
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' | <ul style="list-style-type: none">- 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' | <ul style="list-style-type: none">- reduce thrust (if not already reduced) to not less than climb power/thrust; |
| 6020' to 7520' | <ul style="list-style-type: none">- climb at $V_2 + 10$ to 20 KT; |
| At 7520' | <ul style="list-style-type: none">- 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.

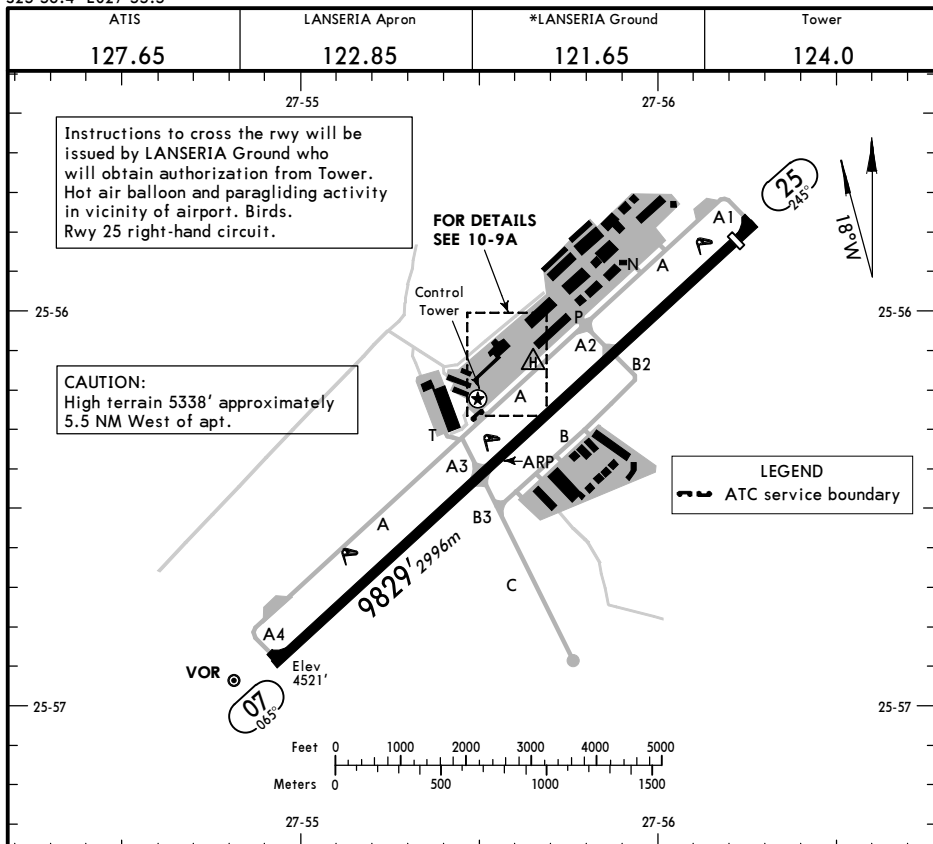
The position where engine tests are conducted will be rotated taking into consideration wind direction, time of day and frequency of tests.

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

FALA/HLA
Apt Elev **4521'**
S25 56.4 E027 55.5

JEPPESEN
29 NOV 13 **(10-9)**

LANSERIA, S AFR REP
LANSERIA INTL



ADDITIONAL RUNWAY INFORMATION

ADDITIONAL RUNWAY INFORMATION				USABLE LENGTHS		TAKE-OFF	WIDTH
RWY				— LANDING BEYOND —			
	Threshold	Glide Slope					
07	HIALS ①	HIRL (60m)	PAPI (angle 3.0°)				148'
25	HIRL (60m)	PAPI (angle 3.0°)					45m

① Configuration unknown.

