

The logo for 'Safety Link' features a stylized blue and gold swoosh that forms a loop, resembling a flight path or a link. The text 'Safety Link' is written in a bold, sans-serif font, with 'Safety' in gold and 'Link' in blue.

# Safety Link

SOUTH AFRICAN



CIVIL AVIATION  
AUTHORITY

A publication of the SA Civil Aviation Authority

THIRD EDITION | 2010

A silhouette of an airplane in flight, viewed from a low angle, against a bright orange and yellow sky. The airplane's wings, tail, and landing gear are clearly visible.

safety  
management  
systems

aeronautical  
decision-making

approved design  
organisations

A close-up of a circular airport light, glowing with a bright orange and yellow light, set against a dark background.

accident risk  
analysis

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## Editorial note



Dear Aviators

We are now well into 2010 and this is the last edition of the Safety Link for this year.

It has been an exciting year with many challenges. Figures from the Soccer World Cup tell us that more than 3.1 million spectators watched the 64 World Cup matches. By 11 June, even before the commencement of the SWC, OR Tambo International Airport had already facilitated over 300 flights and 35 000 international and domestic passengers. Unaudited figures indicate that we processed 4.5 million

passengers and over 52 000 flights between 1 June and 19 July 2010. For most Sunday mornings throughout the World Cup, an aircraft was touching down every two minutes.

The aviation industry can indeed look back on 2010 and celebrate many achievements and successes.

We are also looking back and are happy to report that we successfully hosted the SACAA Annual Safety Seminar on 13 October 2010 at Midrand Conference Centre. This year our focus was on the practical implementation of SMS, as we are now well familiar with the theory. Thank you to all parties involved for making this day a success.

Speaking of SMS, in this edition we focus on the SMS Safety Policy and Objectives, which is indicative of the commitment of Senior Management to continually improve safety. Moreover we look at defining methods, processes and the organisational structure to meet safety goals.

Our Research division has also contributed a very interesting article which explains the correlation between accidents/incidents and the age of a pilot. If you ever thought that it is safer to fly with an older pilot, read this article. The statistics will surprise you.

We also take a look at design organisations and the development of Part 147 in order to ensure safe and sound design. Furthermore, the Testing Standards division of the SACAA introduces the Aeronautical Decision-making Initiative and explains its objectives. Read these articles to stay up to date with the SACAA's latest safety developments. In conclusion, we would like to wish our readers a happy festive season and prosperity for the New Year. Despite our many achievements for this year, let the statistics remind us all to continue striving for aviation safety.

You can also help us attain safer skies by contributing articles to this publication. Readers are invited to share any subject with us that they would like us to cover or success stories that will promote aviation safety. Contributions can be forwarded to [mekoap@caa.co.za](mailto:mekoap@caa.co.za) or [dubem@caa.co.za](mailto:dubem@caa.co.za)

Happy reading! The editorial team



## Safety Management Systems

Written by Sibusiso Ketwa



### Component 1: Safety Policy and Objectives

It goes without saying that the total number of accidents will increase as the industry grows, if the associated risk during operations is not managed to an acceptable level.

While the current rate of accidents in South Africa is decreasing, it is assumed that any increase in the total number of accidents would not be widely acceptable by the general public. The steady improvement in the global accident rate was mostly attributable to improvements to technology, such as the introduction of more reliable engines and navigation systems. Today accidents can be attributed to a number of factors, which includes organisational factors.

As a result of the requirement to constantly manage the safety risk attached to operations, ICAO introduced the concept of safety management systems (SMS), which offers the most promising means of preventing accidents. The regulations governing SMS were signed off in March 2010 by the Minister of Transport and are expected to be promulgated soon. These regulations have been developed to assist you in the implementation of your SMS. In the next few editions of Safety Link we will be sharing some implementation 'tips' while looking at the four components of SMS.

In this edition we look at the first component, Safety Policy and Objectives, which aims to establish a commitment by senior management to continually improve safety as well as to define methods, processes and the organisational structure needed to meet these safety goals.

*You may ask: How do I comply with this? We attempt to answer this in five practical steps.*

### Step 1:

Write and approve a commitment statement and a safety policy (signed by the accountable executive) that contains commitment on at least:

- a. establishing and continually improving the SMS;
- b. making the required human and financial resources available;
- c. ensuring that safety requirements are applicable to all employees, contractors, and partners;
- d. establishing and using formalised and interactive communication avenues;
- e. establishing a reporting mechanism for all stakeholders; and
- f. participating in and supporting the SMS, including setting and measuring safety goals, targets and objectives.

