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	NASCOM WORKING PAPER / INFORMATION PAPER*				

APPENDIX B*

NATIONAL AIRSPACE COMMITTEE (NASCOM)

Agenda Item	Proposed Amendment to AIP ENR 2.2: VFR Altitudes and Arrival/Departure Routings within the Port Elizabeth Special Rules Area (SRA)
Proposer	ATNS – FAPE
SUMMARY	
Brief outline and background of content including:	
• Interest of Proposer	To ensure the enhancement of flight safety and traffic deconfliction within the Port Elizabeth Special Rules Area (SRA).
• Status quo	(i) Current VFR routes allow both arrivals and departures at 1500 FT ALT. (ii) Navigation via Kragga Kamma road is ineffective as pilots struggle to identify the landmark, leading to frequent infringements of the Progress Airfield (FAPZ) circuit. (iii) There are duplicate routings in the AIP.
• Recommendation	(i) Establish a 500 FT vertical separation buffer (Arrivals at 2000 FT / Departures at 1500 FT). (ii) Amend the VFR Departures/Arrivals to/from the West to replace Kragga Kamma and Greenbushes with Baywest Mall as the primary visual reference point. (iii) Amalgamate the duplicate routings.
1. INTRODUCTION	
1.1 This Working Paper proposes specific amendments to the Port Elizabeth Special Rules Area (SRA) as published in AIP, Section ENR 2.2, pages 31 to 36.	
1.2 The proposed changes focus on three primary safety enhancements: Standardising VFR arrival altitudes to establish a 500 FT vertical buffer, replacing difficult to see visual reporting points with a prominent landmark (Baywest Mall) to prevent circuit infringements at Progress Airfield (FAPZ), and consolidating duplicate routes.	
2. DISCUSSION	
2.1 Vertical Deconfliction: Currently, the published VFR routes allow for both arrivals and departures to operate at 1500 FT ALT. The newly proposed altitude of 2000 FT ALT for traffic on the VFR arrival route will provide a 500 FT vertical separation from departing traffic, thereby enhancing safety and reducing potential conflicts.	
2.2 Greenbushes to Baywest Mall Amendment: The current VFR routings via the Kragga Kamma road and Greenbushes mast presents significant navigational challenges: Visibility Issues: Pilots are frequently unable to identify the Kragga Kamma road from the air; and Greenbushes mast is difficult to see due to its obstruction light being currently unserviceable. Airspace Infringements: When traffic fails to turn at the Kragga Kamma road as published, aircraft frequently infringe upon the FAPZ (Progress Airfield) circuit traffic, creating a serious safety risk. Improved Reference Point: Baywest Mall is a prominent, easily identified landmark. Utilizing this as a reference point ensures more accurate navigation and avoids the FAPZ circuit.	
2.3 During the amendment of the AIP, duplicate departure and arrival routings in and out of Chief Dawid Stuurman were identified. The amalgamation of these duplicates is necessary to avoid confusion.	
3. ACTIONS PROPOSED*	
It is proposed that NASCOM approves the amendment of AIP ENR 2.2-31 to 2.2-36 as follows:	
3.1 Altitude: Amend VFR arrival routes to 2000 FT ALT; maintain departures at 1500 FT ALT.	
3.2 Routing: Replace "Kragga Kamma Road" and "Greenbushes" with Baywest Mall for West-sector routing.	
3.3 Significant Points: Add Baywest Mall (335706S 0252736E) to the list of Significant Points on page ENR 2.2-36.	
3.4 Amalgamate duplicate routings.	
Please refer to the supporting documents to view the excerpt of the current AIP and proposed AIP amendments.	
4. CONCLUSION	

4.1 These proposed changes have been communicated to the General Aviation (GA) community for input, and the consensus supports these amendments as necessary safety improvements.

This proposal reflects the needs of the local flying community and enhances the overall safety of the Port Elizabeth SRA.

The Committee is requested to approve the amendments for publication in the next available AIRAC cycle.

**Delete which is not applicable*

	SIPHOKAZI MBATHA	17/04/2026
SIGNATURE OF CHAIRPERSON/ SECRETARY NASCOM	NAME IN BLOCK LETTERS	DATE