JAR-OPS

TAKE-OFF ①

All Rwys

LVP must be in Force

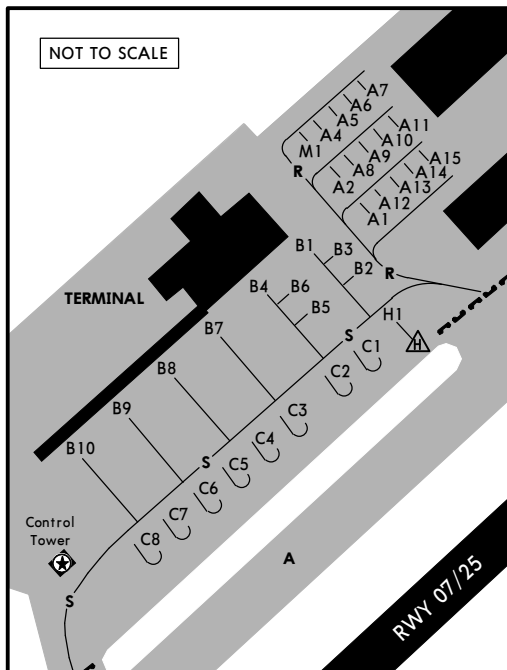
RCLM (DAY only)
or RL

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or RL

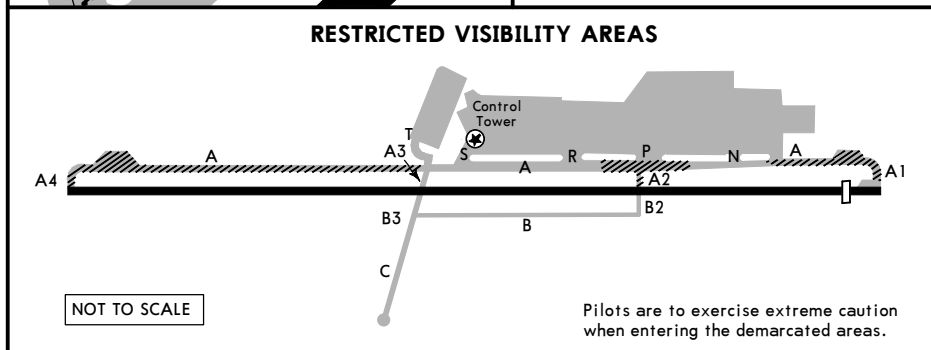
NIL
(DAY only)

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

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



INS COORDINATES	
STAND No.	COORDINATES
A1, A2, A4	S25 56.1 E027 55.6
A5 thru A7	S25 56.0 E027 55.6
A8 thru A15	S25 56.1 E027 55.6
B1 thru B7	S25 56.1 E027 55.6
B8	S25 56.1 E027 55.5
B9, B10	S25 56.2 E027 55.5
C1, C2	S25 56.1 E027 55.6
C3 thru C6	S25 56.2 E027 55.6
C7, C8	S25 56.2 E027 55.5
H1	S25 56.1 E027 55.6
M1	S25 56.1 E027 55.6



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

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.

STRAIGHT-IN RWY		A	B	C	D
07	RNAV ② (LNAV/VNAV)	4861'(340') R1500m	4861'(340') R1500m	4861'(340') R2000m	4861'(340') R2000m
	RNAV ③ (LNAV/VNAV)	5601'(1080') R1500m	5601'(1080') R1500m	5601'(1080') C2400m	5601'(1080') C2400m
	RNAV (LNAV) ① ④	5230'(709') R1500m	5230'(709') R1500m	5230'(709') C2400m	5230'(709') C2400m
	RNAV (LNAV) ① ③	5840'(1319') C5000m	5840'(1319') C5000m	5840'(1319') C5000m	5840'(1319') C5000m
	VOR ① ③	5230'(709') R1500m	5230'(709') R1500m	5230'(709') C2400m	5230'(709') C2400m
	VOR ① ③	5880'(1359') C5000m	5880'(1359') C5000m	5880'(1359') C5000m	5880'(1359') C5000m

- ① Continuous Descent Final Approach.
- ② Missed apch climb grad mim 5.0%
- ③ Missed apch climb grad mim 2.5%
- ④ Missed apch climb grad mim 4.8%
- ⑤ Missed apch climb grad mim 4.5%

CIRCLE-TO-LAND ⑥	100 KT	135 KT	180 KT	D
	5320'(799') V1500m ⑦	5320'(799') V1600m ⑦	5930'(1409') V2400m ⑦	NOT AUTHORIZED

- ⑥ Entirely at pilots discretion.
Not authorized Northwest of rwy.
- ⑦ or higher minimums of preceding straight-in approach.

