

## PART 1 - GENERAL (GEN)

### GEN 0.

#### GEN 0.1 PREFACE

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

The AIP is published by authority of the Directorate of Civil Aviation.

##### 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 and the *Aeronautical Information Services Manual* (ICAO Doc 8126). 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. The AIP structure and established regular amendment interval

###### 3.1 *The AIP Structure*

3.1.1 The AIP forms part of the Integrated Aeronautical Information Package, 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.

3.1.2 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.

###### 3.1.3 *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.

###### 3.1.4 *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.

### 3.1.5 Part 3 - Aerodromes (AD)

Part 3 consists of four sections containing information as briefly described hereafter.

- a) *AD 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 3.
- b) *AD 1. Aerodromes/Heliports* - Introduction - Aerodrome/heliport availability; Rescue and

fire fighting services and Snow plan; Index to aerodromes and heliports; and Grouping of aerodromes/heliports.

- c) *AD 2. Aerodromes* - Detailed information about aerodromes, including helicopter landing areas, if located at the aerodrome, listed under 24 sub-sections.
- d) *AD 3. Heliports* - Detailed information about heliports (not located at aerodromes), listed under 23 sub-sections.

## 3.2 Regular amendment interval

3.2.1 Permanent changes to the AIP shall be published as AIP Amendments.

3.2.2 Amendments to AIP shall be issued every 6 months at the following pre-determined dates:

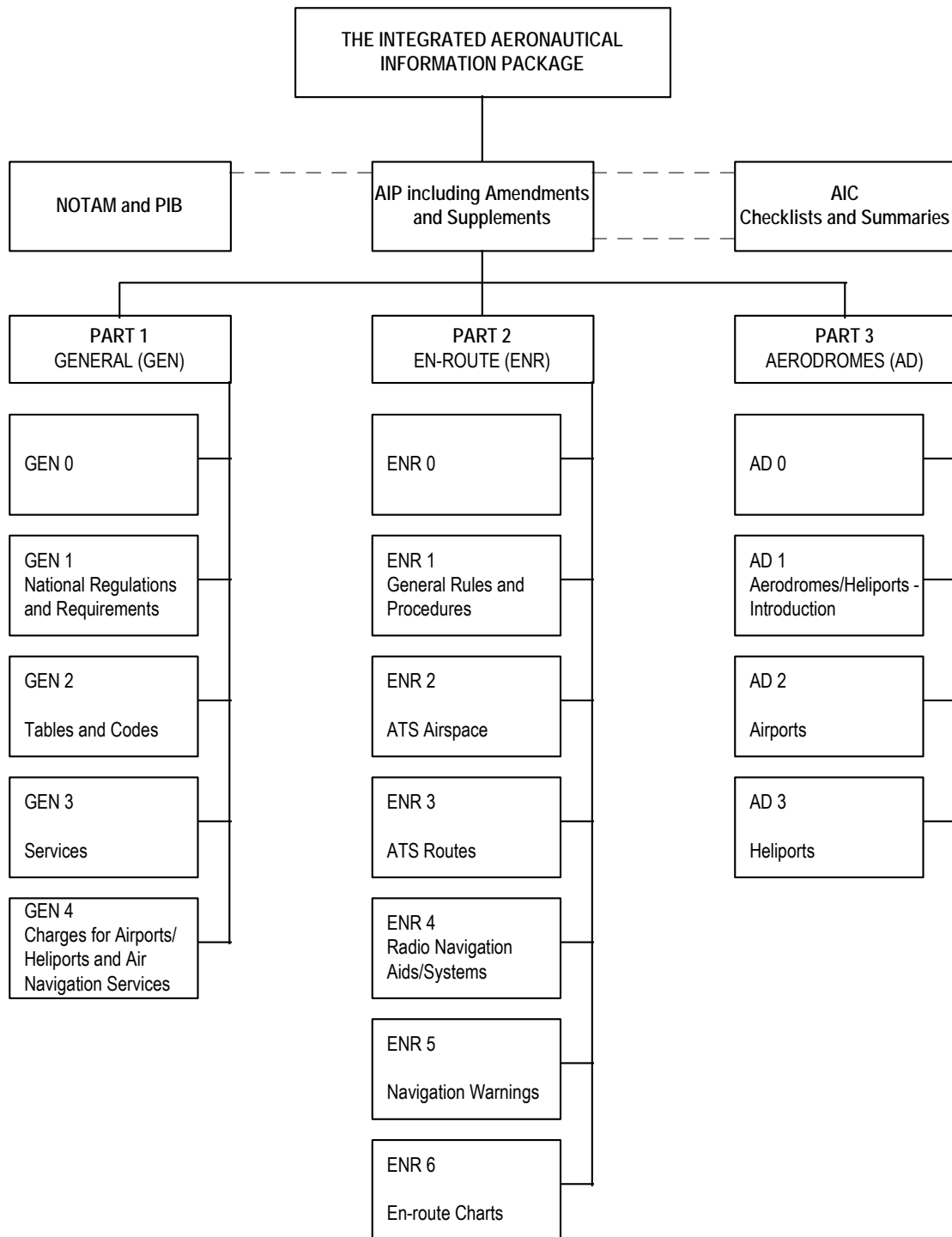
- a) May  
b) November

3.2.3 When an AIP AMD 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).

## 4. Service to contact in case of detected AIP errors or 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 which may nevertheless be detected, as well as any correspondence concerning the Integrated Aeronautical Information Package, should be referred to:

Directorate of Civil Aviation  
Aeronautical Information Service Centre  
Private Bag 12003  
Ausspannplatz  
Windhoek



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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

Director: Civil Aviation  
Private Bag 12003  
Ausspannplatz  
Windhoek  
Telephone: +264 61 702212  
Telefax: +264 61 702066  
AFS: FYHQYAYX  
E-mail: director@dca.com.na

#### 2. Meteorology

Deputy Director  
Private Bag 13224  
Windhoek  
  
Tel: +264 61 2877001  
Telefax: +264 61 2877009  
AFS: Nil  
E-mail: fuirab@meteona.com

#### 3. Customs

Director: Customs and Excise  
Private Bag 13185  
Windhoek  
  
Tel: +264 61 2099111  
Telefax: +264 61 239278  
AFS: Nil

#### 4. Immigration

Director Alien Control  
Private Bag 13200  
Windhoek  
  
Tel: +264 61 2922111  
Telefax: +264 61 223817  
AFS: Nil

#### 5. Health

Director of Health and Social Services  
Private Bag 13198  
Windhoek  
  
Tel: +264 61 2032303  
Telefax: +264 61 2032334  
AFS: Nil

#### 6. Namibia Airports Company

P. O. Box 23061, Windhoek  
Tel: +264 61 2955000  
Tel/fax: +264 61 2955022

#### 7. En-Route and Aerodrome charges

Director: Civil Aviation  
Directorate of Civil Aviation  
Private Bag 12003  
Ausspannplatz  
Windhoek  
  
Tel: +264 61 702060  
Telefax: +264 61 702066  
AFS: FYHQYAYX

#### 8. Agricultural quarantine

Director: Veterinary Services  
Private Bag 12022  
Windhoek  
Tel: +264 61 2029111  
Telefax: +264 61 221962

## 9. Aircraft accidents investigation

Director: Aircraft Accident & Incident  
Investigation

Private Bag 12003  
Ausspannplatz  
Windhoek

Tel: +264 61 2088111  
Telefax: +264 61 2088495  
AFS: Nil



## 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 Namibian Directorate of Civil Aviation, 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" 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
- k) Swakopmund

#### 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.

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

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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: Directorate of Civil Aviation, 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.

**4.4 Public health measures applied to aircraft**

Same requirements as for scheduled aircraft.

**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.

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## 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:

The Director: Civil Aviation  
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, Eleventh (11<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, Appendix 3 – Appendix 10, Eighteenth (18<sup>th</sup>) edition: NIL.
4. **ANNEX 4** - Aeronautical Chart, (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 - Ninth (9<sup>th</sup>) edition: NIL.
  - Part II - Seventh (7<sup>th</sup>) edition: NIL.
  - Part III - Seventh (7<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, Eleventh (11<sup>th</sup>) edition: NIL.
9. **ANNEX 9** - Facilitation, Thirteenth (13<sup>th</sup>) edition: NIL.
10. **ANNEX 10** - Aeronautical Communications
  - Volume 1 - Sixth (6<sup>th</sup>) edition: NIL.
  - Volume II - Sixth (6<sup>th</sup>) edition: NIL.
  - Volume III - Second (2<sup>nd</sup>) edition: NIL.
  - Volume IV - Fourth (4<sup>th</sup>) edition: NIL.
  - Volume V - Third (3<sup>rd</sup>) edition: NIL.
11. **ANNEX 11** - Air Traffic Services, Thirteenth (13<sup>th</sup>) edition:
  - Chapter 2: General
    - Para 2.10.3.2 & 2.10.3.2.1: 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; Tenth (10<sup>th</sup>) edition: NIL.
14. **ANNEX 14** - Aerodromes
  - Volume I - Sixth (6<sup>th</sup>) edition: NIL.
  - Volume II - fourth (4<sup>th</sup>) edition: NIL.
15. **ANNEX 15** - Aeronautical Information Services, Fourteenth (14<sup>th</sup>) edition:

Chapter 2: Responsibilities and Functions

Para 2.2.3: Namibia does not provide a 24 hour service

16. **ANNEX 16** - Environmental Protection

Volume I - Sixth (6<sup>th</sup>) edition: NIL.

Volume II - Third (3<sup>rd</sup>) edition: NIL.

17. **ANNEX 17** - Security, Safeguarding International Civil Aviation against Acts of Unlawful Interference, Eighth (8<sup>th</sup>) edition: Nil.

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

19. **ANNEX 19** - Safety Management, First (1<sup>st</sup>) edition: NIL

**PANS-ATM: NIL**

**PANS-OPS:**

Vol II – Part II Section 1, Chapter 1, para 1.7.2.1.1 and Chapter, para 3.7.2.1.1: OCH is published on Namibian instrument approach charts. MDA and Visibility values are published on Namibian instrument approach charts

Vol II – Part III Section 3, Chapter 6, para 6.8.2: OCH is published on Namibian instrument approach charts. MDA and Visibility values are published on Namibian instrument approach charts.

**Regional Supplementary Procedures: NIL**

## GEN 2. TABLES AND CODES

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

#### 1. Units of measure

The table of units of measurement shown below will be used by aeronautical stations within the Namibian 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

#### 2. Time System

##### 2.1 General

2.1.1 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.

2.1.2 In the AIP and associated publications, the expression "winter period" will indicate that part of the year in which "daylight saving time" is in force. The other part of the year will be named "summer period". Daylight saving time in Namibia is UTC plus

1 hour. The "winter period" will be introduced every year on the first Sunday in APR at 0100 UTC and it will cease on the first Sunday in SEP at 0100 UTC. Times applicable during the "winter period" are given in brackets. Local time in Namibia is UTC plus 2 hours during the "summer period" and UTC plus 1 hour during the "winter period".

#### 3. Geodetic reference datum

Clark 1880 Spheroid is being phased out with WGS-84 data. WGS-84 data will be inserted as soon as it becomes available.

#### 4. Aircraft nationality and registration markings

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.

#### 5. Public holidays

Name	Date/Day
New Year's Day	01 January
Independence Day	21 March
Good Friday	25 March
Easter Monday	28 March
Workers Day	01 May
Public holiday	02 May
Cassinga Day	04 May
Ascension Day	05 May
Africa Day	25 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.

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 service.

# Signal for use in the teletypewriter service only.

A

A	Amber	ADC	Aerodrome chart
AAA	(or AAB, AAC ... etc., in sequence) Amended meteorological message (message type designator)	ADDN	Addition or additional
A/A	Air-to-air	ADF‡	Automatic direction-finding equipment
AAIM	Aircraft autonomous integrity monitoring	ADIZ†	(to be pronounced "AY-DIZ") Air defence identification zone
AAD	Assigned altitude deviation	ADJ	Adjacent
AAL	Above aerodrome level	ADO	Aerodrome office (specify service)
ABI	Advance boundary information	ADR	Advisory route
ABM	Abeam	ADS*	The address (when this abbreviation is used to request a repetition, the question mark (IMI) precedes the abbreviation, e.g. IMI ADS) (to be used in AFS as a procedure signal)
ABN	Aerodrome beacon	ADS-B‡	Automatic dependent surveillance – broadcast
ABT	About	ADS-C‡	Automatic dependent surveillance - contract
ABV	Above	ADSU	Automatic dependent surveillance unit
AC	Alto cumulus	ADVS	Advisory service
ACARS†	(to be pronounced "AY-CARS") Aircraft communication addressing and reporting system	ADZ	Advise
ACAS†	Airborne collision avoidance system	AES	Aircraft earth station
ACC‡	Area control centre or area control	AFIL	Flight plan filed in the air
ACCID	Notification of an aircraft accident	AFIS	Aerodrome flight information service
ACFT	Aircraft	AFM	Yes or affirm or affirmative or that is correct
ACK	Acknowledge	AFS	Aeronautical fixed service
ACL	Altimeter check location	AFT...	After ... (time or place)
ACN	Aircraft classification number	AFTN‡	Aeronautical fixed telecommunication network
ACP	Acceptance (message type designator)	A/G	Air-to-ground
ACPT	Accept or accepted	AGA	Aerodromes, air routes and ground aids
ACT	Activate or activated or activity	AGL	Above ground level
AD	Aerodrome	AGN	Again
ADA	Advisory area	AIC	Aeronautical information circular
		AIDC	Air traffic services interfacility data communication
		AIP	Aeronautical information publication
		AIRAC	Aeronautical information regulation and control
		AIREP†	Air-report

AIRMET†	Information concerning en-route weather phenomena which may affect the safety of low-level aircraft operations	ARP	Aerodrome reference point
AIS	Aeronautical information services	ARP	Air-report ( <i>message type designator</i> )
ALA	Alighting area	ARQ	Automatic error correction
ALERFAT	Alert phase	ARR	Arrive or arrival
ALR	Alerting ( <i>message type designator</i> )	ARR	Arrival ( <i>message type designator</i> )
ALRS	Alerting service	ARS	Special air-report ( <i>message type designator</i> )
ALS	Approach lighting system	ARST	Arresting ( <i>specify (part of) aircraft arresting equipment</i> )
ALT	Altitude	AS	Altostratus
ALTN	Alternate or alternating ( <i>light alternates in colour</i> )	ASC	Ascend to or ascending to
ALTN	Alternate ( <i>aerodrome</i> )	ASDA	Accelerate-stop distance available
AMA	Area minimum altitude	ASE	Altimetry system error
AMD	Amend or amended ( <i>used to indicate amended meteorological message; message type designator</i> )	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
AMDT	Amendment ( <i>AIP Amendment</i> )	ASPEEDG	Airspeed gain
AMS	Aeronautical mobile service	ASPEEDL	Airspeed loss
AMSL	Above mean sea level	ASPH	Asphalt
AMSS	Aeronautical mobile satellite service	AT...	At ( <i>followed by time at which weather change is forecast to occur</i> )
ANC...	Aeronautical charts – 1:500 000 ( <i>followed by name/title</i> )	ATA‡	Actual time of arrival
ANCS...	Aeronautical navigation chart – small scale ( <i>followed by name/title and scale</i> )	ATC‡	Air traffic control ( <i>in general</i> )
ANS	Answer	ATCSMAC...	Air traffic control surveillance minimum altitude chart ( <i>followed by name/title</i> )
AOC...	Aerodrome obstacle chart	ATD‡	Actual time of departure
AP	Airport	ATFM	Air traffic flow management
APAPI†	( <i>to be pronounced "AY-PAPI"</i> ) Abbreviated precision approach path indicator	ATIS†	Automatic terminal information service
APCH	Approach	ATM	Air traffic management
APDC...	Aircraft parking/docking chart ( <i>followed by name/title</i> )	ATN	Aeronautical telecommunications network
APN	Apron	ATP...	At ... ( <i>time or place</i> )
APP	Approach control office or approach control or approach control service	ATS	Air traffic services
APR	April	ATTN	Attention
APRX	Approximate or approximately	AT-VASIS†	( <i>to be pronounced "AY-TEE-VASIS"</i> ) Abbreviated T visual slope indicator
APSG	After passing	ATZ	Aerodrome traffic zone
APV	Approve or approved or approval	AUG	August
ARC	Area chart	AUTH	Authorized or authorization
ARNG	Arrange		
ARO	Air traffic services reporting office		



AUW	All up weight		better than prescribed values or conditions
AUX	Auxiliary		
AVBL	Available or availability	CB†	( <i>to be pronounced "CEE BEE"</i> ) Cumulonimbus
AVG	Average		
AVGAS†	Aviation gasoline	CC	Cirrocumulus
AWTA	Advise at what time able	CCA	( <i>or CCB, CCC ... etc., in sequence</i> ) Corrected meteorological message ( <i>message type designator</i> )
AWY	Airway		
AZM	Azimuth	CD	Candela
	<b>B</b>	CDN	Coordination ( <i>message type designator</i> )
B	Blue		
BA	Braking action	CF	Change frequency to ...
BARO-VNAV†	( <i>to be pronounced "BAA-RO-VEE-NAV"</i> ) Barometric vertical navigation	CF	Course to a fix
		CFM*	Confirm or I confirm ( <i>to be used in AFS as a procedure signal</i> )
BASE†	Cloud base	CGL	Circling guidance light(s)
BCFG	Fog patches	CH	Channel
BCN	Beacon ( <i>aeronautical ground light</i> )	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 ( <i>to be used in AFS as a procedure signal</i> )
BCST	Broadcast		
BDRY	Boundary		
BECMG	Becoming		
BFR	Before		
BKN	Broken		
BL...	Blowing ( <i>followed by DU = dust, SA = sand or SN = snow</i> )	CHG	Modification ( <i>message type designator</i> )
BLDG	Building	CI	Cirrus
BLO	Below clouds	CIDIN†	Common ICAO data interchange network
BLW	Below...		
BOMB	Bombing	CIT	Near or over large towns
BR	Mist	CIV	Civil
BRF	Short ( <i>used to indicate the type of approach desired or required</i> )	CK	Check
		CL	Centre line
BRG	Bearing	CLA	Clear type of ice formation
BRKG	Braking	CLBR	Calibration
BS	Commercial broadcasting station	CLD	Cloud
BTL	Between layers	CLG	Calling
BTN	Between	CLIMB-OUT	Climb-out area
	<b>C</b>	CLR	Clear(s) or cleared to ... or clearance
...C	Centre ( <i>preceded by runway designation number to identify a parallel runway</i> )	CLRD	Runway(s) cleared ( <i>used in METAR/SPECI</i> )
C	Degrees Celsius ( <i>Centigrade</i> )	CLSD	Close or closed or closing
CA	Course to an altitude	CM	Centimetre
CAT	Category	CMB	Climb to or climbing to
CAT	Clear air turbulence	CMPL	Completion or completed or complete
CAVOK†	( <i>to be pronounced "KAH-OH-KAY"</i> ) Visibility, cloud and present weather	CNL	Cancel or cancelled

