
1. GENERAL

1.1. ATIS

D-ATIS 127.0

1.2. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM**1.2.1. GENERAL**

Landing ACFT contact APRON prior to top of descent or when within VHF range for parking bay allocation. Parking bays to be confirmed upon landing.

ACFT must advise registration estimated time of arrival, persons on board and last APT of departure.

Parking bay info and registration is to be transmitted to GROUND on vacating RWY for taxi instructions.

Before entering the apron contact APRON to verify gate is still available.

1.2.2. OPERATION OF MODE S TRANSPONDER

In order to prevent the potential risk for Multilateration (MLAT) false targets, aircrew shall adhere to the following procedures:

- ACFT operators shall ensure that Mode S transponders are able to operate when an ACFT is on the ground, transmitting Mode S squitter and replying to Mode S addressed interrogations only.
- When an ACFT is on the ground, the transponder shall be inhibited to reply to Mode S all-call interrogation and replies to Mode A/C interrogations shall also be suppressed.
- Flight crew shall select the assigned Mode A (squawk) code and activate the Mode S transponder at the request for pushback or taxi, whichever is first, and after landing until reaching the ACFT stand.
- The transponder shall be switched off immediately after parking.
- Activation of a Mode S transponder normally means selecting the AUTO or XPDR position and transponders provided with on-the-ground sensors are automatically switched in this function before take-off and after landing. If using a transponder not fitted with an on-ground-sensor then refer to the operator's guide. Selection of STAND-BY mode will not activate the Mode S transponder and selecting ON could override the required suppression of SSR Mode A replies and Mode S all-call replies when an ACFT is on the ground.

1.3. TAXI PROCEDURES

ACFT with wingspan of 171'/52m or more must use apron TWYs to only access stands on main aprons and not as a thoroughfare. ACFT using apron TWYs must reduce taxi speed to 10 KT or below.

Exercise CAUTION while using TWY T due to no markings and lights.

Exercise CAUTION on TWY H as not managed by GROUND. Contact to be established with GROUND prior to passing security gate.

ACFT with wingspan 171'/52m or greater must use apron TWYs only to access the ACFT stands on the main aprons and not as a thoroughfare due to reduced wing-tip clearance. ACFT using apron TWYs must reduce taxi speed to 10 knots or below.

Due to proximity of service road to stand B10, ACFT that power out of this stand must adhere to the taxi guide line markings.

1.4. PARKING INFORMATION

Docking guidance system available at stands A3 thru A17.

1.5. OTHER INFORMATION

Paragliding in vicinity of APT.

2. ARRIVAL

2.1. CAT II/III OPERATIONS

RWY 01 approved for CAT II/III and RWY 19 for CAT II operations, special air-crew and ACFT certification required.

2.2. RWY OPERATIONS

When RWY 19 is in use all arriving ACFT expect clearance for ILS Z procedure unless otherwise directed by ATC.

3. DEPARTURE

3.1. GENERAL

Departing ACFT contact Clearance Delivery to receive ATC clearance Monday to Friday 0530-1900LT, SAT and SUN 0700-1900LT. Outside ops hours contact GROUND.

Pilots contact APRON advising destination and number of persons on board.

3.2. START-UP & PUSH-BACK PROCEDURES

Prior to start-up the following info has to be passed to GROUND:

- Call sign;
- ACFT registration;
- Flight level requested;
- Parking bay.

ACFT are not to request push-back until the TUG is connected and ready to push. An ACFT will commence push-back within 1 min of being given push-back.

Pilot is deemed responsible for the push-back and is to ensure that no incidents arise.

Essential traffic info will be passed by ATC to pilot-in-command for onward relay to engineer.

All ACFT in addition will monitor on APRON frequency whilst on the aprons.

ACFT that power out of bay B10 must adhere to the taxi guideline markings.

3.3. NOISE ABATEMENT PROCEDURES

The below procedures apply to jet ACFT and may be disregarded if at 3160' or when leveled off by ATC or when leveled by SID.

- Take-off to 1660'
- Take-off power;
 - Take-off flaps;
 - Climb at $V_2 + 10$ to 20 KT or as limited by body angle.
 - Depending on ACFT type, the take-off power/thrust may be reduced at a lower height.

At 1660'

- Reduce thrust to not less than climb power/thrust.

1660' to 3160'

- Climb at $V_2 + 10$ to 20 KT.

At 3160'

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

No jet ACFT are to use RWY or TWY intersection for take-off between 2200-0600LT.

Avoid overflying of Tygerberg hospital, 3 NM North of AD, when taking off from RWY 01 and 34.

Between 2200-0600LT engine run-ups are not allowed, unless in emergency.

3.4. OTHER INFORMATION

CAUTION: Do not confuse THR 16 for THR 19 when taxiing on TWY A1 for take-off RWY 19.

<div> <div>ATIS</div> <div>127.0</div> </div> <div> <div>Apt Elev</div> <div>151'</div> </div>	<div>Alt Set: hPa Trans level: By ATC Trans alt: 7500'</div> <div>1. STARs include minimum noise routings.</div> <div>2. SIDs and STARs must be announced on ATIS and will only be in force when Surveillance RADAR is operational.</div> <div>3. If unable to comply with STAR advise ATC.</div> <div>4. Only aircraft equipped to comply with part 91-34 RoA may accept procedures overflying the ocean.</div>	<div> <div>180°</div> <div>7300'</div> <div>4600'</div> <div>360°</div> <div>MSA</div> <div>CTV VOR</div> </div>
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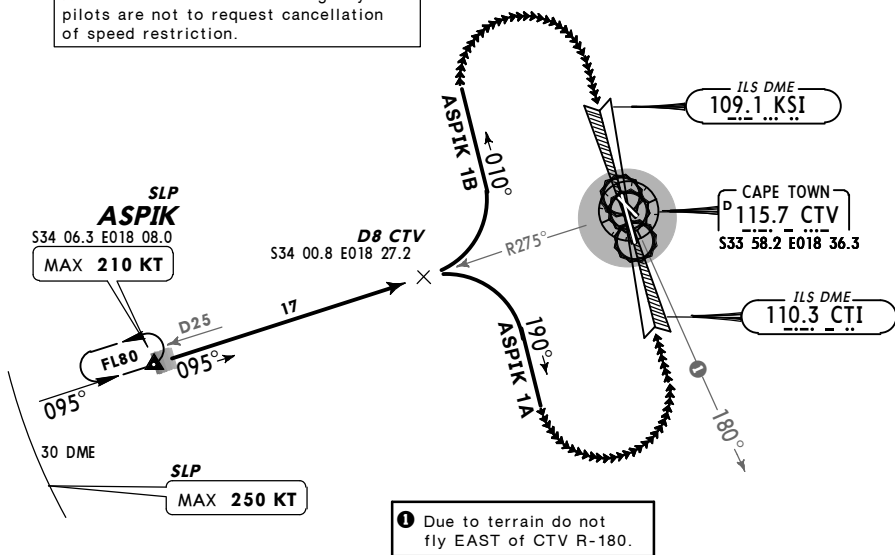
ASPIK 1A [ASPI1A]

ASPIK 1B [ASPI1B]

RWYS 01, 19 ARRIVALS

SPEED LIMIT POINTS (SLP)

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 restriction.



LOST COMMS

LOST COMMS

LOST COMMS

LOST COMMS

LOST COMMS

LOST COMMS

LOST COMMS

LOST COMMS

LOST COMMS

If not cleared for an arrival, proceed to nearest STAR entry position at last assigned FL or FL100, whichever is higher, comply with appropriate STAR communication failure procedure.

Before ASPIK: Proceed to ASPIK and enter holding, hold at last assigned FL for minimum 5 minutes, then descend to 6500', leave ASPIK on "After ASPIK" procedure.

ASPIK 1A
After ASPIK: Continue on STAR, maintain 6500', when passing CTV R-225 on 190° track turn LEFT to CTV. When reaching CTV complete VOR DME ILS approach.

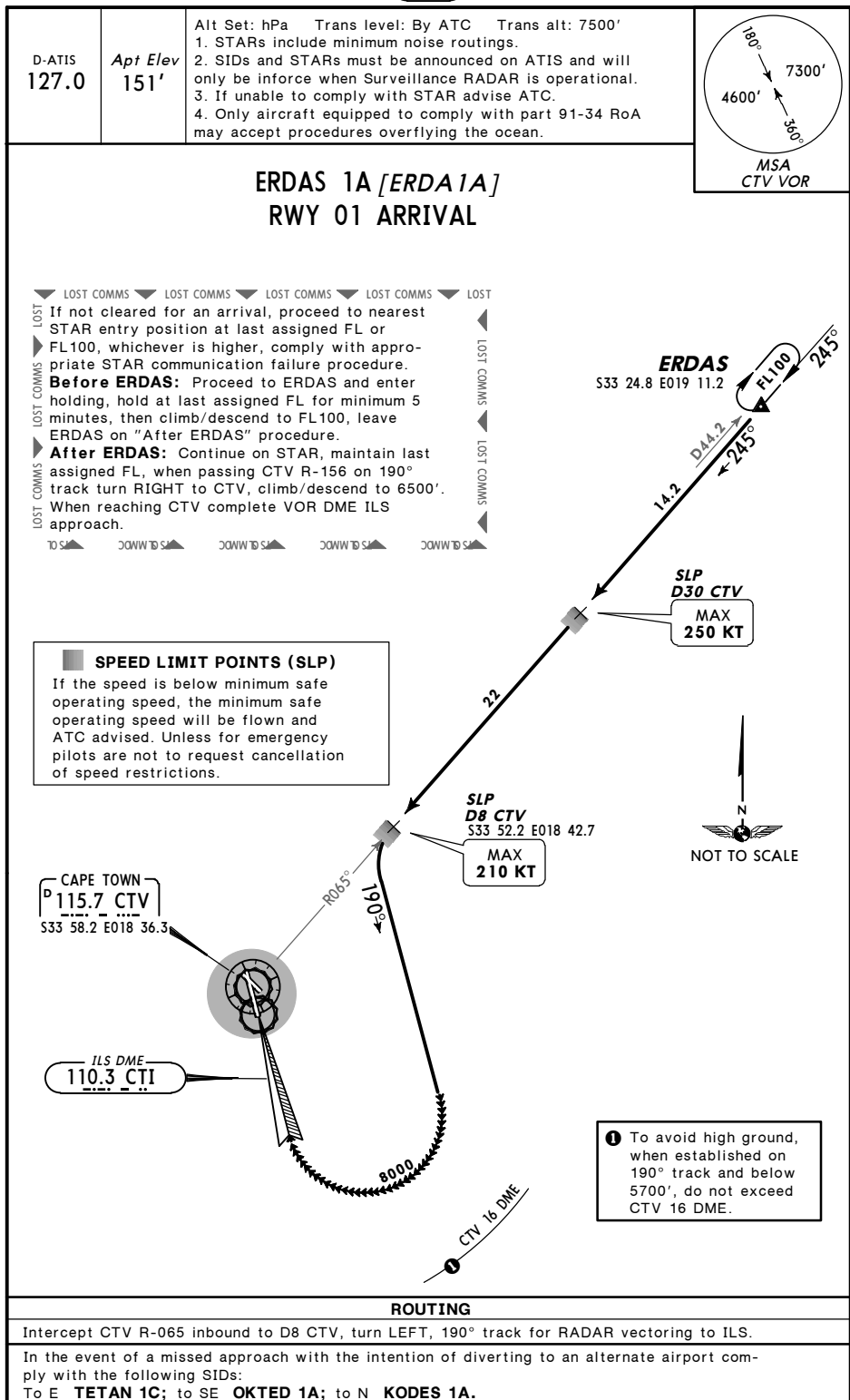
ASPIK 1B
After ASPIK: Continue on STAR, maintain last assigned FL, when passing CTV R-320 on 010° track turn RIGHT to CTV, descend to 6500'. When reaching CTV complete VOR DME ILS approach.

