

## List of pages in this Trip Kit

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Revision Letter For Cycle 21-2020

Change Notices

Notebook

## General Information

Location: CAPE TOWN ZAF  
ICAO/IATA: FACT / CPT  
Lat/Long: S33° 58.3', E018° 36.3'  
Elevation: 151 ft

Airport Use: Public  
Daylight Savings: Not Observed  
UTC Conversion: -2:00 = UTC  
Magnetic Variation: 23.6° W

Fuel Types: 100 Octane (LL), Jet A-1  
Repair Types: Major Airframe, Major Engine  
Customs: Yes  
Airport Type: IFR  
Landing Fee: Yes  
Control Tower: Yes  
Jet Start Unit: No  
LLWS Alert: No  
Beacon: No

Sunrise: 0351 Z  
Sunset: 1709 Z

## Runway Information

Runway: 16  
Length x Width: 5581 ft x 151 ft  
Surface Type: asphalt  
TDZ-Elev: 143 ft  
Lighting: Edge

Runway: 34  
Length x Width: 5581 ft x 151 ft  
Surface Type: asphalt  
TDZ-Elev: 151 ft  
Lighting: Edge

Runway: 01  
Length x Width: 10502 ft x 200 ft  
Surface Type: asphalt  
TDZ-Elev: 144 ft  
Lighting: Edge, ALS, Centerline, TDZ

Runway: 19  
Length x Width: 10502 ft x 200 ft  
Surface Type: asphalt  
TDZ-Elev: 147 ft  
Lighting: Edge, ALS, Centerline, TDZ

## Communication Information

ATIS: 127.000

Cape Town Tower: 118.100

Cape Town Ground: 121.900

Cape Town Ramp/Taxi: 122.650

Cape Town Clearance Delivery: 122.100

Cape Town Approach: 119.700

Cape Town Approach: 120.050

Cape Town Information Information: 131.125 Flight Info Service RCO

Capt Town Tiba Air to Air: 126.800

Cape Town Direct (Approach Control Radar): 124.350

Cape Town Information Information: 127.575 Flight Info Service RCO

Capt Town Tiba Air to Air: 125.800

Capt Town Tiba Air to Air: 124.800

FACT/CPT  
CAPE TOWN INTL

JEPPesen

10 JAN 20

10-1P

CAPE TOWN, S AFR REP

AIRPORT BRIEFING

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## 1. GENERAL

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### 1.1. ATIS

D-ATIS 127.0

### 1.2. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

#### 1.2.1. GENERAL

Landing ACFT contact Apron prior to top of descent or when within VHF range for parking bay allocation. Parking bays to be confirmed upon landing.

ACFT must advise registration estimated time of arrival, persons on board and last APT of departure.

Parking bay info and registration is to be transmitted to Ground on vacating RWY for taxi instructions.

Before entering the apron contact Apron to verify gate is still available.

#### 1.2.2. OPERATION OF MODE S TRANSPONDER

In order to prevent the potential risk for Multilateration (MLAT) false targets, aircrew shall adhere to the following procedures:

- ACFT operators shall ensure that Mode S transponders are able to operate when an ACFT is on the ground, transmitting Mode S squitter and replying to Mode S addressed interrogations only.
- When an ACFT is on the ground, the transponder shall be inhibited to reply to Mode S all-call interrogation and replies to Mode A/C interrogations shall also be suppressed.
- Flight crew shall select the assigned Mode A (squawk) code and activate the Mode S transponder at the request for push-back or taxi, whichever is first, and after landing until reaching the ACFT stand.
- The transponder shall be switched off immediately after parking.
- Activation of a Mode S transponder normally means selecting the AUTO or XPDR position and transponders provided with on-the-ground sensors are automatically switched in this function before take-off and after landing. If using a transponder not fitted with an on-ground-sensor then refer to the operator's guide. Selection of STAND-BY mode will not activate the Mode S transponder and selecting ON could override the required suppression of SSR Mode A replies and Mode S all-call replies when an ACFT is on the ground.

FACT/CPT

JEPPESEN

CAPE TOWN, S AFR REP

CAPE TOWN INTL

10 JAN 20

10-1P1

AIRPORT BRIEFING

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## 1. GENERAL

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### 1.3. TAXI PROCEDURES

ACFT with wingspan 171'/52m or greater must use apron TWYs only to access the ACFT stands on the main aprons and not as a thoroughfare due to reduced wing-tip clearance. ACFT using apron TWYs must reduce taxi speed to 10 KT or below.

Boeing 777X (777-900) ACFT shall not extend wingtips while taxiing on TWYs and taxilanes. Wingtips must remain folded for all taxiing and must only be extended when ACFT is lined up at departure THR.

Exercise CAUTION while using TWY T due to no markings and lights.

Exercise CAUTION on TWY H as not managed by Ground. Contact to be established with Ground prior to passing security gate.

Due to proximity of service road to stand B10, ACFT that power out of this stand must adhere to the taxi guideline markings.

No 180° turns for medium and heavy ACFT on RWY 01/19 other than at RWY THR and INT of TWY E and TWY C.

For light/medium ACFT:

- When RWY 19 is in use, plan to vacate at TWY C without delay.
- When RWY 01 is in use, plan to vacate at TWY E or RWY 34 without delay.

For heavy ACFT:

- When RWY 19 is in use, plan to vacate at TWY B or C without delay.
- When RWY 01 is in use, plan to vacate at TWY A, TWY E or RWY 34 without delay.

### 1.4. PARKING INFORMATION

Docking guidance system available at stands A3 thru A17.

### 1.5. OTHER INFORMATION

Paragliding in vicinity of APT.

High bird prevalence from OCT to MAR. Pilots to exercise CAUTION during landing and take-off.

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## 2. ARRIVAL

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### 2.1. CAT II/III OPERATIONS

RWY 01 approved for CAT II/III and RWY 19 for CAT II operations, special aircrew and ACFT certification required.

### 2.2. RWY OPERATIONS

When RWY 19 is in use all arriving ACFT expect clearance for ILS Z procedure unless otherwise directed by ATC.

FACT/CPT

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CAPE TOWN, S AFR REP

CAPE TOWN INTL

19 OCT 18

10-1P2

AIRPORT BRIEFING

### 3. DEPARTURE

#### 3.1. GENERAL

Departing ACFT contact Clearance Delivery to receive ATC clearance Monday to Friday 0530-1900LT, SAT 0700-1700LT and SUN 0700-1900LT. Outside OPS hours contact GROUND.

Pilots contact APRON advising destination and number of persons on board.

#### 3.2. START-UP AND PUSH-BACK PROCEDURES

Prior to start-up the following info has to be passed to GROUND:

- Call sign;
- ACFT registration;
- Flight level requested;
- Parking bay.

ACFT are not to request push-back until the TUG is connected and ready to push.

An ACFT will commence push-back within 1 minute of being given push-back.

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.

ACFT that power out of bay B10 must adhere to the taxi guideline markings.

#### 3.3. NOISE ABATEMENT PROCEDURES

In order to minimize noise on the ground and to ensure safety of flight operations all jet ACFT operators are to adopt NADP 2 procedure for all take-offs; procedures may be disregarded if at 3000' AGL or when leveled off by ATC, or when leveled by SIDs.

Immediately after take-off, turnouts must as far as possible be avoided and RWY heading must be maintained to a reasonable altitude.

When possible, ACFT must climb at the best angle of climb after take-off and this must be maintained until all built-up areas are overflown, or the desired altitude has been reached.

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

Avoid overflying of Tygerberg hospital, 3NM North of AD, when taking off from RWY 01 and 34.

After landing reverse thrust must, as far as possible, be utilized for purposes of braking.

Testing and engine run-ups must, as far as possible, be avoided between 2200-0600LT.

#### 3.4. ROUTINGS FOR RNAV-EQUIPPED ACFT

RNAV-equipped ACFT departing from FACT TMA for destinations FAGC, FAWB, FASK and FAWK, are to use the RNAV route:

KODES - UQ42 - OKLOK - UQ52 - EGPOP.

RNAV-equipped ACFT departing from FACT TMA for destination FAGM, are to use RNAV route:

TETAN - UZ2 - NIBEX.

#### 3.5. OTHER INFORMATION

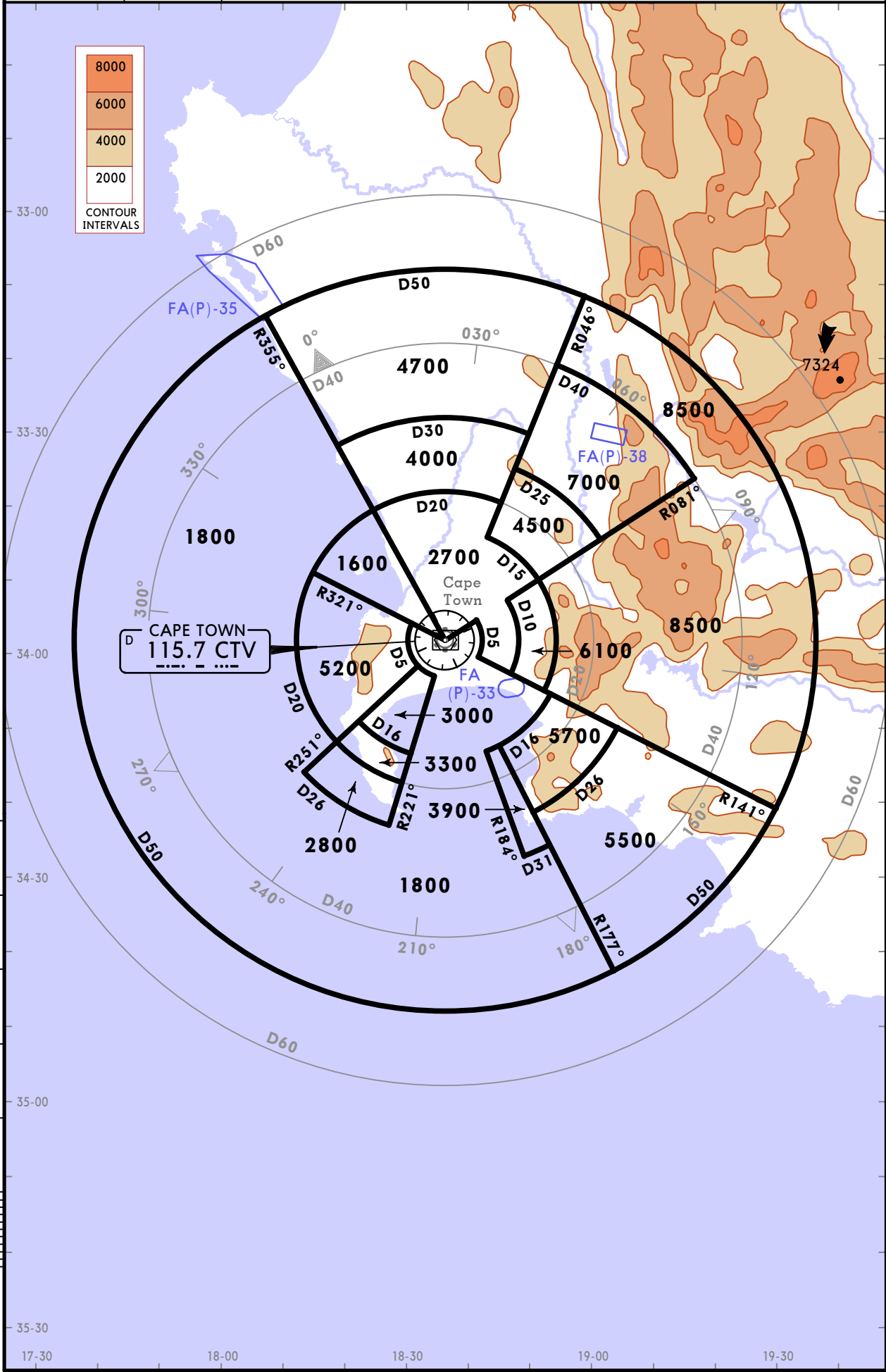
**CAUTION:** Do not confuse THR 16 for THR 19 when taxiing on TWY A1 for take-off RWY 19.

# FACT/CPT CAPE TOWN INTL

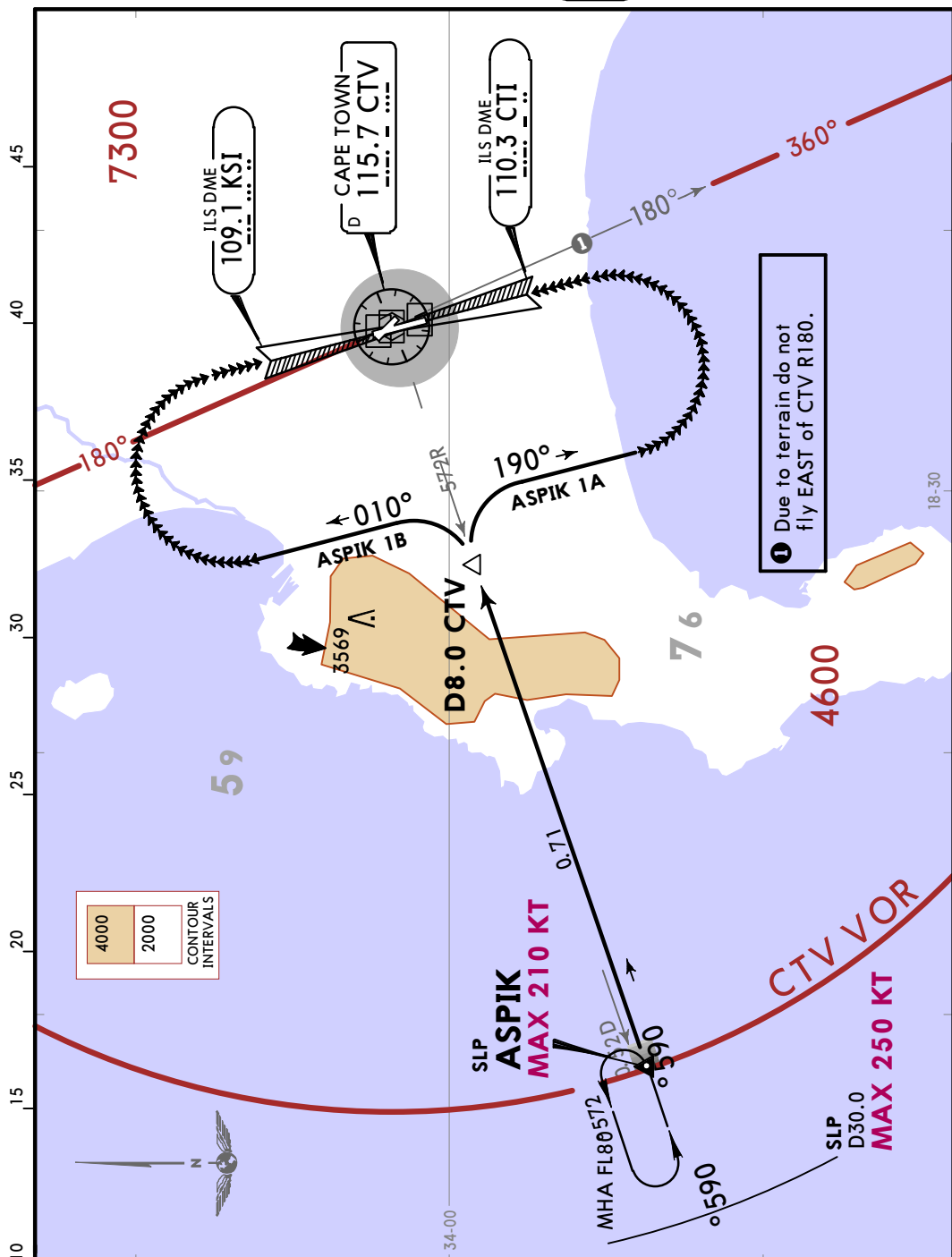
**JEPPESEN**  
16 OCT 20 (10-1R)

# CAPE TOWN, S AFR REP RADAR MINIMUM ALTITUDES

CAPE TOWN Approach (R) <b>119.7</b>	Apt Elev <b>151</b>	Alt Set: hPa Trans level: By ATC Trans alt: 7500 1. A minimum vertical clearance of 1000 is applied up to D20.0 CTV and 1500 thereafter. 2. RADAR minimum altitudes only valid when under RADAR control and vectoring. Alternatively MSA applies.
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# FACT/CPT CAPE TOWN INTL



ROUTING	
STAR	RWY
ASPIK 1A	01
ASPIK 1B	19

In the event of a missed approach with the intention of diverting to an alternate airport comply with the following SIDs:  
**Rwy 01:** To EAST TETAN 1C; to SOUTHEAST OKTED 1A; to NORTH KODES 1A.  
**Rwy 19:** To EAST TETAN 1B; to SOUTHEAST OKTED 1B; to NORTH & NORTHWEST KODES 1B.

D-ATIS  
**127.0**

Apt Elev  
**151**

Alt Set: hPa Trans level: By ATC  
 1. STARs include minimum noise routings.  
 2. SIDs and STARs must be announced on ATIS and will only be in force when Surveillance RADAR is operational.  
 3. If unable to comply with STAR advise ATC.

## ASPIK 1A [ASPI1A] ASPIK 1B [ASPI1B] ARRIVALS

**SPEED LIMIT POINTS (SLP)**  
 If the speed is below minimum safe operating speed, the minimum safe operating speed will be flown and ATC advised. Unless for emergency pilots are not to request cancellation of speed restrictions.

**ASPIK 1A**  
 After ASPIK: Continue on STAR, MAINTAIN 6500, when passing CTV R225 on 190° track turn LEFT to CTV. When reaching CTV complete VOR DME ILS approach.  
 After ASPIK: Continue on STAR, MAINTAIN last assigned FL, when passing CTV R320 on 010° track turn RIGHT to CTV, descend to 6500. When reaching CTV complete VOR DME ILS

**ASPIK 1B**  
 After ASPIK: Continue on STAR, MAINTAIN last assigned FL, when passing CTV R275 on 190° track turn LEFT to CTV. When reaching CTV complete VOR DME ILS approach.  
 After ASPIK: Continue on STAR, MAINTAIN last assigned FL, when passing CTV R275 on 190° track turn LEFT to CTV. When reaching CTV complete VOR DME ILS

# FACT/CPT CAPE TOWN INTL

16 OCT 20 (10-2A)

**JEPPESSEN** CAPE TOWN, S AFR REP

**STAR**

D-ATIS  
**127.0**

Apt Elev  
**151**

Alt Set: hPa Trans level: By ATC

1. STARs include minimum noise routings.
2. SIDs and STARs must be announced on ATIS and will only be in force when Surveillance RADAR is operational.
3. If unable to comply with STAR advise ATC.

**ERDAS 1A [ERDA1A]**  
**ARRIVAL**  
**(RWY 01)**

**SPEED LIMIT POINTS (SLP)**

If the speed is below minimum safe operating speed, the minimum safe operating speed will be flown and ATC advised. Unless for emergency pilots are not to request cancellation of speed restrictions.

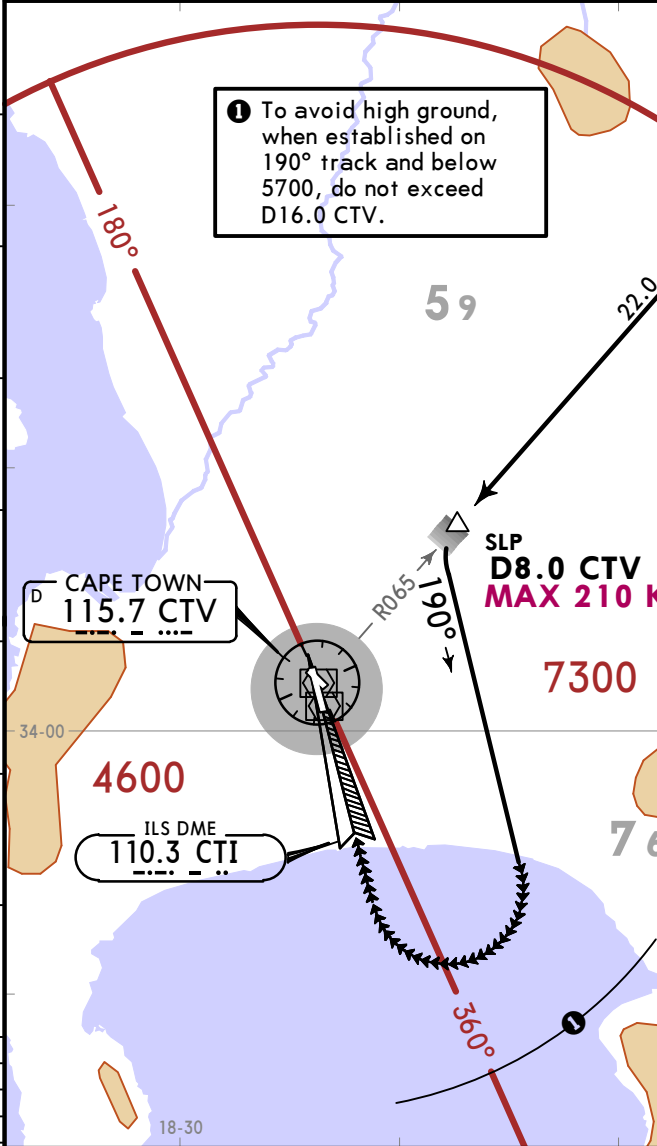
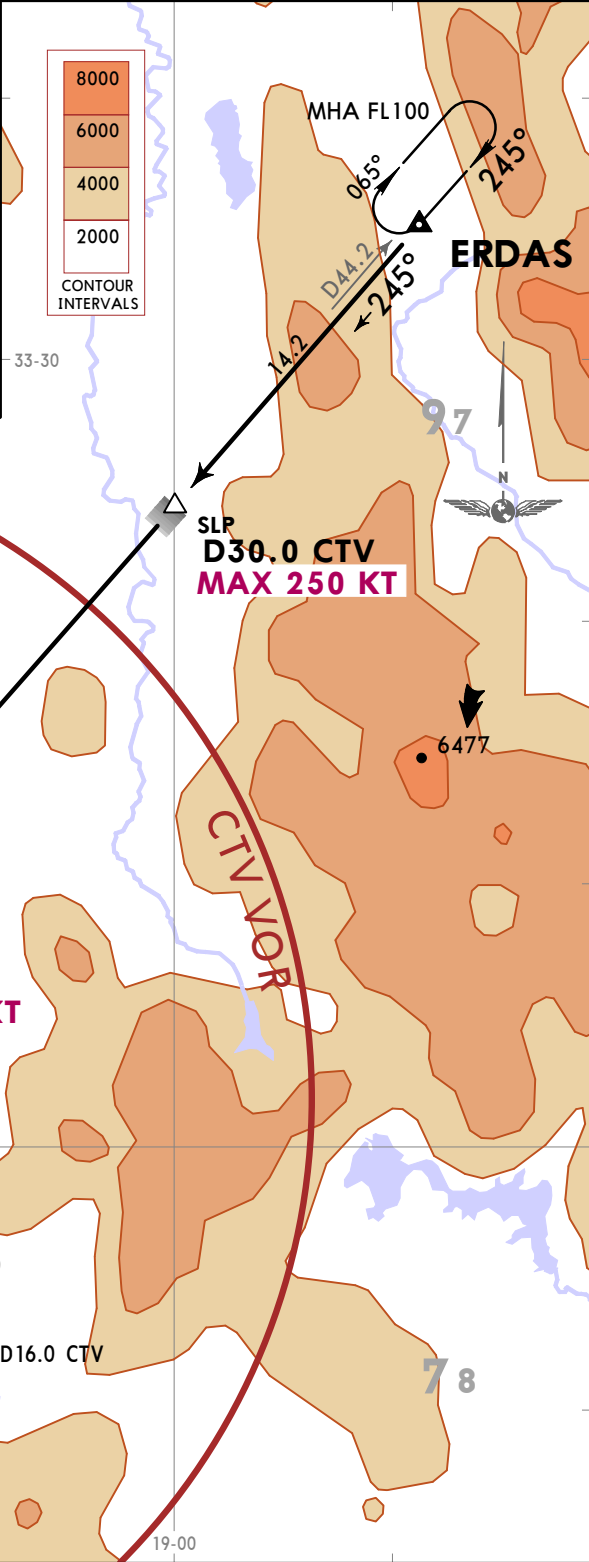
LOST COMMS

If not cleared for an arrival, proceed to nearest STAR entry position at last assigned FL or FL100, whichever is higher, comply with appropriate STAR communication failure procedure.

