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**NOISE ABATEMENT**

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**LT minus 2 HOURS = UTC (Z)**

**DEPARTURES**

The below procedures apply to jet aircraft and may be disregarded if at 3650' or when leveled off by ATC or when leveled by SID.

- |                   |  |
|-------------------|--|
| Take-off to 2150' | <ul style="list-style-type: none"><li>- take-off power;</li><li>- take-off flaps;</li><li>- climb at <math>V_2 + 10</math> to 20 KT or as limited by body angle;</li><li>- depending on ACFT type, the take-off power/thrust may be reduced at a lower altitude;</li></ul> |
| At 2150'          | <ul style="list-style-type: none"><li>- reduce thrust (if not already reduced) to not less than climb power/thrust;</li></ul>  |
| 2150' to 3650'    | <ul style="list-style-type: none"><li>- climb at <math>V_2 + 10</math> to 20 KT;</li></ul>   |
| At 3650'          | <ul style="list-style-type: none"><li>- accelerate smoothly to en-route climb speed with flap retraction on schedule.</li></ul>  |

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

**RUN-UP TESTS**

Permission required for engine run-ups on the apron.

FAGG/GRJ

Apt Elev 648'

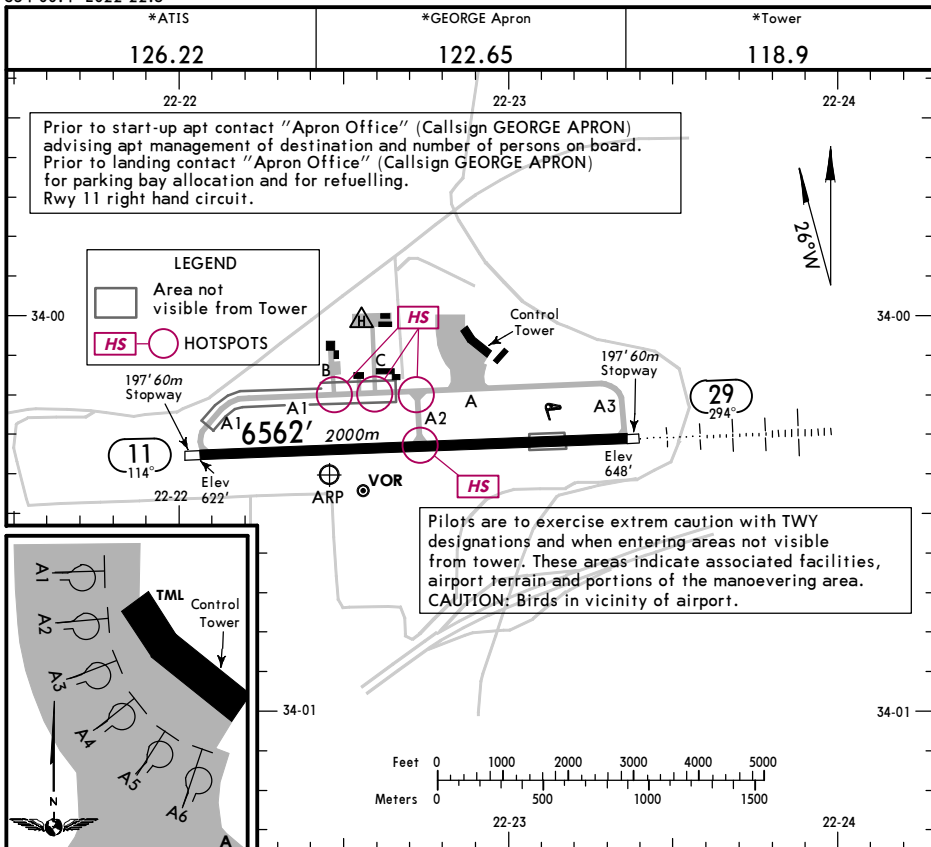
S34 00.4 E022 22.5

JEPPESSEN

14 FEB 14 (10-9)

GEORGE, S AFR REP

GEORGE



## JAR-OPS

## TAKE-OFF 1

	Rwy 29 LVP must be in Force		LVP must be in Force	All Rwys	
	RL, CL & mult. RVR req	RL & CL		RCLM (DAY only) or RL	NIL (DAY only)
A					
B	150m	200m	250m	400m	500m
C					
D	200m	250m	300m		

