AD 2. AERODROMES

FYWB AD 2.1 AERODROME LOCATION INDICATOR AND NAME

FYWB - Walvis Bay Airport

FYWB AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1.	*ARP co-ordinates and site at AD*	225848S 0143843E 07° / 1500 M from THR09
2.	*Direction and distance from (city)*	270° East, 8 NM from Walvis Bay
3.	*Elevation/reference temperature*	299 FT / 25°C
4.	*Geoid undulation at AD ELEV PSN*	98 FT
5.	*MAG VAR/annual change*	12.70° W (2020)/ 0.07° E
6.	*Name of aerodrome operator, address, telephone, telefax numbers, e-mail address, AFS address and, if available, website address*	Namibia Airports Company Limited Walvis Bay International Airport Walvis Bay Airport Manager Ms. Chrizelda George Contact Details Tel: +264 64 271 100 Telefax: +264 64 200 164 Cell: +264 81 163 5038 (during or after hours) Email : georgec@airports.com.na wvboperations@airports.com.na Website: www.airports.com.na ATC Tel: +264 64 702690/1 Fax: +264 64 702699 AFS: FYWBYDYX
7.	*Types of traffic permitted (IFR/VFR)*	IFR/VFR
8.	*Remarks*	NIL

FYWB AD 2.3 OPERATIONAL HOURS

1.	*AD Operator*	MON-FRI: 0700 – 1500 SAT, SUN & PUB HOL 0800-1500
2.	*Customs and immigration*	MON-SUN: 0800-1500
3.	*Health and sanitation*	Available within AD Hours. 2 HR PN to AD required
4.	*AIS briefing office*	NIL
5.	*ATS reporting office (ARO)*	As AD Administration
6.	*MET briefing office*	As AD Administration
7.	*ATS*	TWR: MON-FRI: 0700-1500 SAT/SUN/Public Holidays: 0800-1500 APP: MON-FRI: 0500-1700

8.	*Fuelling*	As AD Administration
9.	*Handling*	As AD Administration
10.	*Security*	24 HR
11.	*De-icing*	NIL
12.	*Remarks*	Outside AD HR, services are available O/R. Request to be submitted to the AD not later than 1100 UTC. NAMRA/Customs and Excise Contact Details Tel: +264 64 206 522 After Hour: +264 81 261 6596 Home Affairs: Immigration Contact Details Tel: +264 81 951 0254 After Hour: +264 81 389 8137 Aeronautical Information Services Contact Details (FYWE) Tel: +264 61 702 080/1/3 Fax: +264 61 702 088 Meteorological Services Contact Details Tel: +264 64 702 685 After Hour: +264 81 247 6225 Air Traffic Services Contact Details Tel: +264 64 702 2690/1 After Hour: +264 81 277 7918 and +264 81 308 1520 Port Health Tel: +264 64 216 354 After Hour: +264 81 490 2035

FYWB AD 2.4 HANDLING SERVICES AND FACILITIES

1.	*Cargo-handling facilities*	Hydraulic staircases, forklift 3 ton, air starter unit, 5 ton high loader, tractor, 5 ton scale, hangar parking, baggage trolleys cargo trailers, GPU, toilet services, vehicle (bakkie) & aircraft cleaning.
2.	*Fuel/oil types*	Jet A1 and AVGAS 100LL
3.	*Fuelling facilities/capacity*	1 x Jet A1 refuelling truck – 18 000 L 1 x Jet A1 refuelling truck – 11 000 L 1 x AVGAS refuelling truck – 3 000 L
4.	*De-icing facilities*	NIL
5.	*Hangar space for visiting aircraft*	Limited by prior arrangement only.
6.	*Repair facilities for visiting aircraft*	NIL
7.	*Remarks*	Handling services available within AD HR or by arrangement with the AD. Walvis Bay Airport Services (WBAS) Tel: +264 64 201 2180/ +264 64 204 878

		Telefax: +264 64 204 878 Mobile: +264 81 147 3186, +264 81 885 1427 and +264 81 247 0066 During and Afterhours Email: admin@wbas.com.na Southern Energy Company Walvis Bay Airport Tel: +264 64 203 951 Fuel Operator and Standby cell phone: +264 81 150 2489 Fuel Operator and Supervisor: +264 81 146 0650 Email Operator: WernerL@sec.com.na and WalvisBay@sec.com.na Administration Office Contact: Fax: +264 64 203 951 Tel: +264 81 150 2507 Email Administration: ClaudineL@sec.com.na

FYWB AD 2.5 PASSENGER FACILITIES

1.	*Hotels*	Near the AD and in the city
2.	*Restaurants*	At AD and in the city
3.	*Transportation*	Taxis and car hire from the AD
4.	*Medical facilities*	First aid at AD. Hospital in the city
5.	*Bank and post office*	In the city
6.	*Tourist office*	Office in the city. Tel: Walvis Bay +264 64 207 444 Email: bookings@walvisbaytourism.com
7.	*Remarks*	AD website: www.airports.com.na

FYWB AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1.	*AD category for fire fighting*	Within AD HR: CAT 6
2.	*Rescue equipment*	Standard firefighting equipment carried on all fire response vehicles in accordance with NAMCARs and ICAO requirements for Category 6 Airport. 1 x (Rescue 1) Rosenbauer Panther 6 x 6 fire fighting vehicle, 1 x Marce Rhino 6 x 6 fire fighting vehicle. Extinguishing medium excluding reserves 25000 litres of water, 3000 foam concentrate, 500 Dry Chemical Powder. Total foam solution discharge rate: R1: 9000 litres/minute and R2: 5000 litres/minute. Reserve extinguishing medium: 200% Aqueous film Forming Foam / water reservoir 760m^3 capacity and 6 fire hydrants.

3.	*Capability for removal of disabled aircraft*	Airport has limited equipment for light aircraft removal only. For the removal of medium to large aircraft, equipment may be sourced as per emergency management response plan when required. Aircraft operator obliged to remove disabled aircraft from manoeuvring area within agreed time frames. Removal of disabled aircraft is the responsibility of the airline or registered owner or aircraft operator.
4.	*Remarks*	Service Level Agreement with AWH Africa Rigging and Plant Rentals CC for the removal of disabled aircraft up to critical aircraft Embraer 190. Coordinator for Removal of Disabled Aircraft: C. Simasiku, Chief ARFF, Tel: +264 81 145 6847 Email: simasikuc@airports.com.na

FYWB AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	*Types of clearing equipment*	NIL
2	*Clearance priorities*	NIL
3	*Remarks*	NIL

FYWB AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1.	*Apron designation, surface and strength*	Cargo Apron: Concrete,117/R/A/W/T Asphalt, 130/F/A/W/T Passenger Apron: Concrete, 19/R/B/W/U Asphalt, 19/F/B/W/U
2.	*Taxiway designation, width, surface and strength*	Alpha (A), 15 M, Asphalt, PCN 19/F/B/W/U Bravo (B), 25 M, Asphalt, PCN 130/F/A/W/T Charlie (C),15 M, Asphalt, PCN 19/F/B/W/U Delta (D), permanently closed Echo (E), permanently closed Foxtrot (F), 7 M, Gravel and Tared, PCN 19/F/B/W/U)
3.	*Altimeter checkpoint location and elevation*	Location: At Cargo Apron Elevation: 299 FT
4.	*VHF Omni-directional Radio Range (VOR) checkpoints*	TWY B Holding position: 225648.90S 0143821.65E TWY C Holding position: 225846.06S 0143831.15E Frequency: 113.6 MHz

5.	*INS checkpoints*	NIL
6.	*Remarks*	Refer to AD 2.20 Local Traffic Regulations 5. Taxi Limitations

FYWB AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1.	*Use of aircraft stand ID signs, TWY guide lines and visual docking/ parking guidance system of aircraft stands*	NIL facilities Parking of ACFT as per ARFF Marshaller
2.	*RWY and TWY markings and LGT*	RWY: Designation, THR, TDZ, centre line, edge runway end as appropriate, marked, and lighted. TWY: Centre Line
3.	*Stop bars*	Stop Bar on main intersection from main taxiway to cargo apron. Stop Bar on main intersection from RWY 27 to main taxiway. Stop Bar on main intersection from RWY 09 to main taxiway.
4.	*Other runway protection measures*	Guard Light is on the same line as the stop bar, on the side. Guard Light located on main intersection from main taxiway to cargo apron. Guard Light on main intersection from RWY 27 to main taxiway. Guard Light on main intersection from RWY 09 to main taxiway.
5.	*Remarks*	Refer to AD 2.20 Local Traffic Regulations 5. Taxi Limitations

FYWB AD 2.10 AERODROME OBSTACLES

In Area 1					
OBST ID/ Designation	*OBST Type*	*OBST position*	*ELEV/HGT*	*Markings / Type, Colour, Lighting (LGT)*	*Remarks*
a	**b**	**c**	**d**	**e**	**f**
Mountain	Mountain	225820.12S 0144017.71E	368FT	NIL	09/TKOF 27/APCH

In Area 2					
OBST ID/ Designation	*OBST Type*	*OBST position*	*ELEV/HGT*	*Markings / Type, Colour, Lighting (LGT)*	*Remarks*
a	**b**	**c**	**d**	**e**	**f**
ROOI RES	RESERVOIR	225850.47S 143937.36E	117/38 M	Marked	NIL
VOR WBV	NAV Aid	225855.59S 143840.48E	90/1 M	Marked/LGT	
ARB C	NAV Aid	225851.32S 143847.51E	95/3 M	Marked/LGT	NIL
GP Container	NAV Aid	225835.90S 143937.11E	95/3 M	Marked/LGT	NIL
GP27 Mon Pole	Glide Path 27	225834.77S 143940.80E	89/6 M	Marked/ LGT	NIL
MET Station Mid	NAV Aid	225855.70S 143828.48E	81/10 M	Marked	NIL
MET Station 09	NAV Aid	225904.17S 143800.02E	73/10 M	Marked	NIL
MET Station 27	NAV Aid	225835.94S 143935.09E	94/10 M	Marked	NIL
Wind Sensor OLD	NAV Aid	225852.38S 143844.81E	83/10 M	Marked	NIL
Wind Sensor 09	NAV Aid	225903.14S 143803.63E	74/3 M	Marked	NIL
Wind Sensor 27	NAV Aid	225835.94S 143935.09E	95/10 M	Marked	NIL
Wind Sensor 27_A	NAV Aid	225836.81S 143932.10E	97/3 M	Marked	NIL
LOC09 Monitor	NAV Aid	225904.18S 143748.75E	72/1 M	Marked/LGT	NIL
Sub27	NAV Aid	225837.06S 143937.51E	95/3 M	Marked	NIL
Military TWR_E	Pole	225852.31S 143920.76E	90/31 M	NIL	NIL
Military TWR_W	Pole	225850.35S 143922.62E	91/31 M	NIL	NIL
HI GRND2	TERRAIN	225830.51S 144035.10E	116/8 M	NIL	NIL

