

## 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.

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## 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.

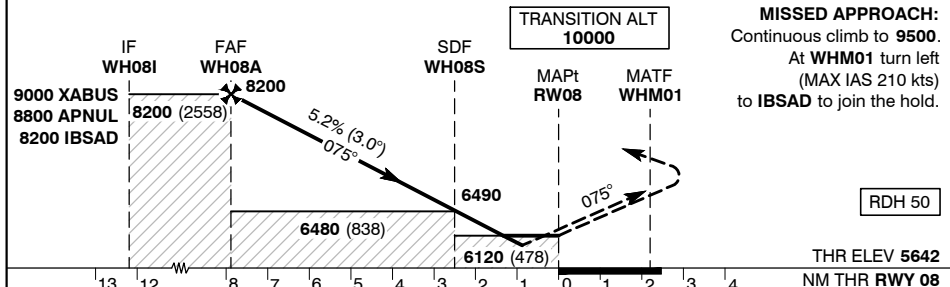
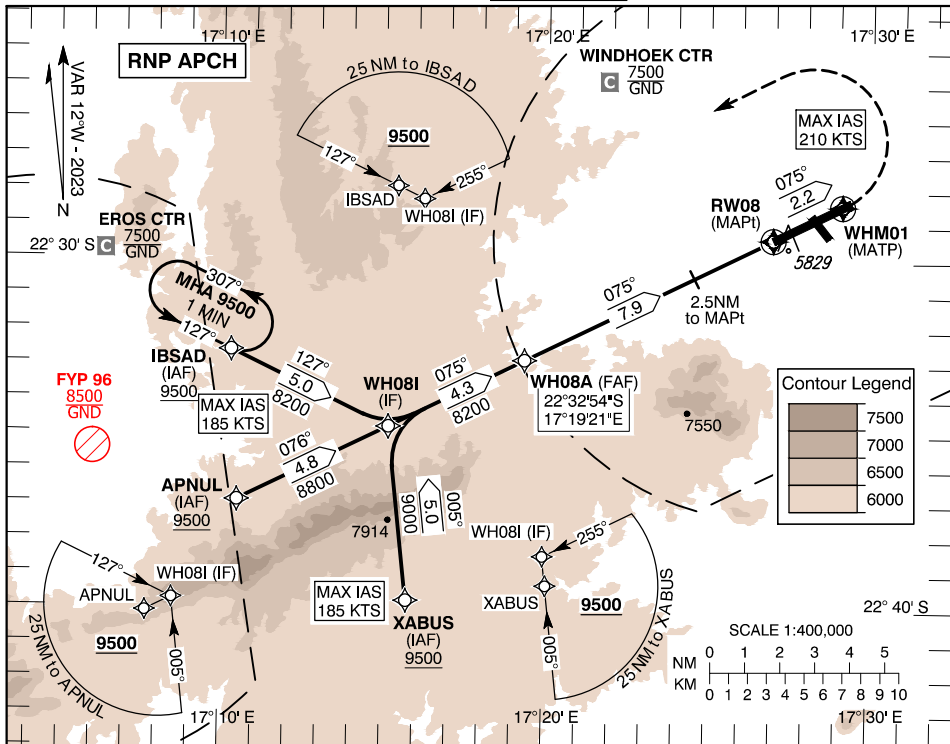
## FYWH AD 2.24 CHARTS RELATED TO HOSEA KUTAKO AERODROME

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**INSTRUMENT** AERODROME ELEV - 5641 FT  
**APPROACH** HEIGHT RELATED TO  
**CHART - ICAO** THR RWY - 08 ELEV - 5642 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		
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	140	160
Descent Rate (3.0°)	FT/MIN	425	530	635	745	745	850

**NOTES:**  
 1. Track shortening inside IAF not permitted.

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

CHANGES: Left base initial leg, FAF OCA, Airspace, Circling, Temp restriction, Holding, RDH, Initial & FAF WPT renamed.

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	-	-

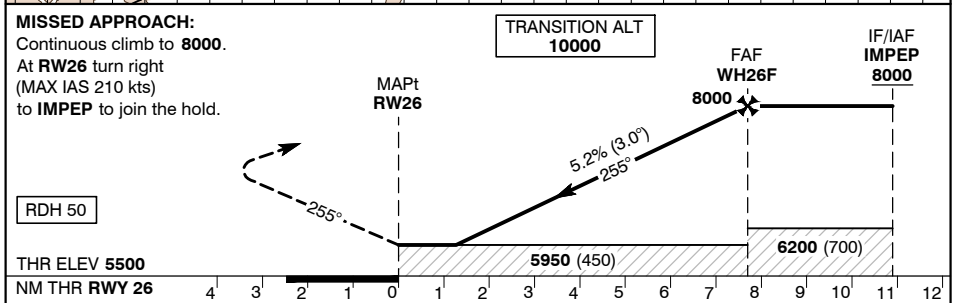
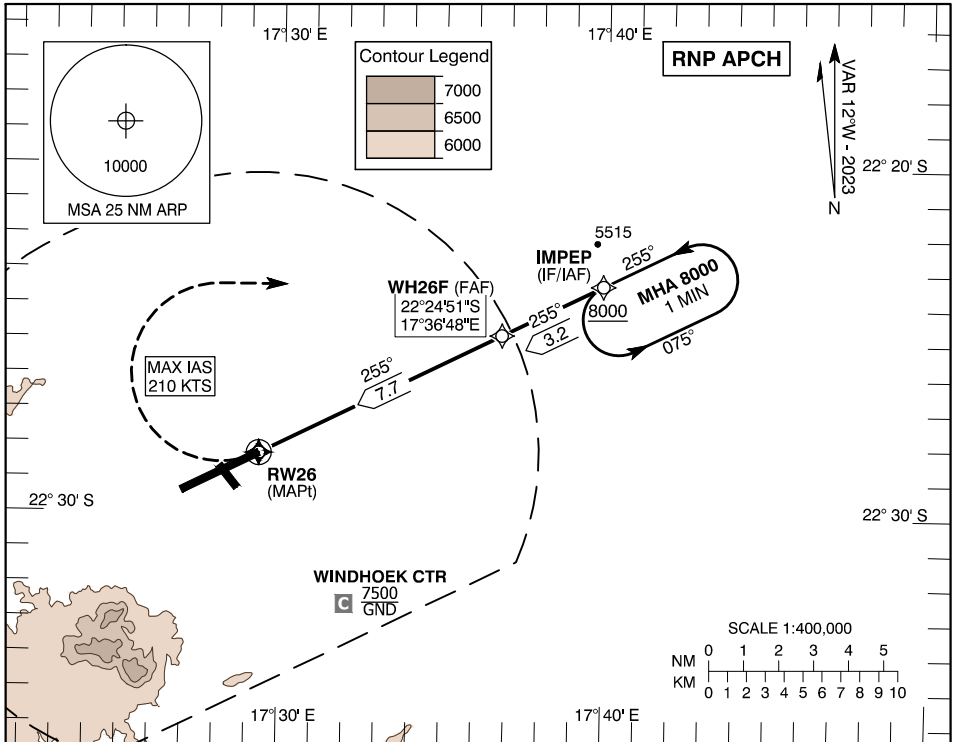
**Hold Identification – AD 2.37**

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  
**APPROACH** HEIGHT RELATED TO  
**CHART - ICAO** 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: TAA, MAX temp, MSA, Circling, Bearings, Temp restriction, RDH, BNAV minimums, Notes, Initial WPT renamed.

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