

List of pages in this Trip Kit

Trip Kit Index

Airport Information For FAOR

Terminal Charts For FAOR

Revision Letter For Cycle 07-2023

Change Notices

Notebook

General Information

Location: JOHANNESBURG ZAF
ICAO/IATA: FAOR / JNB
Lat/Long: S26° 08.02', E028° 14.54'
Elevation: 5558 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -2:00 = UTC
Magnetic Variation: 18.0° W

Fuel Types: Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0423 Z
Sunset: 1551 Z

Runway Information

Runway: 03L
Length x Width: 14505 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 5558 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 200 ft

Runway: 03R
Length x Width: 11171 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 5510 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 187 ft

Runway: 21L
Length x Width: 11171 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 5494 ft
Lighting: Edge, ALS, Centerline, TDZ

Stopway: 187 ft

Runway: 21R

Length x Width: 14505 ft x 197 ft

Surface Type: asphalt

TDZ-Elev: 5505 ft

Lighting: Edge, ALS, Centerline, TDZ

Displaced Threshold: 1477 ft

Stopway: 285 ft

Communication Information

ATIS: 115.200

ATIS: 126.200

Johannesburg Tower: 118.100

Johannesburg Tower: 118.600

Johannesburg Tower: 121.900

O.r. Tambo Ground: 121.900

O.r. Tambo Apron Ramp/Taxi: 122.650

Johannesburg Clearance Delivery: 121.700

Johannesburg Direct (Approach Control Radar): 121.400

Johannesburg Radar: 124.500

Johannesburg Radar: 123.700

FAOR/JNB

+ JEPPESEN

JOHANNESBURG, S AFR REP

O R TAMBO INTL

20 APR 18

10-1P

.AIRPORT.BRIEFING.

1. GENERAL

1.1. ATIS

D-ATIS 126.2

1.2. LOW VISIBILITY PROCEDURES

ACFT taxiing in LVP are not to exceed 10 KT, until they have left the apron area and are on a demarcated TWY.

1.3. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

1.3.1. 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 squatter 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.

1.4. TAXI PROCEDURES

ACFT using TWY A:

- Hold short of TWY D when code F ACFT pushing back in or out of stand D50;
- Hold short of TWY N when there is another ACFT holding on TWY N.

TWY C from TWY N intersection to THR RWY 21R restricted to MAX Code C ACFT. ACFT with wingspan 213' /65m or more parking at stand D3A must enter and exit apron D via TWY G9. When maneuvering on apron D taxilane exercise CAUTION and remain on TWY centerline to maintain wingtip clearance from other parked ACFT.

The taxilane between apron A and apron B deviates to the right at parking stands B7 and B8. Pilots to follow new line when taxiing through the apron.

ACFT entering apron A and B via TWY E or ACFT crossing RWY 03L/21R on TWY E in westerly direction use minimal thrust required to avoid adverse jet blast effects to ACFT taking off or landing on RWY 03L/21R.

ACFT taking off or landing on RWY 03L/21R be aware of cross-taxiing ACFT jet blast when passing TWY E intersection and from ACFT crossing or vacating RWY 03L/21R at any of the intermediate intersections.

Apron C restricted to MAX Code C ACFT.

Apron D taxilane MAX wingspan less than 171' /52m when ACFT with wingspan 213' /65m or more taxiing on TWY A past apron D from stands D2 to D50.

ACFT entering parking stands on apron E or F should use the minimal thrust required to avoid adverse effects of jet blast on ground handling on the opposite apron.

Apron M taxilane restricted to MAX Code C ACFT. All ACFT to be towed in and out of apron M.

Code F ACFT with wingspan up to 262' /80m to taxi with extreme Caution on TWY A between TWY E and TWY F due to building obstruction penetrating Code F ACFT safety zone.

Code F ACFT speed restricted to 10 KT on TWY A between TWY E and L.

FAOR/JNB

+JEPPESEN

JOHANNESBURG, S AFR REP

O R TAMBO INTL

20 APR 18

10-1P1

.AIRPORT.BRIEFING.

1. GENERAL

No crossing of red stop bar light will be allowed unless specifically approved by ATC and accompanied by a Follow-me car.

Any operation of B747-400 ACFT into SAA Technical area will not provide the ICAO-recommended clearance distance.

Stand D1 to enter and/or exit via TWY G8 for code F ACFT. Push back to face North, pull forward till port wingtip is aligned with parking bay D2R and exit via TWY G8.

1.5. PARKING INFORMATION

Stands A1R thru A13, C1 thru C8 and E1 thru E13 equipped with APIS.

CAUTION to be exercised when docking at stands A4 thru A6 due to sunlight reflecting off the Automatic Docking panels at sunrise. Should docking information be impaired, contact Apron Control for assistance.

All ACFT parked on apron stand shall push back from stand unless authorised by AD authority to power out.

1.6. OTHER INFORMATION

Birds.

2. ARRIVAL

2.1. CAT II/III OPERATIONS

RWYs 03L, 03R, 21L and 21R approved for CAT II operations, special aircrew and ACFT certification required.

2.2. TAXI PROCEDURES

HST E designed for class C ACFT. Recommended exit speed is between 45 KT and 50 KT.

2.3. OTHER INFORMATION

2.3.1. ALLOCATION OF PARKING BAYS

Prior to top of descent contact Apron Control and provide the following information:

ETA, ACFT Registration, Passengers on board and last APT departed.

The parking bay information and ACFT registration is to be transmitted to Tower on vacating the RWY for taxi instructions.

FAOR/JNB

+JEPPESEN

JOHANNESBURG, S AFR REP

O R TAMBO INTL

12 AUG 16

10-1P2

.Eff.18.Aug.

.AIRPORT.BRIEFING.

3. DEPARTURE

3.1. START-UP, PUSH-BACK & TAXI PROCEDURES

ACFT on D2, D3 and D4 must push-back to face North and exit via TWY G8 onto TWY A.

3.2. 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 levelled off by ATC, or when levelled 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.

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

No ACFT are to use RWY intersection for take-off between 2000-0400LT.

Testing and engine run-ups must, as far as possible, be avoided between 2000-0400LT.

FAOR/JNB



JOHANNESBURG, S AFR REP

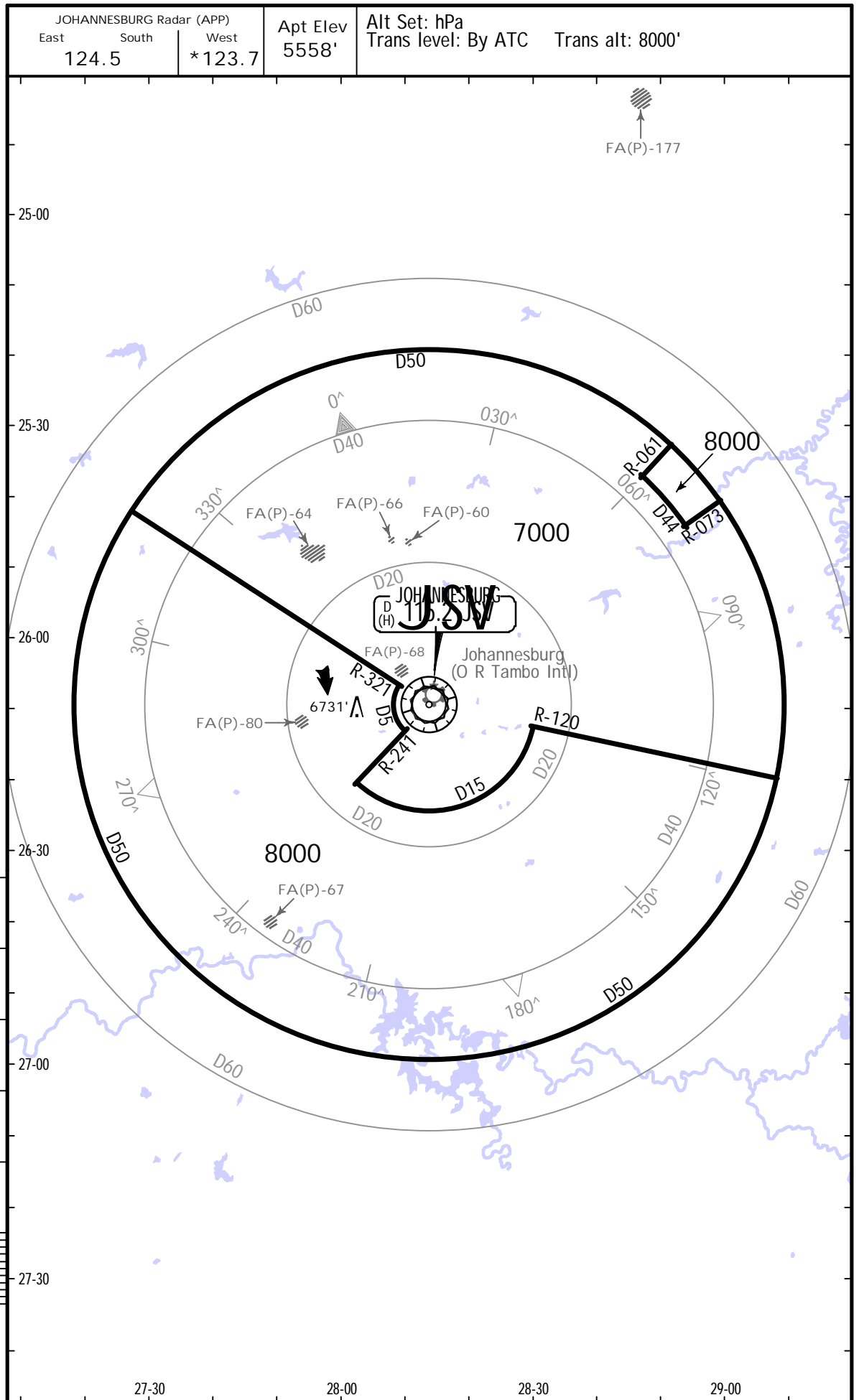
O R TAMBO INTL

28 DEC 12

10-1R

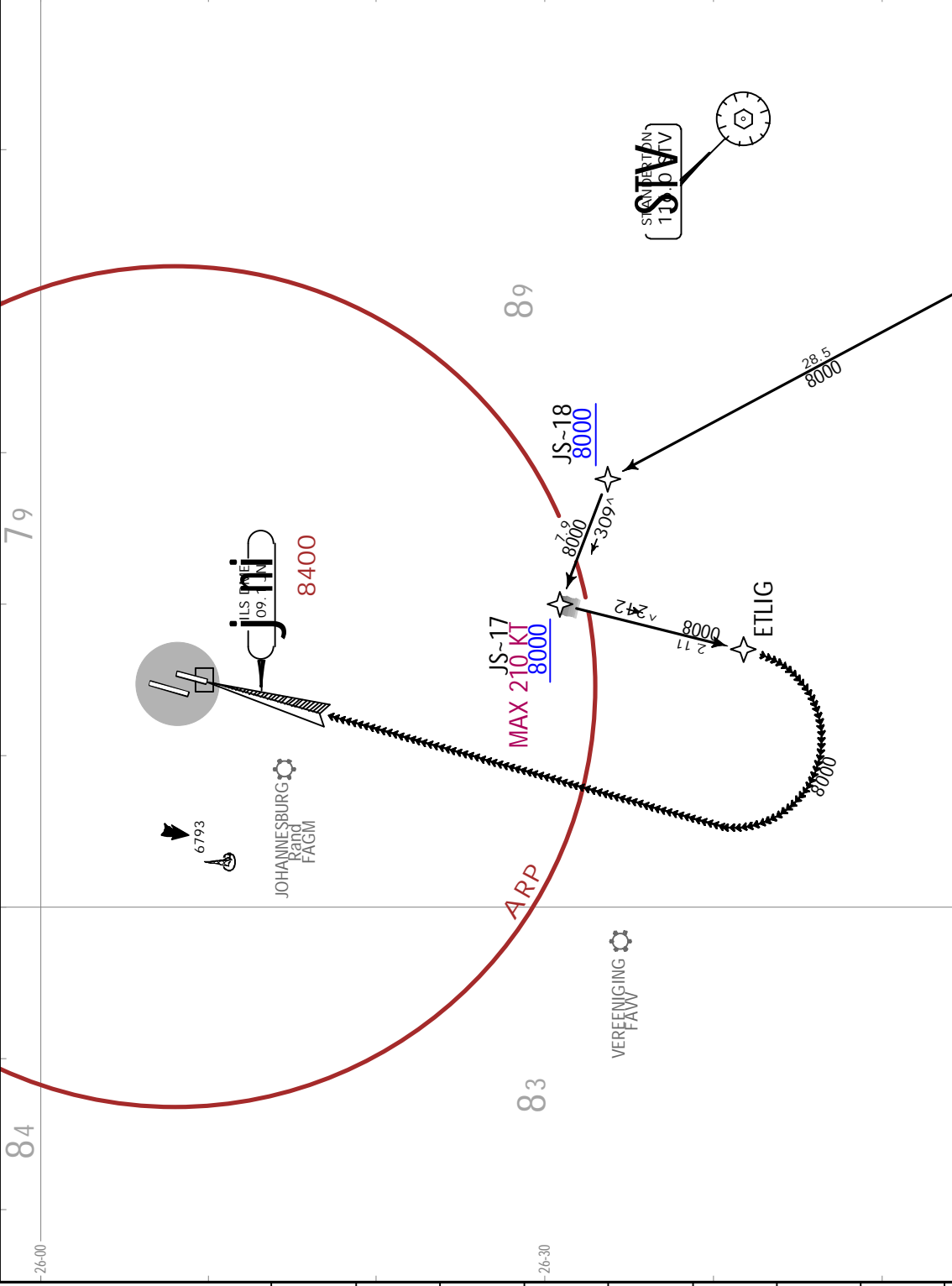
.Eff.10.Jan.

.RADAR.MINIMUM.ALTITUDES.

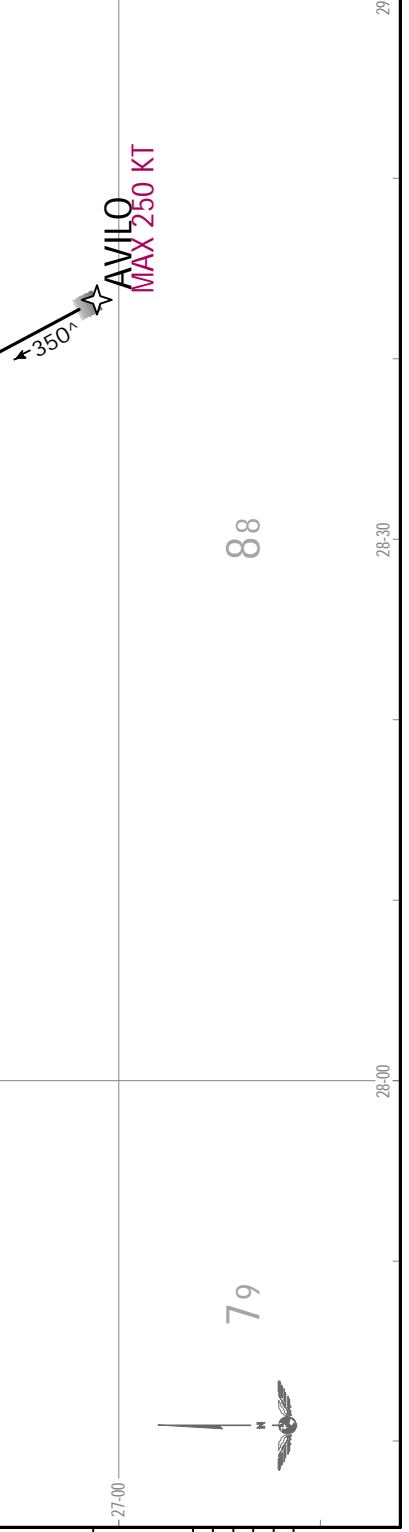


CHANGES: Location indicator.

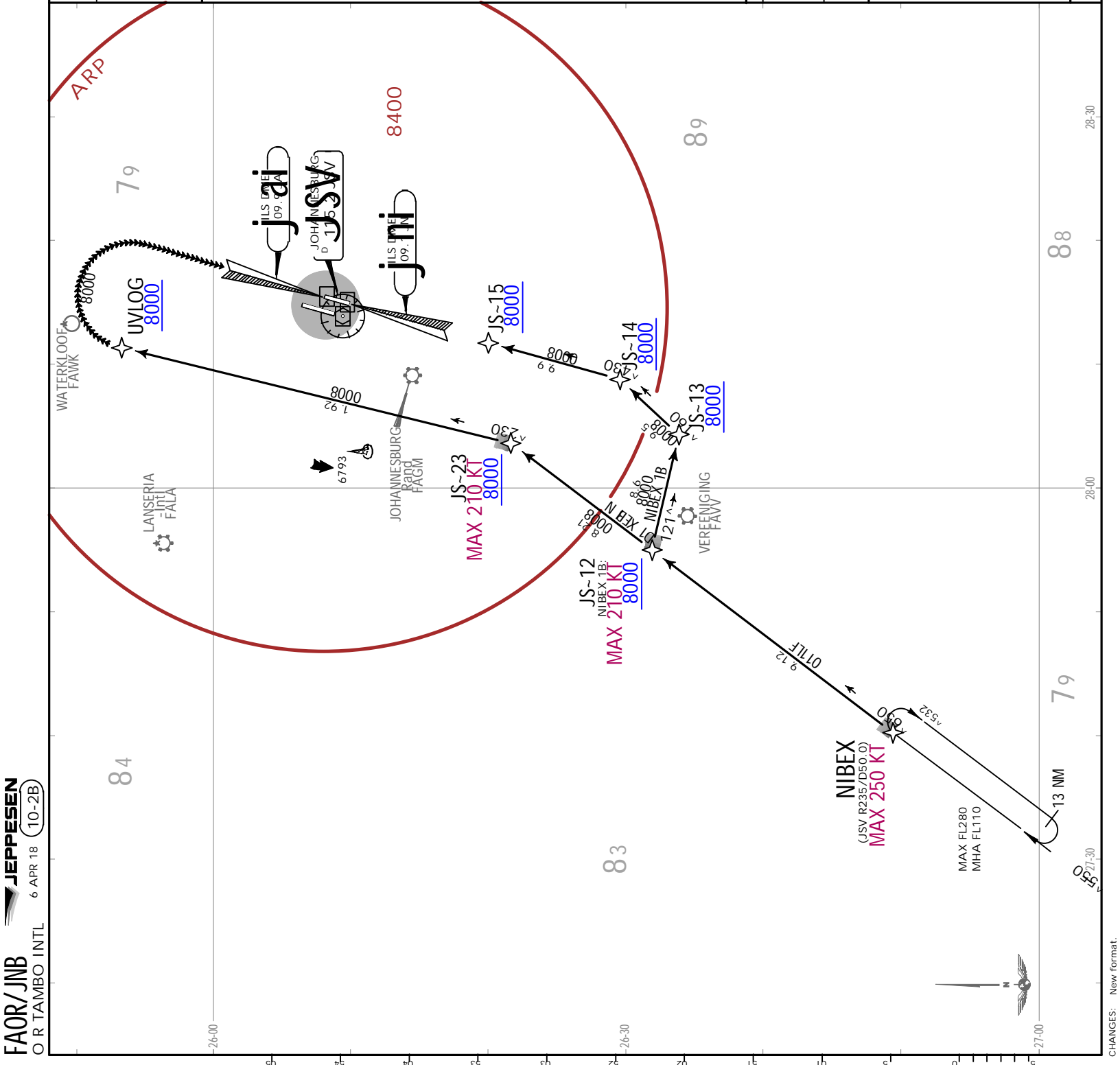
D-ATIS 126.2	Apt Elev 5558
Alt Set: hPa. Trans level: By ATC 1. RNAV (GNSS). 2. SIDs and STARs must be announced in operation on ATIS and will only be in force when Surveillance RADAR is operational. 3. If unable to comply with SIDs & STAR advise ATC. 4. General Aviation traffic up to 7500.	
AVILO 1B [AVIL1B] RWY 03R RNAV ARRIVAL STAR APPLICABLE FOR RWY 03L WHEN INSTRUCTED BY ATC OR ANNOUNCED ON ATIS	
■ SLP SPEED LIMIT POINTS 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 FL90, whichever is highest. Comply with associated communication failure procedure. Before AVILO: Proceed to STV and enter holding, descend to FL240, or if below FL240, hold at last assigned FL for minimum 5 minutes. Leave STV on "After STV" procedure. After AVILO: Continue on STAR to ETLIG, then to JS2F1, intercept LOC for ILS approach. Note: Aircraft entering TMA at or below FL110 are to enter the designated holding at last assigned FL and continue on designated STAR. Caution: Holdings below FL110 will be conducted outside controlled airspace.	
ROUTING From AVILO to JS018, turn LEFT to JS017, turn LEFT to ETLIG 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: Rwy 03: to S SE RAGUL 3A; to N & NW VASUR 3A; to SE APDAK 3A; to NE EGMEN 2A (JET) EXOBI 1A (TURBOPROP).	



88
100



JOHANNESBURG, S AFR REP
 .RNAV.STAR.



FAOR/JNB
 O R TAMBO INTL
 6 APR 18
 (10-2B)

JEPPESSEN
 10-2B

D-ATIS
 126.2

Apt Elev
 5558

Alt. Set: hPa. Trans level: By ATC
 1. RNAV (GNSS).
 2. SIDs and STARs must be announced in operation on ATIS and will only be in force when Surveillance RADAR is operational.
 3. If unable to comply with SIDs & STARs advise ATC.
 4. General Aviation traffic up to 7500.

**NIBEX 1B [NIBE1B]
 NIBEX 1D [NIBE1D]
 RNAV ARRIVALS**

SIP SPEED LIMIT POINTS
 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 or speed restrictions.

LOST COMMS
 If not cleared for an arrival, proceed to nearest STAR entry position at last assigned FL or FL90, whichever is highest. Comply with associated communication failure procedure.
BEFORE NIBEX: Proceed to NIBEX and enter holding, hold at last assigned FL for minimum 5 minutes, then descend to FL130 or MAINTAIN last assigned FL if below FL130. Leave NIBEX on "After NIBEX" procedure.
NIBEX 1B
 After NIBEX: Continue on STAR to JS012 descend to FL100, then to JS013 descend to FL90, at JS014 adjust to 9000, at JS015 complete straight-in ILS approach.
NIBEX 1D:
 After NIBEX: Continue on STAR, at JS023 descend to FL90, at UVLOG descend to 8000, then to JS3F1, intercept ILS.
Note: Aircraft entering TMA at or below FL110 are to enter the designated holding at last assigned FL and continue on designated STAR.
Caution: Holdings below FL110 will be conducted outside controlled airspace.

STAR	RWY	ROUTING
NIBEX 1B	03R 1	From NIBEX to JS012, turn RIGHT to JS013, turn LEFT to JS014, turn LEFT to JS015, intercept ILS.
NIBEX 1D	21L 2	From NIBEX to JS023, turn LEFT to UVLOG 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:
 Rwy 03: to S & SE RAGUL 3A;
 to SE APDAK 3A;
 to N & NW VASUR 3A;
 to NE EGMEN 2A (JET)
 EXOBI 1A (TURBOPROP).
 Rwy 21: to S & SE RAGUL 3B;
 to SE APDAK 2B;
 to N & NW VASUR 3B;
 to NE EGMEN 2B (JET)
 EXOBI 3B (TURBOPROP).

STAR applicable for 1 Rwy 03L/ 2 Rwy 21R when instructed by ATC or announced on ATIS.

JEPPesen
JOHANNESBURG, S AFR REP
.RNAV.STAR.
10-2C

FAOR/JNB
OR TAMBO INTL

6 APR 18
 90
 88
 100
 29-00
 28-30
 88
 28-00
 79
 27-00

D-ATIS 126.2	Apt Elev 5558
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Alt Set: hPa Trans level: By ATC
 1. RNAV (GNSS)
 2. SIDs and STARs must be announced in operation on ATIS and will only be in force when Surveillance RADAR is operational.
 3. If unable to comply with SIDs & STARs advise ATC.
 4. General Aviation traffic up to 7500.

STANDERTON 1C (STV 1C)
STANDERTON 1D (STV 1D)
RNAV ARRIVALS

SLP SPEED LIMIT POINTS

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.

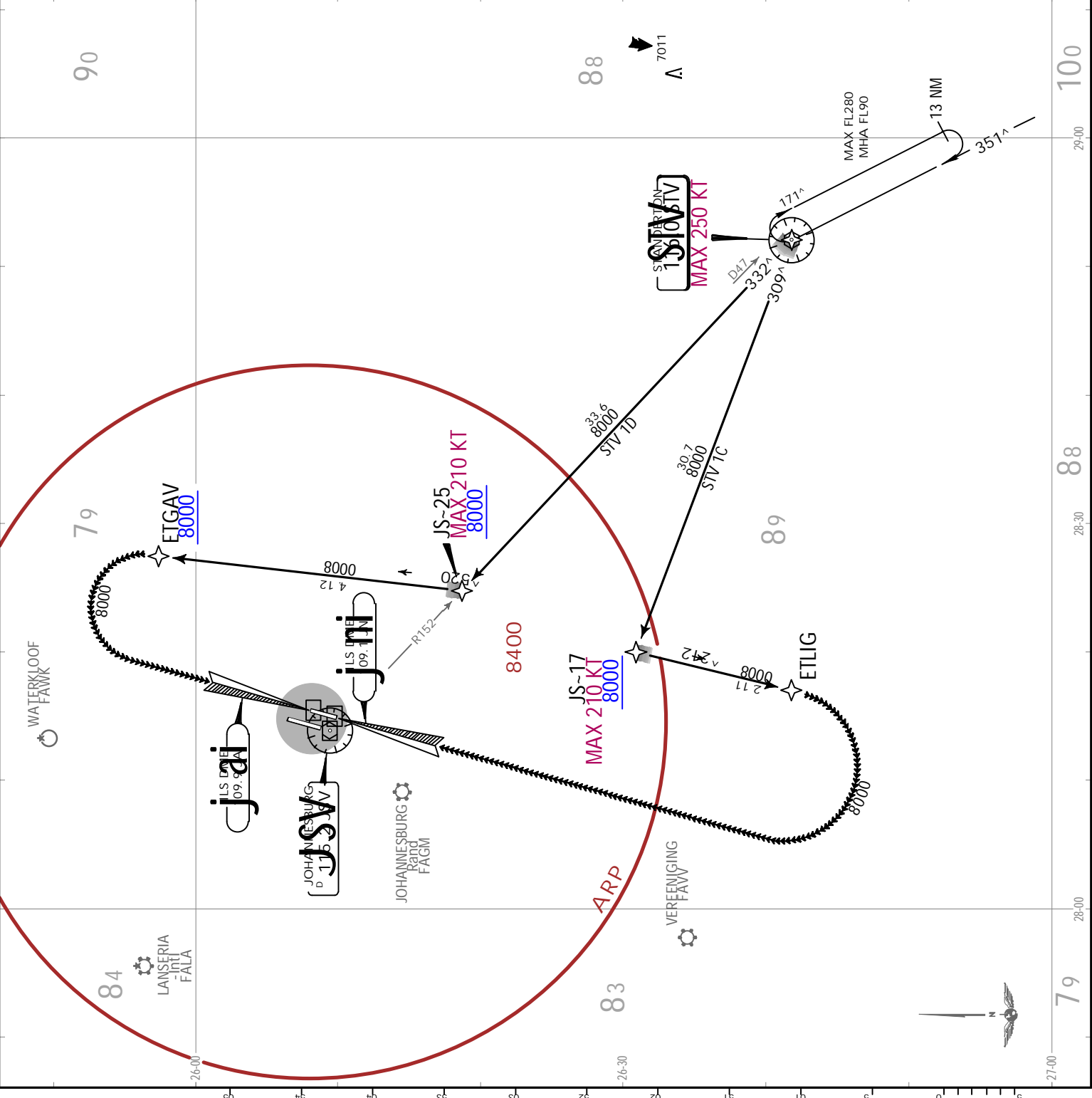
LOST COMMS
 If not cleared for an arrival, proceed to nearest STAR entry position at last assigned FL or FL90, whichever is highest. Comply with associated communication failure procedure.
 Before STV: Proceed to STV and enter holding, hold at last assigned FL for minimum 5 minutes, then descend to FL130 or MAINTAIN last assigned FL if below FL130. Leave STV on "After STV" procedure.

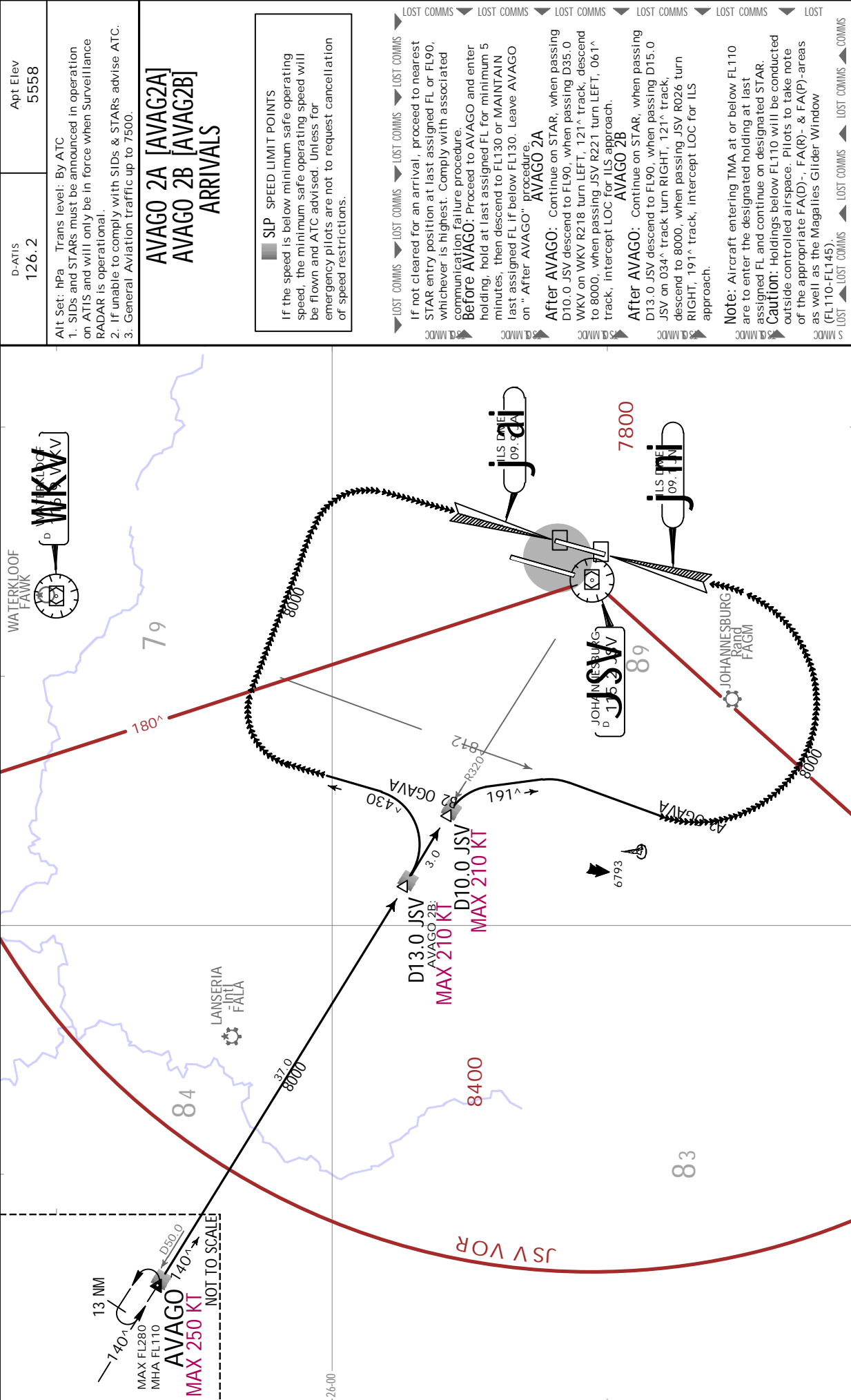
STV 1C
 After STV: Continue on STAR to JS017 descend to FL130, then to ETLIG descend to 8000, then to JS2F1, intercept LOC for ILS approach.
STV 1D
 After STV: Continue on STAR descend to FL130 at STV, then to JS025 descend to FL90, then to ETGAV descend to 8000, then to JS3F1, intercept ILS.

Note: Aircraft entering TMA at or below FL110 are to enter the designated holding at last assigned FL and continue on designated STAR
 Caution: Holdings below FL110 will be conducted partially outside controlled airspace.

