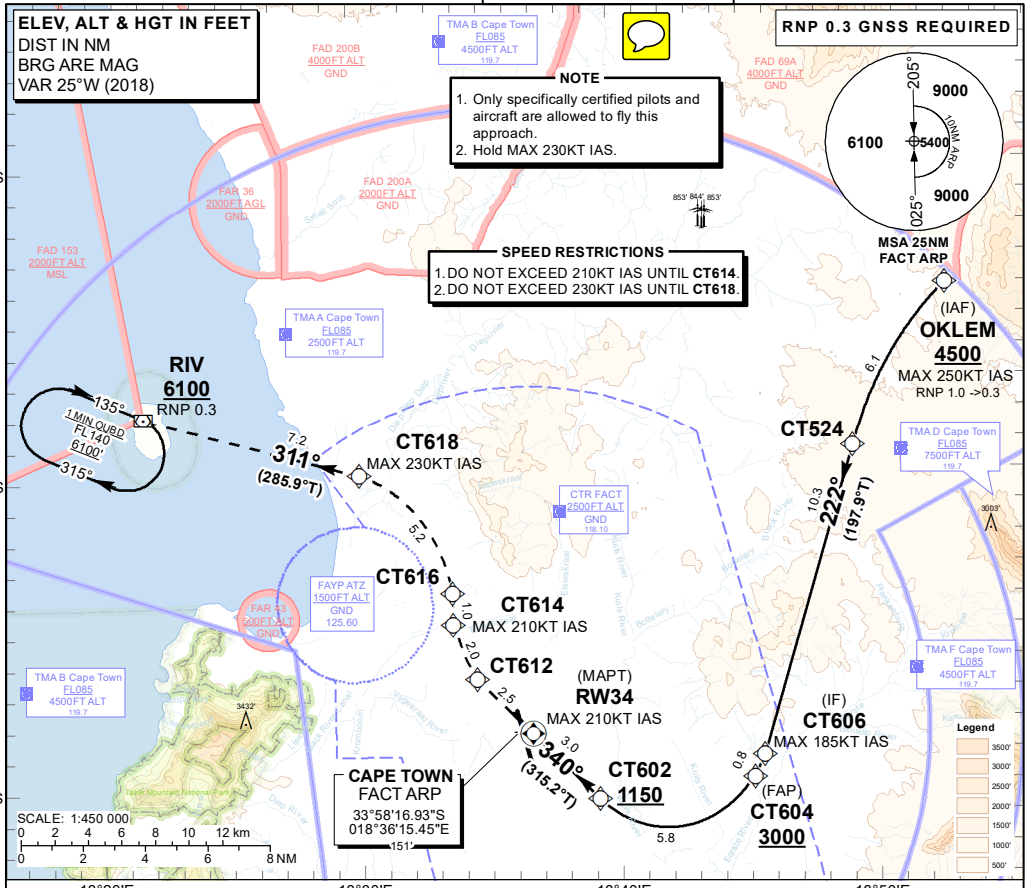


**INSTRUMENT  
APPROACH  
CHART - ICAO**

**AERODROME ELEV 151'  
HEIGHTS RELATED TO  
THR RWY 34 - ELEV 151'**

RADAR APP: 119.70  
TWR: 118.10  
ATIS: 127.00

**CAPE TOWN INTL  
RNAV (RNP) Z RWY 34  
CAT C - D**

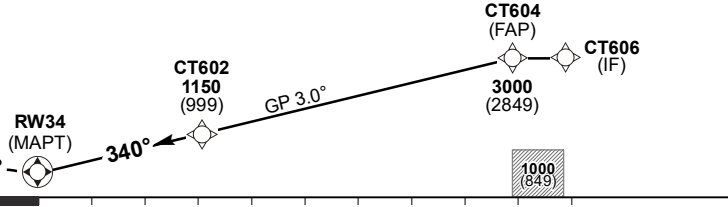


<b>DIST (NM) to THR 34</b>	8.8	7	6	5	4	3	2	0
<b>DIST (NM) to Next WPT</b>	FAP	7	6	5	4	CT602	2	RW34
<b>ADVISORY ALT (HGT)</b>	3000 (2849)	2430 (2279)	2110 (1959)	1800 (1649)	1480 (1329)	1150 (999)	840 (689)	

**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 210KT IAS until CT614 and 230KT IAS until CT618.



**RDH 50**

**THR ELEV 151**  
NM to/THR RWY 34

MIN TEMP: -1°C		C		D		GS		KT		80	100	120	140	160	
Straight-in Approach	RNP 0.3	5.2%	490 (339)	500 (349)	FAP to MAPT	M:S	6:36	5:16	4:24	3:46	3:18				
		4.0%	1750 (1599)	1750 (1599)	Rate of descent	FPM	424	530	636	742	848				
		3.0%	2840 (2689)	2840 (2689)	<b>NOTE:</b> 1. For A330, speed brake may be required to maintain the vertical profile.										
		2.5%	3390 (3239)	3390 (3239)											
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.														

CHANGE: Obstacle data updated