XJEPPESEN 10-4 8 OCT 10

LANSERIA, S AFR REP

NOISE ABATEMENT

LT minus 2 HOURS = UTC (Z)

DEPARTURES

The below procedures apply to jet aircraft and may be disregarded if at 7520' or when leveled off by ATC or when leveled by SID.

Take-off to 6020' - 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 altitude;

At 6020' - reduce thrust (if not already reduced) to not less than climb

power/thrust;

6020' to 7520' - climb at $V_2 + 10$ to 20 KT;

At 7520' - accelerate smoothly to en-route climb speed with flap

retraction on schedule.

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

RUN-UP TESTS

Engine testing may be performed between 0500-1900LT daily.

The position where engine tests are conducted will be rotated taking into consideration wind direction, time of day and frequency of tests.

Engine tests may not be conducted in the turning circle of TWY C with aircraft larger than CAT A and by jet aircraft.

LANSERIA, S AFR REP FALA/HLA JEPPESEN Apt Elev 4521 29 NOV 13 (10-9) LANSERIA INTL S25 56.4 E027 55.5 LANSERIA Apron *LANSERIA Ground Tower 127.65 122.85 124.0 121.65 27-55 27-56 Instructions to cross the rwy will be issued by LANSERIA Ground who will obtain authorization from Tower. Hot air balloon and paragliding activity in vicinity of airport. Birds. FOR DETAILS Rwy 25 right-hand circuit. SEE 10-9A Control 25-56 CAUTION: High terrain 5338' approximately 5.5 NM West of apt. **LEGEND** ATC service boundary 25-57 25-57 1000 2000 4000 1500 1000 Meters 27-55 27-56 ADDITIONAL RUNWAY INFORMATION USABLE LENGTHS
LANDING BEYOND Threshold Glide Slope **RWY** TAKE-OFF WIDTH PAPI (angle 3.0°) 07 HIALS 1 HIRL (60m) 148 45m 25 HIRL (60m) PAPI (angle 3.0°) Configuration unknown. JAR-OPS TAKE-OFF 1 All Rwys LVP must be in Force RCLM (DAY only) RCLM (DAY only) NIL or RL or RL (DAY only) В 250m 400m 500m

300m

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

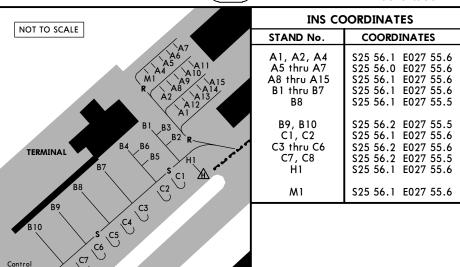
Control

➂

C8

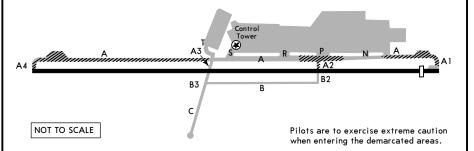
LANSERIA, S AFR REP

LANSERIA INTL



RESTRICTED VISIBILITY AREAS

RWY OT 125



Ground Movement Instructions

Pilots landing and using the main apron have to contact LANSERIA APRON before entering the apron and provide with the following information:

- Acft registration and type
- ETA
- Passengers on board
- Departure point
- Duration of apron occupation

Pilots departing from the main apron must contact LANSERIA APRON prior to start-up and provide with the following information:

- Acft registration
- ETD
- Passengers on board
- Destination

All IFR departing flights must contact LANSERIA GROUND for start-up clearance, then request traffic and hazard information from LANSERIA APRON prior to taxi.

LANSERIA APRON will only provide parking allocation and hazard information.

The main apron has a slope factor that necessitates the following:

- The use of extra power during taxiing. All operators of multi-engine aircraft must taxi with a minimum of two engines running.
- All aircraft parked on the apron must be properly choked when left unattended.

