CHECK LATEST NOTAM SUMMARY FOR SUSPENDED CHARTS and AIP SUP HAND AMENDMENTS					
Aerodrome ELEV & heights '	**RWY**	**Facility**	**Initial Approach ALT '**	**Procedure**	**Missed APCH procedure**
1	2	3	4	5	6
BLOEMFONTEIN (FABL) **Bram Fischer INTL** CAT A – D AD ELEV 4457' THR ELEV 4413' TRANSITION ALT 8000' VAR W 22° (2009) **VOR** OCH ABOVE THR CAT A – 657' CAT B – 657' CAT C – 657' CAT D – 657' Ideal ALT over NDB "BL" 5560'	02	**VOR** "BLV" 114.1 MHZ **DME** "BLV" 1175 MHZ 1112 MHZ CH 88X	8000' or higher MSA **MSA** 25 DME "BLV" **Inbound Heading** 180° - 000°M – 7800' 000° - 180°M – 7800'	**PROCEDURE: VOR/DME** **HOLD:** Hold on a right hand racecourse pattern over "BLV", inbound R196 and outbound heading 196°M. **APPROACH:** 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". **NOTE:** 1. Circle to land at the discretion of the Pilot in command. 2. WGS-84. **AIP AD Chart: VOR-01** **EFF Date: 11 DEC 14**
BLOEMFONTEIN (FABL) **Bram Fischer INTL** 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	**VOR** "BLV" 114.1 MHZ **DME** "BLV" 1175 MHZ 1112 MHZ CH 88X	8000' or higher MSA **MSA** 25 DME "BLV" **Inbound Heading** 180° - 000°M – 7800' 000° - 180°M – 7800'	**PROCEDURE: VOR/DME** **HOLD:** Hold on a left hand racecourse pattern over "BLV", inbound on R026, outbound heading 026°M. **APPROACH:** 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". **NOTE:** 1. Circle to land at the discretion of the Pilot in command. 2. WGS-84. **AIP AD Chart: VOR-02** **EFF Date: 11 DEC 14**

CHECK LATEST NOTAM SUMMARY FOR SUSPENDED CHARTS and AIP SUP HAND AMENDMENTS

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
BLOEMFONTEIN (BRAM FISCHER INTL) (FABL) CAT A – D AD ELEV 4457' THR ELEV 4413' TRANSITION ALT 8000' VAR 24°W (2025) **Missed APCH Gradient of 2.5%** **RNP APCH** OCA (H) ABOVE THR **LNAV:** CAT A – 4910' (497') CAT B – 4910' (497') CAT C – 4910' (497) CAT D – 4910' (497') **Missed APCH Gradient of 2.5%** **RNP APCH** OCA (H) ABOVE THR **LNAV/VNAV:** CAT A – 4760' (347') CAT B – 4760' (347') CAT C – 4760' (347') CAT D – 4760' (347') **LNAV RVR:** CAT A – 1500m CAT B – 1500m CAT C – 2000m CAT D – 2000m **VNAV RVR:** CAT A – 1500m CAT B – 1500m CAT C – 1800m CAT D – 2000m **CIRCLING:** CAT A – 5120' (663') CAT B – 5650' (1193') CAT C – 6100' (1643') CAT D – 6100' (1643')	02	**IAF** "IBMAD" FL095 **IAF** "UNRIM" 8000' **IAF** "EGPID" 8000' **IF** "BL1T1" 7200' **FAF** "BL1F1" 6100' **MAPT** "RW02" **MAHF** "IBMAD"	8000' or higher TAA TAA 0-25 NM "EGPID" 6800' (Restricted area 124°M and 175°M INBD to "EGPID") 0-25 NM "UNRIM" 7000' 0-15NM "IBMAD" 7000' 15-25 NM "IBMAD" 8100'	**PROCEDURE: RNP RWY 02 (RNP APCH REQUIRED)** **IBMAD HOLD:** Hold on a left-hand racecourse pattern over IBMAD, inbound track 294°M, 1 MIN OUBD. Procedure altitude FL095. **APPROACH:** Depart from IBMAD (IAF) or UNRIM (IAF) or EGPID (IAF) to BL1T1 (IF), minimum 7200FT ALT. From BL1T1 (IF) to BL1F1 (FAF) minimum 6100FT ALT, to RW02 (MAPT) descending to OCA (H). **Communication Failure Procedure (Squawk 7600)** When cleared for the RNP RWY 02 APCH, complete the APCH and land. If not yet cleared for the RNP RWY 02 APCH, route to IBMAD and enter the hold at FL095. Hold for 5 MIN, then commence the APCH and land.	MAPT at THR. MAX 230KT IAS. Climb to FL085.Climb on track 024°M, at or above 6500FT ALT, turn right direct to IBMAD at FL085, or as directed by ATC. **Missed Approach with Communication Failure Procedure (Squawk 7600):** MAPT at THR. Climb to FL085. Climb on track 024°M, at or above 6500FT ALT turn right direct to IBMAD and enter the hold at FL085. Hold for 5 MIN, then complete the APCH and land. **NOTE:** 1. Turns prior to MAPT prohibited. 2. LNAV MAPt at THR. 3. Remote Altimeter Setting Source not permitted for VNAV Ops. 4. BaroVNAV operations not authorised below-9.8°C, MAX VPA 3.5° reached at +63°C. 5.Circle to land is at the discretion of the pilot in command. **SPEED RESTRICTION:** 1. Procedure Restricted to MAX 230KT IAS. **WARNING:** IBMAD hold partially conducted outside of controlled airspace. **CAUTION:** "EGPID" TAA restricted BTN 124°M and 175°M INBD to "EGPID". **AIP AD Chart: RNP-01** **EFF Date: 27 NOV 25**

CHECK LATEST NOTAM SUMMARY FOR SUSPENDED CHARTS and AIP SUP HAND AMENDMENTS

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
BLOEMFONTEIN (FABL) **Bram Fischer INTL** CAT A – D MIN TEMP -10°C MAC TEMP +62°C AD ELEV 4457' THR ELEV 4421' TRANSITION ALT 8000' VAR W22° (2016) Missed APCH Gradient **RNAV (GNSS)** OCA (H) ABOVE THR **LNAV** OCH ABOVE THR CAT A – 4920' (499') CAT B – 4920' (499') CAT C – 4920' (499') CAT D – 4920' (499') **VNAV** OCH ABOVE THR CAT A – 4760' (339') CAT B – 4760' (339') CAT C – 4760' (339') CAT D – 4760' (339') **RVR:** CAT A – 1500m CAT B – 1500m CAT C – 2000m CAT D – 2000m **ALS OUT:** CAT A – 1500m CAT B – 1500m CAT C – 2000m CAT D – 2000m **Circling** OCH ABOVE THR CAT A – 5000' (543') CAT B – 5257' (800') CAT C – 6099' (1642') CAT D – 6099' (1642')	20	**IAF** "UNLOD" 8000' **IAF** "IMGUR" 8000' **IAF** "DUGSO" 8000' **IF** "BL2T1" 6500' **FAF** "BL2F1" 6000' **MAPT** "BL2MP" **MAHF** "UNLOD"	**TAA** 25 NM "UNLOD" 6700' 15 NM "UNLOD" 6700' **TAA** 25 NM "IMGUR" 6300' **TAA** 25 NM "DUGSO" 7000' Refer to AIP Chart FABL RNAV-02	**PROCEDURE: RNAV (GNSS) RWY 20** **HOLD:** Hold on a right-hand racecourse pattern over UNLOD inbound track 292°M. Procedure altitude 8000FT ALT. **APPROACH:** Depart from UNLOD (IAF) or IMGUR (IAF) or DUGSO (IAF) direct to BL2T1 (IF), descending to 6500FT ALT. At BL2T1 (IF), route direct BL2F1 (FAF) minimum 6000FT ALT, then route to BL2MP (MAPT), descending to OCA (H).	MAPT at THR 20 (BL2MP). Climb to 8000FT ALT. Maintain RWY track to 6500FT ALT. At 6500FT, ALT turn left direct to UNLOD or as directed by ATC. Missed Approach with Communication Failure (SQUAWK 7600): When cleared for the RNAV (GNSS) RWY 20 approach, complete the approach and land. If not yet cleared for the RNAV (GNSS) RWY 20 approach, continue to UNLOD at FL100. Hold for minimum 5 MIN, descend in the hold to 8000FT ALT, then commence another approach and land. Speed Restriction: MAX 230KT IAS applicable for Missed Approach **NOTE:** 1. CAT A - D. 2. MAPT at THR 20. 3. LNAV/VNAV RoD 5.24%. 4. Turns prior to MAPT prohibited. 5. BaroVNAV operations not authorised below -10°C and above +62°C, MAX VPA 3.5° 6. WGS-84. **AIP AD Chart: RNAV-02** **EFF Date: 30 MAR 17**

CHECK LATEST NOTAM SUMMARY FOR SUSPENDED CHARTS and AIP SUP HAND AMENDMENTS

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
CAPE TOWN INTL (FACT) CAT A – D AD ELEV 151' THR ELEV 144' TRANSITION ALT 7500' VAR 26°W (2023) **Missed APCH Gradient of 2.5%** **CAT I** **OCA (H) ABOVE THR** CAT A – 514' (370') CAT B – 524' (380') CAT C – 534' (390') CAT D – 546' (402') **Missed APCH Gradient of 3.0%** **CAT I** **OCA (H) ABOVE THR** CAT A – 344' (200') CAT B – 344' (200') CAT C – 344' (200') CAT D – 344' (200') **Missed APCH Gradient of 2.5%** **CAT II** **OCA (H) ABOVE THR** CAT A – 459' (315') CAT B – 468' (324') CAT C – 479' (335') CAT D – 493' (349') **Missed APCH Gradient of 3.0%** **CAT II** **OCA (H) ABOVE THR** CAT A – 244' (100') CAT B – 244' (100') CAT C – 245' (101') CAT D – 260' (116') **CAT III B** **DA (H)** **RVR: 550 m** **ALS OUT**: 1000 m	01	**ILS LOC** **"CTI"** 110.3 MHz **GP/DME** 335.0/110.3 MHz **VOR/DME** "CTV" 115.7 / 1191 MHz **Glide path** **3.0° ILS RDH** **60'**	4500' or higher MSA **MSA** 25NM "CTV" 010° - 180° M – 6100' 180° - 250° M – 4100' 250° - 010° M – 9000'	**PROCEDURE: ILS 01 RWY 01 (VOR and DME Required)** **HOLD:** Max 230 KT IAS. Hold on a 1-minute left-hand racecourse pattern over R192 / 6.7 DME "CTV", inbound track R192, outbound heading 192°M. **RACETRACK:** Max 210 KT IAS. Racetrack is a 1.5-minute left-hand racecourse pattern R192/6.7 DME "CTV", inbound track R192, outbound heading 192°M **APPROACH:** Depart on R192 "CTV" at 9000FT ALT. At 6.7 DME "CTV" descend in the hold to 4500FT ALT. Descend in the racetrack to 3000 FT ALT. Level turn left to intercept ILS Localizer for RWY 01. Descend on the Glide path to OCA/H. **COMMUNICATION FAILURE PROCEDURE (SQUAWK 7600)** When cleared for the ILS APCH RWY 01, complete the APCH and land. If not yet cleared for the ILS APCH RWY 01, continue to "CTV" descending to 9000FT ALT. At "CTV" continue on R192 to 6.7 DME "CTV" hold for 5min, then attempt an APCH and land. **CAUTION:** Cat II and III ILS - Special aircrew and aircraft certification required. **WARNING:** Cross CTR boundary at or above 2500FT ALT.	**MISSED APPROACH** Climb to 6500FT ALT. Track RWY HDG to 2 DME "CTV". At 2 DME "CTV" turn left HDG 330° to intercept R346, at 6500FT ALT turn right direct to "CTV". Continue to 6.7 DME "CTV" and enter the HOLD or as directed by ATC. **MISSED APPROACH COMMUNICATION FAILURE PROCEDURE (SQUAWK 7600)** Climb to 6500FT ALT. Track RWY HDG to 2 DME "CTV". At 2 DME "CTV" turn left HDG 330° to intercept R346, at 6500FT ALT turn right direct to "CTV". Continue to 6.7 DME "CTV" and enter the HOLD. Hold for 5 min then attempt another approach. **SPEED RESTRICTION:** 1. 230 KT IAS for Hold. 2. MAX 210 KT IAS Racetrack **NOTE:** 1. Nil Circling. 2. CAT-II and CAT-III B operations and minima must be approved by SACAA. 3. 1 MIN left hand Hold and 1.5 MIN left hand Racetrack. 4. WGS-84. **AIP AD Chart: ILS-01** **EFF Date: 15 JUN 23**

CHECK LATEST NOTAM SUMMARY FOR SUSPENDED CHARTS and AIP SUP HAND AMENDMENTS					
Aerodrome ELEV & heights '	**RWY**	**Facility**	**Initial Approach ALT '**	**Procedure**	**Missed APCH procedure**
1	2	3	4	5	6
CAPE TOWN INTL (FACT) CAT C – D AD ELEV 151' THR ELEV 147' TRANSITION ALT 7500' VAR 26°W (2023) **Missed APCH Gradient of 2.5%** **CAT I** **OCA (H) ABOVE THR** CAT C – 1090' (943') CAT D – 1090' (943') **Missed APCH Gradient of 2.9%** **CAT I** **OCA (H) ABOVE THR** CAT C – 347' (200') CAT D – 347' (200') **Missed APCH Gradient of 2.5%** **CAT II** **OCA (H) ABOVE THR** CAT C – 1140' (993') CAT D – 1140' (993') **Missed APCH Gradient of 2.9%** **CAT II** **OCA (H) ABOVE THR** CAT C – 247' (100') CAT D – 254' (107') **RVR**: 550 m **ALS OUT**: 1000 m	19	**ILS LOC "KSI"** 109.1 MHz **GP/DME** 331.4 MHz **VOR/DME** "CTV" 115.7 / 1191 MHz **Glide path 3.2° ILS RDH 57'**	4500' or higher MSA **MSA** 25NM "CTV" 010° - 180° M – 6100' 180° - 250° M – 4100' 250° - 010° M – 9000'	**PROCEDURE: ILS Z RWY 19 (VOR and DME Required)** **HOLD:** Max 250 KT IAS. Hold on a right-hand racecourse pattern over R190 "CTV", inbound track R190, outbound heading 190°M. **PROCEDURE TURN** Max 210 KT IAS. 2-minute right-turn 45°/180° procedure turn. Outbound track R 010 "CTV". **APPROACH:** Depart from "CTV" at 9000FT ALT outbound in the hold onto heading 190°. Descend in the hold to 4500FT ALT. Depart "CTV" on R052 "CTV" OUBD, descending to 3000FT ALT. Crossing 12 DME "CTV" turn left, intercept the 13.9 DME ARC "CTV" westbound. Crossing R020 "CTV", level turn left to intercept ILS Localizer for RWY 19. Descend on the Glide path to OCA/H. **COMMUNICATION FAILURE PROCEDURE (SQUAWK 7600)** When cleared for the ILS APCH RWY 19, complete the APCH and land. If not yet cleared for the ILS APCH RWY 19, continue to "CTV" descending to 9000FT ALT. At "CTV" hold for 5min, then attempt an APCH and land.	**MISSED APPROACH** Climb to 4500FT ALT. Track RWY heading to 4.5 DME "CTV". At 4.5 DME "CTV" turn left direct to "CTV". At "CTV" enter the HOLD or as directed by ATC. **MISSED APPROACH COMMUNICATION FAILURE PROCEDURE (SQUAWK 7600)** Climb to 4500FT ALT. Track RWY heading to 4.5 DME "CTV". At 4.5 DME "CTV" turn left direct to "CTV". At "CTV" enter the HOLD. Hold for 5 min then attempt another approach. **SPEED RESTRICTION:** 1. MAX 210 KT IAS Procedure Turn. **NOTE:** 1. Procedure Turn Approach applicable only within 30° of the OUDB heading. Use the phraseology "Request Procedure Turn Approach". 2. WGS-84. **AIP AD Chart: ILS-02** **EFF Date: 15 JUN 23**

CHECK LATEST NOTAM SUMMARY FOR SUSPENDED CHARTS and AIP SUP HAND AMENDMENTS					
Aerodrome ELEV & heights '	**RWY**	**Facility**	**Initial Approach ALT '**	**Procedure**	**Missed APCH procedure**
1	2	3	4	5	6
CAPE TOWN INTL (FACT) CAT A – D AD ELEV 151' THR ELEV 144' TRANSITION ALT 7500' VAR W 25° (2018) **VOR** OCH ABOVE THR CAT A – 379' CAT B – 379' CAT C – 379' CAT D – 379'	01	**DVOR** "CTV" 115.7 MHZ **DME** "CTV" 1191 MHZ CH 104X	6500' or higher MSA **MSA** 25 DME "CTV" **Inbound Heading** 000° - 090°M – 4600' 090° - 180°M – 4600' 180° - 270°M – 7300' 270° - 360°M – 7300'	**PROCEDURE: VOR Z RWY 01** **(DME Required)** **HOLD:** 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. **APPROACH:** 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.	Climb on R196 "CTV" to 6500' ALT. At "CTV", turn left on R346 "CTV". At 6500' ALT, turn right and return to "CTV" via R196 to 5 DME "CTV". **NOTE:** 1. Descend in the hold to 3000' ALT. 2. Procedure Turn Approach applicable only within 30° of the OUBD HDG. Use the phraseology "Request Procedure Turn Approach". 3. RoD computes at 2.43°. 4. WGS-84. **AIP AD Chart: VOR-01** **EFF Date: 03 JAN 19**

CHECK LATEST NOTAM SUMMARY FOR SUSPENDED CHARTS and AIP SUP HAND AMENDMENTS

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
CAPE TOWN INTL (FACT) CAT A – D MIN TEMP 0°C, MAX TEMP +70°C AD ELEV 151' THR ELEV 144' TRANSITION ALT 7500' VAR W 25° (2018) **Missed APCH Gradient of 4.0%** (with SDF) RNAV (GNSS) OCA (H) ABOVE THR **LNAV** OCH ABOVE THR CAT A – D: 620' (476') **Missed APCH Gradient of 3.9%** (without SDF) **LNAV** OCH ABOVE THR CAT A – D: 660' (516') **Missed APCH Gradient of 3.5%** **LNAV** OCH ABOVE THR CAT A – D: 1210' (1066') **Missed APCH Gradient of 2.5%** **LNAV** OCH ABOVE THR CAT A – D: 2610' (2466') **Missed APCH Gradient of 3.8%** **LNAV/VNAV** OCH ABOVE THR CAT A – D: 530' (386') **Missed APCH Gradient of 3.2%** **LNAV/VNAV** OCH ABOVE THR CAT A – D: 1400' (1256') **Missed APCH Gradient of 2.5%** **LNAV/VNAV** OCH ABOVE THR CAT A – D: 2430' (2286') **RVR:** CAT A – 1000m CAT B – 1200m CAT C – 1200m CAT D – 1600m **ALS OUT:** CAT A – 1500m CAT B – 1500m CAT C – 2000m CAT D – 2000m **Circling:** NIL	01	**IAF** "UTIRO" 6500' **IAF** "IBGEL" 6100' **IAF** "EKBEV" 6100' **IF** "CT1T1" 3700' **FAF** "CT1F1" 1800' **SDF** "CT1SD" 1030' **MAPT** "RW01" **MATF** "CT1M1" **MATF** "RIV" **MATF** "CT1M2" **MAHF** "EKBEV"	**TAA** 25 NM "UTIRO" 7500' 15 NM "UTIRO" 6300' **TAA** 25 NM "IBGEL" 9000' 15 NM "IBGEL" 6100' **TAA** 25 NM "EGBEV" 6100' Refer to AIP Chart FACT RNAV-05	**PROCEDURE: RNAV (GNSS) RWY 01** **GNSS REQUIRED** **HOLD:** EKBEV: Hold on a right-hand racecourse pattern over EKBEV inbound track 100°M. Procedure altitude FL080 - 6100FT ALT. Hold has a 1 MIN OUBD track. MAX 250KT IAS. **APPROACH:** Depart from UTIRO (IAF) or IBGEL (IAF) or EKBEV (IAF) direct to CT1T1 (IF), minimum 3700FT ALT. At CT1T1 (IF), route to CT1F1 (FAF), minimum 1800FT ALT to RW01 (MAPT), descending to OCA (H).	MAX 250KT IAS. Climb to 6100FT ALT. Route direct CT1M1. At CT1M1 turn left to RIV. At RIV, turn left direct to CT1M2. At CT1M2, route direct to EKBEV and enter hold, or as directed by ATC. **Communication Failure Procedure (SQUAWK 7600):** When cleared for the RNAV (GNSS) RWY 01 approach, complete the approach and land. If not yet cleared for the RNAV (GNSS) RWY 01 approach, continue to EKBEV at 6100FT ALT or higher TAA ALT. Hold for 5 MIN, then attempt another approach. **Missed Approach with Communication Failure (SQUAWK 7600):** Climb to 6100FT ALT. Route direct CT1M1. At CT1M1 turn left to RIV. At RIV, turn left direct to CT1M2. At CT1M2, route direct to EKBEV and enter hold. Hold for 5 MIN, then attempt another approach. NOTE: 1. RoD 3.0°. 2. Turns prior MAPT prohibited. 3. Baro VNAV operations not authorized below 0°C. 4. MAX VPA 3.5°C, temperature +70°C. 5. No circling. 6. WGS-84. **AIP AD Chart: RNAV-05** **EFF Date: 23 MAY 19**

CHECK LATEST NOTAM SUMMARY FOR SUSPENDED CHARTS and AIP SUP HAND AMENDMENTS

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
CAPE TOWN INTL (FACT) CAT A – D MIN TEMP 0°C MAX TEMP +70°C AD ELEV 151' THR ELEV 147' TRANSITION ALT 7500' VAR W 25° (2017) **Missed APCH Gradient of 4.8%** (with SDF) **RNAV (GNSS)** OCA (H) ABOVE THR **LNAV** OCH ABOVE THR CAT A – D: 650' (503') **Missed APCH Gradient of 4.8%** (without SDF) **LNAV** OCH ABOVE THR CAT A – D: 690' (543') **Missed APCH Gradient of 2.5%** **LNAV** OCH ABOVE THR CAT A – D: 3250' (3103') **Missed APCH Gradient of 4.6%** **LNAV/VNAV** OCH ABOVE THR CAT A – D: 610' (463') **Missed APCH Gradient of 2.5%** **LNAV/VNAV** OCH ABOVE THR CAT A – D: 3060' (2913') **RVR:** CAT A – 1000m CAT B – 1200m CAT C – 1200m CAT D – 1600m **ALS OUT:** CAT A – 1500m CAT B – 1500m CAT C – 2000m CAT D – 2000m **Circling:** NIL	19	**IAF** "UTREV" 6100' **IAF** "OKLAS" 6000' **IAF** "NESIK" 6000' **IF** "CT2T1" 4500' **FAF** "CT2F1" 2700' **MAPT** "RW19" **MATF** "CT2M1" **MATF** "CT2M2" **MAHF** "UTREV"	**TAA** 25 NM "UTREV" 6100' **TAA** 25 NM "OKLAS" 9000' 10 NM "OKLAS" 3500' **TAA** 25 NM "NESIK" 9000' 10 NM "NESIK" 3600' Refer to AIP Chart FACT RNAV-06	**PROCEDURE: RNAV (GNSS) RWY 19** **GNSS REQUIRED** **HOLD:** UTREV: Hold on a left-hand racecourse pattern over UTREV inbound track 100°M. Procedure altitude FL080 - 6100FT ALT. Hold has a 1 MIN OUBD track. MAX 250KT IAS. **APPROACH:** Depart from UTREV (IAF) or OKLAS (IAF) or NESIK (IAF) direct to CT2T1 (IF), minimum 4500FT ALT. At CT2T1 (IF), route to CT2F1 (FAF), minimum 2700FT ALT to RW19 (MAPT), descending to OCA (H).	MAX 230KT IAS. Climb to 6100FT ALT. Route direct CT2M1. At CT2M1 turn right to CT2M2. At CT2M2, turn right direct to UTREV and hold, or as directed by ATC. **Communication Failure Procedure** **(SQUAWK 7600):** When cleared for the RNAV (GNSS) RWY 19 approach, complete the approach and land. If not yet cleared for the RNAV (GNSS) RWY 19 approach, continue to UTREV at 6100FT ALT or higher TAA ALT. Hold for 5 MIN, then attempt another approach. **Missed Approach with Communication Failure** **(SQUAWK 7600):** MAX 230KT IAS. Climb to 6100FT ALT. Route to CT2M1. At CT2M1 turn right to CT2M2. At CT2M2, turn right direct to UTREV. Hold for 5 MIN, then attempt an approach. NOTE: 1. RoD 3.2°. 2. Turns prior MAPT prohibited. 3. Baro VNAV operations not authorized below 0°C. 4. MAX VPA 3.5°C, temperature +70°C. 5. No circling. 6. WGS-84. **AIP AD Chart: RNAV-06** **EFF Date: 24 MAY 18**

CHECK LATEST NOTAM SUMMARY FOR SUSPENDED CHARTS and AIP SUP HAND AMENDMENTS

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
KING PHALO (FAEL) CAT A – D AD ELEV 435' THR ELEV 434' TRANSITION ALT 7000' VAR 30°W (2024) **Missed APCH Gradient of 2.5%** **CAT I:** OCA (H) ABOVE THR CAT A – 1936' (1502') CAT B – 1936' (1502') CAT C – 1936' (1502') CAT D – 1936' (1502') **Missed APCH Gradient of 3.0%** **CAT I:** OCA (H) ABOVE THR CAT A – 1423' (989') CAT B – 1423' (989') CAT C – 1423' (989') CAT D – 1423' (989') **Missed APCH Gradient of 4.0%** **CAT I:** OCA (H) ABOVE THR CAT A – 634' (200') CAT B – 634' (200') CAT C – 634' (200') CAT D – 634' (200') RVR CAT I: CAT A – 550m CAT B – 550m CAT C – 550m CAT D – 550m **ALS OUT:** CAT A – 1000m CAT B – 1000m CAT C – 1000m CAT D – 1000m **CIRCLING:** CAT A – 1120' (685') CAT B – 1120' (685') CAT C – 1400' (965') CAT D – 1400' (965')	11	**ILS LOC "BSI"** 110.9 MHz **GP/DME** 330.8/110.9 MHz **VOR/DME "ELV"** 114.5MHz/Ch 92 Glide path 3° ILS RDH 53'	**4500'** 10 NM "ELV" Inbound Heading 090° - 270° M – 3300' 25 NM "ELV" Inbound Heading 090° - 180° M – 4700' 180° - 270° M – 4600' 270° - 090° M – 2700'	**PROCEDURE: ILS Z RWY 11** **(VOR and DME Required)** **ELV HOLD:** Hold on a 1-minute right-hand racecourse pattern over "ELV", inbound track R292, outbound heading 292ºM. **APPROACH:** Depart "ELV" at 5500FT ALT in the holding pattern outbound on heading 292ºM descending to 4500FT ALT. Descend in the racetrack to 3000FT ALT, maximum 10.8DME "ELV". Turn right to intercept ILS Localizer for RWY 11. Descend on the Glide Path to OCA (H). **COMMUNICATION FAILURE PROCEDURE (SQUAWK 7600)** When cleared for the ILS Z APCH RWY 11, complete the approach and land. If not yet cleared for the ILS Z APCH RWY 11, continue to "ELV" and enter the hold at FL085 or last assigned level if lower. At "ELV" hold for 5 minutes. Descend to 4500FT ALT in the hold, then complete the approach and land. **SPEED RESTRICTION:** 1. MAX IAS 220KT applicable for the "ELV" hold. 2. MAX IAS 220KT applicable for the APCH and the Missed APCH Procedure. **WARNING:** 1. Racetrack partially conducted in uncontrolled airspace.	**MISSED APPROACH** MAX 220KT IAS. Climb to 4500FT ALT on R112 "ELV". At 7.4DME "ELV" turn right direct to "ELV" and enter the hold or as directed by ATC. **MISSED APPROACH COMMUNICATION FAILURE PROCEDURE (SQUAWK 7600)** Climb to 4500FT ALT on R112 "ELV". At 7.4DME "ELV" turn right direct to "ELV". At 'ELV' hold for 5 minutes, then attempt another approach and land. **NOTES:** 1. Circle to land at the discretion of the pilot in command. **AIP AD Chart: ILS-01** **EFF Date: 20 FEB 25**

