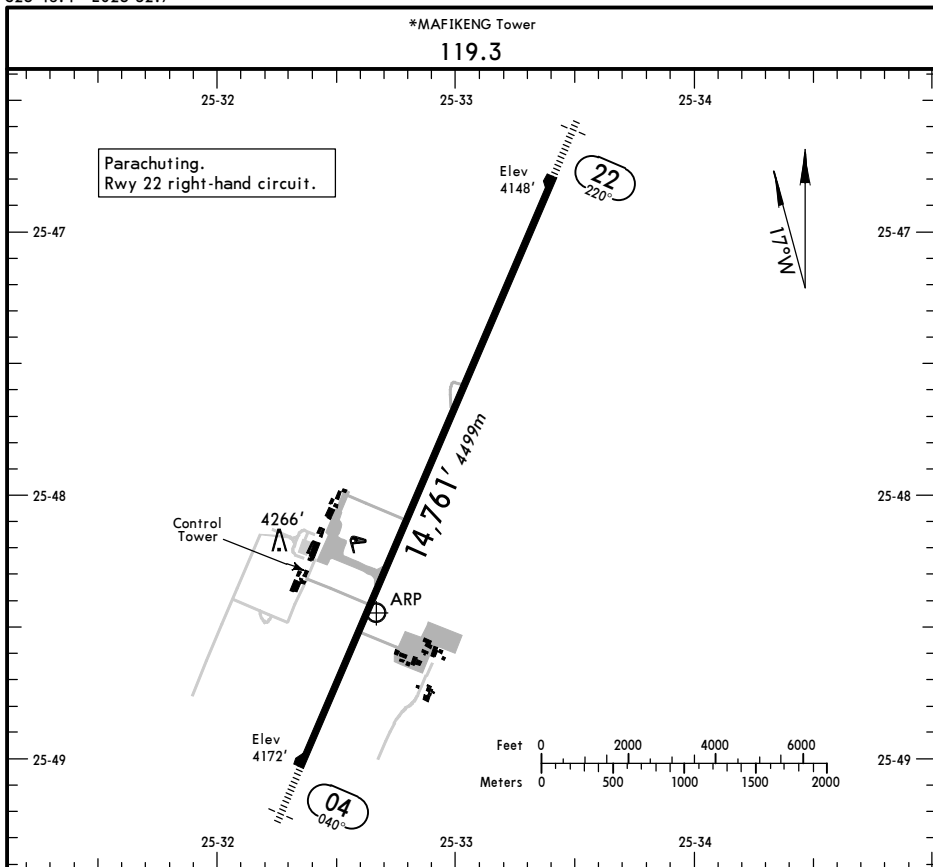


FAMM/MBD
Apt Elev 4181'
S25 48.4 E025 32.7

JEPPESEN
13 AUG 10 10-9 Eff 26 Aug

MAFIKENG, S AFR REP
MAFIKENG



ADDITIONAL RUNWAY INFORMATION

RWY	USABLE LENGTHS			
	LANDING BEYOND		TAKE-OFF	WIDTH
	Threshold	Glide Slope		
04	① MIRL ① ALS ① PAPI-L (angle 3.0°)			148' 45m
22	① MIRL ALS PAPI-L (angle 3.0°)			

① Activate low intensity on 119.3. Key mike 3 times. 5 & 7 clicks increases intensity.

JAR-OPS

TAKE-OFF ①

All Rwys

LVP must be in Force

RCLM (DAY only)
or RL

RCLM (DAY only)
or RL

NIL
(DAY only)

A			
B	250m	400m	500m
C			
D	300m		

① Operators applying U.S. Ops Specs: CL required below 300m.

STRAIGHT-IN RWY		A	B	C	D
04	VOR ❶ ❷	4690' (518') R1500m	4690' (518') R1500m	4890' (718') C2400m	4890' (718') C2400m
	VOR ❸	4690' (518') C2300m	4690' (518') C2300m	4890' (718') C3500m	4890' (718') C3500m
	ALS out	C2600m	C2600m	C3700m	C3700m
	NDB ❶	4690' (518') R1500m	4690' (518') R1500m	4890' (718') C2400m	4890' (718') C2400m

- ❶ Continuous Descent Final Approach.
- ❷ with FMS.
- ❸ w/o FMS.

