

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
<b>ALEXANDER BAY (FAAB)</b>  CAT A – C  AD ELEV 98' THR ELEV 98'  TRANSITION ALT 6000' VAR W 19°(2003)  <b>BREAKCLOUD VOR</b> OCH ABOVE THR CAT A – 1272' CAT B – 1272' CAT C – 1272'	01	<b>VOR</b> "ABV" 112.1 MHZ  <b>DME</b> "ABV" 1082 MHZ 1019 MHZ CH 58X	6000' or higher MSA  <b>MSA</b> 25 DME "ABV"  000° - 180°M – 5500' 180° - 270°M – 1600' 270° - 360°M – 2100'	<b>PROCEDURE: VOR A RWY 01</b> <b>(DME Required)</b>  <b>HOLD:</b> Hold on a left hand racecourse pattern over "ABV", inbound R187, outbound heading 187°M. Descend in holding pattern to 3000' ALT.  <b>APPROACH:</b> Depart from "ABV" outbound in holding pattern, descend on a heading of 187°M for 8 DME maximum to 2500' ALT. Level turn onto inbound R187 and descend to OCA. OCA/H is 1370'/1272' ALT.	Climb on R007 outbound to 3000' ALT then turn left and return to "ABV".  <b>NOTE:</b> 1. This procedure is conducted outside controlled airspace entirely at the discretion of the Pilot in command. 2. Circle to land at the discretion of the Pilot in command.  <b>AIP AD Chart: VOR-01</b> <b>EFF Date: 15 MAR 07</b>
<b>ALEXANDER BAY (FAAB)</b>  CAT A – C  AD ELEV 98' THR ELEV 82'  TRANSITION ALT 6000' VAR W 19°(2003)  <b>BREAKCLOUD VOR</b> OCH ABOVE THR CAT A – 1402' CAT B – 1402' CAT C – 1402'	19	<b>VOR</b> "ABV" 112.1 MHZ  <b>DME</b> "ABV" 1082 MHZ 1019 MHZ CH 58X	6000' or higher MSA  <b>MSA</b> 25 DME "ABV"  000° - 180°M – 5500' 180° - 270°M – 1600' 270° - 360°M – 2100'	<b>PROCEDURE: VOR B RWY 19</b> <b>(DME Required)</b>  <b>HOLD:</b> Hold on a right-hand racecourse pattern over "ABV", inbound R358, outbound heading 358°M. Descend in holding pattern to 3000' ALT.  <b>APPROACH:</b> Depart from "ABV" outbound in holding pattern, descend on a heading of 358°M for 8 DME maximum to 2500' ALT. Level turn onto inbound R358 and descend to OCA. OCA/H is 1500'/1402' ALT.	Climb on R178 outbound to 3000' ALT then turn right and return to "ABV".  <b>NOTE:</b> 1. This procedure is conducted outside controlled airspace entirely at the discretion of the Pilot in command. 2. Circle to land at the discretion of the Pilot in command.  <b>AIP AD Chart: VOR-02</b> <b>EFF Date: 15 MAR 07</b>
<b>BETHLEHEM (FABM)</b>  CAT A – B  AD ELEV 5561'  TRANSITION ALT 9000' VAR W 20°(2003)  <b>BREAKCLOUD NDB</b> OCH ABOVE AD CAT A – 855' CAT B – 855'		<b>NDB</b> "BM" 342.5 KHZ  VHF 124.8 MHZ	9000' or higher MSA  <b>MSA</b> 25 NM "BM"  000° - 090°M – 8600' 090° - 180°M – 11900' 180° - 270°M – 9900' 270° - 360°M – 8900'	<b>PROCEDURE: NDB</b>  <b>HOLD:</b> Hold on a left hand racecourse pattern over NDB "BM", inbound track 202°M, outbound heading 022°M. Descend in the hold to 9000' ALT.  <b>APPROACH:</b> Depart from NDB "BM", outbound in the hold on a heading of 022°M and descend for 5 NM maximum to 7700' ALT. Level turn left onto inbound track 202°M and descend to OCA/H 6416'/855' ALT.	MAPT is at NDB "BM". At NDB "BM" commence climbing turn left onto a heading 022°M and climb to 9000' ALT. At 9000' ALT turn left and return to NDB "BM".  <b>NOTE:</b> 1. Procedure is conducted outside controlled airspace, entirely at the discretion of the Pilot in command. 2. Circle to land at discretion of Pilot in command. 3. WGS-84  <b>CAUTION:</b> 1. High ground and microwave tower West of AD ± 2 NM from THR 11 & 12.  <b>AIP AD Chart: NDB-01</b> <b>EFF Date: 07 JUN 07</b>

<b>Aerodrome ELEV &amp; heights ' </b>	<b>RWY</b>	<b>Facility</b>	<b>Initial Approach ALT ' </b>	<b>Procedure</b>	<b>Missed APCH procedure</b>
<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>
<b>BLOEMFONTEIN INTL (FABL)</b>  CAT A – D  AD ELEV 4457' THR ELEV 4413'  TRANSITION ALT 8000' VAR W 22° (2009)  <b>NDB</b> OCH ABOVE THR CAT A – 528' CAT B – 528' CAT C – 528' CAT D – 528'	02	<b>NDB</b> <b>"BL"</b>  380.0 KHZ	8000' or higher MSA  <b>MSA</b> 25 NM "BL"  <b>Inbound Heading</b> 180° - 000°M – 7800' 000° - 180°M – 7800'	<b>PROCEDURE: NDB</b>  <b>HOLD:</b> Hold on a right hand racecourse pattern over NDB "BL", inbound track 024°M, outbound heading 204°M.  <b>APPROACH:</b> Depart from NDB "BL" outbound in holding pattern, descend on a heading of 204°M for 5 NM maximum to 6500' ALT. Level turn onto inbound track 024°M and descend to 5500' ALT. Maintain level flight until overhead NDB "BL" and then descend to OCA/H 4941'/528' ALT.	If no other instructions received, track away from NDB "BL" on 024°M climb to 8000' ALT. At 8000' ALT turn right and return to NDB "BL".  <b>NOTE:</b> 1. Circle to land at the discretion of the Pilot in command. 2. WGS-84.  <b>AIP AD Chart: NDB-01</b> <b>EFF Date: 02 JUN 11</b>
<b>BLOEMFONTEIN INTL (FABL)</b>  CAT A – D  AD ELEV 4457' THR ELEV 4413'  TRANSITION ALT 8000' VAR W 22° (2009)  <b>VOR</b> OCH ABOVE THR CAT A – 657' CAT B – 657' CAT C – 657' CAT D – 657'  <i>Ideal ALT over NDB "BL" 5560'</i>	02	<b>VOR</b> <b>"BLV"</b>  114.1 MHZ  <b>DME</b> <b>"BLV"</b>  1175 MHZ 1112 MHZ CH 88X	8000' or higher MSA  <b>MSA</b> 25 DME "BLV"  <b>Inbound Heading</b> 180° - 000°M – 7800' 000° - 180°M – 7800'	<b>PROCEDURE: VOR/DME</b>  <b>HOLD:</b> Hold on a right hand racecourse pattern over "BLV", inbound R196 and outbound heading 196°M.  <b>APPROACH:</b> Depart from "BLV" outbound in holding pattern, descend on a heading of 196°M for 8 DME maximum to 6500' ALT. Level turn onto inbound R196 and descend to OCA/H 5070'/657' ALT.	If no other instruction received, climb on R016 outbound to 8000' ALT, then turn right and return to "BLV".  <b>NOTE:</b> 1. Circle to land at the discretion of the Pilot in command. 2. WGS-84.  <b>AIP AD Chart: VOR-01</b> <b>EFF Date: 02 JUN 11</b>
<b>BLOEMFONTEIN INTL (FABL)</b>  CAT A – D  AD ELEV 4457' THR ELEV 4421'  TRANSITION ALT 8000' VAR W 22° (2009)  OCH ABOVE THR CAT A – 577' CAT B – 577' CAT C – 577' CAT D – 577'	20	<b>VOR</b> <b>"BLV"</b>  114.1 MHZ  <b>DME</b> <b>"BLV"</b>  1175 MHZ 1112 MHZ CH 88X	8000' or higher MSA  <b>MSA</b> 25 DME "BLV"  <b>Inbound Heading</b> 180° - 000°M – 7800' 000° - 180°M – 7800'	<b>PROCEDURE: VOR/DME</b>  <b>HOLD:</b> Hold on a left hand racecourse pattern over "BLV", inbound on R026, outbound heading 026°M.  <b>APPROACH:</b> Depart from "BLV" outbound in the hold on a heading of 026°M. Descend to 6500' ALT. Maintain 6500' ALT to 8 DME "BLV". At 8 DME "BLV" level turn left onto R026 inbound "BLV" and descend to OCA/H 4998'/577' ALT.	If no other instructions received, commence missed approach at 2.9 DME "BLV". Track away from 2.9 DME "BLV" through "BLV" on R206 (outbound) and climb to 8000 ALT. At 4 DME "BLV" turn left and return to "BLV".  <b>NOTE:</b> 1. Circle to land at the discretion of the Pilot in command. 2. WGS-84.  <b>AIP AD Chart: VOR-02</b> <b>EFF Date: 02 JUN 11</b>

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
<p><b>CAPE TOWN INTL (FACT)</b></p> <p>CAT A – D</p> <p>AD ELEV 151' THR ELEV 144'</p> <p>TRANSITION ALT 7500' VAR W 25° (2007)</p> <p><b>CAT I ILS</b> OCH ABOVE THR CAT A – 135' CAT B – 143' CAT C – 152' CAT D – 161'</p> <p><b>CAT II ILS</b> OCH ABOVE THR CAT A – 48' CAT B – 59' CAT C – 72' CAT D – 85'</p> <p><u>Glide path ALT at</u> 5.8 DME "CTI" – 2000' 3.7 DME "CTI" – 1320' 0.8 DME "CTI" – 390'</p>	01	<p><b>ILS</b> <b>LOC</b> "CTI" 110.3 MHZ</p> <p><b>GP</b> 335.0 MHZ</p> <p><b>DME</b> "CTI" 110.3 MHZ (Co-located with GP TRANS)</p> <p>Glide path 3° ILS RDH 61'</p> <p><b>DVOR</b> "CTV" 115.7 MHZ</p> <p><b>DME</b> "CTV" 1191 MHZ CH 104X</p> <p><b>VOR</b> "RIV" 117.6 MHZ</p> <p><b>NDB</b> "CB" 462.5 KHZ</p> <p>NIL marker beacons</p>	<p>6500' or higher MSA</p> <p><b>MSA</b> 25 DME "CTV"</p> <p>000°-180°M – 7300' 180°-360°M – 4600'</p>	<p><b><u>PROCEDURE: ILS RWY 01</u></b> <b><u>(VOR and DME Required)</u></b></p> <p><b><u>HOLD:</u></b> Hold on a left hand racecourse pattern over "CTV", inbound R189 and outbound heading 189°M. Descend in the holding pattern to 3000' ALT.</p> <p><b><u>APPROACH:</u></b> Depart "CTV" outbound in the holding pattern on a heading of 189°M and descend for maximum 9 DME "CTV" to 2000' ALT. Level turn inbound, intercept ILS Localiser and descend on Glide slope to the minima, as applicable to approach category.</p>	<p>If no other instructions received, track on NDB "CB" climbing to 6500' ALT. At 2 DME "CTV" (or 3 DME "CTI") left towards "RIV". At 6500' right to "CTV".</p> <p><b><u>NOTE:</u></b></p> <ol style="list-style-type: none"> <li>1. Circling approaches between 010°M and 160°M not authorised for CAT C and D aircraft.</li> <li>2. CAT II and CAT IIIB operation and minima must be approved by the SACAA.</li> <li>3. Circle to land at the discretion of the Pilot in command.</li> <li>4. Radio communication failure: As applicable to the relevant STAR RWY 01.</li> <li>5. WGS-84.</li> </ol> <p><b>AIP AD Chart: ILS-01</b> <b>EFF Date: 10 MAY 07</b></p>

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
<p><b>CAPE TOWN INTL (FACT)</b></p> <p>CAT A – D</p> <p>AD ELEV 151' THR ELEV 147'</p> <p>VAR W 24° (2006) TRANSITION ALT 7500'</p> <p><b>CAT I ILS</b> OCH ABOVE THR CAT A – 136' CAT B – 144' CAT C – 154' CAT D – 163'</p> <p><b>CAT II ILS</b> OCH ABOVE THR CAT A – 48' CAT B – 59' CAT C – 72' CAT D – 85'</p> <p><u>Glide path ALT at</u> 2.0 DME "KSI" – 826' 5.4 DME "KSI" – 1973' 8.0 DME "KSI" – 2865'</p>	19	<p><b>DVOR</b> "CTV" 115.7 MHZ</p> <p><b>DME</b> "CTV" 1191 MHZ CH 104X</p> <p><b>ILS</b> <b>LOC</b> "KSI" 109.1 MHZ</p> <p><b>GP</b> 331.4 MHZ</p> <p><b>DME</b> "KSI" 109.1 MHZ (Co-located with GP TRANS)</p> <p>Glide path 3.2° ILS RDH 65'</p> <p><b>NDB</b> "CB" 462.5 MHZ</p> <p>Nil marker beacons</p>	<p>6500' or higher MSA</p> <p><b>MSA</b> 25 DME "CTV"</p> <p>000° - 180°M – 7300' 180° - 360°M – 4600'</p>	<p><b>PROCEDURE: ILS Z RWY 19</b> <b>(VOR and DME Required)</b></p> <p><b>HOLD:</b> Hold on a left hand racecourse pattern over "CTV", inbound on R009, outbound heading 009°M, at 6500' ALT. MAX 11 DME "KSI" (12 DME "CTV").</p> <p><b>APPROACH:</b> Depart from "CTV" turning left onto outbound heading 009°M and descend for 12 DME "CTV" maximum (11 DME "KSI") to 3000' ALT. Level turn left to intercept ILS Localiser and descend on Glide slope to Decision ALT/HEIGHT, as per aircraft category.</p>	<p>If no other instructions received, climb on R189 to 5 DME "KSI" (4.6 DME "CTV") then left to "CTV" at 4000' ALT.</p> <p><b>NOTE:</b></p> <ol style="list-style-type: none"> <li>1. Circling approaches between sectors 010°M and 160°M not authorised for CAT C and D aircraft.</li> <li>2. CAT II operation and minima must be approved by CAA.</li> <li>3. Circle to land at the discretion of the Pilot-in command.</li> <li>4. WGS-84.</li> </ol> <p><b>AIP AD Chart: ILS-02</b> <b>EFF Date: 10 MAY 07</b></p>

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
<p><b>CAPE TOWN INTL (FACT)</b></p> <p>CAT A – D</p> <p>AD ELEV 151' THR ELEV 147'</p> <p>TRANSITION ALT 7500' VAR W 24° (2006)</p> <p><b>CAT I ILS</b> OCH ABOVE THR CAT A – 136' CAT B – 144' CAT C – 154' CAT D – 163'</p> <p><b>CAT II ILS</b> OCH ABOVE THR CAT A – 48' CAT B – 59' CAT C – 72' CAT D – 85'</p> <p><u>Glide path ALT at</u> 2.0 DME "KSI" – 826' 5.4 DME "KSI" – 1973' 8.0 DME "KSI" – 2865'</p>	19	<p><b>ILS</b> <b>LOC</b> "KSI" 109.1 MHZ</p> <p><b>GP</b> 331.4 MHZ</p> <p><b>DME</b> "KSI" 109.1 MHZ (Co-located with GP TRANS)</p> <p>Glide path 3.2° ILS RDH 65'</p> <p><b>NDB</b> "CB" 462.5 KHZ</p> <p>Nil marker beacons</p>	<p>6500' or higher MSA</p> <p><b>MSA</b> 25 DME "CTV"</p> <p>000° - 180°M – 7300' 180° - 360°M – 4600'</p>	<p><b>PROCEDURE: ILS Y RWY 19</b> <b>(NDB and DME Required)</b></p> <p><b>HOLD:</b> Hold on a left hand racecourse pattern over NDB "CB" inbound track 189°M, outbound heading 009°M. Descend in holding pattern to 4000' ALT. MAX 11 DME "KSI" (12 DME "CTV").</p> <p><b>APPROACH:</b> Depart from NDB "CB" outbound in holding pattern, descend on a heading of 009°M for maximum 12 DME "CTV" (11 DME "KSI") to 3000' ALT. Level turn inbound, intercept ILS Localiser and descend on Glide path to Decision ALT/HEIGHT, as per aircraft category.</p> <p><b>WARNING:</b> High ground and obstructions along eastern boundary of final approach area.</p>	<p>If no other instruction received, climb on RWY heading to 5 DME "KSI" (4.6 DME "CTV") then left to "CB" at 4000' ALT.</p> <p><b>NOTE:</b></p> <ol style="list-style-type: none"> <li>1. Circling approaches between sectors 010°M and 160°M not authorised for CAT C and D aircraft.</li> <li>2. CAT II operation and minima must be approved by CAA.</li> <li>3. Circle to land at the discretion of the Pilot in command.</li> <li>4. WGS-84.</li> </ol> <p><b>AIP AD Chart: ILS-03</b> <b>EFF Date: 10 MAY 07</b></p>
<p><b>CAPE TOWN INTL (FACT)</b></p> <p>CAT A – D</p> <p>AD ELEV 151' THR ELEV 144'</p> <p>TRANSITION ALT 7500' VAR W 24° (2006)</p> <p><b>VOR</b> OCH ABOVE THR CAT A – 379' CAT B – 379' CAT C – 379' CAT D – 379'</p>	01	<p><b>DVOR</b> "CTV" 115.7 MHZ</p> <p><b>DME</b> "CTV" 1191 MHZ CH 104X</p>	<p>6500' or higher MSA</p> <p><b>MSA</b> 25 DME "CTV"</p> <p>000°-180°M – 7300' 180°-360°M – 4600'</p>	<p><b>PROCEDURE: VOR Z RWY 01</b> <b>(DME Required)</b></p> <p><b>HOLD:</b> Hold in a left hand racecourse pattern over fix 5 DME "CTV" on R196. Outbound heading 196°M. Inbound R196. Descend in the pattern to 3000' ALT.</p> <p><b>APPROACH:</b> Depart from the fix outbound in the holding pattern, descend on a heading of 196°M until 10 DME "CTV" maximum to 2000' ALT. Level turn left onto inbound R196 and descend to minimum 1200' ALT. At 5 DME descend to MDA/H.</p>	<p>MAPT is at 2.2 DME "CTV". At MAPT continue tracking "CTV" R196 and climb to 6500' ALT. At "CTV" turn left onto R346. At 6500' ALT turn right and return to fix 5 DME, R196 "CTV" via "CTV".</p> <p><b>NOTE:</b></p> <ol style="list-style-type: none"> <li>1. Circle to land at the discretion of the Pilot in command.</li> <li>2. WGS-84.</li> </ol> <p><b>AIP AD Chart: VOR-01</b> <b>EFF Date: 10 MAY 07</b></p>

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<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>
<b>CAPE TOWN INTL (FACT)</b>  CAT A – D  AD ELEV 151' THR ELEV 147'  TRANSITION ALT 7 500' VAR W 24 ° (2006)  <b>VOR</b> OCH ABOVE THR CAT A – 399' CAT B – 399' CAT C – 399' CAT D – 399'	19	<u><b>DVOR</b></u> "CTV" 115.7 MHZ  <u><b>DME</b></u> "CTV" 1191 MHZ CH 104X	6500' or higher MSA  <u><b>MSA</b></u> 25 DME "CTV"  000°-180°M – 7300' 180°-360°M – 4600'	<u><b>PROCEDURE: VOR RWY 19</b></u> <u><b>(DME Required)</b></u>  <u><b>HOLD:</b></u> Hold in a left hand racecourse pattern over "CTV", inbound on R007, outbound on heading 007°M. Descend in the pattern to 6500' ALT. MAX 12 DME "CTV".  <u><b>APPROACH:</b></u> Depart from "CTV" outbound in the holding pattern on a heading of 007°M, and descend to 3000' ALT. At maximum 12 DME "CTV" turn left onto R007 inbound "CTV". Descend to minimum 2000' ALT. Maintain 2000' ALT to 5.5 DME "CTV". At 5.5 DME "CTV" continue descend to MDA/H. Final approach slope computes at 3.5°.	MAPT is at 2 DME "CTV". If no other instructions received, at 2 DME "CTV" commence climb on R187 "CTV". Climb to 4.5 DME "CTV", then climbing turn left to "CTV" and climb to 4000' ALT.  <u><b>NOTE:</b></u> 1. Circle to land between 010°M and 160°M are not authorised for CAT C and D aircraft. 2. Circle to land at the discretion of the Pilot in command. 3. WGS-84.  <b>AIP AD Chart: VOR-02</b> <b>EFF Date: 10 MAY 07</b>
<b>CAPE TOWN INTL (FACT)</b>  CAT A – D  AD ELEV 151' THR ELEV 144'  TRANSITION ALT 7500' VAR W 24 ° (2006)  <b>VOR</b> OCH ABOVE THR CAT A – 489' CAT B – 489' CAT C – 489' CAT D – 489'	01	<u><b>DVOR</b></u> "CTV" 115.7 MHZ  <u><b>DME</b></u> "CTV" 1191 MHZ CH 104X	6500' or higher MSA  <u><b>MSA</b></u> 25 DME "CTV"  000°-180°M – 7300' 180°-360°M – 4600'	<u><b>PROCEDURE: VOR Y RWY 01</b></u>  <u><b>HOLD:</b></u> Hold on a left hand racecourse pattern over "CTV", inbound R196, outbound heading 196°M. Descend in holding pattern to 3000' ALT. To maximum 8 NM "CTV".  <u><b>APPROACH:</b></u> Depart from "CTV" outbound in holding pattern, descend on a heading of 196°M for 8 NM maximum to 2000' ALT. Level turn onto inbound R196 and descend to OCA/H.	If no other instruction received, climb on R346 outbound to 6500' ALT, then turn right and return to "CTV".  <u><b>NOTE:</b></u> 1. Circling approach between sectors 010°M and 160°M not authorised for CAT C and D aircraft. 2. Circle to land at the discretion of the Pilot in command. 3. WGS-84.  <b>AIP AD Chart: VOR-03</b> <b>EFF Date: 10 MAY 07</b>

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<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>
<b>EAST LONDON (FAEL)</b>  CAT A – D  AD ELEV 435' THR ELEV 435'  TRANSITION ALT 7000' VAR W 27° (2006)  <b>ILS</b> OCH ABOVE THR ELEV CAT A – 135' CAT B – 143' CAT C – 153' CAT D – 162'  <u>Glide path ALT at</u> 4.0 DME "BSI" – 1710'	11	<b>VOR</b> "ELV" 114.5 MHZ  <b>DME</b> "ELV" 1179 MHZ 1116 MHZ CH 92X  <b>ILS</b> <b>LOC</b> "BSI" 110.9 MHZ  <b>GP</b> 330.8 MHZ  <b>DME</b> "BSI" 110.9 MHZ  Glide path 3° ILS RDH 57'	4500' or higher MSA  <b>MSA</b> 25 DME "ELV"  000° - 090°M – 3700' 090° - 180°M – 2800' 180° - 270°M – 3000' 270° - 000°M – 4500'	<b>PROCEDURE: ILS Z RWY 11</b> <b>(VOR and DME Required)</b>  <b>HOLD:</b> Hold on a right-hand racecourse pattern over "ELV", inbound R289, outbound heading 289°M.  <b>APPROACH:</b> Depart "ELV" outbound in the holding pattern and descend on a heading of 289°M to 2300' ALT, maximum 8 DME "ELV" (7.7 DME "BSI"). Level turn right to intercept ILS Localiser for RWY 11. Descend on the Glide path to DA/H.	If no other instructions received, climb to 4500' ALT, track RWY heading until passing 3000' ALT or 8 DME "ELV", whichever is first. Then turn right to "ELV" and hold or as directed by ATC.  <b>NOTE:</b> 1. Circle to land at the discretion of the Pilot in command. 2. WGS-84.  <b>AIP AD Chart: ILS-01</b> <b>EFF Date: 03 JUL 08</b>
<b>EAST LONDON (FAEL)</b>  CAT A – D  AD ELEV 435' THR ELEV 435'  TRANSITION ALT 7000' VAR W 27° (2006)  <b>ILS</b> OCH ABOVE THR CAT A – 135' CAT B – 143' CAT C – 153' CAT D – 162'  <u>Glide path ALT at</u> 4.0 DME "BSI" – 1710'	11	<b>NDB</b> "EC" 410.0 KHZ  <b>ILS</b> <b>LOC</b> "BSI" 110.9 MHZ  <b>GP</b> 330.8 MHZ  <b>DME</b> "BSI" 110.9 MHZ  Glide path 3° ILS RDH 57'	4500' or higher MSA  <b>MSA</b> 25 NM "EC"  000° - 090°M – 3700' 090° - 180°M – 2800' 180° - 270°M – 3000' 270° - 000°M – 4500'	<b>PROCEDURE: ILS Y RWY 11</b> <b>(NDB and DME Required)</b>  <b>HOLD:</b> Hold on a right-hand racecourse pattern over NDB "EC", inbound heading 109°M, outbound heading 289°M.  <b>APPROACH:</b> Depart from NDB "EC" outbound in the holding pattern and descend on a heading of 289°M to 2300' ALT, maximum 7.7 DME "BSI". Level turn right to intercept ILS Localiser for RWY 11. Descend on Glide path to DA/H.	If no other instruction received, climb to 4500' ALT, track runway heading until passing 3000' ALT. Then turn right to NDB "EC" and hold or as directed by ATC.  <b>NOTE:</b> 1. Circle to land at the discretion of the Pilot in command. 2. WGS-84.  <b>AIP AD Chart: ILS-02</b> <b>EFF Date: 03 JUL 08</b>

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
<p><b>EAST LONDON (FAEL)</b></p> <p>CAT A – D</p> <p>AD ELEV 435' THR ELEV 387'</p> <p>TRANSITION ALT 7000' VAR W 27° (2006)</p> <p><b>CAT I ILS</b> OCH ABOVE THR CAT A – 135' CAT B – 143' CAT C – 153' CAT D – 162'</p> <p><u>Glide path ALT at</u> 3.5 DME "ELI" – 1510'</p>	29	<p><b>VOR</b> "ELV" 114.5 MHZ</p> <p><b>DME</b> "ELV" 1179 MHZ 1116 MHZ CH 92X</p> <p><b>ILS</b> <b>LOC</b> "ELI" 109.9 MHZ</p> <p><b>GP</b> 333.8 MHZ</p> <p><b>DME</b> "ELI" 109.9 MHZ</p> <p>Glide path 3° ILS RDH 58'</p>	<p>4500' or higher MSA</p> <p><b>MSA</b> 25 DME "ELV"</p> <p>000° - 090°M – 3700' 090° - 180°M – 2800' 180° - 270°M – 3000' 270° - 000°M – 4500'</p>	<p><b>PROCEDURE: ILS RWY 29</b> <b>(VOR and DME Required)</b></p> <p><b>HOLD:</b> Hold on a left hand racecourse pattern over "ELV", inbound on R109, outbound heading 109°M.</p> <p><b>APPROACH:</b> Depart from "ELV" outbound in the holding pattern and descend on a heading of 109°M to 2000' ALT, maximum 8 DME "ELV" (7.7 DME "ELI"). Level turn left to intercept ILS Localiser for RWY 29. Descend on the Glide path to DA/H.</p>	<p>If no other instructions received, climb to 4500' ALT, track RWY heading until passing 3000' ALT or 6.5 DME "ELV", whichever is first. Then turn left to "ELV" and hold or as directed by ATC.</p> <p><b>NOTE:</b> 1. Circle to land at the discretion of the Pilot in command. 2. WGS-84.</p> <p><b>AIP AD Chart: ILS-03</b> <b>EFF Date: 03 JUL 08</b></p>
<p><b>EAST LONDON (FAEL)</b></p> <p>CAT A – D</p> <p>AD ELEV 435' THR ELEV 435'</p> <p>TRANSITION ALT 7000 VAR W 27° (2006)</p> <p><b>VOR</b> OCH ABOVE AD CAT A – 685' CAT B – 685' CAT C – 685' CAT D – 685'</p>	11	<p><b>VOR</b> "ELV" 114.5 MHZ</p> <p><b>DME</b> "ELV" 1179 MHZ 1116 MHZ CH 92X</p> <p>VPA 3.0°</p>	<p>4500' or higher MSA</p> <p><b>MSA</b> 25 DME "ELV"</p> <p>000° - 090°M – 3700' 090° - 180°M – 2800' 180° - 270°M – 3000' 270° - 000°M – 4500'</p>	<p><b>PROCEDURE: VOR RWY 11</b> <b>(DME Required)</b></p> <p><b>HOLD:</b> Hold on a right hand racecourse pattern over "ELV", inbound R289, outbound heading 289°M.</p> <p><b>APPROACH:</b> Depart from "ELV" outbound in the holding pattern and descend on a heading of 289°M to 2300' ALT, maximum 8 DME "ELV". Level turn right to intercept R289 "ELV" inbound and at 6.2 DME "ELV" descend to MDA/H.</p> <p><b>ADVISORY ALT/HGT</b> 6.2 DME – 2300'/1865' 5.0 DME – 1900'/1465' 4.0 DME – 1580'/1145' 3.0 DME – 1260'/825'</p>	<p>MAPT at 1.5 DME "ELV". If no other instruction received, climb to 4500' ALT, continue to "ELV" then R109 "ELV" outbound until passing 3000' ALT or 8 DME "ELV", whichever is first. Then turn right to "ELV" and hold or as directed by ATC.</p> <p><b>NOTE:</b> 1. Circle to land at the discretion of the Pilot in command. 2. WGS-84.</p> <p><b>AIP AD Chart: VOR-01</b> <b>EFF Date: 03 JUL 08</b></p>

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
<b>EAST LONDON (FAEL)</b>  CAT A – D  AD ELEV 435' THR ELEV 387'  TRANSITION ALT 7000' VAR W 27°(2007)  <u>MIN Gradient of 5%</u> <b>VOR</b> OCH ABOVE THR CAT A – 423' CAT B – 423' CAT C – 423' CAT D – 423'	29	<b>VOR</b> "ELV" 114.5 MHZ  <b>DME</b> "ELV" 1179 MHZ 1116 MHZ CH 92X  VPA 3.0°	4500' or higher MSA  <b>MSA</b> 25 DME "ELV"  000° - 090°M – 3700' 090° - 180°M – 2800' 180° - 270°M – 3000' 270° - 000°M – 4500'	<b>PROCEDURE: VOR Z RWY 29</b> <b>(DME Required)</b>  <b>HOLD:</b> Hold on a left hand racecourse pattern over "ELV", inbound R109, outbound heading 109°M.  <b>APPROACH:</b> Depart from "ELV" outbound in the holding pattern and descend on a heading of 109°M to 2000' ALT, maximum 8 DME "ELV". Level turn left to intercept R109 "ELV" inbound and at 5.4 DME "ELV" descend to MDA/H.  <b>ADVISORY ALT/HGT</b> 5.4 DME – 2000'/1613' 5.0 DME – 1870'/1483' 4.0 DME – 1550'/1163' 3.0 DME – 1230'/843'	MAPT at 1 DME "ELV". If no other instruction received, climb to 4500' ALT, continue to "ELV" then R289 "ELV" outbound until passing 3000' ALT or 6.5 DME "ELV", whichever is first. Then turn left to "ELV" and hold or as directed by ATC.  <b>NOTE:</b> 1. Circle to land at the discretion of the Pilot in command. 2. WGS-84.  <b>AIP AD Chart: VOR-02</b> <b>EFF Date: 03 JUL 08</b>
<b>EAST LONDON (FAEL)</b>  CAT A – D  AD ELEV 435' THR ELEV 387'  TRANSITION ALT 7000' VAR W 27°(2007)  <u>MIN Gradient of 2.5%</u> <b>VOR</b> OCH ABOVE THR CAT A – 673' CAT B – 673' CAT C – 673' CAT D – 673'	29	<b>VOR</b> "ELV" 114.5 MHZ  <b>DME</b> "ELV" 1179 MHZ 1116 MHZ CH 92X  VPA 3.0°	4500' or higher MSA  <b>MSA</b> 25 DME "ELV"  000° - 090°M – 3700' 090° - 180°M – 2800' 180° - 270°M – 3000' 270° - 000°M – 4500'	<b>PROCEDURE: VOR Y RWY 29</b> <b>(DME Required)</b>  <b>HOLD:</b> Hold on a left hand racecourse pattern over "ELV", inbound R109, outbound heading 109°M.  <b>APPROACH:</b> Depart from "ELV" outbound in the holding pattern and descend on a heading of 109°M to 2000' ALT, maximum 8 DME "ELV". Level turn left to intercept R109 "ELV" inbound and at 5.4 DME "ELV" descend to MDA/H.  <b>ADVISORY ALT/HGT</b> 5.4 DME – 2000'/1613' 5.0 DME – 1870'/1483' 4.0 DME – 1550'/1163' 3.0 DME – 1230'/843'	MAPT at 1 DME "ELV". If no other instruction received, climb to 4500' ALT, continue to "ELV" then R289 "ELV" outbound until passing 3000' ALT or 6.5 DME "ELV", whichever is first. Then turn left to "ELV" and hold or as directed by ATC.  <b>NOTE:</b> 1. Circle to land at the discretion of the Pilot in command. 2. WGS-84.  <b>AIP AD Chart: VOR-03</b> <b>EFF Date: 03 JUL 08</b>

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
<p><b>GEORGE (FAGG)</b></p> <p>CAT A – D</p> <p>AD ELEV 648' THR ELEV 622'</p> <p>TRANSITION ALT 8000' VAR 26 °W (2009)</p> <p><b>CAT I ILS</b> OCH ABOVE THR CAT A – 300' CAT B – 300' CAT C – 300' CAT D – 300'</p> <p><u>Glide path ALT at</u> 4.5 DME "GEI" – 2040' 1.0 DME "GEI" – 940'</p>	11	<p><b>ILS</b> <b>LOC</b> "GEI" 109.5 MHZ</p> <p><b>GP</b> 332.4 MHZ</p> <p><b>DME</b> "GEI" 109.5 MHZ (Co-located with GP TRANS)</p> <p>Glide path 3° ILS RDH 53'</p> <p><b>DVOR</b> "GRV" 116.6 MHZ</p> <p><b>DME</b> "GRV" CH 113X</p> <p><b>NDB</b> "GG" 260.0 KHZ</p>	<p>8000' or higher MSA</p> <p><b>MSA</b> 25 DME "GRV"</p> <p><b>Inbound Heading</b> 180° - 305°M – 8100' 305° - 030°M – 2800' 030° - 110°M – 3400' 110° - 180°M – 6700'</p>	<p><b>PROCEDURE: ILS RWY 11</b> <b>(VOR, DME &amp; ADF Required)</b></p> <p><b>HOLD:</b> Hold on a right hand racecourse pattern over "GRV" (INBD) on R294 "GRV" (OUBD) on heading 294 °M. Descend in the hold to 4500' ALT.</p> <p><b>APPROACH:</b> Depart from "GRV" turning right onto heading 294 °M and descend to 2500' ALT. Maintain 2500' ALT until 9 DME "GRV". At 9 DME "GRV" turn right to intercept the ILS Localiser RWY 11 and descend on the Glide path to Decision ALT.</p>	<p>If no other instruction received track runway centreline to NDB "GG". At NDB "GG" turn right onto heading 135 °M. At 3500'ALT turn right climbing to 4500' ALT and return to "GRV" and enter hold or as directed by ATC.</p> <p><b>WARNING:</b> 1. Pilots must actively monitor to remain South of R109/R299 "GRV" due to mountainous terrain.</p> <p><b>NOTE:</b> 1. Circle to land at the discretion of the Pilot in command. 2. All visual manoeuvring must be executed to the South of AD. 3. WGS-84.</p> <p><b>AIP AD Chart: ILS-01</b> ☛ <b>EFF Date: 09 FEB 12</b></p>
<p><b>GEORGE (FAGG)</b></p> <p>CAT A – D</p> <p>AD ELEV 648' THR ELEV 648'</p> <p>TRANSITION ALT 8000' VAR 26 °W (2009)</p> <p><b>CAT I ILS</b> OCH ABOVE THR CAT A – 200' CAT B – 200' CAT C – 204' CAT D – 219'</p> <p><u>Glide path ALT at</u> 5 DME "GGI" – 2240'</p>	29	<p><b>ILS</b> <b>LOC</b> "GGI" 110.1 MHZ</p> <p><b>GP</b> 334.4 MHZ</p> <p><b>DME</b> "GGI" 110.1 MHZ (Co-located with GP TRANS)</p> <p>Glide path 3° ILS RDH 58'</p> <p><b>DVOR</b> "GRV" 116.6 MHZ</p> <p><b>DME</b> "GRV" CH 113X</p>	<p>8000' or higher MSA</p> <p><b>MSA</b> 25 DME "GRV"</p> <p><b>Inbound Heading</b> 180° - 305°M – 8100' 305° - 030°M – 2800' 030° - 110°M – 3400' 110° - 180°M – 6700'</p>	<p><b>PROCEDURE: ILS Z RWY 29</b> <b>(VOR &amp; DME Required)</b></p> <p><b>HOLD:</b> Hold on a left hand racecourse pattern over "GRV" (INBD) on R114 "GRV" (OUBD) on heading 114 °M. Descend in the hold to 3600' ALT.</p> <p><b>APPROACH:</b> Depart from "GRV" turning left onto heading 114 °M and descend to 2500' ALT to a maximum of 9 DME "GRV". Level turn left to intercept the ILS Localiser RWY 29 and descend on the Glide path to Decision ALT.</p>	<p>If no other instruction received, climb to 3600' ALT on R294 "GRV". At 8 DME "GRV" turn left to "GRV" on R274 "GRV" (INBD) and enter the hold or as directed by ATC.</p> <p><b>WARNING:</b> 1. Pilots must actively monitor to remain South of R109/R299 "GRV" due to mountainous terrain.</p> <p><b>NOTE:</b> 1. Circle to land at the discretion of the Pilot in command. 2. All visual manoeuvring must be executed to the South of AD. 3. WGS-84.</p> <p><b>AIP AD Chart: ILS-02</b> ☛ <b>EFF Date: 09 FEB 12</b></p>