CHECK LATEST NOTAM SUMMARY FOR SUSPENDED CHARTS and AIP SUP HAND AMENDMENTS

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
KING PHALO (FAEL) CAT A – D AD ELEV 435' THR ELEV 386' TRANSITION ALT 7000' VAR 30°W (2025) **CAT I With Missed APCH Gradient of 2.5%** OCA (H) ABOVE THR CAT A – D 1616' (1230') **CAT I With Missed APCH Gradient of 3.0%** OCA (H) ABOVE THR CAT A – D 1040' (654') **CAT I With Missed APCH Gradient of 3.6%** OCA (H) ABOVE THR CAT A – D 611' (225') **RVR**: CAT A – D 600m **ALS OUT**: CAT A – D 1000m **CIRCLING**: CAT A – 1120' (685') CAT B – 1120' (685') CAT C – 1400' (965') CAT D – 1400' (965')	29	**ILS** **LOC** "ELI" 109.9 MHZ **GP** 333.8/109.9 MHZ Glide Path 3° ILS RDH 52.80' **VOR "ELV'** 114.5 MHZ/Ch 92X	**INA ALT: 4500'** **MSA** 10 NM "ELV" Inbound Heading 090°- 270° - 3300' **MSA** 25 NM "ELV" Inbound Heading 090°- 180° - 4700' 180°- 270° - 4600' 270°- 090° - 2700'	**PROCEDURE: ILS RWY 29** **VOR & DME Required** **HOLD:** Hold on a 1-minute left-hand racecourse pattern over "ELV", inbound track R111, outbound heading 111ºM. **RACETRACK:** Left-hand racecourse pattern over R111/11DME "ELV", inbound track R111, outbound heading 111ºM. **APPROACH:** Depart "ELV" at 5500FT ALT in the holding pattern outbound on heading 111˚M descending to 4500FT ALT. Descend in the racetrack to 3000FT ALT, maximum 11DME "ELV". Turn left to intercept ILS Localizer for RWY 29.Descend on the Glide Path to OCA (H). **COMMUNICATION FAILURE PROCEDURE (Squawk 7600):** When cleared for the ILS APCH RWY 29, complete the approach and land. If not yet cleared for the ILS APCH RWY 29, continue to "ELV" and enter the hold at FL085 or last assigned level if lower. At "ELV" hold for 5 minutes. Descend to 4500FT ALT in the hold, then complete the approach and land.	**MISSED APPROACH:** MAX 220KT IAS. Climb to 4500FT ALT on R292 "ELV". At 8.5DME "ELV" turn left direct to "ELV" and enter the hold or as directed by ATC. **MISSED APPROACH COMMUNICATION FAILURE PROCEDURE (Squawk 7600):** Climb to 4500FT ALT on R292 "ELV". At 8.5DME "ELV" turn left direct to "ELV". At 'ELV' hold for 5 minutes, then attempt another approach and land. **WARNING:** 1.Racetrack partially conducted in uncontrolled airspace. 2. **SPEED RESTRICTION:** MAX IAS 220KT applicable for the "ELV" hold. MAX IAS 220KT applicable for the APCH and the Missed APCH Procedure. **NOTE:** 1. Circle to land at the discretion of the pilotin command. **AIP AD Chart: ILS-03** **EFF Date: 10 JUL 25**

CHECK LATEST NOTAM SUMMARY FOR SUSPENDED CHARTS and AIP SUP HAND AMENDMENTS					
Aerodrome ELEV & heights '	**RWY**	**Facility**	**Initial Approach ALT '**	**Procedure**	**Missed APCH procedure**
1	2	3	4	5	6
EAST LONDON (FAEL) CAT A – D AD ELEV 435' THR ELEV 435' TRANSITION ALT 7000 VAR W 27° (2006) **VOR** OCH ABOVE AD CAT A – 685' CAT B – 685' CAT C – 685' CAT D – 685'	11	**VOR** "ELV" 114.5 MHZ **DME** "ELV" 1179 MHZ 1116 MHZ CH 92X VPA 3.0°	4500' or higher MSA **MSA** 25 DME "ELV" 000° - 090°M – 3700' 090° - 180°M – 2800' 180° - 270°M – 3000' 270° - 000°M – 4500'	**PROCEDURE: VOR RWY 11** **(DME Required)** **HOLD:** Hold on a right hand racecourse pattern over "ELV", inbound R289, outbound heading 289°M. **APPROACH:** 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. **ADVISORY ALT/HGT** 6.2 DME – 2300'/1865' 5.0 DME – 1900'/1465' 4.0 DME – 1580'/1145' 3.0 DME – 1260'/825'	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. **NOTE:** 1. Circle to land at the discretion of the Pilot in command. 2. WGS-84. **AIP AD Chart: VOR-01** **EFF Date: 03 JUL 08**
EAST LONDON (FAEL) CAT A – D AD ELEV 435' THR ELEV 387' TRANSITION ALT 7000' VAR W 27° (2007) MIN Gradient of 5% **VOR** OCH ABOVE THR CAT A – 423' CAT B – 423' CAT C – 423' CAT D – 423'	29	**VOR** "ELV" 114.5 MHZ **DME** "ELV" 1179 MHZ 1116 MHZ CH 92X VPA 3.0°	4500' or higher MSA **MSA** 25 DME "ELV" 000° - 090°M – 3700' 090° - 180°M – 2800' 180° - 270°M – 3000' 270° - 000°M – 4500'	**PROCEDURE: VOR Z RWY 29** **(DME Required)** **HOLD:** Hold on a left hand racecourse pattern over "ELV", inbound R109, outbound heading 109°M. **APPROACH:** 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. **ADVISORY ALT/HGT** 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. **NOTE:** 1. Circle to land at the discretion of the Pilot in command. 2. WGS-84. **AIP AD Chart: VOR-02** **EFF Date: 03 JUL 08**

CHECK LATEST NOTAM SUMMARY FOR SUSPENDED CHARTS and AIP SUP HAND AMENDMENTS					
Aerodrome ELEV & heights '	**RWY**	**Facility**	**Initial Approach ALT '**	**Procedure**	**Missed APCH procedure**
1	2	3	4	5	6
EAST LONDON (FAEL) CAT A – D AD ELEV 435' THR ELEV 387' TRANSITION ALT 7000' VAR W 27° (2007) MIN Gradient of 2.5% **VOR** OCH ABOVE THR CAT A – 673' CAT B – 673' CAT C – 673' CAT D – 673'	29	**VOR** "ELV" 114.5 MHZ **DME** "ELV" 1179 MHZ 1116 MHZ CH 92X VPA 3.0°	4500' or higher MSA **MSA** 25 DME "ELV" 000° - 090°M – 3700' 090° - 180°M – 2800' 180° - 270°M – 3000' 270° - 000°M – 4500'	**PROCEDURE: VOR Y RWY 29** **(DME Required)** **HOLD:** Hold on a left hand racecourse pattern over "ELV", inbound R109, outbound heading 109°M. **APPROACH:** 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. **ADVISORY ALT/HGT** 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. **NOTE:** 1. Circle to land at the discretion of the Pilot in command. 2. WGS-84. **AIP AD Chart: VOR-03** **EFF Date: 03 JUL 08**

CHECK LATEST NOTAM SUMMARY FOR SUSPENDED CHARTS and AIP SUP HAND AMENDMENTS

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
KUGOMPO CITY **KING PHALO** **(FAEL)** CAT A – D AD ELEV 435' THR ELEV 434' TRANSITION ALT 7000' VAR 31°W (2026) MIN TEMP +3.9°C MAX TEMP +70°C Missed APCH Gradient of 2.5% **RNP APCH** OCA (H) ABOVE THR **LNAV:** CAT A - D – 1140' (705') Missed APCH Gradient of 2.8% **RNP APCH** OCA (H) ABOVE THR **LNAV:** CAT A - D – 990' (555') Missed APCH Gradient of 2.5% **RNP APCH** OCA (H) ABOVE THR **LNAV/VNAV** CAT A - D – 990' (556') **RVR:** CAT A – 1000m CAT B -C – 1200m CAT D – 1600m **ALS OUT:** CAT A – B - 1500m CAT C – D - 2000m **Circling:** CAT A - B – 1120' (685') CAT C - D – 1400' (965')	11	**IAF** "ETMOT" 4500' **IAF** "IBMON" 4500' **IAF** "OKBUR" 5500' **IF** "EL1T1" 3100' **FAF** "EL1F1" 2000' **MAPT** "RW11" **MATF** "EL1M1" **MATF** "EL1M2" **MAHF** "OKBUR"	4500' **TAA** 25 NM "ETMOT" 4200' 0 - 15 NM "IBMON" 3200' 15 - 25 NM "IBMON" 6300' 25 NM "OKBUR" 2500'	**PROCEDURE: RNP RWY 11** **(RNP APCH REQUIRED)** **HOLD:** Hold on a right-hand racecourse pattern over OKBUR, INBD track 023°M, minimum 4500 FT ALT. 1 MIN OUBD. MAX 210KT IAS. **APPROACH:** Depart from ETMOT (IAF) or IBMON (IAF) or OKBUR (IAF) to EL1T1 (IF) minimum 3100FT ALT, to EL1F1 (FAF) minimum 2000FT ALT, to RW11 (MAPT) descending to OCA (H). **Communication Failure Procedure** **(Squawk 7600):** When cleared for the RNP RWY 11 APCH, complete the APCH and land. If not yet cleared for the RNP RWY 11 APCH, route to OKBUR at FL085, or last assigned level if lower, and enter the hold for 5 MIN. Descend to 5500FT ALT, then complete the APCH and land.	MAX 230KT IAS. DCT to EL1M1, climb to 4500FT ALT, turn right to EL1M2, turn right to OKBUR and enter the hold, or as directed by ATC. **Missed Approach Communication Failure Procedure** **(Squawk 7600):** MAX 230KT IAS. DCT to EL1M1, climb to 4500FT ALT, turn right to EL1M2, turn right to OKBUR and enter the hold. Hold for 5 MIN, then complete the APCH and land. **NOTE:** 1. LNAV MAPT at THR. 2. Turns prior to MAPT prohibited. 3. LNAV/VNAV ROD 5.24 % 4. Remote Altimeter Setting Source not permitted for VNAV Ops. 5. Baro-VNAV operations not authorised below +3.9°C, MAX VPA 3.5° reached at +70°C. 6. Circling is at the discretion of the Pilot in Command. **SPEED RESTRICTION:** 1. MAX 210KT IAS applicable for the OKBUR hold. 2. MAX 230KT IAS applicable for the APCH and Missed APCH Procedure. **WARNING** OKBUR hold conducted partially outside of controlled airspace. **AIP AD Chart: RNP-01** **EFF Date: 06 AUG 26**

CHECK LATEST NOTAM SUMMARY FOR SUSPENDED CHARTS and AIP SUP HAND AMENDMENTS

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
EAST LONDON (FAEL) CAT A – D MIN TEMP 0°C MAX TEMP +71°C AD ELEV 435' THR ELEV 385' TRANSITION ALT 7000' VAR W28° (2017) Missed APCH Gradient of 2.5% **RNAV (GNSS)** OCA (H) ABOVE THR **LNAV** OCH ABOVE THR CAT A – 930' (545') CAT B – 930' (545') CAT C – 930' (545') CAT D – 930' (545') Missed APCH Gradient of 2.6% **LNAV** OCH ABOVE THR CAT A – 900' (515') CAT B – 900' (515') CAT C – 900' (515') CAT D – 900' (515') Missed APCH Gradient of 2.5% **LNAV/VNAV** OCH ABOVE THR CAT A – 770' (385') CAT B – 770' (385') CAT C – 770' (385') CAT D – 770' (385') **RVR:** CAT A – 1000m CAT B – 1200m CAT C – 1200m CAT D – 1600m **ALS OUT:** CAT A – 1500m CAT B – 1500m CAT C – 2000m CAT D – 2000m **Circling:** CAT A – 1130' (695') CAT B – 1130' (695') CAT C - 1470' (1035') CAT D - 1470' (1035')	29	**IAF** "EGRAL" 4500' **IAF** "IMVAV" 4500' **IAF** "UTABU" 4500' **IF** "EL2T1" 3400' **FAF** "EL2F1" 2000' **MAPT** "EL2MP" **MATF** "EL2M1" **MATF** "EL2M2" **MAHF** "EGRAL"	**TAA** 25 NM "EGRAL" 2600' **TAA** 25 NM "IMVAV" 3700' **TAA** 25 NM "UTABU" 4100' Refer to AIP Chart FAEL RNAV-02	**PROCEDURE: RNAV (GNSS) RWY 29** **HOLD:** EGRAL: Hold on a right-hand racecourse pattern over EGRAL inbound track 020°M. Procedure altitude 4500FT ALT. Hold has a 1 MIN OUBD track. Hold speed MAX 230KT IAS. **APPROACH:** Depart from EGRAL (IAF) IMVAV (IAF) or UTABU (IAF) direct to EL2T1 (IF), minimum 3400FT ALT. At EL2T1 (IF), route to EL2F1 (FAF), minimum 2000FT ALT to EL2MP (MAPT), descending to OCA (H). Communication Failure When cleared for the RNAV (GNSS) RWY 29 approach, complete the approach and land. If not yet cleared for the RNAV (GNSS) RWY 29 approach, continue to EGRAL at 4500FT ALT, hold for 5 minutes then attempt another approach and land	Climb to 4500FT ALT. Track 290°M to EL2M1. At EL2M1, turn left to EL2M2. At EL2M2, turn left to EGRAL, or as directed by ATC. Missed Approach with Communication Failure (SQUAWK 7600): MAX 230KT IAS. Climb to 4500FT ALT. Track to 290°M to EL2M1. At EL2M1, turn left to EL2M2. At EL2M2, turn left to EGRAL, hold for 5 minutes then attempt another approach and land. **SPEED RESTRICTION:** MAX 230KT IAS speed restriction applicable for missed approach. **NOTE:** 1. CAT A - D. 2. MAPT at THR 29. 3. LNAV/VNAV RoD 5.20%. 4. Turns prior MAPT prohibited. 5. BaroVNAV operations not authorised below 0°C and MAX VPA 3.5°C, Temperature +71°C. 6. WGS-84. **AIP AD Chart: RNAV-02** **EFF Date: 20 JUL 17**

CHECK LATEST NOTAM SUMMARY FOR SUSPENDED CHARTS and AIP SUP HAND AMENDMENTS

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
GEORGE (FAGG) CAT A –D AD ELEV 648' THR ELEV 622' TRANSITION ALT 8000' VAR 28°W (2025) **CAT I With 2.5% Missed APCH Gradient** OCA (H) ABOVE THR CAT A – D - 2225 (1603) **CAT I With 3.5% Missed APCH Gradient** OCA (H) ABOVE THR CAT A – D - 1225 (603) **CAT I With 4.0% Missed APCH Gradient** OCA (H) ABOVE THR CAT A – D - 908 (286) **CAT II With 4.5% Missed APCH Gradient** **OCA (H) ABOVE THR** **CAT A – D - 822 (200)** **RVR CAT I** CAT A – D – 500m **ALS OUT** CAT A – D - 1000m **CIRCLING:** CAT A - 1070' (422') CAT B - 1240' (592') CAT C - 1340' (692') CAT C - 1340' (692')	11	**ILS** **LOC** "GEI" 109.5 MHZ **GP** 332.6 MHZ **DME** "GEI" 109.5 MHZ (Colocated with GP TRANS) Glide Path 3° ILS RDH 55.2' **DVOR** "GRV" 116.6 MHZ **DME** "GRV" CH 113X	8000' or higher MSA **MSA** 25 NM "GRV" **Inbound Heading** 180° - 305° M – 7700' 305° - 030° M – 2800' 030° - 110° M – 2900' 110° - 180° M – 6600'	**PROCEDURE: ILS Z RWY 11** **(VOR & DME required)** **HOLD:** Hold on a right-hand racecourse pattern over "GRV" (INBD) on R296 "GRV" (OUBD) on heading 296°M. Hold has a 1 MIN OUBD track. Hold speed MAX 230KT IAS. **APPROACH:** Via Radar Vectors onto straight-in ILS. **COMMUNICATION FAILURE PROCEDURE:** **(Squawk 7600)** If not yet cleared for the ILS Z APCH RWY 11, proceed to "GRV" at FL110 or last assigned level, not below FL090, hold for 10 minutes. Route to alternate aerodrome, at the TMA BDRY climb to flight plan level. If already cleared for the ILS Z APCH RWY 11, complete the approach and land.	**MISSED APPROACH PROCEDURE:** MAX 200KT IAS. Climb to 6000FT ALT on R116 "GRV". At 10.0 DME ''GRV'' turn right direct to "GRV" and enter the hold. Hold for 5 minutes. Expect radar vectors or as directed by ATC. **MISSED APPROACH COMMS FAILURE PROCEDURE (Squawk 7600)** Climb to 6000FT ALT on R116 GRV. At 10.0 DME GRV turn right direct to GRV and enter hold. Hold for 10 minutes. Climb in the hold to FL090, route to alternate aerodrome, at the TMA BDRY climb to flight plan level. **WARNING:** 1. Pilots must actively monitor to remain South of R106/R305 "GRV" due to mountainous terrain. 2. Circling to land manoeuvres must be conducted South of RWY 11/29 extended centreline only. 3. Circling APCH North of RWY 11/29 not authorised. 4. Hold partially conducted in uncontrolled airspace. **SPEED RESTRICTION:** MAX 230KT IAS applicable for the HOLD. MAX 200KT IAS applicable for the Missed Approach. **NOTE:** 1. Approach via Radar Vectors. 2. Circle to land at the discretion of the pilot in command. **AIP AD Chart: ILS-01** **EFF Date: 07 AUG 25**

CHECK LATEST NOTAM SUMMARY FOR SUSPENDED CHARTS and AIP SUP HAND AMENDMENTS

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
GEORGE (FAGG) AD ELEV 648' THR ELEV 648' TRANSITION ALT 8000' VAR 28°W (2024) **CAT I With 2.5% Missed APCH Gradient** OCA (H) ABOVE THR CAT A – D - 2460 (1812) **CAT II With 2.5% Missed APCH Gradient** OCA (H) ABOVE THR CAT A – D - 2390 (1742) **CAT I With 3.5% Missed APCH Gradient** OCA (H) ABOVE THR CAT A – D - 1530 (882) **CAT II With 3.5% Missed APCH Gradient** OCA (H) ABOVE THR CAT A – D - 1450 (802) **CAT I With 4.4% Missed APCH Gradient** OCA (H) ABOVE THR CAT A – D - 848 (200) **CAT II With 4.5% Missed APCH Gradient** OCA (H) ABOVE THR CAT A – C - 748 (100) CAT D - 749 (101) **RVR CAT I** CAT A – D - 500m **RVR CAT II** CAT A – D - 350m **ALS OUT** CAT A – D - 1000m **CIRCLING:** CAT A - 1070' (422') CAT B - 1240' (592') CAT C - D - 1340' (692') Glide path ALT at 5.8 DME "GGI" – 2500' 5.2 DME "GGI" – 2290'	29	**ILS LOC** "GGI" 110.1 MHZ **GP** 334.4 MHZ **DME** "GGI" 110.1 MHZ (Co-located with GP TRANS) Glide Path 3° ILS RDH 46.7' **DVOR** "GRV" 116.6 MHZ **DME** "GRV" CH 113X	8000' or higher MSA **MSA** 25 NM "GRV" Inbound Heading 180° - 305° M – 7700' 305° - 030° M – 2800' 030° - 110° M – 2900' 110° - 180° M – 6600'	**PROCEDURE: ILS RWY 29** **(VOR & DME Required)** **HOLD:** Hold on a left-hand racecourse pattern over "GRV", R116 (INBD) and 116°M (OUBD). Descend in the hold to 6200FT ALT. Hold has a 1 MIN OUBD track. Hold speed MAX 230KT IAS. **APPROACH:** Via Radar Vectors. **COMMUNICATION FAILURE PROCEDURE (Squawk 7600):** If not yet cleared for the ILS APCH RWY 29, proceed to GRV at FL110 or last assigned level, not below FL090, hold for 10 minutes. Route to alternate aerodrome, at the TMA BDRY climb to flight plan level. If already cleared for the ILS APCH RWY 29, complete the approach and land.	Climb to 6200FT on R296 "GRV". At 9.0 DME GRV / 9.4 DME GGI, turn left direct to GRV. Hold for 5 minutes. Expect radar vectors or as directed by ATC. **MISSED APPROACH COMMS FAILURE PROCEDURE:** Climb to 6200FT on R296 "GRV". At 9.0 DME GRV / 9.4 DME GGI, turn left direct to GRV and enter the hold. Hold for 10 minutes. Climb in the hold to FL090, route to alternate aerodrome, at the TMA BDRY climb to flight plan level. **WARNING:** 1. Pilots must actively monitor to remain South of R106/R305 "GRV" due to mountainous terrain. 2. Circling to land manoeuvres must be conducted South of RWY 11/29 extended centreline only. 3. Circling APCH North of RWY 11/29 not authorised. 4. Hold partially conducted outside controlled airspace. **SPEED RESTRICTION:** 1. MAX 230 KT IAS at Holding Procedure. 2. MAX 200 KT IAS at Missed Approach. **NOTE:** 1. Approach via Radar Vectors. 2. Circle to land at the discretion of the Pilot in command. 3. WGS-84. **AIP AD Chart: ILS-02** **EFF Date: 03 OCT 24**

CHECK LATEST NOTAM SUMMARY FOR SUSPENDED CHARTS and AIP SUP HAND AMENDMENTS

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
GEORGE (FAGG) CAT A – D AD ELEV 648' THR ELEV 622' TRANSITION ALT 8000' VAR 29°W (2026) **Missed APCH Gradient of 2.5% CAT I** OCA (H) ABOVE THR CAT A - D – 2379' (1757') **Missed APCH Gradient of 3.0% CAT I** OCA (H) ABOVE THR CAT A - D – 1802' (1180') **Missed APCH Gradient of 3.5% CAT I** OCA (H) ABOVE THR CAT A - D – 1186' (564') **Missed APCH Gradient of 4.0% CAT I** OCA (H) ABOVE THR CAT A - D – 822' (200') **RVR:** CAT A - D – 1000m **ALS OUT:** CAT A - D – 1000m **CIRCLING:** CAT A – 1070' (422') CAT B – 1240' (592') CAT C – 1340' (692') CAT D – 1340' (692')	11	**IAF** "ATUDI" 6500' **IAF** "EGMEP" FL110 6500' **IAF** "UTELU" 6500' **IF** "GG3T1" 4500' **FAP** "GG3F1" 2500' **MATF** "GG3M1" **MATF** "GG3M2" **MAHF** "UTELU" **ILS LOC** "GEI" 109.5 MHz **GP/DME** "GEI" 332.6 MHz / 109.5 MHz **Glide Path 3.0°** **ILS RDH 55'**	6500' **TAA** 25NM "ATUDI" 6200' 25NM "EGMEP" 6100' 25NM "UTELU" 4200'	**PROCEDURE: ILS Y RWY 11** **(RNP APCH and DME REQUIRED)** **"UTELU" HOLD:** Hold on a 1-minute right-hand racecourse pattern over "UTELU". INBD track 028°M, MNM 5500FT ALT, MAX 210KT IAS . **APPROACH:** Depart from ATUDI (IAF), EGMEP (IAF) or UTELU (IAF) to GG3T1 (IF), minimum 4500FT ALT, intercept ILS Localizer for RWY 11, to GG3F1, minimum 2500FT ALT. At GG3F1, descend on the Glide Path to OCA (H). **Communication Failure Procedure (Squawk 7600):** When cleared for the ILS Y RWY 11 APCH, complete the APCH and land. If not yet cleared for the ILS Y RWY 11 APCH, route to UTELU at 7500FT ALT, or last assigned level, and enter the hold for 5 MIN. Descend to 6500FT ALT, then complete the APCH and land.	MAX 220KT IAS. Climb to 5500FT ALT. Direct to GG3M1, turn right to GG3M2 at or above 2400FT ALT, turn right to UTELU and enter the hold, or as directed by ATC. **Missed Approach Communication Failure Procedure (Squawk 7600):** MAX 220KT IAS. Climb to 5500FT ALT. Direct to GG3M1, turn right to GG3M2 at or above 2400FT ALT, turn right to UTELU and enter the hold. Hold for 5 MIN, then complete the APCH and land. **SPEED RESTRICTIONS:** 1. MAX 210KT IAS for the UTELU hold and APCH Procedure. 2. MAX 220KT IAS for the Missed APCH Procedure. **NOTE:** 1. Circling is at the discretion of the Pilot in Command. 2. Circling N of EXTD CL RWY 11/29 not AUTH. **AIP AD Chart: ILS-03** **EFF Date: 03 SEP 26**

CHECK LATEST NOTAM SUMMARY FOR SUSPENDED CHARTS and AIP SUP HAND AMENDMENTS

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
GEORGE (FAGG) *CAT A – D* *AD ELEV 648'* *THR ELEV 622'* *TRANSITION ALT 8000'* *VAR 26°W (2012)* ***VOR*** *OCH ABOVE THR* *CAT A – 578'* *CAT B – 578'* *CAT C – 578'* *CAT D – 578'*	*11*	***DVOR*** *"GRV"* *116.6 MHZ* ***DME*** *"GRV"* *CH 113X*	*8000' or higher MSA* ***MSA*** *25 NM "GRV"* ***Inbound Heading*** *180° - 305°M – 8100'* *305° - 030°M – 2800'* *030° - 110°M – 3400'* *110° - 180°M – 6700'*	***PROCEDURE: VOR RWY 11*** ***(DME Required)*** ***HOLD:*** *Hold on a right hand racecourse pattern over "GRV", inbound R298, outbound heading 298°M. Descend in holding pattern to 4000' ALT.* ***APPROACH:*** *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.*	*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.* ***WARNING:*** *1. Pilots must actively monitor to remain South of R109/R299 "GRV" due to mountainous terrain.* *2. Circle to land South of RWY 11/29 extended centreline only.* ***NOTE:*** *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.* ***AIP AD Chart: VOR-01*** ***EFF Date: 01 MAY 14***
GEORGE (FAGG) *CAT A – D* *AD ELEV 648'* *THR ELEV 648'* *TRANSITION ALT 8000'* *VAR 26°W (2012)* ***VOR*** *OCH ABOVE AD* *CAT A – 422'* *CAT B – 422'* *CAT C – 422'* *CAT D – 422'*	*29*	***DVOR*** *"GRV"* *116.6 MHZ* ***DME*** *"GRV"* *CH 113X*	*8000' or higher MSA* ***MSA*** *25 NM "GRV"* ***Inbound Heading*** *180°M - 305°M – 8100'* *305°M - 030°M – 2800'* *030°M - 110°M – 3400'* *110°M - 180°M – 6700'*	***PROCEDURE: VOR RWY 29*** ***(DME Required)*** ***HOLD:*** *Hold on a left hand racecourse pattern over "GRV", inbound R112 "GRV", outbound heading 112°M. Descend in holding pattern to 3600' ALT.* ***APPROACH:*** *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.*	*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.* ***WARNING:*** *1. Pilots must actively monitor to remain South of R109/R299 "GRV" due to mountainous terrain.* *2. Circle to land South of RWY 11/29 extended centreline only.* ***NOTE:*** *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.* ***AIP AD Chart: VOR-02*** ***EFF Date: 01 MAY 14***

CHECK LATEST NOTAM SUMMARY FOR SUSPENDED CHARTS and AIP SUP HAND AMENDMENTS

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
GEORGE (FAGG) CAT A – D MIN TEMP 0°C MAX TEMP +70°C AD ELEV 648' THR ELEV 622' TRANSITION ALT 8000' VAR 27°W (2017) Missed APCH Gradient of 2.8% **RNAV (GNSS)** OCA (H) ABOVE THR **LNAV** OCH ABOVE THR CAT A – D: 1030' (408') Missed APCH Gradient of 2.5% **RNAV (GNSS)** OCA (H) ABOVE THR **LNAV** OCH ABOVE THR CAT A – D: 1430' (808') Missed APCH Gradient of 2.7% **RNAV (GNSS)** OCA (H) ABOVE THR **VNAV** OCH ABOVE THR CAT A – D: 940' (318') Missed APCH Gradient of 2.5% **RNAV (GNSS)** OCA (H) ABOVE THR **VNAV** OCH ABOVE THR CAT A – D: 1280' (658') **RVR:** CAT A – 1500m CAT B – 1500m CAT C – 1800m CAT D – 2000m **ALS OUT:** CAT A – 1500m CAT B – 1500m CAT C – 1800m CAT D – 2000m **Circling: NIL**	11	**IAF** "ATUDI" 7600' **IAF** "EGMEP" FL120 **IAF** "UTELU" 5500' **IF** "GG1T1" 5300' **FAF** "GG1F1" 2500' **MAPT** "RW11" **MATF** "GG1M1" **MATF** "GG1M2" **MAHF** "UTELU"	**TAA** 25 NM "ATUDI" 7800' 15 NM "ATUDI" 6100' **TAA** 25 NM "EGMEP" 6100' **TAA** 25 NM "UTELU" 7800' 15 NM "UTELU" 3500' Refer to AIP Chart FAGG RNAV-01	**PROCEDURE: RNAV (GNSS) RWY 11** **GNSS REQUIRED** **HOLD:** **UTELU:** Hold on a right-hand racecourse pattern over UTELU inbound track 026°M. Procedure altitude 5500FT ALT. Hold has a 1 MIN OUBD track. **SPEED RESTRICTION:** Speed restriction MAX 230KT IAS applicable at hold. **APPROACH:** Depart from ATUDI (IAF), EGMEP (IAF) or UTELU (IAF) direct to GG1T1 (IF), minimum 5300FT ALT. At GG1T1 (IF), route to GG1F1 (FAF), minimum 2500FT ALT to RW11 (MAPT), descending to OCA (H).	MAX 230KT IAS. Climb to 5500FT ALT. Track 114°M to GG1M1, turn right to GG1M2. At GG1M2, turn right to UTELU or as directed by ATC. **Communication Failure (SQUAWK 7600):** When cleared for the RNAV (GNSS) RWY 11 APCH, complete the APCH and land. If not yet cleared for the RNAV (GNSS) RWY APCH, continue to UTELU at 7000FT ALT or higher TAA. Hold for 5 MIN, descend to 5500FT ALT, and then attempt another APCH. **Missed Approach with Communication Failure (SQUAWK 7600):** Climb to 5500FT ALT. Track 114°M to GG1M1. At GG1M1, turn right to GG1M2. At GG1M2, turn right to UTELU and hold for 5 MIN, then attempt another APCH. **NOTE:** 1. LNAV/VNAV RoD 5.28%. 2. Turns prior MAPT prohibited. 3. Baro VNAV operations not authorised below 0° and MAX VPA 3.5°. Temperature +70°C. 4. Circling not permitted. 6. WGS-84. **AIP AD Chart: RNAV-01** **EFF Date: 01 FEB 18**

