

**AIP**

**AERONAUTICAL INFORMATION PUBLICATION**

Republic of Namibia

**PART 1**

**GENERAL (GEN)**

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## PART 1 - GENERAL (GEN)

### GEN 0.

#### GEN 0.1 PREFACE

##### 1. Name of the Publishing Authority

The AIP is published by authority of the Namibia Civil Aviation Authority.

##### 2. Applicable ICAO documents

The AIP is prepared in accordance with the Standards and Recommended Practices (SARPs) of Annex 15 to the Convention on International Civil Aviation, *Aeronautical Information Services Manual* (ICAO Doc 8126) and the *Procedures for Air Navigation Services Aeronautical Information Management* (ICAO Doc 10066). Charts contained in the AIP are produced in accordance with Annex 4 to the Convention on International Civil Aviation and the *Aeronautical Chart Manual* (ICAO Doc 8697). Differences from ICAO Standards, Recommended Practices and Procedures are given in sub-section GEN 1.7.

##### 3. Publication media

The following Namibia Aeronautical Information Products are made available in printed form; these are also available electronically via email and on NCAA website.

- AIP
- AIRAC AIP Amendments
- AIC
- AIRAC AIP Supplements
- NOTAM (only available via email and website)

##### 4. The AIP structure and established regular amendment interval

###### 4.1 The AIP Structure

4.1.1 The AIP forms part of the Aeronautical Information Products, details of which are given in sub-section GEN 3.1. The principal AIP structure is

shown in graphic form on page GEN 0.1-3.

4.1.2 The AIP is made up of three Parts, General (GEN), En-route (ENR) and Aerodromes (AD), each divided into sections and sub-sections as applicable, containing various types of information subjects.

###### 4.1.3 Part I - General (GEN)

Part 1 consists of five sections containing information as briefly described hereafter.

- a) *GEN 0* - Preface; Record of AIP Amendments, Record of AIP Supplements; Checklists of AIP pages; List of hand amendments to the AIP; and the Table of Contents to Part 1.
- b) *GEN 1. National regulations and requirements* - Designated authorities; Entry, transit and departure of aircraft; Entry, transit and departure of passengers and crew; Entry, transit and departure of cargo; Aircraft instruments, equipment and flight documents; Summary of national regulations and international agreements/conventions; and Differences from ICAO Standards, Recommended Practices and Procedures.
- c) *GEN 2. Tables and codes* - Measuring system, aircraft markings, holidays; Abbreviations used in AIS publications; Chart symbols; Location indicators; List of radio navigation aids; Conversion tables; and Sunrise/sunset tables.
- d) *GEN 3. Services* - Aeronautical information services; Aeronautical charts; Air traffic services; Communication services; Meteorological services; and Search and rescue.
- e) *GEN 4. Charges for aerodromes/heliports and air navigation services* - Aerodrome/heliport charges; and Air navigation services charges.

#### 4.1.4 Part 2 - En-route (ENR)

Part 2 consists of seven sections containing information as briefly described hereafter.

- a) *ENR 0* - Preface; Record of AIP Amendments; Record of AIP Supplements; Checklist of AIP pages; List of hand amendments to the AIP; and the Table of Contents to Part 2.
- b) *ENR 1. General rules and procedures* - General rules; Visual flight rules; Instrument flight rules; ATS airspace classification; Holding, approach and departure procedures; Radar services and procedures; Altimeter setting procedures; Regional supplementary procedures;  
  
Air traffic flow management; Flight planning; Addressing of flight plan messages; Interception of civil aircraft; Unlawful interference; and Air traffic incidents,
- c) *ENR 2. Air traffic services airspace* - Detailed description of Flight information regions (FIR); Upper flight information regions (UIR); Terminal control areas (TMA); and Other regulated airspace.
- d) *ENR 3. ATS routes* - Detailed description of Lower ATS routes; Upper ATS routes; Area navigation routes; Helicopter routes; other routes; and En-route holding.  
  
Note: Other types of routes which are specified in connection with procedures for traffic to and from aerodromes/heliports are described in the relevant sections and sub-sections of Part 3 - Aerodromes.
- e) *ENR 4. Radio navigation aids/systems* - Radio navigation aids - en-route; Special navigation systems; Name-code designators for significant points; and Aeronautical ground lights - en-route.
- f) *ENR 5. Navigation warnings* - Prohibited, restricted and danger areas; Military exercise and training areas; other activities of a dangerous nature; Air navigation obstacles - en-route; Aerial sporting and recreational activities; and Bird migration and areas with sensitive fauna.

- g) *ENR 6. En-route charts* - En-route Chart - ICAO and index charts.

#### 4.2 Regular amendment interval

4.2.1 Permanent changes to the AIP shall be published as AIRAC AIP Amendments.

4.2.2 Amendments to the AIP shall be issued every 4 months at the following pre-determined months adhering to AIRAC system:

- a) March
- b) July
- c) November.

4.2.3 When an AIP AMDT will not be published on the established publication date, a NIL notification shall be originated and distribution by means of the monthly printed Plain Language Summary of NOTAM in force (NIF).

### 5. Copyright policy

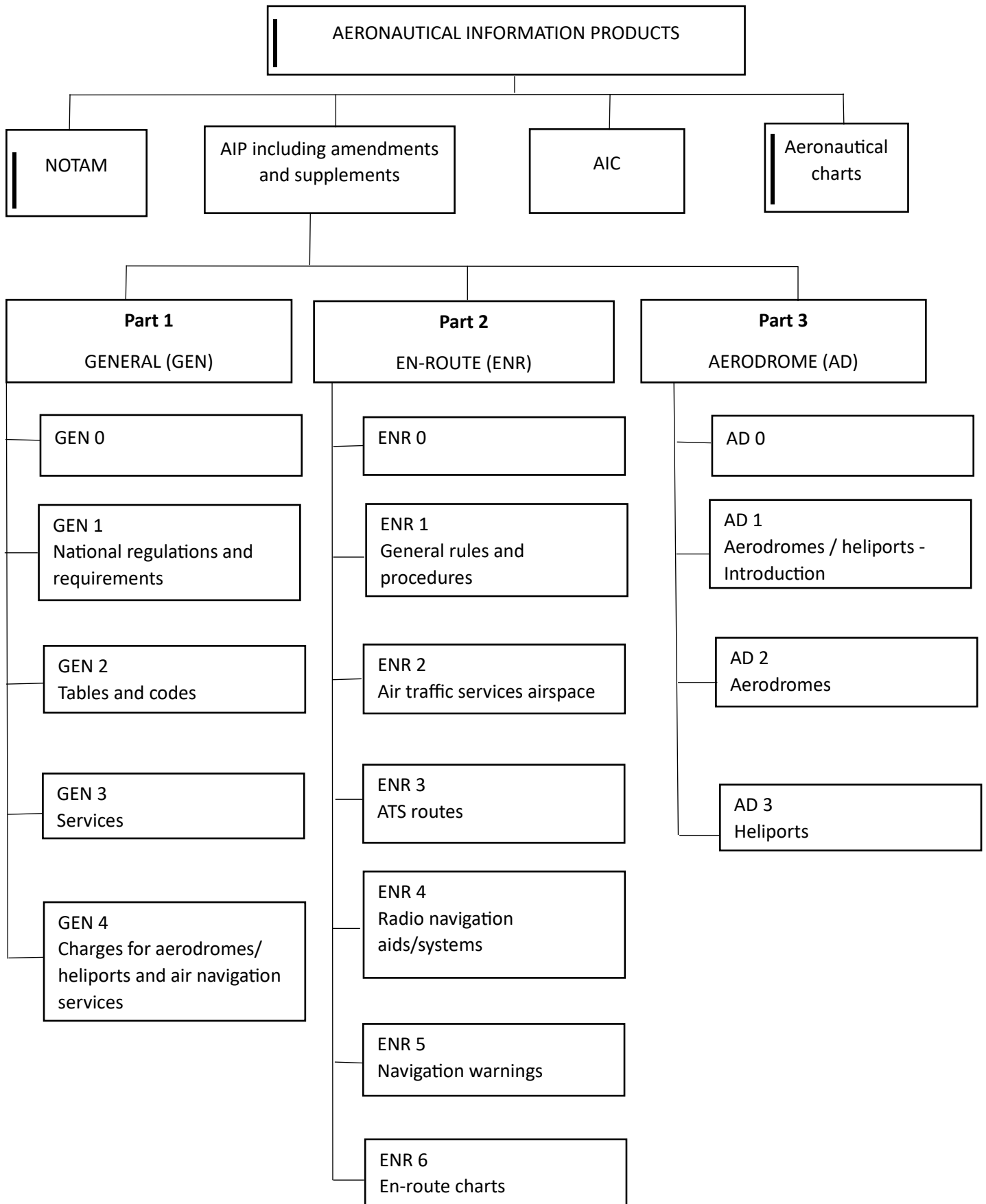
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### 6. Service to contact in case of detected AIP errors and omissions

In the compilation of the AIP, care has been taken to ensure that the information contained therein is accurate and complete. Any errors and omissions that may, nevertheless, be detected as well as any correspondence concerning the Integrated Aeronautical Information Products, should be referred to:

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## GEN 1. NATIONAL REGULATIONS AND REQUIREMENTS

### GEN 1.1 DESIGNATED AUTHORITIES

The addresses of the designated authorities concerned with the facilitation of international air navigation are as follows:

#### 1. Civil Aviation

Executive Director: Namibia Civil Aviation Authority  
Private Bag 12003  
Ausspannplatz  
Windhoek  
Telephone: +264 83 235 2100  
AFS: FYHQYAYX  
E-mail: [director@ncaa.na](mailto:director@ncaa.na)

#### 2. Meteorology

Ms. Olga Karunga  
Senior Accountable Manager: Aviation Meteorology  
Private Bag 13224  
Windhoek  
Tel: +264 61 287 7014  
Telefax: +264 61 287 7009  
AFS: NIL  
E-mail: [Olga.Karunga@mwt.gov.na](mailto:Olga.Karunga@mwt.gov.na)

#### 3. Customs

Director: Customs and Excise  
Private Bag 13185  
Windhoek  
Tel: +264 61 209 9111  
Telefax: +264 61 239 278  
AFS: NIL

#### 4. Immigration

Director Alien Control  
Private Bag 13200  
Windhoek  
Tel: +264 61 292 2111  
Telefax: +264 61 223 817  
AFS: NIL

#### 5. Health

Director of Health and Social Services  
Private Bag 13198  
Windhoek  
Tel: +264 61 203 2303  
Telefax: +264 61 203 2334  
AFS: NIL

**6. En-Route and Aerodrome charges**

Executive Director: Namibia Civil Aviation Authority  
Private Bag 12003  
Ausspannplatz  
Windhoek  
Tel: +264 61 702 060  
Telefax: +264 61 702 066  
AFS: FYHQYAYX

**7. Agricultural quarantine**

Director: Veterinary Services  
Private Bag 12022  
Windhoek  
Tel: +264 61 202 9111  
Telefax: +264 61 221 962

**8. Aircraft accident investigation**

Aircraft Accident and Incident  
Investigations  
Private Bag 12024  
Ausspannplatz  
Windhoek  
Tel: +264 61 208 8410

Investigation: Contact Details

1. Director: +264 81 146 5441
2. Deputy Director: +264 81 141 5193
3. B. Engelbrecht: +264 81 270 4408
4. H. Mweshixwa: +264 81 146 5442
5. Emergency Toll Free: 97700
6. Email: [DAAll@mwt.gov.na](mailto:DAAll@mwt.gov.na)

**9. Namibia Airports Company**

P. O. Box 23061  
Windhoek  
Tel: +264 61 295 5000  
Tel/fax +264 61 295 5022

## GEN 1.2 ENTRY, TRANSIT AND DEPARTURE OF AIRCRAFT

### 1. Regulations concerning entry, transit and departure of aircraft on international flights

All flights into, from or over Namibia shall be carried out in accordance with the Namibian Civil Aviation Regulations.

### 2. Scheduled flights

#### 2.1 *Flights to and from Namibia*

2.1.1 Except with prior approval of the Namibia Civil Aviation Authority, the pilot in command of any flight, crossing the border of Namibia for the purpose of

2.1.1.1 Landing in Namibia, shall except in an emergency:

- a) Make its first landing at a designated aerodrome.
- b) Report to the nearest police officer, immigration officer or customs officer.
- c) Not allow any goods to be unloaded from the ACFT or any PAX leave the AD without the permission of the said officer.
- d) Not take off from such aerodrome without the written permission of the said officer.

2.1.2 In the event of an emergency landing at a place other than a designated aerodrome, the pilot in command shall comply with the requirements of subparagraphs b, c, and d of paragraph 2.1.1.1.

2.1.2.1 Intending to leave Namibia shall:

- a) Depart only from a designated aerodrome.
- b) Before such departure, report to the nearest police officer, immigration officer or customs officer with all the information in relation to the journey, ACFT, passengers, crew and cargo.
- c) Not depart from such AD without the written permission from such police, immigration or customs officer.

d) Not, after such departure and before crossing the border, land at any other place in Namibia.

2.1.3 Provided that if forced by any emergency to land before crossing the border, the requirements of sub paragraph 2.1.2.1b., c. and d. shall be complied with.

2.1.4 The under-mentioned aerodromes have been designated port of entry/exit aerodromes:

- a) Hosea Kutako INTL Airport, Windhoek.
- b) Eros.
- c) Keetmanshoop.
- d) Ondangwa.
- e) Oranjemund.
- f) Katima Mulilo.
- g) Rundu.
- h) Gobabis.
- i) Walvis Bay.
- j) Luderitz.

#### 2.2 *Documentary requirements for clearance of aircraft*

It is a requirement that the under-mentioned documents be submitted by operators for clearance on entry and departure of their aircraft to and from Namibia. All documents listed below must follow the ICAO standard format as set forth in the relevant Appendices to Annex 9 and are acceptable when furnished in English and completed in legible handwriting.

**Aircraft documents required (arrival/departures)**

| Required by      | General declaration | Passenger Manifest | Cargo Manifest |
|------------------|---------------------|--------------------|----------------|
| Customs          | Two                 | One                | One            |
| Passport Control | Two                 | Two                | Nil            |
| Health           | One                 | One                | One            |

**Note:**

1. Incoming passengers cannot be cleared by Passport Control unless a passenger manifest is presented timeously.
2. The following additional information on the general declaration and cargo manifest is required:

**General Declaration**

- a) Particulars in respect of "stores" and "cargo" are required.
- b) Crew members' names.

**3. Non-scheduled flights**

Certain limitations and conditions shall apply to any aircraft of another Contracting State which engages in the carriage to or from Namibia of passengers, cargo or mail for remuneration or hire on other than scheduled international air services unless such aircraft is operated under an appropriate license granted in terms of section nine of the Air Services Act, 1949 (Act No 51 of 1949).

**4. Private flights**

**4.1 Notification of arrival**

The information contained in the flight plan is accepted as adequate notification of the arrival of incoming aircraft.

**4.2 Overflights and landing clearance**

4.2.1 Pilots and Operators of all foreign registered aircraft, intending to fly through Namibian airspace or within Namibia Airspace must submit a request to obtain an over-flight or landing clearance. Such requests must be submitted not less than 24 hours prior to departure.

4.2.2 Requests can be faxed to: Namibia Civil Aviation Authority, fax number +264 61 702088 during office hours only.

4.2.3 In emergencies, only the following fax number is available after hours and weekends:  
+264 62 702499.

**4.3 Documentary requirements for clearance of aircraft**

Same requirements as for scheduled flights.

**5. Public health measures applied to aircraft**

5.1 With the following exemption, no public health measures are required to be carried out in respect of aircraft entering Namibia.

5.2 Aircraft arriving from endemic yellow fever areas may land at international airports in Namibia provided that the aircraft has been disinfected approximately thirty minutes before arrival at the airport. This action must be properly recorded in the Health Section of the General Declaration. The insecticide to be used must conform to the specifications of the World Health Organisation.

## GEN 1.3 ENTRY, TRANSIT AND DEPARTURE OF PASSENGERS AND CREW

### 1. Customs requirements

1.1 Baggage or articles belonging to disembarking passengers and crew are immediately released except for those selected for inspection by the customs authorities. Such baggage will be cleared on the basis of a declaration.

1.2 No customs formalities are normally required on departure.

### 2. Immigration requirements

2.1 Visas are normally not required for passengers arriving or departing on the same through flight or in transit for another flight at the same airport. Transit passengers wishing to leave the transit areas must obtain visas.

2.2 To gain entry into the Republic of Namibia, a visitor or a person seeking admission for a temporary stay, must comply with the requirements of the Immigration Control Act, 1993 (Act No 7 of 1993) as amended, i.e. he/she must inter alia be in possession of a valid passport, duly visaed for entry into the Republic of Namibia if not exempt from the visa requirements, and must satisfy the immigration officer at the port of entry that he/she is in possession of a fully paid-up return or onward airline ticket and that he/she has sufficient means to sustain him-/herself for a reasonable period after his/her arrival, that he/she has never been refused entry or ordered to leave the Republic of Namibia and has never been convicted of any crime in any country.

2.3 A person who cannot comply with the aforementioned requirements, may be refused entry. If admitted, he/she may be called upon to make a cash depot equivalent of a airline ticket, which will be refunded on his/her departure. To facilitate visitors or persons seeking admission for a temporary stay, are advised to be in possession of a return airline ticket.

2.4 The crew members licence or certificate is accepted in lieu of passport or visa for temporary admission into the Republic of Namibia in respect of a flight crew member on a scheduled service who retains his/her licence in his/her possession when embarking or disembarking, who remains at the

airport where the aircraft has stopped or within the confines of the cities adjacent thereto, and who departs on the same aircraft or on the next regularly scheduled flight out of the Republic of Namibia. A crew member who enters the Republic of Namibia as a passenger in order to join an aircraft must be in possession of a passport, duly visaed where required.

2.5 Passengers arriving or departing must complete an arrival/departure form, which must be handed to the immigration officer.

2.6 Visitor entry permits are required in respect of all foreign visitors. The permits specify the purpose of the visit and the length of stay, which is normally limited to three months. The permits are issued by the immigration officer at the port of entry. Applications for the extension of the validity thereof may be made to the Ministry of Home Affairs, Private Bag 13200, Windhoek. An application for extension of the permit must be submitted at least one month before the expiry date. The conditions stipulated in the permit must be strictly adhered to and the holder may not without the authority of the Permanent Secretary in the Ministry of Home Affairs accept or change employment, engage in any business or profession or remain in the country later than the expiry date on the permit, other than for the purpose for which he/she was admitted.

2.7 Without special permission from the Permanent Secretary in the Ministry of Home Affairs aliens are not allowed to accept employment. A person coming to the Republic of Namibia on contract or for employment must produce a work permit to the immigration officer.

2.8 Holders of foreign passports who are residents of Namibia should obtain re-entry visas before their departure from Namibia. The departure of persons from Namibia is regulated by the Departure from Namibia Regulation Amendment Act, No. 4 of 1993.

### 3. Public health requirements

3.1 Disembarking passengers are not required to present vaccination certificates except when coming directly from an area infected with cholera, yellow fever or smallpox.

3.2 On departure, no health formalities are required.

## GEN 1.4 ENTRY, TRANSIT AND DEPARTURE OF CARGO

1. Customs requirements concerning cargo and other articles
  - 1.1 *Cargo manifest*
    - a) Unless the cargo manifest is supported by air waybills or consignment notes, it will be required that the names and addresses of consignees be stated thereon.
    - b) Information concerning the nature of the goods shall be furnished.
    - c) A list of sealable goods remaining on board an aircraft whether such goods be unconsumed stores or the personal property of the pilot-in-command or members of the crew, shall be presented.
2. Agricultural quarantine requirements
  - 2.1 No person may import into Namibia any animal or parasite or infectious thing except under the authority of the Director of Veterinary Services. Animals as defined in the Act include birds (including poultry). This restriction also applies in respect of such imports from Botswana, Lesotho and Swaziland.
  - 2.2 Requirements for the importation of livestock, biological products, vaccines and raw animal materials can be obtained from the Director of Veterinary Services.
  - 2.3 Import permits for plant materials should be obtained from the Director of Plant and Pests Control.
  - 2.4 Any plant material imported into Namibia, must be inspected and cleared by a Plant Inspector of the Department of Agriculture and Fisheries before it may be removed from the aerodrome of arrival in Namibia.

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## GEN 1.5 AIRCRAFT INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS

### 1. General

1.1 Aircraft may be employed in Public Transport, Public Transport of Cargo and Aerial Work Operation categories and operating in Namibia must adhere to the provisions of ICAO Annex 6 - Operation of Aircraft, Part 1 - International Commercial Air Transport - Aeroplanes, Chapter 6 (Aeroplane Instruments, Equipment and Flight Documents) and Chapter 7 (Aeroplane Communication and Navigation Equipment) as well as to Part III - International Operations - Helicopters, Chapter 4 (Helicopter Instruments, Equipment and Flight Documents) and Chapter 5 (Helicopter Communication and Navigation Equipment).

1.2 Aircraft employed in the Industrial Aid, Flying Training, Semi-acrobatics, Acrobatics and Special Operation categories and operating in Namibia must adhere to the provisions of ICAO Annex 6 - Operation of Aircraft; Part II - International General Aviation - Aeroplanes, Chapter 6 (Aeroplane Instruments and Equipment) and Chapter 7 (Aeroplane Communication and Navigation Equipment).

### 2. Special equipment to be carried

2.1 All aircraft, except experimental and other aircraft that do not qualify for the use of a certificate of airworthiness, when operating in the airspace above the territory of Namibia, must be equipped with at least one automatically activated Emergency Locator Transmitter (ELT).

#### 2.2 *Global Positioning System (GPS)*

On all internal flights where no or limited ground based navigational facilities are provided, or on aircraft not equipped to use such facilities, the use of satellite navigation (GNSS) as a primary en-route navigation aid on VFR flights and as a secondary en-route navigation aid on IFR flights is permitted.

### 3. Ground/air emergency signalling code

3.1 Efforts should be made to provide as big a colour contrast as possible between the material used for the symbols and the background against which the symbols are exposed.

3.2 Symbols should be at least 2.5 M in height or larger if possible. Care should be taken to lay out symbols exactly as depicted to avoid confusion with other symbols.

3.3 In addition to using these symbols every effort is to be made to attract attention by means of radio, flares, smoke or other available means.

3.4 A space of 3 M should separate the symbols when more than one symbol is used.

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#### Symbols

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|                                 |   |
|---------------------------------|---|
| 1. Require assistance           | V |
| 2. Require medical assistance   | X |
| 3. No or negative               | N |
| 4. Yes or affirmative           | Y |
| 5. Proceeding in this direction | ↑ |

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## GEN 1.6 SUMMARY OF NATIONAL REGULATIONS AND INTERNATIONAL AGREEMENTS/CONVENTIONS

Following is a list of civil aviation legislation, air navigation regulations, etc. in force in Namibia. It is essential that anyone engaged in air operations be acquainted with the relevant regulations. Copies of these documents may be obtained from:

Executive Director: Namibia Civil Aviation Authority  
Private Bag 12003  
Windhoek  
Namibia

### 1. Acts and regulations

#### 1.1 *Aviation Act, 1962 (Act No 74 of 1962) as amended*

Giving effect to certain International Aviation Conventions and making provision for the control, regulation and encouragement of flying within Namibia and for other matters incidental thereto.

#### 1.2 *Carriage by Air Act, 1946 (Act 17 of 1946) as amended*

Giving effect to a Convention for the unification of certain rules relating to international carriage by air, making provision for applying the rules contained in the said Convention; subject to exceptions, adoptions and modifications to carriage by air which is not international carriage within the meaning of the Convention; and for matters incidental thereto.

#### 1.3 *Air Services Act, 1949 (Act 51 of 1949) as amended*

Providing for the licensing and control of air carriers and air services.

#### 1.4 *Civil Aviation Offences Act, 1972 (Act 10 of 1972) as amended*

Giving effect to the Convention on Offences and certain other Acts committed on board aircraft; the Convention for the Suppression of unlawful Seizure of Aircraft; and the Convention for the Suppression of unlawful Acts against the safety of Civil Aviation; providing for additional measures directed at the more effective control of the safety of aircraft,

designated airports and the like, and providing for matters connected therewith.

#### 1.5 *Road Transportation Act, 1977 (Act 74 of 1977) as amended*

Providing for certain forms of control of road transportation (and providing for the establishment of the Transportation Commission of Namibia as referred to in the Air Services Act, 1949, as amended).

#### 1.6 *Civil Air Services Regulation, 1964, as amended*

Providing for the classification of air services, the manner of publication of notices, the contents of certain notices of application, the manner and form of publications, the forms of licenses, operating certificates and summons. Providing further for fees to be paid and minimum insurance levels.

#### 1.7 *State Airport Regulations, 1963, as amended*

Providing for the use and administration of state airports.

#### 1.8 *Regulations regarding the Investigation of Aircraft Accidents, 1973, as amended*

Providing for the investigation of aircraft accidents and incidents.

#### 1.9 *Air Navigation Regulations, 1976, as amended*

Providing for the administration and control of aviation in Namibia and of matters incidental thereto.

### 2. International agreements/conventions

2.1 The Convention on International Civil Aviation (The Chicago Convention).

2.2 The International Air Services Transit Agreement.

2.3 Convention for the Unification of Certain Rules relating to International Carriage by Air (The Warsaw Convention).

2.4 The Convention on Offences and Certain Other Acts Committed on Board Aircraft (The Tokyo Convention).

2.5 The Convention for the Suppression of Unlawful Seizure of Aircraft (The Hague Convention).

2.6 The Convention for the Suppression of Unlawful Acts against the Safety of Civil Aviation (The Montreal Convention).

## GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES

1. **ANNEX 1** - Personnel licensing, Fourteenth (14<sup>th</sup>) edition: NIL.
2. **ANNEX 2** - Rules of the Air, Tenth (10<sup>th</sup>) edition: NIL.
3. **ANNEX 3** - Meteorological services for International Air Navigation, Twentieth (20<sup>th</sup>) edition: NIL.
  - Part I – Core SARP's
  - Part II – Appendices and attachments
4. **ANNEX 4** - Aeronautical Chart, Eleventh (11<sup>th</sup>) Edition: NIL.
5. **ANNEX 5** - Units of Measurement to be used in Air and Ground Operations, Fifth (5<sup>th</sup>) edition: NIL.
6. **ANNEX 6** - Operation of Aircraft:
  - Part I - Twelfth (12<sup>th</sup>) edition: NIL.
  - Part II - Eleventh (11<sup>th</sup>) edition: NIL.
  - Part III - Eleventh (11<sup>th</sup>) edition: NIL.
7. **ANNEX 7** - Aircraft Nationality and Registration Marks, Sixth (6<sup>th</sup>) edition: NIL.
8. **ANNEX 8** - Airworthiness of Aircraft, Thirteenth (13<sup>th</sup>) edition: NIL.
9. **ANNEX 9** - Facilitation, Sixteenth (16<sup>th</sup>) edition: NIL.
10. **ANNEX 10** - Aeronautical Telecommunications
  - Volume I - Seventh (7<sup>th</sup>) edition: NIL.
  - Volume II - Seventh (7<sup>th</sup>) edition: NIL.
  - Volume III - Second (2<sup>nd</sup>) edition: NIL.
  - Volume IV - Fifth (5<sup>th</sup>) edition: NIL.
  - Volume V - Third (3<sup>rd</sup>) edition: NIL.
11. **ANNEX 11** - Air Traffic Services, Fifteenth (15<sup>th</sup>) edition:
  - Chapter 2: General
    - Para 2.11.3.2 & 2.11.3.2.1: Namibian airspace is established in some CTA which does not provide 700FT clearance from terrain
12. **ANNEX 12** - Search and Rescue, Eighth (8<sup>th</sup>) edition: NIL.
13. **ANNEX 13** - Aircraft Accident Investigation; Twelfth (12<sup>th</sup>) edition: NIL.
14. **ANNEX 14** - Aerodromes
  - Volume I - Ninth (9<sup>th</sup>) edition: NIL.
  - Volume II - Fifth (5<sup>th</sup>) edition: NIL.

15. **ANNEX 15** - Aeronautical Information Services, Sixteenth (16<sup>th</sup>) edition:

Chapter 2: Responsibilities and Functions

Para 2.2.3: Namibia does not provide a H24 service including NOF

16. **ANNEX 16** - Environmental Protection

Volume I - Eighth (8<sup>th</sup>) edition: NIL.

Volume II - Fourth (4<sup>th</sup>) edition: NIL.

Volume III - First (1<sup>st</sup>) edition: NIL.

Volume IV - First (1<sup>st</sup>) edition: NIL.

17. **ANNEX 17** - Security, Safeguarding International Civil Aviation against Acts of Unlawful Interference, Twelfth (12<sup>th</sup>) edition: NIL.

18. **ANNEX 18** - The Safe Transport of Dangerous Goods by Air, Fourth (4<sup>th</sup>) edition: NIL.

19. **ANNEX 19** - Safety Management, Second (2<sup>nd</sup>) edition: NIL

**PANS-ATM:** NIL

**PANS-OPS:** NIL

**PANS-AIM:** NIL

## GEN 2. TABLES AND CODES

### GEN 2.1 MEASURING SYSTEM, AIRCRAFT MARKINGS, HOLIDAYS

#### GEN 2.1.1 Units of Measurement

The table of units of measurement shown below will be used by aeronautical stations within the Windhoek FIR for air and ground operations.

| For measurement of  | Units used                                   |
|---|--|
| Distance used in navigation, position reporting, etc. - generally in excess of 2 nautical miles | Nautical Miles and tenths                    |
| Relatively short distances such as those relating to airports (e.g. runway lengths)             | Metres                                       |
| Altitudes, elevations and heights   | Feet   |
| Horizontal speed including wind speed   | Knots  |
| Vertical speed  | Feet per minute                              |
| Wind direction for landing and taking off   | Degrees Magnetic                             |
| Wind direction except for landing and taking off  | Degrees True                                 |
| Visibility including runway visual range  | Kilometres or metres                         |
| Altimeter setting   | Hectopascal                                  |
| Temperature   | Degrees Celsius                              |
| Weight  | Metric tons or Kilograms                     |
| Time  | Hours and minutes, beginning at midnight UTC |

#### GEN 2.1.2 Temporal Reference System

##### *General*

Co-ordinated Universal Time (UTC) is used by air navigation services and in publications issued by the Aeronautical Information Service. Reporting of time is expressed to the nearest minute, e.g. 12:40:35 is reported as 1241. Time checks to aircraft are accurate to within 5 seconds.

#### GEN 2.1.3 Horizontal Reference System

##### *3.1 Name/Designation of System*

All published geographical coordinates indicating latitude and longitude are expressed in terms of the World Geodetic System - 1984 (WGS-84) geodetic reference datum.

##### *3.2 Parameters of the Projection*

NIL INFO

### 3.3 Ellipsoid

NIL INFO

### 3.4 Datum

NIL INFO

### 3.5 Area of Application

The area of application for the published geographical coordinates coincides with the area of responsibility of the aeronautical Information Service, i.e. the entire territory of The Republic of Namibia encompassed by the FYWF FIR.

#### 3.6 Use of an asterisk to identify published geographical coordinates

An asterisk (\*) will be used to identify those published geographical coordinates which are not expressed in WGS-84 coordinates and whose accuracy of original field work does not meet the accuracy requirements in Annex 11, Chapter 2 and Annex 14, Volume I and II, Chapter 2.

*Note:* Guidance material on the aeronautical data quality requirements is contained in the World Geodetic System-1984 (WGS-84) manual, Doc 9674.

## **GEN 2.1.4 Vertical Reference System**

### 4.1 Name/designation of system

Mean sea level (MSL) datum, must be used as the vertical reference system for air navigation.

### 4.2 Geoid model

The Earth Gravitational Model – 1996 (EGM-96), must be used by international air navigation as the global gravity model.

## **GEN 2.1.5 Aircraft Nationality and Registration Marks**

The nationality mark for aircraft registered in Namibia is V5. The nationality mark is followed by a hyphen and a registration mark consisting of letters e.g. V5-ABC.

### GEN 2.1.6 Public Holidays

| Name                           | Date/Day    |
|--------------------------------|-------------|
| New Year's Day                 | 01 January  |
| Independence Day               | 21 March    |
| International Workers Day      | 01 May      |
| Cassinga Day                   | 04 May      |
| Africa Day                     | 25 May      |
| Genocide Remembrance Day       | 28 May      |
| Heroes' Day                    | 26 August   |
| International Human Rights Day | 10 December |
| Christmas Day                  | 25 December |
| Family Day                     | 26 December |

**Note:** When a public holiday falls on a Sunday the following Monday shall also be a public holiday unless that Monday is a public holiday. Some administrative services may not be available and banks and other institutions may not be open on these days.

Good Friday, Easter Day, Easter Monday and Ascension Day are also recognised Public Holidays, but the dates are determined yearly.

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## GEN 2.2 ABBREVIATIONS USED IN AIS PUBLICATIONS

† When radiotelephony is used, the abbreviations and terms are transmitted as spoken words.

‡ When radiotelephony is used, the abbreviations and terms are transmitted using the individual letters in non-phonetic form.

\* Signal is also available for use in communicating with the maritime mobile service.

