FYWE AD 2.4 HANDLING SERVICES AND FACILITIES

1.	*Cargo-handling facilities*	Manual Forklift Capacity 1000kg, x2 Cargo Dolley's, Cargo Cart, Cargo Cooler and weighing/scale machine 600kg
2.	*Fuel/oil types*	Jet A1 and Avgas
3.	*Fuelling facilities/capacity*	Bowser truck Jet A1 capacity of 18 500L and Bowser truck AVGAS capacity of 7000L
4.	*De-icing facilities*	NIL
5.	*Hangar space for visiting aircraft*	NIL
6.	*Repair facilities for visiting aircraft*	West Air/Aviation Centre
7.	*Remarks*	Central Oil Namibia (PTY) LTD PO Box 555025, Windhoek, Namibia Tel: +264 81 124 1881 E-mail: robbybeukes@gmail.com robertb@con-aviation.com

FYWE AD 2.5 PASSENGER FACILITIES

1.	*Hotels*	Near the AD and in the city
2.	*Restaurants*	On the AD and in the city
3.	*Transportation*	Taxi service and Car hire
4.	*Medical facilities*	First aid, Ambulance on AD and Hospital in the City
5.	*Bank and post office*	In the city
6.	*Tourist office*	In the city
7.	*Remarks*	NIL

FYWE AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1.	*AD category for fire fighting*	CAT 5
2.	*Rescue equipment*	2x Rescue Vehicles FT1: 12 000 Litres water /1 600 Litres foam / 250 KG dry chemical powder FT2: 12 500 Litres water /1 500 Litres foam / 250 KG dry chemical powder
3.	*Capability for removal of disabled aircraft*	NIL
4.	*Remarks*	Coordinator for removal of disabled aircraft: Johannes Vries Chief ARFF Tel: +264 61 295 5510 Mobile: +264 81 145 6848 Email: VriesJ@airpors.com.na

FYWE AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

FYWE AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1.	*Apron designation, surface and strength*	Apron Asphalt 6/F/D/Y/T Apron Concrete 7/R/D/Y/T Apron Concrete 3/R/D/Y/T
2.	*Taxiway designation, width, surface and strength*	Alpha 15 M Asphalt 7/F/D/Y/T Bravo 15 M Asphalt 7/F/D/Y/T Charlie 15 M Asphalt 7/F/D/Y/T Delta 15 M Asphalt 7/F/D/Y/T Echo 15 M Asphalt 7/F/D/Y/T Hotel 15 M Asphalt 7/F/D/Y/T
3.	*Altimate checkpoint location and elevation*	Location: At Apron Note: All Aircraft parking stands are designated pre-flight altimeter check locations. **Aircraft Stand Number** — **Geographical Coordinates of centre point** — **Elevation** A1: 223603.83S 0170449.85E 5535 FT A2: 223605.71S 0170450.21E 5535 FT A3: 223607.77S 0170450.57E 5535 FT A4: 223604.74S 0170447.91E 5535 FT A5: 223605.58S 0170448.06E 5535 FT A6: 223606.44S 0170448.22E 5535 FT A7: 223607.68S 0170448.44E 5535 FT A8: 223608.68S 0170448.63E 5535 FT
4.	*VHF omnidirectional radio range (VOR) checkpoints*	NIL

5.	*INS checkpoints*	NIL
6.	*Remarks*	**Taxiway Holding Positions** **Holding Position** **Coordinates** **Elevation(m)** A 223640.74S 0170451.98E 1728 B 223649.22S 0170452.11E 1699 C 223620.48S 0170444.69E 1721 D 223610.18S 0170442.97E 1718 E 223550.92S 0170439.76E 1713 H 223559.42S 0170445.93E 1715 **Aircraft Stand** **Design Aircraft** **Surface Type** **Pavement Strength** A1 ERJ145 Asphalt 6/F/D/Y/T A2 ERJ145 Asphalt 6/F/D/Y/T A3 Falcon 7x Asphalt 6/F/D/Y/T A4 Helicopter Asphalt 6/F/D/Y/T A5 Helicopter Asphalt 6/F/D/Y/T A6 Helicopter & Fixed Wing (Code A) Asphalt 6/F/D/Y/T A7 Fixed Wing (Code A) Asphalt 6/F/D/Y/T A8 Fixed Wing (Code A) Asphalt 6/F/D/Y/T ……

FYWE AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1.	*Use of aircraft stand ID signs, TWY guidelines and visual docking/ parking guidance system of aircraft stands*	No Aircraft stand ID Signs provided. Taxiing guidance signs at all intersections with TWY and RWY markings at all holding positions. No visual docking system provided. Parking of ACFT as per the Marshaller guidance to the aircraft stands.
2.	*RWY and TWY markings and LGT*	RWY/TWY | Markings | LGT RWY (01/19) | Designation, Centreline, Threshold, Aiming Point Touchdown Zone | Edge LGT End LGT RWY (09/27) | Designation, Centreline | NIL

		TWY (ALPHA)	Centreline, Holding Position	NIL
		INT (BRAVO)	Centreline, Holding Position	NIL
		INT (Charlie)	Centreline, Holding Position	NIL
		INT (DELTA)	Centreline, Holding Position	Edge LGT
		INT (ECHO)	Centreline	NIL
		INT (FOXTROT)	Centreline	NIL
		INT (GOLF)	Centreline	NIL
		INT (HOTEL)	Centreline	NIL
3.	*Stop bars*	NIL		
4.	*Other runway protection measures*	NIL		
5.	*Remarks*	NIL		

FYWE AD 2.10 AERODROME OBSTACLES

In Area 2b					
OBST ID/ Designation	***OBST Type***	***OBST position***	***ELEV/HGT (FT)***	***Markings/ Type, colour, lighting (LGT)***	***Remarks***
a	**b**	**c**	**d**	**e**	**f**
AUASLIT	Pole	223642.00S 0170512.90E	5623/44.3	LGT	Transitional 27
FLOODLIGHT 2:	Pole	223625.60S 0170529.70E	5692/104.98	NIL	Transitional 01/19
FLOODLIGHT 3:	Pole	223630.10S 0170529.10E	5689/104.98	NIL	Transitional 01/19
FLOODLIGHT 4:	Pole	223629.40S 0170525.00E	5692/104.98	NIL	Transitional 01/19
MNC MAST:	Tower	223613.50S 0170601.90E	5712/87.20	NIL	Inner Horizontal
MTC CIMBEBASIA	Tower	223738.40S 0170453.60E	5709/78.1	Marked LGT	Inner Horizontal Approach 01 Take Off Climb
MTC STADIUM	Tower	223638.40S 0170529.40E	5666/81.82	Marked LGT	Approach 27 Inner Horizontal
TELECOM TOWER:	Tower	223806.80S 0170435.10E	5764/90.97	LGT	Inner Horizontal
TREE ANT MAST:	Tower	223609.20S 0170701.50E	5810/52.92	LGT	Inner Horizontal

