

FYWH AD 2.22 FLIGHT PROCEDURES

General:

Communication Failure Procedure

Aircraft should adhere to the procedures stipulated in ENR 1.5 Section 6 (ICAO Doc 4444 Chapter 15, 15.3). In addition, the relevant procedures below shall be applied by inbound aircraft.

If able contact ATC on telephone +264 61 702 290

For IFR Traffic

1. Squawk 7600
2. Approach clearance received and acknowledged:
Continue approach according to clearance.
3. No approach clearance received and acknowledged:
 - Maintain last assigned level received and acknowledged, but not below MSA.
 - Proceed via WHV VOR then via R050 WHV to intercept the 14DME arc to join the hold at IMPEP;
 - In IMPEP hold descent to 8000FT MSL.
 - Carry out instrument approach to the most suitable runway, or if EAT is received and acknowledged, leave IMPEP on EAT.
4. If issued with a STAR, refer to Communication Failure Procedure for the STAR being flown. Comply with all lateral, vertical and speed requirements of the STAR. Holding is not required when issued with a STAR, unless an EAT has been received and acknowledged including delays/holding for traffic management purposes.

For VFR traffic

- a) Squawk Code 7600
- b) Join overhead the aerodrome at 2000FT AGL
- c) Observe and join the Aerodrome traffic circuit
- d) Make all turns to the left whenever possible
- e) Land as soon as possible and report to the ATC

Speed Restriction

Speed restrictions within Windhoek TMA for arriving and departing aircraft, MAX IAS 250KT restriction applies at and below FL150. Speed is mandatory and must be complied with. ATC may vary the speeds for traffic management purposes.

FYWH AD 2.23 ADDITIONAL INFORMATION

Bird concentrations in the vicinity of the airport.

1. Concentration of birds around the runway and in the vicinity of the aerodrome, pilots and airport users to exercise caution.

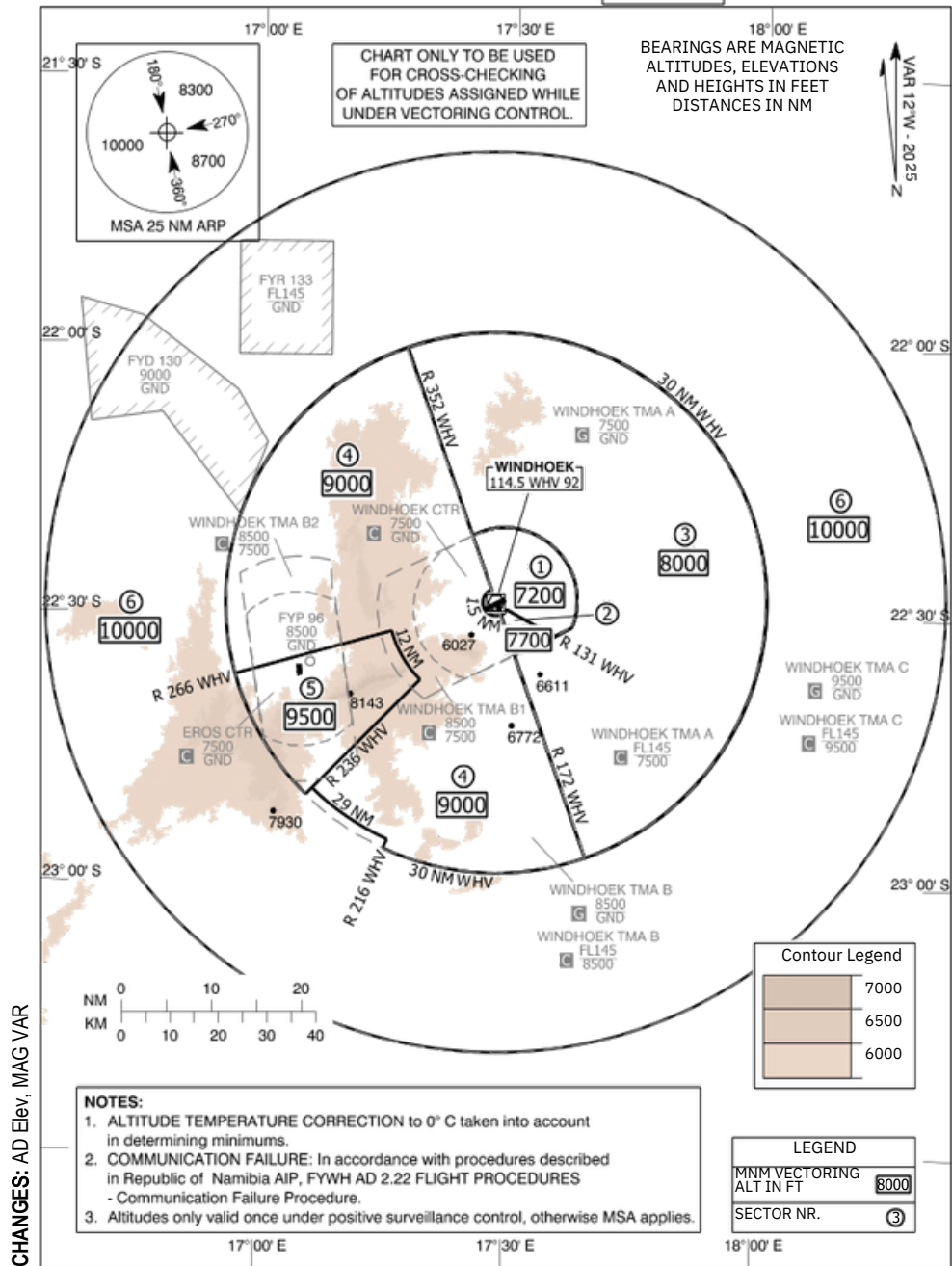
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AERODROME ELEV - **5641 FT**
TRANSITION ALT - **10000 FT**

ATIS	126.20
APP	120.50
TWR	118.10
APN	125.90

WINDHOEK
Hosea Kutako/Intl.
(FYWH)



ATC Surveillance Minimum Altitude Coordinates

Sector 1. MNM ALT 7200 FT

22°21'11"S 017°25'19"E, 22°27'14"S 017°27'41"E,
arc 1.5 NM radius centre 22°28'39"S 017°28'14"E,
22°29'22"S 017°29'39"E, 22°32'16"S 017°35'17"E,
22°31'19"S 017°37'21"E,
arc 8 NM radius centre 22°28'17"S 017°29'21"E,
22°21'05"S 017°25'34"E, 22°21'11"S 017°25'19"E

