

PROPOSAL FOR THE AMENDMENT OF DOCUMENT SA-CATS 172 ISSUED UNDER THE CIVIL AVIATION REGULATIONS, 2011

PROPOSER

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PROPOSER'S INTEREST

The proposer has been established in terms of the Civil Aviation Act, 2009 (Act No. 13 of 2009), to control and regulate civil aviation in South Africa and to oversee the functioning and development of the civil aviation industry, and, in particular, to control, regulate and promote civil aviation safety and security.

GENERAL EXPLANATORY NOTE

Words in **[bold and square brackets]** indicate deletions from the existing regulations. Words underlined with a solid line indicate insertions in the existing regulations.

1. PROPOSAL FOR AMENDMENT OF DOCUMENT SA-CATS 172 Annexure F

1.1 It is hereby proposed to amend Document SA-CATS 172 Annexure F by—:

(a) the substitution for the definition of “free text message” of the following definition:

Section 1 : Definitions and abbreviations

“ ‘Free text message’ part of a message that does not conform to any standardized element. standard message element in the **[PANS-ATM (Doc 4444)]** Section 10 of this document.”;

(b) the substitution for the definition of “Non-precision approach (NPA) procedure” of the following definition:

“ ‘Non-precision approach (NPA) procedure’: An instrument approach procedure designed for 2D instrument approach operations Type A.

[Note: Non-precision approach procedures may be flown using a continuous descent final approach technique (CDFA). CDFA with advisory VNAV guidance calculated by on-board equipment (See PANS-OPS (Doc 8168), Volume I, Part I, Section 4, Chapter 1, paragraph 1.8.1) are considered 3D instrument approach operations. CDFA with manual calculation of the required rate of descent are considered 2D instrument approach operations. For more information on CDFA refer to Section 1.7 and 1.8.]”;

(c) the substitution for the definition of “Precision approach (PA) procedure” of the following definition:

“ ‘Precision approach (PA) procedure’ means An instrument based on navigation systems (ILS, MLS, GLS and SBAS Cat operations Type A or B

[Note: Refer to Annex 6 for instrument approach operation types.]”;

(d) the substitution for the definition of “Mode (SSR Mode)” of the following definition:

“ ‘Mode (SSR Mode)’ means [The] the conventional identifier related to specific functions of the interrogational signals transmitted by an SSR interrogator. [There are four modes specified in Annex 10: A, B, C, S and intermode].”;

(e) the substitution for the definition of “RNAV specification” of the following definition:

“ ‘RNAV specification’ means a navigation specification based on area navigation that does not include the requirement for performance monitoring and alerting, designated by the prefix RNAV, e.g. RNAV 5, RNAV 1.

[Note: The performance-based Navigation Manual (Doc 9613), Volume II contains detailed guidance on navigation specifications.]”;

(f) the substitution for the definition of “standard message element” of the following definition:

“ ‘Standard message element’ means Part of a message defined in the [PANS-ATM (Doc 4444)] Section 10 of this document, in terms of display format, intended use and attributes.”;

(g) the substitution in Chapter 3 for section 1.2.1 of the following section:

Section 2 : Air Traffic Services

Chapter 3

1.2 Capacity Assessment

1.2.1 In assessing capacity values, factors to be taken into account should include the following:

(f) Any other factor or element deemed relevant to controller workload.

[Note: Summaries of techniques which may be used to estimate control sector/ position capacities are contained in the “Air Traffic Services Planning Manual” (Doc 9426).]

(h) the substitution in Chapter 13 for section 4.2.2 of the following section:

Chapter 13: Meteorological Liaison Procedures

4.2 Data link ATIS (D-ATIS) Broadcast

4.2.2 Where real-time meteorological information is included but the data remains within the parameters of the significant change criteria, the content, for the purpose of maintaining the same designator, shall be considered identical.

[Note: Significant change criteria are specified in ICAO Annex 3, paragraph 4.3.4.]