JEPPESEN 29 NOV 13 (10-9S)

Standard
LANSERIA, S AFR REP

STRAIGHT-IN RWY		Α	В	c	D D
07	RNAV (LNAV/VNAV)	4861′(340′) R1500m	4861′(340′) R1500m	4861′(340′) R2000m	4861′(340′) R2000m
	RNAV (S) (LNAV/VNAV)	5601′(1080′) R1500m	5601′(1080′) R1500m	5601′(1080′) C2400m	5601′(1080′) C2400m
	RNAV (LNAV) • •	5230′(709′) R1500m	5230 ′(709′) R1500m	5230′(709′) C2400m	5230′(709′) C2400m
	RNAV (LNAV) • •	5840 ′(1319 ′) C5000m	5840 ′(1319′) C5000m	5840′(1319′) C5000m	5840′(1319′) C5000m
	VOR 0 3	5230′(709′) R1500m	5230 ′(709′) R1500m	5230′(709′) C2400m	5230′(709′) C2400m
	VOR 🛭 🕄	5880′(1359′) C5000m	5880′(1359') C5000m	5880′(1359′) C5000m	5880′(1359′) C5000m

- O Continuous Descent Final Approach.
- 2 Missed apch climb grad mim 5.0%
- Missed apch climb grad mim 2.5%Missed apch climb grad mim 4.8%
- Missed apch climb grad mim 4.5%

CIRCLE-TO-LAND 0	100 KT	135 KT	180 KT	D
	5320 ′(799′)	5320 ′(799′)	5930 ′(1409′)	NOT
	V1500m 2	V1600m 2	V2400m 2	AUTHORIZED

- Entirely at pilots discretion.

 Not authorized Northwest of rwy.
- **1** or higher minimums of preceding straight-in approach.

LANSERIA, S AFR REP JEPPESEN FALA/HLA RNAV (GŃSS) Rwy 07 29 NOV 13 (12-1) LANSERIA INTL Approach Control through Tower JOHANNESBURG Radar (APP) South/East LANSERIA Tower 127.65 123.7 (0500 - 1700) 124.5 121.65 124.0 LNAV/VNAV Procedure Alt Final Apt Elev 4521 TAA $D\dot{A}(H)$ Apch Crs LA 1F1 RNAV 25 NM Refer to 066° RWY 4521 IAF 6700' (2179' Minimums MISSED APCH: Climb on R-066 LIV to 8000'. At D3.0 LIV turn LEFT direct to HBV VOR. Contact Johannesburg APPROACH for Radar Vectoring to LA1N1. MAX 230 KT. Do not turn before MAP. Maintain listening watch on 125.8 MHz. MISSED APCH WITH LOST COMM: Climb on R-066 LIV to 8600'. At D3.0 LIV turn LEFT direct to HBV VOR and enter holding. Hold for 5 Min, then proceed to D6.5/R-003 LIV, descend to 8400' and continue to LIV VOR for a procedural approach. MAX 230 KT. Do not turn before MAP. Maintain listening watch on 125.8 MHz. Rwy Elev: 155 hPa Trans level: By ATC Trans alt: 8000 1. VOR, DME & RADAR required. 2. Minimum temperature -5°C. 5037 MHA 8000 MAX FL 460 5030 FA(D)-70 E **HARTEBEESPOORTDAM** 50531 FA(R)-172 112.1 HBV 6335 NOT TO SCALE FA(D)-70 8300 Holdings may be 5469 D3.0 LIV conducted partially (IAF) LANSERIA-Δh outside controlled LÀ IN I D 117.4 LIV airspace. 0 At or above FL 90 5458 A 1MP MAX 240 KT 5336 26,-00 BLASTING Balloon 600' AGL to LA IMP 5421 Λ A 1F 1 8400 8400 5162' 28-10 (IF)LA 1N3 A 1 T 1 6030 RECOMMENDED ^5551 (IAF) **∆** 5574' (IAF) **ALTITUDES** (B) LÀ 1N2 DIST to ALTITUDE 96 LA1MP At or above 6041 6700 FL 90 LA 1N3 6.7 6490' 6170' 6.0 MAX 240 KT At or above 26-10 ↓ 5.0 5913 FL 90 5850' 4.0 MAX 240 KT 3.0 5530' 6655' MHA 7700 5210' 6086 2.0 27-50 28-00 MAX FL 90 4890' LA 1T1 LA 1F1 3.3 NM to LAIMP LA 1MP 7700' 6700' 8.6 NM 5630 6620 5540 4960 RWY 07 4521' 1.9 6.7 11.8 90 140 Gnd speed-Kts 70 100 120 160 Refer to Descent Angle 3.00° 743 849 372 478 531 637 HIALS Missed Apch PAPI above MAP at IA1MP JAR-OPS STRAIGHT-IN LANDING RWY 07 CIRCLE-TO-LAND LNAV Not authorized LNAV/VNAV Missed apch climb grad mim Missed apch climb grad mim Northwest of rwy MDA(H) 4.8%: _{MDA(H)} 2.5%: DA(H) 5.0%: _{DA(H)} 2.5%: **ENTIRELY AT** PILOTS DISCRETION 5600'(1079') 4860'(339') 5230' (709') 5840'(1319' ALS out ALS out ALS out ALS out MDA(H) 5320' (799') 1500m 100 RVR 1500m RVR 1500m RVR 1500m RVR 1500m В 5320'(799') 1600m 135 OPS C 2400m 5930**'** (1409') 180 RVR 2000m RVR 2000m RVR 2000m RVR 2000m D D NOT AUTHORIZED After missed apch climb gradient 2.5%: LNAV/VNAV DA(H) 5600'(1079'); LNAV MDA(H) 5840'(1319'). CHANGES: © JEPPESEN, 2012, 2013. ALL RIGHTS RESERVED.