In Area 2					
OBST ID/ Designation	*OBST Type*	*OBST position*	*ELEV/HGT*	*Markings / Type, Colour, Lighting (LGT)*	*Remarks*
a	**b**	**c**	**d**	**e**	**f**
Windsock_ Mid	NAV Aid	225852.15S 143850.76E	85/8 M	Marked/LGT	NIL
Windsock27	NAV Aid	225834.42S 143945.00E	88/8 M	Marked	NIL

In Area 3					
OBST ID/ Designation	*OBST Type*	*OBST position*	*ELEV/HGT*	*Markings / Type, Colour, Lighting (LGT)*	*Remarks*
a	b	c	d	e	f
NIL					

FYWB AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1.	*Associated Met office*	Windhoek
2.	*Hours of service* *MET office outside hours*	MON-FRI: 0330 – 1830 SAT-SUN: 0330 – 1230 SAT-SUN: 1730 – 1830 (one reading is taken between these times) 2 HR
3.	*Office responsible for TAF preparation* *Periods of validity*	Windhoek 6 HR
4.	*Type of landing forecast* *Interval of issuance*	NIL
5.	*Briefing/consultation provided*	Personal Consultation
6.	*Flight documentation* *Language(s) used*	Charts, abbreviated plain language text English
7.	*Charts and other information available for briefing or consultation*	S3, U85, U7, U5, U2, P5
8.	*Supplementary equipment available for providing information*	NIL supplementary equipment
9.	*ATS units provided with information*	Windhoek FIC

10.	*Additional information (limitation of service, etc.)*	1. Satellite Imagery 2. Windsock Geographical Location, Elevation, Marketing and Lighting

Windsock Designation	Latitude Longitude	Height (m)	Marked/ LGT
Windsock E: Abeam ATC	225852.02S 0143850.76E	92.551	Marked/ LGT
Windsock 27: Abeam THR	225834.43S 0143945.01E	96.201	Marked

FYWB AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	*TRUE BRG*	*Dimensions of RWY (M)*	*Strength (PCN) and surface of RWY and SWY*	*THR coordinates RWY end coordinates THR geoid undulation*	*THR Elevation and highest elevation of TDZ of precision APPRWY*
1	2	3	4	5	6
09	071.58°	3 440 x 60	130/F/B/W/T Asphalt	225903.14S 0143752.23E GUND 29M 96.8 FT	THR 72 M/236 FT
27	251.58°	3 440 x 60	130/F/B/W/T Asphalt	225828.55S 0143947.08E GUND 29M 96.8 FT	THR 96M/315 FT

Designations RWY NR	*Slope of RWY-SWY*	*SWY dimensions (M)*	*CWY dimensions (M)*	*Strip dimensions (M)*	*Dimensions of runway end safety areas*
1	7	8	9	10	11
09	RWY – 0.87 % SWY - NIL	NIL	NIL	3 560 x 150	120 x 90
27	RWY – 0.60 % SWY - NIL	NIL	NIL	NIL INFO AVBL	120 x 90

Designations RWY NR	*Location and description of arresting system*	*OFZ*	*Remarks*
1	12	13	14
09	NIL	NIL	RESA Long Slope: 2.17% RESA Trans Slope: 0.2%
27	NIL	NIL	RESA Long Slope: 0.85% RESA Trans Slope: 1.3%

FYWB AD 2.13 DECLARED DISTANCES

RWY Designator	*TORA (M)*	*TODA(M)*	*ASDA (M)*	*LDA (M)*	*Remarks*
1	**2**	**3**	**4**	**5**	**6**
09	3440	3440	3440	3440	NIL
27	3440	3440	3440	3440	NIL

FYWB AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	*APCH LGT type LEN INTST*	*THR LGT colour WBAR*	*VASIS (MEHT) PAPI*	*TDZ, LGT, LEN*	*RWY Centre line LGT length, spacing, colour, INTST*
1	2	3	4	5	6
09	900 M	Green	PAPI, Both/3° (30FT)	NIL	3390 M, 15 M, white middle and red end
27	900 M LIH	Green	PAPI, Both/3° (69FT)	875 M	3390 M, 15 M, white middle and red end

RWY Designator	*RWY edge LGT LEN, spacing colour INTST*	*RWY End LGT colour WBAR*	*SWY LGT LEN (M) colour*	*Remarks*
1	7	8	9	10
09	3360 M, 60 M, white, LIH	Red	40 M Yellow and red	Non-precision APP
27	3360 M, 60 M, white, LIH	Red	40 M Yellow and red	Non-precision APP

FYWB AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1.	*ABN/IBN location, characteristics, and hours of operation*	ABN: Abeam Centre RWY, FLG W G EV 2 SEC/ IBN: NIL
2.	*LDI location and LGT* *Anemometer location and LGT*	LDI: NIL Anemometer: AMS E 320 M from THR 27, lighted AMS C 1000 M from THR 09, lighted AMS W 200 M from THR 09, lighted
3.	*TWY edge lights, centre line lights and stop bars (if any)*	TWY edge lights are only available at intersection "C"
4.	*Secondary power supply/switch-over time*	Secondary power supply to all lighting at AD Switch over time: 15 SEC
5.	*Remarks*	2X 400 KVA Cummins power generator sets

FYWB AD 2.16 HELICOPTER LANDING AREA

1.	*Coordinates TLOF or THR of FATO* *Geoid undulation*	NIL
2.	*TLOF and/or FATO elevation M/FT*	NIL
3.	*TLOF and FATO area dimensions, surface, strength, marking*	NIL
4.	*True BRG of FATO*	NIL
5.	*Declared distance available*	NIL
6.	*APP and FATO lighting*	NIL
7.	*Remarks*	NIL

FYWB AD 2.17 ATS AIRSPACE

1.	*Designation and lateral limits*	Walvis Bay CTR Lateral limits 225100.61S 0144701.68E – Clockwise along the arc of a circle, radius 10NM centred at 225828.55S 0143947.08E – 230414.63S 0144839.60E – 230833.04S 0143421.75E – clockwise along the arc of a circle, radius 10NM centred at 225903.14S 0143752.23E – 225657.72S 0142716.09E to point of origin.
2.	*Vertical limits*	GND/2500FT AMSL
3.	*Airspace classification*	C
4.	*ATS unit call sign* *Language(s)*	Walvis Bay Tower English
5.	*Transition altitude*	10 000 FT MSL

6.	*Remarks*	1. Speed restrictions apply in FYWB TMA. Refer FYWB AD 2.22 Flight procedures. 2. Use FYWB QNH within the lateral confines of FYWB TMA at and below 10000FT AMSL. Refer ENR 2.1-6 Note 2. 3. All traffic operating in Class G airspace within the lateral confines of the FYWB TMA, must contact Walvis Bay Approach on 122.5MHz for Flight Information Service.

FYWB AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	*Call sign*	*Frequency*	*Hours of operation*	*Remarks*
1	**2**	**3**	**4**	**5**
Tower/APP	Walvis Bay Tower	122.5 MHz	TWR: MON-FRI: 0700 - 1500, SAT/SUN/Public Holidays: 0800-1500 APP: MON-FRI: 0500-1700	NIL
ATIS	Walvis Bay ATIS	127.0 MHz	H24	Fully operational 50NM radius around airport on this FREQ 127.0 MHz or TEL +264 81 3323509

FYWB AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, CAT of ILS/MLS (for VOR/ILS/ MLS give VAR)	*ID*	*Frequency*	*Hours of Operation*	*Position of transmitting antenna co-ordinates*	*Elevation of DME transmitting antenna*	*Remarks*
1	**2**	**3**	**4**	**5**	**6**	**7**
VOR/DME (13°W/2016)	WBV	113.6 MHz CH 83X	H24	225855.59S 0143840.48E	299 FT	NIL
RNP APCH	N/A	1575.42 MHz	H24	N/A	N/A	Transmitting antennas are satellite based

FYWB AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Airport regulations

1.1 Hazard, Incident and Accident Reporting

All safety hazards, incidents and accidents are to be reported to FYWB fire station control room at +264 64 271 123 or the Safety & Environmental Officer on duty at +264 64 271 102/127 or emailed to walvisbaysafety@airports.com.na.

1.2 High Ground on APCH RWY27

- Terrain on approach runway 27 mountain with red and white painted reservoir atop.
- High ground 1, terrain on approach runway 27, published in the AIP approach charts.

1.3 Circuit Altitude

- Turbine-powered aircraft 2000 FT ALT.
- Reciprocating engine-powered aircraft 1500 FT ALT.

1.4 Reflective Jackets

- All pilots and crew operating at Walvis Bay International Airport must wear a lime green reflective jacket depicting their airline name on the rear of the jacket for safety reasons as well as easy identification.

1.5 New Aircraft Operating at Walvis Bay International Airport

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

1.6 Airport Fees Administration

1.6.1 After Hour Operations

Request for ad hoc extension to hours of operation.

Applicant must apply in writing at least 48 hours in advance to the Airport Manager, who after consultation with service providers will approve or reject the request. Application must be submitted to wvboperations@airports.com.na

1.6.2 Landing/Parking and Passenger fees

All unscheduled and charter flights are to effect payment directly to NAC upon arrival and before departure and not to any third parties, payment can be done at the Apron office located on the ground floor of the terminal building.

2. Taxiing to and from stands

Standard Taxi Routes (Aircraft)

a) Aircraft with outer main gear wheel span greater than > 6m make use of the following standard taxi routes:

- Aircraft which are about to take-off on runway 09, may exit the cargo apron via intersection Bravo, via Alpha 4 to enter the runway to proceed west to threshold 09.