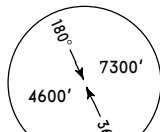
STAR	RWY	ROUTING
ASPIK 1A	01	Intercept CTV R-275 inbound to D8 CTV, turn RIGHT, 190° track for RADAR vectoring to ILS.
ASPIK 1B	19	Intercept CTV R-275 inbound to D8 CTV, turn LEFT, 010° track for RADAR vectoring to ILS.

In the event of a missed approach with the intention of diverting to an alternate airport comply with the following SIDs:

Rwy 01: To E TETAN 1C; to SE OKTED 1A; to N KODES 1A.

Rwy 19: To E TETAN 1B; to SE OKTED 1B; to N & NW KODES 1B.

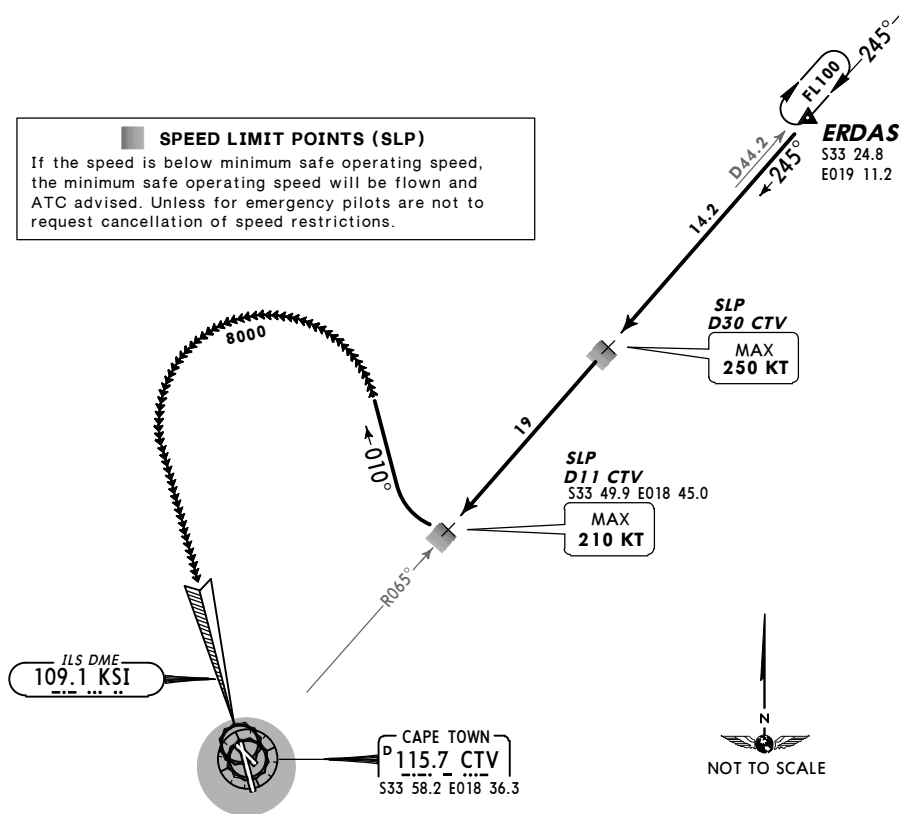


D-ATIS 127.0	Apt Elev 151'	Alt Set: hPa Trans level: By ATC Trans alt: 7500' 1. SIDs and STARs must be announced on ATIS and will only be inforce when Surveillance RADAR is operational. 2. If unable to comply with STAR advise ATC. 3. Only aircraft equipped to comply with part 91-34 RoA may accept procedures overflying the ocean.	
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ERDAS 1B [ERDA1B]
RWY 19 ARRIVAL

SPEED LIMIT POINTS (SLP)

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.



LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

If not cleared for an arrival, proceed to nearest STAR entry position at last assigned FL or FL100, whichever is higher, comply with appropriate STAR communication failure procedure.

Before ERDAS: Proceed to ERDAS and enter holding, hold at last assigned FL for minimum 5 minutes, then climb/descend to FL100, leave ERDAS on "After ERDAS" procedure.

After ERDAS: Continue on STAR, maintain last assigned FL, when passing CTV R-035 on 010° track turn LEFT to CTV, descend to 6500'. When reaching CTV complete VOR DME ILS approach.

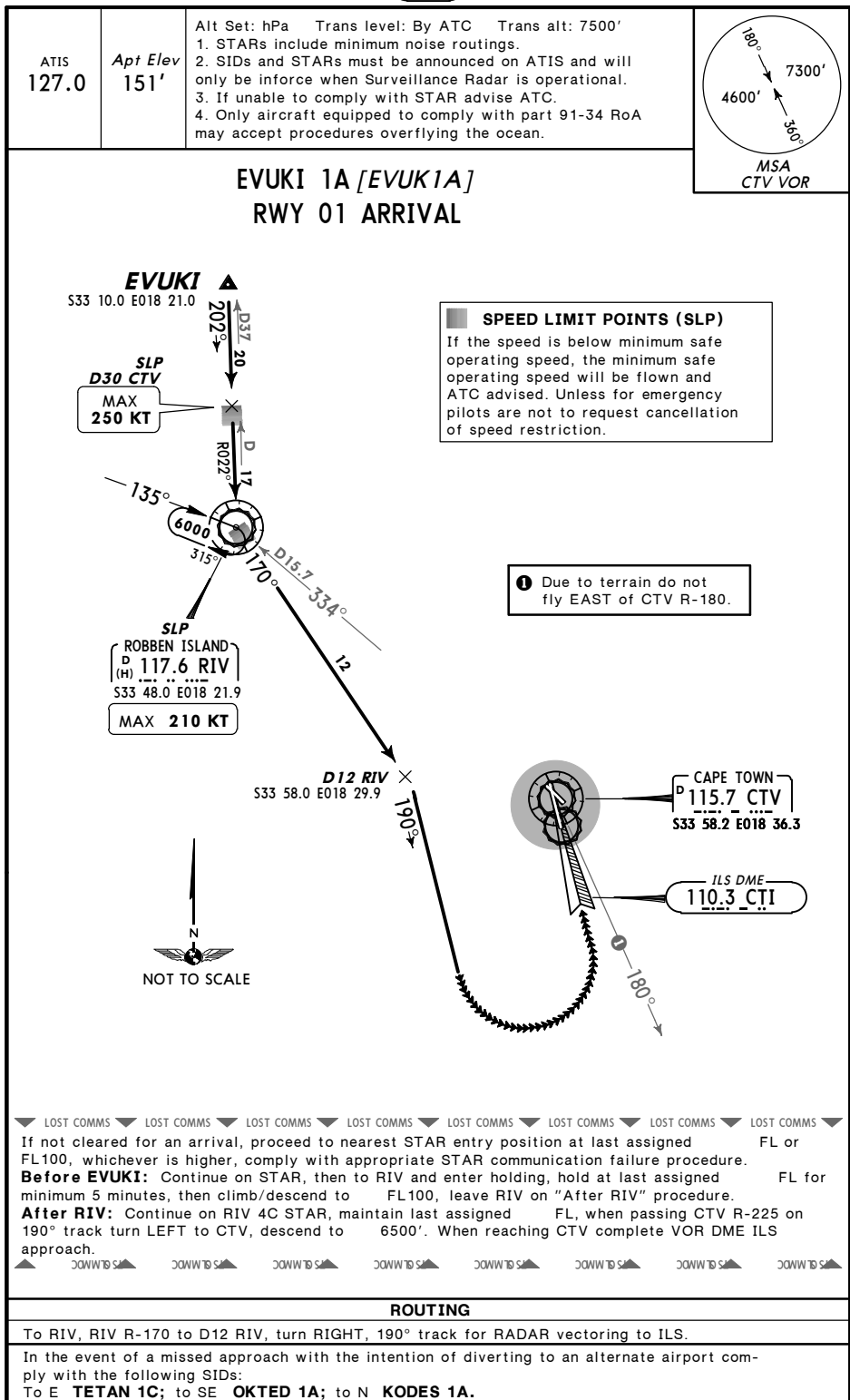
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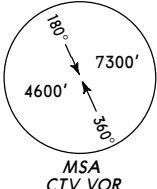
ROUTING

Intercept CTV R-065 inbound to D11 CTV, turn RIGHT, 010° track for RADAR vectoring to ILS.

