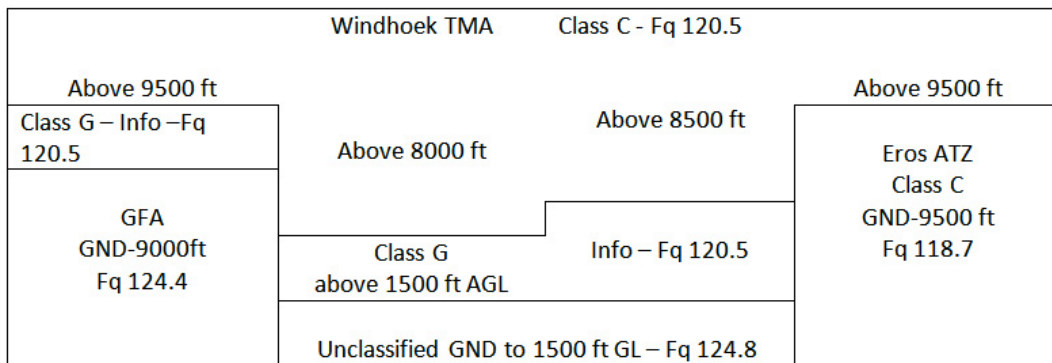


## Unclassified Airspace using TIBA procedures from ground level to 1500FT AGL

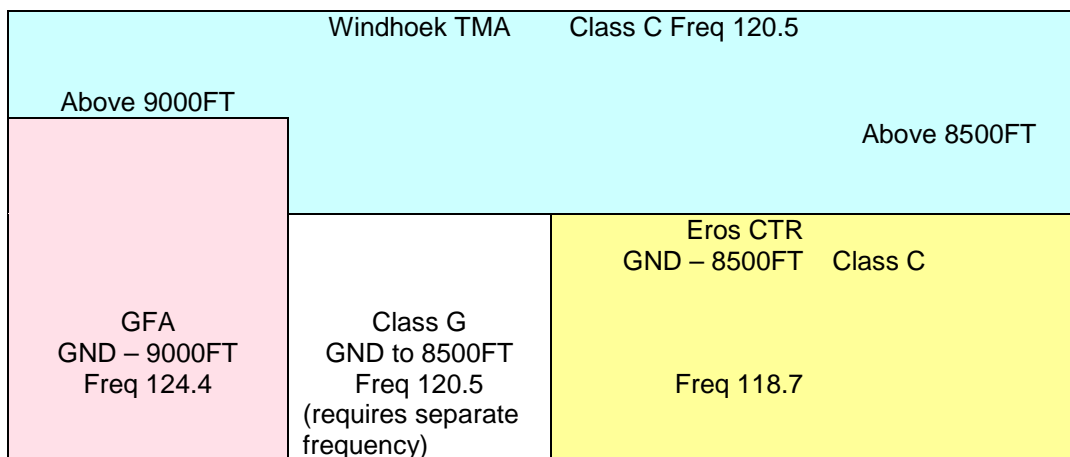
After further consultation and comment from Industry Version 2 of this document holds several suggested changes. The original text remains ~~with strikethrough and shading~~ while replacement text appears with shading.

This area has a separate frequency to the adjoining classes of airspace which imposes additional workload on pilots. Further pilots could be transiting this TIBA area and not on the appropriate frequency. It is confusing. The rationale behind this airspace is unclear and no information can be found supporting its existence other than a possible legacy of the South African airspace model used previously.

Recent incidents in the Eros area have been attributed in part to this confusion of broadcast areas.