- Aircraft which are about to take-off on runway 27, may exit the cargo apron via intersection Bravo, and Alpha 4 to enter the runway to proceed east to threshold 27.
- Aircraft landing on runway 27 may proceed to intersection Alpha 4 and then Bravo to enter the cargo apron.
- Aircraft landing on runway 09 can exit the runway using intersections Alpha 4 then Bravo to enter the cargo apron.

b) Aircraft with main gear wheel span less than > 6M make use of the following standard taxi routes:

- Aircraft which are about to take-off on runway 09, may exit the apron via intersection Bravo, via Alpha 4 or Alpha 5 to enter the runway to proceed west to threshold 09.
- Aircraft which are about to take-off on runway 27, may exit the apron via intersection Bravo, Alpha Taxiway, Alpha 1, 2, 3 or 4 to enter the runway to proceed east to threshold 27.
- Aircraft landing on runway 27 may proceed to intersection Alpha 4 and then Bravo to enter the cargo apron; or landing on runway 27 proceed to intersection Alpha 3 then Charlie to enter the passenger apron.
- Aircraft landing on runway 09 can exit the runway using intersections Alpha 4 then Bravo to enter the cargo apron, or Alpha 3 then Charlie onto passenger apron.

c) Standard taxiway designations are contained under Appendix 20 to the aerodrome manual.

d) Standard taxiway routes are presented as Appendix 21 in the aerodrome manual.

Note: Intersection TWY Delta and Echo located abeam the fuel farm, are permanently closed to traffic.

3. Parking area for small aircraft (general aviation)

General aviation aircraft shall be guided by marshallers to the parking area for small aircraft.

4. Parking area for helicopters

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

5. Apron – taxiing during winter conditions

Inbound Traffic:

Once aircraft enter the apron, ATC will instruct the Pilot to follow the directions of the Aircraft Marshallers to an allocated parking position.

Departing IFR flights shall contact the TWR to obtain ATC clearance before commencing taxiing. Request for ATC clearance may take place at the earliest 10 minutes prior to engine start-up. Frequency 122.5 MHz is to be used in the period 0700 – 1500 UTC.

6. Taxiing – limitations

The separation distance between the runway and parallel taxiway does not allow simultaneous movement of landing and taxiing aircraft.

Taxiway Delta and Echo are closed permanently.

Standard taxiway routes exist for all aircraft above Code B via Taxiway Alpha 4 and onto Taxiway Bravo.

Passenger apron via Taxiway Charlie, adjacent to the passenger terminal building, is closed to traffic subjected to prior approval from Airport Manager.

7. School and training flights - Technical test flights - Use of runways

School and training flights must only be made after permission has been obtained from the ATC.

8. Helicopter traffic - Limitation

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

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

a) Owner/Operator

b) Type of helicopter, registration/call sign

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

Furthermore, other details relevant to the evaluation for the request shall be given as required.

9. Removal of disabled aircraft from runways

The registered owner or aircraft operator will always retain complete responsibility for the removal of the disabled aircraft. All airline operators at FYWB are expected to have an aircraft recovery plan. For non-airlines operators at FYWB, the pilot or aircraft owner is responsible for the immediate removal and or disposal of the disabled aircraft.

FYWB AD 2.21 NOISE ABATEMENT PROCEDURES

NIL procedures.

FYWB AD 2.22 FLIGHT PROCEDURES

Radio Communication Failure

a) Aircraft to join overhead the Aerodrome at 2000 feet AGL
b) Observe and join the Aerodrome TFC
c) Make all turns to the left whenever possible
d) Land as soon as possible and report to the ATC

Speed Restriction:

Speed restrictions within Walvis Bay TMA for arriving and departing aircraft, MAX IAS 250KT restriction applies at and below A100. Speed is mandatory and must be complied with. ATC may vary the speeds for traffic management purposes.

FYWB AD 2.23 ADDITIONAL INFORMATION

1. Model Flying

Model flying activities taking place on weekends 5NM southwest of FYWB at position 230237S 0143515E.

2. Paragliding

Paragliding activities in dunes near Lang strand throughout the year.

3. SECURING OF LIGHT AIRCRAFT

There are no designated stands for the parking of small aircraft, pilots are strictly requested to adhere to the marshalling signals from the marshaller.
No aircraft mooring points are available at FYWB, aircraft mooring weights available:
The equipment available is listed below:

4 x 43 KG pairs;
4 x 90 KG pairs;
4 x 92 KG pairs;
4 x 115 KG
1 x mobile trolley (for transportation of mooring equipment only)

The mooring equipment are stored at the now defunct temporary passenger terminal building structure, on airside located west of the passenger terminal building.
Pilots requiring mooring weights shall inform the aircraft marshaller on duty at the apron or the Airport Rescue and Fire Fighting Services Control Room.
Note! – The Pilot in Command (PIC) shall at own discretion select the weights for the type of aircraft in operation at the time.

Once the mooring weights have been used, it is the responsibility of the aircraft operator to return the mooring weight equipment to the designated storage area.

4. LIMITATIONS ON THE USE OF THE AERODROME

Simultaneous Movements
The separation distance between the runway and the taxiway does not allow simultaneous movements of landing and taxiing aircraft.

Taxiway Restrictions
Taxiways Delta and Echo are closed permanently.
Standard taxiway routes exist for all aircraft above Code B through Taxiway Alpha 4 and onto Taxiway Bravo.
Passenger apron through Taxiway Charlie, adjacent to the passenger terminal building, is closed to traffic subject to prior approval from the Airport Manager.

Other Restrictions
No night operations, outside of natural light hours, are allowed at Walvis Bay International Airport.

Pre-Flight Altimeter Checkpoint
The apron at Walvis Bay International Airport is not provided with Pre-Flight Altimeter checkpoint(s). The pre-flight altimeter checks are currently conducted on any position on the Apron. Pilots obtain the QNH from ATC, which is obtained from the Pressure Sensor of Meteorological Services.

Apron Markings
Airport Apron lead in lines is not commensurate with aircraft operations. There are no aircraft stand markings on FYWB cargo or passenger apron. Pilots are to follow aircraft marshaller instructions.

FYWB AD 2.24 CHARTS RELATED TO WALVIS BAY

AERODROME CHART — ICAO

22°58'48"S
014°38"43"E

ELEV 299 FT

WALVIS BAY TWR 122.5
WALVIS BAY ATIS 127.0

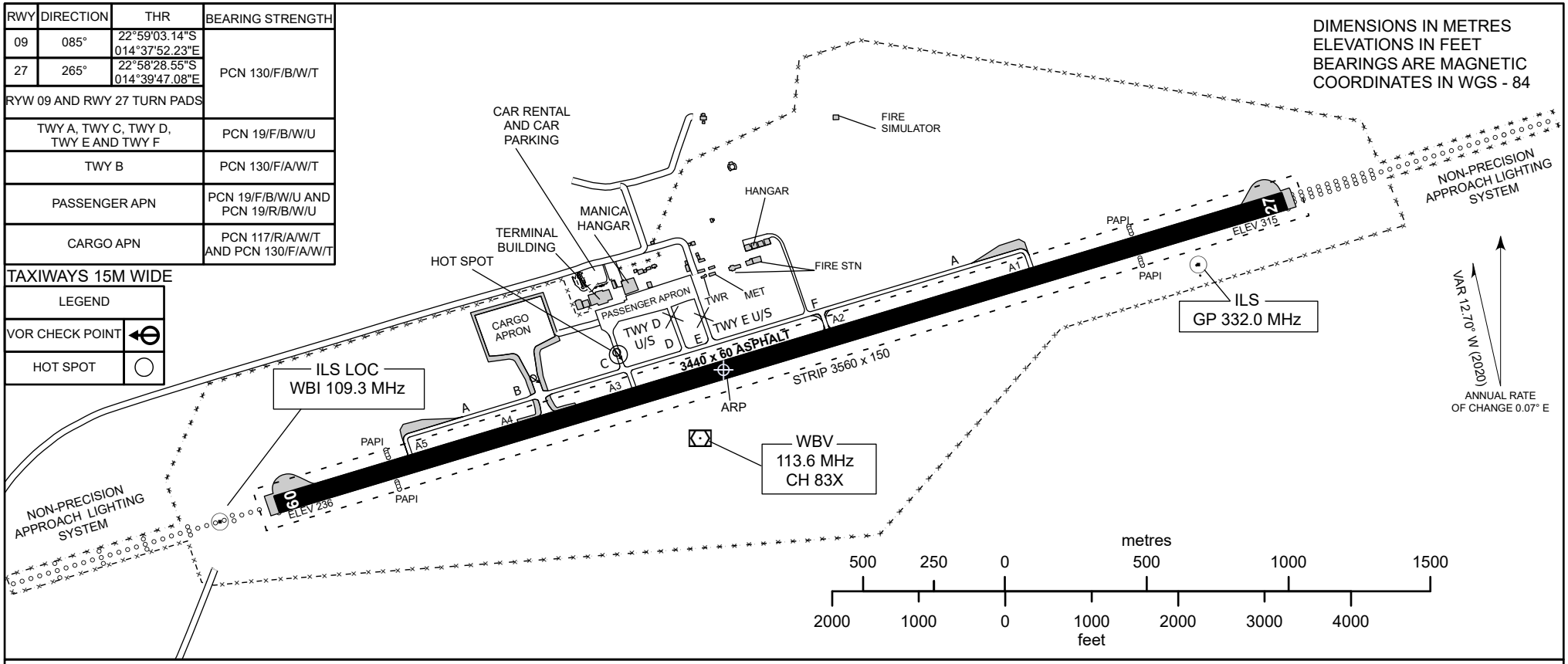
WALVIS BAY/
WALVIS BAY INTERNATIONAL AIRPORT

RWY	DIRECTION	THR	BEARING STRENGTH
09	085°	22°59'03.14"S 014°37'52.23"E	PCN 130/F/B/W/T
27	265°	22°58'28.55"S 014°39'47.08"E	
RYW 09 AND RWY 27 TURN PADS			
TWY A, TWY C, TWY D, TWY E AND TWY F			PCN 19/F/B/W/U
TWY B			PCN 130/F/A/W/T
PASSENGER APN			PCN 19/F/B/W/U AND PCN 19/R/B/W/U
CARGO APN			PCN 117/R/A/W/T AND PCN 130/F/A/W/T

