

## FYWH AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

## 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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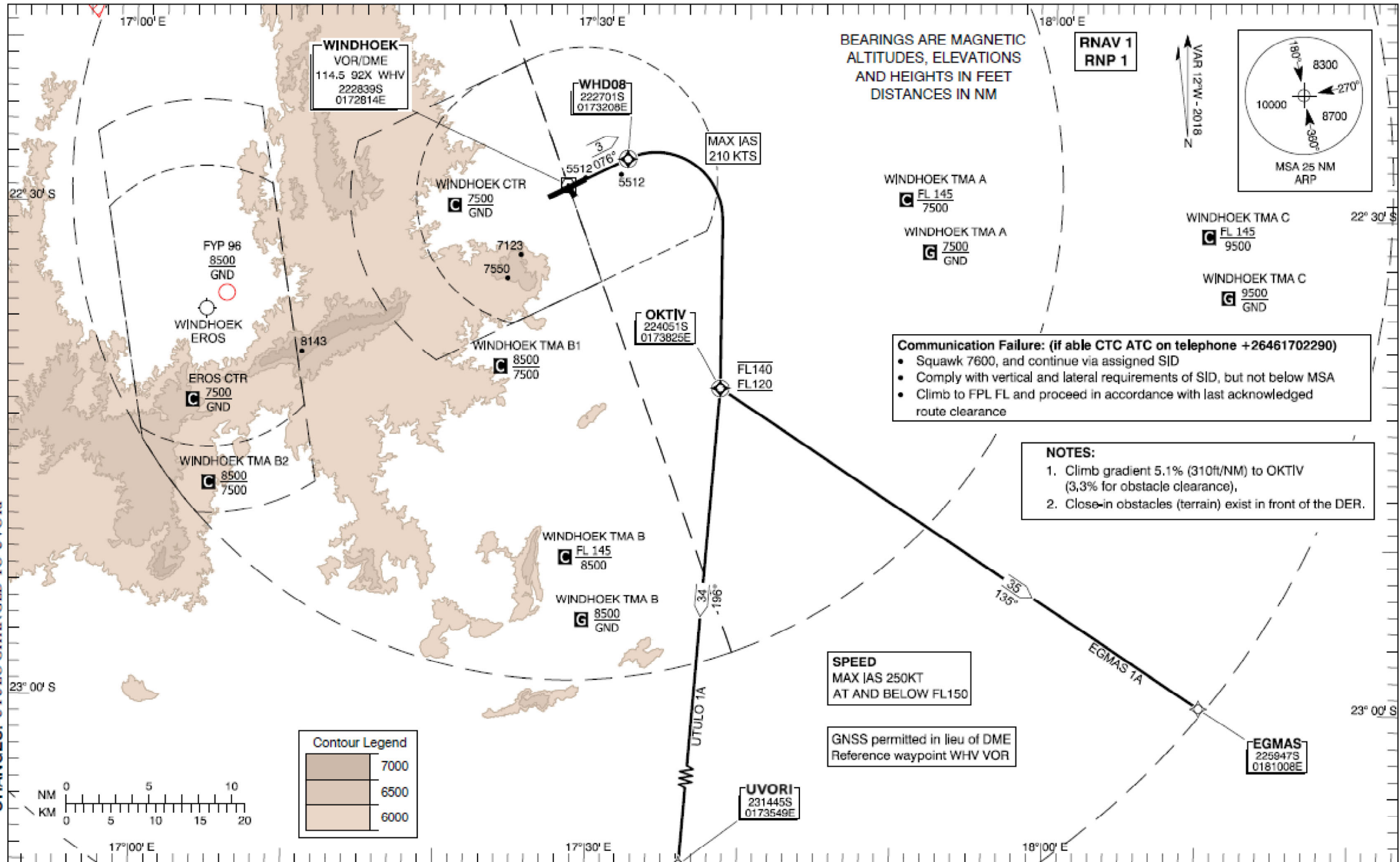
**STANDARD DEPARTURE CHART -  
INSTRUMENT (SID) - ICAO**

TRANSITION ALTITUDE  
10000 FT

ATIS 126.20  
APP 120.50  
TWR 118.10  
APN 125.90

**WINDHOEK - Hosea Kutako/Intl. (FYWH)  
RWY 08**

EGMAS 1A, UVORI 1A



CHANGES: UTULO CHANGED TO UVORI

EGMAS 1A DEPARTURE RWY 08

- Track 076° to WHD08
- After passing WHD08 turn RIGHT track DCT to OKTIV [MAX IAS 210KT in turn]
- CROSS OKTIV BTN FL120 and FL140
- After passing OKTIV turn LEFT track 135° to EGMAS thence as cleared

UVORI 1A DEPARTURE RWY 08

- Track 076° to WHD08
- After passing WHD08 turn RIGHT track DCT to OKTIV [MAX IAS 210KT in turn]
- CROSS OKTIV BTN FL120 and FL140
- After passing OKTIV track 196° to UVORI thence as cleared

SUGGESTED DATABASE CODING

EGMAS 1A

Navigational performance	P/T	WPT Name	Latitude / Longitude	Fly-By or Fly-Over	True track (°) / Magnetic track (°)	Distance (nm)	Upper limit (FL/ft) / Lower limit (FL/ ft)	Speed (kts)	Remarks
RNAV 1	CF	WHD08	222700.50S / 0173207.78E	Fly-Over	063.6 / 076	-	-	210	R078 D4.0 WHV
RNAV 1	DF	OKTIV	224050.95S / 0173825.15E	Fly-Over	-	-	FL140 / FL120	250	R
RNAV 1	TF	EGMAS	225947.23S / 0181007.55E	Fly-By	122.9 / 135	34.8	-	-	-