CHECK LATEST NOTAM SUMMARY FOR SUSPENDED CHARTS and AIP SUP HAND AMENDMENTS

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
GEORGE (FAGG) CAT A – D AD ELEV 648' THR ELEV 648' TRANSITION ALT 8000' VAR 27°W (2017) Missed APCH Gradient of 2.5% **RNAV (GNSS)** OCA (H) ABOVE THR **LNAV** CAT A – D: 1260' (612') **VNAV** CAT A – D: 1030' (382') **RVR:** CAT A – 1500m CAT B – 1500m CAT C – 1800m CAT D – 2000m **ALS OUT:** CAT A – 1500m CAT B – 1500m CAT C – 1800m CAT D – 2000m **CIRCLING** NIL	29	**IAF** "IMPEG" 6500' **IAF** "TILAS" 5800' **IF** "ETLAG" 3900' **FAF** "GG2F1" 2500' **MAPT** "RW29" **MATF** "GG2M1" **MATF** "GG2M2" **MAHF** "TILAS"	**TAA** 25 NM "IMPEG" 8000' 15 NM "IMPEG" 6500' **TAA** 25 NM "TILAS" 4600' Refer to AIP Chart FAGG RNAV-02	**PROCEDURE: RNAV (GNSS) RWY 29** **GNSS REQUIRED** **HOLD:** **TILAS:** Hold on a right-hand racecourse pattern over TILAS inbound track 024°M. Procedure altitude 5800FT ALT. Hold has a 1 MIN OUBD track. **SPEED RESTRICTION:** 1. Speed restriction MAX 230KT IAS applicable at hold. 2. Speed Restriction of 230KT IAS at GG2M1 and GG2M2. **APPROACH:** Depart from IMPEG (IAF) or TILAS (IAF) direct to ETLAG (IF), minimum 3900' ALT. From ETLAG (IF) route to GG2F1 (FAF), minimum 2500' ALT, to RW29 (MAPT) descending to OCA (H).	MAX 230KT IAS. Climb to 5800FT ALT. Route direct GG2M1. At GG2M1 turn left direct to GG2M2. At GG2M2 turn left direct TILAS and enter hold. Cross CTR BDRY 2500FT ALT or above. **SPEED RESTRICTION:** **NOTE:** 1. LNAV/VNAV RoD is 5.14% 2. Turns prior to MAPT prohibited. 3. Pilots to report any safety concern or operational issues with regards to this procedure to ATC. 4. Circling not permitted. 5. WGS-84. **AIP AD Chart: RNAV-02** **EFF Date: 29 MAR 18**

CHECK LATEST NOTAM SUMMARY FOR SUSPENDED CHARTS and AIP SUP HAND AMENDMENTS

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
GRAAFF REINET (FAGR) CAT A – B AD ELEV 2606' THR 04 ELEV 2581' TRANSITION ALT 9000' VAR 26°W (2020) Missed APCH Gradient of 6.5% **RNAV (GNSS)** OCA (H) ABOVE THR **LNAV** OCH ABOVE THR CAT A: 3220' (614') CAT B: 3300' (694') Missed APCH Gradient of 5.5% **RNAV (GNSS)** OCA (H) ABOVE THR **LNAV** OCH ABOVE THR CAT A: 3350' (744') CAT B: 3420' (814') Missed APCH Gradient of 4.5% **RNAV (GNSS)** OCA (H) ABOVE THR **LNAV** OCH ABOVE THR CAT A: 3500' (894') CAT B: 3550' (944') Missed APCH Gradient of 3.5% **RNAV (GNSS)** OCA (H) ABOVE THR **LNAV** OCH ABOVE THR CAT A: 3850' (1244') CAT B: 3860' (1254') Missed APCH Gradient of 2.5% **RNAV (GNSS)** OCA (H) ABOVE THR **LNAV** OCH ABOVE THR CAT A: 4300' (1694') CAT B: 4350' (1744') **Circling:** CAT A: 3030' (424') CAT B: 4210' (1604')	04	**IAF** "UVLES" 8300' **IAF** "EPMER" 6900' **IAF** "APGUD" 6900' **IF** "GR1T1" 5500' **FAF** "GR1F1" @4600' **MAPT** "GR1MP" **MATF** "GR1M1" **MATF** "GR1M2" **MAHF** "UVLES"	**TAA** 25 NM "UVLES" 9000' 10 NM "UVLES" 8300' **TAA** 25 NM "EPMER" 7800' 10 NM "EPMER" 6900' **TAA** 25 NM "APGUD" 8500' 10 NM "APGUD" 6300' Refer to AIP Chart FAGR RNAV-01	**PROCEDURE: RNAV (GNSS) RWY 04** **GNSS REQUIRED** **HOLD:** **UVLES:** Hold on a left-hand racecourse pattern over UVLES inbound track 152°M. Procedure altitude 8300FT ALT. Hold has a 1 MIN OUBD track. **SPEED RESTRICTION:** 1. Speed restriction MAX 180KT IAS in hold. 2. Speed Restriction of 180KT IAS at EPMER, APGUD and UVLES. **APPROACH:** Depart from UVLES (IAF), EPMER (IAF) or APGUD (IAF) direct to GR1T1 (IF), minimum 5500FT ALT. From GR1T1 (IF) route to GR1F1 (FAF), minimum 4600FT ALT, to GR1MP (MAPT) descending to OCA(H).	MAPT at 1.2NM from THR 04. Climb to 8300FT ALT. Turn right direct to GR1M1, then to GR1M2. At GR1M2 turn direct UVLES and enter hold at 8300FT ALT. **NOTE:** 1. MAPT at 1.2NM from THR 04 (GR1MP). 2. Hold restricted to 180KTS and at a height of 8300FT ALT. 3. Maximum speed for circling is 135KTS. 4. No turns prior MAPT. 5. WGS-84. **AIP AD Chart: RNAV-01** **EFF Date: 25 FEB '21**

CHECK LATEST NOTAM SUMMARY FOR SUSPENDED CHARTS and AIP SUP HAND AMENDMENTS

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
GREYTOWN (FAGY) CAT A – C AD ELEV 3531' THR ELEV 3472' TRANSITION ALT 7500' VAR 26° W (2026) Missed APCH Gradient of 2.5% **RNP APCH** **OCA(H) ABOVE THR** **LNAV:** CAT A – 3830' (358') CAT B – 3830' (358') CAT C – 3830' (358') **RVR:** CAT A – 1500m CAT B – 1500m CAT C – 1800m **ALS OUT:** NIL **Circling:** Circling Prohibited	24	**IAF** **ETMUP** FL080 **IAF** IBLUX 7500' **IAF** **UDGOM** 7500' **IF** **GY2T1** 6300' **SDF** 5600' **GY2F1** 5100' **SDF** 4250' **MAPT** RW24 **MAHF** ETMUP	**TAA** 0 -25NM **ETMUP** 6200' 0 - 25NM **IBLUX** 6900' 0 - 25NM **UDGOM** 7000'	**PROCEDURE: RNP RWY 24** **RNP APCH REQUIRED** **ETMUP HOLD:** Hold on a left-hand racecourse pattern over ETMUP, INBD track 337°M. 1 MIN OUBD. Minimum 7000FT ALT. MAX Speed 200KT IAS. **APPROACH:** Depart from UDGOM (IAF), IBLUX (IAF) or ETMUP (IAF) to GY2T1 (IF), minimum 6300FT ALT, to GY2F1 (FAF) minimum 5100FT ALT, to RW24 (MAPT), descending to OCA(H). **COMMUNICATION FAILURE (SQUAWK 7600):** When cleared for the RNP RWY 24 APCH, complete the approach and land. If not yet cleared for the RNP RWY24 APCH, route to ETMUP and enter the hold at FL080. Hold for 5 MIN, then complete the APCH and land.	MAPT at THR. MAX 200KT IAS. Climb on track 247°M, at or above 4500FT ALT, turn left direct to ETMUP at 7000FT ALT and enter the hold. Hold for 5 MIN, then complete the APCH and land, or contact FALE APP for diversion. **Missed Approach with Communication Failure Procedure (Squawk 7600):** Climb on track 247°M, at or above 4500FT ALT, turn left direct to ETMUP at 7000FT ALT and enter the hold. Hold for 5 MIN, then complete the APCH and land. **NOTE:** 1. Turns prior to MAPT prohibited. 2. Initial Approach only with ATC approval. 3. Prior permission to utilise this procedure must be obtained from Plennegy TEL: 082 826 3919. 4. Circling Prohibited. **WARNING:** Procedure is conducted partially outside controlled airspace. **SPEED RESTRICTION:** Procedure restricted to MAX 200KT IAS. **AIP AD Chart: RNP-01** **EFF Date: 29 OCT 2026**

CHECK LATEST NOTAM SUMMARY FOR SUSPENDED CHARTS and AIP SUP HAND AMENDMENTS					
Aerodrome ELEV & heights '	**RWY**	**Facility**	**Initial Approach ALT '**	**Procedure**	**Missed APCH procedure**
1	2	3	4	5	6
GREYTOWN (FAGY) CAT A – C AD ELEV 3531' THR ELEV 3472' TRANSITION ALT 7500' VAR 24°W (2018) **VOR** OCA/H ABOVE AD (Without SDF) CAT A – 4850' (1378') CAT B – 4850' (1378') CAT C – 4850' (1378') (With SDF) CAT A - 4060' (588') CAT B – 4060' (588') CAT C - 4060' (588') Procedure ALT at FAF – 6300' SDF – 5090' **Circling:** Prohibited	24	**DVOR** "GYV" 113.5 MHZ	7400' or higher MSA **MSA** 25 NM "GYV" **Inbound Heading** 250° - 050°M – 6500' 050° - 250°M – 7400'	**PROCEDURE: VOR** **(QNH and DME Required)** **HOLD:** Hold on a left hand racecourse pattern over fix R066 5.5 DME "GYV", INBD R066, OUBD track 066°M to maximum 9.5 DME "GYV". Descend in the hold to 6300' ALT. Speed restrictions 200KT IAS. **APPROACH:** Depart 9.5 DME "GYV" on R066 "GYV" (INBD) and descend to 4850' ALT. At 5.5 DME "GYV" (SDF) commence descend to OCA/H.	Home on "GYV", climbing 6300' ALT. At "GYV" turn left on HDG 357°M. Intercept R066 "GYV" (OUBD) and return to holding fix at R066 5.5 DME "GYV". Enter hold and recommence procedure or CTC APP for diversion. **WARNING:** 1. Pilots not allowed to fly procedure without real time QNH reading. Obtainable on FREQ 123.50 MHZ. **NOTE:** 1. Prior permission to utilise this procedure must be obtained from Pannar Seeds before departure. 2. MAPT at 1.6 DME "GYV"/1 NM from THR RWY 24. 3. Initial approach only with ATC approval. 4. This procedure is conducted outside controlled airspace, entirely at the discretion of the pilot in command. 5. Circling Prohibited. 6. WGS-84 **AIP AD Chart: VOR-01** **EFF Date: 28 MAR 19**

CHECK LATEST NOTAM SUMMARY FOR SUSPENDED CHARTS and AIP SUP HAND AMENDMENTS

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
JOHANNESBURG (FAOR) **O R Tambo INTL** CAT A – D AD ELEV 5558' THR ELEV 5558' TRANSITION ALT 8000' VAR 18°W (2010) **CAT I ILS** OCH ABOVE THR CAT A – 200' CAT B – 200' CAT C – 200' CAT D – 200' **CAT II ILS** OCH ABOVE THR CAT A – 100' CAT B – 100' CAT C – 100' CAT D – 100' Glide path ALT at 4.2 DME "JSI" – 6880' **CIRCLING** WEST OF RWY 03/21 CAT A & B – 6070' (512') CAT C & D – 6410' (852') EAST OF RWY 03/21 CAT A & B – 6050' (492') CAT C & D – 6250' (692')	03L	**ILS** **LOC** "JSI" 110.3 MHZ **GP** 335.0 MHZ **DME** "JSI" 110.3 MHZ (Co-located with GP TRANS) Glide Path 3° ILS RDH 54' **DVOR** "JSV" 115.2 MHZ **DME** "JSV" 1186 MHZ CH 99X	8000' or higher MSA. **MSA** 25 NM "JSV" **Inbound Heading** 180° - 060°M – 7800' 060° - 180°M – 8400'	**PROCEDURE: ILS Z RWY 03L** **(VOR and DME Required)** **HOLD:** 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. **APPROACH:** 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.	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". Missed Approach with Communication Failure: Climb to 8700' ALT. Passing 7000' ALT, turn left HDG 214°M. Passing 11 DME "JSV" turn left direct "JSV". **NOTE:** 1. Circle to land at the discretion of the Pilot in command. 2. CAT II operation and minima must be approved by the SACAA. 3. WGS-84. **AIP AD Chart: ILS-01** **EFF Date: 10 JAN 13**

CHECK LATEST NOTAM SUMMARY FOR SUSPENDED CHARTS and AIP SUP HAND AMENDMENTS

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
JOHANNESBURG **O R Tambo INTL (FAOR)** CAT A – D AD ELEV 5559' THR ELEV 5509' TRANSITION ALT 8000' VAR W 20°W (2025) **Missed APCH Gradient of 2.5%** **CAT I** OCA (H) ABOVE THR CAT A – 6383' (874') CAT B – 6400' (891') CAT C – 6417' (908') CAT D/DL – 6430' (921') **Missed APCH Gradient of 2.5%** **CAT II** OCA (H) ABOVE THR CAT A – 6300' (791') CAT B – 6327' (818') CAT C – 6346' (837') CAT D/DL – 6361' (852') **Missed APCH Gradient of 3.6%** **CAT I** OCA (H) ABOVE THR CAT A-C – 5709' (200') CAT D/DL – 5717' (208') **Missed APCH Gradient of 3.6%** **CAT II** OCA (H) ABOVE THR CAT A-B – 5609' (100') CAT C – 5615' (106') CAT D/DL – 5632' (123') **RVR CAT I** CAT A-C – 550m CAT D/DL – 600m **RVR CAT II** CAT A-C – 300m CAT D/DL – 400m **ALS OUT CAT I:** CAT A - D/DL – 1000m **CIRCLING** **EAST OF RWY 03/21** CAT A – 6030' (471') CAT B – 6060' (501') CAT C – 6160' (601') CAT D – 6250' (691') **WEST OF RWY 03/21** CAT A – 6110' (551') CAT B – 6190' (631') CAT C – 6370' (811') CAT D – 6440' (881')	03R	**ILS** **LOC** "JNI" 109.1 MHZ **GP** 331.4 MHZ **DME** "JNI" 109.1 MHZ (Co-located with GP TRANS) Glide Path 3° ILS RDH 59' **DVOR** "JSV" 115.2 MHZ **DME** "JSV" 1186 MHZ CH 99X Glide Path 3.0° ILS RDH 50'	8000' or higher MSA. **MSA** 25 NM "JSV" **Inbound Heading** 180° - 060°M – 7800' 060° - 180°M – 8400'	**PROCEDURE: ILS Z RWY 03R** **(VOR and DME Required)** **HOLD:** Hold on a right-hand racecourse pattern over JSV, INBD R210, OUBD HDG 210°M. Minimum 8000FT ALT. Procedure altitude 8000FT ALT. Hold has a 1 MIN OUBD track. Hold speed MAX 230KT IAS. **APPROACH:** Depart JSV OUBD in the racetrack on HDG 210°M at 8000FT ALT to 11.8 DME JSV. Level turn right to intercept ILS Localizer for RWY 03R. Continue on ILS Localizer at 8000FT ALT. At 7.8 DME JNI, descend on the Glide Path to OCA (H). **Communication Failure Procedure** **(Squawk 7600)** If cleared for the ILS Z RWY 03R APCH, complete the APCH and land. If not yet cleared for the ILS Z RWY 03R APCH, route to JSV, descend to FL110 and enter the Hold. Hold for 5 MIN, descend to 8000FT ALT, then commence the APCH and land.	MAX 230KT IAS. Climb on track 036°M to 8000FT ALT, turn right on track 215°M, expect radar vectors. **Missed Approach Communication Failure Procedure (Squawk 7600)** MAX 230KT IAS. Climb on track 036°M to FL110, at or above FL090 turn right direct to JSV and enter the hold. Hold for 5 MIN, descend to 8000FT ALT, then commence the APCH and land. Pilots to cross the FAOR/FAWK CTR BDRY at or above 8000FT ALT. **SPEED RESTRICTION:** Procedure restricted to MAX 230 KT IAS. **NOTE:** 1. Pilots to cross the FAOR CTR BDRY at or above 7600FT ALT. 2. Circle to land is at the discretion of the Pilot in command. 3. Due to geographic constraints the barrettes at 900M and 870M from the THR RWY 03R have been omitted from the APCH lights. **AIP AD Chart: ILS-03** **EFF Date: 02 OCT 25**

CHECK LATEST NOTAM SUMMARY FOR SUSPENDED CHARTS and AIP SUP HAND AMENDMENTS

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
JOHANNESBURG **O R Tambo INTL (FAOR)** CAT A – D_L AD ELEV 5559' THR ELEV 5493' TRANSITION ALT 8000' VAR W 20°W (2025) **Missed APCH Gradient of 2.5%** **CAT I** OCA (H) ABOVE THR CAT A – 5693' (200) CAT B – 5693' (200) CAT C – 5693' (200) CAT D/D_L – 5703' (210) **Missed APCH Gradient of 2.5%** **CAT II** OCA (H) ABOVE THR CAT A – 5593' (100) CAT B – 5593' (100) CAT C – 5594' (101) CAT D/D_L – 5616' (123) **RVR CAT I:** CAT A-C – 550m CAT D – 600m **RVR CAT II:** CAT A-C – 300m CAT D – 400m **ALS OUT CAT I:** CAT A-D – 1000m **CIRCLING**: **EAST OF RWY 03/21** CAT A – 6030' (471') CAT B – 6060' (501') CAT C – 6160' (601') CAT D – 6250' (691') **WEST OF RWY 03/21** CAT A – 6110' (551') CAT B – 6190' (631') CAT C – 6370' (811') CAT D – 6440' (881')	21L	**ILS LOC** "JAI" 109.9 MHz **GP/DME** "JAI" 333.8 MHz **DVOR** "JSV" 115.2 MHz **DME** "JSV" 1186 MHz CH 99X Glide Path 3.0° ILS RDH 51'	8000' or higher MSA. **MSA** 25 NM "JSV" **Inbound Heading** 180° M - 060°M – 7800' 060° M - 180°M – 8400'	**PROCEDURE: ILS RWY 21L** **(VOR and DME Required)** **HOLD:** Hold on a left-hand racecourse pattern over JSV, INBD R040, OUBD HDG 040°M. Minimum 8000FT ALT. Procedure altitude 8000FT ALT. Hold has a 1 MIN OUBD track. Hold speed MAX 230KT IAS. **APPROACH:** Depart JSV outbound in the racetrack on HDG 040°M at 8000FT ALT to 13.2 DME JSV. Level turn left to intercept ILS Localizer for RWY 21L. Continue on ILS Localizer at 8000FT ALT. At 7.9 DME JAI, descend on the Glide Path to OCA (H). **Communication Failure Procedure** **(Squawk 7600):** If cleared for the ILS RWY 21L APCH, complete the APCH and land. If not yet cleared for the ILS RWY 21L APCH, route to "JSV", descend to FL110 and enter the hold for 5 MIN. Descend to 8000FT ALT, then commence the APCH and land.	MAX 230KT IAS. Climb on track 216°M to 8000FT ALT, turn left on track 040°M, expect radar vectors. **Missed Approach with Communication Failure Procedure (Squawk 7600):** MAX 230KT IAS. Climb on track 216°M to FL100, at or above FL090 turn left direct to JSV and enter the hold for 5 MIN. Descend to 8000FT ALT, then commence the APCH and land. **SPEED RESTRICTION:** MAX 230KT IAS or less applicable to the Hold, Racetrack and Missed APCH **NOTE:** 1. Circle to land at the discretion of the Pilot in command. 2. Traffic to cross the FAOR CTR Boundary at or above 7600FT ALT. **AIP AD Chart: ILS-07** **EFF Date: 02 OCT 25**

CHECK LATEST NOTAM SUMMARY FOR SUSPENDED CHARTS and AIP SUP HAND AMENDMENTS

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
JOHANNESBURG (FAOR) **O R Tambo INTL** CAT A – D AD ELEV 5558' THR ELEV 5505' TRANSITION ALT 8000' VAR 20°W (2025) **MISSED APCH GRADIENT OF 2.5%** **CAT I ILS** **OCA (H) ABOVE THR** CAT A – 6179' (674') CAT B – 6182' (677') CAT C – 6194' (689') CAT D – 6197' (692') **CAT II ILS** **OCA (H) ABOVE THR** CAT A – 6079' (574') CAT B – 6087' (582') CAT C – 6094' (589') CAT D – 6100' (595') **MISSED APCH GRADIENT OF 3.8%** **CAT I ILS** **OCA (H) ABOVE THR** CAT A – D - 5705' (200') **CAT II ILS** OCA (H) ABOVE THR CAT A – C 5605' (100') CAT D – 5608' (103') **CIRCLING** WEST OF RWY 03/21 CAT A - 6240' (682') CAT B - 6240' (682') CAT C - 6400' (842') CAT D - 6480' (922') **CIRCLING** EAST OF RWY 03/21 CAT A - 6050' (492') CAT B - 6100' (542') CAT C - 6200' (642') CAT D - 6250' (692')	21R	**ILS** **LOC** "JBI" 110.9 MHz **GP** 330.8 MHz **DME** "JBI" 110.9 MHz (Co-located with GP TRANS) **DVOR** "JSV" 115.2 MHz **DME** "JSV" 1186 MHz CH 99X **Glide path 3°** **ILS RDH 51'**	From RACETRACK or RADAR VECTORING onto the FINAL. **MSA** 25 NM "JSV" **Inbound Heading** 060° - 180°M- 8400' 180° - 060°M - 7800'	**PROCEDURE: ILS RWY 21R** **(VOR and DME Required)** **HOLD:** Hold on a right-hand racecourse pattern over "JSV", Inbound track R-035, OUBD heading 035°M. 1 Min hold. Descend to 8000FT ALT. **RACETRACK:** Depart JSV OUBD in the holding pattern on heading 035°M, at 8000FT ALT to 12.0 DME "JSV" maximum. Level turn INBD to intercept the ILS LOC RWY 21R and descend on the Glide Path to OCA(H). **APPROACH:** From Radar vectors, intercept ILS Localizer RWY21R and maintain 8000FT ALT, 7.7 DME "JBI" to intercept the Glide path and descend to OCA/H. **COMMUNICATION FAILURE PROCEDURE (SQUAWK 7600)** When cleared for the ILS APCH RWY 21R, complete the APCH and land. If not yet cleared for the ILS APCH RWY 21R, continue to "JSV" descending to FL110. At "JSV" hold for 5min. Leave the "JSV" hold then complete the ILS APCH and land.	**MISSED APPROACH** MAX 250KT IAS Climb to 8000FT ALT. Maintain RWY track to 6.8 DME "JBI" then turn right (MAX 250KT IAS) onto heading 340°M. Cross 6.8 DME " JBI" at 7000FT ALT or above. Crossing R-220 "WKV" turn right to intercept R-225 " WKV" (INBD), for radar vectoring onto the ILS RWY 21R. **MISSED APPROACH COMMUNICATION FAILURE PROCEDURE (SQUAWK 7600)** Max speed 250KT IAS. Climb to FL100. Maintain RWY track. Passing FL090 turn right direct to "JSV" to hold. Enter the Hold for 5 min. Leave the "JSV" hold then complete the ILS APCH and land. **NOTE:** 1. Cross CTR BDRY 7600FT ALT or above. 2. 3.8% Missed APCH climb gradient until reaching 7000FT ALT. **AIP AD Chart: ILS-10** **EFF Date: 07 AUG 2025**

CHECK LATEST NOTAM SUMMARY FOR SUSPENDED CHARTS and AIP SUP HAND AMENDMENTS

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
JOHANNESBURG (FAOR) **O R Tambo INTL** CAT A – D AD ELEV 5558' THR ELEV 5505' TRANSITION ALT 8000' VAR W 18°W (2010) **VOR** OCH ABOVE AD CAT A – 615' CAT B – 615' CAT C – 615' CAT D – 615' **CIRCLING** WEST OF RWY 03/21 CAT A & B – 565' CAT C & D – 905' EAST OF RWY 03/21 CAT A & B – 545' CAT C & D – 745'	21R	**DVOR** "JSV" 115.2 MHZ **DME** "JSV" 1186 MHZ CH 99X	9000' or higher MSA. **MSA** 25 NM "JSV" **Inbound Heading** 180° - 060°M – 7800' 060° - 180°M – 8400'	**PROCEDURE: VOR Z RWY 21R** **(DME Required)** **HOLD:** 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. **APPROACH:** Proceed on R034 "JSV" (INBD) at 8000' ALT. At 11 DME "JSV" commence descend to MDA/H.	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. **NOTE:** 1. VDP at 4.6 DME "JSV". 2. MAPT at 3 DME "JSV". 3. Radar vectors to the FAF (11 DME "JSV") can be expected for straight-in approach RWY 21R. 4. WGS-84. **AIP AD Chart: VOR-01** **EFF Date: 04 APR 2013**

CHECK LATEST NOTAM SUMMARY FOR SUSPENDED CHARTS and AIP SUP HAND AMENDMENTS

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
JOHANNESBURG (FAOR) **O R Tambo INTL** CAT A – D AD ELEV 5558' THR ELEV 5510' TRANSITION ALT 8000' VAR W 18°W (2010) Missed APCH Gradient of 3.8% **RNAV (GNSS)** OCA (H) ABOVE THR CAT A – 5940' (430') CAT B – 5940' (430') CAT C – 5940' (430') CAT D – 5940' (430') Missed APCH Gradient of 2.5% **RNAV (GNSS)** OCA (H) ABOVE THR CAT A – 6510' (1000') CAT B – 6510' (1000') CAT C – 6510' (1000') CAT D – 6510' (1000') **RVR:** CAT A – 900m CAT B – 1000m CAT C – 1000m CAT D – 1400m **ALS OUT:** CAT A – 1500m CAT B – 1500m CAT C – 1800m CAT D – 2000m **CIRCLING** WEST OF RWY 03/21 CAT A – 6070' (512') CAT B – 6070' (512') CAT C – 6410' (852') CAT D – 6410' (852') EAST OF RWY 03/21 CAT A – 6050' (492') CAT B – 6050' (492') CAT C – 6250' (692') CAT D – 6250' (692')	03R	**IAF** "ETLIG" FL130 **IAF** "SUPON" FL130 **IAF** "VEKOP" FL130 **IF** "JS2T1" FL130 **FAF** "JS2F1" 8000' **MAPT** "JS2MP" 5940' **MATF** "JS2M1" "JS2M2" "JS017"	**TAA** 25 NM "ETLIG" 7800' 25 NM "SUPON" 7200' 25 NM "VEKOP" 8400' Refer to AIP Chart FAOR RNAV-01	**PROCEDURE: RNAV (GNSS)** **APPROACH:** 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).	Climb to FL130. From JS2MP route to JS2M1 and JS2M2 turning right to JS017 and return to ETLIG or as directed by ATC. **SPEED RESTRICTION:** 1. A Speed Restriction of 240KT IAS on Missed Approach. **NOTE:** 1. Minimum 3.8% Missed Approach Climb Gradient required to cross the CTR boundary at 7600' ALT or above. 2. WGS-84. **AIP AD Chart: RNAV-01** **EFF Date: 31 DEC 2020**