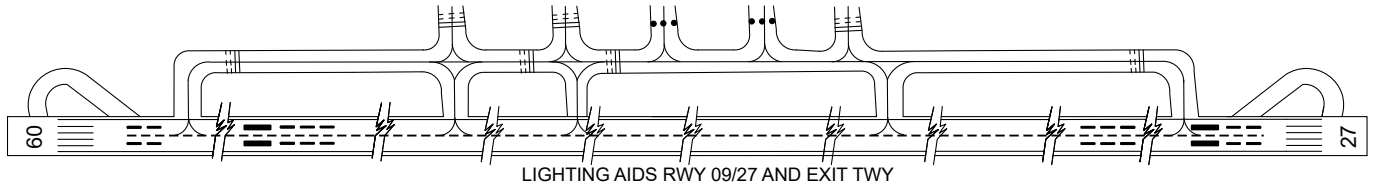
TAXIWAYS 15M WIDE

LEGEND	
VOR CHECK POINT	
HOT SPOT	

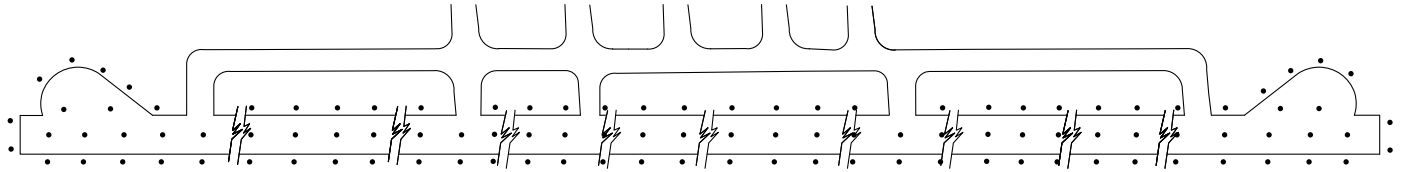
DIMENSIONS IN METRES
ELEVATIONS IN FEET
BEARINGS ARE MAGNETIC
COORDINATES IN WGS - 84



MARKING AIDS RWY 09//27 AND EXIT TWY



LIGHTING AIDS RWY 09/27 AND EXIT TWY



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Area Chart – ICAO (Reserved)

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Instrument Approach Chart – ICAO (Reserved)

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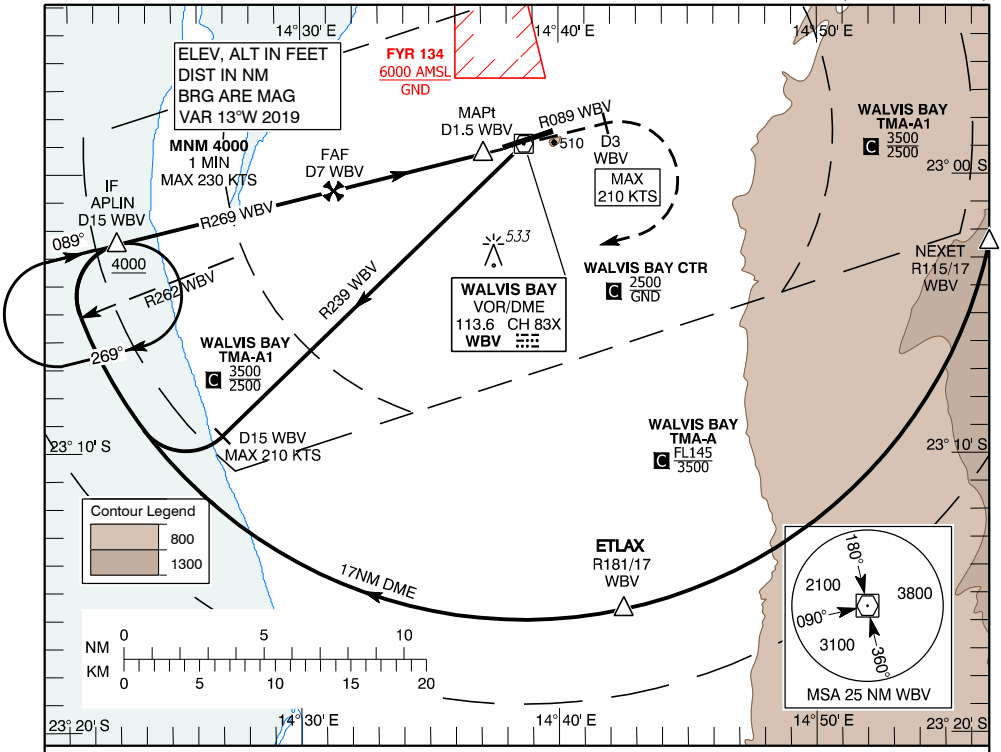
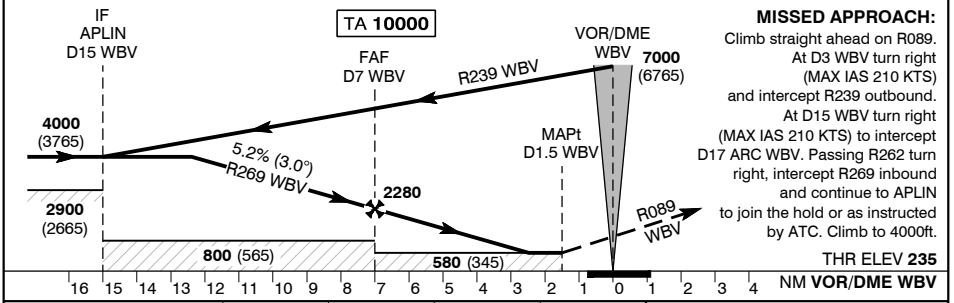
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV - **299 FT**
HEIGHT RELATED TO
THR RWY - **09** ELEV - **235 FT**

TWR	122.50
ATIS	127.00

WALVIS BAY (FYWB)
VOR RWY 09
(CAT A, B, C, D)





MISSED APPROACH:
Climb straight ahead on R089.
At D3 WBV turn right
(MAX IAS 210 KTS)
and intercept R239 outbound.
At D15 WBV turn right
(MAX IAS 210 KTS) to intercept
D17 ARC WBV. Passing R262 turn
right, intercept R269 inbound
and continue to APLIN
to join the hold or as instructed
by ATC. Climb to 4000ft.

THR ELEV **235**

Aircraft CAT		A	B	C	D
MDA (OCH) VIS	Straight-in	**580** (345) 1400m			
	Circling	**870** (571) 1900m	**940** (641) 2800m	**1160** (861) 3700m	**1240** (941) 4600m
Dist fm WBV DME	NM	6	5	4	3	2
Altitude	FT	1965	1645	1325	1005	685
Ground Speed	KTS	80	100	120	140	160
Descent Rate (3.0°)	FT/MIN	425	530	635	745	850

NOTES:
1. WBV DME required.
2. GNSS permitted in lieu of DME. Reference waypoint WBV VOR.

Circling to the NORTH prohibited

CHANGES: NEW

RWY 09 VOR Approach

Descent Angle:	3 °						
Fix	IAF 1 / NEXET	IAF 2 / ETLAX	IF / APLIN D15 WBV	FAF D7 WBV	MAPt D1.5 WBV	MATP D3 WBV	MATP D15 WBV
Fix Coordinates	230227.80S 0145641.80E	231536.47S 0144230.16E	230230.44S 0142253.39E	230036.23S 0143117.83E	225917.24S 0143705.41E	225812.39S 0144149.96E	230922.48S 42657.96E
Fix Formation Bearing °T	102.03 WBV	168.03 WBV	256.18 WBV	256.18 WBV	256.18 WBV	076.18 WBV	226.00 WBV
Fix Formation Distances	17.0 WBV	17.0 WBV	15.0 WBV	7.0 WBV	1.5 WBV	3.0 WBV	15.0 WBV

Holding Identification

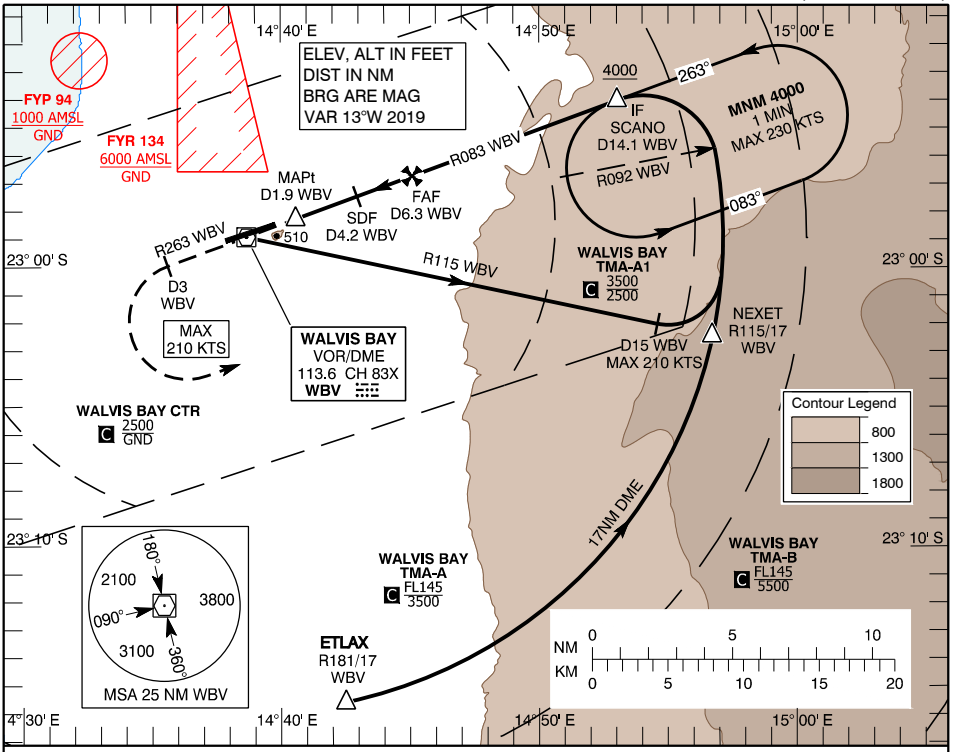
Holding Fix	Latitude / Longitude	Inbound True Track (degrees)	Inbound Magnetic Track (degrees)	Maximum Indicated Airspeed (kts)	Maximum/ Minimum Holding Altitude (ft)	Limiting Time (min)	Direction of Turn
APLIN	230230.44S 0142253.39E	076.31	089	230	- / 4000	1	R

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV - **299 FT**
HEIGHT RELATED TO
THR RWY - **27** ELEV - **317 FT**

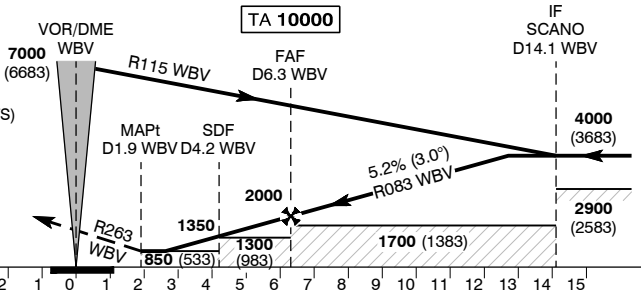
TWR	122.50
ATIS	127.00

WALVIS BAY (FYWB)
VOR RWY 27
(CAT A, B, C, D)



MISSED APPROACH:
Climb straight ahead on R263.
At D3 WBV turn left
(MAX IAS 210 KTS)
and intercept R115 outbound.
At D15 WBV turn left (MAX IAS 210 KTS)
to intercept D17 ARC WBV.
Passing R092 turn left, intercept R083
inbound and continue to SCANO
to join the hold or as instructed
by ATC. Climb to 4000ft.

