

GAD 2. AERODROMES

FYOG AD 2.1 AERODROME LOCATION INDICATOR AND NAME

FYOG - Oranjemund International Airport

FYOG AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	283505.3S 0162646.9E
2	Direction and distance from (city)	SSE 2 NM from Oranjemund
3	Elevation/reference temperature	13FT/ 25°C
4	Geoid undulation at AD ELEV PSN	32M
5	MAG VAR/annual change	19°W (2023) /2'W
6	AD administration, address, telephone, telefax, telex, AFS	De Beers Marine Namibia (pty) ltd. P.O. Box 23016 Windhoek Airport Manager Golden Siteketa Contact Details: APM Cell: +264 81 1433736 E-mail: golden.siteketa@debmarine.com Telex: NIL AFS: NIL www.debmarine.com
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Public aerodrome, designated port of entry/exit.

FYOG AD 2.3 OPERATIONAL HOURS

1	AD Operator	MON-FRI: 0500-1430. SAT, SUN and public HOL: Closed
2	Customs and Immigration	O/R 2 HRS in advance during AD hours
3	Health and sanitation	As AD administration
4	Aeronautical Information Service (AIS) briefing office	As AD administration
5	ATS reporting office (ARO)	As AD administration
6	MET briefing office	As AD administration
7	ATS	See AD 2.18
8	Fuelling	As AD administration
9	Handling	As AD administration
10	Security	24 HRS
11	De-icing	NIL
12	Remarks	24HR notification for after-hours operations and 2HR notification for MEDEVAC and mercy flight.

FYOG AD 2.4 HANDLING SERVICES AND FACILITIES

1	<i>Cargo-handling facilities</i>	NIL
2	<i>Fuel/oil types</i>	Jet A1
3	<i>Fuelling facilities/capacity</i>	Refuel Cabinet, 80 000 litres, 50 litres/sec
4	<i>De-icing facilities</i>	NIL
5	<i>Hangar space for visiting aircraft</i>	NIL
6	<i>Repair facilities for visiting aircraft</i>	NIL
7	<i>Remarks</i>	NIL

FYOG AD 2.5 PASSENGER FACILITIES

1	<i>Hotels</i>	In town
2	<i>Restaurants</i>	At AD and in town
3	<i>Transportation</i>	Car hire in town
4	<i>Medical facilities</i>	Medical aid at AD. Hospital in town
5	<i>Bank and post office</i>	In town
6	<i>Tourist office</i>	OMDIS, +264 63 234344
7	<i>Remarks</i>	NIL

FYOG AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	<i>AD category for fire fighting</i>	CAT 5
2	<i>Rescue equipment</i>	6500 litres of water. Foam: AFFF 3% all-purpose foam, 1800 litres/NM @ 11Bar, range 25M. Powder: 250kg DCP, 100kg/NM range 9M. Additional 8000 litres water bowser and 50 000 litres of water reservoir.
3	<i>Capability for removal of disabled aircraft</i>	2 x Fetter Bags and 2 Hydraulic Jacks
4	<i>Remarks</i>	See AD 2.3, Part 12, and AD 2.20, Part 1, Sub-par 1.6 and for afterhours request

FYOG AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	<i>Types of clearing equipment</i>	NIL
2	<i>Clearance priorities</i>	NIL
3	<i>Remarks</i>	NIL

FYOG AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron designation, surface, and strength	Apron Red Zone, Asphalt, PCN 15/F/B/W/T Apron General, Concrete, PCN 15/R/B/W/T
2	Taxiway designation, width, surface and strength	TWY A, 15 M, Asphalt, PCN 11/F/B/W/T TWY B, 15 M, Asphalt, PCN 11/F/B/W/T TWY C, 15 M, Asphalt, PCN 11/F/B/W/T TWY D, 18 M, Asphalt, PCN 11/F/B/W/T
3	Altimeter checkpoint location and elevation	Location: At Apron Elevation: 3.437M
4	VHF omnidirectional radio range (VOR) checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	Restricted area, no ACFT allowed to park at northern side of the apron behind the yellow line.