CIRCLE-TO-LAND ❶	A	B	C	D
	MINIMUMS NOT YET ESTABLISHED BY S AFR REP CAA			

- ❶ Not authorized West of airport.
Entirely at pilots discretion.

TAKE-OFF RWY 04, 22		
LVP must be in force		
RCLM (DAY only) or RL		RCLM (DAY only) or RL
		NIL (DAY only)
A	250m	400m
B		
C		
D	300m	500m

Approach Control through Tower
*MAFIKENG Tower

119.3

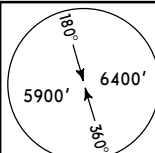
VOR
MMV
112.9

Final
Apch Crs
040°

Minimum Alt
No FAF

MDA(H)
Refer to
Minimums

Apt Elev 4181'
RWY 4172'



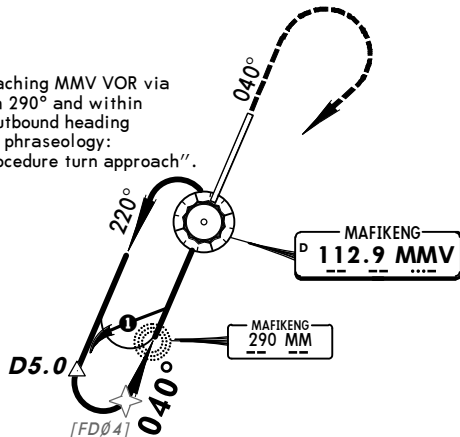
MSA
MMV VOR

MISSED APCH: Climb on R-040 to 5550', then turn RIGHT to VOR climbing to 6700', or as directed.

Alt Set: hPa Rwy Elev: 144 hPa Trans level: By ATC Trans alt: 7000'
1. DME required. 2. Pilot controlled lighting 119.3.

Procedure is conducted partially outside FAMM ATZ. Pilots are to broadcast and monitor TIBA 124.8 when conducting procedure.

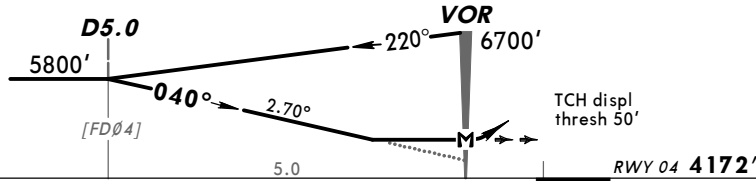
① When approaching MMV VOR via 110° through 290° and within 30° of the outbound heading inbound, use phraseology: "Request procedure turn approach".



FA(D)-123



MMV DME	5.0	4.0	3.0	2.0	1.0
ALTITUDE	5800'	5520'	5240'	4950'	4670'



TO DISPLACED THRESHOLD

Gnd speed-Kts	70	90	100	120	140	160
Descent gradient 4.71% or 2.70°	334	430	478	573	669	764
MAP at VOR						



5550' on R-040
112.9

JAR-OPS

STRAIGHT-IN LANDING RWY 04

MDA(H) AB: 4690' (518')
CD: 4890' (718')

ALS out

CIRCLE-TO-LAND

Not authorized West of airport
ENTIRELY AT PILOTS DISCRETION

A	RVR 1500m
B	
C	RVR 2000m
D	

MINIMUMS NOT YET ESTABLISHED
BY S AFR REP CAA

Approach Control through Tower
*MAFIKENG Tower

119.3

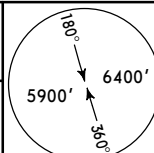
NDB
MM
290

Final
Apch Crs
040°

Minimum Alt
MM NDB
5500' (1328')

