

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.

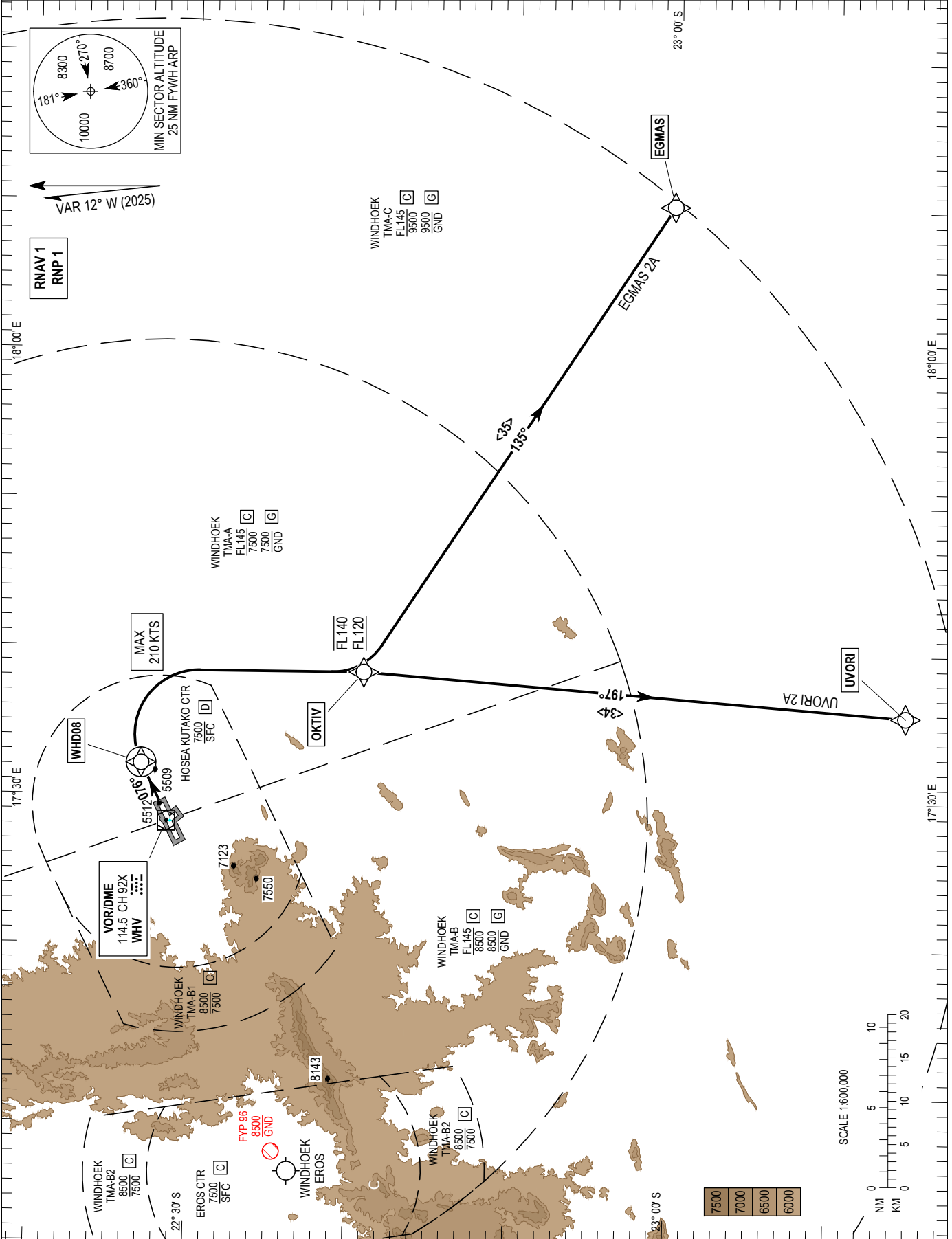
FYWH AD 2.24 CHARTS RELATED TO HOSEA KUTAKO AERODROME

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STANDARD DEPARTURE CHART - TRANS ALT 10000 FT
INSTRUMENT (SID) - ICAO TRANS LEVEL by ATC

ATIS	126.20
APP	120.50
TWR	118.10
APN	125.90

WINDHOEK - HOSEA KUTAKO / INTL (FYWH)
RWY 08
JET ONLY
(ACFT CAT A, B, C, D)
EGMAS 2A, UVORI 2A



CHANGE: Bearings: OKTIV WPT fly-by: Route ID: Notes.