STAR	RWY	ROUTING
STV 1C	03R 1	From STV to JS017, turn LEFT to ETLIG for RADAR vectoring to ILS.
STV 1D	21L 2	From STV to JS025, turn RIGHT to ETGAV 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:
 Rwy 03: to W & SW RAGUL 3A;
 to SE APDAK 3A;
 to N & NW VASUR 3A;
 to E & NE EGMEN 2A (JET)
 EXOBI 1A (TURBOPROP).
 Rwy 21: to S & SW RAGUL 3B;
 to SE APDAK 2B;
 to N & NW VASUR 3B;
 to NE EGMEN 2B (JET)
 EXOBI 3B (TURBOPROP).
 STAR applicable for 1 Rwy 03L/2 Rwy 21R when instructed by ATC or announced on ATIS.





STAR	RWY	ROUTING
AVAGO 2A	03R 1	Intercept JSV R320 inbound, at D10.0 JSV turn RIGHT, 191° track, intercept WKV R218 for RADAR vectoring to ILS.
AVAGO 2B	21L 2	Intercept JSV R320 inbound, at D13.0 JSV turn LEFT, 034° 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:

Rwy 03: to W & SW RAGUL 3A;
to SE APDAK 3A;
to N & NW VASUR 3A;
to E & NE EGMEN 2A (JET)
EXOBI 1A (TURBOPROP).

Rwy 21: to S & SE RAGUL 3B;
to SE APDAK 2B;
to N & NW VASUR 3B;
to NE EGMEN 2B (JET)
EXOBI 3B (TURBOPROP).

STAR applicable for 1 Rwy 03L/ 2 Rwy 21R when instructed by ATC or announced on ATIS.

D-ATIS 126.2	Apt Elev 5558
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Alt Set: hPa Trans level: By ATC
 1. SIDs and STARs must be announced in operation on ATIS and will only be in force when Surveillance RADAR is operational.
 2. If unable to comply with SIDs & STAR advise ATC.
 3. General Aviation traffic up to 7500.

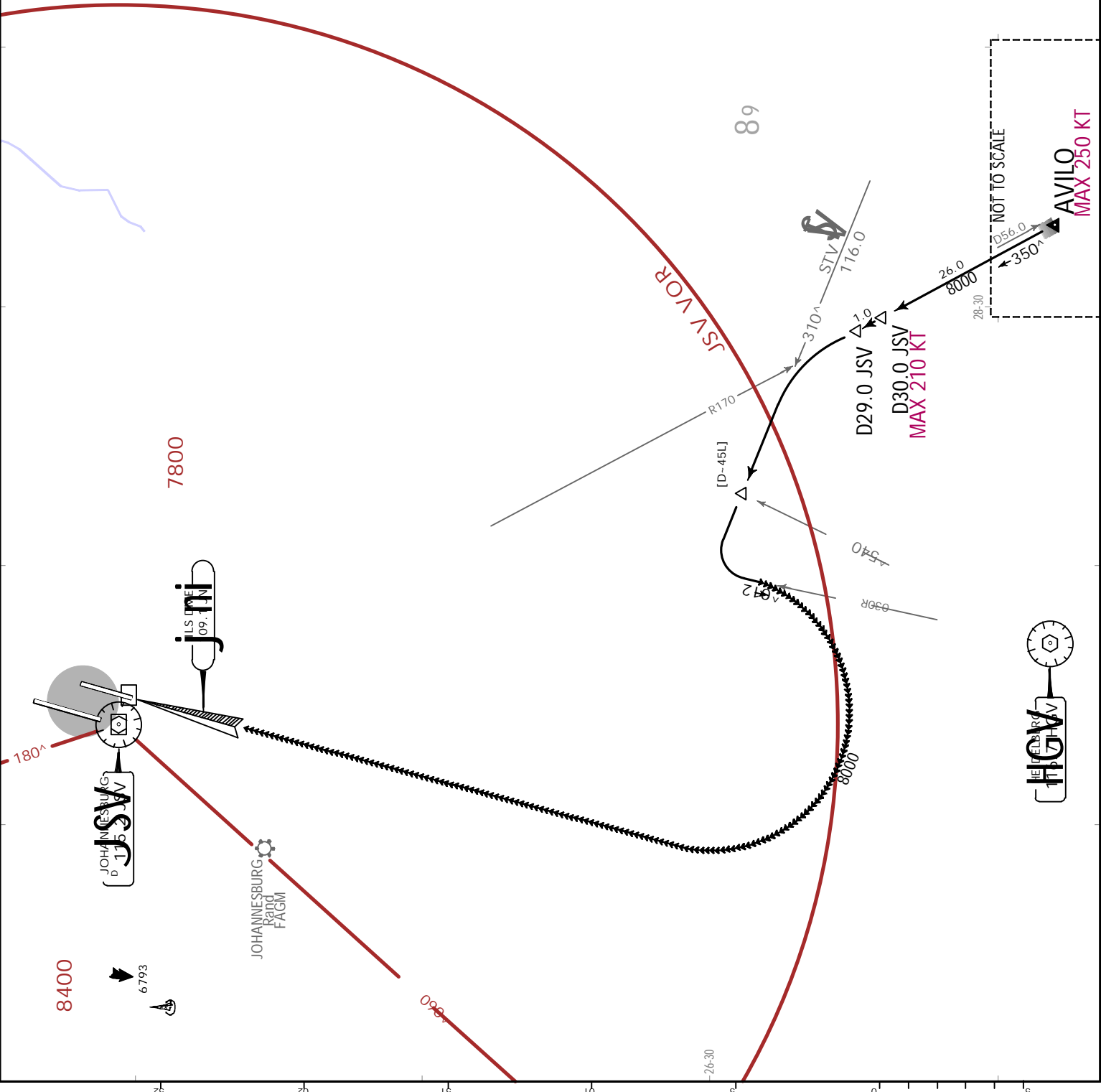
**AVILO 1A [AVIL1A]
 RWY 03R ARRIVAL**
 STAR APPLICABLE FOR RWY 03L WHEN
 INSTRUCTED BY ATC OR ANNOUNCED ON ATIS

SLP SPEED LIMIT POINTS
 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.

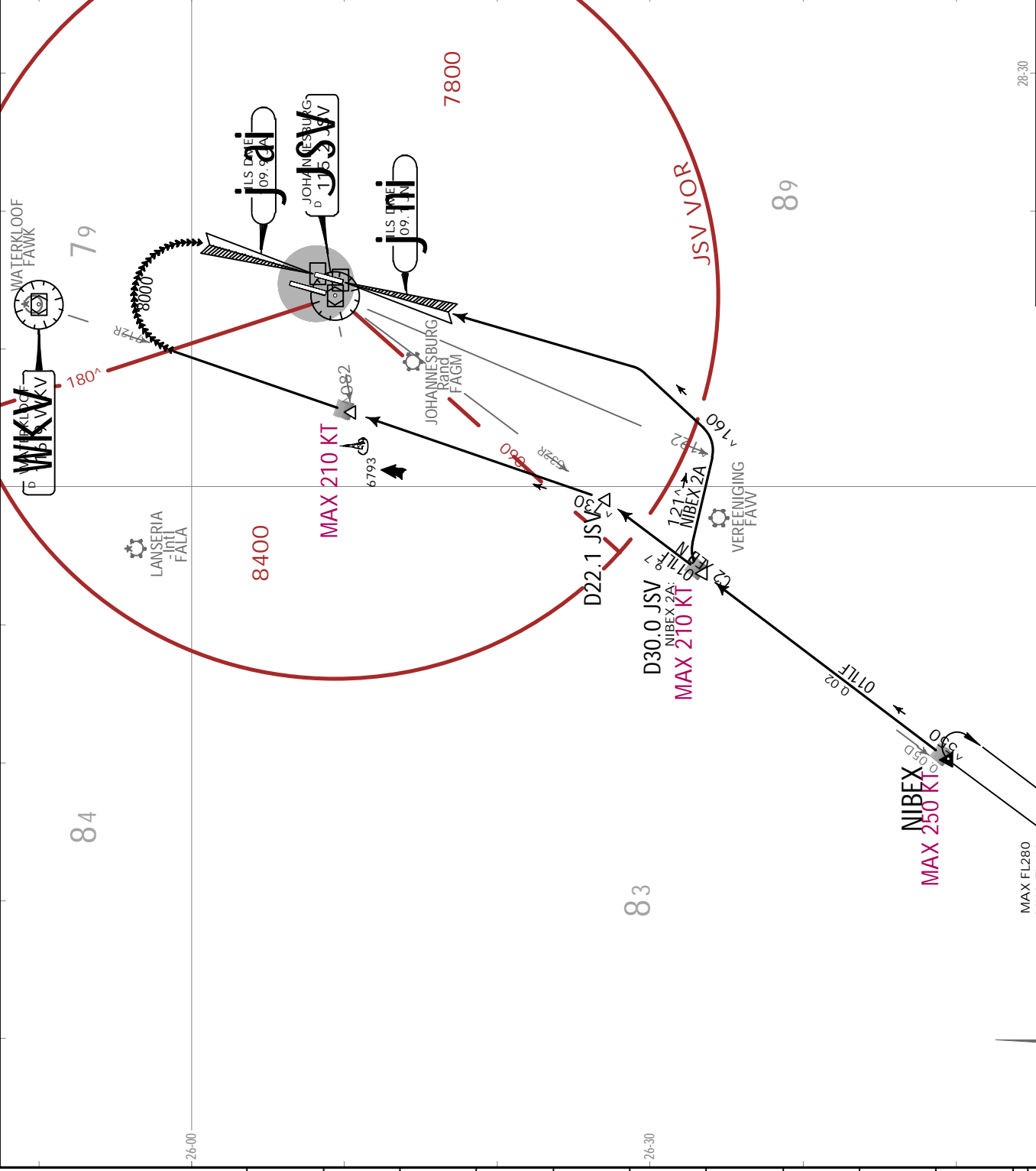
LOST COMMS
 If not cleared for an arrival, proceed to nearest STAR entry position at last assigned FL or FL90, whichever is highest. Comply with associated communication failure procedure.
Before AVILO: Proceed to STV and enter holding, descend to FL240, or if below FL240, hold at last assigned FL for minimum 5 minutes. Leave STV on "After STV" procedure.
After AVILO: On JSV R170 inbound descend to FL130 at D29.0 JSV turn LEFT, intercept STV R310 descend to FL110, when passing HGV R030 descend to 8000, when passing JSV R197 turn RIGHT, 350° track, intercept LOC for ILS approach.
Note: Aircraft to route the STV holding in Communication Failure Procedure.
Caution: Holdings below FL110 will be conducted partially outside controlled airspace.

ROUTING
 On JSV R170 inbound to D29.0 JSV, turn LEFT, intercept STV R310, when passing HGV R045 turn LEFT, intercept HGV R030 inbound 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:
Rwy 03: to W & SW RAGUL 3A;
 to SE APDAK 3A;
 to N & NW VASUR 3A;
 to E & NE EGMEN 2A (JET)
 EXOBI 1A (TURBOPROP).



D-ATIS 126.2	Apt Elev 5558
<p>Alt Set: hPa Trans level: By ATC</p> <p>1. SIDs and STARs must be announced in operation on ATIS and will only be in force when Surveillance RADAR is operational.</p> <p>2. If unable to comply with SIDs & STARs advise ATC.</p> <p>3. General Aviation traffic up to 7500.</p>	
<p>NIBEX 2A [NIBE2A] NIBEX 2C [NIBE2C] ARRIVALS</p> <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <p>■ SLP SPEED LIMIT POINTS</p> <p>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.</p> </div>	



STAR	RWY	ROUTING
NIBEX 2A	03R 1	Intercept JSV R235 inbound, at D30.0 JSV turn RIGHT, 121° track, when passing JSV R221 turn LEFT, 061° track to intercept ILS.
NIBEX 2C	21L 2	Intercept JSV R235 inbound, at D22.1 JSV turn LEFT, intercept WKV R217 inbound for RADAR vectoring to ILS.

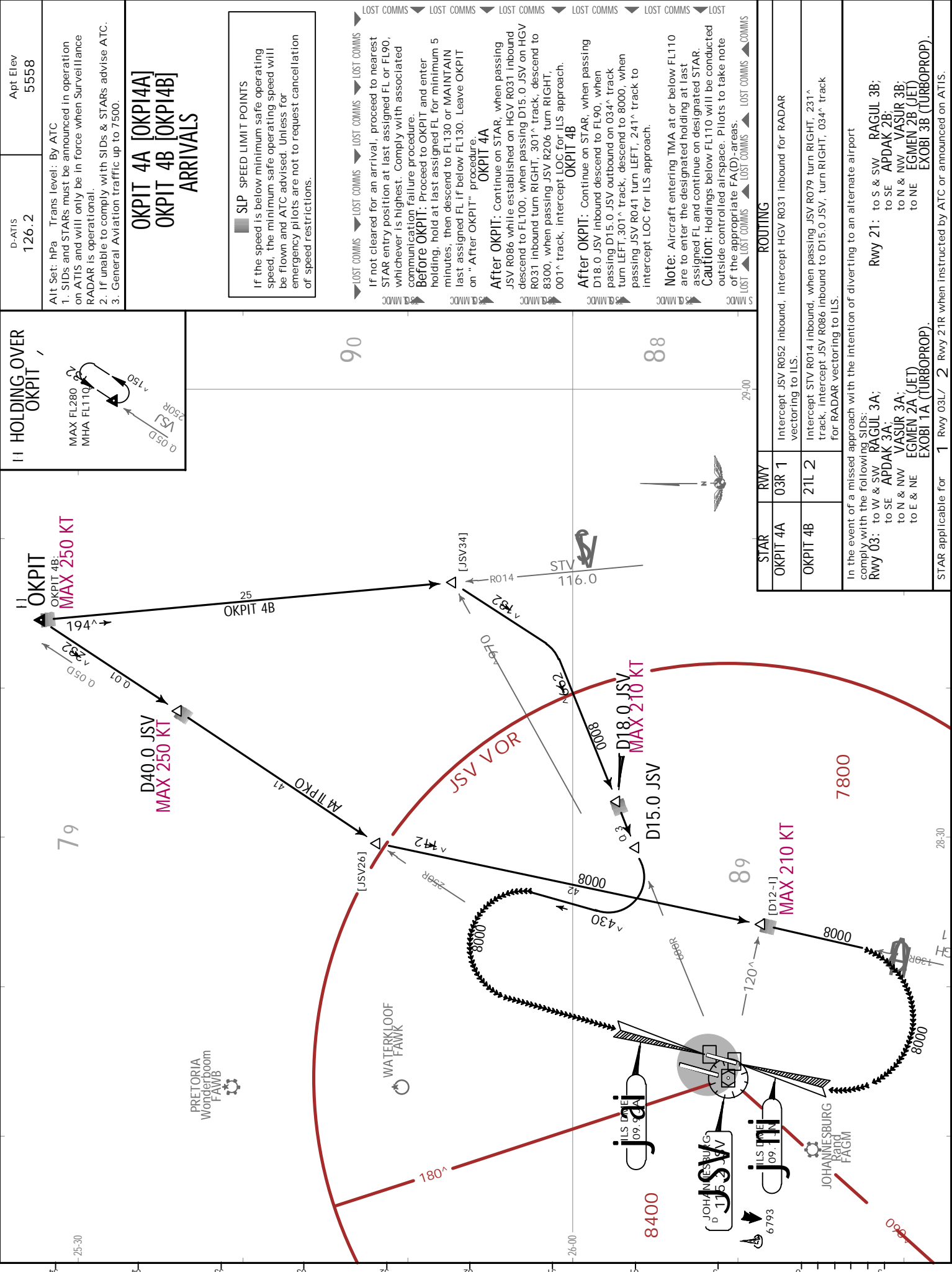
In the event of a missed approach with the intention of diverting to an alternate airport, comply with the following SIDs:
Rwy 03: to W & SW **RAGUL 3A;**
to SE **APDAK 3A;**
to N & NW **VASUR 3A;**
to E & NE **EGMEN 2A (JET)**
EXOBI 1A (TURBOPROP).

STAR applicable for 1 Rwy 03L / 2 Rwy 21R when instructed by ATC or announced on ATIS.

JEPPesen
6 APR 18 10-2G

FAOR/JNB
O R TAMBO INTL

JOHANNESBURG, S AFR REP
.STAR.



11 HOLDING OVER OKPIT

MAX FL 280
MHA FL 110
VSI 250R
0.05 D
150
150

Alt Set: hPa Trans level: By ATC
1. SIDs and STARs must be announced in operation on ATIS and will only be in force when Surveillance RADAR is operational.
2. If unable to comply with SIDs & STARs advise ATC.
3. General Aviation traffic up to 7500.

**OKPIT 4A [OKP14A]
OKPIT 4B [OKP14B]
ARRIVALS**

SLP SPEED LIMIT POINTS
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 FL90, whichever is highest. Comply with associated communication failure procedure.
Before OKPIT: Proceed to OKPIT and enter holding, hold at last assigned FL for minimum 5 minutes, then descend to FL130 or MAINTAIN last assigned FL if below FL130. Leave OKPIT on "After OKPIT" procedure.
After OKPIT: Continue on STAR, when passing J/S/V R086 while established on HGV R031 inbound descend to FL100, when passing D15.0 JSV on HGV R031 inbound turn RIGHT, 301° track, descend to 8300, when passing J/S/V R206 turn RIGHT, 001° track, intercept LOC for ILS approach. OKPIT 4B
After OKPIT: Continue on STAR, when passing D18.0 JSV inbound descend to FL90, when passing D15.0 JSV outbound on 034° track turn LEFT, 301° track, descend to 8000, when passing J/S/V R041 turn LEFT, 241° track to intercept LOC for ILS approach.
Note: Aircraft entering TMA at or below FL110 are to enter the designated holding at last assigned FL and continue on designated STAR.
Caution: Holdings below FL110 will be conducted outside controlled airspace. Pilots to take note of the appropriate FA(D)-areas.

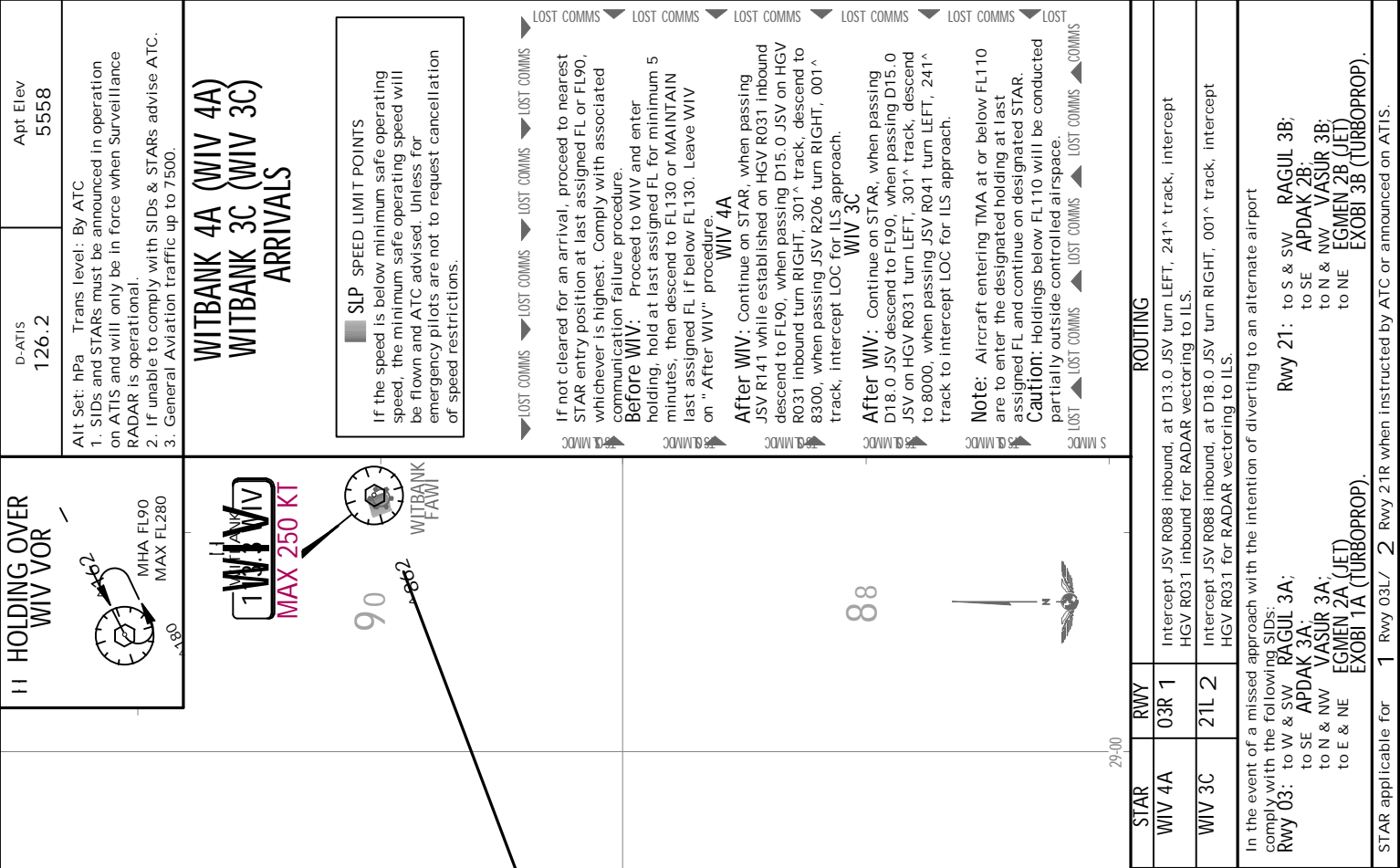
ROUTING

STAR	RWY
OKPIT 4A	03R 1
OKPIT 4B	21L 2

Intercept J/S/V R052 inbound, intercept HGV R031 inbound for RADAR vectoring to ILS.
Intercept STV R014 inbound, when passing J/S/V R079 turn RIGHT, 231° track, intercept J/S/V R086 inbound to D15.0 JSV, turn RIGHT, 034° 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:
 Rwy 03: to W & SW RAGUL 3A;
 to SE APDAK 3A;
 to N & NW VASUR 3A;
 to E & NE EGMEN 2A (JET)
 EXOBI 1A (TURBOPROP).
 Rwy 21: to S & SW RAGUL 3B;
 to SE APDAK 2B;
 to N & NW VASUR 3B;
 to NE EGMEN 2B (JET)
 EXOBI 3B (TURBOPROP).

STAR applicable for 1 Rwy 03L / 2 Rwy 21R when instructed by ATC or announced on ATIS.



11 HOLDING OVER WIV VOR	D-ATIS 126.2	Apt Elev 5558
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AIT Set: hPa Trans level: By ATC
1. SIDs and STARs must be announced in operation on ATIS and will only be in force when Surveillance RADAR is operational.
2. If unable to comply with SIDs & STARs advise ATC.
3. General Aviation traffic up to 7500.

**WITBANK 4A (WIV 4A)
WITBANK 3C (WIV 3C)
ARRIVALS**

■ SLP SPEED LIMIT POINTS
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 FL90, whichever is highest. Comply with associated communication failure procedure.
Before WIV: Proceed to WIV and enter holding, hold at last assigned FL for minimum 5 minutes, then descend to FL130 or MAINTAIN last assigned FL if below FL130. Leave WIV on "After WIV" procedure.
WIV 4A
After WIV: Continue on STAR, when passing JSV R141 while established on HGV R031 inbound descend to FL90, when passing D15.0 JSV on HGV R031 inbound turn RIGHT, 301° track, descend to 8300, when passing JSV R206 turn RIGHT, 001° track, intercept LOC for ILS approach.
WIV 3C
After WIV: Continue on STAR, when passing D18.0 JSV descend to FL90, when passing D15.0 JSV on HGV R031 turn LEFT, 301° track, descend to 8000, when passing JSV R041 turn LEFT, 241° track to intercept LOC for ILS approach.
Note: Aircraft entering TMA at or below FL110 are to enter the designated holding at last assigned FL and continue on designated STAR.
Caution: Holdings below FL110 will be conducted partially outside controlled airspace.

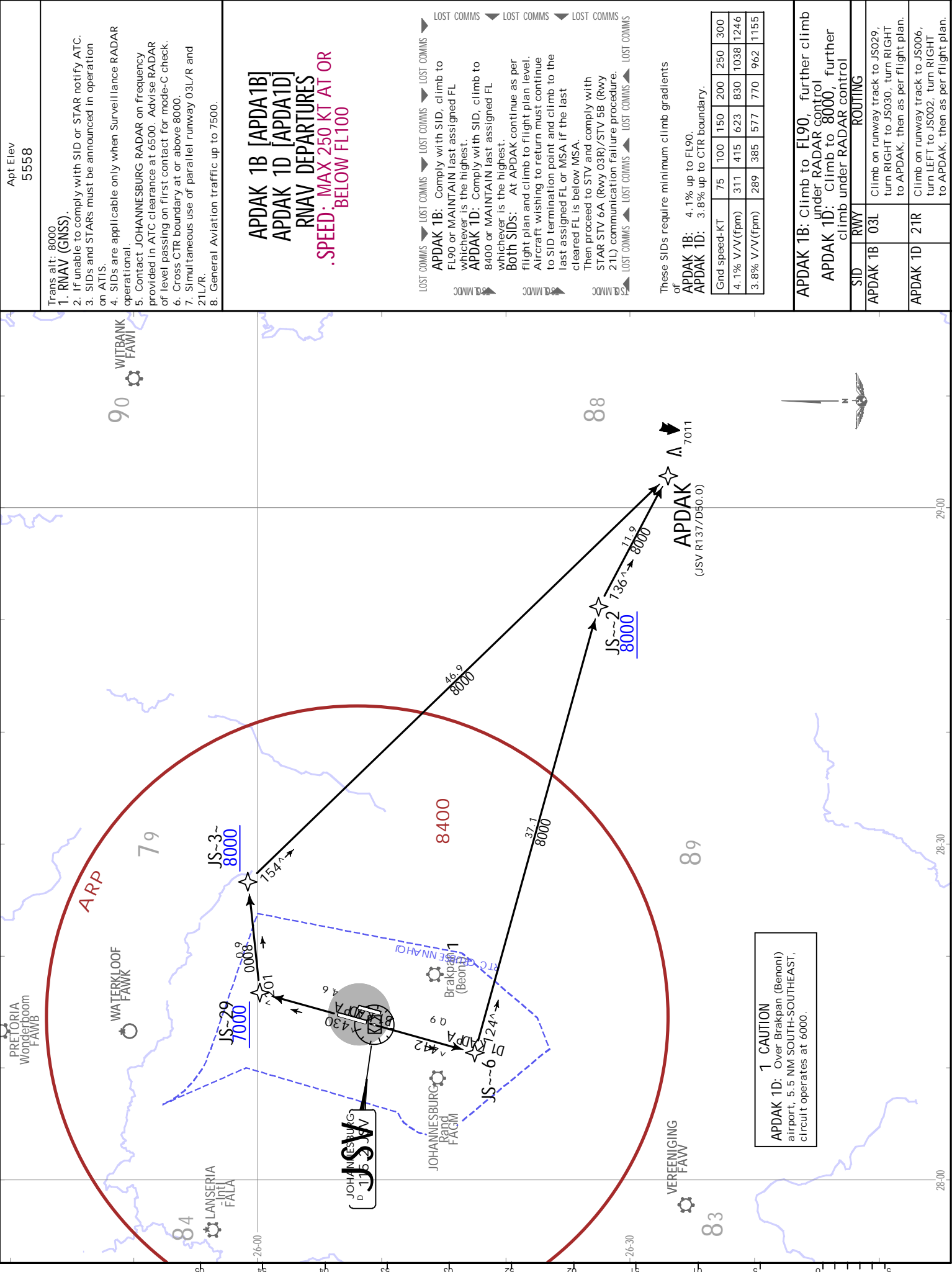
STAR	RWY	ROUTING
WIV 4A	03R 1	Intercept JSV R088 inbound, at D13.0 JSV turn LEFT, 241° track, intercept HGV R031 inbound for RADAR vectoring to ILS.
WIV 3C	21L 2	Intercept JSV R088 inbound, at D18.0 JSV turn RIGHT, 001° track, intercept HGV R031 for RADAR vectoring to ILS.

In the event of a missed approach with the intention of diverting to an alternate airport comply with the following SIDs:
Rwy 03: to W & SW RAGUL 3A;
to SE APDAK 3A;
to N & NW VASUR 3A;
to E & NE EGMEN 2A (JET)
EXOBI 1A (TURBOPROP).

Rwy 21: to S & SW RAGUL 3B;
to SE APDAK 2B;
to N & NW VASUR 3B;
to NE EGMEN 2B (JET)
EXOBI 3B (TURBOPROP).

STAR applicable for 1 Rwy 03L/ 2 Rwy 21R when instructed by ATC or announced on ATIS.

JOHANNESBURG, S AFR REP RNAV.SID.



Apt Elev
5558

Trans alt: 8000
1. RNAV (GNSS).

- If unable to comply with SID or STAR notify ATC.
- SIDs and STARS must be announced in operation on ATIS.
- SIDs are applicable only when Surveillance RADAR operational.
- Contact JOHANNESBURG RADAR on frequency provided in ATC clearance at 6500. Advise RADAR of level passing on first contact for mode-C check.
- Cross CTR boundary at or above 8000.
- Simultaneous use of parallel runway 03L/R and 21L/R.
- General Aviation traffic up to 7500.

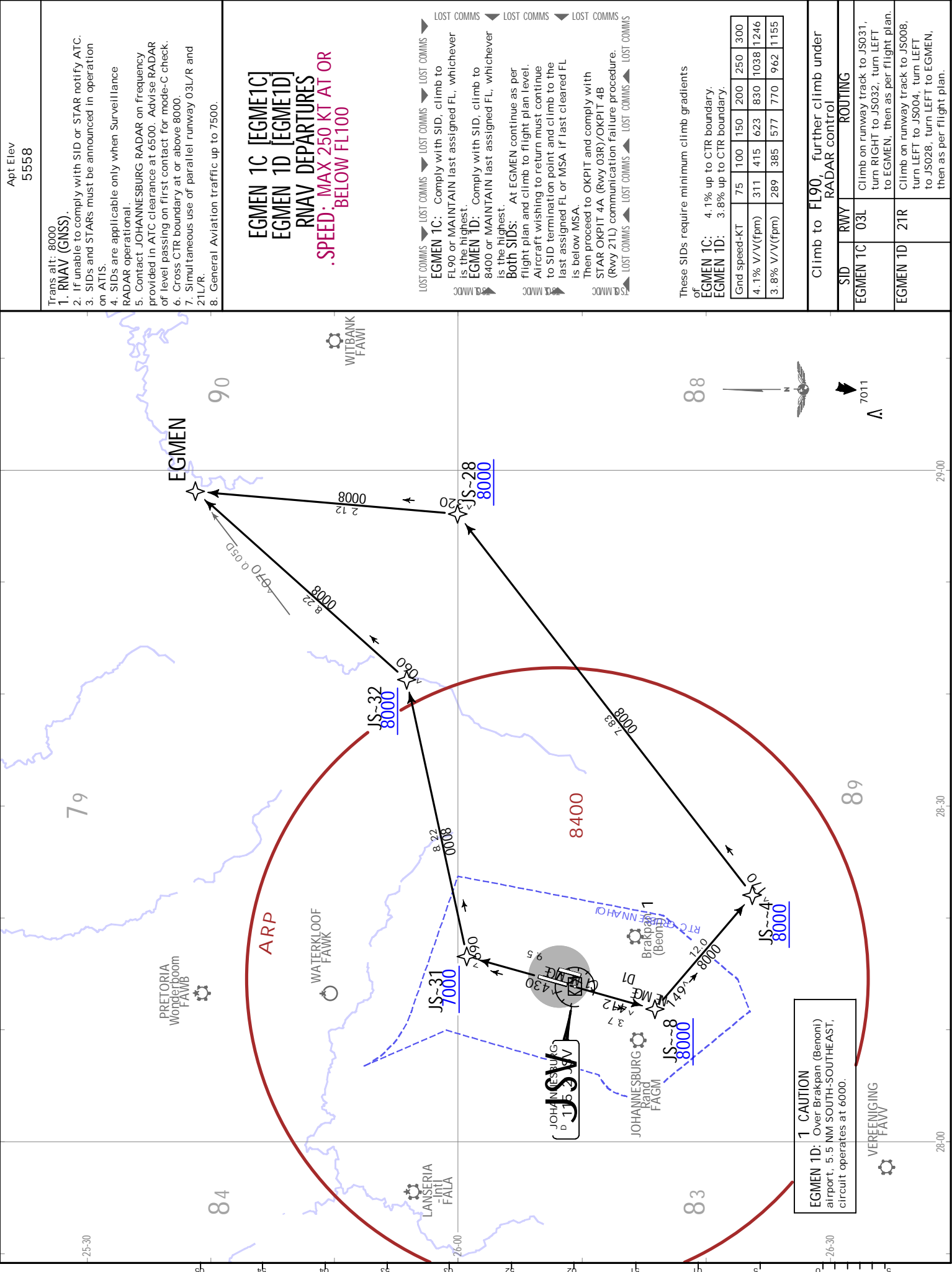
APDAK 1B [APDA1B]
APDAK 1D [APDA1D]
RNAV DEPARTURES
SPEED: MAX 250 KT AT OR BELOW FL100

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
APDAK 1B: Comply with SID, climb to FL90 or MAINTAIN last assigned FL whichever is the highest.
APDAK 1D: Comply with SID, climb to 8400 or MAINTAIN last assigned FL whichever is the highest.
Both SIDs: At APDAK continue as per flight plan and climb to flight plan level. Aircraft wishing to return must continue to SID termination point and climb to the last assigned FL or MSA if the last cleared FL is below MSA.
Then proceed to STV and comply with STAR STV 6A (Rwy 03R)/STV 5B (Rwy 21L) communication failure procedure.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

These SIDs require minimum climb gradients of
APDAK 1B: 4.1% up to FL90.
APDAK 1D: 3.8% up to CTR boundary.