In Area 2c					
OBST ID/ Designation	***OBST Type***	***OBST Position***	***ELEV/HGT (FT)***	***Markings /Type, Colour, lighting (LGT)***	***Remarks***
a	***b***	***c***	***d***	***e***	***f***
Antenna Mast 1	Equipment	223637.80S 0170456.10E	5653/83.66	LGT	Transitional 01/19 Transitional 09/27
Antenna Mast 2	Equipment	223637.90S 0170456.10E	5649/83.66	NIL	Transitional 01/19 Transitional 09/27
Antenna Mast 3	Equipment	223637.10S 0170456.10E	5649/83.66	NIL	Transitional 01/19 Transitional 09/27
Antenna Mast 4	Equipment	223637.10S 0170456.20E	5649/83.66	NIL	Transitional 01/19 Transitional 09/27
Antenna Mast 5	Equipment	223638.00S 0170456.20E	5646/83.66	NIL	Transitional 01/19 Transitional 09/27
AP MTC TWR	Tower	223637.10S 0170456.10E	5646/80.61	NIL	Transitional01/19 Transitional 09/27
FLOODLIGHT PRESS	Pole	223635.60S 0170454.10E	5614/80.38	NIL	Transitional 01/19
MTC MAST:	Tower	223554.50S 0170536.10E	5725/121.29	LGT	Inner Horizontal
MTC MAST B:	Tower	223602.70S 0170340.80E	5659/84.51	NIL	Inner Horizontal
MTC OLIMP:	Tower	223554.50S 0170536.10E	5843/118.11	Marked	Inner Horizontal
MTC PROSPERITA	Tower	223722.30S 0170508.30E	5725/112.96	LGT	Inner Horizontal
PRESEDENTIAL FLOODLIGHT	Pole	223635.30S 0170456.50E	5614/80.38	LGT	Transitional 01/19
TELECOM PARK STA	Tower	223536.10S 0170427.80E	5607/109.28	Marked LGT	Transitional 19
TELKOM TWR:	Tower	223627.30S 0170314.50E	5669/84.38	Marked LGT	Inner Horizontal
WINDSENSOR:	Equipment	223623.40S 0170439.30E	5571/23.10	NIL	Transitional 01/19

In Area 3					
OBST ID/ Designation	***OBST Type***	***OBST Position***	***ELEV/HGT (FT)***	***Markings /Type, Colour, lighting (LGT)***	***Remarks***
a	**b**	**c**	**d**	**e**	**f**
APRNLTS	Pole	223606.40 S 0170451.70E	5613/81.69	LGT	Transitional 01 Transitional 19
APRON FLOOD LT 1	Pole	223600.90S 0170449.90E	5596/70.99	NIL	Transitional 01 Transitional 19
APRON FLOOD LT 2	Pole	223603.40S 0170451.20E	5607/81.43	LGT	Transitional 01 Transitional 19
APRON FLOOD LT 3	Pole	223606.40S 0170451.70E	5613/81.43	LGT	Transitional 01 Transitional 19
APRON FLOOD LT 4	Pole	223609.40S 0170452.20E	5616/81.43	LGT	Transitional 01 Transitional 19

FYWE AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1.	*Associated Met office*	Windhoek
2.	*Hours of service* *MET office outside hours*	MON – FRI: 0300 – 1800 SAT – SUN: 0400 – 1600
3.	*Office responsible for TAF preparation* *Periods of validity*	FYWH (06:00,10:00,12:00,15:00 and 18:00) Validity for short terminal aerodrome forecast (TAF)
4.	*Type of landing forecast* *Interval of issuance*	N/A
5.	*Briefing/consultation provided*	FYWH
6.	*Flight documentation* *Language(s) used*	English
7.	*Charts and other information available for briefing or consultation*	Models and satellite imagery
8.	*Supplementary equipment available for providing information*	Satellite imagery
9.	*ATS units provided with information*	FYWH
10.	*Additional information (limitation of service, etc.)*	1. Satellite imagery. 2. Windsock Geographical Location, Elevation, Marking and Lighting

Windsock Designation	Latitude Longitude	Height (m)	Marked/ LGT
Windsock 01 Windsock opposite new control tower. Measured to top of Windsock 7.60 m AGL.	223639.90S 0170443.54E	1735	Marked
Windsock MID Windsock opposite the old control tower. Measured to top of red light 9.6 m AGL.	223610.59S 0170439.75E	1723	Marked
Windsock 19 Windsock on the opposite side of Taxiway Holding Point Echo. Measured to top centre of light array 7.60 m AGL.	223551.20S 0170437.15E	1720	Marked LGT

FYWE AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	*TRUE BRG*	*Dimensions of RWY (M)*	*Strength of the pavement classification number (PCN) and surface of RWY and SWY*	*THR coordinates RWY end coordinates THR geoid undulation*	*THR Elevation and Highest Elevation of TDZ of Precision APP RWY*
1	2	3	4	5	6
01	351.19°	1983 x 30	6/F/D/Y/T RWY Asphalt SWY paved	THR 223649.89S 0170449.59E RWY end 223650.08 0170449.63E GUND 105 FT	NIL
19	171.19°	1983 x 30	6/F/D/Y/T RWY Asphalt SWY paved	THR 223546.57S 0170439.03E RWY end 223546.38S 0170439.00E GUND 105 FT M	NIL
09	75.53°	1005 x 30	5/F/D/Y/T RWY Asphalt NIL SWY	THR 223648.63S 0170429.47E RWY end 223648.68S 0170429.27E GUND 105 FT	NIL
27	255.53°	1005 x 30	5/F/D/Y/T RWY Asphalt NIL SWY	THR 223640.58S 0170503.12E RWY end GUND 105 FT	NIL