Sector 2. MNM ALT 7700 FT

22°32'16"S 017°35'17"E, 22°29'22"S 017°29'39"E,
arc 1.5 NM radius centre 22°28'39"S 017°28'14"E,
22°30'03"S 017°28'47"E, 22°34'28"S 017°30'31"E,
22°32'16"S 017°35'17"E

Sector 3. MNM ALT 8000 FT

22°21'11"S 017°25'19"E, 22°00'21"S 017°17'12"E,
arc 30 NM radius centre 22°28'39"S 017°28'14"E,
22°56'55"S 017°39'21"E, 22°34'28"S 017°30'31"E,
22°31'19"S 017°37'21"E,
arc 8 NM radius centre 22°28'17"S 017°29'21"E,
22°21'05"S 017°25'34"E, 22°21'11"S 017°25'19"E

Sector 4. MNM ALT 9000 FT

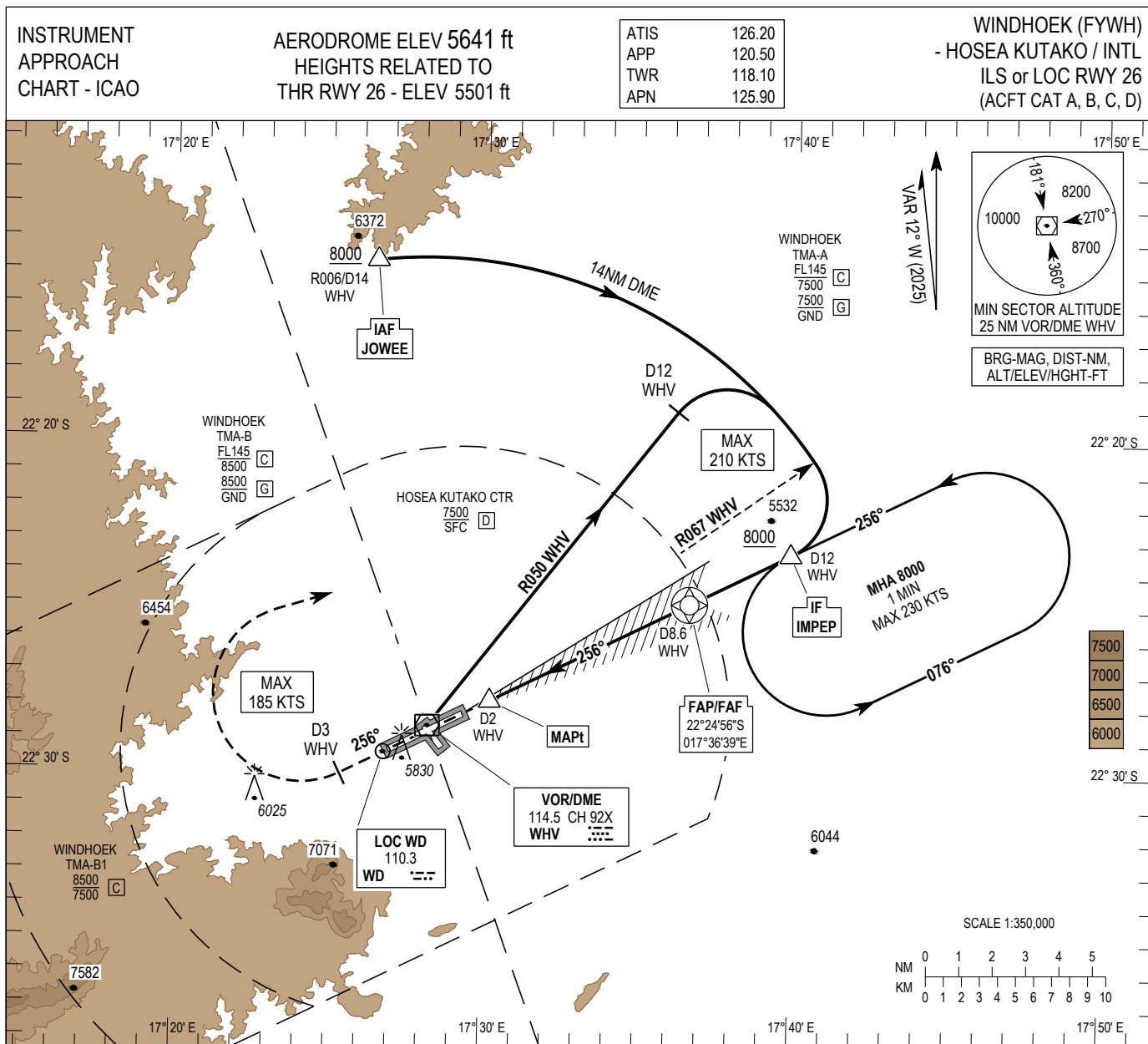
22°00'21"S 017°17'12"E, 22°27'14"S 017°27'41"E,
arc 1.5 NM radius centre 22°28'39"S 017°28'14"E,
22°30'03"S 017°28'47"E, 22°56'55"S 017°39'21"E,
arc 30 NM radius centre 22°28'39"S 017°28'14"E,
22°56'07"S 017°15'01"E, 22°55'13"S 017°15'28"E,
arc 29 NM radius centre 22°28'39"S 017°28'14"E,
22°49'33"S 017°06'26"E, 22°37'18"S 017°19'14"E,
arc 12 NM radius centre 22°28'39"S 017°28'14"E,
22°31'57"S 017°15'47"E, 22°36'53"S 016°57'04"E,
arc 30 NM radius centre 22°28'39"S 017°28'14"E,
22°00'21"S 017°17'12"E

Sector 5. MNM ALT 9500 FT

22°36'53"S 016°57'04"E, 22°31'57"S 017°15'47"E,
arc 12 NM radius centre 22°28'39"S 017°28'14"E,
22°37'18"S 017°19'14"E, 22°50'16"S 017°05'41"E,
arc 30 NM radius centre 22°28'39"S 017°28'14"E,
22°36'53"S 016°57'04"E

Sector 6. MNM ALT 10000 FT

22°56'07"S 017°15'01"E,
arc 30 NM radius centre 22°28'39"S 017°28'14"E,
22°50'16"S 017°05'41"E, 22°49'33"S 017°06'26"E,
arc 29 NM radius centre 22°28'39"S 017°28'14"E,
22°55'13"S 017°15'28"E, 22°56'07"S 017°15'01"E
Arc 50NM radius centre 22°28'39"S 017°28'28"E



MISSED APPROACH:

Climb straight ahead on track 256°.
At D3 WHV turn right (MAX IAS 185 KTS)
and intercept R050 outbound. At D12
WHV turn right (MAX IAS 210 KTS)
to intercept D14 ARC WHV. Passing R067
intercept the LOC and continue to IMPEP
to join the hold or as instructed by ATC.
Climb to 8000.

