOURS

1	*AD Operator*	HOD Administration: MON-FRI: 0600-1430 Aerodrome HOD: MON - FRI: 0530 - 1600, SAT: 0700 - 1400, SUN: 1200 - 1600. Public holidays: Christmas day closed and all other holidays as per AD hours of service. AD available as unmanned outside AD HR of SER. Flights operating outside AD HR of SER to obtain permission from the Airport Manager prior to take-off.
2	*Customs and immigration*	NIL
3	*Health and sanitation*	On call-out during AD Admin Hours.TEL: +27 53 830 0600 FAX: +27 53 832 7168
4	*AIS briefing office*	As ATS
5	*ATS reporting office (ARO)*	As ATS
6	*MET briefing office*	NIL INFO
7	*ATS*	MON-FRI: BTN 0530-1600; SAT: BTN 0700-1400; SUN: BTN 1200 - 1600 and PUB HOL On request from Scheduled operators only.
8	*Fuelling*	HOD: MON-FRI: 0530-1600; SAT: 0700-1400, SUN: 1200-1600 . 24 HR prior notice for public HOL and after HR SER to be arranged with Engen Kimberley TEL: +27 53 851 1061 or 082 808 1697. Call out fee of R600 (excluding VAT) for A/H SER on weekdays, weekends and public HOL. Response time of 45 Minutes
9	*Handling*	NIL
10	*Security*	ACSA Security MON-FRI: 0530-1600 SAT: 0700-1400 SUN: 1200-1600 Venus Security: H24 TEL: +27 53 830 7141
11	*De-icing*	NIL
12	*Remarks*	Apron Control 122.65 MHz Call sign: Kimberley Apron Request for services outside AD HOD to be addressed as FLW: Fire Services: Airport RFFS supervisor, ATC Services: ATNS

FAKM AD 2.4 HANDLING SERVICES AND FACILITIES

1	*Cargo-handling facilities*	NIL
2	*Fuel and Oil types*	JET A1 and AVGAS 100LL.
3	*Fuelling facilities and capacity*	Hydrant refueling system not available. 2 x Jet A1 Bowser and 1 x AVGAS Bowser available
4	*De-icing facilities*	Nil
5	*Hangar space for visiting aircraft*	Limited, by prior arrangement only.
6	*Repair facilities for visiting aircraft*	NIL
7	*Remarks*	NIL handling services available for private operators/carriers.

FAKM AD 2.5 PASSENGER FACILITIES

1	*Hotels*	AVBL contact Exchange
2	Restaurants	AVBL contact Exchange
3	*Transportation*	No public transport AVBL. Taxis AVBL on REQ. Tel: +27 53 861 4105 Car Rental AVBL contact Exchange
4	*Medical facilities*	First Aid only. Private Ambulance service on call TEL +27 84 460 7009. Hospital in town.
5	*Bank and Post Office*	Nil Post Office. ABSA ATM AVBL.
6	*Tourist office*	TEL: +27 53 830 6779
7	*Remarks*	Nil

FAKM AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	*AD category for fire fighting*	AD licensed for CAT 6 operations.
2	*Rescue equipment*	1 x Supervisor and 6 x fire fighters per shift. Fire and Rescue vehicles: 2 x Aerodrome Rescue Fire Fighting Vehicle and 1 x Standby Aerodrome Rescue Fire Fighting Vehicle with rapid intervention 8000 litres of water, 1000 litres of foam concentrated and 500 KG Dry chemical powder per vehicle. Equipped with Hydraulic Rescue Tool, Breathing apparatus, generator, Floodlights, Power saw and Chain saw. 200% primary extinguishing media and 100% complimentary extinguishing media maintained in stock
3	*Capability for removal of disabled aircraft*	Limited equipment for light aircraft only AVBL off the airport.
4	*Remarks*	HOD: MON-FRI: 0530-1600, SAT: 0700-1400, SUN: 1200-1600. PUBL HOL: NOTAM as per scheduled operators. 1) Scheduled and non scheduled ACFT operating outside hours of operations which are carrying passengers are not allowed to use AD without Rescue Fire Fighting Services and ATC coverage. Obtain prior permission from airport manager: TEL +27 53 830 7108 2) Fire and rescue available after HR of SER. Request to be submitted to APM 7 days in advance. Callout charges will be applicable. 3) Airport has the capacity to upgrade to CAT 7 for ad-hoc flights. Applicant to submit request with seven days prior notice to the APM. Costs of CAA application for ad-hoc category upgrade to be borne by applicant. 4) Memorandum of understanding has been concluded with Local Authorities. 5) Search and Rescue in South Africa, refer to GEN 3.6.

FAKM AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	*Types of clearing equipment*	NIL INFO
2	*Clearance priorities*	As required
3	*Remarks*	Mostly clear weather all year.

FAKM AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	*Designation, surface and strength of aprons*	Concrete / LCN 46/F/B/X/U
2	*Designation, width, surface and strength of taxiways*	33 M / ASPH LCN 40/F/B/X/U
3	*ACL location and elevation*	At holding point of RWY 20.
4	*VOR checkpoints*	Nil INFO AVBL
5	*INS checkpoints*	Nil INFO AVBL
6	*Remarks*	Nil

FAKM AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	*Use of aircraft stand ID signs, TWY guide lines and visual docking / parking guidance system of aircraft stands.*	Taxiing guidance signs at intersections with TWY and RWY and at all holding positions. Guide lines at apron ACFT park parallel to the Terminal building.Taxiway markings from runway to apron. No other markings on apron. Manual marshalling of aircraft done by ACSA marshals. For aerodrome restricted visibility refer to chart AD-02
2	*RWY and TWY markings and LGT*	RWY: Designation, THR, TDZ, centre line, edge runway end as appropriate, marked and lighted. TWY: Centre line, holding positions at all TWY/ RWY intersections, marked and lighted. RWY THR, edge LGTS, TWY edge LGTS. Painted centre lines. Aiming and distance markings painted.
3	*Stop bars*	TWY A, A1 Holding Point and TWY C, C1 Holding Point
4	*Remark*	Two turning circles AVBL on RWY 02/20 to accommodate 180 degrees turning on RWY. One turning circle AVBL at threshold RWY 10 to accommodate 180 degrees turning on RWY. Pilot in command to follow directions of ATC for use of turning circles.

2	*TLOF and/or FATO elevation M/FT*	Nil
3	*TLOF and FATO area dimensions, surface, strength, marking*	Nil
4	*True BRG of FATO*	Nil
5	*Declared distance available*	Nil
6	*APP and FATO lighting*	Nil
7	*Remarks*	No dedicated Heliport AVBL. Helicopters to be marshalled on main/ secondary aprons.

FAKM AD 2.17 ATS AIRSPACE

1	*Designation and lateral limits*	CTR Race-course pattern formed by arc of circles Radius 6 NM Centres: 284530S 0244600E and 285415S 0244200E And the outer common tangents to these circles.
2	*Vertical limits*	5 500 FT ALT
3	*Airspace classification*	Class C
4	*ATS unit call-sign* *Language*	Kimberley Tower English
5	*Transition altitude*	7000 FT
6	*Remarks*	1) Except where otherwise authorized, no aircraft is to be operated in this airspace unless two-way radio contact is maintained with ATC. All INBD ACFT, within 20 NM of FAKM, as well as all DEP ACFT are to call FAKM Apron on 122.65 MHz providing DEP point/DEST, PAX, REG of ACFT type. Call sign Kimberley Apron 2) See ENR 2.2 rules applicable for VFR flights operating within the FAKM TMA.

FAKM AD 2.18 ATS COMMUNICATION FACILITIES

1	*2*	*3*	*4*	*5*
Service designation	*Call sign*	*Frequency*	*Hours of operation*	*Remarks*
TWR	Kimberley Tower	118,2 MHz transmits and receives	MON-FRI: BTN 0530-1600; SAT: BTN 0700-1400; SUN: BTN 1200 - 1600 and PUB HOL: On request from Scheduled operators only.	NIL
VDF/TWR	Kimberley Tower	118,2 MHz transmits and receives	NIL INFO	(417M) THR RWY 02 Location MAG 200
APRON	Kimberley Apron	122,65 MHz transmits and receives	As per Fire Services HOD	Pilots to contact Apron Control with regard to parking.

1	2	3	4	5
Service designation	*Call sign*	*Frequency*	*Hours of operation*	*Remarks*
APP	Kimberley Approach	119,4 MHz Transmits and receives	MON-FRI: BTN 0530-1600; SAT: BTN 0700-1400; SUN: BTN 1200 - 1600 and PUB HOL: On request from Scheduled operators only.	During the FAKM TWR HOD FABL APP will be providing the APP SER to FAKM AP on FREQ. 119.4 MHz.

FAKM AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of supported OPS (for VOR/ ILS/ MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
VOR/DME	KYV	113.2 MHz CH: 79X	H24	284759.82S 0244537.32E	Nil INFO AVBL.	Nil

FAKM AD 2.20 LOCAL AERODROME REGULATIONS

1. Airport Regulations.
2. Taxiing to and from stands.
3. Parking area for small aircraft (General aviation)
4. Parking area for helicopters.
5. Apron - taxiing during winter conditions.
6. Taxiing - limitations.
7. School and training flights - technical test flights - use of runways
8. Helicopter traffic - limitations.
9. Removal of disabled aircraft from runways.

FAKM AD 2.21 NOISE ABATEMENT PROCEDURES

1. Noise abatement procedures for jet aeroplanes irrespective of weight and for propeller and turboprop aeroplanes with MTOW of or above 11 000 kg.
2. Noise abatement procedures for propeller and turboprop aeroplanes with MTOW below 11 000 kg.
3. Noise abatement procedures for helicopters.

FAKM AD 2.22 FLIGHT PROCEDURES

Circuit ALT:
Turbine powered ACFT - 5 500 FT ALT;
Reciprocating engine powered ACFT - 5 000 FT ALT
- Recommended not overflying Kamfersdam below 1 500 FT
- Bird Sanctuary.
- Pilots wanting to operate at John Weston aerodrome must first contact Kimberley ATC on TEL: (053) 851 1012 or FREQ 118.2 MHz during HR of OPR. Pilots are also reminded to remain clear of the Kimberley CTR due to different frequency usage. Joining clearance can be obtained from Kimberley Tower on FREQ 118.2 MHz before entering the CTR.

FAKM AD 2.23 ADDITIONAL INFORMATION

-DRG AP HRS of duty pilots must CTC APRON office on FREQ 122.65 MHz for PRKG and fuel RQMNTS.
-Hazard: Bird activity on airport.
-Warning: Vulture activity reported in the vicinity of Radial 073 KYV 6 NM and surrounding areas. Pilots to EXER CTN.
-Warning: Vulture activity in Olifantskop region APRX RAD 133 KYV 11 DME. Pilots to EXER CTN. Wild animals roaming the airfield. Pilots to EXER CTN.

FAKM AD 2.24 CHARTS RELATED TO AN AERODROME

Aerodrome Chart	-AD-01
Restricted Visibility Chart	-AD-02
Aircraft Parking/Docking Chart	-AD-03
VOR RWY 02	-VOR-01
VOR RWY 20	-VOR-02
EVESI 1A STAR 02	-ARR-01
Data tabulation	-ARR-01A
UNRAG 1A SID 02	-DEP-01
Data tabulation	-DEP-01A
RNAV (GNSS) RWY 02	-RNAV-01
Data tabulation	-RNAV-01A
RNAV (GNSS) RWY 20	-RNAV-02
Data tabulation	-RNAV-02A

Aerodrome/Heliport Chart	-AD-01
Standard Arrival Chart	
IBKEL 1A STAR 02	-ARR-02
Data tabulation	-ARR-02A
Standard Arrival Chart	
IBKEL 1B STAR 20	-ARR-03
Data tabulation	-ARR-03A
Standard instrument departure chart	
OKPAG 1A SID 02	-DEP-02
Data tabulation	-DEP-02A
Standard instrument departure chart	
OKPAG 1B SID 20	-DEP-03
Data tabulation	-DEP-03A

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FAKN AD 2.1 AERODROME LOCATION INDICATOR AND NAME

FAKN - KRUGER MPUMALANGA INTERNATIONAL

FAKN AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	*ARP co-ordinates and site at AD*	252329.70S 0310557.40E
2	*Direction and distance from city*	11 NM FROM NELSPRUIT
3	*Reference Elevation/Reference temperature*	2829FT
4	*Geoid undulation at AD ELEV PSN*	52
5	*MAG VAR / Annual change*	-19 (2020)/-0.6
6	AD operator, address, telephone, telefax, e-mail, AFS address and, if available, website address	Authority Supervising the aerodrome and remarks: PRIV AD CHF Primkop Airport Management (PTY) LTD P.O BOX 6425, Nelspruit, 1200 TEL: (013) 753 7500 Airport Manager: Marius Nel: 083 626 4903 FAX: (013) 753 7555 Email: Marius@kmiairport.co.za www.kmiairport.co.za ATC TEL: (013) 753 7520/751 2917 ATC FAX: (013) 751 2910 MET: TEL: 082 233 8401/2 FAX: 013 751 3804
7	*Types of traffic permitted (IFR / VFR)*	IFR/VFR
8	*Remarks*	NIL INFO AVBL

FAKN AD 2.3 OPERATIONAL HOURS

1	*AD Operator*	MON-FRI: 0500 - 1700
2	*Customs and immigration*	MON-SUN: 0500 - 1700 (After HR call out)
3	*Health and sanitation*	MON-SUN: 0500 - 1700 (After HR Call out)
4	*AIS briefing office*	MON-SUN: 0500 - 1700
5	*ATS reporting office (ARO)*	0200 - 1830
6	*MET briefing office*	NIL INFO AVBL
7	*ATS*	MON-SUN: 0500 - 1700
8	*Fuelling*	MON-SUN: 0500 - 1700 (After HR call out)
9	*Handling*	MON-SUN: 0500 - 1700
10	*Security*	H24
11	*De-icing*	NIL INFO AVBL

12	*Remarks*	Customs and Immigration and Health and Sanitation are AVBL outside of operational hours on request. Requests for after hour service are to be submitted in writing at least 48hours in advance. Request can be faxed to (013) 753 7555

FAKN AD 2.4 HANDLING SERVICES AND FACILITIES

1	*Cargo-handling facilities*	To be arranged with airport management
2	*Fuel and Oil types*	Jet A1, AVGAS, OIL: Ashless/Straight mineral
3	*Fuelling facilities and capacity*	Jet A1, 240 000 litres, AVGAS - 30 000 litres
4	*De-icing facilities*	NIL INFO AVBL
5	*Hangar space for visiting aircraft*	NIL INFO AVBL
6	*Repair facilities for visiting aircraft*	NIL INFO AVBL
7	*Remarks*	NIL INFO AVBL

FAKN AD 2.5 PASSENGER FACILITIES

1	*Hotels*	Nelspruit and white river
2	Restaurants	Airport restaurant and coffee bar
3	*Transportation*	Car hire companies
4	*Medical facilities*	NIL on AP, only minor injuries
5	*Bank and Post Office*	NIL INFO AVBL
6	*Tourist office*	NIL INFO AVBL
7	*Remarks*	NIL INFO AVBL

FAKN AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	*AD category for fire fighting*	CAT VI, HOD: MON-SUN: 0500 - 1700 Two shifts system: Shift A: 6 Personnel and Shift B: 6 Personnel
2	*Rescue equipment*	2 x fire tenders - 16 000 litres of water, 1000 litre of foam, 500 KG Dry Chemical Powder (including jaws of life and Self Contained Breathing Apparatus(es))
3	*Capability for removal of disabled aircraft*	MOU in place to remove disabled aircraft. Towing services TEL: 013 753 2977
4	*Remarks*	MOU in places with local authorities including: Ambulance, Fire, Hospitals and Government forces to assist in an emergency.

FAKN AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	*Types of clearing equipment*	NIL INFO AVBL

FAKN AD 2.17 ATS AIRSPACE

1	*Designation and lateral limits*	CTR a. From a point at 252553.95S 0305608.58E thence a straight line to a point at 251251.32S 0310554.14E b.Thence clockwise along the arc of a circle, radius 10 NM and centered at 252251.70S 0310640.05E to a point at 251923.36S 0311701.44E c.Thence a straight line to a point at 253253.33S 0310656.56E d.Thence clockwise along the arc of a circle, radius 10 NM, and centered at 252251.70S 0310640.05E back to the starting point at 252553.95S 0305608.58E
2	*Vertical limits*	GND/5500 FT ALT
3	*Airspace classification*	Class C
4	*ATS unit call-sign Language*	Kruger Tower, English
5	*Transition altitude*	9000 FT ALT
6	*Remarks*	The Spionskop airfield, which falls within the CTR is for exclusive use by the owner only. All traffic utilizing the airfield must enter from the west not above 3500 FT ALT and exit to the west not above 3500 FT ALT.

FAKN AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	*Call sign*	*Frequency*	*Hours of operation*	*Remarks*
1	2	3	4	5
TWR/APP	Kruger Tower	119.2 MHz	MON-SUN: 0500-1700	TWR/APCH combined
Apron	Apron	122.65 MHz	NIL INFO AVBL	NIL

FAKN AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of supported OP (for VOR/ILS/ MLS, give declination)	*ID*	*Frequency*	*Hours of operation*	*Position of transmitting antenna coordinates*	*Elevation of DME transmitting antenna*	*Remarks*
1	2	3	4	5	6	7
DME (/)	PKI	109.1 MHz	H24	252324.1S 0310606.8E	NIL INFO AVBL	DME PKI co-located with ILS GP antenna
DVOR/DME (/)	PKV	112.5 MHZ CH: 72X	H24	252251.69S 0310640.05E	2868 FT	Power Output 50W
NDB (/)	PK	405 KHZ	H24	252300.86S 0310632.14E	NIL INFO AVBL	Power Outputn100W

Type of aid, MAG VAR, Type of supported OP (for VOR/ILS/ MLS, give declination)	*ID*	*Frequency*	*Hours of operation*	*Position of transmitting antenna coordinates*	*Elevation of DME transmitting antenna*	*Remarks*
1	2	3	4	5	6	7
GP (RWY05)	PKI	331.4 MHZ	H24	252324.1S 0310606.8E	NIL INFO AVBL	ICAO CAT I
ILS LOC (RWY05)	PKI	109.1 MHZ	H24	252212.2S 0310655.3E	NIL INFO AVBL	ICAO CAT I ILS

FAKN AD 2.20 LOCAL AERODROME REGULATIONS

NIL INFO AVBL

FAKN AD 2.21 NOISE ABATEMENT PROCEDURES

NIL INFO AVBL

FAKN AD 2.22 FLIGHT PROCEDURES

Procedures for IFR flights within FAKN TMA
1) All circuit traffic at FAKN to be conducted to the east of the RWY 05/23 at 4000 FT ALT.
Remarks
These clearances shall only be valid during daylight and VMC operations.
IFR/IFR separations
1) Traffic departing RWY 05, that is established on track WIV and has passed 15 DME PKI, is deemed separatedwIth traffic established in the hold at PK, for the NDB/DME/ILS only, or has commenced the approach for the NDB/DME/ILS approach on RWY 05
2) Traffic departing RWY 05, that is established on track WIV and has passed 15 DME PKI, is deemed separated with traffic established on the localizer or is inbound to the PK NDB from VMS or ITMIX direction.
Procedure within FAKN CTR
All aircraft intending to depart from unmanned airfield or airstrip inside the CTR, are to establish 2 way communications with FAKN ATC on frequency 119.20 MHz before take-off, alternatively contact the ATC on TEL: 013 751 2917 before take-off. This will be required during hours of service.

FAKN AD 2.23 ADDITIONAL INFORMATION

Pilots to exercise caution due to high levels of bird activity and wild animals at the AD.

2	*TLOF and/or FATO elevation M/FT*	NIL INFO AVBL
3	*TLOF and FATO area dimensions, surface, strength, marking*	NIL INFO AVBL
4	*True BRG of FATO*	NIL INFO AVBL
5	*Declared distance available*	NIL INFO AVBL
6	*APP and FATO lighting*	NIL INFO AVBL
7	*Remarks*	1) Inbound non-wheeled helicopters will be directed by ATC onto Heliports on C apron. 2) No helicopter may land, taxi or take off between the hangars. 3) No dedicated helicopter landing area available. 4) All helicopters must approach and land on TWY/RWY only. 5) All helicopters must take-off from TWY/RWY only. 6) If heliport occupied, helicopters will be directed to land on TWY and make contact with apron to allocate alternative parking bay. Helicopter will then contact ATC to reposition to bay

FALA AD 2.17 ATS AIRSPACE

1	*Designation and lateral limits*	CTR The area bounded by lines drawn as follows excluding FAP64 - Pelindaba: a) From a point at 255228.70S 0275159.44E along a straight line to a point at 254923.60S 0275542.43E. b) Thence a straight line along the eastern border of FAP64 to a point at 254754.23S 0275729.06E. c) Thence a straight line to a point at 254729.47S 0275758.82E. d) Thence a straight line to a point at 254837.17S 0275932.41E. e) Thence a straight line to a point at 255048.61S 0280126.98E. f) Thence a straight line to a point at 255810.04S 0280131.85E. g) Thence a straight line to a point at 255932.73S 0275951.61E. h) Thence a straight line to a point at 260426.99S 0275357.29E. i) Thence clockwise along the arc of a circle, radius 5NM, and centered at 260037.25S 0275022.33E to a point at 255705.60S 0274625.81E. j) Thence a straight line back to the starting point at 255228.70S 0275159.44E.
2	*Vertical limits*	6500FT ALT/GND
3	*Airspace classification*	C
4	*ATS unit call-sign Language*	English
5	*Transition altitude*	8000FT
6	*Remarks*	Except where otherwise authorized, no aircraft is to be operated within this airspace unless two-way radio contact is maintained with ATC. Warning: Sky Lanterns released within the aerodrome vicinity

FALA AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	*Call sign*	*Frequency*	*Hours of operation*	*Remarks*
1	2	3	4	5
TWR/APP	Lanseria Tower	124.0 MHztransmits andreceives	H24	NIL
ATIS	NIL INFO AVBL	127.65 MHz	H24	Dedicated ATIS
SMC	Lanseria Ground	121.65 MHztransmits andreceives	MON -SUN:0345-1700	NIL
Apron	Lanseria Apron	122.85 MHz	H24	Non ATC service, onlyparking allocation andhazard information.

