

	REPUBLIC OF SOUTH AFRICA CIVIL AVIATION AUTHORITY	CAA Private Bag x08 Waterkloof 0145
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OPERATION OF AIRCRAFT.

SAFETY.

AIRCRAFT ACCIDENTS AT LICENCED AND UNLICENCED PRIVATE AERODROMES.

- 1 Indicates changes.*
- 1.1 This AIC replaces AIC 21A10 dated 94-01-15.*
- 2. Due to an increase in the number of aircraft accidents at private aerodromes, it has become necessary to draw the attention of all concerned to the fact that the circumstances under which such aerodromes may be used, as well as the physical condition of such aerodromes requires careful consideration before planning flights to such aerodromes.*
- 3. Pilots are reminded that prior permission to operate in and out of private aerodromes must be obtained from the licence holder or owner and that such permission does not absolve the pilot from his responsibility to ensure that such aerodromes are in fact suitable and safe for use by the particular aircraft being flown.*
- 4. Other factors which should be considered when using private aerodromes are the following:-**
- 4.1 Length of runway compared to the requirements of the aircraft;*
- 4.2 The condition of the runway surface; during wet conditions the braking action may be poor and during dry seasons strong winds may cause sandy surfaces to become very uneven;*
- 4.3 The length of grass cannot be accurately judged from the air and the surface under the grass may be dangerous;*
- 4.4 Depth of motorcar tracks across or alongside landing strips are often deceptive;*
- 4.5 Damage which may be caused by rodents overnight may not be easily observed from the air;*
- 4.6 Unserviceable portions of landing strips may not be marked.*
- 5. All concerned are warned in their own interest not to make use of private aerodromes unless they have satisfied themselves that such aerodromes are safe in all respects.*

COMMISSIONER FOR CIVIL AVIATION