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PROPOSED INTRODUCTION OF CLASS D AIRSPACE AT SELECTED NAMIBIAN AERODROMES

1. This AIC serves as an introduction to a proposal to introduce Class D airspace at certain controlled aerodromes in Namibia.

THE TRANSITION TO CLASS D AIRSPACE

2. In line with internationally recognised norms, it is proposed that Class D airspace will replace some of the current Class C airspace associated with Control Zones (CTR) at several controlled aerodromes within Namibia. The proposed change involves adopting the ICAO Class D airspace classification.

3. In Class D airspace, separation requirements are less restrictive than Class C airspace. Separation is provided between IFR and IFR aircraft , and traffic information passed for all other combinations of traffic. *Table 1* details the services provided and the flight requirements in Class D airspace.

4. It is proposed that the current Class C CTRs at Eros (FYWE), Katima Mulilo (FYKM), Luderitz (FYLZ) and Ondangwa (FYOA) will change from Class C to Class D CTRs.

5. In order to make the transition as smooth as possible, it is anticipated that Katima Mulilo, Luderitz and Ondangwa will first transition to Class D CTR, with Eros transitioning at a later date. The transition is expected to occur towards the last quarter of 2018 or the beginning of 2019.

6. Windhoek International (FYWH) and Walvis Bay (FYWB) CTRs will remain as Class C CTRs.

7. This AIC holds educational information for all of industry as to services provided, flight requirements and what changes can be expected with the introduction.

8. The actual date of the proposed change for each CTR will be notified by AIP Supplement and will coincide with an AIRAC effective date.

SERVICES PROVIDED and FLIGHT REQUIRMENTS IN CLASS C AND CLASS D AIRSPACE

9. The table below details services provided and flight requirements for operations in a Class C and Class D CTR. These services, and requirements for operations in Class D airspace will be explained in detail further in the AIC.

Class	*Type of flight*	*Separation Provided*	*Service Provided*	*Speed limitations (unless otherwise published in AIP_*	*Radio communication requirement*	*Subject to an ATC clearance*
C	IFR	IFR from IFR IFR from VFR	Air traffic control service	As Published	Continuous two-way	Yes
	VFR	VFR from IFR	1 Air traffic control service for separation from IFR 2 VFR/VFR traffic information (and traffic avoidance advice **on request**)	250KT IAS below 10000FT AMSL	Continuous two-way	Yes
D	IFR	IFR from IFR	Air traffic control service, traffic information about VFR flights (and a traffic avoidance advice on request)	250KT IAS below 10000FT AMSL	Continuous two-way	Yes
	VFR	Nil	IFR/VFR and VFR/IFR traffic information (and traffic avoidance advice on request)	250KT IAS below 10000FT AMSL	Continuous two-way	Yes

Table 1

10. Pilots of IFR aircraft may remain IFR with the option to proceed VFR at pilots discretion only. ATC may not initiate a change from IFR to VFR nor may they request or suggest a change. If a pilot elects to proceed VFR they must advise ATC.

11. Proceeding VFR may remove delays that can be caused by separation requirements for IFR flight within the CTR or adjoining airspace.

12. It is worth noting that an IFR aircraft conducting a Visual Approach remains an IFR flight and maintains the IFR privileges. An IFR aircraft executing a visual approach does not mean a change from IFR to VFR flight category. Similarly, an IFR aircraft conducting the visual segment at the end of an instrument approach remains an IFR flight.

SEPARATION

13. In Class D airspace, ATC will provide the following services to aircraft:

- IFR flights will be separated from IFR and special VFR flights;
- Special VFR flights will be separated from IFR flights and other Special VFR flights when the visibility is less than VMC;
- IFR flights will receive traffic information about VFR flights;
- VFR flights will receive traffic information about IFR and other VFR flights;
- Traffic avoidance advice and sequencing will be available on request.

WAKE TURBULENCE

14. Under Class D procedures, if you're flying VFR or IFR, you are entirely responsible for avoiding the wake turbulence from heavier aircraft ahead, including when you are landing. ATC assistance will be limited to issuing a wake turbulence caution

VMC CRITERIA IN CLASS D AIRSPACE

15. VMC criteria for flight in a Class D control zone are as follow:

1. Flight visibility: 5000M
2. Horizontal distance from cloud: 1500M
3. Vertical distance from cloud: 1000FT

SPECIAL VFR

16. You must not conduct a VFR flight in Class D airspace when VMC do not exist. However, at your request, ATC may authorise you to operate to a Special VFR clearance. A special VFR clearance only applies within the Class D control zone.

17. Special VFR Clearances may only be issued if the traffic situation allows for the safe issuance of such. The issuance of a Special VFR clearance should not cause undue delay to other IFR traffic and should only be granted by the controller in circumstances where separation can be assured between the Special VFR flight and other aircraft operating in the CTR at that time. As such the special VFR clearance should not be seen as a right and crew should be aware under certain circumstances Special VFR clearance may be withheld by the ATC until the conditions allow for the safe issuance of the clearance.

18. Under a special VFR clearance, the pilot is responsible for ensuring that:

1. The flight is conducted by day with an ATC clearance
2. The flight is conducted clear of cloud
3. The flight is conducted in sight of ground or water at all times
4. Cloud ceiling of at least 600FT
5. Visibility is not less than 1500M

MAXIMUM SPEED WITHIN A CLASS D CONTROL ZONE

19. Unless ATC authorises otherwise, your maximum indicated airspeed in a Class D CTR must not exceed:

    - 150KT for reciprocating engine powered aircraft; and
    - 185KT for turbine powered aircraft.