# Signal for use in the teletypewriter service only.

~ Non-ICAO

### A

|        |  |
|--------|--|
| A      | Amber  |
| AAA    | (or AAB, AAC ... etc., in sequence)<br>Amended meteorological message<br>(message type designator) |
| A/A    | Air-to-air   |
| AAIM   | Aircraft autonomous integrity monitoring   |
| AAD    | Assigned altitude deviation  |
| AAL    | Above aerodrome level  |
| AAR    | Air to air refuelling  |
| ABI    | Advance boundary information   |
| ABM    | Abeam  |
| ABN    | Aerodrome beacon   |
| ABT    | About  |
| ABV    | Above  |
| AC     | Altocumulus  |
| ACARS† | (to be pronounced "AY-CARS")<br>Aircraft communication addressing and reporting system             |
| ACAS†  | Airborne collision avoidance system  |
| ACC‡   | Area control centre or area control  |
| ACCID  | Notification of an aircraft accident   |
| ACFT   | Aircraft   |
| ACK    | Acknowledge  |
| ACL    | Altimeter check location   |
| ACN    | Aircraft classification number   |
| ACP    | Acceptance (message type designator)   |
| ACPT   | Accept or accepted   |
| ACT    | Activate or activated or activity  |

|        |  |
|--------|--|
| AD     | Aerodrome  |
| ADA    | Advisory area  |
| ADC    | Aerodrome chart  |
| ADDN   | Addition or additional   |
| ADF‡   | Automatic direction-finding equipment  |
| ADIZ†  | (to be pronounced "AY-DIZ") Air defence identification zone  |
| ADJ    | Adjacent   |
| ADO    | Aerodrome office (specify service)   |
| ADR    | Advisory route   |
| ADS*   | The address (when this abbreviation is used to request a repetition, the question mark (IM) precedes the abbreviation, e.g. IMI ADS) (to be used in AFS as a procedure signal) |
| ADS-B‡ | Automatic dependent surveillance – broadcast   |
| ADS-C‡ | Automatic dependent surveillance - contract  |
| ADSU   | Automatic dependent surveillance unit  |
| ADVS   | Advisory service   |
| ADZ    | Advise   |
| AES    | Aircraft earth station   |
| AFIL   | Flight plan filed in the air   |
| AFIS   | Aerodrome flight information service   |
| AFM    | Yes or affirm or affirmative or that is correct  |
| AFS    | Aeronautical fixed service   |
| AFT... | After ... (time or place)  |
| AFTN‡  | Aeronautical fixed telecommunication network   |
| A/G    | Air-to-ground  |
| AGA    | Aerodromes, air routes and ground aids   |
| AGL    | Above ground level   |
| AGN    | Again  |
| AIC    | Aeronautical information circular  |
| AIDC   | Air traffic services interfacility data communication  |
| AIM    | Aeronautical information management  |

|         |  |            |   |
|---------|--|------------|---|
| AIP     | Aeronautical information publication   | APSG       | After passing   |
| AIRAC   | Aeronautical information regulation and control  | APV        | Approach procedure with vertical guidance   |
| AIREP†  | Air-report   | APU        | Auxilliary power unit   |
| AIRMET† | Information concerning en-route weather phenomena which may affect the safety of low-level aircraft operations | ARC        | Area chart  |
| AIS     | Aeronautical information services  | ARNG       | Arrange   |
| ALA     | Alighting area   | ARO        | Air traffic services reporting office   |
| ALERFA† | Alert phase  | ARP        | Aerodrome reference point   |
| ALR     | Alerting ( <i>message type designator</i> )  | ARP        | Air-report ( <i>message type designator</i> )   |
| ALRS    | Alerting service   | ARQ        | Automatic error correction  |
| ALS     | Approach lighting system   | ARR        | Arrive or arrival   |
| ALT     | Altitude   | ARR        | Arrival ( <i>message type designator</i> )  |
| ALTN    | Alternate or alternating ( <i>light alternates in colour</i> )   | ARS        | Special air-report ( <i>message type designator</i> )   |
| ALTN    | Alternate ( <i>aerodrome</i> )   | ARST       | Arresting ( <i>specify (part of) aircraft arresting equipment</i> )   |
| AMA     | Area minimum altitude  | AS         | Altostratus   |
| AMD     | Amend or amended ( <i>used to indicate amended meteorological message; message type designator</i> )           | ASAP       | As soon as possible   |
| AMDT    | Amendment ( <i>AIP Amendment</i> )   | ASC        | Ascend to or ascending to   |
| AMS     | Aeronautical mobile service  | ASDA       | Accelerate-stop distance available  |
| AMSL    | Above mean sea level   | ASE        | Altimetry system error  |
| AMSS    | Aeronautical mobile satellite service  | ASHTAM     | Special series of NOTAM notifying, by means of a specific format, change in activity of volcano, a volcanic eruption and/or volcanic ash cloud that is of significance to aircraft operations |
| ANC...  | Aeronautical charts – 1:500 000 ( <i>followed by name/title</i> )  | ASPH       | Asphalt   |
| ANCS... | Aeronautical navigation chart – small scale ( <i>followed by name/title and scale</i> )                        | AT...      | At ( <i>followed by time at which weather change is forecast to occur</i> )   |
| ANS     | Answer   | ATA‡       | Actual time of arrival  |
| AOC.    | Aerodrome obstacle chart   | ATC‡       | Air traffic control ( <i>in general</i> )   |
| AO      | Aircraft operator  | ATCSMAC... | Air traffic control surveillance minimum altitude chart ( <i>followed by name/title</i> )   |
| AP      | Airport  | ATD‡       | Actual time of departure  |
| APAPI†  | ( <i>to be pronounced "AY-PAPI"</i> )<br>Abbreviated precision approach path indicator                         | ATFM       | Air traffic flow management   |
| APCH    | Approach   | ATIS†      | Automatic terminal information service  |
| APDC... | Aircraft parking/docking chart ( <i>followed by name/title</i> )   | ATM        | Air traffic management  |
| APN     | Apron  | ATN        | Aeronautical telecommunications network   |
| APP     | Approach control office or approach control or approach control service  | ATP...     | At ... ( <i>time or place</i> )   |
| APR     | April  | ATS        | Air traffic services  |
| APRX    | Approximate or approximately   | ATTN       | Attention   |

|            |  |        |  |
|------------|--|--------|--|
| AT-VASIS†  | (to be pronounced "AY-TEE-VASIS") Abbreviated T visual slope indicator | BUFR   | Binary universal form for the representation of meteorological data  |
| ATZ        | Aerodrome traffic zone   |        | <b>C</b>   |
| AUG        | August   | ...C   | Centre (preceded by runway designation number to identify a parallel runway)   |
| AUTH       | Authorized or authorization  |        |  |
| AUTO       | Automatic  |        |  |
| AUW        | All up weight  | C      | Degrees Celsius (Centigrade)   |
| AUX        | Auxiliary  | CA     | Course to an altitude  |
| AVBL       | Available or availability  | CAA    | Civil aviation authority   |
| AVG        | Average  | CAT    | Category   |
| AVGAS†     | Aviation gasoline  | CAT    | Clear air turbulence   |
| AWOS       | Automated weather observation system                                   | CAVOK† | (to be pronounced "KAH-OH-KAY")<br>Visibility, cloud and present weather better than prescribed values or conditions   |
| AWTA       | Advise at what time able   |        |  |
| AWY        | Airway   |        |  |
| AZM        | Azimuth  | CB‡    | (to be pronounced "CEE BEE")<br>Cumulonimbus   |
|            | <b>B</b>   | CC     | Cirrocumulus   |
| B          | Blue   | CCA    | (or CCB, CCC ... etc., in sequence)<br>Corrected meteorological message (message type designator)  |
| BA         | Braking action   |        |  |
| BARO-VNAV† | (to be pronounced "BAA-RO-VEE-NAV") Barometric vertical navigation     | CCO    | Continuous climb operation   |
| BASE†      | Cloud base   | CD     | Candela  |
| BCFG       | Fog patches  | CDN    | Coordination (message type designator)   |
| BCN        | Beacon (aeronautical ground light)                                     | CDO    | Continuous descent operations  |
| BCST       | Broadcast  | CDR    | Conditional route  |
| BDRY       | Boundary   | CF     | Change frequency to...   |
| BECMG      | Becoming   | CF     | Course to a fix  |
| BFR        | Before   | CFM*   | Confirm or I confirm (to be used in AFS as a procedure signal)   |
| BKN        | Broken   |        |  |
| BL...      | Blowing (followed by DU = dust, SA = sand or SN = snow)                | CGL    | Circling guidance light(s)   |
| BLDG       | Building   | CH     | Channel  |
| BLO        | Below clouds   | CH#    | This is a channel-continuity-check of transmission to permit comparison of your record of channel-sequence numbers of messages received on the channel (to be used in AFS as a procedure signal) |
| BLW        | Below...   |        |  |
| BOMB       | Bombing  |        |  |
| BR         | Mist   |        |  |
| BRF        | Short (used to indicate the type of approach desired or required)      | CHEM   | Chemical   |
| BRG        | Bearing  | CHG    | Modification (message type designator)   |
| BRKG       | Braking  |        |  |
| BS         | Commercial broadcasting station  | CI     | Cirrus   |
| BTL        | Between layers   | CIDIN† | Common ICAO data interchange network   |
| BTN        | Between  | CIV    | Civil  |

|           |  |           |   |
|-----------|--|-----------|---|
| CK        | Check  | CTA       | Control area  |
| CL        | Centre line  | CTAM      | Climb to and maintain   |
| CLA       | Clear type of ice formation  | CTC       | Contact   |
| CLBR      | Calibration  | CTL       | Control   |
| CLD       | Cloud  | CTN       | Caution   |
| CLG       | Calling  | CTR       | Control zone  |
| CLIMB-OUT | Climb-out area   | CU        | Cumulus   |
| CLR       | Clear(s) or cleared to ... or clearance  | CUF       | Cumuliform  |
| CLRD      | Runway(s) cleared ( <i>used in METAR/SPECI</i> )   | CUST      | Customs   |
| CLSD      | Close or closed or closing   | CVR       | Cockpit voice recorder  |
| CM        | Centimetre   | CW        | Continuous wave   |
| CMB       | Climb to or climbing to  | CWY       | Clearway  |
| CMPL      | Completion or completed or complete  |           | <b>D</b>  |
| CNL       | Cancel or cancelled  | D         | Downward ( <i>tendency in RVR during previous 10 minutes</i> )  |
| CNL       | Flight plan cancellation ( <i>message type designator</i> )  | D...      | Danger area ( <i>followed by identification</i> )   |
| CNS       | Communications, navigation and surveillance  | DA        | Decision altitude   |
| COM       | Communications   | D-ATIS†   | ( <i>to be pronounced "DEE-ATIS"</i> )<br>Data link automatic terminal information service                              |
| CONC      | Concrete   | DCD       | Double channel duplex   |
| COND      | Condition  | DCKG      | Docking   |
| CONS      | Continuous   | DCP       | Datum crossing point  |
| CONST     | Construction or constructed  | DCPC      | Direct controller-pilot communications  |
| CONT      | Continue(s) or continued   | DCS       | Double channel simplex  |
| COOR      | Coordinate or coordination   | DCT       | Direct ( <i>in relation to flight plan clearances and type of approach</i> )  |
| COORD     | Coordinates  | DE*       | From ( <i>used to precede the call sign of the calling station</i> ) ( <i>to be used in AFS as a procedure signal</i> ) |
| COP       | Change-over point  | DEC       | December  |
| COR       | Correct or correction or corrected ( <i>used to indicate corrected meteorological message: message type designator</i> ) | DEG       | Degrees   |
| COT       | At the coast   | DEP       | Depart or departure   |
| COV       | Cover or covered or covering   | DEP       | Departure ( <i>message type designator</i> )  |
| CPDLC‡    | Controller-pilot data link communications  | DEPO      | Deposition  |
| CPL       | Current flight plan ( <i>message type designator</i> )   | DER       | Departure end of the runway   |
| CRC       | Cyclic redundancy check  | DES       | Descend to or descending to   |
| CRM       | Collision risk model   | DEST      | Destination   |
| CRP       | Compulsory reporting point   | DETRESFA† | Distress phase  |
| CRZ       | Cruise   | DEV       | Deviation or deviating  |
| CS        | Call sign  | DF        | Direction finding   |
| CS        | Cirrostratus   | DFDR      | Digital flight data recorder  |
|           |  | DFTI      | Distance from touchdown indicator   |

|          |  |           |  |
|----------|--|-----------|--|
| DH       | Decision height  | EFIS†     | (to be pronounced "EE-FIS")<br>Electronic flight instrument system                                 |
| DIF      | Diffuse  |           |  |
| DIST     | Distance   | EGNOS†    | (to be pronounced "EGG-NOS")<br>EUROPEAN geostationary<br>navigation overlay service               |
| DIV      | Divert or diverting  |           |  |
| DLA      | Delay or delayed   | EHF       | Extremely high frequency (30 000 to<br>300 000 MHZ)  |
| DLA      | Delay ( <i>message type designator</i> )   | ELBA†     | Emergency location beacon -<br>aircraft  |
| DLIC     | Data link initiation capability  |           |  |
| DLY      | Daily  | ELEV      | Elevation  |
| DME‡     | Distance measuring equipment   | ELR       | Extra long range   |
| DNG      | Danger or dangerous  | ELT       | Emergency locator transmitter  |
| DOF      | Date of flight   | EM        | Emission   |
| DOM      | Domestic   | EMBD      | Embedded in a layer ( <i>to indicate<br/>cumulonimbus embedded in layers<br/>of other clouds</i> ) |
| DP       | Dew point temperature  | EMERG     | Emergency  |
| DPT      | Depth  | END       | Stop-end ( <i>related to RVR</i> )   |
| DR       | Dead reckoning   | ENE       | East north east  |
| DR...    | Low drifting ( <i>followed by DU = dust,<br/>SA = sand or SN = snow</i> )          | ENG       | Engine   |
| DRG      | During   | ENR       | En route   |
| DS       | Dust storm   | ENRC...   | Enroute chart ( <i>followed by<br/>name/title</i> )  |
| DSB      | Double sideband  | EOBT      | Estimated off-block time   |
| DTAM     | Descend to and maintain  | EQPT      | Equipment  |
| DTG      | Date-time group  | ESE       | East-south-east  |
| DTHR     | Displaced runway threshold   | EST       | Estimate or estimated or estimate<br>( <i>message type indicator</i> )                             |
| DTRT     | Deteriorate or deteriorating   | ETA*‡     | Estimated time of arrival or<br>estimating arrival   |
| DTW      | Dual tandem wheels   | ETD‡      | Estimated time of departure or<br>estimating departure   |
| DU       | Dust   | ETO       | Estimated time over significant point  |
| DUC      | Dense upper cloud  | EUR RODEX | European regional OPMET data<br>exchange   |
| DUPE#    | This is a duplicate message ( <i>to be<br/>used in AFS as a procedure signal</i> ) | EV        | Every  |
| DUR      | Duration   | EVS       | Enhanced vision system   |
| D-VOLMET | Data link VOLMET   | EXC       | Except   |
| DVOR     | Doppler VOR  | EXER      | Exercises or exercising or exercise  |
| DW       | Dual wheels  | EXP       | Expect or expected or expecting  |
| DZ       | Drizzle  | EXTD      | Extend or extending or extended  |
| <b>E</b> |  |           |  |
| E        | East or eastern longitude  |           |  |
| EAT      | Expected approach time   |           |  |
| EB       | Eastbound  |           |  |
| EDA      | Elevation differential area  |           |  |
| EDTO     | Extended diversion time operations   |           |  |
| EEE#     | Error ( <i>to be used in AFS as a<br/>procedure signal</i> )                       |           |  |
| EET      | Estimated elapsed time   |           |  |
| EFC      | Expect further clearance   |           |  |
|          |  |           | <b>F</b>   |
|          |  | F         | Fixed  |
|          |  | FA        | Course from a fix to an altitude   |
|          |  | FAC       | Facilities   |
|          |  | FAF       | Final approach fix   |

|       |  |          |   |
|-------|--|----------|---|
| FAL   | Facilitation of international air transport  | FR       | Fuel remaining  |
| FAP   | Final approach point   | FREQ     | Frequency   |
| FAS   | Final approach segment   | FRI      | Friday  |
| FATO  | Final approach and take-off area   | FRNG     | Firing  |
| FAX   | Facsimile transmission   | FRONT†   | Front ( <i>relating to weather</i> )  |
| FBL   | Light ( <i>used to indicate the intensity of weather phenomena, interference or static reports, e.g. FBL RA = light rain</i> ) | FROST†   | Frost (used in aerodrome warnings)  |
| FC    | Funnel cloud ( <i>tornado or water spout</i> )   | FRQ      | Frequent  |
| FCST  | Forecast   | FSL      | Full stop landing   |
| FCT   | Friction coefficient   | FSS      | Flight service station  |
| FDPS  | Flight data processing system  | FST      | First   |
| FEB   | February   | FT       | Feet ( <i>dimensional unit</i> )  |
| FEW   | Few  | FTE      | Flight technical error  |
| FG    | Fog  | FTP      | Fictitious threshold point  |
| FIC   | Flight information centre  | FTT      | Flight technical tolerance  |
| FIR‡  | Flight information region  | FU       | Smoke   |
| FIS   | Flight information service   | FZ       | Freezing  |
| FISA  | Automated flight information service   | FZDZ     | Freezing drizzle  |
| FL    | Flight level   | FZFG     | Freezing fog  |
| FLD   | Field  | FZRA     | Freezing rain   |
| FLG   | Flashing   |          | <b>G</b>  |
| FLR   | Flares   | G        | Green   |
| FLT   | Flight   | G...     | Variations from the mean wind speed (gusts) ( <i>followed by figures in METAR/SPECI and TAF</i> ) |
| FLTCK | Flight check   | GA       | Go ahead, resume sending ( <i>to be used in AFS as a procedure signal</i> )                       |
| FLUC  | Fluctuating or fluctuation or fluctuated   | GA       | General Aviation  |
| FLW   | Follow(s) or following   | G/A      | Ground-to-air   |
| FLY   | Fly or flying  | G/A/G    | Ground-to-air and air-to-ground   |
| FM    | Course from a fix to manual termination (used in navigation database coding)   | GAGAN†   | GPS and geostationary earth orbit augmented navigation  |
| FM    | From   | GAIN     | Airspeed or headwind gain   |
| FM... | From ( <i>followed by time weather change is forecast to begin</i> )   | GAMET    | Area forecast for low-level flights   |
| FMC   | Flight management computer   | GARP     | GBAS azimuth reference point  |
| FMS‡  | Flight management system   | GBAS†    | ( <i>to be pronounced "GEE-BAS"</i> )<br>Ground-based augmentation system                         |
| FMU   | Flow management unit   | GCA‡     | Ground controlled approach system or ground controlled approach                                   |
| FNA   | Final approach   | GEN      | General   |
| FPAP  | Flight path alignment point  | GEO      | Geographic or true  |
| FPL   | Flight plan  | GES      | Ground earth station  |
| FPM   | Feet per minute  | GLD      | Glider  |
| FPR   | Flight plan route  | GLONASS† | ( <i>to pronounced "GLO-NAS"</i> ) Global orbiting navigation satellite system                    |
|       |  | GLS‡     | GBAS landing system   |

|        |  |        |   |
|--------|--|--------|---|
| GMC... | Ground movement chart ( <i>followed by name/title</i> )  | HLS    | Helicopter landing site   |
| GND    | Ground   | HM     | Holding/racetrack to a manual termination   |
| GNDCK  | Ground check   | HN     | Sunset to sunrise   |
| GNSS‡  | Global navigation satellite system   | HO     | Service available to meet operational requirements  |
| GOV    | Government   | HOL    | Holiday   |
| GP     | Glide path   | HOSP   | Hospital aircraft   |
| GPA    | Glide path angle   | HPA    | Hectopascal   |
| GPIP   | Glide path intercept point   | HR     | Hours   |
| GPS‡   | Global positioning system  | HS     | Service available during hours of scheduled operations  |
| GPWS‡  | Ground proximity warning system  | HUD    | Head-up display   |
| GR     | Hail   | HUM    | Humanitarian  |
| GRAS†  | ( <i>to be pronounced "GRASS"</i> )<br>Ground-based regional augmentation system                                       | HURCN  | Hurricane   |
| GRASS  | Grass landing area   | HVDF   | High and very high frequency direction-finding stations ( <i>at the same location</i> )       |
| GRIB   | Processed meteorological data in the form of grid point values expressed in binary form ( <i>meteorological code</i> ) | HVY    | Heavy   |
| GRN~   | Government of the republic of Namibia  | HVY    | Heavy ( <i>used to indicate the intensity of weather phenomena e.g. HVY RA = heavy rain</i> ) |
| GRVL   | Gravel   | HX     | No specific working hours   |
| GS     | Ground speed   | HYR    | Higher  |
| GS     | Small hail and/or snow pellets   | HZ     | Haze  |
| GUND   | Geoid undulation   | HZ     | Hertz ( <i>cycle per second</i> )   |
|        | <b>H</b>   |        | <b>I</b>  |
| H      | High pressure area or the centre of high pressure  | IAC... | Instrument approach chart ( <i>followed by name/title</i> )                                   |
| H      | Significant wave height ( <i>followed by figured in METAR/SPECI</i> )  | IAF    | Initial approach fix  |
| H24    | Continuous day and night service   | IAO    | In and out of clouds  |
| HA     | Holding/racetrack to an altitude   | IAP    | Instrument approach procedure   |
| HAPI   | Helicopter approach path indicator   | IAR    | Intersection of air routes  |
| HBN    | Hazard beacon  | IAS    | Indicated airspeed  |
| HDF    | High frequency direction-finding station   | IBN    | Identification beacon   |
| HDG    | Heading  | ICAO   | International Civil Aviation Organisation   |
| HEL    | Helicopter   | ICE    | Icing   |
| HF‡    | High frequency (3 000 to 30 000 kHz)   | ID     | Identifier or identify  |
| HF     | Holding/racetrack to a fix   | IDENT† | Identification  |
| HGT    | Height or height above   | IF     | Intermediate approach fix   |
| HJ     | Sunrise to sunset  | IFF    | Identification friend/foe   |
| HLDG   | Holding  | IFR‡   | Instrument flight rules   |
| HLP    | Heliport   | IGA    | International general aviation  |
|        |  | ILS‡   | Instrument landing system   |
|        |  | IM     | Inner marker  |

|          |   |        |  |
|----------|---|--------|--|
| IMC‡     | Instrument meteorological conditions  | KW     | Kilowatts  |
|          |   |        | <b>L</b>   |
| IMG      | Immigration   | ...L   | Left ( <i>preceded by runway designation number to identify a parallel runway</i> )      |
| IMI*     | Interrogation sign (question mark) ( <i>to be used in AFS as a procedure signal</i> ) | L      | Litre  |
| IMPR     | Improve or improving  | L      | Locator (see LM, LO)   |
| IMT      | Immediate or immediately  | L      | Low pressure area or the centre of low pressure  |
| INA      | Initial approach  |        |  |
| INBD     | Inbound   | LAM    | Logical acknowledgement ( <i>message type indicator</i> )                                |
| INC      | In cloud  |        |  |
| INCERFA† | Uncertainty phase   | LAN    | Inland   |
| INCORP   | Incorporated  | LAT    | Latitude   |
| INFO†    | Information   | LCA    | Local or locally or location or located  |
| INOP     | Inoperative   |        |  |
| INP      | If not possible   | LDA    | Landing distance available   |
| INPR     | In progress   | LDAH   | Landing distance available, helicopter   |
| INS      | Inertial navigation system  | LDG    | Landing  |
| INSTL    | Install or installed or installation  | LDI    | Landing direction indicator  |
| INSTR    | Instrument  | LEN    | Length   |
| INT      | Intersection  | LF     | Low frequency (30 to 300 KHZ)  |
| INTL     | International   | LGT    | Light or lighting  |
| INTRG    | Interrogator  | LGTD   | Lighted  |
| INTRP    | Interrupt or interruption or interrupted  | LIH    | Light intensity high   |
| INTSF    | Intensify or intensifying   | LIL    | Light intensity low  |
| INTST    | Intensity   | LIM    | Light intensity medium   |
| IR       | Ice on runway   | LINE   | Line (used in SIGMET)  |
| IRS      | Inertial reference system   | LM     | Locator, middle  |
| ISA      | International standard atmosphere   | LMT    | Local mean time  |
| ISB      | Independent sideband  | LNAV†  | (to be pronounced "EL-NAV")<br>Lateral navigation  |
| ISOL     | Isolated  | LNG    | Long ( <i>used to indicate the type of approach desired or required</i> )                |
| J        |   |        |  |
| JAN      | January   | LO     | Locator, outer   |
| JTST     | Jet stream  | LOC    | Localizer  |
| JUL      | July  | LONG   | Longitude  |
| JUN      | June  | LORAN† | LORAN ( <i>long range air navigation system</i> )  |
|          | <b>K</b>  |        |  |
| KG       | Kilograms   | LOSS   | Airspeed or headwind loss  |
| KHZ      | Kilohertz   | LPV    | Localizer performance with vertical guidance   |
| KIAS     | Knots indicated airspeed  |        |  |
| KM       | Kilometres  | LR     | The last message received by me was...( <i>to be used in AFS as a procedure signal</i> ) |
| KMH      | Kilometres per hour   |        |  |
| KPA      | Kilopascal  | LRG    | Long range   |
| KT       | Knots   |        |  |

|          |   |            |   |
|----------|---|------------|---|
| LS       | The last message sent by me was...or Last message was...(to be used in AFS as a procedure signal) | MET REPORT | Local routine meteorological report (in abbreviated plain language)   |
| LTA      | Lower control area  | MF         | Medium frequency (300 to 3 000 KHZ)   |
| LTD      | Limited   | MHA        | Minimum holding altitude  |
| LTP      | Landing threshold point   | MHDF       | Medium and high frequency direction-finding stations (at the same location)   |
| LV       | Light and variable (relating to wind)   | MHVDF      | Medium, high and very high frequency direction-finding stations (at the same location)                                    |
| LVE      | Leave or leaving  | MHZ        | Megahertz   |
| LVL      | Level   | MID        | Mid-point (related to RVR)  |
| LVP      | Low visibility procedures   | MIFG       | Shallow fog   |
| LYR      | Layer or layered  | MIL        | Military  |
| <b>M</b> |   |            |   |
| ...M     | Metres (preceded by figures)  | MIN*       | Minutes   |
| M...     | Mach number (followed by figures)   | MIS        | Missing...(transmission identification) (to be used in AFS as a procedure signal)   |
| M...     | Minimum value of runway visual range (followed by figures in METAR/SPECI)                         | MKR        | Marker radio beacon   |
| MAA      | Maximum authorized altitude   | MLS‡       | Microwave landing system  |
| MAG      | Magnetic  | MM         | Middle marker   |
| MAHF     | Missed approach holding fix   | MNM        | Minimum   |
| MAINT    | Maintenance   | MNPS       | Minimum navigation performance specifications   |
| MAP      | Aeronautical maps and charts  | MNT        | Monitor or monitoring or monitored  |
| MAPT     | Missed approach point   | MNTN       | Maintain  |
| MAR      | At sea  | MOA        | Military operating area   |
| MAR      | March   | MOC        | Minimum obstacle clearance (required)   |
| MATF     | Missed approach turning fix   | MOCA       | Minimum obstacle clearance altitude   |
| MATZ     | Military aerodrome traffic zone   | MOD        | Moderate (used to indicate the intensity of weather phenomena, interference or static reports e.g. MODRA = moderate rain) |
| MAX      | Maximum   | MON        | Above mountains   |
| MAY      | May   | MON        | Monday  |
| MBST     | Microburst  | MOPS†      | Minimum operational performance standards   |
| MCA      | Minimum crossing altitude   | MOV        | Move or moving or movement  |
| MCTR     | Military control zone   | MPS        | Metres per second   |
| MCW      | Modulated continuous wave   | MRA        | Minimum reception altitude  |
| MDA      | Minimum descent altitude  | MRG        | Medium range  |
| MDF      | Medium frequency direction-finding station  | MRP        | ATS/MET reporting point   |
| MDH      | Minimum descent height  | MS         | Minus   |
| MEA      | Minimum en-route altitude   | MSA        | Minimum sector altitude   |
| MEDEVAC  | Medical Evacuation flight   |            |   |
| MEHT     | Minimum eye height over threshold (for visual approach slope indicator systems)                   |            |   |
| MET†     | Meteorological or meteorology   |            |   |
| METAR†   | Aerodrome routine meteorological report (in meteorological code)                                  |            |   |

|          |  |          |  |
|----------|--|----------|--|
| MSAS†    | (to be pronounced "EM-SAS") Multi-functional transport satellite (MTSAT) satellite-based augmentation system | NIL*†    | None or I have nothing to send to you  |
| MSAW     | Minimum safe altitude warning  | NM       | Nautical miles   |
| MSG      | Message  | NML      | Normal   |
| MSL      | Mean sea level   | NNE      | North-north-east   |
| MSR#     | Message... (transmission identification) has been misrouted (to used in AFS as a procedure signal)           | NNW      | North-north-west   |
| MSSR     | Monopulse secondary surveillance radar   | NO       | No (negative) (to used in AFS as a procedure signal)   |
| MT       | Mountain   | NOF      | International NOTAM office   |
| MTOM     | Maximum take-off mass  | NONSTD   | Non-standard   |
| MTU      | Metric units   | NOSIG†   | No significant change (used in trend-type landing forecasts)   |
| MTW      | Mountain waves   | NOTAM†   | A notice containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations |
| MVDF     | Medium and very high frequency direction-finding stations (at the same location)                             | NOTAMC   | Cancelling NOTAM   |
| MWO      | Meteorological watch office  | NOTAMN   | New NOTAM  |
| MX       | Mixed type of ice formation (white and clear)  | NOTAMR   | Replacing NOTAM  |
| <b>N</b> |  | NOV      | November   |
| N        | No distinct tendency (in RVR during previous 10 minutes)   | NOZ‡     | Normal operating zone  |
| N        | North or northern latitude   | NPA      | Non precision approach   |
| NADP     | Noise abatement departure procedure  | NR       | Number   |
| NASC†    | National AIS system centre   | NRH      | No reply heard   |
| NAT      | North Atlantic   | NS       | Nimbostratus   |
| NAV      | Navigation   | NSC      | Nil significant cloud  |
| NAVAID   | Navigation aid   | NSE      | Navigation system error  |
| NB       | Northbound   | NSW      | Nil significant weather  |
| NBFR     | Not before   | NTL      | National   |
| NC       | No change  | NTZ‡     | No transgression zone  |
| NCD      | No cloud detected (used in automated METAR/SPECI)  | NW       | North-west   |
| NDB‡     | Non-directional radio beacon   | NWB      | North-westbound  |
| NDV      | No directional variations available (used in automated METAR/SPECI)  | NXT      | Next   |
| NE       | North-east   | <b>O</b> |  |
| NEB      | North-eastbound  | OAC      | Oceanic area control centre  |
| NEG      | No or negative or permission not granted or that is not correct  | OAS      | Obstacle assessment surface  |
| NGT      | Night  | OBS      | Observe or observed or observation   |
|          |  | OBSC     | Obscure or obscured or obscuring   |
|          |  | OBST     | Obstacle   |
|          |  | OCA      | Obstacle clearance altitude  |
|          |  | OCA      | Oceanic control area   |
|          |  | OCC      | Occulting (light)  |

|        |  |         |   |
|--------|--|---------|---|
| OCH    | Obstacle clearance height  | PATC... | Precision approach terrain chart<br>( <i>followed by name/title</i> ) |
| OCNL   | Occasional or occasionally   |         |   |
| OCS    | Obstacle clearance surface   | PAX     | Passenger(s)  |
| OCT    | October  | PBC     | Performance-based communication                                       |
| OFZ    | Obstacle free zone   | PBN     | Performance-based navigation  |
| OGN    | Originate ( <i>to be used in AFS as a procedure signal</i> )   | PBS     | Performance-based surveillance  |
| OHD    | Overhead   | PCD     | Proceed or proceeding   |
| OIS    | Obstacle identification surface  | PCL     | Pilot-controlled lighting   |
| OK     | We agree or It is correct ( <i>to be used in AFS as a procedure signal</i> )                             | PCN     | Pavement classification number  |
| OLDI†  | On-line data interchange   | PCT     | Percent   |
| OM     | Outer marker   | PDC‡    | Pre-departure clearance   |
| OPA    | Opaque, white type of ice formation  | PDG     | Procedure design gradient   |
| OPC    | The control indicated is operational control   | PER     | Performance   |
| OPMET† | Operational meteorological<br>( <i>information</i> )   | PERM    | Permanent   |
| OPN    | Open or opening or opened  | PIB     | Pre-flight information bulletin                                       |
| OPR    | Operator or operate or operative or operating or operational   | PJE     | Parachute jumping exercise  |
| OPS†   | Operations   | PL      | Ice pellets   |
| O/R    | On request   | PLA     | Practice low approach   |
| ORD    | Order  | PLVL    | Present level   |
| OSV    | Ocean station vessel   | PN      | Prior notice required   |
| OTLK   | Outlook ( <i>used in SIGMET messages for volcanic ash and tropical cyclones</i> )                        | PNR     | Point of no return  |
| OTP    | On top   | PO      | Dust/sand whirls ( <i>dust devils</i> )                               |
| OTS    | Organized track system   | POB     | Persons on board  |
| OUBD   | Outbound   | POSS    | Possible  |
| OVC    | Overcast   | PPI     | Plan position indicator   |
|        | <b>P</b>   | PPR     | Prior permission required   |
| P...   | Maximum value of wind speed or runway visual range ( <i>followed by figures in METAR/SPECI and TAF</i> ) | PPSN    | Present position  |
| P...   | Prohibited area ( <i>followed by identification</i> )  | PRFG    | Aerodrome partially covered by fog                                    |
| PA     | Precision approach   | PRI     | Primary   |
| PALS   | Precision approach lighting system<br>( <i>specify category</i> )  | PRKG    | Parking   |
| PANS   | Procedures for air navigation services   | PROB†   | Probability   |
| PAPI†  | Precision approach path indicator  | PROC    | Procedure   |
| PAR‡   | Precision approach radar   | PROV    | Provisional   |
| PARL   | Parallel   | PROP    | Propeller   |
|        |  | PRP     | Point-in-space reference point  |
|        |  | PS      | Plus  |
|        |  | PSG     | Passing   |
|        |  | PSN     | Position  |
|        |  | PSP     | Pierced steel plank   |
|        |  | PSR‡    | Primary surveillance radar  |
|        |  | PSYS    | Pressure systems  |
|        |  | PTN     | Procedure turn  |
|        |  | PTS     | Polar track structure   |
|        |  | PWR     | Power   |

