

FAPE/PLZ PORT ELIZABETH, S AFR REP

22 MAR 13

(10-1R)

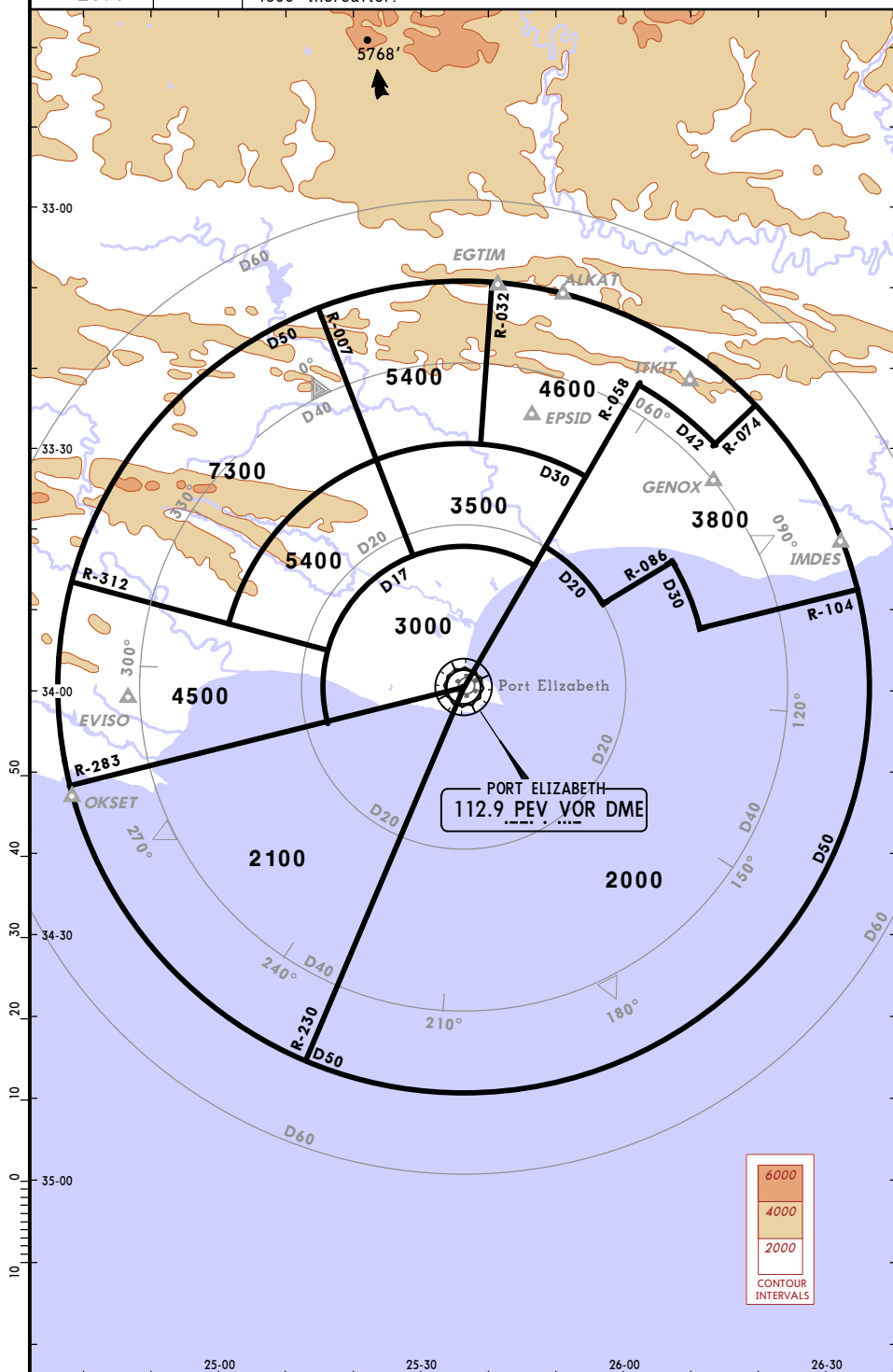
Eff 4 Apr

RADAR MINIMUM ALTITUDES

PORT ELIZABETH
Approach (R)
120.4

Apt Elev
226'

Alt Set: hPa Trans level: By ATC Trans alt: 5500'
A minimum vertical clearance of 1000' is applied up to D20 PEV and 1500' thereafter.