    NOTE: these speed restrictions apply in the CTR. Other speed restrictions may apply outside the CTR and in Class D airspace.

PILOT RESPONSIBILITIES

20. When operating in Class D airspace you must:

    - Sight and maintain separation from other aircraft;
    - Comply with ATC instructions while ensure you maintain separation from other aircraft;
    - Immediately advise ATC if unable to comply with a control instruction; and
    - Advise ATC if unable to see, or if you lose sight of, other aircraft notified as traffic.

21. Points to remember when operating in Class D airspace:

    - Even if you are an IFR Flight, you may be required to follow other flights and would be required to visually look-out for traffic.
    - ATC Instructions may include a position to join in the circuit and information about other traffic, however the joining instruction alone may not automatically give the required distance from the traffic to effect enough separation to allow an aircraft to remain positioned behind that traffic. Pilots should adjust their circuit and speeds accordingly to maintain separation.

CLEARANCES

22. You must receive a clearance before operating in a Class D CTR. This could be a route clearance, a clearance to take – off, instructions for circuit entry or to transit the CTR.

23. Individual clearances are required for:

    - Take – off and landing
    - Entering, crossing or taxiing along all runways'
      NOTE: An instruction to "Hold Short of runway …[number]" requires you to hold at the marked holding point.
    - Turns in a direction contrary to the circuit for a particular runway;
      NOTE: An ATC circuit entry instruction acts as a clearance for a contrary turn if required
    - Circuits at an altitude other than the circuit altitude specific for the aerodrome of operation

24. If you intend operating in controlled airspace after departure you must ensure you have submitted a flight plan to ATC.

25. If you are departing directly into Class C airspace, the route and departure clearances issued by ATC will authorise you to operate in both Class D and Class C airspace.

26. If a Route Clearance is required you should make your request to ATC before starting (mandatory for IFR flights), or to the appropriate ATC Centre outside the tower hours of operation.

READBACK RQUIREMENTS

27. As within all controlled airspaces there are mandatory readback requirements for pilots.

28. You must readback:

- The name of the holding point if you get a taxi instruction which includes a holding point;
- Any route clearance in full;
- Any clearance or instruction about a runway to:
    i. Hold short of;
    ii. Enter;
    iii. Land on;
    iv. take off from;
    v. Line up and wait;
    vi. Cross;
    vii. Taxi on; or
    viii. Backtrack on
- Assigned runway;
- QNH directed to a specific aircraft;
- SSR code;
- Radio frequency instructions;
- Altitude restrictions;
- Direction of turn; and
- Heading and speed restrictions

ESTABLISHING TWO WAY COMMUNICATIONS

INBOUND

29. You must establish two way communications with the Class D tower before entering the CTR from Class G airspace.

30. You should make your inbound call:

- Prior to the relevant VFR entry/exit point where established; or
- When you are around 8 to 10NM from the Class D airspace boundary when no VFR entry/exit points exist.

31. Your inbound call should include:

    - Callsign and type;
    - Position and level; and
    - Intentions (for example “for a touch and go”)

32. When an aircraft contacts ATC at a Class D aerodrome and provides sufficient information about track, position, level and intentions, ATC may clear the aircraft to enter the airspace. ATC will provide instructions to the aircraft.

33. Instructions may include but are not limited to;

    - Join crosswind;
    - Overfly; or
    - Report at [position]

34. By acknowledging those instructions, you are authorised to enter the Class D airspace following those instructions issued by ATC. Once the aircraft has entered the CTR, the pilot must maintain two way communications and comply with any further ATC instructions.

OUTBOUND

35. Before taxiing check that your radio receiver is functioning correctly and obtain the current ATIS. The preferred method for checking your radio is to monitor the ATIS.

36. When you are satisfied your radio is operating correctly, make a taxi call giving the following details:

    - Aircraft type and call-sign
    - Number of PoB and fuel endurance;
    - Identification of ATIS received;
    - Location on aerodrome
    - Flight rules;
    - Intentions (for example - crosswind circuit training, destination etc);
    - For training flights whether dual or solo; and
    - “Request taxi”

TRANSIT

37. If you intend to overfly the Class D CTR from Class G airspace without landing, it is recommended you do so via a VFR entry/exit point where established. Contact the tower approaching the entry/exit point with sufficient details to enable ATC to clear you through the airspace.

38. Where no exit/entry points are established you should call the tower at around 8 to 10 NM from the CTR boundary with details of your flight.

39. You should include the following information:

    - Callsign, type, position, level, ATIS code and intentions (for example "overflying for [next tracking point]")

FLIGHT NEAR CLASS D AIRSPACE

40. When flying in Class G airspace within 5NM of a Class D CTR boundary, you should monitor the tower frequency to be aware of traffic entering and leaving the CTR. Where possible pilots are encouraged to navigate around the Class D CTR at distances greater than 5NM from the boundary to allow sufficient time for aircraft changing frequency to make broadcasts and obtain traffic information of other aircraft.

41. For further information or comment please email us at classdairspace@ncaa.com.na