SOUTH AFRICAN CIVIL AVIATION AUTHORITY

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# REPUBLIC OF SOUTH AFRICA

## CIVIL AVIATION AUTHORITY

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**AIP AMDT**

AMDT 1/21
15 JAN 21

**Effective date**
15 JAN 21

**GEN**
GEN 2.1: Public Holiday Table.
GEN 3.2: Aeronautical Chart.
GEN 3.6: Search And Rescue Procedures.
**ENR**
ENR 1.1: Commissioner of Civil Aviation to read Director of Civil Aviation.
ENR 2.2 Removal of FAPI (civil) allocated FREQ, FACT SRA, Kyalami VFR route.
ENR 3.6: FAKN Hold.
ENR 4.4: New 5LNC MASHO.
**AD**
FAGR: New Aerodrome Information.
FAKM: Stopbars.
FAKN: RWY Physical Characteristics, Declared distances and New RNAV Charts.
FAOR: De-icing and remark, Rescue equipment and Capability for removal of disabled aircraft, TWY M CLSD to all ACFT EXC when under tow, OBST ID, Declared Distance remarks, TWY centreline lighting, Helicopter Landing Area.
FAPH: RFFS CAT downgraded.
FAPP: Capability for removal of disabled aircraft.
FAUP: ADMIN contact Details, Fuelling and remarks, Correction of TWR/APP HOD.
FAWB: Change TWR CELL number.
**CHARTS**
FAGR and FAKN

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| 0.6-38 | 15 JAN 21 | **BRAM FISCHER INTERNATIONAL** | |
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| FABM-6 | 16 OCT 19 | FACT-14 | 8 OCT 20 |
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| FABW-5 | 8 OCT 20 | FAEL-5 | 28 FEB 19 |
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| FACF-4 | 15 OCT 19 | FAFO-1 | 28 FEB 19 |
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| **GEORGE DICK MONTSHIOA** | |
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| **OVERBERG - TEST FLYING & DEVELOPING CENTRE MIL - UNLICENSED** | |
| FAOB-1 | 8 OCT 20 |
| FAOB-2 | 8 OCT 20 |
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| FAOB-4 | 8 OCT 20 |
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| **OUDTSHOORN** | |
| FAOH-1 | 31 DEC 20 |
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| **PORT ALFRED** | |
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| **PIET RETIEF** | |
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| **PIETERMARITZBURG** | |
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| **WATERKLOOF AFB (MIL - UNLICENSED)** | |
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### 4.3 Public health measures applied to aircraft

Same requirements as for scheduled aircraft.

## 5 Foreign military aircraft

No foreign military aircraft shall fly over or land in the Republic except on the express invitation or with the express permission of the Minister; but any such aircraft so flying over or landing in the Republic shall be exempt from these regulations to such extent and on conditions as are specified in the invitation.

### 5.1 Documentary requirements of clearance of aircraft

Same requirements as for scheduled aircraft.

### 5.2 Public health measures applied to aircraft

Same requirements as for scheduled aircraft.

## 6 Report of Arrival of Aircraft

Except with the special permission of the Director for Customs and Excise, the pilot-in-command of every aircraft entering the Republic of South Africa must make his first landing at a place appointed as a customs and examination station at that aerodrome: provided that these provisions shall not apply if the pilot-in-command is forced by stress of weather, accident or other circumstances beyond the control of the pilot-in-command, to land at a place not so appointed and he reports the circumstances of this arrival to a member of the police force and as early as possible makes a report to the customs authorities at the place at which such aircraft was next due to land.

The pilot-in-command of any aircraft arriving in the Republic of South Africa whether with or without goods or passengers, shall within 3 hours after landing at any place appointed as a customs and excise airport, but in any event before the landing or embarkation of passengers and crew or the landing and loading of any goods, make due report in writing to the customers authorities at that airport.

## 7 Report of departure of aircraft

7.1 The pilot-in-command of any aircraft bound from any place within to any place outside the Republic of South Africa is required to report at a customs and excise airport and submit a report outwards in the prescribed form together with a full account of the cargo laden and all non-duty-paid imported or locally manufactured goods shipped as stores on board that aircraft.

7.2 The pilot-in-command of a foreign departing aircraft may not cause or permit the aircraft to depart from a customs and excise airport without first obtaining a certificate of clearance of transfer for the intended flight and the pilot-in-command may not after departure land at any place in the Republic of South Africa other than a customs and excise airport unless forced to do so by stress of weather, accident or other circumstances beyond the control of the pilot-in-command.

7.3 If an aircraft in respect of which a clearance has been issued does not depart from the customs and excise aerodrome within 36 hours of the time when clearance was issued or within such further time as may be allowed by the customs authorities, such clearance lapses and the pilot-in-command shall obtain fresh clearance before causing or permitting the aircraft to depart.

Where a departure aerodrome has no facilities for the transmission of flight plan information, aircraft will be permitted to enter Lesotho and land at Maseru, Moshoeshoe Airport. However, the pilot-in-command shall be required to transmit on the appropriate radio frequency to Maseru Airport Flight Information Unit the requirements as contained in ENR 1.10 soon after the establishment of radio communication contact with Maseru Tower.

Where it is intended to operate to any domestic aerodrome in Lesotho aircraft shall first land at Maseru, Moshoeshoe Airport for Customs, Immigration and Health clearances and to obtain special permit to operate to such domestic airport.

**second (s)** is the duration of 9 192 631 770 periods of the radiation corresponding to the transition between the two hyperfine levels of the ground state of the caesium-133 atom;

**siemens (S)** Is the electric conductance of a conductor in which a current of 1 ampere is produced by an electric potential difference of 1 volt;

**sievert (Sv)** Is the unit of radiation dose equivalent corresponding to 1 joule per kilogram;

**steradian (sr)** Is the solid angle which, having Its vertex in the centre of a sphere, cuts off an area of the surface of the sphere equal to that of a square with sides of length equal to the radius of the sphere;

**tesla (T)** Is the magnetic flux density given by a magnetic flux of 1 weber per square metre;

**tonne (t)** Is the mass equal to 1 000 kilograms;

**volt (V)** Is the unit of electric potential difference and electromotive force which is the difference of electric potential between two points of a conductor carrying a constant current of 1 ampere, when the power dissipated between these points is equal to 1 watt;

**watt (W)** Is the power which gives rise to the production of energy at the rate of 1 Joule per second; and

**weber (Wb)** the magnetic flux which, linking a circuit of one turn produces In It an electromotive force of 1 volt as It Is reduced to zero at a uniform rate In 1 second.

## 2 Temporal reference system

Universal Coordinated Time (UTC) Is used by air navigation services and In documents published by the aeronautical information service.Reporting of time is expressed to the nearest minute, e.g. 12: 40: 35 is reported as 1241. Local time Is UTC + 2 Hours.

The Gregorian calendar shall be used as the temporal reference system for air navigation.

## 3 Geodetic reference datum

3.1 Name/designation of datum The geographical coordinates Indicating Latitude and Longitude are expressed In terms of the World Geodetic System of 1984 (WGS-84) geodetic reference datum.

3.2 Area of application The area of application for the published geographical coordinates coincides with the area of responsibility of the Aeronautical Information Service, I.e. the entire territory of the RSA as well as the airspace over the high seas encompassed by the Johannesburg Oceanic FIR in accordance with the regional air navigation agreement.

3.3 Use of an asterisk to Identify published geographical coordinates The application of WGS-84 will be achieved either by surveyor mathematical conversion of coordinates. Where the Information has been transformed mathematically into WGS-84 coordinates or where the accuracy of original field work does not meet the ICAO Standards and Recommended Practices they are published accompanied by an asterix (*) indicating that the Information Is of low integrity.

3.4 In addition to elevation referenced to the MSL (geoid), for the specific surveyed ground positions, geoid undulation (referenced to the WGS-84 ellipsoid) for those positions specified in Annex 15 Appendix 1 shall also be published.

## 4 Aircraft nationality and registration marks

The nationality marks for aircraft registered In the Republic of South Africa are the letters ZS. The nationality marks are followed by a hyphen and a registration mark consisting of 3 letters, e.g. ZS-ABC.

## 5 Public holidays for the year 2021.

| Date | Day | Name |
|---|---|---|
| 01 January | Friday | New Year's Day |
| 21 March | Sunday | Human Rights Day |
| 22 March | Monday | Public Holiday |
| 02 April | Friday | Good Friday |
| 05 April | Monday | Family Day |
| 27 April | Tuesday | Freedom Day |
| 01 May | Saturday | Workers Day |
| 16 June | Wednesday | Youth Day |
| 09 August | Monday | National Women's Day |
| 24 September | Friday | Heritage Day |
| 16 December | Thursday | Day of Reconciliation |
| 25 December | Saturday | Christmas Day |
| 26 December | Sunday | Day of Goodwill |
| 27 December | Monday | Public Holiday |

| Title of Series | Scale | | | | Date Y/M/D | Source Date |
|---|---|---|---|---|---|---|
| | | IILS RWY 01 | -ILS-01 | | 07/05/10 | |
| | | ILS Z RWY 19 | -ILS-02 | | 07/05/10 | |
| | | ILS Y RWY 19 | -ILS-03 | | 07/05/10 | |
| | | VOR Z RWY 01 | -VOR-01 | | 19/01/03 | |
| | | VOR RWY 19 | -VOR-02 | | 07/05/10 | |
| | | VOR Y RWY 01 | -VOR-03 | | 07/05/10 | |
| | | Radar Terrain Clearance Chart | -RAD-01 | | 07/05/10 | |
| | | Precision APCH Terrain Chart RWY 01 | -PATC-01 | | 13/10/17 | |
| | | Precision APCH Terrain Chart RWY 19 | -PATC-02 | | 13/10/17 | |
| | | AD OBST Type A | -OBST TYPE A-01 | | 13/10/17 | |
| | | AD OBST Type A | -OBST Type A-02 | | 13/10/17 | |
| | | RNAV (RNP) Z RWY 01 | -RNAV-01 | | 19/05/23 | |
| | | Data tabulation | -RNAV-01A | | 17/10/12 | |
| | | RNAV (RNP) Y RWY 01 | -RNAV-02 | | 19/05/23 | |
| | | Data tabulation | -RNAV-02A | | 17/10/12 | |
| | | RNAV (RNP) Z RWY 19 | -RNAV-03 | | 19/01/03 | |
| | | Data tabulation | -RNAV-03A | | 17/10/12 | |
| | | RNAV (RNP) Z RWY 34 | -RNAV-04 | | 19/05/23 | |
| | | Data tabulation | -RNAV-04A | | 17/11/09 | |
| | | RNAV (GNSS) RWY 01 | -RNAV-05 | | 19/05/23 | |
| | | Data tabulation | -RNAV-05A | | 20/03/26 | |
| | | RNAV (GNSS) RWY 19 | -RNAV-06 | | 18/05/24 | |
| | | Data tabulation | -RNAV-06A | | 18/02/01 | |
| | | East London | | | | |
| | | Aerodrome Chart | -AD-01 | | 18/10/11 | |
| | | Restricted Visibility Chart | -AD-02 | | 16/12/08 | |
| | | ILS Z RWY 11 | -ILS-01 | | 08/07/03 | |
| | | ILS RWY 29 | -ILS-03 | | 08/07/03 | |
| | | VOR RWY 11 | -VOR-01 | | 08/07/03 | |
| | | VOR Z RWY 29 | -VOR-02 | | 08/07/03 | |
| | | VOR Y RWY 29 | -VOR-03 | | 08/07/03 | |
| | | Radar Terrain Clearance Chart | -RAD-01 | | 07/07/05 | |
| | | RNAV (GNSS) RWY 11 | -RNAV-01 | | 18/10/11 | |
| | | Data tabulation | -RNAV-01A | | 17/07/20 | |
| | | RNAV (GNSS) RWY 29 | -RNAV-02 | | 17/07/20 | |
| | | Data tabulation | -RNAV-02A | | 17/07/20 | |
| | | Fort Beaufort | | | | |
| | | Aerodrome Chart | -AD-01 | | 18/10/11 | |
| | | RNAV (GNSS) RWY 11 | -RNAV-01 | | 18/03/01 | |
| | | Data tabulation | -RNAV-01A | | 18/03/01 | |
| | | RNAV (GNSS) RWY 29 | -RNAV-02 | | 18/03/01 | |
| | | Data tabulation | -RNAV-02A | | 18/03/01 | |
| | | Graaff-Reinet | | | | |
| | | Aerodrome Chart | -AD-01 | | 20/08/13 | |

| Title of Series | Scale | | | | Date Y/M/D | Source Date |
|---|---|---|---|---|---|---|
| | | George<br>Aerodrome Chart<br>Restricted visibility chart<br>Hot Spot<br>XALIN 1B RNAV (GNSS) RWY 11 STAR<br>Data tabulation<br>AXEMU 1A RNAV (GNSS) RWY 11<br>Data tabulation<br>GABGO 1A RNAV (GNSS) RWY 11 STAR<br>Data tabulation<br>GABGO 1B RNAV (GNSS) RWY 11 STAR<br>Data tabulation | <br>-AD-01<br>-AD-02<br>-AD-03<br>-ARR-02<br><br>-ARR-02A<br>-ARR-03<br><br>-ARR-03A<br>-ARR-04<br><br>-ARR-04A<br>-ARR-05<br><br>-ARR-05A | | <br>18/10/11<br>18/05/24<br>18/05/24<br>18/05/24<br><br>18/05/24<br>18/05/24<br><br>18/05/24<br>18/05/24<br><br>18/05/24<br>18/05/24<br><br>18/05/24 / | |
| Instrument Approach and landing Chart | | ILS RWY 11<br>ILS Z RWY 29<br>VOR RWY 11<br>VOR RWY 29<br>Radar Minimum Altitude Chart<br>RNAV (GNSS) RWY 11<br>Data tabulation<br>RNAV (GNSS) RWY 29<br>Data tabulation<br>P-APCH Terrain Chart RWY 06<br>P-APCH Terrain Chart RWY 24<br>AD OBST Type A | --ILS-01<br>-ILS-02<br>-VOR-01<br>-VOR-02<br>-RAD-01<br>-RNAV-01<br>-RNAV-01A<br>-RNAV-02<br>-RNAV-02A<br>-PATC-01<br>-PATC-02<br>-OBST Type A-01 | | 16/05/26<br>16/11/10<br>14/05/01<br>14/05/01<br>13/01/10<br>18/02/01<br>18/03/29<br>18/03/29<br>18/03/29<br>16/11/10<br>16/11/10<br>16/11/10 | |
| | | George Dick Montshioa<br>Aerodrome Chart<br>VOR A RWY 04 | <br>-AD-01<br>-VOR-01 | | <br>19/07/18<br>19/06/20 | |
| | | Grand Central<br>Aerodrome Chart<br>Restricted visibility Chart | -A<br>AD-01<br>-AD-02 | | <br>19/07/18<br>10/04/08 | |
| | | Greytown<br>Aerodrome Chart<br>VOR RWY 24<br>RNAV (GNSS) RWY 24<br>Data tabulation | <br>-AD-01<br>-VOR-01<br>-RNAV-01<br>-RNAV-01A | | <br>19/03/28<br>19/03/28<br>19/05/23<br>19/05/23 | |
| | | Hluhluwe<br>Aerodrome Chart<br>Breakcloud NDB 03<br>Breakcloud NDB 21 | <br>AD-01<br>-NDB-02 | | <br>04/07/08<br>04/07/08<br>06/08/03 | |
| | | Hoedspruit<br>Aerodrome Chart<br>Radar Terrain Clearance Chart<br>VOR/DME/ILS 18<br>VOR/DME 18<br>VOR/DME 36<br>VOR/DME 36<br>NDB 36 | <br>-AD-01<br>-RAD-01<br>-ILS-01<br>-VOR-01<br>-VOR-02<br>-VOR-03<br>-NDB-01 | | <br>4/07/08<br>06/08/03<br>15/05/28<br>04/07/08<br>04/07/08<br>04/07/08<br>04/07/08 | |

| Title of Series | Scale | | | | Date Y/M/D | Source Date |
|---|---|---|---|---|---|---|
| | | Johannesburg (O R Tambo INTL) | | | | |
| | | Aerodrome Chart | -AD-01 | | 18/10/11 | |
| | | Ground movement | -AD-02 | | 16/02/04 | |
| | | Aircraft Parking/Docking Chart | -AD-03 | | 18/01/04 | |
| | | Aerodrome Parking and Docking Chart | -AD-04 | | 18/01/04 | |
| | | Aircraft Parking/Docking Chart | -AD-05 | | 18/01/04 | |
| | | Aircraft Parking/Docking Chart | -AD-06 | | 15/04/30 | |
| | | Ground Movement Chart - A380 | -AD-07 | | 16/08/18 | |
| | | Hot spot chart | -AD-08 | | 16/02/04 | |
| | | EGMEN 2A SID 03L | -DEP-01 | | 13/01/10 | |
| | | APDAK 3A RWY 03L SID | -DEP-02 | | 16/08/18 | |
| | | VASUR 3A SID 03L/R | -DEP-03 | | 16/03/31 | |
| | | RAGUL 3A RWY 03L/R SID | -DEP04 | | 16/08/18 | |
| | | OVALA 1A RWY 03L/R SID | -DEP-05 | | 16/08/18 | |
| | | NESAN 1A SID 03L/R | -DEP-06 | | 13/01/10 | |
| | | GRASMERE 5B RWY 03L/R SID | -DEP-07 | | 17/07/20 | |
| | | EXOBI IA SID 03L/R | -DEP-08 | | 13/01/10 | |
| | | NORVA 2A RWY 03L/R SID | -DEP-09 | | 16/08/18 | |
| | | EGMEN 1C SID 03L | -DEP-10 | | 13/01/10 | |

| Title of Series | Scale | | | | Date Y/M/D | Source Date |
|---|---|---|---|---|---|---|
| Instrument Approach and Landing Chart | | Data tabulation | -DEP-10A | | 13/01/10 | |
| | | APDAK 1 B RNAV 03L SID | -DEP-11 | | 14/08/21 | |
| | | Data tabulation | -DEP-11A | | 13/01/10 | |
| | | EGMEN 2B SID 21R | -DEP-12 | | 13/01/10 | |
| | | APDAK 2B RWY 21R SID | -DEP-13 | | 14/08/21 | |
| | | VASUR 3B SID 21L/R | -DEP-14 | | 16/03/31 | |
| | | RAGUL 3B RWY 21L/R SID | -DEP-15 | | 14/08/21 | |
| | | OVALA 1B RWY 21L/R SID | -DEP-16 | | 14/08/21 | |
| | | GRASMERE 6C RWY 21R SID | -DEP-17 | | 14/08/21 | |
| | | EXOSI 3B SID 21L/R | -DEP-18 | | 13/01/10 | |
| | | HEIDELBERG 5D RWY 21L/R SID | -DEP-19 | | 14/08/21 | |
| | | LANSERIA 1C SID 21R | -DEP-20 | | 16/03/31 | |
| | | EGMEN 1D SID 21R | -DEP-21 | | 13/01/10 | |
| | | Data tabulation | -DEP-21A | | 13/01/10 | |
| | | APDAK 1 D RNAV RWY 21R SID | -DEP-22 | | 14/08/21 | |
| | | Data tabulation | -DEP-22A | | 13/01/10 | |
| | | GEROX 1C RNAV RWY 21R SID | -DEP-23 | | 14/08/21 | |
| | | Data tabulation | -DEP-23A | | 13/01/10 | |
| | | AVAGO 2A 03 STAR | -ARR-01 | | 16/08/18 | |
| | | NIBEX 2A 03R STAR | -ARR-02 | | 14/08/21 | |
| | | STANDERTON 6A 03R STAR | -ARR-03 | | 14/08/21 | |
| | | OKPIT 4A 03R STAR | -ARR-04 | | 13/01/10 | |
| | | WITBANK 4A 03R STAR | -ARR-05 | | 13/01/10 | |
| | | AVILO 1A 03R STAR | -ARR-07 | | 14/08/21 | |
| | | AVAGO 1C 03R STAR | -ARR-08 | | 16/03/31 | |
| | | Data tabulation | -ARR-08A | | 13/01/10 | |
| | | NIBEX 1B RNAV RWY 03R STAR | -ARR-09 | | 14/08/21 | |
| | | Data tabulation | -ARR-09A | | 13/01/10 | |
| | | STANDERTON 1C RNAV RWY 03R STAR | -ARR-10 | | 14/08/21 | |
| | | Data tabulation | -ARR-10A | | 13/01/10 | |
| | | AVILO 1B RNAV RWY 03R STAR | -ARR-12 | | 14/08/21 | |
| | | Data tabulation | -ARR-12A | | 13/01/10 | |
| | | AVAGO 2B STAR 21 | -ARR-13 | | 16/03/31 | |
| | | NIBEX 2C RWY 21L | -ARR-14 | | 16/08/18 | |
| | | STANDERTON 5B STAR 21L | -ARR-15 | | 13/10/17 | |
| | | OKPIT 4B STAR 21L | -ARR-16 | | 13/10/17 | |
| | | WITBANK 3C STAR 21L | -ARR-17 | | 13/10/17 | |
| | | AVAGO 1D STAR 21L | -ARR-18 | | 16/03/31 | |
| | | Data tabulation | -ARR-18A | | 13/10/10 | |
| | | NIBEX 1D STAR 21L | -ARR-19 | | 18/11/08 | |
| | | Data tabulation | -ARR-19A | | 13/01/10 | |
| | | STANDERTON 1D STAR 21L | -ARR-20 | | 16/07/21 | |
| | | Data tabulation | -ARR-20A | | 13/01/10 | |
| | | ILS Z RWY 03L | -ILS-01 | | 13/01/10 | |
| | | ILS Y RWY 03L | -ILS-02 | | 16/08/18 | |
| | | ILS Z RWY 03R | -ILS-03 | | 13/01/10 | |
| | | ILS X RWY 03R | -ILS-05 | | 14/08/21 | |
| | | ILS W RWY 03R | -ILS-06 | | 14/08/21 | |
| | | ILS Z RWY 21L | -ILS-07 | | 13/01/10 | |
| | | ILS X RWY 21L | -ILS-09 | | 16/08/18 | |
| | | ILS RWY 21R | -ILS-10 | | 16/06/23 | |
| | | VOR Z RWY 21R | -VOR-01 | | 13/04/04 | |
| | | VOR Y RWY 21R | -VOR-02 | | 13/01/10 | |
| | | Radar Minimum Altitude Chart | -RAD-01 | | 16/03/31 | |
| | | RNAV RWY 03R | -RNAV-01 | | 13/01/10 | |
| | | Data tabulation | -RNAV-01A | | 14/01/09 | |
| | | RNAV RWY 21L | -RNAV-02 | | 14/03/06 | |
| | | Data tabulation | -RNAV-02A | | 14/05/01 | |
| | | AD OBST Type A RWY 03L 21R | **-OBST Type** A-01 | | 20/10/08 | |
| | | AD OBST Type A RWY 03R 21L | **-OBST Type** A-02 | | 17/04/27 | |

| Title of Series | Scale | | | | Date Y/M/D | Source Date |
|---|---|---|---|---|---|---|
| | | Kruger Mpumalanga INTL | | | | |
| | | Aerodrome Chart | -AD-01 | | 18/10/11 | |
| | | RAMP chart | -AD-02 | | 04/07/08 | |
| | | NDB RWY 05 | -NDB-01 | | 18/07/19 | |
| | | NDB RWY 23 | -NDB-02 | | 18/07/19 | |
| | | ILS Z RWY 05 | -ILS-01 | | 20/04/23 | |
| | | ILS Y RWY 05 | -ILS-02 | | 20/04/23 | |
| | | ILS X RWY 05 | -ILS-03 | | 18/07/19 | |
| | | VOR/DME RWY 05 | -VOR-01 | | 18/07/19 | |
| | | VOR/DME RWY 23 | -VOR-02 | | 18/07/19 | |
| | | RNAV (GNSS) RWY 05 | -RNAV-01 | | 20/10/08 | |
| | | Data tabulation | -RNAV-01A | | 20/10/08 | |
| | | Ladysmith | - | | | |
| | | Aerodrome Chart | AD-01 | | 04/07/08 | |
| | | VOR RWY 11/29 | -VOR-01 | | 09/12/17 | |
| | | Langebaan CFS | | | | |
| | | Aerodrome Chart | -AD-01 | | 04/07/08 | |
| | | Bergriver SID | -DEP-01 | | 04/08/05 | |
| | | Hopefield SID | -DEP-02 | | 04/08/05 | |
| | | Bergriver STAR | -ARR-01 | | 04/08/05 | |
| | | Hopefield STAR | -ARR-02 | | 04/08/05 | |
| | | Radar Chart | -RAD-01 | | 06/08/03 | |
| | | VOR/DME/ILS 20L | -ILS-01 | | 15/09/17 | |
| | | VOR/DME 02R | -VOR-01 | | 04/07/08 | |
| | | TACAN arc 02R | -VOR-02 | | 04/07/08 | |
| | | VOR/DME or VOR 20L | -VOR-03 | | 04/07/08 | |
| | | TACAN arc 20L | -VOR-04 | | 04/07/08 | |
| | | NDB/DME 34 | -NDB-01 | | 04/07/08 | |
| | | Lanseria INTL | | | | |
| | | Aerodrome chart | -AD-01 | | 19/06/20 | |
| | | Aicraft parking/Docking Chart | -AD-02 | | 17/07/20 | |
| | | Restricted Visibility Chart | -AD-03 | | 19/01/03 | |
| | | RNAV (GNSS) RWY 07 | -RNAV-01 | | 16/08/18 | |
| | | Data tabulation | -RNAV-01A | | 16/05/26 | |
| | | RNAV (RNP) RWY 25 | -RNAV-02 | | 18/05/24 | |
| | | Data tabulation | -RNAV-02A | | 18/05/24 | |
| | | VOR Z RWY 07 | -VOR-01 | | 16/05/26 | |
| | | VOR Y RWY 07 | -VOR-02 | | 16/05/26 | |
| | | ILS Z RWY 07 | -ILS-01 | | 20/04/23 | |
| | | Data tabulation | -ILS-01A | | 20/04/23 | |
| | | Makhado AFB | | | | |
| | | Aerodrome Chart | -AD-01 | | 04/07/08 | |
| | | Radar Terrain Clearance | -RAD-01 | | 04/07/08 | |
| | | VOR/DME/ILS 10 | -ILS-01 | | 04/07/08 | |
| | | TACAN arc 10 | -VOR-01 | | 04/07/08 | |
| | | TACAN arc 28 | -VOR-02 | | 04/07/08 | |
| | | VOR/DME 10 | -VOR-03 | | | |
| | | Margate | | | | |
| | | Aerodrome Chart | -AD-01 | | 18/10/11 | |
| | | Breakcloud NDB 22 | -NDB-01 | | 04/07/08 | |
| | | RNAV (GNSS) RWY 05 | -RNAV-01 | | 16/12/08 | |
| | | Data tabulation | -RNAV-01A | | 16/12/08 | |
| | | RNAV (GNSS) RWY 23 | -RNAV-02 | | 16/12/08 | |
| | | Data tabulation | -RNAV-02A | | 16/12/08 | |

| Title of Series | Scale | | | | Date Y/M/D | Source Date |
|---|---|---|---|---|---|---|
| | | Majuba Power Station<br>Aerodrome Chart<br>Breakcloud NDB 144 | <br>-AD-01<br>-NDB-01 | | <br>04/07/08<br>04/07/08 | |
| | | Malelane<br>Aerodrome Chart<br>RNAV (GNSS) RWY 09<br>Data tabulation<br>RNAV (GNSS) RWY 27<br>Data tabulation | <br>-AD-01<br>-RNAV-01<br>-RNAV-01A<br>-RNAV-02<br>-RNAV-02A | | <br>18/10/11<br>17/04/27<br>15/10/15<br>17/04/27<br>15/10/15 | |
| | | Mthatha<br>Aerodrome Chart<br>RNAV RWY 14<br>Data tabulation<br>RNAV RWY 32<br>Data tabulation<br>VOR RWY 14<br>VOR RWY 32 | <br>-AD-01<br>-RNAV-01<br>-RNAV-01A<br>-RNAV-02<br>-RNAV-02A<br>-VOR-01<br>-VOR-02 | | <br>14/07/24<br>13/07/25<br>13/07/25<br>13/07/25<br>13/07/25<br>12/07/26<br>12/07/26 | |
| | | Nelspruit<br>Aerodrome<br>RAMP | <br>AD-01<br>AD-02 | | <br>07/04/08<br>07/04/08 | |
| | | Newcastle<br>Aerodrome Chart | <br>-AD-01 | | <br>08/12/18 | |
| | | Oudtshoorn<br>Aerodrome Chart | <br>-AD-01 | | <br>07/10/25 | |
| | | Overberg<br>Aerodrome Chart<br>Radar Terrain Clearance Chart<br>VOR/DME/ILS 35<br>VOR/DME 17<br>TACAN arc 17<br>VOR/DME 35<br>TACAN arc 35<br>NDB/DME 17<br>NDB 17<br>NDB/DME 35<br>NDB 35<br>RNAV (GNSS) RWY 17<br>Data tabulation<br>RNAV (GNSS) RWY 35<br>Data tabulation | <br>--AD-01<br>-RAD-01<br>-ILS-01<br>-VOR-01<br>-VOR-02<br>-VOR-03<br>-VOR-04<br>-NDB-01<br>-NDB-02<br>-NDB-03<br>-NDB-04<br>-RNAV-01<br>-RNAV-01A<br>-RNAV-02<br>-RNAV-02A | | <br>04/07/08<br>06/08/03<br>15/07/23<br>04/07/08<br><br>04/07/08<br>04/07/08<br>04/07/08<br>04/07/08<br>04/07/08<br>04/07/08<br>04/07/08<br>18/05/24<br>18/03/29<br>18/05/24<br>18/03/29 | |
| | | Phalaborwa<br>Aerodrome Chart<br>Breakcloud VOR/NDB or VOR 19<br>Breakcloud NDB 19 | <br>--AD-01<br>-VOR-01<br>-NDB-01 | | <br>04/07/08<br>04/07/08<br>04/07/08 | |
| | | Pietermaritzburg<br>Aerodrome Chart<br>NDB A RWY 16<br>NDB B RWY 34<br>RNAV (GNSS) RWY 16<br>Data tabulation<br>RNAV (GNSS) RWY 34<br>Data tabulation | <br>-AD-01<br>-NDB-01<br>-NDB-02<br>-RNAV-01<br>-RNAV-01A<br>-RNAV-02<br>-RNAV-02A | | <br>15/05/28<br>11/07/28<br>11/07/28<br>19/06/20<br>10/07/29<br>19/07/18<br>10/09/23 | |

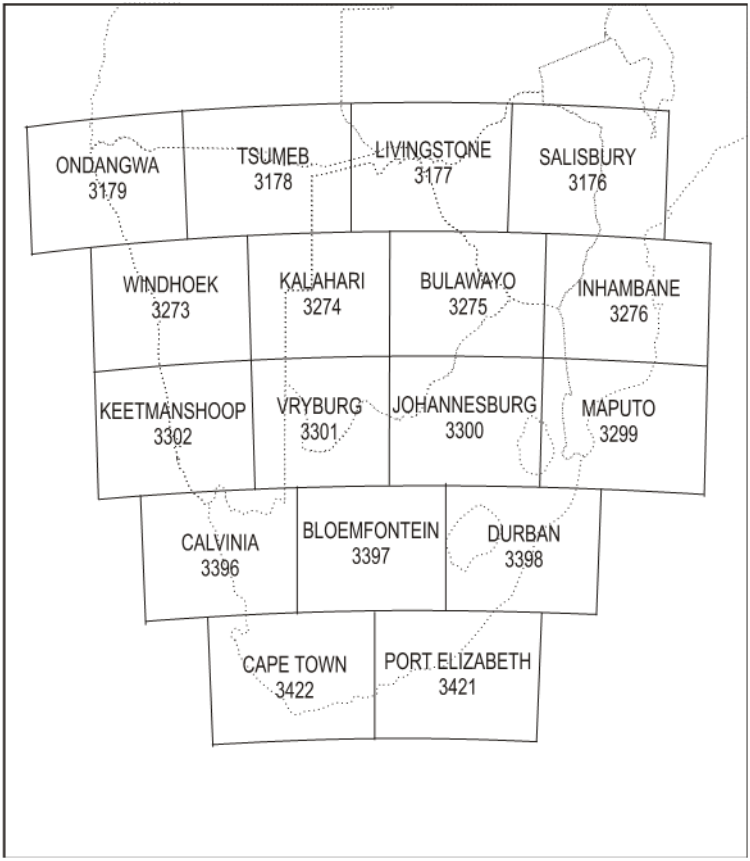
| Title of Series | Scale | | | | Date Y/M/D | Source Date |
|---|---|---|---|---|---|---|
| | | Piet Retief<br>Aerodrome Chart<br>B/C NDB 15 | <br>-AD-01<br>-NDB-01 | | <br>04/07/08<br>04/07/08 | |
| | | Pilanesberg<br>Aerodrome Chart<br>Breakcloud VOR/DME 05 | <br>-AD-01<br>-VOR-01 | | <br>04/07/08<br>04/07/08 | |
| | | Piettenberg Bay<br>Aerodrome Chart<br>B/C NDB 30 | <br>-AD-01<br>-NDB-01 | | <br>11/01/08<br>04/07/08 | |
| | | Polokwane Intl<br>Aerodrome Chart<br>Restricted Visibility Chart<br>VOR RWY 05<br>ILS RWY 05<br>RNAV (GNSS) RWY 05<br>Data tabulationj | <br>-AD-01<br>-AD-02<br>-VOR-01<br>-ILS-01<br>-RNAV-01<br>-RNAV-01A | | <br>18/11/08<br>13/03/07<br>16/09/15<br>17/10/12<br>19/07/18<br>19/07/18 | |
| | | Pongola<br>Aerodrome Chart | <br>-AD-01 | | <br>04/07/08 | |
| Instrument Approach and Landing Chart | | Port Elizabeth<br>Aerodrome Chart<br>Aircraft parking/Docking Chart<br>ILS RWY 08<br>ILS Z RWY 26<br>VOR Z RWY 08<br>VOR Z RWY 26<br>Radar Terrain Clearance Chart<br>RNAV (GNSS) RWY 08<br>Data tabulation<br>RNAV (GNSS) RWY 26<br>Data tabulation<br>AD OBST Type A-01 RWY 08/26<br>Precision APCH Terrain ChartRWY<br>PrecisionAPCHTerrain ChartRWY 26 | <br>-AD-01<br>-AD-02<br>-ILS-01<br>-ILS-02<br>-VOR-01<br>-VOR-02<br>-RAD-01<br>-RNAV-01<br>-RNAV-01A<br>-RNAV-02<br>-RNAV-02A<br>-OBST Type A-01<br>-PATC-01<br>-PATC-02 | | <br>18/11/08<br>15/09/17<br>17/09/14<br>17/09/14<br>18/12/06<br>16/01/07<br>13/04/04<br>15/09/17<br>15/09/17<br>15/09/17<br>15/09/17<br>18/06/21<br>18/06/21<br>18/06/21 | |
| | | Rand<br>Aerodrome Chart<br>Restricted Visibility Chart | <br>-AD-01<br>-AD-02 | | <br>18/01/11<br>10/01/14 | |
| | | Richards Bay<br>Aerodrome Chart<br>Parking<br>Breakcloud VOR/DME 05<br>Breakcloud VOR 05<br>Breakcloud VOR/DME 23<br>Breakcloud VOR 2 | <br>-AD-01<br>-AD-02<br>-VOR-01<br>-VOR-02<br>-VOR-03<br>-VOR-04 | | <br>04/07/08<br>04/07/08<br>04/07/08<br>04/07/08<br>04/07/08<br>04/07/08 | |
| | | Secunda<br>Aerodrome Chart | <br>-AD-01 | | <br>12/08/23 | |
| | | Sishen<br>Aerodrome Chart<br>Aircraft parking/Docking chart<br>XASMI/XATKU VISUAL DEP<br>XATKU/XASMI VISUAL ARR<br>RNAV (GNSS) RWY 17<br>Data tabulation | <br>-AD-01<br>-AD-02<br>-VFR DEP-01<br>-VFR ARR-01<br>-RNAV-01<br>-RNAV-01A | | <br>18/11/08<br>14/05/01<br>19/07/18<br>19/07/18<br>17/09/14<br>17/09/14 | |

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| | | Skukuza<br>Aerodrome Chart<br>Breakcloud NDB 35<br>RNAV (GNSS) RWY 17<br>Data tabulation<br>RNAV (GNSS) RWY 35<br>Data tabulation | <br>-AD-01<br>-NDB-01<br>-RNAV-01<br>-RNAV-01A<br>-RNAV-02<br>-RNAV-02A | | <br>18/12/06<br>04/0708<br>18/12/06<br>18/12/06<br>18/12/06<br>18/12/06 | |
| | | St Francis field<br>-Aerodrome ChartRNAV (GNSS)<br>RWY 10<br>Data tabulation<br>RNAV (GNSS) RWY 28<br>Data tabulation | <br>-AD-01<br>-RNAV-01<br>-RNAV-01A<br>-RNAV-02<br>-RNAV-02A | | <br>18/12/06<br>18/09/13<br>18/09/13<br>18/09/13<br>18/09/13 | |
| | | Swartkop MIL<br>Aerodrome Chart | <br>-AD-01 | | <br>15/03/07 | |
| | | Tutuka<br>Aerodrome Chart<br>Breakcloud NDB 22 | <br>-AD-01<br>-NDB-01 | | <br>04/07/08<br>04/07/08 | |
| Instrument Approach and Landing Chart | | Tswalu<br>Aerodrome Chart<br>NEXUP 1 A SID RWY 18<br>Data tabulation<br>NEXUP 1 B SID RWY 36<br>Data tabulation<br>RNAV (GNSS) RWY 18<br>Data tabulation<br>RNAV (GNSS) RWY 36<br>Data tabulation | <br>-AD-01<br>-DEP-01<br>-DEP-01A<br>-DEP-02<br>-DEP-02A<br>-RNAV-01<br>-RNAV-01A<br>-RNAV-02<br>-RNAV-02A | | <br>19/01/03<br>15/09/17<br>15/09/17<br>15/09/17<br>15/09/17<br>18/10/11<br>15/09/17<br>15/09/17<br>15/09/17 | |
| | | Ulundi<br>Aerodrome Chart<br>Breakcloud 2 NDB/DME 05<br>Breakcloud 2 NDB/DME 23<br>Breakcloud NDB 23 | <br>-AD-01<br>-NDB-01<br>-NDB-02<br>-NDB-03 | | <br>04/07/08<br>04/07/08<br>04/07/08<br>04/07/08 | |
| | | Upington<br>Aerodrome Chart<br>Restricted Visibility Chart<br>Hot spot chart<br>VOR RWY 35<br>NDB RWY 35<br>RNAV (GNSS) RWY 35<br>Data tabulation | <br>-AD-01<br>-AD-02<br>-AD-03<br>-VOR-01<br>-NDB-01<br>-RNAV-01<br>-RNAV-01A | | <br>18/11/08<br>14/05/01<br>16/01/07<br>14/03/06<br>14/03/06<br>16/12/08<br>16/12/08 | |
| | | Venetia Mine<br>Aerodrome Chart<br>Breakcloud NDB 08 | <br>-AD-01<br>-NDB-01 | | <br>04/07/08<br>04/07/08 | |
| | | Vereeniging<br>Aerodrome Chart<br>Breakcloud NDB 03 | <br>-AD-01<br>-NDB-01 | | <br>05/01/20<br>04/07/08 | |

| Title of Series | Scale | | | | Date Y/M/D | Source Date |
|---|---|---|---|---|---|---|
| | | Waterkloof AFB<br>Aerodrome Chart<br>ILS 01<br>RNAV (GNSS) RWY 01<br>Data tabulation<br>RNAV (GNSS) RWY 19<br>Data tabulation | <br>-AD-01<br>-ILS-01<br>-RNAV-01<br>-RNAV-01A<br>-RNAV-02<br>-RNAV-02A | | <br>05/01/20<br>13/01/10<br>17/10/12<br>17/09/14<br>17/09/14<br>17/10/12 | |
| | | Wonderboom<br>Aerodrome Chart<br>Breakcloud NDB RWY 29<br>RNAV (GNSS) RWY 29<br>Data tabulation<br>VOR RWY 29 | <br>--AD-01<br>-NDB-01<br>-RNAV-01<br>-RNAV-01A<br>-VOR-01 | | <br>18/11/08<br>16/09/15<br>18/09/13<br>18/09/13<br>16/07/21 | |
| | | Witbank<br>Aerodrome Chart<br>Breakcloud VOR | <br>-AD-01<br>-VOR-01 | | <br>04/07/08<br>04/07/08 | |
| | | Ysterplaat MIL<br>Aerodrome Chart | <br>-AD-01 | | <br>15/03/07 | |

World Aeronautical Charts

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# GEN 3.6 SEARCH AND RESCUE

## 1 Purpose

The purpose of the Search and Rescue (SAR) organization is to provide assistance to aircraft in distress and to search for, provide aid to, and coordinate the rescue of survivors of aircraft accidents and forced landings

## 2 Responsible Authority

The Department of Transport is the custodian and champion of Search and Rescue Services in South Africa. It has the overall responsibility for planning, establishing and organisation, staffing, equipping and managing the SAR system in South Africa in collaboration with SASAR.

Search and Rescue services in South Africa are organized in accordance with the International Standards and Recommended Practices of ICAO and operate under the coordinating direction of the South African Search and Rescue Organization (SASAR) which acts on behalf of the Department of Transport as the authority responsible for the application of Annex 12 to the Chicago Convention and to ensure a coordinated and effective Search and Rescue service within the South African Search and Rescue Region

Any changes, deletions or insertions to any documents in the South African AIP and other regulations, policies or standards involving Search and Rescue in any way, shall be liaised with the SASAR Secretariat and/or SASAR Executive Committee, where applicable for approval before publication.

