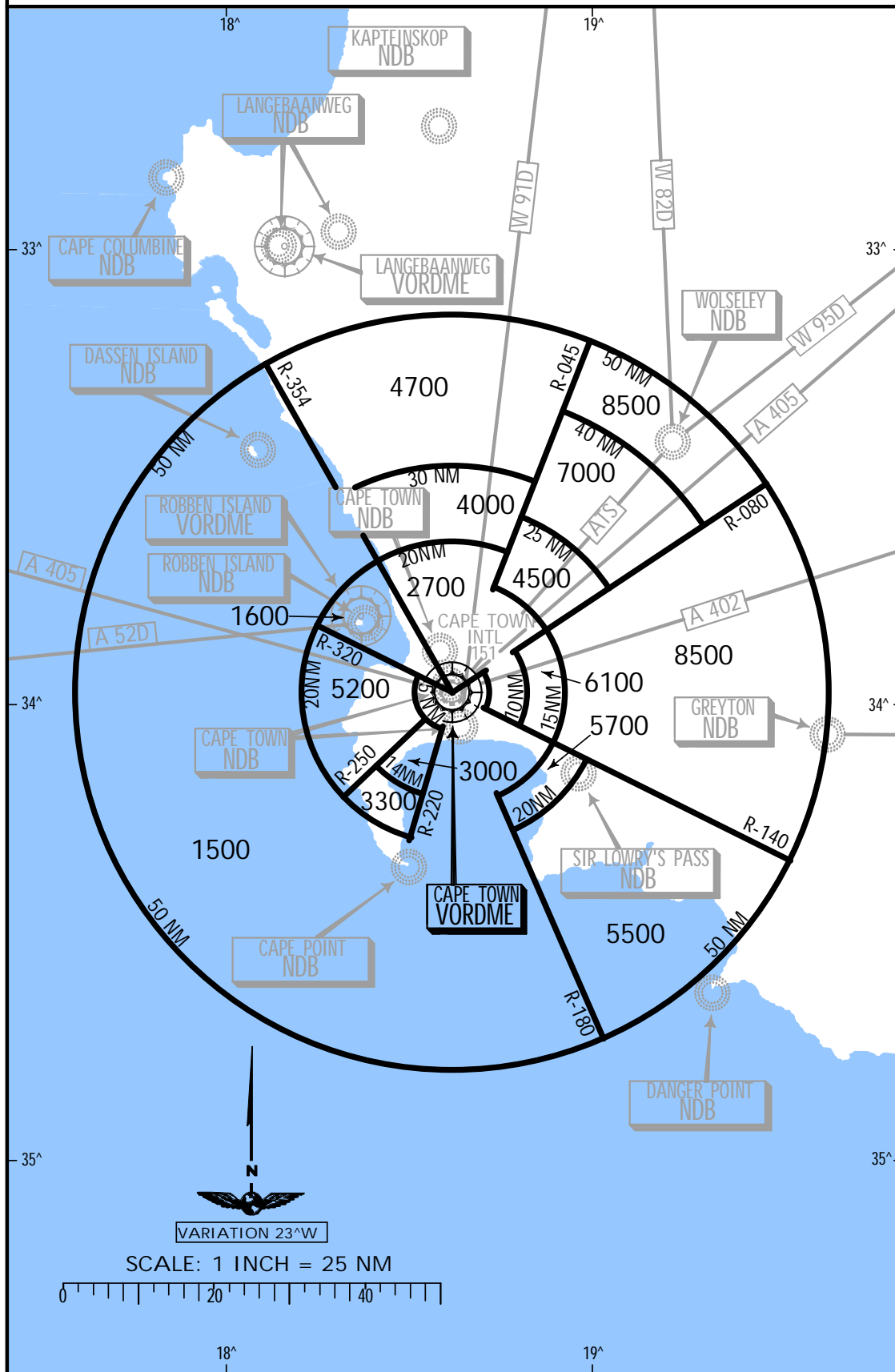


RADAR MINIMUM TERRAIN CLEARANCE SECTORS/ALTITUDES

A minimum vertical clearance of 1000 feet is applied up to Cape Town DME 20 NM and 1500 feet thereafter.



JEPPESEN 11 MAY 01 10-2 .Eff.17.May.

CAPE TOWN, S AFR REP

.STAR.

*ATIS 115.7 117.8

CAPE TOWN INTL

TRANS LEVEL: BY ATC
TRANS ALT: 7500'

GREYTON TWO ALFA (GE 2A)
GREYTON THREE BRAVO (GE 3B)

ARRIVALS

(RWYS 19, 01)

FOR LOST COMMUNICATION PROCEDURES
REFER TO CHART 10-2A

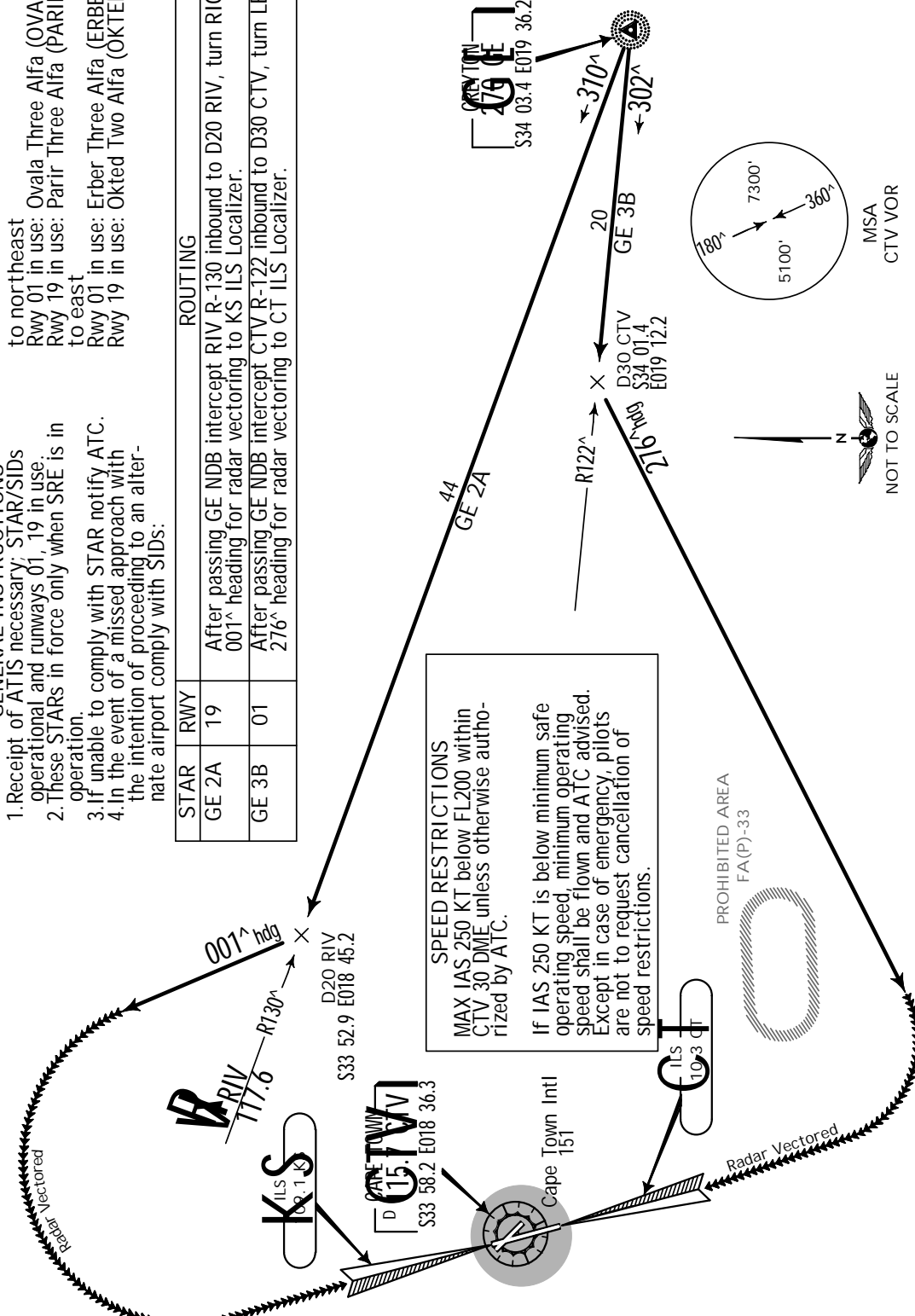
GENERAL INSTRUCTIONS

1. Receipt of ATIS necessary. STAR/SIDs operational and runways 01, 19 in use.
2. These STARS in force only when SRE is in operation.
3. If unable to comply with STAR notify ATC.
4. In the event of a missed approach with the intention of proceeding to an alternate airport comply with SIDs:

- to northeast
- Rwy 01 in use: Ovala Three Alfa (OVALA 3A)
- Rwy 19 in use: Parir Three Alfa (PARIR 3A)
- to east
- Rwy 01 in use: Erber Three Alfa (ERBER 3A)
- Rwy 19 in use: Okted Two Alfa (OKTED 2A)

ROUTING

STAR	RWY	ROUTING
GE 2A	19	After passing GE NDB intercept RIV R-130 inbound to D20 RIV, turn RIGHT, 001° heading for radar vectoring to KS ILS Localizer.
GE 3B	01	After passing GE NDB intercept CTV R-122 inbound to D30 CTV, turn LEFT, 276° heading for radar vectoring to CT ILS Localizer.



JEPPESEN 11 MAY 01 (10-2A) .Eff.17.May.

LOST COMM STAR CAPE TOWN, S AFR REP

CAPE TOWN INTL

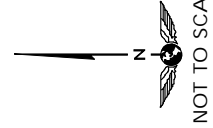
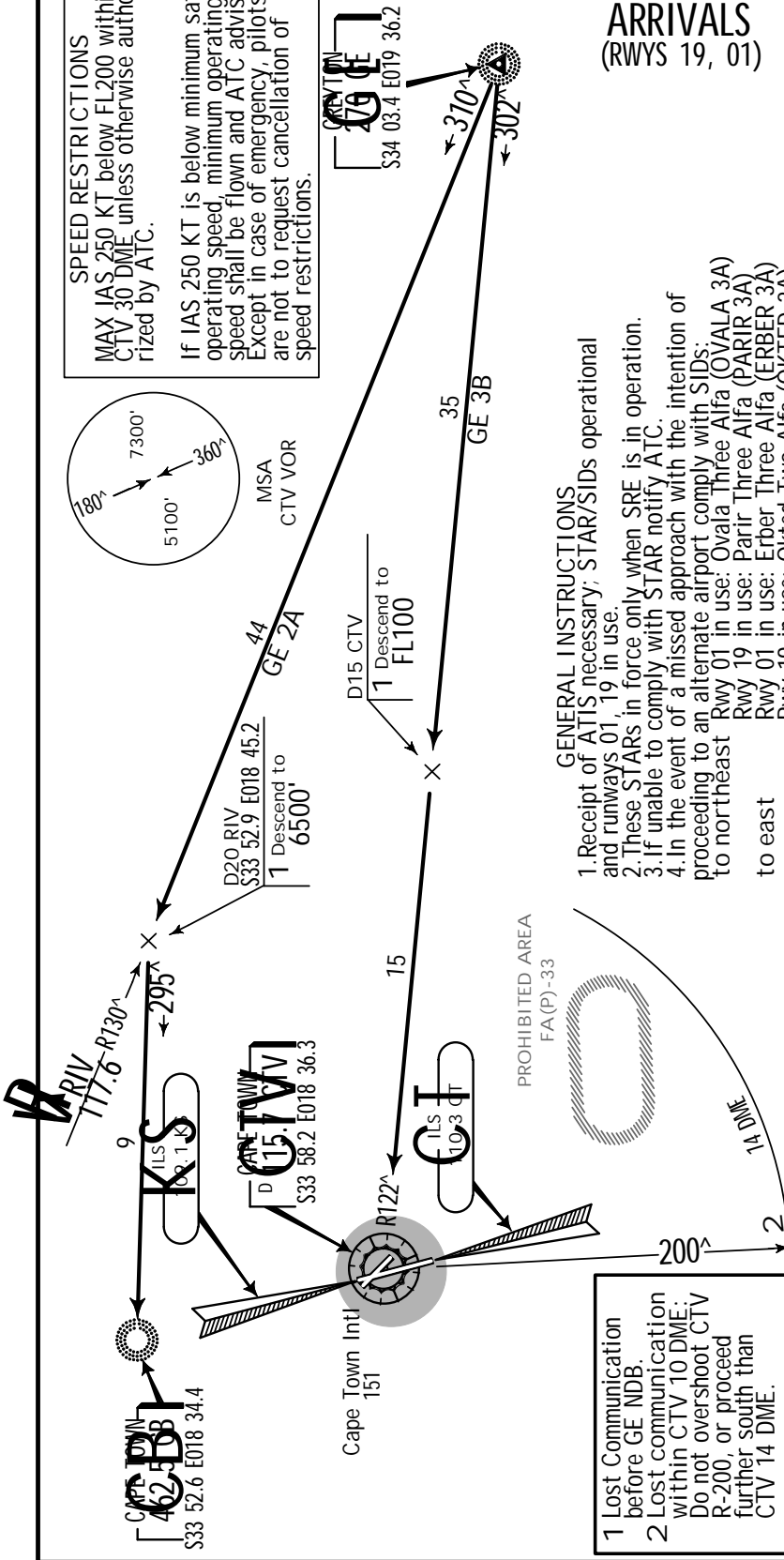
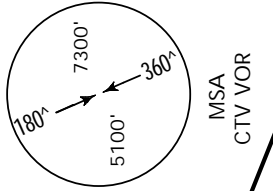
*ATIS 115.7 117.8

TRANS LEVEL: BY ATC
TRANS ALT: 7500'

LOST COMMUNICATION PROCEDURES ONLY GREYTON TWO ALFA (GE 2A) GREYTON THREE BRAVO (GE 3B)

ARRIVALS
(RWYS 19, 01)

SPEED RESTRICTIONS
MAX IAS 250 KT below FL200 within CTV 30 DME unless otherwise authorized by ATC.
If IAS 250 KT is below minimum safe operating speed, minimum operating speed shall be flown and ATC advised. Except in case of emergency, pilots are not to request cancellation of speed restrictions.