In the event of a missed approach with the intention of diverting to an alternate airport comply with the following SIDs:

To E **TETAN 1B**; to SE **OKTED 1B**; to N & NW **KODES 1B**.



D-ATIS 127.0	Apt Elev 151'	Alt Set: hPa Trans level: By ATC Trans alt: 7500' 1. STARs include minimum noise routings. 2. SIDs and STARs must be announced on ATIS and will only be in force when Surveillance RADAR is operational. 3. If unable to comply with STAR advise ATC. 4. Only aircraft equipped to comply with part 91-34 RoA may accept procedures overflying the ocean.	
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EVUKI 1B [EVUK1B]
RWY 19 ARRIVAL

SLP
EVUKI
S33 10.0 E018 21.0
MAX 250 KT

SPEED LIMIT POINTS (SLP)

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.

SLP
D20 CTV
MAX 210 KT



ILS DME
109.1 KSI

CAPE TOWN
P 115.7 CTV
S33 58.2 E018 36.3

▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

If not cleared for an arrival, proceed to nearest STAR entry position at last assigned FL or FL100, whichever is higher, comply with appropriate STAR communication failure procedure.

Before EVUKI: Proceed to EVUKI, continue on STAR and follow "After EVUKI" procedure.

After EVUKI: Continue on STAR, maintain last assigned FL or descend to 6500', whichever is lowest. When passing D20 CTV descend to 2700' and complete ILS approach.

◀ DOWN TO S ▲ DOWN TO S ▲ DOWN TO S ▲ DOWN TO S ▲ DOWN TO S ▲ DOWN TO S ▲ DOWN TO S ▲ DOWN TO S ▲

ROUTING

Intercept CTV R-009 inbound to D20 CTV, intercept LOC.

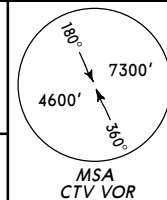
In the event of a missed approach with the intention of diverting to an alternate airport comply with the following SIDs:
To E **TETAN 1B**; to SE **OKTED 1B**; to N & NW **KODES 1B**.

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D-ATIS
127.0

Apt Elev
151'

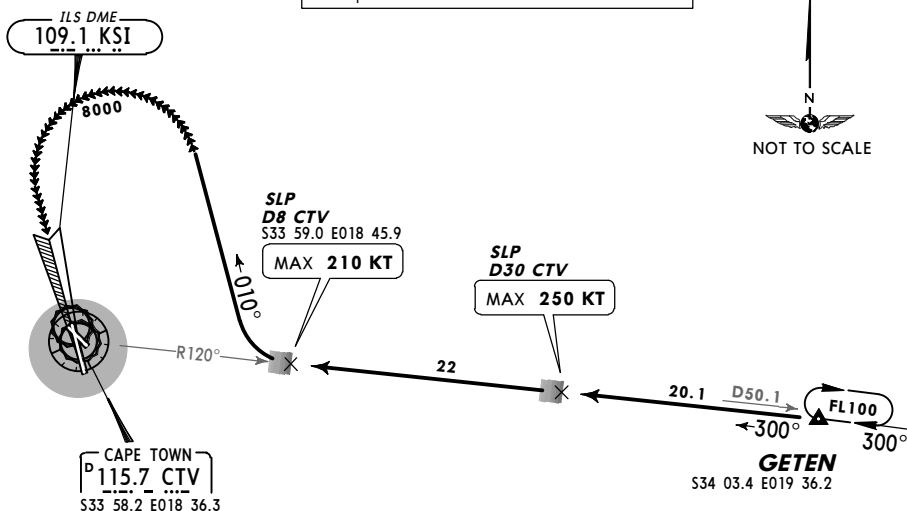
Alt Set: hPa Trans level: By ATC Trans alt: 7500'
1. SIDs and STARs must be announced on ATIS and will only be in force when Surveillance RADAR is operational.
2. If unable to comply with STAR advise ATC.
3. Only aircraft equipped to comply with part 91-34 RoA may accept procedures overflying the ocean.



GETEN 1B [GETE1B] RWY 19 ARRIVAL

SPEED LIMIT POINTS (SLP)

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.



▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

If not cleared for an arrival, proceed to nearest STAR entry position at last assigned FL or FL100, whichever is higher, comply with appropriate STAR communication failure procedure.

Before GETEN: Proceed to GETEN and enter holding, hold at last assigned FL for minimum 5 minutes, then climb/descend to FL100, leave GETEN on "After GETEN" procedure.

After GETEN: Continue on STAR, maintain last assigned FL, when passing CTV R-035 on 010° track turn LEFT to CTV, descend to 6500'. When reaching CTV complete VOR DME ILS approach.

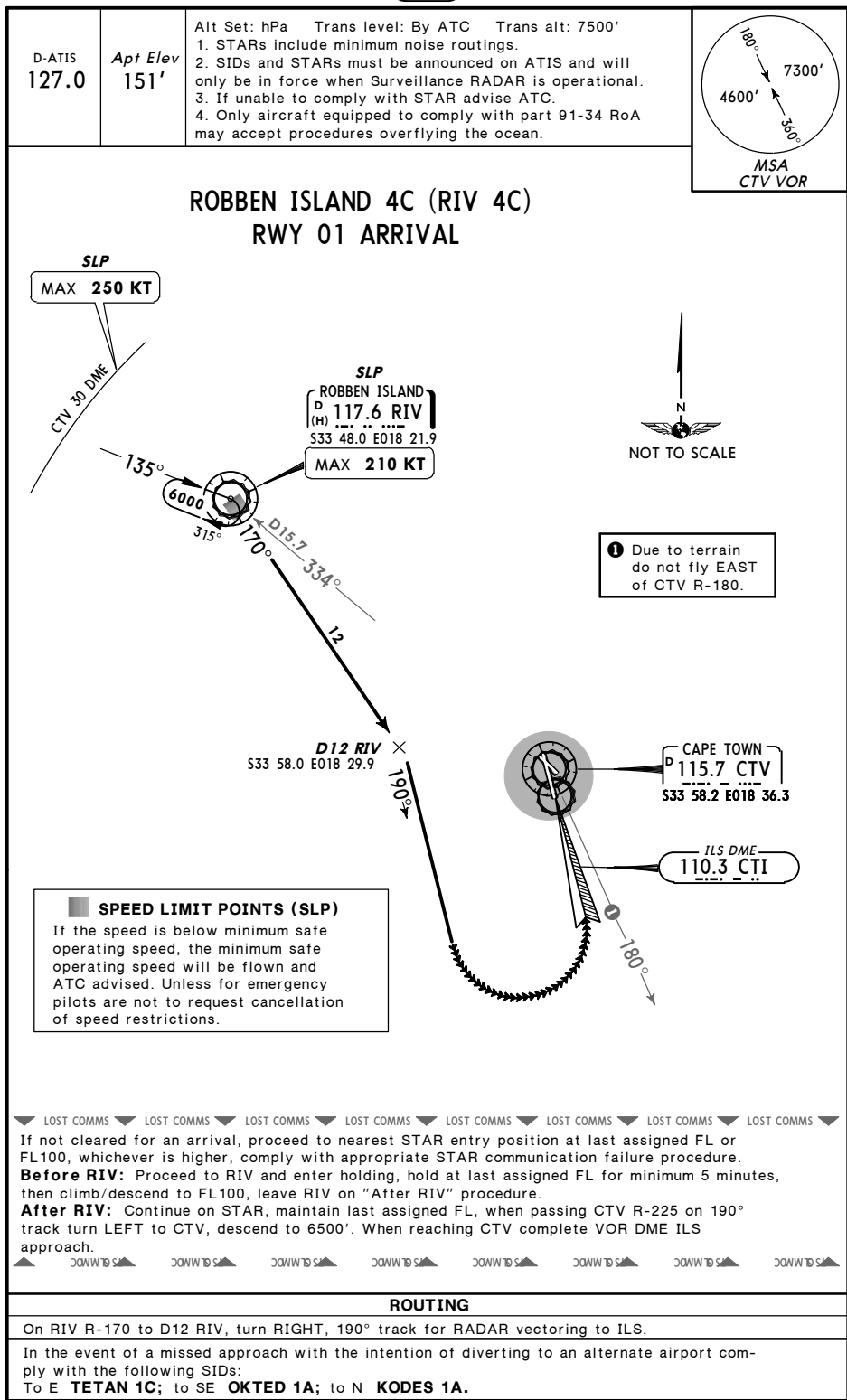
▲ CTV R-035 ▲ CTV R-035 ▲ CTV R-035 ▲ CTV R-035 ▲ CTV R-035 ▲ CTV R-035 ▲ CTV R-035 ▲ CTV R-035 ▲

ROUTING

Intercept CTV R-120 inbound to D8 CTV, turn RIGHT, 010° track for RADAR vectoring to ILS.

In the event of a missed approach with the intention of diverting to an alternate airport comply with the following SIDs:

To E **TETAN 1B**; to SE **OKTED 1B**; to N & NW **KODES 1B**.

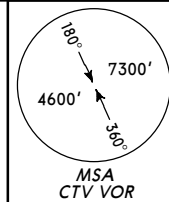


Apt Elev
151'

Trans level: By ATC Trans alt: 7500'

1. If unable to comply with SIDs advise ATC.
2. Contact CAPE TOWN Approach on frequency provided in ATC clearance at 2000'.
3. SIDs and STARs must be announced on ATIS and will only be in force when Surveillance RADAR is operational.
4. Cross CTR boundary at or above 2500'.