All Air Traffic Service Units (ATSU's), as delegated by the Department of Transport, are designated SAR alerting posts.
The Aeronautical Rescue Coordination Centre (ARCC) Johannesburg is responsible for the conduct of SAR for missing aircraft, forced landings and aircraft crashes within the Aeronautical SRR under South African jurisdiction.
The ARCC Johannesburg must be alerted by all designated ATSU's to all aircraft in-flight experiencing emergencies within the Aeronautical SRR under South African jurisdiction, in order to monitor the progress and action with relevant SAR response where required.

| | |
|---|---|
| Responsible Authority | SASAR Secretariat<br>Department of Transport |
| Physical Address | Department of Transport<br>159 Struben Street<br>Pretoria<br>0001 |
| Postal Address | SASAR Secretariat<br>Department of Transport<br>Private Bag X193<br>Pretoria<br>0001 |
| Contact Details | Director: Search and Rescue<br>+27 12 309 3520 |

## 3 Organisation

SASAR has designated an operational facility namely the Aeronautical Rescue Coordination Centre (ARCC) in the Johannesburg Area Control Centre at OR Tambo International Airport known as the ARCC Johannesburg. It is primarily responsible for coordinating the conduct of SAR Operations within the Aeronautical South African SRR which is under the control of the ARCC Chief

## 4 Rescue Coordination Centre

| | |
|---|---|
| Responsible Organization | ARCC Johannesburg OR Tambo International Airport |
| Physical Address | ATNS Operational Complex<br>Gate 14<br>Bonaero Drive<br>Bonaero Park<br>Kempton Park |
| Postal Address: | ARCC<br>Private Bag X1<br>Bonaero Park<br>Kempton Park<br>1622 |
| Contact Details: | ARCC Chief<br>+27 11 928 6432<br>+27 82 823 8493<br>arccchief@atns.co.za |
| 24 Hour Alerting | ARCC Duty SMC<br>+27 63 505 4164 |
| Additional 24 Hour Alerting | +27 11 928 6454/5 |
| Standby Contact | ARCC Duty SMC<br>+27 63 505 5485 |
| Email Address | arcc@atns.co.za |
| Alternate E-mail | sasar.arcc@gmail.com |
| AFTN | FAORYCYX |
| GPS Coordinates | 260813.0S 281501.7E |

### 4.1 Aeronautical Rescue Sub-Centres (RSC)

Each ATSU within the RSA can be appointed as an RSC on an ad-hoc basis provided they have been trained in SMC Duties.

### 4.2 Permanent RSCs

All neighboring territories within the Aeronautical SRR are considered permanent RSC's. These units are tasked permanently by the appropriate RCC to carry out certain duties of the RCC or on an ad-hoc basis when required.

| Permanent RSC | Location, Address and Contact |
|---|---|
| Eswatini | Sikhuphe SAR Unit (FDSK)<br>P.O. Box D361<br>The Gables H126<br>Eswatini<br>Tel: +268 2333 5000/5248/5249<br>Fax: +268 2333 5229<br>AFTN: FDSKZQZX / FDSKZPZX<br>Email: info@eswacaa.co.sz |
| Lesotho | Maseru RSC<br>P.O. Box 629<br>Maseru<br>Lesotho<br>Tel: +266 22 350395<br>Tel: +266 22 350777 Ext. 101<br>AFTN: FXMMYDYX |
| Namibia | Eros Airport<br>Aviation Road Olympia<br>Windhoek<br>Tel: +264 61 702070/1<br>Tel: +264 62 702490<br>Tel: +264 81 4097684<br>AFTN: FYHQYCYX |

## 5 Procedures

### 5.1 Alerting Posts

A designated alerting post shall immediately inform the RCC of an emergency or potential emergency once it becomes aware of it.

The following organizations or institutions are designated as dedicated alerting posts:
ATSUs
Harbor Master's Offices
Coastal Radio Stations
South African Police Service (SAPS)
The Maritime Rescue Coordination Centre (MRCC)
The Aeronautical Rescue Coordination Centre (ARCC)

Any person or element of the SAR Organization, having reason to believe or has been informed that an aircraft is in distress, shall immediately give all available information to the relevant alerting post.

No person shall provide aeronautical search and rescue services except under the authority of SASAR in accordance with the provision of the South African Maritime and Aeronautical Search and Rescue Regulations 2016.

No person must provide search and rescue coordination functions unless appropriately designated and certificated by the Minister and Director-General respectively

No person must provide on-scene SAR coordination functions unless appointed in that capacity by an RCC.

## 5.2 Emergency Phases

All ATSUs have been designated as alerting posts and are responsible for the declaration of the appropriate phase.

**The relevant SAR Phase shall be declared and the ARCC notified telephonically, immediately when an ATSU is notified of an emergency irrespective of the departure or destination of the aircraft experiencing the emergency.**

Three phases of emergency have been established for classifying emergency situations and are declared as follows:

### 5.2.1 Uncertainty Phase (INCERFA)

A situation wherein uncertainty exists as to the safety of an aircraft and its occupants. This phase will be declared when:

a) Radio contact is lost and not re-established within 15 minutes when radio contact was required.
NOTE: Where an aircraft is equipped with VHF only and continuous radio contact cannot be maintained throughout the flight, the pilot in command should state before departure the reporting point(s) at which overdue action must be taken in the event of non-receipt of the position report, or whether overdue action is required only at destination.

b) An aircraft is known or believed to be subject to irregular operation i.e. when it is:
i) Not following the correct track or maintaining the correct flight levels.
ii) Not in normal communication.
iii) Unable to use appropriate navigation aids.
iv) Experiencing navigational difficulties.
v) Experiencing hazardous weather conditions

c) Experiencing impaired operating efficiency/technical difficulties, but not to the extent that the flight cannot be completed.

d) An aircraft operating on a flight plan stipulating alerting action after a specified time fails to arrive or is not in contact with the ATSU by the time specified in the flight plan and preliminary checks fail to reveal the whereabouts of the aircraft.

e) An aircraft which is proceeding to an unmanned aerodrome but which is operating on an “overdue action” flight plan, fails to report the arrival to the ATSU specified in the flight plan by the time specified and preliminary checks fail to reveal the whereabouts of the aircraft.

f) An aircraft is about to make or has made a landing other than a forced landing, where the position is in doubt, on an unprepared surface or on an aerodrome that is operationally unsuitable.

g) Information is received than an aircraft is missing.

NOTES: The evaluation of other circumstances, e.g. knowledge that the aircraft is experiencing difficulties, renders it advisable to declare the uncertainty phase whether the pilot declares an emergency or not!

5.2.2 **Alert Phase (ALERFA)**

A situation wherein apprehension exists as to the safety of an aircraft and its occupants.

This phase will be declared when:

a) The attempts made during the uncertainty phase to establish contact with the aircraft or to gain any news from other sources have failed and the aircraft is clearly overdue;

b) Information has been received which indicates that the operating efficiency of the aircraft for which the uncertainty phase was declared or that of another aircraft has become impaired, but not to the extent that a forced landing is likely;

c) There is reason to believe that the operation of an aircraft is being interfered with;

d) The transmission of a PAN-PAN-PAN!

e) An aircraft is known to be operating in other than normal circumstances, or is LOST and there is reason to believe that in consequence the safe conduct of the flight is in jeopardy.

NOTE: “Other than normal circumstances” may include all or any of the circumstances for which the declaration of INCERFA is required and any circumstances having comparable consequences. The ALERT phase shall be declared whether the pilot declares an emergency or not!

5.2.3 **Distress Phase (DETRESFA)**

A situation wherein there is reasonable certainty that an aircraft and its occupants are threatened by grave and imminent danger and require immediate assistance or has crashed.

This phase will be declared when:

a) Attempts made during the alert phase to establish contact with the aircraft and to gain information through more widespread enquiries have failed and the aircraft is clearly missing and probably in distress;

b) The fuel on board is considered exhausted or insufficient for the aircraft to reach safety;

c) Information is received which indicates that the operating efficiency of the aircraft has become impaired to the extent that a forced landing is likely;

d) Information is received, or it is reasonably certain that the aircraft is about to make or has made a forced landing, or has crashed;

e) The transmission of MAYDAY-MAYDAY-MAYDAY!

f) A downed aircraft is inadvertently located as the result of a sighting or of homing on an ELT transmission.

g) An aircraft which has been given approach or landing instructions at an aerodrome, fails to land within 5 minutes of the expected landing time, and communications cannot be re-established with the aircraft.

h) An aircraft fails to report after take-off when instructed or expected to do so and communications cannot be re-established before the expiration of 5 minutes.

Notes: Each ATSU is entrusted with the task of alerting services for all aircraft known to it, whether the aircraft is provided with air traffic services or not; and each ATSU serves as a collecting point of all information relating to the state of emergency of an aircraft operating within the FIR concerned.

As a result, an RCC will usually receive notification that an aircraft is, or is considered to be, in a state of emergency from the ATSU with which it is associated.

Time is of the essence and emergencies shall be reported to the Duty SMC immediately.

When the nature of the emergency is such that local rescue facilities are considered to be capable of dealing with the emergency, e.g. in certain incidents occurring at or near an aerodrome where the Aerodrome Emergency Management System or Emergency Response Plan is in force within the 10km radius as published, the ATSU will act as an Aeronautical Sub-Centre and direct the necessary and appropriate search and rescue units to the scene of the accident and notify the ARCC of such actions.

In respect of an aircraft for which no flight plan has been filed, when information that the aircraft is overdue or missing is received from any source, e.g. an ATSU, the aircraft operator, relatives of the pilot, or any other person in such cases the ARCC Duty SMC shall be notified, which will investigate and act according to the information gathered. Gathering of information shall be completed as per the published SAR Regulations.

### 5.3 Search and Rescue Measures with regards to Flight Plans

1) Search and rescue action

   i) Search and rescue action shall be instituted automatically in respect of: -
   a) All flights between aerodromes where air traffic services are provided; and
   b) All flights conducted in controlled airspace, excluding flights crossing an airway at right angles, for which flight plans are filed prior to departure.

   ii) Search and rescue action shall be instituted in respect of all domestic and international flights to aerodromes where air traffic services are not provided, for which flight plans are filed prior to departure and the pilot-in-command has specifically requested such search and rescue action.

   iii) Search and rescue action shall be instituted in respect of flights for which flight plans are filed in flight when such action is specifically requested by the pilot-in-command.

   iv) Pilots-in-command of flights for which search, and rescue action has beenrequested, who fail to comply with the search and rescue requirements, shall be responsible for any costs incurred by the air traffic service unit concerned for the provision of alerting or supporting services.

2) The Search and Rescue action referred to in regulation (II) above, will only be instituted after a specific time. Such time should not be less than one hour after the estimated time of arrival at the destination aerodrome and the air traffic services unit to which the arrival notification will be made.

3) For flights to be conducted in controlled airspace during a portion of the flight, and then landing at an unmanned aerodrome regulation (i) (b) and (ii) will apply. This means that it is essential for the pilot-in- command to ensure that the ATSU is informed when the flight is leaving or entering controlled airspace, otherwise search and rescue action will be taken on the missed position report whilst in controlled airspace.
   e.g. A flight from Cape Town to Victoria West via SLV VOR at flight level 090 requested search and rescue action at destination. This flight will be operating in controlled airspace from Cape Town to SLV VOR (i.e. Cape Town controlled airspace and airway UA405). Should the pilot fail to report at SLV VOR, air traffic control would commencepreliminary search and rescue action 5 minutes after the time of the expected report at SLV VOR. Alternatively, if a position report is received at SLV VOR, search and rescue would only be commenced at the time stated in the flight plan at destination if an arrival report or closure of flight plan report has not been received by the ATSU. If the pilot-in-command of this flight has stated RMK/SARNIL in Field 18 of the flight plan and failed to report at SLV VOR, the responsible ATSU would nevertheless commence preliminary search and rescue action 5 minutes after the time of the expected report at SLV VOR.

4) For flights landing at aerodromes where ATSU are in operation, pilots may assume that the ATSU will close the flight plan on arrival at the aerodrome.

5) Search and rescue action in respect of missed position reports from aircraft flying in uncontrolled airspace will only be instituted in respect of aircraft which are capable of reporting positions throughout the flight. In this case the action instituted will be similar to that instituted for aircraft flying in controlled airspace. It should be noted, however,

that when a flight is bound for an aerodrome where an ATSU is not in operation and the pilot-in-command states SAR/NIL in Field 18 of the flight plan, search and rescue action will not be instituted in respect of missed position reports outside controlled airspace.

6) Pilots who request search and rescue are per regulations (ii) and (iii) above assume the responsibility to ensure that an ATSU is informed on completion of, or abandoning, their flight. Search and rescue may be cancelled on R/T by using one of the following R/T phraseologies:
cancel my search and rescue.
If the pilot does not receive acknowledgement of his/her message on R/T, he/she must telephone notice of his/her arrival to the ATSU indicated in Field 18 of his/her flight plan before the expiry of the search and rescue time stated on the flight plan.

7) In order to avoid any misunderstanding between pilots and ATSU, Field 18 of the flight plan form must be endorsed as follows: -
i) RMK/SARNML must be indicated when the flight is bound for an aerodrome where an ATSU is in operation. RMK/SARNML must NOT be indicated when the flight is bound for an aerodrome where an ATSU IS NOT in operation.
This type of SAR shall mean the following: -
a) Search and rescue action will be instituted automatically in the event of a missed position report while the aircraft is flying within controlled airspace and/or in the event of non-arrival at destination.
b) Search and rescue action will not be provided while the aircraft is flying in uncontrolled airspace, except in an emergency.
ii) RMK/SARNMLENROUTE may be indicated when the flight is bound for an aerodrome where an ATSU is in operation and the whole or portion of the flight is conducted outside controlled airspace. RMK/SARNMLENROUTE MUST NOT be indicated when the flight is bound for an aerodrome where an ATSU is not in operation.
This type of SAR shall mean the following: -
a) Search and rescue action will be instituted automatically in the event of a missed position report while the aircraft is flying within controlled airspace and/or in the event of a non-arrival at destination;
b) Search and rescue action will be instituted in the event of a missed position report while the aircraft is flying in uncontrolled airspace;
c) When requesting this type of SAR, the pilot-in-command of the aircraft must be reasonably certain that it will be possible to make position reports throughout the flight and that the required reports will be made.
iii) SAR after a specified time – this type of SAR may be indicated when the flight is bound for an aerodrome where an ATSU is not in operation and shall be shown as follows: -
SAR/ (air traffic services unit to be notified of arrival) (time by which notification of arrival will be made).
e.g. RMK/SARFABL0930. – meaning that BRAM FISCHER International Airport will be notified of ARRIVAL by 0930 (UTC).
It shall mean the following: -
a) Search and rescue action will be instituted automatically in the event of a missed

position report while the aircraft is flying within controlled airspace.
b) Search and rescue action will be instituted automatically in the event of the ATSU which is to be notified of arrival not receiving the arrival notification by the time specified in the flight plan;
c) Search and rescue action will NOT be provided while the aircraft is flying in uncontrolled airspace, except in an emergency.
iv) RMK/SARNIL – used when search and rescue action is not required.
RMK/SARNIL may only be used when the flight is bound for an aerodrome where an ATSU is NOT in operation. In this case search and rescue action will be instituted automatically in the event of a missed position report while the aircraft is flying within controlled airspace. When the aircraft has reported leaving controlled airspace no further search and rescue action will be provided, except in an emergency.
v) SAR AFTER A SPECIFIED hour/s from ETA (EXPECTED TIME OF ARRIVAL) -
This type of SAR may be indicated when the flight is bound for an aerodrome where an ATSU is not in operation and shall be shown as follows:
SAR/ (air traffic services unit to be notified of arrival) (number of hours by which notification of arrival will be from the ETA).
E.g. RMK/SARFAORETA1HR
RMK/SARFALAETA2HR
It shall mean the following:
a) Search and rescue action will be instituted automatically in the event of a missed position report while the aircraft is flying within controlled airspace.
b) Search and rescue action will be instituted automatically in the event of the ATSU which is to be notified of the arrival, not receiving the arrival notification by the ETA of the aircraft plus the stipulated hour/s.
c) Search and rescue action will NOT be provided while the aircraft is flying in uncontrolled airspace, except in an emergency.
vi) SAR EN-ROUTE AFTER SPECIFIED TIME -
This type of SAR may be indicated when the flight is bound for an aerodrome where an Air Traffic Service is not in operation, and will be shown as follows:
SAR/ (Air Traffic Services Unit to be notified of arrival) (time by which notification of arrival will me made en-route).
e.g. SARENROUTEFABL0930.
It shall mean the following: -
a) Search and Rescue action will be instituted automatically in the event of a missed position report while flying in controlled airspace;
b) Search and Rescue action will be instituted automatically in the event of the Air Traffic Services Unit, which is to be notified of arrival not receiving the arrival notification by the time specified in the flight plan;
c) Search and Rescue action will be instituted in the event of a missed position report while the aircraft if flying in uncontrolled airspace;

d) When requesting this type of SAR, the pilot-in-command of the aircraft must be reasonable certain that it will be possible to make position reports throughout the flight and that the required reports will be made.

8) In this context an Air Traffic Services Unit shall mean a Unit manned by personnel authorized by the:
SACAA or South African National Defence Force (South African Air Force).

9) The attention of pilots is drawn to CAR 91.03.4 of the Rules of the Air, and General Operating Rules, regarding the constitution of a flight plan. It should be noted that if the data, as laid down in the CAR's, is not submitted, search and rescue action may not be provided. Pilots-in-command should therefore ensure that all relevant data is submitted to the appropriate ATSU, particularly when filing an in-flight flight plan.

10) Pilots are further reminded that a flight plan filed before departure will not be activated unless a time of departure has been received by an ATSU. When departing from an aerodrome where an ATSU is in operation it may be assumed that the flight plan will be activated by that unit. Conversely, when departing from an aerodrome where an ATSU is not in operation the pilot-in-command must ensure that an ATSU receives the time of departure.

5.3.1 **Activation of Flight Plan with Search and Rescue Requirement**

Search and rescue can only be instituted when a valid filed flight plan has been activated.
Activation of a valid flight plan search and rescue action will be automatic in the following instances:

a) Departure signal via AFTN and/or voice liaison between ATSU's

b) Voice communication with ATSU's,

When the flight is of such a nature where voice communication with any ATSU will prove difficult, the following methods to activate a valid flight plan shall apply:

1) Notifying an ATSU by means of a telephone call requesting that the flight plan be activated.

2) Relay via another aircraft on frequency.

5.3.2 **Cancellation of Flight Plan Search and Rescue**

Due to the high costs and man hours involved in any Search and Rescue action, it is imperative that pilots/operators cancel Search and Rescue with an ATSU within the stipulated time as requested on the flight plan. Any overdue SAR which turns out to be a false operation places unnecessary strain on limited resources.

This cancellation can be done by calling an ATSU on Frequency or phoning an ATSU or AIMU after landing.
The AIMU shall be notified of all SAR cancellations irrespective if an ATSU is manned or not.

The ATSU receiving this cancellation shall be responsible for:

a) Contacting the AIMU and arrange for a cancellation message on AFTN.

b) Contacting the ATSU with whom SAR was filed on the flight plan (if different from the one receiving the notification) and advise them of the aircraft's safe arrival upon which the necessary Occurrence Log entry shall be made.

The AIMU receiving the cancellation shall be responsible for:

1) Immediately dispatching an AFTN message for cancellation of SAR.

2) Contacting the ATSU with whom SAR was filed on the flight plan and advise them of the aircraft's safe arrival upon which the necessary Occurrence Log entry shall be made.

### 5.4 Aircraft subject to an Emergency

An aircraft subject to an emergency should notify the appropriate ATSU without hesitation to ensure that effective action may be taken without delay. In this respect remember the "Five Golden Rules":

CONFESS your predicament to any ATSU to enable the organization to assist while there is still time.
COMMUNICATE with the ATSU, passing as much of the pertinent information in the first message.
CLIMB, if possible for improved direction-finding and radar coverage.
COMPLY with instructions and advice given and assist the ATSU to control communication on the frequency in use. Do not change frequency unless it is absolutely necessary.
CONSERVE – slow down and select power for maximum endurance.

### 5.5 Aircraft observing another aircraft in Distress

An aircraft observing another aircraft in distress, making a crash-landing, ditching, aircrew ejecting or bailing-out, or a dinghy, shall (where possible) take action as follows:
Keep the aircraft or personnel in distress in sight.
If at sea and a surface vessel is in sight and can be contacted without losing sight of the distressed personnel, guide it to the position;

If the aircraft in distress has not been able to transmit a distress signal, or if the captain of the aircraft observing the distress believes that further help is needed, transmit a message containing all relevant information to the controlling ground station on the frequency in use;
Obtain as accurate a position as possible by the best available means and transmit if necessary, the correct position to the controlling ground station;
Carry out instructions from the controlling ground station, or remain in position until instructed to return, or until circumstances compel departure.

## 5.6 Emergency Communication from Aircraft

Emergency communications from aircraft are divided into two categories as follows:
Distress: covers aircraft threatened by grave and imminent danger and in need of immediate assistance.
Urgency: identifies a very urgent message concerning the safety of an aircraft.

## 5.7 Distress Communication

The distress message sent out by an aircraft must be preceded by the distress signal MAYDAY preferably spoken three times and should:
Be transmitted on the air/ground frequency in use at that time.
Consist of as many as possible of the following elements, spoken directly and, if possible, in the following order:
The name of the station addressed (time and circumstances permitting)
The identification of the aircraft.
The nature of the distress condition.
The intention of the pilot in command.
Present position, level (flight level, altitude as appropriate) and heading.
Any other useful information

### 5.7.1 Aircraft Intercepting a Distress Call

Whenever a distress transmission is intercepted by a pilot-in command of an aircraft, the pilot shall, if feasible:

a) Acknowledge the distress transmission;
b) Record the position of the craft in distress if given;
c) Take a bearing on the transmission;
d) Inform the appropriate RCC or ATSU of the distress transmission, giving all available information; and
e) At the pilot's discretion, while awaiting instructions, proceed to the position given in the transmission;
f) Listen out on the frequency used by the distress aircraft;
g) If no acknowledgement of the distress message is heard, call the aircraft in distress and acknowledge receipt.

### 5.7.2 Progress Reports from aircraft subject to an Emergency

After declaring an emergency, aircraft in flight should endeavor to maintain contact with an ATSU and should transmit progress reports as frequently as possible.

Before changing frequency, aircraft should advise the ground station of the frequency to which it intends changing. If the aircraft is not in contact with an ATSU, this information should be broadcast before the frequency change is made.

## 5.8 Urgency Call

In addition to being preceded by the radiotelephony urgency signal PAN, preferably spoken three times, the urgency message to be sent by an aircraft reporting an urgency condition must:

Be on the air-ground frequency in use at the time.
Name of the station addressed (time and circumstances permitting)
Identification of the aircraft.
Nature of the urgency condition.
Intention of the pilot in command.
Present position, level (flight level, altitude as appropriate) and heading.
Any other useful information.

## 5.9 Action after crashed or forced Landing

The pilot of an aircraft which has crashed or force landed shall use his own discretion on whether to remain at the aircraft or attempt to reach help.

Factors which could influence this decision:
If the aircraft was operating on an SAR action flight plan and the aircraft has crashed or force landed in a desert area, a swamp area or a very sparsely populated area, it is advisable to remain at the aircraft and take such of the following action as may beappropriate or possible.

Take steps to conserve the strength of survivors, e.g. avoid unnecessary exertion in the sun.Conserve available water and food supplies

If a usable radio transmitter is available, make transmissions using the distress procedure, giving the aircraft's position and any other pertinent data, at H + 15 and H + 45. These transmissions should be kept as short as possible to conserve battery power. (H + 15 and H + 45 are 15 and 45 minutes past the hour, e.g. 07:15 and 07:45, 12:15, 12:45 etc.)

If flares are carried they should be conserved for use when search aircraft, ships or ground search parties are known to be in the vicinity. The danger of falling flares starting veld and bush fires must be borne in mind before using the flares.

If possible, place aircraft in a conspicuous position. Engine cowls, doors or other removable parts of the aircraft should be removed, polished-up and placed where they will reflect the rays of the sun. Fine sand can be used to remove paint from metal surfaces.

Light smoke fires.

If the aircraft has crashed or force landed in a settled area where help is near at hand it is better to leave the aircraft to look for help. In such cases SAP stations will render such assistance as they can.

The pilot should inform the unit he has called upon for help that he is operating on an "overdue action" flight plan and ask them to advise the nearest ATSU of his whereabouts.

### 5.10 Pilot Notification

The efficacy of the SAR action by ATSU's, ATCC's or the ARCC is directly related to the amount and accuracy of details notified in the reporting of an emergency and to any position reported in flight. When reporting in-flight emergencies or difficulties, early advice and the degree of apprehension felt by the pilot will enhance the assistance which can be provided by the ground organization.

When a pilot lands at a place other than the aerodrome included in the flight plan, the pilot should report the fact to the nearest ATSU or the ARCC.

### 5.11 Participation in Searches

No person shall participate in any SAR Operation without a formal tasking from the ARCC.

Search aircraft shall conduct their flights in accordance with Search Mission Coordinators (SMC's) instructions.

All tracks flown are to be carefully recorded and any portions of the assigned area which were not effectively searched due to fog, rain, etc., shall be recorded and brought to the attention of the SMC.

All aircraft participating in a SAR Operation shall be identified by a "RESCUE" callsign allocated to them by the designated SMC.

### 5.12 Flights into SAR Operational Areas

Aircraft may enter an area in which SAR operations are in progress, and which has been promulgated by Class 1 NOTAM, only with the express permission of the SMC in charge of a SAR operation.

All flights into, in or through such SAR areas shall be subject to the direction of the responsible RCC.

### 5.13 Assistance offered for SAR Operations

Private aircraft owners/operators willing to support the ARCC during SAR operations are to send an email to the ARCC indicating their willingness to assist. The information will be entered into a volunteer database.

For active search assistance, Private aircraft owners/operators shall be notified to report to the ARCC and may only proceed when they are formally tasked by the ARCC.

## 6 Emergency Locator Transmitter (ELT)

### 6.1 General

The essence of a successful SAR operation is the speed with which it can be accomplished. In each incident the SAR organisation will always assume that there are survivors who need help and whose chances of survival diminish with time. ELTs facilitate rapid location of a distress incident by day and night.

These battery operated radio transmitters emit a radio signal modulated by a distinctive downward swept audio tone. ELT's operate on 406 MHz for detection by the COSPAS-SARSAT satellite system and have a 121.5 MHz homing signal capability.

Note: While the installation and use of automatic ELT's saves lives, improper use will lead to false alarms and a resultant strain on scarce SAR resources.

| RESPONSIBLE ORGANIZATION | LOCATION, ADDRESS AND CONTACT |
|---|---|
| ASMCC | Telkom maritime services<br>(South Africa Mission Control Centre) |
| | Postal Address:<br>Private Bag X1<br>Milnerton<br>7435 |
| 24 Hour alerting | +27 21551 2617 |
| Additional 24 Hour alerting | +27 21 552 9752 |
| E-mail | maritimeradio@ixmail.co.za<br>(no attachment accepted) |
| Alternate Email | maritimeradio@itelkom.co.za |
| AFTN | FACTYCYX |

## 6.2 Monitoring 121.5MHZ

Pilots should monitor 121.5MHz before engine start and after shutdown, however aircraft on long over-water flights, or on flights over designated areas over which the carriage of an emergency locator transmitter (ELT) is required, shall continuously guard the VHF emergency frequency 121.5 MHz, except for those periods when aircraft are carrying out communications on other VHF channels or when airborne equipment limitations or cockpit duties do not permit simultaneous guarding of two channels.

Reception of 121,5Mhz transmissions must be reported to Air Traffic Services (ATS) or the ARCC immediately.

## 6.3 Inadvertent Activations

6.3.1 Inadvertent activation of ELTs has occurred on numerous occasions in South Africa. It can occur as a result of hard landing and accidental activation during aircraft servicing or mishandling.

To detect an inadvertent activation pilots should: prior to engine shut down at the end of each flight, tune the aircraft receiver to 121.5 MHz and listen for transmitted signals; and

If a signal is heard, ensure that their own aircraft's ELT is not operating. If it is found that it has been activated, switch it off and take the action described in 6.3.2.

Note: Maintenance may be required before an automatic activation unit is returned to the armed position.

6.3.2 Any person detecting the inadvertent activation of an ELT must report the activation immediately to the nearest ATS, ASMCC or the ARCC so that any SAR action that may have commenced because of the transmission may be terminated.

### 6.4 Testing of ELT'S

Operational testing of ELTs is not permitted unless done in a faraday cage. Testing of ELTs is to be done in beacon test mode as described in the beacon instruction manual. Detailed ELT testing procedures can be found on the COSPAS-SARSAT website: https://cospas-sarsat.int

### 6.5 PLBs used in Aviation

PLBs must not be used to substitute mandatory ELT carriage requirements where applicable. Owners and operators of PLBs are to be mindful of the limitations of the PLBs when used in an aviation environment. Owners, operators or crew of an aircraft utilizing PLBs in the aviation environment are to ensure that the beacons are registered correctly and are COSPAS-SARSAT type approved.

### 6.6 Other Emergency Trackers

Although the ARCC does not monitor other emergency tracking devices, users shall make sure that the people or companies tracking them should know to notify the ARCC immediately when an emergency is reported.

### 6.7 Beacon Registration

All owners and operators shall comply with the ELT regulatory provisions as contained in the South African Beacon Emergency regulations.
NOTE: Registering of an aircraft does not automatically register the ELT and change of ownership on an aircraft does not automatically change the ELT information. ELT registrations is a separate registration that must be done in terms of the relevant registration regulations.

### 6.8 COSPAS-SARSAT

#### 6.8.1 General

The COSPAS-SARSAT System provides distress alert and location information to search and rescue (SAR) services throughout the world for maritime, aviation and land users in distress.

The System is comprised of:
Satellites in low-altitude Earth orbit (LEOSAR), medium-earth orbit (MEOSAR) and geostationary orbit (GEOSAR) that process and/or relay signals transmitted by distress beacons.

Ground receiving stations, called “local user terminals” (LUTs), which process the satellite signals to locate the beacon.
Mission control centers (MCCs) that distribute the distress alert information to SAR authorities and RCC’s.

COSPAS-SARSAT operates on 406.00 MHz; location accuracy is normally better than 5 km through the polar orbiting satellites, whereas the geostationary satellites require position information to be included in the ELT alert transmission. Where this position is input from onboard navigation systems, the position accuracy is usually better than 1 km.
Satellite reception and processing of legacy analogue-technology 121.5 MHz beacon signals ended on 1 February 2009. 121.5MHz signals transmitted by ELT’s are only used for homing.

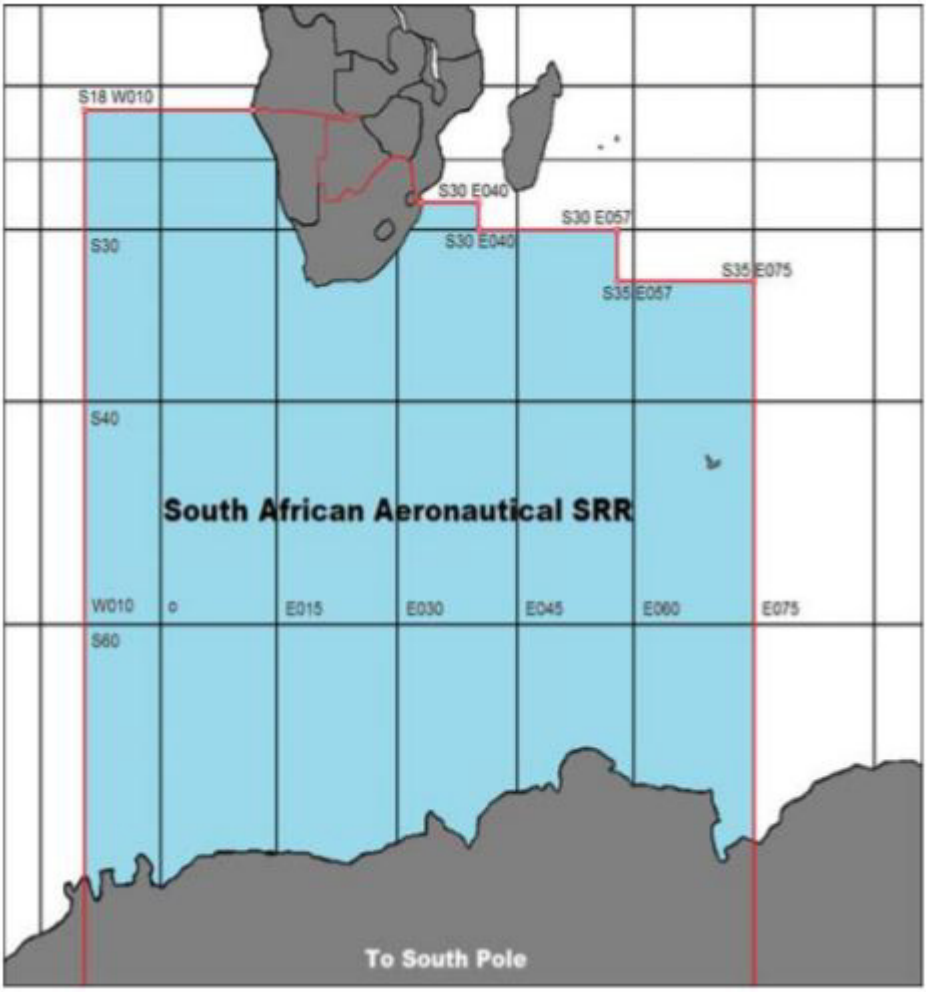
## 6.9 SRRs

### 6.9.1 **Aeronautical**

The Aeronautical SRR covers the continental area of the sovereign territory of the Republic of South Africa, Namibia, Swaziland and Lesotho and associated flight information regions.

The South African Aeronautical area of responsibility is the area enclosed by the following lines:
From a point at S18.0 W010.0 to the point where the international boundary between Namibia and Angola meet at the coast.
Thence proceeding along the international boundaries between Namibia and Angola, Namibia and Botswana, the RSA and Botswana, the RSA and Zimbabwe, the RSA and Mozambique, Mozambique and Swaziland and the RSA and Mozambique to the point where the international boundary between the RSA and Mozambique meet at the coast.

Thence to
S26.5 E040.0 to S30.0 E040.0 to
S30.0 E057.0 to S35.0 E057.0 to
S35.0 E075.0 to the South Pole
To the starting point at S18.0 W010.0




6.9.2 **MARITIME**

The Maritime SRR covers the sea area bordering the continental areas above, commencing at the position where the international borders between Namibia and Angola coincide on the coast proceeding in a Westerly direction to:

18S 10W,
Then to the South Pole,
Then to 50S 75E,
Then to 50S 45E,

Then to 30S 40E,
Then to 26,5S 40E and
Then to the position where the international border between RSA and Mozambique coincide on the coast (26.5S 35E).

### 6.10 Special Events

Emergency response plans for aviation events involving an increase of flight activity, excluding the Airfield Emergency Management System (AEMS) outside the 10km radius of an airfield, must be forwarded to the ARCC, as these events have a greater risk of potential SAR operations.

The sharing of AEMS for all South African Airfields with the ARCC is mandatory in terms of South African Law.

## 7 Search and Rescue Signals

The search and Rescue Signals to be used are those prescribed in Annexure B to the Rules of the Air, Air Traffic Services, Search and Rescue and Overflight Regulations, 1975, which are identical to those contained in appendix “A” to Annex 12 to the Convention on International Civil Aviation.

Ground/Air Emergency signalling codes

The following codes are the internationally accepted codes for survivors to use to communicate with aircraft.

| No. | Message | Code Symbol |
|---|---|---|
| 1 | Require assistance |  |
| 2 | Require medical assistance |  |
| 3 | No or Negative |  |
| 4 | Yes or affirmative |  |
| 5 | Proceeding in this direction |  |

The following code will be used by rescue units to communicate with aircraft when no other means of communication exists.

| No. | Message | Code Symbol |
|---|---|---|
| 1 | Operation completed | LLL |
| 2 | We have found all personnel | LL |
| 3 | we have found only some personnel |  |
| 4 | We are not able to continue. Returning to base. | XX |
| 5 | Have divided into 2 groups each proceeding in direction indicated |  |
| 6 | Information received that aircraft is in this direction |  |
| 7 | Nothing found. Will continue to search | NN |

| | | |
|---|---|---|
| | White River 05 VFR Departure | ENR 2.2-17 |
| | Leaving the Kruger CTR to the North-West | ENR 2.2-17 |
| | Hazyview 05 VFR Departure | ENR 2.2-17 |
| | Leaving the Kruger CTR to the South-East | ENR 2.2-17 |
| | Kanyamazane 05 VFR Departure | ENR 2.2-17 |
| | STANDARD VFR ARRIVAL ROUTES | ENR 2.2-17 |
| | VFR routes to Kruger Airport, entering the CTR from the West and South West | ENR 2.2-17 |
| | Rockys Drift 05 or 23 VFR Arrival | ENR 2.2-17 |
| | VFR routes to Kruger Airport, entering the CTR from the North West | ENR 2.2-18 |
| | Hazyview 05 or 23 VFR Arrival | ENR 2.2-18 |
| | VFR routes to Kruger Airport, entering the CTR from the East and South East | ENR 2.2-18 |
| | Kanyamazane 05 or 23 VFR Arrival Kanyamazane | ENR 2.2-18 |
| | VFR routes to Kruger Airport, entering the CTR from the North East | ENR 2.2-18 |
| | Amor 05 or 23 VFR Arrival | ENR 2.2-18 |
| | Radio failure procedures for VFR flights to and from Kruger into the SRA. | ENR 2.2-18 |
| | SIGNIFICANT POINTS: | ENR 2.2-18 |
| | CAPE TOWN FIR | ENR 2.2-20 |
| | COMMUNICATION CONTINGENCY MEASURES WITHIN THE FAJO FIR | ENR 2.2-47 |
| | DELEGATION OF SWAZILAND UPPER AIRSPACE TO SOUTH AFRICA | ENR 2.2-48 |
| | DELEGATION OF ATS WITHIN THE JOHANNESBURG FIR TO WINDHOEK FIS. | ENR 2.2-49 |
| | DELEGATION OF ATS WITHIN THE WINDHOEK FIR TO JOHANNESBURG OCEANIC FIR | ENR 2.2-50 |
| | TRAFFIC INFORMATION BROADCAST BY AIRCRAFT | ENR 2.2-50 |
| | GABORONE CLIMB AND DESCENT COORDINATION AREA | ENR 2.2-53 |
| **ENR 3** | | |
| ENR 3.1 | Lower ATS Routes | ENR 3.1 - 1 |
| ENR 3.2 | Upper ATS Routes | ENR 3.2 - 1 |
| ENR 3.3 | Area navigation routes | ENR 3.3 - 1 |
| | RANDOM RNAV OPERATIONS ACROSS THE SOUTH ATLANTIC OCEANS | ENR 3.3-1 |
| | INTRODUCTION | ENR 3.3-1 |
| | GENERAL CONDITIONS FOR PARTICIPATION IN THE AORRA | ENR 3.3-1 |
| | DESCRIPTION OF AORRA AIRSPACE | ENR 3.3-1 |
| | DESCRIPTION OF ATS ROUTES SUSPENDED WITHIN AORRA AIRSPACE | ENR 3.3-6 |
| | RNAV / RNP ROUTE STRUCTURE WITHIN SOUTH AFRICAN AIRSPACE | ENR 3.3-7 |
| | UPR GEOGRAPHICAL ZONE INSPIRE | ENR 3.3-10 |
| ENR 3.4 | Helicopter routes | ENR 3.4 - 1 |
| ENR 3.5 | Other routes | ENR 3.5 - 1 |
| ENR 3.6 | En-route holding | ENR 3.6 - 1 |
| **ENR 4** | | |

| | | |
|---|---|---|
| ENR 4.1 | Radio navigation aids— en-route | ENR 4.1 - 1 |
| ENR 4.2 | Special navigation systems | ENR 4.2 - 1 |
| ENR 4.3 | Global Navigation Satellite System (GNSS) | ENR 4.3 - 1 |
| ENR 4.4 | Name-code designators of significant points | ENR 4.4 - 1 |
| ENR 4.5 | Aeronautical ground lights - en-route | ENR 4.5 - 1 |
| **ENR 5** | | |
| ENR 5.1 | Prohibited, restricted and dangerous areas | ENR 5.1 - 1 |
| | Prohibited Areas | ENR 5.1-3 |
| | Restricted Areas | ENR 5.1-5 |
| | Danger Areas | ENR 5.1-18 |
| ENR 5.2 | Military exercise and training areas | ENR 5.2 - 1 |
| ENR 5.3 | Other activities of a dangerous nature and potentials dangerous | ENR 5.3 - 1 |
| ENR 5.4 | Air navigation obstacles – en-route | ENR 5.4 - 1 |
| ENR 5.5 | Aerial sporting and recreational activities | ENR 5.5 - 1 |
| | JOHANNESBURG FIR | ENR 5.5-1 |
| | Cape Town FIR | ENR 5.5-8 |
| | South African Model Aircraft Association (SAMAA) - Registered Model Flying Sites/Club | ENR 5.5-9 |
| | Soaring Society of South Africa (SSSA) - Registered Glider Areas | ENR 5.5-25 |
| | Hot Air Ballooning | ENR 5.5-27 |
| | SA Hang- and Paragliding Association (SAHPA) - Glider Areas | ENR 5.5-28 |
| | Sports Aerobatic Club of South Africa (SACSA) - Aerobatic Cylinder | ENR 5.5-49 |
| | Parachute Association of South Africa (PASA) - Registered Drop Zones | ENR 5.5-52 |
| ENR 5.6 | Bird migration and areas with sensitive fauna | ENR 5.6 - 1 |

# ENR 1 GENERAL RULES AND PROCEDURES
## ENR 1.1 GENERAL RULES

The air traffic and procedures applicable to air traffic in the Republic of South Africa conform with Annexes 2 and 11 to the Convention of International Civil Aviation and to the Procedures for Air Navigation Services - Rules of the Air and Air Traffic Services, and the Regional Supplementary Procedures applicable to the AFI Region except in the cases listed in GEN 1.7.