FYOG AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guidelines and visual docking/ parking guidance system of aircraft stands	NIL Parking of ACFT as per ARFF Marshaller
2	RWY and TWY markings and LGT	RWY: Designation, THR, TDZ, Centreline, edge runway end as appropriately marked and RWY edge LGT TWY: Centreline, holding positions at all TWY/RWY intersections, marked, and TWY edge LGT
3	Stop bars	NIL
4	Other runway protection measures	NIL
5	Remarks	NIL

FYOG AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID/ Designation	OBST Type	OBST position	ELEV/HGT (FT)	Markings / Type, Colour (LGT)	Remarks
a	b	c	d	e	f
Telcom Tower	Mast	283327.67S 0162516.82E	262	Marked and LGTD	On Southern Edge of town.

<i>In Area 3</i>					
<i>OBST ID/ Designation</i>	<i>OBST Type</i>	<i>Obst position</i>	<i>ELEV/HGT (FT)</i>	<i>Markings/ Type, Colour, lighting, lighting (LGT)</i>	<i>Remarks</i>
a	b	c	d	e	f
Wind sensor 02	Equipment	283521.53S 0162642.18E	43	LGTD	NIL
Fire Station	Structure	283513.44S 0162640.60E	33	NIL	NIL
Hangar	Structure	283515.80S 0162638.88E	49	NIL	NIL

FYOG AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	<i>Associated Met office</i>	Windhoek
2	<i>Hours of service MET office outside hours</i>	H24
3	<i>Office responsible for terminal aerodrome forecast (TAF) preparation Periods of validity</i>	Windhoek 9,18 HR Tel: +264 62 540327/ 540059
4	<i>Trend forecast Interval of issuance</i>	NIL
5	<i>Briefing/consultation provided</i>	ATIS 127.15MHz Tel: +264 63 237 704
6	<i>Flight documentation Language(s) used</i>	Charts, abbreviated plain language text English
7	<i>Charts and other information available for briefing or consultation</i>	NIL facilities
8	<i>Supplementary equipment available for providing information</i>	ATIS 127.15MHz Tel: +264 63 237 704
9	<i>ATS units provided with information</i>	NIL facilities
10	<i>Additional information (limitation of service, etc.)</i>	NIL

FYOG AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

<i>Designations RWY NR</i>	<i>TRUE BRG</i>	<i>Dimensions of RWY (M)</i>	<i>Strength of the pavement classification number (PCN) and surface of RWY and SWY</i>	<i>THR Coordinates RWY end coordinates THR geoid undulation</i>	<i>THR Elevation and highest elevation of TDZ of precision APPRWY</i>
1	2	3	4	5	6
02	0°26'20"	1600 x 30M	PCN 13/F/B/W/U Asphalt	283531.29S 0162646.67E 32 M/ 104.99 FT	13FT
20	180°26'20"	1600 x 30M	PCN 13/F/B/W/U Asphalt	283439.33S 0162647.12E 32 M/104.99 FT	13FT

<i>Designations RWY NR</i>	<i>Slope of RWY-SWY</i>	<i>SWY Dimensions (M)</i>	<i>CWY Dimensions (M)</i>	<i>Strip Dimensions (M)</i>	<i>Dimensions of runway end safety areas</i>
1	7	8	9	10	11
02	0.02%	NIL	NIL	1720 x 140	90 x 60 M
20	0.02%	NIL	NIL	1720 x 140	90 x 60 M

<i>Designations RWY NR</i>	<i>Location and description of engineering material arresting system (EMAS)</i>	<i>OFZ</i>	<i>Remarks</i>
1	12	13	14
02	NIL facilities	NIL	NIL
20	NIL facilities	NIL	NIL

FYOG AD 2.13 DECLARED DISTANCES

<i>RWY Designator</i>	<i>TORA (M)</i>	<i>TODA (M)</i>	<i>ASDA (M)</i>	<i>LDA (M)</i>	<i>Remarks</i>
1	2	3	4	5	6
02	1600	1600	1600	1600	NIL
20	1600	1600	1600	1600	NIL

FYOG AD 2.14 APPROACH AND RUNWAY LIGHTING

<i>RWY Designator</i>	<i>APCH LGT type LEN INTST</i>	<i>THR LGT colour WBAR</i>	<i>VASIS (MEHT) PAPI</i>	<i>TDZ, LGT, LEN</i>	<i>RWY Centre line LGT length, spacing, colour, INTST</i>
1	2	3	4	5	6
02	NIL	Green	NIL	NIL	NIL
20	NIL	Green	PAPI LEFT/3° (14 FT)	NIL	NIL