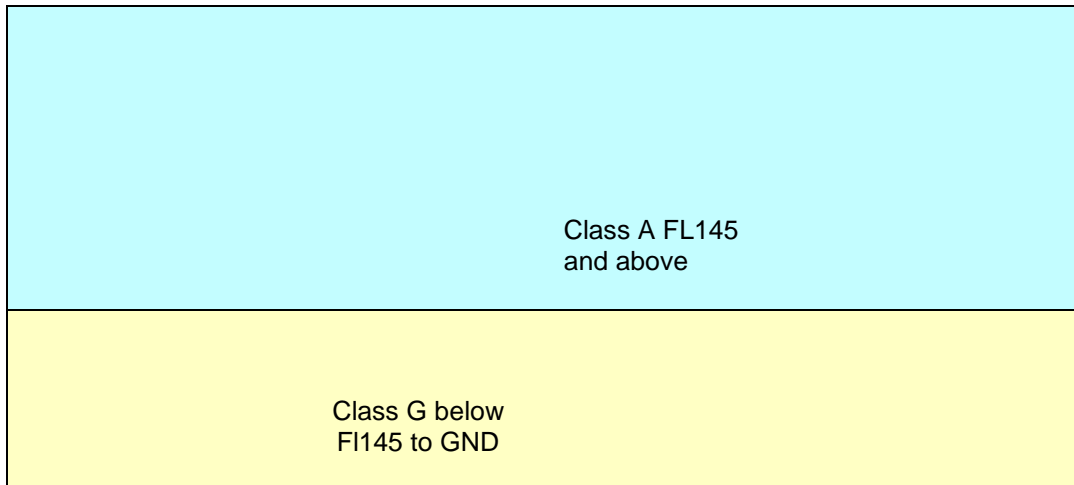


**Proposal 1:** remove the unclassified TIBA airspace and replace with Class G airspace below all control areas to the ground.



At the same time review the Eros and Windhoek TMA airspace; eg the above diagram indicates possible review to the North of Eros.

This would also be extended to the Unclassified Airspace across the rest of Namibia; removing the unclassified airspace and replacing with Class G to the ground.



*Proposed change to remove Unclassified Airspace*

Outside any control zones, Class G would extend from the surface to where it met existing Class C or Class A airspace.

**Proposal 2:** Leave 124.8MHz for operations up to 1500FT AGL outside controlled airspace including airspace underlying a TMA.

Considerations for the removal of the unclassified airspace extend to radio coverage and pilot contact/reporting with the relevant ATS unit.

Current Namibian AIP at ENR 2-2-1 states:

**2. Traffic Information Broadcast by Aircraft (TIBA)**

With immediate effect the following procedures for aircraft operating outside of controlled airspace, within the boundaries of the Republic of Namibia, are implemented.

2.1 All aircraft operating at or below 1500 FT AGL outside the lateral limits of all promulgated General Flying Area's, should maintain a listening watch and broadcast regular position reports on frequency 124.8 MHZ.

Aircraft operating within 5 NM of an aerodrome where ATS Unit is not in operation and where no specific frequency has been allocated, should make regular position reports relative to the aerodrome on frequency 124.8 MHZ. (excluding those aerodromes situated within established General Flying Area's. Refer to Paragraph 2.5 below).

2.1.1 Where a specific frequency has been allocated to an aerodrome the position reports, relative to the aerodrome, should be made within 5 NM of that aerodrome on the appropriate frequency.

2.1.2 En-route position reports should be made at

regular intervals containing information useful for collision avoidance e.g. identification, route position/time, level/altitude, next position and estimate. These position reports should be made with reference to prominent landmarks and/or navigational facilities.

2.2 Aircraft operating above 1500 FT AGL outside the areas mentioned in paragraph 1 should maintain a listening watch and should make regular position reports on the appropriate ATC Flight Information Service frequency allocated for the area. In the event that, due to location or range, no contact can be established with the appropriate ATS Unit or Flight Information Service a listening watch should be maintained and regular position reports / broadcasts should be made on the FIS frequency allocated for the area.

It is noted that there currently exist gaps in the VHF coverage for low level flight. A VHF upgrade project is currently in progress which will greatly enhance VHF coverage at lower levels especially in the vicinity of the Windhoek TMA. This project is scheduled for completion Q4 2015.

However if pilots cannot establish two way communication on the relevant ATS frequency guidance is given in the current AIP as stated above.

Given the numbers of airstrips in Namibia an issue has been highlighted with frequency management if 124.8MHz was replaced by the overlying Flight Information Centre frequency.

In consideration of this, in the first instance when the Unclassified Airspace is replaced with Class G airspace, 124.8MHz will remain for operations outside controlled airspace, excluding operations in airspace underlying a TMA.

The removal of 124.8MHz will reviewed at a later date.

Comments or suggestions can be emailed to [safeskies@dca.com.na](mailto:safeskies@dca.com.na)