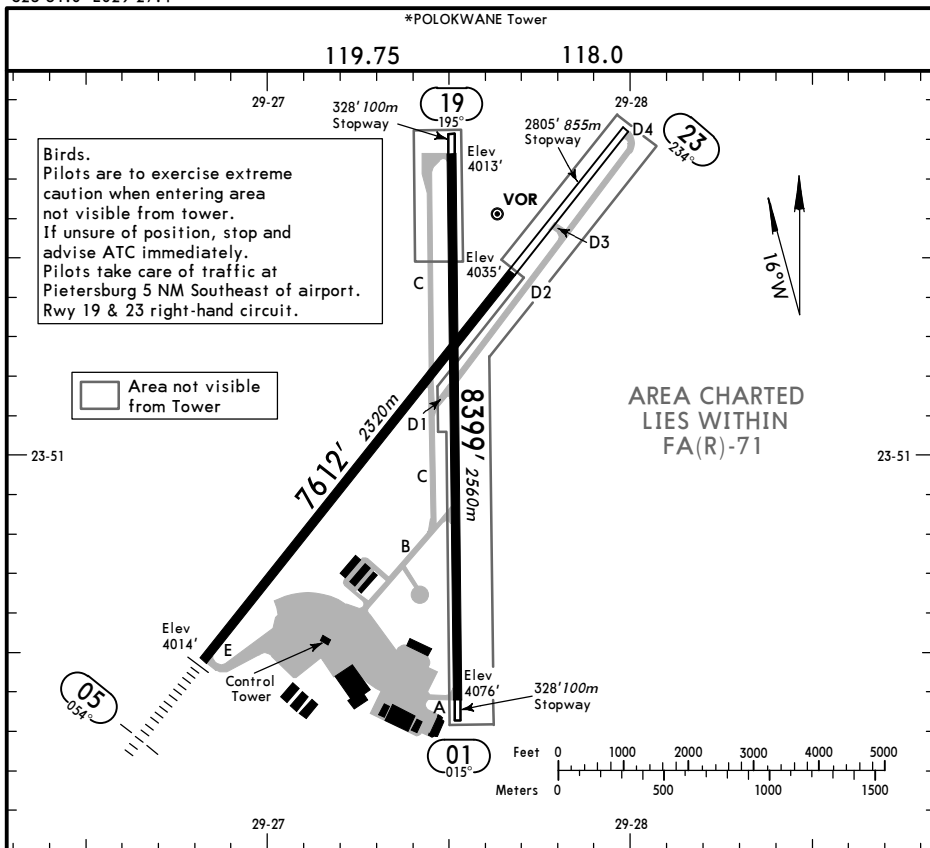


FAPP/PTG  
Apt Elev **4076'**  
S23 51.0 E029 27.4

JEPPESEN POLOKWANE, S AFR REP  
19 JUL 13 **(10-9)** **Eff 25 Jul** POLOKWANE INTL



ADDITIONAL RUNWAY INFORMATION

USABLE LENGTHS

RWY				LANDING BEYOND		TAKE-OFF	WIDTH
				Threshold	Glide Slope		
01	19	PAPI (angle 3.0°)					148' 45m
05	23	HIRL	ALS	PAPI-R (angle 3.0°)	6579' 2005m		148' 45m
		HIRL	PAPI (angle 3.0°)				

JAR-OPS

TAKE-OFF **I**

All Rwys

LVP must be in force

RCLM (DAY only)  
or RL

RCLM (DAY only)  
or RL

NIL  
(DAY only)

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

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

CHANGES: Usable lengths.

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STRAIGHT-IN RWY		A	B	C	D
05	ILS ❶	4214' (200') R1000m	4214' (200') R1000m	4214' (200') R1000m	4214' (200') R1000m
	ALS out	R1200m	R1200m	R1200m	R1200m
	ILS ❷	4730' (716') R1500m	4730' (716') R1500m	4730' (716') C2400m	4730' (716') C2400m
	VOR ❸	4510' (496') R1500m	4510' (496') R1500m	4710' (696') C3000m	4710' (696') C3000m
	ALS out	R1500m	R1500m	C3200m	C3200m

❶ Missed apch climb gradient mim 3.5%.

❷ Missed apch climb gradient mim 2.5%.

❸ Continuous Descent Final Approach.

CIRCLE-TO-LAND ❹	100 KT	135 KT	180 KT	205 KT
After ILS 05	4690' (614') V1500m	4980' (904') V1600m	5210' (1134') V2400m	5210' (1134') V3600m
After VOR 05 ❺	MINIMUMS NOT YET ESTABLISHED BY S AFR REP CAA			

❹ Entirely at pilots discretion.

