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AIR NAVIGATION SERVICES

COMMUNICATION

USE OF 120.5MHz IN CLASS G AIRSPACE WITHIN THE LATERAL CONFINES OF THE WINDHOEK TMA.

1. This AIC cancels AIC 41.4 dated 26 April 2016 and corrects the meaning of the intent of the document in regard to 124.4MHz.
2. Recent incidents have highlighted the fact that the confusion of which frequency to use beneath the Windhoek TMA has been a major contributing factor in the incidents.
3. Frequency mismanagement has been identified as a contributing factor to several AIRPROX reports.
4. In order to reduce risk and increase the safety of aircraft operating in this airspace:
 - a. Unclassified airspace from GND to 1500FT AGL within the lateral confines of the Windhoek TMA, including unmanned aerodromes, has been replaced with Class G airspace; and
 - b. the use of 124.8MHz has been discontinued within the lateral confines of the Windhoek TMA.
 - c. Aircraft operating in Class G airspace beneath Class C airspace within the lateral confines of the Windhoek TMA (out to 50NM WHV), must broadcast their intentions and monitor 120.50MHz.
5. All aircraft will be required to use frequency 120.5MHz when operating in the Class G airspace beneath the Windhoek TMA Class C airspace, including unmanned aerodromes. Since this is also the ATC Approach Control frequency, aircraft operating in Class G airspace are requested, after initial broadcast on the Approach frequency, to maintain a listening watch with minimal

transmissions.

6. The exceptions to this are Eros and Hosea Kutako Control Zones and the General Flying Area (GFA). Pilots are reminded to use the GFA frequency 124.4MHz while operating in the GFA.
7. Aircraft exiting Eros and Hosea Kutako CTRs and not intending to enter Class C airspace, when reporting "zone outbound" will be advised of the frequency change in the following manner:

Pilot: "V5-KDK zone outbound"

ATC: "V5-KDK frequency change approved"
8. After receiving that advice, pilots must change to 120.50MHz, listen out, transmit intentions then monitor the frequency for traffic in their vicinity. If traffic is heard which will be relevant to your operation, broadcast intentions, keeping transmissions to a minimum.
9. The phraseology "*frequency change approved*" is an ICAO approved phraseology taken from PANS ATM Doc 4444 Chapter 12 – Phraseologies.
10. Aircraft wishing to climb into Class C airspace will be directed to contact approach with the phrase "*V5-MIK contact approach 120.50MHz.*"
11. Cancel AIC 41.1 dated 26 April 2016.
12. This AIC will be cancelled after sufficient promulgation.