- GENERAL INSTRUCTIONS**
1. Receipt of ATIS necessary; STAR/SIDs operational and runways 01, 19 in use.
 2. These STARS in force only when SRE is in operation.
 3. If unable to comply with STAR notify ATC.
 4. In the event of a missed approach with the intention of proceeding to an alternate airport, comply with SIDs:
 - Rwy 01 in use: Ovale Three Alfa (OVALA 3A)
 - Rwy 19 in use: Parir Three Alfa (PARIR 3A)
 - Rwy 01 in use: Erber Three Alfa (ERBER 3A)
 - Rwy 19 in use: Okted Two Alfa (OKTED 2A)

- 1 Lost Communication before GE NDB.
- 2 Lost communication within CTV 10 DME: Do not overshoot CTV R-200, or proceed further south than CTV 14 DME.

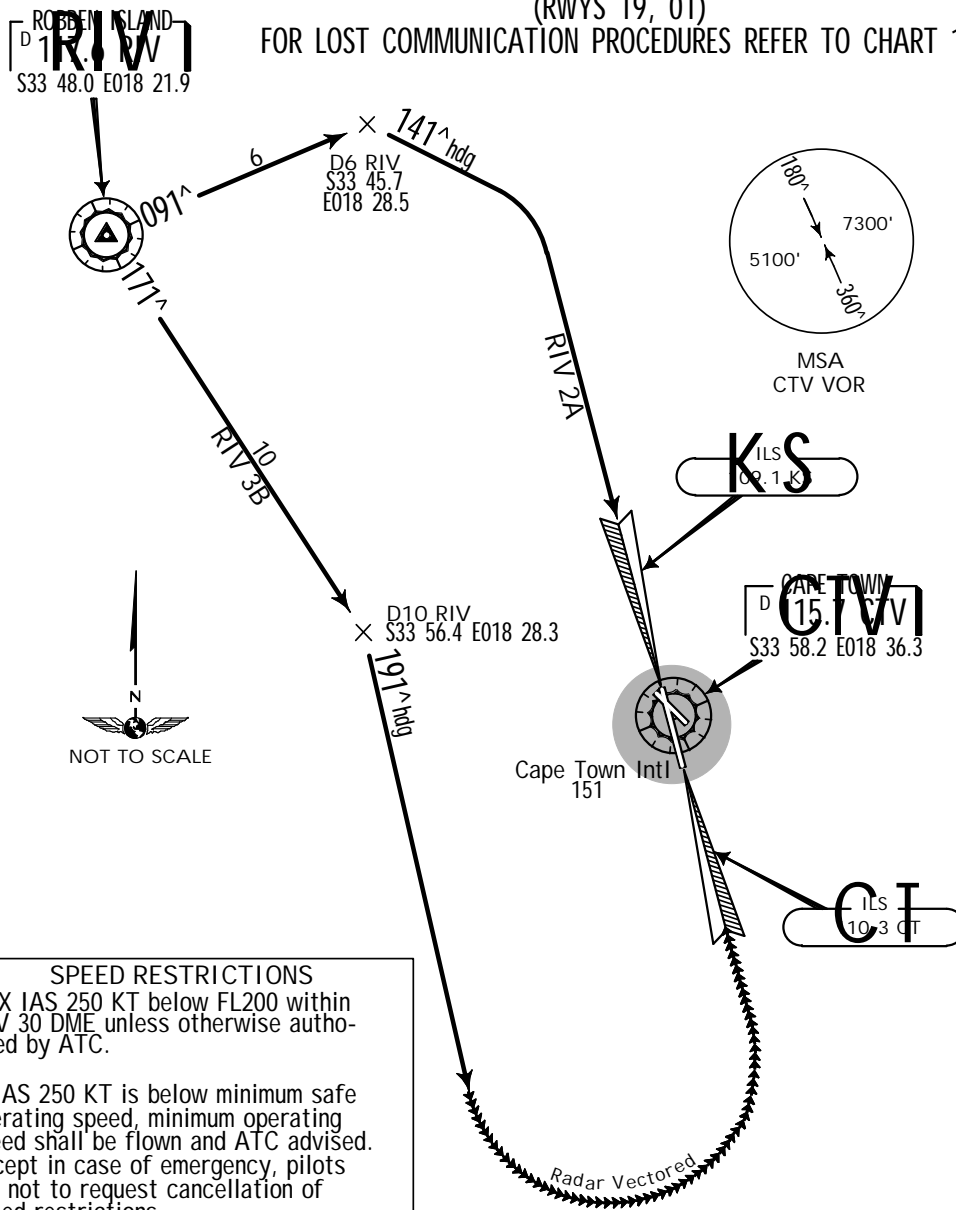
STAR	RWY	ROUTING
GE 2A	19	Before GE NDB: Proceed to GE NDB maintaining last assigned FL or altitude, leave GE NDB on STAR GE 2A, at D20 RIV home to CB NDB descending to 6500' for NDB/ILS approach. After GE NDB: Continue on STAR GE 2A maintaining last assigned FL or altitude, at D20 RIV home to CB NDB for NDB/ILS approach.
GE 3B	01	Before GE NDB: Proceed to GE NDB maintaining last assigned FL or altitude, leave GE NDB on STAR GE 3B, at D15 CTV proceed to CTV VORDME descending to FL100 for VORDME/ILS approach. After GE NDB: Continue on STAR GE 3B maintaining last assigned FL or altitude, at D15 CTV proceed to CTV VORDME for VORDME/ILS approach. Within CTV 15 DME: Turn RIGHT maintaining last assigned FL or climb to 3000', whichever is higher, proceed to CTV VORDME for VORDME/ILS approach.

JEPPESEN 11 MAY 01 (10-2B) .Eff.17.May. CAPE TOWN, S AFR REP .STAR. CAPE TOWN INTL

*ATIS 115.7 117.8
 TRANS LEVEL: BY ATC
 TRANS ALT: 7500'

ROBBEN ISLAND TWO ALFA (RIV 2A)
 ROBBEN ISLAND THREE BRAVO (RIV 3B)
 ARRIVALS
 (RWYS 19, 01)

FOR LOST COMMUNICATION PROCEDURES REFER TO CHART 10-2C



SPEED RESTRICTIONS
 MAX IAS 250 KT below FL200 within CTV 30 DME unless otherwise authorized by ATC.
 If IAS 250 KT is below minimum safe operating speed, minimum operating speed shall be flown and ATC advised. Except in case of emergency, pilots are not to request cancellation of speed restrictions.

- GENERAL INSTRUCTIONS**
1. Receipt of ATIS necessary; STAR/SIDs operational and runways 01, 19 in use.
 2. These STARS in force only when SRE is in operation.
 3. If unable to comply with STAR notify ATC.
 4. In the event of a missed approach with the intention of proceeding to an alternate airport comply with SIDs:

- to northeast
 Rwy 01 in use: Ovala Three Alfa (OVALA 3A)
 Rwy 19 in use: Parir Three Alfa (PARIR 3A)
- to east
 Rwy 01 in use: Erber Three Alfa (ERBER 3A)
 Rwy 19 in use: Okted Two Alfa (OKTED 2A)

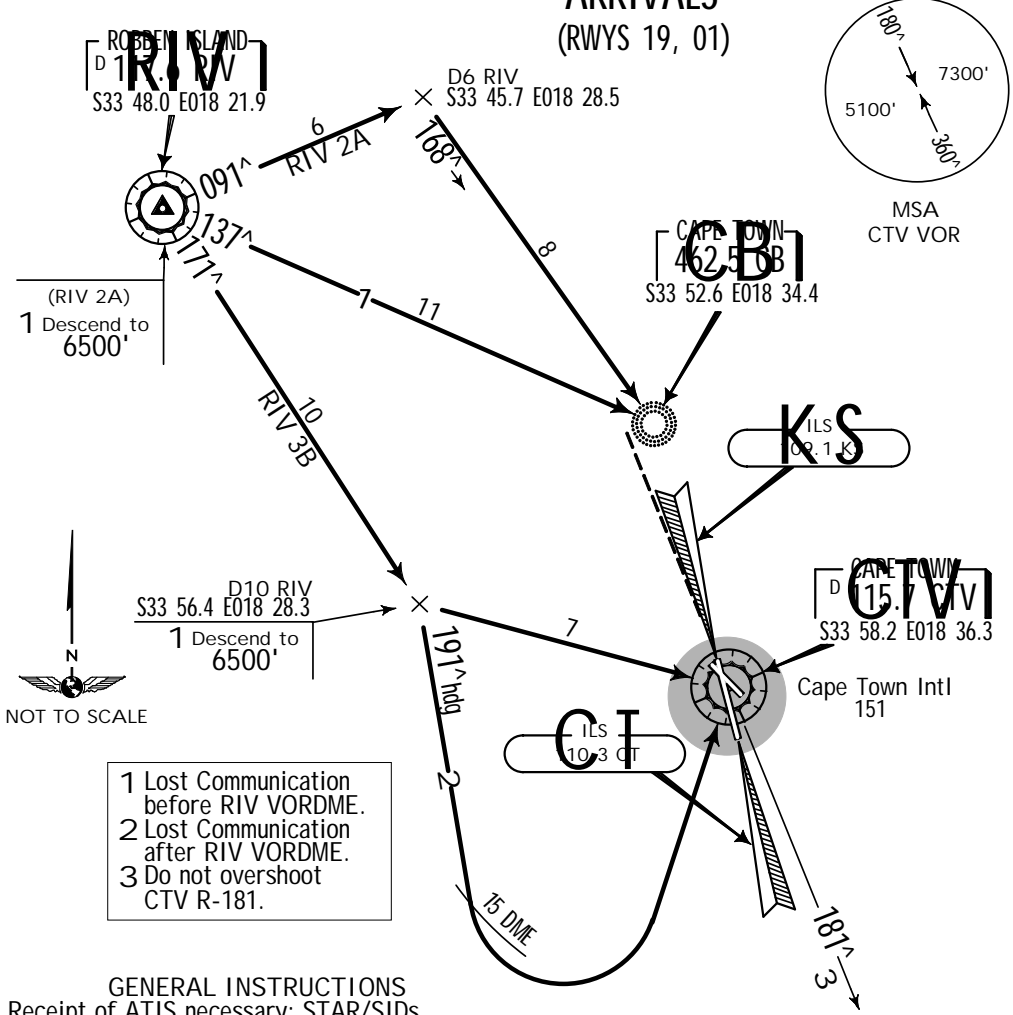
STAR	RWY	ROUTING
RIV 2A	19	After passing RIV VORDME intercept RIV R-091 to D6 RIV, turn RIGHT, 141° heading to KS Localizer.
RIV 3B	01	After passing RIV VORDME intercept RIV R-171 to D10 RIV, turn RIGHT, 191° heading for radar vectoring to CT ILS Localizer.

LOST COMM STAR
CAPE TOWN, S AFR REP
 CAPE TOWN INTL

JEPPESEN 11 MAY 01 (10-2C) .Eff.17.May.

*ATIS 115.7 117.8
 TRANS LEVEL: BY ATC
 TRANS ALT: 7500'

LOST COMMUNICATION PROCEDURES ONLY
ROBBEN ISLAND TWO ALFA (RIV 2A)
ROBBEN ISLAND THREE BRAVO (RIV 3B)
ARRIVALS
 (RWYS 19, 01)



- 1 Lost Communication before RIV VORDME.
- 2 Lost Communication after RIV VORDME.
- 3 Do not overshoot CTV R-181.

GENERAL INSTRUCTIONS

1. Receipt of ATIS necessary; STAR/SIDs operational and runways 01, 19 in use.
2. These STARS in force only when SRE is in operation.
3. If unable to comply with STAR notify ATC.
4. In the event of a missed approach with the intention of proceeding to an alternate airport comply with SIDs:
 Rwy 01 in use: Ovala Three Alfa (OVALA 3A)
 Rwy 19 in use: Parir Three Alfa (PARIR 3A) to east
 Rwy 01 in use: Erber Three Alfa (ERBER 3A)
 Rwy 19 in use: Okted Two Alfa (OKTED 2A)

SPEED RESTRICTIONS
 MAX IAS 250 KT below FL200 within CTV 30 DME unless otherwise authorized by ATC.

 If IAS 250 KT is below minimum safe operating speed, minimum operating speed shall be flown and ATC advised. Except in case of emergency, pilots are not to request cancellation of speed restrictions.