CNL	Flight plan cancellation ( <i>message type designator</i> )	D-ATIS†	( <i>to be pronounced "DEE-ATIS"</i> ) Data link automatic terminal information service
CNS	Communications, navigation and surveillance	DCD	Double channel duplex
COM	Communications	DCKG	Docking
CONC	Concrete	DCP	Datum crossing point
COND	Condition	DCPC	Direct controller-pilot communications
CONS	Continuous	DCS	Double channel simplex
CONST	Construction or constructed	DCT	Direct ( <i>in relation to flight plan clearances and type of approach</i> )
CONT	Continue(s) or continued	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> )
COOR	Coordinate or coordination	DEC	December
COORD	Coordinates	DEG	Degrees
COP	Change-over point	DEP	Depart or departure
COR	Correct or correction or corrected ( <i>used to indicate corrected meteorological message: message type designator</i> )	DEP	Departure ( <i>message type designator</i> )
COT	At the coast	DER	Departure end of the runway
COV	Cover or covered or covering	DES	Descend to or descending to
CPDLC‡	Controller-pilot data link communications	DEST	Destination
CPL	Current flight plan ( <i>message type designator</i> )	DETRESFA†	Distress phase
CRC	Cyclic redundancy check	DEV	Deviation or deviating
CRM	Collision risk model	DF	Direction finding
CRZ	Cruise	DFDR	Digital flight data recorder
CS	Call sign	DFTI	Distance from touchdown indicator
CS	Cirrostratus	DH	Decision height
CTA	Control area	DIF	Diffuse
CTAM	Climb to and maintain	DIST	Distance
CTC	Contact	DIV	Divert or diverting
CTL	Control	DLA	Delay or delayed
CTN	Caution	DLA	Delay ( <i>message type designator</i> )
CTR	Control zone	DLIC	Data link initiation capability
CU	Cumulus	DLY	Daily
CUF	Cumuliform	DME‡	Distance measuring equipment
CUST	Customs	DNG	Danger or dangerous
CVR	Cockpit voice recorder	DOM	Domestic
CW	Continuous wave	DP	Dew point temperature
CWY	Clearway	DPT	Depth
	<b>D</b>	DR	Dead reckoning
D	Downward ( <i>tendency in RVR during previous 10 minutes</i> )	DR...	Low drifting ( <i>followed by DU = dust, SA = sand or SN = snow</i> )
D...	Danger area ( <i>followed by identification</i> )	DRG	During
DA	Decision altitude	DS	Dust storm
		DSB	Double sideband

DTAM	Descend to and maintain	EOBT	Estimated off-block time
DTG	Date-time group	EQPT	Equipment
DTHR	Displaced runway threshold	ER*	Here ... or herewith
DTRT	Deteriorate or deteriorating	ESE	East-south-east
DTW	Dual tandem wheels	EST	Estimate or estimated or estimate ( <i>message type indicator</i> )
DU	Dust	ETA*‡	Estimated time of arrival or estimating arrival
DUC	Dense upper cloud	ETD‡	Estimated time of departure or estimating departure
DUPE#	This is a duplicate message ( <i>to be used in AFS as a procedure signal</i> )	ETO	Estimated time over significant point
DUR	Duration	EV	Every
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
<b>E</b>			
E	East or eastern longitude	<b>F</b>	
EAT	Expected approach time	F	Fixed
EB	Eastbound	FA	Course from a fix to an altitude
EDA	Elevation differential area	FAC	Facilities
EEE#	Error ( <i>to be used in AFS as a procedure signal</i> )	FAF	Final approach fix
EET	Estimated elapsed time	FAL	Facilitation of international air transport
EFC	Expect further clearance	FAP	Final approach point
EFIS‡	(to be pronounced "EE-FIS") Electronic flight instrument system	FAS	Final approach segment
EGNOST‡	( <i>to be pronounced "EGG-NOS"</i> ) EUROPEAN geostationary navigation overlay service	FATO	Final approach and take-off area
EHF	Extremely high frequency (30 000 to 300 000 MHZ)	FAX	Facsimile transmission
ELBA‡	Emergency location beacon - aircraft	FBL	Light ( <i>used to indicate the intensity of weather phenomena, interference or static reports, e.g. FBL RA = light rain</i> )
ELEV	Elevation	FC	Funnel cloud ( <i>tornado or water spout</i> )
ELR	Extra long range	FCST	Forecast
ELT	Emergency locator transmitter	FCT	Friction coefficient
EM	Emission	FDPS	Flight data processing system
EMBD	Embedded in a layer ( <i>to indicate cumulonimbus embedded in layers of other clouds</i> )	FEB	February
EMERG	Emergency	FEW	Few
END	Stop-end ( <i>related to RVR</i> )	FG	Fog
ENE	East north east	FIC	Flight information centre
ENG	Engine	FIR‡	Flight information region
ENR	En route	FIS	Flight information service
ENRC...	Enroute chart ( <i>followed by name/title</i> )	FISA	Automated flight information service
		FL	Flight level
		FLD	Field
		FLG	Flashing

FLR	Flares	GA	Go ahead, resume sending ( <i>to be used in AFS as a procedure signal</i> )
FLT	Flight		
FLTCK	Flight check	G/A	Ground-to-air
FLUC	Fluctuating or fluctuation or fluctuated	G/A/G	Ground-to-air and air-to-ground
		GAGAN†	GPS and geostationary earth orbit augmented navigation
FLW	Follow(s) or following		
FLY	Fly or flying	GAMET	Area forecast for low-level flights
FM	Course from a fix to manual termination (used in navigation database coding)	GARP	GBAS azimuth reference point
		GBAS†	( <i>to be pronounced "GEE-BAS"</i> ) Ground-based augmentation system
FM	From		
FM...	From ( <i>followed by time weather change is forecast to begin</i> )	GCA‡	Ground controlled approach system or ground controlled approach
FMC	Flight management computer	GEN	General
FMS‡	Flight management system	GEO	Geographic or true
FMU	Flow management unit	GES	Ground earth station
FNA	Final approach	GLD	Glider
FPAP	Flight path alignment point	GLONASS†	( <i>to be pronounced "GLO-NAS"</i> ) Global orbiting navigation satellite system
FPL	Filed flight plan ( <i>message type designator</i> )		
		GMC...	Ground movement chart ( <i>followed by name/title</i> )
FPM	Feet per minute	GND	Ground
FPR	Flight plan route	GNDCK	Ground check
FR	Fuel remaining	GNSS‡	Global navigation satellite system
FREQ	Frequency	GP	Glide path
FRI	Friday		
FRNG	Firing	GPA	Glide path angle
FRONT†	Front ( <i>relating to weather</i> )	GPIP	Glide path intercept point
FROST†	Frost (used in aerodrome warnings)	GPS‡	Global positioning system
FRQ	Frequent	GPWS‡	Ground proximity warning system
FSL	Full stop landing	GR	Hail
FSS	Flight service station	GRAS†	( <i>to be pronounced "GRASS"</i> ) Ground-based regional augmentation system
FST	First		
FT	Feet ( <i>dimensional unit</i> )	GRASS	Grass landing area
FTE	Flight technical error	GRIB	Processed meteorological data in the form of grid point values expressed in binary form ( <i>meteorological code</i> )
FTP	Fictitious threshold point		
FTT	Flight technical tolerance		
FU	Smoke	GRVL	Gravel
FZ	Freezing	GS	Ground speed
FZDZ	Freezing drizzle	GS	Small hail and/or snow pellets
FZFG	Freezing fog	GUND	Geoid undulation
FZRA	Freezing rain		
	<b>G</b>		
G	Green	H	High pressure area or the centre of high pressure
G...	Variations from the mean wind speed (gusts) ( <i>followed by figures in METAR/SPECI and TAF</i> )	H24	Continuous day and night service
		HA	Holding/racetrack to an altitude
			<b>H</b>

HAPI	Helicopter approach path indicator	ICE	Icing
HBN	Hazard beacon	ID	Identifier or identify
HDF	High frequency direction-finding station	IDENT†	Identification
HDG	Heading	IF	Intermediate approach fix
HEL	Helicopter	IFF	Identification friend/foe
HF‡	High frequency (3 000 to 30 000 kHz)	IFR‡	Instrument flight rules
HF	Holding/racetrack to a fix	IGA	International general aviation
HGT	Height or height above	ILS‡	Instrument landing system
HJ	Sunrise to sunset	IM	Inner marker
HLDG	Holding	IMC‡	Instrument meteorological conditions
HM	Holding/racetrack to a manual termination	IMG	Immigration
HN	Sunset to sunrise	IMI*	Interrogation sign (question mark) (to be used in AFS as a procedure signal)
HO	Service available to meet operational requirements	IMPR	Improve or improving
HOL	Holiday	IMT	Immediate or immediately
HOSP	Hospital aircraft	INA	Initial approach
HPA	Hectopascal	INBD	Inbound
HR	Hours	INC	In cloud
HS	Service available during hours of scheduled operations	INCERFA†	Uncertainty phase
HURCN	Hurricane	INFO†	Information
HVDF	High and very high frequency direction-finding stations (at the same location)	INOP	Inoperative
HVY	Heavy	INP	If not possible
HVY	Heavy (used to indicate the intensity of weather phenomena e.g. HVY RA = heavy rain)	INPR	In progress
HX	No specific working hours	INS	Inertial navigation system
HYR	Higher	INSTL	Install or installed or installation
HZ	Haze	INSTR	Instrument
HZ	Hertz (cycle per second)	INT	Intersection
I		INTL	International
IAC...	Instrument approach chart (followed by name/title)	INTRG	Interrogator
IAF	Initial approach fix	INTRP	Interrupt or interruption or interrupted
IAO	In and out of clouds	INTSF	Intensify or intensifying
IAP	Instrument approach procedure	INTST	Intensity
IAR	Intersection of air routes	IR	Ice on runway
IAS	Indicated airspeed	IRS	Inertial reference system
IBN	Identification beacon	ISA	International standard atmosphere
IC	Ice crystals (very small ice crystals in suspension, also known as diamond dust)	ISB	Independent sideband
		ISOL	Isolated
		J	
		JAN	January
		JTST	Jet stream
		JUL	July
		JUN	June

K			
KG	Kilograms	LPV	Localizer performance with vertical guidance
KHZ	Kilohertz	LR	The last message received by me was... <i>(to be used in AFS as a procedure signal)</i>
KIAS	Knots indicated airspeed	LRG	Long range
KM	Kilometres	LS	The last message sent by me was...or Last message was... <i>(to be used in AFS as a procedure signal)</i>
KMH	Kilometres per hour	LTD	Limited
KPA	Kilopascal	LTP	Landing threshold point
KT	Knots	LTT	Landline teletypewriter
KW	Kilowatts	LV	Light and variable <i>(relating to wind)</i>
L		LVE	Leave or leaving
...L	Left <i>(preceded by runway designation number to identify a parallel runway)</i>	LVL	Level
L	Locator <i>(see LM, LO)</i>	LVP	Low visibility procedures
L	Low pressure area or the centre of low pressure	LYR	Layer or layered
LAM	Logical acknowledgement <i>(message type indicator)</i>	M	
LAN	Inland	...M	Metres <i>(preceded by figures)</i>
LAT	Latitude	M...	Mach number <i>(followed by figures)</i>
LCA	Local or locally or location or located	M...	Minimum value of runway visual range <i>(followed by figures in METAR/SPEC)</i>
LDA	Landing distance available	MAA	Maximum authorized altitude
LDAH	Landing distance available, helicopter	MAG	Magnetic
LDG	Landing	MAHF	Missed approach holding fix
LDI	Landing direction indicator	MAINT	Maintenance
LEN	Length	MAP	Aeronautical maps and charts
LF	Low frequency (30 to 300 KHZ)	MAPT	Missed approach point
LGT	Light or lighting	MAR	At sea
LGTD	Lighted	MAR	March
LIH	Light intensity high	MAS	Manual AI simplex
LIL	Light intensity low	MATF	Missed approach turning fix
LIM	Light intensity medium	MAX	Maximum
LINE	Line <i>(used in SIGMET)</i>	MAY	May
LM	Locator, middle	MBST	Microburst
LMT	Local mean time	MCA	Minimum crossing altitude
LNAV†	<i>(to be pronounced "EL-NAV")</i> Lateral navigation	MCW	Modulated continuous wave
LNG	Long <i>(used to indicate the type of approach desired or required)</i>	MDA	Minimum descent altitude
LO	Locator, outer	MDF	Medium frequency direction-finding station
LOC	Localizer	MDH	Minimum descent height
LONG	Longitude	MEA	Minimum en-route altitude
LORAN†	LORAN <i>(long range air navigation system)</i>	MEHT	Minimum eye height over threshold <i>(for visual approach slope indicator systems)</i>

MET†	Meteorological or meteorology	MRG	Medium range
METAR†	Aerodrome routine meteorological report ( <i>in meteorological code</i> )	MRP	ATS/MET reporting point
MET REPORT	Local routine meteorological report ( <i>in abbreviated plain language</i> )	MS	Minus
MF	Medium frequency (300 to 3 000 KHZ)	MSA	Minimum sector altitude
MHDF	Medium and high frequency direction-finding stations ( <i>at the same location</i> )	MSAS†	( <i>to be pronounced "EM-SAS"</i> ) Multi-functional transport satellite (MTSAT) satellite-based augmentation system
MHVDF	Medium, high and very high frequency direction-finding stations ( <i>at the same location</i> )	MSAW	Minimum safe altitude warning
MHZ	Megahertz	MSG	Message
MID	Mid-point ( <i>related to RVR</i> )	MSL	Mean sea level
MIFG	Shallow fog	MSR#	Message... ( <i>transmission identification</i> ) has been misrouted ( <i>to used in AFS as a procedure signal</i> )
MIL	Military	MSSR	Monopulse secondary surveillance radar
MIN*	Minutes	MT	Mountain
MIS	Missing... ( <i>transmission identification</i> ) ( <i>to be used in AFS as a procedure signal</i> )	MTU	Metric units
MKR	Marker radio beacon	MTW	Mountain waves
MLS‡	Microwave landing system	MVDF	Medium and very high frequency direction-finding stations ( <i>at the same location</i> )
MM	Middle marker	MWO	Meteorological watch office
MNM	Minimum	MX	Mixed type of ice formation ( <i>white and clear</i> )
MNPS	Minimum navigation performance specifications		<b>N</b>
MNT	Monitor or monitoring or monitored	N	No distinct tendency ( <i>in RVR during previous 10 minutes</i> )
MNTN	Maintain	N	North or northern latitude
MOA	Military operating area	NADP	Noise abatement departure procedure
MOC	Minimum obstacle clearance ( <i>required</i> )	NASC†	National AIS system centre
MOCA	Minimum obstacle clearance altitude	NAT	North Atlantic
MOD	Moderate ( <i>used to indicate the intensity of weather phenomena, interference or static reports e.g. MODRA = moderate rain</i> )	NAV	Navigation
MON	Above mountains	NB	Northbound
MON	Monday	NBFR	Not before
MOPS†	Minimum operational performance standards	NC	No change
MOTNE	Meteorological Operational Telecommunications Network Europe	NCD	No cloud detected ( <i>used in automated METAR/SPEC</i> )
MOV	Move or moving or movement	NDB‡	Non-directional radio beacon
MPS	Metres per second	NDV	No directional variations available ( <i>used in automated METAR/SPEC</i> )
MRA	Minimum reception altitude	NE	North-east
		NEB	North-eastbound
		NEG	No or negative or permission not granted or that is not correct

NGT	Night	OCT	October
NIL*†	None or I have nothing to send to you	OFZ	Obstacle free zone
NM	Nautical miles	OGN	Originate ( <i>to be used in AFS as a procedure signal</i> )
NML	Normal	OHD	Overhead
NNE	North-north-east	OIS	Obstacle identification surface
NNW	North-north-west	OK	We agree or It is correct ( <i>to be used in AFS as a procedure signal</i> )
NO	No (negative) ( <i>to used in AFS as a procedure signal</i> )	OLDI†	On-line data interchange
NOF	International NOTAM office	OM	Outer marker
NOSIG†	No significant change ( <i>used in trend-type landing forecasts</i> )	OPA	Opaque, white type of ice formation
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	OPC	The control indicated is operational control
NOV	November	OPMET†	Operational meteorological ( <i>information</i> )
NOZ‡	Normal operating zone	OPN	Open or opening or opened
NPA	Non precision approach	OPR	Operator or operate or operative or operating or operational
NR	Number	OPS†	Operations
NRH	No reply heard	O/R	On request
NS	Nimbostratus	ORD	Order
NSC	Nil significant cloud	OSV	Ocean station vessel
NSE	Navigation system error	OTLK	Outlook ( <i>used in SIGMET messages for volcanic ash and tropical cyclones</i> )
NSW	Nil significant weather	OTP	On top
NTL	National	OTS	Organized track system
NTZ‡	No transgression zone	OUBD	Outbound
NW	North-west	OVC	Overcast
NWB	North-westbound		<b>P</b>
NXT	Next	P...	Maximum value of wind speed or runway visual range ( <i>followed by figures in METAR/SPECI and TAF</i> )
	<b>O</b>	P...	Prohibited area ( <i>followed by identification</i> )
OAC	Oceanic area control centre	PA	Precision approach
OAS	Obstacle assessment surface	PALS	Precision approach lighting system ( <i>specify category</i> )
OBS	Observe or observed or observation	PANS	Procedures for air navigation services
OBSC	Obscure or obscured or obscuring	PAPI†	Precision approach path indicator
OBST	Obstacle	PAR‡	Precision approach radar
OCA	Obstacle clearance altitude	PARL	Parallel
OCA	Oceanic control area	PATC...	Precision approach terrain chart ( <i>followed by name/title</i> )
OCC	Occulting ( <i>light</i> )	PAX	Passenger(s)
OCH	Obstacle clearance height	PCD	Proceed or proceeding
OCNL	Occasional or occasionally		
OCS	Obstacle clearance surface		