All differences have been registered with the International Civil Aviation Organisation.

### 1 Minimum Heights

1) Except when necessary for taking off or landing, or except with prior written approval of the Director, no aircraft -
   a) shall be flown over built-up areas or over an open-air assembly of persons at a height less than 1 000 feet above the highest obstacle, within a radius of 2000 feet from the aircraft;
   b) when flown elsewhere than specified in paragraph (a), shall be flown at a height less than 500 feet above the ground or water, unless the flight can be made without hazard or nuisance to persons or property on the ground or water; and
   c) shall circle over or do repeated overflights over an open-air assembly of persons at a height less than 3 000 feet above the surface.

2) Except when necessary for take-off or landing, or with the express permission of the Director, an aircraft shall at night, in IMC, or when operated in accordance with IFR, be flown
   a) at a height of at least 1 000 feet above the highest terrain or obstacle where the height of such terrain or obstacle does not exceed 5 000 feet above sea level within five nautical miles of the aircraft in flight; or
   b) at a height of at least 2 000 feet above the highest terrain or obstacle located within five nautical miles of the aircraft in flight where the height of such terrain or obstacle exceeds 5 000 feet above sea level: Provided that within areas determined by the Director the minimum height may be reduced to 1000 feet above the highest terrain or obstacle located within 5 nautical miles of the aircraft in flight, and provided furthermore that the aircraft is flown in accordance with such procedures as the Director may determine.

### 2 Dropping objects, spraying or dusting

Except in an emergency or unless granted special permission by the Director, no article shall be dropped from an aircraft in flight other than-
   a) fine sand or clean water used as ballast; or
   b) chemical substances for the purpose of spraying or dusting.

## 3 Acrobatic flight

No aircraft shall be flown acrobatically so as to endanger air traffic. Except by individual permission from the Director, aircraft shall not be flown acrobatically -

a) unless the manoeuvre can be concluded and the aircraft brought on an even keel at a height of not less than 2000 feet above the ground or water;
b) within a five nautical mile distance of an aerodrome reference point of an aerodrome licensed and approved in terms of Part 139 unless at a height not less than 4000 feet above ground level;
c) in the vicinity of air traffic services routes; or
d) over any populous area or public gathering.

## 4 Towing

The Pilot-in-command of an aircraft in flight shall not permit anything to be towed by the aircraft, except -

a) with the prior written approval of the Director; or
b) if licensed to do so under the International Air Services Act, 1993, or the Air Services Licensing Act, 1990.

## 5 Times and Units of measurement

The units of measurement used in connection with all air traffic services in the Republic of South Africa are in compliance with Annex 5

| MEASUREMENT OF:- | UNITS |
|---|---|
| Distance used in navigation position reporting etc., generally in excess of 2 to 3 nautical miles | Nautical miles and tenths |
| Relatively short distances such as Metres those relating to aerodromes (e.g. runway lengths) | Metres |
| Altitudes, elevations and heights | Feet |
| Horizontal speed, including wind speed | Knots |
| Vertical speed | Feet per minute |
| Wind direction for take off and landing | Degrees, Magnetic |
| Wind direction except for take off and landing | Degrees, True |
| Visibility including runway visual range | Kilometres or metres |
| Altimeter setting | Hectopascal |
| Temperature | Degrees, Celsius |
| Mass | Metric tons or Kilograms |
| Time | Hours and minutes of the day of 24 hours beginning at midnight Universal Co-ordinated time (UTC) |

## 6 Airspace Structure

For the performance of the flight information service and alerting service, the Director of Civil Aviation establishes flight information regions which are published in the AIP. Within the flight information regions, the Director of Civil Aviation establishes the controlled and uncontrolled airspace according to the extent of the air traffic services maintained there, on the basis of the classification described in subsection ENR 1.4. Within controlled airspace, VFR flights may be prohibited completely or partly by the air traffic services with regard to limitation of space and time if urgently required by the degree of intensity of air traffic subject to air traffic control.

## 7 Prohibited Areas and flight restrictions

The Director of Civil Aviation establishes prohibited, restricted and danger areas, if necessary, for the prevention of danger to public safety or order, especially for the safety of air traffic. The areas are published in the AIP subsection ENR 5.1

## 8 Parasailing, kites, hang-gliders, radio-controlled aircraft.

Except with the written permission of the Director and then subject to conditions as he may impose, parasailing, hang-gliding and the operation of kites and model and radio controlled aircraft shall not -

a) Take place higher than 150 feet above the surface

b) take place closer than five nautical miles from the aerodrome reference point of an aerodrome or -

c) Commence or be carried out above a public road

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Traffic unable to comply with this procedure must operate at or below 6500FT ALT (FAOR QNH), clear of controlled airspace and in compliance with CAR 91.06.31 i.r.o Minimum Heights.

**Northbound Routing**

Northbound traffic on magnetic tracks between 270 DEG and 089 DEG must operate at 7500FT ALT (FAOR QNH) and within 1NM on either side of a track defined by the following route:

From Sandton City Tower (2606.3S 02803.1E) route direct to Kyalami Race Track (2559.6S 02803.5E) then direct to Attridgeville (2547.9S 02803.3E).

**Southbound Routing**

Southbound traffic on magnetic tracks between 090 DEG and 269 DEG must operate at 7000FT ALT (FAOR QNH) and within 1NM on either side of a track defined by the following route:

From Attridgeville (2547.9S 02803.3E) route direct to Kyalami Race Track (2559.6S 02803.5E) then direct to Sandton City Tower (2606.3S 02803.1E)

*Caution: 1. Pilots are reminded to exercise greater vigilance and accident avoidance techniques due to the increased accuracy of navigation through the use of GPS and increased traffic normally associated with defined routes and landmarks.*

## 1.6 DURBAN SPECIAL RULES AREA

The airspace below the Durban TMA, excluding that part of the Virginia ATZ, the airspace below Durban TMA G and all Restricted Areas (FAR's), Prohibited Areas (FAP's) and Danger Areas (FAD's), is declared as a Special Rules Area and termed as the DURBAN SPECIAL RULES AREA.

This is to promote safety, efficiency and orderliness in the Durban Special Rules Area.

All aircraft operating in the Durban Special Rules Area shall maintain a listening watch and broadcast regular position reports on frequency 124.2MHz.

By virtue of the fact that uncontrolled VFR aircraft are to remain below the Durban TMA radar separations and information provided to aircraft operating within the Durban TMA, will only take known identified targets into account.

For the information of those aircraft operating within the Durban TMA, unidentified unknown targets, performing as expected for general aviation within the confines of the Durban Special Rules Area will be deemed to be separated from aircraft operating within the Durban TMA, by procedures as opposed to radar.

Pilots operating below the Durban TMA should therefore ensure that they do not exceed the applicable altitude restriction as stipulated on SRA routings and also to remain at least 500FT below the TMA whilst flying below the Durban TMA.

Pilots are requested to squawk transponder code 2000 at all times with altitude selected. Helicopters to squawk 2600 also with altitude selected.

The following routes will be applicable in the Durban Special Rules Area:

**Routes for VFR Aircraft in the Durban Special Rules Area**

**Gauteng Area to Virginia:**

All VFR traffic is to route via Greytown, clear of the Durban TMA, then to the right of the Alvaston Mast at or below 5000FT AMSL, then south of the N3 to the Coopers Lighthouse. Cross abeam Pinetown CBD at or below 3000FT AMSL, cross the N2 at 1500FT AMSL. Establish communication with Virginia prior to crossing the N2. If no contact, enter into a VFR orbit, at 1500FT AMSL at Coopers Lighthouse till a joining clearance has been obtained.

Helicopter traffic is to route via the Umgeni River. Establish communication with Virginia prior to crossing the N2. Cross the Inanda Dam wall at or below 2000FT AMSL, cross the N2 national road at or below 1000FT AMSL and Umgeni River Mouth at 500FT AMSL.

**Virginia to North Western KwaZulu/Natal and Gauteng Area:**

All VFR traffic is to route via the Durban CBD, then west of the Pinetown CBD, then south of the N3, to the right of the Alvaston Mast, then via Greytown. Cross the Durban CBD at or below 1500FT AMSL, but above 1000FT AMSL, cross the N2 at or below 1500FT AMSL to pass west abeam the Pinetown CBD at, or below, 3000FT AMSL, to the right of the Alvaston Mast at or below 5000FT AMSL. Remain clear of the Durban TMA.

Helicopter traffic to route via the Umgeni River to the Inanda Dam. Remain in communication with Virginia until crossing the N2. Cross the Umgeni River Mouth at 500FT AMSL, cross the National Road, N2 at or below 1000FT AMSL, cross the Inanda Dam wall at or below 2000FT AMSL.

**Northern KwaZulu/Natal to Virginia:**

All VFR traffic to route via Blythedale Beach (cross Blythedale Beach below 2000FT AMSL), then seawards of the coastline (cross Tinley Manor not above 500FT AMSL), transiting the King Shaka CTR, seawards of the coastline, not above 500FT AMSL. VFR traffic transiting through the King Shaka CTR are then deemed to be separated from departing and arriving traffic at King Shaka Airport. All transiting traffic is regarded as circuit traffic, thus reduced separation minima can be applied, in the vicinity of the aerodrome.

The clearance shall only be valid during daylight hours, in VMC operations, in communication with ATC and the aircraft shall be Mode C transponder equipped.

Pilots to comply with the Aviation Legislation, as described in General Operating and Flight Rules. Following line features as per CAR 91.06.08.

Greenbushes Mast S335610.32 E0252627.96

KwaNobuhle S335100 E 0252800

Nanaga S333620 E0255540

Salt Lake S335300 E0253300

SANTA S335342 E0252820

Sundays River Mouth S334309 E0255104

Swartkops River Mouth S335157 E0253803

Van Stadens River Bridge S335433 E0251150

Maitland River Mouth S335918 E0251741

Kragga Kamma Road S335810 E0252928

(Railway crosses the road).

## 2.4 CAPE TOWN SPECIAL RULES AREA

The airspace below the Cape Town TMA is declared as a Special Rules Area and will be known as the CAPE TOWN SPECIAL RULES AREA. Aircraft operating in the western sector shall operate on frequency 125.8 MHz, in the eastern sector on 124.8 MHz and in the northern sector on 126.8 MHz. Aircraft operating within the special rules area below FACT TMA A must not exceed 2000 FT ALT

The Special Rules Area shall comprise of two sectors divided as follows:

1) All the airspace below the Cape Town TMA east of a straight line starting from a point 330926S 0182252E to a point 335810.82S 0183618.19E and terminating at a point 344652S 0185000E shall be known as the eastern sector of the Cape Town Special Rules Area.

2) All the airspace below the Cape Town TMA west of a straight line starting from a point 330926S 0182252E to a point 335810.82S 0183618.19E and terminating at a point 344652S 0185000E excluding the Cape Town SRA north area, shall be known as the western sector of the Cape Town Special Rules Area.

3) Northern SRA Sector:

a) From a point 334721.49S 0183840.59E on the FACT CTR boundary Northwards along Adderley Road to a point at 334437.84S 0183814.29E

b) Thence continuing northwards along the Adderley Road to the T-junction with Philadelphia Road at 334123.40S 0183818.54E

c) Thence Westwards along the Philadelphia Road to a point at 334042.96S 0183614.96E on the Philadelphia Road and Old Malmesbury Road intersection.

d) Thence South Westwards along the Old Malmesbury Road to a point at 334237.18S 0183457.98E at the Old Malmesbury Road, Botterberg Road and Van Schoorsdrift Road intersection.

e) Thence South Westwards along the Van Schoorsdrift Road to the Havana Hills entrance along the Van Schoorsdrift Road at 334321.77S 0183411.09E.

f) Thence along a straight line to a point at 334332.56S 0183413.25E.

g) Thence west along a straight line to the N7/M19 (Melkbosstrand Road) interchange at

334331.44S 0183239.93E.
h) Thence west along the M19 (Melkbosstrand Road) to the M19/R27 (Westcoast Road) crossing at 334333.45S 0182720.23E.
i) Thence along the R27 (Westcoast Road) to a point at 334327.93S 0182720.51E.
j) Thence clockwise along the arc of a circle, radius 2.5NM, and centered at 334100.00S 0182650.00E to a point at 333830.09S 0182644.12E on the R27 (Westcoast Road).
k) Thence North Westwards along the R27 (Westcoast Road) to a point at 333321.22S 0182234.92E.
l) Thence Westwards along a straight line to a point at 333400.00S 0181830.00E.
m) Thence Southwards along a straight line to a point at 334759.00S 0182154.00E.
n) Thence South Eastwards along a straight line to a point at 335222.07S 0182737.81E on the Ysterplaat ATZ boundary.
o) Thence clockwise along the arc of a circle radius 2.5NM and centered at 335404.00S 0182951.00E to a point at 335135.57S 0183018.52E on the FACT CTR Boundary.
p) Thence along a straight line to a point at 334930.23S 0182829.97E on the FACT CTR boundary
q) Thence clockwise along the arc of a circle radius 11NM centered at 335810.00S 0183621.00E back to the starting point at 334721.49S 0183840.59E.

Frequency: 126.8MHz

**RULES APPLICABLE WITHIN THE CAPE TOWN SPECIAL RULES AREA**

– Avoid controlled airspace unless otherwise authorised by Air Traffic Control.
– Comply with the Traffic Information Broadcast by Aircraft (TIBA.)
– The Cape Town Special Rules Area shall exclude all promulgated controlled airspace and FADs, FARs, FAPs.
– Flights must be conducted at an indicated airspeed not exceeding 180 knots.
– It is recommended that where possible aircraft have their landing lights switched on.
– Aircraft operating within the special rules area below FACT TMA A must not exceed 2000FT ALT.

## 2.5 STANDARD VFR TRAFFIC ROUTES AND OPERATIONS WITHIN CAPE TOWN CTR

1) VFR departures and arrivals and transit routes in the FACT CTR via:
   Kenilworth
   Bottleray hills
   Coastwise
2) AIM:
   To standardize VFR routes within the FACT CTR.
3) BENEFITS:
   Standard VFR routings within the CTR leads to:
   Reduced RT,
   Concise traffic information,

Reduced misunderstanding between pilot and ATC,
Reduced conflict between VFR flights,
Ease of separation between VFR and IFR traffic

4) VFR Routes

- The following VFR routes may be used by FACT Air Traffic Control (ATC).
- Aircraft instructed to follow a particular route should comply with all requirements and reporting points for the specific route.
- ATC will provide traffic information regarding other aircraft following the same route, and known conflicting traffic on other routes, or traffic not following a route. At all times keep a good lookout for known and unknown traffic.
- These routes will not be used exclusively, and shorter or alternate routes may be issued by ATC depending on ATM capacity.
- Before entering and after exiting the CTR aircraft are to broadcast on the relevant unmanned (TIBA) frequencies, comply with the rules of the Special Rules Areas and maintain a good lookout for aircraft exiting, entering or waiting to enter the CTR.
- Helicopters departing from and arriving at FACT may be allocated these routes.
- Helicopter and fixed wing operators are to notify ground control on start-up or taxi of preferred route by stating the associated name.
- All departing and arriving aircraft should keep a good lookout for helicopter circuit training operations being conducted on the threshold of runway 34.
- Aircraft are to report entering and leaving the CTR.
- Establishing contact with ATC must not be considered permission to enter the CTR. Aircraft to remain outside the CTR until a joining clearance is issued by ATC.
- Aircraft may be instructed to remain outside the CTR until ATM capacity is available to accommodate the aircraft into the CTR.
- VFR aircraft should not expect to be given routing to exit or enter the CTR from the North

**WHEN RUNWAY 01 IS IN USE**

**DEPARTURES**

1) VFR Departure RWY 01 to the East - Bottelary 01 departure:

- Climb to 1500FT ALT.
- Route via the University of the Western Cape (S335600 E0183800) then overhead the R300/Voortrekker road interchange (S335429 E0184025).
- Then route North of the Kuilsriver Golf course (S335404 E0184239) then route towards the Devon Valley Golf course (S335300 E0184800) remaining immediately to the North of the Bottelary road (M23) until clear of the CTR.
- The CTR boundary is approximately abeam the Red and White tower on the Bottelary Hills (S335533 E0184549).
- Keep a good lookout for helicopter circuit training operations being conducted on Threshold of RWY 34.

2) VFR Departures RWY 01 to the West - Kenilworth 01 departure

– Climb to 1500FT ALT.
– Route north of the Guguletu Vlei (S335903 E0183245) direct towards the northern point of Kenilworth Race Course (S335922 E0182914) until clear of the CTR.

**ARRIVALS**

1) VFR Arrival RWY 01 from the East - Bottelary 01 arrival:

– VFR aircraft wishing to enter the CTR from the East can expect to enter the CTR in the vicinity of the Devon Valley Golf course (S335300 E0184800) at the Bottelary Hills, remaining clear of the CTR.
– Once issued the BOTTELARY 01 ARRIVAL, enter the CTR at 1500 FT ALT South of the Bottelary road (M23).
– The CTR boundary is approximately abeam the Red and White tower on the Bottelary Hills (S335533 E0184549)
– Route South of Kuilsriver Golf course (S335428 E0184242) avoiding high terrain and route overhead Blackheath Industrial (S335800 E0184200).
– Join and report Right Downwind RWY 01 abeam the Threshold of RWY 34.
– Keep a good lookout for helicopter circuit training operations being conducted on Threshold of RWY 34.

2) VFR Arrival RWY 01 from the West - Kenilworth 01 arrival

– VFR aircraft wishing to enter the CTR from the West can expect to enter the CTR in the vicinity of the southern most point of Kenilworth race course (S340007 E0182901), remaining clear of the CTR.
– Once issued the KENILWORTH 01 ARRIVAL, enter the CTR at 1500 FT ALT south of the Guguletu Vlei (S335954 E0183239).
– Route directly towards the airport.
– Join and report Left Downwind RWY 01 abeam the ATC Tower

**WHEN RUNWAY 19 IS IN USE**

**DEPARTURES**

1) VFR Departures RWY 19 to the East - Bottelary 19 departure:

– Climb to 1500FT ALT.
– Route overhead Blackheath Industrial (S335800 E0184200) remaining south of Kuilsriver Golf course (S335428 E0184242).
– Route towards the Devon Valley Golf course (S335300 E0184800) remaining to the South of the Bottelary road (M23) until clear of the CTR avoiding high terrain.
– The CTR boundary is approximately abeam the Red and White tower on the Bottelary Hills (S335533 E0184549).

2) VFR Departures RWY 19 to the West - Kenilworth 19 departure:

– Climb to 1500FT ALT.
– Route south of the Guguletu Vlei (S335954 E0183239) direct towards the southern most point of the Kenilworth Race Course (S340007 E0182901) until leaving the CTR.

## ARRIVALS

1) VFR Arrival RWY 19 from the East - Bottelary 19 arrival

– VFR aircraft wishing to enter the CTR from the East can expect to enter the CTR in the vicinity of the Devon Valley Golf course (S335300 E0184800), remaining clear of the CTR.
– Once issued the BOTTELARY 19 ARRIVAL, enter the CTR at 1500FT ALT immediately to the North of the Bottelary road (M23).
– The CTR boundary is approximately abeam the Red and White tower on the Bottelary Hills (S335533 E0184549)
– Route South of the Brickfields Quarry (S335331 E0184340) North of Kuilsriver Golf course (S335404 E0184239) and overhead R300/Voortrekker interchange (S335429 E0184025)
– Join and report Left Downwind RWY 19 abeam the Threshold of RWY 34.
– Keep a good lookout for helicopter circuit training operations being conducted on Threshold of RWY 34.

2) VFR Arrival RWY 19 from the West - Kenilworth 19 arrival

– VFR aircraft wishing to enter the CTR from the West can expect to enter the CTR in the vicinity of the northern most point of Kenilworth race course(S335922 E0182914), remaining clear of the CTR.
– Once issued the KENILWORTH 19 ARRIVAL, enter the CTR at 1500FT ALT route directly towards the airport route north of the Guguletu Vlei (S335903 E0183245).
– Join and report Right Downwind RWY 19 abeam the Radar tower. (Radar Tower on the Western side of the runway with the round encasing resembling a giant golf ball)

## GENERAL

1) FAD200

– Flights to the FAD200 GFA to expect routing via the Kenilworth VFR routes.
– Upon leaving the CTR, broadcast on the relevant TIBA frequency and complying with the Special Rules Area rules, remain well clear of the CTR, and proceed to the FAD200 remaining below the Cape Town TMA
– Contact FAYP for routing through the FAYP ATZ
– Upon returning from the FAD200, route clear of the CTR to Kenilworth or the Bottelary Hills and request joining from FACT Tower.
– Do not enter the CTR or any other controlled airspace until given joining instructions.

2) COASTWISE ROUTING

– Aircraft wishing to transit the CTR from East to West and vice versa may be routed via the COASTWISE route.
– Routing coastwise below 1000 feet or as directed by ATC between Muizenberg (S340520 E0183320) and Macassar beach (S340435 E0184420) then along the northern boundary of FAP33 until leaving the CTR or vice versa.

3) Cape Peninsula

– Flights wishing to operate around the Cape Peninsula to expect routing via the Kenilworth VFR routes.

– Helicopters routeing between FACT and the V&A Waterfront to expect routing via the Kenilworth VFR route.
– Flights wishing to transit the CTR from West to East or vice versa are to expect routing North of the Tygerberg hills or via the COASTWISE route.
– Upon leaving the CTR, broadcast on the relevant TIBA frequency, remain well clear of the CTR, and comply with rules for operating within the Cape Town Special Rules Area. Do not enter the FAR149, FAR39 and FAR144 unless authorized to do so.
– Upon returning to FACT, expect routing via Kenilworth or Bottelary, and request joining from FACT Tower.
– Do not enter the CTR or any other controlled airspace until given joining instructions.

4) Helicopter operations within the CTR

– All helicopters departing from FACT are to request start on GMC frequency (121.9MHz). Emergency Medical and emergency flight by SAPS may contact Tower directly (118.1MHz) stating the nature of their flight to minimise delay.
– Helicopter training is conducted on the threshold of RWY34, during VMC daylight hours only.
– Only one helicopter is accommodated for training at THR34 at a time, on a first come first served basis.
– If THR34 is not available, taxiway D1 may be offered by ATC as an alternate.
– Training circuits are conducted to the east of THR34, at a maximum altitude of 1000FT, no further north than abeam of THR19, no further south than abeam of THR01.
– No other helicopter training operations will be accommodated within the CTR.
– No helicopter circuit training will be accommodated from the General Aviation area of the airport.
– Helicopter circuit training at night will only be accommodated on RWY01/19 between TWY C and B3 traffic permitting.
– Helicopter pilots operating in close proximity to IFR traffic are to be conscious of the possibility of their aircraft causing ACAS alerts on board IFR aircraft. Helicopters should not be flown on a trajectory that encroaches on the flight path of the IFR aircraft, but should rather operate on trajectories that will pass well abeam and behind the IFR aircraft.

5) Transponders

– The use of a Mode C transponder is compulsory for operations within the CTR. Unless issued a discreet code by ATC, all fixed wing aircraft must squawk A2000 and rotary wing aircraft must squawk A2600 at all times while operating within the CTR, and the Special Rules Areas.

6) Weather

– In the event of the CTR becoming IMC, VFR and SVFR flight by helicopters and SVFR flight by fixed wing aircraft will only be permitted subject to ATC approval. This will only be granted subject to weather conditions being suitable for safe operations, and subject to any IFR aircraft. As the FAYP ATZ falls within the FACT CTR, the same conditions apply to FAYP ATZ.

## 2.6 PROCEDURES APPLICABLE TO CONTERMANSKLOOF AIRFIELD

The following information and procedures applies to the airspace box around Contermanskloof airfield located inside the Northern boundary of the FACT CTR.

1) The Location of Contermanskloof airfield and dimensions of the Contermanskloof airspace box are as follows:
   a) Aerodrome reference point: S334804 E0183444
   b) Vertical Limits: GND/1300FT ALT
   c) Lateral Limits:
      – From a point S334717.01 E0183415.65 clockwise along the arc of FACT CTR, 11NM radius centered at S335810.82 E0183618.19 to a point S334708.69 E0183620.19
      – Thence a straight line to a point S334827.00 E0183620.43,
      – Thence a straight line to a point S334857.52 E0183516.58,
      – Thence a straight line to a point S334816.91 E0183415.95,

– Thence a straight line back to the starting point S334717.01 E0183415.65.

2) Procedures applicable to aircraft operating to, from and at Contermanskloof Airfield:
   a) Traffic wishing to fly to or from Contermanskloof Airfield, or operate within Contermanskloof Airfield will make necessary arrangement with the owner of this airfield, who will in turn be responsible for activating the Contermanskloof Airfield box.
   b) All aircraft will broadcast on the Special Rules Area East -below the Cape Town TMA frequency 124.8MHz
   c) No aircraft shall fly without a serviceable mode C transponder.
   d) All aircraft shall squawk #4600.
   e) All Circuits will be flown to the East of the runway.
   f) Exit and entry from and to the box will be from the North and no aircraft shall fly through any other part of the FACT CTR without ATC approval.
   g) The circuit altitude shall be 1000FT Altitude.
3) Procedures applicable to aircraft operating at FACT:
   a) All aircraft making visual approaches on runway 19 from the
   b) East and turning final approach outside 5NM S335810.82
   c) E0183618.19 must maintain 2500FT until established on final
   d) Approach runway 19.
4) Other Procedures:
   a) Operation at Contermanskloof may only be authorised by ATC when MSSR is operational at FACT.
   b) Traffic in the Contermanskloof airspace box is deemed separated from traffic operating at FACT
   c) The Contermanskloof airspace box will be activated on an ad hoc basis. When the airspace box is activated the airspace will be Class G airspace and will not form part of the FACT CTR. When not activated the airspace box will be part of the FACT CTR and will be Class C airspace.

## 2.7 GEORGE SPECIAL RULES AREA

The airspace below the George TMA, excluding area below TMA E and that part of the Oudtshoorn ATZ below TMA F, will be declared as a Special Rules Area and termed as the GEORGE SPECIAL RULES AREA.

To prevent frequency congestion and to promote safety, efficiency and orderliness in the George Special Rules Area, the area will be divided into two sectors, to be known as the Western and Eastern Sectors, for Traffic Information Broadcast by Aircraft (TIBA).

**The dividing line between the sectors is the line that runs as follows:**

The Western Sector between R250 GRV, clockwise to R030 GRV, this includes FAMO.

The Eastern Sector between R030 GRV, clockwise to R250 GRV.

All aircraft operating in the Western Sector of the Special Rules Areas should maintain a listening watch and broadcast regular position reports on frequency 124.2MHz.

All aircraft operating in the Eastern Sector of the Special Rules Areas should maintain a listening watch and broadcast regular position reports on frequency 124.8MHz.

The George CTR and FAR150 are excluded from the George Special Rules Area.

By virtue of the fact that uncontrolled VFR aircraft are to remain below the George TMA radar separations and information provided to aircraft operating within the George TMA, will only take known identified targets into account.

For the information of those aircraft operating within the George TMA, unidentified unknown targets, performing as expected for general aviation within the confines of the George Special Rules Area will be deemed to be separated from aircraft operating within the George TMA, by procedures as opposed to radar. Pilots operating below the George TMA should therefore ensure that they do not exceed the applicable altitude restriction as stipulated on SRA routings and also to remain at least 500 FT below the TMA whilst flying below the George TMA. Pilots are requested to squawk transponder code 2000 at all times with altitude selected. Helicopters to squawk 2600 also with altitude selected.

**The following routes will be applicable in the George Special Rules Area:**

Transiting, seawards of the coastline through the George CTR:

All VFR traffic wishing to route seawards of the coastline, through the George CTR, are to remain seawards of the coast line, not above 1000 FT ALT. VFR traffic, transiting through the George CTR is then deemed to be separated from departing and arriving traffic at George Aerodrome.

All transiting traffic is regarded as circuit traffic, thus reduced separation minima can be applied, in the vicinity of the aerodrome.

The clearance shall only be valid during daylight hours, in VMC operations, in communication with ATC and the aircraft shall be transponder equipped.

Pilots to comply with the Aviation Legislation, as described in General Operating and Flight Rules in Part 91.06.8, regarding following line features.

**From the North and North West:**

All VFR traffic to route via Oudtshoorn, then to the Robinsons pass, then to Hartenbos, then coastwise to George.

Traffic is to cross Oudtshoorn at or below 6000FT ALT, Robinsons pass at or below 4000FT ALT, Hartenbos at or below 1500FT ALT. VFR traffic to remain clear of the George TMA.

VFR traffic wishing to route via the Outeniqua pass to George, must obtain permission from ATC.

**From George to the North and North West:**

All VFR traffic, departing George, to route via Hartenbos, then to the Robinsons pass, then to Oudtshoorn before setting course.Traffic is to cross Hartenbos at or below 1500FT ALT, Robinsons at or pass below 4000FT ALT, Oudtshoorn at or below 6000FT ALT. VFR traffic wishing to route via the Outeniqua pass from George, must obtain permission from ATC. VFR traffic to remain clear of the George TMA.

**From the North and North East:**

All VFR traffic to route via Willowmore, then to Avontuur, then to the Prince Alfred pass, then to Walker point, then coastwise to George.Traffic is to cross Willowmore at semi-circular level, Avontuur at or below 8000FT ALT, Prince Alfred pass, at or below 6000FT ALT, Walker point at 1500FT ALT. VFR traffic to remain clear of the George TMA.

**From George to the North and North East:**

All VFR traffic departing George, to route via Walker point, then to the Prince Alfred pass, then to Avontuur, then to Willowmore, before setting course.Traffic is to cross Walker point at 1500FT ALT, Prince Alfred pass at or below 6000FT ALT, Avontuur, at or below 8000FT ALT, Willowmore at semi circular level. VFR traffic to remain clear of the George TMA.

**From the West to George:**

All VFR traffic, to route via Heidelberg then to Hartenbos, then coastwise to George.

Traffic is to cross Heidelberg at semi circular level, cross TMA I boundary at or below 3000FT ALT, Hartenbos at or below 1500FT ALT. VFR traffic to remain clear of the George TMA.

**From George to the West:**

All VFR traffic, departing George, to route via Hartenbos, then to Heidelberg before setting course.Traffic is to cross Hartenbos at or below 1500FT ALT, remain at or below 3000FT till TMA I Boundary and cross Heidelberg at semi circular level. VFR traffic to remain clear of the George TMA.

**From the East to George:**

All VFR traffic, to route via Walker point, then coastwise to George.Traffic is to cross Walker point below 1500FT ALT. VFR traffic to remain clear of the George TMA.

**From George to the East:**

All VFR traffic, departing George, to route via Walker point, before setting course.Traffic is to cross Walker point below 1500FT ALT. VFR traffic to remain clear of the George TMA.

**Crossing from West to East:**

All VFR traffic to route via Heidelberg, then to Hartenbos, then coastwise, transiting the George CTR, to Knysna, before setting course.

Traffic is to cross Heidelberg at semi circular level, cross TMA I boundary at or below 3000FT ALT, Hartenbos at or below 1500FT ALT. Walker point at 1500FT ALT. An ATC clearance must be obtained to transit the George CTR. VFR traffic to remain clear of the George TMA.

**Crossing from East to West:**

All VFR traffic to route via Walker point, then coastwise, transiting the George CTR, to Hartenbos, then to Heidelberg, before setting course.

Traffic is to cross Walker point at 1500FT ALT, Hartenbos below 1500FT ALT, En route Heidelberg, cross TMA I boundary at or below 3000FT ALT. Cross Heidelberg at semi circular level. An ATC clearance must be obtained to transit the George CTR. VFR traffic to remain clear of the George TMA.

**Heidelberg at semi circular level:**

Alternately route: Traffic is to cross Walker point at 1500FT ALT, Hartenbos below 1500FTALT, En route Heidelberg, cross TMA D boundary below 4000FT ALT and TMA E boundary below 7000FT ALT and Heidelberg at semi circular level. An ATC clearance must be obtained to transit the George CTR.

Traffic routing eastward along the coastline between Hartenbos and Walker point are to route with the coastline to the left of the aircraft at 1500FT ALT or below. Except in the George CTR where the aircraft is subject to ATC.

Traffic routing Westward along the coastline between Walker point and Hartenbos are to route with the N2 roadway to the left of the aircraft at 1500FT ALT or below. Except in the George CTR where the aircraft is subject to ATC.

**The area defined as follows has been identified for all general and training flying:**

From a point at S335549 E0213232 to a point at S335724 E0220000.

Thence a straight line to a point at S341751 E0220000.

Thence a straight line to a point at S342049 E0215608.

Then clockwise along the 30 NM radius GRV to a point at S341400 E0215027.

Thence a straight line to a point at S341709 E0213617

Then clockwise along the 42 NM radius GRV back to the starting point at S335549 E0213232.

## 2.8 VFR ROUTINGS WITHIN THE GEORGE CTR AND THE GEORGE SPECIAL RULES AREA (SRA)

Note: All proposed VFR routes will be for use by day and in VMC only.

**Standard VFR Departure Routes, leaving the George CTR:**

**Departing RWY 29:**

**Leaving the George CTR to the South West:**

**GLENTANA 29 VFR Departure**

After departure runway 29, maintain runway track to 1000FT ALT, then turn left track 200 degrees and climb to 1500FT ALT. At 1500FT ALT, set course for Glentana Beach and maintain 1500FT ALT. At Glentana beach follow the coastline to intercept SRA, VFR route at Great Brak River. Report passing Great Brak River.

**Leaving the George CTR to the North West:**

**EIGHT BELLS 29 VFR Departure**

After departure runway 29, maintain runway track to 1000FT ALT, then turn right track 020 degrees and climb 1900FT ALT, At 1900FT ALT proceed direct to Geelhoutboom, at Geelhoutboom set course (left turn) for Eight Bells, on track Eight Bells, when passing Eight Bells set course as required, remaining clear of the George CTR. Report passing north of Wolwedansdam.

**Leaving the George CTR to the South East:**

**HEROLDS BAY 29 VFR Departure**

After departure runway 29, maintain runway track to 1000FT ALT, then turn left track 200 degrees and climb to 1500FT ALT. At 1500 FT ALT turn left set course to Herolds Bay. Passing Herolds Bay, follow the coastline as a line feature to Wilderness and join the SRA VFR route. Report passing Kaaimans River.

**Leaving the George CTR to the North East:**

**FANCOURT 29 VFR Departure**

After departure runway 29, maintain runway track to 1000FT ALT, then turn right track 020 degrees and climb 1500FT ALT, proceed direct to Fancourt and climb 1700FT ALT, at Fancourt set course (right turn) to route north of the George town, to pass north of the Garden route dam. Once passed the Garden route dam position, set course for Wilderness and join the SRA VFR route. Report passing Garden route dam.

**Departing RWY 11**

**Leaving the George CTR to the North East:**

**FANCOURT 11 VFR Departure**

After departure runway 11, maintain runway track to 1000FT ALT, then turn left track 020 degrees, proceeding direct to Fancourt and climb 1700FT ALT, at Fancourt set course (right turn) to route north of the George town, to pass north of the Garden route dam. Once passed the Garden route dam position, set course for Wilderness and join the SRA VFR route. Report passing Garden route dam.

**Leaving the George CTR to the South West:**

**GLENTANA 11 VFR Departure**

After departure runway 11, maintain runway track to 1000FT ALT, then turn right track 200 degrees and climb to 1500FT ALT. At 1500 FT ALT set course for Glentana Beach and maintain 1500FT ALT. At Glentana beach follow the coastline to intercept SRA VFR route at Great Brak River. Report passing Great Brak River.

**Leaving the George CTR to the North West:**

**EIGHT BELLS 11 VFR Departure**

After departure runway 11, maintain runway track to 1000FT ALT, then turn left track 020 degrees and climb 1900FT ALT, at 1900 FT ALT proceed direct to Fancourt, at Fancourt set course (left turn) for Eight Bells, passing Eight Bells set course as required, remaining clear of the George CTR. Report passing abeam Wolwedans dam.

**Leaving the George CTR to the South East:**

**HEROLDS BAY 11 VFR Departure**

After departure runway 11, maintain runway track to 1000FT ALT, then turn right track 200 degrees and climb to 1500 FT ALT. At 1500 FT ALT set course to Herolds Bay. Passing Herolds Bay, follow the coastline as a line feature to Wilderness and join the SRA VFR route. Report passing Kaaimans River.

**STANDARD VFR ARRIVAL ROUTES:**

**VFR routes to George Airport, entering the CTR from the West:**

**HEROLDS BAY 11 or 29 VFR Arrival**

VFR aircraft, inbound to George, from the west, are to remain below the George TMA and route to Great Brak River via SRA VFR routes. Passing Great Brak River, follow the coast line feature to Herolds Bay at 1500FT ALT. From Herolds Bay comply with ATC instructions to join the circuit.

**Alternate VFR routes to George Airport, entering the CTR from the West:**

**EIGHT BELLS 11 or 29 VFR Arrival**

VFR aircraft, inbound to George, from the North West, are to remain below the George TMA and to route via Eight Bells (Ruitersbos). Passing Eight Bells, route north of the George CTR to Fancourt at 1500FT ALT. From Fancourt comply with ATC instructions to join the circuit.

**VFR routes to George Airport, entering the CTR from the East:**

**WILDERNESS 11 or 29 VFR Arrival**

VFR aircraft, inbound to George, from the east, are to remain below the George TMA and route to Wilderness via SRA VFR routes. From Wilderness, follow the coast line feature at 1500FT ALT to Herolds Bay. From Herolds Bay comply with ATC instructions to join the circuit.

**Alternate VFR routes to George Airport, entering the CTR from the East:**

**FANCOURT 11 or 29 VFR Arrival**

VFR aircraft, inbound to George, from the east, are to remain below the George TMA and route to Wilderness via SRA VFR routes. From Wilderness, route to a position north of the Garden route dam at 1700 FT ALT. Then route north around the George town to Fancourt. From Fancourt comply with ATC instructions to join the circuit.

Radio failure procedures for circuit training and for training flights to / from the Special Rules Area.

In Circuit: Remain in circuit and position in traffic, land and vacate RWY in use ASAP. After landing contact ATC via telephone.

**FLIGHTS TO / FROM THE SRA:**

En-route to the Special Rules Area - continue on the Standard VFR departure till clear of the George CTR. Thereafter proceed to FAMO and land. After landing contact ATC via telephone.

In the Special Rules Area - remain clear of controlled airspace, proceed to FAMO or FAPG and land. After landing contact ATC via telephone.

Inbound (once cleared inbound by ATC) - continue on the cleared Standard VFR arrival route, join the circuit and position in traffic, land and vacate RWY ASAP. After landing contact ATC via telephone.

**SIGNIFICANT POINTS:**

Fancourt S335715 E0222340

Eight Bells (Ruiterbos) S335640 E0220205

North of Wolwedansdam S335700 E0221200

Great Brak River S340300 E0221320

Glentana S340300 E0221910

Herolds Bay S340320 E0222335

North of Garden route dam S335715 E0223100

Wilderness S335950 E0223500

Geelhoutboom S335639 E0222056

## 3 COMMUNICATION CONTINGENCY MEASURES WITHIN THE FAJO FIR

1) All ACFT operating over the Indian and Atlantic Oceans inside the South African area of responsibility and outside of VHF coverage of the relevant ACC are to communicate with Johannesburg Oceanic.
2) Flights operating west of positions EGSOX (S282331.94 E0344131.38), APLUK (S285213 E0342532), GEVIS (S294137.49 E0335737.56) and ANVED (S310939.47 E0330634.63) will be the responsibility of Johannesburg Area East.
3) Flights operating east of positions, OKTEL (S280753.81 E0150000.00) and UVGOD (S290943.27 E0150000.00) will be the responsibility of Johannesburg Area West.
4) Flights operating east of positions BUXIR (S320000.00 E0150000.00), OKDOG (S330500.00 E0150000.00), ITMEK (S341200.00 E0150000.00) and ITLIK (S351600.00 E0145957.00) will be the responsibility of Cape Town Area West.
5) Part of the Windhoek FIR from ILDER (S180000 E0100000) south bound to a position S273000 E0100000, then eastbound to a position S273000 E0150000, then northwest bound through position NIGAM (S263300 E0143700), NIBEK (S225800 E0131200), IBLOK (S184700 E0114000) to a position S173000 E0111300, then westbound back to ILDER (S180000 E0100000), is the responsibility of JHB Oceanic due to the limited range of Windhoek ACC frequency 124.7MHz. All aircraft operating in this airspace must be in contact with Johannesburg Oceanic.
6) In the possible event of the Johannesburg HF system becoming unserviceable, aircraft operating into the Johannesburg Oceanic FIR are to comply with the following:
    - Airborne traffic is required to maintain last assigned flight level until clearing the Johannesburg Oceanic area of responsibility unless a level change has been approved through one of the communication sources listed,
    - Airborne traffic operating within the Oceanic FIR over the Atlantic Ocean should contact:
    - Luanda FIC on FREQ: 8903 kHz, 8960 kHz, 5565 kHz, 3461 & 2878 kHz or
    - Springbok Johannesburg on FREQ; 5532 kHz, 8933 kHz, 11354 kHz, 13330 kHz, 17925 kHz, 21943 kHz for relay purposes to Johannesburg Oceanic.

## 4 DELEGATION OF SWAZILAND UPPER AIRSPACE TO SOUTH AFRICA

### 4.1 INTRODUCTION

The Swaziland CAA has acknowledged that the AFI Region and ATM community in general stands to gain greater benefits from the introduction of the new integrated ICAO CNS/ATM Systems.