STAR	RWY	ROUTING
RIV 2A	19	Before RIV VORDME: Proceed to RIV VORDME maintaining last assigned FL or altitude, then to CB NDB descending to 6500' for NDB/ILS approach.
		After RIV VORDME: Continue on STAR RIV 2A maintaining last assigned FL or altitude, at D6 RIV turn RIGHT, home to CB NDB for NDB/ILS approach.
RIV 3B	01	Before RIV VORDME: Proceed to RIV VORDME maintaining last assigned FL or climb to 6500' whichever is higher, leave RIV VORDME on STAR RIV 3B, at D10 RIV proceed to CTV VORDME descending to 6500' for VORDME/ILS approach.
		After RIV VORDME: Continue to CTV 15 DME maintaining last assigned FL or climb to 6500', whichever is higher, turn LEFT, proceed to CTV VORDME for VORDME/ILS approach. 3

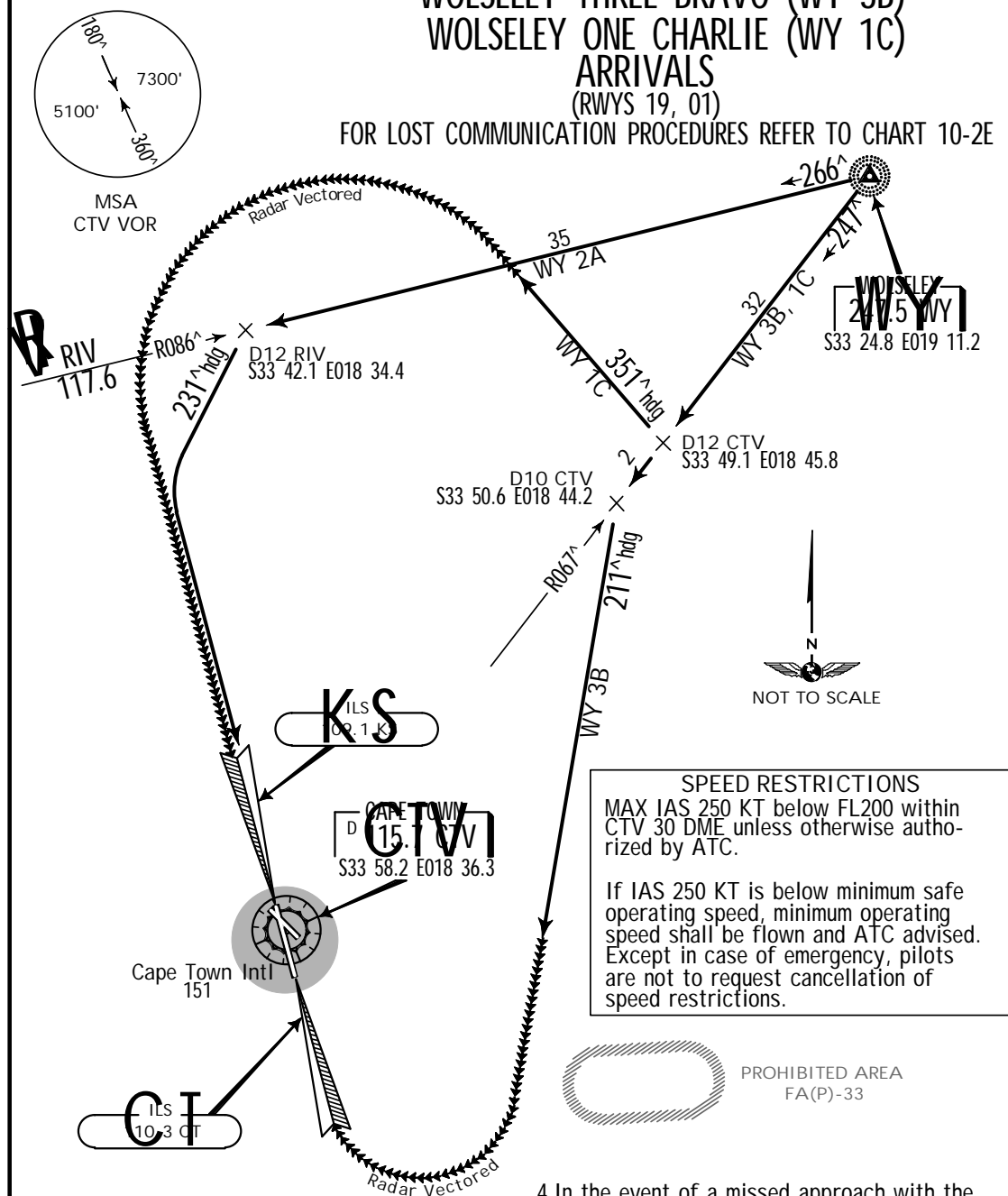
JEPPESEN 11 MAY 01 (10-2D) .Eff.17.May. CAPE TOWN, S AFR REP
 *ATIS 115.7 117.8 CAPE TOWN INTL

TRANS LEVEL: BY ATC
 TRANS ALT: 7500'

**WOLSELEY TWO ALFA (WY 2A)
 WOLSELEY THREE BRAVO (WY 3B)
 WOLSELEY ONE CHARLIE (WY 1C)**

ARRIVALS
 (RWYS 19, 01)

FOR LOST COMMUNICATION PROCEDURES REFER TO CHART 10-2E



SPEED RESTRICTIONS
 MAX IAS 250 KT below FL200 within CTV 30 DME unless otherwise authorized by ATC.
 If IAS 250 KT is below minimum safe operating speed, minimum operating speed shall be flown and ATC advised. Except in case of emergency, pilots are not to request cancellation of speed restrictions.

- GENERAL INSTRUCTIONS**
1. Receipt of ATIS necessary; STAR/SIDs operational and runways 01, 19 in use.
 2. These STARS in force only when SRE is in operation.
 3. If unable to comply with STAR notify ATC.

4. In the event of a missed approach with the intention of proceeding to an alternate airport comply with SIDs:
 Rwy 01 in use: Ovala Three Alfa (OVALA 3A) to northeast
 Rwy 19 in use: Parir Three Alfa (PARIR 3A) to east
 Rwy 01 in use: Erber Three Alfa (ERBER 3A)
 Rwy 19 in use: Okted Two Alfa (OKTED 2A)

STAR	RWY	ROUTING
WY 2A	19	After passing WY NDB intercept RIV R-086 inbound to D12 RIV, turn LEFT, 231° heading to KS ILS Localizer.
WY 3B	01	After passing WY NDB intercept CTV R-067 inbound to D10 CTV, turn LEFT, 211° heading for radar vectoring to CT ILS Localizer.
WY 1C	19	After passing WY NDB intercept CTV R-067 inbound to D12 CTV, turn RIGHT, 351° heading for radar vectoring to KS ILS Localizer.

JEPPESEN 11 MAY 01 (10-2E) .Eff.17.May.

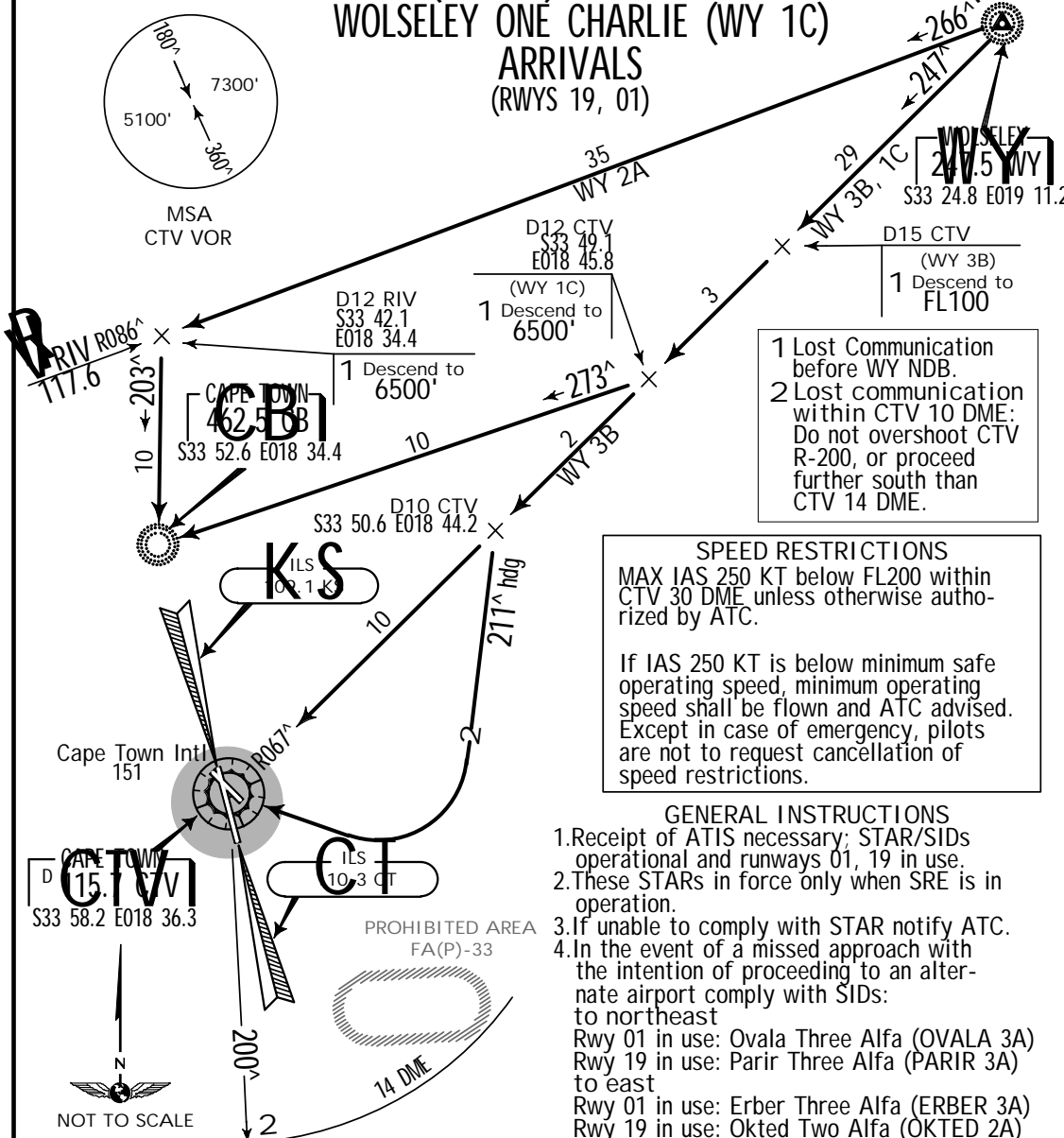
LOSTCOMMSTAR.
CAPE TOWN, S AFR REP

*ATIS 115.7 117.8

CAPE TOWN INTL

TRANS LEVEL: BY ATC
TRANS ALT: 7500'

LOST COMMUNICATION PROCEDURES ONLY
WOLSELEY TWO ALFA (WY 2A), WOLSELEY THREE BRAVO (WY 3B)
WOLSELEY ONE CHARLIE (WY 1C)
ARRIVALS
(RWYS 19, 01)



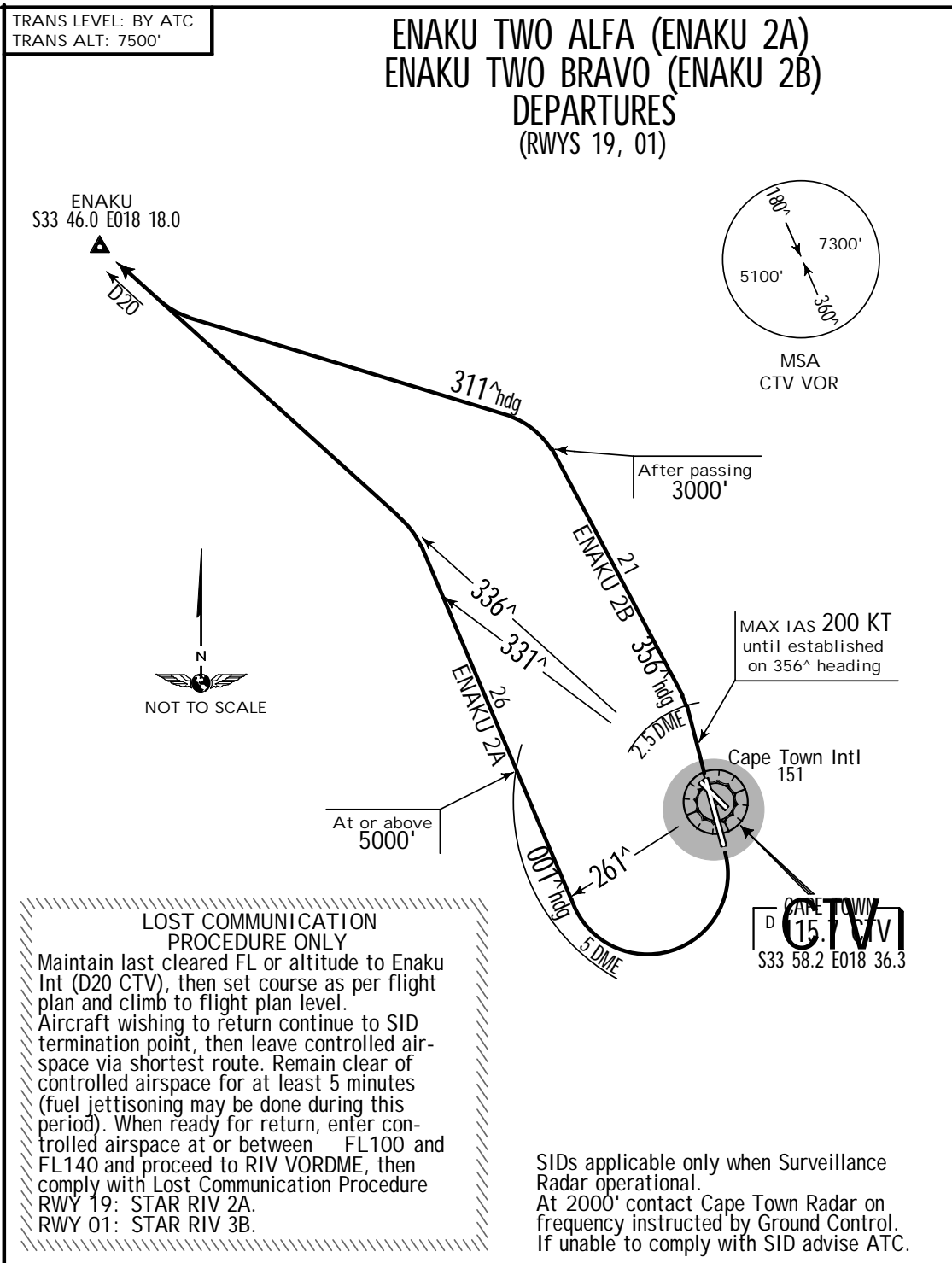
- 1 Lost Communication before WY NDB.
- 2 Lost communication within CTV 10 DME: Do not overshoot CTV R-200, or proceed further south than CTV 14 DME.

SPEED RESTRICTIONS
MAX IAS 250 KT below FL200 within CTV 30 DME unless otherwise authorized by ATC.

If IAS 250 KT is below minimum safe operating speed, minimum operating speed shall be flown and ATC advised. Except in case of emergency, pilots are not to request cancellation of speed restrictions.