TAKE-OFF RWY 07/25		
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

FALA/HLA LANSERIA INTL

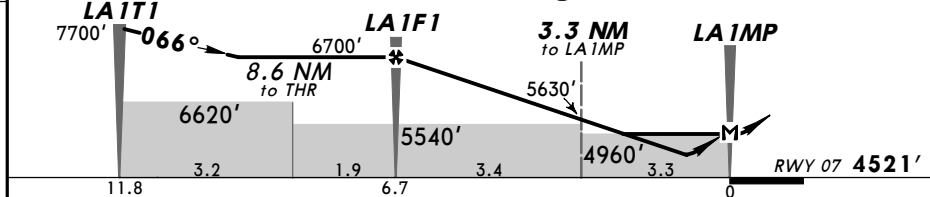
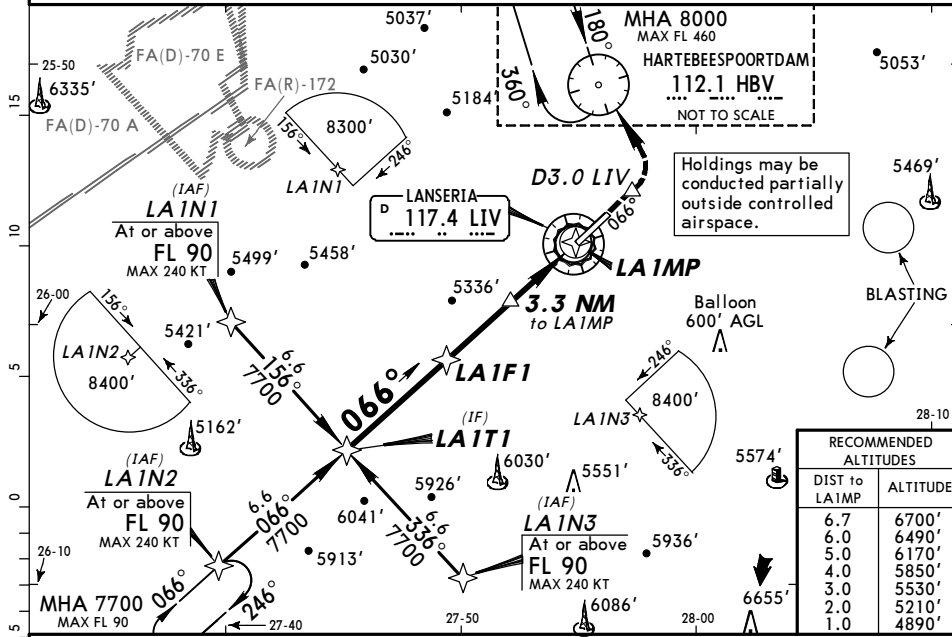
29 NOV 13 (12-1)

LANSERIA, S Afr REP
RNAV (GNSS) Rwy 07

ATIS 127.65		Approach Control through Tower LANSERIA Tower 124.0		JOHANNESBURG Radar (APP) West 123.7 (0500 - 1700)		South/East 124.5		*Ground 121.65			
RNAV		Final ApcH Crs 066°		Procedure Alt LA1F1 6700' (2179')		LNAV/VNAV DA(H) Refer to Minimums		Apt Elev 4521' RWY4521'		TAA 25 NM IAF	

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.

Alt Set: hPa Rwy Elev: 155 hPa Trans level: By ATC Trans alt: 8000'
1. VOR, DME & RADAR required. 2. Minimum temperature -5°C.



Gnd speed-Kts	70	90	100	120	140	160		
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at LA1IMP								

JAR-OPS STRAIGHT-IN LANDING RWY 07				CIRCLE-TO-LAND Not authorized Northwest of rwy ENTIRELY AT PILOTS DISCRETION	
DA(H)	LNAV/VNAV Missed apch climb grad mim 5.0%:	DA(H)	LNAV/VNAV Missed apch climb grad mim 2.5%:	DA(H)	LNAV/VNAV Missed apch climb grad mim 2.5%:
	4860' (339')		5600' (1079')		5230' (709')
	5840' (1319')		5230' (709')		5840' (1319')
ALS out		ALS out		ALS out	
A	RVR 1500m	RVR 1500m	RVR 1500m	RVR 1500m	
B	RVR 1500m	RVR 1500m	RVR 1500m	RVR 1500m	
C	RVR 2000m	RVR 2000m	RVR 2000m	RVR 2000m	
D	RVR 2000m	RVR 2000m	RVR 2000m	RVR 2000m	

After missed apch climb gradient 2.5%: LNAV/VNAV DA(H) 5600' (1079'); LNAV MDA(H) 5840' (1319').

