

**LIMITED OCCURRENCE INVESTIGATION REPORT – FINAL**

<b>Reference Number</b>	CA18/3/2/1481						
<b>Classification</b>	Serious Incident	<b>Date</b>	10 April 2025		<b>Time</b>	0900Z	
<b>Type of Operation</b>	Commercial (ZS-YAE Part 121 and ZS-PPG Part 135)						
<b>Location</b>							
<b>Place of Departure</b>	ZS-PPG - Skukuza Airport (FASZ), Mpumalanga Province		<b>Place of Intended Landing</b>		ZS-PPG - Lanseria International Airport (FALA), Gauteng Province		
	ZS-YAE – O.R. Tambo International Airport (FAOR), Gauteng Province				ZS-YAE - Skukuza Airport (FASZ), Mpumalanga Province		
<b>Place of Occurrence</b>	At Skukuza Airport (FASZ), Mpumalanga Province						
<b>GPS Co-ordinates</b>	<b>Latitude</b>	S32°37'30.0"	<b>Longitude</b>	E18°56'17.0"	<b>Elevation</b>	1 040 feet	
<b>Aircraft Information</b>							
<b>Registration</b>	ZS-PPG and ZS-YAE						
<b>Make; Model; S/N</b>	Beechcraft; King Air B200 (Serial Number: BB-1562) Embraer; ERJ-190 (Serial Number: 19000456)						
<b>Damage to Aircraft</b>	None			<b>Total Aircraft Hours</b>	ZS-PPG – 8 461.3 ZS-YAE – 25 256.11		
<b>Pilot-in-command</b>							
<b>Licence Type</b>	ZS-PPG: Airline Transport Pilot Licence (ATPL)		<b>Gender</b>	Male		<b>Age</b>	62
<b>Licence Type</b>	ZS-YAE: Airline Transport Pilot Licence		<b>Gender</b>	Male		<b>Age</b>	48
<b>Licence Valid</b>	ZS-PPG Yes	<b>Total Hours</b>	25 777		<b>Total Hours on Type</b>	3 863	
<b>Licence Valid</b>	ZS-YAE Yes	<b>Total Hours</b>	11 060		<b>Total Hours on Type</b>	5 188	
<b>Total Hours Past 30 Days</b>	ZS-PPG 36		<b>Total Hours on Type Past 90 Days</b>			117	
<b>Total Hours Past 30 Days</b>	ZS-YAE 90		<b>Total Hours on Type Past 90 Days</b>			240	
<b>People On-board</b>	ZS-PPG 2 + 0	<b>Injuries</b>	0	<b>Fatalities</b>	0	<b>Other (on ground)</b>	0
<b>People On-board</b>	ZS-YAE: 2 + 2 + 38	<b>Injuries</b>	0	<b>Fatalities</b>	0	<b>Other (on ground)</b>	0
<b>What Happened</b>							
<p>On Thursday morning, 10 April 2025, a crew of two pilots on-board a Beechcraft King Air 200 aircraft with registration ZS-PPG and operating as Platinum 039 were repositioning from Skukuza Airport (FASZ) in Mpumalanga province to Lanseria International Airport (FALA) in Gauteng province. On the same day, two pilots, two cabin crew members and 38 passengers on-board an Embraer ERJ-190 aircraft with registration ZS-YAE and operating as Link 4Z861 were on a scheduled commercial flight from O.R. Tambo International Airport (FAOR) in Gauteng province to Skukuza Airport (FASZ)</p>							

in Mpumalanga province. Visual meteorological conditions (VMC) by day prevailed at the time of the flights which were conducted under the provisions of Part 135 (ZS-PPG) and Part 121 (ZS-YEA) of the Civil Aviation Regulations (CAR) 2011 as amended.

The ZS-PPG flight folio page serial number 15751 indicated that the aircraft departed from FALA with 2 570 pounds (lbs) of Jet-A1 fuel. The ZS-PPG captain was the pilot monitoring (PM), and the first officer (FO) was the pilot flying (PF). The aircraft had five passengers on-board and the flight duration was 0.8 hours. The aircraft landed on Runway 17 at FASZ at approximately 0835Z and the FO taxied the aircraft to Charlie (C) apron. After the crew had shut down the engines, the passengers disembarked from the aircraft through the airstair. Thereafter, the crew reported at the concierge desk to sign the landing book. Later, the ZS-PPG captain stated that they broadcasted their intention to FASZ ground operations (Ops) on very high frequency (VHF) 125.25-Megahertz (MHz). At 0850Z, the FO who was now the pilot flying (PF) on the return flight to FALA started the engines and taxied the aircraft to the holding point of Runway 35. *The ZS-PPG captain reported that upon reaching the holding point, he called Lowveld Information on frequency 119.0-MHz.* The captain recalled that the air traffic control officer (ATCO) at Lowveld Information confirmed their (ZS-PPG) squawk code and requested them to report when airborne.