THR ELEV **317**



Aircraft CAT		A	B	C	D
MDA (OCH) VIS	Straight-in	**850** (533) 2200m			
	Circling	**870** (571) 2200m	**940** (641) 2800m	**1160** (861) 3700m	**1240** (941) 4600m
Dist fm WBV DME	NM	3	4	5	6
Altitude	FT	965	1285	1605	1920
Ground Speed	KTS	80	100	120	140	160
Descent Rate (3.0°)	FT/MIN	425	530	635	745	850

NOTES:
1. WBV DME required.
2. GNSS permitted in lieu of DME. Reference waypoint WBV VOR.

Circling to the NORTH prohibited

CHANGES: NEW

RWY 27 VOR Approach

Descent Angle:	3 °							
Fix	IAF 1 ETLAX	IAF 2 NEXET	IF SCANO D14.1 WBV	FAF D6.3 WBV	SDF D4.2 WBV	MAPt D1.9 WBV	MATP D3.0 WBV	MATP D15.0 WBV
Fix Coordinates	231536.47S 0144230.16E	230227.80S 0145641.80E	225402.31S 0145300.9	225644.71S 0144505.08E	225728.37 0144256.90E	225816.77S 0144034.65E	225957.82S 0143537.27E	230202.55S 0145434.88E
Fix Formation Bearing °T	168.03 WBV	102.03 WBV	069.84 WBV	069.84 WBV	069.84 WBV	069.84 WBV	249.84 WBV	102.00 WBV
Fix Formation Distance	17.0 WBV	17.0 WBV	14.1 WBV	6.3 WBV	4.2 WBV	1.9 WBV	3.0 WBV	15.0 WBV

Holding Identification

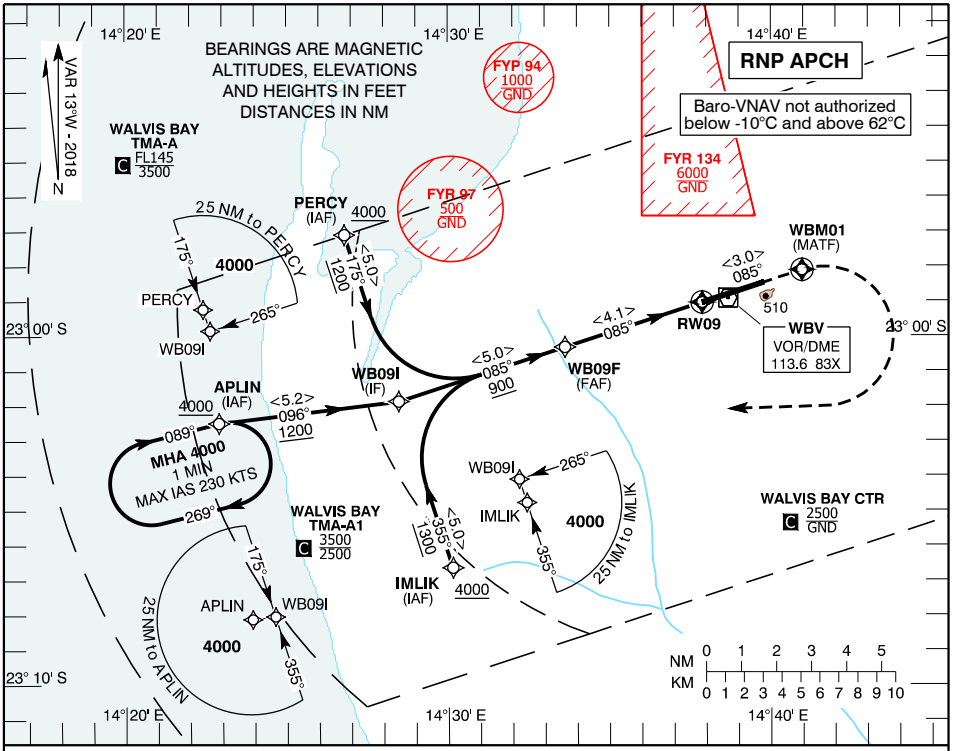
Holding Fix	Latitude / Longitude	Inbound True Track (degrees	Inbound Magnetic Track (degrees)	Maximum Indicated Airspeed (kts)	Maximum/ Minimum Holding Altitude (ft)	DME distance (NM)	Direction of Turn
IF / SCANO	225402.31S 0145300.97E	249.72	262.72	230	- / 4000	14.0	L

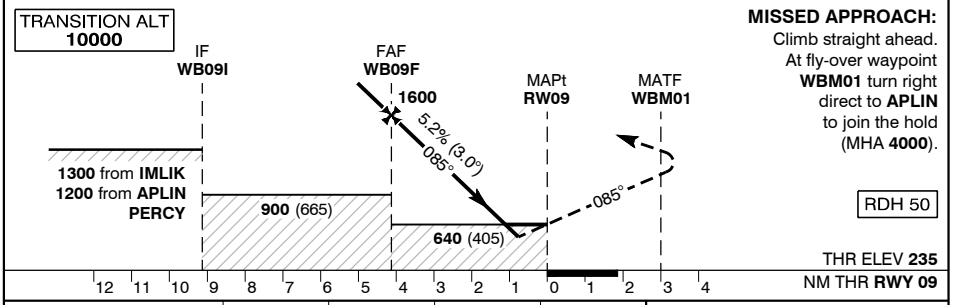
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV - **299 FT**
HEIGHT RELATED TO
THR RWY - **09** ELEV - **235 FT**

TWR	122.50
ATIS	127.00

WALVIS BAY (FYWB)
RNP RWY 09





MISSED APPROACH:
Climb straight ahead.
At fly-over waypoint **WBM01** turn right direct to **APLIN** to join the hold (MHA **4000**).

Aircraft CAT		A	B	C	D
MDA (OCH) VIS	LNAV	**640** (405) 1700			
	LNAV/VNAV	**530** (295) 1200	**540** (305) 1200	**550** (315) 1200	**560** (325) 1300
Distance to MAPt	NM	4	3	2	
Altitude	FT	**1560** (1325)	**1240** (1005)	**920** (685)	
Ground Speed	KTS	80	100	120	140	160
Descent Rate (3.0°)	FT/MIN	425	530	635	745	850

NOTES:
1. MAX IAS 250 KTS at and below 10000.
2. Descent gradient greater than 5.6% (3.2°) from IMLIK and PERCY.

CHANGES: NEW

Serial #	Navigational performance	Path descriptor	Waypoint identifier	Waypoint coordinates	Fly-Over	True track [°] Magnetic track [°]	Distance [nm]	Turn direction	Upper limit [ft] / Lower limit [ft]	Speed [kts]	VPA [°] / TCH [ft]	Remarks
1	RNP APCH	IF	IMLIK	23°06'39.14"S 014°30'08.09"E	-	-	-	-	- / 4000	-		IAF
2	RNP APCH	TF	WB09I	23°01'52.87"S 014°28'27.53"E	N	342.0 / 355	5.0	-	-	-		IF
3	RNP APCH	TF	WB09F	23°00'19.93"S 014°33'36.84"E	N	072.0 / 085	5.0	-	- / 1600	-		FAF
4	RNP APCH	TF	RW09	22°59'03.14"S 014°37'52.23"E	Y	072.0 / 085	4.1	-	-	-	3.00 / 50	-
5	RNP APCH	CF	WBM01	22°58'07.36"S 014°40'57.75"E	Y	072.0 / 085	-	-	-	-		WBV 082°/ WBV D 2.3
6	RNP APCH	OF	APLIN	23°02'30.44"S 014°22'53.39"E	N	-	-	R	-	230		IAF

Serial #	Navigational performance	Path descriptor	Waypoin1 identifier	Waypoint coordinates	Fly-Over	True track [°] / Magnetic track [°]	Distance [nm]	Turn direction	Upper limit [ft] / Lower limit [ft]	Speed [kts]	VPA [·] / TCH [ft]	Remarks
1	RNP APCH	IF	APLIN	23°02'30.44"S 014°22'53.39"E	-	-	-	-	- / 4000	-	-	IAF
2	RNP APCH	TF	WB091	23 °01'52 .87"S 014°28'27.53"E	N	083.1 / 096	5.2	-	-	-	-	IF
3	RNP APCH	TF	WB09F	23°00'19.93"S 014°33'36.84"E	N	072.0 / 085	5.0	-	- / 1600	-	-	FAF
4	RNP APCH	TF	RW09	22°59'03.14"S 014°37'52.23"E	Y	072.0 / 085	4.1	-	-	-	3.00 / 50	-
5	RNP APCH	CF	WBM01	22°58'07.36"S 014°40'57.75"E	Y	072.0 / 085	-	-	-	-	-	WBV 082°/ WBV D 2.3
6	RNP APCH	OF	APLIN	23°02'30.44"S 014°22'53.39"E	N	-	-	R	-	230	-	IAF

