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AIC
Series A
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INTRODUCTION OF NAMIB NAUKLUFT DESERT SPECIAL RULES AREA (SRA)

1. This AIC cancels and replaces AIC A14/18 and gives advanced notification of the implementation of the Namib Naukluft Desert Special Rules Area (SRA) at 2005210000UTC.

PURPOSE OF THE SRA

2. The SRA has been developed by the NCAA in conjunction with local operators at Swakopmund (FYSM) following concerns raised about a number of issues which affect the safety of flight operations. In particular,operators have raised concerns about close proximity operations in and around the Sossusvlei dunes area. Frequency congestion is also an issue on 124.8 MHz.

3. Some of these concerns include, but are not limited to:

    - Aircraft not making position reports at expected positions;
    - Aircraft making false position reports;
    - Aircraft not reporting at all;
    - Aircraft being at the same altitude nose to nose with no communication to ensure segregation of flight path;
    - Congestion of the frequency 124.8 MHz with aircraft in the circuit areas of unmanned aerodromes and those attempting to report in the dunes area; and
    - Itnerant aircraft being totally unaware of procedures used by local operators

4. To address the issues, the SRA has been developed.

5. The SRA will be titled Namib Naukluft Desert Special Rules Area.

6. The SRA has been assigned a separate frequency of 127.55MHz. All aircraft operating within the vertical and lateral confines of the SRA must monitor and broadcast on 127.55MHz. This included operations at any aerodrome situated within the SRA.

7. To reduce frequency congections on 124.8MHz, the aerodromes to the East of, and in the vicinity of the SRA have deliberately been excluded from the SRA.

8. The aims of the SRA are:

- to clearly define the area of operation in which higher than normal densities of air traffic can be exected;
- To have traffic operating in the SRA on a discrete frequency from 124.8MHz; and
- To publish the area in the Aeronautical Information Publication (AIP)

9. Though the airspace will be designated as a Special Rules Area (SRA), pilots are reminded of the following important information:

- The airspace is Class G airspace:
  SFC to 9500FT AMSL in SRA-1 and ;
  SFC to FL 145 in SRA-2

  CAUTION: Walvis Bay TMA-C overlies SRA-1
- Pilots are required to broadcast and monitor the correct frequency for the airspace in which they are operating;
  NOTE: The use of 124.8MHz is not permitted while operating in the SRA.
  Use only 127.55MHz
- Pilots are required to provide information to other pilots to ensure the operations are conducted safely. Plainly put – you are required to broadcast relevant traffic information for situation awareness! Pilots failing to follow this simple procedure has been the cause of several airprox incidents. Listen out and broadcast – if in doubt, broadcast!;
- You are required to use correct phraseology at all times especially in Class G airspace. Use of non standard phraseologies can and will cause confusion to other pilots, leading to incidents; and
- Be considerate of others operating in the airspace. Not all operators are “local operators”. Many itinerant pilots fly through this area. The use of standard broadcast procedures, correct radio procedures and good traffic information as required, will assist with better situation awareness and a safer environment for all.

10. In conjunction with the SRA, 4 VFR Routes have been developed to cater for VFR traffic transiting around, and through, the Walvis Bay (FYWB) CTR. The aim of the VFR Route is to give a clearly defined path for VFR aircraft to follow, and to remain clear of the FYWB CTR when tracking via VFR Route 1 and 4.

11. Pilots will still be required to contact and monitor the FYWB Approach frequency (122.5MHz) while operating in the Class G airspace beneath the TMA, excluding that portion contained within SRA 1. However, VFR Routes 1 and 4 are designed to keep aircraft clear of the Class C CTR. Pilots tracking via VFR Routes 2 and 3, wishing to enter the CTR will need to obtain clearance from theTower prior to entering the Class C CTR.

12. The lateral and vertical dimensions, and frequency of the SRA, and VFR routes will be published in AIP Supplements prior to implementation on 21 May 2020. A chart of the SRA is published on Page 4 for information.

13. The information in this AIC can be found on the Safe Skies page of the NCAA web site, along with a .kmz file for use with Google Earth.

