

**ICAO ANNEX 14 OBSTACLE LIMITATION
SURFACE REPORT FOR THE PROPOSED
ARLINGTON SOLAR PV DEVELOPMENT
NEAR CHIEF DAWID STUURMAN
INTERNATIONAL AIRPORT (FAPE),
EASTERN CAPE, SOUTH AFRICA**

**JGAFR/AVIATA/ANNEX-14-2024-005
ISSUE 1**

JG AFRIKA

ICAO ANNEX 14 OBSTACLE LIMITATION SURFACE REPORT

COPYRIGHT © JG AFRIKA, 2024. ALL RIGHTS RESERVED	
PROJECT NAME	ICAO ANNEX 14 OBSTACLE LIMITATION SURFACE REPORT FOR THE PROPOSED ARLINGTON MULTIPLE-USE DEVELOPMENT ON ERVEN 3988, 4195 AND 6991 ALONG GLENDORE ROAD IN WALMER, GQEBERHA, NELSON MANDELA BAY MUNICIPALITY, EASTERN CAPE, SOUTH AFRICA
REPORT	JGAFR/AVIATA/ANNEX-14-2024-005 ISSUE 1
STAGE OF REPORT	Version 1
SYNOPSIS	This report contains the details of the ICAO Annex 14 Obstacle Limitation Surfaces (OLS) around Chief Dawid Stuurman International airport (FAPE) with consideration for the proposed Arlington solar PV development, Eastern Cape, South Africa
CLIENT	ADENDORFF ARCHITECTS (PTY) LTD On behalf of AFROSTRUCTURES (PTY) LTD ████████████████████ ██████████ ████████████████████ ██
LEAD CONSULTANT	JG AFRIKA (PTY) LTD Gqeberha PO Box 27308 Greenacres 6057 E-mail: coetzeec@jgafrika.co.za
ANNEX 14 OLS BY	Aviata Consulting
DATE OF RELEASE	27 th March 2024

ICAO ANNEX 14 OBSTACLE LIMITATION SURFACE REPORT

I hereby declare that I do:

- (a) have knowledge of and experience in establishing obstacle limitation surfaces, including knowledge of the Act, the regulations and guidelines that have relevance to the proposed activity;
- (b) perform the work relating to the application in an objective manner, even if this results in views and findings that are not favourable to the applicant;
- (c) comply with the Act, these regulations, guidelines and other applicable laws.

I also declare that there is, to my knowledge, no information in my possession that reasonably has or may have the potential of influencing -

- (i) any decision to be taken with respect to the application in terms of the Act and the regulations;
or
- (ii) the objectivity of this report, plan or document prepared in terms of the Act and these regulations.



Brett Spanghel

Annex 14 OLS Specialist

TABLE OF CONTENTS

TABLE OF CONTENTS	4
LIST OF TABLES.....	5
LIST OF FIGURES	5
LIST OF ACRONYMS	6
1 INTRODUCTION	7
1.1 PURPOSE	7
1.2 DATA USED.....	7
1.3 ELECTRONIC DATA	8
1.4 UNITS USED.....	8
1.5 RUNWAY COORDINATES.....	8
1.6 NAVIGATION AIDS.....	9
2 ICAO ANNEX 14 OBSTACLE LIMITATION SURFACES.....	10
2.1 PURPOSE	10
2.2 CONSIDERATIONS	10
2.3 INFRINGEMENT OF OLS.....	11
2.4 RUNWAY DATA	11
2.5 ANNEX 14 SURFACE PARAMETERS	12
2.6 ANNEX 14 SURFACES - FAPE RUNWAYS 08/26 & 17/35.....	14
2.7 PROPOSED ARLINGTON SOLAR PV DEVELOPMENT RELATIVE TO FAPE OLS	16
3 VISUAL AIDS FOR DENOTING OBSTACLES	22
3.1 PURPOSE	22
4 PANS-OPS EVALUATION	24
4.1 No PANS-OPS Assessment was performed for this report.	24
5 SUMMARY.....	24
5.1 ICAO ANNEX 14 OBSTACLE LIMITATION SURFACES.....	24
5.2 CERTIFICATION.....	24
APPENDIX A: SRTM AND INDICATIVE PERMISSIBLE STRUCTURE ELEVATIONS	25

ICAO ANNEX 14 OBSTACLE LIMITATION SURFACE REPORT

LIST OF TABLES

Table 1: Maximum elevations per OLS..... 17

LIST OF FIGURES

Fig 1: OLS for Chief Dawid Stuurman International Airport..... 14

Fig 2: Basic ILS surfaces for Chief Dawid Stuurman International Airport 15

Fig 3: Proposed Arlington solar PV development in relation to Chief Dawid Stuurman International Airport OLS 16

Fig 4: Proposed Arlington solar PV development in relation to Chief Dawid Stuurman International Airport OLS 16

Fig 5: Inner Horizontal max elevation 101m (AMSL)..... 17

Fig 6: Inner Horizontal max elevation 101m (AMSL)..... 18

Fig 7: SRTM data showing terrain above 101m (AMSL) 18

Fig 8: SRTM data showing terrain above 101m (AMSL) 19

Fig 9: SRTM data showing terrain at and above 114m (AMSL) 19

Fig 10: SRTM data showing terrain at and above 114m (AMSL) 20

Fig 11: AIP and other obstacles within the vicinity of the proposed PV development..... 20

Fig 12: AIP and other obstacles within the vicinity of the proposed PV development..... 21

ICAO ANNEX 14 OBSTACLE LIMITATION SURFACE REPORT

LIST OF ACRONYMS

AGL	Aeronautical Ground Lighting
AGL	Height Above Ground Level
AIP	Aeronautical Information Publication
AMSL	Above Mean Sea Level
C/L	Centreline
CAA	Civil Aviation Authority
CAT	Category
DME	Distance Measuring Equipment
FAGG	George Airport
GP	Glide Path
ICAO	International Civil Aviation Organisation
ILS	Instrument Landing System
ISA	International Standard Atmosphere
LOC	Localiser
MSL	Mean Sea Level
NOTAM	Notice To Airmen
OLS	Obstacle Limitation Surfaces
OPL	Overhead Power Lines
PANS-OPS	Procedures for Air Navigation Services - Aircraft Operations
PAPI	Precision Approach Path Indicator
RWY	Runway
SRTM	Shuttle Radar Topography Mission
THR	Threshold
VOR	VHF Omnidirectional Range

ICAO ANNEX 14 OBSTACLE LIMITATION SURFACE REPORT

1 INTRODUCTION

1.1 PURPOSE

1.1.1 This report contains the details of the ICAO Annex 14 obstacle limitation surfaces (OLS) with consideration for the proposed Arlington solar PV development located approximately 1.5NM (2.8km) west of Chief Dawid Stuurman International airport, Eastern Cape, South Africa.

1.2 DATA USED

1.2.1 AD 2-FAPE (SACAA website - March 2024).

1.2.2 SRTM elevation data was used as an indication of the ground elevation within the proposed Arlington solar PV site. SRTM data does have horizontal and vertical tolerances of up to 20m and 16m respectively, although studies have shown the tolerances to be lower in specific regions.

The table below summarizes the SRTM performance observed by comparing against the available ground-truth. All quantities represent 90% errors in meters.

Accuracy	Continent					
	Africa	Australia	Eurasia	Islands	N. America	S. America
Horizontal	11.9	7.2	8.8	9.0	12.6	9.0
Absolute Vertical	5.6	6.0	6.2	8.0	9.0	6.2
Relative Vertical	9.8	4.7	8.7	6.2	7.0	5.5
Long Wavelength	3.1	6.0	2.6	3.7	4.0	4.9

https://www2.jpl.nasa.gov/srtm/SRTM_D31639.pdf - page 9.

ICAO ANNEX 14 OBSTACLE LIMITATION SURFACE REPORT

1.3 ELECTRONIC DATA

1.3.1 The following electronic files were provided:

1.3.1.1 Arlington Solar Park.kmz - 07/03/2024.

1.3.1.2 P7978E01-001_C - PV Proposed Layout.pdf - 01/03/2024.

1.3.2 SRTM 1 arc-second elevation data was obtained from <https://earthexplorer.usgs.gov/>:

1.3.2.1 s34_e025_1arc_v3.tif - 07/03/2024.

1.3.2.2 s35_e025_1arc_v3.tif - 07/03/2024.

1.3.3 The SRTM data was extracted for the proposed Arlington solar PV area as demarcated by Arlington Solar Park.kmz. The SRTM points are used as indicative ground elevations in order to approximate structure heights AGL within the site area.

1.3.4 The Aerodrome Safeguarding Tool (AST-Pro) software was used to establish and visualise the FAPE OLS.

1.4 UNITS USED

1.4.1 All elevations and heights used in this design are in meters and referenced to Mean Sea Level (MSL), unless specified otherwise.

1.4.2 All bearings are true, unless otherwise specified.

1.5 RUNWAY COORDINATES

	Name	Latitude	Longitude	Elevation (m)
FAPE	THR08	S335937.89	E0253600.00	69.7992
FAPE	THR26	S335903.93	E0253705.57	57.6072
FAPE	THR17	S335901.81	E0253658.63	58.5216
FAPE	THR35	S335946.78	E0253735.51	56.0832

1.6 NAVIGATION AIDS

1.6.1 The following navigation facilities are installed at FAPE:

- VOR/DME - PEV
- ILS CAT II Runway 08
- ILS CAT II Runway 26

1.6.2 The following ILS facilities are installed at this FAPE:

- ILS GP CAT II Runway 08
- ILS GP CAT II Runway 26
- ILS LOC Runway 08 - PEI
- ILS LOC Runway 26 - PDI

2 ICAO ANNEX 14 OBSTACLE LIMITATION SURFACES

2.1 PURPOSE

2.1.1 The purpose of the Annex 14 Obstacle Limitation Surfaces (OLS) is to define the volume of airspace that should be ideally kept free or safeguarded from obstacles, and to take the necessary measures to ensure the safety of aircraft, and thereby the passengers and crews aboard them, while taking-off or landing, or while flying in the vicinity of an airport.

2.1.2 This is achieved by a process of checking proposed developments so as to:

- Protect the blocks of air through which aircraft fly, by preventing penetration of these surfaces' lower limits;
- Protect the integrity of radar and other electronic aids to air navigation, by preventing reflections and diffractions of the radio signals involved;
- Protect visual aids, such as Approach and Runway lighting, by preventing them from being obscured, or preventing the installation of other lights which could be confused for them;

2.1.3 Basic ILS Surfaces represent a simple form of protection for ILS operations. These surfaces are considered to correspond to a subset of the Annex 14 OLS as specified for precision approach runway code numbers 3 and 4.

2.1.4 Under the terms of their license, as issued by the South African CAA, airports are normally required to prevent new developments or extensions to existing structures from infringing the OLS. The OLS completely surround the aerodrome, but those surfaces aligned with the runway(s) used to protect aircraft landing or taking-off can be more limiting than those surrounding the rest of the aerodrome, particularly as you get closer to the aerodrome.