UVORI 1A

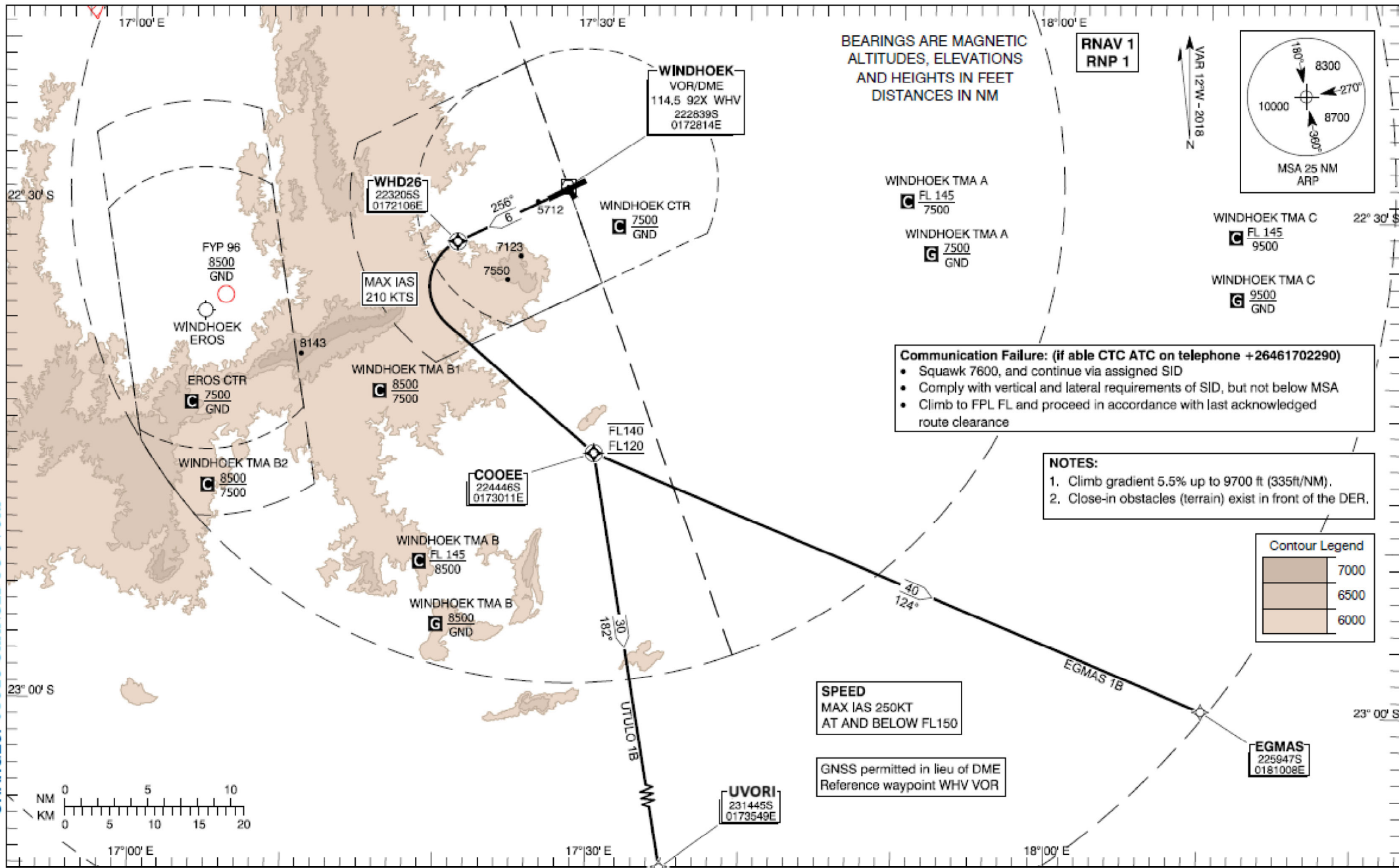
Navigational performance	P/T	WPT Name	Latitude / Longitude	Fly-By or Fly-Over	True track (°) / Magnetic track (°)	Distance (nm)	Upper limit (FL/ft) / Lower limit (FL/ ft)	Speed (kts)	Remarks
RNAV 1	CF	WHD08	222700.50S / 0173207.78E	Fly-Over	063.6 / 076	-	-	210	R078 D4.0 WHV
RNAV 1	DF	OKTIV	224050.95S / 0173825.15E	Fly-Over	-	-	FL140 / FL120	250	R
RNAV 1	TF	UVORI	231445.05S / 0173549.05E	Fly-By	184.1 / 196	33.9	-	-	-

**STANDARD DEPARTURE CHART -  
INSTRUMENT (SID) - ICAO**

TRANSITION ALTITUDE  
10000 FT

ATIS	126.20
APP	120.50
TWR	118.10
APN	125.90

**WINDHOEK - Hosea Kutako/Intl. (FYWH)  
JET ONLY**  
RWY 26  
EGMAS 1B, UVORI 1B



CHANGES: UTULO CHANGED TO UVORI

**EGMAS 1B DEPARTURE RWY 26**

- Track 256° to WHD26
- After passing WHD26 turn LEFT track DCT to COOEE [MAX IAS 210KT in turn]
- CROSS COOEE BTN FL120 and FL140
- After passing COOEE track 124° to EGMAS thence as cleared

**UVORI 1B DEPARTURE RWY 26**

- Track 256° to WHD26
- After passing WHD26 turn LEFT track DCT to COOEE [MAX IAS 210KT in turn]
- CROSS COOEE BTN FL120 and FL140
- After passing COOEE turn RIGHT track 182° to UVORI thence as cleared

**SUGGESTED DATABASE CODING**

**EGMAS 1B**

Navigational performance	P/T	WPT Name	Latitude / Longitude	Fly-By or Fly-Over	True track (°) / Magnetic track (°)	Distance (nm)	Upper limit (FL/ft) / Lower limit (FL/ ft)	Speed (kts)	Remarks
RNAV 1	CF	WHD26	223205.08S / 0172106.26E	Fly-Over	243.6 / 256	6.0	-	210	R255 / D7.4 WHV
RNAV 1	DF	COOEE	224446.40S / 0173010.99E	Fly-Over	-	-	FL140 / FL120	250	L
RNAV 1	TF	EGMAS	225947.23S / 0181007.55E	Fly-By	112.2 / 124	39.8	-	-	-