PCL	Pilot-controlled lighting	QFU	Magnetic orientation on runway
PCN	Pavement classification number	QGE	What is my distance to your station? <i>or</i> Your distance to my station is ( <i>distance figures and units</i> ) ( <i>to be used in radiotelegraphy as a Q Code</i> )
PDC‡	Pre-departure clearance		
PDG	Procedure design gradient		
PER	Performance		
PERM	Permanent	QJH	Shall I run my test tape/a test sentence? <i>or</i> Run your test tape/a test sentence ( <i>to be used in AFS as a Q Code</i> )
PIB	Pre-flight information bulletin		
PJE	Parachute jumping exercise		
PL	Ice pellets		
PLA	Practice low approach	QNH‡	Altimeter sub-scale setting to obtain elevation when on the ground
PLN	Flight plan		
PLVL	Present level	QSP	Will you relay to...free of charge? <i>or</i> I will relay to...free of charge ( <i>to be used in AFS as a Q Code</i> )
PN	Prior notice required		
PNR	Point of no return	QTA	Shall I cancel telegram number...? <i>or</i> Cancel telegram number... ( <i>to be used in AFS as a Q Code</i> )
PO	Dust/sand whirls ( <i>dust devils</i> )		
POB	Persons on board		
POSS	Possible	QTE	True bearing
PPI	Plan position indicator	QTF	Will you give me the position of my station according to the bearings taken by the D/F stations which you control? <i>or</i> 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> )
PPR	Prior permission required		
PPSN	Present position		
PRFG	Aerodrome partially covered by fog		
PRI	Primary		
PRKG	Parking		
PROB†	Probability		
PROC	Procedure		
PROV	Provisional	QUAD	Quadrant
PRP	Point-in-space reference point	QUJ	Will you indicate the TRUE track to reach you? <i>or</i> The TRUE track to reach me is...degrees at...hours ( <i>to be used in radiotelegraphy as a Q Code</i> )
PS	Plus		
PSG	Passing		
PSN	Position		
PSP	Pierced steel plank		
PSR‡	Primary surveillance radar	...R	Right ( <i>preceded by runway designation number to identify a parallel runway</i> )
PSYS	Pressure systems		
PTN	Procedure turn		
PTS	Polar track structure	R	Rate of turn
PWR	Power	R	Red
Q		R...	Restricted area ( <i>followed by identification</i> )
QDL	Do you intend to ask me for a series of bearings? <i>Or</i> I intend to ask you for a series of bearings ( <i>to be used in radiotelegraphy as a Q code</i> )	R...	Runway ( <i>followed by figures in METAR/SPEC</i> )
QDM‡	Magnetic heading ( <i>zero wind</i> )	R*	Received ( <i>acknowledgement of receipt</i> ) ( <i>to be used in AFS as a procedure signal</i> )
QDR	Magnetic bearing		
QFE‡	Atmospheric pressure at aerodrome elevation ( <i>or at runway threshold</i> )	RA	Rain
		RA	Resolution advisory

RAC	Rules of the air and air traffic services	RLNA	Request level not available
RAG	Ragged	RMK	Remark
RAG	Runway arresting gear	RNAV†	( <i>to be pronounced "AR-NAV"</i> ) Area navigation
RAI	Runway alignment indicator	RNG	Radio range
RAIM†	Receiver autonomous integrity monitoring	RNP‡	Required navigation performance
RASC†	Regional AIS system centre	ROBEX†	Regional OPMET bulletin exchange ( <i>scheme</i> )
RASS	Remote altimeter setting source	ROC	Rate of climb
RB	Rescue boat	ROD	Rate of descent
RCA	Reach cruising altitude	ROFOR	Route forecast ( <i>in meteorological code</i> )
RCC	Rescue coordination centre	RON	Receiving only
RCF	Radiocommunication failure ( <i>message type designator</i> )	RPD\$	Reference path data selector
RCH	Reach or reaching	RPI‡	Radar position indicator
RCL	Runway centre line	RPL	Repetitive flight plan
RCLL	Runway centre line light(s)	RPLC	Replace or replaced
RCLR	Recleared	RPS	Radar position symbol
RCP‡	Required communication performance	RPT*	Repeat <i>or</i> I repeat ( <i>to be used in AFS as a procedure signal</i> )
RDH	Reference datum height (for ILS)	RQ-*	Request ( <i>to be used in AFS as a procedure signal</i> )
RDL	Radial	RQMNTS	Requirements
RDO	Radio	RQP	Request flight plan ( <i>message type designator</i> )
RE	Recent ( <i>used to qualify weather phenomena, e.g. RERA = recent rain</i> )	RQS	Request supplementary flight plan ( <i>message type designator</i> )
REC	Receive or receiver	RR	Report reaching
REDL	Runway edge light(s)	RRA	( <i>or RRB, RRC, ... etc., in sequence</i> ) Delayed meteorological message ( <i>message type designator</i> )
REF	Reference to ... or refer to ...	RSC	Rescue sub-centre
REG	Registration	RSCD	Runway surface condition
RENL	Runway end light(s)	RSP	Responder beacon
REP	Report or reporting or reporting point	RSR	En route surveillance radar
REQ	Request or requested	RSS	Root sum square
RE RTE	Re-route	RTD	Delayed ( <i>used to indicate delayed meteorological message; message type designator</i> )
RESA	Runway end safety area	RTE	Route
RF	Constant radius arc to a fix	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
RITE	Right ( <i>direction of turn</i> )	RTS	Return to service
RL	Report leaving		
RLA	Relay to		
RLCE	Request level change en route		
RLLS	Runway lead-in lighting system		

RTT	Radioteletypewriter	SFC	Surface
RTZL	Runway touchdown zone light(s)	SG	Snow grains
RUT	Standard regional route transmitting frequencies	SGL	Signal
RV	Rescue vessel	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> )
RVR‡	Runway visual range		
RVSM‡	Reduced vertical separation minimum (300 m(1 000 ft) between FL290 and FL410	SHF	Super high frequency (3 000 to 30 000 MHz)
RWY	Runway		
<b>S</b>			
S...	State of the sea ( <i>followed by figures in METAR/SPECI</i> )	SI	International system of units
S	South or southern latitude	SID‡	Standard instrument departure
SA	Sand	SIF	Selective identification feature
SALS	Simple approach lighting system	SIG	Significant
SAN	Sanitary	SIGMET‡	Information concerning en-route weather phenomena which may effect the safety of aircraft operations
SAP	As soon as possible	SIMUL	Simultaneous or simultaneously
SAR	Search and rescue	SIWL	Single isolated wheel load
SARPS	Standards and Recommended Practices (ICAO)	SKC	Sky clear
SAT	Saturday	SKED	Schedule or scheduled
SATCOM‡	Satellite communication	SLP	Speed limiting point
SB	Southbound	SLW	Slow
SBAS‡	( <i>to be pronounced "ESS-BAS"</i> ) Satellite-based augmentation system	SMC	Surface movement control
SC	Stratocumulus	SMR	Surface movement radar
SCT	Scattered	SN	Snow
SD	Standard deviation	SNOCLO	Aerodrome closed due to snow ( <i>used in METAR/SPECI</i> )
SDBY	Standby	SNOWTAM‡	Special series of NOTAM notifying the presence or removal of hazardous conditions due to snow, ice, slush or standing water associated with snow, slush and ice on the movement area, by means of a specific format
SDF	Step down fix		
SE	South-east	SOC	Start of climb
SEA	Sea ( <i>used in connection with sea-surface temperature and state of the sea</i> )	SPECI‡	Aerodrome special meteorological report ( <i>in meteorological code</i> )
SEB	South-eastbound	SPECIAL‡	Local special meteorological report ( <i>in abbreviated plain language</i> )
SEC	Seconds		
SECN	Section	SPI	Special position indicator
SECT	Sector	SPL	Supplementary flight plan ( <i>message type designator</i> )
SELCAL‡	Selective calling system	SPOC	SAR point of contact
SEP	September	SPOT‡	Spot wind
SER	Service or servicing or served	SQ	Squall
SEV	Severe ( <i>used e.g. to qualify icing and turbulence reports</i> )		








SQL	Squall line	TAR	Terminal area surveillance radar
SR	Sunrise	TAS	True airspeed
SRA	Surveillance radar approach	TAX	Taxiing or taxi
SRE	Surveillance radar element of precision approach radar system	TC	Tropical cyclone
SRG	Short range	TCAC	Tropical cyclone advisory centre
SRR	Search and rescue region	TCAS RA†	(to be pronounced "TEE-CAS-AR-AY") Traffic alert and collision avoidance system resolution advisory
SRY	Secondary	TCH	Threshold crossing height
SS	Sandstorm	TCU	Towering cumulus
SS	Sunset	TDO	Tornado
SSB	Single sideband	TDZ	Touchdown zone
SSE	South-south-east	TECR	Technical reason
SSR‡	Secondary surveillance radar	TEL	Telephone
SST	Supersonic transport	TEMPO†	Temporary or temporarily
SSW	South-south-west	TF	Track to fix
ST	Stratus	TFC	Traffic
STA	Straight-in approach	TGL	Touch-and-go landing
STAR†	Standard instrument arrival	TGS	Taxiing guidance system
STD	Standard	THR	Threshold
STF	Stratiform	THRU	Through
STN	Station	THU	Thursday
STNR	Stationary	TIBA†	Traffic information broadcast by aircraft
STOL	Short take-off and landing	TIL†	Until
STS	Status	TIP	Until past... ( <i>place</i> )
STWL	Stopway light(s)	TKOF	Take-off
SUBJ	Subject to	TL...	Till ( <i>followed by time by which weather change is forecast to end</i> )
SUN	Sunday	TLOF	Touchdown and lift-off area
SUP	Supplement ( <i>AIP Supplement</i> )	TMA‡	Terminal control area
SUPPS	Regional supplementary procedures	TN...	Minimum temperature ( <i>followed by figures in TAF</i> )
SVC	Service messages	TNA	Turn altitude
SVCBL	Serviceable	TNH	Turn height
SW	South-west	TO...	To... ( <i>place</i> )
SWB	South-westbound	TOC	Top of climb
SWY	Stopway	TODA	Take-off distance available
		TODAH	Take-off distance available, helicopter
	T	TOPT	Cloud top
T	Temperature	TORA	Take-off run available
TA	Traffic advisory	TP	Turning point
TA	Transition altitude	TR	Track
TAA	Terminal arrival altitude	TRA	Temporary reserved airspace
TACAN†	UHF tactical air navigation aid		
TAF†	Aerodrome forecast ( <i>in meteorological code</i> )		
TA/H	Turn at an altitude/height		
TAIL†	Tail wind		

TRANS	Transmits or transmitter	UIC	Upper information centre
TREND†	Trend forecast	UIR‡	Upper flight information region
TRL	Transition level	ULR	Ultra long range
TROP	Tropopause	UNA	Unable
TS	Thunderstorm ( <i>in aerodrome reports and forecasts, TS used alone means thunder heard but no precipitation at the aerodrome</i> )	UNAP	Unable to approve
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> )	UNL	Unlimited
TSUNAMIT	Tsunami (used in aerodrome warnings)	UNREL	Unreliable
TT	Teletypewriter	UP	Unidentified precipitation ( <i>used in automated METAR/SPECI</i> )
TUE	Tuesday	U/S	Unserviceable
TURB	Turbulence	UTA	Upper control area
T-VASIS†	( <i>to be pronounced "TEE-VASIS"</i> ) T visual approach slope indicator system	UTC‡	Coordinated Universal Time
TVOR	Terminal VOR	<b>V</b>	
TWR	Aerodrome control tower or aerodrome control	...V...	Variations from the mean wind direction ( <i>preceded and followed by figures in METAR/SPECI</i> )
TWY	Taxiway	VA	Heading to an altitude
TWYL	Taxiway-link	VA	Volcanic ash
TX...	Maximum temperature ( <i>followed by figures in TAF</i> )	VAAC	Volcanic ash advisory centre
TXT*	Text ( <i>when the abbreviation is used to request a repetition, the question mark (IM) precedes the abbreviation, e.g. IMI TXT</i> ) ( <i>to be used in AFS as a procedure signal</i> )	VAC...	Visual approach chart ( <i>followed by name/title</i> )
TYP	Type of aircraft	VAL	In valleys
TYPH	Typhoon	VAN	Runway control van
<b>U</b>			
U	Upward ( <i>tendency in RVR during previous 10 minutes</i> )	VAR	Magnetic variation
UAB...	Until advised by...	VAR	Visual-aural radio range
UAC	Upper area control centre	VASIS	Visual approach slope indicator system
UAR	Upper air route	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> )
UDF	Ultra high frequency direction-finding station	VCY	Vicinity
UFN	Until further notice	VDF	Very high frequency direction-finding station
UHDT	Unable higher due traffic	VER	Vertical
UHF‡	Ultra high frequency (300 to 3 000 MHZ)	VFR‡	Visual flight rules
		VHF‡	Very high frequency (30 to 300 MHZ)
		VI	Heading to an intercept
		VIP‡	Very important person
		VIS	Visibility
		VLF	Very low frequency (3 to 30 KHZ)

VLR	Very long range	WILCO†	Will comply
VM	Heading to a manual termination	WIND	Wind
VMC‡	Visual meteorological conditions	WITEM	Forecast upper wind and temperature for aviation
VNAV†	(to be pronounced "VEE-NAV") Vertical navigation	WIP	Work in progress
VOLMET†	Meteorological information for aircraft in flight	WKN	Weaken or weakening
VOR‡	VHF omnidirectional radio range	WNW	West-north-west
VORTAC†	VOR and TACAN combination	WO	Without
VOT	VOR airborne equipment test facility	WPT	Way-point
VPA	Vertical path angle	WRNG	Warning
VRB	Variable	WS	Wind shear
VSA	By visual reference to the ground	WSPD	Wind speed
VSP	Vertical speed	WSW	West-south-west
VTF	Vector to final	WT	Weight
VTOL	Vertical take-off and landing	WTSPT	Waterspout
VV...	Vertical visibility ( <i>followed by figures in METAR/SPECI and TAF</i> )	WWW	Worldwide web
		WX	Weather
	<b>W</b>		<b>X</b>
W	West or western longitude	X	Cross
W	White	XBAR	Crossbar ( <i>of approach lighting system</i> )
W...	Sea-surface temperature ( <i>followed by figures in METAR/SPECI</i> )	XNG	Crossing
WAAS†	Wide area augmentation system	XS	Atmospherics
WAC...	World Aeronautical Chart - ICAO 1:1 000 000 ( <i>followed by name/title</i> )		<b>Y</b>
WAFC	World area forecast centre	Y	Yellow
WB	Westbound	YCZ	Yellow caution zone ( <i>runway lighting</i> )
WBAR	Wing bar lights	YES*	Yes (affirmative) ( <i>to be used in AFS as a procedure signal</i> )
WDI	Wind direction indicator	YR	Your
WDSPR	Widespread	Z	
WED	Wednesday	Z	Coordinated Universal Time ( <i>in meteorological messages</i> )
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		

## 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


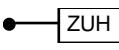




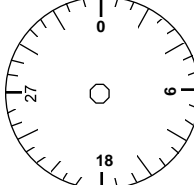
Elevation above sea level	5478
Minimum lighting	L
Runway hard surface	H
Length of longest runway in hundreds of meters	14

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

 EROS AIRPORT  
5478 LH 14

 GROOTFONTEIN  
5340 - - 6

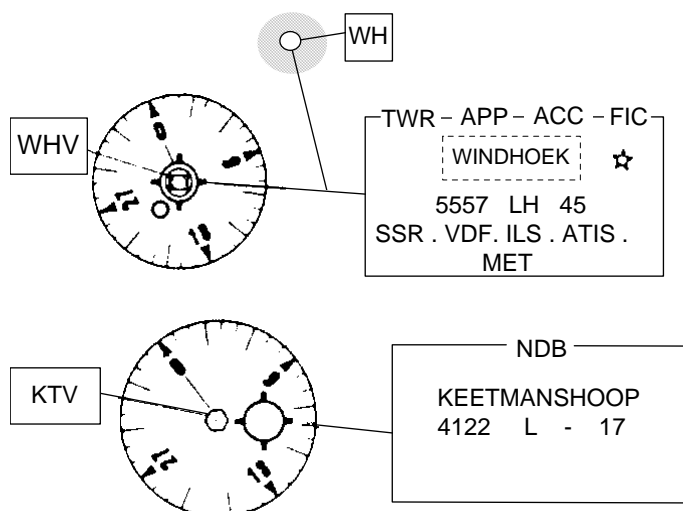
### 3. Radio facilities

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











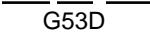
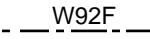

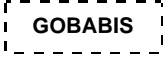


## 5. Navigation lights

Aerodrome beacon	
Marine light	 <b>Occ W R G</b> <i>//</i>

(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



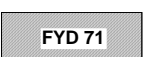
F	Fixed
Fl	Flashing
Occ	Occulting
Alt	Alternating
Gp	Group
R	Red
W	White
B	Blue
G	Green
SEC	Sector
sec	Second

## 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> <b>(470)</b> <b>(Lighted)</b></td> <td></td> <td></td> <td></td> <td></td> <td><b>4665</b> <b>(470)</b> <b>(Unlighted)</b></td> </tr> </table>	<b>2591</b> <b>(470)</b> <b>(Lighted)</b>					<b>4665</b> <b>(470)</b> <b>(Unlighted)</b>
<b>2591</b> <b>(470)</b> <b>(Lighted)</b>					<b>4665</b> <b>(470)</b> <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> Lower limit	
Restricted area	<u>Upper limit</u> Lower limit	
Danger area	<u>Upper limit</u> Lower limit	

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

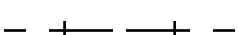
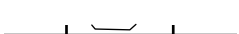