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
<p><b>GEORGE (FAGG)</b></p> <p>CAT A – D</p> <p>AD ELEV 648' THR ELEV 648'</p> <p>TRANSITION ALT 8000' VAR 26 °W (2007)</p> <p><b>CAT I ILS</b> OCH ABOVE THR CAT A – 200' CAT B – 200' CAT C – 204' CAT D – 219'</p> <p><u>Glide path ALT at</u> 5 DME "GGI" – 2240'</p>	29	<p><b>ILS</b> <b>LOC</b> "GGI" 110.1 MHZ</p> <p><b>GP</b> 334.4 MHZ</p> <p><b>DME</b> "GGI" 110.1 MHZ (Co-located with GP TRANS)</p> <p>Glide path 3° ILS RDH 58'</p> <p><b>DVOR</b> "GRV" 116.6 MHZ</p> <p><b>DME</b> "GRV" CH 113X</p> <p><b>NDB</b> "GG" 260.0 KHZ</p> <p><b>NDB</b> "GL" 237.0 KHZ</p>	<p>8000' or higher MSA</p> <p><b>MSA</b> 25 NM "GG"</p> <p><b>Inbound Heading</b> 180° - 305°M – 8100' 305° - 030°M – 4500' 030° - 110°M – 4500' 110° - 180°M – 6700'</p>	<p><b>PROCEDURE: ILS Y RWY 29</b> <b>(ADF &amp; DME Required)</b></p> <p><b>HOLD:</b> Hold on a left hand racecourse pattern over "GG" (INBD), track 294°M, outbound heading 114°M. Descend in the hold to 3500' ALT.</p> <p><b>APPROACH:</b> Depart from "GG" outbound in holding pattern, descend on a heading of 114°M for 5 NM maximum to 2500' ALT. Level turn inbound, intercept the ILS Localiser and descend on the Glide path to Decision ALT.</p>	<p>If no other instruction received, track runway centreline to 2500' ALT. Turn left direct to "GG" climbing to 3500' ALT and enter the hold or as directed by ATC.</p> <p><b>WARNING:</b> 1. Pilots must actively monitor to remain South of 289°M/119°M "GG" due to mountainous terrain.</p> <p><b>NOTE:</b> 1. Circle to land at the discretion of the Pilot in command. 2. All visual manoeuvring must be executed to the South of AD. 3. WGS-84.</p> <p><b>AIP AD Chart: ILS-03</b> EFF Date: 09 FEB 12</p>
<p><b>GEORGE (FAGG)</b></p> <p>CAT A – D</p> <p>AD ELEV 648' THR ELEV 648'</p> <p>TRANSITION ALT 8000' VAR 26 °W (2007)</p> <p><b>NDB</b> OCH ABOVE AD CAT A – 422' CAT B – 422' CAT C – 422' CAT D – 422'</p>	29	<p><b>NDB</b> "GG" 260.0 KHZ</p> <p><b>NDB</b> "GL" 237.0 KHZ</p>	<p>8000' or higher MSA</p> <p><b>MSA</b> 25 NM "GG"</p> <p><b>Inbound Heading</b> 180°M - 305°M – 8100' 305°M - 030°M – 4500' 030°M - 110°M – 4500' 110°M - 180°M – 6700'</p>	<p><b>PROCEDURE: NDB RWY 29</b></p> <p><b>HOLD:</b> Hold on a left hand racecourse pattern over NDB "GG", inbound track 294°M, outbound heading 114°M. Descend in holding pattern to 3500' ALT.</p> <p><b>APPROACH:</b> Depart from NDB "GG" outbound in holding pattern, descend on a heading of 114°M for 5 NM maximum to 2500' ALT. Level turn inbound onto track 294°M and descend to 2230' ALT overhead NDB "GG". Descend to OCA/H 1070/422' ALT.</p>	<p>If no other instructions received, track runway centreline to 2500' ALT, then left turn direct NDB "GG", climbing to 3500' ALT and enter hold or as directed by ATC.</p> <p><b>WARNING:</b> Pilots must actively monitor to remain South of BRG 289°/119° NDB "GG" due to mountainous terrain.</p> <p><b>NOTE:</b> 1. Circle to land at the discretion of the Pilot in command. 2. All visual manoeuvring must be executed to the South of AD. 3. WGS-84.</p> <p><b>AIP AD Chart: NDB-01</b> EFF Date: 09 FEB 12</p>

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
<p><b>GEORGE (FAGG)</b></p> <p>CAT A – D</p> <p>AD ELEV 648' THR ELEV 622'</p> <p>TRANSITION ALT 8000' VAR 26 °W (2007)</p> <p><b>VOR</b> OCH ABOVE THR CAT A – 578' CAT B – 578' CAT C – 578' CAT D – 578'</p>	11	<p><b>DVOR</b> "GRV" 116.6 MHZ</p> <p><b>DME</b> "GRV" CH 113X</p>	<p>8000' or higher MSA</p> <p><b>MSA</b> ☛ 25 NM "GRV"</p> <p><b>Inbound Heading</b> 180° - 305°M – 8100' 305° - 030°M – 2800' 030° - 110°M – 3400' 110° - 180°M – 6700'</p>	<p><b>PROCEDURE: VOR RWY 11</b> <b>(DME Required)</b></p> <p><b>HOLD:</b> Hold on a right hand racecourse pattern over "GRV", inbound R298, outbound heading 298°M. Descend in holding pattern to 4000' ALT.</p> <p><b>APPROACH:</b> Depart from "GRV" outbound in holding pattern, descend on a heading of 298°M for 8 DME "GRV" maximum to 3000' ALT. Level turn inbound onto R298 "GRV" and descend to OCA/H 1200'/578' ALT.</p>	<p>If no other instruction received, climb on R118 "GRV" to 4000' ALT. At 8 DME "GRV" turn right and return to "GRV" and enter the hold or as directed by ATC.</p> <p><b>WARNING:</b> 1. Pilots must actively monitor to remain South of R109/R299 "GRV" due to mountainous terrain.</p> <p><b>NOTE:</b> 1. Circle to land at the discretion of the Pilot in command. 2. All visual manoeuvring must be executed to the South of AD. 3. WGS-84.</p> <p><b>AIP AD Chart: VOR-01</b> ☛ EFF Date:09 FEB 12</p>
<p><b>GEORGE (FAGG)</b></p> <p>CAT A – D</p> <p>AD ELEV 648' THR ELEV 648'</p> <p>TRANSITION ALT 8000' VAR 26 °W (2007)</p> <p><b>VOR</b> OCH ABOVE AD CAT A – 422' CAT B – 422' CAT C – 422' CAT D – 422'</p>	29	<p><b>DVOR</b> "GRV" 116.6 MHZ</p> <p><b>DME</b> "GRV" CH 113X</p>	<p>8000' or higher MSA</p> <p><b>MSA</b> ☛ 25 NM "GRV"</p> <p><b>Inbound Heading</b> 180°M - 305°M – 8100' 305°M - 030°M – 2800' 030°M - 110°M – 3400' 110°M - 180°M – 6700'</p>	<p><b>PROCEDURE: VOR RWY 29</b> <b>(DME Required)</b></p> <p><b>HOLD:</b> Hold on a left hand racecourse pattern over "GRV", inbound R112 "GRV", outbound heading 112°M. Descend in holding pattern to 3600' ALT.</p> <p><b>APPROACH:</b> Depart from "GRV" outbound in holding pattern, descend on a heading of 112°M for 8 DME "GRV" maximum to 2500' ALT. Level turn inbound onto R112 "GRV" and descend to OCA/H 1070'/422' ALT.</p>	<p>If no other instructions received, climb on R292 "GRV" to 3600' ALT. At 8 DME "GRV" turn left to "GRV" on R272 "GRV" inbound and enter the hold or as directed by ATC.</p> <p><b>WARNING:</b> Pilots must actively monitor to remain South of R109/R299 "GRV" due to mountainous terrain.</p> <p><b>NOTE:</b> 1. Circle to land at the discretion of the Pilot in command. 2. All visual manoeuvring must be executed to the South of AD. 3. WGS-84.</p> <p><b>AIP AD Chart: VOR-02</b> ☛ EFF Date: 09 FEB 12</p>

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
<p><b>GREYTOWN (FAGY)</b></p> <p>CAT A – C</p> <p>AD ELEV 3531' THR ELEV 3472'</p> <p>TRANSITION ALT 7500' VAR 23 °W (2009)</p> <p><b>VOR</b> OCA/H ABOVE AD CAT A – 4060/588' CAT B – 4060/588' CAT C – 4060/588'</p> <p><u>Procedure ALT at</u> FAF – 6300' SDF – 5090'</p>	24	<p><b>DVOR</b> "GYV" 113.5 MHZ</p> <p><b>MSA</b> 25 NM "GYV"</p> <p><b>Inbound Heading</b> 250° - 050°M – 6500' 050° - 250°M – 7400'</p>	7400' or higher MSA	<p><b>PROCEDURE: VOR</b> <b>(QNH and DME Required)</b></p> <p><b>HOLD:</b> Hold on a left hand racecourse pattern over fix R065 5.5 DME "GYV", INBD R065, OUBD track 065°M to maximum 9.5 DME "GYV". Descend in the hold to 6300' ALT. Speed restrictions 200KT IAS.</p> <p><b>APPROACH:</b> Depart 9.5 DME "GYV" on R065 "GYV" (INBD) and descend to 4850' ALT. At 5.5 DME "GYV" (SDF) commence descend to OCA/H.</p>	<p>Home on "GYV", climbing 6300' ALT. At "GYV" turn left on HDG 356°M. Intercept R065 "GYV" (OUBD) and return to holding fix at R065 5.5 DME "GYV". Enter hold and recommence procedure or CTC APP for diversion.</p> <p><b>WARNING:</b></p> <ol style="list-style-type: none"> <li>1. Pilots not allowed to fly procedure without real time QNH reading. Obtainable on FREQ 123.50 MHZ.</li> </ol> <p><b>NOTE:</b></p> <ol style="list-style-type: none"> <li>1. Prior permission to utilise this procedure must be obtained from Pannar Seeds before departure.</li> <li>2. MAPT at 1.6 DME "GYV"/1 NM from THR RWY 24.</li> <li>3. OCA without stepdown fixes: 4850' ALT (1378' AGL).</li> <li>4. Initial approach only with ATC approval.</li> <li>5. This procedure is conducted outside controlled airspace, entirely at the discretion of the pilot in command.</li> <li>6. WGS-84</li> </ol> <p><b>AIP AD Chart: VOR-01</b> EFF Date: 09 FEB 12</p>
<p><b>HOEDSPRUIT AFB (FAHS)</b></p> <p>CAT A – D</p> <p>AD ELEV 1738' THR ELEV 1659'</p> <p>TRANSITION ALT 8000' VAR W 15° (2003)</p> <p><b>CAT I ILS</b> OCH ABOVE THR CAT A – 168' CAT B – 178' CAT C – 188' CAT D – 197'</p> <p><u>Glide path ALT at</u> 4.5 DME "HSV" – 2996'</p> <p><b>MILITARY AD:</b> UNLICENSED – To be used in <b>EMERGENCY</b> only.</p>	18	<p><b>ILS</b> "HSJ" 109.5 MHZ</p> <p><b>GP</b> 332.6 MHZ</p> <p><b>DME</b> "HSJ" 109.5 MHZ</p> <p>Glide path 2.8°</p> <p><b>VORTAC</b> "HSV" 114.0 MHZ</p>	5000' or higher MSA	<p><b>PROCEDURE: VOR/DME/ILS</b></p> <p><b>HOLD:</b> Hold on a left hand racecourse pattern over "HSV", inbound on R358, outbound on heading 358°M. Descend in the hold to 5000' ALT.</p> <p><b>APPROACH:</b> Depart from "HSV" outbound in the hold on heading 358°M and descend to 3600' ALT. At 10 DME "HSV" level turn left onto Localiser and descend on Glide path to Decision ALT.</p>	<p>If no other instructions received, climb on heading 178°M to 5 DME "HSV". At 5 DME "HSV" turn left on heading 100°M, climbing to 4000' ALT, then left to "HSV", climbing to 5000' ALT.</p> <p><b>NOTE:</b></p> <ol style="list-style-type: none"> <li>1. Circle to land at the discretion of the Pilot in command.</li> <li>2. WGS-84.</li> </ol> <p><b>AIP AD Chart: ILS-01</b> EFF Date: 08 JUL 04</p>

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
<p><b>HOEDSPRUIT AFB (FAHS)</b></p> <p>CAT A – D</p> <p>AD ELEV 1738' THR ELEV 1734'</p> <p>TRANSITION ALT 8000' VAR W 15° (2003)</p> <p><b>NDB</b> OCA/H ABOVE THR CAT A – 2283'/545' CAT B – 2283'/545' CAT C – 2283'/545' CAT D – 2283'/545'</p> <p><u>MILITARY AD:</u> UNLICENSED – To be used in <b>EMERGENCY</b> only.</p>	36	<p><b>NDB</b> "HA" 265.0 KHZ</p>	<p>5000' or higher MSA</p> <p><b>MSA</b> 25 NM "HA"</p> <p>000° - 160°M – 3100' 160° - 295°M – 9000' 295° - 360°M – 3600'</p>	<p><b>PROCEDURE: NDB</b></p> <p><b>HOLD:</b> Hold on a right hand racecourse pattern over NDB "HA", inbound track 345°M, outbound on heading 165°M. Descend in the hold to 5000' ALT.</p> <p><b>APPROACH:</b> Depart NDB "HA" outbound in the hold on heading 165°M and descend for 3 MIN maximum to 3200' ALT. Level turn right onto inbound track 345°M and descend to OCA/H 2283'/545' ALT.</p>	<p>If no other instructions received, commence missed approach at NDB "HA". At NDB "HA" commence climb on track 345°M to 4000' ALT, then right to NDB "HA" climbing to 5000' ALT and enter hold.</p> <p><b>NOTE:</b></p> <ol style="list-style-type: none"> <li>1. Circle to land at the discretion of the Pilot in command.</li> <li>2. WGS-84.</li> </ol> <p><b>AIP AD Chart: NDB-01</b> <b>EFF Date: 08 JUL 04</b></p>
<p><b>HOEDSPRUIT AFB (FAHS)</b></p> <p>CAT A – D</p> <p>AD ELEV 1738' THR ELEV 1659'</p> <p>TRANSITION ALT 8000' VAR W 15° (2003)</p> <p><b>VOR</b> OCH ABOVE THR CAT A – 499' CAT B – 499' CAT C – 499' CAT D – 499'</p> <p><u>MILITARY AD:</u> UNLICENSED – To be used in <b>EMERGENCY</b> only.</p>	18	<p><b>VORTAC</b> "HSV" 114.0 MHZ CH 87X</p>	<p>5000' or higher MSA</p> <p><b>MSA</b> 25 NM "HSV"</p> <p>000° - 160°M – 3100' 160° - 295°M – 9000' 295° - 360°M – 3600'</p>	<p><b>PROCEDURE: VOR/DME</b></p> <p><b>HOLD:</b> Hold on a left hand racecourse pattern over "HSV", inbound on R005, outbound heading 005°M. Descend in the hold to 5000' ALT.</p> <p><b>APPROACH:</b> Depart "HSV" outbound in the hold on heading 005°M and descend to 3600' ALT. At maximum 10 DME "HSV" turn left inbound on R005 and descend to 2800' ALT. At 6 DME "HSV" continue descent to OCA/H 2158'/499' ALT.</p>	<p>If no other instructions received, at "HSV", commence climb on R185 to 5 DME "HSV", then left on heading 100°M to 4000' ALT. Then left to "HSV" climbing to 5000' ALT.</p> <p><b>NOTE:</b></p> <ol style="list-style-type: none"> <li>1. Circle to land at the discretion of the Pilot in command.</li> <li>2. WGS-84.</li> </ol> <p><b>AIP AD Chart: VOR-01</b> <b>EFF Date: 08 JUL 04</b></p>

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
<p><b>HOEDSPRUIT AFB (FAHS)</b></p> <p>CAT A – B</p> <p>AD ELEV 1738' THR ELEV 1734'</p> <p>TRANSITION ALT 8000' VAR W 15° (2003)</p> <p><b>VOR</b> OCH ABOVE THR CAT A – 428' CAT B – 428' CAT C – 428' CAT D – 428'</p> <p><u>MILITARY AD:</u> UNLICENSED – To be used in <b>EMERGENCY</b> only.</p>	36	<p><b>VORTAC</b> "HSV" 114.0 MHZ CH 87X</p>	<p>5000' or higher MSA</p> <p><b>MSA</b> 25 DME "HSV"</p> <p>000° - 160°M – 3100' 160° - 295°M – 9000' 295° - 360°M – 3600'</p>	<p><b>PROCEDURE: VOR/DME</b></p> <p><b>HOLD:</b> Hold on a right-hand racecourse pattern over "HSV", inbound on R175, outbound on heading 175°M. Descend in the hold to 5000' ALT.</p> <p><b>APPROACH:</b> Depart "HSV" outbound in the hold on heading 175°M and descend to 3500' ALT. At maximum 8 DME "HSV" turn right inbound on R175. Descend to 3000' ALT. At 6 DME "HSV" continue descent to OCA/H 2166/428' ALT.</p>	<p>If no other instructions received, at "HSV" commence climb on R355 to 4000' ALT. At 4000' ALT turn right to "HSV" climbing to 5000' ALT.</p> <p><b>NOTE:</b> 1. Circle to land at the discretion of the Pilot in command. 2. WGS-84.</p> <p><b>AIP AD Chart: VOR-02</b> <b>EFF Date: 08 JUL 04</b></p>
<p><b>HOEDSPRUIT AFB (FAHS)</b></p> <p>CAT C – D</p> <p>AD ELEV 1738' THR ELEV 1734'</p> <p>TRANSITION ALT 8000' VAR W 15° (2003)</p> <p><b>VOR</b> OCH ABOVE THR CAT A – 428' CAT B – 428' CAT C – 428' CAT D – 428'</p> <p><u>MILITARY AD:</u> UNLICENSED – To be used in <b>EMERGENCY</b> only.</p>	36	<p><b>VORTAC</b> "HSV" 114.0 MHZ CH 87X</p>	<p>5000' or higher MSA</p> <p><b>MSA</b> 25 DME "HSV"</p> <p>000° - 160°M – 3100' 160° - 295°M – 9000' 295° - 360°M – 3600'</p>	<p><b>PROCEDURE: VOR/DME</b></p> <p><b>HOLD:</b> Hold on a right hand racecourse pattern over "HSV", inbound on R175, outbound on heading 175°M. Descend in the hold to 5000' ALT.</p> <p><b>APPROACH:</b> Depart "HSV" outbound in the hold on heading 175°M and descend to 4500' ALT. At maximum 10 DME "HSV" turn right inbound on R175. Descend to 2900' ALT. AT 6 DME "HSV" continue descent to OCA/H 2166/428' ALT.</p>	<p>If no other instructions received, at "HSV" commence climb on R355 to 4000' ALT. At 4000' ALT turn right to "HSV", climbing to 5000' ALT.</p> <p><b>NOTE:</b> 1. Circle to land at the discretion of the Pilot in command. 2. WGS-84.</p> <p><b>AIP AD Chart: VOR-03</b> <b>EFF Date: 08 JUL 04</b></p>

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
<p><b>HOEDSPRUIT AFB (FAHS)</b></p> <p>CAT A – D</p> <p>AD ELEV 1738' THR ELEV 1659'</p> <p>TRANSITION ALT 8000' VAR W 15° (2003)</p> <p><b>VOR</b> OCA/H ABOVE THR CAT A – 2158'/499' CAT B – 2158'/499' CAT C – 2158'/499' CAT D – 2158'/499'</p> <p><u>MILITARY AD:</u> UNLICENSED – To be used in <b>EMERGENCY</b> only.</p>	18	<p><b>VORTAC</b> "HSV" 114.0 MHZ CH 87X</p>	<p>FL090 or higher MSA</p> <p><b>MSA</b> 25 DME "HSV"</p> <p>000° - 160°M – 3100' 160° - 295°M – 9000' 295° - 360°M – 3600'</p>	<p><b>PROCEDURE: TACAN ARC</b></p> <p><b>HOLD:</b> If instructed, enter hold on left hand racecourse pattern over "HSV", inbound on R270, outbound on heading 270°M. Descend in the hold to FL 090.</p> <p><b>APPROACH:</b> Depart "HSV" outbound on any radial between R090 and R075, descending to 4500' ALT. At 13 DME turn left and follow 14 DME ARC. At R015 commence a left turn inbound on R005. Descend to 2700' ALT. At 6 DME "HSV" descend to OCA/H 2158'/499' ALT.</p>	<p>If no other instructions received, commence missed approach at "HSV". At "HSV" commence climb on R185 to 5600' ALT, then left to "HSV", climbing to FL090 and enter hold.</p> <p><b>NOTE:</b> 1. Circle to land at the discretion of the Pilot in command. 2. WGS-84.</p> <p><b>AIP AD Chart: VOR-04</b> <b>EFF Date: 08 JUL 04</b></p>
<p><b>HOEDSPRUIT AFB (FAHS)</b></p> <p>CAT A – D</p> <p>AD ELEV 1738' THR ELEV 1734'</p> <p>TRANSITION ALT 8000' VAR W 15° (2003)</p> <p><b>VOR</b> OCA/H ABOVE AD CAT A – 2166'/428' CAT B – 2166'/428' CAT C – 2166'/428' CAT D – 2166'/428'</p> <p><u>MILITARY AD:</u> UNLICENSED – To be used in <b>EMERGENCY</b> only.</p>	36	<p><b>VORTAC</b> "HSV" 114.0 MHZ CH 87X</p>	<p>FL090 or higher MSA</p> <p><b>MSA</b> 25 DME "HSV"</p> <p>000° - 160°M – 3100' 160° - 295°M – 9000' 295° - 360°M – 3600'</p>	<p><b>PROCEDURE: TACAN ARC</b></p> <p><b>HOLD:</b> If instructed, enter hold on a left hand racecourse pattern over "HSV", inbound on R270, outbound on heading 270°M. Descend in the hold to FL090.</p> <p><b>APPROACH:</b> Depart "HSV" outbound on any radial between R090 and R105, descending to 4500' ALT. At 13 DME turn right and follow 14 DME ARC. At R165 commence a right turn inbound on R175. Descend to 2900' ALT. At 6 DME "HSV" descend to OCA/H 2166'/428' ALT.</p>	<p>If no other instructions received, commence missed approach at "HSV". At "HSV" commence climb on R355 to 5000' ALT, then right to "HSV" climbing to FL090 and enter hold.</p> <p><b>NOTE:</b> 1. Circle to land at the discretion of the Pilot in command. 2. WGS-84.</p> <p><b>AIP AD Chart: VOR-05</b> <b>EFF Date: 08 JUL 04</b></p>

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
<p><b>HLUHLUWE (FAHL)</b></p> <p>CAT A – B</p> <p>AD ELEV 249'</p> <p>TRANSITION ALT 4000' VAR W 21.0°(2003)</p> <p><b>BREAKCLOUD NDB</b> OCH ABOVE AD CAT A – 651' CAT B – 651'</p>	03	<p><b>NDB</b> "HL"</p> <p>375.0 KHZ</p> <p>VHF 124.8 MHZ</p>	<p>4000' or higher MSA</p> <p><b>MSA</b> 25 NM "HL"</p> <p>000° - 090°M – 4000' 090° - 180°M – not authorised 180° - 360°M – 4000'</p>	<p><b>PROCEDURE: NDB</b></p> <p><b>HOLD:</b> Hold on a left hand racecourse pattern over NDB "HL" inbound track 208°M, outbound heading 028°M.</p> <p><b>APPROACH:</b> Depart from NDB "HL" outbound in the holding pattern on a heading of 028°M and descend for 5 NM maximum to 3000' ALT. Level turn left onto inbound track 208°M and descend to 2000' ALT. At NDB "HL" continue for 1 MIN on track 208°M descending to 1500' ALT. Execute a left hand procedure turn back onto inbound track 028°M and descend to OCA/H 900'/651' ALT.</p>	<p>At NDB "HL" commence climb on heading 028°M for 4 NM, then right to NDB "HL" at 3000' ALT.</p> <p><b>NOTE:</b></p> <ol style="list-style-type: none"> <li>This procedure is conducted outside controlled airspace, entirely at the discretion of the Pilot in command.</li> <li>Circle to land only at the discretion of the Pilot in command.</li> </ol> <p><b>AIP AD Chart: NDB-01</b> <b>EFF Date: 08 JUL 04</b></p>
<p><b>HLUHLUWE (FAHL)</b></p> <p>CAT A – B</p> <p>AD ELEV 249'</p> <p>TRANSITION ALT 4000' VAR W 21.0°(2003)</p> <p><b>BREAKCLOUD NDB</b> OCH ABOVE AD CAT A – 851' CAT B – 851'</p>	21	<p><b>NDB</b> "HL"</p> <p>375.0 KHZ</p> <p>VHF 124.8 MHZ</p>	<p>4000' or higher MSA</p> <p><b>MSA</b> 25 NM "HL"</p> <p>000° - 090°M – 4000' 090° - 180°M – not authorised 180° - 360°M – 4000'</p>	<p><b>PROCEDURE: NDB</b></p> <p><b>HOLD:</b> Hold on a left hand racecourse pattern over NDB "HL" inbound track 208°M, outbound heading 028°M. Descend in the holding pattern to 2700' ALT.</p> <p><b>APPROACH:</b> Depart from NDB "HL" outbound in the holding pattern on a heading of 028°M and descend for 5 NM maximum to 1700' ALT. Level turn left onto inbound track 208°M and descend to OCA/H 1100'/851' ALT. Maintain until NDB "HL".</p>	<p>At NDB "HL" climb on heading 208°M for 4 NM, then left to NDB "HL", at 2700' ALT.</p> <p><b>NOTE:</b></p> <ol style="list-style-type: none"> <li>This procedure is conducted outside controlled airspace, entirely at the discretion of the Pilot in command.</li> <li>Circle to land only at the discretion of the Pilot in command.</li> </ol> <p><b>AIP AD Chart: NDB-02</b> <b>EFF Date: 03 AUG 06</b></p>

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
<p><b>JOHANNESBURG (FAJS)</b> <b>O R Tambo INTL</b></p> <p>CAT A – D</p> <p>AD ELEV 5558' THR ELEV 5558'</p> <p>TRANSITION ALT 8000' VAR 18°W (2009)</p> <p><b>CAT I ILS</b> OCH ABOVE THR CAT A – 200' CAT B – 200' CAT C – 200' CAT D – 200'</p> <p><b>CAT II ILS</b> OCH ABOVE THR CAT A – 100' CAT B – 100' CAT C – 100' CAT D – 100'</p> <p><u>Glide path ALT at</u> 3.3 DME "JSV" – 6880' 4.2 DME "JSI" – 6880'</p> <p><b>CIRCLING</b> WEST OF RWY 03/21 CAT A &amp; B – 6070' (512') CAT C &amp; D – 6410' (852')</p> <p>EAST OF RWY 03/21 CAT A &amp; B – 6050' (492') CAT C &amp; D – 6250' (692')</p>	03L	<p><b>ILS</b> <b>LOC</b> "JSI" 110.3 MHZ</p> <p><b>GP</b> 335.0 MHZ</p> <p><b>DME</b> "JSI" 110.3 MHZ (Co-located with GP TRANS)</p> <p>Glide Path 3° ILS RDH 54'</p> <p><b>DVOR</b> "JSV" 115.2 MHZ</p> <p><b>DME</b> "JSV" 1186 MHZ CH 99X</p>	<p>8000' or higher MSA.</p> <p><b>MSA</b> 25 NM "JSV"</p> <p><b>Inbound Heading</b> 180° - 060°M – 7800' 060° - 180°M – 8400'</p>	<p><b><u>PROCEDURE: ILS Z RWY 03L</u></b> <b><u>(VOR and DME Required)</u></b></p> <p><b><u>HOLD:</u></b> Hold on a right hand racecourse pattern over "JSV", INBD track 034°M, OUBD HDG 214°M. Descend in the hold to 8000' ALT. Length of Hold 9.7 NM.</p> <p><b><u>APPROACH:</u></b> Depart "JSV" (OUBD) in the holding pattern on HDG 214°M and descend to 8000' ALT to 11 DME "JSV" maximum. Level turn INBD intercept ILS Localiser RWY 03L and descend on the Glide path to Decision ALT.</p>	<p>If no other instructions received, maintain RWY track climbing to 8300' ALT. Passing 7000' ALT, turn left onto HDG 214°M. Passing 11 DME "JSV" turn left direct "JSV".</p> <p><b><u>Missed Approach with Communication Failure:</u></b> Climb to 8700' ALT. Passing 7000' ALT, turn left HDG 214°M. Passing 11 DME "JSV" turn left direct "JSV".</p> <p><b><u>NOTE:</u></b></p> <ol style="list-style-type: none"> <li>1. Circle to land at the discretion of the Pilot in command.</li> <li>2. CAT II operation and minima must be approved by the SACAA.</li> <li>3. WGS-84.</li> </ol> <p><b>AIP AD Chart: ILS-01</b> <b>EFF Date: 6 MAY 10</b></p>

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
<p><b>JOHANNESBURG (FAJS)</b> <b>O R Tambo INTL</b></p> <p>CAT A – D</p> <p>AD ELEV 5558' THR ELEV 5558'</p> <p>TRANSITION ALT 8000' VAR W 18°W (2009)</p> <p><u>Missed APCH Gradient of 3.5%</u> <b>CAT I ILS</b> OCH ABOVE THR CAT A – 200' CAT B – 200' CAT C – 200' CAT D – 201'</p> <p><b>CAT II ILS</b> OCH ABOVE THR CAT A – 100' CAT B – 100' CAT C – 100' CAT D – 104'</p> <p><u>Missed APCH Gradient of 2.5%</u> <b>CAT I ILS</b> OCH ABOVE THR CAT A – 715' CAT B – 726' CAT C – 738' CAT D – 759'</p> <p><b>CAT II ILS</b> OCH ABOVE THR CAT A – 618' CAT B – 634' CAT C – 648' CAT D – 662'</p> <p><u>Glide Path ALT at</u> 3.2 DME "JSV" – 6864' 4.1 DME "JSI" – 6864'</p> <p><b>CIRCLING</b> WEST OF RWY 03/21 CAT A &amp; B – 512' CAT C &amp; D – 852'</p> <p>EAST OF RWY 03/21 CAT A &amp; B – 492' CAT C &amp; D – 692'</p>	03L	<p><b>ILS</b> <b>LOC</b> "JSI" 110.3 MHZ</p> <p><b>GP</b> 335.0 MHZ</p> <p><b>DME</b> "JSI" 110.3 MHZ (Co-located with GP TRANS)</p> <p>Glide path 3° RDH 54'</p> <p><b>DVOR</b> "JSV" 115.2 MHZ</p> <p><b>DME</b> "JSV" 1186 MHZ CH 99X</p>	<p>From STAR or RADAR VECTORING ON THE FAP</p> <p><b>MSA</b> 25 NM "JSV"</p> <p><b>Inbound Heading</b> 180° - 060°M – 7800' 060° - 180°M – 8400'</p>	<p><b><u>PROCEDURE: ILS Y RWY 03L</u></b> <b><u>(VOR and DME Required)</u></b></p> <p><b><u>APPROACH:</u></b> From STAR (or Missed Approach), intercept ILS Localiser RWY 03L and maintain 8000' ALT to intercept the Glide path and descend to Decision ALT.</p>	<p>If no other instructions received, maintain RWY track to 3.5 DME "JSI", climbing to 8000' ALT. At 3.5 DME "JSI" turn left (MAX 220KT IAS) onto 300°M. Crossing R210 "WKV" turn left onto 250°M to intercept R220 "WKV" (OUBD) for radar vectoring onto the ILS RWY 03L.</p> <p><u>Missed Approach with Communication Failure:</u> Climb to 9000' ALT. Maintain RWY track to 3.5 DME "JSI", then turn left (MAX 220KT IAS) onto heading 300°M. Crossing R210 "WKV" turn left onto heading 250°M to intercept R220 "WKV" (OUBD). At 35 DME "WKV" turn left (MAX 220KT IAS) onto heading 120°M and descend to 8300' ALT. Crossing R220 "JSV" turn left onto heading 065°M to intercept the ILS LOC RWY 03L. At 13.7 DME "JSI" descend to 8000' ALT and complete a straight-in ILS APCH.</p> <p><b><u>NOTE:</u></b></p> <ol style="list-style-type: none"> <li>CAT II operation and minima must be approved by the SACAA.</li> <li>CAT D minima approved for CAT D<sub>1</sub> aircraft.</li> <li>Parallel approach authorised with RWY 03R.</li> <li>WGS-84.</li> </ol> <p><b>AIP AD Chart: ILS-02</b> <b>EFF Date: 11 MAR 10</b></p>

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
<p><b>JOHANNESBURG (FAJS)</b> <b>O R Tambo INTL</b></p> <p>CAT A – D</p> <p>AD ELEV 5558' THR ELEV 5510'</p> <p>TRANSITION ALT 8000' VAR W 18°W (2009)</p> <p><b>CAT I ILS</b> OCH ABOVE THR CAT A – 200' CAT B – 200' CAT C – 200' CAT D – 200'</p> <p><b>CAT II ILS</b> OCH ABOVE THR CAT A – 100' CAT B – 100' CAT C – 100' CAT D – 100'</p> <p><u>Glide Path ALT at</u> 3.7 DME "JNJ" – 6700'</p> <p><b>CIRCLING</b> WEST OF RWY 03/21 CAT A &amp; B – 512' CAT C &amp; D – 852'</p> <p>EAST OF RWY 03/21 CAT A &amp; B – 492' CAT C &amp; D – 692'</p>	03R	<p><b>ILS</b> <b>LOC</b> "JNJ" 109.1 MHZ</p> <p><b>GP</b> 331.4 MHZ</p> <p><b>DME</b> "JNJ" 109.1 MHZ (Co-located with GP TRANS)</p> <p>Glide Path 3° ILS RDH 59'</p> <p><b>DVOR</b> "JNV" 115.2 MHZ</p> <p><b>DME</b> "JNV" 1186 MHZ CH 99X</p>	<p>8000' or higher MSA.</p> <p><b>MSA</b> 25 NM "JSV"</p> <p><b>Inbound Heading</b> 180° - 060°M – 7800' 060° - 180°M – 8400'</p>	<p><b><u>PROCEDURE: ILS Z RWY 03R</u></b> <b><u>(VOR and DME Required)</u></b></p> <p><b><u>HOLD:</u></b> Hold on a right hand racecourse pattern over "JSV", INBD R206, OUBD HDG 206°M. Descend in hold to 8000' ALT. Length of hold 9.7 NM. (11 DME "JSV").</p> <p><b><u>APPROACH:</u></b> Depart "JSV" (OUBD) in the holding pattern on HDG 206°M and descend to 8000' ALT to 11 DME "JSV" maximum. Level turn INBD, intercept ILS Localiser RWY 03R and descend on the Glide path to Decision ALT.</p>	<p>If no other instructions received, maintain RWY track climbing to 8000' ALT. Passing 7000' ALT, turn right onto HDG 206°M. Passing 11 DME "JSV" turn right direct "JSV".</p> <p><b><u>NOTE:</u></b></p> <ol style="list-style-type: none"> <li>Due to geographic constraints the barrettes at 900M, 870M and 570M from the THR RWY 03R have been omitted from the APCH lights.</li> <li>Circle to land at the discretion of the Pilot in command.</li> <li>CAT II operation and minima must be approved by the SACAA.</li> <li>WGS-84.</li> </ol> <p><b>AIP AD Chart: ILS-03</b> <b>EFF Date: 6 MAY 10</b></p>