|      |   |        |   |
|------|---|--------|---|
| Q    |   | R      | Red   |
| QD   | Do you intend to ask me for a series of bearings? Or I intend to ask you for a series of bearings ( <i>to be used in radiotelegraphy as a Q code</i> )  | R...   | Restricted area ( <i>followed by identification</i> )   |
| QDM‡ | Magnetic heading ( <i>zero wind</i> )   | R...   | Runway ( <i>followed by figures in METAR/SPECI</i> )  |
| QDR  | Magnetic bearing  | R*     | Received ( <i>acknowledgement of receipt</i> ) ( <i>to be used in AFS as a procedure signal</i> ) |
| QFE‡ | Atmospheric pressure at aerodrome elevation ( <i>or at runway threshold</i> )   | RA     | Rain  |
| QFU  | Magnetic orientation on runway  | RA     | Resolution advisory   |
| QGE  | What is my distance to your station? or Your distance to my station is ( <i>distance figures and units</i> ) ( <i>to be used in radiotelegraphy as a Q Code</i> )   | RAC    | Rules of the air and air traffic services   |
| QJH  | Shall I run my test tape/a test sentence? or Run your test tape/a test sentence ( <i>to be used in AFS as a Q Code</i> )  | RAG    | Ragged  |
| QNH‡ | Altimeter sub-scale setting to obtain elevation when on the ground  | RAG    | Runway arresting gear   |
| QSP  | Will you relay to...free of charge? or I will relay to...free of charge ( <i>to be used in AFS as a Q Code</i> )  | RAI    | Runway alignment indicator  |
| QTA  | Shall I cancel telegram number...? or Cancel telegram number...( <i>to be used in AFS as a Q Code</i> )   | RAIM†  | Receiver autonomous integrity monitoring  |
| QTE  | True bearing  | RASC†  | Regional AIS system centre  |
| QTF  | Will you give me the position of my station according to the bearings taken by the D/F stations which you control? or The position of your station according to the bearings taken by the D/F station I control was... latitude...longitude (or other indication of position), class... at...hours ( <i>to be used in radiotelegraphy as a Q Code</i> ) | RASS   | Remote altimeter setting source   |
| QUAD | Quadrant  | RB     | Rescue boat   |
| QUJ  | Will you indicate the TRUE track to reach you? or The TRUE track to reach me is...degrees at...hours ( <i>to be used in radiotelegraphy as a Q Code</i> )   | RCA    | Reach cruising altitude   |
|      | <b>R</b>  | RCC    | Rescue coordination centre  |
| ...R | Right ( <i>preceded by runway designation number to identify a parallel runway</i> )  | RCF    | Radiocommunication failure ( <i>message type designator</i> )                                     |
| R... | Radial  | RCH    | Reach or reaching   |
| R    | Rate of turn  | RCL    | Runway centre line  |
|      |   | RCLL   | Runway centre line light(s)   |
|      |   | RCLR   | Recleared   |
|      |   | RCP‡   | Required communication performance  |
|      |   | RDH    | Reference datum height (for ILS)  |
|      |   | RDL    | Radial  |
|      |   | RDO    | Radio   |
|      |   | RDOACT | Radioactive   |
|      |   | RE     | Recent ( <i>used to qualify weather phenomena, e.g. RERA = recent rain</i> )                      |
|      |   | REC    | Receive or receiver   |
|      |   | REDL   | Runway edge light(s)  |
|      |   | REF    | Reference to ... or refer to ...  |
|      |   | REG    | Registration  |
|      |   | RENL   | Runway end light(s)   |
|      |   | REP    | Report or reporting or reporting point  |
|      |   | REQ    | Request or requested  |
|      |   | RE RTE | Re-route  |

|        |  |           |   |
|--------|--|-----------|---|
| RESA   | Runway end safety area   | RTD       | Delayed ( <i>used to indicate delayed meteorological message; message type designator</i> )   |
| RF     | Constant radius arc to a fix   | RTE       | Route   |
| RFFS   | Rescue and firefighting services   | RTF       | Radiotelephone  |
| RG     | Range ( <i>lights</i> )  | RTG       | Radiotelegraph  |
| RHC    | Right-hand circuit   | RTHL      | Runway threshold light(s)   |
| RIF    | Reclearance in flight  | RTN       | Return or returned or returning   |
| RIME†  | Rime ( <i>used in aerodrome warnings</i> )   | RTODAH    | Rejected take-off distance available, helicopter  |
| RL     | Report leaving   | RTS       | Return to service   |
| RLA    | Relay to   | RTT       | Radioteletypewriter   |
| RLCE   | Request level change en route  | RTZL      | Runway touchdown zone light(s)  |
| RLLS   | Runway lead-in lighting system   | RUT       | Standard regional route transmitting frequencies  |
| RLNA   | Request level not available  | RV        | Rescue vessel   |
| RMK    | Remark   | RVA       | Radar vectoring area  |
| RNAV†  | ( <i>to be pronounced "AR-NAV"</i> ) Area navigation   | RVR‡      | Runway visual range   |
| RNG    | Radio range  | RVSM‡     | Reduced vertical separation minimum (300 m(1 000 ft) between FL290 and FL410)   |
| RNP‡   | Required navigation performance  | RWY       | Runway  |
| ROBEX† | Regional OPMET bulletin exchange ( <i>scheme</i> )   |           |   |
| ROC    | Rate of climb  |           | <b>S</b>  |
| ROD    | Rate of descent  | S...      | State of the sea ( <i>followed by figures in METAR/SPECI</i> )  |
| RON    | Receiving only   | S         | South or southern latitude  |
| RPDS   | Reference path data selector   | SA        | Sand  |
| RPI‡   | Radar position indicator   | SALS      | Simple approach lighting system   |
| RPL    | Repetitive flight plan   | SAN       | Sanitary  |
| RPLC   | Replace or replaced  | SAR       | Search and rescue   |
| RPS    | Radar position symbol  | SARPS     | Standards and Recommended Practices (ICAO)  |
| RPT*   | Repeat or I repeat ( <i>to be used in AFS as a procedure signal</i> )  | SAT       | Saturday  |
| RQ-*   | Request ( <i>to be used in AFS as a procedure signal</i> )   | SATCOM†   | Satellite communication (used only when referring generally to both voice and data satellite communication or only data satellite data communication) |
| RQMNTS | Requirements   | SATVOICE† | Satellite voice communication   |
| RQP    | Request flight plan ( <i>message type designator</i> )   | SB        | Southbound  |
| RQS    | Request supplementary flight plan ( <i>message type designator</i> )   | SBAS†     | ( <i>to be pronounced "ESS-BAS"</i> ) Satellite-based augmentation system   |
| RR     | Report reaching  | SC        | Stratocumulus   |
| RRA    | ( <i>or RRB, RRC, ... etc., in sequence</i> )<br>Delayed meteorological message ( <i>message type designator</i> ) | SCT       | Scattered   |
| RSC    | Rescue sub-centre  | SD        | Standard deviation  |
| RSCD   | Runway surface condition   |           |   |
| RSP    | Responder beacon   |           |   |
| RSP‡   | Required surveillance performance  |           |   |
| RSR    | En route surveillance radar  |           |   |
| RSS    | Root sum square  |           |   |

|          |  |          |  |
|----------|--|----------|--|
| SDBY     | Standby  |          | surface condition report notifying the presence or cessation of hazardous conditions due to snow, ice, slush, frost or standing water or water associated with snow, slush, ice or frost on the movement area. |
| SDF      | Step down fix  |          |  |
| SE       | South-east   |          |  |
| SEA      | Sea ( <i>used in connection with sea-surface temperature and state of the sea</i> )  |          |  |
| SEB      | South-eastbound  | SOC      | Start of climb   |
| SEC      | Seconds  | SPECI†   | Aerodrome special meteorological report ( <i>in meteorological code</i> )  |
| SECN     | Section  | SPECIAL† | Local special meteorological report ( <i>in abbreviated plain language</i> )   |
| SECT     | Sector   | SPI      | Special position indicator   |
| SELCAL†  | Selective calling system   | SPL      | Supplementary flight plan ( <i>message type designator</i> )   |
| SEP      | September  | SPOC     | SAR point of contact   |
| SER      | Service or servicing or served   | SPOT†    | Spot wind  |
| SEV      | Severe ( <i>used e.g. to qualify icing and turbulence reports</i> )  | SQ       | Squall   |
| SFC      | Surface  | SQL      | Squall line  |
| SG       | Snow grains  | SR       | Sunrise  |
| SGL      | Signal   | SRA      | Surveillance radar approach  |
| SH...    | Showers ( <i>followed by RA = rain, SN = snow, PL = ice pellets, GR = hail, GS = small hail and/or snow pellets or combinations thereof e.g. SHRASN = showers of rain and snow</i> ) | SRE      | Surveillance radar element of precision approach radar system  |
| SHF      | Super high frequency (3 000 to 30 000 MHz)   | SRG      | Short range  |
| SI       | International system of units  | SRR      | Search and rescue region   |
| SID†     | Standard instrument departure  | SRY      | Secondary  |
| SIF      | Selective identification feature   | SS       | Sandstorm  |
| SIG      | Significant  | SS       | Sunset   |
| SIGMET†  | Information concerning en-route weather and other phenomena in the atmosphere may effect the safety of aircraft operations   | SSB      | Single sideband  |
| SIMUL    | Simultaneous or simultaneously   | SSE      | South-south-east   |
| SIWL     | Single isolated wheel load   | SSR‡     | Secondary surveillance radar   |
| SKC      | Sky clear  | SST      | Supersonic transport   |
| SKED     | Schedule or scheduled  | SSW      | South-south-west   |
| SLP      | Speed limiting point   | ST       | Stratus  |
| SLW      | Slow   | STA      | Straight-in approach   |
| SMC      | Surface movement control   | STAR†    | Standard instrument arrival  |
| SMR      | Surface movement radar   | STD      | Standard   |
| SN       | Snow   | STF      | Stratiform   |
| SNOCLO   | Aerodrome closed due to snow ( <i>used in METAR/SPECI</i> )  | STN      | Station  |
| SNOWTAM† | A Special series of NOTAM given in a standard format providing a   | STNR     | Stationary   |
|          |  | STOL     | Short take-off and landing   |
|          |  | STS      | Status   |
|          |  | STWL     | Stopway light(s)   |
|          |  | SUBJ     | Subject to   |
|          |  | SUN      | Sunday   |
|          |  | SUP      | Supplement ( <i>AIP Supplement</i> )   |
|          |  | SUPPS    | Regional supplementary procedures  |

|          |   |          |  |
|----------|---|----------|--|
| SVC      | Service (message type only)   | TKOF     | Take-off   |
| SVCBL    | Serviceable   | TL...    | Till ( <i>followed by time by which weather change is forecast to end</i> )  |
| SW       | South-west  | TLOF     | Touchdown and lift-off area  |
| SWB      | South-westbound   | TMA‡     | Terminal control area  |
| SWY      | Stopway   | TN...    | Minimum temperature ( <i>followed by figures in TAF</i> )  |
| <b>T</b> |   |          |  |
| T        | Temperature   | TNA      | Turn altitude  |
| ...T     | True (preceded by a bearing to indicate reference to True North)                                    | TNH      | Turn height  |
| TA       | Traffic advisory  | TO...    | To... ( <i>place</i> )   |
| TA       | Transition altitude   | TOC      | Top of climb   |
| TAA      | Terminal arrival altitude   | TODA     | Take-off distance available  |
| TACAN†   | UHF tactical air navigation aid   | TODAH    | Take-off distance available, helicopter  |
| TAF†     | Aerodrome forecast ( <i>in meteorological code</i> )  | TOP†     | Cloud top  |
| TA/H     | Turn at an altitude/height  | TORA     | Take-off run available   |
| TAIL†    | Tail wind   | TOX      | Toxic  |
| TAR      | Terminal area surveillance radar  | TP       | Turning point  |
| TAS      | True airspeed   | TR       | Track  |
| TAX      | Taxiing or taxi   | TRA      | Temporary reserved airspace  |
| TC       | Tropical cyclone  | TRANS    | Transmits or transmitter   |
| TCAC     | Tropical cyclone advisory centre  | TREND†   | Trend forecast   |
| TCAS RA† | (to be pronounced "TEE-CAS-AR-AY") Traffic alert and collision avoidance system resolution advisory | TRG      | Training   |
| TCH      | Threshold crossing height   | TRL      | Transition level   |
| TCU      | Towering cumulus  | TROP     | Tropopause   |
| TDO      | Tornado   | TS       | Thunderstorm ( <i>in aerodrome reports and forecasts, TS used alone means thunder heard but no precipitation at the aerodrome</i> )  |
| TDZ      | Touchdown zone  | TS...    | Thunderstorm ( <i>followed by RA = rain, SN = snow, PL = ice pellets, GR = hail, GS = small hail and/or snow pellets or combinations thereof e.g. TSRASN = thunderstorm with rain and snow</i> ) |
| TECR     | Technical reason  | TSUNAMI† | Tsunami (used in aerodrome warnings)   |
| TEL      | Telephone   | TT       | Teletypewriter   |
| TEMPO†   | Temporary or temporarily  | TUE      | Tuesday  |
| TF       | Track to fix  | TURB     | Turbulence   |
| TFC      | Traffic   | T-VASIS† | ( <i>to be pronounced "TEE-VASIS"</i> ) T visual approach slope indicator system   |
| TGL      | Touch-and-go landing  | TVOR     | Terminal VOR   |
| TGS      | Taxiing guidance system   | TWR      | Aerodrome control tower or aerodrome control   |
| THR      | Threshold   | TWY      | Taxiway  |
| THRU     | Through   |          |  |
| THU      | Thursday  |          |  |
| TIBA†    | Traffic information broadcast by aircraft   |          |  |
| TIL†     | Until   |          |  |
| TIP      | Until past... ( <i>place</i> )  |          |  |

|          |  |          |   |
|----------|--|----------|---|
| TX...    | Maximum temperature ( <i>followed by figures in TAF</i> )  | VAN      | Runway control van  |
| TXL      | Taxilane   | VAR      | Magnetic variation  |
| TXT*     | Text ( <i>when the abbreviation is used to request a repetition, the question mark (IMI) precedes the abbreviation, e.g. IMI TXT</i> ) (to be used in AFS as a procedure signal) | VAR      | Visual-aural radio range  |
| TYP      | Type of aircraft   | VASIS    | Visual approach slope indicator system  |
| TYPH     | Typhoon  | VC...    | Vicinity of the aerodrome ( <i>followed by FG = fog, FC = funnel cloud, SH = shower, PO = dust/sand whirls, BLDU = blowing dust, BLSA = blowing sand or BLSN = blowing snow, DS = duststorm, SS = sandstorm, TS = thunderstorm or VA = volcanic ash, e.g. VCFG = vicinity fog</i> ) |
| <b>U</b> |  |          |   |
| U        | Upward ( <i>tendency in RVR during previous 10 minutes</i> )   | VCY      | Vicinity  |
| UA       | Unmanned aircraft  | VDF      | Very high frequency direction-finding station   |
| UAB...   | Until advised by...  | VER      | Vertical  |
| UAC      | Upper area control centre  | VFR‡     | Visual flight rules   |
| UAR      | Upper air route  | VHF‡     | Very high frequency (30 to 300 MHZ)   |
| UAS      | Unmanned aircraft system   | VI       | Heading to an intercept   |
| UDF      | Ultra high frequency direction-finding station   | VIP‡     | Very important person   |
| UFN      | Until further notice   | VIS      | Visibility  |
| UHDT     | Unable higher due traffic  | VLF      | Very low frequency (3 to 30 KHZ)  |
| UHF‡     | Ultra high frequency (300 to 3 000 MHZ)  | VLR      | Very long range   |
| ULM      | Ultralight motorised aircraft  | VM       | Heading to a manual termination   |
| UIC      | Upper information centre   | VMC‡     | Visual meteorological conditions  |
| UIR‡     | Upper flight information region  | VNAV†    | (to be pronounced "VEE-NAV")<br>Vertical navigation   |
| ULR      | Ultra long range   | VOL      | Volume ( <i>followed by I, II, ...</i> )  |
| UNA      | Unable   | VOLMET†  | Meteorological information for aircraft in flight   |
| UNAP     | Unable to approve  | VOR‡     | VHF omnidirectional radio range   |
| UNL      | Unlimited  | VORTAC†  | VOR and TACAN combination   |
| UNREL    | Unreliable   | VOT      | VOR airborne equipment test facility  |
| UP       | Unidentified precipitation ( <i>used in automated METAR/SPECI</i> )  | VPA      | Vertical path angle   |
| U/S      | Unserviceable  | VRB      | Variable  |
| UTA      | Upper control area   | VSA      | By visual reference to the ground   |
| UTC‡     | Coordinated Universal Time   | VSP      | Vertical speed  |
| <b>V</b> |  |          |   |
| ...V...  | Variations from the mean wind direction ( <i>preceded and followed by figures in METAR/SPECI</i> )   | VTF      | Vector to final   |
| VA       | Heading to an altitude   | VTOL     | Vertical take-off and landing   |
| VA       | Volcanic ash   | VV...    | Vertical visibility ( <i>followed by figures in METAR/SPECI and TAF</i> )   |
| VAAC     | Volcanic ash advisory centre   | <b>W</b> |   |
| VAC...   | Visual approach chart ( <i>followed by name/title</i> )  | W        | West or western longitude   |
| VAL      | In valleys   | W        | White   |

|        |   |      |  |  |
|--------|---|------|--|--|
| W...   | Sea-surface temperature ( <i>followed by figures in METAR/SPECI</i> )         |      |  | <b>Y</b>   |
| WAAS†  | Wide area augmentation system   | Y    |  | Yellow   |
| WAC... | World Aeronautical Chart - ICAO 1:1 000 000 ( <i>followed by name/title</i> ) | YCZ  |  | Yellow caution zone ( <i>runway lighting</i> )                       |
| WAFC   | World area forecast centre  | YES* |  | Yes (affirmative) ( <i>to be used in AFS as a procedure signal</i> ) |
| WB     | Westbound   |      |  |  |
| WBAR   | Wing bar lights   | YR   |  | Your   |
| WDI    | Wind direction indicator  |      |  | <b>Z</b>   |
| WDSPR  | Widespread  | Z    |  | Coordinated Universal Time ( <i>in meteorological messages</i> )     |
| WED    | Wednesday   |      |  |  |
| WEF    | With effect from or effective from  |      |  |  |
| WGS-84 | World Geodetic System - 1984  |      |  |  |
| WI     | Within  |      |  |  |
| WID    | Width or wide   |      |  |  |
| WIE    | With immediate effect or effective immediately                                |      |  |  |
| WILCO† | Will comply   |      |  |  |
| WIND   | Wind  |      |  |  |
| WIP    | Work in progress  |      |  |  |
| WKN    | Weaken or weakening   |      |  |  |
| WNW    | West-north-west   |      |  |  |
| WO     | Without   |      |  |  |
| WPT    | Way-point   |      |  |  |
| WRNG   | Warning   |      |  |  |
| WS     | Wind shear  |      |  |  |
| WSPD   | Wind speed  |      |  |  |
| WSW    | West-south-west   |      |  |  |
| WT     | Weight  |      |  |  |
| WTSPT  | Waterspout  |      |  |  |
| WWW    | Worldwide web   |      |  |  |
| WX     | Weather   |      |  |  |








**X**

|      |   |
|------|---|
| X    | Cross   |
| XBAR | Crossbar ( <i>of approach lighting system</i> ) |
| XNG  | Crossing  |
| XS   | Atmospherics                                    |

**INTENTIONALLY LEFT BLANK**

## GEN 2.3 CHART SYMBOLS


### 1. Aerodromes

|   |  |
|---|--|
| Civil                                     |    |
| Military                                  |    |
| Joint civil and military                  |    |
| Emergency or aerodrome with no facilities |    |
| Heliport and helistop                     |   |
| Heliport military                         |    |

### 2. Airport data


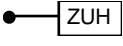




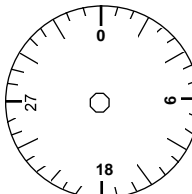
|  |      |
|--|------|
| Elevation above sea level                      | 5478 |
| Minimum lighting                               | L    |
| Runway hard surface                            | H    |
| Length of longest runway in hundreds of meters | 14   |

Note: A dash (-) is inserted where L or H does not apply

 EROS AIRPORT  
5478 LH 14

 GROOTFONTEIN  
5340 - - 6

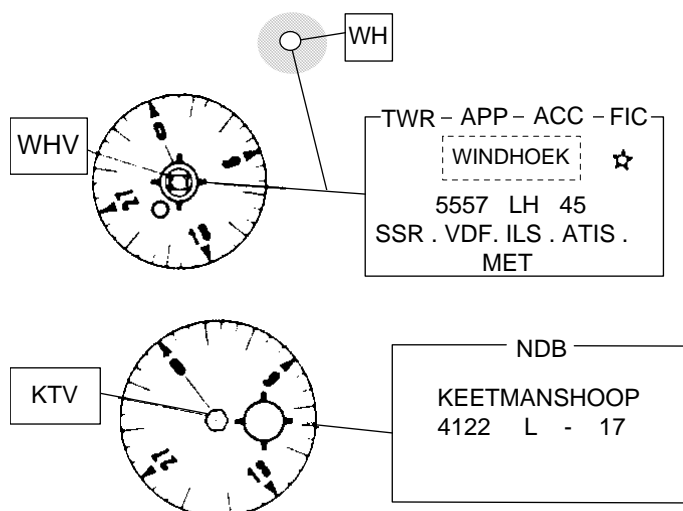
### 3. Radio facilities

|  |  |
|--|--|
| Basic radio facility symbol                  |  |
| Marine non-directional radio beacon (NDB)    |  |
| Distance - measuring equipment (DME)         |  |
| Co-located VOR and DME facilities            |  |
| UHF tactical air navigation facility (TACAN) |  |
| Co-located VOR and TACAN facilities (VORTAC) |  |
| VHF omni-directional radio range (VOR)       |  |

#### 4. Abbreviations

|   |         |
|---|---------|
| Aerodrome Control Tower                       | TWR     |
| Instrument Landing System                     | ILS     |
| Very high frequency direction finding station | VDF     |
| Surveillance radar element                    | SRE     |
| Precision approach radar                      | PAR     |
| Ground control approach                       | GCA     |
| Locator beacon                                | L       |
| Meteorological service                        | MET     |
| Automatic terminal information service        | ATIS    |
| Terminal area surveillance radar              | TAR     |
| Approach control service                      | APP     |
| Area control centre                           | ACC     |
| Aerodrome flight information service          | AFIS    |
| Flight information service                    | FIS     |
| Flight information region                     | FIR     |
| Terminal control area                         | TMA     |
| Control area                                  | CTA     |
| Heliport, helistop                            | HP, HST |
| Secondary surveillance radar                  | SSR     |
| Advisory area                                 | ADA*    |
| Upper control area                            | UTA     |

Example of combination of Airport facilities









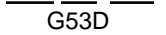
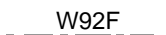

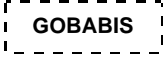


## 5. Navigation lights

|                  |  |
|------------------|--|
| Aerodrome beacon |                        |
| Marine light     |  <b>Occ W R G</b><br>// |

(Visibility range of marine lights are shown in nautical miles). Marine alternating lights are red and white unless otherwise indicated. Marine lights are white unless colours are stated



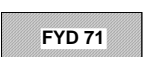
|     |             |
|-----|-------------|
| F   | Fixed       |
| Fl  | Flashing    |
| Occ | Occulting   |
| Alt | Alternating |
| Gp  | Group       |
| R   | Red         |
| W   | White       |
| B   | Blue        |
| G   | Green       |
| SEC | Sector      |
| sec | Second      |

## 6. Miscellaneous

|   |  |
|---|--|
| Boundary of flight information region (FIR)     |  |
| Control area and airway (AWY)                   |  |
| Control zone (CTR)                              |  |
| Aerodrome traffic zone (ATZ)                    |  |
| Combined CTR/ATZ                                |  |
| Aerodrome traffic area (ATA)                    |  |
| Advisory route                                  |  |
| Flight information service route                |  |
| Reporting point (compulsory and non-compulsory) |  |
| Customs aerodrome                               |  |
| Isogonic line                                   |  |
| Prominent transmission line                     |  |

|   |  |   |   |   |   |   |   |
|---|--|---|---|---|---|---|---|
| Danger point on transmission line               |    |   |   |   |   |   |   |
| Obstruction and group obstruction               | <table border="0"> <tr> <td><b>2591</b><br/><b>(470)</b><br/><b>(Lighted)</b></td> <td></td> <td></td> <td></td> <td></td> <td><b>4665</b><br/><b>(470)</b><br/><b>(Unlighted)</b></td> </tr> </table> | <b>2591</b><br><b>(470)</b><br><b>(Lighted)</b>                                     |  |  |  |  | <b>4665</b><br><b>(470)</b><br><b>(Unlighted)</b> |
| <b>2591</b><br><b>(470)</b><br><b>(Lighted)</b> |   |  |  |  | <b>4665</b><br><b>(470)</b><br><b>(Unlighted)</b>                                   |   |   |

Numerals in italics indicate elevation of top of obstruction above sea level. Vertical numbers in brackets indicate height above ground. Only obstructions of 300' AGL and over are shown







|                 |                                   |  |
|-----------------|-----------------------------------|--|
| Prohibited area | <u>Upper limit</u><br>Lower limit |  |
| Restricted area | <u>Upper limit</u><br>Lower limit |  |
| Danger area     | <u>Upper limit</u><br>Lower limit |  |

Numbers refer to RAC 5 of the Aeronautical Information Publication of the relevant country


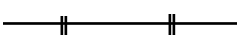
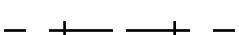
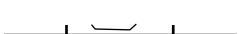

|              |  |
|--------------|--|
| Air corridor |  |
|--------------|--|

## 7. Topographical symbols

### 7.1 Cities and towns

|                                |   |
|--------------------------------|---|
| City (tinted yellow)           |  LUDERITZ |
| Principal town (tinted yellow) |  TSUMEB   |
| Large town (tinted yellow)     |  ONDANGWA |
| Town                           |  RUNDU     |
| Village                        |  OPUWO     |
| Place of local importance      |  Halali    |

### 7.2 Railroads

|                               |  |
|-------------------------------|--|
| Railroad (single track)       |  |
| Railroad (two or more tracks) |  |
| Railroad (under construction) |  |
| Railroad bridge               |  |
| Railroad tunnel               |  |
| Railroad station and siding   |  |

7.3 *Roads*

|                |  |
|----------------|--|
| Dual highway   |  |
| Primary road   |  |
| Secondary road |  |
| Other roads    |  |
| Road bridge    |  |
| Road tunnel    |  |

7.4 *Miscellaneous*

|                                       |          |
|---------------------------------------|----------|
| Boundary (international)              |          |
| Mine                                  |          |
| Monument                              |          |
| Charted isolated rock                 |          |
| Danger line (one fathom line)         |          |
| Highest elevation on chart            |          |
| Spot elevation                        | • 4457   |
| Spot elevation (of doubtful accuracy) | • 4457 ± |
| Building                              |          |
| Game reserves                         |          |

7.5 *Relief Features*

|                                       |  |
|---------------------------------------|--|
| Contours and values                   |  |
| Approximate contours                  |  |
| Hill features (not shown by contours) |  |
| Depression contours                   |  |
| Bluff, cliff or escarpment            |  |
| Sand area                             |  |
| Sand dunes                            |  |

7.6 *Hydrographic features*

Lakes (perennial)

Pans (non-perennial)

Dam

Dry pans (stippled brown)

Dry river bed (stippled brown)

Large river (perennial)

Small rivers (perennial)

Rivers and streams (non-perennial)

Rivers and streams (unsurveyed)

Rapids and falls

Marsh or vlei

Shore line

Reefs and ledges

Waterhole



## GEN 2.4 LOCATION INDICATORS

Note: The location indicators marked with an asterisk (\*) cannot be used in the address component of AFS messages

| 1. ENCODE            |           | 2. DECODE |                                    |
|----------------------|-----------|-----------|------------------------------------|
| Location             | Indicator | Indicator | Location                           |
| AANDSTER             | FYAD*     | FYAA*     | AI-AIS                             |
| AIAIBA LODGE         | FYAE*     | FYAB*     | AROAB                              |
| AI-AIS               | FYAA*     | FYAC*     | AMBROSE BAY                        |
| AMBROSE BAY          | FYAC*     | FYAD*     | AANDSTER                           |
| AMEIB RANCH          | FYAI*     | FYAE*     | AIAIBA LODGE                       |
| AMINUIS              | FYAM*     | FYAF*     | ANGRA FRIA                         |
| ANGRA FRIA           | FYAF*     | FYAG*     | ANIB LODGE                         |
| ANIB LODGE           | FYAG*     | FYAH*     | OKOMBAHE                           |
| ARABI                | FYBI*     | FYAI*     | AMEIB RANCH                        |
| ARANDIS              | FYAR*     | FYAJ*     | KANAAN N/A-AN KUSE DESERT<br>RETRE |
| ARANOS               | FYAN*     | FYAK*     | AUSSENKEHR                         |
| ARIAMSVLEI           | FYAV*     | FYAL*     | AUOB LODGE                         |
| AROAB                | FYAB*     | FYAM*     | AMINUIS                            |
| AUAS                 | FYAU*     | FYAN*     | ARANOS                             |
| AUOB LODGE           | FYAL*     | FYAO*     | AURORA                             |
| AURORA               | FYAO*     | FYAR*     | ARANDIS                            |
| AUS                  | FYAS*     | FYAS*     | AUS                                |
| AUSSENKEHR           | FYAK*     | FYAT*     | AUTABIB                            |
| AUTABIB              | FYAT*     | FYAU*     | AUAS                               |
| B2GOLD OTJIKOTO MINE | FYBM*     | FYAV*     | ARIAMSVLEI                         |
| BAGANI               | FYBG*     | FYBA*     | BAGBAG                             |
| BAGBAG               | FYBA*     | FYBB*     | BEENBREECK                         |
| BEENBREECK           | FYBB*     | FYBC*     | BETHANIEN                          |
| BERSEBA              | FYBR*     | FYBD*     | OLD BRANDBERG WEST                 |
| BETESDA              | FYBE*     | FYBE*     | BETESDA                            |
| BETHANIEN            | FYBC*     | FYBF*     | BOGENFELS                          |
| BITTERWASSER         | FYBJ*     | FYBG*     | BAGANI                             |

Note: The location indicators marked with an asterisk (\*) cannot be used in the address component of AFS messages

| 1. ENCODE        |           | 2. DECODE |                      |
|------------------|-----------|-----------|----------------------|
| Location         | Indicator | Indicator | Location             |
| BLAKEWAY         | FYBL*     | FYBI*     | ARABI                |
| BLUMFELDE        | FYBO*     | FYBJ*     | BITTERWASSER         |
| BOGENFELS        | FYBF*     | FYBK*     | BRUKKAROS            |
| BRUKKAROS        | FYBK*     | FYBL*     | BLAKEWAY             |
| BUIITEPOS        | FYBT*     | FYBM*     | B2GOLD OTJIKOTO MINE |
| BWABWATA         | FYBW*     | FYBO*     | BLUMFELDE            |
| BYSEEWAH         | FYBY*     | FYBR*     | BERSEBA              |
| CAMP EDEN        | FYCE*     | FYBS*     | KALAHARI BUSH BREAKS |
| CAMP GUBANARE    | FYCG*     | FYBT*     | BUIITEPOS            |
| CAPE CROSS       | FYCC*     | FYBW*     | BWABWATA             |
| CAPE FRIA        | FYCF*     | FYBY*     | BYSEEWAH             |
| CHINA TOWN       | FYCT*     | FYCA*     | KAVANGO CATTLE RANCH |
| COENBRITZ        | FYCO*     | FYCB*     | CONCEPTION BAY       |
| CONCEPTION BAY   | FYCB*     | FYCC*     | CAPE CROSS           |
| CORDOVA          | FYCV*     | FYCE*     | CAMP EDEN            |
| DAMARALAND CAMP  | FYDC*     | FYCF*     | CAPE FRIA            |
| DEADVLEI         | FYDV*     | FYCG*     | CAMP GUBANARE        |
| DESERT HOMESTEAD | FYDH*     | FYCO*     | COENBRITZ            |
| DESERT STAR      | FYDT*     | FYCT*     | CHINA TOWN           |
| DIEPRIVIER       | FYDR*     | FYCV*     | CORDOVA              |
| DORDABIS         | FYDS*     | FYDC      | DAMARALAND CAMP      |
| DORO NAWAS       | FYDN*     | FYDH*     | DESERT HOMESTEAD     |
| EDELWEIS FARM    | FYEW*     | FYDL*     | NAMIB DESERT LODGE   |
| EDEN             | FYED*     | FYDN*     | DORO NAWAS           |
| EENHANA          | FYEN*     | FYDO*     | FARM DAWID OST       |
| EHOMBA           | FYEH*     | FYDR*     | DIEPRIVIER           |
| ELISENORE        | FYEL*     | FYDS*     | DORDABIS             |
| ELSPE AIRSTRIP   | FYES*     | FYDT*     | DESERT STAR          |
| EMERITUS(ONANIS) | FYEM*     | FYDU*     | ONDUNDU              |
| EPACHA           | FYEP*     | FYDV*     | DEADVLEI             |

