

Planning Scenario

- **Lanseria (FALA) → Cape Town (FACT)**
- **Adequate aerodromes:** George (FAGG), East London (FAEL)
- **Planned departure (EOBT): 11:30 UTC**
- **Flight time:** 1:15 hours
- **Aircraft:**
 - Twin-engine turboprop,
 - Approach CAT C



Annex 1

Lanseria FALA

METAR **FALA** 011130Z 05021KT 0350 R07/0400N FG 13/M01 Q1011 NOSIG=

Cape Town FACT

TAF AMD **FACT** 011122Z 0110/0216 18015KT 9999 FEW030

TX29/0112Z TN17/0204Z

FM011400 18015KT 9999 SCT030

FM011800 18013KT 9999 FEW030=

George FAGG

TAF **FAGG** 011000Z 0112/0212 20008KT 9999 SCT005 BKN020

TX26/0212Z TN18/0204Z

PROB30 TEMPO 0110/0115 BKN006

TEMPO 0114/0116 4000 BR BKN005

BECMG 0115/0117 BKN015=

East London FAEL

TAF **FAEL** 010900Z 0110/0119 24012KT 9999 SCT010

TX30/0112Z TN24/0118Z

PROB30 TEMPO 0110/0115 BKN006

TEMPO 0115/0117 5000 BR BKN006

BECMG 0116/0118 BKN014=

FALA/HLA
Apt Elev **4521'**
S25 56.4 E027 55.5

JEPPSEN
7 JUL 23 **(10-9)**

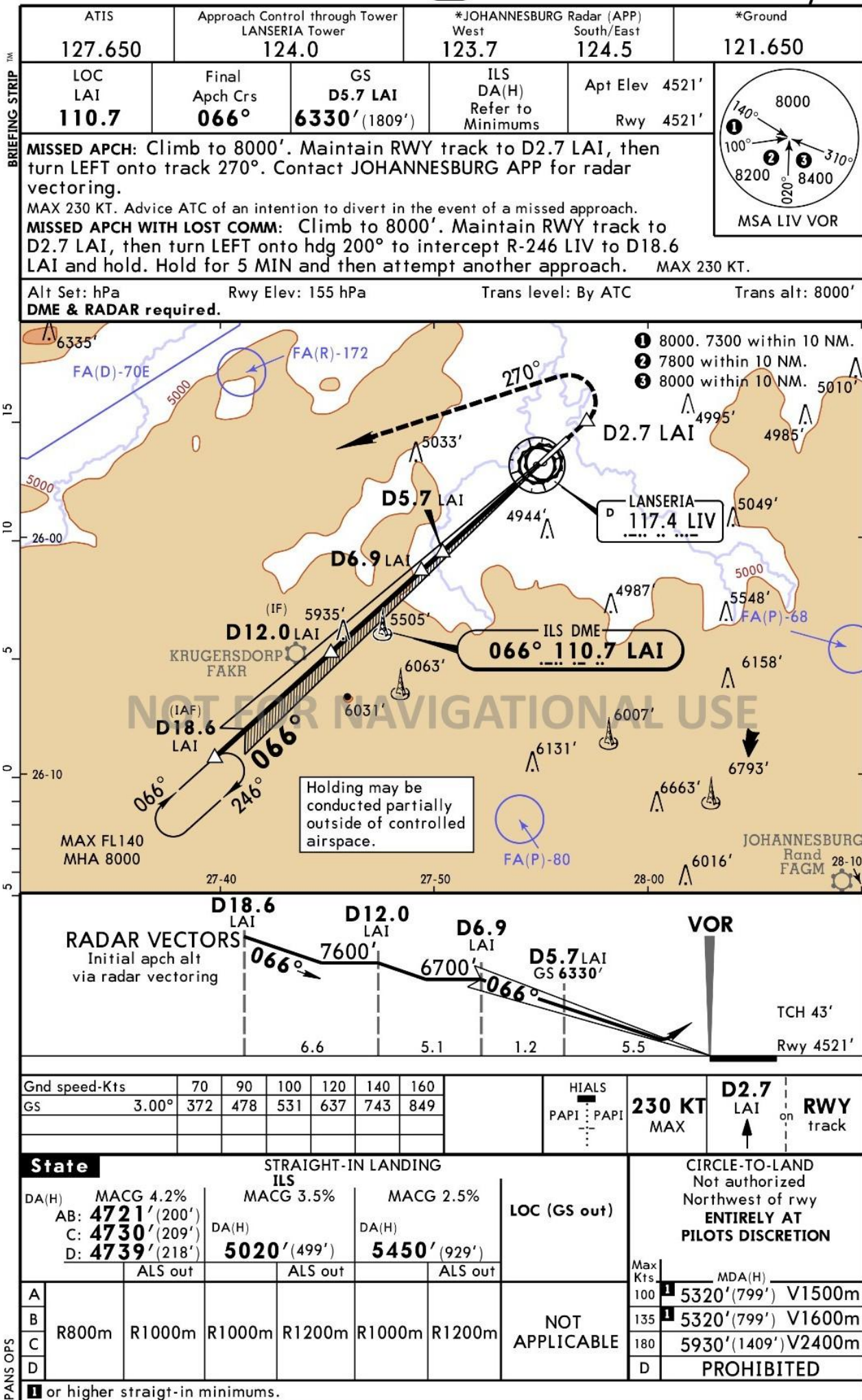
LANSERIA, S AFR REP
LANSERIA INTL



ADDITIONAL RUNWAY INFORMATION					
RWY				USABLE LENGTHS	
				LANDING BEYOND	
				Threshold	TAKE-OFF
07	HIRL (60m)	HIALS ①	PAPI (angle 3.0°)		8796' 2681m
25	HIRL (60m)		PAPI (angle 3.5°)	9596' 2925m	

