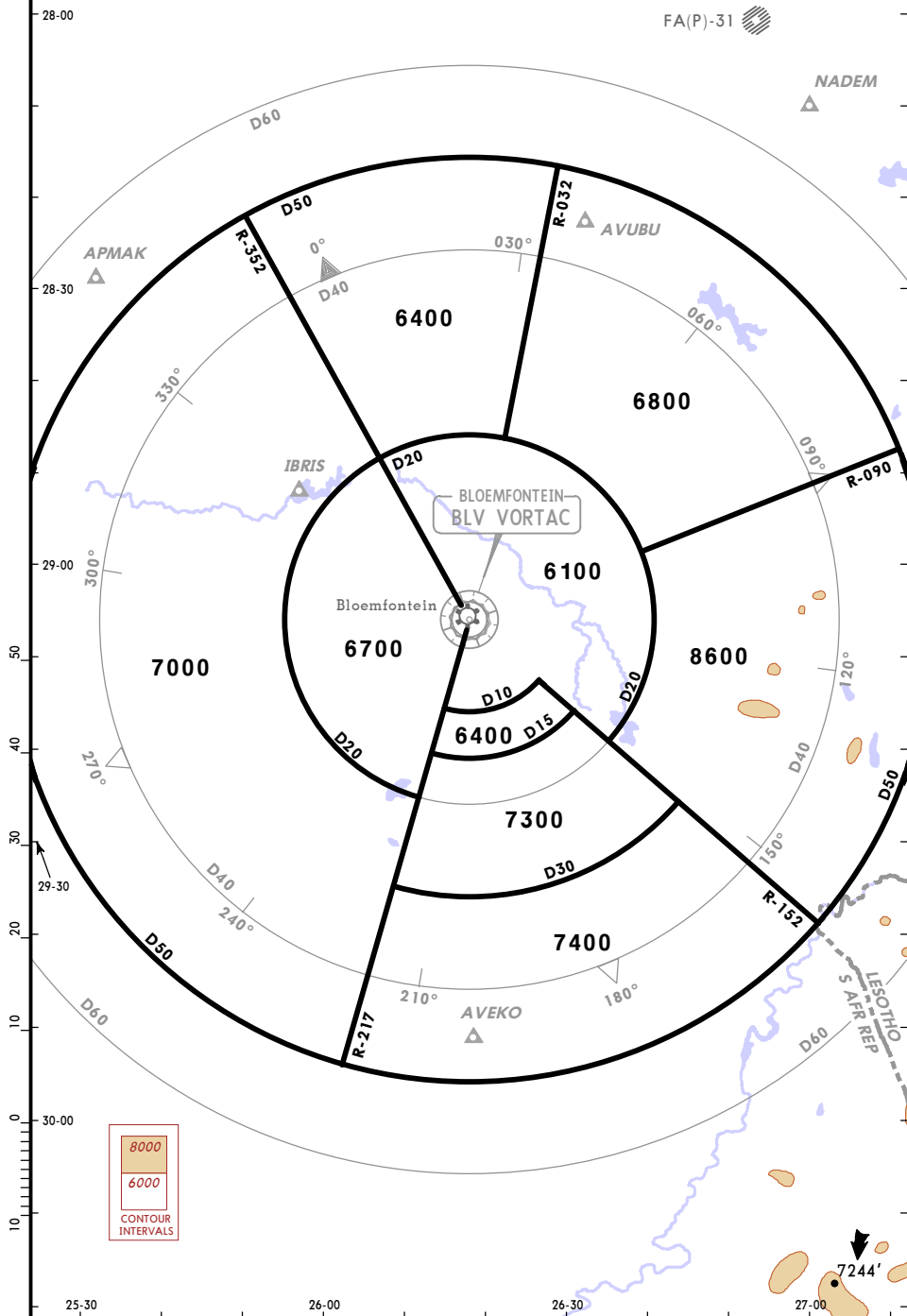


\*BLOEMFONTEIN Approach (R)  
**124.3**

*Apt Elev*  
**4457'**

Alt Set: hPa Trans level: By ATC Trans alt: 8000'  
 Radar minimum altitude 5500' (1000' QFE) up to D20 BLV,  
 thereafter 6000' (1500' QFE).



**NOISE ABATEMENT****LT minus 2 HOURS = UTC (Z)****DEPARTURES**

The below procedures apply to jet ACFT and may be disregarded if at 3000' AGL or when leveled off by ATC or when leveled by SID.

- Take-off to 1500' AGL
- 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 height.
- At 1500' AGL
- Reduce thrust to not less than climb power/thrust.
- 1500' to 3000' AGL
- Climb at  $V_2 + 10$  to 20 KT.
- At 3000' AGL
- Accelerate smoothly to en-route climb speed with flap retraction on schedule.