**Before ERDAS:** Proceed to ERDAS and enter holding, hold at last assigned FL for minimum 5 minutes, then climb/descend to FL100, leave ERDAS on "After ERDAS" procedure.

**After ERDAS:** Continue on STAR, MAINTAIN last assigned FL, when passing CTV R156 on 190° track turn RIGHT to CTV, climb/descend to 6500. When reaching CTV complete VOR DME ILS approach.

LOST COMMS



**ROUTING**

Intercept CTV R065 inbound to D8.0 CTV, turn LEFT, 190° track for RADAR vectoring to ILS.

In the event of a missed approach with the intention of diverting to an alternate airport comply with the following SIDs:  
To EAST **TETAN 1C**; to SOUTHEAST **OKTED 1A**; to NORTH **KODES 1A**.

# FACT/CPT CAPE TOWN INTL

16 OCT 20 (10-2B)

CAPE TOWN, S AFR REP

**STAR**

D-ATIS  
**127.0**

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Apt Elev  
**151**

Alt Set: hPa Trans level: By ATC

1. STARs include minimum noise routings.
2. SIDs and STARs must be announced on ATIS and will only be in force when Surveillance RADAR is operational.
3. If unable to comply with STAR advise ATC.

## ERDAS 1B [ERDA1B] ARRIVAL (RWY 19)

**SPEED LIMIT POINTS (SLP)**

If the speed is below minimum safe operating speed, the minimum safe operating speed will be flown and ATC advised. Unless for emergency pilots are not to request cancellation of speed restrictions.

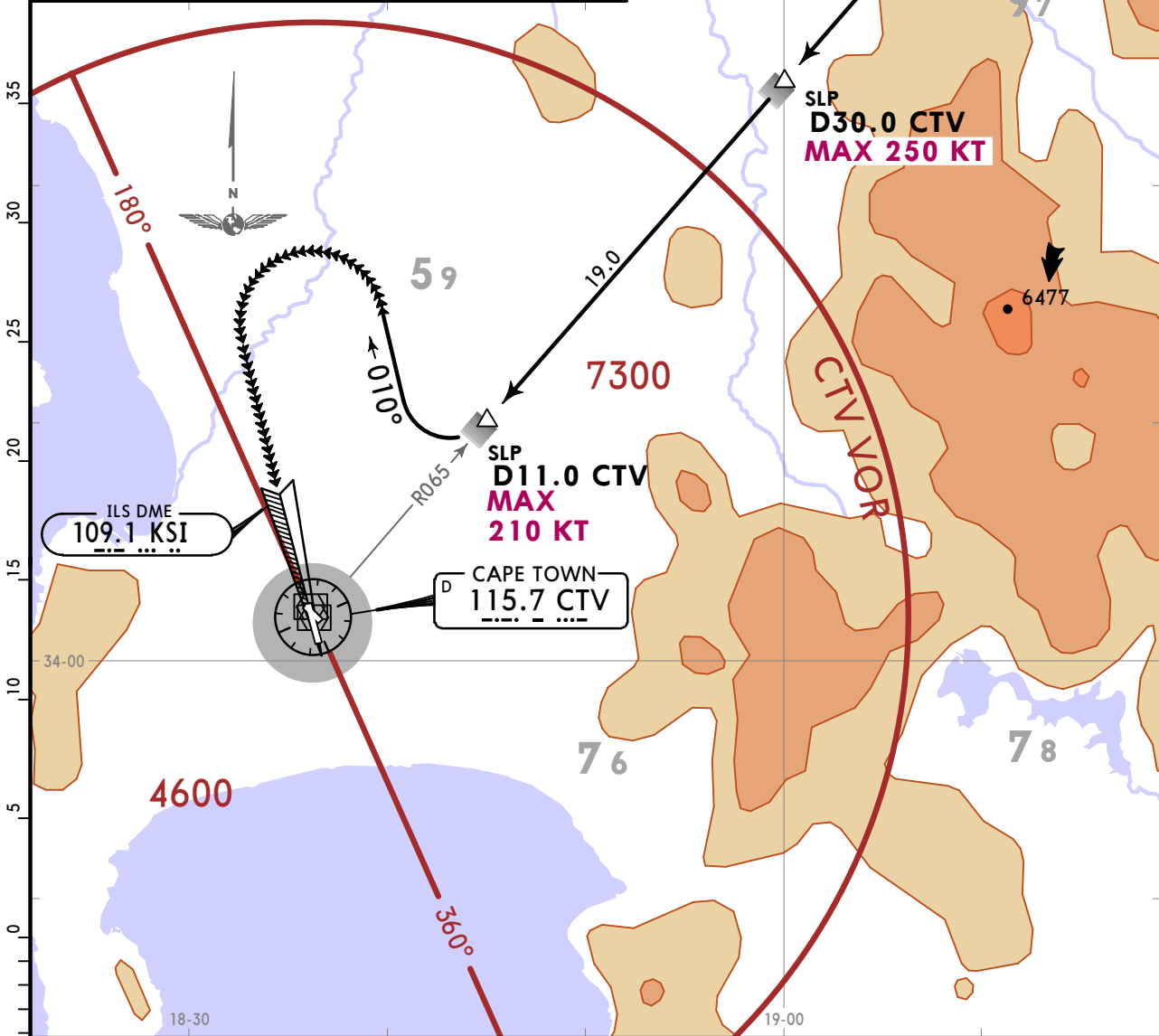
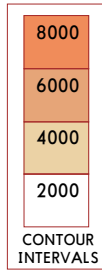
LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

▶ If not cleared for an arrival, proceed to nearest STAR entry position at last assigned FL or FL100, whichever is higher, comply with appropriate STAR communication failure procedure.

▶ **Before ERDAS:** Proceed to ERDAS and enter holding, hold at last assigned FL for minimum 5 minutes, then climb/descend to FL100, leave ERDAS on "After ERDAS" procedure.

▶ **After ERDAS:** Continue on STAR, MAINTAIN last assigned FL, when passing CTV R035 on 010° track turn LEFT to CTV, descend to 6500. When reaching CTV complete VOR DME ILS approach.

▶ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲



### ROUTING

Intercept CTV R065 inbound to D11.0 CTV, turn RIGHT, 010° track for RADAR vectoring to ILS.

In the event of a missed approach with the intention of diverting to an alternate airport comply with the following SIDs:

To EAST **TETAN 1B**; to SOUTHEAST **OKTED 1B**; to NORTH & NORTHWEST **KODES 1B**.

# FACT/CPT CAPE TOWN INTL

D-ATIS  
**127.0**

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Apt Elev  
**151**

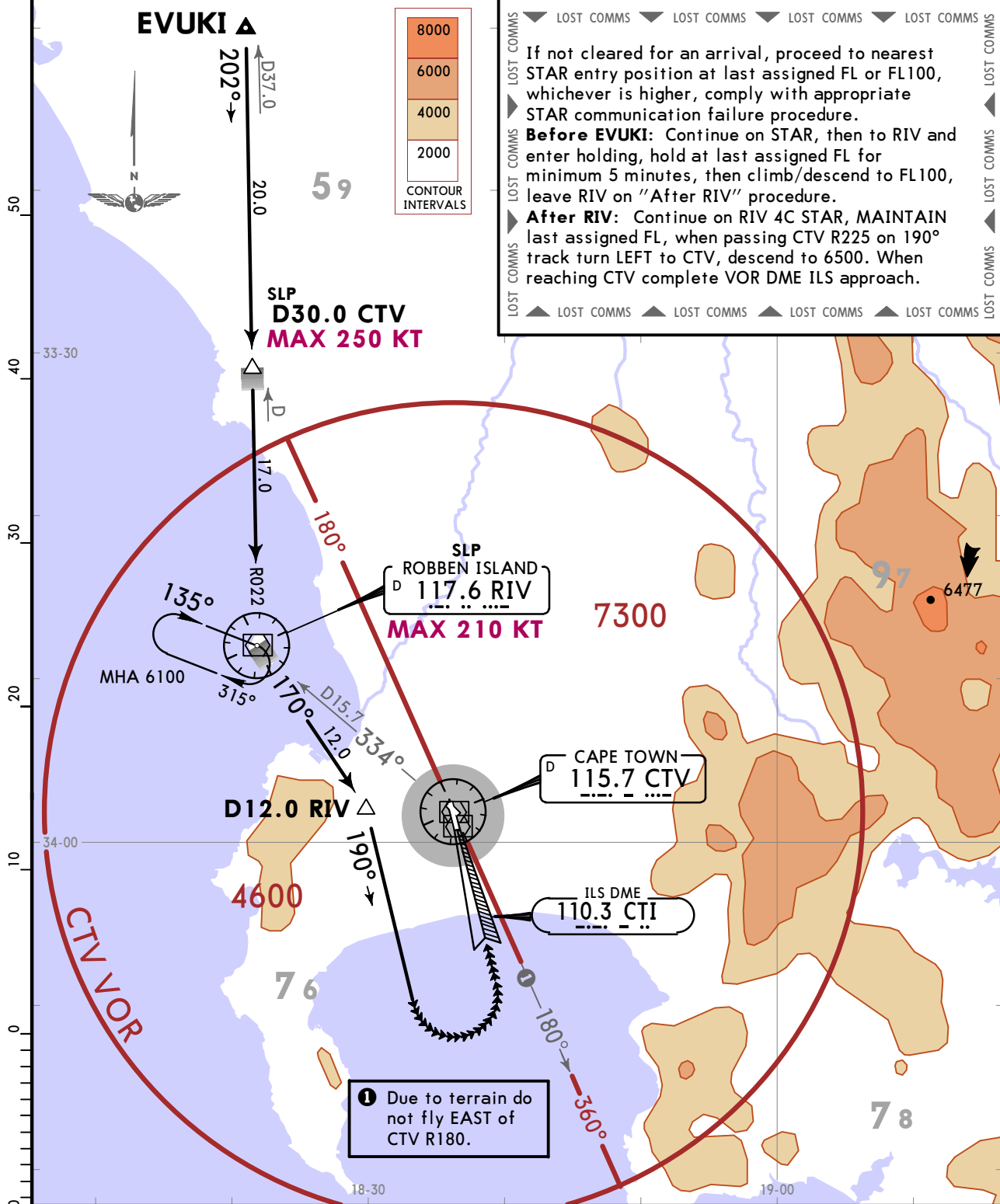
Alt Set: hPa Trans level: By ATC

1. STARs include minimum noise routings.
2. SIDs and STARs must be announced on ATIS and will only be in force when Surveillance RADAR is operational.
3. If unable to comply with STAR advise ATC.

## EVUKI 1A [EVUK1A] ARRIVAL (RWY 01)

**SPEED LIMIT POINTS (SLP)**

If the speed is below minimum safe operating speed, the minimum safe operating speed will be flown and ATC advised. Unless for emergency pilots are not to request cancellation of speed restrictions.



**LOST COMMS**

If not cleared for an arrival, proceed to nearest STAR entry position at last assigned FL or FL100, whichever is higher, comply with appropriate STAR communication failure procedure.

**Before EVUKI:** Continue on STAR, then to RIV and enter holding, hold at last assigned FL for minimum 5 minutes, then climb/descend to FL100, leave RIV on "After RIV" procedure.

**After RIV:** Continue on RIV 4C STAR, MAINTAIN last assigned FL, when passing CTV R225 on 190° track turn LEFT to CTV, descend to 6500. When reaching CTV complete VOR DME ILS approach.

**ROUTING**

To RIV, RIV R170 to D12.0 RIV, turn RIGHT, 190° track for RADAR vectoring to ILS.

In the event of a missed approach with the intention of diverting to an alternate airport comply with the following SIDs:  
 To EAST **TETAN 1C**; to SOUTHEAST **OKTED 1A**; to NORTH **KODES 1A**.

# FACT/CPT CAPE TOWN INTL

D-ATIS  
**127.0**

Apt Elev  
**151**

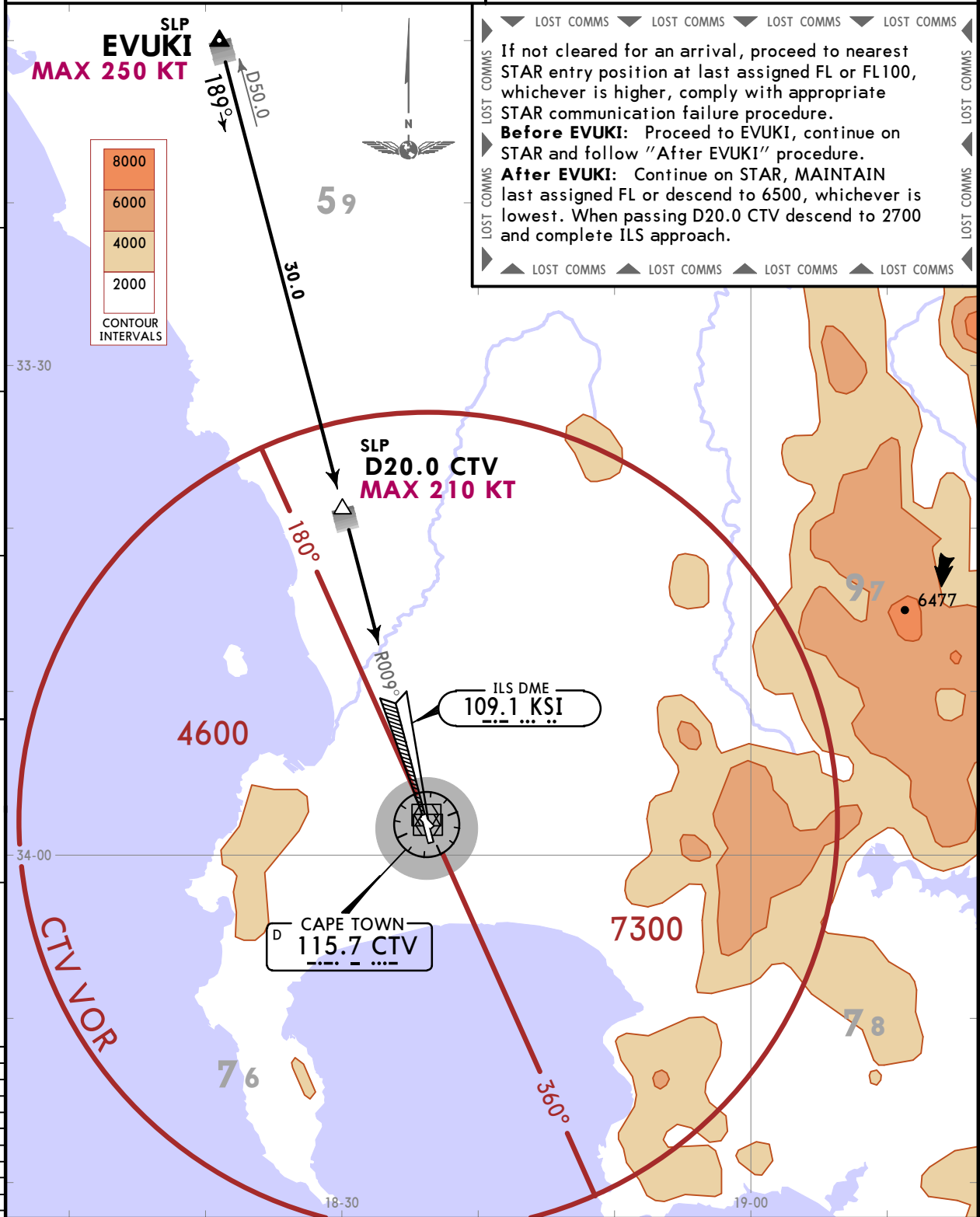
Alt Set: hPa Trans level: By ATC

1. STARs include minimum noise routings.
2. SIDs and STARs must be announced on ATIS and will only be in force when Surveillance RADAR is operational.
3. If unable to comply with STAR advise ATC.

**EVUKI 1B [EVUK1B]  
ARRIVAL  
(RWY 19)**

**SPEED LIMIT POINTS (SLP)**

If the speed is below minimum safe operating speed, the minimum safe operating speed will be flown and ATC advised. Unless for emergency pilots are not to request cancellation of speed restrictions.



LOST COMMS

If not cleared for an arrival, proceed to nearest STAR entry position at last assigned FL or FL100, whichever is higher, comply with appropriate STAR communication failure procedure.

**Before EVUKI:** Proceed to EVUKI, continue on STAR and follow "After EVUKI" procedure.

**After EVUKI:** Continue on STAR, MAINTAIN last assigned FL or descend to 6500, whichever is lowest. When passing D20.0 CTV descend to 2700 and complete ILS approach.

LOST COMMS

**ROUTING**

Intercept CTV R009 inbound to D20.0 CTV, intercept LOC.

In the event of a missed approach with the intention of diverting to an alternate airport comply with the following SIDs:  
To EAST **TETAN 1B**; to SOUTHEAST **OKTED 1B**; to NORTH & NORTHWEST **KODES 1B**.

# FACT/CPT

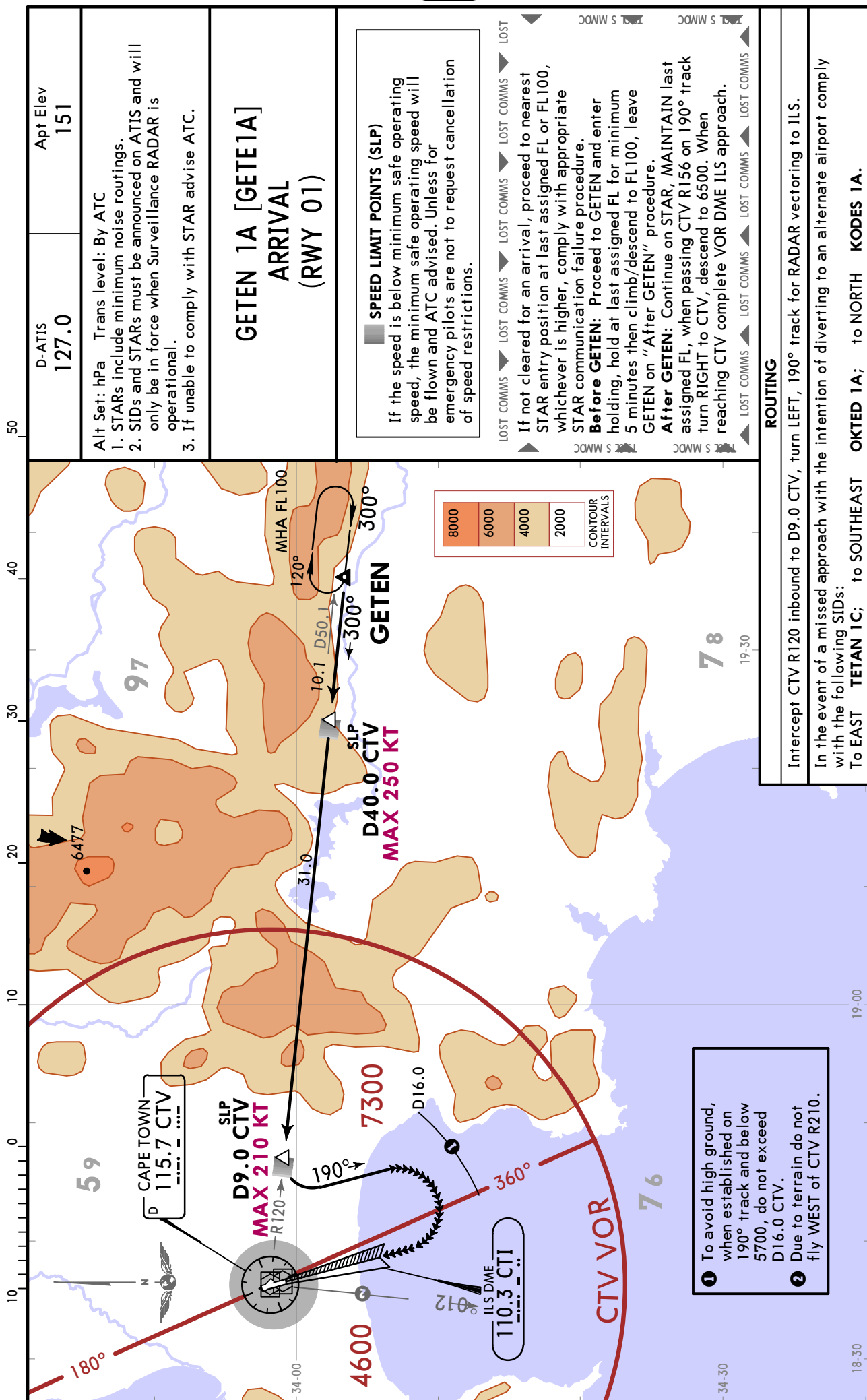
## CAPE TOWN INTL



# CAPE TOWN, S AFR REP

16 OCT 20 (10-2E)

STAR



D-ATIS  
**127.0**

Apt Elev  
**151**

Alt Set: hPa Trans level: By ATC  
1. STARs include minimum noise routings.  
2. SIDs and STARs must be announced on ATIS and will only be in force when Surveillance RADAR is operational.  
3. If unable to comply with STAR advise ATC.

