

 <p>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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AMENDED AND PERMANENT GLIDING AIRSPACE BITTERWASSER, POKWENI, KIRIPOTIB AND VERONICA

Effective date: 08 November 2018

Expiry date: 31 January 2019

1. This AIC complements the AIP SUP 08/2018 with additional information pertinent to amendments made to the gliding airspace classification and dimensions of the Bitterwasser/Pokweni/Kiripotib/Veronica, published in AIP ENR 5.5 and includes airspace over Kalahari National Park during the competition season annually between 1 November and 31 January the following the year. The AIP SUP 08/2018 will have the addition of AIP ENR 1.6 Paragraph 3.4 of Transponder Mandatory Zones during the competition season from FL145 to FL195 in Class E Airspace.
2. Gliding is possible in Namibia below FL145 all year in airspace class G. It is subject to the same rules as any other VFR flight. Below FL145 gliding is not restricted to a special gliding zone.
3. The Gliding Airspace has the following dimensions:
 - a) **Lateral Limits:**
GLID AIRSPACE FYBJ/FYPO/FYKH/FYVF AND KALAHARI NATIONAL PARK ACT WI FLW DIMENSIONS.
224900S0182900E 222026S0185815E 220000S0200000E STRAIGHT LINE ALONG BDRY BTN NA AND BW TO POINT 244600S0200000E CLOCKWISE ALONG BRDY BTN BW AND ZA TO POINT 264927S0210136E TO POINT 270000S0210136E TO POINT 270000S0153000E TO 235043S0153000E ANTICLOCKWISE ALONG ARC OF 70DME CENTRED ON WBV TO 230048S0155442E 225422S0162943E ANTICLOCKWISE ON ARC 60NM CENTRED WHV TO POINT OF ORIGIN.
 - b) **Vertical Limits**
FL145 - FL195
 - c) **Airspace Classification**
Class E
 - d) **Hours of Service**
HJ
 - e) **Frequency**
124,7MHZ
 - f) Lower ATS Routes G653 and R987 downgraded to Class "E" from FL145 to FL195.

- g) Gliders operating in Airspace Class G are required to comply with normal Airspace access rules and provisions when operating in General Use Airspace.
- h) No Glider Operations are allowed in the Windhoek/Walvis Bay TMAs or in Class A Airspace.

4. Procedures for Operating in General Use Airspace

- a) TIBA procedures on 124,8MHZ will be applicable between GND and 1500FT AGL within the Windhoek FIR.
- b) Above 1500FT AGL glider pilots should contact Windhoek Flight Information Service on 123.8MHZ while in the FYWH FIS Area South Sector or in the FYWH FIS Area North Sector on 129.6MHZ respectively. (See ENR 2.2-1 Traffic Information Broadcast by Aircraft TIBA).
- c) As per the Namibian AIP and to ensure suitable situational awareness is maintained for all aircraft, position reports are to be made in English language only using standard phraseology as far as possible.
- d) Following consultation with the parties the Executive Director has designated the airspace within the lateral confines of the Special Gliding Area from FL145 to FL195 to be downgraded from Class A to Class E airspace. FYWH RADAR FREQ 124.7MHZ.
- e) Within Class E airspace, IFR and VFR flights are permitted. IFR flights are subject to air traffic control service and are separated from other IFR flights. All flights receive traffic information as far as practical.
- f) In class E Airspace, ATC provides separation only between IFR flights.
- g) In class E airspace, the IFR flights will receive information on VFR flights, if it is available and if the situation allows and recommendations for an avoidance manoeuvre is given if requested.
- h) The parties acknowledge that the ICAO principle of “see and avoid “is applicable to gliding activities. According to this motto everybody shall contribute to safety in this airspace. Although operation of systems such as FLARM, TCAS or ADS-B may provide situational awareness of traffic operating in the airspace, glider flight crews should not use these as a primary means of identifying other traffic, remembering that not all aircraft may be equipped with these systems. Even if operating on an IFR Flight Plan, all flight crews operating within Class E Airspace should continuously “look-out” for possible conflicting traffic.
- i) Radio contact and an ATC clearance are not required for VFR flights. It is recommended that radio monitoring is maintained on frequency 124.7MHz and Radio contact with ATC should be made where possible to improve situational awareness. Transponder operation for all traffic at FL145 and above is encouraged.
- j) All aircraft that are operating in transponder mandatory zones as defined in AIP when incorporated and this AIP SUP are required to be equipped with and operate SSR transponders mode A and C simultaneously, and shall set the transponder code as instructed by ATC. If no such instruction is received the aircraft shall squawk code 2000.