Designation RWY NR	*Slope of RWY-SWY (%)*	*SWY Dimensions (M)*	*Clearway (CWY) Dimensions (M)*	*Strip dimensions (M)*	*Dimensions of RWY end safety areas*
1	7	8	9	10	11
01	RWY 0.997 SWY 1.77	118x30	NIL	2103x150	90x60
19	RWY 0.997 SWY 0.88	148x30	NIL	2103x150	80x60
09	RWY 0.172 SWY NIL	NIL	NIL	1065x150	NIL
27	RWY 0.172 SWY NIL	NIL	NIL	1065x150	NIL

Designations RWY NR	*Location and description of engineering material arresting SYSTEM (EMAS)*	*OFZ*	*Remarks*
1	12	13	14
01	NIL	NIL	Surface Type: RWY Strip: Unpaved, RESA Long Slope: 0.773%, RESA Trans Slope: 1%
19	NIL	NIL	Surface Type of RWY Strip: Unpaved RESA Long Slope: 1.854% RESA Trans Slope: 1.7%
09	NIL	NIL	Surface Type of RWY Strip: Graded Unpaved
27	NIL	NIL	Surface Type of RWY Strip: Graded Unpaved

FYWE AD 2.13 DECLARED DISTANCES

RWY Designator	*TORA (M)*	*TODA (M)*	*ASDA (M)*	*LDA (M)*	*Remarks*
1	2	3	4	5	6
01	1983	2101	2101	1865	NIL
19	1983	2131	2131	1835	NIL
09	1005	1005	1005	1005	NIL
27	1005	1005	1005	1005	NIL

FYWE 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**
01	NIL	NIL	PPL, 400/3	NIL	NIL
19	NIL	NIL	PPL, 400/3	NIL	NIL
09	NIL	NIL	NIL	NIL	NIL
27	NIL	NIL	NIL	NIL	NIL

RWY edge LGT LEN spacing colour INTST	*RWY End LGT colour WBAR*	*SWY LGT LEN (M) colour*	*Remarks*
7	**8**	**9**	**10**
60 M	Red/Green	NIL	Non-precision approach
60 M	Red/Green	NIL	Non-precision approach
NIL	NIL	NIL	NIL
NIL	NIL	NIL	NIL

FYWE AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1.	*ABN/IBN location, characteristics, and hours of operation*	NIL
2.	*LDI location and LGT* *Anemometer location and LGT*	LDI: NIL Anemometer S_N (South): Abeam Windsock and LGT 01. Anemometer N_N (North): Abeam Threshold 19 and NIL LGT.
3.	*TWY edge lights, centre line lights and stop bars (if any)*	TWY Edge: 18 blue elevated lights taxiway edge lights located on the edge of intersection delta. Centreline: NIL Stop Bars: NIL
4.	*Secondary power supply/switch-over time*	Secondary power supply to all lighting at AD Switch- over time is within 15 seconds.
5.	*Remarks*	The generator is a 3412C type, 800 KVA, 400V, 1250A, and is powered by Caterpillar.

FYWE AD 2.16 HELICOPTER LANDING AREA

1.	*Coordinates touchdown and lift-off (TLOF) or THR of final approach and take-off (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*	The helicopter operator must inform Rescue and Firefighting personnel via telephone at +264 61-2955510/1, at least 24 hours in

		advance for the provision of helipad space. **Arrival:** • All medium and heavy category helicopters arriving at FYWE must use RWY 01/19 as the Final Approach and Take-off (FATO) area. • All Small category helicopters arriving at FYWE must use taxiway as the Final Approach and Take-off (FATO) area. • Once the helicopter establishes in the hover, taxi clearance must be requested from ATC on radio frequency 118.7 MHz to hover-taxi to the Touchdown and Lift off (TLOF) area located on the apron or straight to the hangar. **Departure:** • All medium and heavy category helicopters departing from FYWE must use RWY 01/19 as the FATO. • All Small category helicopters departing from FYWE must use taxiway as the Final Approach and Take-off (FATO) area. • Once ready for lift off from the approved TLOF, the pilot must request clearance from ATC via radio frequency 118.7 MHz. • The helicopters will hover-taxi to RWY 01/19 or to the taxiway as per the ATC clearance.

FYWE AD 2.17 ATS AIRSPACE

1.	*Designation and lateral limits*	Eros CTR: Lateral Limits 223020.98S 0165816.99E – clockwise along the arc of a circle, radius 8NM centred at 223546.57S 0170439.03E – 222848.97S 0170857.20E – 224215.16S 0171112.18E – clockwise along the arc of a circle, radius 8NM centred at 223649.88S 0170449.59E – 224347.40S 0170030.99E to point of origin
2.	*Vertical limits*	GND / 7500 FT AMSL
3.	*Airspace classification*	C
4.	*ATS unit call sign* *Language(s)*	Eros Tower English
5.	*Transition altitude*	10 000 FT AMSL
6.	*Hours of applicability (or activation)*	AD Administration
7.	*Remarks*	NIL

FYWE AD 2.18 ATS COMMUNICATION FACILITIES

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

FYWE AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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

FYWE AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Airport regulations

1.1 Hazard, Incidents and Accident Reporting

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

1.2 Golf course on final APCH RWY 01

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

1.3 Circuit ALT:

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

1.4 Reflective jackets

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

1.5 New Aircraft operating at Eros Airport

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

1.6 Airport fees administration

1.6.1 After hour operations

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

1.6.2 Landing /Parking and Passenger Fees

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

2. Taxiing to and from stands

Take-off on Runway 01/19

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

Take-off Runway 09/27

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

Landing on Runway 01/19

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

Landing on Runway 09/27

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

3. Securing of light aircraft

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

2 x 35KG pairs;

2 x 50KG pairs;

1 x 70KG pair; and

1 x mobile trolley

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

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

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

4. Parking area for helicopters

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

5. Aircraft taxiing to the apron

Inbound Traffic:

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

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

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

7. Helicopter Traffic - Limitation

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

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

a) Owner/operator

b) Type of helicopter, registration/call sign

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

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

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

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

FYWE AD 2.21 NOISE ABATEMENT PROCEDURES

1. Departure from RWY 01 shall maintain runway track until passing 6500 feet before a turn is made or passing the State Hospital.