APDAK 1B: Climb to FL90, further climb under RADAR control
APDAK 1D: Climb to 8000, further climb under RADAR control

SID	RWY	ROUTING
APDAK 1B	03L	Climb on runway track to JS029, turn RIGHT to JS030, turn RIGHT to APDAK, then as per flight plan.
APDAK 1D	21R	Climb on runway track to JS006, turn LEFT to JS002, turn RIGHT to APDAK, then as per flight plan.



Trans alt: 8000
 1. RNAV (GNSS).
 2. If unable to comply with SID or STAR notify ATC.
 3. SIDs and STARS must be announced in operation on ATIS.
 4. SIDs are applicable only when Surveillance RADAR operational.
 5. Contact JOHANNESBURG RADAR on frequency provided in ATC clearance at 6500. Advise RADAR of level passing on first contact for mode-C check.
 6. Cross CTR boundary at or above 8000.
 7. Simultaneous use of parallel runway 03L/R and 21L/R.
 8. General Aviation traffic up to 7500.

EGMEN 1C [EGME1C]
 EGMEN 1D [EGME1D]
 RNAV DEPARTURES
 .SPEED: MAX 250 KT AT OR BELOW FL100

LOST COMMS
 EGMEN 1C: Comply with SID, climb to FL90 or MAINTAIN last assigned FL, whichever is the highest.
 EGMEN 1D: Comply with SID, climb to 8400 or MAINTAIN last assigned FL, whichever is the highest.
 Both SIDs: At EGMEN continue as per flight plan and climb to flight plan level. Aircraft wishing to return must continue to SID termination point and climb to the last assigned FL or MSA if last cleared FL is below MSA.
 Then proceed to OKPIT and comply with STAR OKPIT 4A (Rwy 03R)/OKPIT 4B (Rwy 21L) communication failure procedure.
 LOST COMMS

These SIDs require minimum climb gradients of
 EGMEN 1C: 4.1% up to CTR boundary.
 EGMEN 1D: 3.8% up to CTR boundary.

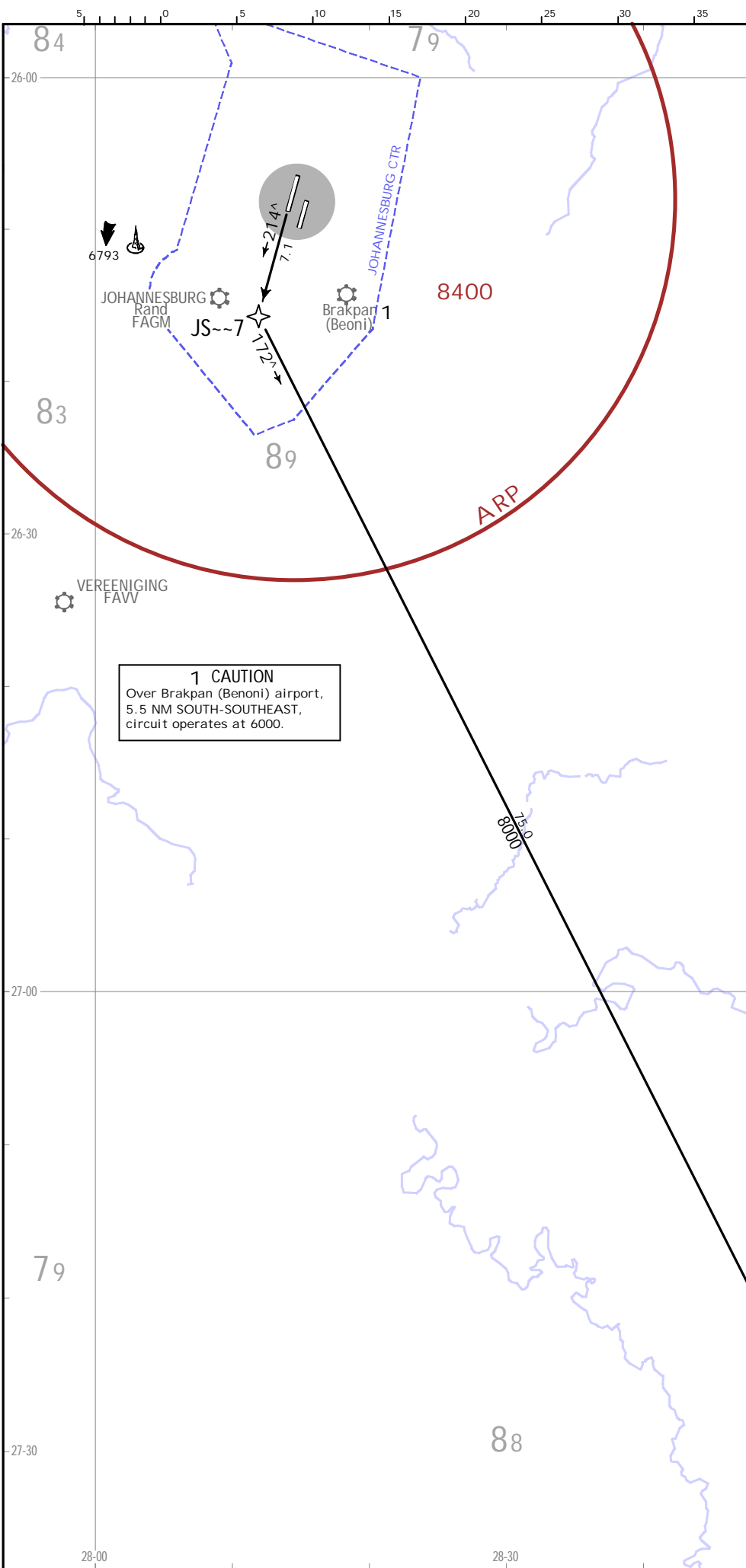
Grnd speed-KT	75	100	150	200	250	300
4.1% V/V(fpm)	311	415	623	830	1038	1246
3.8% V/V(fpm)	289	385	577	770	962	1155

Climb to FL90, further climb under RADAR control		ROUTING
SID	RWY	
EGMEN 1C	03L	Climb on runway track to JS031, turn RIGHT to JS032, turn LEFT to EGMEN, then as per flight plan.
EGMEN 1D	21R	Climb on runway track to JS008, turn LEFT to JS004, turn LEFT to JS028, turn LEFT to EGMEN, then as per flight plan.

1 CAUTION
 EGMEN 1D: Over Brakpan (Benoni) airport, 5.5 NM SOUTH-SOUTHEAST, circuit operates at 6000.

CHANGES: New format.

FAOR/JNB
O R TAMBO INTL
JEPPESSEN
6 APR 18
10-3B



Apt Elev
5558

Trans alt: 8000

1. RNAV (GNSS).
2. If unable to comply with SID or STAR notify ATC.
3. SIDs and STARs must be announced in operation on ATIS.
4. SIDs are applicable only when Surveillance RADAR operational.
5. Contact JOHANNESBURG RADAR on frequency provided in ATC clearance at 6500. Advise RADAR of level passing on first contact for mode-C check.
6. Cross CTR boundary at or above 8000.
7. Simultaneous use of parallel runway 03L/R and 21L/R.
8. General Aviation traffic up to 7500.

**GEROX 1C [GERO1C]
RNAV DEPARTURE**
.SPEED: MAX 250 KT AT OR BELOW FL100

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
 ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

Comply with SID, climb to 8400 or MAINTAIN last assigned FL, whichever is the highest. At GEROX continue as per flight plan and climb to flight level. Aircraft wishing to return must continue to SID termination point and climb to the last assigned FL or MSA if last cleared FL is below MSA. Then proceed to STV and enter holding, descend to FL240, if below FL240, hold at last assigned FL for minimum 5 minutes, comply with STAR STV 5B communication failure procedure.

This SID requires a minimum climb gradient of
4.2% up to CTR boundary.

Gnd speed-KT	75	100	150	200	250	300
4.2% V/V (fpm)	319	425	638	851	1063	1276

Climb to **8000**, further climb under RADAR control

ROUTING

Climb on runway track to JS007, turn LEFT to GEROX, then as per flight plan.

1 CAUTION
Over Brakpan (Benoni) airport, 5.5 NM SOUTH-SOUTHEAST, circuit operates at 6000.

**GEROX 1C [GERO1C]
RNAV DEPARTURE**

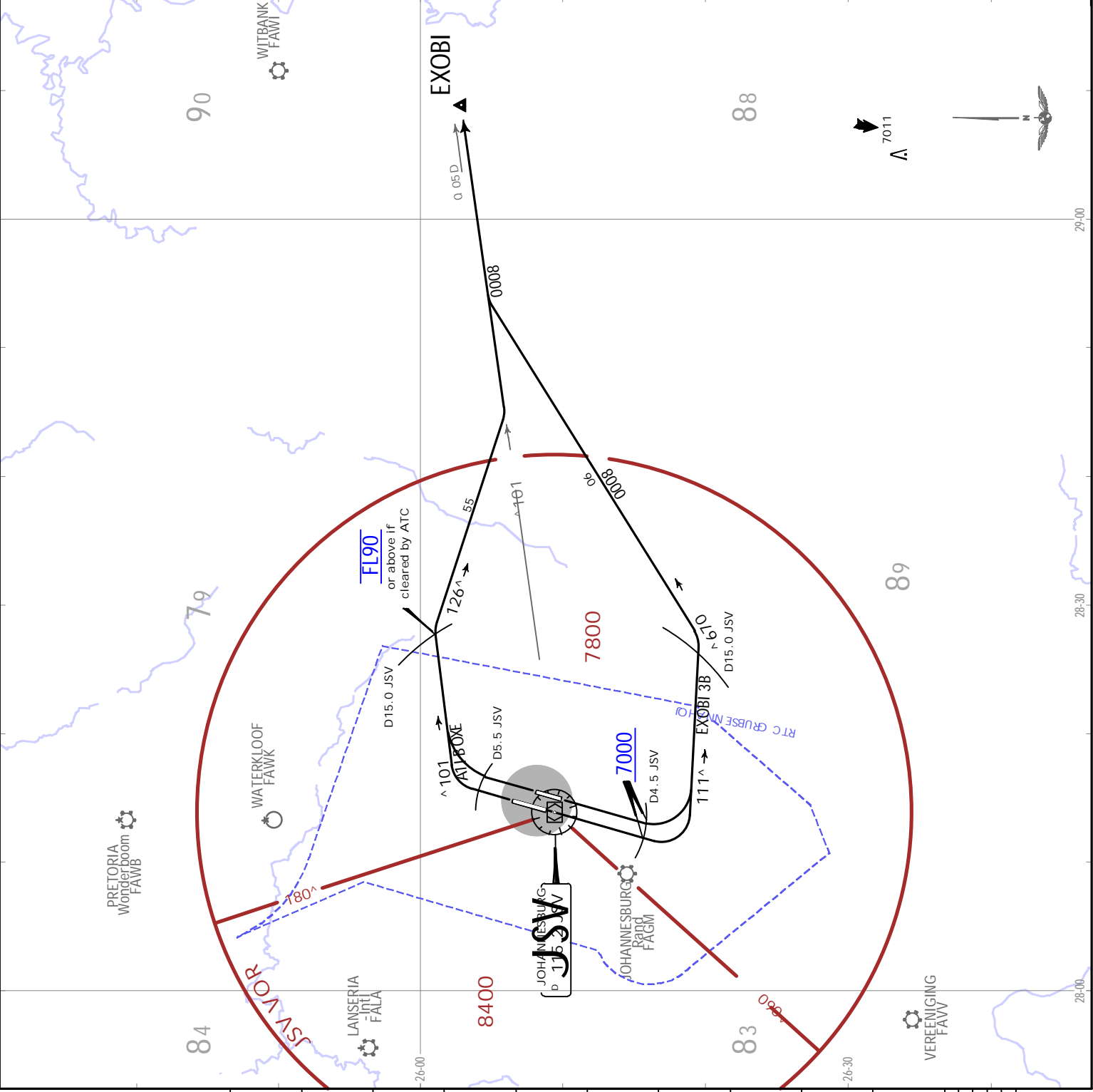
JOHANNESBURG, S AFR REP
RNAV.SID

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JEPPESEN
6 APR 18 10-3E

FAOR/JNB
O R TAMBO INTL

JOHANNESBURG, S AFR REP
SID.



Apt Elev
5558

Trans alt: 8000

1. If unable to comply with SID or STAR notify ATC.
2. SIDs and STARS must be announced in operation on ATIS.
3. SIDs are applicable only when Surveillance RADAR operational.
4. Contact JOHANNESBURG RADAR on frequency provided in ATC clearance at 6500. Advise RADAR of level passing on first contact for mode-C check.
5. Cross CTR boundary at or above 8000.
6. Simultaneous use of parallel runway 03L/R and 21L/R.
7. General Aviation traffic up to 7500.

EXOBI 1A: Comply with SID, climb to FL90 or MAINTAIN last assigned FL, whichever is the highest.

EXOBI 3B: Comply with SID, climb to 8300 or MAINTAIN last assigned FL, whichever is the highest.

Both SIDs: At EXOBI continue as per flight plan and climb to flight plan level. Aircraft wishing to return must continue to SID termination point and climb to the last assigned FL or MSA if last cleared FL is below MSA.

Then proceed to WVV and comply with STAR WVV 4A (Rwy 03R)/WVW 3C (Rwy 21L) communication failure procedure.

These SIDs require a minimum climb gradient of 4.2% up to CTR boundary.

Gnd speed-KT	75	100	150	200	250	300
4.2% V/V(fpm)	319	425	638	851	1063	1276

SID	RWY	ROUTING
EXOBI 1A	03L/R	Climb on runway track to D5.5 JSV, turn RIGHT, 101° track to D15.0 JSV, turn RIGHT, 126° track, intercept JSV R101 to EXOBI, then as per flight plan.
EXOBI 3B	21L/R	Climb on runway track to D4.5 JSV, turn LEFT, 111° track to D15.0 JSV, turn LEFT, 076° track, intercept JSV R101 to EXOBI, then as per flight plan.

JOHANNESBURG, S AFR REP
SID.

Apt Elev
5558

Traps alt: 8000

1. If unable to comply with SID or STAR notify ATC.
2. SIDs and STARS must be announced in operation on ATIS.
3. SIDs are applicable only when Surveillance RADAR operational.
4. Contact JOHANNESBURG RADAR on frequency provided in ATC clearance at 6500. Advise RADAR of level passing on first contact for mode-C check.
5. Cross CTR boundary at or above 8000.
6. Simultaneous use of parallel runway 03L/R and 21L/R.
7. General Aviation traffic up to 7500.

GRASMERE 5B [GAV5B]
GRASMERE 6C [GAV6C]

DEPARTURES
TURBO-PROP AIRCRAFT ONLY
.SPEED: MAX 250 KT AT OR BELOW FL100

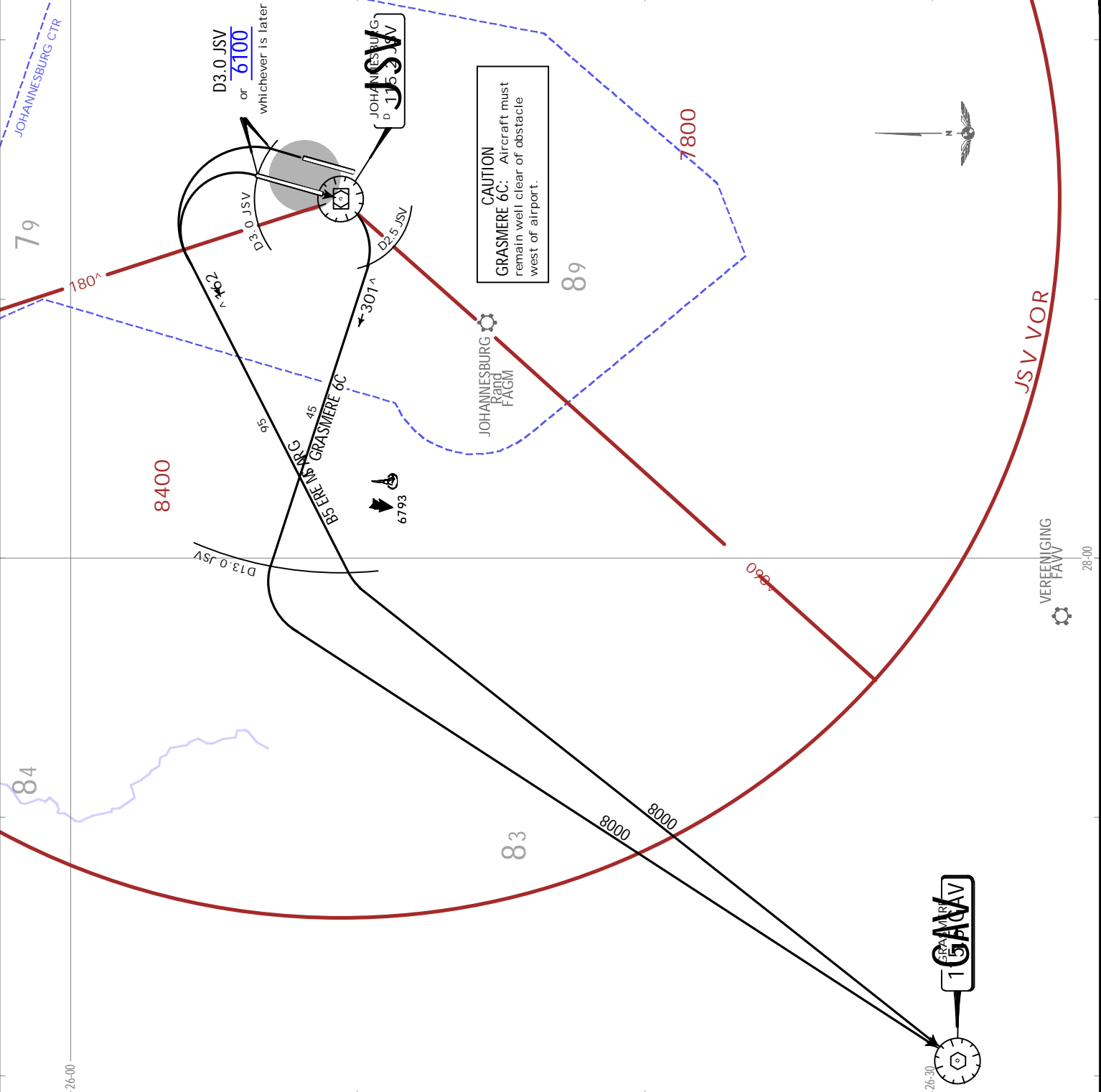
LOST COMMS
 GRASMERE 5B: Comply with SID, climb to 8700 or MAINTAIN last assigned FL, whichever is the highest. At GAV continue as per flight plan and climb to flight plan level.
 GRASMERE 6C: Comply with SID, climb to 8300 or MAINTAIN last assigned FL, whichever is the highest. At GAV continue to next fix outside D60.0 JSV and climb to flight plan level.
 Both SIDs: Aircraft wishing to return must continue to SID termination point and climb to the last assigned FL or MSA if last cleared FL is below MSA. Then proceed to NIBEX and comply with STAR NIBEX 2A (Rwy 03R)/NIBEX 2C (Rwy 21L) communication failure procedure.

These SIDs require minimum climb gradients of
 GRASMERE 5B: 5.0% up to CTR boundary.
 GRASMERE 6C: 5.3% up to CTR boundary.

Grnd speed-KT	75	100	150	200	250	300
5.3% V/V(fpm)	403	537	805	1073	1342	1610
5.0% V/V(fpm)	380	506	760	1013	1266	1519

Climb to 8000, further climb under RADAR control

SID	RWY	ROUTING
GRASMERE 5B	03L/R	Climb on runway track to D3.0 JSV or 6100, whichever is later, turn LEFT, 261° track to D13.0 JSV, turn LEFT to GAV, then as per flight plan.
GRASMERE 6C	21R	Climb on runway track to JSV, turn RIGHT (remain within D2.5 JSV), 301° track to D13.0 JSV, turn LEFT to GAV, then as per flight plan.



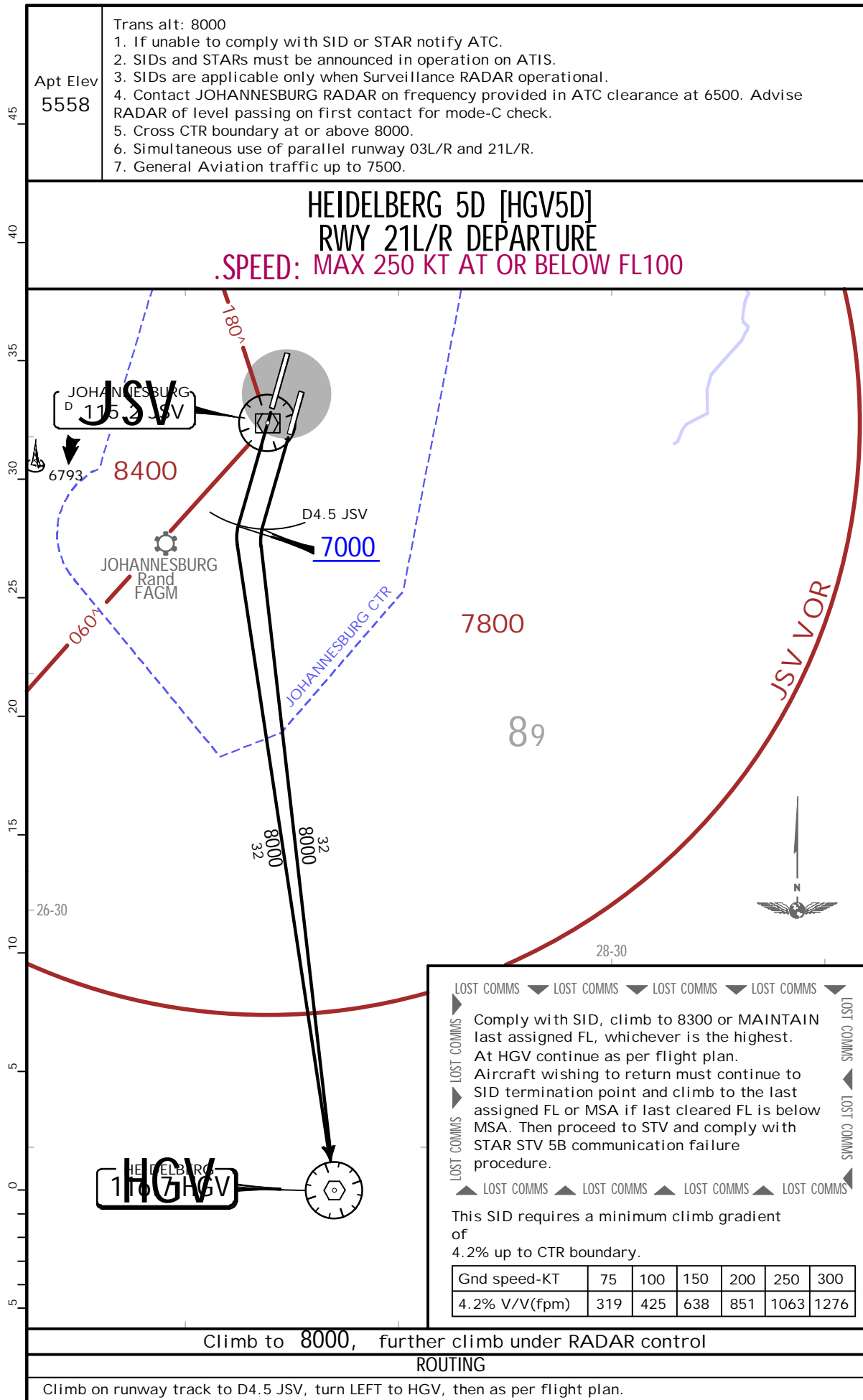
FAOR/JNB
O R TAMBO INTL
6 APR 18 10-3F

1 GAV5B
1 GAV6C

FAOR/JNB
O R TAMBO INTL

JEPPESEN
6 APR 18 (10-3G)

JOHANNESBURG, S AFR REP
.SID.

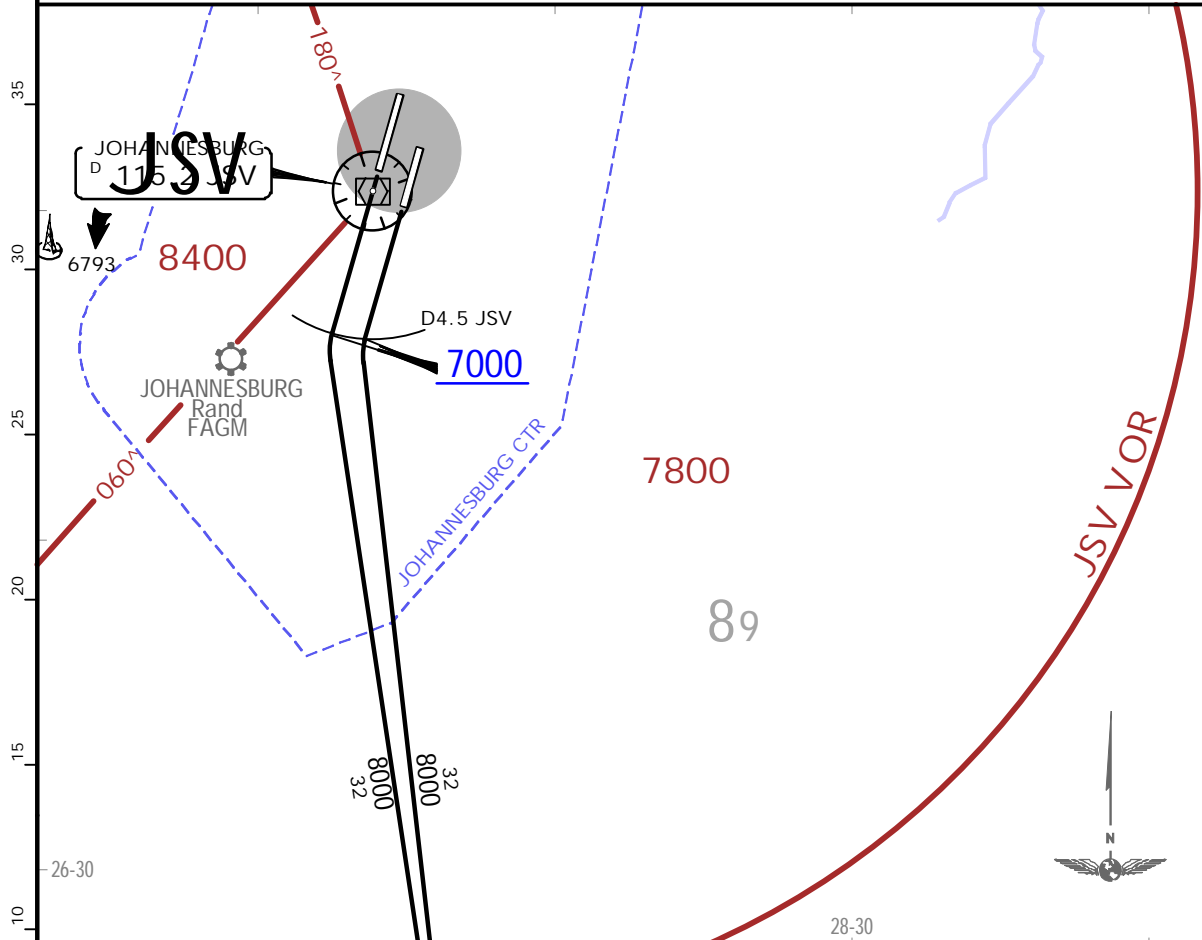


Apt Elev
5558

- Trans alt: 8000
1. If unable to comply with SID or STAR notify ATC.
 2. SIDs and STARs must be announced in operation on ATIS.
 3. SIDs are applicable only when Surveillance RADAR operational.
 4. Contact JOHANNESBURG RADAR on frequency provided in ATC clearance at 6500. Advise RADAR of level passing on first contact for mode-C check.
 5. Cross CTR boundary at or above 8000.
 6. Simultaneous use of parallel runway 03L/R and 21L/R.
 7. General Aviation traffic up to 7500.

HEIDELBERG 5D [HGV5D] RWY 21L/R DEPARTURE

.SPEED: MAX 250 KT AT OR BELOW FL100



LOST COMMS
 ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
 Comply with SID, climb to 8300 or MAINTAIN last assigned FL, whichever is the highest. At HGV continue as per flight plan. Aircraft wishing to return must continue to SID termination point and climb to the last assigned FL or MSA if last cleared FL is below MSA. Then proceed to STV and comply with STAR STV 5B communication failure procedure.
 ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

This SID requires a minimum climb gradient of 4.2% up to CTR boundary.

Gnd speed-KT	75	100	150	200	250	300
4.2% V/V(fpm)	319	425	638	851	1063	1276

Climb to 8000, further climb under RADAR control

ROUTING

Climb on runway track to D4.5 JSV, turn LEFT to HGV, then as per flight plan.

FAOR/JNB

O R TAMBO INTL

JEPPESEN JOHANNESBURG, S AFR REP

6 APR 18 10-3H

.SID.

Trans alt: 8000
 1. If unable to comply with SID or STAR notify ATC.
 2. SIDs and STARs must be announced in operation on ATIS.
 3. SIDs are applicable only when Surveillance RADAR operational.
 4. Contact JOHANNESBURG RADAR on frequency provided in ATC clearance at 6500.
 Advise RADAR of level passing on first contact for mode-C check.
 5. Cross CTR boundary at or above 8000.
 6. Simultaneous use of parallel runway 03L/R and 21L/R.
 7. General Aviation traffic up to 7500.

Apt Elev 5558

**LANSERIA 1C [LIV1C]
 RWY 21R DEPARTURE
 TURBO-PROP AIRCRAFT ONLY**

.SPEED: MAX 250 KT AT OR BELOW FL100

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

Comply with SID, climb to 8300 or MAINTAIN last assigned FL, whichever is the highest. At VASUR continue as per flight plan and climb to flight plan level. Aircraft wishing to return must continue to SID termination point and climb to the last assigned FL or MSA if last cleared FL is below MSA. Then proceed AVAGO and comply with STAR AVAGO 2B communication failure procedure.

▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

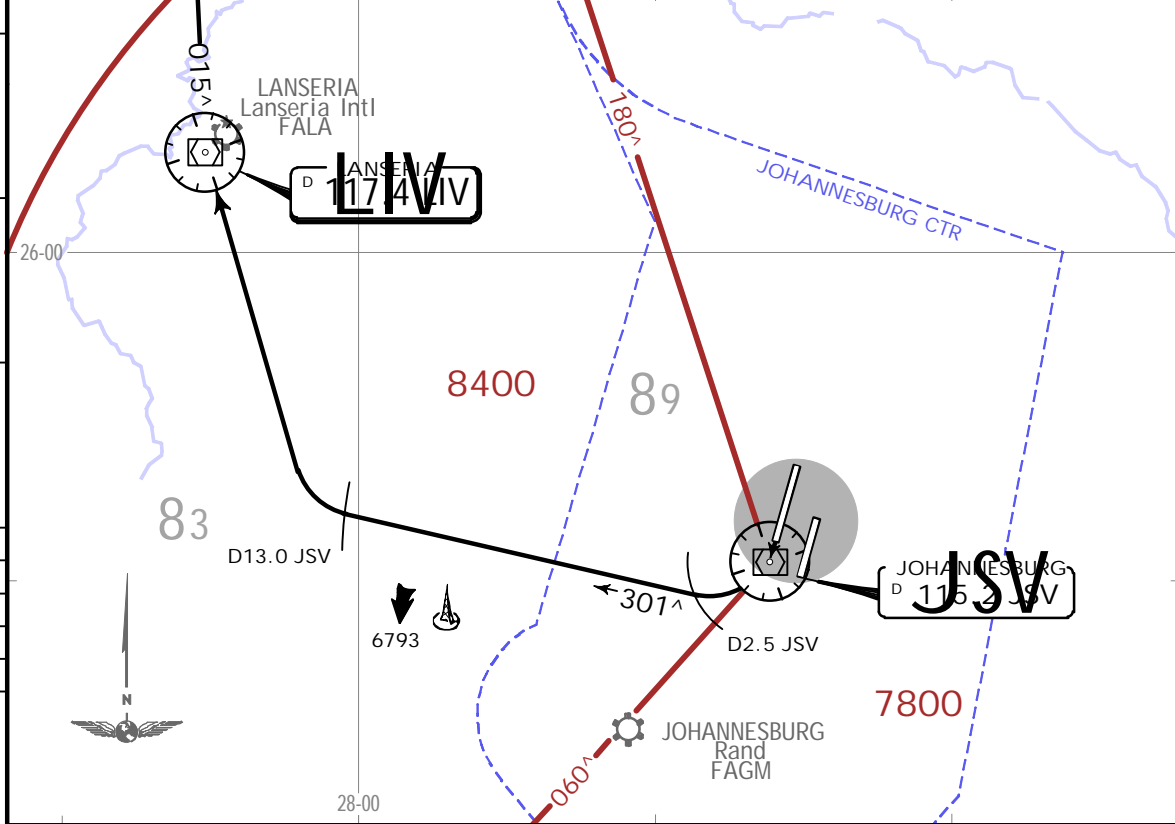
This SID requires a minimum climb gradient of 5.3% up to CTR boundary.