- GENERAL INSTRUCTIONS**
- 1.Receipt of ATIS necessary; STAR/SIDs operational and runways 01, 19 in use.
 - 2.These STARs in force only when SRE is in operation.
 - 3.If unable to comply with STAR notify ATC.
 - 4.In the event of a missed approach with the intention of proceeding to an alternate airport comply with SIDs:
to northeast
Rwy 01 in use: Ovals Three Alfa (OVALA 3A)
Rwy 19 in use: Parir Three Alfa (PARIR 3A)
to east
Rwy 01 in use: Erber Three Alfa (ERBER 3A)
Rwy 19 in use: Okted Two Alfa (OKTED 2A)

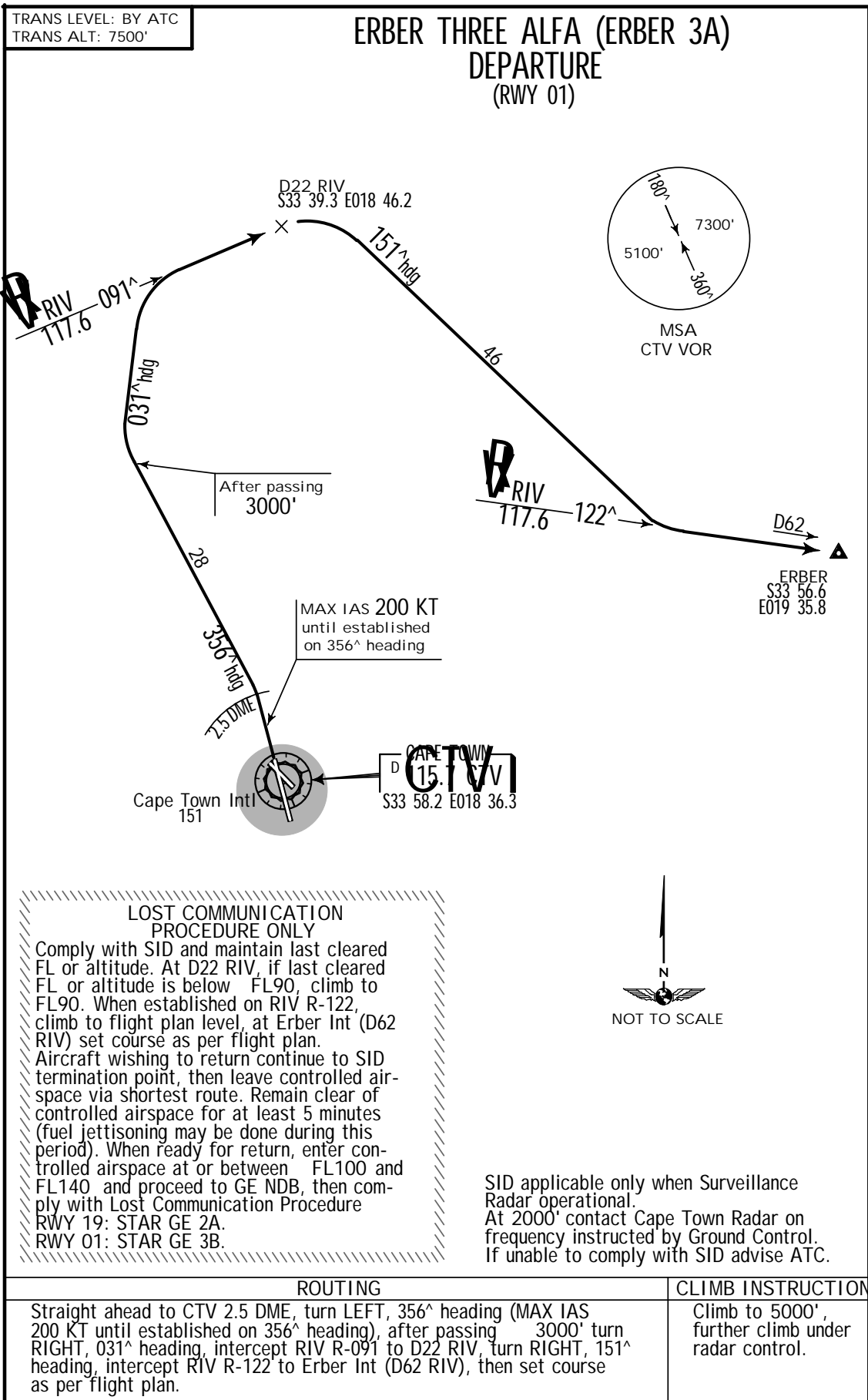
STAR	RWY	ROUTING
WY 2A	19	Before WY NDB: Proceed to WY NDB maintaining last assigned FL or altitude, leave WY NDB on STAR WY 2A, at D12 RIV turn LEFT, home to CB NDB descending to 6500' for NDB/ILS approach.
		After WY NDB: Continue on STAR WY 2A maintaining last assigned FL or altitude, at D12 RIV turn LEFT, home to CB NDB for NDB/ILS approach.
WY 3B	01	Before WY NDB: Proceed to WY NDB maintaining last assigned FL or altitude, leave WY NDB, intercept CTV R-067 inbound to CTV VORDME, at D15 CTV descent to FL100 for VORDME/ILS approach.
		After WY NDB: Continue on STAR WY 3B maintaining last assigned FL or altitude, proceed to CTV VORDME for VORDME/ILS approach.
		Within CTV 10 DME: Turn RIGHT maintaining last assigned FL or climb to 3000', whichever is higher, proceed to CTV VORDME for VORDME/ILS approach.
WY 1C	19	Before WY NDB: Proceed to WY NDB maintaining last assigned FL or altitude, leave WY NDB on STAR WY 1C, at D12 CTV turn RIGHT, home to CB NDB descending to 6500' for NDB/ILS approach.
		After WY NDB: Continue on STAR WY 1C maintaining last assigned FL or altitude, at D12 CTV turn RIGHT, home to CB NDB for NDB/ILS approach.



SID	RWY	ROUTING	CLIMB INSTRUCTION/ ALTITUDE
ENAKU 2A	19	Turn RIGHT, 001° heading, intercept CTV R-336 to Enaku Int (D20 CTV), then set course as per flight plan.	Climb to 5000', further climb under radar control. Cross CTV 5 DME (between CTV R-261 to R-331) at or above 5000'.
ENAKU 2B	01	At CTV 2.5 DME, turn LEFT, 356° heading (MAX IAS 200 KT until established on 356° heading), after passing 3000' turn LEFT, 311° heading, intercept CTV R-336 to Enaku Int (D20 CTV), then set course as per flight plan.	Climb to 5000', further climb under radar control.

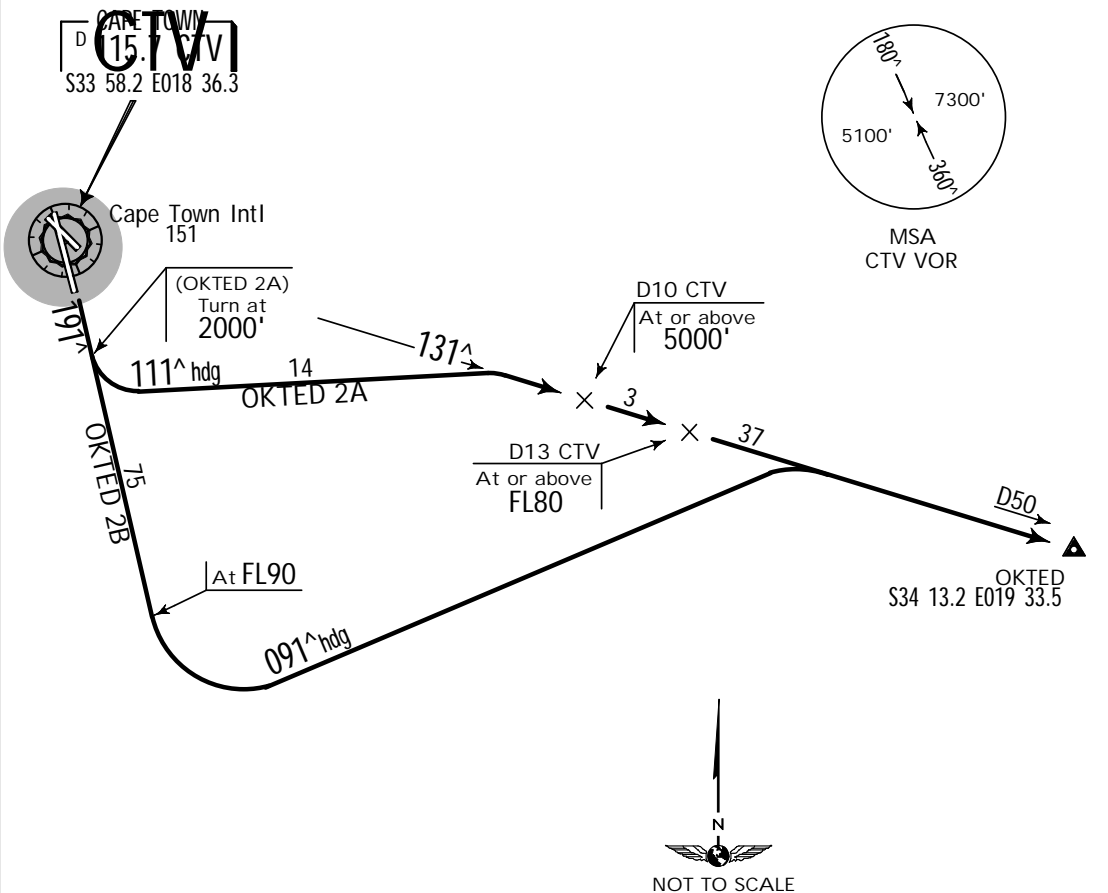
JEPPESEN 18 MAY 01 (10-3A)

.SID.
CAPE TOWN, S AFR REP
CAPE TOWN INTL



TRANS LEVEL: BY ATC
TRANS ALT: 7500'

OKTED TWO ALFA (OKTED 2A)
OKTED TWO BRAVO (OKTED 2B)
DEPARTURES
(RWY 19)



LOST COMMUNICATION PROCEDURE ONLY
Maintain last cleared FL to Okted Int (D50 CTV), then set course as per flight plan and climb to flight plan level. Aircraft wishing to return continue to SID termination point, then leave controlled airspace via shortest route. Remain clear of controlled airspace for at least 5 minutes (fuel jettisoning may be done during this period). When ready for return, enter controlled airspace at or between FL100 and FL140 and proceed to GE NDB, then comply with Lost Communication Procedure
RWY 19: STAR GE 2A.
RWY 01: STAR GE 3B.

SIDs applicable only when Surveillance Radar operational.
At 2000' contact Cape Town Radar on frequency instructed by Ground Control. If unable to comply with SID advise ATC.
OKTED 2A
This SID requires minimum climb gradients of 547' per nm (9%) up to 5000'.
644' per nm (10.6%) up to FL80.

Gnd speed-Kts	75	100	150	200	250	300
547' per nm	684	911	1367	1823	2279	2734
644' per nm	805	1073	1610	2147	2684	3220

SID	ROUTING	CLIMB INSTRUCTION/ALTITUDE
OKTED 2A	At 2000' turn LEFT, 111° heading, intercept CTV R-131 to Okted Int (D50 CTV), then set course as per flight plan.	Climb to FL90, further climb under radar control. Cross D10 CTV at or above 5000', D13 CTV at or above FL80.
OKTED 2B	Intercept CTV R-191, at FL90 turn LEFT, 091° heading, intercept CTV R-131 to Okted Int (D50 CTV), then set course as per flight plan.	Climb to FL90, further climb under radar control.

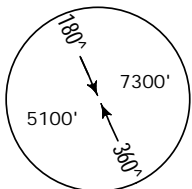
JEPPESEN 18 MAY 01 (10-3C)

.SID.
CAPE TOWN, S AFR REP
CAPE TOWN INTL

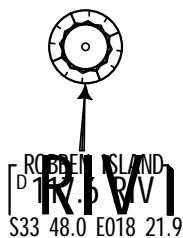
TRANS LEVEL: BY ATC
TRANS ALT: 7500'

OVALA THREE ALFA (OVALA 3A)
DEPARTURE
(RWY 01)

S33 20.9 E019 05.0



MSA
CTV VOR



ROBERT ISLAND
D 15
RIV M VOR
S33 48.0 E018 21.9

076°

031° hdg

After passing
3000'

51

356° hdg

2.5 DME

MAX IAS 200 KT
until established
on 356° heading

Cape Town Intl
151

CAPE TOWN
D 15
CTV M VOR
S33 58.2 E018 36.3

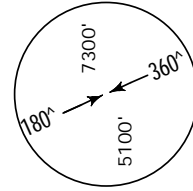
LOST COMMUNICATION PROCEDURE ONLY
Comply with SID and maintain last cleared FL or altitude. At D22 RIV climb to flight plan level, at OVALA Int (D45 RIV) set course as per flight plan.
Aircraft wishing to return continue to SID termination point, then leave controlled air space via shortest route. Remain clear of controlled airspace for at least 5 minutes (fuel jettisoning may be done during this period). When ready for return, enter controlled airspace at or between FL100 and FL140 and proceed to WY NDB, then comply with Lost Communication Procedure
RWY 19: STAR WY 2A.
RWY 01: STAR WY 3B.

SID applicable only when Surveillance Radar operational.
At 2000' contact Cape Town Radar on frequency instructed by Ground Control.
If unable to comply with SID advise ATC.

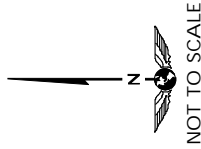
ROUTING	CLIMB INSTRUCTION
Straight ahead to CTV 2.5 DME, turn LEFT, 356° heading (MAX IAS 200 KT until established on 356° heading), after passing 3000' turn RIGHT, 031° heading, intercept RIV R-076 to OVALA Int (D45 RIV), then set course as per flight plan.	Climb to 5000', further climb under radar control.

TRANS LEVEL: BY ATC
TRANS ALT: 7500'

PARIR THREE ALFA (PARIR 3A)
PARIR TWO BRAVO (PARIR 2B)
DEPARTURES
(RWY 19)



MSA
CTV VOR



081°



Cape Town Intl
151

(PARIR 3A)
Turn at
2000'

111° hdg 14

PARIR 3A

At or above
5000'

D10 CTV

137°

PARIR 3A

At or above
FL80

D13 CTV

176

PARIR 2B

At FL90

057° hdg

D16 CTV

34 02.8

E018 54.8

34

PARIR 3A

SIDs applicable only when Surveillance Radar operational.
At 2000' contact Cape Town Radar on frequency instructed by Ground Control. If unable to comply with SID advise ATC.
PARIR 3A
This SID requires minimum climb gradients of 547' per nm (9%) up to 5000', 644' per nm (10.6%) up to FL80.