FALA AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of supported OPS (for VOR/ ILS/ MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DVOR	LIV	117.4 MHztransmits	H24	255656.14S027 5448.86E	NIL INFO AVBL	NIL
UHF DME	LIV	1145 MHztransmits &1208 MHzreceives	H24	255647.90S027 5503.40E	1393M	Channel 121xCo-axiallycollo-cated withDVOR.
ILS LOCRWY 07	LAI	110.7 MHz	H24	255544.60S027 5618.80E	1337M	NIL
ILS GPRWY 07	-	330.2 MHz	H24	255649.80S027 5507.10E	1374M	Channel 44xAngle 3º
UHF DME	LAI	110.7 MHz	H24	255649.70S027 5507.10E	1379M	Co-located withILS LOC

INSTRUMENT APPROACH CHART

AERODROME ELEV 4521'
HEIGHTS RELATED TO THR RWY 07 - ELEV 4521'

FALA APN: 122.85 JOHANNESBURG APP S: 124.50
SMC: 121.65 E: 124.50
TWR: 124.00 W: 123.70
ATIS: 127.65 SMC: 121.90

LANSERIA INTL RNAV(GNSS) RWY 07

CAT A - D

ELEV, ALT & HGT IN FEET
DIST IN NM
BRG ARE MAG
VAR 18°W (2015)

VOR, DME & RADAR REQUIRED

MISSED APCH COM FAILURE PROCEDURE

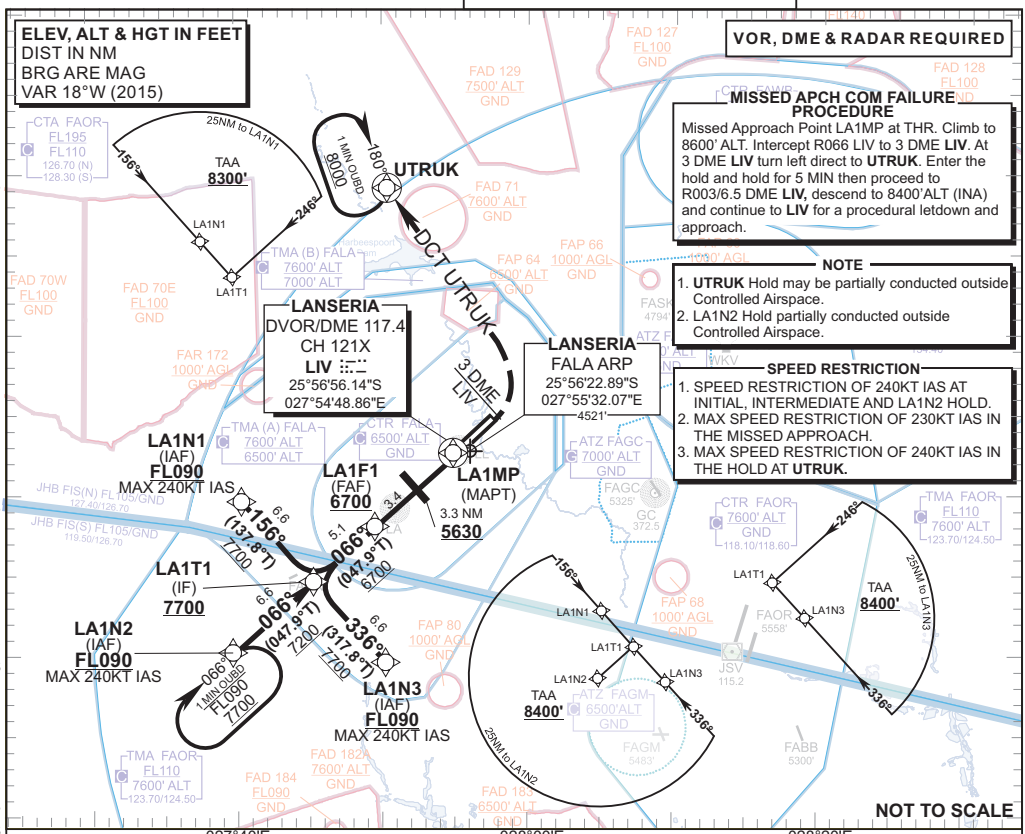
Missed Approach Point LA1MP at THR. Climb to 8600' ALT. Intercept R066 LIV to 3 DME **LIV**. At 3 DME **LIV** turn left direct to **UTRUK**. Enter the hold and hold for 5 MIN then proceed to R003/6.5 DME **LIV,** descend to 8400'ALT (INA) and continue to **LIV** for a procedural letdown and approach.

NOTE

1. **UTRUK** Hold may be partially conducted outside Controlled Airspace.
2. LA1N2 Hold partially conducted outside Controlled Airspace.

SPEED RESTRICTION

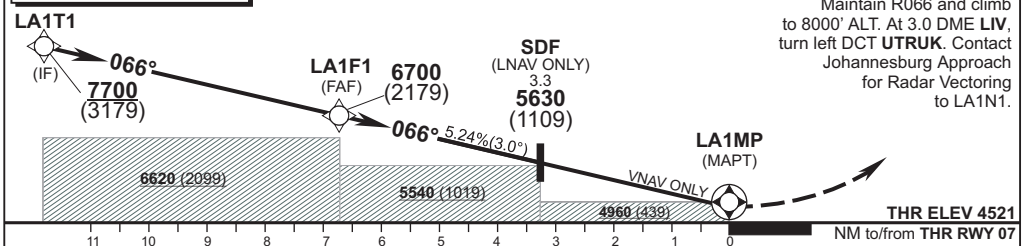
1. SPEED RESTRICTION OF 240KT IAS AT INITIAL, INTERMEDIATE AND LA1N2 HOLD.
2. MAX SPEED RESTRICTION OF 230KT IAS IN THE MISSED APPROACH.
3. MAX SPEED RESTRICTION OF 240KT IAS IN THE HOLD AT **UTRUK.**



DIST (NM) to LA1MP	6.7	6	5	4	3	2	1
ADVISORY ALT (HGT)	***6700*** (2179)	***6490*** (1969)	***6170*** (1649)	***5850*** (1329)	***5530*** (1009)	***5210*** (689)	***4890*** (369)

TRANSITION ALT **8000**
TRANSITION LEVEL **ATC**

MISSED APPROACH:
Maintain R066 and climb to 8000' ALT. At 3.0 DME **LIV**, turn left DCT **UTRUK**. Contact Johannesburg Approach for Radar Vectoring to LA1N1.



CHANGE: MOCA Profile view

Straight-in Approach			MIN TEMP: -5°C	A	B	C	D
LNAV/VNAV		2.5%**OCA**(H)	***5600*** (1079)				
		5.0%**OCA**(H)	***4860*** (339)				
LNAV ONLY	With SDF	2.5%**OCA**(H)	***5836*** (1315)				
		4.8%**OCA**(H)	***5224*** (703)				
		RVR	**1500m**		**2000m**		
		ALS OUT	**1500m**		**2000m**		
Circling	Entirely at Pilots discretion		***5320*** (799)		***5930*** (1409)	**PROHIBITED**	

GS	KT	80	100	120	140	160
LA1F1 to LA1MP	M:S	**5:02**	**4:01**	**3:21**	**2:52**	**2:31**
Rate of descent	FPM	**425**	**531**	**637**	**743**	**849**

NOTE:
1. No turn before MAPT.
2. ACFT on Missed Approach to maintain listening watch on 125.8 MHZ.
3. CAT D Circling Prohibited.

CHANGE: Column 'Flyover' - FAF LA1F1 updated

INSTRUMENT APPROACH CHART FOR FALA RWY 07												
Path Descriptor	Waypoint Identifier	Latitude	Longitude	Flyover	Course °M(°T)	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT IAS)	Magnetic Variation	VPA/TCH	Navigation Specification
IAF	**LA1N1**	25°59'57.74"S	027°40'15.92"E	N	156° (137°.8)	6.6	-	FL090	-	-	-	RNP APCH
IF	**LA1T1**	26°04'52.44"S	027°45'10.91"E	N	-	-	-	7700	-	-	-	RNP APCH
IAF	**LA1N2**	26°09'18.92"S	027°39'44.47"E	N	066° (047.9)	6.6	-	FL090	-	-	-	RNP APCH
IF	**LA1T1**	26°04'52.44"S	027°45'10.91"E	N	-	-	-	7700	-	-	-	RNP APCH
IAF	**LA1N3**	26°09'46.96"S	027°50'06.31"E	N	336° (317.8)	6.6	-	FL090	-	-	-	RNP APCH
IF	**LA1T1**	26°04'52.44"S	027°45'10.91"E	N	066° (047.9)	5.1	-	7700	-	-	-	RNP APCH
FAF	**LA1F1**	26°01'24.73"S	027°49'24.90"E	N	066° (047.9)	3.4	-	6700	-	-	-	RNP APCH
MAPT	**LA1MP**	25°56'53.84"S	027°54'55.55"E	Y	066° (047.8)	3.3	-	+5840	-230	-	-3.0°/50	RNP APCH
MATF	**3DME LIV**			N	-	-	LEFT	-	-	-	-	RNP APCH
MAHF	**UTRUK**	25°40'32.98"S	027°49'57.29"E	Y	180° (162°)	-	RIGHT	+8000	-240	-	-	RNP APCH

ENR HOLDING			
FACILITY	**INBOUND TRACK**	**MAX FL**	**FACILITY**
LA1N2 26°09'18.92"S 027°39'44.47"E	066°M/047.9°T	FL090 / 7700'ALT	Right hand racecourse pattern. 1 MIN Outbound leg.

ENR HOLDING			
FACILITY	**INBOUND TRACK**	**MAX FL**	**FACILITY**
UTRUK 25°40'32.98"S 027°49'57.29"E	180°M/162°T	FL460 / 8000' ALT	Right hand racecourse pattern. 1 MIN Outbound leg.

FALM AD 2.17 ATS AIRSPACE

1	*Designation and lateral limits*	CTR The area bounded by lines drawn as follows: a. From a point 233220.932S 0291215.615E, a straight line to a point 230000S 0292245E. b. Thence a straight line to a point at 230000S 0300017E. c. Thence clockwise along the arc of a circle radius of 20NM, centred on 230930.55S 0294111.18E to the point at 231500S 0300204E. d. Thence a straight line to the point at 232702.102S 0295730.715E. e. Thence a straight line to the point 232703.592S 0293523.009E. f. Thence a straight line to the point 234305S 0293000E. g. Thence a straight line to a point 233841.598S 0292352.817E. h. Thence a straight line to the starting point at 233220.932S 0291215.615E.
2	*Vertical limits*	8000FT ALT GND
3	*Airspace classification*	Class C. Class “G” airspace outside ATC HR of SER. Pilots to BCST on Freq 121.2MHz.
4	*ATS unit call-sign* *Language*	Makhado Tower English
5	*Transition altitude*	8000FT AMSL
6	*Remarks*	NIL

FALM AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	*Call sign*	*Frequency*	*Hours of operation*	*Remarks*
1	2	3	4	5
ATIS	Makhado	115.0MHz	0430-1330	NIL
BCP/OPS	Makhado	133.45MHz	0500-1330	NIL
Ground	Makhado	121.75MHz	0430-1330	
Tower	Makhado	119.8MHz	0430-1330	NIL
Approach	Makhado	121.2MHz	0430-1330	NIL
Information	Lowveld	119.0MHz/ 123.3MHz	MON-FRI: 0600-1300 Weekends and Public HOL: 0700-1300	NIL
VDF Available	NIL	NIL INFO AVBL	NIL INFO AVBL	NIL
GCA Circuit	NIL	NIL INFO AVBL	NIL INFO AVBL	NIL
Final	NIL	NIL INFO AVBL	NIL INFO AVBL	NIL
STBY	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL
Other 2SQN OPS	2 SQN OPS	133.85MHz	0430-1330	NIL

FALM AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of supported OP (for VOR/ILS/ MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS LOC	LTI	111.1 MHz	H24	230935.48S 0294309.86E	3073 FT	NIL
ILS GP	LTI	331.7 MHz	H24	230941.96S 0294046.60E	3072 FT	NIL
VOR DME	LTV	115.0MHz (CH 97X)	H24	230930.71S 0294111.18E	3046 FT	NIL

FALM AD 2.20 LOCAL AERODROME REGULATIONS

NIL

FALM AD 2.21 NOISE ABATEMENT PROCEDURES

Standard

FALM AD 2.22 FLIGHT PROCEDURES

NIL

FALM AD 2.23 ADDITIONAL INFORMATION

-All MIL aerodromes are unlicensed therefor this aerodrome may not be nominated as an alternate destination for civilian flights. Diversion and landing in Emergency only.
-Prior permission required from C SANDF to utilize aerodrome facilities.
-Airfield unmanned after hours of service. ATS on STBY (30min) will notify applicable ATSU's should the airfield and airspace be manned with operations outside NML HOD.
-CAUTION: High mountains 8NM N of AD
-Radio control ACFT operating GND/2000FT AGL in vicinity of the following coordinates 231028.8S 0294247.8E.
-Blasting around aerodrome, ATC will advise

FALM AD 2.24 CHARTS RELATED TO AN AERODROME

AD	-AD-01
Radar Terrain Clearance	-RAD-01
VOR/DME/ILS 10	-ILS-01

FALW AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of supported OPS (for VOR/ ILS/ MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS LOC	LWI	108.9 MHz	H24	325854.46S018 0957.53E	105 FT	NIL
VOR DME	LWV	117.0 MHzCH 117X	H24	325858.28S018 0949.94E	106 FT	NIL
ILS GP	LWI	329.3 MHz	H24	325741.47S018 1005.13E	103 FT	NIL

FALW AD 2.20 LOCAL AERODROME REGULATIONS

1. No Medium or Heavy ACFT allowed BTN Hanger 2 and Hanger 5.

FALW AD 2.21 NOISE ABATEMENT PROCEDURES

Standard

FALW AD 2.22 FLIGHT PROCEDURES

1) Circuit Procedures
Circuit altitude: Piston engine aircraft - 1100 FT AMSL
Jet engine aircraft - 1600 FT AMSL
Turbine engine aircraft - 1600 FT AMSL
RWY 02L in use - Left hand circuit
RWY 20R in use - Right hand circuit
RWY 02R in use - Right hand circuit
RWY 20L in use - Left hand circuit
RWY 16 in use - Left hand circuit
RWY 34 in use - Right hand circuit
RWY 07 in use - Left hand circuit
RWY 25 in use - Right hand circuit
2) RWY07/25 - VFR OPS only.
3)No landing T available.

FALW AD 2.23 ADDITIONAL INFORMATION

- Concrete RWY shoulders not to be used due to lack of reinforcement and possibility of sinkholes.
- Airfield unmanned after hours of service. ATS on STBY (30 min) will notify applicable ATSUs should the airfield and airspace be manned with operations NML HOD.
- Diversion and landing in EMERG only.
- Prior authorisation from Chief of South African National Defence Force required to make use of the aerodrome facilities.

FALW AD 2.24 CHARTS RELATED TO AN AERODROME

AD Radar Chart	-AD-01 -RAD-01

FAMJ AD 2.13 DECLARED DISTANCES

RWY Designator	*TORA (M)*	*TODA (M)*	*ASDA (M)*	*LDA (M)*	*Remarks*
1	2	3	4	5	6
14	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL
32	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL

FAMJ AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	*APCH LGT Type LEN INTST*	*THR LGT colour WBAR*	*VASIS (MEHT) PAPI*	*TDZ LGT LEN*	*RWY Centre Line LGT Length, spacing, colour, INSTST*	*RWY Edge LGT LEN, spacing, colour, INSTST*	*RWY End LGT colour WBAR*	*SWY LGT LEN (M) colour*	*Remarks*
1	2	3	4	5	6	7	8	9	10
14	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	See below.
32	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	
Remarks: RWY and TWY lighting available: Remote switching: 3 clicks on microphone button 122.2 MHz switches lights on. Light switch off after 15 minutes.									

FAMJ AD 2.15 OTHER LIGHTING SYSTEMS, SECONDARY POWER SUPPLY

1	*ABN/IBN location, characteristics and hours of operation*	NIL INFO AVBL
2	*LDI location and LGT Anemometer location and LGT*	NIL INFO AVBL
3	*TWY edge and centre line lighting*	NIL INFO AVBL
4	*Secondary power supply and switch-over time*	NIL INFO AVBL
5	*Remarks*	NIL

FAMJ AD 2.16 HELICOPTER LANDING AREA

1	*Coordinates TLOF or THR of FATO Geoid undulation*	NIL INFO AVBL
2	*TLOF and/or FATO elevation M/FT*	NIL INFO AVBL

3	*TLOF and FATO area dimensions, surface, strength, marking*	NIL INFO AVBL
4	*True BRG of FATO*	NIL INFO AVBL
5	*Declared distance available*	NIL INFO AVBL
6	*APP and FATO lighting*	NIL INFO AVBL
7	*Remarks*	NIL

FAMJ AD 2.17 ATS AIRSPACE

1	*Designation and lateral limits*	NIL
2	*Vertical limits*	NIL
3	*Airspace classification*	NIL
4	*ATS unit call-sign Language*	NIL
5	*Transition altitude*	NIL
6	*Remarks*	NIL

FAMJ AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	*Call sign*	*Frequency*	*Hours of operation*	*Remarks*
1	2	3	4	5
NIL	NIL	NIL	NIL	NIL

FAMJ AD 2.19 RADIO NAVIGATION AND LANDING AIDS

FAMJ AD 2.20 LOCAL AERODROME REGULATIONS

NIL INFO AVBL

FAMJ AD 2.21 NOISE ABATEMENT PROCEDURES

NIL INFO AVBL

FAMJ AD 2.22 FLIGHT PROCEDURES

NIL INFO AVBL

FAMJ AD 2.23 ADDITIONAL INFORMATION

NIL INFO AVBL

FAMJ AD 2.24 CHARTS RELATED TO AN AERODROME

AD -AD-01

Intentionally Left Blank

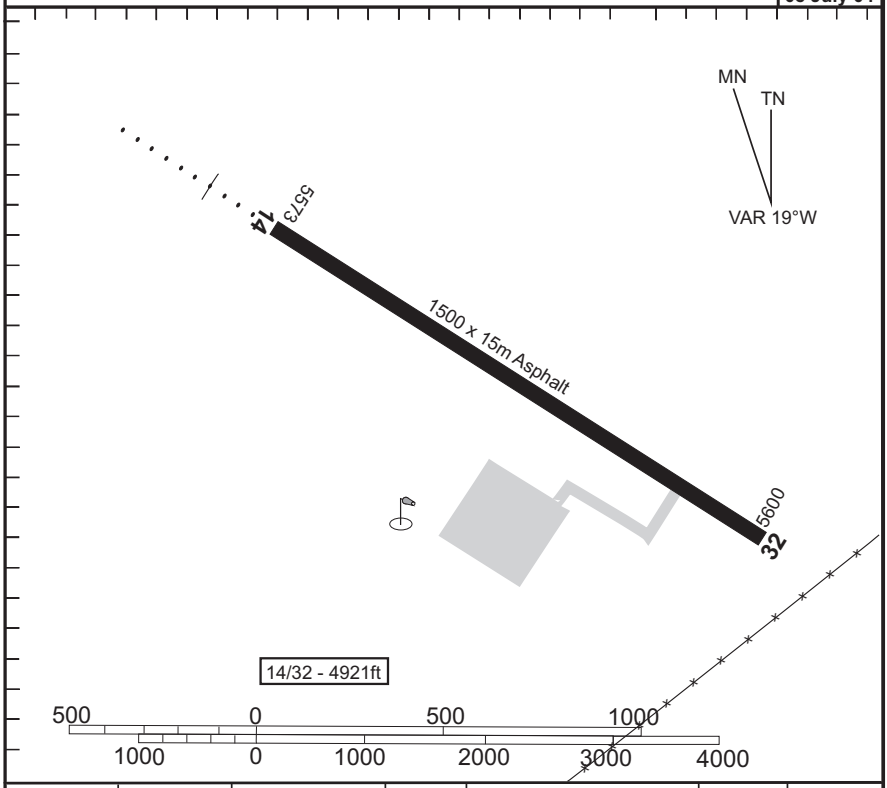
Elev	A/D	S27°04.6”
5600	REF PT	E029°46.3”

MAJUBA POWER STATION
AERODROME

FAMJ

MAJUBA
122.2 (Common Traffic Advisory)

AD-01
EFF
08 July 04



RWY	PAPI	APPROACH	THR	RUNWAY	L. DIST	SLOPE
14 (123°T)	P	SALS	Gr	RL	Full	N/A
32 (303°T)	Nil	Nil			Full	

OTHER LIGHTING: Nil

Pilot Activated RWY lights:
3 clicks on 122.2

CIRCLING:
North of A/D only

STOPWAYS

RUNWAY AVAILABILITY

1. **Obtructions**: Power Station South of A/D

Rev: Chart #.

WGS-84

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CAA South Africa

FAMM

FAMM AD 2.1 AERODROME LOCATION INDICATOR AND NAME

FAMM - GEORGE DICK MONTSHIOA

FAMM AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	*ARP co-ordinates and site at AD*	254826.81S 0253240.09E Mid-point of aerodrome
2	*Direction and distance from city*	9KM NW OF MMABATHO
3	*Reference Elevation/Reference temperature*	4181FT/24 C
4	*Geoid undulation at AD ELEV PSN*	85.3 FT
5	*MAG VAR / Annual change*	-17 (2018)/-0.5
6	*AD Administration, address, telephone, telefax, telex, AFS*	Department of Community Safety & Transport Management (NWP) Private Bag X 2119 Mmabatho 2735 AP TEL: (018) 385 1130/1120/1121/1006/1059/1052/1065/1027/1029/1132/1036 FAX: (018) 385 1037 ATC: TEL/FAX: (018) 385 1131 MET: (018) 385 1110 Airport Fire Services: (018) 385 1132 AFS: FAMMZTZX
7	*Types of traffic permitted (IFR / VFR)*	IFR/VFR
8	*Remarks*	NIL

FAMM AD 2.3 OPERATIONAL HOURS

1	*AD Operator*	MON - FRI: 0600 - 1430
2	*Customs and immigration*	NIL
3	*Health and sanitation*	NIL
4	*AIS briefing office*	NIL
5	*ATS reporting office (ARO)*	NIL
6	*MET briefing office*	0300 - 1800
7	*ATS*	MON - FRI: 0600 -1600; SAT: NIL; SUN: 1200 - 1600 HOD during Public Holidays will be notified via NOTAM.
8	*Fuelling*	NIL

9	*Handling*	NIL
10	*Security*	NIL
11	*De-icing*	NIL
12	*Remarks*	NIL

FAMM AD 2.4 HANDLING SERVICES AND FACILITIES

1	*Cargo-handling facilities*	NIL
2	*Fuel and Oil types*	NIL
3	*Fuelling facilities and capacity*	Not in operation.
4	*De-icing facilities*	NIL
5	*Hangar space for visiting aircraft*	NIL
6	*Repair facilities for visiting aircraft*	NIL
7	*Remarks*	NIL

FAMM AD 2.5 PASSENGER FACILITIES

1	*Hotels*	Mmabatho Palms, Mahikeng Protea hotels and several guest houses within 18km from the Airport.
2	Restaurants	McDonald's, Wimpy, and many more in town within 18km from the Airport.
3	*Transportation*	Avis and Europcar.
4	*Medical facilities*	First Aid room.
5	*Bank and Post Office*	Within 9km from Airport.
6	*Tourist office*	11 km from the Airport.
7	*Remarks*	NIL

FAMM AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	*AD category for fire fighting*	CAT 5. Two shifts, 10 personnel per shift.
2	*Rescue equipment*	Hurst Jaws of life, one set Champion Jaws of life, chain saw, pneumatic cutting and air chisels, high and low pressure lifting bags. One major tender 12 000L,1 200L & 250kg DCP, one rapid intervention (RIV) 520L, one grass unit 450L and one Ambulance.
3	*Capability for removal of disabled aircraft*	NIL
4	*Remarks*	HOD: MON, WED & FRI 0400 - 1700, TUE & THU 0600 - 1700. SAT and SUN no fire service is available. Service available on Public holidays except SAT and SUN. No water rescue services available, the airport relies on SAPS for water rescue services which are situated at Potchefstroom and Rustenburg.

FAMM AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	*Types of clearing equipment*	NIL
2	*Clearance priorities*	NIL
3	*Remarks*	NIL

FAMM AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	*Designation, surface and strength of aprons*	Concrete PCN 100
2	*Designation, width, surface and strength of taxiways*	A-25M, B- 14M and C- 8M Surface: Asphalt
3	*ACL location and elevation*	NIL
4	*VOR checkpoints*	NIL
5	*INS checkpoints*	NIL
6	*Remarks*	NIL

FAMM AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	*Use of aircraft stand ID signs, TWY guide lines and visual docking / parking guidance system of aircraft stands.*	NIL
2	*RWY and TWY markings and LGT*	NIL
3	*Stop bars*	NIL
4	*Remark*	NIL

FAMM AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID// Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
NIL	Radio mast	NIL	ELEV 4266 FT	Lighted	4 NM ESE

In Area 3					
OBST ID/ Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f

NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL

FAMM AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	*Associated MET office*	O R Tambo INTL
2	*Hours of service* *MET Office outside hours*	Observations 0300 - 1800 FAOR (082 233 9600/8800)
3	*Office responsible for TAF preparation* *Periods of validity*	O R Tambo Meteorological Office 9 -11 HR, 3 Hourly
4	*Trend forecast* *Interval of issuance*	Trend Hourly
5	*Briefing / consultation provided*	NIL
6	*Flight documentation / Language(s) used*	Standard ICAO format English
7	*Charts and other information available for briefing or consultation*	NIL
8	*Supplementary equipment available for providing information*	NIL
9	*ATS units provided with information*	TWR, APP, Area
10	*Additional information (limitation of service, etc.)*	Flight documentation and other Aviation related information available on website http://aviation.weathersa.co.za

FAMM AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWYNR	TRUE & MAG BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY-SWY
1	2	3	4	5	6	7
04	023DEG T/ 039DEG M	4499 X 45	LCN 100 ASPH	254901.86S 0253221.04E	4172FT	-0.163%
22	203DEG T/ 219M	4499 X 45	LCN 100 ASPH	254647.46S 0253324.64E	4148FT	+0.163%
SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M)	Location (which runway end) and description of arresting system (if any)	OFZ	Remarks

8	9	10	11	12	13	14
0	0	4619 X 150	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	Highest elevation of TDZ of precision APP RWY not available.
0	0	4619 X 150	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	

FAMM AD 2.13 DECLARED DISTANCES

RWY Designator	*TORA (M)*	*TODA (M)*	*ASDA (M)*	*LDA (M)*	*Remarks*
1	2	3	4	5	6
04	4499	4499	4499	4499	NIL
22	4499	4499	4499	4499	NIL

FAMM AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	*APCH LGT Type LEN INTST*	*THR LGT colour WBAR*	*VASIS (MEHT) PAPI*	*TDZ LGT LEN*	*RWY Centre Line LGT Length, spacing, colour, INSTST*	*RWY Edge LGT LEN, spacing, colour, INSTST*	*RWY End LGT colour WBAR*	*SWY LGT LEN (M) colour*	*Remarks*
1	2	3	4	5	6	7	8	9	10
04	SALS	Green	PAPI 3 DEG	white	NIL	White, last 600M amber	Red	NIL	See below.
22	SALS	Green	PAPI 3 DEG	white	NIL	White, last 600M amber	Red	NIL	

Remarks:
(1) Remote Switching: 3 clicks on microphone button on FREQ 119.3 MHz. Switches lights on. 5 & 7 clicks will increase light intensity. Lights switch OFF after 15 minutes.
(2) SALS and PAPI. SALS RWY 22 not connected to remote switching.
(3) TWY + Apron.