Gnd speed-KT	75	100	150	200	250	300
5.3% V/V(fpm)	403	537	805	1073	1342	1610

Climb to 8000, further climb under RADAR control

ROUTING

Climb on runway track to JSV, turn RIGHT (remain within D2.5 JSV), 301° track to D13.0 JSV, turn RIGHT to LIV, LIV R015 to VASUR, then as per flight plan.

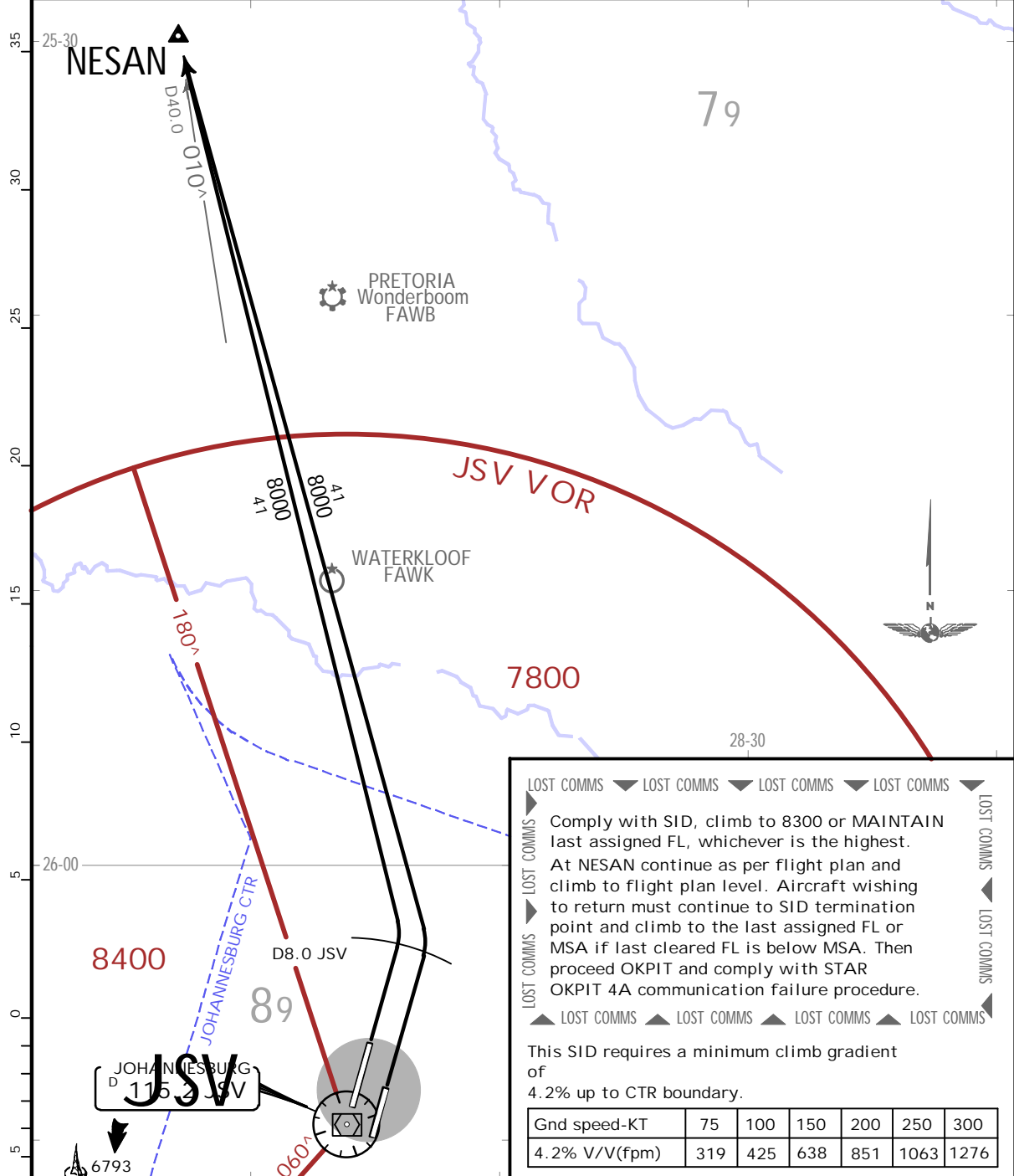


FAOR/JNB
OR TAMBO INTL

JEPPESEN JOHANNESBURG, S AFR REP
6 APR 18 10-3J .SID.

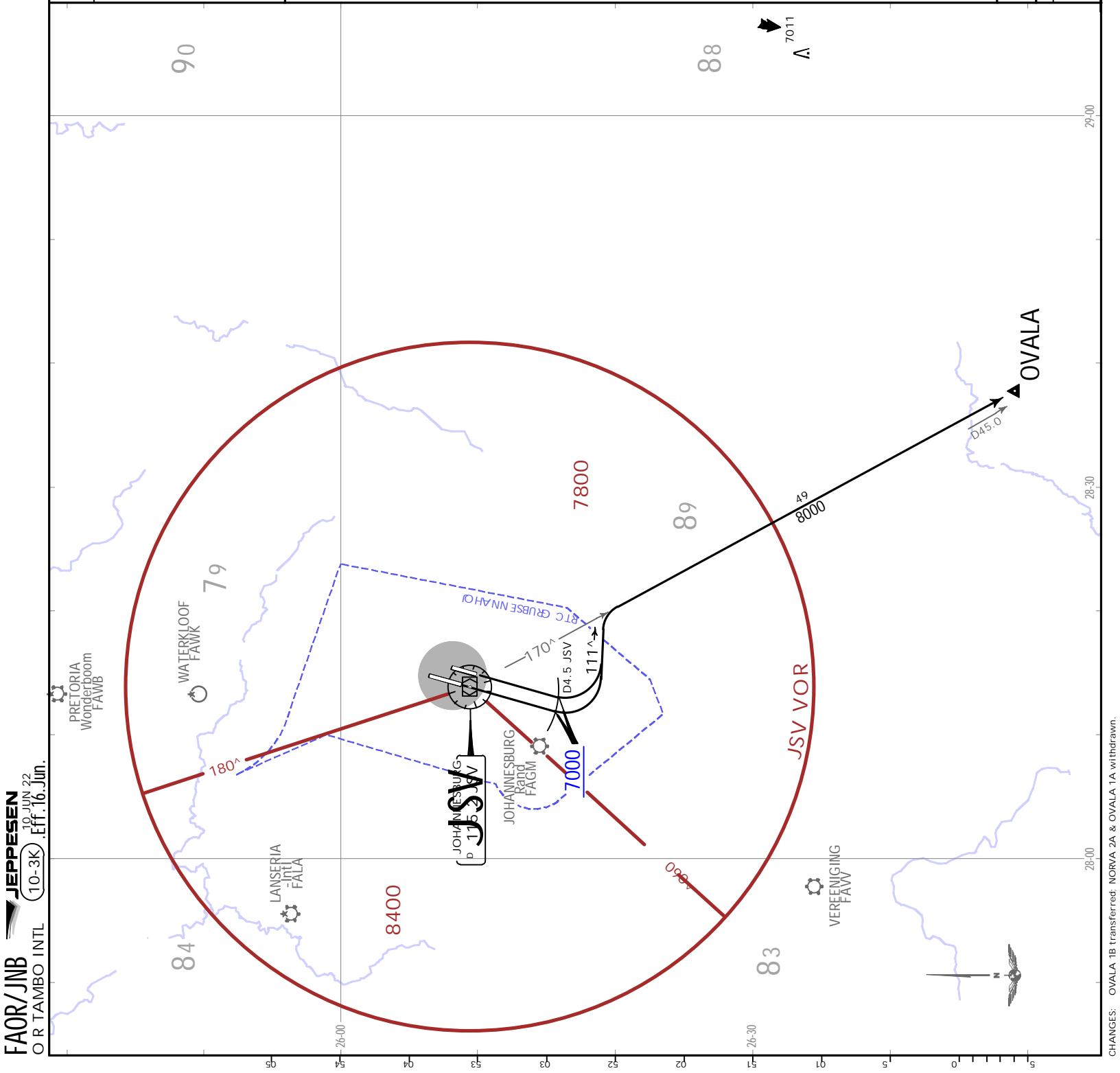
Trans alt: 8000
 1. RNAV required.
 2. If unable to comply with SID or STAR notify ATC.
 3. SIDs and STARs must be announced in operation on ATIS.
 4. SIDs are applicable only when Surveillance RADAR operational.
 5. Contact JOHANNESBURG RADAR on frequency provided in ATC clearance at 6500.
 Advise RADAR of level passing on first contact for mode-C check.
 6. Cross CTR boundary at or above 8000.
 7. Simultaneous use of parallel runway 03L/R and 21L/R.
 8. General Aviation traffic up to 7500.

NESAN 1A [NESA1A]
 RWYS 03L/R DEPARTURE
 USABLE BETWEEN 0600-2200LT
 .SPEED: MAX 250 KT AT OR BELOW FL100



Climb to 8000, further climb under RADAR control
 ROUTING
 Climb on runway track to D8.0 JSV, turn LEFT to NESAN, then as per flight plan.

JOHANNESBURG, S AFR REP
SID



Apt Elev
5558

Trans alt: 8000

1. If unable to comply with SID or STAR notify ATC.
2. SIDs and STARS must be announced in operation on ATIS.
3. SIDs are applicable only when Surveillance RADAR operational.
4. Contact JOHANNESBURG RADAR on frequency provided in ATC clearance at 6500. Advise RADAR of level passing on first contact for mode-C check.
5. Cross CTR boundary at or above 8000.
6. Simultaneous use of parallel runway 03L/R and 21L/R.
7. General Aviation traffic up to 7500.

**OVALA 1B [OVAL1B]
DEPARTURE
(RWY 21L/R)**

**.SPEED: MAX 250 KT AT OR
BELOW FL100**

LOST COMMS

Comply with SID, climb to 8300 or MAINTAIN last assigned FL, whichever is the highest. At OVALA continue as per flight plan and climb to flight plan level.

Aircraft wishing to return must continue to SID termination point and climb to the last assigned FL or MSA if last cleared FL is below MSA.

Then proceed to STV and comply with STAR

STV 5B (Rwy 21L) communication failure procedure.

LOST COMMS

This SID requires a minimum climb gradient of 4.2% up to CTR boundary.

Grd speed-KT	75	100	150	200	250	300
4.2% V/V (fpm)	319	425	638	851	1063	1276

Climb to 8000, further climb under RADAR control

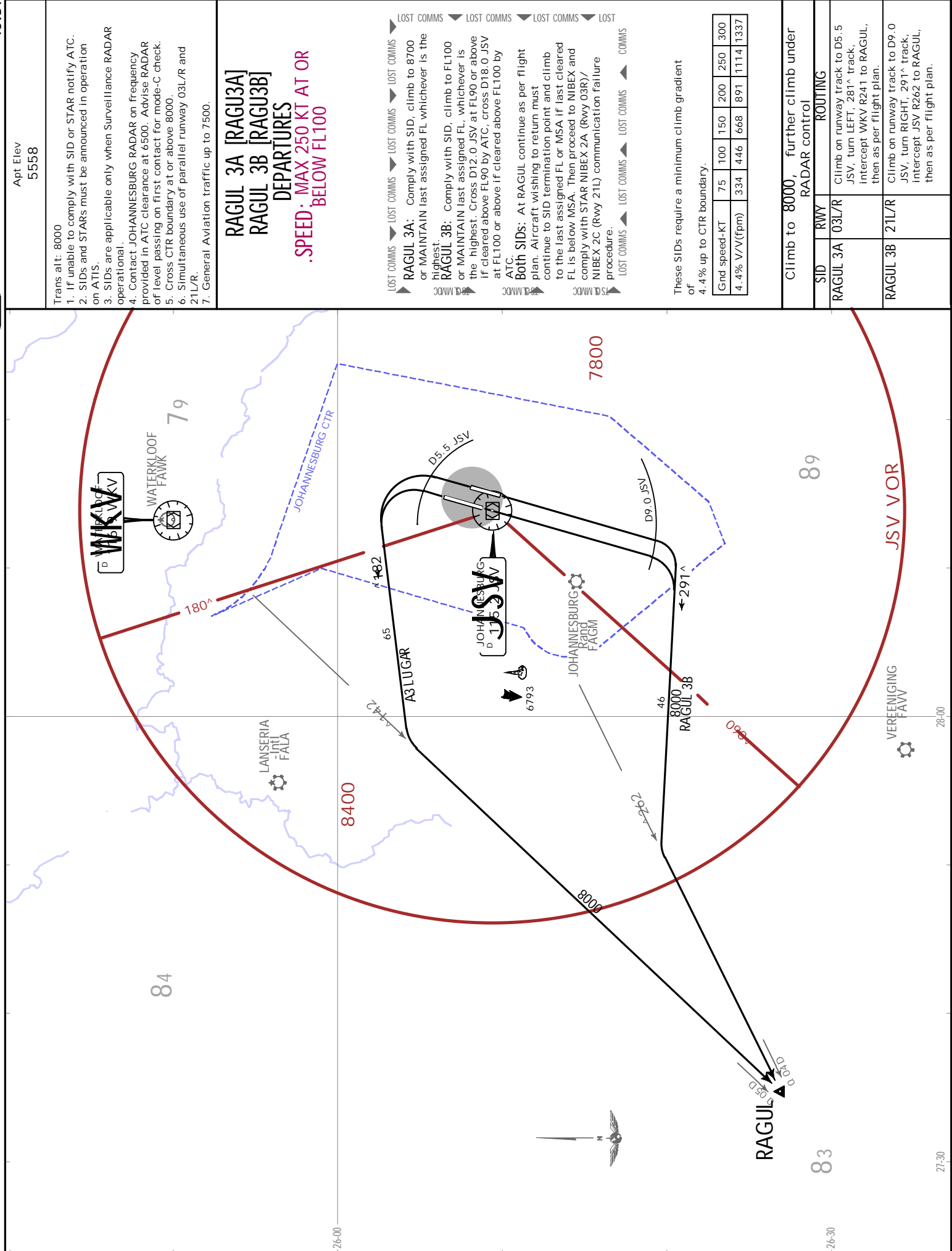
ROUTING

Climb on runway track to D4.5 JSV, turn LEFT, 111° track, intercept JSV R170 to OVALA, then as per flight plan.

FAOR/JNB
OR TAMBO INTL
JEPESEN
10 JUN 22
10-3K
Eff. 16 Jun.

JEPPesen JOHANNESBURG, S AFR REP
 .SID.
 10 JUN 22 (10-31). Eff. 16 Jun.

FAOR/JNB
 O R TAMBO INTL



Apt Elev
 5558

Trans alt: 8000

1. If unable to comply with SID or STAR notify ATC.
2. SIDs and STARs must be announced in operation on ATIS.
3. SIDs are applicable only when Surveillance RADAR operational.
4. Contact JOHANNESBURG RADAR on frequency provided in ATC clearance at 6500. Advise RADAR of level passing on first contact for mode-C check.
5. Cross CTR boundary at or above 8000.
6. Simultaneous use of parallel runway 03L/R and 21L/R.
7. General Aviation traffic up to 7500.

**RAGUL 3A [RAGU3A]
 RAGUL 3B [RAGU3B]
 DEPARTURES**
**.SPEED: MAX 250 KT AT OR
 BELOW FL100**

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
RAGUL 3A: Comply with SID, climb to 8700 or MAINTAIN last assigned FL whichever is the highest
RAGUL 3B: Comply with SID, climb to FL100 or MAINTAIN last assigned FL, whichever is the highest. Cross D12.0 JSV at FL90 or above if cleared above FL90 by ATC, cross D18.0 JSV at FL100 or above if cleared above FL100 by ATC.
Both SIDs: At RAGUL, continue as per flight plan. Aircraft wishing to return must continue to SID termination point and climb to the last assigned FL or MSA if last cleared FL is below MSA. Then proceed to NIBEX and comply with STAR NIBEX 2A (Rwy 03R)/NIBEX 2C (Rwy 21L) communication failure procedure.
 LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

These SIDs require a minimum climb gradient of 4.4% up to CTR boundary.

Grnd speed-KT	75	100	150	200	250	300
4.4% V/V(ppm)	334	446	668	891	1114	1337

Climb to 8000, further climb under
 RADAR control

SID	RWY	ROUTING
RAGUL 3A	03L/R	Climb on runway track to D5.5 JSV, turn LEFT, 281° track, intercept WKV R241 to RAGUL, then as per flight plan.
RAGUL 3B	21L/R	Climb on runway track to D9.0 JSV, turn RIGHT, 291° track, intercept JSV R262 to RAGUL, then as per flight plan.

JOHANNESBURG, S AFR REP
 .SID.

FAOR/JNB
 OR TAMBO INTL
 10 JUN 22
 (10-3M) Eff. 16 Jun.

Apt Elev
 5558

Trans alt: 8000

1. If unable to comply with SID or STAR notify ATC.
2. SIDs and STARS must be announced in operation on ATIS.
3. SIDs are applicable only when Surveillance RADAR operational.
4. Contact JOHANNESBURG RADAR on frequency provided in ATC clearance at 6500. Advise RADAR of level passing on first contact for mode-C check.
5. Cross CTR boundary at or above 8000.
6. Simultaneous use of parallel runway 03L/R and 21L/R.
7. General Aviation traffic up to 7500.

**VASUR 3A [VASU3A]
 VASUR 3B [VASU3B]
 DEPARTURES**

.SPEED: MAX 250 KT AT OR BELOW FL100

LOST COMMS
 Comply with SID, climb to 8700 or MAINTAIN last assigned FL, whichever is the highest. At VASUR continue as per flight plan and climb to flight plan level. Aircraft wishing to return must continue to SID termination point and climb to the last assigned FL or MSA if last cleared FL is below MSA.
 Then proceed to AVAGO and comply with STAR AVAGO 2A (Rwy 03L/R)/ AVAGO 2B (Rwy 21L/R) communication failure procedure.

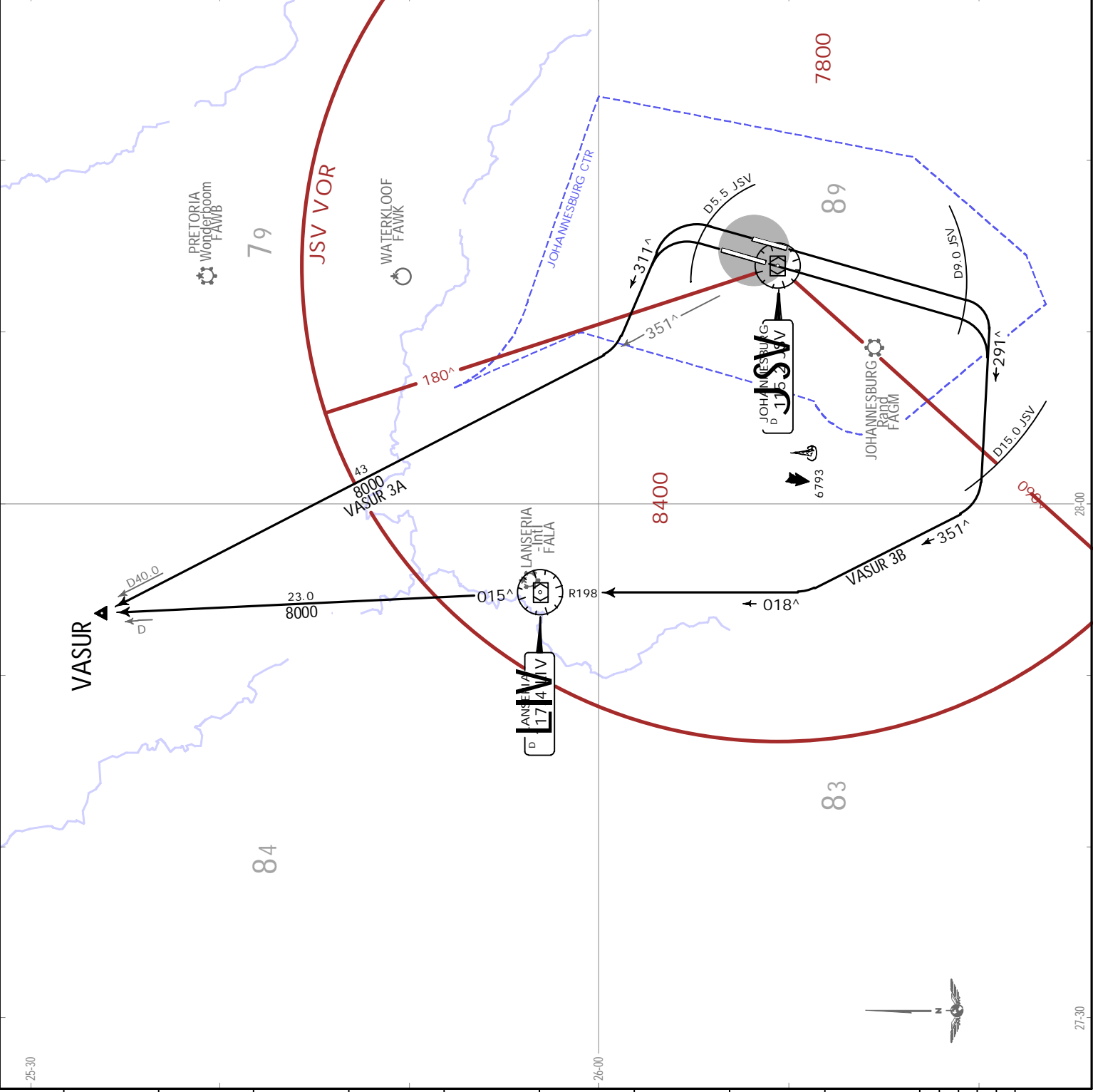
LOST COMMS
 Comply with SID, climb to 8700 or MAINTAIN last assigned FL, whichever is the highest. At VASUR continue as per flight plan and climb to flight plan level. Aircraft wishing to return must continue to SID termination point and climb to the last assigned FL or MSA if last cleared FL is below MSA.
 Then proceed to AVAGO and comply with STAR AVAGO 2A (Rwy 03L/R)/ AVAGO 2B (Rwy 21L/R) communication failure procedure.

These SIDs require a minimum climb gradient of 4.2% up to CTR boundary.

Grnd speed-KT	75	100	150	200	250	300
4.2% V/V (fpm)	319	425	638	851	1063	1276

Climb to 8000, further climb under RADAR control

SID	RWY	ROUTING
VASUR 3A	03L/R	Climb on runway track to D5.5 JSV, turn LEFT, 311° track, intercept JSV R351 to VASUR, then as per flight plan.
VASUR 3B	21L/R	Climb on runway track to D9.0 JSV, turn RIGHT, 291° track to D15.0 JSV, turn RIGHT, 351° track, intercept LIV R198 inbound to LIV, LIV R015 to VASUR, then as per flight plan.



FAOR/JNB

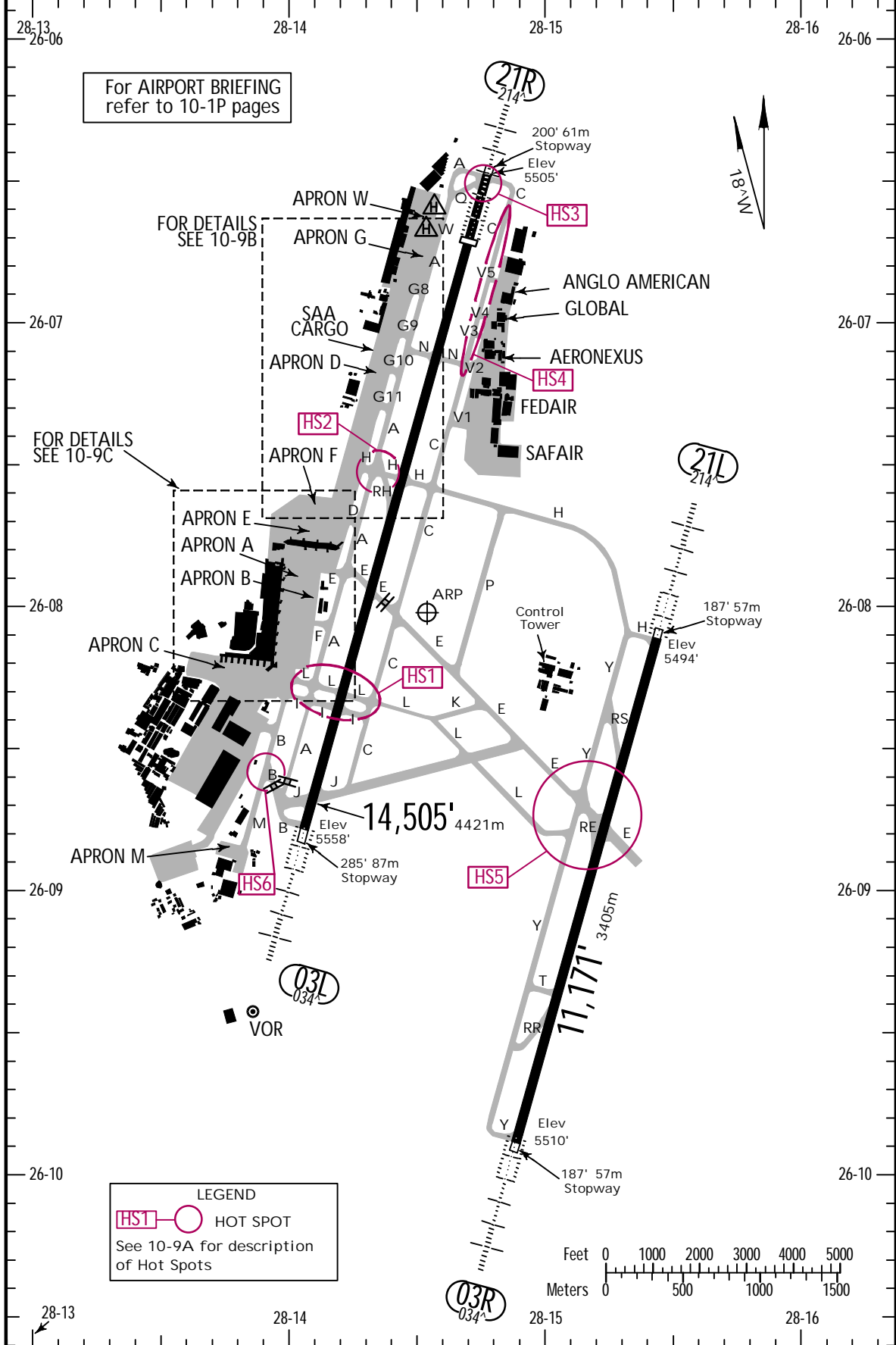
Apt Elev 5558'
S26 08.0 E028 14.5

JEPPESEN JOHANNESBURG, S AFR REP

8 OCT 21 (10-9)

O R TAMBO INTL

D-ATIS 126.2	*O R TAMBO Clearance Delivery (Outside ops hours use GND freq) 121.7	O R TAMBO Ground (also TWR outside Tower hr) 121.9
O R TAMBO Apron 122.65		*Tower West 118.1 East 118.6



For AIRPORT BRIEFING refer to 10-1P pages

FOR DETAILS SEE 10-9B

FOR DETAILS SEE 10-9C

LEGEND

HS1 ○ HOT SPOT

See 10-9A for description of Hot Spots

FAOR/JNB



JEPPESEN JOHANNESBURG, S AFR REP

8 OCT 21

10-9A

O R TAMBO INTL

ADDITIONAL RUNWAY INFORMATION											
RWY							USABLE LENGTHS		TAKE-OFF	WIDTH	
							LANDING BEYOND				
	HIRL (60m)	CL(30m)	HI ALS-II	TDZ			Threshold	Glide Slope			
03L	HIRL (60m)	CL(30m)	HI ALS-II	TDZ	1	HST-RH RVR		13,290'	4051m		197' 60m
21R	HIRL (60m)	CL(30m)	HI ALS-II	TDZ	1	RVR	13,028'	3971m	12,056'	3675m	
1 PAPI (3.0°).											
03R	HIRL (60m)	CL(30m)	HI ALS-II	TDZ	2	3 RVR		10,321'	3146m		197' 60m
21L	HIRL (60m)	CL(30m)	HI ALS-II	TDZ	2	HST-RR RVR		10,321'	3146m		
2 PAPI (3.0°). 3 HST-RE & RS											

HOT SPOTS

(For information only, not to be construed as ATC instructions.)
Pilots are to exercise extreme caution when entering following areas.

- HS1** Intermediate take-off point.
All ACFT taxiing West of RWY 03L/21R are on GND frequency and all ACFT vacating RWY 03L/21R or crossing that RWY from East are on TWR frequency.
- HS2** ACFT vacating RET RH conflict with ACFT taxiing on TWY A southbound and ACFT on TWY H crossing RWY 03L/21R.
- HS3** TWY A North of TWY G8 to THR 21R due to limited visibility from Control Tower.
ATC clearance issued based on known traffic.
- HS4** Portion of the manoeuvring area is not directly visibility from Control Tower.
ATC clearance issued based on known traffic.
- HS5** ACFT vacating RET RE conflict with ACFT taxiing on TWY Y southbound.
- HS6** ACFT to exercise extreme CAUTION when taxiing Southbound on TWY B to THR 03L as twy bends to the East approximately 450m after passing intersection TWY I and TWY M continues straight ahead.

.JAR-OPS.		TAKE-OFF 1				
		LVP must be in Force			All Rwys	
	RL, CL & mult. RVR req	RL, CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)	
A						
B	150m	200m	250m	400m	500m	
C						
D	200m	250m	300m			
1 Operators applying U.S. Ops Specs: CL required below 300m.						