MDA(H)
Refer to
Minimums

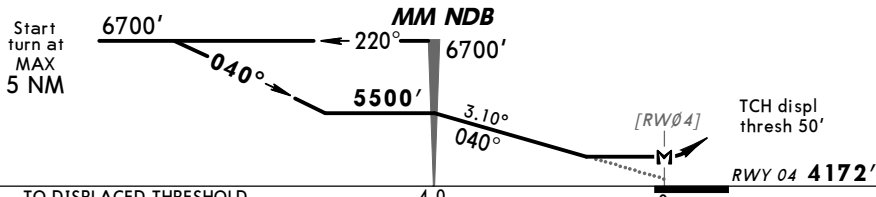
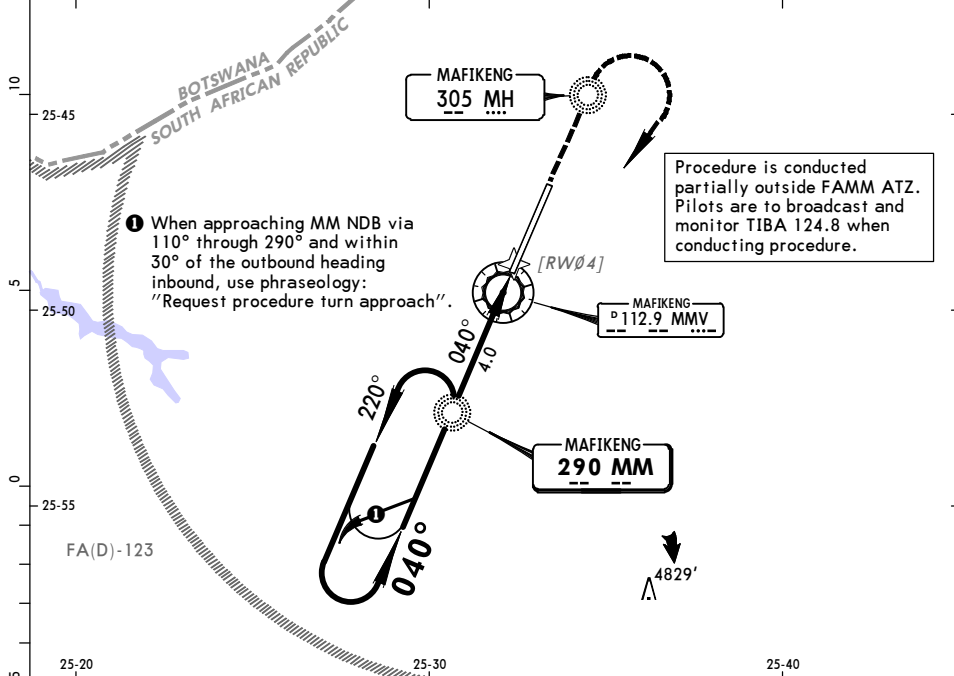
Apt Elev 4181'
RWY 4172'



MISSED APCH: Climb STRAIGHT AHEAD to MH NDB to 5550'. At MH NDB or 5550' turn RIGHT to MM NDB climbing to 6700', or as directed.

Alt Set: hPa Rwy Elev: 144 hPa Trans level: By ATC Trans alt: 7000'
1. DUAL ADF required. 2. Pilot controlled lighting 119.3.

MSA
MM NDB



TO DISPLACED THRESHOLD

4.0

0

Gnd speed-Kts	70	90	100	120	140	160
Descent gradient 5.41% or 3.10°	384	494	548	658	768	878
Descent angle						
MM NDB to MAP	4.0	3:26	2:40	2:24	2:00	1:43

ALS	5550'	MH 305
PAPI		

JAR-OPS

STRAIGHT-IN LANDING RWY 04

MDA(H) AB: 4690' (518')
CD: 4890' (718')

ALS out

CIRCLE-TO-LAND

Not authorized West of airport
ENTIRELY AT PILOTS DISCRETION

MINIMUMS NOT YET ESTABLISHED
BY S AFR REP CAA

PANS OPS

A	RVR 1500m
B	
C	RVR 2000m
D	