RDH 49

ELEV 5501 ft (THR RWY 26)

NM FROM VOR/DME WHV

OCA (H)	A	B	C	D	NOTES: 1. WHV DME required. 2. GNSS permitted in lieu of DME. Reference waypoint WHV VOR.									
ILS CAT I	5700 (200)	5715 (215)	5725 (225)	5735 (235)										
LOC	5850 (350)				Recommended LOC Profile on Final Approach									
Visual Manoeuvring North of RWY (Heights AAL) Circling to the South Prohibited	6140 (497)	6250 (607)	6520 (877)	6590 (947)	DIST WHV DME		2	3	4	5	6	7	8	
					ALT / HT (ft)		5850 (350)	6160 (660)	6470 (970)	6790 (1290)	7110 (1610)	7430 (1930)	7750 (2250)	
					Ground Speed			kts		80	100	120	140	160
					Descent rate gradient - 5.2% (3.0°) 318 ft/NM			ft / min		430	530	640	740	850

ILS RWY26 Approach

Descent Angle:	(3.00°)					
Fix	IAF JOWEE (D14 WHV)	IF IMPEP (D12 WHV)	FAP (D8.6 WHV)	TP (D3 WHV)	TP (D12 WHV)	VOR/DME WHV -
Fix Coordinates	221441.4S 0172627.6E	222325.2S 0173954.0E	222455.6S 0173638.7E	223006.4S 0172524.3E	221909.0S 0173612.2E	222838.5S 0172814.1E
Fix Formation Bearing (°T)	353.25 WHV	063.64 WD	063.64 WD	240.87 WHV	038.00 WHV	-
Fix Formation Distances	14.00 WHV	12.00 WHV	8.63 WHV	3.00 WHV	12.00 WHV	-

LOC only RWY26 Approach

Descent Angle:	(3.00°)						
Fix	IAF JOWEE (D14 WHV)	IF IMPEP (D12 WHV)	FAF (D8.6 WHV)	MAPt (D2.0 WHV)	TP (D3 WHV)	TP (D12 WHV)	VOR/DME WHV -
	221441.4S 0172627.6E	222325.2S 0173954.0E	222455.6S 0173638.7E	222753.0S 0173014.0E	223006.4S 0172524.3E	221909.0S 0173612.2E	222838.5S 0172814.1E
Fix Formation Bearing (°T)	353.25 WHV	063.64 WD	063.64 WD	063.64 WD	240.87 WHV	038.00 WHV	-
Fix Formation Distances	14.00 WHV	12.00 WHV	8.63 WHV	2.00 WHV	3.00 WHV	12.00 WHV	-

Hold Identification

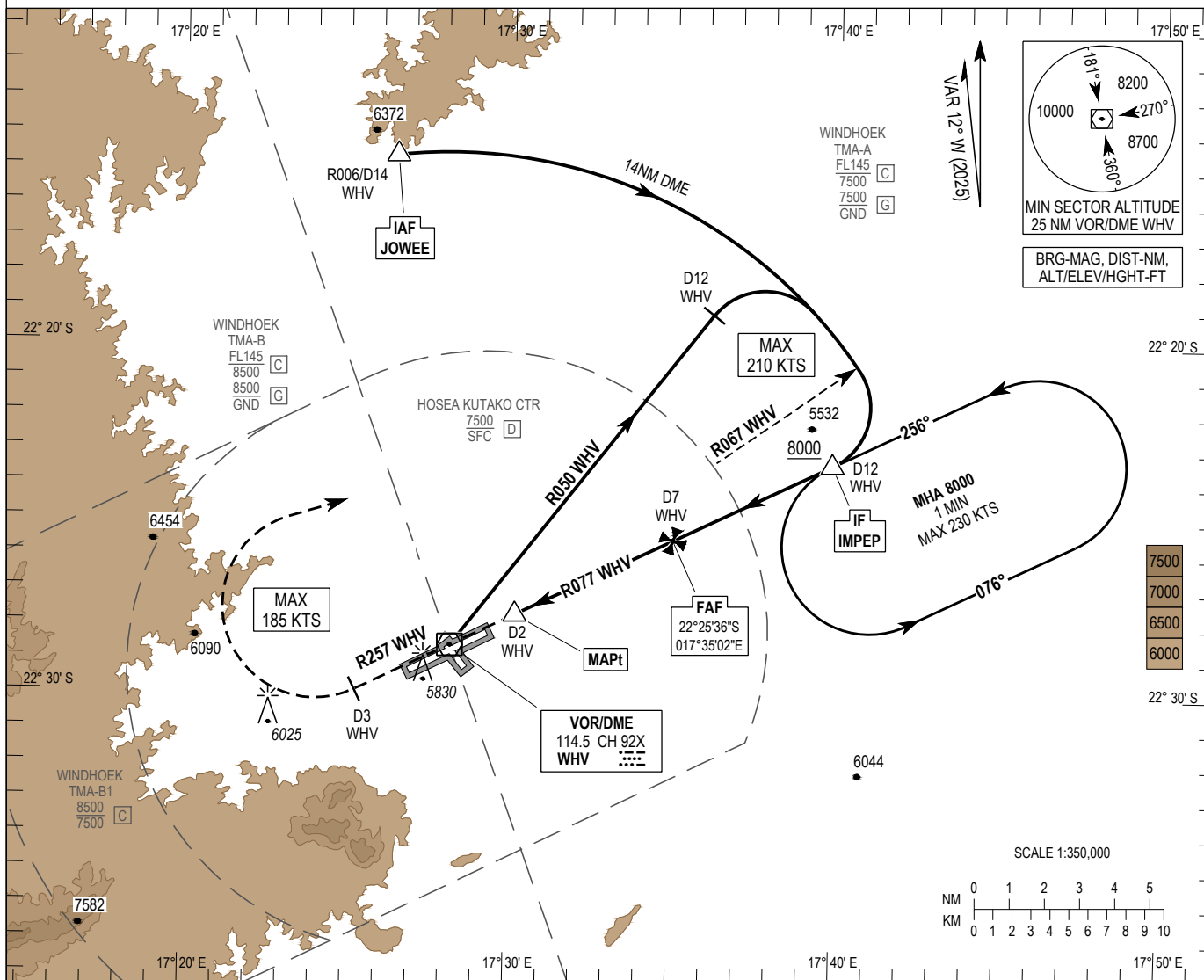
Holding Fix	Latitude (S) / Longitude (E)	Inbound True Track (degrees)	Inbound Mag Track (degrees)	Maximum Indicated Airspeed (kts)	Minimum Holding Level / Altitude (FL/ft)	Maximum Holding Level / Altitude (FL/ft)	Outbound Time (min)	Direction of Turn
IMPEP D12 WHV	222325.2 0173954.0	243.5	256	230	+A8000	-	1	L

INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV 5641 ft
HEIGHTS RELATED TO THR
ELEV - 5501 ft

ATIS	126.20
APP	120.50
TWR	118.10
APN	125.90

WINDHOEK (FYWH)
- HOSEA KUTAKO / INTL
CIRCLING VOR RWY 26
(ACFT CAT A, B, C, D)

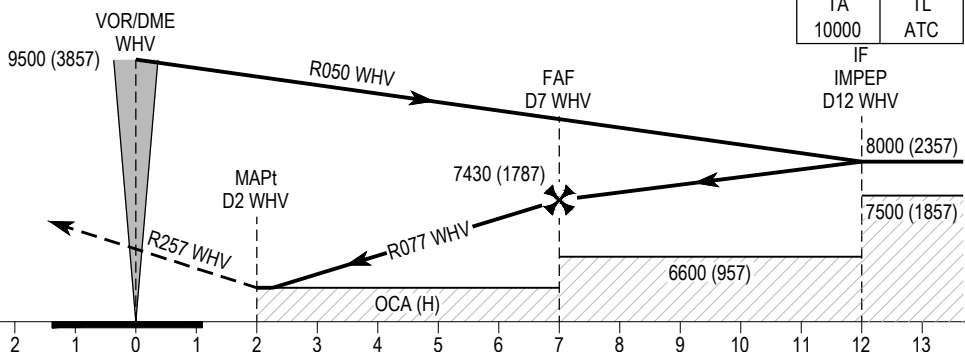


MISSED APPROACH:

Climb straight ahead on R257.
At D3 WHV turn right (MAX IAS 185 KTS)
and intercept R050 outbound. At D12
WHV turn right (MAX IAS 210 KTS)
to intercept D14 ARC WHV. Passing R067
turn right, intercept R077 inbound
and continue to IMPEP to join the hold
or as directed by ATC. Climb to 8000.

ELEV 5501 ft (THR RWY 26)

NM FROM VOR/DME WHV



CHANGES: AD Elev, THR Elev.

OCA (H)	A	B	C	D
Visual Manoeuvring North of RWY (Heights AAL) Circling to the South Prohibited	6140 (497)	6250 (607)	6520 (877)	6590 (947)

NOTES: 1. WHV DME required.
2. GNSS permitted in lieu of DME. Reference waypoint WHV VOR.

Recommended Profile on Final Approach (3.0° / 5.2%)							
DIST WHV DME	3	4	5	6	7		
ALT / HT (ft)	6730 (1087)	7040 (1397)	7360 (1717)	7680 (2037)	8000 (2357)		
Ground Speed		kts	80	100	120	140	160
Descent rate gradient - 5.2% (3.0°) 320 ft/NM		ft / min	430	530	640	740	850

VOR RWY26 Approach

Descent Angle:	5.24% (3.00°)						
Fix	IAF JOWEE (D14 WHV)	IF IMPEP (D12 WHV)	FAF - (D7.0 WHV)	MAPt - (D2.0 WHV)	TP - (D3 WHV)	TP - (D12 WHV)	VOR/DME WHV -
Fix Coordinates	221441.4S 0172627.6E	222325.2S 0173954.0E	222535.9S 0173502.3E	222745.4S 0173012.9E	222956.8S 0172518.9E	221909.0S 0173612.2E	222838.5S 0172814.1E
Fix Formation Bearing (°T)	353.25 WHV	064.32 WHV	064.32 WHV	064.32 WHV	244.32 WHV	038.00 WHV	-
Fix Formation Distances	14.00 WHV	12.00 WHV	7.00 WHV	2.00 WHV	3.00 WHV	12.00 WHV	-

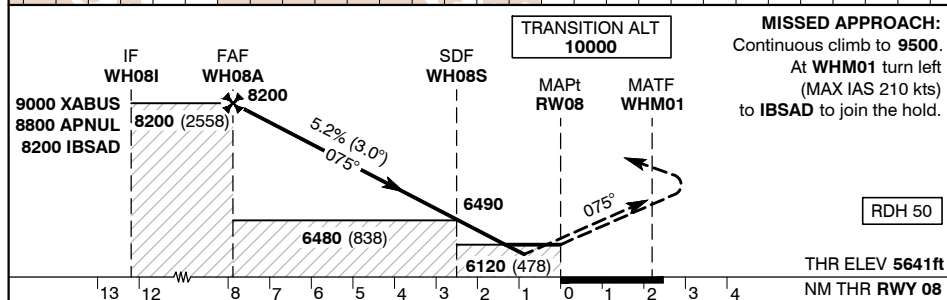
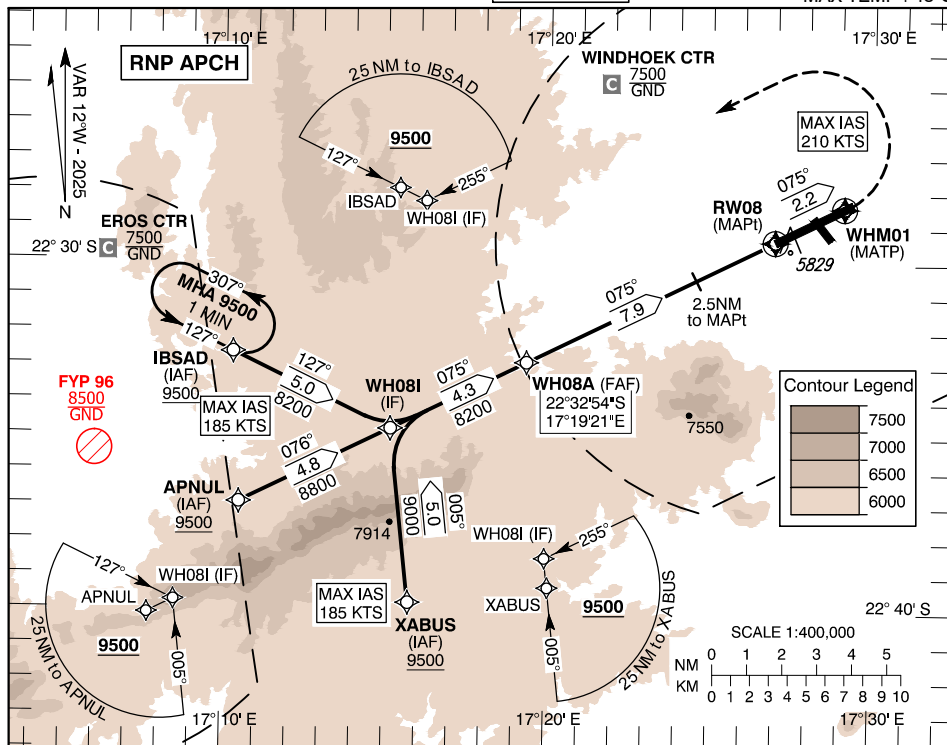
Hold Identification

