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AIR NAVIGATION SERVICES

SPECIAL PROCEDURES

JOHANNESBURG SPECIAL RULES AREA

➤ Indicates changes.

➤ This AIC replaces AIC 45-1 dated 03-10-15.

1. INTRODUCTION

The National Airspace Committee has recommended that an article be published to create greater awareness amongst the users of the Johannesburg Special Rules Area. The Johannesburg Special Rules Area was created in an attempt to enhance safety below the Johannesburg TMA where a large volume of air traffic is concentrated with both vertical and lateral restrictions.

Special Rules Area is defined as airspace other than restricted airspace where special (non standard) rules are applied to promote safety, efficiency and orderliness outside of controlled airspace. This is consequent with the ICAO recommendation.

➤ **2. JOHANNESBURG SPECIAL RULES AREA**

The area below the Johannesburg TMA has been divided into three sectors known as the Eastern, Southern and Western sectors. These sectors each have their own frequency in order to minimize frequency congestion. Aircraft in the Eastern sector should maintain a listening watch and broadcast regular position reports on frequency 125.4 MHz. Aircraft in the Southern sector should maintain a listening watch and broadcast regular position reports on frequency 125.6 MHz. Aircraft in the Western sector should maintain a listening watch and broadcast regular position reports on frequency 125.8 MHz.

➤ **3. RULES APPLICABLE WITHIN THE JOHANNESBURG SPECIAL RULES AREA**

The name of the area indicates that special rules are applicable and need to be followed to obtain the desired results. The special rules are presented hereunder in order to promote their use:

Aircraft shall avoid controlled airspace unless a joining clearance has been obtained from Air Traffic Control.

Pilots shall comply with Traffic Information Broadcast by Aircraft (TIBA) in the Sectors.

Pilots shall comply with all procedures laid down for the area.

Flights must be conducted at an indicated airspeed not exceeding 180 knots.

VFR flights operating from or to aerodromes situated within the Johannesburg Special Rules Area must not exceed 7500 FT ALT (Johannesburg QNH). Pilots wishing to exceed 7500 FT ALT must comply with the normal procedures for obtaining a clearance to enter controlled airspace.

It is recommended that aircraft have their landing lights switched on.

VFR flights on magnetic tracks between 090° M and 269° M inclusive must operate at 7000 FT ALT (Johannesburg QNH).

VFR flights on magnetic tracks between 270° M and 089° M inclusive must operate at 7500 FT ALT (Johannesburg QNH).

All VFR flights unable to comply with the altitudes as laid down shall operate at or below 6500 FT ALT, (Johannesburg QNH). All VFR flights are, however, required to comply with the Civil Aviation Regulations 1997, (General operating and Flight Rules) Part 91, Regulation 91.06.32, Minimum Heights.

By virtue of the fact that uncontrolled VFR aircraft are to remain below the Johannesburg and Waterkloof TMAs, radar separation and information provided to aircraft operating within the Johannesburg and Waterkloof TMAs will only take known identified targets into account.

For the information of those aircraft operating within the Johannesburg and Waterkloof TMAs, unidentified unknown targets, performing as expected for general aviation within the confines of the Johannesburg Special Rules Area will be deemed to be separated from aircraft operating within the aforementioned TMAs by these procedures as opposed to radar.

Pilots operating below the TMAs in the Special Rules Area should therefore ensure that they do not exceed the applicable altitude restrictions as stipulated.

All aircraft wishing to enter the Buffer Zone must communicate with Johannesburg Information on 119.5 MHz between the hours of 0430 – 1600 UTC and between the hours of 1600 – 0430 UTC must communicate with Johannesburg Area on 126.7 MHz.

Pilots are also advised to communicate with Johannesburg Information on 127.4 MHz should they have no reply on 119.5 MHz when trying to establish contact during their stipulated hours of duty as mentioned.

