FYSM AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

Nil facilities available.

FYSM AD 2.7 SEASONAL AVAILABILITY - CLEARING

Nil facilities available.

FYSM AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1.	*Apron surface and strength*	Slurry seal
2.	*Taxiway width, surface and strength*	Nil facilities
3.	*ACL location and elevation*	Nil information
4.	*VOR/INS checkpoints*	Nil facilities
5.	*Remarks*	Nil

FYSM 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
2.	*RWY and TWY markings and LGT*	White reflector plates for night operation on RWY 24 only. Green Threshold, and red Runway-end lighting on RWY 24 only and activated automatically at night. White concrete plates on edges of RWY 17/35 only. RWY designation markings on all RWY's. RWY guidance signs erected near TWY.
3.	*Stop bars*	Nil facilities
4.	*Remarks*	ACFT may not use TWY's for take-off or landing. ACFT not permitted to use TWY FM Hangar Area to APN/THR RWY 17 for take-off or landing, all ACFT include microlight to use designated RWY's for take-off and landing only.

FYSM AD 2.10 AERODROME OBSTACLES

In Approach/TKOF areas			In circling areas and at AD		Remarks
1			2		3
RWY/Area affected	*Obstacle Type Elevation Markings/ LGT*	*Co-ordinates*	*Obstacle type Elevation Markings/ LGT*	*Co-ordinates*	
a	b	c	a	b	
06 TKOF 24 APCH	Powerline Height: 43 FT AGL	-	0.6NM NE of THR RWY 24	Nil info	Telephone line 94 M from AD BDRY
	Light mast Height 98 FT	Approx. 1 NM north of AD	Two reservoirs Height 26 FT	SW of AD just outside AD boundary	
			One reservoir Height 60 FT	SW of AD just outside AD boundary	
			Microwave Tower 160FT	223600S 0144120E	8NM East of FYSM AD

FYSM AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1.	*Associated Met office*	Nil facilities
2.	*Hours of service* *MET office outside hours*	Nil facilities
3.	*Office responsible for TAF preparation* *Periods of validity*	Windhoek MET office (telephone (062) 540059)
4.	*Type of landing forecast* *Interval of issuance*	Nil facilities
5.	*Briefing/consultation provided*	Nil facilities
6.	*Flight documentation* *Language(s) used*	Nil facilities English
7.	*Charts and other information available for briefing or consultation*	Nil facilities
8.	*Supplementary equipment available for providing information*	Nil facilities
9.	*ATS units provided with information*	Nil facilities
10.	*Additional information (limitation of service, etc.)*	Nil

FYSM AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
TIBA	Swakopmund Traffic	126.3 MHZ	H24	Unmanned Aerodrome

FYSM AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Nil facilities available

FYSM AD 2.20 LOCAL TRAFFIC REGULATIONS

Model flying taking place north of Swakopmund at the salt works at PSN 223653S 0143208E.

All aircraft including micro-lights are not allowed to make use of the short RWY 24/06 for either landing or take-off. The area known as short RWY 24/06 can only be used for taxing as published in the AIP. Any transgression will be reported to the DCA.

All micro-lights landing or take-off at Swakopmund airfield must fill in the landing and departure register AVBL at that airfield's office in the terminal building before and after each flight. There is no charge for landing.

FYSM AD 2.21 NOISE ABATEMENT PROCEDURES

1. Arriving and departing flights

The noise abatement procedures described hereunder are to ensure minimized ACFT movements over the town limits and therefore minimizes noise pollution. NOTE:

- Not applicable to ACFT with radio communication failure.

1.1 No aircraft shall over-fly the town below 3000 AGL unless permission is granted by the town council or DCA.

1.2 No aircraft except ultra-light or micro-light aircraft shall join on a right downwind for RWY 24 or on a left downwind for RWY 06. Joining right hand downwind for left hand downwind for RWY 06 is prohibited except in the event of radio-communication failure or for micro-light/ ultra-light aircraft using the short RWY. All future transgressions will be reported to DCA for legal action.

1.3 Aircraft joining along the coast from the South shall remain over the ocean until ready to turn on to an extended right base leg for RWY 24.

1.4 Aircraft joining along the coast from the North shall remain over the ocean until past the river mouth before joining final for RWY 06 or left downwind for RWY 24.

1.5 Only right circuits shall apply for RWY 35.

1.6 Only left circuits shall apply for RWY 17.

1.7 Aircraft departing on RWY 24 for northbound flights shall maintain runway heading or until 1000 FT reaching the river mouth, before turning out to the right or alternatively turn out to the left.

FYSM AD 2.22 FLIGHT PROCEDURES

1. Communication Procedures for use in case of RCF and as unmanned Airfield procedures

1.1 TRAFFIC joining from the East

To follow along the Southern side of the Swakop river to the Swakop river mouth at 2000' AGL. Then join right-hand downwind RWY 24 for normal landing. If RWY 06 is in use, fly past the town along the beachfront and join left downwind for RWY 06.

1.2 TRAFFIC joining from the North

If RWY 24 is in use fly along the beach front to the Swakop river mouth at 2000' AGL and join right-hand downwind for RWY 24. When RWY 06 is in use join early left downwind for RWY 06 at 2000' AGL and descent on the downwind for landing on RWY 06

1.3 TRAFFIC joining from South

For RWY 24 join at the Swakop river mouth again at 2000' AGL and then right-hand downwind RWY 24. For RWY 06, join at the Swakop river mouth at 2000' AGL, thence along the beach front North bound around the town for a left downwind RWY 06.

2. Night landing procedures

Night landing procedures for runway 24 only are as follows: the aircraft is to fly overhead at or above MSA descent to circuit altitude only once a visual approach and landing can be guaranteed. Descent to be done in the approach configuration whilst remaining in the circuit. Establish on downwind runway 24 at MIN. 1500 FT AGL, whilst the aircraft landing lights are on. On final approach the aircraft must line-up the green threshold and red end lights for runway 24 centreline alignment and maintain a 4° or higher glide path due to high terrain and powerline. On the aircraft landing lights the runway delineation markers are visible up to 3 KM from the runway threshold and will become brighter the closer the aircraft approaches the runway to land depending on visibility at distances of 5 KM or greater. With high crosswind conditions the illumination of the delineating markers will occur closer to the runway due to the crabbing action of the aircraft.

FYSM AD 2.23 ADDITIONAL INFORMATION

1. Parachute Jumping

1.1 Parachute Jumping Exercises seven days a week and traffic is not, repeat, not to join overhead the aerodrome due to possible skydiving activities. The pilot in command of the dropping aircraft will advise all traffic of his intentions during unmanned periods (Nil ATC)

1.2 A permanent drop zone has been declared at Amphitheatre (S224400 E0143400) which is 4.5 NM south of Swakopmund. Parachute Jumping Exercises take place every weekend (Saturdays and Sundays). 6000 FT AGL/GND