



NAMIBIA CIVIL AVIATION AUTHORITY



SAFETY IN THE NAMIBIAN FIR

The NCAA extends a warm welcome to all visiting and local pilots flying in Namibia. As the proud “Land of the Brave,” our country offers breathtaking landscapes and unforgettable aerial views that captivate aviators from every corner of the globe.

To enable you to enjoy our airspace safely and efficiently, we have included some information to highlight hazards, hotspot areas, and to inform you where to find necessary details for a safe and enjoyable flight.



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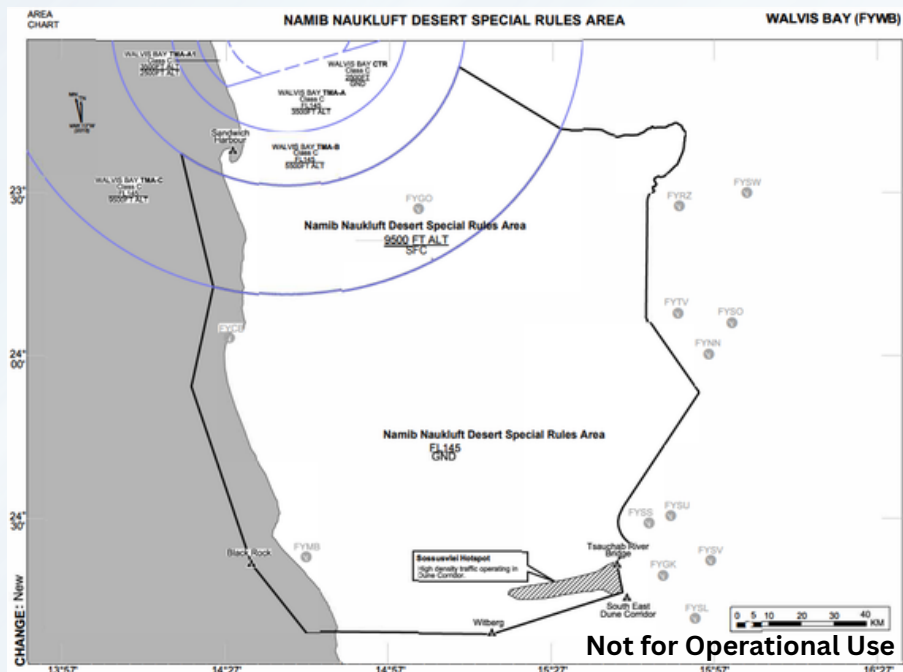
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HOTSPOTS

1. Special rules area (SRA) southeast of Walvis Bay called "Naukluft Desert Special Rules Area." Information is provided in AIC A09/2020 and AIP AD FYWB. All aircraft to **listen out and broadcast on 127.55** (not Information South 123.8).

Regular position reports are essential for the **high-density VFR traffic**.

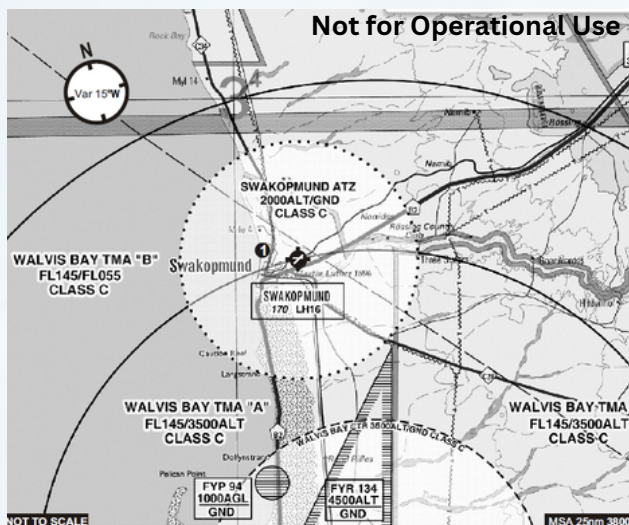


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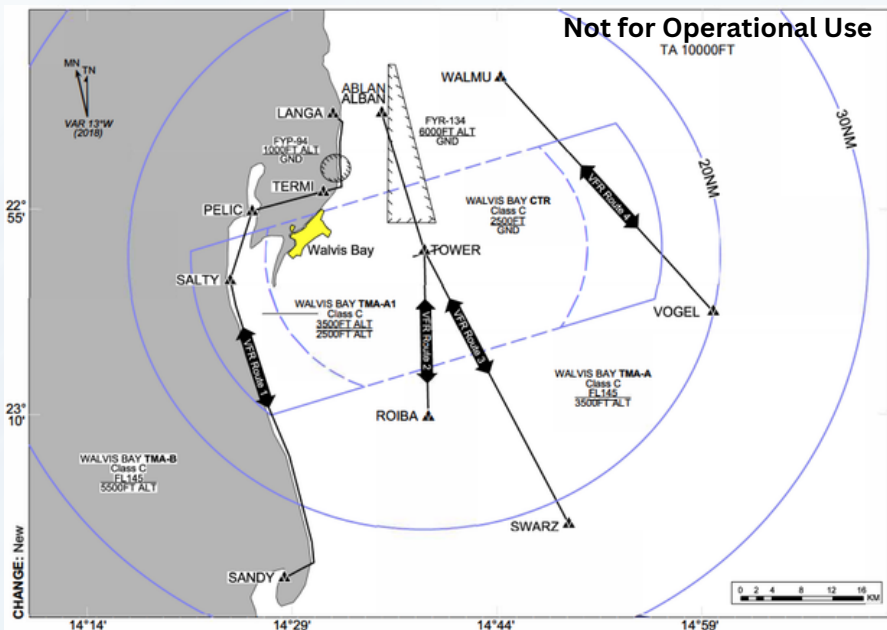
uncontrolled airport with a
 critical infrastructure asset



