

 <p>NAMIBIA CIVIL AVIATION AUTHORITY</p>	<p><b>REPUBLIC OF NAMIBIA</b></p> <p>NAMIBIA CIVIL AVIATION AUTHORITY</p> <p><b>AERONAUTICAL INFORMATION CIRCULAR</b></p>	<p>Executive Director Namibia Civil Aviation Authority Private Bag 12003 Ausspannplatz WINDHOEK</p>
<p>Tel: +264 61 702082/2203 Fax +264 61 702088</p> <p>e-mail: <a href="mailto:aip@ncaa.na">aip@ncaa.na</a></p>		<p><b>AIC</b></p> <p><b>Series A</b></p> <p>02/26 30 January 2026</p>

**CHANGE IN MAGNETIC VARIATION AT LUDERITZ AIRPORT (FYLZ), INCREASED MINIMUM OBSTACLE CLEARANCE ALTITUDE (MOCA) AND THEIR IMPACT ON THE RNP APPROACHES**

1. This AIC replaces AIC Series A 09/2025 dated 29 August 2025 and shall remain in force until it is cancelled or replaced.
2. This AIC details some explanatory information on the changes in magnetic variation at Luderitz airport as well as the revised MOCA and their effect on the RNP Approaches at FYLZ.

**Magnetic Variation**

3. The current magnetic variation (2025) at FYLZ stand at 17.34°W, which, if added to the True North bearing of the runway 04 (016.88°), it will result into 033.22°, which means the RWY designator may need to be changed to RWY 03. The opposite RWY will also change to 214.22° (RWY 21).
4. The above resultant change affects the RNP approach procedures, which were designed for RWY 04/22, however, since changing the RWY designation involves various stakeholders and amendment to all the charts associated with the airport, it is important that the aviation community is aware of these changes so that they can do necessary adjustments when flying into and out of FYLZ.
5. The RWY designator change project team will be established to ensure that the change is implemented with the new approach procedures, expected to be finalised by August 2026 and to be published in September 2026 for incorporation into the Namibia AIP by November 2026 amendment.

**Change in Minimum Obstacle Clearance Altitude**

6. A Wind farm project was approved to be established in the vicinity of the FYLZ airport, and an aeronautical study was conducted on the Wind Turbine Generator's (WTG) impact on the RNP approach procedures. The study concluded that although there is no operational impact on the RNP, one of the WTG affected the MOCA of the intermediate segment between Intermediate Fix (LZ04I) and the Final Approach Fix (LZ04F).

7. It is therefore required that the MOCA on page FYLZ AD 2-9 between LZ04I and LZ04F be amended to read “not below 1800ft”, this situation will be addressed by the review of these procedures, which is currently underway and expected to be finalised by May 2026 and to be incorporated into the Namibia AIP with November 2026 amendments.
8. A hand amendment NOTAM will also be issued regarding the change of MOCA and will remain in force until the review of the procedure is completed and information incorporated into the Namibia AIP.