❺ Not authorized Southeast of rwy 05/23.

**TAKE-OFF RWY 01, 05, 19, 23**

LVP must be in force		RCLM (DAY only) or RL	NIL (DAY only)
RCLM (DAY only) or RL			
A	250m	400m	500m
B			
C			
D	300m		

\*POLOKWANE Tower

119.75 118.0

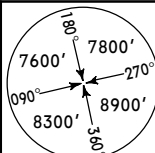
LOC  
PPI  
**108.7**

Final  
Apch Crs  
**054°**

GS  
**D7.9 PPV**  
**6200' (2186')**

ILS  
DA(H)  
Refer to  
Minimums

Apt Elev **4076'**  
**RWY 4014'**



**MISSED APCH:** Climb to 6700'. Track rwy centerline to D2.0 PPV, then turn LEFT onto 231°. At D11.0 PPV turn LEFT direct to VOR. MAX 230 KT.

Alt Set: hPa Rwy Elev: 139 hPa Trans level: By ATC Trans alt: 9000'

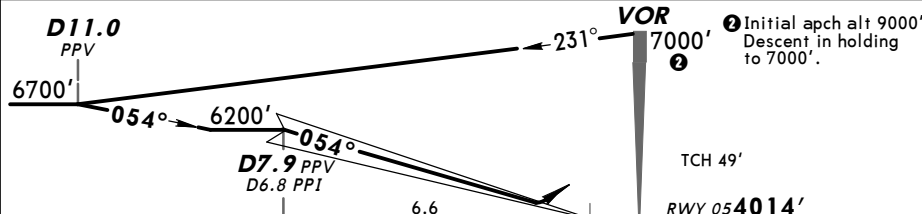
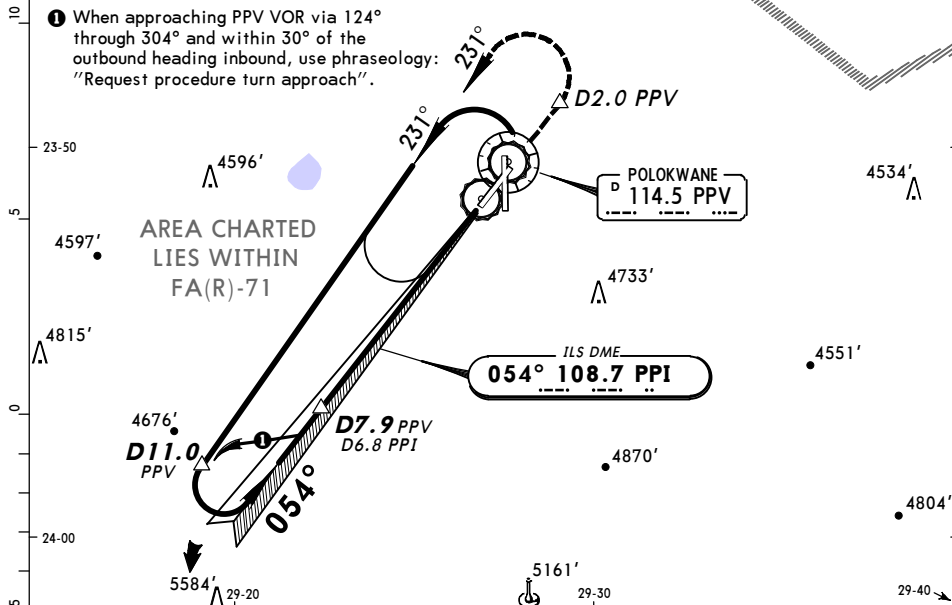
MSA VOR PPV

**VOR DME required.**

CAUTION: Do not exceed D18.0 PPV on the outbound leg of the racetrack due to high ground Southwest of airport.