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

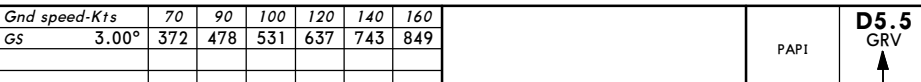
STRAIGHT-IN RWY		A	B	C	D
11	ILS	922'(300') R1400m	922'(300') R1400m	922'(300') R1400m	922'(300') R1400m
	VOR ①	1200'(578') R1500m	1200'(578') R1500m	1200'(578') C2400m	1200'(578') C2400m
29	ILS	848'(200') R550m	848'(200') R550m	852'(204') R600m	867'(219') R600m
	FULL	R750m	R750m	R750m	R750m
	Limited	R1200m	R1200m	R1200m	R1200m
	ALS out				
	RNAV (LNAV/VNAV)	1030'(382') R1100m	1030'(382') R1200m	1030'(382') R1200m	1030'(382') R1600m
	ALS out	R1500m	R1500m	R2000m	R2000m
	RNAV (LNAV) ①	1260'(612') R1500m	1260'(612') R1500m	1260'(612') C2100m	1260'(612') C2100m
	ALS out	R1500m	R1500m	C2400m	C2400m
	VOR ①	1070'(422') R1300m	1070'(422') R1300m	1070'(422') R1300m	1070'(422') R1400m
	ALS out	R1500m	R1500m	R2000m	R2000m

① Continuous Descent Final Approach.

CIRCLE-TO-LAND ②	A	B	C	D
After RNAV Rwy 29	1110'(462') V1500m	1280'(632') V1600m	1600'(952') V2400m	1660'(1012') V3600m
	MINIMUMS NOT YET ESTABLISHED BY S AFR REP CAA			

② Not authorized North of airport.  
Entirely at Pilots discretion.

TAKE-OFF RWY 11, 29				
LVP must be in force				
RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	150m	200m	250m	400m
B				
C	200m	250m	300m	500m
D				

