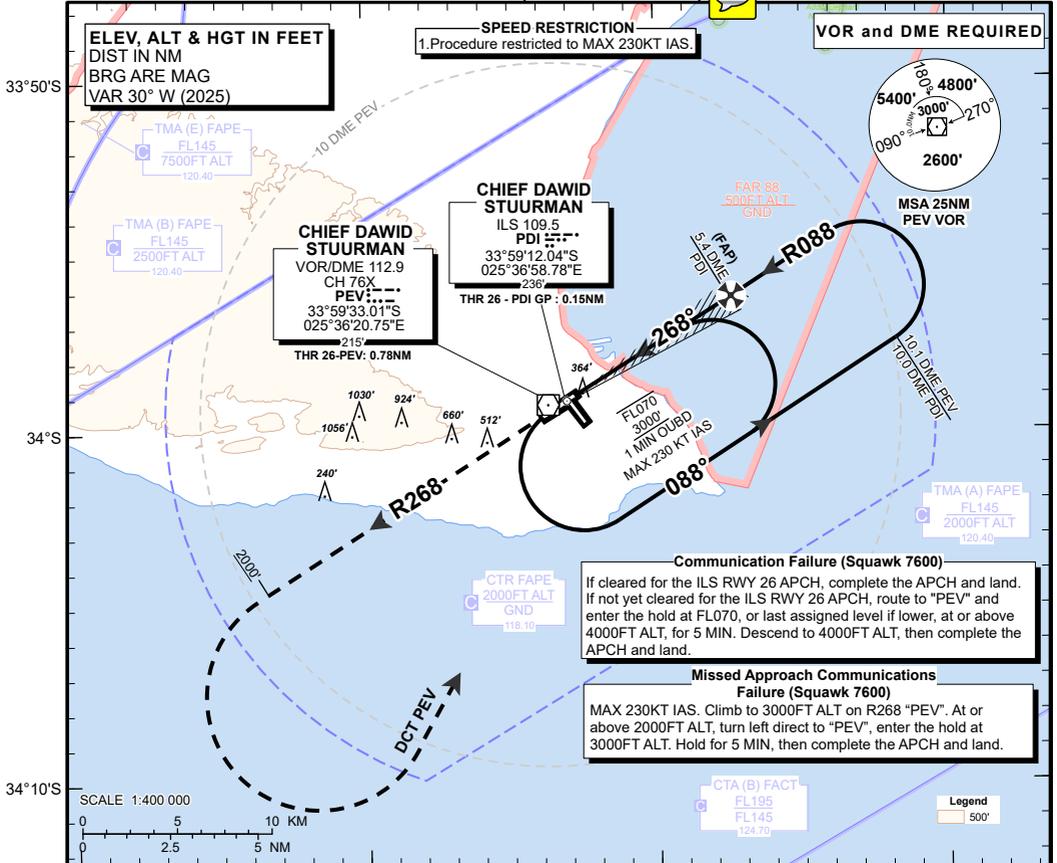


**INSTRUMENT APPROACH CHART - ICAO**

**AERODROME ELEV 229'**  
**HEIGHTS RELATED TO THR RWY 26 ELEV 189'**

RADAR APP: 120.40  
 TWR: 118.10  
 CLEARANCE: 122.10  
 ATIS: 126.80

**QQEBERHA**  
 (CHIEF DAWID STUURMAN INTL)  
 (FAPE)  
**ILS RWY 26 CAT II**  
 CAT A - D

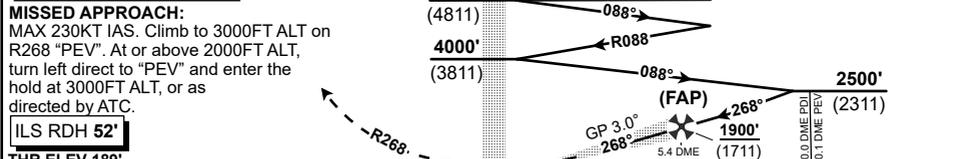


PDI DME	5.4	5.2	4.2	3.2	2.2	1.2
DIST (NM) to THR 26	5.2	5.0	4.0	3.0	2.0	1.0
ADVISORY ALT(HGT)	1900 (1711)	1830 (1641)	1510 (1321)	1200 (1011)	880 (691)	560 (371)

TRANSITION ALT **5500'**  
 TRANSITION LEVEL ATC

VOR/DME PEV

INA ALT: **4000'** or higher MSA



**ILS RDH 52'**  
**THR ELEV 189'**  
 NM to/from THR RWY 26

OCA (H)	A	B	C	D	GS	KT	80	100	120	140	160	180	
Straight-in Approach	CAT I	494 (305)	507 (318)	515 (326)	525 (336)	FAP to THR 26	M:S	3:55	3:08	2:36	2:14	1:57	1:45
	CAT II	406 (217)	424 (235)	435 (246)	450 (261)	Rate of descent	FPM	430	530	640	740	850	960
With 2.5% Missed APCH Gradient	CAT I	389 (200)				NOTE:	1. Circle to land at the discretion of the pilot in command. 2. Cross CTR FAPE BDRY at or above 2000FT ALT.						
	CAT II	289 (100)											
RVR	CAT I	550m											
	CAT II	300m											
ALS OUT	1000m												
CIRCLING	810 (581)	960 (731)	1320 (1091)	1430 (1201)									

CHANGE: Procedure Maintenance