NOTES: 1. RNAV 1 or RNP 1 required. 2. SPEED: MAX IAS 250 KTS at and below FL150. 3. GNSS permitted in lieu of DME Reference waypoint WHV VOR. 4. Climb gradient 5.1% (310 ft/NM) to OKTIV (3.3% for obstacle clearance).

Communication Failure: (if able CTC ATC on telephone +26461702290)

1. Squawk 7600, and continue via assigned SID.
2. Comply with vertical requirements of SID, but not below MSA.
3. Climb to FPL FL and proceed in accordance with last acknowledged route clearance.

EGMAS 2A SID RWY08

EGMA 2A

Nav. Spec.	WPT Name	Latitude (S) / Longitude (E)	Path Term	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit (ft)	Speed Limit (kts)	Remarks
RNAV 1	WHD08	222700.5 / 0173207.8	CF	Fly-Over	063.6 / 076	-	-	210	R078 / D4.0 WHV
RNAV 1	OKTIV	224051.0 / 0173825.1	DF	Fly-By	-	-	-FL140/+FL120	250	Turn R
RNAV 1	EGMAS	225947.2 / 0181007.5	TF	Fly-By	122.9 / 135	34.8	-	-	-

UVORI 2A SID RWY08

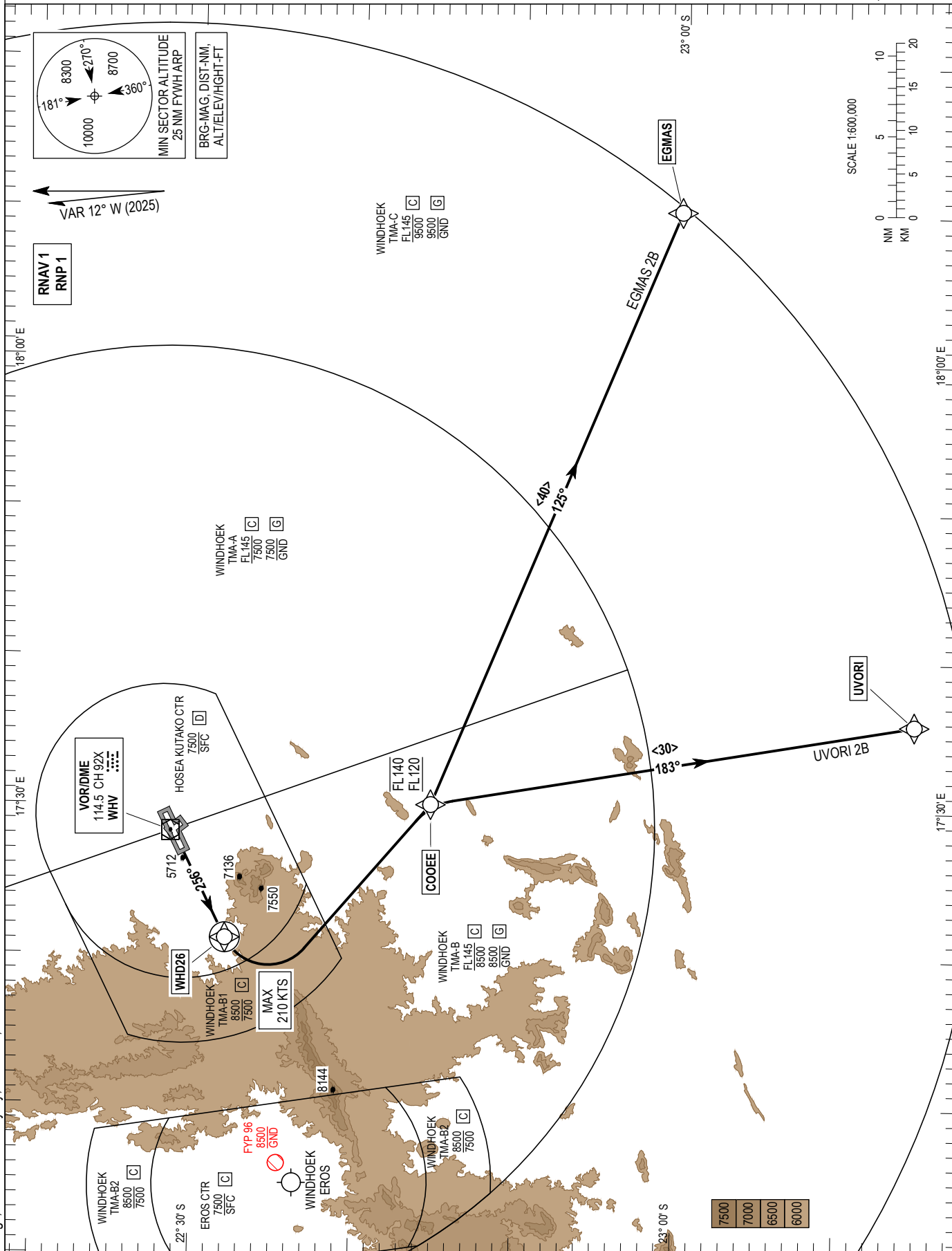
UVOR 2A

Nav. Spec.	WPT Name	Latitude (S) / Longitude (E)	Path Term	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit (ft)	Speed Limit (kts)	Remarks
RNAV 1	WHD08	222700.5 / 0173207.8	CF	Fly-Over	063.6 / 076	-	-	210	R078 / D4.0 WHV (065.7
RNAV 1	OKTIV	224051.0 / 0173825.1	DF	Fly-By	-	-	-FL140/+FL120	250	Turn R
RNAV 1	UVORI	231445.1 / 0173549.0	TF	Fly-By	184.1 / 197	33.9	-	-	-

STANDARD DEPARTURE CHART - TRANS ALT 10000 FT
INSTRUMENT (SID) - ICAO TRANS LEVEL by ATC

ATIS	126.20
APP	120.50
TWR	118.10
