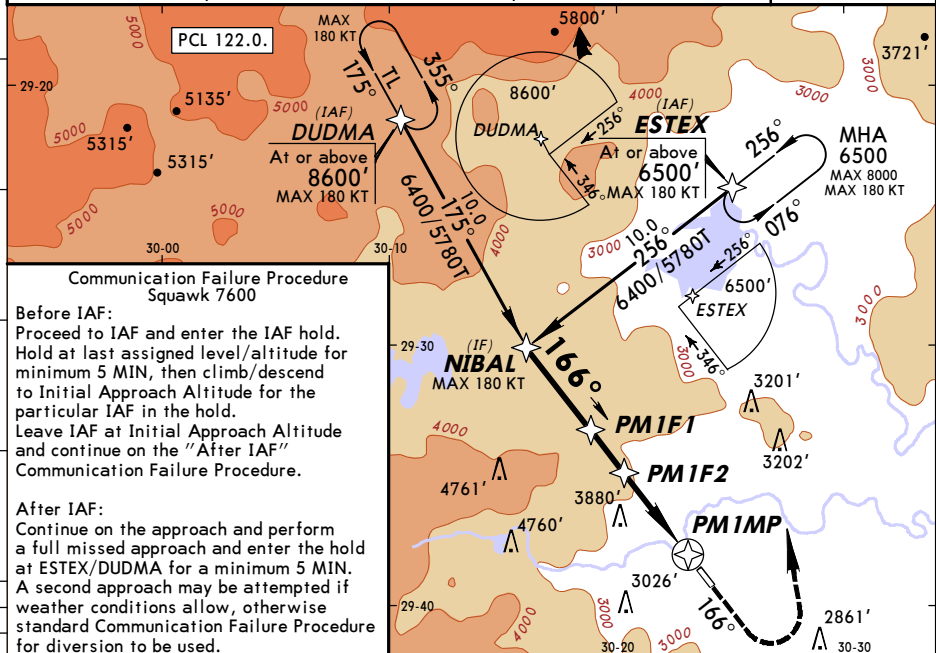


ADDITIONAL RUNWAY INFORMATION					
RWY			USABLE LENGTHS		WIDTH
			LANDING BEYOND	TAKE-OFF	
			Threshold	Glide Slope	
16	① HIRL (90m)	ALS ① PAPI-L (angle 3.5°)			98' 30m
34	① HIRL (90m)	① PAPI-L (angle 3.0°)			

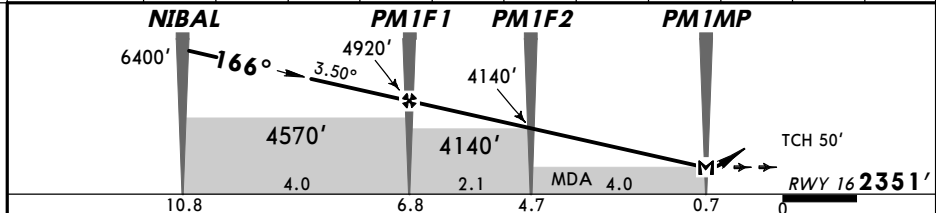
① Activate on 122.0 outside ATC hours. Key mike 7 times for full intensity and 5 times to dim to 30%. Automatically switched off after 15 min.

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	NOT APPLICABLE		
1 Operators applying U.S. Ops Specs: CL required below 300m.			

*DURBAN Approach 125.75				*PIETERMARITZBURG Tower 122.0	
RNAV	Final Aptch Crs 166°	Procedure Alt PM1F1 4920' (2569')	LNAA MDA(H) Refer to Minimums	Apt Elev 2423' RWY 2351'	TAA 25 NM IAF
MISSED APCH: Climb on track 166° to 6500'. When passing 3000' turn LEFT to ESTEX, or as directed. To be level at ESTEX.					
Alt Set: hPa		Rwy Elev: 83 hPa	Trans level: By ATC		Trans alt: 8500'



DIST to NEXT WPT	NIBAL	3.0	2.0	1.0	PM1F1	1.0	PM1F2	3.0	2.0	1.0	PM1MP
ALTITUDE	6400'	6030'	5660'	5290'	4920'	4510'	4140'	3770'	3400'	3030'	



Gnd speed-Kts	70	90	100	120	140	160	ALS		3000'	on 166°	6500'	ESTEX
Descent angle 3.50°	434	557	619	743	867	991	PAPI					
MAP at PM1MP												

