GEN 3.4 COMMUNICATION SERVICES

GEN 3.4.1 Responsible service

The responsible service for the provision of telecommunication and navigation facility services in Namibia is the Namibia Civil Aviation Authority.

Communication, Navigation and Surveillance (CNS)
Namibia Civil Aviation Authority
Private Bag 12003
Ausspannplatz
Windhoek

Telephone:	+264 61 702270
Telefax:	+264 61 702277
E-mail:	cns@ncaa.na
AFS:	FYWFYTYX
Website:	www.ncaa.com.na

The service is provided in accordance with the provisions contained in the following ICAO documents:

NAMCAR Part 171 Aeronautical Telecommunications Services.

Doc 8400, Procedures for Air Navigation Services - ICAO Abbreviations and Codes (PANS-ABC).

Doc 8585, Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services.

Doc 7030, Regional Supplementary Procedures.

Doc 7910, Location Indicators.

GEN 3.4.2 Area of responsibility

Communication services are provided for the entire Windhoek FIR. For special events, arrangements for such services on a continuing basis should be made with the Senior Manager: Communication, Navigation, and Surveillance (CNS). The Namibia Civil Aviation Authority – Air Navigation Services (NCAA-ANS) is responsible for maintenance, repair and ensure the design, type, and installation of radio stations. Responsibility for the day-to-day operation of these services is vested in the Air Traffic Electronic Safety Personnel (ATSEP) located at Eros Area Control Centre and Hosea Kutako International Airport. Enquiries, suggestions, or complaints regarding any telecommunication service should be referred to the Senior Manager: Communication, Navigation, and Surveillance (CNS).

GEN 3.4.3 Types of service

1. ***Radio navigation services***

The following types of radio aids to navigation are available:

Instrument landing system (ILS).
VHF omni-directional radio range (VOR).
Distance measuring equipment (DME).

2. ***Mobile/fixed services***

Mobile service

Nil service.

Fixed service

The messages to be transmitted over the Aeronautical Fixed Service (AFS) are accepted only if:

They satisfy the requirements of NAMCAR Part 171 Aeronautical Telecommunications Services.

They are prepared in the form specified in 'NAMCAR Part 171 Aeronautical Telecommunications Services'.

The text of an individual message does not exceed 200 groups.

General aircraft operating agency messages are only accepted for transmission to countries that have agreed to accept Class "B" traffic.

3. **Broadcasting service**

Nil service.

4. **Language used:**

English.

5. **Where detailed information can be obtained**

Details of the various facilities available for the en-route traffic can be found in Part 2, ENR 4.

Details of the facilities available at the individual aerodromes can be found in the relevant sections of Part 3 (AD). In cases where a facility is serving both the en-route traffic and the aerodromes, details are given in the relevant sections of Part 2 (ENR) and Part 3 (AD).

GEN 3.4.4 Requirements and conditions

The requirements of the Namibia Civil Aviation Authority and the general conditions under which the communication services are available for international use, as well as the requirements for the carriage of radio equipment, are contained in the Air Navigation Regulations of Namibia.

GEN 3.4.5 Miscellaneous

1. Read back of Clearances

The flight crew must read back to the air traffic controller safety related parts of ATC clearances and instructions which are transmitted by voice.

The following items must always be read back:

a) ATC route clearances in its entirety, and any amendments;

b) Any clearances, or conditional clearance or instructions to hold short of, enter, line-up on, wait, take off from, cross, taxi or backtrack on, any runway or HLS;

c) Any route and holding point specified in a taxi clearance;

d) Any approach clearance;

e) Assigned runway or HLS;

f) Altimeter settings directed to a specific aircraft;

g) Transition level, whether issued by a controller or contained in an automatic terminal information service (ATIS) broadcast;

h) Radio and radio navigation aid frequency instructions;

i) SSR codes, data link logon codes;

j) Level instructions, direction of turn, heading and speed instructions.

The controller will listen to the read back to ascertain that the clearance or instruction has been correctly acknowledged by the flight crew and will take immediate action to correct any discrepancies revealed by the read back.

The level of an aircraft must be preceded by the words “FLIGHT LEVEL” when related to standard pressure 1013.2hPa and must be followed by the word “FEET” when related to QNH or QFE.

2. Other Clearances

Other clearances or instructions, including conditional clearances, must be read back, or acknowledged in a manner to clearly indicate that they have been understood and will be complied with

Conditional Clearances

In all cases a conditional clearance will be given in the following order and consist of:

a) Identification (call sign);

b) The condition (including position of the subject of the condition);

c) The clearance; and

d) Brief reiteration of the condition.eg:

ATS: “NMB285 BEHIND B777 ON SHORT FINAL LINE UP RUNWAY 26 BEHIND”.

Pilot: BEHIND THE B777, LINING UP RUNWAY 26 NMB285.