FAOR/JNB



JEPPESEN JOHANNESBURG, S AFR REP

1 APR 22 10-9B

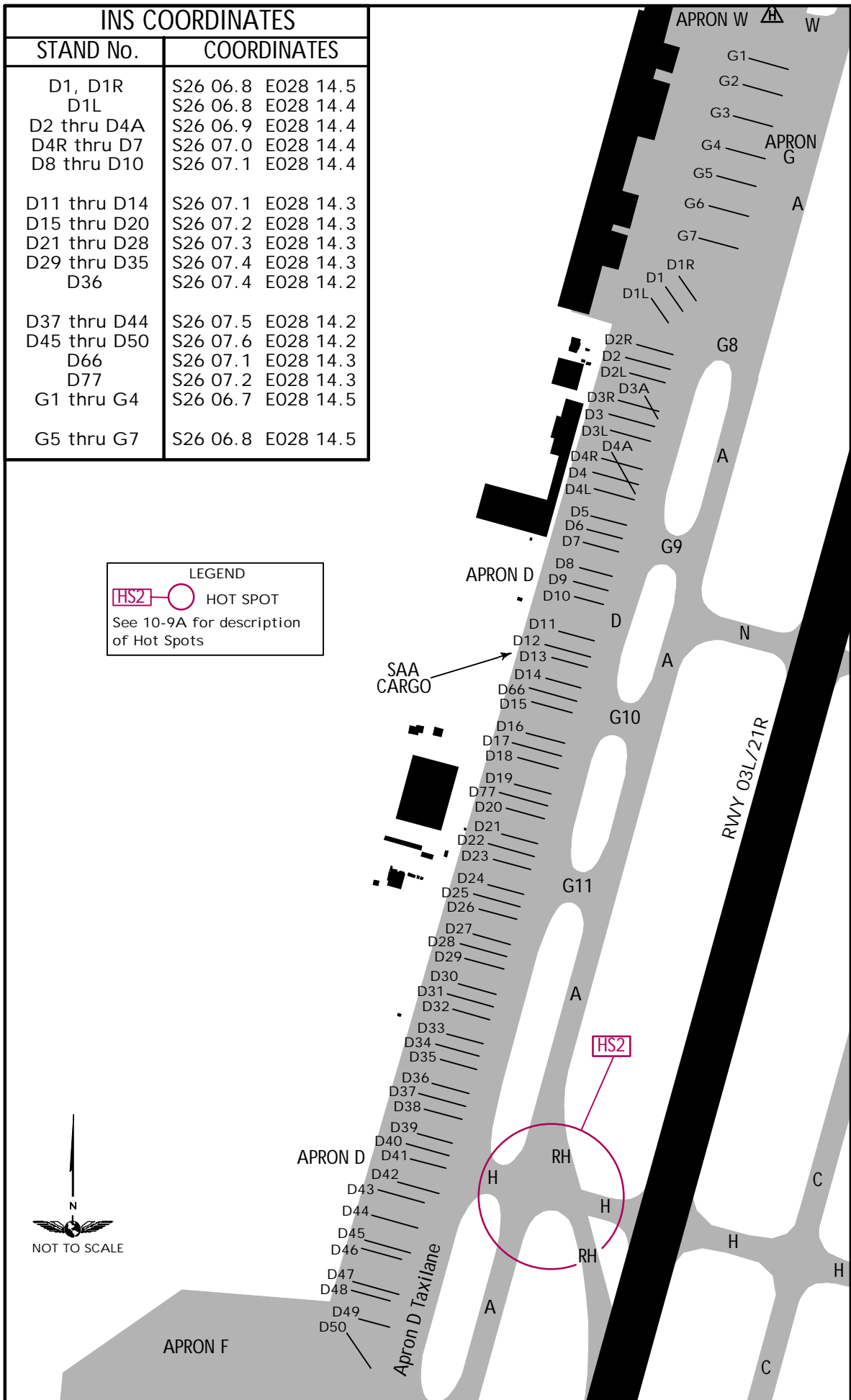
O R TAMBO INTL

INS COORDINATES	
STAND No.	COORDINATES
D1, D1R	S26 06.8 E028 14.5
D1L	S26 06.8 E028 14.4
D2 thru D4A	S26 06.9 E028 14.4
D4R thru D7	S26 07.0 E028 14.4
D8 thru D10	S26 07.1 E028 14.4
D11 thru D14	S26 07.1 E028 14.3
D15 thru D20	S26 07.2 E028 14.3
D21 thru D28	S26 07.3 E028 14.3
D29 thru D35	S26 07.4 E028 14.3
D36	S26 07.4 E028 14.2
D37 thru D44	S26 07.5 E028 14.2
D45 thru D50	S26 07.6 E028 14.2
D66	S26 07.1 E028 14.3
D77	S26 07.2 E028 14.3
G1 thru G4	S26 06.7 E028 14.5
G5 thru G7	S26 06.8 E028 14.5

LEGEND

HOT SPOT

See 10-9A for description of Hot Spots

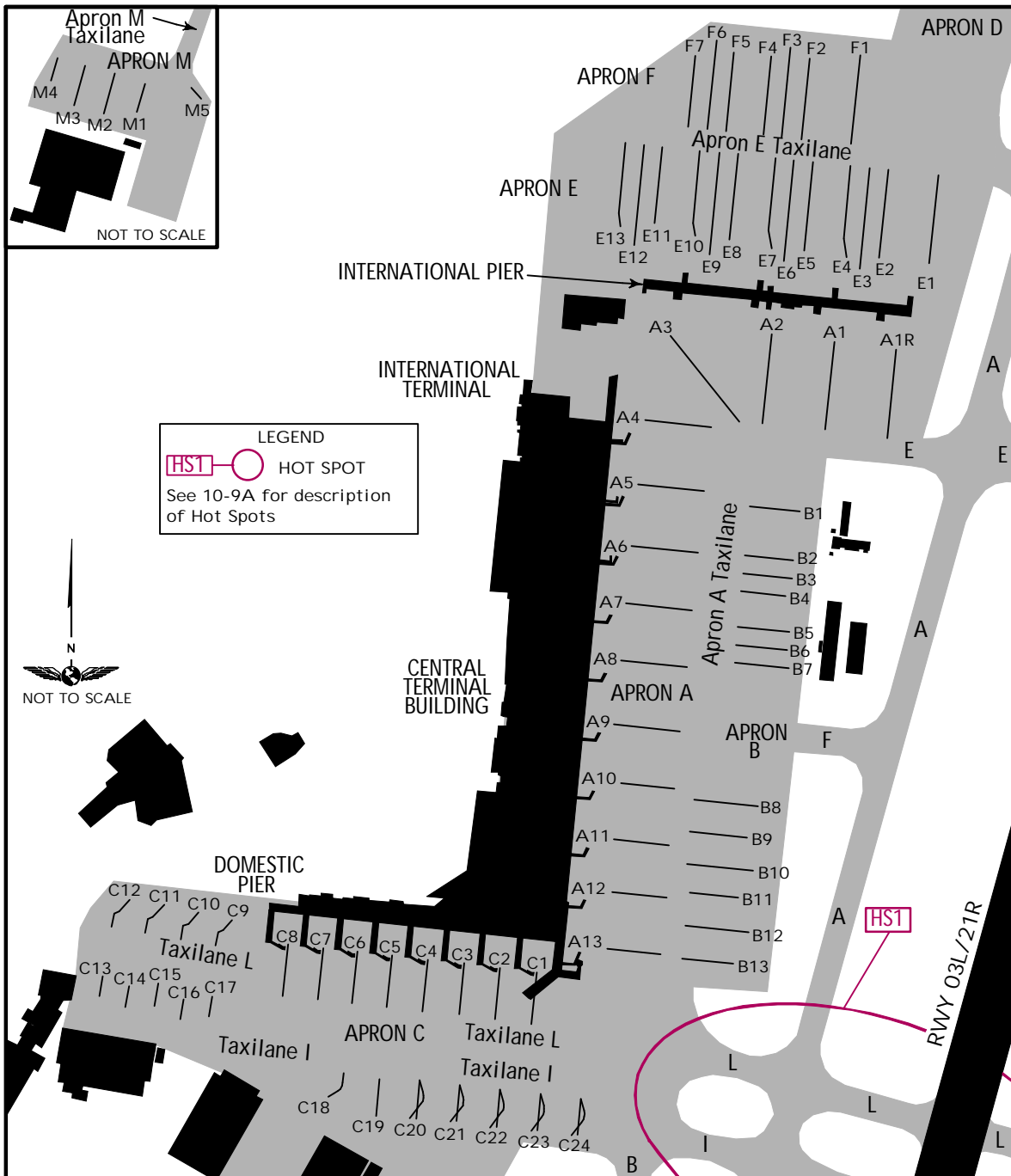


FAOR/JNB

JEPPESEN JOHANNESBURG, S AFR REP

1 APR 22 (10-9C)

O R TAMBO INTL



LEGEND

HST ○ HOT SPOT

See 10-9A for description of Hot Spots



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
A1R	S26 07.8 E028 14.2	C15 thru C17	S26 08.2 E028 13.7
A1, A2	S26 07.8 E028 14.1	C18 thru C20	S26 08.3 E028 13.8
A3	S26 07.8 E028 14.0	C21 thru C24	S26 08.3 E028 13.9
A4 thru A6	S26 07.9 E028 14.0	E1	S26 07.8 E028 14.2
A7 thru A9	S26 08.0 E028 14.0	E2	S26 07.7 E028 14.2
A10, A11	S26 08.1 E028 14.0	E3, E4	S26 07.8 E028 14.1
A12, A13	S26 08.2 E028 13.9	E5	S26 07.7 E028 14.1
B1, B2	S26 07.9 E028 14.1	E6, E7	S26 07.8 E028 14.1
B3 thru B7	S26 08.0 E028 14.1	E8	S26 07.7 E028 14.1
B8 thru B10	S26 08.1 E028 14.1	E9, E10	S26 07.8 E028 14.0
B11 thru B13	S26 08.2 E028 14.1	E11 thru E13	S26 07.7 E028 14.0
C1 thru C3	S26 08.2 E028 13.9	F1 thru F5	S26 07.6 E028 14.1
C4 thru C7	S26 08.2 E028 13.8	F6, F7	S26 07.6 E028 14.0
C8 thru C11	S26 08.2 E028 13.7	M1, M2	S26 08.9 E028 13.8
C12 thru C14	S26 08.2 E028 13.6	M3, M4	S26 08.9 E028 13.7
		M5	S26 08.9 E028 13.8



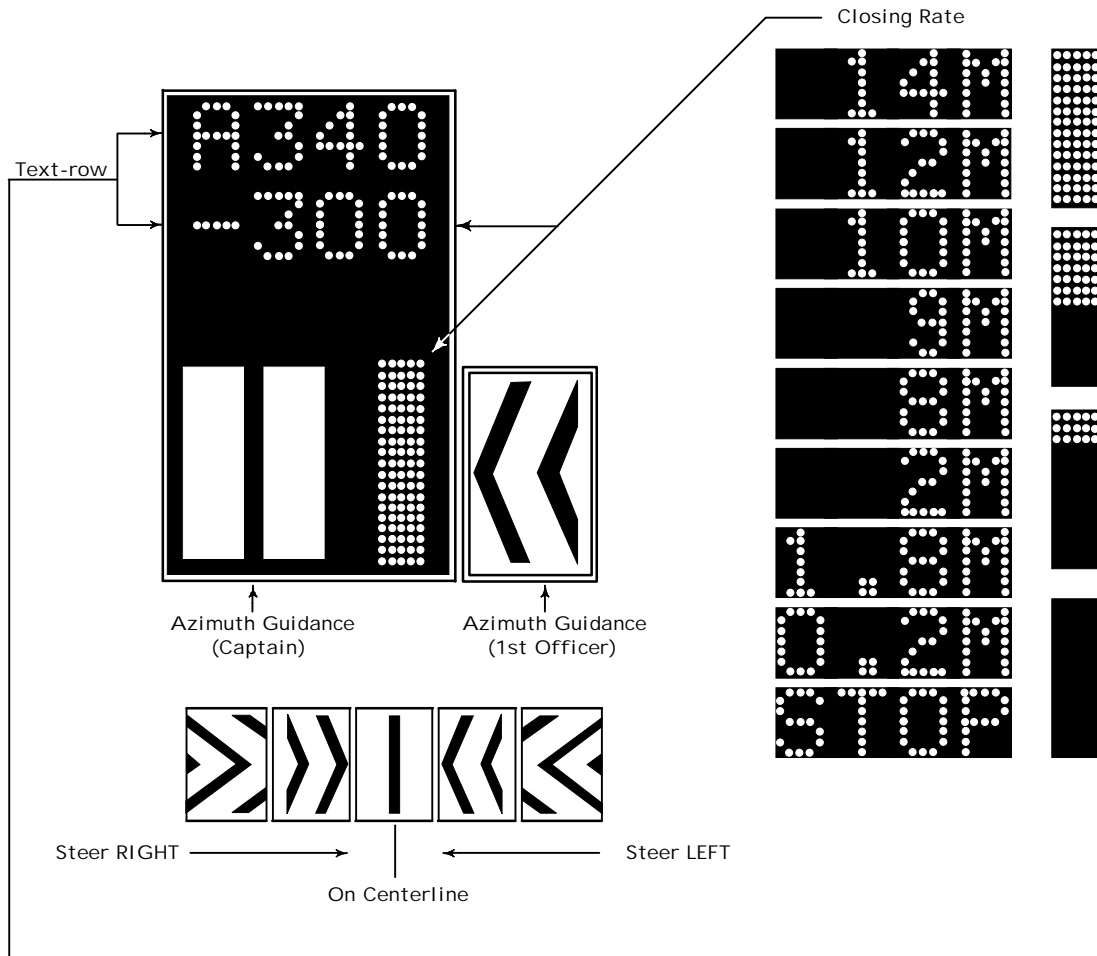
VISUAL DOCKING GUIDANCE SYSTEM "APIS++"

(Aircraft Parking and Information System)

Azimuth and stopping guidance are provided from a display unit mounted at the extension of the stand centerline.

- Intercept the centerline and follow the azimuth guidance display.
- Check correct aircraft type/series on the APIS++ display unit.

Abort docking if display shows STOP or wrong aircraft type/series, or if the azimuth guidance display is not activated.



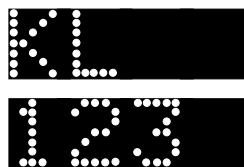
Aircraft type/series
(solid from 20m
before STOP)

Stand number
(if applicable/until
30m from STOP)



Door number
(if applicable)

Aircraft stopped
at stop position



Flight number
(if applicable/until
30m from STOP)

Aircraft is
too far



FAOR/JNB



JOHANNESBURG, S AFR REP
Standard
O R TAMBO INTL

STRAIGHT-IN RWY		A	B	C	D
03L	CAT 2 ILS Z	5658' (100') RA86' R300m	5658' (100') RA86' R300m	5658' (100') RA86' R300m	5658' (100') RA86' R300m
	CAT 2 ILS Y 1	5658' (100') RA86' R300m	5658' (100') RA86' R300m	5658' (100') RA86' R300m	5662' (104') RA89' R300m
	ILS Z FULL	5758' (200') R550m	5758' (200') R550m	5758' (200') R550m	5758' (200') R550m
	TDZ or CL out	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	ILS Y 1 FULL	5758' (200') R550m	5758' (200') R550m	5758' (200') R550m	5758' (200') R550m
	TDZ or CL out ALS out	R750m R1200m	R750m R1200m	R750m R1200m	R750m R1200m
ILS Y 2	6273' (715') R1500m	6284' (726') R1500m	6296' (738') R2400m	6317' (759') R2400m	
03R	CAT 2 ILS Z	5610' (100') RA97' R300m	5610' (100') RA97' R300m	5610' (100') RA97' R300m	5610' (100') RA97' R300m
	CAT 2 ILS X, W 3	5610' (100') RA97' R300m	5610' (100') RA97' R300m	5610' (100') RA97' R300m	5619' (109') RA104' R300m
	ILS Z FULL	5710' (200') R550m	5710' (200') R550m	5710' (200') R550m	5710' (200') R550m
	TDZ or CL out	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	ILS X, W 3 FULL	5710' (200') R550m	5710' (200') R550m	5710' (200') R550m	5711' (201') R600m
	TDZ or CL out ALS out	R750m R1200m	R750m R1200m	R750m R1200m	R750m R1200m
ILS X, W 2	6782' (1272') R1500m	6795' (1285') R1500m	6805' (1295') R2400m	6815' (1305') R2400m	
RNAV 45	5940' (430') R1300m R1500m	5940' (430') R1300m R1500m	5940' (430') R1300m R2000m	5940' (430') R1400m R2000m	
RNAV 25	6510' (1000') R1500m	6510' (1000') R1500m	6510' (1000') R2400m	6510' (1000') R2400m	
21L	CAT 2 ILS Z	5594' (100') RA102' R300m	5594' (100') RA102' R300m	5594' (100') RA102' R300m	5594' (100') RA102' R300m
	ILS Z FULL	5694' (200') R550m	5694' (200') R550m	5694' (200') R550m	5694' (200') R550m
	TDZ or CL out	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	RNAV 56	6120' (626') R1500m	6120' (626') R1500m	6120' (626') R2200m	6120' (626') R2200m
ALS out	R1500m	R1500m	R2400m	R2400m	
RNAV 25	6530' (1036') R1500m	6530' (1036') R1500m	6530' (1036') R2400m	6530' (1036') R2400m	

- 1 Missed apch climb gradient mim 3.5% up to 7600'.
- 2 Missed apch climb gradient mim 2.5%.
- 3 Missed apch climb gradient mim 5.8% up to 8000'.
- 4 Missed apch climb gradient mim 3.8%.
- 5 Continuous Descent Final Approach.
- 6 Missed apch climb gradient mim 3.5%.

FAOR/JNB



17 JUN 22 10-9S1

JOHANNESBURG, S AFR REP
Standard
O R TAMBO INTL

STRAIGHT-IN RWY	A	B	C	D
21R CAT 2 ILS 1	5605' (100') RA97'R300m	5605' (100') RA97'R300m	5605' (100') RA97'R300m	5605' (100') RA97'R300m
ILS 1 FULL	5705' (200') R550m	5705' (200') R550m	5705' (200') R550m	5705' (200') R550m
TDZ or CL out	R750m	R750m	R750m	R750m
ALS out	R1200m	R1200m	R1200m	R1200m
ILS 2	6084' (579') R1500m	6091' (586') R1500m	6104' (599') R2000m	6111' (606') C2100m
ALS out	R1500m	R1500m	C2400m	C2400m
VOR Z 3	6120' (615') R1500m	6120' (615') R1500m	6120' (615') C2100m	6120' (615') C2100m
ALS out	R1500m	R1500m	C2400m	C2400m
VOR Y 34	5980' (475') R1500m	5980' (475') R1500m	5980' (475') R1500m	5980' (475') R1600m
ALS out	R1500m	R1500m	C2200m	C2200m
VOR Y 23	7030' (1525') C5000m	7030' (1525') C5000m	7030' (1525') C5000m	7030' (1525') C5000m

- 1 Missed apch climb gradient mim 3.7% up to 7000'.
- 2 Missed apch climb gradient mim 2.5%.
- 3 Continuous Descent Final Approach.
- 4 Missed apch climb gradient mim 5.1% up to 8000'.

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
East of rwy	6050' (492')	6060' (502')	6250' (692')	6260' (702')
West of rwy	6070' (512')	6070' (512')	6410' (852')	6410' (852')
	V1500m 5	V1600m 5	V2400m 5	V3600m 5

5 or higher minimums of preceding straight-in approach

TAKE-OFF RWY 03L/R, 21L/R					
Low Visibility Take-off					
	RL, CL & relevant RVR	RL & CL	Day: RL & RCLM Night: RL or CL	Day: RL or RCLM Night: RL or CL	Adequate vis ref (Day only)
A					
B	150m	200m	250m	400m	500m
C					
D	200m	250m	300m		

FAOR/JNB

O R TAMBO INTL

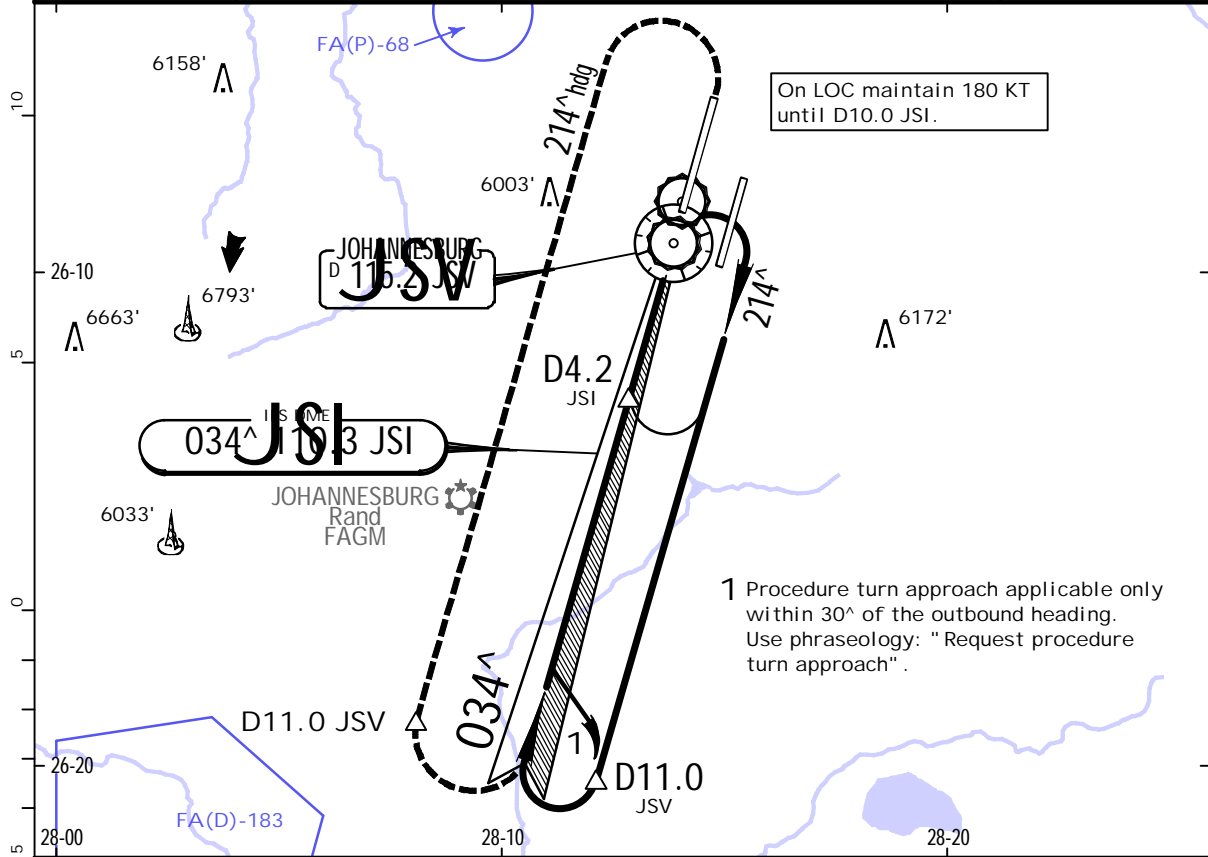
14 AUG 20

11-1

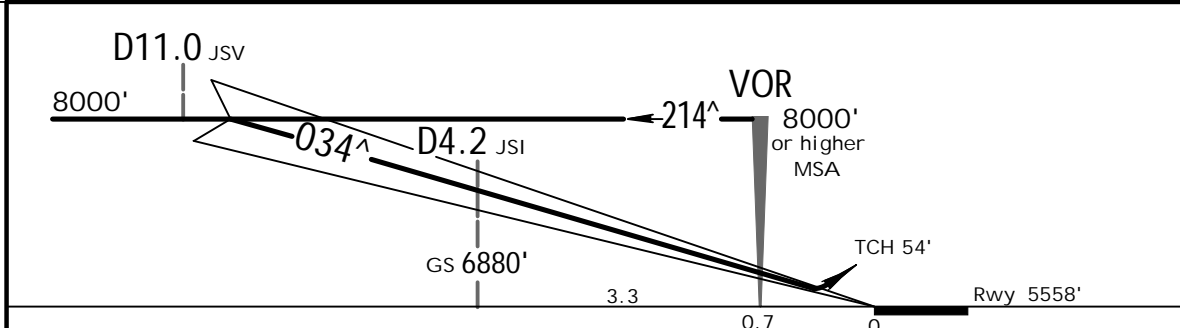
JEPPESEN

JOHANNESBURG, S AFR REP
ILS Z Rwy 03L

D-ATIS 126.2	*JOHANNESBURG Radar (APP) West 123.7	South/East 124.5	*JOHANNESBURG Director (APP) 121.4	*O R TAMBO Tower West 118.1	East 118.6	Ground (also Tower outside Twr hr) 121.9
LOC JSI 110.3	Final Apch Crs 034 [^]	GS D4.2 JSI 6880' (1322')	ILS DA(H) 5758' (200')	Apt Elev 5558' Rwy 5558'		
MISSED APCH: Climb to 8300'. Maintain rwy track. When passing 7000' turn LEFT onto 214 [^] heading. Passing D11.0 JSV turn LEFT direct to VOR.						
Alt Set: hPa		Rwy Elev: 188 hPa	Trans level: By ATC		Trans alt: 8000'	
VOR and DME required.						MSA JSV VOR



1 Procedure turn approach applicable only within 30° of the outbound heading. Use phraseology: "Request procedure turn approach".



Gnd speed-Kts	70	90	100	120	140	160	HI ALS-II PAPI PAPI PAPI 	7000'
GS	3.00 [^]	377	484	538	646	753		

PANS OPS	.JAR-OPS. STRAIGHT-IN LANDING RWY 03L		CIRCLE-TO-LAND	
	ILS		LOC (GS out)	
	DA(H) 5758' (200')		East of rwy 03L/21R	
	FULL ALS out		West of rwy 03L/21R	
	A		Max Kts. 100	MDA(H) 6050' (492') 1500m
B	RVR 550m	135	6060' (502') 1600m	6070' (512') 1600m
C		180	6250' (692') 2400m	6410' (852') 2400m
D		205	6260' (702') 3600m	6410' (852') 3600m

CHANGES: Note withdrawn.

FAOR/JNB

O R TAMBO INTL

14 AUG 20

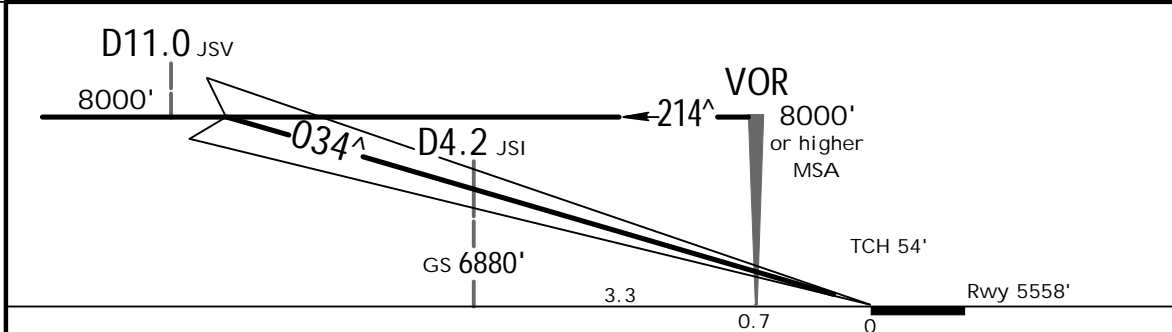
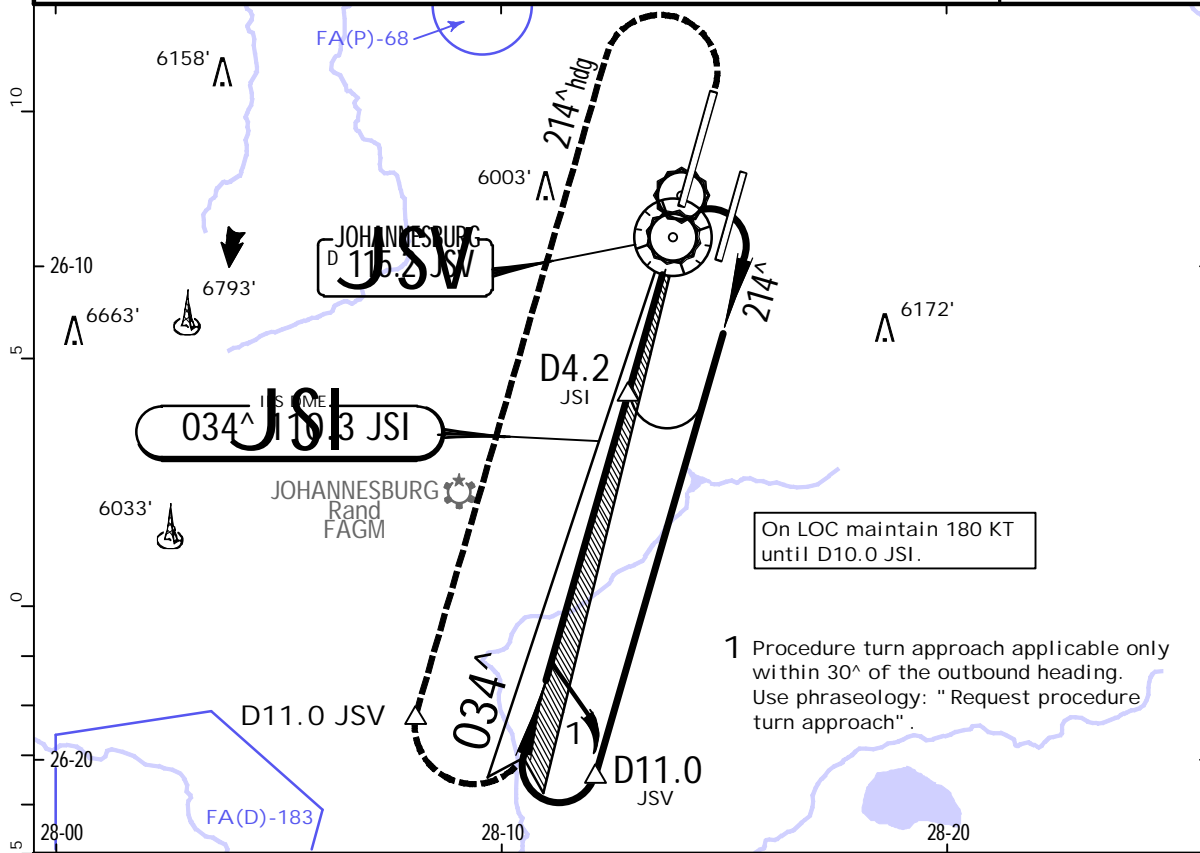
11-1A

JEPPESEN

JOHANNESBURG, S AFR REP

CAT II ILS Z Rwy 03L

D-ATIS 126.2	*JOHANNESBURG Radar (APP) West 123.7 South/East 124.5	*JOHANNESBURG Director (APP) 121.4	*O R TAMBO Tower West 118.1 East 118.6	Ground (also Tower outside Twr hr) 121.9
LOC JSI 110.3	Final Apch Crs 034 [^]	GS D4.2 JSI 6880' (1322')	CAT II ILS RA 86' DA(H) 5658' (100')	Apt Elev 5558' Rwy 5558'
MISSED APCH: Climb to 8300'. Maintain rwy track. When passing 7000' turn LEFT onto 214 [^] heading. Passing D11.0 JSV turn LEFT direct to VOR.				<p>MSA JSV VOR</p>
Alt Set: hPa Rwy Elev: 188 hPa Trans level: By ATC Trans alt: 8000'				
1. VOR and DME required. 2. Special Aircrew & Acft Certification Required.				



