

# Cape Town Crib Sheet (FACT)

SIDS	19	Initial	01	Initial	Notes
IMSOM	IMSOM1B	FL90	IMSOM1A	FL90	
KODES	Non-STD	FL90	KODES1A	FL90	<u>Non-STD 19</u> ("After departure runway 19, fly runway heading to FL90")
OKTED	OKTED1B/1C	FL90	Non-STD or "Runway Heading"	FL90	<u>Non-STD 01</u> ("After departure runway 01, fly runway heading to 3 DME CTY, then turn left heading 330 degrees to intercept the 354 radial, climb FL90")
TETAN	TETAN1A/1B	FL90	Non-STD or "Runway Heading"	FL90	<u>Non-STD 01</u> ("After departure runway 01, fly runway heading to 3 DME CTY, then turn left heading 330 degrees to intercept the 354 radial, climb FL90")

STD Missed Approaches		Cape Town Holding Area		
19	Track 189 radial to D4.6 CTV, left turn CTV and climbing 4000ft.	CTV	009, LT	MHA 3000
		CB	189, LT	MHA 4000
01	Track CB, passing D2.0 CTV, left turn RIV. At 6500ft, right turn direct CTV.	EKBEV	100, RT	MHA 6100
		UTREV	100, RT	MHA 6100

Ground can taxi aircraft across Runway 34/16 while closed. Runway 34/16 shall only be used on request or when 01/19 is closed. Tower shall advise ground when runway 34/16 is in use.

Departure Separation (mins)				
↓ Follow   Lead →	IMSOM	KODES	OKTED	TETAN
IMSOM	2	2	2	2
KODES	2	2	2	2
OKTED	2	2	2	2
TETAN	2	2	2	2

VFR Circuit Direction			
19	Below 1500ft (Left Hand)	01	Below 1500ft (Left Hand)
16	Below 1500ft (Left Hand)	34	Below 1500ft (Left Hand)

MSA North West (4,600ft) | MSA North East (7,300ft) |  
MSA South East (7,300ft) | MSA South West (4,600ft)

## Low Visibility Procedures

Low visibility procedures are in force and broadcast via the ATIS when the met visibility reduces below 600m or the cloud ceiling is less than 300ft and forecast to drop.

Wake Separation Arrival (nm)				
Lead →	J	H	M	L
J				
H	6	4		
M	7	5	5	
L	8	6	5	5

Wake Separation Depart. (mins)				
Lead →	J	H	M	L
J				
H	2			
M	3	2		
L	3	2	2	

Control Positions & Frequencies			
Aerodrome		Area	
ATIS	127.000	FACA_CTR	125.100
DEL	122.100	FASA_CTR	128.325
GND	121.900	FACA INFO	124.100
TWR	118.100	AFRS FSS	134.575
DIR	124.350		
APP	119.700		

RNP Approach Fixes			
Runway 19		Runway 01	
RNAV	NESIK (6000)	RNAV	UTIRO (6500)
RNAV	UTREV (6100)	RNAV	IBGEL (6100)
RNAV	OKLAS (6000)	RNAV	EKBEV (6100)



## IFR

### Departure Clearance:

"SAA302, cleared to Johannesburg, FL350 on request, after departure runway 01, comply with the KODES1A departure, climb initially to Flight Level 90, departure frequency 119.700, Squawk 3321"

(Note: The departure frequency is the frequency of the controller the aircraft will contact AFTER departure, not the tower frequency)

### Pushback Clearance:

"SAA302, Push and Start approved, face east, current QNH 1020"

"SAA302, after the company A319 taxis behind, Push and Start approved, face east, current QNH 1020"

### Taxi Clearance:

"SAA302, taxi to holding point B3, Runway 01 via Right turn on Bravo"

(Note: The taxi direction must always be included)

## VFR

Departures – (Pilot shall report Callsign, A/C Type, Number of Souls, Fuel in mins)

Ground will taxi VFR departures to the holding point for tower to issue VFR clearance.

Tower – Circuit – "ZS-JAK, Hold Position, Runway 01, Left turn out, not above 1500ft, report left downwind"

Tower – CTR Exit – "ZS-JAK, Hold Position, Runway 01, Left turn out, report CTR outbound to the West, altitude 1500ft, Squawk 7221"

Tower – CTR Entry – "ZS-JAK, cleared to enter the control zone from the west, at altitude 1500ft, join and report left downwind, Runway 01, Squawk 7221, QNH 1022"



FACT CTR / VRP OVERVIEW



FACT AERODROME OVERVIEW