2.2 CONSIDERATIONS

2.2.1 In ideal circumstances all the surfaces will be free from obstacles, but when a surface is infringed, any safety measures required by the South African CAA will have regard to:

- The nature of the obstacle and its location relative to the surface origin, to the extended centreline of the runway or normal approach and departure paths and to existing obstructions;
- The amount by which the OLS is infringed;
- The gradient presented by the obstacle to the surface origin;
- The volume and type of air traffic at the aerodrome; and
- The instrument approach procedures published for the aerodrome. It is for this reason that accurate information on the location and height of the proposed development/obstacle is required.

ICAO ANNEX 14 OBSTACLE LIMITATION SURFACE REPORT

2.3 INFRINGEMENT OF OLS

- 2.3.1 Aerodrome operators must monitor the applicable OLS of the aerodrome and report any infringement or potential infringement of the OLS to the South African CAA.
- 2.3.2 In order to determine potential infringements, aerodrome operators need to liaise with the appropriate planning authorities and companies that are involved in erecting tall structures. Every effort should be made to implement the OLS standards and limit the introduction of new obstacles.
- 2.3.3 When a new obstacle is detected, aerodrome operators must ensure that the information is passed on to pilots, through NOTAM, in accordance with the standards for aerodrome reporting procedures.

2.4 RUNWAY DATA

CHIEF DAWID STUURMAN (FAPE)	
Aerodrome	
Datum Elevation	69.7992 m / 229.0000 ft
Code letter F	Yes
Runway	
<u>THR 08:</u>	
Latitude	S335937.89
Longitude	E0253600.00
Elevation	69.7992 m / 229.0000 ft
<u>THR 26:</u>	
Latitude	S335903.93
Longitude	E0253705.57
Elevation	57.6072 m / 189.0000 ft
Runway Length (THR to THR)	1981.6749 m / 6501.5579 ft
Parameters	
Code	4
Approach Type	Precision
Criteria applied	ICAO
Departure Track Heading Change > 15°	No
Runway	
<u>THR 17:</u>	
Latitude	S335901.81
Longitude	E0253658.63
Elevation	58.5216 m / 192.0000 ft
<u>THR 35:</u>	
Latitude	S335946.78
Longitude	E0253735.51
Elevation	56.0832 m / 184.0000 ft
Runway Length (THR to THR)	1678.0452 m / 5505.3977 ft
Parameters	
Code	3
Approach Type	Non-Precision
Criteria applied	ICAO
Departure Track Heading Change > 15°	No

ICAO ANNEX 14 OBSTACLE LIMITATION SURFACE REPORT

2.5 ANNEX 14 SURFACE PARAMETERS

- 2.5.1 The broad purpose of the OLS is to define a volume of airspace that is ideally kept free of obstacles in order to minimize the danger to aircraft during the final visual segment of an instrument approach procedure.

CHIEF DAWID STUURMAN (FAPE) RWY 08/26	
Runway Strip	
Length	60 m
Width	280 m (140m either side of RWY C/L)
Inner Transitional Surface	
Slope	33.3 %
Transitional Surface	
Slope	14.3 %
Inner Approach	
Width	140 m
Distance from threshold	60 m
Length	900 m
Slope	2.0 %
Approach Surface	
Length of Inner Edge	280 m
Distance from threshold	60 m
Divergence (each side)	15.0 %
First Section Length	3000 m
Slope	2.0 %
Second Section Length	3600 m
Slope	2.5 %
Horizontal Section Length	8400 m
Balked Landing	
Length of Inner Edge	140 m
Distance from threshold	1800 m
Divergence (each side)	10.0 %
Slope	3.33 %
Inner Horizontal Surface	
Height	45 m
Radius	4000 m
Conical Surface	
Slope	5.0 %
Height	100 m
Take-off Climb Surface	
Length of Inner Edge	180 m
Distance from Runway End	60 m
Divergence (each side)	12.5 %
Final Width	1200 m
Length	15000 m
Slope	2.0 %

NOTE: Parameters for the runway strip and approach surface are in accordance with paragraph 3.4.4 and table 4-1 of Annex 14 Vol. 1 Eighth Edition, July 2022.

ICAO ANNEX 14 OBSTACLE LIMITATION SURFACE REPORT

CHIEF DAWID STUURMAN (FAPE) RWY 17/35	
Runway Strip	
Length	60 m
Width	280 m (140m either side of RWY C/L)
Transitional Surface	
Slope	14.3 %
Approach Surface	
Length of Inner Edge	280 m
Distance from threshold	60 m
Divergence (each side)	15.0 %
First Section Length	3000 m
Slope	2.0 %
Second Section Length	3600 m
Slope	2.5 %
Horizontal Section Length	8400 m
Take-Off Climb Surface	
Length of Inner Edge	180 m
Distance from Runway End	60 m
Divergence (each side)	12.5 %
Final Width	1200 m
Length	15000 m
Slope	2.0 %

NOTE: Parameters for the runway strip and approach surface are in accordance with paragraph 3.4.4 and table 4-1 of Annex 14 Vol. 1 Eighth Edition, July 2022.

ICAO ANNEX 14 OBSTACLE LIMITATION SURFACE REPORT

2.6 ANNEX 14 SURFACES - FAPE RUNWAYS 08/26 & 17/35

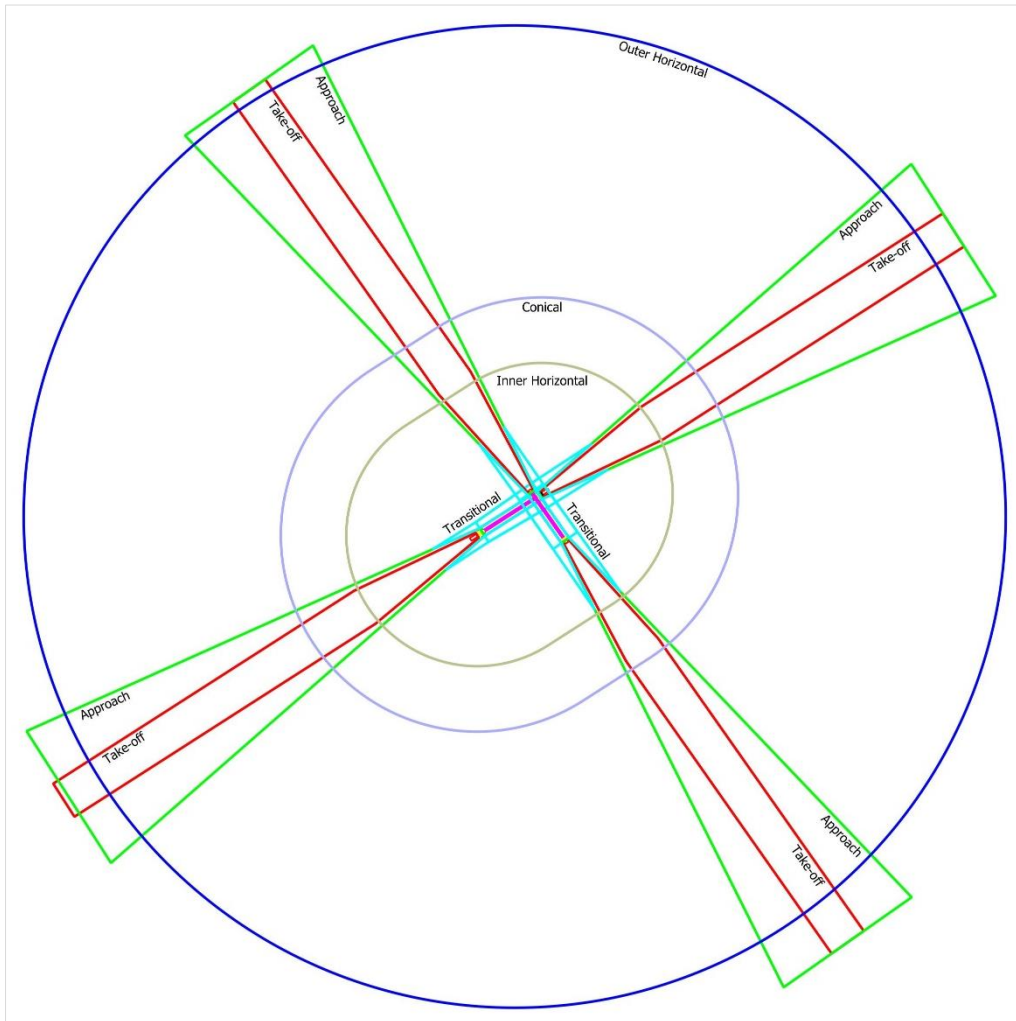


Fig 1: OLS for Chief Dawid Stuurman International Airport

ICAO ANNEX 14 OBSTACLE LIMITATION SURFACE REPORT

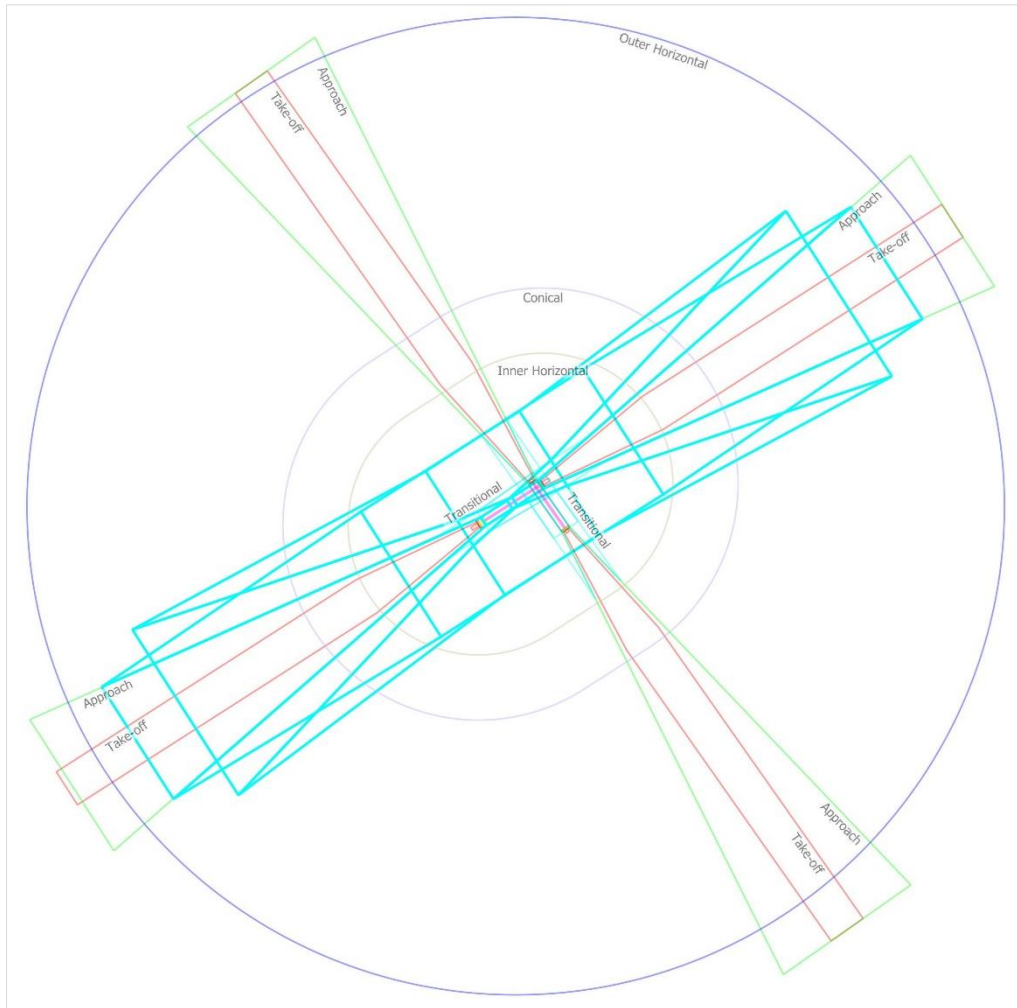


Fig 2: Basic ILS surfaces for Chief Dawid Stuurman International Airport

ICAO ANNEX 14 OBSTACLE LIMITATION SURFACE REPORT

2.7 PROPOSED ARLINGTON SOLAR PV DEVELOPMENT RELATIVE TO FAPE OLS

2.7.1 The proposed Arlington solar PV development lies within the Inner Horizontal, ILS Missed Approach and ILS Transitional surfaces of the FAPE OLS and basic ILS surfaces (see Fig 3 and Fig 4).