CHANGES: STAR ALKAT 2B speed restriction at PEV 4.7 DME established. © JEPPESEN, 2004, 2013. ALL RIGHTS RESERVED.

***ATIS** 126.8 **Apt Elev** 226'

Alt Set: hPa Trans level: By ATC Trans alt: 5500'

1. Reception of ATIS is required to confirm SID and STAR in operation and runway in use.
2. Only aircraft equipped to comply with part 91-34 RoA may accept procedures overflying the ocean.
3. STARs applicable only when Surveillance RADAR is operational.
4. If unable to comply with STAR advise ATC.

STAR	RWY	ROUTING
GENOX 1A	08	Leave GENOX on 266° track for RADAR vectoring to intercept ILS approach.
GENOX 1B	26	Leave GENOX on 231° track, intercept PEV R-086 inbound, within PEV 17 DME intercept LOC for ILS approach.

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

RWY 08	OKSET 2A ITKIT 1A	RWY 26	OKSET 2B ITKIT 1B
	to N & E;		to N & E;

SPEED RESTRICTION
MAX 250 KT at or below FL100.
SPEED LIMIT POINTS (SLP)

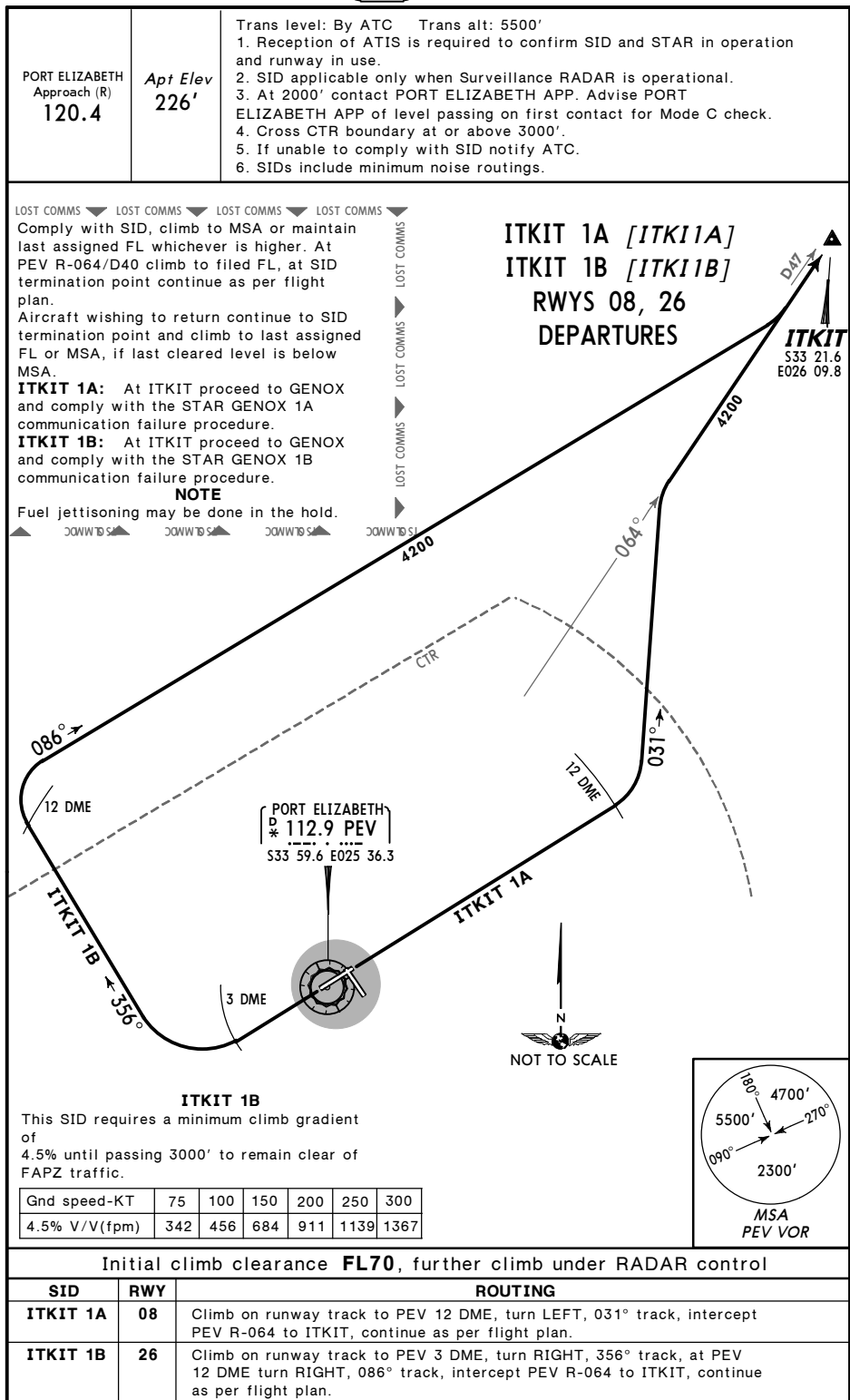
If the speed is below minimum safe operating speed, the minimum safe operating speed will be flown and ATC advised. Unless for emergency pilots are not to request cancellation of speed restrictions.