<i>RWY Designator</i>	<i>RWY edge LGT LEN, spacing colour INTST</i>	<i>RWY End LGT colour WBAR</i>	<i>SWY LGT LEN (M) colour</i>	<i>Remarks</i>
1	7	8	9	10
02	1600M 60M White Last 600M Amber	Red	NIL	NIL
20	1600M 60M White Last 600M Amber	Red	NIL	

FYOG AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	<i>ABN/IBN location, characteristics, and hours of operation</i>	NIL
2	<i>LDI location and LGT Anemometer location and LGT</i>	NIL
3	<i>TWY edge lights, centre line lights and stop bars (if any)</i>	Edge: Blue Centre Line: NIL
4	<i>Secondary power supply/switch-over time</i>	AVBL to all Airport facilities (Terminal Building, RWY LGT, TWY LGT and UPS) 15 Sec
5	<i>Remarks</i>	NIL

FYOG AD 2.16 HELICOPTER LANDING AREA

1	<i>Coordinates touchdown and lift-off (TLOF) or THR of final approach and take-off (FATO) Geoid undulation</i>	NIL
2	<i>TLOF and/or FATO elevation M/FT</i>	NIL
3	<i>TLOF and FATO area dimensions, surface, strength, marking</i>	NIL
4	<i>True BRG of FATO</i>	NIL
5	<i>Declared distance available</i>	NIL
6	<i>APP and FATO lighting</i>	NIL
7	<i>Remarks</i>	NIL

FYOG AD 2.17 ATS AIRSPACE

1	<i>Designation and lateral limits</i>	NIL
2	<i>Vertical limits</i>	NIL
3	<i>Airspace classification</i>	G
4	<i>ATS unit call sign Language(s)</i>	NIL
5	<i>Transition altitude</i>	NIL
6	<i>Hours of applicability (or activation)</i>	NIL
7	<i>Remarks</i>	NIL

FYOG AD 2.18 ATS COMMUNICATION FACILITIES

<i>Service designation</i>	<i>Cal sign</i>	<i>Frequency</i>	<i>Hours of Operation</i>	<i>Remarks</i>
1	2	3	4	5
ATIS	ATIS	127.15MHz	H24	Fully operational 50NM radius around the airport on this FREQ 127.15 MHz or TEL: +264 63 237 704
Traffic in FYOG circuit to follow TIBA procedures on FAAB frequency 118.7MHz.				

FYOG AD 2.19 RADIO NAVIGATION AND LANDING AIDS

<i>Type of aid, MAG VAR, type of Supported OPS (for VOR/ILS/MLS, give declination)</i>	<i>ID</i>	<i>Frequency</i>	<i>Hours of Operation</i>	<i>Position of transmitting antenna coordinates</i>	<i>Elevation of Distance Measuring Equipment (DME) transmitting antenna</i>	<i>Service volume radius from the GBAS reference point</i>	<i>Remarks</i>
1	2	3	4	5	6	7	8
RNP APCH	N/A	1575.42 MHz	H24	N/A	N/A		Transmitting antennas are satellite based

FYOG AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Airport regulations

1.1 Hazard, Incident Accident:

- a) All safety hazards, incidents and accidents are to be reported to FYOG Fire Station Control Room at +264 81 145 4194 or +264 63 7762/3.

1.2 Blasting Warning

- a) Pilots are warned to avoid flying below 1500 FT along the coast between Oranjemund AD and Chamais Bay where blasting may take place at irregular intervals.
- b) Occasional blasting on the northern bank of the Orange River from FYOG aerodrome to Sendelings Drift, Aircraft to remain clear of area and do not overfly less than 1500 FT.

1.3 Navigation Warning

- a) Low level helicopter operations outside ATA operate on 124.8 MHz. Doing ship service.

1.4 Reflective Jackets

- a) All pilots and crew operating at FYOG must wear a lime green reflective jacket for safety reasons.

1.5 Overload Operations

- a) Overloading of pavements can result either from loads too large, or from a substantially increased application rate, or both.
- b) Loads larger than the defined (design or evaluation) load shortens the design life, whilst smaller loads extend it.
- c) Occasional minor overloading is acceptable, when expedient, with only limited loss in pavement life expectancy and relatively small acceleration of pavement deterioration.