In order to ensure a cost effective, operationally orientated implementation of the integrated ICAO CNS/ATM System in Swaziland, the approach and strategy contained in the AFI Doc 003 was adopted, for use and compliance by the Swaziland CAA.

In order to achieve the above, the upper Swaziland airspace was delegated to South Africa for management by ATNS.

### 4.2 PURPOSE

The purpose of this document is to inform users that the Swaziland upper airspace i.e. the Matsapha TMA from FL195 and above will be delegated to South Africa for management by ATNS and controlled by Johannesburg Area Control. The sovereignty of the Swaziland airspace will not be compromised.

Note: Johannesburg Area Control (ACC South East) will only be operational during published hours of duty. Outside these hours of duty Matsapha Approach Control will transfer traffic to Johannesburg Area Control (ACC North East) 128.9 MHz or Johannesburg Area Control (ACC South West) 128.3 MHz.

### 4.3 AIRSPACE

The airspace delegation definition is as follows: Matsapha TMA

– From a point 255342S 0310947E on the South African/Swaziland border to a point at 254831.57S 0311552.72E,
– Thence along the border to a point at 254435.21S 0311855.22E,
– Thence along the border to a point at 254304.36S 0312453.25E,
– Thence along the border to a point at 255121.00S 0313849.00E,
– Thence along a straight line to a point at 255121.00S 0313849.00E,
– Then Southwards along the Swaziland/Mozambique border to a point at 263851.00S 0320745.00E,
– Thence along a straight line to a point at 272031.00S 0315222.00E,
– Thence along a straight line to a point at 271812.00S 0311004.00E,
– Thence along a straight line to a point at 264918.00S 0304707.00E,
– Thence along a straight line to a point at 255548.00S 0304715.00E,
– Thence along a straight line back to the starting point at 255342S 0310947E.

### 4.4 CONTACTS

Any questions and assistance should be directed to:

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sibusison@atns.co.za

## 5 DELEGATION OF ATS WITHIN THE JOHANNESBURG FIR TO WINDHOEK FIS.

### 5.1 Introduction

Flight Information Services within the Johannesburg FIR. 1500 FT AGL to FL195 has been delegated to Windhoek information. ATS Flight Information Service (FIS) will be provided by Windhoek Information.

### 5.2 Airspace

The airspace delegation definition is as follows:
From a point 273000S 0150000E along a straight line to a point at 273001S 0195439E,
Thence along a straight line to a point at 282312S 0195453E,
Thence along the international boundary between South Africa and Namibia to a point at 283548S 0162042E,
Thence along a straight line to a point at 283548S 0150000E,
Thence along a straight line back to the starting point at 273000S 0150000E

Hours of Operation: H24
Frequency: 124.7 MHz
Callsign: Windhoek Information
Class of airspace: Class G

**Note:** The above-mentioned area from GND to 1500 FT AGL will be subject to TIBA procedures, Refer to Namibian AIP. Above FL195 service will remain with Johannesburg Area Control on frequency 118.5 MHz. Class A airspace.

## 6 DELEGATION OF ATS WITHIN THE WINDHOEK FIR TO JOHANNESBURG OCEANIC FIR

### 6.1 Introduction

ATS within the Windhoek FIR. GND to FL650 has been delegated to Johannesburg Oceanic. ATS will be provided by Johannesburg Oceanic.

### 6.2 Airspace

The airspace delegation definition is as follows:
From a point 273000S 0150000E, along a straight line to a point at 273000S 0100000E,
Thence along a straight line to a point at 180000S 0100000E,
Thence along a straight line to a point at 173000S 0111300E,
Thence along a straight line back to the starting point at 273000S 0150000E.

| | |
|---|---|
| Hours of Operation: | H24 |
| Frequency: | 5565kHz, 6559kHz, 8861kHz, 13315kHz, 17955kHz and 21926kHz |
| Callsign: | Johannesburg Oceanic |

## 7 TRAFFIC INFORMATION BROADCAST BY AIRCRAFT

The following procedures for aircraft operating outside of controlled airspace, within the boundaries of the RSA have been implemented.

7.1 All aircraft operating at or below 1500 FT AGL outside the lateral limits of:-

a) The Johannesburg Special Rules Area
b) The Port Elizabeth Special Rules Area
c) The East London Special Rules Area
d) The Hoedspruit Special Rules Area
e) All promulgated General Flying Areas

should maintain a listening watch and broadcast regular position reports on frequency 124.8MHz.

Aircraft operating within 5NM of an aerodrome where an ATSU is not in operation and where no specific frequency has been allocated, should make regular position reports relative to the aerodrome on frequency 124.8MHz. (excluding those aerodromes situated within General Flying Areas. Refer to paragraph 5.5)

7.1.1 Where a specific frequency has been allocated to an aerodrome the position reports, relative to the aerodrome, should be made within 5 NM of the aerodrome on the appropriate frequency.

7.1.2 En-route position reports should be made at regular intervals containing information useful for collision avoidance e.g. identification, route position/time, level/ altitude, next position and estimate. These position reports should be made with reference to prominent landmarks and/or navigational facilities.

7.2 Aircraft operating above 1500FT AGL outside the areas mentioned in paragraph 7.1 (a)-(e) should maintain a listening watch and should make regular position reports on the appropriate ATC FIS frequency allocated for that area. In the event that due to location or range, no contact can be established with the appropriate ATSU FIS, a listening watch should be maintained and regular position reports/broadcasts should be made on the frequency allocated for that area.

7.3 **General Air-to-Air Aviation Frequency**

7.3.1 To avoid the TIBA frequencies from being used for purposes other than essential traffic information broadcasting, the frequency 123.45MHz is available for pilots to discuss general matters.

7.3.2 Messages should be kept short and a listening watch should be maintained on the appropriate TIBA frequency.

7.4 **Frequency for established General Flying Areas**.

Aircraft within promulgated General Flying Areas should operate on frequency 124.4MHz

Note: Pilots operating at unmanned aerodromes situated within established General Flying Areas should use frequency 124.4MHz.

7.5 The following table lists all aerodromes without ATSUs to which specific frequencies have been allocated:

| Aerodrome | Frequency |
|---|---|
| Aggeneys | 122.7MHz |
| Alexander Bay | 118.7MHz |
| Arnot | 122.2MHz |
| Brakpan | 122.7MHz |
| Brits | 124.2MHz |
| Delmas | 125.4MHz |
| Estcourt | 123.4MHz |
| Fisantekraal | 131.10MHz |
| Grahamstown | 123.5MHz |
| Greytown | 123.5MHz |
| Groblersdal | 122.4MHz |
| Heidelberg | 125.9MHz |
| Howick | 123.4MHz |

| Aerodrome | Frequency |
|---|---|
| Kitty Hawk | 120.65MHz |
| Kleins | 123.5MHz |
| Klerksdorp | 123.5MHz |
| Komati | 122.2MHz |
| Kriel | 122.2MHz |
| Kroonstad | 122.4MHz |
| Krugersdorp | 122.0MHz |
| Lime Acres | 123.5MHz |
| Majuba | 122.2MHz |
| Margate | 122.7MHz |
| Middelburg (FAMB) | 127.950MHz |
| New Tempe | 131.3MHz |
| Orient | 123.4MHz |
| Oudtshoorn | 131.100MHz |
| Parys | 123.5MHz |
| Petit | 133.2MHz |
| Pietersburg (Civil) | 122.7MHz |
| Potchefstroom | 123.00MHz |
| Progress | 122.7MHz |
| Pullenshope (Hendrina) | 122.2MHz |
| Rustenburg | 122.4MHz |
| Saldanha/Vredenburg | 122.7MHz |
| Secunda | 122.0MHz |
| Sishen | 123.5MHz |
| Skukuza | 125.250MHz |
| Springs | 122.4MHz |
| Stellenbosch | 119.3MHz |
| Syferfontein | 122.6MHz |
| Tutuka | 122.2MHz |
| Uitenhage | 124.2MHz |
| Vanderbijlpark | 122.3MHz |
| Vereeniging | 122.1MHz |
| Welkom | 118.0MHz |
| Witbank | 123.5MHz |

7.6 Pilots should make the appropriate broadcasts and take all necessary collision avoidance action prior to entering or leaving the area.

## 8 GABORONE CLIMB AND DESCENT COORDINATION AREA

The dimensions of the delegated South African airspace to Gaborone are as follows:

**Gaborone Climb/Descent Coordination Area A**

· From a point 244514.76S 0255051.54E along the international boundary between Botswana and South Africa to apoint at 244115.69S 0261104.89E
· Thence clockwise along the arc of a circle, radius 20 NM and centered at 243551.77S 0254956.84E (VOR GBV) to a point at 245552.18S 0255135.18E.
· Thence along the international boundary between Botswana and South Africa to a point at 245257.74S 0255319.31E.
· Thence along the international boundary between Botswana and South Africa back to the starting point at 244514.76S 0255051.54E.

Vertical Limits: 7000 FT – FL200

Frequency: 128.20 MHz

**Gaborone Climb/Descent Coordination Area B**

· From a point at 244115.69S 0261104.89E along the international boundary between Botswana and South Africa to apoint at 243915.24S 0261915.74E
· Thence along a straight line to a point at 245158.12S 0264157.43E
· Thence clockwise along the arc of a circle, radius 50 NM and centered at 243551.77S 0254956.84E (VOR GBV) to a point at 251919.63S 0261724.20E
· Thence along a straight line to a point at 250200.85S 0254913.74E
· Thence along the international boundary between Botswana and South Africa to a point at 245552.18S 0255135.18E
· Thence anti-clockwise along the arc of a circle, radius 20 NM and centered at 243551.77S 0254956.84E (VOR GBV) back to the starting point at 244115.69S0261104.89E

Vertical Limits: 9000 FT – FL200

Frequency: 128.20 MHz

Intentionally Left Blank

| **Route designator**<br>**Name of significant points**<br>**Coordinates** | **Route**<br>**MAG**<br><br>**Track**<br>**MAG**<br><br>**Dist** | *Upper limit*<br>*Lower limit*<br><br>**Classifica-tion** | **Lateral limits**<br><br>**NM** | *Direction of cruising levels* | | *Remarks*<br>*Controlling unit*<br>*Frequency* |
|---|---|---|---|---|---|---|
| | | | | *Odd* | *Even* | |
| 1 | 2 | 3 | 4 | 5 | | 6 |
| **Q1** | | | | | | |
| ▲NESAN<br>252948.88S 0280705.56E | | | | | | |
| | 027º<br><br>41 NM | FL 245<br>FL 200<br>Class A | 10 | ↓ | | |
| ▲IMKUP<br>244915.70S 0281420.65E | | | | | | |
| | 018º<br><br>72 NM | FL 245<br>FL 200<br>Class A | 10 | ↓ | | |
| ▲IMPOD<br>233643.21S 0281607.85E | | | | | | |
| | 016º<br><br>59 NM | FL 245<br>FL 200<br>Class A | 10 | ↓ | | |
| ▲TAVLA<br>223724S 0281736E | | | | | | |

| **Route designator**<br>**Name of significant points**<br>**Coordinates** | **Route**<br>**MAG**<br><br>**Track**<br>**MAG**<br><br>**Dist** | *Upper limit*<br>*Lower limit*<br><br>**Classifica-tion** | **Lateral limits**<br><br>**NM** | *Direction of cruising levels* | | *Remarks*<br>*Controlling unit*<br>*Frequency* |
|---|---|---|---|---|---|---|
| | | | | *Odd* | *Even* | |
| 1 | 2 | 3 | 4 | 5 | | 6 |
| **Q10** | | | | | | |
| ▲CERES (CSV)<br>DVOR/DME<br>331508.27S 0192617.22E | | | | | | (2)On radial 075 (CSV/ SLV) the VOR coverage/ range was greater that 120NM at FL280<br>Power output 50W |
| | 250º<br>20 NM | FL 245<br>FL 200<br>Class A | 10 | | ↑ | |
| ▲NOKOX<br>330114.23S 0194303.34E | | | | | | |

| **Route designator**<br>**Name of significant points**<br>**Coordinates** | **Route**<br>**MAG**<br><br>**Track**<br>**MAG**<br><br>**Dist** | *Upper limit*<br>*Lower limit*<br><br>**Classifica-tion** | **Lateral limits**<br><br>**NM** | *Direction of cruising levels* | | *Remarks*<br>*Controlling unit*<br>*Frequency* |
|---|---|---|---|---|---|---|
| | | | | *Odd* | *Even* | |
| 1 | 2 | 3 | 4 | 5 | | 6 |
| | 250°<br>188 NM | FL 245<br>FL 200<br>Class A | 10 | | ↑ | |
| ▲EGNOM<br>305403.37S 0222635.25E | | | | | | |
| | 246°<br>199 NM | FL 245<br>FL 200<br>Class A | 10 | | ↑ | |
| ▲EVESI<br>283554.70S 0251112.70E | | | | | | |
| | 245°<br>50 NM | FL 245<br>FL 200<br>Class A | 10 | | ↑ | |
| ▲APMIN<br>280038.45S 0255128.05E | | | | | | |
| | 244°<br>89 NM | FL 245<br>FL 200<br>Class A | 10 | | ↑ | |
| ▲UTEBA<br>265711.00S 0270214.28E | | | | | | |
| | 242°<br>42 NM | FL 245<br>FL 200<br>Class A | 10 | | ↑ | |
| ▲RAGUL<br>262654.35S 0273443.89E | | | | | | |

| **Route designator**<br>**Name of significant points**<br>**Coordinates** | **Route**<br>**MAG**<br><br>**Track**<br>**MAG**<br><br>**Dist** | *Upper limit*<br>*Lower limit*<br><br>**Classifica-tion** | **Lateral limits**<br><br>**NM** | *Direction of cruising levels* | | *Remarks*<br>*Controlling unit*<br>*Frequency* |
|---|---|---|---|---|---|---|
| | | | | *Odd* | *Even* | |
| 1 | 2 | 3 | 4 | 5 | | 6 |
| **Q11** | | | | | | |
| ▲EGRAP<br>275037.51S 0140136.97E | | | | | | |
| | 127°<br>307°<br>15 NM | FL 245<br>FL 200<br>Class A | 10 | ↓ | ↑ | |
| ▲UBVER<br>275521.71S 0141740.93E | | | | | | |

| **Route designator**<br>**Name of significant points**<br>**Coordinates** | **Route**<br>**MAG**<br><br>**Track**<br>**MAG**<br><br>**Dist** | *Upper limit*<br>*Lower limit*<br><br>**Classifica-tion** | **Lateral limits**<br><br>**NM** | *Direction of cruising levels* | | *Remarks*<br>*Controlling unit*<br>*Frequency* |
|---|---|---|---|---|---|---|
| | | | | *Odd* | *Even* | |
| 1 | 2 | 3 | 4 | 5 | | 6 |
| | 127°<br>307°<br>15 NM | FL 245<br>FL 200<br>Class A | 10 | ↓ | ↑ | |
| ▲ANVAR<br>280009.00S 0143344.45E | | | | | | |
| | 127°<br>307°<br>24.5 NM | FL 245<br>FL 200<br>Class A | 10 | ↓ | ↑ | |
| ▲OKTEL<br>280753.81S 0150000.00E | | | | | | (2)FAJA/FAJO FIR BDRY |
| | 127°<br>307°<br>70.5 NM | FL 245<br>FL 200<br>Class A | 10 | ↓ | ↑ | |
| ▲PAREK<br>282943.84S 0161557.51E | | | | | | |
| | 127°<br>307°<br>14.9 NM | FL 245<br>FL 200<br>Class A | 10 | ↓ | ↑ | |
| ▲ALEXANDER BAY (ABV) VOR/DME<br>283414.35S 0163201.80E | | | | | | (3)Letdown Radial 187 intercepts centre-line of RWY 01 APPROX 1NM from THR.<br>Letdown Radial 358 intercepts centre-line of RWY 19 APPROX 1NM from THR. |
| | 094°<br>274°<br>14.9 NM | FL 245<br>FL 200<br>Class A | 10 | ↓ | ↑ | |
| ▲ANTIL<br>283022.76S 0164820.05E | | | | | | |
| | 094°<br>273°<br>44.6 NM | FL 245<br>FL 200<br>Class A | 10 | ↓ | ↑ | |
| ▲EKBON<br>281834.94S 0173706.30E | | | | | | |
| | 093°<br>273°<br>14.9 NM | FL 245<br>FL 200<br>Class A | 10 | ↓ | ↑ | |
| ▲ITNOX<br>281434.29S 0175321.38E | | | | | | |

| **Route designator**<br>**Name of significant points**<br>**Coordinates** | **Route**<br>**MAG**<br><br>**Track**<br>**MAG**<br><br>**Dist** | *Upper limit*<br>*Lower limit*<br><br>**Classifica-tion** | **Lateral limits**<br><br>**NM** | *Direction of cruising levels* | | *Remarks*<br>*Controlling unit*<br>*Frequency* |
|---|---|---|---|---|---|---|
| | | | | *Odd* | *Even* | |
| 1 | 2 | 3 | 4 | 5 | | 6 |
| | 093°<br>273°<br>12.7 NM | FL 245<br>FL 200<br>Class A | 10 | ↓ | ↑ | |
| ▲ETUPO<br>281107.96S 0180709.80E | | | | | | |
| | 093°<br>273°<br>12.8 NM | FL 245<br>FL 200<br>Class A | 10 | ↓ | ↑ | |
| ▲EGTAR<br>280738.17S 0182105.08E | | | | | | |
| | 093°<br>273°<br>14.3 NM | FL 245<br>FL 200<br>Class A | 10 | ↓ | ↑ | |
| ▲ITKOT<br>280341.17S 0183640.38E | | | | | | |
| | 099°<br>278°<br>118.7 NM | FL 245<br>FL 200<br>Class A | 10 | ↓ | ↑ | |
| ▲UDLON<br>274350.57S 0204847.32E | | | | | | |
| | 098°<br>278°<br>76.5 NM | FL 245<br>FL 200<br>Class A | 10 | ↓ | ↑ | |
| ▲AVUSA<br>272955.10S 0221330.09E | | | | | | |

| **Route designator**<br>**Name of significant points**<br>**Coordinates** | **Route**<br>**MAG**<br><br>**Track**<br>**MAG**<br><br>**Dist** | *Upper limit*<br>*Lower limit*<br><br>**Classifica-tion** | **Lateral limits**<br><br>**NM** | *Direction of cruising levels* | | *Remarks*<br>*Controlling unit*<br>*Frequency* |
|---|---|---|---|---|---|---|
| | | | | *Odd* | *Even* | |
| 1 | 2 | 3 | 4 | 5 | | 6 |
| **Q12** | | | | | | |
| ▲OKTED<br>341312S 0193330E | | | | | | |
| | 111°<br><br>32 NM | FL 245<br>FL 200<br>Class A | 10 | ↓ | | |
| ▲XUGOL<br>341034.13S 0201127.59E | | | | | | |

| **Route designator**<br>**Name of significant points**<br>**Coordinates** | **Route**<br>**MAG**<br>**Track**<br>**MAG**<br>**Dist** | *Upper limit*<br>*Lower limit*<br>**Classification** | **Lateral limits**<br>**NM** | *Direction of cruising levels* | | *Remarks*<br>*Controlling unit*<br>*Frequency* |
|---|---|---|---|---|---|---|
| | | | | *Odd* | *Even* | |
| 1 | 2 | 3 | 4 | 5 | | 6 |
| | 241°<br>38 NM | FL 245<br>FL 200<br>Class A | 10 | | ↑ | |
| ▲ESVAX<br>322602.43S 0240006.71E | | | | | | |
| | 240°<br>100 NM | FL 245<br>FL 200<br>Class A | 10 | | ↑ | |
| ▲ETGIS<br>310511.89S 0250856.95E | | | | | | |
| | 236°<br>168 NM | FL 245<br>FL 200<br>Class A | 10 | | ↑ | |
| ▲NIDIG<br>284806.79S 0270018.48E | | | | | | |
| | 235°<br>59 NM | FL 245<br>FL 200<br>Class A | 10 | | ↑ | |
| ▲XOTOP<br>275948.66S 0273806.53E | | | | | | |
| | 236°<br>38 NM | FL 245<br>FL 200<br>Class A | 10 | | ↑ | |
| ▲NEVEN<br>272859.15S 0280257.10E | | | | | | |

| **Route designator**<br>**Name of significant points**<br>**Coordinates** | **Route**<br>**MAG**<br>**Track**<br>**MAG**<br>**Dist** | *Upper limit*<br>*Lower limit*<br>**Classification** | **Lateral limits**<br>**NM** | *Direction of cruising levels* | | *Remarks*<br>*Controlling unit*<br>*Frequency* |
|---|---|---|---|---|---|---|
| | | | | *Odd* | *Even* | |
| 1 | 2 | 3 | 4 | 5 | | 6 |
| **UQ1** | | | | | | |
| ▲NESAN<br>252948.88S 0280705.56E | | | | | | |
| | 027°<br>41 NM | FL 460<br>FL 245<br>Class A | 10 | ↓ | | |
| ▲IMKUP<br>244915.70S 0281420.65E | | | | | | |
| | 018°<br>72 NM | FL 460<br>FL 245<br>Class A | 10 | ↓ | | |

| **Route designator**<br>**Name of significant points**<br>**Coordinates** | **Route**<br>**MAG**<br>**Track**<br>**MAG**<br>**Dist** | *Upper limit*<br>*Lower limit*<br>**Classifica-tion** | **Lateral limits**<br>**NM** | *Direction of cruising levels* | | *Remarks*<br>*Controlling unit*<br>*Frequency* |
|---|---|---|---|---|---|---|
| | | | | *Odd* | *Even* | |
| 1 | 2 | 3 | 4 | 5 | | 6 |
| ▲IMPOD<br>233643.21S 0281607.85E | | | | | | |
| | 016°<br>59 NM | FL 460<br>FL 245<br>Class A | 10 | ↓ | | |
| ▲TAVLA<br>223724S 0281736E | | | | | | |

| **Route designator**<br>**Name of significant points**<br>**Coordinates** | **Route**<br>**MAG**<br>**Track**<br>**MAG**<br>**Dist** | *Upper limit*<br>*Lower limit*<br>**Classifica-tion** | **Lateral limits**<br>**NM** | *Direction of cruising levels* | | *Remarks*<br>*Controlling unit*<br>*Frequency* |
|---|---|---|---|---|---|---|
| | | | | *Odd* | *Even* | |
| 1 | 2 | 3 | 4 | 5 | | 6 |
| **UQ10** | | | | | | |
| ▲CERES (CSV)<br>DVOR/DME<br>331508.27S 0192617.22E | | | | | | (2)On radial 075 (CSV/SLV) the VOR coverage/range was greater that 120NM at FL280<br>Power output 50W |
| | 250°<br>20 NM | FL 460<br>FL 245<br>Class A | 10 | | ↑ | |
| ▲NOKOX<br>330114.23S 0194303.34E | | | | | | |
| | 250°<br>188 NM | FL 460<br>FL 245<br>Class A | 10 | | ↑ | |
| ▲EGNOM<br>305403.37S 0222635.25E | | | | | | |
| | 246°<br>199 NM | FL 460<br>FL 245<br>Class A | 10 | | ↑ | |
| ▲EVESI<br>283554.70S 0251112.70E | | | | | | |
| | 245°<br>50 NM | FL 460<br>FL 245<br>Class A | 10 | | ↑ | |
| ▲APMIN<br>280038.45S 0255128.05E | | | | | | |

| **Route designator**<br>**Name of significant points**<br>**Coordinates** | **Route**<br>**MAG**<br><br>**Track**<br>**MAG**<br><br>**Dist** | *Upper limit*<br>*Lower limit*<br><br>**Classifica-tion** | **Lateral limits**<br><br>**NM** | *Direction of cruising levels* | | *Remarks*<br>*Controlling unit*<br>*Frequency* |
|---|---|---|---|---|---|---|
| | | | | *Odd* | *Even* | |
| 1 | 2 | 3 | 4 | 5 | | 6 |
| | 244°<br>89 NM | FL 460<br>FL 245<br>Class A | 10 | | ↑ | |
| ▲UTEBA<br>265711.00S 0270214.28E | | | | | | |
| | 242°<br>42 NM | FL 460<br>FL 245<br>Class A | 10 | | ↑ | |
| ▲RAGUL<br>262654.35S 0273443.89E | | | | | | |

| **Route designator**<br>**Name of significant points**<br>**Coordinates** | **Route**<br>**MAG**<br><br>**Track**<br>**MAG**<br><br>**Dist** | *Upper limit*<br>*Lower limit*<br><br>**Classifica-tion** | **Lateral limits**<br><br>**NM** | *Direction of cruising levels* | | *Remarks*<br>*Controlling unit*<br>*Frequency* |
|---|---|---|---|---|---|---|
| | | | | *Odd* | *Even* | |
| 1 | 2 | 3 | 4 | 5 | | 6 |
| **UQ11** | | | | | | |
| ▲EGRAP<br>275037.51S 0140136.97E | | | | | | |
| | 127°<br>307°<br>15 NM | FL 460<br>FL 245<br>Class A | 10 | ↓ | ↑ | |
| ▲UBVER<br>275521.71S 0141740.93E | | | | | | |
| | 127°<br>307°<br>15 NM | FL 460<br>FL 245<br>Class A | 10 | ↓ | ↑ | |
| ▲ANVAR<br>280009.00S 0143344.45E | | | | | | |
| | 127°<br>307°<br>24.5 NM | FL 460<br>FL 245<br>Class A | 10 | ↓ | ↑ | |
| ▲OKTEL<br>280753.81S 0150000.00E | | | | | | (2)FAJA/FAJO<br>FIR BDRY |
| | 127°<br>307°<br>70.5 NM | FL 460<br>FL 245<br>Class A | 10 | ↓ | ↑ | |
| ▲PAREK<br>282943.84S 0161557.51E | | | | | | |

| **Route designator**<br>**Name of significant points**<br>**Coordinates** | **Route**<br>**MAG**<br><br>**Track**<br>**MAG**<br><br>**Dist** | *Upper limit*<br>*Lower limit*<br><br>**Classifica-tion** | **Lateral limits**<br><br>**NM** | *Direction of cruising levels* | | *Remarks*<br>*Controlling unit*<br>*Frequency* |
|---|---|---|---|---|---|---|
| | | | | *Odd* | *Even* | |
| 1 | 2 | 3 | 4 | 5 | | 6 |
| | 127°<br>307°<br>14.9 NM | FL 460<br>FL 245<br>Class A | 10 | ↓ | ↑ | |
| ▲ALEXANDER BAY (ABV)<br>VOR/DME<br>283414.35S 0163201.80E | | | | | | (3)Letdown Radial 187 intercepts centre-line of RWY 01 APPROX 1NM from THR. Letdown Radial 358 intercepts centre-line of RWY 19 APPROX 1NM from THR. |
| | 094°<br>274°<br>14.9 NM | FL 460<br>FL 245<br>Class A | 10 | ↓ | ↑ | |
| ▲ANTIL<br>283022.76S 0164820.05E | | | | | | |
| | 094°<br>273°<br>44.6 NM | FL 460<br>FL 245<br>Class A | 10 | ↓ | ↑ | |
| ▲EKBON<br>281834.94S 0173706.30E | | | | | | |
| | 093°<br>273°<br>14.9 NM | FL 460<br>FL 245<br>Class A | 10 | ↓ | ↑ | |
| ▲ITNOX<br>281434.29S 0175321.38E | | | | | | |
| | 093°<br>273°<br>12.7 NM | FL 460<br>FL 245<br>Class A | 10 | ↓ | ↑ | |
| ▲ETUPO<br>281107.96S 0180709.80E | | | | | | |
| | 093°<br>273°<br>12.8 NM | FL 460<br>FL 245<br>Class A | 10 | ↓ | ↑ | |
| ▲EGTAR<br>280738.17S 0182105.08E | | | | | | |
| | 093°<br>273°<br>14.3 NM | FL 460<br>FL 245<br>Class A | 10 | ↓ | ↑ | |
| ▲ITKOT<br>280341.17S 0183640.38E | | | | | | |

| **Route designator**<br>**Name of significant points**<br>**Coordinates** | **Route**<br>**MAG**<br><br>**Track**<br>**MAG**<br><br>**Dist** | *Upper limit*<br>*Lower limit*<br><br>**Classifica-tion** | **Lateral limits**<br><br>**NM** | *Direction of cruising levels* | | *Remarks*<br>*Controlling unit*<br>*Frequency* |
|---|---|---|---|---|---|---|
| | | | | *Odd* | *Even* | |
| 1 | 2 | 3 | 4 | 5 | | 6 |
| **UZ22** | | | | | | |
| ▲AVAGO<br>254309.90S 0272639.36E | | | | | | |
| | 219º<br><br>56 NM | FL 460<br>FL 245<br>Class A | 10 | | ↑ | |
| ▲EVIPI<br>245200.20S 0275054.35E | | | | | | |

| **Route designator**<br>**Name of significant points**<br>**Coordinates** | **Route**<br>**MAG**<br><br>**Track**<br>**MAG**<br><br>**Dist** | *Upper limit*<br>*Lower limit*<br><br>**Classifica-tion** | **Lateral limits**<br><br>**NM** | *Direction of cruising levels* | | *Remarks*<br>*Controlling unit*<br>*Frequency* |
|---|---|---|---|---|---|---|
| | | | | *Odd* | *Even* | |
| 1 | 2 | 3 | 4 | 5 | | 6 |
| **UZ23** | | | | | | |
| ▲VASUR<br>253346.76S 0275335.87E | | | | | | |
| | 041º<br><br>48 NM | FL 460<br>FL 245<br>Class A | 10 | ↓ | | |
| ▲IMKUP<br>244915.70S 0281420.65E | | | | | | |

| **Route designator**<br>**Name of significant points**<br>**Coordinates** | **Route**<br>**MAG**<br><br>**Track**<br>**MAG**<br><br>**Dist** | *Upper limit*<br>*Lower limit*<br><br>**Classifica-tion** | **Lateral limits**<br><br>**NM** | *Direction of cruising levels* | | *Remarks*<br>*Controlling unit*<br>*Frequency* |
|---|---|---|---|---|---|---|
| | | | | *Odd* | *Even* | |
| 1 | 2 | 3 | 4 | 5 | | 6 |
| **UZ26** | | | | | | |
| ▲ERDAS<br>332450.10S 0191112.85E | | | | | | |
| | 257º<br><br>16 NM | FL 460<br>FL 245<br>Class A | 10 | | ↑ | |

| **Route designator**<br>**Name of significant points**<br>**Coordinates** | **Route**<br>**MAG**<br>**Track**<br>**MAG**<br>**Dist** | *Upper limit*<br>*Lower limit*<br>**Classifica-tion** | **Lateral limits**<br>**NM** | *Direction of cruising levels* | | *Remarks*<br>*Controlling unit*<br>*Frequency* |
|---|---|---|---|---|---|---|
| | | | | *Odd* | *Even* | |
| 1 | 2 | 3 | 4 | 5 | | 6 |
| ▲CERES (CSV)<br>DVOR/DME<br>331508.27S 0192617.22E | | | | | | (2)On radial 075 (CSV/ SLV) the VOR coverage/ range was greater that 120NM at FL280<br>Power output 50W |

| **Route designator**<br>**Name of significant points**<br>**Coordinates** | **Route**<br>**MAG**<br>**Track**<br>**MAG**<br>**Dist** | *Upper limit*<br>*Lower limit*<br>**Classifica-tion** | **Lateral limits**<br>**NM** | *Direction of cruising levels* | | *Remarks*<br>*Controlling unit*<br>*Frequency* |
|---|---|---|---|---|---|---|
| | | | | *Odd* | *Even* | |
| 1 | 2 | 3 | 4 | 5 | | 6 |
| **Z10** | | | | | | |
| ▲PEDIL<br>253933.67S 0265134.05E | | | | | | |
| | 158°<br>35 NM | FL 245<br>FL 200<br>Class A | 10 | ↑ | | |
| ▲UDBUL<br>251203.81S 0262800.52E | | | | | | |
| | 158°<br>37 NM | FL 245<br>FL 200<br>Class A | 10 | ↑ | | |
| ▲ETOSA<br>244250.40S 0260312.98E | | | | | | |

| **Route designator**<br>**Name of significant points**<br>**Coordinates** | **Route**<br>**MAG**<br>**Track**<br>**MAG**<br>**Dist** | *Upper limit*<br>*Lower limit*<br>**Classifica-tion** | **Lateral limits**<br>**NM** | *Direction of cruising levels* | | *Remarks*<br>*Controlling unit*<br>*Frequency* |
|---|---|---|---|---|---|---|
| | | | | *Odd* | *Even* | |
| 1 | 2 | 3 | 4 | 5 | | 6 |
| **Z11** | | | | | | |
| ▲NESAG<br>245648.20S 0285103.54E | | | | | | |

| **Route designator**<br>**Name of significant points**<br>**Coordinates** | **Route**<br>**MAG**<br><br>**Track**<br>**MAG**<br><br>**Dist** | *Upper limit*<br>*Lower limit*<br><br>**Classifica-tion** | **Lateral limits**<br><br>**NM** | *Direction of cruising levels* | | *Remarks*<br>*Controlling unit*<br>*Frequency* |
|---|---|---|---|---|---|---|
| | | | | *Odd* | *Even* | |
| 1 | 2 | 3 | 4 | 5 | | 6 |
| **Z21** | | | | | | |
| ▲VASUR<br>253346.76S 0275335.87E | | | | | | |
| | 338°<br><br>40 NM | FL 245<br>FL 200<br>Class A | 10 | | ↓ | |
| ▲ITROL<br>250207.97S 0272605.37E | | | | | | |

| **Route designator**<br>**Name of significant points**<br>**Coordinates** | **Route**<br>**MAG**<br><br>**Track**<br>**MAG**<br><br>**Dist** | *Upper limit*<br>*Lower limit*<br><br>**Classifica-tion** | **Lateral limits**<br><br>**NM** | *Direction of cruising levels* | | *Remarks*<br>*Controlling unit*<br>*Frequency* |
|---|---|---|---|---|---|---|
| | | | | *Odd* | *Even* | |
| 1 | 2 | 3 | 4 | 5 | | 6 |
| **Z22** | | | | | | |
| ▲AVAGO<br>254309.90S 0272639.36E | | | | | | |
| | 219°<br><br>56 NM | FL 245<br>FL 200<br>Class A | 10 | | ↑ | |
| ▲EVIPI<br>245200.20S 0275054.35E | | | | | | |

| **Route designator**<br>**Name of significant points**<br>**Coordinates** | **Route**<br>**MAG**<br><br>**Track**<br>**MAG**<br><br>**Dist** | *Upper limit*<br>*Lower limit*<br><br>**Classifica-tion** | **Lateral limits**<br><br>**NM** | *Direction of cruising levels* | | *Remarks*<br>*Controlling unit*<br>*Frequency* |
|---|---|---|---|---|---|---|
| | | | | *Odd* | *Even* | |
| 1 | 2 | 3 | 4 | 5 | | 6 |
| **Z23** | | | | | | |
| ▲VASUR<br>253346.76S 0275335.87E | | | | | | |
| | 041°<br><br>48 NM | FL 245<br>FL 200<br>Class A | 10 | ↓ | | |
| ▲IMKUP<br>244915.70S 0281420.65E | | | | | | |

| **Route designator**<br>**Name of significant points**<br>**Coordinates** | **Route**<br>**MAG**<br><br>**Track**<br>**MAG**<br><br>**Dist** | *Upper limit*<br>*Lower limit*<br><br>**Classifica-tion** | **Lateral limits**<br><br>**NM** | *Direction of cruising levels* | | *Remarks*<br>*Controlling unit*<br>*Frequency* |
|---|---|---|---|---|---|---|
| | | | | *Odd* | *Even* | |
| 1 | 2 | 3 | 4 | 5 | | 6 |
| **Z26** | | | | | | |
| ▲ERDAS<br>332450.10S 0191112.85E | | | | | | |
| | 257°<br>16 NM | FL 245<br>FL 200<br>Class A | 10 | | ↑ | |
| ▲CERES (CSV)<br>DVOR/DME<br>331508.27S 0192617.22E | | | | | | (2)On radial 075 (CSV/SLV) the VOR coverage/ range was greater that 120NM at FL280<br>Power output 50W |

| **Route designator**<br>**Name of significant points**<br>**Coordinates** | **Route**<br>**MAG**<br><br>**Track**<br>**MAG**<br><br>**Dist** | *Upper limit*<br>*Lower limit*<br><br>**Classifica-tion** | **Lateral limits**<br><br>**NM** | *Direction of cruising levels* | | *Remarks*<br>*Controlling unit*<br>*Frequency* |
|---|---|---|---|---|---|---|
| | | | | *Odd* | *Even* | |
| 1 | 2 | 3 | 4 | 5 | | 6 |
| **Q20** | | | | | | |
| ▲RICHARDS BAY (RBV)<br>VOR/DME<br>284426.49S 0320536.91E | | | | | | (2)CH 77X co-located with VOR |
| | 323°<br><br>77 NM | FL 245<br>FL 200<br>Class A | 10 | | ↓ | |
| △ESVIR<br>280518.54S 0304943.75E | | | | | | |
| | 322°<br><br>48 NM | FL 245<br>FL 200<br>Class A | 10 | | ↓ | |
| ▲EVARI<br>274048.91S 0300315.19E | | | | | | |
| | 322°<br><br>56 NM | FL 245<br>FL 200<br>Class A | 10 | | ↓ | |

| **Route designator**<br>**Name of significant points**<br>**Coordinates** | **Route**<br>**MAG**<br><br>**Track**<br>**MAG**<br><br>**Dist** | *Upper limit*<br>*Lower limit*<br><br>**Classifica-tion** | **Lateral limits**<br><br>**NM** | *Direction of cruising levels* | | *Remarks*<br>*Controlling unit*<br>*Frequency* |
|---|---|---|---|---|---|---|
| | | | | *Odd* | *Even* | |
| 1 | 2 | 3 | 4 | 5 | | 6 |
| ▲EPSAK<br>271154.98S 0290941.52E | | | | | | |

| **Route designator**<br>**Name of significant points**<br>**Coordinates** | **Route**<br>**MAG**<br><br>**Track**<br>**MAG**<br><br>**Dist** | *Upper limit*<br>*Lower limit*<br><br>**Classifica-tion** | **Lateral limits**<br><br>**NM** | *Direction of cruising levels* | | *Remarks*<br>*Controlling unit*<br>*Frequency* |
|---|---|---|---|---|---|---|
| | | | | *Odd* | *Even* | |
| 1 | 2 | 3 | 4 | 5 | | 6 |
| **Q21** | | | | | | |
| ▲EGSOX<br>282331.94S 0344131.38E | | | | | | |
| | 326°<br>144°<br>159.2 NM | FL 245<br>FL 200<br>Class A | 10 | ↑ | ↓ | |
| ▲ALENI<br>265835.54S 0320937.89E | | | | | | |

| **Route designator**<br>**Name of significant points**<br>**Coordinates** | **Route**<br>**MAG**<br><br>**Track**<br>**MAG**<br><br>**Dist** | *Upper limit*<br>*Lower limit*<br><br>**Classifica-tion** | **Lateral limits**<br><br>**NM** | *Direction of cruising levels* | | *Remarks*<br>*Controlling unit*<br>*Frequency* |
|---|---|---|---|---|---|---|
| | | | | *Odd* | *Even* | |
| 1 | 2 | 3 | 4 | 5 | | 6 |
| **Q23** | | | | | | |
| ▲CERES (CSV)<br>DVOR/DME<br>331508.27S 0192617.22E | | | | | | (2)On radial 075 (CSV/ SLV) the VOR coverage/ range was greater that 120NM at FL280<br>Power output 50W |
| | 197°<br>27 NM | FL 245<br>FL 200<br>Class A | 10 | | ↑ | |
| ▲OKLOK<br>324829.22S 0192237.92E | | | | | | |

| **Route designator**<br>**Name of significant points**<br>**Coordinates** | **Route**<br>**MAG**<br>**Track**<br>**MAG**<br>**Dist** | *Upper limit*<br>*Lower limit*<br>**Classification** | **Lateral limits**<br>**NM** | *Direction of cruising levels* | | *Remarks*<br>*Controlling unit*<br>*Frequency* |
|---|---|---|---|---|---|---|
| | | | | *Odd* | *Even* | |
| 1 | 2 | 3 | 4 | 5 | | 6 |
| | 224°<br>28 NM | FL 245<br>FL 200<br>Class A | 10 | | ↑ | |
| ▲XALVA<br>322228.31S 0193400.22E | | | | | | |
| | 222°<br>118 NM | FL 245<br>FL 200<br>Class A | 10 | | ↑ | |
| ▲NEXIT<br>303127.92S 0202233.37E | | | | | | |
| | 219°<br>135 NM | FL 245<br>FL 200<br>Class A | 10 | | ↑ | |
| ▲UPINGTON AIRPORT<br>(UPV)<br>VOR/DME<br>282406.31S 0211537.48E | | | | | | |

| **Route designator**<br>**Name of significant points**<br>**Coordinates** | **Route**<br>**MAG**<br>**Track**<br>**MAG**<br>**Dist** | *Upper limit*<br>*Lower limit*<br>**Classification** | **Lateral limits**<br>**NM** | *Direction of cruising levels* | | *Remarks*<br>*Controlling unit*<br>*Frequency* |
|---|---|---|---|---|---|---|
| | | | | *Odd* | *Even* | |
| 1 | 2 | 3 | 4 | 5 | | 6 |
| **Q24** | | | | | | |
| ▲VASUR<br>253346.76S 0275335.87E | | | | | | |
| | 316°<br>44 NM | FL 245<br>FL 200<br>Class A | 10 | | ↓ | |
| ▲EVOPO<br>251224.18S 0271138.40E | | | | | | |
| | 312°<br>33 NM | FL 245<br>FL 200<br>Class A | 10 | | ↓ | |
| ▲DUSLI<br>245824.27S 0263901.66E | | | | | | |
| | 311°<br>36 NM | FL 245<br>FL 200<br>Class A | 10 | | ↓ | |
| ▲ETOSA<br>244250.40S 0260312.98E | | | | | | |