CHECK LATEST NOTAM SUMMARY FOR SUSPENDED CHARTS and AIP SUP HAND AMENDMENTS

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
JOHANNESBURG (FAOR) **O R Tambo INTL** CAT A – D AD ELEV 5558' THR ELEV 5494' TRANSITION ALT 8000' VAR W 18°W (2010) Missed APCH Gradient of 2.5% **RNAV (GNSS)** OCA (H) ABOVE THR CAT A – 6530' (1036') CAT B – 6530' (1036') CAT C – 6530' (1036') CAT D – 6530' (1036') Missed APCH Gradient of 3.5% **RNAV (GNSS)** OCA (H) ABOVE THR CAT A – 6120' (626') CAT B – 6120' (626') CAT C – 6120' (626') CAT D – 6120' (626') **RVR:** CAT A – 900m CAT B – 1000m CAT C – 1000m CAT D – 1400m **ALS OUT:** CAT A – 1500m CAT B – 1500m CAT C – 1800m CAT D – 2000m **CIRCLING** WEST OF RWY 03/21 CAT A – 6070' (512') CAT B – 6070' (512') CAT C – 6410' (852') CAT D – 6410' (852') EAST OF RWY 03/21 CAT A – 6050' (492') CAT B – 6050' (492') CAT C – 6250' (692') CAT D – 6250' (692')	21L	**IAF** "ETGAV" FL110 **IAF** "NIGOS" FL100 **IAF** "UVLOG" FL110 **IF** "JS3T1" 9000' **FAF** "JS3F1" 8000' **MAPT** "JS3MP" 6120' **MATF** "JS3M1" "JS3M2"	**TAA** 25 NM "ETGAV" 8000' 25 NM "NIGOS" 8000' 25 NM "UVLOG" 8400' Refer to AIP Chart FAOR RNAV-02	**PROCEDURE: RNAV (GNSS)** **APPROACH:** Depart from ETGAV (IAF) or NIGOS (IAF) or UVLOG (IAF) direct to JS3T1 (IF), minimum 9000' ALT. From JS3T1 (IF) route to JS3F1 (FAF), minimum 8000' ALT, to JS3MP (MAPT) descending to MDA (H).	Climb to 8000' ALT to JS3M1. From JS3MP route JS3M1, JS3M2 to ETGAV (MAX 240KT IAS) or as directed by ATC. **SPEED RESTRICTION:** 1. A Speed Restriction of 240KT IAS on Missed Approach. **NOTE:** 1. Minimum 3.5% Missed Approach Climb Gradient required to cross the CTR boundary at 7600' ALT or above. 2. WGS-84. **AIP AD Chart: RNAV-02** **EFF Date: 31 DEC 2020**

CHECK LATEST NOTAM SUMMARY FOR SUSPENDED CHARTS and AIP SUP HAND AMENDMENTS					
Aerodrome ELEV & heights '	**RWY**	**Facility**	**Initial Approach ALT '**	**Procedure**	**Missed APCH procedure**
1	2	3	4	5	6
KIMBERLEY (FAKM) CAT A – D AD ELEV 3950' THR ELEV 3899' TRANSITION ALT 7000' VAR W 21° (2010) **VOR** OCH ABOVE AD (See hand amendment NOTAM) CAT A – 361' CAT B – 361' CAT C – 361' CAT D – 361'	02	**VOR** "KYV" 113.2 MHZ **DME** "KYV" CH 79X VPA 3.0°	7000' or higher MSA **MSA** 25 NM "KYV" **Inbound Heading** 090° - 180°M – 6200' 180° - 270°M – 6600' 270° - 360°M – 7800' 360° - 090°M – 6200'	**PROCEDURE: VOR RWY 02** **(DME Required)** **HOLD:** Hold on a left hand racecourse pattern over "KYV", inbound R195, outbound heading 195°M. **APPROACH:** Depart from "KYV" outbound in the holding pattern and descend on a heading of 195°M to 5800' ALT, to maximum 7 DME "KYV". Level turn left to intercept R195 inbound and descend to OCA/H at 2 DME "KYV".	Climb to 6000' ALT. At 6000' ALT turn left and direct to VOR "KYV". Hold at 7000' ALT. **NOTE:** 1. Procedure Turn Approach applicable only within 30° of the OUBD heading. Use the phraseology "Request Procedure Turn Approach". 2. RoD from 7 DME KYV computes at 3° 3. WGS-84. **AIP AD Chart: VOR-01** **EFF Date: 12 DEC 2013**
KIMBERLEY (FAKM) CAT A – D AD ELEV 3950' THR ELEV 3940' TRANSITION ALT 7000' VAR W 21° (2010) **VOR** OCH ABOVE AD (See hand amendment NOTAM) CAT A – 630' CAT B – 630' CAT C – 630' CAT D – 630'	20	**VOR** "KYV" 113.2 MHZ **DME** "KYV" CH 79X VPA 3.0°	7000' or higher MSA **MSA** 25 NM "KYV" **Inbound Heading** 090° - 180°M – 6200' 180° - 270°M – 6600' 270° - 360°M – 7800' 360° - 090°M – 6200'	**PROCEDURE: VOR RWY 20** **(DME Required)** **HOLD:** Hold on a right hand racecourse pattern over "KYV", inbound R031, outbound heading 031°M. **APPROACH:** Depart from "KYV" outbound in the holding pattern and descend on a heading of 031°M to 6100' ALT, to maximum 7 DME "KYV". Level turn right to intercept R031 inbound and descend to OCA/H at 2 DME "KYV".	Climb to 6000' ALT. At 6000' ALT turn right and direct to VOR "KYV". Hold at 7000' ALT. **NOTE:** 1. Procedure Turn Approach applicable only within 30° of the OUBD heading. Use the phraseology "Request Procedure Turn Approach". 2. RoD from 7 DME KYV computes at 3° 3. WGS-84. **AIP AD Chart: VOR-02** **EFF Date: 12 DEC 13**

KIMBERLEY (FAKM) *CAT A – D* *AD ELEV 3950'* *THR ELEV 3899'* *TRANSITION ALT 7000'* *VAR 23°W (2025)* ***LNAV With 2.5% Missed APCH Gradient*** ***RNP APCH*** *OCA (H) ABOVE THR* *CAT A – D 5600' (1701')* ***LNAV With 3.0% Missed APCH Gradient*** ***RNP APCH*** *OCA (H) ABOVE THR* *CAT A – D 5160' (1261')* ***LNAV With 3.9% Missed APCH Gradient*** ***RNP APCH*** *OCA (H) ABOVE THR* *CAT A – D 4240' (341')* ***LNAV/VNAV With 2.5% Missed APCH Gradient*** ***RNP APCH*** *OCA (H) ABOVE THR CAT A – D 5490' (1591')* ***LNAV/VNAV With 3.0% Missed APCH Gradient*** ***RNP APCH*** *OCA (H) ABOVE THR* *CAT A – D 4890' (991')* ***LNAV/VNAV With 3.6% Missed APCH Gradient*** ***RNP APCH*** *OCA (H) ABOVE THR* *CAT A – D 4170' (271')* ***RVR:*** *CAT A – 1500m; CAT B – 1500m* *CAT C – 1800m; CAT D – 2000m* ***ALS OUT:*** *CAT A – 1500m* *CAT B – 1500m* *CAT C – 2000m* *CAT D – 2000m* ***CIRCLING:*** *CAT A – 4430' (480')* *CAT B – 5310' (1360')* *CAT C – 5410' (1460)* *CAT D – 5410' (1460')*	*02*	***IAF*** ***UVKIS*** *FL085* ***IAF*** ***NIDUN*** *FL085* ***IAF*** ***ETBAB*** *FL085* ***IF*** ***KM1T1*** *6700'* ***FAF*** ***KM1F1*** *5600'* ***MAPT*** *RW02* ***MATF*** *KM1M1* ***MAHF*** *UVKIS*	*TAA* *0 -25 NM* *UVKIS* *6100'* *0 - 25 NM* *NIDUN* *5800'* *0 - 25 NM* *ETBAB* *6100'*	***PROCEDURE: RNP RWY 02*** ***RNP APCH REQUIRED*** ***UVKIS HOLD:*** *Hold on a left-hand racecourse pattern over UVKIS, inbound track 113° M, 1 MIN OUBD. Procedure level FL085.* ***ETBAB HOLD:*** *Hold on a right-hand racecourse pattern over ETBAB, inbound track 293° M,1 MIN OUBD.Procedure level FL085.* ***APPROACH:*** *Depart from UVKIS (IAF) or NIDUN (IAF) or ETBAB (IAF) to KM1T1 (IF), minimum 6700FT ALT. From KM1T1 (IF) to K1MF1 (FAF) minimum 5600FT ALT, to RW02 (MAPT) descending to OCA (H).* ***COMMUNICATION FAILURE PROCEDURE (SQUAWK 7600)*** *When cleared for the RNP APCH RWY 02, complete the approach and land. If not yet cleared for the RNP APCH RWY 02, continue to ETBAB and enter the hold at FL105 or last assigned level if lower. Hold for 5 minutes. Descend to FL085 in the hold, then complete the approach and land.*	*MAPT at THR 02. MAX 240KT IAS or less. Climb to FL085. To KM1M1 on course 022° M turn left direct to UVKIS at or above FL085. Enter the hold or as directed by ATC.* ***MISSED APPROACH COMMUNICATION FAILURE PROCEDURE (SQUAWK 7600)*** *Climb to FL085. To KM1M1 on course 022° M, turn left direct to UVKIS at or above FL085. Hold for 5 minutes, then attempt another approach and land.* ***NOTES:*** *1. Baro-VNAV operations not authorised below -9.9°C and MAX VPA 3.5° C temperature + 64° C.* *2. Circle to land at the discretion of the pilot in command.* *3. MAPT at THR 02.* ***SPEED RESTRICTION:*** *1. MAX 210KT IAS or less applicable for the APCH, UVKIS Hold and ETBAB Hold.* *2. MAX 240KT IAS or less applicable for the Missed APCH procedure.* ***WARNING:*** *1. LNAV @2.5% Missed Approach Climb Gradient.* *2. Missed Approach Procedure partially conducted in uncontrolled airspace.* ***AIP AD Chart: RNP-01*** ***EFF Date: 27 NOV 2025***

CHECK LATEST NOTAM SUMMARY FOR SUSPENDED CHARTS and AIP SUP HAND AMENDMENTS

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
KIMBERLEY (FAKM) CAT A – D MIN TEMP -10°C MAX TEMP +70°C AD ELEV 3950' THR ELEV 3940' TRANSITION ALT 7000' VAR W21° (2017) Missed APCH Gradient of 2.5% OCH ABOVE THR **LNAV ONLY** CAT A – 5020' (1080') CAT B – 5020' (1080') CAT C – 5020' (1080') CAT D – 5020' (1080') Missed APCH Gradient of 4.4% **RNAV (GNSS)** OCH ABOVE THR **LNAV ONLY** CAT A – 4540' (600') CAT B – 4540' (600') CAT C – 4540' (600') CAT D – 4540' (600') Missed APCH Gradient of 2.5% **LNAV/VNAV** CAT A – 4940' (1000') CAT B – 4940' (1000') CAT C – 4940' (1000') CAT D – 4940' (1000') Missed APCH Gradient of 3.3% **LNAV/VNAV** CAT A – 4390' (450') CAT B – 4390' (450') CAT C – 4390' (450') CAT D – 4390' (450') **RVR:** / **ALS OUT:** CAT A – 1500m / CAT A – 1500m CAT B – 1500m / CAT B – 1500m CAT C – 1800m / CAT C – 2000m CAT D – 2000m / CAT D – 2000m **Circling:** CAT A – 4520' (570') CAT B – 4620' (670') CAT C – 5390' (1440') CAT D – 5390' (1440')	20	**IAF** "GADSO" FL090 **IAF** "IBSIX" FL090 **IAF** "UNKUR" FL090 **IF** "KM2T1" 7000' **FAF** "KM2F1" 5600' **SDF** "KM2SD" **MAPT** "KM2MP" **MATF** "KM2M1" **MAHF** "GADSO"	**TAA** 25 NM "GADSO" 6500' **TAA** 25 NM "IBSIX" 6400' **TAA** 25 NM "UNKUR" 6800' Refer to AIP Chart FAKM RNAV-02	**PROCEDURE: RNAV (GNSS) RWY 20** **HOLD:** GADSO: Hold on a right-hand racecourse pattern over GADSO, inbound track 291°M. Hold has a 1 MIN OUBD track. Procedure altitude FL090. **APPROACH:** Depart from GADSO (IAF), or IBSIX (IAF) or UNKUR (IAF) direct to KM2T1 (IF), minimum 7000FT ALT. At KM2T1 (IF), route to KM2F1 (FAF), minimum 5600FT ALT to KM2MP (MAPT), descending to OCA (H).	Climb to FL090. Route to KM2M1. At KM2M1, turn left direct to GADSO and enter the hold, or as directed by ATC. Missed Approach with Communication Failure (SQUAWK 7600): When cleared for the RNAV (GNSS) RWY 20 APCH, complete the APCH and land. If not yet cleared for the approach, continue to GADSO, and enter the hold at FL110. Hold for 5 MIN, then descend to FL090, complete the approach and land. **NOTE:** 1. CAT A - D. 2. RoD is 5.2%. 3. Turns prior MAPT prohibited. 4. Baro VNAV operations not authorised below -10°C and MAX VPA 3.5° temperature +70°C. 5. WGS-84. **AIP AD Chart: RNAV-02** **EFF Date: 22 JUN 17**

CHECK LATEST NOTAM SUMMARY FOR SUSPENDED CHARTS and AIP SUP HAND AMENDMENTS

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
DURBAN **KING SHAKA INTL (FALE)** CAT A – D/DL AD ELEV 301' THR ELEV 287' TRANSITION ALT 5500' VAR 27°W (2025) **Missed APCH Gradient of 2.5%** **CAT I** OCA (H) ABOVE THR CAT A - D/DL – 1042' (755') **Missed APCH Gradient of 3.0%** **CAT I** OCA (H) ABOVE THR CAT A - D/DL – 618' (331') **Missed APCH Gradient of 4.0%** **CAT I** OCA (H) ABOVE THR CAT A - D/DL – 487' (200') **Missed APCH Gradient of 2.5%** **CAT II** OCA (H) ABOVE THR CAT A - D/DL – 939' (652') **Missed APCH Gradient of 3.0%** **CAT II** OCA (H) ABOVE THR CAT A - D/DL – 515' (228') **Missed APCH Gradient of 4.0%** **CAT II** OCA (H) ABOVE THR CAT A - D/DL – 387 (100) **Missed APCH Gradient of 2.5%** GP INOP (LOC only) OCA (H) ABOVE THR CAT A - D/DL – 980' (700') **Missed APCH Gradient of 3.0%** GP INOP (LOC only) OCA (H) ABOVE THR CAT A - D/DL – 740' (460') **RVR CAT I:** CAT A - D/DL – 550m **RVR CAT II:** CAT A - C – 300m CAT D/DL – 350m **ALS OUT:** CAT A - D/DL 1000m **CIRCLING:** CAT A - B – 960' (659') CAT C – 1280' (979') CAT D/DL – 1420' (1119')	06	**ILS** **LOC** "TNI" 111.3 MHZ **GP** 332.3 MHZ CH 50X Glide path 3° RDH 54' **DVOR** "TGV" 115.6 MHZ **DME** "TGV" CH 103X Glide Path 3° ILS RDH 58.0'	5000' or higher MSA **MSA** 0 – 10 NM "TGV" Inbound Heading 360° - 180° – 4000' **MSA** 10 - 25NM "TGV" Inbound Heading 360° - 180° – 5200' **MSA** 25 NM "TGV" Inbound Heading 180° - 270° – 4900' 270° - 360° – 2400'	**PROCEDURE: ILS Y RWY 06** **(VOR and DME Required)** **TGV HOLD:** Hold on a right-hand racecourse pattern over "TGV", R245 (INBD) and HDG 245°M (OUBD). Minimum 4000 FT ALT. Hold has a 1 MIN OUBD track. Hold speed MAX 230KT IAS. **APPROACH:** Depart "TGV" outbound in the racetrack on HDG 245°M, descend to 4000FT ALT, to 14.9 DME "TGV". Level turn right at 4000FT ALT to intercept ILS Localiser for RWY 06, descend to 3000FT ALT. At 8.5 DME TNI, descend on the Glide Path to OCA(H). **COMMUNICATION FAILURE PROCEDURE** **(Squawk 7600):** If cleared for the ILS Y RWY 06 APCH, complete the APCH and land. If not yet cleared for the ILS Y RWY 06 APCH, route to "TGV" and enter the hold at FL080 for 5 MIN. Descend to 5000FT ALT, then commence the APCH and land. If lower than FL080, route to "TGV" and enter the hold at 5000FT ALT for 5 MIN, then commence the APCH and land.	MAX 265KT IAS. Climb to 3000FT ALT on R064 "TGV". At or above 3000FT ALT, turn right direct to "TGV" and enter the racetrack at 4000FT ALT, or as directed by ATC. **MISSED APPROACH COMMUNICATION FAILURE PROCEDURE (Squawk 7600):** MAX 265KT IAS. Climb to 3000FT ALT on R064 "TGV", at or above 3000FT ALT turn right, direct to "TGV" and enter the hold. Hold for 5 MIN then complete the APCH and land. **SPEED RESTRICTION:** 1. MAX 230KT IAS applicable to the HOLD and RACETRACK. **WARNING:** 1. High ground west of aerodrome. **NOTE:** 1. Circle to land at the discretion of the pilot in command. **AIP AD Chart: ILS-02** **EFF Date: 02 OCT 25**

CHECK LATEST NOTAM SUMMARY FOR SUSPENDED CHARTS and AIP SUP HAND AMENDMENTS

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
DURBAN **KING SHAKA INTL (FALE)** CAT A – D/ DL AD ELEV 301' THR ELEV 301' TRANSITION ALT 5500' VAR 27°W (2025) **Missed APCH Gradient of 2.5%** **CAT I** OCA (H) ABOVE THR CAT A - D/DL – 1301' (1000') **Missed APCH Gradient of 3.0%** **CAT I** OCA (H) ABOVE THR CAT A - D/DL – 892' (591') **Missed APCH Gradient of 4.0%** **CAT I** OCA (H) ABOVE THR CAT A - D/DL – 501' (200') **Missed APCH Gradient of 2.5%** **CAT II** OCA (H) ABOVE THR CAT A - D/DL – 1253' (952') **Missed APCH Gradient of 3.0%** **CAT II** OCA (H) ABOVE THR CAT A - D/DL – 836' (535') **Missed APCH Gradient of 4.0%** **CAT II** OCA (H) ABOVE THR CAT A - D/DL – 401' (100') **RVR CAT I:** CAT A – D/DL – 550m **RVR CAT II:** CAT A - C – 300m CAT D/DL - 350m **ALS OUT:** CAT A - D/DL – 1000m **CIRCLING:** CAT A – 960' (659') CAT B – 960' (659') CAT C – 1280' (979') CAT D – 1420' (1119')	24	**ILS LOC** **"TGI"** 109.7 MHZ **GP/DME** **"TGI"** 333.2 MHZ CH 34X **DVOR** "TGV" 115.6 MHZ **DME** "TGV" CH 103X **Glide Path 3.0°** **ILS RDH 56'**	5000' or higher MSA **MSA** 0 – 10 NM "TGV" Inbound Heading 360° - 180° – 4000' **MSA** 10 - 25NM "TGV" Inbound Heading 360° - 180° – 5200' **MSA** 25 NM "TGV" Inbound Heading 180° - 270° – 4900' 270° - 360° – 2400'	**PROCEDURE: ILS Y RWY 24** **(VOR and DME Required)** **TGV HOLD:** Hold on a left-hand racecourse pattern over "TGV", R063 (INBD) and HDG 063°M (OUBD). Hold has a 1 MIN OUBD track. Hold speed MAX 230KT IAS. **APPROACH:** Depart "TGV" outbound in the racetrack on HDG 063°M, descend to 4000FT ALT, to 13.0 DME "TGV". Level turn left at 4000FT ALT to intercept ILS Localiser for RWY 24. Continue on ILS Localizer, descend to 3000FT ALT. At 8.5 DME TGI, descend on the Glide Path to OCA (H). **COMMUNICATION FAILURE PROCEDURE (Squawk 7600):** If cleared for the ILS Y RWY 24 APCH, complete the APCH and land. If not yet cleared for the ILS Y RWY 24 APCH, route to "TGV" and enter the hold at FL080 for 5 MIN. Descend to 5000FT ALT, then commence the APCH and land. If lower than FL080, route to "TGV" and enter the hold at 5000FT ALT for 5 MIN, then commence the APCH and land.	**MISSED APPROACH:** MAX 265KT IAS. Climb to 3000FT ALT on R244 "TGV". At or above 3000FT ALT, turn left direct to "TGV" and enter the racetrack at 4000FT ALT, or as directed by ATC. **MISSED APPROACH COMMUNICATION FAILURE PROCEDURE (Squawk 7600):** MAX 265KT IAS. Climb to 3000FT ALT on R244 "TGV". At or above 3000FT ALT, turn left direct to "TGV" and enter the racetrack at 4000FT ALT, then complete the APCH and land. **SPEED RESTRICTION:** 1. MAX 230KT IAS applicable to the HOLD and RACETRACK. **WARNING:** Pilots to EXER extreme CTN when approaching RWY 24: 1. Toll gate LGT positioned approximately 1NM NE of THR 24 can be mistaken for RWY LGT during NGT OPS or IMC. 2. N2 Tongaat Toll Plaza situated on the highway lies PARL to THR 24. 3. High ground west of aerodrome. **NOTE:** 1. Circle to land at the discretion of the pilot in command. **AIP AD Chart: ILS-04** **EFF Date: 02 OCT 25**

CHECK LATEST NOTAM SUMMARY FOR SUSPENDED CHARTS and AIP SUP HAND AMENDMENTS

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
KING SHAKA INTL (FALE) CAT A – D/ **DL** AD ELEV 304' THR 06 ELEV 287' TRANSITION ALT 5500' VAR 25°W (2016) Missed APCH Gradient of 3.6% **VOR** OCH ABOVE THR CAT A – 650' (363') CAT B – 650' (363') CAT C – 650' (363') CAT D – 650' (363') Missed APCH Gradient of 2.5% **VOR** CAT A – 1920' (1633') CAT B – 1920' (1633') CAT C – 1920' (1633') CAT D – 1920' (1633') **CIRCLING (AD ELEV)** CAT A – 1000' (696') CAT B – 1000' (696') CAT C – 1270' (966') CAT D/DL – 1350' (1046')	06	**DVOR** "TGV" 115.6 MHZ **DME** "TGV" CH 103X	From STAR or RADAR VECTORING **MSA** 25 NM "TGV" **Inbound Heading** 180° - 270°M – 4900' 270° - 360°M – 2800' 360° - 180°M – 5300'	**PROCEDURE: VOR RWY 06** **(DME Required)** **APPROACH:** From STAR or Radar Vectors, intercept R246 "TGV" and maintain 4000' ALT. At 14.9 DME "TGV" descend to 3000' ALT. At 9.6 DME "TGV" descend to OCA/H.	Climb straight ahead on R066 "TGV" to 3000' ALT. At 3.0 DME "TGV" or 3000' ALT, whichever is later, turn right onto track 241°M for radar vectors. Missed Approach with Communication Failure: MAPT at 1.3 DME "TGV". Climb straight ahead R066 "TGV". At 3.0 DME "TGV" or 3000' ALT, whichever is later, turn right heading 241°M. Intercept the 12 DME "TGV" arc westbound. Crossing R227 "TGV", turn right onto track 036°M to intercept R246 "TGV. Commence an approach and land RWY 06. **NOTE:** 1. CAT D minima include CAT DL. 2. High ground west of aerodrome. 3. Procedure only applicable via STAR or Radar Vectors. 4. Rate of descent computes at 3° angle of descend. 5. All circling procedures are entirely at the discretion of the Pilot in command. 6. WGS 84. **AIP AD Chart: VOR-01** **EFF Date: 05 JAN 17**

CHECK LATEST NOTAM SUMMARY FOR SUSPENDED CHARTS and AIP SUP HAND AMENDMENTS

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
KING SHAKA INTL (FALE) CAT A – D AD ELEV 304' THR 24 ELEV 301' TRANSITION ALT 5500' VAR 24°W (2009) Missed APCH Gradient of 3.2% **VOR** OCH CAT A – 870' (569') CAT B – 870' (569') CAT C – 870' (569') CAT D – 870' (569') Missed APCH Gradient of 2.5% **VOR** OCH CAT A – 1300' (999') CAT B – 1300' (999') CAT C – 1300' (999') CAT D – 1300' (999') **CIRCLING (AD ELEV)** CAT A – 1000' (696') CAT B – 1000' (696') CAT C – 1270' (966') CAT D/DL – 1350' (1046')	24	**DVOR** "TGV" 115.6 MHZ **DME** "TGV" CH 103X	From STAR or RADAR VECTORING **MSA** 25 NM "TGV" **Inbound Heading** 180° - 270°M – 4900' 270° - 360°M – 2800' 360° - 180°M – 5300'	**PROCEDURE: VOR RWY 24** **(DME Required)** **APPROACH:** From STAR or Radar Vectors, intercept R056 "TGV" and maintain 4000' ALT. At 14.5 DME "TGV" descend to 3000' ALT. At 9.6 DME "TGV" descend to OCA/H.	Climb straight ahead on R236 "TGV" to 3000' ALT. At 3.0 DME "TGV" or 3000' ALT, whichever is later, turn left heading 061°M for Radar Vectors. Missed Approach with Communication Failure: MAPT at 0.9 DME "TGV". Climb straight ahead R236 "TGV". At 3.0 DME "TGV" or 3000' ALT, whichever is later, turn left heading 061°M. Intercept the 12 DME "TGV" arc westbound. Crossing R075 "TGV", turn left onto track 216°M to intercept R056 "TGV". Commence an approach and land. **NOTE:** 1. CAT D minima include CAT DL. 2. High ground west of aerodrome. 3. Procedure only applicable via STAR or Radar Vectors 4. Rate of descent computes at 3° angle of descend. 5. All circling procedures are entirely at the discretion of the Pilot in command. 6. WGS 84. **AIP AD Chart: VOR-02** **EFF Date: 05 JAN 17**

CHECK LATEST NOTAM SUMMARY FOR SUSPENDED CHARTS and AIP SUP HAND AMENDMENTS

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
KING SHAKA INTL (FALE) CAT A – D AD ELEV 304' THR 06 ELEV 287' TRANSITION ALT 5500' VAR 24°W (2009) Missed APCH Gradient of 3.9% **RNAV (GNSS)** OCA (H) ABOVE THR CAT A – 690' (403') CAT B – 690' (403') CAT C – 690' (403') CAT D – 690' (403') Missed APCH Gradient of 2.5% **RNAV (GNSS)** OCA (H) ABOVE THR CAT A – 1220' (933') CAT B – 1220' (933') CAT C – 1220' (933') CAT D – 1220' (933') **RVR:** CAT A – 1200m CAT B – 1400m CAT C – 1400m CAT D – 1800m **ALS OUT:** CAT A – 1500m CAT B – 1500m CAT C – 2000m CAT D – 2000m **CIRCLING** CAT A – 960' (656') CAT B – 990' (686') CAT C – 1170' (866') CAT D – 1440' (1136')	06	**IAF** "LE1N1" 5000' **IAF** "LE1N2" 5000' **IAF** "LE1N3" 5000' **IF** "LE1T1" 4000' **FAF** "LE1F1" 3000' **MAPT** "LE1MP" 690' **MATF** "LE1M1" "LE1M2"	**TAA** 25 NM "LE1N1" 5000' 25 NM "LE1N2" 5000' 25 NM "LE1N3" 5000' Refer to AIP Chart FALE RNAV-01	**PROCEDURE: RNAV (GNSS)** **APPROACH:** Depart from LE1N1 (IAF) or LE1N2 (IAF) or LE1N3 (IAF) direct to LE1T1 (IF), minimum 4000FT ALT. From LE1T1 (IF) route to LE1F1 (FAF), minimum 3000FT ALT, to LE1MP (MAPT) descending to MDA (H).	Climb straight ahead to 3000FT ALT to LE1M1 and LE1M2. At LE1M2 turn right to LE1N3 for radar vectors. **SPEED RESTRICTION:** 1. A Speed Restriction of 250KT IAS at LE1N1 (IAF), LE1N2 (IAF), LE1N3 (IAF) and LE1T1 (IF). **NOTE:** 1. Minimum 3.9% Missed Approach Climb Gradient required to cross the CTR BDRY at 3000FT ALT or above. 2. WGS-84. **AIP AD Chart: RNAV-01** **EFF Date: 17 AUG 17**

CHECK LATEST NOTAM SUMMARY FOR SUSPENDED CHARTS and AIP SUP HAND AMENDMENTS

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
KING SHAKA INTL (FALE) CAT A – D AD ELEV 304' TRANSITION ALT 5500' VAR 24°W (2009) Missed APCH Gradient of 3.9% **RNAV (GNSS)** OCA (H) ABOVE THR CAT A – 780' (476') CAT B – 780' (476') CAT C – 780' (476') CAT D – 780' (476') Missed APCH Gradient of 2.5% **RNAV (GNSS)** OCA (H) ABOVE THR CAT A – 1260' (956') CAT B – 1260' (956') CAT C – 1260' (956') CAT D – 1260' (956') **RVR:** CAT A – 1200m CAT B – 1400m CAT C – 1400m CAT D – 1800m **ALS OUT:** CAT A – 1500m CAT B – 1500m CAT C – 2000m CAT D – 2000m **CIRCLING** CAT A – 960' (656') CAT B – 990' (686') CAT C – 1170' (866') CAT D – 1440' (1136')	24	**IAF** "LE2N1" 5000' **IAF** "LE2N2" 5000' **IAF** "LE2N3" 5300' **IF** "LE2T1" 4000' **FAF** "LE2F1" 3000' **MAPT** "LE2MP" 780' **MATF** "LE2M1" "LE2M2"	**TAA** 25 NM "LE2N1" 5000' 25 NM "LE2N2" 5000' 25 NM "LE2N3" 5300' Refer to AIP Chart FALE RNAV-02	**PROCEDURE: RNAV (GNSS)** **APPROACH:** Depart from LE2N1 (IAF) or LE2N2 (IAF) or LE2N3 (IAF) direct to LE2T1 (IF), minimum 4000FT ALT. From LE2T1 (IF) route to LE2F1 (FAF), minimum 3000FT ALT, to LE2MP (MAPT) descending to MDA (H).	Climb straight ahead to 3000FT ALT to LE2M1 and LE2M2. At LE2M2 turn left to LE2N1 for radar vectors. **SPEED RESTRICTION:** 1. A Speed Restriction of 250KT IAS at LE2N1 (IAF), LE2N2 (IAF), LE2N3 (IAF) and LE2T1 (IF). **NOTE:** 1. Minimum 3.9% Missed Approach Climb Gradient required to cross the CTR BDRY at 3000FT ALT or above. 2. WGS-84. **AIP AD Chart: RNAV-02** **EFF Date: 17 AUG 17**