Gnd speed-Kts	75	100	150	200	250	300
547' per nm	684	911	1367	1823	2279	2734
644' per nm	805	1073	1610	2147	2684	3220

SID	ROUTING	CLIMB INSTRUCTION/ALTITUDE
PARIR 3A	At 2000' turn LEFT, 111° heading, intercept CTV R-131 to D16 CTV, turn LEFT, 051° heading, intercept CTV R-081 to Parir Int (D40 CTV), then set course as per flight plan.	Climb to FL90, further climb under radar control. Cross D10 CTV at or above 5000', D13 CTV at or above FL80.
PARIR 2B	Intercept CTV R-191, at FL90 turn LEFT, 051° heading, intercept CTV R-081 to Parir Int (D40 CTV), then set course as per flight plan.	Climb to FL90, further climb under radar control.

LOST COMMUNICATION PROCEDURE ONLY
Maintain last cleared FL to Parir Int (D40 CTV), then set course as per flight plan and climb to flight plan level.
Aircraft wishing to return continue to SID termination point, then leave controlled airspace via shortest route. Remain clear of controlled airspace for at least 5 minutes (fuel jettisoning may be done during this period). When ready for return, enter controlled airspace at or between FL100 and FL140 and proceed to WY NDB, then comply with Lost Communication Procedure RWY 19: STAR WY 2A.
RWY 01: STAR WY 3B.

Notice: After 1/24/2002 0901Z this chart should not be used without first checking JeppView or NOTAMS.

FACT

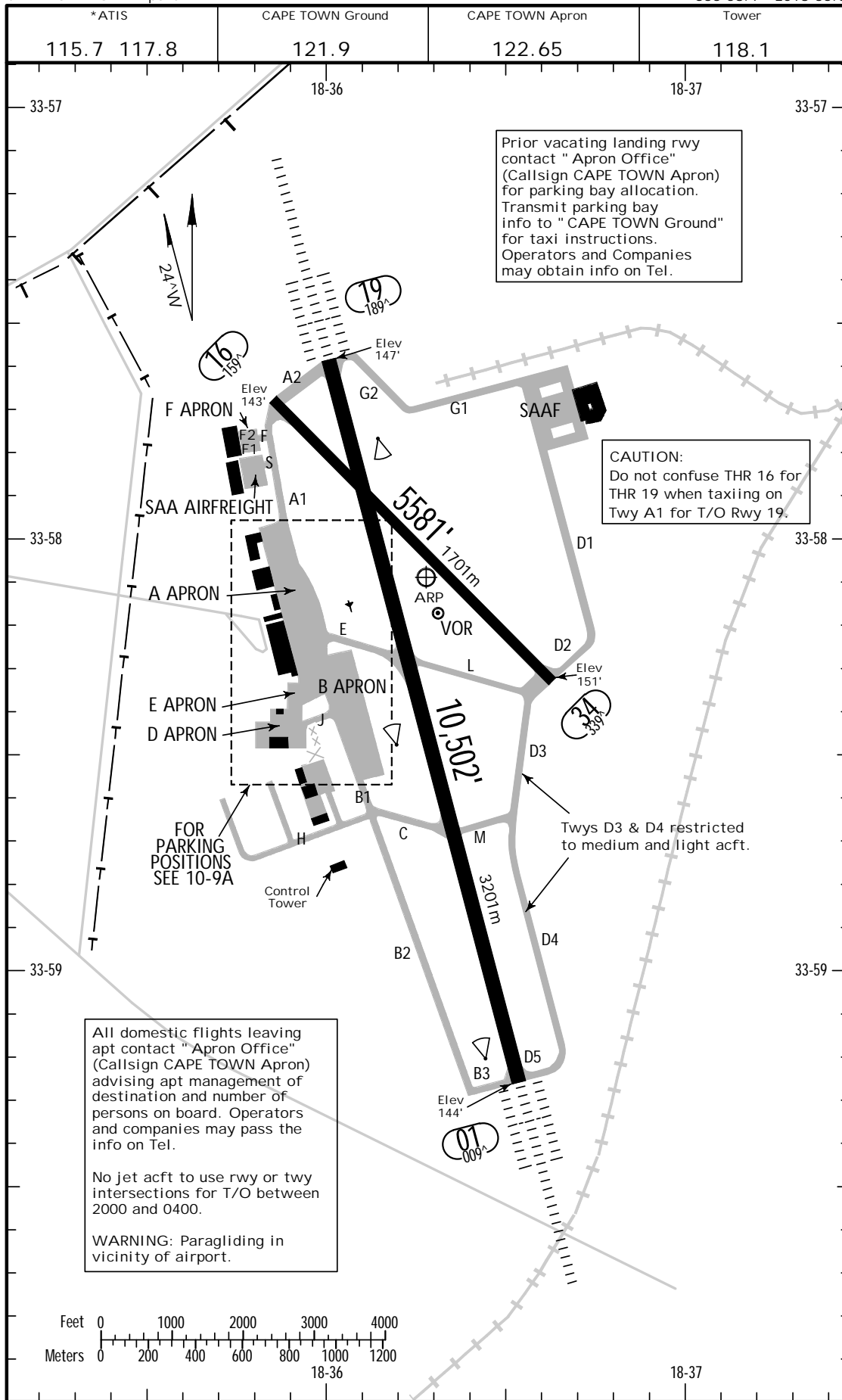
Apt Elev 151'
CTV 115.7 - On Airport

JEPPESEN

CAPE TOWN, S AFR REP

11 MAY 01 (10-9) .Eff.17.May.

CAPE TOWN INTL
S33 58.1 E018 36.3



FACT

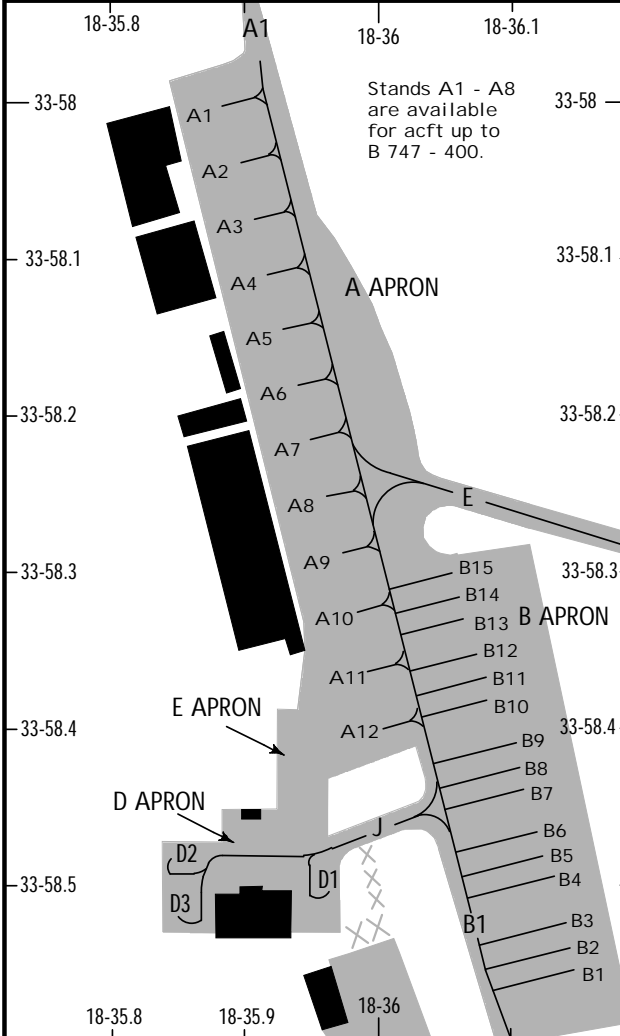
JEPPESEN

CAPE TOWN, S AFR REP

11 MAY 01 (10-9A) .Eff.17.May.

CAPE TOWN INTL

GENERAL
Rwy 01 is approved for CAT II/III and rwy 19 for CAT II operations, special aircrew and acft certification required.



Stands A1 - A8 are available for acft up to B 747 - 400.

INS COORDINATES	
STAND No.	COORDINATES
A1 thru A3	S33 58.0 E018 35.9
A4, A5	S33 58.1 E018 35.9
A6, A7	S33 58.2 E018 35.9
A8 thru A11	S33 58.3 E018 36.0
A12	S33 58.4 E018 36.0
B1 thru B3	S33 58.5 E018 36.1
B4 thru B10	S33 58.4 E018 36.1
B11 thru B14	S33 58.3 E018 36.1
B15	S33 58.3 E018 36.0
D1	S33 58.4 E018 36.0
D2	S33 58.4 E018 35.9
D3	S33 58.5 E018 35.9
F1, F2	S33 57.7 E018 35.8

PUSH-BACK PROCEDURE

- Acft are not to request push-back until the TUG is connected and ready to push. An acft will commence push-back within 1 Min of being given push-back.
- The pilot is deemed responsible for the push-back and is to ensure that no incidents arise. Essential traffic info will be passed by ATC to pilot in command for onward relay to engineer.
- All acft in addition will monitor on APRON frequency whilst on the aprons.

Prior to start-up following info has to be passed to GND:

- acft registration
- flight level requested
- parking bay

RWY	ADDITIONAL RUNWAY INFORMATION			
	USABLE LENGTHS		TAKE-OFF	WIDTH
	Threshold	Glide Slope		
01	HIRL (60m) CL (15m) ALSF-II TDZ PAPI (3.0°) RVR			200'
19	HIRL (60m) CL (15m) ALSF-II TDZ 1 PAPI-L (3.2°) RVR	9348'	2849m	61m
16	HIRL (60m) PAPI (3.0°)			151'
34				46m

1 Due to obstacle PAPI rwy 19 must not be used beyond 5 NM from threshold.

JAR-OPS. TAKE-OFF 1 2

	Rwy 01/19 LVP must be in Force			All Rwys		
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	LVP must be in Force RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A						
B	125m	150m	200m	250m	400m	500m
C						
D	150m	200m	250m	300m		

1 Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.
2 Acft departing from rwy 01 & 34 shall avoid hospital complex 3 NM North from end of rwys.

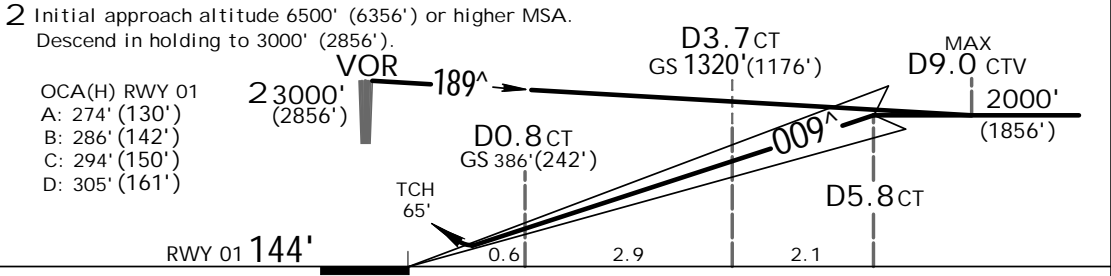
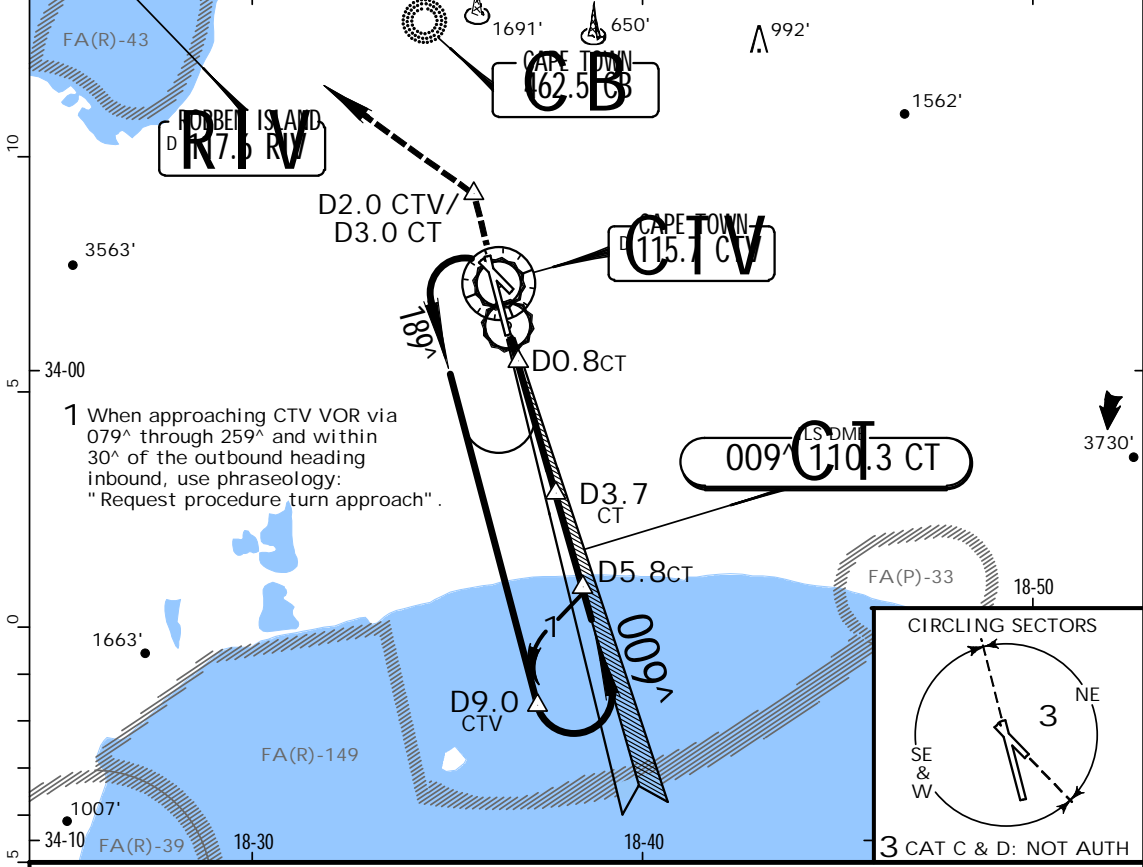
Notice: After 1/24/2002 0901Z this chart should not be used without first checking JeppView or NOTAMs.