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
<p><b>JOHANNESBURG (FAJS)</b> <b>O R Tambo INTL</b></p> <p>CAT A – D</p> <p>AD ELEV 5558' THR ELEV 5510'</p> <p>TRANSITION ALT 8000' VAR W 18°W (2009)</p> <p><b>CAT I ILS</b> OCH ABOVE THR CAT A – 200' CAT B – 200' CAT C – 200' CAT D – 200'</p> <p><b>CAT II ILS</b> OCH ABOVE THR CAT A – 100' CAT B – 100' CAT C – 100' CAT D – 100'</p> <p><u>Glide Path ALT at</u> 3.7 DME "JN1" – 6700'</p> <p><b>CIRCLING</b> WEST OF RWY 03/21 CAT A &amp; B – 6070' (512') CAT C &amp; D – 6410' (852')</p> <p>EAST OF RWY 03/21 CAT A &amp; B – 6050' (492') CAT C &amp; D – 6250' (692')</p>	03R	<p><b>ILS</b> <b>LOC</b> "JN1" 109.1 MHZ</p> <p><b>GP</b> 331.4 MHZ</p> <p><b>DME</b> "JN1" 109.1 MHZ (Co-located with GP TRANS)</p> <p><b>NDB</b> "JN" 420.0 KHZ</p> <p><b>NDB</b> "JA" 445.0 KHZ</p> <p>Glide path 3° ILS RDH 59'</p> <p><b>DVOR</b> "JSV" 115.2 MHZ</p> <p><b>DME</b> "JSV" 1186 MHZ CH 99X</p>	<p>8000' or higher MSA.</p> <p><b>MSA</b> 25 NM "JN"</p> <p><b>Inbound Heading</b> 180° - 060°M – 7800' 060° - 180°M – 8400'</p>	<p><b><u>PROCEDURE: ILS Y RWY 03R</u></b> <b><u>(NDB and DME Required)</u></b></p> <p><b><u>HOLD:</u></b> Hold on a right hand racecourse pattern over NDB "JN", INBD HDG 034°M, OUBD HDG 214°M and descend in hold to 8000' ALT when cleared.</p> <p><b><u>APPROACH:</u></b> Depart from NDB "JN" turning right onto HDG 214°M and maintain 8000' ALT for 8 NM maximum. Level turn right to intercept ILS Localiser RWY 03R and descend on Glide path to Decision ALT.</p>	<p>If no other instructions received, maintain RWY track climbing to 8000' ALT. Passing 7000' ALT, turn right direct to NDB "JN".</p> <p><b><u>NOTE:</u></b></p> <ol style="list-style-type: none"> <li>Due to geographic constraints the barrettes at 900M, 870M and 570M from the THR RWY 03R have been omitted from the APCH lights.</li> <li>Circle to land at the discretion of the Pilot in command.</li> <li>CAT II operation and minima must be approved by the SACAA.</li> <li>WGS-84.</li> </ol> <p><b>AIP AD Chart: ILS-04</b> <b>EFF Date: 6 MAY 10</b></p>

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
<p><b>JOHANNESBURG (FAJS)</b> <b>O R Tambo INTL</b></p> <p>CAT A – D</p> <p>AD ELEV 5558' THR ELEV 5510'</p> <p>TRANSITION ALT 8000' VAR W 18°W (2009)</p> <p><u>Missed APCH Gradient of 5.8%</u> <b>CAT I ILS</b> OCH ABOVE THR CAT A – 200' CAT B – 200' CAT C – 200' CAT D – 201'</p> <p><b>CAT II ILS</b> OCH ABOVE THR CAT A – 100' CAT B – 100' CAT C – 100' CAT D – 109'</p> <p><u>Missed APCH Gradient of 2.5%</u> <b>CAT I ILS</b> OCH ABOVE THR CAT A – 1272' CAT B – 1285' CAT C – 1295' CAT D – 1305'</p> <p><b>CAT II ILS</b> OCH ABOVE THR CAT A – 1184' CAT B – 1203' CAT C – 1217' CAT D – 1230'</p> <p><b>CIRCLING</b> WEST OF RWY 03/21 CAT A &amp; B – 512' CAT C &amp; D – 852'</p> <p>EAST OF RWY 03/21 CAT A &amp; B – 492' CAT C &amp; D – 692'</p>	03R	<p><b>ILS LOC</b> "JNI" 109.1 MHZ</p> <p><b>GP</b> 331.4 MHZ</p> <p><b>DME</b> "JNI" 109.1 MHZ (Co-located with GP TRANS)</p> <p>Glide path 3° RDH 59'</p> <p><b>DVOR</b> "JSV" 115.2 MHZ</p> <p><b>DME</b> "JSV" 1186 MHZ CH 99X</p>	<p>From STAR or RADAR VECTORING ON THE FAP</p> <p><b>MSA</b> 25 NM "JSV"</p> <p><b>Inbound Heading</b> 180° - 060°M – 7800' 060° - 180°M – 8400'</p>	<p><b><u>PROCEDURE: ILS X RWY 03R</u></b> <b><u>(VOR and DME Required)</u></b></p> <p><b><u>APPROACH:</u></b> From STAR (or Missed Approach), intercept ILS Localiser RWY 03R and maintain 8000' ALT to intercept the Glide path and descend to Decision ALT.</p>	<p>If no other instructions received, maintain RWY track to 7.3 DME "JNI"/ 7.3 DME "JSV", climbing to 8000' ALT. At 7.3 DME "JNI"/ 7.3 DME "JSV" turn right (MAX 240KT IAS) onto track 130°M Crossing R027 "HGV" turn right onto track 180°M to intercept R030 "HGV" (INBD) for radar vectoring onto the ILS RWY 03R.</p> <p><b><u>Missed Approach with Communication Failure:</u></b> Climb to 8000' ALT. Maintain RWY track to 7.3 DME "JNI"/7.3 DME "JSV", then turn right (MAX 240KT IAS) onto track 130°M. Crossing R027 "HGV" turn right onto track 180°M to intercept R030 "HGV" (INBD) at normal missed approach speed. Passing 15 DME "JSV" on R030 "HGV" (INBD) turn right onto heading 300°M maintaining 8000' ALT. Crossing R200 "JSV" turn right onto 360°M to intercept ILS LOC. Complete a straight-in ILS APCH and land RWY 03R.</p> <p><b><u>NOTE:</u></b></p> <ol style="list-style-type: none"> <li>CAT II operation and minima must be approved by the SACAA.</li> <li>CAT D minima approved for CAT D<sub>L</sub> aircraft.</li> <li>WGS-84.</li> </ol> <p><b>AIP AD Chart: ILS-05</b> <b>EFF Date: 11 MAR 10</b></p>

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
<p><b>JOHANNESBURG (FAJS) O R Tambo INTL</b></p> <p>AD ELEV 5558' THR ELEV 5510'</p> <p>TRANSITION ALT 8000' VAR W 18°W (2009)</p> <p><u>Missed APCH Gradient of 5.8%</u></p> <p><b>CAT I ILS</b> OCH ABOVE THR CAT A – 200' CAT B – 200' CAT C – 200' CAT D – 201'</p> <p><b>CAT II ILS</b> OCH ABOVE THR CAT A – 100' CAT B – 100' CAT C – 100' CAT D – 109'</p> <p><u>Missed APCH Gradient of 2.5%</u></p> <p><b>CAT I ILS</b> OCH ABOVE THR CAT A – 1272' CAT B – 1285' CAT C – 1295' CAT D – 1305'</p> <p><b>CAT II ILS</b> OCH ABOVE THR CAT A – 1184' CAT B – 1203' CAT C – 1217' CAT D – 1230'</p> <p><b>CIRCLING</b> WEST OF RWY 03/21 CAT A &amp; B – 512' CAT C &amp; D – 852'</p> <p>EAST OF RWY 03/21 CAT A &amp; B – 492' CAT C &amp; D – 692'</p>	03R	<p><b>ILS LOC</b> "JNI" 109.1 MHZ</p> <p><b>GP</b> 331.4 MHZ</p> <p><b>DME</b> "JNI" 109.1 MHZ (Co-located with GP TRANS)</p> <p>Glide path 3° RDH 59'</p> <p><b>DVOR</b> "JSV" 115.2 MHZ</p> <p><b>DME</b> "JSV" 1186 MHZ CH 99X</p>	<p>From STAR or RADAR VECTORING ON THE FAP</p> <p><b>MSA</b> 25 NM "JSV"</p> <p><b>Inbound Heading</b> 180° - 060°M – 7800' 060° - 180°M – 8400'</p>	<p><b><u>PROCEDURE: ILS W RWY 03R</u></b> <b><u>(VOR and DME Required)</u></b></p> <p><b><u>APPROACH:</u></b> From STAR (or Missed Approach), intercept ILS L Localiser RWY 03R and maintain 9000' ALT to intercept the Glide path and descend to Decision ALT.</p>	<p>If no other instructions received, maintain RWY track to 7.3 DME "JNI"/ 7.3 DME "JSV", climbing to 8000' ALT. At 7.3 DME "JNI"/ 7.3 DME "JSV" turn right (MAX 240KT IAS) onto track 130°M. Crossing R027 "HGV" turn right onto track 180°M to intercept R030 "HGV" (INBD) for radar vectoring onto the ILS RWY 03R.</p> <p><u>Missed Approach with Communication Failure:</u> Climb to 8000' ALT. Maintain RWY track to 7.3 DME "JNI"/7.3 DME "JSV", then turn right (MAX 240KT IAS) onto track 130°M. Crossing R027 "HGV" turn right onto track 180°M and intercept R030 "HGV" (INBD) at normal missed approach speed. Passing 15 DME "JSV" on R030 "HGV" (INBD) turn right onto heading 300°M maintaining 8000' ALT. Crossing R200 "JSV" turn right onto 360°M to intercept ILS LOC. Complete a straight-in ILS APCH and land RWY 03R.</p> <p><b><u>NOTE:</u></b></p> <ol style="list-style-type: none"> <li>CAT II operation and minima must be approved by the SACAA.</li> <li>CAT D minima approved for CAT D<sub>L</sub> aircraft.</li> <li>Parallel approach authorised with RWY 03L.</li> <li>WGS-84.</li> </ol> <p><b>AIP AD Chart: ILS-06</b> <b>EFF Date: 11 MAR 10</b></p>

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
<p><b>JOHANNESBURG (FAJS)</b> <b>O R Tambo INTL</b></p> <p>CAT A – D</p> <p>AD ELEV 5558' THR ELEV 5494'</p> <p>TRANSITION ALT 8000' VAR W 18°W (2009)</p> <p><b>CAT I ILS</b> OCH ABOVE THR CAT A – 200' CAT B – 200' CAT C – 200' CAT D – 200'</p> <p><b>CAT II ILS</b> OCH ABOVE THR CAT A – 100' CAT B – 100' CAT C – 100' CAT D – 100'</p> <p><u>Glide Path ALT at</u> 3.7 DME "JAI" – 6680'</p> <p><b>CIRCLING</b> WEST OF RWY 03/21 CAT A &amp; B – 6070' (512') CAT C &amp; D – 6410' (852')</p> <p>EAST OF RWY 03/21 CAT A &amp; B – 6050' (492') CAT C &amp; D – 6250' (692')</p>	21L	<p><b>ILS</b> <b>LOC</b> "JAI" 109,9 MHZ</p> <p><b>GP</b> 333,8 MHZ</p> <p><b>DME</b> "JAI" 109.9 MHZ (Co-located with GP TRANS)</p> <p>Glide path 3° ILS RDH 53'</p> <p><b>DVOR</b> "JSV" 115.2 MHZ</p> <p><b>DME</b> "JSV" 1186 MHZ CH 99X</p>	<p>8000' or higher MSA.</p> <p><b>MSA</b> 25 NM "JSV"</p> <p><b>Inbound Heading</b> 180° - 060°M – 7800' 060° - 180°M – 8400'</p>	<p><b>PROCEDURE: ILS Z RWY 21L</b> <b>(VOR and DME Required)</b></p> <p><b>HOLD:</b> Hold on a left hand racecourse pattern over "JSV", INDB R038, OUBD HDG 038°M. Descend in the hold to 8000' ALT.</p> <p><b>APPROACH:</b> Depart "JSV" (OUBD) turning left onto HDG 038°M and descend to 8000' ALT and 11 DME "JSV" maximum. Level turn INBD, intercept ILS Localiser RWY 21L and descend to Decision ALT.</p>	<p>If no other instructions received, maintain RWY track to 8000' ALT. Passing 7000' ALT turn left onto HDG 038°M. Passing 11 DME "JSV" turn left direct to "JSV".</p> <p><b>NOTE:</b></p> <ol style="list-style-type: none"> <li>1. Circle to land at the discretion of the Pilot in command.</li> <li>2. CAT II operation and minima must be approved by the SACAA.</li> <li>3. WGS-84.</li> </ol> <p><b>AIP AD Chart: ILS-07</b> <b>EFF Date: 6 MAY 10</b></p>

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
<p><b>JOHANNESBURG (FAJS)</b> <b>O R Tambo INTL</b></p> <p>CAT A – D</p> <p>AD ELEV 5558' THR ELEV 5494'</p> <p>TRANSITION ALT 8000' VAR W 18°W (2009)</p> <p><b>CAT I ILS</b> OCH ABOVE THR CAT A – 200' CAT B – 200' CAT C – 200' CAT D – 200'</p> <p><b>CAT II ILS</b> OCH ABOVE THR CAT A – 100' CAT B – 100' CAT C – 100' CAT D – 100'</p> <p><u>Glide Path ALT at</u> 3.7 DME "JAI" – 6680'</p> <p><b>CIRCLING</b> WEST OF RWY 03/21 CAT A &amp; B – 6070' (512') CAT C &amp; D – 6410' (852')</p> <p>EAST OF RWY 03/21 CAT A &amp; B – 6050' (492') CAT C &amp; D – 6250' (692')</p>	21L	<p><b>ILS</b> <b>LOC</b> "JAI" 109.9 MHZ</p> <p><b>GP</b> 333.8 MHZ</p> <p><b>DME</b> "JAI" 109.9 MHZ (Co-located with GP TRANS)</p> <p>Glide path 3° ILS RDH 53'</p> <p><b>NDB</b> "JA" 445.0 KHZ</p> <p><b>DVOR</b> "JSV" 115.2 MHZ</p> <p><b>DME</b> "JSV" 1186 MHZ CH 99X</p>	<p>8000' or higher MSA.</p> <p><b>MSA</b> 25 NM "JA"</p> <p><b>Inbound Heading</b> 180° - 060°M – 7800' 060° - 180°M – 8400'</p>	<p><b>PROCEDURE: ILS Y RWY 21L</b> <b>(NDB and DME Required)</b></p> <p><b>HOLD:</b> Hold on a left hand racecourse pattern over NDB "JA", INBD HDG 214°M, OUBD heading 034°M and descend in hold to 8000' ALT when cleared.</p> <p><b>APPROACH:</b> Depart from NDB "JA" turning left onto OUBD HDG 034°M and maintain 8000' ALT for 8 NM maximum. Level turn left to intercept ILS Localiser and descend on Glide path to Decision ALT.</p>	<p>If no other instruction received, maintain RWY track to 8000' ALT. Passing 7000' ALT turn left direct to NDB "JA".</p> <p><b>NOTE:</b></p> <ol style="list-style-type: none"> <li>1. Due to geographic constraints, the barrette at 480M from THR 21L has been omitted from the APCH lights.</li> <li>2. Circle to land at the discretion of the Pilot in command.</li> <li>3. CAT II operation and minima must be approved by the SACAA.</li> <li>4. WGS-84.</li> </ol> <p><b>AIP AD Chart: ILS-08</b> <b>EFF Date: 11 MAR 10</b></p>

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
<p><b>JOHANNESBURG (FAJS)</b> <b>O R Tambo INTL</b></p> <p>CAT A – D</p> <p>AD ELEV 5558' THR ELEV 5494'</p> <p>TRANSITION ALT 8000' VAR W 18°W (2009)</p> <p><u>Missed APCH Gradient of 4.6%</u> <b>CAT I ILS</b> OCH ABOVE THR CAT A – 200' CAT B – 200' CAT C – 200' CAT D – 200'</p> <p><b>CAT II ILS</b> OCH ABOVE THR CAT A – 100' CAT B – 100' CAT C – 100' CAT D – 101'</p> <p><u>Missed APCH Gradient of 2.5%</u> <b>CAT I ILS</b> OCH ABOVE THR CAT A – 1140' CAT B – 1151' CAT C – 1161' CAT D – 1175'</p> <p><b>CAT II ILS</b> OCH ABOVE THR CAT A – 1044' CAT B – 1057' CAT C – 1072' CAT D – 1086'</p> <p><b>CIRCLING</b> WEST OF RWY 03/21 CAT A &amp; B – 512' CAT C &amp; D – 852'</p> <p>EAST OF RWY 03/21 CAT A &amp; B – 492' CAT C &amp; D – 692'</p>	21L	<p><b>ILS</b> <b>LOC</b> "JAI" 109.9 MHZ</p> <p><b>GP</b> 333.8 MHZ</p> <p><b>DME</b> "JAI" 109.9 MHZ (Co-located with GP TRANS)</p> <p>Glide path 3° RDH 53'</p> <p><b>DVOR</b> "JSV" 115.2 MHZ</p> <p><b>DME</b> "JSV" 1186 MHZ CH 99X</p>	<p>From STAR or RADAR VECTORING ON THE FAP</p> <p><b>MSA</b> 25 NM "JSV"</p> <p><b>Inbound Heading</b> 180° - 060°M – 7800' 060° - 180°M – 8400'</p>	<p><b><u>PROCEDURE: ILS X RWY 21L</u></b> <b><u>(VOR and DME Required)</u></b></p> <p><b><u>APPROACH:</u></b> From STAR (or Missed Approach), intercept ILS Localiser RWY 21L and maintain 8000' ALT to intercept the Glide path and descend to Decision ALT.</p>	<p>If no other instructions received, maintain RWY track to 3.5 DME "JAI" climbing to 7000' ALT. At 3.5 DME "JAI" turn left (MAX 240KT IAS) onto heading 125°M. Once established on heading 125°M climb to 8000' ALT. Crossing R222 "MEV" turn left onto heading 070°M to intercept R217 "MEV" (INBD) for radar vectoring onto the ILS RWY 21L.</p> <p><u>Missed Approach with Communication Failure:</u> Climb to 7000' ALT. Maintain RWY track to 3.5 DME "JAI", then turn left (MAX 240KT IAS) onto heading 125°M. Once established on heading 125°M climb to 8000' ALT. Crossing R222 "MEV" turn left heading 070°M to intercept R217 "MEV" (INBD) resuming normal Missed Approach climb gradient once established. At 7.5 DME "MEV" turn left (MAX 240KT IAS) onto heading 300°M. Crossing R048 "JSV" turn left onto heading 255°M to intercept the ILS LOC. Complete a straight-in ILS APCH and land RWY 21L.</p> <p><b><u>NOTE:</u></b></p> <ol style="list-style-type: none"> <li>1. Circle to land at the discretion of the Pilot in command.</li> <li>2. CAT II operation and minima must be approved by the SACAA.</li> <li>3. CAT D minima approved for CAT D<sub>L</sub> aircraft.</li> <li>4. Parallel approach authorised with RWY 21R.</li> <li>5. WGS-84.</li> </ol> <p><b>AIP AD Chart: ILS-09</b> <b>EFF Date: 11 MAR 10</b></p>

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
<p><b>JOHANNESBURG (FAJS)</b> <b>O R Tambo INTL</b></p> <p>CAT A – D</p> <p>AD ELEV 5558' THR ELEV 5505'</p> <p>TRANSITION ALT 8000' VAR W 18°W (2009)</p> <p><u>Missed APCH Gradient of 2.5%</u> <b>CAT I ILS</b> OCA/H ABOVE THR CAT A – 6084/579' CAT B – 6091/586' CAT C – 6104/599' CAT D – 6111/606</p> <p><b>CAT II ILS</b> OCA/H ABOVE THR CAT A – 5986/481' CAT B – 5999/494' CAT C – 6012/507' CAT D – 6028/523'</p> <p><u>Missed APCH Gradient of 3.7%</u> <b>CAT I ILS</b> OCA/H ABOVE THR CAT A – 5705/200' CAT B – 5705/200' CAT C – 5705/200' CAT D – 5705/200'</p> <p><b>CAT II ILS</b> OCA/H ABOVE THR CAT A – 5605/100' CAT B – 5605/100' CAT C – 5605/100' CAT D – 5605/100'</p> <p><b>CIRCLING</b> WEST OF RWY 03/21 CAT A &amp; B – 565' CAT C &amp; D – 905'</p> <p>EAST OF RWY 03/21 CAT A &amp; B – 545' CAT C &amp; D – 745'</p>	21R	<p><b>ILS</b> <b>LOC</b> "JBI" 110.9 MHZ</p> <p><b>GP</b> 330.8 MHZ</p> <p><b>DME</b> "JBI" 110.9 MHZ (Co-located with GP TRANS)</p> <p>Glide path 3° RDH 53'</p> <p><b>DVOR</b> "JSV" 115.2 MHZ</p> <p><b>DME</b> "JSV" 1186 MHZ CH 99X</p>	<p>From STAR or RADAR VECTORING ON THE IF</p> <p><b>MSA</b> 25 NM "JSV"</p> <p><b>Inbound Heading</b> 180° - 060°M – 7800' 060° - 180°M – 8400'</p>	<p><b><u>PROCEDURE: ILS Z RWY 21R</u></b> <b><u>(VOR and DME Required)</u></b></p> <p><b><u>APPROACH:</u></b> From STAR (or Missed Approach), intercept ILS Localiser RWY 21R and maintain 8000' ALT, 7.7 DME "JBI" to intercept the Glide path and descend to Decision ALT.</p>	<p>If no other instructions received, maintain RWY track to 6.8 DME "JBI" climbing to 8000' ALT. At 6.8 DME "JBI" turn right (MAX 250KT IAS) onto heading 350°M. Cross 6.8 DME "JBI" at 7000' ALT or above. Crossing R225 "WKV" turn right to intercept R230 "WKV" (INBD), reducing speed to 220KT IAS for radar vectoring onto the ILS RWY 21R.</p> <p><u>Missed Approach with Communication Failure:</u> Climb to 8000' ALT. Maintain RWY track to 6.8 DME "JBI", then turn right onto heading 350°M (MAX 250KT IAS). Cross 6.8 DME "JBI" at 7000' ALT or above. Crossing R225 "WKV" turn right to intercept R230 "WKV" (INBD) and reduce speed to maximum 220KT IAS when established. At 3 DME "WKV" turn right onto heading 120°M. Crossing R027 "JSV" turn right onto heading 184°M to intercept the LOC RWY 21R. Complete a straight-in ILS APCH and land RWY 21R.</p> <p><b><u>NOTE:</u></b></p> <ol style="list-style-type: none"> <li>1. Circle to land at the discretion of the Pilot in command.</li> <li>2. Maximum 250KT IAS during the first turn for the Missed Approach and Communication Failure.</li> <li>3. CAT II operation and minima must be approved by the SACAA.</li> <li>4. CAT D minima approved for CAT D<sub>L</sub> aircraft.</li> <li>5. Climb at 3.7% Missed Approach gradient until reaching 7000' ALT or above.</li> <li>6. WGS-84.</li> </ol> <p><b>AIP AD Chart: ILS-10</b> <b>EFF Date: 11 MAR 10</b></p>

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
<p><b>JOHANNESBURG (FAJS) O R Tambo INTL</b></p> <p>CAT A – D</p> <p>AD ELEV 5558' THR ELEV 5505'</p> <p>TRANSITION ALT 8000' VAR W 18°W (2009)</p> <p><b>NDB</b> OCH ABOVE AD CAT A – 405' CAT B – 405' CAT C – 405' CAT D – 405'</p> <p><b>CIRCLING</b> WEST OF RWY 03/21 CAT A &amp; B – 565' CAT C &amp; D – 905'</p> <p>EAST OF RWY 03/21 CAT A &amp; B – 545' CAT C &amp; D – 745'</p>	21R	<p><b>NDB</b> "JB" 360.0 KHZ</p>	<p>8000' or higher MSA.</p> <p><b>MSA</b> 25 NM "JB"</p> <p><b>Inbound Heading</b> 180° - 060°M – 7800' 060° - 180°M – 8400'</p>	<p><b>PROCEDURE: NDB RWY 21R</b></p> <p><b>HOLD:</b> Hold on a left hand racecourse pattern over NDB "JB", (INBD) track 214°M (OUBD) heading 034°M. Descend to 8000' ALT.</p> <p><b>APPROACH:</b> Depart from NDB "JB" (OUBD) in holding pattern, descend onto heading 034°M for 5 NM maximum to 7500' ALT. Level turn left onto (INBD) track 214°M and descend to 6800' ALT over NDB "JB". Then descend to Decision ALT.</p>	<p>MAPT at THR. If no other instructions received track 214°M. Climb to 8300' ALT, then turn right direct to NDB "JB".</p> <p><b>NOTE:</b></p> <ol style="list-style-type: none"> <li>Circle to land at the discretion of the Pilot in command.</li> <li>WGS-84.</li> </ol> <p><b>AIP AD Chart: NDB-01</b> <b>EFF Date: 11 MAR 10</b></p>
<p><b>JOHANNESBURG (FAJS) O R Tambo INTL</b></p> <p>CAT A – D</p> <p>AD ELEV 5558' THR ELEV 5505'</p> <p>TRANSITION ALT 8000' VAR W 18°W (2009)</p> <p><b>VOR</b> OCH ABOVE AD CAT A – 615' CAT B – 615' CAT C – 615' CAT D – 615'</p> <p><b>CIRCLING</b> WEST OF RWY 03/21 CAT A &amp; B – 565' CAT C &amp; D – 905'</p> <p>EAST OF RWY 03/21 CAT A &amp; B – 545' CAT C &amp; D – 745'</p>	21R	<p><b>DVOR</b> "JSV" 115.2 MHZ</p> <p><b>DME</b> "JSV" 1186 MHZ CH 99X</p>	<p>9000' or higher MSA.</p> <p><b>MSA</b> 25 NM "JSV"</p> <p><b>Inbound Heading</b> 180° - 060°M – 7800' 060° - 180°M – 8400'</p>	<p><b>PROCEDURE: VOR Z RWY 21R (DME Required)</b></p> <p><b>HOLD:</b> Hold on a right-hand racecourse pattern at 11 DME (INBD) "JSV" R034, (OUBD) on heading 034°M to maximum 16 DME "JSV". Descend to 8000' ALT in the hold.</p> <p><b>APPROACH:</b> Proceed on R034 "JSV" (INBD) at 8000' ALT. At 11 DME "JSV" commence descend to MDA/H.</p>	<p>Climb on R214 "JSV" to 7500' ALT or 5 DME South whichever the later. At 7500' ALT or 5 DME "JSV" turn right to "JSV" climbing to FL090. At "JSV" intercept R034 "JSV" (OUBD) to 11 DME and re-enter the hold or as directed.</p> <p><b>NOTE:</b></p> <ol style="list-style-type: none"> <li>VDP at 4.6 DME "JSV".</li> <li>MAPT at 3 DME "JSV".</li> <li>Radar vectors to the FAF (11 DME "JSV") can be expected for straight-in approach RWY 21R.</li> <li>WGS-84.</li> </ol> <p><b>AIP AD Chart: VOR-01</b> <b>EFF Date: 11 MAR 10</b></p>

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
<p><b>JOHANNESBURG (FAJS) O R Tambo INTL</b></p> <p>CAT A – D</p> <p>AD ELEV 5558' THR ELEV 5505'</p> <p>TRANSITION ALT 8000' VAR W 18°W (2009)</p> <p><u>Missed APCH Gradient of 5.0%</u> <b>VOR</b> OCH ABOVE AD CAT A – 475' CAT B – 475' CAT C – 475' CAT D – 475'</p> <p><u>Missed APCH Gradient of 2.5%</u> <b>VOR</b> OCH ABOVE AD CAT A – 1525' CAT B – 1525' CAT C – 1525' CAT D – 1525'</p> <p><b>CIRCLING</b> WEST OF RWY 03/21 CAT A &amp; B – 565' CAT C &amp; D – 905'</p> <p>EAST OF RWY 03/21 CAT A &amp; B – 545' CAT C &amp; D – 745'</p>	21R	<p><b>DVOR</b> "JSV" 115.2 MHZ</p> <p><b>DME</b> "JSV" 1186 MHZ CH 99X</p> <p><b>VORTAC</b> "WKV" 116.9 MHZ CH 116X</p>	<p>From STAR or RADAR VECTORIZING ON THE FAF</p> <p><b>MSA</b> 25 NM "JSV"</p> <p><b>Inbound Heading</b> 180° - 060°M – 7800' 060° - 180°M – 8400'</p>	<p><b>PROCEDURE: VOR Y RWY 21R</b> <b>(VOR and DME Required)</b></p> <p><b>APPROACH:</b> From STAR (or Missed Approach), intercept R034 "JSV" and maintain 8000' ALT. At 11 DME "JSV" commence descend to MDA/H.</p>	<p>If no other instructions received, climb to 8000' ALT. Overhead "JSV" turn right (MAX 240KT IAS) onto heading 320°M. Crossing R214 "WKV" turn right onto heading 040°M for radar vectoring onto RWY 21R.</p> <p><u>Missed Approach with Communication Failure:</u> Climb to 8000' ALT. Overhead "JSV" turn right (MAX 240KT IAS) onto heading 320°M. On crossing R214 "WKV" turn right heading 012°M to intercept R222 "WKV" (INBD). Overhead "WKV" turn right (MAX 185KT IAS) onto heading 125°M. On crossing R027 "JSV" turn right onto heading 185°M to intercept R034 "JSV" (INBD) at 16 DME "JSV". Establish final APCH at 11 DME "JSV".</p> <p><b>NOTE:</b></p> <ol style="list-style-type: none"> <li>Circle to land at the discretion of the Pilot in command.</li> <li>Parallel approach authorised with RWY 21L.</li> <li>WGS-84.</li> </ol> <p><b>AIP AD Chart: VOR-02</b> <b>EFF Date: 6 MAY 10</b></p>

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
<p><b>JOHANNESBURG (FAJS) O R Tambo INTL</b></p> <p>CAT A – D</p> <p>AD ELEV 5558' THR ELEV 5510'</p> <p>TRANSITION ALT 8000' VAR W 18°W (2010)</p> <p><u>Missed APCH Gradient of 3.8%</u> <b>RNAV (GNSS)</b> OCA (H) ABOVE THR</p> <p>CAT A – 5940' (430') CAT B – 5940' (430') CAT C – 5940' (430') CAT D – 5940' (430')</p> <p><u>Missed APCH Gradient of 2.5%</u> <b>RNAV (GNSS)</b> OCA (H) ABOVE THR</p> <p>CAT A – 6510' (1000') CAT B – 6510' (1000') CAT C – 6510' (1000') CAT D – 6510' (1000')</p> <p><b>RVR:</b> CAT A – 900m CAT B – 1000m CAT C – 1000m CAT D – 1400m</p> <p><b>ALS OUT:</b> CAT A – 1500m CAT B – 1500m CAT C – 1800m CAT D – 2000m</p> <p><b>CIRCLING</b> WEST OF RWY 03/21 CAT A – 6070' (512') CAT B – 6070' (512') CAT C – 6410' (852') CAT D – 6410' (852')</p> <p>EAST OF RWY 03/21 CAT A – 6050' (492') CAT B – 6050' (492') CAT C – 6250' (692') CAT D – 6250' (692')</p>	03R	<p><b>IAF</b> "ETLIG" <u>FL130</u></p> <p><b>IAF</b> "SUPON" <u>FL130</u></p> <p><b>IAF</b> "VEKOP" <u>FL130</u></p> <p><b>IF</b> "JS2T1" <u>FL130</u></p> <p><b>FAF</b> "JS2F1" <u>8000'</u></p> <p><b>MAPT</b> "JS2MP" <u>5940'</u></p> <p><b>MATF</b> "JS2M1" "JS2M2" "JS017"</p>	<p><b>TAA</b> 25 NM "ETLIG" <u>7800'</u></p> <p>25 NM "SUPON" <u>7200'</u></p> <p>25 NM "VEKOP" <u>8400'</u></p> <p>Refer to AIP Chart FAJS RNAV-01</p>	<p><b>PROCEDURE: RNAV (GNSS)</b></p> <p><b>APPROACH:</b> Depart from ETLIG (IAF) or SUPON (IAF) or VEKOP (IAF) direct to JS2T1 (IF), minimum FL130. From JS2T1 (IF) route to JS2F1 (FAF), minimum 8000' ALT, to JS2MP (MAPT) descending to MDA (H).</p>	<p>Climb to FL130. From JS2MP route to JS2M1 and JS2M2 turning right to JS017 and return to ETLIG or as directed by ATC.</p> <p><b>SPEED RESTRICTION:</b> 1. A Speed Restriction of 250KT IAS on Missed Approach.</p> <p><b>NOTE:</b> 1. Minimum 3.8% Missed Approach Climb Gradient required to cross the CTR boundary at 7600' ALT or above. 2. WGS-84.</p> <p><b>AIP AD Chart: RNAV-01</b> <b>EFF Date: 07 APR 11</b></p>

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
<p><b>JOHANNESBURG (FAJS)</b> <b>O R Tambo INTL</b></p> <p>CAT A – D</p> <p>AD ELEV 5558' THR ELEV 5494' TRANSITION ALT 8000' VAR W 18°W (2010)</p> <p><u>Missed APCH Gradient of 2.5%</u> <b>RNAV (GNSS)</b> OCA (H) ABOVE THR</p> <p>CAT A – 6530' (1036') CAT B – 6530' (1036') CAT C – 6530' (1036') CAT D – 6530' (1036')</p> <p><u>Missed APCH Gradient of 3.5%</u> <b>RNAV (GNSS)</b> OCA (H) ABOVE THR</p> <p>CAT A – 6120' (626') CAT B – 6120' (626') CAT C – 6120' (626') CAT D – 6120' (626')</p> <p><b>RVR:</b> CAT A – 900m CAT B – 1000m CAT C – 1000m CAT D – 1400m</p> <p><b>ALS OUT:</b> CAT A – 1500m CAT B – 1500m CAT C – 1800m CAT D – 2000m</p> <p><b>CIRCLING</b> WEST OF RWY 03/21 CAT A – 6070' (512') CAT B – 6070' (512') CAT C – 6410' (852') CAT D – 6410' (852')</p> <p>EAST OF RWY 03/21 CAT A – 6050' (492') CAT B – 6050' (492') CAT C – 6250' (692') CAT D – 6250' (692')</p>	21L	<p><b>IAF</b> "ETGAV" <u>FL110</u></p> <p><b>IAF</b> "NIGOS" <u>FL100</u></p> <p><b>IAF</b> "UVLOG" <u>FL110</u></p> <p><b>IF</b> "JS3T2" <u>9000'</u></p> <p><b>FAF</b> "JS3F2" <u>8000'</u></p> <p><b>MAPT</b> "JS3MP" <u>6120'</u></p> <p><b>MATF</b> "JS3M1" "JS3M2"</p>	<p><b>TAA</b> 25 NM "ETGAV" <u>8000'</u></p> <p>25 NM "NIGOS" <u>8000'</u></p> <p>25 NM "UVLOG" <u>8400'</u></p> <p>Refer to AIP Chart FAJS RNAV-02</p>	<p><b>PROCEDURE: RNAV (GNSS)</b></p> <p><b>APPROACH:</b> Depart from ETGAV (IAF) or NIGOS (IAF) or UVLOG (IAF) direct to JS3T2 (IF), minimum 9000' ALT. From JS3T2 (IF) route to JS3F2 (FAF), minimum 8000' ALT, to JS3MP (MAPT) descending to MDA (H).</p>	<p>Climb to 8000' ALT to JS3M1. From JS3MP route JS3M1, JS3M2 to ETGAV (MAX 240KT IAS) or as directed by ATC.</p> <p><b>SPEED RESTRICTION:</b> 1. A Speed Restriction of 240KT IAS on Missed Approach.</p> <p><b>NOTE:</b> 1. Minimum 3.5% Missed Approach Climb Gradient required to cross the CTR boundary at 7600' ALT or above. 2. WGS-84.</p> <p><b>AIP AD Chart: RNAV-02</b> <b>EFF Date: 28 JUL 11</b></p>