**UVORI 1B**

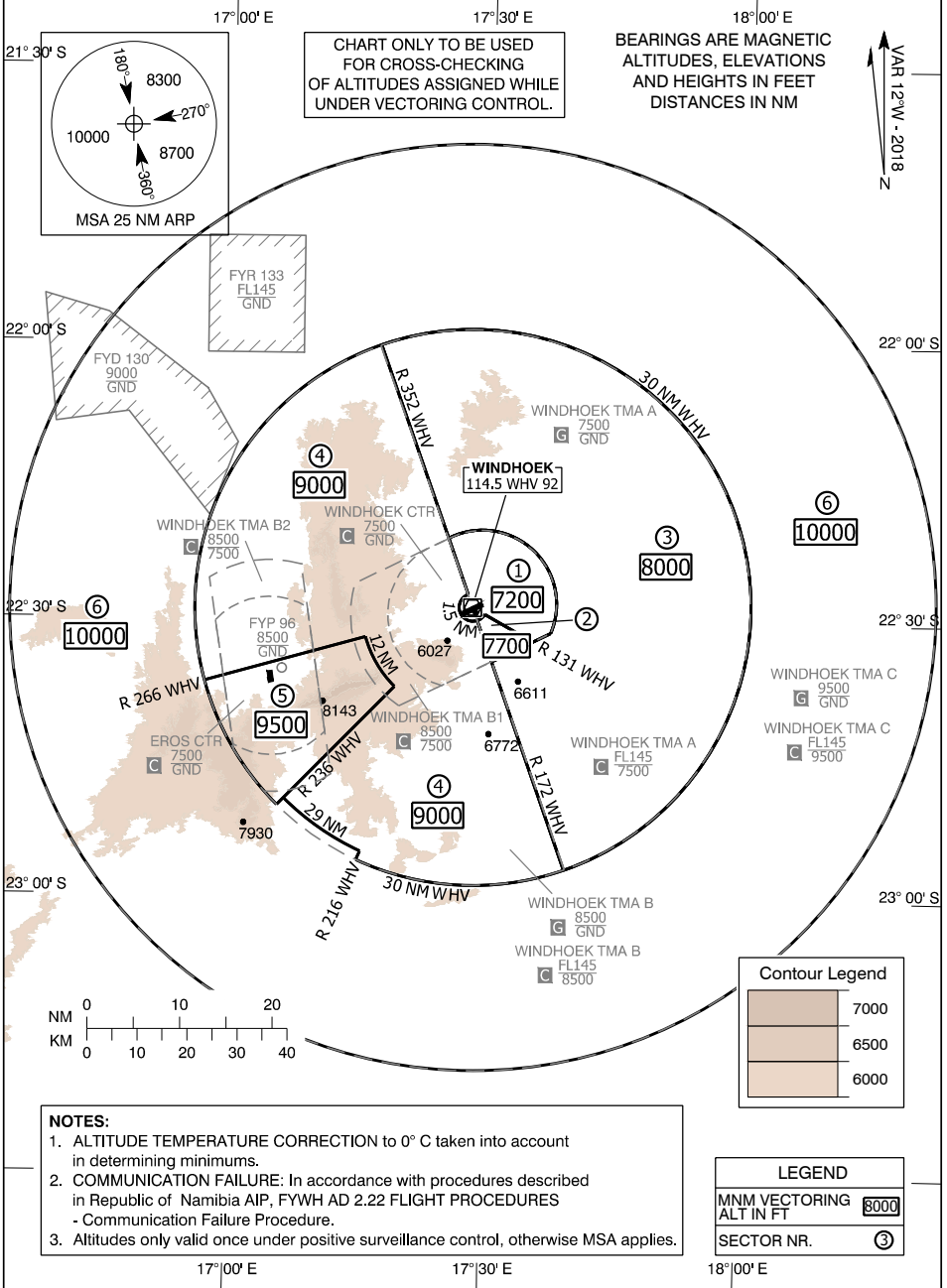
Navigational performance	P/T	WPT Name	Latitude / Longitude	Fly-By or Fly-Over	True track (°) / Magnetic track (°)	Distance (nm)	Upper limit (FL/ft) / Lower limit (FL/ ft)	Speed (kts)	Remarks
RNAV 1	CF	WHD26	223205.08S / 0172106.26E	Fly-Over	243.6 / 256	6.0	-	210	R255 / D7.4 WHV
RNAV 1	DF	COOEE	224446.40S / 0173010.99E	Fly-Over	-	-	FL140 / FL120	250	L
RNAV 1	TF	UVORI	231445.05S / 0173549.05E	Fly-By	170.1 / 182	30.3	-	-	-

**ATC SURVEILLANCE**  
**MINIMUM ALTITUDE**  
**CHART - ICAO**

**AERODROME ELEV - 5643 FT**  
**TRANSITION ALT - 10000 FT**

ATIS	126.20
APP	120.50
TWR	118.10
APN	125.90

**WINDHOEK**  
**Hosea Kutako/Intl.**  
**(FYWH)**



- NOTES:**
1. ALTITUDE TEMPERATURE CORRECTION to 0° C taken into account in determining minimums.
  2. COMMUNICATION FAILURE: In accordance with procedures described in Republic of Namibia AIP, FYWH AD 2.22 FLIGHT PROCEDURES - Communication Failure Procedure.
  3. Altitudes only valid once under positive surveillance control, otherwise MSA applies.