FACT
CAPE TOWN INTL

JEPPESEN
11 MAY 01
Eff. 17 May. (11-1)

CAPE TOWN, S AFR REP
VOR ILS DME Rwy 01

*ATIS 115.7 117.8		CAPE TOWN Approach (R) 119.7		CAPE TOWN Tower 118.1		Ground 121.9	
LOC CT 110.3	Final Apch Crs 009 [^]	GS D3.7 CT 1320' (1176')	ILS DA(H) 344' (200')	Apt Elev 151' RWY 144'			
MISSED APCH: Track on CB NDB climbing to D2.0 CTV/D3.0 CT, then turn LEFT towards RIV VOR and continue climbing to 6500'. At 6500' turn RIGHT to CTV VOR, or as directed.							
Alt Set: hPa		Rwy Elev: 5 hPa		Trans level: By ATC		Trans alt: 7500' (7356')	
							MSA CTV VOR



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI PAPI D2.0 CTV/D3.0 CT CB 462.5 on
GS	3.00 [^]	377	485	539	647	755	

JAR-OPS. STRAIGHT-IN LANDING RWY 01		CIRCLE-TO-LAND		
ILS DA(H) 344' (200') FULL ALS out		LOC (GS out) ENTIRELY AT PILOTS DISCRETION		
A			MINIMUMS NOT YET ESTABLISHED BY S AFR REP CAA	
B				
C	RVR 550m	RVR 1000m		
D				

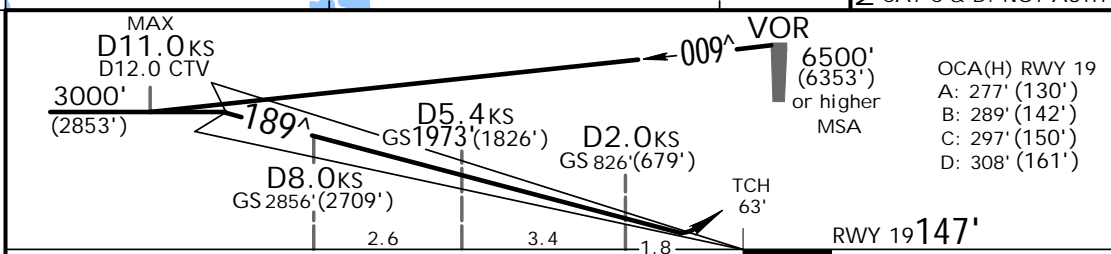
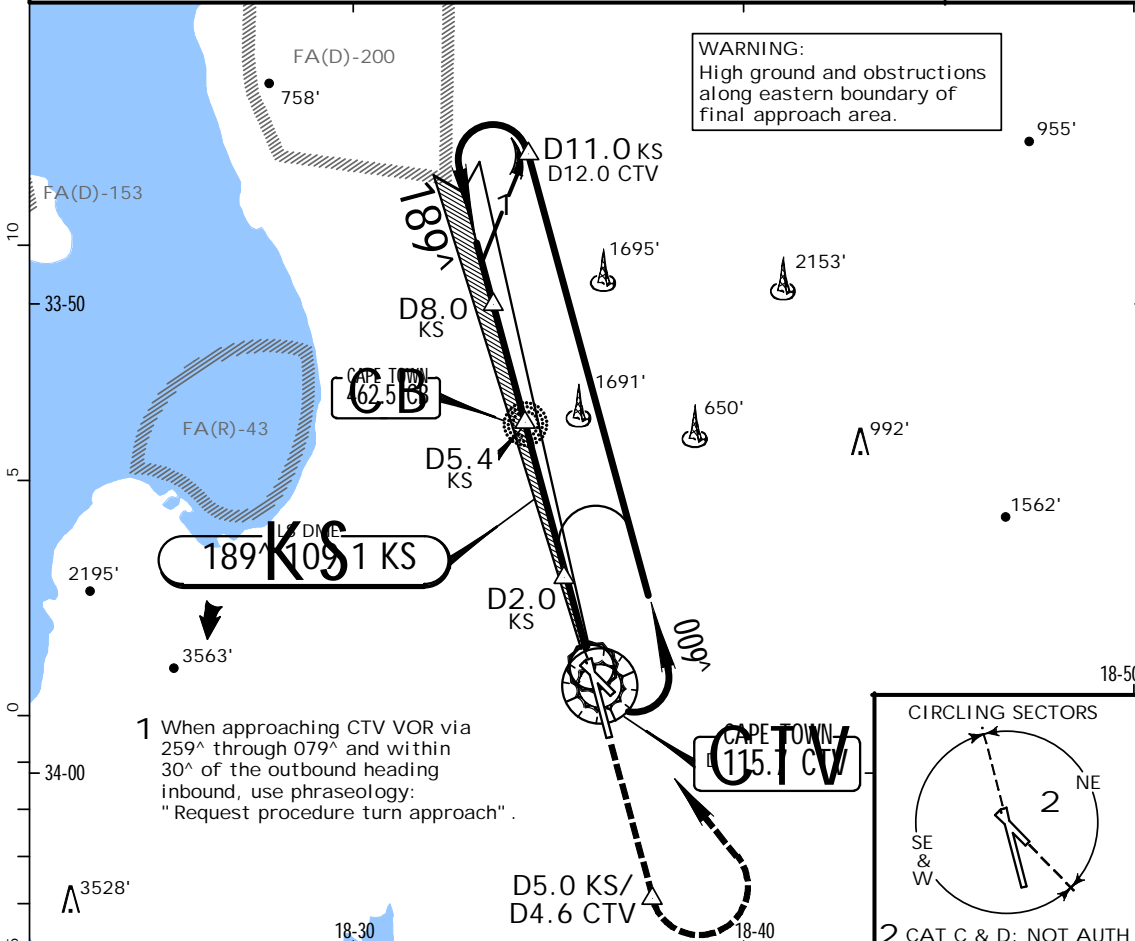
Notice: After 1/24/2002 0901Z this chart should not be used without first checking JeppView or NOTAMs.

FACT
CAPE TOWN INTL

JEPPESEN
11 MAY 01
Eff. 17 May. (11-2)

CAPE TOWN, S AFR REP
VOR ILS DME Rwy 19

*ATIS 115.7 117.8		CAPE TOWN Approach (R) 119.7		CAPE TOWN Tower 118.1		Ground 121.9	
LOC KS 109.1	Final Apch Crs 189 [^]	GS D5.4 KS 1973' (1826')	ILS DA(H) 347' (200')	Apt Elev 151' RWY 147'			
MISSED APCH: Climb on rwy heading to D5.0 KS/D4.6 CTV, then turn LEFT to VOR climbing to 4000', or as directed.							
Alt Set: hPa		Rwy Elev: 5 hPa		Trans level: By ATC		Trans alt: 7500'(7353')	
							MSA CTV VOR



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	D5.0 KS/ D4.6 CTV on Rwy hdg
GS	3.20 [^]	402	517	574	689	804		

PANS OPS	.JAR-OPS. STRAIGHT-IN LANDING RWY 19		LOC (GS out)		CIRCLE-TO-LAND	
	DA(H) 347' (200')				ENTIRELY AT PILOTS DISCRETION	
	FULL		ALS out			
	A				MINIMUMS NOT YET ESTABLISHED BY S AFR REP CAA	
B						
C	RVR 550m	RVR 1000m	NOT APPLICABLE			
D						

Notice: After 1/24/2002 0901Z this chart should not be used without first checking JeppView or NOTAMs.

FACT

CAPE TOWN INTL

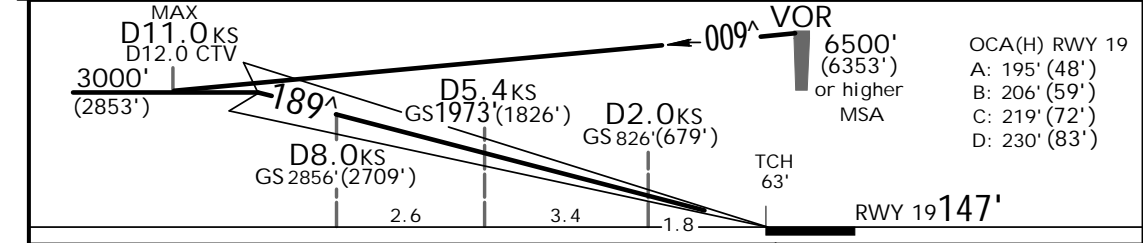
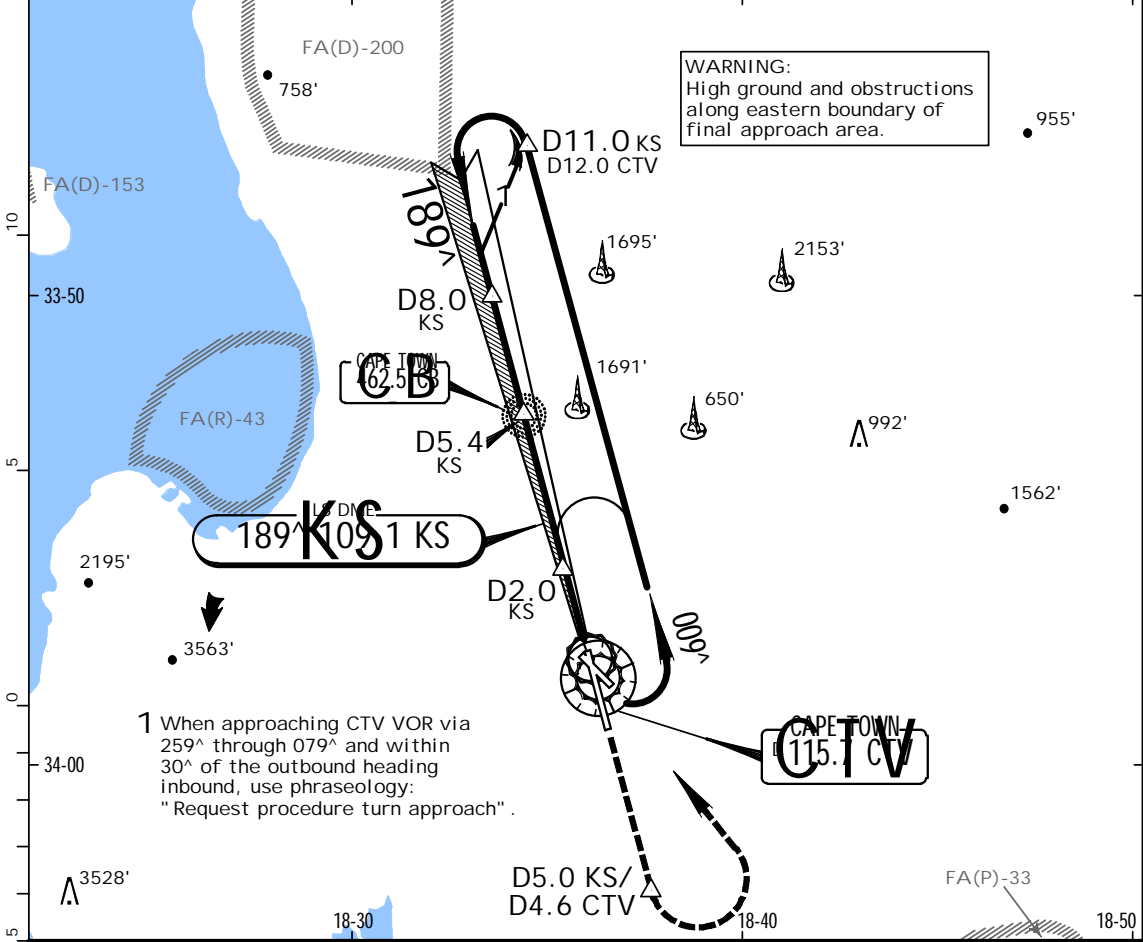
11 MAY 01
Eff. 17 May

JEPPESEN

(11-2A)

CAPE TOWN, S AFR REP
CAT II VOR ILS DME Rwy 19

* ATIS		CAPE TOWN Approach (R)		CAPE TOWN Tower		Ground	
115.7	117.8	119.7		118.1		121.9	
LOC KS 109.1	Final Apch Crs 189 [^]	GS D5.4 KS 1973' (1826')	CAT II ILS RA 103' DA(H) 247'(100')		Apt Elev 151' RWY 147'		
MISSED APCH: Climb on rwy heading to D5.0 KS/D4.6 CTV, then turn LEFT to VOR climbing to 4000', or as directed.							
Alt Set: hPa		Rwy Elev: 5 hPa		Trans level: By ATC		Trans alt: 7500'(7353')	
Special Aircrew and Acft Certification Required.							MSA CTV VOR



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	D5.0 KS/ D4.6 CTV on Rwy hdg
GS	3.20 [^]	402	517	574	689	804		

JAR-OPS. STRAIGHT-IN LANDING RWY 19
CAT II ILS
ABCD
RA 103'
DA(H) 247'(100')