**GETEN 1A [GETE1A]**  
**ARRIVAL**  
**(RWY 01)**

**SPEED LIMIT POINTS (SLP)**  
If the speed is below minimum safe operating speed, the minimum safe operating speed will be flown and ATC advised. Unless for emergency pilots are not to request cancellation of speed restrictions.

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST  
If not cleared for an arrival, proceed to nearest STAR entry position at last assigned FL or FL100, whichever is higher, comply with appropriate STAR communication failure procedure.  
**Before GETEN:** Proceed to GETEN and enter holding, hold at last assigned FL for minimum 5 minutes then climb/descend to FL100, leave GETEN on "After GETEN" procedure.  
**After GETEN:** Continue on STAR, MAINTAIN last assigned FL, when passing CTV R156 on 190° track turn RIGHT to CTV, descend to 6500. When reaching CTV complete VOR DME ILS approach.

**ROUTING**  
Intercept CTV R120 inbound to D9.0 CTV, turn LEFT, 190° track for RADAR vectoring to ILS.  
In the event of a missed approach with the intention of diverting to an alternate airport comply with the following SIDs:  
To EAST **TETAN 1C;** to SOUTHEAST **OKTED 1A;** to NORTH **KODES 1A.**



# FACT/CPT CAPE TOWN INTL

**JEPPESEN** CAPE TOWN, S AFR REP  
16 OCT 20 (10-2G) **STAR**

D-ATIS  
**127.0**

Apt Elev  
**151**

Alt Set: hPa Trans level: By ATC

1. STARs include minimum noise routings.
2. SIDs and STARs must be announced on ATIS and will only be in force when Surveillance RADAR is operational.
3. If unable to comply with STAR advise ATC.

## ROBBEN ISLAND 4C (RIV 4C) ARRIVAL (RWY 01)

**SPEED LIMIT POINTS (SLP)**

If the speed is below minimum safe operating speed, the minimum safe operating speed will be flown and ATC advised. Unless for emergency pilots are not to request cancellation of speed restrictions.



### ROUTING

On RIV R170 to D12.0 RIV, turn RIGHT, 190° track for RADAR vectoring to ILS.

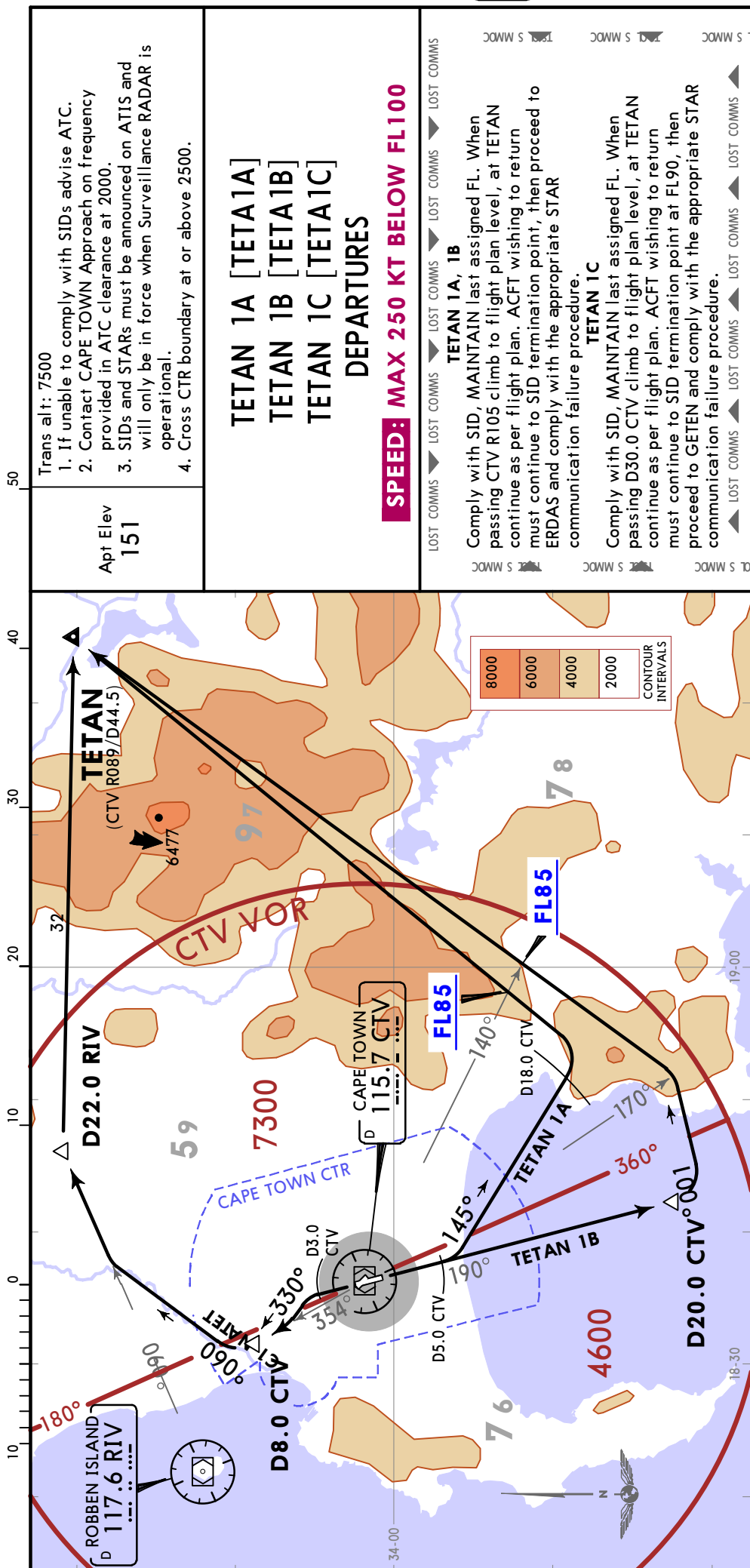
In the event of a missed approach with the intention of diverting to an alternate airport comply with the following SIDs:  
 To EAST **TETAN 1C**; to SOUTHEAST **OKTED 1A**; to NORTH **KODES 1A**.







# FACT/CPT CAPE TOWN INTL



Trans alt: 7500  
 1. If unable to comply with SIDs advise ATC.  
 2. Contact CAPE TOWN Approach on frequency provided in ATC clearance at 2000.  
 3. SIDs and STARs must be announced on ATIS and will only be in force when Surveillance RADAR is operational.  
 4. Cross CIR boundary at or above 2500.

Apt Elev  
151

**TETAN 1A [TETA1A]  
 TETAN 1B [TETA1B]  
 TETAN 1C [TETA1C]  
 DEPARTURES**

**SPEED: MAX 250 KT BELOW FL100**

**TETAN 1A, 1B**  
 Comply with SID, MAINTAIN last assigned FL. When passing CTV R105 climb to flight plan level, at TETAN continue as per flight plan. ACFT wishing to return must continue to SID termination point, then proceed to ERDAS and comply with the appropriate STAR communication failure procedure.

**TETAN 1C**  
 Comply with SID, MAINTAIN last assigned FL. When passing D30.0 CTV climb to flight plan level, at TETAN continue as per flight plan. ACFT wishing to return must continue to SID termination point at FL90, then proceed to GETEN and comply with the appropriate STAR communication failure procedure.

**Initial climb clearance FL90, further climb under RADAR control**

**ROUTING**

**TETAN 1A** On runway track to D5.0 CTV, turn LEFT, 145° track to D18.0 CTV, turn LEFT to TETAN, continue as per flight plan.

**TETAN 1B** On runway track to D5.0 CTV, intercept CTV R190 to D20.0 CTV, turn LEFT, 100° track, when passing CTV R170 turn LEFT to TETAN, continue as per flight plan.

**TETAN 1C** On runway track to D3.0 CTV, turn LEFT, 330° track, intercept CTV R354 to D8.0 CTV, turn RIGHT, 060° track, intercept RIV R090 to D22.0 RIV, turn RIGHT to TETAN, continue as per flight plan.

SID	RWY
TETAN 1A	19
TETAN 1B	
TETAN 1C	01

These SIDs require minimum climb gradients of

	TETAN 1A						
	6.2% until passing FL85.						
	TETAN 1B						
	4.6% until passing 5700.						
Gnd speed-KT	75	100	150	200	250	300	300
4.6% V/V (fpm)	349	466	699	932	1165	1397	1397
6.2% V/V (fpm)	471	628	942	1256	1570	1884	1884

# FACT/CPT

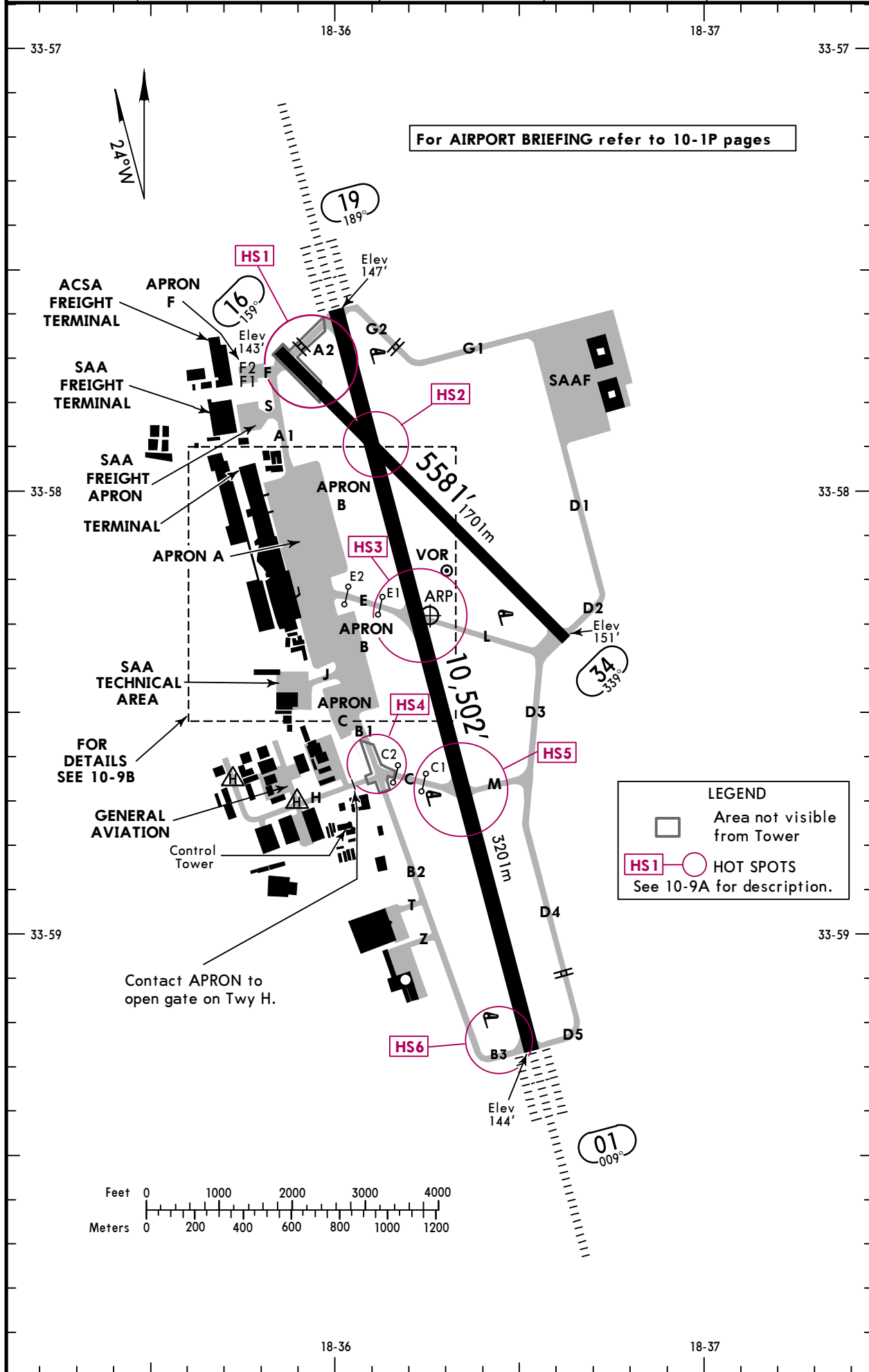
Apt Elev 151'  
S33 58.3 E018 36.3

**JEPPesen** 27 OCT 17 **10-9** Eff 9 Nov

# CAPE TOWN, S AFR REP

CAPE TOWN INTL

D-ATIS 127.0	*CAPE TOWN Delivery (Outside ops hours use GND freq) 122.1	CAPE TOWN Apron 122.65	Ground 121.9	Tower 118.1
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# FACT/CPT



# JEPPESEN CAPE TOWN, S AFR REP

27 OCT 17

10-9A

Eff 9 Nov

CAPE TOWN INTL

RWY	ADDITIONAL RUNWAY INFORMATION						USABLE LENGTHS			
							LANDING BEYOND		TAKE-OFF	WIDTH
							Threshold	Glide Slope		
01	HIRL (60m)	CL (15m)	ALSF-II	TDZ	PAPI (3.0°)	RVR		9348' 2849m	②	200' 61m
19	HIRL (60m)	CL (15m)	ALSF-II	TDZ	PAPI (3.2°)	①RVR				
16	HIRL (60m)	PAPI-L (3.0°)								151' 46m
34										

① PAPI must not be used beyond 5 NM from threshold.

② TAKE-OFF RUN AVAILABLE

**RWY 01:**

From rwy head 10,502' (3201m)  
twy C int 6824' (2080m)

**RWY 19:**

From rwy head 10,502' (3201m)  
rwy 16/34 int 8629' (2630m)  
twy E int 6152' (1875m)

### HOT SPOTS

For information only, not to be construed as ATC instructions.

**HS1** Portion of manoeuvring area not directly visible from Tower. ATC clearances issued based on known traffic. Exercise extreme caution when entering this area.  
Precision approach holding point A2. Exercise extreme caution and listen to ATC taxi clearance for holding position.

**HS2 HS3 HS5** Intermediate take off points. Exercise caution and ensure ATC clearance to enter the RWY before proceeding.

**HS4** Portion of manoeuvring area not directly visible from Tower. ATC clearances issued based on known traffic. Exercise extreme caution when entering this area.

**HS6** Precision approach holding point B3. Exercise extreme caution and listen to ATC clearance for holding position.

### JAR-OPS

### TAKE-OFF ①

	Rwy 01/19			All Rwys		
	Approved Operators	LVP must be in Force		LVP must be in Force	NIL (DAY only)	
	HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	
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 HUD required below 150m.

# FACT/CPT



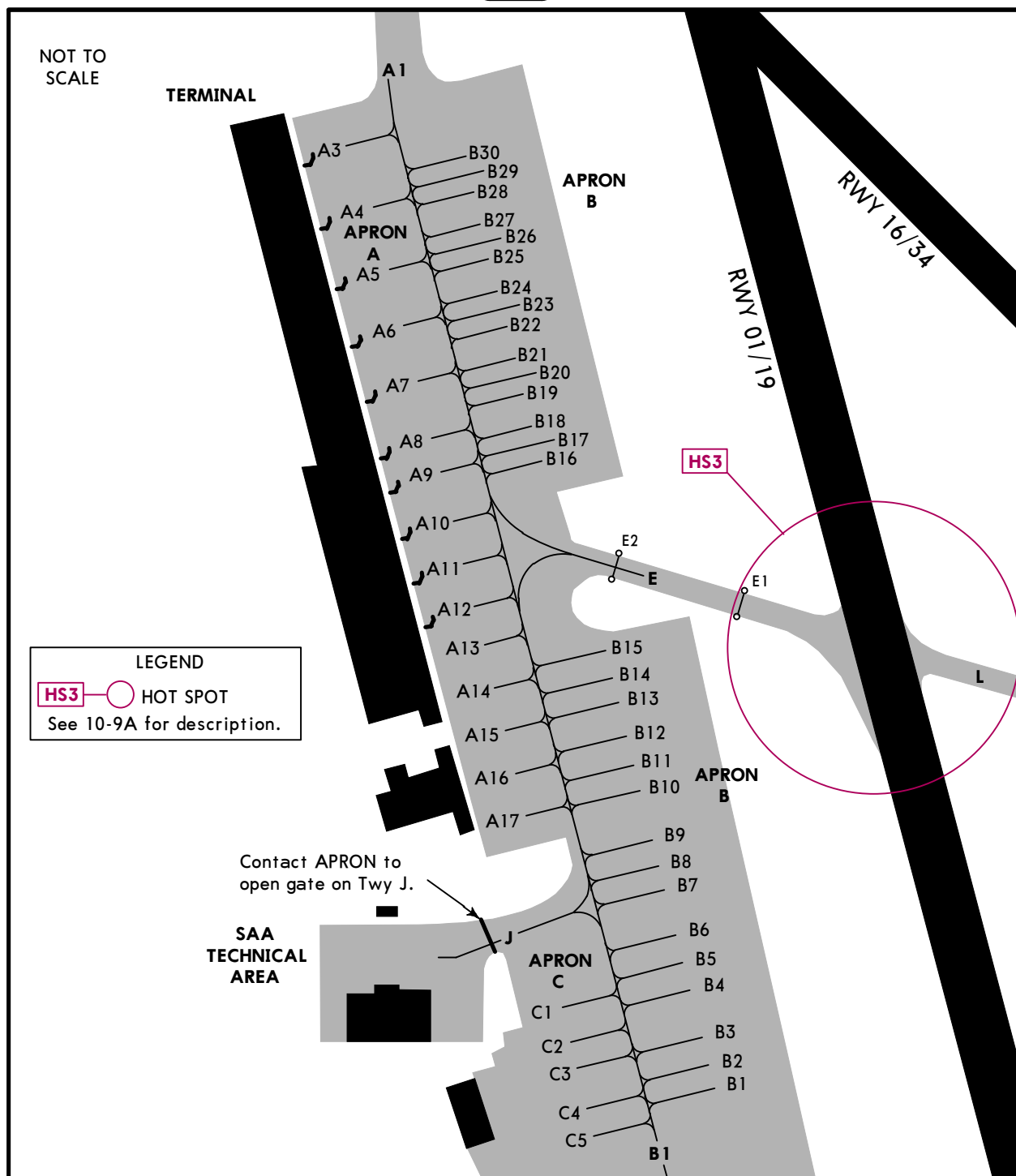
# JEPPESEN CAPE TOWN, S AFR REP

27 OCT 17

(10-9B)

Eff 9 Nov

CAPE TOWN INTL



NOT TO SCALE

TERMINAL

APRON B

RWY 16/34

RWY 01/19

**LEGEND**  
 HS3 — ○ HOT SPOT  
 See 10-9A for description.

Contact APRON to open gate on Twy J.