(i) the substitution in Chapter 15 for section 3.1 of the following section:

Chapter 15

3. Classification of VDF Equipment

3.1 **[According to ICAO Doc. 9426, ATS Planning Manual, Chapter 6, III-1- 6-1,b]** Bearings shall be classified as follows:

(a) Class A - Accurate within plus minus 2 degrees;

(b) Class B - Accurate within plus minus 5 degrees;

(c) Class C - Accurate within plus minus 10 degrees

(j) the substitution in section 3, Chapter 1, of paragraph 3.5.1.1 of the following paragraph:

“Section 3

Chapter 1:

3.5 Runway Visual Range (RVR)

3.5.1.1 (a) Instrumented Technique

In this case the use of a transmissometer to measure the transmittance of the atmosphere or a forward-scatter meter to measure the atmospheric extinction coefficient which is then displayed in the tower giving digital read-outs of RVR in meters.

[Note: The instrumented technique shall comply with the requirements of observing and reporting as specified in Annex 3 and ICAO Manual of Runway Visual Range Observing and Reporting Practices (Doc 9328).]”;

- (k) the substitution in Section 3, Chapter 1, 3.6.3.1 for paragraphs (b); (c) and (i) of the following paragraphs:

“3.6.3.1(b) At the intersection of taxiways, an aircraft or vehicle on a taxiway shall not be permitted

to hold closer to the other taxiway than the holding position limit defined by a clearance bar, stop bar or taxiway intersection marking according to the specifications in **[Annex 14, Volume I, Chapter 5.] SA-CATS 139**

(c) The longitudinal separation on taxiways shall be as specified for each particular aerodrome by the appropriate ATS authority. This separation shall take into account the characteristics of the aids available for surveillance and control of ground traffic, the complexity of the aerodrome layout and the characteristics of the aircraft using the aerodrome.

[Note: The Manual of Surface Movement Guidance and Control Systems (SMGCS) (Doc 9476) provides guidance on surface movement guidance and control components and procedures for low visibility operations.]

3.6.3.1 (i) Observing and the reporting of RVR according to **[Doc 9328.] 3.5 of this chapter.**”;

- (l) the substitution in Section 3, Chapter 1, 3.6.4.4 of paragraph (i) of the following paragraph:

3.6.4.4 (i) Any other relevant procedures or requirements.

[Note: Further information regarding the requirements for low visibility operations can be found in the Air Traffic Services Planning Manual (Doc 9426) And the All Weather Operations Manual (Doc 9365).]

- (m) the substitution in Section 3, Chapter 1, 4.1.4.1 of paragraph (c) of the following paragraph:

“4.1.4.1 (c) In all cases inform the aircraft of the runway incursion or obstruction and its location in relation to the runway.

[Note: Animals And flocks of birds may constitute an obstruction with regard to runway operations. In addition, an aborted take-off or a go-around executed after touchdown may expose the aeroplane to the risk of overrunning the runway. Moreover, a low altitude missed approach may expose the aeroplane to the risk of a tail strike. Pilots may, therefore, have to exercise their judgement in accordance with Annex 2, 2.4 concerning the authority of the pilot-in-command of an aircraft.]”;

- (n) the substitution in Section 3, Chapter 1 for 4.1.4.2 of the following:

“4.1.4.2 Pilots and air traffic controllers shall report any occurrence involving an obstruction on the runway or a runway incursion.

[Note 1: Information regarding runway incursion and reporting forms together with instructions for their completion are contained in the Manual on the Prevention of Runway Incursions (Doc9870). Attention is drawn to the guidance for analysis, data collection and sharing of data related to runway incursions (see Chapter 5 of Doc 9870).

Note 2: The provisions in 7.4.1.4.2 have the objective of supporting the State’s safety programme and safety management system (SMS).]”;

(o) the substitution in Section 3, Chapter 1, for 4.7.1 of the following:

“4.7.1 Except as provided in paragraph 4.5.2 or as prescribed by the appropriate ATS authority, aircraft shall not be held closer to a runway-in-use than at a runway-holding position.