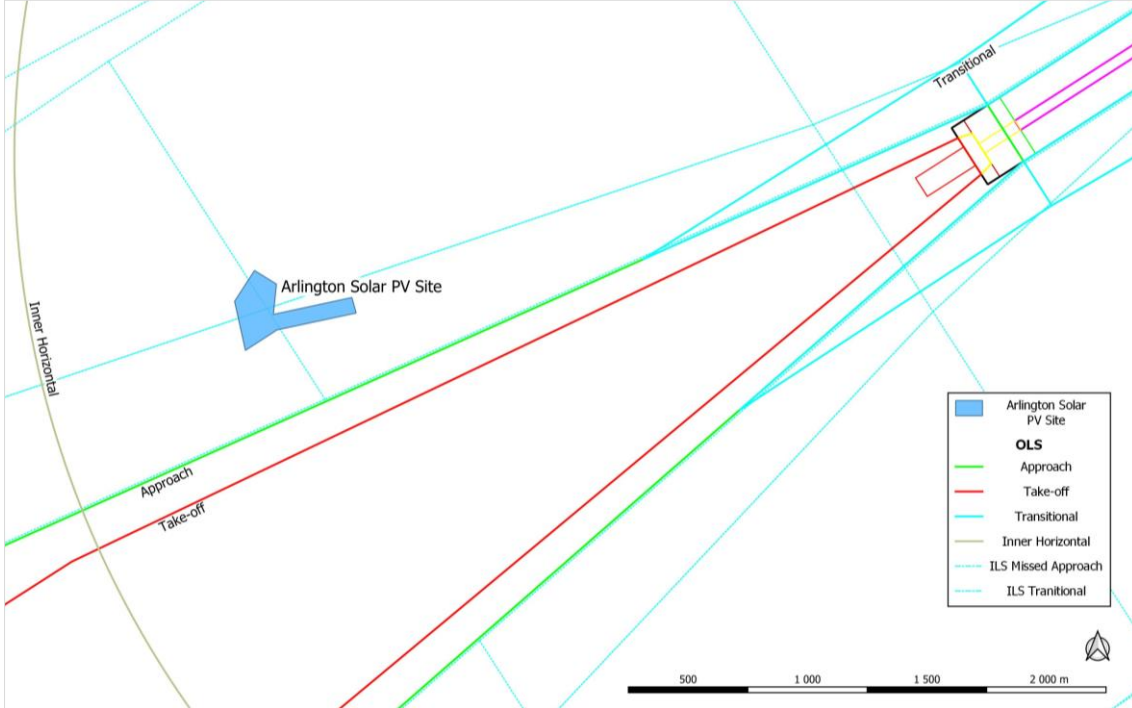


Fig 3: Proposed Arlington solar PV development in relation to Chief Dawid Stuurman International Airport OLS

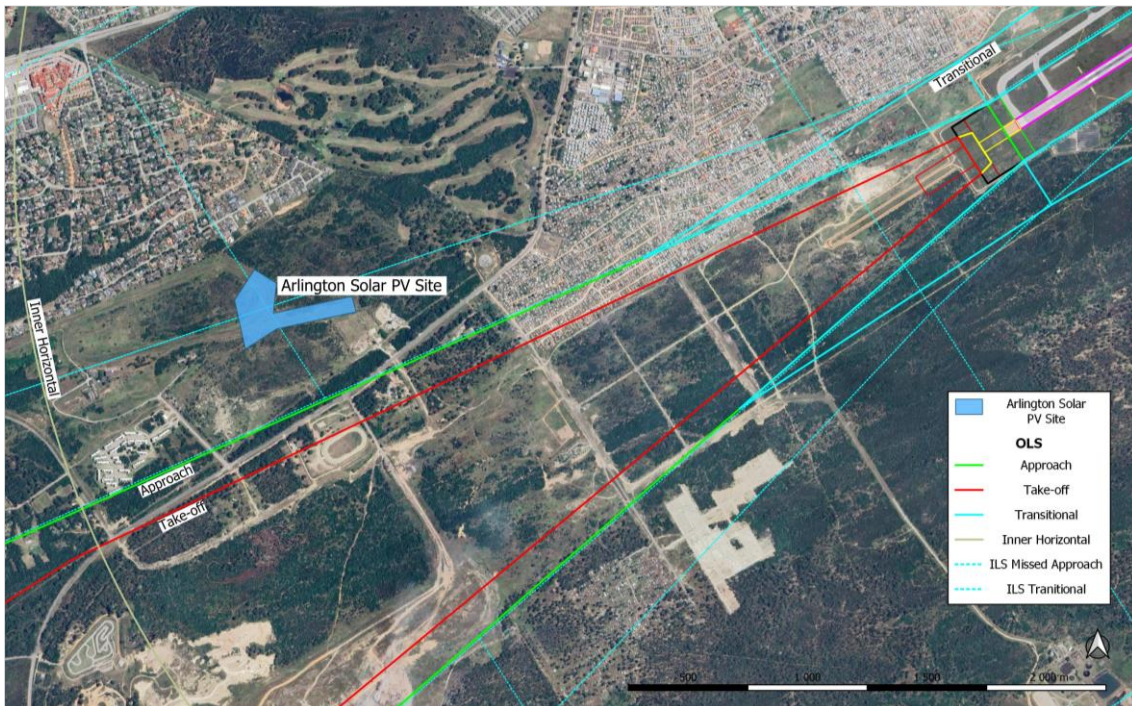


Fig 4: Proposed Arlington solar PV development in relation to Chief Dawid Stuurman International Airport OLS

ICAO ANNEX 14 OBSTACLE LIMITATION SURFACE REPORT

2.7.2 The table below contains the maximum elevations permissible, Above Mean Sea Level (AMSL), which structures within the proposed Arlington solar PV development are allowed before they would begin penetrating the respective surfaces (see Fig 5 and Fig 6). Note that all elevations are specified as AMSL.

Surface	Max Surface Elevation (AMSL)	Runway Name	DSG
Inner Horizontal	101	08/26	08
ILS Missed Approach	153 to 165	08/26	26
ILS Transitional	162 to 214	08/26	26

Table 1: Maximum elevations per OLS

2.7.3 The Inner Horizontal has the lowest maximum elevation of 101m AMSL making it the controlling surface for the proposed Arlington solar PV development. Structures within the proposed PV development should be restricted to below 101m AMSL if they are to remain clear of the FAPE OLS (see Fig 5 and Fig 6).

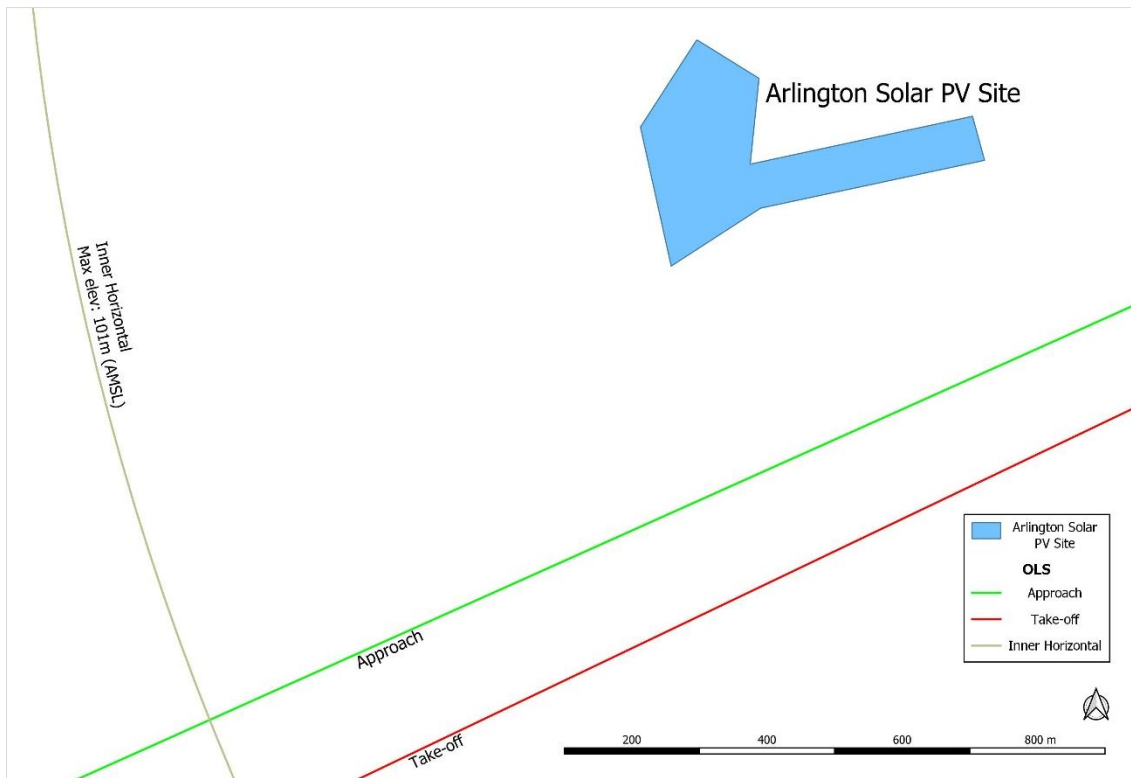


Fig 5: Inner Horizontal max elevation 101m (AMSL)

ICAO ANNEX 14 OBSTACLE LIMITATION SURFACE REPORT



Fig 6: Inner Horizontal max elevation 101m (AMSL)

2.7.4 **NOTE:** Using the available SRTM data as an indication of ground elevation shows terrain around the proposed PV development is above 101m AMSL (see Fig 7 and Fig 8).