Serial #	Navigational performance	Path descriptor	Waypoint identifier	Waypoint coordinates	Fly-Over	True track [°] Magnetic track [°]	Distance [nm]	Turn direction	Upper limit [ft] / Lower limit [ft]	Speed [kts]	VPA [°] / TCH [ft]	Remarks
1	RNP APCH	IF	PERCY	22°57'06.57"S 014°26'47.08"E	-	-	-	-	- / 4000	-	-	IAF
2	RNP APCH	TF	WB09I	23°01'52.87"S 014°28'27.53"E	N	162.0 / 175	5.0	-	-	-	-	IF
3	RNP APCH	TF	WB09F	23°00'19.93"S 014°33'36.84"E	N	072.0 / 085	5.0	-	- / 1600	-	-	FAF
4	RNP APCH	TF	RW09	22°59'03.14"S 014°37'52.23"E	Y	072.0 / 085	4.1	-	-	-	3.00 / 50	-
5	RNP APCH	CF	WBM01	22°58'07.36"S 014°40'57.75"E	Y	072.0 / 085	-	-	-	-	-	WBV 082°/ WBV D 2.3
6	RNP APCH	OF	APLIN	23°02'30.44"S 014°22'53.39"E	N	-	-	R	-	230	-	IAF

Hold Identification

Holding Fix	Latitude (N) / Longitude (W)	Inbound True Track (degrees)	Inbound Mag Track (degrees)	Maximum Indicated Airspeed (kts)	Minimum Holding Altitude / Level (FU ft)	Maximum Holding Altitude/ Level (FU ft)	Distance outbound limit (NM) /Outbound time (mix)	Direction of Turn
APLIN	23°02'30.44"S / 014°22'53.39"E	076.0	089	230	4000	-	1 min	R

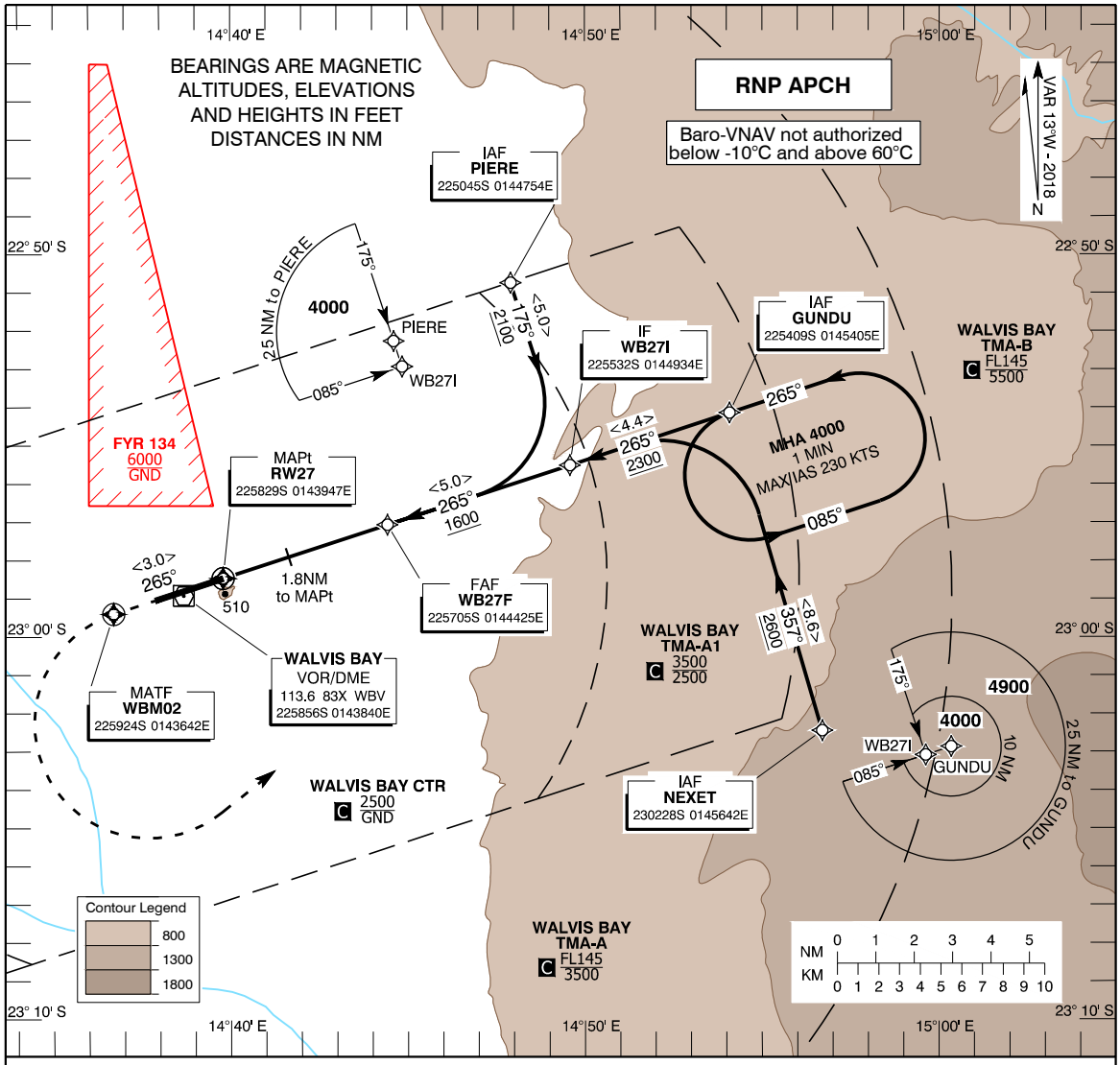
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV - **299 FT**
HEIGHT RELATED TO
THR RWY - **27** ELEV - **316 FT**

TWR	122.50
ATIS	127.00

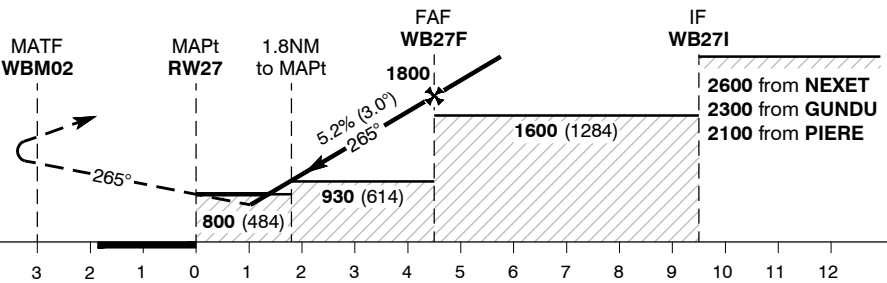
WALVIS BAY (FYWB)

RNP RWY 27



MISSED APPROACH:
Climb straight ahead.
At fly-over waypoint **WBM02** turn left direct to **GUNDU** to join the hold (MHA **4000**).

TRANSITION ALT **10000**



Aircraft CAT		A	B	C	D
MDA (OCH) VIS	LNAV	**800** (484) 1500			
	LNAV/VNAV	**690** (374) 1000	**700** (384) 1100	**710** (394) 1100	**720** (404) 1200

Distance to MAPt	NM	2		3		4
Altitude	FT	**1005** (689)		**1320** (1004)		**1640** (1324)
Ground Speed	KTS	80	100	120	140	160
Rate of Descent (3.0°)	FT/MIN	425	530	635	745	850

NOTES:
1. MAX IAS 250 KTS at and below 10000.

CHANGES: NEW

Serial #	Navigational performance	Path descriptor	Waypoint identifier	Waypoint coordinates	Fly-Over	True track [°]/ Magnetic Track [°]	Distance [nm]	Turn direction	Upper limit [ft] / Lower limit [ft]	Speed [kts]	Remarks
1	RNAV 1	IF	NEXET	23°02'27.80"S 014°56'41.80"E	-	-	-	-	- / 4000	-	IAF
2	RNAV 1	TF	GUNDU	22°54'09.29"S 014°54'04 .80"E	N	343.7 / 357	8.6	-	- / 2600	-	IAF

Serial #	Navigational performance	Path descriptor	Waypoint identifier	Waypoint coordinates	Fly-Over	True track [°]/ Magnetic track [°]	Distance [nm]	Turn direction	Upper limit [ft] / Lower limit [ft]	Speed [kts]	VPA [°]/ TCH [ft]	Remarks
1	RNP APC H	IF	PIERE	22°50'45.32"S 014°47'54.13"E	-	-	-	-	- / 4000	-	-	IAF
2	RNP APCH	TF	WB27I	22°55'31.62"S 014°49'34.50"E	N	162.0 / 175	5.0	-	-	-	-	IF
3	RNP APCH	TF	WB27F	22°57'04.72"S 014°44'25 .42"E	N	252.0 / 265	5.0	-	- / 1800	-	-	FAF
4	RNP APCH	TF	RW27	22°58'28.55"S 014°39'47.08"E	Y	252.0 / 265	4.5	-	-	-	3.00 *1 50*	-
5	R N P APCH	CF	WBM02	22°59'24.42"S 014°36'41.57"E	Y	252.0 / 265	-	-	-	-	-	WB V 268° / WB V D 1.9
6	RNP APCH	DF	GUNDU	22°54'09.29"S 014°54'04.80"E	N	-	-	L	-	23 0	-	IAF

Serial #	Navigational performance	Path descriptor	Waypoint identifier	Waypoint coordinates	Fly-Over	True track [°]/ Magnetic track [°]	Distance [nm]	Turn direction	Upper limit [ft] / Lower limit [ft]	Speed [kts]	VPA [°]/ TCH [ft]	Remarks
1	RNP APCH	IF	GUNDU	22°54'09.29"S 014°54'04.80"E	-	-	-	-	- / 4000	-	-	IAF
2	RNP APCH	TF	WB27I	22°55'31.62"S 014°49'34.50"E	N	251.8 / 265	4.4	-	-	-	-	IF
3	R N P APCH	TF	WB27F	22°57'04.72"S 014°44'25.42"E	N	252.0 / 265	5.0	-	- / 1800	-	-	FAF
4	RNP APCH	TF	RW27	22°58'28.55"8 014°39'47.08"E	Y	252.0 / 265	4.5	-	-	-	3.00 / 50	-
5	RNP APCH	CF	WBM02	22°59'24.42"S 014°36'41.57"E	Y	252.0 / 265	-	-	-	-	-	WBV 268°/ WBV D 1.9
6	RNP APCH	DF	GUNDU	22°54'09.29"S 014°54'04.80"E	N	-	-	L	-	230	-	IAF