GENOX 1A
[GENO1A]
GENOX 1B
[GENO1B]
RWYS 08, 26 ARRIVALS

GENOX 1A
Continue on STAR, when passing PEV R-297 on 266° track, turn LEFT to PEV and descend to 3000', complete VORDME/ILS approach.

GENOX 1B
Continue on STAR, when passing PEV 25 DME turn direct to PEV, when passing PEV 15 DME descend to 3000', complete VORDME/ILS approach.

NOT TO SCALE



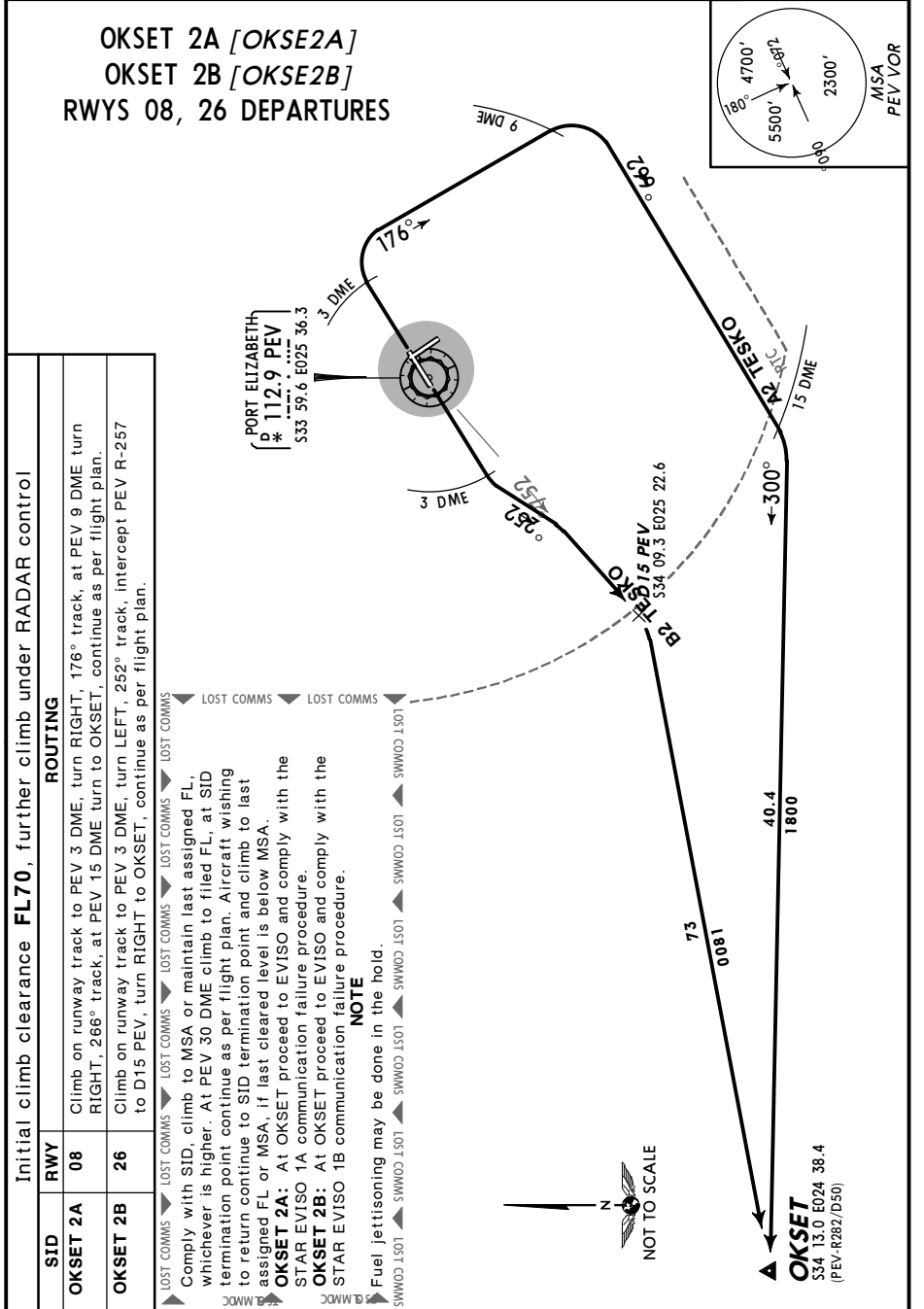
IMDES
S333 41.6 E026 32.2
05D ↗ ▲

IMDES 1A [IMDE1A]
IMDES 1B [IMDE1B]
RWYS 08, 26 DEPARTURES

Circular diagram:
180°
4700'
5500'
0°
2300'
MISA
PEV VOR

CHANGES: MEA established. © JEPPESEN, 2004, 2012. ALL RIGHTS RESERVED.

PORT ELIZABETH Approach (R) 120.4	Apt Elev 226'	Trans level: By ATC Trans alt: 5500' 1. Reception of ATIS is required to confirm SID and STAR in operation and runway in use. 2. SID applicable only when Surveillance Radar is operational. 3. At 2000' contact PORT ELIZABETH APP. Advise PORT ELIZABETH APP of level passing on first contact for Mode C check. 4. Cross CTR boundary at or above 3000'. 5. If unable to comply with SID notify ATC. 6. SIDs include minimum noise routings.
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NOISE ABATEMENT