Note: The location indicators marked with an asterisk (\*) cannot be used in the address component of AFS messages

| 1. ENCODE                       |           | 2. DECODE |                      |
|---------------------------------|-----------|-----------|----------------------|
| Location                        | Indicator | Indicator | Location             |
| EPAKO                           | FYEO*     | FYDW*     | FARM OMATAKO         |
| EPUKIRO                         | FYEK*     | FYEA*     | ETENDEKA             |
| EPUPA FALLS                     | FYEF*     | FYED*     | EDEN                 |
| ERINDI RANCH                    | FYEI*     | FYEF*     | EPUPA FALLS          |
| ERONGO MOUNTAIN OMBU            | FYEG*     | FYEG *    | ERONGO MOUNTAIN OMBU |
| ERMO                            | FYER*     | FYEH*     | EHOMBA               |
| ETENDEKA                        | FYEA*     | FYEI*     | ERINDI RANCH         |
| ETOSHA HEIGHTS SAFARIHOEK LODGE | FYSQ*     | FYEK*     | EPUKIRO              |
| ETOSHA OBERLAND LODGE           | FYYE*     | FYEL*     | ELISENORE            |
| ETUNDA                          | FYEU*     | FYEM*     | EMERITUS(ONANIS)     |
| ETUSIS                          | FYET*     | FYEN*     | EENHANA              |
| FALSENECK                       | FYFN*     | FYEO*     | EPAKO                |
| FARM AUBES                      | FYFA*     | FYEP*     | EPACHA               |
| FARM DAWID OST                  | FYDO*     | FYER*     | ERMO                 |
| FARM EBENEZER                   | FYFE*     | FYES*     | ELSPE AIRSTRIP       |
| FARM LINDENHOF                  | FYFL*     | FYET*     | ETUSIS               |
| FARM OHORONGO                   | FYFO*     | FYEU*     | ETUNDA               |
| FARM OMATAKO*                   | FYDW*     | FYEW*     | EDELWEIS FARM        |
| FARM WILDACKER                  | FYFW*     | FYFA*     | FARM AUBES           |
| GAIAS                           | FYGX*     | FYFE*     | FARM EBENEZER        |
| GAM                             | FYGA*     | FYFK*     | KALAKWA              |
| GAMIS                           | FYGM*     | FYFL*     | FARM LINDENHOF       |
| GELUK                           | FYGK*     | FYFN*     | FALSENECK            |
| GELUKSPUT                       | FYGP*     | FYFO*     | FARM OHORONGO        |
| GHAUB                           | FYGD*     | FYFW*     | FARM WILDACKER       |
| GHAUSS                          | FYGS*     | FYGA*     | GAM                  |
| GIBEON                          | FYGI*     | FYGB*     | GOBABIS              |
| GOBABEB                         | FYGO*     | FYGC*     | GOCHAS               |
| GOBABIS                         | FYGB*     | FYGD*     | GHAUB                |

Note: The location indicators marked with an asterisk (\*) cannot be used in the address component of AFS messages

| 1. ENCODE                           |           | 2. DECODE |                                     |
|-------------------------------------|-----------|-----------|-------------------------------------|
| Location                            | Indicator | Indicator | Location                            |
| GOCHAS                              | FYGC*     | FYGE*     | GRAND VIEW LODGE (FISH RIVER LODGE) |
| GOLLSCHAU                           | FYGH*     | FYGF      | GROOTFONTEIN                        |
| GRAND VIEW LODGE (FISH RIVER LODGE) | FYGE*     | FYGG*     | ONGUMA PLAINS LODGE                 |
| GRASKOP                             | FYGR*     | FYGH*     | GOLLSCHAU                           |
| GRAVENSTEIN                         | FYGV*     | FYGI*     | GIBEON                              |
| GROOTFONTEIN                        | FYGF      | FYGJ*     | GURUS                               |
| GROSS TSAUB                         | FYGT*     | FYGK*     | GELUK                               |
| GRUNAU                              | FYGN*     | FYGL*     | OMARURU GAME LODGE                  |
| GURUS                               | FYGJ*     | FYGM*     | GAMIS                               |
| HALALI                              | FYHI*     | FYGN*     | GRUNAU                              |
| HAMAS                               | FYHR*     | FYGO*     | GOBABEB                             |
| HAMMERSTEIN                         | FYHM*     | FYGP*     | GELUKSPUT                           |
| HARNAS                              | FYHA*     | FYGQ*     | OKANGHUDI                           |
| HARTMAN'S VALLEY                    | FYHV*     | FYGR*     | GRASKOP                             |
| HAVANA                              | FYVA*     | FYGS*     | GHAUSS                              |
| HEFFNER                             | FYHF*     | FYGT*     | GROSS TSAUB                         |
| HEJA LODGE                          | FYHJ*     | FYGU*     | KHAUDUM GAME RESERVE                |
| HELENE                              | FYHK*     | FYGV*     | GRAVENSTEIN                         |
| HELMERINGHAUSEN                     | FYHH*     | FYGW*     | OTJIMBINGWE                         |
| HENTIES BAY                         | FYHN*     | FYGX*     | GAIAS                               |
| HILKER'S CHEETAH DROME              | FYHC*     | FYHA*     | HARNAS                              |
| HOANIB SKELETON COAST               | FYHO*     | FYHB*     | HOHENSTEIN                          |
| HOBAS                               | FYHS*     | FYHC*     | HILKER'S CHEETAH DROME              |
| HOBATERE                            | FYHT*     | FYHD*     | HOODIA RANCH                        |
| HOHENSTEIN                          | FYHB*     | FYHE*     | HOLSTEIN                            |
| HOLSTEIN                            | FYHE*     | FYHF*     | HEFFNER                             |
| HOODIA RANCH                        | FYHD*     | FYHG*     | OKATJIHO HUNTING FARM               |
| HOSEA KUTAKO INTL AIRPORT           | FYWH      | FYHH*     | HELMERINGHAUSEN                     |

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| 1. ENCODE                       |           | 2. DECODE |                                     |
|---------------------------------|-----------|-----------|-------------------------------------|
| Location                        | Indicator | Indicator | Location                            |
| HUAB LODGE                      | FYHL*     | FYHI*     | HALALI*                             |
| IBENSTEIN                       | FYIB*     | FYHJ*     | HEJA LODGE                          |
| IMMELMANN                       | FYIM*     | FYHK*     | HELENE                              |
| IMMENHOF                        | FYIH*     | FYHL*     | HUAB LODGE                          |
| IMPALILA ISLAND                 | FYII*     | FYHM*     | HAMMERSTEIN                         |
| INTO AFRICA LODGE               | FYIA*     | FYHN*     | HENTIES BAY                         |
| JACKS CAMP                      | FYJC*     | FYHO*     | HOANIB SKELETON COAST               |
| KAIROS                          | FYYZ*     | FYHP*     | OKAHIRONGO ELEPHANT                 |
| KALAHARI BUSH BREAKS            | FYBS*     | FYHQ*     | WINDHOEK (DIRECTOR: CIVIL AVIATION) |
| KALAHARI GAME LODGE             | FYKE*     | FYHR*     | HAMAS                               |
| KALAHARI RED DUNES              | FYRD*     | FYHS*     | HOBAS                               |
| KALAKWA                         | FYFK*     | FYHT*     | HOBATERE                            |
| KALKERUS                        | FYKL*     | FYHV*     | HARTMAN'S VALLEY                    |
| KALKRAND                        | FYKD*     | FYIA*     | INTO AFRICA LODGE                   |
| KAMANJAB                        | FYKJ*     | FYIB*     | IBENSTEIN                           |
| KANAAN N/A-AN KUSE DESERT RETRE | FYAJ*     | FYIC*     | OKAHIRONGO RIVER CAMP               |
| KANSIMBA                        | FYNB*     | FYIF*     | OKAHUA FARM                         |
| KARASBURG                       | FYKB*     | FYIH*     | IMMENHOF                            |
| KARIBIB                         | FYKA*     | FYII*     | IMPALILA ISLAND                     |
| KARIOS /CANON LODGE             | FYKC*     | FYIM*     | IMMELMANN                           |
| KATIMA MULILO                   | FYKM      | FYIR*     | OSIRE                               |
| KATITI OHORONGO                 | FYKQ*     | FYIT*     | OKARUMUTI                           |
| KATITI'S PLACE                  | FYKF*     | FYJA*     | OZONDJAHE                           |
| KAVANGO CATTLE RANCH            | FYCA*     | FYJB*     | OTJOMBAUE                           |
| KAVITA LION LODGE               | FYKV*     | FYJC*     | JACKS CAMP                          |
| KEERWEERDER                     | FYRW*     | FYJO*     | OTJOVAZANDU                         |

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| 1. ENCODE             |           | 2. DECODE |                     |
|-----------------------|-----------|-----------|---------------------|
| Location              | Indicator | Indicator | Location            |
| KEETMANSHOOP          | FYKT*     | FYJU*     | OTJIKARU            |
| KHAUDUM GAME RESERVE  | FYGU*     | FYKA*     | KARIBIB             |
| KHORIXAS              | FYKX*     | FYKB*     | KARASBURG           |
| KHUMIB                | FYKI*     | FYKC*     | KARIOS/CANON LODGE  |
| KIRIPOTIB LODGE       | FYKH*     | FYKD*     | KALKRAND            |
| KLEIN AUB             | FYUL*     | FYKE*     | KALAHARI GAME LODGE |
| KOES                  | FYKS*     | FYKF*     | KATITI'S PLACE      |
| KOMBAT                | FYKO*     | FYKG*     | OKONGO              |
| KOMSBERG              | FYMZ*     | FYKH*     | KIRIPOTIB LODGE     |
| KUIDAS                | FYKU*     | FYKI*     | KHUMIB              |
| KUNENE MOUTH          | FYMK*     | FYKJ*     | KAMANJAB            |
| KUNENE RIVER LODGE    | FYRL*     | FYKK*     | OKOKONGO            |
| KUZIKUS               | FYKZ*     | FYKL*     | KALKERUS            |
| LA ROCHELLE           | FYLR*     | FYKM      | KATIMA MULILO       |
| LAKE OANOB RESORT     | FYLA*     | FYKN*     | OKONJIMA            |
| LANGVERWACHT          | FYLW*     | FYKO*     | KOMBAT              |
| LAPA LANGE GAME LODGE | FYLL*     | FYKP*     | OKAPUTA             |
| LEONARDVILLE          | FYLV*     | FYKQ*     | KATITI OHORONGO     |
| LEYLANDSDRIFT         | FYLD*     | FYKR*     | OKORUSU MINE        |
| LIANSHULU             | FYLS*     | FYKS*     | KOES                |
| LODGE OKAJO           | FYLO*     | FYKT*     | KEETMANSHOOP        |
| LUDERITZ              | FYLZ      | FYKU*     | KUIDAS              |
| MALTAHOHE             | FYMH*     | FYKV*     | KAVITA LION LODGE   |
| MANGETTI              | FYMT*     | FYKW*     | OKANGWATI           |
| MANGETTI DUNE         | FYMD*     | FYKX*     | KHORIXAS            |
| MARIENFLUSS           | FYMF*     | FYKY*     | UITKYK              |
| MARIENTAL             | FYML*     | FYKZ*     | KUZIKUS             |
| MARMORKOPF            | FYMA*     | FYLA*     | LAKE OANOB RESORT   |
| MAROELA GAME LODGE    | FYMC*     | FYLD*     | LEYLANDSDRIFT       |
| MASBIEKER             | FYMS*     | FYLF*     | SELFCO 21           |

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| 1. ENCODE                     |           | 2. DECODE |                       |
|-------------------------------|-----------|-----------|-----------------------|
| Location                      | Indicator | Indicator | Location              |
| MEOB BAY                      | FYMB*     | FYLL*     | LAPA LANGE GAME LODGE |
| MESSUM CRATAR                 | FYMJ*     | FYLM*     | MOUNTAIN VIEW LODGE   |
| MIDGARD                       | FYMG*     | FYLO*     | LODGE OKAJO           |
| MILE 72                       | FYMI*     | FYLR*     | LA ROCHELLE           |
| MOKUTI LODGE                  | FYMO*     | FYLS*     | LIANSHULU             |
| MOUNTAIN VIEW LODGE           | FYLM*     | FYLV*     | LEONARDVILLE          |
| MOUNT ETJO                    | FYME*     | FYLW*     | LANGWERWACHT          |
| MÖWE BAY                      | FYMW*     | FYLZ      | LUDERITZ              |
| MUSHALA LODGE                 | FYMU*     | FYMA*     | MARMORKOPF            |
| NAANKUSE                      | FYNH*     | FYMB*     | MEOB BAY              |
| NAMIB DESERT LODGE            | FYDL*     | FYMC*     | MAROELA GAME LODGE    |
| NAMIB NAUKLUFT LODGE          | FYNN*     | FYMD*     | MANGETTI DUNE         |
| NAMTIP                        | FYNT*     | FYME*     | MOUNT ETJO            |
| NAMUSHASHA                    | FYNL*     | FYMF*     | MARIENFLUSS           |
| NAMUTONI                      | FYNA*     | FYMG*     | MIDGARD               |
| NAUA NAUA                     | FYNU*     | FYMH*     | MALTAHOHE             |
| NEPARA                        | FYNP*     | FYMI*     | MILE 72               |
| NEURAS WINE & WILDLIFE ESTATE | FYNS*     | FYMJ*     | MESSUM CRATAR         |
| NHOMA                         | FYNM*     | FYMK*     | KUNENE MOUTH          |
| NKONGO                        | FYNK*     | FYML*     | MARIENTAL             |
| NOORDOEWER                    | FYND*     | FYMM*     | OMATAKO HUNTING       |
| NUBIB GUEST FARM              | FYNF*     | FYMO*     | MOKUTI LODGE          |
| OHANGE NAMIBIA LODGE          | FYOX*     | FYMP*     | OKAMAPU               |
| OHORONGO                      | FYOL*     | FYMR*     | OMATARAZU             |
| OKAHANDJA                     | FYON*     | FYMS*     | MASBIEKER             |
| OKAHAO                        | FYOH*     | FYMT*     | MANGETTI              |
| OKAHIRONGO ELEPHANT           | FYHP*     | FYMU*     | MUSHALA LODGE         |
| OKAHIRONGO RIVER CAMP         | FYIC*     | FYMW*     | MÖWE BAY              |
| OKAHUA FARM                   | FYIF*     | FYMY*     | OKAMATAPATI           |

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| 1. ENCODE             |           | 2. DECODE |                               |
|-----------------------|-----------|-----------|-------------------------------|
| Location              | Indicator | Indicator | Location                      |
| OKAKARARA             | FYOK*     | FYMZ*     | KOMSBERG                      |
| OKAMAPU               | FYMP*     | FYNA*     | NAMUTONI                      |
| OKAMATAPATI           | FYMY*     | FYNB*     | KANSIMBA                      |
| OKANDJEKETE           | FYNJ*     | FYND*     | NOORDOEWER                    |
| OKANGHUDI             | FYGQ*     | FYNE*     | ONANIS FARM                   |
| OKANGWATI             | FYKW*     | FYNF*     | NUBIB GUEST FARM              |
| OKAPERUPERU           | FYPR*     | FYNG*     | ONGAVA                        |
| OKAPUKA               | FYPA*     | FYNH*     | NAANKUSE                      |
| OKAPUTA               | FYKP*     | FYNJ*     | OKANDJEKETE                   |
| OKARUMUTI             | FYIT*     | FYNK*     | NKONGO                        |
| OKATJIHO HUNTING FARM | FYHG*     | FYNL*     | NAMUSHASHA                    |
| OKATJURU              | FYOF*     | FYNM*     | NHOMA                         |
| OKAUKUEJO             | FYOO*     | FYNN*     | NAMIB NAUKLUFT LODGE          |
| OKOKONGO              | FYKK*     | FYNO*     | ONJUVA                        |
| OKOMBAHE              | FYAH*     | FYNP*     | NEPARA                        |
| OKOMITUNDU            | FYOD*     | FYNS*     | NEURAS WINE & WILDLIFE ESTATE |
| OKONGO                | FYKG*     | FYNT*     | NAMTIP                        |
| OKONGWE               | FYOY*     | FYNU*     | NAUA NAUA                     |
| OKONJIMA              | FYKN*     | FYOA      | ONDANGWA                      |
| OKONJIMA OLD          | FYOC*     | FYOB*     | OTJONJISE                     |
| OKORUSU MINE          | FYKR*     | FYOC*     | OKONJIMA OLD                  |
| OKOZONGOMINGO         | FYOZ*     | FYOD*     | OKOMITUNDU                    |
| OLD BRANDBERG WEST    | FYBD*     | FYOE*     | OMEGA                         |
| OMARURU               | FYOM*     | FYOF*     | OKATJURU                      |
| OMARURU GAME LODGE    | FYGL*     | FYOG*     | ORANJEMUND                    |
| OMATAKO HUNTING       | FYMM*     | FYOH*     | OKAHAO                        |
| OMATARAZU             | FYMR*     | FYOI*     | OSHIKANGO                     |
| OMEGA                 | FYOE*     | FYOJ*     | OUTJO                         |
| ONANIS FARM           | FYNE*     | FYOK*     | OKAKARARA                     |
| ONDANGWA              | FYOA      | FYOL*     | OHORONGO                      |

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| 1. ENCODE           |           | 2. DECODE |                      |
|---------------------|-----------|-----------|----------------------|
| Location            | Indicator | Indicator | Location             |
| ONDUNDU             | FYDU*     | FYOM*     | OMARURU              |
| ONGAVA              | FYNG*     | FYON*     | OKAHANDJA            |
| ONGUMA PLAINS LODGE | FYGG*     | FYOO*     | OKAUKUEJO            |
| ONGWEDIVA           | FYUE*     | FYOP*     | OPUWO                |
| ONJUVA              | FYNO*     | FYOQ*     | ORUTJANDJA           |
| OOTMOED             | FYOT*     | FYOR*     | OROPOKO              |
| OPERET              | FYOU*     | FYOS*     | OSHAKATI             |
| OPUWO               | FYOP*     | FYOT*     | OOTMOED              |
| ORANJEMUND          | FYOG*     | FYOU*     | OPERET               |
| OROPOKO             | FYOR*     | FYOV*     | OTAVI                |
| ORUPEMBE            | FYPE*     | FYOW*     | OTJIWARONGO          |
| ORUTJANDJA          | FYOQ*     | FYOX*     | OHANGE NAMIBIA LODGE |
| OSHAKATI            | FYOS*     | FYOY*     | OKONGWE              |
| OSHIKANGO           | FYOI*     | FYOZ*     | OKOZONGOMINGO        |
| OSIRE               | FYIR*     | FYPA*     | OKAPUKA              |
| OSONA               | FYSN*     | FYPE*     | ORUPEMBE             |
| OTAVI               | FYOV*     | FYPF*     | PHILADELPHIA FARM    |
| OTJIKARO            | FYRO*     | FYPO*     | POKWENI              |
| OTJIKARU            | FYJU*     | FYPR*     | OKAPERUPERU          |
| OTJIMBINGWE         | FYGW*     | FYPU*     | PUROS                |
| OTJINENE            | FYTN*     | FYPW*     | PALMWAG              |
| OTJISAZU            | FYTZ*     | FYRA*     | REDSAND              |
| OTJITAMBI           | FYTU*     | FYRC*     | RUACANA              |
| OTJIWA              | FYTW*     | FYRD*     | KALAHARI RED DUNES   |
| OTJIWARONGO         | FYOW*     | FYRF*     | RIETFONTEIN          |
| OTJOHORONGO         | FYTJ*     | FYRH*     | REHOBOTH             |
| OTJOMBAUE           | FYJB*     | FYRI*     | ROIDINA              |
| OTJONJISE           | FYOB*     | FYRK*     | ROCKY POINT          |
| OTJOVAZANDU         | FYJO*     | FYRL*     | KUNENE RIVER LODGE   |
| OUTAPI              | FYUO*     | FYRM*     | RUIIMTE              |

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| 1. ENCODE         |           | 2. DECODE |                                 |
|-------------------|-----------|-----------|---------------------------------|
| Location          | Indicator | Indicator | Location                        |
| OUTJO             | FYOJ*     | FYRN*     | RHINO CAMP                      |
| OZONDJAHE         | FYJA*     | FYRO*     | OTJIKARO                        |
| PALMWAG           | FYPW*     | FYRP*     | ROSHPINAH                       |
| PHILADELPHIA FARM | FYPF*     | FYRR*     | RAG ROCK                        |
| POKWENI           | FYPO*     | FYRS*     | ROOISAND                        |
| PUROS             | FYPU*     | FYRU*     | RUNDU                           |
| RAG ROCK          | FYRR*     | FYRW*     | KEERWEERDER                     |
| REDSAND           | FYRA*     | FYZ*      | ROSTOCK                         |
| REHOBOTH          | FYRH*     | FYSA*     | SKORPION                        |
| RHINO CAMP        | FYRN*     | FYSB*     | SPENCER BAY                     |
| RIET FONTEIN      | FYRF*     | FYSC*     | SINCLAIRE                       |
| ROCKY POINT       | FYRK*     | FYSD*     | SANDWICH HARBOUR                |
| ROIDINA           | FYRI*     | FYSE*     | SOETGRAS                        |
| ROOISAND          | FYRS*     | FYSF*     | SESFONTEIN                      |
| ROSH PINAH        | FYRP*     | FYSG*     | SHADIGONGORO                    |
| ROSTOCK           | FYZ*      | FYSH*     | STEINHAUSEN                     |
| RUACANA           | FYRC*     | FYSI*     | SHITEMO                         |
| RUIMTE            | FYRM*     | FYSJ*     | SANDFONTEIN                     |
| RUNDU             | FYRU*     | FYSK*     | SPITZKOPPE                      |
| SANDFONTEIN       | FYSJ*     | FYSL*     | SOSSUVLEI MOUNTAIN LODGE        |
| SANDWICH HARBOUR  | FYSD*     | FYSM*     | SWAKOPMUND                      |
| SARUSAS           | FYSR*     | FYSN*     | OSONA                           |
| SARUSUS MINE      | FYSY*     | FYSO*     | SOLITAIRE                       |
| SELFCO 21         | FYLF*     | FYSP*     | STAMPRIET                       |
| SESFONTEIN        | FYSF*     | FYSQ*     | ETOSHA HEIGHTS SAFARIHOEK LODGE |
| SESRIEM           | FYSS*     | FYSR*     | SARUSAS                         |
| SHADIGONGORO      | FYSG*     | FYSS*     | SESRIEM                         |
| SHITEMO           | FYSI*     | FYST*     | STRATE                          |
| SINCLAIRE         | FYSC*     | FYSU*     | SOSSUSVLEI LODGE                |

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| 1. ENCODE                 |           | 2. DECODE |                      |
|---------------------------|-----------|-----------|----------------------|
| Location                  | Indicator | Indicator | Location             |
| SKORPION                  | FYSA*     | FYSV*     | SOSSUSVLEI           |
| SOETGRAS                  | FYSE*     | FYSW*     | SWARTKRANS           |
| SOLITAIRE                 | FYSO*     | FYSX*     | SOSSUSVLEI WILD CAMP |
| SONOP                     | FYTX*     | FYSY*     | SARUSUS MINE         |
| SOSSUSVLEI                | FYSV*     | FYSZ*     | SWARTBOOIDRIFT       |
| SOSSUSVLEI LODGE          | FYSU*     | FYTA*     | TORGOS SAFARIS CAMP  |
| SOSSUSVLEI MOUNTAIN LODGE | FYSL*     | FYTB*     | TSAOBIS              |
| SOSSUSVLEI WILD CAMP      | FYSX*     | FYTC*     | TOSCANINI            |
| SPENCER BAY               | FYSB*     | FYTD*     | TSAUCHAB RIVER       |
| SPITZKOPPE                | FYSK*     | FYTE*     | TERRACE BAY          |
| STAMPRIET                 | FYSP*     | FYTF*     | TWYFELFONTEIN        |
| STEINHAUSEN               | FYSH*     | FYTG*     | TORGA HUNTING FARM   |
| STRATE                    | FYST*     | FYTH*     | TOSHARI              |
| SWAKOPMUND                | FYSM*     | FYTI*     | TIGERFORTE           |
| SWARTBOOIDRIFT            | FYSZ*     | FYTJ*     | OTJOHORONGO          |
| SWARTKRANS                | FYSW*     | FYTK*     | TSUMKWE              |
| TALISMANIS                | FYTL*     | FYTL*     | TALISMANIS           |
| TERRACE BAY               | FYTE*     | FYTM*     | TSUMEB               |
| TIGERFORTE                | FYTI*     | FYTN*     | OTJINENE             |
| TOK TOKKIE                | FYTT*     | FYTO*     | TORRA BAY            |
| TORGA HUNTING FARM        | FYTG*     | FYTP      | TSAUCHAB RIVER CAMP  |
| TORGOS SAFARIS CAMP       | FYTA*     | FYTR*     | TWEE RIVIEREN        |
| TORRA BAY                 | FYTO*     | FYTS*     | TSANDI               |
| TOSCANINI                 | FYTC*     | FYTT*     | TOK TOKKIE           |
| TOSHARI                   | FYTH*     | FYTU*     | OTJITAMBI            |
| TSANDI                    | FYTS*     | FYTV*     | TSONDAPVLEI          |
| TSAOBIS                   | FYTB*     | FYTW*     | OTJIWA               |
| TSAUCHAB RIVER            | FYTD*     | FYTX*     | SONOP                |
| TSAUCHAB RIVER CAMP       | FYTP*     | FYTZ*     | OTJISAZU             |
| TSONDAPVLEI               | FYTV*     | FYUA*     | UAMUAU               |

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| 1. ENCODE                           |           | 2. DECODE |                           |
|-------------------------------------|-----------|-----------|---------------------------|
| Location                            | Indicator | Indicator | Location                  |
| TSUMEB                              | FYTM*     | FYUB*     | UPPER KHUMIB              |
| TSUMKWE                             | FYTK*     | FYUE*     | ONGWEDIVA                 |
| TWEE RIVIEREN                       | FYTR*     | FYUG*     | UGABMUND                  |
| TWYFELFONTEIN                       | FYTF*     | FYUK*     | USAKOS                    |
| UAMUAU                              | FYUA*     | FYUL*     | KLEIN AUB                 |
| UGABMUND                            | FYUG*     | FYUO*     | OUTAPI                    |
| UIS                                 | FYUS*     | FYUP*     | UITSPAN                   |
| UITKYK                              | FYKY*     | FYUS*     | UIS                       |
| UITSPAN                             | FYUP*     | FYVA*     | HAVANA                    |
| UPPER KHUMIB                        | FYUB*     | FYVF*     | VERONICA                  |
| USAKOS                              | FYUK*     | FYVK*     | VOLSTRUISKLOOF            |
| VERONICA                            | FYVF*     | FYVL*     | VINGERKLIP                |
| VINGERKLIP                          | FYVL*     | FYVS*     | VOLGELSSTRAUSSKLUFT       |
| VOLGELSSTRAUSSKLUFT                 | FYVS*     | FYWB      | WALVIS BAY                |
| VOLSTRUISKLOOF                      | FYVK*     | FYWD*     | WOLWEDANS                 |
| WABI LODGE                          | FYWL*     | FYWE      | WINDHOEK/EROS             |
| WALVIS BAY                          | FYWB      | FYWG*     | WELTEVREDE GUEST FARM     |
| WALVIS BAY (MET)                    | FYWV*     | FYWH      | HOSEA KUTAKO INTL AIRPORT |
| WARMBAD                             | FYWM*     | FYWI*     | WITVLEI                   |
| WATERBERG WILDERNESS                | FYWN*     | FYWK*     | WLOTSKAS BAKEN            |
| WELTEVREDE GUEST FARM               | FYWG*     | FYWL*     | WABI LODGE                |
| WERELD'S END                        | FYWR*     | FYWM*     | WARMBAD                   |
| WINDHOEK (DIRECTOR: CIVIL AVIATION) | FYHQ*     | FYWN*     | WATERBERG WILDERNESS      |
| WINDHOEK/EROS                       | FYWE      | FYWO*     | WOLTEMADE                 |
| WINDHOEK (TOWN MET)                 | FYWW*     | FYWR*     | WERELD'S END              |
| WITVLEI                             | FYWI*     | FYWT*     | WITWATER                  |
| WITWATER                            | FYWT*     | FYWV*     | WALVIS BAY (MET)          |
| WLOTSKAS BAKEN                      | FYWK*     | FYWW*     | WINDHOEK (TOWN MET)       |
| WOLTEMADE                           | FYWO*     | FYYE*     | ETOSHA OBERLAND LODGE     |

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| 1. ENCODE         |           | 2. DECODE |                   |
|-------------------|-----------|-----------|-------------------|
| Location          | Indicator | Indicator | Location          |
| WOLWEDANS         | FYWD*     | FYYZ*     | KAIROS            |
| ZEBRA RIVER LODGE | FYZR*     | FYZR*     | ZEBRA RIVER LODGE |
|                   |           |           |                   |
|                   |           |           |                   |
|                   |           |           |                   |
|                   |           |           |                   |

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**GEN 2.5 LIST OF RADIO NAVIGATION AIDS**

| <i>ID</i> | <i>Station name</i>          | <i>Aid</i> | <i>Purpose</i> | <i>Station name</i>          | <i>Aid</i> | <i>ID</i> | <i>Purpose</i> |
|-----------|------------------------------|------------|----------------|------------------------------|------------|-----------|----------------|
| GFV       | Grootfontein                 | VOR/DME    | AE             | Grootfontein                 | VOR/DME    | GFV       | AE             |
| KTV       | Keetmanshoop                 | VOR/DME    | AE             | Keetmanshoop                 | VOR/DME    | KTV       | AE             |
| LZV       | Luderitz                     | VOR/DME    | AE             | Luderitz                     | VOR/DME    | LZV       | AE             |
| OAV       | Ondangwa                     | VOR/DME    | AE             | Ondangwa                     | VOR/DME    | OAV       | AE             |
| WBV       | Walvis Bay                   | VOR/DME    | AE             | Walvis Bay                   | VOR/DME    | WBV       | AE             |
| WD        | Hosea Kutako<br>INTL Airport | ILS/DME    | A              | Hosea Kutako<br>INTL Airport | ILS/DME    | WD        | A              |
| WHV       | Hosea Kutako<br>INTL Airport | VOR/DME    | AE             | Hosea Kutako<br>INTL Airport | VOR/DME    | WHV       | AE             |

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GEN 2.6 CONVERSION TABLES

| NM to KM<br>1 NM = 1.852 KM |         | KM to NM<br>1 KM = 0.54 NM |        | FT to M<br>1 FT = 0.3048 M |           | M to FT<br>1 M = 3.281 FT |           |
|-----------------------------|---------|----------------------------|--------|----------------------------|-----------|---------------------------|-----------|
| NM                          | KM      | KM                         | NM     | FT                         | M         | M                         | FT        |
| 0.1                         | 0.185   | 0.1                        | 0.05   | 1                          | 0.305     | 1                         | 3.28      |
| 0.2                         | 0.370   | 0.2                        | 0.11   | 2                          | 0.610     | 2                         | 6.56      |
| 0.3                         | 0.556   | 0.3                        | 0.16   | 3                          | 0.914     | 3                         | 9.84      |
| 0.4                         | 0.741   | 0.4                        | 0.22   | 4                          | 1.219     | 4                         | 13.12     |
| 0.5                         | 0.926   | 0.5                        | 0.27   | 5                          | 1.524     | 5                         | 16.40     |
| 0.6                         | 1.111   | 0.6                        | 0.32   | 6                          | 1.829     | 6                         | 19.69     |
| 0.7                         | 1.296   | 0.7                        | 0.38   | 7                          | 2.134     | 7                         | 22.97     |
| 0.8                         | 1.482   | 0.8                        | 0.43   | 8                          | 2.438     | 8                         | 26.25     |
| 0.9                         | 1.667   | 0.9                        | 0.49   | 9                          | 2.743     | 9                         | 29.53     |
| 1                           | 1.852   | 1                          | 0.54   | 10                         | 3.048     | 10                        | 32.81     |
| 2                           | 3.704   | 2                          | 1.08   | 20                         | 6.096     | 20                        | 65.62     |
| 3                           | 5.556   | 3                          | 1.62   | 30                         | 9.144     | 30                        | 98.43     |
| 4                           | 7.408   | 4                          | 2.16   | 40                         | 12.192    | 40                        | 131.23    |
| 5                           | 9.260   | 5                          | 2.70   | 50                         | 15.240    | 50                        | 164.04    |
| 6                           | 11.112  | 6                          | 3.24   | 60                         | 18.288    | 60                        | 196.85    |
| 7                           | 12.964  | 7                          | 3.78   | 70                         | 21.336    | 70                        | 229.66    |
| 8                           | 14.816  | 8                          | 4.32   | 80                         | 24.384    | 80                        | 262.47    |
| 9                           | 16.668  | 9                          | 4.86   | 90                         | 27.432    | 90                        | 295.28    |
| 10                          | 18.520  | 10                         | 5.40   | 100                        | 30.480    | 100                       | 328.08    |
| 20                          | 37.040  | 20                         | 10.80  | 200                        | 60.960    | 200                       | 656.17    |
| 30                          | 55.560  | 30                         | 16.20  | 300                        | 91.440    | 300                       | 984.25    |
| 40                          | 74.080  | 40                         | 21.60  | 400                        | 121.920   | 400                       | 1 312.34  |
| 50                          | 92.600  | 50                         | 27.00  | 500                        | 152.400   | 500                       | 1 640.42  |
| 60                          | 111.120 | 60                         | 32.40  | 600                        | 182.880   | 600                       | 1 968.50  |
| 70                          | 129.640 | 70                         | 37.80  | 700                        | 213.360   | 700                       | 2 296.59  |
| 80                          | 148.160 | 80                         | 43.20  | 800                        | 243.840   | 800                       | 2 624.67  |
| 90                          | 166.680 | 90                         | 48.60  | 900                        | 274.320   | 900                       | 2 952.76  |
| 100                         | 185.200 | 100                        | 54.00  | 1 000                      | 304.800   | 1 000                     | 3 280.84  |
| 200                         | 370.400 | 200                        | 107.99 | 2 000                      | 609.600   | 2 000                     | 6 561.68  |
| 300                         | 555.600 | 300                        | 161.99 | 3 000                      | 914.400   | 3 000                     | 9 842.52  |
| 400                         | 740.800 | 400                        | 215.98 | 4 000                      | 1 219.200 | 4 000                     | 13 123.36 |

| NM to KM<br>1 NM = 1.852 KM |         | KM to NM<br>1 KM = 0.54 NM |        | FT to M<br>1 FT = 0.3048 M |           | M to FT<br>1 M = 3.281 FT |           |
|-----------------------------|---------|----------------------------|--------|----------------------------|-----------|---------------------------|-----------|
| NM                          | KM      | KM                         | NM     | FT                         | M         | M                         | FT        |
| 500                         | 926.000 | 500                        | 269.98 | 5 000                      | 1 524.000 | 5 000                     | 16 404.20 |
|                             |         |                            |        | 6 000                      | 1 828.800 |                           |           |
|                             |         |                            |        | 7 000                      | 2 133.600 |                           |           |
|                             |         |                            |        | 8 000                      | 2 438.400 |                           |           |
|                             |         |                            |        | 9 000                      | 2 743.200 |                           |           |
|                             |         |                            |        | 10 000                     | 3 048.000 |                           |           |