### Step 2:

Document safety accountability measures should be established for managers and all other staff within the organisation. (An organisational diagram can assist). Communicate.

### Step 3:

Appoint key personnel responsible for managing safety (your SMS) and communicate this. Remember that the safety manager and safety officers must meet the minimum regulatory qualification and experience requirements.

### Step 4:

Write the SMS manual and procedures in line with the requirements and integrate them with your system of manuals. Workshop and approve them and communicate to all stakeholders (as usual).

### Step 5:

Review your emergency response plan (ERP) to ensure that it coordinates with all stakeholders (various agencies and internal and external stakeholders).

### Useful Implementation Tips:

1. Make sure you communicate throughout the process of planning, implementation and operation.
2. Do not overcomplicate your procedures. Keep it simple.
3. Use available data for target development. Add new targets as and when new data becomes available.
4. Remember, the main aim of the system is to manage the safety risk of operations to an acceptable level.

## Approved Design Organisations

Written by Pfumelani Ndala

The South African Civilian Aeronautical Design industry is currently growing at a very fast pace. Designers and innovators are waking up to the realisation that products can be made cheaper and, moreover, that many products are easily accessible locally. To top it off, the state of the world economy has also driven the cost of internationally sourced aeronautical parts and products up to such an extent that these are now seen as luxury goods!

We are fortunate that the South African aeronautical design industry is well established, especially because of the military industry and that the same expertise is now being applied to the civilian sector, making growth in civilian design inevitable.

However, with this growth in civilian design, comes the responsibility of the SACAA to ensure safe and sound design. This is where the provisions for the Design Organisation Requirements in terms of Part 147 of the Regulations come in. In a nutshell, there are basically three main reasons for the establishment of organisations which are responsible for the design of aeronautical products and parts. Note that in this article 'products' refer to CLASS 1 products (Airframe, Engine, and Propeller) and 'parts' refer to any part that forms part of the complete aircraft.

1. Establishing a Design Organisation provides the designer with a sense of ownership of his/her product, i.e. it is easier to identify who the design data belongs to in order to curb intellectual property fraud.
2. It enables traceability of the part design in case of general improvements, defects and accident investigations.
3. It ensures the improvement of safety and the acceptance by other authorities, because they know that the design/design change came from an approved entity.

Historically the ADOs were regulated through Part 147. However, these regulations were not strictly enforced and this has led to an inability to account for many products and parts designs once a defect/failure was noted. Continued airworthiness of the design or the design change could also not be traced, as there was no system to ensure maintainability of the design. In order to remedy this and also serve the fast-growing industry, the SACAA is now implementing the Design Organisation Requirements according to which it is compulsory that all designers of aeronautical products and parts or changes thereto should obtain an approval under Part 147. Although these requirements exist in the current regulations, they were not enforced fully until now. The implementation of these requirements brings obvious benefits to the industry and the CAA in terms of safety oversight such as the approval of the ADO's quality system.

In certain cases, the ADO may even be given certain design privileges according to its scope of approval. Full implementation of the Part 147 process is expected to take place within 12 months. Applicants will be given as much support as possible. The application will be a five-phase certification process, much like most of the approval processes of organisations that the SACAA currently has in place. To support the Regulations and Technical Standards, an AIC will be published to guide applicants, which will contain issues such as Application, Scope of Approval and Certifying Personnel requirements. Designers of products or changes thereto are encouraged to apply for this process.

For more information on this subject, contact Ms Pfumelani Ndala, Certification Engineering on [ndalap@caa.co.za](mailto:ndalap@caa.co.za)



## Aeronautical Decision-Making

Written by Darren Samuelson

The Testing Standards Section of the South African Civil Aviation Authority has identified the need for a safety initiative to address the current level of training and testing throughout the industry, in order to ensure that our general aviation (GA) accident rates reduce over the next few years. GA has by far the highest accident rate each year when compared to other sectors. When compiling the agenda for this year's flight instructor conferences, it was unanimously decided to include Aeronautical Decision-Making (ADM) as a topic in order to raise the awareness of flight instructors. It has been extremely well

received and we received numerous letters of appreciation for these conferences. Furthermore, ADM has now become one of the initiatives being explored by GASi.