- d) For operations in which magnitude of overload and/or the frequency of use do not justify a detailed analysis, the following criteria will be used:
 - i. For flexible pavements, occasional movements by aircraft with ACN not exceeding 10 per cent above the reported PCN should not adversely affect the pavement.
 - ii. For rigid or composite pavements, in which a rigid pavement layer provides a primary element of the structure, occasional movements by aircraft with ACN not exceeding 5 per cent above the reported PCN should not adversely affect the pavement.
 - iii. If the pavement structure is unknown, the 5 per cent limitation should apply.
 - iv. The annual number of overload movements should not exceed approximately 5 per cent of the total annual aircraft movements.
- e) Such overload movements will not normally be permitted on pavements exhibiting signs of distress or failure.
- f) Furthermore, overloading will be avoided during any periods of that following frost penetration, or when the strength of the pavement or its subgrade could be weakened by water.
- g) Where overload operations are conducted, the Airport Manager will ensure that a review of the relevant pavement condition regularly and will review the criteria for overload operations periodically since excessive repetition of overloads can cause severe shortening of pavement life or require major rehabilitation of pavement.
- h) Aircraft Operators intending to use aircraft with a high an ACN exceeding the published PCN must request for approval from the Airport Manager via email (See FYOG AD 2.2, Section 6).

1.6. After Hours Operations

- a) Notify the Airport Manager (See FYOG AD 2.2, Section 6) 24HR in advance for after-hours operations and 2HR in advance for MEDEVAC and mercy flight via email and a message or call.
- b) Provide the following information:
 - i. Pilot in command
 - ii. Type of aircraft
 - iii. Call sign
 - iv. Number of passengers on board
 - v. Date and time of Arrival and Departure
 - vi. Destination
 - vii. Service required
- c) Other details relevant to the evaluation of the request must be provided as required.
- d) An after-hours application will be sent to the aircraft operator to complete and returned to the Airport Manager or a Designate Person, who after consultation with service providers at FYOG will approve or reject the request.

2. Taxiing to and from stands

2.1 Taking off on runway 02

- a) Exit the apron via taxiway bravo to enter the runway to proceed to threshold 02.

2.2 Taking off on runway 20

- a) Exit the apron via taxiway alpha to enter the runway to proceed east to threshold 20.

2.3 Landing on runway 02

- a) Proceed to taxiway alpha or bravo to enter the apron.

2.4 Landing on runway 20.

- a) Exit the runway using Taxiway bravo or Charlie to enter the apron.

3. Parking area for small aircraft.

(GENERAL AVIATION)

- a) There are no designated stands for the parking of small aircraft, pilots are strictly requested to adhere to the marshalling signals from the Marshaller.
- b) Restricted area (Redzone), no aircraft allowed to park at the northern side of the apron behind the yellow line.

4. Parking area for helicopters

- a) Restricted area (Redzone), no aircraft allowed to park at the northern side of the apron behind the yellow line.

5. Apron - Taxiing during winter conditions

NIL.

6. Taxiing - Limitations

NIL.

7. School and training flights - Technical test flights - Use of runways

- a) Training flights and technical test flights are necessary for the purpose of ascertaining the airworthiness of an aircraft during flight must take caution not to cause disruption or risk normal operations.

8. Helicopter traffic - Limitation

- a) Low level helicopter operations outside ATA operate on 124.8 MHz. Doing ship service.

9. Removal of disabled aircraft from runways

- a) An aircraft owner or operator will always retain complete responsibility for the removal of a disabled aircraft. All airline operators at FYOG are expected to have an aircraft recovery plan. For non-airlines operators at FYOG, the pilot or aircraft owner is responsible for the immediate removal and or disposal of the disabled aircraft.

- b) An aircraft owner or operator must remove their aircraft within the following hours: 8 hours for light aircraft (MTOW of 7000 kg or less) and 24 hours for medium aircraft (MTOW of 7001 kg to 136 000 kg).

- c) If a disabled aircraft is not removed within the specified hours, the airport operator (FYOG) will remove the disabled aircraft at the cost of the aircraft owner or operator and the airport operator (FYOG) will be indemnified of any damages caused when removing of the disabled aircraft.

FYOG AD 2.21 NOISE ABATEMENT PROCEDURES

Avoid flights over town

FYOG AD 2.22 FLIGHT PROCEDURES

- a) Pilots are requested to avoid overflying the Ramsar Nature site from the Orange River mouth to the Border Bridge.

FYOG AD 2.23 ADDITIONAL INFORMATION

- a) Sporadic large birds activities due to proximity to Riverine Ramsar site and Coastal Environment. Pilots to exercise caution.