JAR-OPS				STRAIGHT-IN LANDING RWY 16				CIRCLE-TO-LAND			
FAPM QNH With PM1F2 Missed apch climb grad mim 5.0% MDA(H) AB: 2660' (309') C: 2710' (359')		FAPM QNH With PM1F2 Missed apch climb grad mim 3.5% MDA(H) AB: 2730' (379') C: 2770' (419')		FAPM QNH With PM1F2 Missed apch climb grad mim 2.5% MDA(H) AB: 2780' (429') C: 2810' (459')		AREA or FAPM QNH W/o PM1F2 Missed apch climb grad mim 2.5% MDA(H) 4140' (1789')		ENTIRELY AT PILOTS DISCRETION			
ALS out		ALS out		ALS out		ALS out					
A	RVR 1500m	RVR 1500m	RVR 1500m	RVR 1500m	RVR 1500m	RVR 1500m	RVR 1500m	Max Kts.	MDA(H)	VIS	
B								100	3500' (1077')	1500m	
C	RVR 1800m	RVR 1800m	RVR 2000m	RVR 2000m	RVR 2000m	RVR 2000m	RVR 2000m	135	3500' (1077')	1600m	
								180	3800' (1377')	2400m	

1 After apch W/o PM1F2 MDA(H): 4140' (1717').

CHANGES: Displaced threshold withdrawn. Lights.

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BRIEFING STRIP

TM

20

15

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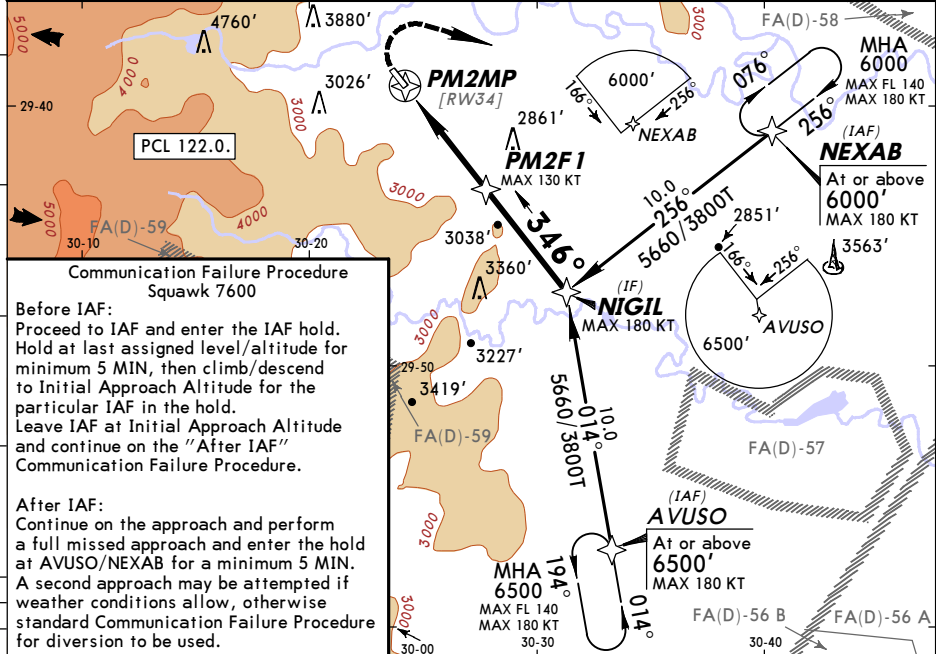
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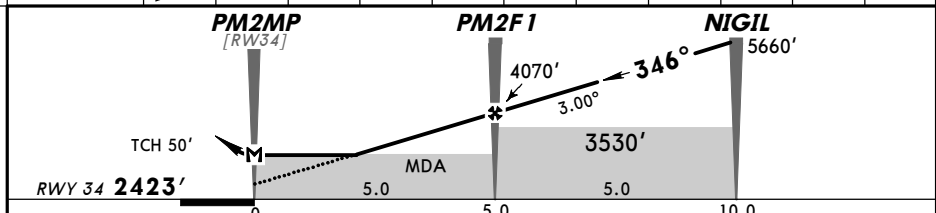
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PANS OPS

*DURBAN Approach 125.75				*PIETERMARITZBURG Tower 122.0			
RNAV	Final Apch Crs 346°	Procedure Alt PM2F1 4070' (1647')	LNNAV MDA(H) Refer to Minimums	Apt Elev 2423'	RWY 2423'		
MISSED APCH: Climb on track 346° to 6000'. When passing 3200' (CAT A & B) or 3400' (CAT C) turn RIGHT to NEXAB, or as directed. To be level at NEXAB.							TAA 25 NM IAF
Alt Set: hPa		Rwy Elev: 86 hPa	Trans level: By ATC		Trans alt: 8500'		