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

**RUN-UP TESTS**

Engine run-ups on the apron will only be permitted with the authorization of the aerodrome chief.



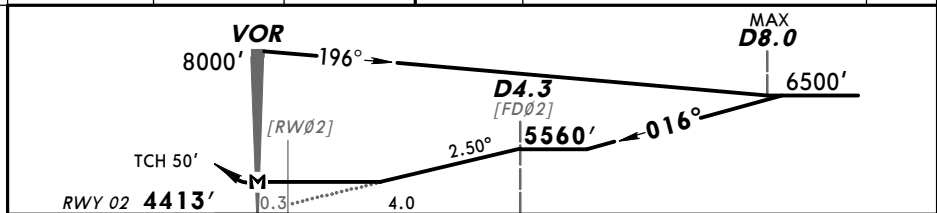
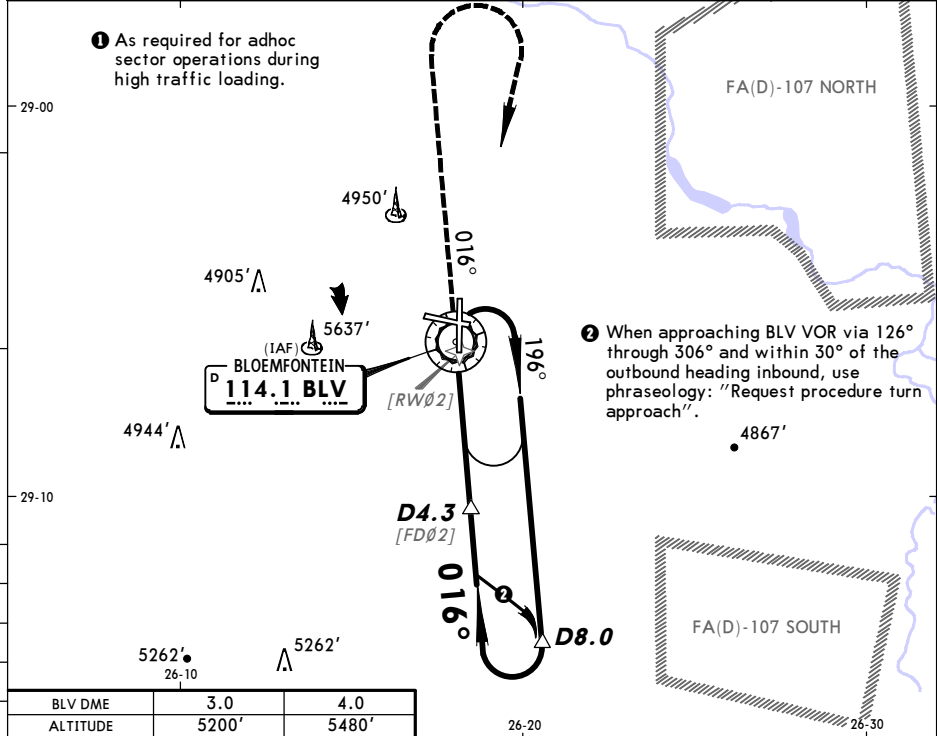
STRAIGHT-IN RWY		A	B	C	D
02	VOR ❶	5070' (657') R1500m	5070' (657') R1500m	5070' (657') C3000m	5070' (657') C3000m
20	VOR ❶	5000' (579') R1500m	5000' (579') R1500m	5000' (579') C2400m	5000' (579') C2400m

❶ Continuous Descent Final Approach.

CIRCLE-TO-LAND	A	B	C	D
	ENTIRELY AT PILOTS DISCRETION MINIMUMS NOT YET ESTABLISHED BY S AFR REP CAA			

TAKE-OFF RWY 02, 12, 20, 30		
LVP must be in force		
RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	400m	500m
B		
C		
D	300m	