CHECK LATEST NOTAM SUMMARY FOR SUSPENDED CHARTS and AIP SUP HAND AMENDMENTS

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
KRUGER MPUMALANGA INTERNATIONAL (FAKN) CAT A – D AD ELEV 2829' THR ELEV 2825' TRANSITION ALT 9000' VAR 20° W (2025) 2.5% Missed APCH Gradient CAT I OCA (H) ABOVE THR CAT A – 4100' (1275') CAT B – 3830' (1005') CAT C – 3195' (370') CAT D – 3205' (380') 3.0% Missed APCH Gradient CAT I OCA (H) ABOVE THR CAT A – 3780' (955') CAT B – 3480' (655') CAT C – 3025' (200') CAT D – 3025' (200') 4.0% Missed APCH Gradient CAT I OCA (H) ABOVE THR CAT A – 3245' (420') CAT B - D – 3025' (200') 5.0% Missed APCH Gradient CAT I OCA (H) ABOVE THR CAT A - D – 3025' (200') RVR: CAT A - D – 800m ALS OUT: CAT A - B – 1200m **CIRCLING:** CAT A - B – 3790' (961') CAT C - D – 3890' (1061')	05	**ILS** LOC "PKI" 109.1 MHZ **ILS** GP "PKI" 331.4 MHZ **DME** "PKI" 109.1 MHZ (Co-located with GP TRANS) **DVOR** "PKV" 112.50 MHZ **DME** "PKV" CH 72X Glide Path 3° ILS RDH 48'	8000' or higher MSA **MSA** 15 NM "PKV" **Inbound Heading** 090° - 180°M – 7200' **MSA** 25 NM "PKV" **Inbound Heading** 180° - 270°M – 6100' 270° - 360°M – 7000' 360° - 090°M – 7800' 090° - 180°M – 8700'	**PROCEDURE: ILS Z RWY 05 (VOR and DME REQUIRED)** **HOLD:** Hold on a right-hand racecourse pattern over "PKV", R235 (INBD) and HDG 235°M (OUBD). Hold has a 1 MIN OUBD track. Hold speed MAX 220KT IAS.. **RACETRACK APPROACH:** Depart "PKV" outbound in the racetrack on HDG 235°M, descend to 5800FT ALT, to 12.0 DME PKV. Level turn right at 5800FT ALT to intercept ILS Localizer for RWY 05. Continue on ILS Localizer at 5800FT ALT. At 9.3 DME PKI (10.1 DME PKV) descend on the Glide Path to OCA (H). **COMMUNICATION FAILURE PROCEDURE (Squawk 7600):** When cleared for the ILS Z RWY 05 APCH, complete the APCH and land. If not yet cleared for the ILS Z RWY 05 APCH, route to "PKV" at 9000FT ALT and enter the hold for 5 MIN. Descend to 8000FT ALT, then complete the APCH and land.	MAX 210KT IAS. Climb to 6500FT ALT on course 054°M. At 5.7 DME PKI (5.0 DME PKV), turn right DCT PKV and enter the hold, or as directed by ATC. **MISSED APPROACH COMMUNICATION FAILURE PROCEDURE (Squawk 7600):** MAX 210KT IAS. Climb to 6500FT ALT on course 054°M. At 5.7 DME PKI (5.0 DME PKV), turn right DCT PKV and enter the hold. Hold for 5 MIN, then complete the APCH and land. **SPEED RESTRICTION:** 1.MAX 220KT IAS applicable for the Racetrack and Hold. 2.MAX 210KT IAS applicable for the Missed APCH **WARNING** A portion of the Racetrack is conducted outside controlled airspace **NOTE:** 1.Circle to land at the discretion of the pilot in command. 2.Cross FAKN CTR BDRY at or above 5500FT ALT. **AIP AD Chart: ILS-01** **EFF Date: 27 NOV 2025**

CHECK LATEST NOTAM SUMMARY FOR SUSPENDED CHARTS and AIP SUP HAND AMENDMENTS

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
KRUGER MPUMALANGA INTERNATIONAL (FAKN) CAT A – D AD ELEV 2829' THR ELEV 2825' TRANSITION ALT 9000' VAR W 19° (2020) Missed APCH Gradient of 2.5% OCA (H) ABOVE THR CAT A – 3770' (945') CAT B – 3770' (945') CAT C – 3760' (935') CAT D – 3760' (935') Missed APCH Gradient of 3.0% OCA (H) ABOVE THR CAT A – 3420' (595') CAT B – 3420' (595') CAT C – 3410' (585') CAT D – 3410' (585') Missed APCH Gradient of 3.6% OCA (H) ABOVE THR CAT A – 3025' (200') CAT B – 3025' (200') CAT C – 3025' (200') CAT D – 3036' (211') **CIRCLING** CAT A – 3980' (1151') CAT B – 3980' (1151') CAT C – 4080' (1251') CAT D – 4080' (1251')	05	**ILS** **LOC** "PKI" 109.1 MHZ **ILS** **GP** "PKI" 331.4 MHZ **DME** "PKI" 109.1 MHZ (Co-located with GP TRANS) **DVOR** "PKV" 112.50 MHZ **DME** "PKV" CH 72X	8000' or higher MSA **MSA** 25 NM "PKV" **Inbound Heading** 090° - 180°M – 8200' 180° - 270°M – 5700' 270° - 360°M – 6500' 360° - 090°M – 7300'	**PROCEDURE: ILS Y RWY 05** **(DME REQUIRED)** **APPROACH:** From R234, 19 DME "PKV" continue to 14.8 DME "PKV" and 10.3 DME "PKV" to intercept ILS Localiser RWY 05. Descend on the Glide slope to OCA/H.	MAX 210KT IAS. Climb to 6500FT ALT on R054 "PKV". At 5 DME "PKV" turn right and return to "PKV" to enter the VOR/DME ILS Z RWY 05 hold. Cross CTR boundary at 5500FT ALT or above. Communication Failure Procedure: Follow the Missed Approach Procedure for "PKV". Enter the "PKV" hold climbing to 8000FT ALT. Hold for 5 minutes, then complete the VOR/DME/ILS Z RWY 05 approach to land. **NOTE:** 1. Increased Missed APCH climb gradient due to crossing ALT at CTR boundary. 2. WGS-84. **AIP AD Chart: ILS-02** **EFF Date: 23 APR 20**

CHECK LATEST NOTAM SUMMARY FOR SUSPENDED CHARTS and AIP SUP HAND AMENDMENTS

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
KRUGER MPUMALANGA INTERNATIONAL (FAKN) CAT A – D AD ELEV 2829' THR ELEV 2825' TRANSITION ALT 9000' VAR W 19° (2018) Missed APCH Gradient of 2.5% OCA (H) ABOVE AD CAT B – 4400' (1571') CAT C – 4400' (1571') CAT D – 4400' (1571') Missed APCH Gradient of 3.0% OCA (H) ABOVE AD CAT A – 4180' (1351') CAT B – 4180' (1351') CAT C – 4180' (1351') CAT D – 4180' (1351') Missed APCH Gradient of 3.8% OCA (H) ABOVE AD CAT A – 3860' (1031') CAT B – 3860' (1031') CAT C – 3860' (1031') CAT D – 3860' (1031') **CIRCLING** CAT A – 3980' (1151') CAT B – 3980' (1151') CAT C – 4080' (1251') CAT D – 4080' (1251')	05	**DVOR** "PKV" 112.50 MHZ **DME** "PKV" CH 72X	8000' or higher MSA **MSA** 25 NM "PKV" **Inbound Heading** 090° - 180°M – 8200' 180° - 270°M – 5700' 270° - 360°M – 6500' 360° - 090°M – 7300'	**PROCEDURE: VOR/DME RWY 05** **(DME Required)** **HOLD:** Hold on a right hand racecourse pattern over "PKV", inbound R239, outbound on heading 239°M. **APPROACH:** Depart from "PKV" outbound in the hold on heading 239°M to 5800FT ALT, maximum 12.5 DME "PKV". Level turn right to intercept R239 "PKV" inbound, and at 10.3 DME "PKV" descend to the OCA/H.	MAX 210KT IAS. Climb to 6500FT ALT on R059 "PKV". At 5 DME "PKV" turn right and return to "PKV" to hold. Cross CTR boundary at 5500FT ALT or above. Communication Failure Procedure: Follow the Missed Approach Procedure to "PKV". Enter the "PKV" hold climbing to 8000FT ALT. Hold for 5 minutes, then complete the approach to land. **NOTE:** 1. Hold and Racetrack partially conducted out of controlled airspace. 2. Increased Missed APCH climb gradient due to crossing ALT at CTR boundary. 4. WGS-84. **AIP AD Chart: VOR-01** **EFF Date: 19 JUL 18**

CHECK LATEST NOTAM SUMMARY FOR SUSPENDED CHARTS and AIP SUP HAND AMENDMENTS

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
KRUGER MPUMALANGA INTERNATIONAL (FAKN) CAT A – D AD ELEV 2829' THR ELEV 2828' TRANSITION ALT 9000' VAR W 19° (2018) Missed APCH Gradient of 2.5% OCA (H) ABOVE AD CAT A – 4510' (1681') CAT B – 4510' (1681') CAT C – 4510' (1681') CAT D – 4510' (1681') Missed APCH Gradient of 3.5% OCA (H) ABOVE AD CAT A – 4120' (1291') CAT B – 4120' (1291') CAT C – 4120' (1291') CAT D – 4120' (1291') Missed APCH Gradient of 4.7% OCA (H) ABOVE AD CAT A – 3670' (841') CAT B – 3670' (841') CAT C – 3670' (841') CAT D – 3670' (841') **CIRCLING** CAT A – 3980' (1151') CAT B – 3980' (1151') CAT C – 4080' (1251') CAT D – 4080' (1251')	23	**DVOR** "PKV" 112.50 MHZ **DME** "PKV" CH 72X	8000' or higher MSA **MSA** 25 NM "PKV" **Inbound Heading** 090° - 180°M – 8200' 180° - 270°M – 5700' 270° - 360°M – 6500' 360° - 090°M – 7300'	**PROCEDURE: VOR/DME RWY 23** **(DME Required)** **HOLD:** Hold on a left hand racecourse pattern over "PKV", inbound R045, outbound on heading 045°M. **APPROACH:** Depart from "PKV" outbound in the hold on heading 045°M to 5800FT ALT, maximum 12.3 DME "PKV". Level turn left to intercept R045 "PKV" inbound, and at 9.7 DME "PKV" descend to the OCA/H.	MAX 210KT IAS. Climb to 5800FT ALT on R225 "PKV". At 5 DME "PKV" turn left and return to "PKV" to hold. Cross CTR boundary at 5500FT ALT or above. Communication Failure Procedure: Follow the Missed Approach Procedure to "PKV". Enter the "PKV" hold climbing to 8000FT ALT. Hold for 5 minutes, then complete the approach to land. **NOTE:** 1. Hold and Racetrack partially conducted out of controlled airspace. 2. Increased Missed APCH climb gradient due to crossing ALT at CTR boundary. 4. WGS-84. **AIP AD Chart: VOR-02** **EFF Date: 19 JUL 18**

CHECK LATEST NOTAM SUMMARY FOR SUSPENDED CHARTS and AIP SUP HAND AMENDMENTS

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
KRUGER MPUMALANGA INTERNATIONAL (FAKN) CAT A – D AD ELEV 2829' THR ELEV 2825' TRANSITION ALT 9000' VAR W 19° (2020) **MIN TEMP: +1.7°C** **MAX TEMP: +58°C** Missed APCH Gradient of 2.5% **RNAV (GNSS)** OCA (H) ABOVE THR **LNAV:** CAT A - D – 4050' (1225') Missed APCH Gradient of 3.2% **RNAV (GNSS)** OCA (H) ABOVE THR **LNAV:** CAT A - D – 3640' (815') Missed APCH Gradient of 4.2% **RNAV (GNSS)** OCA (H) ABOVE THR **LNAV:** CAT A - D – 3340' (515') Missed APCH Gradient of 2.5% **RNAV (GNSS)** OCA (H) ABOVE THR **LNAV/VNAV:** CAT A - D – 3910' (1085') Missed APCH Gradient of 3.2% **RNAV (GNSS)** OCA (H) ABOVE THR **LNAV/VNAV:** CAT A - D – 3460' (635') Missed APCH Gradient of 4.2% **RNAV (GNSS)** OCA (H) ABOVE THR **LNAV/VNAV:** CAT A - D – 3120' (295') **RVR:** CAT A – 1200m CAT B - C – 1400m CAT D – 1800m **ALS OUT:** CAT A - B – 1500m CAT C - D – 2000m **CIRCLING** CAT A - B – 3840' (1011') CAT C - D – 3940' (1111')	05	**IAF** "MASHO" 8000 **IAF** "OKNIR" 8000 **IF** "KN1T1" 5600' **FAF** "KN1F1" 4100' **MAPT** "KN1MP" **MATF** "KN1M1" **MATF** "KN1M2"	**TAA** 25 NM "MASHO" 8200' 15 NM "MASHO" 7300' 25 NM "OKNIR" 8600' 15 NM "OKNIR" 7100' Refer to AIP Chart FAKN RNAV-01	**PROCEDURE: RNAV (GNSS) RWY 05** **HOLD:** MASHO: Hold on a left-hand racecourse pattern over MASHO inbound track 053°M. Procedure altitude 8000FT ALT. Hold has a 1 minute OUBD track. MAX 210KT IAS. **APPROACH:** Depart from OKNIR (IAF) or MASHO (IAF) direct to KN1T1 (IF), maximum 5600FT ALT. From KN1T1 (IF) route to KN1F1 (FAF), minimum 4100' ALT, to KN1MP (MAPT), descending to OCA (H). **SPEED RESTRICTION:** 1. MAX 210KT IAS at OKNIR and MASHO. 2. MAX 230KT IAS on Missed APCH. 3. MAX 210KT IAS in hold MASHO.	MAX 230KT IAS. Climb to 8000FT ALT. Maintain RWY track to KN1M1. At KN1M1 turn right direct to KN1M2. At KN1M2 turn right to MASHO and enter hold or as directed by ATC. Communication Failure Procedure: When cleared for the RNAV (GNSS) RWY 05 APCH, complete the approach and land. If not yet cleared for the RNAV (GNSS) RWY 05 APCH, continue to MASHO and enter hold. Hold at the last assigned flight level for 5 minutes. Descend to 8000FT ALT in the hold, then attempt the approach and land. **MISSED APCH COMMUNICATION FAILURE:** **SQUAWK 7600** Climb to 8000FT ALT. Maintain RWY track to KN1M1. At KN1M1 turn right direct to KN1M2. At KN1M2 turn right to MASHO and enter hold. Hold for 5 minutes, then attempt another approach to land. **NOTE:** 1. Traffic to cross CTR boundary at 5500FT ALT or above. 2. No turns prior MAPT. 3. BaroVNAV operations not authorised below +1.7°C and MAX VPA 3.5°C, temperature +58°C. 4. Hold partially conducted outside of controlled airspace. 5. WGS-84. **AIP AD Chart: RNAV-01** **EFF Date: 08 OCT 20**

CHECK LATEST NOTAM SUMMARY FOR SUSPENDED CHARTS and AIP SUP HAND AMENDMENTS

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
LADYSMITH (FALY) CAT A – B AD ELEV 3548' TRANSITION ALT 9500' VAR 22° W (2009) **BREAKCLOUD VOR** OCA/H ABOVE AD CAT A – 4470'/922' CAT B – 4470'/922' **CIRCLING** NORTH OF RWY 11/29 CAT A – 4260' (712') CAT B – 4260' (712')	11/29	**DVOR** "LYV" 116.5 MHZ	7300' or higher MSA **MSA** 25 NM "LYV" **Inbound Heading** 180° - 270°M – 9300' 270° - 000°M – 7300' 000° - 090°M – 8400' 090° - 180°M – 9300'	**PROCEDURE: VOR A** **(DME Required)** **HOLD:** Hold on a right hand racecourse pattern over "LYV", (INBD) R265, (OUBD) track 265°M to maximum 4 DME "LYV". Descend in hold to 5900FT ALT. **APPROACH:** Depart from "LYV" (OUBD) on track 265°M to maximum 4 DME "LYV", maintaining 5900FT ALT. At 4 DME "LYV" turn right onto R265 "LYV" (INBD) and descend to 5300FT ALT. At "LYV" intercept R085 "LYV" (OUBD) and descend to OCH. MAPT is at 2.9 DME on R085 "LYV" (OUBD).	Climb on R085 "LYV" (OUBD) to 5700FT ALT. At 5700' ALT turn right and return to "LYV" climbing to 5900FT ALT. **NOTE:** 1. Circle to land at the discretion of the Pilot in command. 2. WGS-84. **AIP AD Chart: VOR-01** **EFF Date: 17 DEC 09**
LANSERIA INTL (FALA) CAT A – D AD ELEV 4521' THR ELEV 4521' TRANSITION ALT 8000' VAR W 18° (2015) Missed APCH Gradient of 2.5% OCA (H) ABOVE THR CAT A – 5880' (1359') CAT B – 5880' (1359') CAT C – 5880' (1359') CAT D – 5880' (1359') Missed APCH Gradient of 4.5% OCA (H) ABOVE THR CAT A – 5230' (709') CAT B – 5230' (709') CAT C – 5230' (709') CAT D – 5230' (709') **CIRCLING** RWY 07/25 CAT A – 5320' (799') CAT B – 5320' (799') CAT C – 5930' (1409') CAT D – PROHIBITED	07	**DVOR** "LIV" 117.4 MHZ **DME** "LIV" CH 121X	From RADAR VECTORING **MSA** 25 DME "LIV" **Inbound Heading** 100° - 140°M – 8000' 140° - 310°M – 8000' 310° - 020°M – 8400' 020° - 100° – 8200' **MSA** 10 DME "LIV" **Inbound Heading** 100° - 140°M – 7300' 140° - 310°M – 8000' 310° - 020°M – 8000' 020° - 100° – 7800'	**PROCEDURE: VOR Z RWY 07 STRAIGHT-IN** **(DME & RADAR REQUIRED)** **APPROACH:** From Radar Vectors, intercept R245 (INBD) (12.1 DME "LIV") at 8000FT ALT and descend to 6700FT ALT at the FAF (6.5 DME "LIV"). Continue descend to 5570FT at SDF (3.0 DME "LIV") and to OCH or land RWY 07.	Climb straight ahead on R065 "LIV" (OUBD) to 8000FT ALT. At 3.0 DME "LIV", turn left onto track 345°M for Radar Vectors. (MAX 230KT IAS). Missed Approach with Communication Failure: Follow the missed approach procedure to 8000FT ALT then turn left direct "LIV". Hold for 5 MIN then attempt the VOR Y RWY 07 APCH. **SQUAWK 7600.** **NOTE:** 1. RoD from FAF equivalent to 3°. 2. All circling approaches to land southeast of RWY 07/25 and entirely at the discretion of the Pilot in command. 3. CAT D Circling Prohibited. 4. No turns before the MAPT. 5. Advise ATC of an intention to divert in the event of a missed approach. 6. WGS-84. **AIP AD Chart: VOR-01** **EFF Date: 26 MAY 16**

CHECK LATEST NOTAM SUMMARY FOR SUSPENDED CHARTS and AIP SUP HAND AMENDMENTS

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
LANSERIA INTL (FALA) CAT A – D AD ELEV 4521' THR ELEV 4521' TRANSITION ALT 8000' VAR W 18° (2015) Missed APCH Gradient of 2.5% OCA (H) ABOVE THR CAT A – 5880' (1359') CAT B – 5880' (1359') CAT C – 5880' (1359') CAT D – 5880' (1359') Missed APCH Gradient of 4.5% OCA (H) ABOVE THR CAT A – 5230' (709') CAT B – 5230' (709') CAT C – 5230' (709') CAT D – 5230' (709') **CIRCLING** RWY 07/25 CAT A – 5320' (799') CAT B – 5320' (799') CAT C – 5930' (1409') CAT D – PROHIBITED	07	**DVOR** "LIV" 117.4 MHZ **DME** "LIV" CH 121X	8400' or higher MSA **MSA** 25 DME "LIV" **Inbound Heading** 100° - 140°M – 8000' 140° - 310°M – 8000' 310° - 020°M – 8400' 020° - 100° – 8200' **MSA** 10 DME "LIV" **Inbound Heading** 100° - 140°M – 7300' 140° - 310°M – 8000' 310° - 020°M – 8000' 020° - 100° – 7800'	**PROCEDURE: VOR Y RWY 07** **(DME REQUIRED)** **HOLD:** Hold on a left hand racecourse pattern over "LIV", inbound R245, outbound heading 245°M. **APPROACH:** Depart "LIV" outbound in the hold on a heading 245°M and descend to 7700FT ALT. At maximum 9.5 DME "LIV" level turn left, inbound on R245 and descend to OCH 709FT ALT.	Climb straight ahead on R065 "LIV" (OUBD) to 8000FT ALT. At 3.0 DME "LIV", turn left onto track 345°M. At 8000FT ALT turn left direct "LIV". Missed Approach with Communication Failure: Follow the missed approach procedure to 8000' ALT then turn left direct "LIV". Hold for 5 MIN then attempt another APCH. **SQUAWK 7600.** **NOTE:** 1. RoD from FAF equivalent to 3.2°. 2. All circling approaches to land southeast of RWY 07/25 and entirely at the discretion of the Pilot in command. 3. CAT D Circling Prohibited. 4. No turns before the MAPT. 5. Advise ATC of an intention to divert in the event of a missed approach. 6. WGS-84. **AIP AD Chart: VOR-02** **EFF Date: 26 MAY 16**

CHECK LATEST NOTAM SUMMARY FOR SUSPENDED CHARTS and AIP SUP HAND AMENDMENTS

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
LANSERIA INTL (FALA) CAT A –D AD ELEV 4521' THR ELEV 4521' TRANSITION ALT 8000' VAR 20°W (2025) **Missed APCH Gradient of 2.5%** **OCA (H) ABOVE THR** CAT A – 5550' (1029') CAT B – 5550' (1029') CAT C – 5550' (1029') CAT D – 5550' (1029') **Missed APCH Gradient of 3.5%** **OCA (H) ABOVE THR** CAT A – 5000' (479') CAT B – 5000' (479') CAT C – 5000' (479') CAT D – 5000' (479') **Missed APCH Gradient of 4.6%** **OCA (H) ABOVE THR** CAT A – 4721' (200') CAT B – 4721' (200') CAT C – 4721' (200') CAT D – 4721' (200') **CIRCLING:** CAT A – 5040' (519') CAT B – 5250' (729') CAT C – 5440' (919') CAT D – PROHIBITED	07	**ILS LOC "LAI"** 110.7 MHz **ILS GP "LAI"** 330.2 MHz **ILS DME "LAI"** 330.2 MHz Glide path 3° ILS RDH 44' **DVOR "LIV"** 117.4 MHz **DME "LIV"** CH121X	8000' or Higher MSA 25 NM "LIV" **Inbound Heading** 10-25 NM 140°-310°M – 8000' 310°-020°M – 8400' 020°-100°M – 8200' 100°-140°M – 8000' 0-10 NM 140°-310°M – 8000' 310°-020°M – 8000' 020°-100°M – 7700' 100°-140°M – 7300'	**PROCEDURE: ILS-01 RWY 07** VOR and DME REQUIRED **LAI HOLD:** Hold on a 1-minute right-hand racecourse pattern over "18.6 DME LAI". inbound track R247 LIV, outbound heading 247°M. Minimum 8000FT ALT. **APPROACH:** From Radar Vectors route direct to 18.6 DME LAI (IAF), minimum 8000FT ALT. From 18.6 DME LAI (IAF) route 12 DME LAI (IF), minimum 7600FT ALT. From 12 DME LAI (IF) route to 6.9 DME LAI (FAP), minimum 6700' ALT, to THR RWY 07 descending to OCA (H). **HOLD (Communication Failure):** Hold on a 1-minute right-hand racecourse pattern over "18.6 DME LAI". inbound track R247 LIV, outbound heading 247°M. Minimum 8000FT ALT.	**MISSED APPROACH:** Climb to 8000FT ALT. Maintain runway track to 2.7DME LAI. At 2.7 DME LAI turn left onto track 270°M. Contact JHB APP for Radar Vectoring. **MISSED APPROACH COMMUNICATION FAILURE PROCEDURE (SQUAWK 7600)** Climb to 8000FT ALT. Maintain runway track to 2.7DME LAI. At 2.7 DME LAI turn left onto HDG 200°M to intercept R247 LIV to 18.6 DME LAI (IAF) and hold. Hold for 5 minutes then attempt another approach. **NOTES:** 1.All circling approaches to land southeast of RWY07/25 are entirely at the discretion of the pilot in command. 2.CAT D circling prohibited. 3.Advise ATC of an intention to divert in the event of a missed approach. **COMMUNICATION FAILURE PROCEDURE (SQUAWK 7600)** When cleared for the ILS Z RWY 07, complete the APCH and land. If not yet cleared for the ILS Z RWY 07, continue to LIV at 8000 FT ALT. Leave LIV on R247 OUBD to 18.6 DME LAI (IAF) and hold. Hold for 5 minutes then attempt an approach and land. **SPEED RESTRICTION:** 1.MAX 230KT IAS in the Missed Approach. **WARNING:** 1.Hold partially conducted in uncontrolled airspace. **AIP AD CHART: ILS-01** **EFF DATE: 15 MAY 25**

CHECK LATEST NOTAM SUMMARY FOR SUSPENDED CHARTS and AIP SUP HAND AMENDMENTS

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
LANSERIA INTERNATIONAL AIRPORT (FALA) CAT A – D AD ELEV 4521' THR ELEV 4520' TRANSITION ALT 8000' VAR 20°W (2026) MIN TEMP -5°C MAX TEMP 60°C Missed APCH Gradient of 2.5% **RNP** OCA (H) ABOVE THR **LNAV/VNAV:** CAT A - D – 5650' (1130') Missed APCH Gradient of 4.9% **RNP** OCA (H) ABOVE THR **LNAV/VNAV:** CAT A - D – 4840' (320') Missed APCH Gradient of 2.5% (with SDF) **RNP** OCA (H) ABOVE THR **LNAV:** CAT A - D – 5730' (1209') Missed APCH Gradient of 4.6% (with SDF) **RNP** OCA (H) ABOVE THR **LNAV:** CAT A - D – 5100' (579') Missed APCH Gradient of 2.5% (without SDF) **RNP** OCA (H) ABOVE THR **LNAV:** CAT A - D – 5730' (1209') Missed APCH Gradient of 4.1% (without SDF) **RNP** OCA (H) ABOVE THR **LNAV:** CAT A - D – 5240' (719') **RVR (LNAV with SDF):** CAT A - B – 1500m CAT C – 1800m CAT D – 2000m **ALS OUT (LNAV):** CAT A - B – 1500m CAT C - D – 2000m **CIRCLING:** CAT A – 5150' (629'), CAT B – 5250' (729') CAT C–5610' (1089'), CAT D–Prohibited	07	**IAF** "DUKDO" FL090 **IAF** "IMPEM" FL090 **IAF** "XADOD" FL090 **IF** "LA1T1" 7700' **FAF** "LA1F1" 6700' **SDF** 5630' **MAPT** "RW07" **MATF** "LA1M1" **MAHF** "UTRUK"	FL090 **TAA** 25 NM "DUKDO" 7400' 25 NM "IMPEM" 7400' 25 NM "XADOD" 7900'	**PROCEDURE: RNP RWY 07** **(RNP APCH REQUIRED)** **HOLD:** **IMPEM:** Hold on a right-hand racecourse pattern over "IMPEM", INBD track 068ºM, minimum 8000FT ALT, 1 MIN OUBD. MAX 240KT IAS. **UTRUK:** Hold on a right-hand racecourse pattern over "UTRUK", INBD track 182ºM, minimum 8000FT ALT, 1 MIN OUBD. MAX 240KT IAS. **APPROACH:** Depart from DUKDO (IAF) or IMPEM (IAF) or XADOD (IAF) to LA1T1 (IF), to LA1F1 (FAF), minimum 6700FT ALT, to RW07 (MAPT) descending to OCA (H). **Communication Failure Procedure** **(Squawk 7600)** When cleared for the RNP RWY 07 APCH, complete the APCH and land. If not yet cleared for the RNP RWY 07 APCH, route to IMPEM and enter the hold at FL090. Hold for 5 MIN, then complete the APCH and land.	MAX 230KT IAS. To LA1M1, climb to 8000FT ALT, turn left DCT UTRUK, at or above 6500FT ALT, CTC JHB APP for Radar Vectoring to DUKDO. **Missed Approach Communication Failure Procedure (Squawk 7600)** MAX 230KT IAS. To LA1M1, climb to FL090, turn left DCT UTRUK and enter the hold for 5 MIN. Route to DUKDO at FL090, then complete the APCH and land. **NOTE:** 1. Turns prior to MAPT prohibited. 2. LNAV MAPT at THR. 3. LNAV/VNAV RoD 5.24%. 4. Remote Altimeter Setting Source not permitted for VNAV Ops. 5. Baro-VNAV operations not authorised below -5°C, MAX VPA 3.5° reached at 60°C. 6. Circling is at the discretion of the Pilot in Command (CAT A - C). 7. CAT D Circling Prohibited. **SPEED RESTRICTION:** MAX 230KT IAS applicable for the Missed APCH. MAX 240KT IAS applicable for the APCH. MAX 240KT IAS applicable for the IMPEM and UTRUK hold. **CAUTION:** 1. UTRUK and IMPEM holds partially conducted outside controlled airspace. 2. MNTN listening watch on 125.8 MHZ when conducting a missed APCH. **AIP AD Chart: RNP-01** **EFF Date: 09 JUL 26**