IMSOM 1A [IMSO1A]
IMSOM 1B [IMSO1B]
RWYS 01, 19 DEPARTURES
~~SPEED~~ MAX 250 KT BELOW FL100



IMSOM

S33 56.1
E018 00.5



D30

297°

IMSOM 1A

CAPE TOWN

D 115.7 CTV

S33 58.2 E018 36.3

D8 CTV

S33 51.2 E018 31.6

330°

354°

3 DME

12

ASPIK

S34 06.3 E018 08.0

IMSOM 1B

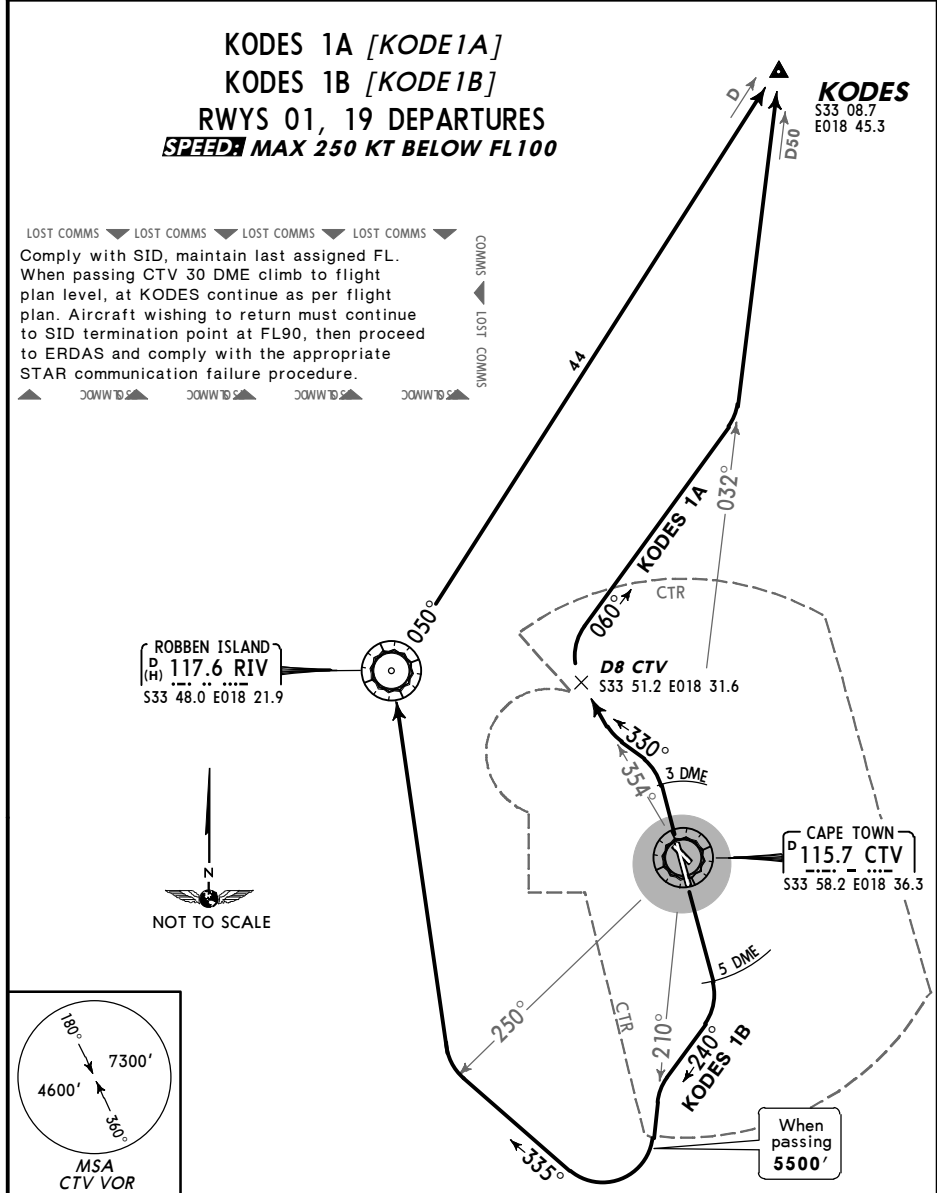
When passing 5500'

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
Comply with SID, maintain last assigned FL. At IMSOM continue as per flight plan and climb to flight plan level. Aircraft wishing to return must continue to SID termination point at FL90, then proceed to ASPIK and comply with the appropriate STAR communication failure procedure.

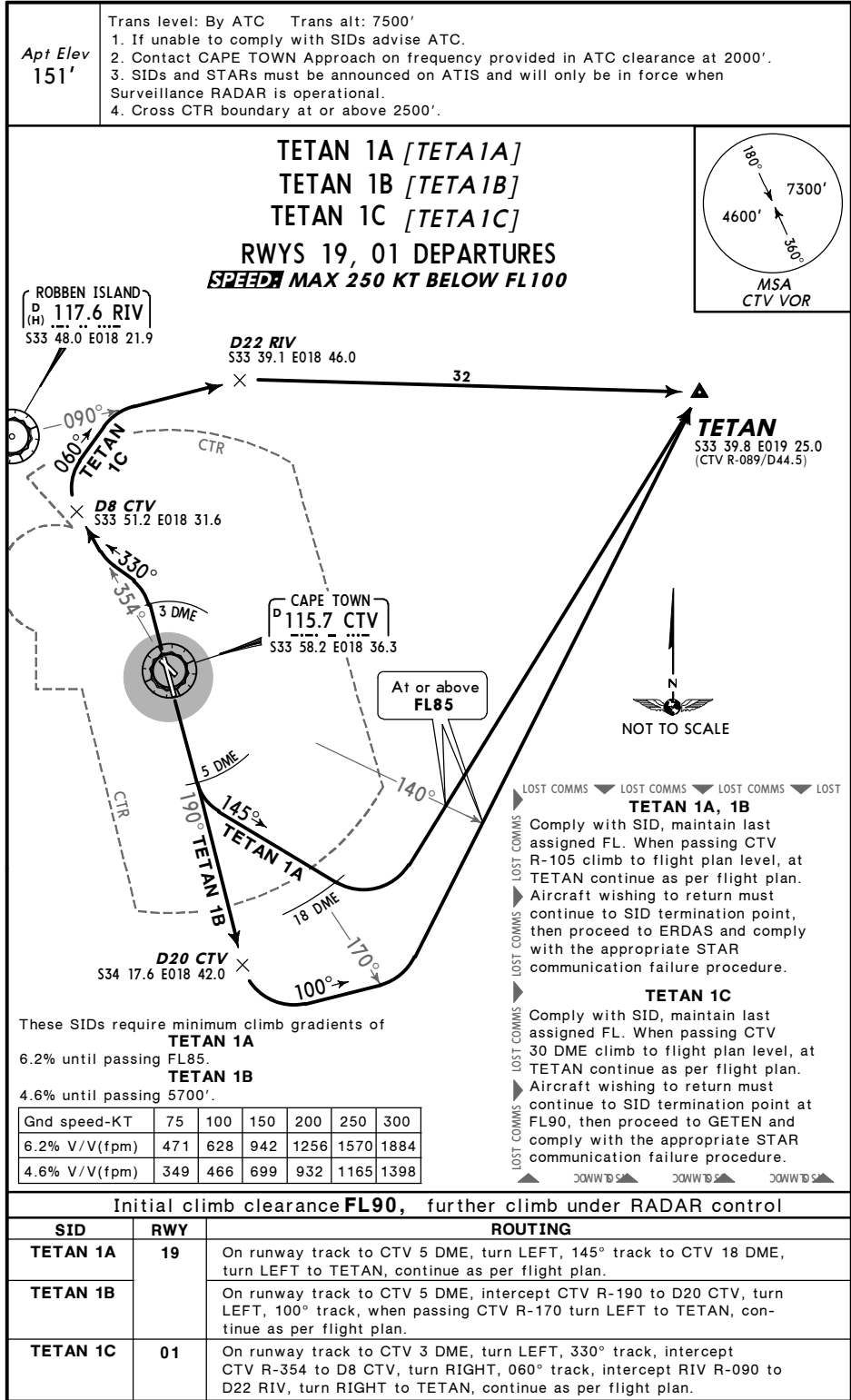
Initial climb clearance **FL90**, further climb under RADAR control