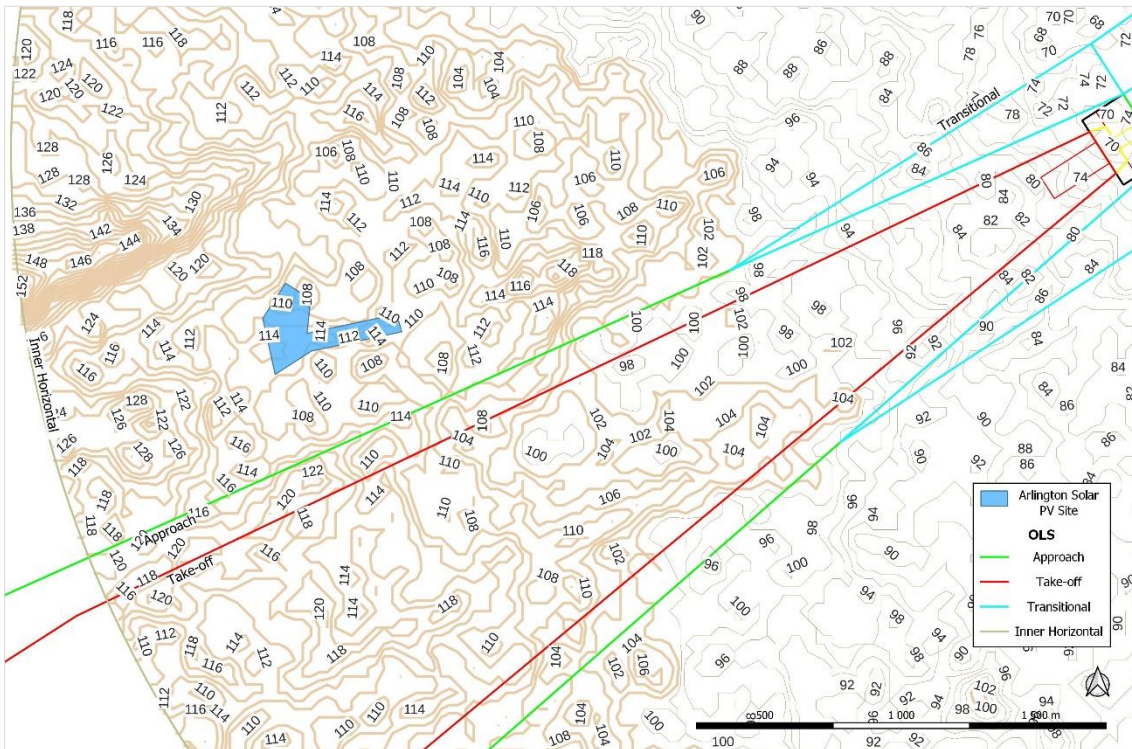


Fig 7: SRTM data showing terrain above 101m (AMSL)

ICAO ANNEX 14 OBSTACLE LIMITATION SURFACE REPORT



Fig 8: SRTM data showing terrain above 101m (AMSL)

2.7.5 **NOTE:** In addition, the SRTM data show areas surrounding the proposed PV development where the terrain is above 114m AMSL (the approximate SRTM elevation through the proposed PV site) (see Fig 9 and Fig 10).

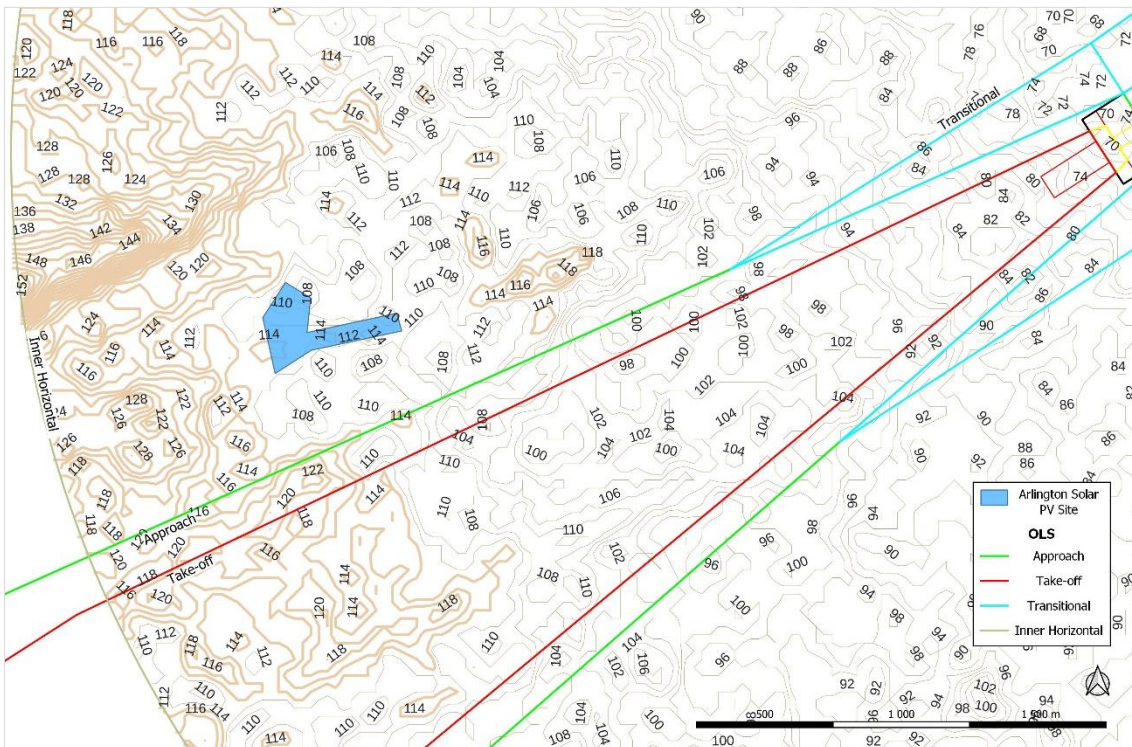


Fig 9: SRTM data showing terrain at and above 114m (AMSL)

ICAO ANNEX 14 OBSTACLE LIMITATION SURFACE REPORT

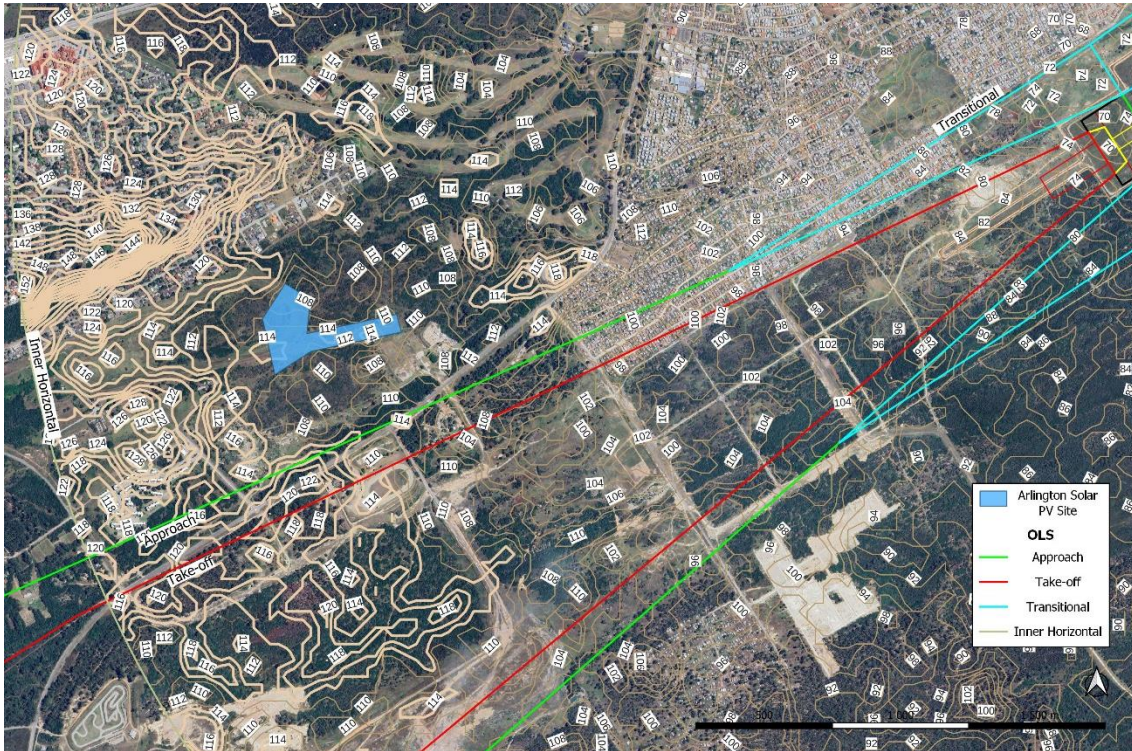


Fig 10: SRTM data showing terrain at and above 114m (AMSL)

2.7.6 **NOTE:** The AIP section AD 2-FAPE indicates aerodrome obstacles, lighting masts, in the vicinity of the proposed PV development (approximately 20m-25m AGL). The surrounding areas also show various structures already present, as well as two transmission pylons in the vicinity (approximately 35m AGL) (see Fig 11 and Fig 12).

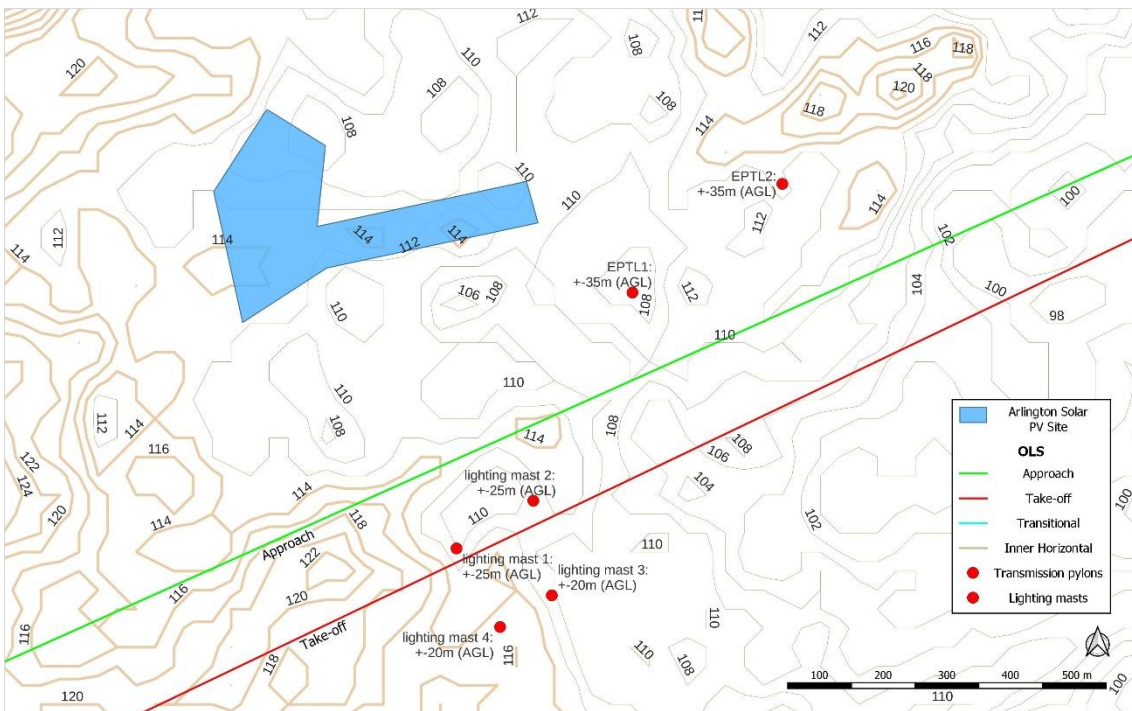


Fig 11: AIP and other obstacles within the vicinity of the proposed PV development

ICAO ANNEX 14 OBSTACLE LIMITATION SURFACE REPORT



Fig 12: AIP and other obstacles within the vicinity of the proposed PV development

2.7.7 **NOTE:** Given the nature of the terrain surrounding the proposed PV development, as well as the obstacles indicated in the AIP, and others, allows for the shielding principle to potentially be applied to the proposed PV development. Airport Services Manual (Doc 9137), Part 6, 2.9, allows for circumstances in which the shielding principle may reasonably be applied.

