



EROS AIRSPACE SAFETY BOOKLET

Introduction to VFR Points and VFR Routes



"Safe Skies for Namibia"



OVERVIEW

This booklet details the use of VFR Entry/Exit Points and VFR Routes introduced to the airspace surrounding Eros (FYWE) from 28 May 2015.

A new VFR Route called VFR Route 1 is introduced on 7 January 2016.

The revised Eros CTR is introduced on 3 March 2016.

This publication should be read in conjunction with the Namibian Aeronautical Information Publication (AIP) and relevant AIP Supplements, all available on dca.com.na via the “publications” section.





EROS CONTROL ZONE (CTR)

On 28 May 2015 changes occurred around the Eros CTR. The CTR is Class C airspace. Operators should take note of the following requirements for Class C airspace:

- IFR separated from IFR, VFR and SVFR
- VFR separated from IFR and given traffic information in respect of other VFR
- SVFR separated from SVFR
- All aircraft subject to ATC clearance and read back requirements
- 2 way radio communication with ATC required

IFR departures are allowed at Eros. IFR arrivals are currently not permitted at Eros. This will change with the introduction of RNP APCH procedures and a revised CTR expected in 2016.

During IMC operations, SVFR flights will be allowed into the CTR, provided that the following can be achieved:

- Only one aircraft at a time is allowed into the CTR
 - No IFR aircraft is unduly delayed
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VFR ENTRY/EXIT POINTS

VFR waypoints are established to channel traffic into and out of the Control Zone (CTR) at specific geographic locations and at different altitudes, for the segregation of inbound and outbound traffic.

NOTE 1: The VFR ENTRY/EXIT points will only be used by DAY in VMC. They are not available at Night or in IMC.

NOTE 2: FIXED WING aircraft will be required to enter and leave the CTR at the designated altitudes.

ROTARY WING aircraft will be required to track via the entry/exit points and can expect to be cleared at low level not above 500FT AGL.

NOTE 3: It is recommended to track to the RIGHT of the VFR points, providing lateral segregation.

NOTE 4: Remember: an ATC CLEARANCE (inbound or out bound) only applies to that portion of the flight INSIDE CONTROLLED AIRSPACE. Once you leave the CTR the ATC CLEARANCE no longer applies. For inbounds, the ATC CLEARANCE applies from the CTR boundary.



VFR ENTRY/EXIT POINTS (*continued*)

The following VFR entry points have been established for entry into Eros CTR:

- Goreangab Dam (GORNG) at 7500FT
- Ongos (ANGOS) at 7500FT
- Heja Lodge (HEJAL) at 7500FT
- Kupferberg (KUPFE) at 8000FT



The following VFR exit points have been established for leaving the Eros CTR:

- Goreangab Dam (GORNG) at or below 7000FT
- Ongos (ANGOS) at 7000FT
- Heja Lodge (HEJAL) at or below 7000FT
- Kupferberg (KUPFE) at or below 7500FT

The following VFR holdings have been established:

- Toni Rust (HTONI)
- UNAM (HUNAM)
- Avis Dam (HAVIS)

NOTE: Toni Rust (HTONI) is used as an entry/exit point at the discretion of ATC.



VFR ENTRY/EXIT POINTS (*continued*)

All the waypoints have been flown and are well visible from the air. The waypoint coordinates have been published in the Namibian AIP. Pilots are able to program the waypoints into their GPS.

RT Examples:

V5-ABC: *Eros Tower, V5-ABC, a C210 inbound from Walvis Bay, request clearance.*

Tower: *V5-ABC, enter the CTR via Toni Rust, 7500FT, runway 01, QNH 1020.*

OR

V5-ABC: *V5-ABC is ready for departure, runway 19.*

Tower: *V5-ABC, after departure, turn right, leave the CTR via VFR Route One not above 7000FT, report CTR outbound, wind 170/07Kt, cleared for take-off.*

VFR ENTRY/EXIT POINTS *(continued)*

The following waypoint appears on the published visual approach chart for Eros, and is used as a reporting point:

- Otjihase (OTJIS) can be used for alternative routing to FYWH

RT Examples:

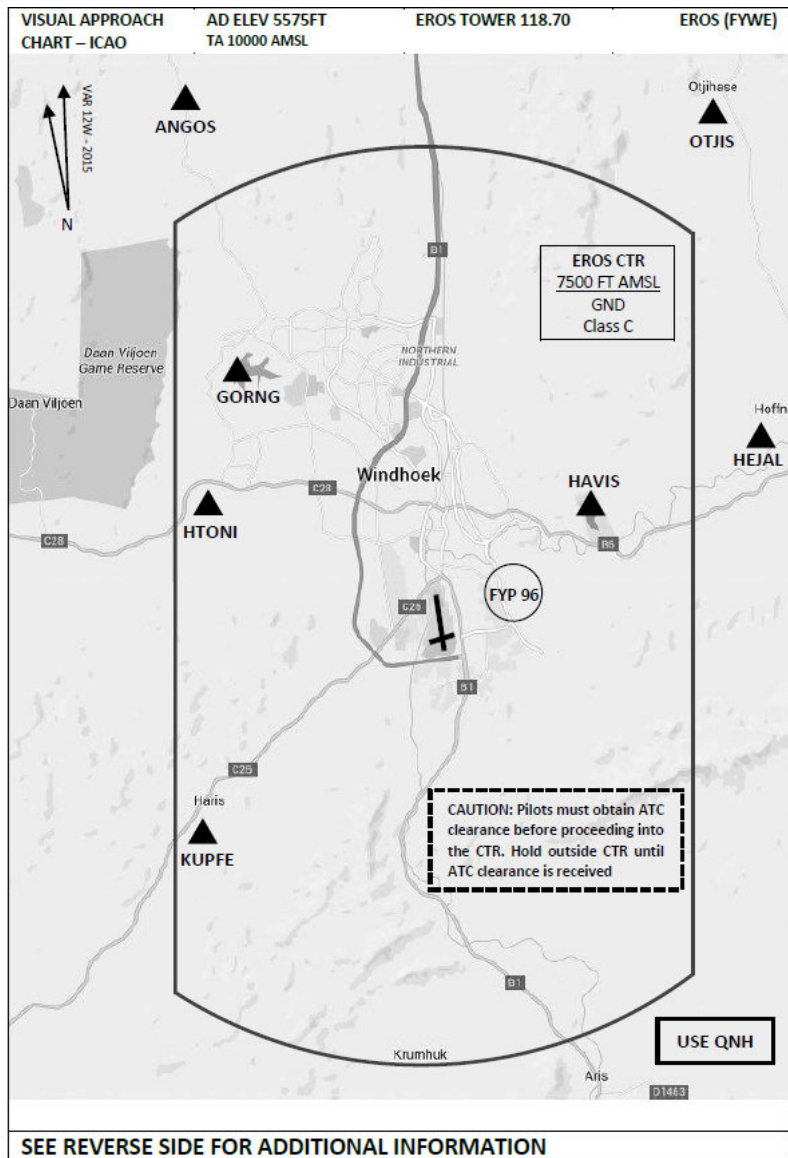
V5-ABC: *Eros Tower, V5-ABC, a BE36, 10nm inbound from the northeast, request clearance.*

Tower: *V5-ABC, cleared to the Avis hold, 7500FT, QNH 1020. Traffic, a C182 tracking outbound via Heja Lodge at 7000FT, report sighting.*

OR

Tower: *V5-ABC, maintain runway track until abeam the Power Station; traffic, a King Air routing via VFR Route One for the left downwind runway 01 at 7500FT, report sighting.*

Visual Approach Chart for Eros Airport (rev 07 Jan 2016)



Visual Approach Chart for Eros Airport (*continued*)

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

COM failure:

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

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

Waypoints:

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

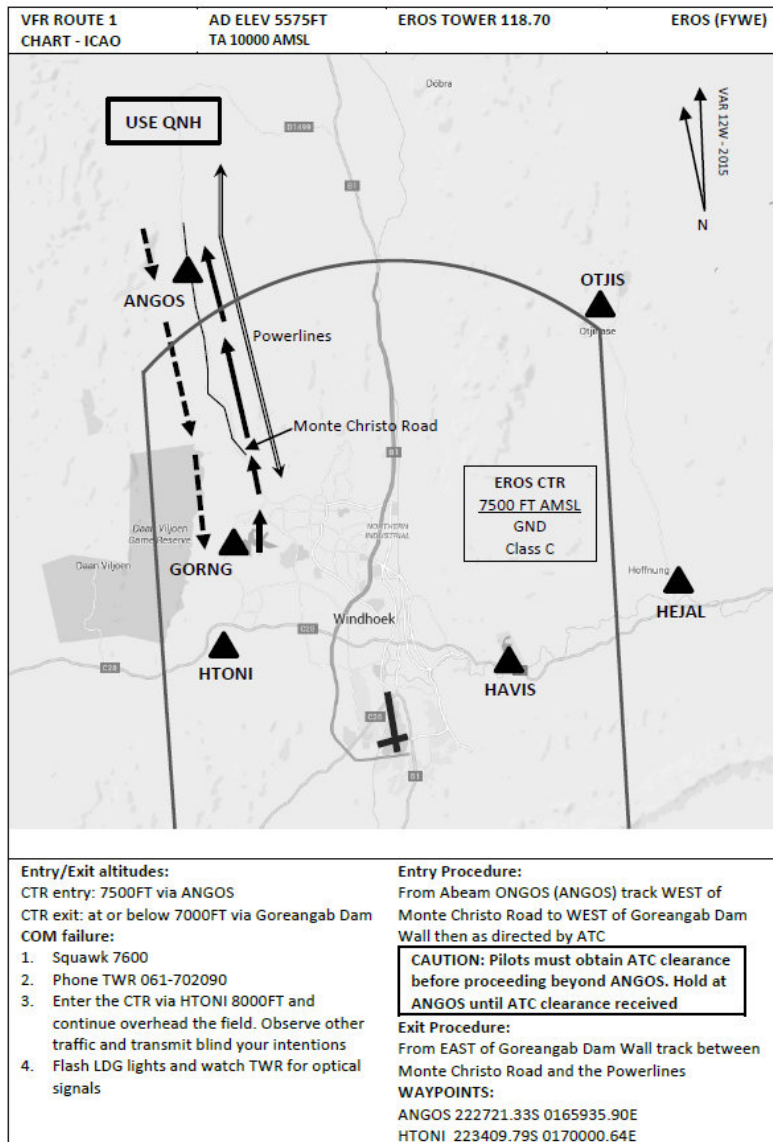
VFR Holdings:

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

Waypoints must be spoken as follows:

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

VFR Route 1 Chart for Eros Airport



Goreangab Dam (GORNG 223142.97S 0170031.00E)

The Goreangab Dam is a well-known geographical feature for operators familiar with Eros airport. It is located approx. 5.5NM NW of Eros, and visible from at least 15NM in good visibility.

The VFR point is the dam wall on the western side of the dam.

Take note that since the revision of Eros CTR on 3rd March 2016, traffic will enter/exit the CTR via VFR Route 1.



The Goreangab Dam now lies within the enlarged Eros CTR. Please refer to section below “VFR Route 1” for tracking information. Goreangab Dam will still be utilised as a VFR reporting point.

RT example:

V5-ABC: V5-ABC, at Goreangab Dam, passing 6800 for 7000FT.

Tower: V5-ABC, report CTR outbound.

Tower: V5-ABC (after reporting CTR outbound), frequency change approved.

Heja Lodge

(HEJAL 223210.82S 0171140.29E)

Heja lodge is located approx. 7.5NM to the North east of the airport. It is visible from the air as buildings next to a small dam. It can easily be spotted just north of the intersection of the B6 and D1527 roads.



Operators can expect CTR entry to Avis Hold via Heja Lodge, at 7500FT. From Avis Dam, expect to be cleared for an approach via overhead, or direct to any position in the circuit for either runway.

For departures, expect to leave the CTR tracking toward Heja lodge at or below 7000FT. Traffic to Hosea Kutako International may be instructed to leave the CTR via Heja Lodge and track via Otjihase Mine, depending on the CTR joining instruction from Windhoek Approach.