Holding Fix	Latitude (S) / Longitude (E)	Inbound True Track (degrees)	Inbound Mag Track (degrees)	Maximum Indicated Airspeed (kts)	Minimum Holding Level / Altitude (FL/ft)	Maximum Holding Level / Altitude (FL/ft)	Outbound Time (min)	Direction of Turn
IMPEP D12 WHV	222325.2S 0173954.0E	243.5	256	230	+A8000	-	1	L

INSTRUMENT AERODROME ELEV - 5641 FT
APPROACH HEIGHT RELATED TO
CHART - ICAO THR RWY - 08 ELEV - 5641 FT

ATIS 126.20
 APP 120.50
 TWR 118.10
 APN 125.90

WINDHOEK - Hosea (FYWH)
Kutako/Intl. **RNP RWY 08**
 MNM TEMP -15°C
 MAX TEMP +48°C



Aircraft CAT		A		B		C		D		NOTES: 1. Track shortening inside IAF not permitted.
OCA (H)	LNAV	6120 (478)								
	LNAV/VNAV	5980 (338)	6000 (358)	6010 (368)	6020 (378)					
Circling (Heights AAL)		6300 (659)	6500 (859)	8100 (2459)	8100 (2459)					
Circling - N of RWY (AAL)		6150 (509)	6260 (619)	6570 (929)	6630 (989)					
Distance to MAPt	NM	7	6	5	4	3	2			
Altitude	FT	7920 (2278)	7600 (1958)	7280 (1638)	6960 (1318)	6650 (1008)	6330 (688)			
Ground Speed	KTS	80	100	120	140	160	Bearings are magnetic. Altitudes, Elevation and Heights in feet. Distances in NM.			
Descent Rate (3.0°)	FT/MIN	425	530	635	745	850				

NOTES:

1. Track shortening inside IAF not permitted.

Bearings are magnetic.
 Altitudes, Elevation and Heights in feet. Distances in NM.

CHANGES: MAG VAR, THR, Elev.

Serial #	Navigational performance	Path descriptor	Waypoint identifier	Waypoint coordinates	Fly-Over	True track / Magnetic track	Distance [nm]	Turn direction	Upper limit / Lower limit	Speed [kts]	VPA [°] / TCH [ft]	Remarks
1	RNP APCH	IF	XABUS	22°39'48.57"S / 017°15'46.04"E	-	-	-	-	-	185	-	-
2	RNP APCH	TF	WH08I	22°34'49.38"S / 017°15'10.13"E	N	353.6 / 005	5.0	-	-	185	-	-
3	RNP APCH	TF	WH08A	22°32'53.88"S / 017°19'20.88"E	N	063.6 / 075	4.3	R	- / 8200	-	-	-
4	RNP APCH	TF	WH08S	22°30'29.98"S / 017°24'33.34"E	N	063.6 / 075	5.4	-	-	-	-	-
5	RNP APCH	TF	RW08	22°29'23.07"S / 017°26'58.44"E	Y	063.6 / 075	2.5	-	-	-	3.00 / 50	-
6	RNP APCH	CF	WHM01	22°28'24.27"S / 017°29'06.09"E	Y	063.6 / 075	-	-	-	210	-	085° WHV / D0.8 WHV
7	RNP APCH	DF	IBSAD	22°32'39.16"S / 017°10'17.90"E	N	-	-	L	-	210	-	-