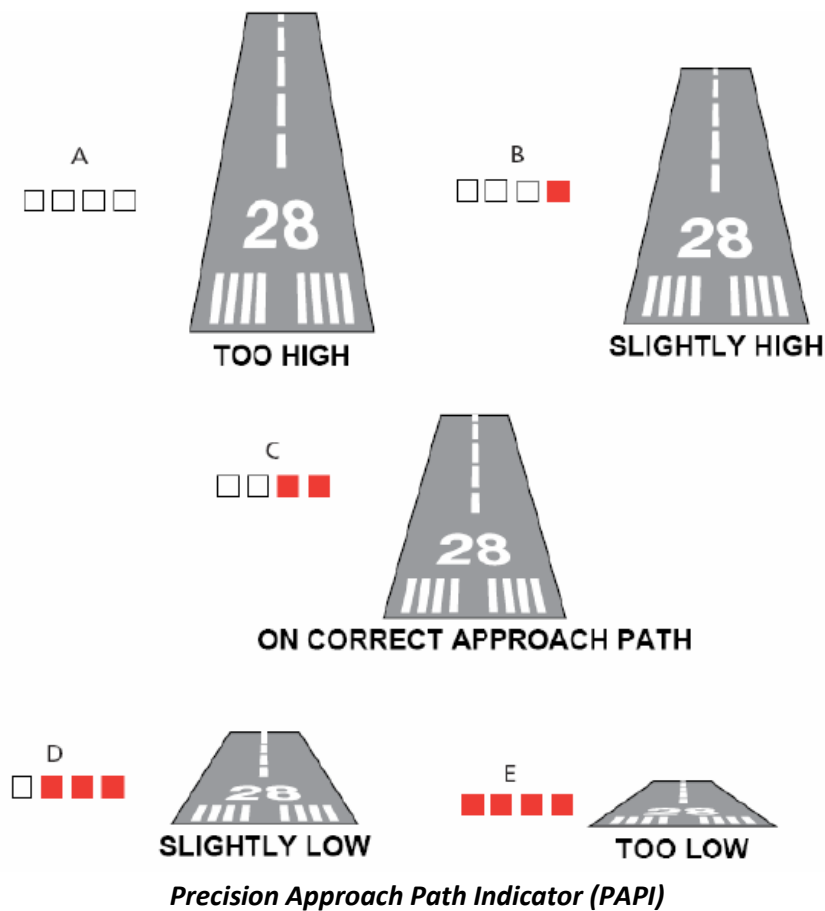
2.7.8 **NOTE:** Annex 14 Vol 1, 4.2.20 also allows the appropriate authority to apply the shielding principle:

4.2.20 Recommendation. - *New objects or extensions of existing objects should not be permitted above the conical surface and the inner horizontal surface except when, in the opinion of the appropriate authority, an object would be shielded by an existing immovable object, or after aeronautical study it is determined that the object would not adversely affect the safety or significantly affect the regularity of operations of aeroplanes.*

3 VISUAL AIDS FOR DENOTING OBSTACLES

3.1 PURPOSE

- 3.1.1 The marking and/or lighting of obstacles are intended to reduce hazards to aircraft by indicating the presence of the obstacles. It does not necessarily reduce operating limitations which may be imposed by an obstacle.
- 3.1.2 Aeronautical Ground Lighting (AGL) provides flight crew with location, orientation and alignment information in adverse visibility conditions and at night. Below is an example of a Precision Approach Path Indicator (PAPI), as used by the pilot during final approach to land. The units are normally installed on the left hand side of the runway, viewed from the approach; a right hand installation is permitted if it is not practicable to position them on the left or if a second set is required.

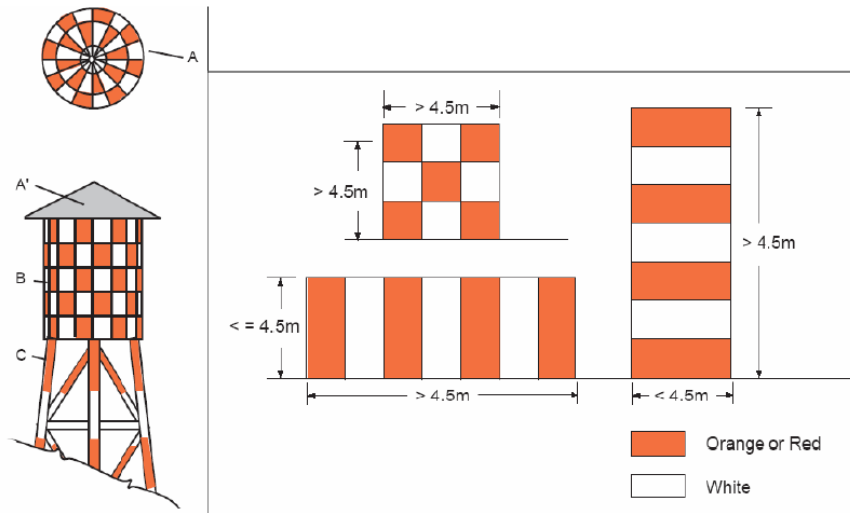


ICAO ANNEX 14 OBSTACLE LIMITATION SURFACE REPORT

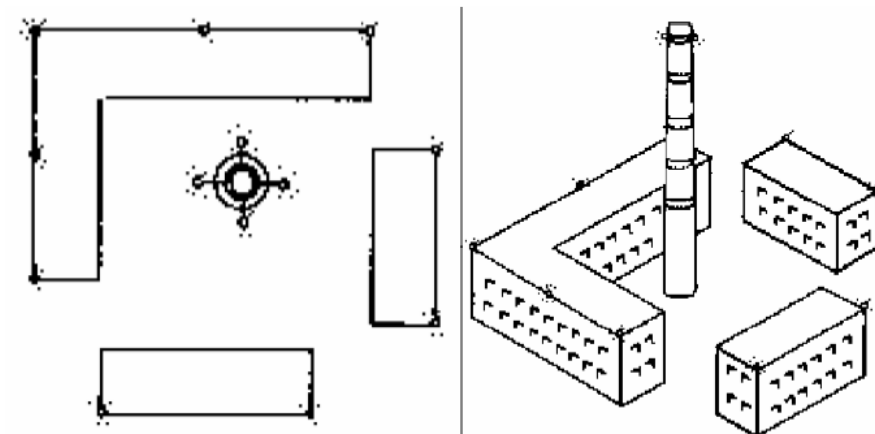
3.1.3 These are protected by:

- Preventing them from being obscured;
- Preventing the installation and display of other lights, particularly street lighting, in a pattern or colour which could be mistaken for visual aids;
- Preventing a high level of background lighting which could diminish their effectiveness;
- Preventing other lights which could confuse pilots.

3.1.4 All structures and buildings in and around an airport, treated as an obstacle, shall be clearly marked and identified in accordance with the requirements of ICAO Annex 14, Chapter 6. Below are examples of the day and night markings of buildings and obstacles, in accordance with Annex 14.



Daylight Markings



Night Markings

ICAO ANNEX 14 OBSTACLE LIMITATION SURFACE REPORT

4 PANS-OPS EVALUATION

4.1 No PANS-OPS Assessment was performed for this report.

5 SUMMARY

5.1 ICAO ANNEX 14 OBSTACLE LIMITATION SURFACES

- 5.1.1 This report contains the details of the ICAO Annex 14 obstacle limitation surfaces with consideration for the proposed Arlington solar PV development located approximately 1.5NM (2.8km) west of Chief Dawid Stuurman International airport, Eastern Cape, South Africa.
- 5.1.2 The proposed Arlington solar PV development lies within the Inner Horizontal surface of the FAPE OLS, which is the controlling surface (see Table 1, Fig 3 and Fig 4).
- 5.1.3 As such any structures within the proposed Arlington solar PV development should not exceed the maximum elevation of 101m AMSL in order to remain clear of the FAPE ICAO Annex 14 Obstacle Limitation Surfaces (see Table 1, Fig 5 and Fig 6).
- 5.1.4 Given the nature of the terrain surrounding the proposed PV development, as well as the obstacles indicated in the AIP for FAPE, Annex 14 Vol 1, 4.2.20 allows for the appropriate authority to potentially apply the shielding principle to the proposed PV development (see Par 2.7.7 and 2.7.8).
- 5.1.5 Appendix A contains available indicative SRTM data.

5.2 CERTIFICATION

- 5.2.1 This completes the ICAO Annex 14 obstacle limitation surfaces (OLS) report with consideration for the proposed Arlington solar PV development located approximately 1.5NM (2.8km) west of Chief Dawid Stuurman International airport, Eastern Cape, South Africa.
- 5.2.2 This report was compiled by Aviata Consulting.



Brett Spangehl
(Annex 14 OLS Specialist)

