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AIC
Series A
10/18
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SECTOR ENTRIES INTO INSTRUMENT APPROACH PROCEDURES

1. This AIC replaces AIC Series A 03/18

2. Issues with sector entry procedures into Instrument Approach Procedures have been reported, particularly at FYWH for Runway 26. Issues such as aircraft leaving the protected airspace of the procedure, or not completing a sector entry as published, need to be addressed in the interests of aviation safety. Failure to follow correct procedures may compromise safety and could also lead to loss of separation when aircraft do not follow the published procedures.

3. Aeronautical information including instrument approach procedures are published by the NCAA in the Namibian AIP as the primary reference document for such information.

VERIFICATION OF DATA

4. Third-party vendor data providers may reproduce this Aeronautical Information into Electronic Flight Bags (EFB) and code such into Flight Management System (FMS). However, the NCAA does not oversee the reproduction of these by data-houses. It is the **responsibility** of the **Operator** to ensure the correctness of the data purchased from a third-party vendor, through a quality control process, prior to operations.

5. Operators should have a contract with third-party vendor data providers and include processes to identify errors and notify the vendor of incorrect information within their product. If incorrect information is found in the Operator's EFB or FMS, the Operator shall have a process of informing crews about this and advising where the correct information may be accessed.

APPROACH WITH NO DELAY

6. There are three Initial Approach Fixes (IAF) for Runway 26 IAPs, WHV, APLET and FRITZ, which will position an aircraft to complete the approach if no delay is expected.

FRITZ HOLD

7. Although there are a number of different instrument approach procedures (ILS/VOR/RNP APCH) IAF FRITZ is common to all. (refer Figure 1 next page)

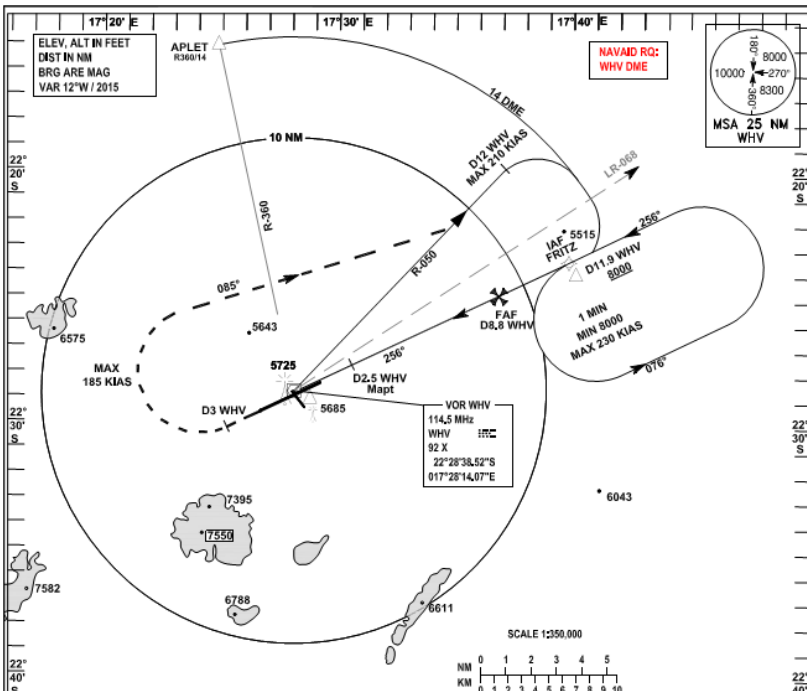

Figure 1 FYWH VOR RWY 26

8. While conducting instrument approach procedures for runway 26, it has been observed that some crews are attempting to position over FRITZ without completing the correct sector entry procedure. Only when joining from the East (Sector 3 entry) or via the right-hand base from APLET or WHV R050, may an aircraft complete a direct-entry at FRITZ.

9. Traffic cleared direct to FRITZ from the North-West, West, and South-West are expected to complete an offset entry (Sector 2) or a parallel entry (Sector 1) into FRITZ depending on angle of arrival. (refer Figure 2)

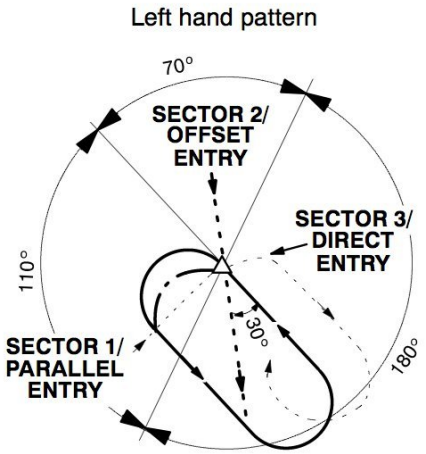

Figure 2

10. Even if it is not expected to enter the hold (i.e. cleared for the approach from FRITZ) the sector entry must still be completed.