Air corridor	
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## 7. Topographical symbols

### 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*	FYAK*	AUSSENKEHR
ARANOS	FYAN*	FYAL*	AUOB LODGE
ARIAMSVLEI	FYAV*	FYAM*	AMINUIS
AROAB	FYAB*	FYAN*	ARANOS
AUAS	FYAU*	FYAO*	AURORA
AUOB LODGE	FYAL*	FYAR*	ARANDIS
AURORA	FYAO*	FYAS*	AUS
AUS	FYAS*	FYAT*	AUTABIB
AUSSENKEHR	FYAK*	FYAU*	AUAS
AUTABIB	FYAT*	FYAV*	ARIAMSVLEI
B2GOLD OTJIKOTO MINE	FYBM*	FYBA*	BAGBAG
BAGANI	FYBG*	FYBB*	BEENBREECK
BAGBAG	FYBA*	FYBC*	BETHANIEN
BEENBREECK	FYBB*	FYBD*	OLD BRANDBERG WEST
BERSEBA	FYBR*	FYBE*	BETESDA
BETESDA	FYBE*	FYBF*	BOGENFELS
BETHANIEN	FYBC*	FYBG*	BAGANI

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

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1. ENCODE		2. DECODE	
Location	Indicator	Indicator	Location
EPUKIRO	FYEK*	FYEF*	EPUPA FALLS
EPUPA FALLS	FYEF*	FYEG *	ERONGO MOUNTAIN OMBU
ERONGO MOUNTAIN OMBU	FYEG*	FYEH*	EHOMBA
ERMO	FYER*	FYEK*	EPUKIRO
ETENDEKA	FYEA*	FYEL*	ELISENORE
ETUNDA	FYEU*	FYEM*	EMERITUS(ONANIS)
ETUSIS	FYET*	FYEN*	EENHANA
FALSENECK	FYFN*	FYEO*	EPAKO
FARM EBENEZER	FYFE*	FYEP*	EPACHA
FARM OHORONGO	FYFO*	FYER*	ERMO
FARM WILDACKER	FYFW*	FYET*	ETUSIS
GAM	FYGA*	FYEU*	ETUNDA
GAMIS	FYGM*	FYFE*	FARM EBENEZER
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
GOCHAS	FYGC*	FYGF	GROOTFONTEIN
GOLLSCHAU	FYGH*	FYGH*	GOLLSCHAU
GRASKOP	FYGR*	FYGI*	GIBEON
GRAVENSTEIN	FYGV*	FYGK*	GELUK
GROOTFONTEIN	FYGF	FYGL*	OMARURU GAME LODGE
GROSS TSAUB	FYGT*	FYGM*	GAMIS
GRUNAU	FYGN*	FYGN*	GRUNAU
HALALI	FYHI*	FYGO*	GOBABEB

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1. ENCODE		2. DECODE	
Location	Indicator	Indicator	Location
HAMAS	FYHR*	FYGP*	GELUKSPUT
HAMMERSTEIN	FYHM*	FYGR*	GRASKOP
HARNAS	FYHA*	FYGS*	GHAUSS
HARTMAN'S VALLEY	FYHV*	FYGT*	GROSS TSAUB
HAVANA	FYVA*	FYGU*	KHAUDUM GAME RESERVE
HEFFNER	FYHF*	FYGV*	GRAVENSTEIN
HEJA LODGE	FYHJ*	FYGW*	OTJIMBINGWE
HELMERINGHAUSEN	FYHH*	FYHA*	HARNAS
HENTIES BAY	FYHN*	FYHB*	HOHENSTEIN
HILKER'S CHEETAH DROME	FYHC*	FYHC*	HILKER'S CHEETAH DROME
HOANIB SKELETON COAST	FYHO*	FYHD*	HOODIA RANCH
HOBAS	FYHS*	FYHE*	HOLSTEIN
HOBATERE	FYHT*	FYHF*	HEFFNER
HOHENSTEIN	FYHB*	FYHG*	OKATJIHO HUNTING FARM
HOLSTEIN	FYHE*	FYHH*	HELMERINGHAUSEN
HOODIA RANCH	FYHD*	FYHI*	HALALI*
HOSEA KUTAKO INTL AIRPORT	FYWH	FYHJ*	HEJA LODGE
HUAB LODGE	FYHL*	FYHL*	HUAB LODGE
IBENSTEIN	FYIB*	FYHM*	HAMMERSTEIN
IMMELMANN	FYIM*	FYHN*	HENTIES BAY
IMMENHOF	FYIH*	FYHO*	HOANIB SKELETON COAST
IMPALILA ISLAND	FYII*	FYHP*	OKAHIRONGO ELEPHANT
INTO AFRICA LODGE	FYIA*	FYHQ*	WINDHOEK (DIRECTOR: CIVIL AVIATION)
JACKS CAMP	FYJC*	FYHR*	HAMAS
KALAHARI BUSH BREAKS	FYBS*	FYHS*	HOBAS
KALAHARI GAME LODGE	FYKE*	FYHT*	HOBATERE



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1. ENCODE		2. DECODE	
Location	Indicator	Indicator	Location
KALAHARI RED DUNES	FYRD*	FYHV*	HARTMAN'S VALLEY
KALKERUS	FYKL*	FYIA*	INTO AFRICA LODGE
KALKRAND	FYKD*	FYIB*	IBENSTEIN
KAMANJAB	FYKJ*	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*	OZONDJAEHE
KAVANGO CATTLE RANCH	FYCA*	FYJB*	OTJOMBAUE
KAVITA LION LODGE	FYKV*	FYJC*	JACKS CAMP
KEERWEERDER	FYRW*	FYJO*	OTJOVAZANDU
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

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1. ENCODE		2. DECODE	
Location	Indicator	Indicator	Location
LAKE OANOB RESORT	FYLA*	FYKN*	OKONJIMA
LANGVERWACHT	FYLW*	FYKO*	KOMBAT
LEONARDVILLE	FYLV*	FYKP*	OKAPUTA
LEYLANDSDRIFT	FYLD*	FYKQ*	KATITI OHORONGO
LIANSHULU	FYLS*	FYKR*	OKORUSU MINE
LODGE OKAJO	FYLO*	FYKS*	KOES
LUDERITZ	FYLZ	FYKT*	KEETMANSHOOP
MALTAHOHE	FYMH*	FYKU*	KUIDAS
MANGETTI	FYMT*	FYKV*	KAVITA LION LODGE
MANGETTI DUNE	FYMD*	FYKW*	OKANGWATI
MARIENFLUSS	FYMF*	FYKX*	KHORIXAS
MARIENTAL	FYML*	FYKY*	UITKYK
MARMORKOPF	FYMA*	FYKZ*	KUZIKUS
MASBIEKER	FYMS*	FYLA*	LAKE OANOB RESORT
MEOB BAY	FYMB*	FYLD*	LEYLANDSDRIFT
MIDGARD	FYMG*	FYLF*	SELFCO 21
MILE 72	FYMI*	FYLM*	MOUNTAIN VIEW LODGE
MOKUTI LODGE	FYMO*	FYLO*	LODGE OKAJO
MOUNTAIN VIEW LODGE	FYLM*	FYLR*	LA ROCHELLE
MOUNT ETJO	FYME*	FYLS*	LIANSHULU
MÖWE BAY	FYMW*	FYLV*	LEONARDVILLE
MUSHALA LODGE	FYMU*	FYLW*	LANGWERWACHT
NAMIB NAUKLUFT LODGE	FYNN*	FYLZ	LUDERITZ
NAMTIP	FYNT*	FYMA*	MARMORKOPF
NAMUSHASHA	FYNL*	FYMB*	MEOB BAY
NAMUTONI	FYNA*	FYMD*	MANGETTI DUNE
NAUA NAUA	FYNU*	FYME*	MOUNT ETJO
NEPARA	FYNP*	FYMF*	MARIENFLUSS
NEURAS	FYNS*	FYMG*	MIDGARD

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1. ENCODE		2. DECODE	
Location	Indicator	Indicator	Location
NHOMA	FYNM*	FYMH*	MALTAHOHE
NKONGO	FYNK*	FYMI*	MILE 72
NOORDOEWER	FYND*	FYMK*	KUNENE MOUTH
NUBIB GUEST FARM	FYNF*	FYML*	MARIENTAL
OHORONGO	FYOL*	FYMM*	OMATAKO HUNTING
OKAHANDJA	FYON*	FYMO*	MOKUTI LODGE
OKAHAO	FYOH*	FYMP*	OKAMAPU
OKAHIRONGO ELEPHANT	FYHP*	FYMR*	OMATARAZU
OKAHIRONGO RIVER CAMP	FYIC*	FYMS*	MASBIEKER
OKAHUA FARM	FYIF*	FYMT*	MANGETTI
OKAKARARA	FYOK*	FYMU*	MUSHALA LODGE
OKAMAPU	FYMP*	FYMW*	MÖWE BAY
OKANDJEKETE	FYNJ*	FYMZ*	KOMSBERG
OKANGWATI	FYKW*	FYNA*	NAMUTONI
OKAPERUPERU	FYPR*	FYNB*	KANSIMBA
OKAPUKA	FYPA*	FYND*	NOORDOEWER
OKAPUTA	FYKP*	FYNE*	ONANIS FARM
OKARUMUTI	FYIT*	FYNF*	NUBIB GUEST FARM
OKATJIHO HUNTING FARM	FYHG*	FYNG*	ONGAVA
OKATJURU	FYOF*	FYNJ*	OKANDJEKETE
OKAUKUEJO	FYOO*	FYNK*	NKONGO
OKOKONGO	FYKK*	FYNL*	NAMUSHASHA
OKOMBAHE	FYAH*	FYNM*	NHOMA
OKOMITUNDU	FYOD*	FYNN*	NAMIB NAUKLUFT LODGE
OKONGO	FYKG*	FYNO*	ONJUVA
OKONGWE	FYOY*	FYNP*	NEPARA
OKONJIMA	FYKN*	FYNS*	NEURAS
OKONJIMA OLD	FYOC*	FYNT*	NAMTIP

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1. ENCODE		2. DECODE	
Location	Indicator	Indicator	Location
OKORUSU MINE	FYKR*	FYNU*	NAUA NAUA
OKOZONGOMINGO	FYOZ*	FYOA	ONDANGWA
OLD BRANDBERG WEST	FYBD*	FYOB*	OTJONJISE
OMATAKO HUNTING	FYMM*	FYOC*	OKONJIMA OLD
ONANIS FARM	FYNE*	FYOD*	OKOMITUNDU
ONDUNDU	FYDU*	FYOE*	OMEGA
ONJUVA	FYNO*	FYOF*	OKATJURU
OMARURU	FYOM*	FYOG*	ORANJEMUND
OMARURU GAME LODGE	FYGL*	FYOH*	OKAHAO
OMATARAZU	FYMR*	FYOI*	OSHIKANGO
OMEGA	FYOE*	FYOJ*	OUTJO
ONDANGWA	FYOA	FYOK*	OKAKARARA
ONGAVA	FYNG*	FYOL*	OHORONGO
ONGWEDIVA	FYUE*	FYOM*	OMARURU
OOTMOED	FYOT*	FYON*	OKAHANDJA
OPERET	FYOU*	FYOO*	OKAUKUEJO
OPUWO	FYOP*	FYOP*	OPUWO
ORANJEMUND	FYOG*	FYOR*	OROPOKO
OROPOKO	FYOR*	FYOS*	OSHAKATI
ORUPEMBE	FYPE*	FYOT*	OOTMOED
OSHAKATI	FYOS*	FYOU*	OPERET
OSHIKANGO	FYOI*	FYOV*	OTAVI
OSIRE	FYIR*	FYOW*	OTJIWARONGO
OSONA	FYSN*	FYOY*	OKONGWE
OTAVI	FYOV*	FYOZ*	OKOZONGOMINGO
OTJIKARO	FYRO*	FYPA*	OKAPUKA
OTJIKARU	FYJU*	FYPE*	ORUPEMBE
OTJIMBINGWE	FYGW*	FYPF*	PHILADELPHIA FARM
OTJINENE	FYTN*	FYPO*	POKWENI

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1. ENCODE		2. DECODE	
Location	Indicator	Indicator	Location
OTJISAZU	FYTZ*	FYPR*	OKAPERUPERU
OTJITAMBI	FYTU*	FYPU*	PUROS
OTJIWA	FYTW*	FYPW*	PALMWAG
OTJIWARONGO	FYOW*	FYRA*	REDSAND
OTJOHORONGO	FYTJ*	FYRC*	RUACANA
OTJOMBAUE	FYJB*	FYRD*	KALAHARI RED DUNES
OTJONJISE	FYOB*	FYRF*	RIETFONTEIN
OTJOVAZANDU	FYJO*	FYRH*	REHOBOTH
OUTAPI	FYUO*	FYRK*	ROCKY POINT
OUTJO	FYOJ*	FYRL*	KUNENE RIVER LODGE
OZONDJAHE	FYJA*	FYRN*	RHINO CAMP
PALMWAG	FYPW*	FYRO*	OTJIKARO
PHILADELPHIA FARM	FYPF*	FYRP*	ROSHPINAH
POKWENI	FYPO*	FYRR*	RAG ROCK
PUROS	FYPU*	FYRS*	ROOISAND
RAG ROCK	FYRR*	FYRU*	RUNDU
REDSAND	FYRA*	FYRW*	KEERWEERDER
REHOBOTH	FYRH*	FYRZ*	ROSTOCK
RHINO CAMP	FYRN*	FYSA*	SKORPION
RIETFONTEIN	FYRF*	FYSB*	SPENCER BAY
ROCKY POINT	FYRK*	FYSC*	SINCLAIRE
ROOISAND	FYRS*	FYSD*	SANDWICH HARBOUR
ROSH PINAH	FYRP*	FYSE*	SOETGRAS
ROSTOCK	FYRZ*	FYSF*	SESFONTEIN
RUACANA	FYRC*	FYSG*	SHADIGONGORO
RUNDU	FYRU*	FYSH*	STEINHAUSEN
SANDFONTEIN	FYSJ*	FYSI*	SHITEMO
SANDWICH HARBOUR	FYSD*	FYSJ*	SANDFONTEIN

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1. ENCODE		2. DECODE	
Location	Indicator	Indicator	Location
SARUSAS	FYSR*	FYSK*	SPITZKOPPE
SARUSUS MINE	FYSY*	FYSL*	SOSSUVLEI MOUNTAIN LODGE
SELFCO 21	FYLF*	FYSM*	SWAKOPMUND
SESFONTEIN	FYSF*	FYSN*	OSONA
SESRIEM	FYSS*	FYSO*	SOLITAIRE
SHADIGONGORO	FYSG*	FYSP*	STAMPRIET
SHITEMO	FYSI*	FYSR*	SARUSAS
SINCLAIRE	FYSC*	FYSS*	SESRIEM
SKORPION	FYSA*	FYST*	STRATE
SOETGRAS	FYSE*	FYSU*	SOSSUSVLEI LODGE
SOLITAIRE	FYSO*	FYSV*	SOSSUSVLEI
SOSSUSVLEI	FYSV*	FYSW*	SWARTKRANS
SOSSUSVLEI LODGE	FYSU*	FYSX*	SOSSUSVLEI WILD CAMP
SOSSUSVLEI MOUNTAIN LODGE	FYSL*	FYSY*	SARUSUS MINE
SOSSUSVLEI WILD CAMP	FYSX*	FYSZ*	SWARTBOOIDRIFT
SPENCER BAY	FYSB*	FYTA*	TORGOS SAFARIS CAMP
SPITZKOPPE	FYSK*	FYTB*	TSAOBIS
STAMPRIET	FYSP*	FYTC*	TOSCANINI
STEINHAUSEN	FYSH*	FYTE*	TERRACE BAY
STRATE	FYST*	FYTF*	TWYFELFONTEIN
SWAKOPMUND	FYSM*	FYTG*	TORGA HUNTING FARM
SWARTBOOIDRIFT	FYSZ*	FYTH*	TOSHARI
SWARTKRANS	FYSW*	FYTI*	TIGERFORTE
TALISMANIS	FYTL*	FYTJ*	OTJOHORONGO
TERRACE BAY	FYTE*	FYTK*	TSUMKWE
TIGERFORTE	FYTI*	FYTL*	TALISMANIS
TOK TOKKIE	FYTT*	FYTM*	TSUMEB
TORGA HUNTING FARM	FYTG*	FYTN*	OTJINENE
TORGOS SAFARIS CAMP	FYTA*	FYTO*	TORRA BAY

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1. ENCODE		2. DECODE	
Location	Indicator	Indicator	Location
TORRA BAY	FYTO*	FYTP	TSAUCHAB RIVER CAMP
TOSCANINI	FYTC*	FYTR*	TWEE RIVIEREN
TOSHARI	FYTH*	FYTS*	TSANDI
TSANDI	FYTS*	FYTT*	TOK TOKKIE
TSAOBIS	FYTB*	FYTU*	OTJITAMBI
TSAUCHAB RIVER CAMP	FYTP*	FYTV*	TSONDAPVLEI
TSONDAPVLEI	FYTV*	FYTW*	OTJIWA
TSUMEB	FYTM*	FYTZ*	OTJISAZU
TSUMKWE	FYTK*	FYUA*	UAMUAU
TWEE RIVIEREN	FYTR*	FYUB*	UPPER KHUMIB
TWYFELFONTEIN	FYTF*	FYUE*	ONGWEDIVA
UAMUAU	FYUA*	FYUK*	USAKOS
UIS	FYUS*	FYUL*	KLEIN AUB
UITKYK	FYKY*	FYUO*	OUTAPI
UITSPAN	FYUP*	FYUP*	UITSPAN
UPPER KHUMIB	FYUB*	FYUS*	UIS
USAKOS	FYUK*	FYVA*	HAVANA
VERONICA	FYVF*	FYVF*	VERONICA
VINGERKLIP	FYVL*	FYVK*	VOLSTRUISKLOOF
VOLGELSSTRAUSSKLUFT	FYVS*	FYVL*	VINGERKLIP
VOLSTRUISKLOOF	FYVK*	FYVS*	VOLGELSSTRAUSSKLUFT
WABI LODGE	FYWL*	FYWB	WALVIS BAY
WALVIS BAY	FYWB	FYWD*	WOLWEDANS
WALVIS BAY (MET)	FYWV*	FYWE	WINDHOEK/EROS
WARMBAD	FYWM*	FYWG*	WELTEVREDE GUEST FARM
WATERBERG WILDERNESS	FYWN*	FYWH	HOSEA KUTAKO INTL AIRPORT
WELTEVREDE GUEST FARM	FYWG*	FYWI*	WITVLEI

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1. ENCODE		2. DECODE	
Location	Indicator	Indicator	Location
WERELD'S END	FYWR*	FYWK*	WLOTSKAS BAKEN
WINDHOEK (DIRECTOR: CIVIL AVIATION)	FYHQ*	FYWL*	WABI LODGE
WINDHOEK/EROS	FYWE	FYWM*	WARMBAD
WINDHOEK (TOWN MET)	FYWW*	FYWN*	WATERBERG WILDERNESS
WITVLEI	FYWI*	FYWR*	WERELD'S END
WITWATER	FYWT*	FYWT*	WITWATER
WLOTSKAS BAKEN	FYWK*	FYWV*	WALVIS BAY (MET)
WOLWEDANS	FYWD*	FYWW*	WINDHOEK (TOWN MET)
ZEBRA RIVER LODGE	FYZR*	FYZR*	ZEBRA RIVER LODGE



GEN 2.6 CONVERSION TABLES

NM to KM 1 NM = 1.852 KM		KM to NM 1 KM = 0.54 NM		FT to M 1 FT = 0.3048 M		M to FT 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 1 NM = 1.852 KM		KM to NM 1 KM = 0.54 NM		FT to M 1 FT = 0.3048 M		M to FT 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 the Windhoek Meteorological Climate Section using formulae and algorithms developed by Peter Duffet-Smith (Cambridge University Press 1981). In view of the change from Namibian Summer Time (UTC +2) to Namibian Standard Time (UTC +1) not taking place at exactly the same date every year, tables are therefore prepared for each month.