Hold Identification

Holding Fix	Latitude (N) / Longitude (W)	Inbound True Track (degrees)	Inbound Mag Track (degrees)	Maximum Indicated Airspeed (kts)	Minimum Holding Altitude/ Level (FU ft)	Maximum Holding Altitude/ Level (FL/ft)	Distance outbound limit (NM) /Outbound time (min)	Direction of Turn
GUNDU	22°54'09.29"S 014°54'04.80"E	251.8	265	230	4000	-	1 min	L

CTR CHART

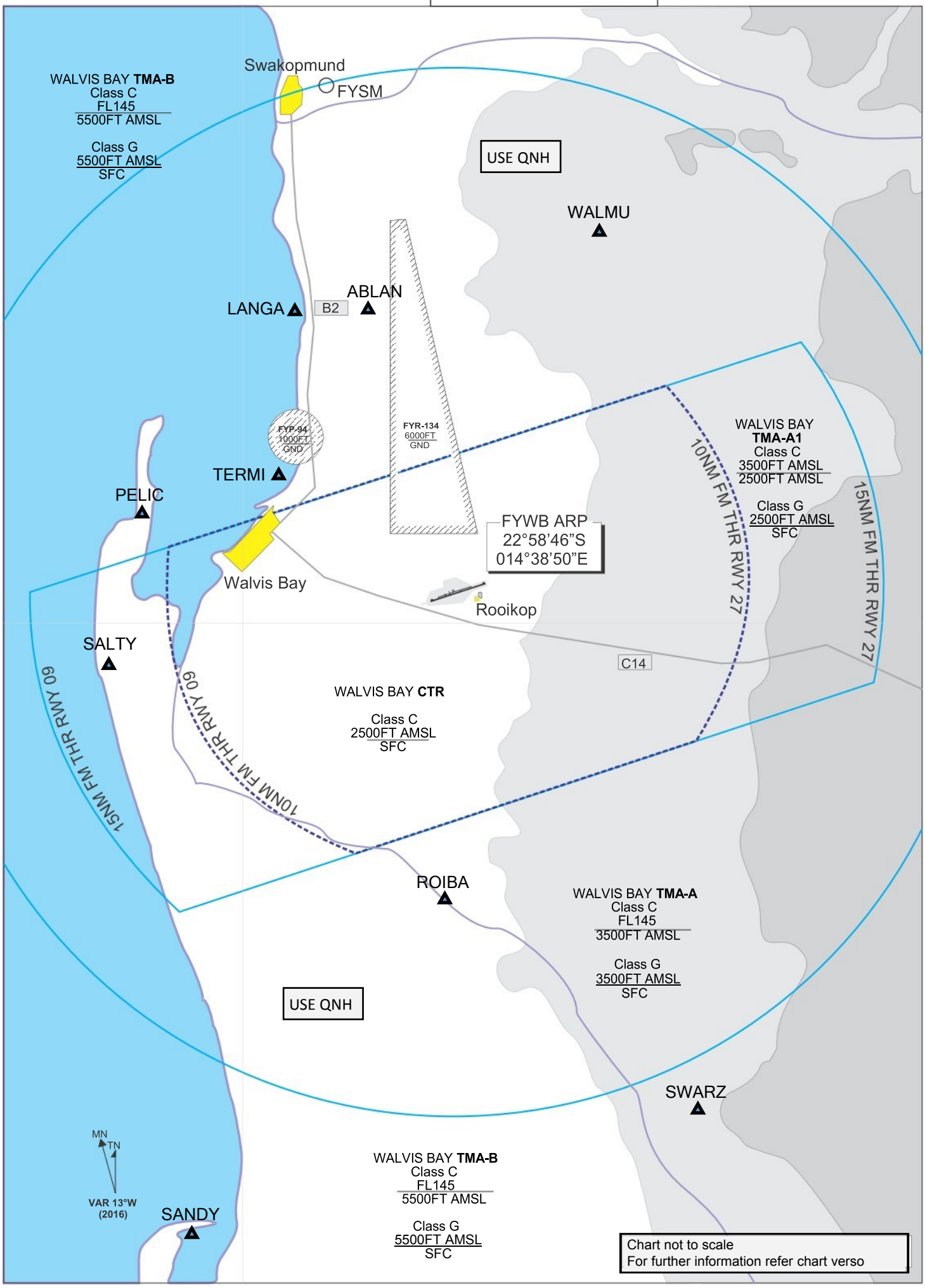
AERODROME ELEV 317'

TA 10000FT

WALVIS BAY:
TWR 122.5 Mhz
ATIS 127.0 Mhz

WALVIS BAY (FYWB)

CTR



CHANGES: VFR points, Class G airspace, notes

NAMIBIA CIVIL AVIATION AUTHORITY

AIRAC A03/2024

Com failure:

1. Squawk 7600;
2. If possible, phone TWR +264 64 702690;
3. Join overhead the aerodrome at 2000FT AMSL;
4. Observe and join the TFC circuit;
5. Transmit your intentions at all times;
6. Make all turns LEFT where possible;
7. Ensure landing lights and strobes are on;
8. Watch TWR for optical signals.

Waypoints:

ABLAN	224834S 0143534E
LANGA	224834S 0143238E
PELIC	225542S 0142606E
ROIBA	231046S 0143858E
SALTY	230045S 0142429E
SANDY	232228S 0142828E
SWARZ	231834S 0144916E
TERMI	225418S 0143118E
TOWER	225838S 0143841E
VOGEL	230305S 0145951E
WALMU	224600S 0144416E

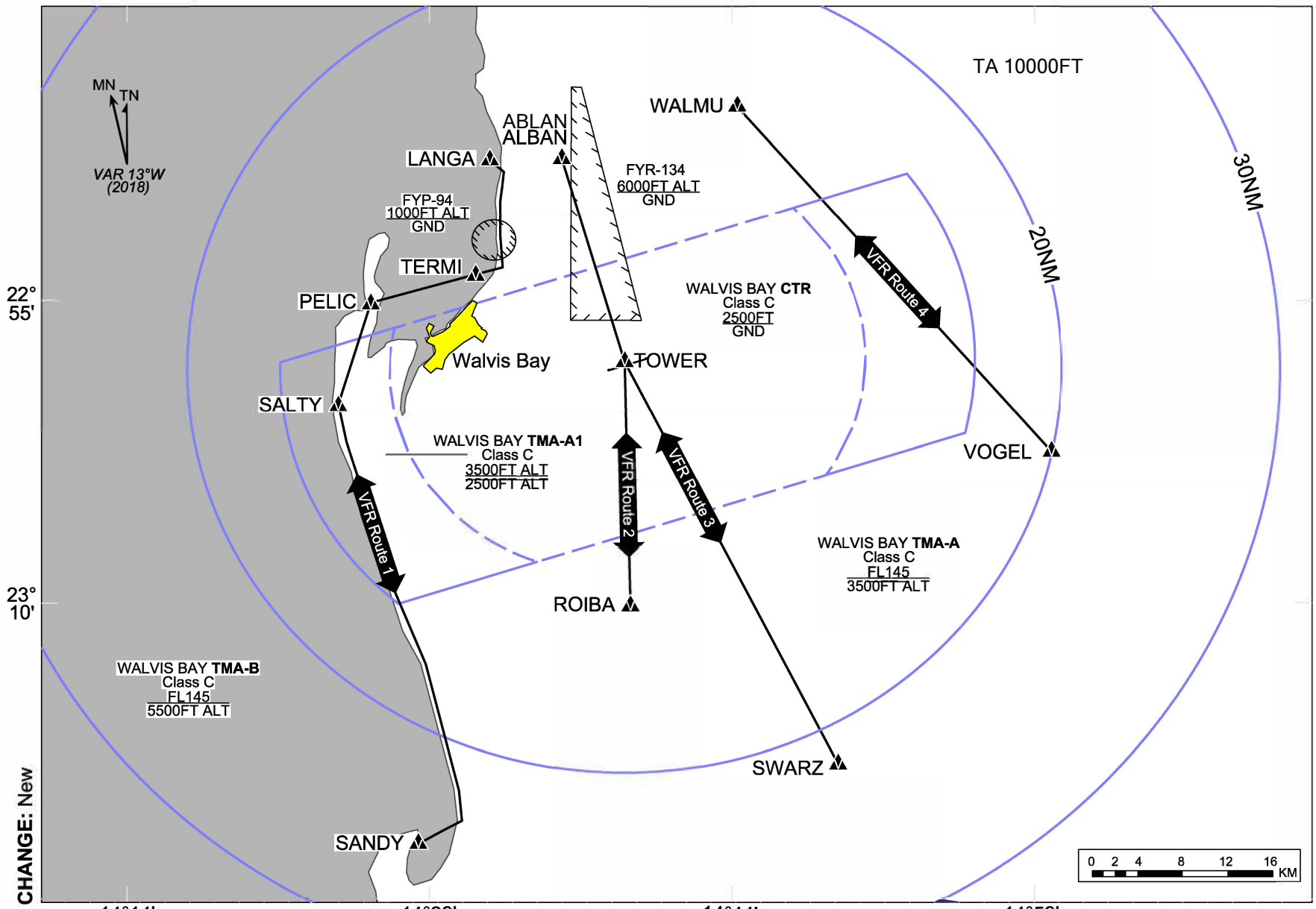
Waypoints must be spoken as:

ABLAN	East Abeam Langstrand
LANGA	Langstrand
PELIC	Pelican Point
SALTY	Salt Works
SANDY	Sandwich Harbour
SWARZ	Swarzbank Berg
TERMI	Oil Terminal
TOWER	Overhead Walvis Bay Tower
VOGEL	Vogelfederberg
WALMU	Walmund Power Station

AREA CHART

VFR ROUTES 1, 2, 3, 4

WALVIS BAY (FYWB) TMA



CHANGE: New

VFR Route 1:
NOTE: no ATC clearance required when tracking via VFR Route 1.
Contact Walvis Bay TWR 122.50MHz at Sandwich Harbour (SANDY) or Langstrand (LANGA) and advise:
"Walvis Bay Tower, *Callsign,* Sandwich Harbour/Langstrand, tracking via VFR Route 1", at *xxxxFT*.
Bidirectional Not above 2500FT Class of Airspace: G
ENTRY / EXIT: LANGA (Langstrand 22 48 34S 014 32 38E)
ENTRY / EXIT SANDY (Sandwich Harbour 23 22 28S 14 28 28 E)

VFR Route 2:
NOTE: ATC Clearance required.
Contact Walvis Bay Tower 122.05MHZ at East Abeam Langstrand (ABLAN) or Rooibank (ROIBA) for ATC clearance, and advise:
"Walvis Bay Tower *Callsign,* East abeam Langstrand / Rooibank
Tracking via VFR Route2, at *xxxxFT*, request clearance"
Do not proceed until ATC clearance received.
Bidirectional Not above 3500FT, and as cleared by ATC
Class of Airspace: G/C/G
ENTRY / EXIT: ABLAN (East abeam Langstrand 22 48 34 S 014 35 34E)
ENTRY / EXIT ROIBA (Rooibank 23 10 46 S 014 38 58 E)
Aircraft must monitor FYWB TWR 122.50MHz.

