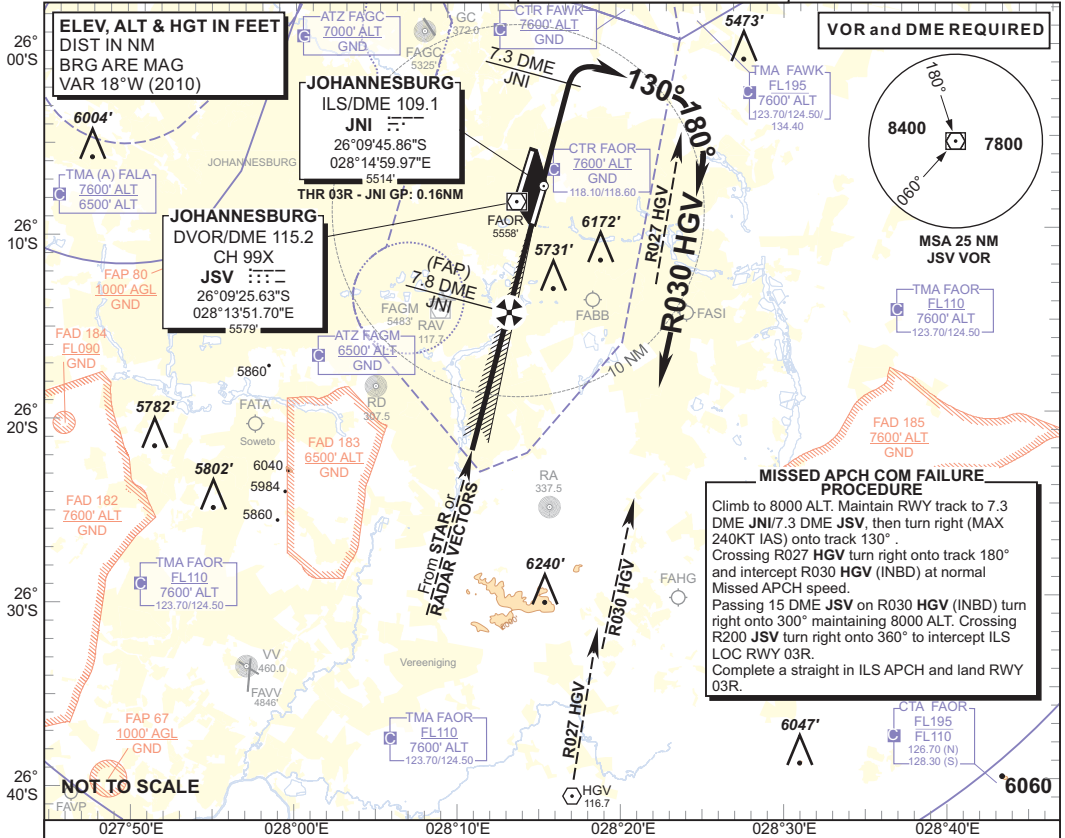


INSTRUMENT APPROACH CHART **AERODROME ELEV 5558'**
 HEIGHTS RELATED TO
THR RWY 03R - ELEV 5510'

RADAR APP S 124.50 ATIS 126.20
 E 124.50 115.20
 W 123.70 SMC 121.90
 TWR E 118.80
 W 118.10

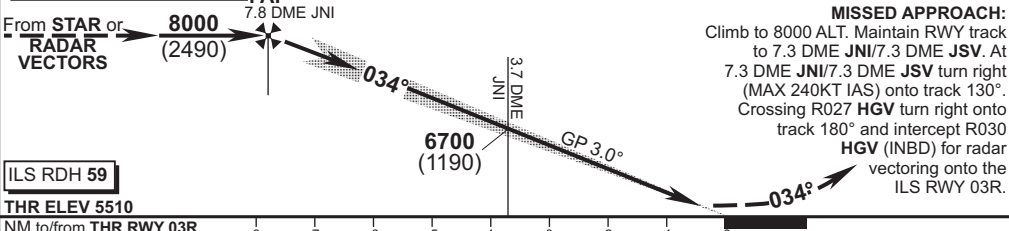
JOHANNESBURG
 (O.R. TAMBO INTERNATIONAL)
ILS X RWY 03R
 CAT A - D



JN1 DME	3	2	1			
ADVISORY ALT (HGT)	6480 (970)	6160 (650)	5840 (330)			

TRANSITION ALT 8000
 TRANSITION LEVEL ATC

INA ALT: from STAR or RADAR VECTURING onto the FAP



Straight-in Approach	With 5.8% Missed APCH Gradient	CAT I	5710 (200)	5710 (200)	5710 (200)	5711 (201)	GS	FAP to THR	M:S	5:44	4:35	3:49	3:17	2:52
	With 2.5% Missed APCH Gradient	CAT II	5610 (100)	5610 (100)	5610 (100)	5619 (109)	GS	Rate of descent	FPM	425	531	647	743	849
Circling	WEST OF RWY 03/21	CAT I	6782 (1272)	6795 (1285)	6805 (1295)	6815 (1305)	MAPT ROC (5.8%)	FPM	705	822	940	1057	1175	
	EAST OF RWY 03/21	CAT II	6694 (1184)	6713 (1203)	6727 (1217)	6740 (1230)	NOTE:	1. 5.8% Missed APCH climb gradient required to cross CTR BDRY 8000 ALT or above. 2. CAT II operations and minima must be approved by the SACAA. 3. DME JN1 (109.1 MHz) co-located with Glide Path transmitter. 4. Parallel approach authorised with RWY 03L.						

CHANGE: NDB NIMT withdrawn