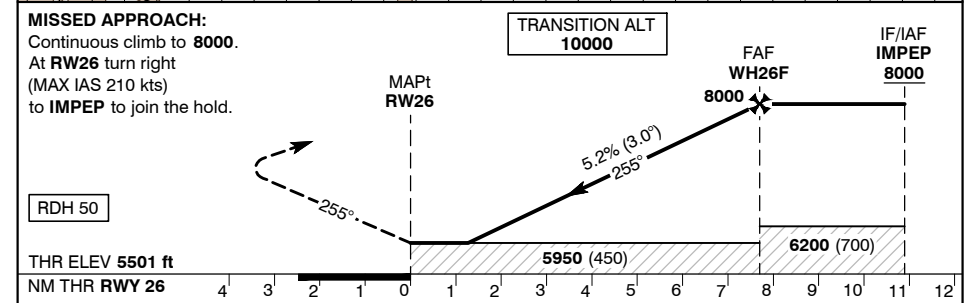
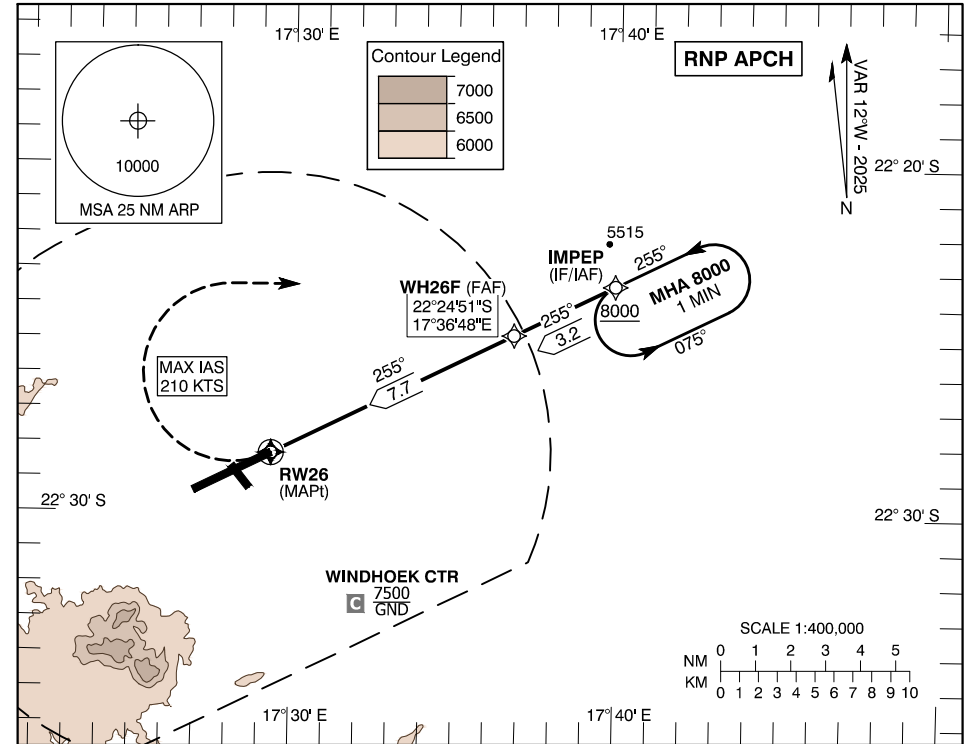
Serial #	Navigational performance	Path descriptor	Waypoint identifier	Waypoint coordinates	Fly-Over	True track / Magnetic track	Distance [nm]	Turn direction	Upper limit / Lower limit	Speed [kts]	VPA [°] / TCH [ft]	Remarks
1	RNP APCH	IF	APNUL	22°36'57.00"S / 017°10'31.00"E	-	-	-	-	-	-	-	-
2	RNP APCH	TF	WH08I	22°34'49.38"S / 017°15'10.13"E	N	063.8 / 076	4.8	-	-	-	-	-
3	RNP APCH	TF	WH08A	22°32'53.88"S / 017°19'20.88"E	N	063.6 / 075	4.3	-	- / 8200	-	-	-
4	RNP APCH	TF	WH08S	22°30'29.98"S / 017°24'33.34"E	N	063.6 / 075	5.4	-	-	-	-	-
5	RNP APCH	TF	RW08	22°29'23.07"S / 017°26'58.44"E	Y	063.6 / 075	2.5	-	-	-	3.00 / 50	-
6	RNP APCH	CF	WHM01	22°28'24.27"S / 017°29'06.09"E	Y	063.6 / 075	-	-	-	210	-	085° WHV / D0.8 WHV
7	RNP APCH	DF	IBSAD	22°32'39.16"S / 017°10'17.90"E	N	-	-	L	-	210	-	-

Serial #	Navigational performance	Path descriptor	Waypoint identifier	Waypoint coordinates	Fly-Over	True track / Magnetic track	Distance [nm]	Turn direction	Upper limit / Lower limit	Speed [kts]	VPA [°] / TCH [ft]	Remarks
1	RNP APCH	IF	IBSAD	22°32'39.16"S / 017°10'17.90"E	-	-	-	-	-	185	-	-
2	RNP APCH	TF	WH08I	22°34'49.38"S / 017°15'10.13"E	N	115.6 / 127	5.0	-	-	185	-	-
3	RNP APCH	TF	WH08A	22°32'53.88"S / 017°19'20.88"E	N	063.6 / 075	4.3	L	- / 8200	-	-	-
4	RNP APCH	TF	WH08S	22°30'29.98"S / 017°24'33.34"E	N	063.6 / 075	5.4	-	-	-	-	-
5	RNP APCH	TF	RW08	22°29'23.07"S / 017°26'58.44"E	Y	063.6 / 075	2.5	-	-	-	3.00 / 50	-
6	RNP APCH	CF	WHM01	22°28'24.27"S / 017°29'06.09"E	Y	063.6 / 075	-	-	-	210	-	085° WHV / D0.8 WHV
7	RNP APCH	DF	IBSAD	22°32'39.16"S / 017°10'17.90"E	N	-	-	L	-	210	-	-

Hold Identification – AD 2.37

Holding Fix	Latitude (N) / Longitude (W)	Inbound True Track (degrees)	Inbound Mag Track (degrees)	Maximum Indicated Airspeed (kts)	Minimum Holding Altitude/ Level (FL/ft)	Maximum Holding Altitude/ Level (FL/ft)	Outbound time (min)	Direction of Turn
IBSAD	22°32'39.16"S / 017°10'17.90"E	115.7	127	-	9500	-	1	L

INSTRUMENT	AERODROME ELEV - 5641 FT	ATIS 126.20	WINDHOEK - Hosea (FYWH) Kutako/Intl. RNP RWY 26 MNM TEMP -15°C MAX TEMP +51°C
APPROACH	HEIGHT RELATED TO	APP 120.50	
CHART - ICAO	THR RWY - 26 ELEV - 5501 FT	TWR 118.10	
		APN 125.90	



CHANGES: IFR ELEV/MINUS VNAV

Aircraft CAT		A		B		C		D		NOTES: 1. Track shortening inside IAF not permitted. 2. If above 8000ft at IMPEP, descent in the hold. 3. Arrival outside of the STARs to expect radar vectoring from ATC. 4. In case of radar failure route via IMPEP not below 10000ft and then to descend in the hold to 8000ft.
OCA (H)	LNAV	5950 (450)								
	LNAV/VNAV	5920 (420)	5940 (440)	5950 (450)	5990 (490)					
Circling (Heights AAL)		6300 (659)	6500 (859)	8100 (2459)	8100 (2459)					
Circling - N of RWY (AAL)		6150 (509)	6260 (619)	6570 (929)	6630 (989)					
Distance to MAPt	NM	2	3	4	5	6	7	7.5		
Altitude	FT	6190 (690)	6500 (1000)	6820 (1320)	7140 (1640)	7460 (1960)	7780 (2280)	7940 (2440)		
Ground Speed	KTS	80	100	120	140	160				
Descent Rate (3.0°)	FT/MIN	425	530	635	745	850				

Bearings are magnetic.
Altitudes, Elevation and Heights in feet. Distances in NM.

