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OPERATION OF AIRCRAFT

INFORMATION

INSTRUMENT APPROACH CHARTS

1. Instrument approach procedures are based on specific navigation aid(s), with the applicable navigation tolerance(s) used in the development of the procedure's obstacle protection surfaces. The navigation aid(s) upon which the procedures are based is identified on each instrument approach charts.
2. Only the navigation aid(s) identified on each approach chart may be used to fly the procedure; use of a non-specified aid, such as another DME located on the aerodrome, is prohibited as it may seriously jeopardise the integrity of the instrument approach procedure.
3. Bearings and tracks are shown in degrees magnetic, elevations in feet and navigation distances in nautical miles. In the aerodrome meteorological minima tables, altitudes and ceilings are in feet, and visibilities are in metres or kilometres.
4. On the plan and profile diagrams full lines are used to indicate approach procedures, broken lines to indicate missed approach procedures, lighter lines to indicate holding procedures and dotted lines to indicate procedures for leaving holding patterns and for supplementary procedures.

CAUTION: Spot heights on IAL charts do not necessarily indicate the highest terrain or obstacle in the immediate area.

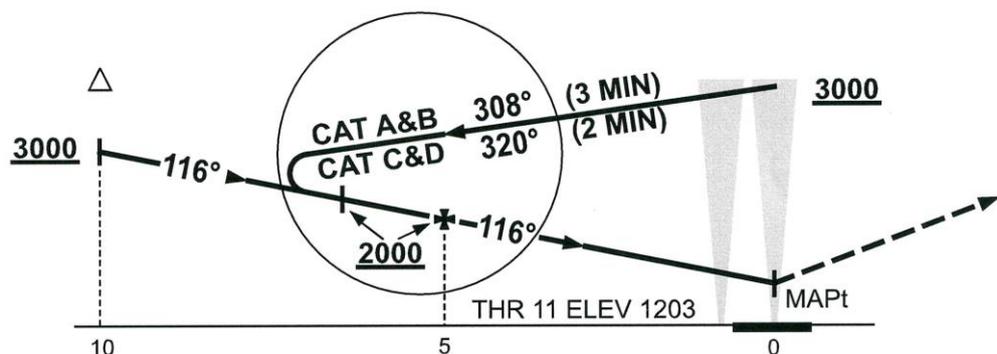
5. A DME distance/altitude table is provided on charts where runway approach minima are published and the DME and the azimuth facilities are suitably located. This table is provided to assist in maintaining an optimum descent profile where glideslope guidance may not be available. Whenever possible the profile has been designed to allow for a descent of 3° (approximately 320FT per nautical mile) to the touch-down point (normally 300M past the runway threshold). The designed rates of descent for profiles in excess of 3° are noted on the chart. Altitudes have been rounded to the nearest 10FT.
6. Published visibility on IAL charts for straight in minima specifies a distance, measured in metres or kilometres, from the aircraft position at MDA/DA on the published vertical path angle to a point 160M (500FT) past the runway threshold, or approach landing lights if appropriate. Precision approaches may have a reduction of visibility minima at aerodromes with approach lighting, however further considerations exist for higher than CAT 1 operations.

7. The visibility for circling procedures is a standard value based on the category of aircraft. It is related to the nominal turn radius t maximum IAS for the category and provides for aircraft on a downwind leg in a circuit pattern to maintain visual contact with the aerodrome environment.
8. Climb or descent limitations are shown as a heavy line above or below the appropriate altitude on the profile diagram.
9. All procedures depict tracks, and pilots should attempt to maintain track by applying corrections to heading for known wind or estimated wind.

NOTE 1: Profile diagrams of approach procedures are diagrammatic. Plan diagrams are shown to scale, except that the depicted length of outbound or inbound legs on times procedures (eg; VOR procedure with no DME) are diagrammatic. The profile line depicted on approach procedures is representative of the descent profile designed for the approach. However, the angles may be exaggerated for illustrative purpose. On these charts where a DME-based procedure is combined with a non DME-based procedure, the altitude/distance scale (where provided) applies only to the DME-based procedure. However, if a limiting fix or radial is shown on these procedures, the segment must be terminated at the earliest limit of time or fix/radial.

NOTE 2: Times shown on outbound legs of holding and approach procedures provide for optimum manoeuvring in zero wind. These times may be adjusted only to the extent to allow for known or estimated wind component.

NOTE 3: On profile diagrams where an approach without DME is combined with an approach using DME (eg VOR/DME and VOR), any reference to a DME FIX refers only to the approach using DME. The reference to time only refers to the approach not using DME. Compliance with indicated fix positions and DME distances of DME descent procedures is mandatory. Further, where a common step-down limitation applies to both procedures, generally one altitude is shown with arrows pointing to the position on each procedure at which the restriction applies; eg.



NOTE 4: *Speed restrictions shown on individual approach plates apply to holding and the initial segment or reversal procedures only. When speed restrictions are required for DME arcs or other segments of the approach, text will be included specifying the restriction.*

10. The circling restrictions shown apply by day in less than VMC and at night.
11. The titles on Namibian IL charts conform to a convention to allow commonality of names between chart title and electronic databases. The convention uses only the navigation aid providing final approach lateral guidance in the title. If another navigation aid is required to fly the procedure but is not needed to provide final approach guidance, this aid will be identified in the 'NAVAID RQ' box.
12. Where more than one approach of the same type is provided to the same runway, these are identified by an alphabetical suffix commencing at the end of the alphabet: eg. ILS Z or LOC Z RWY 26, and ILS Y or LOC Y RWY 26 identify two different ILS or LOC approaches to the same runway.
13. RNP APCH procedures are designed to criteria in ICAO Doc 8168. Unless noted on the chart, standard RNP values for each segment apply. These values are:

SEGMENT	RNP VALUE
INITIAL	1
INTERMEDIATE	1
FINAL	0.3
MISSED APPROACH	1

14. The PBN navigation specification used for RNP APCH is detailed in the 'PBN Box' on each chart. In each case RNP APCH is the PBN navigation specification used and is depicted as such in the PBN box.
15. This AIC will be cancelled when incorporated in the AIP, expected 10 November 2016.
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