2. Traffic in the Eros circuit will remain west of the western bypass (when joining downwind for RWY 01/19).

3. Simulated engine failure after take-off will be done overhead the David Hosea Meroro Road.

4. Bad weather circuits (training) will be kept to minimum and only between the hours of 08h00 (local) and 17h00 (local).

Note: Deviations from the above-mentioned procedures are allowed for separation purposes and emergencies.

FYWE AD 2.22 FLIGHT PROCEDURES

1. General

VFR aircraft approaching EROS via uncontrolled airspace shall plan to enter the CTR via the entry points and at the entry levels as published on the Visual Approach chart for Eros Airport.

2. Procedures for IFR flights within Windhoek (Eros) CTR

RNP Approach Runway 01 for NCAA approved operators only.

3. Procedures for within Eros CTR

3.1 Radar vectoring and sequencing

NIL facility.

3.2 Surveillance radar approaches

NIL facility.

3.3. Precision radar approaches

NIL facility.

4. Speed restrictions

4.1 **Speed restrictions within Eros CTR:**

- The following MAX IAS restrictions apply for arriving aircraft within the lateral and vertical confines of the Eros CTR:
- For reciprocating engine powered aircraft: MAX IAS 150KT.
- For turbine powered aircraft: MAX IAS 185KT.
- Speeds are mandatory and must be complied with.

- ATC may vary the speeds for traffic management.

4.2. **Speed restriction within the Windhoek TMA:**

- For arriving and departing aircraft, MAX IAS 250KT
- Restriction applies at and below FL150.
- Speed is mandatory and must be complied with.
- ATC may vary the speed for traffic management purposes.

FYWE AD 2.23 ADDITIONAL INFORMATION

1. All flights by night to:

Depart from RWY 01.
Landing from RWY 19

2. Bird concentrations in the vicinity of the airport

Intense activity of flocks of Guineafowls takes place daily after sunrise when birds fly from resting area (from threshold of RWY 01) across approach of runway 01 to their feeding area near the airport and before sunset the same activity as described above takes place in reverse when the birds return to their area.

Aerodrome Control (Management)will inform pilots of bird's activity through a NOTAM; therefore, pilots are advised to exercise cautions during approach, landing and taking off.

FYWE AD 2.24 CHARTS RELATED TO WINDHOEK (EROS)

ICAO Charts		
No	Chart Type	Page No
1	Aerodrome Chart-ICAO	FYWE AD 2-21
2	ATC Surveillance Minimum Altitude Chart	FYWE AD 2-23
3	ATC Surveillance Minimum Coordinates	FYWE AD 2-24
4	Visual Approach Chart - ICAO	FYWE AD 2-25
5	Additional Information	FYWE AD 2-26
6	VFR Route 1 Chart - ICAO	FYWE AD 2-27
7	VFR Route 2 Chart - ICAO	FYWE AD 2-29

AERODROME CHART

22°36'32.00"S
17°04'44.00"E

AD ELEV 5574 FT

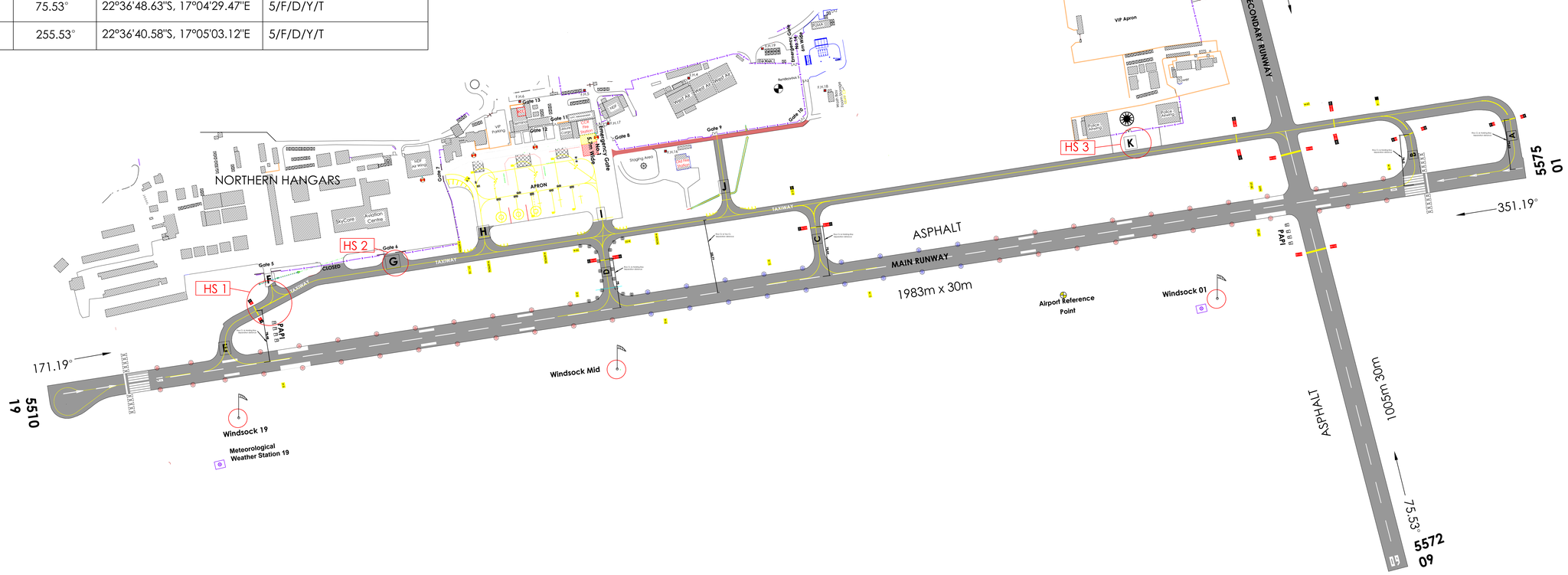
Eros Tower	118.7 MHz
Eros APP	120.5 MHz
Eros ATIS	126.4 MHZ

WINDHOEK/
EROS AIRPORT

ELEVATION IN FEET
DIMENSION IN METRES
BEARINGS ARE MAGNETIC

VAR 12°W (2016)
ANNUAL RATE OF CHANGE
0.09° DECREASING

RWY	DIRECTION	THR	BEARING STRENGTH
01	351.19°	22°36'49.89"S, 17°04'49.59"E	6/F/D/Y/T
19	171.19°	22°35'46.57"S, 17°04'39.03"E	6/F/D/Y/T
09	75.53°	22°36'48.63"S, 17°04'29.47"E	5/F/D/Y/T
27	255.53°	22°36'40.58"S, 17°05'03.12"E	5/F/D/Y/T