**Contour Legend**

[Brown Swatch]	7000
[Lighter Brown Swatch]	6500
[Lightest Brown Swatch]	6000

**LEGEND**

MNM VECTORIZING ALT IN FT	8000
SECTOR NR.	3

**CHANGES:** CHANGED ELEVATION

### 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

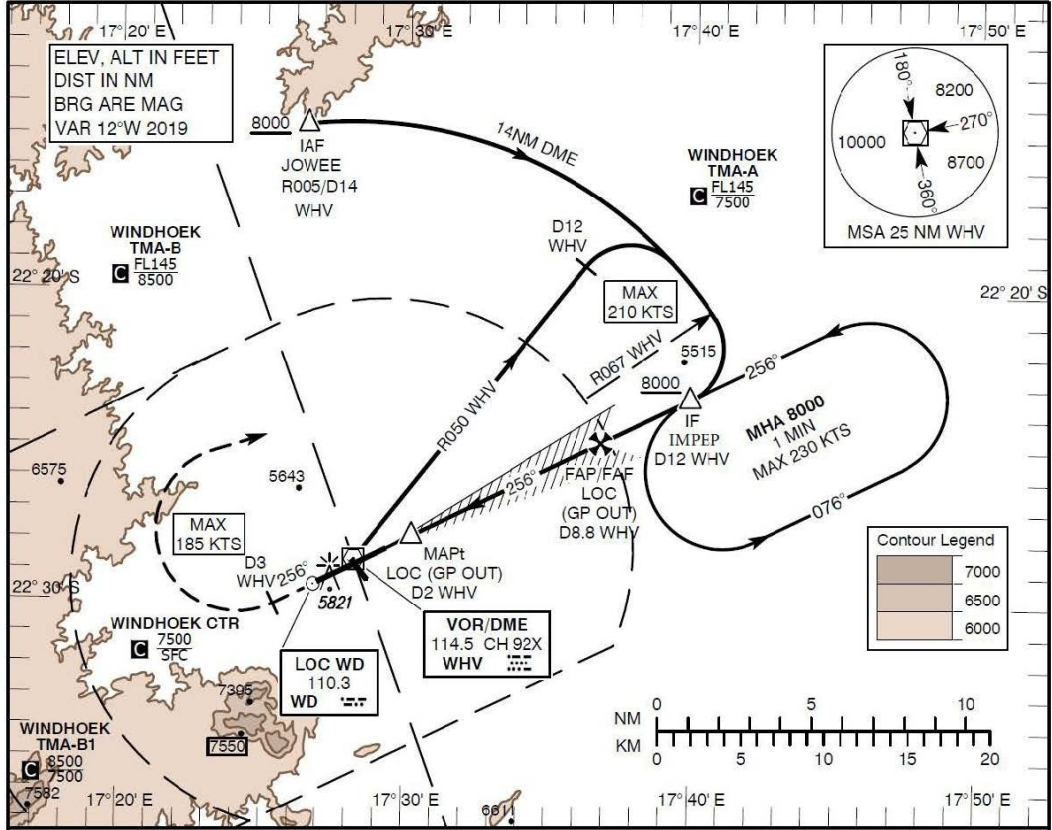
22°36'53"S 016°57'04"E, 22°31'57"S 017°15'47"E,  
arc 12 NM radius centre 22°28'39"S 017°28'14"E,  
22°37'18"S 017°19'14"E, 22°50'16"S 017°05'41"E,  
arc 30 NM radius centre 22°28'39"S 017°28'14"E,  
22°36'53"S 016°57'04"E

#### Sector 6. MNM ALT 10000 FT

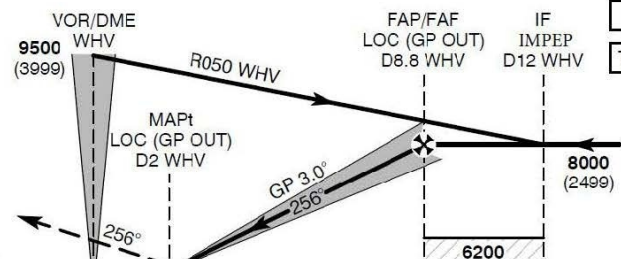
22°56'07"S 017°15'01"E,  
arc 30 NM radius centre 22°28'39"S 017°28'14"E,  
22°50'16"S 017°05'41"E, 22°49'33"S 017°06'26"E,  
arc 29 NM radius centre 22°28'39"S 017°28'14"E,  
22°55'13"S 017°15'28"E, 22°56'07"S 017°15'01"E  
Arc 50NM radius centre 22°28'39"S 017°28'28"E

**INSTRUMENT APPROACH CHART - ICAO**      **AERODROME ELEV - 5643 FT**      **HEIGHT RELATED TO THR RWY - 26 ELEV - 5500 FT**      **WINDHOEK (FYWH) Hosea Kutako/Intl ILS or LOC RWY 26** (CAT A, B, C, D)

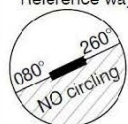
ATIS 126.20  
APP 120.50  
TWR 118.10  
APN 125.90



**MISSED APPROACH:**  
Climb straight ahead on track 256°. At D3 WHV turn right (MAX IAS 185KTS) and intercept R050 outbound. At D12 WHV turn right (MAX IAS 210KTS) 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 8000ft.



