

ATLANTIC AERODROME

AIRSPACE INTEGRATION & REGIONAL CONTEXT

Date: 10 April 2026

Location: Rondeberg Road, Cape Farm 27-4, near Kalbaskraal

1. EXECUTIVE SUMMARY

This document outlines the airspace integration strategy for the proposed Atlantic Aerodrome. The facility has been strategically located to ensure seamless integration into the existing Western Cape aviation network without requiring any structural changes to current airspace classifications, lateral limits, or vertical limits.

2. AIRSPACE POSITIONING

Atlantic Aerodrome is situated in an optimal location that avoids conflict with major commercial traffic flows while providing safe access for General Aviation (GA) operators.

Airspace Element	Relationship to Atlantic Aerodrome
FA-D200B (Cape Town Flying Training Area)	The aerodrome is located entirely within this area, which extends from Ground (GND) to 4,000 ft.
TMA FACT B	The aerodrome is situated directly beneath this airspace, which extends from 4,500 ft to FL85.
TMA FACT A	The aerodrome is located 5.6 km (3 NM) away from the lateral boundary of this airspace (2,500 ft to FL85).
FACT CTR Boundary	The aerodrome is located 22.3 km (12 NM) away from the Cape Town International Control Zone boundary.

3. REGIONAL PROXIMITY

The aerodrome is positioned at safe distances from all neighboring aviation facilities, ensuring adequate separation for VFR traffic patterns and training operations.

Facility	Distance (km)	Distance (NM)
FACT (Cape Town International Airport)	40.91 km	22.09 NM
FASH (Stellenbosch Airport)	46.66 km	25.19 NM
FAYP (Ysterplaat Air Force Base)	35.44 km	19.14 NM
FAWN (Cape Winelands Airport)	22.53 km	12.17 NM
Morningstar Airfield	19.35 km	10.45 NM
Delta 200 Airstrip	14.83 km	8.00 NM
Altona Airstrip	12.97 km	7.00 NM

4. OPERATIONAL PROCEDURES

To ensure safe coexistence with the surrounding airspace structure, the following operational parameters will be implemented:

- 1 **Circuit Altitude:** The main circuit altitude is established at **1,200 ft ASL**.
- 2 **Joining Altitude:** Traffic joining over the aerodrome will do so at **2,000 ft ASL**. This ensures aircraft remain well below the overlying TMA FACT B (base 4,500 ft) and safely separated from any traffic in the adjacent TMA FACT A (base 2,500 ft).
- 3 **Routing:** Arrival and departure routing will be directed towards FAD 200 and Delta 69, keeping traffic clear of commercial approach paths.
- 4 **Instrument Procedures:** Operations will be conducted under Visual Flight Rules (VFR). There are no immediate plans for instrument procedures (e.g., RNAV/GNSS) that would require complex airspace integration or conflict with existing commercial approach paths.

5. CONCLUSION

The geographical positioning and proposed operational procedures of Atlantic Aerodrome demonstrate a high level of compatibility with the existing airspace structure. The facility can operate safely and efficiently without constraining the operations of neighboring aerodromes or the broader Cape Town TMA.