TAXIWAY WIDTHS 15 m asphalt
SCALE - 1:1000

LEGEND

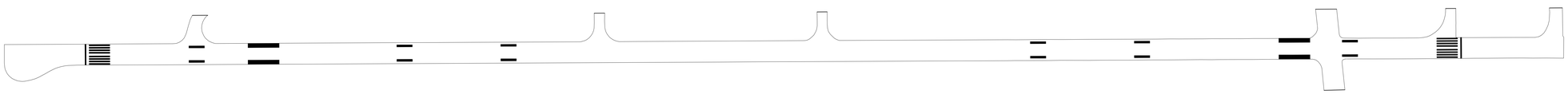
HS — Hot spots

- Windsock
- Staging Area
- Rendezvous Point
- Airport Perimeter Fence
- Airport Emergency Gates
- Meteorological Weather Station
- Buildings
- ECC Building
- Foam Refilling
- Difficult Terrain
- Erf Boundary
- Apron Restricted Area - Plane
- Apron Restricted Area - Vehicles
- Aerodrome Reference Point
- Main Runway
- Taxiway
- C 01-19 — Sign Board

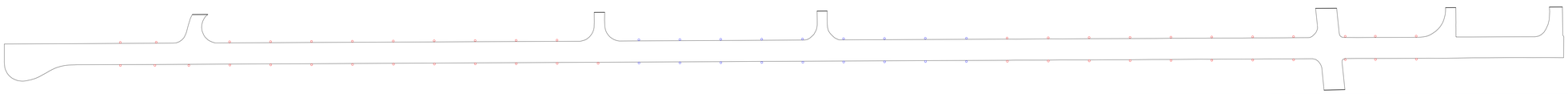
LIGHTS

- RUNWAY EDGE LIGHTS Y/W
- RUNWAY EDGE LIGHTS W
- TAXIWAY EDGE LIGHTS
- APPROACH LIGHTS
- PAPI LIGHTS
- APRON FLOOD LIGHTS

MARKING AIDS RWY 01/19 & EXIT TWY



LIGHTING AIDS RWY 01/19 & EXIT TWY



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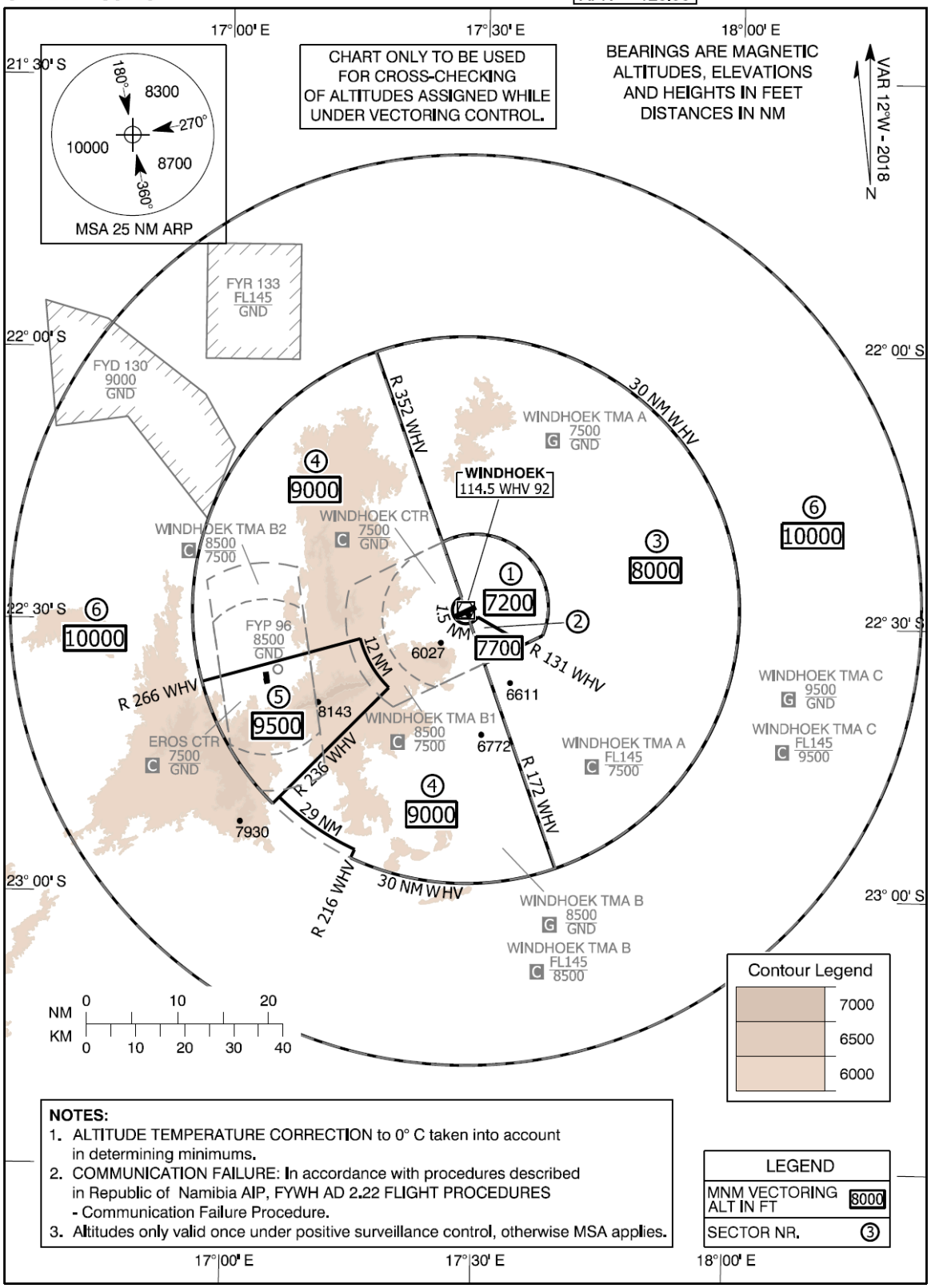
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

AERODROME ELEV - **5641 FT**
TRANSITION ALT - **10000 FT**

ATIS	126.20
APP	120.50
TWR	118.10
APN	125.90

WINDHOEK EROS. (FYWE)



NOTES:

1. ALTITUDE TEMPERATURE CORRECTION to 0° C taken into account in determining minimums.
2. COMMUNICATION FAILURE: In accordance with procedures described in Republic of Namibia AIP, FYWH AD 2.22 FLIGHT PROCEDURES - Communication Failure Procedure.
3. Altitudes only valid once under positive surveillance control, otherwise MSA applies.