NON-COMPLIANT JOINING AND SECTOR ENTRIES

11. Through radar monitoring, crews have been observed not complying with the correct sector entries. The following incorrect application of procedures has been observed.

    a. Crew attempting to intercept WHV R050outbound without being cleared via WHV or flying via the VOR;

    b. Crews cleared via or flying via APLET attempting to shortcut inside APLET to fly the 14DME arc;

    c. Crew attempting to fly the outbound heading of the hold and passing south abeam FRITZ, then turning left to intercept FRITZ on the inbound heading 256°;

    d. Crews initiating a sector entry to the North of WHV R076 as if entering a right-hand hold;

    e. Crews attempting to do a procedure turn (specifically to the North of FRITZ). This procedure turn was removed when the new charts were published.

12. Under no circumstances should crews, cleared via a specific IAF, e.g APLET, attempt to shortcut to join the instrument approach procedure as described above. ATC may use track lengthening for sequencing and separation (see 17 below). Failure by crews to track in accordance with an ATC clearance may lead to loss of separation due to the aircraft positioning in an unexpected manner. It might also lead to the aircraft concerned being radar vectored or executing a missed approach as separation cannot be assured.

EXPECTED APPROACH TIMES

13. An Expected Approach Time is usually determined only when the delay is expected to be 10 minutes or more.

14. Expected approach time is the time at which ATC expects that an arriving aircraft, following a delay, will leave the holding fix to commence its approach for a landing, however the actual time of leaving the holding fix will depend upon the approach clearance.

15. The Expected Approach Time is issued based on an estimation of traffic operations. However, due to the limitations of aircraft movements on the maneuvering area at FYWH various factors may affect ATC ability to clear the holding aircraft for the approach. Factors such as aircraft taxi speeds, taxiway availability, wind velocities, aircraft not having sterile cabins for departure etc. may result in ATC requiring to further delay the holding aircraft.

16. If an EAT has expired, an aircraft should not commence the approach unless cleared to do so by ATC. In the event of a loss of communications the appropriate radio failure procedure shall be followed by the crew prior to commencing the approach.

ADDITIONAL ATC ROUTING

17. Due to requirements for traffic management or separation, ATC may clear aircraft to route via a number of different scenarios to better enhance traffic flow and efficiency.

WHV-FRITZ

18. If ATC clears an aircraft to route WHV – FRITZ, it is expected that the crew route the aircraft via WHV then DCT FRITZ (WHV R076/11.9). On reaching the IAF FRITZ the crew are expected to complete a Sector Entry into the FRITZ hold by either completing a Parallel Entry (Sector 1) or an Off-set Entry (Sector 2) in the airspace protected for the FRITZ hold.

19. In certain instances when there is no further need to route via WHV (Separation achieved etc.) the clearance may be revised to route DCT FRITZ. In such cases the correct sector entry must still be flown depending on the arrival angle at FRITZ.

WHV R050

20. In some cases ATC may clear an aircraft to intercept and maintain WHV R050 outbound. In such cases ATC has not cleared the aircraft for an approach, and require the aircraft to remain tracking via the WHV R050 outbound until further cleared (e.g. “standby for inbound turn”). Crew are not to initiate the right-hand base turn at 14 DME and should continue on WHV R050 outbound until advised by ATC. When separation is achieved ATC will normally turn the aircraft right direct FRITZ (track guidance should also be given when receiving a radar service). Aircraft are expected to complete a direct entry into the hold or approach as cleared.

MINIMUM SECTOR ALTITUDE (MSA) AND MINIMUM VECTORING ALTITUDE (MVA)

21. When positioning prior to commencing an instrument approach procedure, or when instructed to remain tracking on a radial of WHV, crews should ensure they do not descend below the MSA applicable for the sector in which they are operating.

22. When being radar vectored, crews should not be assigned a level lower than the minimum altitude defined for the Minimum Vectoring Altitude (MVA) for the area in which they are operating. The MVA is drawn from the ATC Surveillance Minimum Altitude Chart and can be known by different terminology from place to place. In Namibia the chart is titled Radar Terrain Chart. Should ATC clear an aircraft below the MVA this must be challenged by the crew immediately.

23. Crews operating on an IFR flight should plan their descent to remain within controlled airspace even if the MSA/MVA is a lower altitude.

MONITORING OF APPROACHES - SURVEILLANCE

24. ATC should monitor the approach flown by the aircraft. If ATC notice aircraft are not complying with the correct Instrument Approach Procedure or Sector Entry, they should advise the crew accordingly.

25. Crews who become disorientated during an approach should notify ATC immediately and request assistance to the Initial Approach Fix if required.

26. Crews should be aware of their altitude at all times during the approach. If unable to continue with visual reference to terrain, or are below the nominal vertical path, crews should initiate a missed approach and inform ATC.

REPORTING

27. Crews and ATC are encouraged to report all instances of non-compliance to allow for further investigation. These investigations are important to determine any contributing factors to the non-compliance.

CONCLUSION

28. Although this AIC is predominantly aimed at approaches at FYWH, crews should be aware that other Instrument Approach Procedures have similar requirements.

29. Crews should always conduct maneuvers within the protected area of the instrument approach procedure, by adhering to published procedures.