SAA TECHNICAL AREA

### INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
A3, A4	S33 58.0 E018 35.8	B16, B17	S33 58.2 E018 36.0
A5	S33 58.1 E018 35.8	B18 thru 24	S33 58.1 E018 36.0
A6, A7	S33 58.1 E018 35.9	B25 thru B30	S33 58.0 E018 36.0
A8 thru A11	S33 58.2 E018 35.9	C1 thru C5	S33 58.5 E018 36.0
A12 thru A15	S33 58.3 E018 35.9	F1, F2	S33 57.7 E018 35.8
A16, A17	S33 58.4 E018 35.9		
B1 thru B3	S33 58.5 E018 36.1		
B4 thru B9	S33 58.4 E018 36.1		
B10 thru B14	S33 58.3 E018 36.1		
B15	S33 58.3 E018 36.0		

# FACT/CPT



**Standard**  
**CAPE TOWN, S AFR REP**  
**CAPE TOWN INTL**

STRAIGHT-IN RWY		A	B	C	D
01	CAT 3B ILS	R75m	R75m	R75m	R75m
	CAT 3A ILS	RA50' R200m	RA50' R200m	RA50' R200m	RA50' R200m
	CAT 2 ILS	244'(100') RA106'R300m	244'(100') RA106'R300m	244'(100') RA106'R300m	244'(100') RA106'R300m
	ILS	344'(200')	344'(200')	344'(200')	344'(200')
	FULL	R550m	R550m	R550m	R550m
	TDZ or CL out	R550m ①	R550m ①	R550m ①	R550m ①
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT APPLICABLE			
	RNAV (RNP) Z or Y MACG mim 5.1%	NOT APPLICABLE	NOT APPLICABLE	460'(316') R1000m	470'(326') R1400m
	ALS out			R1800m	R2000m
	RNAV (RNP) Z or Y MACG mim 4.5%	NOT APPLICABLE	NOT APPLICABLE	1130'(986') R2400m	1130'(986') R2400m
	RNAV (RNP) Z or Y MACG mim 3.5%	NOT APPLICABLE	NOT APPLICABLE	2230'(2086') R2400m	2230'(2086') R2400m
	RNAV (RNP) Z or Y MACG mim 2.5%	NOT APPLICABLE	NOT APPLICABLE	3340'(3196') R2400m	3340'(3196') R2400m
	RNAV (LNAV/VNAV) MACG mim 3.8%	530'(386') R1100m	530'(386') R1200m	530'(386') R1200m	530'(386') R1600m
	ALS out	R1500m	R1500m	R2000m	R2000m
	RNAV (LNAV/VNAV) MACG mim 3.2%	1400'(1256') R1500m	1400'(1256') R1500m	1400'(1256') R2400m	1400'(1256') R2400m
	RNAV (LNAV/VNAV) MACG mim 2.5%	2430'(2286') R1500m	2430'(2286') R1500m	2430'(2286') R2400m	2430'(2286') R2400m
	RNAV (LNAV) ②③ MACG mim 4.0%	620'(476') R1500m	620'(476') R1500m	620'(476') R1500m	620'(476') R1600m
	ALS out	R1500m	R1500m	R2200m	R2200m
	RNAV (LNAV) ②④ MACG mim 3.9%	660'(516') R1500m	660'(516') R1500m	660'(516') R1600m	660'(516') R1600m
	ALS out	R1500m	R1500m	R2400m	R2400m
	RNAV (LNAV) ② MACG mim 3.5%	1210'(1066') R1500m	1210'(1066') R1500m	1210'(1066') R2400m	1210'(1066') R2400m
	RNAV (LNAV) ② MACG mim 2.5%	2610'(2466') R5000m	2610'(2466') R5000m	2610'(2466') R5000m	2610'(2466') R5000m
	VOR Z ②	530'(386') R1100m	530'(386') R1100m	530'(386') R1200m	530'(386') R1400m
	ALS out	R1800m	R1800m	R1800m	R2000m
	VOR Y ②	640'(496') R1500m	640'(496') R1500m	640'(496') R1500m	640'(496') R1600m
	ALS out	R1500m	R1500m	R2300m	R2300m
	VOR Y	640'(496') R1700m	640'(496') R1700m	640'(496') R1900m	640'(496') R1900m
	ALS out	R2500m	R2500m	R2700m	R2700m

- ① W/o HUD/AP/FD: R750m
- ② Continuous Descent Final Approach.
- ③ with CT1SD
- ④ W/o CT1SD

# FACT/CPT



**Standard**  
**CAPE TOWN, S AFR REP**  
**CAPE TOWN INTL**

STRAIGHT-IN RWY		A	B	C	D
19	CAT 2 ILS Z or Y	<b>247'</b> (100') <b>RA 100'R300m</b>	<b>247'</b> (100') <b>RA 100'R300m</b>	<b>247'</b> (100') <b>RA 100'R300m</b>	<b>247'</b> (100') <b>RA 100'R300m</b>
	ILS Z or Y FULL	<b>347'</b> (200') <b>R550m</b>	<b>347'</b> (200') <b>R550m</b>	<b>347'</b> (200') <b>R550m</b>	<b>347'</b> (200') <b>R550m</b>
	TDZ or CL out	R550m ①	R550m ①	R550m ①	R550m ①
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT APPLICABLE			
	RNAV (RNP) Z MACG mim 3.1%	NOT APPLICABLE	NOT APPLICABLE	<b>490'</b> (343') <b>R1000m</b>	<b>490'</b> (343') <b>R1400m</b>
	ALS out			R1800m	R2000m
	RNAV (RNP) Z MACG mim 2.8%	NOT APPLICABLE	NOT APPLICABLE	<b>970'</b> (823') <b>R2400m</b>	<b>970'</b> (823') <b>R2400m</b>
	RNAV (RNP) Z MACG mim 2.5%	NOT APPLICABLE	NOT APPLICABLE	<b>1520'</b> (1373') <b>R2400m</b>	<b>1520'</b> (1373') <b>R2400m</b>
	RNAV (LNAV/VNAV) MACG mim 4.6%	<b>610'</b> (463') <b>R1500m</b>	<b>610'</b> (463') <b>R1500m</b>	<b>610'</b> (463') <b>R1500m</b>	<b>610'</b> (463') <b>R1600m</b>
	ALS out	R1500m	R1500m	R2200m	R2200m
	RNAV (LNAV/VNAV) MACG mim 2.5%	<b>3060'</b> (2913') <b>R1500m</b>	<b>3060'</b> (2913') <b>R1500m</b>	<b>3060'</b> (2913') <b>R2400m</b>	<b>3060'</b> (2913') <b>R2400m</b>
	RNAV (LNAV) ②③ MACG mim 4.8%	<b>650'</b> (503') <b>R1500m</b>	<b>650'</b> (503') <b>R1500m</b>	<b>650'</b> (503') <b>R1600m</b>	<b>650'</b> (503') <b>R1600m</b>
ALS out	R1500m	R1500m	R2400m	R2400m	
RNAV (LNAV) ②④ MACG mim 4.8%	<b>690'</b> (543') <b>R1500m</b>	<b>690'</b> (543') <b>R1500m</b>	<b>690'</b> (543') <b>R1800m</b>	<b>690'</b> (543') <b>R1800m</b>	
ALS out	R1500m	R1500m	R2400m	R2400m	
RNAV (LNAV) ② MACG mim 2.5%	<b>3250'</b> (3103') <b>R5000m</b>	<b>3250'</b> (3103') <b>R5000m</b>	<b>3250'</b> (3103') <b>R5000m</b>	<b>3250'</b> (3103') <b>R5000m</b>	
VOR ②	<b>550'</b> (403') <b>R1200m</b>	<b>550'</b> (403') <b>R1200m</b>	<b>550'</b> (403') <b>R1200m</b>	<b>550'</b> (403') <b>R1400m</b>	
ALS out	R1500m	R1500m	R1900m	R2000m	
34	RNAV (RNP) Z MACG mim 5.2%	NOT APPLICABLE	NOT APPLICABLE	<b>490'</b> (339') <b>R1800m</b>	<b>500'</b> (349') <b>R2000m</b>
	RNAV (RNP) Z MACG mim 4.0%	NOT APPLICABLE	NOT APPLICABLE	<b>1750'</b> (1599') <b>R2400m</b>	<b>1750'</b> (1599') <b>R2400m</b>
	RNAV (RNP) Z MACG mim 3.0%	NOT APPLICABLE	NOT APPLICABLE	<b>2840'</b> (2689') <b>R2400m</b>	<b>2840'</b> (2689') <b>R2400m</b>
	RNAV (RNP) Z MACG mim 2.5%	NOT APPLICABLE	NOT APPLICABLE	<b>3390'</b> (3239') <b>R2400m</b>	<b>3390'</b> (3239') <b>R2400m</b>

- ① W/o HUD/AP/FD: R750m
- ② Continuous Descent Final Approach.
- ③ with CT2SD
- ④ W/o CT2SD

# FACT/CPT



**Standard**  
**CAPE TOWN, S AFR REP**  
**CAPE TOWN INTL**

CIRCLE-TO-LAND ①	A	B	C	D
	ENTIRELY AT PILOTS DISCRETION MINIMUMS NOT YET ESTABLISHED BY S AFR REP CAA			
After RNAV (GNSS)	NOT AUTHORIZED			

① CAT C and D: Not authorized between R-010 CTV and R-160 CTV.

## TAKE-OFF

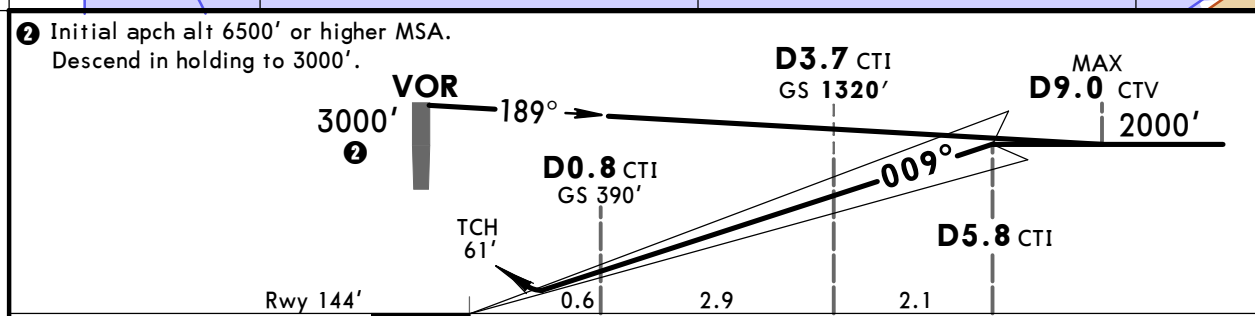
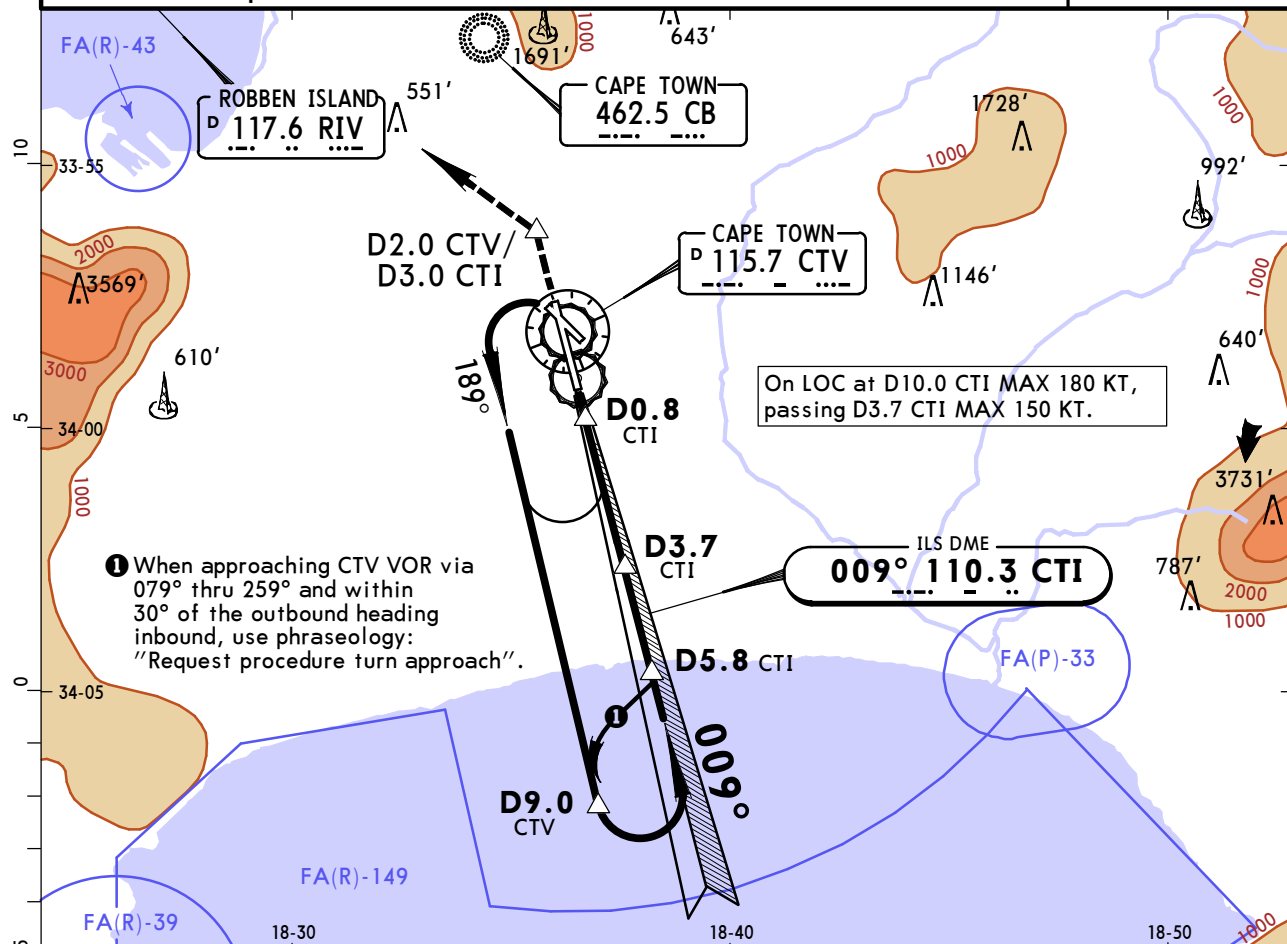
	Rwy 01/19 Low Visibility Take-off			Low Visibility Take-off Day: RL & RCLM Night: RL or CL	All Rwys	
	① HIRL, CL & relevant RVR TDZ, MID, RO	RL, CL & relevant RVR TDZ, MID, RO	RL & CL		Day: RL or RCLM Night: RL or CL	Adequate vis ref (Day only)
A	125m	150m	200m	300m	400m	500m
B						
C						
D	150m	200m	250m			

① RWY 01: R75m with approved guidance system or HUD/HUDLS.

# FACT/CPT CAPE TOWN INTL

**JEPPESSEN CAPE TOWN, S AFR REP**  
20 SEP 19 (11-1) **ILS Rwy 01**

D-ATIS <b>127.0</b>	CAPE TOWN Approach (R) <b>119.7</b>	*CAPE TOWN Director (APP) <b>124.35</b>	CAPE TOWN Tower <b>118.1</b>	Ground <b>121.9</b>
LOC CTI <b>110.3</b>	Final Apch Crs <b>009°</b>	GS <b>D3.7 CTI</b> 1320' (1176')	ILS DA(H) <b>344'</b> (200')	Apt Elev 151' Rwy 144'
<b>MISSED APCH:</b> Track on CB NDB climbing to D2.0 CTV/D3.0 CTI, then climbing turn LEFT towards RIV VOR. At 6500' turn RIGHT to CTV VOR, or as directed.				
Alt Set: hPa		Rwy Elev: 5 hPa	Trans level: By ATC	Trans alt: 7500'
<b>VOR and DME required.</b>				MSA CTV VOR



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI PAPI	<b>D2.0 CTV/ D3.0 CTI</b>
GS	3.00°	377	485	539	647	755		

<b>JAR-OPS</b> STRAIGHT-IN LANDING RWY 01		CIRCLE-TO-LAND CAT C & D: Not authorized between R-010 CTV and R-160 CTV <b>ENTIRELY AT PILOTS DISCRETION</b>	
ILS DA(H) <b>344'</b> (200') FULL ALS out		LOC (GS out)	
A			
B			
C	RVR 550m	RVR 1000m	NOT APPLICABLE
D			
<b>MINIMUMS NOT YET ESTABLISHED BY S AFR REP CAA</b>			

# FACT/CPT

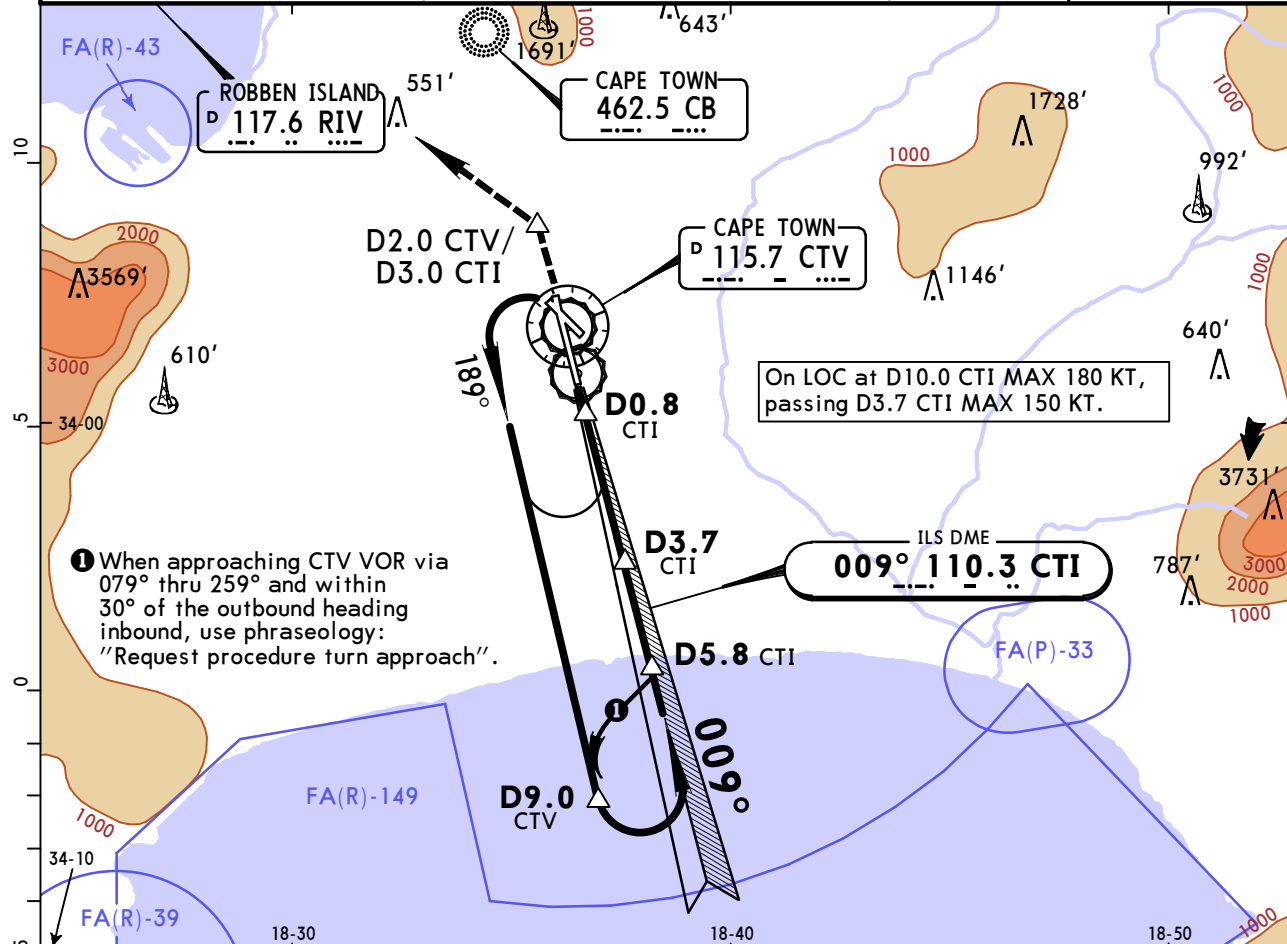
## CAPE TOWN INTL

20 SEP 19 **11-1A**

# CAPE TOWN, S AFR REP

## CAT II ILS Rwy 01

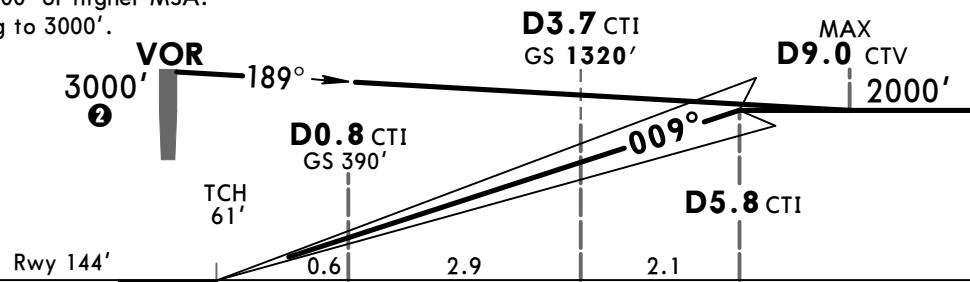
D-ATIS <b>127.0</b>	CAPE TOWN Approach (R) <b>119.7</b>	*CAPE TOWN Director (APP) <b>124.35</b>	CAPE TOWN Tower <b>118.1</b>	Ground <b>121.9</b>
LOC CTI <b>110.3</b>	Final Apch Crs <b>009°</b>	GS <b>D3.7 CTI</b> 1320' (1176')	CAT II ILS <b>RA 106'</b> DA(H) 244'(100')	Apt Elev 151' Rwy 144'
<b>MISSED APCH:</b> Track on CB NDB climbing to D2.0 CTV/D3.0 CTI, then climbing turn LEFT towards RIV VOR. At 6500' turn RIGHT to CTV VOR, or as directed.				
Alt Set: hPa      Rwy Elev: 5 hPa      Trans level: By ATC      Trans alt: 7500' 1. VOR and DME required.      2. Special Aircrew and Acft Certification Required.				MSA CTV VOR



① When approaching CTV VOR via 079° thru 259° and within 30° of the outbound heading inbound, use phraseology: "Request procedure turn approach".

On LOC at D10.0 CTI MAX 180 KT, passing D3.7 CTI MAX 150 KT.

② Initial apch alt 6500' or higher MSA. Descend in holding to 3000'.