From decimal minutes of an arc to seconds of an arc.

| MIN  | SEC  | MIN  | SEC  | MIN  | SEC  | MIN  | SEC  |
|------|------|------|------|------|------|------|------|
| 0.01 | 0.6  | 0.26 | 15.6 | 0.51 | 30.6 | 0.76 | 45.6 |
| 0.02 | 1.2  | 0.27 | 16.2 | 0.52 | 31.2 | 0.77 | 46.2 |
| 0.03 | 1.8  | 0.28 | 16.8 | 0.53 | 31.8 | 0.78 | 46.8 |
| 0.04 | 2.4  | 0.29 | 17.4 | 0.54 | 32.4 | 0.79 | 47.4 |
| 0.05 | 3.0  | 0.30 | 18.0 | 0.55 | 33.0 | 0.80 | 48.0 |
| 0.06 | 3.6  | 0.31 | 18.6 | 0.56 | 33.6 | 0.81 | 48.6 |
| 0.07 | 4.2  | 0.32 | 19.2 | 0.57 | 34.2 | 0.82 | 49.2 |
| 0.08 | 4.8  | 0.33 | 19.8 | 0.58 | 34.8 | 0.83 | 49.8 |
| 0.09 | 5.4  | 0.34 | 20.4 | 0.59 | 35.4 | 0.84 | 50.4 |
| 0.10 | 6.0  | 0.35 | 21.0 | 0.60 | 36.0 | 0.85 | 51.0 |
| 0.11 | 6.6  | 0.36 | 21.6 | 0.61 | 36.6 | 0.86 | 51.6 |
| 0.12 | 7.2  | 0.37 | 22.2 | 0.62 | 37.2 | 0.87 | 52.2 |
| 0.13 | 7.8  | 0.38 | 22.8 | 0.63 | 37.8 | 0.88 | 52.8 |
| 0.14 | 8.4  | 0.39 | 23.4 | 0.64 | 38.4 | 0.89 | 43.4 |
| 0.15 | 9.0  | 0.40 | 24.0 | 0.65 | 39.0 | 0.90 | 54.0 |
| 0.16 | 9.6  | 0.41 | 24.6 | 0.66 | 39.6 | 0.91 | 54.6 |
| 0.17 | 10.2 | 0.42 | 25.2 | 0.67 | 40.2 | 0.92 | 55.2 |
| 0.18 | 10.8 | 0.43 | 25.8 | 0.68 | 40.8 | 0.93 | 55.8 |
| 0.19 | 11.4 | 0.44 | 26.4 | 0.69 | 41.4 | 0.94 | 56.4 |
| 0.20 | 12.0 | 0.45 | 27.0 | 0.70 | 42.0 | 0.95 | 57.0 |
| 0.21 | 12.6 | 0.46 | 27.6 | 0.71 | 42.6 | 0.96 | 57.6 |
| 0.22 | 13.2 | 0.47 | 28.2 | 0.72 | 43.2 | 0.97 | 58.2 |
| 0.23 | 13.8 | 0.48 | 28.8 | 0.73 | 43.8 | 0.98 | 58.8 |

| MIN  | SEC  | MIN  | SEC  | MIN  | SEC  | MIN  | SEC  |
|------|------|------|------|------|------|------|------|
| 0.24 | 14.4 | 0.49 | 29.4 | 0.74 | 44.4 | 0.99 | 59.4 |
| 0.25 | 15.0 | 0.50 | 30.0 | 0.75 | 45.0 |      |      |

From seconds of an arc to decimal minutes of an arc

| SEC | MIN  | SEC | MIN  | SEC | MIN  | SEC | MIN  |
|-----|------|-----|------|-----|------|-----|------|
| 1   | 0.02 | 16  | 0.27 | 31  | 0.52 | 46  | 0.77 |
| 2   | 0.03 | 17  | 0.28 | 32  | 0.53 | 47  | 0.78 |
| 3   | 0.05 | 18  | 0.30 | 33  | 0.55 | 48  | 0.80 |
| 4   | 0.07 | 19  | 0.32 | 34  | 0.57 | 49  | 0.82 |
| 5   | 0.08 | 20  | 0.33 | 35  | 0.58 | 50  | 0.83 |
| 6   | 0.10 | 21  | 0.35 | 36  | 0.60 | 51  | 0.85 |
| 7   | 0.12 | 22  | 0.37 | 37  | 0.62 | 52  | 0.87 |
| 8   | 0.13 | 23  | 0.38 | 38  | 0.63 | 53  | 0.88 |
| 9   | 0.15 | 24  | 0.40 | 39  | 0.65 | 54  | 0.90 |
| 10  | 0.17 | 25  | 0.42 | 40  | 0.67 | 55  | 0.92 |
| 11  | 0.18 | 26  | 0.43 | 41  | 0.68 | 56  | 0.93 |
| 12  | 0.20 | 27  | 0.45 | 42  | 0.70 | 57  | 0.95 |
| 13  | 0.22 | 28  | 0.47 | 43  | 0.72 | 58  | 0.97 |
| 14  | 0.24 | 29  | 0.48 | 44  | 0.73 | 59  | 0.98 |
| 15  | 0.25 | 30  | 0.50 | 45  | 0.75 |     |      |

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## GEN 2.7 SUNRISE/SUNSET TABLES

### 1. General

1.1 The tables on the following pages have been prepared by Namibia Meteorological Services and are reproduced here with their permission.

1.2 The times given in the tables are in UTC, beginning from nautical twilight (Sun 12° below the horizon), civil twilight (Sun 6° below the horizon), sunrise, sunset, civil twilight and nautical twilight.

1.3 The tables are calculated for the year 2020, which is used as an “average year” for the years 2016 to 2025. In this period, the times on an arbitrary date and place will deviate less than 2 minutes from the times on the same date and place in the “average year”.

#### Note:

Only the tables for Hosea Kutako International Airport are listed and information on other main Airports will be available Namibia Metereological Service.

The tables given as example are for:

Hosea Kutako INTL Airport      22°28'47"S 017°28'15"E

**Sunrise-Sunset Tables for Hosea Kutako INTL Airport**

| Hosea Kutako INTL Airport (FYWH),<br>222847S 0172815E (All times UTC) |               |       |              |             |       |               | Hosea Kutako INTL Airport (FYWH),<br>222847S 0172815E (All times UTC) |               |       |              |             |       |               |
|---|---------------|-------|--------------|-------------|-------|---------------|---|---------------|-------|--------------|-------------|-------|---------------|
| Twilight  |               |       | Twilight     |             |       |               | Twilight  |               |       | Twilight     |             |       |               |
| Date  | Nau-<br>tical | Civil | Sun-<br>rise | Sun-<br>set | Civil | Nau-<br>tical | Date  | Nau-<br>tical | Civil | Sun-<br>rise | Sun-<br>set | Civil | Nau-<br>tical |
| <b>DECEMBER</b>   |               |       |              |             |       |               | <b>JANUARY</b>  |               |       |              |             |       |               |
| 01  | 0304          | 0333  | 0358         | 1722        | 1747  | 1817          | 01  | 0315          | 0345  | 0410         | 1739        | 1804  | 1834          |
| 02  | 0304          | 0333  | 0358         | 1723        | 1748  | 1818          | 02  | 0315          | 0345  | 0410         | 1740        | 1805  | 1834          |
| 03  | 0304          | 0333  | 0358         | 1724        | 1749  | 1818          | 03  | 0316          | 0346  | 0411         | 1740        | 1805  | 1835          |
| 04  | 0304          | 0333  | 0358         | 1725        | 1749  | 1819          | 04  | 0317          | 0347  | 0412         | 1740        | 1805  | 1835          |
| 05  | 0304          | 0333  | 0358         | 1725        | 1750  | 1820          | 05  | 0317          | 0347  | 0412         | 1740        | 1805  | 1835          |
| 06  | 0304          | 0334  | 0358         | 1726        | 1751  | 1821          | 06  | 0318          | 0348  | 0413         | 1741        | 1805  | 1835          |
| 07  | 0304          | 0334  | 0359         | 1726        | 1751  | 1821          | 07  | 0319          | 0349  | 0414         | 1741        | 1806  | 1835          |
| 08  | 0304          | 0334  | 0359         | 1727        | 1752  | 1822          | 08  | 0320          | 0349  | 0414         | 1741        | 1806  | 1835          |
| 09  | 0304          | 0334  | 0359         | 1728        | 1753  | 1823          | 09  | 0320          | 0350  | 0415         | 1741        | 1806  | 1835          |
| 10  | 0304          | 0334  | 0359         | 1728        | 1753  | 1823          | 10  | 0321          | 0351  | 0416         | 1741        | 1806  | 1836          |
| 11  | 0305          | 0335  | 0400         | 1729        | 1754  | 1824          | 11  | 0322          | 0351  | 0416         | 1741        | 1806  | 1836          |
| 12  | 0305          | 0335  | 0400         | 1730        | 1755  | 1825          | 12  | 0323          | 0352  | 0417         | 1741        | 1806  | 1835          |
| 13  | 0305          | 0335  | 0400         | 1730        | 1755  | 1825          | 13  | 0324          | 0353  | 0418         | 1741        | 1806  | 1835          |
| 14  | 0305          | 0335  | 0400         | 1731        | 1756  | 1826          | 14  | 0324          | 0354  | 0418         | 1741        | 1806  | 1835          |
| 15  | 0306          | 0336  | 0401         | 1731        | 1757  | 1827          | 15  | 0325          | 0355  | 0419         | 1741        | 1806  | 1835          |
| 16  | 0306          | 0336  | 0401         | 1732        | 1757  | 1827          | 16  | 0326          | 0355  | 0420         | 1741        | 1806  | 1835          |
| 17  | 0306          | 0336  | 0402         | 1733        | 1758  | 1828          | 17  | 0327          | 0356  | 0421         | 1741        | 1806  | 1835          |
| 18  | 0307          | 0337  | 0402         | 1733        | 1758  | 1828          | 18  | 0328          | 0357  | 0421         | 1741        | 1806  | 1835          |
| 19  | 0307          | 0337  | 0402         | 1734        | 1759  | 1829          | 19  | 0329          | 0358  | 0423         | 1741        | 1805  | 1834          |
| 20  | 0308          | 0338  | 0403         | 1734        | 1759  | 1829          | 20  | 0329          | 0358  | 0423         | 1741        | 1805  | 1834          |
| 21  | 0308          | 0338  | 0403         | 1735        | 1800  | 1830          | 21  | 0330          | 0359  | 0423         | 1741        | 1805  | 1834          |
| 22  | 0309          | 0339  | 0404         | 1735        | 1800  | 1830          | 22  | 0331          | 0400  | 0424         | 1741        | 1805  | 1834          |
| 23  | 0309          | 0339  | 0404         | 1736        | 1801  | 1831          | 23  | 0332          | 0401  | 0425         | 1741        | 1805  | 1834          |
| 24  | 0310          | 0340  | 0405         | 1736        | 1801  | 1831          | 24  | 0333          | 0401  | 0426         | 1740        | 1805  | 1833          |
| 25  | 0310          | 0340  | 0405         | 1737        | 1802  | 1832          | 25  | 0333          | 0402  | 0426         | 1740        | 1804  | 1833          |
| 26  | 0311          | 0341  | 0406         | 1737        | 1802  | 1832          | 26  | 0334          | 0403  | 0427         | 1740        | 1804  | 1833          |
| 27  | 0311          | 0341  | 0407         | 1737        | 1803  | 1833          | 27  | 0335          | 0404  | 0428         | 1740        | 1804  | 1832          |
| 28  | 0312          | 0342  | 0407         | 1738        | 1803  | 1833          | 28  | 0336          | 0404  | 0428         | 1739        | 1803  | 1832          |

| Hosea Kutako INTL Airport (FYWH),<br>222847S 0172815E (All times UTC) |               |       |              |             |       |               | Hosea Kutako INTL Airport (FYWH),<br>222847S 0172815E (All times UTC) |               |       |              |             |       |               |
|---|---------------|-------|--------------|-------------|-------|---------------|---|---------------|-------|--------------|-------------|-------|---------------|
| Twilight  |               |       | Twilight     |             |       |               | Twilight  |               |       | Twilight     |             |       |               |
| Date  | Nau-<br>tical | Civil | Sun-<br>rise | Sun-<br>set | Civil | Nau-<br>tical | Date  | Nau-<br>tical | Civil | Sun-<br>rise | Sun-<br>set | Civil | Nau-<br>tical |
| 29  | 0313          | 0343  | 0408         | 1738        | 1803  | 1833          | 29  | 0337          | 0405  | 0429         | 1739        | 1803  | 1831          |
| 30  | 0313          | 0343  | 0408         | 1739        | 1804  | 1834          | 30  | 0337          | 0406  | 0430         | 1739        | 1803  | 1831          |
| 31  | 0314          | 0344  | 0409         | 1739        | 1804  | 1834          | 31  | 0338          | 0407  | 0430         | 1738        | 1802  | 1830          |
| <b>FEBRUARY</b>   |               |       |              |             |       |               | <b>MARCH</b>  |               |       |              |             |       |               |
| 01  | 0339          | 0407  | 0431         | 1738        | 1802  | 1830          | 01  | 0358          | 0425  | 0447         | 1719        | 1742  | 1808          |
| 02  | 0340          | 0408  | 0432         | 1738        | 1801  | 1829          | 02  | 0359          | 0425  | 0448         | 1718        | 1741  | 1807          |
| 03  | 0341          | 0409  | 0432         | 1737        | 1801  | 1829          | 03  | 0359          | 0426  | 0448         | 1717        | 1740  | 1806          |
| 04  | 0341          | 0409  | 0433         | 1737        | 1800  | 1828          | 04  | 0400          | 0426  | 0449         | 1717        | 1739  | 1806          |
| 05  | 0342          | 0410  | 0434         | 1736        | 1800  | 1828          | 05  | 0400          | 0427  | 0449         | 1716        | 1738  | 1805          |
| 06  | 0343          | 0411  | 0434         | 1736        | 1759  | 1827          | 06  | 0401          | 0427  | 0450         | 1715        | 1737  | 1804          |
| 07  | 0344          | 0411  | 0435         | 1735        | 1758  | 1826          | 07  | 0401          | 0427  | 0450         | 1714        | 1736  | 1803          |
| 08  | 0344          | 0412  | 0436         | 1735        | 1758  | 1825          | 08  | 0402          | 0428  | 0450         | 1713        | 1735  | 1802          |
| 09  | 0345          | 0413  | 0436         | 1734        | 1758  | 1825          | 09  | 0402          | 0428  | 0451         | 1712        | 1735  | 1801          |
| 10  | 0346          | 0413  | 0437         | 1734        | 1757  | 1825          | 10  | 0402          | 0429  | 0451         | 1711        | 1734  | 1800          |
| 11  | 0346          | 0414  | 0437         | 1733        | 1756  | 1824          | 11  | 0403          | 0429  | 0452         | 1710        | 1733  | 1759          |
| 12  | 0347          | 0415  | 0438         | 1732        | 1756  | 1823          | 12  | 0403          | 0430  | 0452         | 1709        | 1732  | 1758          |
| 13  | 0348          | 0415  | 0439         | 1732        | 1755  | 1822          | 13  | 0404          | 0430  | 0452         | 1708        | 1731  | 1757          |
| 14  | 0349          | 0416  | 0439         | 1731        | 1754  | 1822          | 14  | 0404          | 0430  | 0453         | 1707        | 1730  | 1756          |
| 15  | 0349          | 0417  | 0440         | 1731        | 1754  | 1821          | 15  | 0405          | 0431  | 0453         | 1706        | 1729  | 1755          |
| 16  | 0350          | 0417  | 0440         | 1730        | 1753  | 1820          | 16  | 0405          | 0431  | 0454         | 1706        | 1728  | 1754          |
| 17  | 0351          | 0418  | 0441         | 1729        | 1752  | 1819          | 17  | 0405          | 0432  | 0454         | 1705        | 1727  | 1753          |
| 18  | 0351          | 0418  | 0441         | 1728        | 1752  | 1819          | 18  | 0406          | 0432  | 0454         | 1704        | 1726  | 1752          |
| 19  | 0352          | 0419  | 0442         | 1728        | 1751  | 1818          | 19  | 0406          | 0432  | 0455         | 1703        | 1725  | 1751          |
| 20  | 0352          | 0420  | 0443         | 1727        | 1750  | 1817          | 20  | 0407          | 0433  | 0455         | 1702        | 1724  | 1750          |
| 21  | 0353          | 0420  | 0443         | 1726        | 1749  | 1816          | 21  | 0407          | 0433  | 0455         | 1701        | 1723  | 1749          |
| 22  | 0354          | 0421  | 0444         | 1726        | 1748  | 1815          | 22  | 0407          | 0433  | 0456         | 1700        | 1722  | 1748          |
| 23  | 0354          | 0421  | 0444         | 1725        | 1748  | 1815          | 23  | 0408          | 0434  | 0456         | 1659        | 1721  | 1747          |
| 24  | 0355          | 0422  | 0445         | 1724        | 1747  | 1814          | 24  | 0408          | 0434  | 0456         | 1658        | 1720  | 1746          |
| 25  | 0355          | 0422  | 0445         | 1723        | 1746  | 1813          | 25  | 0408          | 0434  | 0457         | 1657        | 1719  | 1745          |
| 26  | 0356          | 0423  | 0446         | 1722        | 1745  | 1812          | 26  | 0409          | 0435  | 0457         | 1656        | 1718  | 1744          |
| 27  | 0357          | 0423  | 0446         | 1722        | 1744  | 1811          | 27  | 0409          | 0435  | 0458         | 1655        | 1717  | 1743          |

| Hosea Kutako INTL Airport (FYWH),<br>222847S 0172815E (All times UTC) |               |       |              |             |       |               | Hosea Kutako INTL Airport (FYWH),<br>222847S 0172815E (All times UTC) |               |       |              |             |       |               |
|---|---------------|-------|--------------|-------------|-------|---------------|---|---------------|-------|--------------|-------------|-------|---------------|
| Twilight  |               |       | Twilight     |             |       |               | Twilight  |               |       | Twilight     |             |       |               |
| Date  | Nau-<br>tical | Civil | Sun-<br>rise | Sun-<br>set | Civil | Nau-<br>tical | Date  | Nau-<br>tical | Civil | Sun-<br>rise | Sun-<br>set | Civil | Nau-<br>tical |
| 28  | 0357          | 0424  | 0447         | 1721        | 1743  | 1810          | 28  | 0409          | 0435  | 0458         | 1654        | 1716  | 1742          |
| 29  | 0358          | 0424  | 0447         | 1720        | 1743  | 1809          | 29  | 0410          | 0436  | 0458         | 1653        | 1716  | 1742          |
|   |               |       |              |             |       |               | 30  | 0410          | 0436  | 0459         | 1652        | 1715  | 1741          |
|   |               |       |              |             |       |               | 31  | 0410          | 0437  | 0459         | 1651        | 1714  | 1740          |
| <b>APRIL</b>  |               |       |              |             |       |               | <b>MAY</b>  |               |       |              |             |       |               |
| 01  | 0411          | 0437  | 0459         | 1651        | 1713  | 1739          | 01  | 0420          | 0447  | 0510         | 1626        | 1649  | 1716          |
| 02  | 0411          | 0437  | 0459         | 1650        | 1712  | 1738          | 02  | 0421          | 0447  | 0511         | 1625        | 1648  | 1715          |
| 03  | 0411          | 0437  | 0500         | 1649        | 1712  | 1738          | 03  | 0421          | 0448  | 0511         | 1625        | 1648  | 1715          |
| 04  | 0412          | 0438  | 0500         | 1648        | 1711  | 1737          | 04  | 0421          | 0448  | 0511         | 1624        | 1647  | 1714          |
| 05  | 0412          | 0438  | 0500         | 1647        | 1710  | 1736          | 05  | 0422          | 0449  | 0512         | 1623        | 1647  | 1714          |
| 06  | 0412          | 0438  | 0501         | 1646        | 1709  | 1735          | 06  | 0422          | 0449  | 0512         | 1623        | 1646  | 1713          |
| 07  | 0413          | 0439  | 0501         | 1645        | 1709  | 1734          | 07  | 0423          | 0449  | 0513         | 1622        | 1646  | 1713          |
| 08  | 0413          | 0439  | 0501         | 1645        | 1707  | 1733          | 08  | 0423          | 0450  | 0513         | 1622        | 1645  | 1712          |
| 09  | 0413          | 0439  | 0502         | 1644        | 1706  | 1732          | 09  | 0423          | 0450  | 0514         | 1621        | 1645  | 1712          |
| 10  | 0414          | 0440  | 0502         | 1643        | 1705  | 1731          | 10  | 0424          | 0451  | 0514         | 1621        | 1644  | 1711          |
| 11  | 0414          | 0440  | 0503         | 1642        | 1704  | 1731          | 11  | 0424          | 0451  | 0515         | 1620        | 1644  | 1711          |
| 12  | 0414          | 0440  | 0503         | 1641        | 1704  | 1730          | 12  | 0424          | 0451  | 0515         | 1620        | 1643  | 1710          |
| 13  | 0414          | 0441  | 0503         | 1640        | 1703  | 1729          | 13  | 0425          | 0452  | 0515         | 1619        | 1643  | 1710          |
| 14  | 0415          | 0441  | 0504         | 1639        | 1702  | 1728          | 14  | 0425          | 0452  | 0516         | 1619        | 1642  | 1710          |
| 15  | 0415          | 0441  | 0504         | 1638        | 1701  | 1727          | 15  | 0425          | 0453  | 0516         | 1618        | 1642  | 1709          |
| 16  | 0415          | . The | 0504         | 1638        | 1700  | 1726          | 16  | 0426          | 0453  | 0517         | 1618        | 1642  | 1709          |
| 17  | 0416          | 0442  | 0505         | 1637        | 1659  | 1726          | 17  | 0426          | 0453  | 0517         | 1618        | 1641  | 1709          |
| 18  | 0416          | 0442  | 0505         | 1636        | 1659  | 1725          | 18  | 0427          | 0454  | 0518         | 1617        | 1641  | 1708          |
| 19  | 0416          | 0443  | 0505         | 1635        | 1658  | 1724          | 19  | 0427          | 0454  | 0518         | 1617        | 1641  | 1708          |
| 20  | 0417          | 0443  | 0506         | 1634        | 1657  | 1723          | 20  | 0427          | 0455  | 0519         | 1617        | 1640  | 1708          |
| 21  | 0417          | 0443  | 0506         | 1633        | 1656  | 1723          | 21  | 0428          | 0455  | 0519         | 1616        | 1640  | 1707          |
| 22  | 0417          | 0444  | 0507         | 1633        | 1656  | 1722          | 22  | 0428          | 0455  | 0519         | 1616        | 1640  | 1707          |
| 23  | 0418          | 0444  | 0507         | 1632        | 1655  | 1721          | 23  | 0428          | 0456  | 0520         | 1616        | 1640  | 1707          |
| 24  | 0418          | 0444  | 0507         | 1631        | 1654  | 1720          | 24  | 0429          | 0456  | 0520         | 1615        | 1639  | 1707          |
| 25  | 0418          | 0445  | 0508         | 1630        | 1653  | 1720          | 25  | 0429          | 0457  | 0521         | 1615        | 1639  | 1707          |
| 26  | 0419          | 0445  | 0508         | 1630        | 1653  | 1719          | 26  | 0430          | 0457  | 0521         | 1615        | 1639  | 1707          |

| Hosea Kutako INTL Airport (FYWH),<br>222847S 0172815E (All times UTC) |               |       |              |             |       |               | Hosea Kutako INTL Airport (FYWH),<br>222847S 0172815E (All times UTC) |               |       |              |             |       |               |
|---|---------------|-------|--------------|-------------|-------|---------------|---|---------------|-------|--------------|-------------|-------|---------------|
| Twilight  |               |       | Twilight     |             |       |               | Twilight  |               |       | Twilight     |             |       |               |
| Date  | Nau-<br>tical | Civil | Sun-<br>rise | Sun-<br>set | Civil | Nau-<br>tical | Date  | Nau-<br>tical | Civil | Sun-<br>rise | Sun-<br>set | Civil | Nau-<br>tical |
| 27  | 0419          | 0446  | 0509         | 1629        | 1652  | 1718          | 27  | 0430          | 0458  | 0522         | 1615        | 1639  | 1706          |
| 28  | 0419          | 0446  | 0509         | 1628        | 1651  | 1718          | 28  | 0430          | 0458  | 0522         | 1615        | 1639  | 1706          |
| 29  | 0420          | 0446  | 0509         | 1628        | 1651  | 1717          | 29  | 0431          | 0458  | 0522         | 1614        | 1639  | 1706          |
| 30  | 0420          | 0447  | 0510         | 1627        | 1650  | 1717          | 30  | 0431          | 0459  | 0523         | 1614        | 1638  | 1706          |
|   |               |       |              |             |       |               | 31  | 0431          | 0459  | 0523         | 1614        | 1638  | 1706          |
| <b>JUNE</b>   |               |       |              |             |       |               | <b>JULY</b>   |               |       |              |             |       |               |
| 01  | 0432          | 0500  | 0524         | 1614        | 1638  | 1706          | 01  | 0440          | 0508  | 0532         | 1618        | 1643  | 1711          |
| 02  | 0432          | 0500  | 0524         | 1614        | 1638  | 1706          | 02  | 0440          | 0508  | 0532         | 1619        | 1643  | 1711          |
| 03  | 0433          | 0501  | 0525         | 1614        | 1638  | 1706          | 03  | 0440          | 0508  | 0532         | 1619        | 1643  | 1711          |
| 04  | 0433          | 0501  | 0525         | 1614        | 1638  | 1706          | 04  | 0440          | 0508  | 0532         | 1619        | 1644  | 1712          |
| 05  | 0433          | 0501  | 0526         | 1614        | 1638  | 1706          | 05  | 0440          | 0508  | 0532         | 1620        | 1644  | 1712          |
| 06  | 0434          | 0502  | 0526         | 1614        | 1638  | 1706          | 06  | 0440          | 0508  | 0532         | 1620        | 1645  | 1712          |
| 07  | 0434          | 0502  | 0526         | 1614        | 1638  | 1706          | 07  | 0440          | 0508  | 0532         | 1621        | 1645  | 1713          |
| 08  | 0434          | 0502  | 0527         | 1614        | 1638  | 1706          | 08  | 0440          | 0508  | 0532         | 1621        | 1645  | 1713          |
| 09  | 0435          | 0503  | 0527         | 1614        | 1638  | 1706          | 09  | 0440          | 0507  | 0532         | 1621        | 1646  | 1713          |
| 10  | 0435          | 0503  | 0527         | 1614        | 1638  | 1706          | 10  | 0440          | 0507  | 0532         | 1622        | 1646  | 1714          |
| 11  | 0435          | 0503  | 0528         | 1614        | 1638  | 1706          | 11  | 0440          | 0507  | 0532         | 1622        | 1646  | 1714          |
| 12  | 0436          | 0504  | 0528         | 1614        | 1639  | 1706          | 12  | 0440          | 0507  | 0531         | 1622        | 1647  | 1714          |
| 13  | 0436          | 0504  | 0528         | 1614        | 1639  | 1707          | 13  | 0439          | 0507  | 0531         | 1623        | 1647  | 1715          |
| 14  | 0436          | 0504  | 0529         | 1614        | 1639  | 1707          | 14  | 0439          | 0507  | 0531         | 1623        | 1647  | 1715          |
| 15  | 0437          | 0505  | 0529         | 1614        | 1639  | 1707          | 15  | 0439          | 0507  | 0531         | 1624        | 1648  | 1715          |
| 16  | 0437          | 0505  | 0529         | 1615        | 1639  | 1707          | 16  | 0439          | 0507  | 0531         | 1624        | 1648  | 1716          |
| 17  | 0437          | 0505  | 0530         | 1615        | 1639  | 1707          | 17  | 0439          | 0506  | 0530         | 1624        | 1649  | 1716          |
| 18  | 0437          | 0505  | 0530         | 1615        | 1639  | 1707          | 18  | 0439          | 0506  | 0530         | 1625        | 1649  | 1716          |
| 19  | 0438          | 0506  | 0530         | 1615        | 1640  | 1708          | 19  | 0438          | 0506  | 0530         | 1625        | 1649  | 1717          |
| 20  | 0438          | 0506  | 0530         | 1615        | 1640  | 1708          | 20  | 0438          | 0506  | 0530         | 1626        | 1650  | 1717          |
| 21  | 0438          | 0506  | 0531         | 1616        | 1640  | 1708          | 21  | 0438          | 0505  | 0529         | 1626        | 1650  | 1717          |
| 22  | 0438          | 0506  | 0531         | 1616        | 1640  | 1708          | 22  | 0438          | 0505  | 0529         | 1627        | 1650  | 1718          |
| 23  | 0439          | 0506  | 0531         | 1616        | 1641  | 1709          | 23  | 0437          | 0505  | 0529         | 1627        | 1651  | 1718          |
| 24  | 0439          | 0507  | 0531         | 1616        | 1641  | 1709          | 24  | 0437          | 0504  | 0528         | 1627        | 1651  | 1719          |
| 25  | 0439          | 0507  | 0531         | 1617        | 1641  | 1709          | 25  | 0437          | 0504  | 0528         | 1628        | 1652  | 1719          |