FAMM AD 2.15 OTHER LIGHTING SYSTEMS, SECONDARY POWER SUPPLY

1	*ABN/IBN location, characteristics and hours of operation*	NIL
2	*LDI location and LGT Anemometer location and LGT*	NIL
3	*TWY edge and centre line lighting*	Nil centreline lights, all TWY edge lights are blue.
4	*Secondary power supply and switch-over time*	Automated standby diesel generator provides power, supplies to the runway, taxiways, edge lights, floodlights and all radio communication in case ESKOM power supply fails - within 10 seconds.
5	*Remarks*	NIL

FAMM AD 2.16 HELICOPTER LANDING AREA

1	*Coordinates TLOF or THR of FATO Geoid undulation*	NIL
2	*TLOF and/or FATO elevation M/FT*	NIL
3	*TLOF and FATO area dimensions, surface, strength, marking*	NIL
4	*True BRG of FATO*	NIL
5	*Declared distance available*	NIL
6	*APP and FATO lighting*	NIL
7	*Remarks*	NIL

FAMM AD 2.17 ATS AIRSPACE

1	*Designation and lateral limits*	ATZ a) Clockwise along the arc of a circle, radius 5NM and centred at 254933.21S 0253206.19E.
2	*Vertical limits*	GND - 7500 FT ALT
3	*Airspace classification*	D
4	*ATS unit call-sign* *Language*	Mafikeng Tower English
5	*Transition altitude*	7 000 FT
6	*Remarks*	NIL

FAMM AD 2.18 ATS COMMUNICATION FACILITIES

1	*2*	*3*	*4*	*5*
Service designation	*Call sign*	*Frequency*	*Hours of operation*	*Remarks*
TWR	Mafikeng Tower	119.3 MHz	MON-FRI: 0600 - 1600 SAT: NIL SUN: 1200 - 1600. HOD during Public Holidays will be notified via NOTAM	NIL

FAMM AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of supported OP (for VOR/ILS/ MLS, give declination)	*ID*	*Frequency*	*Hours of operation*	*Position of transmitting antenna coordinates*	*Elevation of DME transmitting antenna*	*Remarks*
1	2	3	4	5	6	7
VOR/DME (/)	MMV	112.9 MHZ CH: 76X 1163 MHz transmits 1100 MHz receives	H24	254933.23S 0253206.20E	4128 FT	NIL
UHF DME		1163 MHz transmits 1100 MHz receives	H24	254933.23S 0253206.20E	4128 FT	Channel 76X coaxially collocated with VOR

FAMM AD 2.20 LOCAL AERODROME REGULATIONS

NIL

FAMM AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

FAMM AD 2.22 FLIGHT PROCEDURES

NIL

FAMM AD 2.23 ADDITIONAL INFORMATION

NIL

FAMM AD 2.24 CHARTS RELATED TO AN AERODROME

AD VOR A RWY 04	-AD-01 -VOR-01

FAMO

FAMO AD 2.1 AERODROME LOCATION INDICATOR AND NAME

FAMO - MOSSEL BAY (CP/KP)

FAMO AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	*ARP co-ordinates and site at AD*	340925S 0220341E (THR RWY 28)
2	*Direction and distance from city*	4 NM WNW of Mossel Bay Town
3	*Reference Elevation/Reference temperature*	526 FT/ 14°C
4	*Geoid undulation at AD ELEV PSN*	NIL INFO AVBL
5	*MAG VAR / Annual change*	27.5° W / 2021
6	AD operator, address, telephone, telefax, e-mail, AFS address and, if available, website address	PRIV AD CHF: Mossel Bay Aero Club, P O Box 345, Mossel Bay, 6500 TEL: +27 44 695 4025 FAX: +27 44 695 4025 E-mail: office@mosselbayaero.com Web: www.mosselbayaero.com
7	*Types of traffic permitted (IFR / VFR)*	VFR
8	*Remarks*	NIL

FAMO AD 2.3 OPERATIONAL HOURS

1	*AD Operator*	MON-FRI: 0600-1500
2	*Customs and immigration*	NIL
3	*Health and sanitation*	NIL
4	*AIS briefing office*	NIL
5	*ATS reporting office (ARO)*	NIL
6	*MET briefing office*	NIL
7	*ATS*	NIL
8	*Fuelling*	MON – SAT 0600 - 1500 After hours contact Bennie on +27 82 920 7709
9	*Handling*	NIL
10	*Security*	24 HR (Buildings only)
11	*De-icing*	NIL
12	*Remarks*	NIL

FAMO AD 2.4 HANDLING SERVICES AND FACILITIES

1	*Cargo-handling facilities*	NIL
2	*Fuel and Oil types*	MOGAS, AVGAS 100LL, JET A1, W100
3	*Fuelling facilities and capacity*	Fuel Pump - 80 000 L JET A1, 80 000 L AVGAS, 14000 Mogas
4	*De-icing facilities*	NIL
5	*Hangar space for visiting aircraft*	Yes (Prior arrangement)
6	*Repair facilities for visiting aircraft*	NIL
7	*Remarks*	Tie downs

FAMO AD 2.5 PASSENGER FACILITIES

1	*Hotels*	In Town
2	Restaurants	In Town
3	*Transportation*	Prior arrangement
4	*Medical facilities*	In Town
5	*Bank and Post Office*	In Town
6	*Tourist office*	In Town
7	*Remarks*	Clubhouse (Limited hours of duty) Flying Training - Starlite Aviation Group TEL: +27 44 692 0006 Fixed wing and helicopter Web: www.starliteaviation.com 617 Flight School, Fixed Wing, Roger Brink, CEL: +27 82 5775 100 Flying Medicals - Dr Eugene Marais: +27 44 693 1470

FAMO AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	*AD category for fire fighting*	CAT I Mossel Bay Municipality: Fire Department
2	*Rescue equipment*	Available at AD: Fire extinguishers, Fire hydrants and fire hoses.
3	*Capability for removal of disabled aircraft*	NIL
4	*Remarks*	NIL

FAMO AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	*Types of clearing equipment*	NIL
2	*Clearance priorities*	NIL
3	*Remarks*	NIL

FAMO AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	*Designation, surface and strength of aprons*	Surface: Asphalt Strength: NIL INFO AVBL
2	*Designation, width, surface and strength of taxiways*	Width: 7,5m Surface: Gravel / Asphalt Strength: NIL INFO AVBL
3	*ACL location and elevation*	Location: 340925S 0220341E; Elevation: 526 FT
4	*VOR checkpoints*	NIL
5	*INS checkpoints*	NIL
6	*Remarks*	NIL

FAMO AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	*Use of aircraft stand ID signs, TWY guide lines and visual docking / parking guidance system of aircraft stands.*	NIL
2	*RWY and TWY markings and LGT*	Runway Edge lights and Threshold lights. Photo cell daylight switch.
3	*Stop bars*	NIL
4	*Remark*	NIL

FAMO AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID// Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
NIL INFO AVBL	Hangar	340919S 0220400E	NIL INFO AVBL	NO LIGHTS	510 M from THR on final RWY 28
NIL INFO AVBL	High ground	1.2 NM NW THR RWY 10.	900 FT ALT	NIL INFO AVBL	NIL
NIL INFO AVBL	Building	400 M S of THR RWY 28	30 FT	NO LIGHTS	NIL

NIL INFO AVBL	Powerlines	NIL INFO AVBL	26 FT	NIL INFO AVBL	Parallel to RWY along old road to Mossel Bay.

In Area 3					
OBST ID/ Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL

FAMO AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	*Associated MET office*	Cape Town
2	*Hours of service* *MET Office outside hours*	NIL
3	*Office responsible for TAF preparation* *Periods of validity*	NIL
4	*Trend forecast* *Interval of issuance*	NIL
5	*Briefing / consultation provided*	NIL
6	*Flight documentation / Language(s) used*	NIL
7	*Charts and other information available for briefing or consultation*	NIL
8	*Supplementary equipment available for providing information*	NIL
9	*ATS units provided with information*	NIL
10	*Additional information (limitation of service, etc.)*	NIL

FAMO AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWYNR	TRUE & MAG BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY-SWY
1	2	3	4	5	6	7
10	072°T	1143 x 18	NIL INFO AVBL	340937.87S 0220259.57E	548 FT	NIL INFO AVBL
28	252°T	1143 x 18	NIL INFO AVBL	340925.05S 0220341.47E	544 FT	NIL INFO AVBL
SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M)	Location (which runway end) and description of arresting system (if any)	OFZ	Remarks
8	9	10	11	12	13	14
NIL	NIL	1203 X 60	NIL	NIL	NIL	NIL
NIL	NIL	1203 X 60	NIL	NIL	NIL	NIL

FAMO AD 2.13 DECLARED DISTANCES

RWY	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
10	1143	1143	1143	1143	NIL
28	1143	1143	1143	1143	NIL

FAMO AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	*APCH LGT Type LEN INTST*	*THR LGT colour WBAR*	*VASIS (MEHT) PAPI*	*TDZ LGT LEN*	*RWY Centre Line LGT Length, spacing, colour, INSTST*	*RWY Edge LGT LEN, spacing, colour, INSTST*	*RWY End LGT colour WBAR*	*SWY LGT LEN (M) colour*	*Remarks*
1	*2*	*3*	*4*	*5*	*6*	*7*	*8*	*9*	*10*
10	NIL	Green	NIL	NIL	NIL	1143M 47M White	Red	NIL	NIL
28	NIL	Green	NIL	NIL	NIL	1143M 47M White	Red	NIL	NIL

FAMO AD 2.15 OTHER LIGHTING SYSTEMS, SECONDARY POWER SUPPLY

1	*ABN/IBN location, characteristics and hours of operation*	NIL
2	*LDI location and LGT Anemometer location and LGT*	NIL
3	*TWY edge and centre line lighting*	NIL
4	*Secondary power supply and switch-over time*	NIL
5	*Remarks*	RWY lighting controlled by daylight switch.

FAMO AD 2.16 HELICOPTER LANDING AREA

1	*Coordinates TLOF or THR of FATO Geoid undulation*	NIL
2	*TLOF and/or FATO elevation M/FT*	NIL
3	*TLOF and FATO area dimensions, surface, strength, marking*	NIL
4	*True BRG of FATO*	NIL
5	*Declared distance available*	NIL
6	*APP and FATO lighting*	NIL
7	*Remarks*	NIL

FAMO AD 2.17 ATS AIRSPACE

1	*Designation and lateral limits*	NIL
2	*Vertical limits*	NIL
3	*Airspace classification*	NIL
4	*ATS unit call-sign Language*	NIL
5	*Transition altitude*	NIL
6	*Remarks*	NIL

FAMO AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	*Call sign*	*Frequency*	*Hours of operation*	*Remarks*
1	2	3	4	5
NIL	NIL	NIL	NIL	NIL

FAMO AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of supported OPS (for VOR/ ILS/ MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NIL	NIL	NIL	NIL	NIL	NIL	NIL

FAMO AD 2.20 LOCAL AERODROME REGULATIONS

1. Located in high density area (GND/3500 FT ALT).
2. Remain clear of FAGG TMA I (3500 FT/FL145).
3. Unmanned AD joining procedure by all fixed wing aircraft -Join overhead 2500 FT ALT on FAGG QNH. The dead side to the North of AD not below 1500FT ALT crossing extended RWY CL. Helicopters, Gyrocopters and micro lights join not above 1300 FT ALT on a downwind leg for RWY in use.
4. Fixed wing circuit 1500 FT ALT South of RWY 10/28.
Helicopters, Gyrocopters and micro lights circuit North of RWY 10/28 not above 1300 FT ALT.
5. Aircraft to remain clear of FAR 150 (GND/1500 FT ALT) 2NM West of THR RWY 10.
6. Avoid unnecessary low flying in the vicinity of the aerodrome.
Ostrich farming, horse riding school south of airfield and residential buildings near airfield.
7. Beware of model flying just North of threshold 28, which is manned on FREQ 124.20 MHz when active.
8. All arriving and departing aircraft to have two- way communication.
9. Parachute jumping DLY. Expect parachutes between GND/15,000FT ALT. Listen out on FREQ 124.20 MHz for paradrop calls. Avoid joining overhead during paradropping. Avoid take-off and landing during paradropping. Paradrop aircraft also in communication with FAGG APCH on FREQ 128.20 MHz.

FAMO AD 2.21 NOISE ABATEMENT PROCEDURES

Avoid unnecessary low approaches, residential buildings on final to RWY 28 and game park on final to RWY 10.

FAMO AD 2.22 FLIGHT PROCEDURES

See AD 2.20

FAMO AD 2.23 ADDITIONAL INFORMATION

1) Caution: Wind shear on approach to RWY 10 easterly winds in excess of 5 knots.
2) Zipline installed at Point Area, Mossel Bay. Launch site at: 341122.49S 0220900.13E (92.39 MSL) and slopes down to site at 341109.97S 0220933.42E (6.08 MSL).
Slope distance 939.7M, Horizontal distance 935.72M. Slope -9.224 PCT.

FAMO AD 2.24 CHARTS RELATED TO AN AERODROME

NIL	NIL

FANC AD 2.13 DECLARED DISTANCES

RWY Designator	*TORA (M)*	*TODA (M)*	*ASDA (M)*	*LDA (M)*	*Remarks*
1	2	3	4	5	6
29	1500	1500	1500	1400	NIL
11	1400	1400	1500	1400	NIL

FANC AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	*APCH LGT Type LEN INTST*	*THR LGT colour WBAR*	*VASIS (MEHT) PAPI*	*TDZ LGT LEN*	*RWY Centre Line LGT Length, spacing, colour, INSTST*	*RWY Edge LGT LEN, spacing, colour, INSTST*	*RWY End LGT colour WBAR*	*SWY LGT LEN (M) colour*	*Remarks*
1	2	3	4	5	6	7	8	9	10
11	NIL	Green W/Bar	PAPI 3°L	NIL	NIL	1500M 100M White	Red W/Bar	NIL	Edge lights last 400M yellow
29	NIL	Green W/Bar	PAPI 3°L	NIL	NIL	1500M 100M White	Red W/Bar	NIL	Edge lights last 400M yellow
Remote Switching of RWY Lighting: 7 Clicks on microphone button during a five second period on 124,8 MHz switches RWY lights on. Note: RWY lights will remain on for 20 minutes where after it will switch off automatically									

FANC AD 2.15 OTHER LIGHTING SYSTEMS, SECONDARY POWER SUPPLY

1	*ABN/IBN location, characteristics and hours of operation*	NIL INFO AVBL
2	*LDI location and LGT Anemometer location and LGT*	NIL INFO AVBL
3	*TWY edge and centre line lighting*	NIL INFO AVBL
4	*Secondary power supply and switch-over time*	NIL INFO AVBL
5	*Remarks*	NIL

FANC AD 2.16 HELICOPTER LANDING AREA

1	*Coordinates TLOF or THR of FATO Geoid undulation*	NIL INFO AVBL
2	*TLOF and/or FATO elevation M/FT*	NIL INFO AVBL

3	*TLOF and FATO area dimensions, surface, strength, marking*	NIL INFO AVBL
4	*True BRG of FATO*	NIL INFO AVBL
5	*Declared distance available*	NIL INFO AVBL
6	*APP and FATO lighting*	NIL INFO AVBL
7	*Remarks*	NIL

FANC AD 2.17 ATS AIRSPACE

1	*Designation and lateral limits*	NIL
2	*Vertical limits*	NIL
3	*Airspace classification*	NIL
4	*ATS unit call-sign Language*	NIL
5	*Transition altitude*	NIL
6	*Remarks*	NIL

FANC AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	*Call sign*	*Frequency*	*Hours of operation*	*Remarks*
1	2	3	4	5
NIL	NIL	NIL	NIL	NIL

FANC AD 2.19 RADIO NAVIGATION AND LANDING AIDS

FANC AD 2.20 LOCAL AERODROME REGULATIONS

NIL INFO AVBL

FANC AD 2.21 NOISE ABATEMENT PROCEDURES

NIL INFO AVBL

FANC AD 2.22 FLIGHT PROCEDURES

NIL INFO AVBL

FANC AD 2.23 ADDITIONAL INFORMATION

NIL INFO AVBL

FANC AD 2.24 CHARTS RELATED TO AN AERODROME

AD	-AD-01

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FAOB AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	*Designation, surface and strength of aprons*	Concrete / PCN: N/A.
2	*Designation, width, surface and strength of taxiways*	Taxiway A: Width 23M, taxiway B - H: Width 30M, Surface: ASPH, Strength: PCN: N/A
3	*ACL location and elevation*	NIL INFO AVBL
4	*VOR checkpoints*	NIL INFO AVBL
5	*INS checkpoints*	3 - 343348.6206S 0201508.3981E 4 - 343350.5447S 0201509.9997E
6	*Remarks*	NIL INFO AVBL

FAOB AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	*Use of aircraft stand ID signs, TWY guide lines and visual docking / parking guidance system of aircraft stands.*	NIL INFO AVBL
2	*RWY and TWY markings and LGT*	NIL INFO AVBL
3	*Stop bars*	NIL INFO AVBL
4	*Remark*	1. Marking aids: All runways, threshold, Touchdown, RWY designator, RWY centerline & holding points 2. Arrestor Barriers: RWY 17 and RWY 28 3. GND movement CTL: Freq 119.8MHz available with prior arrangement.

FAOB AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID// Designation	*OBST type*	*OBST position*	*ELEV/HGT*	*Markings/ Type, colour*	*Remarks*
a	*b*	*c*	*d*	*e*	*f*
NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	See below
- Windshear finals RWY 10/28 in strong wind conditions. - ACFT are not to touch down on or before the concrete section on threshold RWY 28 due to that section breaking up. - Three radio masts at position 1 NM west of RWY 35(98' AGL). Mast height 30 M and fitted with day/Night markings. - No marked taxilines on Apron B.					

In Area 3					
OBST ID/ Designation	*OBST type*	*OBST position*	*ELEV/HGT*	*Markings/ Type, colour*	*Remarks*

a	b	c	d	e	f
NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL

FAOB AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	*Associated MET office*	NIL INFO AVBL
2	*Hours of service* *MET Office outside hours*	NIL INFO AVBL
3	*Office responsible for TAF preparation* *Periods of validity*	NIL INFO AVBL
4	*Trend forecast* *Interval of issuance*	Hourly METAR given by TWR/ATIS
5	*Briefing / consultation provided*	NIL INFO AVBL
6	*Flight documentation / Language(s) used*	NIL INFO AVBL
7	*Charts and other information available for briefing or consultation*	NIL INFO AVBL
8	*Supplementary equipment available for providing information*	NIL INFO AVBL
9	*ATS units provided with information*	NIL INFO AVBL
10	*Additional information (limitation of service, etc.)*	NIL INFO AVBL

FAOB AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWYNR	*TRUE & MAG BRG*	*Dimensions of RWY (M)*	*Strength (PCN) and surface of RWY and SWY*	*THR coordinates RWY end coordinates THR geoid undulation*	*THR elevation and highest elevation of TDZ of precision APP RWY*	*Slope of RWY-SWY*
1	*2*	*3*	*4*	*5*	*6*	*7*
35	325°T	3110 x 44	ASPH LCN 70	343438.07S 0201611.55E	37 F	0.09U
17	145°T	3110 x 44	ASPH LCN 70	343315.43S 0201459.58E	46 FT	0.09D
10	075° T	2111 x 30	ASPH LCN 70	343333.14S 0201345.43E	52 FT	0.10D

28	255° T	2111 x 30	ASPH LCN 70	343316.24S 0201504.28E	45 FT	0.10U
SWY dimensions (M)	*CWY dimensions (M)*	*Strip dimensions (M)*	*RESA dimensions (M)*	*Location (which runway end) and description of arresting system (if any)*	*OFZ*	*Remarks*
8	*9*	*10*	*11*	*12*	*13*	*14*
NIL	NIL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	See Below
NIL	NIL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	See Below
NIL	NIL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	See Below
NIL	NIL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	See Below

Remarks:
Circuit Procedures
Circuit altitude: Piston engined aircraft - 1100FT AGL
Jet engined aircraft - 1500 FT AGL
Turbine engined aircraft - 1600 FT AGL
Initial - 2000FT AGL
RWY 35 in use - Right hand circuit
RWY 17 in use - Left hand circuit
RWY 10 in use - Left hand circuit
RWY 28 in use - Right hand circuit

ADDITIONAL INFORMATION:
1. No landing T available.
2. Avoid touch-down on concrete section of THR 28 due break-up of surface.
3. Wind shear on final approach RWY 10/28 in extreme wind conditions

FAOB AD 2.13 DECLARED DISTANCES

RWY Designator	*TORA (M)*	*TODA (M)*	*ASDA (M)*	*LDA (M)*	*Remarks*
1	2	3	4	5	6
17	3110	3110	3110	3110	NIL
35	3110	3110	3110	3110	NIL
10	2111	2111	2111	2111	NIL
28	2111	2111	2111	2111	NIL

FAOB AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	*APCH LGT Type LEN INTST*	*THR LGT colour WBAR*	*VASIS (MEHT) PAPI*	*TDZ LGT LEN*	*RWY Centre Line LGT Length, spacing, colour, INSTST*	*RWY Edge LGT LEN, spacing, colour, INSTST*	*RWY End LGT colour WBAR*	*SWY LGT LEN (M) colour*	*Remarks*
1	*2*	*3*	*4*	*5*	*6*	*7*	*8*	*9*	*10*
35	HIALS 900M	NIL INFO AVBL	PAPI (3.0°)	NIL INFO AVBL	AVBL	AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL
17	HIALS 900M	NIL INFO AVBL	PAPI (3.0°)	NIL INFO AVBL	AVBL	AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL
10	SALS	NIL INFO AVBL	PAPI (3.0°)	NIL INFO AVBL	NIL INFO AVBL	AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL
28	SALS	NIL INFO AVBL	PAPI (3.0°)	NIL INFO AVBL	NIL INFO AVBL	AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL

FAOB AD 2.15 OTHER LIGHTING SYSTEMS, SECONDARY POWER SUPPLY

1	*ABN/IBN location, characteristics and hours of operation*	NIL INFO AVBL
2	*LDI location and LGT Anemometer location and LGT*	NIL INFO AVBL
3	*TWY edge and centre line lighting*	NIL INFO AVBL
4	*Secondary power supply and switch-over time*	Emergency lighting & secondary supply available / 15 sec for switch over.
5	*Remarks*	NIL

FAOB AD 2.16 HELICOPTER LANDING AREA

1	*Coordinates TLOF or THR of FATO Geoid undulation*	NIL INFO AVBL
2	*TLOF and/or FATO elevation M/FT*	NIL INFO AVBL
3	*TLOF and FATO area dimensions, surface, strength, marking*	NIL INFO AVBL
4	*True BRG of FATO*	NIL INFO AVBL
5	*Declared distance available*	NIL INFO AVBL
6	*APP and FATO lighting*	NIL INFO AVBL
7	*Remarks*	NIL

FAOB AD 2.17 ATS AIRSPACE

1	*Designation and lateral limits*	CTR a) A circle radius 15 NM centred on a point at 343322.035S 0201449.70E
2	*Vertical limits*	GND/3500 FT ALT
3	*Airspace classification*	Class C. Class G airspace outside ATC HR of SER. Pilots to BCST on Freq 119.8MHz.
4	*ATS unit call-sign* *Language*	Overberg Approach English
5	*Transition altitude*	5000 FT AMSL
6	*Remarks*	NIL

FAOB AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	*Call sign*	*Frequency*	*Hours of operation*	*Remarks*
1	2	3	4	5
ATIS		115.4MHz		NIL
Ground	Overberg	119.8 MHz	MON-FRI: 0545-1415	Available with prior arrangement
Tower	Overberg	119.8 MHz	MON-FRI: 0545-1415	NIL
Approach	Overberg	119.8 MHz	MON-FRI: 0545-1415	NIL
Informational	Overberg	119.8 MHz	MON-FRI: 0545-1415	NIL
VDF Available	Yes			NIL

FAOB AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of supported OPS (for VOR/ ILS/ MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS LOC	OBI	110.9 MHz	H24	343303.32 S0201447.75E	46 FT	NIL
ILS GP		330.8 MHz	24 HR	343430.65 S0201557.99E	37 FT	NIL

VOR DME	OBV	115.4 MHz CH101X	24 HR	343322.03 S0201449.7E	43 FT	NIL

FAOB AD 2.20 LOCAL AERODROME REGULATIONS

NIL INFO AVBL

FAOB AD 2.21 NOISE ABATEMENT PROCEDURES

-Standard

FAOB AD 2.22 FLIGHT PROCEDURES

- FAOB is within FAR 147. Aircraft intending to enter require prior authorisation from the Chief Air Traffic Control Officer Overberg.
Tel: (028) 425 4079 during hours of service.