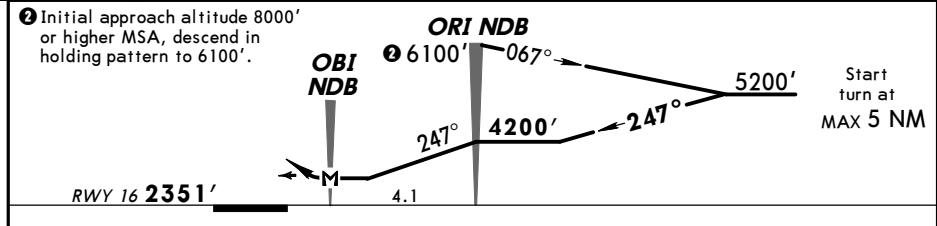
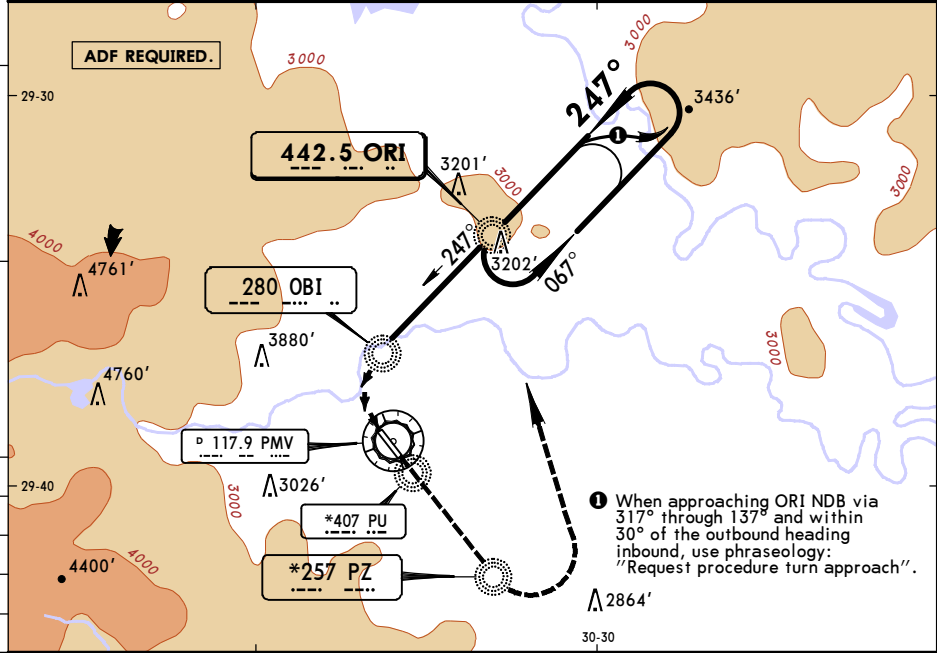


DIST TO NEXT WPT	PM2MP	1.0	2.0	3.0	4.0	PM2F1	1.0	2.0	3.0	4.0	NIGIL
ALTITUDE		2800'	3110'	3430'	3750'	4070'	4390'	4710'	5020'	5340'	5660'



