FYWE AD 2.17 ATS AIRSPACE

1.	*Designation and lateral limits*	Eros CTR: Lateral Limits 223020.98S 0165816.99E – clockwise along the arc of a circle, radius 8NM centred at 223546.57S 0170439.03E – 222848.97S 0170857.20E – 224215.16S 0171112.18E – clockwise along the arc of a circle, radius 8NM centred at 223649.88S 0170449.59E – 224347.40S 0170030.99E to point of origin
2.	*Vertical limits*	GND / 7500 FT AMSL
3.	*Airspace classification*	C
4.	*ATS unit call sign* *Language(s)*	Eros Tower English
5.	*Transition altitude*	10 000 FT AMSL
6.	*Hours of applicability (or activation)*	AD Administration
7.	*Remarks*	Due to non-simultaneous operations on the manoeuvring area at FYWH. All traffic intending to depart from FYWE to FYWH are required to request for start-up clearance from FYWE ATC on 118.7 MHz.

FYWE AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	*Call sign*	*Frequency*	*Hours of operation*	*Remarks*
1	**2**	**3**	**4**	**5**
Tower	Eros Tower	118.7 MHz	Same as AD	Co-ordinates 223638.23S 0170455.20E
Approach	Windhoek Approach	120.5 MHz	H24	
ATIS	Eros ATIS	126.4 MHz	H24	Operational 50NM radius around Eros Airport on FREQ 126.4MHz or TEL +264 81 3323508

FYWE AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of Supported OPS (for VOR/ILS/ MLS give VAR)	*ID*	*Frequency*	*Hours of Operation*	*Position of transmitting antenna co-ordinates*	*Elevation of Distance Measuring Equipment (DME) transmitting antenna*	*Service volume radius from the GBAS reference point*	*Remarks*
1	**2**	**3**	**4**	**5**	**6**	**7**	**8**
NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL

FYWE AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Airport regulations

1.1 Hazard, Incidents and Accident Reporting

All safety hazards, incidents and accidents to be reported to FYWE fire station control room at +264 61 2955511 or the Safety & Environmental Officer on duty at +264 61 2955519/5515 or emailed to erossafety@airports.com.na.

1.2 Golf course on final APCH RWY 01

- Trees on grounds on the left to the right of APCH area.
- Boundary on golf course adjoints south BDRY of AD.

1.3 Circuit ALT:

- Turbine powered aircraft 7 000 FT ALT.
- Reciprocating engine powered aircraft 6 500 FT ALT.

1.4 Reflective jackets

All pilots and crew operating at Eros Airport must wear a lime green reflective jacket depicting their airlines concerned on the rear of the jacket for safety reasons as well as easy identification.

1.5 New Aircraft operating at Eros Airport

Aircraft operators intending to operate an aircraft for the first time at Eros Airport must apply in writing via email to Hamunyelam@airports.com.na, the Airport Manager to complete the new Aircraft Application form. Pilots may only operate the new aircraft upon approval by the Airport Manager. This assessment will also include a comparison of the aircraft ACN against the Airport airside Pavement PCN.

1.6 Airport fees administration

1.6.1 After hour operations

An applicant requiring operating outside the airport's published operational hours must apply in writing at least 48 hours in advance to the Airport Manager who after consultation with service providers will respond to the request. This excludes ambulances, emergency flights and any diversions.

1.6.2 Landing /Parking and Passenger Fees

All unscheduled and charters flight to effect payment directly to NAC upon arrival and before departure and not to any third parties, payment can be done at Apron office located at the Fire Station.

2. Taxiing to and from stands

Take-off on Runway 01/19

- Aircraft cleared to take-off on runway 01, may exit the apron and enter the parallel taxiway and taxi to intersection Alpha to threshold 01 for take-off
- Aircraft cleared to take-off on runway 19, may exit the apron and enter the parallel taxiway and taxi to intersection Echo to threshold 19 for take -off.

Take-off Runway 09/27

- Aircraft cleared to take-off on runway 09, may exit the apron and enter the parallel taxiway and taxi to main runway 01/19 and secondary runway 09/27 intersection and proceed to threshold 09 for take-off.
- Aircraft cleared to take-off on runway 27, may exit the apron and enter the parallel taxiway and taxi to main runway 01/19 and secondary runway 09/27 intersection and proceed to threshold 27 for take-off.

Landing on Runway 01/19

- Aircraft landing on runway 01 may exit the runway 01/19 via taxiway Charlie, Delta or Echo into parallel taxiway and taxi to enter the apron or hangers.
- Aircraft landing on runway 19 may exit the runway 01/19 via taxiway Charlie, secondary runways intersection, Bravo, or Alpha into parallel taxiway and taxi to enter the apron or hangers.

Landing on Runway 09/27

- Aircraft landing on runway 27 may exit runway 09/27 into the parallel taxiway and taxi to enter the apron or hangers.
- Aircraft landing on runway 27 may enter the main runway 01/19 and vacate Charlie intersection onto parallel taxiway and taxi to enter the apron or hangers.
- Aircraft landing on runway 09 may proceed and cross the main runway intersections and exit runway 09/27 into the parallel taxiway and taxi to enter the apron or hangers.

3. Securing of light aircraft

There is no designated stands for the parking of small aircrafts, pilots are strictly requested to adhere to the marshalling signals from the Marshaller.
No aircraft mooring points available at FYWE, Aircraft mooring weights available:

2 x 35KG pairs;

2 x 50KG pairs;

1 x 70KG pair; and

1 x mobile trolley

The mooring equipment are stored at a demarcated area located between the Apron office and Cargo Warehouse on the airside.

Pilots inform ARFF Control Room at +264 61 2955511 that they require Mooring Weights, and the ARFF control room will inform the Safety & Environmental Officer on duty.

Once the mooring weights have been used, it is the responsibility of the Aircraft Operator to return the weights to the designated storage area.

4. Parking area for helicopters

Once the helicopter enters the apron, ATC will instruct the pilot to follow the direction of the Aircraft Marshallers to an allocated parking position on the apron.

5. Aircraft taxiing to the apron

Inbound Traffic:

Upon the aircraft's arrival, the ATC shall inform the Pilot in command to taxi directly to the apron and follow the instruction of the Marshaller to park the aircraft.

6. School and training flights – Technical test flights – use of runways

6.1 Windhoek Flight Training Centre.
6.2 NATA
6.3 NDF
6.4 Signa Aviation
School and training flights must only be made after permission has been obtained from ATS.

7. Helicopter Traffic - Limitation

Non-scheduled public air traffic with helicopters is permitted only after prior approval from the Eros Aerodrome Administration. Any contact concerning the above shall be made via the handling company or directly to the Airport Office during the hours of service and, if possible, not later than the day before the flight is to be carried out.

Any request for approval of traffic shall contain the following information:

a) Owner/operator

b) Type of helicopter, registration/call sign

c) Date, arrival time/departure time, destination(s).

furthermore, other details relevant to the evaluation of the request shall be given as required.

8. Removal of disabled aircraft on or adjacent to the movement area.

When an aircraft becomes disabled on or adjacent to the movement area, the owner or user of such aircraft must remove as soon as possible. If the disabled aircraft is not removed as quickly as possible by the owner or user, the airport operator shall assume the responsibility for the removal of the disabled aircraft at the cost of the aircraft operator and shall be indemnified of any damages caused pursuant to the removal of the aircraft.