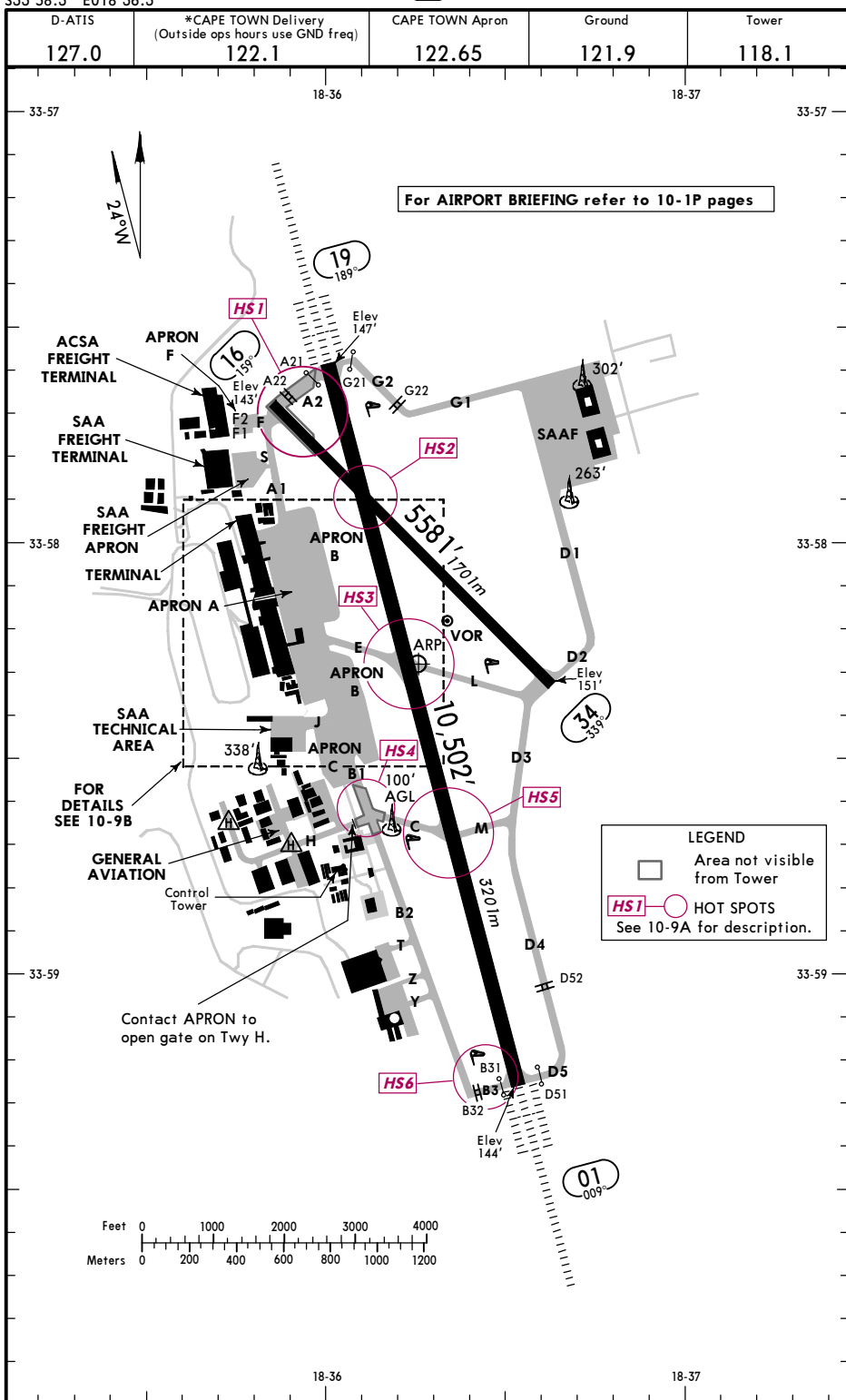
SID	RWY	ROUTING
IMSOM 1A	01	On runway track to CTV 3 DME, turn LEFT, 330° track, intercept CTV R-354 to D8 CTV, turn LEFT to IMSOM, continue as per flight plan.
IMSOM 1B	19	On runway track to CTV 5 DME, turn RIGHT, 240° track, intercept CTV R-210, when passing 5500' turn RIGHT to ASPIK, then to IMSOM, continue as per flight plan.

<div>Apt Elev</div> <div>151'</div>	<div>Trans level: By ATC Trans alt: 7500'</div> <div>1. If unable to comply with SIDs advise ATC.</div> <div>2. Contact CAPE TOWN Approach on frequency provided in ATC clearance at 2000'.</div> <div>3. SIDs and STARs must be announced on ATIS and will only be in force when Surveillance RADAR is operational.</div> <div>4. Cross CTR boundary at or above 2500'.</div>
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ADDITIONAL RUNWAY INFORMATION					
RWY				USABLE LENGTHS	
				LANDING BEYOND	
				Threshold	Glide Slope
01		HIRL (60m) CL (15m) ALSF-II TDZ PAPI (3.0°) RVR			9348' 2849m
19		HIRL (60m) CL (15m) ALSF-II TDZ PAPI (3.2°) ① RVR			②
16		HIRL (60m) PAPI-L (3.0°)			
34					

① PAPI must not be used beyond 5 NM from threshold.

② TAKE-OFF RUN AVAILABLE

RWY 01:

From rwy head 10,502' (3201m)
twy C int 6824' (2080m)

RWY 19:

From rwy head 10,502' (3201m)
rwy 16/34 int 8629' (2630m)
twy E int 6152' (1875m)

HOT SPOTS

For information only, not to be construed as ATC instructions.

HS1 Portion of manoeuvring area not directly visible from Tower. ATC clearances issued based on known traffic. Exercise extreme caution when entering this area.
Precision approach holding point A2. Exercise extreme caution and listen to ATC taxi clearance for holding position.

HS2 HS3 HS5 Intermediate take off points. Exercise caution and ensure ATC clearance to enter the RWY before proceeding.

HS4 Portion of manoeuvring area not directly visible from Tower. ATC clearances issued based on known traffic. Exercise extreme caution when entering this area.

HS6 Precision approach holding point B3. Exercise extreme caution and listen to ATC clearance for holding position.

JAR-OPS TAKE-OFF ①						
	Rwy 01/19 LVP must be in Force			LVP must be in Force	All Rwys	
	Approved Operators	RL, CL & mult. RVR req	RL & CL		RCLM (DAY only) or RL	NIL (DAY only)
A						
B	125m	150m	200m	250m	400m	500m
C						
D	150m	200m	250m	300m		
① Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.						

NOT TO
SCALE

TERMINAL

A1

10-9B

Eff 8 Mar

CAPE TOWN INTL

APRON
B

RWY 01/19
RWY 16/34

HS3

LEGEND

HS3 —  HOT SPOT
See 10-9A for description.

Contact APRON to
open gate on Twy J.

**SAA
TECHNICAL
AREA**

APRON
C

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
A3 thru A5	S33 58.0 E018 35.9	B22 thru B27	S33 58.0 E018 35.9
A6, A7	S33 58.1 E018 35.9	B28 thru B31	S33 57.9 E018 35.9
A8 thru A11	S33 58.2 E018 35.9	C1 thru C5	S33 58.5 E018 36.0
A12 thru A15	S33 58.3 E018 35.9	F1, F2	S33 57.7 E018 35.8
A16, A17	S33 58.4 E018 35.9		
B1 thru B3	S33 58.5 E018 36.1		
B4 thru B10	S33 58.4 E018 36.1		
B11 thru B14	S33 58.3 E018 36.1		
B15	S33 58.3 E018 36.0		
B16 thru B21	S33 58.1 E018 36.0		

CHANGES: Hot Spot.

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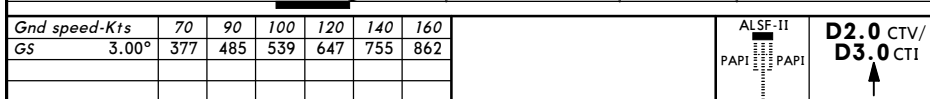
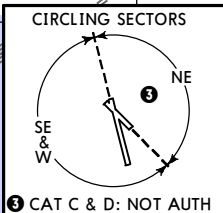
STRAIGHT-IN RWY		A	B	C	D
01	CAT 3B ILS	approved	approved	approved	approved
	CAT 3A ILS	RA50' R200m	RA50' R200m	RA50' R200m	RA50' R200m
	CAT 2 ILS	244'(100')	244'(100')	244'(100')	244'(100')
		RA106' R300m	RA106' R300m	RA106' R300m	RA106' R300m
	ILS	344'(200')	344'(200')	344'(200')	344'(200')
	FULL	R550m	R550m	R550m	R550m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT APPLICABLE			
	VOR Z ①	530'(386')	530'(386')	530'(386')	530'(386')
19		R1100m	R1100m	R1200m	R1400m
	ALS out	R1800m	R1800m	R1800m	R2000m
	VOR Y	640'(496')	640'(496')	640'(496')	640'(496')
		R1700m	R1700m	R1900m	R1900m
	ALS out	C2500m	C2500m	C2700m	C2700m
	CAT 2 ILS	247'(100')	247'(100')	247'(100')	247'(100')
		RA100' R300m	RA100' R300m	RA100' R300m	RA100' R300m
	ILS	347'(200')	347'(200')	347'(200')	347'(200')
	FULL	R550m	R550m	R550m	R550m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT APPLICABLE			
	VOR ①	550'(403')	550'(403')	550'(403')	550'(403')
		R1200m	R1200m	R1200m	R1400m
		ALS out	R1500m	R1900m	R2000m

① Continuous Descent Final Approach.

CIRCLE-TO-LAND				
	ENTIRELY AT PILOTS DISCRETION MINIMUMS NOT YET ESTABLISHED BY S AFR REP CAA			

TAKE-OFF RWY 01, 16, 19, 34

	Approved Operators HIRL, CL & mult. RVR req	LVP must be in Force				RCLM (DAY only) or RL	NIL (DAY only)
		RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL		
A							
B	125m	150m	200m	250m	400m	500m	
C	150m	200m	250m	300m			
D							



PANS OPS

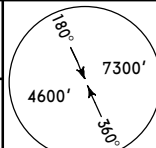
FACT/CPT CAPE TOWN INTL

25 FEB 11
Eff 10 Mar

(11-1A)

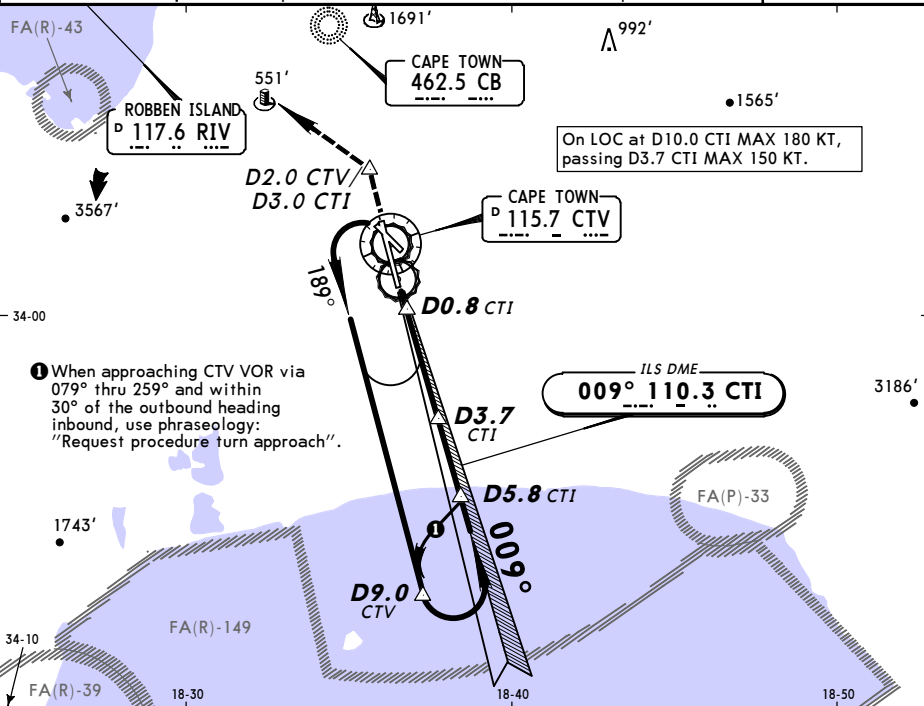
CAPE TOWN, S AFR REP
CAT II ILS Rwy 01

D-ATIS	CAPE TOWN Approach (R)	*CAPE TOWN Director (APP)	CAPE TOWN Tower	Ground
127.0	120.05	124.35	118.1	121.9
LOC CTI 110.3	Final Apch Crs 009°	GS D3.7 CTI 1320' (1176')	CAT II ILS RA 106' DA(H) 244' (100')	Apt Elev 151' RWY 144'