1.2 The times given in the example 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.

The tables for the following places are given as examples:

Grootfontein Aerodrome	19°34'S	18°06'E
Keetmanshoop Airport	26°35'S	18°07'E
Rundu Aerodrome	17°55'S	19°46'E
Swakopmund Aerodrome	22°41'S	14°31'E
Windhoek MET office	22°34'S	17°06'E
Hosea Kutako INTL Airport	22°29'S	17°28'E
Walvis Bay Airport	22°59'S	14°39'E

1.3 The meteorological service has at its disposal a system whereby any table can be calculated and printed with the minimum of fuss for any place in the world, because the formulae and algorithms are applicable anywhere in the world. With this system pre-set tables are unnecessary and unwanted

#### Note:

Only the tables for Hosea Kutako International Airport are listed and information on other main Airports will be available from AIS Section in Windhoek.

Sunrise-Sunset Tables for Hosea Kutako INTL Airport

Hosea Kutako INTL Airport (FYWH), 222852S 0172821E (All times UTC)							Hosea Kutako INTL Airport (FYWH), 222852S 0172821E (All times UTC)						
Twilight			Twilight				Twilight			Twilight			
Date	Nau- tical	Civil	Sun- rise	Sun- set	Civil	Nau- tical	Date	Nau- tical	Civil	Sun- rise	Sun- set	Civil	Nau- tical
<b>FEBRUARY</b>							<b>MARCH</b>						
01	0340	0408	0432	1738	1801	1830	01	0358	0425	0447	1719	1742	1809
02	0340	0409	0432	1737	1801	1829	02	0358	0425	0448	1718	1741	1808
03	0341	0409	0433	1737	1800	1829	03	0359	0426	0448	1718	1740	1807
04	0342	0410	0434	1736	1800	1828	04	0400	0426	0449	1717	1739	1806
05	0343	0411	0434	1736	1759	1827	05	0400	0426	0449	1716	1738	1805
06	0343	0411	0435	1735	1759	1827	06	0400	0427	0449	1715	1738	1804
07	0344	0412	0435	1735	1758	1826	07	0401	0427	0450	1714	1737	1803
08	0345	0413	0436	1734	1758	1825	08	0401	0428	0450	1713	1736	1802
09	0346	0413	0437	1734	1757	1825	09	0402	0428	0451	1712	1735	1801
10	0346	0414	0437	1733	1757	1824	10	0402	0429	0451	1711	1734	1800
11	0347	0415	0438	1733	1756	1823	11	0403	0429	0451	1710	1733	1759
12	0348	0415	0438	1732	1755	1823	12	0403	0429	0452	1710	1732	1758
13	0348	0416	0439	1731	1755	1822	13	0404	0430	0452	1709	1731	1757
14	0349	0416	0440	1731	1754	1821	14	0404	0430	0453	1708	1730	1756
15	0350	0417	0440	1730	1753	1820	15	0404	0431	0453	1707	1729	1755
16	0350	0418	0441	1729	1752	1820	16	0405	0431	0453	1706	1728	1754
17	0351	0418	0441	1729	1752	1819	17	0405	0431	0454	1705	1727	1753
18	0352	0419	0442	1728	1751	1818	18	0406	0432	0454	1704	1726	1752
19	0352	0419	0442	1727	1750	1817	19	0406	0432	0455	1703	1725	1751
20	0353	0420	0443	1727	1749	1816	20	0406	0432	0455	1702	1724	1750
21	0353	0420	0443	1726	1749	1816	21	0407	0433	0455	1701	1723	1749
22	0354	0421	0444	1725	1748	1815	22	0407	0433	0456	1700	1722	1748
23	0355	0422	0444	1724	1747	1814	23	0408	0434	0456	1659	1721	1747
24	0355	0422	0445	1723	1746	1813	24	0408	0434	0456	1658	1721	1746
25	0356	0423	0445	1723	1745	1812	25	0408	0434	0457	1657	1720	1746
26	0356	0423	0446	1722	1745	1811	26	0409	0435	0457	1656	1719	1745
27	0357	0424	0446	1721	1744	1810	27	0409	0435	0457	1655	1718	1744
28	0357	0424	0447	1720	1743	1809	28	0409	0435	0458	1654	1717	1743
							29	0410	0436	0458	1653	1716	1742

Hosea Kutako INTL Airport (FYWH), 222852S 0172821E (All times UTC)							Hosea Kutako INTL Airport (FYWH), 222852S 0172821E (All times UTC)						
Twilight			Twilight				Twilight			Twilight			
Date	Nau- tical	Civil	Sun- rise	Sun- set	Civil	Nau- tical	Date	Nau- tical	Civil	Sun- rise	Sun- set	Civil	Nau- tical
							30	0410	0436	0458	1652	1715	1741
							31	0410	0436	0459	1651	1714	1740
<b>APRIL</b>							<b>MAY</b>						
01	0411	0437	0559	1651	1713	1739	01	0520	0547	0610	1726	1749	1816
02	0411	0437	0559	1650	1712	1738	02	0521	0547	0611	1725	1748	1815
03	0511	0537	0600	1749	1811	1837	03	0521	0548	0611	1725	1748	1815
04	0512	0538	0600	1748	1810	1836	04	0521	0548	0611	1724	1747	1814
05	0512	0538	0600	1747	1809	1835	05	0522	0549	0612	1723	1747	1814
06	0512	0538	0601	1746	1808	1834	06	0522	0549	0612	1723	1746	1813
07	0513	0539	0601	1745	1807	1834	07	0523	0549	0613	1722	1746	1813
08	0513	0539	0601	1744	1807	1833	08	0523	0550	0613	1722	1745	1812
09	0513	0539	0602	1743	1806	1832	09	0523	0550	0614	1721	1745	1812
10	0514	0540	0602	1742	1805	1831	10	0524	0551	0614	1721	1744	1811
11	0514	0540	0603	1741	1804	1830	11	0524	0551	0615	1720	1744	1811
12	0514	0540	0603	1741	1803	1829	12	0524	0551	0615	1720	1743	1810
13	0515	0541	0603	1740	1802	1828	13	0525	0552	0615	1719	1743	1810
14	0515	0541	0604	1739	1801	1828	14	0525	0552	0616	1719	1742	1810
15	0515	0541	0604	1738	1801	1827	15	0525	0553	0616	1718	1742	1809
16	0515	0542	0604	1737	1800	1826	16	0526	0553	0617	1718	1742	1809
17	0516	0542	0605	1736	1759	1825	17	0526	0553	0617	1718	1741	1809
18	0516	0542	0605	1735	1758	1824	18	0527	0554	0618	1717	1741	1808
19	0516	0543	0605	1735	1757	1824	19	0527	0554	0618	1717	1741	1808
20	0517	0543	0606	1734	1757	1823	20	0527	0555	0619	1717	1740	1808
21	0517	0543	0606	1733	1756	1822	21	0528	0555	0619	1716	1740	1807
22	0517	0544	0607	1732	1755	1822	22	0528	0555	0619	1716	1740	1807
23	0518	0544	0607	1732	1754	1821	23	0528	0556	0620	1716	1740	1807
24	0518	0544	0607	1731	1754	1820	24	0529	0556	0620	1715	1739	1807
25	0518	0545	0608	1730	1753	1819	25	0529	0557	0621	1715	1739	1807
26	0519	0545	0608	1729	1752	1819	26	0530	0557	0621	1715	1739	1807
27	0519	0546	0609	1729	1752	1818	27	0530	0558	0622	1715	1739	1806
28	0519	0546	0609	1728	1751	1817	28	0530	0558	0622	1715	1739	1806

Hosea Kutako INTL Airport (FYWH), 222852S 0172821E (All times UTC)							Hosea Kutako INTL Airport (FYWH), 222852S 0172821E (All times UTC)						
Twilight			Twilight				Twilight			Twilight			
Date	Nau- tical	Civil	Sun- rise	Sun- set	Civil	Nau- tical	Date	Nau- tical	Civil	Sun- rise	Sun- set	Civil	Nau- tical
29	0520	0546	0609	1727	1750	1817	29	0531	0558	0622	1714	1739	1806
30	0520	0547	0610	1727	1750	1816	30	0531	0559	0623	1714	1738	1806
							31	0531	0559	0623	1714	1738	1806
<b>JUNE</b>							<b>JULY</b>						
01	0532	0600	0624	1714	1738	1806	01	0539	0607	0632	1718	1743	1811
02	0532	0600	0624	1714	1738	1806	02	0539	0607	0632	1719	1743	1811
03	0533	0600	0625	1714	1738	1806	03	0540	0607	0632	1719	1743	1811
04	0533	0601	0625	1714	1738	1806	04	0540	0607	0632	1719	1744	1811
05	0533	0601	0625	1714	1738	1806	05	0540	0607	0632	1720	1744	1812
06	0534	0601	0626	1714	1738	1806	06	0540	0607	0632	1720	1744	1812
07	0534	0602	0626	1714	1738	1806	07	0540	0607	0632	1720	1745	1812
08	0534	0602	0626	1714	1738	1806	08	0540	0607	0632	1721	1745	1813
09	0535	0602	0627	1714	1738	1806	09	0540	0607	0632	1721	1745	1813
10	0535	0603	0627	1714	1738	1806	10	0540	0607	0632	1721	1746	1813
11	0535	0603	0628	1714	1738	1806	11	0539	0607	0631	1722	1746	1814
12	0535	0603	0628	1714	1738	1806	12	0539	0607	0631	1722	1746	1814
13	0536	0604	0628	1714	1739	1806	13	0539	0607	0631	1723	1747	1814
14	0536	0604	0628	1714	1739	1807	14	0539	0607	0631	1723	1747	1815
15	0536	0604	0629	1714	1739	1807	15	0539	0607	0631	1723	1748	1815
16	0537	0605	0629	1714	1739	1807	16	0539	0606	0631	1724	1748	1815
17	0537	0605	0629	1715	1739	1807	17	0539	0606	0630	1724	1748	1816
18	0537	0605	0630	1715	1739	1807	18	0539	0606	0630	1725	1749	1816
19	0537	0605	0630	1715	1739	1807	19	0538	0606	0630	1725	1749	1817
20	0538	0606	0630	1715	1740	1808	20	0538	0606	0630	1726	1749	1817
21	0538	0606	0630	1715	1740	1808	21	0538	0605	0629	1726	1750	1817
22	0538	0606	0631	1716	1740	1808	22	0538	0605	0629	1726	1750	1818
23	0538	0606	0631	1716	1740	1808	23	0537	0605	0629	1727	1751	1818
24	0538	0606	0631	1716	1741	1809	24	0537	0604	0628	1727	1751	1818
25	0539	0607	0631	1716	1741	1809	25	0537	0604	0628	1728	1751	1819
26	0539	0607	0631	1717	1741	1809	26	0536	0604	0627	1728	1752	1819
27	0539	0607	0631	1717	1741	1809	27	0536	0603	0627	1728	1752	1819



Hosea Kutako INTL Airport (FYWH), 222852S 0172821E (All times UTC)							Hosea Kutako INTL Airport (FYWH), 222852S 0172821E (All times UTC)						
Twilight			Twilight				Twilight			Twilight			
Date	Nau- tical	Civil	Sun- rise	Sun- set	Civil	Nau- tical	Date	Nau- tical	Civil	Sun- rise	Sun- set	Civil	Nau- tical
28	0539	0607	0631	1717	1742	1810	28	0536	0603	0627	1729	1752	1820
29	0539	0607	0532	1718	1742	1810	29	0535	0602	0626	1729	1753	1820
30	0539	0607	0632	1718	1742	1810	30	0535	0602	0626	1730	1753	1820
							31	0534	0602	0625	1730	1754	1821
<b>AUGUST</b>							<b>SEPTEMBER</b>						
01	0534	0601	0625	1730	1754	1821	01	0513	0539	0601	1741	1804	1830
02	0534	0601	0624	1731	1754	1821	02	0512	0538	0600	1804	1830	1820
03	0533	0600	0623	1731	1755	1822	03	0411	0437	0459	1642	1704	1730
04	0533	0559	0623	1732	1755	1822	04	0410	0436	0458	1642	1705	1731
05	0532	0559	0622	1732	1755	1822	05	0409	0435	0457	1642	1705	1731
06	0532	0558	0622	1732	1756	1823	06	0408	0434	0457	1643	1705	1731
07	0531	0558	0621	1733	1756	1823	07	0407	0433	0456	1643	1705	1731
08	0530	0557	0620	1733	1756	1823	08	0406	0432	0455	1643	1706	1732
09	0530	0557	0620	1734	1757	1823	09	0405	0431	0454	1643	1706	1732
10	0529	0556	0619	1734	1757	1824	10	0404	0430	0453	1644	1706	1732
11	0529	0555	0618	1734	1757	1824	11	0403	0429	0452	1644	1706	1732
12	0528	0555	0618	1735	1758	1824	12	0402	0428	0451	1644	1707	1733
13	0527	0554	0617	1735	1758	1825	13	0401	0427	0450	1645	1707	1733
14	0527	0553	0616	1735	1758	1825	14	0400	0426	0449	1645	1707	1733
15	0526	0553	0616	1736	1759	1825	15	0359	0425	0448	1645	1708	1734
16	0525	0552	0615	1736	1759	1826	16	0358	0424	0447	1645	1708	1734
17	0525	0551	0614	1736	1759	1826	17	0357	0423	0446	1646	1708	1734
18	0524	0550	0613	1737	1800	1826	18	0356	0422	0445	1646	1708	1734
19	0523	0550	0613	1737	1800	1826	19	0355	0421	0444	1646	1709	1735
20	0523	0549	0612	1737	1800	1827	20	0354	0420	0443	1647	1709	1735
21	0522	0548	0611	1738	1801	1827	21	0353	0419	0442	1647	1709	1735
22	0521	0547	0610	1738	1801	1827	22	0352	0418	0441	1647	1710	1736
23	0520	0546	0609	1738	1801	1827	23	0351	0417	0440	1647	1710	1736
24	0519	0546	0608	1739	1801	1828	24	0350	0416	0439	1648	1710	1736
25	0519	0545	0608	1739	1802	1828	25	0349	0415	0438	1648	1710	1737
26	0518	0544	0607	1739	1802	1828	26	0348	0414	0437	1648	1711	1737

Hosea Kutako INTL Airport (FYWH), 222852S 0172821E (All times UTC)							Hosea Kutako INTL Airport (FYWH), 222852S 0172821E (All times UTC)						
Twilight			Twilight				Twilight			Twilight			
Date	Nau- tical	Civil	Sun- rise	Sun- set	Civil	Nau- tical	Date	Nau- tical	Civil	Sun- rise	Sun- set	Civil	Nau- tical
27	0517	0543	0606	1740	1802	1828	27	0347	0413	0436	1649	1711	1737
28	0516	0542	0605	1740	1803	1829	28	0346	0412	0435	1649	1711	1738
29	0515	0541	0604	1740	1803	1829	29	0345	0411	0434	1649	1712	1738
30	0514	0540	0603	1741	1803	1829	30	0344	0410	0433	1650	1712	1738
31	0513	0540	0602	1741	1803	1830							
<b>OCTOBER</b>							<b>NOVEMBER</b>						
1	0343	0409	0432	1650	1712	1939	01	0315	0343	0406	1703	1727	1755
2	0342	0408	0431	1650	1713	1939	02	0315	0342	0406	1704	1727	1755
3	0341	0407	0430	1651	1713	1939	03	0314	0342	0405	1705	1728	1756
4	0340	0406	0429	1651	1714	1940	04	0313	0341	0405	1705	1729	1757
5	0339	0405	0428	1651	1714	1940	05	0313	0341	0404	1706	1729	1757
6	0338	0405	0427	1652	1714	1941	06	0312	0340	0404	1706	1730	1758
7	0337	0404	0426	1652	1715	1941	07	0311	0339	0403	1707	1731	1759
8	0336	0403	0425	1652	1715	1941	08	0311	0339	0403	1708	1731	1759
9	0335	0402	0424	1653	1715	1942	09	0310	0338	0402	1708	1732	1800
10	0334	0401	0423	1653	1716	1942	10	0310	0338	0402	1709	1733	1801
11	0333	0400	0422	1654	1716	1943	11	0309	0337	0401	1709	1733	1802
12	0332	0359	0422	1654	1717	1943	12	0309	0337	0401	1710	1734	1802
13	0331	0358	0421	1654	1717	1944	13	0308	0337	0401	1711	1735	1803
14	0330	0357	0420	1655	1718	1944	14	0308	0336	0400	1711	1735	1804
15	0329	0356	0419	1655	1718	1945	15	0307	0336	0400	1712	1736	1805
16	0329	0355	0418	1656	1718	1945	16	0307	0335	0400	1713	1737	1805
17	0328	0354	0417	1656	1719	1946	17	0306	0335	0359	1713	1737	1806
18	0327	0354	0416	1656	1719	1946	18	0306	0335	0359	1714	1738	1807
19	0326	0353	0416	1657	1720	1947	19	0306	0335	0359	1715	1739	1808
20	0325	0352	0415	1657	1720	1947	20	0305	0334	0359	1715	1740	1809
21	0324	0351	0414	1658	1721	1948	21	0305	0334	0358	1716	1740	1809
22	0323	0350	0413	1658	1721	1948	22	0305	0334	0358	1717	1741	1810
23	0322	0349	0412	1659	1722	1949	23	0305	0334	0358	1717	1742	1811
24	0322	0349	0412	1659	1722	1950	24	0304	0334	0358	1718	1743	1812
25	0321	0348	0411	1700	1723	1950	25	0304	0333	0358	1719	1743	1812