Minimums.

LANSERIA, S AFR REP JEPPESEN FALA/HLA 29 NOV 13 (13-1) VOR Z Rwy 07 LANSERIA INTL Approach Control through Tower JOHANNESBURG Radar (APP) LANSERIA Tower South/East 123.7 (0500 - 1700) 124.5 121.65 127.65 124.0 VOR Procedure Alt Final Apt Elev 4521 MDA(H)LIV Apch Crs D6.5 Refer to RWY 4521 117.4 065° Minimums 6700'(2179') 1400 8000' MISSED APCH: Climb STRAIGHT AHEAD to 8000'. At D3.0 after LIV VOR turn LEFT to HBV VOR, contact Johannesburg APP. 0 8200' 8400 MAX 230 KT. Do not turn before MAP. **છ** ద్ద MISSED APCH WITH LOST COMM: Climb STRAIGHT AHEAD to 8000'. At D3.0 after LIV VOR turn LEFT to HBV VOR and hold for 5 Min. Return to LIV MSA LIV VOR VOR at or above 8000' for VOR Y Rwy 07. MAX 230 KT. Do not turn before MAP. Trans alt: 8000 Alt Set: hPa Rwy Elev: 155 hPa Trans level: By ATC 5184 HARTEBEESPOORTDAM FA(R)-172 112.1 HBV DME required. NOT TO SCALE Pilots are to take note of 8000' within 10 NM paragliding activity in FA(D)-71. D3.0 25-55 7800' within 10 NM **6** 8000' 7300' within 10 NM LANSERIA-5458 117.4 LIV BLASTING Balloon 26-00 .ANSERIA 600' AGL 270 LA D6.5 Expect radar vectoring to final not later than D14.0 by JOHANNESBURG Radar. Acft will be handed over to LANSERIA Tower not later than D12.0. (IF)5696 D12.1 26-05 27-50 28-00 5.0 3.0 2.0 1.0 LIV DME 6.0 4.0 5570 6530 6210 5890 5250 5230 ALTITUDE LIV VOR D12.1 D6.5 D3.0 8000' 30VOR1 via 6700 3.04∘ radar 6700 5570' vectors TCH 50' 5420' MDA RWY 07 4521' 5.6 3.5 3.0 0.1 70 90 120 Gnd speed-Kts 100 140 160 Refer to Missed Apch 3.04° 376 484 538 645 753 Descent Angle HIALS MAP at LIV VOR PAPI above JAR-OPS STRAIGHT-IN LANDING RWY 07 CIRCLE-TO-LAND Not authorized Missed apch climb Missed apch climb Northwest of rwy grad mim 4.5%: grad mim 2.5%: **ENTIRELY AT** MDA(H) **5230'**(709') MDA(H) 5880' (1359') PILOTS DISCRETION ALS out ALS out 5320*'* (799') 100 1500m RVR 1500m RVR 1500m В 5320' (799') 135 1600m OPS C 5930' (1409') 180 2400m RVR 2000m RVR 2000m D NOT AUTHORIZED After missed apch climb gradient 2.5%: MDA(H) 5880'(1359'). CHANGES: Procedure designation. MSA. Missed apch. Notes. Minimums. © JEPPESEN, 1998, 2013. ALL RIGHTS RESERVED.