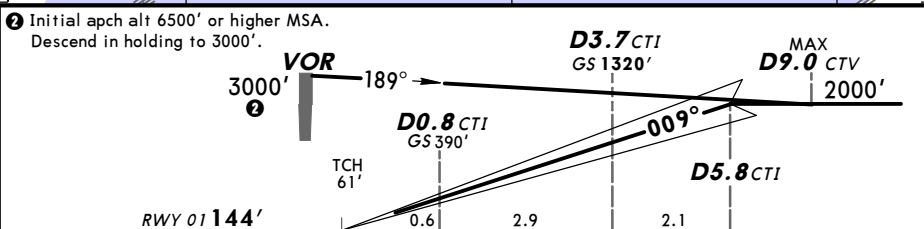


MISSED APCH: Track on CB NDB climbing to D2.0 CTV/D3.0 CTI, then climbing turn LEFT towards RIV VOR. At 6500' turn RIGHT to CTV VOR, or as directed.

Alt Set: hPa Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 7500'
1. **VOR and DME required.** 2. Special Aircrew and Acft Certification Required.



① When approaching CTV VOR via 079° thru 259° and within 30° of the outbound heading inbound, use phraseology: "Request procedure turn approach".



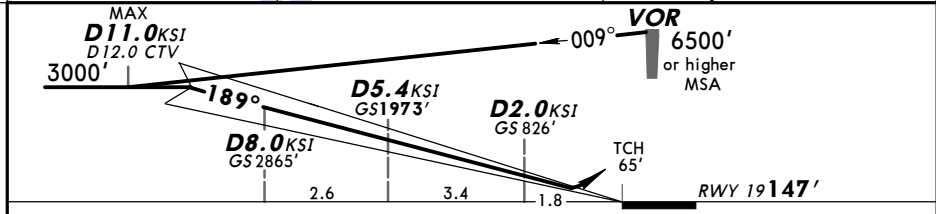
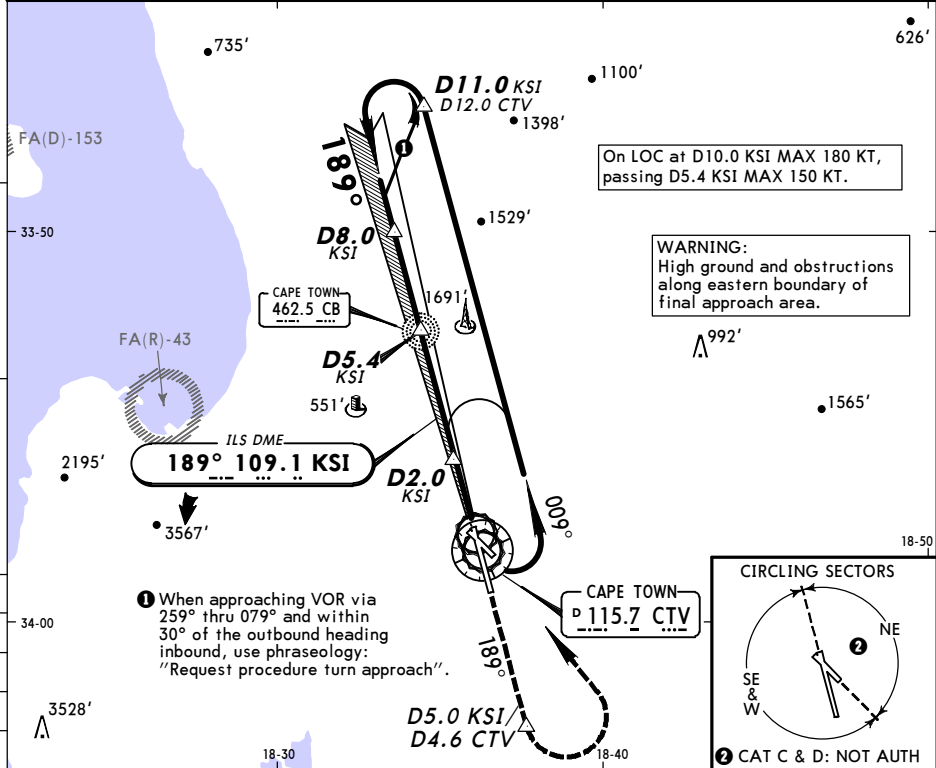
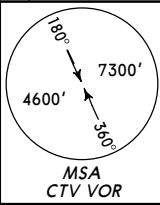
Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	485	539	647	755	862

JAR-OPS STRAIGHT-IN LANDING RWY 01
CAT II ILS
ABCD
RA 106'
DA(H) **244' (100')**

RVR **300m**

① Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

D-ATIS 127.0	CAPE TOWN Approach (R) 120.05	*CAPE TOWN Director (APP) 124.35	CAPE TOWN Tower 118.1	Ground 121.9
LOC KSI 109.1	Final Apch Crs 189°	GS D5.4 KSI 1973' (1826')	ILS DA(H) 347' (200')	Apt Elev 151' RWY 147'
MISSED APCH: Climb on R-189 to D5.0 KSI/D4.6 CTV, then turn LEFT to VOR climbing to 4000', or as directed.				
Alt Set: hPa		Rwy Elev: 5 hPa		Trans level: By ATC
VOR and DME required.		Trans alt: 7500'		



Gnd speed-Kts	70	90	100	120	140	160	<div> <div>ALSF-II</div> <div>PAPI</div> <div>PAPI</div> </div>	<div> <div>D5.0 KSI/</div> <div>D4.6 CTV</div> <div>on</div> <div>115.7</div> <div>R-189</div> </div>	CTV
GS	3.20°	402	517	574	689	804			

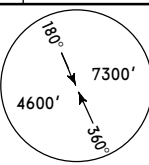
JAR-OPS			STRAIGHT-IN LANDING RWY 19			CIRCLE-TO-LAND		
ILS			LOC (GS out)			ENTIRELY AT PILOTS DISCRETION		
DA(H) 347' (200')								
FULL			ALS out					
A	RVR 550m		RVR 1000m		NOT APPLICABLE	MINIMUMS NOT YET ESTABLISHED BY S AFR REP CAA		
B								
C								
D								

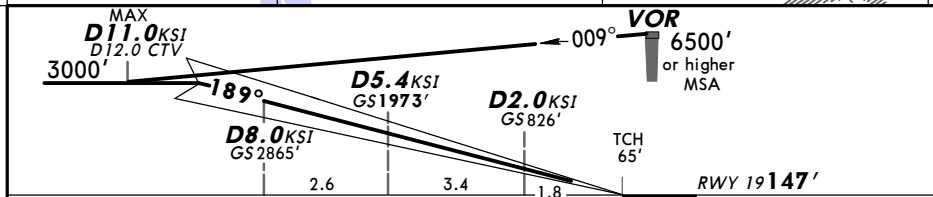
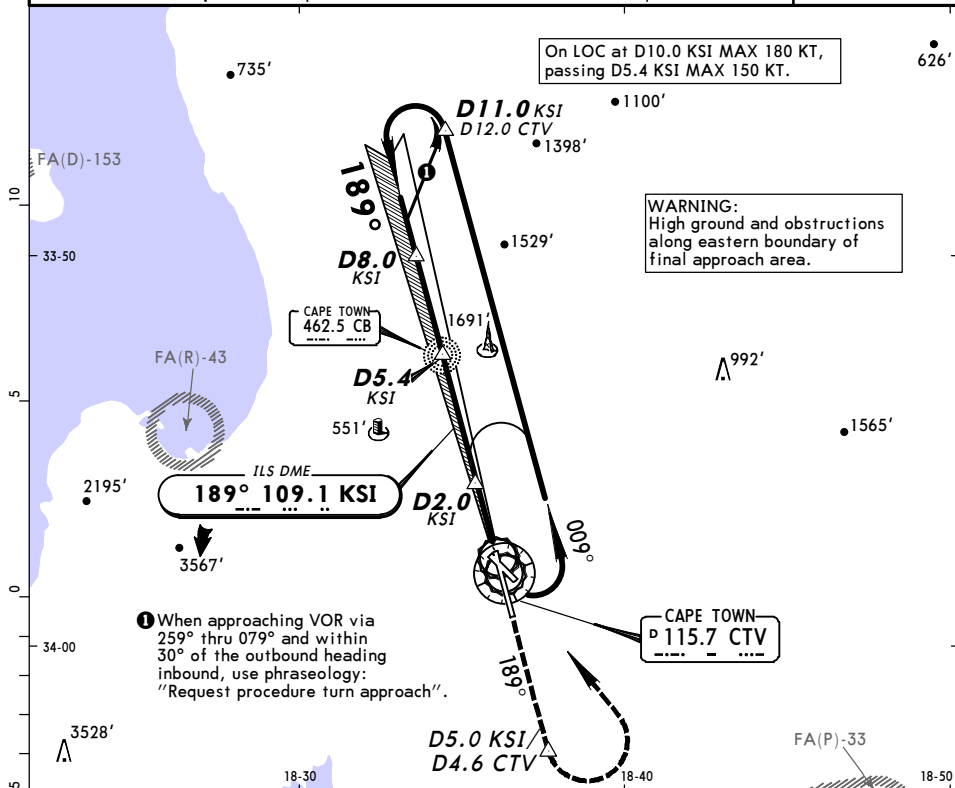
FACT/CPT CAPE TOWN INTL