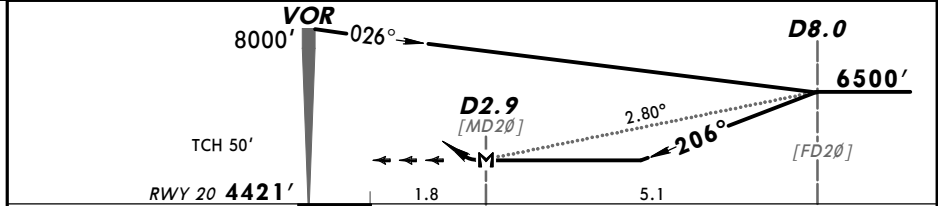
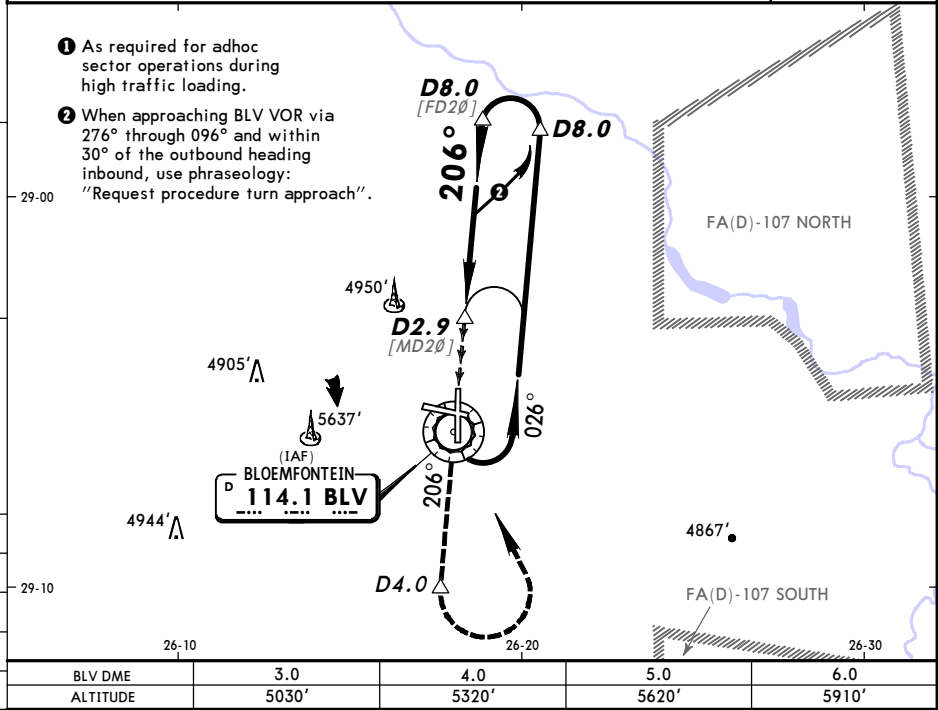
*ATIS	*BLOEMFONTEIN Approach (R)	*BLOEMFONTEIN Approach (R) ①	*BLOEMFONTEIN Tower
126.45	124.3	West 119.4	East 124.3
VOR BLV 114.1	Final Apch Crs 016°	Minimum Alt D4.3 5560' (1147')	MDA(H) 5070' (657')
Apt Elev 4457' RWY 4413'			7800'
MISSED APCH: Climb on R-016 outbound to 8000', then turn RIGHT to VOR, or as directed.			
Alt Set: hPa Rwy Elev: 151 hPa Trans level: By ATC Trans alt: 8000'			
1. DME required. 2. Pilot controlled lighting 120.8.			MSA BLV VOR



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	8000' BLV on 114.1 R-016
Descent Angle 2.50°	310	398	442	531	619	707		
MAP at VOR								

JAR-OPS	STRAIGHT-IN LANDING RWY 02	CIRCLE-TO-LAND
MDA(H) 5070' (657')		ENTIRELY AT PILOTS DISCRETION
A	RVR 1500m	MINIMUMS NOT YET ESTABLISHED BY S AFR REP CAA
B		
C	RVR 2000m	
D		

*ATIS	*BLOEMFONTEIN Approach (R)	*BLOEMFONTEIN Approach (R) ①	*BLOEMFONTEIN Tower
126.45	124.3	West 119.4 East 124.3	120.8
VOR BLV 114.1	Final Apch Crs 206°	Minimum Alt D8.0 6500' (2079')	MDA(H) 5000' (579')
		Apt Elev 4457'	RWY 4421'
MISSED APCH: Climb STRAIGHT AHEAD via VOR on R-206 to 8000'. At D4.0 turn LEFT to VOR, or as directed.			
Alt Set: hPa	Rwy Elev: 152 hPa	Trans level: By ATC	Trans alt: 8000'
1. DME required.    2. Pilot controlled lighting 120.8.			MSA BLV VOR



Gnd speed-Kts	70	90	100	120	140	160			BLV 114.1	D4.0	BLV 114.1
Descent Angle	2.80°	347	446	495	594	693	792		PAPI-L	↑	on R-206
MAP at D2.9											

JAR-OPS	STRAIGHT-IN LANDING RWY 20	CIRCLE-TO-LAND
	MDA(H) 5000' (579')	ENTIRELY AT PILOTS DISCRETION
A	RVR 1500m	
B		
C	RVR 2000m	
D		
		MINIMUMS NOT YET ESTABLISHED BY S AFR REP CAA