THR ELEV 5500	RDH 49	TLATC	
NM VOR/DME WHV		TA 10000	

Aircraft CAT	A	B	C	D	NOTES: 1. Initial approach altitude WHV 9500 or higher MSA. 2. Track shortening inside IMPEP not permitted. 3. WHV DME required. 4. GNSS permitted in lieu of DME. Reference waypoint WHV VOR. 		
OCA (H) ILS CAT I	5706 (205)	5719 (218)	5729 (228)	5739 (238)			
OCA (H) LOC (GP OUT)	5850 (349)						
Circling	6140 (499)	6250 (609)	6520 (879)	6590 (949)			
Dist fm WHV DME	NM	3	4	5	6	7	8
Altitude	FT	6155	6475	6795	7115	7430	7750
Ground Speed	KTS	80	100	120	140	160	
Descent Rate (3.0°)	FT/MIN	425	530	635	745	850	

**CHANGES: AERODROME AND THR RWY 26 ELEVATION**

**ILS CAT I approach**

Fix	IAF JOWEE	IMPEP D12 WHV	FAF D8.8 WHV	MATP D3 WHV	MATP D12 WHV	VOR/DME WHV
Fix coordinates	221441.4S 0172627.6E	222325.2S 0173954.0E	222451.0S 0173648.5E	223006.4S 0172524.3E	221909.0S 0173612.2E	222838.5S 0172814.1E
Fix Formation Bearing $\alpha$ T	353.25 WHV	063.64 WD	063.65 WD	240.87 WHV	0.38.00 WHV	-
Fix Formation Distances	14.00 WHV	11.99 WHV	8.80 WHV	3.00 WHV	12.00 WHV	-

**LOC only approach**

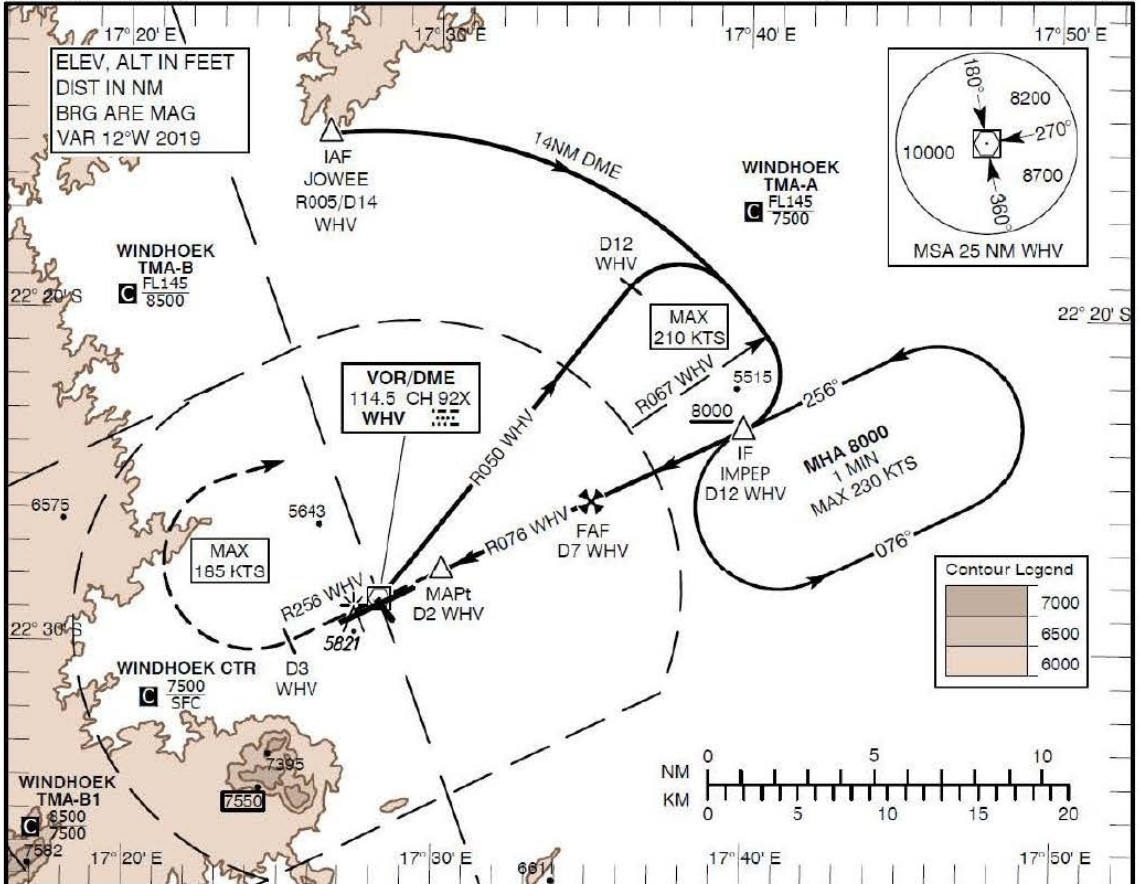
Descent Angle:	3.00 °						
Fix	IAF JOWEE	IMPEP D12 WHV	FAF D8.8 WHV	MAPt D2.0 WHV	MAPt D3.0 WHV	MATP D12 WHV	VOR/DME WHV
Fix Coordinates	221441.4S 0172627.6E	222325.2S 0173954.0E	222451.0S 0173648.5E	222753.0S 0173014.0E	223006.4S 0172524.3E	221909.0S 0173612.2E	222838.5S 0172814.1E
Fix Formation Bearing $\alpha$ T	353.25 WHV	063.64 WD	063.65 WD	063.64 WD	240.87 WHV	0.38.00 WHV	-
Fix Formation Distances	14.00 WHV	11.99 WHV	8.80 WHV	2.00 WHV	3.00 WHV	12.00 WHV	-

**Holding Identification – IMPEP D12 WHV**

Holding Fix	Latitude /Longitude	Inbound True Track (degrees)	Inbound Magnetic Track (degrees)	Maximum Indicated Airspeed (kts)	Maximum/Minimum Holding Level / Altitude (FL/ft)	Outbound time (min)	Direction of Turn
IMPEP D12 WHV	222325.2S 0173954.0E	243.5	256	230	- / 8000	1	L

**INSTRUMENT APPROACH CHART - ICAO**      **AERODROME ELEV - 5643 FT**      **HEIGHT RELATED TO THR RWY - 26 ELEV - 5500 FT**      **WINDHOEK (FYWH) Hosea Kutako/Intl CIRCLING VOR RWY 26 (CAT A, B, C, D)**

ATIS 126.20  
APP 120.50  
TWR 118.10  
APN 125.90



**MISSED APPROACH:**  
Climb straight ahead on R256. At D3 WHV turn right (MAX IAS 185KTS) and intercept R050 outbound. At D12 WHV turn right (MAX IAS 210KTS) to intercept D14 ARC WHV. Passing R067 turn right, intercept R076 inbound and continue to IMPEP to join the hold or as directed by ATC. Climb to 8000ft.