25 FEB 11
Eff 10 Mar

(11-2A)

CAPE TOWN, S AFR REP
CAT II ILS Z Rwy 19

D-ATIS	CAPE TOWN Approach (R)	*CAPE TOWN Director (APP)	CAPE TOWN Tower	Ground
127.0	120.05	124.35	118.1	121.9
LOC KSI 109.1	Final Aptch Crs 189°	GS D5.4 KSI 1973' (1826')	CAT II ILS RA 100' DA(H) 247'(100') Apt Elev 151' RWY 147'	
MISSED APCH: Climb on R-189 to D5.0 KSI/D4.6 CTV, then turn LEFT to VOR climbing to 4000', or as directed.				
Alt Set: hPa Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 7500'				
1. VOR and DME required. 2. Special Aircrew and Acft Certification Required.				
				MSA CTV VOR



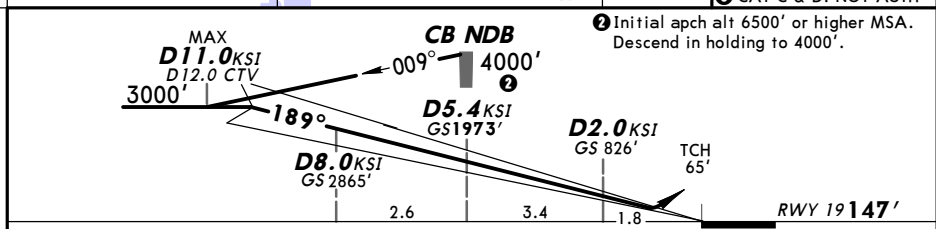
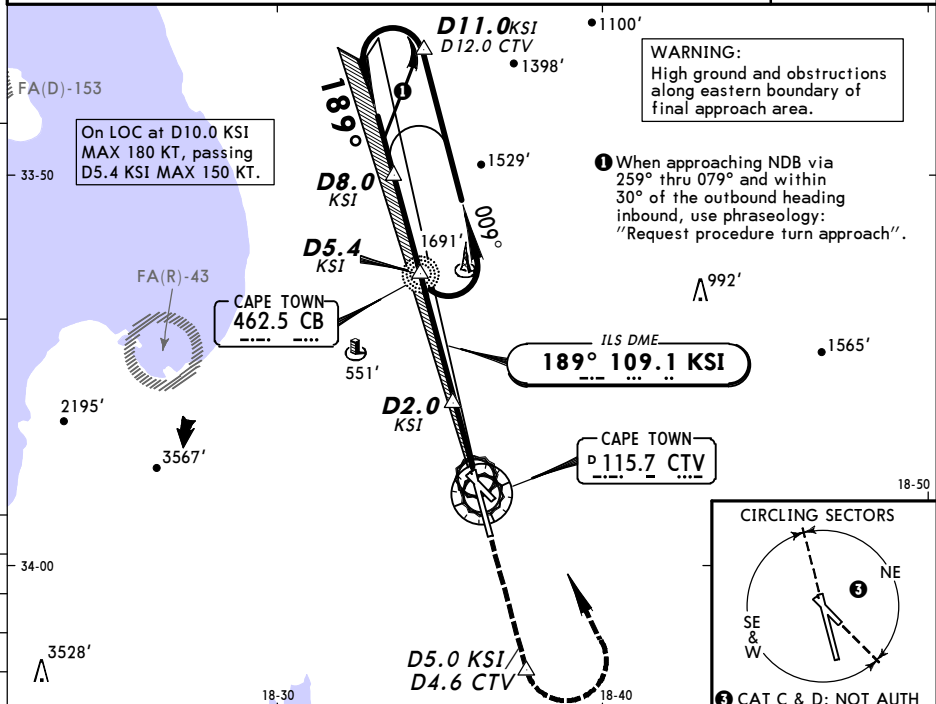
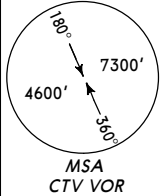
Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	D5.0 KSI/ D4.6 CTV on	CTV 115.7 R-189
GS	3.20°	402	517	574	689	804	PAPI		
							PAPI		

JAR-OPS STRAIGHT-IN LANDING RWY 19
CAT II ILS
ABCD
RA 100'
DA(H) 247'(100')

RVR 300m

Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

D-ATIS	CAPE TOWN Approach (R)	*CAPE TOWN Director (APP)	CAPE TOWN Tower	Ground
127.0	120.05	124.35	118.1	121.9
LOC KSI 109.1	Final Apch Crs 189°	GS D5.4 KSI 1973' (1826')	ILS DA(H) 347' (200')	Apt Elev 151' RWY 147'
MISSED APCH: Climb on rwy heading to D5.0 KSI/D4.6 CTV, then turn LEFT to CB NDB climbing to 4000', or as directed.				
Alt Set: hPa		Rwy Elev: 5 hPa		Trans level: By ATC
NDB and DME required.		Trans alt: 7500'		



Gnd speed-Kts	70	90	100	120	140	160		ALSF-II	D5.0 KSI/ D4.6 CTV on	Rwy hdg
GS	3.20°	402	517	574	689	804	919	PAPI		

JAR-OPS		STRAIGHT-IN LANDING RWY 19		CIRCLE-TO-LAND	
ILS DA(H) 347' (200')		LOC (GS out)		ENTIRELY AT PILOTS DISCRETION	
FULL		ALS out			
A					
B					
C	RVR 550m	RVR 1000m	NOT APPLICABLE		MINIMUMS NOT YET ESTABLISHED BY S AFR REP CAA
D					

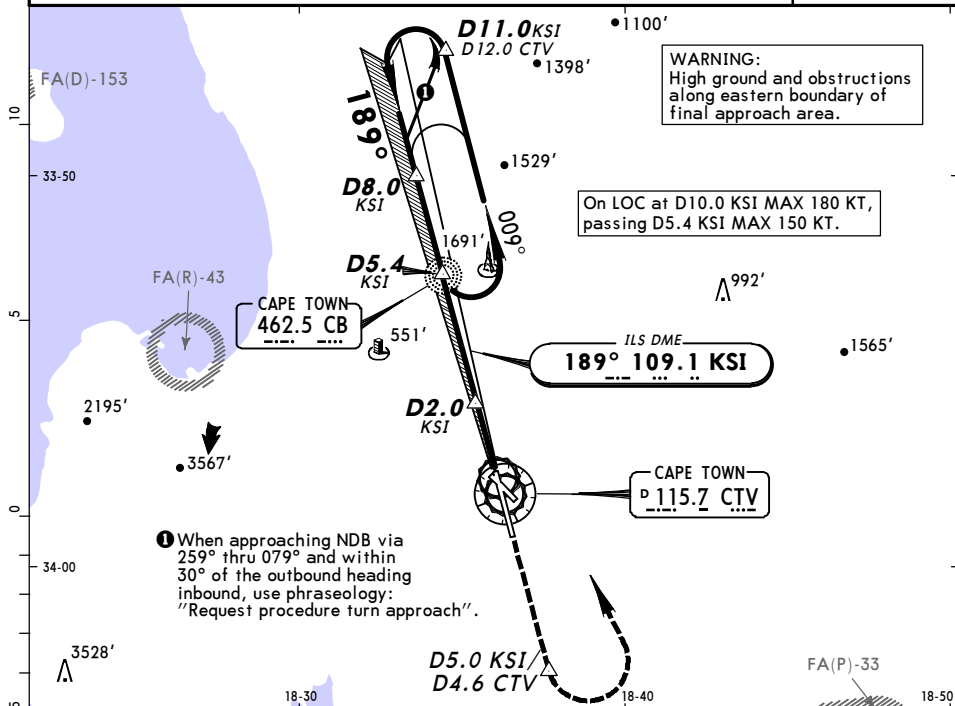
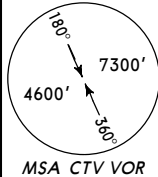
FACT/CPT CAPE TOWN INTL

25 FEB 11
Eff 10 Mar

11-3A

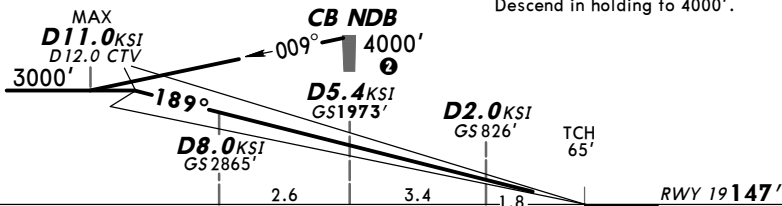
CAPE TOWN, S AFR REP
CAT II ILS Y Rwy 19

D-ATIS	CAPE TOWN Approach (R)	*CAPE TOWN Director (APP)	CAPE TOWN Tower	Ground
127.0	120.05	124.35	118.1	121.9
LOC KSI 109.1	Final Apch Crs 189°	GS D5.4 KSI 1973' (1826')	CAT II ILS RA 100' DA(H) 247' (100')	Apt Elev 151' RWY 147'
MISSED APCH: Climb on rwy heading to D5.0 KSI/D4.6 CTV, then turn LEFT to CB NDB climbing to 4000', or as directed.				
Alt Set: hPa Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 7500'				
1. NDB and DME required. 2. Special Aircrew and Acft Certification Required.				



① When approaching NDB via 259° thru 079° and within 30° of the outbound heading inbound, use phraseology: "Request procedure turn approach".

② Initial apch alt 6500' or higher MSA. Descend in holding to 4000'.