5. RADIO AND TRANSPONDER EQUIPPED GLIDERS

- a) Radio and Transponder equipment on Gliders generally operate from a rechargeable battery packs and gliders may not be able to permanently operate transponder equipment.
- b) However, Gliders that are capable of operating an ATC pressure reporting transponder (Mode C or better) are required to advise ATC of such and ATC may request such pilots to squawk during position reports or in certain areas where practicable.
- c) Gliders that are transponder equipped and capable of operating such for extended periods are required to switch on their transponder with the assigned 4-digit squawk code or if no code is assigned then to squawk 2000. The usage of transponder is mandatory for operations above FL145 inside the TMZ areas and inside the TMZ Kiripotib from FL100 to FL145. Outside of a TMZ transponders may be selected to Standby or off to conserve the battery power.

6. TIBA FREQUENCIES

- a) Furthermore, aircraft operating within 5NM and below 3000 feet AGL shall be informed via NOTAM of the following published aerodromes where gliding activity is taking place, and shall make appropriate TIBA broadcasts in English on appropriate frequencies.
- b) The following TIBA Frequencies are allocated to the Gliding bases as follows as published in ENR2.2 paragraph 2.6

Bitterwasser	123.600MHz
Kiripotib	120.250MHz
Pokweni	120.200MHz
Veronica	123.200MHz

7. TRANSPONDER MANDATORY ZONE

- a) Transponder Mandatory Zones are established in the to ensure greater awareness of glider traffic in areas that may have high-density IFR traffic operations. These areas are established to ensure the ATC is aware if glider activity is taking place in certain areas, and also to allow TCAS equipped aircraft better situational awareness of locating gliders when flying in the same airspace.
- b) If an aircraft is capable of operating a pressure reporting transponder (Mode C or higher) continuously without interruption, the aircraft may operate in the TMZ defined area as per attached A, without making the required position reports or initial calls, provided the transponder is operational. Transponder squawk 2000 (VFR).
- c) The PIC must ensure that the transponder is selected on with altitude at all times whilst within the TMZ, once outside of the TMZ the PIC will follow procedures as stipulated in the AIP.
- d) Aircraft without a pressure reporting transponder (Mode C) must avoid the TMZ airspace.
- e) Operating an aircraft/glider in this defined area must act accordingly.
- f) The TMZ map is available in this Document.

7.1 BUFFER ZONE

A Buffer zone is established above FL145 between the Special Gliding Area and 60NM from the Windhoek TMA and 70NM from the Walvis Bay TMA.

7.2 TMZ Kiripotib and Pokweni

A Transponder Mandatory Zone (TMZ) is instated between the Windhoek TMA and 80DME WHV between Radials 155 and 205 WHV. The TMZ operation will be applicable to all gliders above FL145 in the designated glider box up to 80NM WHV and above FL100 in the Buffer Zone also known to the gliders as the Kiripotib Zone.

TMZ KIRIPOTIB Zone

The TMZ Kiripotib Zone is established between the Windhoek TMA–C (50nm WHV) and 60nm WHV with borders Radial 115 VOR WHV in the East and Radial 205 VOR WHV in the West. FL100 up to FL145.

7.3 TMZ Walvis Bay

A TMZ is instated between the Walvis Bay TMA and 80DME WBV and the borders of the special gliding area. The TMZ operation will be applicable to all gliders above FL145 in the designated area.

7.4 TMZ Lüderitz

A TMZ is instated between the Lüderitz FYLZ ARP and 45DME Lüderitz FYLZ ARP and the borders of the special gliding area. The TMZ operation will be applicable to all gliders above FL145 in the designated area.

7.5 TMZ Airway G653

A TMZ is instated both sides 15NM along the Route G653. The borders of the special gliding area are the West- and East- side border. The TMZ operation will be applicable to all gliders above FL145 in the designated area.

7.6 TMZ Airway R987

A TMZ is instated both sides 15NM along the Route R987. The borders of the special gliding area are the North- and South- side border. The TMZ operation will be applicable to all gliders above FL145 in the designated area.

8. This AIC is effective 1811080000 UTC and will be cancelled on the 1901312359 UTC.

9. TMZ Map

The TMZ Areas are defined in the Purple Areas and include 15NM either side of the R987 and G653 Airways from FL145 – FL195.

1. TMZ Kiripotib and Pokweni 2. TMZ Walvisbay 3. TMZ Luderitz