CHECK LATEST NOTAM SUMMARY FOR SUSPENDED CHARTS and AIP SUP HAND AMENDMENTS

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
LANSERIA INTL (FALA) CAT A – D (A-RNP/RF required) AD ELEV 4521' THR ELEV 4394' TRANSITION ALT 8000' VAR W 18°W (2018) **MIN TEMP: -5°C** **MAX TEMP: +35°C** Missed APCH Gradient of 2.5% **RNAV** OCA (H) ABOVE THR **LNAV ONLY:** CAT A – 5160' (766') CAT B – 5160' (766') CAT C – 5160' (766') CAT D – 5160' (766') Missed APCH Gradient of 3.0% **RNAV** OCA (H) ABOVE THR **LNAV ONLY:** CAT A – 4940' (546') CAT B – 4940' (546') CAT C – 4940' (546') CAT D – 4940' (546') Missed APCH Gradient of 2.5% **RNAV** OCA (H) ABOVE THR **LNAV/VNAV:** CAT A – 4990' (596') CAT B – 4990' (596') CAT C – 4990' (596') CAT D – 4990' (596') Missed APCH Gradient of 2.7% **RNAV** OCA (H) ABOVE THR **LNAV/VNAV:** CAT A – 4830' (436') CAT B – 4830' (436') CAT C – 4830' (436') CAT D – 4830' (436') **RVR:** CAT A - B – 1500m CAT C - D – 2000m **ALS OUT:** CAT A - B – 1500m CAT C - D – 2000m **CIRCLING -** PROHIBITED	25	**IAF** "LA2N1" 9000' **IAF** "LA2N2" 7900' **IF** "LA2T1" 6200' **FAF** "LA2F1" 5600' **MAPT** "RW25" **MAHF** "LA1N2"	Initial Approach Entry Via RADAR Vectoring to the IAF **MSA** 25 NM ARP 7900' Refer to AIP Chart FALA RNAV-02	**PROCEDURE: A-RNP (GNSS)** **(A-RNP / RF Required)** **HOLD:** LA1N2: Hold on a right-hand racecourse pattern over LA1N2 inbound track 066°M. Procedure altitude FL090. 1. Hold has a 1 minute OUBD track 2. Speed Restriction of 240KT IAS. 3. Hold partially conducted outside controlled airspace. **APPROACH:** Depart from LA2N1 (IAF) direct to LA2N2 (IAF) and enter into the RF turn to LA2T1 (IF) route to LA2F1 (FAF), minimum 5600FT ALT, to RW25 (MAPT) descending to OCA (H).	**MISSED APPROACH:** MAX 230KT IAS. MAPT overhead THR. Climb to 8000FT ALT. Continue straight ahead to LA1N2 and hold, or as directed by ATC. Contact JHB APCH for Radar Vectoring to LA2N1. **SPEED RESTRICTION:** 1. MAX 220KT IAS at LA2N1. 2. MAX 230KT IAS on Missed APCH. 3. MAX 240KT IAS in hold LA1N2. **COMMUNICATION FAILURE:** **SQUAWK 7600** Climb to 8000FT ALT. Continue straight ahead to LA1N2 and hold for 5 minutes. Proceed directly to LA2N1 for another approach. **NOTE.** 1. LNAV/VNAV RoD is 6.1%. 2. Do not descend below 6500FT ALT until passing FAP 64 (Pelindaba). 3. Circling approaches are prohibited. 4. No turns before MAPT. 5. Advise ATC of an intention to divert in the event of a missed approach. 6. LA1N2 hold may be conducted partially outside of controlled airspace. 7. Entry to LA2N1 must be conducted within +30° of INBD track. 8. RF turn capability required. 9. WGS-84. **AIP AD Chart: RNAV-02** **EFF Date: 24 MAY 18**

CHECK LATEST NOTAM SUMMARY FOR SUSPENDED CHARTS and AIP SUP HAND AMENDMENTS					
Aerodrome ELEV & heights '	**RWY**	**Facility**	**Initial Approach ALT '**	**Procedure**	**Missed APCH procedure**
1	2	3	4	5	6
MALELANE (FAMN) CAT A – C AD ELEV 1153' THR 09 ELEV 1127' TRANSITION ALT 7500' VAR 18.8°W (2015) **LNAV** **RNAV (GNSS)** Missed APCH Gradient of 6% CAT A – 1650' (523') CAT B – 1650' (523') CAT C – 1650' (523') Missed APCH Gradient of 2.5% CAT A – 1770' (643') CAT B – 1770' (643') CAT C – 1770' (643')	09	**IAF** "UTRAP" 6500' **IAF** "APNUP" 6500' **IAF** "MN361" 5200' **IAF** "MN362" 4500' **IF** "MN1T1" 4200' **FAF** "MN1F1" 3200' **MAPT** MN1MP" **MATF** "MN1M1" **MAHF** "UVBUV"	**TAA** 10 NM "UTRAP" 4300' 25 NM "UTRAP" 5200' 10 NM "APNUP" 6500' 25 NM "APNUP" 7800' Refer to AIP Chart FAMN RNAV-01	**PROCEDURE: RNAV (GNSS)** **APPROACH:** Depart from UTRAP (IAF) via MN361 or APNUP (IAF) via MN362 to MN1T1 (IF), descending to 4200FT ALT. At MN1T1 direct MN1F1 and descend to 3200FT ALT. At MN1F1 (FAF) descend to OCA (H).	Missed approach point is 1.57NM prior to THR 09. Immediate turn left direct to MN1M1 climbing to 6000FT ALT. At MN1M1 turn right direct UVBUV. **Caution:** 1. Circling strictly prohibited. 2. Night operations strictly prohibited except for specifically authorised & certified pilots. **NOTE:** 1. Procedure conducted outside controlled airspace. 2. Procedure only authorised when local QNH is available 3. MAPT located 1.57NM prior to THR 09. 4. WGS-84 **AIP AD Chart: RNAV-01** **EFF Date: 27 APR 17**

CHECK LATEST NOTAM SUMMARY FOR SUSPENDED CHARTS and AIP SUP HAND AMENDMENTS

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
MALELANE (FAMN) CAT A – C AD ELEV 1153' THR 27 ELEV 1153' TRANSITION ALT 7500' VAR 18.8°W (2015) **LNAV** **RNAV (GNSS)** Missed APCH Gradient of 2.5% CAT A – 1750' (597') CAT B – 1750' (597') CAT C – 1750' (597') **LNAV/VNAV** **RNAV (GNSS)** Missed APCH Gradient of 2.5% CAT A – 1640' (487') CAT B – 1640' (487') CAT C – 1640' (487')	27	**IAF** "IMPUG" 4000' **IAF** "EGNUN" 4000' **IAF** "OKBUD" 4000' **IF** "MN2T1" 3000' **FAF** "MN2F1" 2800' **MAPT** "MN2MP" **MAHF** "UVBUV"	**TAA** 10 NM "IMPUG" 3700' 25 NM "IMPUG" 6900' 10 NM "EGNUN" 2800' 25 NM "EGNUN" 3900' 10 NM "OKBUD" 3900' 25 NM "OKBUD" 5400' Refer to AIP Chart FAMN RNAV-02	**PROCEDURE: RNAV (GNSS)** **APPROACH:** Depart from IMPUG (IAF), EGNUN (IAF) or OKBUD (IAF) direct MN2T1 and descend to 3000FT ALT. At MN2T1 direct MN2F1 and descend to 2800FT ALT. At MN2F1 (FAF) descend to OCA (H).	Climb on runway track to 6000FT ALT. Passing 3500FT ALT turn right direct IMPUG. At IMPUG turn right direct UVBUV. **Caution:** 1. Circling strictly prohibited. 2. Night operations strictly prohibited except for specifically authorised & certified pilots. **NOTE:** 1. Procedure conducted outside controlled airspace. 2. Procedure only authorised when local QNH is available 3. MAPT located at THR 27. 4. WGS-84 **AIP AD Chart: RNAV-02** **EFF Date: 27 APR 17**

CHECK LATEST NOTAM SUMMARY FOR SUSPENDED CHARTS and AIP SUP HAND AMENDMENTS

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
MARGATE (FAMG) CAT A – C **VPA** 3° AD ELEV 498' THR ELEV 488' TRANSITION ALT 5000' VAR W26° (2016) **LNAV ONLY** **RNAV (GNSS)** OCH ABOVE THR CAT A – 910' (422') CAT B – 910' (422') CAT C – 910' (422') **LNAV/VNAV** **RNAV (GNSS)** OCH ABOVE THR CAT A – 830' (342') CAT B – 830' (342') CAT C – 830' (342') **CIRCLING** CAT A – 1140' (642') CAT B – 1310' (812') CAT C – 1490' (992')	05	**IAF** "UNDAV" 3700' **IAF** "IBNAG" 3900' **IAF** "ETGON" 3900' **IF** "MG1T1" 2600' **FAF** "MG1F1" 1500' **MAPT** "MG1MP" **MATF** "MG1M1" **MATF** "MG1M2"	**TAA** 25 NM "UNDAV" 3000' **TAA** 25 NM "IBNAG" 5100' 10 NM "IBNAG" 3300' **TAA** 25 NM "ETGON" 5100' 10 NM "ETGON" 3800' Refer to AIP Chart FAMG RNAV-01	**PROCEDURE: RNAV (GNSS) RWY 05** **HOLD:** UNDAV: Hold on a right-hand racecourse pattern over UNDAV inbound track 319°M. Procedure altitude 3700FT ALT. Hold has a 1 minute OUBD track and a Speed Restriction of 240 KIAS **APPROACH:** Route direct UNDAV, IBNAG and ETGON as cleared. Depart from UNDAV (IAF), IBNAG (IAF) or ETGON (IAF) direct to MG1T1 (IF), descending to 2600FT ALT. At MG1T1 (IF), route direct MG1F1 (FAF), minimum 1500FT ALT to MG1MP (MAPT), descending to OCA (H).	MAPT at THR 05 (MG1MP). Climb to 3700FT ALT. Maintain RWY track to MG1M1. At MG1M1, turn right to MG1M2. At MG1M2, turn right to UNDAV. Hold or as directed by ATC. **WARNING:** 1. Approach from ETGON in vicinity of FAD 55. **NOTE:** 1. CAT A-C. 2. MAPT at THR 05. 3. WGS-84. **AIP AD Chart: RNAV-01** **EFF Date: 08 DEC 16**

CHECK LATEST NOTAM SUMMARY FOR SUSPENDED CHARTS and AIP SUP HAND AMENDMENTS

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
MARGATE (FAMG) CAT A – C **VPA** 3° AD ELEV 498' THR ELEV 476' TRANSITION ALT 5000' VAR W 26° (2016) **LNAV ONLY** **RNAV (GNSS)** OCH ABOVE THR CAT A – 910' (434') CAT B – 910' (434') CAT C – 910' (434') **LNAV/VNAV** **RNAV (GNSS)** OCH ABOVE THR CAT A – 840' (364') CAT B – 840' (364') CAT C – 840' (364') **CIRCLING** CAT A – 1140' (642') CAT B – 1310' (812') CAT C – 1490' (992')	23	**IAF** "OKMAV" 4000' **IAF** "UTSIP" 4000' **IAF** "EVURU" 3800' **IF** "MG2T1" 2600' **FAF** "MG2F1" 1800' **MAPT** "MG2MP" **MATF** "MG2M1" **MATF** "MG2M2"	**TAA** 25 NM "OKMAV" 5100' 10 NM "OKMAV" 3800' **TAA** 25 NM "UITSIP" 5100' 10 NM "UITSIP" 3800' **TAA** 25 NM "EVURU" 3000' Refer to AIP Chart FAMG RNAV-02	**PROCEDURE: RNAV (GNSS) RWY 23** **HOLD:** EVURU: Hold on a right-hand racecourse pattern over EVURU inbound track 319°M. Procedure altitude 3800FT ALT. Hold has a 1 minute OUBD track and a Speed Restriction of 240 KIAS **APPROACH:** Route direct OKMAV, UTSIP and EVURU as cleared. Depart from OKMAV (IAF), UTSIP (IAF) or EVURU (IAF) direct to MG2T1 (IF), minimum 2600FT ALT. At MG2T1 (IF) route, direct MG2F1 (FAF), minimum 1800FT ALT to MG2MP (MAPT), descending to OCA (H).	MAPT at THR 23 (MG2MP). Climb to 3800FT ALT. Maintain RWY track to MG2M1. At MG2M1, turn left to MG2M2. At MG2M2, turn left to EVURU. Hold or as directed by ATC. **NOTE:** 1. CAT A-C. 2. MAPT at THR 23. 3. WGS-84. **AIP AD Chart: RNAV-02** **EFF Date: 08 DEC 16**
GEORGE DICK MONTSHIOA (FAMM) CAT A – D AD ELEV 4181' THR ELEV 4172' TRANSITION ALT 7000' VAR 17°W (2019) **BREAKCLOUD VOR** OCH ABOVE THR CAT A – 518' CAT B – 518' CAT C – 718' CAT D – 718'	04	**VOR** "MMV" 112.9 MHZ **DME** "MMV" 1163 MHZ 1100 MHZ CH 76X	6700' or higher MSA **MSA** 25 NM "MMV" **Inbound Heading** 180° - 000°M – 6400' 000° - 180°M – 5900'	**PROCEDURE: VOR A RWY 04** **(DME Required)** **HOLD:** Hold on a left hand racecourse pattern over "MMV", (INBD) R220, (OUBD) heading 220°M. **APPROACH:** 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".	If no other instruction received, climb on R040 "MMV" (OUBD) to 5550' ALT. At 5550' ALT turn right to "MMV" climbing to 6700' ALT. **NOTE:** 1. Circle to land at the discretion of the Pilot in command. 2. Circle to land only to East of AD. 3. This procedure is conducted partially outside the FAMM ATZ. 4. Pilots are to broadcast and monitor TIBA FREQ 124.8MHZ for traffic information when conducting these procedures. 5. WGS-84. **AIP AD Chart: VOR-01** **EFF Date: 20 JUN 19**

CHECK LATEST NOTAM SUMMARY FOR SUSPENDED CHARTS and AIP SUP HAND AMENDMENTS

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
MTHATHA (FAUT) *CAT A – D* *AD ELEV 2429'* *THR ELEV 2380'* *TRANSITION ALT 7500'* *VAR W 28° (2025)* *Missed APCH Gradient of 2.5%* *OCH ABOVE THR* ***RNP*** ***LNAV: FAUT (With SDF)*** *CAT A – 2920' (540')* *CAT B – 2920' (540')* *CAT C – 2920' (540')* *CAT D – 2920' (540')* ***RVR:*** *CAT A – 1500m* *CAT B – 1500m* *CAT C – 2000m* *CAT D – 2000m* ***ALS OUT:*** *CAT A – 1500m* *CAT B – 1500m* *CAT C – 2000m* *CAT D – 2000m* ***Circling:*** *CAT A – 2980' (551')* *CAT B – 3170' (741')* *CAT C – 4060' (1631')* *CAT D – 4060' (1631')*	*14*	***IAF*** *"OKDUX"* *8000'* ***IAF*** *"UTURA"* *8000'* ***IAF*** *"ESTUB"* *8000'* ***IF*** *"DUNVI"* *6800'* ***SDF*** *"UT1T2"* *5800'* ***FAF*** *"UT1F1"* *4800'* ***MAPT*** *"RW14"* ***MAHF*** *"ESTUB"*	***TAA*** *25 NM "OKDUX"* *6900'* ***TAA*** *25 NM "UTURA"* *10200'* *15 NM "UTURA"* *7700'* ***TAA*** *25 NM "ESTUB"* *6800'*	***PROCEDURE: FAUT RNP RWY 14*** ***(RNP APCH REQUIRED)*** ***HOLD:*** *Hold on a right-hand racecourse pattern over ESTUB, inbound track 052°M, 1MIN OUBD. Procedure Altitude 8000FT. MAX 250 KT IAS.* ***APPROACH:*** *Depart from OKDUX (IAF), UTURA (IAF) or ESTUB (IAF) to DUNVI (IF) minimum 6800FT ALT. From DUNVI (IF) to UT1T2 (SDF), to UT1F1 (FAF) minimum 4800FT ALT, to RW14 (MAPT) descending to OCA (H).* ***Communication Failure (Squawk 7600)*** *If established on the RNP RWY 14 APCH, complete the APCH and land. If not yet established on the RNP RWY 14 APCH, continue to ESTUB at 6800FT ALT, complete the APCH and land.*	***MISSED APPROACH PROCEDURE:*** *Climb on track 126°M, at or above 4700FT ALT turn right, direct to ESTUB at 6800FT ALT and enter the hold.* ***MISSED APPROACH COMMS FAILURE PROCEDURE:*** *Climb on track 126°M, at or above 4700FT ALT turn right direct to ESTUB at 6800FT ALT. Enter the hold or attempt another approach and land.* ***WARNING:*** *Procedure descent gradient in Intermediate RNP APCH Segment is higher than the prescribed 5.2%.* ***NOTE:*** *1.Turns prior to RW14 prohibited.* *2.No circling South of RWY* *3.The procedure is conducted partially outside controlled airspace.* *4.All circling approaches are entirely at the discretion of the pilot in command.* ***AIP Chart: RNP-01*** ***EFF Date: 12 JUN 25***

CHECK LATEST NOTAM SUMMARY FOR SUSPENDED CHARTS and AIP SUP HAND AMENDMENTS					
Aerodrome ELEV & heights '	**RWY**	**Facility**	**Initial Approach ALT '**	**Procedure**	**Missed APCH procedure**
1	2	3	4	5	6
MTHATHA (FAUT) **KD MATANZIMA** CAT A – D AD ELEV 2429' THR ELEV 2417' TRANSITION ALT 7500' VAR 27°W (2018) **RNAV (GNSS)** OCA (H) ABOVE THR **LNAV: FAUT QNH** CAT A – 2920' (503') CAT B – 2920' (503') CAT C – 2920' (503') CAT D – 2920' (503') **RVR:** CAT A – B – 1500m CAT C – D – 2000m **CIRCLING** CAT A – 2870' (441') CAT B – 3130' (701') CAT C-D – 3490' (1061') CAT A-D: No circling South of RWY	32	**IAF** "USUNI" 8200' **IAF** "TILET" 8200' **IAF** "EGPEB" 8200' **IF** "IMPAP" 6100' **FAF** "UT2F1" 4400' **MAPT** "RW32"	6800' or higher TAA **TAA** 25 NM "USUNI" 15 NM "USANI" 25 NM "TILET" 25 NM "EGPEB" Refer to AIP Chart FAUT RNAV-02	**PROCEDURE: RNAV (GNSS)** **HOLD:** USUNI: Hold on a left-hand racecourse pattern over USUNI inbound track 051°M. Descend in the hold to 4800FT ALT. Hold has a 1 minute OUBD track and a Speed Restriction of 250 KIAS. **(NOTAM F0134/19 Incorporated).** **APPROACH:** Depart from EGPEB (IAF), TILET (IAF) or USUNI (IAF) direct to IMPAP (IF), minimum 6100' ALT. Route to UT2F1 (FAF), minimum 4400' ALT, to RW32 (MAPT) descending to OCA (H).	Maximum 230KT IAS. Climb to 4800FT ALT onto track 321°M. At 3500FT ALT turn left direct to USUNI and enter hold. Climb in the hold to 6100FT ALT and attempt another APCH. **SPEED RESTRICTION:** 1. Speed Restriction at hold maximum 250KT IAS 2. Speed restriction on Missed Approach maximum 230KT IAS. **NOTE:** 1. Turn prior to RW32 prohibited. 2. The procedure is conducted partially outside controlled airspace. 3. All circling approaches are entirely at the discretion of the pilot in command. 4. WGS-84. **AIP AD Chart: RNAV-02** **EFF Date: 08 NOV 18**

CHECK LATEST NOTAM SUMMARY FOR SUSPENDED CHARTS and AIP SUP HAND AMENDMENTS

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
NEWCASTLE (FANC) CAT A – C AD ELEV 4075' THR ELEV 4074' VAR 23°W (2023) Missed APCH Gradient of 2.5% **RNP** OCA (H) ABOVE THR **LNAV:** CAT A – 5190' (1116') CAT B – 5190' (1116') CAT C – 5190' (1116') Missed APCH Gradient of 3.1% **RNP** OCA (H) ABOVE THR **LNAV:** CAT A – 4510' (436') CAT B – 4510' (436') CAT C – 4510' (436') Missed APCH Gradient of 2.5% **RNP** OCA (H) ABOVE THR **VNAV:** CAT A – 5130' (1056') CAT B – 5130' (1056') CAT C – 5130' (1056') Missed APCH Gradient of 3.1% **RNP** OCA (H) ABOVE THR **VNAV:** CAT A – 4420' (326') CAT B – 4420' (326') CAT C – 4420' (326') **RVR:** CAT A– 1500m CAT B – 1500m CAT C – 2000m **ALS OUT:** CAT A – 1500m CAT B – 1500m CAT C – 2000m	11	**IAF** "AXEVA" 8600' **IAF** "EPNEG" 8800' **IAF** "OKDOV" 8600' **IF** "NC1T1" 8200' **SDF** "NC1T2" 7900' **SDF** "NC1T3" 7100' **FAF** "NC1F1" 6300' **SDF** "NC1F2" 5300' **MAPT** RW11 **MATF** NC1M1	8600' or higher TAA **TAA** 25 NM "AXEVA" 8600' 25 NM "EPNEG" 8800' 25 NM "OKDOV" 8600' Refer to AIP Chart FANC RNP-01	**PROCEDURE: RNP** **HOLD:** OKDOV: Hold on a left-hand racecourse pattern over OKDOV, inbound track 024°M. Holdings have a 1 minute OUBD track and a Speed Restriction of 150KT IAS **APPROACH:** Depart from AXEVA (IAF) or EPNEG (IAF) to NC1T1 (IF), minimum 8200 FT ALT. From NC1T1 (IF) route to NC1T2 (SDF), minimum ALT 7900 FT ALT. From NC1T2 route to NC1T3 (SDF), minimum ALT 7100 FT ALT. From NC1T3 route to NC1F1 (FAF) minimum 6300 FT ALT. From NC1F1 route to NC1F2 (SDF) minimum 5300 FT ALT to RW11 (MAPT) descending to OCA (H).	Climb to 8600FT ALT. Maintain runway track to NC1M1. At NC1M1 turn right direct to OKDOV and enter the hold. Hold for 5 minutes, then attempt another approach. **MISSED APPROACH COMMUNICATION FAILURE (SQUAWK 7600)** Climb to 8600FT ALT. Maintain runway track to NC1M1. At NC1M1 turn right direct to OKDOV and enter the hold. Hold for 5 minutes, then attempt another approach. **COMMUNICATION FAILURE (SQUWK 7600)** Climb to 8600FT ALT. Maintain runway track to NC1M1. At NC1M1 turn right direct to OKDOV and enter the hold. Hold for 5 minutes, then attempt another approach. **NOTE:** 1. LNAV RoD equivalent to 3.2° 2. Remote Altimeter Setting Source not permitted for VNAV Ops. 3. BaroVNAV operations not authorized below -3.6°. MAX VPA 3.5°, Temperature +35°C. **WARNING:** 1. Procedure conducted in uncontrolled airspace. **AIP AD Chart: RNP-01** **EFF Date: 05 OCT 23**

CHECK LATEST NOTAM SUMMARY FOR SUSPENDED CHARTS and AIP SUP HAND AMENDMENTS

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
PIETERMARITZBURG (FAPM) CAT A – C AD ELEV 2423' THR ELEV 2350' TRANSITION ALT 8000' VAR 26°W (2025) **Missed APCH Gradient of 2.5%** **RNP APCH** **OCA (H) ABOVE THR** **LNAV:** CAT A – 2830' (480') CAT B – 2830' (480') CAT C – 2830' (480') **Missed APCH Gradient of 3.5%** **RNP APCH** **OCA (H) ABOVE THR** **LNAV:** CAT A – 2790' (440') CAT B – 2790' (440') CAT C – 2790' (440') **Missed APCH Gradient of 5.0%** **RNP APCH** **OCA (H) ABOVE THR** **LNAV:** CAT A – 2740' (390') CAT B – 2740' (390')) CAT C – 2740' (390') **RVR/ALS OUT:** CAT A – 1500m CAT B – 1500m CAT C – 2000m **Circling:** CAT A – 3200' (777') CAT B – 3500' (1077') CAT C – 3800' (1377')	16	**IAF** "ESTEX" 8000' 7000' **IAF** "IBSEG" 7700' **IF** "PM1T1" 5500' **FAF** "PM1F1" 4600' **SDF** "PM1F2" 4080' **SDF** "PM1F3" 3520' **MAPT** "PM1MP"	**TAA** **ESTEX** 0-25 NM 5800' **IBSEG** 0-15 NM 7700' 15-25 NM 8600'	**PROCEDURE: RNP RWY 16** RNP APCH REQUIRED **HOLD:** Hold on a left-hand racecourse pattern over ESTEX, inbound track 258ºM, 1 MIN OUBD. Procedure altitude between 7000FT and 8000FT. **APPROACH:** Depart from ESTEX (IAF) or IBSEG (IAF) to PM1T1 (IF), minimum 5500FT ALT. From PM1T1(IF) to PM1F1 (FAF) minimum 4600FT ALT, to PM1MP (MAPT) descending to OCA (H). **COMMUNICATION FAILURE PROCEDURE:** When cleared for the RNP APCH RWY 16, complete the approach and land. If not yet cleared for the RNP APCH RWY 16, continue to ESTEX at FL100 or last assigned level if lower. Hold for 10 minutes. Descend to 8000FT ALT, then attempt the approach and land. **SPEED RESTRICTION:** 1.MAX 200KT IAS applicable for the APCH and Missed APCH procedure. 2.MAX 190KT IAS applicable for the ESTEX hold. **WARNING:** 1. Procedure partially conducted in uncontrolled airspace. Pilots to broadcast intentions below Durban TMA; Durban Special Rules Area124.20MHz.	**MISSED APPROACH:** Climb to 7000FT ALT. Climb on track 168°M, at 3500FT ALT turn left, direct to ESTEX at 7000FT ALT. Enter the hold or as directed by ATC. **MISSED APPROACH COMMUNICATION FAILURE PROCEDURE:** Climb to 7000FT ALT. Climb on track 168˚M, at or above 3500FT ALT turn left, direct to ESTEX at 7000FT ALT. Enter the hold. Hold for 5 minutes, then attempt another approach and land. **NOTE:** 1.Procedure partially conducted inuncontrolled airspace. 2.Circle to land at the discretion of thepilot in command. 3.MAPT 0.65 NM prior THR 16. 4.No turn prior to MAPt. 5.WGS - 84. **AIP Chart: RNP-01** **EFF Date: 15 MAY 25**

CHECK LATEST NOTAM SUMMARY FOR SUSPENDED CHARTS and AIP SUP HAND AMENDMENTS

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
PIETERMARITZBURG (FAPM) CAT A – C AD ELEV 2423' THR ELEV 2423' TRANSITION ALT 8500' VAR 24°W (2009) Missed APCH Gradient of 2.5% **RNAV (GNSS)** OCA (H) ABOVE THR **LNAV: AREA QNH** CAT A – 3500' (1077') CAT B – 3500' (1077') CAT C – 3800' (1377') **RVR:** CAT C – 2000m **LNAV: FAPM QNH** CAT A – 3030' (607') CAT B – 3030' (607') CAT C – 3300' (877') **RVR:** CAT C – 2000m Missed APCH Gradient of 3.3% **RNAV (GNSS)** OCA (H) ABOVE THR **LNAV: FAPM QNH** CAT A – 3030' (607') CAT B – 3030' (607') CAT C – 3100' (677') **RVR:** CAT C – 2000m **RNAV (GNSS)** OCA (H) ABOVE THR **RVR:** CAT A – 1500m CAT B – 1500m **CIRCLING** CAT A – 3500' (1077') CAT B – 3500' (1077') CAT C – 3800' (1377')	34	**IAF** "AVUSO" 6500' **IAF** "NEXAB" 6000' **IF** "NIGIL" 5660' **FAF** "PM2F1" 4070' **MAPT** "PM2MP"	6500' or higher TAA **TAA** 25 NM "AVUSO" 25 NM "NEXAB" Refer to AIP Chart FAPM RNAV-02	**PROCEDURE: RNAV (GNSS)** **HOLD:** AVUSO: Hold on a left-hand racecourse pattern over AVUSO inbound track 014°M. Descend in the hold to 6500' ALT. NEXAB: Hold on a right-hand racecourse pattern over NEXAB inbound track 256°M. Descend in the hold to 6000' ALT. Holdings have a 1 minute OUBD track and a Speed Restriction of 180KT IAS. **APPROACH:** 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).	Maintain track 346°M, and climb to 6000' ALT. When passing 3200' ALT (CAT A & B) or 3400' ALT (CAT C) turn right DCT (INBD) NEXAB or as directed by ATC. To be level at NEXAB. **SPEED RESTRICTION:** 1. A Speed Restriction of 180KT IAS at NIGIL (IF), AVUSO (IAF), NEXAB (IAF) and both Holds. **NOTE:** 1. WGS-84. **CAUTION:** 1. Segments AVUSO - NIGIL and NEXAB – NIGIL are partially conducted outside controlled airspace. Pilots to broadcast intentions on the appropriate frequency: a) Below Durban TMA: Durban Special Rules Area 124.20MHZ b) Johannesburg ACC East: 129.10MHZ **AIP AD Chart: RNAV-02** **EFF Date: 18 JUL 19**