Gnd speed-Kts	70	90	100	120	140	160		7000'
GS	3.00 [^]	377	484	538	646	753		

JAR-OPS. STRAIGHT-IN LANDING RWY 03L
 CAT II ILS
 RA 86'
 DA(H) 5658' (100')

PANS OPS

RVR 300m 1

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

FAOR/JNB

O R TAMBO INTL

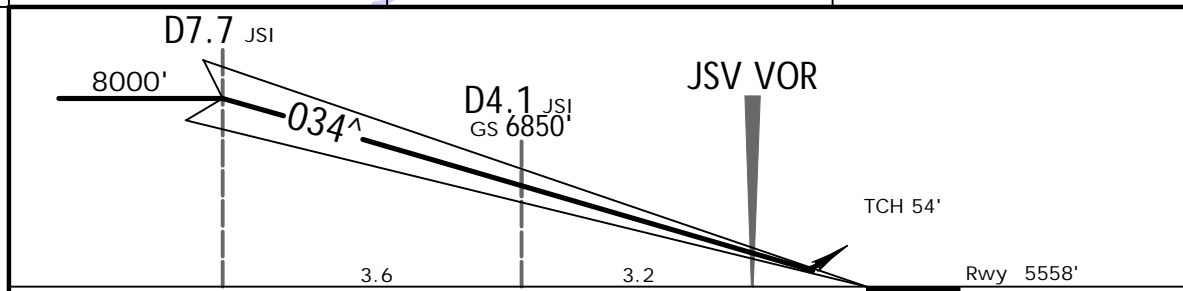
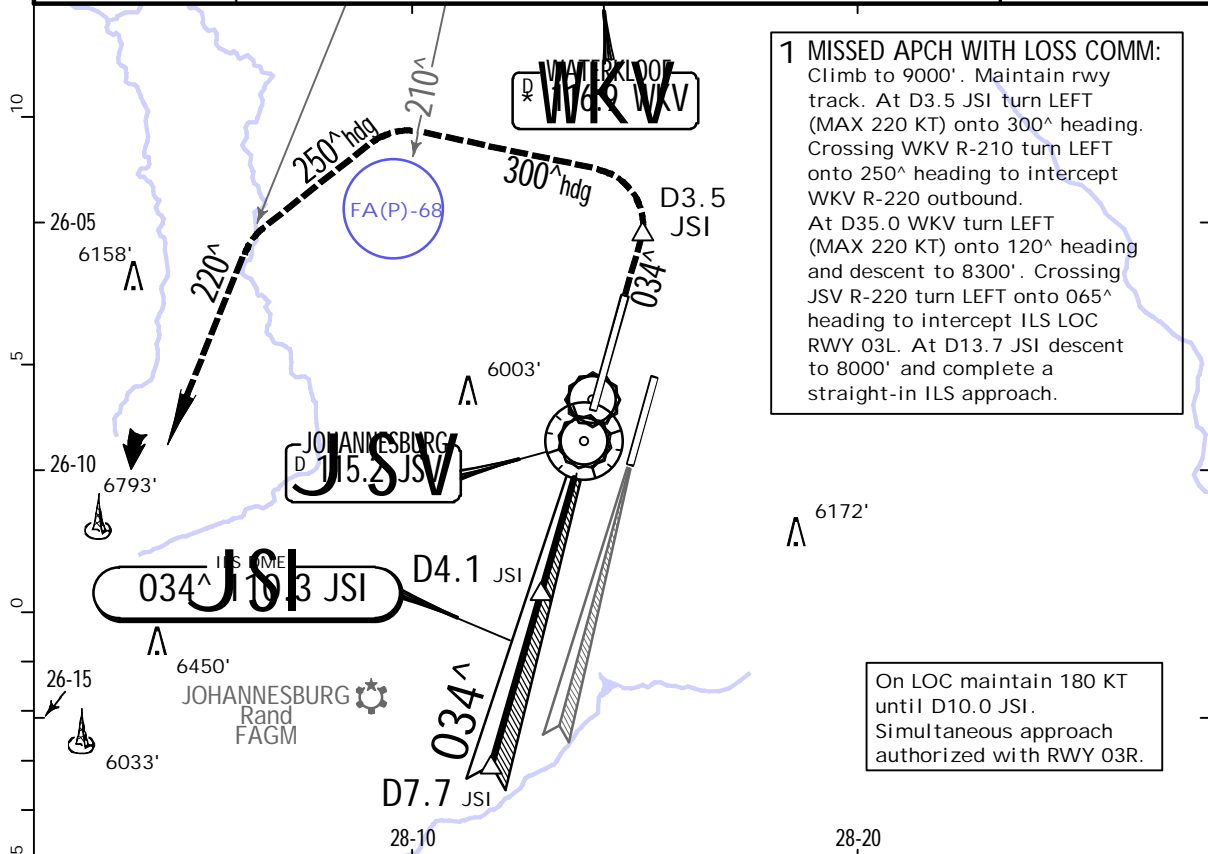


JOHANNESBURG, S AFR REP

ILS Y Rwy 03L

4 FEB 22 (11-2)

D-ATIS 126.2	*JOHANNESBURG Radar (APP) West 123.7	South/East 124.5	*JOHANNESBURG Director (APP) 121.4	*O R TAMBO Tower West 118.1	East 118.6	Ground (also Tower outside Twr hr) 121.9
LOC JSI 110.3	Final Apch Crs 034^	GS D4.1 JSI 6850' (1292')	ILS DA(H) Refer to Minimums	Apt Elev 5558' Rwy 5558'		
MISSED APCH: Climb to 8000'. Maintain rwy track. At D3.5 JSI turn LEFT (MAX 220 KT) onto 300^ heading. Crossing WKV R-210 turn LEFT onto 250^ heading to intercept WKV R-220 for radar vectoring to ILS RWY 03L. 1						MSA JSV VOR
Alt Set: hPa		Rwy Elev: 188 hPa	Trans level: By ATC	Trans alt: 8000'		



Gnd speed-Kts	70	90	100	120	140	160	HI ALS-II PAPI PAPI PAPI	D3.5 JSI
GS	3.00^	377	484	538	646	753		

JAR-OPS. STRAIGHT-IN LANDING RWY 03L Missed apch climb gradient mim 3.5% up to 7600' ILS DA(H) 5758' (200') FULL ALS out FULL ALS out				LOC (GS out) A: 6273' (715') B: 6284' (726') C: 6296' (738') D: 6317' (759')				CIRCLE-TO-LAND East of rwy 03L/21R West of rwy 03L/21R Max Kts MDA(H) VIS MDA(H) VIS			
A						100	6050'(492')	1500m	6070'(512')	1500m	
B	RVR 550m	RVR 1000m	RVR 800m	RVR 1200m	NOT APPLI-CABLE	135	6060'(502')	1600m	6070'(512')	1600m	
C						180	6250'(692')	2400m	6410'(852')	2400m	
D						205	6260'(702')	3600m	6410'(852')	3600m	

CHANGES: Note withdrawn.

FAOR/JNB

O R TAMBO INTL

4 FEB 22

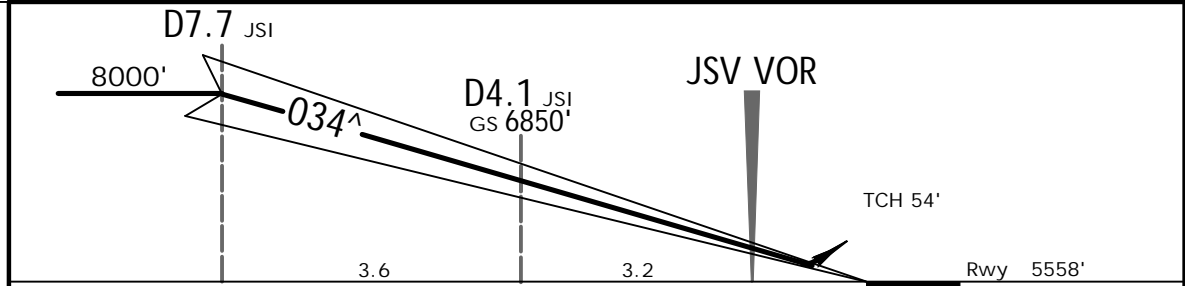
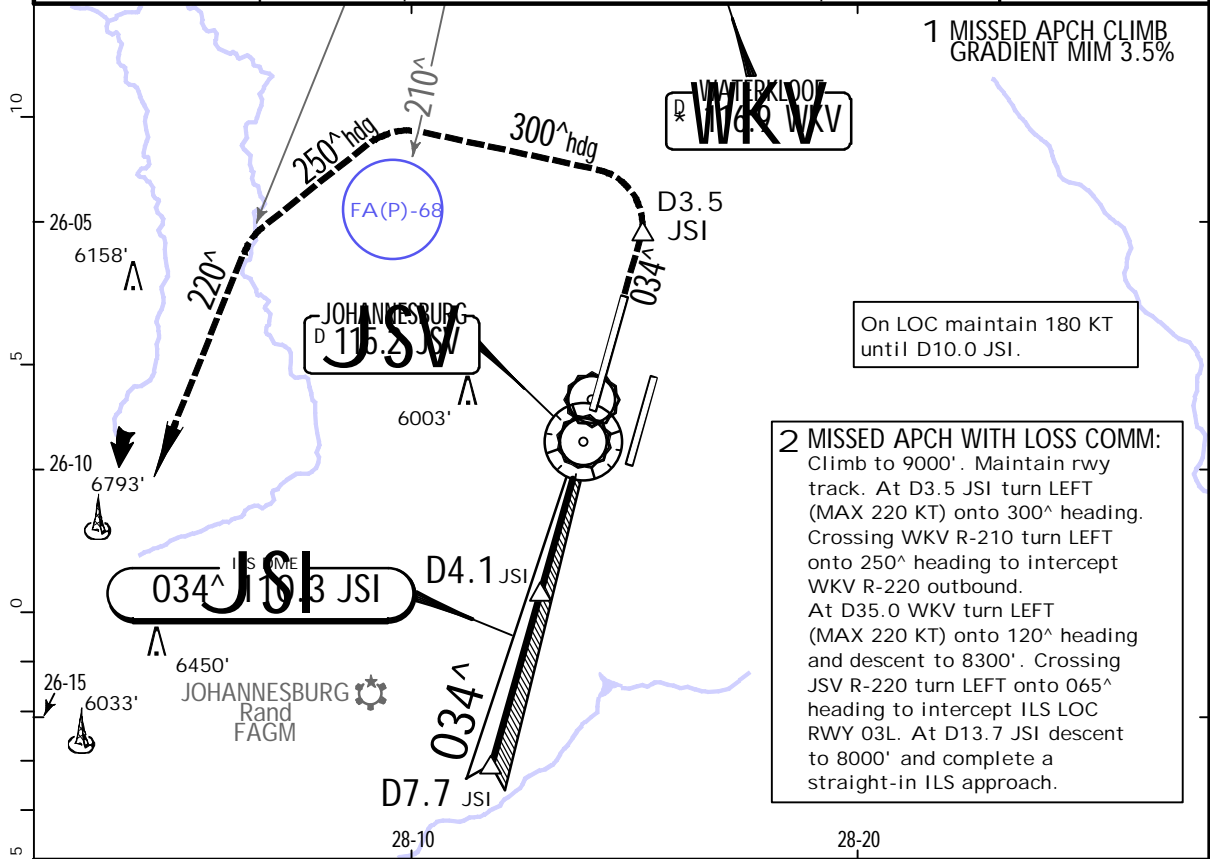
11-2A

JEPPESSEN

JOHANNESBURG, S AFR REP

1 CAT II ILS Y Rwy 03L

D-ATIS 126.2	*JOHANNESBURG Radar (APP) West 123.7 South/East 124.5	*JOHANNESBURG Director (APP) 121.4	*O R TAMBO Tower West 118.1 East 118.6	Ground (also Tower outside Twr hr) 121.9
LOC JSI 110.3	Final Apch Crs 034 [^]	GS D4.1 JSI 6850' (1292')	CAT II ILS RA/DA(H) Refer to Minimums	Apt Elev 5558' Rwy 5558'
MISSED APCH: Climb to 8000'. Maintain rwy track. At D3.5 JSI turn LEFT (MAX 220 KT) onto 300 [^] heading. Crossing WKV R-210 turn LEFT onto 250 [^] heading to intercept WKV R-220 for radar vectoring to ILS RWY 03L. 2				<p>MSA JSV VOR</p>
Alt Set: hPa Rwy Elev: 188 hPa Trans level: By ATC Trans alt: 8000' 1. VOR and DME required. 2. Special Aircrew & Acft Certification Required.				



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI PAPI	D3.5 JSI
GS	3.00 [^]	377	484	538	646	753		

JAR-OPS. STRAIGHT-IN LANDING RWY 03L
 CAT II ILS
 Missed apch climb gradient mim 3.5% up to 7600'

ABC RA 86' DA(H) 5658' (100')	D RA 89' DA(H) 5662' (104')
-------------------------------------	-----------------------------------

RVR 300m 1

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

FAOR/JNB

O R TAMBO INTL

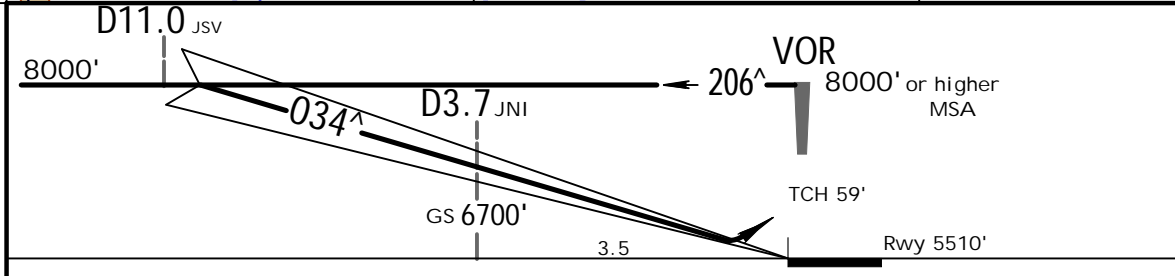
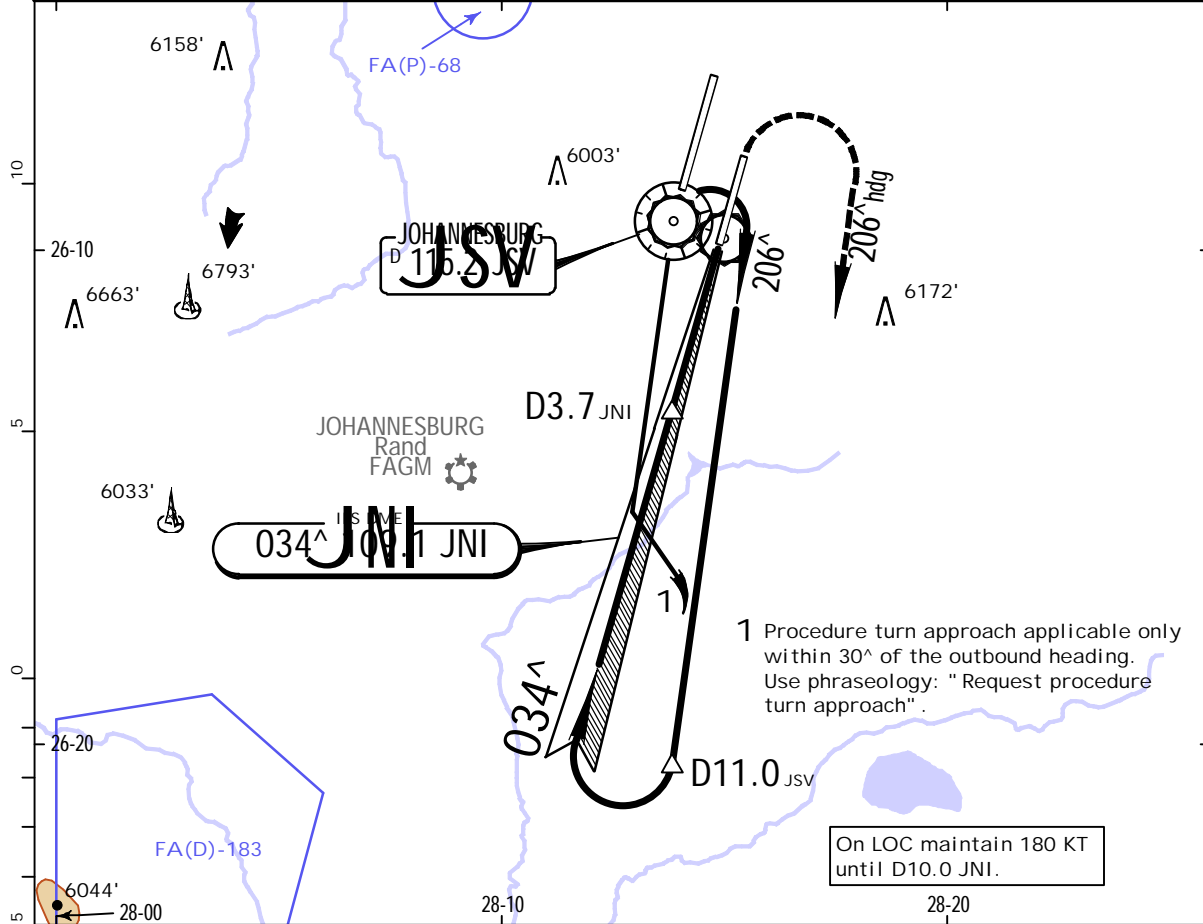
14 AUG 20

11-3

JEPPESEN

JOHANNESBURG, S AFR REP
ILS Z Rwy 03R

D-ATIS 126.2	*JOHANNESBURG Radar (APP) West 123.7	South/East 124.5	*JOHANNESBURG Director (APP) 121.4	*O R TAMBO Tower West 118.1	East 118.6	Ground (also Tower outside Twr hr) 121.9
LOC JNI 109.1	Final Apch Crs 034 [^]	GS D3.7 JNB 6700' (1190')	ILS DA(H) 5710' (200')	Apt Elev 5558' Rwy 5510'		<p>MSA JSV VOR</p>
MISSED APCH: Climb to 8000'. Maintain rwy track. When passing 7000' turn RIGHT onto 206 [^] heading. Passing D11.0 JSV turn RIGHT direct to VOR.						
Alt Set: hPa		Rwy Elev: 186 hPa	Trans level: By ATC		Trans alt: 8000'	
VOR and DME required.						



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI PAPI 	7000'
GS	3.00 [^]	377	484	538	646	753		

PANS OPS	JAR-OPS. STRAIGHT-IN LANDING RWY 03R		CIRCLE-TO-LAND	
	ILS		LOC (GS out)	
	DA(H) 5710' (200')			
	FULL ALS out			
	RVR 550m		RVR 1000m	
		NOT APPLICABLE		
A		Max Kts. 100	East of rwy 03R/21L MDA(H) 6050' (492') VIS 1500m	West of rwy 03R/21L MDA(H) 6070' (512') VIS 1500m
B		135	6060' (502') 1600m	6070' (512') 1600m
C		180	6250' (692') 2400m	6410' (852') 2400m
D		205	6260' (702') 3600m	6410' (852') 3600m

CHANGES: Note withdrawn.

FAOR/JNB

O R TAMBO INTL

14 AUG 20

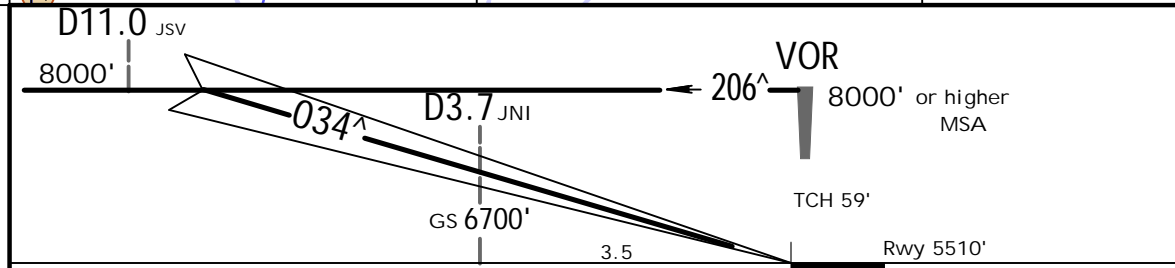
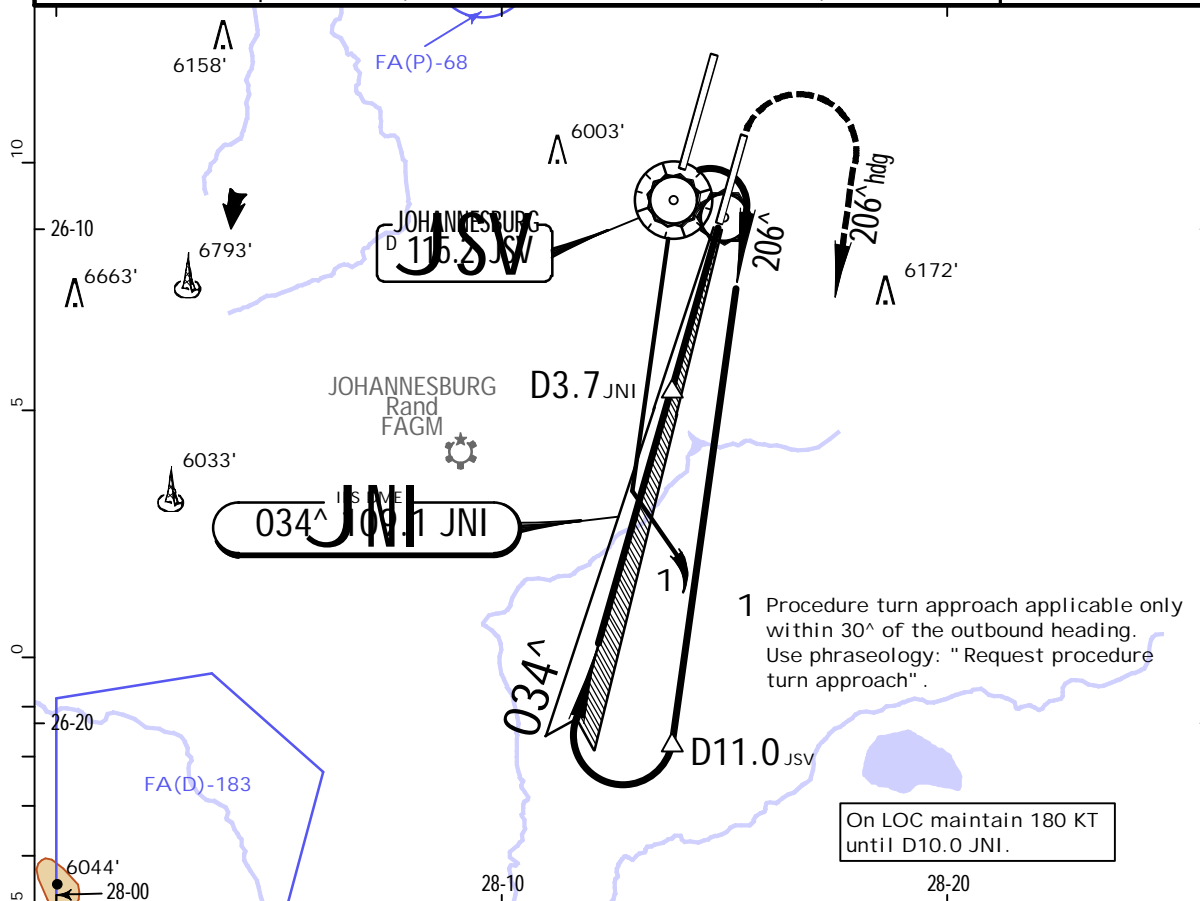
(11-3A)

JEPPESEN

JOHANNESBURG, S AFR REP

CAT II ILS Z Rwy 03R

D-ATIS 126.2	*JOHANNESBURG Radar (APP) West 123.7 South/East 124.5	*JOHANNESBURG Director (APP) 121.4	*O R TAMBO Tower West 118.1 East 118.6	Ground (also Tower outside Twr hr) 121.9
LOC JNI 109.1	Final Apch Crs 034 [^]	GS D3.7 JNI 6700' (1190')	CAT II ILS RA 97' DA(H) 5610' (100')	Apt Elev 5558' Rwy 5510'
MISSED APCH: Climb to 8000'. Maintain rwy track. When passing 7000' turn RIGHT onto 206 [^] heading. Passing D11.0 JSV turn RIGHT direct to VOR.				<p>MSA JSV VOR</p>
Alt Set: hPa Rwy Elev: 186 hPa Trans level: By ATC Trans alt: 8000'				
1. VOR and DME required. 2. Special Aircrew & Acft Certification Required.				



Gnd speed-Kts	70	90	100	120	140	160	HI ALS-II PAPI PAPI	7000' ↑
GS	3.00 [^]	377	484	538	646	753		

JAR-OPS. STRAIGHT-IN LANDING RWY 03R
 CAT II ILS
 RA 97'
 DA(H) 5610' (100')

PANS OPS

RVR 300m 1

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

FAOR/JNB

O R TAMBO INTL

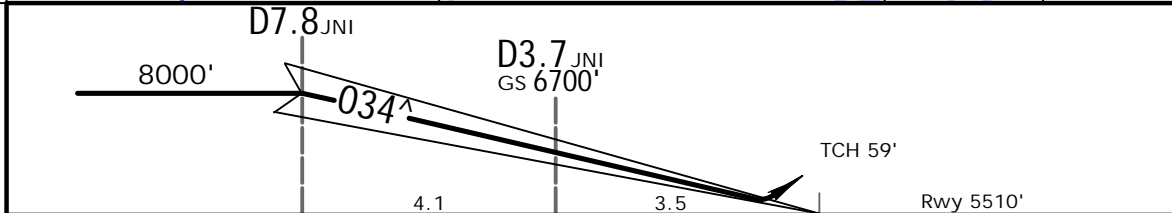
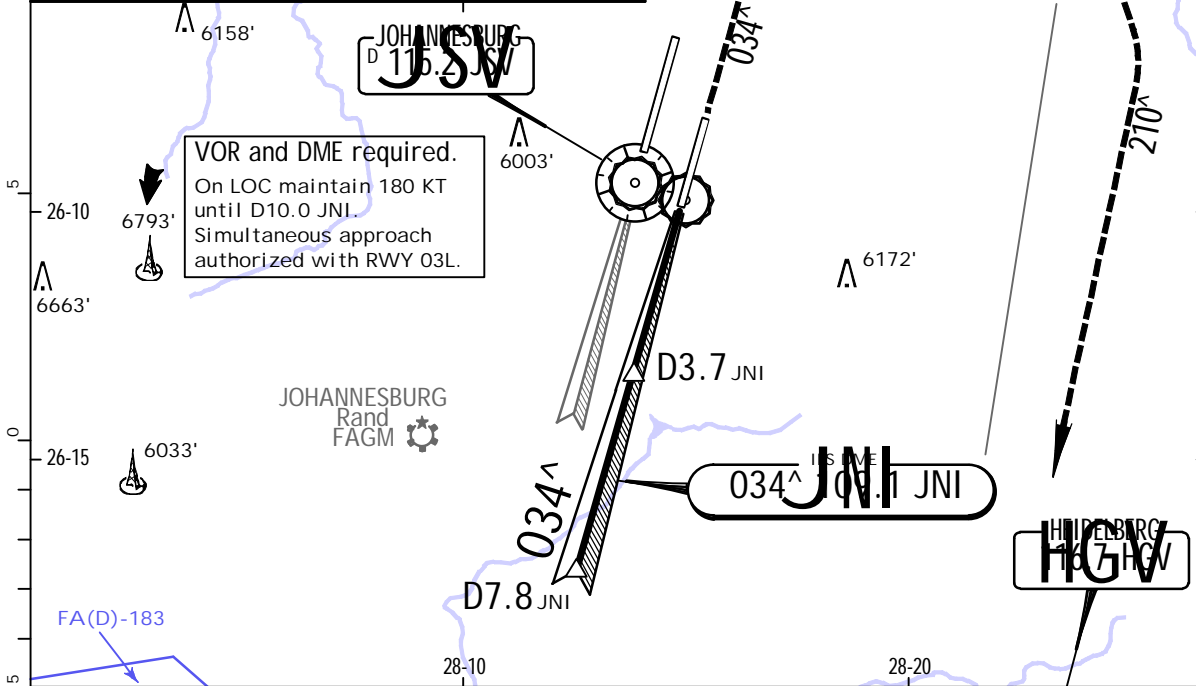
JEPPESEN
4 FEB 22 (11-4)

JOHANNESBURG, S AFR REP

ILS X Rwy 03R

D-ATIS 126.2	*JOHANNESBURG Radar (APP) West 123.7 South/East 124.5	*JOHANNESBURG Director (APP) 121.4	*O R TAMBO Tower West 118.1 East 118.6	Ground (also Tower outside Twr hr) 121.9
LOC JNI 109.1	Final Apch Crs 034 [^]	GS D3.7 JNB 6700' (1190')	ILS DA(H) Refer to Minimums	Apt Elev 5558' Rwy 5510'
<p>MISSED APCH: Climb to 8000'. Maintain rwy track. At D7.3 JNB/JSV turn RIGHT (MAX 240 KT) onto 130°. Crossing HGV R-027 turn RIGHT onto 180° and intercept HGV R-030 inbound for radar vectoring to ILS RWY 03R. 1</p>				<p>MSA JSV VOR</p>
Alt Set: hPa	Rwy Elev: 186 hPa	Trans level: By ATC	Trans alt: 8000'	

1 MISSED APCH WITH LOSS COMM:
Climb to 8000'. Maintain rwy track. At D7.3 JNB/JSV turn RIGHT (MAX 240 KT) onto 130°. Crossing HGV R-027 turn RIGHT onto 180° and intercept HGV R-030 inbound at normal Missed Apch speed. Passing D15.0 JSV turn RIGHT onto 300° maintaining 8000'. Crossing JSV R-200 turn RIGHT onto 360° to intercept ILS LOC RWY 03R. Complete a straight-in ILS approach.



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI PAPI
GS	3.00 [^]	377	484	538	646	861	

JAR-OPS.				LOC (GS out)		CIRCLE-TO-LAND					
Missed apch climb gradient mim 5.8% up to 8000' 2.5%						East of rwy 03R/21L		West of rwy 03R/21L			
DA(H) ABC: 5710' (200')		DA(H) A: 6782' (1272') C: 6805' (1295')									
D: 5711' (201')		B: 6795' (1285') D: 6815' (1305')									
FULL ALS out		FULL ALS out				Max Kts MDA(H) VIS		MDA(H) VIS			
A	RVR 550m	RVR 1000m	RVR 800m	RVR 1200m	NOT APPLI-CABLE	100	6050'(492') 1500m	6070'(512') 1500m			
B						135	6060'(502') 1600m	6070'(512') 1600m			
C						180	6250'(692') 2400m	6410'(852') 2400m			
D	RVR 600m					205	6260'(702') 3600m	6410'(852') 3600m			

FAOR/JNB

O R TAMBO INTL

4 FEB 22

11-4A

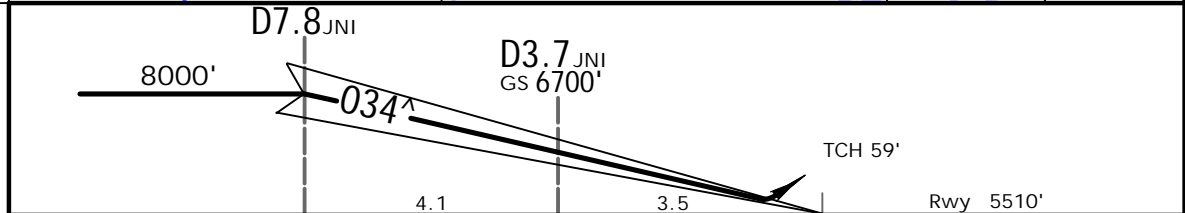
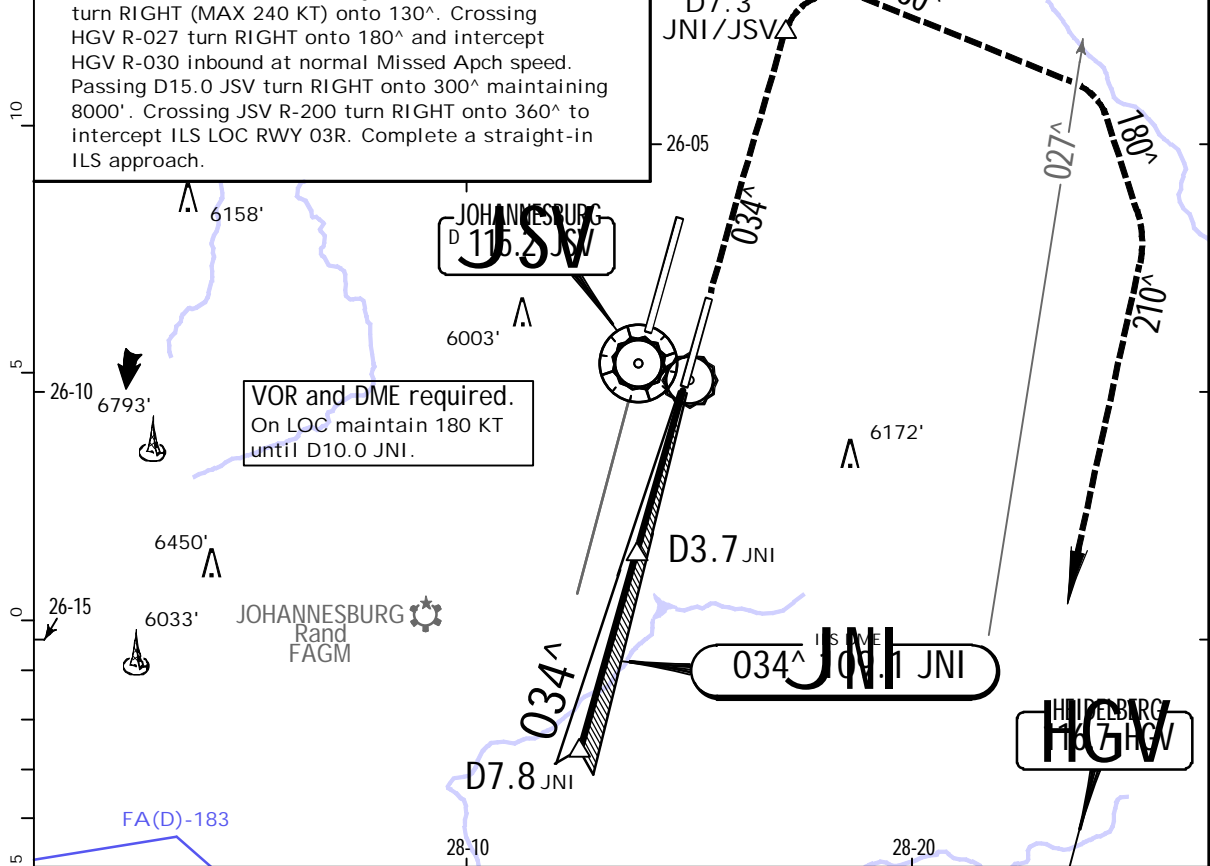
JEPPESEN JOHANNESBURG, S AFR REP

1 CAT II ILS X Rwy 03R

D-ATIS 126.2	*JOHANNESBURG Radar (APP) West 123.7	South/East 124.5	*JOHANNESBURG Director (APP) 121.4	*O R TAMBO Tower West 118.1	East 118.6	Ground (also Tower outside Twr hr) 121.9
LOC JNI 109.1	Final Apch Crs 034 [^]	GS D3.7 JNI 6700' (1190')	CAT II ILS RA/DA(H) Refer to Minimums	Apt Elev 5558' Rwy 5510'		
MISSED APCH: Climb to 8000'. Maintain rwy track. At D7.3 JNI/JSV turn RIGHT (MAX 240 KT) onto 130 [^] . Crossing HGV R-027 turn RIGHT onto 180 [^] and intercept HGV R-030 inbound for radar vectoring onto ILS RWY 03R. 2						MSA JSV VOR
Alt Set: hPa	Rwy Elev: 186 hPa	Trans level: By ATC	Trans alt: 8000'			

2 MISSED APCH WITH LOSS COMM:
 Climb to 8000'. Maintain rwy track. At D7.3 JNI/JSV turn RIGHT (MAX 240 KT) onto 130[^]. Crossing HGV R-027 turn RIGHT onto 180[^] and intercept HGV R-030 inbound at normal Missed Apch speed. Passing D15.0 JSV turn RIGHT onto 300[^] maintaining 8000'. Crossing JSV R-200 turn RIGHT onto 360[^] to intercept ILS LOC RWY 03R. Complete a straight-in ILS approach.