PAINS OPS
RVR 300m 1

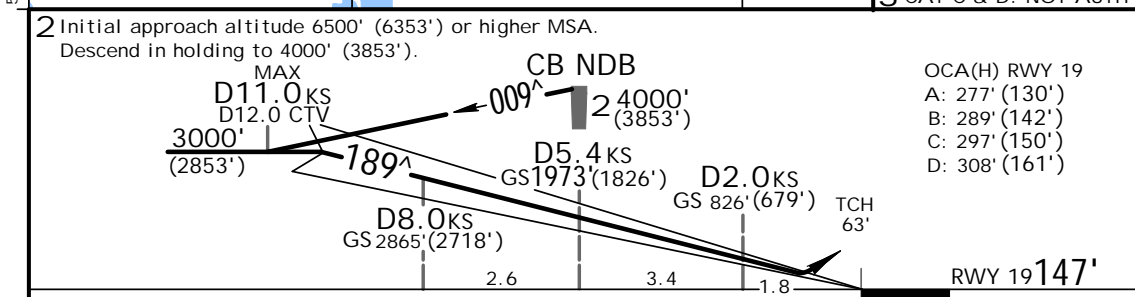
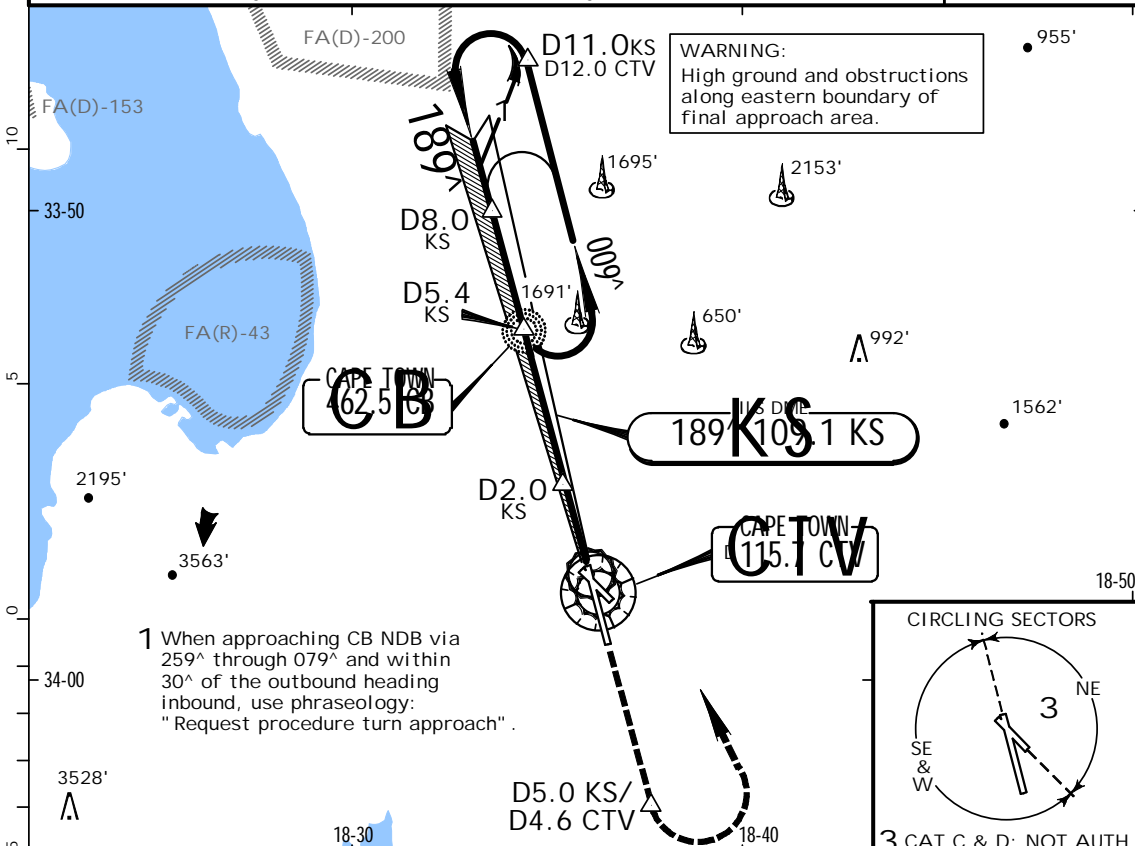
1 Operators applying U.S. Ops Specs: CAT III authorization required below RVR 350m.
CHANGES: Chart reindexed. Procedure. | JEPPESEN SANDERSON, INC., 2000, 2001. ALL RIGHTS RESERVED.

FACT
CAPE TOWN INTL

JEPPESEN
11 MAY 01
Eff. 17 May. (11-3)

CAPE TOWN, S AFR REP
NDB ILS DME Rwy 19

* ATIS		CAPE TOWN Approach (R)		CAPE TOWN Tower		Ground	
115.7	117.8	119.7		118.1		121.9	
LOC KS 109.1	Final Apch Crs 189 [^]	GS D5.4 KS 1973'(1826')	ILS DA(H) 347'(200')	Apt Elev 151' RWY 147'			
MISSED APCH: Climb on rwy heading to D5.0 KS/D4.6 CTV, then turn LEFT to CB NDB climbing to 4000', or as directed.							
Alt Set: hPa		Rwy Elev: 5 hPa		Trans level: By ATC		Trans alt: 7500'(7353')	
						MSA CTV VOR	



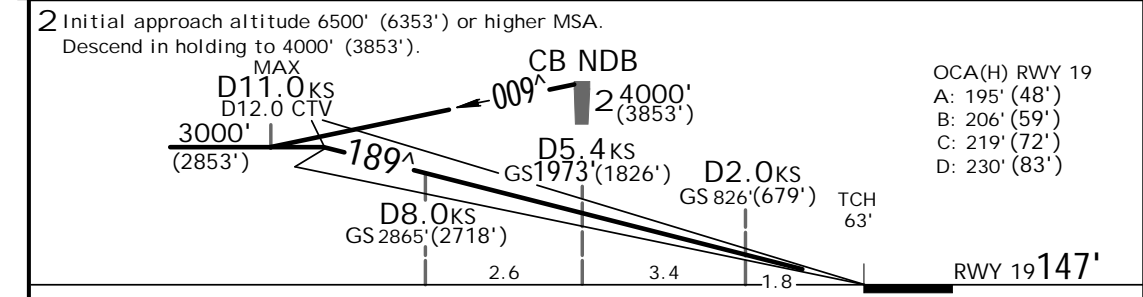
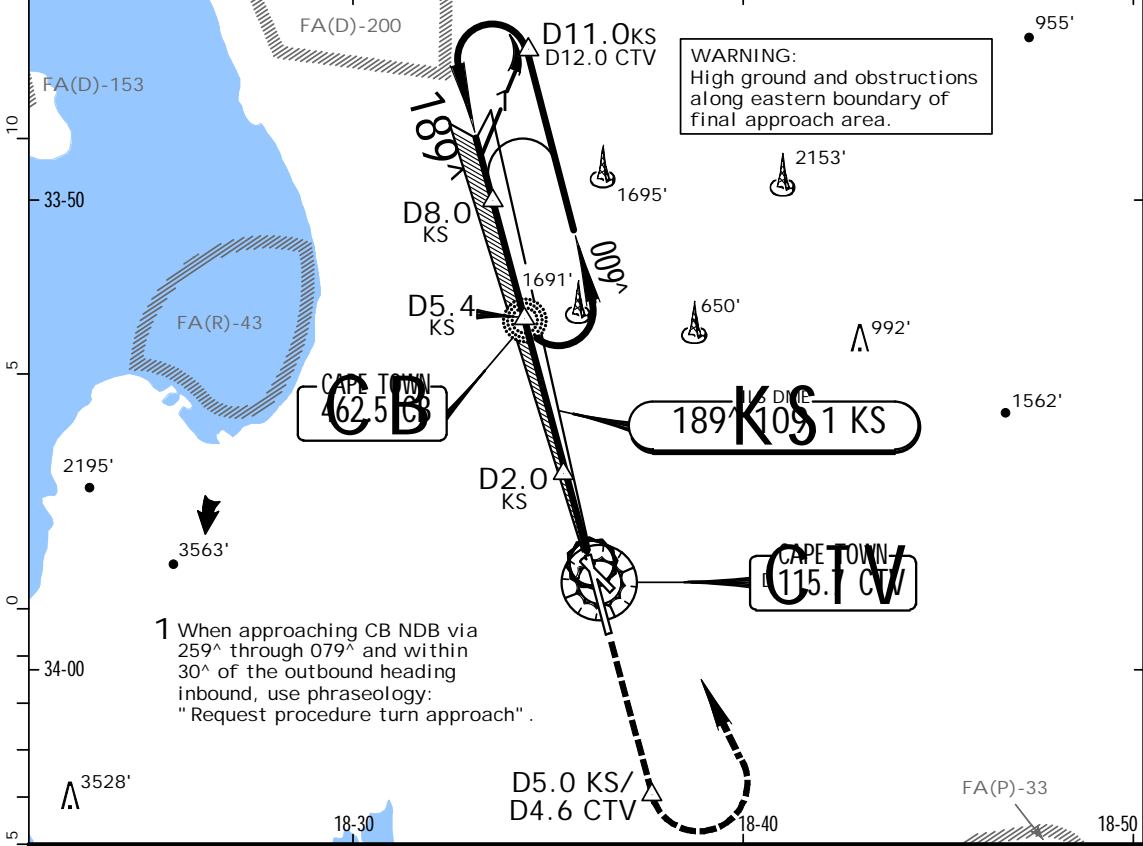
Gnd speed-Kts	70	90	100	120	140	160		D5.0 KS/ D4.6 CTV on Rwy hdg
GS	3.20 [^]	402	517	574	689	804		

PANS OPS	JAR-OPS. STRAIGHT-IN LANDING RWY 19		CIRCLE-TO-LAND	
	ILS DA(H) 347'(200')		ENTIRELY AT PILOTS DISCRETION	
	FULL	ALS out	LOC (GS out)	
	A			
B				
C	RVR 550m	RVR 1000m	NOT APPLICABLE	
D			MINIMUMS NOT YET ESTABLISHED BY S AFR REP CAA	

Notice: After 1/24/2002 0901Z this JEPPESEN chart should not be used without first checking JeppView or NOTAMs.

FACT CAPE TOWN INTL **JEPPESEN** 11 MAY 01 Eff. 17 May. **(11-3A)** CAPE TOWN, S AFR REP **CAT II NDB ILS DME Rwy 19**

* ATIS	CAPE TOWN Approach (R)		CAPE TOWN Tower		Ground
115.7 117.8	119.7		118.1		121.9
LOC KS 109.1	Final Apch Crs 189[^]	GS D5.4 KS 1973' (1826')	CAT II ILS RA 103' DA(H) 247'(100')	Apt Elev 151' RWY 147'	
MISSED APCH: Climb on rwy heading to D5.0 KS/D4.6 CTV, then turn LEFT to CB NDB climbing to 4000', or as directed.					
Alt Set: hPa		Rwy Elev: 5 hPa	Trans level: By ATC		Trans alt: 7500'(7353')
Special Aircrew and Acft Certification Required.					MSA CTV VOR



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II 	D5.0 KS/ D4.6 CTV on Rwy hdg
GS	3.20 [^]	402	517	574	689	804		

JAR-OPS. STRAIGHT-IN LANDING RWY 19
 CAT II ILS
 ABCD
RA 103'
 DA(H) **247'**(100')

PANS OPS RVR 300m 1

1 Operators applying U.S. Ops Specs: CAT III authorization required below RVR 350m.

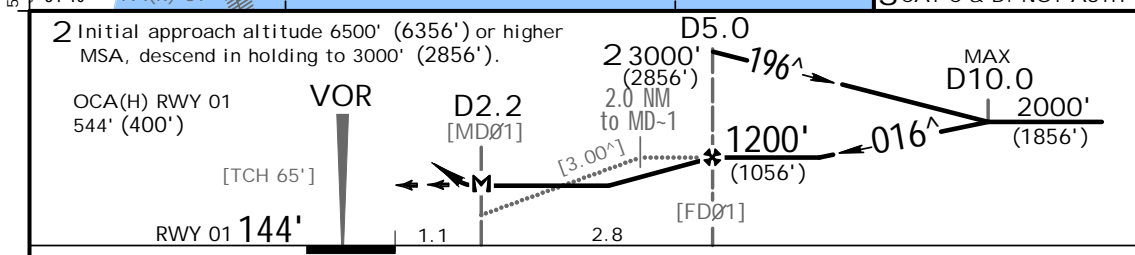
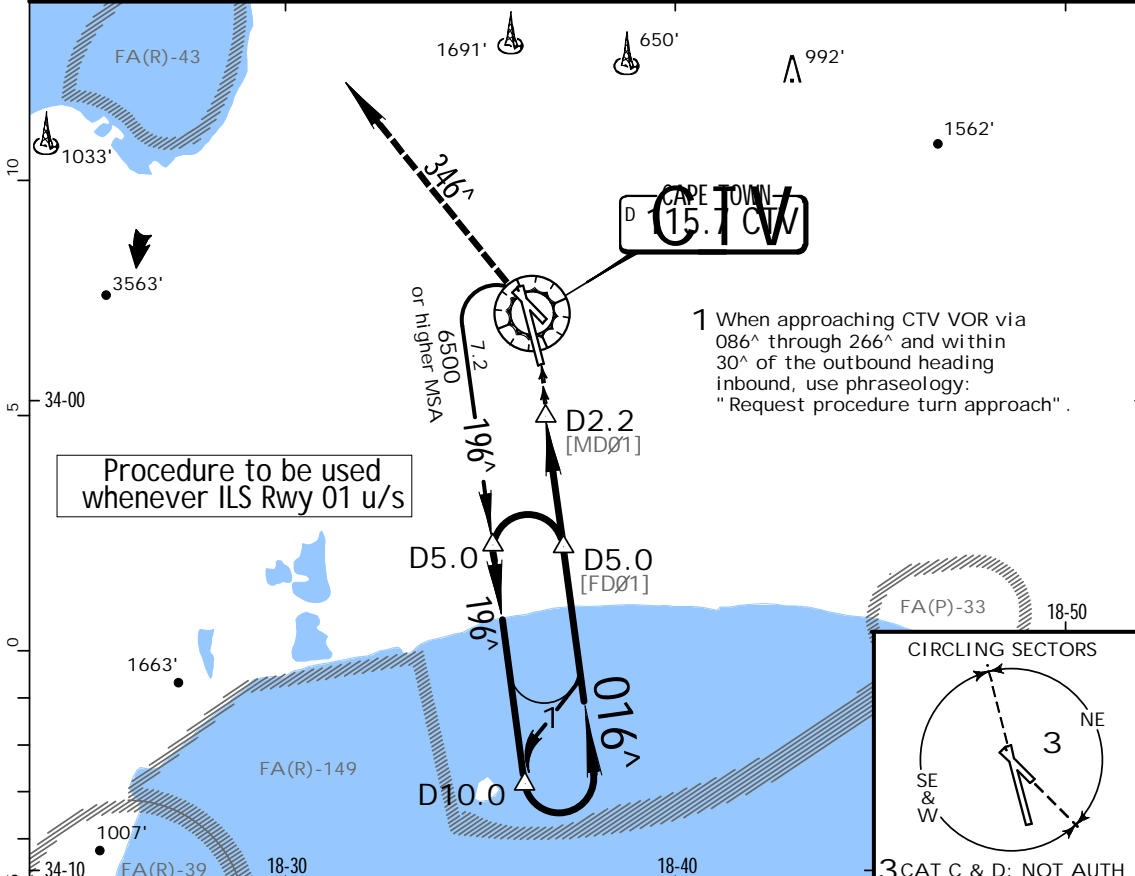
Notice: After 1/24/2002 0901Z this chart should not be used without first checking JeppView or NOTAMs.