Hosea Kutako INTL Airport (FYWH), 222852S 0172821E (All times UTC)							Hosea Kutako INTL Airport (FYWH), 222852S 0172821E (All times UTC)						
Twilight			Twilight				Twilight			Twilight			
Date	Nau- tical	Civil	Sun- rise	Sun- set	Civil	Nau- tical	Date	Nau- tical	Civil	Sun- rise	Sun- set	Civil	Nau- tical
26	0320	0347	0410	1700	1723	1951	26	0304	0333	0358	1719	1744	1813
27	0319	0346	0410	1701	1724	1951	27	0304	0333	0358	1720	1745	1814
28	0318	0346	0409	1701	1725	1952	28	0304	0333	0358	1721	1745	1815
29	0318	0345	0408	1702	1725	1953	29	0304	0333	0358	1721	1746	1816
30	0317	0344	0408	1702	1726	1953	30	0304	0333	0358	1722	1747	1816
31	0316	0344	0407	1703	1726	1954							
<b>DECEMBER</b>							<b>JANUARY</b>						
01	0304	0333	0358	1723	1748	1817	01	0315	0345	0410	1739	1804	1834
02	0304	0333	0358	1723	1748	1818	02	0316	0346	0411	1740	1805	1835
03	0304	0333	0358	1724	1749	1819	03	0316	0346	0411	1740	1805	1835
04	0304	0333	0358	1725	1750	1819	04	0317	0347	0412	1740	1805	1835
05	0304	0333	0358	1725	1750	1820	05	0318	0348	0413	1740	1805	1835
06	0304	0334	0359	1726	1751	1821	06	0319	0348	0413	1741	1806	1835
07	0304	0334	0359	1727	1752	1822	07	0319	0349	0414	1741	1806	1835
08	0304	0334	0359	1727	1752	1822	08	0320	0350	0415	1741	1806	1835
09	0304	0334	0359	1728	1753	1823	09	0321	0350	0415	1741	1806	1836
10	0305	0334	0359	1729	1754	1824	10	0322	0351	0416	1741	1806	1836
11	0305	0335	0400	1729	1754	1824	11	0322	0352	0417	1741	1806	1836
12	0305	0335	0400	1730	1755	1825	12	0323	0353	0417	1741	1806	1836
13	0305	0335	0400	1731	1756	1826	13	0324	0353	0418	1741	1806	1835
14	0306	0336	0401	1731	1756	1826	14	0325	0354	0419	1741	1806	1835
15	0306	0336	0401	1732	1757	1827	15	0326	0355	0420	1741	1806	1835
16	0306	0336	0401	1732	1757	1828	16	0326	0356	0420	1741	1806	1835
17	0307	0337	0402	1733	1758	1828	17	0327	0356	0421	1741	1806	1835
18	0307	0337	0402	1733	1759	1829	18	0328	0357	0422	1741	1806	1835
19	0308	0338	0403	1734	1759	1829	19	0329	0358	0422	1741	1806	1835
20	0308	0338	0403	1735	1800	1830	20	0330	0359	0423	1741	1805	1834
21	0308	0339	0404	1735	1800	1830	21	0331	0359	0424	1741	1805	1834
22	0309	0339	0404	1736	1801	1831	22	0331	0400	0425	1741	1805	1834
23	0309	0340	0405	1736	1801	1831	23	0332	0401	0425	1741	1805	1834
24	0310	0340	0405	1736	1802	1832	24	0333	0402	0426	1740	1804	1833

Hosea Kutako INTL Airport (FYWH), 222852S 0172821E (All times UTC)							Hosea Kutako INTL Airport (FYWH), 222852S 0172821E (All times UTC)						
Twilight			Twilight				Twilight			Twilight			
Date	Nau- tical	Civil	Sun- rise	Sun- set	Civil	Nau- tical	Date	Nau- tical	Civil	Sun- rise	Sun- set	Civil	Nau- tical
25	0311	0341	0406	1737	1802	1832	25	0334	0403	0427	1740	1804	1833
26	0311	0341	0406	1737	1802	1832	26	0335	0403	0427	1740	1804	1832
27	0311	0342	0407	1738	1803	1833	27	0335	0404	0428	1740	1804	1832
28	0312	0342	0407	1738	1803	1833	28	0336	0405	0429	1739	1803	1832
29	0313	0343	0408	1738	1804	1834	29	0337	0405	0429	1739	1803	1831
30	0314	0344	0409	1739	1804	1834	30	0338	0406	0430	1739	1802	1831
31	0314	0344	0409	1739	1804	1834	31	0339	0407	0431	1738	1802	1830

## GEN 3.SERVICES

### GEN 3.1 AERONAUTICAL INFORMATION SERVICES

#### 1. Responsible service

1.1 The Aeronautical Information Service, which forms part of the Namibian Directorate of Civil Aviation, 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 GEN 3.1 paragraph 1.2 below. It consists of the AIS and an International NOTAM Office (NOF).

#### 1.2 AIS

Aeronautical Information Services  
Directorate of Civil Aviation  
Private Bag 12003  
Ausspannplatz  
Windhoek  
Namibia

Tel: +264 61 702080/1/2/3  
Telefax: +264 61 702088  
E-mail aisc@dca.com.na  
AFS FYWHYNYX

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 - SAT 0400 - 1900 UTC  
SUN 0500 - 1800 UTC

#### 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).

#### 3. Aeronautical publications

##### 3.1 Aeronautical Information

The aeronautical information is provided in the form of an Integrated Aeronautical Information Package consisting of the following elements:

- a) Aeronautical Information Publication (AIP).
- b) Amendment service to the AIP (AIP AMDT).
- c) Supplement to the AIP (AIP SUP).
- d) NOTAM and Pre-flight Information Bulletins (PIB).
- e) Aeronautical Information Circulars (AIC).
- f) Checklist and list of valid NOTAM.

NOTAM and the related monthly checklists are issued via the Aeronautical Fixed Service (AFS), while PIB are made available at aerodrome AIS units. All other elements of the package are distributed by air mail.

##### 3.2 Aeronautical Information Publication (AIP)

3.2.1 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.

3.2.2 The Namibian AIP is published in one (1) volume.

3.2.3 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.

3.2.4 The AIP purchase price will be published in AIC's.

##### 3.3 Amendment service to the AIP (AIP AMDT)

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

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.

3.3.2 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.

3.3.3 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 Integrated Aeronautical Information Package which have been incorporated in the AIP by the amendment and are consequently cancelled.

3.3.4 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 AIP A01/1996.

3.3.5 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.

#### 3.4 *Supplement to the AIP (AIP SUP)*

3.4.1 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, i.e. AIRAC AIP SUP S01/1996.

3.4.2 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.

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

#### 3.5 *NOTAM and Pre-flight Information Bulletins (PIB)*

3.5.1 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 is composed of the significant/uniform abbreviated phraseology assigned to the ICAO NOTAM Code complemented by ICAO abbreviations, indicators, identifiers, designators, call signs, frequencies, as and plain language. NOTAM are originated and issued for Windhoek FIR and are distributed in three series identified by the letters A, B and C.

- a) **Series A:** General rules, en-route navigation and communication, facilities, airspace restrictions and activities taking place above FL 195 and information concerning major international aerodromes.
- b) **Series B.** Information on airspace restrictions, on activities taking place below FL195 and on other International aerodromes at which IFR flights are permitted.
- c) **Series C.** Information on other international aerodromes at which only VFR flights are permitted.

3.5.2 Pre-flight Information Bulletins (PIB), which contains a recapitulation of current NOTAM and other information of urgent character for the operator/flight crews, are available at the aerodrome AIS units. The extent of the information contained in the PIB is indicated under paragraph 5 of this sub-section.

### 3.6 *Aeronautical Information Circulars (AIC)*

3.6.1 An AIC is a notice containing information that does not qualify for the origination of a NOTAM, AIP SUP, AIP AMD or for inclusion into the AIP, but which relates to flight safety, air navigation, technical, administrative or legislative matters.

3.6.2 An AIC shall be issued whenever it is necessary to promulgate the following:

- a) A long-term forecast of any major change in legislation, regulations, procedures or facilities.
- b) Information of a purely explanatory or advisory nature liable to affect flight safety.
- c) Information or notification of an explanatory or advisory nature concerning technical, legislative or administrative matters.

3.6.3 AIC's are classified into the following subject: General, Operation of Aircraft, Personnel Licensing, Air Navigation Services, Airports and Airworthiness. Serial numbers will be allocated and each subject shall be published on different colour paper.

Series	Subject	Paper colour
10-19	General	White
20-29	Operation of Aircraft	Orange
30-39	Personnel Licensing	Ivory
40-49	Air Navigation Services	Pink
50-59	Airports	Green
60-...	Airworthiness	Blue

a) Further sub-divisions shall also be used, e.g:

30	Licensing: General
31	Licensing: Aircrew
	1. Pilots
	2. Flight engineers

b) AIC's shall be numbered consecutively, e.g. 30-01, 30-02, 30-03, etc.

3.6.4 The date of issue will appear on each AIC, and when a AIC is re-issued or amended, the number will remain the same but the date of issue will be changed.

3.6.5 A checklist of AIC currently in force shall be issued twice a year.

### 3.7 *Checklist and list of valid NOTAM*

A checklist of valid NOTAM is issued monthly via AFS. The checklist is followed by a printed list of valid NOTAM distributed by mail to all recipients of the Integrated Aeronautical Information Package. It contains a plain language (English) presentation of the valid NOTAM and information about the number of the latest issue, AIRAC AIP AMDT, AIRAC AIP SUP and AIC as well as the numbers of the elements issued under the AIRAC that will become effective.

### 3.8 Sale of publications

The said publications can be obtained from the Aeronautical Information Service. Purchase prices are published in the AIC.

## 4. AIRAC system

4.1 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.

4.2 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.

4.3 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: 2012 – 2018

2012	2013	2014	2015	2016	2017	2018
12 January	10 January	9 January	8 January	7 January	5 January	4 January
9 February	7 February	6 February	5 February	4 February	2 February	1 February
8 March	7 March	6 March	5 March	3 March	2 March	1 March
5 April	4 April	3 April	2 April	31 March	30 March	29 March
3 May	2 May	1 May	30 April	28 April	27 April	26 April
31 May	30 May	29 May	28 May	26 May	25 May	24 May
28 June	27 June	26 June	25 June	23 June	22 June	21 June
26 July	25 July	24 July	23 July	21 July	20 July	19 July
23 August	22 August	21 August	20 August	18 August	17 August	16 August
20 September	19 September	18 September	17 September	15 September	14 September	13 September
18 October	17 October	16 October	15 October	13 October	12 October	11 October
15 November	14 November	13 November	12 November	10 November	9 November	8 November
13 December	12 December	11 December	10 December	8 December	7 December	6 December



## 5. Pre-flight information service at airports/heliports

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

- a) Eros Airport: NOTAM, NOTAM Summary & Checklist, AIP & AIP Supplement
- b) Keetmanshoop Airport: NOTAM & AIP Supplement
- c) Katima Mulilo Aerodrome: NOTAM & AIP Supplement
- d) Ondangwa Aerodrome.: NOTAM & AIP Supplement
- e) Swakopmund Aerodrome: NOTAM & AIP Supplement
- f) Walvis Bay Airport: NOTAM & AIP Supplement
- g) Hosea Kutako International Airport (Windhoek): NOTAM & AIP Supplement

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## GEN 3.2 AERONAUTICAL CHARTS

### 1. Responsible service

1.1 The Republic of South Africa produces a range of aeronautical charts which are available for use by all types of civil aviation. The charts are compiled by the Department of Regional and Land Affairs, Chief Directorate: Surveys and Land Information and printed by the Government Printer, Pretoria.

### 1.2 *Applicable ICAO documents*

1.2.1 The standards contained in Annex 4 are applied.

1.2.2 The recommended practices, procedures and guidance material contained in the following ICAO documents are applied where considered necessary:

- a) Annex 4, Aeronautical charts.
- b) DOC 8168-OPS/611, Aircraft Operations.
- c) DOC 8697-AN/889, Aeronautical Chart Manual.

### 1.3 *Differences from ICAO Regulatory Material*

Nil.

### 2. Maintenance of charts

2.1 The aeronautical charts included in the AIP are regularly kept up-to-date or are replaced by the amendments to the AIP. Except for the aeronautical charts included in the AIP no direct amendment service is provided. Significant amendments or revisions in aeronautical information to other aeronautical chart series are promulgated in NOTAM. Information concerning new maps and charts will be notified by Aeronautical Information Circular or NOTAM as appropriate.

2.2 Items of information found after publication to have been incorrect at the aeronautical information date, are corrected immediately by NOTAM if they are of operational significance, attention being directed to the particular chart affected.

2.3 Revision of the aeronautical information on all charts is constantly in progress and amended re-

prints are published as regularly as production resources permit. Topographical and hydrographical information portrayed is also revised when necessary.

### 3. Purchase arrangements

3.1 The following charts are available (from the RSA) either flat or folded to ICAO specifications, from:

- a) The Government Printer  
Publications Section  
Private Bag X85  
Pretoria  
0001
- b) The Chief Directorate: Surveys and Mapping  
Private Bag X10  
Mowbray  
7705
- c) The Surveyor General  
Private Bag X20634  
Bloemfontein  
9300
- d) The Surveyor General  
PO Box 396  
Pietermaritzburg  
3200

Note: Only a limited number of local 1: 500 000 and 1: 1 000 000 aeronautical charts are available from the offices of the Surveyor General in Bloemfontein and Pietermaritzburg.

- (1) World Aeronautical Chart ICAO 1:1 000 000
- (2) SA Topo 1: 500 000 (Aeronautical).

3.2 The prices of charts are published in AIC's.

3.3 Approach and Landing Charts and Aerodrome Obstruction Charts are contained in AD 2.24 for Keetmanshoop (FYKT), Walvis Bay (FYWB) and Hosea Kutako International (FYWH).

### 4. Aeronautical chart series available

4.1 The following type of charts are published:

- a) Navigation charts at 1:1 000 000.

- b) Navigation charts at 1: 500 000.
- c) Instrument approach and landing charts.

information shown on these charts is in accordance with that recommended by ICAO. This series is intended for general purposes as well as for use in the air, especially for navigation and pilotage over relatively short distances.

#### 4.2 General description of each series

##### 4.2.1 Navigation charts at 1:1 000 000

These charts constitute the contribution made by the Republic of South Africa to the World Aeronautical Chart, ICAO 1:1 000 000 series. Designated for pre-flight planning as well as pilotage, these charts are constructed on Lambert's conical orthomorphic projection and conform to the ICAO specifications.

##### 4.2.3 Approach and landing charts

Approach and landing charts conforming to the specifications of Annex 4 are available for all aerodromes open to international civil aviation and for all domestic aerodromes where instrument approach procedures have been established. The approach and landing charts are printed back to back. Separate charts are available for each procedure established for the aerodrome.