FYOG AD 2.24 CHARTS RELATED TO ORANJEMUND

Instrument Approach Chart – ICAO RNP RWY 02
Data Code - ICAO RNP RWY 02
Instrument Approach Chart – ICAO RNP RWY 20
Data Code – ICAO RNP RWY 20

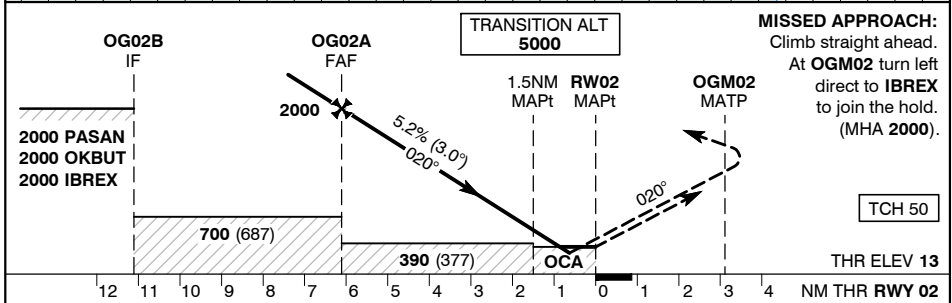
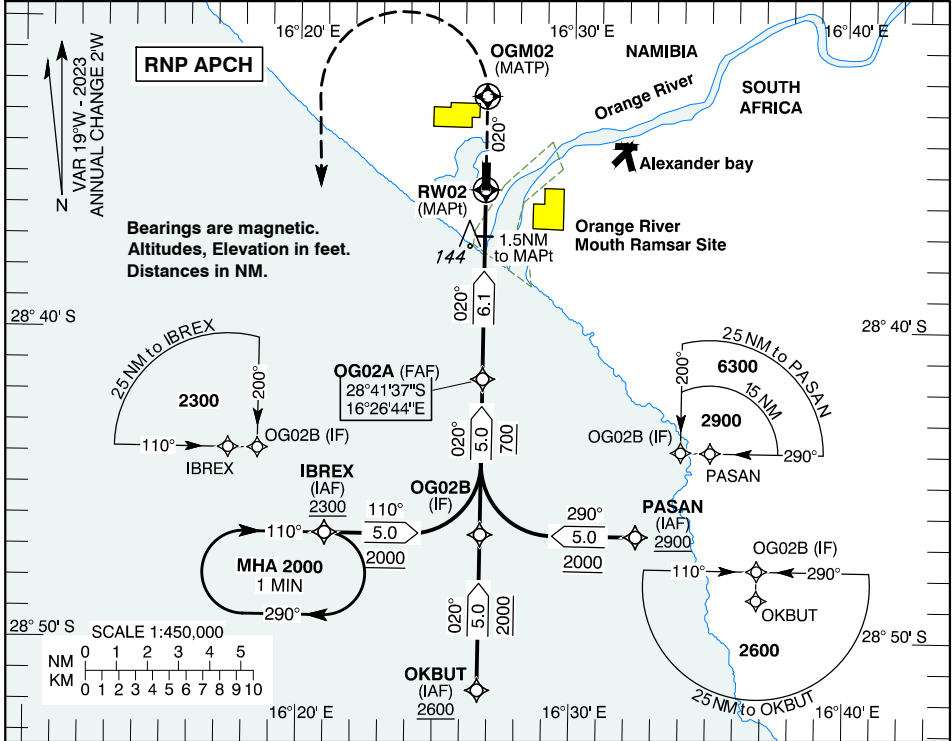
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INSTRUMENT APPROACH CHART - ICAO AERODROME ELEV - 13 FT
HEIGHT RELATED TO THR RWY - 02 ELEV - 13 FT

UNM	118.70
ATIS	127.15

Oranjemund (FYOG) RNP RWY 02
MNM TEMP -10°C
MAX TEMP +60°C



Aircraft CAT		A		B		C	
OCA (H)	LNAV	340 (327)					
	LNAV/VNAV	270 (257)	270 (257)	270 (257)	270 (257)	280 (267)	280 (267)
Circling (Heights AAL)		640 (627)	740 (727)	740 (727)	740 (727)	960 (947)	960 (947)
Distance to MAPt	NM	6	5	4	3	2	1
Altitude	FT	1975 (1962)	1655 (1642)	1335 (1322)	1015 (1002)	700 (687)	380 (367)
Ground Speed	KTS	80	100	120	140	140	160
Descent Rate (3.0°)	FT/MIN	425	530	635	745	745	850

CAUTION:
1. Sporadic large bird's activities.
2. Avoid overflying the Ramsar Nature Site between the Orange River Mouth and the Border Bridge.