FACT
CAPE TOWN INTL

JEPPESEN 11 MAY 01 (13-1) .Eff.17.May.

CAPE TOWN, S AFR REP
VOR DME Rwy 01

*ATIS 115.7 117.8		CAPE TOWN Approach (R) 119.7		CAPE TOWN Tower 118.1		Ground 121.9	
VOR CTV 115.7	Final Apch Crs 016 [^]	Minimum Alt D5.0 1200' (1056')	MDA(H) 550' (406')	Apt Elev 151' RWY 144'			
MISSED APCH: Commence climb to 6500' on R-196 inbound. At VOR turn LEFT onto R-346. At 6500' turn RIGHT and return to D5.0/R-196 via VOR. MISSED APCH WITH LOSS COMM: Squawk 7600. Maintain last assigned alt/FL when at or above 6500' or climb to 6500' when below. Home on VOR and hold. Then restart procedure at 6500'.							MSA CTV VOR
Alt Set: hPa		Rwy Elev: 5 hPa		Trans level: By ATC		Trans alt: 7500' (7356')	



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II 6500' on R-196 inbound CTV 115.7 CTV 115.7
Descent angle [3.00°]	372	478	531	637	743	849	
MAP at D2.2							

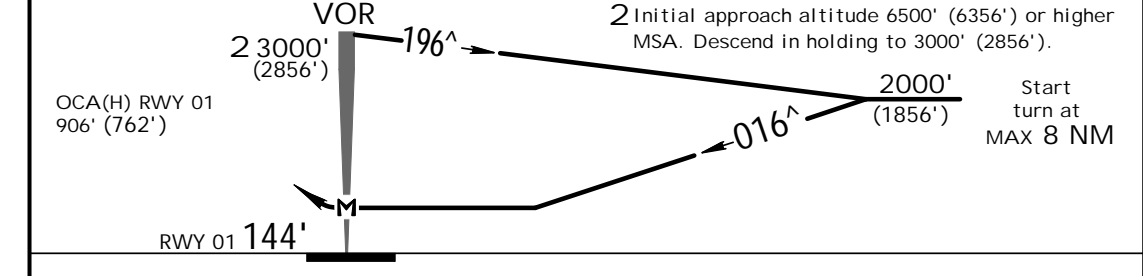
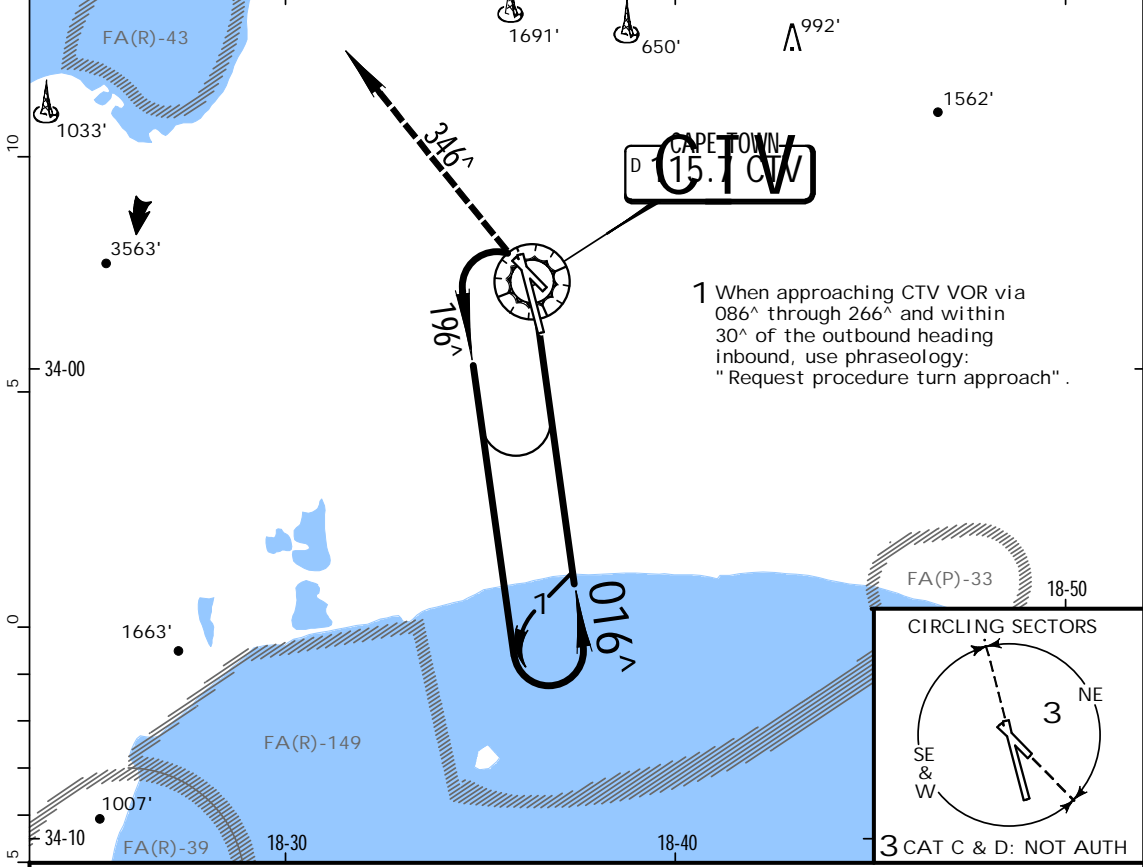
.JAR-OPS. STRAIGHT-IN LANDING RWY 01		CIRCLE-TO-LAND		
MDA(H) 550' (406')		ENTIRELY AT PILOTS DISCRETION		
ALS out		MINIMUMS NOT YET ESTABLISHED BY S AFR REP CAA		
A	RVR 900m			RVR 1500m
B	RVR 1000m			RVR 1800m
D	RVR 1400m			RVR 2000m

FACT
CAPE TOWN INTL

JEPPESEN 11 MAY 01 (13-2) .Eff.17.May.

CAPE TOWN, S AFR REP
VOR Rwy 01

*ATIS 115.7 117.8		CAPE TOWN Approach (R) 119.7		CAPE TOWN Tower 118.1		Ground 121.9	
VOR CTV 115.7	Final Apch Crs 016 [^]	Minimum Alt No FAF	MDA(H) 910' (766')	Apt Elev 151'	RWY 144'		
MISSED APCH: Climb on R-346 to 6500', then turn RIGHT and return to VOR, or as directed.							
Alt Set: hPa		Rwy Elev: 5 hPa		Trans level: By ATC		Trans alt: 7500' (7356')	
							MSA CTV VOR



MAP at VOR						6500' on 115.7 ↑ R-346	
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JAR-OPS. STRAIGHT-IN LANDING RWY 01			CIRCLE-TO-LAND		
MDA(H) 910' (766')			ENTIRELY AT PILOTS DISCRETION		
ALS out			MINIMUMS NOT YET ESTABLISHED BY S AFR REP CAA		
A	RVR 1200m	RVR 1500m			
B	RVR 1400m				
C	RVR 1800m	RVR 2000m			
D	RVR 1800m				

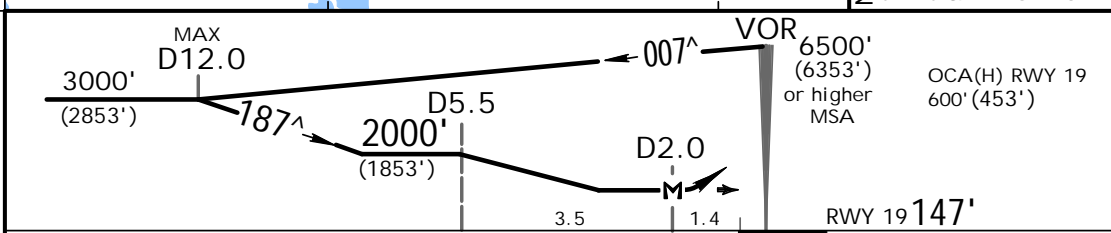
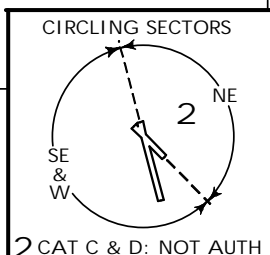
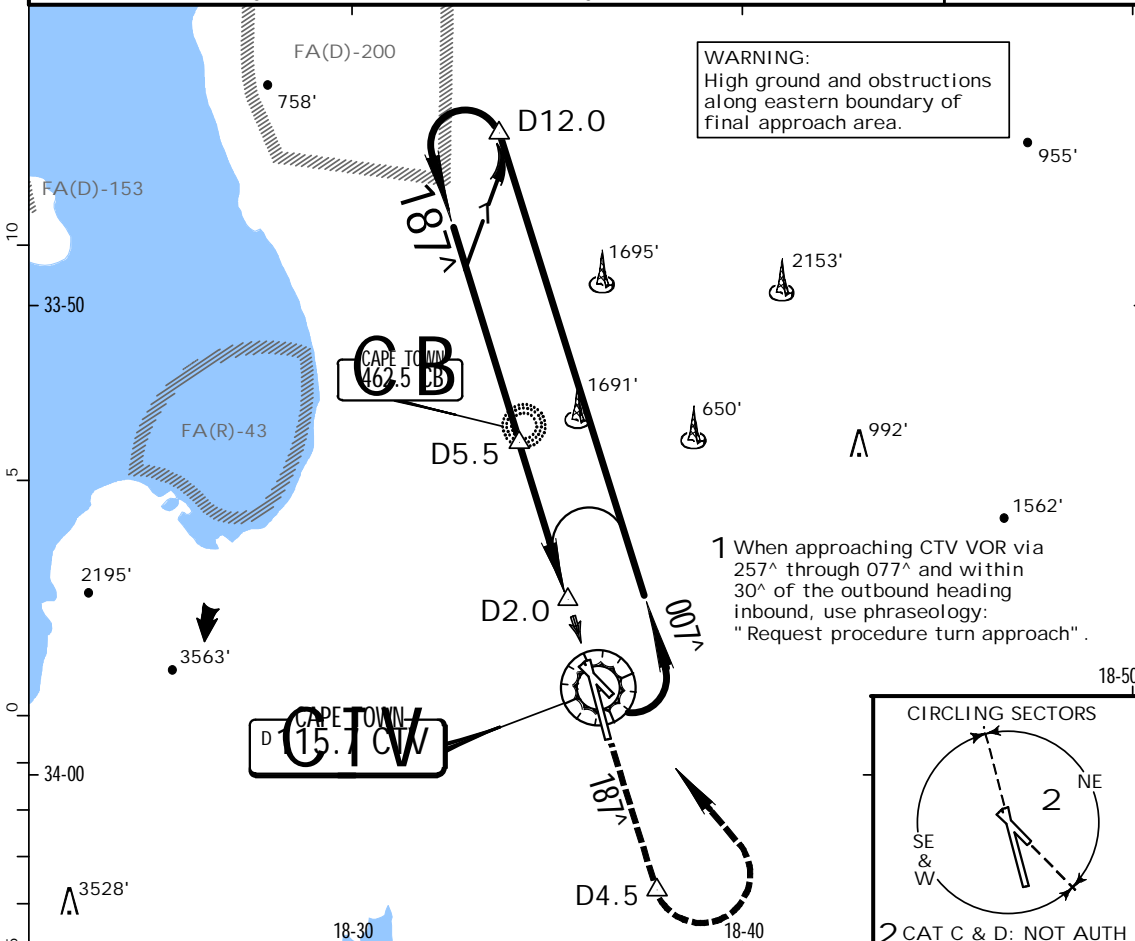
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FACT
CAPE TOWN INTL

JEPPESEN
11 MAY 01
Eff. 17 May. (13-3)

CAPE TOWN, S AFR REP
VOR DME Rwy 19

* ATIS 115.7 117.8		CAPE TOWN Approach (R) 119.7		CAPE TOWN Tower 118.1		Ground 121.9	
VOR CTV 115.7	Final Apch Crs 187 [^]	Minimum Alt D5.5 2000' (1853')	MDA(H) 600' (453')	Apt Elev 151' RWY 147'			
MISSED APCH: Climb on R-187 outbound VOR to D4.5, then turn LEFT to VOR climbing to 4000', or as directed.							
Alt Set: hPa		Rwy Elev: 5 hPa		Trans level: By ATC		Trans alt: 7500'(7353')	
						MSA CTV VOR	



Gnd speed-Kts	70	90	100	120	140	160		D4.5 CTV on 115.7 R-187 outbound
Descent Gradient 6.1%	432	556	618	741	865	988		
MAP at D2.0								

.JAR-OPS. STRAIGHT-IN LANDING RWY 19 MDA(H) 600' (453')		CIRCLE-TO-LAND ENTIRELY AT PILOTS DISCRETION	
ALS out			

PANS OPS	A	RVR1000m	RVR 1500m	MINIMUMS NOT YET ESTABLISHED BY S AFR REP CAA
	B	RVR1200m		
	C	RVR1600m	RVR 2000m	
	D	RVR1600m		