FAOB AD 2.23 ADDITIONAL INFORMATION

- All FPLs to FAOB must be addressed to FASFYVYX. this is to ensure receipt of FPLs after HRS.- Prior admission is necessary from the South African Chief of National Defence Force to make use of the aerodrome facilities- All MIL aerodromes are unlicensed therefore this aerodrome may not be nominated as an alternate destination for civilian flights. Diversion and landing in EMERG only.
- Diversion and landing in EMERG only
-Airfield unmanned after hours of service. ATS on STBY (45 min) will notify applicable ATSUs should the airfield and airspace be manned with operations outside normal hours of service.normal hours of service.
- Avoid area 3423.0S 02033.5E within 3NM radius due to vulture activities.

- Bird hazard exists on final approach to all runways.- Avoid area 3423.0S 02033.5E within 3NM radius due to vulture activities.

- Bird hazard exists on final approach to all runways.

FAOB AD 2.24 CHARTS RELATED TO AN AERODROME

AD	-AD-01
Radar Terrain Clearance	-RAD-01
RNAV (GNSS) RWY 17	-RNAV-01
Data tabulation	-RNAV-01A
RNAV (GNSS) RWY 35	-RNAV-02
Data tabulation	-RNAV-02A

FAPF AD 2.13 DECLARED DISTANCES

RWY Designator	*TORA (M)*	*TODA (M)*	*ASDA (M)*	*LDA (M)*	*Remarks*
1	2	3	4	5	6
15	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL
33	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL

FAPF AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	*APCH LGT Type LEN INTST*	*THR LGT colour WBAR*	*VASIS (MEHT) PAPI*	*TDZ LGT LEN*	*RWY Centre Line LGT Length, spacing, colour, INSTST*	*RWY Edge LGT LEN, spacing, colour, INSTST*	*RWY End LGT colour WBAR*	*SWY LGT LEN (M) colour*	*Remarks*
1	2	3	4	5	6	7	8	9	10
15	NIL	NIL	NIL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL
33	NIL	NIL	NIL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL

FAPF AD 2.15 OTHER LIGHTING SYSTEMS, SECONDARY POWER SUPPLY

1	*ABN/IBN location, characteristics and hours of operation*	NIL INFO AVBL
2	*LDI location and LGT Anemometer location and LGT*	NIL INFO AVBL
3	*TWY edge and centre line lighting*	NIL INFO AVBL
4	*Secondary power supply and switch-over time*	NIL INFO AVBL
5	*Remarks*	NIL

FAPF AD 2.16 HELICOPTER LANDING AREA

1	*Coordinates TLOF or THR of FATO Geoid undulation*	NIL INFO AVBL
2	*TLOF and/or FATO elevation M/FT*	NIL INFO AVBL
3	*TLOF and FATO area dimensions, surface, strength, marking*	NIL INFO AVBL
4	*True BRG of FATO*	NIL INFO AVBL

5	*Declared distance available*	NIL INFO AVBL
6	*APP and FATO lighting*	NIL INFO AVBL
7	*Remarks*	NIL

FAPF AD 2.17 ATS AIRSPACE

1	*Designation and lateral limits*	NIL
2	*Vertical limits*	NIL
3	*Airspace classification*	NIL
4	*ATS unit call-sign Language*	NIL
5	*Transition altitude*	NIL
6	*Remarks*	NIL

FAPF AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	*Call sign*	*Frequency*	*Hours of operation*	*Remarks*
1	2	3	4	5
NIL	NIL	NIL	NIL	NIL

FAPF AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of supported OPS (for VOR/ ILS/ MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7

FAPF AD 2.20 LOCAL AERODROME REGULATIONS

NIL INFO AVBL

FAPF AD 2.21 NOISE ABATEMENT PROCEDURES

NIL INFO AVBL

FAPF AD 2.22 FLIGHT PROCEDURES

NIL INFO AVBL

FAPF AD 2.23 ADDITIONAL INFORMATION

NIL INFO AVBL

FAPF AD 2.24 CHARTS RELATED TO AN AERODROME

AD	-AD-01

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FAPG

FAPG AD 2.1 AERODROME LOCATION INDICATOR AND NAME

FAPG - PLETTENBERG BAY

FAPG AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	*ARP co-ordinates and site at AD*	340517.37S 0231943.02E
2	*Direction and distance from city*	3 NM WSW
3	*Reference Elevation/Reference temperature*	465FT/
4	*Geoid undulation at AD ELEV PSN*	99.6
5	*MAG VAR / Annual change*	-27 (2018)/-0.10
6	*AD Operator, address, telephone, telefax, email, AFS Address and, if available, website address*	PUB AD CHF: Plettenberg Bay Airport, Private Bag X1002, Plettenberg Bay, 6600. TEL: (044) 501 3194/ 3362. FAX: (044) 533 9038
7	*Types of traffic permitted (IFR / VFR)*	IFR/VFR
8	*Remarks*	NIL

FAPG AD 2.3 OPERATIONAL HOURS

1	*AD Operator*	BITOU MUNICIPALITY - AD Operational hours: HJ
2	*Customs and immigration*	NIL
3	*Health and sanitation*	NIL
4	*AIS briefing office*	NIL
5	*ATS reporting office (ARO)*	NIL
6	*MET briefing office*	+2744 876 9232
7	*ATS*	NIL
8	*Fuelling*	Jet A1, AVGAS. MON-SUN: 0600-1400. Fuel after hours on request, with a service fee of R200.00. For further INFO CTC CEMAIR +2781 279 1178 / +2782 878 8587. NOTE: Pilots are REQ to stay clear of the E and W side of the apron when not refuelling and to OBS the signs demarcating the PRKG area. NOTE: Mastercard and Visa only.
9	*Handling*	NIL
10	*Security*	Gate security and apron CCTV
11	*De-icing*	NIL

12	*Remarks*	NIL

FAPG AD 2.4 HANDLING SERVICES AND FACILITIES

1	*Cargo-handling facilities*	NIL
2	*Fuel and Oil types*	Jet A1 and AVGAS
3	*Fuelling facilities and capacity*	Fuel farm - 30000 litres
4	*De-icing facilities*	NIL
5	*Hangar space for visiting aircraft*	NIL
6	*Repair facilities for visiting aircraft*	NIL
7	*Remarks*	NIL

FAPG AD 2.5 PASSENGER FACILITIES

1	*Hotels*	NIL
2	Restaurants	NIL
3	*Transportation*	On request - local transport companies.
4	*Medical facilities*	NIL
5	*Bank and Post Office*	NIL
6	*Tourist office*	NIL
7	*Remarks*	NIL

FAPG AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	*AD category for fire fighting*	CAT IV
2	*Rescue equipment*	4 Fire Fighters are dispatched to the airport for commercial operations as and when needed for aircraft that require RFFS to be on standby. Other Fire Fighters are available from the Bitou Municipality fire department when response is required. 4000L Water, 150L Foam and 100KG Dry Chemical Powder. Standard fire fighting equipment as per ICAO and SACAA requirements.
3	*Capability for removal of disabled aircraft*	Limited to CAT IV aircraft operations.
4	*Remarks*	Service available on request only.

FAPG AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	*Types of clearing equipment*	NIL
2	*Clearance priorities*	NIL

3	*Remarks*	NIL

FAPG AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	*Designation, surface and strength of aprons*	NIL INFO AVBL
2	*Designation, width, surface and strength of taxiways*	NIL INFO AVBL
3	*ACL location and elevation*	NIL INFO AVBL
4	*VOR checkpoints*	NIL
5	*INS checkpoints*	NIL
6	*Remarks*	ACFT PRKG Bay 2 Reserved for SKED FLT OPS only. ACFT PRKG for longer than 1HR must bring towbar, ACFT BLW 5700KG PRKG overnight shall be parked on the compacted area across FM the hanger.

FAPG AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	*Use of aircraft stand ID signs, TWY guide lines and visual docking / parking guidance system of aircraft stands.*	NIL
2	*RWY and TWY markings and LGT*	NIL
3	*Stop bars*	NIL
4	*Remark*	NIL

FAPG AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID// Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL

In Area 3					
OBST ID/ Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL

FAPG AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	*Associated MET office*	FAGG +2744 876 9232
2	*Hours of service* *MET Office outside hours*	NIL
3	*Office responsible for TAF preparation* *Periods of validity*	NIL
4	*Trend forecast* *Interval of issuance*	NIL
5	*Briefing / consultation provided*	NIL
6	*Flight documentation / Language(s) used*	NIL
7	*Charts and other information available for briefing or consultation*	NIL
8	*Supplementary equipment available for providing information*	NIL
9	*ATS units provided with information*	NIL
10	*Additional information (limitation of service, etc.)*	NIL

FAPG AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWYNR	TRUE & MAG BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY-SWY
1	2	3	4	5	6	7
12	099º	1240 x 20	ASPH LCN 20	340514.41S 0231921.02E	445 FT	+0.45%
30	279º	1240 x 20	ASPH LCN 20	340520.91S 0232008.85E	464 FT	-0.45%
SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M)	Location (which runway end) and description of arresting system (if any)	OFZ	Remarks
8	9	10	11	12	13	14
NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL

NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL

FAPG AD 2.13 DECLARED DISTANCES

RWY	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
12	1240	1240	1240	1240	NIL
30	1240	1240	1240	1240	NIL

FAPG AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	*APCH LGT Type LEN INTST*	*THR LGT colour WBAR*	*VASIS (MEHT) PAPI*	*TDZ LGT LEN*	*RWY Centre Line LGT Length, spacing, colour, INSTST*	*RWY Edge LGT LEN, spacing, colour, INSTST*	*RWY End LGT colour WBAR*	*SWY LGT LEN (M) colour*	*Remarks*
1	2	3	4	5	6	7	8	9	10
12	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL
30	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL

FAPG AD 2.15 OTHER LIGHTING SYSTEMS, SECONDARY POWER SUPPLY

1	*ABN/IBN location, characteristics and hours of operation*	NIL
2	*LDI location and LGT Anemometer location and LGT*	NIL
3	*TWY edge and centre line lighting*	NIL
4	*Secondary power supply and switch-over time*	NIL
5	*Remarks*	NIL

FAPG AD 2.16 HELICOPTER LANDING AREA

1	*Coordinates TLOF or THR of FATO Geoid undulation*	NIL
2	*TLOF and/or FATO elevation M/FT*	NIL
3	*TLOF and FATO area dimensions, surface, strength, marking*	NIL
4	*True BRG of FATO*	NIL
5	*Declared distance available*	NIL

6	*APP and FATO lighting*	NIL
7	*Remarks*	Landing on apron and grass permitted.

FAPG AD 2.17 ATS AIRSPACE

1	*Designation and lateral limits*	NIL
2	*Vertical limits*	NIL
3	*Airspace classification*	NIL
4	*ATS unit call-sign Language*	NIL
5	*Transition altitude*	NIL
6	*Remarks*	NIL

FAPG AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	*Call sign*	*Frequency*	*Hours of operation*	*Remarks*
1	2	3	4	5
NIL	NIL	NIL	NIL	NIL

FAPG AD 2.19 RADIO NAVIGATION AND LANDING AIDS

FAPG AD 2.20 LOCAL AERODROME REGULATIONS

Bay 1 is designated for scheduled aircraft operation only.
Small, light aircraft that will be parking at the airport for longer than 3 hours, will be allocated parking on the hard stand opposite the hangers. Operating Crew must communicate with Airport Staff.
Aircraft above 12500 lbs staying for more than 3 hours must provide for a towbar for movement of the aircraft.
Large Aircraft cannot be accommodated for extended periods of time in a day unless suitable arrangements have been made.

FAPG AD 2.21 NOISE ABATEMENT PROCEDURES

NIL INFO AVBL

FAPG AD 2.22 FLIGHT PROCEDURES

Note:
All departure routing west or northbound to contact FAGG APP on FREQ 128.2 MHz before entering the TMA. Departure to the east to remain clear of controlled airspace and to contact FACT FIS on FREQ 127.575MHz.

All TFC departing from Plettenberg Bay (FAPG) and are CLR of the FAPG circuit are to CTC George APP on FREQ 128.2 MHz for joining instructions or to activate their FPL. Outside of George APP HR of SER, ACFT are to BCST intentions on FREQ 128.2 MHz and CTC Cape Town area east on FREQ 124.7 MHz before joining the George TMA.

Pilots to exercise caution due to glider activity taking place between sunrise and sunset.
Pilots are to broadcast on 124.8 MHz

FAPG AD 2.23 ADDITIONAL INFORMATION

NIL INFO AVBL

FAPG AD 2.24 CHARTS RELATED TO AN AERODROME

AD	-AD-01
Instrument approach chart	
RNAV (GNSS) RWY 12	-RNAV-01
Data tabulation	-RNAV-01A
Instrument approach chart	
RNAV (GNSS) RWY 30	-RNAV-02
Data tabulation	-RNAV-02A

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AERODROME/ HELIPORT CHART - ICAO

34°05'17.37"S
023°19'43.02"E

ELEV 465'
GUND 99.6'

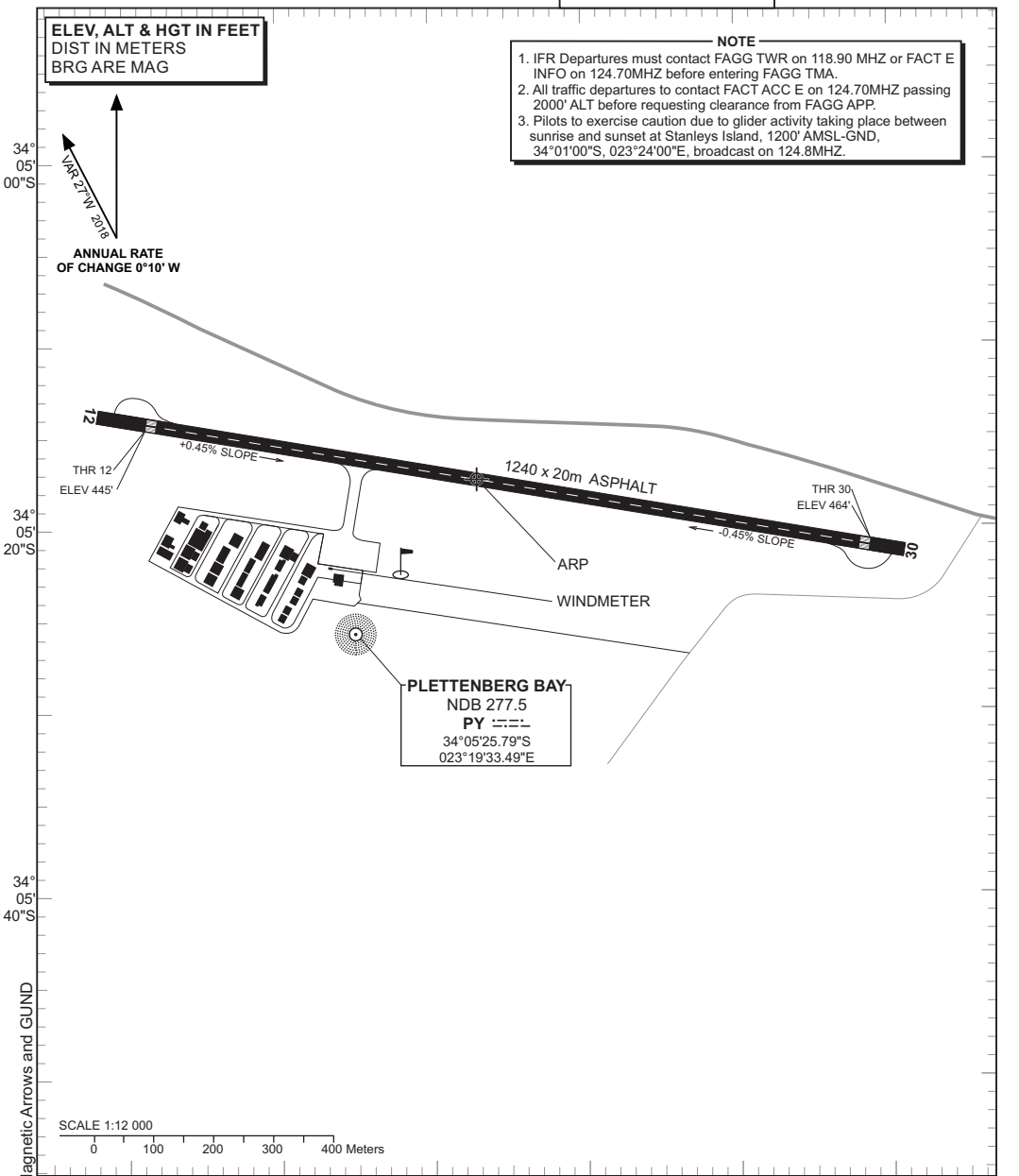
PLETTENBERG BAY
TIBA 124.80

PLETTENBERG BAY
FAPG

ELEV, ALT & HGT IN FEET
DIST IN METERS
BRG ARE MAG

NOTE

1. IFR Departures must contact FAGG TWR on 118.90 MHZ or FACT E INFO on 124.70MHZ before entering FAGG TMA.
2. All traffic departures to contact FACT ACC E on 124.70MHZ passing 2000' ALT before requesting clearance from FAGG APP.
3. Pilots to exercise caution due to glider activity taking place between sunrise and sunset at Stanleys Island, 1200' AMSL-GND, 34°01'00"S, 023°24'00"E, broadcast on 124.8MHZ.



CHANGE: True/ Magnetic Arrows and GUND

PHYSICAL CHARACTERISTICS

RWY	DIRECTION	THR COORDINATES	THR ELEVATION	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	SWY (m)	CWY (m)	SLOPE	SURFACE	BEARING STRENGTH	CIRCUIT
12	099°(T)	34°05'14.41"S 023°19'21.02"E	445'	1240	1240	1240	1240	0	0	0.0045U	ASPH	LCN 20	L
30	279°(T)	34°05'20.91"S 023°20'08.85"E	464'	1240	1240	1240	1240	0	0	0.0045D			R

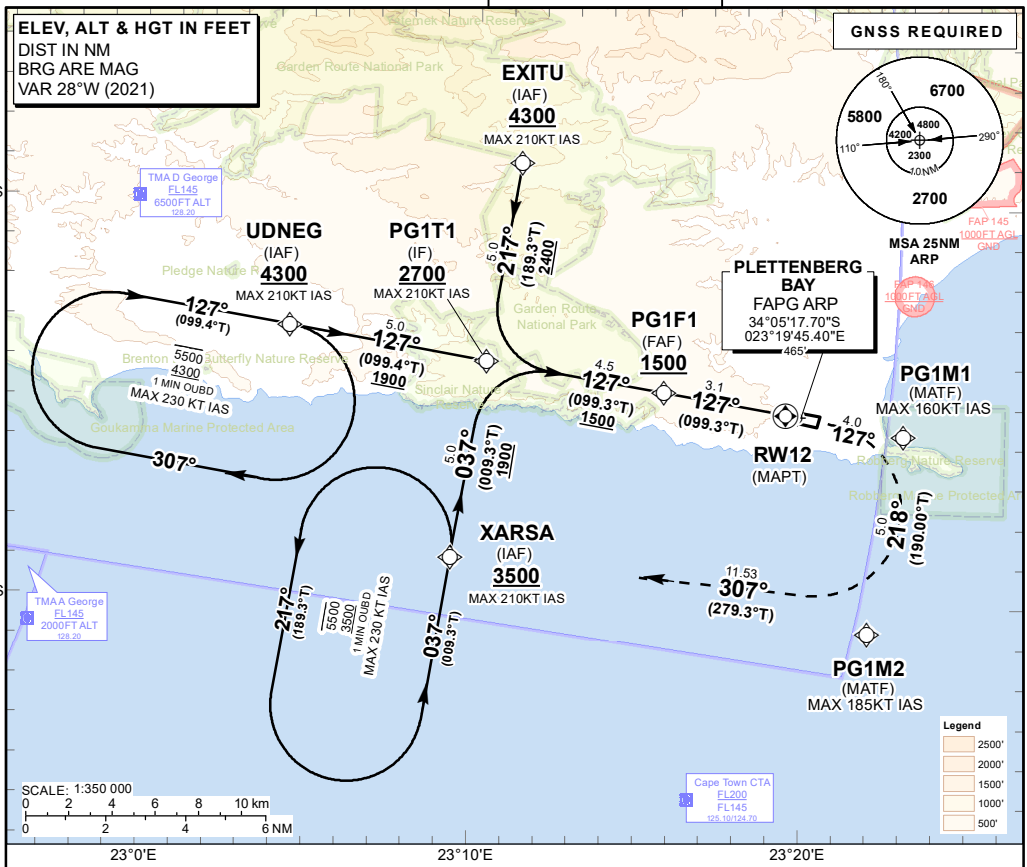
INSTRUMENT APPROACH CHART

AERODROME ELEV 465'
HEIGHTS RELATED TO THR 12 - ELEV 462'

PLETTENBERG BAY : 124.80
FAGG : 128.20

PLETTENBERG BAY RNAV (GNSS) RWY 12

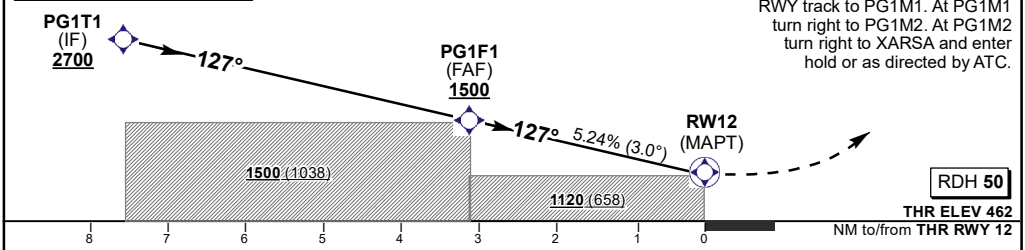
CAT A - C



DIST (NM) to THR	6	5	4	3.1	3	2	1
ADVISORY ALT(HGT)	***2430*** (1968)	***2110*** (1648)	***1790*** (1328)	***1500*** (1038)	***1470*** (1008)	***1150*** (688)	***840*** (378)

TRANSITION ALT **6700**
TRANSITION LEVEL **ATC**

MISSED APPROACH:
Climb to 3500FT ALT. Maintain RWY track to PG1M1. At PG1M1 turn right to PG1M2. At PG1M2 turn right to XARSA and enter hold or as directed by ATC.