Gnd speed-Kts	70	90	100	120	140	160	
GS	3.00°	377	485	539	647	755	862

HIALS-II  
 PAPI PAPI PAPI  
**D2.0 CTV/D3.0 CTI**

**JAR-OPS**      STRAIGHT-IN LANDING RWY 01  
 CAT II ILS  
 ABCD  
**RA 106'**  
 DA(H) **244'(100')**

**PANS OPS**      RVR 300m ①

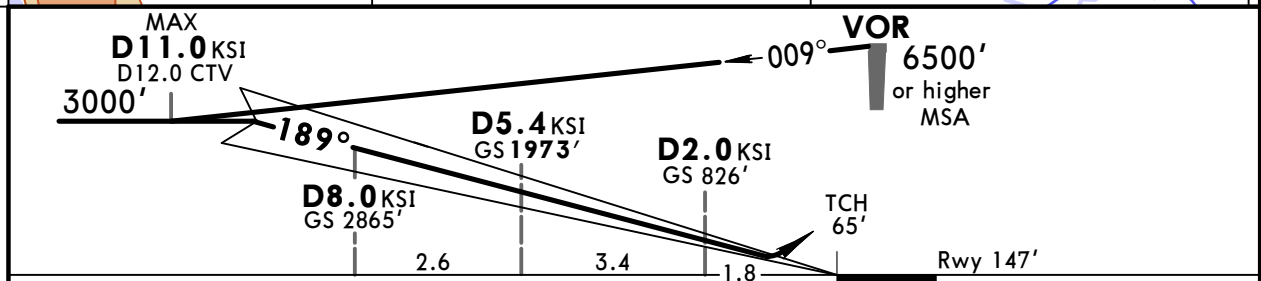
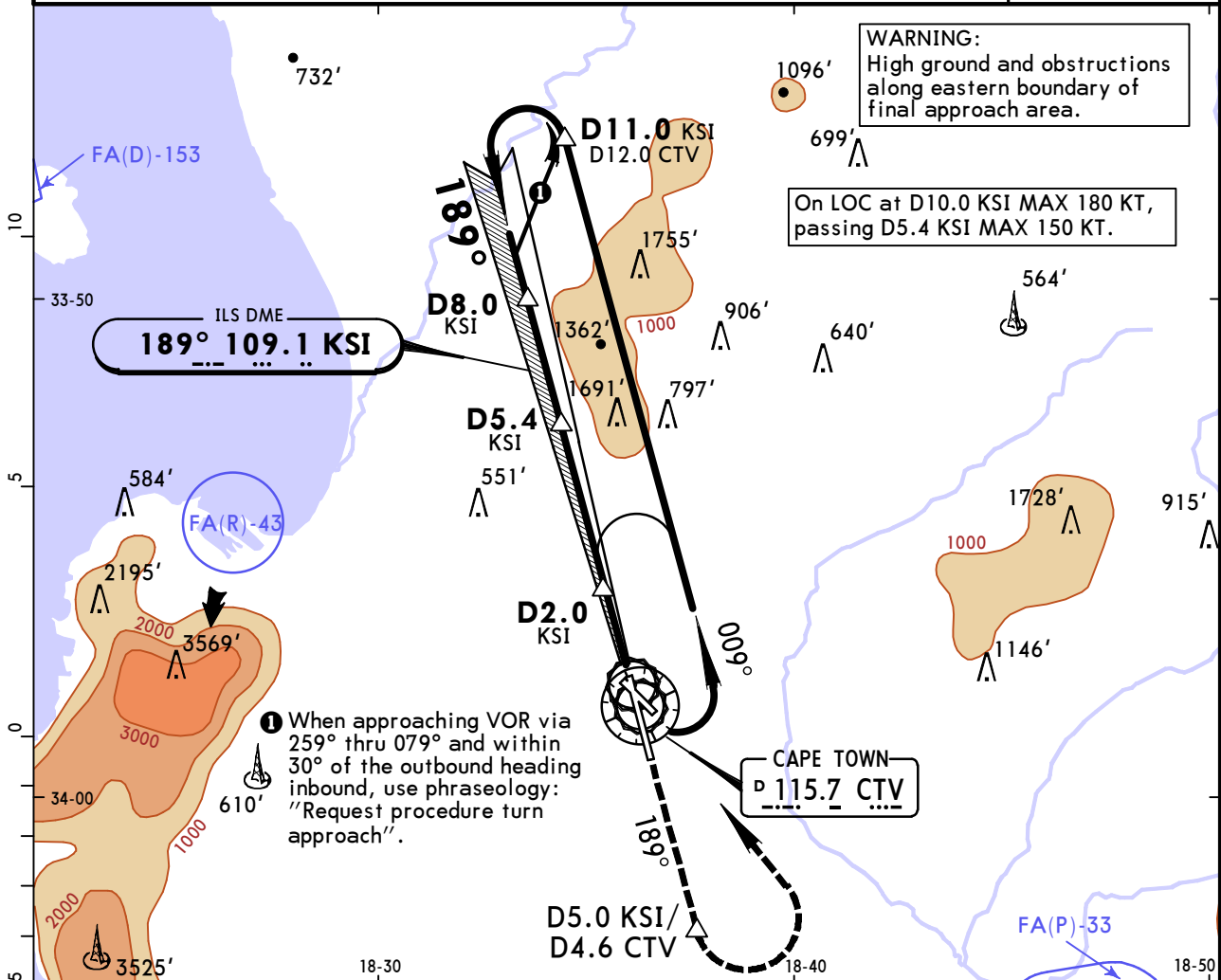
① Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

# FACT/CPT CAPE TOWN INTL

JEPPESSEN  
20 SEP 19 (11-2)

CAPE TOWN, S AFR REP  
ILS Z Rwy 19

D-ATIS <b>127.0</b>	CAPE TOWN Approach (R) <b>119.7</b>	*CAPE TOWN Director (APP) <b>124.35</b>	CAPE TOWN Tower <b>118.1</b>	Ground <b>121.9</b>
LOC KSI <b>109.1</b>	Final Apch Crs <b>189°</b>	GS <b>D5.4 KSI</b> <b>1973'</b> (1826')	ILS DA(H) <b>347'</b> (200')	Apt Elev 151' Rwy 147'
<b>MISSED APCH: Climb on R-189 to D5.0 KSI/D4.6 CTV, then turn LEFT to VOR climbing to 4000', or as directed.</b>				
Alt Set: hPa      Rwy Elev: 5 hPa      Trans level: By ATC      Trans alt: 7500'				MSA CTV VOR



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI PAPI	<b>D5.0 KSI / D4.6 CTV on 115.7 R-189</b>
GS	3.20°	402	517	574	689	804		

<b>JAR-OPS</b>	STRAIGHT-IN LANDING RWY 19		CIRCLE-TO-LAND
	ILS	LOC (GS out)	CAT C & D: Not authorized between R-010 and R-160
	DA(H) <b>347'</b> (200')		<b>ENTIRELY AT PILOTS DISCRETION</b>
	FULL	ALS out	

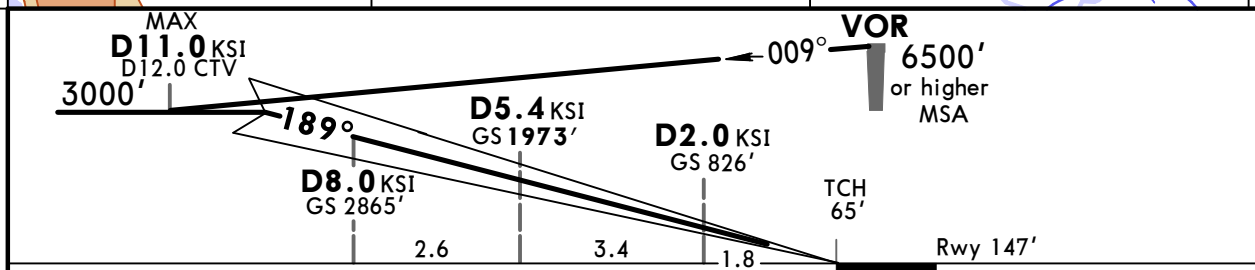
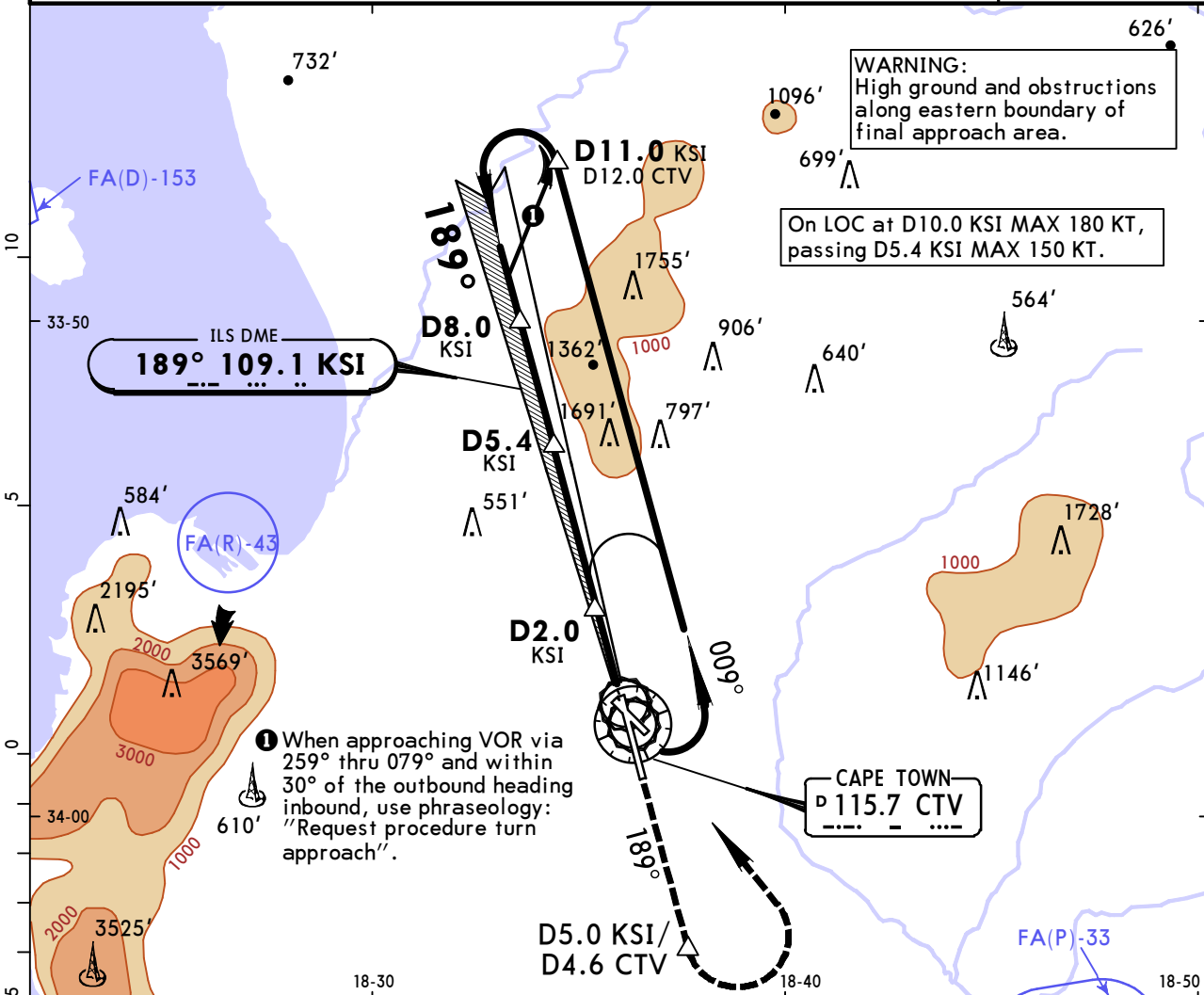
PANS OPS	A			MINIMUMS NOT YET ESTABLISHED BY S AFR REP CAA
	B	RVR 550m	RVR 1000m	
	C			
	D		NOT APPLICABLE	

**FACT/CPT**  
CAPE TOWN INTL

**JEPPESEN**  
20 SEP 19 **(11-2A)**

**CAPE TOWN, S AFR REP**  
**CAT II ILS Z Rwy 19**

D-ATIS <b>127.0</b>	CAPE TOWN Approach (R) <b>119.7</b>	*CAPE TOWN Director (APP) <b>124.35</b>	CAPE TOWN Tower <b>118.1</b>	Ground <b>121.9</b>
LOC KSI <b>109.1</b>	Final Apch Crs <b>189°</b>	GS <b>D5.4 KSI</b> <b>1973'</b> (1826')	CAT II ILS <b>RA 100'</b> DA(H) <b>247'</b> (100')	Apt Elev 151' Rwy 147'
<b>MISSED APCH: Climb on R-189 to D5.0 KSI/D4.6 CTV, then turn LEFT to VOR climbing to 4000', or as directed.</b>				
Alt Set: hPa    Rwy Elev: 5 hPa    Trans level: By ATC    Trans alt: 7500'				
<b>1. VOR and DME required. 2. Special Aircrew and Acft Certification Required.</b>				MSA CTV VOR



Gnd speed-Kts	70	90	100	120	140	160		<b>D5.0 KSI / D4.6 CTV on 115.7 R-189</b>
GS	3.20°	402	517	574	689	804		

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

**PANS OPS**      **RVR 300m**

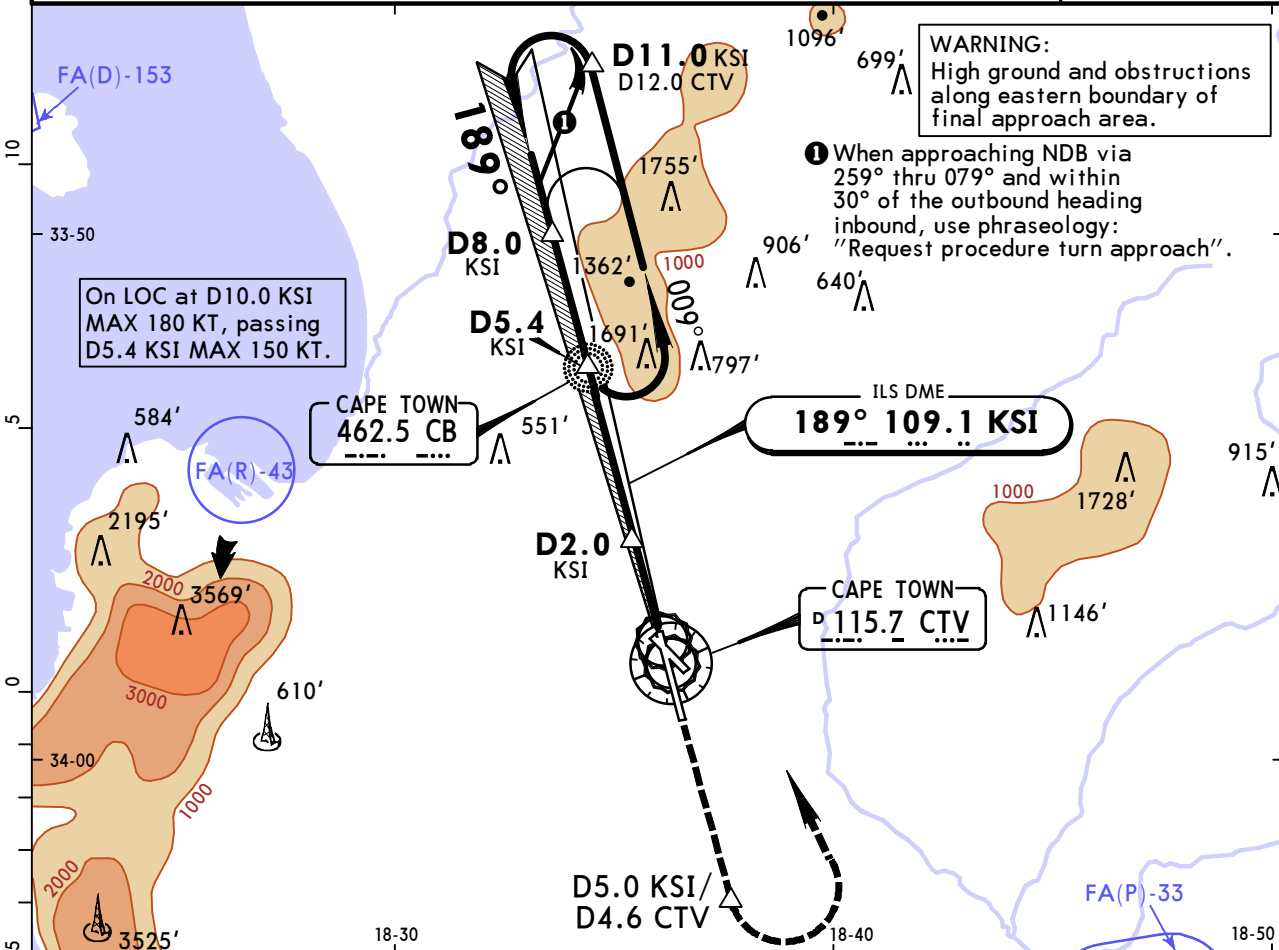
**Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.**

# FACT/CPT CAPE TOWN INTL

20 SEP 19 **(11-3)**

**CAPE TOWN, S AFR REP**  
**ILS Y Rwy 19**

D-ATIS <b>127.0</b>	CAPE TOWN Approach (R) <b>119.7</b>	*CAPE TOWN Director (APP) <b>124.35</b>	CAPE TOWN Tower <b>118.1</b>	Ground <b>121.9</b>
LOC KSI <b>109.1</b>	Final Apch Crs <b>189°</b>	GS <b>D5.4 KSI</b> <b>1973'</b> (1826')	ILS DA(H) <b>347'</b> (200')	Apt Elev 151' Rwy 147'
<b>MISSED APCH:</b> Climb on rwy heading to D5.0 KSI/D4.6 CTV, then turn LEFT to CB NDB climbing to 4000', or as directed.				
Alt Set: hPa <b>NDB and DME required.</b>		Rwy Elev: 5 hPa	Trans level: By ATC	Trans alt: 7500' MSA CTV VOR

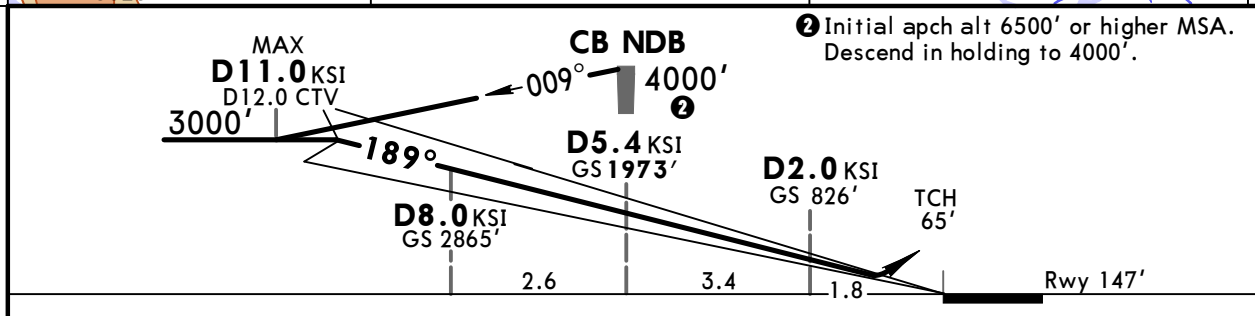


On LOC at D10.0 KSI  
MAX 180 KT, passing  
D5.4 KSI MAX 150 KT.

**WARNING:**  
High ground and obstructions  
along eastern boundary of  
final approach area.

① When approaching NDB via  
259° thru 079° and within  
30° of the outbound heading  
inbound, use phraseology:  
"Request procedure turn approach".

② Initial apch alt 6500' or higher MSA.  
Descend in holding to 4000'.



Gnd speed-Kts	70	90	100	120	140	160		<b>D5.0 KSI / D4.6 CTV</b> on Rwy hdg
GS	3.20°	402	517	574	689	804		

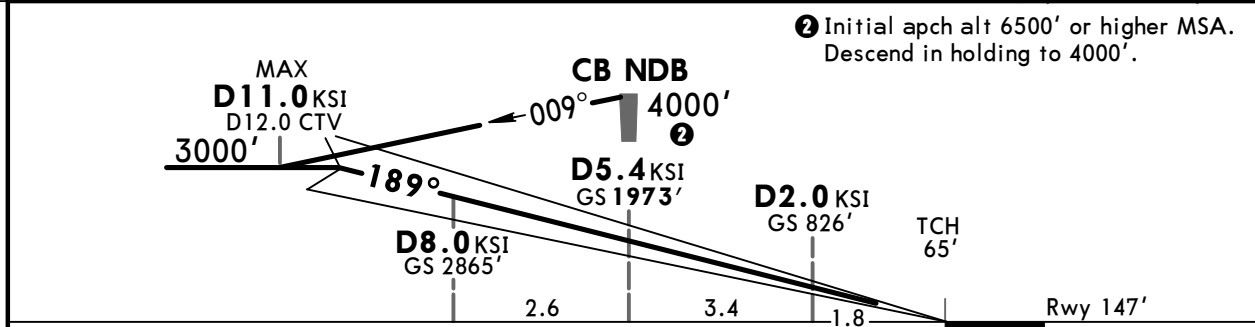
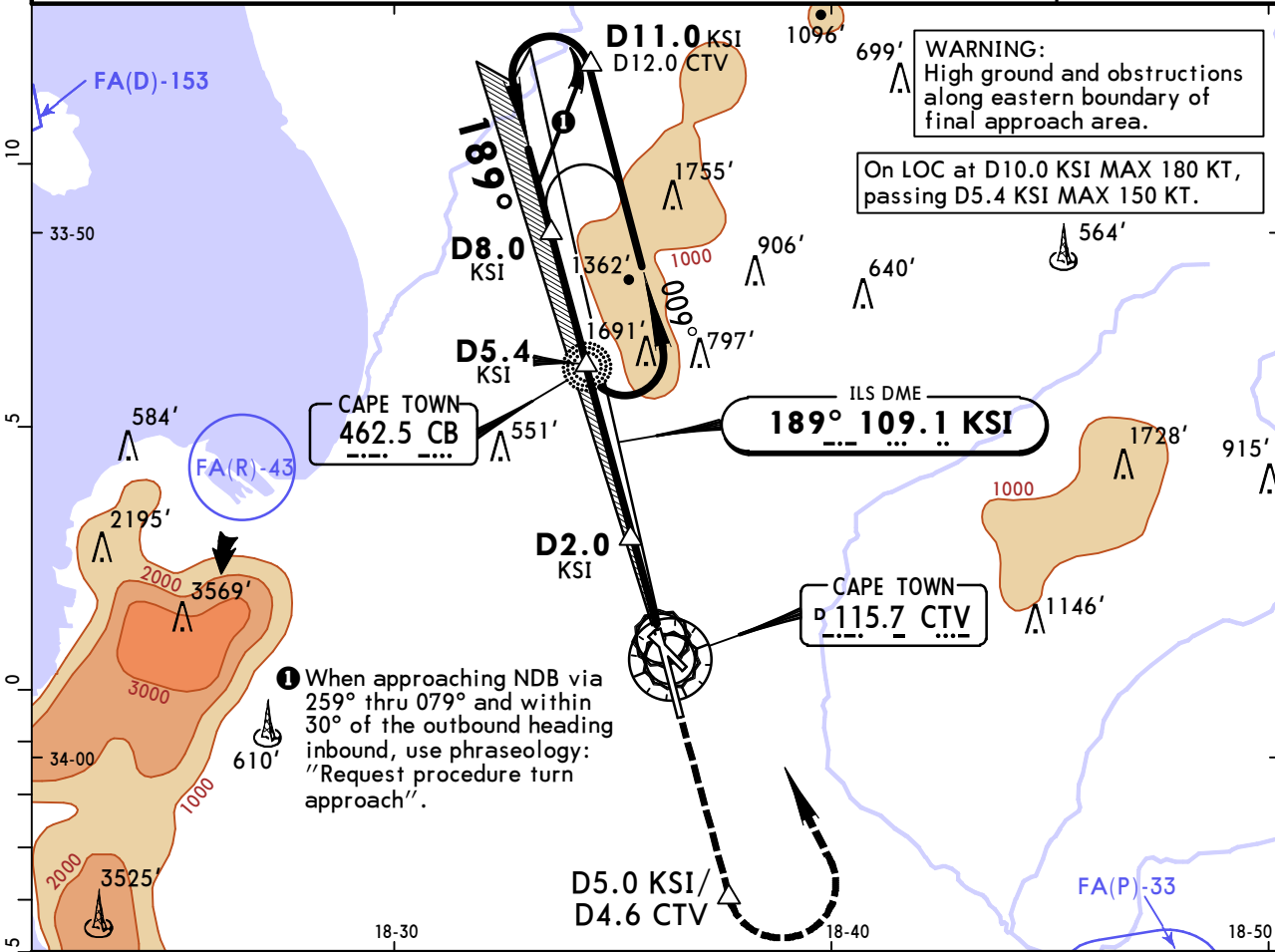
<b>JAR-OPS</b>		STRAIGHT-IN LANDING RWY 19		CIRCLE-TO-LAND CAT C & D: Not authorized between R-010 and R-160 <b>ENTIRELY AT PILOTS DISCRETION</b>	
ILS DA(H) <b>347'</b> (200')		LOC (GS out)		<b>MINIMUMS NOT YET ESTABLISHED BY S AFR REP CAA</b>	
FULL		ALS out			
A					
B					
C	RVR 550m	RVR 1000m	NOT APPLICABLE		
D					

