

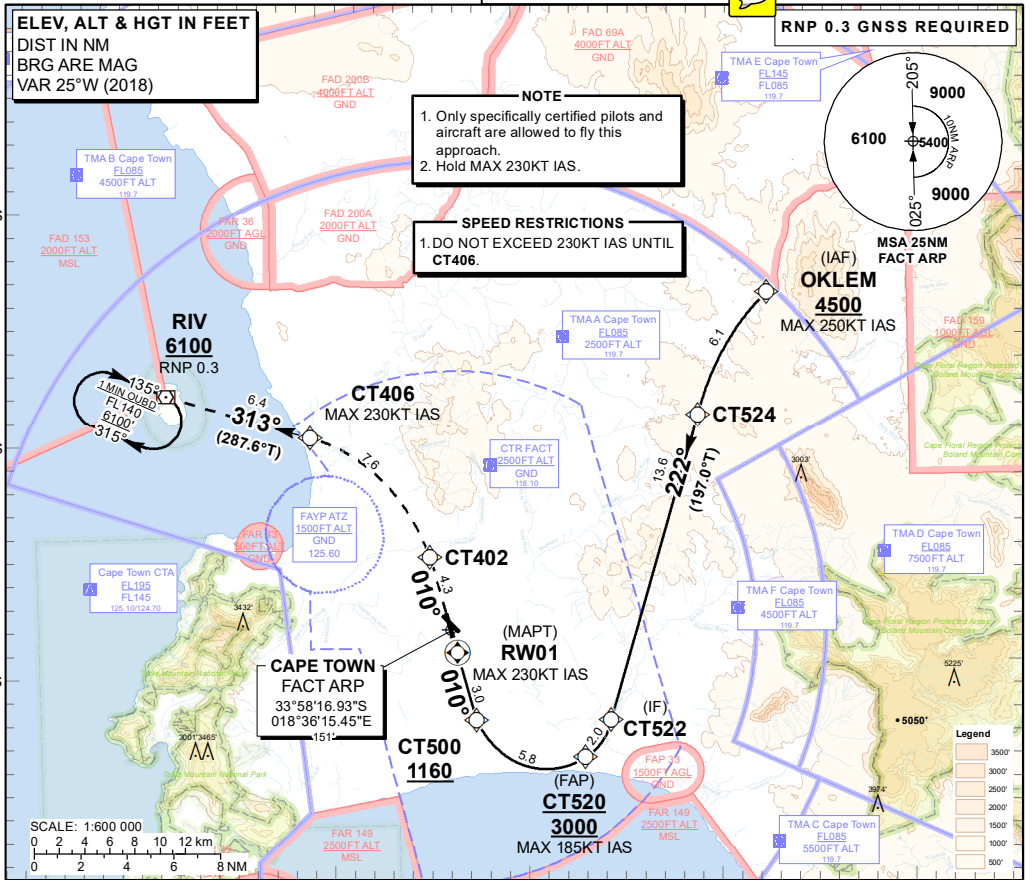
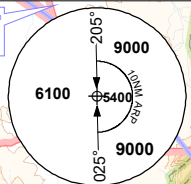


**ELEV, ALT & HGT IN FEET
DIST IN NM
BRG ARE MAG
VAR 25°W (2018)**

NOTE
1. Only specifically certified pilots and aircraft are allowed to fly this approach.
2. Hold MAX 230KT IAS.

SPEED RESTRICTIONS
1. DO NOT EXCEED 230KT IAS UNTIL CT406.

RNP 0.3 GNSS REQUIRED

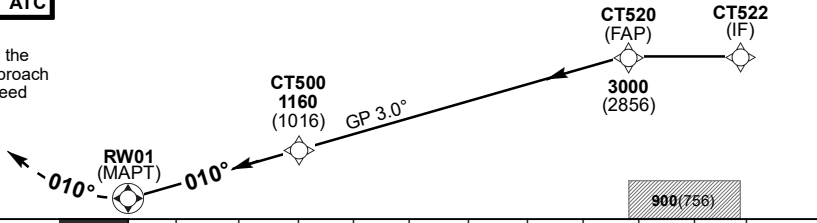


	18°20'E	18°30'E	18°40'E	18°50'E	19°0'E			
DIST (NM) to THR 01	8.8	7	6	5	4	3	2	0
DIST (NM) to Next WPT	FAP	7	6	5	4	CT500	2	RW01
ADVISORY ALT (HGT)	3000 (2856)	2430 (2286)	2110 (1966)	1800 (1656)	1480 (1336)	1160 (1016)	840 (696)	

**TRANSITION ALT 7500
TRANSITION LEVEL ATC**

INA ALT: 6100 or higher MSA

MISSED APPROACH:
Climb to 6100FT ALT via the RNAV (RNP) Missed Approach Track to RIV. Do not exceed 230KT IAS until CT406.



**RDH 61
THR ELEV 144
NM to/from THR RWY 01**

Straight-in Approach	RNP 0.3	OCA (H)	C	D	GS	KT	80	100	120	140	160
		5.1%	460 (316)	470 (326)	FAP to MAPT	M:S	6:36	5:16	4:24	3:46	3:18
		4.5%	1130 (986)	1130 (986)	Rate of descent	FPM	423	529	635	741	847
		3.5%	2230 (2086)	2230 (2086)							
		2.5%	3340 (3196)	3340 (3196)							

Change: Obstacle data updated

Circling
1. Circling approaches between 010°M & 160°M are not authorised for CAT C & D aircraft.
2. Circle to land at the discretion of the pilot in command.

NOTE:
1. For A330, speed brake may be required to maintain the vertical profile.