In these areas, it is of vital importance to hear and be heard, along with see and be seen. **Ensure to listen out and give regular TIBA radio calls.**



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VFR ROUTES

1. FYWB has 4 VFR routes;

- FYWE has 2 VFR routes and various VFR reporting points.

Prior to operations into these ADs, it is essential to refer to relevant AIP AD Sections for FYWB and FYWE.

NATIONAL PARKS

Minimum altitude of 3000' AGL over National parks, including (but not limited to) Etosha, Naukluft/Sossusvlei, Skeleton Coast, Cape Cross, and most of the large dams. For more information see AIC A19/2020.



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ALTIMETER SETTING

When local QNH is unavailable from ATS or other means (in the majority of aerodromes), pilots have to remain on QNE inbound, thus pilots departing are **advised to stay on QNE to ensure separation** and additionally, because published elevations in privately produced airfield guides are not always accurate, so setting on the ground is limiting.

BUSY ROUTES AND AERODROMES

There are a number of high density routes and aerodromes in Namibia.

As mentioned, there are a large number of **aerodromes to the East and South of Sossusvlei**, often flown into from Windhoek or Swakopmund, many with very similar names. Ensure you have the correct name, vectors, and frequency - the SRA ends close to the concentration of aerodromes which operate on 124.8. It is recommended to monitor both frequencies to hear inbound or outbound traffic if possible.

Another very busy area is the **Etosha Pan Eastern border**, hosting several destinations. The largest aerodrome, FYMO operates on 123.5, while other aerodromes operate on 124.8, again, if possible, monitor both frequencies.



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MINIMUM HEIGHTS

Refer to AIC A12/2025. Minimum of 1000ft over built-up areas, 3000ft over national parks, recommended 1500ft over bird sanctuaries, and elsewhere NOT as a hazard or nuisance to persons or property on the ground (especially not to cause distress to the beautiful Namibian wildlife).

HIGH DENSITY ALTITUDE

High-density altitude operations affect most of Namibia's inland aerodromes. Please take note of the negative effects of hot and high conditions. Follow the manufacturer's procedures to ensure maximum available performance from the aircraft engine(s) (eg, recommended leaning) and calculate takeoff distances carefully. A briefing from an instructor on high altitude operations is strongly recommended.

GOOD AIRMANSHIP

Good airmanship is always essential. Always listen out, look out, and broadcast intentions. Allow spacing in busy uncontrolled airports, for example, FYSM, and always give way to airborne aircraft. Be respectful to others and take note of propwash effects, especially on gravel runways and aprons.



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WHERE TO FIND?

NOTAMs are available on the NCAA website. Click on the red and white NOTAM icon at the top right of the display. A link to the **Namibian Internet Briefing System** is next to the NOTAM icon, flight plans can also be emailed to aim@ncaa.na. **Aviation weather** is next to the IBS icon by clicking the cloud icon.

The **Namibian IAIP** (AIP, AIP SUPP, AIC, NOTAM summaries) is found under the “Documents” tab, “AIM Publications” menu item.

NAMCARs and NAMCATS are found under the “Documents” tab, “Legislation” menu. Another good source for NAMCARs and NAMCATS is the [AOPA Namibia website](#).

Restricted, Prohibited, and Military Areas. Information is in the [AIP ENR 5](#). Navigation Warnings.

Incidents or safety reports can be filed confidentially by selecting the “!” icon on the top right corner of the website or by email to incidents@ncaa.na and daaii@mwt.gov.na.

There are several **flight schools at FYWE and FYSM**. If you are not sure or need more guidance, do not hesitate to contact one of the schools.



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FACTS AT A GLANCE

Item	Key Info	Notes/Details
Emergency Freq	121.5 MHz	Guarded
Namib Naukluft SRA (Hotspot)	127.55 MHz	Mandatory listen & position reports
Swakopmund Aerodrome (Hotspot)	126.3 MHz (common)	High traffic – broadcast intentions
Sossusvlei Area (Hotspot)	124.8 MHz	Many similar-named airfields – double-check aerodrome information
Etosha Area (Hotspot)	123.5 MHz (FYMO main) + 124.8 MHz	Monitor both if possible
VFR Routes	FYWE, FYWB	Refer to AIP before operations
Min Altitude – National Parks	3,000 ft AGL	Etosha, Sossusvlei, Skeleton Coast, etc. (AIC A12/2025 or latest)
Min Altitude – Built-up Areas	1,000 ft	Avoid nuisance to people/property

This guidance is intended to enhance the information provided in the IAIP. always refer to the IAIP for the latest information.



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