APN	125.90

WINDHOEK - HOSEA KUTAKO / INTL (FYWH)
RWY 26
JET ONLY
(ACFT CAT A, B, C, D)
EGMAS 2B, UVORI 2B



CHANGE: Bearings: COOEE WPT fly-by; Route ID: Notes

NOTES: 1. RNAV 1 or RNP 1 required. 2. SPEED: MAX IAS 250 KTS at and below FL150. 3. GNSS permitted in lieu of DME Reference waypoint WHV VOR. 4. Climb gradient 5.2% (318 ft/NM) to 9900 ft (5.2% to 8000 ft for obstacle clearance).

Communication Failure: (if able CTC ATC on telephone +26461702290)

1. Squawk 7600, and continue via assigned SID.
2. Comply with vertical requirements of SID, but not below MSA.
3. Climb to FPL FL and proceed in accordance with last acknowledged route clearance.

EGMAS 2B SID RWY26

EGMA 2B

Nav. Spec.	WPT Name	Latitude (S) / Longitude (E)	Path Term	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit (ft)	Speed Limit (kts)	Remarks
RNAV 1	WHD26	223205.1 / 0172106.3	CF	Fly-Over	243.6 / 256	-	-	210	R255 / D7.4 WHV
RNAV 1	COOEE	224446.4 / 0173011.0	DF	Fly-By	-	-	-FL140 /+FL120	250	Turn L
RNAV 1	EGMAS	225947.2 / 0181007.5	TF	Fly-By	112.2 / 125	39.8	-	-	-

UVORI 2B SID RWY26

UVOR 2B

Nav. Spec.	WPT Name	Latitude (S) / Longitude (E)	Path Term	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit (ft)	Speed Limit (kts)	Remarks
RNAV 1	WHD26	223205.1 / 0172106.3	CF	Fly-Over	243.6 / 256	-	-	210	R255 / D7.4 WHV
RNAV 1	COOEE	224446.4 / 0173011.0	DF	Fly-By	-	-	-FL140 /+FL120	250	Turn L
RNAV 1	UVORI	231445.1 / 0173549.0	TF	Fly-By	170.1 / 183	30.3	-	-	-