CHECK LATEST NOTAM SUMMARY FOR SUSPENDED CHARTS and AIP SUP HAND AMENDMENTS					
Aerodrome ELEV & heights '	**RWY**	**Facility**	**Initial Approach ALT '**	**Procedure**	**Missed APCH procedure**
1	2	3	4	5	6
PILANESBERG INTL (FAPN) CAT A – D AD ELEV 3412' THR ELEV 3412' TRANSITION ALT 7400' VAR W 16° (2003) **BREAKCLOUD VOR** OCH ABOVE AD CAT A – 690' CAT B – 690' CAT C – 690' CAT D – 690'	05	**DVOR** "PNV" 112.6 MHZ **DME** "PNV" 1160 MHZ 1097 MHZ CH 73X	7400' or higher MSA **MSA** 25 DME "PNV" 000° - 090°M – 7600' 090° - 180°M – 7900' 180° - 270°M – 7600' 270° - 360°M – 7600'	**PROCEDURE: VOR/DME** **HOLD:** Hold on a right hand racecourse pattern over "PNV", inbound R233, outbound heading 233°M. Descend in the holding pattern to 7400' ALT. **APPROACH:** 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. MIN ALT at 4 DME – 5250' MIN ALT at 2 DME – 4680' Nominal slope – 2.7°	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. **NOTE:** 1. Due to high ground, circling NW of AD prohibited: 2. Circle to land SE of AD at the discretion of the Pilot in command. 3. Mast ± 4 NM NE of AD. 4. VOR right of extended centreline by 82m. 5. WGS-84. **AIP AD Chart: VOR-01** **EFF Date: 08 JUL 04**

CHECK LATEST NOTAM SUMMARY FOR SUSPENDED CHARTS and AIP SUP HAND AMENDMENTS

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
PLETTENBERG BAY (FAPG) CAT A – C AD ELEV 465' THR 12 ELEV 462' TRANSITION ALT 6700' VAR 28°W (2021) **RNAV (GNSS)** OCA (H) ABOVE THR **LNAV** OCH ABOVE THR CAT A: 1120' (658') CAT B: 1120' (658') CAT C: 1120' (658') **Circling:** CAT A: 1020' (555') CAT B: 1090' (625') CAT C: 1270' (805')	12	**IAF** "XARSA" 3500' **IAF** "UDNEG" 4300' **IAF** "EXITU" 4300' **IF** "PG1T1" 2700' **FAF** "PG1F1" 1500' **MAPT** "RW12" **MATF** "PG1M1" **MATF** "PG1M2" **MAHF** "XARSA" **MAHF** "UDNEG"	**MSA** 25 NM ARP **Inbound Heading** **0 – 10NM** 180° - 290°M – 4800' 290° - 110°M – 2300' 110° - 180°M – 4200' **Inbound Heading** **10 – 25NM** 180° - 290°M – 6700' 290° - 110°M – 2700' 110° - 180°M – 5800' Refer to AIP Chart FAPG RNAV-01	**PROCEDURE: RNAV (GNSS) RWY 12** **GNSS REQUIRED** **HOLD:** **XARSA:** Hold on a left-hand racecourse pattern over XARSA inbound track 037°M. Procedure altitude minimum 3500FT ALT. Hold has a 1 MIN OUBD track. **UDNEG:** Hold on a right-hand racecourse pattern over UDNEG inbound track 127°M. Procedure altitude minimum 4300FT ALT. Hold has a 1 MIN OUBD track. **SPEED RESTRICTION:** 1. Speed restriction MAX 230KT IAS applicable at holds. 2. Speed Restriction of 210KT IAS at IAF's XARSA, UDNEG and EXITU. **APPROACH:** Depart from XARSA (IAF), UDNEG (IAF) or EXITU (IAF) direct to PG1T1 (IF), minimum 2700' ALT. From PG1T1 (IF) route to PG1F1 (FAF), minimum 1500' ALT, to RW12 (MAPT) descending to THR.	Climb to 3500FT ALT. Maintain RWY track to PG1M1. At PG1M1 turn right to PG1M2. At PG1M2 turn right to XARSA and enter hold or as directed by ATC. **NOTE:** 1. MAPT at THR 12 (RW12). 2. Descend in the hold (UDNEG) to 4300FT ALT before commencing approach. 4. Minimum holding ALT at XARSA 3500FT ALT. 5. WGS-84. **AIP AD Chart: RNAV-01** **EFF Date: 04 NOV 21**

CHECK LATEST NOTAM SUMMARY FOR SUSPENDED CHARTS and AIP SUP HAND AMENDMENTS

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
PLETTENBERG BAY (FAPG) CAT A – C AD ELEV 465' THR 12 ELEV 443' TRANSITION ALT 6700' VAR 28°W (2021) **RNAV (GNSS)** OCA (H) ABOVE THR **LNAV** OCH ABOVE THR CAT A: 860' (417') CAT B: 860' (417') CAT C: 860' (417') **Circling:** CAT A: 1020' (555') CAT B: 1090' (625') CAT C: 1270' (805')	30	**IAF** "UNGOR" 3500' **IAF** "GENUV" 4200' **IAF** "EGMAB" 4200' **IF** "PG2T1" 2800' **FAF** "PG2F1" 1500' **MAPT** "RW30" **MATF** "PG2M1" **MATF** "PG2M2" **MAHF** "UNGOR" **MAHF** "GENUV"	**MSA** 25 NM ARP **Inbound Heading** **0 – 10NM** 180° - 290°M – 4800' 290° - 110°M – 2300' 110° - 180°M – 4200' **Inbound Heading** **10 – 25NM** 180° - 290°M – 6700' 290° - 110°M – 2700' 110° - 180°M – 5800' Refer to AIP Chart FAPG RNAV-02	**PROCEDURE: RNAV (GNSS) RWY 30** **GNSS REQUIRED** **HOLD:** **UNGOR:** Hold on a right-hand racecourse pattern over UNGOR inbound track 037°M. Procedure altitude minimum 3500FT ALT. Hold has a 1 MIN OUBD track. **GENUV:** Hold on a left-hand racecourse pattern over UNGOR inbound track 307°M. Procedure altitude minimum 4200FT ALT. Hold has a 1 MIN OUBD track. **SPEED RESTRICTION:** 1. Speed restriction MAX 230KT IAS applicable at holds. 2. Speed Restriction of 210KT IAS at IAF's UNGOR, GENUV and EGMAB. **APPROACH:** Depart from UNGOR (IAF), GENUV (IAF) or EGMAB (IAF) direct to PG2T1 (IF), minimum 2800' ALT. From PG2T1 (IF) route to PG2F1 (FAF), minimum 1500' ALT, to RW30 (MAPT) descending to THR.	Climb to 3500FT ALT. Maintain RWY track to PG2M1. At PG2M1 turn left to PG2M2. At PG2M2 turn left to UNGOR and enter hold or as directed by ATC. **NOTE:** 1. MAPT at THR 30 (RW30). 2. Descend in the hold (GENUV) to 4200FT ALT before commencing approach. 4. Minimum holding ALT at UNGOR 3500FT ALT. 5. WGS-84. **AIP AD Chart: RNAV-02** **EFF Date: 04 NOV 21**

CHECK LATEST NOTAM SUMMARY FOR SUSPENDED CHARTS and AIP SUP HAND AMENDMENTS					
Aerodrome ELEV & heights '	**RWY**	**Facility**	**Initial Approach ALT '**	**Procedure**	**Missed APCH procedure**
1	2	3	4	5	6
POLOKWANE INTL (FAPP) CAT A – D AD ELEV 4076' THR ELEV 4014' TRANSITION ALT 9000' TRANSITION LEVEL ATC VAR W 16° (2009) DME REQUIRED **BREAKCLOUD VOR** OCH ABOVE AD CAT A – 4550' (536') CAT B – 4550' (536') CAT C – 4710' (696') CAT D – 4710' (696')	05	**DVOR** "PPV" 114.5 MHZ **DME** "PPV" CH 92X	9000' or higher MSA **MSA** 25 NM "PPV" **Inbound Heading** 180° - 270°M – 7800' 270° - 360°M – 8900' 360° - 090°M – 8300' 090° - 180°M – 7600'	**PROCEDURE: VOR/DME** **HOLD:** Hold on a left hand racecourse pattern over "PPV", inbound R231, outbound on heading 231°M. Descend in the hold to 8000' ALT. **APPROACH:** Depart "PPV" outbound in the hold on heading 231°M, descend to 5700FT ALT. At maximum 8 DME "PPV" turn left inbound on R231. At 6.4 DME "PPV" commence descend to OCH.	Climb straight ahead onto R051 PPV outbound to 5500FT ALT. Turn left onto heading 231°M climbing to 8000FT ALT. At 8 DME PPV maximum, turn left to "PPV" **NOTE:** 1. Procedure Turn Approach applicable only within 30° of OUBD HDG. Use phraseology "Request Procedure Turn Approach." 2. When within 10 DME "PPV" and with ATC approval, descend to 8000FT ALT, or descend in the hold to 8000FT ALT. 3. Circle to land to the North/West of RWY 05/23 only. 4. Circle to land at the discretion of the pilot in command. **AIP AD Chart: VOR-01** **EFF Date: 15 SEP 16**

CHECK LATEST NOTAM SUMMARY FOR SUSPENDED CHARTS and AIP SUP HAND AMENDMENTS

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
POLOKWANE INTERNATIONAL AIRPORT (FAPP) CAT A – D AD ELEV 4076' THR ELEV 4014' TRANSITION ALT 9000' VAR 17°W (2025) MIN TEMP -2°C MAX TEMP +63°C **Missed APCH Gradient of 2.5%** **RNP** OCA (H) ABOVE THR **LNAV:** CAT A - D – 4500' (486') **Missed APCH Gradient of 2.5%** **RNP** OCA (H) ABOVE THR **LNAV/VNAV:** CAT A - C – 4360' (346') CAT D – 4390' (376') **RVR (LNAV):** CAT A – 1400m CAT B – 1500m CAT C – 1600m CAT D – 1800m **RVR (LNAV/VNAV):** CAT A – 1200m CAT B – 1300m CAT C – 1400m CAT D – 1600m **ALS OUT (LNAV):** CAT A - B – 1500m CAT C - D – 2000m **ALS OUT (LNAV/VNAV):** CAT A - B – 1500m CAT C – 1800m CAT D – 2000m **CIRCLING:** CAT A – 4710' (634') CAT B – 4980' (904') CAT C - D – 5130' (1054')	05	**IAF** "UVGOV" 8900' **IAF** "XABEL" 8900' **IAF** "ETKAK" 8900' **IF** "PP1T1" 7200' **FAF** "PP1F1" 6000' **MAPT** "RW05" **MATF** "PP1M1" **MAHF** "UVGOV"	**8900'** **TAA** 0-25 NM "UVGOV" 6900' 0-25 NM "XABEL" 7900' 0-25 NM "ETKAK" 8300'	**PROCEDURE: RNP RWY 05** **(RNP APCH REQUIRED)** **HOLD:** Hold on a left-hand racecourse pattern over UVGOV, INBD track 125ºM, minimum 7600FT ALT. 1 MIN OUBD. MAX 220KT IAS. **APPROACH:** Depart from UVGOV (IAF) or XABEL (IAF) or ETKAK (IAF) to PP1T1 (IF), to PP1F1 (FAF) minimum 6000FT ALT, to RW05 (MAPT) descending to OCA (H). **Communication Failure Procedure** **(Squawk 7600):** When cleared for the RNP RWY 05 APCH, complete the APCH and land. If not yet cleared for the RNP RWY 05 APCH, route to UVGOV at FL100 and enter the hold for 5 MIN. Descend to 8900FT ALT, then complete the APCH and land.	MAX 220KT IAS. To PP1M1, climb to 7600FT ALT, turn left DCT UVGOV and enter the hold, or as directed by ATC. **Missed Approach Communication Failure Procedure (Squawk 7600):** MAX 220KT IAS. To PP1M1, climb to 7600FT ALT, turn left DCT UVGOV and enter the hold. Hold for 5 MIN then complete the APCH and land. **NOTE:** 1. Turns prior to MAPT prohibited. 2. LNAV MAPT at THR. 3. LNAV/VNAV RoD 5.24%. 4. Remote Altimeter Setting Source not permitted for VNAV Ops. 5. BaroVNAV operations not authorised below - 2°C, MAX VPA 3.5° reached at 63°C. 6. Circling is at the discretion of the Pilot in Command. **SPEED RESTRICTION:** 1. MAX 220KT IAS applicable for the "UVGOV" hold. 2. MAX 220KT IAS applicable for the APCH and Missed APCH Procedure. **AIP AD Chart: RNP-01** **EFF Date: 25 DEC 25**

CHECK LATEST NOTAM SUMMARY FOR SUSPENDED CHARTS and AIP SUP HAND AMENDMENTS

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
CHIEF DAWID STUURMAN INTL (FAPE) CAT A - D AD ELEV 229' THR ELEV 229' TRANSITION ALT 5500' VAR 30°W (2025) **CAT I With Missed APCH Gradient of 2.5%** OCA (H) ABOVE THR CAT A – 470' (241') CAT B – 482' (253') CAT C – 490' (261') CAT D – 501' (272') **CAT I With Missed APCH Gradient of 2.7%** OCA (H) ABOVE THR CAT A - D – 429' (200') **CAT II With Missed APCH Gradient of 2.5%** OCA (H) ABOVE THR CAT A – 395' (166') CAT B – 412' (183') CAT C – 424' (195') CAT D – 438' (209') **CAT II With Missed APCH Gradient of 2.7%** OCA (H) ABOVE THR CAT A - D – 329' (100') **CAT I RVR:** CAT A - D – 550m **CAT II RVR:** CAT A - C – 300m CAT D – 350m **ALS OUT:** CAT A - D – 1000m **CIRCLING:** CAT A – 810' (581') CAT B – 960' (731') CAT C – 1320' (1091') CAT D – 1430' (1201')	08	**ILS** **LOC** "PEI" 111.1 MHZ **GP** 331.7 / 111.1 MHZ **VOR/DME** "PEV" 112.9MHZ / CH76X Glide Path 3° ILS RDH 49'	4000' or higher MSA **MSA** 10 NM "PEV" Inbound Heading 090°- 270° – 3000' **MSA** 25 NM "PEV" Inbound Heading 090°- 180° – 5400' 180°- 270° – 4800' 270°- 090° – 2600'	**PROCEDURE: ILS RWY 08 (VOR and DME Required)** **HOLD:** Hold on a 1-minute right-hand racecourse pattern over "PEV", inbound track R268, outbound heading 268ºM. RACETRACK: Right-hand racecourse pattern over "PEV", inbound track R268, outbound heading 268ºM, limiting distance 11.0 DME "PEV" or 10.9 DME "PEI". **APPROACH:** Depart "PEV" in the holding pattern outbound on heading 268˚M descending to 4000FT ALT. Descend in the racetrack to 3000FT ALT, maximum 11.0 DME "PEV". Turn right to intercept ILS Localizer for RWY 08. Descend on the Glide Path to OCA (H). **COMMUNICATION FAILURE PROCEDURE (Squawk 7600):** When cleared for the ILS APCH RWY 08, complete the approach and land. If not yet cleared for the ILS APCH RWY 08, continue to "PEV" and enter the hold at FL070 or last assigned level if lower (not below 5000FT). At "PEV" hold for 5 minutes. Descend to 4000FT ALT in the hold, then complete the approach and land.	**MISSED APPROACH:** MAX 230KT IAS. Climb to 4000FT ALT on R088 "PEV", at or above 2000FT ALT turn right, direct to "PEV" and enter the hold or as directed by ATC. **MISSED APPROACH WITH COMMUNICATION FAILURE PROCEDURE (Squawk 7600):** MAX 230KT IAS. Climb to 4000FT ALT on R088 "PEV", at or above 2000FT ALT turn right, direct to "PEV". At "PEV" hold for 5 minutes, then attempt another approach and land. **SPEED RESTRICTION:** 1.MAX 200KT IAS applicable for the "PEV" holdand APCH. 2.MAX 230KT IAS applicable for the MissedAPCH Procedure. **NOTE:** 1.Circle to land at the discretion of the Pilot in Command. 2.Traffic to cross the FAPE CTR boundary at or above 2000FT ALT. **AIP AD Chart: ILS-01** **EFF Date: 02 OCT 25**

CHECK LATEST NOTAM SUMMARY FOR SUSPENDED CHARTS and AIP SUP HAND AMENDMENTS

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
GQEBERHA **CHIEF DAWID STUURMAN** **INTL (FAPE)** CAT A – D AD ELEV 229' THR ELEV 189' TRANSITION ALT 5500' VAR 30°W (2025) **Missed APCH Gradient of 2.5%** **OCA (H) ABOVE THR** **CAT I** CAT A – 494' (305') CAT B – 507' (318') CAT C – 515' (326') CAT D – 525' (336') **Missed APCH Gradient of 2.7%** **OCA (H) ABOVE THR** **CAT I** CAT A – 389' (200') CAT B – 389' (200') CAT C – 389' (200') CAT D – 389' (200') **Missed APCH Gradient of 2.5%** **OCA (H) ABOVE THR** **CAT II** CAT A – 406' (217') CAT B – 424' (235') CAT C – 435' (246') CAT D – 450' (261') **Missed APCH Gradient of 2.7%** **OCA (H) ABOVE THR** **CAT II** CAT A – 289' (100') CAT B – 289' (100') CAT C – 289' (100') CAT D – 289' (100') **RVR CAT I:** CAT A-D – 550m **RVR CAT II:** CAT A-C – 300m	26	**ILS LOC** **"PDI"** 109.5 MHz **GP** **"PDI"** 332.6 MHZ **VOR /DME** **"PEV'** 112.9 MHZ/ CH 76X **Glide Path 3°** **ILS RDH 52'**	4000' or higher MSA **MSA** 0 – 10 NM "PEV" **Inbound Heading** 090° - 270° – 3000' **MSA** 25 NM "PEV" **Inbound Heading** 090° - 180° – 5400' 180° - 270° – 4800' 270° - 090° – 2600'	**PROCEDURE: ILS RWY 26** **(VOR/DME Required)** **PEV HOLD:** Hold on a 1 MIN left-hand racecourse pattern over "PEV", R088 (INBD) and HDG 088°M (OUBD). Minimum 3000 FT ALT. Hold speed MAX 230KT IAS. **APPROACH:** Depart "PEV" outbound in the holding pattern on HDG 088°M, descending to 4000FT ALT. Descend in the racetrack to 2500FT ALT, to 10.1 DME "PEV". Level turn left at 2500FT ALT to intercept ILS Localiser for RWY 26, descend to 1900FT ALT. At 5.4 DME PDI, descend on the Glide Path to OCA(H). **Communication Failure Procedure** **(Squawk 7600):** If cleared for the ILS RWY 26 APCH, complete the APCH and land. If not yet cleared for the ILS RWY 26 APCH, route to "PEV" and enter the hold at FL070, or last assigned level if lower, at or above 4000FT ALT, for 5 MIN. Descend to 4000FT ALT, then complete the APCH and land.	MAX 230KT IAS. Climb to 3000FT ALT on R268 "PEV". At or above 2000FT ALT, turn left direct to "PEV", enter the hold at 3000FT ALT, then complete the APCH and land. **Missed Approach with Communication Failure Procedure (Squawk 7600):** MAX 230KT IAS. Climb to 3000FT ALT on track 268°M, at or above 2000FT ALT, turn left direct to "PEV" and enter the hold. Hold for 5 MIN, then complete the APCH and land. **SPEED RESTRICTION:** 1. Procedure restricted to MAX 230KT IAS. **NOTE:** 1. Circle to land at the discretion of the pilot in command. 2. Cross FAPE CTR BDRY at or above 2000FT ALT. **AIP AD Chart: ILS-02** **EFF Date: 27 NOV 2025**

CHECK LATEST NOTAM SUMMARY FOR SUSPENDED CHARTS and AIP SUP HAND AMENDMENTS

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
PORT ELIZABETH INTL (FAPE) CAT A – D AD ELEV 229' THR ELEV 229' TRANSITION ALT 5500' VAR W 28 ° (2018) **VOR** OCH ABOVE THR CAT A – 890' (661') CAT B – 890' (661') CAT C – 890' (661') CAT D – 890' (661') CIRCLING CAT A – 890' (661') CAT B – 960' (731') CAT C – 1320' (1091') CAT D – 1390' (1161')	08	**VOR** PEV 112.9 MHZ **DME** PEV CH 76X	3000' or higher MSA **MSA** 25 DME PEV **Inbound Heading** 090° - 180°M – 5500' 180° - 270°M – 4700' 270° - 090°M – 2600' 10 DME PEV **Inbound Heading** 090° - 180°M – 3000' 15 DME PEV **Inbound Heading** 180° - 270°M – 2700'	**PROCEDURE: VOR Z RWY 08** **(DME Required)** **HOLD:** Hold on a right hand racecourse pattern over PEV, inbound R271, outbound heading 271°M. Descend in the hold to 3000FT ALT. **APPROACH:** Depart PEV outbound in the hold on track 271°M and descend to 2100FT ALT. At 9 DME PEV outbound turn left onto R271 PEV (INBD). At 5.7 DME PEV descend to OCA/H.	MAPT ABM THR. Climb to 3000FT ALT. Continue on R091 PEV (OUBD) to 5 DME PEV, turn right direct to PEV and enter the hold or as directed by ATC. Contact FAPE Approach. **NOTE:** 1. RoD from 5.7 DME PEV computes at 5.24% (3.0°). 2. Circle to land at the discretion of the Pilot in command. 3. WGS-84. **AIP AD Chart: VOR-01** **EFF Date: 06 DEC 18**

CHECK LATEST NOTAM SUMMARY FOR SUSPENDED CHARTS and AIP SUP HAND AMENDMENTS					
Aerodrome ELEV & heights '	**RWY**	**Facility**	**Initial Approach ALT '**	**Procedure**	**Missed APCH procedure**
1	2	3	4	5	6
PORT ELIZABETH INTL (FAPE) CAT A – D AD ELEV 229' THR ELEV 189' TRANSITION ALT 5500' VAR W 28 ° (2015) **VOR** OCH ABOVE THR CAT A – 760' (571') CAT B – 760' (571') CAT C – 760' (571') CAT D – 760' (571') CIRCLING CAT A – 890' (661') CAT B – 960' (731') CAT C – 1320' (1091') CAT D – 1390' (1161')	26	**VOR** PEV 112.9 MHZ **DME** PEV CH 76X	3000' or higher MSA **MSA** 25 DME PEV **Inbound Heading** 090° - 180°M – 5500' 180° - 270°M – 4700' 270° - 090°M – 2600' 10 DME PEV **Inbound Heading** 090° - 180°M – 3000' 15 DME PEV **Inbound Heading** 180° - 270°M – 2700'	**PROCEDURE: VOR Z RWY 26** **(DME Required)** **HOLD:** Hold on a left hand racecourse pattern over PEV, inbound 261°M, outbound heading 081°M. Descend in the hold to 3000FT ALT. **APPROACH:** Depart PEV outbound in the hold on track 081°M and descend to 1500FT ALT. At 9 DME PEV (OUBD) turn left onto R081 PEV (INBD). At 4.7 DME PEV descend to OCA/H.	MAPT ABM THR. Climb to 3000FT ALT. Continue on R261 PEV (OUBD) to 5 DME PEV, turn left direct to PEV and enter the hold or as directed by ATC. Contact FAPE Approach. **NOTE:** 1. RoD from 4.7 DME PEV computes at 5.24% (3.0°). 2. Circle to land at the discretion of the Pilot in command. 3. WGS-84. **AIP AD Chart: VOR-02** **EFF Date: 07 JAN 16**

CHECK LATEST NOTAM SUMMARY FOR SUSPENDED CHARTS and AIP SUP HAND AMENDMENTS

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
PORT ELIZABETH INTL (FAPE) CAT A – D AD ELEV 229' THR 08 ELEV 229' TRANSITION ALT 5500' VAR 28°W (2015) **MIN TEMP: 0°C** Missed APCH Gradient **LNAV** OCA (H) ABOVE THR CAT A – 750' (521') CAT B – 750' (521') CAT C – 750' (521') CAT D – 750' (521') Missed APCH Gradient **VNAV** OCA (H) ABOVE THR CAT A – 723' (494') CAT B – 723' (494') CAT C – 723' (494') CAT D – 723' (494') **RVR:** CAT A – 1500m CAT B – 1500m CAT C – 1800m CAT D – 2000m **ALS OUT:** CAT A – 1500m CAT B – 1500m CAT C – 2000m CAT D – 2000m	08	**IAF** "APKAS" 5000 **IAF** "UTSIR" 5000' **IAF** "NERUR" 5000' **IF** "UNKIL" 3000' **FAF** "PE1F1" 2000' **MAPT** "PE1MP" **MATF** "PE1M1" 1300' **MATF** "PE1M2" 2500'	**TAA** 25 NM "APKAS" 4300' 25 NM "NERUR" 2200' 25 NM "UTSIR" 5000'	**PROCEDURE: RNAV (GNSS) RWY 08** **APPROACH:** Depart from APKAS (IAF) or UTSIR (IAF) or NERUR (IAF) direct to UNKIL (IF), minimum 3000FT ALT. From UNKIL (IF) route to PE1F1 (FAF), minimum 2000FT ALT, to PE1MP (MAPT) descending to OCA (H). From PE1MP route to PE1M1 (MATF), climbing to minimum 1300FT ALT to PE1M2 (MATF) climbing to minimum 2500FT ALT.	MAX 230KT IAS. Climb to 3000FT ALT. Route direct to PE1M1. At PE1M1 turn right to PE1M2. At PE1M2 turn right to NERUR. At NERUR enter hold or as directed by ATC. **SPEED RESTRICTION:** 1. Hold and Missed Approach limited to MAX 230KT IAS. **Communication Failure Procedure (SQUAWK 7600):** 1. When cleared for the RNAV (GNSS) RWY 08 APCH, complete the approach and land. 2. If not yet cleared for the RNAV (GNSS) RWY 08 APCH, continue to NERUR at 6000FT ALT. 3. Hold for 5 minutes then attempt an approach or divert via the appropriate TMA exit point. **NOTE:** 1. Turns prior PE1MP prohibited. 2. RoD 5.6% (3.2°). 3. All circling approaches are entirely at the discretion of the pilot in command. 4. WGS-84. **AIP AD Chart: RNAV-01** **EFF Date: 17 SEP 15**

CHECK LATEST NOTAM SUMMARY FOR SUSPENDED CHARTS and AIP SUP HAND AMENDMENTS

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
PORT ELIZABETH INTL (FAPE) CAT A – D AD ELEV 229' THR 26 ELEV 189' TRANSITION ALT 5500' VAR 28°W (2015) **MIN TEMP: 0°C** Missed APCH Gradient **LNAV** OCA (H) ABOVE THR CAT A – 760' (571') CAT B – 760' (571') CAT C – 760' (571') CAT D – 760' (571') Missed APCH Gradient **VNAV** OCA (H) ABOVE THR CAT A – 755' (566') CAT B – 755' (566') CAT C – 755' (566') CAT D – 755' (566') **RVR:** CAT A – 1000m CAT B – 1200m CAT C – 1200m CAT D – 1600m **ALS OUT:** CAT A – 1500m CAT B – 1500m CAT C – 2000m CAT D – 2000m	26	**IAF** "DURKI" 5300' **IAF** "TESUP" 5000' **IAF** "UNRAD" 5000' **IF** "TIBIP" 3000' **FAF** "PE2F1" 1900' **MAPT** "PE2MP" **MATF** "PE2M1" 1300' **MATF** "PE2M2" 2500'	**TAA** 25 NM "DURKI" 3400' 25 NM "UNRAD" 2200' 25 NM "TESUP" 5000'	**PROCEDURE: RNAV (GNSS) RWY 26** **APPROACH:** Depart from DURKI (IAF) or TESUP (IAF) or UNRAD (IAF) direct to TIBIP (IF), minimum 3000FT ALT. From TIBIP (IF) route to PE2F1 (FAF), minimum 1900FT ALT, to PE2MP (MAPT) descending to OCA (H). From PE2MP route to PE2M1 (MATF), climbing to minimum 1300FT ALT to PE2M2 (MATF) climbing to minimum 2500FT ALT.	MAX 230KT IAS. Climb to 3000FT ALT. Route direct to PE2M1. At PE2M1 turn left to PE2M2. At PE2M2 turn left to UNRAD. At UNRAD enter hold or as directed by ATC. **SPEED RESTRICTION:** 1. Hold and Missed Approach limited to MAX 230KT IAS. **Communication Failure Procedure (SQUAWK 7600):** 1. When cleared for the RNAV (GNSS) RWY 26 APCH, complete the approach and land. 2. If not yet cleared for the RNAV (GNSS) RWY 26 APCH, continue to UNRAD at 6000FT ALT. 3. Hold for 5 minutes then attempt an approach or divert via the appropriate TMA exit point. **NOTE:** 1. Turns prior PE2MP prohibited. 2. RoD 5.46% (3.13°) 3. All circling approaches are entirely at the discretion of the pilot in command. 4. WGS-84. **AIP AD Chart: RNAV-02** **EFF Date: 17 SEP 15**