According to the ZS-PPG captain, the Lowveld Information ATCO did not provide them with traffic update. The ZS-PPG captain stated that at approximately 0855Z, as the FO began to taxi the aircraft towards the end of Runway 35, an Embraer ERJ-190 (ZS-YAE) aircraft approached and landed on the reciprocal Runway 17. Whilst the ZS-YAE rolled towards the end of Runway 35 (direction to where the ZS-PPG had stopped), the ZS-PPG captain took over the controls from the FO and reversed into the holding point. The ZS-PPG crew reported that they did not hear any call/broadcast from ZS-YAE. After the ZS-YAE had exited Runway 35 to Charlie apron, ZS-PPG took off from Runway 35. Whilst en route to FALA, the ZS-PPG captain notified the Lowveld Information ATCO that they were airborne. He further enquired why they were not informed about ZS-YAE which was inbound to FASZ; however, the ZS-PPG captain did not receive a response from the ATCO.

The ZS-YAE captain stated that upon reaching FASZ, they called FASZ Ops on VHF125.25-MHz and were directed to land on Runway 17. The crew then flew a non-precision instrument approach (RNAV) for Runway 17 with the estimated time of touch down being 0903Z. The ZS-YAE captain also stated that he made multiple calls to the general traffic on VHF124.8-MHz and Sabi Sands Special Rules Area (SRA) on VHF128.35-MHz to inform traffic in the vicinity of their position and progression to Runway 17. The aircraft landed at 0900Z. During the landing roll, which has an upslope of 3.72°, they identified the ZS-PPG at the holding point of Runway 35 that was waiting to depart. The ZS-YAE captain reported that no radio call was received from ZS-PPG at any stage other than a broadcast of “whoa” as they were surprised as the aircraft (ZS-YAE) landed. This indicated that both aircraft were on the same frequency (125.25-MHz).

The crew of ZS-YAE indicated that no subsequent radio calls were received from the pilots of ZS-PPG after they had exited the active runway. The ZS-PPG took off from Runway 35 with no further communication.

An eyewitness at FASZ reported that he was inside an ambulance that was parked midway Runway 17 on the side; the eyewitness watched the ZS-YAE as it approached. The eyewitness further stated that the ZS-PPG stopped at the threshold of Runway 35 without broadcasting on VHF 125.25-MHz to check for possible traffic inbound FASZ. Upon witnessing the above scenarios, the eyewitness used a two-way radio installed in the ambulance to instruct traffic on the ground to hold their positions. The ZS-PPG was then observed reversing onto the holding point of Runway 35. None of the aircraft was damaged during the serious incident, and no person was injured.

The FASZ ground radio operator reported that the ZS-PPG landed at 0835Z. After landing, the crew reported at the concierge desk to sign the landing book and that, after a few minutes, they returned to their aircraft without notifying her (ground Ops) of their departure time.



**Figure 1:** Aerial view of FASZ, the landing direction of ZS-YAE, the approximate position of the fire ambulance and the ZS-PPG position. (Source: Google Earth)



**Figure 2:** A file copy of the ZS-PPG aircraft. (Source: <https://www.jetphotos.com/photo/8695578>)



**Figure 3:** A file copy of the ZS-YAE aircraft. (Source: <https://www.jetphotos.com/photo/11577342>)

#### Skukuza Airport (FASZ)

FASZ is a licensed Category 5 airport in accordance with (IAW) Part 139 of the CAR 2011 as amended. The Category 5 Licence was reissued by the Regulator (SACAA) on 31 October 2024 with a validity of 1 November 2024 to 31 October 2025. The airport has no air traffic control (ATC) service. It has a single asphalt runway that is 1 675 metres (m) long and 30m wide with an elevation of 1 040 feet (ft).

Departure and Arrival Procedures at Skukuza (Source: Skukuza operation briefing to all pilots dated 10 July 2024)

- a) *Crew shall only follow the procedures below for all departures and arrivals to and from Skukuza.*
- b) *Crew shall not question the routing as given by air traffic control (ATC) but should assist them if they are unaware of some of the procedures or waypoint.*
- c) *Crew shall contact Skukuza on frequency 125.25-MHz at least 10 minutes prior to arrival to verify the latest airport QNH, runway in use, and wind, and to inform Skukuza of arrival time.*
- d) *Crew shall broadcast on 128.35 MHz SABI Special Rules for general traffic in the area.*
- e) *Slot times for General Aviation (GA) airplanes will be controlled by Airlink.*
- f) *SAR shall be cancelled on the ground with Lowveld 119.0.*
- g) *Before Departure from Skukuza, Lowveld 119.0-MHz shall be contacted with the following information:*
  - i. *Planned departure Runway from Skukuza and flight level on request.*

- ii. Obtain traffic information and squawk code.
- iii. Crew shall only take-off when Lowveld area can accept the airplane into their airspace.
- iv. Crew shall only route to further waypoints once passed 10 500ft due to noise abatement procedures.
- v. Lowveld is an information service and will not keep traffic clear of Airlink routing but will advise of other traffic.
- vi. Crew shall monitor 124.8-MHz, 128.35-MHz and 119.0-MHz when in the parking bay at Skukuza, especially on the weekend when Lowveld is unmanned.