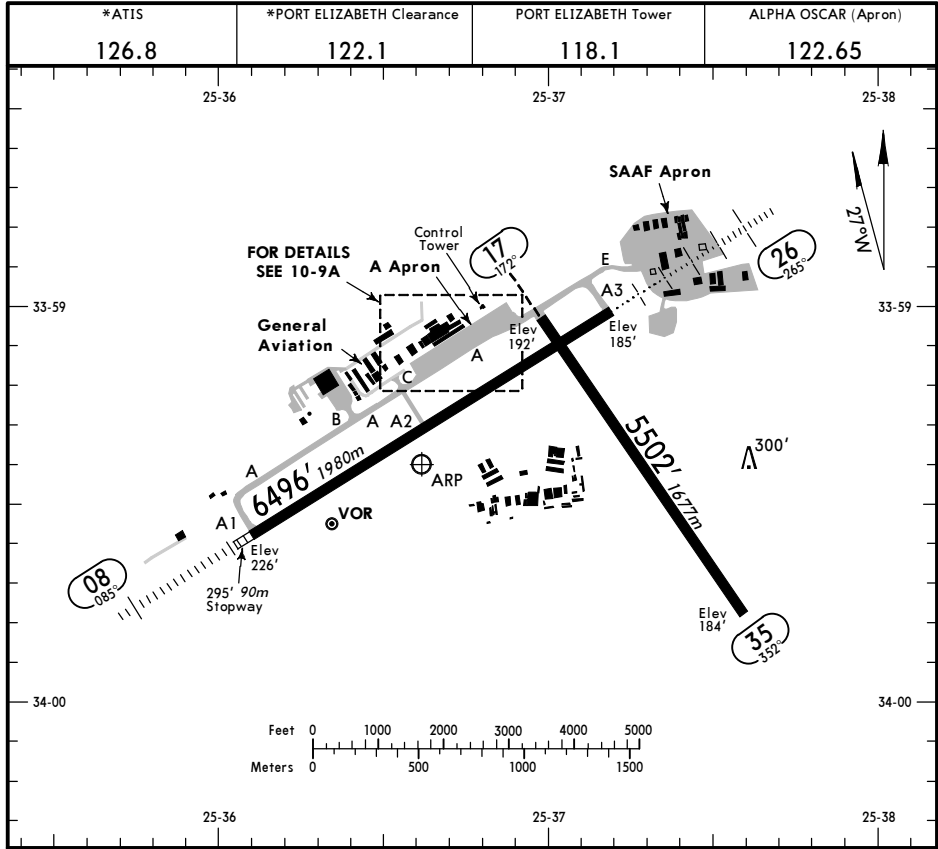
LT minus 2 HOURS = UTC (Z)

DEPARTURES

The below procedures apply to jet aircraft and may be disregarded if at 3230' or when leveled off by ATC or when leveled by SID.

- | | |
|-------------------|--|
| Take-off to 1730' | <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 1730' | <ul style="list-style-type: none">- reduce thrust (if not already reduced) to not less than climb power/thrust; |
| 1730' to 3230' | <ul style="list-style-type: none">- climb at $V_2 + 10$ to 20 KT; |
| At 3230' | <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.



