INSTRUMENT AERODROME ELEV 5558' RADAR APP S 124.50 **JOHANNESBURG ATIS** 126.20 **APPROACH** 115.20 E 124.50 (O.R. TAMBO INTERNATIONAL) **HEIGHTS RELATED TO** W 123.70 SMC 121.90 CHART ILS Y RWY 03L THR RWY 03L - ELEV 5558 TWR E 118.60 W 118.10 CAT A - D **ELEV, ALT & HGT IN FEET** VOR and DME REQUIRED WATERKLOOF DIST IN NM (·) 25 ATZ FASK VOR/DME 116.9 **BRG ARE MAG** FAKT 7600' ALT 50'S 80 **CH 116X** VAR 18°W (2010) wkv :::∃ MISSED APCH COM FAILURE PROCEDURE 25°50'00.04"S JMA FAWK 8400 FL195 028°13'13.31"E 7800 7600' ALT Climb to 9000 ALT. Maintain RWY track 4903' to 3.5 DME JSI, then turn left CTR FAW SO (MAX 220KT IAS) onto HDG 300° 7600' ALT Crossing R210 WKV turn left onto HDG 250° to intercept R220 WKV (OUBD). At 35 DME WKV turn left (MAX 220KT MSA 25 NM IAS) onto HDG 120° and descend to 5473 JSV VOR 8300 ALT Crossing R220 JSV turn left onto HDG 3002 26 065° to intercept the ILS LOC RWY 03L 00'S At 13.7 DME JSI descend to 8000 ALT and complete a straight-in ILS APCH. 3.5 DME -TMA FAOR-FL110 7600' ALT JOHANNESBURG-JSI 6500' ALT ILS/DME 110.3 ΓΜΑ (A) FAL JSI ::: 7600' AL 26°08'34.26"S 028°14'03.11"E FAOR 5549' CTR FAOF THR 03L-JSI GP: 0.21NM 7600' ALT 6003 6655 **JOHANNESBURG** 26 10'S 1 DME DVOR/DME 115.2 ATZ FAGN JSI CH 99X 6500' ALT TMA FAOR JSV :::: FL110 26°09'25.63"S 7600' ALT - FABB 028°13'51.70"E FAGM (5570 (FAP) -TMA FAOR-JSV - THR 03L: 0.66NM 7.7 DME FAD 185 FL110 .5873 7600' ALT JSI **•**5860 RADAR FATA 26 NOT TO SCALE 20'S 028°00'E 028°10'E 028°20'E 028°30'E JSI DMF 3 2 1 **ADVISORY ALT (HGT)** 6500 (942) 6190 (632) 5870 (312) INA ALT: from STAR or RADAR TRANSITION ALT 8000 VECTORING onto the FAP TRANSITION LEVEL ATC **FAP** DVOR/DME 7.7 DME JSI MISSED APPROACH: From STAR or 8000 JSV Climb to 8000 ALT. Maintain RWY RADAR (2442) track to 3.5 DME JSI. At 3.5 DME JSI TMA and NOTE **VECTORS** turn left (MAX 220KT IAS) onto HDG 300°. Crossing R210 WKV turn left onto HDG 250° to intercept R220 WKV (OUBD) for radar 6850 vectoring onto the (1292)ILS ŘWY 03L. ILS RDH 54 .034° ∞ŏ CTR THR ELEV 5558 NM to/from THR RWY 03L LANSERIA GS KT 120 OCA (H) Α В C D/Di 80 100 140 160 FAP to THR M:S 4:30 2:48 5:37 3:45 3:13 With 3.5% **5758** (200) **5758** (200) **5758** (200) **5759** (201) CAT I Rate of descent **FPM** 425 531 637 743 849 5658 (100) 5658 (100) 5658 (100) 5662 (104) GS APCH Gradient CAT II Straight-in KT 120 140 160 180 200 CHANGE Approach 6273 (715) 6284 (726) 6296 (738) 6317 (759) MAPT ROC (3.5%) FPM 425 496 709 CAT I 567 638 NOTE: CAT II 6176 (618) 6192 (634) 6206 (648) 6220 (662) 1. 3.5% Missed APCH climb gradient required to cross CTR BDRY 7600 WEST OF RWY 03/21 ALT or above 6070 (512) 6410 (852) DME JSI (110.3 MHZ) co-located with Glide Path transmitter. Circling EAST OF RWY 03/21 Parallel approach authorised with RWY 03R. 6050 (492) 6250 (692) FFF: 18 AUG 16