**FACT/CPT**  
CAPE TOWN INTL

**JEPPESEN**  
20 SEP 19 **(11-3A)**

**CAPE TOWN, S AFR REP**  
**CAT II ILS Y Rwy 19**

D-ATIS	CAPE TOWN Approach (R)	*CAPE TOWN Director (APP)	CAPE TOWN Tower	Ground
127.0	119.7	124.35	118.1	121.9
LOC KSI	Final Apch Crs	GS	CAT II ILS	Apt Elev 151'
109.1	189°	D5.4 KSI 1973' (1826')	RA 100' DA(H) 247'(100')	Rwy 147'
<b>MISSED APCH: Climb on rwy heading to D5.0 KSI/D4.6 CTV, then turn LEFT to CB NDB climbing to 4000', or as directed.</b>				
Alt Set: hPa      Rwy Elev: 5 hPa      Trans level: By ATC      Trans alt: 7500' 1. NDB and DME required.    2. Special Aircrew and Acft Certification Required.				
				MSA CTV VOR



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI PAPI	D5.0 KSI/ 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 100'**  
 DA(H) 247'(100')

**PANS OPS**      RVR 300m

① Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

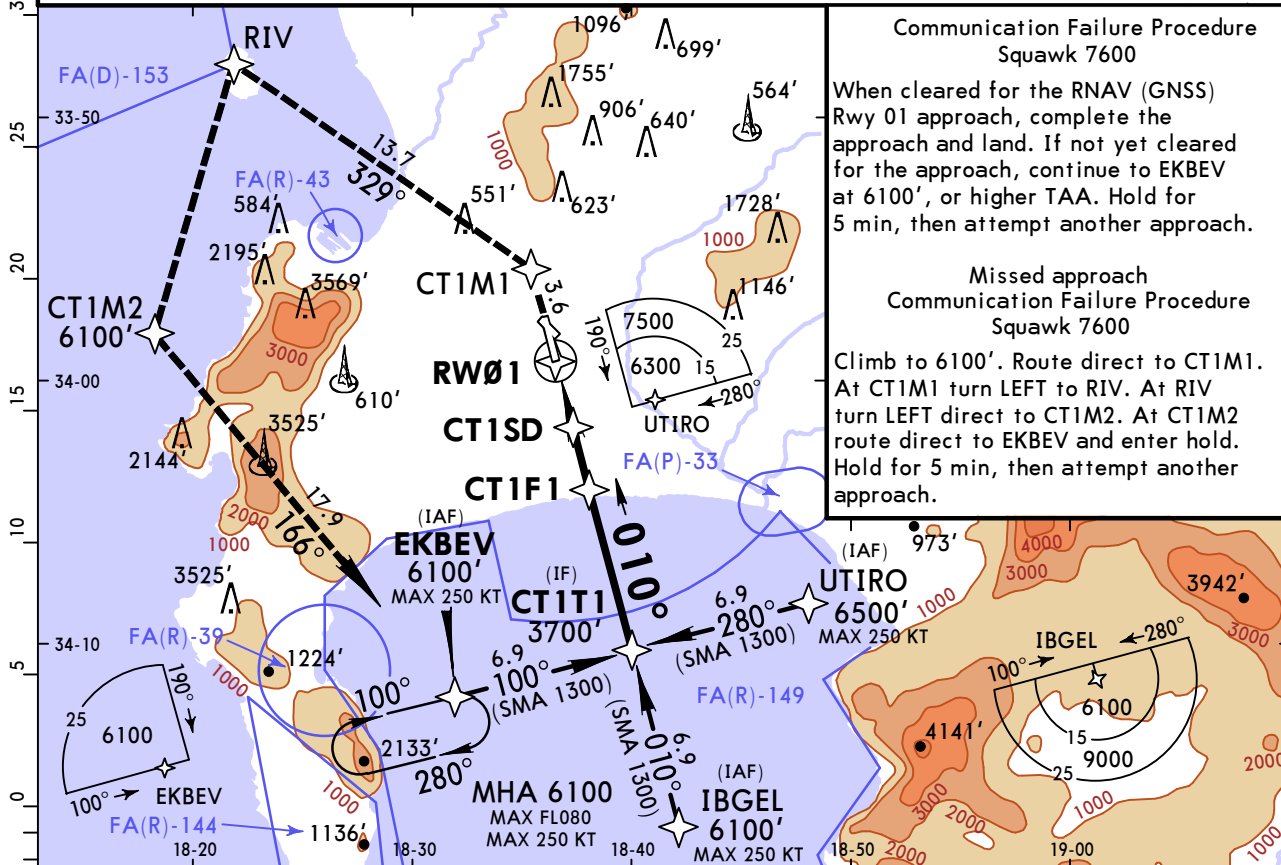
# FACT/CPT CAPE TOWN INTL

24 MAY 19 **12-1**

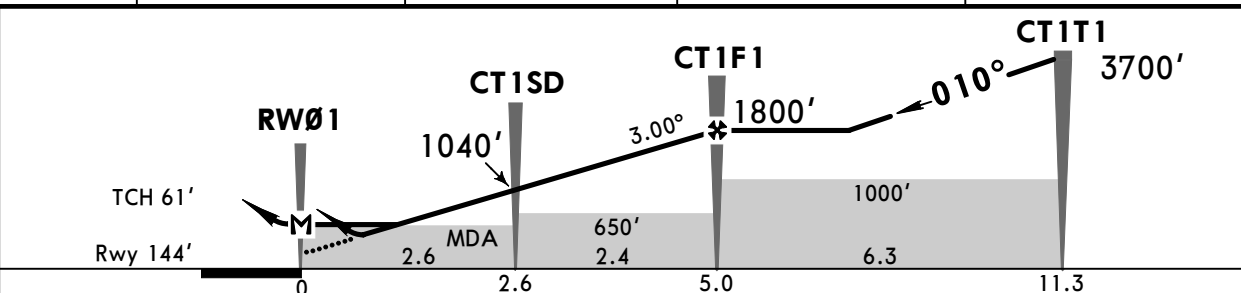
# CAPE TOWN, S AFR REP RNAV (GNSS) Rwy 01

D-ATIS <b>127.0</b>	CAPE TOWN Approach (R) <b>119.7</b>	*CAPE TOWN Director (APP) <b>124.35</b>	CAPE TOWN Tower <b>118.1</b>	Ground <b>121.9</b>
RNAV	Final Apch Crs <b>010°</b>	Procedure Alt <b>CT1F1 1800'</b> (1656')	LNAV/VNAV DA(H) Refer to Minimums Apt Elev 151' Rwy 144'	TAA 25 NM IAF
<b>MISSED APCH:</b> Climb to 6100'. Route direct to CT1M1, then turn LEFT to RIV. At RIV turn LEFT direct to CT1M2. At CT1M2 route direct to EKBEV and hold or as directed. Do not turn before MAP.				

Alt Set: hPa Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 7500'  
**1. GNSS required.** 2. Baro-VNAV not authorized below 0°C and MAX VPA 3.5°, temperature +70°C.



DIST to RW01	2.0	3.0	4.0	5.0
ALTITUDE	850'	1170'	1490'	1800'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI PAPI <b>CT1M1</b> 
Descent Angle	3.00°	372	478	531	637	849	
LNAV/VNAV: MAP at DA							
LNAV: MAP at RW01							

PANS OPS	STRAIGHT-IN LANDING RWY01													
	LNAV/VNAV				LNAV				LNAV					
	MACG mim 3.8%		MACG mim 3.2%		MACG mim 2.5%		MACG mim 4.0% With CT1SD		MACG mim 3.9% W/o CT1SD		MACG mim 3.5%		MACG mim 2.5%	
	DA(H) <b>530'</b> (386')		DA(H) <b>1400'</b> (1256')		DA(H) <b>2430'</b> (2286')		DA(H) <b>620'</b> (476')		DA(H) <b>660'</b> (516')		DA(H) <b>1210'</b> (1066')		DA(H) <b>2610'</b> (2466')	
A	RVR 1000m	RVR 1200m	RVR 1200m	RVR 1500m	RVR 1000m	RVR 1000m	RVR 1200m	RVR 1200m	RVR 1200m	RVR 1200m	RVR 1200m	RVR 1200m	RVR 1500m	
B	RVR 1200m	RVR 1400m	RVR 1400m	RVR 1500m	RVR 1200m	RVR 1200m	RVR 1400m	RVR 1400m	RVR 1400m	RVR 1400m	RVR 1400m	RVR 1400m	RVR 1500m	
C	RVR 1600m	RVR 1800m	RVR 1800m	RVR 2000m	RVR 1600m	RVR 1600m	RVR 1800m	RVR 1800m	RVR 1800m	RVR 1800m	RVR 1800m	RVR 1800m	RVR 2000m	

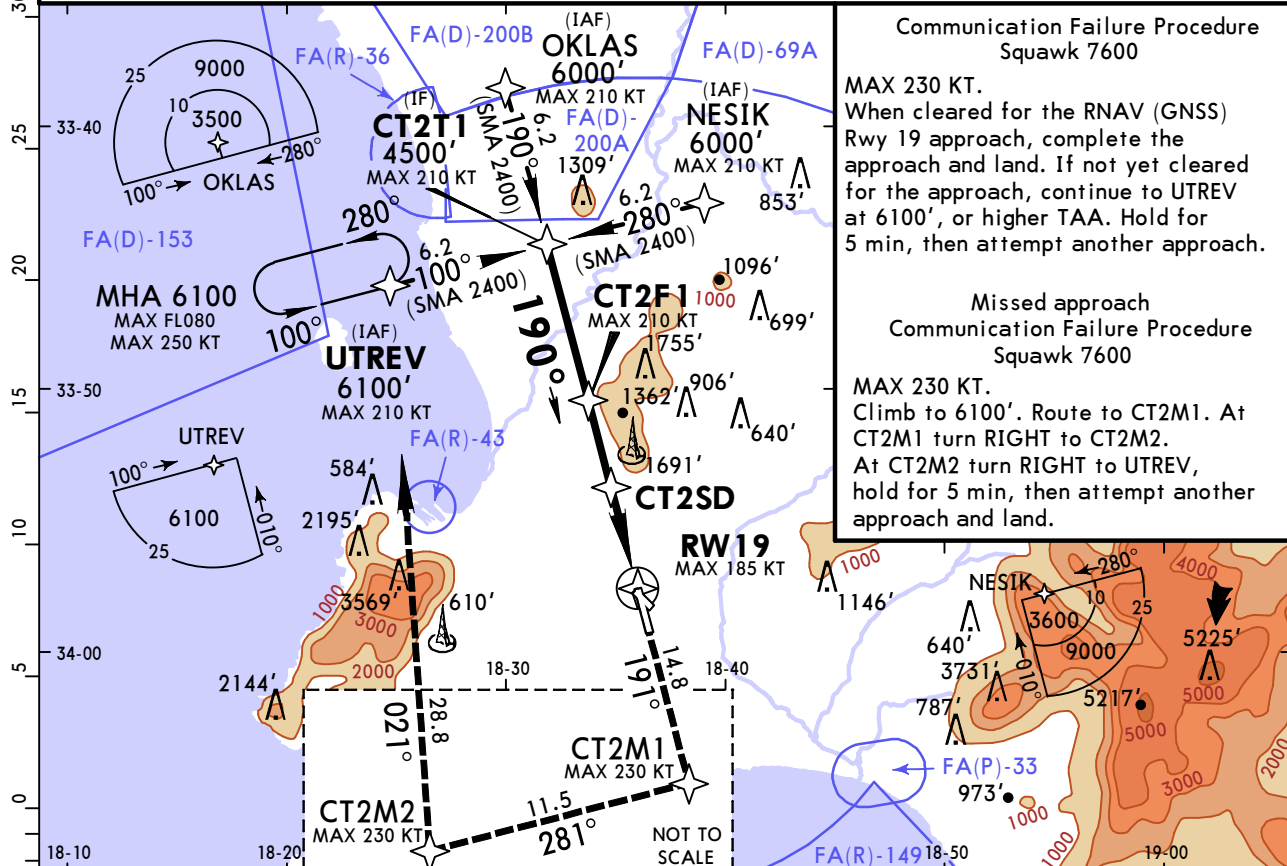
# FACT/CPT CAPE TOWN INTL

**JEPPESEN**  
24 MAY 19 **(12-2)**

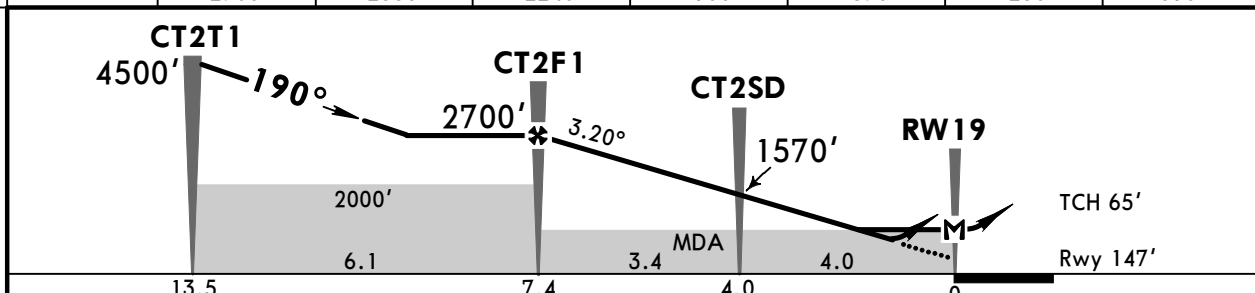
# CAPE TOWN, S AFR REP RNAV (GNSS) Rwy 19

D-ATIS <b>127.0</b>	CAPE TOWN Approach (R) <b>119.7</b>	*CAPE TOWN Director (APP) <b>124.35</b>	CAPE TOWN Tower <b>118.1</b>	Ground <b>121.9</b>
RNAV	Final Apch Crs <b>190°</b>	Procedure Alt <b>CT2F1</b> <b>2700'</b> (2553')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 151' Rwy 147'
<b>MISSED APCH:</b> Climb to 6100'. Route to CT2M1. At CT2M1 turn RIGHT to CT2M2. At CT2M2 turn RIGHT to UTREV and enter holding, or as directed. Do not turn before MAP. MAX 230 KT.				TAA 25 NM IAF

Alt Set: hPa Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 7500'  
**1. GNSS required.** 2. Baro-VNAV not authorized below 0°C and MAX VPA 3.5°, temperature +70°C.



DIST to RW19	7.4	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2700'	2580'	2240'	1900'	1570'	1230'	890'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI PAPI PAPI <b>230 KT</b> CT2M1 MAX ↑
Descent Angle	3.20°	396	510	566	679	793	
LNAV/VNAV: MAP at DA							
LNAV: MAP at RW19							

<b>JAR-OPS</b>		STRAIGHT-IN LANDING RWY 19			
LNAV/VNAV		LNAV		LNAV	
MACG mim 4.6%		MACG mim 2.5%		MACG mim 4.8%	
DA(H) <b>610'</b> (463')		DA(H) <b>3060'</b> (2913')		MDA(H) <b>650'</b> (503')	
ALS out		ALS out		W/o CT2SD	
A RVR 1000m		RVR 1200m		MDA(H) <b>690'</b> (543')	
B RVR 1500m		RVR 1500m		ALS out	
C RVR 1200m		RVR 1400m		RVR 1000m	
D RVR 1600m		RVR 1800m		RVR 1500m	
				RVR 1200m	
				RVR 1500m	
				RVR 1400m	
				RVR 2000m	
				RVR 1800m	
				RVR 2000m	

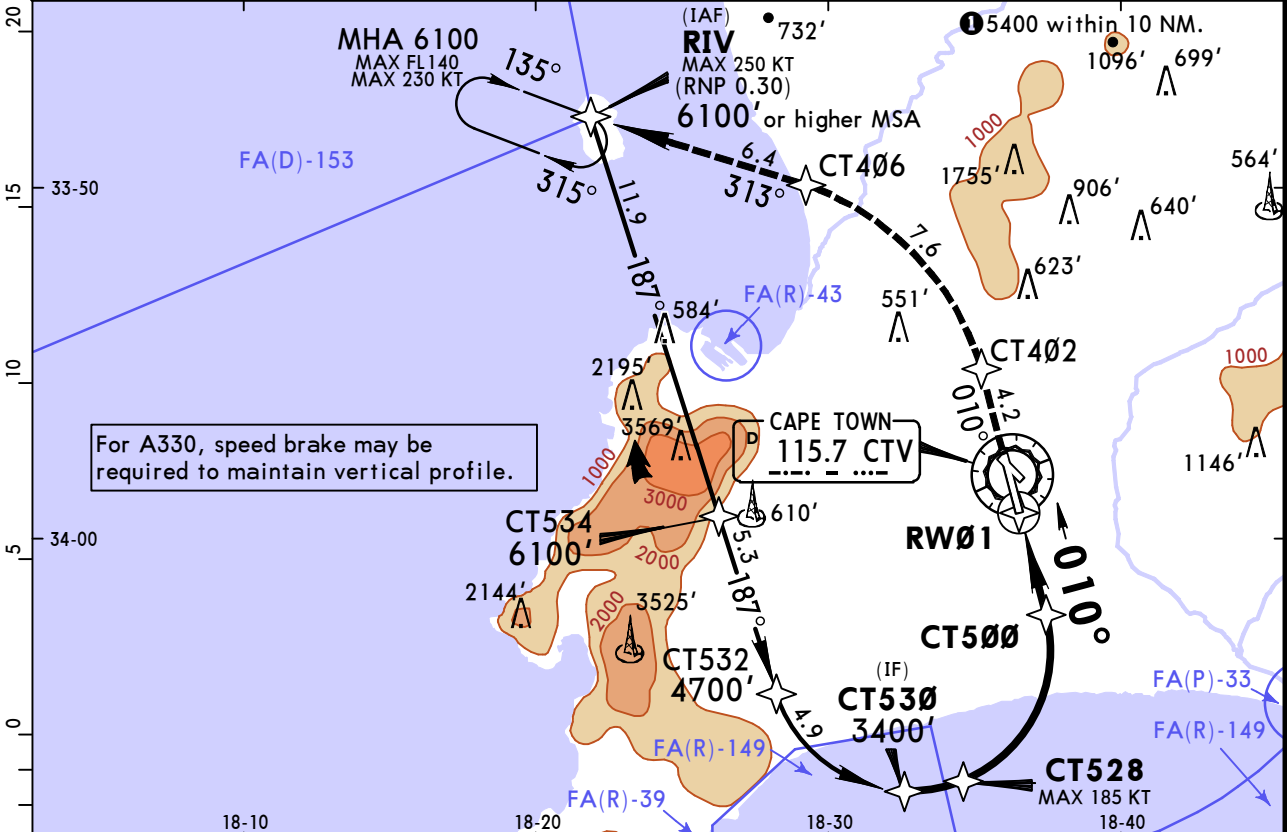
# FACT/CPT CAPE TOWN INTL

**JEPPESEN**  
20 SEP 19 **(12-20)** **CAT C & D**

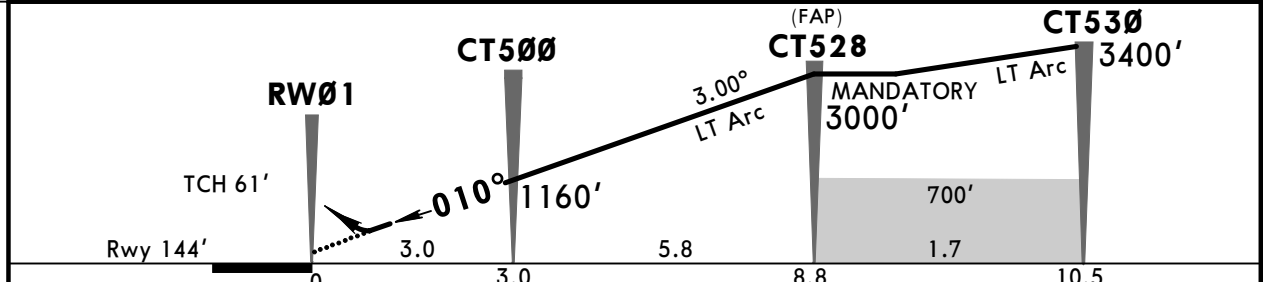
# CAPE TOWN, S AFR REP RNAV (RNP) Z Rwy 01

D-ATIS <b>127.0</b>	CAPE TOWN Approach (R) <b>119.7</b>	*CAPE TOWN Director (APP) <b>124.35</b>	CAPE TOWN Tower <b>118.1</b>	Ground <b>121.9</b>
RNAV	Final Apch Crs <b>010°</b>	Mandatory Alt <b>CT528</b> <b>3000'</b> (2856')	RNP 0.30 DA(H) Refer to Minimums	Apt Elev 151' Rwy 144'
<b>MISSED APCH: Climb to 6100'. Climb to CT402, then turn LEFT via CT406 to RIV. Do not exceed 230 KT until CT406.</b>				