GENERAL

CAUTION: Birds in the vicinity of airport.
Powerlines on approach rwy 35.
Pilots have to contact "ALPHA OSCAR" for allocation of parking bays, while still on taxiway.
Marshalling guidance at stands.
Pushback on departure. An engineer escorts departing acft from apron.

ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS		TAKE-OFF	WIDTH
			Threshold	Glide Slope		
08	26	HIRL (60m) HIALS PAPI (angle 3.0°)		5220' 1591m 5165' 1574m		151' 46m
17	35	RL (60m) PAPI-L (angle 3.0°)				151' 46m

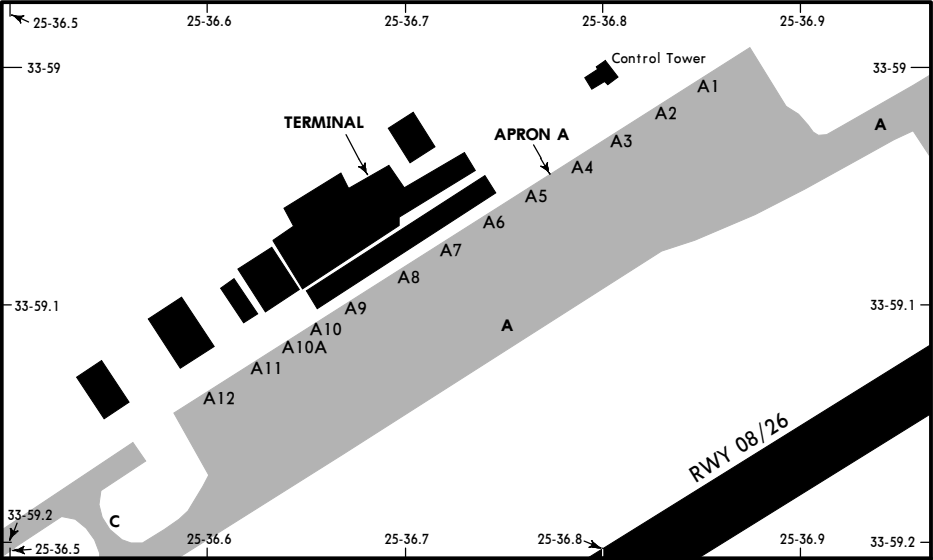
JAR-OPS

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.



