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**ENR 1.8 NATIONAL AIR TRAFFIC SERVICE CONTINGENCY PLAN
FOR NAMIBIA FLIGHT INFORMATION REGION**

Effective date: 12 September 2019

Validity: PERM

1.0 Scope

- 1.1 This contingency plan contains arrangements to ensure the continued safety of air navigation in the event of disruptions of air traffic services and related supporting services within the Windhoek Flight Information Region.
- 1.2 This plan is established pursuant to the **ICAO Annex 11 - Air Traffic Services** (Chapter 2, Paragraph 2.8) and **Doc 9426 – Air traffic Services Planning Manual** (Part II, section 1, Chapter 1).
- 1.3 This plan is intended to make airspace users and adjacent ATS Units aware of the applicable procedures and available route network once the contingency is in force. This contingency plan shall be activated by NOTAM and shall be entitled “**Activation of ATS Contingency Plan in Windhoek FIR**”.

2.0 Contingency Unit

- 2.1 The National Contingency Unit assigned with the responsibility of monitoring the developments that may dictate the activation and enforcement of the contingency plan and coordinate contingency arrangements is as follows:

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2.2 The National Contingency Unit will ensure liaison through the ICAO ESAF Regional Office based in Nairobi, for activation of the Windhoek ATS contingency plan.

3.0 Basic principles

3.1 The Namibia ATS contingency plan is based on the following principles:

3.1.1 That air traffic services are assumed to be limited or not available within the Windhoek FIR;

3.1.2 That only international civil aviation operations conducted in accordance with the instrument flight rules within the upper airspace of Windhoek FIR (above FL245) and performed along the specified contingency routes established, as described in paragraph 4.0 below, are catered for in this contingency plan;

3.1.3 That a flight level allocation scheme is applied so that vertical, horizontal or lateral separation is always provided over reporting points for same routes or over crossing routes within the Windhoek FIR.

4.0 System of ATS contingency routes

In the case of total failure of VHF radio communication equipment or complete disruptions of air traffic services within the Windhoek FIR, a system of ATS contingency routes will be established and available as follows:-

Contingency route structure during partial unavailability of the WINDHOEK FIR	Contingency Route Number	FL	Minimum Longitudinal Separation	FIRs Involved
DUPKI-UN184-EVUVI (Bi- Directional)	CR1	Westbound- FL300,320, 380 Eastbound- FL350, 370, 410	15 minutes	FNAN/FYWH/FBGR
BOPAN-UL435-IBLOK (Bi- Directional)	CR2	Westbound- FL300, 320, 380 Eastbound – FL350, 370, 410	15 minutes	FBGR/FYWH/FAJO
XORAK-UN183-XALVI- NIBEK (Uni- Directional)	CR3	Westbound- FL300, 320, 380	15 minutes	FBGR/FYWH/FAJO
NIBEK-UN183-XALVI- UN181-GABSI (Uni- Directional)	CR4	Eastbound- FL350, 370, 410	15 minutes	FBGR/FYWH/FAJO
AVOGU-UL307-ABAPU (Bi- Directional)	CR5	Westbound- FL300, 340, 360 Eastbound- FL330,370, 390, 410	15 minutes	FBGR/FYWH/FNAN
ANVAG-UN187- VEDRY-UL686-EGNOR (Bi- Directional)	CR6	Northbound- FL280,340 Southbound- FL310, 330, 390	15 minutes	FNAN/FYWH/FAJA

Contingency route structure during partial unavailability of the WINDHOEK FIR	Contingency Route Number	FL	Minimum Longitudinal Separation	FIRs Involved
XUDAN-UN188-XALVI-UN190-OKDOL (Bi- Directional) Note.: Traffic routing Northbound shall fly at an even level and Southbound at an odd level.	CR7	Northbound- FL280,340,360, Southbound FL330,390 (Bi-Directional) Note.: Traffic routing From XUDAN to OKDOL shall fly at an even level and from OKDOL to XUDAN at an odd level.	15 minutes	FAJA/FYWH/FNAN

4.1 A minimum of 15 minutes longitudinal separation shall be provided between aircraft at same level entering the Windhoek FIR.

5.0 Procedure to be followed by adjacent ATS Units

5.1 Filed flight plan messages shall continue to be transmitted via the AFTN as per normal procedure:

- a) Transmit a current flight plan message, at least one hour before the aircraft's estimated arrival time over the relevant entry point for the Windhoek FIR;
- b) Apply a longitudinal separation of at least 15 minutes over the relevant entry point of the Windhoek FIR, between aircraft flying at the same flight level and following the same contingency route and advise the respective pilot-in-command to maintain the flight level and the last Mach Number assigned, where provided, throughout the Windhoek FIR;
- c) Not authorizing any flight level or Mach Number changes of any aircraft transiting through the Windhoek FIR, within a period of 10 minutes before the aircraft enters the Windhoek FIR;
- d) Request each aircraft transiting through the Windhoek FIR to include in their position report, the estimated time of the aircraft over the relevant exit point of the Windhoek FIR, on the contingency

ATS route being used. Pilots are to contact the next adjacent ACC as soon as possible, and at the latest, 10 minutes before the estimated time of arrival over the FIR boundary exit points of Windhoek FIR.