NOTE:
1. Only attempt LNAV/VNAV app. once QNH is received from ATIS.

COMMUNICATION FAILURE PROCEDURE:
Squawk 7600. Follow the Missed Approach Procedure to IBREX. Enter the Hold at IBREX. Hold for 5 mins, then complete the Approach.A

CHANGES: New procedure.

Serial #	Navigational performance	Path descriptor	Waypoint identifier	Waypoint coordinates	Fly-Over	True track [°] / Magnetic track [°]	Distance [nm]	Turn direction	Upper limit [ft] / Lower limit [ft]	Speed [kts]	VPA [°] / TCH [ft]	Remarks
1	RNP APCH	IF	PASAN	284640.17S / 0163222.74E	-	-	-	-	- / 2900	-	-	-
2	RNP APCH	TF	OG02B	284638.19S / 0162641.35°E	N	270.4 / 290	5.0	-	- / 2000	-	-	-
3	RNP APCH	TF	OG02A	284137.41S / 0162643.73E	N	000.4 / 020	5.0	R	- / 700	-	-	-
4	RNP APCH	TF	RW02	283531.29S / 0162646.67E	Y	000.4 / 020	6.1	-	-	-	3.00 / 50	-
5	RNP APCH	CF	OGM02	283230.83S / 0162648.11E	Y	000.4 / 020	-	-	-	-	-	-
6	RNP APCH	DF	IBREX	284635.97S / 0162059.97E	N	-	-	L	- / 2000	-	-	-

Serial #	Navigational performance	Path descriptor	Waypoint identifier	Waypoint coordinates	Fly-Over	True track [°] / Magnetic track [°]	Distance [nm]	Turn direction	Upper limit [ft] / Lower limit [ft]	Speed [kts]	VPA [°] / TCH [ft]	Remarks
1	RNP APCH	IF	OKBUT	285138.96S / 0162638.96E	-	-	-	-	- / 2600	-	-	-
2	RNP APCH	TF	OG02B	284638.19S / 0162641.35E	N	000.4 / 020	5.0	-	- / 2000	-	-	-
3	RNP APCH	TF	OG02A	284137.41S / 0162643.73E	N	000.4 / 020	5.0	-	- / 700	-	-	-
4	RNP APCH	TF	RW02	283531.29S / 0162646.67E	Y	000.4 / 020	6.1	-	-	-	3.00 / 50	-
5	RNP APCH	CF	OGM02	283230.83S / 0162648.11E	Y	000.4 / 020	-	-	-	-	-	-
6	RNP APCH	DF	IBREX	284635.97S / 0162059.97E	N	-	-	L	- / 2000	-	-	-

Serial #	Navigational performance	Path descriptor	Waypoint identifier	Waypoint coordinates	Fly-Over	True track [°] / Magnetic track [°]	Distance [nm]	Turn direction	Upper limit [ft] / Lower limit [ft]	Speed [kts]	VPA [°] / TCH [ft]	Remarks
1	RNP APCH	IF	IBREX	284635.97S / 0162059.97E	-	-	-	-	- / 2300	-	-	-
2	RNP APCH	TF	OG02B	284638.19S / 0162641.35E	N	090.4 / 110	5.0	-	- / 2000	-	-	-
3	RNP APCH	TF	OG02A	284137.41S / 0162643.73E	N	000.4 / 020	5.0	L	- / 700	-	-	-
4	RNP APCH	TF	RW02	283531.29S / 0162646.67E	Y	000.4 / 020	6.1	-	-	-	3.00 / 50	-
5	RNP APCH	CF	OGM02	283230.83S / 0162648.11E	Y	000.4 / 020	-	-	-	-	-	-
6	RNP APCH	DF	IBREX	284635.97S / 0162059.97E	N	-	-	L	- / 2000	-	-	-