INS COORDINATES		
STAND No.	COORDINATES	
A1	S33 59.0 E025 36.9	
A2 thru A5	S33 59.0 E025 36.8	
A6	S33 59.1 E025 36.8	
A7 thru A10	S33 59.1 E025 36.7	
A10A thru A12	S33 59.1 E025 36.6	

STRAIGHT-IN RWY		A	B	C	D
08	ILS	526'(300')	526'(300')	526'(300')	526'(300')
	FULL	R650m	R650m	R650m	R650m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1400m	R1400m	R1400m	R1400m
	VOR 12	680'(454')	680'(454')	680'(454')	680'(454')
		R1400m	R1400m	R1400m	R1600m
	ALS out	R1500m	R1500m	C2100m	C2100m
	VOR 13	680'(454')	680'(454')	680'(454')	680'(454')
		R1400m	R1400m	R1400m	R1600m
	ALS out	C2100m	C2100m	C2100m	C2100m
26	ILS	385'(200')	385'(200')	385'(200')	385'(200')
	FULL	R550m	R550m	R550m	R550m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	VOR 12	660'(475')	660'(475')	660'(475')	660'(475')
		R1500m	R1500m	R1500m	R1600m
	ALS out	R1500m	R1500m	C2200m	C2200m
	VOR 3	660'(475')	660'(475')	660'(475')	660'(475')
		R1700m	R1700m	R1900m	R1900m
	ALS out	C2400m	C2400m	C2600m	C2600m

- 1 Continuous Descent Final Approach.
2 with FMS.
3 w/o FMS.

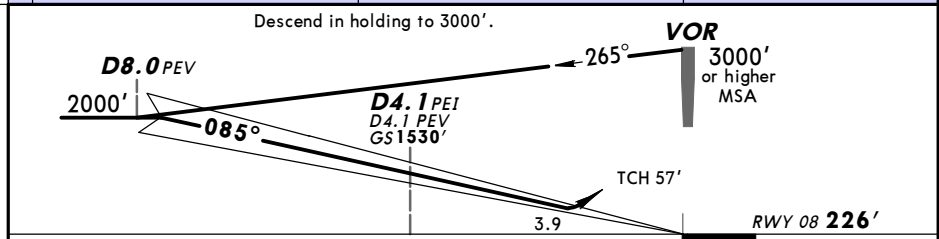
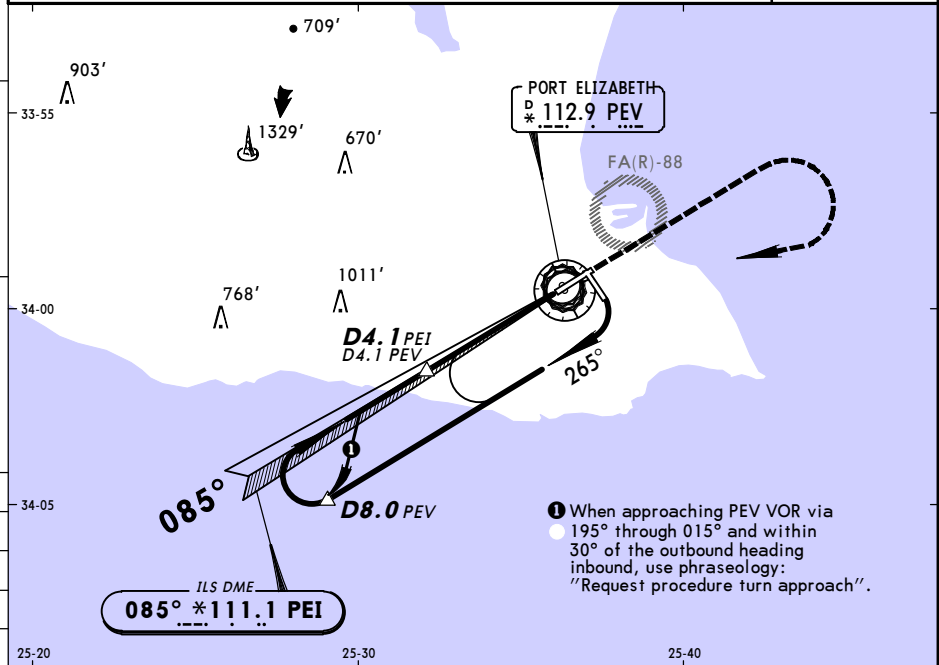
CIRCLE-TO-LAND 1	A	B	C	D
	MINIMUMS NOT YET ESTABLISHED BY S AFR REP CAA			