ICAO ANNEX 14 OBSTACLE LIMITATION SURFACE REPORT

APPENDIX A: SRTM AND INDICATIVE PERMISSIBLE STRUCTURE ELEVATIONS

Ref No.	Description	Latitude	Longitude	SRTM Ground Elevation (AMSL)	SRTM+10m vertical tolerance (AMSL)	Max Structure elevation (AMSL)	Runway Name	DSG	Surface
SRTM_49	TERRAIN	34 00 2.1912 S	025 34 06.700224 E	115	125	101.08	08/26	08	Inner Horizontal
SRTM_65	TERRAIN	34 00 3.8663 S	025 33 53.496142 E	115	125	101.08	08/26	08	Inner Horizontal
SRTM_43	TERRAIN	34 00 2.1145 S	025 34 00.113559 E	114	124	101.08	08/26	08	Inner Horizontal
SRTM_44	TERRAIN	34 00 2.1273 S	025 34 01.211336 E	114	124	101.08	08/26	08	Inner Horizontal
SRTM_45	TERRAIN	34 00 2.1401 S	025 34 02.309114 E	114	124	101.08	08/26	08	Inner Horizontal
SRTM_48	TERRAIN	34 00 2.1784 S	025 34 05.602446 E	114	124	101.08	08/26	08	Inner Horizontal
SRTM_50	TERRAIN	34 00 2.204 S	025 34 07.798003 E	114	124	101.08	08/26	08	Inner Horizontal
SRTM_53	TERRAIN	34 00 2.952 S	025 33 53.511522 E	114	124	101.08	08/26	08	Inner Horizontal
SRTM_54	TERRAIN	34 00 2.9648 S	025 33 54.609301 E	114	124	101.08	08/26	08	Inner Horizontal
SRTM_60	TERRAIN	34 00 3.0416 S	025 34 01.19598 E	114	124	101.08	08/26	08	Inner Horizontal
SRTM_61	TERRAIN	34 00 3.0544 S	025 34 02.29376 E	114	124	101.08	08/26	08	Inner Horizontal
SRTM_72	TERRAIN	34 00 4.7806 S	025 33 53.480762 E	114	124	101.08	08/26	08	Inner Horizontal
SRTM_73	TERRAIN	34 00 4.7934 S	025 33 54.578548 E	114	124	101.08	08/26	08	Inner Horizontal
SRTM_31	TERRAIN	34 00 1.2769 S	025 34 06.715565 E	113	123	101.08	08/26	08	Inner Horizontal
SRTM_37	TERRAIN	34 00 2.0377 S	025 33 53.526901 E	113	123	101.08	08/26	08	Inner Horizontal
SRTM_38	TERRAIN	34 00 2.0505 S	025 33 54.624677 E	113	123	101.08	08/26	08	Inner Horizontal
SRTM_42	TERRAIN	34 00 2.1017 S	025 33 59.015782 E	113	123	101.08	08/26	08	Inner Horizontal
SRTM_46	TERRAIN	34 00 2.1529 S	025 34 03.406891 E	113	123	101.08	08/26	08	Inner Horizontal
SRTM_55	TERRAIN	34 00 2.9776 S	025 33 55.70708 E	113	123	101.08	08/26	08	Inner Horizontal
SRTM_57	TERRAIN	34 00 3.0032 S	025 33 57.902639 E	113	123	101.08	08/26	08	Inner Horizontal
SRTM_59	TERRAIN	34 00 3.0288 S	025 34 00.098199 E	113	123	101.08	08/26	08	Inner Horizontal
SRTM_62	TERRAIN	34 00 3.0672 S	025 34 03.391541 E	113	123	101.08	08/26	08	Inner Horizontal
SRTM_66	TERRAIN	34 00 3.8791 S	025 33 54.593924 E	113	123	101.08	08/26	08	Inner Horizontal
SRTM_67	TERRAIN	34 00 3.8919 S	025 33 55.691707 E	113	123	101.08	08/26	08	Inner Horizontal

ICAO ANNEX 14 OBSTACLE LIMITATION SURFACE REPORT

SRTM_68	TERRAIN	34 00 3.9047 S	025 33 56.78949 E	113	123	101.08	08/26	08	Inner Horizontal
SRTM_74	TERRAIN	34 00 4.8062 S	025 33 55.676334 E	113	123	101.08	08/26	08	Inner Horizontal
SRTM_76	TERRAIN	34 00 5.6949 S	025 33 53.465382 E	113	123	101.08	08/26	08	Inner Horizontal
SRTM_77	TERRAIN	34 00 5.7077 S	025 33 54.563171 E	113	123	101.08	08/26	08	Inner Horizontal
SRTM_78	TERRAIN	34 00 5.7205 S	025 33 55.66096 E	113	123	101.08	08/26	08	Inner Horizontal
SRTM_15	TERRAIN	34 00 0.1963 S	025 33 52.459891 E	112	122	101.08	08/26	08	Inner Horizontal
SRTM_19	TERRAIN	34 00 0.2475 S	025 33 56.850969 E	112	122	101.08	08/26	08	Inner Horizontal
SRTM_23	TERRAIN	34 00 1.1106 S	025 33 52.444508 E	112	122	101.08	08/26	08	Inner Horizontal
SRTM_24	TERRAIN	34 00 1.1234 S	025 33 53.542281 E	112	122	101.08	08/26	08	Inner Horizontal
SRTM_25	TERRAIN	34 00 1.1362 S	025 33 54.640053 E	112	122	101.08	08/26	08	Inner Horizontal
SRTM_26	TERRAIN	34 00 1.149 S	025 33 55.737826 E	112	122	101.08	08/26	08	Inner Horizontal
SRTM_28	TERRAIN	34 00 1.1746 S	025 33 57.933372 E	112	122	101.08	08/26	08	Inner Horizontal
SRTM_32	TERRAIN	34 00 1.2897 S	025 34 07.813339 E	112	122	101.08	08/26	08	Inner Horizontal
SRTM_36	TERRAIN	34 00 2.0249 S	025 33 52.429126 E	112	122	101.08	08/26	08	Inner Horizontal
SRTM_39	TERRAIN	34 00 2.0633 S	025 33 55.722453 E	112	122	101.08	08/26	08	Inner Horizontal
SRTM_40	TERRAIN	34 00 2.0761 S	025 33 56.82023 E	112	122	101.08	08/26	08	Inner Horizontal
SRTM_41	TERRAIN	34 00 2.0889 S	025 33 57.918006 E	112	122	101.08	08/26	08	Inner Horizontal
SRTM_47	TERRAIN	34 00 2.1657 S	025 34 04.504669 E	112	122	101.08	08/26	08	Inner Horizontal
SRTM_51	TERRAIN	34 00 2.2168 S	025 34 08.895781 E	112	122	101.08	08/26	08	Inner Horizontal
SRTM_56	TERRAIN	34 00 2.9904 S	025 33 56.80486 E	112	122	101.08	08/26	08	Inner Horizontal
SRTM_58	TERRAIN	34 00 3.016 S	025 33 59.000419 E	112	122	101.08	08/26	08	Inner Horizontal
SRTM_63	TERRAIN	34 00 3.08 S	025 34 04.489321 E	112	122	101.08	08/26	08	Inner Horizontal
SRTM_64	TERRAIN	34 00 3.0927 S	025 34 05.587103 E	112	122	101.08	08/26	08	Inner Horizontal
SRTM_69	TERRAIN	34 00 3.9175 S	025 33 57.887272 E	112	122	101.08	08/26	08	Inner Horizontal
SRTM_75	TERRAIN	34 00 4.819 S	025 33 56.774119 E	112	122	101.08	08/26	08	Inner Horizontal
SRTM_79	TERRAIN	34 00 6.6092 S	025 33 53.450001 E	112	122	101.08	08/26	08	Inner Horizontal
SRTM_16	TERRAIN	34 00 0.2091 S	025 33 53.55766 E	111	121	101.08	08/26	08	Inner Horizontal
SRTM_17	TERRAIN	34 00 0.2219 S	025 33 54.655429 E	111	121	101.08	08/26	08	Inner Horizontal
SRTM_18	TERRAIN	34 00 0.2347 S	025 33 55.753199 E	111	121	101.08	08/26	08	Inner Horizontal
SRTM_20	TERRAIN	34 00 0.2603 S	025 33 57.948738 E	111	121	101.08	08/26	08	Inner Horizontal

ICAO ANNEX 14 OBSTACLE LIMITATION SURFACE REPORT

SRTM_27	TERRAIN	34 00 1.1618 S	025 33 56.835599 E	111	121	101.08	08/26	08	Inner Horizontal
SRTM_29	TERRAIN	34 00 1.2513 S	025 34 04.520015 E	111	121	101.08	08/26	08	Inner Horizontal
SRTM_30	TERRAIN	34 00 1.2641 S	025 34 05.61779 E	111	121	101.08	08/26	08	Inner Horizontal
SRTM_35	TERRAIN	34 00 1.328 S	025 34 11.106665 E	111	121	101.08	08/26	08	Inner Horizontal
SRTM_52	TERRAIN	34 00 2.2295 S	025 34 09.993559 E	111	121	101.08	08/26	08	Inner Horizontal
SRTM_12	TERRAIN	33 59 59.3204 S	025 33 55.768571 E	110	120	101.08	08/26	08	Inner Horizontal
SRTM_13	TERRAIN	33 59 59.3332 S	025 33 56.866338 E	110	120	101.08	08/26	08	Inner Horizontal
SRTM_14	TERRAIN	33 59 59.346 S	025 33 57.964104 E	110	120	101.08	08/26	08	Inner Horizontal
SRTM_33	TERRAIN	34 00 1.3025 S	025 34 08.911115 E	110	120	101.08	08/26	08	Inner Horizontal
SRTM_34	TERRAIN	34 00 1.3152 S	025 34 10.00889 E	110	120	101.08	08/26	08	Inner Horizontal
SRTM_70	TERRAIN	34 00 3.9303 S	025 33 58.985056 E	110	120	101.08	08/26	08	Inner Horizontal
SRTM_71	TERRAIN	34 00 3.9431 S	025 34 00.082839 E	110	120	101.08	08/26	08	Inner Horizontal
SRTM_10	TERRAIN	33 59 59.2948 S	025 33 53.573039 E	109	119	101.08	08/26	08	Inner Horizontal
SRTM_11	TERRAIN	33 59 59.3076 S	025 33 54.670805 E	109	119	101.08	08/26	08	Inner Horizontal
SRTM_01	TERRAIN	33 59 56.5775 S	025 33 55.814688 E	108	118	101.08	08/26	08	Inner Horizontal
SRTM_02	TERRAIN	33 59 57.479 S	025 33 54.701556 E	108	118	101.08	08/26	08	Inner Horizontal
SRTM_03	TERRAIN	33 59 57.4918 S	025 33 55.799316 E	108	118	101.08	08/26	08	Inner Horizontal
SRTM_05	TERRAIN	33 59 58.3805 S	025 33 53.588418 E	108	118	101.08	08/26	08	Inner Horizontal
SRTM_06	TERRAIN	33 59 58.3933 S	025 33 54.686181 E	108	118	101.08	08/26	08	Inner Horizontal
SRTM_07	TERRAIN	33 59 58.4061 S	025 33 55.783944 E	108	118	101.08	08/26	08	Inner Horizontal
SRTM_08	TERRAIN	33 59 58.4189 S	025 33 56.881707 E	108	118	101.08	08/26	08	Inner Horizontal
SRTM_21	TERRAIN	34 00 0.3881 S	025 34 08.926448 E	108	118	101.08	08/26	08	Inner Horizontal
SRTM_22	TERRAIN	34 00 0.4009 S	025 34 10.02422 E	108	118	101.08	08/26	08	Inner Horizontal
SRTM_04	TERRAIN	33 59 57.5046 S	025 33 56.897076 E	107	117	101.08	08/26	08	Inner Horizontal
SRTM_09	TERRAIN	33 59 58.4317 S	025 33 57.97947 E	107	117	101.08	08/26	08	Inner Horizontal
SRTM_49	TERRAIN	34 00 2.1912 S	025 34 06.700224 E	115	125	156.25	08/26	26	ILS Missed Approach
SRTM_50	TERRAIN	34 00 2.204 S	025 34 07.798003 E	114	124	155.66	08/26	26	ILS Missed Approach
SRTM_35	TERRAIN	34 00 1.328 S	025 34 11.106665 E	111	121	153.5	08/26	26	ILS Missed Approach
SRTM_48	TERRAIN	34 00 2.1784 S	025 34 05.602446 E	114	124	156.84	08/26	26	ILS Missed Approach
SRTM_31	TERRAIN	34 00 1.2769 S	025 34 06.715565 E	113	123	155.87	08/26	26	ILS Missed Approach