**TL ATC**  
**TA 10000**

**THR ELEV 5500**

**NM VOR/DME WHV**

Aircraft CAT	A	B	C	D		
OCA (H)	6140 (499)	6250 (609)	6520 (879)	6590 (949)		
Ground Speed	KTS	80	100	120	140	160
Descent Rate (3.0°)	FT/MIN	425	530	635	745	850

**NOTES:**  
1. Initial approach altitude WHV 9500 or higher MSA.  
2. Track shortening inside IMPEP not permitted.  
3. WHV DME required.  
4. GNSS permitted in lieu of DME. Reference waypoint WHV VOR.

**NO circling** (080° - 260°)  
Circling to the SOUTH prohibited

**CHANGES: AERODROME AND THR RWY 26 ELEVATOIN CHANGED**

**VOR approach**

Nominal Descent Angle:	3.00 °						
Fix	IAF JOWEE	IMPEP D12 WHV	FAF D7.0 WHV	MAPt D2.0 WHV	MATP D3 WHV	MATP D12 WHV	VOR/DMEWHV
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	0.38.00 WHV	-
Fix Formation Distances	14.00 WHV	11.99 WHV	6.99 WHV	2.04 WHV	3.00 WHV	12.00 WHV	-

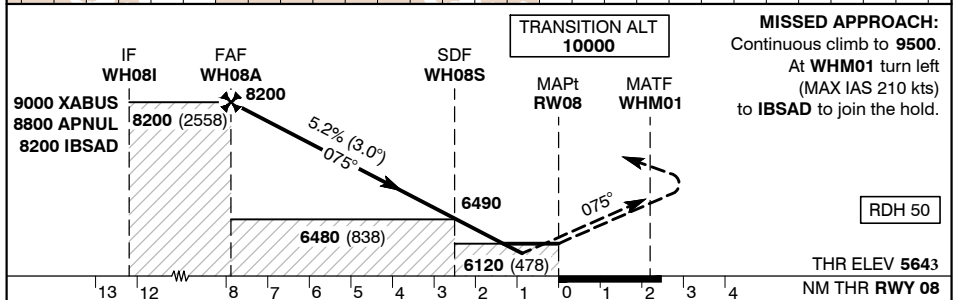
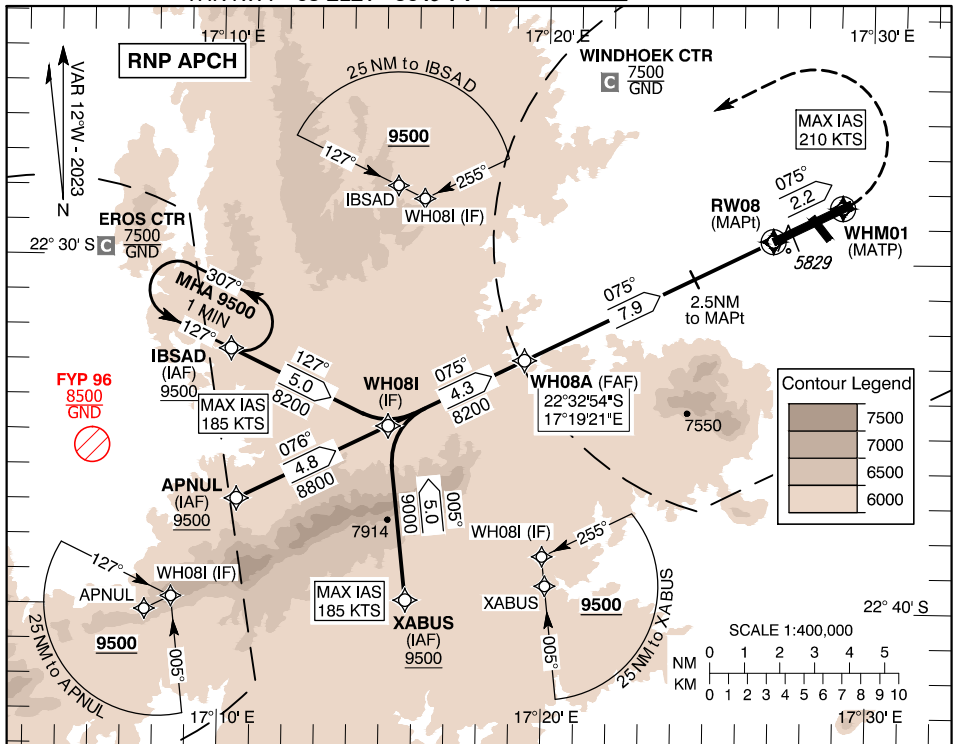
**Holding Identification – IMPEP D12 WHV**

Holding Fix	Latitude /Longitude	Inbound True Track (degrees)	Inbound Magnetic Track (degrees)	Maximum Indicated Airspeed (kts)	Maximum/Minimum Holding Level /Altitude (FL/ft)	Outbound time (min)	Direction of Turn
IMPEP D12 WHV	222325.2S 0173954.0E	243.5	256	230	- / 8000	1	L

**INSTRUMENT APPROACH CHART - ICAO**  
 AERODROME ELEV - 5643 FT  
 HEIGHT RELATED TO  
 THR RWY - 08 ELEV - 5643 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



CHANGES: AERODROME AND THR RWY 08 ELEVATION CHANGED.