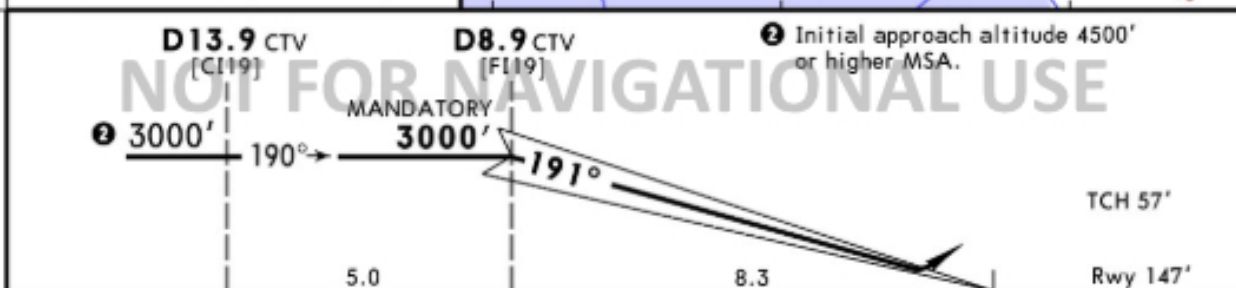
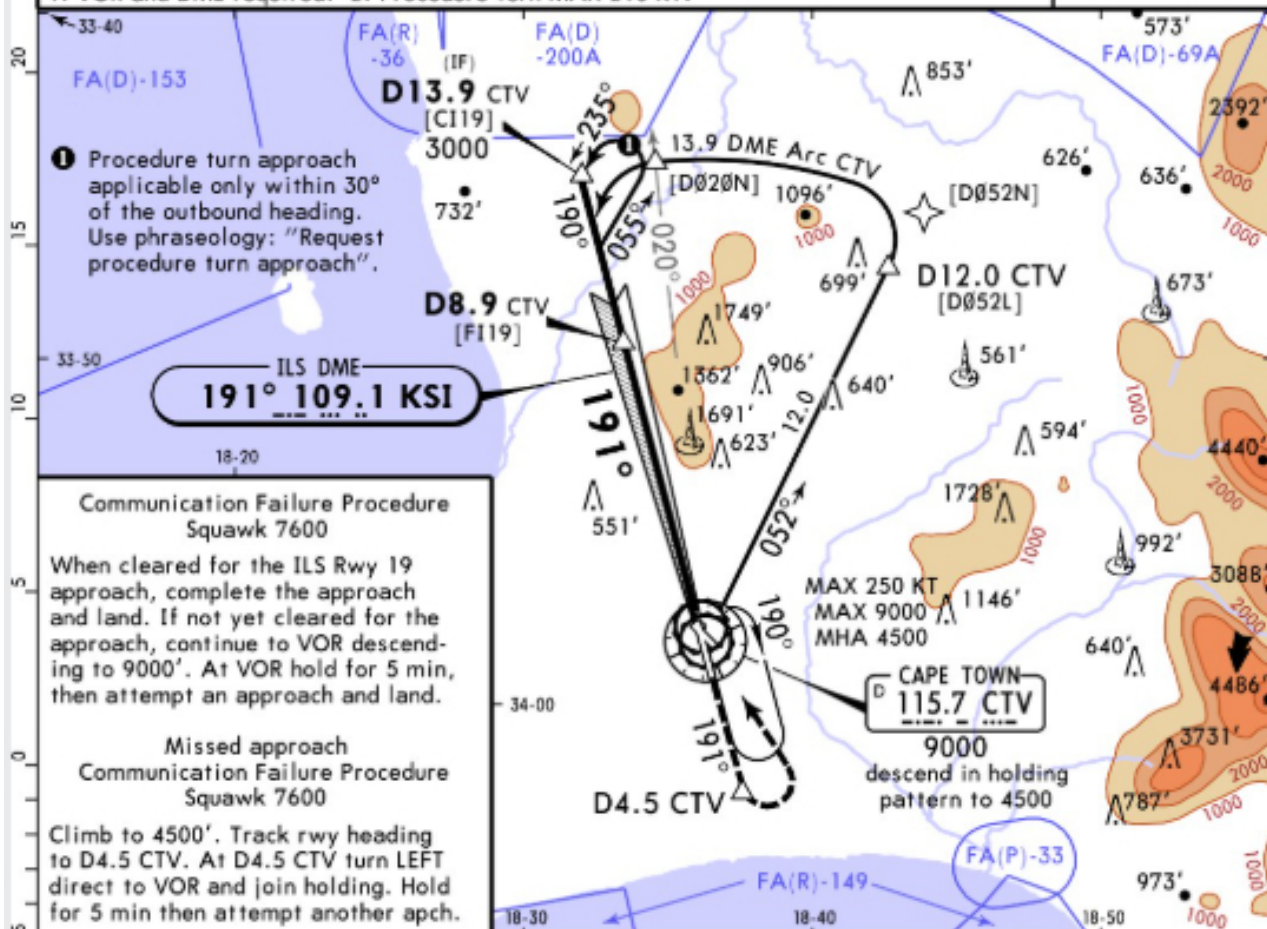
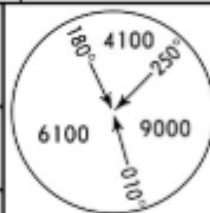
① Configuration unknown.

State		TAKE-OFF	
		LVP must be in force	
	RL or RCLM	RL	NIL
	DAY	NIGHT	DAY NIGHT
A	R250m		R/V500m
B			
C			
D	R300m		NA



FACT/CPT
CAPE TOWN INTL
JEPPESSEN
 9 JUN 23
Eff 15 Jun **11-2** **CAT C & D**
CAPE TOWN, S AFR REP
ILS Z Rwy 19

D-ATIS 127.0	CAPE TOWN Approach (R) 119.7	*CAPE TOWN Director (APP) 124.35	CAPE TOWN Tower 118.1	Ground 121.9
LOC KSI 109.1	Final Apch Crs 191°	D8.9 CTV MANDATORY 3000' (2853')	ILS DA(H) Refer to Minimums	Ap1 Elev 151' Rwy 147'
MISSED APCH: Climb to 4500'. Track rwy heading to D4.5 CTV, then turn LEFT direct to VOR to enter hold, or as directed.				
Alt Set: hPa Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 7500'				
1. VOR and DME required. 2. Procedure turn MAX 210 KT.				