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
<p><b>JOHANNESBURG (FAGM) RAND AIRPORT</b></p> <p>CAT A - C</p> <p>AD ELEV 5483' THR ELEV 5460'</p> <p>TRANSITION ALT 8000' VAR W 17° (2003)</p> <p><b>BREAKCLOUD VOR</b> OCH ABOVE AD CAT A – 526' CAT B – 526' CAT C – 826'</p>	35	<p><b>VOR</b> "RAV" 117.7 MHZ</p> <p><b>DME</b> "RAV" 1148 MHZ 1211 MHZ CH 124X</p> <p><b>NDB</b> "RA" 337.5 KHZ</p>	<p>8000' or higher MSA</p> <p><b>MSA</b> 25 NM "RAV"</p> <p>000° - 090°M – 7500' 090° - 180°M – 8300' 180° - 270°M – 8100' 270° - 360°M – 8700'</p>	<p><b>PROCEDURE: VOR A RWY 35</b></p> <p><b>HOLDING:</b> Comply with standard holding patterns at: 1. HEIDELBERG. 2. MEYERTON. 3. GRASMERE.</p> <p><b>WITH ATC CLEARANCE:</b> 1. From "HGV" turn right onto heading 006°M. Intercept R174 "RAV". Descend to 8000' ALT. 2. From NDB "NMT" turn right onto heading 066°M, home onto NDB "RA". Descend to 8000' ALT. 3. From "GAV" turn right onto heading 091°M, home onto NDB "RA". Descend to 8000' ALT.</p> <p><b>APPROACH:</b> Intercept R174 "RAV" inbound. (Distance 8.8 NM from THR 35). Descend inbound on R174 "RAV" to OCA/H. Maintain OCA/H to "RAV" 1.7 DME.</p>	<p>If no other instructions received, commence missed approach at 1.7 DME "RAV". Climb turn left and track onto "GAV." Climb to 8000' ALT and enter "GAV" holding pattern.</p> <p>Contact Johannesburg approach at 7500' ALT.</p> <p><b>NOTE:</b> 1. Freeway Lighting on final approach RWY 35. 2. VOR deflections maybe experienced on R174 "RAV" on final approach RWY 35 due to vehicle movements on by-pass road South of THR 35. 3. Circle to land at the discretion of the Pilot in command. 4. WGS-84.</p> <p><b>AIP AD Chart: VOR-01</b> <b>EFF Date: 15 DEC 2011</b></p>
<p><b>KIMBERLEY (FAKM)</b></p> <p>CAT A – D</p> <p>AD ELEV 3950' THR ELEV 3900'</p> <p>TRANSITION ALT 7000' VAR W 20° (2003)</p> <p><b>NDB</b> OCH ABOVE THR CAT A – 588' CAT B – 588' CAT C – 588' CAT D – 588'</p>	02	<p><b>NDB</b> "KM" 365.0 KHZ</p>	<p>7000' or higher MSA</p> <p><b>MSA</b> 25 NM "KM"</p> <p>000° - 090°M – 6600' 090° - 180°M – 7800' 180° - 360°M – 6200'</p>	<p><b>PROCEDURE: NDB RWY 02</b></p> <p><b>HOLD:</b> Hold on a left hand racecourse pattern over NDB "KM", inbound track 040°M, outbound heading 220°M.</p> <p><b>APPROACH:</b> Depart from NDB "KM" outbound in holding pattern, descend on a heading of 220°M for 8 NM maximum to 5500' ALT. Level turn onto inbound track 040°M and descend to OCH 588' ALT.</p>	<p>If no other instruction received, track away from NDB "KM" on 040°M climbing to 7000' ALT then turn left and return to NDB "KM".</p> <p><b>NOTE:</b> 1. Circle to land at the discretion of the Pilot in command. 2. WGS-84.</p> <p><b>AIP AD Chart: NDB-01</b> <b>EFF Date: 15 MAR 07</b></p>

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
<b>KIMBERLEY (FAKM)</b>  CAT A – D  AD ELEV 3950' THR ELEV 3900'  TRANSITION ALT 7000' VAR W 20° (2003)  <b>VOR</b> OCH ABOVE AD CAT A – 310' CAT B – 310' CAT C – 310' CAT D – 310'	02	<u>VOR</u> "KYV" 113.2 MHZ  <u>DME</u> "KYV" CH 79X  VPA 3.0°	7000' or higher MSA  <u>MSA</u> 25 NM "KYV"  000° - 090° – 6600' 090° - 180° – 7800' 180° - 360° – 6200'	<u>PROCEDURE: VOR RWY 02</u> <u>(DME Required)</u>  <u>HOLD:</u> Hold on a left hand racecourse pattern over "KYV", inbound R194, outbound heading 194°M.  <u>APPROACH:</u> Depart from "KYV" outbound in the holding pattern and descend on a heading of 194°M to 5800' ALT, to maximum 7 DME "KYV". Level turn left to intercept R194 inbound and descend to OCA/H at 2 DME "KYV".	MAPT at 2 DME before "KYV". Track on R014 "KYV" outbound climbing to 7000' ALT. Passing 6000' ALT turn left and home on to "KYV" and hold or as directed.  <u>NOTE:</u> 1. Circle to land at the discretion of the Pilot in command. 2. WGS-84.  <b>AIP AD Chart: VOR-01</b> <b>EFF Date: 15 MAR 07</b>
<b>KIMBERLEY (FAKM)</b>  CAT A – D  AD ELEV 3950' THR ELEV 3940'  TRANSITION ALT 7000' VAR W 20° (2003)  <b>VOR</b> OCH ABOVE AD CAT A – 620' CAT B – 620' CAT C – 620' CAT D – 620'	20	<u>VOR</u> "KYV" 113.2 MHZ  <u>DME</u> "KYV" CH 79X  VPA 3.0°	7000' or higher MSA  <u>MSA</u> 25 NM "KYV"  000° - 090° – 6600' 090° - 180° – 7800' 180° - 360° – 6200'	<u>PROCEDURE: VOR RWY 20</u> <u>(DME Required)</u>  <u>HOLD:</u> Hold on a right hand racecourse pattern over "KYV", inbound R030, outbound heading 030°M.  <u>APPROACH:</u> Depart from "KYV" outbound in the holding pattern and descend on a heading of 030°M to 6100' ALT, to maximum 7 DME "KYV". Level turn right to intercept R030 inbound and descend to OCA/H at 2 DME "KYV".	MAPT at 2 DME before "KYV". Track on R210 "KYV" outbound climbing to 7000' ALT. Passing 6000' ALT turn right and home on to "KYV" and hold or as directed.  <u>NOTE:</u> 1. Circle to land at the discretion of the Pilot in command. 2. WGS-84.  <b>AIP AD Chart: VOR-02</b> <b>EFF Date: 15 MAR 07</b>

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
<p><b>KING SHAKA INTL (FALE)</b></p> <p>CAT A – D/ DL</p> <p>AD ELEV 304' THR 06 ELEV 287'</p> <p>TRANSITION ALT 5500' VAR 24 °W (2009)</p> <p><u>Missed APCH Gradient of 3.4%</u> <b>CAT I ILS</b> OCH ABOVE THR CAT A – 208' CAT B – 218' CAT C – 228' CAT D – 238'</p> <p><u>Missed APCH Gradient of 2.5%</u> <b>CAT I ILS</b> OCH ABOVE THR CAT A – 842' CAT B – 842' CAT C – 842' CAT D – 842'</p> <p><u>Missed APCH Gradient of 3.5%</u> <b>LOC</b> CAT A – 373' CAT B – 373' CAT C – 373' CAT D – 373'</p> <p><u>Missed APCH Gradient of 2.5%</u> <b>LOC</b> OCH ABOVE THR CAT A – 1013' CAT B – 1013' CAT C – 1013' CAT D – 1013'</p> <p><b>CIRCLING</b> CAT A – 960' (673') CAT B – 990' (703') CAT C – 1170' (883') CAT D – 1440' (1153')</p>	06	<p><b>ILS LOC</b> "TNI" 111.3 MHZ</p> <p><b>GP</b> 332.3 MHZ</p> <p>Glide path 3° RDH 54'</p> <p><b>DVOR</b> "TGV" 115.6 MHZ</p> <p><b>DME</b> "TGV" CH 103X</p>	<p>From STAR or RADAR VECTORIZING</p> <p><b>MSA</b> 25 NM "TGV"</p> <p><b>Inbound Heading</b> 180° - 270°M – 4900' 270° - 360°M – 2800' 360° - 180°M – 5300'</p>	<p><b><u>PROCEDURE: ILS Z RWY 06</u></b> <b><u>(VOR and DME Required)</u></b></p> <p><b><u>APPROACH:</u></b> From STAR or Radar Vectors, intercept ILS LOC RWY 06. Maintain 4000' ALT to 13.8 DME "TNI". At 13.8 DME "TNI" descend to 3000' ALT. Intercept the Glidepath and descend to Decision ALT.</p>	<p>Climb straight ahead on R065 "TGV" to 3000' ALT. At 3.0 DME "TGV"/4.0 DME "TNI" or 3000' ALT, whichever is later, turn right HDG 240 °M for radar vectors onto the ILS RWY 06.</p> <p><b><u>Missed Approach with Communication Failure:</u></b> Climb straight ahead on R065 "TGV" to 3000' ALT. At 3.0 DME "TGV" or 3000' ALT, whichever is later, turn right HDG 240 °M. Intercept the 12 DME "TGV" arc westbound. Crossing R225 "TGV", turn right HDG 035 °M to intercept the ILS RWY 06 and land RWY 06.</p> <p><b><u>NOTE:</u></b></p> <ol style="list-style-type: none"> <li>CAT D minima include CAT DL.</li> <li>High ground west of aerodrome.</li> <li>Procedure only applicable via STAR or Radar Vectors.</li> <li>All circling procedures are entirely at the discretion of the Pilot in command.</li> <li>WGS 84.</li> </ol> <p><b>AIP AD Chart: ILS-01</b> <b>EFF Date: 01 MAY 10</b></p>

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
<p><b>KING SHAKA INTL (FALE)</b></p> <p>CAT A – D/ DL</p> <p>AD ELEV 304' THR 06 ELEV 287'</p> <p>TRANSITION ALT 5500' VAR 24 °W (2009)</p> <p><u>Missed APCH Gradient of 3.4%</u> <b>CAT I ILS</b> OCH ABOVE THR CAT A – 208' CAT B – 218' CAT C – 228' CAT D – 238'</p> <p><u>Missed APCH Gradient of 2.5%</u> <b>CAT I ILS</b> OCH ABOVE THR CAT A – 842' CAT B – 842' CAT C – 842' CAT D – 842'</p> <p><u>Missed APCH Gradient of 3.5%</u> <b>LOC</b> CAT A – 373' CAT B – 373' CAT C – 373' CAT D – 373'</p> <p><u>Missed APCH Gradient of 2.5%</u> <b>LOC</b> OCH ABOVE THR CAT A – 1013' CAT B – 1013' CAT C – 1013' CAT D – 1013'</p> <p><b>CIRCLING</b> CAT A – 960' (673') CAT B – 990' (703') CAT C – 1170' (883') CAT D – 1440' (1153')</p>	06	<p><b>ILS LOC</b> "TNI" 111.3 MHZ</p> <p><b>GP</b> 332.3 MHZ</p> <p>Glide path 3° RDH 54'</p> <p><b>DVOR</b> "TGV" 115.6 MHZ</p> <p><b>DME</b> "TGV" CH 103X</p>	<p>3400' or higher MSA</p> <p><b>MSA</b> 25 NM "TGV"</p> <p><b>Inbound Heading</b> 180° - 270° M – 4900' 270° - 360° M – 2800' 360° - 180° M – 5300'</p>	<p><b><u>PROCEDURE: ILS Y RWY 06</u></b> <b><u>(VOR and DME Required)</u></b></p> <p><b><u>HOLD:</u></b> Hold on a right hand racecourse pattern over "TGV", inbound R243, outbound heading 243 °M. Descend in hold to 3400' ALT</p> <p><b><u>APPROACH:</u></b> Depart from "TGV" outbound in the holding pattern on a heading of 243 °M and descend to 3400' ALT, to 10.7 DME "TGV" maximum. Level turn INBD to intercept ILS Localiser RWY 06 and descend to 3000' ALT. Intercept the Glide Path and descend to Decision ALT.</p>	<p>Climb straight ahead on R065 "TGV" to 3000' ALT. At 3000' ALT, turn right to "TGV" climbing to 3400' ALT.</p> <p><b><u>NOTE:</u></b></p> <ol style="list-style-type: none"> <li>CAT D minima include CAT DL.</li> <li>High ground west of aerodrome.</li> <li>80°/260° Procedure turn prohibited.</li> <li>Procedure Turn Approach applicable within 30° of OUBD HDG.</li> <li>Descend in hold to 3400' ALT</li> <li>Circle to land at the discretion of the Pilot in command.</li> <li>WGS 84.</li> </ol> <p><b>AIP AD Chart: ILS-02</b> <b>EFF Date: 01 MAY 10</b></p>

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
<p><b>KING SHAKA INTL (FALE)</b></p> <p>CAT A – D/ DL</p> <p>AD ELEV 304' THR 24 ELEV 301'</p> <p>TRANSITION ALT 5500' VAR 24 °W (2009)</p> <p><u>Missed APCH Gradient of 3.4%</u> <b>CAT I ILS</b> OCH ABOVE THR CAT A – 200' CAT B – 200' CAT C – 207' CAT D – 217'</p> <p><u>Missed APCH Gradient of 2.5%</u> <b>CAT I ILS</b> OCH ABOVE THR CAT A – 832' CAT B – 832' CAT C – 832' CAT D – 832'</p> <p><u>Missed APCH Gradient of 3.5%</u> <b>LOC</b> CAT A – 369' CAT B – 369' CAT C – 369' CAT D – 369'</p> <p><u>Missed APCH Gradient of 2.5%</u> <b>LOC</b> OCH ABOVE THR CAT A – 1009' CAT B – 1009' CAT C – 1009' CAT D – 1009'</p> <p><b>CIRCLING</b> CAT A – 960' (659') CAT B – 990' (689') CAT C – 1170' (869') CAT D – 1440' (1139')</p>	24	<p><b>ILS LOC</b> "TGI" 109.7 MHZ</p> <p><b>GP</b> 333.2 MHZ</p> <p>Glide path 3° RDH 54'</p> <p><b>DVOR</b> "TGV" 115.6 MHZ</p> <p><b>DME</b> "TGV" CH 103X</p>	<p>From STAR or RADAR VECTORING</p> <p><b>MSA</b> 25 NM "TGV"</p> <p><b>Inbound Heading</b> 180° - 270°M – 4900' 270° - 360°M – 2800' 360° - 180°M – 5300'</p>	<p><b><u>PROCEDURE: ILS Z RWY 24</u></b> <b><u>(VOR and DME Required)</u></b></p> <p><b><u>APPROACH:</u></b> From STAR or Radar Vectors, intercept ILS LOC RWY 24. Maintain 4000' ALT to 13.8 DME "TGI". At 13.8 DME "TGI" descend to 3000' ALT. Intercept the Glide Path and descend to Decision ALT.</p>	<p>Climb straight ahead on R235 "TGV" to 3000' ALT. At 3.6 DME "TGI" or 3000' ALT, whichever is later, turn left heading 060 °M for Radar Vectors.</p> <p><b><u>Missed Approach with Communication Failure:</u></b> Climb straight ahead on R235 "TGV". At 3.0 DME "TGV" or 3000' ALT, whichever is later, turn left heading 060 °M. Intercept the 12 DME "TGV" arc westbound. Crossing R079 "TGV", turn left HDG 215 °M to intercept the ILS RWY 24 and land RWY 24.</p> <p><b><u>NOTE:</u></b></p> <ol style="list-style-type: none"> <li>CAT D minima include CAT DL.</li> <li>High ground west of aerodrome.</li> <li>Procedure only applicable via STAR or Radar Vectors.</li> <li>All circling procedures are entirely at the discretion of the Pilot in command.</li> <li>WGS 84.</li> </ol> <p><b>AIP AD Chart: ILS-03</b> <b>EFF Date: 07 APR 11</b></p>

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
<p><b>KING SHAKA INTL (FALE)</b></p> <p>CAT A – D/ DL</p> <p>AD ELEV 304' THR 24 ELEV 301'</p> <p>TRANSITION ALT 5500' VAR 24 °W (2009)</p> <p><u>Missed APCH Gradient of 3.4%</u> <b>CAT I ILS</b> OCH ABOVE THR CAT A – 200' CAT B – 200' CAT C – 207' CAT D – 217'</p> <p><u>Missed APCH Gradient of 2.5%</u> <b>CAT I ILS</b> OCH ABOVE THR CAT A – 832' CAT B – 832' CAT C – 832' CAT D – 832'</p> <p><u>Missed APCH Gradient of 3.5%</u> <b>LOC</b> CAT A – 369' CAT B – 369' CAT C – 369' CAT D – 369'</p> <p><u>Missed APCH Gradient of 2.5%</u> <b>LOC</b> OCH ABOVE THR CAT A – 1009' CAT B – 1009' CAT C – 1009' CAT D – 1009'</p> <p><b>CIRCLING</b> CAT A – 960' (659') CAT B – 990' (689') CAT C – 1170' (869') CAT D – 1440' (1139')</p>	24	<p><b>ILS LOC</b> "TGI" 109.7 MHZ</p> <p><b>GP</b> 333.2 MHZ</p> <p>Glide path 3° RDH 54'</p> <p><b>DVOR</b> "TGV" 115.6 MHZ</p> <p><b>DME</b> "TGV" CH 103X</p>	<p>3400' or higher MSA</p> <p><b>MSA</b> 25 NM "TGV"</p> <p><b>Inbound Heading</b> 180° - 270° M – 4900' 270° - 360° M – 2800' 360° - 180° M – 5300'</p>	<p><b><u>PROCEDURE: ILS Y RWY 24</u></b> <b><u>(VOR and DME Required)</u></b></p> <p><b><u>HOLD:</u></b> Hold on a left hand racecourse pattern over "TGV", inbound R060, outbound heading 060 °M. Descend in hold to 3400' ALT</p> <p><b><u>APPROACH:</u></b> Depart from "TGV" outbound in the holding pattern on a heading of 060 °M and descend to 3400' ALT, to 10.7 DME "TGV" maximum. Level turn INBD to intercept ILS Localiser RWY 24 and descend to 3000' ALT. Intercept Glide Path and descend to Decision ALT.</p>	<p>Climb straight ahead on R235 "TGV" to 3000' ALT. At 3000' ALT, turn left to "TGV" climbing to 3400' ALT.</p> <p><b><u>NOTE:</u></b></p> <ol style="list-style-type: none"> <li>1 CAT D minima include CAT DL.</li> <li>2 High ground west of aerodrome.</li> <li>3 All circling procedures are entirely at the discretion of the Pilot in command.</li> <li>4 80°/260° Procedure turn prohibited.</li> <li>5 WGS 84.</li> </ol> <p><b>AIP AD Chart: ILS-04</b> <b>EFF Date: 07 APR 10</b></p>

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
<p><b>KING SHAKA INTL (FALE)</b></p> <p>CAT A – D/ DL</p> <p>AD ELEV 304' THR 06 ELEV 287'</p> <p>TRANSITION ALT 5500' VAR 24 °W (2009)</p> <p><u>Missed APCH Gradient of 3.6%</u> <b>VOR</b> OCH ABOVE THR CAT A – 363' CAT B – 363' CAT C – 363' CAT D – 363'</p> <p><u>Missed APCH Gradient of 2.5%</u> <b>VOR</b> CAT A – 1633' CAT B – 1633' CAT C – 1633' CAT D – 1633'</p> <p><b>CIRCLING</b> CAT A – 970' (673') CAT B – 990' (703') CAT C – 1170' (883') CAT D – 1440' (1153')</p>	06	<p><b>DVOR</b> "TGV" 115.6 MHZ</p> <p><b>DME</b> "TGV" CH 103X</p>	<p>From STAR or RADAR VECTURING</p> <p><b>MSA</b> 25 NM "TGV"</p> <p><b>Inbound Heading</b> 180° - 270°M – 4900' 270° - 360°M – 2800' 360° - 180°M – 5300'</p>	<p><b>PROCEDURE: VOR RWY 06</b> <b>(DME Required)</b></p> <p><b>APPROACH:</b> From STAR or Radar Vectors, intercept R245 "TGV" and maintain 4000' ALT. At 14.9 DME "TGV" descend to 3000' ALT. At 9.6 DME "TGV" descend to OCA/H.</p>	<p>Climb straight ahead on R065 "TGV" to 3000' ALT. At 3.0 DME "TGV" or 3000' ALT, whichever is later, turn right heading 240°M for radar vectors.</p> <p><u>Missed Approach with Communication Failure:</u> MAPT at 1.3 DME "TGV". Climb straight ahead R065 "TGV". At 3.0 DME "TGV" or 3000' ALT, whichever is later, turn right heading 240°M. Intercept the 12 DME "TGV" arc westbound. Crossing R225 "TGV", turn right HDG 035°M to intercept R245 "TGV". Commence an approach and land RWY 06.</p> <p><b>NOTE:</b></p> <ol style="list-style-type: none"> <li>CAT D minima include CAT DL.</li> <li>High ground west of aerodrome.</li> <li>Procedure only applicable via STAR or Radar Vectors.</li> <li>Rate of descent computes at 3° angle of descend.</li> <li>All circling procedures are entirely at the discretion of the Pilot in command.</li> <li>WGS 84.</li> </ol> <p><b>AIP AD Chart: VOR-01</b> <b>EFF Date: 01 MAY 10</b></p>

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
<p><b>KING SHAKA INTL (FALE)</b></p> <p>CAT A – D</p> <p>AD ELEV 304' THR 24 ELEV 301'</p> <p>TRANSITION ALT 5500' VAR 24 °W (2009)</p> <p><u>Missed APCH Gradient of 3.2%</u> <b>VOR</b> OCH CAT A – 569' CAT B – 569' CAT C – 569' CAT D – 569'</p> <p><u>Missed APCH Gradient of 2.5%</u> <b>VOR</b> OCH CAT A – 999' CAT B – 999' CAT C – 999' CAT D – 999'</p> <p><b>CIRCLING</b> CAT A – 960' (659') CAT B – 990' (689') CAT C – 1170' (869') CAT D – 1440' (1139')</p>	24	<p><b>DVOR</b> "TGV" 115.6 MHZ</p> <p><b>DME</b> "TGV" CH 103X</p>	<p>From STAR or RADAR VECTORING</p> <p><b>MSA</b> 25 NM "TGV"</p> <p><b>Inbound Heading</b> 180° - 270°M – 4900' 270° - 360°M – 2800' 360° - 180°M – 5300'</p>	<p><b>PROCEDURE: VOR RWY 24</b> <b>(DME Required)</b></p> <p><b>APPROACH:</b> From STAR or Radar Vectors, intercept R055 "TGV" and maintain 4000' ALT. At 14.5 DME "TGV" descend to 3000' ALT. At 9.6 DME "TGV" descend to OCA/H.</p>	<p>Climb straight ahead on R235 "TGV" to 3000' ALT. At 3.0 DME "TGV" or 3000' ALT, whichever is later, turn left heading 060°M for Radar Vectors.</p> <p><u>Missed Approach with Communication Failure:</u> MAPT at 0.9 DME "TGV". Climb straight ahead R235 "TGV". At 3.0 DME "TGV" or 3000' ALT, whichever is later, turn left heading 060°M. Intercept the 12 DME "TGV" arc westbound. Crossing R074 "TGV", turn left HDG 215°M to intercept R055 "TGV". Commence an approach and land.</p> <p><b>NOTE:</b></p> <ol style="list-style-type: none"> <li>CAT D minima include CAT DL.</li> <li>High ground west of aerodrome.</li> <li>Procedure only applicable via STAR or Radar Vectors</li> <li>Rate of descent computes at 3° angle of descend.</li> <li>All circling procedures are entirely at the discretion of the Pilot in command.</li> <li>WGS 84.</li> </ol> <p><b>AIP AD Chart: VOR-02</b> <b>EFF Date: 01 MAY 10</b></p>
<p><b>KLEINSEE (FAKZ)</b></p> <p>CAT A – C</p> <p>AD ELEV 270'</p> <p>TRANSITION ALT 4500' VAR W 20° (2003)</p> <p><b>BREAKCLOUD NDB</b> OCH ABOVE AD CAT A – 500' CAT B – 500' CAT C – 600'</p>	20	<p><b>NDB</b> "KZ" 212.5 KHZ</p>	<p>4400' or higher MSA</p> <p><b>MSA</b> 25 NM "KZ"</p> <p>000°M - 090°M – 4400' 090°M - 180°M – 4400' 180°M - 270°M – 2500' 270°M - 360°M – 2500'</p> <p>Descend in the hold to 3600'</p>	<p><b>PROCEDURE: NDB</b></p> <p><b>HOLD:</b> Hold on a right-hand racecourse pattern over NDB "KZ", inbound track 204°M, outbound heading 024°M. Descend in holding pattern to 3600' ALT.</p> <p><b>APPROACH:</b> Depart from the NDB "KZ" outbound in holding pattern, descend to 2500' ALT on heading 024°M for 5 NM maximum. Level turn right onto inbound track 204°M and descend to 1150' ALT. Maintain 1150' ALT until overhead NDB "KZ". At NDB "KZ" descend on heading 204°M to OCH.</p>	<p>Missed approach commences at 1.5 NM after passing NDB "KZ". Climb on heading 204°M to 2200' ALT. AT 2200' ALT climb-turn right, to 3600' ALT, and return to NDB "KZ".</p> <p><b>NOTE:</b></p> <ol style="list-style-type: none"> <li>Circle to land at the discretion of the Pilot in command.</li> <li>WGS-84.</li> </ol> <p><b>AIP AD Chart: NDB-01</b> <b>EFF Date: 08 JUL 04</b></p>

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
<p><b>KING SHAKA INTL (FALE)</b></p> <p>CAT A – D</p> <p>AD ELEV 304' THR 06 ELEV 287'</p> <p>TRANSITION ALT 5500' VAR 24 °W (2009)</p> <p><u>Missed APCH Gradient of 3.9%</u> <b>RNAV (GNSS)</b> OCA (H) ABOVE THR</p> <p>CAT A – 690' (403') CAT B – 690' (403') CAT C – 690' (403') CAT D – 690' (403')</p> <p><u>Missed APCH Gradient of 2.5%</u> <b>RNAV (GNSS)</b> OCA (H) ABOVE THR</p> <p>CAT A – 1220' (933') CAT B – 1220' (933') CAT C – 1220' (933') CAT D – 1220' (933')</p> <p><b>RVR:</b> CAT A – 1200m CAT B – 1400m CAT C – 1400m CAT D – 1800m</p> <p><b>ALS OUT:</b> CAT A – 1500m CAT B – 1500m CAT C – 2000m CAT D – 2000m</p> <p><b>CIRCLING</b> CAT A – 960' (673') CAT B – 990' (703') CAT C – 1170' (883') CAT D – 1440' (1153')</p>	06	<p><b>IAF</b> "LE1N1" <u>5000'</u></p> <p><b>IAF</b> "LE1N2" <u>5000'</u></p> <p><b>IAF</b> "LE1N3" <u>5000'</u></p> <p><b>IF</b> "LE1T1" <u>4000'</u></p> <p><b>FAF</b> "LE1F1" <u>3000'</u></p> <p><b>MAPT</b> "LE1MP" <u>690'</u></p> <p><b>MATF</b> "LE1M1" "LE1M2"</p>	<p><b>TAA</b> 25 NM "LE1N1" <u>5000'</u></p> <p>25 NM "LE1N2" <u>5000'</u></p> <p>25 NM "LE1N3" <u>5000'</u></p> <p>Refer to AIP Chart FALE RNAV-01</p>	<p><b>PROCEDURE: RNAV (GNSS)</b></p> <p><b>APPROACH:</b> Depart from LE1N1 (IAF) or LE1N2 (IAF) or LE1N3 (IAF) direct to LE1T1 (IF), minimum 4000' ALT. From LE1T1 (IF) route to LE1F1 (FAF), minimum 3000' ALT, to LE1MP (MAPT) descending to MDA (H).</p>	<p>Climb straight ahead to 3000' ALT to LE1M1 and LE1M2. At LE1M2 turn right to LE1N3 for radar vectors.</p> <p><b>SPEED RESTRICTION:</b> 1. A Speed Restriction of 250KT IAS at LE1N1 (IAF), LE1N2 (IAF), LE1N3 (IAF) and LE1T1 (IF).</p> <p><b>NOTE:</b> 1. WGS-84.</p> <p><b>AIP AD Chart: RNAV-01</b> <b>EFF Date: 18 NOV 10</b></p>

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
<p><b>KING SHAKA INTL (FALE)</b></p> <p>CAT A – D</p> <p>AD ELEV 304' THR 24 ELEV 301'</p> <p>TRANSITION ALT 5500' VAR 24 °W (2009)</p> <p><u>Missed APCH Gradient of 3.9%</u> <b>RNAV (GNSS)</b> OCA (H) ABOVE THR</p> <p>CAT A – 780' (476') CAT B – 780' (476') CAT C – 780' (476') CAT D – 780' (476')</p> <p><u>Missed APCH Gradient of 2.5%</u> <b>RNAV (GNSS)</b> OCA (H) ABOVE THR</p> <p>CAT A – 1260' (956') CAT B – 1260' (956') CAT C – 1260' (956') CAT D – 1260' (956')</p> <p><b>RVR:</b> CAT A – 1200m CAT B – 1400m CAT C – 1400m CAT D – 1800m</p> <p><b>ALS OUT:</b> CAT A – 1500m CAT B – 1500m CAT C – 2000m CAT D – 2000m</p> <p><b>CIRCLING</b> CAT A – 960' (656') CAT B – 990' (686') CAT C – 1170' (866') CAT D – 1440' (1136')</p>	24	<p><b>IAF</b> "LE2N1" <u>5000'</u></p> <p><b>IAF</b> "LE2N2" <u>5000'</u></p> <p><b>IAF</b> "LE2N3" <u>5300'</u></p> <p><b>IF</b> "LE2T1" <u>4000'</u></p> <p><b>FAF</b> "LE2F1" <u>3000'</u></p> <p><b>MAPT</b> "LE2MP" <u>780'</u></p> <p><b>MATF</b> "LE2M1" "LE2M2"</p>	<p><b>TAA</b> 25 NM "LE2N1" <u>5000'</u></p> <p>25 NM "LE2N2" <u>5000'</u></p> <p>25 NM "LE2N3" <u>5300'</u></p> <p>Refer to AIP Chart FALE RNAV-02</p>	<p><b>PROCEDURE: RNAV (GNSS)</b></p> <p><b>APPROACH:</b> Depart from LE2N1 (IAF) or LE2N2 (IAF) or LE2N3 (IAF) direct to LE2T1 (IF), minimum 4000' ALT. From LE2T1 (IF) route to LE2F1 (FAF), minimum 3000' ALT, to LE2MP (MAPT) descending to MDA (H).</p>	<p>Climb straight ahead to 3000' ALT to LE2M1 and LE2M2. At LE2M2 turn left to LE2N1 for radar vectors.</p> <p><b>SPEED RESTRICTION:</b> 1. A Speed Restriction of 250KT IAS at LE2N1 (IAF), LE2N2 (IAF), LE2N3 (IAF) and LE2T1 (IF).</p> <p><b>NOTE:</b> 1. WGS-84.</p> <p><b>AIP AD Chart: RNAV-02</b> <b>EFF Date: 18 NOV 10</b></p>

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
<p><b>KRUGER MPUMALANGA INTERNATIONAL (FAKN)</b></p> <p>CAT A – D</p> <p>AD ELEV 2829' THR ELEV 2825'</p> <p>TRANSITION ALT 9000' TRANSITION LEV ATC VAR W 17°(2003)</p> <p>OCH ABOVE THR CAT A – 200' CAT B – 200' CAT C – 210' CAT D – 210'</p> <p><u>Glide path ALT at</u> 8.7 DME "PKI" – 5600'</p>	05	<p><b>ILS LOC</b> "PKI" 109.1 MHZ</p> <p><b>DME</b> "PKI" 109.1 MHZ (Co-located with GP TRANS)</p> <p><b>NDB</b> "PK" 405.0 KHZ</p>	<p>8000' or higher MSA</p> <p><b>MSA</b> 25 NM "PK"</p> <p>000° - 090°M – 5600' 090° - 270°M – 8200' 270° - 360°M – 9500'</p> <p><b>With ATC approval</b> Within a circle of 10 DME "PKI" descend to 8000'</p> <p><b>MAX 210 KT IAS in the hold</b></p>	<p><b>PROCEDURE: NDB/DME/ILS</b></p> <p><b>HOLD:</b> Hold in a right hand racecourse pattern over NDB "PK", inbound on heading 051°M, outbound on heading 231°M.</p> <p><b>APPROACH:</b> Depart from NDB "PK" outbound in the hold on heading 231°M. Descend for maximum 11 DME "PKI" to 5600' ALT. At 11 DME turn right inbound 051°M and intercept the ILS Localiser "PKI". Descend on the Glide slope to OCA.</p>	<p>If no other instructions received, track RWY centre line to 4500' ALT. At 4500' ALT commence climbing turn right to NDB "PK", climbing to 6000' ALT.</p> <p><b>NOTE:</b></p> <ol style="list-style-type: none"> <li>For diversion climb to MEA or above.</li> <li>Circle to land at the discretion of the Pilot in command.</li> <li>WGS-84.</li> </ol> <p><b>AIP AD Chart: ILS-02</b> <b>EFF Date: 05 JUN 08</b></p>
<p><b>KRUGER MPUMALANGA INTERNATIONAL (FAKN)</b></p> <p>CAT A – D</p> <p>AD ELEV 2829' THR ELEV 2825'</p> <p>TRANSITION ALT 9000' TRANSITION LEV ATC VAR W 17°(2003)</p> <p><b>NDB</b> OCH ABOVE AD CAT A – 735' CAT B – 735' CAT C – 735' CAT D – 735'</p>	05	<p><b>NDB</b> "PK" 405.0 KHZ</p> <p><b>DME</b> "PKI" 109.1 MHZ (Co-located with GP TRANS)</p>	<p>7200' or higher MSA</p> <p><b>MSA</b> 25 NM "PK"</p> <p>000°M - 090°M – 5600' 090°M - 270°M – 8200' 270°M - 360°M – 9500'</p> <p><b>MAX 250 KT IAS</b></p>	<p><b>PROCEDURE: NDB/DME</b></p> <p><b>HOLD:</b> Hold on a left hand racecourse pattern over NDB "PK", inbound 052°M, outbound heading 232°M. Descend in the hold to 7200' ALT.</p> <p><b>APPROACH:</b> Depart from NDB "PK" outbound in the holding pattern, descend on a heading of 232°M to 6000' ALT, for maximum 10 DME "PKI". Level turn left onto inbound 052°M and descend to OCH.</p>	<p>MAPT is NDB "PK". Track NDB "PK" 052°M outbound climbing to 6000' ALT. Passing 4500' ALT turn left and home onto NDB "PK" and hold.</p> <p><b>NOTE:</b></p> <ol style="list-style-type: none"> <li>For diversion climb to MEA or above.</li> <li>Circle to land at the discretion of the Pilot in command.</li> <li>WGS-84.</li> </ol> <p><b>AIP AD Chart: NDB-01</b> <b>EFF Date: 05 JUN 08</b></p>

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
<p><b>KRUGER MPUMALANGA INTERNATIONAL (FAKN)</b></p> <p>CAT A – D</p> <p>AD ELEV 2829' THR ELEV 2828'</p> <p>TRANSITION ALT 9000' TRANSITION LEV ATC VAR W 17° (2003)</p> <p><b>NDB</b> OCH ABOVE AD CAT A – 732' CAT B – 732' CAT C – 732' CAT D – 732'</p>	23	<p><b>NDB</b> "PK" 405.0 KHZ</p> <p><b>DME</b> "PKI" 109.1 MHZ (Co-located with GP TRANS)</p>	<p>7200' or higher MSA</p> <p><b>MSA</b> 25 NM "PK"</p> <p>000°M - 090°M – 5600' 090°M - 270°M – 8200' 270°M - 360°M – 9500'</p> <p>Descend in the hold to 7200'</p> <p><b>MAX 250 KT IAS</b></p>	<p><b>PROCEDURE: NDB/DME</b></p> <p><b>HOLD:</b> Hold on a right hand racecourse pattern over NDB "PK", inbound 227°M, outbound 047°M. Descend in the hold to 7200'.</p> <p><b>APPROACH:</b> Depart from NDB "PK" outbound in the hold, descend on heading 047°M to 5800' ALT. At 8 DME "PKI" turn right onto inbound heading 227°M and descend to OCH.</p>	<p>MAPT is at NDB "PK". Track NDB "PK" on 227°M outbound climbing to 6000' ALT. Passing 4500' ALT turn left and home onto NDB "PK" and hold.</p> <p><b>NOTE:</b></p> <ol style="list-style-type: none"> <li>For diversion climb to MEA or above.</li> <li>Circle to land at the discretion of the Pilot in command.</li> <li>WGS-84.</li> </ol> <p><b>AIP AD Chart: NDB-02</b> <b>EFF Date: 27 SEP 07</b></p>
<p><b>LADYSMITH (FALY)</b></p> <p>CAT A – B</p> <p>AD ELEV 3548'</p> <p>TRANSITION ALT 9500' VAR 22° W (2009)</p> <p><b>BREAKCLOUD VOR</b> OCA/H ABOVE AD CAT A – 4470/922' CAT B – 4470/922'</p> <p><b>CIRCLING</b> NORTH OF RWY 11/29 CAT A – 4260' (712') CAT B – 4260' (712')</p>	11/29	<p><b>DVOR</b> "LYV" 116.5 MHZ</p>	<p>7300' or higher MSA</p> <p><b>MSA</b> 25 NM "LYV"</p> <p><b>Inbound Heading</b> 180° - 270°M – 9300' 270° - 000°M – 7300' 000° - 090°M – 8400' 090° - 180°M – 9300'</p>	<p><b>PROCEDURE: VOR A (DME Required)</b></p> <p><b>HOLD:</b> Hold on a right hand racecourse pattern over "LYV", (INBD) R265, (OUBD) track 265°M to maximum 4 DME "LYV". Descend in hold to 5900' ALT.</p> <p><b>APPROACH:</b> Depart from "LYV" (OUBD) on track 265°M to maximum 4 DME "LYV", maintaining 5900' ALT. At 4 DME "LYV" turn right onto R265 "LYV" (INBD) and descend to 5300' ALT. At "LYV" intercept R085 "LYV" (OUBD) and descend to OCH. MAPT is at 2.9 DME on R085 "LYV" (OUBD).</p>	<p>Climb on R085 "LYV" (OUBD) to 5700' ALT. At 5700' ALT turn right and return to "LYV" climbing to 5900' ALT.</p> <p><b>NOTE:</b></p> <ol style="list-style-type: none"> <li>Circle to land at the discretion of the Pilot in command.</li> <li>WGS-84.</li> </ol> <p><b>AIP AD Chart: VOR-01</b> <b>EFF Date: 17 DEC 09</b></p>