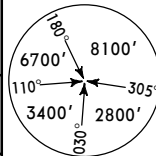


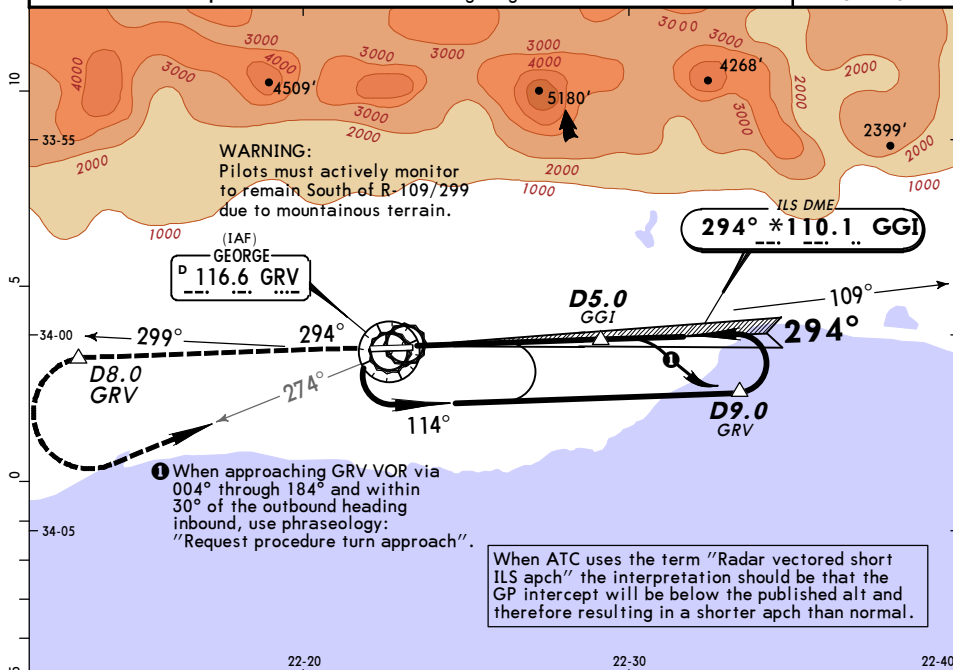
## PANS OPS

**FAGG/GRJ**  
**GEORGE**

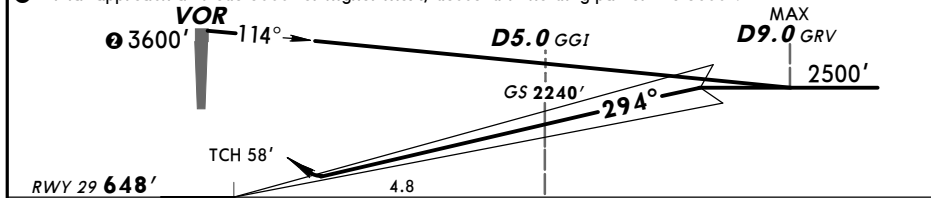
**JEPPesen**  
14 FEB 14 **(11-2)**

**GEORGE, S AFR REP**  
**ILS Z Rwy 29**

*ATIS		*GEORGE Approach		*GEORGE Tower		*Apron	
126.22		128.2		118.9		122.65	
LOC GGI *110.1	Final Apch Crs 294°	GS D5.0 GGI 2240' (1592')	ILS DA(H) Refer to Minimums	Apt Elev 648'	RWY 648'		
MISSED APCH: Climb on R-294 GRV to 3600'. At D8.0 GRV turn LEFT and return to VOR inbound on R-274 GRV and enter holding, or as directed.							
Alt Set: hPa		Rwy Elev: 24 hPa		Trans level: By ATC		Trans alt: 8000'	
1. VOR and DME required. 2. Pilot controlled lighting 118.9.							