CAUTION: *Windhoek Radio Control Fliers site located 084°M/0.6NM to the East not above 150FT AGL.*

NOTE: *Do NOT overfly the Lodge. Always track 0.5NM to the right of any VFR point.*

Tower: *V5-ABC, leave the control zone on track Heja lodge not above 7000FT, then via Otjihase to Windhoek International, report CTR outbound.*

Kupferberg

(KUPFE 223925.67S 0170003.35E)

The VFR point used for the solid waste dumping site, Kupferberg is a shooting range located approx. 5.4NM southwest of the airport. It can be seen from the air as 6 sand heaps arranged in lines (see picture).

For inbound traffic via Kupferberg, expect to enter the CTR at 8000FT. It may be difficult to manage descent for runway 01. Make ATC aware of your



concern as soon as possible. Alternatively, expect to be cleared to hold at Toni Rust at 8000FT, via Kupferberg.

For outbound via Kupferberg, leave the CTR at or below 7500FT.

CAUTION: Vulture activity in the vicinity of the waste management area and along the ridges (thermal activity).

RT example:

V5-ABC: *Eros Tower, V5-ABC, a M20P 10NM SW of Eros, request clearance.*

Tower: *V5-ABC, cleared to Toni Rust via Kupferberg 8000FT, runway 01, QNH 1020. Traffic, a C210 leaving via Kupferberg 7500FT, report sighting.*

VFR HOLDINGS

The following holdings are established:



- **Toni Rust Hold (HTONI)**
223409.79S 0170000.64E

Established approx. 4.8NM from ARP. Direction of turns will be advised by ATC.

NOTE: Traffic via Toni Rust should, as far as possible, track to the right of the C28 road.



- **UNAM Hold (HUNAM)**
223641.64S 0170324.92E

Established approx. 1.2NM from ARP. Direction of turns will be advised by ATC.



- **Avis Dam Hold (HAVIS)**
223425.28S 0170750.20E

Established approx. 3.6NM from ARP. Direction of turns will be advised by ATC.

NOTE: Holding altitude is 7500FT unless otherwise advised by ATC

VFR HOLDINGS (*continued*)

RT examples:

Tower: *V5-ABC, the circuit is congested, hold at Toni Rust, 7500FT, right-hand turns;*

OR

Tower: *V5-ABC, leave the Toni Rust hold, join left downwind runway 01, descend to circuit altitude, report on final.*

NOTE: The Holdings may also be used as VFR entry/exit points

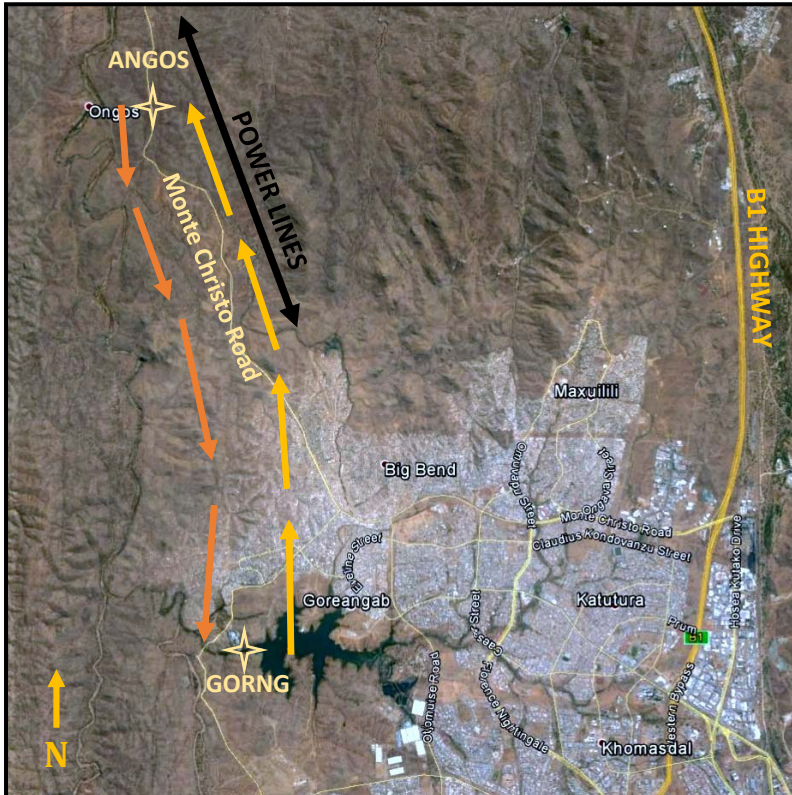
RT example:

Tower: *V5-ABC, cleared to cross the CTR, track via Avis Dam and Toni Rust, maintain 8500FT.*

COMMUNICATION FAILURE PROCEDURE

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

VFR ROUTE 1 (NORTH) (ANGOS 222721.33S 0165935.90E)



INBOUND:

Picture: Google Earth

Contact Eros Tower 118.7 Abeam ONGOS (ANGOS) for clearance.

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

From Abeam ONGOS (ANGOS), track WEST of Monte Christo Road to Goreangab Dam Wall, at 7500FT, then as directed by ATC.

VFR ROUTE 1 (*continued*)

OUTBOUND:

From Goreangab Dam, track WEST the Power lines and EAST of Monte Christo Road until Abeam ONGOS (ANGOS), at or below 7000FT. Report abeam ONGOS.

RT examples:

Tower: *V5-ABC, enter the CTR via VFR Route One, 7500FT or above, report abeam ONGOS*

Tower: *V5-ABC, leave the CTR via VFR Route One, not above 7000FT, report abeam ONGOS*

About Ongos...

Ongos is a farm located approx. 20km North of Windhoek. It bears no significance to VFR pilots other than to provide a visual reporting point for pilots flying to and from the General Flying Area.

Pilots are advised not to directly overfly the farm house so as not to cause undue disturbance, but to fly via the established waypoint ANGOS (derived from Abeam Ongos) located 0.5NM to the EAST of the farm.

Picture: Google Earth



FYP 96—STATE HOUSE

The Windhoek state house is a prohibited area. No aircraft may fly within a radius of 0.5NM of the State House, at or below 8500FT.



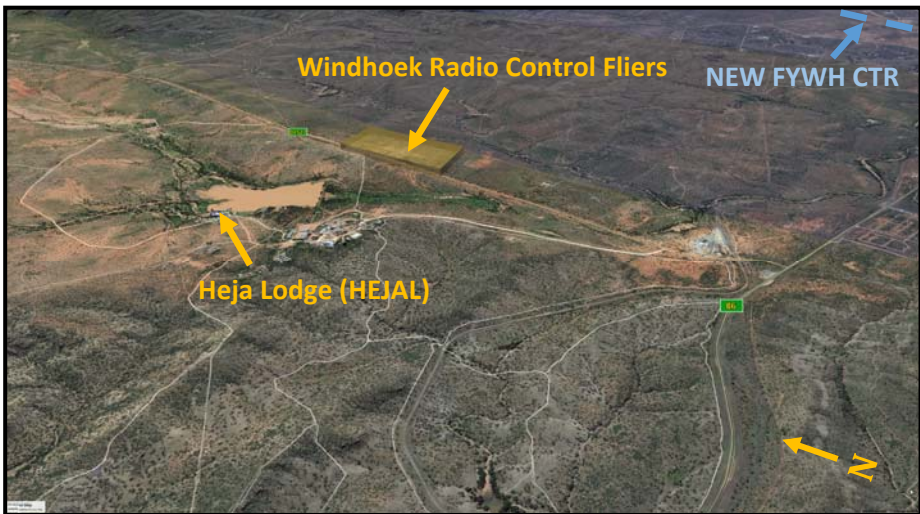
NOTE: Pilots must use caution, especially when entering or leaving the CTR via Heja Lodge.

MODEL AIRCRAFT FLYING ACTIVITIES

Windhoek Radio Control Fliers operate in an area bounded by the following coordinates:

223200.24S0171210.56E 223155.86S0171221.14E
223216.80S0171228.86E 223222.65S0171217.46E

The area is bearing 084°M/0.6NM from Heja Lodge (HEJAL) up to 150FT AGL. Pilots are advised to exercise caution in this area.



Picture: Google Earth

Published by the
Directorate of Civil Aviation



www.dca.com.na/ssn

For further information email safeskies@dca.com.na