OCA/H		A	B	C
Straight-in Approach	LNAV	***1120*** (658)	***1120*** (658)	***1120*** (658)
CIRCLING		***1020*** (555)	***1090*** (625)	***1270*** (805)

GS	KT	80	100	120	140	160
FAF to MAPT	M:S	**2:20**	**1:52**	**1:33**	**1:20**	**1:10**
Rate of descent	FPM	**425**	**531**	**637**	**744**	**850**

NOTE:
1. MAPT at THR12 (RW12).
2. Descend in the hold (UDNEG) to 4300FT ALT before commencing the approach.
3. Minimum holding ALT at XARSA 3500FT ALT.

CHANGE: Holding Altitude

CHANGE: Holding Altitude

EFF: 04 NOV 21

AERONAUTICAL DATA TABULATION

INSTRUMENT APPROACH CHART FOR FAPG RWY 12

Serial Number	Path Descriptor	Waypoint Identifier	LATITUDE	LONGITUDE	Flyover	FIX	Course °M(°T)	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT IAS)	VPA/TCH	Magnetic Variation (°W)	Navigation Specification
10	IF	XARSA	34°08'57.1039"S	023°09'21.3538"E	-	IAF	-	-	-	+3500	210	-	27.97	RNP APCH
20	TF	PG1T1	34°04'00.4901"S	023°10'19.7766"E	-	IF	037 (009.31)	5	-	+2700	210	-	27.97	RNP APCH
10	IF	UDNEG	34°03'11.7959"S	023°04'23.4551"E	-	IAF	-	-	-	+4300	210	-	27.97	RNP APCH
20	TF	PG1T1	34°04'00.4901"S	023°10'19.7766"E	-	IF	127 (099.35)	5	-	+2700	210	-	27.97	RNP APCH
10	IF	EXITU	33°59'03.8733"S	023°11'18.0847"E	-	IAF	-	-	-	+4300	210	-	27.97	RNP APCH
20	TF	PG1T1	34°04'00.4901"S	023°10'19.7766"E	-	IF	217 (189.29)	5	-	+2700	210	-	27.97	RNP APCH
10	IF	PG1T1	34°04'00.4901"S	023°10'19.7766"E	-	-	-	-	-	+2700	210	-	27.97	RNP APCH
20	TF	PG1F1	34°04'44.2825"S	023°15'40.5207"E	-	FAF	127 (099.33)	4.5	-	+1500	160	-3°/50	27.97	RNP APCH
30	TF	RW12	34°05'14.4393"S	023°19'21.5067"E	Y	MAPT	127 (099.33)	3.1	-	@512	-	-	27.97	RNP APCH
10	IF	RW12	34°05'14.4393"S	023°19'21.5067"E	-	MAPT	-	-	-	-	-	-	27.97	RNP APCH
20	DF	PG1M1	34°05'53.3300"S	023°24'06.6900"E	-	MATF	127 (099.33)	4	-	-	160	-	27.97	RNP APCH
30	TF	PG1M2	34°10'49.2900"S	023°23'03.8900"E	-	MATF	218 (190.00)	5	-	-	185	-	27.97	RNP APCH
40	TF	XARSA	34°08'57.1039"S	023°09'21.3538"E	-	-	307 (279.25)	11.53	-	+3500	-		27.97	RNP APCH
50	HM	XARSA	34°08'57.1039"S	023°09'21.3538"E	-	MAHF	037 (009.3)	-	L	+3500	230	-	27.97	RNP APCH
60	HM	UDNEG	34°03'11.7959"S	023°04'23.4551"E	-	MAHF	127 (099.40)	-	R	+4300	230	-	27.97	RNP APCH

RNAV HOLDING

FACILITY	INBOUND TRACK	MAX/MIN FL	FACILITY
XARSA 34°08'57.1039"S 023°09'21.3538"E	037°M/009.30°T	5500 3500	Left hand racecourse pattern. 1 MIN Outbound leg. MAX 230KT IAS
UDNEG 34°03'11.7959"S 023°04'23.4551"E	127°M/099.40°T	5500 4300	Right hand racecourse pattern. 1 MIN Outbound leg. MAX 230KT IAS

SOUTH AFRICAN CIVIL AVIATION AUTHORITY

PLETTENBERG BAY
RNAV (GNSS) RWY 12
CAT A - C

RNAV-01A

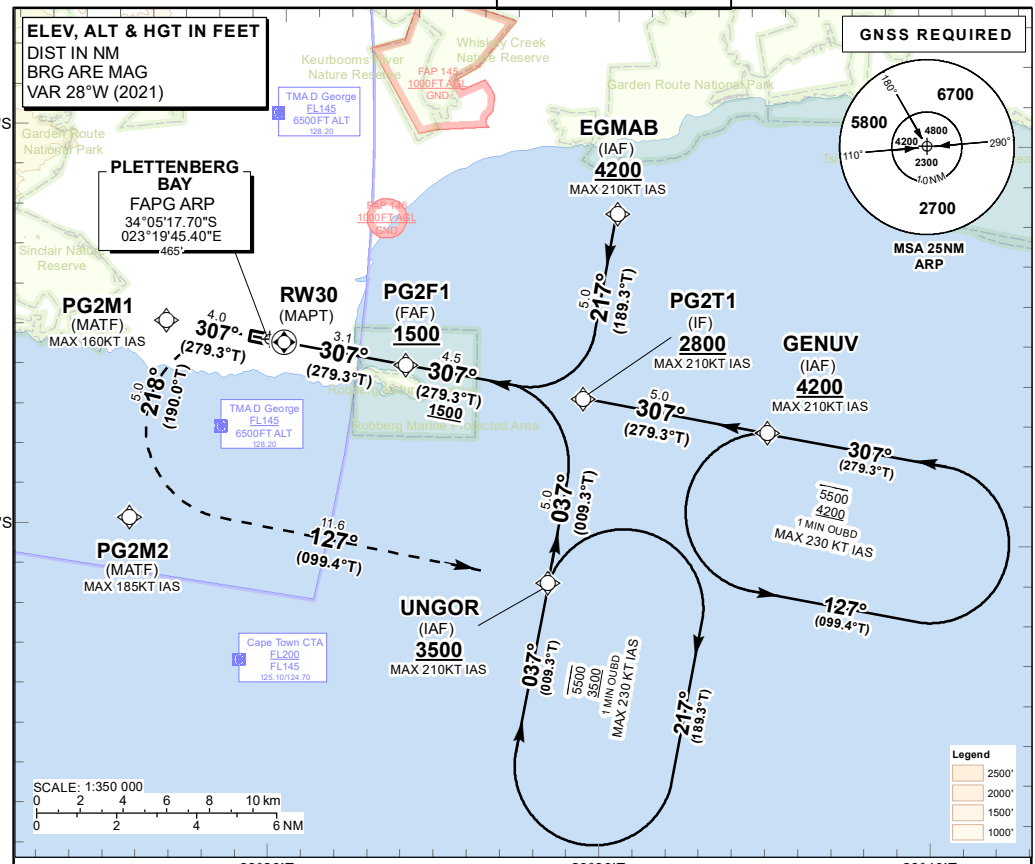
INSTRUMENT APPROACH CHART

AERODROME ELEV 465'
HEIGHTS RELATED TO THR 30 - ELEV 443'

PLETTENBERG BAY : 124.80
FAGG : 128.20

PLETTENBERG BAY RNAV (GNSS) RWY 30

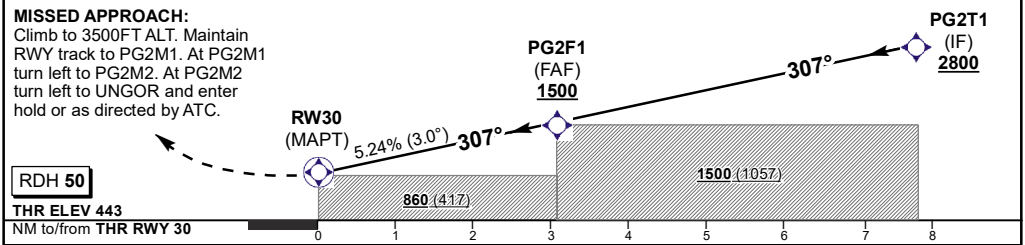
CAT A - C



DIST (NM) to THR	6	5	4	3.1	3	2	1
ADVISORY ALT(HGT)	***2430*** (1987)	***2110*** (1667)	***1790*** (1347)	***1500*** (1057)	***1470*** (1027)	***1140*** (697)	***820*** (377)

TRANSITION ALT **6700**
TRANSITION LEVEL **ATC**

MISSED APPROACH:
Climb to 3500FT ALT. Maintain RWY track to PG2M1. At PG2M1 turn left to PG2M2. At PG2M2 turn left to UNGOR and enter hold or as directed by ATC.



OCA/H		A	B	C
Straight-in Approach	LNAV	***860*** (417)	***860*** (417)	***860*** (417)
CIRCLING		***1020*** (555)	***1090*** (625)	***1270*** (805)

GS	KT	80	100	120	140	160
FAF to MAPT	M:S	**2:20**	**1:52**	**1:34**	**1:20**	**1:10**
Rate of descent	FPM	**430**	**538**	**646**	**753**	**861**

NOTE:
1. MAPT at THR30 (RW30).
2. Descend in the hold (GENUV) to 4200FT ALT before commencing the approach.
3. Minimum holding ALT at UNGOR 3500FT ALT.

CHANGE: Holding Altitude

INSTRUMENT APPROACH CHART FOR FAPG RWY 30

Serial Number	Path Descriptor	Waypoint Identifier	LATITUDE	LONGITUDE	Flyover	FIX	Course °M(°T)	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT IAS)	VPA/TCH	Magnetic Variation (°W)	Navigation Specification
10	IF	EGMAB	34°01'38.0950"S	023°30'09.5266"E	-	IAF	-	-	-	+4200	210	-	27.97	RNP APCH
20	TF	PG2T1	34°06'34.6798"S	023°29'11.1951"E	-	IF	217 (189.29)	5	-	+2800	210	-	27.97	RNP APCH
10	IF	GENUV	34°07'23.1207"S	023°35'07.8024"E	-	IAF	-	-	-	+4200	210	-	27.97	RNP APCH
20	TF	PG2T1	34°06'34.6798"S	023°29'11.1951"E	-	IF	307 (279.25)	5	-	+2800	210	-	27.97	RNP APCH
10	IF	UNGOR	34°11'31.2528"S	023°28'12.7503"E	-	IAF	-	-	-	+4200	210	-	27.97	RNP APCH
20	TF	PG2T1	34°06'34.6798"S	023°29'11.1951"E	-	IF	037 (009.31)	5	-	+2800	210	-	27.97	RNP APCH
10	IF	PG2T1	34°06'34.6798"S	023°29'11.1951"E	-	-	-	-	-	+2800	210	-	27.97	RNP APCH
20	TF	PG2F1	34°05'51.0530"S	023°23'50.3026"E	-	FAF	307 (279.26)	4.5	-	+1500	160	-3°/50	27.97	RNP APCH
30	TF	RW30	34°05'20.9601"S	023°20'09.2776"E	Y	MAPT	307 (279.23)	3.12	-	@493	-	-	27.97	RNP APCH
10	IF	RW30	34°05'20.9601"S	023°20'09.2776"E	-	MAPT	-	-	-	-	-	-	27.97	RNP APCH
20	DF	PG2M1	34°04'42.1100"S	023°15'24.1200"E	-	MATF	307 (279.29)	4	-	-	160	-	27.97	RNP APCH
30	TF	PG2M2	34°09'38.0700"S	023°14'21.3400"E	-	MATF	218 (190.00)	5	-	-	185	-	27.97	RNP APCH
40	TF	UNGOR	34°11'31.2528"S	023°28'12.7503"E		-	127 (099.37)	11.6	-	+4200	-		27.97	RNP APCH
50	HM	UNGOR	34°11'31.2528"S	023°28'12.7503"E	-	MAHF	037 (009.30)	-	R	+3500	230	-	27.97	RNP APCH
50	HM	GENUV	34°07'23.1207"S	023°35'07.8024"E	-	MAHF	307 (279.30)	-	L	+4200	230	-	27.97	RNP APCH

RNAV HOLDING

FACILITY	INBOUND TRACK	MAX/MIN FL	FACILITY
UNGOR 34°11'31.2528"S 023°28'12.7503"E	037°M/009.30°T	5500 3500	Right hand racecourse pattern. 1 MIN Outbound leg. MAX 230KT IAS
GENUV 34°07'23.1207"S 023°35'07.8024"E	307°M/279.30°T	5500 4200	Left hand racecourse pattern. 1 MIN Outbound leg. MAX 230KT IAS

FAPH AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWYNR	TRUE & MAG BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY-SWY
1	2	3	4	5	6	7
01	354º	1373 x 18	ASPH LCN 16	235632.58S 0310924.08E	1396 FT	+0,87%
19	174º	1373 x 18	ASPH LCN 16	235632.58S 0310924.08E	1432 FT	-0,87%
SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M)	Location (which runway end) and description of arresting system (if any)	OFZ	Remarks
8	9	10	11	12	13	14
183	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL
183	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL

Remarks 12
(1) Circuit Procedures: Due to blasting at the open-cast mine SW of AD circuits are to be flown to the E i.e. right hand for RWY 01 and left hand for RWY 19. ACFT departing RWY 19 proceeding W must maintain RWY heading for minimum of 3 NM before turning right.
Circuit: 2500 FT ALT
(2) Dirt TWY's not AVBL for use. Aircraft to back track on RWY.
(3) RWY 01/19 closed for ACFT with maximum towing of 22 000 kg or above.
(4) AP limited to accepting ACFT with seating capacity 29 or less. ACFT with seating capacity 30 or more will not be accepted.

FAPH AD 2.13 DECLARED DISTANCES

RWY	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
01	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL
19	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL

FAPH AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	*APCH LGT Type LEN INTST*	*THR LGT colour WBAR*	*VASIS (MEHT) PAPI*	*TDZ LGT LEN*	*RWY Centre Line LGT Length, spacing, colour, INSTST*	*RWY Edge LGT LEN, spacing, colour, INSTST*	*RWY End LGT colour WBAR*	*SWY LGT LEN (M) colour*	*Remarks*
1	2	3	4	5	6	7	8	9	10
01	NIL INFO AVBL	Green	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL
19	NIL INFO AVBL	Green	PAPI 3º L	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL
1) PAPI RWY 19 INSTL, FLTCK CMPL and OPR. 2) RWY lights available.									

FAPH AD 2.15 OTHER LIGHTING SYSTEMS, SECONDARY POWER SUPPLY

1	*ABN/IBN location, characteristics and hours of operation*	NIL INFO AVBL
2	*LDI location and LGT Anemometer location and LGT*	NIL INFO AVBL
3	*TWY edge and centre line lighting*	NIL INFO AVBL
4	*Secondary power supply and switch-over time*	NIL INFO AVBL
5	*Remarks*	NIL INFO AVBL

FAPH AD 2.16 HELICOPTER LANDING AREA

1	*Coordinates TLOF or THR of FATO Geoid undulation*	NIL INFO AVBL
2	*TLOF and/or FATO elevation M/FT*	NIL INFO AVBL
3	*TLOF and FATO area dimensions, surface, strength, marking*	NIL INFO AVBL
4	*True BRG of FATO*	NIL INFO AVBL
5	*Declared distance available*	NIL INFO AVBL
6	*APP and FATO lighting*	NIL INFO AVBL
7	*Remarks*	NIL INFO AVBL

FAPH AD 2.17 ATS AIRSPACE

1	*Designation and lateral limits*	NIL INFO AVBL
2	*Vertical limits*	NIL INFO AVBL
3	*Airspace classification*	NIL INFO AVBL
4	*ATS unit call-sign Language*	NIL INFO AVBL
5	*Transition altitude*	NIL INFO AVBL
6	*Remarks*	1) Pilots to broadcast on 124.8 MHz and to comply with unmanned AD procedures. 2) All aircraft routing to and from FAPH (below 6000FT MSL) must contact LASS FIS on frequency 119.0 MHz, within a 5NM radius of FAPH, aircraft to broadcast intentions on frequency 124.8 MHz. Aircraft from FAPH intending to route above 6000FT MSL must contact LASS FIS on frequency 119.0 MHz on start with flight details to arrange inbound clearance from FAHS Approach. GND/6000FT MSL.

FAPH AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	*Call sign*	*Frequency*	*Hours of operation*	*Remarks*
1	2	3	4	5
NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL

FAPH AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of supported OP (for VOR/ILS/ MLS, give declination)	*ID*	*Frequency*	*Hours of operation*	*Position of transmitting antenna coordinates*	*Elevation of DME transmitting antenna*	*Remarks*
1	2	3	4	5	6	7
VOR (/)	PHV	115.3 MHZ transmits	NIL INFO AVBL	235402.73S 0310907.09E	1528	THR RWY 19

FAPH AD 2.20 LOCAL AERODROME REGULATIONS

NIL INFO AVBL

FAPH AD 2.21 NOISE ABATEMENT PROCEDURES

NIL INFO AVBL

FAPH AD 2.22 FLIGHT PROCEDURES

NIL INFO AVBL

FAPH AD 2.23 ADDITIONAL INFORMATION

a. Troops of baboons may be present on AD.
b. CTN due to concentration of birds on AD.
c. Pilots to exercise caution during take off and landing between SS and SR due to rabbits on the runway.

FAPH AD 2.24 CHARTS RELATED TO AN AERODROME

Breakcloud VOR/NDB or VOR 19	-VOR-01
Aerodrome/Heliport Chart	-AD-01

FAPM

FAPM AD 2.1 AERODROME LOCATION INDICATOR AND NAME

FAPM - PIETERMARITZBURG

FAPM AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	*ARP co-ordinates and site at AD*	293848.44S 0302351.98E Mid-point of aerodrome
2	*Direction and distance from city*	2NM S PIETERMARITZBURG
3	*Reference Elevation/Reference temperature*	2423FT/22 C
4	*Geoid undulation at AD ELEV PSN*	96.9
5	*MAG VAR / Annual change*	-26 (2018)/-0.9
6	AD operator, address, telephone, telefax, e-mail, AFS address and, if available, website address	Authority Supervising the Aerodrome and Remarks: PUB AD CHF: MSUNDUZI MUNICIPAL COUNCIL, P.O. Box 321, PIETERMARITZBURG. 3200 TEL: (033) 3923103 APM: (033) 3923107 FAX: 086 7702177 E-mail: Nontobeko.Mofokeng@msunduzi.gov.za Website: msunduzi.gov.za ATC Address: ATNS P.O Box 212005, ORIBI, 3265 TEL: (033) 3923110 FAX: (033) 3869618 AFS: FAPMZTZX
7	*Types of traffic permitted (IFR / VFR)*	IFR/VFR
8	*Remarks*	NIL

FAPM AD 2.3 OPERATIONAL HOURS

1	*AD Operator*	AD Operational Hours: 0630-2000
2	*Customs and immigration*	NIL
3	*Health and sanitation*	NIL INFO AVBL
4	*AIS briefing office*	NIL INFO AVBL
5	*ATS reporting office (ARO)*	NIL INFO AVBL
6	*MET briefing office*	NIL

7	*ATS*	ATC HOD:MON-FRI: 0430-1800, SAT: 0430 – 1300, SUN: 0830-1800, Public Holidays to be advised by a NOTAM. 24 hour prior notice required for after hours unless otherwise arranged with OIC-TWR
8	*Fuelling*	HOD: MON–FRI: 0400-1600. SAT, SUN and Public Holiday: 0600-1500 24 Hours PN required for after hours. Supplier: SHELL/Pietermaritzburg Aero Club TEL: (033) 3863952 Helicopters requiring JET-A1 must exercise caution in the vicinity of Ground Support Equipment especially if there are aircraft parked on Bravo Apron. AVGAS: Air taxi pilot's discretion to fuel bay, however it is compulsory for helicopters with skids to carry wheels on board. NOTE: Fuel Payments can only be made by: Cash, Master Card or VISA Card.
9	*Handling*	NIL INFO AVBL
10	*Security*	24 HR
11	*De-icing*	NIL INFO AVBL
12	*Remarks*	NIL

FAPM AD 2.4 HANDLING SERVICES AND FACILITIES

1	*Cargo-handling facilities*	SA Airlink Cargo TEL: (033) 3869286
2	*Fuel and Oil types*	AVGAS and Jet A1.
3	*Fuelling facilities and capacity*	AVGAS: 27000L, Jet A1: 50000L
4	*De-icing facilities*	NIL
5	*Hangar space for visiting aircraft*	NIL
6	*Repair facilities for visiting aircraft*	PACAIR, TEL: (033) 3866027/5426 ORIBI FLYING SERVICES, TEL: (033) 3861480.
7	*Remarks*	NIL

FAPM AD 2.5 PASSENGER FACILITIES

1	*Hotels*	In Town
2	Restaurants	At AD, Airborne cafe, TEL: (033) 3461858
3	*Transportation*	Car hire, shuttle and bus services
4	*Medical facilities*	First aid room at AD terminal.
5	*Bank and Post Office*	Bidvest ATM at AD and others in town.
6	*Tourist office*	Donkizo tours at AD.
7	*Remarks*	NIL

8	*Supplementary equipment available for providing information*	NIL INFO AVBL
9	*ATS units provided with information*	NIL INFO AVBL
10	*Additional information (limitation of service, etc.)*	NIL INFO AVBL

FAPM AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWYNR	TRUE & MAG BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY-SWY
1	2	3	4	5	6	7
16	142ºT/168ºM	1537 x 30	ASPH PCN 34	293836.35S 0302337.76E	2351FT	+1.45%
34	322ºT/348ºM	1537 x 30	ASPH PCN 34	293915.73S 0302412.94E	2423FT	-1.45%
SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M)	Location (which runway end) and description of arresting system (if any)	OFZ	Remarks
8	9	10	11	12	13	14
130 x 30	60 x 150	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL
0	60 x 150	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL

Remarks
(1) All light ACFT to use holding point A unless instructed by ATC.
(2) Part of the RWY ABM the windsock is not visible FM the TWR. Pilots to EXER CTN on landing and take-off.
(3) Pilots must EXER CTN when operating in the Jet A1 fuel facility

FAPM AD 2.13 DECLARED DISTANCES

RWY Designator	*TORA (M)*	*TODA (M)*	*ASDA (M)*	*LDA (M)*	*Remarks*
1	2	3	4	5	6
16	1537	1597	1667	1537	NIL
34	1537	1597	1537	1537	NIL

FAPM AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	*APCH LGT Type LEN INTST*	*THR LGT colour WBAR*	*VASIS (MEHT) PAPI*	*TDZ LGT LEN*	*RWY Centre Line LGT Length, spacing, colour, INSTST*	*RWY Edge LGT LEN, spacing, colour, INSTST*	*RWY End LGT colour WBAR*	*SWY LGT LEN (M) colour*	*Remarks*
1	2	3	4	5	6	7	8	9	10
16	SALS 230M	Green	PAPI 3.5°L	NIL	NIL	1537M 90M White	Red	NIL	Last 600M Yellow
34	NIL	Green	PAPI 3.5°L	NIL	NIL	1537M 90M White	Red	NIL	Last 600M Yellow
-Outside ATC HOD: 7 clicks on the PTT turns on the RWY LGT for 30 MIN. -Rotating beacon at the top of the TWR.									

FAPM AD 2.15 OTHER LIGHTING SYSTEMS, SECONDARY POWER SUPPLY

1	*ABN/IBN location, characteristics and hours of operation*	NIL INFO AVBL
2	*LDI location and LGT Anemometer location and LGT*	NIL
3	*TWY edge and centre line lighting*	NIL
4	*Secondary power supply and switch-over time*	NIL
5	*Remarks*	NIL

FAPM AD 2.16 HELICOPTER LANDING AREA

1	*Coordinates TLOF or THR of FATO Geoid undulation*	NIL
2	*TLOF and/or FATO elevation M/FT*	NIL
3	*TLOF and FATO area dimensions, surface, strength, marking*	NIL
4	*True BRG of FATO*	NIL
5	*Declared distance available*	NIL
6	*APP and FATO lighting*	NIL

7	*Remarks*	(1) Helicopter landing/ parking area is on the grass area to the west of Alpha and Bravo aprons. Landing/Take-off at pilot's discretion, caution to be exercised in the vicinity of Ground Support Equipment. Pilots to remain further than 50 meters from RWY edge when landing/parking. (2) Helicopters that do not have wheels on board for repositioning after shutdown and need to land or air taxi to fuel bays must exercise caution in the vicinity of Ground Support Equipment and must land/air taxi at pilot's discretion, however it is compulsory for helicopters with skids to carry wheels on board. (3) Helicopters who park on grass park at own/pilots discretion.

