



ADDITIONAL RUNWAY INFORMATION

| | | | | USABLE LENGTHS | | WIDTH | |
|----------|----------------------------|--|--|----------------|-------------|-------------|------------|
| RWY | | | | LANDING | BEYOND | | |
| | | | | Threshold | Glide Slope | | |
| 11 29 | RL (60m) PAPI (angle 3.0°) | | | 5197' 1584m | | 5197' 1584m | 49' 15m |
| | | | | | | | |
| 17 35 | RL (60m) PAPI (angle 3.5°) | | | 4337' 1322m | | 4544' 1385m | 49' |
| | RL (60m) PAPI (angle 3.0°) | | | 4544' 1385m | | 4337' 1322m | 15m |

COMMUNICATION FAILURE PROCEDURE

In the event of a suspected Radio communication failure, all traffic intending to return the ATZ from the Johannesburg Special Rules Area should squawk 7600, switching on all available navigation and landing lights, make the appropriate blind broadcast on frequency 118.7, join overhead the AD at 6500', conform to the circuit pattern, join on the downwind and land. Pilots to vacate the active Rwy in use and contact the Tower telephonically once safe at the hangar.

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
B
C
D

250m

400m

500m

NOT APPLICABLE

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