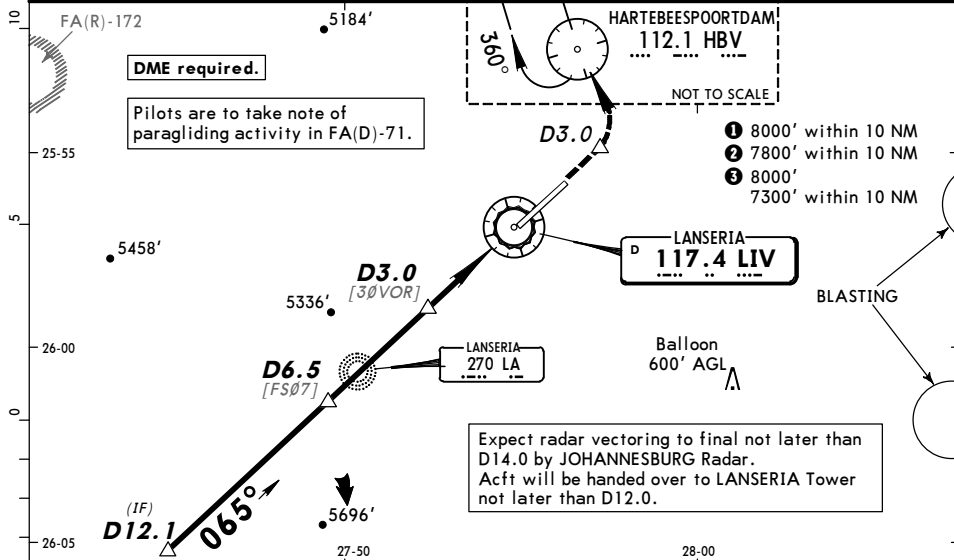
ATIS 127.65	Approach Control through Tower LANSERIA Tower 124.0	JOHANNESBURG Radar (APP) West 123.7 (0500 - 1700)	South/East 124.5	*Ground 121.65
VOR LIV 117.4	Final ApcH Crs 065°	Procedure Alt D6.5 6700' (2179')	MDA(H) Refer to Minimums	Apt Elev 4521' RWY 4521'

MISSED APCH: Climb STRAIGHT AHEAD to 8000'. At D3.0 after LIV VOR turn LEFT to HBV VOR, contact Johannesburg APP.
MAX 230 KT. Do not turn before MAP.

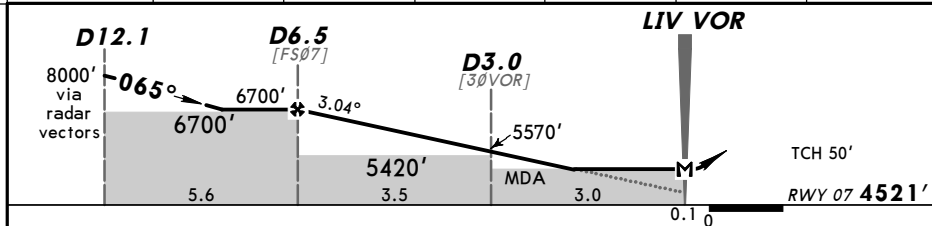
MISSED APCH WITH LOST COMM: Climb STRAIGHT AHEAD to 8000'. At D3.0 after LIV VOR turn LEFT to HBV VOR and hold for 5 Min. Return to LIV VOR at or above 8000' for VOR Y Rwy 07.
MAX 230 KT. Do not turn before MAP.

MSA
LIV VOR

Alt Set: hPa Rwy Elev: 155 hPa Trans level: By ATC Trans alt: 8000'



LIV DME	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	6530'	6210'	5890'	5570'	5250'	5230'



Gnd speed-Kts	70	90	100	120	140	160		
Descent Angle	3.04°	376	484	538	645	753	861	
MAP at LIV VOR								

HIALS PAPI Refer to Missed Apch above

JAR-OPS		STRAIGHT-IN LANDING RWY 07		CIRCLE-TO-LAND	
Missed apch climb grad mim 4.5%:		Missed apch climb grad mim 2.5%:		Not authorized Northwest of rwy ENTIRELY AT PILOTS DISCRETION	
MDA(H) 5230' (709')		MDA(H) 5880' (1359')		Max Kts MDA(H) VTS	
ALS out		ALS out		100 5320' (799') 1500m	
RVR 1500m		RVR 1500m		135 5320' (799') 1600m	
RVR 2000m		RVR 2000m		180 5930' (1409') 2400m	
D		D		NOT AUTHORIZED	

After missed apch climb gradient 2.5%: MDA(H) 5880' (1359').