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
<p><b>LANSERIA INTL (FALA)</b></p> <p>CAT A – D</p> <p>AD ELEV 4517' THR ELEV 4517'</p> <p>TRANSITION ALT 8000' VAR W 17° (2003)</p> <p><b>BREAKCLOUD ILS</b> OCH ABOVE THR CAT A – 500' CAT B – 500' CAT C – 500' CAT D – 500'</p> <p><u>Glide path ALT over</u> OM – 6350'</p>	06L	<p><b>ILS</b> <b>LOC</b> "LAI" 110.7 MHZ</p> <p><b>GP</b> 330.2 MHZ</p> <p>Glide slope 3.0°</p> <p><b>DVOR</b> "LIV" 117.4 MHZ</p> <p><b>DME</b> "LIV" 1145 MHZ 1208 MHZ CH 121X</p> <p><b>NDB</b> "LA" 270.0 KHZ</p>	<p>8000' or higher MSA</p> <p><b>MSA</b> 25 NM "LA"</p> <p>000°M - 090°M – 8000' 090°M - 180°M – 8700' 180°M - 270°M – 8000' 270°M - 360°M – 8000'</p>	<p><b>PROCEDURE: NDB/DME/ILS</b></p> <p><b>HOLD:</b> Hold on a left hand racecourse pattern over NDB "LA", inbound track 064°M, outbound heading 244°M. Descend in hold to 8000' ALT when cleared.</p> <p><b>APPROACH:</b> Depart from NDB "LA" turning left onto outbound heading of 244°M, and descend to 7400' ALT. Maintain 7400' ALT until 11 DME "LIV". At 11 DME turn left onto inbound track 064°M and intercept the ILS Localiser and descend on Glide path to OCA/H 5017/500' ALT.</p>	<p>If no other instruction received, climb on runway heading to 3 DME "LIV", then left DCT "HBV", climbing to 8000' ALT.</p> <p><b>NOTE:</b></p> <ol style="list-style-type: none"> <li>All circle to land must be conducted South/East of RWY 06/24.</li> <li>Circle to land at the discretion of the Pilot in command.</li> <li>Except in <b>emergency</b>, RWY 06R/24L not to be used at night or IMC.</li> <li>Lost Communication Failure (MAPT): At 3 DME "LIV" left to "HBV" climb to 8000' ALT and enter "HBV" hold for 5 MIN then return to "LA".</li> <li>WGS-84.</li> </ol> <p><b>CAUTION:</b></p> <ol style="list-style-type: none"> <li>Scalloping of the GP at approximately "LIV" 4.5 DME. Auto coupled approaches not authorised.</li> </ol> <p><b>AIP AD Chart: ILS-01</b> <b>EFF Date: 03 AUG 06</b></p>
<p><b>LANSERIA INTL (FALA)</b></p> <p>CAT A – C</p> <p>AD ELEV 4517' THR ELEV 4517'</p> <p>TRANSITION ALT 8000' VAR 17°W (2003)</p> <p><b>BREAKCLOUD ILS</b> OCH ABOVE AD CAT A – 500' CAT B – 500' CAT C – 500'</p>	06L	<p><b>ILS</b> <b>LOC</b> "LAI" 110.7 MHZ</p> <p><b>DVOR</b> "LIV" 117.4 MHZ</p> <p><b>DME</b> "LIV" 1145 MHZ 1208 MHZ CH 121X</p> <p><b>NDB</b> "LA" 270.0 KHZ</p>	<p>8000' or higher MSA</p> <p><b>MSA</b> 25 NM "LA"</p> <p>000°M - 090°M – 8000' 090°M - 180°M – 8700' 180°M - 270°M – 8000' 270°M - 360°M – 8000'</p>	<p><b>PROCEDURE: LLZ/DME</b></p> <p><b>HOLD:</b> Hold on a left hand racecourse pattern over NDB "LA", inbound track 064°M, outbound heading 244°M. Descend in the hold to 8000' ALT, when cleared.</p> <p><b>APPROACH:</b> Depart from NDB "LA" turning left onto outbound heading of 244°M, and descend to 7400' ALT. Maintain 7400' ALT to 5 NM NDB "LA" (9.5 DME "LIV"). Left turn onto inbound track and intercept ILS Localiser. Descend on Localiser to 6350' ALT. Maintain 6350' ALT to NDB "LA" (5.4 DME "LIV"). At "LA" continue descend to OCH 500' ALT.</p>	<p>If no other instructions received, at "LIV" commence climb on RWY heading to 6100' ALT. At 6100' ALT, climbing turn left to and home on "HBV", climbing to 8000' ALT. Contact JHB Approach.</p> <p><b>NOTE:</b></p> <ol style="list-style-type: none"> <li>All circle to land must be conducted South/East of RWY 06/24.</li> <li>Circle to land at the discretion of the Pilot in command.</li> <li>Except in <b>emergency</b> RWY 06R/24L not to be used at night or IMC</li> <li>Comply with lost Communication procedure as for VOR/DME procedure.</li> <li>WGS-84.</li> </ol> <p><b>AIP AD Chart: LLZ-01</b> <b>EFF Date: 03 AUG 06</b></p>

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
<p><b>LANSERIA INTL (FALA)</b></p> <p>CAT A – D</p> <p>AD ELEV 4517' THR ELEV 4517'</p> <p>TRANSITION ALT 8000' VAR W 18° (2009)</p> <p>Missed APCH Gradient of 2.5%</p> <p><b>VOR</b> OCH ABOVE THR CAT A – 653' CAT B – 653' CAT C – 653' CAT D – 653'</p> <p><b>CIRCLING</b> RWY 06/24 CAT A – 523' CAT B – 523' CAT C – 933' CAT D – 1223'</p>	06L	<p><b>NDB</b> "LA" 270.0 KHZ</p> <p><b>DVOR</b> "LIV" 117.4 MHZ</p>	<p>8000' or higher MSA</p> <p><b>MSA</b> 25 NM "LA"</p> <p><b>Inbound Heading</b> 005° - 115° M – 7600' 115° - 155° M – 7900' 155° - 310° M – 7600' 310° - 005° M – 8400'</p>	<p><b>PROCEDURE: NDB C RWY 06L</b></p> <p><b>HOLD:</b> Hold on a left hand racecourse pattern over "LA", inbound 065 °M, outbound heading 245° M.</p> <p><b>APPROACH:</b> Depart "LA" outbound in the hold on a heading 245° M and descend to 7100' ALT. Level turn left onto inbound track 065 °M and descend to OCH 653' ALT.</p>	<p>Turn left heading 360 °M, climbing to 8000' ALT. On reaching 8000' ALT, turn left direct "LA".</p> <p><b>NOTE.</b></p> <ol style="list-style-type: none"> <li>When ready, descend on OUBD leg to 7100' ALT then when established INBD, descend to reach FAF at 6350. RoD from FAF equivalent to 3°.</li> <li>All circling approaches to land Southeast of RWY 06/24 and entirely at the discretion of the pilot in command.</li> <li>No turns before MAPT.</li> <li>Advise ATC of an intention to divert in the event of a missed approach.</li> <li>WGS-84.</li> </ol> <p><b>AIP AD Chart: NDB-01</b> <b>EFF Date: 20 OCT 11</b></p>
<p><b>LANSERIA INTL (FALA)</b></p> <p>CAT A – D</p> <p>AD ELEV 4517' THR ELEV 4517'</p> <p>TRANSITION ALT 8000' VAR W 18° (2009)</p> <p>Missed APCH Gradient of 2.5%</p> <p><b>VOR</b> OCH ABOVE THR CAT A – 433' CAT B – 433' CAT C – 433' CAT D – 433'</p> <p><b>CIRCLING</b> RWY 06/24 CAT A – 523' CAT B – 523' CAT C – 933' CAT D – 1223'</p>	06L	<p><b>DVOR</b> "LIV" 117.4 MHZ</p> <p><b>DME</b> "LIV" 1145 MHZ 1208 MHZ CH 121X</p> <p><b>VOR</b> "HBV" 112.1 MHZ</p>	<p>8000' or higher MSA</p> <p><b>MSA</b> 25 DME "LIV"</p> <p><b>Inbound Heading</b> 020° - 100° M – 7600' 100° - 140° M – 7900' 140° - 310° M – 7400' 310° - 020° M – 8400'</p>	<p><b>PROCEDURE: VOR D RWY 06L</b></p> <p><b>HOLD:</b> Hold on a left hand racecourse pattern over "LIV", inbound 065 °M, outbound heading 245° M.</p> <p><b>APPROACH:</b> Depart "LIV" outbound in the hold on a heading 245° M and descend to 7100' ALT. At maximum 9.5 DME "LIV" level turn left, inbound on 065 °M and descend to OCH 433' ALT.</p>	<p>MAPT is at "LIV". Climb straight ahead to 8000' ALT. At 3.0 DME (OUBD) from "LIV", climbing, turn left direct to "HBV" (MAX IAS 230 KT)</p> <p><b>NOTE.</b></p> <ol style="list-style-type: none"> <li>End of racetrack OUBD leg defined by 9.5 DME "LIV". When ready, descend on OUBD leg to 7100' ALT then when established INBD, descend to reach FAF at 6540. RoD from FAF equivalent to 3°.</li> <li>All circling approaches to land Southeast of RWY 06/24 and entirely at the discretion of the pilot in command.</li> <li>No turns before MAPT.</li> <li>Advise ATC of an intention to divert in the event of a missed approach.</li> <li>WGS-84.</li> </ol> <p><b>AIP AD Chart: VOR-01</b> <b>EFF Date: 20 OCT 11</b></p>

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
<p><b>LANSERIA INTL (FALA)</b></p> <p>CAT A – C</p> <p>AD ELEV 4517' THR ELEV 4517'</p> <p>TRANSITION ALT 8000' VAR W 17° (2003)</p> <p><b>BREAKCLOUD VOR</b> OCH ABOVE THR CAT A – 1883' CAT B – 1883' CAT C – 1883'</p>	06L	<p><b>DVOR</b> "LIV" 117.4 MHZ</p> <p><b>DME</b> "LIV" 1145 MHZ 1208 MHZ CH 121X</p>	<p>8000' or higher MSA</p> <p><b>MSA</b> 25 DME "LIV"</p> <p>000° - 090°M – 8000' 090° - 180°M – 8700' 180° - 270°M – 8000' 270° - 360°M – 8000'</p>	<p><b>PROCEDURE: VOR</b></p> <p><b>HOLD:</b> Hold on a left hand racecourse pattern over "LIV", inbound R245, outbound heading 245°M.</p> <p><b>APPROACH:</b> Depart from the "LIV" outbound in holding pattern, descend on a heading of 245°M for 5 NM maximum to 7400' ALT. Level turn onto inbound R245 and descend to 6400' ALT. Carry out circling approach onto runway in use.</p>	<p>If no other instruction received climb on R065 outbound to 7000' ALT then turn left climbing to 7400' ALT and return to "LIV".</p> <p><b>NOTE:</b> 1. Circle to land at the discretion of the Pilot in command. 2. Except in <b>emergency</b>, RWY 06R/24L not to be used at night or IMC. 3. WGS-84.</p> <p><b>AIP AD Chart: VOR-02</b> <b>EFF Date: 08 JUL 04</b></p>
<p><b>LANGEBAANWEG CFS (FALW)</b></p> <p>CAT A – D</p> <p>AD ELEV 108' THR ELEV 102'</p> <p>TRANSITION ALT 5000' VAR W 23° (2003)</p> <p><b>CAT I ILS</b> OCH ABOVE THR CAT A – 144' CAT B – 156' CAT C – 164' CAT D – 175'</p> <p><u>Glide path ALT at</u> 5.6 DME "LWV" – 1466'</p> <p><b>MILITARY AD:</b> UNLICENSED – To be used in <b>EMERGENCY</b> only.</p>	20 L	<p><b>ILS</b> <b>LOC</b> "LWJ" 108.9 MHZ</p> <p><b>GP</b> 329.3 MHZ</p> <p><b>DME</b> "LWJ" 108.9 MHZ</p> <p>Glide slope 3°</p> <p><b>VORTAC</b> "LWV" 117.0 MHZ CH 117X</p>	<p>5000' or higher MSA</p> <p><b>MSA</b> 25 DME "LWV"</p> <p>045° - 120°M – 5000' 120° - 210°M – 3100' 210° - 045°M – 2400'</p>	<p><b>PROCEDURE: VOR/DME/ILS</b></p> <p><b>HOLD:</b> Hold on a left hand racecourse pattern over "LWV", inbound on R025, outbound heading 025°M. Descend in hold to 4000' ALT.</p> <p><b>APPROACH:</b> Depart from "LWV" outbound in the hold and descend on a heading of 025°M for 9 NM maximum to 2000' ALT. Level turn left onto R025 inbound and intercept ILS Localiser and continue descend on Glide path to minima.</p>	<p>If no other instruction received, climb away on R205 outbound to 4000' ALT, at 6 DME "LWV" turn right to "LWV".</p> <p><b>NOTE:</b> 1. Circle to land at the discretion of the Pilot in command. 2. WGS-84.</p> <p><b>AIP AD Chart: ILS-01</b> <b>EFF Date: 08 JUL 04</b></p>

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
<p><b>LANGEBAANWEG CFS (FALW)</b></p> <p>CAT A – B</p> <p>AD ELEV 108' THR ELEV 108'</p> <p>TRANSITION ALT 5000' VAR W 23° (2003)</p> <p><b>NDB</b> OCH ABOVE THR – WITH DME CAT A – 406' CAT B – 406'</p> <p><b>NDB</b> OCH ABOVE THR – WITHOUT DME CAT A – 878' CAT B – 878'</p> <p><u>MILITARY AD:</u> UNLICENSED – To be used in <b>EMERGENCY</b> only.</p>	34	<p><b>NDB</b> "LW" 345.0 KHZ</p> <p><b>VORTAC</b> "LWV" 117.0 MHZ CH 117X</p>	<p>4000' or higher MSA</p> <p><b>MSA</b> 25 NM "LW"</p> <p>045° - 120°M – 5000' 120° - 210°M – 3100' 210° - 045°M – 2400'</p>	<p><b>PROCEDURE: NDB/DME</b></p> <p><b>HOLD:</b> Hold on a right hand racecourse pattern over NDB "LW", inbound track 310°M, outbound heading 130°M. Descend in hold to 4000' ALT.</p> <p><b>APPROACH:</b> Depart from NDB "LW" outbound in the hold, and descend on a heading of 130°M for a maximum of 3 MIN to 1600' ALT. Level turn right onto 310°M inbound and descend to: a. with 4 DME fix to OCH 406'. b. without DME to OCH 878'. Maintain until NDB "LW".</p>	<p>At NDB "LW" commence climb on track 310°M to 3000' ALT, then turn right to NDB "LW" climbing to 4000' ALT.</p> <p><b>NOTE:</b> 1. Circle to land at the discretion of the Pilot in command. 2. WGS-84.</p> <p><b>AIP AD Chart: NDB-01</b> <b>EFF Date: 08 JUL 04</b></p>
<p><b>LANGEBAANWEG CFS (FALW)</b></p> <p>CAT A – D</p> <p>AD ELEV 108' THR ELEV 108'</p> <p>TRANSITION ALT 5000' VAR W 23° (2003)</p> <p><b>VOR</b> OCH ABOVE THR CAT A – 379' CAT B – 379' CAT C – 379' CAT D – 379'</p> <p><u>MILITARY AD:</u> UNLICENSED – To be used in <b>EMERGENCY</b> only.</p>	02R	<p><b>VORTAC</b> "LWV" 117.0 MHZ CH 117X</p>	<p>4000' or higher MSA</p> <p><b>MSA</b> 25 DME "LWV"</p> <p>045° - 120°M – 5000' 120° - 210°M – 3100' 210° - 045°M – 2400'</p>	<p><b>PROCEDURE: VOR/DME</b></p> <p><b>HOLD:</b> Hold on a right hand racecourse pattern over "LWV", inbound R200, outbound heading 200°M. Descend in hold to 4000' ALT.</p> <p><b>APPROACH:</b> Depart from "LWV" outbound in the hold and descend on a heading of 200°M for 9 NM maximum to 2000' ALT. Level turn onto R200 inbound and descend to 1100' ALT. Maintain to 4 DME, then descend to OCH 379' ALT. Maintain until "LWV".</p>	<p>At "LWV" commence climb on R020 outbound to 4000' ALT, at 6 DME "LWV" turn right to "LWV".</p> <p><b>NOTE:</b> 1. Circle to land at the discretion of the Pilot in command. 2. WGS-84.</p> <p><b>AIP AD Chart: VOR-01</b> <b>EFF Date: 08 JUL 04</b></p>

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
<p><b>LANGEBAAWEG CFS (FALW)</b></p> <p>CAT A – D</p> <p>AD ELEV 108' THR ELEV 108'</p> <p>TRANSITION ALT 5000' VAR W 23° (2003)</p> <p><b>VOR</b> OCH ABOVE THR CAT A – 379' CAT B – 379' CAT C – 379' CAT D – 379'</p> <p><u>MILITARY AD:</u> UNLICENSED – To be used in <b>EMERGENCY</b> only.</p>	<p>02R Right hand pattern</p>	<p><b>VORTAC</b> "LWV" 117.0 MHZ CH 117X</p>	<p>4000' or higher MSA</p> <p><b>MSA</b> 25 DME "LWV"</p> <p>045° - 120°M – 5000' 120° - 210°M – 3100' 210° - 045°M – 2400'</p>	<p><b>PROCEDURE: TACAN ARC</b></p> <p><b>HOLD:</b> If instructed, enter standard hold for RWY 02R on "LWV". Descend in hold to 4000' ALT.</p> <p><b>APPROACH:</b> Depart VORTAC on R115 "LWV". AT 12 DME "LWV" turn right and follow 13 DME ARC, descending to 2500' ALT. At R190 turn right inbound on R200. Descend to 1300' ALT. At 4 DME "LWV" continue descent to OCH 379' ALT.</p>	<p>MAPT is at "LWV". At "LWV" commence climb on R020 to 4000' ALT. At 6 DME "LWV" turn right and return to VOR hold "LWV".</p> <p><b>NOTE:</b> 1. Circle to land at the discretion of the Pilot in command. 2. WGS-84.</p> <p><b>AIP AD Chart: VOR-02</b> <b>EFF Date:08 JUL 04</b></p>
<p><b>LANGEBAAWEG CFS (FALW)</b></p> <p>CAT A – D</p> <p>AD ELEV 108' THR ELEV 108'</p> <p>TRANSITION ALT 5000' VAR W 23° (2003)</p> <p><b>VOR</b> OCH ABOVE THR CAT A – 379' CAT B – 379' CAT C – 379' CAT D – 379'</p> <p><u>MILITARY AD:</u> UNLICENSED – To be used in <b>EMERGENCY</b> only.</p>	<p>02R Left hand pattern</p>	<p><b>VORTAC</b> "LWV" 117.0 MHZ CH 117X</p>	<p>4000' or higher MSA</p> <p><b>MSA</b> 25 DME "LWV"</p> <p>045° - 120°M – 5000' 120° - 210°M – 3100' 210° - 045°M – 2400'</p>	<p><b>PROCEDURE: TACAN ARC</b></p> <p><b>HOLD:</b> If instructed, enter standard hold for RWY 02R on "LWV". Descend in hold to 4000' ALT.</p> <p><b>APPROACH:</b> Depart VORTAC on R295 "LWV". At 12 DME "LWV" turn left and follow 13 DME ARC, descending to 2500' ALT. At R210 turn left inbound on R200. Descend inbound on R200 to 1300' ALT. At 4 DME "LWV" continue descent to OCH 379' ALT.</p>	<p>MAPT is at "LWV". At "LWV" commence climb on R020 to 4000' ALT. At 6 DME "LWV" turn right and return to VOR hold "LWV".</p> <p><b>NOTE:</b> 1. Circle to land at the discretion of the Pilot in command. 2. WGS-84.</p> <p><b>AIP AD Chart: VOR-02</b> <b>EFF Date:08 JUL 04</b></p>

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
<p><b>LANGEBAAWEG CFS (FALW)</b></p> <p>CAT A – D</p> <p>AD ELEV 108' THR ELEV 102'</p> <p>TRANSITION ALT 5000' VAR W 23° (2003)</p> <p><b>VOR</b> OCH ABOVE THR – WITH DME CAT A – 383' CAT B – 383' CAT C – 383' CAT D – 383'</p> <p><b>VOR</b> OCH ABOVE THR – WITHOUT DME CAT A – 433' CAT B – 433' CAT C – 433' CAT D – 433'</p> <p><u>MILITARY AD:</u> UNLICENSED – To be used in <b>EMERGENCY</b> only.</p>	20 L	<p><b>VORTAC</b> "LWV" 117.0 MHZ CH 117X</p>	<p>4000' or higher MSA</p> <p><b>MSA</b> 25 DME "LWV"</p> <p>045° - 120°M – 5000' 120° - 210°M – 3100' 210° - 045°M – 2400'</p>	<p><b>PROCEDURE: VOR/DME or VOR only</b></p> <p><b>HOLD:</b> Hold on a left hand racecourse pattern over "LWV", inbound on R025, outbound on heading 025°M. Descend in hold to 4000' ALT.</p> <p><b>APPROACH:</b> Depart from "LWV" outbound in the hold and descend on a heading of 025°M for 9 NM maximum to 2000' ALT. Level turn left onto R025 inbound and descend to 600' ALT. At 4 DME "LWV" continue descent to OCH 383' or 433' ALT maintain until "LWV".</p>	<p>At "LWV" commence climb on R205 outbound to 4000' ALT, at 6 DME "LWV" turn right to "LWV".</p> <p><b>NOTE:</b> 1. Circle to land at the discretion of the Pilot in command. 2. WGS-84.</p> <p><b>AIP AD Chart: VOR-03</b> <b>EFF Date: 08 JUL 04</b></p>
<p><b>LANGEBAAWEG CFS (FALW)</b></p> <p>CAT A – D</p> <p>AD ELEV 108' THR ELEV 108'</p> <p>TRANSITION ALT 5000' VAR W 23° (2003)</p> <p><b>VOR</b> OCH ABOVE THR CAT A – 442' CAT B – 442' CAT C – 442' CAT D – 442'</p> <p><u>MILITARY AD:</u> UNLICENSED – To be used in <b>EMERGENCY</b> only.</p>	20L (Right hand pattern)	<p><b>VORTAC</b> "LWV" 117.0 MHZ CH 117X</p>	<p>4000' or higher MSA</p> <p><b>MSA</b> 25 DME "LWV"</p> <p>045° - 120°M – 5000' 120° - 210°M – 3100' 210° - 045°M – 2400'</p>	<p><b>PROCEDURE: TACAN ARC</b></p> <p><b>HOLD:</b> If instructed, enter standard VOR hold for RWY 20L on "LWV". Descend in hold to 4000' ALT.</p> <p><b>APPROACH:</b> Depart VORTAC on R295 "LWV" descend to 2500' ALT. At 12 DME "LWV" turn right and follow 13 DME ARC. At R015 commence turn right inbound on R025. Descend inbound on R025 to OCH 442' ALT.</p>	<p>MAPT is at "LWV". At "LWV" commence climb on R205 "LWV" to 4000' ALT. At 6 DME "LWV" turn right and return to VOR hold "LWV".</p> <p><b>NOTE:</b> 1. Circle to land at the discretion of the Pilot in command. 2. WGS-84.</p> <p><b>AIP AD Chart: VOR-04</b> <b>EFF Date: 08 JUL 04</b></p>

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
<p><b>LANGEBAAWEG CFS (FALW)</b></p> <p>CAT A – D</p> <p>AD ELEV 108' THR ELEV 108'</p> <p>TRANSITION ALT 5000' VAR W 23° (2003)</p> <p><b>VOR</b> OCH ABOVE THR CAT A – 442' CAT B – 442' CAT C – 442' CAT D – 442'</p> <p><u>MILITARY AD:</u> UNLICENSED – To be used in <b>EMERGENCY</b> only.</p>	<p>20L (Left hand pattern)</p>	<p><b>VORTAC</b> "LWV" 117.0 MHZ CH 117X</p>	<p>4000' or higher MSA</p> <p><b>MSA</b> 25 DME "LWV"</p> <p>045° - 120°M – 5000' 120° - 210°M – 3100' 210° - 045°M – 2400'</p>	<p><b>PROCEDURE: TACAN ARC</b></p> <p><b>HOLD:</b> If instructed, enter standard VOR hold for RWY 20L on "LWV". Descend in hold to 4000' ALT.</p> <p><b>APPROACH:</b> Depart VORTAC on R115 "LWV". At 12 DME "LWV" turn left and follow 13 DME ARC, descending to 2500' ALT. At R035 commence turn left inbound on R025. Descend inbound on R025 to OCH 442' ALT.</p>	<p>MAPT is at "LWV". At "LWV" commence climb on R205 "LWV" to 4000' ALT. At 6 DME "LWV" turn right and return to VOR hold "LWV".</p> <p><b>NOTE:</b></p> <ol style="list-style-type: none"> <li>Circle to land at the discretion of the Pilot in command.</li> <li>WGS-84.</li> </ol> <p><b>AIP AD Chart: VOR-04</b> <b>EFF Date: 08 JUL 04</b></p>
<p><b>MAJUBA POWER STATION (FAMJ)</b></p> <p>CAT A – B</p> <p>AD ELEV 5600'</p> <p>TRANSITION ALT 8000 TRANSITION LEVEL ATC VAR 19°W (2003)</p> <p><b>BREAKCLOUD NDB</b> OCH ABOVE AD CAT A – 600' CAT B – 600' CAT C – 600' CAT D – 600'</p>	<p>14</p>	<p><b>NDB</b> "MAJ" 512.5 KHZ</p>	<p>8000' or higher MSA</p> <p><b>MSA</b> 25 NM "MAJ"</p> <p>000° - 090°M – 8500' 090° - 180°M – 9600' 180° - 270°M – 9600' 270° - 360°M – 8500'</p>	<p><b>PROCEDURE: NDB</b></p> <p><b>HOLD:</b> Hold on a left hand racecourse pattern over NDB "MAJ", inbound on heading 117°M, outbound heading 297°M. Descend in the hold to 8000' ALT.</p> <p><b>APPROACH:</b> Depart from NDB "MAJ" outbound in the hold on heading 297°M and descend to 7600' ALT for maximum 5 NM. Level turn left inbound to NDB "MAJ" on heading 117°M. Descend to OCH.</p>	<p>MAPT is at NDB "MAJ". At NDB "MAJ" commence climb on heading 117°M to 7000' ALT, then left to "MAJ", climbing to 7600' ALT.</p> <p><b>NOTE:</b></p> <ol style="list-style-type: none"> <li>This procedure is conducted outside controlled airspace, entirely at the discretion of the pilot in command.</li> <li>All circle to land to be conducted North of AD due Majuba Power Station South of AD.</li> <li>Circle to land at the discretion of the pilot in command.</li> <li>WGS-84</li> </ol> <p><b>AIP AD Chart: NDB-01</b> <b>EFF Date: 08 JUL 04</b></p>

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
<p><b>MAKHADO AFB (FALM)</b></p> <p>CAT A – D AD ELEV 3069' THR ELEV 3059'</p> <p>TRANSITION ALT 8000' VAR W 13° (2003)</p> <p><b>CAT I ILS</b> OCH ABOVE THR CAT A – 181' CAT B – 191' CAT C – 201' CAT D – 210'</p> <p><u>Glide path ALT over</u> OM – 4465'</p> <p><u>Glide path ALT over</u> MM – 3274'</p> <p><b>MILITARY AD:</b> UNLICENSED – To be used in <b>EMERGENCY</b> only.</p>	10	<p><b>ILS</b> <b>LOC</b> "LTI" 111.1 MHZ</p> <p><b>GP</b> 331.7 MHZ</p> <p><b>DME</b> "LTI" 111.1 MHZ</p> <p>Glide path 2.7°</p> <p><b>NDB</b> "LU" 472.5 KHZ</p> <p><b>VORTAC</b> "LTV" 115.0 MHZ CH 97X</p>	<p>5800' or higher MSA</p> <p><b>MSA</b> 25 DME "LTV"</p> <p>000° - 100°M – 7500' 100° - 180°M – 5300' 180° - 270°M – 5700' 270° - 360°M – 7500'</p>	<p><b>PROCEDURE: VOR/DME/ILS</b></p> <p><b>HOLD:</b> Hold on right-hand racecourse pattern over "LTV", inbound R280, outbound on heading 280°M. Descend in hold to 5800' ALT.</p> <p><b>APPROACH:</b> Depart from "LTV" outbound in the hold on a heading of 280°M and maintain 5800' ALT for 10 NM maximum. Level turn right onto R280 inbound and descend to 4700' ALT minimum to intercept ILS Localiser and descend on Glide path to Decision ALT.</p>	<p>If no other instructions received, climb straight ahead on R100 outbound to 5000' ALT, then turn right to "LTV" climbing to 5800' ALT.</p> <p><b>NOTE:</b> 1. Aircraft are to remain South of R298 "LTV". 2. Circle to land at the discretion of the Pilot in command. 3. WGS-84.</p> <p><b>AIP AD Chart: ILS-01</b> <b>EFF Date: 08 JUL 04</b></p>
<p><b>MAKHADO AFB (FALM)</b></p> <p>CAT A – B</p> <p>AD ELEV 3069' THR ELEV 3059'</p> <p>TRANSITION ALT 8000' VAR W 13° (2003)</p> <p><b>NDB</b> OCH ABOVE THR CAT A – 514' CAT B – 514'</p> <p><b>MILITARY AD:</b> UNLICENSED – To be used in <b>EMERGENCY</b> only.</p>	10	<p><b>NDB</b> "LU" 472.5 KHZ</p>	<p>5800' or higher MSA</p> <p><b>MSA</b> 25 NM "LU"</p> <p>000° - 100°M – 7500' 100° - 180°M – 5300' 180° - 270°M – 5700' 270° - 360°M – 7500'</p>	<p><b>PROCEDURE: NDB</b></p> <p><b>HOLD:</b> Hold on a right hand racecourse pattern over NDB "LU", inbound track 100°M, outbound heading 280°M. Descend in the hold to 5800' ALT.</p> <p><b>APPROACH:</b> Depart from NDB "LU" outbound in the hold on a heading of 280°M and descend for 1 MIN, 30 seconds maximum to 5300' ALT. Level turn right onto inbound track 100°M and descend to 4600' ALT. At NDB "LU" continue descent to OCH 514' ALT.</p>	<p>MAPT is at THR. At missed approach point commence climb on track 100°M to 5000' ALT, then turn right to NDB "LU" climbing to 5800' ALT.</p> <p><b>NOTE:</b> 1. All visual manoeuvring to be executed South of airport. 2. Circle to land at the discretion of the Pilot in command. 3. WGS-84.</p> <p><b>AIP AD Chart: NDB-01</b> <b>EFF Date: 08 JUL 04</b></p>

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
<p><b>MAKHADO AFB (FALM)</b></p> <p>CAT C – D</p> <p>AD ELEV 3069' THR ELEV 3059'</p> <p>TRANSITION ALT 8000' VAR W 13°(2003)</p> <p><b>NDB</b> OCH ABOVE THR CAT C – 466' CAT D – 466'</p> <p><u>MILITARY AD:</u> UNLICENSED – To be used in <b>EMERGENCY</b> only.</p>	10	<p><b>NDB</b> "LU" 472.5 KHZ</p>	<p>6400' or higher MSA</p> <p><b>MSA</b> 25 NM "LU"</p> <p>000° - 100°M – 7500' 100° - 180°M – 5300' 180° - 270°M – 5700' 270° - 360°M – 7500'</p>	<p><b>PROCEDURE: NDB</b></p> <p><b>HOLD:</b> Hold on a right hand racecourse pattern over NDB "LU", inbound track 100°M, outbound heading 280°M. Descend in the hold to 6400' ALT.</p> <p><b>APPROACH:</b> Depart NDB "LU" outbound in the hold on a heading of 280°M, maintaining 6400' ALT. Commence Level inbound turn at maximum 2 MIN onto inbound track 100°M and descend to 4900' ALT. At NDB "LU" continue descent to OCH 466' ALT.</p>	<p>MAPT is at THR. At missed approach point commence climb on track 100°M to 5000' ALT, then turn right to NDB "LU" climbing to 6400' ALT.</p> <p><b>NOTE:</b></p> <ol style="list-style-type: none"> <li>1. All visual manoeuvring to be executed South of the off airport.</li> <li>2. Circle to land at the discretion of the Pilot-in-command.</li> <li>3. WGS-84.</li> </ol> <p><b>AIP AD Chart: NDB-02</b> <b>EFF Date: 08 JUL 04</b></p>
<p><b>MAKHADO AFB (FALM)</b></p> <p>CAT A – D</p> <p>AD ELEV 3069' THR ELEV 3059'</p> <p>TRANSITION ALT 8000' VAR W 13°(2003)</p> <p><b>VOR</b> OCH ABOVE THR CAT A – 516' CAT B – 516' CAT C – 516' CAT D – 516'</p> <p><u>MILITARY AD:</u> UNLICENSED – To be used in <b>EMERGENCY</b> only.</p>	10	<p><b>VORTAC</b> "LTV" 115.0 MHZ CH 97X</p>	<p>5800' or higher MSA</p> <p><b>MSA</b> 25 DME "LTV"</p> <p>000° - 100°M – 7500' 100° - 180°M – 5300' 180° - 270°M – 5700' 270° - 360°M – 7500'</p>	<p><b>PROCEDURE: TACAN ARC</b></p> <p><b>HOLD:</b> If instructed enter standard VOR hold for RWY 10. Descend in the hold to 5800' ALT.</p> <p><b>APPROACH:</b> Depart VORTAC on R190 "LTV". At "LTV" 8 DME, descend to 5500' ALT. At 12 DME "LTV" turn right and follow 13 DME ARC. At R270 turn right inbound on R280. At 8 DME "LTV" commence descend to OCH 516' ALT. Minimum 3800' ALT at 7.2 DME.</p> <p><b>ALTERNATE APPROACH:</b> From the South route inbound on R190. At 14 DME "LTV" turn left and follow 13 DME ARC. At R270 turn right onto R280 inbound and complete approach.</p>	<p>MAPT is at "LTV". At "LTV" commence climb on R100 to 8000' ALT, then right and return to "LTV" hold.</p> <p><b>NOTE:</b></p> <ol style="list-style-type: none"> <li>1. Circle to land at the discretion of the Pilot in command.</li> <li>2. Aircraft to remain South of R298 "LTV".</li> <li>3. FAR 76 is 23 NM to the South (Alternate approach).</li> <li>4. WGS-84.</li> </ol> <p><b>AIP AD Chart: VOR-01</b> <b>EFF Date: 08 JUL 04</b></p>