ICAO ANNEX 14 OBSTACLE LIMITATION SURFACE REPORT

SRTM_51	TERRAIN	34 00 2.2168 S	025 34 08.895781 E	112	122	155.06	08/26	26	ILS Missed Approach
SRTM_32	TERRAIN	34 00 1.2897 S	025 34 07.813339 E	112	122	155.28	08/26	26	ILS Missed Approach
SRTM_52	TERRAIN	34 00 2.2295 S	025 34 09.993559 E	111	121	154.47	08/26	26	ILS Missed Approach
SRTM_34	TERRAIN	34 00 1.3152 S	025 34 10.00889 E	110	120	154.09	08/26	26	ILS Missed Approach
SRTM_45	TERRAIN	34 00 2.1401 S	025 34 02.309114 E	114	124	158.62	08/26	26	ILS Missed Approach
SRTM_33	TERRAIN	34 00 1.3025 S	025 34 08.911115 E	110	120	154.68	08/26	26	ILS Missed Approach
SRTM_61	TERRAIN	34 00 3.0544 S	025 34 02.29376 E	114	124	159	08/26	26	ILS Missed Approach
SRTM_46	TERRAIN	34 00 2.1529 S	025 34 03.406891 E	113	123	158.03	08/26	26	ILS Missed Approach
SRTM_44	TERRAIN	34 00 2.1273 S	025 34 01.211336 E	114	124	159.21	08/26	26	ILS Missed Approach
SRTM_64	TERRAIN	34 00 3.0927 S	025 34 05.587103 E	112	122	157.22	08/26	26	ILS Missed Approach
SRTM_62	TERRAIN	34 00 3.0672 S	025 34 03.391541 E	113	123	158.41	08/26	26	ILS Missed Approach
SRTM_47	TERRAIN	34 00 2.1657 S	025 34 04.504669 E	112	122	157.44	08/26	26	ILS Missed Approach
SRTM_30	TERRAIN	34 00 1.2641 S	025 34 05.61779 E	111	121	156.46	08/26	26	ILS Missed Approach
SRTM_60	TERRAIN	34 00 3.0416 S	025 34 01.19598 E	114	124	159.59	08/26	26	ILS Missed Approach
SRTM_22	TERRAIN	34 00 0.4009 S	025 34 10.02422 E	108	118	153.71	08/26	26	ILS Missed Approach
SRTM_43	TERRAIN	34 00 2.1145 S	025 34 00.113559 E	114	124	159.81	08/26	26	ILS Missed Approach
SRTM_63	TERRAIN	34 00 3.08 S	025 34 04.489321 E	112	122	157.82	08/26	26	ILS Missed Approach
SRTM_29	TERRAIN	34 00 1.2513 S	025 34 04.520015 E	111	121	157.06	08/26	26	ILS Missed Approach
SRTM_21	TERRAIN	34 00 0.3881 S	025 34 08.926448 E	108	118	154.3	08/26	26	ILS Missed Approach
SRTM_59	TERRAIN	34 00 3.0288 S	025 34 00.098199 E	113	123	160.19	08/26	26	ILS Missed Approach
SRTM_42	TERRAIN	34 00 2.1017 S	025 33 59.015782 E	113	123	160.4	08/26	26	ILS Missed Approach
SRTM_57	TERRAIN	34 00 3.0032 S	025 33 57.902639 E	113	123	161.37	08/26	26	ILS Missed Approach
SRTM_28	TERRAIN	34 00 1.1746 S	025 33 57.933372 E	112	122	160.61	08/26	26	ILS Missed Approach
SRTM_58	TERRAIN	34 00 3.016 S	025 33 59.000419 E	112	122	160.78	08/26	26	ILS Missed Approach
SRTM_41	TERRAIN	34 00 2.0889 S	025 33 57.918006 E	112	122	160.99	08/26	26	ILS Missed Approach
SRTM_65	TERRAIN	34 00 3.8663 S	025 33 53.496142 E	115	125	164.12	08/26	26	ILS Missed Approach
SRTM_54	TERRAIN	34 00 2.9648 S	025 33 54.609301 E	114	124	163.15	08/26	26	ILS Missed Approach
SRTM_68	TERRAIN	34 00 3.9047 S	025 33 56.78949 E	113	123	162.35	08/26	26	ILS Missed Approach
SRTM_55	TERRAIN	34 00 2.9776 S	025 33 55.70708 E	113	123	162.56	08/26	26	ILS Missed Approach
SRTM_40	TERRAIN	34 00 2.0761 S	025 33 56.82023 E	112	122	161.59	08/26	26	ILS Missed Approach

ICAO ANNEX 14 OBSTACLE LIMITATION SURFACE REPORT

SRTM_53	TERRAIN	34 00 2.952 S	025 33 53.511522 E	114	124	163.74	08/26	26	ILS Missed Approach
SRTM_69	TERRAIN	34 00 3.9175 S	025 33 57.887272 E	112	122	161.75	08/26	26	ILS Missed Approach
SRTM_38	TERRAIN	34 00 2.0505 S	025 33 54.624677 E	113	123	162.77	08/26	26	ILS Missed Approach
SRTM_73	TERRAIN	34 00 4.7934 S	025 33 54.578548 E	114	124	163.91	08/26	26	ILS Missed Approach
SRTM_67	TERRAIN	34 00 3.8919 S	025 33 55.691707 E	113	123	162.94	08/26	26	ILS Missed Approach
SRTM_56	TERRAIN	34 00 2.9904 S	025 33 56.80486 E	112	122	161.97	08/26	26	ILS Missed Approach
SRTM_39	TERRAIN	34 00 2.0633 S	025 33 55.722453 E	112	122	162.18	08/26	26	ILS Missed Approach
SRTM_74	TERRAIN	34 00 4.8062 S	025 33 55.676334 E	113	123	163.32	08/26	26	ILS Missed Approach
SRTM_72	TERRAIN	34 00 4.7806 S	025 33 53.480762 E	114	124	164.5	08/26	26	ILS Missed Approach
SRTM_66	TERRAIN	34 00 3.8791 S	025 33 54.593924 E	113	123	163.53	08/26	26	ILS Missed Approach
SRTM_71	TERRAIN	34 00 3.9431 S	025 34 00.082839 E	110	120	160.57	08/26	26	ILS Missed Approach
SRTM_78	TERRAIN	34 00 5.7205 S	025 33 55.66096 E	113	123	163.7	08/26	26	ILS Missed Approach
SRTM_75	TERRAIN	34 00 4.819 S	025 33 56.774119 E	112	122	162.73	08/26	26	ILS Missed Approach
SRTM_70	TERRAIN	34 00 3.9303 S	025 33 58.985056 E	110	120	161.16	08/26	26	ILS Missed Approach
SRTM_77	TERRAIN	34 00 5.7077 S	025 33 54.563171 E	113	123	164.29	08/26	26	ILS Missed Approach
SRTM_27	TERRAIN	34 00 1.1618 S	025 33 56.835599 E	111	121	162.41	08/26	26	ILS Transitional
SRTM_37	TERRAIN	34 00 2.0377 S	025 33 53.526901 E	113	123	164.61	08/26	26	ILS Transitional
SRTM_76	TERRAIN	34 00 5.6949 S	025 33 53.465382 E	113	123	164.88	08/26	26	ILS Missed Approach
SRTM_26	TERRAIN	34 00 1.149 S	025 33 55.737826 E	112	122	164.33	08/26	26	ILS Transitional
SRTM_20	TERRAIN	34 00 0.2603 S	025 33 57.948738 E	111	121	164.04	08/26	26	ILS Transitional
SRTM_79	TERRAIN	34 00 6.6092 S	025 33 53.450001 E	112	122	165.26	08/26	26	ILS Missed Approach
SRTM_19	TERRAIN	34 00 0.2475 S	025 33 56.850969 E	112	122	165.96	08/26	26	ILS Transitional
SRTM_25	TERRAIN	34 00 1.1362 S	025 33 54.640053 E	112	122	166.24	08/26	26	ILS Transitional
SRTM_36	TERRAIN	34 00 2.0249 S	025 33 52.429126 E	112	122	166.52	08/26	26	ILS Transitional
SRTM_52	TERRAIN	34 00 2.2295 S	025 34 09.993559 E	111	121	166.32	08/26	08	ILS Transitional
SRTM_24	TERRAIN	34 00 1.1234 S	025 33 53.542281 E	112	122	168.16	08/26	26	ILS Transitional
SRTM_51	TERRAIN	34 00 2.2168 S	025 34 08.895781 E	112	122	168.45	08/26	08	ILS Transitional
SRTM_35	TERRAIN	34 00 1.328 S	025 34 11.106665 E	111	121	167.59	08/26	08	ILS Transitional
SRTM_50	TERRAIN	34 00 2.204 S	025 34 07.798003 E	114	124	170.59	08/26	08	ILS Transitional
SRTM_18	TERRAIN	34 00 0.2347 S	025 33 55.753199 E	111	121	167.88	08/26	26	ILS Transitional

ICAO ANNEX 14 OBSTACLE LIMITATION SURFACE REPORT

SRTM_14	TERRAIN	33 59 59.346 S	025 33 57.964104 E	110	120	167.59	08/26	26	ILS Transitional
SRTM_49	TERRAIN	34 00 2.1912 S	025 34 06.700224 E	115	125	172.73	08/26	08	ILS Transitional
SRTM_23	TERRAIN	34 00 1.1106 S	025 33 52.444508 E	112	122	170.08	08/26	26	ILS Transitional
SRTM_17	TERRAIN	34 00 0.2219 S	025 33 54.655429 E	111	121	169.79	08/26	26	ILS Transitional
SRTM_64	TERRAIN	34 00 3.0927 S	025 34 05.587103 E	112	122	171.46	08/26	08	ILS Transitional
SRTM_13	TERRAIN	33 59 59.3332 S	025 33 56.866338 E	110	120	169.51	08/26	26	ILS Transitional
SRTM_34	TERRAIN	34 00 1.3152 S	025 34 10.00889 E	110	120	169.73	08/26	08	ILS Transitional
SRTM_16	TERRAIN	34 00 0.2091 S	025 33 53.55766 E	111	121	171.71	08/26	26	ILS Transitional
SRTM_48	TERRAIN	34 00 2.1784 S	025 34 05.602446 E	114	124	174.87	08/26	08	ILS Transitional
SRTM_12	TERRAIN	33 59 59.3204 S	025 33 55.768571 E	110	120	171.43	08/26	26	ILS Transitional
SRTM_63	TERRAIN	34 00 3.08 S	025 34 04.489321 E	112	122	173.59	08/26	08	ILS Transitional
SRTM_15	TERRAIN	34 00 0.1963 S	025 33 52.459891 E	112	122	173.63	08/26	26	ILS Transitional
SRTM_33	TERRAIN	34 00 1.3025 S	025 34 08.911115 E	110	120	171.86	08/26	08	ILS Transitional
SRTM_32	TERRAIN	34 00 1.2897 S	025 34 07.813339 E	112	122	174	08/26	08	ILS Transitional
SRTM_62	TERRAIN	34 00 3.0672 S	025 34 03.391541 E	113	123	175.73	08/26	08	ILS Transitional
SRTM_31	TERRAIN	34 00 1.2769 S	025 34 06.715565 E	113	123	176.14	08/26	08	ILS Transitional
SRTM_61	TERRAIN	34 00 3.0544 S	025 34 02.29376 E	114	124	177.87	08/26	08	ILS Transitional
SRTM_09	TERRAIN	33 59 58.4317 S	025 33 57.97947 E	107	117	171.14	08/26	26	ILS Transitional
SRTM_11	TERRAIN	33 59 59.3076 S	025 33 54.670805 E	109	119	173.34	08/26	26	ILS Transitional
SRTM_47	TERRAIN	34 00 2.1657 S	025 34 04.504669 E	112	122	177	08/26	08	ILS Transitional
SRTM_08	TERRAIN	33 59 58.4189 S	025 33 56.881707 E	108	118	173.06	08/26	26	ILS Transitional
SRTM_22	TERRAIN	34 00 0.4009 S	025 34 10.02422 E	108	118	173.14	08/26	08	ILS Transitional
SRTM_60	TERRAIN	34 00 3.0416 S	025 34 01.19598 E	114	124	180	08/26	08	ILS Transitional
SRTM_46	TERRAIN	34 00 2.1529 S	025 34 03.406891 E	113	123	179.14	08/26	08	ILS Transitional
SRTM_10	TERRAIN	33 59 59.2948 S	025 33 53.573039 E	109	119	175.26	08/26	26	ILS Transitional
SRTM_07	TERRAIN	33 59 58.4061 S	025 33 55.783944 E	108	118	174.98	08/26	26	ILS Transitional
SRTM_21	TERRAIN	34 00 0.3881 S	025 34 08.926448 E	108	118	175.27	08/26	08	ILS Transitional
SRTM_30	TERRAIN	34 00 1.2641 S	025 34 05.61779 E	111	121	178.28	08/26	08	ILS Transitional
SRTM_45	TERRAIN	34 00 2.1401 S	025 34 02.309114 E	114	124	181.28	08/26	08	ILS Transitional
SRTM_78	TERRAIN	34 00 5.7205 S	025 33 55.66096 E	113	123	180.97	08/26	08	ILS Transitional