LEGEND	
MNM VECTORING ALT IN FT	8000
SECTOR NR.	③

CHANGES: NEW

ATC Surveillance Minimum Altitude Coordinates

Sector 1. MNM ALT 7200 FT
22°21'11"S 017°25'19"E, 22°27'14"S 017°27'41"E,
arc 1.5 NM radius centre 22°28'39"S 017°28'14"E,
22°29'22"S 017°29'39"E, 22°32'16"S 017°35'17"E,
22°31'19"S 017°37'21"E,
arc 8 NM radius centre 22°28'17"S 017°29'21"E,
22°21'05"S 017°25'34"E, 22°21'11"S 017°25'19"E

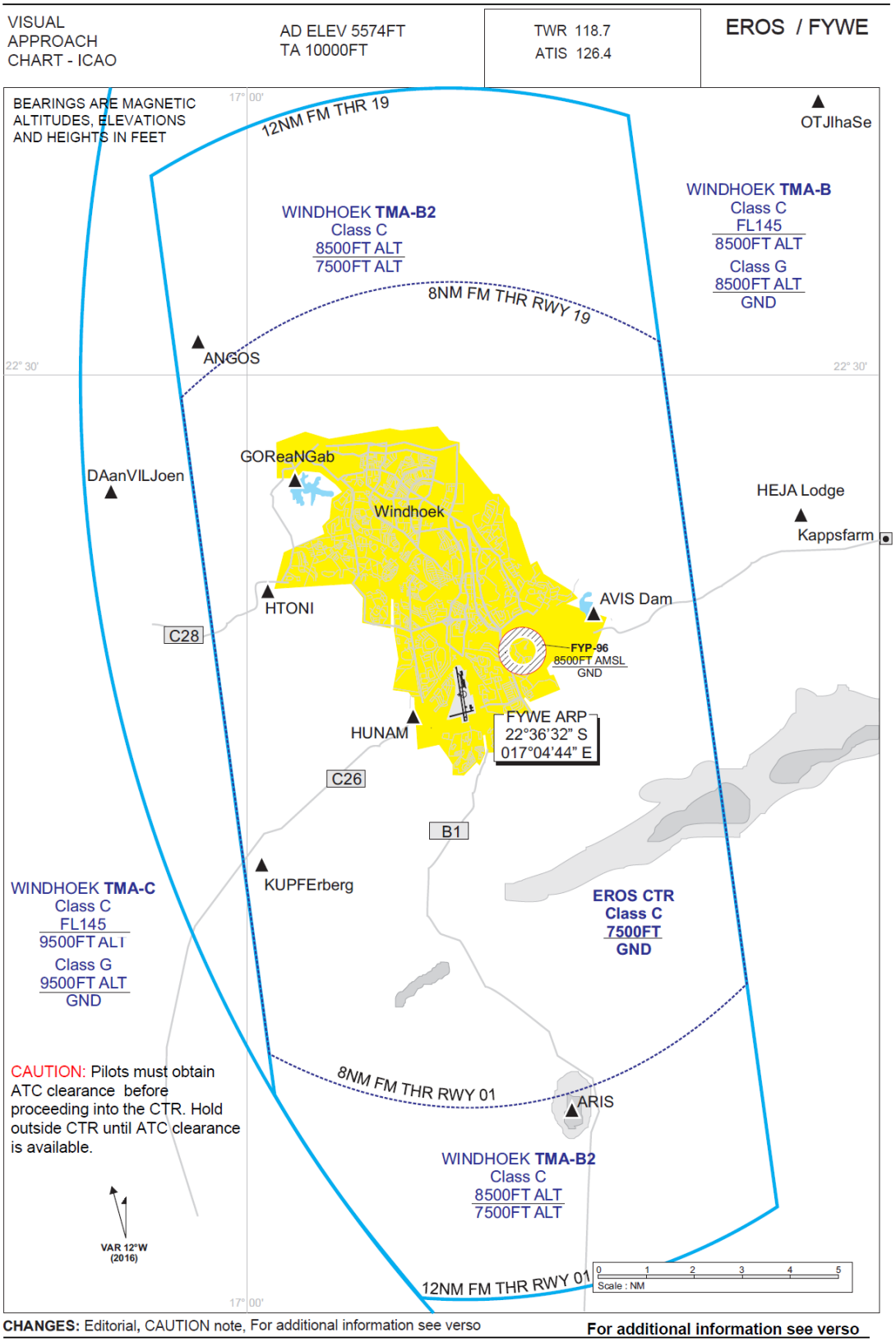
Sector 2. MNM ALT 7700 FT
22°32'16"S 017°35'17"E, 22°29'22"S 017°29'39"E,
arc 1.5 NM radius centre 22°28'39"S 017°28'14"E,
22°30'03"S 017°28'47"E, 22°34'28"S 017°30'31"E,
22°32'16"S 017°35'17"E

Sector 3. MNM ALT 8000 FT
22°21'11"S 017°25'19"E, 22°00'21"S 017°17'12"E,
arc 30 NM radius centre 22°28'39"S 017°28'14"E,
22°56'55"S 017°39'21"E, 22°34'28"S 017°30'31"E,
22°31'19"S 017°37'21"E,
arc 8 NM radius centre 22°28'17"S 017°29'21"E,
22°21'05"S 017°25'34"E, 22°21'11"S 017°25'19"E

Sector 4. MNM ALT 9000 FT
22°00'21"S 017°17'12"E, 22°27'14"S 017°27'41"E,
arc 1.5 NM radius centre 22°28'39"S 017°28'14"E,
22°30'03"S 017°28'47"E, 22°56'55"S 017°39'21"E,
arc 30 NM radius centre 22°28'39"S 017°28'14"E,
22°56'07"S 017°15'01"E, 22°55'13"S 017°15'28"E,
arc 29 NM radius centre 22°28'39"S 017°28'14"E,
22°49'33"S 017°06'26"E, 22°37'18"S 017°19'14"E,
arc 12 NM radius centre 22°28'39"S 017°28'14"E,
22°31'57"S 017°15'47"E, 22°36'53"S 016°57'04"E,
arc 30 NM radius centre 22°28'39"S 017°28'14"E,
22°00'21"S 017°17'12"E