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
<p><b>MAKHADO AFB (FALM)</b></p> <p>CAT A – D</p> <p>AD ELEV 3069' THR ELEV 3069'</p> <p>TRANSITION ALT 8000' VAR W 13° (2003)</p> <p><b>VOR</b> OCH ABOVE THR CAT A – 506' CAT B – 506' CAT C – 506' CAT D – 506'</p> <p><u>MILITARY AD:</u> UNLICENSED – To be used in <b>EMERGENCY</b> only.</p>	28	<p><b>VORTAC</b> "LTV" 115.0 MHZ CH 97X</p>	<p>5800' or higher MSA</p> <p><b>MSA</b> 25 DME "LTV"</p> <p>000° - 100°M – 7500' 100° - 180°M – 5300' 180° - 270°M – 5700' 270° - 360°M – 7500'</p>	<p><b>PROCEDURE: TACAN ARC</b></p> <p><b>HOLD:</b> If instructed enter standard VOR hold for RWY 10. Descend in the hold to 5800' ALT.</p> <p><b>APPROACH:</b> Depart VORTAC on R190 "LTV". At "LTV" 8 DME, descend to 5500' ALT. At 12 DME "LTV" turn left and follow 13 DME ARC. At R110 turn left inbound on R100. At 8 DME "LTV" commence descend to OCH 506', MIN 3700' ALT AT 5 DME.</p> <p><b>ALTERNATE APPROACH:</b> From the South, route inbound on R190. At 14 DME "LTV" turn right and follow 13 DME ARC. At R110 turn left onto R100 inbound and complete approach.</p>	<p>MAPT is at "LTV". At "LTV" commence climb on R280 to 8000' ALT, then left and return to "LTV" hold.</p> <p><b>NOTE:</b></p> <ol style="list-style-type: none"> <li>Circle to land at the discretion of the Pilot in command.</li> <li>Aircraft to remain South of R298.</li> <li>FAR 76 is 23 NM to the South (Alternate approach).</li> <li>WGS-84.</li> </ol> <p><b>AIP AD Chart: VOR-02</b> <b>EFF Date: 08 JUL 04</b></p>
<p><b>MAKHADO AFB (FALM)</b></p> <p>CAT A – D</p> <p>AD ELEV 3069' THR ELEV 3059'</p> <p>TRANSITION ALT 8000' VAR W 13° (2003)</p> <p><b>VOR</b> OCH ABOVE THR CAT A – 466' CAT B – 466' CAT C – 466' CAT D – 466'</p> <p><u>MILITARY AD:</u> UNLICENSED – To be used in <b>EMERGENCY</b> only.</p>	10	<p><b>VORTAC</b> "LTV" 115.0 MHZ CH 97X</p>	<p>5800' or higher MSA</p> <p><b>MSA</b> 25 DME "LTV"</p> <p>000° - 100°M – 7500' 100° - 180°M – 5300' 180° - 270°M – 5700' 270° - 360°M – 7500'</p>	<p><b>PROCEDURE: VOR/DME</b></p> <p><b>HOLD:</b> Hold on a right hand racecourse pattern over "LTV", inbound on R280, outbound on heading 280°M. Descend in the hold to 5800' ALT.</p> <p><b>APPROACH:</b> Depart "LTV" outbound in the hold on a heading of 280°M maintaining 5800' ALT for 10 DME. Level turn right onto R280 inbound and descend to 4700' ALT. At 6 DME continue descent to OCH 466' ALT maintain until "LTV".</p>	<p>At "LTV" commence climb on R100 outbound to 5000' ALT, then turn right to "LTV" climbing to 5800' ALT.</p> <p><b>NOTE:</b></p> <ol style="list-style-type: none"> <li>Aircraft are to remain South of R298 "LTV".</li> <li>Circle to land at the discretion of the Pilot - in-command.</li> <li>WGS-84.</li> </ol> <p><b>AIP AD Chart: VOR-03</b> <b>EFF Date: 08 JUL 04</b></p>

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
<p><b>MALELANE (FAMN) (TSB)</b></p> <p>CAT A – B</p> <p>AD ELEV 1153'</p> <p>TRANSITION ALT 7500' VAR W 17°(2003)</p> <p><b>BREAKCLOUD NDB</b> OCH ABOVE AD CAT A – 847' CAT B – 847'</p>		<p><b>NDB</b> "TSO" 450.0 KHZ</p>	<p>7500' or higher MSA</p> <p><b>MSA</b> 25 NM "TSO"</p> <p>000° - 090°M – 4200' 090° - 180°M – 4200' 180° - 270°M – 8000' 270° - 360°M – 5200'</p>	<p><b>PROCEDURE: NDB</b></p> <p><b>HOLD:</b> Hold on a right-hand racecourse pattern over NDB "TSO", inbound track 270°M, outbound heading 090°M. Descend in holding pattern to 4000' ALT.</p> <p><b>APPROACH:</b> Depart from the NDB "TSO" turning right onto a heading of 090°M and descend to 3000' ALT for a maximum of 5 NM. Level turn right to intercept a track of 270°M and descend to 2000' ALT minimum overhead NDB "TSO".</p>	<p>If no visual contact at NDB "TSO" is established turn right climbing on track of 330°M to 3000' ALT. At 3000' ALT turn right to NDB "TSO" climbing to 4000' ALT. For diversion climb in holding pattern to MSA.</p> <p><b>NOTE:</b></p> <ol style="list-style-type: none"> <li>When proceeding to any other AD after visual flight has been established visual flight rules must be strictly adhered to.</li> <li>MALELANE AD (ELEV 1153' AMSL) is situated on a heading of 270°M from NDB "TSO" at ±6.5 NM distance, with high ground rising to 3000' above the AD ELEV.</li> <li>Night operations prohibited.</li> </ol> <p><b>CAUTION:</b></p> <ol style="list-style-type: none"> <li>High ground on both sides of AD.</li> <li>Not for direct approach onto any particular runway.</li> </ol> <p><b>AIP AD Chart: NDB-01</b> <b>EFF Date: 08 JUL 04</b></p>
<p><b>MARGATE (FAMG)</b></p> <p>CAT A – C</p> <p>AD ELEV 495'</p> <p>TRANSITION ALT 5000' VAR W 24°(2003)</p> <p><b>BREAKCLOUD NDB</b> OCH ABOVE AD CAT A – 500' CAT B – 500' CAT C – 600'</p>	22	<p><b>NDB</b> "UR" 485.0 KHZ</p>	<p>5000' or higher MSA</p> <p><b>MSA</b> 25 NM "UR"</p> <p>000°M - 090°M – 4500' 090°M - 180°M – 1500' 180°M - 270°M – 4000' 270°M - 360°M – 4500'</p>	<p><b>PROCEDURE: NDB</b></p> <p><b>HOLD:</b> Hold on a left hand racecourse pattern over NDB "UR", inbound track 227°M, outbound heading 047°M. Descend in holding pattern to 4000' ALT.</p> <p><b>APPROACH:</b> Depart from NDB "UR" outbound in holding pattern, descend on a heading of 047°M for 5 NM maximum to 2700' ALT. Level turn left on to inbound track of 227°M and descend to 1500' ALT. AT NDB "UR" continue descent to OCH.</p>	<p>MAPT is at THR 22. At THR 22 climb on heading 227°M to 2000' ALT. At 2000' ALT climbing turn left to 4000' ALT, and return to NDB "UR".</p> <p><b>NOTE:</b></p> <ol style="list-style-type: none"> <li>Circle to land at the discretion of the Pilot in command.</li> <li>This procedure is conducted outside controlled airspace, entirely at the discretion of the pilot in command.</li> <li>Distance NDB "UR" to THR 22 is 3.1 NM.</li> </ol> <p><b>AIP AD Chart: NDB-01</b> <b>EFF Date: 08 JUL 04</b></p>

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
<p><b>MAFIKENG (FAMM)</b></p> <p>CAT A – D</p> <p>AD ELEV 4181' THR ELEV 4172'</p> <p>TRANSITION ALT 7000' VAR W 17° (2009)</p> <p><b>BREAKCLOUD NDB</b> OCH ABOVE THR CAT A – 518' CAT B – 518' CAT C – 718' CAT D – 718'</p>	04	<p><b>NDB</b> "MM" 290.0 KHZ</p> <p><b>NDB</b> "MH" 305.0 KHZ</p>	<p>6700' or higher MSA</p> <p><b>MSA</b> 25 NM "MM"</p> <p><b>Inbound Heading</b> 180° - 000°M – 6400' 000° - 180°M – 5900'</p>	<p><b>PROCEDURE: NDB B RWY 04</b> <b>(DUAL ADF Required)</b></p> <p><b>HOLD:</b> Hold in a left hand racecourse pattern, over NDB "MM", (INBD) track 040°M, (OUBD) heading 220°M.</p> <p><b>APPROACH:</b> Depart from NDB "MM" (OUBD) in holding pattern on heading 220°M for 5 NM maximum maintaining 6700' ALT. Level turn left onto (INBD) track 040°M and descend to 5500' ALT. Maintain 5500' ALT until overhead NDB "MM". At NDB "MM" descend to OCH.</p>	<p>If no other instruction received, climb straight ahead to NDB "MH" to 5550' ALT. At 5550' ALT or NDB "MH" turn right to NDB "MM" climbing to 6700' ALT.</p> <p><b>NOTE:</b></p> <ol style="list-style-type: none"> <li>1. Circle to land at the discretion of the Pilot-in-command.</li> <li>2. Circle to land only to East of AD.</li> <li>3. This procedure is conducted partially outside the FAMM ATZ.</li> <li>4. Pilots are to broadcast and monitor TIBA FREQ 124.8MHZ for traffic information when conducting these procedures.</li> <li>5. WGS-84.</li> </ol> <p><b>AIP AD Chart: NDB-01</b> <b>EFF Date: 22 OCT 09</b></p>
<p><b>MAFIKENG (FAMM)</b></p> <p>CAT A – D</p> <p>AD ELEV 4181' THR ELEV 4172'</p> <p>TRANSITION ALT 7000' VAR 17°W (2009)</p> <p><b>BREAKCLOUD VOR</b> OCH ABOVE THR CAT A – 518' CAT B – 518' CAT C – 718' CAT D – 718'</p>	04	<p><b>VOR</b> "MMV" 112.9 MHZ</p> <p><b>DME</b> "MMV" 1163 MHZ 1100 MHZ CH 76X</p>	<p>6700' or higher MSA</p> <p><b>MSA</b> 25 NM "MMV"</p> <p><b>Inbound Heading</b> 180° - 000°M – 6400' 000° - 180°M – 5900'</p>	<p><b>PROCEDURE: VOR C RWY 04</b> <b>(DME Required)</b></p> <p><b>HOLD:</b> Hold on a left hand racecourse pattern over "MMV", (INBD) R220, (OUBD) heading 220°M.</p> <p><b>APPROACH:</b> Depart from "MMV" in the holding pattern, descend on a heading of 220°M to 5800' ALT and maintain until 5 DME. At 5 DME level turn left onto R220 (INBD). On R220 descend to OCH, maintain until overhead "MMV".</p>	<p>If no other instruction received, climb on R040 "MMV" (OUBD) to 5550' ALT. At 5550' ALT turn right to "MMV" climbing to 6700' ALT.</p> <p><b>NOTE:</b></p> <ol style="list-style-type: none"> <li>1. Circle to land at the discretion of the Pilot in command.</li> <li>2. Circle to land only to East of AD.</li> <li>3. This procedure is conducted partially outside the FAMM ATZ.</li> <li>4. Pilots are to broadcast and monitor TIBA FREQ 124.8MHZ for traffic information when conducting these procedures.</li> <li>5. WGS-84.</li> </ol> <p><b>AIP AD Chart: VOR-01</b> <b>EFF Date: 22 OCT 09</b></p>
<p><b>MTHATHA (FAUT)</b> <b>KD MATANZIMA</b></p> <p>CAT A – B</p> <p>AD ELEV 2400'</p> <p>TRANSITION ALT 7500' VAR W 24° (2003)</p> <p><b>BREAKCLOUD NDB</b> OCH ABOVE AD CAT A – 700' CAT B – 700'</p>	14	<p><b>NDB</b> "UA" 227.5 KHZ</p>	<p>7300' or higher MSA</p> <p><b>MSA</b> 25 NM "UA"</p> <p>000° - 090°M – 7800' 090° - 180°M – 4700' 180° - 270°M – 7500' 270° - 360°M – 7800'</p>	<p><b>PROCEDURE: NDB</b></p> <p><b>HOLD:</b> Hold on a right hand racecourse pattern over NDB "UA", inbound track 135°M, outbound heading 315°M. Descend in the hold to 6000' ALT.</p> <p><b>APPROACH:</b> Depart from NDB "UA" outbound in the hold on a heading of 315°M and descend for 5 NM maximum to 4600' ALT. Level turn right onto inbound track 135°M and descend to OCH 700' ALT. Maintain to overhead NDB "UA".</p>	<p>AT NDB "UA" commence climbing turn left onto heading 090°M and climb to 4200' ALT. At 4200' ALT, commence climbing turn right to NDB "UA" and climb to 6000' ALT.</p> <p><b>NOTE:</b></p> <ol style="list-style-type: none"> <li>1. Circle to land NE of RWY 14/32 centre line only.</li> <li>2. Circle to land at the discretion of the Pilot in command.</li> </ol> <p><b>AIP AD Chart: NDB-01</b> <b>EFF Date: 07 JUL 05</b></p>

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
<p><b>MTHATHA (FAUT)</b> <b>KD MATANZIMA</b></p> <p>CAT A – B</p> <p>AD ELEV 2400'</p> <p>TRANSITION ALT 7500' VAR W 24° (2003)</p> <p><b>BREAKCLOUD NDB</b> OCH ABOVE AD CAT A – 800' CAT B – 800'</p>		<p><b>NDB</b> "UT" 335.0 KHZ</p>	<p>7300' or higher MSA</p> <p><b>MSA</b> 25 NM "UT"</p> <p>000° - 090°M – 7800' 090° - 180°M – 4700' 180° - 270°M – 7500' 270° - 360°M – 7800'</p>	<p><b>PROCEDURE: NDB</b></p> <p><b>HOLD:</b> Hold on left hand racecourse pattern over NDB "UT", inbound track 270°M, outbound heading 090°M. Descend in the hold to 6000' ALT.</p> <p><b>APPROACH:</b> Depart from NDB "UT" in the hold on a heading of 090°M and descend for 5 NM maximum to 4700' ALT. Level turn left onto inbound track 270°M and descend to OCH 800' ALT. Maintain to overhead NDB "UT".</p>	<p>AT NDB "UT" commence climbing turn Left onto heading 240°M and climb to 4000' ALT. At 4000' ALT, climbing turn left to NDB "UT" and climb to 6000' ALT.</p> <p><b>NOTE:</b></p> <ol style="list-style-type: none"> <li>Circle to land NE of RWY 14/32 centre line only.</li> <li>Circle to land at the discretion of the Pilot in command.</li> </ol> <p><b>AIP AD Chart: NDB-02</b> <b>EFF Date: 07 JUL 05</b></p>
<p><b>MTHATHA (FAUT)</b> <b>KD MATANZIMA</b></p> <p>CAT A – C</p> <p>AD ELEV 2429' THR ELEV 2396'</p> <p>TRANSITION ALT 7500' VAR 26°W (2010)</p> <p><u>Missed APCH Gradient of 2.5%</u> <b>RNAV (GNSS)</b> OCA (H) ABOVE THR <b>LNAV: FAUT QNH (With SDF)</b> CAT A – 2910' (514') CAT B – 2910' (514') CAT C – 2910' (514')</p> <p><b>RVR:</b> CAT A – B – 1500m CAT C – 2000m</p> <p><b>CIRCLING</b> CAT A – 3500' (571') CAT B – 3200' (771') CAT C – 4130' (1071')</p>	14	<p><b>IAF</b> "EGMIM" 10000'</p> <p><b>IAF</b> "AVIPO" 8900'</p> <p><b>IAF</b> "DUMLU" 8900'</p> <p><b>IF</b> "GABTI" 7380'</p> <p><b>FAF</b> "UT1F1" 5270'</p> <p><b>MAPT</b> "UT1MP"</p> <p><b>MATF</b> "GAGLI"</p>	<p>10000' or higher TAA</p> <p><b>TAA</b> 25 NM "EGMIM" 25 NM "AVIPO" 25 NM "DUMLU"</p> <p>Refer to AIP Chart FAUT RNAV-01</p>	<p><b>PROCEDURE: RNAV (GNSS)</b></p> <p><b>HOLD:</b> <b>AVIPO:</b> Hold on a left-hand racecourse pattern over AVIPO inbound track 204°M. Descend in the hold to FL090.</p> <p><b>DUMLU:</b> Hold on a right-hand racecourse pattern over DUMLU inbound track 044°M. Descend in the hold to FL090</p> <p>Holdings have a 1 minute OUBD track and a Speed Restriction of 180KT IAS.</p> <p><b>APPROACH:</b> Depart from EGMIM (IAF), AVIPO (IAF) or DUMLU (IAF) direct to GABTI (IF), minimum 7380' ALT. Route to UT1F1 (FAF), minimum 5270' ALT, to UT1MP (MAPT) descending to MDA (H).</p>	<p>Track DCT GAGLI. At or above 3800' ALT climb to minimum 6800' ALT for RNAV APCH. Minimum 5800' ALT for Cloudbreak APCH or as directed by ATC. On RAIM event, passing MAPT track 129°M, climb 5800' ALT.</p> <p><b>SPEED RESTRICTION:</b></p> <ol style="list-style-type: none"> <li>A Speed Restriction of 180KT IAS at GABTI (IF), EGMIM (IAF), AVIPO (IAF), DUMLU (IAF) and both Holds.</li> </ol> <p><b>NOTE:</b></p> <ol style="list-style-type: none"> <li>WGS-84.</li> </ol> <p><b>AIP AD Chart: RNAV-01</b> <b>EFF Date: 15 DEC 11</b></p>

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
<p><b>MTHATHA (FAUT) KD MATANZIMA</b></p> <p>CAT A – C</p> <p>AD ELEV 2429' THR ELEV 2429'</p> <p>TRANSITION ALT 7500' VAR 26 °W (2010)</p> <p>☛ <u>Missed APCH Gradient of 2.8%</u></p> <p><b>RNAV (GNSS)</b> OCA (H) ABOVE THR <b>LNAV: FAUT QNH (With SDF)</b> CAT A – 2910' (481') CAT B – 2910' (481') CAT C – 2910' (481')</p> <p>☛ <u>Missed APCH Gradient of 2.5%</u></p> <p><b>RNAV (GNSS)</b> OCA (H) ABOVE THR CAT A – 3110' (681') CAT B – 3110' (681') CAT C – 3110' (681')</p> <p><b>RVR:</b> CAT A – B – 1500m CAT C – 2000m</p> <p><b>CIRCLING</b> ☛ CAT A – 3000' (571') CAT B – 3200' (771') CAT C – 4130' (1071')</p>	32	<p><b>IAF</b> "NESOT" 7500'</p> <p><b>IAF</b> "IBLER" 7500'</p> <p><b>IAF</b> "IMGIT" 7500'</p> <p><b>IF</b> "EGLUT" 5880'</p> <p><b>FAF</b> "UT2F1" 4390'</p> <p><b>MAPT</b> "UT2MP"</p>	<p>6900' or higher TAA</p> <p><b>TAA</b> 25 NM "IMGIT" 25 NM "IBLER" 25 NM "NESOT"</p> <p>Refer to AIP Chart FAUT RNAV-02</p>	<p><b>PROCEDURE: RNAV (GNSS)</b></p> <p><b>HOLD:</b> <b>IMGIT:</b> Hold on a right-hand racecourse pattern over IMGIT inbound track 229°M. Descend in the hold to 7500' ALT.</p> <p><b>IBLER:</b> Hold on a left-hand racecourse pattern over IBLER inbound track 049°M. Descend in the hold to 5900' ALT</p> <p>Holdings have a 1 minute OUBD track and a Speed Restriction of 180KT IAS.</p> <p><b>APPROACH:</b> Depart from NESOT (IAF), IMGIT (IAF) or IBLER (IAF) direct to EGLUT (IF), minimum 5880' ALT. Route to UT2F1 (FAF), minimum 4390 ALT, to UT2MP (MAPT) descending to MDA (H).</p>	<p>Maintain track 319 °M, and climb to minimum ☛ 5900' ALT. When passing 3500' ALT turn left (INBD) IBLER or as directed by ATC.</p> <p><b>SPEED RESTRICTION:</b> 1. A Speed Restriction of 180KT IAS at EGLUT (IF), NESOT (IAF), IMGIT (IAF), IBLER (IAF) and both Holds.</p> <p><b>NOTE:</b> 1. Turns prior to MAPT prohibited. 2. ☛ Missed APCH turn ALT at 2.5% is 3700' ALT. 3. WGS-84.</p> <p><b>AIP AD Chart: RNAV-02</b> ☛ <b>EFF Date: 08 MAR 12</b></p>
<p><b>NEWCASTLE (FANC)</b></p> <p>CAT A – B</p> <p>AD ELEV 4074'</p> <p>TRANSITION ALT 9500' TRANSITION LEVEL ATC VAR 20 °W (2003)</p> <p><b>BREAKCLOUD NDB</b> OCH ABOVE AD CAT A – 795' CAT B – 795'</p>	29	<p><b>NDB</b> "NC" 415.0 KHZ</p>	<p>9000' or higher MSA</p> <p><b>MSA</b> 25NM "NC"</p> <p>000° - 090°M – 9600' 090° - 180°M – 8100' 180° - 270°M – 9000' 270° - 360°M – 9300'</p>	<p><b>PROCEDURE: NDB</b></p> <p><b>HOLD:</b> Hold on a left hand racecourse pattern over NDB "NC", inbound on heading 291 °M, outbound heading 111 °M. Descend in the hold to 7000' ALT.</p> <p><b>APPROACH:</b> Depart from NDB "NC" outbound in the hold on a heading 111 °M and descend to 6000' ALT for maximum 5 NM. Level turn left inbound to NDB "NC" on heading 291 °M. Descend to OCH.</p>	<p>MAPT is at NDB "NC". At NDB "NC" commence climb on heading 291 °M to 6000' ALT, then left to "NC", climbing to 7000' ALT.</p> <p><b>NOTE:</b> 1. This procedure is conducted outside controlled airspace, entirely at the discretion of the pilot in command. 2. Circle to land at the discretion of the pilot in command. 3. For diversion, climb to MSA or above. 4. WGS-84</p> <p><b>AIP AD Chart: NDB-01</b> <b>EFF Date: 08 JUL 04</b></p>

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
<p><b>OUDTSHOORN (FAOH)</b></p> <p>CAT A – B</p> <p>AD ELEV 1063'</p> <p>TRANSITION ALT 8000' VAR W 24° (2003)</p> <p><b>BREAKCLOUD NDB</b> OCH ABOVE AD CAT A – 1137' CAT B – 1137'</p>		<p><b>NDB</b> "OH" 367.0 KHZ</p>	<p>8500' or higher MSA</p> <p><b>MSA</b> 25 NM "OH"</p> <p>000° - 090°M – 9000' 090° - 180°M – 9000' 180° - 270°M – 7200' 270° - 360°M – 9000'</p>	<p><b>PROCEDURE: NDB</b></p> <p><b>HOLD:</b> Hold on a right hand racecourse pattern over NDB "OH", inbound track 290°M, outbound heading 110°M. Descend in the hold to 5200' ALT.</p> <p><b>APPROACH:</b> Depart from NDB "OH" outbound in the hold on a heading of 110°M and descend for 5 NM maximum to 3700' ALT. Level turn right onto inbound track 290°M and descend to OCH 1137' ALT.</p>	<p>MAPT is at NDB "OH". At NDB "OH" climb on heading 290°M to 3000' ALT. At 3000' ALT commence climbing turn right to NDB "OH", climbing to 5200' ALT.</p> <p><b>NOTE:</b></p> <ol style="list-style-type: none"> <li>1. This procedure is conducted outside controlled airspace entirely at the discretion of the Pilot in command.</li> <li>2. Circle to land at the discretion of the Pilot in command.</li> <li>3. Approach control with George (FAGG) ATC.</li> <li>4. PPR to enter FAR 47 from CO. Artillery School.</li> </ol> <p><b>AIP AD Chart: NDB-01</b> <b>EFF Date: 25 OCT 07</b></p>
<p><b>OVERBERG (FAOB)</b></p> <p>CAT A – D</p> <p>AD ELEV 52' THR ELEV 37'</p> <p>TRANSITION ALT 5000' VAR W 24° (2003)</p> <p><b>CAT I ILS</b> OCH ABOVE THR CAT A – 142' CAT B – 154' CAT C – 162' CAT D – 173'</p> <p><u>Glide path ALT at</u> 6 DME "OBV" – 1321'</p> <p><b>MILITARY AD:</b> UNLICENSED – To be used in <b>EMERGENCY</b> only.</p>	35	<p><b>VORTAC</b> "OBV" 115.4 MHZ CH 101X</p> <p><b>ILS</b> <b>LOC</b> "OBI" 110.9 MHZ</p> <p><b>GP</b> 330.8 MHZ</p> <p><b>DME</b> "OBI" 110.9 MHZ</p> <p>Glide slope 2.7°</p>	<p>4000' or higher MSA</p> <p><b>MSA</b> 25 DME "OBV"</p> <p>020° - 105°M – 3600' 105° - 245°M – 2100' 245° - 335°M – 4300' 335° - 020°M – 5100'</p>	<p><b>PROCEDURE: VOR/DME/ILS</b></p> <p><b>HOLD:</b> Hold over "OBV" in a right hand racecourse pattern. Inbound on R165 "OBV", outbound on heading 165°M. Descend in hold to 4000' ALT.</p> <p><b>APPROACH:</b> Depart "OBV" outbound on heading 165°M and descend to 1600' ALT. At maximum 10 DME "OBV" turn right and intercept ILS Localiser. At 7 DME "OBV" continue descent on Glide slope to DA.</p>	<p>If no other instructions received, at DA commence climb on R345 "OBV" to 3000' ALT, then turn right to "OBV" climbing to 4000' ALT and enter hold.</p> <p><b>NOTE:</b></p> <ol style="list-style-type: none"> <li>1. Circle to land at the discretion of the Pilot in command.</li> <li>2. AD is within FAR 147. Prior permission is required to enter or land at Overberg.</li> <li>3. WGS-84.</li> </ol> <p><b>AIP AD Chart: ILS-01</b> <b>EFF Date: 08 JUL 04</b></p>

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
<p><b>OVERBERG (FAOB)</b></p> <p>CAT A – D</p> <p>AD ELEV 52' THR ELEV 52'</p> <p>TRANSITION ALT 5000' VAR W 24° (2003)</p> <p><b>NDB</b> OCH ABOVE THR CAT A – 578' CAT B – 578' CAT C – 578' CAT D – 578'</p> <p><u>MILITARY AD:</u> UNLICENSED – To be used in <b>EMERGENCY</b> only.</p>	17	<p><b>NDB</b> "OB" 427.5 KHZ</p> <p><b>VORTAC</b> "OBV" 115.4 MHZ CH 101X</p>	<p>4000' or higher MSA</p> <p><b>MSA</b> 25 NM "OB"</p> <p>020° - 105°M – 3600' 105° - 245°M – 2100' 245° - 335°M – 4300' 335° - 020°M – 5100'</p>	<p><b>PROCEDURE: NDB/DME</b></p> <p><b>HOLD:</b> Hold over NDB "OB" in a left hand racecourse pattern. Inbound track 170°M, outbound heading 350°M. Descend in the hold to 4000' ALT.</p> <p><b>APPROACH:</b> Depart NDB "OB" outbound on a heading of 350°M and descend to 2100' ALT. At maximum 10 DME "OBV" turn left onto inbound track 170°M. Descend to 1300' ALT. At 7 DME "OBV" descend to 1000' ALT. At 5 DME "OBV" descend to 800' ALT. At 3 DME "OBV" descend to OCH 578' ALT.</p>	<p>MAPT is at NDB "OB". If no other instruction received, climb on 170°M to 3000' ALT, then left to NDB "OB", climbing to 4000' ALT and enter hold.</p> <p><b>NOTE:</b></p> <ol style="list-style-type: none"> <li>1. Circle to land at the discretion of the Pilot in command.</li> <li>2. AD is within FAR147. Prior permission is required to enter or land at Overberg.</li> <li>3. WGS-84.</li> </ol> <p><b>AIP AD Chart: NDB-01</b> <b>EFF Date: 08 JUL 04</b></p>
<p><b>OVERBERG (FAOB)</b></p> <p>CAT A – D</p> <p>AD ELEV 52' THR ELEV 52'</p> <p>TRANSITION ALT 5000' VAR W 24° (2003)</p> <p><b>NDB</b> OCH ABOVE THR CAT A – 1254' CAT B – 1254' CAT C – 1254' CAT D – 1254'</p> <p><u>MILITARY AD:</u> UNLICENSED – To be used in <b>EMERGENCY</b> only.</p>	17	<p><b>NDB</b> "OB" 427.5 KHZ</p>	<p>4000' or higher MSA</p> <p><b>MSA</b> 25 NM "OB"</p> <p>020° - 105°M – 3600' 105° - 245°M – 2100' 245° - 335°M – 4300' 335° - 020°M – 5100'</p>	<p><b>PROCEDURE: NDB</b></p> <p><b>HOLD:</b> Hold over NDB "OB" in a left hand racecourse pattern. Inbound track 170°M outbound heading 350°M. Descend in the hold to 4000' ALT.</p> <p><b>APPROACH:</b> Depart NDB "OB" outbound on heading 350°M and descend for maximum 13 NM to 2100' ALT. Turn left onto inbound track 170°M and descend to OCH 1254' ALT.</p>	<p>MAPT is at NDB "OB". If no other instructions received, climb 170°M to 3000' ALT, then left to NDB "OB", climbing to 4000' ALT, and enter hold.</p> <p><b>NOTE:</b></p> <ol style="list-style-type: none"> <li>1. Circle to land at the discretion of the Pilot in command.</li> <li>2. AD is within FAR147. Prior permission is required to enter or land at Overberg.</li> <li>3. WGS-84.</li> </ol> <p><b>AIP AD Chart: NDB-02</b> <b>EFF Date: 08 JUL 04</b></p>

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
<p><b>OVERBERG (FAOB)</b></p> <p>CAT A – D</p> <p>AD ELEV 52' THR ELEV 37'</p> <p>TRANSITION ALT 5000' VAR W 24° (2003)</p> <p><b>NDB</b> OCH ABOVE THR CAT A – 388' CAT B – 388' CAT C – 441' CAT D – 441'</p> <p><u>MILITARY AD:</u> UNLICENSED – To be used in <b>EMERGENCY</b> only.</p>	35	<p><b>NDB</b> "OB" 427.5 KHZ</p> <p><b>VORTAC</b> "OBV" 115.4 MHZ CH 101X</p>	<p>4000' or higher MSA</p> <p><b>MSA</b> 25 DME "OBV"</p> <p>020° - 105°M – 3600' 105° - 245°M – 2100' 245° - 335°M – 4300' 335° - 020°M – 5100'</p>	<p><b>PROCEDURE: NDB/DME</b></p> <p><b>HOLD:</b> Hold over NDB "OB" in a right hand racecourse pattern. Inbound track 350°M, outbound heading 170°M. Descend in the hold to 2600' ALT.</p> <p><b>APPROACH:</b> Depart NDB "OB" outbound on a heading of 170°M and descend to 1000' ALT. At maximum 10 DME "OBV" turn right onto inbound track 350°M and descend to 550' ALT. At 3 DME "OBV" descend to OCH.</p>	<p>MAPT is at 1 DME "OBV". If no other instructions received, climb on 350°M to 3600' ALT, then turn right to "OB" climbing to 4000' ALT and enter hold.</p> <p><b>NOTE:</b></p> <ol style="list-style-type: none"> <li>1. Circle to land at the discretion of the Pilot in command.</li> <li>2. AD is within FAR147. Prior permission is required to enter or land at Overberg.</li> <li>3. WGS-84.</li> </ol> <p><b>AIP AD Chart: NDB-03</b> <b>EFF Date: 08 JUL 04</b></p>
<p><b>OVERBERG (FAOB)</b></p> <p>CAT A – D</p> <p>AD ELEV 52' THR ELEV 37'</p> <p>TRANSITION ALT 5000' VAR W 24° (2003)</p> <p><b>NDB</b> OCH ABOVE THR CAT A – 747' CAT B – 747' CAT C – 747' CAT D – 747'</p> <p><u>MILITARY AD:</u> UNLICENSED – To be used in <b>EMERGENCY</b> only.</p>	35	<p><b>NDB</b> "OB" 427.5 KHZ</p>	<p>4000' or higher MSA</p> <p><b>MSA</b> 25 NM "OB"</p> <p>020° - 105°M – 3600' 105° - 245°M – 2100' 245° - 335°M – 4300' 335° - 020°M – 5100'</p>	<p><b>PROCEDURE: NDB</b></p> <p><b>HOLD:</b> Hold over NDB "OB" in a right hand racecourse pattern. Inbound track 350°M, outbound heading 170°M. Descend in the hold to 2600' ALT.</p> <p><b>APPROACH:</b> Depart NDB "OB" outbound on a heading of 170°M and descend to 1000' ALT. For maximum 2 MIN. Level turn right onto inbound track 350°M and descend to OCH 747' ALT.</p>	<p>MAPT is at THR 35. If no other instructions received, climb on 350°M to 3600' ALT, then turn right to "OB", climbing to 4000' ALT, and enter hold.</p> <p><b>NOTE:</b></p> <ol style="list-style-type: none"> <li>1. Circle to land at the discretion of the Pilot in command.</li> <li>2. AD is within FAR147. Prior permission is required to enter or land at Overberg.</li> <li>3. WGS-84.</li> </ol> <p><b>AIP AD Chart: NDB-04</b> <b>EFF Date: 08 JUL 04</b></p>

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
<p><b>OVERBERG (FAOB)</b></p> <p>CAT A – D</p> <p>AD ELEV 52' THR ELEV 52'</p> <p>TRANSITION ALT 5000' VAR W 24° (2003)</p> <p><b>VOR</b> OCH ABOVE THR CAT A – 578' CAT B – 578' CAT C – 578' CAT D – 578'</p> <p><u>MILITARY AD:</u> UNLICENSED – To be used in <b>EMERGENCY</b> only.</p>	17	<p><b>VORTAC</b> "OBV" 115.4 MHZ CH 101X</p>	<p>4000' or higher MSA</p> <p><b>MSA</b> 25 DME "OBV"</p> <p>020° - 105°M – 3600' 105° - 245°M – 2100' 245° - 335°M – 4300' 335° - 020°M – 5100'</p>	<p><b>PROCEDURE: VOR/DME</b></p> <p><b>HOLD:</b> Hold over "OBV" in a right hand racecourse pattern. Inbound on R360 "OBV", outbound on heading 360°M. Descend in hold to 4000' ALT.</p> <p><b>APPROACH:</b> Depart "OBV" outbound on heading 360°M and descend to 2100' ALT. At maximum 10 DME "OBV" turn right inbound on R360 and descend to 1100' ALT and maintain till 5 DME "OBV". At 5 DME "OBV" descend to 800' and maintain till 3 DME "OBV". At 3 DME "OBV" continue descent to OCH.</p>	<p>MAPT is at "OBV". If no other instructions received, climb on R180 "OBV" to 3000' ALT, then left to "OBV" at 4000' ALT and enter hold.</p> <p><b>NOTE:</b></p> <ol style="list-style-type: none"> <li>1. Circle to land at the discretion of the Pilot in command.</li> <li>2. AD is within FAR147. Prior permission is required to enter or land at Overberg.</li> <li>3. VDP is at 2 DME "OBV".</li> <li>4. WGS-84.</li> </ol> <p><b>AIP AD Chart: VOR-01</b> <b>EFF Date: 08 JUL 04</b></p>
<p><b>OVERBERG (FAOB)</b></p> <p>CAT A – D</p> <p>AD ELEV 52' THR ELEV 46'</p> <p>TRANSITION ALT 5000' VAR W 24° (2003)</p> <p><b>VOR</b> OCH ABOVE THR CAT A – 624' CAT B – 624' CAT C – 624' CAT D – 624'</p> <p><u>MILITARY AD:</u> UNLICENSED – To be used in <b>EMERGENCY</b> only.</p>	17 (Right hand pattern)	<p><b>VORTAC</b> "OBV" 115.4 MHZ CH 101X</p>	<p>4000' or higher MSA</p> <p><b>MSA</b> 25 DME "OBV"</p> <p>020 - 105°M – 3600' 105 - 245°M – 2100' 245 - 335°M – 4300' 335 - 020°M – 5100'</p>	<p><b>PROCEDURE: TACAN ARC</b></p> <p><b>HOLD:</b> If instructed enter standard VOR hold for RWY 17. Descend in the hold to 4000' ALT.</p> <p><b>APPROACH:</b> Depart VORTAC on any radial between R270 and R310. At 12 DME turn right and follow 13 DME ARC, descending to 3200' ALT. At R350 "OBV" turn right inbound on R360 "OBV" and descend to 2500' ALT. At 8 DME descend to 800' ALT. At 3 DME continue descent to OCH 624' ALT.</p>	<p>MAPT is at "OBV". If no other instructions received climb on R180 to 3000' ALT, then left to "OBV", climbing to 4000' ALT, and enter hold.</p> <p><b>NOTE:</b></p> <ol style="list-style-type: none"> <li>1. Circle to land at the discretion of the Pilot in command.</li> <li>2. AD is within FAR147. Prior permission is required to enter or land at Overberg.</li> <li>3. WGS-84.</li> </ol> <p><b>AIP AD Chart: VOR-02</b> <b>EFF Date: 08 JUL 04</b></p>