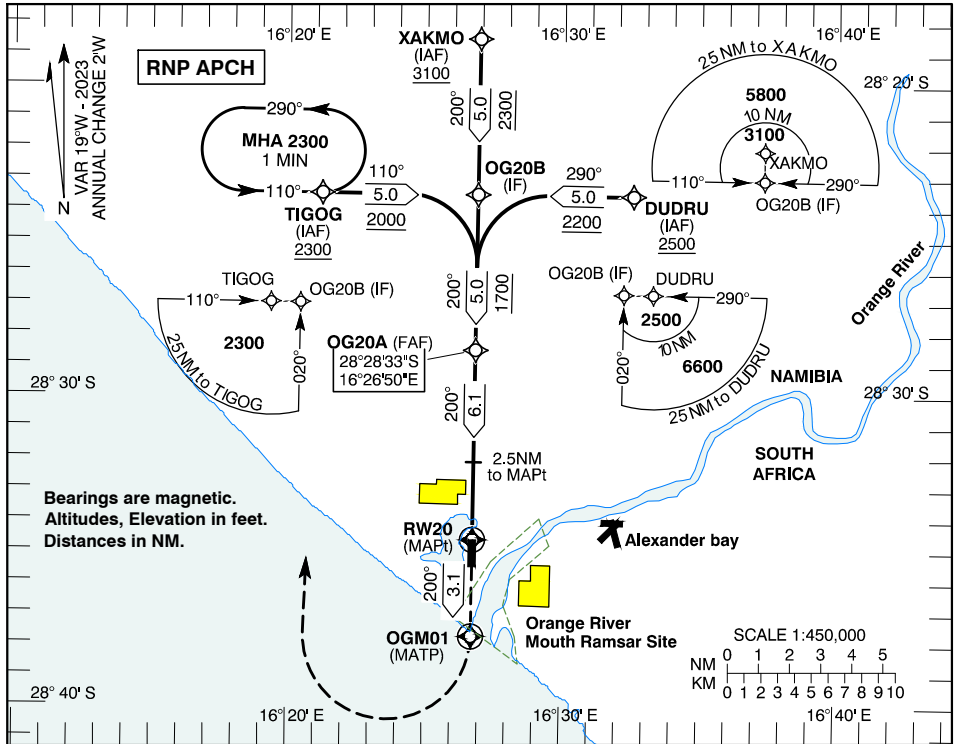
Hold Identification

Holding Fix	Latitude (N) / Longitude (W)	Inbound True Track (degrees)	Inbound Mag Track (degrees)	Maximum Indicated Airspeed (kts)	Minimum Holding Altitude/ Level (FL/ft)	Maximum Holding Altitude/ Level (FL/ft)	Outbound time (min)	Direction of Turn
IBREX	284635.97S / 0162059.97E	090.5	110	-	2000	-	1	R

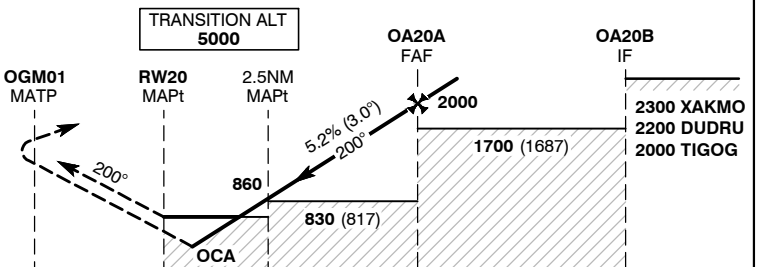
INSTRUMENT AERODROME ELEV - 13 FT
APPROACH HEIGHT RELATED TO
CHART - ICAO THR RWY - 20 ELEV - 13 FT

UNM 118.70
ATIS 127.15

Oranjemund (FYOG)
RNP RWY 20
MNM TEMP -10°C
MAX TEMP +60°C



MISSED APPROACH:
Climb straight ahead.
At OGM01 turn right
direct to TIGOG
to join the hold.
(MHA 2300).



THR ELEV 13
NM THR RWY 20 4 3 2 1 0 1 2 3 4 5 6 7 8 9 10 11 12

Aircraft CAT		A		B		C	
OCA (H)	LNAV	640 (627)					
	LNAV/VNAV	290 (277)	300 (287)	310 (297)			
Circling (Heights AAL)		640 (627)		740 (727)		960 (947)	
Distance to MAPt	NM	2	3	4	5	6	
Altitude	FT	700 (687)	1020 (1007)	1335 (1322)	1655 (1642)	1975 (1962)	
Ground Speed	KTS	80	100	120	140	160	
Descent Rate (3.0°)	FT/MIN	425	530	635	745	850	

CAUTION:
1. Sporadic large bird's activities.
2. Avoid overflying the Ramsar Nature Site between the Orange River Mouth and the Border Bridge.