Serial #	Navigational performance	Path descriptor	Waypoint identifier	Waypoint coordinates	Fly-Over	True track / Magnetic track	Distance [nm]	Turn direction	Upper limit / Lower limit	Speed [kts]	VPA [°] / TCH [ft]	Remarks
1	RNP APCH	IF	IMPEP	22°23'25.18"S / 017°39'53.96"E	-	-	-	-	- / 8000	-	-	-
2	RNP APCH	TF	WH26F	22°24'51.14"S / 017°36'48.04"E	N	243.6 / 255	3.2	-	- / 8000	-	-	-
3	RNP APCH	CF	RW26	22°28'17.12"S / 017°29'21.61"E	Y	243.6 / 255	-	-	-	-	3.00 / 50	083° WHV / D1.1 WHV
4	RNP APCH	DF	IMPEP	22°23'25.18"S / 017°39'53.96"E	N	-	-	R	-	210	-	-

Hold Identification – AD 2.37

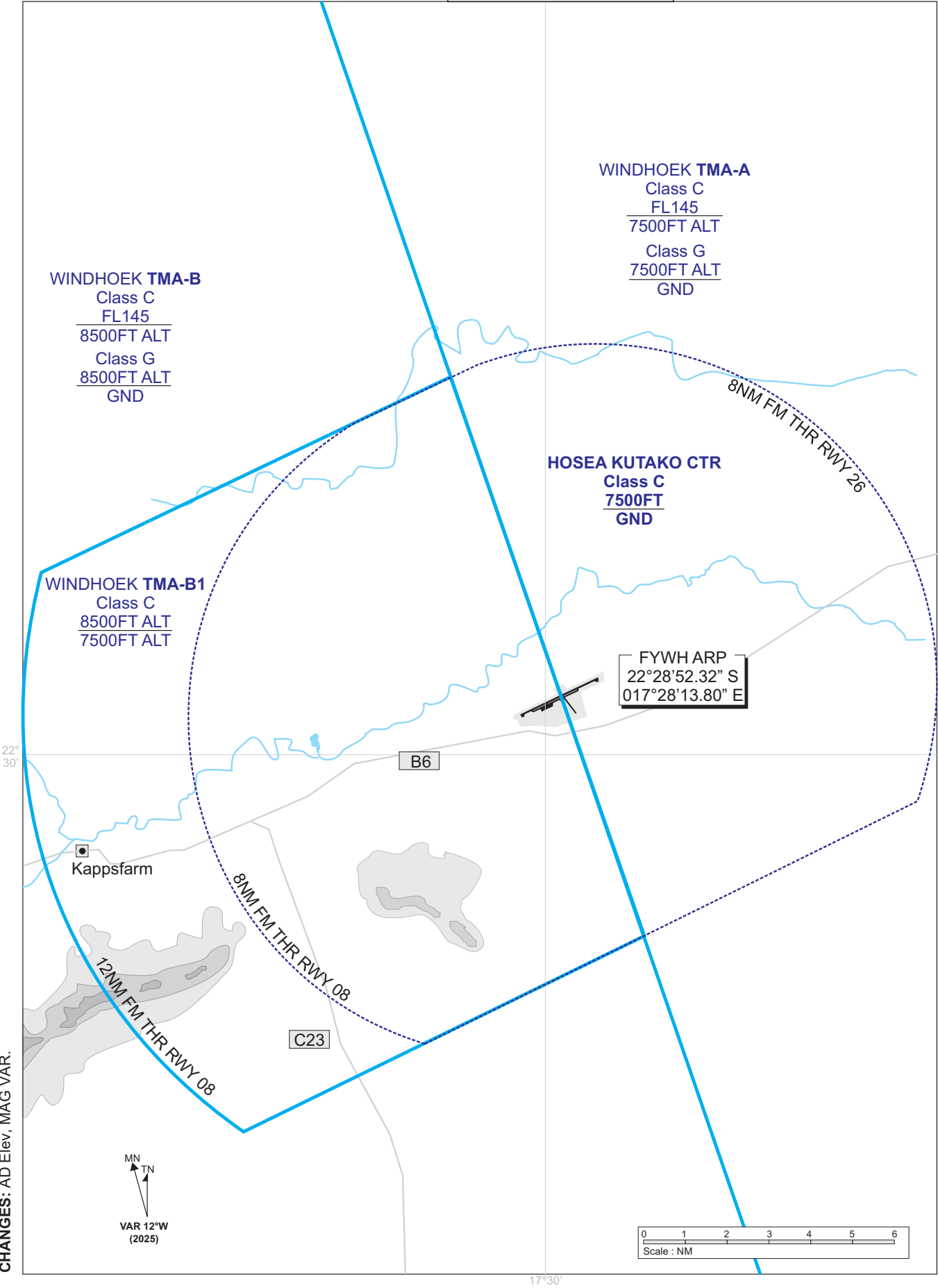
Holding Fix	Latitude (N) / Longitude (W)	Inbound True Track (degrees)	Inbound Mag Track (degrees)	Maximum Indicated Airspeed (kts)	Minimum Holding Altitude/ Level (FL/ft)	Maximum Holding Altitude/ Level (FL/ft)	Outbound time (min)	Direction of Turn
IMPEP	22°23'25.18"S / 017°39'53.96"E	243.5	255	-	8000	-	1	L

