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### AIRSPACE INFRINGEMENT WITHIN WINDHOEK FIR

1. This AIC highlights concerns associated with airspace infringements within Windhoek FIR and procedures to prevent the occurrence of such events.
2. Several incidents have recently been reported where uncoordinated traffic has entered controlled airspace without first obtaining ATC clearance into Class A or C airspace. These incidents may be resulting in a potential risk of collision or a loss of separation with other aircraft operating in controlled airspace with a legitimate ATC Clearance. The majority of these airspace infringements occurred with aircraft entering controlled airspaces from below without obtaining a joining clearance **before** leaving Class G (uncontrolled) Airspace.

### PILOT PROCEDURES

3. In order to prevent any involuntary airspace infringement pilots are advised of the following procedures:
  - a) Regardless if a Flight Plan has been filed, an ATC clearance is required for all flights to enter Classes A, C and D airspace, and for an IFR flight to enter Class E airspace. A flight plan does not give an aircraft the right to enter controlled airspace.
  - b) In Airspaces where clearances are required, an aircraft may NOT enter controlled airspace without a clearance.
  - c) If an ATC clearance has not been obtained pilots are to remain outside controlled airspace until obtaining a clearance.
  - d) Be prepared and call Air Traffic Control well in advance (3 to 5 minutes flying time) to obtain such clearances.,
  - e) Be aware that air traffic controller may be busy even if the controller isn't talking on the frequency, ATC may have other tasks that could delay a response such as coordinating with other sectors or having to activate your flight plan, during this time pilots are to remain outside of controlled airspace until obtaining a clearance.
  - f) Remember that the instruction "Standby" is not a clearance,

- g) When determining where the clearance request will be made, the pilot should consider;
  - i. the aircraft performance, and
  - ii. the possible delays that might be incurred when clearances have to be coordinated with adjacent ATC sectors.
- h) Use the correct phraseology to obtain the clearance you want without confusion,
- i) If a clearance has not been obtained prior to entering controlled airspaces, pilots are to remain outside of controlled airspace. Pilots should be prepared to;
  - i. level-off below controlled airspaces, or
  - ii. orbit outside of the controlled airspace, or
  - iii. hold at the last obtained clearance limit, or
  - iv. route around controlled airspace.
- j) Except in an emergency, once a clearance is obtained, pilots should not;
  - i. amend a planned route, or
  - ii. deviate from the cleared track, or
  - iii. change level without obtaining a revised clearance or approval from ATC.

#### **AIRSPACE INFRINGEMENT CONTRIBUTORY FACTORS**

- 4. The following contributory factors were identified as leading causes of airspace infringements;
  - a) Lacking understanding in procedures for obtaining clearance to enter or cross controlled airspace,
  - b) Failure to follow correct procedures for crossing or entering controlled airspace,
  - c) Unfamiliarity of controlled airspace structures and airspace boundaries,
  - d) Inappropriate navigational techniques to avoid controlled airspaces,
  - e) Inadequate pre-flight preparation,
  - f) Inadequate in-flight planning and timing of navigation and communication points,
  - g) Incorrect equipment operation, especially GPS (as well as over reliance on automation such as moving map displays),
  - h) Adverse weather,
  - i) Routine (assumption that airspace restrictions on a familiar route will not change)
  - j) Frequency congestion,
  - k) Pilot preoccupation with other tasks, and
  - l) Time pressure.

#### **NAMIBIAN AIRSPACE STRUCTURE**

- 5. All pilots are requested to familiarized themselves with the current airspace structure as published in the AIP.
- 6. Currently the Windhoek FIR consist of the following airspace structure;
  - a) Airspace above Flight Level 145 is designated as Controlled Airspace Class A, in accordance with ICAO.

- b) Except where Class C airspace is established in controlled airspaces such as CTR and TMA, associated with some controlled aerodromes, the airspace below FL145 is uncontrolled (Class G).
- c) Terminal Control Areas, often stepped or tiered, are controlled Airspace (Class C) and are used to connect aerodrome control zones (CTR) with overlying en-route controlled airspace.
- d) Controlled airspace for the protection of traffic at a controlled aerodrome is provided around Hosea Kutako, Walvis Bay, Eros, Lüderitz, Ondangwa, and Katima Mulilo and is designated as CTR (Previously ATZ) with Class C services provided.
- e) Some controlled Aerodromes not adjoin onto a TMA and, the airspace between the top of the CTR and the overlying en-route controlled airspace is uncontrolled Class G airspace.
- f) A Flight Information Service (FIS) is provided in Class G airspace.
- g) Uncontrolled (Class G) airspace designated as Traffic Information and Broadcast Area (TIBA) are established where the airspace is not monitored and no ATS Services are provided therein. The most common TIBA are established in General Flying Areas as well as all airspace except CTRs extending from ground level to 1500FT above ground level (AGL) and may include unmanned aerodromes.
- h) Pilots should familiarize themselves with the appropriate TIBA frequencies including being aware of local unmanned aerodrome frequencies where these have been established.
- i) Permanent and Temporary CTRs may be established as Class D Airspace where traffic situations warrant such and will be published by NOTAM, AIP Supplement or AIP Amendment.
- j) Permanent and Temporary Control Areas (CTA) and (TMA) Terminal Control Areas may be established as traffic situations warrant such and will be published by NOTAM, AIP Supplement or AIP Amendment.

## CONCLUSION

- 7. Crew are to ensure that, their do not operate into controlled airspace without an ATC Clearance and shall remain outside of controlled airspace if a clearance has not been obtained.
- 8. Should crew have difficulty in obtaining clearances due to inadequacies in the ATS Infrastructure this should be reported to the NCAA through the incident reporting e-mail [incidents@ncaa.com.na](mailto:incidents@ncaa.com.na)