1 MISSED APCH CLIMB GRADIENT MIM 5.8%



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI PAPI PAPI D7.3 JNI/JSV
GS	3.00 [^]	377	484	538	646	861	

JAR-OPS. STRAIGHT-IN LANDING RWY 03R
 CAT II ILS
 Missed apch climb gradient mim 5.8% up to 8000'

ABC RA 97' DA(H) 5610' (100')	D RA 104' DA(H) 5619' (109')
-------------------------------------	------------------------------------

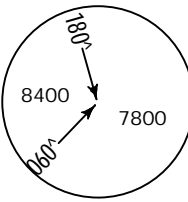
RVR 300m 1

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

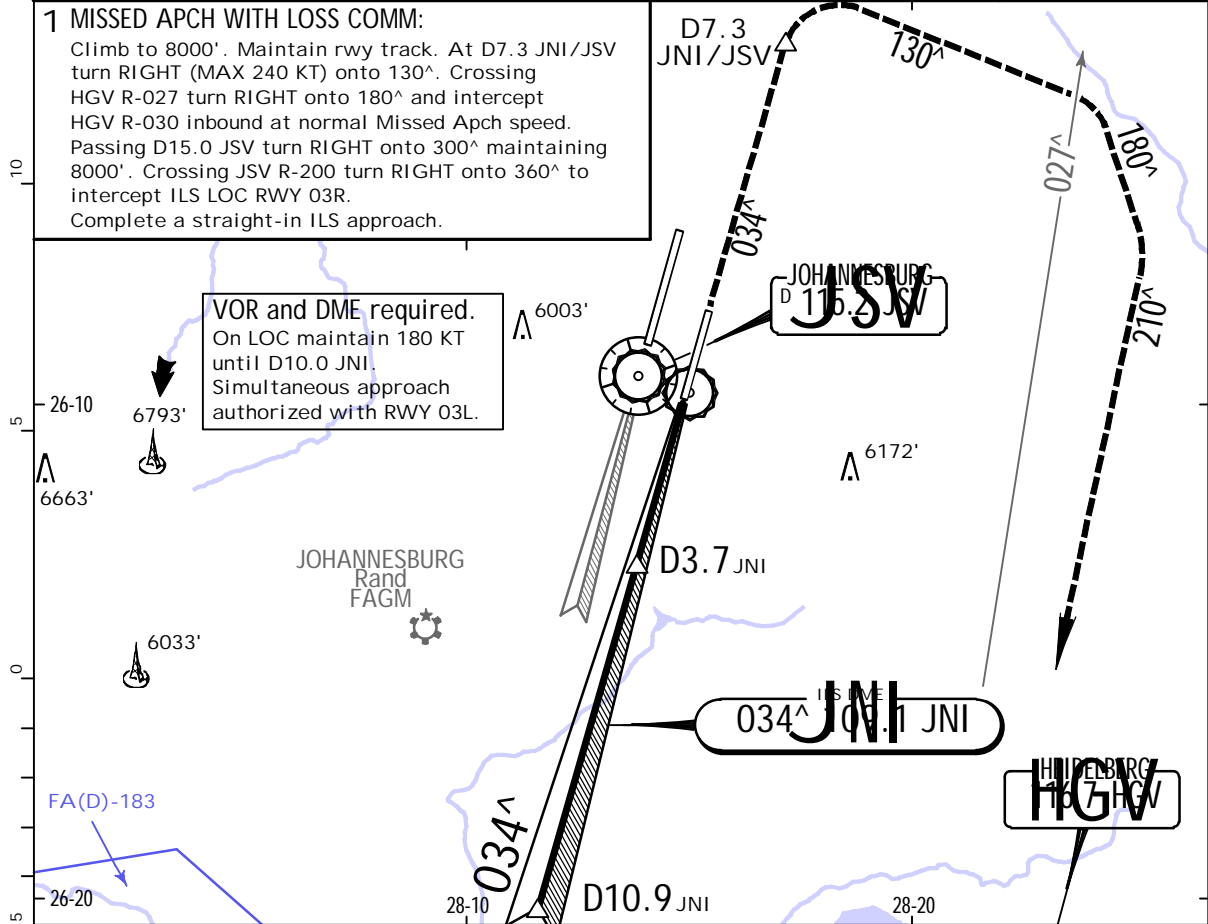
FAOR/JNB OR TAMBO INTL

JEPPESSEN
4 FEB 22 (11-5)

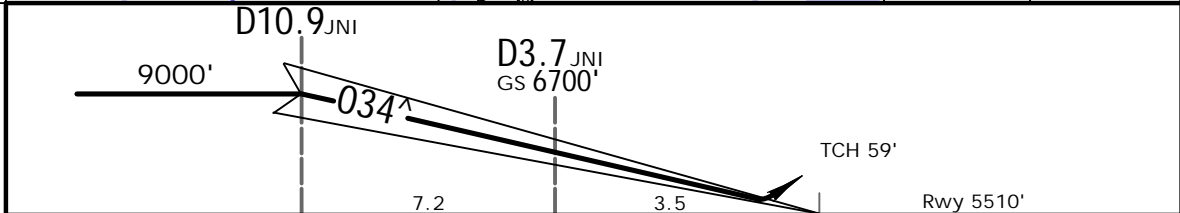
JOHANNESBURG, S AFR REP ILS W Rwy 03R

D-ATIS 126.2	*JOHANNESBURG Radar (APP) West 123.7 South/East 124.5	*JOHANNESBURG Director (APP) 121.4	*O R TAMBO Tower West 118.1 East 118.6	Ground (also Tower outside Twr hr) 121.9
LOC JNI 109.1	Final Apch Crs 034^	GS D3.7 JNB 6700' (1190')	ILS DA(H) Refer to Minimums	Apt Elev 5558' Rwy 5510'
MISSED APCH: Climb to 8000'. Maintain rwy track. At D7.3 JNB/JSV turn RIGHT (MAX 240 KT) onto 130°. Crossing HGV R-027 turn RIGHT onto 180° and intercept HGV R-030 inbound for radar vectoring to ILS RWY 03R. 1				
Alt Set: hPa	Rwy Elev: 186 hPa	Trans level: By ATC	Trans alt: 8000'	MSA JSV VOR

1 MISSED APCH WITH LOSS COMM:
Climb to 8000'. Maintain rwy track. At D7.3 JNB/JSV turn RIGHT (MAX 240 KT) onto 130°. Crossing HGV R-027 turn RIGHT onto 180° and intercept HGV R-030 inbound at normal Missed Apch speed. Passing D15.0 JSV turn RIGHT onto 300° maintaining 8000'. Crossing JSV R-200 turn RIGHT onto 360° to intercept ILS LOC RWY 03R. Complete a straight-in ILS approach.



VOR and DME required.
On LOC maintain 180 KT until D10.0 JNB
Simultaneous approach authorized with RWY 03L.



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI PAPI	D7.3 JNB/JSV
GS	3.00^	377	484	538	646	753		

JAR-OPS.				STRAIGHT-IN LANDING RWY 03R		LOC (GS out)		CIRCLE-TO-LAND					
5.8% up to 8000'				Missed apch climb gradient mim 2.5%				East of rwy 03R/21L		West of rwy 03R/21L			
DA(H) ABC: 5710' (200')		DA(H) A: 6782' (1272') C: 6805' (1295')											
D: 5711' (201')		B: 6795' (1285') D: 6815' (1305')											
FULL		ALS out		FULL		ALS out		Max Kts		MDA(H) VIS		MDA(H) VIS	
A	RVR 550m	RVR 1000m	RVR 800m	RVR 1200m	NOT APPLICABLE		100	6050'(492')	1500m	6070'(512')	1500m		
B							135	6060'(502')	1600m	6070'(512')	1600m		
C							180	6250'(692')	2400m	6410'(852')	2400m		
D	RVR 600m						205	6260'(702')	3600m	6410'(852')	3600m		

FAOR/JNB

O R TAMBO INTL

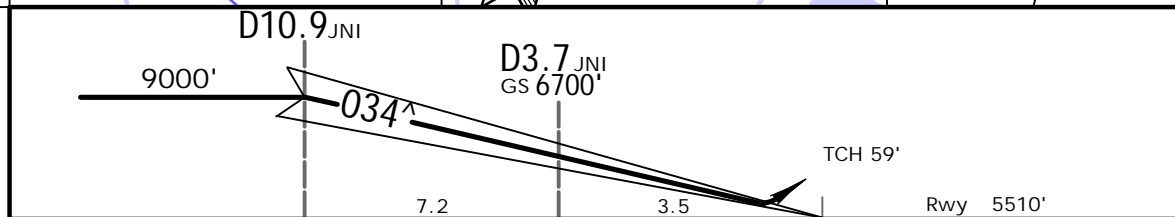
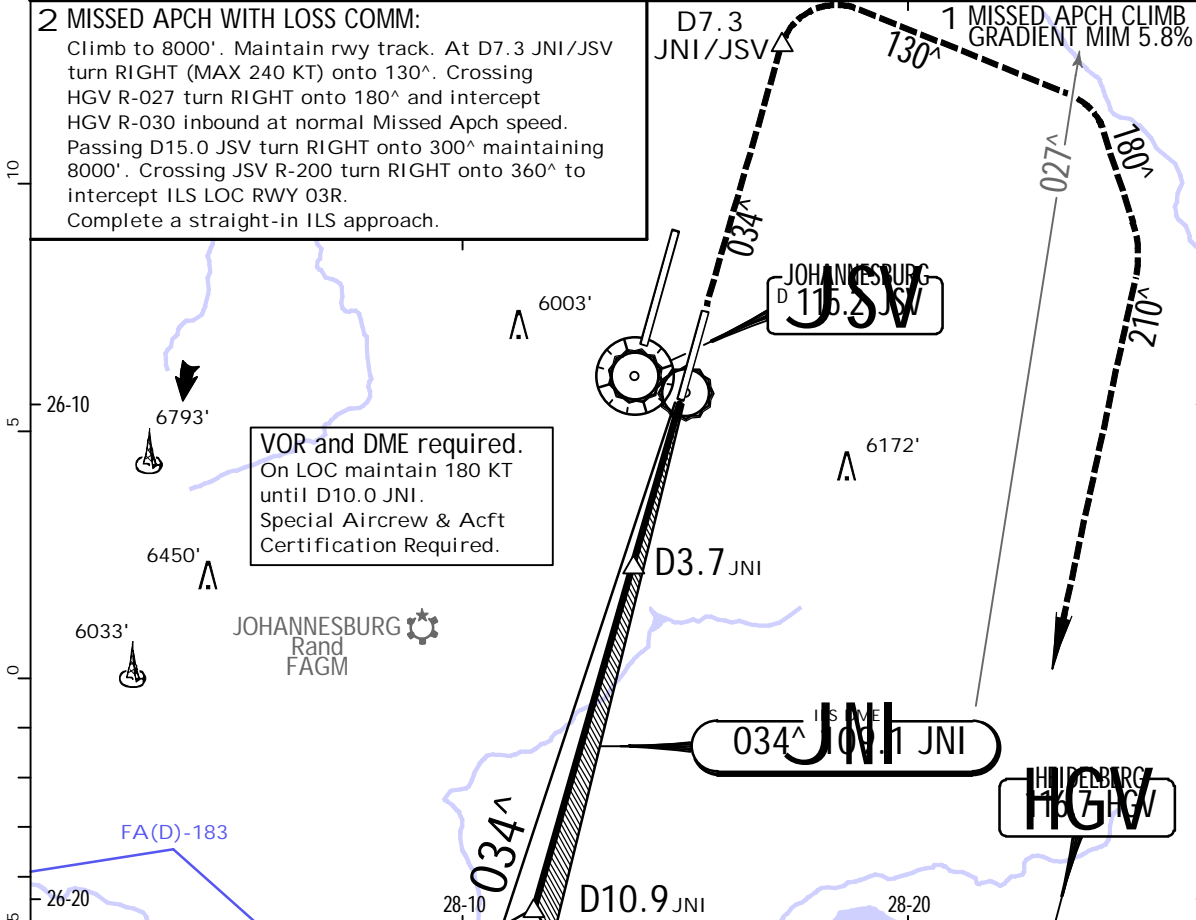
4 FEB 22

11-5A

JEPPesen JOHANNESBURG, S AFR REP

1 CAT II ILS W Rwy 03R

D-ATIS 126.2	*JOHANNESBURG Radar (APP) West 123.7 South/East 124.5	*JOHANNESBURG Director (APP) 121.4	*O R TAMBO Tower West 118.1 East 118.6	Ground (also Tower outside Twr hr) 121.9
LOC JNI 109.1	Final Apch Crs 034 [^]	GS D3.7 JNI 6700' (1190')	CAT II ILS RA/DA(H) Refer to Minimums	Apt Elev 5558' Rwy 5510'
MISSED APCH: Climb to 8000'. Maintain rwy track. At D7.3 JNI/JSV turn RIGHT (MAX 240 KT) onto 130 [^] . Crossing HGV R-027 turn RIGHT onto 180 [^] and intercept HGV R-030 inbound for radar vectoring to ILS RWY 03R. 2				MSA JSV VOR
Alt Set: hPa	Rwy Elev: 186 hPa	Trans level: By ATC	Trans alt: 8000'	



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI D7.3 JNI/JSV
GS	3.00 [^]	377	484	538	646	753	

.JAR-OPS.		STRAIGHT-IN LANDING RWY 03R	
CAT II ILS		Missed apch climb gradient mim 5.8% up to 8000'	
ABC RA 97'	DA(H) 5610' (100')	D RA 104'	DA(H) 5619' (109')

RVR 300m 1

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

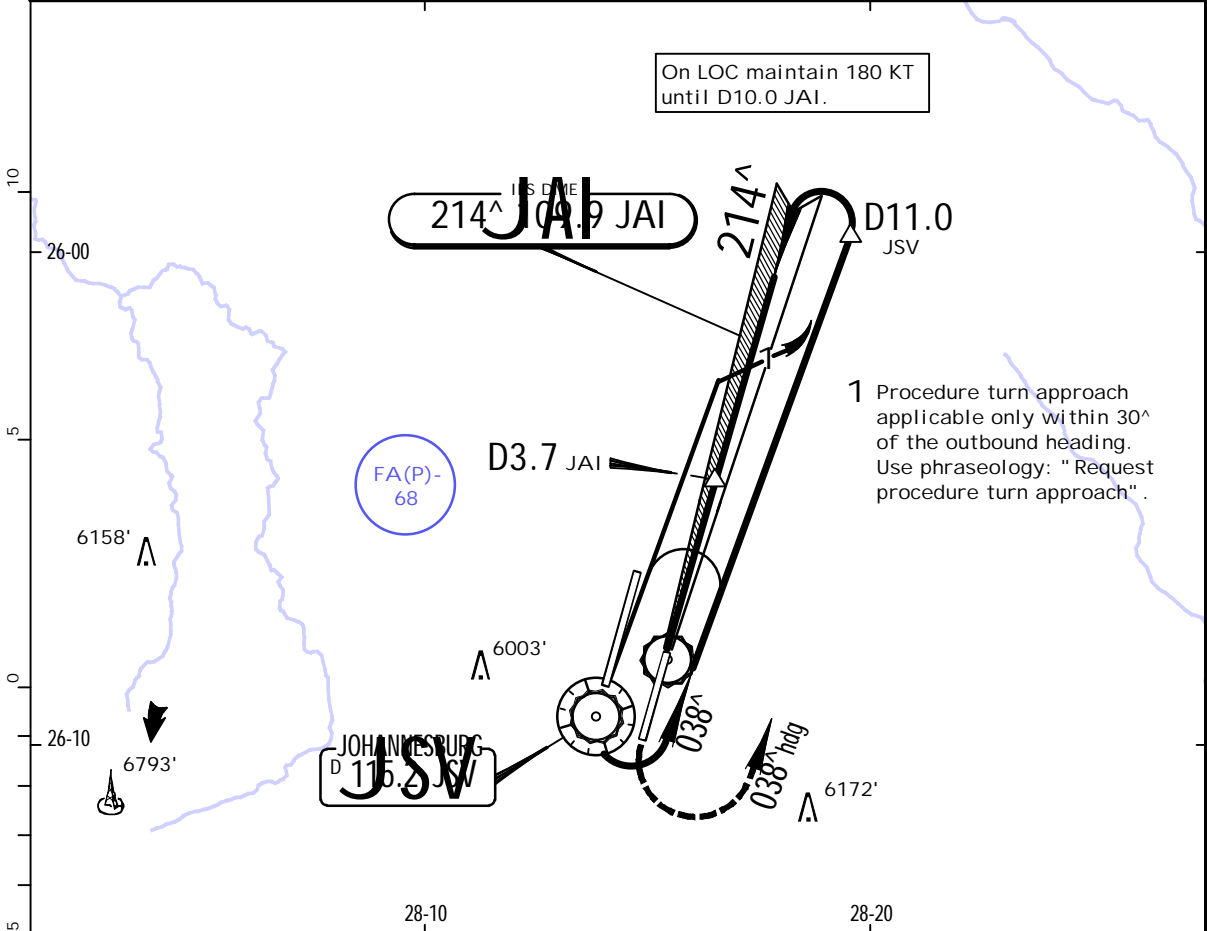
FAOR/JNB

O R TAMBO INTL

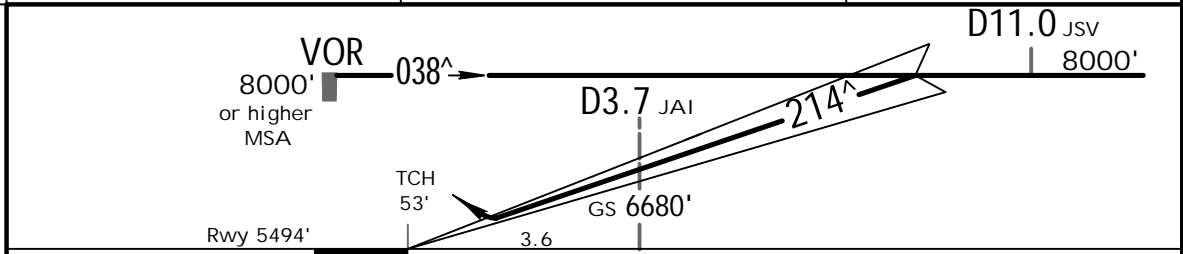
14 AUG 20 **11-6**

JOHANNESBURG, S AFR REP
ILS Z Rwy 21L

D-ATIS 126.2	*JOHANNESBURG Radar (APP) West 123.7 South/East 124.5	*JOHANNESBURG Director (APP) 121.4	*O R TAMBO Tower West 118.1 East 118.6	Ground (also Tower outside Twr hr) 121.9
LOC JAI 109.9	Final Apch Crs 214 [^]	GS D3.7 JAI 6680' (1186')	ILS DA(H) 5694' (200')	Apt Elev 5558' Rwy 5494'
MISSED APCH: Climb to 8000'. Maintain rwy track. When passing 7000' turn LEFT onto 038 [^] heading. Passing D11.0 JSV turn LEFT direct to VOR.				
Alt Set: hPa Rwy Elev: 186 hPa		Trans level: By ATC Trans alt: 8000'		



1 Procedure turn approach applicable only within 30[^] of the outbound heading. Use phraseology: "Request procedure turn approach".



Gnd speed-Kts	70	90	100	120	140	160		7000'
GS	3.00 [^]	377	484	538	646	753		

PANS OPS	JAR-OPS. STRAIGHT-IN LANDING RWY 21L		CIRCLE-TO-LAND					
	ILS		LOC (GS out)		East of rwy 03R/21L		West of rwy 03R/21L	
	DA(H) 5694' (200')				Max Kts. MDA(H) VIS		MDA(H) VIS	
	FULL ALS out							
A				100	6050' (492')	1500m	6070' (512')	1500m
B	RVR 550m	RVR 1000m	NOT APPLICABLE	135	6060' (502')	1600m	6070' (512')	1600m
C				180	6250' (692')	2400m	6410' (852')	2400m
D				205	6260' (702')	3600m	6410' (852')	3600m

FAOR/JNB

O R TAMBO INTL

14 AUG 20

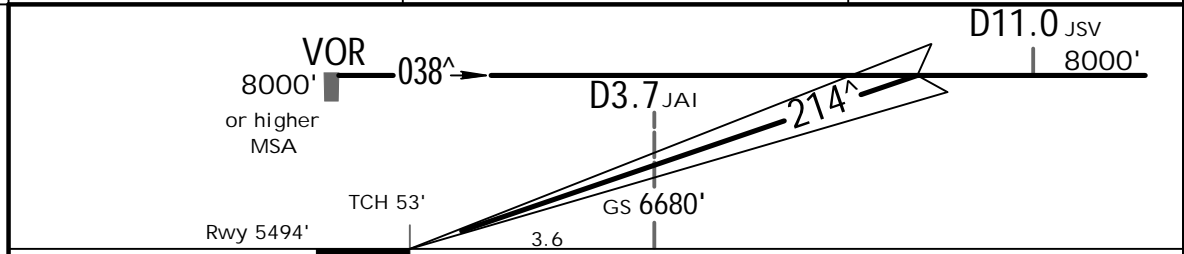
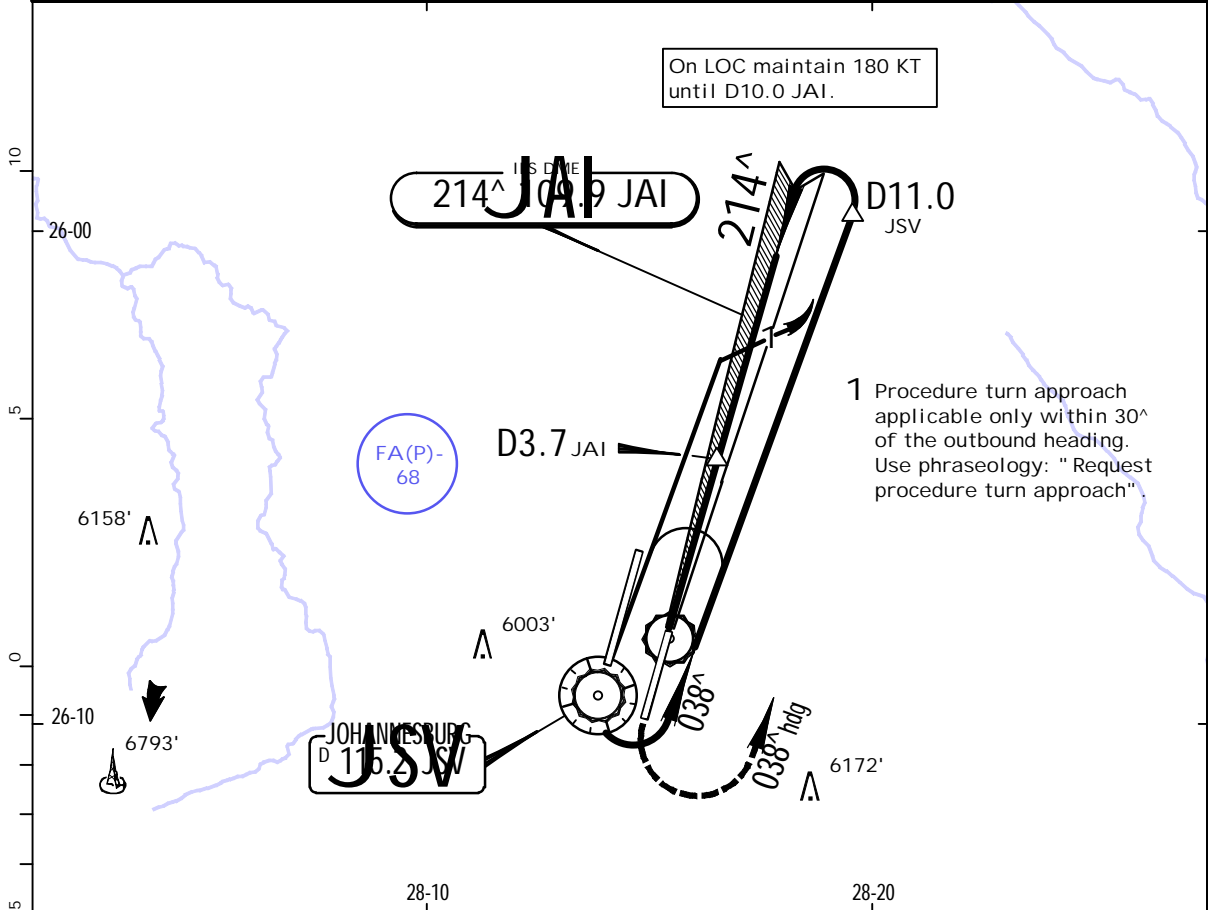
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JEPPESEN

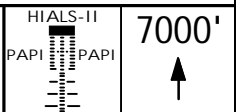
JOHANNESBURG, S AFR REP

CAT II ILS Z Rwy 21L

D-ATIS 126.2	*JOHANNESBURG Radar (APP) West 123.7 South/East 124.5	*JOHANNESBURG Director (APP) 121.4	*O R TAMBO Tower West 118.1 East 118.6	Ground (also Tower outside Twr hr) 121.9
LOC JAI 109.9	Final Apch Crs 214 [^]	GS D3.7 JAI 6680' (1186')	CAT II ILS RA 102' DA(H) 5594' (100')	Apt Elev 5558' Rwy 5494'
MISSED APCH: Climb to 8000'. Maintain rwy track. When passing 7000' turn LEFT onto 038 [^] heading. Passing D11.0 JSV turn LEFT direct to VOR.				
Alt Set: hPa	Rwy Elev: 186 hPa	Trans level: By ATC	Trans alt: 8000'	
1. VOR and DME required.				2. Special Aircrew & Acft Certification Required.



Gnd speed-Kts	70	90	100	120	140	160
GS	3.00 [^]	377	484	538	646	753



.JAR-OPS. STRAIGHT-IN LANDING RWY 21L
CAT II ILS
RA 102'
DA(H) 5594' (100')

RVR 300m 1

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

FAOR/JNB

O R TAMBO INTL

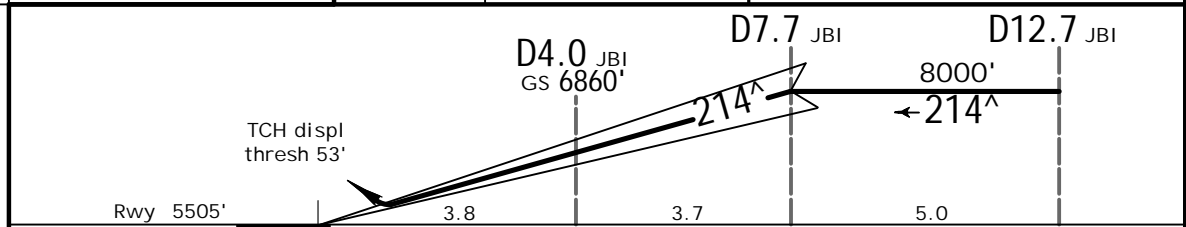
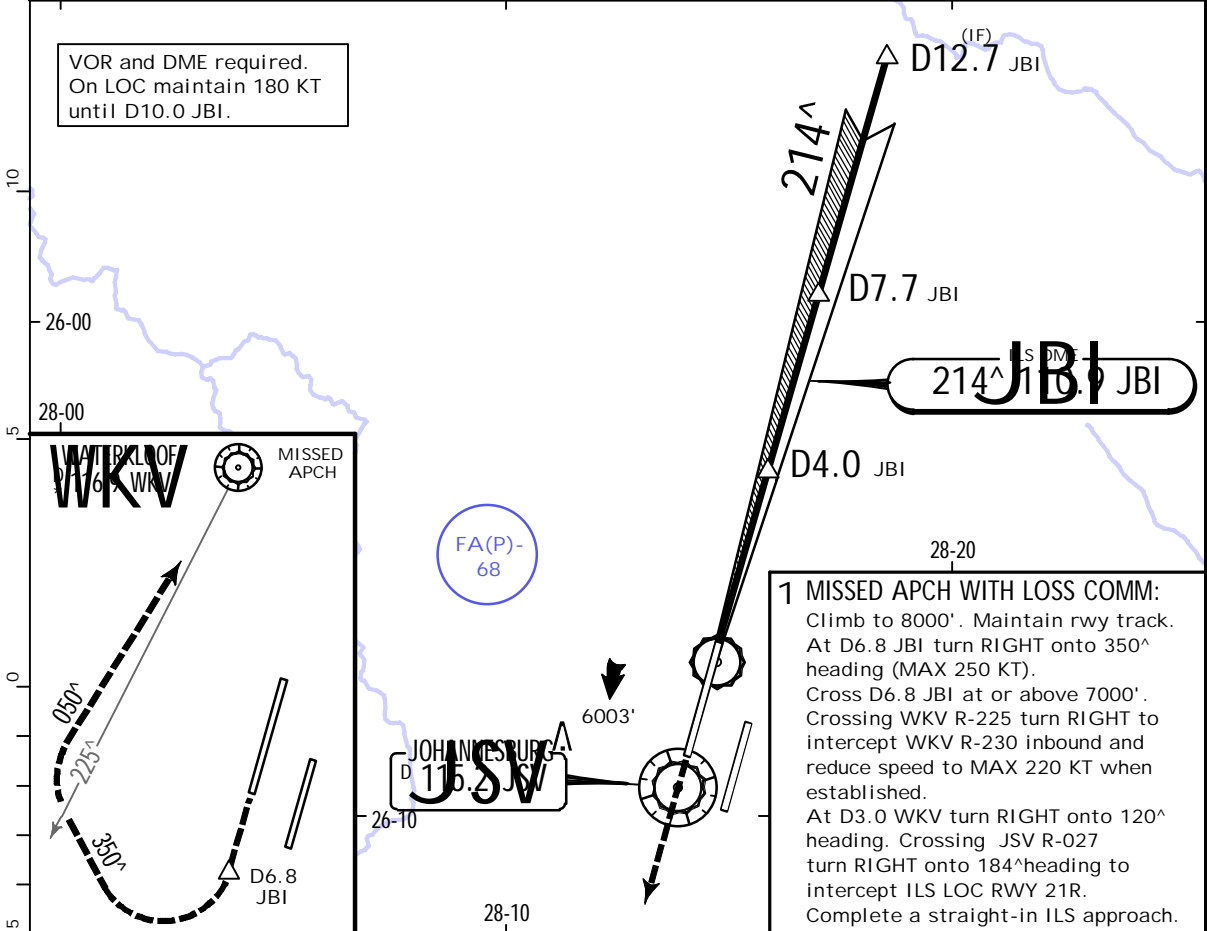


JOHANNESBURG, S AFR REP

ILS Rwy 21R

17 JUN 22 (11-7)

D-ATIS 126.2	*JOHANNESBURG Radar (APP) West 123.7 South/East 124.5	*JOHANNESBURG Director (APP) 121.4	*O R TAMBO Tower West 118.1 East 118.6	Ground (also Tower outside Twr hr) 121.9
LOC JBI 110.9	Final Apch Crs 214 [^]	GS D4.0 JBI 6860' (1355')	ILS DA(H) Refer to Minimums	Apt Elev 5558' Rwy 5505'
MISSED APCH: Climb to 8000'. Maintain rwy track. At D6.8 JBI turn RIGHT onto 350 [^] heading. Cross D6.8 JBI at or above 7000'. Crossing WKV R-225 turn RIGHT to intercept WKV R-230 inbound for radar vectoring to ILS RWY 21R. MAX 250 KT. 1				<p>MSA JSV VOR</p>
Alt Set: hPa	Rwy Elev: 186 hPa	Trans level: By ATC	Trans alt: 8000'	



Gnd speed-Kts	70	90	100	120	140	160	HI ALS-II PAPI PAPI 250 KT MAX MIM 7000' D6.8 JBI
GS	3.00 [^]	372	478	531	637	743	

JAR-OPS. STRAIGHT-IN LANDING RWY 21R Missed apch climb gradient mim 3.7% up to 7000' (DA(H)) ILS 2.5% DA(H) A: 6084' (579') C: 6104' (599') B: 6091' (586') D: 6111' (606') FULL ALS out FULL ALS out				LOC (GS out)		CIRCLE-TO-LAND East of rwy 03L/21R West of rwy 03L/21R Max Kts MDA(H) VIS MDA(H) VIS				
A						100	6050'(492')	1500m	6070'(512')	1500m
B	RVR 550m	RVR 1000m	RVR 800m	RVR 1200m	NOT APPLI-CABLE	135	6060'(502')	1600m	6070'(512')	1600m
C						180	6250'(692')	2400m	6410'(852')	2400m
D						205	6260'(702')	3600m	6410'(852')	3600m