Alt Set: hPa Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 7500'  
**1. Special aircrew and acft certification required.** **2. RNP 0.3 GNSS required.**  
**3. Minimum Temperature -1°C.**



DIST to RW01	2.0	3.0	4.0	5.0	6.0	7.0	8.8
ALTITUDE	840'	1160'	1480'	1800'	2110'	2430'	3000'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI PAPI <b>230 KT</b> MAX CT402 ↑
Glide Path Angle 3.00°	372	478	531	637	743	849	
MAP at DA							

JAR-OPS STRAIGHT-IN LANDING RWY 01 RNP 0.30				CIRCLE-TO-LAND	
MACG mim 5.1%	MACG mim 4.5%	MACG mim 3.5%	MACG mim 2.5%	CAT C & D: Not authorized between R-010 and R-160	
DA(H) C: <b>460'</b> (316')	DA(H) <b>1130'</b> (986')	DA(H) <b>2230'</b> (2086')	DA(H) <b>3340'</b> (3196')	<b>ENTIRELY AT PILOTS DISCRETION</b>	
ALS out	ALS out	ALS out	ALS out		

PANS OPS	A	NOT APPLICABLE	NOT APPLICABLE	NOT APPLICABLE	NOT APPLICABLE	<b>MINIMUMS NOT YET ESTABLISHED BY S AFR REP CAA</b>		
	B							
	C	RVR 1000m	RVR 1800m	RVR 1400m	RVR 2000m		RVR 1400m	RVR 2000m
	D	RVR 1400m	RVR 2000m	RVR 1800m	RVR 2000m		RVR 1800m	RVR 2000m

# FACT/CPT CAPE TOWN INTL

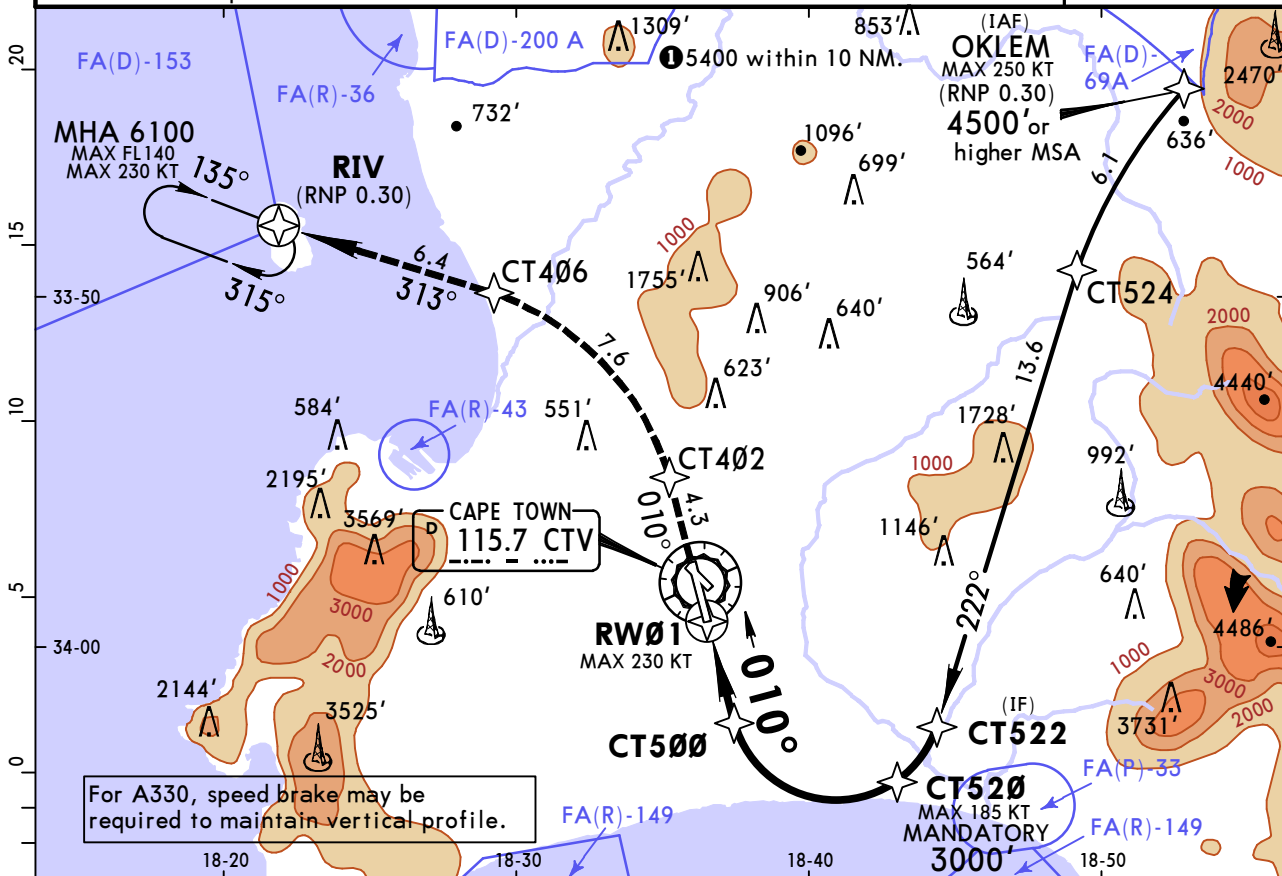
**JEPPESEN**

**CAPE TOWN, S AFR REP**

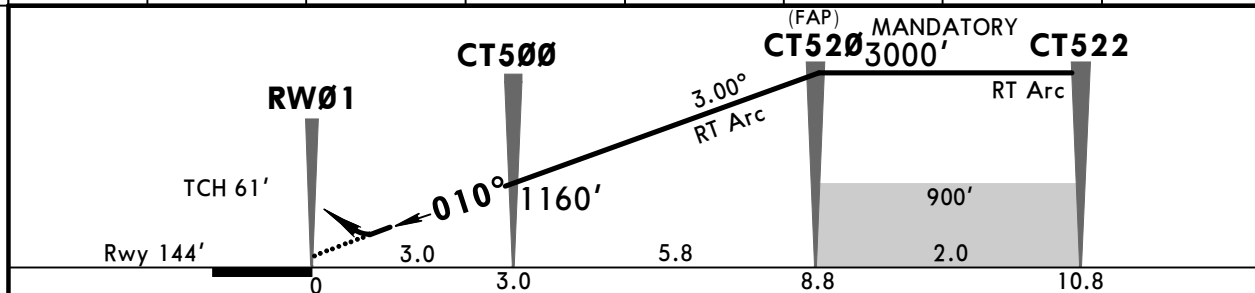
20 SEP 19 **(12-21)** **CAT C & D**

**RNAV (RNP) Y Rwy 01**

D-ATIS <b>127.0</b>	CAPE TOWN Approach (R) <b>119.7</b>	*CAPE TOWN Director (APP) <b>124.35</b>	CAPE TOWN Tower <b>118.1</b>	Ground <b>121.9</b>
RNAV	Final Apch Crs <b>010°</b>	Mandatory Alt <b>CT520</b> <b>3000'</b> (2856')	RNP 0.30 DA(H) Refer to Minimums	Apt Elev 151' Rwy 144'
<b>MISSED APCH: Climb to 6100'. Climb to CT402, then turn LEFT via CT406 to RIV. Do not exceed 230 KT until CT406.</b>				<p>MSA ARP</p>
Alt Set: hPa      Rwy Elev: 5 hPa      Trans level: By ATC      Trans alt: 7500' <b>1. Special aircrew and acft certification required.      2. RNP 0.3 GNSS required.</b> 3. Minimum Temperature -1°C.				



DIST to RW01	2.0	3.0	4.0	5.0	6.0	7.0	8.8
ALTITUDE	840'	1160'	1480'	1800'	2110'	2430'	3000'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI PAPI PAPI <b>230 KT CT402</b> MAX ↑
Glide Path Angle 3.00°	372	478	531	637	743	849	
MAP at DA							

JAR-OPS				STRAIGHT-IN LANDING RWY 01 RNP 0.30				CIRCLE-TO-LAND	
MACG mim 5.1%		MACG mim 4.5%		MACG mim 3.5%		MACG mim 2.5%		CAT C & D: Not authorized between R-010 and R-160	
DA(H) C: <b>460'</b> (316')		DA(H) <b>1130'</b> (986')		DA(H) <b>2230'</b> (2086')		DA(H) <b>3340'</b> (3196')		ENTIRELY AT PILOTS DISCRETION	
D: <b>470'</b> (326')									
ALS out		ALS out		ALS out		ALS out			

PANS OPS	A	NOT APPLICABLE				NOT APPLICABLE				MINIMUMS NOT YET ESTABLISHED BY S AFR REP CAA
	B	NOT APPLICABLE				NOT APPLICABLE				
	C	RVR 1000m	RVR 1800m	RVR 1400m	RVR 2000m	RVR 1400m	RVR 2000m	RVR 1400m	RVR 2000m	
	D	RVR 1400m	RVR 2000m	RVR 1800m	RVR 2000m	RVR 1800m	RVR 2000m	RVR 1800m	RVR 2000m	

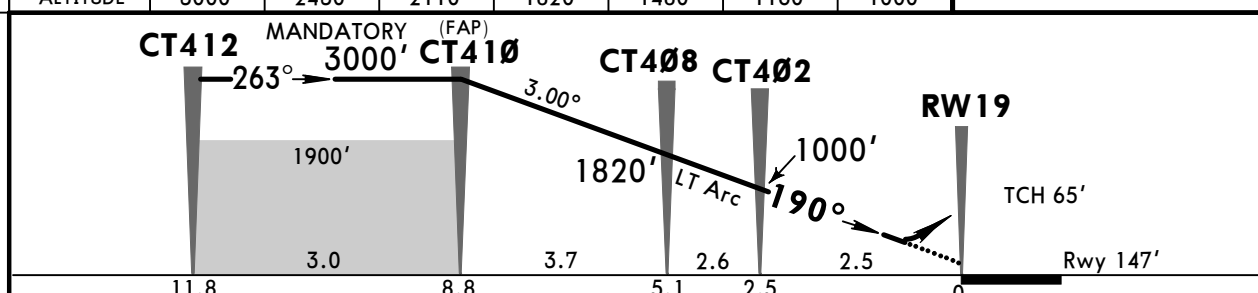
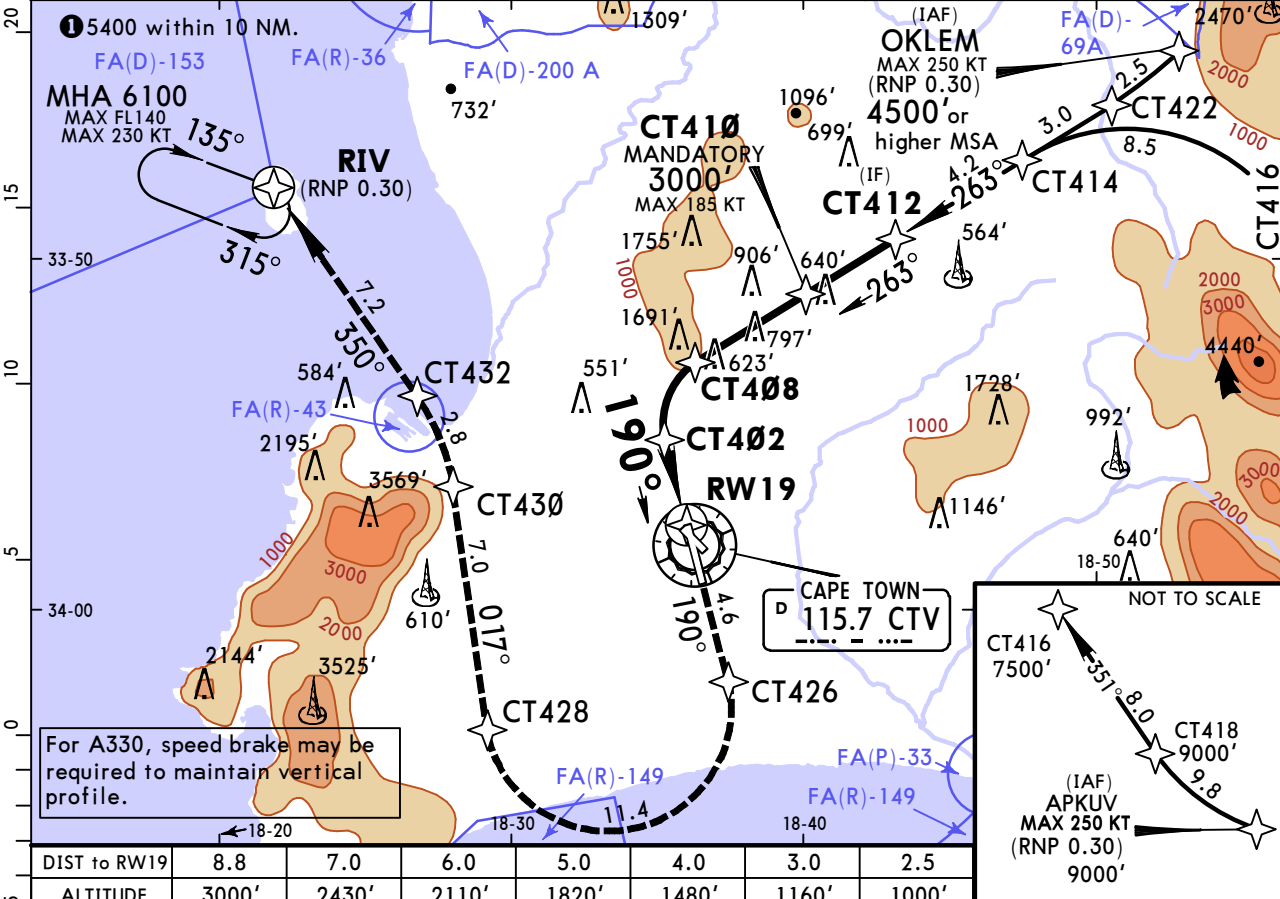
# FACT/CPT CAPE TOWN INTL

**JEPPESEN**  
20 SEP 19 **(12-22)** **CAT C & D**

# CAPE TOWN, S AFR REP RNAV (RNP) Z Rwy 19

D-ATIS <b>127.0</b>	CAPE TOWN Approach (R) <b>119.7</b>	*CAPE TOWN Director (APP) <b>124.35</b>	CAPE TOWN Tower <b>118.1</b>	Ground <b>121.9</b>
RNAV	Final Apch Crs <b>190°</b>	Mandatory Alt <b>CT410</b> <b>3000'</b> (2853')	RNP 0.30 DA(H) Refer to Minimums	Apt Elev 151' Rwy 147'
<b>MISSED APCH: Climb to 6100'. Climb to CT426, then turn RIGHT via CT428 to CT430, then turn LEFT via CT432 to RIV.</b> Do not exceed 230 KT until CT428.				

Alt Set: hPa Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 7500'  
**1. Special aircrew and acft certification required.** **2. RNP 0.3 GNSS required.**  
 3. Minimum Temperature -1°C.



MAP at DA							HIALS-II PAPI PAPI PAPI <b>230 KT</b> MAX	<b>CT426</b> ↑
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<b>JAR-OPS</b>						<b>STRAIGHT-IN LANDING RWY 19</b>		<b>CIRCLE-TO-LAND</b>	
<b>RNP 0.30</b>						MACG mim 3.1% DA(H) <b>490'</b> (343') ALS out		MACG mim 2.8% DA(H) <b>970'</b> (823') ALS out	
						MACG mim 2.5% DA(H) <b>1520'</b> (1373') ALS out		CAT C & D: Not authorized between R-010 and R-160 <b>ENTIRELY AT PILOTS DISCRETION</b>	

<b>PANS OPS</b>	A	NOT APPLICABLE						<b>MINIMUMS NOT YET ESTABLISHED BY S AFR REP CAA</b>	
	B	NOT APPLICABLE							
	C	RVR 1000m	RVR 1800m	RVR 1400m	RVR 2000m	RVR 1400m	RVR 2000m		
	D	RVR 1400m	RVR 2000m	RVR 1800m	RVR 1800m	RVR 1800m	RVR 1800m		

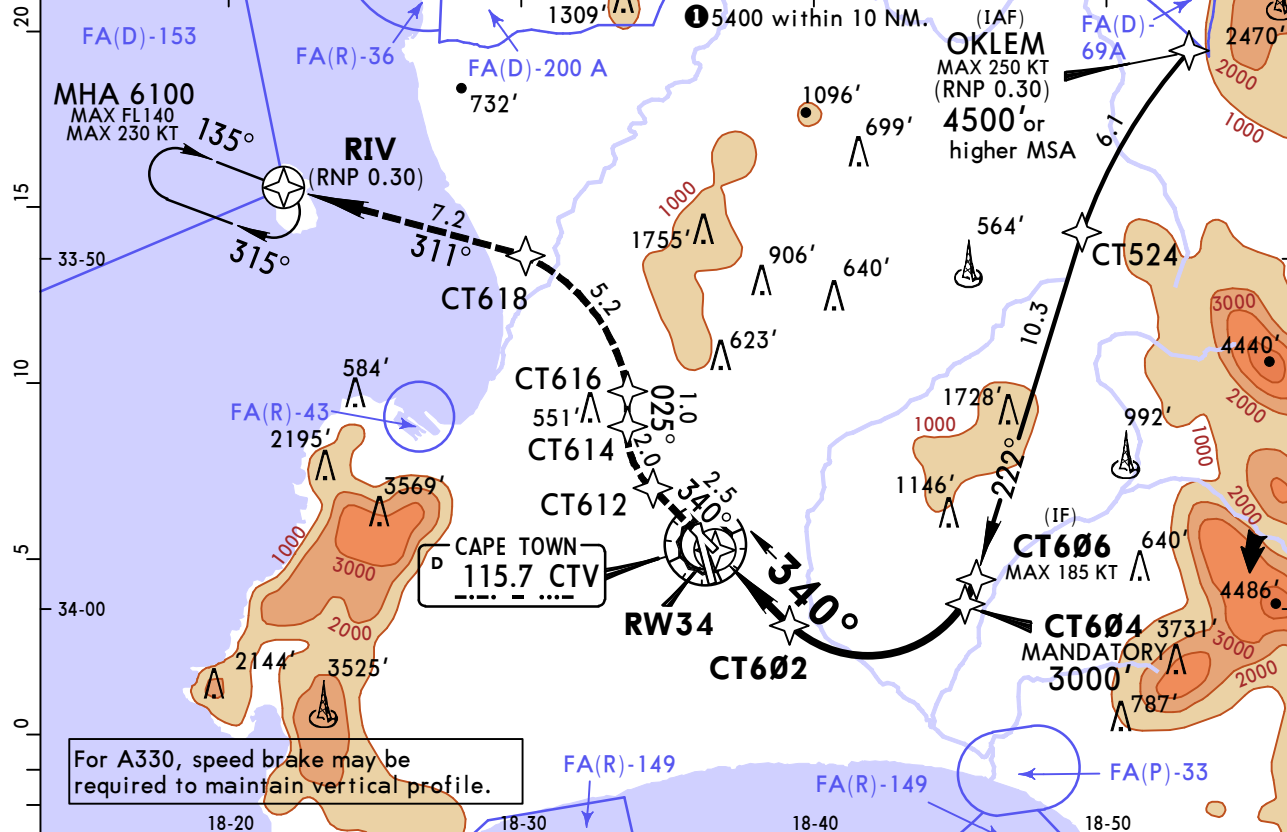
# FACT/CPT CAPE TOWN INTL

**JEPPESSEN**  
20 SEP 19 **12-23** **CAT C & D**

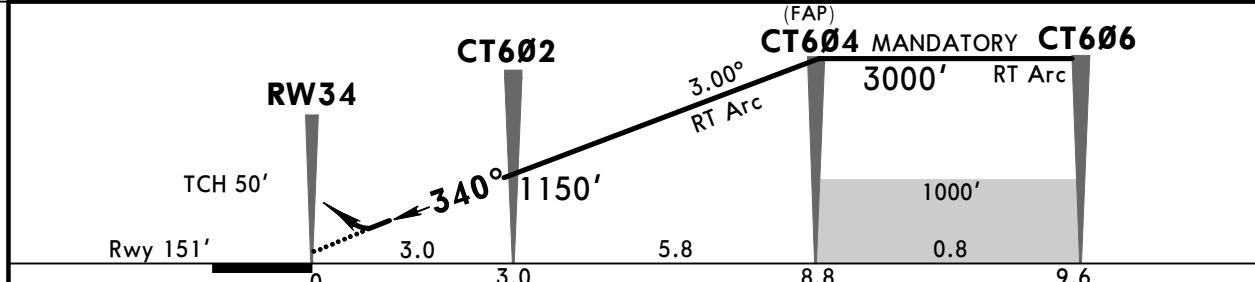
# CAPE TOWN, S AFR REP RNAV (RNP) Z Rwy 34

D-ATIS <b>127.0</b>	CAPE TOWN Approach (R) <b>119.7</b>	*CAPE TOWN Director (APP) <b>124.35</b>	CAPE TOWN Tower <b>118.1</b>	Ground <b>121.9</b>
RNAV	Final Apch Crs <b>340°</b>	Mandatory Alt <b>CT604</b> <b>3000'</b> (2849')	RNP 0.30 DA(H) Refer to Minimums	Apt Elev 151' Rwy 151'
<b>MISSED APCH: Climb to 6100'. Climb to CT612, then turn RIGHT via CT614 to CT616, then turn LEFT via CT618 to RIV.</b> Do not exceed 210 KT until CT614 and 230 KT until CT618.				MSA ARP

Alt Set: hPa Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 7500'  
**1. Special aircrew and acft certification required.** **2. RNP 0.3 GNSS required.**  
 3. Minimum Temperature -1°C.