Aircraft CAT		A				B				C				D			
		6120 (478)															
OCA (H)	LNAV	6120 (478)															
	LNAV/VNAV	5980 (338)	6000 (358)	6010 (368)	6020 (378)												
Circleing (Heights AAL)		6300 (659)	6500 (859)	8100 (2459)	8100 (2459)												
Circleing - 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											
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.**

**Database coding RNP Runway 08**

#	ID	Latitude	Longitude	P/T	Fly-over	Course (°T)	Turn Direction	Altitude (ft)	Dist. (nm)	Speed Limit (kts)	Remarks
1	OLLIE	22°39'48.57"S	017°15'46.04"E	IF	N	-	-	-	-	-	-
2	WH08I	22°34'49.38"S	017°15'10.13"E	TF	N	353.64	-	-	5	-	-
3	WH08F	22°32'46.41"S	017°19'37.23"E	TF	N	063.65	-	8100	4.6	-	-
4	WH08S	22°30'30.00"S	017°24'33.34"E	TF	N	063.64	-	-	5.1	-	-
5	RW08	22°29'23.07"S	017°26'58.44"E	TF	Y	063.61	-	-	2.5	-	-
6	WHM01	22°28'24.27"S	017°29'06.09"E	CF	Y	063.64	L	-	-	-	086° WHV / D0.8 WHV
7	OOVER	22°31'21.67"S	017°11'15.54"E	DF	N	-	-	-	-	210	-

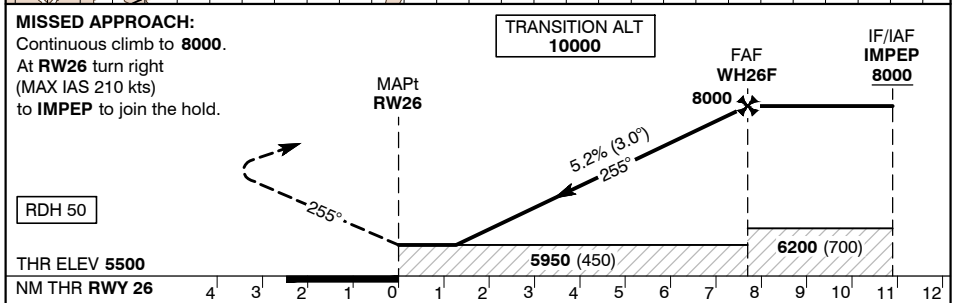
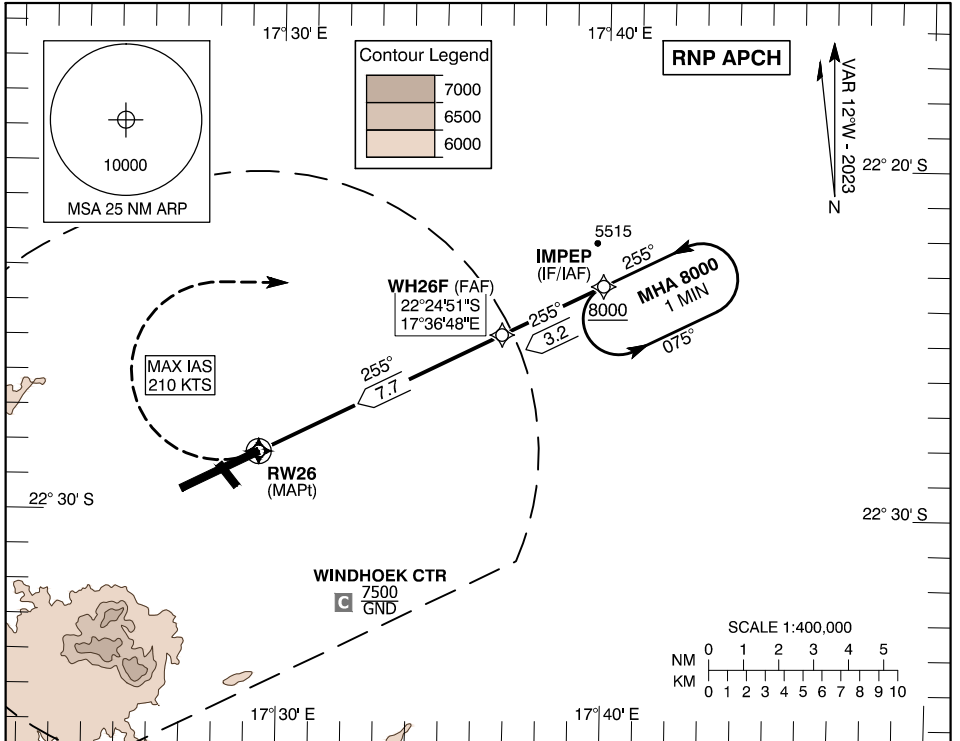
#	ID	Latitude	Longitude	P/T	Fly-over	Course (°T)	Turn Direction	Altitude (ft)	Dist. (nm)	Speed Limit (kts)	Remarks
1	APNUL	22°36'57.00"S	017°10'31.00"E	IF	N	-	-	-	-	-	-
2	WH08I	22°34'49.38"S	017°15'10.13"E	TF	N	063.8	-	-	4.8	-	-
3	WH08F	22°32'46.41"S	017°19'37.23"E	TF	N	063.65	-	8100	4.6	-	-
4	WH08S	22°30'30.00"S	017°24'33.34"E	TF	N	063.64	-	-	5.1	-	-
5	RW08	22°29'23.07"S	017°26'58.44"E	TF	Y	063.61	-	-	2.5	-	-
6	WHM01	22°28'24.27"S	017°29'06.09"E	CF	Y	063.64	L	-	-	-	086° WHV / D0.8 WHV
7	OOVER	22°31'21.67"S	017°11'15.54"E	DF	N	-	-	-	-	210	-