ATUPI 1A STAR RWY08

ATUP 1A

Nav. Spec.	WPT Name	Latitude (S) / Longitude (E)	Path Term	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit (ft)	Speed Limit (kts)	Remarks
RNAV 1	ATUPI	231013.7 / 0170755.4	IF	-	-	-	- / +FL200	-	-
RNAV 1	EGLIK	225109.1 / 0171713.7	TF	Fly-By	024.3 / 037	20.9	- / +A9500	-	-
RNAV 1	UNDID	224341.2 / 0171619.5	TF	Fly-By	353.6 / 006	7.5	- / +A9500	210	Turn L
RNAV 1	XABUS	223948.6 / 0171546.0	TF	Fly-By	352.4 / 005	3.9	- / +A9500	185	-

AXODO 1A STAR RWY08

AXOD 1A

Nav. Spec.	WPT Name	Latitude (S) / Longitude (E)	Path Term	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit (ft)	Speed Limit (kts)	Remarks
RNAV 1	AXODO	224257.2 / 0181936.5	IF	-	-	-	- / +FL200	-	-
RNAV 1	SUDOG	223114.9 / 0174117.4	TF	Fly-By	288.1 / 301	37.3	- / +FL150	-	-
RNAV 1	DUNBA	223739.3 / 0172803.2	TF	Fly-By	242.4 / 255	13.8	- / +FL150	-	Turn L
RNAV 1	TETUR	224145.9 / 0171929.6	TF	Fly-By	242.6 / 255	8.9	- / +A9500	210	-
RNAV 1	XABUS	223948.6 / 0171546.0	TF	Fly-By	299.5 / 312	4.0	- / +A9500	185	Turn R

Hold Identification

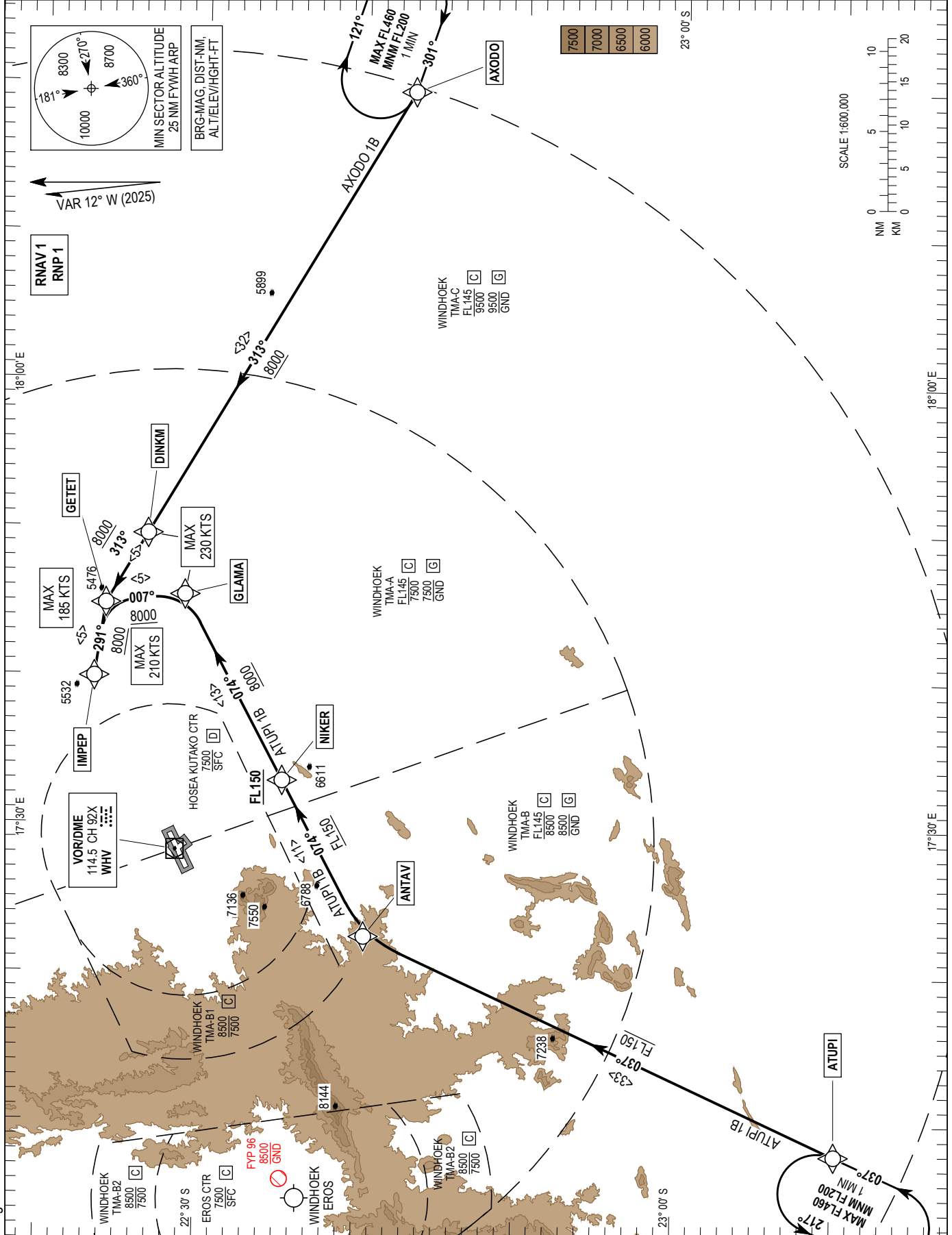
Holding Fix	Latitude (S) / Longitude (E)	Inbound True Track (degrees)	Inbound Mag Track (degrees)	Maximum Indicated Airspeed (kts)	Minimum Holding Level / Altitude (FL/ft)	Maximum Holding Level / Altitude (FL/ft)	Outbound time (min)	Direction of Turn
ATUPI	231013.7 / 0170755.4	024.0	037	315	+FL200	-FL460	1	L
AXODO	224257.2 / 0181936.5	287.9	301	315	+FL200	-FL460	1	R

STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO

TRANS ALT 10000 FT
TRANS LEVEL by ATC

ATIS	126.20
APP	120.50
TWR	118.10
APN	125.90

WINDHOEK - HOSEA KUTAKO / INTL (FYWH)
RWY 26
JET ONLY
(ACFT CAT A, B, C, D)
ATUPI 1B, AXODO 1B



CHANGE: Bearings.

NOTES:

1. RNAV 1 or RNP 1 required.
2. SPEED: MAX IAS 250 KTS at and below FL150.
3. GNSS permitted in lieu of DME Reference waypoint WHV VOR.

Communication Failure: (if able CTC ATC on telephone +26461702290)

1. Squawk 7600, and continue via assigned STAR.
2. Comply with vertical requirements of STAR, but not below MSA.
3. Track via latest STAR clearance for the nominated runway, then fly the most suitable approach.

ATUPI 1B STAR RWY26

ATUP 1B

Nav. Spec.	WPT Name	Latitude (S) / Longitude (E)	Path Term	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit (ft)	Speed Limit (kts)	Remarks
RNAV 1	ATUPI	231013.7 / 0170755.4	IF	-	-	-	- / +FL200	-	-
RNAV 1	ANTAV	224032.1 / 0172229.8	TF	Fly-By	024.5 / 037	32.5	- / +FL150	-	-
RNAV 1	NIKER	223517.8 / 0173258.9	TF	Fly-By	061.7 / 074	11.0	- / +FL150	250	Turn R
RNAV 1	GLAMA	222902.6 / 0174527.1	TF	Fly-By	061.7 / 074	13.1	- / +A8000	230	-
RNAV 1	GETET	222405.1 / 0174450.7	TF	Fly-By	353.5 / 007	5.0	- / +A8000	210	Turn L
RNAV 1	IMPEP	222325.2 / 0173954.0	TF	Fly-By	278.2 / 291	4.6	- / +A8000	185	-

