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PROPOSED INTRODUCTION OF A SPECIAL RULES AREA (SRA) IN THE SOSSUSVLEI AREA

1. This AIC serves as an introduction to a proposal to introduce a Special Rules Area (SRA) in the Sossusvlei area.

PURPOSE OF THE SRA

2. The SRA has been developed by the NCAA in conjunction with local operators at Swakopmund (FYSM) following concerns raised about a number of issues which affect the safety of flight operations. In particular, operators have raised concerns about close proximity operations in and around the Sossusvlei dunes area. Frequency congestion is also an issue on 124.8 MHz.
3. Some of these concerns include, but are not limited to:
 - Aircraft not making position reports at expected positions;
 - Aircraft making false position reports;
 - Aircraft not reporting at all;
 - Aircraft being at the same altitude nose to nose with no communication to ensure segregation of flight path;
 - Congestion of the frequency 124.8 MHz with aircraft in the circuit areas of unmanned aerodromes and those attempting to report in the dunes area; and
 - Itnerant aircraft being totally unaware of procedures used by local operators
4. To address the issues the SRA has been developed and this area will be assigned a separate frequency.
5. The aims of the SRA are:
 - to clearly define the area of operation in which higher than normal densities of air traffic can be exected;
 - To have traffic operating in the SRA on a discrete frequency from 124.8MHz; and
 - To publish the area in the Aeronautical Information Publication (AIP)

6. Though the airspace will be designated as a Special Rules Area (SRA), pilots are reminded of the following important information:
 - The airspace remains as Class G airspace;
 - Pilots are required to broadcast and monitor the correct frequency for the airspace in which they are operating;
 - Pilots are required to provide information to other pilots to ensure the operations are conducted safely. Plainly put – you are required to broadcast relevant traffic information for situation awareness! Pilots failing to follow this simple procedure has been the cause of several airprox incidents. Listen out and broadcast – if in doubt, broadcast!;
 - You are required to use correct phraseology at all times especially in Class G airspace. Use of non standard phraseologies can and will cause confusion to other pilots, leading to incidents; and
 - Be considerate of others operating in the airspace. Not all operators are “local operators”. Many itinerant pilots fly through this area. The use of standard broadcast procedures, correct radio procedures and good traffic information as required, will assist with better situation awareness and a safer environment for all.
7. In conjunction with the SRA, a VFR Route is also being developed to cater for VFR traffic transiting around the Walvis Bay (FYWB) CTR. The aim of the VFR Route is to give a clearly defined path for VFR aircraft to follow, and to remain clear of and to the West of the FYWB CTR.
8. Pilots will still be required to contact and monitor the FYWB Approach frequency (122.5MHz) while operating in the Class G airspace beneath the TMA, excluding that portion contained within SRA 1. However the VFR Route will be designed to keep aircraft clear of the Class C CTR. Pilots wishing to enter the CTR will need to obtain clearance from the Approach unit prior to entering the Class C CTR.
9. The final dimensions and frequency of the SRA and VFR route will be published in an AIP Supplement prior to implementation. A DRAFT of the SRA is published on Page 3 for information only. This area might change between the date of the AIC and final publication.
10. This AIC holds educational information for all of industry affected by operations in the Sossusvlei area.
11. The actual date of the proposed change will be notified by AIP Supplement and will coincide with an AIRAC effective date.
12. This AIC will be cancelled on the effective date of the AIP SUP notifying the implementation of the SRA.