##### 4.2.2 Navigation charts at 1: 500 000

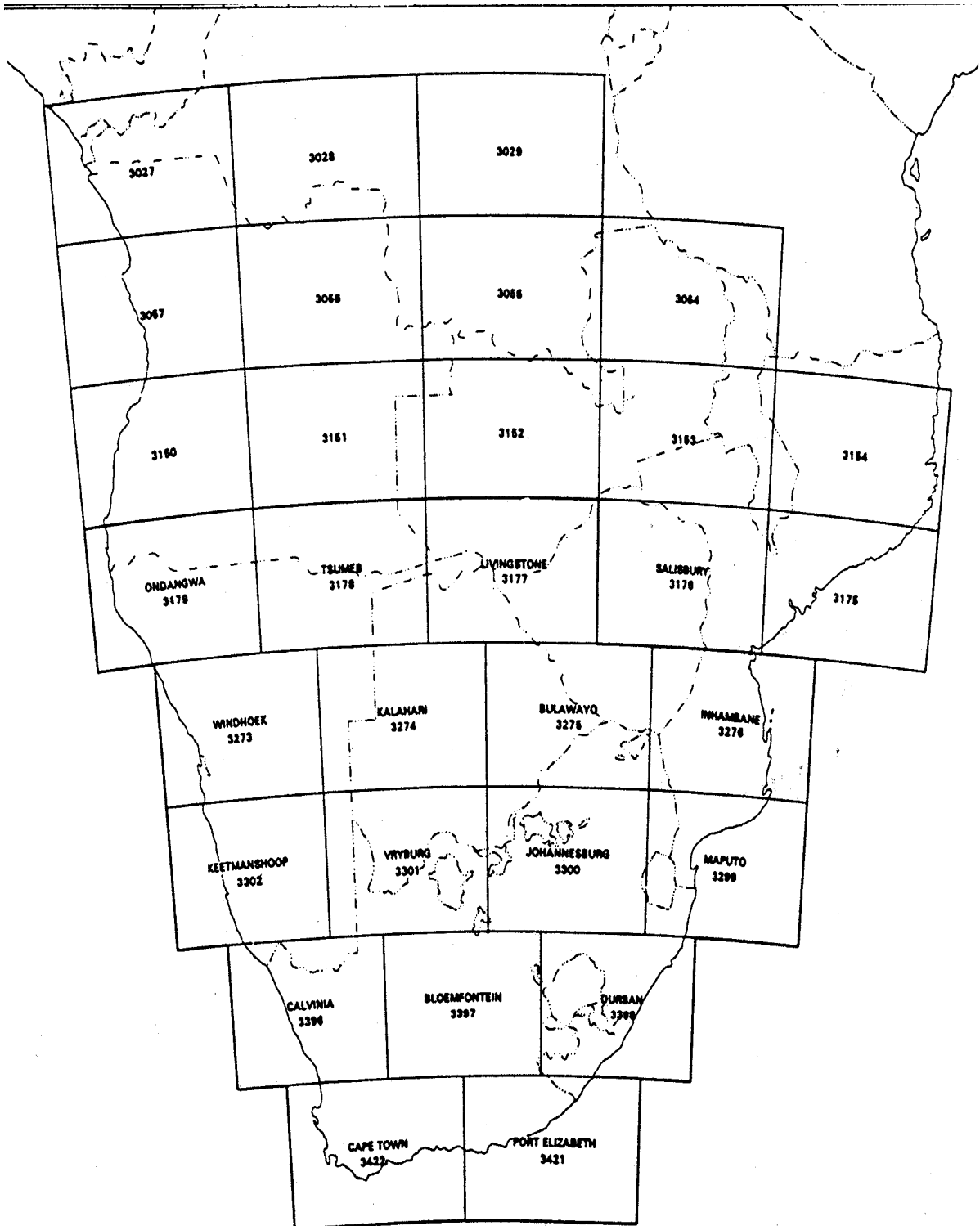
This series is constructed on Lambert's conical orthomorphic projection and the aeronautical

### 5. List of aeronautical charts available

Title of Series and Scale	Series Number	Chart Name and/or Number	Price per Sheet. VAT excl	Date of Aeronautical Information	Date of Topographical Base
1	2	3	4	5	6
World Aeronautical Chart - ICAO 1:1 000 000	WAC	Keetmanshoop (3302)	R15.00	Jan 2000	1992
		Ondangawa (3179)	R15.00	Jul 2001	1977
		Tsumeb (3178)	R15.00	Jan 1999	1975
		Windhoek (3273)	R15.00	Oct 2002	1992
SA 1:500 000 Topographical Aeronautical Edition		Gobabis (2118)	R15.00	Feb 2000	1985
		Grootfontien (1918)	R15.00	May 1996	1985
		Katima Mulilo (1722)	R15.00	Oct 1995	1982
		Keetmanshoop (2518)	R15.00	Jan 2002	1981
		Luderitz (2514)	R15.00	Jan 2003	1978
		Ondangwa (1714)	R15.00	June 1996	1981
		Opuwo (1711)	R15.00	Feb 2000	1985
		Otjiwarongo (1914)	R15.00	Feb 2000	1986
		Rehoboth (2314)	R15.00	Oct 1998	1977
		Rundu (1718)	R15.00	Oct 1996	1981
		Windhoek (2113)	R15.00	Oct 1999	1984

Title of Series and Scale	Series Number	Chart Name and/or Number	Price per Sheet. VAT excl	Date of Aeronautical Information	Date of Topographic Base
1	2	3	4	5	6
Obstruction Chart - ICAO Type A					
Instrument Approach and Landing Chart - ICAO	IAL	<u>Keetmanshoop</u> AD VOR/DME 04  <u>Walvis Bay</u> AD VOR/DME 09 VOR/DME 27  <u>Eros</u> <u>AD</u>  <u>Hosea Kutako International</u> AD ILS 26 VOR/DME 26		See AIP Supplements	

6. Index to the World Aeronautical Chart (WAC) - ICAO 1:1 000 000



## 7. Topographical charts

7.1 The 1:000 000 and 1:500 000 series topographical charts are listed paragraph 5 above.

7.2 To supplement these charts there are also 1: 250 000, 1:100 000 and 1: 50 000 series covering the whole of Namibia. These charts can be obtained from:

Office of the Surveyor-General  
Robert Mugabe Avenue 47  
Private Bag 13182  
Windhoek

Tel: +264 61 245 055/6/7/8/9  
Fax: +264 61 22 7312

7.3 All these charts are available from: Refer to GEN 3.2 paragraph 3.1.

## 8. Corrections to charts not contained in the AIP

Nil corrections.

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## GEN 3.3 AIR TRAFFIC

### 1. Responsible service

The Air Navigation Services Department of Namibia Directorate of Civil Aviation is the responsible authority for the provision of air traffic services within the area indicated under paragraph 2 below.

Chief Air Traffic Control Officer  
Directorate of Civil Aviation  
Private Bag 12003  
Ausspannplatz  
Windhoek

Telephone: +264-61-702217/8  
Cell: +264-81124-1423  
Telefax: +264-61-702066  
AFS: FWHQYACL

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

- a) Annex 2 - Rules of the air.
- b) Annex 11 - Air traffic services
- c) Doc 4444 - Procedures for air navigation services - Air Traffic Management (PANS-ATM).
- d) Doc 8168 - Procedures for air navigation services - Aircraft operations (PANS-OPS).
- e) Doc 7030 - Regional supplementary procedures.

1.2 Differences to these provisions are detailed in GEN 1.7.

### 2. Area of responsibility

2.1 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.

2.2 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.

### 3. Types of service

3.1 The following types of services are provided:

- a) Flight Information Services (FIS) and Alerting Service (ALRS).
- b) Area Control Centre (ACC), and
- c) Approach.

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

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

3.3 With exception to Caprivi Strip, oceanic and all the areas below TMA's, the following has been established:

3.3.1 The flight information centre providing flight information service.

- a) HRS of operation : 0500z to 1700z
- b) Frequency :  
129.6 MHz North and 123.8 MHz South
- c) Callsign : Windhoek information  
(from 1500ft/FL145)

### 4. Co-ordination between the operator and ATS

Co-ordination between the operator and air traffic services is effected in accordance with 2.15 of ICAO Annex 11).

### 5. Minimum flight altitude

5.1 The minimum flight altitudes on the ATS routes, as presented in section ENR 3, have been determined so as 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.

5.2 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.

#### 6. ATS units address list

<i>Unit name</i>	<i>Postal address</i>	<i>Telephone NR</i>	<i>Telefax NR</i>	<i>Telex NR</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 12003 Windhoek	+264 61 702090/1	+264 61 702099	N/A	FYWEZTZX
Katima TWR	Nil	+264 66 250202	Nil	N/A	FYKMZTZX
Keetmanshoop TWR	PO Box 10 Keetmanshoop	+264 64 703490	+264 64 703499	N/A	FYKTZTZX
Ondangwa TWR	Nil	+264 65 703190	+264 65 703199	N/A	FYOAZTZX
Swakopmund TWR	Nil	+264 64 702890	+264 64 702899	N/A	FYSMZTZX
Walvis Bay TWR/APP	P O Box 2307 Walvis Bay	+264 64 702690/1	+264 64 702699	N/A	FYWBZGZX
Windhoek TWR/APP/ACC FIS	P O Box 1 Hosea Kutako Airport Namibia	+264 62 702490/3	+264 62 702499	N/A	FYWHZGZX

## GEN 3.4 COMMUNICATION SERVICES

### 1. Responsible service

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

Control Aviation Electronician  
Directorate of Civil Aviation  
Private Bag 12003  
Ausspannplatz  
Windhoek

Telephone: +264 61 702270

Telefax: +264 61 702099

AFS: FYWHYTYX

E-mail: fywhy@mweb.com.na

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

- a) Annex 10, Aeronautical Telecommunications.
- b) Doc 8400, Procedures for Air Navigation Services - ICAO Abbreviations and Codes (PANS-ABC).
- c) Doc 8585, Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services.
- d) Doc 7030, Regional Supplementary Procedures.
- e) Doc 7910, Location Indicators.

### 2. Area of responsibility

Communication services are provided for the entire Windhoek FIR. Arrangements for such services on a continuing basis should be made with the Control Aviation Electronician. The Director: Civil Aviation is responsible for the application of the regulations concerning the design, type and installations of aircraft radio stations. Responsibility for the day-to-day operation of these services is vested in the Aviation Electronicians located at certain aerodromes. Enquiries, suggestions or complaints regarding any telecommunication service should be referred to the Control Aviation Electronician.

### 3. Types of service

#### 3.1 *Radio navigation services*

3.1.1 The following types of radio aids to navigation are available:

- a) LF/MF non-directional beacon (NDB).
- b) VHF direction-finding station (VDF).
- c) Instrument landing system (ILS).
- d) VHF omni-directional radio range (VOR).
- e) Distance measuring equipment (DME).

3.1.2 Selected radio broadcasting stations are included as additional navigational facilities. The information is limited to stations with a power of 10 KW or more. It should be noted that unserviceability of these stations will not be reported.

3.1.3 The co-ordinates listed refer to the transmitting antennas with the exception of direction-finding stations, for which the co-ordinates of the receiving antennas are given.

3.1.4 According to the judgement of the direction-finding station, bearings are classified as follows:

- a) Class A - accurate within  $\pm 2$  degrees.
- b) Class B - accurate within  $\pm 5$  degrees.
- c) Class C - accurate within  $\pm 10$  degrees.

3.1.5 Direction-finding stations have authority to refuse to give bearings or headings to steer when conditions are unsatisfactory or when bearings do not fall within the calibrated limits of the station, stating the reason at the time of refusal. VOR 114.5MHZ is available at Hosea Kutako International.

#### 3.2 *Mobile/fixed services*

##### 3.2.1 *Mobile service*

Nil service.

### 3.2.2 *Fixed service*

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

- a) They satisfy the requirements of ICAO Annex 10, Vol II, Chapter 3.
- b) They are prepared in the form specified in ICAO Annex 10.
- c) The text of an individual message does not exceed 200 groups.

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

### 3.3 *Broadcasting service*

Nil service.

### 3.4 *Language used*

English.

### 3.5 *Where detailed information can be obtained*

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

3.5.2 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).

## 4. Requirements and conditions

The requirements of the Directorate of Civil Aviation 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.

4.1 Reserved

4.2 Reserved

4.3 Reserved

## 4.4 Read back of Clearances

4.4.1 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) Enroute holding instructions;
- j) SSR codes, data link logon codes;
- k) Level instructions, direction of turn, heading and speed instructions.

4.4.2 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.

4.4.3 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.

## 4.5 Other Clearances

4.5.1 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

4.5.2 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

INTENTIONALLY LEFT BLANK

## GEN 3.5 METEOROLOGICAL SERVICES

### 1. Responsible service

1.1 The meteorological services for civil aviation are provided by Meteorological Service of the Directorate of Civil aviation, Ministry of Works, Transport and Communication.

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

Telephone: (264-61) 208 1274 (Chief)  
(264-61) 287 7001  
(264 61) 287 7040(Forecast Office)

(264-61) 287 7005 (Climate)  
Fax: (264-61) 287 7009  
Telex: (50908) 825 WK  
AFS: FYWHYMHQ  
E-mail: [fuirab@meteona.com](mailto:fuirab@meteona.com)

1.2 The service is provided in accordance with the provisions contained in the ICAO document Annex 3, Meteorological Service for International Air Navigation.

### 2. Area of responsibility

The main area of responsibility is Namibia.

### 3. Meteorological observations and reports

Table GEN 3.5.3 Meteorological observations and reports

Name of station/ Location indicator	Type and frequency of observations/ automatic observing equipment	Types of MET reports and supplementary information included	Observation system and site(s)	Hours of operation	Climatological information
1	2	3	4	5	6
Walvis Bay/ Walvis Bay International Airport FYWB - 68098  Windhoek/ Eros Airport FYWW - 68109  Windhoek/ Windhoek International Airport FYWH - 68112	Wind speed - Automatic anemometer  Wind direction - Windrose automatic anemometer  Visibility - Estimated from fixed object by weather observers  Air/atmospheric pressure - Barometer/PPA 11	METAR  TAF's  ARFOR  SPECI  SYNOP  Supplementary information given on landing is:  Pressure, temperatures and wind speed and direction. Take off data is also provided.	For each aerodrome one observation site  Visibility runway visual range are mostly estimated from fixed object.  Cloud base is mostly calculated from temperature and dew point temperature.  Surface wind is obtained from anemometer and windrose.	12 hours  24 hours  24 hours	

Name of station/ Location indicator	Type and frequency of observations/ automatic observing equipment	Types of MET reports and supplementary information included	Observation system and site(s)	Hours of operation	Climatological information
1	2	3	4	5	6
	Clouds - Weather observer SIG weather - Weather observer Temperatures - Thermometer		Transmissometer next to touchdown points only.		

#### 4. Types of service

- 4.1 Briefing.
- 4.2 Consultation of wind shear from incoming flights.
- 4.3 Flight documentation available for operators and flight crew members (TAF, ARFOR, SPECI and METARS).
- 4.4 Winds at different levels are also provided plus significant weather charts, to operators and flight crew members.
- 4.5 Take off data information is also provided on request: telephonically, fax or personally.

#### 5. Notification required from operators

- 5.1 One hour for internal flights.
- 5.2 Anything above five hours for non-scheduled international flights.
- 5.3 Three hours for scheduled international flights.

#### 6. Aircraft reports

Nil.



7. VOLMET Service

Table GEN 3.5.7 VOLMET service

Name of station	CALL SIGN identification (EM)	Frequency	Broadcast period	Hours of service	Aerodromes/ heliports included	Contents and format of REP and FCST and remarks
1	2	3	4	5	6	7
Walvis Bay International Airport	FYWB	Nil information available	Nil information available	Nil information available	Nil information available	68098
Eros Airport	FYWE					68109
Hosea Kutako International Airport	FYWH					68112
Windhoek VOR	WHV	114.50 MHz	CONS (1)	H24		METAR (1) Indicates continuous broadcast.
MB	Nil information available	126.8MHz	Nil information available	H24	Nil information available	Operational WI 100NM radius
OJ	Nil information available	126.8MHz	Nil information available	H24	Nil information available	Operational WI 100NM radius
RM	Nil information available	126.8MHz	Nil information available	H24	Nil information available	Operational WI 100NM radius
ST	Nil information available	126.8MHz	Nil information available	H24	Nil information available	Operational WI 100NM radius
WH	Nil information available	126.8MHz	Nil information available	H24	Nil information available	Operational WI 90NM radius

8. SIGMET service

Table GEN 3.5.8 SIGMET service

Name of MWO/ location indicators	Hours	FIR or CTA served	Type of SIGMET/ validity	Specific procedure	ATS unit served	Additional information
1	2	3	4	5	6	7
Windhoek FYWW - 68110	24 hours	World wide - no specification available	Any Sigmet information required (e.g. thunder storms, strong winds, severe turbulence)	No volcanic ash nor tropical cyclones over Namibia but hints are given to outgoing international flights if the area's to be visited are recognised to be with tropical cyclones or volcanic ash	Windhoek Tel: (062) 702490/1/2/3 Fax: (062) 702499	
Walvis Bay International Airport FYWB - 68109	12 hours (0300 to 1500 UTC)	World wide - no specification available				
Windhoek	0400 - 1900	Windhoek FIR	SIGMET/ 4 HR	Nil	Windhoek ACC	Nil

9. Other automated meteorological services

Nil.

## GEN 3.6 SEARCH AND RESCUE

### 1. Responsible service

1.1 The search and rescue service in Namibia is provided by the Directorate of Civil Aviation - Head of NAMSAR. The postal and telegraphic addresses of the Directorate of Civil Aviation are given under GEN1.1.

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

Directorate of Civil Aviation  
Search and Rescue Centre  
Eros Aerodrome

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

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

### 2. Area of responsibility

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

### 3. Types of service

3.1 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.

3.2 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	
Arandis	222800S 0145900E	HEL-H B350 available F406	

### 4. SAR agreements

4.1 An agreement has been concluded between the SAR service of Namibia and the SAR service of the RSA 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 stop-overs, 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 Directorate of Civil Aviation.

4.2 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.

## 5. Conditions of availability

The SAR services and facilities in Namibia are available, at a charge to neighbouring States upon request to the Directorate of Civil Aviation, 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.

## 6. Procedures and signals used

### 6.1 *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.

### 6.2 *Communications*

6.2.1 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.

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

6.2.3 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.

### 6.3 *Search and rescue signals*

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

### 6.4 *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

These Landing and Parking charges are applicable to the following Airports under the authority of the Namibian Airports Company(NAC): Hosea Kutako INTL; Eros; Walvis Bay; Keetmanshoop; Luderitz; Ondangwa; Rundu and Katima Mulilo.

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

Maximum certified mass in Kilograms of an aircraft up to and including:	Landing Charges (N\$)	VAT for 2012/2013	NAC tariff including VAT 2012/2013
500	37.79	0.00	37.79
1000	68.90	0.00	68.90
1500	102.05	0.00	102.05
2000	136.06	0.00	136.06
2500	151.19	0.00	151.19
3000	198.99	0.00	198.99
4000	268.76	0.00	268.76
5000	317.03	0.00	317.03
6000	396.89	0.00	396.89
7000	453.57	0.00	453.57
8000	512.14	0.00	512.14
9000	576.40	0.00	576.40
10000	642.54	0.00	642.54
>10001, for every additional 1000kg or part thereof,	55.62	0.00	55.62

All landing charges for foreign-bound flights are zero-rated for VAT administration purposes.