Post-occurrence Investigation

The investigation revealed that slot times for general aviation (GA) aircraft at FASZ are controlled by Airlink personnel. The information gathered during the investigation revealed that both aircraft were on the same frequency (125.25 MHz) when ZS-YAE was on final approach for landing on Runway 17.

According to FASZ procedures, landing and take-off permission will not be granted without prior written application and written undertaking by the operator to comply with the applicable operational procedures and standards at the airport. Only upon receipt of the above and subject to the requisite landing/take-off slots being available, would the airport issue the applicable landing and departure authority number. The investigation revealed that the operator (flight dispatcher) of ZS-PPG applied for a slot at FASZ on 8 April 2025; the estimated time of arrival granted was 09:50 local time (0750Z) and the estimated time of departure granted was 12:20 local time (1020Z). Below is the confirmation of the slots that were granted.

Reg	Date	STA	STD	Reference
ZS-PPG	10-Apr-25	09:50		10/04/25/039
	10-Apr-25		12:20	

The available information indicated that the ZS-PPG crew decided to return to FALA earlier than previously planned. The crew notified Lowveld Information about their early departure but omitted to inform FASZ ground ops. Later, the crew started the engines and taxied the aircraft towards the threshold of Runway 35. They checked the surrounding vicinity for approaching traffic but did not detect the Embraer ERJ-190 (ZS-YAE) aircraft that was approaching Runway 17. The eyewitness who was inside an ambulance that was parked midway Runway 17 observed both aircraft and, thus, used a two-way radio installed in the ambulance to broadcast on VHF125.25-MHz that traffic on the ground maintain their position until ZS-YAE has landed. The eyewitness observed ZS-PPG reversing onto the holding point of Runway 35 to stay clear of the landing path of ZS-YAE. The ZS-YAE landed safely on Runway 17. After a few seconds, the ZS-YAE exited the runway and proceeded to Charlie

apron where the passengers disembarked from the aircraft. At approximately 0905Z, the ZS-PPG took off from Runway 35 and proceeded to FALA where it landed safely.

## Findings

### 1. Personnel Information (ZS-PPG)

- 1.1 The captain had an Airline Transport Pilot Licence (ATPL) that was initially issued by the Regulator on 19 November 2008. The licence was reissued on 29 July 2024 with an expiry date of 31 July 2025. The captain had flown a total of 25 777 hours of which 3 863 hours were on the aircraft type.
- 1.2 The captain had a Class 1 aviation medical certificate that was issued on 30 October 2024 with an expiry date of 30 April 2025. The pilot was required to wear corrective lenses for their near-vision condition.
- 1.3 The captain had the aircraft type endorsed on his licence.
- 1.4 The captain's last proficiency check on the Beechcraft King Air B200 was provided by the operator on 22 January 2025 with an expiry date of 31 July 2025; the captain was assessed as competent in all aspects.
- 1.5 The captain's latest crew resource management (CRM) training was provided by the operator on 10 December 2024 with an expiry date of 31 December 2025.

### Aircraft information (ZS-PPG)

- 1.6 The last 100-hour mandatory periodic inspection (MPI) of the aircraft was certified on 10 February 2025 at 8 438.6 airframe hours. The aircraft had accrued 22.7 hours since the last inspection.
- 1.7 The aircraft's Certificate of Registration (C of R) was issued to the present owner on 29 October 1997.
- 1.8 The aircraft had the Certificate of Airworthiness (C of A) that was initially issued by the Regulator on 18 September 1997. The latest C of A had an expiry date of 30 November 2025.

- 1.9 The aircraft had a Certificate of Release to Service (CRS) that was issued on 12 February 2025 with an expiry date of 12 August 2025 or at 8 593.10 airframe hours, whichever comes first.
- 1.10 The aircraft maintenance organisation (AMO) which conducted the inspection prior to the serious incident flight had an approved AMO Certificate that was issued by the Regulator on 29 October 2024 with an expiry date of 31 October 2025.
- 1.11 The AMO had A, B, C, W and X ratings endorsed on the certificate.
- 1.12 The operator had an Air Operating Certificate (AOC) that was issued by the Regulator on 22 October 2024 with an expiry date of 31 December 2025.
- 1.13 The aircraft was listed on the Operations Specifications Certificate that was issued by the Regulator, effective 27 March 2025.