FA(R)-76

- ① When approaching PPV VOR via 124° through 304° 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°	372	478	531	637	743	849

ALS	230 KT	D2.0	RWY
PAPI	MAX	PPV	track

JAR-OPS

STRAIGHT-IN LANDING RWY 05

LOC (GS out)

CIRCLE-TO-LAND

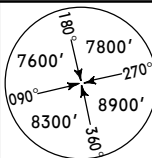
Missed apch climb gradient mim 3.5%		Missed apch climb gradient mim 2.5%		NOT APPLICABLE	ENTIRELY AT PILOTS DISCRETION
DA(H) <b>4214' (200')</b>		DA(H) <b>4730' (716')</b>			
FULL	ALS out	FULL	ALS out		
A					Max Kts.
B					100
C	RVR 800m	RVR 1000m	RVR 1000m		135
D					180
					205

_____MDA(H)_____VIS_____	
100	<b>4690' (614')</b> 1500m
135	<b>4980' (904')</b> 1600m
180	<b>5210' (1134')</b> 2400m
205	<b>5210' (1134')</b> 3600m

\*POLOKWANE Tower

119.75

118.0

VOR  
PPV  
**114.5**Final  
Apch Crs  
**051°**Minimum Alt  
**D6.4**  
**5700' (1686')**MDA(H)  
Refer to  
MinimumsApt Elev **4076'**  
**RWY 4014'**

**MISSED APCH:** Climb STRAIGHT AHEAD onto R-051 outbound to 5500', then turn LEFT onto 231° climbing to 8000'. At or before D8.0 turn LEFT to VOR.

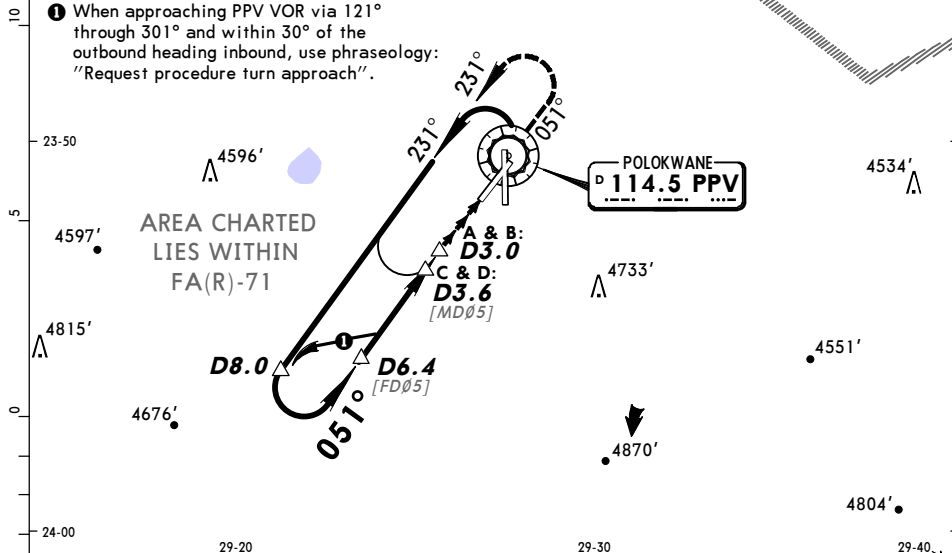
Alt Set: hPa Rwy Elev: 139 hPa Trans level: By ATC Trans alt: 9000'

MSA VOR PPV

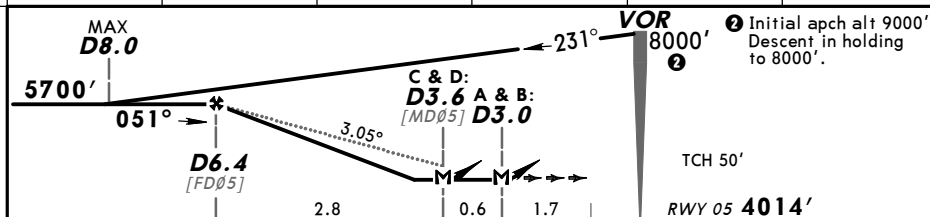
**DME required.**

FA(R)-76

- ① When approaching PPV VOR via 121° through 301° and within 30° of the outbound heading inbound, use phraseology: "Request procedure turn approach".



PPV DME	6.0	5.0	4.0	3.0	2.0
ALTITUDE	5580'	5250'	4930'	4600'	4280'



Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.05°	378	486	540	648	755	863
CAT A & B: MAP at D3.0						
CAT C & D: MAP at D3.6						

**5500'**  
↑  
**114.5****JAR-OPS** STRAIGHT-IN LANDING RWY 05

CIRCLE-TO-LAND

MDA(H) AB: **4510' (496')** CD: **4710' (696')**Not authorized Southeast of rwy 05/23  
ENTIRELY AT PILOTS DISCRETION

ALS out

A	RVR 1500m
B	
C	RVR 2000m
D	

**MINIMUMS NOT YET  
ESTABLISHED BY  
S AFR REP CAA**