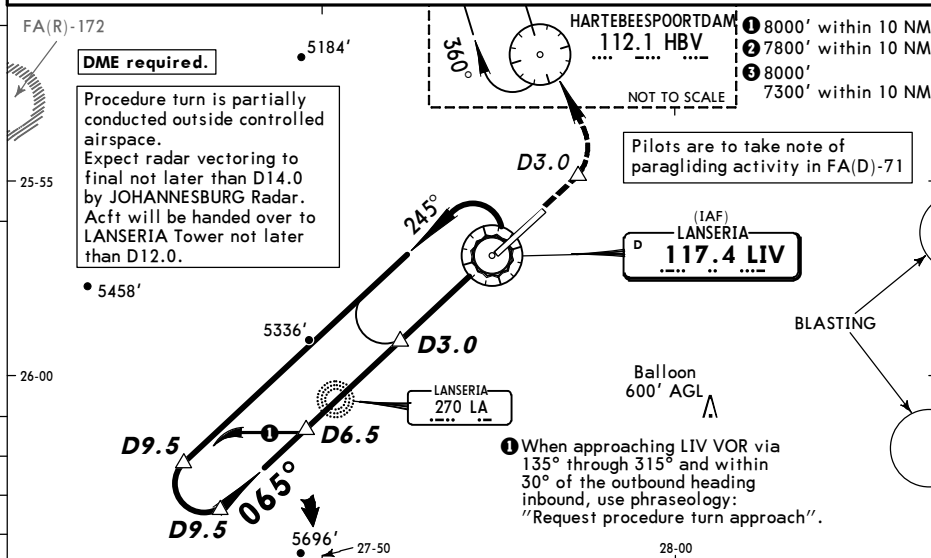
FALA/HLA LANSERIA INTL

JEPPESSEN
29 NOV 13 (13-2)

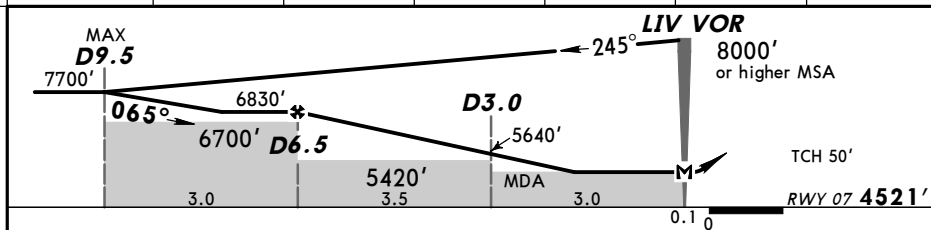
LANSERIA, S AFR REP
VOR Y Rwy 07

ATIS 127.65	Approach Control through Tower LANSERIA Tower 124.0	JOHANNESBURG Radar (APP) West 123.7 (0500 - 1700)	South/East 124.5	*Ground 121.65
VOR LIV 117.4	Final Apch Crs 065°	Procedure Alt D6.5 6830' (2309')	MDA(H) Refer to Minimums	Appt Elev 4521' RWY 4521'
MISSED APCH: Climb STRAIGHT AHEAD to 8000'. At D3.0 after LIV VOR turn LEFT to HBV VOR, contact Johannesburg APP. 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 VOR at or above 8000' for another approach. MAX 230 KT. Do not turn before MAP.				

Alt Set: hPa Rwy Elev: 155 hPa Trans level: By ATC Trans alt: 8000'



LIV DME	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	6660'	6320'	5980'	5640'	5300'	5230'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle	3.20°	396	510	566	679	793
MAP at LIV VOR						

JAR-OPS STRAIGHT-IN LANDING RWY 07				CIRCLE-TO-LAND Not authorized Northwest of rwy ENTIRELY AT PILOTS DISCRETION	
Missed apch climb grad mim 4.5%: MDA(H) 5230' (709')		Missed apch climb grad mim 2.5%: MDA(H) 5880' (1359')		Max Kts	VTS
ALS out		ALS out		100	5320' (799') 1500m
RVR 1500m		RVR 1500m		135	5320' (799') 1600m
RVR 2000m		RVR 2000m		180	5930' (1409') 2400m
				D	NOT AUTHORIZED