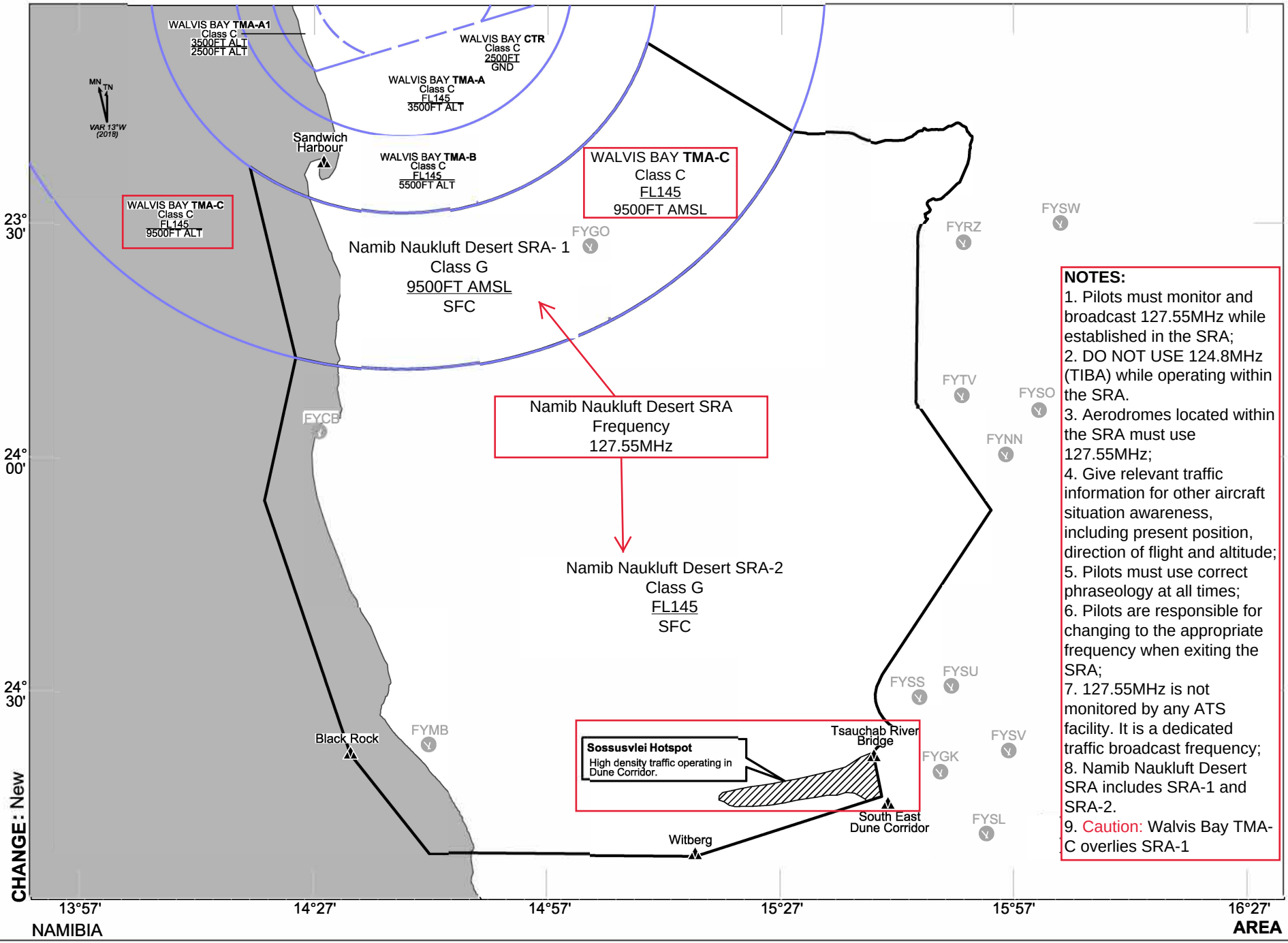
    Click HERE for the Safe Skies web page or,

    Click HERE for the .kmz file to use with Google Earth

14. This AIC will be cancelled on the effective date of the AIP SUP notifying the implementation of the SRA.

AREA CHART

NAMIB NAUKLUFT DESERT SPECIAL RULES AREA (SRA)



NOTES:

1. Pilots must monitor and broadcast 127.55MHz while established in the SRA;
2. DO NOT USE 124.8MHz (TIBA) while operating within the SRA.
3. Aerodromes located within the SRA must use 127.55MHz;
4. Give relevant traffic information for other aircraft situation awareness, including present position, direction of flight and altitude;
5. Pilots must use correct phraseology at all times;
6. Pilots are responsible for changing to the appropriate frequency when exiting the SRA;
7. 127.55MHz is not monitored by any ATS facility. It is a dedicated traffic broadcast frequency;
8. Namib Naukluft Desert SRA includes SRA-1 and SRA-2.
9. Caution: Walvis Bay TMA-C overlies SRA-1