Sector 5. MNM ALT 9500 FT
22°36'53"S 016°57'04"E, 22°31'57"S 017°15'47"E,
arc 12 NM radius centre 22°28'39"S 017°28'14"E,
22°37'18"S 017°19'14"E, 22°50'16"S 017°05'41"E,
arc 30 NM radius centre 22°28'39"S 017°28'14"E,
22°36'53"S 016°57'04"E

Sector 6. MNM ALT 10000 FT
22°56'07"S 017°15'01"E,
arc 30 NM radius centre 22°28'39"S 017°28'14"E,
22°50'16"S 017°05'41"E, 22°49'33"S 017°06'26"E,
arc 29 NM radius centre 22°28'39"S 017°28'14"E,
22°55'13"S 017°15'28"E, 22°56'07"S 017°15'01"E
arc 50 NM radius centre 22°28'39"S 017°28'14"E



CHANGES: Editorial, CAUTION note, For additional information see verso

For additional information see verso

VFR Point	Entry Alt	Exit Alt
GORNG	7500FT	at or below 7000FT
HTONI	7500FT	at or below 7000FT
HEJAL	ALT 7500FT	ALT 7000FT
KUPFE	8000FT	at or below 7500FT

COM failure:

1. Squawk 7600
2. Phone TWR 061-702090
3. Enter the CTR via HTONI 8000FT and continue overhead the field. Observe other traffic and transmit blind your intentions.
4. Flash LDG lights and watch TWR for optical signals

RWY	THR ELEV	VASIS
01	5575	4.3°
19	5510	3°
09	5572	NIL
27	5568	NIL

Waypoints:

ANGOS 222721.33S 0165935.90E
GORNG 223142.97S 0170031.00E
HEJAL 223210.82S 0171140.29E
KUPFE 223925.67S 0170003.35E
OTJIS 222531.68S 0171028.99E

VFR Holdings:

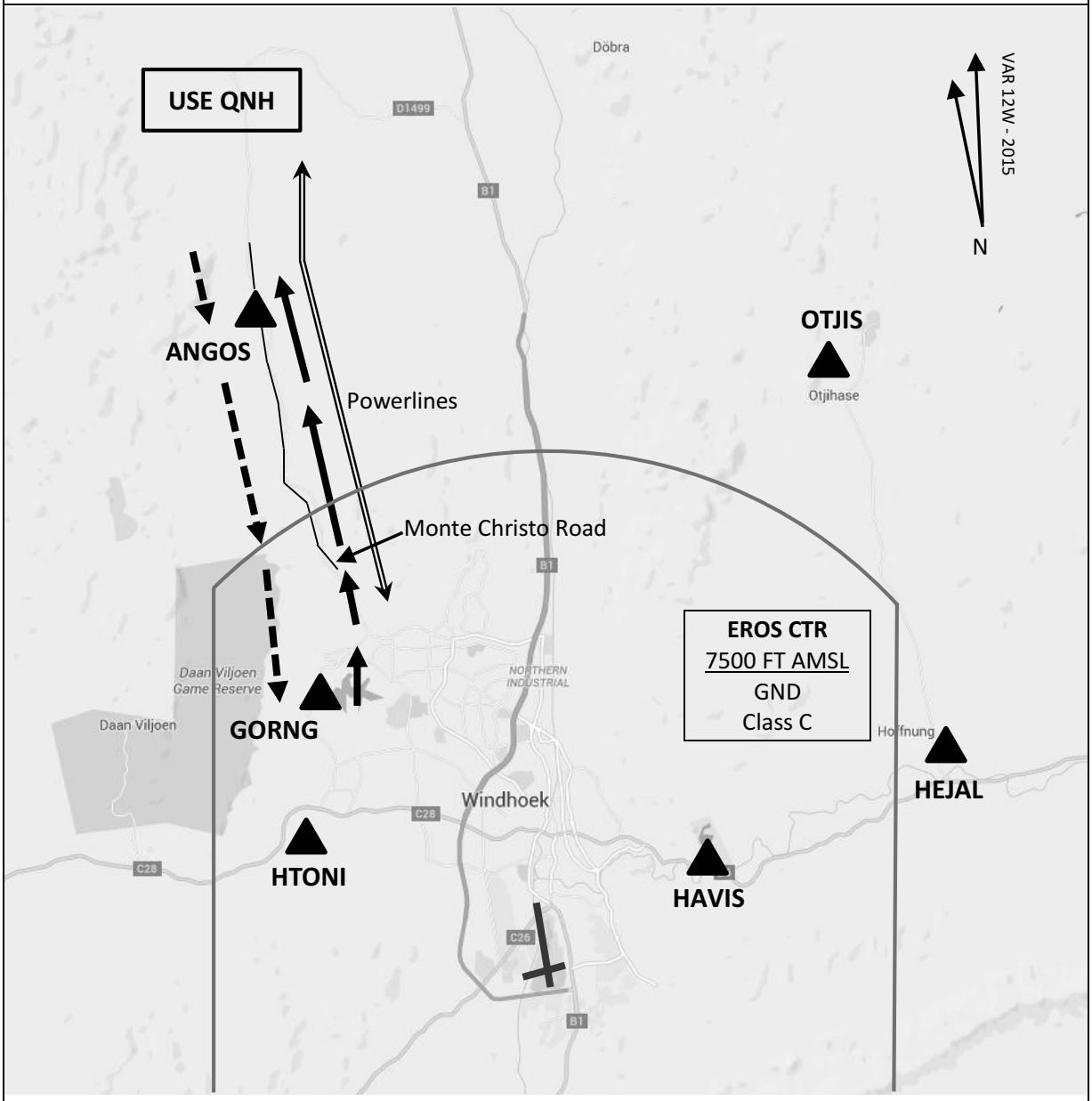
HAVIS 223425S 0170751E
HTONI 223410S 0170000E
HUNAM 223641S 0170325E

Waypoints must be spoken as follows:

