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**OPERATION OF AIRCRAFT
GENERAL**

Ultimate Heliport (26 01 42.6S 028 06 38.82E) Procedures

The following procedures were extracted from the Letter of Procedure between Grand Central ATSU and Ultimate Heliport (Pty) Ltd. They are as follows:

General:

- The Ultimate Heliport flights associated with these operations will be conducted at or below 6000FT ALT unless an alternative altitude has been obtained from ATC. Pilots must ensure adherence to safe and environmental operating altitudes.
- Pilot must obtain an ATC joining clearance into Class "D" controlled airspace(Grand Central ATZ) and are therefore not permitted to lift-off from the heliport or to join the ATZ unless issued with such clearance.
- When unable to establish and maintain uninterrupted direct two-way R/T communication, no aircraft may enter controlled airspace.
- Once safely airborne into the aerodrome circuit, the pilot is to inform ATC. In addition, pilots are to remain WEST of the extended centreline RWY 17/35 until ATC issues a clearance to cross. This crossing clearance across the extended centreline of RWY17/35 can be issued by ATC prior to lift-off from the heliport, provided traffic allows for it.
- Helicopters will comply with the directions and routings as indicated by ATC. If an alternate direction of routing is required, the pilot must inform ATC accordingly.
- Once the helicopter has landed safely at Ultimate Heliport, the pilot must immediately inform ATC via R/T that the aircraft is safely on the ground.

Conditions:

- Operations to and from Ultimate Heliport will be subject to Visual Flight Rules requirements for helicopters operating within the ATZ as stipulated in CAR Part 91.06.21(b).
- Pilots must inform ATC of the intended direction for the lift-off. If traffic conflicts are anticipated by ATC from the direction of lift-off of the helicopter, the pilot will be instructed to remain on the heliport until the intended direction of lift-off can be accommodated safely into the aerodrome circuit pattern.

Radio Communication Failure:

- In the event of a radio communication failure the pilot is to maintain VFR and own separation from circuit traffic and arrival/departure IFR traffic. Squawk A7600, clear controlled airspace (ATZ) by the shortest route and remain clear of controlled airspace until appropriate communication with ATC can be re-established. Alternatively, land at a suitable airfield/area and advise ATC via telephone.
- On landing, confirmation of landing must be relayed to the tower. If unable to establish communications, the pilot must telephone Grand Central Tower.
- On departure, the pilot will circle back to land and as soon as possible inform Grand Central Tower via telephone.

Unmanned Procedures:

- Unmanned aerodrome procedures and TIBA procedures will apply outside of ATS Hours of duty.

Obstacle and hazards within the proximity of Ultimate Heliport:

- There are buildings WEST of the heliport and a medium fence to the EAST, tower take-offs and landings are possible. Pilots to exercise proper planning before any flights are undertaken.
- Obstacles such as the windsock, fence and buildings are close to the heliport, a good look out is required before landing and take-off.
- Pilots to take-off and approach avoiding flying low level over the N1 Highway, to the EAST there is a Quarry, to the SOUTH there is a sign board and pole. Pilots are advised to consider these obstacles during the flight operations in and around the heliport.

Flight Operations:

- Approach and departure profiles to be executed with reference to 010°/225° and 045°/190° respectively, with consideration to above all safely.
- Pilots to exercise extreme caution when operating within the helipad area since it is within an industrial area and the N1 highway. Cars travelling NORTH and SOUTH must be taken into consideration during any flying activity.
- Pilots to be on the lookout for loose objects while operating within the helipad especially during start-ups and shutdowns.

Approaching the Heliport from the SOUTH:

- Follow the N1 Highway at all times keeping to the EAST of the N1 Highway 6000FT ALT. Establish two- way radio communication with Grand Central Tower on frequency 122.80MHz while over the Buccleuch Interchange 1.5 nautical miles from the Heliport. Pilots are requested to remain clear of the Waterfall Islamic Institute to the West of the Highway at all times.

Approaching the Heliport from the NORTH:

- Establish two- way radio communication with Grand Central Tower when overhead the Shell Garage on the N1 Highway on frequency 122.80MHz. Pass to the WEST of the extended centreline of runway 17 and establish approach for the Heliport. Pilots are requested to remain clear of the Waterfall Islamic Institute to the West of the Highway at all times.

Approaching the Heliport from the WEST:

- Establish two- way radio communication with Grand Central Tower when at the edge of Grand Central airspace on frequency 122.80MHz.

Approaching the Helipad from the EAST:

- Establish two-way radio communication with Grand Central Tower when at the edge of Grand Central airspace on frequency 122.80MHz.

Pilots are advised to use own discretion when using this helipad as unforeseen circumstances such as bad weather, sudden changes of wind direction and obstacles around the helipad can be of interference.

Take Off:

- Extreme caution need to be taken when taking-off to the NORTH since not all aircraft have the same performance with regard to getting a safe height before crossing the road. Caution to be exercised because of powerlines that follow the road to the EAST. When taking off to the WEST, caution must be taken because of the sign board and pole. Please note that taking off which requires crossing of the N1 Highway, must be avoided if possible.



DIRECTOR OF CIVIL AVIATION