| **Route designator**<br>**Name of significant points**<br>**Coordinates** | **Route**<br>**MAG**<br><br>**Track**<br>**MAG**<br><br>**Dist** | *Upper limit*<br>*Lower limit*<br><br>**Classifica-tion** | **Lateral limits**<br><br>**NM** | *Direction of cruising levels* | | *Remarks*<br>*Controlling unit*<br>*Frequency* |
|---|---|---|---|---|---|---|
| | | | | *Odd* | *Even* | |
| 1 | 2 | 3 | 4 | 5 | | 6 |
| **Q43** | | | | | | |
| ▲KODES<br>330840S 0184520E | | | | | | |
| | 001°<br><br>169 NM | FL 245<br>FL 200<br>Class A | 10 | ↓ | | |
| ▲UTUMI<br>303219.28S 0172742.93E | | | | | | |
| | 358°<br><br>127 NM | FL 245<br>FL 200<br>Class A | 10 | ↓ | | |
| ▲ALEXANDER BAY (ABV) VOR/DME<br>283414.35S 0163201.80E | | | | | | (2)Letdown Radial 187 intercepts centre-line of RWY 01 APPROX 1NM from THR.<br>Letdown Radial 358 intercepts centre-line of RWY 19 APPROX 1NM from THR. |

| **Route designator**<br>**Name of significant points**<br>**Coordinates** | **Route**<br>**MAG**<br><br>**Track**<br>**MAG**<br><br>**Dist** | *Upper limit*<br>*Lower limit*<br><br>**Classifica-tion** | **Lateral limits**<br><br>**NM** | *Direction of cruising levels* | | *Remarks*<br>*Controlling unit*<br>*Frequency* |
|---|---|---|---|---|---|---|
| | | | | *Odd* | *Even* | |
| 1 | 2 | 3 | 4 | 5 | | 6 |
| **Q44** | | | | | | |
| ▲AVAGO<br>254309.90S 0272639.36E | | | | | | |
| | 195°<br>41 NM | FL 245<br>FL 200<br>Class A | 10 | | ↑ | |
| ▲ITROL<br>250207.97S 0272605.37E | | | | | | |

| **Route designator**<br>**Name of significant points**<br>**Coordinates** | **Route**<br>**MAG**<br><br>**Track**<br>**MAG**<br><br>**Dist** | *Upper limit*<br>*Lower limit*<br><br>**Classifica-tion** | **Lateral limits**<br><br>**NM** | *Direction of cruising levels* | | *Remarks*<br>*Controlling unit*<br>*Frequency* |
|---|---|---|---|---|---|---|
| | | | | *Odd* | *Even* | |
| 1 | 2 | 3 | 4 | 5 | | 6 |
| **UQ17** | | | | | | |
| ▲ANVED<br>310939.47S 0330634.63E | | | | | | |
| | 138.62 NM | FL 460<br>FL 245<br>Class A | 10 | ↑ | ↓ | |
| ▲KING SHAKA (TGV)<br>DVOR/DME<br>293640.20S 0310729.03E | | | | | | (2)Power Output 50W |
| | 40.6 NM | FL 460<br>FL 245<br>Class A | 10 | ↑ | ↓ | |
| ▲GREYTOWN (GYV)<br>DVOR/DME<br>290728.99S 0303508.05E | | | | | | (3)Power output 50W |

| **Route designator**<br>**Name of significant points**<br>**Coordinates** | **Route**<br>**MAG**<br><br>**Track**<br>**MAG**<br><br>**Dist** | *Upper limit*<br>*Lower limit*<br><br>**Classifica-tion** | **Lateral limits**<br><br>**NM** | *Direction of cruising levels* | | *Remarks*<br>*Controlling unit*<br>*Frequency* |
|---|---|---|---|---|---|---|
| | | | | *Odd* | *Even* | |
| 1 | 2 | 3 | 4 | 5 | | 6 |
| **UQ20** | | | | | | |
| ▲RICHARDS BAY (RBV)<br>VOR/DME<br>284426.49S 0320536.91E | | | | | | (2)CH 77X co-located with VOR |
| | 323°<br><br>77 NM | FL 460<br>FL 245<br>Class A | 10 | | ↓ | |
| △ESVIR<br>280518.54S 0304943.75E | | | | | | |
| | 322°<br><br>48 NM | FL 460<br>FL 245<br>Class A | 10 | | ↓ | |
| ▲EVARI<br>274048.91S 0300315.19E | | | | | | |
| | 322°<br><br>56 NM | FL 460<br>FL 245<br>Class A | 10 | | ↓ | |

| **Route designator**<br>**Name of significant points**<br>**Coordinates** | **Route**<br>**MAG**<br><br>**Track**<br>**MAG**<br><br>**Dist** | *Upper limit*<br>*Lower limit*<br><br>**Classifica-tion** | **Lateral limits**<br><br>**NM** | *Direction of cruising levels* | | *Remarks*<br>*Controlling unit*<br>*Frequency* |
|---|---|---|---|---|---|---|
| | | | | *Odd* | *Even* | |
| 1 | 2 | 3 | 4 | 5 | | 6 |
| ▲EPSAK<br>271154.98S 0290941.52E | | | | | | |

| **Route designator**<br>**Name of significant points**<br>**Coordinates** | **Route**<br>**MAG**<br><br>**Track**<br>**MAG**<br><br>**Dist** | *Upper limit*<br>*Lower limit*<br><br>**Classifica-tion** | **Lateral limits**<br><br>**NM** | *Direction of cruising levels* | | *Remarks*<br>*Controlling unit*<br>*Frequency* |
|---|---|---|---|---|---|---|
| | | | | *Odd* | *Even* | |
| 1 | 2 | 3 | 4 | 5 | | 6 |
| **UQ21** | | | | | | |
| ▲EGSOX<br>282331.94S 0344131.38E | | | | | | |
| | 326°<br>144°<br>159.2 NM | FL 460<br>FL 245<br>Class A | 10 | ↑ | ↓ | |
| ▲ALENI<br>265835.54S 0320937.89E | | | | | | |

| **Route designator**<br>**Name of significant points**<br>**Coordinates** | **Route**<br>**MAG**<br><br>**Track**<br>**MAG**<br><br>**Dist** | *Upper limit*<br>*Lower limit*<br><br>**Classifica-tion** | **Lateral limits**<br><br>**NM** | *Direction of cruising levels* | | *Remarks*<br>*Controlling unit*<br>*Frequency* |
|---|---|---|---|---|---|---|
| | | | | *Odd* | *Even* | |
| 1 | 2 | 3 | 4 | 5 | | 6 |
| **UQ23** | | | | | | |
| ▲CERES (CSV)<br>DVOR/DME<br>331508.27S 0192617.22E | | | | | | (2)On radial 075 (CSV/ SLV) the VOR coverage/ range was greater that 120NM at FL280<br>Power output 50W |
| | 197°<br>27 NM | FL 460<br>FL 245<br>Class A | 10 | | ↑ | |
| ▲OKLOK<br>324829.22S 0192237.92E | | | | | | |

| **Route designator**<br>**Name of significant points**<br>**Coordinates** | **Route**<br>**MAG**<br>**Track**<br>**MAG**<br>**Dist** | *Upper limit*<br>*Lower limit*<br>**Classification** | **Lateral limits**<br>**NM** | *Direction of cruising levels* | | *Remarks*<br>*Controlling unit*<br>*Frequency* |
|---|---|---|---|---|---|---|
| | | | | *Odd* | *Even* | |
| 1 | 2 | 3 | 4 | 5 | | 6 |
| | 224°<br>28 NM | FL 460<br>FL 245<br>Class A | 10 | | ↑ | |
| ▲XALVA<br>322228.31S 0193400.22E | | | | | | |
| | 222°<br>118 NM | FL 460<br>FL 245<br>Class A | 10 | | ↑ | |
| ▲NEXIT<br>303127.92S 0202233.37E | | | | | | |
| | 219°<br>135 NM | FL 460<br>FL 245<br>Class A | 10 | | ↑ | |
| ▲UPINGTON AIRPORT<br>(UPV)<br>VOR/DME<br>282406.31S 0211537.48E | | | | | | |

| **Route designator**<br>**Name of significant points**<br>**Coordinates** | **Route**<br>**MAG**<br>**Track**<br>**MAG**<br>**Dist** | *Upper limit*<br>*Lower limit*<br>**Classification** | **Lateral limits**<br>**NM** | *Direction of cruising levels* | | *Remarks*<br>*Controlling unit*<br>*Frequency* |
|---|---|---|---|---|---|---|
| | | | | *Odd* | *Even* | |
| 1 | 2 | 3 | 4 | 5 | | 6 |
| **UQ24** | | | | | | |
| ▲VASUR<br>253346.76S 0275335.87E | | | | | | |
| | 316°<br>44 NM | FL 460<br>FL 245<br>Class A | 10 | | ↓ | |
| ▲EVOPO<br>251224.18S 0271138.40E | | | | | | |
| | 312°<br>33 NM | FL 460<br>FL 245<br>Class A | 10 | | ↓ | |
| ▲DUSLI<br>245824.27S 0263901.66E | | | | | | |
| | 311°<br>36 NM | FL 460<br>FL 245<br>Class A | 10 | | ↓ | |
| ▲ETOSA<br>244250.40S 0260312.98E | | | | | | |

| **Route designator**<br>**Name of significant points**<br>**Coordinates** | **Route**<br>**MAG**<br><br>**Track**<br>**MAG**<br><br>**Dist** | *Upper limit*<br>*Lower limit*<br><br>**Classifica-tion** | **Lateral limits**<br><br>**NM** | *Direction of cruising levels* | | *Remarks*<br>*Controlling unit*<br>*Frequency* |
|---|---|---|---|---|---|---|
| | | | | *Odd* | *Even* | |
| 1 | 2 | 3 | 4 | 5 | | 6 |
| **UQ43** | | | | | | |
| ▲KODES<br>330840S 0184520E | | | | | | |
| | 001°<br><br>169 NM | FL 460<br>FL 245<br>Class A | 10 | ↓ | | |
| ▲UTUMI<br>303219.28S 0172742.93E | | | | | | |
| | 358°<br><br>127 NM | FL 460<br>FL 245<br>Class A | 10 | ↓ | | |
| ▲ALEXANDER BAY (ABV) VOR/DME<br>283414.35S 0163201.80E | | | | | | (2)Letdown Radial 187 intercepts centre-line of RWY 01 APPROX 1NM from THR.<br>Letdown Radial 358 intercepts centre-line of RWY 19 APPROX 1NM from THR. |

| **Route designator**<br>**Name of significant points**<br>**Coordinates** | **Route**<br>**MAG**<br><br>**Track**<br>**MAG**<br><br>**Dist** | *Upper limit*<br>*Lower limit*<br><br>**Classifica-tion** | **Lateral limits**<br><br>**NM** | *Direction of cruising levels* | | *Remarks*<br>*Controlling unit*<br>*Frequency* |
|---|---|---|---|---|---|---|
| | | | | *Odd* | *Even* | |
| 1 | 2 | 3 | 4 | 5 | | 6 |
| **UQ44** | | | | | | |
| ▲AVAGO<br>254309.90S 0272639.36E | | | | | | |
| | 195°<br>41 NM | FL 460<br>FL 245<br>Class A | 10 | | ↑ | |
| ▲ITROL<br>250207.97S 0272605.37E | | | | | | |

| **Route designator**<br>**Name of significant points**<br>**Coordinates** | **Route**<br>**MAG**<br>**Track**<br>**MAG**<br>**Dist** | *Upper limit*<br>*Lower limit*<br>**Classification** | **Lateral limits**<br>**NM** | *Direction of cruising levels* | | *Remarks*<br>*Controlling unit*<br>*Frequency* |
|---|---|---|---|---|---|---|
| | | | | *Odd* | *Even* | |
| 1 | 2 | 3 | 4 | 5 | | 6 |
| **Q16** | | | | | | |
| ▲EVIPI<br>245200.20S 0275054.35E | | | | | | |
| | 009°<br>99.6 NM | FL 245<br>FL 200<br>Class A | 10 | ↓ | | |
| ▲ETMIT<br>231248.49S 0273742.69E | | | | | | |

| **Route designator**<br>**Name of significant points**<br>**Coordinates** | **Route**<br>**MAG**<br>**Track**<br>**MAG**<br>**Dist** | *Upper limit*<br>*Lower limit*<br>**Classification** | **Lateral limits**<br>**NM** | *Direction of cruising levels* | | *Remarks*<br>*Controlling unit*<br>*Frequency* |
|---|---|---|---|---|---|---|
| | | | | *Odd* | *Even* | |
| 1 | 2 | 3 | 4 | 5 | | 6 |
| **Q48** | | | | | | |
| ▲APMAT<br>284723.78S 0305659.63E | | | | | | |
| | 167°<br>34 NM | FL 245<br>FL 200<br>Class A | 10 | ↑ | | |
| △APKIK<br>281949.54S 0303433.16E | | | | | | |
| | 165°<br>48 NM | FL 245<br>FL 200<br>Class A | 10 | ↑ | | |
| ▲EVARI<br>274048.91S 0300315.19E | | | | | | |
| | 164°<br>56 NM | FL 245<br>FL 200<br>Class A | 10 | ↑ | | |
| ▲AVAVA<br>265456.32S 0292710.11E | | | | | | |
| | 154°<br>31 NM | FL 245<br>FL 200<br>Class A | 10 | ↑ | | |
| ▲APDAK<br>263303.54S 0290252.64E | | | | | | |

| **Route designator**<br>**Name of significant points**<br>**Coordinates** | **Route**<br>**MAG**<br><br>**Track**<br>**MAG**<br><br>**Dist** | *Upper limit*<br>*Lower limit*<br><br>**Classifica-tion** | **Lateral limits**<br><br>**NM** | *Direction of cruising levels* | | *Remarks*<br>*Controlling unit*<br>*Frequency* |
|---|---|---|---|---|---|---|
| | | | | *Odd* | *Even* | |
| 1 | 2 | 3 | 4 | 5 | | 6 |
| ▲ALEXANDER BAY (ABV)<br>VOR/DME<br>283414.35S 0163201.80E | | | | | | (2)Letdown Radial 187 intercepts centre-line of RWY 01 APPROX 1NM from THR. Letdown Radial 358 intercepts centre-line of RWY 19 APPROX 1NM from THR. |
| | 002º<br>182º<br>15 NM | FL 460<br>FL 245<br>Class A | 10 | ↓ | ↑ | |
| ▲ETMUS<br>281959.79S 0162705.83E | | | | | | |
| | 002º<br>181º<br>51 NM | FL 460<br>FL 245<br>Class A | 10 | ↓ | ↑ | |
| ▲XUDAN<br>273041.21S 0161006.65E | | | | | | (3)UN188 |

| **Route designator**<br>**Name of significant points**<br>**Coordinates** | **Route**<br>**MAG**<br><br>**Track**<br>**MAG**<br><br>**Dist** | *Upper limit*<br>*Lower limit*<br><br>**Classifica-tion** | **Lateral limits**<br><br>**NM** | *Direction of cruising levels* | | *Remarks*<br>*Controlling unit*<br>*Frequency* |
|---|---|---|---|---|---|---|
| | | | | *Odd* | *Even* | |
| 1 | 2 | 3 | 4 | 5 | | 6 |
| **UQ16** | | | | | | |
| ▲EVIPI<br>245200.20S 0275054.35E | | | | | | |
| | 009º<br><br>99.6 NM | FL 460<br>FL 245<br>Class A | 10 | ↓ | | |
| ▲ETMIT<br>231248.49S 0273742.69E | | | | | | |

| **Route designator**<br>**Name of significant points**<br>**Coordinates** | **Route**<br>**MAG**<br><br>**Track**<br>**MAG**<br><br>**Dist** | *Upper limit*<br>*Lower limit*<br><br>**Classifica-tion** | **Lateral limits**<br><br>**NM** | *Direction of cruising levels* | | *Remarks*<br>*Controlling unit*<br>*Frequency* |
|---|---|---|---|---|---|---|
| | | | | *Odd* | *Even* | |
| 1 | 2 | 3 | 4 | 5 | | 6 |
| **UQ48** | | | | | | |
| ▲APMAT<br>284723.78S 0305659.63E | | | | | | |
| | 167°<br><br>34 NM | FL 460<br>FL 245<br>Class A | 10 | ↑ | | |
| △APKIK<br>281949.54S 0303433.16E | | | | | | |
| | 165°<br><br>48 NM | FL 460<br>FL 245<br>Class A | 10 | ↑ | | |
| ▲EVARI<br>274048.91S 0300315.19E | | | | | | |
| | 164°<br><br>56 NM | FL 460<br>FL 245<br>Class A | 10 | ↑ | | |
| ▲AVAVA<br>265456.32S 0292710.11E | | | | | | |
| | 154°<br><br>31 NM | FL 460<br>FL 245<br>Class A | 10 | ↑ | | |
| ▲APDAK<br>263303.54S 0290252.64E | | | | | | |

| **Route designator**<br>**Name of significant points**<br>**Coordinates** | **Route**<br>**MAG**<br><br>**Track**<br>**MAG**<br><br>**Dist** | *Upper limit*<br>*Lower limit*<br><br>**Classifica-tion** | **Lateral limits**<br><br>**NM** | *Direction of cruising levels* | | *Remarks*<br>*Controlling unit*<br>*Frequency* |
|---|---|---|---|---|---|---|
| | | | | *Odd* | *Even* | |
| 1 | 2 | 3 | 4 | 5 | | 6 |
| **UQ49** | | | | | | |
| ▲OKRAV<br>335929.87S 0243612.57E | | | | | | |
| | 296°<br><br>111 NM | FL 460<br>FL 245<br>Class A | 10 | | ↓ | |
| ▲GEORGE AIRPORT (GRV)<br>DVOR/DME<br>340026.46S 0222233.46E | | | | | | (2)Power Output 50W |
| | 296°<br><br>50 NM | FL 460<br>FL 245<br>Class A | 10 | | ↓ | |

| **Route designator**<br>**Name of significant points**<br>**Coordinates** | **Route**<br>**MAG**<br><br>**Track**<br>**MAG**<br><br>**Dist** | *Upper limit*<br>*Lower limit*<br><br>**Classifica-tion** | **Lateral limits**<br><br>**NM** | *Direction of cruising levels* | | *Remarks*<br>*Controlling unit*<br>*Frequency* |
|---|---|---|---|---|---|---|
| | | | | *Odd* | *Even* | |
| 1 | 2 | 3 | 4 | 5 | | 6 |
| | 185°<br>121 NM | FL 245<br>FL 200<br>Class A | 10 | | ↑ | |
| ▲ALEXANDER BAY (ABV)<br>VOR/DME<br>283414.35S 0163201.80E | | | | | | (2)Letdown Radial 187 intercepts centre-line of RWY 01 APPROX 1NM from THR. Letdown Radial 358 intercepts centre-line of RWY 19 APPROX 1NM from THR. |

| **Route designator**<br>**Name of significant points**<br>**Coordinates** | **Route**<br>**MAG**<br><br>**Track**<br>**MAG**<br><br>**Dist** | *Upper limit*<br>*Lower limit*<br><br>**Classifica-tion** | **Lateral limits**<br><br>**NM** | *Direction of cruising levels* | | *Remarks*<br>*Controlling unit*<br>*Frequency* |
|---|---|---|---|---|---|---|
| | | | | *Odd* | *Even* | |
| 1 | 2 | 3 | 4 | 5 | | 6 |
| **Q63** | | | | | | |
| ▲APMAT<br>284723.78S 0305659.63E | | | | | | |
| | 236°<br>36 NM | FL 245<br>FL 200<br>Class A | 10 | | ↑ | |
| ▲APGAP<br>281711.47S 0311946.86E | | | | | | |
| | 026°<br>204°<br>58 NM | FL 245<br>FL 200<br>Class A | 10 | ↓ | ↑ | |
| ▲GERAX<br>271857.48S 0312310.91E | | | | | | |

| **Route designator**<br>**Name of significant points**<br>**Coordinates** | **Route**<br>**MAG**<br><br>**Track**<br>**MAG**<br><br>**Dist** | *Upper limit*<br>*Lower limit*<br><br>**Classifica-tion** | **Lateral limits**<br><br>**NM** | *Direction of cruising levels* | | *Remarks*<br>*Controlling unit*<br>*Frequency* |
|---|---|---|---|---|---|---|
| | | | | *Odd* | *Even* | |
| 1 | 2 | 3 | 4 | 5 | | 6 |
| **T949** | | | | | | |
| ▲WARDEN (WRV)<br>VOR<br>274629.26S 0290410.10E | | | | | | |
| | 078°<br>256°<br>110 NM | FL 245<br>FL 200<br>Class A | 10 | ↓ | ↑ | |
| ▲APNON<br>264537.86S 0304652.79E | | | | | | |
| | 089°<br>268°<br>22 NM | FL 245<br>FL 200<br>Class A | 10 | ↓ | ↑ | |
| ▲MUVAL<br>263728S 0310957E | | | | | | |
| | 073°<br>253°<br>11 NM | FL 245<br>FL 200<br>Class A | 10 | ↓ | ↑ | |
| ▲IXESU<br>263038S 0311959E | | | | | | |
| | 089°<br>269°<br>22 NM | FL 245<br>FL 200<br>Class A | 10 | ↓ | ↑ | |
| ▲SIKHUPHE (VSK)<br>DVOR/DME<br>262245.90S 0314302.70E | | | | | | |
| | 074°<br>253°<br>26 NM | FL 245<br>FL 200<br>Class A | 10 | ↓ | ↑ | |
| ▲TONKA<br>260724S 0320618E | | | | | | |

| **Route designator**<br>**Name of significant points**<br>**Coordinates** | **Route**<br>**MAG**<br><br>**Track**<br>**MAG**<br><br>**Dist** | *Upper limit*<br>*Lower limit*<br><br>**Classifica-tion** | **Lateral limits**<br><br>**NM** | *Direction of cruising levels* | | *Remarks*<br>*Controlling unit*<br>*Frequency* |
|---|---|---|---|---|---|---|
| | | | | *Odd* | *Even* | |
| 1 | 2 | 3 | 4 | 5 | | 6 |
| **UL211F** | | | | | | |
| ▲MUNES<br>402000.00S 0100000.00W | | | | | | |
| | 108°<br>282°<br>467 NM | FL 460<br>FL 200<br>Class A | 10 | ↓ | ↑ | |

| **Route designator**<br>**Name of significant points**<br>**Coordinates** | **Route**<br>**MAG**<br><br>**Track**<br>**MAG**<br><br>**Dist** | *Upper limit*<br>*Lower limit*<br><br>**Classifica-tion** | **Lateral limits**<br><br>**NM** | *Direction of cruising levels* | | *Remarks*<br>*Controlling unit*<br>*Frequency* |
|---|---|---|---|---|---|---|
| | | | | *Odd* | *Even* | |
| 1 | 2 | 3 | 4 | 5 | | 6 |
| | 268°<br>11 NM | FL 460<br>FL 245<br>Class A | 10 | | ↑ | |
| ▲ESRUK<br>335810.48S 0194826.84E | | | | | | |

| **Route designator**<br>**Name of significant points**<br>**Coordinates** | **Route**<br>**MAG**<br><br>**Track**<br>**MAG**<br><br>**Dist** | *Upper limit*<br>*Lower limit*<br><br>**Classifica-tion** | **Lateral limits**<br><br>**NM** | *Direction of cruising levels* | | *Remarks*<br>*Controlling unit*<br>*Frequency* |
|---|---|---|---|---|---|---|
| | | | | *Odd* | *Even* | |
| 1 | 2 | 3 | 4 | 5 | | 6 |
| **UQ59** | | | | | | |
| ▲SISHEN (SSV)<br>VOR/DME<br>273907.83S 0230010.99E | | | | | | (2)Power Output 100W |
| | 059°<br>236°<br>143 NM | FL 460<br>FL 245<br>Class A | 10 | ↓ | ↑ | |
| ▲ESPUV<br>254945.36S 0244255.80E | | | | | | |

| **Route designator**<br>**Name of significant points**<br>**Coordinates** | **Route**<br>**MAG**<br><br>**Track**<br>**MAG**<br><br>**Dist** | *Upper limit*<br>*Lower limit*<br><br>**Classifica-tion** | **Lateral limits**<br><br>**NM** | *Direction of cruising levels* | | *Remarks*<br>*Controlling unit*<br>*Frequency* |
|---|---|---|---|---|---|---|
| | | | | *Odd* | *Even* | |
| 1 | 2 | 3 | 4 | 5 | | 6 |
| **UQ60** | | | | | | |
| ▲NEXIT<br>303127.92S 0202233.37E | | | | | | |
| | 237°<br>220 NM | FL 460<br>FL 245<br>Class A | 10 | | ↑ | |
| ▲SISHEN (SSV)<br>VOR/DME<br>273907.83S 0230010.99E | | | | | | (2)Power Output 100W |

| **Route designator**<br>**Name of significant points**<br>**Coordinates** | **Route**<br>**MAG**<br><br>**Track**<br>**MAG**<br><br>**Dist** | *Upper limit*<br>*Lower limit*<br><br>**Classifica-tion** | **Lateral limits**<br><br>**NM** | *Direction of cruising levels* | | *Remarks*<br>*Controlling unit*<br>*Frequency* |
|---|---|---|---|---|---|---|
| | | | | *Odd* | *Even* | |
| 1 | 2 | 3 | 4 | 5 | | 6 |
| **UQ61** | | | | | | |
| ▲APKEK<br>303139.17S 0201015.32E | | | | | | |
| | 063°<br><br>228 NM | FL 460<br>FL 245<br>Class A | 10 | ↓ | | |
| ▲SISHEN (SSV)<br>VOR/DME<br>273907.83S 0230010.99E | | | | | | (2)Power Output 100W |

| **Route designator**<br>**Name of significant points**<br>**Coordinates** | **Route**<br>**MAG**<br><br>**Track**<br>**MAG**<br><br>**Dist** | *Upper limit*<br>*Lower limit*<br><br>**Classifica-tion** | **Lateral limits**<br><br>**NM** | *Direction of cruising levels* | | *Remarks*<br>*Controlling unit*<br>*Frequency* |
|---|---|---|---|---|---|---|
| | | | | *Odd* | *Even* | |
| 1 | 2 | 3 | 4 | 5 | | 6 |
| **UQ62** | | | | | | |
| ▲ASPIK<br>340618.32S 0180800.81E | | | | | | |
| | 187°<br>220 NM | FL 460<br>FL 245<br>Class A | 10 | | ↑ | |
| ▲UVBUD<br>303208.64S 0170448.56E | | | | | | |
| | 185°<br>121 NM | FL 460<br>FL 245<br>Class A | 10 | | ↑ | |
| ▲ALEXANDER BAY (ABV)<br>VOR/DME<br>283414.35S 0163201.80E | | | | | | (2)Letdown Radial 187 intercepts centre-line of RWY 01 APPROX 1NM from THR.<br>Letdown Radial 358 intercepts centre-line of RWY 19 APPROX 1NM from THR. |

18)FORT BEAUFORT

| Facility | Inbound Track | MAX FL MIN FL | Remarks |
|---|---|---|---|
| AVEPA<br>324154.539S<br>0262206.491E | 205°M/177.42°T | FL090<br>6800 | Left hand racecourse pattern.<br>1 MIN Outbound leg.<br>MAX 240KT IAS |
| UVKIX<br>324119.717S<br>0264859.918E | 205°M/177.42°T | FL090<br>7700 | Right hand racecourse pattern.<br>1 MIN Outbound leg.<br>MAX 240KT IAS |

19)OVERBERG

| Facility | Inbound Track | MAX FL MIN FL | Remarks |
|---|---|---|---|
| EGPAX<br>342735.4800S<br>0200130.4000E | 082°M/055.50°T | FL100<br>3700 | Left hand racecourse pattern.<br>1 MIN Outbound leg.<br>MAX 230KT IAS |
| AVOBI<br>344707.4300S<br>0201745.6300E | 082°M/055.34°T | FL100<br>3600 | Right hand racecourse pattern.<br>1 MIN Outbound leg.<br>MAX 230KT IAS |

20)MARGATE

| Facility | Inbound Track | MAX FL MIN FL | Remarks |
|---|---|---|---|
| UNDAV<br>310130.0115S<br>0302313.8263E | 319°M/293°T | 3700FT ALT | Right hand racecourse pattern.<br>1 MIN Outbound leg. |
| EVURU<br>304508.0746S<br>0303113.4448E | 319°M/293°T | 3800FT ALT | Right hand racecourse pattern.<br>1 MIN Outbound leg. |

21)GREYTOWN

| Facility | Inbound Track | MAX FL MIN FL | Remarks |
|---|---|---|---|
| ETMUP<br>290247.84S<br>0304721.95E | 336°M/311.4°T | 8100<br>6900 | Left hand racecourse pattern.<br>1 MIN Outbound leg. |

22)ST FRANCIS FIELD

| Facility | Inbound Track | MAX FL MIN FL | Remarks |
|---|---|---|---|
| XABIS<br>341714.47S<br>0244220.94E | 020°M/351.72°T | 3700 | Left hand racecourse pattern.<br>1 MIN Outbound leg.<br>MAX 170KT IAS |

| Facility | Inbound Track | MAX FL<br>MIN FL | Remarks |
|---|---|---|---|
| XAMTA<br>341502.25S<br>0245945.58E | 020°M/351.26°T | 3400 | Left hand racecourse pattern.<br>1 MIN Outbound leg.<br>MAX 170KT IAS |

## 23)POLOKWANE

| Facility | Inbound Track | MAX FL<br>MIN FL | Remarks |
|---|---|---|---|
| EPRUP<br>235535.3560S<br>0291504.9271E | 144°M/128.0°T | FL100<br>8800 | Right hand racecourse pattern.<br>1 MIN Outbound leg.<br>MAX 220KT IAS |

## 24)KRUGER MPUMALANGA

| Facility | Inbound Track | MAX FL<br>MIN FL | Remarks |
|---|---|---|---|
| MASHO<br>253548.6423S<br>0305643.8088E | 053°M/034.2°T | FL100<br>8000 | Left hand racecourse pattern.<br>1 MIN Outbound leg.<br>MAX 210KT IAS |

| Name-code designator | Coordinates | ATS route other route |
|---|---|---|
| 1 | 2 | 3 |
| GEVIS | 294137.49S 0335737.56E | Q5-UQ5- |
| GEXIP | 321459.57S 0191458.08E | UN185-UZ30-Z30- |
| IBMAD | 291630.1508S 0262455.8462E | FABL HOLD |
| IBMES | 272318.814S 0223326.879E | FATW HOLD |
| IBRIS | 285200S 0255700E | |
| IBRUN | 285324.75S 0182900.19E | R987-R987F-UR987 |
| IBTEK | 294304.04S 0251247.52E | UZ39-Z39- |
| IBVIT | 282453.62S 0210000.44E | G465-UG465- |
| IMGEV | 275909.30S 0281732.10E | UZ5-Z5- |
| IMKAM | 311420.00S 0150031.00E | |
| IMKID | 255743.38S 0310701.21E | T122-UT122- |
| IMKUP | 244915.70S 0281420.65E | Q1-Q6-UQ1-UQ6-UZ23-Z23- |
| IMKUS | 330441.49S 0182620.95E | FALW HOLD |
| IMLID | 303238.38S 0300129.69E | Q12-Q30-Q58-UQ12-UQ30-UQ58- |
| IMLUT | 303035.90S 0154102.74E | Q14-UQ14- |
| IMPOD | 233643.21S 0281607.85E | Q1-T433-UQ1-UT433- |
| IMROG | 321042.91S 0263914.43E | Q58-UQ58-UZ5-Z5- |
| IMSIR | 275945.73S 0245801.19E | UZ31-Z31- |
| IMSOM | 335603.90S 0180031.24E | Q34-Q36-UQ34-UQ36- |
| ITGAD | 314300S 0100000E | A405-UA405- |
| ITGIV | 3256.00S 01000.00W | UL224- |
| ITKIT | 332137.27S 0260950.41E | Q30-Q31-UQ30-UQ31-UZ5-Z5- |
| ITKOT | 280341.17S 0183640.38E | Q11-UQ11- |
| ITLIK | 351600S 0145957E | UL211F- |
| ITMEK | 341200S 0150000E | UL224- |
| ITMIL | 290151.05S 0314838.40E | B529-UB529-UT915- |
| ITNOX | 281434.29S 0175321.38E | Q11-UN186-UQ11- |
| ITROL | 250207.97S 0272605.37E | Q25-Q44-UQ25-UQ44-UZ21-UZ35-Z21-Z35- |
| IXAKU | 312230.06S 0265846.63E | UZ3-UZ5-Z3-Z5- |
| IXARA | 275827.43S 0285340.08E | Q7-UQ7-UZ36-Z36- |
| IXEBI | 315753.02S 0262047.33E | Q12-Q8-UQ12-UQ8- |
| IXEKI | 283043.45S 0274036.85E | Q8-UQ8-UZ36-Z36- |
| IXESU | 263038S 0311959E | Q4-T949-UQ4-UT915-UT949- |
| KATOR | 332919.46S 0223834.37E | UZ4-Z4- |
| KEBAT | 273000.00S 0181800.00E | R987-R987F-R987F-UN185-UR987- |
| KODES | 330840S 0184520E | Q42-Q43-UN186-UQ42-UQ43-UZ30-Z30- |
| MASHO | 253548.6423S 0305643.8088E | FAKN HOLD |
| MITAR | 275243.46S 0181951.86E | UN185- |
| MUNES | 402000.00S 0100000.00W | UL211F- |
| MUVAL | 263728S 0310957E | B534-G10D-G657D-T949-UB534-UT949- |

| Name-code designator | Coordinates | ATS route other route |
|---|---|---|
| 1 | 2 | 3 |
| NAMGU | 301704.14S 0294758.45E | UZ3-Z3- |
| NEPUM | 321551.00S 0322743.00E | |
| NERAX | 360107.00S 0290140.00E | |
| NERUR | 341037.10S 0252825.57E | FAPE HOLD |
| NESAG | 245648.20S 0285103.54E | UZ11-UZ33-UZ7-Z11-Z33-Z7- |
| NESAN | 252948.88S 0280705.56E | Q1-Q40-UQ1-UQ40- |
| NESEK | 250154S 0263700E | G653-UG653-UL435- |
| NESUS | 304028.10S 0214554.26E | UZ31-Z31- |
| NEVAR | 273048.35S 0174957.80E | UN186- |
| NEVEN | 272859.15S 0280257.10E | Q8-Q9-UQ8-UQ9-UZ16-UZ18-Z16-Z18- |
| NEVUK | 245020.43S 0295524.24E | Q2-UQ2- |
| NEXAB | 294058.87S 0304019.76E | FAPM HOLD |
| NEXIS | 255115.01S 0311212.83E | UT915- |
| NEXIT | 303127.92S 0202233.37E | Q23-Q60-UQ23-UQ60- |
| NEXUL | 312137.95S 0291448.76E | UZ37-Z37- |
| NIBEX | 264925.56S 0274013.41E | UZ2-Z2- |
| NIBOP | 311515.73S 0290750.85E | Q30-UQ30- |
| NIDAL | 324219.59S 0181413.05E | FALW HOLD |
| NIDEM | 293409.50S 0284409.10E | UW61- |
| NIDIG | 284806.79S 0270018.48E | Q9-UQ9-UZ36-Z36- |
| NIDOX | 311058.78S 0243646.21E | UZ4-Z4- |

| Name-code designator | Coordinates | ATS route other route |
|---|---|---|
| 1 | 2 | 3 |
| NOKOX | 330114.23S 0194303.34E | Q10-UQ10- |
| ODKER | 240830S 0280500E | G655-UG655- |
| OKBIL | 311244.26S 0232351.31E | UW95-W95- |
| OKBUR | 330932.59S 0273811.81E | FAEL HOLD |
| OKBUS | 302947.44S 0281845.93E | Q7-UQ7- |
| OKDIN | 280916.75S 0282923.84E | UZ20-UZ36-Z20-Z36- |

| Name-code designator | Coordinates | ATS route other route |
|---|---|---|
| 1 | 2 | 3 |
| OKDOG | 330500S 0150000E | A405-Q15-UA405-UQ15- |
| OKLIL | 244910.64S 0301232.84E | |
| OKLOK | 324829.22S 0192237.92E | Q23-Q42-Q52-UN185-UQ23-UQ42-UQ52- |
| OKLOL | 310028.20S 0285145.51E | Q12-UQ12- |
| OKPIT | 252744.22S 0284432.56E | UZ7-Z7- |
| OKPUN | 314733.63S 0264840.64E | Q12-UQ12-UZ5-Z5- |
| OKRAV | 335929.87S 0243612.57E | Q49-UQ49- |
| OKREV | 303135.33S 0280200.66E | UZ20-Z20- |
| OKRIP | 255258.16S 0304133.91E | G653-UZ36-Z36- |
| OKRUL | 303223.92S 0185203.44E | UN185- |
| OKSAD | 264920S 0304800E | G657D- |
| OKSET | 341301.09S 0243821.03E | Q56-UQ56- |

| Name-code designator | Coordinates | ATS route other route |
|---|---|---|
| 1 | 2 | 3 |
| OKSOP | 311556.12S 0240832.74E | UW66-W66- |
| OKTAN | 301758.32S 0303453.34E | A402-Q29-UA402-UQ29- |
| OKTED | 341312S 0193330E | Q12-UQ12- |
| OKTEK | 272835.55S 0282748.16E | UZ20-UZ5-Z20-Z5- |
| OKTEL | 280753.81S 0150000.00E | G465-Q11-UG465-UQ11- |
| OKTIG | 282838.68S 0264640.84E | UZ4-Z4- |
| ORKAN | 243230S 0265500E | G853-UG853- |
| ORNAD | 255500.00S 0315800.00E | G653-T122-UQ3-UT122- |
| OSEPA | 230000S 0000000E | UL375- |
| OVALA | 264903.39S 0283744.70E | UZ18-Z18- |
| PAREK | 282943.84S 0161557.51E | Q11-UQ11- |
| PEDIL | 253933.67S 0265134.05E | Q19-UN181-UQ19-UZ10-Z10- |
| RAGUL | 262654.35S 0273443.89E | Q10-UQ10-UZ6-Z6- |
| RUDAS | 241924.00S 0264406.00E | G853-Q25-UG853-UM731-UQ25-UT941- |
| TAVLA | 223724S 0281736E | G655-Q1-UG655-UM215-UQ1-UZ27-UZ7-Z27-Z7- |
| TESUN | 275744.49S 0291104.73E | Q28-UQ28- |
| TESUP | 334808.17S 0254430.82E | FAPE HOLD |
| TETAN | 333948S 0192458E | UZ2-UZ39-Z2-Z39- |
| TETIK | 263414.18S 0293825.33E | UZ9-Z9- |
| TETUS | 253136.70S 0253818.07E | UN181- |

| Name-code designator | Coordinates | ATS route other route |
|---|---|---|
| 1 | 2 | 3 |
| TEVAP | 244430S 0320006E | G467-UG467-UZ36-Z36- |
| TEVAR | 271221.37S 0271833.24E | UZ2-UZ4-Z2-Z4- |
| TEXAB | 303203.80S 0165619.09E | UN188- |
| TEXIP | 261303.77S 0253025.47E | Q19-UQ19- |
| TEXIS | 331556.01S 0202256.73E | UZ39-Z39- |
| TEXON | 251026.70S 0280040.66E | |
| TIDAX | 313034.55S 0280413.34E | Q58-Q7-UQ58-UQ7- |
| TIDUP | 242415.07S 0295011.79E | UZ33-Z33- |
| TIKER | 322402.12S 0261016.18E | Q58-Q8-UQ58-UQ8- |
| TIKIG | 270100.888S 0222415.778E | FATW HOLD |
| TIKIL | 311522.20S 0233202.10E | UZ40-Z40- |
| TILAS | 340653.888S 0223634.164E | FAGG HOLD |
| TILIR | 254652.27S 0304640.37E | UZ36-Z36- |
| TONKA | 260724S 0320618E | G657D-T949-UT949- |
| TUBIN | 300201.29S 0301754.66E | UZ3-Z3- |
| UBVER | 275521.71S 0141740.93E | Q11-UQ11- |
| UDBUL | 251203.81S 0262800.52E | UZ10-Z10- |
| UDLON | 274350.57S 0204847.32E | Q11-UQ11-UT396- |
| UDLUM | 251622.00S 0232313.09E | UT916- |
| UNDAV | 310130.0115S 0302313.8263E | |
| UNDIT | 252647.15S 0291216.04E | Q2-UQ2- |

| Name-code designator | Coordinates | ATS route other route |
|---|---|---|
| 1 | 2 | 3 |
| UNGEK | 265428.31S 0252726.37E | UZ6-Z6- |
| UNGOS | 282225.46S 0182410.84E | UN185- |
| UNLOD | 285505.35S 0262503.36E | FABL HOLD |
| UNPEN | 250643.41S 0320157.14E | T446-UT446- |
| UNRAD | 335820.66S 0255207.59E | FAPE HOLD |
| UNRAG | 282149.12S 0260109.16E | UZ2-UZ41-Z2-Z41- |
| UNRES | 335243.30S 0205856.24E | Q12-Q31-UQ12-UQ31- |
| USENA | 182748S 0060712W | UL375- |
| USUNI | 314449.371S 0285033.451E | FAUT HOLD |
| UTANI | 271346.73S 0210034.80E | UT394- |
| UTEBA | 265711.00S 0270214.28E | Q10-UQ10- |
| UTELU | 340642.1200S 0220400.7700E | |
| UTERI | 283214.47S 0234208.26E | UZ41-Z41- |
| UTIGU | 234947.99S 0283708.32E | Q6-T433-UQ6-UT433-UZ7-Z7- |
| UTIMO | 304240.38S 0301506.53E | Q29-UQ29-UZ37-Z37- |
| UTONU | 285216.19S 0264835.09E | UZ36-Z36- |
| UTOXO | 313621.38S 0293059.82E | UZ34-Z34- |
| UTREV | 334604.43S 0182442.63E | FACT HOLD |
| UTREX | 245820.00S 0311518.10E | SKUKUZA ENTRY/EXIT WAYPOINT |
| UTRUK | 254032.98S 0274957.29E | A405-G653-G655-G853-UA405-UB540-UG653-UG655-UG853-UL435- |

| Name-code designator | Coordinates | ATS route other route |
|---|---|---|
| 1 | 2 | 3 |
| UTSEM | 305604.65S 0255807.95E | UW81-W81- |
| UTSEV | 263154.91S 0300837.61E | UZ36-Z36- |
| UTUMI | 303219.28S 0172742.93E | Q43-UQ43- |
| UTUPU | 242925.25S 0294048.28E | T433-UT433-UZ33-Z33- |
| UVBUD | 303208.64S 0170448.56E | Q62-UQ62- |
| UVBUV | 252629.5493S 0314016.0612E | FAMN HOLD |
| UVDEX | 333359.30S 0202034.70E | UZ40-Z40- |
| UVGOD | 290943.27S 0150000.00E | Q14-UQ14- |
| UVGUK | 341259.00S 0222247.68E | Q56-UQ56- |
| UVIKU | 332734.47S 0173425.87E | Q14-Q34-Q35-UL375-UN188-UQ14-UQ34-UQ35- |
| UVILA | 275940.06S 0175212.23E | UN186- |
| UVITI | 255542.74S 0314511.76E | Q13-T122-UQ13-UT122- |
| UVKIS | 285927.51S 0243905.77E | FAKM HOLD |
| VABOG | 292034.67S 0312109.23E | |
| VASUR | 253346.76S 0275335.87E | Q24-Q41-UQ24-UQ41-UZ21-UZ23-Z21-Z23- |
| XABDO | 313246.19S 0263047.81E | Q8-UQ8-UZ3-Z3- |
| XABIS | 341714.47S 0244220.94E | FACF HOLD |
| XADUP | 310048.50S 0275613.14E | UZ20-UZ3-Z20-Z3- |
| XAGEN | 260344.92S 0271904.08E | UZ31-Z31- |
| XAKIM | 332622.65S 0264747.86E | Q29-UQ29-UZ13-Z13- |

| Name-code designator | Coordinates | ATS route other route |
|---|---|---|
| 1 | 2 | 3 |
| XALIN | 334308.69S 0225201.48E | Q9-UQ9-FAGG HOLD |
| XALVA | 322228.31S 0193400.22E | Q23-UQ23-UZ31-Z31- |
| XAMTA | 341502.25S 0245945.58E | FACF HOLD |
| XANDA | 330859.08S 0225623.03E | Q12-UQ12-UZ4-Z4- |
| XANRO | 262507.09S 0265233.55E | UZ31-Z31- |
| XARMA | 244331.61S 0300328.12E | Q2-T433-UQ2-UT433- |
| XARVI | 324125.16S 0262636.17E | UZ37-UZ5-Z37-Z5- |
| XATNU | 243642.99S 0301131.77E | Q2-UQ2- |
| XAVMU | 303228.70S 0181704.20E | UN186- |
| XORER | 281735.22S 0281037.24E | UZ36-UZ5-Z36-Z5- |
| XOTOP | 275948.66S 0273806.53E | Q9-UQ9- |
| XOXOR | 325008.37S 0255939.92E | Q8-UQ8-UZ37-Z37- |
| XUDAN | 273041.21S 0161006.65E | UN188- |
| XUGOL | 341034.13S 0201127.59E | Q12-Q56-UQ12-UQ56-UZ13-Z13- |
| XUGUV | 271613.43S 0240233.27E | G465- |