**② Initial approach altitude 8000' or higher MSA, descend in holding pattern to 3600'.**

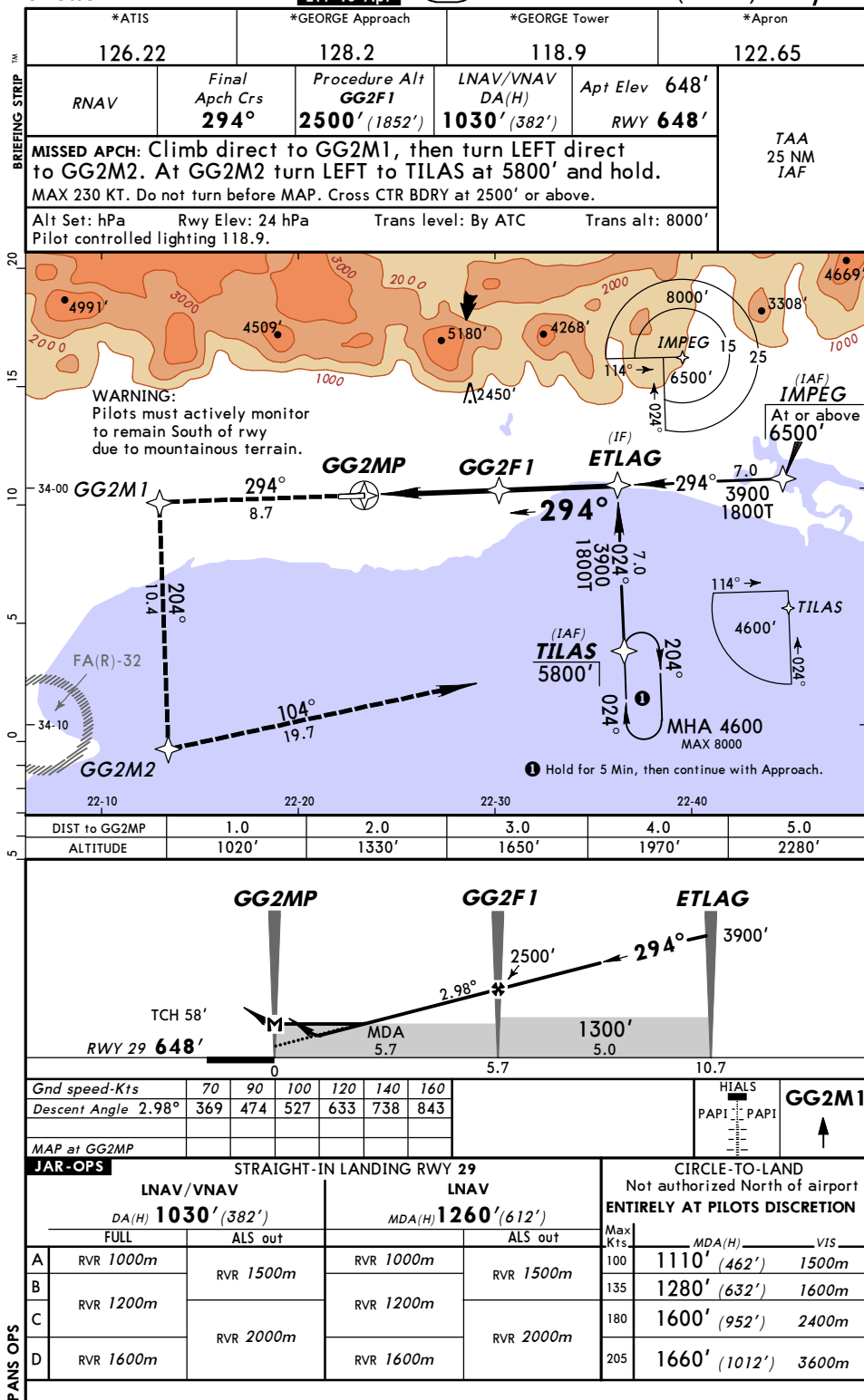


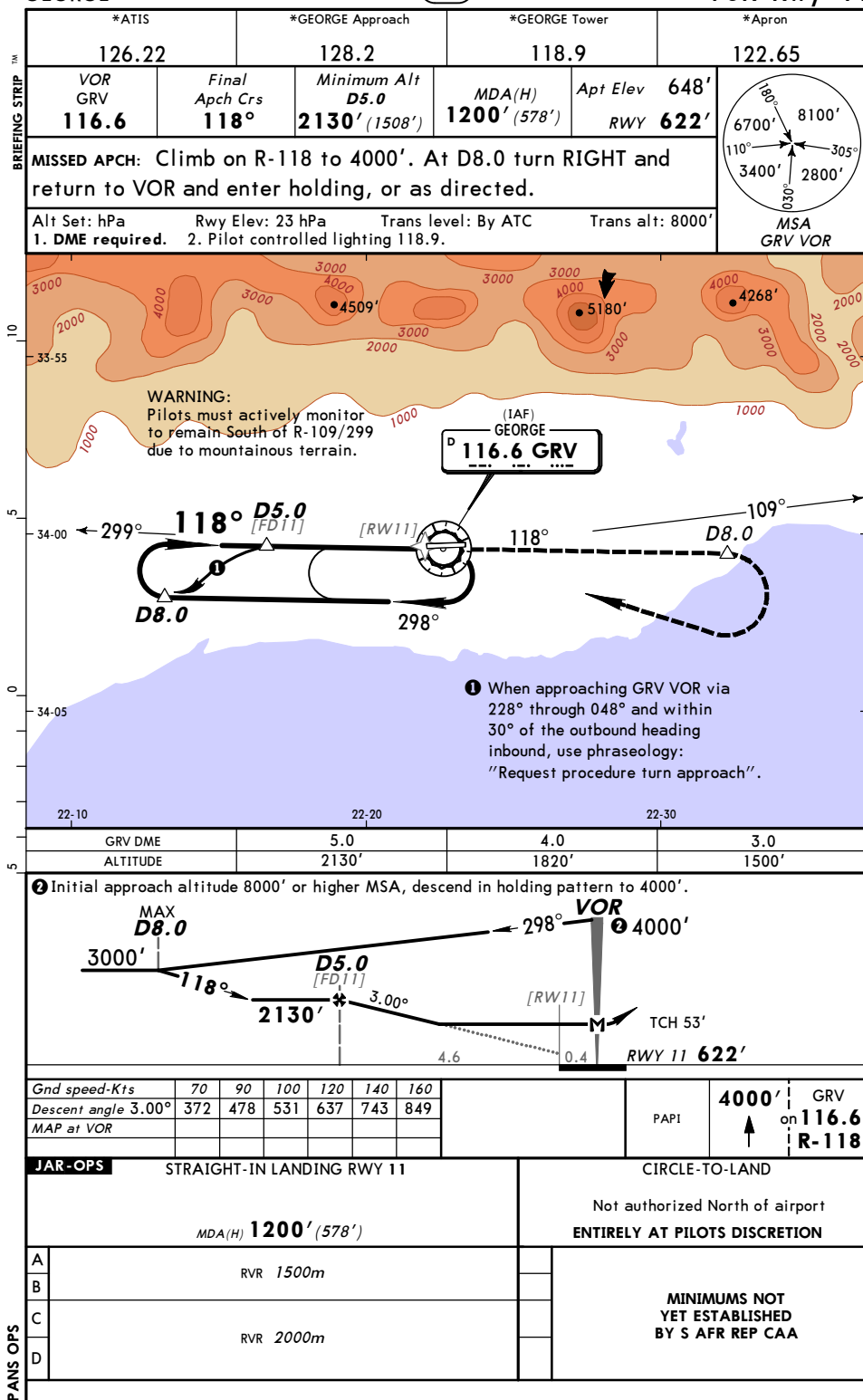
Gnd speed-Kts	70	90	100	120	140	160	HIALS		3600'	GRV
GS	3.00°	372	478	531	637	743	PAPI	PAPI	↑	on 116.6
										R-294

JAR-OPS		STRAIGHT-IN LANDING RWY 29			CIRCLE-TO-LAND	
DA(H)		C: 852' (204')			Not authorized North of airport	
AB: 848' (200')		D: 867' (219')			ENTIRELY AT PILOTS DISCRETION	
FULL		ALS out				
A	RVR 550m					
B						
C	RVR 600m					
D						

CHANGES: Note withdrawn.