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	D4.5 CTV	RWY
GS	3.20°	396	510	566	679	793	PAPI	on	hdg

State		STRAIGHT-IN LANDING 1				LOC (GS out)	
		ILS					
		MACG MIN 2.9% (177' / NM)		MACG MIN 2.5% (152' / NM)			
		DA(H) 347' (200')		DA(H) 1090' (943')			
		ALS out		ALS out			
A	NOT APPLICABLE			NOT APPLICABLE			NOT APPLICABLE
B							
C	R550m	R1000m	R800m	R1200m			
D							

1 Circle-to-Land entirely at pilots discretion. Minimums not yet established by S AFR REP CAA.

CHANGES: Apch altitudes, holding speed, Comm Failure Procedure.

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FACT/CPT

Apt Elev 151'
S33 58.3 E018 36.3

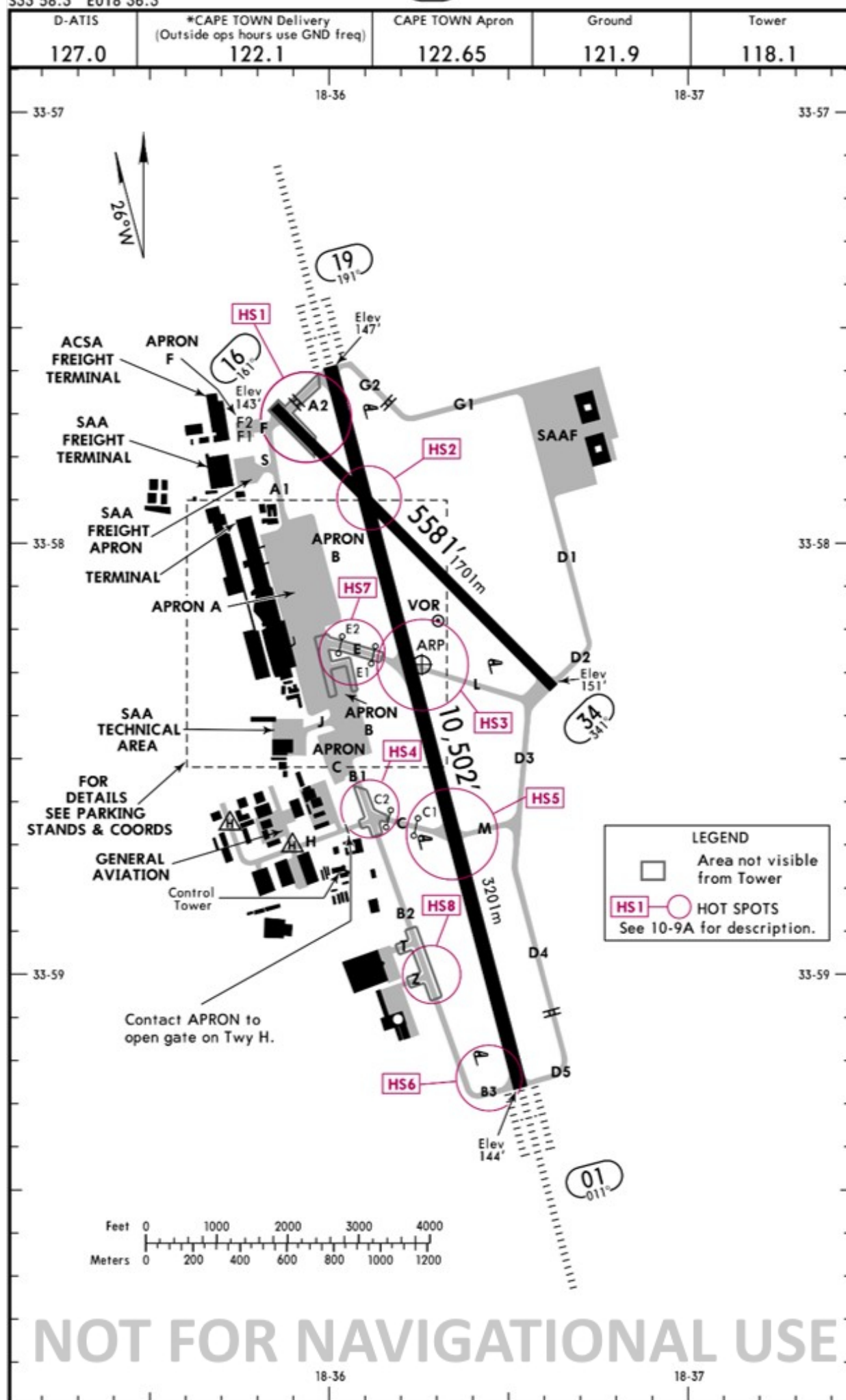


JEPPesen

CAPE TOWN, S AFR REP

30 JUN 23 (10-9) Eff 13 Jul

CAPE TOWN INTL

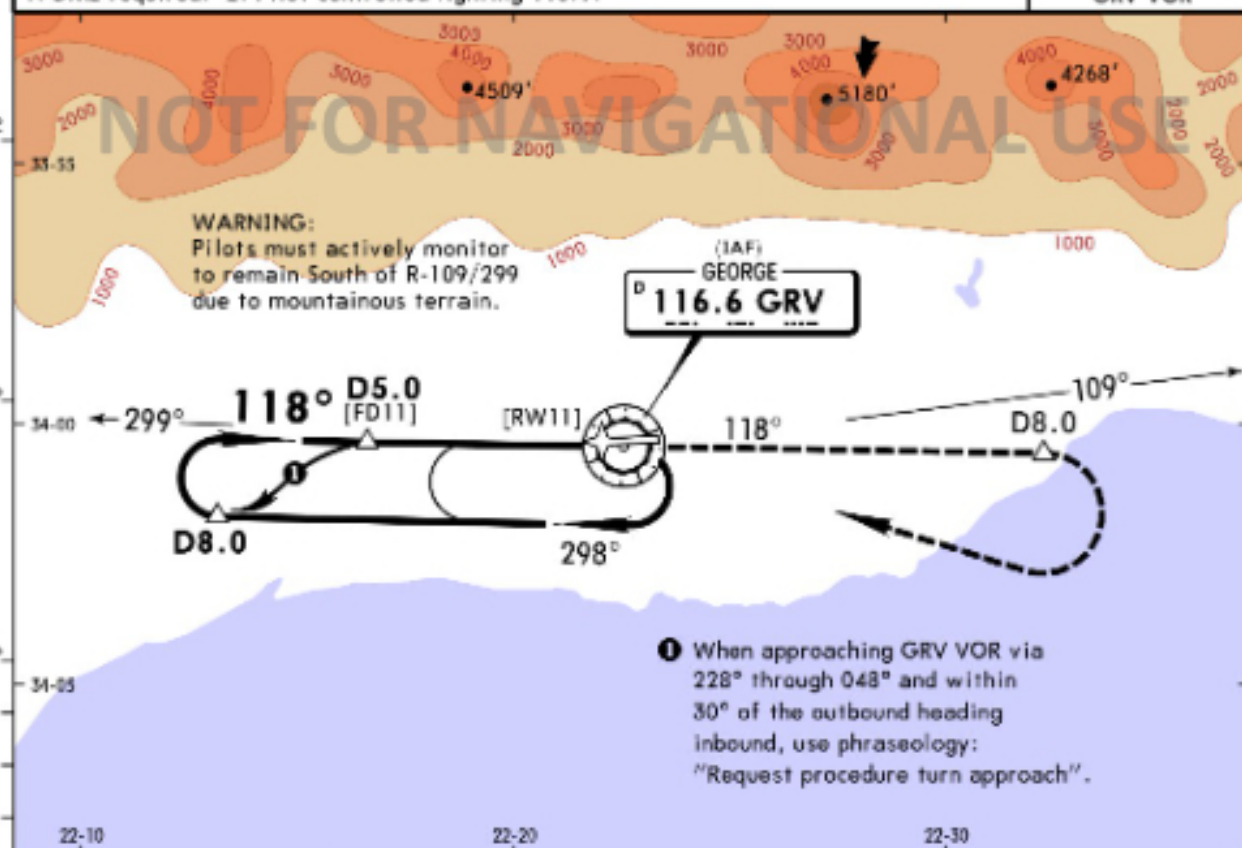


CHANGES: HS7, HS8 and non-visible areas from tower added.

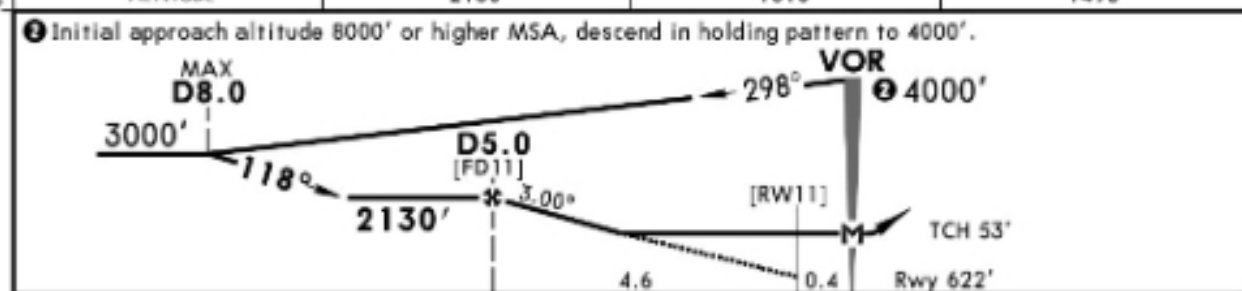
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FAGG/GRJ
GEORGEJEPPesen
7 JUL 23 (13-1)GEORGE, S AFR REP
VOR Rwy 11

*ATIS 126.22		*GEORGE Approach 128.2		*GEORGE Tower 118.9		*Apron 122.65	
VOR GRV 116.6	Final Apch Crs 118°	D5.0 2130' (1508')	MDA(H) 1200' (578')	Apt Elev 648' Rwy 622'			
MISSED APCH: Climb on R-118 to 4000'. At D8.0 turn RIGHT and return to VOR and enter holding, or as directed.							
Alt Set: hPa		Rwy Elev: 23 hPa		Trans level: By ATC			
1. DME required. 2. Pilot controlled lighting 118.9.							

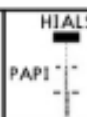
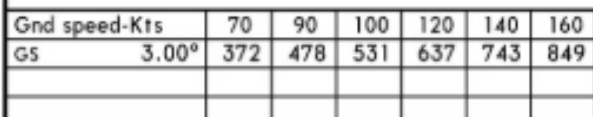
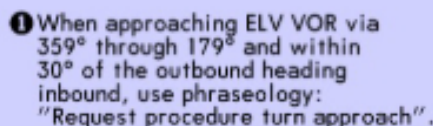


GRV DME	5.0	4.0	3.0
ALTITUDE	2130'	1810'	1490'



Gnd speed-Kts	70	90	100	120	140	160	PAPJ 4000' on 116.6 R-118
Descent angle 3.00°	372	478	531	637	743	849	
MAP at VOR							

State		STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
		MDA(H) 1200' (578')		Not authorized North of airport ENTIRELY AT PILOTS DISCRETION	
A	R1500m			MINIMUMS NOT YET ESTABLISHED BY S AFR REP CAA	
B					
C	R2000m				
D					



