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**AIR TRAFFIC AND NAVIGATION SERVICES**

**GENERAL**

**3NM RADAR SEPARATION MINIMUM WITHIN THE JOHANNESBURG TERMINAL CONTROL AREA**

**1. Introduction**

- 1.1 This AIC provides information on the implementation of a 3NM Separation Minimum within the Johannesburg Terminal Control Area (TMA).
- 1.2 The growth of air traffic within the Johannesburg TMA (OR Tambo International, Lanseria, Grand Central and Wonderboom) has put a lot of pressure on ensuring a safe, orderly and efficient flow of air traffic within the confines of controlled airspace.
- 1.3 A Safety Assessment for the implementation of a 3NM Radar Separation Minimum within the Johannesburg TMA was approved by the Director of Civil Aviation.

**2. Implementation and Flight Crew Requirements**

While the proposed introduction of 3NM Radar Separation would not in itself facilitate many more aircraft into the airports below the TMA, it would certainly improve airport utilisation, help satisfy greater user demands and, importantly, assist minimising fuel usage for commercial traffic and ensure a safer operation within the Johannesburg TMA. Capacity within the TMA should be increased.

**3. Implementation is planned to commence on 01 October 2012**

- 3.1 **RCP (Required Communication Performance): Crews will be required to read back and initiate any clearance or instruction within 22 seconds of this being issued by the controller. If ATC observes that the crew did not initiate the clearance within the prescribed time frame, they will need to query this with the crew and possibly issue an alternate clearance.**
- 3.2 **Flight crews and ATC's shall report any excessive wake turbulence experienced or reported to them in compliance with SSI's.**

**4. Conclusion**

- 4.1 The application of 3NM separation standards can be accepted as safe and efficient. Air Traffic handling processes have matured with data management being much improved compared with when 3NM separations were first introduced worldwide. Technical maturity has proved itself with minimal failures which are not covered by some form of redundancy.
- 4.2 The Introduction of 3NM radar separation standards within the Johannesburg TMA will not only support the the greater airspace efficiency and capacity, but will enhance safety through surveillance controlled separation, sequencing and positioning of protected flights.



**DIRECTOR OF CIVIL AVIATION**