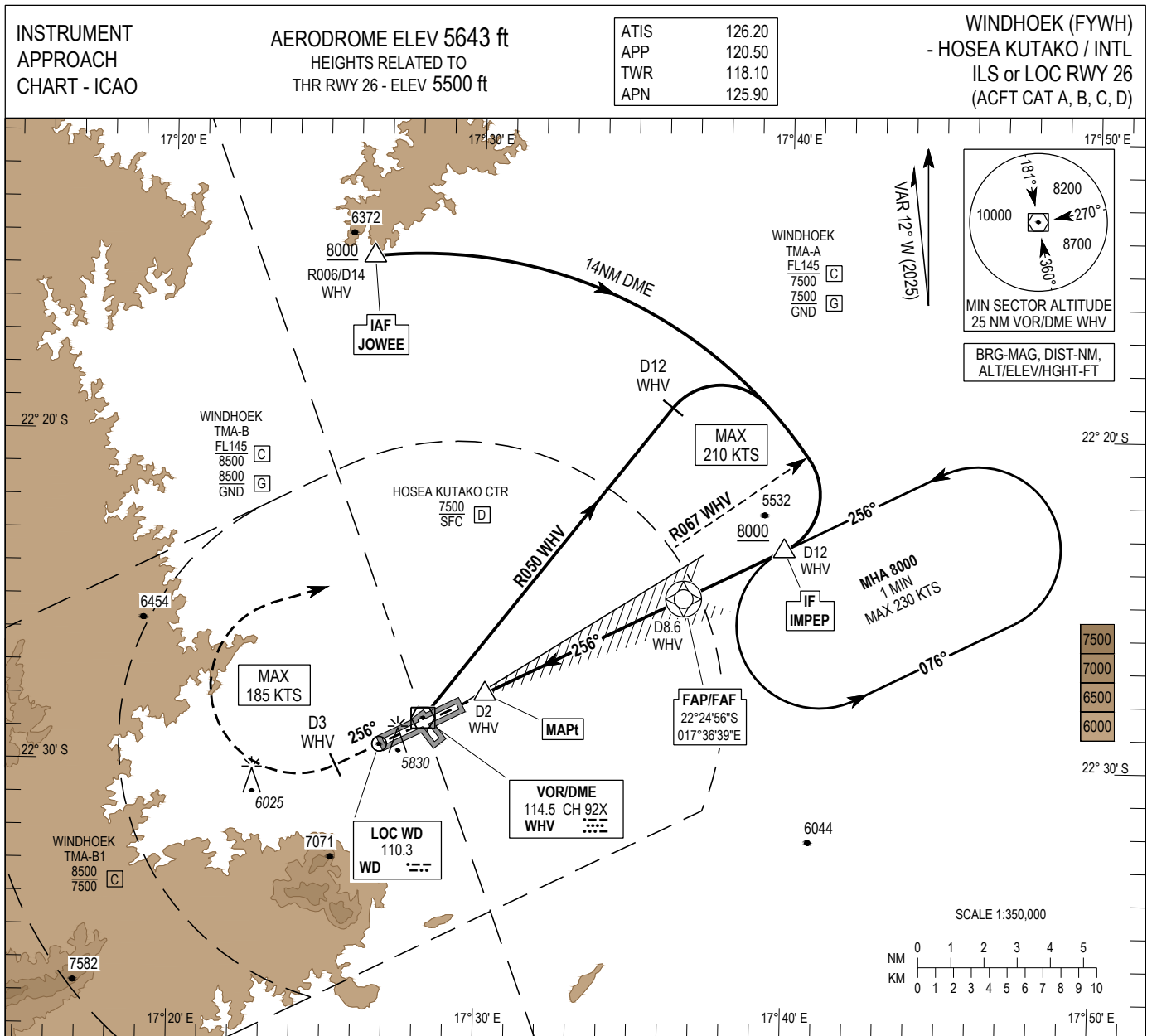
AXODO 1B STAR RWY26

AXOD 1B

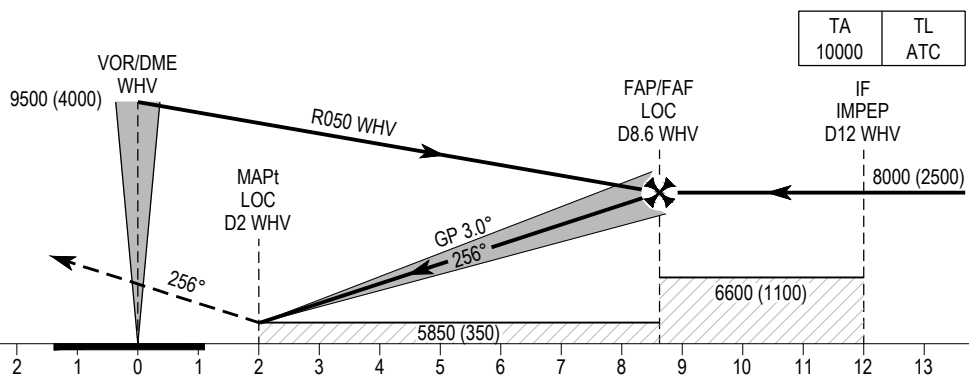
Nav. Spec.	WPT Name	Latitude (S) / Longitude (E)	Path Term	Fly-By Fly-Over	True Track / Mag Track	Distance (NM)	Upper Limit / Lower Limit (ft)	Speed Limit (kts)	Remarks
RNAV 1	AXODO	224257.2 / 0181936.5	IF	-	-	-	- / +FL200	-	-
RNAV 1	DINKM	222639.9 / 0174933.7	TF	Fly-By	300.2 / 313	32.2	- / +A8000	230	-
RNAV 1	GETET	222405.1 / 0174450.7	TF	Fly-By	300.5 / 313	5.1	- / +A8000	210	-
RNAV 1	IMPEP	222325.2 / 0173954.0	TF	Fly-By	278.2 / 291	4.6	- / +A8000	185	-

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
ATUPI	231013.7 0170755.4	024.0	037	315	+FL200	-FL460	1	L
AXODO	224257.2 0181936.5	287.9	301	315	+FL200	-FL460	1	R



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 5500 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)	Recommended LOC Profile on Final Approach							
LOC	5850 (350)				DIST WHV DME	2	3	4	5	6	7	8
Visual Manoeuvring North of RWY (Heights AAL)	6140 (497)	6250 (607)	6520 (877)	6590 (947)	ALT / HT (ft)	5850 (350)	6160 (660)	6470 (970)	6790 (1290)	7110 (1610)	7430 (1930)	7750 (2250)
Circling to the South Prohibited					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

CHANGE: Procedure OCA (H); AD & THR elev; New FAF; Notes.