[Note: Runway-holding position locations in relation to runways are specified in Annex 14, Volume I, Chapter 5.]”;

(p) the substitution in Section 3, Chapter 4, for 2 of the following:

“Chapter 4: Use of Surveillance Systems in Aerodrome Control Services

2. Use of Advanced Surface Movement Ground Control Systems (ASMGCS)

[Note: Requirements concerning the provision of Surface Movement Radar (SMR) are contained in Annex 14, Volume I, Chapter 8. Guidance material on the use of SMR is contained in the Air Traffic Services Planning Manual (Doc 9426), Part II.]”;

(q) the substitution in Section 6, Chapter 4, for 15.2 of the following:

“Section 6

Chapter 4: Longitudinal Separation

15.2 Speed control instructions shall remain in effect unless explicitly cancelled or amended by the controller.

[Note: Cancellation of any speed control instruction does not relieve the flight crew of compliance with speed limitations associated with airspace classifications as specified in Annex 11 — Air Traffic Services, Appendix 4]”;

(r) the substitution in Section 7, Chapter 6, for 22.1 of the following:

“Section 7

Chapter 6: ATS Surveillance System Separation Minima

22.1 SLOP are approved procedures that allow aircraft to fly on a parallel track to the right of the centre line relative to the direction of flight. An aircraft's use of these procedures does not affect the application of prescribed separation standards.

[Note 1: Annex 2, 3.6.2.1.1, requires authorization for the application of strategic lateral offsets from the appropriate ATS authority responsible for the airspace concerned.]";

(s) the substitution in Section 8, Chapter 1, for 1.3 of the following:

"Section 8

Chapter 1: General Operating Procedures

[1.3 The phraseology in this section is based on the standards and recommended practices contained in ICAO Annex 10, Volume 2 PANS-ATM, Document 4444 and ICAO Document 9432 to ensure, as far as possible, reliable and unambiguous communication between air and ground stations regardless of the native tongue of the users.]";

(t) the deletion in Section 8, Chapter 2, of the Note in 3.1 as follows:

Chapter 2: Standard Phraseology

3. Approach Control Service

3.1 Departure Instructions

[Note: Conditions associated with the use of these phrases are in Part III, 12.2. (Doc 4444).]

(u) the substitution in Section 9, Chapter 2, 3.2.2 of paragraph (b) of the following paragraph:

"Section 9

Chapter 2: Unlawful Interference (Hijack) and Aircraft Bomb Threat

3.2.2(b) Proceed In accordance with applicable special procedures For in-flight contingencies, where such procedures have been established, **[and promulgated in the Regional Supplementary Procedures (Doc 7030)]**";

(v) the substitution in Section 10, Chapter 3, for 6.2 of the following:

"Section 10

Chapter 3 :Categories of Messages

6.2 Origination of movement, service and flight information messages for purpose other than air traffic services (e.g. operational control) shall **[except as provided for in Annex 11, 2.15,]** be the responsibility of the airspace user.";

(w) the substitution in Section 10, Chapter 3, 8.1, for the Note of the following:

“8.1 This shall consist of the appropriate two-letter Priority Indicator for the message as shown in parentheses for the appropriate category of message in this chapter.**[Section 9, Chapter 3, paragraph 3.**

Note: [It is prescribed in Annex 10 (vol. ii, chapter 4) that t] The order of priority for the transmission of messages in the AFTN shall be as follows:”;

- (x) the substitution in Section 10, Chapter 3, 9.2, for subparagraph (iii) of the following subparagraph:

“9.2 (iii) “YYY” in all other case;

[Note: A list of ICAO three-letter designators is contained in DOC 8585 - Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services.]”;

- (y) the deletion in Section 10, Chapter 5, 1.6 of Note 4 as follows:

“Chapter 5: Flight Plan Form

1.6 Item10-Equipment and Capabilities

[Note 4: If the letter R is used, the performance based navigation levels that can be met are specified in Item 18 following the indicator PBN/. **[Guidance material on the application of performance based navigation to a specific route segment, route or area is contained in the Performance- Based Navigation Manual (Doc 9613).]”;**

- (z) the substitution in Section 10, Chapter 5, 1.7, for Item 13 of the following:

“1.7 Item13 -Departure Aerodrome and Time (8 characters)

The following provisions are applicable to Item 13: Insert the ICAO four-letter location indicator of the Departure aerodrome **[as specified in Doc 7910, Location Indicators,].”;**

- (aa) the deletion of the Note in Section 10, Chapter 5, 1.8.1, as follows:

“1.8.1 ATS ROUTE (2 TO 7 CHARACTERS)

[Note: Provisions for the application of route designators are contained in Annex 11 appendix 1, whilst guidance material on the application of an RNP type to a specific route segment, route or area, is contained in the Manual on Required Navigation Performance (RNP) (Doc 9613).]”;

- (bb) the substitution in Section 10, Chapter 5, 1.9, for Item 16 of the following Item:

“1.9 Item 16 - Destination Aerodrome and Total Estimated Elapsed Time, Alternate Aerodrome(s)

Insert the ICAO Four-letter location indicator of the destination aerodrome **[as specified in Doc7910,Location Indicators,]** followed (without a space) by the total estimated elapsed time,

Insert the ICAO four-letter indicator(s) of not more than two destination alternate aerodromes, **[as specified in Doc 7910,]** Location Indicators, separated by a space”;

(cc) the substitution in Section 10, Chapter 5, 1.10, Item 18, for the provision relating to RALT as follows:

“1.10 Item 18 - Other Information

RALT/

ICAO four letter indicator(s) for en-route alternate(s), **[as specified in Doc 7910,Location Indicators]**, or name(s) of en-route alternate aerodrome(s), if no indicator is allocated. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described in DEP/ above.”

(dd) the substitution in Section 10, Chapter 5, 1.10, Item 18, for the provision relating to TALT as follows:

TALT/

ICAO four letter indicator(s) for take-off alternate, **[As specified in Doc 7910,Location Indicators]**, or name of take- off alternate aerodrome, if no Indicator is allocated .For aerodromes Not listed In the relevant Aeronautical Information Publication, Indicate location in LAT/LONG Or bearing and distance from the nearest significant point, as described in DEP/ above.

(ee) the substitution in Section 11, Chapter 2, 1.2, for paragraphs (q) and (r) of the following paragraphs:

“Section 11

Chapter 2: NOTAM

1.2 (q) Significant changes in the level of protection normally available at an aerodrome for rescue and fire fighting purposes. NOTAM shall be originated only when a change of category is involved and such changes of category shall be clearly stated . **[(see ICAO Annex 14, Volume 1, Chapter 9, and Attachment A, Section 17);]**

(r) Presence or removal or significant changes in hazardous conditions due to snow, slush, ice or water on the movement area;

[Note: Notifications of such conditions as in paragraph (r) is to be made preferably by use of the SNOWTAM format or the NOTAM code (Doc 8400) and plain language.]”;

(ff) the substitution in Section 11, Chapter 2, for 2.8 of the following:

“2.8 Location indicators included in the text of a NOTAM shall be those [contained in Location Indicators (Doc 7910).] as published in the AIP.”;

(gg) the deletion of Note 1 and Note 2 in Section 11, Chapter 2, 3.5 as follows:

“3.5 NOTAM transmitted over the international telecommunication service shall be composed in the ICAO NOTAM code complemented by ICAO abbreviations, indicators, identifiers, designators, call sign, frequencies, figures and plain language.

[Note 1: The ICAO NOTAM code and ICAO abbreviations are those contained in ICAO abbreviation and Codes (Doc 8400).