| Hosea Kutako INTL Airport (FYWH),<br>222847S 0172815E (All times UTC) |               |       |              |             |       |               | Hosea Kutako INTL Airport (FYWH),<br>222847S 0172815E (All times UTC) |               |       |              |             |       |               |
|---|---------------|-------|--------------|-------------|-------|---------------|---|---------------|-------|--------------|-------------|-------|---------------|
| Twilight  |               |       | Twilight     |             |       |               | Twilight  |               |       | Twilight     |             |       |               |
| Date  | Nau-<br>tical | Civil | Sun-<br>rise | Sun-<br>set | Civil | Nau-<br>tical | Date  | Nau-<br>tical | Civil | Sun-<br>rise | Sun-<br>set | Civil | Nau-<br>tical |
| 26  | 0439          | 0507  | 0531         | 1617        | 1641  | 1709          | 26  | 0436          | 0504  | 0527         | 1628        | 1652  | 1719          |
| 27  | 0439          | 0507  | 0532         | 1617        | 1642  | 1710          | 27  | 0436          | 0503  | 0527         | 1629        | 1652  | 1720          |
| 28  | 0439          | 0507  | 0532         | 1617        | 1642  | 1710          | 28  | 0436          | 0503  | 0527         | 1629        | 1653  | 1720          |
| 29  | 0439          | 0507  | 0532         | 1618        | 1642  | 1710          | 29  | 0435          | 0502  | 0526         | 1629        | 1653  | 1720          |
| 30  | 0440          | 0507  | 0532         | 1618        | 1643  | 1710          | 30  | 0435          | 0502  | 0526         | 1630        | 1653  | 1721          |
|   |               |       |              |             |       |               | 31  | 0434          | 0502  | 0525         | 1630        | 1654  | 1721          |
| <b>AUGUST</b>   |               |       |              |             |       |               | <b>SEPTEMBER</b>  |               |       |              |             |       |               |
| 1   | 0434          | 0501  | 0525         | 1631        | 1654  | 1721          | 01  | 0412          | 0439  | 0501         | 1641        | 1704  | 1730          |
| 2   | 0434          | 0501  | 0524         | 1631        | 1655  | 1721          | 02  | 0412          | 0438  | 0500         | 1642        | 1704  | 1730          |
| 3   | 0433          | 0500  | 0523         | 1631        | 1655  | 1722          | 03  | 0411          | 0437  | 0459         | 1642        | 1704  | 1730          |
| 4   | 0433          | 0459  | 0523         | 1632        | 1655  | 1722          | 04  | 0410          | 0436  | 0458         | 1642        | 1705  | 1731          |
| 5   | 0432          | 0459  | 0522         | 1632        | 1656  | 1722          | 05  | 0409          | 0435  | 0457         | 1642        | 1705  | 1731          |
| 6   | 0432          | 0458  | 0522         | 1633        | 1656  | 1723          | 06  | 0408          | 0434  | 0456         | 1643        | 1705  | 1731          |
| 7   | 0431          | 0458  | 0521         | 1633        | 1656  | 1723          | 07  | 0407          | 0433  | 0455         | 1643        | 1706  | 1732          |
| 8   | 0430          | 0457  | 0520         | 1633        | 1657  | 1723          | 08  | 0406          | 0432  | 0454         | 1643        | 1706  | 1732          |
| 9   | 0430          | 0457  | 0520         | 1634        | 1657  | 1724          | 09  | 0405          | 0431  | 0453         | 1644        | 1706  | 1732          |
| 10  | 0429          | 0456  | 0519         | 1634        | 1657  | 1724          | 10  | 0404          | 0430  | 0452         | 1644        | 1706  | 1732          |
| 11  | 0429          | 0455  | 0518         | 1634        | 1658  | 1724          | 11  | 0403          | 0429  | 0451         | 1644        | 1707  | 1733          |
| 12  | 0428          | 0455  | 0518         | 1635        | 1658  | 1725          | 12  | 0402          | 0428  | 0450         | 1644        | 1707  | 1733          |
| 13  | 0427          | 0454  | 0517         | 1635        | 1658  | 1725          | 13  | 0401          | 0427  | 0449         | 1645        | 1707  | 1733          |
| 14  | 0427          | 0453  | 0516         | 1636        | 1659  | 1725          | 14  | 0400          | 0426  | 0448         | 1645        | 1707  | 1733          |
| 15  | 0426          | 0452  | 0516         | 1636        | 1659  | 1725          | 15  | 0359          | 0425  | 0447         | 1645        | 1708  | 1734          |
| 16  | 0425          | 0452  | 0515         | 1636        | 1659  | 1726          | 16  | 0358          | 0424  | 0446         | 1646        | 1708  | 1734          |
| 17  | 0425          | 0451  | 0514         | 1637        | 1700  | 1726          | 17  | 0357          | 0423  | 0445         | 1646        | 1708  | 1734          |
| 18  | 0424          | 0450  | 0513         | 1637        | 1700  | 1726          | 18  | 0356          | 0422  | 0444         | 1646        | 1709  | 1735          |
| 19  | 0423          | 0450  | 0512         | 1637        | 1700  | 1727          | 19  | 0355          | 0421  | 0443         | 1646        | 1709  | 1735          |
| 20  | 0422          | 0449  | 0512         | 1638        | 1700  | 1727          | 20  | 0354          | 0420  | 0442         | 1647        | 1709  | 1735          |
| 21  | 0422          | 0448  | 0511         | 1638        | 1701  | 1727          | 21  | 0353          | 0419  | 0441         | 1647        | 1709  | 1735          |
| 22  | 0421          | 0447  | 0510         | 1638        | 1701  | 1727          | 22  | 0352          | 0418  | 0440         | 1647        | 1710  | 1736          |
| 23  | 0420          | 0446  | 0509         | 1639        | 1701  | 1728          | 23  | 0351          | 0417  | 0439         | 1648        | 1710  | 1736          |
| 24  | 0419          | 0446  | 0508         | 1639        | 1702  | 1728          | 24  | 0350          | 0416  | 0438         | 1648        | 1710  | 1736          |

| Hosea Kutako INTL Airport (FYWH),<br>222847S 0172815E (All times UTC) |               |       |              |             |       |               | Hosea Kutako INTL Airport (FYWH),<br>222847S 0172815E (All times UTC) |               |       |              |             |       |               |
|---|---------------|-------|--------------|-------------|-------|---------------|---|---------------|-------|--------------|-------------|-------|---------------|
| Twilight  |               |       | Twilight     |             |       |               | Twilight  |               |       | Twilight     |             |       |               |
| Date  | Nau-<br>tical | Civil | Sun-<br>rise | Sun-<br>set | Civil | Nau-<br>tical | Date  | Nau-<br>tical | Civil | Sun-<br>rise | Sun-<br>set | Civil | Nau-<br>tical |
| 25  | 0418          | 0445  | 0507         | 1639        | 1702  | 1728          | 25  | 0349          | 0415  | 0437         | 1648        | 1711  | 1737          |
| 26  | 0418          | 0444  | 0507         | 1639        | 1702  | 1728          | 26  | 0348          | 0414  | 0436         | 1649        | 1711  | 1737          |
| 27  | 0417          | 0443  | 0506         | 1640        | 1702  | 1729          | 27  | 0347          | 0413  | 0436         | 1649        | 1711  | 1737          |
| 28  | 0416          | 0442  | 0505         | 1640        | 1703  | 1729          | 28  | 0346          | 0412  | 0435         | 1649        | 1712  | 1738          |
| 29  | 0415          | 0441  | 0504         | 1640        | 1703  | 1729          | 29  | 0345          | 0411  | 0434         | 1649        | 1712  | 1738          |
| 30  | 0414          | 0440  | 0503         | 1641        | 1703  | 1729          | 30  | 0344          | 0410  | 0433         | 1650        | 1712  | 1738          |
| 31  | 0413          | 0439  | 0502         | 1641        | 1704  | 1730          |   |               |       |              |             |       |               |
| <b>OCTOBER</b>  |               |       |              |             |       |               | <b>NOVEMBER</b>   |               |       |              |             |       |               |
| 01  | 0343          | 0409  | 0432         | 1650        | 1713  | 1739          | 01  | 0315          | 0343  | 0406         | 1704        | 1727  | 1755          |
| 02  | 0342          | 0408  | 0431         | 1650        | 1713  | 1739          | 02  | 0314          | 0342  | 0406         | 1704        | 1728  | 1755          |
| 03  | 0341          | 0407  | 0430         | 1651        | 1713  | 1740          | 03  | 0314          | 0342  | 0405         | 1705        | 1728  | 1756          |
| 04  | 0340          | 0406  | 0429         | 1651        | 1714  | 1740          | 04  | 0313          | 0341  | 0404         | 1705        | 1729  | 1757          |
| 05  | 0339          | 0405  | 0428         | 1651        | 1714  | 1740          | 05  | 0312          | 0340  | 0404         | 1706        | 1730  | 1757          |
| 06  | 0338          | 0404  | 0427         | 1652        | 1714  | 1741          | 06  | 0312          | 0340  | 0403         | 1706        | 1730  | 1758          |
| 07  | 0337          | 0403  | 0426         | 1652        | 1715  | 1741          | 07  | 0311          | 0339  | 0403         | 1707        | 1731  | 1759          |
| 08  | 0336          | 0402  | 0425         | 1653        | 1715  | 1742          | 08  | 0311          | 0339  | 0402         | 1708        | 1731  | 1800          |
| 09  | 0335          | 0401  | 0424         | 1653        | 1716  | 1742          | 09  | 0310          | 0338  | 0402         | 1708        | 1732  | 1800          |
| 10  | 0334          | 0400  | 0423         | 1653        | 1716  | 1743          | 10  | 0310          | 0338  | 0402         | 1709        | 1733  | 1801          |
| 11  | 0333          | 0400  | 0422         | 1654        | 1716  | 1743          | 11  | 0309          | 0337  | 0401         | 1710        | 1733  | 1802          |
| 12  | 0332          | 0359  | 0421         | 1654        | 1717  | 1743          | 12  | 0308          | 0337  | 0401         | 1710        | 1734  | 1803          |
| 13  | 0331          | 0358  | 0420         | 1654        | 1717  | 1744          | 13  | 0308          | 0336  | 0400         | 1711        | 1735  | 1803          |
| 14  | 0330          | 0357  | 0420         | 1655        | 1718  | 1744          | 14  | 0308          | 0336  | 0400         | 1711        | 1736  | 1804          |
| 15  | 0329          | 0356  | 0419         | 1655        | 1718  | 1745          | 15  | 0307          | 0336  | 0400         | 1712        | 1736  | 1805          |
| 16  | 0328          | 0355  | 0418         | 1656        | 1719  | 1745          | 16  | 0307          | 0335  | 0359         | 1713        | 1737  | 1806          |
| 17  | 0327          | 0354  | 0417         | 1656        | 1719  | 1746          | 17  | 0306          | 0335  | 0359         | 1713        | 1738  | 1806          |
| 18  | 0326          | 0353  | 0416         | 1657        | 1720  | 1746          | 18  | 0306          | 0335  | 0359         | 1714        | 1738  | 1807          |
| 19  | 0326          | 0352  | 0415         | 1657        | 1720  | 1747          | 19  | 0306          | 0334  | 0359         | 1715        | 1739  | 1808          |
| 20  | 0325          | 0352  | 0415         | 1658        | 1720  | 1747          | 20  | 0305          | 0334  | 0359         | 1715        | 1740  | 1809          |
| 21  | 0324          | 0351  | 0414         | 1658        | 1721  | 1748          | 21  | 0305          | 0334  | 0358         | 1716        | 1741  | 1810          |
| 22  | 0323          | 0350  | 0413         | 1658        | 1721  | 1749          | 22  | 0305          | 0334  | 0358         | 1717        | 1741  | 1810          |
| 23  | 0322          | 0349  | 0412         | 1659        | 1722  | 1749          | 23  | 0305          | 0334  | 0358         | 1718        | 1742  | 1811          |

| Hosea Kutako INTL Airport (FYWH),<br>222847S 0172815E (All times UTC) |               |       |              |             |       |               | Hosea Kutako INTL Airport (FYWH),<br>222847S 0172815E (All times UTC) |               |       |              |             |       |               |
|---|---------------|-------|--------------|-------------|-------|---------------|---|---------------|-------|--------------|-------------|-------|---------------|
| Twilight  |               |       | Twilight     |             |       |               | Twilight  |               |       | Twilight     |             |       |               |
| Date  | Nau-<br>tical | Civil | Sun-<br>rise | Sun-<br>set | Civil | Nau-<br>tical | Date  | Nau-<br>tical | Civil | Sun-<br>rise | Sun-<br>set | Civil | Nau-<br>tical |
| 24  | 0321          | 0348  | 0412         | 1659        | 1723  | 1750          | 24  | 0304          | 0333  | 0358         | 1718        | 1743  | 1812          |
| 25  | 0320          | 0348  | 0411         | 1700        | 1723  | 1750          | 25  | 0304          | 0333  | 0358         | 1719        | 1743  | 1813          |
| 26  | 0320          | 0347  | 0410         | 1700        | 1724  | 1751          | 26  | 0304          | 0333  | 0358         | 1720        | 1744  | 1813          |
| 27  | 0319          | 0346  | 0409         | 1701        | 1724  | 1752          | 27  | 0304          | 0333  | 0358         | 1720        | 1745  | 1814          |
| 28  | 0318          | 0345  | 0409         | 1701        | 1725  | 1752          | 28  | 0304          | 0333  | 0358         | 1721        | 1746  | 1815          |
| 29  | 0317          | 0345  | 0408         | 1702        | 1725  | 1753          | 29  | 0304          | 0333  | 0358         | 1722        | 1746  | 1816          |
| 30  | 0317          | 0344  | 0407         | 1702        | 1726  | 1753          | 30  | 0304          | 0333  | 0358         | 1722        | 1747  | 1817          |
| 31  | 0316          | 0343  | 0407         | 1703        | 1726  | 1754          |   |               |       |              |             |       |               |

## GEN 3. SERVICES

### GEN 3.1 AERONAUTICAL INFORMATION SERVICES

#### GEN 3.1.1 Responsible service

1. The Aeronautical Information Service, which forms part of the Namibia Civil Aviation Authority, ensures the flow of information necessary for the safety, regularity, and efficiency of international and national air navigation within the areas of its responsibility as indicated under paragraph 3.1.2 below. It consists of the AIS and an International NOTAM Office (NOF).

2. Aeronautical Information Services  
Namibia Civil Aviation Authority  
Private Bag 12003  
Ausspannplatz  
Windhoek  
Namibia  
Tel: +264 61 702080/1/3/9  
Fax: +264 61 702088  
Email: [aeronautical@ncaa.na](mailto:aeronautical@ncaa.na)  
or [aim@ncaa.na](mailto:aim@ncaa.na)  
AFS: FYWEZPZX  
Website: [www.ncaa.com.na](http://www.ncaa.com.na)

The service is provided in accordance with the provisions contained in ICAO Annex 15 - Aeronautical Information Services. The hours of duty of the AIS are as follows:

MON – FRI: 0300 - 1900  
SAT: 0300 - 1800  
SUN: 0400 - 1900

#### 3. International NOTAM office (NOF)

International NOTAM Office  
Namibia Civil Aviation Authority  
Private Bag 12003  
Ausspannplatz  
Windhoek  
TEL: +26461702080/1/3/9  
Fax: +26461702088  
AFS: FYWHYNYX  
Email: [aeronautical@ncaa.na](mailto:aeronautical@ncaa.na)  
or [aim@ncaa.na](mailto:aim@ncaa.na)

Hours of Operations:

MON-FRI: 0300 - 1900  
SAT: 0300 – 1800  
SUN: 0400 - 1900

Outside AIS hours of operation and in case of emergency, AIS officer on standby to issue NOTAM.

#### GEN 3.1.2 Area of responsibility

The Aeronautical Information Service is responsible for the collection and dissemination of information for the entire territory of Namibia and for the airspace over the high seas encompassed by the Windhoek Flight Information Region (FIR).

#### GEN 3.1.3 Aeronautical publications

1. The aeronautical information is provided in the form of an Aeronautical Information Products on request, consisting of the following elements:

- a) Aeronautical Information Publication (AIP).
- b) AIP Amendment service (AIP AMDT).
- c) AIP Supplement (AIP SUP).
- d) NOTAM
- e) Aeronautical Information Circulars (AIC); and
- f) Aeronautical Charts

#### 2. Aeronautical Information Publication (AIP)

- a) The AIP is the basic aviation document needed primarily to satisfy international requirements for the exchange of permanent aeronautical information and long duration changes essential for air navigation.
- b) The Namibian AIP is published in two (2) volumes.

- c) The AIP is published in loose-leaf form, in English only, for use in international and domestic operations, whether the flight is a commercial or private one.

### 3. AIP Amendment service (AIP AMDT)

Amendments to the AIP are made by means of replacement sheets.

- a) AIRAC AIP Amendment (AIRAC AIP AMDT), issued in accordance with the AIRAC system and identified by a pink cover sheet and the acronym - AIRAC, incorporates operationally significant permanent changes into the AIP on the indicated AIRAC effective date.

A brief description of the subjects affected by the amendment is given on the AIP Amendment cover sheet. New information included on the reprinted AIP pages is annotated or identified by a vertical line in the left margin (or immediately to the left) of the change/addition.

Each AIP and each AIP replacement page introduced by an amendment, including the amendment cover sheet, are dated. The date consists of the day, month (by name) and year of the publication date (regular AIP AMDT) or the AIRAC effective date (AIRAC AIP AMDT) of the information. Each AIP amendment cover sheet includes references to the serial number of those elements, if any, of the Aeronautical Information Products which have been incorporated in the AIP by the amendment and are consequently cancelled.

Each AIRAC AIP AMDT is allocated separate serial numbers which are consecutive and based on the calendar year. The year (indicated by four digits) is a part of the serial number of the amendment, e.g. AIRAC A01/1996.

A checklist of AIP pages containing page number/chart title and the publication or effective date (day, month by name and year) of the information is re-issued with each amendment and is an integral part of the AIP.

### 4. AIP Supplement (AIP SUP)

Temporary changes of long duration (three months and longer) and information of short duration which consist of extensive text and/or graphics, supplementing the permanent information contained

in the AIP, are published as AIP Supplements (AIP SUP). Operationally significant temporary changes to the AIP are published in accordance with the AIRAC system and its established effective dates and are identified clearly by the acronym AIRAC AIP SUP.

AIP Supplements are separated by information subject (General — GEN, En-route — ENR and Aerodromes —AD) and are placed accordingly at the beginning of each AIP part. Supplements are published on yellow paper to be conspicuous and to stand out from the rest of the AIP. Each AIP Supplement (AIRAC) is allocated a serial number, which is consecutive and based on the calendar year preceded by letter 'S', i.e. AIRAC AIP SUP S1/20.

An AIP Supplement is kept in the AIP as long as all or some of its contents remain valid. The period of validity of the information contained in the AIP Supplement will normally be given in the supplement itself. Alternatively, NOTAM may be used to indicate changes to the period of validity or cancellation of the supplement.

The checklist of AIP Supplements currently in force is issued in the monthly printed plain-language list of valid NOTAM.

### 5. NOTAM

NOTAM contain information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential for personnel concerned with flight operations. The text of each NOTAM contains the information in the order shown in the ICAO NOTAM Format and composed of the significations/uniform abbreviated phraseology assigned to the ICAO NOTAM Code complemented by ICAO abbreviations, indicators, identifiers, designators, call signs, frequencies, figures and plain language. NOTAM are originated and issued for Windhoek FIR and are distributed in four series identified by the letters A, B, C and S.

Series A: NOTAM containing information of concern to long or medium range flights and given selected international distribution;

Series B. NOTAM containing full information on all aerodrome/ heliports, facilities and procedures available for use in international civil aviation and given international distribution to adjacent state only;

Series C. NOTAM containing information of all concern to aircraft other than those engaged in international civil aviation and given national distribution only;

**Series S (SNOWTAM).** Information providing a surface condition report notifying the presence or cessation of hazardous conditions due to snow, ice, slush, frost, standing water, or water associated with snow, slush, ice or frost, on the movement area. SNOWTAM are prepared in accordance with PANS-AIM (Doc 10066), Appendix 4, and are issued by the individual aerodrome directly, with separate serial numbers. Details are given in the snow plan in the Aerodrome (AD) Part.

### **6. Aeronautical Information Circulars (AIC)**

An Aeronautical Information Circulars (AICs) contain information on the long-term forecast of any major change in legislation, regulations, procedures or facilities; Information of a purely explanatory or advisory nature liable to affect flight safety; and Information or notification of an explanatory or advisory nature concerning technical, legislative or purely administrative matters. AIC are divided by subject and are issued in two series (A and B). AIC Series A contains information affecting international civil aviation and is given international distribution, while AIC Series B contains information affecting national aviation only and is given national distribution. Each AIC is numbered consecutively within each series on a calendar year basis. The year, indicated by two digits, is a part of the serial number of the AIC, e.g. AIC A 1/20; AIC B 1/20. A checklist of AIC currently in force is issued as an AIC once a year.

### **7. Aeronautical charts**

Aeronautical charts are a visual representation of a portion of the Earth specifically designated to meet the needs of air navigation.

### **8. Sale of publications**

All AIS publications are made available on the NCAA website free of charge. Paper copies and their fees

may be obtained from the Aeronautical Information Services office.

### **GEN 3.1.4 AIRAC system**

1. In order to control and regulate the operationally/significant changes requiring amendments to charts route manuals, etc., such changes, whenever possible, will be issued on pre-determined dates according to the AIRAC system. This type of information will be published as an AIRAC AIP AMDT or an AIRAC AIP SUP. If an AIRAC AIP AMDT or SUP cannot be produced due to lack of time, NOTAM clearly marked AIRAC will be issued. Such NOTAM will immediately be followed by an AMDT or SUP.

2. The table below indicates AIRAC effective dates for the coming years. AIRAC information will be issued so that the information will be received by the user, not later than 28 days, and for major changes not later than 56 days before the effective date. At AIRAC effective date, a trigger NOTAM will be issued giving a brief description of i.e. contents, effective date and reference number of the AIRAC AIP AMDT or AIRAC AIP SUP that will become effective on that date. Trigger NOTAM will remain in force as a reminder in the PIB until the new checklist/summary is issued.

If no information was submitted for publication, at the AIRAC date, a NIL notification will be issued by NOTAM not later than one AIRAC cycle before the AIRAC effective date concerned.

**Schedule of AIRAC effective dates: 2022 – 2028**

| 2022         | 2023         | 2024         | 2025         | 2026         | 2027         | 2028         |
|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| 27 January   | 26 January   | 25 January   | 23 January   | 22 January   | 21 January   | 20 January   |
| 24 February  | 23 February  | 22 February  | 20 February  | 19 February  | 18 February  | 17 February  |
| 24 March     | 23 March     | 21 March     | 20 March     | 19 March     | 18 March     | 16 March     |
| 21 April     | 20 April     | 18 April     | 17 April     | 16 April     | 15 April     | 13 April     |
| 19 May       | 18 May       | 16 May       | 15 May       | 14 May       | 13 May       | 11 May       |
| 16 June      | 15 June      | 13 June      | 12 June      | 11 June      | 10 June      | 08 June      |
| 14 July      | 13 July      | 11 July      | 10 July      | 09 July      | 08 July      | 06 July      |
| 11 August    | 10 August    | 08 August    | 07 August    | 06 August    | 05 August    | 03 August    |
| 08 September | 07 September | 05 September | 04 September | 03 September | 02 September | 31 August    |
| 06 October   | 05 October   | 03 October   | 02 October   | 01 October   | 30 September | 28 September |
| 03 November  | 02 November  | 31 October   | 30 October   | 29 October   | 28 October   | 26 October   |
| 01 December  | 30 November  | 28 November  | 27 November  | 26 November  | 25 November  | 23 November  |
| 29 December  | 28 December  | 26 December  | 25 December  | 24 December  | 23 December  | 21 December  |

**GEN 3.1.5 Pre-flight information service at airports/heliports**

Pre-flight information is available at Airports /Aerodromes as detailed below:

- a) Eros Airport: NOTAM, SNOWTAM, NOTAM Summary, NOTAM Checklist, AIP, AIP Supplement and AIC
- b) Katima Mulilo Aerodrome: NOTAM, SNOWTAM, NOTAM Summary, NOTAM Checklist, AIP, AIP Supplement and AIC
- c) Luderitz Aerodrome: NOTAM, SNOWTAM, NOTAM Summary, NOTAM Checklist, AIP, AIP Supplement and AIC
- d) Ondangwa Aerodrome: NOTAM, SNOWTAM, NOTAM Summary, NOTAM Checklist, AIP, AIP Supplement and AIC
- e) Walvis Bay Airport: NOTAM, SNOWTAM, NOTAM Summary, NOTAM Checklist, AIP, AIP Supplement and AIC
- f) Hosea Kutako International Airport (Windhoek): NOTAM, SNOWTAM, NOTAM Summary, NOTAM Checklist, AIP, AIP Supplement and AIC

**GEN 3.1.6 Digital data sets**

Reserved

## GEN 3.2 AERONAUTICAL CHARTS

### GEN 3.2.1 Responsible services

The Civil Aviation Authority of Namibia provides a wide range of aeronautical charts for use by all types of civil aviation. The AIS produces the charts, which are part of the AIP Topographic maps are produced by the Surveyor General Directorate of Surveys and Mapping, Charts, suitable for pre-flight planning and briefing, are available for reference at Windhoek Eros aerodrome AIS units. (Their addresses can be found under GEN 3.2.3 below.) All aeronautical charts are produced in accordance with the provisions contained in Annex 4 — Aeronautical Charts and DOC 8697 Aeronautical Charts Manual.

### GEN 3.2.2 Maintenance of charts

1. The aeronautical charts included in the AIP are kept up to date by amendments to the AIP. Corrections to aeronautical charts not contained in the AIP are promulgated by AIP Amendments and are listed under GEN 3.2.8. Information concerning the planning for, or issuance of new maps and charts is notified by AIC.
2. If incorrect information detected on published charts is of operational significance, it is corrected by NOTAM.

### GEN 3.2.3 Purchase arrangements

The charts listed under GEN 3.2.5. may be obtained from the:

Namibia Civil Aviation Authority  
Aeronautical Information Services  
Private Bag 12003  
Ausspannplatz  
Windhoek  
Tel: +264 61 702080/85  
Fax: +264 61 702088  
AFS address: FYWEZPZX  
Email: [charts@ncaa.na](mailto:charts@ncaa.na) and [AIM\\_Management@ncaa.na](mailto:AIM_Management@ncaa.na)

### GEN 3.2.4 Aeronautical chart series available

1. The following series of aeronautical charts are produced:
  - a) Aerodrome Chart – ICAO
  - b) En-route Chart – ICAO
  - c) ATC Surveillance Minimum Altitude Chart – ICAO
  - d) Standard Departure Chart – Instrument (SID) – ICAO
  - e) Standard Arrival Chart – Instrument (STAR) – ICAO
  - f) Instrument Approach Chart – ICAO ILS or LOC RWY 26 (FYWH)
  - g) Instrument Approach Chart – ICAO VOR RWY 27 A (FYWB)
  - h) Instrument Approach Chart – ICAO RNP RWY 09/27 (FYWB)
  - i) Instrument Approach Chart – ICAO Circling VOR RWY 26 (FYWH)
  - j) Instrument Approach Chart – ICAO RNP RWY 08/26 (FYWH)
  - k) Instrument Approach Chart – ICAO RNP RWY 02/20 (FYOG)
  - l) Instrument Approach Chart – ICAO RNP RWY 08/26 (FYOA)
  - m) Instrument Approach Chart – ICAO RNP RWY 04/22 (FYLZ)

- n) Instrument Approach Chart – ICAO RNP RWY 09/27 (FYKM)
- o) Visual Approach Chart – ICAO

The charts currently available are listed under GEN 3.2.5.

## 2. General description of each series

a) Aerodrome Obstacle Chart - ICAO - Type A (operating limitations). This chart contains detailed information on obstacles in take-off flight path areas of aerodromes. It is shown in plan and profile view. This obstacles information provides the data necessary to enable an operator to comply with the operating limitations of ICAO Annex 6, Parts I and II, Chapter 5.

b) Enroute Chart - ICAO. This chart is produced for the entire Windhoek FIR. The aeronautical data include all aerodromes, prohibited, restricted and danger areas and the air traffic services system in detail. The chart provides the flight crew with information that will facilitate navigation along ATS routes in compliance with air traffic services procedures.

c) Standard Departure Chart - Instrument (SID) - ICAO. This chart is produced whenever a standard departure route — instrument has been established. ICAO. The aeronautical data shown include the aerodrome of departure, aerodrome(s) that affect the designated standard departure route — instrument, prohibited, restricted and danger areas and the air traffic services system. This chart provides the flight crew with information that will enable them to comply with the designated standard departure route — instrument from the take-off phase to the en-route phase.

d) Standard Arrival Chart - Instrument (STAR) - ICAO. This chart is produced whenever a standard arrival route —instrument has been established. The aeronautical data shown include the aerodrome of landing, aerodrome(s) which affect the designated standard arrival route — instrument, prohibited, restricted and danger areas and the air traffic services system. This chart provides the flight crew with information that will enable them to comply with the designated standard arrival route — instrument from the en-route phase to the approach phase.

e) Instrument Approach Chart - ICAO. This chart is produced for all aerodromes used by civil aviation where instrument approach procedures have been established. A separate Instrument Approach Chart - ICAO has been provided for each approach procedure.

The aeronautical data shown include information on aerodromes, prohibited, restricted and danger areas, radio communication facilities and navigation aids, minimum sector altitude, procedure track portrayed in plan and profile view, aerodrome operating minima, etc.

This chart provides the flight crew with information that will enable them to perform an approved instrument approach procedure to the runway of intended landing including the missed approach procedure and where applicable, associated holding patterns.

f) Visual Approach Chart - ICAO. This chart is produced for aerodromes used by civil aviation where:

- 1) only limited navigation facilities are available; or
- 2) radio communication facilities are not available; or
- 3) visual flight operation procedures have been established.

The aeronautical data shown includes information on aerodromes, obstacles, designated airspace, visual flight operation information, radio navigation aids and communication facilities, as appropriate.

g) Aerodrome/Heliport Chart - ICAO

This chart contains detailed aerodrome data to provide flight crews with information that will facilitate the ground movement of aircraft:

- 1) from the aircraft stand to the runway
- 2) from the runway to the aircraft stand

h) ATC Surveillance Minimum Altitude Chart - ICAO. This chart is supplementary to the Area Chart and provides information that will enable flight crews to monitor and cross-check altitudes assigned while under radar control.

i) Instrument Approach Chart - ICAO (Circling with Prescribed Tracks) is published for those aerodromes where specific track for visual manoeuvring is prescribed (in addition to the circling area).

The scale depends on the area to be covered.

j) VFR Chart

The topographic basis of the chart comprises build-up areas, railroad, roads, hydrography, topography (by shading, contours, and spot elevations), boundaries and significant landmarks. The aeronautical data includes the structure of airspace, aerodromes, radio navigation facilities with names, frequencies, and identification, prohibited, restricted and danger areas and known obstructions.

### GEN 3.2.5 List of aeronautical charts available

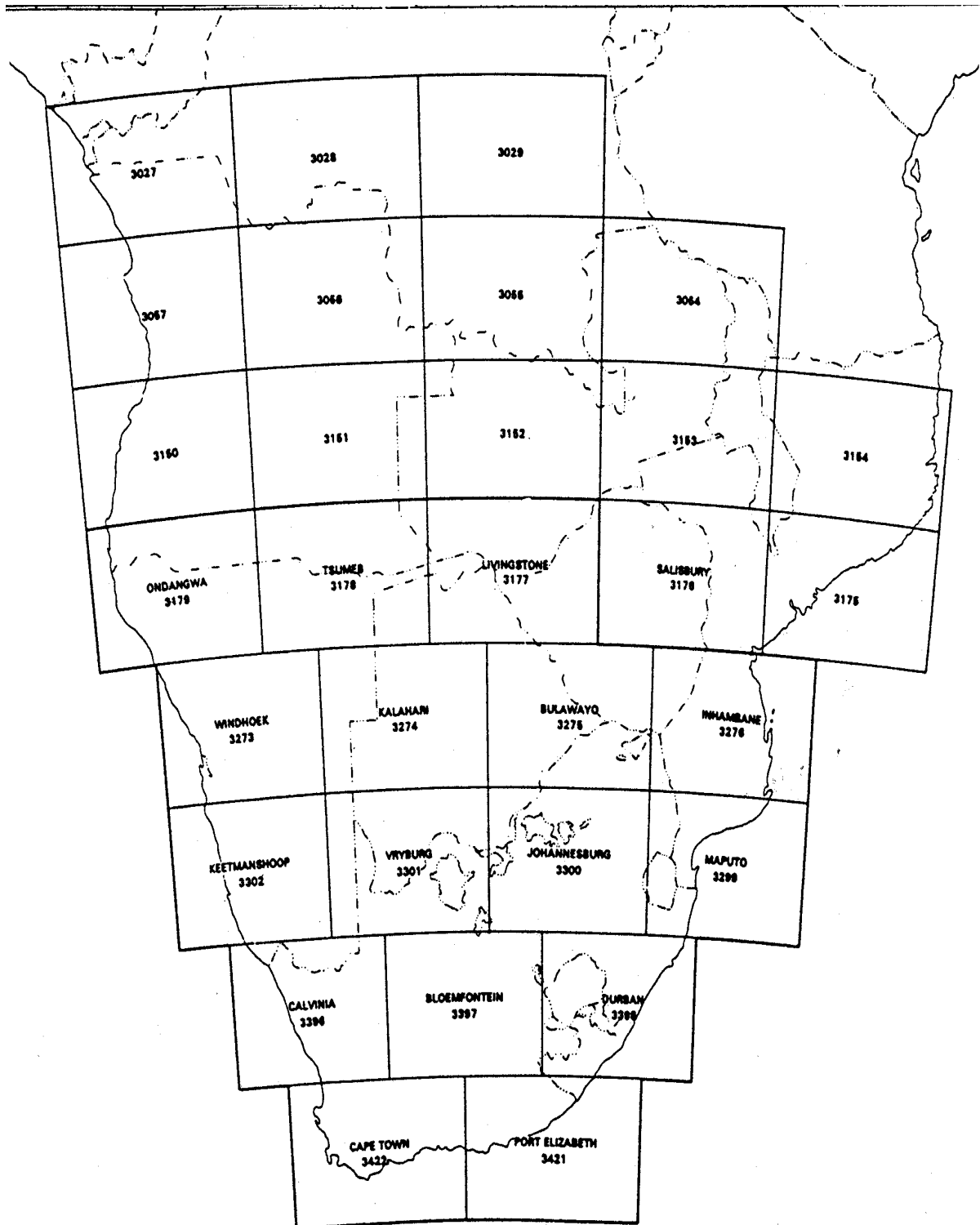
Those charts series marked by an asterisk (\*) form part of the AIP.

