

ELEV, ALT & HGT IN FEET
DIST IN METERS
BRG ARE MAG
VAR 25°W (2009)

33°
58'S

33°
58'
30"S

33°
59'S

CHANGE: Hot Spot Numbering

NOTE: HS1

1. Portion of the manoeuvring area which is not directly visible from the control tower. ATC clearances issued based on known traffic. Pilots are to exercise extreme caution when entering this area.
2. Precision Approach Cat I holding point A2 and Precision Approach Cat II holding point. Pilots to exercise extreme caution and listen out to ATC taci clearance for correct holding position.

NOTE: HS2, HS3 and HS5

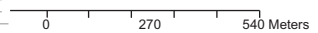
1. Intermediate take off points. Pilots to exercise caution and ensure they have ATC clearance to enter the RWY before proceeding.

NOTE: HS4

1. Portion of the manoeuvring area which is not directly visible from the control tower. ATC clearances issued based on known traffic. Pilots are to exercise extreme caution when entering this area.

NOTE: HS6

1. Precision Approach Cat I holding point B3 and Precision Approach Cat III holding point. Pilots are to exercise extreme caution and listen out to ATC clearance for correct holding position.



018°35'30"E

018°36"E

018°36'30"E