DIST to RW34	2.0	3.0	4.0	5.0	6.0	7.0	8.8
ALTITUDE	840'	1150'	1480'	1800'	2110'	2430'	3000'



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	<b>210 KT</b> MAX	CT612 ↑
Glide Path Angle 3.00°	372	478	531	637	743	849			
MAP at DA									

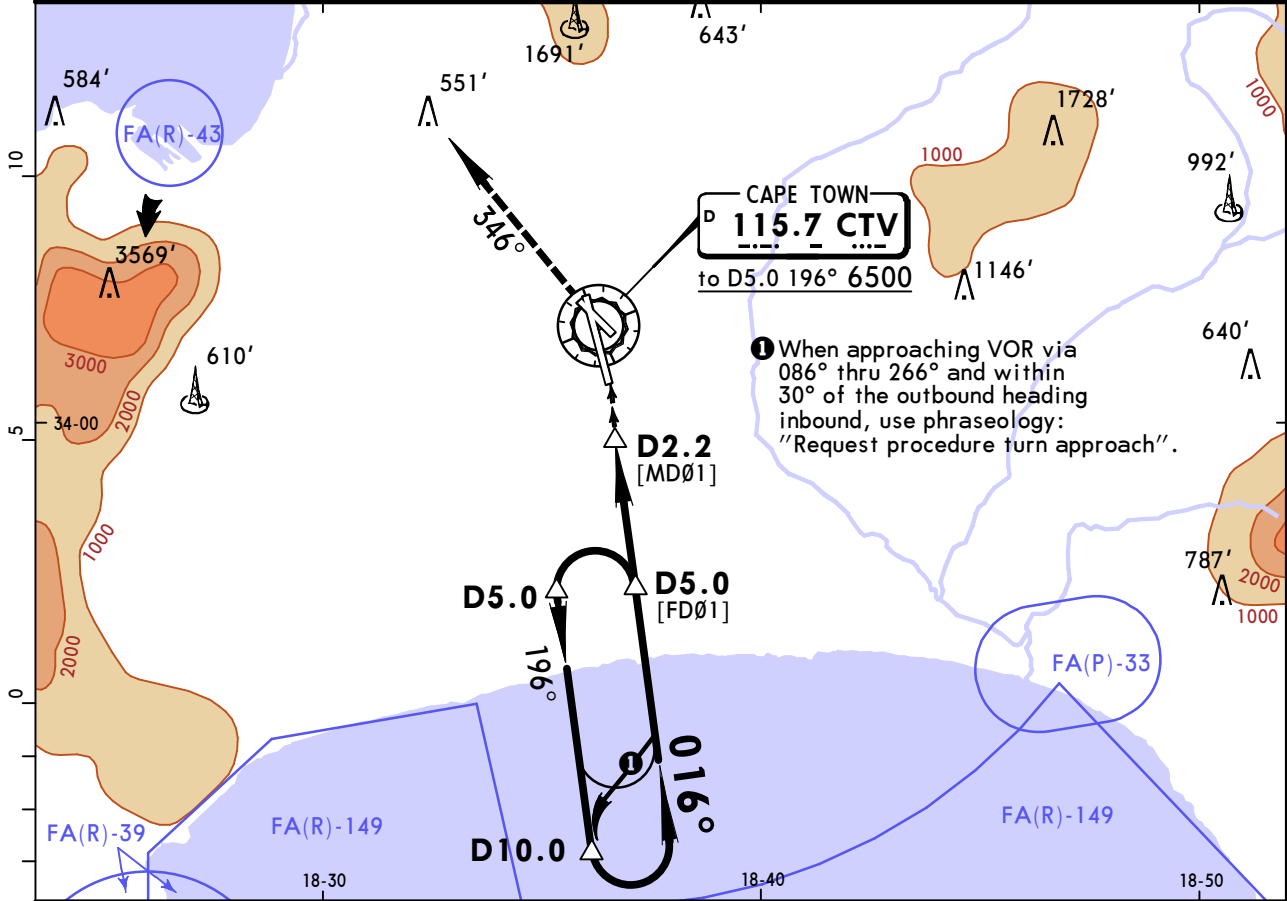
<b>JAR-OPS</b>				<b>STRAIGHT-IN LANDING RWY 34</b>		<b>CIRCLE-TO-LAND</b>	
<b>RNP 0.30</b>						CAT C & D: Not authorized between R-010 and R-160	
MACG mim 5.2%		MACG mim 4.0%		MACG mim 3.0%		MACG mim 2.5%	
DA(H) C: <b>490'</b> (339')		DA(H) <b>1750'</b> (1599')		DA(H) <b>2840'</b> (2689')		DA(H) <b>3390'</b> (3239')	
DA(H) D: <b>500'</b> (349')							
A	NOT APPLICABLE	NOT APPLICABLE	NOT APPLICABLE	NOT APPLICABLE	<b>MINIMUMS NOT YET ESTABLISHED BY S AFR REP CAA</b>		
B	NOT APPLICABLE	NOT APPLICABLE	NOT APPLICABLE	NOT APPLICABLE			
C	RVR 1800m	RVR 2000m	RVR 2000m	RVR 2000m			
D	RVR 2000m	RVR 2000m	RVR 2000m	RVR 2000m			

# FACT/CPT CAPE TOWN INTL

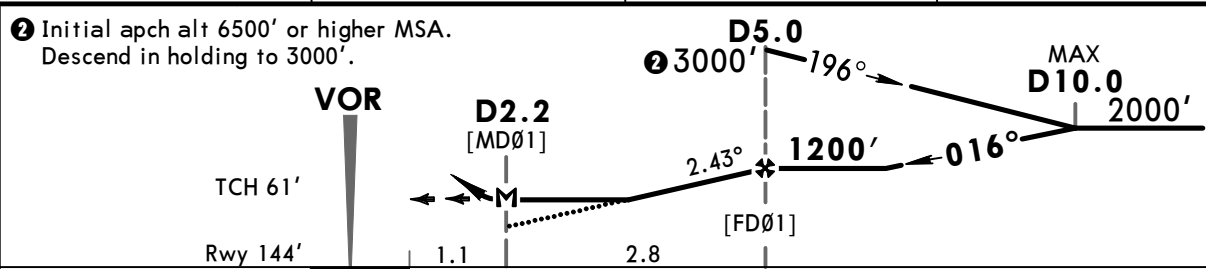
20 SEP 19 **(13-1)**

**CAPE TOWN, S AFR REP**  
**VOR Z Rwy 01**

D-ATIS <b>127.0</b>	CAPE TOWN Approach (R) <b>119.7</b>	*CAPE TOWN Director (APP) <b>124.35</b>	CAPE TOWN Tower <b>118.1</b>	Ground <b>121.9</b>
VOR CTV <b>115.7</b>	Final Aptch Crs <b>016°</b>	Minimum Alt <b>D5.0</b> <b>1200'</b> (1056')	MDA(H) <b>530'</b> (386')	Apt Elev 151' Rwy 144'
<b>MISSED APCH:</b> Climb on R-196 inbound to VOR, then climbing turn LEFT onto R-346. At 6500' turn RIGHT and return to D5.0/R-196 via VOR.				
Alt Set: hPa <b>DME required.</b>	Rwy Elev: 5 hPa	Trans level: By ATC	Trans alt: 7500'	MSA CTV VOR



CTV DME	3.0	4.0	5.0
ALTITUDE	690'	950'	1200'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	CTV	CTV
Descent Angle	2.43°	301	387	430	516	602	PAPI	<b>115.7</b>	<b>115.7</b>
MAP at D2.2								LT	<b>R-346</b>

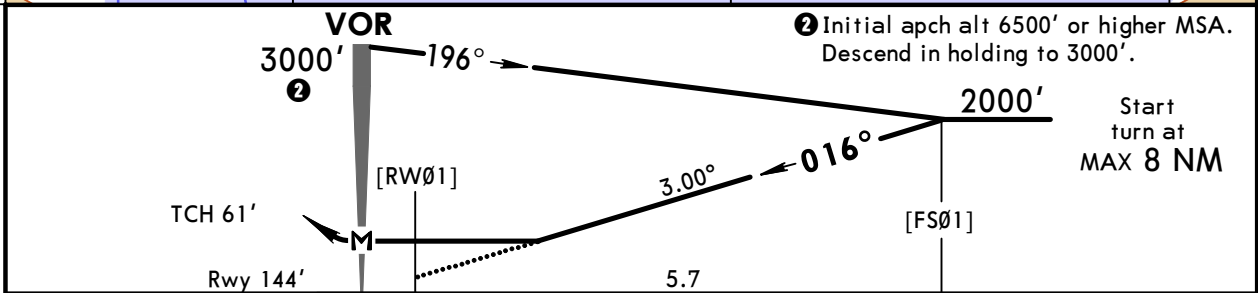
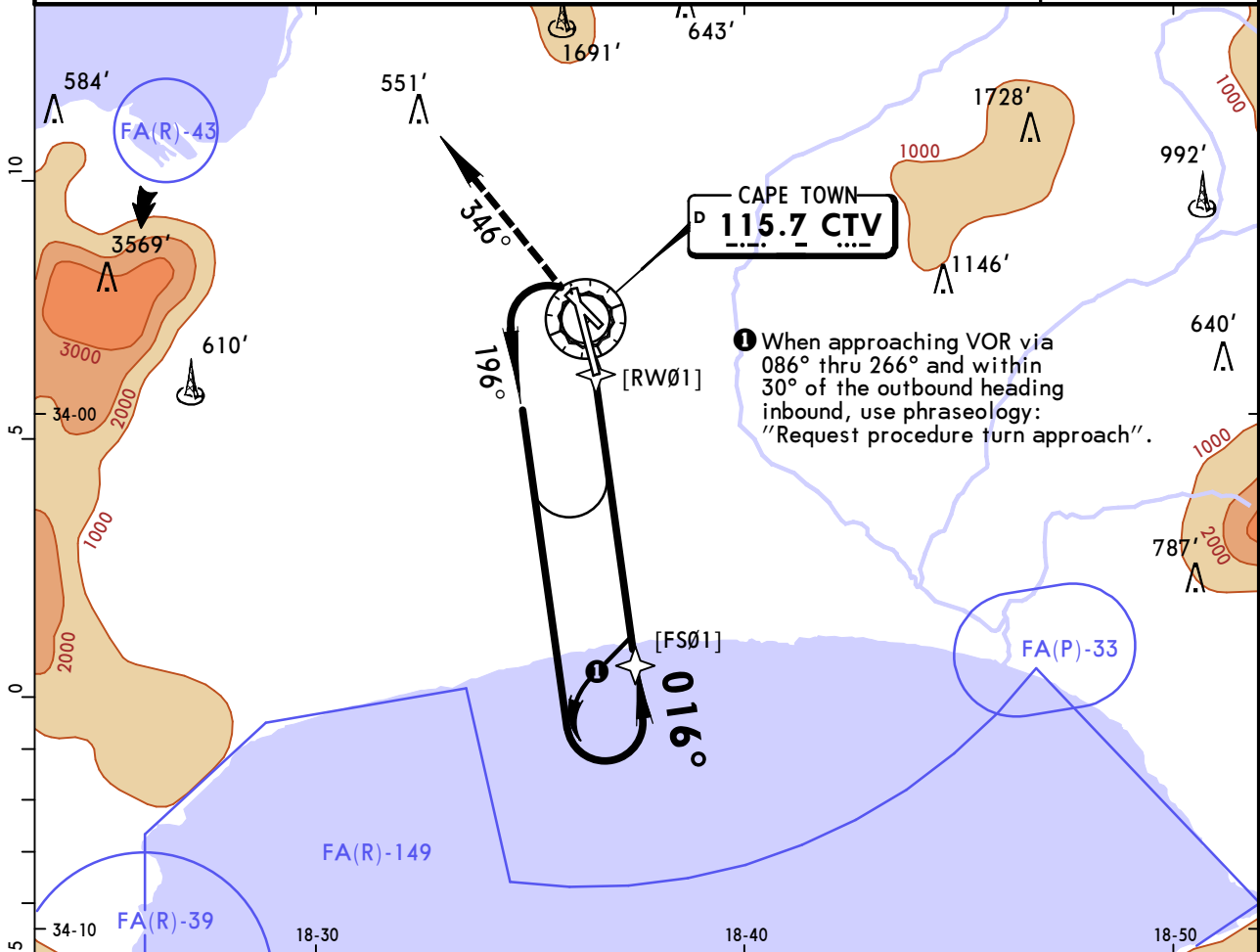
<b>JAR-OPS</b>		STRAIGHT-IN LANDING RWY 01		CIRCLE-TO-LAND	
MDA(H) <b>530'</b> (386')		ALS out		CAT C & D: Not authorized between R-010 and R-160	
A	RVR 900m	RVR 1500m		<b>ENTIRELY AT PILOTS DISCRETION</b>  <b>MINIMUMS NOT YET ESTABLISHED BY S AFR REP CAA</b>	
B	RVR 1000m	RVR 1800m			
C	RVR 1400m	RVR 2000m			
D	RVR 1400m	RVR 2000m			

# FACT/CPT CAPE TOWN INTL

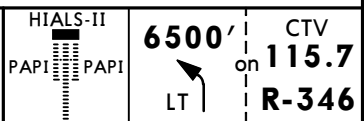
**JEPPESSEN**  
20 SEP 19 **(13-2)**

**CAPE TOWN, S AFR REP**  
**VOR Y Rwy 01**

D-ATIS <b>127.0</b>	CAPE TOWN Approach (R) <b>119.7</b>	*CAPE TOWN Director (APP) <b>124.35</b>	CAPE TOWN Tower <b>118.1</b>	Ground <b>121.9</b>
VOR CTV <b>115.7</b>	Final Apch Crs <b>016°</b>	Minimum Alt No FAF	MDA(H) <b>640' (496')</b>	Apt Elev 151' Rwy 144'
<b>MISSED APCH: Climbing turn LEFT on R-346 to 6500', then turn RIGHT and return to VOR.</b>				
Alt Set: hPa	Rwy Elev: 5 hPa	Trans level: By ATC	Trans alt: 7500'	MSA CTV VOR



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at VOR						



<b>JAR-OPS</b>		STRAIGHT-IN LANDING RWY 01	
MDA(H) <b>640' (496')</b>		ALS out	

**CIRCLE-TO-LAND**  
CAT C & D: Not authorized  
between R-010 and R-160  
**ENTIRELY AT PILOTS DISCRETION**

A	RVR 1000m	RVR 1500m
B	RVR 1200m	
C		RVR 2000m
D	RVR 1600m	

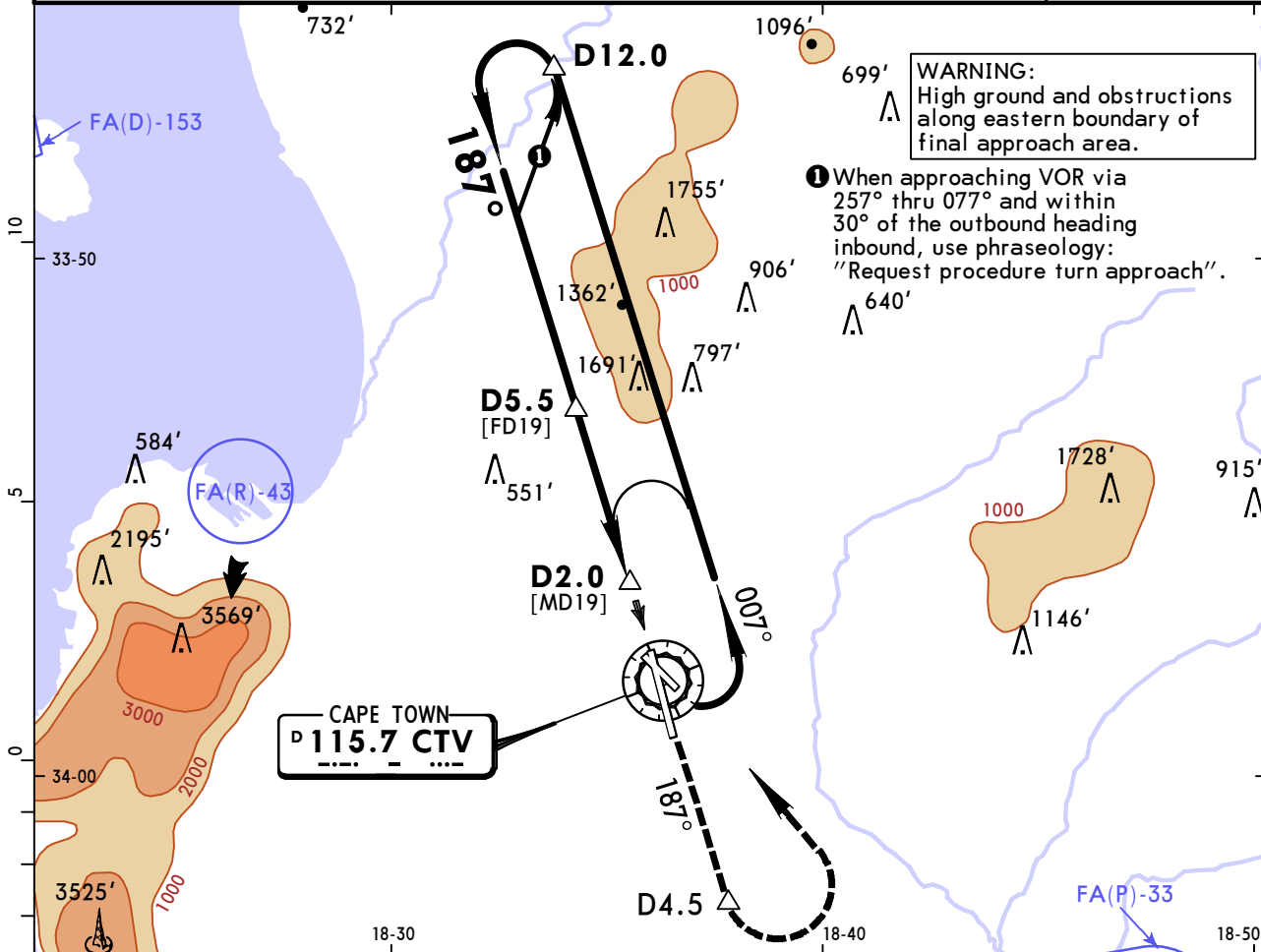
**MINIMUMS NOT YET ESTABLISHED BY S AFR REP CAA**

# FACT/CPT CAPE TOWN INTL

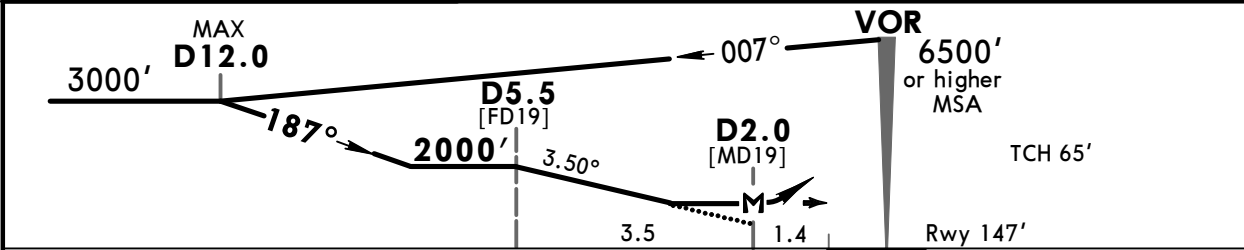
20 SEP 19 **(13-3)**

**CAPE TOWN, S AFR REP**  
**VOR Rwy 19**

D-ATIS	*CAPE TOWN Approach (R)	*CAPE TOWN Director (APP)	CAPE TOWN Tower	Ground
127.0	119.7	124.35	118.1	121.9
VOR CTV	Final Apch Crs	Minimum Alt D5.5	MDA(H)	Apt Elev 151'
115.7	187°	2000' (1853')	550' (403')	Rwy 147'
<b>MISSED APCH: Climb on R-187 to D4.5, then turn LEFT to VOR climbing to 4000', or as directed.</b>				
Alt Set: hPa	Rwy Elev: 5 hPa	Trans level: By ATC	Trans alt: 7500'	



CTV DME	5.0	4.0	3.0
ALTITUDE	1810'	1440'	1070'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle	3.50°	434	557	619	743	867
MAP at D2.0						

HIALS-II PAPI PAPI

**D4.5** CTV on **115.7** R-187

**JAR-OPS STRAIGHT-IN LANDING RWY 19**

MDA(H) **550' (403')**

ALS out

**CIRCLE-TO-LAND**

CAT C & D: Not authorized between R-010 and R-160

**ENTIRELY AT PILOTS DISCRETION**

**PANS OPS**

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

**MINIMUMS NOT YET ESTABLISHED BY S AFR REP CAA**

## Chart changes since cycle 20-2020

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
<b>CAPE TOWN, (CAPE TOWN INTL - FACT)</b>				
REV	RADAR MNM ALTS	10-1R	16 Oct 2020	
REV	ASPIK 1A & 1B ARRS	10-2	16 Oct 2020	
REV	ERDAS 1A ARR	10-2A	16 Oct 2020	
REV	ERDAS 1B ARR	10-2B	16 Oct 2020	
REV	EVUKI 1A ARR	10-2C	16 Oct 2020	
REV	EVUKI 1B ARR	10-2D	16 Oct 2020	
REV	GETEN 1A ARR	10-2E	16 Oct 2020	
REV	GETEN 1B ARR	10-2F	16 Oct 2020	
REV	ROBBEN ISLAND 4C ARR	10-2G	16 Oct 2020	
REV	IMSOM 1A & 1B DEPS	10-3	16 Oct 2020	
REV	KODES 1A & 1B DEPS	10-3A	16 Oct 2020	
REV	OKTED 1A, 1B & 1C DEPS	10-3B	16 Oct 2020	
REV	TETAN 1A, 1B & 1C DEPS	10-3C	16 Oct 2020	

## TERMINAL CHART CHANGE NOTICES

### Chart Change Notices for Airport FACT

**Type:** Terminal

**Effectivity:** Permanent

**Begin Date:** Immediately

**End Date:** No end date

Based on AD 2.14: APCH lights for RWY's 01/19 must read HIALS-II instead of ALSF-II.

**Type:** Terminal

**Effectivity:** Temporary

**Begin Date:** Immediately

**End Date:** Until Further Notice

(STARs) Following note withdrawn: Only aircraft equipped to comply with part 91-34 RoA may accept procedures overflying the ocean.