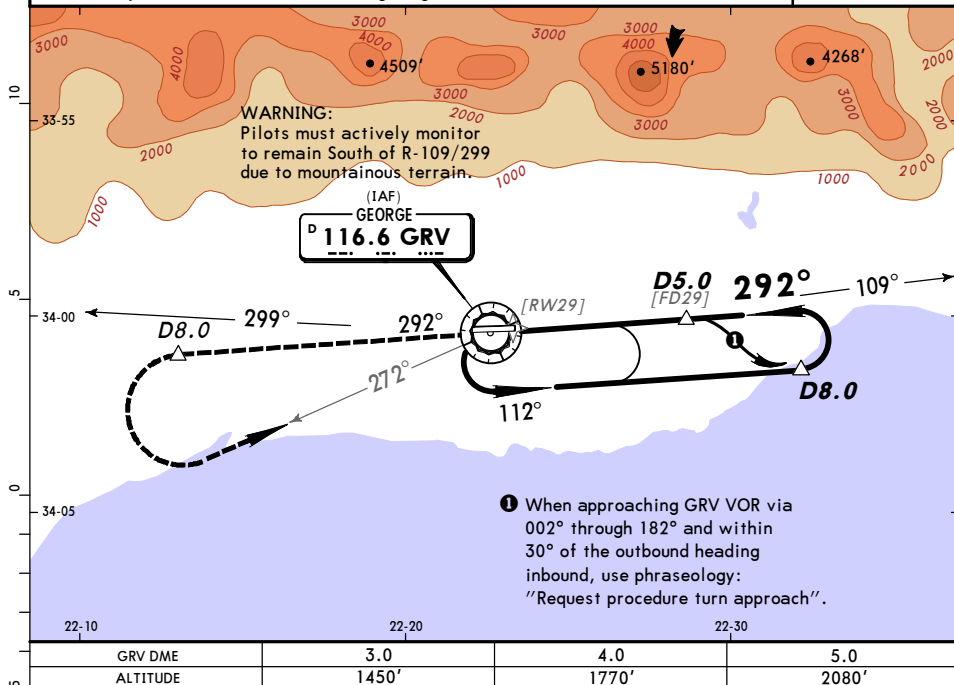
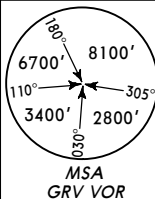
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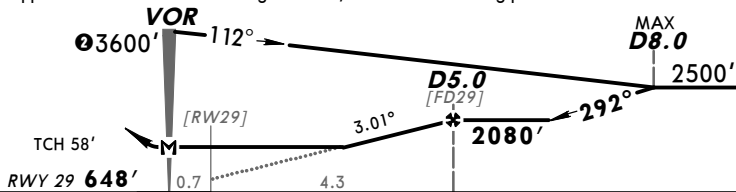


*ATIS	*GEORGE Approach	*GEORGE Tower	*Apron
126.22	128.2	118.9	122.65
VOR GRV 116.6	Final Apch Crs 292°	Minimum Alt D5.0 2080' (1432')	MDA(H) 1070' (422')
		Apt Elev 648'	RWY 648'
<b>MISSED APCH:</b> Climb on R-292 to 3600'. At D8.0 turn LEFT and return to VOR inbound on R-272 and enter holding, or as directed.			
Alt Set: hPa	Rwy Elev: 24 hPa	Trans level: By ATC	Trans alt: 8000'
1. DME required. 2. Pilot controlled lighting 118.9.			



① When approaching GRV VOR via 002° through 182° and within 30° of the outbound heading inbound, use phraseology: "Request procedure turn approach".

② Initial approach altitude 8000' or higher MSA, descend in holding pattern to 3600'.



Gnd speed-Kts	70	90	100	120	140	160	
Descent angle	3.01°	373	479	532	639	745	852
MAP at VOR							

HIALS	3600'	GRV
PAPI	PAPI	on 116.6
		R-292

JAR-OPS STRAIGHT-IN LANDING RWY 29

MDA(H) 1070' (422')

ALS out

CIRCLE-TO-LAND

Not authorized North of airport  
ENTIRELY AT PILOTS DISCRETION

A	RVR 900m	RVR 1500m
B	RVR 1000m	RVR 1800m
C	RVR 1400m	RVR 2000m
D	RVR 1400m	RVR 2000m

MINIMUMS NOT  
YET ESTABLISHED  
BY S AFR REP CAA