

 <p>NCAA NAMIBIA CIVIL AVIATION AUTHORITY</p>	<p style="text-align: center;">REPUBLIC OF NAMIBIA</p> <p style="text-align: center;">NAMIBIA CIVIL AVIATION AUTHORITY</p> <p style="text-align: center;">AERONAUTICAL INFORMATION CIRCULAR</p>	<p>Executive Director Namibia Civil Aviation Authority Private Bag 12003 Ausspannplatz WINDHOEK</p>
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IFR / VFR – Air Traffic in Class G Airspace

1. This AIC details requirement for flights operating in Class G airspace within the Windhoek Flight Information Region.

CLASS G AIRSPACE

2. Class G airspace as defined by ICAO, is an airspace where IFR and VFR flights are permitted and receive flight information service if requested.
3. Aircraft operating within Class G airspace:
 - a) Do not receive Air Traffic Control Service. Effectively, ATC clearances do not apply within Class G airspace.
 - b) Are not separated from each other. Crew are solely responsible for detection and collision prevention. The ICAO standard is “see and avoid “. Although operation of systems such as FLARM, TCAS or ADS-B may provide situational awareness of traffic operating in the airspace, crew should not use these as a primary means of identifying other traffic, remembering that not all aircraft may be equipped with these systems.
 - c) Should have an up-to-date VFR chart on board and the crew should, at any time be able to relate their position to a respective airspace.
 - d) Are not required to communicate with the unit providing Flight Information Service. Considering this point, crew should be aware that some aircraft in their vicinity may not be in communication with FIS unit.
 - e) May deviate from routes and altitudes at their discretion and the crew are solely responsible for conflict detection and collision avoidance.

FLIGHT INFORMATION SERVICE

4. Flight Information Service is a service provided to give advice and information useful for the safe and efficient conduct of flights.
5. Flight information service provided to flights shall include the provision of information concerning:

- a) Weather conditions reported or forecast at departure, destination, and alternate aerodromes.
- b) Collision hazards to aircraft operating in such airspace.
- c) Collision hazard information, including only known aircraft, the presence of which might constitute a collision hazard to the aircraft informed, will sometimes be incomplete and air traffic services cannot assume responsibility for its issuance at all times or for its accuracy

RECOMMENDATIONS BY NCAA

6. The following rules and flight procedures are recommended to avoid possibility of an airprox:
 - a) Expect unidentified traffic whenever you are in class G Airspace.
 - b) Look out and maintain head up cockpit.
 - c) Monitor the relevant frequencies consequentially and attentively.
 - d) In case of doubt waive your right of way whenever you recognise another aircraft in time.
 - e) Initiate an avoidance manoeuvre in time.
 - f) Keep in mind that not all traffic is in radio contact with ATC.
 - g) IFR flights do not have the right of way over VFR flights, rules of the air prescribed in ICAO Annex 2 apply to everybody in equal measure.
 - h) Explicit attention should be paid to the fact that air ships, gliders, hang gliders, paragliders, balloons and aircraft towing gliders have the right of way.
 - i) Even if you are not in contact with ATC, keep transponder switched on and squawk 2000, thus Traffic Alert and Collision Avoidance System (TCAS) can react if necessary.
 - j) Adhere to the required minimum distance from clouds.
 - k) Aircraft landing at airfields within Windhoek FIR where no ATS provided should make position report to Windhoek Flight Information Services before changing to unmanned frequency 124.8MHZ or the relevant frequency allocate for that aerodrome.