### What is ADM?

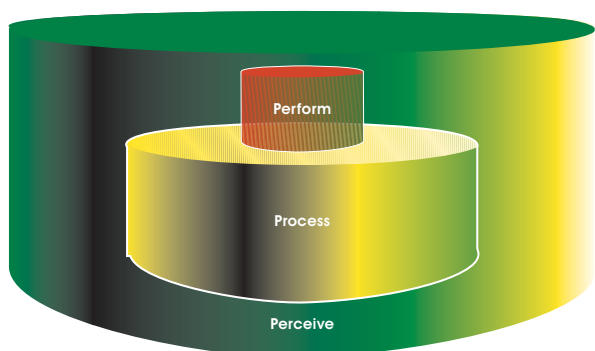
ADM is a tool that can be used by the flight instructor to develop the decision-making ability of a student or pilot. Students learn how to deal with abnormal situations, through the use of scenarios, mnemonics and systematic mental approaches. Every pilot is taught the skill of flying but many are not taught

the art of flying. For example, not all pilots know how to distinguish between errors, control their egos or manage their attitudes.

### The ADM Process

The process is simple; it works on the 3 P basis, being:

1. A pilot's ability to Perceive information;
2. Process the relevant information using the correct mental models and
3. Perform the required task.



Taking into consideration that any situation consists of four vital elements (the Pilot, the Aircraft, the Environment & External pressures) mnemonics such as DECIDE (Detect, Estimate, Choose, Identify, Do, Evaluate) can be taught to make decision-making easier when the need arises.

A simple personal checklist such as the "IMSAFE" checklist can be used by pilots to ensure that they are within acceptable risk limits for the flight.



This process ensures that a continuous loop of decision-making occurs and threats are continuously identified and addressed even after an event /abnormality has taken place.

### Operational Pitfalls

Even if a pilot is aware of everyday operational pitfalls, it can only really assist in reducing the accident rate if the pilot is aware of the serious safety implications attached to them. To change a pilot's perception about flying and aviation safety, he will need to learn. Learning can be described as a result of a change in behaviour and a person's attitude greatly affects the entire process. Peer pressure, Scud Running, Flying outside the Envelope and the old Get-there-itis are proven killers, yet the mindset still exists that pilots can get away with these activities and therefore still attempt them.

### Attitudes

Pilots who have hazardous attitudes are more likely to end up in a life-threatening situation due to the fact that they have the weakness of misjudging threats that could be waiting ahead. It is imperative that pilots are able to recognize a hazardous attitude and apply a mental antidote to change their mindset.

A few examples of hazardous attitudes are:

- Macho  
( I can do it)
- Impulsivity  
(Do something quickly)
- Invulnerability  
(It won't happen to me)
- Anti-authority  
(Don't tell me what to do)
- Resignation  
(What's the use?)



### Error Enhancers

Pilots should be made aware of error enhancers during flight training. Primacy, complacency, cockpit ergonomics, language and cultural differences are only a few items that can greatly enhance the chances of an error occurring. A good flight instructor will always make his student aware of such items for future use. However, it is up to the pilot to remember and apply them.

### The Flight Instructor's Role

An instructor could use a programme such as ADM to develop a student's decision-making ability when it counts most. This is ideal for scenario-based training, even at beginner's level. An instructor could, for instance, develop a scenario which could be included in the student's training to see what the student's reaction would be in a situation with a given set of circumstances. A scenario does not have to be rocket science and could be as simple as placing nuts and bolts under an aircraft during a pre-flight inspection in order to observe whether the student can determine where the bolts come from, what the safety implications are and what the correct actions would be.

A good instructor will ensure that he always terminates such a scenario if one of two reactions occurs:

1. The student identifies the situation as one inviting poor judgment or
2. The student fails to recognise a potentially hazardous practice situation and makes a decision representing poor judgment.

Never expect a student to make a decision based on information that he or she has not yet learnt.

*Fly safe: testing standards*



Wishing all SACAA clients  
a happy festive season  
and prosperity for 2011

# COMMUNICATION

*PAY ATTENTION...  
...ALWAYS...!*

CESSNA...THIS IS TOWER...  
... YOU ARE NOT CLEARED FOR  
TAKE OFF... YOU ARE IN THE  
WAY OF AN APPROACHING  
**BOEING 737 !!!**  
OVER...