| <i>Title of series</i>  | <i>Scale</i> | <i>Name and/or number</i> | <i>Price (N\$)</i> | <i>Date</i> |
|---|--------------|---------------------------|--------------------|-------------|
| <b>Aerodrome/Heliport Chart-ICAO *</b>                        | NOT TO SCALE | FYWH                      | Free               | 19 MAR 2026 |
| <b>Standard Departure Chart – Instrument – ICAO *</b>         | 1:500 000    | FYWH_RNP RWY 08           | Free               | 15 MAY 2025 |
| <b>Standard Departure Chart – Instrument – ICAO *</b>         | 1:500 000    | FYWH_RNP RWY 26           | Free               | 15 MAY 2025 |
| <b>Standard Arrival Chart – Instrument – ICAO *</b>           | 1:500 000    | FYWH_JET ONLY RWY 08      | Free               | 21 MAR 2024 |
| <b>Standard Arrival Chart – Instrument – ICAO *</b>           | 1:500 000    | FYWH_JET ONLY RWY 26      | Free               | 21 MAR 2024 |
| <b>ATC Surveillance Minimum Altitude Chart – ICAO*</b>        | 1:250 000    | FYWH                      | Free               | 15 MAY 2025 |
| <b>Instrument Approach Chart – ICAO * ILS or LOC RWY 26</b>   | 1:500 000    | FYWH_ RWY 26              | Free               | 15 MAY 2025 |
| <b>Instrument Approach Chart – ICAO * CIRCLING VOR RWY 26</b> | 1:500 000    | FYWH_ RWY 26              | Free               | 15 MAY 2025 |
| <b>Instrument Approach Chart – ICAO *</b>                     | 1:500 000    | FYWH RNP RWY 08           | Free               | 07 AUG 2025 |

| <i>Title of series</i>                                  | <i>Scale</i> | <i>Name and/or number</i>                       | <i>Price (N\$)</i> | <i>Date</i> |
|---|--------------|---|--------------------|-------------|
| <b>Instrument Approach Chart – ICAO *</b>               | 1:500 000    | FYWH RNP RWY 26                                 | Free               | 07 AUG 2025 |
| <b>Visual Approach Chart – ICAO*</b>                    | NOT TO SCALE | FYWH FYWH AD                                    | Free               | 15 MAY 2025 |
| <b>Visual Approach Chart – ICAO*</b>                    | NOT TO SCALE | FYWH & FYWE                                     | Free               | 21 MAR 2024 |
| <b>Aerodrome Obstacle Chart - ICAO *- Type A</b>        | 1:15 000     | FYWH and FYWB                                   | Free               | 28 NOV 2024 |
| <b>Enroute Chart – ICAO *</b>                           | 1:2 300 000  | FYWF FIR  | 800                | 19 MAR 2026 |
| <b>Enroute Chart – ATS ROUTES *</b>                     | NOT TO SCALE | NAMIBIA ENROUTE                                 | Free               | 15 MAY 2025 |
| <b>Aerodrome/Heliport Chart - ICAO</b>                  | NOT TO SCALE | FYWB - ICAO                                     | Free               | 19 MAR 2026 |
| <b>Instrument Approach Chart – ICAO *</b>               | 1:500 000    | FYWB -ICAO VOR RWY 09                           | Free               | 28 NOV 2024 |
| <b>Instrument Approach Chart – ICAO *</b>               | 1:500 000    | FYWB - ICAO VOR RWY 27                          | Free               | 28 NOV 2024 |
| <b>Instrument Approach Chart - ICAO *</b>               | 1:500 000    | FYWB-ICAO RNP RWY 09                            | Free               | 15 MAY 2025 |
| <b>Instrument Approach Chart – ICAO *</b>               | 1:500 000    | FYWB-ICAO RNP RWY 27                            | Free               | 28 NOV 2024 |
| <b>CTR Chart *</b>                                      | NOT TO SCALE | FYWB- ICAO                                      | Free               | 28 NOV 2024 |
| <b>Area Chart</b>                                       | NOT TO SCALE | VFR routes 1,2,3,4 FYWB TMA                     | Free               | 28 NOV 2024 |
| <b>Area Chart</b>                                       | NOT TO SCALE | FYWB - Namib Naukluft Desert Special rules area | 200                | 28 NOV 2024 |
| <b>Aerodrome Obstacle Chart - ICAO</b>                  | NOT TO SCALE | FYWB – Obstacle Chart ICAO                      | Free               | 15 MAY 2025 |
| <b>Aerodrome/Heliport Chart-ICAO *</b>                  | NOT TO SCALE | FYWE- ICAO                                      | Free               | 28 NOV 2024 |
| <b>ATC Surveillance Minimum Altitude Chart – ICAO *</b> | 1:250 000    | FYWE-ICAO                                       | Free               | 28 NOV 2024 |
| <b>Visual Approach Chart - ICAO</b>                     | NOT TO SCALE | FYWE - ICAO                                     | 200                | 28 NOV 2024 |
| <b>VFR ROUTE 1 CHART – ICAO *</b>                       | NOT TO SCALE | FYWE - CTR VIA ANGOS                            | 200                | 28 NOV 2024 |
| <b>VFR ROUTE 2 CHART – ICAO*</b>                        | NOT TO SCALE | FYWE - CTR VIA ARRIS                            | 200                | 28 NOV 2024 |
| <b>Instrument Approach Chart -ICAO*</b>                 | 1:500 000    | FYOG - ICAO RNP RWY 02                          | Free               | 27 NOV 2025 |

| <i>Title of series</i>                    | <i>Scale</i> | <i>Name and/or number</i> | <i>Price (N\$)</i> | <i>Date</i> |
|---|--------------|---------------------------|--------------------|-------------|
| <b>Instrument Approach Chart – ICAO *</b> | 1:500 000    | FYOG - ICAO RNP RWY 20    | Free               | 27 NOV 2025 |
| <b>Instrument Approach Chart *</b>        | 1:500 000    | FYOA - ICAO RNP RWY 08    | Free               | 21 MAR 2024 |
| <b>Instrument Approach Chart – ICAO*</b>  | 1:500 000    | FYOA - ICAO RNP RWY 26    | Free               | 21 MAR 2024 |
| <b>Instrument Approach Chart – ICAO*</b>  | 1:500 000    | FYLZ - ICAO RNP RWY 04    | Free               | 23 APR 2020 |
| <b>Instrument Approach Chart – ICAO*</b>  | 1:500 000    | FYLZ - ICAO RNP RWY 22    | Free               | 23 APR 2020 |
| <b>Visual Approach Chart - ICAO *</b>     | NOT TO SCALE | FYLZ - ICAO               | 200                | 23 APR 2020 |
| <b>Aerodrome Chart - ICAO</b>             | NOT TO SCALE | FYKT - ICAO               | Free               | 08 OCT 2020 |
| <b>Instrument Approach Chart – ICAO*</b>  | 1:500 000    | FYKT - ICAO RNP RWY 04    | Free               | 08 OCT 2020 |
| <b>Instrument Approach Chart – ICAO *</b> | 1:500 000    | FYKT - ICAO RNP RWY 22    | Free               | 08 OCT 2020 |
| <b>Instrument Approach Chart – ICAO*</b>  | 1:500 000    | FYKM - ICAO RNP RWY 09    | Free               | 23 APR 2020 |
| <b>Instrument Approach Chart – ICAO*</b>  | 1:500 000    | FYKM - ICAO RNP RWY 27    | Free               | 23 APR 2020 |

GEN 3.2.6 Index to the World Aeronautical Chart (WAC) - ICAO 1:1 000 000



### **GEN 3.2.7 Topographical charts**

Surveyor General  
Directorate of Surveys and Mapping  
Ministry of Lands and Resettlement  
Private Bag 13343  
Windhoek, Namibia  
Tel: +264 61 2965036/9  
Fax: +264 61 249802

Website: <https://www.rcmrd.org/en/namibia>

### **GEN 3.2.8 Corrections to charts not contained in the AIP**

NIL

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## GEN 3.3 AIR TRAFFIC SERVICES

### GEN 3.3.1 Responsible service

The Air Navigation Services Department of Namibia Civil Aviation Authority is the responsible authority for the provision of air traffic services within the area indicated under GEN 3.3.2 below.

Senior Manager: Air Traffic Services  
Namibia Civil Aviation Authority  
Private Bag 12003  
Ausspannplatz  
Windhoek

Telephone: +264 61 702217  
Cell: +264 81 1277425  
Telefax: +264 61 702099  
AFS: FYHQYACL  
Email: sm-atm@ncaa.na

The services are provided in accordance with the provisions contained in the following ICAO documents:

Annex 2 — Rules of the Air

NAMCAR Part 172— Air Traffic Services

Doc 4444 — Procedures for Air Navigation Services — Air Traffic Management (PANS-ATM)

Doc 8168 — Procedures for Air Navigation Services — Aircraft Operations (PANS-OPS)

Doc 7030 — Regional Supplementary Procedures

Differences to these provisions are detailed in GEN 1.7.

### GEN 3.3.2 Area of responsibility

Air traffic services are provided for the entire territory of Namibia including its territorial waters as well as the airspace over the high seas within the Windhoek FIR.

In some cases, in accordance with the regional air navigation agreement, air traffic services are provided, under the delegated authority, in the airspace within another bordering FIR. Details of such services are provided in section ENR 2.

### GEN 3.3.3 Types of service

The following types of services are provided:

- Aerodrome Control tower (TWR)
- Approach Control (APP)
- Area Control (ACC)
- Flight Information Service (FIS)
- Alerting Service (ALRS)

With the exception of services provided at military air bases, the following types of services are provided at aerodromes:

- Aerodrome Control (TWR).
- Aerodrome Flight Information Service (AFIS); and
- Automatic Terminal Information Service (ATIS), at certain aerodromes.

With exception to Zambezi Zipfel, oceanic and all the areas below TMA's, the following has been established:

The flight information centre providing flight information service.

- HR of operation : 0500 to 1700
- Frequency : 129.6 MHz North and 123.8 MHz South
- Callsign : Windhoek formation (from 1500ft/FL145)

### GEN 3.3.4 Co-ordination between the operator and ATS

Co-ordination between the operator and air traffic services is effected in accordance with NAMCAR Part 172.

**GEN 3.3.5 Minimum flight altitude**

The minimum flight altitudes on the ATS routes, as presented in section ENR 3, have been determined to ensure at least 300 M vertical clearance above the highest obstacle within 4 KM on each side of the centre line of the route.

However, where the angular divergence of the navigational air signal, in combination with the distance between the navigation aids, could result in an aircraft being more than 8 KM on either side of the centre line, the 18 KM protection limit is increased by the extent to which the divergence is more than 8 KM from the centre line.

**GEN 3.3.6 ATS units address list**

| <i>Unit name</i>                             | <i>Postal address</i>                           | <i>Telephone NR</i>                | <i>Telefax NR</i> | <i>E-mail</i>  | <i>AFS address</i>               |
|--|---|------------------------------------|-------------------|----------------|----------------------------------|
| <b>1</b>                                     | <b>2</b>  | <b>3</b>                           | <b>4</b>          | <b>5</b>       | <b>6</b>                         |
| Eros TWR                                     | Private Bag<br>12003<br>Windhoek                | +264 61 702090/1                   | +264 61 702099    | fywezg@ncaa.na | FYWEZTZX                         |
| Katima TWR                                   | NIL   | +264 66 250202                     | NIL               | fykmzg@ncaa.na | FYKMZTZX                         |
| Luderitz TWR                                 | NIL   | +264 63 703590/1<br>+264 63 202228 | +264 63 703599    | fylzzg@ncaa.na | FYLZZTZX                         |
| Ondangwa TWR                                 | NIL   | +264 65 703190                     | +264 65 703199    | fyoazg@ncaa.na | FYOAZTZX                         |
| Walvis Bay TWR                               | P O Box 2307<br>Walvis Bay                      | +264 64 702690/1                   | +264 64 702699    | fywbzg@ncaa.na | FYWBZTZX                         |
| Windhoek TWR                                 | P O Box 1<br>Hosea Kutako<br>Airport<br>Namibia | +264 62 702490/3                   | +264 62 702499    | fywhzg@ncaa.na | FYWHZTZX                         |
| Windhoek APP<br>Windhoek ACC<br>Windhoek FIS | Private Bag<br>12003<br>Windhoek                | +264 61 702290                     | NIL               | fywhzq@ncaa.na | FYWHZAZX<br>FYWFFDPO<br>FYWFFDPO |

## GEN 3.4 COMMUNICATION SERVICES

### GEN 3.4.1 Responsible service

The responsible service for the provision of telecommunication and navigation facility services in Namibia is the Namibia Civil Aviation Authority.

Communication, Navigation and Surveillance (CNS)  
Namibia Civil Aviation Authority  
Private Bag 12003  
Ausspannplatz  
Windhoek  
Telephone: +264 61 702270  
Telefax: +264 61 702277  
E-mail: [cns@ncaa.na](mailto:cns@ncaa.na)  
AFS: FYWFYTYX  
Website: [www.ncaa.com.na](http://www.ncaa.com.na)

The service is provided in accordance with the provisions contained in the following ICAO documents:

NAMCAR Part 171 Aeronautical Telecommunications Services.

Doc 8400, Procedures for Air Navigation Services - ICAO Abbreviations and Codes (PANS-ABC).

Doc 8585, Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services.

Doc 7030, Regional Supplementary Procedures.

Doc 7910, Location Indicators.

### GEN 3.4.2 Area of responsibility

Communication services are provided for the entire Windhoek FIR. For special events, arrangements for such services on a continuing basis should be made with the Senior Manager: Communication, Navigation, and Surveillance (CNS). The Namibia Civil Aviation Authority – Air Navigation Services (NCAA-ANS) is responsible for maintenance, repair and ensure the design, type, and installation of radio stations. Responsibility for the day-to-day operation of these services is vested in the Air Traffic Electronic Safety Personnel (ATSEP) located at Eros Area Control Centre and Hosea Kutako International

Airport. Enquiries, suggestions, or complaints regarding any telecommunication service should be referred to the Senior Manager: Communication, Navigation, and Surveillance (CNS).

### GEN 3.4.3 Types of service

#### 1. Radio navigation services

The following types of radio aids to navigation are available:

Instrument landing system (ILS).  
VHF omni-directional radio range (VOR).  
Distance measuring equipment (DME).

#### 2. Mobile/fixed services

*Mobile service*

Nil service.

*Fixed service*

The messages to be transmitted over the Aeronautical Fixed Service (AFS) are accepted only if:

They satisfy the requirements of NAMCAR Part 171 Aeronautical Telecommunications Services.

They are prepared in the form specified in 'NAMCAR Part 171 Aeronautical Telecommunications Services'.

The text of an individual message does not exceed 200 groups.

General aircraft operating agency messages are only accepted for transmission to countries that have agreed to accept Class "B" traffic.

#### 3. Broadcasting service

Nil service.

#### 4. Language used:

English.

## 5. Where detailed information can be obtained

Details of the various facilities available for the en-route traffic can be found in Part 2, ENR 4.

Details of the facilities available at the individual aerodromes can be found in the relevant sections of Part 3 (AD). In cases where a facility is serving both the en-route traffic and the aerodromes, details are given in the relevant sections of Part 2 (ENR) and Part 3 (AD).

### GEN 3.4.4 Requirements and conditions

The requirements of the Namibia Civil Aviation Authority and the general conditions under which the communication services are available for international use, as well as the requirements for the carriage of radio equipment, are contained in the Air Navigation Regulations of Namibia.

### GEN 3.4.5 Miscellaneous

#### 1. Read back of Clearances

The flight crew must read back to the air traffic controller safety related parts of ATC clearances and instructions which are transmitted by voice.

The following items must always be read back:

- a) ATC route clearances in its entirety, and any amendments;
- b) Any clearances, or conditional clearance or instructions to hold short of, enter, line-up on, wait, take off from, cross, taxi or backtrack on, any runway or HLS;
- c) Any route and holding point specified in a taxi clearance;
- d) Any approach clearance;
- e) Assigned runway or HLS;
- f) Altimeter settings directed to a specific aircraft;
- g) Transition level, whether issued by a controller or contained in an automatic terminal information service (ATIS) broadcast;
- h) Radio and radio navigation aid frequency instructions;
- i) SSR codes, data link logon codes;

- j) Level instructions, direction of turn, heading and speed instructions.

The controller will listen to the read back to ascertain that the clearance or instruction has been correctly acknowledged by the flight crew and will take immediate action to correct any discrepancies revealed by the read back.

The level of an aircraft must be preceded by the words "FLIGHT LEVEL" when related to standard pressure 1013.2hPa and must be followed by the word "FEET" when related to QNH or QFE.

#### 2. Other Clearances

Other clearances or instructions, including conditional clearances, must be read back, or acknowledged in a manner to clearly indicate that they have been understood and will be complied with

#### Conditional Clearances

In all cases a conditional clearance will be given in the following order and consist of:

- a) Identification (call sign);
- b) The condition (including position of the subject of the condition);
- c) The clearance; and
- d) Brief reiteration of the condition.eg:

ATS: "NMB285 BEHIND B777 ON SHORT FINAL LINE UP RUNWAY 26 BEHIND".

Pilot: BEHIND THE B777, LINING UP RUNWAY 26 NMB285.

## GEN 3.5 METEOROLOGICAL SERVICES

### GEN 3.5.1 Responsible service

Aviation Meteorological Service is provided by Namibia Meteorological Service of the Ministry of Works and Transport.

Namibian Meteorological Service  
12C Hügel Street  
Private Bag 13224  
Windhoek  
Namibia

Telephone: +264 61 287 7014  
+264 62 540059  
+264 62 540327  
Email: [Namibia.Weather@mwt.gov.na](mailto:Namibia.Weather@mwt.gov.na)  
AFS: FYHQYAYX  
Website: [www.meteona.com](http://www.meteona.com)

The service is provided in accordance with the provisions contained in the following documents:

NAMCARS 170 & 174 / ICAO document Annex 3  
Doc 7030 – Regional Supplementary Procedures

### GEN 3.5.2 Area of responsibility

The main area of responsibility is Windhoek FIR.

### GEN 3.5.3 Meteorological observations and reports

Table GEN 3.5.3 Meteorological observations and reports

| Name of station/<br>Location indicator   | Type and frequency of observations/<br>automatic observing equipment | Types of MET reports and availability of trend forecasts | Observation system and site(s)                  | Hours of operation | Climatological information |
|--|--|--|---|--------------------|----------------------------|
| 1  | 2  | 3  | 4   | 5                  | 6                          |
| Walvis Bay International Airport<br>FYWB | Hourly routine Observation,<br>Automatic                             | METAR and SPECI  | Complete observation station 80m S MID          | H24<br>0300-1900   | Climatological tables AVBL |
| Eros Airport<br>FYWE                     | Hourly routine Observation,<br>Automatic                             | METAR and SPECI  | Complete observation station<br>123,5m W THR 19 | H24<br>0300-1900   | Climatological tables AVBL |

|   |   |                 |  |                  |                            |
|---|---|-----------------|--|------------------|----------------------------|
| Hosea Kutako International Airport FYWH | Hourly routine Observation, Automatic                   | METAR and TREND | Complete observation station 70.2m N THR 26 and Wind 72.6 W THR 08 | H24              | Climatological tables AVBL |
| FYGF                                    | Hourly routine Observation, Automatic                   | METAR and SPECI | Complete observation station 297 W THR 08                          | H24<br>0300-1900 | NIL                        |
| FYOA                                    | Hourly routine Observation, Automatic                   | METAR and SPECI | Complete observation station 137m E THR 08                         | H24<br>0600-1500 | NIL                        |
| FYRU                                    | Hourly routine Observation, Automatic                   | METAR and SPECI | Complete observation station 120m E MID                            | H24<br>0600-1500 | NIL                        |
| FYKM                                    | Hourly routine Observation, Automatic                   | METAR and SPECI | Complete observation station 56m S THR 09                          | H24<br>0600-1500 | NIL                        |
| FYLZ                                    | Hourly routine Plus/Special Observation, Automatic      | METAR           | Complete observation station 190m E MID                            | H24              | NIL                        |
| FYKT                                    | Hourly routine Observation, Automatic                   | METAR and SPECI | Complete observation station 160m E THR 04                         | H24<br>0300-1900 | NIL                        |
| FYOG                                    | Half Hourly routine Plus/Special Observation, Automatic | METAR and SPECI | Automated Observation system 300m NW of THR 02                     | H24              | NIL                        |

### GEN 3.5.4 Types of services

#### Briefing

Flight documentation available for operators and flight crew members (TAF, SIGMET, AIRMET, GAMET, SPECI and METAR).

Winds at different levels are also provided plus significant weather charts and take off data information.

### GEN 3.5.5 Notification required from operators

One hour for domestic flights.

More than five hours for non-scheduled international flights.

Three hours for scheduled international flights.

### GEN 3.5.6 Aircraft reports

NIL

### GEN 3.5.7 VOLMET Service

| Name of station | CALL SIGN / IDENT / Abbreviation (EM) | Frequency  | Broadcast period        | Hours of service        | Aerodromes / Heliports included | REP, SIGMET INFO, FCST & Remarks |
|-----------------|---------------------------------------|------------|-------------------------|-------------------------|---------------------------------|----------------------------------|
| 1               | 2                                     | 3          | 4                       | 5                       | 6                               | 7                                |
| Oranjemund      | Oranjemund VOLMET (A3E)               | 123.50 MHz | 0530-1100 and 1200-1430 | 0530-1100 and 1200-1430 | Oranjemund                      | METAR and SPECI                  |

### GEN 3.5.8 SIGMET and AIRMET service

Table GEN 3.5.8 SIGMET and AIRMET service

| Name of MWO/ location indicators | Hours | FIR or CTA served | Validity | Specific SIGMET procedures     | AIRMET procedures                        | ATS unit served   | Additional information |
|----------------------------------|-------|-------------------|----------|--------------------------------|--|-------------------|------------------------|
| 1                                | 2     | 3                 | 4        | 5                              | 6  | 7                 | 8                      |
| Hosea Kutako FYWF                | H24   | Windhoek FIR      | 4        | WS-VALIDITY 4<br>VA VALIDITY 6 | ISSUED DURING DAY TIME ONLY<br>0400-1800 | ACC<br>FIC<br>ATC | NIL                    |

#### 1. General

SIGMET and AIRMET is provided by the designated MWO. The designated MWO maintains a 16-hour meteorological watch over the FIR. (Table GEN 3.5 – 4 and GEN 3.5 – 5) and issue SIGMET in accordance with the provisions in ICAO Annex 3. SIGMET for volcanic ash is based on advisory information received from the volcanic ash advisory centre (VAAC). SIGMET is issued whenever the following weather conditions occur or are expected to occur:

- a) Thunderstorm, or
- b) turbulence, or
- c) icing, or
- d) dust storm, or

- e) sandstorm, or
- f) volcanic ash radioactive cloud

The criteria for issuance of SIGMET is consistent with the provisions of ICAO Annex 3. AIRMET is issued whenever the following weather conditions occur and in accordance with the criteria defined in ICAO Annex 3:

- a) surface wind speed, or
- b) surface visibility, or
- c) thunderstorms, or
- d) mountain obscuration, or
- e) cloud, or
- f) icing, or
- g) turbulence, or
- h) mountain wave.

SIGMET and AIRMET are cancelled whenever the observed or expected weather information no longer exist or is no longer expected.

## 2. Meteorological Watch Office

The meteorological watch is performed by FYWH

The MWO issue SIGMET and AIRMET information in accordance with Annex 3, Chapter 7.

## 3. Aerodrome warnings

Aerodrome warnings for the protection of parked aircraft or of other equipment at the airport are issued at FYWH MWO if one or several of the following phenomena are expected to occur at the airport:

- a) strong surface winds and gusts
- b) thunderstorm
- c) hail
- d) frost
- e) hoar frost or rime

The aerodrome warnings are issued in English and are distributed in accordance with a distribution list agreed upon locally.

## 4. Dissemination of SIGMET/AIRMET

SIGMET and AIRMET information in both text and graphical formats are available on request at MWO. AFTN SIGMET/AIRMET information to aircraft in flight is disseminated by the ATS unit responsible for the FIR.

### **GEN 3.5.9 Other automated meteorological services**

NIL

## GEN 3.6 SEARCH AND RESCUE

### GEN 3.6.1 Responsible service

The search and rescue service in Namibia is provided by the Namibia Civil Aviation Authority - Head of NAMSAR. The postal and telegraphic addresses of the Namibia Civil Aviation Authority are given under GEN 1.1.

When SAR operations are needed, a Rescue Co-ordination Centre is established, the address is as follows:

Namibia Civil Aviation Authority  
Search and Rescue Centre  
Eros Aerodrome

Telephone: +264 61 702070/1  
Telefax: +264 61 702077  
Telex: (50908) 811/812  
AFIS: FYWHZAZX

The service is provided in accordance with the provisions contained in ICAO Annex 12 - Search and Rescue.

### GEN 3.6.2 Area of responsibility

The search and rescue service is responsible for SAR operations within Windhoek FIR.

### GEN 3.6.3 Types of service

Details of related rescue units are given in Table 3.6.3 - Search and Rescue Units. In addition, various elements of the State Police organisation and the armed forces are also available for search and rescue missions, when required. The aeronautical, maritime, and public telecommunication services are also available to the search and rescue organisation.

All aircraft carry survival equipment, capable of being dropped, consisting of inflatable rubber dinghies equipped with medical supplies, emergency rations and survival radio equipment. Aircraft are equipped to communicate on 121.5 MHz, 123.1 MHz, 243 MHz, 500 MHz, 2182 KHz and 8364 KHz. Ground rescue teams are equipped to communicate on 121.5 MHz, 500 KHz and 8364 KHz. SAR aircraft and marine craft are equipped with direction-finding equipment and GNSS.

**Table GEN 3.6.3 Search and Rescue Units**

| Name    | Location         | Facilities                                | Remarks    |
|---------|------------------|---|------------|
| 1       | 2                | 3   | 4          |
| Eros    | 223630S 0170450E | Various fixed wing aircraft available SRG | On request |
| Arandis | 222800S 0145900E | HEL - H<br>F406                           | On request |

### GEN 3.6.4 SAR agreements

An agreement has been concluded between the SAR service of Namibia and the SAR service of the Republic of South Africa and Botswana concerning the provision of assistance upon receipt by the former of a request from the latter for aid. This agreement does not provide for facilitation of the overflight and landing of search and rescue aircraft without prior permission after dispatch of a flight

plan, for similar facilitation of the entry of surface vessels of the SAR service and their operation in border areas, for notification of entry to the authorities controlling entry, for defraying the costs of stopovers, accommodation and transportation of crew members, and for direct communication between the two SAR services or, all common search and rescue matters. Copies of this agreement are available, upon request, from the Namibia Civil Aviation Authority.

Requests for the entry of aircraft, equipment, and personnel from other States to engage in the search for aircraft in distress or to rescue survivors of aircraft accidents should be transmitted to the Rescue Co-ordination Centre. Instructions as to the control which will be exercised on entry of such aircraft and/or personnel will be given by the Rescue Co-ordination Centre in accordance with a standing plan for the conduct of search and rescue in its area.

### **GEN 3.6.5 Conditions of availability**

The SAR services and facilities in Namibia are available, at a charge to neighbouring States upon request to the Namibia Civil Aviation Authority, at all times when they are not engaged in search and rescue operations in their home territory. All facilities are specialised in SAR techniques and functions.

### **GEN 3.6.6 Procedures and signals used**

#### ***Procedures and signals used by aircraft***

Procedures for pilots-in-command observing an accident or intercepting a distress call and/or message are outlined in ICAO Annex 12, Chapter 5.

#### ***Communications***

Transmission and reception of distress messages within the Windhoek Search and Rescue Area are handled in accordance with ICAO Annex 10, Volume II, Chapter 5, paragraph 5.3.

For communications during search and rescue operations, the codes and abbreviations published in ICAO Abbreviations and Codes (Doc 8400) are used.

The frequency 121.5 MHz is guarded continuously during the hours of service at all area control centres and flight information centres. In addition, the aerodrome control towers serving international aerodromes and international alternate aerodromes will, on request, guard the frequency 121.5 MHz. All coast stations guard the international distress frequencies.

#### ***Search and rescue signals***

The search and rescue signals to be used are those prescribed in ICAO Annex 12, Chapter 5, and paragraph 5.10.

#### ***Ground/air visual signal codes for use by survivors***

A space of 3 M should separate the symbols when more than one symbol is used.

| Symbols |                              |   |
|---------|------------------------------|---|
| 1.      | Require assistance           | V |
| 2.      | Require medical assistance   | X |
| 3.      | No or negative               | N |
| 4.      | Yes or affirmative           | Y |
| 5.      | Proceeding in this direction | ↑ |

## GEN 4. CHARGES FOR AERODROMES/HELIPORTS AND AIR NAVIGATION SERVICES

### GEN 4.1 AERODROME/HELIPORT CHARGES

PART "A": APPLICABLE TO NAMIBIAN AIRPORTS COMPANY LIMITED (NAC). ALL CHARGES PUBLISHED UNDER PART "A" ARE QUOTED IN NAMIBIAN DOLLARS (N\$).

#### 1. Landing and Parking charges

The following charges are applicable to the following airports under the authority of the Namibia Airports Company (NAC): Hosea Kutako, Walvis Bay, Eros, Keetmanshoop, Luderitz, Ondangwa, Rundu and Katima Mulilo International Airports.

##### 1.1 Landing charges for International and Regional Traffic

| INTERNATIONAL AND REGIONAL TRAFFIC  |                                    |                            |                                    |
|---|------------------------------------|----------------------------|------------------------------------|
| Maximum certified mass in Kilograms of an aircraft up to and including:                       | NAC tariff excluding VAT 2017/2017 | Value Added Taxation (VAT) | NAC tariff including VAT 2017/2018 |
|   | N\$                                | N\$                        | N\$                                |
| 500   | 46.16                              | 0.00                       | 46.16                              |
| 1000  | 84.14                              | 0.00                       | 84.14                              |
| 1500  | 124.63                             | 0.00                       | 124.63                             |
| 2000  | 166.17                             | 0.00                       | 166.17                             |
| 2500  | 184.64                             | 0.00                       | 184.64                             |
| 3000  | 243.03                             | 0.00                       | 243.03                             |
| 4000  | 328.23                             | 0.00                       | 328.23                             |
| 5000  | 387.19                             | 0.00                       | 387.19                             |
| 6000  | 484.72                             | 0.00                       | 484.72                             |
| 7000  | 553.94                             | 0.00                       | 553.94                             |
| 8000  | 625.48                             | 0.00                       | 625.48                             |
| 9000  | 703.95                             | 0.00                       | 703.95                             |
| 10000   | 784.73                             | 0.00                       | 784.73                             |
| >10001, for every additional 1000kg or part thereof,  | 67.93                              | 0.00                       | 67.93                              |
| All landing charges for foreign-bound flights are zero-rated for VAT administration purposes. |                                    |                            |                                    |

1.2 Landing charges for Domestic Traffic

| DOMESTIC TRAFFIC LANDING CHARGES                                       |                                    |                            |                                    |
|--|------------------------------------|----------------------------|------------------------------------|
| Maximum certified mass in kilogram of an aircraft up to and including: | NAC tariff excluding VAT 2017/2018 | Value added Taxation (VAT) | NAC tariff including VAT 2017/2018 |
|  | N\$                                | N\$                        | N\$                                |
| 500  | 46.16                              | 6.92                       | 53.08                              |
| 1000   | 84.14                              | 12.62                      | 96.76                              |
| 1500   | 124.63                             | 18.69                      | 143.32                             |
| 2000   | 166.17                             | 24.93                      | 191.09                             |
| 2500   | 184.64                             | 27.70                      | 212.34                             |
| 3000   | 243.03                             | 36.45                      | 279.48                             |
| 4000   | 328.23                             | 49.23                      | 377.47                             |
| 5000   | 387.19                             | 58.08                      | 445.27                             |
| 6000   | 484.72                             | 72.71                      | 557.43                             |
| 7000   | 553.94                             | 83.09                      | 637.03                             |
| 8000   | 625.48                             | 93.82                      | 719.30                             |
| 9000   | 703.95                             | 105.59                     | 809.54                             |
| 10000  | 784.73                             | 117.71                     | 902.44                             |
| 10,001 kg and over for every additional 1,000kg or part thereof        | 67.93                              | 10.19                      | 78.12                              |

1.3 Parking charges for International and Regional Traffic

| AIRCRAFT PARKING CHARGES FOR INTERNATIONAL AND REGIONAL TRAFFIC        |                                    |                            |                                    |
|--|------------------------------------|----------------------------|------------------------------------|
| Maximum certified mass in kilograms of an aircraft up to and including | NAC tariff excluding VAT 2017/2018 | Value Added Taxation (VAT) | NAC tariff including VAT 2017/2018 |
|  | N\$                                | N\$                        | N\$                                |
| 500  | 6.69                               | -                          | 6.69                               |
| 1000   | 13.20                              | -                          | 13.20                              |
| 1500   | 19.06                              | -                          | 19.06                              |
| 2000   | 25.11                              | -                          | 25.11                              |
| 2500   | 32.44                              | -                          | 32.44                              |
| 3000   | 48.57                              | -                          | 48.57                              |
| 4000   | 68.25                              | -                          | 68.25                              |
| 5000   | 77.48                              | -                          | 77.48                              |
| 6000   | 86.68                              | -                          | 86.68                              |

| AIRCRAFT PARKING CHARGES FOR INTERNATIONAL AND REGIONAL TRAFFIC                               |                                    |                            |                                    |
|---|------------------------------------|----------------------------|------------------------------------|
| Maximum certified mass in kilograms of an aircraft up to and including                        | NAC tariff excluding VAT 2017/2018 | Value Added Taxation (VAT) | NAC tariff including VAT 2017/2018 |
|   | N\$                                | N\$                        | N\$                                |
| 7000  | 95.86                              | -                          | 95.86                              |
| 8000  | 105.08                             | -                          | 105.08                             |
| 9000  | 114.30                             | -                          | 114.30                             |
| 10000   | 177.95                             | -                          | 177.95                             |
| 10,001 kg and over for every additional 1,000kg or part thereof                               | 23.69                              | -                          | 23.69                              |
| All parking charges for foreign-bound flights are zero-rated for VAT administration purposes. |                                    |                            |                                    |

#### 1.4 Parking charges for domestic traffic

| DOMESTIC (AIRCRAFT PARKING CHARGES)                                   |                                    |                            |                                    |
|---|------------------------------------|----------------------------|------------------------------------|
| Maximum certified mass in kilogram of an aircraft up to and including | NAC tariff excluding VAT 2017/2018 | Value Added Taxation (VAT) | NAC tariff including VAT 2017/2018 |
|   | N\$                                | N\$                        | N\$                                |
| 500   | 6.69                               | 1.00                       | 7.70                               |
| 1000  | 13.20                              | 1.98                       | 15.18                              |
| 1500  | 19.06                              | 2.86                       | 21.92                              |
| 2000  | 25.11                              | 3.77                       | 28.88                              |
| 2500  | 32.44                              | 4.87                       | 37.30                              |
| 3000  | 48.57                              | 7.29                       | 55.86                              |
| 4000  | 68.25                              | 10.24                      | 78.49                              |
| 5000  | 77.48                              | 11.62                      | 89.10                              |
| 6000  | 86.68                              | 13.00                      | 99.68                              |
| 7000  | 95.86                              | 14.38                      | 110.24                             |
| 8000  | 105.08                             | 15.76                      | 120.84                             |
| 9000  | 114.30                             | 17.15                      | 131.45                             |
| 10000   | 177.95                             | 26.69                      | 204.64                             |
| 10,001 kg and over for every additional 1,000kg or part thereof       | 23.69                              | 3.55                       | 27.24                              |

