

# HOW TO TALK TO ATC IN NAMIBIA

## GUIDELINES FOR GLIDER PILOTS



### GENERAL REMARKS

- For the entry into Namibian controlled airspace, the international radio telephony license (RTI) is mandatory.
  - For flight through controlled airspace (CTR, ATZ, TMA, CTA, AWY), a clearance from ATC is mandatory.
  - The “name” or call sign of the aeroplane is the official immatriculation (license plate), and not e.g. the competition sign or any other name. For clarification, the term “GLIDER” should be used before the call sign.
  - The fact that a glider rarely can hold its altitude and that usually a band (or block) of altitudes must be flown often leads to misunderstandings between ATC and glider. For this reason,
    - the word „GLIDER“ should always be used before the call sign,
    - it should be stated which band of altitudes (or which block) is requested or needed (REQUEST ... BETWEEN FL120 AND FL160) respectively whether you are descending (like in straight flight) or whether you're gaining altitude (basically remaining at the same position (e.g. CLIMBING TO ABOUT FL160)).
- Usually, for a band of altitudes, the word „BLOCK“ is used.

### OUTSIDE CONTROLLED AIRSPACE

- Also outside controlled airspace, the use of dedicated frequencies is mandated. These frequencies aren't meant for talks like on the phone, but rather for air-to-air communication for position reporting and/or coordination between aeroplanes in the same region.
- Therefore, outside controlled airspace, you should make blind position reports from time to time and wait for possible answer of aeroplanes in the vicinity. If situation warrants, you may also directly communicate with nearby aeroplanes (usually, the term „ANY CONFLICTING TRAFFIC PLEASE ACKNOWLEDGE“ is used after the position report).
- In the same sense, if an aeroplane calls you directly as he's nearby (or even could read the call sign), you have to respond and communicate.

### POSITION REPORTS

- Position reports in Namibia are usually referred to a VOR, e.g. within Windhoek CTR/TMA/CTA to the Windhoek VOR, WHV.
- Distances are to be reported in nautical miles (NM), geographical positions referred to the magnetic radial from the VOR. Altitudes above 1500ft ground are reported in flight levels (FL).
- The 2006 **magnetic declination** (a.k.a. variation) in the Bitterwasser area is 14°W. In WDH, it is 12°W, in Keetmanshoop 16°W – the respective figures read from your GPS may need correction by the magnetic declination. **For this reason, your GPS should be set to magnetic courses.**
- Rarely, geographical landmarks on ground are used – and if so, only the ones that are found on the official map (e.g. no waypoints, turn points or unknown landing strips may be used).
- State magnetical directions when indicating your direction of flight.

### POSITION REPORTS WHEN IN DIRECT CONTACT TO ATC

Call Sign	GLIDER V5-GAK
Position and altitude	RADIAL 180 (ONE-EIGHT-ZERO) WINDHOEK VOR, 45 (FOUR-FIVE) MILES FL125 (FLIGHT LEVEL ONE-TWO-FIVE) CLIMBING TO ABOUT FL160

### POSITION REPORT WITHOUT CONTACT TO ATC (BLIND POSITION REPORT)

- Usually, blind position reports are made on information frequencies like 124.70 or 123.40.
- On other frequencies, it might become necessary to make blind position reports, when contact to ATC is temporarily lost.

Call sign, called station	GLIDER V5-GAK ON 124.80 (ONE-TWO-FOUR DECIMAL EIGHT)
Position, possibly geographical landmarks, altitude	RADIAL 180 (ONE-EIGHT-ZERO) WINDHOEK VOR, 45 (FOUR-FIVE) MILES, SOUTH OF REHOBOTH FL125 (FLIGHT LEVEL ONE-TWO-FIVE) DESCENDING
Intention	ON COURSE TO GOBABIS
(when in information airspace)	ANY CONFLICTING TRAFFIC PLEASE ACKNOWLEDGE

### **ENTRY INTO CONTROLLED AIRSPACE**

➤ You may only enter controlled airspace AFTER receiving the respective ATC clearance!

Connection	Called ATC Call sign	WINDHOEK APPROACH, GLIDER V5-GAK
Reply of ATC	Calling call sign called ATC (quality of connection)	GLIDER V5-GAK, WINDHOEK APPROACH, (READ YOU FIVE / LOUD AND CLEAR) GO AHEAD
Position report		GLIDER V5-GAK, RADIAL 215 (TWO-ONE-FIVE) WINDHOEK VOR, 50NM, FL130
Request	Specific request, altitude band/block	REQUEST TO ENTER CTA WINDHOEK ON COURSE TO REHOBOTH -GOBABIS, BETWEEN FL120 AND FL170
Clearance or instruction of ATC	Clearance, next position report	CLEARED TO ENTER CTA WINDHOEK ON COURSE TO GOBABIS, BETWEEN FL 120 AND FL 170 REPORT REHOBOTH
	rejection	UNABLE YOUR REQUEST DUE TO TRAFFIC
Readback	Full readback in case of positive clearance	V5-GAK IS CLEARED TO ENTER CTA WINDHOEK ON COURSE TO GOBABIS, BETWEEN FL 120 AND FL 170, NEXT REHOBOTH
	Short confirmation in case of rejection	ROGER, V5-GAK REMAINING OUTSIDE CTA WINDHOEK

➤ The dialogue with ATC may also be slightly different; in this case, respond accordingly.

### **EXITING CONTROLLED AIRSPACE**

Call sign	GLIDER V5-GAK
Position	RADIAL 60 (SIX-ZERO) WINDHOEK VOR, 50 (FIVE-ZERO) MILES FL (FLIGHT LEVEL) 125 (ONE-TWO-FIVE)
Intention	LEAVING CTA WINDHOEK
Possibly frequency change by ATC	GLIDER V5-GAK, CONTACT (CHANGE TO) 123.40
Confirmation	123.40, GLIDER V5-GAK, GOOD BYE

### **SOME OTHER EXPRESSIONS FROM RADIOTELEPHONY**

Please repeat	SAY AGAIN
Cannot understand	UNREADABLE
Yes	AFFIRM
No	NEGATIVE
I will do so	WILCO
I can't	UNABLE

Please tell me...	REPORT
You're speaking too fast	SPEAK SLOWER
You really mean...	CONFIRM
...because...	DUE TO
Altitude band between FL120 and FL140	(BLOCK) BETWEEN FL120 AND FL140