RWY
hdg
↑

3000' D6.5
↑ whichever is earlier ↑
ELV

ANS OPS

Operations Handout

Question 1 — CAT.OP.MPA.265 Take-off conditions

Before commencing take-off, the commander shall be satisfied that:

- (a) the meteorological conditions at the aerodrome or operating site and the condition of the runway/FATO intended to be used will not prevent a safe take-off and departure; and
- (b) the selected aerodrome operating minima are consistent with all of the following:
 - (1) the operative ground equipment;
 - (2) the operative aircraft systems;
 - (3) the aircraft performance;
 - (4) flight crew qualifications.

Question 2 — CAT.OP.MPA.182 Fuel/energy scheme

At the planning stage, to allow for a safe landing in case of an abnormal or emergency situation after take-off, the operator shall select and specify in the operational flight plan a take-off alternate aerodrome if either:

- (1) the meteorological conditions at the aerodrome of departure are below the operator's established aerodrome landing minima for that operation; or
- (2) it would be impossible to return to the aerodrome of departure for other reasons.

Question 3 — AMC5 CAT.OP.MPA.182 Safety margins

BASIC FUEL SCHEME — SAFETY MARGINS FOR METEOROLOGICAL CONDITIONS

- (a) The operator should only select an aerodrome as:
 - (1) take-off alternate aerodrome; or
 - (2) destination aerodrome when the appropriate weather reports and/or forecasts indicate that during a period commencing 1 hour before and ending 1 hour after the estimated time of arrival at the aerodrome, the weather conditions will be at or above the applicable landing minima as follows:
 - (i) RVR or VIS and
 - (ii) for a type A or a circling operation, ceiling at or above MDH.

Question 4 — AMC2 CAT.OP.MPA.182 Destination alternate

BASIC FUEL SCHEME — DESTINATION ALTERNATE AERODROME

- (a) For each IFR flight, the operator should select and specify in the operational and ATS flight plans at least one destination alternate aerodrome.
- (c) The operator may operate with no destination alternate aerodrome when the destination aerodrome is an isolated aerodrome or when the following two conditions are met:
 - (1) the duration of the planned flight from take-off to landing does not exceed 6 hours; and
 - (2) two separate runways are usable at the destination aerodrome and the appropriate weather reports and/or weather forecasts indicate that for the period from 1 hour before and ending 1 hour after the expected time of arrival, the ceiling is at least 2 000 ft (600 m) or the circling height + 500 ft (150 m), whichever is greater, and ground visibility is at least 5 km.

Questions 5 and 6 — Planning minima

BASIC FUEL SCHEME — SAFETY MARGINS FOR METEOROLOGICAL CONDITIONS

(b) The operator should only select an aerodrome as destination alternate aerodrome, fuel ERA aerodrome, or isolated destination aerodrome when the appropriate weather reports and/or forecasts indicate that during a period commencing 1 hour before and ending 1 hour after the estimated time of arrival at the aerodrome, the weather conditions will be at or above the planning minima.

Type of Approach Operation	Aerodrome ceiling cloud base or vertical visibility	RVR / VIS
Type B instrument approach operations	DA / H + 200 ft	RVR / VIS + 800 m
Type A instrument approach operations	DA / H or MDA / H + 400 ft	RVR / VIS + 800 m
Circling	MDA / H + 400 ft	RVR / VIS + 800 m

Question 7 — Two alternates required

2 Alternates required if any of the below conditions are met:

Destination weather is marginal at planning stage.

The forecast weather at the destination does not clearly indicate that conditions will be at or above the applicable landing minima during the arrival window (ETA +/- 1 hour).

The selected destination alternate does not provide sufficient planning margin.

The forecast weather at the destination alternate does not clearly indicate conditions comfortably above the applicable approach minima, taking forecast uncertainty into account, during the arrival window.

Reliable weather information is not available.

Sufficient or reliable meteorological information is not available for the destination.