4. CO-ORDINATES AND DIMENSIONS OF THE JOHANNESBURG BUFFER ZONE

The Buffer Zone extends from a point on the Rand ATZ, South and East of the Johannesburg CTR to a point on the Waterkloof CTR. The co-ordinates related to this Buffer zone are as follows:

- (a) From a point bound at position S26°19'52.00" E028°08'17.00" thence a straight line to a point at S26°22'05.00" E028°06'40.00"
- (b) Thence a straight line to a point at S26°27'07.00" E028°10'35.00"
- (c) Thence a straight line to a point at S26°25'03.00" E028°16'25.00"
- (d) Thence a straight line to a point at S26°17'53.00" E028°23'18.00"
- (e) Thence a straight line to a point at S25°58'00.00" E028°27'34.00"
- (f) Thence a straight line to a point at S26°00'02.00" E028°23'44.00"
- (g) Thence a straight line to a point at S26°16'32.00" E028°20'14.00"
- (h) Thence a straight line to a point at S26°22'32.00" E028°14'29.00"
- (i) Thence a straight line to a point at S26°23'32.00" E028°11'39.00"
- (j) Thence a straight line to a point at S26°20'39.00" E028°09'40.00"
- (k) Thence a straight line back to the starting point at S26°19'52.00" E028°08'17.00"

The Buffer zone is situated within 3NM of the Johannesburg CTR and its vertical limits are calculated from ground to 7500 feet altitude. It extends from a point on the Rand ATZ, South and East of the Johannesburg CTR to a point on the Waterkloof CTR. Traffic routing outside of the Buffer Zone while flying in the special rules area, and routing from west to east or vice versa, need to identify the following landmarks as visual reference points which includes an approximate distance outlining the boundary extremity of the Buffer Zone in order to remain clear of this airspace.

NOTE – Items 1 and 7 listed below indicate the beginning of the Buffer Zone which borders on the Johannesburg CTR boundary extremity:

- 1. Intersection of the Sybrand van Niekerk Freeway and Kliprivier Drive interchange
- 2. South of the Kliprivier station
- 3. S/SE of the R550 and Ergo Slimes Dam
- 4. S/SE of the R23 / Alberton road interchange
- 5. East of Kwa-Thema
- 6. East of the Garsfontein / Pretoria road junction
- 7. Intersection of the Delmas road (R50) and Pretoria Road (R51)

NOTE:

Due to the nature of their operations Traffic Patrol helicopters have been granted dispensation by the CAA to operate over the Greater Johannesburg area, as and when required, without complying with the recommendations in so far as separation below the Johannesburg TMA. Frequent position reports will be made by the helicopters involved in the abovementioned operations. Times of operations will normally be between 0430-0800 UTC and 1400-1530 UTC daily.

The following procedures for flights in the Wonderboom/Waterkloof environs are to effect separation between civil and military aircraft:

Aircraft flying between Wonderboom Airport and aerodromes East and South-East of Wonderboom must proceed East of Mamelodi Township to assure separation from aircraft taking off from Waterkloof. Where a pilot wishes to fly between Mamelodi Township and Waterkloof CTR, clearance must be obtained from Air Traffic Control at Waterkloof on frequency 124.1 MHz.

Unless otherwise directed by Air Traffic Control all circuits at Grand Central airport and any other aerodrome in the Special Rules Area must be flown in a direction away from the Johannesburg CTR.

A continuous listening watch must be maintained on the appropriate frequency.

Aircraft operating to/from FABB must do so within the segment of the Johannesburg CTR between straight lines joining Ergo slime dam/FABB and O R Tambo International at or below 6 000 FT ALT (FAJS QNH).

Pilots of aircraft equipped with transponders are advised to obtain SSR codes from Johannesburg Information on first contact.

5. **CONCLUSION**

The SACAA encourages all users of the Special Rules Area to adhere to the special rules published and in so doing create a safer environment in which to fly. Any suggestions to improve the special rules are welcomed by the SACAA.

A handwritten signature in black ink, appearing to read 'S. M. M. act', written over a horizontal line.

COMMISSIONER FOR CIVIL AVIATION