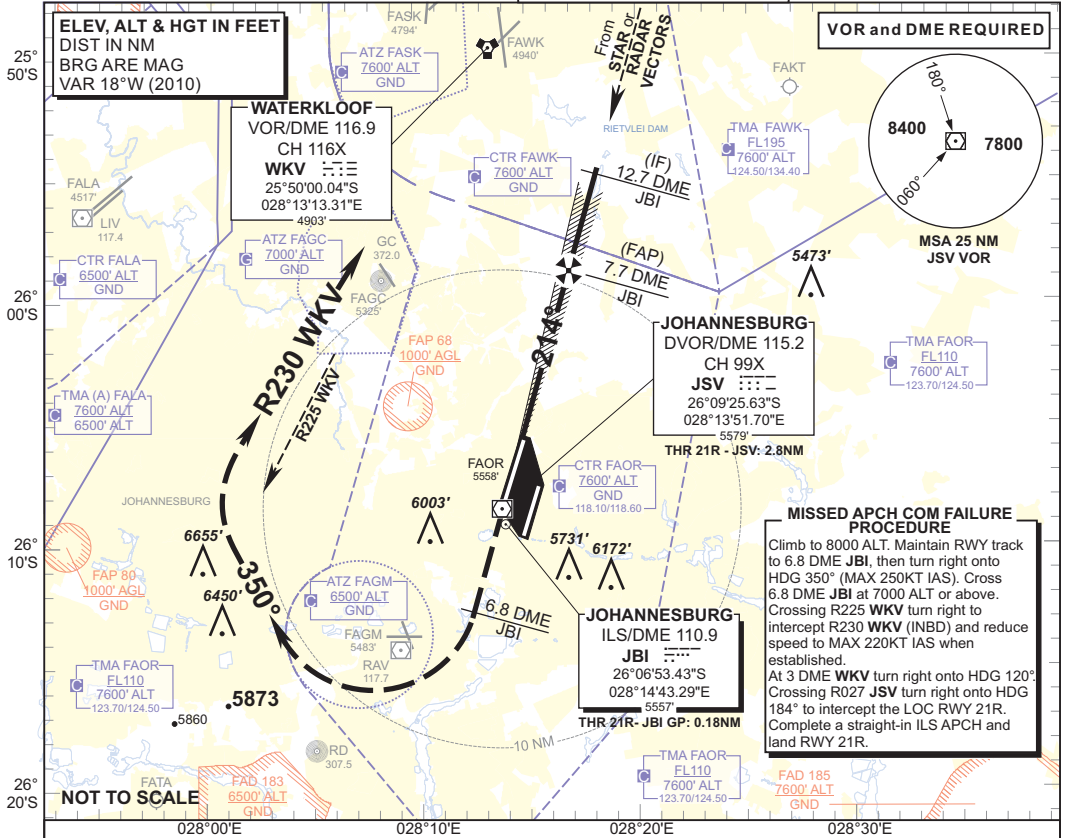


INSTRUMENT APPROACH CHART **AERODROME ELEV 5558'**
 HEIGHTS RELATED TO **THR RWY 21R - ELEV 5505'**

RADAR APP S 124.50
 E 124.50
 W 123.70
 TWR E 118.80
 W 118.10

ATIS 126.20
 115.20
 SMC 121.90

JOHANNESBURG
 (O.R. TAMBO INTERNATIONAL)
ILS RWY 21R
 CAT A - D

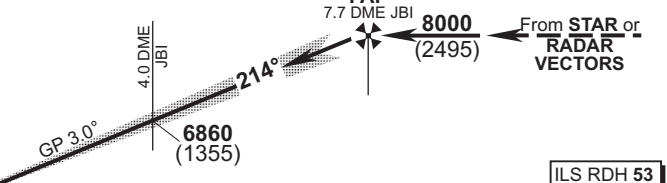


JBI DME	7.7	7	6	5	4	3	2
ADVISORY ALT (HGT)	8000 (2495)	7780 (2275)	7510 (2005)	7190 (1685)	6860 (1355)	6480 (975)	6150 (645)

TRANSITION ALT 8000
TRANSITION LEVEL ATC

INA ALT: from STAR or RADAR VECTURING onto the FAP

MISSED APPROACH:
 Climb to 8000FT ALT. Maintain RWY track to 6.8 DME JBI then turn right onto HDG 350° (MAX 250KT IAS). Cross 6.8 DME JBI at 7000FT ALT or above. Crossing R225 WKV turn right to intercept R230 WKV (INBD) for radar vectoring onto the ILS RWY 21R.



ILS RDH 53

THR ELEV 5505

		NM to/from THR RWY 21R											
		OCA (H)	A	B	C	D/DL	GS	KT	80	100	120	140	160
Straight-in Approach	With 3.7% Missed APCH Gradient	CAT I	5705 (200)	5705 (200)	5705 (200)	5705 (200)	FAP to THR	M:S	5:45	4:36	3:50	3:17	2:53
		CAT II	5605 (100)	5605 (100)	5605 (100)	5605 (100)	Rate of descent	FPM	425	531	637	743	849
		CAT I	6084 (579)	6091 (586)	6104 (599)	6111 (606)	GS	KT	120	140	160	180	200
		CAT II	5986 (481)	5999 (494)	6012 (507)	6028 (523)	MAPT ROC (3.7%)	FPM	450	525	600	674	749
Circling	WEST OF RWY 03/21		6070 (565)		6410 (905)		NOTE:						
	EAST OF RWY 03/21		6050 (545)		6250 (745)		1. CAT II operations and minima must be approved by the SACAA. 2. DME JBI (110.9 MHz) co-located with Glide Path transmitter. 3. 3.7% Missed APCH climb gradient until reaching 7000 ALT. 4. Cross CTR BDRY 7600 ALT or above. 5. MAX 250KT IAS during Missed APCH.						

CHANGE: Advisory ALT/Profile View ALT