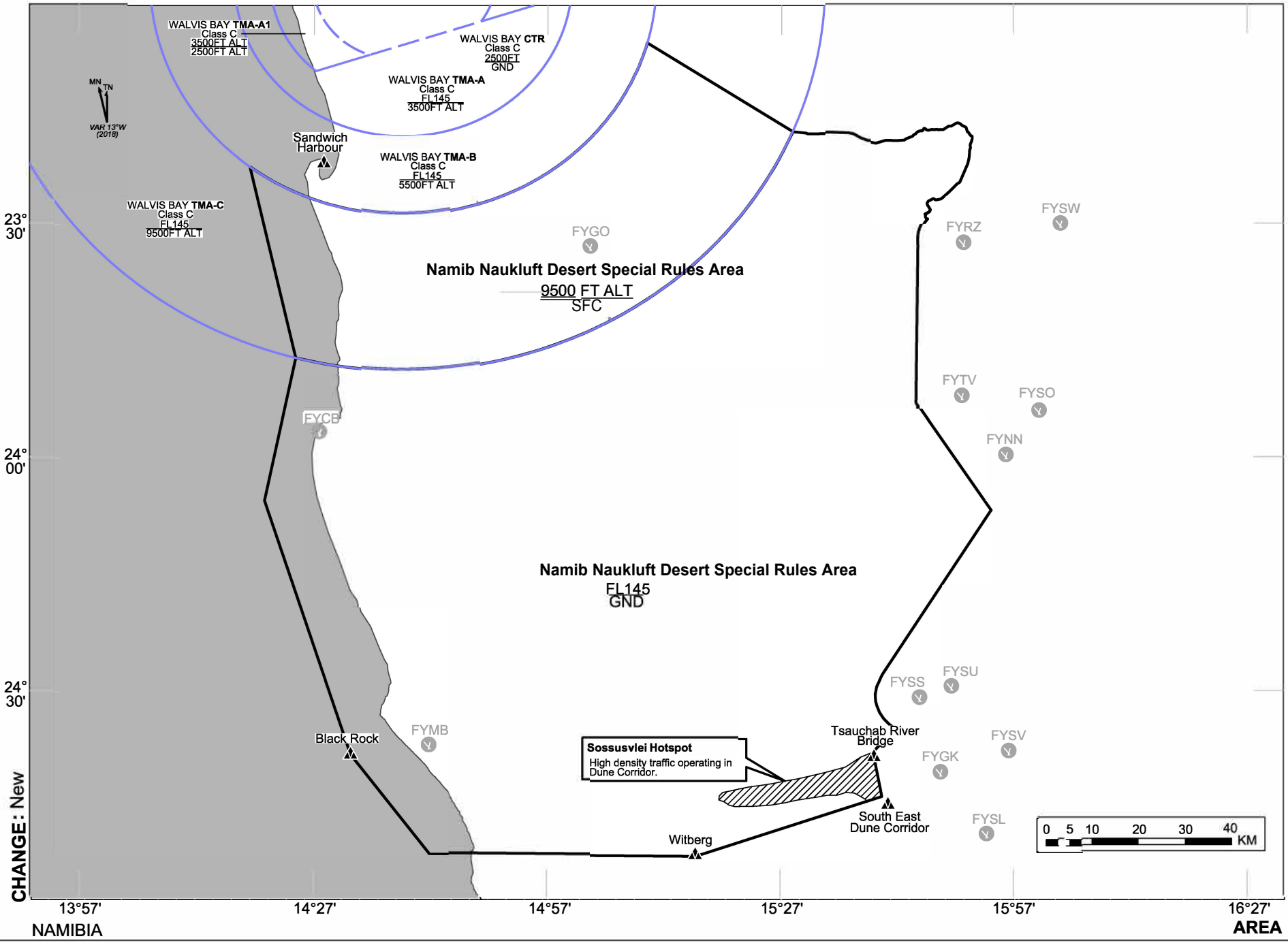
VFR Route 3:
NOTE: ATC Clearance required.
Contact Walvis Bay Tower 122.50MHZ at East Abeam Langstrand (ABLAN), or Swartzbank Berg (SWARZ) for ATC clearance, and advise:
"Walvis Bay Tower *Callsign,* East abeam Langstrand / Swartzbank Berg
Tracking via VFR Route2, at *xxxxFT*, request clearance"
Do not proceed until ATC clearance received.
Bidirectional Not above 3500FT, and as cleared by ATC
Class of Airspace: G/C/G
ENTRY / EXIT: ABLAN (East abeam Langstrand 22 48 34 S 014 35 34E)
ENTRY / EXIT: SWARZ (Swartbank Berg 23°18'34.00"S 14°49'16.00"E)
Aircraft must monitor FYWB TWR 122.50MHz.

VFR Route 4:
NOTE: no ATC clearance required when tracking via VFR Route 4.
Contact Walvis Bay TWR 122.50MHz at Walmund Power Station (WALMU) or Vogelfederberg (VOGEL) and advise:
"Walvis Bay Tower, *Callsign,* Walmund Power Station / Vogelfederberg, tracking via VFR Route 4", at *xxxxFT*.
Bidirectional Not above 2500FT Class of Airspace: G
ENTRY / EXIT: VOGEL (Vogelfederberg 23 03 05 S 014 59 51 E.)
ENTRY / EXIT: WALMU (Walmund Power station 22 46 S 014 44 16 E)
Aircraft must monitor FYWB TWR 122.50MHz.

AREA CHART

NAMIB NAUKLUFT DESERT SPECIAL RULES AREA

WALVIS BAY (FYWB)



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AERODROME OBSTACLE CHART–ICAO
TYPE A (OPERATING LIMITATIONS)

WALVIS BAY/ Walvis Bay Intl Airport

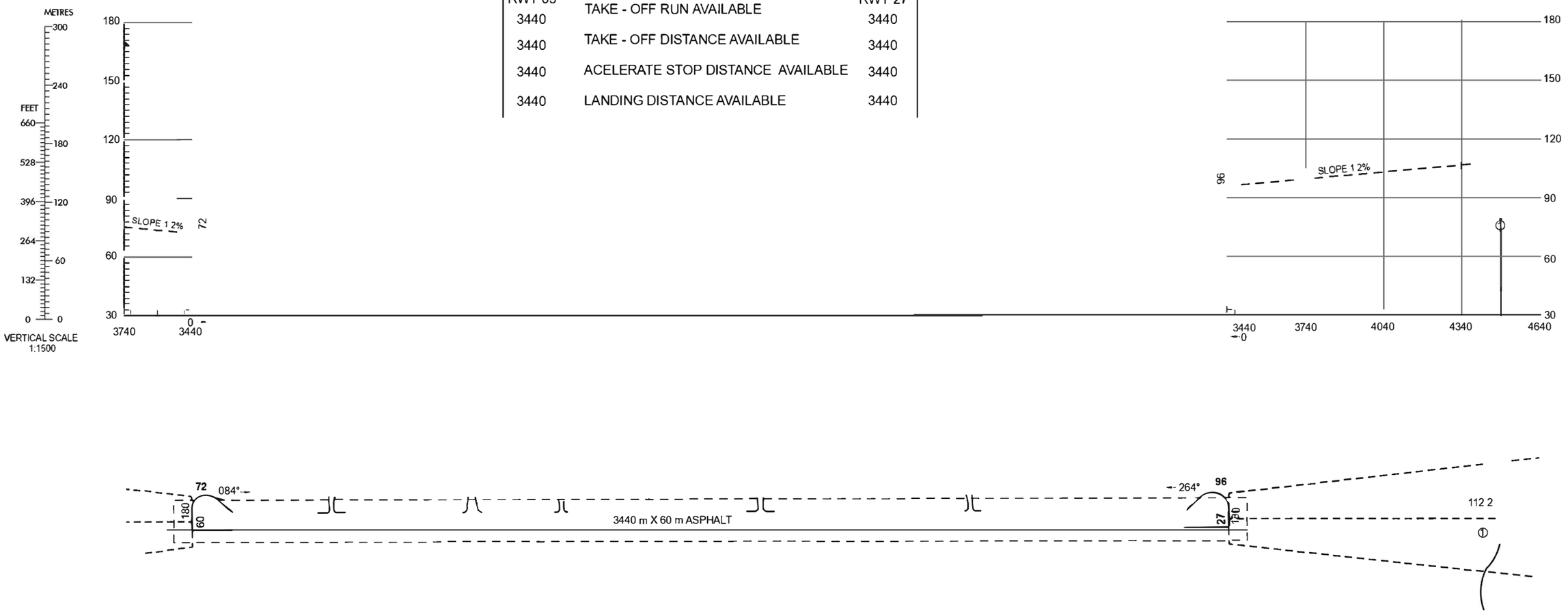
RWY 09 / 27

DIMENSIONS AND ELEVATIONS IN METRES

MAGNETIC VARIATION 12.7°W - JAN 2020

RWY 09 /27

DECLARED DISTANCES		
RWY 09		RWY 27
3440	TAKE - OFF RUN AVAILABLE	3440
3440	TAKE - OFF DISTANCE AVAILABLE	3440
3440	ACELERATE STOP DISTANCE AVAILABLE	3440
3440	LANDING DISTANCE AVAILABLE	3440



LEGEND	
IDENTIFICATION NUMBER	
TERRAIN CONTOUR	
TERRAIN PENETRATING OBSTACLE PLANE	

HORIZONTAL SCALE 1 : 15000

METRES

350 175 0 350 700 1050 1400 1750

1000 500 0 1000 2000 3000 4000

FEET

AMENDMENT RECORD		
No.	DATE	ENTERED BY

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