## 2. Passenger Charges

The following passenger service charges are payable by an aircraft operator engaged in commercial and private air transport operations.

| PASSENGER SERVICES CHARGES IN N\$   |  |                                  |  |
|---|--|----------------------------------|--|
| Passengers  | NAC tariff<br>excluding VAT<br>2017/2018 | Value Added<br>Taxation<br>(VAT) | NAC tariff<br>including VAT<br>2017/2018 |
|   | N\$                                      | N\$                              | N\$                                      |
| International Passengers  | 470                                      | -                                | 470                                      |
| Regional Passengers (passenger departing on an aircraft whose final destination is an airport within Botswana, Lesotho, South Africa or Swaziland). | 272                                      | -                                | 272                                      |
| Domestic Passengers   | 123                                      | 18                               | 141                                      |
| All passenger service charges for foreign-bound flights are zero rated for VAT administration purposes  |  |                                  |  |

## 3. Surcharges

### 3.1 Hourly tariffs for airport operations outside published hours of operation for International/Regional Traffic

| HOURLY CHARGES FOR OPERATIONS AFTER THE PUBLISHED HOURS OF OPERATIONS IN N\$                      |  |                                  |  |
|---|--|----------------------------------|--|
| INTERNATIONAL AND REGIONAL FLIGHTS  |  |                                  |  |
| AIRPORTS  | NAC tariff<br>excluding VAT<br>2017/2018 | Value Added<br>Taxation<br>(VAT) | NAC tariff<br>including VAT<br>2017/2018 |
| Hosea Kutako International Airport  | 10,424.61                                | -                                | 10,424.61                                |
| Eros, Walvis Bay, Keetmanshoop, Ondangwa Airport  | 3,790.77                                 | -                                | 3,790.77                                 |
| Lüderitz, Rundu, Katima Mulilo Airport  | 712.01                                   | -                                | 712.01                                   |
| All after hours charges for foreign bound flights are zero-rated for VAT administration purposes. |  |                                  |  |

### 3.2 Hourly tariffs for airport operations outside published hours of operation for domestic traffic

| DOMESTIC FLIGHTS                                 |  |                                  |  |
|--|--|----------------------------------|--|
| AIRPORTS   | NAC tariff<br>excluding VAT<br>2017/2018 | Value Added<br>Taxation<br>(VAT) | NAC tariff<br>including VAT<br>2017/2018 |
|  | N\$                                      | N\$                              | N\$                                      |
| Hosea Kutako International Airport               | 10,424.61                                | 1,563.69                         | 11,988.30                                |
| Eros, Walvis Bay, Keetmanshoop, Ondangwa Airport | 3,790.77                                 | 568.62                           | 4,359.39                                 |

| AIRPORTS                               | NAC tariff<br>excluding<br>VAT<br>2017/2018 | Value Added<br>Taxation<br>(VAT) | NAC tariff<br>including<br>VAT<br>2017/2018 |
|--|---|----------------------------------|---|
|  | N\$   | N\$                              | N\$   |
| Lüderitz, Rundu, Katima Mulilo Airport | 712.01                                      | 106.80                           | 818.82                                      |

### 3.3 Other charges

#### 3.3.1 Impounding charges

| Description   | NAC tariff<br>excluding VAT<br>2017/2018 | Value Added<br>Taxation<br>(VAT) | NAC tariff<br>including VAT<br>2017/2018 |
|---|--|----------------------------------|--|
|   | N\$                                      | N\$                              | N\$                                      |
| Impounding of vehicles parked on the restricted areas (per day or part thereof) | 427.21                                   | 64.08                            | 491.29                                   |

#### 3.3.2 Tow away charges

| Tow away charges for vehicles parked in restricted areas | NAC tariff<br>excluding VAT<br>2017/2018 | Value Added<br>Taxation<br>(VAT) | NAC tariff<br>including VAT<br>2017/2018 |
|--|--|----------------------------------|--|
|  | N\$                                      | N\$                              | N\$                                      |
| Sedans   | 712.01                                   | 106.80                           | 818.82                                   |
| Mini buses, light delivery & sports utility vehicles     | 1,139.22                                 | 170.88                           | 1,310.11                                 |
| Trucks and busses  | 2,136.04                                 | 320.41                           | 2,456.45                                 |

### 3.4 Security Charges

| Type of traffic | NAC tariff 2017/2018 |
|-----------------|----------------------|
| International   | 91                   |
| Regional        | 71                   |
| Domestic        | 51                   |

3.5 Aviation operational charges

| NAC AVIATION OPERATIONAL CHARGES               |                      |
|--|----------------------|
| Description                                    | NAC tariff 2017/2018 |
|  | N\$                  |
| Permanent Access Permit                        | 232.10               |
| Seasonal Access Permit                         | 126.60               |
| Temporal Access Permit                         | 84.40                |
| Lost Permit Replacemen (1 <sup>st</sup> time)  | 232.10               |
| Permanent Vehicle Permit                       | 379.80               |
| Temporal Vehicle Permit                        | 84.40                |
| Reflector Jacket                               | 52.75                |
| Beacon Light                                   | 158.25               |
| Lost Permit Replacement (2 <sup>nd</sup> time) | 316.50               |
| Wheel clamping                                 | 211.00               |

4. Noise Related Items

At present, due to their remoteness, no noise abatement procedures are in effect at any NAC aerodrome. Jet aircraft not meeting Stage 3 requirements will need special permission for operation into and out of Eros Aerodrome on the outskirts of Windhoek City.

## 5. Exemptions and reductions

5.1 Aircraft engaged in Search and Rescue operations are exempted from all airport/aerodrome charges upon presentation of proof that such aircraft was designated by the Namibia Civil Aviation Authority (NCAA) to engage in Search and Rescue operations for that particular flight.

5.2 Aircraft certificated in the private category in their Airworthiness Certification are exempted from passenger charges. All other aircraft are not exempted from passenger charges, irrespective of the use of the aircraft save where another exemption under these rules apply.

5.3 Transit passengers, defined as those passengers:

5.3.1 Same plane through transit;

5.3.2 Transit through flight or change of gauge, ticketed as one flight; are exempted from charges at such airport/aerodrome up to and including 6 hours.

5.4 Transfer passengers, defined as those passengers:

5.4.1 Online transfer – a change from the service of one carrier to another service of the same carrier.

5.4.2 Interline Transfer – the service of another carrier (interline carrier) and ticketed over two or more flight coupons and shown in the itinerary i.e ticketed points are exempted from charges at such airport/aerodrome up to and including 6 hours.

5.5 Namibian and foreign State aircraft in the service of the military, customs or police are exempted from landing and parking charges, but not from passenger charges, upon presentation of proof that:

5.5.1 Such aircraft is in the service of the military, customs or police.

5.5.2 The purpose of the particular flight is related to military, customs or police operations; and

5.5.3 In case of a foreign aircraft, that such aircraft is a State aircraft.

5.6 Landing charges on test flights are ordered by the Namibia Civil Aviation Authority.

5.7 Mercy flights are exempted from after hours charges but not from passenger, landing or parking charges.

## 6. Methods of payment

Landing charges and parking charges are levied:

6.1 at daily rates payable at the time the aerodrome is used, or

6.2 in the case of regular users, on demand at the end of each calendar month in respect of charges accruing during the month, provided prior arrangement for a Bank Guarantee of Payment is in place.

6.3 prompt payment of passenger service charges at departure AD, to the particular Aerodrome supervisor.

6.4 prompt payment upon arrival, to the particular Aerodrome supervisor, the new applicable landing and parking fees according to the maximum certified mass in kilograms on an aircraft.

6.5 Non-compliance with this Regulation will result in the Airports Company Limited resorting to other strict measures i.e. refusing to provide service or charging annual interest of 2.5% above prime rate, on all outstanding balances exceeding 30 days from Invoice date etc.

6.6 Aircraft operators in and out of any airport operated by Namibia Airports Company and who do not have an account with Namibia Airports Company are advised to utilize the speed point facility situated at the fire station or the apron office. Alternatively aircraft operators may pay for the services rendered in cash.

6.7 The NAC may, at an airport/aerodrome under its management, refuse the provision of any relevant activity (as defined in section 1 of the Act) to any user with an outstanding account in respect of airport/aerodrome charges.

6.8 All other rules and charges is contained in the Government Notice No 20 published in the Government Gazette of 5 February 1999 (No 2045), remain applicable, save where amended by publication in terms of s 5(1) of the Act.

## 7. Cargo

Nil

# PART "B": AERODROME CHARGES APPLICABLE TO SWAKOPMUND

## SWAKOPMUND AERODROME CHARGES

### 1. LIABILITY TO PAY AERODROME CHARGES

1.1 In terms of the provisions of Part 139 of the NAMCARS, paragraph 139.01.06 aerodrome charges shall be payable by the operator, pilot and/or owner of an aircraft to Swakopmund Municipality.

1.2 In terms of the provisions by the council of the Municipality of Swakopmund under section 30 (1)(u) of the Local Authority Act, 1992 (Act 23 of 1992) as amended aerodrome charges shall be payable by the operating pilot and/or owner of an aircraft to Swakopmund Municipality. The council of the Swakopmund Municipality further amends the charges and fees in respect of aerodrome facilities, as set out in the schedule (refer to GEN 4.1-7): Effective 01 July, with an annual increment of 5%

1.3 Aerodrome charges for aircraft and passengers consists of:

1.3.1 a landing charge payable at the Swakopmund Municipal Aerodrome at the time a flight terminates.

1.3.2 a parking charge payable at the Swakopmund Municipal Aerodrome where an aircraft is parked.

1.3.3 a passenger service charge payable at Swakopmund Municipal Aerodrome before a flight commences (payable by the aircraft operator, pilot and/or owner engaged in commercial and /or private air transport operations;

1.3.4 An administration fee per transaction i.e admin and documentation fee (for approved account holders) and a cash handling & admin fee (for non account holders ) will be payable at the Swakopmund Municipal Aerodrome.

1.3.5 Private clients flights passengers, only charged when utilizing the terminal facility;

### 2. NOTIFICATION OF MOVEMENT OF AIRCRAFT

2.1 Immediately after an aircraft has landed at Swakopmund Municipal Aerodrome, the operator, pilot and/or owner of that aircraft shall give written notice to the aerodrome officials at Apron office, on the prescribed

landing/departure register, of the time of arrival of that aircraft together with such other information as required by the aerodrome officials.

- 2.2 Immediately before an aircraft is to take off from Swakopmund Municipal Aerodrome, the operator, pilot and/or owner of that aircraft shall give written notice on the prescribed landing/departure register to the aerodrome officials, of the expected time of departure of that aircraft and any such information required by the aerodrome officials and pay all aerodrome charges payable to the aerodrome officials, unless such operator has previously entered into a credit agreement with Swakopmund Municipal Aerodrome, which agreement is valid and operational at the time of departure.

### 3. LANDING AND PARKING CHARGES

- 3.1 The following landing and parking charges are applicable to Swakopmund Municipality for the use of the facilities at Swakopmund Municipal Aerodrome.

3.1.1 The charges, **exclusive of VAT**, applicable in respect of aircraft other than a helicopter, are as follows: Training flight touch and goes [T&G] payable of 20% of aircraft landing fees. However, all **full stop** landing irrespective of the activity, should be charged normal landing fee.

#### AERONAUTICAL CHARGES: 2024/2025

|   | Maximum certificated mass in Kilogram of an aircraft up to and including: | Landing Charges (N\$) | Helicopter landing, Training flight T&G's and Parking shall be charge 20% of the appropriate landing charge. (N\$) |
|---|---|-----------------------|--|
| A | 500 kg  | 44.80                 | 8.90   |
| B | 1 000 kg  | 72.15                 | 14.45  |
| C | 1 500 kg  | 105.75                | 21.15  |
| D | 2 000 kg  | 144.25                | 28.85  |
| E | 2 500 kg  | 184.05                | 35.85  |
| F | 3 000 kg  | 220.15                | 44.05  |
| G | 3 500 kg  | 257.45                | 51.50  |
| H | 4 000 kg  | 293.50                | 58.70  |
| I | 5 000 kg  | 366.90                | 73.40  |
| J | 6 000 kg  | 440.25                | 88.05  |
| K | 7 000 kg  | 514.90                | 103.00   |
| L | 8 000 kg  | 588.25                | 117.65   |
| M | 9 000 kg  | 660.45                | 132.10   |
| N | 10 000 kg   | 733.80                | 146.80   |
|   | Thereafter for every additional 1000kg or part thereof an additional:     | 71.40                 | 22.35  |

### **PASSENGER SERVICE CHARGES**

|                       |              |
|-----------------------|--------------|
| Non-scheduled flights | <b>95.75</b> |
| Scheduled Flights     | <b>95.75</b> |

### **ADMINISTRATION CHARGES**

|   |              |
|---|--------------|
| Admin & documentation fee (approved account holders only) | <b>6.20</b>  |
| Cash handling & admin fee (non account holders only)      | <b>19.90</b> |

Landing for Helicopters and Training will be charged as parking fees plus 20% administration fees.

### **ALL THE ABOVE PRICES ARE EXCLUSIVE OF VAT**

#### **3.2 Reductions**

3.2.1 When a landing is carried out by helicopter, the charge shall be 20% of the appropriate landing charge.

3.2.2 Training flight touch and goes [T&G] payable of 20% of aircraft landing fees but full stop landing will be charged appropriate landing charge

#### **3.3 Exemptions**

3.3.1 Namibian Presidential and foreign state aircraft;

3.3.2 Aircraft engaged in search and rescue operations;

3.3.3 Aircraft engaged in test flights, when such flights are required by the Executive Director of Namibia Civil Aviation Authority (proof of such request to be provided to validate the exemption);

3.3.4 Any crew member on duty;

3.3.5 Any person under the age of two (2) years.

3.3.6 Skydive Parachute passenger charge;

#### **3.4 Transit passengers, defined as those passengers;**

3.4.1 Same plane through transit without leaving the AD site before departure

3.5 Namibian and foreign State aircraft in the service of the military, customs or police are exempted from landing and parking charges, but not from passenger charges, upon presentation of proof that:

3.5.1 Such aircraft is in the service of the military, customs or police.

3.5.2 The purpose of the particular flight is related to military, customs or police operations; and

3.5.3 In case of a foreign aircraft, that such aircraft is a State aircraft.

3.6 Landing charges on test flights are ordered by the Namibia Civil Aviation Authority.

3.7 Mercy flights are exempted from after-hours charges but not from passenger, landing or parking charges.

3.8 Motor-glider and microlight is certainly exempted from paying landing charges hence, its weight below 450kg.

#### 4. PASSENGER SERVICE CHARGES

4.1 The passenger service charge shall be calculated on the basis of the number of embarking passengers on an aircraft and the appropriate tariff applicable to each passenger as set out below:

4.1.1 Per departing passenger on a scheduled flight: N\$ 91.20 excluding VAT

4.1.2 Per departing passenger on a non-scheduled flight: N\$ 91.20 excluding VAT

#### 5. GENERAL RULES

5.1 Should the aircraft be on a permanent or long term lease to a private person, private operator, commercial operator, airline, Charter Company, etc, the lessee of the aircraft may be charged instead of the registered owner.

5.2 A written request to this effect has to be submitted to the accounting officer of Swakopmund Municipality, which request will not unreasonably be withheld. The final decision in this regard is however at the discretion of the accounting officer of the Swakopmund Municipal Aerodrome.

5.3 Aerodrome user or aircraft owner should give the aerodrome personnel official notification for aircraft change e.g. sell, buy or rental if not so then last user of the aircraft will be liable for landing fee and etc.

#### 6. METHOD OF PAYMENT FOR LANDING, PARKING AND PASSENGER DEPARTURE CHARGES:

Landing charges, parking charges, passenger service charges and administration charges are levied:

6.1 At daily rates payable in cash or utilize the speed point facility, at the aerodrome apron office, at the time the aerodrome is used, or

6.2 In the case of a regular user where the registered owner or operator has not defaulted in respect of payment of previous accounts and who is creditworthy and of good standing, without demand at the end of each calendar month in respect of charges accrued during that month, provided that, at the discretion of the accounting officer of the Swakopmund Municipal Aerodrome, prior arrangement for a Bank guarantee of payment is in place.

6.3 Non-compliance with these rules and regulations will result in the management of Swakopmund Municipality resorting to prohibiting movement of aircraft on the aerodrome and other strict measures i.e. refusing services, clamping of aircraft when parked and charging interest at "MORA" rate on all outstanding balances exceeding thirty (30) days from Invoice date, as well as permanent withdrawal of credit facilities if any.

6.4 Should the pilot refuse or fail to fill in the landing/departure register, Swakopmund Municipality will charge a flat rate of "rate N" to the registered owner of the aircraft, subject to its rights set out herein. All the pilots are obliged to fill in landing/departure register irrespective whether they are account holder or non-account holder.

**Note:** Note must be taken that the Swakopmund Municipal Aerodrome is NOT a state/parastatal owned or operated aerodrome but is privately owned and operated by the Swakopmund Municipality.

## PART “C”: AERODROME CHARGES APPLICABLE TO ARANDIS

### GEN 4.1.1 LANDING OF AIRCRAFT

#### ARANDIS AERODROME CHARGES

##### 1. Liability to pay aerodrome charges

Aerodrome charges shall be payable by the operating pilot and/or owner of an aircraft to Arandis Airport (Pty) Ltd Company Reg # 2012/0475.

##### 2. Notification of movement of aircraft

2.1 Arandis aerodrome is a private airfield, and prior permission must be obtained. Requests or notices of landing must be sent via e-mail to [yolandic@sec.com.na](mailto:yolandic@sec.com.na), at least 12 hours before a flight. Copies of the Request Form are available from Yolandi Castelyn at [yolandic@sec.com.na](mailto:yolandic@sec.com.na). Diversions unforeseen landings must be reported within 48.

The following information will be required:

- a) Aircraft Registration.
- b) Aircraft Type
- c) Operator/Owner's Name and address
- d) Date of Landing
- e) Number of passengers embarking
- f) Name of Pilot

| Aircraft weight (kg)   |              | 2025/2026 Landing Charges (N\$ Excl VAT) |
|--|--------------|--|
| A  | Up to 500    | 30.00                                    |
| B  | 501 - 1000   | 55.00                                    |
| C  | 1001 - 1500  | 95.00                                    |
| D  | 1501 - 2000  | 110.00                                   |
| E  | 2001 - 2500  | 130.00                                   |
| F  | 2501 - 3000  | 170.00                                   |
| G  | 3001 - 4000  | 240.00                                   |
| H  | 4001 - 5000  | 290.00                                   |
| I  | 5001 - 6000  | 370.00                                   |
| J  | 6001 - 7000  | 490.00                                   |
| K  | 7001 - 8000  | 540.00                                   |
| L  | 8001 - 9000  | 600.00                                   |
| M  | 9001 - 10000 | 660.00                                   |
| Thereafter for every additional<br>1000kg/4400lb or part thereof additional: |              | 65.00                                    |

### **GEN 4.1.2 PARKING, HANGARAGE AND LONG-TERM STORAGE OF AIRCRAFT**

#### 1. Parking of aircraft

Parking at Arandis aerodrome is free of charge at owner/operator risk.

#### 2. Hangarage charges

NIL

#### 3. Long-term storage

NIL

### **GEN 4.1.3 PASSENGER SERVICE**

The passenger service charge shall be calculated based on the number of embarking passengers on an aircraft and the appropriate tariff applicable to each passenger as set out below:

1. Per departing passenger on a scheduled or non-scheduled flight: N\$ 70.00 including VAT

### **GEN 4.1.4 SECURITY**

NIL

### **GEN 4.1.5 NOISE RELATED ITEMS**

NIL

### **GEN 4.1.6 OTHER**

Should the aircraft be on a permanent or long lease to a private person, private operator, commercial operator, airline, charter company, etc, the lessee of the aircraft may be charged instead of the registered owner. A request to this effect has to be submitted in writing to the accounting officer of the Arandis Airport (Pty) Ltd.

### **GEN 4.1.7 EXEMPTIONS AND REDUCTIONS**

#### **Exemptions**

- a) Namibian and foreign state aircraft.
- b) Aircraft engaged in search and rescue operations.
- c) Aircraft in the private operation category.
- d) Aircraft engaged in test flights, when such flights are required by the Namibia Civil Aviation Authority.
- e) Any crew member on duty
- f) Any person under the age of two
- g) Test flights ordered by the Namibia Civil Aviation Authority

#### **Reductions**

No reductions for landings carried out for the purpose of aircrew training, unless approved in writing by airport management.

## **Surcharges**

Night Landings or after hours are subject to an additional cost of N\$120.00(Excluding VAT).

### **GEN 4.1.8 METHODS OF PAYMENT**

Landing charges and passenger service charges are levied:

- a) At daily rates payable at presentation of invoice from the accounting officer. No payments to be made to the airport personnel.
- b) In the case of a regular user where the registered owner or operator has not defaulted payment of previous accounts and who is credit worthy and of good standing, on demand at the end of each calendar month in respect of charges accruing during that month, provided that, at the discretion of the accounting officer of the Arandis Airfield prior arrangement for a Bank Guarantee of payment is in place.
- c) Non-compliance with these rules and regulations will result in the management of Arandis Airfield resorting to prohibiting movement of aircraft on the airfield.

**Note:** Note must be taken that the Arandis Aerodrome is not a state/parastatal owned or operated aerodrome but is owned and operated by Arandis Airport (Pty) Ltd, which is a private entity entirely.

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## GEN 4.2 AIR NAVIGATION SERVICE CHARGES

### 1. VSAT Charges

- 1.1 Under the authority of Republic of Namibia, effective 19 April 2001, all Southern African Development Community (SADC) VSAT network charges attributable to Namibia will be billed and collected by the International Air Transport Association (IATA) on behalf of Air Traffic and Navigation Services (ATNS) Company LTD of South Africa, which has been designated the agent of Namibia with respect to the VSAT network at the following:

International Air Transport Association(IATA), Route de L'aéroport 33,

P.O. Box 416, CH-1215 Geneva 15 Airport, Switzerland.

Facsimile +41 (22) 799-2678

AFTN: LSGGIATA

SITA: GVALDXB

TELEX: 415586

- 1.2 As previously agreed, the flat rate charge has been restructured using FIR crossing in SADC VSAT equipped States' airspace to best reflect system usage. The FIR crossing charge denominated in United States Dollars (USD) was recently reviewed and will be effective as from 01 June 2009, as follows: The flat rate charge per FIR crossing will be **Nine US Dollars sixty cents**. FIR crossing charge per flight, will be payable from the effective date until further notice. This charge will be revised on a regular basis in consultation with IATA and other representative user groups depending on changes in operating costs, number of additional remote sites, aircraft movements, and other variable cost elements. NOTAM will also be issued by other states/service providers.

### 2. SADC VSAT invoicing and Payment Advice

- 2.1 The Southern African Development Community (SADC) Very Small Aperture Terminal (VSAT) charge is incurred when flights cross international Flight Information Region (FIR) boundaries or international borders of states, where the air traffic control centres are equipped with SADC VSAT satellite communications system. The states currently equipped with VSAT are: Angola, Botswana, Democratic Republic of Congo, Lesotho, Malawi, Mauritius, Mozambique, Namibia, South Africa, Swaziland, Tanzania, Zambia, Zimbabwe, Madagascar, Burundi, and Rwanda.
- 2.2 Payment terms are 30(thirty) days from the invoice date. Failure to settle accounts within the prescribed period may result in the service being denied which in actual fact means that aircraft/s will be grounded without further notice.

### 3. Primary Payment Method

All invoices above USD 250.00 must be settled in USD directly with International Air Transport Association (IATA) to the following bank account:

United Bank of Switzerland

Swift: UBSWCHZH12A

For IATA USD Bank A/C No. 332.208.53K (Rubrique ATC USD)

8 rue du Rhône - 1211 Geneva 2 Depôt

Switzerland

**Important:** Please quote the invoice reference number (as printed on the invoice) on the back of the cheque or as a bank transfer reference.

### 4. Other Payment options.

To facilitate payment of low value invoices, ATNS has introduced two alternative methods for payments of invoices of USD 250.00 or less which are detailed below

a) Option one – Direct to ATNS CO Ltd (Credit Card).

For invoices USD 250.00 or less, an enclosure to the invoice will provide for payment, of the SADC VSAT charges portion only, by VISA or MasterCard credit card. The credit card will be debited with the South African Rand equivalent of the US Dollar amount authorised. The exchange rate used for determining the Rand equivalent will be the Rand/US Dollar exchange rate ruling on the day of receipt by ATNS of the authorisation. Please ensure that all fields are completed correctly to ensure that the correct credit card account is debited. This form should be faxed to ATNS CO Ltd who will debit the credit card, and advise IATA of settlement.

b) Option two – Direct to ATNS CO Ltd (Direct deposits)

For invoices USD 250.00 or less, payment for the SADC VSAT portion only of the invoice, may be made in ZAR (South African Rand) to the account of Air Traffic and Navigational Co. Ltd (ATNS) in South Africa. The Bank account details are:

|                 |   |
|-----------------|---|
| Account Name:   | Air Traffic and Navigation Services SOC LTD – VSAT – CURRENT ACCOUNT (RAND) |
| BANK:           | FIRSTRAND BANK Ltd  |
| BRANCH:         | RMB Corporate Banking Johannesburg  |
| BRANCH CODE:    | 255005  |
| ACCOUNT Number: | 62693726526   |
| SWIFT CODE:     | FIRZAJJ   |

**Important:** The exchange rate to be used in determining the Rand equivalent of the US Dollar amount invoiced is the month end spot rate on the date of the invoice. The rate to be used for each invoice will be printed on the SADC VSAT movement / data sheet attached to the invoice.

Please quote the invoice reference number on the deposit slip and fax it to ATNS Co.Ltd. (Attn: VSAT Debtor or the Supervisor), Fax No. +27 11 607 1570, Tel No. +27 11 607 1217/1275/1168/1148/1220 and who will then advise IATA of settlement.

## 5. En-Route, Terminal and Aerodrome Control Charges

In terms of Government Gazette No. 6696 dated 31<sup>st</sup> August 2018, revised En-Route, Terminal Control Area and Aerodrome air navigation service charges are payable to the Namibia Civil Aviation Authority in terms of the amended Regulations. The commencement date for the revised air navigation service charges is 1 December 2018.

### 5.1 En-Route Charges

5.1.1 Means the amount payable by the holder or participant, inclusive of an owner or operator, in respect of a flight undertaken within the Windhoek Flight Information Region as designated by the Authority;

5.1.2 The en-route charges shall be calculated using the following formula:

En-route Charge = Distance x  $\sqrt{\text{MTOW}}$  (Maximum Take Off Weight) x C<sub>1</sub>

Where - MTOW is in kilograms (kg); and

Distance in nautical miles (NM); and

C<sub>1</sub> is a constant; and

En-Route Charge in N\$

5.1.2.1 Where the MTOW of an aircraft is greater or equal to 5700 kg: - Constant C<sub>1</sub> = 0.055; and

5.1.2.2 Where the MTOW of an aircraft is less than 5700 kg: - Constant C<sub>1</sub> = 0.02;

5.1.2.3 The constant is subject to periodic review by the Authority and, upon approval by the Minister, the publication thereof in the Gazette;

5.1.2.4 No en-route charge shall be payable to the Authority in respect of any aircraft engaged in a flight which commences and terminates at the same airport for training purposes; and

5.1.2.5 No en-route charge shall be payable in respect of any aircraft engaged in a military, customs, police or search and rescue flight, or test flights ordered by the Executive Director of the Authority to determine the serviceability of aircraft systems or flights.

## 5.2 Terminal Control Area Charge or TMA

5.2.1 Means the amount payable by the holder or participant, inclusive of an owner or operator, in respect of a flight entering, exiting, transiting or undertaken within any TMA for air navigation services provided by the authority;

5.2.2 The terminal control area (TMA) charge shall be calculated using the formula:

$$\text{TMA Charge} = \text{MTOW}^{0.8} \times C_2$$

Where - MTOW is in kilograms (kg); and

C<sub>2</sub> is constant; and

TMA Charge in N\$

5.2.2.1 Constant C<sub>2</sub> = 0.3;

5.2.2.2 The constant is subject to periodic review by the authority and, upon approval by the Minister, the publication thereof in the gazette;

5.2.2.3 The TMA charge in respect of a helicopter or a fixed wing flight which is engaged solely for the purpose of aircrew training, shall be 20 percent of the TMA charge calculated using the TMA charge formula specified above; and

5.2.2.4 No TMA charge shall be payable in respect of any aircraft engaged in a military, customs, police or search and rescue flight, or test flights ordered by the Executive Director to determine the serviceability of aircraft systems or flights.

## 5.3 Aerodrome Charge or ADR

5.3.1 Means the amount payable by the holder or participant, inclusive of an owner or operator, in respect of a flight arriving, departing, transiting or undertaken within any control zone (CTR) or aerodrome traffic zone (ATZ);

5.3.2 The aerodrome charge (ADR charge) shall be calculated using the following formula:

$$\text{ADR Charge} = \text{MTOW}^{0.8} \times C_3$$

Where - MTOW is in kilograms (kg); and

C<sub>3</sub> is a constant; and

TMA Charge in N\$

5.3.2.1 Constant C<sub>3</sub> = 0.2;

5.3.2.2 The constant is subject to periodic review by the Authority and, upon approval by the Minister, the publication thereof in the Gazette;

5.3.2.3 The ADR charge in respect of a helicopter or a fixed wing flight which is engaged solely for the purpose of aircrew training, shall be 20 per cent of the TMA charge calculated using the TMA charge formula specified above; and

5.3.2.4 No ADR charge shall be payable in respect of any aircraft engaged in a military, customs, police or search and rescue flight, or test flights ordered by the Executive Director to determine the serviceability of aircraft systems or flights.

#### 5.4 Invoicing and Payment

5.4.1 Invoices issued by the Namibia Civil Aviation Authority or designated third party on behalf of the Authority to holder or participant, inclusive of an owner or operator for services rendered are due and payable within 30 days from the date of invoice.

5.4.2 Failure to pay invoices by the due date may result in the provision of air navigation services being declined as provided for in terms of Section 64(5) of the Civil Aviation Act No.6 of 2016.

5.4.3 All payments due must be deposited in the Namibia Civil Aviation Authority bank account as detailed below:

|                 |                            |
|-----------------|----------------------------|
| Bank name:      | Standard Bank Namibia Ltd. |
| Account Name:   | Aeronautical Fees          |
| Account Number: | 04 164 8110                |
| Branch Code:    | 082672                     |
| Branch Name:    | Ausspannplatz Branch       |
| SWIFT Code:     | SBNMNX                     |

## 6. Civil Aviation Safety Charge

In terms of Government Gazette No. 6696 dated 31<sup>st</sup> August 2018, a Civil Aviation Safety charge is payable to the Namibia Civil Aviation Authority in terms of the amended Regulations. The commencement date for the safety charges is 1<sup>st</sup> December 2018.

### 6.1 Civil Aviation Safety Charge

6.1.1 Means the amount payable to the Authority by a holder or participant and inclusive of an owner or operator, providing air services on the departure of a flight from an aerodrome within the territory of Namibia.

6.1.2 A civil aviation safety charge payable is:

- N\$30.00 per available seat for domestic flights, and
- N\$54.00 per available seat for international flights.

6.1.3 Value Added Tax is not payable on the civil aviation safety charge.

### 6.2 Supporting information

6.2.1 Information relating to the total number of departures and type of aircraft per owner or operator on domestic and international flights, shall be provided monthly –

- by the Air Navigation Services Unit of the Authority, in respect of flights departing from aerodromes manned by air traffic controllers; and
- by the relevant aerodrome licence holder or operator of an aerodrome in respect of flights departing from aerodromes not manned by air traffic controllers.

6.2.2 The Authority shall, on receipt of the information referred to in 6.2.1, verify the accuracy and completeness of data received from the operators of aerodromes involved and Air Navigation Services Unit of the Authority.

6.2.3 The owner or operator of the relevant air services shall be subjected to a compliance audit as instructed or done by the Authority at any time determined by the Executive Director.

6.2.4 Without prejudice to 6.2.3 it shall be the responsibility of the aircraft owner or operator providing air services to provide the Authority with correct information on the number of departures and type of aircraft used in case of conflicting data, for verification purposes.

### 6.3 Invoicing and payment

6.3.1 Invoices issued by the Namibia Civil Aviation Authority or designated third party on behalf of the Authority to holder or participant, inclusive of an owner or operator for services rendered are due and payable within 30 days from the date of invoice.

6.3.2 Failure to pay invoices by the due date may result in service being declined in terms of Section 64(5) of the Civil Aviation Act No 6 of 2016.

6.3.3 All payments due must be deposited in the Namibia Civil Aviation Authority bank account as detailed below:

|                 |                            |
|-----------------|----------------------------|
| Bank name:      | Standard Bank Namibia Ltd. |
| Account Name:   | NCAA Corporate Receiving   |
| Account Number: | 04 267 7068                |
| Branch Code:    | 082672                     |
| Branch Name:    | Ausspannplatz Branch       |
| SWIFT Code:     | SBNMNaN                    |