NOTE:
1. Only attempt LNAV/VNAV app. once QNH is received from ATIS.

COMMUNICATION FAILURE PROCEDURE:
Squawk 7600. Follow the Missed Approach Procedure to TIGOG. Enter the Hold at TIGOG. Hold for 5 mins, then complete the Approach.

CHANGES: New procedure.

Serial #	Navigational performance	Path descriptor	Waypoint identifier	Waypoint coordinates	Fly-Over	True track [°] / Magnetic track [°]	Distance [nm]	Turn direction	Upper limit [ft] / Lower limit [ft]	Speed [kts]	VPA [°] / TCH [ft]	Remarks
1	RNP APCH	IF	TIGOG	282330.24S / 0162112.28E	-	-	-	-	- / 2300	-	-	-
2	RNP APCH	TF	OG20B	282332.45S / 0162652.42E	N	090.4 / 110	5.0	-	- / 2000	-	-	-
3	RNP APCH	TF	OG20A	282833.24S / 0162650.04E	N	180.4 / 200	5.0	R	- / 1700	-	-	-
4	RNP APCH	TF	RW20	283439.33S / 0162647.12E	Y	180.4 / 200	6.1	-	-	-	3.00 / 50	-
5	RNP APCH	CF	OGM01	283745.81S / 016245.62E	Y	180.4 / 200	-	-	-	-	-	-
6	RNP APCH	DF	TIGOG	282330.24S / 016212.28E	N	-	-	R	- / 2300	-	-	-

Serial #	Navigational performance	Path descriptor	Waypoint identifier	Waypoint coordinates	Fly-Over	True track [°] / Magnetic track [°]	Distance [nm]	Turn direction	Upper limit [ft] / Lower limit [ft]	Speed [kts]	VPA [°] / TCH [ft]	Remarks
1	RNP APCH	IF	XAKMO	281831.66S / 016254.79E	-	-	-	-	- / 3100	-	-	-
2	RNP APCH	TF	OG20B	282332.45S / 0162652.42E	N	180.4 / 200	5.0	-	- / 2300	-	-	-
3	RNP APCH	TF	OG20A	282833.24S / 0162650.04E	N	180.4 / 200	5.0	-	- / 1700	-	-	-
4	RNP APCH	TF	RW20	283439.33S / 0162647.12E	Y	180.4 / 200	6.1	-	-	-	3.00 / 50	-
5	RNP APCH	CF	OGM01	283745.81S / 0162645.62E	Y	180.4 / 200	-	-	-	-	-	-
6	RNP APCH	DF	TIGOG	282330.24S / 0162112.28E	N	-	-	R	- / 2300	-	-	-

Serial #	Navigational performance	Path descriptor	Waypoint identifier	Waypoint coordinates	Fly-Over	True track [°] / Magnetic track [°]	Distance [nm]	Turn direction	Upper limit [ft] / Lower limit [ft]	Speed [kts]	VPA [°] / TCH [ft]	Remarks
1	RNP APCH	IF	DUDRU	282334.44S / 0163232.56E	-	-	-	-	- / 2500	-	-	-
2	RNP APCH	TF	OG20B	282332.45S / 0162652.42E	N	270.4 / 290	5.0	-	- / 2200	-	-	-
3	RNP APCH	TF	OG20A	282833.24S / 0162650.04E	N	180.4 / 200	5.0	L	- / 1700	-	-	-
4	RNP APCH	TF	RW20	283439.33S / 0162647.12E	Y	180.4 / 200	6.1	-	-	-	3.00 / 50	-
5	RNP APCH	CF	OGM01	283745.81S / 0162645.62E	Y	180.4 / 200	-	-	-	-	-	-
6	RNP APCH	DF	TIGOG	282330.24S / 0162112.28E	N	-	-	R	- / 2300	-	-	-

Hold Identification – AD 2-11

Holding Fix	Latitude (N) / Longitude (W)	Inbound True Track (degrees)	Inbound Mag Track (degrees)	Maximum Indicated Airspeed (kts)	Minimum Holding Altitude/ Level (FL/ft)	Maximum Holding Altitude/ Level (FL/ft)	Outbound time (min)	Direction of Turn
TIGOG	282330.24S / 0162112.28E	090.5	110	-	2300	-	1	L