

**AERODROME
HOTSPOT
CHART**

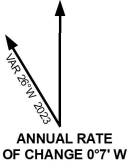
33°58'16.93"S
018°36'15.45"E

**APRON ELEV
143'**

CAPE TOWN APN 122.65
TWR 118.10
ATIS 127.00
SMC 121.90

**CAPE TOWN INTL
FACT**

**ELEV, ALT & HGT IN FEET
DIST IN METERS
BRG ARE MAG**



NOTE: HS7

1. Intersection TWY E / Apron area. Portion of the manoeuvring area which is not directly visible from the Control Tower (due to aircraft parked on the Bravo Apron). ATC clearances based on known traffic. Pilots to exercise extreme caution and must obtain an ATC clearance before entering this area onto the apron.

NOTE: HS1

1. Portion of the manoeuvring area which is not directly visible from the control tower. ATC clearances issued based on known traffic. Pilots are to exercise extreme caution when entering this area.
2. Precision Approach Cat I holding point A2 and Precision Approach Cat II holding point. Pilots to exercise extreme caution and listen out to ATC taxi clearance for correct holding position.

NOTE: HS2, HS3 and HS5

1. Intermediate take off points. Pilots to exercise caution and ensure they have ATC clearance to enter the RWY before proceeding.

NOTE: HS4

1. Portion of the manoeuvring area which is not directly visible from the control tower. ATC clearances issued based on known traffic. Pilots are to exercise extreme caution when entering this area.

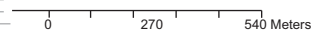
NOTE: HS6

1. Precision Approach Cat I holding point B3 and Precision Approach Cat III holding point. Pilots are to exercise extreme caution and listen out to ATC clearance for correct holding position.

NOTE: HS8

1. Intersection TWY B / TWY Z. Portion of the manoeuvring area which is not directly visible from the Control Tower. Pilots to exercise extreme caution and must obtain an ATC clearance before entering TWY B / TWY Z at the intersection due to Helicopter operations in and out of Executief.

CHANGE: Review (MAC VAR & HOTSPOTS HS7 & HS8)



018°35'30"E 018°36'E 018°36'30"E

EFF: 13 JUL 23

ACSP-ATNS