FAPM AD 2.17 ATS AIRSPACE

1	*Designation and lateral limits*	CTR 1. From a point at 293244.06S 0302013.23E to a point at 293044.10S 0302713.10E 2. Thence clockwise around the arc of a circle, radius 5NM, centred at 293529.92S 0302900.12E to a point at 293558.20S 0303442.71E. 3. Thence a straight line to a point at 294338.42S 0303353.12E. 4. Thence clockwise around the arc of a circle, radius 5NM, centred at 294310.10S 0302810.10E to a point at 294637.31S 0302400.32E. 5. Thence a straight line to a point at 294056.98S 0301750.19E. 6. Thence clockwise around the arc of a circle, radius 5NM, centred at 293729.97S 0302159.95E to the starting point at 293244.06S 0302013.23E.
2	*Vertical limits*	GND/ 6 500 FT ALT
3	*Airspace classification*	Class C
4	*ATS unit call-sign* *Language*	English
5	*Transition altitude*	NIL INFO AVBL
6	*Remarks*	NIL

FAPM AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	*Call sign*	*Frequency*	*Hours of operation*	*Remarks*
1	2	3	4	5
TWR	Pietermaritzburg Tower	122.0 MHz	MON-FRI: 0430-1800. SAT: 0430-1300; SUN: 0830-1800;	ATC Hours of duty on Public Holidays will be notified by a NOTAM. 24 hour prior notice required for after hours unless otherwise arranged with OIC - TWR

FAPM AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of supported OP (for VOR/ILS/ MLS, give declination)	*ID*	*Frequency*	*Hours of operation*	*Position of transmitting antenna coordinates*	*Elevation of DME transmitting antenna*	*Remarks*
1	2	3	4	5	6	7
VOR/DME (/)	PMV	117.9 MHZ transmits CH: 126X	H24	293852.13S 0302401.28E	NIL INFO AVBL	NIL

FAPM AD 2.20 LOCAL AERODROME REGULATIONS

NIL INFO AVBL

FAPM AD 2.21 NOISE ABATEMENT PROCEDURES

NIL INFO AVBL

FAPM AD 2.22 FLIGHT PROCEDURES

NIL INFO AVBL

FAPM AD 2.23 ADDITIONAL INFORMATION

NIL INFO AVBL

FAPM AD 2.24 CHARTS RELATED TO AN AERODROME

RNAV (GNSS) RWY 16 Aeronautical Data Tabulation RNAV (GNSS) RWY 34 Aeronautical Data Tabulation	-RNAV-01 -RNAV-01A -RNAV-02 -RNAV-02A

AERODROME/ HELIPORT CHART - ICAO

29°38'48.44"S
030°23'51.98"E

ELEV 2423'

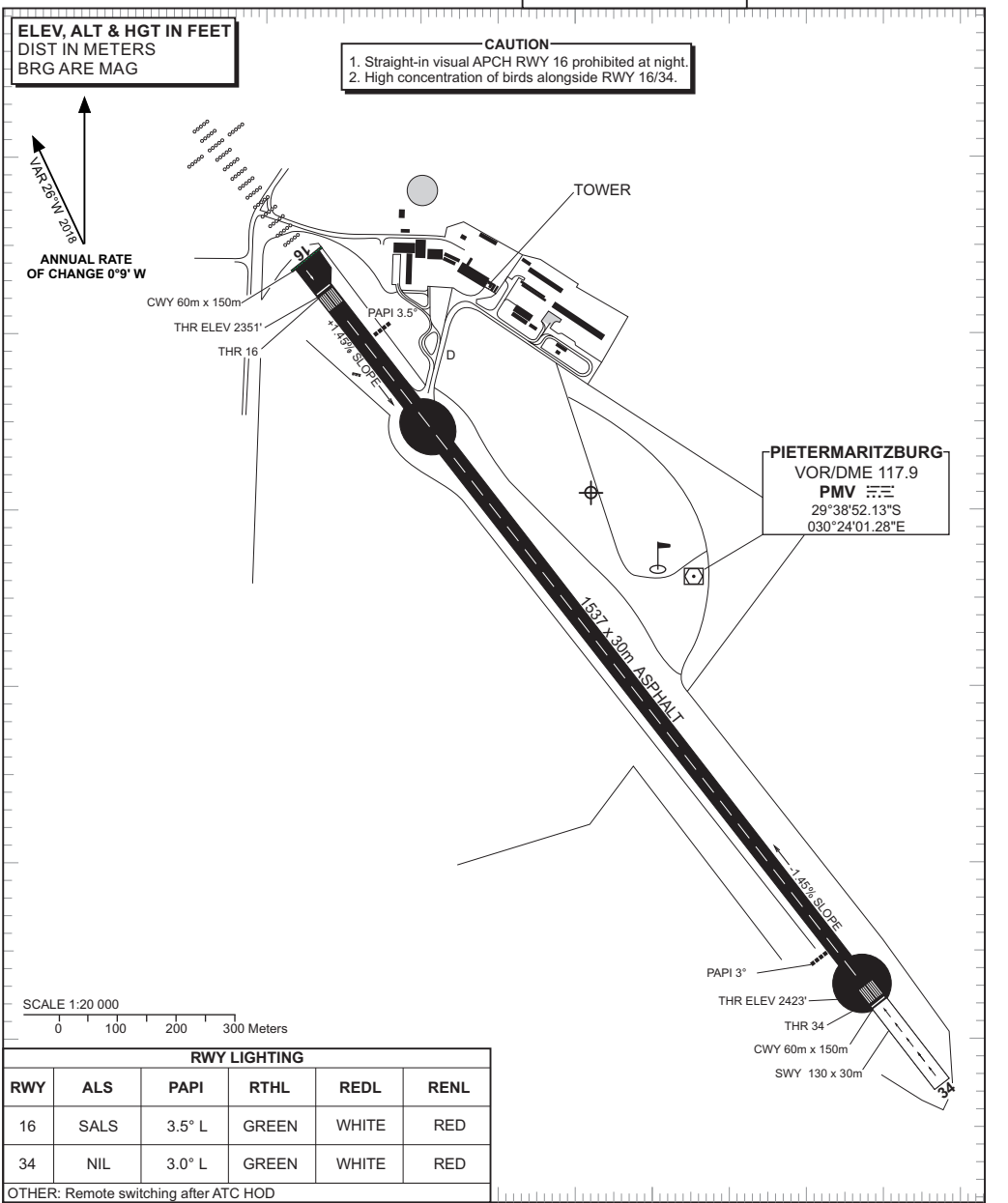
GUND 96.9'

PIETERMARITZBURG
TWR: 122.00
DURBAN APP: 125.75

PIETERMARITZBURG
FAPM

ELEV, ALT & HGT IN FEET
DIST IN METERS
BRG ARE MAG

CAUTION
1. Straight-in visual APCH RWY 16 prohibited at night.
2. High concentration of birds alongside RWY 16/34.



RWY LIGHTING

RWY	ALS	PAPI	RTHL	REDL	RENL
16	SALS	3.5° L	GREEN	WHITE	RED
34	NIL	3.0° L	GREEN	WHITE	RED

OTHER: Remote switching after ATC HOD

True/ Magnetic Arrows
CHANGE: and GUND

PHYSICAL CHARACTERISTICS

RWY	DIRECTION (T)	THR COORDINATES	THR ELEVATION	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	SWY (m)	CWY (m)	SLOPE	SURFACE	BEARING STRENGTH	CIRCUIT
16	142°	29°38'36.35"S 030°23'37.76"E	2351'	1537	1597	1667	1537	130	60	0.0145U	ASPH	PCN 34	UNK
34	322°	29°39'15.73"S 030°24'12.94"E	2423'	1537	1597	1537	1537	NIL	60	0.0145D	ASPH	PCN 34	UNK

FAPP AD 2.16 HELICOPTER LANDING AREA

1	*Coordinates TLOF or THR of FATO Geoid undulation*	NIL INFO AVBL
2	*TLOF and/or FATO elevation M/FT*	NIL INFO AVBL
3	*TLOF and FATO area dimensions, surface, strength, marking*	NIL INFO AVBL
4	*True BRG of FATO*	NIL INFO AVBL
5	*Declared distance available*	NIL INFO AVBL
6	*APP and FATO lighting*	NIL INFO AVBL
7	*Remarks*	RWY used for Helicopter operation. Taxi/Air Taxi to/ from Apron.

FAPP AD 2.17 ATS AIRSPACE

1	*Designation and lateral limits*	CTR (a) From a point at 233841.59S 0292352.82E a straight line to a point at 234832.85S 0293738.15E (b) Thence straight line to a point at 240752.97S 0292115.76E (c) Thence a straight line to a point at 235800.33S 0290729.35E (d) Thence a straight line back to the starting point at 233841.59S 0292352.82E
2	*Vertical limits*	GND - 7600FT ALT
3	*Airspace classification*	Class C
4	*ATS unit call-sign* *Language*	Polokwane English
5	*Transition altitude*	9000 FT
6	*Remarks*	NIL

FAPP AD 2.18 ATS COMMUNICATION FACILITIES

1	2	3	4	5
Service designation	*Call sign*	*Frequency*	*Hours of operation*	*Remarks*
TWR/APP	Polokwane	119.75 MHz	MON-FRI: 0430-1630,SAT: 0800-1400,SUN: 0800-1630.HOD during Public Holidays will be notified via NOTAM.	Standby/Secondary FREQ 118.0 MHz

FAPP AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of supported OPS (for VOR/ ILS/ MLS, give declination)	*ID*	*Frequency*	*Hours of operation*	*Position of transmitting antenna coordinates*	*Elevation of DME transmitting antenna*	*Remarks*
1	*2*	*3*	*4*	*5*	*6*	*7*
ILS GP 05	NIL INFO AVBL	330.5 MHz	H24	235121.11S 0292653.32E	4009 FT	Angle 3 HGT of ILS ref datum 55.5FT
ILS LOC 05	PPI	108.7 MHz	H24	235002.09S 0292805.58E	NIL INFO AVBL	NIL
DME 05	PPI	CH 24X 1048 MHz RX 985 MHz TX	H24	235121.11S 0292653.32E	4009 FT	Co-located with GP
VOR/DME	PPV	114.5 MHz	H24	235023.35S 0292738.04E	4023 FT	Channel 92X Co-located with VOR

FAPP AD 2.20 LOCAL AERODROME REGULATIONS

Circuit ALT: Piston 5100 FT. Jet 5600 FT circuits on all RWY to the West of AD.

FAPP AD 2.21 NOISE ABATEMENT PROCEDURES

NIL INFO AVBL

FAPP AD 2.22 FLIGHT PROCEDURES

- IFR Departures from FAPI to call FAPP ATC for start.- TFC BLW THE Polokwane TMA to BCST intentions on 124.8 MHz.
- TFC BLW THE Polokwane TMA to BCST intentions on 124.8 MHz.
- All departures from FAPI to contact FAPP Tower either on Frequency 119.75 MHz or via telephone on 015 288 0343 before take-off to obtain clearance into controlled airspace. FAPI circuits to be conducted as follows:
1. RWY 08 - right circuits at 5100ft on FAPP QNH.
2. RWY 26 - left circuits at 5100ft on FAPP QNH.
3. All circuit traffic to remain East of R37 road.
- All departures from The Ranch hotel to contact FAPP Tower on Frequency 119.75 MHz or via telephone on 015 288 0343 before take-off to obtain clearance into controlled airspace.

FAPP AD 2.23 ADDITIONAL INFORMATION

1) Limited view of manoeuvring area from TWR. Any OBST and foreign object debris on RWY 01/19, TWY C, TWY D and RWY 05/23 N of RWY INT not visible from the TWR. Pilots to EXER CTN.
2) ATC not in contact with vehicles and personnel transiting through APN, A, B, C and D. ATC assumes no responsibility over these movements,.
3) All pilots to and from FAPP to take note of TFC operating in close proximity to FAPP and FAPI Airfield (5NMNewLineSouth East).
4) APCH fees in effect to all ACFT inside Polokwane airspace. For more INFO, CTC Mr Nkwangeni Netshifhefhe Tel: (015) 288 0122 or Cell 082 493 8663
5) Refer to GEN 4.2 to obtain information on the billing and collection for FAPP
6) Bird warning: Bird sanctuary west of THR RWY 05. Increased bird activity at the airport.

FAPP AD 2.24 CHARTS RELATED TO AN AERODROME

Aerodrome Chart	-AD-01
Restricted Visibility Chart	-AD-02
Instrument Approach Chart	-VOR-01
Instrument Approach Chart	-ILS-01
RNAV (GNSS) RWY 05	-RNAV-01
Data tabulation	-RNAV-01A

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FASZ

FASZ AD 2.1 AERODROME LOCATION INDICATOR AND NAME

FASZ - SKUKUZA

FASZ AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	*ARP co-ordinates and site at AD*	245740.76S 0313519.77E Mid-point of aerodrome
2	*Direction and distance from city*	1.5 NM N SKUKUZA
3	*Reference Elevation/Reference temperature*	1040FT/
4	*Geoid undulation at AD ELEV PSN*	45FT
5	*MAG VAR / Annual change*	-20 (2018)/-0.7
6	*AD Administration, address, telephone, telefax, telex, AFS*	Authority Supervising the Aerodrome and Remarks: PRIV AD - Skukuza Airport Management Company (Pty)Ltd P O Box 463 Skukuza, 1350 TEL: (013) 7355074 FAX: (013) 7355198 E-mail: kmcdulling@flyairlink.com Website: www.skukuzaairport.com
7	*Types of traffic permitted (IFR / VFR)*	VFR
8	*Remarks*	NIL

FASZ AD 2.3 OPERATIONAL HOURS

1	*AD Operator*	AD Operational hours: HJ
2	*Customs and immigration*	NIL INFO AVBL
3	*Health and sanitation*	NIL INFO AVBL
4	*AIS briefing office*	NIL
5	*ATS reporting office (ARO)*	NIL
6	*MET briefing office*	NIL INFO AVBL
7	*ATS*	NIL
8	*Fuelling*	NIL INFO AVBL
9	*Handling*	NIL INFO AVBL
10	*Security*	NIL INFO AVBL
11	*De-icing*	NIL INFO AVBL
12	*Remarks*	NIL

FASZ AD 2.4 HANDLING SERVICES AND FACILITIES

1	*Cargo-handling facilities*	General Cargo (Dangerous Goods and AVI not permitted
2	*Fuel and Oil types*	JETA1
3	*Fuelling facilities and capacity*	Request 48 hours prior to arrival
4	*De-icing facilities*	NIL
5	*Hangar space for visiting aircraft*	NIL
6	*Repair facilities for visiting aircraft*	NIL
7	*Remarks*	NIL

FASZ AD 2.5 PASSENGER FACILITIES

1	*Hotels*	Skukuza Rest Camp
2	Restaurants	Cattle Baron, Skukuza Rest Camp
3	*Transportation*	Ground transport - NIL. AVIS Rent-a-Car may be of assistance - prior notice TEL: (013) 7355651
4	*Medical facilities*	Skukuza Medical Practice, Skukuza Village
5	*Bank and Post Office*	First National Bank and SA Post Office, Skukuza Rest Camp
6	*Tourist office*	NIL
7	*Remarks*	NIL

FASZ AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	*AD category for fire fighting*	CAT V
2	*Rescue equipment*	Total number of fireman: 13 Number of firemen per shift for CAT V: 6 Number of firemen per shift for CAT VI: 8 Man 2440 fire engine (Man 9000) 8000L of water and 1000L of foam Discharge capability 4000L of foam solution per minute. First Response vehicle 225KG DCP unit.
3	*Capability for removal of disabled aircraft*	The AD does not have EQPT for ACFT removal, but an MOU has been agreed with Cozani Holdings CC to supply cranes, low bed trucks, operators and any additional equipment required for the removal of wreckage/ACFT up to 45 tons MAUW.
4	*Remarks*	HOD: 07:00 - 13:00

FASZ AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	*Types of clearing equipment*	NIL INFO AVBL
2	*Clearance priorities*	NIL INFO AVBL

122 x 30	272 X 90	1663 X 80	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	See below.
NIL	153 X 90	1663 X 80	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	
Remarks: - Circuit direction: - RWY 17: Left hand, - RWY 35: Right hand.						

FASZ AD 2.13 DECLARED DISTANCES

RWY Designator	*TORA (M)*	*TODA (M)*	*ASDA (M)*	*LDA (M)*	*Remarks*
1	2	3	4	5	6
17	1550	1822	1672	1550	
35	1550	1703	1550	1550	NIL

FASZ AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	*APCH LGT Type LEN INTST*	*THR LGT colour WBAR*	*VASIS (MEHT) PAPI*	*TDZ LGT LEN*	*RWY Centre Line LGT Length, spacing, colour, INSTST*	*RWY Edge LGT LEN, spacing, colour, INSTST*	*RWY End LGT colour WBAR*	*SWY LGT LEN (M) colour*	*Remarks*
1	2	3	4	5	6	7	8	9	10
17	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL
35	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL

FASZ AD 2.15 OTHER LIGHTING SYSTEMS, SECONDARY POWER SUPPLY

1	*ABN/IBN location, characteristics and hours of operation*	NIL INFO AVBL
2	*LDI location and LGT Anemometer location and LGT*	NIL INFO AVBL
3	*TWY edge and centre line lighting*	NIL INFO AVBL
4	*Secondary power supply and switch-over time*	NIL INFO AVBL
5	*Remarks*	NIL

FASZ AD 2.16 HELICOPTER LANDING AREA

1	*Coordinates TLOF or THR of FATO Geoid undulation*	NIL INFO AVBL
2	*TLOF and/or FATO elevation M/FT*	NIL INFO AVBL
3	*TLOF and FATO area dimensions, surface, strength, marking*	NIL INFO AVBL
4	*True BRG of FATO*	NIL INFO AVBL
5	*Declared distance available*	NIL INFO AVBL
6	*APP and FATO lighting*	NIL INFO AVBL
7	*Remarks*	NIL

FASZ AD 2.17 ATS AIRSPACE

1	*Designation and lateral limits*	NIL INFO AVBL
2	*Vertical limits*	NIL INFO AVBL
3	*Airspace classification*	NIL INFO AVBL
4	*ATS unit call-sign Language*	NIL INFO AVBL
5	*Transition altitude*	NIL INFO AVBL
6	*Remarks*	NIL

FASZ AD 2.18 ATS COMMUNICATION FACILITIES

1	*2*	*3*	*4*	*5*
Service designation	*Call sign*	*Frequency*	*Hours of operation*	*Remarks*
NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL

FASZ AD 2.19 RADIO NAVIGATION AND LANDING AIDS

FASZ AD 2.20 LOCAL AERODROME REGULATIONS

NIL INFO AVBL

FASZ AD 2.21 NOISE ABATEMENT PROCEDURES

NIL INFO AVBL

FASZ AD 2.22 FLIGHT PROCEDURES

NIL INFO AVBL

FASZ AD 2.23 ADDITIONAL INFORMATION

PN BFR LDG must be obtained at least 48 hours (2 working days) in advance. REQ in writing to Skukuza AP management company. Indemnity form for REQ permission for LDG is AVBL FM TEL: +27114517350 or email: skukuza@flyairlink.com. Details must include: date of OPR, TYP and REG, MAX TKOF WT, ACN, name of pilot in command, name of the OPR and address. Penalties for non-authorised landings will be levied.

FASZ AD 2.24 CHARTS RELATED TO AN AERODROME

AD	-AD-01
RNAV RWY 17	-RNAV-01
RNAV RWY 17	-RNAV-01A
RNAV RWY 35	-RNAV-02
RNAV RWY 35	-RNAV-02A

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FATT AD 2.13 DECLARED DISTANCES

RWY	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
04	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL
22	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL

FATT AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	*APCH LGT Type LEN INTST*	*THR LGT colour WBAR*	*VASIS (MEHT) PAPI*	*TDZ LGT LEN*	*RWY Centre Line LGT Length, spacing, colour, INSTST*	*RWY Edge LGT LEN, spacing, colour, INSTST*	*RWY End LGT colour WBAR*	*SWY LGT LEN (M) colour*	*Remarks*
1	2	3	4	5	6	7	8	9	10
04	NIL INFO AVBL	Green	NIL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	See below.
22	NIL INFO AVBL	Green	NIL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	
RWY and APCH lighting available. Remote Switching: 3 clicks on microphone button on 122.2 MHz switches lights ON. Lights switch OFF after 15 minutes.									

FATT AD 2.15 OTHER LIGHTING SYSTEMS, SECONDARY POWER SUPPLY

1	*ABN/IBN location, characteristics and hours of operation*	NIL INFO AVBL
2	*LDI location and LGT Anemometer location and LGT*	NIL INFO AVBL
3	*TWY edge and centre line lighting*	NIL INFO AVBL
4	*Secondary power supply and switch-over time*	NIL INFO AVBL
5	*Remarks*	NIL

FATT AD 2.16 HELICOPTER LANDING AREA

1	*Coordinates TLOF or THR of FATO Geoid undulation*	NIL INFO AVBL
2	*TLOF and/or FATO elevation M/FT*	NIL INFO AVBL
3	*TLOF and FATO area dimensions, surface, strength, marking*	NIL INFO AVBL

4	*True BRG of FATO*	NIL INFO AVBL
5	*Declared distance available*	NIL INFO AVBL
6	*APP and FATO lighting*	NIL INFO AVBL
7	*Remarks*	NIL

FATT AD 2.17 ATS AIRSPACE

1	*Designation and lateral limits*	NIL
2	*Vertical limits*	NIL
3	*Airspace classification*	NIL
4	*ATS unit call-sign Language*	NIL
5	*Transition altitude*	NIL
6	*Remarks*	NIL

FATT AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	*Call sign*	*Frequency*	*Hours of operation*	*Remarks*
1	2	3	4	5
NIL	NIL	NIL	NIL	NIL

FATT AD 2.19 RADIO NAVIGATION AND LANDING AIDS

FATT AD 2.20 LOCAL AERODROME REGULATIONS

NIL INFO AVBL

FATT AD 2.21 NOISE ABATEMENT PROCEDURES

NIL INFO AVBL

FATT AD 2.22 FLIGHT PROCEDURES

NIL INFO AVBL

FATT AD 2.23 ADDITIONAL INFORMATION

NIL INFO AVBL

FATT AD 2.24 CHARTS RELATED TO AN AERODROME

AD -AD-01

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SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M)	Location (which runway end) and description of arresting system (if any)	OFZ	Remarks
8	9	10	11	12	13	14
NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	Night ops: PPR from CHF during office hours
NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	

FATZ AD 2.13 DECLARED DISTANCES

RWY Designator	*TORA (M)*	*TODA (M)*	*ASDA (M)*	*LDA (M)*	*Remarks*
1	2	3	4	5	6
06	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL
24	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL

FATZ AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	*APCH LGT Type LEN INTST*	*THR LGT colour WBAR*	*VASIS (MEHT) PAPI*	*TDZ LGT LEN*	*RWY Centre Line LGT Length, spacing, colour, INSTST*	*RWY Edge LGT LEN, spacing, colour, INSTST*	*RWY End LGT colour WBAR*	*SWY LGT LEN (M) colour*	*Remarks*
1	2	3	4	5	6	7	8	9	10
06	NIL	Green	NIL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	See below.
24	NIL	Green	NIL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	
Remarks: RWY lighting AVBL dusk-dawn - controlled by automatic light intensity switch.									

