

SOUTH AFRICAN



CIVIL AVIATION  
AUTHORITY

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# REPUBLIC OF SOUTH AFRICA

CIVIL AVIATION AUTHORITY

## AERONAUTICAL INFORMATION CIRCULAR

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**AIC**  
19-2  
06-09-01

### GENERAL

#### SPECIAL AIR EVENTS

#### OPERATIONS AT FLYPASTS AND DEMONSTRATION FLIGHTS

##### Introduction

*It has become increasingly clear that the procedures regarding flight operations in relation to flypasts and demonstration flights off airfields over built areas and assemblies of people are not correctly understood and therefore not always complied with in all respects. The intent of this AIC is to clarify the issue in this regard. It must be reiterated that the onus to comply with the statutory requirements rests with the operator. The risks and legal liabilities implicit to non-compliance with such requirements must be clearly understood by the organising entity.*

##### 1. In the case of general management related issues;

###### 1.1 Requirements

*The aircraft operator of the event shall -*

- (a) Apply to CAA for individual approval for the particular event.*
- (b) Ensure that the aircrew involved meet the requirements as laid out in paragraph 1.3 below (General Rules).*
- (c) Obtain approval from the Local Authority for the event.*
- (d) Obtain Central Airspace Management Unit (CAMU) approval for the flexible use of the airspace.*
- (e) Submit the approval/Request from the event organiser.*
- (f) Submit the plan as per paragraph 1.3 (f).*

**Note:** *Approval documents as per paragraphs (c) to (d) are to be submitted with the application to the CAA.*

###### 1.2 Conditions of Approval

*The approval for execution of the flypast or demonstration flight shall be granted by CAA on condition that –*

- (a) The proposed plan has been submitted to the CAA for the approval as described in paragraph 1.3 below (General Rules).*
- (b) The approval shall be a one-time approval i.e. for the particular event, at a particular venue.*

The organiser must note that -

- (a) Pilots conducting such events shall be in possession of the following ratings;
  - (i) A valid display rating on type
  - (ii) For formation events, the formation leader shall be an experienced formation leader having lead a formation of similar size and complexity. The formation wingman shall hold applicable display ratings and for manoeuvring requiring more than a normal turn, shall hold aerobatic ratings on type with a display rating of 500 FT or lower.
  - (iii) Where possible, the formation shall operate on a separate formation frequency.
- (b) Single aircraft and formations are to hold at a minimum of 1000 FT above the highest obstacle (AHO) in the holding area. When planning holding areas, the pilot or formation leader is to take into account;
  - (i) Suitable emergency landing fields.
  - (ii) Run- in direction over densely populated areas.
  - (iii) Location of other air traffic zones in the vicinity.
- (c) No manoeuvring or formation position changes may be done once leaving the holding area until the flypast or demonstration flight is completed and the minimum height of 1000 FT AHO is obtained. To avoid highly populated areas or high obstacles in the run-in path, formations may plan turns of no more than 20 degrees and single aircraft may plan turns of no more than 30 degrees on the run-inn.
- (d) Flypast or demonstration flights shall be flown at maximum cruise power setting or higher, to ensure sufficient energy for manoeuvring or emergency landings. Formations are to fly at the maximum power settings applicable to the type of aircraft in the formation. In mixed type formations, the slowest or least manoeuvrable aircraft type should lead the formation. Fast jet aircraft are to fly at their best manoeuvring speed in compliance with ATC speed restrictions and approval, however not faster than Mach 0.90.
- (e) Height Limitations;
  - (i) Single engine aircraft and formations shall not descend lower than 500 FT AHO over the venue.
  - (ii) Multiple engine aircraft, capable of maintaining height with one engine inoperative and being able to climb back to a circuit height, may descend to 300 FT AHO on the run-in. Multi engine aircraft not capable of sustained level flight with one engine inoperative shall, be restricted to a minimum height of 500 FT AHO.
- (f) A plan showing the holding areas, run-in directions and suitable emergency landing areas is to be submitted prior to approval being given for the event.

