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IFR / VFR – Air Traffic in Airspace Class E

1. This AIC details requirement for flights operating in Class E airspace introduced within Namibia in selected common use controlled airspace FL195 and below.

2. Class E airspace has been classified and designated in accordance to Document NAM CATS ATS 172.2.2.

3. Class E airspace is introduced predominantly within the gliding airspace as published in the Namibia AIP ENR 5.5 from FL145 to FL195.

4. 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.

5. In class E Airspace, ATC provides separation only between IFR flights.

6. In class E airspace, the IFR flights will receive information on VFR flights, if it is available and if the situation allows; recommendations for an avoidance manoeuvre is given if requested.

7. The ICAO standard is “see and avoid “. 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, 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.

8. Radio contact and an ATC clearance are not required for VFR flights but all traffic at FL145 and above 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.

9. VFR flights will also get traffic information of any other traffic (IFR and VFR) provided they are in radio contact with ATC. However, traffic information can only be given if the situation

will allow it. Radio contact with ATC does not mean the flight path is monitored at all times or that the VFR flight is under any type of "control".

10. It is mandatory for VFR pilots to have an up-to-date VFR chart on board and any VFR pilot should - at any time -be able to relate their position to a respective airspace.

11. In order to avoid airprox between IFR and VFR flights in class E Airspace the NCAA recommends to:

IFR Pilots:

a) Expect unidentified traffic whenever you are in Airspace E. Monitor the airspace consequentially and attentively.
b) Keep in mind that not all VFR flights are in radio contact with ATC.
c) Please respect that IFR flights do not generally have the right of way over VFR flights. In Airspace E, and the rules of the air prescribed in ICAO Annex 2 apply to everybody in equal measure. 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.

VFR Pilots:

a) Become aware of the flight path of IFR flights:
b) Intensify monitoring the airspace whenever you are in Airspace E.
c) In case of doubt waive your right of way whenever you recognise another aircraft in time.
d) Initiate an avoidance manoeuvre in time. You can much easier recognise a large commercial aircraft than a commercial air transport pilot can recognise you.
e) Make increased use of the Air Traffic Service on the Radar Control. Thus controllers can give valuable air traffic information to everyone using the airspace.
f) Even if you are not in contact with ATC and fly above FL145 switch on your transponder. Thus traffic information can be passed on to others and the Traffic Alert and Collision Avoidance System (TCAS) can react if necessary.
g) Do not depend on any traffic warning system aboard your aircraft but use them as support to monitor the airspace.
h) Adhere to the required minimum distance to clouds.

Visibility and Distance from Cloud for VFR Flights in Class E airspaces			
Altitude Band	Flight Visibility	Distance from Cloud – Horizontal	Distance from Cloud - Vertical
At and above 10,000ft AMSL	8KM	1500m	1000ft
10,000ft to 3000ft AMSL	5Km	1500m	1000ft
At and below 3000ft	5KM	1500m	1000ft

12. Flying in airspace E is a coexistence of IFR and VFR air traffic. It works better if all parties concerned fly with the awareness of others and the required caution.