



ADDITIONAL RUNWAY INFORMATION					
RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Landing Beyond Glide Slope		
09					59' 18m
27	PAPI-L (3.0°)				

LOCAL TRAFFIC REGULATIONS

All traffic in/out of Malelane apt are to operate on Kruger Mpumalanga 130.35 (SRA). All traffic wishing to enter Kruger Mpumalanga airspace are to call Kruger Mpumalanga 119.2, before getting airborne or climb overhead Malelane (remaining 7000' or below) until contact is established and clearance to enter controlled airspace is received.

JAR-OPS		TAKE-OFF I	
LVP must be in Force		All Rwy's	
RCLM (DAY only) or RL		RCLM (DAY only) or RL	NIL (DAY only)
A	250m	400m	500m
B			
C	NOT APPLICABLE		
D			

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

MSA
TSO NDB

Apt Elev 1153'

For diversion climb in holding to MSA.

Trans alt: 7500'

1. CAUTION: High ground on both sides of airport. 2. Approach procedure is conducted outside controlled airspace and entirely at the discretion of pilot-in-command. 3. When proceeding to any other airport after visual flight has been established, visual flight rules must be strictly adhered to.

High ground rising to 3000' AAL.

● 1680

● 1710'

3088'

• 1579'

1 When approaching NDB via 020° through 200° and within 30° of the outbound heading inbound, use phraseology:
7' "Executing procedure turn approach".

② Initial approach altitude 7500' or higher MSA, descend in holding to 4000'.

NDB

② 4000

0' 090°

5000/

Start
turn at
MAX 5 NM

APT 1153'

0

5.

Lighting-
Refer to
Airport
chart

3000'

RT on 330°

MAP at NDB

JAR-OPS

CIRCLE-TO-LAND
ENTIRELY AT PILOTS DISCRETION

DAY

NIGHT

	Max Kts
A	100

MDA(H) VIS
2000' (847') 1500m

B	135
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2000' (847')	1600m
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	C	
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NOT APPLICABLE

NOT
AUTHORIZED

PANS OPS