**INSTRUMENT AERODROME ELEV 2429' MTHATHA APPROACH** (K.D. MATANZIMA) **HEIGHTS RELATED TO** MTHATHA TWR 121.30 CHART **RNAV (GNSS) RWY 32** THR RWY 32 - ELEV 2417 CAT A - D 3694 3951 **ELEV, ALT & HGT IN FEET** DIST IN NM **BRG ARE MAG** VAR 27°W (2018) 2992 6800' 4500' ALT GND **EGPEB** 2866 30'S (IAF) EGPI 8200 **RW32** 2445 (MAPT) UT2F1 2663 3500 (FAF) 4400 **FAUT ARP** 31°32'46.49"S **IMPAP** 028°40'31.14"E 2429 (IF) 6100 3950 TAA 4800' 40'S TAA 6800' TILET 3880 (IAF) Λ 8200 EGPEE SPEED RESTRICTION IMPAF 1. SPEED RESTRICTION AT HOLD MAX TILET 250KT IAS (IAF) 2. SPEED RESTRICTION ON MISSED 8200 APCH MAX 230KT IAS **√**USUNI TAA 5400' 29°00'E 28°40'E 28°50'E DIST (NM) to RW32 6 5 3 2 ADVISORY ALT (HGT) **4400**(1983) 4080(1663) 3760(1343) 3440(1023) USUNI TRANSITION ALT 7500 8200 TRANSITION LEVEL ATC TII FT IMPAP MISSED APPROACH: 8200 Max 230KT IAS. Climb to 4800' ALT onto track (IF) 321°M. At 3500' ALT turn LEFT direct to USUNI 6100 **EGPEB** and enter the hold. Climb in the hold to 6100' ALT UT2F1 8200 and attempt another APCH. (FAF) 4400 Turn Altitude **RW32** 4800(2383) (MAPT) **RDH 50** 3900 (1483) OCA (H) THR ELEV 2417 CHANGE: Missed APCH NM to/from THR RWY 32 19 14 15 17 20 80 100 120 160 GS KT 140 OCA(H) Α В C D **FAF TO MAPT** 4:30 3:36 3:00 2:34 2:15 M:S FAUT **2920** (503) **2920** (503) **2920** (503) **2920** (503) Rate of descent Straight-in Approach QNH FPM 430 537 644 752 859

airspace.

pilot in command.

1. Turns prior to RW32 prohibited.

2. The procedure is conducted partially outside controlled

3. All circling approaches are entirely at the discretion of the

RNAV-02

LNAV

Circling

HGT related to AD ELEV

RVR

1500m

2870 (441) 3130 (701)

1500m

NO CIRCLING SOUTH OF RWY

2000m

3490 (1061)

2000m

31

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