LANSERIA, S AFR REP JEPPESEN FALA/HLA VOR Y Rwy 07 29 NOV 13 (13-2)LANSERIA INTL Approach Control through Tower JOHANNESBURG Radar (APP) LANSERIA Tower West South/East 127.65 123.7 (0500 - 1700) 124.5 121.65 124.0 VOR Procedure Alt Final Apt Elev 4521 MDA(H)LIV Apch Crs D6.5 Refer to 117.4 065° Minimums RWY 4521' 6830'(2309' 140 8000' 0 MISSED APCH: Climb STRAIGHT AHEAD to 8000'. At D3.0 after LIV VOR 100 turn LEFT to HBV VOR, contact Johannesburg APP. O 8200' 8400 MAX 230 KT. Do not turn before MAP. MISSED APCH WITH LOST COMM: Climb STRAIGHT AHEAD to 8000'. At D3.0 after LIV VOR turn LEFT to HBV VOR and hold for 5 Min. Return to LIV MSA LIV VOR VOR at or above 8000' for another approach. MAX 230 KT. Do not turn before MAP. Trans alt: 8000 Alt Set: hPa Rwy Elev: 155 hPa Trans level: By ATC HARTEBEESPOORTDAM 0 8000' within 10 NM FA(R)-172 112.1 HBV 5184 27800' within 10 NM DME required. **3** 8000' 7300' within 10 NM Procedure turn is partially NOT TO SCALE conducted outside controlled airspace. Pilots are to take note of Expect radar vectoring to D3.0 paragliding activity in FA(D)-71 final not later than D14.0 25-55 by JOHANNESBURG Radar. Acft will be handed over to LANSERIA-LANSERIA Tower not later than D12.0. 117.4 LI\ • 5458['] BLASTING 5336 D3.0 Balloon 26-00 LANSERIA 600' AGL 270 LA When approaching LIV VOR via 135° through 315° and within 30° of the outbound heading inbound, use phraseology: "Request procedure turn approach". - 27-50 6.0 5.0 3.0 2.0 1.0 LIV DME 4.0 6660 6320 5980 5640 5300 5230 ALTITUDE LIV VOR MAX 245 8000' D9.5 or higher MSA 7700' 6830' D3.0 6700' D6.5 5640 TCH 50' M 5420' MDA 3.0 RWY 07 **4521**′ 0.1 70 90 120 Gnd speed-Kts 100 140 160 Refer to 3.20° 396 510 679 793 906 Descent Angle 566 HIALS Missed Apch MAP at LIV VOR PAPI above JAR-OPS STRAIGHT-IN LANDING RWY 07 CIRCLE-TO-LAND Not authorized Missed apch climb Missed apch climb Northwest of rwy grad mim 4.5%: grad mim 2.5%: **ENTIRELY AT** MDA(H) **5230'**(709') MDA(H) 5880' (1359') PILOTS DISCRETION ALS out ALS out MDA(H ¹ 5320**'** (799') 100 1500m RVR 1500m RVR 1500m В ¹¹ 5320' (799') 1600m 135 OPS С 5930' (1409') 2400m RVR 2000m RVR 2000m D NOT AUTHORIZED After missed apch climb gradient 2.5%: MDA(H) 5880'(1359'). CHANGES: Procedure designation. MSA. Missed apch. Notes Minimums. © JEPPESEN, 1998, 2013. ALL RIGHTS RESERVED.