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| | | |
|---|---|---|
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| *FAGM AD 2.15* | OTHER LIGHTING SYSTEMS, SECONDARY POWER SUPPLY | AD 2-FAGM-6 |
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| *FAGM AD 2.18* | ATS COMMUNICATION FACILITIES | AD 2-FAGM-7 |
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| *FAGR AD 2.18* | ATS COMMUNICATION FACILITIES | AD 2-FAGR-6 |
| *FAGR AD 2.19* | RADIO NAVIGATION AND LANDING AIDS | AD 2-FAGR-7 |
| *FAGR AD 2.20* | LOCAL AERODROME REGULATIONS | AD 2-FAGR-7 |
| *FAGR AD 2.21* | NOISE ABATEMENT PROCEDURES | AD 2-FAGR-7 |
| *FAGR AD 2.22* | FLIGHT PROCEDURES | AD 2-FAGR-7 |
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| *FAUP AD 2.17* | ATS AIRSPACE | AD 2-FAUP-10 |
| *FAUP AD 2.18* | ATS COMMUNICATION FACILITIES | AD 2-FAUP-10 |
| *FAUP AD 2.19* | RADIO NAVIGATION AND LANDING AIDS | AD 2-FAUP-11 |
| *FAUP AD 2.20* | LOCAL AERODROME REGULATIONS | AD 2-FAUP-12 |
| *FAUP AD 2.21* | NOISE ABATEMENT PROCEDURES | AD 2-FAUP-12 |

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|---|---|---|
| *FAUP AD 2.22* | FLIGHT PROCEDURES | AD 2-FAUP-13 |
| *FAUP AD 2.23* | ADDITIONAL INFORMATION | AD 2-FAUP-13 |
| *FAUP AD 2.24* | CHARTS RELATED TO AN AERODROME | AD 2-FAUP-13 |
| FAUT | | AD 2-FAUT - 1 |
| *FAUT AD 2.1* | AERODROME LOCATION INDICATOR AND NAME | AD 2-FAUT-1 |
| *FAUT AD 2.2* | AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA | AD 2-FAUT-1 |
| *FAUT AD 2.3* | OPERATIONAL HOURS | AD 2-FAUT-1 |
| *FAUT AD 2.4* | HANDLING SERVICES AND FACILITIES | AD 2-FAUT-2 |
| *FAUT AD 2.5* | PASSENGER FACILITIES | AD 2-FAUT-2 |
| *FAUT AD 2.6* | RESCUE AND FIRE FIGHTING SERVICES | AD 2-FAUT-2 |
| *FAUT AD 2.7* | SEASONAL AVAILABILITY - CLEARING | AD 2-FAUT-3 |
| *FAUT AD 2.8* | APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA | AD 2-FAUT-3 |
| *FAUT AD 2.9* | SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS | AD 2-FAUT-3 |
| *FAUT AD 2.10* | AERODROME OBSTACLES | AD 2-FAUT-3 |
| *FAUT AD 2.11* | METEOROLOGICAL INFORMATION PROVIDED | AD 2-FAUT-4 |
| *FAUT AD 2.12* | RUNWAY PHYSICAL CHARACTERISTICS | AD 2-FAUT-4 |
| *FAUT AD 2.13* | DECLARED DISTANCES | AD 2-FAUT-5 |
| *FAUT AD 2.14* | APPROACH AND RUNWAY LIGHTING | AD 2-FAUT-5 |
| *FAUT AD 2.15* | OTHER LIGHTING SYSTEMS, SECONDARY POWER SUPPLY | AD 2-FAUT-6 |
| *FAUT AD 2.16* | HELICOPTER LANDING AREA | AD 2-FAUT-6 |
| *FAUT AD 2.17* | ATS AIRSPACE | AD 2-FAUT-6 |
| *FAUT AD 2.18* | ATS COMMUNICATION FACILITIES | AD 2-FAUT-6 |
| *FAUT AD 2.19* | RADIO NAVIGATION AND LANDING AIDS | AD 2-FAUT-7 |
| *FAUT AD 2.20* | LOCAL AERODROME REGULATIONS | AD 2-FAUT-7 |
| *FAUT AD 2.21* | NOISE ABATEMENT PROCEDURES | AD 2-FAUT-7 |
| *FAUT AD 2.22* | FLIGHT PROCEDURES | AD 2-FAUT-7 |
| *FAUT AD 2.23* | ADDITIONAL INFORMATION | AD 2-FAUT-8 |
| *FAUT AD 2.24* | CHARTS RELATED TO AN AERODROME | AD 2-FAUT-8 |
| FAVG | | AD 2-FAVG - 1 |
| *FAVG AD 2.1* | AERODROME LOCATION INDICATOR AND NAME | AD 2-FAVG-1 |
| *FAVG AD 2.2* | AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA | AD 2-FAVG-1 |
| *FAVG AD 2.3* | OPERATIONAL HOURS | AD 2-FAVG-1 |
| *FAVG AD 2.4* | HANDLING SERVICES AND FACILITIES | AD 2-FAVG-2 |
| *FAVG AD 2.5* | PASSENGER FACILITIES | AD 2-FAVG-2 |
| *FAVG AD 2.6* | RESCUE AND FIRE FIGHTING SERVICES | AD 2-FAVG-2 |
| *FAVG AD 2.7* | SEASONAL AVAILABILITY - CLEARING | AD 2-FAVG-3 |
| *FAVG AD 2.8* | APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA | AD 2-FAVG-3 |
| *FAVG AD 2.9* | SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS | AD 2-FAVG-3 |

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| *FAVG AD 2.10* | AERODROME OBSTACLES | AD 2-FAVG-4 |
| *FAVG AD 2.11* | METEOROLOGICAL INFORMATION PROVIDED | AD 2-FAVG-4 |
| *FAVG AD 2.12* | RUNWAY PHYSICAL CHARACTERISTICS | AD 2-FAVG-5 |
| *FAVG AD 2.13* | DECLARED DISTANCES | AD 2-FAVG-5 |
| *FAVG AD 2.14* | APPROACH AND RUNWAY LIGHTING | AD 2-FAVG-5 |
| *FAVG AD 2.15* | OTHER LIGHTING SYSTEMS, SECONDARY POWER SUPPLY | AD 2-FAVG-6 |
| *FAVG AD 2.16* | HELICOPTER LANDING AREA | AD 2-FAVG-6 |
| *FAVG AD 2.17* | ATS AIRSPACE | AD 2-FAVG-8 |
| *FAVG AD 2.18* | ATS COMMUNICATION FACILITIES | AD 2-FAVG-8 |
| *FAVG AD 2.19* | RADIO NAVIGATION AND LANDING AIDS | AD 2-FAVG-8 |
| *FAVG AD 2.20* | LOCAL AERODROME REGULATIONS | AD 2-FAVG-9 |
| *FAVG AD 2.21* | NOISE ABATEMENT PROCEDURES | AD 2-FAVG-9 |
| *FAVG AD 2.22* | FLIGHT PROCEDURES | AD 2-FAVG-9 |
| *FAVG AD 2.23* | ADDITIONAL INFORMATION | AD 2-FAVG-9 |
| *FAVG AD 2.24* | CHARTS RELATED TO AN AERODROME | AD 2-FAVG-9 |
| FAVM | | AD 2-FAVM - 1 |
| *FAVM AD 2.1* | AERODROME LOCATION INDICATOR AND NAME | AD 2-FAVM-1 |
| *FAVM AD 2.2* | AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA | AD 2-FAVM-1 |
| *FAVM AD 2.3* | OPERATIONAL HOURS | AD 2-FAVM-1 |
| *FAVM AD 2.4* | HANDLING SERVICES AND FACILITIES | AD 2-FAVM-2 |
| *FAVM AD 2.5* | PASSENGER FACILITIES | AD 2-FAVM-2 |
| *FAVM AD 2.6* | RESCUE AND FIRE FIGHTING SERVICES | AD 2-FAVM-2 |
| *FAVM AD 2.7* | SEASONAL AVAILABILITY - CLEARING | AD 2-FAVM-2 |
| *FAVM AD 2.8* | APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA | AD 2-FAVM-2 |
| *FAVM AD 2.9* | SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS | AD 2-FAVM-3 |
| *FAVM AD 2.10* | AERODROME OBSTACLES | AD 2-FAVM-3 |
| *FAVM AD 2.11* | METEOROLOGICAL INFORMATION PROVIDED | AD 2-FAVM-3 |
| *FAVM AD 2.12* | RUNWAY PHYSICAL CHARACTERISTICS | AD 2-FAVM-4 |
| *FAVM AD 2.13* | DECLARED DISTANCES | AD 2-FAVM-5 |
| *FAVM AD 2.14* | APPROACH AND RUNWAY LIGHTING | AD 2-FAVM-5 |
| *FAVM AD 2.15* | OTHER LIGHTING SYSTEMS, SECONDARY POWER SUPPLY | AD 2-FAVM-5 |
| *FAVM AD 2.16* | HELICOPTER LANDING AREA | AD 2-FAVM-5 |
| *FAVM AD 2.17* | ATS AIRSPACE | AD 2-FAVM-6 |
| *FAVM AD 2.18* | ATS COMMUNICATION FACILITIES | AD 2-FAVM-6 |
| *FAVM AD 2.19* | RADIO NAVIGATION AND LANDING AIDS | AD 2-FAVM-6 |
| *FAVM AD 2.20* | LOCAL AERODROME REGULATIONS | AD 2-FAVM-6 |
| *FAVM AD 2.21* | NOISE ABATEMENT PROCEDURES | AD 2-FAVM-7 |
| *FAVM AD 2.22* | FLIGHT PROCEDURES | AD 2-FAVM-7 |

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|---|---|---|
| *FAVM AD 2.23* | ADDITIONAL INFORMATION | AD 2-FAVM-7 |
| *FAVM AD 2.24* | CHARTS RELATED TO AN AERODROME | AD 2-FAVM-7 |
| FAVV | | AD 2-FAVV - 1 |
| *FAVV AD 2.1* | AERODROME LOCATION INDICATOR AND NAME | AD 2-FAVV-1 |
| *FAVV AD 2.2* | AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA | AD 2-FAVV-1 |
| *FAVV AD 2.3* | OPERATIONAL HOURS | AD 2-FAVV-1 |
| *FAVV AD 2.4* | HANDLING SERVICES AND FACILITIES | AD 2-FAVV-2 |
| *FAVV AD 2.5* | PASSENGER FACILITIES | AD 2-FAVV-2 |
| *FAVV AD 2.6* | RESCUE AND FIRE FIGHTING SERVICES | AD 2-FAVV-2 |
| *FAVV AD 2.7* | SEASONAL AVAILABILITY - CLEARING | AD 2-FAVV-2 |
| *FAVV AD 2.8* | APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA | AD 2-FAVV-3 |
| *FAVV AD 2.9* | SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS | AD 2-FAVV-3 |
| *FAVV AD 2.10* | AERODROME OBSTACLES | AD 2-FAVV-3 |
| *FAVV AD 2.11* | METEOROLOGICAL INFORMATION PROVIDED | AD 2-FAVV-4 |
| *FAVV AD 2.12* | RUNWAY PHYSICAL CHARACTERISTICS | AD 2-FAVV-4 |
| *FAVV AD 2.13* | DECLARED DISTANCES | AD 2-FAVV-5 |
| *FAVV AD 2.14* | APPROACH AND RUNWAY LIGHTING | AD 2-FAVV-6 |
| *FAVV AD 2.15* | OTHER LIGHTING SYSTEMS, SECONDARY POWER SUPPLY | AD 2-FAVV-6 |
| *FAVV AD 2.16* | HELICOPTER LANDING AREA | AD 2-FAVV-6 |
| *FAVV AD 2.17* | ATS AIRSPACE | AD 2-FAVV-7 |
| *FAVV AD 2.18* | ATS COMMUNICATION FACILITIES | AD 2-FAVV-7 |
| *FAVV AD 2.19* | RADIO NAVIGATION AND LANDING AIDS | AD 2-FAVV-7 |
| *FAVV AD 2.20* | LOCAL AERODROME REGULATIONS | AD 2-FAVV-7 |
| *FAVV AD 2.21* | NOISE ABATEMENT PROCEDURES | AD 2-FAVV-7 |
| *FAVV AD 2.22* | FLIGHT PROCEDURES | AD 2-FAVV-8 |
| *FAVV AD 2.24* | CHARTS RELATED TO AN AERODROME | AD 2-FAVV-8 |
| FAWB | | AD 2-FAWB - 1 |
| *FAWB AD 2.1* | AERODROME LOCATION INDICATOR AND NAME | AD 2-FAWB-1 |
| *FAWB AD 2.2* | AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA | AD 2-FAWB-1 |
| *FAWB AD 2.3* | OPERATIONAL HOURS | AD 2-FAWB-1 |
| *FAWB AD 2.4* | HANDLING SERVICES AND FACILITIES | AD 2-FAWB-2 |
| *FAWB AD 2.5* | PASSENGER FACILITIES | AD 2-FAWB-2 |
| *FAWB AD 2.6* | RESCUE AND FIRE FIGHTING SERVICES | AD 2-FAWB-3 |
| *FAWB AD 2.7* | SEASONAL AVAILABILITY - CLEARING | AD 2-FAWB-3 |
| *FAWB AD 2.8* | APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA | AD 2-FAWB-3 |
| *FAWB AD 2.9* | SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS | AD 2-FAWB-3 |
| *FAWB AD 2.10* | AERODROME OBSTACLES | AD 2-FAWB-4 |
| *FAWB AD 2.11* | METEOROLOGICAL INFORMATION PROVIDED | AD 2-FAWB-4 |

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|---|---|---|
| *FAWB AD 2.12* | RUNWAY PHYSICAL CHARACTERISTICS | AD 2-FAWB-5 |
| *FAWB AD 2.13* | DECLARED DISTANCES | AD 2-FAWB-6 |
| *FAWB AD 2.14* | APPROACH AND RUNWAY LIGHTING | AD 2-FAWB-6 |
| *FAWB AD 2.15* | OTHER LIGHTING SYSTEMS, SECONDARY POWER SUPPLY | AD 2-FAWB-6 |
| *FAWB AD 2.16* | HELICOPTER LANDING AREA | AD 2-FAWB-7 |
| *FAWB AD 2.17* | ATS AIRSPACE | AD 2-FAWB-8 |
| *FAWB AD 2.18* | ATS COMMUNICATION FACILITIES | AD 2-FAWB-8 |
| *FAWB AD 2.19* | RADIO NAVIGATION AND LANDING AIDS | AD 2-FAWB-8 |
| *FAWB AD 2.20* | LOCAL AERODROME REGULATIONS | AD 2-FAWB-9 |
| *FAWB AD 2.21* | NOISE ABATEMENT PROCEDURES | AD 2-FAWB-9 |
| *FAWB AD 2.22* | FLIGHT PROCEDURES | AD 2-FAWB-10 |
| *FAWB AD 2.23* | ADDITIONAL INFORMATION | AD 2-FAWB-10 |
| *FAWB AD 2.24* | CHARTS RELATED TO AN AERODROME | AD 2-FAWB-10 |
| FAWI | | AD 2-FAWI - 1 |
| *FAWI AD 2.1* | AERODROME LOCATION INDICATOR AND NAME | AD 2-FAWI-1 |
| *FAWI AD 2.2* | AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA | AD 2-FAWI-1 |
| *FAWI AD 2.3* | OPERATIONAL HOURS | AD 2-FAWI-1 |
| *FAWI AD 2.4* | HANDLING SERVICES AND FACILITIES | AD 2-FAWI-2 |
| *FAWI AD 2.5* | PASSENGER FACILITIES | AD 2-FAWI-2 |
| *FAWI AD 2.6* | RESCUE AND FIRE FIGHTING SERVICES | AD 2-FAWI-2 |
| *FAWI AD 2.7* | SEASONAL AVAILABILITY - CLEARING | AD 2-FAWI-2 |
| *FAWI AD 2.8* | APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA | AD 2-FAWI-2 |
| *FAWI AD 2.9* | SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS | AD 2-FAWI-3 |
| *FAWI AD 2.10* | AERODROME OBSTACLES | AD 2-FAWI-3 |
| *FAWI AD 2.11* | METEOROLOGICAL INFORMATION PROVIDED | AD 2-FAWI-4 |
| *FAWI AD 2.12* | RUNWAY PHYSICAL CHARACTERISTICS | AD 2-FAWI-4 |
| *FAWI AD 2.13* | DECLARED DISTANCES | AD 2-FAWI-5 |
| *FAWI AD 2.14* | APPROACH AND RUNWAY LIGHTING | AD 2-FAWI-5 |
| *FAWI AD 2.15* | OTHER LIGHTING SYSTEMS, SECONDARY POWER SUPPLY | AD 2-FAWI-5 |
| *FAWI AD 2.16* | HELICOPTER LANDING AREA | AD 2-FAWI-5 |
| *FAWI AD 2.17* | ATS AIRSPACE | AD 2-FAWI-6 |
| *FAWI AD 2.18* | ATS COMMUNICATION FACILITIES | AD 2-FAWI-6 |
| *FAWI AD 2.19* | RADIO NAVIGATION AND LANDING AIDS | AD 2-FAWI-6 |
| *FAWI AD 2.20* | LOCAL AERODROME REGULATIONS | AD 2-FAWI-6 |
| *FAWI AD 2.21* | NOISE ABATEMENT PROCEDURES | AD 2-FAWI-7 |
| *FAWI AD 2.22* | FLIGHT PROCEDURES | AD 2-FAWI-7 |
| *FAWI AD 2.23* | ADDITIONAL INFORMATION | AD 2-FAWI-7 |
| *FAWI AD 2.24* | CHARTS RELATED TO AN AERODROME | AD 2-FAWI-7 |

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|---|---|---|
| FAWK | | AD 2-FAWK - 1 |
| *FAWK AD 2.1* | AERODROME LOCATION INDICATOR AND NAME | AD 2-FAWK-1 |
| *FAWK AD 2.2* | AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA | AD 2-FAWK-1 |
| *FAWK AD 2.3* | OPERATIONAL HOURS | AD 2-FAWK-1 |
| *FAWK AD 2.4* | HANDLING SERVICES AND FACILITIES | AD 2-FAWK-2 |
| *FAWK AD 2.5* | PASSENGER FACILITIES | AD 2-FAWK-2 |
| *FAWK AD 2.6* | RESCUE AND FIRE FIGHTING SERVICES | AD 2-FAWK-2 |
| *FAWK AD 2.7* | SEASONAL AVAILABILITY - CLEARING | AD 2-FAWK-2 |
| *FAWK AD 2.8* | APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA | AD 2-FAWK-3 |
| *FAWK AD 2.9* | SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS | AD 2-FAWK-3 |
| *FAWK AD 2.10* | AERODROME OBSTACLES | AD 2-FAWK-3 |
| *FAWK AD 2.11* | METEOROLOGICAL INFORMATION PROVIDED | AD 2-FAWK-4 |
| *FAWK AD 2.12* | RUNWAY PHYSICAL CHARACTERISTICS | AD 2-FAWK-4 |
| *FAWK AD 2.13* | DECLARED DISTANCES | AD 2-FAWK-5 |
| *FAWK AD 2.14* | APPROACH AND RUNWAY LIGHTING | AD 2-FAWK-6 |
| *FAWK AD 2.15* | OTHER LIGHTING SYSTEMS, SECONDARY POWER SUPPLY | AD 2-FAWK-6 |
| *FAWK AD 2.16* | HELICOPTER LANDING AREA | AD 2-FAWK-6 |
| *FAWK AD 2.17* | ATS AIRSPACE | AD 2-FAWK-7 |
| *FAWK AD 2.18* | ATS COMMUNICATION FACILITIES | AD 2-FAWK-7 |
| *FAWK AD 2.19* | RADIO NAVIGATION AND LANDING AIDS | AD 2-FAWK-8 |
| *FAWK AD 2.20* | LOCAL AERODROME REGULATIONS | AD 2-FAWK-8 |
| *FAWK AD 2.21* | NOISE ABATEMENT PROCEDURES | AD 2-FAWK-9 |
| *FAWK AD 2.22* | FLIGHT PROCEDURES | AD 2-FAWK-9 |
| *FAWK AD 2.23* | ADDITIONAL INFORMATION | AD 2-FAWK-10 |
| *FAWK AD 2.24* | CHARTS RELATED TO AN AERODROME | AD 2-FAWK-10 |
| FAYP | | AD 2-FAYP - 1 |
| *FAYP AD 2.1* | AERODROME LOCATION INDICATOR AND NAME | AD 2-FAYP-1 |
| *FAYP AD 2.2* | AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA | AD 2-FAYP-1 |
| *FAYP AD 2.3* | OPERATIONAL HOURS | AD 2-FAYP-1 |
| *FAYP AD 2.4* | HANDLING SERVICES AND FACILITIES | AD 2-FAYP-2 |
| *FAYP AD 2.5* | PASSENGER FACILITIES | AD 2-FAYP-2 |
| *FAYP AD 2.6* | RESCUE AND FIRE FIGHTING SERVICES | AD 2-FAYP-2 |
| *FAYP AD 2.7* | SEASONAL AVAILABILITY - CLEARING | AD 2-FAYP-2 |
| *FAYP AD 2.8* | APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA | AD 2-FAYP-2 |
| *FAYP AD 2.9* | SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS | AD 2-FAYP-3 |
| *FAYP AD 2.10* | AERODROME OBSTACLES | AD 2-FAYP-3 |
| *FAYP AD 2.11* | METEOROLOGICAL INFORMATION PROVIDED | AD 2-FAYP-4 |
| *FAYP AD 2.12* | RUNWAY PHYSICAL CHARACTERISTICS | AD 2-FAYP-4 |

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|---|---|---|
| *FAYP AD 2.13* | DECLARED DISTANCES | AD 2-FAYP-5 |
| *FAYP AD 2.14* | APPROACH AND RUNWAY LIGHTING | AD 2-FAYP-5 |
| *FAYP AD 2.15* | OTHER LIGHTING SYSTEMS, SECONDARY POWER SUPPLY | AD 2-FAYP-6 |
| *FAYP AD 2.16* | HELICOPTER LANDING AREA | AD 2-FAYP-6 |
| *FAYP AD 2.17* | ATS AIRSPACE | AD 2-FAYP-6 |
| *FAYP AD 2.18* | ATS COMMUNICATION FACILITIES | AD 2-FAYP-6 |
| *FAYP AD 2.19* | RADIO NAVIGATION AND LANDING AIDS | AD 2-FAYP-7 |
| *FAYP AD 2.20* | LOCAL AERODROME REGULATIONS | AD 2-FAYP-7 |
| *FAYP AD 2.21* | NOISE ABATEMENT PROCEDURES | AD 2-FAYP-7 |
| *FAYP AD 2.22* | FLIGHT PROCEDURES | AD 2-FAYP-7 |
| *FAYP AD 2.23* | ADDITIONAL INFORMATION | AD 2-FAYP-7 |
| *FAYP AD 2.24* | CHARTS RELATED TO AN AERODROME | AD 2-FAYP-7 |
| **AD 3** | | |

# FAGR

## FAGR AD 2.1 AERODROME LOCATION INDICATOR AND NAME

FAGR - GRAAFF-REINET

## FAGR AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | *ARP co-ordinates and site at AD* | 321132.79S 0243225.12E |
| 2 | *Direction and distance from city* | 3 NM N |
| 3 | *Reference Elevation/Reference temperature* | 2606 FT |
| 4 | *Geoid undulation at AD ELEV PSN* | NIL INFO AVBL |
| 5 | *MAG VAR / Annual change* | 26° W (2020)<br>0°10'W |
| 6 | *AD Administration, address, telephone, telefax, telex, AFS* | Dr. Beyers Naude Municipality<br>P O Box 71, Graaff-Reinet, 6280<br>TEL: +27 49 807 5700<br>FAX: +27 49 892 4319<br>Airfield Manager<br>CELL: 072 335 2231 |
| 7 | *Types of traffic permitted (IFR / VFR)* | NIL INFO AVBL |
| 8 | *Remarks* | NIL |

## FAGR AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | *AD Operator* | HJ |
| 2 | *Customs and immigration* | NIL |
| 3 | *Health and sanitation* | NIL INFO AVBL |
| 4 | *AIS briefing office* | NIL |
| 5 | *ATS reporting office (ARO)* | NIL |
| 6 | *MET briefing office* | NIL INFO AVBL |
| 7 | *ATS* | NIL |
| 8 | *Fuelling* | HOD: MON-FRI 0600-1600. After hours of service, weekends and Public Holidays a call-out fee of R50.00 will be charged. Payment by cheque or cash, no cards or credit |
| 9 | *Handling* | NIL INFO AVBL |
| 10 | *Security* | NIL INFO AVBL |
| 11 | *De-icing* | NIL INFO AVBL |
| 12 | *Remarks* | NIL |

## FAGR AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | *Cargo-handling facilities* | NIL INFO AVBL |
| 2 | *Fuel and Oil types* | Avgas and W100 Oil |
| 3 | *Fuelling facilities and capacity* | Contact: P.A Davis TEL: 072 335 2231; or O Fourie TEL: 082 578 3127 |
| 4 | *De-icing facilities* | NIL INFO AVBL |
| 5 | *Hangar space for visiting aircraft* | CTC: O Fourie TEL: 082 578 3127 |
| 6 | *Repair facilities for visiting aircraft* | NIL INFO AVBL |
| 7 | *Remarks* | Apron parking; Tie downs, security lights and security guard |

## FAGR AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | *Hotels* | Telephone numbers of hotels and guest houses available at airfield |
| 2 | Restaurants | Soft drinks available at airfield, restaurants in town |
| 3 | *Transportation* | NIL INFO AVBL |
| 4 | *Medical facilities* | NIL INFO AVBL |
| 5 | *Bank and Post Office* | NIL INFO AVBL |
| 6 | *Tourist office* | NIL INFO AVBL |
| 7 | *Remarks* | NIL |

## FAGR AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | *AD category for fire fighting* | NIL INFO AVBL |
| 2 | *Rescue equipment* | NIL INFO AVBL |
| 3 | *Capability for removal of disabled aircraft* | NIL INFO AVBL |
| 4 | *Remarks* | NIL |

## FAGR AD 2.7 SEASONAL AVAILABILITY - CLEARING

| | | |
|---|---|---|
| 1 | *Types of clearing equipment* | NIL INFO AVBL |
| 2 | *Clearance priorities* | NIL INFO AVBL |
| 3 | *Remarks* | NIL |

## FAGR AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | *Designation, surface and strength of aprons* | NIL INFO AVBL |
| 2 | *Designation, width, surface and strength of taxiways* | NIL INFO AVBL |
| 3 | *ACL location and elevation* | NIL INFO AVBL |
| 4 | *VOR checkpoints* | NIL INFO AVBL |
| 5 | *INS checkpoints* | NIL INFO AVBL |
| 6 | *Remarks* | NIL |

## FAGR AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | *Use of aircraft stand ID signs, TWY guide lines and visual docking / parking guidance system of aircraft stands.* | NIL INFO AVBL |
| 2 | *RWY and TWY markings and LGT* | NIL INFO AVBL |
| 3 | *Stop bars* | NIL INFO AVBL |
| 4 | *Remark* | NIL |

## FAGR AD 2.10 AERODROME OBSTACLES

| In Area 2 | | | | | |
|---|---|---|---|---|---|
| OBST ID// Designation | OBST type | OBST position | ELEV/HGT | Markings/ Type, colour | Remarks |
| a | b | c | d | e | f |
| NIL INFO AVBL | NIL INFO AVBL | NIL INFO AVBL | NIL INFO AVBL | NIL INFO AVBL | NIL |

| In Area 3 | | | | | |
|---|---|---|---|---|---|
| OBST ID/ Designation | OBST type | OBST position | ELEV/HGT | Markings/ Type, colour | Remarks |
| a | b | c | d | e | f |
| NIL INFO AVBL | NIL INFO AVBL | NIL INFO AVBL | NIL INFO AVBL | NIL INFO AVBL | NIL |

## FAGR AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| *1* | *Associated MET office* | NIL INFO AVBL |
| *2* | *Hours of service*<br>*MET Office outside hours* | NIL INFO AVBL |
| *3* | *Office responsible for TAF preparation*<br>*Periods of validity* | NIL INFO AVBL |
| *4* | *Trend forecast*<br>*Interval of issuance* | NIL INFO AVBL |
| *5* | *Briefing / consultation provided* | NIL INFO AVBL |
| *6* | *Flight documentation / Language(s) used* | NIL INFO AVBL |
| *7* | *Charts and other information available for briefing or consultation* | NIL INFO AVBL |
| *8* | *Supplementary equipment available for providing information* | NIL INFO AVBL |
| *9* | *ATS units provided with information* | NIL INFO AVBL |
| *10* | *Additional information (limitation of service, etc.)* | NIL INFO AVBL |

## FAGR AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWYNR | TRUE & MAG BRG | Dimensions of RWY (M) | Strength (PCN) and surface of RWY and SWY | THR coordinates RWY end coordinates THR geoid undulation | THR elevation and highest elevation of TDZ of precision APP RWY | Slope of RWY-SWY |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 04 | 015° | 1500 x 23 | PCN 15/F/B/X/T ASPH | 321156.70S 0243223.14E | 2581 FT | +0.005U |
| 22 | 195° | 1500 x 23 | PCN 15/F/B/X/T ASPH | 321109.86S 0243238.42E | 2606 FT | -0.005D |
| 15 | 127° | 854 x 30 | Grass | 321123.48S 0243202.73E | 2589 FT | N/A |
| 33 | 307° | 854 x 30 | Grass | 321140.27S 0243226.66E | 2588 FT | N/A |

| SWY dimensions (M) | CWY dimensions (M) | Strip dimensions (M) | RESA dimensions (M) | Location (which runway end) and description of arresting system (if any) | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| NIL | NIL | NIL INFO AVBL | NIL INFO AVBL | NIL INFO AVBL | NIL INFO AVBL | See below |
| NIL | NIL | NIL INFO AVBL | NIL INFO AVBL | NIL INFO AVBL | NIL INFO AVBL | |
| NIL | NIL | NIL INFO AVBL | NIL INFO AVBL | NIL INFO AVBL | NIL INFO AVBL | |
| NIL | NIL | NIL INFO AVBL | NIL INFO AVBL | NIL INFO AVBL | NIL INFO AVBL | |
| (1) ACFT must adhere to RWYs and TWYs and park in parking area.<br>(2) Pilots to exercise extreme caution after rain RWY slippery when wet. | | | | | | |

## FAGR AD 2.13 DECLARED DISTANCES

| RWY | TORA (M) | TODA (M) | ASDA (M) | LDA (M) | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 04 | 1500 | 1500 | 1500 | 1500 | NIL |
| 22 | 1500 | 1500 | 1500 | 1500 | NIL |
| 15 | 854 | 854 | 854 | 854 | NIL |
| 33 | 854 | 854 | 854 | 854 | NIL |

## FAGR AD 2.14 APPROACH AND RUNWAY LIGHTING

| *RWY Designator* | *APCH LGT Type LEN INTST* | *THR LGT colour WBAR* | *VASIS (MEHT) PAPI* | *TDZ LGT LEN* | *RWY Centre Line LGT Length, spacing, colour, INSTST* | *RWY Edge LGT LEN, spacing, colour, INSTST* | *RWY End LGT colour WBAR* | *SWY LGT LEN (M) colour* | *Remarks* |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 04 | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NGT OPS Not Permitted due to NIL RWY LGT. |
| 22 | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | |
| 15 | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | |
| 33 | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | |

## FAGR AD 2.15 OTHER LIGHTING SYSTEMS, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | *ABN/IBN location, characteristics and hours of operation* | NIL INFO AVBL |
| 2 | *LDI location and LGT Anemometer location and LGT* | NIL INFO AVBL |
| 3 | *TWY edge and centre line lighting* | NIL INFO AVBL |
| 4 | *Secondary power supply and switch-over time* | NIL INFO AVBL |
| 5 | *Remarks* | NIL |

## FAGR AD 2.16 HELICOPTER LANDING AREA

| | | |
|---|---|---|
| 1 | *Coordinates TLOF or THR of FATO Geoid undulation* | NIL INFO AVBL |
| 2 | *TLOF and/or FATO elevation M/FT* | NIL INFO AVBL |
| 3 | *TLOF and FATO area dimensions, surface, strength, marking* | NIL INFO AVBL |
| 4 | *True BRG of FATO* | NIL INFO AVBL |
| 5 | *Declared distance available* | NIL INFO AVBL |
| 6 | *APP and FATO lighting* | NIL INFO AVBL |
| 7 | *Remarks* | NIL |

## FAGR AD 2.17 ATS AIRSPACE

| | | |
|---|---|---|
| 1 | *Designation and lateral limits* | NIL |
| 2 | *Vertical limits* | NIL |
| 3 | *Airspace classification* | NIL |
| 4 | *ATS unit call-sign Language* | NIL |
| 5 | *Transition altitude* | NIL |
| 6 | *Remarks* | NIL |

## FAGR AD 2.18 ATS COMMUNICATION FACILITIES

| *Service designation* | *Call sign* | *Frequency* | *Hours of operation* | *Remarks* |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| NIL | NIL | NIL | NIL | NIL |

## FAGR AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of aid, MAG VAR, Type of supported OPS (for VOR/ ILS/ MLS, give declination) | ID | Frequency | Hours of operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| NIL | NIL | NIL | NIL | NIL | NIL | NIL |

## FAGR AD 2.20 LOCAL AERODROME REGULATIONS

Caution: Ostrich feeding pens on approach to RWY 20, use right hand circuit. No flying below 500 ft over game park.