VISUAL
APPROACH
CHART

AERODROME ELEV 5641FT

HOSEA KUTAKO:
TWR 118.1 Mhz
ATIS 126.2 Mhz

HOSEA KUTAKO CTR



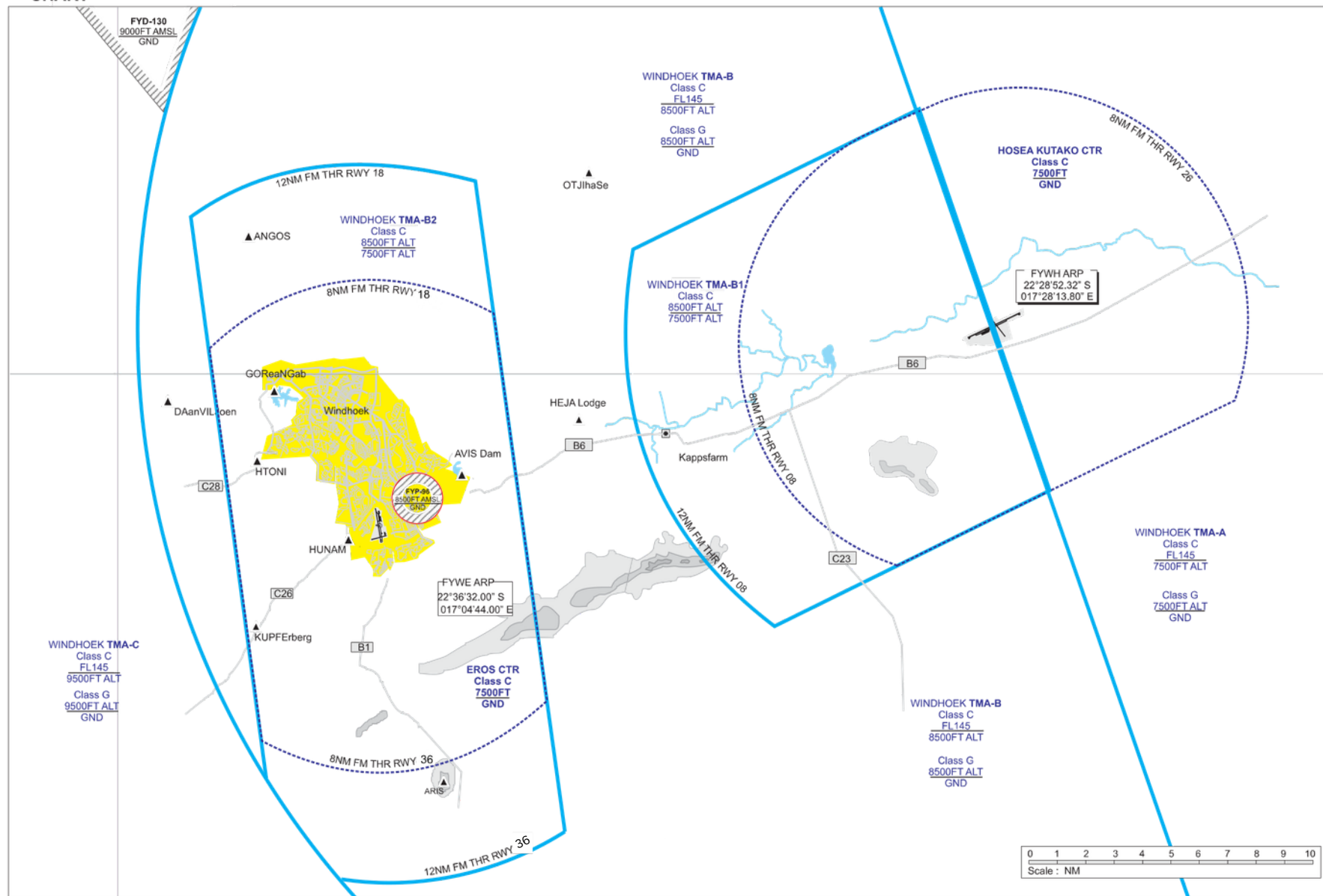
CHANGES: AD Elev, MAG VAR.

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VISUAL APPROACH
CHART

EROS & HOSEA KUTAKO CTR

CTR
NAMIBIA



CHANGES: Removal of MAG VAR, FYWE RWY Designators.

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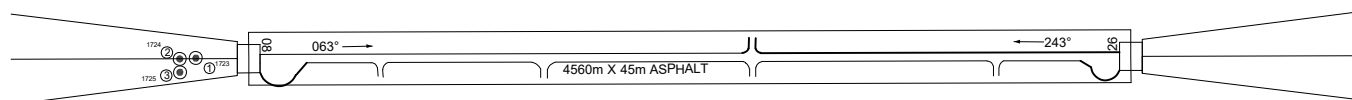
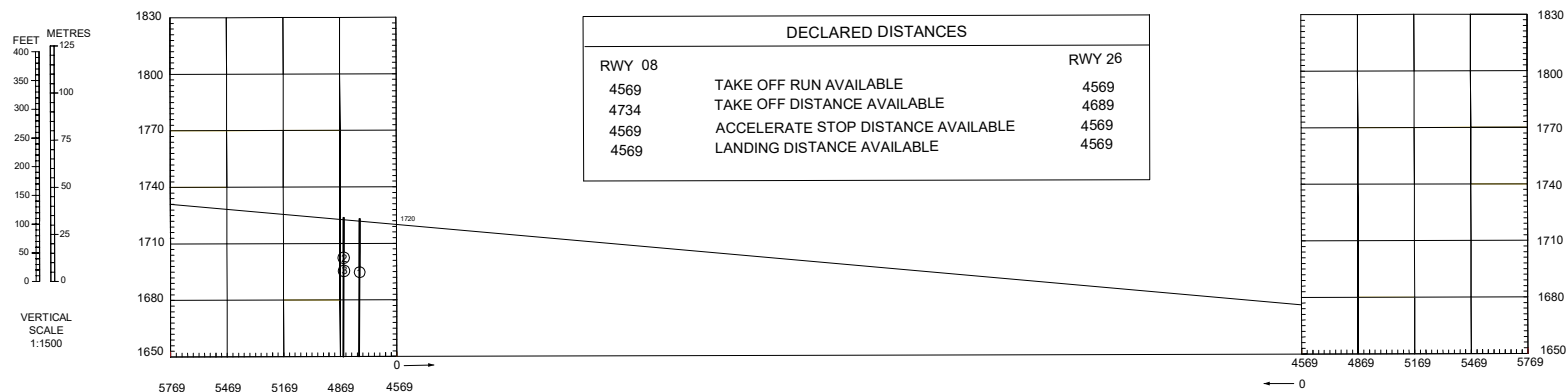
DIMENSIONS IN METER ELEVATION IN FEET

AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

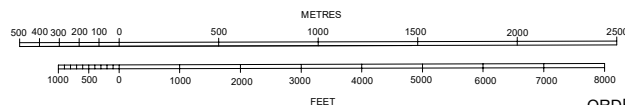
WINDHOEK/Hosea Kutako International Airport
RWY 08/26

MAGNETIC VARIATION 12° W - 2025

RWY 08 / 26



LEGEND	
IDENTIFICATION NUMBER	①
OBSTACLE	●



ORDER OF ACCURACY
HORIZONTAL 00 M
VERTICAL 00 M

AMENDMENT RECORD		
NO	DATE	ENTERED BY

INTENTIONALLY LEFT BLANK