Gnd speed-Kts	70	90	100	120	140	160
Gs 3.20°	402	517	574	689	804	919

ALSIF-II PAPI	D5.0 KSI/ D4.6 CTV on	Rwy hdg
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JAR-OPS

STRAIGHT-IN LANDING RWY 19

CAT II ILS
ABCD

RA 100'
DA(H) 247' (100')

RVR 300m

① Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

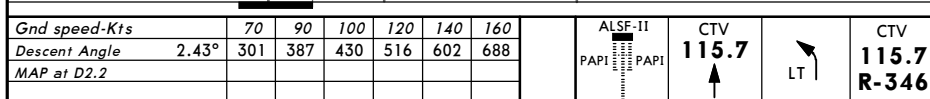
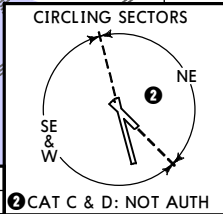
CHANGES: Communications.

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PANS OPS

CAPE TOWN, S AFR REP
VOR Z Rwy 01

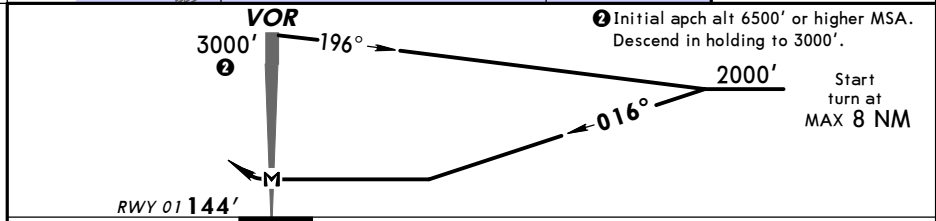
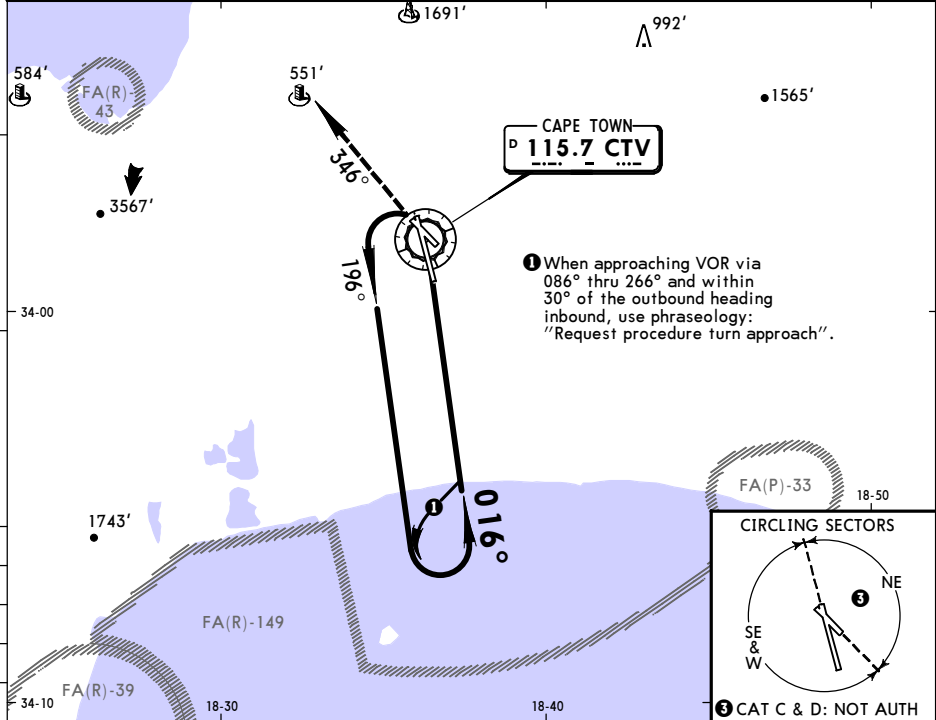
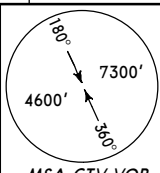
MSA
CTV VOR



PANS OPS

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D-ATIS	CAPE TOWN Approach (R)	*CAPE TOWN Director (APP)	CAPE TOWN Tower	Ground
127.0	120.05	124.35	118.1	121.9
VOR CTV 115.7	Final Apch Crs 016°	Minimum Alt No FAF	MDA(H) 640' (496')	Apt Elev 151' RWY 144'
<div> <div>MISSED APCH: Climbing turn LEFT on R-346 to 6500', then turn RIGHT and return to VOR.</div> <div> <div>Alt Set: hPa</div> <div>Rwy Elev: 5 hPa</div> <div>Trans level: By ATC</div> <div>Trans alt: 7500'</div> <div>MSA CTV VOR</div> </div> </div>				

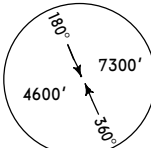


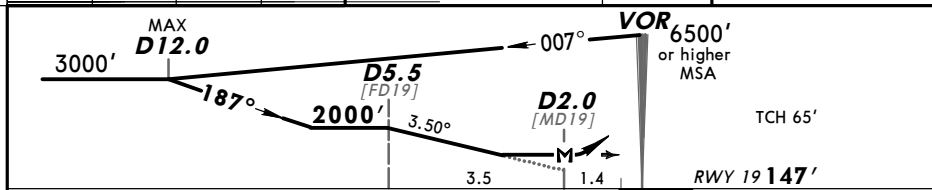
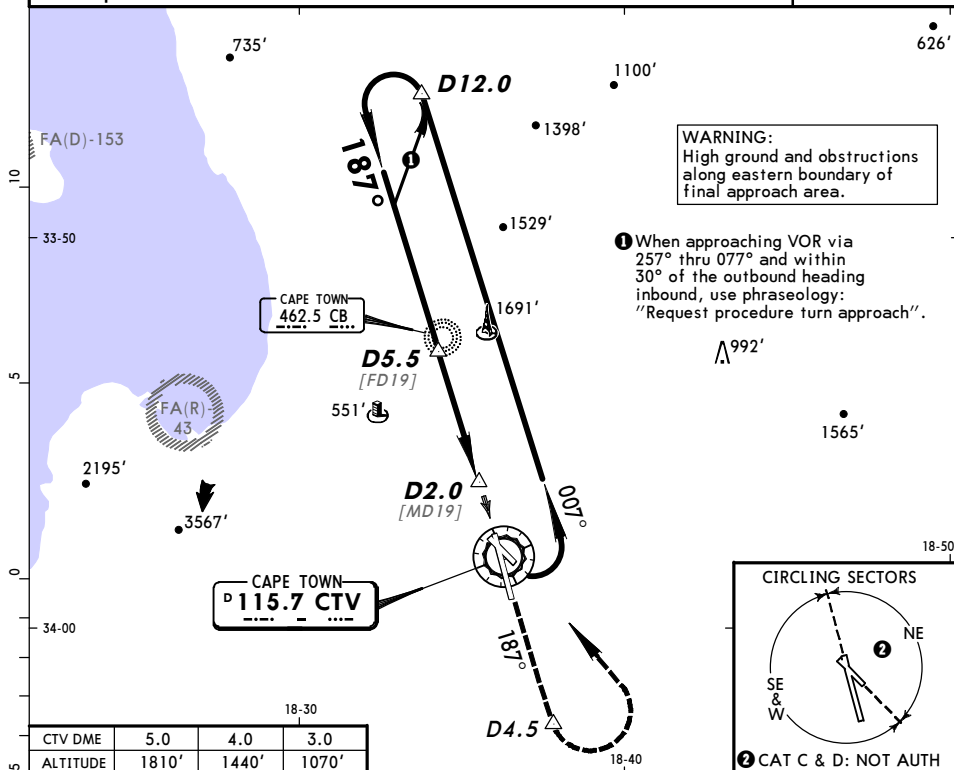
<div> <div>MAP at VOR</div> <div>JAR-OPS</div> </div>					<div> <div>ALSF-II</div> <div>PAPI</div> </div>	<div> <div>6500'</div> <div>LT</div> </div>	<div> <div>CTV on 115.7</div> <div>R-346</div> </div>
STRAIGHT-IN LANDING RWY 01					CIRCLE-TO-LAND		
MDA(H) 640' (496')					ENTIRELY AT PILOTS DISCRETION		
<div> <div>ALS out</div> <div> <div>A RVR 1000m</div> <div>B RVR 1200m</div> <div>C RVR 1600m</div> </div> </div>					<div> <div>MINIMUMS NOT YET ESTABLISHED BY S AFR REP CAA</div> </div>		

FACT/CPT CAPE TOWN INTL

JEPPESSEN
25 FEB 11 **13-3** Eff 10 Mar

CAPE TOWN, S AFR REP
VOR Rwy 19

D-ATIS	*CAPE TOWN Approach (R)	*CAPE TOWN Director (APP)	CAPE TOWN Tower	Ground
127.0	120.05	124.35	118.1	121.9
VOR CTV 115.7	Final Aptch Crs 187°	Minimum Alt D5.5 2000' (1853')	MDA(H) 550' (403') Apt Elev 151' RWY 147'	 MSA CTV VOR
MISSED APCH: Climb on R-187 to D4.5, then turn LEFT to VOR climbing to 4000', or as directed.				
Alt Set: hPa DME required.	Rwy Elev: 5 hPa	Trans level: By ATC	Trans alt: 7500'	



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI PAPI		D4.5 CTV on R-187	CTV 115.7
Descent Angle 3.50°	434	557	619	743	867	991				
MAP at D2.0										

JAR-OPS STRAIGHT-IN LANDING RWY 19				CIRCLE-TO-LAND			
MDA(H) 550' (403')				ENTIRELY AT PILOTS DISCRETION			
		ALS out		MINIMUMS NOT YET ESTABLISHED BY S AFR REP CAA			
A	RVR 900m	RVR 1500m					
B	RVR 1000m						
C		RVR 1800m					
D	RVR 1400m	RVR 2000m					

CHANGES: Communications.

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