



<b>LIMITED INCIDENT INVESTIGATION</b>
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<b>Reference Number</b>		CA18/3/2/1345					
<b>Classification</b>	Serious Incident	<b>Date</b>	29 May 2021		<b>Time</b>	1330Z	
<b>Type of Operation</b>		Private (Part 94)					
<b>Location</b>							
<b>Place of Departure</b>	Newcastle Aerodrome (FANC)			<b>Place of Intended Landing</b>	Newcastle Aerodrome (FANC)		
<b>Place of Accident</b>		Runway 11, Newcastle Aerodrome (FANC) KwaZulu-Natal Province					
<b>GPS Co-ordinates</b>		Latitude	S 27°46'22"	Longitude	E 29°58'35"	Elevation	4 074 feet
<b>Aircraft Information</b>							
Registration		ZS-USS					
Model/Make		Rutan Long-EZ					
Damage to Aircraft		None		Total Aircraft Hours		453	
<b>Pilot-in-command</b>							
Licence Valid		Yes		Gender		Male Age: 67	
Licence Type		Private Pilot Licence (PPL)					
Total Hours on Type		145		Total Flying Hours		1345	
<b>People On-board</b>		1+0	Injuries	0	Fatalities	0	Other (On Ground) 0
<b>What Happened</b>							

On 29 May 2021 at about 1250Z, a pilot on-board a Rutan Long-EZ single-engine aircraft with registration marking ZS-USS took off from Newcastle Aerodrome (FANC) Runway 11 in KwaZulu-Natal Province, which is an unmanned aerodrome, to conduct flying in the general flying area (GFA). The flight duration was approximately 42 minutes. The flight was conducted under Visual Flight Rules (VFR) by day and under the provisions of Part 94 of the Civil Aviation Regulations (CAR) 2011 as amended.

The pilot reported that on his final approach whilst committed for landing Runway 11 at a height of approximately 4 feet (ft) above ground level (AGL) before touch down, he noticed a vehicle towing a trailer entering the active runway from the left. The passenger in the vehicle saw the aircraft and he instantly notified the driver who then made a hasty reverse and stopped the vehicle in the middle of the runway. The pilot reported that he was already committed for landing Runway 11 and

could not abort landing. The pilot managed to bring the aircraft to a stop a few metres from the vehicle.

There was no damage to the aircraft and there were no injuries reported.

Investigation revealed that the probable cause of this incident was runway incursion as a result of a vehicle on the runway.

The following extract from the Civil Aviation Technical Standards (CATS) 2011 Part 139 depicts actions to be taken regarding movement of vehicles in the aerodrome.

*139.02.31 A holder of an aerodrome licence shall—*

*(a) limit access to an aerodrome manoeuvring area of those ground vehicles which are necessary for aerodrome and aircraft operations.*

*(3) A driver of a vehicle operating on the manoeuvring area shall—*

*(a) be appropriately trained for the tasks to be performed;*

*(4) A driver of a vehicle on the movement area shall comply with all mandatory instructions conveyed by lights, and ground markings where applicable.*

### **Safety Action/s**

Following this serious incident, the manager of the aerodrome stated that all personnel entering the aerodrome boundaries are inducted as per the Regulator's instructions, including the three private occupants that were on the vehicle.

### **Safety Message and/or Safety Recommendation/s**

Safety Recommendation: The Director for Civil Aviation to ensure that unmanned aerodrome owners conform to applicable CAR 2011 Part 139.02.31 to control movement of aircraft and vehicles which enter or leave the active area of the aerodrome.

Safety message: Aerodrome owners are advised to conform to applicable CAR 2011 Part 139.02.31 to control movement of aircraft and vehicles which enter or leave the active area of the aerodrome.

### **Purpose of the Investigation**

*In terms of Regulation 12.03.1 of the Civil Aviation Regulations (CAR) 2011, 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 to apportion blame or liability.***

## About this Report

*Decisions regarding whether to investigate, and the scope of an investigation are based on many factors, including the level of safety benefit likely to be obtained from an investigation. For this occurrence, no 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 brief report. The report has been compiled using information supplied in the initial notification, as well as follow-up information 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 accident.*

*This report provides an opportunity to share safety message/s in the absence of an investigation.*

*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.*

## Disclaimer

*This report is produced without prejudice to the rights of the AIID, which are reserved.*

**This report is issued by:**

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