6.0 Procedures to be followed by aircraft transiting Windhoek FIR

6.1 All aircraft transiting through the Windhoek FIR shall strictly comply with the following procedures:

- a) Pilots shall strictly adhere to the IATA In-flight Broadcast Procedures (IFBP), as stipulated in paragraph 7.0 of this document and shall maintain a continuous listening watch on VHF frequency 126.9 MHz (day or night);
- b) To reach the appropriate flight level assigned by the competent adjacent ACCs of the Windhoek FIR at least 10 minutes before entering the Windhoek FIR;
- c) Maintain during their entire flight time within the Windhoek FIR, the last flight level assigned to them by the competent adjacent ACC and in no way change the assigned flight level, including Mach Number, where assigned, except in cases of emergencies or for reasons of flight safety;
- d) Report their positions when over compulsory reporting points for the ATS contingency route being flown;
- e) Operate along or as close as possible to the centreline of the assigned ATS contingency route;
- f) To display navigation and anti-collision lights at all times during their transit through the Windhoek FIR;
- g) To maintain their own longitudinal separation of 15 minutes from preceding aircraft operating at the same cruising level on the same ATS contingency route;
- h) To contact the next adjacent competent ACC at least 10 minutes before the estimated time of arrival over the relevant exit point of the Windhoek FIR;
- i) Whenever an emergency or flight safety reasons make it impossible for an aircraft to maintain the last flight level assigned for the transit through the Windhoek FIR, it shall position itself at least 5NM to the right of the centreline of the contingency ATS route being flown before climbing or descending, but remaining within the Windhoek FIR and inform other aircraft being affected by the descent by broadcasting an emergency level change message on the IFBP VHF frequency 126.9 MHz and emergency frequency 121.5 MHz. The message shall contain the aircraft call sign, aircraft position, flight level being vacated or crossed and new intended flight level.

7.0 IATA In-flight Broadcast Procedures (IFBP) – AFI Region

7.1 Listening watch

A listening watch should be maintained on frequency 126.9 MHz at least 10 minutes before entering the Windhoek FIR and until leaving this airspace.

For aircraft taking off from any aerodrome located within the lateral limits of the Windhoek FIR, listening watch should start as soon as the aircraft is airborne and shall be maintained until leaving the Windhoek FIR.

7.2 Time of Broadcast

A broadcast shall be made in English:

- a) 10 minutes before entering the Windhoek FIR or, for a pilot taking off from an aerodrome located within the lateral limits of Windhoek FIR, as soon as appropriate;
- b) 10 minutes prior to crossing over a reporting point for the ATS contingency route being flown;
- c) 10 minutes prior to crossing or joining an ATS route;
- d) At 20 minutes intervals between distant reporting points;
- e) 2 to 5 minutes, where possible, before a change in flight level;
- f) At a time of a change in flight level;
- g) And at any other time considered necessary by the pilot;
- h) In the interest of reducing congestion on the IFBP frequency, pilots may exercise discretion to omit closely spaced repetitive IFBP reports.

7.3 Operating Procedures

7.3.1 Change of cruising level

7.3.1.1 Changes of cruising level are considered necessary by pilots to avoid traffic conflicts, for weather avoidance or other valid operational reasons;

7.3.1.2 When cruising level changes are unavoidable, all available aircraft lighting which will improve visual detection of the aircraft should be displayed while changing levels.

7.4 Collision Avoidance

If on receipt of a traffic information broadcast from another aircraft, a pilot decides that immediate action is necessary to avoid an imminent collision risk to his aircraft and this cannot be achieved in accordance with the right-of-way provisions of Annex 2, he/she should;

- a) Unless an alternative manoeuvre appears more appropriate, descend immediately 500 feet
- b) If aircraft is TCAS equipped, follow the advisory instructions as provided by the system;
- c) Display all available aircraft lighting which would improve the visual detection of the aircraft;
- d) As soon as possible reply to the broadcast advising action being taken;
- e) Notify the action taken on the appropriate ATS frequency; and
- f) As soon as the situation has been rectified, resume normal flight level, notifying the action on the appropriate ATS frequency.

7.5 Normal Position Reporting

Normal position reporting procedures should continue at all times, regardless of any action taken to initiate or acknowledge a traffic broadcast.

7.6 Operation of transponders

Pilots should ensure that transponder procedures as contained in ICAO PANS OPS, Doc 8168, are complied with and in the absence of other directions from ATC, operate their transponders on Mode A and C, Code 2000.

7.7 Use of TCAS

TCAS equipped aircraft should have TA/RA mode selected at maximum range.

8.0 Designated Frequency in AFI

In the AFI Region, and in Windhoek FIR, the designated frequency for the IFBP is 126.9 MHz.

9.0 Enforcement

All airlines operating in the AFI Region and particularly in Windhoek Flight Information Region are requested to:

- a) Ensure that their air crews are fully briefed on these procedures and area of application described.

10.0 Review

The procedure and its area of applicability shall be reviewed by the AFI Regional Coordination Group from time to time and FIR's in which the procedure is to be applied may be added or excluded as necessary.