FAOR/JNB

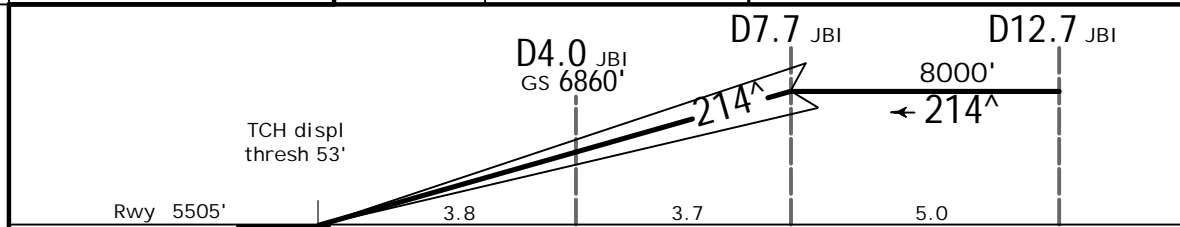
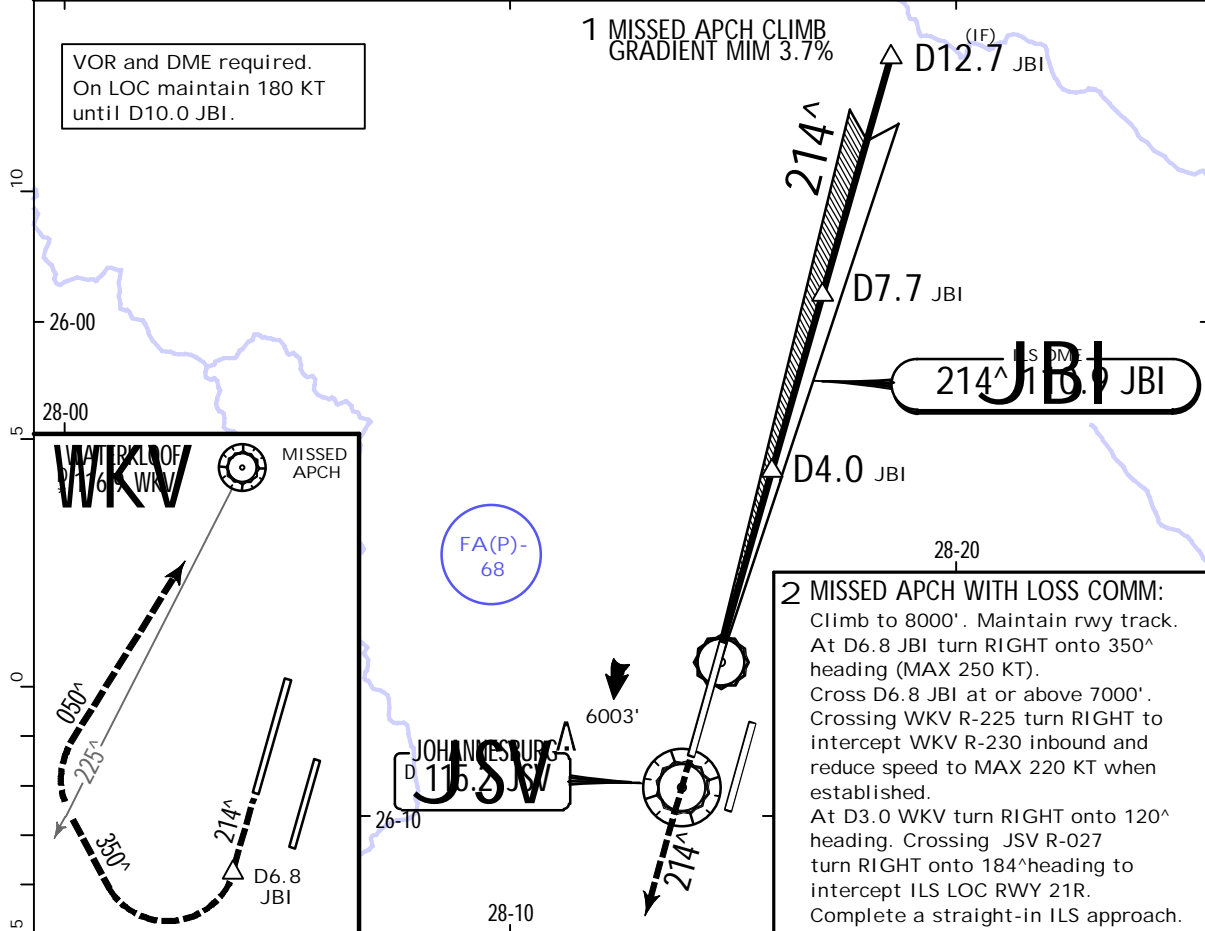
O R TAMBO INTL

17 JUN 22 (11-7A)

JEPPESSEN JOHANNESBURG, S AFR REP

1 CAT II ILS Rwy 21R

D-ATIS 126.2	*JOHANNESBURG Radar (APP) West 123.7 South/East 124.5	*JOHANNESBURG Director (APP) 121.4	*O R TAMBO Tower West 118.1 East 118.6	Ground (also Tower outside Twr hr) 121.9
LOC JBI 110.9	Final Apch Crs 214 [^]	GS D4.0 JBI 6860' (1355')	CAT II ILS RA 97' DA(H) 5605' (100')	Apt Elev 5558' Rwy 5505'
MISSED APCH: Climb to 8000'. Maintain rwy track. At D6.8 JBI turn RIGHT onto 350 [^] heading. Cross D6.8 JBI at or above 7000'. Crossing WKV R-225 turn RIGHT to intercept WKV R-230 inbound for radar vectoring to ILS RWY 21R. MAX 250 KT. 2				<p>MSA JSV VOR</p>
Alt Set: hPa	Rwy Elev: 186 hPa	Trans level: By ATC	Trans alt: 8000'	



Gnd speed-Kts	70	90	100	120	140	160		250 KT MAX	MIM 7000'	D6.8 JBI
GS	3.00 [^]	372	478	531	637	743				

JAR-OPS. STRAIGHT-IN LANDING RWY 21R
 CAT II ILS
 Missed apch climb gradient mim 3.7% up to 7000'
 RA 97'
 DA(H) 5605' (100')

PANS OPS
 RVR 300m 1

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

FAOR/JNB

O R TAMBO INTL

23 APR 21

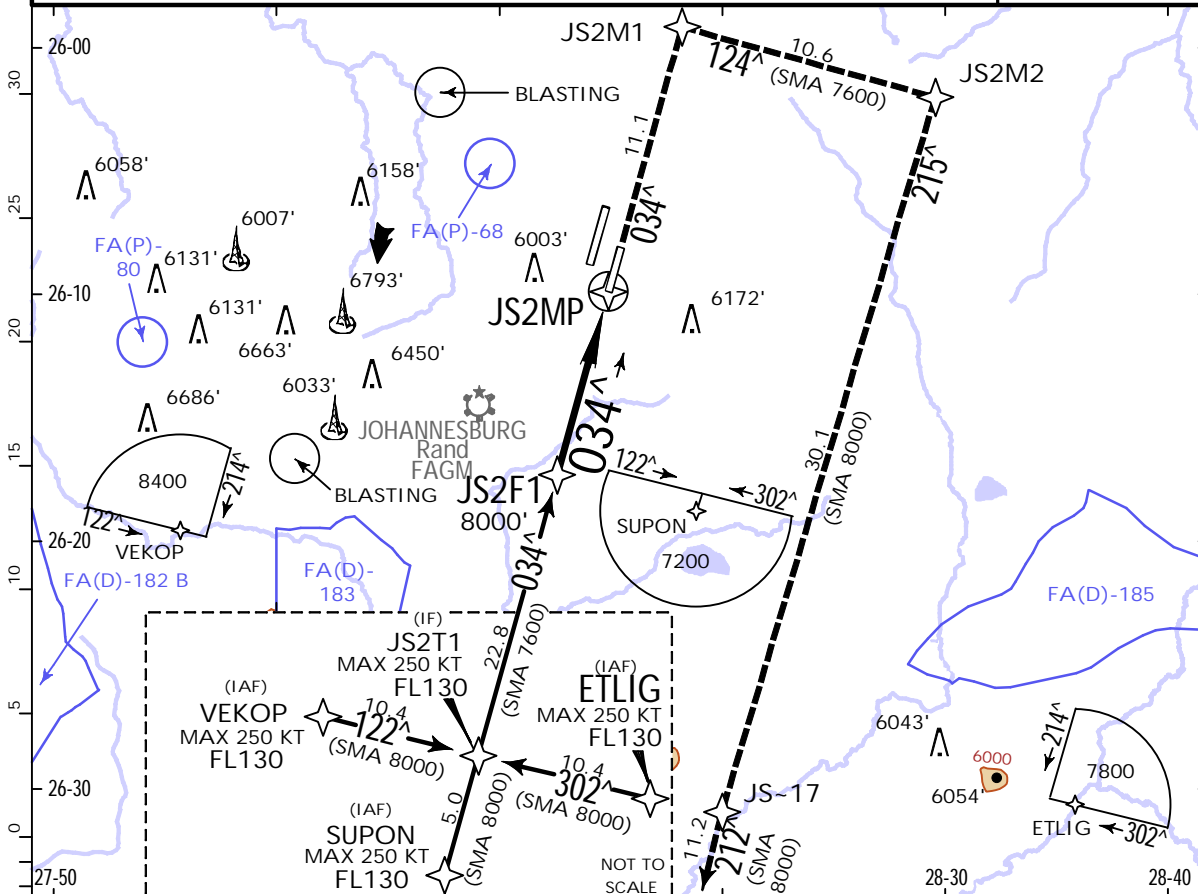
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JEPPESSEN

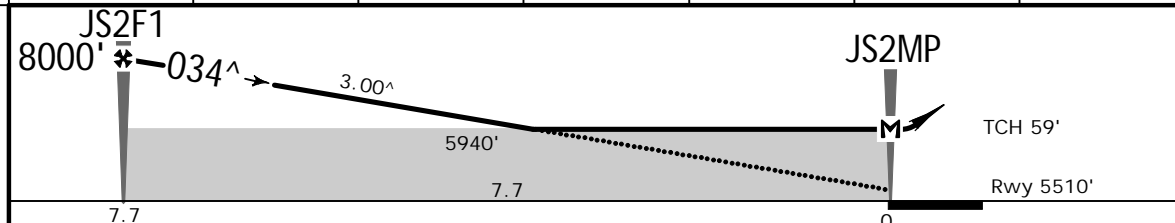
JOHANNESBURG, S AFR REP

RNAV (GNSS) Rwy 03R

D-ATIS 126.2	*JOHANNESBURG Radar (APP) West 123.7 South/East 124.5	*JOHANNESBURG Director (APP) 121.4	*O R TAMBO Tower West 118.1 East 118.6	Ground (also Tower outside Twr hr) 121.9
RNAV	Final Apch Crs 034[^]	JS2F1 8000' (2490')	LNAV MDA(H) Refer to Minimums	Apt Elev 5558' Rwy 5510'
MISSED APCH: Climb to FL 130. Climb to JS2M1, then to JS2M2 turning RIGHT to JS-17 and return to ETLIG, or as directed. MAX 240 KT.				TAA 25 NM IAF
Alt Set: hPa	Rwy Elev: 186 hPa	Trans level: By ATC	Trans alt: 8000'	



DIST to JS2MP	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	7470'	7160'	6840'	6520'	6200'	5880'



Gnd speed-Kts	70	90	100	120	140	160		240 KT MAX	JS2M1 ↑
Descent Angle 3.00 [^]	372	478	531	637	743	849			
MAP at JS2MP									

JAR-OPS. STRAIGHT-IN LANDING RWY 03R				CIRCLE-TO-LAND			
LNAV		LNAV		East of rwy 03R/21L		West of rwy 03R/21L	
Missed apch climb gradient mim 3.8%		Missed apch climb gradient mim 2.5%		MDA(H) 5940' (430')		MDA(H) 6510' (1000')	
ALS out		ALS out		Max Kts		MDA(H) VIS	
A	RVR 900m	RVR 1200m	RVR 1500m	100	6050'(492')	1	1500m
B	RVR 1000m	RVR 1400m	RVR 2000m	135	6060'(502')	1	1600m
C	RVR 1400m	RVR 1800m	RVR 2000m	180	6250'(692')	1	2400m
D	RVR 2000m	RVR 1800m	RVR 2000m	205	6260'(702')	1	3600m

1 After approach with missed apch climb grad mim 2.5%: MDA(H) 6510' (952').

FAOR/JNB

O R TAMBO INTL

23 APR 21

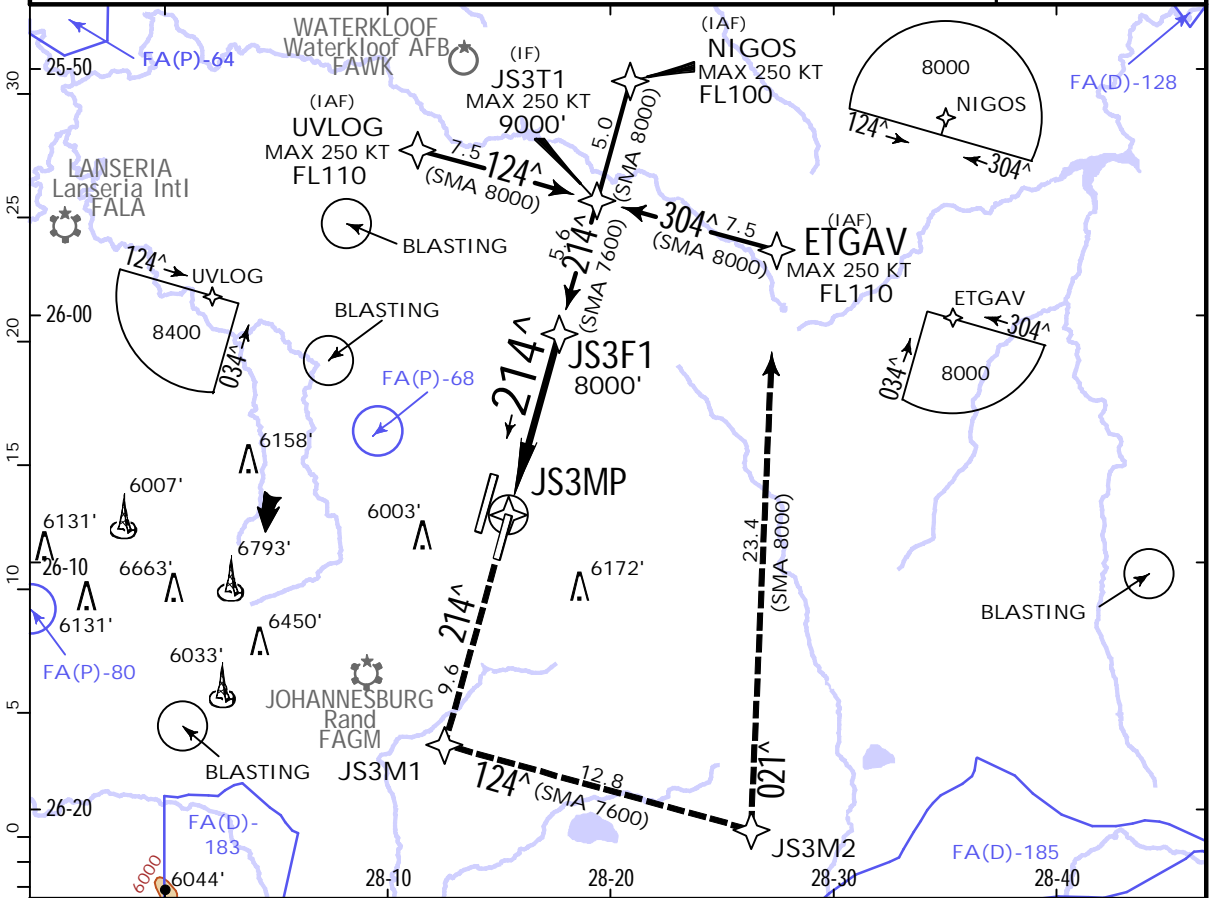
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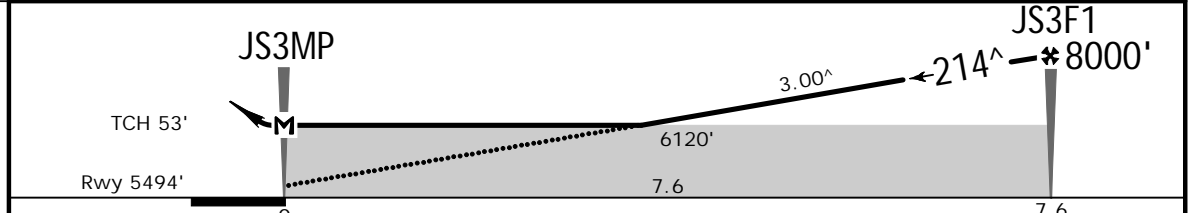
JOHANNESBURG, S AFR REP

RNAV (GNSS) Rwy 21L

D-ATIS	*JOHANNESBURG Radar (APP) West: 123.7 South/East: 124.5		*JOHANNESBURG Director (APP) 121.4		*O R TAMBO Tower West: 118.1 East: 118.6		Ground (also Tower outside Twr hr) 121.9
RNAV	Final Apch Crs 214[^]	JS3F1 8000' (2506')	RNAV MDA(H) Refer to Minimums	Apt Elev 5558'	Rwy 5494'	TAA 25 NM IAF	
MISSED APCH: Climb to 8000' to JS3M1, then continue via JS3M2 to ETGAV, or as directed. MAX 240 KT.							
Alt Set: hPa		Rwy Elev: 186 hPa		Trans level: By ATC		Trans alt: 8000'	



DIST to JS3MP	2.0	3.0	4.0	5.0	6.0
ALTITUDE	6200'	6520'	6840'	7160'	7490'



Gnd speed-Kts	70	90	100	120	140	160	 240 KT MAX JS3M1 ↑
Descent Angle	3.00 [^]	372	478	531	637	849	
MAP at JS3MP							

JAR-OPS. STRAIGHT-IN LANDING RWY 21L Missed apch climb gradient mim 3.5% MDA(H) 6120' (626') ALS out				Missed apch climb gradient mim 2.5% MDA(H) 6530' (1036') ALS out				CIRCLE-TO-LAND East of rwy 03R/21L West of rwy 03R/21L			
A	RVR1000m	RVR1500m	RVR1200m	RVR1500m	Max Kts	MDA(H)	VIS	MDA(H)	VIS		
B	RVR1200m		RVR1400m		100	6120' (562')	1	1500m	6120' (562')	1	1500m
C	RVR1200m	RVR2000m	RVR1400m	RVR2000m	135	6120' (562')	1	1600m	6120' (562')	1	1600m
D	RVR1600m		RVR1800m		180	6250' (692')	1	2400m	6410' (852')	1	2400m
					205	6260' (702')	1	3600m	6410' (852')	1	3600m

1 After approach with missed apch climb grad mim 2.5%: MDA(H) 6530' (972').
 CHANGES: Descent angle. | JEPPESEN, 2011, 2021. ALL RIGHTS RESERVED.

FAOR/JNB

O R TAMBO INTL

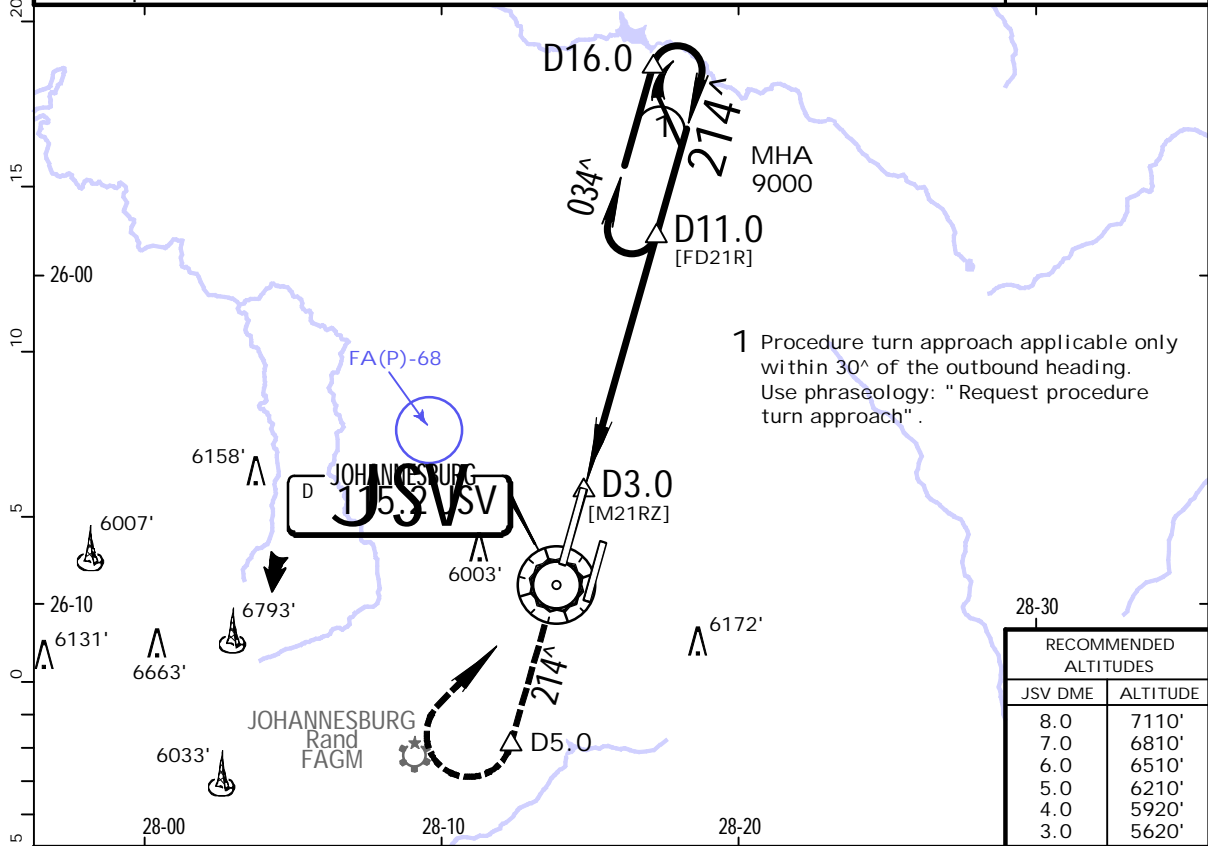


JOHANNESBURG, S AFR REP

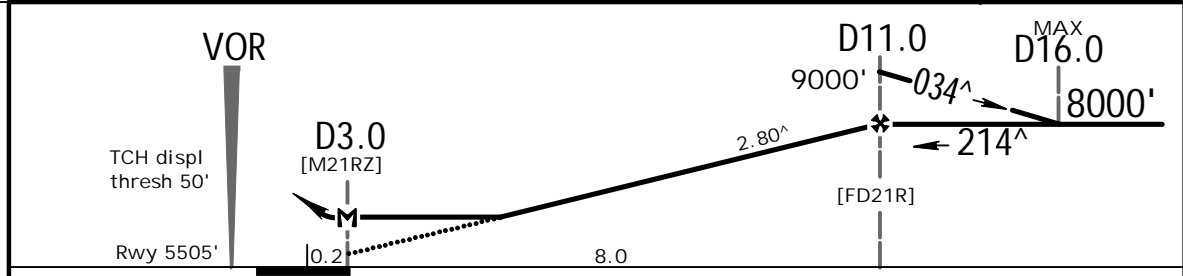
VOR Z Rwy 21R

4 FEB 22 (13-1)

D-ATIS 126.2	*JOHANNESBURG Radar (APP) West 123.7 South/East 124.5	*JOHANNESBURG Director (APP) 121.4	*O R TAMBO Tower West 118.1 East 118.6	Ground (also Tower outside Twr hr) 121.9
VOR JSV 115.2	Final Apch Crs 214 [^]	Minimum Alt D11.0 8000' (2495')	MDA(H) 6120' (615')	Apt Elev 5558' Rwy 5505'
MISSED APCH: Climb on R-214 to 7500' or D5.0, whichever is later, then turn RIGHT to VOR climbing to FL 90. Intercept R-034 to D11.0 and hold, or as directed.				<p>MSA JSV VOR</p>
Alt Set: hPa	Rwy Elev: 186 hPa	Trans level: By ATC	Trans alt: 8000'	



RECOMMENDED ALTITUDES	
JSV DME	ALTITUDE
8.0	7110'
7.0	6810'
6.0	6510'
5.0	6210'
4.0	5920'
3.0	5620'



Gnd speed-Kts	70	90	100	120	140	160		JSV 115.2 R-214	7500' ↑ D5.0 whichever later
Descent Angle	2.80 [^]	347	446	495	594	792			
MAP at D3.0									

JAR-OPS. STRAIGHT-IN LANDING RWY 21R		CIRCLE-TO-LAND				
MDA(H) 6120' (615')		East of rwy 03L/21R		West of rwy 03L/21R		
ALS out		Max Kts	MDA(H)	VIS	MDA(H)	VIS
A	RVR 1000m	100	6050' (492')	1500m	6070' (512')	1500m
B	RVR 1200m	135	6060' (502')	1600m	6070' (512')	1600m
C	RVR 1600m	180	6250' (692')	2400m	6410' (852')	2400m
D	RVR 1600m	205	6260' (702')	3600m	6410' (852')	3600m

CHANGES: None.

FAOR/JNB

O R TAMBO INTL

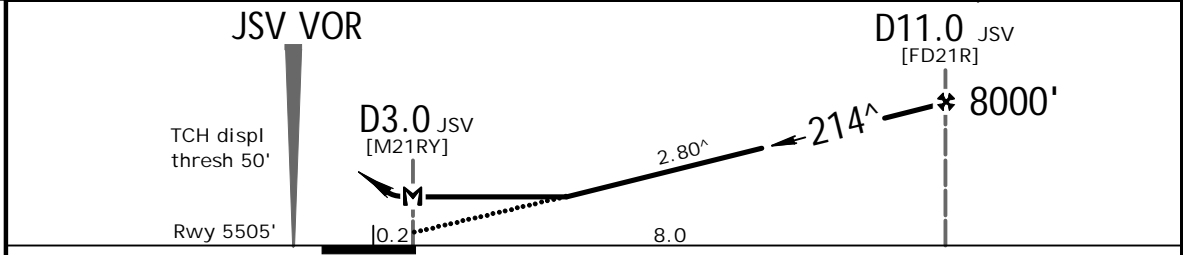
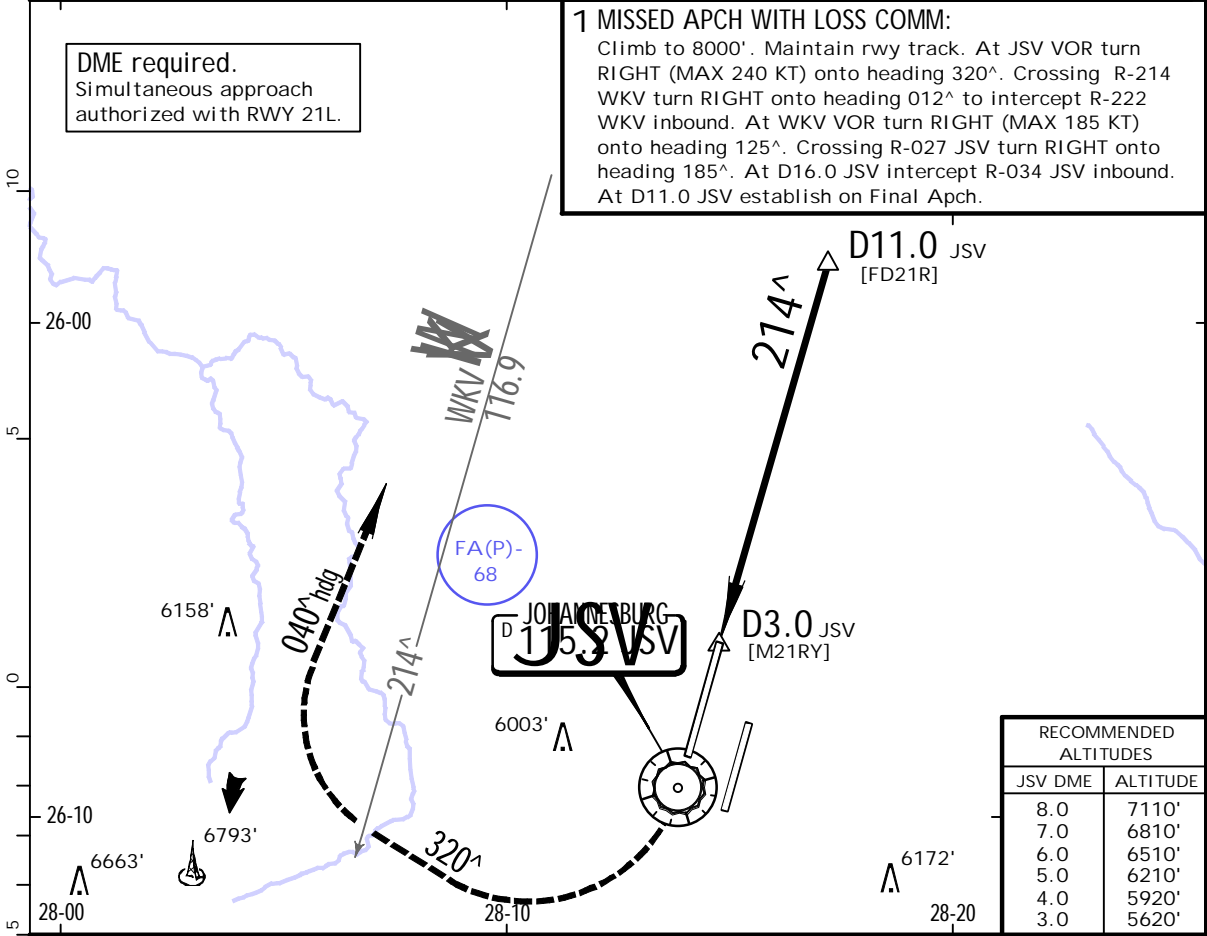


JOHANNESBURG, S AFR REP

VOR Y Rwy 21R

4 FEB 22 (13-2)

D-ATIS 126.2	*JOHANNESBURG Radar (APP) West 123.7 South/East 124.5	*JOHANNESBURG Director (APP) 121.4	*O R TAMBO Tower West 118.1 East 118.6	Ground (also Tower outside Twr hr) 121.9
VOR JSV 115.2	Final Apch Crs 214 [^]	Minimum Alt D11.0 JSV 8000' (2495')	MDA(H) Refer to Minimums	Apt Elev 5558' Rwy 5505'
MISSED APCH: Climb to 8000'. Maintain rwy track. At JSV VOR turn RIGHT (MAX 240 KT) onto heading 320 [^] . Crossing R-214 WKV turn RIGHT onto heading 040 [^] for radar vectoring onto RWY 21R. 1				
Alt Set: hPa Rwy Elev: 186 hPa Trans level: By ATC Trans alt: 8000' MSA JSV VOR				



Gnd speed-Kts	70	90	100	120	140	160		JSV 115.2 ↑
Descent Angle 2.80 [^]	347	446	495	594	693	792		
MAP at D3.0 JSV								

JAR-OPS. STRAIGHT-IN LANDING RWY 21R				CIRCLE-TO-LAND				
Missed apch climb gradient mim 5.1% up to 8000'		Missed apch climb gradient mim 2.5%		East of rwy 03L/21R		West of rwy 03L/21R		
MDA(H) 5980' (475')		MDA(H) 7030' (1525')						
ALS out		ALS out		Max Kts	MDA(H)	VIS	MDA(H)	VIS
A	RVR 1000m	RVR 1500m	RVR 1200m	100	6050' (492')	1500m	6070' (512')	1500m
B	RVR 1200m	RVR 1500m	RVR 1400m	135	6060' (502')	1600m	6070' (512')	1600m
C	RVR 1200m	RVR 2000m	RVR 1800m	180	6250' (692')	2400m	6410' (852')	2400m
D	RVR 1600m	RVR 2000m	RVR 1800m	205	6260' (702')	3600m	6410' (852')	3600m

CHANGES: Note withdrawn.

Chart changes since cycle 06-2023

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

ACT PROCEDURE IDENT

INDEX

REV DATE

EFF DATE

JOHANNESBURG, (O.R. TAMBO INTL - FAOR)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport FAOR

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: 20230906

(10-9/10-9A) Twys B and J (West of RWY 03L) closed between RWY 03L and CAT II holding points. Int TORA RWY 03L available as follows: Twy J int 13,802' (4207m), Twy I int 11,831' (3606m), Twy L int 11,503' (3506m), Twy E int 9206' (2806m), Twy H int 6755' (2059m), Twy N int 4042' (1232m). (13-2) VOR Y RWY 21R suspended (based on SUP 109-22, eff 23 MAR 23 based on SUP 019-23).