## FAGR AD 2.21 NOISE ABATEMENT PROCEDURES

NIL INFO AVBL

## FAGR AD 2.22 FLIGHT PROCEDURES

NIL INFO AVBL

## FAGR AD 2.23 ADDITIONAL INFORMATION

NIL INFO AVBL

## FAGR AD 2.24 CHARTS RELATED TO AN AERODROME

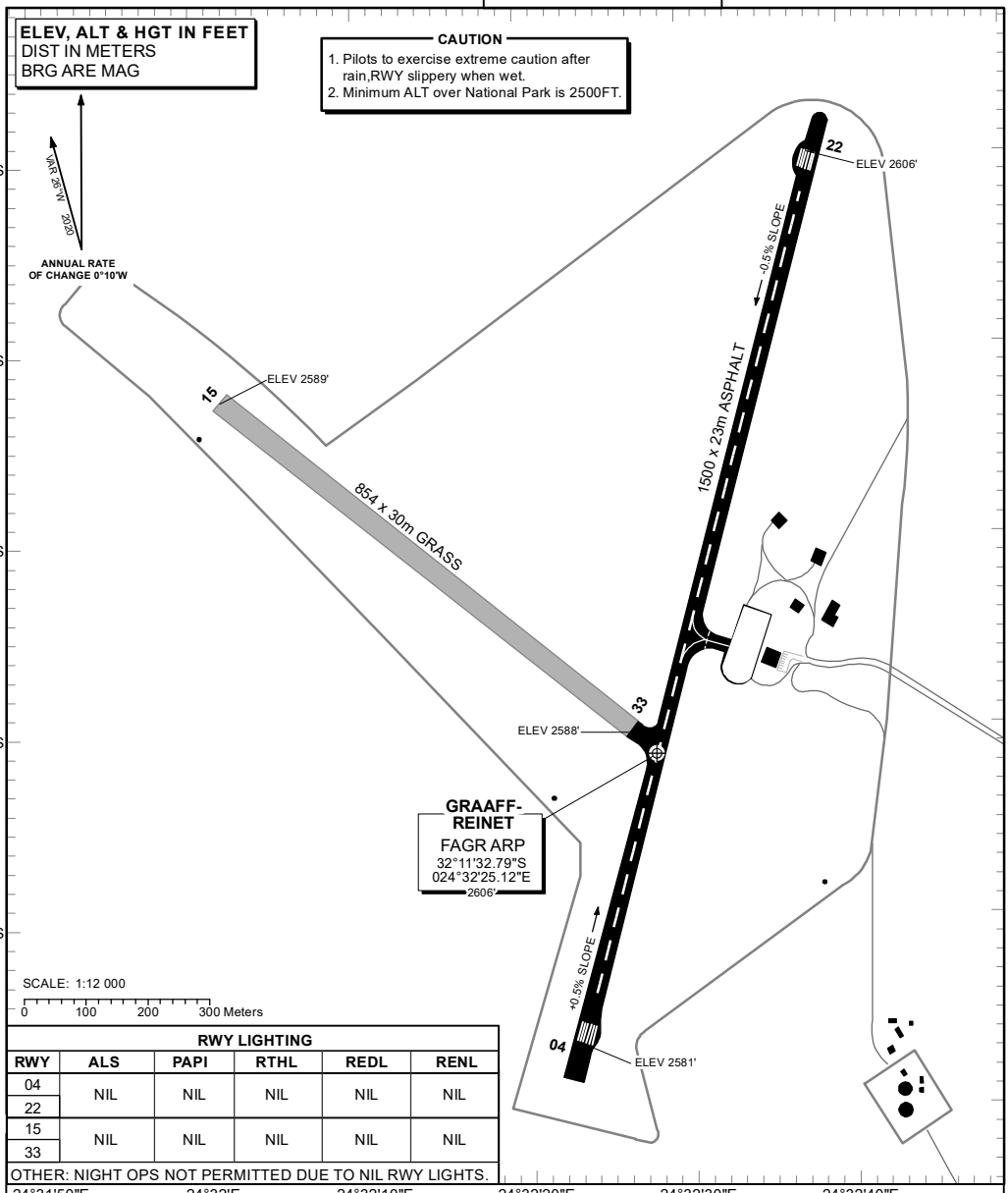
Aerodrome/Heliport Chart AD 2-FAGR-AD-01

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**AERODROME/ HELIPORT CHART** 32°11'32.79"S 024°32'25.12"E **ELEV 2606'**

TIBA: 124.8

# GRAAFF REINET
FAGR




| RWY LIGHTING | | | | | |
|---|---|---|---|---|---|
| RWY | ALS | PAPI | RTHL | REDL | RENL |
| 04 | NIL | NIL | NIL | NIL | NIL |
| 22 | | | | | |
| 15 | NIL | NIL | NIL | NIL | NIL |
| 33 | | | | | |
| OTHER: NIGHT OPS NOT PERMITTED DUE TO NIL RWY LIGHTS. | | | | | |

**PHYSICAL CHARACTERISTICS**

| RWY | DIRECTION (T) | THR COORDINATES | THR ELEVATION | TORA (m) | TODA (m) | ASDA (m) | LDA (m) | SWY (m) | CWY (m) | SLOPE | SURFACE | BEARING STRENGHT | CIRCUIT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 04 | 015° | 32°11'56.70"S 024°32'23.14"E | 2581' | 1500 | 1500 | 1500 | 1500 | NIL | NIL | +0.005U | ASPH | PCN 15/F/B/X/T | R/H |
| 22 | 195° | 32°11'09.86"S 024°32'38.42"E | 2606' | 1500 | 1500 | 1500 | 1500 | NIL | NIL | -0.005D | ASPH | | L/H |
| 15 | 127° | 32°11'23.48"S 024°32'02.73"E | 2589' | 854 | 854 | 854 | 854 | NIL | NIL | NA | GRASS | NA | R/H |
| 33 | 307° | 32°11'40.27"S 024°32'26.66"E | 2588' | 854 | 854 | 854 | 854 | NIL | NIL | NA | GRASS | | L/H |

**CHANGE:** THR Coordinates revised

| | | |
|---|---|---|
| 7 | *Remarks* | Nil |

## FAKM AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | *AD category for fire fighting* | Within AD HR: CAT 6 |
| 2 | *Rescue equipment* | 1 x Supervisor and 9 x fire fighters per shift. Fire and Rescue vehicles: 2 x ARFFV and 1 x Standby ARFFV with rapid intervention 8000 litres of water, 1000 litres of foam concentrated and 500 KG DCP per vehicle. Equipped with Hydraulic Rescue Tool, Breathing apparatus, generator, Floodlights, Power saw and Chain saw. 200% extinguishing media is maintained in stock. |
| 3 | *Capability for removal of disabled aircraft* | Limited equipment for light aircraft only AVBL off the airport. |
| 4 | *Remarks* | HOD: MON-FRI: 0345-1800, SAT: 0645-1345, SUN: 1245-1800.<br>PUBL HOL: NOTAM as per scheduled operators.<br>1) Scheduled and non scheduled ACFT operating outside hours of operations which are carrying passengers are not allowed to use AD without rescue and fire fighting services and ATC coverage. Obtain prior permission with APM: Nicola Smith contact TEL 053 830 7103, Email Nicola.Smith@airports.co.za.<br>2) Fire and rescue available after HR of SER. Request to be submitted to APM 7 days in advance. Callout charges will be applicable.<br>3) Airport has the capacity to upgrade to CAT 7 for ad-hoc flights. Applicant to submit request with seven days prior notice to the APM. Costs of CAA application for ad-hoc category upgrade to be borne by applicant.<br>4) Memorandum of understanding has been concluded with Local Authorities.<br>5) Search and Rescue in South Africa, refer to GEN 3.6. |

## FAKM AD 2.7 SEASONAL AVAILABILITY - CLEARING

| | | |
|---|---|---|
| 1 | *Types of clearing equipment* | NIL INFO |
| 2 | *Clearance priorities* | As required |
| 3 | *Remarks* | Mostly clear weather all year. |

## FAKM AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | *Designation, surface and strength of aprons* | Concrete / LCN 46/F/B/X/U |
| 2 | *Designation, width, surface and strength of taxiways* | 33 M / ASPH LCN 40/F/B/X/U |
| 3 | *ACL location and elevation* | At holding point of RWY 20. |
| 4 | *VOR checkpoints* | Nil INFO AVBL |
| 5 | *INS checkpoints* | Nil INFO AVBL |
| 6 | *Remarks* | Nil |

## FAKM AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| *1* | *Use of aircraft stand ID signs, TWY guide lines and visual docking / parking guidance system of aircraft stands.* | Taxiing guidance signs at intersections with TWY and RWY and at all holding positions. Guide lines at apron ACFT park parallel to the Terminal building.Taxiway markings from runway to apron. No other markings on apron. Manual marshalling of aircraft done by ACSA marshals. For aerodrome restricted visibility refer to chart AD-02 |
| *2* | *RWY and TWY markings and LGT* | RWY: Designation, THR, TDZ, centre line, edge runway end as appropriate, marked and lighted. TWY: Centre line, holding positions at all TWY/ RWY intersections, marked and lighted. RWY THR, edge LGTS, TWY edge LGTS. Painted centre lines. Aiming and distance markings painted. |
| *3* | *Stop bars* | TWY A, A1 Holding Point and TWY C, C1 Holding Point |
| *4* | *Remark* | Hazard: Bird activity on airport. |

## FAKM AD 2.10 AERODROME OBSTACLES

| In Area 2 | | | | | |
|---|---|---|---|---|---|
| OBST ID// Designation | OBST type | OBST position | ELEV/HGT | Markings/ Type, colour | Remarks |
| a | b | c | d | e | f |
| Nil INFO | Telephone line | Nil INFO | ELEV 3929 FT | Nil INFO | 5 NM E THR RWY 28 |
| Nil INFO | Fence | Nil INFO | HGT 8 FT | Nil INFO | Parallel to RWY 10/28, 75 M S of RWY centre line. Extending 223 M E to 407 M W of THR RWY 08. |
| Nil INFO | Telkom Microwave towers | Nil INFO | HGT 148 FT | Nil INFO | Nil INFO |
| Nil INFO | Transmitter/ Receiver mast | Nil INFO | HGT 66 FT | Nil INFO | 300 metres N of RWY 28 |
| Nil INFO | Vodacom Lattice Tower | Nil INFO | HGT 114.8 FT | Nil INFO | Radial 014 KYV 1.5 NM. |
| Nil INFO | Big Hole | Nil INFO | Nil INFO | Nil INFO | Radial 018 KYV 3.5 NM. |
| Nil INFO | Record Stone Crushers | Nil INFO | Nil INFO | Nil INFO | 2 NM final approach RWY 10. |
| Nil INFO | SABC Tower Mast (Olifantskop) | Nil INFO | HGT 5002 FT | Nil INFO | Radial 140 KYV 8.5 NM. |

## FAKM AD 2.24 CHARTS RELATED TO AN AERODROME

| | |
|---|---|
| Aerodrome Chart | -AD-01 |
| Restricted Visibility Chart | -AD-02 |
| Aircraft Parking/Docking Chart | -AD-03 |
| VOR RWY 02 | -VOR-01 |
| VOR RWY 20 | -VOR-02 |
| EVESI 1A STAR 02 | -ARR-01 |
| Data tabulation | -ARR-01A |
| UNRAG 1A SID 02 | -DEP-01 |
| Data tabulation | -DEP-01A |
| RNAV (GNSS) RWY 02 | -RNAV-01 |
| Data tabulation | -RNAV-01A |
| RNAV (GNSS) RWY 20 | -RNAV-02 |
| Data tabulation | -RNAV-02A |

| | |
|---|---|
| Standard Arrival Chart | |
| IBKEL 1A STAR 02 | AD 2-FAKM-FAKM_ARR-02 |
| Data tabulation | ARR-02A |
| | |
| Standard Arrival Chart | |
| IBKEL 1B STAR 20 | AD 2-FAKM-FAKM_ARR-03 |
| Data tabulation | ARR-03A |
| | |
| Standard instrument departure chart | |
| OKPAG 1A SID 02 | AD 2-FAKM-FAKM_DEP-02 |
| Data tabulation | DEP-02A |
| | |
| Standard instrument departure chart | |
| OKPAG 1B SID 20 | AD 2-FAKM-FAKM_DEP-03 |
| Data tabulation | DEP-03A |

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| | | |
|---|---|---|
| 2 | *Clearance priorities* | NIL INFO AVBL |
| 3 | *Remarks* | NIL |

## FAKN AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | *Designation, surface and strength of aprons* | Concrete PCN 65/R/B/W/T |
| 2 | *Designation, width, surface and strength of taxiways* | 23m, Asphalt, PCN 45/F/B/X/T |
| 3 | *ACL location and elevation* | NIL INFO AVBL |
| 4 | *VOR checkpoints* | NIL INFO AVBL |
| 5 | *INS checkpoints* | See AD CHART |
| 6 | *Remarks* | NIL |

## FAKN AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | *Use of aircraft stand ID signs, TWY guide lines and visual docking / parking guidance system of aircraft stands.* | Taxiing guidance signs at all intersections with TWY and RWY and all holding positions. |
| 2 | *RWY and TWY markings and LGT* | RWY: Designation, THR, TDZ, edge runway end as appropriate, marked and lighted center line marker. |
| 3 | *Stop bars* | NIL INFO AVBL |
| 4 | *Remark* | 1) All aprons-parking bays numbered.<br>2) ATC not responsible for TWY A between Helipad and Main Apron. Crew and vehicles are crossing the TWY to gain access to the Helipad.<br>3) TWY G partially obscured from ATC TWR from 10M before holding point of RWY 05/23 till passing the security gates at Unique Air hangers and cargo section. |

## FAKN AD 2.10 AERODROME OBSTACLES

| In Area 2 | | | | | |
|---|---|---|---|---|---|
| OBST ID// Designation | OBST type | OBST position | ELEV/HGT | Markings/ Type, colour | Remarks |
| a | b | c | d | e | f |
| NIL INFO AVBL | Cellmast | 252344.21S 0310724.14E | 3507/161 FT | Day and night markings | 1.6 NM SE |
| NIL INFO AVBL | Ranch cellphone mast | 251951.82S 0310616.41E | 3409/180 FT | Day and night markings | 2.4 NM NNE |

| In Area 3 |
|---|

| OBST ID/ Designation | OBST type | OBST position | ELEV/HGT | Markings/ Type, colour | Remarks |
|---|---|---|---|---|---|
| a | b | c | d | e | f |
| Nil | Nil | Nil | Nil | Nil | Nil |

## FAKN AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| *1* | *Associated MET office* | O R Tambo INTL |
| *2* | *Hours of service*<br>*MET Office outside hours* | 0200 - 1830<br>O R Tambo INTL TEL: 082 233 9600 |
| *3* | *Office responsible for TAF preparation*<br>*Periods of validity* | Kruger Mpumalanga INTL, 11HR |
| *4* | *Trend forecast*<br>*Interval of issuance* | Trend<br>Hourly |
| *5* | *Briefing / consultation provided* | Telephone, Personal |
| *6* | *Flight documentation / Language(s) used* | Standard ICAO format |
| *7* | *Charts and other information available for briefing or consultation* | Standard MET charts |
| *8* | *Supplementary equipment available for providing information* | Satellite/LDN |
| *9* | *ATS units provided with information* | TWR/ Approach |
| *10* | *Additional information (limitation of service, etc.)* | Other aviation related information available on web page http://aviation.weathersa.co.za |

## FAKN AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWYNR | TRUE & MAG BRG | Dimensions of RWY (M) | Strength (PCN) and surface of RWY and SWY | THR coordinates RWY end coordinates THR geoid undulation | THR elevation and highest elevation of TDZ of precision APP RWY | Slope of RWY-SWY |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 05 | 034°T/<br>051°M | 3260 x 45 | PCN56/F/B/X/T | 252329.75S<br>0310557.36E | 861.03 M<br>(2825 FT) | 0.0003U |
| 23 | 214°T/<br>231°M | 3260 x 45 | PCN56/F/B/X/T | 252219.76S<br>0310649.68E | 861.97 M<br>(2828 FT) | 0.0003D |

| SWY dimensions (M) | CWY dimensions (M) | Strip dimensions (M) | RESA dimensions (M) | Location (which runway end) and description of arresting system (if any) | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| NIL | 60 x150 | NIL INFO AVBL | NIL INFO AVBL | NIL INFO AVBL | NIL INFO AVBL | See below |
| NIL | 60 x150 | NIL INFO AVBL | NIL INFO AVBL | NIL INFO AVBL | NIL INFO AVBL | See below |
| Remarks<br>(1) Fire and Rescue will be conducting RWY Inspection between 0445-0500 DLY. Unmanned procedures to be followed.Pilot to exercise caution.<br>(2) Be aware of Ground Proximity warning System on short finals RWY 05/23<br>(3) Pilots to exercise caution due to high levels of bird activity and wild animals at the AD. | | | | | | |

## FAKN AD 2.13 DECLARED DISTANCES

| *RWY Designator* | *TORA (M)* | *TODA (M)* | *ASDA (M)* | *LDA (M)* | *Remarks* |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 05 | 3100 | 3263 | 3100 | 2600 | DTHR 500 M |
| 23 | 3097 | 3263 | 3097 | 2937 | DTHR 160 M |

## FAKN AD 2.14 APPROACH AND RUNWAY LIGHTING

| *RWY Designator* | *APCH LGT Type LEN INTST* | *THR LGT colour WBAR* | *VASIS (MEHT) PAPI* | *TDZ LGT LEN* | *RWY Centre Line LGT Length, spacing, colour, INSTST* | *RWY Edge LGT LEN, spacing, colour, INSTST* | *RWY End LGT colour WBAR* | *SWY LGT LEN (M) colour* | *Remarks* |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 05 | HIALS-1 CAT 1 Barette 900M 30M Spacing High Intensity | Green No WBAR | PAPI 3° (Left) | No TDZ | No RWY Centre | RWY Edge 3260 M 60 M space white | RWY End Red | No SWY | NIL |
| 23 | SALS 360M | Green No WBAR | PAPI 3° (Left) | No TDZ | No RWY Centre | RWY Edge 3260 M 60 M space white | RWY End Red | No SWY | NIL |

## FAKN AD 2.15 OTHER LIGHTING SYSTEMS, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| *1* | *ABN/IBN location, characteristics and hours of operation* | NIL INFO AVBL |
| *2* | *LDI location and LGT Anemometer location and LGT* | No LDI Anemometer 252319.04S 0310601.26E |
| *3* | *TWY edge and centre line lighting* | NIL INFO AVBL |
| *4* | *Secondary power supply and switch-over time* | 15 Sec |
| *5* | *Remarks* | NIL |

## FAKN AD 2.16 HELICOPTER LANDING AREA

| | | |
|---|---|---|
| *1* | *Coordinates TLOF or THR of FATO Geoid undulation* | 252301.811S 0310603.517E |
| *2* | *TLOF and/or FATO elevation M/FT* | NIL INFO AVBL |
| *3* | *TLOF and FATO area dimensions, surface, strength, marking* | NIL INFO AVBL |
| *4* | *True BRG of FATO* | NIL INFO AVBL |
| *5* | *Declared distance available* | NIL INFO AVBL |
| *6* | *APP and FATO lighting* | NIL INFO AVBL |
| *7* | *Remarks* | NIL |

## FAKN AD 2.24 CHARTS RELATED TO AN AERODROME

| | |
|---|---|
| Aerodrome chart | -AD-01 |
| RAMP chart | -AD-02 |
| NDB RWY 05 | -NDB-01 |
| NDB RWY 23 | -NDB-02 |
| ILS Z RWY 05 | -ILS-01 |
| ILS Y RWY 05 | -ILS-02 |
| ILS X RWY 05 | -ILS-03 |
| VOR/DME RWY 05 | -VOR-01 |
| VOR/DME RWY 23 | -VOR-02 |
| Instrument approach chart | AD 2-FAKN-RNAV-01 |

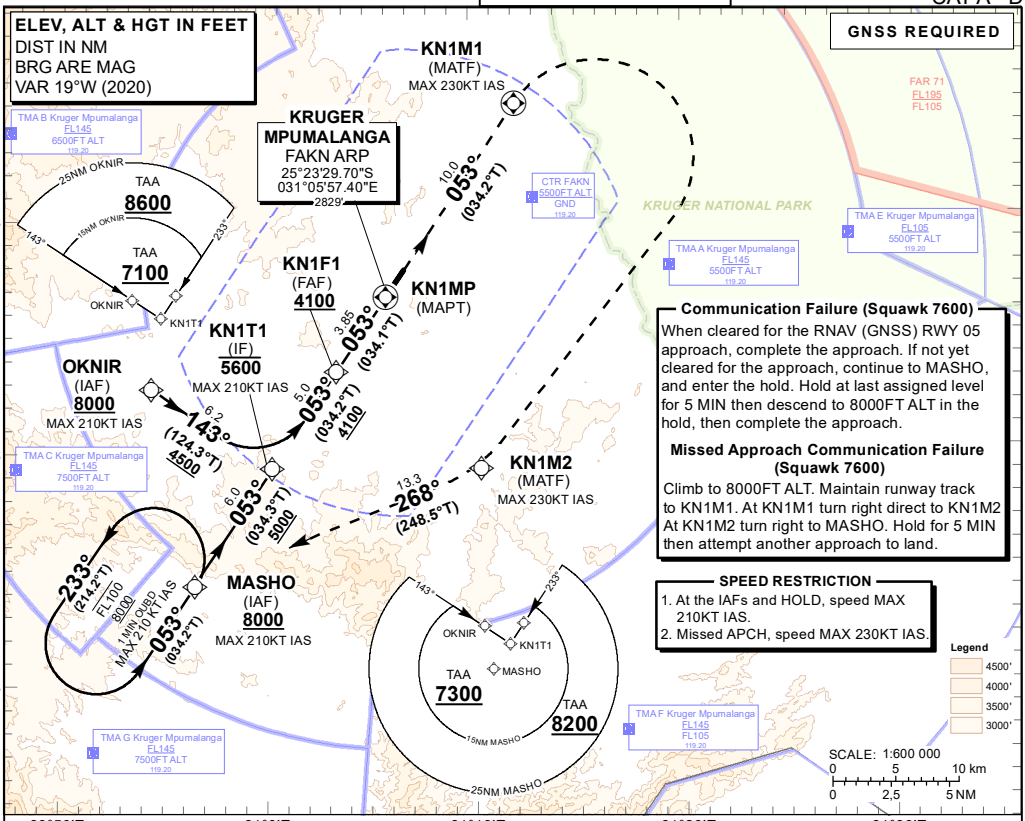
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**INSTRUMENT APPROACH CHART - ICAO**

**AERODROME ELEV 2829'**
**HEIGHTS RELATED TO THR RWY 05 - ELEV 2825'**

KRUGER APP: 119.20
TWR: 119.20
LOWVELD: 119.00
129.40

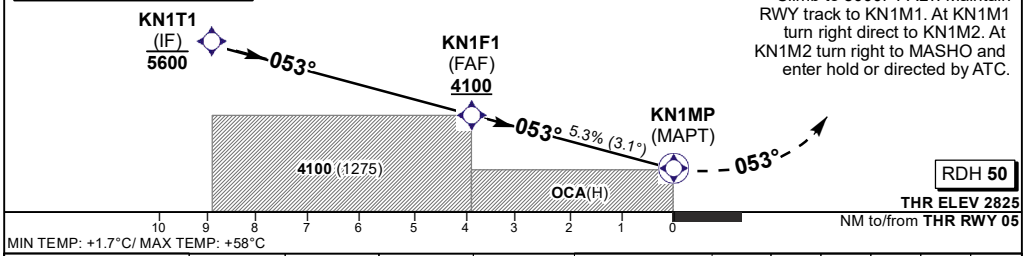
# KRUGER MPUMALANGA INTL
## RNAV (GNSS) RWY 05
CAT A - D




| DIST (NM) from KN1MP | 3.85 | 3 | 2 | 1 |
|---|---|---|---|---|
| ADVISORY ALT(HGT) | **4100** (1275) | **3830** (1005) | **3520** (695) | **3200** (375) |

TRANSITION ALT **9000**
TRANSITION LEVEL **ATC**

**MISSED APPROACH:**
MAX 230KT IAS.
Climb to 8000FT ALT. Maintain RWY track to KN1M1. At KN1M1 turn right direct to KN1M2. At KN1M2 turn right to MASHO and enter hold or directed by ATC.




RDH **50**
**THR ELEV 2825**

MIN TEMP: +1.7°C/ MAX TEMP: +58°C

| OCA (H) | | | A | B | C | D |
|---|---|---|---|---|---|---|
| Straight-in Approach | LNAV | 2.5% | ***4050*** (1225) | | | |
| | | 3.2% | ***3640*** (815) | | | |
| | | 4.2% | ***3340*** (515) | | | |
| | LNAV/VNAV | 2.5% | ***3910*** (1085) | | | |
| | | 3.2% | ***3460*** (635) | | | |
| | | 4.2% | ***3120*** (295) | | | |
| RVR | | | **1200m** | **1400m** | **1400m** | **1800m** |
| ALS OUT | | | **1500m** | **1500m** | **2000m** | **2000m** |
| Circling | | | ***3840*** (1011) | | ***3940*** (1111) | |

| GS | KT | 80 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| FAF to MAPT | M:S | **2:53** | **2:19** | **1:56** | **1:39** | **1:27** |
| Rate of descent | FPM | **424** | **530** | **636** | **742** | **848** |

**NOTE:**
1. Traffic to cross CTR BDRY at 5500FT ALT or above.
2. No turns prior MAPT.
3. BaroVNAV operations not authorised below +1.7°C and MAX VPA 3.5°C, temperature +58°C.
4. Hold partially conducted outside controlled airspace.

**CHANGE:** NEW Procedure

EFF: 08 OCT 20

**INSTRUMENT APPROACH CHART FOR FAKN RWY 05**

| Serial Number | Path Descriptor | Waypoint Identifier | LATITUDE | LONGITUDE | Flyover | FIX | Course °M(°T) | Distance (NM) | Turn Direction | Altitude (FT) | Speed (KT IAS) | VPA/TCH | Magnetic Variation (°W) | Navigation Specification |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10 | IF | MASHO | 25°35'48.6423"S | 030°56'43.8088"E | - | IAF | - | - | - | +8000 | 210 | - | 18.85 | RNP APCH |
| 20 | TF | KN1T1 | 25°30'50.0989"S | 031°00'27.7485"E | - | IF | 053 (034.25) | 6 | - | -5600 | 210 | - | 18.85 | RNP APCH |
| | | | | | | | | | | | | | | |
| 10 | IF | OKNIR | 25°27'20.1487"S | 030°54'47.8927"E | - | IAF | - | - | - | +8000 | 210 | - | 18.85 | RNP APCH |
| 20 | TF | KN1T1 | 25°30'50.0989"S | 031°00'27.7485"E | - | IF | 143 (124.26) | 6.2 | - | -5600 | 210 | - | 18.85 | RNP APCH |
| | | | | | | | | | | | | | | |
| 10 | IF | KN1T1 | 25°30'50.0989"S | 031°00'27.7485"E | - | - | - | - | - | -5600 | 210 | - | 18.85 | RNP APCH |
| 20 | TF | KN1F1 | 25°26'41.2376"S | 031°03'34.1300"E | - | FAF | 053 (034.22) | 5 | - | @4100 | - | 3.1°/50 | 18.85 | RNP APCH |
| 30 | TF | KN1MP | 25°23'29.7022"S | 031°05'57.3939"E | - | MAPT | 053 (034.20) | 3.85 | - | @2875 | - | - | 18.85 | RNP APCH |
| 40 | FA | KN1MP | 25°23'29.7022"S | 031°05'57.3939"E | Y | - | - | - | - | - | - | - | 18.85 | RNP APCH |
| 60 | DF | KN1M1 | 25°15'11.6698"S | 031°12'09.2000"E | Y | MATF | 053 (034.19) | 10.0 | R | - | 230 | - | 18.85 | RNP APCH |
| 70 | TF | KN1M2 | 25°30'54.0283"S | 031°10'24.3489"E | | MATF | - | - | R | - | 230 | | 18.85 | RNP APCH |
| 80 | TF | MASHO | 25°35'48.6423"S | 030°56'43.8088"E | - | - | 268 (248.45) | 13.3 | - | +8000 | - | - | 18.85 | RNP APCH |
| 90 | HM | MASHO | 25°35'48.6423"S | 030°56'43.8088"E | Y | MAHF | 053 (034.20) | - | L | FL100 | 210 | - | 18.85 | RNP APCH |

**RNAV HOLDING**

| FACILITY | INBOUND TRACK | MAX/MIN FL | FACILITY |
|---|---|---|---|
| MASHO<br>25°35'48.6423"S<br>030°56'43.8088"E | 053°M/034.2°T | FL100<br>8000 | Left hand racecourse pattern.<br>1 MIN Outbound leg.<br>MAX 210KT IAS |

SOUTH AFRICAN CIVIL AVIATION AUTHORITY

# FAOR

## FAOR AD 2.1 AERODROME LOCATION INDICATOR AND NAME

FAOR - O R TAMBO INTERNATIONAL

## FAOR AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| *1* | *ARP co-ordinates and site at AD* | 260801.30S 0281432.34E<br>Mid-point of aerodrome APRX 860M WNW of ATNS CTL TWR |
| *2* | *Direction and distance from city* | 10NM ENE OF JOHANNESBURG CENTRAL |
| *3* | *Reference Elevation/Reference temperature* | 5558FT<br>(1694M)<br>Circuit: 7000 FT ALT<br>21.2 C |
| *4* | *Geoid undulation at AD ELEV PSN* | 88.9 FT |
| *5* | *MAG VAR / Annual change* | 19° W (2018)<br>0.10° W |
| *6* | *AD Operator, address, telephone, telefax, e-mail, AFS* address and, if available, website address | AD Operator:<br>Airport Company SA Ltd. (ACSA)<br>P/Bag X1<br>OR TAMBO INTL Airport<br>1627<br><br>SITA Addresses: QRACY7X<br>Telex: 87807 SA<br>TEL: (011) 921 6911<br>FAX: (011) 394 0806<br>INFO ACSA: (011) 921 6262<br>WEB: www.acsa.co.za<br><br>ATS<br>ATNS: D-ATS<br>TEL: (011) 928 6461<br>Central Airspace Management Unit (CAMU):<br>TEL: (011) 928 6433<br>FAX: (011) 928 6420<br>Johannesburg ACC:<br>TEL: (011) 928 6448/9<br>Johannesburg FIS:<br>TEL: (011) 928 6450<br>Avionics Fault Reporting:<br>TEL: (011) 928 6477 or (011) 921 6500<br><br>Weather Services<br>Aviation Weather Centre<br>PO Box 1194<br>OR TAMBO INTL AP<br>1627<br>Forecaster: 0822339600 or 0822338800<br>Administration: (011) 3909320<br>FAX: (011) 3909332 |
| *7* | *Types of traffic permitted (IFR / VFR)* | IFR/VFR |
| *8* | *Remarks* | NIL |

## FAOR AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| *1* | *AD Operator* | H24 |
| *2* | *Customs and immigration* | H24 |
| *3* | *Health and sanitation* | H24 |
| *4* | *AIS briefing office* | H24 |
| *5* | *ATS reporting office (ARO)* | H24 |
| *6* | *MET briefing office* | H24 |
| *7* | *ATS* | H24 |
| *8* | *Fuelling* | H24 |
| *9* | *Handling* | H24 |
| *10* | *Security* | H24 |
| *11* | *De-icing* | NIL |
| *12* | *Remarks* | NIL |

## FAOR AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| *1* | *Cargo-handling facilities* | 1) Capable of handling 74F/A380.<br>2) EQPT AVBL at AD to handle single item up to a weight of 20 tons. Single items greater than 20 tons in weight can be handled by special arrangement. CTC any handling agent for further details.<br>3) Handling Agents:<br>Bidair - (011) 390 8546<br>Menzies - (011) 920 7492 or 083 290 2608<br>Swissport - (011) 928 8528 |
| *2* | *Fuel and Oil types* | Fuel grades: Jet A1 only<br>ORTAFS TEL: (011) 397 1606/7/8/9<br>Oil grades: GND engineer or handling agent to arrange |
| *3* | *Fuelling facilities and capacity* | No Limitations<br>a) Hydrant system, 3000Litres/MIN all aprons EXC APN M<br>b) 4 Bowsers total capacity 60000 Litres<br>c) 1 X De-fuel truck capacity 20000 litres. |
| *4* | *De-icing facilities* | NIL |
| *5* | *Hangar space for visiting aircraft* | By special arrangement with SAA, contact Technical Operations Centre at 0119783603, ask for Third party |
| *6* | *Repair facilities for visiting aircraft* | By special arrangement with SAA, contact Technical Operations Centre at 0119783603, ask for Third party |
| *7* | *Remarks* | All aircraft operating for repairs should contact Apron Office on +27 11 921 6536 and report intention and contact information. |

## FAOR AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| *1* | *Hotels* | AVBL at AD in terminal A transit area, near AD and in city. CTC Help Desk - (011)9216262 or INFO counter in all terminals |

| | | |
|---|---|---|
| 2 | Restaurants | At AD, CTC Help Desk - (011) 92 16262 or INFO counter in all terminals |
| 3 | *Transportation* | Taxis, Shuttles, Buses, Car Rental and train (Gautrain) AVBL at AD. CTC Help Desk - (011) 9216262 or INFO counter in all terminals |
| 4 | *Medical facilities* | Clinic at AD in terminal B, CTC - (011)9216609: H24. Nearest hospital in Kempton Park - 4KM |
| 5 | *Bank and Post Office* | AVBL at AD.<br>CTC Help Desk - (011) 9216262 or INFO counter in all terminals |
| 6 | *Tourist office* | At AD<br>CTC Help Desk - (011) 9216262 or INFO counter in all terminals |
| 7 | *Remarks* | Self-service and Information kiosks available in all terminals to assist passengers and public regarding service queries |

## FAOR AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | *AD category for fire fighting* | CAT 9.<br>1. Can accommodate CAT 10 requirements<br>2. H24 daily with trained personnel.<br>3. 4 shifts with minimum 14 personnel per shift on duty. |
| 2 | *Rescue equipment* | Level B Foam 6% and Dry Chemical Powder<br>4 Fire tenders<br>+27 11 921 6603 |
| 3 | *Capability for removal of disabled aircraft* | IATA kit AVBL - staged at South African Airways Technical |
| 4 | *Remarks* | Mutual aid agreements with local authorities. |

## FAOR AD 2.7 SEASONAL AVAILABILITY - CLEARING

| | | |
|---|---|---|
| 1 | *Types of clearing equipment* | N/A |
| 2 | *Clearance priorities* | N/A |
| 3 | *Remarks* | N/A |

## FAOR AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | *Designation, surface and strength of aprons* | Surface: concrete<br>A1R to A2 and A4 to A6 PCN 66/R/A/W/U<br>A3 and A7 to A13 PCN 56/R/A/W/U<br>B1 to B13 PCN 56/R/A/W/U<br>C1 to C8 and C19 to C24 PCN 56/R/A/W/U<br>C9 to C18 PCN 40/R/A/W/U<br>D2 to D23 PCN 40/R/A/W/U<br>D24, D26, D27, D29, D30, D32, D33, D35, D36, D38, D39, D41, D42, D44, D46, D47 and D49 PCN 56/R/A/W/U<br>D25, D28, D31, D34, D37, D40, D43, D45, D48 and D50 PCN 66/R/A/W/U<br>E1 to E13 PCN 66/R/A/W/U<br>F1 to F7 PCN 66/R/A/W/U<br>G1 to G7 56/R/A/W/U |

| | | |
|---|---|---|
| *2* | *Designation, width, surface and strength of taxiways* | Width: 30.5M EXC Echo which is 60M wide<br>Surface: ASPH<br>A, B, C South of TWY N and C North of TWY N PCN 71/F/A/W/U<br>D, E and G8 to G11 PCN 70/F/A/W/U<br>F, H, I west of RWY 03L/21R, P, Q, RR, RS and Y PCN 71/F/A/W/U<br>I east of RWY 03L/21R, J, K, L and T PCN 56/F/A/ W/U<br>N PCN 50/F/A/W/U |
| *3* | *ACL location and elevation* | Pre-flight altimeter check points and ELEV<br>THR RWY 03L - 5558FT<br>THR RWY 21R - 5505FT<br>THR RWY 03R - 5510FT<br>THR RWY 21L - 5494FT |
| *4* | *VOR checkpoints* | VOR: See AD Chart |
| *5* | *INS checkpoints* | INS: See AD Chart |
| *6* | *Remarks* | 1. Lead-in lights and signage will indicate the beginning of RE on RWY 03R positioned at TWY E intersection. |

## FAOR AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| *1* | *Use of aircraft stand ID signs, TWY guide lines and visual docking / parking guidance system of aircraft stands.* | 1.Only Class C ACFT and smaller will be accommodated on C APN. (MAX ACFT type B737-900)<br>2. Any operation of B747-400 ACFT into the SAA Technical area will not provide the ICAO recommended clearance DIST.<br>3. ACFT of 12000 kg or more and wingspan exceeding 24 meters when parked at A, B, C, D, E, F and G APN, must push back from ACFT stand. All aircraft parked on APN stand shall push back from stand unless authorised by AD authority to power out. Selective stands are identified for self-manoeuvring. Stands compatible for self-manoeuvring aircraft with wingspan not exceeding 15 meters: C9-C12 Stands compatible for self-manoeuvring aircraft with wingspan not exceeding 24 meters: C13-C24, D31-D48, G1, G3, G5 and F1-F7.<br>4. Pilots to CTC APN CTL on FREQ 122.65MHz, prior to top of DES or when in VHF range for allocation of PRKG bays or hangar and provide the FLW INFO: ETA, ACFT REG, PAX onboard and last AP departed. The PRKG bay INFO and ACFT REG is to be transmitted to TWR on FREQ 118.6/118.1 MHz on vacating the RWY for TAX instructions. |

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking / parking guidance system of aircraft stands. | 5. Unscheduled ACFT to notify APN office 24HR prior to operation for PRKG stand allocation. APN office TEL: (011) 9216209/6536 APN office e-mail: opscentre@airports.co.za PRKG stands are not guaranteed to unscheduled ACFT operating without prior notification.<br>6. Any ACFT operator requiring PRKG in excess of 14 hours must obtain prior written permission FM the AD authority. In the event AD authority is unable to accommodate, the operator must reposition the ACFT prior to the expiry of 14 hours.<br>7. All flights, EXC training and test flights, must make use of the aprons and terminals at FAOR as allocated by APN CTL. No flights may operate directly to and FM hangars unless agreed with the AD authority.<br>8. No ACFT with a wingspan of 52M or greater (Code E and F) are allowed on D APN taxi lane when ACFT with a wing span of 65M or greater (Code F) are TAX on Northern portion of TWY A past D APN (FM D APN stands D2-D50). Wing tip clearance is restricted and BLW ICAO recommendation.<br>9. ACFT pushing back FM PRKG stand D2, D3 and D4 must be pushed back to face N and exit onto TWY G8 onto TWY A.<br>10. ACFT with a wingspan of 65M or greater (CODE F) PRKG at PRKG stand D3A must enter and exit D APN via TWY G9. When manoeuvring on taxi lane D, Pilots to EXER CTN and remain on the taxilane CL to maintain wingtip CLR FM other parked ACFT. DIST FM taxilane CL to the back of ACFT stands is 42.5M.<br>11. Automated DCKG system PRKG stands Alpha 1R to Alpha 13, Charlie 1 to Charlie 8 and stands E1-E13. Pilots are to ensure the FLW:<br>a) The stands are clear of objects;<br>b) Correct INFO is displayed on monitor - including ACFT type and series.<br>c) DCKG instructions will be displayed on monitor, pilots to intercept CL and FLW the AZM guidance display.<br>d) AZM guidance can be used from both the Captain seat (left of closing rate display) and the First Officer's seat (right of closing rate display).<br>e) EXER CTN when DCKG stands A4, A5 and A6 due to sunlight reflecting off the Automatic DCKG panels at sunrise. Should DCKG INFO be impaired, CTC APN CTL on 122,65MHz for assistance.<br>12. The taxi lane BTN APN A and B deviates to the right at PRKG stands B7 and B8. Pilots to follow new line when taxiing through the APN.<br>13. Rapid exit TWY E designed for class C ACFT. The recommended exit speed is BTN 45-50KT.<br>14. Pilots are REQ not to exceed 10KT when taxiing on any of the aprons, when low VIS PROC is in force.<br>15 ACFT entering PRKG bays on APN E and F to use minimal thrust required so as to avoid adverse jet blast effects to GND handling OPS on opposite APN.<br>16. Operators need to notify APN CTL on TEL (011)9216209/6536 or FREQ 122.65MHz prior to positioning FM the hangars to the APN.<br>17. When taxiing on TWY A towards RWY 21R HLDG point at ABM TWY Q the centre line deviates 10M to the west.<br>18. ACFT entering APN A and B via TWY E or ACFT XNG RWY 03L/21R at TWY E in a westerly direction to use minimal thrust required so as to avoid adverse jet blast effect to ACFT TKOFF or LDG on RWY 03L/21R. ACFT taking-off or LDG on RWY 03L/21R to be aware of XNG TAX ACFT jet blast when passing TWY E INT.<br>19. ACFT LDG or TKOF on RWY 03L/21R to be aware of jet blast FM ACFT XNG or vacating RWY 03L/21R at any of the intermediate INT & to EXER CTN.<br>20. When code F ACFT (B748, A380 and AN124) push back FM or to ACFT PRKG bay D50 on TWY D the ACFT encroach into TWY A. ACFT using TWY A to hold short of TWY D when code F ACFT are pushing back FM or to enter PRKG bay D50.<br>21. ACFT HLDG at RWY HLDG PSN TWY N west of RWY 03L/ 21R encroach into TWY A. ACFT using TWY A to hold short of TWY N when there is another ACFT HLDG on TWY N. |

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking / parking guidance system of aircraft stands. | 22. Intersection Taxiway B and TWY M, aircraft to exercise caution when taxiing south bound to threshold runway 03L as taxiway B bends to the east, approximately 450M after passing intersection taxiway India and TWY M continues straight ahead. Only Code C aircraft, wingspan less than 36M or outer main gear wheel span less than 9M are allowed on TWY M. All aircraft to be towed in and out of apron M.<br>23. Jet Centre hangar gate is 47M in width. Pilots to ensure wingtip CLR is adequate for ACFT TYP when TAX through gate.<br>24. PRKG Stands G1, G3, G5 and G7 are multiconfigured for ACFT PWR out and ACFT pushback. PWR out is LTD to ACFT wingspan of 23.24M or smaller and ACFT length of 32.51M or smaller.<br>25. Code F ACFT into PRKG Stand D1 to enter and/or exit via TWY G8. Pushback OPS to face N, pull forward TIL port wingtip is aligned with PRKG bay D2R and exit via TWY G8.<br>26. Wide body ACFT pushing back FM PRKG stand E12, is recommended to follow guidance strip leading FM the PRKG stand into the taxilane.<br>27. When code F ACFT (B748, A380) pushback FM ACFT PRKG stand E12, the ACFT will be pushed tail first into PRKG stand F6, before aligned on the taxilane centre line.<br>28. Pilots to take caution when cleared past the CAT II holding points on taxiways Alpha and Bravo to the CAT I holding point for RWY03L as the green centreline lights will illuminate all the way onto the runway when the stopbars are deselected, giving the impression that clearance onto the runway was obtained. Visual cues may thus differ from the actual ATC clearance received.<br>29. TWY M CLSD to all ACFT EXC when under tow. All ACFT with a MAX wingspan of 36M requiring to utilise TWY M when OPR under own PWR to CTC AP management centre (AMC) +27 10 207 2818, +27 82 787 8629 or APN CTL on 122.65 MHZ for APV. |
| *2* | *RWY and TWY markings and LGT* | 1. Marking aids: RWY 03L/21R & 03R/21L: THR, RWY designation, Centre line fixed distance, touchdown zone, side stripes.<br>2. TWY A edge lights replaced with TWY centre line lights.<br>3. RWY centre line lights only operational in CAT II operations.<br>4. TWY centre line markings and LGT for RET RS and RET RR designed for ACFT with long wheel bases (example A340-600). ACFT exiting RWY 03R via RET RS turning left into TWY Y and ACFT exiting RWY 21 L via RET RR turning right into TWY Y to EXER CTN to avoid the main undercarriage running of the TWY.<br>5. RWY 21L edge LGT white until 600M FM end, FM 600M to end yellow. RWY 21R edge LGT white until 600M FM end, FM 600M to end yellow. RWY 03L edge LGT white until 600M FM end, FM 600M to end yellow. RWY 03R edge LGT white until 600M FM end, FM 600M to end yellow.<br>6. Enhanced paint markings on all RWY intersections. |
| *3* | *Stop bars* | Stop bars on all RWY/TWY intersections. No crossing of 3 Stop bars red stop bar LGT will be allowed unless specifically approved by ATC and accompanied by a leader vehicle. |
| *4* | *Remark* | Taxiing Guidance System - Nil<br>Visual Guidance System - Nil<br>Indicators and ground signalling devices - WDI LGTD. |