1 Entirely at pilots discretion.

TAKE-OFF RWY 08, 17, 26, 35

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		

*ATIS		PORT ELIZABETH Approach (R)		PORT ELIZABETH Tower	
126.8		120.4		118.1	
LOC PEI *111.1	Final Apch Crs 085°	GS D4.1 PEI 1530' (1304')	ILS DA(H) 526' (300')	Apt Elev 226'	RWY 226'
MISSED APCH: Climb on rwy heading to 2000', then climbing turn RIGHT and return to VOR at 3000', or as directed.					
Alt Set: hPa Rwy Elev: 8 hPa Trans level: By ATC Trans alt: 5500' 1. VOR and DME required. 2. Acft being radar vectored can expect to leave 3000' on the GS.					MSA PEV VOR



Descend in holding to 3000'.							VOR		3000' or higher MSA
							D8.0 PEV		2000'
							D4.1 PEI		GS 1530'
							TCH 57'		3.9
							RWY 08		226'

JAR-OPS							STRAIGHT-IN LANDING RWY 08		CIRCLE-TO-LAND	
							ILS		LOC (GS out)	
							DA(H) 526' (300')		ENTIRELY AT PILOTS DISCRETION	
							FULL		ALS out	
							A			
							B			
							C		RVR 650m	
							D		RVR 1200m	
									NOT APPLICABLE	
									MINIMUMS NOT YET ESTABLISHED BY S AFR REP CAA	

FAPE/PLZ PORT ELIZABETH

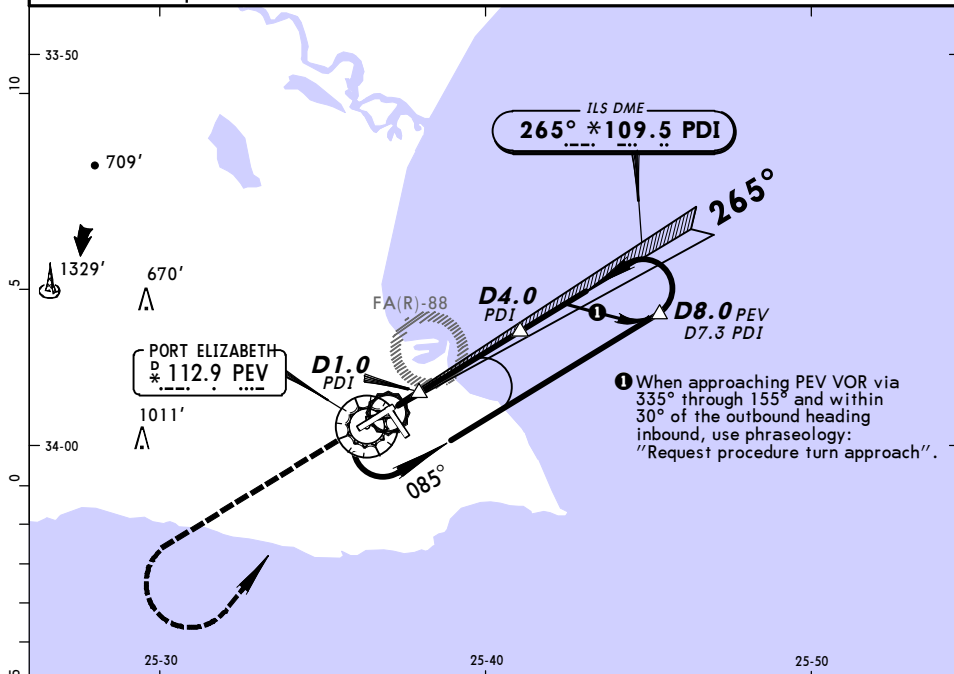
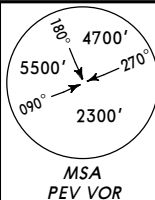
JEPPESEN PORT ELIZABETH, S AFR REP
7 DEC 12 (11-2) Eff 13 Dec