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
<p><b>OVERBERG (FAOB)</b></p> <p>CAT A – D</p> <p>AD ELEV 52' THR ELEV 46'</p> <p>TRANSITION ALT 5000' VAR W 24° (2003)</p> <p><b>VOR</b> OCH ABOVE THR CAT A – 624' CAT B – 624' CAT C – 624' CAT D – 624'</p> <p><u>MILITARY AD:</u> UNLICENSED – To be used in <b>EMERGENCY</b> only.</p>	<p>17 (Left hand pattern)</p>	<p><b>VORTAC</b> "OBV" 115.4 MHZ CH 101X</p>	<p>4000' or higher MSA</p> <p><b>MSA</b> 25 DME "OBV"</p> <p>020° - 105°M – 3600' 105° - 245°M – 2100' 245° - 335°M – 4300' 335° - 020°M – 5100'</p>	<p><b>PROCEDURE: TACAN ARC</b></p> <p><b>HOLD:</b> If instructed enter standard VOR hold for RWY 17. Descend in hold to 4000' ALT.</p> <p><b>APPROACH:</b> Depart VORTAC on any radial between R090 and R050. At 12 DME turn left and follow 13 DME ARC, descending to 3200' ALT. At R010 "OBV" turn left inbound on R360 "OBV" and descend to 2500' ALT. At 8 DME descend to 800' ALT. At 3 DME continue descent to OCH 624' ALT.</p>	<p>MAPT is at "OBV". If no other instructions received, climb on R180 to 3000' ALT, then left to "OBV", climbing to 4000' ALT, and enter hold.</p> <p><b>NOTE:</b></p> <ol style="list-style-type: none"> <li>1. Circle to land at the discretion of the Pilot in command.</li> <li>2. AD is within FAR147. Prior permission is required to enter or land at Overberg.</li> <li>3. WGS-84.</li> </ol> <p><b>AIP AD Chart: VOR-02</b> <b>EFF Date: 08 JUL 04</b></p>
<p><b>OVERBERG (FAOB)</b></p> <p>CAT A – D</p> <p>AD ELEV 52' THR ELEV 37'</p> <p>TRANSITION ALT 5000' VAR W 24° (2003)</p> <p><b>VOR</b> OCH ABOVE THR CAT A – 309' CAT B – 323' CAT C – 373' CAT D – 413'</p> <p><u>MILITARY AD:</u> UNLICENSED – To be used in <b>EMERGENCY</b> only.</p>	<p>35</p>	<p><b>VORTAC</b> "OBV" 115.4 MHZ CH 101X</p>	<p>4000' or higher MSA</p> <p><b>MSA</b> 25 DME "OBV"</p> <p>020° - 105°M – 3600' 105° - 245°M – 2100' 245° - 335°M – 4300' 335° - 020°M – 5100'</p>	<p><b>PROCEDURE: VOR/DME</b></p> <p><b>HOLD:</b> Hold over "OBV" in a right hand racecourse pattern. Inbound on R165 "OBV", outbound on heading 165°M. Descend in hold to 4000' ALT.</p> <p><b>APPROACH:</b> Depart "OBV" outbound on heading 165°M and descend to 1600' ALT. At maximum 10 DME "OBV" turn right inbound on R165. On R165 inbound descend to 550' ALT and maintain till 3 DME "OBV". At 3 DME "OBV" continue descent to OCH.</p>	<p>MAPT is at "OBV". If no other instruction received, climb on R345 "OBV" to 3000' ALT, then turn right to "OBV" climbing to 4000' ALT and enter hold.</p> <p><b>NOTE:</b></p> <ol style="list-style-type: none"> <li>1. Circle to land at the discretion of the Pilot in command.</li> <li>2. AD is within FAR 147. Prior permission is required to enter or land at Overberg.</li> <li>3. WGS-84.</li> </ol> <p><b>AIP AD Chart: VOR-03</b> <b>EFF Date: 08 JUL 04</b></p>

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
<p><b>OVERBERG (FAOB)</b></p> <p>CAT A – D</p> <p>AD ELEV 52' THR ELEV 37'</p> <p>TRANSITION ALT 5000' VAR W 24° (2003)</p> <p><b>VOR</b> OCH ABOVE THR CAT A – 309' CAT B – 323' CAT C – 373' CAT D – 412'</p> <p><u>MILITARY AD:</u> UNLICENSED – To be used in <b>EMERGENCY</b> only.</p>	<p>35 (Right hand pattern)</p>	<p><b>VORTAC</b> "OBV" 115.4 MHZ CH 101X</p>	<p>4000' or higher MSA</p> <p><b>MSA</b> 25 DME "OBV"</p> <p>020° - 105°M – 3600' 105° - 245°M – 2100' 245° - 335°M – 4300' 335° - 020°M – 5100'</p>	<p><b>PROCEDURE: TACAN ARC</b></p> <p><b>HOLD:</b> If instructed enter standard VOR hold for RWY 35. Descend in hold to 4000' ALT.</p> <p><b>APPROACH:</b> Depart VORTAC on any radial between R075 and R115. At 12 DME turn right and follow 13 DME ARC, descending to 2500' ALT. At R155 turn right inbound on R165 and descend to 1500' ALT. At 10 DME descend to 550' ALT. At 3 DME continue descent to OCH.</p>	<p>MAPT is at "OBV". If no other instruction received, climb on R345 to 3000' ALT, then right to "OBV", climbing to 4000' ALT, and enter hold.</p> <p><b>NOTE:</b></p> <ol style="list-style-type: none"> <li>1. Circle to land at the discretion of the Pilot in command.</li> <li>2. AD is within FAR147. Prior permission is required to enter or land at Overberg.</li> <li>3. WGS-84.</li> </ol> <p><b>AIP AD Chart: VOR-04</b> <b>EFF Date: 08 JUL 04</b></p>
<p><b>OVERBERG (FAOB)</b></p> <p>CAT A – D</p> <p>AD ELEV 52' THR ELEV 37'</p> <p>TRANSITION ALT 5000' VAR W 24° (2003)</p> <p><b>VOR</b> OCH ABOVE THR CAT A – 309' CAT B – 323' CAT C – 373' CAT D – 412'</p> <p><u>MILITARY AD:</u> UNLICENSED – To be used in <b>EMERGENCY</b> only.</p>	<p>35 (Left hand pattern)</p>	<p><b>VORTAC</b> "OBV" 115.4 MHZ CH 101X</p>	<p>4000' or higher MSA</p> <p><b>MSA</b> 25 DME "OBV"</p> <p>020° - 105°M – 3600' 105° - 245°M – 2100' 245° - 335°M – 4300' 335° - 020°M – 5100'</p>	<p><b>PROCEDURE: TACAN ARC</b></p> <p><b>HOLD:</b> If instructed enter standard VOR hold for RWY 35. Descend in the hold to 4000' ALT.</p> <p><b>APPROACH:</b> Depart VORTAC on any radial between R255 and R215. At 12 DME turn left and follow 13 DME ARC, descending to 2500' ALT. At R175 turn left inbound on R165 and descend to 1500' ALT. At 10 DME descend to 550' ALT. At 3 DME continue descent to OCH.</p>	<p>MAPT is at "OBV". If no other instructions received, climb on R345 to 3000' ALT, then right to "OBV", climbing to 4000' ALT and enter hold.</p> <p><b>NOTE:</b></p> <ol style="list-style-type: none"> <li>1. Circle to land at the discretion of the Pilot in command.</li> <li>2. AD is within FAR147. Prior permission is required to enter or land at Overberg.</li> <li>3. WGS-84.</li> </ol> <p><b>AIP AD Chart: VOR-04</b> <b>EFF Date: 08 JUL 04</b></p>

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
<p><b>PHALABORWA (FAPH)</b> <b>Hendrik van Eck</b></p> <p>CAT A – B</p> <p>THR ELEV 1432' AD ELEV 1432'</p> <p>TRANSITION ALT 3500 VAR W 15° (2003)</p> <p><b>BREAKCLOUD NDB</b> OCH ABOVE THR CAT A – 517' CAT B – 517'</p>	19	<p><b>NDB</b> "PW" 272.0 KHZ</p>	<p>3500' or higher MSA</p> <p><b>MSA</b> 25 NM "PW"</p> <p>000° - 180°M – 2700' 180° - 360°M – 3500'</p>	<p><b>PROCEDURE: NDB</b></p> <p><b>HOLD:</b> Hold on a right-hand racecourse pattern over NDB "PW", inbound track 189°M, outbound heading 009°M. Descend in holding pattern to 3500' ALT.</p> <p><b>APPROACH:</b> Depart from the NDB "PW" outbound in holding pattern, descend on a heading of 009°M for 5 NM maximum to 2500' ALT. Level turn onto inbound track 189°M and descend to OCH. Maintain OCH until overhead NDB "PW" (MAPT).</p>	<p>At MAPT and if no other instructions received, turn left onto heading 119°M, climb to 2500' ALT then turn right to NDB "PW" and climb to 3500' ALT.</p> <p><b>NOTE:</b></p> <ol style="list-style-type: none"> <li>1. Circle to land at the discretion of the Pilot in command.</li> <li>2. Animals may be present on AD.</li> <li>3. WGS-84.</li> <li>4. Procedure is conducted outside controlled airspace, entirely at the discretion of the Pilot in command.</li> </ol> <p><b>AIP AD Chart: NDB-01</b> <b>EFF Date: 08 JUL 04</b></p>
<p><b>PHALABORWA (FAPH)</b> <b>Hendrik van Eck</b></p> <p>CAT A – B</p> <p>THR ELEV 1432' AD ELEV 1432'</p> <p>TRANSITION ALT 3500 VAR W 15° (2003)</p> <p><b>BREAKCLOUD VOR</b> OCH ABOVE THR CAT A – 517' CAT B – 517'</p>	19	<p><b>VOR</b> "PHV" 115.3 MHZ</p> <p><b>NDB</b> "PW" 272.0 KHZ</p>	<p>3500' or higher MSA</p> <p><b>MSA</b> 25 NM "PHV"</p> <p>000° - 180°M – 2700' 180° - 360°M – 3500'</p>	<p><b>PROCEDURE: VOR/NDB or VOR</b></p> <p><b>HOLD:</b> Hold on a right-hand racecourse pattern over "PHV", inbound R009, outbound heading 009°M. Descend in holding pattern to 3500' ALT.</p> <p><b>APPROACH:</b> Depart from the "PHV" outbound in holding pattern, descend on a heading of 009°M for 5 NM maximum to 2500' ALT. Level turn onto inbound R009 and descend to 1950' ALT. Maintain 1950' ALT to overhead "PHV". Depart from "PHV" on R189 (outbound) and maintain until overhead NDB "PW" (MAPT).</p>	<p>At MAPT for "PHV" or "PW" and if no other instruction received, turn left on a heading of 121°M and climb to 2500' ALT. Then turn right to "PHV" climbing to 3500' ALT.</p> <p><b>NOTE:</b></p> <ol style="list-style-type: none"> <li>1. Circle to land at the discretion of the Pilot in command.</li> <li>2. Animals may be present on AD.</li> <li>3. WGS-84.</li> <li>4. Procedure is conducted outside controlled airspace, entirely at the discretion of the Pilot in command.</li> </ol> <p><b>AIP AD Chart: VOR-01</b> <b>EFF Date: 08 JUL 04</b></p>
<p><b>PIETERMARITZBURG (FAPM)</b></p> <p>CAT A – C</p> <p>AD ELEV 2423' THR ELEV 2351'</p> <p>TRANSITION ALT 8500' VAR W 24°W (2009)</p> <p><b>BREAKCLOUD NDB</b> OCH ABOVE AD CAT A – 649' CAT B – 649' CAT C – 669'</p>	16	<p><b>NDB</b> "ORI" 442.5 KHZ</p> <p><b>NDB</b> "OBJ" 280.0 KHZ</p> <p><b>NDB</b> "PZ" 257.0 KHZ</p> <p>TWR 122.0 MHZ</p>	<p>8000' or higher MSA</p> <p><b>MSA</b> 25 NM "ORI"</p> <p><b>Inbound Heading</b> 180° - 270°M – 7800' 270° - 360°M – 4600' 360° - 090°M – 7300' 090° - 180°M – 8700'</p>	<p><b>PROCEDURE: 3 NDB</b></p> <p><b>HOLD:</b> Hold on a left hand racecourse pattern over NDB "ORI", inbound track 247°M, outbound heading 067°M. Descend in the hold to 6100' ALT.</p> <p><b>APPROACH:</b> Depart NDB "ORI" outbound in the hold on a heading of 067°M and descend for 5 NM maximum to 5200' ALT. Level turn left onto inbound track 247°M and descend to 4200' ALT. Maintain 4200' ALT to NDB "ORI". Commence further descent on track 247°M for NDB "OBJ" and descend to OCH.</p>	<p>At "OBJ" commence climbing turn left onto "PZ" to 6100' ALT. At "PZ" turn left "ORI" and continue climb to 6100' ALT.</p> <p><b>NOTE:</b></p> <ol style="list-style-type: none"> <li>1. Circle to land at the discretion of the Pilot in command.</li> <li>2. WGS-84.</li> </ol> <p><b>AIP AD Chart: NDB-01</b> <b>EFF Date: 28 JUL 11</b></p>

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
<p><b>PIETERMARITZBURG (FAPM)</b></p> <p>CAT A – B</p> <p>AD ELEV 2423' THR ELEV 2423"</p> <p>TRANSITION ALT 8500' VAR W 24 °W (2009)</p> <p><b>BREAKCLOUD NDB</b> OCH ABOVE AD CAT A – 877' CAT B – 877'</p>	34	<p><b><u>NDB</u></b> "PZ" 257.0 KHZ</p> <p><b><u>NDB</u></b> "PU" 407.0 KHZ</p>	<p>8000' or higher MSA</p> <p><b><u>MSA</u></b> 25 NM "PZ"</p> <p><b><u>Inbound Heading</u></b> 180 ° - 270 °M – 7800' 270 ° - 360 °M – 4600' 360 ° - 090 °M – 7300' 090 ° - 180 °M – 8700'</p>	<p><b><u>PROCEDURE: 2 NDB</u></b></p> <p><b><u>HOLD:</u></b> Hold on a right-hand racecourse pattern over NDB "PZ", inbound track 344°M, outbound heading 164°M. Descend in holding pattern to 6200' ALT.</p> <p><b><u>APPROACH:</u></b> Depart from NDB "PZ" outbound in holding pattern, descend on a heading of 164°M for 5 NM maximum to 4500' ALT. Level turn onto inbound track of 344°M and descend to 3500' ALT. Maintain level flight until overhead NDB "PZ". Home onto NDB "PU" and continue descent to OCH. Maintain level flight until overhead NDB "PU". Carry out circling approach onto runway in use.</p>	<p>At "PU" turn right onto HDG 164 ° climbing to 6200' ALT. Passing 4500' ALT turn right to "PZ" climbing to 6200' ALT.</p> <p><b><u>NOTE:</u></b> 1. Circle to land at the discretion of the Pilot in command. 2. WGS-84.</p> <p><b>AIP AD Chart: NDB-02</b> <b>EFF Date: 28 JUL 11</b></p>

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
<p><b>PIETERMARITZBURG (FAPM)</b></p> <p>CAT A – C</p> <p>AD ELEV 2423' THR ELEV 2351'</p> <p>TRANSITION ALT 8500' VAR 24 °W (2009)</p> <p><u>Missed APCH Gradient of 2.5%</u> <b>RNAV (GNSS)</b> OCA (H) ABOVE THR <b>LNAV: AREA QNH (Without SDF)</b> CAT A – 4140' (1789') CAT B – 4140' (1789') CAT C – 4140' (1789') <b>RVR:</b> CAT C – 2000m</p> <p><b>LNAV: FAPM QNH (Without SDF)</b> CAT A – 4140' (1789') CAT B – 4140' (1789') CAT C – 4140' (1789') <b>RVR:</b> CAT C – 2000m</p> <p><b>LNAV: FAPM QNH (With SDF)</b> CAT A – 2780' (429') CAT B – 2780' (429') CAT C – 2810' (459') <b>RVR:</b> CAT C – 2000m</p> <p><u>Missed APCH Gradient of 3.5%</u> <b>RNAV (GNSS)</b> OCA (H) ABOVE THR <b>LNAV: FAPM QNH (With SDF)</b> CAT A – 2730' (379') CAT B – 2730' (379') CAT C – 2770' (419') <b>RVR:</b> CAT C – 1800m</p> <p><u>Missed APCH Gradient of 5.0%</u> <b>RNAV (GNSS)</b> OCA (H) ABOVE THR <b>LNAV: FAPM QNH (With SDF)</b> CAT A – 2660' (309') CAT B – 2660' (309') CAT C – 2170' (359') <b>RVR:</b> CAT C – 1800m</p>	16	<p><b>IAF</b> "DUDMA" 8600'</p> <p><b>IAF</b> "ESTEX" 6500'</p> <p><b>IF</b> "NIBAL" 6400'</p> <p><b>FAF</b> "PM1F1" 4920'</p> <p><b>SDF</b> "PM1F2" 4140'</p> <p><b>MAPT</b> "PM1MP"</p>	<p>8600' or higher TAA</p> <p><b>TAA</b> 25 NM "DUDMA" 25 NM "ESTEX"</p> <p>Refer to AIP Chart FAPM RNAV-01</p>	<p><b>PROCEDURE: RNAV (GNSS)</b></p> <p><b>HOLD:</b> <b>DUDMA:</b> Hold on a left-hand racecourse pattern over DUDMA inbound track 175°M. Descend in the hold to Transition Level.</p> <p><b>ESTEX:</b> Hold on a left-hand racecourse pattern over ESTEX inbound track 256°M. Descend in the hold to 6500' ALT.</p> <p>Holdings have a 1 minute OUBD track and a Speed Restriction of 180KT IAS.</p> <p><b>APPROACH:</b> Depart from DUDMA (IAF) or ESTEX (IAF) direct to NIBAL (IF), minimum 6400' ALT. Route to PM1F1 (FAF), minimum 4920' ALT, to PM1F2 (SDF), minimum 4140' ALT, to PM1MP (MAPT) descending to MDA (H).</p> <p><b>RNAV (GNSS)</b> OCA (H) ABOVE THR</p> <p><b>RVR:</b> CAT A – 1500m CAT B – 1500m</p> <p><b>CIRCLING</b> CAT A – 3500' (1077') CAT B – 3500' (1077') CAT C – 3800' (1377')</p>	<p>Maintain track 166°M, and climb to 6500' ALT. When passing 3000' ALT turn left DCT (INBD) ESTEX or as directed by ATC. To be level at ESTEX.</p> <p><b>SPEED RESTRICTION:</b> 1. A Speed Restriction of 180KT IAS at NIBAL (IF), DUDMA (IAF), ESTEX (IAF) and both Holds.</p> <p><b>NOTE:</b> 1. WGS-84.</p> <p><b>AIP AD Chart: RNAV-01</b> <b>EFF Date: 29 JUL 10</b></p>

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
<p><b>PIETERMARITZBURG (FAPM)</b></p> <p>CAT A – C</p> <p>AD ELEV 2423' THR ELEV 2423'</p> <p>TRANSITION ALT 8500' VAR 24 °W (2009)</p> <p><u>Missed APCH Gradient of 2.5%</u> <b>RNAV (GNSS)</b> OCA (H) ABOVE THR <b>LNAV: AREA QNH</b> CAT A – 3500' (1077') CAT B – 3500' (1077') CAT C – 3800' (1377') <b>RVR:</b> CAT C – 2000m</p> <p><b>LNAV: FAPM QNH</b> CAT A – 3030' (607') CAT B – 3030' (607') CAT C – 3300' (877') <b>RVR:</b> CAT C – 2000m</p> <p><u>Missed APCH Gradient of 3.3%</u> <b>RNAV (GNSS)</b> OCA (H) ABOVE THR <b>LNAV: FAPM QNH</b> CAT A – 3030' (607') CAT B – 3030' (607') CAT C – 3100' (677') <b>RVR:</b> CAT C – 2000m</p> <p><b>RNAV (GNSS)</b> OCA (H) ABOVE THR <b>RVR:</b> CAT A – 1500m CAT B – 1500m</p> <p><b>CIRCLING</b> CAT A – 3500' (1077') CAT B – 3500' (1077') CAT C – 3800' (1377')</p>	34	<p><b>IAF</b> "AVUSO" 6500'</p> <p><b>IAF</b> "NEXAB" 6000'</p> <p><b>IF</b> "NIGIL" 5660'</p> <p><b>FAF</b> "PM2F1" 4070'</p> <p><b>MAPT</b> "PM2MP"</p>	<p>6500' or higher TAA</p> <p><b>TAA</b> 25 NM "AVUSO" 25 NM "NEXAB"</p> <p>Refer to AIP Chart FAPM RNAV-02</p>	<p><b>PROCEDURE: RNAV (GNSS)</b></p> <p><b>HOLD:</b> <b>AVUSO:</b> Hold on a left-hand racecourse pattern over AVUSO inbound track 014°M. Descend in the hold to 6500' ALT.</p> <p><b>NEXAB:</b> Hold on a right-hand racecourse pattern over NEXAB inbound track 256°M. Descend in the hold to 6000' ALT.</p> <p>Holdings have a 1 minute OUBD track and a Speed Restriction of 180KT IAS.</p> <p><b>APPROACH:</b> Depart from AVUSO (IAF) or NEXAB (IAF) direct to NIGIL (IF), minimum 5660' ALT. Route to PM2F1 (FAF), minimum 4070' ALT, to PM2MP (MAPT), descending to OCA (H).</p>	<p>Maintain track 346°M, and climb to 6000' ALT. When passing 3200' ALT (CAT A &amp; B) or 3400' ALT (CAT C) turn right DCT (INBD) NEXAB or as directed by ATC. To be level at NEXAB.</p> <p><b>SPEED RESTRICTION:</b> 1. A Speed Restriction of 180KT IAS at NIGIL (IF), AVUSO (IAF), NEXAB (IAF) and both Holds.</p> <p><b>NOTE:</b> 1. WGS-84.</p> <p><b>AIP AD Chart: RNAV-02</b> <b>EFF Date: 23 SEP 10</b></p>

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
<p><b>PIET RETIEF (FAPF)</b></p> <p>CAT A – B</p> <p>AD ELEV 4420'</p> <p>TRANSITION ALT 8000 VAR W 19° (2003)</p> <p><b>BREAKCLOUD NDB</b> OCH ABOVE AD CAT A – 780' CAT B – 780'</p>	15	<p><b>NDB</b> "PRF" 525.0 KHZ</p>	<p>8000' or higher MSA</p> <p><b>MSA</b> 25 NM "PRF"</p> <p>000° - 090°M – 7300' 090° - 180°M – 7300' 180° - 270°M – 9500' 270° - 360°M – 8000'</p>	<p><b>PROCEDURE: NDB</b></p> <p><b>HOLD:</b> Hold on a right hand racecourse pattern over NDB "PRF", inbound track 152°M, outbound heading 332°M. Descend in the hold to 8000' ALT.</p> <p><b>APPROACH:</b> Depart NDB "PRF" outbound in the hold on heading 332°M and descend for 5 NM maximum to 7000' ALT. Level turn right onto inbound track 152°M and descend to 6000' ALT. Maintain 6000' ALT until NDB "PRF". At NDB "PRF" continue to descend on heading 152°M to OCH 780'.</p>	<p>If not visual at 5200' ALT, commence climb on heading 152°M to 6600' ALT, then right to NDB "PRF" climbing to 8000' ALT.</p> <p><b>NOTES:</b></p> <ol style="list-style-type: none"> <li>This procedure is conducted outside controlled airspace, entirely at the discretion of the Pilot in command.</li> <li>Circle to land at the discretion of the Pilot in command.</li> </ol> <p>1. WGS-84.</p> <p><b>AIP AD Chart: NDB-01</b> <b>EFF Date: 08 JUL 04</b></p>
<p><b>PILANESBERG INTL (FAPN)</b></p> <p>CAT A – C</p> <p>AD ELEV 3412' THR ELEV 3412'</p> <p>TRANSITION ALT 7400' VAR W 16° (2003)</p> <p><b>BREAKCLOUD NDB</b> OCH ABOVE AD CAT A – 800' CAT B – 800' CAT C – 800'</p>	05	<p><b>NDB</b> "PLG" 480.0 KHZ</p> <p><b>NDB</b> "PLB" 215.0 KHZ</p>	<p>7400' or higher MSA</p> <p><b>MSA</b> 25 NM "PLG"</p> <p>000°M - 090°M – 7600' 090°M - 180°M – 7900' 180°M - 270°M – 7600' 270°M - 360°M – 7600'</p>	<p><b>PROCEDURE: 2 NDB</b></p> <p><b>HOLD:</b> Hold on a right hand racecourse pattern over NDB "PLG", inbound track 084°M, outbound heading 264°M. Descend in the hold to 7400' ALT.</p> <p><b>APPROACH:</b> Depart from the NDB "PLG" outbound in the holding pattern, descend on a heading of 264°M to 6000' ALT for 5 NM maximum. Level-turn right onto inbound track 084°M and descend to 4500' ALT. Maintain 4500' ALT until overhead NDB "PLG". If VMC at NDB "PLG" turn left onto heading 053°M for RWY 05. If not VMC at NDB "PLG", home onto NDB "PLB" and descend to OCH, and maintain until overhead NDB "PLB".</p>	<p>Missed approach commences at NDB "PLB". At NDB "PLB" climb on heading 084°M to 4700' ALT. At 4700' ALT climb-turn right, to 7400' ALT and return to NDB "PLG".</p> <p><b>NOTE:</b></p> <ol style="list-style-type: none"> <li>Due to high ground, circling NW of AD prohibited.</li> <li>Circle to land SE of AD at the discretion of the Pilot in command.</li> <li>Mast ± 4 NM NE of AD.</li> <li>WGS-84.</li> </ol> <p><b>AIP AD Chart: NDB-01</b> <b>EFF Date: 08 JUL 04</b></p>
<p><b>PILANESBERG INTL (FAPN)</b></p> <p>CAT A – D</p> <p>AD ELEV 3412' THR ELEV 3412'</p> <p>TRANSITION ALT 7400' VAR W 16° (2003)</p> <p><b>BREAKCLOUD VOR</b> OCH ABOVE AD CAT A – 690' CAT B – 690' CAT C – 690' CAT D – 690'</p>	05	<p><b>DVOR</b> "PNV" 112.6 MHZ</p> <p><b>DME</b> "PNV" 1160 MHZ 1097 MHZ CH 73X</p>	<p>7400' or higher MSA</p> <p><b>MSA</b> 25 DME "PNV"</p> <p>000° - 090°M – 7600' 090° - 180°M – 7900' 180° - 270°M – 7600' 270° - 360°M – 7600'</p>	<p><b>PROCEDURE: VOR/DME</b></p> <p><b>HOLD:</b> Hold on a right hand racecourse pattern over "PNV", inbound R233, outbound heading 233°M. Descend in the holding pattern to 7400' ALT.</p> <p><b>APPROACH:</b> Depart "PNV" outbound in the hold on heading 233°M and descend to 6100' ALT. At 8 DME "PNV" level turn right to intercept R233 inbound. At 7 DME "PNV" commence descent to OCH.</p> <p>MIN ALT at 4 DME – 5250' MIN ALT at 2 DME – 4680' Nominal slope – 2.7°</p>	<p>MAPT is at "PNV". If no other instructions received, commence climbing turn right outbound on R080 to 5800' ALT, then right to "PNV" climbing to 7400' ALT. Enter "PNV" hold.</p> <p><b>NOTE:</b></p> <ol style="list-style-type: none"> <li>Due to high ground, circling NW of AD prohibited.</li> <li>Circle to land SE of AD at the discretion of the Pilot in command.</li> <li>Mast ± 4 NM NE of AD.</li> <li>VOR right of extended centreline by 82m.</li> <li>WGS-84.</li> </ol> <p><b>AIP AD Chart: VOR-01</b> <b>EFF Date: 08 JUL 04</b></p>

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
<p><b>PLETTENBERG BAY (FAPG)</b></p> <p>CAT A – B</p> <p>AD ELEV 465' THR ELEV 465'</p> <p>TRANSITION ALT 7200' VAR W 26° (2005)</p> <p><b>BREAKCLOUD NDB</b> OCH ABOVE AD CAT A – 844' CAT B – 844'</p>	30	<p><b>NDB</b> "PY" 277.5 KHZ</p>	<p>6300' or higher MSA</p> <p><b>MSA</b> 25 NM "PY"</p> <p>000° - 110°M – 7600' 110° - 290°M – 2000' 290° - 360°M – 5800'</p>	<p><b>PROCEDURE: NDB</b></p> <p><b>HOLD:</b> Hold on a left hand racecourse pattern over NDB "PY", inbound track 296°M, outbound heading 116°M. Descend in the hold to 3500' ALT.</p> <p><b>APPROACH:</b> Depart NDB "PY" outbound in the hold on a heading of 116°M and descend for 5 NM maximum to 2000' ALT. Level turn left onto inbound track 296°M and descend to OCH 844' ALT.</p>	<p>MAPT is at NDB "PY". At "PY" commence a climbing turn left onto heading 281°M and climb to 2000' ALT. Then turn left to NDB "PY" climbing to 3500' ALT.</p> <p><b>NOTE:</b></p> <ol style="list-style-type: none"> <li>1. Circle to land at the discretion of the Pilot in command.</li> <li>2. This procedure is conducted outside controlled airspace entirely at the discretion of the Pilot in command.</li> <li>3. WGS-84.</li> </ol> <p><b>AIP AD Chart: NDB-01</b> <b>EFF Date: 08 JUL 04</b></p>
<p><b>POLOKWANE INTL (FAPP)</b></p> <p>CAT A – D</p> <p>AD ELEV 4076' THR ELEV 4014'</p> <p>TRANSITION ALT 9000' TRANSITION LEVEL ATC VAR W 16° (2009)</p> <p><b>BREAKCLOUD VOR</b> OCH ABOVE AD CAT A – 492' CAT B – 492' CAT C – 689' CAT D – 689'</p>	05	<p><b>DVOR</b> "PPV" 114.5 MHZ</p> <p><b>DME</b> "PPV" CH 92X</p>	<p>9000' or higher MSA</p> <p><b>MSA</b> 25 NM "PPV"</p> <p><b>Inbound Heading</b> 180° - 270°M – 7200' 270° - 360°M – 9300' 360° - 090°M – 8800' 090° - 180°M – 7600'</p> <p>When within 10 DME 'PPV' and with ATC approval, descend to 8000' ALT.</p>	<p><b>PROCEDURE: VOR/DME</b></p> <p><b>HOLD:</b> Hold on a left hand racecourse pattern over "PPV", inbound R231, outbound on heading 231°M. Descend in the hold to 8000' ALT.</p> <p><b>APPROACH:</b> Depart "PPV" outbound in the hold on heading 231°M, descend to 5700' ALT. At maximum 8 DME "PPV" turn left inbound on R231. At 6.4 DME "PPV" commence descend to OCH.</p>	<p>If no other instructions received, commence climb inbound "PPV" R231, then outbound R051 to 5500' ALT, then left on heading 231°M climbing to 8000' ALT. At 8 DME maximum "PPV" turn left to "PPV" at 8000' ALT.</p> <p><b>NOTE:</b></p> <ol style="list-style-type: none"> <li>1. Circle to land to the North/West of AD only, and entirely at the discretion of the pilot in command.</li> </ol> <p><b>AIP AD Chart: VOR-01</b> <b>EFF Date: 14 JAN 10</b></p>
<p><b>PONGOLA (FAPL)</b></p> <p>CAT A – B</p> <p>AD ELEV 942'</p> <p>TRANSITION ALT 6500' VAR W 20° (2003)</p> <p><b>BREAKCLOUD NDB</b> OCH ABOVE AD CAT A – 650' CAT B – 650'</p>	-	<p><b>NDB</b> "PGL" 382.5 KHZ</p>	<p>5800' or higher MSA</p> <p><b>MSA</b> 25 NM "PGL"</p> <p>000°M - 090°M – 4700' 090°M - 180°M – 4200' 180°M - 270°M – 5800' 270°M - 360°M – 5300'</p>	<p><b>PROCEDURE: NDB</b></p> <p><b>HOLD:</b> Hold on a right hand racecourse pattern over NDB "PGL", inbound track 002°M, outbound heading 182°M. Descend in the holding pattern to 4500' ALT.</p> <p><b>APPROACH:</b> Depart from NDB "PGL" outbound in the holding pattern, descend on a heading of 182°M for 5 NM maximum to 3500' ALT. Level turn right onto inbound track 002°M and descend to 2500' ALT. Maintain 2500' ALT to overhead NDB "PGL". At NDB "PGL" turn right onto heading 037°M and descend for 1 MIN to 2000' ALT. Level turn left home onto NDB "PGL" and descend to 1600' ALT. Maintain 1600' ALT until NDB "PGL".</p>	<p>At NDB "PGL" commence climb on heading 182°M to 2200' ALT. At 2200' ALT, commence climbing turn left homing onto NDB "PGL" and continue climb to 4500' ALT.</p> <p><b>NOTE:</b></p> <ol style="list-style-type: none"> <li>1. For diversion climb in holding pattern to MSA.</li> <li>2. All circle to land NE of RWY centre line only.</li> <li>3. Circle to land at the discretion of the Pilot in command.</li> <li>4. MAX speed in hold 120KT IAS.</li> <li>5. WGS-84.</li> </ol> <p><b>AIP AD Chart: NDB-01</b> <b>EFF Date: 08 JUL 04</b></p>

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
<p><b>PORT ELIZABETH INTL (FAPE)</b></p> <p>CAT A – D</p> <p>AD ELEV 226' THR ELEV 226'</p> <p>TRANSITION ALT 5500' VAR W 26° (2006)</p> <p><b>CAT I ILS</b> OCH ABOVE THR CAT A – 300' CAT B – 300' CAT C – 300' CAT D – 300'</p> <p><u>Glide path ALT at</u> 4.1 DME "PEI" – 1530' 4.1 DME "PEV" – 1530'</p>	08	<p><b>VOR</b> "PEV" 112.9 MHZ</p> <p><b>DME</b> "PEV" CH 76X</p> <p><b>ILS</b> <b>LOC</b> "PEI" 111.1 MHZ</p> <p><b>GP</b> 331.7 MHZ</p> <p><b>DME</b> "PEI" 111.1 MHZ (Co-located with GP TRANS)</p> <p>Glide path 3.0° ILS RDH 57'</p>	<p>3000' or higher MSA</p> <p><b>MSA</b> 25 DME "PEV"</p> <p>000° - 090°M – 4200' 090° - 180°M – 1300' 180° - 270°M – 1300' 270° - 360°M – 4900'</p>	<p><b>PROCEDURE: ILS RWY 08</b> <b>(VOR and DME Required)</b></p> <p><b>HOLD:</b> Hold on a right-hand racecourse pattern over "PEV", inbound on R264, outbound heading 264°M. Descend in the hold to 3000' ALT.</p> <p><b>APPROACH:</b> Depart from "PEV" turning right onto heading 264°M and descend for 8 DME PEV to 2000' ALT. Level turn right to intercept ILS Localiser and descend on Glide slope to Decision ALT.</p>	<p>If no other instructions received, climb on RWY heading to 2000' ALT. Climbing turn right, climbing to 3000' ALT and return to "PEV".</p> <p><b>NOTE:</b> 1. Circle to land at the discretion of the Pilot in command. 2. WGS-84.</p> <p><b>AIP AD Chart: ILS-01</b> <b>EFF Date: 05 JUL 07</b></p>
<p><b>PORT ELIZABETH INTL (FAPE)</b></p> <p>CAT A – D</p> <p>AD ELEV 226' THR ELEV 185'</p> <p>TRANSITION ALT 5500' VAR W 26° (2006)</p> <p><b>CAT I ILS</b> OCH ABOVE THR CAT A – 200' CAT B – 200' CAT C – 200' CAT D – 200'</p> <p><u>Glide path ALT at</u> 1.0 DME "PDI" – 500' 4.0 DME "PDI" – 1460' 7.0 DME "PDI" – 2415'</p>	26	<p><b>VOR</b> "PEV" 112.9 MHZ</p> <p><b>DME</b> "PEV" CH 76X</p> <p><b>ILS</b> <b>LOC</b> "PDI" 109.5 MHZ</p> <p><b>GP</b> 332.6 MHZ</p> <p><b>DME</b> "PDI" 109.5 MHZ</p> <p>Glide path 3.0° ILS RDH 78'</p>	<p>3000' or higher MSA</p> <p><b>MSA</b> 25 DME "PEV"</p> <p>000° - 090°M – 4200' 090° - 180°M – 1300' 180° - 270°M – 1300' 270° - 360°M – 4900'</p>	<p><b>PROCEDURE: ILS Z RWY 26</b> <b>(VOR and DME Required)</b></p> <p><b>HOLD:</b> Hold on a left hand racecourse pattern over "PEV", inbound on R084, outbound on heading 084°M. Descend in the hold to 3000' ALT.</p> <p><b>APPROACH:</b> Depart from "PEV" turning left onto heading 084°M and descend for 8 DME PEV (7.3 DME "PDI") to 1500' ALT. Level turn left to intercept ILS Localiser and descend on Glide slope to Decision ALT.</p>	<p>If no other instructions received, climb on RWY heading to 2000' ALT. Climbing turn left, climbing to 3000' ALT and return to "PEV".</p> <p><b>NOTE:</b> 1. Circle to land at the discretion of the Pilot in command. 2. WGS-84.</p> <p><b>AIP AD Chart: ILS-02</b> <b>EFF Date: 05 JUL 07</b></p>