#	ID	Latitude	Longitude	P/T	Fly-over	Course (°T)	Turn Direction	Altitude (ft)	Dist. (nm)	Speed Limit (kts)	Remarks
1	OOVER	22°31'21.67"S	017°11'15.54"E	IF	N	-	-	-	-	-	-
2	WH08I	22°34'49.38"S	017°15'10.13"E	TF	N	133.64	-	-	5	-	-
3	WH08F	22°32'46.41"S	017°19'37.23"E	TF	N	063.65	-	8100	4.6	-	-
4	WH08S	22°30'30.00"S	017°24'33.34"E	TF	N	063.64	-	-	5.1	-	-
5	RW08	22°29'23.07"S	017°26'58.44"E	TF	Y	063.61	-	-	2.5	-	-
6	WHM01	22°28'24.27"S	017°29'06.09"E	CF	Y	063.64	L	-	-	-	086° WHV / D0.8 WHV
7	OOVER	22°31'21.67"S	017°11'15.54"E	DF	N	-	-	-	-	210	-

**INSTRUMENT APPROACH CHART - ICAO**  
AERODROME ELEV - 5643 FT  
HEIGHT RELATED TO  
THR RWY - 26 ELEV - 5500 FT

ATIS 126.20  
APP 120.50  
TWR 118.10  
APN 125.90

**WINDHOEK - Hosea (FYWH) Kutako/Intl.**  
RNP RWY 26  
MNM TEMP -15°C  
MAX TEMP +51°C



Aircraft CAT		A		B		C		D	
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	140	160		
Descent Rate (3.0°)	FT/MIN	425	530	635	745	745	850		

**NOTES:**

- Track shortening inside IAF not permitted.
- If above 8000ft at IMPEP, descent in the hold.
- Arrival outside of the STARs to expect radar vectoring from ATC.
- In case of radar failure route via IMPEP not below 10000ft and then to descend in the hold to 8000ft.

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

CHANGES: AERODROME ELEVATION.

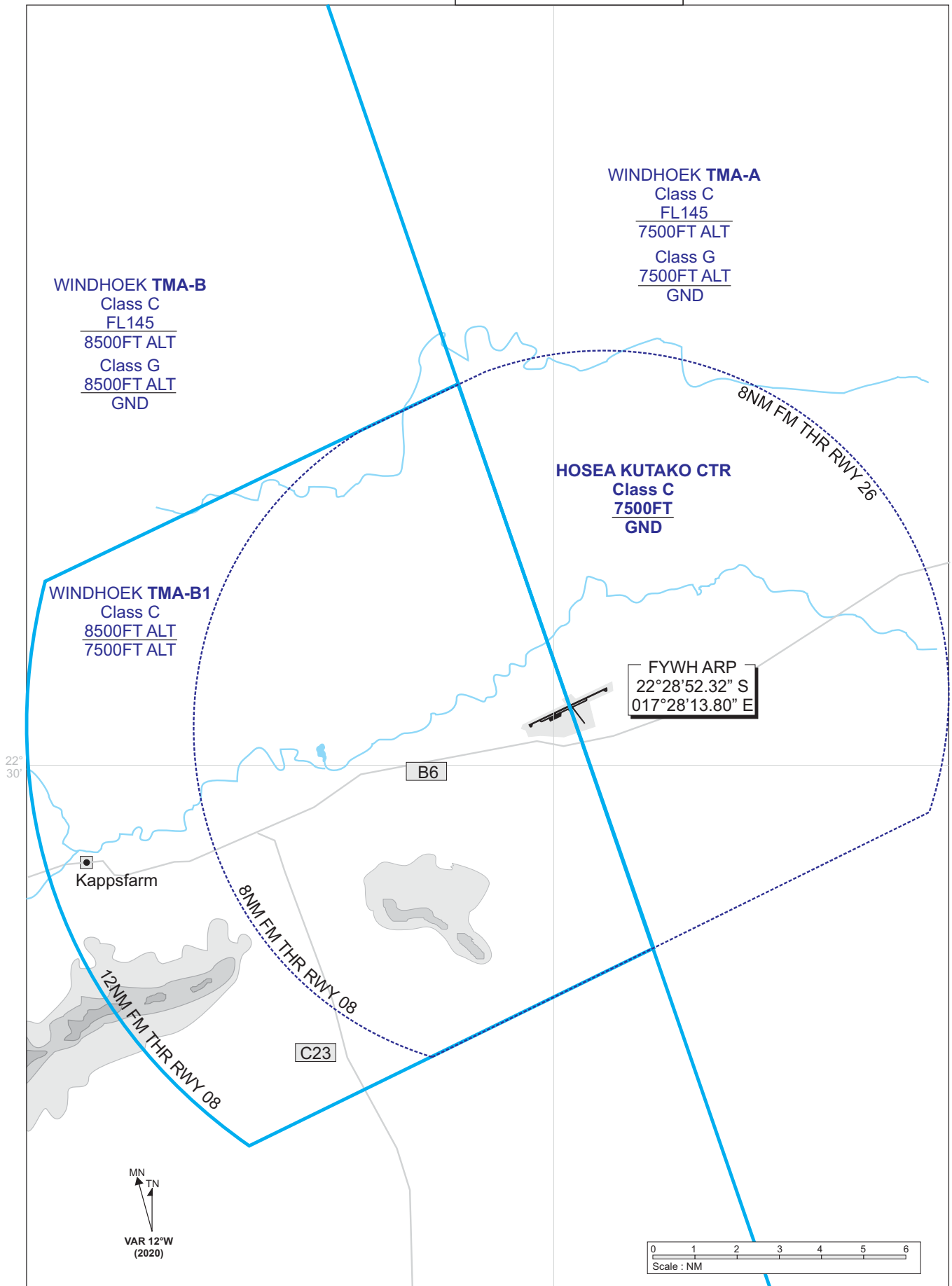
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VISUAL  
APPROACH  
CHART

**AERODROME ELEV 5643'**

**HOSEA KUTAKO:**  
TWR 118.1 Mhz  
ATIS 126.2 Mhz

**HOSEA KUTAKO CTR**



CHANGES: AERODROME ELEVATION

17°30'

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