ILS Z Rwy 26

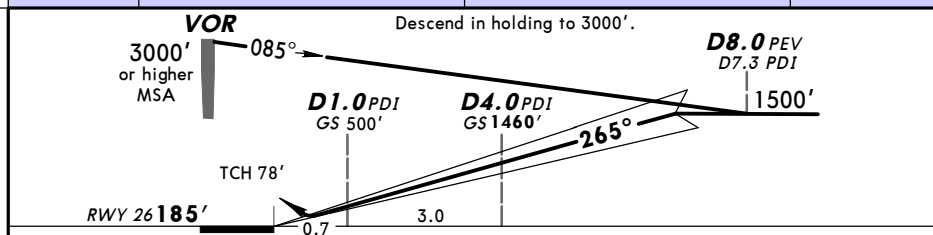
BRIEFING STRIP™

*ATIS 126.8		PORT ELIZABETH Approach (R) 120.4		PORT ELIZABETH Tower 118.1	
LOC PDI *109.5	Final Aptch Crs 265°	GS DA.0 PDI 1460' (1275')	ILS DA(H) 385' (200')	Apt Elev 226' RWY 185'	
MISSED APCH: Climb on rwy heading to 2000', then climbing turn LEFT and return to VOR at 3000', or as directed.					
Alt Set: hPa		Rwy Elev: 7 hPa		Trans level: By ATC	
VOR and DME required.				Trans alt: 5500'	

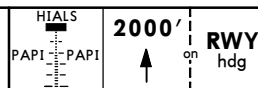
MSA
PEV VOR



① When approaching PEV VOR via 335° through 155° and within 30° of the outbound heading inbound, use phraseology: "Request procedure turn approach".

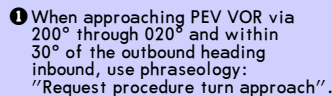
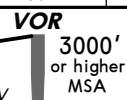


Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849



JAR-OPS		STRAIGHT-IN LANDING RWY 26		CIRCLE-TO-LAND	
ILS DA(H) 385' (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					

JEPPESEN PORT ELIZABETH, S AFR REP
22 MAR 13 **(13-1)** **Eff 4 Apr** VOR Rwy 08

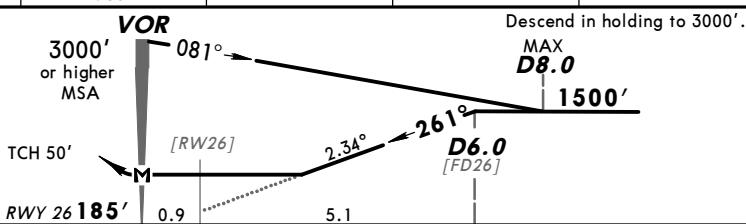
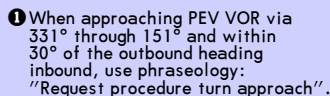
5.

2000' **PEV**
112.9
 on **R-090**

CIRCLE-TO-LAND

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PANS OPS



HIALS
 PAPI — PAPI
 2000' PEV
 on 112.9
 R-261

CIRCLE-TO-LAND

ENTIRELY AT PILOTS DISCRETION

MINIMUMS NOT
YET ESTABLISHED
BY S AFR REP CAA