WHAT... WHERE?!  
I DON'T SEE  
ANY **BOEING!!**



# Accident Risk Analysis - Pilot Age

Written by Bongli Mtlakwa

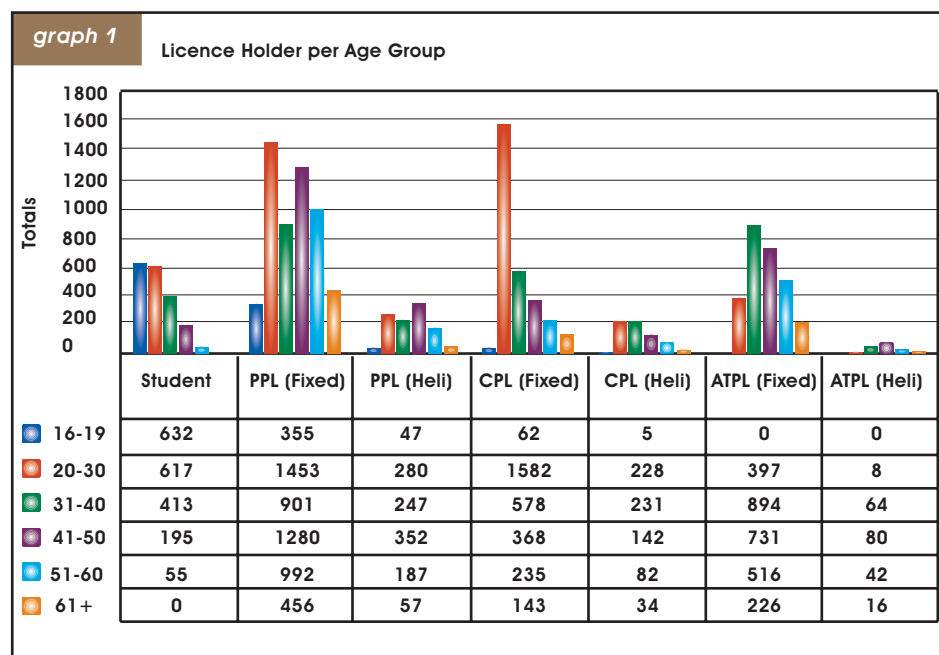
Have you ever wondered at what stage of your flying career (according to age) the risk of being involved in an accident is at its peak? In the event of an accident, which pilot age group is likely to survive the crash? If these questions have ever crossed your mind, we have a brief risk analysis to try to give you an insight into some of the questions you might have on these matters.

The Accidents and Incidents Investigations Division (Research Section) of the South African Civil Aviation Authority is responsible

for the collection, maintenance and analysis of data on accidents and incidents. This function is carried out to analyze the patterns of accidents, come up with prevention interventions and most importantly to share the risks that have been identified with the aviation industry. Accidents data used in this report relates to the time period between 2000 and 2009.

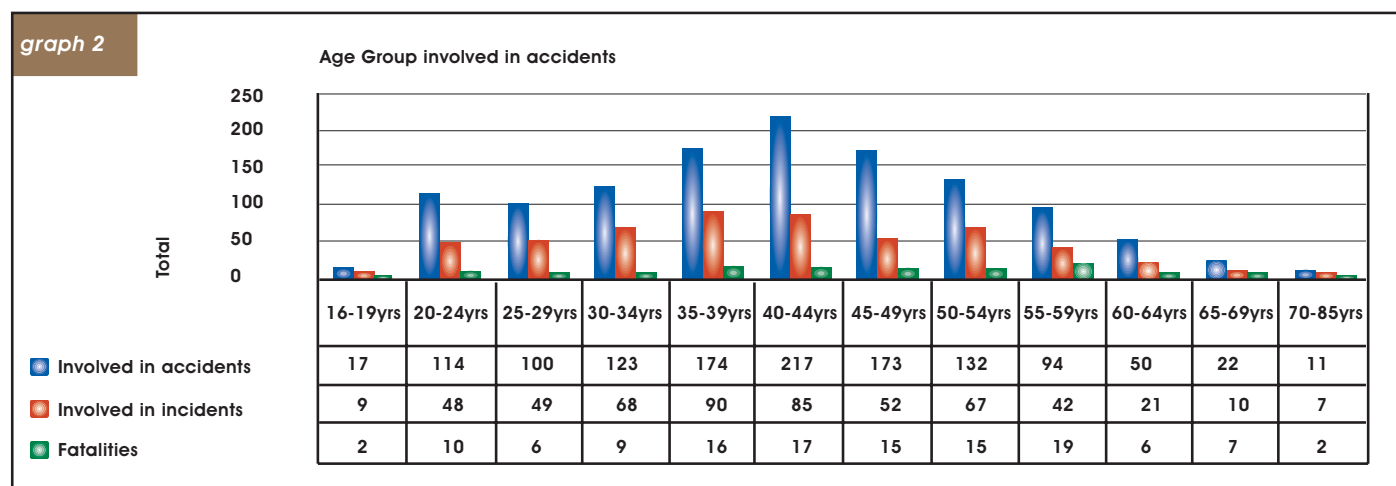
An analysis was carried out in an attempt to gain some insight into risk factors (pilot age) and the likelihood of fatalities and survival aspects in terms of age.