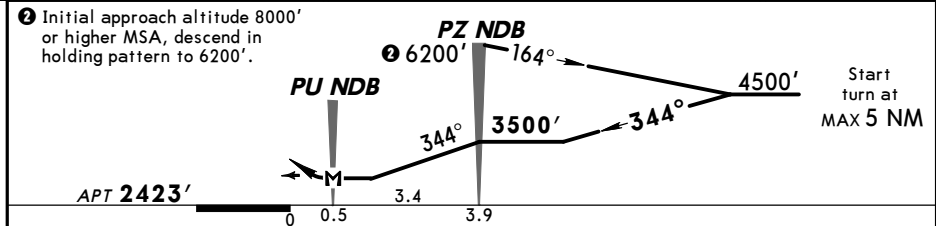
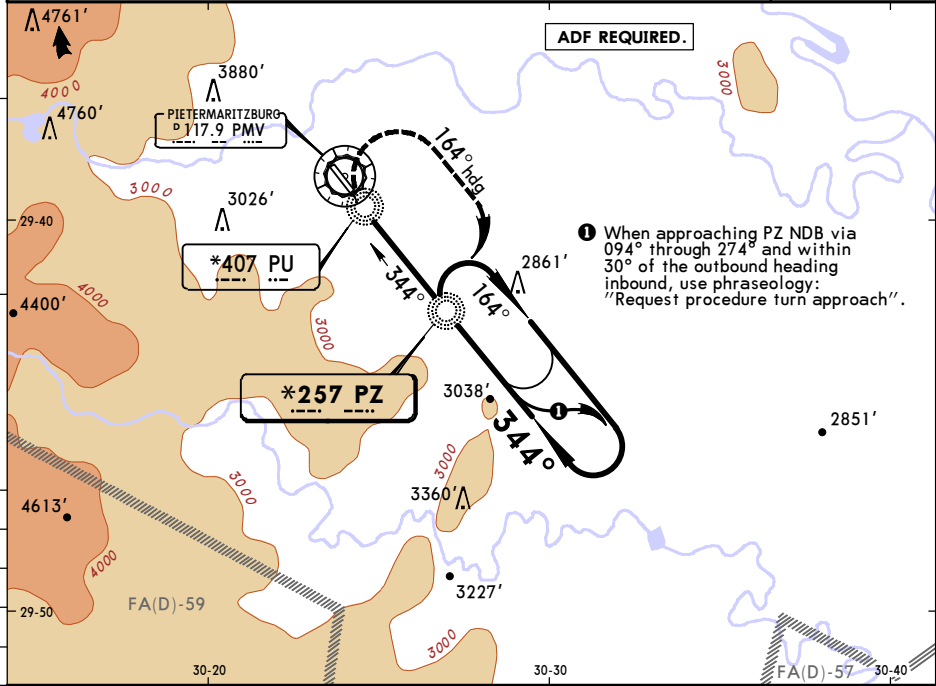
Gnd speed-Kts	70	90	100	120	140	160	PAPI-L		Refer to Missed Apch above	
Descent angle 3.00°	372	478	531	637	743	849				
MAP at PM2MP										

JAR-OPS		STRAIGHT-IN LANDING RWY 34			CIRCLE-TO-LAND	
FAPM QNH Missed apch climb grad min 3.3%		LNNAV FAPM QNH Missed apch climb grad min 2.5%		AREA QNH		
MDA(H) AB: 3030' (607')		MDA(H) AB: 3030' (607')		MDA(H) AB: 3500' (1077')		
C: 3100' (677')		C: 3300' (877')		C: 3800' (1377')		
A	RVR 1500m	RVR 1500m	RVR 1500m	Max Kts 100	MDA(H) VIS 3500' (1077') 1500m	
B				135	3500' (1077') 1600m	
C	RVR 2000m	RVR 2000m	RVR 2000m	180	3800' (1377') 2400m	
D	NOT APPLICABLE	NOT APPLICABLE	NOT APPLICABLE	D	NOT APPLICABLE	



								<div>ALS PAPI</div>		<div>PZ 257 LT</div>		
MAP at OBI NDB												
JAR-OPS				LANDING RWY 16				CIRCLE-TO-LAND				
MDA(H) AB: 3000' (649')				C: 3020' (669')				ENTIRELY AT PILOTS DISCRETION				
				ALS out								
A	RVR 1500m								MINIMUMS NOT YET ESTABLISHED BY S AFR REP CAA			
B												
C	RVR 2000m											
D	NOT APPLICABLE											

*DURBAN Approach				*PIETERMARITZBURG Tower	
125.75				122.0	
NDB PZ *257	Final Apch Crs 344°	Minimum Alt PZ NDB 3500' (1077')	MDA(H) 3300' (877')	Apt Elev 2423'	
MISSED APCH: Turn RIGHT onto heading 164° climbing to 4500' , then turn RIGHT to PZ NDB climbing to 6200' .					
Alt Set: hPa Apt Elev: 86 hPa Trans level: By ATC Trans alt: 8500' 1. High ground immediately West of PU NDB may give false indication on ADF. 2. Pilot controlled lighting 122.0.					MSA PZ NDB



<div> <div>MAP at PU NDB</div> <div>JAR-OPS</div> </div>				<div> <div>PAPI-L</div> <div>4500' onto 164° RT hdg</div> </div>	
STRAIGHT-IN LANDING RWY 34				CIRCLE-TO-LAND	
MDA(H) 3300' (877')				ENTIRELY AT PILOTS DISCRETION	
RVR 1500m				Max Kts.	VIS
A				100	3300' (877') 1500m
B				135	3300' (877') 1600m
C				C	NOT APPLICABLE
D				D	NOT APPLICABLE