Note 2: A SNOWTAM may be used for information relating to snow, slush, ice, and standing water associated with snow, slush, and ice on the movement area.]”;

(hh) the substitution in Section 12, Chapter 1, 1.1, for paragraph (f) of the following paragraph:

“SECTION 12

Chapter 1: Introduction

(f) publication service: the publication of flight and flow data for access by authorized subscribers.

[Note: Further details on the restrictions and constraints can be found in the Manual on Flight and Flow — Information for a Collaborative Environment (FF-ICE) (Doc 9965).]”;

(ii) the deletion of Note 3 in Section 12, Chapter 3, 3.3, paragraph (c) as follows:

“Chapter 3: Flight And Flow — Information for a Collaborative Environment (FF-Ice) Messages

3.3 (c) [Note 3: Information on data items requiring translation and guidance on the use of algorithms to minimize loss of data during translation are contained in the Manual on Flight and Flow Information For a Collaborative Environment (Doc 9965).]”;

(jj) the deletion in Section 12, Chapter 3, 3.4, Table 12-1, of Note 2 as follows:

“3.4 It is not the intention that personnel involved in the provision and use of the FF-ICE services see the whole content of FF-ICE messages, the majority of which are to be generated by computer systems. However, flight plan information shall be displayed or made available for verification, coordination and necessary modifications by those personnel, such as flight operations officer or flight data processing officer.

Table 12-1. Standard Flight and Flow — Information for a Collaborative Environment (FF-ICE) Messages

[Note 2: Specific details on FF-ICE messages including content, format and data conventions are described in the Manual on Flight and Flow — Information for a Collaborative Environment (Doc 9965)];

(kk) the deletion of the Note in Section 12, Chapter 4, 4.2.2 (e) as follows:

“CHAPTER 4

4.2.2 (e) destination aerodrome. **[Note: Provisions on the generation and use of a GUF are contained in Annex 10— Aeronautical Telecommunications, Volume II —Communication Procedures including those with PANS status.];**

(ll) the deletion of Note 2 in Section 12, Chapter 4, 4.3.2 (b) as follows:

“4.3.2 (b) an FPL to each ATS unit unable to process an eFPL, as directed by the AIP relevant to each airspace the flight is expected to traverse.

[Note 2: Acceptable methods for translating eFPL to FPL can be found in the Manual on Flight and Flow — Information for a Collaborative Environment (Doc 9965).];

(mm) the deletion of the Note in Section 12, Chapter 4, 4.3.3 as follows:

“4.3.3 An eFPL message shall include, as a minimum, the GUF and the flight data items prescribed by the provisions in **[Annex 2, 3.3.2 and]** Section 10 of this manual.

[Note: Provisions on the generation and use of a GUF are contained in Annex 10 — Aeronautical Telecommunications, Volume II — Communication Procedures including those with PANS status.];

(nn) the deletion of Note 2 in Section 12, Chapter 5, 5.1 as follows:

“Chapter 5: Technical and Interoperability Requirement

5.1 FF-ICE services shall make use of information services.

[Note 2: Procedures on information services are contained in the Procedures for Air Navigation Services - Information Management (PANS-IM, Doc 10199).];

(oo) the deletion of the Note in Section 12, Chapter 5, 5.2 (c) as follows:

“5.2 (c) provides a mechanism by which additional flight and flow data and/or FF-ICE messages can be used without affecting global interoperability

[Note: Details on the structure and format of the Flight and flow data elements and FF-ICE messages are contained in the Manual on Flight and Flow — Information for a Collaborative Environment (FF-ICE) (Doc 9965).]

Motivation

The proposal seeks to amend the ICAO-referenced documents currently contained in the South African Civil Aviation Regulations (SA-CARs). At present, these ICAO references are identified in SA-CATS 172 Annexure F. The submission seeks to incorporate the relevant ICAO text into the Regulations, which will limit ambiguity, ensure regulatory clarity and referencing, for enforcement under South African aviation legislation, where necessary.

The amendment does not introduce new technical or operational requirements. Rather, it formalizes ICAO-based provisions within the South African regulatory framework to ensure consistency and facilitate regulatory oversight.