1.2 Landing charges for Domestic Traffic

Maximum certified mass in kilogram of an aircraft up to and including	NAC tariff excluding VAT 2012/2013	VAT for 2012/2013	NAC tariff including VAT 2012/2013
500	37.79	5.67	43.46
1000	68.90	10.33	79.23
1500	102.05	15.31	117.35
2000	136.06	20.41	156.47
2500	151.19	22.68	173.86
3000	198.99	29.85	228.84
4000	268.76	40.31	309.07
5000	317.03	47.56	364.59
6000	396.89	59.53	456.42
7000	453.57	68.04	521.60
8000	512.14	76.82	588.97
9000	576.40	86.46	662.86
10000	642.54	96.38	738.92
10,001 kg and over for every additional 1,000kg or part thereof	55.62	8.34	63.96

1.3 Parking charges for International and Regional Traffic

Maximum certified mass in kilograms of an aircraft up to and including	NAC tariff excluding VAT 2012/2013	VAT for 2012/2013	NAC tariff including VAT 2012/2013
500	5.48	-	5.48
1000	10.81	-	10.81
1500	15.61	-	15.61
2000	20.56	-	20.56
2500	26.56	-	26.56
3000	39.77	-	39.77
4000	55.88	-	55.88
5000	63.44	-	63.44
6000	70.97	-	70.97
7000	78.49	-	78.49
8000	86.04	-	86.04
9000	93.59	-	93.59
10000	145.71	-	145.71
10,001 kg and over for every additional 1,000kg or part thereof	19.40	-	19.40

In terms of VAT Regulations all Parking Charges for foreign-going Aircraft are zero-rated

#### 1.4 Parking charges for Domestic Traffic

Maximum certified mass in kilogram of an aircraft up to and including	NAC tariff excluding VAT 2012/2013	VAT for 2012/2013	NAC tariff including VAT 2012/2013
500	5.48	0.82	6.30
1000	10.81	1.62	12.43
1500	15.61	2.34	17.95
2000	20.56	3.08	23.64
2500	26.56	3.98	30.54
3000	39.77	5.97	45.74
4000	55.88	8.38	64.26
5000	63.44	9.52	72.96
6000	70.97	10.65	81.62
7000	78.49	11.77	90.26
8000	86.04	12.91	98.95
9000	93.59	14.04	107.63
10000	145.71	21.86	167.57
10,001 kg and over for every additional 1,000kg or part thereof	19.4	2.91	22.31

#### 2. Passenger Charges

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

PASSENGERS	NAC tariff for 2012/2013	VAT for 2012/2013	NAC tariff including -VAT 2012/2013
International Passengers	345.67	-	345.67
Passengers departing on an aircraft with the destination in Botswana, Lesotho, South Africa or Swaziland.	200.03	-	200.03
Domestic Passengers	90.44	13.57	104.01
In terms of VAT Regulations all Passenger Service Charges for foreign-bound flights are VAT zero rated			

### 3. Surcharges

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

AIRPORTS	NAC tariff for 2012/2013	VAT for 2012/2013	NAC tariff including VAT 2012/2013
Hosea Kutako International Airport	8 535.70	-	8 535.70
Eros, Walvis Bay, Keetmanshoop, Ondangwa	3 103.89	-	3 103.89
Lüderitz, Rundu, Katima Mulilo	550.00	-	550.00

In terms of VAT all hourly Airport Operations Charges for foreign –going Aircraft are zero rated

#### 3.2 Hourly tariffs for airport operations outside published hours of operation for Domestic Traffic

AIRPORTS	NAC tariff for 2012/2013	VAT for 2012/2013	NAC tariff including VAT 2012/2013
Hosea Kutako International Airport	8 535.70	1 280.36	9 816.06
Eros, Walvis Bay, Keetmanshoop, Ondangwa	3 103.89	465.58	3 569.48
Lüderitz, Rundu, Katima Mulilo	583.00	87.45	670.45

#### 3.3 Other Charges in N\$

Impounding of vehicles parked in restricted areas	NAC tariff excluding VAT 2012/2013	Value Added Taxation (VAT)	NAC tariff including VAT 2012/2013
All types of vehicles (per day or part thereof)	349.80	52.47	402.27

Tow away charges for vehicles parked in restricted areas	NAC tariff excluding VAT 2012/2013	Value Added Taxation (VAT)	NAC tariff including VAT 2012/2013
Sedans	583.00	87.45	670.45
Mini buses, light delivery & sports utility vehicles	932.80	139.92	1 072.72
Trucks and busses	1 749.00	262.35	2 011.35

### 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

### Exemptions

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 Directorate of Civil Aviation (DCA) 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 applies.

5.3 Transit passengers, defined as those passengers stopping temporarily at a particular airport/aerodrome, whether or not they disembark the aircraft, departing on the same aircraft with the same flight number, are exempted from charges at such airport/aerodrome.

5.4 Transfer passengers, defined as those passengers stopping temporarily at a particular airport/aerodrome and disembarking from the aircraft, but departing from an aircraft with a different flight number, whether or not it is the same aircraft are not exempted from passenger charges at such airport/aerodrome.

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:

- Such aircraft is in the service of the military, customs or police.
- The purpose of the particular flight is related to military, customs or police operations; and
- In case of a foreign aircraft, that such aircraft is a State aircraft.

5.6 Landing charges on test flights are ordered by the Directorate of Civil Aviation.

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

### Reductions:

When a landing is carried out solely for the purpose of aircrew training, the charge shall be 20% of the appropriate landing charges above.

## 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 all Air Operators in and out of Hosea Kutako International and Eros Airports, who do not have an account with the Namibia Airports Company, are advised to utilize the Speed Point Machine facilities situated at the respective Fire Stations (Apron offices) so they can pay with a cash card or similar instead of paying 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 Airfield CC.
- 1.2 Aerodrome charges for aircraft and passengers consists of:
  - 1.2.1 a landing charge payable at the Swakopmund aerodrome at the time a flight terminates.
  - 1.2.2 a parking charge payable at the Swakopmund aerodrome where an aircraft is parked.
  - 1.2.3 a passenger service charge payable at Swakopmund aerodrome before a flight commences (payable by the aircraft operator, pilot and/or owner engaged in commercial and /or private air transport operations;
  - 1.2.4 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 aerodrome.

### 2. NOTIFICATION OF MOVEMENT OF AIRCRAFT

- 2.1 Immediately after an aircraft has landed at Swakopmund aerodrome, the operator, pilot and/or owner of that aircraft shall give written notice to the aerodrome manager, on the prescribed landing/departure register, of the time of arrival of that aircraft together with such other information as required by the aerodrome manager.
- 2.2 Immediately before an aircraft is to take off from Swakopmund aerodrome, the operator, pilot and/or owner of that aircraft shall give written notice on the prescribed landing/departure register to the aerodrome manager, of the expected time of departure of that aircraft and any such information required by the aerodrome manager and pay all aerodrome charges payable to the aerodrome manager, unless such operator has previously entered into a credit agreement with Swakopmund Airfield, 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 Airfield CC for the use of the facilities at Swakopmund Aerodrome.

The charges, inclusive of VAT, applicable in respect of aircraft other than a helicopter, are as follows: Training flights and landings by helicopter, shall be charged at 20% of the appropriate charge prescribed herein.

## LANDING AND PARKING CHARGES

Maximum certificated mass in Kilogram of an aircraft up to and including:		Landing Charges (N\$)	Parking charges (N\$) (per 24 hours or part thereof)
A	500	34.00	6.00
B	1000	55.00	11.00
C	1500	82.00	17.00
D	2000	110.00	22.00
E	2500	140.00	28.00
F	3000	168.00	34.00
G	3500	196.00	39.00
H	4000	224.00	45.00
I	5000	280.00	56.00
J	6000	336.00	67.00
K	7000	392.00	78.00
L	8000	448.00	90.00
M	9000	504.00	101.00
N	10000	560.00	112.00
Thereafter for every additional 1000KG or part thereof an additional:		55.00	55.00

## PASSENGER SERVICE CHARGES

<i>Domestic Departing Passengers:</i>	<i>Excl. VAT</i>
Non-scheduled	73.00
Scheduled Flights	73.00

## ADMINISTRATION FEES

<i>Applicable per transaction</i>	<i>Excl. VAT</i>
Admin & documentation fee (approved account holders only)	4.35
Cash handling & admin fee (non account holders only)	13.04

### 3.2 Exemptions

- 3.2.1 Namibian Presidential and foreign state aircraft;
- 3.2.2 Aircraft engaged in search and rescue operations;
- 3.2.3 Test flights ordered by the Directorate of Civil Aviation (proof of such request to be provided to validate the exemption).

### 3.3 Reductions

- 3.3.1 When a landing is carried out solely for the purpose of aircrew training, the charge shall be 20% of the appropriate landing charges. A certified trainer must also sign the register.

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

#### 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\$ 65.00 including VAT
- 4.1.2 Per departing passenger on a non-scheduled flight: N\$ 65.00 including VAT
- 4.2 Exemptions
- 4.2.1 Namibian Presidential and foreign state aircraft;
- 4.2.2 Aircraft engaged in search and rescue operations;
- 4.2.3 Aircraft engaged in test flights, when such flights are required by the Director of Civil Aviation (proof of such request to be provided to validate the exemption);
- 4.2.4 Any crew member on duty;
- 4.2.5 Any person under the age of two (2) years.

#### 5. GENERAL RULES

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. A written request to this effect has to be submitted to the accounting officer of Swakopmund Airfield CC, 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 Airfield.

#### 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, at the aerodrome supervisor, 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 Airfield, 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 Airfield CC 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 Airfield CC will charge a flat rate of "rate N" to the registered owner of the aircraft, subject to its rights set out herein.

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

## PART "C": AERODROME CHARGES APPLICABLE TO ARANDIS

### ARANDIS 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 of an aircraft to Arandis Airfield.

1.2 Aerodrome charges consists of:

1.2.1 a landing charge, payable at the Arandis aerodrome at the time a flight terminates.

1.2.2 a passenger service charge, payable at Arandis aerodrome before a flight commences.

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

#### 2. Notification of movement of aircraft

2.1 Arandis aerodrome is a private airfield and prior permission must be obtained. Diversions and unforeseen landings must be reported within 48 hours. Requests or notices of landing must be sent via fax to

Southern Energy Company, Fax no 064 20 3984 or via e-mail to [sharonb@sec.com.na](mailto:sharonb@sec.com.na), atleast 12 hours before a flight. Copies of the Request Form are available from Sharon Burger at [sharonb@sec.com.na](mailto:sharonb@sec.com.na). 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

2.2 Before an aircraft is to take off from Arandis aerodrome the operator of that aircraft shall make sure that proper authorisation for landing was obtained.

#### 3. Landing Charges

3.1 The following landing and parking charges are applicable to the Arandis Aerodrome.

3.2 The charges, **exclusive of VAT**, applicable in respect of aircraft other than a helicopter, are as follows:

Maximum certificated mass in Kilogram of an aircraft up to and including:		Landing Charges (N\$)
A	500	10.00
B	1000	20.00
C	1500	30.00
D	2000	40.00
E	2500	50.00

F	3000	60.00
G	3500	80.00
H	4000	105.00
I	5000	130.00
J	6000	160.00
K	7000	185.00
L	8000	210.00
M	9000	240.00
Thereafter for every additional 2000kg/4400lb or a share thereof an additional rate of:		40.00

### 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 Test flights ordered by the Directorate of Civil Aviation.

### 3.4 Reductions

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

## 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\$ 35.00 including VAT

- 4.1.2 Per departing passenger on a non-scheduled flight: N\$ 35.00 including VAT

## 4.2 Exemptions

- 4.2.1 Namibian and foreign state aircraft
- 4.2.2 Aircraft engaged in search and rescue operations
- 4.2.3 Aircraft in the private operation category
- 4.2.4 Aircraft engaged in test flights, when such flights are required by the Director of Civil Aviation.
- 4.2.5 Any crew member on duty
- 4.2.6 Any person under the age of two

## 5. General rules

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 West Coast Aviation. which request will not unreasonably be

withheld. The final decision in this regard is however at the discretion of the accounting officer of the Arandis Airfield.

6. Method of payment for landing, parking and operator's departure fee:

6.1 Landing charges and passenger service charges are levied:

6.1.1 At daily rates payable at presentation of invoice from the accounting officer. No payments to be made to the airport personnel.

6.1.2

In the case of a regular user where the registered owner or operator has not defaulted payment of previous accounts and who is creditworthy 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.

6.1.3 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 the West Coast Aviation, 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'aeroport 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 the 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 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 - VSAT**

**VSAT – CURRENT ACCOUNT (RAND)**

**BANK: NEDBANK**

**BRANCH: ISANDO**

**BRANCH CODE: 1961-42-43**

**ACCOUNT Number: 1454-058-234**

**SWIFT CODE: NEDSZAJJ**

**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, Fax No. +27 11 9748568 / +27 11 961 0124 / +27 11 961 0475, who will then advise IATA of settlement.

## 5. En-Route and Terminal Control Fees

In terms of Government Gazette No. 3678 dated 14<sup>th</sup> August 2006, revised En-Route and Terminal control fees payable within Windhoek Flight Information Region have been published. Pursuant to the provision of regulation 11.03.2 of the Namibian Civil Aviation Regulations, 2001 as amended, the Director: Civil Aviation has implemented the proposed amendment to Part 187 of the said regulations.

### 5.1 En-Route Fees

5.1.1 The following en-route fees, payable by the operator of an aircraft in respect of a flight undertaken within the Windhoek Flight Information Region, which shall be calculated to the following formula:

5.1.1.1 A minimum charge of N\$ 40.00 for every flight

5.1.1.2 Flights with MTOW of less than 5700KG:

$$Y \times (\text{Square Root of } (MTOW/1000)) \times Q$$

5.1.1.3 Flights with MTOW of 5700KG or more

$$(C + (D \times (\text{Square Root of } (M - 5700)))) \times Y / 2690$$

5.1.2 The values of C, D, Q, M and Y are for an aircraft, which has engaged in a flight:

5.1.2.1 Where both the airport of departure and arrival of such aircraft was within Namibia.

$$C = \text{N\$ } 472.12 \quad D = \text{N\$ } 15.73 \quad Q = \text{N\$ } 0.12$$

$$M = \text{MTOW in KG} \quad Y = \text{Distance in Nautical Miles}$$

5.1.2.2 Where either departure or arrival airport of such aircraft was within Namibia, and the other airport was within Botswana, Lesotho, Swaziland or South Africa.

$$C = \text{N\$ } 708.25 \quad D = 23.56 \quad Q = \text{N\$ } 0.16$$

$$M = \text{MTOW in KG} \quad Y = \text{Distance in Nautical Miles}$$

5.1.2.3 Where both departure and arrival airport of such aircraft was within Botswana, Lesotho, Swaziland or South Africa and such aircraft was transiting the Windhoek Flight Information Region.

$$C = \text{N\$ } 708.25 \quad D = 23.56 \quad Q = \text{N\$ } 0.16$$

$$M = \text{MTOW in KG} \quad Y = \text{Distance in Nautical Miles}$$

5.1.2.4 Where either departure or arrival airport of such aircraft was within Namibia, and the other airport was outside Namibia, Botswana, Lesotho, Swaziland or South Africa.

$$C = N\$ 944.30 \quad D = N\$31.48 \quad Q = N\$ 0,18$$

$$M = \text{MTOW in KG} \quad Y = \text{Distance in Nautical Miles}$$

5.1.2.5 Where either departure or arrival airport of such aircraft was within Botswana, Lesotho, Swaziland or South Africa and the other airport was outside Namibia, Botswana, Lesotho, Swaziland or South Africa and the aircraft was transiting the Windhoek Flight Information Region.

$$C = N\$ 944.30 \quad D = N\$31.48 \quad Q = N\$0,18$$

$$M = \text{MTOW in KG} \quad Y = \text{Distance in Nautical Miles}$$

5.1.2.6 Where both departure and arrival airport of such aircraft was outside Namibia, Botswana, Lesotho, Swaziland or South Africa and the aircraft was transiting the Windhoek Flight Information Region.

$$C = N\$ 944.30 \quad D = N\$31.48 \quad Q = N\$0,18$$

$$M = \text{MTOW in KG} \quad Y = \text{Distance in Nautical Miles}$$

**Note:** No en-route fees shall be payable in respect of any aircraft engaged in a flight which commences and terminates at the same airport for training purpose. In addition, no en-route fees shall be payable in respect of any aircraft engaged in a military, customs and police or search and rescue flight, or test flights to determine the serviceability of aircraft systems or flights ordered by the Director of Civil Aviation.

## 5.2 Terminal Control Fees

5.2.1 The following Terminal Control fees, payable by the operator of an aircraft in respect of a flight terminating at, or undertaken within any Terminal Control Area (TMA), which shall be calculated to the following formula:

5.2.1.1 Flights with MTOW of less than 5700 kg a minimum charge of N\$ 27.64 or based on the formula below, whichever ever is higher for every flight in the TMA:

$$(S(M-2000)) + 27.64$$

5.2.1.2 Flights with MTOW of 5700 kg or more, a minimum charge of N\$ 224.65 or based on the formula below, whichever ever is higher for every approach:

$$(A+(B \times (\text{Square Root } (M-5700))))$$

5.2.2 The values of A, B, M and S are for an aircraft which has engaged in a flight:

5.2.2.1 Where both the airport of departure and arrival of such aircraft is within Namibia:

$$A= N\$ 78.73 \quad B=N\$ 5.53 \quad S=5.25/100 \quad M= \text{MTOW in KG}$$

5.2.2.2 Where either departure or arrival airport of such aircraft is within Namibia and the other airport was within Botswana, Lesotho, Swaziland or South Africa.

A= N\$ 118.04      B=N\$ 8.28    S=8.12/100    M=MTOW in KG

5.2.2.3 Where either airport of departure or arrival airport of such aircraft is within Namibia and the other airport was within any State other than those mentioned in subparagraph (a) and (b).

A=N\$ 157.40      B=N\$ 11.05    S=109.78/100    M=MTOW in KG

**Note:** For a helicopter or when a flight is engaged solely for the purpose of aircrew training the Terminal Control fees shall be 20 per cent of the appropriate Terminal Control fees as prescribed. In addition, no Terminal Control fees shall be payable in respect of any aircraft engaged in a military, customs and police or search and rescue flight, or test flights to determine the serviceability of aircraft systems or flights ordered by the Director of Civil Aviation.

## 6. Fees relating to NAMCARS Part 172

### 187.00.22

The following fees shall be payable upon application:-

- |     |  |                   |
|-----|--|-------------------|
| (a) | for a copy of the register of air traffic service unit approvals<br>(regulation 172.01.7(5)) | N\$ 1,00 per page |
| (b) | (i) for the issuing of an air traffic service unit approval<br>(regulation 172.03.5(b)(ii))  | N\$ 2,860,00      |
|     | (ii) for the amendment of air traffic service unit approval<br>(regulation 172.03.5(b)(ii))  | N\$ 2,860,00      |
| (c) | for the renewal of air traffic service unit approval<br>(regulation 172.03.9(1)(b)(i))       | N\$ 1430,00       |
| (d) | for the issuing of a duplicate air traffic service unit approval:                            | N\$ 117,00        |

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