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

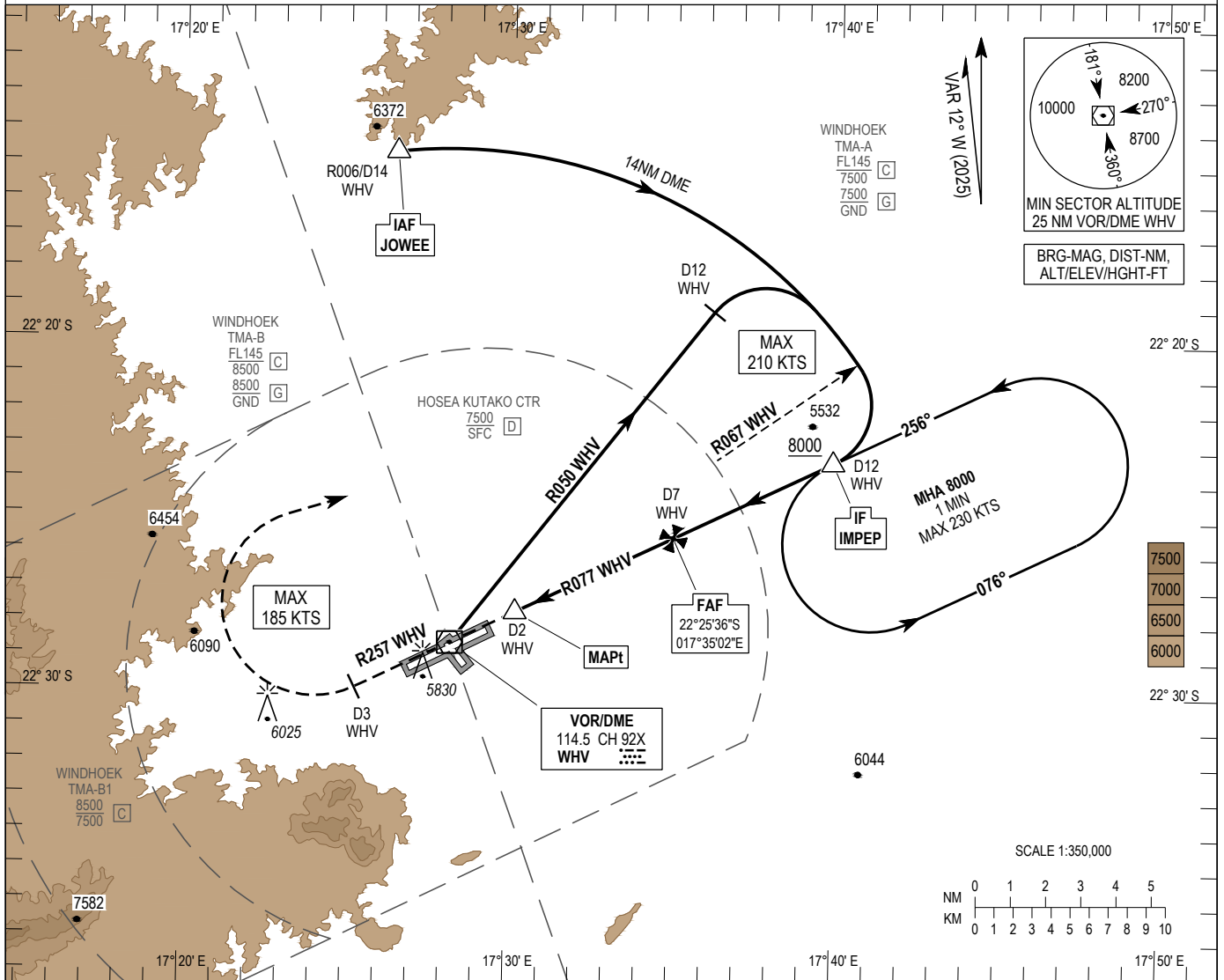
Holding Fix	Latitude (S) / Longitude (E)	Inbound True Track (degrees)	Inbound Mag Track (degrees)	Maximum Indicated Airspeed (kts)	Minimum Holding Level / Altitude (FL/ft)	Maximum Holding Level / Altitude (FL/ft)	Outbound Time (min)	Direction of Turn
IMPEP D12 WHV	222325.2 0173954.0	243.5	256	230	+A8000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

INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV 5643 ft
HEIGHTS RELATED TO
AD - ELEV 5643 ft

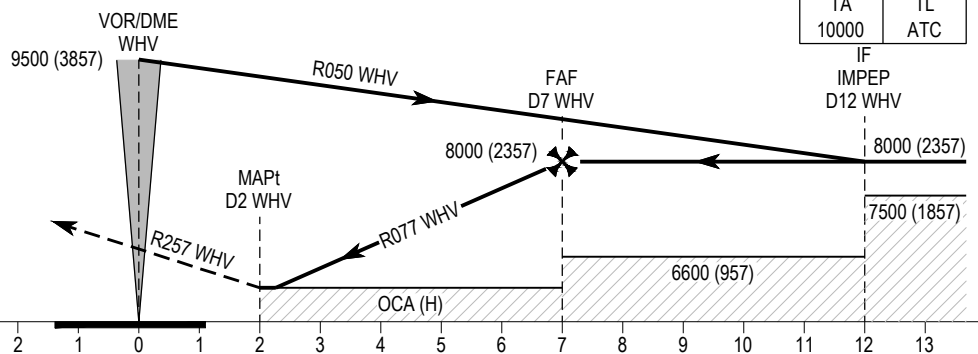
ATIS	126.20
APP	120.50
TWR	118.10
APN	125.90

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 5500 ft (THR RWY 26)

NM FROM VOR/DME WHV 4 3 2 1 0 1 2 3 4 5 6 7 8 9 10 11 12 13

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

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

CHANGE: Notes.

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