CHECK LATEST NOTAM SUMMARY FOR SUSPENDED CHARTS and AIP SUP HAND AMENDMENTS

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
PRETORIA (FAWB) (WONDERBOOM) CAT A – B AD ELEV 4095' THR ELEV 4095' TRANSITION ALT 8000' VAR W 18° (2015) **VOR** OCA (H) ABOVE THR CAT A – 4660' (565') CAT B – 4660' (565') **RVR:** CAT A – 1500m CAT B – 1500m **ALS OUT:** CAT A – 1500m CAT B – 1500m CIRCLING CAT A – 4980' (885') CAT B – 5260' (1165')	29	**VOR** DPV 112.2 MHZ **DME** DPV CH 59X	8000' or higher MSA **MSA** 25 NM "DPV" **Inbound Heading** 090° - 270° - 8000' 270° - 090° - 7500'	**PROCEDURE: VOR RWY 29** **(VOR/DME Required)** **APPROACH:** Join the racetrack at 4.3 DME at 7000FT ALT. Continue on R104 (OUBD). After 1 MIN turn left onto heading 059°M for 1 MIN, then turn right to intercept R104 (INBD). At 4.3 DME "DPV" continue with the approach and descend to OCA/H. **NOTE:** 1. Descent below 6400FT ALT in the racetrack may only be conducted at the end of the final inbound turn for the final approach of 5300FT ALT.	MAPT before THR at 1.6 DME "DPV". Climb to 7000FT ALT. Continue on R284 "DPV" to 2.2 DME "DPV" then turn right direct "DPV". At "DPV" turn left onto R104 (OUBD) until 4.3 DME "DPV", and enter the racetrack for another approach. **Missed APCH Communication Failure Procedure (SQUAWK 7600):** 1. MAPT before THR at 1.6 DME "DPV". 2. Climb to 7000FT ALT. 3. Continue on R284 "DPV" to 2.2 DME "DPV" then turn right direct "DPV". 4. At "DPV" turn left onto R104 (OUBD) until 4.3 DME "DPV", and enter the racetrack for another approach. **NOTE:** 1. CAT A & B only. 2. MAPT before THR at 1.6 DME "DPV". 3. Racetrack limited by 9.8 DME DPV. 4. No turns prior MAPT. 5. Circle to land at the discretion of the pilot in command. 6. WGS-84. **AIP AD Chart: VOR-01** **EFF Date: 21 JUL 16**

CHECK LATEST NOTAM SUMMARY FOR SUSPENDED CHARTS and AIP SUP HAND AMENDMENTS

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
PRETORIA (FAWB) (WONDERBOOM) CAT A – C AD ELEV 4095' THR ELEV 4095' TRANSITION ALT 8000' VAR 18°W (2018) **LNAV ONLY** **RNAV (GNSS)** Missed APCH Gradient of 2.5% CAT A – 5280' (1185') CAT B – 5280' (1185') CAT C – 5280' (1185') Missed APCH Gradient of 3.0% CAT A – 5110' (1015') CAT B – 5110' (1015') CAT C – 5110' (1015') Missed APCH Gradient of 3.5% CAT A – 4950' (855') CAT B – 4950' (855') CAT C – 4950' (855') Missed APCH Gradient of 4.0% CAT A – 4780' (685') CAT B – 4780' (685') CAT C – 4780' (685') Missed APCH Gradient of 4.4% CAT A – 4610' (515') CAT B – 4610' (515') CAT C – 4610' (515') **RVR** CAT A – 1500m CAT B – 1500m CAT C – 1800m **ALS OUT** CAT A – 1500m CAT B – 1500m CAT C – 2000m **CIRCLING** CAT A – 4980' (885') CAT B – 5260' (1165') CAT C – 5470' (1375')	29	**IAF** "TIKUT" 7000' **IAF** "ETUPU" 9000' **IAF** "IMSOL" 9000' **IF** "WB2T1" 6600' **FAF** "WB2F1" 5100' **MAPT** "RW29" **MATF** "WB2M1" 6100'	**TAA** 25 NM "TIKUT" 7000' 25 NM "ETUPU" 9000' 25 NM "IMSOL" 9000' Refer to AIP Chart FAWB RNAV-01	**PROCEDURE: RNAV (GNSS) RWY 29** **(CAT A – C)** **APPROACH:** Depart from TIKUT (IAF), ETUPU (IAF) or IMSOL (IAF) direct to WB2T1 (IF), minimum 6600FT ALT. At WB2T1 (IF) route, direct WB2F1 (FAF), minimum 5100FT ALT to RWY29 (MAPT), descending to OCA (H). **SPEED RESTRICTION:** 1. MAX 160KT IAS at TIKUT (IAF), ETUPU (IAF), IMSOL (IAF) and at WB2T1 (IF). 2. MAX 140KT IAS at WB2F1 (FAF).	Climb to 6100FT ALT. Turn right direct to WB2M1. At WB2M1, turn right onto track 116°M to TIKUT, or as directed by ATC. **Missed Approach with Communication Failure:** Comply with the missed approach procedure to WB2M1 at 6100FT ALT and return to TIKUT. At TIKUT maintain 7000FT ALT, continue direct to WB2T1. At WB2T1 continue direct overhead VOR/DME "DPV", and enter the racetrack at 7000FT ALT. Hold for 5 minutes and comply with the VOR/DME procedural letdown RWY 29 and land. **Missed Approach Communication Failure with Intention to Divert (SQUAWK 7600)** Comply with the Missed Approach procedure and return to WB2M1. At WB2M1, continue to diversion aerodrome. **NOTE:** 1. Missed Approach Turn at MAPT. 2. No turns prior MAPT. 3. Aircraft entering from the North to maintain listening watch on 124.4 MHZ. 5. Circle to land at the discretion of the pilot in command. 6. WGS-84. **AIP AD Chart: RNAV-01** **EFF Date: 13 SEP 18**

CHECK LATEST NOTAM SUMMARY FOR SUSPENDED CHARTS and AIP SUP HAND AMENDMENTS					
Aerodrome ELEV & heights '	**RWY**	**Facility**	**Initial Approach ALT '**	**Procedure**	**Missed APCH procedure**
1	2	3	4	5	6
RICHARDS BAY (FARB) CAT A – C AD ELEV 109' THR ELEV 73' TRANSITION ALT 3500' VAR W 23° (2007) **BREAKCLOUD VOR** OCH ABOVE THR CAT A – 501' CAT B – 501' CAT C – 591'	05	**VOR** "RBV" 113.0 MHZ	3700' or higher MSA **MSA** 25 DME "RBV" 000° - 090°M – 2800' 090° - 180°M – 2100' 180° - 270°M – 3200' 270° - 360°M – 3700'	**PROCEDURE: VOR/DME** **HOLD:** Hold on a right-hand racecourse pattern over "RBV", inbound on R238, outbound on heading 238°M. Descend in hold to 3700' ALT. **APPROACH:** 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.	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. NOTE: 1. Circle to land at the discretion of the pilot in-command. 2. All circling to the East of the runway. 3. WGS-84 **AIP AD Chart: VOR-01** **EFF Date: 08 JUL 04**
RICHARDS BAY (FARB) CAT C AD ELEV 109' THR ELEV 109' TRANSITION ALT 3500' VAR 26° W (2025) **Missed APCH Gradient of 2.5%** OCA (H) ABOVE THR CAT C – 620' (511') **RVR:** CAT C – 1800m **ALS OUT:** CAT C – 2000m **CIRCLING:** CAT C – 860' (751')	23	**VOR** "RBV" 113.0 MHZ **DME** "RBV" CH 77X	3500' or higher MSA **MSA** 25 DME "RBV" **Inbound Heading** 000° - 090° – 3200' 090° - 180° – 4300' 180° - 270° – 3000' 270° - 360° – 2100'	**Procedure: VOR Z RWY 23** **(DME REQUIRED)** **HOLD:** Hold on a 1 minute left-hand racecourse pattern over "RBV", R060 (INBD) and HDG 060°M (OUBD). Minimum 2500FT ALT. MAX 230KT IAS. **RACETRACK APPROACH:** Depart "RBV" at 3500FT ALT outbound in the racetrack on heading 060°M to 11.0 DME "RBV", descending to 2500FT ALT. Level turn left onto R060 "RBV" (INBD), once established on R060 "RBV" (INBD) descend to 2000FT ALT. At 6.1 DME "RBV" descend to OCA(H). **PROCEDURE TURN APPROACH:** Depart "RBV" at 3500FT ALT outbound on R060 for 1.5 MIN, descending to 2500FT ALT. Turn right on HDG 105°M. Level turn left onto R060 "RBV" (INBD), once established on R060 "RBV" (INBD), descend to 2000FT ALT. At 6.1 DME "RBV" descend to OCA(H). **Communication Failure Procedure (Squawk 7600):** When cleared for the VOR Z APCH RWY 23, complete the APCH and land. If not yet cleared for the VOR Z APCH RWY 23, route to "RBV" at FL050 or last assigned level, at or above FL045, and enter the hold for 5 MIN. Descend to 3500FT ALT, then complete the APCH and land.	MAPT abeam THR. Climb to 3500FT ALT on R240 "RBV" (OUBD). At or above 2500FT ALT, turn left direct to "RBV" and enter the hold, or as directed by ATC. **Missed Approach Communication Failure Procedure (Squawk 7600):** MAPT abeam THR. Climb to 3500FT ALT on R240 "RBV" (OUBD). At or above 2500FT ALT turn left direct to "RBV" and enter the hold. Hold for 5 MIN, then complete the APCH and land. **SPEED RESTRICTIONS:** 1. MAX 230KT IAS applicable for Racetrack, Procedure Turn and Hold. **WARNING:** Procedure Turn partially conducted outside controlled airspace. **NOTE:** 1. 80°/260° Procedure Turn prohibited. 2. Circling is at the discretion of the pilot in command. 3. No turns prior to MAPT **AIP AD Chart: VOR-03** **EFF Date: 25 DEC 2025**

CHECK LATEST NOTAM SUMMARY FOR SUSPENDED CHARTS and AIP SUP HAND AMENDMENTS

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
SISHEN (FASS) CAT A – C MIN TEMP 0°C MAX TEMP 0°C AD ELEV 3848' THR ELEV 3825' TRANSITION ALT 8000' VAR W19° (2017) Missed APCH Gradient of 2.5% OCH ABOVE THR **LNAV** CAT A – 4830' (1005') CAT B – 4830' (1005') CAT C – 4830' (1005') Missed APCH Gradient of 3.4% **LNAV** CAT A – 4160' (335') CAT B – 4160' (335') CAT C – 4160' (335') Missed APCH Gradient of 2.5% **VNAV** CAT A – 4950' (1125') CAT B – 4950' (1125') CAT C – 4950' (1125') Missed APCH Gradient of 3.8% **VNAV** CAT A – 4090' (265) CAT B – 4090' (265) CAT C – 4090' (265) **Circling:** CAT A – 4350' (502') CAT B – 4400' (552') CAT C – 4850' (1002') **RVR:** CAT A – 1500m CAT B – 1500m CAT C – 1800m **ALS OUT:** NIL	17	**IAF** "UVMAP" 6700' **IAF** "TEVUD" 6700' **IAF** "GADPA" 6700' **IF** "SS1T1" 5500' **FAF** "SS1F1" 5500' **MAPT** "SS1MP" **MAHF** "GADPA"	**TAA** 25 NM "UVMAP" 7400' 10 NM "UVMAP" 6100' **PROHIBITED AREA** "UVMAP" 10NM – 25NM 353° - 004° **TAA** 25 NM "TEVUD" 6300' 10 NM "TEVUD" 5600' **TAA** 25 NM "GADPA" 7000' 10 NM "GADPA" 5700' **PROHIBITED AREA** "GADPA" 10NM – 25NM 318° - 353° Refer to AIP Chart FASS RNAV-01	**PROCEDURE: RNAV (GNSS) RWY 17** **(GNSS REQIRED)** **HOLD:** GADPA: Hold on a right-hand racecourse pattern over GADPA, inbound track 243°M. Hold has a 1 MIN OUBD track. MAX 230KT IAS. **APPROACH:** Depart from UVMAP (IAF), or TEVUD (IAF) or GADPA (IAF) direct to SS1T1 (IF), minimum 5500FT ALT. At SS1T1 (IF), route to SS1F1 (FAF), minimum 5500FT ALT to SS1MP (MAPT), descending to OCA (H).	Climb to 6700FT ALT. As soon as appropriate, turn left to GADPA. Hold or as directed. Missed Approach with Communication Failure (SQUAWK 7600): NIL **NOTE:** 1. MAPT at THR. 2. Local QNH required for LNAV/VNAV. 3. Automated WX Station 121.0MHZ. 4. WGS-84. **AIP AD Chart: RNAV-01** **EFF Date: 14 SEP 17**

CHECK LATEST NOTAM SUMMARY FOR SUSPENDED CHARTS and AIP SUP HAND AMENDMENTS

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
SKUKUZA (FASZ) CAT A – C AD ELEV 1040' THR 06 ELEV 1034' TRANSITION ALT 9000' VAR 20°W (2018) Missed APCH Gradient of 3.5% **RNAV (GNSS)** **LNAV** OCA (H) ABOVE THR CAT A – 1440' (406') CAT B – 1440' (406') CAT C – 1440' (406') **RVR:** CAT A – 1500m CAT B – 1500m CAT C – 1800m Missed APCH Gradient of 2.5% **RNAV (GNSS)** **LNAV** OCA (H) ABOVE THR CAT A – 2200' (1166) CAT B – 2200' (1166') CAT C – 2200' (1166') **RVR:** CAT A – 1500m CAT B – 1500m CAT C – 2000m **CIRCLING** No Circling	17	**IAF** "UTREX" FL105 "SZ1N1" 4900' **IF** "SZ1T1" 3320' **FAF** "SZ1F1" 2250' **MAPT** "RW17" **MATF** "SZ1M1"	**MSA** 25 NM "SZ" ARP **Inbound Heading** 010° - 200°M – 4800' 200° - 010°M – 3100'	**PROCEDURE: RNAV (GNSS) RWY 17** **APPROACH:** Depart from UTREX (IAF) direct to SZ1N1, minimum 4900FT ALT. From SZ1N1 route to SZ1T1 (IF), minimum 3320FT ALT, to SZ1F1 (FAF), to 2250FT ALT, to RW17 (MAPT) descending to MDA (H).	MAX 180KT IAS Climbing 3.5%, maintain RWY track 176°M. At or above 1820FT ALT , turn right direct SZ1M1. At SZ1M1 climb on track 304°M to 4800FT ALT. Contact Lowveld ASAP on 119.00 MHz. **SPEED RESTRICTION:** 1. UTREX & SZ1N1 MAX 180KT IAS 2. SZ1T1 MAX 160KT IAS. 3. SZ1F1 MAX 140KT IAS. 4. Missed Approach Turn limited to MAX 180KT IAS. **NOTE:** 1. Birds in vicinity of airport and wildlife may be present if fencing is breached. 2. Noise sensitive area. 3. Turns prior to MAPT prohibited. 4. If entering FAKN TMA, contact FAKN TWR/APP on 119.20MHZ. 5. Circle to land not applicable. 6. WGS-84 **AIP AD Chart: RNAV-01** **EFF Date: 06 DEC 18**

CHECK LATEST NOTAM SUMMARY FOR SUSPENDED CHARTS and AIP SUP HAND AMENDMENTS

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
SKUKUZA (FASZ) CAT A – C AD ELEV 1040' THR 06 ELEV 992' TRANSITION ALT 9000' VAR 20°W (2018) Missed APCH Gradient of 3.5% **RNAV (GNSS)** **LNAV** OCA (H) ABOVE THR CAT A – 1340' (348') CAT B – 1340' (348') CAT C – 1340' (348') **RVR:** CAT A – 1500m CAT B – 1500m CAT C – 1800m Missed APCH Gradient of 2.5% **RNAV (GNSS)** **LNAV** OCA (H) ABOVE THR CAT A – 2100' (1108') CAT B – 2100' (1108') CAT C – 2100' (1108') **RVR:** CAT A – 1500m CAT B – 1500m CAT C – 2000m **CIRCLING** No Circling	35	**IAF** "UTREX" FL105 "GETIM" 4800' **IF** "SZ2T1" 3290' **FAF** "SZ2F1" 2210' **MAPT** "RW35" **MATF** "SZ1T1" **MATF** "SZ1N1"	**MSA** 25 NM "SZ" ARP **Inbound Heading** 010° - 200°M – 4800' 200° - 010°M – 3100'	**PROCEDURE: RNAV (GNSS) RWY 35** **APPROACH:** Depart from UTREX (IAF) direct to GETIM, minimum 8400FT ALT. From GETIM (IAF) route to SZ2T1 (IF), minimum 3290FT ALT, to SZ2F1 (FAF), to 2210FT ALT, to RW35 (MAPT), descending to MDA (H).	MAX 180KT IAS. Climbing 3.5%, maintain RWY track 356°M to SZ1T1. At SZ1T1, turn left onto track 267°M to SZ1N1. At SZ1N1 continue on track 267°M climbing to 4800FT ALT. Contact Lowveld ASAP on 119.00 MHz. **SPEED RESTRICTION:** 1. UTREX & GETIM MAX 180KT IAS. 2. SZ2T1 MAX 160KT IAS. 3. SZ2F1 MAX 140KT IAS. 4. Missed Approach Turn limited to MAX 180KT IAS. **NOTE:** 1. Birds in vicinity of airport and wildlife may be present if fencing is breached. 2. Noise sensitive area. 3. Turns prior to MAPT prohibited. 4. If entering FAKN TMA, contact FAKN TWR/APP on 119.20MHZ. 5. Circle to land not applicable. 6. WGS-84 **AIP AD Chart: RNAV-02** **EFF Date: 06 DEC 18**

CHECK LATEST NOTAM SUMMARY FOR SUSPENDED CHARTS and AIP SUP HAND AMENDMENTS

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
ST FRANCIS FIELD (FACF) CAT A – B AD ELEV 134' THR ELEV 134' TRANSITION ALT 8500' VAR 28°W (2018) Missed APCH Gradient of 2.5% **RNAV (GNSS)** OCA (H) ABOVE THR OCH ABOVE THR CAT A – 900' (766') CAT B – 900' (766') Missed APCH Gradient of 2.6% OCH ABOVE THR CAT A – 850' (716') CAT B – 850' (716') **RVR** CAT A – 1500m CAT B – 1500m **ALS OUT** CAT A – 1500m CAT B – 1500m **Circling:** CAT A – 850' (716') CAT B – 850' (716')	10	**IAF** "DUKVO" 4400' **IAF** "GENUB" 4800' **IAF** "XABIS" 3700' **IF** "CF1T1" 2300' **FAF** "CF1F1" 1200' **MAPT** "RW10" **MAHF** "XABIS"	**TAA** 25 NM "DUKVO" 8200' 15 NM "DUKVO" 4000' **TAA** 25 NM "XABIS" 2100' **TAA** 25 NM "GENUB" 8200' 15 NM "GENUB" 4100' Refer to AIP Chart FACF RNAV-01	**PROCEDURE: RNAV (GNSS) RWY 10** (CAT A – B) **HOLD:** XABIS: Hold on a left-hand racecourse pattern over XABIS inbound track 020°M. Procedure altitude 3700FT ALT. Hold has a 1 MIN OUBD track. Hold speed MAX 170KT IAS. **APPROACH:** Depart from DUKVO (IAF), XABIS (IAF) or GENUB (IAF) direct to CF1T1 (IF), minimum 2300FT ALT. At CF1T1 (IF), route to CF1F1 (FAF), minimum 1200FT ALT to RW11 (MAPT), descending to OCA (H).	Climb to 3700FT ALT on RWY track. At 1400FT ALT turn right direct to XABIS to enter the hold. Communication Failure (SQUAWK 7600): Climb to 3700FT ALT on RWY HDG. At 1400FT ALT turn right direct to XABIS and enter the hold. Hold for 5 MIN, then complete the approach. **NOTE:** 1. MAPT at THR 10. 2. Turns prior RW10 (MAPT) prohibited. 3. Circling minimas apply due to Aerodrome Infrastructure. 4. WGS-84. **AIP AD Chart: RNAV-01** **EFF Date: 13 SEP 18**

CHECK LATEST NOTAM SUMMARY FOR SUSPENDED CHARTS and AIP SUP HAND AMENDMENTS

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
ST FRANCIS FIELD (FACF) CAT A – B AD ELEV 134' THR ELEV 113' TRANSITION ALT 8500' VAR 28°W (2018) Missed APCH Gradient of 2.5% **RNAV (GNSS)** OCA (H) ABOVE THR OCH ABOVE THR CAT A – 850' (737') CAT B – 850' (737') **RVR** CAT A – 1500m CAT B – 1500m **ALS OUT** CAT A – 1500m CAT B – 1500m **Circling:** CAT A – 850' (716') CAT B – 850' (716')	28	**IAF** "XAMTA" 3400' **IAF** "AXALU" 4000' **IF** "CF2T1" 2200' **FAF** "CF2F1" 1100' **MAPT** "RW28" **MAHF** "XAMTA"	**TAA** 25 NM "XAMTA" 2100' **TAA** 25 NM "AXALU" 8200' 15 NM "AXALU" 4000' **TAA** 25 NM "CF2T1" 4700' Refer to AIP Chart FACF RNAV-02	**PROCEDURE: RNAV (GNSS) RWY 28** (CAT A – B) **HOLD:** XAMTA: Hold on a left-hand racecourse pattern over XAMTA inbound track 020°M. Procedure altitude 3400FT ALT. Hold has a 1 MIN OUBD track. Hold speed MAX 170KT IAS. **APPROACH:** Depart from XAMTA (IAF) or AXALU direct to CF2T1 (IF), minimum 2200FT ALT. At CF2T1 (IF), route to CF2F1 (FAF), minimum 1100FT ALT straight to RW28 (MAPT), descending to OCA (H).	Climb to 3400FT ALT on RWY track. At 1500FT ALT turn left direct to XAMTA and enter hold. Communication Failure (SQUAWK 7600): Climb to 3400FT ALT on RWY HDG. At 1500FT ALT turn left direct to XAMTA and enter hold. Hold for 5 MIN, then complete the approach. **NOTE:** 1. MAPT at THR 28. 2. Turns prior RW28 (MAPT) prohibited. 3. Circling minimas apply due to Aerodrome Infrastructure. 4. WGS-84. **AIP AD Chart: RNAV-02** **EFF Date: 13 SEP 18**
UPINGTON INTL (FAUP) CAT A – D AD ELEV 2791' THR ELEV 2711' TRANSITION ALT 5500' VAR W 19.0° (2013) **VOR** OCH ABOVE THR CAT A – 959' CAT B – 959' CAT C – 959' CAT D – 959'	35	**VOR** "UPV" 116.5 MHZ **DME** "UPV" 116.5 MHZ CH 112X	5800' or higher MSA **MSA** 25 DME "UPV" 000° - 090°M – 5500' 090° - 180°M – 5500' 180° - 270°M – 5000' 270° - 360°M – 5500'	**PROCEDURE: VORRWY 35** **HOLD:** Hold on a left hand racecourse pattern over "UPV", inbound R168, outbound heading 168°M. **APPROACH:** 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 959' ALT.	If no other instruction received, climb to 5500' ALT. At 5500' ALT turn left, climbing to 5800' ALT direct to VOR "UPV". **NOTE:** 1. Circle to land at the discretion of the Pilot in command. 2. WGS-84. **AIP AD Chart: VOR-01** **EFF Date: 06 MAR 14**

CHECK LATEST NOTAM SUMMARY FOR SUSPENDED CHARTS and AIP SUP HAND AMENDMENTS

Aerodrome ELEV & heights '	RWY	Facility	Initial Approach ALT '	Procedure	Missed APCH procedure
1	2	3	4	5	6
UPINGTON **UPINGTON INTL** **(FAUP)** CAT A – D AD ELEV 2791' THR ELEV 2711' TRANSITION ALT 5500' VAR 21°W (2026) MIN TEMP -6°C MAX TEMP +67°C Missed APCH Gradient of 2.5% **RNP APCH** OCA (H) ABOVE THR **LNAV** CAT A - D – 3130' (419') Missed APCH Gradient of 2.5% **RNP APCH** OCA (H) ABOVE THR **LNAV/VNAV** CAT A - D – 2970' (259') **RVR (LNAV):** CAT A – 1500m CAT B – 1500m CAT C – 1800m CAT D – 2000m **RVR (LNAV/VNAV):** CAT A – 1500m CAT B – 1500m CAT C – 1600m CAT D – 1800m **CIRCLING** CAT A – 3240' (449') CAT B – 3420' (629') CAT C – 3640' (849') CAT D – 3640' (849')	35	**IAF** "UP2N1" FL060 **IAF** "UP2N2" FL060 **IF** "UP2T1" 4400' **FAF** "UP2F1" 4400' **MAPT** "RW35" **MAHF** "UP2N1"	FL060 **TAA** 25 NM "UP2N1" 5000' 25 NM "UP2T1" FL060 25 NM "UP2N2" 5000'	**PROCEDURE: RNP RWY 35** **(RNP APCH REQUIRED)** **HOLD:** Hold on a left-hand racecourse pattern over UP2N1, INBD track 065ºM, minimum 5000FT ALT. 1 MIN OUBD. MAX 230KT IAS. **APPROACH:** Depart from UP2N1 (IAF) or UP2N2 (IAF) to UP2T1 (IF) minimum 4400FT ALT, to UP2F1 (FAF) minimum 4400FT ALT, to RW35 (MAPT) descending to OCA (H). **Communication Failure Procedure** **(Squawk 7600):** When cleared for the RNP RWY 35 APCH, complete the APCH and land. If not yet cleared for the RNP RWY 35 APCH, route to UP2N1 at FL110, or last assigned level if lower, and enter the hold for 5 MIN. Descend to FL060, then complete the APCH and land.	MAX 230KT IAS. Climb to 5000FT ALT on track 355°M, at or above 4500FT ALT, turn left direct to UP2N1 and enter the hold, or as directed by ATC. **Missed Approach Communication Failure Procedure (Squawk 7600):** MAX 230KT IAS. Climb to 5000FT ALT on track 355°M, at or above 4500FT ALT, turn left direct to UP2N1 and enter the hold. Hold for 5 MIN, then complete the APCH and land. **NOTE:** 1. Turns prior to MAPT prohibited. 2. LNAV MAPT at THR. 3. LNAV/VNAV ROD 5.24 % 4. Baro-VNAV operations not authorised below -6°C, MAX VPA 3.5° reached at +67°C. 5. Remote Altimeter Setting Source not permitted for VNAV Ops. 6. Circling is at the discretion of the Pilot in Command. 7. Direct routing to UP2T1 prohibited. **SPEED RESTRICTION:** 1. MAX 230KT IAS applicable for the UP2N1 hold. 2. MAX 230KT IAS applicable for the APCH and Missed APCH Procedure. **WARNING:** Procedure partially conducted outside controlled airspace. ☞ **AIP AD Chart: RNP-01** ☞ **EFF Date: 26 NOV 26**

CHECK LATEST NOTAM SUMMARY FOR SUSPENDED CHARTS and AIP SUP HAND AMENDMENTS					
Aerodrome ELEV & heights '	**RWY**	**Facility**	**Initial Approach ALT '**	**Procedure**	**Missed APCH procedure**
1	2	3	4	5	6
WITBANK (FAWI) *CAT A – B* *AD ELEV 5078'* *TRANSITION ALT 8000'* *VAR W 17° (2003)* ***VOR*** *OCH ABOVE AD* *CAT A – 722'* *CAT B – 722'*		***VOR*** *"WIV"* *113.3 MHZ* *VHF* *123.5 MHZ*	*8000' or higher MSA* ***MSA*** *25 NM "WIV"* *000° - 090°M – 7600'* *090° - 270°M – 8300'* *270° - 360°M – 7600'*	***PROCEDURE: VOR*** ***HOLD:*** *Hold on a right hand racecourse pattern over "WIV", inbound on R030, outbound on heading 030°M. Descend in the hold to 7500' ALT.* ***APPROACH:*** *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.*	*Missed approach is at "WIV". At "WIV" commence climb on R210 to 6600' ALT. Then turn right to "WIV" and climb to 7500' ALT.* ***NOTE:*** *1. All circle to land must be conducted West of RWY 04/22 and is executed at the discretion of the Pilot in command.* *2. Initial approach above 7500' only with FAOR ATC approval.* *3. WGS-84* ***AIP AD Chart: VOR-01*** ***EFF Date: 08 JUL 04***