## FAOR AD 2.10 AERODROME OBSTACLES

| In Area 2 | | | | | |
|---|---|---|---|---|---|
| OBST ID// Designation | OBST type | OBST position | ELEV/HGT | Markings/ Type, colour | Remarks |
| a | b | c | d | e | f |
| FAOR 01 | Mast | 260904.30S 0281418.06E | ELEV: 5668.46FT | Markings: NIL LGT: NIL | NIL |
| FAOR 02 | L Band Radar Building | 260859.36S 0281329.11E | ELEV: 5771FT | Markings: Day/ Night, LGT: NIL | NIL |
| FAOR 03 | Mast | 260706.70S 0281452.81E | ELEV: 5665.91FT | Markings: NIL LGT: Red | NIL |
| FAOR 04 | Hangar | 260842.65S 0281341.64E | ELEV: 5698.86FT | Markings: NIL LGT: NIL | NIL |
| FAOR 05 | Hangar | 260832.74S 0281347.80E | ELEV: 5709.66FT | Markings: Night LGT: NIL | NIL |
| FAOR 06 | ATC Tower | 260813.00S 0281459.47E | ELEV: 5729.03FT | Markings: White LGT: Red | NIL |
| FAOR 07 | Koffie Huis Building | 260802.91S 0281253.11E | ELEV: 5733.32FT | Markings: Night LGT: NIL INFO AVBL | NIL |
| FAOR 08 | S-Band Radar Building | 260747.00S 0281508.00E | ELEV: 5703FT | Markings: NIL LGT: Red | NIL |
| FAOR 09 | VHF Transmitter | 260856.43S 0281531.11E | HGT: 45M (147.6FT AGL) | Markings: Day/ Night LGT: Red | NIL |
| FAOR 10 | VHF Transmitter | 260812.96S 0281507.87E | HGT: 35M (114.8FT AGL) | Markings: Day/ Night LGT: Red | NIL |
| FAOR 11 | VHF Antenna TRANS | 260856.00S 0281531.00E & S260855.00S 0281531.00E | HGT: 45M (150FT AGL) | Markings: Day/ Night LGT: Red | NIL |
| FAOR 12 | Mast on top of BLDG | 260618.95S 0281344.85E | ELEV: 5716.27FT | Day markings: Red and White Night markings: Red LGT | NIL |
| REMARK: Iron and Steel works, 5NM SE of the AD REF point at position 261230S 0281730E, releases hot gas at unspecified times - day and night - which is ignited and may cause severe turbulence to 500FT AGL - A BLDG obstruction is penetrating the code F ACFT safety zone ADJ TWY A (BTN TWY E and TWY F). BLDG DIST FM TWY CL is 53.258M. All code F ACFT (total wingspan: 80M) to taxi with extreme CTN. - Along Benthal avenue (261057.67S 0281432.51E) crane (GND - 83FT AGL) with day and NGT markings erected. | | | | | |

| In Area 3 |
|---|

| OBST ID/ Designation | OBST type | OBST position | ELEV/HGT | Markings/ Type, colour | Remarks |
|---|---|---|---|---|---|
| a | b | c | d | e | f |
| NIL INFO AVBL | NIL INFO AVBL | NIL INFO AVBL | NIL INFO AVBL | NIL INFO AVBL | NIL INFO AVBL |

## FAOR AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| *1* | *Associated MET office* | OR Tambo INTL |
| *2* | *Hours of service*<br>*MET Office outside hours* | H24 |
| *3* | *Office responsible for TAF preparation*<br>*Periods of validity* | FAOR (082 233 9600/8800)<br>30HR, 6 hourly |
| *4* | *Trend forecast*<br>*Interval of issuance* | METAR and TREND<br>Every half hour between 0200-2000 and hourly between 2000-0200 |
| *5* | *Briefing / consultation provided* | Personal and telephonically |
| *6* | *Flight documentation /*<br>*Language(s) used* | In ICAO format AVBL for all flight levels.<br>English |
| *7* | *Charts and other information available for briefing or consultation* | Standard MET charts |
| *8* | *Supplementary equipment available for providing information* | Radar/Satellite/LDN |
| *9* | *ATS units provided with information* | TWR, APP, Area |
| *10* | *Additional information (limitation of service, etc.)* | Internet: http://aviation.weathersa.co.za<br>Fax-on-demand: 082 2892010 |

## FAOR AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWYNR | TRUE & MAG BRG | Dimensions of RWY (M) | Strength (PCN) and surface of RWY and SWY | THR coordinates RWY end coordinates THR geoid undulation | THR elevation and highest elevation of TDZ of precision APP RWY | Slope of RWY-SWY |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 03L | 016º | 4421 x 60 | PCN 71/F/A/W/U ASPH | 260847.11S 0281403.63E | 5558FT | 0.004D |
| 21R | 196º | 4421 x 60 | PCN 71/F/A/W/U ASPH | 260642.86S 0281442.09E | 5505FT | 0.004U |
| 03R | 016º | 3405 x 60 | PCN 71/F/A/W/U ASPH | 260953.17S 0281453.22E | 5510FT | 0.001D |
| 21L | 196º | 3405 x 60 | PCN 71/F/A/W/U ASPH | 260806.64S 0281526.20E | 5494FT | 0.001U |

| SWY dimensions (M) | CWY dimensions (M) | Strip dimensions (M) | RESA dimensions (M) | Location (which runway end) and description of arresting system (if any) | OFZ | Remarks |
|---|---|---|---|---|---|---|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| 61 | 270 | 4689 x 300 | NIL INFO AVBL | NIL INFO AVBL | NIL INFO AVBL | See below |
| 87 | 100 | 4689 x 300 | NIL INFO AVBL | NIL INFO AVBL | NIL INFO AVBL | See below |
| 57 | 60 | 3639 x 300 | NIL INFO AVBL | NIL INFO AVBL | NIL INFO AVBL | See below |
| 57 | 60 | 3639 x 300 | NIL INFO AVBL | NIL INFO AVBL | NIL INFO AVBL | See below |
| Remarks 12<br>1. RWY 03L/21R CLSD for MAINT:<br>MON 2230 till TUE 0300.<br>TUE 2230 till WED 0300<br>2. RWY 03R/21L CLSD for MAINT:<br>WED 2230 till THUR 0300.<br>THUR 2230 till FRI 0300<br>3. No construction will be permitted DRG low visibility operation or IMC. | | | | | | |

## FAOR AD 2.13 DECLARED DISTANCES

| RWY | TORA (M) | TODA (M) | ASDA (M) | LDA (M) | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 03L | 4421 | 4691 | 4482 | 4421 | Nil |
| 21R | 4421 | 4521 | 4508 | 3971 | THR displaced 450M |
| 03R | 3405 | 3465 | 3462 | 3405 | Nil |
| 21L | 3405 | 3465 | 3462 | 3405 | Nil |

## FAOR AD 2.14 APPROACH AND RUNWAY LIGHTING

| *RWY Designator* | *APCH LGT Type LEN INTST* | *THR LGT colour WBAR* | *VASIS (MEHT) PAPI* | *TDZ LGT LEN* | *RWY Centre Line LGT Length, spacing, colour, INSTST* | *RWY Edge LGT LEN, spacing, colour, INSTST* | *RWY End LGT colour WBAR* | *SWY LGT LEN (M) colour* | *Remarks* |
|---|---|---|---|---|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* | *6* | *7* | *8* | *9* | *10* |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 21L | CATII; LIH; White to 900M FM end; FM 900M to 300M FM end alternative white & red; last 300M red. DIST BTN lights - 30M | Green | PAPI; both 3º | White | CAT II; LIH; white to 600M FM end, FM 600M to 300M FM end alternative white & red; last 300M red. DIST BTN lights - 30M | White until 600M FM end; FM 600M to end yellow. DIST BTN lights | Red | NIL | NIL |
| 21R | PALS; CAT II; 900M; LIH; white CL Barrette, RED side row Barrette last 270M, white cross bars at 150M & 300M FM THR | Green | PAPI; both 3º | White | White to900M FM end, FM 900M to 300M FM end alternate white and red; last 300M red. DIST BTN lights - 30M | White until600 M FM end; FM 600M to end yellow. Spacing 60M BTN LGT | Red | NIL | THR displaced by 450M |
| 03L | PALS; CAT II; 900M; LIH; white CL, red side bars last 270M, white cross bars at150M and 300M FM THR | Green | PAPI; both 3º | White | CAT II; LIH;CL white to 600M FM end, FM 600M to 300M FM end alternative white & red; last 300M red. DIST BTN lights -30M | White until 600M FM end; FM 600M to end yellow. DIST BTN lights - 60M | Red | NIL | NIL |
| 03R | PALS; CAT II; 900M; LIH; white CL, red side bars last 270M, white cross bars at 150M and 300M FM THR | Green | PAPI; both 3º | White | CAT II; LIH; CL white to 600M FM end, FM 600M to 300M FM end alternative white & red; last 300M red. DIST BTN lights -30M | White until 600M FM end; FM 600M to end yellow DIST BTN lights - 60M | Red | NIL | NIL |

## FAOR AD 2.15 OTHER LIGHTING SYSTEMS, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| *1* | *ABN/IBN location, characteristics and hours of operation* | NIL INFO AVBL |

| | | |
|---|---|---|
| 2 | *LDI location and LGT Anemometer location and LGT* | LDI: NIL Anemometer:<br>THR RWY 03R electronic LGT<br>THR RWY 21L<br>THR RWY 03L electronic LGT<br>THR RWY 21R electronic LGT |
| 3 | *TWY edge and centre line lighting* | Edge: All TWY edge lights blue. Only lead in lights provided. All rapid taxiways have green CL lights.<br>The following TWY have green CL lights:<br>TWY A FM RWY 21R to INT TWY B,<br>TWY B FM TWY I to APN A,<br>TWY I FM RWY 03L/21R to APN C<br>TWY L FM RWY 03L/21R to APN C,<br>TWY E FM RWY 03L/21R to APN A,<br>TWY H BTN RWY 03L/21R and TWY A<br>TWY N west of RWY 03L/21R;<br>TWY B at the curve at INT WITH APN taxilane M and all rapid exit TWY. All other TWY have blue TWY edge LGT.<br>TWY E east of 03R/21L to Denel (Taxiways with centerline lights).<br>TWY B FM CAT II to APN A (Green centreline lighting) |
| 4 | *Secondary power supply and switch-over time* | A diesel operated standby generator supplies power to the normal facilities and installations, including all runways, taxiways and apron edge lighting; all radio, radar and NAV aid systems including PAPIs. The UPS is powered by the local municipal supply and secondly by the diesel operated stand-by generator. |
| 5 | *Remarks* | a) Stop bars red.<br>b) Obstacle lighting<br>c) Apron floodlights.<br>d) All RWY holding positions have RWY guard lights installed |

## FAOR AD 2.16 HELICOPTER LANDING AREA

| | | |
|---|---|---|
| 1 | *Coordinates TLOF or THR of FATO Geoid undulation* | TLOF S260638.4 E0281433.8 |
| 2 | *TLOF and/or FATO elevation M/FT* | NIL INFO AVBL |
| 3 | *TLOF and FATO area dimensions, surface, strength, marking* | Landing area: 50M x 40M<br>Surface: Concrete<br>Touchdown area: 16M x 16M<br>Strength: 20t |
| 4 | *True BRG of FATO* | NIL |
| 5 | *Declared distance available* | N/A |
| 6 | *APP and FATO lighting* | NIL |
| 7 | *Remarks* | a) APN W 2 helipads (north of G APN)<br>b) Use by prior arrangement with AD REF 2.9.1<br>c) Contact APN office prior to landing |

## FAOR AD 2.17 ATS AIRSPACE

| | | |
|---|---|---|
| *1* | *Designation and lateral limits* | CTR<br>The area bounded by lines drawn as follows, excluding the Rand ATZ.<br>a. From a point at S260002 E0282344 a straight line joining the FLW points: S261632 E0282014, S262232 E0281429, S262332 E0281139, S261602 E0280439.<br><br>b. Thence clockwise along the Rand ATZ to a point at S261117 E0280559.<br><br>c. Thence a straight line joining the following points S255902 E280959, S255222 E0280629.<br><br>d. Thence anticlockwise along the arc of a circle, radius 7 NM and centred on a point at S254931 E0281347, to a point at S255632 E0281139.<br><br>e.Thence a straight line to the starting point. |
| *2* | *Vertical limits* | 7 600 FT ALT<br>Note:- Lower limit ABV Rand ATZ 6500 FT ALT |
| *3* | *Airspace classification* | Class C |
| *4* | *ATS unit call-sign*<br>*Language* | O R Tambo Radar/O R Tambo Tower.<br>English |
| *5* | *Transition altitude* | Transition altitude: 8000 FT |
| *6* | *Remarks* | EXC where otherwise AUTH, no ACFT is to be operated in this airspace unless two-way RDO CTC is maintained with ATC & the ACFT is equipped with SER mode C transponder. |

## FAOR AD 2.18 ATS COMMUNICATION FACILITIES

| *Service designation* | *Call sign* | *Frequency* | *Hours of operation* | *Remarks* |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| APP | Johannesburg Radar West | 123.7MHz | DLY 0500-1700 | Radar West combined onto 124.5MHz 1700-0500. See Note (2) |
| APP | Johannesburg Radar South | 124.5MHz | H24 | See Note (2) |
| APP | Johannesburg Radar East | 124.5MHz | H24 | NIL INFO |
| APP | Johannesburg Radar Director | 121.4MHz | As required DRG peak hours | Radar Director combined onto 124.5MHz outside peak hours. |
| ACC | Johannesburg AreaNorth | 126.7MHz | H24 | See Notes (1), (2) |
| ACC | Johannesburg AreaSouth | 128.3MHz<br>126.7MHz | DLY 0430-1800<br>DLY1800-0430 | See Notes (2) |
| FIS | JohannesburgInfor-mation North | 127.4MHz<br>126.7MHz | DLY 0430-1600<br>DLY1600-0430 | See Notes (2) |

# FAPH

## FAPH AD 2.1 AERODROME LOCATION INDICATOR AND NAME

FAPH - PHALABORWA (KRUGER PARK GATEWAY)

## FAPH AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | *ARP co-ordinates and site at AD* | 235609.88S 0310918.34E |
| 2 | *Direction and distance from city* | 1 NM NNE |
| 3 | *Reference Elevation/Reference temperature* | 1432FT |
| 4 | *Geoid undulation at AD ELEV PSN* | NIL INFO AVBL |
| 5 | *MAG VAR / Annual change* | 16°W / 2007 |
| 6 | AD operator, address, telephone, telefax, e-mail, AFS address and, if available, website address | Authority Supervising the Aerodrome:<br>PRIV AD PPR from CHF:<br>Kruger Park Gateway Airport (Pty) Ltd., C/o P.O Box 140, Phalaborwa, 1390<br>TEL: (015) 781 7520<br>FAX: (015) 781 5364 |
| 7 | *Types of traffic permitted (IFR / VFR)* | IFR/VFR |
| 8 | *Remarks* | 1. PPR to LDG must be obtained at least 72 HR/3 working days in advance before ARR. REQ in writing to Kruger Park Gateway Airport. Indemnity forms for REQ permission for LDG obtainable FM TEL (015) 7817520, Cell: 0743029709 / 0739457142 or FAX (015) 7815364. Details to include: Date of OPR, ACFT type, REG, LCN/PCN,MTOW, name of pilot-in-command, postal address & details of OPR.<br>2. Penalty for non authorized LDG will have a prescribed fine levied on non-compliant ACFT OPR into & out of AD. The fine shall be paid in full before the non-compliant OPR is given access to ACFT; also note that the fine is over and ABV the LDG fee applicable.<br>3. A schedule of fines is as follows:<br>0 KG-1000 KG =R4000.00;<br>1001 KG-3000 KG = R5000.00;<br>3001 KG-6000KG =R6000.00;<br>6001 KG-9000 KG =R 7000.00;<br>9001 KG-16000 KG =R 8000.00;<br>16001 KG - 26000 KG =R 10000.00. |

## FAPH AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | *AD Operator* | AD Operational hours: HJ, (HN O/R PN) |
| 2 | *Customs and immigration* | NIL INFO AVBL |
| 3 | *Health and sanitation* | NIL INFO AVBL |
| 4 | *AIS briefing office* | NIL INFO AVBL |

| | | |
|---|---|---|
| *5* | *ATS reporting office (ARO)* | NIL INFO AVBL |
| *6* | *MET briefing office* | NIL INFO AVBL |
| *7* | *ATS* | NIL INFO AVBL |
| *8* | *Fuelling* | NIL INFO AVBL |
| *9* | *Handling* | NIL INFO AVBL |
| *10* | *Security* | NIL INFO AVBL |
| *11* | *De-icing* | NIL INFO AVBL |
| *12* | *Remarks* | NIL INFO AVBL |

## FAPH AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| *1* | *Cargo-handling facilities* | NIL INFO AVBL |
| *2* | *Fuel and Oil types* | NIL INFO AVBL |
| *3* | *Fuelling facilities and capacity* | NIL INFO AVBL |
| *4* | *De-icing facilities* | NIL INFO AVBL |
| *5* | *Hangar space for visiting aircraft* | NIL INFO AVBL |
| *6* | *Repair facilities for visiting aircraft* | NIL INFO AVBL |
| *7* | *Remarks* | NIL INFO AVBL |

## FAPH AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| *1* | *Hotels* | NIL INFO AVBL |
| *2* | Restaurants | NIL INFO AVBL |
| *3* | *Transportation* | NIL INFO AVBL |
| *4* | *Medical facilities* | NIL INFO AVBL |
| *5* | *Bank and Post Office* | NIL INFO AVBL |
| *6* | *Tourist office* | NIL INFO AVBL |
| *7* | *Remarks* | NIL INFO AVBL |

## FAPH AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| *1* | *AD category for fire fighting* | CAT I. |
| *2* | *Rescue equipment* | NIL |

## FAPP AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | *AD category for fire fighting* | Within AD HR:CAT VII. 11 Trained personnel per shift. |
| 2 | *Rescue equipment* | Standard fire fighting equipment carried on all fire tenders In accordance with ICAO and SACAA requirements for CAT VII AD. |
| 3 | *Capability for removal of disabled aircraft* | Bronkhorst Crane Hire: TEL: +27 15 293 0927<br>CELL: Softy +27 82 717 1093 or Beauty +27 79 102 8003 |
| 4 | *Remarks* | SAR - Under the co-ordinatlng direction of the South-African Search and Rescue Organisation (SASAR) Memorandum of understanding with Polokwane Municipality Fire Brigade, Disaster management and Limpopo Emergency Medical services.<br>RFFS simulator situated 250M north of THR RWY 19. |

## FAPP AD 2.7 SEASONAL AVAILABILITY - CLEARING

| | | |
|---|---|---|
| 1 | *Types of clearing equipment* | NIL INFO AVBL |
| 2 | *Clearance priorities* | NIL INFO AVBL |
| 3 | *Remarks* | Open all seasons |

## FAPP AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | *Designation, surface and strength of aprons* | Concrete I LCN 80 |
| 2 | *Designation, width, surface and strength of taxiways* | 23 m, LCN 80 |
| 3 | *ACL location and elevation* | NIL INFO AVBL |
| 4 | *VOR checkpoints* | NIL INFO AVBL |
| 5 | *INS checkpoints* | NIL INFO AVBL |
| 6 | *Remarks* | NIL |

## FAPP AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | *Use of aircraft stand ID signs, TWY guide lines and visual docking / parking guidance system of aircraft stands.* | NIL INFO AVBL |
| 2 | *RWY and TWY markings and LGT* | NIL INFO AVBL |
| 3 | *Stop bars* | NIL INFO AVBL |
| 4 | *Remark* | Marking aids: All runways - thresholds, Touch - down, RWY designator, RWY centre line and Holding points.All Aprons - parking bays numbered.Taxiways: Alpha, Bravo, Charlie, Delta and Echo. For aerodrome restricted visibility refer to chart AD-02. |

## FAPP AD 2.10 AERODROME OBSTACLES

| In Area 2 | | | | | |
|---|---|---|---|---|---|
| *OBST ID// Designation* | *OBST type* | *OBST position* | *ELEV/HGT* | *Markings/ Type, colour* | *Remarks* |
| *a* | *b* | *c* | *d* | *e* | *f* |
| NIL INFO AVBL | Two NDB masts | NIL INFO AVBL | HGT 150 FT | illuminated | BTN THR RWY 01&05 |
| NIL INFO AVBL | Pullet tower | NIL INFO AVBL | HGT 100 FT | illuminated | E of intersection RWY 01&05 |

| In Area 3 | | | | | |
|---|---|---|---|---|---|
| *OBST ID/ Designation* | *OBST type* | *OBST position* | *ELEV/HGT* | *Markings/ Type, colour* | *Remarks* |
| *a* | *b* | *c* | *d* | *e* | *f* |
| NIL INFO AVBL | NIL INFO AVBL | NIL INFO AVBL | NIL INFO AVBL | NIL INFO AVBL | NIL |

## FAPP AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| *1* | *Associated MET office* | FAKN |
| *2* | *Hours of service*<br>*MET Office outside hours* | 0300-1800<br>0200-1800: FAKN TEL: 082 233 8401<br>1800-0200: 0 R TAMBO TEL: 082 233 9600 |
| *3* | *Office responsible for TAF preparation*<br>*Periods of validity* | FAKN<br>Domestic TAF: 11HR |
| *4* | *Trend forecast*<br>*Interval of issuance* | NIL |
| *5* | *Briefing / consultation provided* | NIL |
| *6* | *Flight documentation / Language(s) used* | NIL |
| *7* | *Charts and other information available for briefing or consultation* | NIL |
| *8* | *Supplementary equipment available for providing information* | NIL |
| *9* | *ATS units provided with information* | TWR, APP, Area |
| *10* | *Additional information (limitation of service, etc.)* | Flight documentation and other Aviation related Information AVBL on web page http://aviation.weathersa,co.za |

# FAUP

## FAUP AD 2.1 AERODROME LOCATION INDICATOR AND NAME

FAUP - UPINGTON INTERNATIONAL

## FAUP AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| *1* | *ARP co-ordinates and site at AD* | 282403.68S 0211534.78E |
| *2* | *Direction and distance from city* | 2.5 NM NE |
| *3* | *Reference Elevation/Reference temperature* | 2791FT/30.5 C |
| *4* | *Geoid undulation at AD ELEV PSN* | 102.2FT |
| *5* | *MAG VAR / Annual change* | 20°W (2018)<br>0°4' W |
| *6* | AD Operator, address, telephone, telefax, e-mail, AFS address and, if available, website address | Authority supervising the aerodrome and remarks:<br>PUB AD CHF: Airports Company Ltd<br>P/Bag X 5936, Upington, 8800.<br>TEL: +27 54 337 7900<br>FAX: +27 54 332 6502<br><br>Regional Airport Manager: Vacant<br>TEL: +27 54 337 7900<br>FAX: +27 54 332 6502<br><br>Manager Airfield Services: Conwill Willemse<br>TEL: +27 54 337 7931<br>FAX: +27 54 332 6502<br>Cell: +27 82 829 0862<br>E-Mail: Conwill.Willemse@airports.co.za<br><br>Manager Maintenance: Clayton Karna<br>TEL: +27 54 337 7905<br>FAX: +27 54 332 6502<br>Cell: +27 62 690 9800<br>E-Mail: Clayton.Karna@airports.co.za<br><br>Assistant Manager Fire and Rescue: Marius Valla<br>TEL: +27 54 337 7908<br>FAX: +27 54 337 7957<br>Cell: +27 79 512 3396<br>E-Mail: Marius.Valla@airports.co.za<br><br>Senior Safety Compliance Officer: Gwen Wessels<br>TEL: +27 54 337 7951<br>FAX: +27 54 332 6502<br>Cell: +27 66 398 2121<br>E-Mail: Gwen.Wessels@airports.co.za<br><br>Assistant Manager Security: Vacant<br>TEL: +27 54 337 7928<br>FAX: +27 54 332 6502 |

| | | |
|---|---|---|
| | | ATNS CO Ltd: P.O. Box 1810, Upington, 8800<br>ATC TEL: +27 54 331 1363<br>ATC FAX: +27 54 331 1606<br>E-Mail: upatc@atns.co.za<br><br>MET ADMIN TEL: (054) 332 2187<br>MET TEL: 084 279 1161<br>MET FAX: (054) 332 1341<br>E-Mail: faup@weathersa.co.za<br><br>CUSTOMS P.O. Box 1801, Upington, 8800<br>TEL: (054) 331 1210<br>FAX: (086) 612 8381<br>After hours: 082 828 6655<br>E-Mail: Minnie.VanRooi@dha.gov.za<br><br>Immigration P/Bag X5885, Upington, 8800<br>TEL: (054) 332 3117<br>FAX: (054) 332 4799<br>After hours: 076 987 3944<br>E-Mail: coenraad.vanrooi@dha.gov.za<br><br>Ports of Entry: P/Bag X5986, Upington, 8800<br>TEL: (054) 331 3261<br>FAX: (054) 331 2198<br>E-Mail: bpupington@saps.org.za<br><br>Department of Health: P:Bag X 5900, Upington, 8800<br>After hours: 060 991 0777<br>E-Mail: sebate.me@webmail.co.za |
| *7* | *Types of traffic permitted (IFR / VFR)* | IFR/VFR |
| *8* | *Remarks* | International airport status. |

## FAUP AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| *1* | *AD Operator* | Admin: Office: MON-FRI: 06:00 - 1430<br>AD HOD: MON-FRI: 0500 - 1700, SAT: 0800 - 1200 and<br>SUN 0900 - 1700.<br>Public holidays same as corresponding weekday. Aerodrome available as an unmanned airfield outside the published HOD, apron office:<br>MON-FRI: 0500 - 1700, SAT 0800 - 1200 and SUN 0900 - 1700,<br>Public holidays same as corresponding weekdays |
| *2* | *Customs and immigration* | MON-FRI 0530-1400. H24 on call-out, immigration after hours applicable.<br>Ref FAUP AD 2.20<br>MON-FRI 0530-1400. H24 on call-out,<br>Ref FAUP AD 2.20 |
| *3* | *Health and sanitation* | MON-FRI 0530-1400. On call-out<br>TEL: (054) 331 2120 |
| *4* | *AIS briefing office* | Contact FAOR briefing on 086 035 9669 or 011 928 6518. |
| *5* | *ATS reporting office (ARO)* | As ATS |
| *6* | *MET briefing office* | Nil AVBL. Pilots to CTC FABL. |
| *7* | *ATS* | MON-FRI: 0500-1700, SAT: 0800-1200 and<br>SUN: 0900-1700. Public holidays same as corresponding weekdays |

| | | |
|---|---|---|
| 8 | *Fuelling* | MON-FRI: 0600-1500<br>Before and after these times call out fee applicable @ R600-00 per call out.<br>TEL: (054) 332 2772 AFT HR 082 808 1696 / 082 806 6405.<br>Request can be faxed for ATT MR Theo Botha at (054) 331 2946 and must be accompanied by phone to confirm receipt using the numbers provided ABV or can also be emailed to Theo.botha@engenoil.comSAT BTN 0700-1100: No Call out SUN BTN 0830-1100 and 1400-1500: No call out outside these times call out fees will be charged. All scheduled aircraft's has priority for refuelling.<br>Pilots to allow a minimum call time of 45 minutes. |
| 9 | *Handling* | Upington Ground Handling Co Ltd<br>HOD: 24 HR per day. (on request)<br><br>Wynand Bezuidenhout<br>CELL: 061 425 9969<br>wynand@ughc.aero<br><br>Pieter Wright<br>CELL: 061 425 9939<br>Pieter@ughc.aero |
| 10 | *Security* | Airport Security: H24, TEL: (054) 337 7900SAPS in town: (054) 337 3469 or(054) 337 3400. SAPS (Border): HOD: 0600 - 1400 AVBL on Call-out.TEL: (054) 337 3720 or 082 416 9789 |
| 11 | *De-icing* | NIL INFO AVBL |
| 12 | *Remarks* | Request for service outside AD HOD to be addressed as FLW:<br>Fire Service: Manager Airfield Services<br>ATC Services: At AD - Manager Airfield Services<br>Airspace - ATNS Operations/CAMU Section.<br>Refuelling: Engen Marketing as per NR 8<br>Handling: Upington GND Handling as per NR 9<br>AD Hoc extensions to airport and ATC (ATNS) hours of operation. N/B After hours services rendered will be subject to payment of additional cost by the operator. The applicant must route his relevant request to the Airport Authority who must in consultation with the relevant ATNS ATSU Chief, approve or reject the request. Notification of the request must reach the Airport Authority at least 7 working days in advance of the intended effective date. |

## FAUP AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | *Cargo-handling facilities* | FMC 20 tonnes upper deck.<br>FMC 5 tonnes upper deck<br>GPU 28 Volt DC, 115-200 volt AC 400Hz.<br>Tractor & Dollies, multi purpose steps and forklift. |
| 2 | *Fuel and Oil types* | AVGAS 100; AVTUR (JET A-1); OIL: AERO 100. Supplier: ENGEN MARKETING LTD/Engen Aviation Services |
| 3 | *Fuelling facilities and capacity* | Hydrant refuelling system available |
| 4 | *De-icing facilities* | NIL INFO AVBL |
| 5 | *Hangar space for visiting aircraft* | NIL INFO AVBL |
| 6 | *Repair facilities for visiting aircraft* | Nil on AD. Limited on call out from town |

| | | |
|---|---|---|
| 7 | *Remarks* | NIL |

## FAUP AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | *Hotels* | Nil on AD. Hotels and guest houses available in town. CTC tourist info.(See AD 2.5 (6)) |
| 2 | Restaurants | All restaurants in town. |
| 3 | *Transportation* | No public transport available.Car hire AVBL |
| 4 | *Medical facilities* | No ambulance at AD. AVBL within 5KM. Limited first aid kit facilities. Nearest hospitals: Medi Clinic (8KM). Provincial hospital (9KM). |
| 5 | *Bank and Post Office* | NIL at airport |
| 6 | *Tourist office* | TEL: Dawid Kruiper Tourist Info: (054) 338 7000 |
| 7 | *Remarks* | NIL |

## FAUP AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | *AD category for fire fighting* | Total of 12 fire fighters split into two shifts consisting of 6 fire fighters per shift.<br>Cat 5 during AD hours, two alternating shifts 5 fire-fighters minimum per shift.<br>Can upgrade to Cat 8 as per exemption on Alternative Means of Compliance on 139.02.7. Cat 8 minimum of 11 fire fighters.<br>Change of Aerodrome category implemented by means of NOTAM, seven (07) days prior to commencement of cargo operations.<br>Staff compliment, vehicles and equipment as per requirement for Cat 8 |
| 2 | *Rescue equipment* | Cat 5 - Equipment as per ICAO Doc 9137-AN/898 Part 1 Table 5.2 for Cat 3-5 airport category.<br>Cat 8 - Equipment as per ICAO Doc 9137-AN/898 Part 1 Table 5.2 for Cat 8-10 airport category.<br>Cat 5 - 1 Fire truck carrying 8000L water, 1000L 6% foam concentrate, 500Kg DCP.<br>Cat 8 - 3 Fire trucks carrying combined 28000L water, 3300L foam concentrate, 1250Kg DCP. |
| 3 | *Capability for removal of disabled aircraft* | MOU in place with:<br>Kallies Panel beaters with Equipment<br>50 tonne crane, 3.5 tonne telehandler and 4.5 tonne telehandler<br>McDonalds Transport with equipment:<br>80 tonne crane and 9.5 ft lowbed. |
| 4 | *Remarks* | Aircrafts above Cat 5 operating to the airport must apply 7 days prior to the expected date of operations as per AIC 40.1.1 of 01-07-15. |

## FAUP AD 2.7 SEASONAL AVAILABILITY - CLEARING

| | | |
|---|---|---|
| 1 | *Types of clearing equipment* | NIL INFO AVBL |
| 2 | *Clearance priorities* | NIL INFO AVBL |
| 3 | *Remarks* | Occasional fog bound during winter. |

## FAUP AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of aid, MAG VAR, Type of supported OPS (for VOR/ ILS/ MLS, give declination) | ID | Frequency | Hours of operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| NDB | UN | 334KHz | H24 | 282842.46S 0211810.94E | 2696 FT | THR RWY 35 Coverage 150NM; PWR output 300 W. Location 176°M 3.85 NM |
| VOR | UPV | 116.5MHz | H24 | 282406.31S 0211537.48E | 2754 FT | Letdown radial 168 intercepts centreline RWY35 approx 1NM from THR. |
| UHF DME | UPV | 116.5MHz CH112X | H24 | 282406.31S 0211537.48E | 2754 FT | Channel 112x. colocated with VOR. Due to lobeing affect caused by small aperture DME antenna will result in limited range |

## FAUP AD 2.20 LOCAL AERODROME REGULATIONS

1) Call out procedure for Across Border Flight Clearance (International Flights)
a) Arriving International Flights-The pilot in charge of an arriving international flight must ensure that Customs and Excise Immigrations, Border Police and the Department of Health, as well as the Airport Manager are informed of the flight at least one hour before landing.The following Information must have been provided to the relevant authorities.
Aircraft Registration
Pilot name
Point of Origin
Landing clearance Reference no
Number of people on board; Time of arrival

-After arrival, taxi clearance will be given to the pilot to taxi to an allocated parking bay on the main apron, in front of the terminal building. No international flight is to park at any other location than on the main apron.
-All cargo flights will park on the cargo APRON Apron A
-Representatives from the relevant authorities will meet the aircraft, on arrival, at the allocated parking bay. Neither the pilot, nor any passenger or cargo, may leave the aircraft prior to all the relevant authorities present.
b) Departing International flights
-All international flights departing from Upington Airport will do so from the main apron, and only after such flight has been cleared by all relevant clearing authorities.
-The pilot in charge of a departing international flight will ensure that his aircraft is cleared, and parked on an allocated bay on the main apron prior to the arrival of any of the clearing authorities.
-The pilot in charge of a departing international flight must ensure that the clearing authorities, as well as the Airport Manager, are informed of the planned flight, at least one and half hours prior to the planned time of departure.The following Information must have been provided to the relevant authorities.
Aircraft registration
Pilot name
Point of destination
Number of people on board
Cargo shipped
Time of departure (ETD)
-Representatives of the relevant authorities will meet the pilot or the charter company in the departure hall of the terminal building at least fort-five (45) minutes prior to the ETD, in order to process clearance.
-No international flight is to depart prior to the clearance have been given by all relevant authorities.
-No international flight is to depart from General aviation area.All Pilots FM yellow fever or malaria identified countries should allow call out time for the Department of Health to ensure their ACFT is thoroughly sprayed with airline insecticide. All persons in the ACFT should only disembark after the Department of Health give permission for them to do so.
The pilot can disinfect the aircraft en route but should provide canister as proof before opening the aircraft door.
2) All aircraft with a maximum take-off weight greater than 4500kg requiring RWY 17/35 for take-off or landing are to advise FAUP Tower on FREQ 121.3 MHz 15 min prior to ETA/ETD.
3) Fixed wing TFC and HEL are REQ to arrange PRKG on APN A prior to DEP DRG HR of SER. CTC +2754 3377 908 or +2754 3377 910.
4) All cross border FLT to CTC AP prior to DEP on any of the FLW CTC:
Conwill: Airfield manager Fire and Rescue +27 79 512 3396,
Refilwe Kock: Supervisor Security +27 79 476 1038 / +27 84 389 0458
Kelane Faba: Fire and Rescue supervisor +27 73 252 8894
Sesing: Fire and Rescue supervisor +27 67 411 1666
All FLT must indicate country of origin, ACFT type, ACFT REG, Date of ARR, ETA,PAX, Pilots to obtain occurrence REF NR FM the AP security AFT CTC.

## FAUP AD 2.21 NOISE ABATEMENT PROCEDURES

1. Noise abatement procedures for jet aeroplanes irrespective of weight and for propeller and turbo aeroplanes with MTOW of or above 11 000 kg.
2. Noise abatement procedures for propeller and turboprop aeroplanes with MTOW below 11000 kg.
3. Noise abatement procedures for helicopters.

## FAUP AD 2.22 FLIGHT PROCEDURES

NIL INFO AVBL

## FAUP AD 2.23 ADDITIONAL INFORMATION

1) Small bucks are roaming AD at NGT, creating an aviation hazard. All NGT OPS EXER CTN, especially outside ATC HR of SER, Game will be chased during ATC HR of SER.
2) Bird hazard on AD. Pilots to EXER CTN.
3) No aircraft is allowed to occupy the stop way on RWY 26 whilst RWY 08/26 is active with take-off and or landing

## FAUP AD 2.24 CHARTS RELATED TO AN AERODROME

| | |
|---|---|
| Aerodrome Chart | -AD-01 |
| Restricted Visibility Chart | -AD-02 |
| Aerodrome Hotspot Chart | -AD-03 |
| NDB RWY 35 Chart | -NDB-01 |
| VOR RWY 35 Chart | -VOR-01 |
| RNAV (GNSS) RWY 35 | -RNAV-01 |
| Data tabulation | -RNAV-01A |

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| | | |
|---|---|---|
| 4 | True BRG of FATO | NIL INFO AVBL |
| 5 | Declared distance available | NIL INFO AVBL |
| 6 | APP and FATO lighting | NIL INFO AVBL |
| 7 | Remarks | NIL |

## FAVV AD 2.17 ATS AIRSPACE

| | | |
|---|---|---|
| 1 | Designation and lateral limits | NIL |
| 2 | Vertical limits | NIL |
| 3 | Airspace classification | NIL |
| 4 | ATS unit call-sign<br>Language | NIL |
| 5 | Transition altitude | NIL |
| 6 | Remarks | NIL |

## FAVV AD 2.18 ATS COMMUNICATION FACILITIES

| Service designation | Call sign | Frequency | Hours of operation | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| NIL | NIL | NIL | NIL | NIL |

## FAVV AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of aid, MAG VAR, Type of supported OP (for VOR/ILS/ MLS, give declination) | ID | Frequency | Hours of operation | Position of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| NIL | NIL | NIL | NIL | NIL | NIL | NIL |

## FAVV AD 2.20 LOCAL AERODROME REGULATIONS

NIL INFO AVBL

## FAVV AD 2.21 NOISE ABATEMENT PROCEDURES

NIL INFO AVBL

## FAVV AD 2.22 FLIGHT PROCEDURES

| |
|---|
| NIL INFO AVBL |

| |
|---|
| Occasional aerobatics activities taking place WI a 2NM radius of AD. Pilots to consult the latest NOTAM to ascertain whether activity taking place. |

## FAVV AD 2.24 CHARTS RELATED TO AN AERODROME

| | |
|---|---|
| AD<br>NDB RWY 03 | -AD-01<br>-NDB-01 |

# FAWB

## FAWB AD 2.1 AERODROME LOCATION INDICATOR AND NAME

FAWB - WONDERBOOM / PRETORIA

## FAWB AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| *1* | *ARP co-ordinates and site at AD* | 253919.11S 0281316.81E,<br>On RWY 11/29 and RWY 06/24 intersection. |
| *2* | *Direction and distance from city* | 6NM N PRETORIA |
| *3* | *Reference Elevation/Reference temperature* | 4095FT |
| *4* | *Geoid undulation at AD ELEV PSN* | 80.3 FT |
| *5* | *MAG VAR / Annual change* | 19°W (2018) 0°6' W |
| *6* | AD operator, address, telephone, telefax, e-mail, AFS address and, if available, website address | Postal Address: City of Tshwane P O Box 6338,<br>Pretoria, 0001<br>TEL: (012) 3584040, FAX: (012) 3584141<br>E-mail: ndivhol@tshwane.gov.za<br><br>APM:<br>Mr P C J Van Rensburg<br>TEL: (012) 5438105, FAX: (012) 5438111<br>E-mail: peet@wonderboomairport.co.za<br><br>ADMIN:<br>TEL No: (012) 5671188/9, 5438103;<br>Fax No: (012) 5438119<br>E-mail: amieke@wonderboomairport.co.za<br><br>ATC:<br>TEL: (012) 5431402, FAX: (012) 5430038<br>CELL: +27 66 432 1795<br>E-mail: wbatc@atns.co.za<br><br>Rescue and Fire Services<br>TEL: (012) 5431835/8112/3/4/5<br>E-mail: andre@wonderboomairport.co.za |
| *7* | *Types of traffic permitted (IFR / VFR)* | IFR/VFR |
| *8* | *Remarks* | Microlights only allowed on prior arrangement with APM and ATC.<br>All visiting aircraft arrivals to park on apron and report to INFO desk to pay landing fees.<br>All departing and arriving passengers to pass through main terminal building.<br>All departing passengers to pay airport tax at INFO Desk. |

## FAWB AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| *1* | *AD Operator* | MON-FRI: 0530-1400, Public holidays closed. |
| *2* | *Customs and immigration* | NIL INFO AVBL |

| | | |
|---|---|---|
| 3 | *Health and sanitation* | NIL INFO AVBL |
| 4 | *AIS briefing office* | NIL INFO AVBL |
| 5 | *ATS reporting office (ARO)* | NIL INFO AVBL |
| 6 | *MET briefing office* | NIL INFO AVBL |
| 7 | *ATS* | TWR/APP: MON-SUN 0400-1800,<br>Ground Movement Control: MON-SUN 0500-1700.<br>Public Holidays to be notified by NOTAM. |
| 8 | *Fuelling* | Daily 0500-1600. Public Holidays to be notified by NOTAM.<br>AFT HR: PN in office hours with AD Admin.<br>Supplier: AIR BP. TEL (012) 5438116/7 |
| 9 | *Handling* | NIL INFO AVBL |
| 10 | *Security* | NIL INFO AVBL |
| 11 | *De-icing* | NIL INFO AVBL |
| 12 | *Remarks* | NIL INFO AVBL |

## FAWB AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | *Cargo-handling facilities* | NIL INFO AVBL |
| 2 | *Fuel and Oil types* | AVGAS100, AVTUR.<br>OIL: AD100, S100, Turbine Oil |
| 3 | *Fuelling facilities and capacity* | Fuel Bay: 92000 litres AVGAS, 102 000 litres AVTUR<br>Bowser: 5000 litres AVGAS and 5000 litres AVTUR |
| 4 | *De-icing facilities* | NIL INFO AVBL |
| 5 | *Hangar space for visiting aircraft* | ACFT Manufacturing organisations number available from AD Admin. |
| 6 | *Repair facilities for visiting aircraft* | ACFT Manufacturing organisations number available from AD Admin. |
| 7 | *Remarks* | Bowser fuel to be arranged with AD Admin. |

## FAWB AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | *Hotels* | International Inn. TEL: (012) 5430843<br>Guest houses available in the vicinity. |
| 2 | Restaurants | Villa San Giovanni TEL: (012) 5430843<br>Meals and pizzeria available. |
| 3 | *Transportation* | Taxis and car hire available at AD contact AD Admin for numbers. |
| 4 | *Medical facilities* | First Aid available.<br>Hospitals: Eugene Marais - 10 KM, TEL: (012) 3342777<br>Montana Private Clinic - 4 KM, TEL: (012) 5233000<br>Ambulance available within 7 minutes |
| 5 | *Bank and Post Office* | ATM Only ABSA and FNB available. |
| 6 | *Tourist office* | In City TEL: (012) 3581430 |
| 7 | *Remarks* | NIL INFO AVBL |