FATZ AD 2.15 OTHER LIGHTING SYSTEMS, SECONDARY POWER SUPPLY

1	*ABN/IBN location, characteristics and hours of operation*	NIL INFO AVBL
2	*LDI location and LGT Anemometer location and LGT*	NIL INFO AVBL
3	*TWY edge and centre line lighting*	NIL INFO AVBL

4	*Secondary power supply and switch-over time*	NIL INFO AVBL
5	*Remarks*	NIL

FATZ AD 2.16 HELICOPTER LANDING AREA

1	*Coordinates TLOF or THR of FATO Geoid undulation*	NIL INFO AVBL
2	*TLOF and/or FATO elevation M/FT*	NIL INFO AVBL
3	*TLOF and FATO area dimensions, surface, strength, marking*	NIL INFO AVBL
4	*True BRG of FATO*	NIL INFO AVBL
5	*Declared distance available*	NIL INFO AVBL
6	*APP and FATO lighting*	NIL INFO AVBL
7	*Remarks*	NIL

FATZ AD 2.17 ATS AIRSPACE

1	*Designation and lateral limits*	NIL
2	*Vertical limits*	NIL
3	*Airspace classification*	NIL
4	*ATS unit call-sign Language*	NIL
5	*Transition altitude*	NIL
6	*Remarks*	NIL

FATZ AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	*Call sign*	*Frequency*	*Hours of operation*	*Remarks*
1	2	3	4	5
NIL	NIL	NIL	NIL	NIL

FATZ AD 2.19 RADIO NAVIGATION AND LANDING AIDS

FATZ AD 2.20 LOCAL AERODROME REGULATIONS

NIL INFO AVBL

FATZ AD 2.21 NOISE ABATEMENT PROCEDURES

NIL INFO AVBL

FATZ AD 2.22 FLIGHT PROCEDURES

NIL INFO AVBL

FATZ AD 2.23 ADDITIONAL INFORMATION

NIL INFO AVBL

FATZ AD 2.24 CHARTS RELATED TO AN AERODROME

AD -AD-01

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FAUL AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of supported OP (for VOR/ILS/ MLS, give declination)	*ID*	*Frequency*	*Hours of operation*	*Position of transmitting antenna coordinates*	*Elevation of DME transmitting antenna*	*Remarks*
DME	UL	1188 MHz transmits and 1125 MHZ receives.	H24	281854.2S 0312514.0E	NIL INFO	PWR output 100 W

FAUL AD 2.20 LOCAL AERODROME REGULATIONS

NIL INFO AVBL

FAUL AD 2.21 NOISE ABATEMENT PROCEDURES

NIL INFO AVBL

FAUL AD 2.22 FLIGHT PROCEDURES

NIL INFO AVBL

FAUL AD 2.23 ADDITIONAL INFORMATION

Monday to Friday 0300 - 0900. Grass cutting taking place along the RWY. Fire and Rescue will escort in rescueNewLinevehicle and be listening on 124.8 MHz for blind reports on intentions to land.

FAUL AD 2.24 CHARTS RELATED TO AN AERODROME

Aerodrome Chart -AD-01

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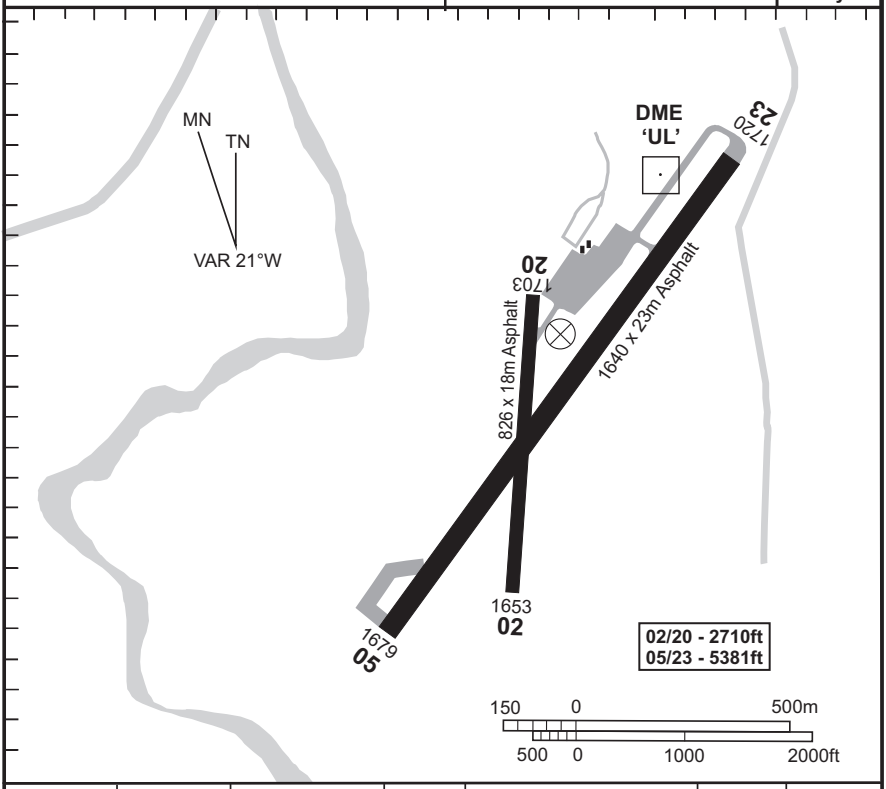
Elev	A/D	S28°19.1'
1720	REF PT	E031°25.1'

(PRINCE MANGOSUTHO BUTHELEZI) ULUNDI AERODROME

FAUL

ULUNDI
124.8 (Common traffic advisory)

AD-01
EFF
08 July 04



RWY	PAPI	APPROACH	THR	RUNWAY	L. DIST	SLOPE
02 (004°T)	Nil	Nil	Nil	Nil	Full	
20 (184°T)					Full	
05 (034°T)	Nil	Nil	Nil	RL	Full	0.80U
23 (214°T)	Nil			RL (First 500m HRL)	Full	0.80D

OTHER LIGHTING: Obstruction, wind indicators

PILOT ACTIVATED LIGHTING
Activate on 130.0. 3tx 35%, 5tx 75%
and 7tx 100%. Duration of lighting 17 minutes.

RUNWAY AVAILABILITY
RWY 20: Landing prohibited
RWY 02: Take-off prohibited

1. 180° turns on runway are prohibited.
2. For night operations the pilot must hold a valid instrument rating and be familiar with the immediate surroundings of the airfield. Instrument approach procedures must be used for letdown.

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CAA South Africa

FAUT

FAUT AD 2.1 AERODROME LOCATION INDICATOR AND NAME

FAUT - MTHATHA

FAUT AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	*ARP co-ordinates and site at AD*	313246.49S 0284031.14E
2	*Direction and distance from city*	WEST 17KM OF MTHATHA
3	*Reference Elevation/Reference temperature*	2429FT/
4	*Geoid undulation at AD ELEV PSN*	103.2
5	*MAG VAR / Annual change*	-27 (2018)/-0.10
6	AD Operator, address, telephone, telefax, e-mail, AFS address and, if available, website address	Authority Supervising the Aerodrome and Remarks: PUB AD CHF: Department of Transport, Private Bag X5036, Mthatha TEL: (047) 536 0044/0121 ATC TEL: (047) 536 0029 ATC FAX: (047) 536 0040 TEL APM: 079 927 3455 MET TEL: (047) 536 0938 MET CELL: (084) 279 1155 Voice Control COM System: (047) 536 0524
7	*Types of traffic permitted (IFR / VFR)*	IFR/VFR
8	*Remarks*	NIL

FAUT AD 2.3 OPERATIONAL HOURS

1	*AD Operator*	AD Operational hours: H24
2	*Customs and immigration*	NIL
3	*Health and sanitation*	NIL INFO AVBL
4	*AIS briefing office*	NIL INFO AVBL
5	*ATS reporting office (ARO)*	NIL INFO AVBL
6	*MET briefing office*	NIL INFO AVBL
7	*ATS*	ATC HOD: MON-FRI: 0430-1600, SAT: 0530-1030, SUN: 1130-1630. Public HOL same as weekdays.
8	*Fuelling*	NIL
9	*Handling*	NIL INFO AVBL
10	*Security*	Operational hours: H24
11	*De-icing*	NIL INFO AVBL

12	*Remarks*	NIL

FAUT AD 2.4 HANDLING SERVICES AND FACILITIES

1	*Cargo-handling facilities*	NIL INFO AVBL
2	*Fuel and Oil types*	NIL
3	*Fuelling facilities and capacity*	NIL
4	*De-icing facilities*	NIL INFO AVBL
5	*Hangar space for visiting aircraft*	NIL INFO AVBL
6	*Repair facilities for visiting aircraft*	NIL INFO AVBL
7	*Remarks*	NIL

FAUT AD 2.5 PASSENGER FACILITIES

1	*Hotels*	None at airport. A number of hotels in the city ranging from one to five stars. Also a variety of guest houses, bed & breakfast units and holiday accommodation.
2	Restaurants	15 KM from airport in the central business district.
3	*Transportation*	Car rentals.
4	*Medical facilities*	15 KM from airport in the central business district.
5	*Bank and Post Office*	15 KM from airport in the central business district.
6	*Tourist office*	Shell Ultra City on the N2.
7	*Remarks*	NIL

FAUT AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	*AD category for fire fighting*	CAT V, HOD: MON-FRI: 0400-1600, SAT: 0600-1000, SUN: 1200-1600, Public HOL: same as weekdays.
2	*Rescue equipment*	16080 litres water, Foam 2290 litres, Dry Chemical Powder 225KG, Discharge rate, 2270 litres per minute (De Toit) and 2000 litres per minute (truck)
3	*Capability for removal of disabled aircraft*	NIL INFO AVBL
4	*Remarks*	11 personnel, 5 personnel per shift and two vehicles.

FAUT AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	*Types of clearing equipment*	NIL INFO AVBL
2	*Clearance priorities*	NIL INFO AVBL

3	*Remarks*	NIL

FAUT AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	*Designation, surface and strength of aprons*	NIL INFO AVBL
2	*Designation, width, surface and strength of taxiways*	NIL INFO AVBL
3	*ACL location and elevation*	NIL INFO AVBL
4	*VOR checkpoints*	NIL INFO AVBL
5	*INS checkpoints*	NIL INFO AVBL
6	*Remarks*	NIL

FAUT AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	*Use of aircraft stand ID signs, TWY guide lines and visual docking / parking guidance system of aircraft stands.*	NIL INFO AVBL
2	*RWY and TWY markings and LGT*	NIL INFO AVBL
3	*Stop bars*	NIL INFO AVBL
4	*Remark*	NIL

FAUT AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID// Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	See below
(1) Radio masts 4.4 NM SE ELEV 3629 FT and 7 NM SE ELEV 3121 FT. (2) Restricted VIS FM TWR. TFC in the loop THR RWY 32 not VIS FM TWR.					

In Area 3					
OBST ID/ Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f

NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL

FAUT AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	*Associated MET office*	FAPE
2	*Hours of service* *MET Office outside hours*	Observations: 0430-2000; Forecasting 0200-1900 (041) 581 0403 FAOR (082 233 9600/8800)
3	*Office responsible for TAF preparation* *Periods of validity*	Port Elizabeth 9-11 HRS
4	*Trend forecast* *Interval of issuance*	NIL 3 hourly
5	*Briefing / consultation provided*	NIL
6	*Flight documentation / Language(s) used*	Standard ICAO format English
7	*Charts and other information available for briefing or consultation*	NIL
8	*Supplementary equipment available for providing information*	NIL
9	*ATS units provided with information*	Yes
10	*Additional information (limitation of service, etc.)*	Flight documentation and other aviation related information AVBL on website page: http://aviation.weathersa.co.za

FAUT AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWYNR	TRUE & MAG BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY-SWY
1	2	3	4	5	6	7
14	113º (T)	2600 x 45	ASPH PCN 83	313229.90S 0283945.89E	2380 FT	+ 0.43%
32	293º (T)	2600 x 45	ASPH PCN 83	313303.07S 0284116.38E	2417 FT	- 0.43%

SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M)	Location (which runway end) and description of arresting system (if any)	OFZ	Remarks
8	9	10	11	12	13	14
60 x 45	100 x 150	2840 x 300	240 x 90	NIL INFO AVBL	2380 FT	See below.
60 x 45	100 x 150	2840 x 300	240 x 90	NIL INFO AVBL	2417 FT	
Remarks (1) ACFT must adhere to RWY and TWY's and park in the parking area. (2) Hazards - Shooting range on right base RWY 14 and livestock may be present on AD. (3) STD circuit pattern: RWY 14 Left hand circuit, RWY 32 Right hand circuit. Reciprocating ACFT 3500FT ALT and turbine ACFT 4000FT ALT.						

FAUT AD 2.13 DECLARED DISTANCES

RWY Designator	*TORA (M)*	*TODA (M)*	*ASDA (M)*	*LDA (M)*	*Remarks*
1	2	3	4	5	6
14	2600	2700	2660	2600	NIL
32	2600	2700	2660	2600	NIL

FAUT AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	*APCH LGT Type LEN INTST*	*THR LGT colour WBAR*	*VASIS (MEHT) PAPI*	*TDZ LGT LEN*	*RWY Centre Line LGT Length, spacing, colour, INSTST*	*RWY Edge LGT LEN, spacing, colour, INSTST*	*RWY End LGT colour WBAR*	*SWY LGT LEN (M) colour*	*Remarks*
1	2	3	4	5	6	7	8	9	10
14	420M SALS Medium	Green	3.5 º	NIL		2600m; 60m; white	Red	NIL	See below.
32	420M SALS Medium	Green	3.1 º	NIL	NIL	2600m; 60m; white	Red	NIL	
Remarks (1) Selection of RWY light intensity RWY 14/32 on FREQ. 121.3 MHz as follows: 3 Clicks on press to talk (PTT) = 30% Intensity. 5 Clicks on press to talk (PTT) = 50% Intensity. 7 Clicks on press to talk (PTT) = 100% Intensity. Lights will switch off automatically after 20 minutes.									

FAUT AD 2.15 OTHER LIGHTING SYSTEMS, SECONDARY POWER SUPPLY

1	*ABN/IBN location, characteristics and hours of operation*	NIL INFO AVBL
2	*LDI location and LGT Anemometer location and LGT*	NIL INFO AVBL
3	*TWY edge and centre line lighting*	NIL INFO AVBL
4	*Secondary power supply and switch-over time*	NIL INFO AVBL
5	*Remarks*	NIL

FAUT AD 2.16 HELICOPTER LANDING AREA

1	*Coordinates TLOF or THR of FATO Geoid undulation*	NIL INFO AVBL
2	*TLOF and/or FATO elevation M/FT*	NIL INFO AVBL
3	*TLOF and FATO area dimensions, surface, strength, marking*	NIL INFO AVBL
4	*True BRG of FATO*	NIL INFO AVBL
5	*Declared distance available*	NIL INFO AVBL
6	*APP and FATO lighting*	NIL INFO AVBL
7	*Remarks*	NIL

FAUT AD 2.17 ATS AIRSPACE

1	*Designation and lateral limits*	ATZ A circle radius 5 NM centred on position 313245S 0284025E.
2	*Vertical limits*	GND/4500 FT ALT
3	*Airspace classification*	Class ‘C’ (AD separations only)
4	*ATS unit call-sign Language*	English
5	*Transition altitude*	7500 FT
6	*Remarks*	During ATC operating hours no ACFT is to be operated in this airspace unless two-way RDO CTC is maintained with relevant ATC except if it is RCF.

FAUT AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	*Call sign*	*Frequency*	*Hours of operation*	*Remarks*
1	2	3	4	5
TWR	Mthatha Tower	121.3 MHz TRANS-REC	See ATC HOD	NIL

FAUT AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of supported OP (for VOR/ILS/ MLS, give declination)	*ID*	*Frequency*	*Hours of operation*	*Position of transmitting antenna coordinates*	*Elevation of DME transmitting antenna*	*Remarks*
1	2	3	4	5	6	7
DVOR/DME (/)	MHV	115.1 MHZ CH: 98X	H24	313301.29S 0284024.78E	2484 FT	NIL

FAUT AD 2.20 LOCAL AERODROME REGULATIONS

Circuit ALT: 3500 FT for reciprocating aircraft and 4000 FT for turbine aircraft.

VFR Reporting Points:

Mthatha Dam North: (312742.46S 0284022.88E) APRX 5 NM North of FAUT; Situated at a bend in the Mthatha Dam, which looks like a horseshoe, North of the main body of water.

Mthatha Dam North East: (312858.98S 0284458.32E) APRX 5.5 NM North East of AD; Situated on the eastern horn of the Mthatha Dam, where the Ncambele River and Mthatha River meet.

Weather Ball: (313213.81S 0284551.80E) APRX 4.7 NM East North East of the AD. A white weather ball on the top of a hill.

Wellington Prison: (313417.24S 0284628.58E) APRX 5.4 NM East South East of AD. A prison complex situated north west of FAUT ATZ.

Shell Ultra City: (313648.24S 0284401.22E) APRX 5.1 NM South East of the AD. SHELL garage situated on the N2.

Springvale: (313746.06S 0284036.39E) APRX 05 NM South of the AD, small village situated on the southern bank of the Cicira River.

Tabase Nek: (313324.56S 0283516.49E) APRX 4.9 NM West of the AD. Situated north east of Tabase Mission Village, where the R61 bends to the south and back north.

FAUT AD 2.21 NOISE ABATEMENT PROCEDURES

NIL INFO AVBL

FAUT AD 2.22 FLIGHT PROCEDURES

NIL INFO AVBL

FAUT AD 2.23 ADDITIONAL INFORMATION

NIL INFO AVBL

FAUT AD 2.24 CHARTS RELATED TO AN AERODROME

AD	-AD-01
RNAV RWY 14	-RNAV-01
Data tabulation	-RNAV-01A
RNAV RWY 32	-RNAV-02
Data tabulation	-RNAV-02A

NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL

FAVG AD 2.20 LOCAL AERODROME REGULATIONS

(1) Use of AD by Tri-Axis Fixed Wing microlight ACFT permitted.
(2) Twin engined aircraft are to use ASPH TWY only at all times.
(3) The control tower penetrates the Transitional Surface.
(4) ACFT to park in designated areas only.

FAVG AD 2.21 NOISE ABATEMENT PROCEDURES

For noise abatement procedure, helicopters are to approach at higher altitude over the residential area (flying a normal approach path) and to cross the aerodrome boundary fence at no less than 300FT whenever practical and safe to do so.

FAVG AD 2.22 FLIGHT PROCEDURES

The following deemed separation between arriving and departing IFR flights at King Shaka International and Virginia airports is based upon a Safety Assessment conducted by ATNS and has been implemented to enhance efficiency as well as to ensure a safe, orderly and expeditious flow of air traffic within the FALE/FAVG area of responsibility.

FAVG geographical position is 3NM east of the approach/take-off path of runway 06/24 at FALE and as such restricts IFR traffic to and from both airports.

This procedure will require IFR traffic departing from or arriving at FAVG, on ATC clearances to remain seaward of the coastline on headings, and will be deemed to be separated from IFR departing and arriving traffic at King Shaka International Airport (FALE).

This deemed separation will only be applicable when Surveillance Radar is in operation at FALE.

In the absence of an IAP for IFR ACFT into FAVG the following PROC will apply, when WX minima restricts VMC descents into FAVG: inbound IFR ACFT to FAVG shall be accommodated on the ILS or VOR IAP to FALE to a minimum of 1000FT ALT. Should the ACFT not become VMC by 1000FT ALT, pilot will be requested to land at FALE.

Circuit: All circuits to be flown at 800FT and must be conducted seawards. Downwind legs over land not permitted.

FAVG AD 2.23 ADDITIONAL INFORMATION

Pilots must exercise caution due to flocks of birds on AD.

FAVG AD 2.24 CHARTS RELATED TO AN AERODROME

NIL

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FAVM AD 2.13 DECLARED DISTANCES

RWY	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
08	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL
26	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL

FAVM AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	*APCH LGT Type LEN INTST*	*THR LGT colour WBAR*	*VASIS (MEHT) PAPI*	*TDZ LGT LEN*	*RWY Centre Line LGT Length, spacing, colour, INSTST*	*RWY Edge LGT LEN, spacing, colour, INSTST*	*RWY End LGT colour WBAR*	*SWY LGT LEN (M) colour*	*Remarks*
1	*2*	*3*	*4*	*5*	*6*	*7*	*8*	*9*	*10*
08	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL
26	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL

FAVM AD 2.15 OTHER LIGHTING SYSTEMS, SECONDARY POWER SUPPLY

1	*ABN/IBN location, characteristics and hours of operation*	NIL INFO AVBL
2	*LDI location and LGT Anemometer location and LGT*	NIL INFO AVBL
3	*TWY edge and centre line lighting*	NIL INFO AVBL
4	*Secondary power supply and switch-over time*	NIL INFO AVBL
5	*Remarks*	NIL

FAVM AD 2.16 HELICOPTER LANDING AREA

1	*Coordinates TLOF or THR of FATO Geoid undulation*	NIL INFO AVBL
2	*TLOF and/or FATO elevation M/FT*	NIL INFO AVBL
3	*TLOF and FATO area dimensions, surface, strength, marking*	NIL INFO AVBL
4	*True BRG of FATO*	NIL INFO AVBL
5	*Declared distance available*	NIL INFO AVBL
6	*APP and FATO lighting*	NIL INFO AVBL

7	*Remarks*	NIL

FAVM AD 2.17 ATS AIRSPACE

1	*Designation and lateral limits*	NIL
2	*Vertical limits*	NIL
3	*Airspace classification*	NIL
4	*ATS unit call-sign Language*	NIL
5	*Transition altitude*	NIL
6	*Remarks*	NIL

FAVM AD 2.18 ATS COMMUNICATION FACILITIES

1	*2*	*3*	*4*	*5*
Service designation	*Call sign*	*Frequency*	*Hours of operation*	*Remarks*
NI	NIL	NIL	NIL	NIL

FAVM AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of supported OPS (for VOR/ ILS/ MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NIL	NIL	NIL	NIL	NIL	NIL	NIL

FAVM AD 2.20 LOCAL AERODROME REGULATIONS

NIL INFO AVBL

FAVM AD 2.21 NOISE ABATEMENT PROCEDURES

NIL INFO AVBL

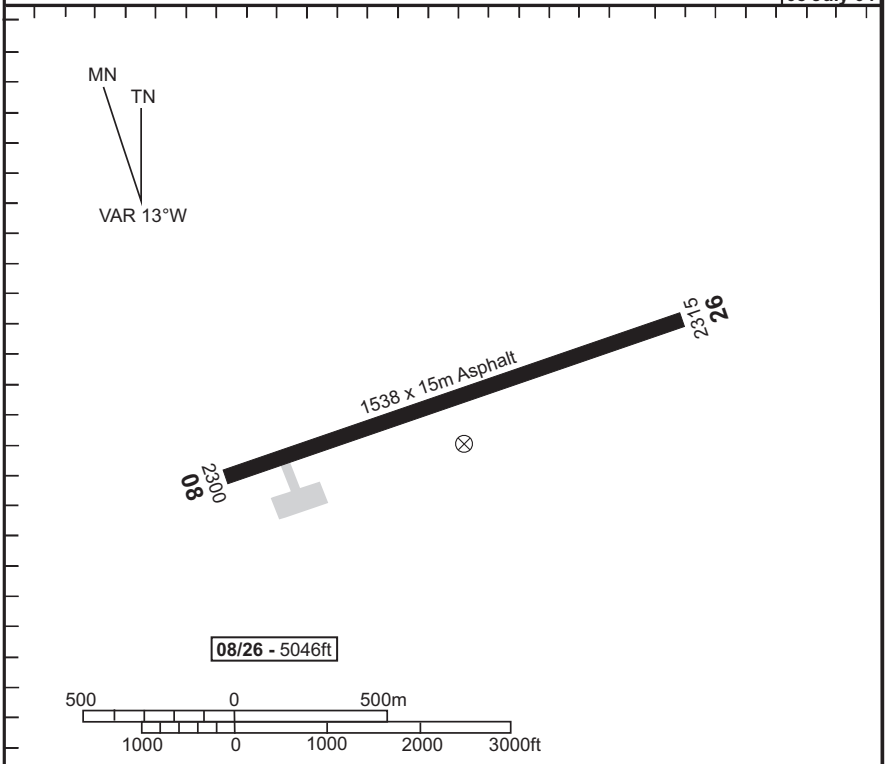
Elev	A/D	S22°26.7'
2333	REF PT	E029°20.3'

VENETIA MINE
AERODROME

FAVM

VENETIA MINE
124.8 (Common traffic advisory)

AD-01
EFF
08 July 04



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RWY	PAPI	APPROACH	THR	RUNWAY	L. DIST	SLOPE
08 (071°T)	Nil	Nil	Nil	Nil	Full	N/A
26 (251°T)					Full	

OTHER LIGHTING: Nil

CIRCUITS
RWY 08 - Right hand
RWY 26 - Left hand

STOPWAYS

RUNWAY AVAILABILITY

1. Daily blasting activity taking place.
   Pilots to contact Venetia mine on 130.4MHz before approaching or take-off for blasting information.