ANGOS Abeam Ongos
GORNG Goreangab Dam
HEJAL Heja Lodge
KUPFE Kupferberg
OTJIS Otjihase
HTONI Toni Rust
HUNAM UNAM
HAVIS Avis Dam

NOTE: Model ACFT flying 900M East of PSN HEJAL Up to 150FT AGL. All ACFT must cross HEJAL MIN 7000FT AMSL

VFR ROUTE 1 CHART - ICAO	AD ELEV 5575FT TA 10000 AMSL	EROS TOWER 118.70	EROS (FYWE)



Entry/Exit altitudes:
CTR entry: 7500FT via ANGOS
CTR exit: at or below 7000FT via Goreangab Dam

COM failure:
1. Squawk 7600
2. Phone TWR 061-702090
3. Enter the CTR via HTONI 8000FT and continue overhead the field. Observe other traffic and transmit blind your intentions
4. Flash LDG lights and watch TWR for optical signals

Entry Procedure:
From Abeam ONGOS (ANGOS) track WEST of Monte Christo Road to WEST of Goreangab Dam Wall then as directed by ATC

CAUTION: Pilots must obtain ATC clearance before proceeding beyond ANGOS. Hold at ANGOS until ATC clearance received

Exit Procedure:
From EAST of Goreangab Dam Wall track between Monte Christo Road and the Powerlines

WAYPOINTS:
ANGOS 222721.33S 0165935.90E
HTONI 223409.79S 0170000.64E

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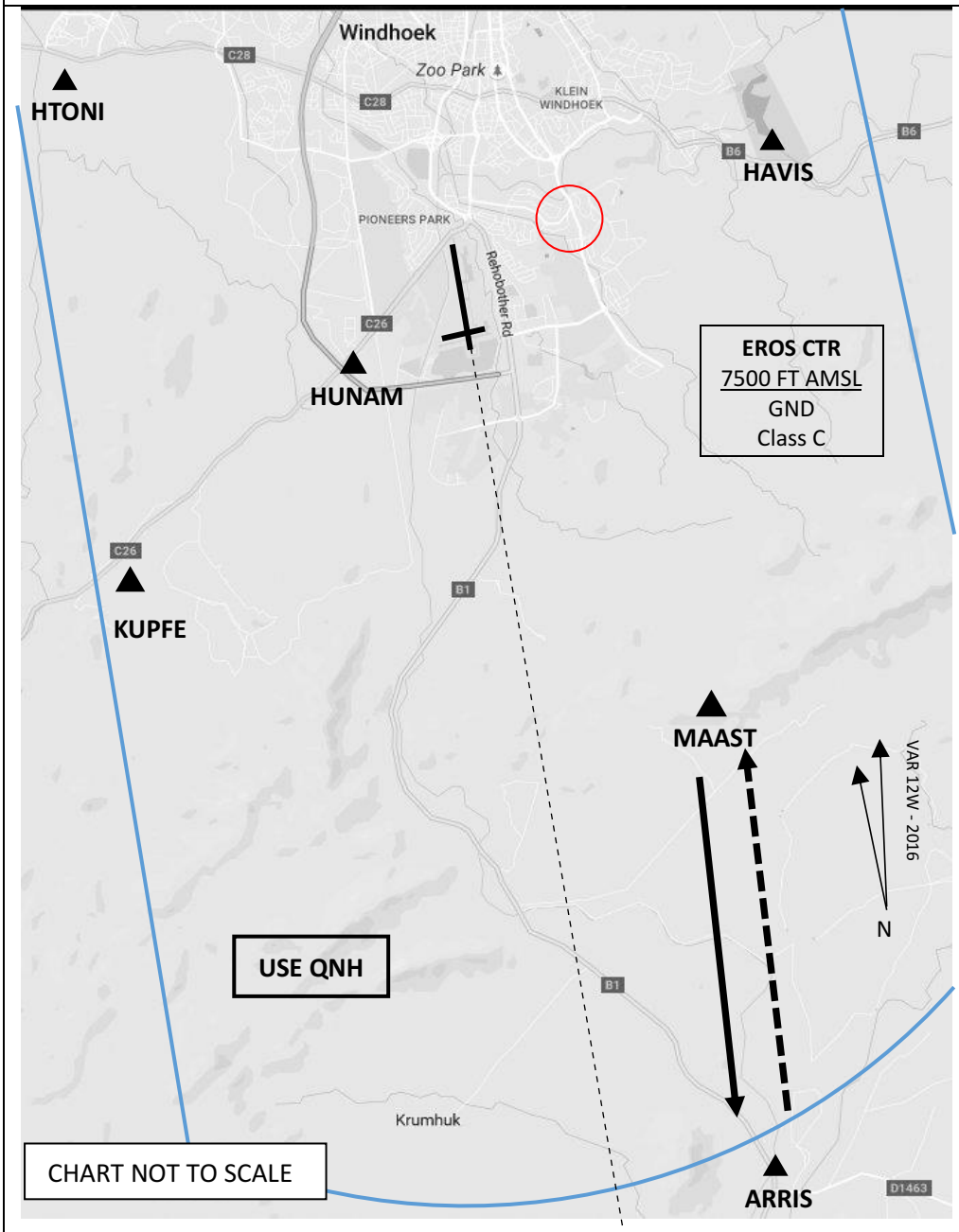
VFR ROUTE 2 CHART - ICAO	AD ELEV 5575FT TA 10000 AMSL	EROS TOWER 118.70	EROS (FYWE)



Entry/Exit altitudes:
CTR entry: 8000FT via ARRIS
CTR exit: at or below 7500FT via MAAST

COM failure:
1. Squawk 7600
2. Phone TWR 061-702090
3. Enter the CTR via VFR Route 2 8000FT. From MAAST continue overhead the field. Observe other traffic and transmit blind your intentions
4. Flash LDG lights and watch TWR for optical signals

Entry Procedure:
Track ARRIS to MAAST and as directed by ATC

CAUTION: Pilots must obtain ATC clearance before proceeding beyond ARRIS. Hold at ARRIS until ATC clearance received

Exit Procedure:
Track MAAST to ARRIS

Note:
Remain at least 1NM to the EAST of extended centerline runway 01/19 at all times

WAYPOINTS:
ARRIS 224504.38S 0170807.70E
MAAST 224027.74S 0170639.92E

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