INSTRUMENT AFRODROMF FLEV 151' CAPE TOWN INTI RADAR APP: 119 70 **APPROACH** HEIGHTS RELATED TO RNAV (RNP) Z RWY 34 TWR: 118 10 THR RWY 34 - FLEV 151' CHART - ICAO ATIS: 127 00 CAT C - D FLEV ALT & HGT IN FEET TMA B Cane Tow RNP 0.3 GNSS REQUIRED FL085 4500FT ALT DIST IN NM BRG ARE MAG 4000 FT ALT VAR 25°W (2018) 9000 Only specifically certified pilots and aircraft are allowed to fly this annroach 6100 2 Hold MAX 230KT IAS 33°40'S 9000 # MSA 25NM SPEED RESTRICTIONS FACT ARP 1 DO NOT EXCEED 210KT IAS UNTIL CT614 2 DO NOT EXCEED 230KT IAS UNTIL CT618 (IAF) TMAA Cape Town OKLEM FL085 4500 RIV MAX 250KT IAS 6100 135: RNP 1.0 -> 0.3 RNP 0 3 1MIN QUBQ FL 140 CT524 TMA D Cape Town
FL085
7500FT ALT CT618 6100 31.10 MAX 230KT IAS (285.9°T) (197.9°T) 33°50'S 3003 CT616 CT614 MAX 210KT IAS CT612 4500FT ALT TMA B Cape Tow FL085 4500FT ALT (MAPT) **RW34** (IF) MAX 210KT IAS CT606 Legend 3400 MAX 185KT IAS (375.2°7) CT602 CAPE TOWN (FAP FACT ARP 1150 34°0'S CT604 33°58'16.93"S SCALE: 1:450 000 018°36'15.45"E 10 12 km 6 3000 1000 ผ่งเพ 18°20'F 18°30'E 18°40'F 18°50'F DIST (NM) to THR 34 DIST (NM) to Next WPT FAP 6 5 CT602 RW34 ADVISORY ALT (HGT) **3000** (2849) **2430** (2279) **2110** (1959) **1800** (1649) **1480** (1329) **1150** (999) **840** (689) TRANSITION ALT 7500 INA ALT: 6100 or higher MSA TRANSITION LEVEL ATC CT604 MISSED APPROACH: (FAP) CT606 Climb to 6100FT ALT via the RNAV CT602 (IF) (RNP) Missed Approach Track to 1150 3000 RIV. Do not exceed 210KT IAS GP 3.0° (999) (2849)until CT614 and 230KT IAS **RW34** until CT618. (MAPT) RDH 50 data updated **1000** (849 THR ELEV 151 NM to/from THR RWY 34 á MIN TEMP: -1°C GS KΤ 80 100 120 140 160 **500** (349) 5.2% **490** (339) FAP to MAPT M:S 6:36 5:16 4:24 3:46 3:18 Obstacle 4.0% 1750 (1599) 1750 (1599) Rate of descent FPM 424 530 636 742 848 Straight-in **RNP 0.3** NOTE: Approach 3.0% 2840 (2689) 2840 (2689) 1. For A330, speed brake may be required to maintain the 2.5% 3390 (3239) 3390 (3239) HANGE vertical profile 1. Circling approaches between 010°M & 160°M are not Circling authorised for CAT C & D aircraft. 2. Circle to land at the discretion of the pilot in command RNAV-04 EFF: 23 MAY 19

CIVIL AVIATION AUTHORITY

SOUTH AFRICAN