CAA South Africa

Rev: Chart #.

WGS-84

FAWB

FAWB AD 2.1 AERODROME LOCATION INDICATOR AND NAME

FAWB - WONDERBOOM / PRETORIA

FAWB AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	*ARP co-ordinates and site at AD*	253919.11S 0281316.81E, On RWY 11/29 and RWY 06/24 intersection.
2	*Direction and distance from city*	6NM N PRETORIA
3	*Reference Elevation/Reference temperature*	4095FT
4	*Geoid undulation at AD ELEV PSN*	80.3 FT
5	*MAG VAR / Annual change*	19°W (2018) 0°6' W
6	AD operator, address, telephone, telefax, e-mail, AFS address and, if available, website address	Postal Address: City of Tshwane P O Box 6338, Pretoria, 0001 TEL: (012) 3584040, FAX: (012) 3584141 E-mail: ndivhol@tshwane.gov.za APM: Mr P C J Van Rensburg TEL: (012) 5438105, FAX: (012) 5438111 E-mail: peet@wonderboomairport.co.za ADMIN: TEL No: (012) 5671188/9, 5438103; Fax No: (012) 5438119 E-mail: amieke@wonderboomairport.co.za ATC: TEL: (012) 5431402, FAX: (012) 5430038 CELL: +27 66 432 1795 E-mail: wbatc@atns.co.za Rescue and Fire Services TEL: (012) 5431835/8112/3/4/5 E-mail: andre@wonderboomairport.co.za
7	*Types of traffic permitted (IFR / VFR)*	IFR/VFR
8	*Remarks*	Microlights only allowed on prior arrangement with APM and ATC. All visiting aircraft arrivals to park on apron and report to INFO desk to pay landing fees. All departing and arriving passengers to pass through main terminal building. All departing passengers to pay airport tax at INFO Desk.

FAWB AD 2.3 OPERATIONAL HOURS

1	*AD Operator*	MON-FRI: 0530-1400, Public holidays closed.
2	*Customs and immigration*	NIL INFO AVBL

3	*Health and sanitation*	NIL INFO AVBL
4	*AIS briefing office*	NIL INFO AVBL
5	*ATS reporting office (ARO)*	NIL INFO AVBL
6	*MET briefing office*	NIL INFO AVBL
7	*ATS*	TWR/APP: MON-SUN 0400-1800, Ground Movement Control: MON-SUN 0500-1700. Public Holidays to be notified by NOTAM.
8	*Fuelling*	Daily 0500-1600. Public Holidays to be notified by NOTAM. AFT HR: PN in office hours with AD Admin. Supplier: AIR BP. TEL (012) 5438116/7
9	*Handling*	NIL INFO AVBL
10	*Security*	NIL INFO AVBL
11	*De-icing*	NIL INFO AVBL
12	*Remarks*	NIL INFO AVBL

FAWB AD 2.4 HANDLING SERVICES AND FACILITIES

1	*Cargo-handling facilities*	NIL INFO AVBL
2	*Fuel and Oil types*	AVGAS100, AVTUR. OIL: AD100, S100, Turbine Oil
3	*Fuelling facilities and capacity*	Fuel Bay: 92000 litres AVGAS, 102 000 litres AVTUR Bowser: 5000 litres AVGAS and 5000 litres AVTUR
4	*De-icing facilities*	NIL INFO AVBL
5	*Hangar space for visiting aircraft*	ACFT Manufacturing organisations number available from AD Admin.
6	*Repair facilities for visiting aircraft*	ACFT Manufacturing organisations number available from AD Admin.
7	*Remarks*	Bowser fuel to be arranged with AD Admin.

FAWB AD 2.5 PASSENGER FACILITIES

1	*Hotels*	International Inn. TEL: (012) 5430843 Guest houses available in the vicinity.
2	Restaurants	Villa San Giovanni TEL: (012) 5430843 Meals and pizzeria available.
3	*Transportation*	Taxis and car hire available at AD contact AD Admin for numbers.
4	*Medical facilities*	First Aid available. Hospitals: Eugene Marais - 10 KM, TEL: (012) 3342777 Montana Private Clinic - 4 KM, TEL: (012) 5233000 Ambulance available within 7 minutes
5	*Bank and Post Office*	ATM Only ABSA and FNB available.
6	*Tourist office*	In City TEL: (012) 3581430
7	*Remarks*	NIL INFO AVBL

FAWB AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	*AD category for fire fighting*	CAT V: MON-SUN 0300-1800, Public holiday to be notified by NOTAM.
2	*Rescue equipment*	Standard Rescue Equipment carried on fire tenders.
3	*Capability for removal of disabled aircraft*	NIL INFO AVBL
4	*Remarks*	5 Man crew per shift. After hours only in emergencies, contact Aviation Fire Chief-AP Van Rooyen at 082 6205094. Mutual agreement with Local Authorities.

FAWB AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	*Types of clearing equipment*	NIL INFO AVBL
2	*Clearance priorities*	NIL INFO AVBL
3	*Remarks*	NIL INFO AVBL

FAWB AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	*Designation, surface and strength of aprons*	SFC: Main APN BTN TWY B1 and C3: Asphalt, Secondary APN BTN TWY A1 and B1: Cement and GS APN BTN TWY D and main APN.Strength: NIL INFO AVBL
2	*Designation, width, surface and strength of taxiways*	Width: 15 M except TWY D1 which is 22 M Surface: Asphalt. Strength: 22/F/B/X/T
3	*ACL location and elevation*	THR RWY 29: 4095 FT; THR RWY 11: 4038 FT THR RWY 06: 4070 FT; THR RWY 24: 4074 FT
4	*VOR checkpoints*	NIL INFO AVBL
5	*INS checkpoints*	NIL INFO AVBL
6	*Remarks*	ATC view of TWY F APRX 80 percent obscured due to hangars. No ATC CLR will be issued and Pilot to TAX at own discretion.Pilots to also EXER CTN when TAX to and FM THR RWY 06. ACFT tie-down points AVBL on Main and GS APN.

FAWB AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	*Use of aircraft stand ID signs, TWY guide lines and visual docking / parking guidance system of aircraft stands.*	Taxiing guidance signs at all intersections, TWY signs and Holding position signs at each RWY. Guidelines within Apron.
2	*RWY and TWY markings and LGT*	RWY: THR, RWY Designation, RWY centreline and Holding point markings. TWY: All TWY centrelines markings. RWY LGT: RWY 11/29 - PAPI LGT, THR, Edge LGT and RWY End LGT. RWY 06/24 - NIL. TWY LGT: Reflective Edge markers.
3	*Stop bars*	NIL

4	*Remark*	Bays A1, A2 reserved for Medium ACFT. Bays B1 - B4 reserved for scheduled flights only. PRKG bays B5 to B7 reserved for charter flights only, with a max PRKG period of 2HR. New C APN reserved for the PRKG of smaller ACFT, less than 5000KG. GS areas are to no longer be used for the PRKG of ACFT. Warning: Vehicle MOV on TWY C BTN A APN and C APN, Pilots to EXER CTN.

FAWB AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID// Designation	*OBST type*	*OBST position*	*ELEV/HGT*	*Markings/ Type, colour*	*Remarks*
a	*b*	*c*	*d*	*e*	*f*
NIL INFO AVBL	Two NDB masts	NIL INFO AVBL	HGT 59 FT	OBST lights	143 M THR RWY 29
NIL INFO AVBL	Radio mast	NIL INFO AVBL	4306 / 115 FT	NIL INFO AVBL	4.7 NM SSW
NIL INFO AVBL	Radio mast	NIL INFO AVBL	4270 / 115 FT	NIL INFO AVBL	3.4 NM S
NIL INFO AVBL	Radio mast	NIL INFO AVBL	4132 / 115 FT	NIL INFO AVBL	4.4 NM SW
NIL INFO AVBL	Radio mast	NIL INFO AVBL	4788 / 184 FT	NIL INFO AVBL	3.6 NM SW
Pilots to EXER CTN when on final approach for RWY 24 due to high ground 2 NM from THR.					

In Area 3					
OBST ID/ Designation	*OBST type*	*OBST position*	*ELEV/HGT*	*Markings/ Type, colour*	*Remarks*
a	*b*	*c*	*d*	*e*	*f*
NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL

FAWB AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	*Associated MET office*	O R Tambo INTL
2	*Hours of service* *MET Office outside hours*	No MET Station O R Tambo INTL TEL: 082 233 9600/8800
3	*Office responsible for TAF preparation* *Periods of validity*	O R Tambo INTL 9-11 Hours
4	*Trend forecast* *Interval of issuance*	NIL 3 hourly
5	*Briefing / consultation provided*	NIL
6	*Flight documentation / Language(s) used*	NIL

7	*Charts and other information available for briefing or consultation*	NIL
8	*Supplementary equipment available for providing information*	NIL
9	*ATS units provided with information*	Ground Movement Control, TWR, APP
10	*Additional information (limitation of service, etc.)*	Hourly METAR prepared by ATS. Flight documentation and other Aviation related information AVBL on web page http://aviation.weathersa.co.za

FAWB AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWYNR	*TRUE & MAG BRG*	*Dimensions of RWY (M)*	*Strength (PCN) and surface of RWY and SWY*	*THR coordinates RWY end coordinates THR geoid undulation*	*THR elevation and highest elevation of TDZ of precision APP RWY*	*Slope of RWY-SWY*
1	*2*	*3*	*4*	*5*	*6*	*7*
11	092°T	1828 x 30	ASPH PCN 40	253911.07S028 1246.04E	4038 FT	+0.95%
29	272°T	1828 x 30	ASPH PCN 40	253913.80S028 1351.52E	4095 FT	- 0.95%
06	044°T	1267 x 22	ASPH PCN 30	253943.82S028 1258.48E	4070 FT	+ 0.07%
24	224°T	1267 x 22	ASPH PCN 30	253913.68S028 1329.44E	4073 FT	- 0. 07%
SWY dimensions (M)	*CWY dimensions (M)*	*Strip dimensions (M)*	*RESA dimensions (M)*	*Location (which runway end) and description of arresting system (if any)*	*OFZ*	*Remarks*
8	*9*	*10*	*11*	*12*	*13*	*14*
NIL	150 x 150	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	See below
NIL	150 x 150	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	See below
NIL	75 x 150	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	See below
NIL	75 x 150	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	See below

Remarks (12)
(1) RWY 11/29 CLSD due MAINT every MON BTN 0600-1000.
(2) RWY AVBL in case of EMERG and weight restricted ACFT with 10MIN prior notice.
(3) Airfield CLSD to fixed wing ACFT first MON of the month due to MAINT at RWY 11/29 and RWY 06/24 intersection. 10MIN prior notice.

FAWB AD 2.13 DECLARED DISTANCES

RWY	*TORA (M)*	*TODA (M)*	*ASDA (M)*	*LDA (M)*	*Remarks*
1	*2*	*3*	*4*	*5*	*6*
11	1828	1978	1828	1828	NIL
29	1828	1978	1828	1828	NIL
06	1267	1342	1267	1267	NIL
24	1267	1342	1267	1267	NIL

FAWB AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	*APCH LGT Type LEN INTST*	*THR LGT colour WBAR*	*VASIS (MEHT) PAPI*	*TDZ LGT LEN*	*RWY Centre Line LGT Length, spacing, colour, INSTST*	*RWY Edge LGT LEN, spacing, colour, INSTST*	*RWY End LGT colour WBAR*	*SWY LGT LEN (M) colour*	*Remarks*
1	*2*	*3*	*4*	*5*	*6*	*7*	*8*	*9*	*10*
11	NIL	Green	PAPI Left/ 2.6û	NIL	NIL	1828 M, 60M White Last 600M Yellow	Red	NIL	NIL
29	NIL	Green	PAPI Left/ 2.7û	NIL	NIL	1828 M, 60M White Last 600M Yellow	Red	NIL	NIL
06	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL
24	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL
(1) RWY lights AVBL after 1700 on remote switch FREQ 118.35 MHz. 5 clicks to turn lights on, 3 clicks for intensity. Lights will stay on for 15MIN. (2) PAPI RWY 11/29: Touchdown displaced by + 300M from THR, System to be used with CTN at DIST in excess of 4NM.									

FAWB AD 2.15 OTHER LIGHTING SYSTEMS, SECONDARY POWER SUPPLY

1	*ABN/IBN location, characteristics and hours of operation*	On control TWR roof, 253928.62S 0281255.01E, Colour: Alternate Blue and White rotating, 1HR before sunset and 1 HR after sunrise
2	*LDI location and LGT Anemometer location and LGT*	LDI: NIL Anemometer Location: S of THR 06 and TWY F, N of THR 11 and NE of THR 24.
3	*TWY edge and centre line lighting*	Edge: Blue LGT and Reflective markers

4	*Secondary power supply and switch-over time*	Secondary power supply to all lighting, RDO and navaid systems including PAPI, R/T COM and AFTN systems at AD. Switch over-time: 2 SEC
5	*Remarks*	OBST, Floodlights, LGT on main windsock.

FAWB AD 2.16 HELICOPTER LANDING AREA

1	*Coordinates TLOF or THR of FATO Geoid undulation*	Main Helistop on GS APN NE of Main terminal building.Circuit Training: -50 M SW of TWY B2 BTN TWY C2 and RWY 06/24 at grass square. -150 M NE of THR RWY 11 at grass square. -110 M SE of RWY 06/24 at cement square. - 95 SE of THR RWY 06 on TWY parallel to RWY 06/24.
2	*TLOF and/or FATO elevation M/FT*	N/A
3	*TLOF and FATO area dimensions, surface, strength, marking*	TLOF: 18 M X 18 M, cement, 10 M X 10 M, grass, white chalk 200 M X10 M, Asphalt, NIL
4	*True BRG of FATO*	N/A
5	*Declared distance available*	NIL INFO AVBL
6	*APP and FATO lighting*	NIL INFO AVBL
7	*Remarks*	- ATC view of hangars to the W of THR RWY 11 near the Secondary (cement) Apron is obstructed. Helicopters to contact ATC prior to lift-off from hangars within area. - Helicopters are to land outside the designated apron area and the hover taxi less than 20 Knots to the landing position within the apron area or at the Fuel Bay. Circuit pattern and ALT -RWY 29, Left hand 4800 FT remain 150 M clear of RWY 29. -RWY 11, Right hand 4800 FT remain 150 M clear of RWY 11. -RWY 06, Right hand 4800 FT remain SE of RWY 11/29 and remain 85 M clear of RWY 06. -RWY 29 with Parachuting at the AD, NE OF THR RWY 11, right hand 4800 FT remaining 150 M clear of RWY 29. -RWY 11, Left hand 4800 FT remain 150 M clear from RWY 11. -RWY 06/24 with parachuting at AD, no Helicopter Circuits or auto rotations allowed. -With RWY 11 in use without parachuting at AD, auto rotations to the S of RWY 11 only allowed from Final APP or Base leg remaining clear of the Airport buildings. -All landings between hangars at pilots own discretion with due regard to the other tenants in close proximity. -All areas to be used for landing to be approved by APM.

FAWB AD 2.17 ATS AIRSPACE

1	*Designation and lateral limits*	Wonderboom Control Zone (CTR) The area bounded by lines drawn as follows: a) From a point at 253214.37S 0281245.45E along a straight line to a point at 253249.53S 0282153.35E; b) Thence clockwise along the arc of a circle, radius 5NM, centred at 253750.00S 0282142.00E, to a point at 254250.06S 0282120.24E; c) Thence along a straight line to a point at 254215.42S 0281225.64E; d) Thence clockwise along the arc of a circle, radius 5NM, centred at 253715.00S 0281238.00E, back to the starting point at 253214.37S 0281245.45E.
2	*Vertical limits*	7600FT ALT
3	*Airspace classification*	C
4	*ATS unit call-sign* *Language*	English
5	*Transition altitude*	8000FT MSL
6	*Remarks*	Except where otherwise authorized, no aircraft is to be operated within this airspace unless two-way radio contact is maintained with ATC.

FAWB AD 2.18 ATS COMMUNICATION FACILITIES

1	*2*	*3*	*4*	*5*
Service designation	*Call sign*	*Frequency*	*Hours of operation*	*Remarks*
APP/TWR	Wonderboom Tower	118.35 MHz transmits and receives	see ATS HOD	NIL INFO AVBL
APP/TWR VDF	Wonderboom Tower	118.35 MHz transmits and receives	see ATS HOD	On roof of Control Tower
Ground Movement Control	Wonderboom Ground	120.60 MHz Transmits and receives	see ATS HOD	NIL INFO AVBL

FAWB AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of supported OPS (for VOR/ ILS/ MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	*2*	*3*	*4*	*5*	*6*	*7*
VOR	DPV	112.20 MHz	H24	253921.30S 281312.27E	4080.997 FT	NIL
DME	DPV	CH 59X	H24	253921.44S 0281311.80E	4088.618 FT	NIL

FAWB AD 2.20 LOCAL AERODROME REGULATIONS

1) Engine running only to be conducted on Designated Engine running area at Main windsock E of TWY D4. Taxi clearance to be obtained from Ground Movement Control, FREQ 120.60 MHz.
2) No PRKG by any ACFT is allowed on or close to any TWY this includes the taxiways located within the APN and AD MOV area.
3) Pilots taxiing to or FM the B or C (Main) APN or Fuel bay have to obtain instructions FM ATC on FREQ 120.6 MHz.
4) Pilots taxiing on TWY C2 to EXER CTN BTN TWY B and TWY D, due to HEL circuits PARL to RWY 11/29.
5) No vehicles allowed on the APN without a rotating Amber LGT and permission FM APM
6) No vehicles/persons are allowed entry into manoeuvring area without permission FM ATC.
7) Instructions are only allowed to exit ACFT for the purpose of the student continuing with solo flying within the manoeuvring area. Students are to call for taxi instructions FM ATC before re-entering the manoeuvring area.
8) All students pilots are to advise ATC on first CTC that they are conducting solo student flight training.
9) Unless otherwise advised by ATC, pilots landing on RWY 11/29 may vacate onto RWY 24 and right onto TWY B.

FAWB AD 2.21 NOISE ABATEMENT PROCEDURES

-According to AIC 20.3.
-No low level circuits on SUN.
-No helicopter circuits training before 0900 on SUN and Religious HOL.
-No parachuting before 0900 on SUN and Religious HOL
-All HEL OPS below 4600 FT to be conducted within AD perimeter fence.
-No engines runs allowed: MON - SAT 1700 - 0500 and SUN before 0900 and after 1500.

FAWB AD 2.22 FLIGHT PROCEDURES

General
Circuit procedures:
a) ATC in operation - as advised by ATC.
b) Circuit ALTHelicopter - 4800 FT, Piston engine - 5100 FT, Turbine engine - 5600 FT
c) Fixed wing circuit: RWY 29 and 24 - Right hand, RWY 06 and 11 - Left hand.
Early turnouts subject to ATC approval.

Procedures for VFR Flights within FAWB CTR:
VFR pilots must obtain an ATC joining clearance at the following reporting points:
a) N (GFA1/FAD 127): 2 NM N of Rooiwal PWR STN,
b) W: OHD Rosslyn industrial area,
c) NW: join W or N, that is: report at Rosslyn or 2 NM N of Rooiwal PWR STN.
d) E: OHD the Cullinan town or Cullinan dam.
e) S W: Crossing the Magaliesberg ridge S of Rosslyn industrial area.
f) S E: 5 NM S E of Mamelodi.g) N E (GFA2/FAD128): 7 NM N E of Roodeplaat dam.VFR pilots that have not received and acknowledged an ATC CLR cannot enter the FAWBCTR. In the case of an EMERG , joining will be according to ATC CLR and pilot discretion.

Communication Failure:
In the case of RCF, follow the STD published RCF procedures.
NE (GFA2/FAD128): 7 NM N E of Roodeplaat dam.
VFR pilots that have not received and acknowledged an ATC CLR cannot enter the FAWB CTR. In the case of an EMERG, joining will be according to ATC CLR and pilot discretion.
In the case of RCF, follow the STD published RCF procedures.

FAWB AD 2.23 ADDITIONAL INFORMATION

Warning: Occasional blasting 1.3 NM N of AD. Danger HGT GND - 2000 FT. ACFT in circuit to N should remain N of Railway line and W of Bon Accord Dam as advised by ATC.
-Hazard - Wind shear on THR of all runways due to close proximity of hangars and geographical features to runways and AD. Normally present when wind speed exceeds 15KT
-Buck and Guinea Fowl on AD.

Parachuting:
Drop zone designated as area S of RWY 11/29 and 06/24.
Times:
a) Every SAT and Public HOL during ATS HOD only, from 0700 till sunset.
b) Every SUN and Religious HOL during ATS HOD only, till sunset.
c) Every second WED from 1000 till 1400.

FAWB AD 2.24 CHARTS RELATED TO AN AERODROME

AD	-AD-01
RNAV (GNSS) RWY 29	-RNAV-01
Data Tabulation	-RNAV-01A
VOR RWY 29	-VOR-01

FAWK AD 2.21 NOISE ABATEMENT PROCEDURES

1 GENERAL
1.1 The following procedures are designed to avoid excessive noise in areas adjacent to the aerodrome and in areas overflown during take-off and landing. Strict adherence within the limits of safety and performance is required. ACFT not landing at Waterkloof are not permitted to overfly built up areas below 1000' AGL.
1.1.1 Rapid changes in engine power should be avoided.
1.1.2 Heavy category ACFT commanders are permitted to select the RWY for arrivals and departures.
1.1.3 Bad weather circuits (500') may be flown in IMC or two per training/rating sortie.
1.1.4 Heavy category ACFT are not permitted to practice 500' circuits.

2 ARRIVALS
2.1 All IFR arrivals, wind and traffic permitting, will be executed on RWY 01.
2.2 The final APCH path shall be strictly at the angle defined by the ILS and PAPI glide path (3°).
2.3 VFR flights must adhere to the glide path on final APCH and where possible avoid built up areas.
2.4 Fighter ACFT flying via initial point may not exceed 400 KIAS.

3 DEPARTURES
3.1 VFR flights will climb to 1000' AGL as soon as possible and once clear of built up areas ascend accordingly.

4 TAKE-OFF TO 1500' AGL
4.1 Take-off power.
4.2 Take-off flaps.
4.3 Climb at V2 + 10 to 20 KTS or as limited by body angle. Dependent on ACFT type, take-off power/thrust may be reduced at a lower altitude.

5 AT 1500' AGL
5.1 Reduce thrust (if not reduced already) to not less than climb power/thrust.

6 1500' AGL TO 3000' AGL
6.1 Climb at V2 + 10 to 20 KTS.

7 AT 3000' AGL
7.1 Accelerate smoothly to en-route climb speed with flap retraction on schedule.

8 ENGINE RUN-UP TESTS
8.1 Engine run-up tests on Saturdays, Sundays and Public Holidays and on working days between 1600 and 0400 will only be permitted with the authorisation of the OPS Co.

9 EXEMPTIONS
9.1 Restrictions to arrivals/departures do not apply in the following cases.
9.1.1 In an emergency or simulated emergency.
9.1.2 For operational flights.
9.1.3 For inspection and calibration flights.
9.1.4 For flights with the prior authorisation from the Air Wing Coordinator AFB Waterkloof.
10 NIGHT FLYING TRAINING - MONDAY TO THURSDAY
10.1 Night flying training must be authorised by the Air Wing Coordinator.10.1.1 Final arrival: 2000.10.1.2 No circuits and landings between 1900 and 2000.

FAWK AD 2.22 FLIGHT PROCEDURES

Aircraft under Johannesburg radar control until established on ILS or on passing through 8000 FT ALT (WK CTR)

FAWK AD 2.23 ADDITIONAL INFORMATION

- Prior admission is necessary from the South African Chief of National Defence Force to make use of theNewLine- aerodrome facilitiesNewLine- Bad VIS in winter to the south of AD due to smog.NewLine- Any aircraft requiring assistance contact WK OPS on 133.45 MHz.NewLine- All MIL aerodromes are unlicensed, as such they may not be nominated as an alternate destination. AD to beNewLineused in EMERG only.

FAWK AD 2.24 CHARTS RELATED TO AN AERODROME

AD	-AD-01
RNAV (GNSS) RWY 01	-RNAV-01
Data tabulation	-RNAV-01A
RNAV (GNSS) RWY 19	-RNAV-02
Data tabulation	-RNAV-02A