ICAO ANNEX 14 OBSTACLE LIMITATION SURFACE REPORT

SRTM_71	TERRAIN	34 00 3.9431 S	025 34 00.082839 E	110	120	178.73	08/26	08	ILS Transitional
SRTM_06	TERRAIN	33 59 58.3933 S	025 33 54.686181 E	108	118	176.9	08/26	26	ILS Transitional
SRTM_59	TERRAIN	34 00 3.0288 S	025 34 00.098199 E	113	123	182.14	08/26	08	ILS Transitional
SRTM_29	TERRAIN	34 00 1.2513 S	025 34 04.520015 E	111	121	180.41	08/26	08	ILS Transitional
SRTM_44	TERRAIN	34 00 2.1273 S	025 34 01.211336 E	114	124	183.41	08/26	08	ILS Transitional
SRTM_04	TERRAIN	33 59 57.5046 S	025 33 56.897076 E	107	117	176.61	08/26	26	ILS Transitional
SRTM_75	TERRAIN	34 00 4.819 S	025 33 56.774119 E	112	122	182.05	08/26	08	ILS Transitional
SRTM_79	TERRAIN	34 00 6.6092 S	025 33 53.450001 E	112	122	182.15	08/26	08	ILS Transitional
SRTM_77	TERRAIN	34 00 5.7077 S	025 33 54.563171 E	113	123	183.23	08/26	08	ILS Transitional
SRTM_03	TERRAIN	33 59 57.4918 S	025 33 55.799316 E	108	118	178.53	08/26	26	ILS Transitional
SRTM_05	TERRAIN	33 59 58.3805 S	025 33 53.588418 E	108	118	178.81	08/26	26	ILS Transitional
SRTM_70	TERRAIN	34 00 3.9303 S	025 33 58.985056 E	110	120	180.87	08/26	08	ILS Transitional
SRTM_69	TERRAIN	34 00 3.9175 S	025 33 57.887272 E	112	122	183.13	08/26	08	ILS Transitional
SRTM_74	TERRAIN	34 00 4.8062 S	025 33 55.676334 E	113	123	184.31	08/26	08	ILS Transitional
SRTM_43	TERRAIN	34 00 2.1145 S	025 34 00.113559 E	114	124	185.55	08/26	08	ILS Transitional
SRTM_58	TERRAIN	34 00 3.016 S	025 33 59.000419 E	112	122	184.28	08/26	08	ILS Transitional
SRTM_68	TERRAIN	34 00 3.9047 S	025 33 56.78949 E	113	123	185.38	08/26	08	ILS Transitional
SRTM_02	TERRAIN	33 59 57.479 S	025 33 54.701556 E	108	118	180.45	08/26	26	ILS Transitional
SRTM_76	TERRAIN	34 00 5.6949 S	025 33 53.465382 E	113	123	185.48	08/26	08	ILS Transitional
SRTM_73	TERRAIN	34 00 4.7934 S	025 33 54.578548 E	114	124	186.56	08/26	08	ILS Transitional
SRTM_57	TERRAIN	34 00 3.0032 S	025 33 57.902639 E	113	123	186.46	08/26	08	ILS Transitional
SRTM_01	TERRAIN	33 59 56.5775 S	025 33 55.814688 E	108	118	182.08	08/26	26	ILS Transitional
SRTM_67	TERRAIN	34 00 3.8919 S	025 33 55.691707 E	113	123	187.64	08/26	08	ILS Transitional
SRTM_42	TERRAIN	34 00 2.1017 S	025 33 59.015782 E	113	123	187.69	08/26	08	ILS Transitional
SRTM_72	TERRAIN	34 00 4.7806 S	025 33 53.480762 E	114	124	188.82	08/26	08	ILS Transitional
SRTM_56	TERRAIN	34 00 2.9904 S	025 33 56.80486 E	112	122	188.72	08/26	08	ILS Transitional
SRTM_66	TERRAIN	34 00 3.8791 S	025 33 54.593924 E	113	123	189.9	08/26	08	ILS Transitional
SRTM_65	TERRAIN	34 00 3.8663 S	025 33 53.496142 E	115	125	192.15	08/26	08	ILS Transitional
SRTM_41	TERRAIN	34 00 2.0889 S	025 33 57.918006 E	112	122	189.83	08/26	08	ILS Transitional
SRTM_55	TERRAIN	34 00 2.9776 S	025 33 55.70708 E	113	123	190.97	08/26	08	ILS Transitional

ICAO ANNEX 14 OBSTACLE LIMITATION SURFACE REPORT

SRTM_54	TERRAIN	34 00 2.9648 S	025 33 54.609301 E	114	124	193.23	08/26	08	ILS Transitional
SRTM_40	TERRAIN	34 00 2.0761 S	025 33 56.82023 E	112	122	192.05	08/26	08	ILS Transitional
SRTM_28	TERRAIN	34 00 1.1746 S	025 33 57.933372 E	112	122	193.24	08/26	08	ILS Transitional
SRTM_53	TERRAIN	34 00 2.952 S	025 33 53.511522 E	114	124	195.49	08/26	08	ILS Transitional
SRTM_39	TERRAIN	34 00 2.0633 S	025 33 55.722453 E	112	122	194.31	08/26	08	ILS Transitional
SRTM_38	TERRAIN	34 00 2.0505 S	025 33 54.624677 E	113	123	196.56	08/26	08	ILS Transitional
SRTM_27	TERRAIN	34 00 1.1618 S	025 33 56.835599 E	111	121	195.39	08/26	08	ILS Transitional
SRTM_26	TERRAIN	34 00 1.149 S	025 33 55.737826 E	112	122	197.64	08/26	08	ILS Transitional
SRTM_20	TERRAIN	34 00 0.2603 S	025 33 57.948738 E	111	121	196.65	08/26	08	ILS Transitional
SRTM_37	TERRAIN	34 00 2.0377 S	025 33 53.526901 E	113	123	198.82	08/26	08	ILS Transitional
SRTM_19	TERRAIN	34 00 0.2475 S	025 33 56.850969 E	112	122	198.78	08/26	08	ILS Transitional
SRTM_25	TERRAIN	34 00 1.1362 S	025 33 54.640053 E	112	122	199.9	08/26	08	ILS Transitional
SRTM_36	TERRAIN	34 00 2.0249 S	025 33 52.429126 E	112	122	201.07	08/26	08	ILS Transitional
SRTM_18	TERRAIN	34 00 0.2347 S	025 33 55.753199 E	111	121	200.98	08/26	08	ILS Transitional
SRTM_14	TERRAIN	33 59 59.346 S	025 33 57.964104 E	110	120	200.06	08/26	08	ILS Transitional
SRTM_24	TERRAIN	34 00 1.1234 S	025 33 53.542281 E	112	122	202.15	08/26	08	ILS Transitional
SRTM_13	TERRAIN	33 59 59.3332 S	025 33 56.866338 E	110	120	202.19	08/26	08	ILS Transitional
SRTM_17	TERRAIN	34 00 0.2219 S	025 33 54.655429 E	111	121	203.23	08/26	08	ILS Transitional
SRTM_23	TERRAIN	34 00 1.1106 S	025 33 52.444508 E	112	122	204.41	08/26	08	ILS Transitional
SRTM_12	TERRAIN	33 59 59.3204 S	025 33 55.768571 E	110	120	204.33	08/26	08	ILS Transitional
SRTM_16	TERRAIN	34 00 0.2091 S	025 33 53.55766 E	111	121	205.49	08/26	08	ILS Transitional
SRTM_15	TERRAIN	34 00 0.1963 S	025 33 52.459891 E	112	122	207.74	08/26	08	ILS Transitional
SRTM_09	TERRAIN	33 59 58.4317 S	025 33 57.97947 E	107	117	203.47	08/26	08	ILS Transitional
SRTM_11	TERRAIN	33 59 59.3076 S	025 33 54.670805 E	109	119	206.57	08/26	08	ILS Transitional
SRTM_08	TERRAIN	33 59 58.4189 S	025 33 56.881707 E	108	118	205.6	08/26	08	ILS Transitional
SRTM_07	TERRAIN	33 59 58.4061 S	025 33 55.783944 E	108	118	207.74	08/26	08	ILS Transitional
SRTM_10	TERRAIN	33 59 59.2948 S	025 33 53.573039 E	109	119	208.82	08/26	08	ILS Transitional
SRTM_06	TERRAIN	33 59 58.3933 S	025 33 54.686181 E	108	118	209.9	08/26	08	ILS Transitional
SRTM_04	TERRAIN	33 59 57.5046 S	025 33 56.897076 E	107	117	209.01	08/26	08	ILS Transitional
SRTM_03	TERRAIN	33 59 57.4918 S	025 33 55.799316 E	108	118	211.15	08/26	08	ILS Transitional

ICAO ANNEX 14 OBSTACLE LIMITATION SURFACE REPORT

SRTM_05	TERRAIN	33 59 58.3805 S	025 33 53.588418 E	108	118	212.16	08/26	08	ILS Transitional
SRTM_02	TERRAIN	33 59 57.479 S	025 33 54.701556 E	108	118	213.29	08/26	08	ILS Transitional
SRTM_01	TERRAIN	33 59 56.5775 S	025 33 55.814688 E	108	118	214.56	08/26	08	ILS Transitional