2. Personnel Information (ZS-YAE)

- 2.1 The captain had an ATPL that was initially issued by the Regulator on 14 May 2014. The licence was reissued on 26 March 2025 with an expiry date of 31 May 2026. The captain had flown a total of 11 060 hours of which 5 188 hours were on the aircraft type.
- 2.2 The captain had a Class 1 aviation medical certificate that was issued on 26 March 2025 with an expiry date of 20 March 2026. The pilot was required to wear corrective lenses for their near-vision condition.
- 2.3 The captain had the aircraft type endorsed on his licence.
- 2.4 The captain's last proficiency check on the Embraer ERJ-190-100LR aircraft was provided by the operator on 20 March 2025 with an expiry date of 30 September 2025; the captain was assessed as competent in all aspects.
- 2.5 The captain's latest CRM training was provided by the operator on 20 March 2025 with an expiry date of 31 March 2026.

Aircraft information (ZS-YAE)

- 2.6 The last intermediate inspection on the aircraft was completed and certified on 16 February 2025 at 24 983.19 airframe hours. The aircraft had accrued 272.92 hours since the last inspection.

- 2.7 The aircraft had a Certificate of Release to Service (CRS) that was issued on 16 February 2025 with an expiry date of 12 February 2026 or at 25 730.20 airframe hours, whichever comes first.
- 2.8 The aircraft's Certificate of Registration (C of R) was issued to the present owner on 25 July 2023.
- 2.9 The aircraft had the Certificate of Airworthiness (C of A) that was issued by the Regulator on 19 July 2023 with an expiry date of 18 July 2025.
- 2.10 The AMO which conducted the inspection of the aircraft prior to the serious incident had an approved AMO Certificate that was issued by the Regulator on 30 April 2024 with an expiry date of 30 April 2025.
- 2.11 The AMO had A, B, C, W and X ratings endorsed on the certificate.
- 2.12 The operator had an approved Class II Air Service Licence for domestic schedule which was issued on 25 June 2024 by the Department of Transport (DoT). The licence authorised the carrier to operate under the following categories: Type S1 – transport of passengers between two or more specified points, and Type S2 – transport of cargo or mail between two or more specified points. The aircraft used under this operation should meet category A1 provisions – any aircraft, excluding a helicopter, with a maximum certificated mass exceeding 2 700 kilograms.
- 2.13 The operator had an Air Operating Certificate (AOC) which was issued by the Regulator on 23 April 2024 with an expiry date of 30 April 2025. The aircraft (ZS-YAE) was duly authorised to operate under the AOC.
3. Meteorological Information
- 3.1 Based on the weather information provided by the FASZ management, fine weather conditions prevailed at the time of the flights; the weather had no bearing on this occurrence.
4. Skukuza Ground Radio Operator
- 4.1 The radio operator had a Base Station Radio Operator Certificate that was issued by the Regulator on 29 November 2024 with an expiry date of 30 November 2026.

<b>Probable Cause</b>
<ol style="list-style-type: none"> <li>1) Runway incursion caused by the ZS-PPG entering the active runway without approval or broadcast on Skukuza ground operations frequency (125.25-MHz).</li> <li>2) Lowveld Information ATCO's omission to alert traffic in the vicinity of its airspace and Skukuza Airport about the Embraer ERJ-190 aircraft that was inbound to Skukuza Airport.</li> </ol>
<b>Contributing Factors</b>
None.
<b>Safety Action(s)</b>
None.
<b>Safety Recommendation</b>
None.
<b>About this Report</b>
<p><i>The decision to conduct a limited investigation is based on factors including whether the cause is known and the evidence supporting the cause is clear, the level of safety benefit likely to be obtained from an investigation, and that will determine the scope of an investigation. For this occurrence, a limited investigation has been conducted, and the Accident and Incident Investigations Division (AIID) has relied on the information submitted by the affected person/s and organisation/s to compile this limited report. The report has been compiled using information supplied in the initial notification, as well as from follow-up desktop inquiries to bring awareness of potential safety issues to the industry in respect of this occurrence, as well as possible safety action/s that the industry might want to consider in preventing a recurrence of a similar occurrence.</i></p> <p><i>All times given in this report are Co-ordinated Universal Time (UTC) and will be denoted by (Z). South African Standard Time is UTC plus 2 hours.</i></p>
<b>Purpose</b>
<i>In terms of Regulation 12.03.1 of the Civil Aviation Regulations (CAR) 2011 and ICAO Annex 13, this report was compiled in the interest of the promotion of aviation safety and the reduction of the risk of aviation accidents or incidents and not apportion blame or liability.</i>
<b>Disclaimer</b>
<i>This report is produced without prejudice to the rights of the AIID, which are reserved.</i>

**This report is issued by:**

**Accident and Incident Investigations Division  
South African Civil Aviation Authority  
Republic of South Africa**