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
<b>PORT ELIZABETH INTL (FAPE)</b>  CAT A – D  AD ELEV 226' THR ELEV 226'  TRANSITION ALT 5500' VAR W 26 °(2006)  <b>VOR</b> OCH ABOVE THR CAT A – 450' CAT B – 450' CAT C – 450' CAT D – 450'  <u>Glide path ALT at</u> 4.1 DME "PEV" – 1530'	08	<b>VOR</b> "PEV" 112.9 MHZ  <b>DME</b> "PEV" CH 76X  <b>DME</b> "PEI" 111.1 MHZ	3000' or higher MSA  <b>MSA</b> 25 DME "PEV"  000° - 090°M – 4200' 090° - 180°M – 1300' 180° - 270°M – 1300' 270° - 360°M – 4900'	<b>PROCEDURE: VOR RWY 08</b> <b>(DME Required)</b>  <b>HOLD:</b> Hold on a right hand racecourse pattern over "PEV", inbound R269, outbound heading 269°M. Descend in the hold to 3000' ALT.  <b>APPROACH:</b> Depart from the "PEV" outbound in holding pattern, descend on a heading of 269°M for 8 NM maximum to 2000' ALT. Level turn onto R269 inbound. At 6.3 DME inbound "PEV" or "PEI" commence descent to OCH 450' ALT.	MAPT is at 1.4 DME "PEV"/"PEI". If no other instruction received, climb on R089 outbound to 2000' ALT then turn right and return to "PEV", climbing to 3000' ALT.  <b>NOTE:</b> 1. Circle to land at the discretion of the Pilot in command. 2. WGS-84.  <b>AIP AD Chart: VOR-01</b> <b>EFF Date: 05 JUL 07</b>
<b>PORT ELIZABETH INTL (FAPE)</b>  CAT A – D  AD ELEV 226' THR ELEV 185'  TRANSITION ALT 5500' VAR W 26 °(2006)  <b>VOR</b> OCH ABOVE THR CAT A – 473' CAT B – 473' CAT C – 473' CAT D – 473'	26	<b>VOR</b> "PEV" 112.9 MHZ  <b>DME</b> "PEV" CH 76X	3000' or higher MSA  <b>MSA</b> 25 DME "PEV"  000° - 090°M – 4200' 090° - 180°M – 1300' 180° - 270°M – 1300' 270° - 360°M – 4900'	<b>PROCEDURE: VOR RWY 26</b> <b>(DME Required)</b>  <b>HOLD:</b> Hold on a left hand racecourse pattern over "PEV", inbound R080, outbound heading 080°M. Descend in the hold to 3000' ALT.  <b>APPROACH:</b> Depart from the "PEV" outbound in holding pattern, descend on a heading of 080°M for 8 NM maximum to 1500' ALT. Level turn onto inbound R080 and descend to OCH 473' ALT.	If no other instruction received, climb on R260 outbound to 2000' ALT then turn left and return to "PEV", climbing to 3000' ALT.  <b>NOTE:</b> 1. Circle to land at the discretion of the Pilot in command. 2. WGS-84  <b>AIP AD Chart: VOR-02</b> <b>EFF Date: 05 JUL 07</b>
<b>PRETORIA (FAWB)</b> <b>Wonderboom</b>  CAT A – C  AD ELEV 4095' THR ELEV 4095'  TRANSITION ALT 8000' ☛ VAR W 18° (2009)  <b>BREAKCLOUD NDB</b> OCH ABOVE THR CAT A – 405' CAT B – 405' CAT C – 405'	29	<b>NDB</b> "WB" 257.5 KHZ  <b>NDB</b> "WR" 230.0 KHZ	8000' or higher MSA  <b>MSA</b> 25 NM "WB"  ☛ <b>Inbound Heading</b> 090° - 270° - 6900' 270° - 090° - 8000'	<b>PROCEDURE: ☛ BREAKCLOUD NDB RWY 29</b>  <b>HOLD:</b> Hold on a right-hand racecourse pattern over NDB "WB", inbound track 288°M, outbound heading 108°M. Descend in holding pattern to 7000' ALT.  <b>APPROACH:</b> Depart from NDB "WB" outbound in holding pattern, descend on a heading of 108°M for 5 NM maximum to 6000' ALT. Level turn onto inbound track of 288°M and descend to 5100' ALT to NDB "WB". Then track 288°M descend to OCH 405' ALT to NDB "WR".	☛ If no other instruction received, climb on track 288° to 6000' ALT then turn right to "WB" climbing to 7000' ALT. .  <b>NOTE:</b> 1. Circle to land at the discretion of the Pilot in command. 2. All visual manoeuvring must be executed to North of AD. 3. Initial approach speed limited to 160KT IAS.  <b>AIP AD Chart: NDB-01</b> ☛ <b>EFF Date: 08 MAR 12</b>

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
<p><b>RICHARDS BAY (FARB)</b></p> <p>CAT A – B</p> <p>AD ELEV 109' THR ELEV 73'</p> <p>TRANSITION ALT 3500' VAR W 23° (2007)</p> <p><b>BREAKCLOUD NDB</b> OCH ABOVE THR CAT A – 628' CAT B – 628'</p>	05	<p><b>NDB</b> "RB" 337.0 KHZ</p> <p><b>NDB</b> "RI" 465.0 KHZ</p>	<p>3700' or higher MSA</p> <p><b>MSA</b> 25 NM "RB"</p> <p><b>Inbound Heading</b> 180° - 270° M – 2800' 270° - 360° M – 2000' 360° - 090° M – 3100' 090° - 180° M – 3700'</p>	<p><b>PROCEDURE: 2 NDB</b></p> <p><b>HOLD:</b> Hold on a left hand racecourse pattern over NDB "RB", inbound track 058° M, outbound heading 238° M. Descend in holding pattern to 2000' ALT.</p> <p><b>APPROACH:</b> Depart from NDB "RB" outbound in the holding pattern, descend on a heading of 238° M for a maximum 6 NM to 1500' ALT. Level turn left onto inbound track of 058° M and descend to OCH 628' ALT.</p>	<p>If no other instruction received, track on to NDB "RI" on 058° M and climb to 2000' ALT. At 2000' ALT turn right to NDB "RB"</p> <p><b>NOTE:</b></p> <ol style="list-style-type: none"> <li>1. High mast up to 300' AMSL erected between 3 and 4 NM W of AD.</li> <li>2. All circle to land East of RWY and only at the discretion of the Pilot in command.</li> <li>3. Mast on coastline at 538' AMSL East of NDB "RI".</li> <li>4. This procedure outside ATC HOD, is conducted entirely at the discretion of the Pilot in command.</li> <li>5. WGS-84.</li> </ol> <p><b>AIP AD Chart: NDB-01</b> <b>EFF Date: 20 NOV 08</b></p>
<p><b>RICHARDS BAY (FARB)</b></p> <p>CAT A – B</p> <p>AD ELEV 109'</p> <p>TRANSITION ALT 3500' VAR W 23° (2007)</p> <p><b>BREAKCLOUD NDB</b> OCH ABOVE AD CAT A – 492' CAT A – 492'</p>	23	<p><b>NDB</b> "RI" 465.0 KHZ</p> <p><b>NDB</b> "RB" 337.0 KHZ</p>	<p>3 700' or higher MSA</p> <p><b>MSA</b> 25 NM "RI"</p> <p>000° - 090° M – 2800' 090° - 180° M – 2100' 180° - 270° M – 3200' 270° - 360° M – 3700'</p>	<p><b>PROCEDURE: 2 NDB</b></p> <p><b>HOLD:</b> Hold on a right hand racecourse pattern over NDB "RI", inbound track 236° M, outbound heading 056° M.</p> <p><b>APPROACH:</b> Depart from NDB "RI", outbound in the hold on a heading of 056° M and descend for maximum 6 NM to 2500' ALT. Level turn right onto inbound track 236° M and descend to 1100' ALT. Maintain 1100' ALT to overhead NDB "RI". At NDB "RI" track onto NDB "RB" and descend to OCH 492' ALT.</p>	<p>MAPT is at THR 23. Climb on track to NDB "RB" to 1200' ALT. At 1200' ALT climbing turn left onto 160° M, climb to 2500' ALT, then left to NDB "RI" at 2500' ALT.</p> <p><b>NOTE:</b></p> <ol style="list-style-type: none"> <li>1. This procedure is conducted entirely at the discretion of Pilot in command outside ATC HOD.</li> <li>2. Masts up to 300' AMSL between 3 and 4 NM W of A/D.</li> <li>3. Mast on Coastline at 538' AMSL East of NDB "RI".</li> <li>4. All Circle to land East of runway and only at the discretion of the Pilot in command.</li> <li>5. WGS-84.</li> </ol> <p><b>AIP AD Chart: NDB-02</b> <b>EFF Date: 08 JUL 04</b></p>
<p><b>RICHARDS BAY (FARB)</b></p> <p>CAT A – C</p> <p>AD ELEV 109' THR ELEV 73'</p> <p>TRANSITION ALT 3500' VAR W 23° (2007)</p> <p><b>BREAKCLOUD VOR</b> OCH ABOVE THR CAT A – 501' CAT B – 501' CAT C – 591'</p>	05	<p><b>VOR</b> "RBV" 113.0 MHZ</p>	<p>3700' or higher MSA</p> <p><b>MSA</b> 25 DME "RBV"</p> <p>000° - 090° M – 2800' 090° - 180° M – 2100' 180° - 270° M – 3200' 270° - 360° M – 3700'</p>	<p><b>PROCEDURE: VOR/DME</b></p> <p><b>HOLD:</b> Hold on a right-hand racecourse pattern over "RBV", inbound on R238, outbound on heading 238° M. Descend in hold to 3700' ALT.</p> <p><b>APPROACH:</b> Depart from "RBV" on heading 238° M, and descend to 2000' ALT for maximum of 6 DME "RBV". Level turn to the right to intercept R238 "RBV" inbound. Descend to OCH.</p>	<p>MAPT is at 1.5 DME "RBV". If no other instructions received climb on R058 "RBV" to 1500' ALT. At 1500' ALT, turn right and return to "RBV" climbing to 2000' ALT. Enter the "RBV" hold.</p> <p><b>NOTE:</b></p> <ol style="list-style-type: none"> <li>1. Circle to land at the discretion of the pilot in command.</li> <li>2. All circling to the East of the runway.</li> <li>3. WGS-84</li> </ol> <p><b>AIP AD Chart: VOR-01</b> <b>EFF Date: 08 JUL 04</b></p>

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
<p><b>RICHARDS BAY (FARB)</b></p> <p>CAT A – C</p> <p>AD ELEV 109' THR ELEV 73'</p> <p>TRANSITION ALT 3500' VAR W 23° (2007)</p> <p><b>BREAKCLOUD VOR</b> OCH ABOVE THR CAT A – 501' CAT B – 501' CAT C – 591'</p>	05	<p><b>VOR</b> "RBV" 113.0 MHZ</p>	<p>3700' or higher MSA</p> <p><b>MSA</b> 25 NM "RBV"</p> <p>000° - 090°M – 2800' 090° - 180°M – 2100' 180° - 270°M – 3200' 270° - 360°M – 3700'</p>	<p><b>PROCEDURE: VOR</b></p> <p><b>HOLD:</b> Hold on a right-hand racecourse pattern over "RBV", inbound on R238, outbound on heading 238°M. Descend in hold to 3700' ALT.</p> <p><b>APPROACH:</b> Depart from "RBV" on heading 238°M, and descend to 2000' ALT for maximum of 6 NM. Level turn to the right to intercept R238 "RBV". Continue descent to OCH.</p>	<p>MAPT is at "RBV". If no other instructions received climb on R058 "RBV" to 1500' ALT. At 1500' ALT, turn right and return to "RBV" climbing to 2000' ALT. Enter the "RBV" hold.</p> <p><b>NOTE:</b></p> <ol style="list-style-type: none"> <li>1. Circle to land at the discretion of the Pilot in command.</li> <li>2. All circling to the East of the runway.</li> <li>3. WGS-84.</li> </ol> <p><b>AIP AD Chart: VOR-02</b> <b>EFF Date: 08 JUL 04</b></p>
<p><b>RICHARDS BAY (FARB)</b></p> <p>CAT A – C</p> <p>AD ELEV 109' THR ELEV 109'</p> <p>TRANSITION ALT 3500' VAR W 22.0° (2003)</p> <p><b>BREAKCLOUD VOR</b> OCH ABOVE THR CAT A – 501' CAT B – 501' CAT C – 591'</p>	23	<p><b>VOR</b> "RBV" 113.0 MHZ</p>	<p>3700' or higher MSA</p> <p><b>MSA</b> 25 DME "RBV"</p> <p>000° - 090°M – 2800' 090° - 180°M – 2100' 180° - 270°M – 3200' 270° - 360°M – 3700'</p>	<p><b>PROCEDURE: VOR/DME</b></p> <p><b>HOLD:</b> Hold on a left hand racecourse pattern over "RBV", inbound on R053, outbound on heading 053°M. Descend in hold to 3700' ALT.</p> <p><b>APPROACH:</b> Depart from the "RBV" on heading 053°M, and descend to 2000' ALT for maximum 6 DME "RBV". Level turn left to intercept R053 "RBV" inbound. Descend to OCH.</p>	<p>MAPT is at 1.4 DME "RBV". If no other instructions received climb on R233 "RBV" to 1500' ALT. At 1500' ALT, turn left and return to "RBV" climbing to 2000' ALT. Enter the "RBV" hold.</p> <p><b>NOTE:</b></p> <ol style="list-style-type: none"> <li>1. Circle to land at the discretion of the pilot-in-command.</li> <li>2. All circling to the East of the runway.</li> <li>3. WGS-84.</li> </ol> <p><b>AIP AD Chart: VOR-03</b> <b>EFF Date: 08 JUL 04</b></p>
<p><b>RICHARDS BAY (FARB)</b></p> <p>CAT A – C</p> <p>AD ELEV 109' THR ELEV 109'</p> <p>TRANSITION ALT 3500' VAR W 22.0° (2003)</p> <p><b>BREAKCLOUD VOR</b> OCH ABOVE THR CAT A – 501' CAT B – 501' CAT C – 591'</p>	23	<p><b>VOR</b> "RBV" 113.0 MHZ</p>	<p>3700' or higher MSA</p> <p><b>MSA</b> 25 NM "RBV"</p> <p>000° - 090°M – 2800' 090° - 180°M – 2100' 180° - 270°M – 3200' 270° - 360°M – 3700'</p>	<p><b>PROCEDURE: VOR</b></p> <p><b>HOLD:</b> Hold on a left hand racecourse pattern over "RBV", inbound on R053, outbound on heading 053°M. Descend in hold to 3700' ALT.</p> <p><b>APPROACH:</b> Depart from "RBV" on heading 053°M, and descend to 2000' ALT for maximum of 6 NM. Level turn to the left to intercept R053 "RBV" inbound. Descend to OCH.</p>	<p>MAPT is at "RBV". If no other instructions received climb on R233 "RBV" to 1500' ALT. At 1500' ALT, turn left and return to "RBV" climbing to 2000' ALT. Enter the "RBV" hold.</p> <p><b>NOTE:</b></p> <ol style="list-style-type: none"> <li>1. Circle to land at the discretion of the pilot-in-command.</li> <li>2. All circling to the East of the runway.</li> <li>3. WGS-84.</li> </ol> <p><b>AIP AD Chart: VOR-04</b> <b>EFF Date: 08 JUL 04</b></p>

Aerodrome ELEV & heights ' 1	RWY 2	Facility 3	Initial Approach ALT ' 4	Procedure 5	Missed APCH procedure 6
<p><b>SISHEN (FASS)</b></p> <p>CAT A – B</p> <p>AD ELEV 3848'</p> <p>TRANSITION ALT 8000' VAR W 18° (2003)</p> <p><b>BREAKCLOUD NDB</b> OCH ABOVE AD CAT A – 852' CAT B – 852'</p>		<p><b>NDB</b> "SS" 272.5 KHZ</p>	<p>8000' or higher MSA</p> <p><b>MSA</b> 25 NM "SS"</p> <p>000° - 090°M – 7900' 090° - 360°M – 8100'</p>	<p><b>PROCEDURE: NDB</b></p> <p><b>HOLD:</b> Hold on a right-hand racecourse pattern over NDB "SS", inbound track 180°M outbound heading 360°M.</p> <p><b>APPROACH:</b> Depart from the NDB "SS" outbound in the holding pattern and descend on a heading of 360°M for 7 NM maximum to 6500' ALT. Level turn onto inbound track 180°M and descend to OCH 852' ALT.</p>	<p>Track away from NDB "SS" on 240°M and climb to 6500' ALT. Turn right and climb to 8000' ALT and return to NDB "SS".</p> <p><b>NOTE:</b> 1. A restricted area is situated approximately 3 NM SE of Sishen Aerodrome. 2. Circle to land at the discretion of the Pilot in command.</p> <p><b>AIP AD Chart: NDB-01</b> <b>EFF Date: 08 JUL 04</b></p>
<p><b>SKUKUZA (FASZ)</b></p> <p>CAT A – B</p> <p>AD ELEV 1020'</p> <p>TRANSITION ALT 9000' VAR W 16° (2003)</p> <p><b>BREAKCLOUD NDB</b> OCH ABOVE AD CAT A – 780' CAT B – 780'</p>	35	<p><b>NDB</b> "SZ" 233 KHZ</p>	<p>4500' or higher MSA</p> <p><b>MSA</b> 25 NM "SZ"</p> <p>000° - 180°M – 3000' 180° - 360°M – 4500'</p>	<p><b>PROCEDURE: NDB</b></p> <p><b>HOLD:</b> Hold on a right-hand racecourse pattern over NDB "SZ", inbound track 352°M, outbound heading 172°M. Descend in holding pattern to 3500' ALT.</p> <p><b>APPROACH:</b> Depart from the NDB "SZ" outbound in the holding pattern descend on a heading of 172°M for 5 NM maximum to 2500' ALT. Level turn onto inbound track of 352°M and descend to OCH 780' ALT.</p>	<p>Track away from NDB "SZ" on 352°M and climb to 3500' ALT. Turn right and return to NDB "SZ".</p> <p><b>NOTE:</b> 1. Circle to land at the discretion of the Pilot in command.</p> <p><b>AIP AD Chart: NDB-01</b> <b>EFF Date: 08 JUL 04</b></p>
<p><b>TUTUKA POWER STATION (FATT)</b></p> <p>CAT A – B</p> <p>AD ELEV 5313' THR ELEV 5313'</p> <p>TRANSITION ALT 8000' VAR W 18° (2003)</p> <p><b>BREAKCLOUD NDB</b> OCH ABOVE AD CAT A – 950' CAT B – 950'</p>	22	<p><b>NDB</b> "TU" 352.5 KHZ</p>	<p>8000' or higher MSA</p> <p><b>MSA</b> 25 NM "TU"</p> <p>000° - 090°M – 8500' 090° - 180°M – 8500' 180° - 270°M – 8500' 270° - 360°M – 8500'</p>	<p><b>PROCEDURE: NDB</b></p> <p><b>HOLD:</b> Hold on a right hand racecourse pattern over NDB "TU", inbound track 215°M, outbound heading 035°M.</p> <p><b>APPROACH:</b> Depart from NDB "TU" outbound in the holding pattern and descend on a heading of 035°M for 5 NM maximum to 7200' ALT. Level turn right onto inbound track 215°M, and descend to OCH 950' ALT maintain to NDB "TU".</p>	<p>Missed approach commences at NDB "TU". At NDB "TU" climb turn right onto heading 245°M and climb to 7000' ALT. At 7000' ALT climb turn right to 8000' ALT, and return to NDB "TU".</p> <p><b>NOTE:</b> 1. Circling to land West of RWY only. 2. Circle to land at the discretion of the Pilot in command. 3. WGS-84</p> <p><b>AIP AD Chart: NDB-01</b> <b>EFF Date: 08 JUL 04</b></p>

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
<p><b>TZANEEN (FATZ)</b></p> <p>CAT A – B</p> <p>AD ELEV 1914'</p> <p>TRANSITION ALT 8500 VAR W 15° (2003)</p> <p><b>BREAKCLOUD NDB</b> OCH ABOVE AD CAT A – 586' CAT B – 586'</p>	24	<p><b>NDB</b> "TZ" 212.5 KHZ</p>	<p>8800' or higher MSA</p> <p><b>MSA</b> 25 NM "TZ"</p> <p>000° - 180°M – 5300' 180° - 360°M – 9300'</p>	<p><b>PROCEDURE: NDB</b></p> <p><b>HOLD:</b> Hold on a left hand racecourse pattern over NDB "TZ", inbound track 254°M, outbound heading 074°M. Descend in the hold to 5100' ALT.</p> <p><b>APPROACH:</b> Depart from the NDB "TZ" outbound in the hold on a heading of 074°M and descend for 5 NM maximum to 3800' ALT. Level turn left onto inbound track 254°M and descend to OCH 586' ALT. Maintain until NDB "TZ".</p>	<p>MAPT is at NDB "TZ". At NDB "TZ" commence climbing turn left onto 074°M and climb to 4500' ALT. At 4500' ALT turn left and return to NDB "TZ" climbing to 5100' ALT.</p> <p><b>NOTE:</b></p> <ol style="list-style-type: none"> <li>This procedure is conducted outside controlled airspace, entirely at the discretion of the Pilot in command.</li> <li>Circle-to-land is executed at the discretion of the Pilot in command.</li> <li>WGS-84.</li> </ol> <p><b>AIP AD Chart: NDB-01</b> <b>EFF Date: 08 JUL 04</b></p>
<p><b>ULUNDI (FAUL)</b> <b>Prince Mangosuthu Buthelezi Aerodrome.</b></p> <p>CAT A – C</p> <p>AD ELEV 1720' THR ELEV 1679'</p> <p>TRANSITION ALT 7100' VAR W 21° (2003)</p> <p><b>BREAKCLOUD NDB</b> OCH ABOVE AD CAT A – 877' CAT B – 877'</p>	05	<p><b>NDB</b> "UL" 422.0 KHZ</p> <p><b>NDB</b> "SMH" 457.5 KHZ</p> <p><b>DME</b> "UL" 115.4 MHZ</p>	<p>7100' or higher MSA</p> <p><b>MSA</b> 25 NDB/DME "UL"</p> <p>000° - 090°M – 5900' 090° - 180°M – 4900' 180° - 270°M – 7600' 270° - 360°M – 7600'</p>	<p><b>PROCEDURE: 2 NDB/DME</b></p> <p><b>HOLD:</b> Hold on left hand racecourse pattern over NDB "UL", inbound track 082°M, outbound heading 262°M. Descend in the hold to 6400' ALT.</p> <p><b>APPROACH:</b> Depart from NDB "UL" in the holding pattern, descend on an outbound heading of 262°M to a maximum of 8 DME "UL" (or 5 NM from abeam NDB "UL") and descend to 4400' ALT. At 8 DME "UL" (or 5 NM from NDB "UL") level turn left onto inbound track 082°M and descend to OCH 877' ALT.</p>	<p>MAPT is at NDB "UL". At NDB "UL" climb turn left, track onto NDB "SMH". Climb to 3500' ALT. AT 3500' ALT or NDB "SMH" climb turn right to 6400' ALT and track onto NDB "UL".</p> <p><b>NOTE:</b></p> <ol style="list-style-type: none"> <li>Circle to land at the discretion of the Pilot in command.</li> <li>This procedure is conducted outside controlled airspace, entirely at the discretion of the Pilot in command.</li> <li>RWY 20: Landing prohibited. RWY 02: Take-off prohibited.</li> <li>WGS-84.</li> </ol> <p><b>AIP AD Chart: NDB-01</b> <b>EFF Date: 08 JUL 04</b></p>
<p><b>ULUNDI (FAUL)</b> <b>Prince Mangosuthu Buthelezi Aerodrome.</b></p> <p>CAT A – C</p> <p>AD ELEV 1720' THR ELEV 1720'</p> <p>TRANSITION ALT 7100' VAR W 21° (2003)</p> <p><b>BREAKCLOUD NDB</b> OCH ABOVE AD CAT A – 527' CAT B – 527' CAT C – 527'</p>	23	<p><b>NDB</b> "SMH" 457.5 KHZ</p> <p><b>NDB</b> "UD" 267.5 KHZ</p> <p><b>DME</b> "UL" 115.4 MHZ</p>	<p>7100' or higher MSA</p> <p><b>MSA</b> 25 NDB/DME "UL"</p> <p>000°M - 090°M – 5900' 090°M - 180°M – 4900' 180°M - 270°M – 7600' 270°M - 360°M – 7600'</p>	<p><b>PROCEDURE: 2 NDB/DME</b></p> <p><b>HOLD:</b> Hold on left hand racecourse pattern over NDB "SMH", inbound track 234°M, outbound heading 054°M.</p> <p><b>APPROACH:</b> Depart from NDB "SMH" in the holding pattern and descend on an outbound heading of 054°M for a maximum of 12 DME "UL" to 5500' ALT. At 12 DME "UL", level turn left onto inbound track 234°M and descend to 4000' ALT. On crossing NDB "SMH" continue on track 234°M to NDB "UD". At NDB "SMH" descent to 3100' ALT. Maintain 3100' ALT to 3.4 DME "UL". At 3.4 DME "UL" descend to OCH 527' ALT.</p>	<p>MAPT is at NDB "UD". At NDB "UD" climb turn right onto heading 262°M and climb to 4500' ALT. AT 4500' ALT, climb turn right to 5500' ALT, and track onto NDB "SMH".</p> <p><b>NOTE:</b></p> <ol style="list-style-type: none"> <li>Circle to land at the discretion of the Pilot in command.</li> <li>This procedure is conducted outside controlled airspace, entirely at the discretion of the Pilot in command.</li> <li>RWY 20: Landing prohibited. RWY 02: Take-off prohibited.</li> <li>WGS-84.</li> </ol> <p><b>AIP AD Chart: NDB-02</b> <b>EFF Date: 08 JUL 04</b></p>

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
<p><b>ULUNDI (FAUL)</b> <b>Prince Mangosuthu Buthelezi Aerodrome.</b></p> <p>CAT A – C</p> <p>AD ELEV 1720' THR ELEV 1720'</p> <p>TRANSITION ALT 7100' VAR W 21° (2003)</p> <p><b>BREAKCLOUD NDB</b> OCH ABOVE AD CAT A – 777' CAT B – 777' CAT C – 777'</p>	23	<p><b>NDB</b> "UD" 267.5 KHZ</p>	<p>7100' or higher MSA</p> <p><b>MSA</b> 25 NM "UD"</p> <p>000° - 090°M – 5900' 090° - 180°M – 4900' 180° - 270°M – 7600' 270° - 360°M – 7600'</p>	<p><b>PROCEDURE: NDB</b></p> <p><b>HOLD:</b> Hold on left hand racecourse pattern over NDB "UD", inbound track 240°M, outbound heading 060°M. Descend in the hold from 7100' ALT to 5500' ALT.</p> <p><b>APPROACH:</b> Depart from NDB "UD" in the holding pattern, descend on an outbound heading, of 060°M for a maximum of 5 NM to 4000' ALT. At 4000' ALT level turn left onto inbound track 240°M and descend to OCH 777' ALT.</p>	<p>MAPT is at NDB "UD". At NDB "UD" climb turn right onto heading 262°M and climb to 4500' ALT. At 4500' ALT climb turn right to 5500' ALT, and track onto NDB "UD".</p> <p><b>NOTE:</b></p> <ol style="list-style-type: none"> <li>1. Circle to land at the discretion of the Pilot in command.</li> <li>2. This procedure is conducted outside controlled airspace, entirely at the discretion of the Pilot in command.</li> <li>3. RWY 20: Landing prohibited. RWY 02: Take-off prohibited.</li> <li>4. WGS-84.</li> </ol> <p><b>AIP AD Chart: NDB-03</b> <b>EFF Date: 08 JUL 04</b></p>
<p><b>UPINGTON INTL (FAUP)</b></p> <p>CAT A – D</p> <p>AD ELEV 2782' THR ELEV 2711'</p> <p>TRANSITION ALT 5500' VAR W 19.0° (2003)</p> <p><b>BREAKCLOUD NDB</b> OCH ABOVE THR CAT A – 509' CAT B – 509' CAT C – 509' CAT D – 509'</p>	35	<p><b>NDB</b> "UN" 334.0 KHZ</p> <p><b>VOR</b> "UPV" 116.5 MHZ</p> <p><b>DME</b> "UPV" 116.5 MHZ CH 112X</p>	<p>5800' or higher MSA</p> <p><b>MSA</b> 25 NM "UN"</p> <p>000° - 090°M – 5500' 090° - 180°M – 5500' 180° - 270°M – 5000' 270° - 360°M – 5500'</p>	<p><b>PROCEDURE: NDB/DME</b></p> <p><b>HOLD:</b> Hold on a left hand racecourse pattern over NDB "UN". Inbound track 356°M outbound heading 176°M.</p> <p><b>APPROACH:</b> Depart from NDB "UN" outbound in holding pattern, on heading 176°M, and descend for 5 NM (10 DME) to 5300' ALT. Level turn onto inbound track 356°M and descend to 4000' ALT until overhead NDB "UN". At NDB "UN" descend on heading 356°M to OCH 509' ALT.</p>	<p>If no other instruction received, commence missed approach procedure at 3220' ALT or 2.6 DME. Climb on heading 356°M to 5500' ALT. Climb-turn left to 5800' ALT and return to NDB "UN".</p> <p><b>NOTE:</b></p> <ol style="list-style-type: none"> <li>1. Circle to land at the discretion of the Pilot in command.</li> <li>2. WGS-84.</li> </ol> <p><b>AIP AD Chart: NDB-01</b> <b>EFF Date: 16 MAR 06</b></p>
<p><b>UPINGTON INTL (FAUP)</b></p> <p>CAT A – D</p> <p>AD ELEV 2782' THR ELEV 2711'</p> <p>TRANSITION ALT 5500' VAR W 19.0° (2003)</p> <p><b>VOR</b> OCH ABOVE THR CAT A – 882' CAT B – 882' CAT C – 882' CAT D – 882'</p>	35	<p><b>VOR</b> "UPV" 116.5 MHZ</p> <p><b>DME</b> "UPV" 116.5 MHZ CH 112X</p>	<p>5800' or higher MSA</p> <p><b>MSA</b> 25 DME "UPV"</p> <p>000° - 090°M – 5500' 090° - 180°M – 5500' 180° - 270°M – 5000' 270° - 360°M – 5500'</p>	<p><b>PROCEDURE: VOR/DME</b></p> <p><b>HOLD:</b> Hold on a left hand racecourse pattern over "UPV", inbound R168, outbound heading 168°M.</p> <p><b>APPROACH:</b> Depart from "UPV" outbound in holding pattern, descend on heading 168°M for 8 DME maximum to 4500' ALT. Level turn onto inbound R168 and descend to OCH 882' ALT.</p>	<p>If no other instruction received, climb on R348 outbound to 5500' ALT, then turn left and return to "UPV", climbing to 5800' ALT.</p> <p><b>NOTE:</b></p> <ol style="list-style-type: none"> <li>1. Circle to land at the discretion of the Pilot in command.</li> <li>2. WGS-84.</li> </ol> <p><b>AIP AD Chart: VOR-01</b> <b>EFF Date: 16 MAR 06</b></p>

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
<b>VENETIA MINE (FAVM)</b>  CAT A – B  AD ELEV 2333' THR ELEV 2300'  TRANSITION ALT 7000' VAR W 13°(2003)  <b>BREAKCLOUD NDB</b> OCH ABOVE AD CAT A – 600' CAT B – 600'	08	<b>NDB</b> <b>"VM"</b>  417.5 KHZ	5500' or higher MSA  <b>MSA</b> 25 NM "VM"  000° - 090°M – 4000' 090° - 180°M – 4500' 180° - 270°M – 4500' 270° - 360°M – 4000'	<b>PROCEDURE: NDB</b>  <b>HOLD:</b> Hold on a right-hand racecourse pattern over NDB "VM", inbound track 083°M, outbound heading 263°M.  <b>APPROACH:</b> Depart from NDB "VM" turning right onto a heading of 263°M and descent to 4000' ALT for 5 NM maximum. Level turn right onto inbound track 083°M and descend to OCH 600' ALT.	Missed approach commences at NDB "VM". At NDB "VM" commence climb on heading 083°M to 3400' ALT. At 3400' ALT climb turn right, climb to 5500' ALT and return to NDB "VM".  <b>NOTE:</b> 1. Circle to land at the discretion of the Pilot in command. 2. WGS-84.  <b>AIP AD Chart: NDB-01</b> <b>EFF Date: 08 JUL 04</b>
<b>VEREENIGING (FAVV)</b>  CAT A – B  AD ELEV 4846' THR ELEV 4854'  TRANSITION ALT 8000' VAR W 18°(2003)  <b>BREAKCLOUD NDB</b> OCH ABOVE THR CAT A – 884' CAT B – 884'	03	<b>NDB</b> <b>"VV"</b>  460.0 KHZ	7500' or higher MSA  <b>MSA</b> 25 NM "VV"  000° - 116°M – 8800' 116° - 180°M – 8000' 180° - 270°M – 7600' 270° - 360°M – 8000'	<b>PROCEDURE: NDB</b>  <b>HOLD:</b> Hold on a left hand racecourse pattern over NDB "VV", inbound track 027°M, outbound heading 207°M.  <b>APPROACH:</b> Depart from NDB "VV" outbound in holding pattern on heading 207°M, descend for 5 NM maximum to 6600' ALT. Turn left onto inbound track 027°M and descend to OCH 884' ALT. Maintain level flight until overhead NDB "VV".	If no other instruction received, depart from NDB "VV" on a track of 027°M and climb to 6600' ALT. At 6600' ALT commence climbing turn left, climbing to 7500' ALT and return to NDB "VV".  <b>NOTE:</b> 1. Any approaches between 270° to 116°M above 7500' ALT only with ATC approval. 2. Circle to land at the discretion of the Pilot in command.  <b>AIP AD Chart: NDB-01</b> <b>EFF Date: 08 JUL 04</b>
<b>WATERKLOOF AFB (FAWK)</b>  CAT A – D  AD ELEV 4940' THR ELEV 4872'  TRANSITION ALT 8000' VAR W 17°(2003)  <b>CAT I ILS</b> OCH ABOVE THR CAT A – 214' CAT B – 230' CAT C – 240' CAT D – 250'  <u>Glide path ALT at</u> 4.5 DME "WKI" – 6370' 5.4 DME "WKV" – 6370'  <b>MILITARY AD:</b> UNLICENSED – To be used in <b>EMERGENCY</b> only.	01	<b>ILS</b> <b>"WKI"</b> 111.3 MHZ  <b>VORTAC</b> <b>"WKV"</b> 116.9 MHZ  <b>VORTAC</b> <b>"MEV"</b> 114.3 MHZ  Glide slope 3°	8900' as per RADAR control  <b>MSA</b> 25 DME "WKV"  000° - 360°M – 8900'	<b>PROCEDURE: ILS/DME</b>  <b>HOLD:</b> 1. BRONKHORTS 3C 2. HARTBEES 2F  <b>APPROACH:</b> Aircraft under FAJS radar control until established on ILS.	If no other instructions received, climb on heading 009°M to 7000' ALT, then turn right onto 090°M, climbing to 8000' ALT. At 8000' ALT turn right to "MEV" and comply with BRONKHORST 3C STAR.  <b>NOTE:</b> 1. Circle to land at the discretion of the Pilot in command. 2. WGS-84.  <b>AIP AD Chart: ILS-01</b> <b>EFF Date: 08 JUN 06</b>

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
<p><b>WITBANK (FAWI)</b></p> <p>CAT A – B</p> <p>AD ELEV 5078'</p> <p>TRANSITION ALT 8000'</p> <p>VAR W 17° (2003)</p> <p><b>VOR</b> OCH ABOVE AD CAT A – 722' CAT B – 722'</p>		<p><b>VOR</b> "WIV" 113.3 MHZ</p> <p>VHF 123.5 MHZ</p>	<p>8000' or higher MSA</p> <p><b>MSA</b> 25 NM "WIV"</p> <p>000° - 090° M – 7600' 090° - 270° M – 8300' 270° - 360° M – 7600'</p>	<p><b>PROCEDURE: VOR</b></p> <p><b>HOLD:</b> Hold on a right hand racecourse pattern over "WIV", inbound on R030, outbound on heading 030° M. Descend in the hold to 7500' ALT.</p> <p><b>APPROACH:</b> Depart from "WIV" turning outbound in the hold onto a heading of 030° M and descend for 5 NM maximum to 6900' ALT. Level turn inbound on R030 and descend to OCH 722' ALT.</p>	<p>Missed approach is at "WIV". At "WIV" commence climb on R210 to 6600' ALT. Then turn right to "WIV" and climb to 7500' ALT.</p> <p><b>NOTE:</b></p> <ol style="list-style-type: none"> <li>1. All circle to land must be conducted West of RWY 04/22 and is executed at the discretion of the Pilot in command.</li> <li>2. Initial approach above 7500' only with FAJS ATC approval.</li> <li>3. WGS-84</li> </ol> <p><b>AIP AD Chart: VOR-01</b> <b>EFF Date: 08 JUL 04</b></p>