*The distribution of age in terms of the type of licence.* Graph 1 indicates that we have substantially more private pilot's licences (PPL) for fixed wing aircraft than for helicopters. Furthermore, most commercial pilot's licences (CPL) (fixed wing) have been issued for pilots between the ages of 20 to 30, followed by the 41 to 50 age group. Most of the ATPL (fixed wing) pilots fall within the 31 to 50 age group. **See graph 1**



for pilots between the ages of 20 to 30, followed by the 41 to 50 age group. Most of the ATPL (fixed wing) pilots fall within the 31 to 50 age group. **See graph 1**

Firstly let's investigate all licence holders in terms of age group and pilots involved in accidents according to age. Graph 1 indicates that the majority of licence holders are between the age of 35 to 49 years. The same pattern is seen in accidents and fatalities. **See graph 2.**



[Pilots involved in aircraft accidents and serious incidents per age group]

Now, to get to the crux of the matter, let's view the distribution of accidents and fatalities in terms of age. Data received from the CAA's licensing department indicates that we have a total of 12 209 licence holders (as in June 2010).

The age range of licence holders is between 16 and 85 years. The age groups 30 to 54 accounts for most accidents. A total of 1 227 pilots were involved in accidents, 548 in serious incidents and 124 were fatally injured.

**See graph 2**



**Licence holders vs. accidents**

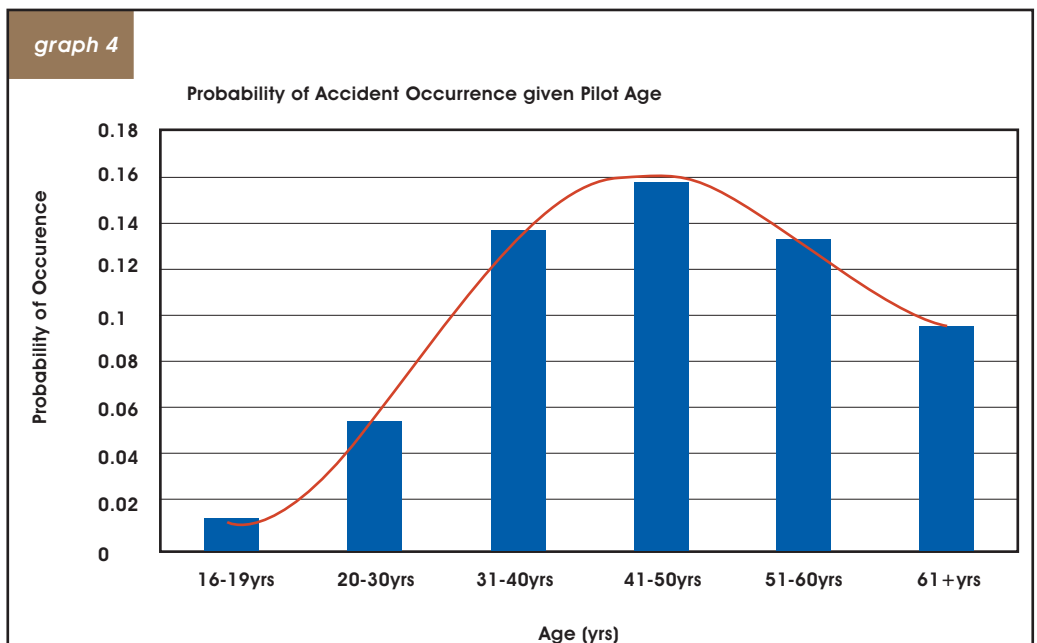
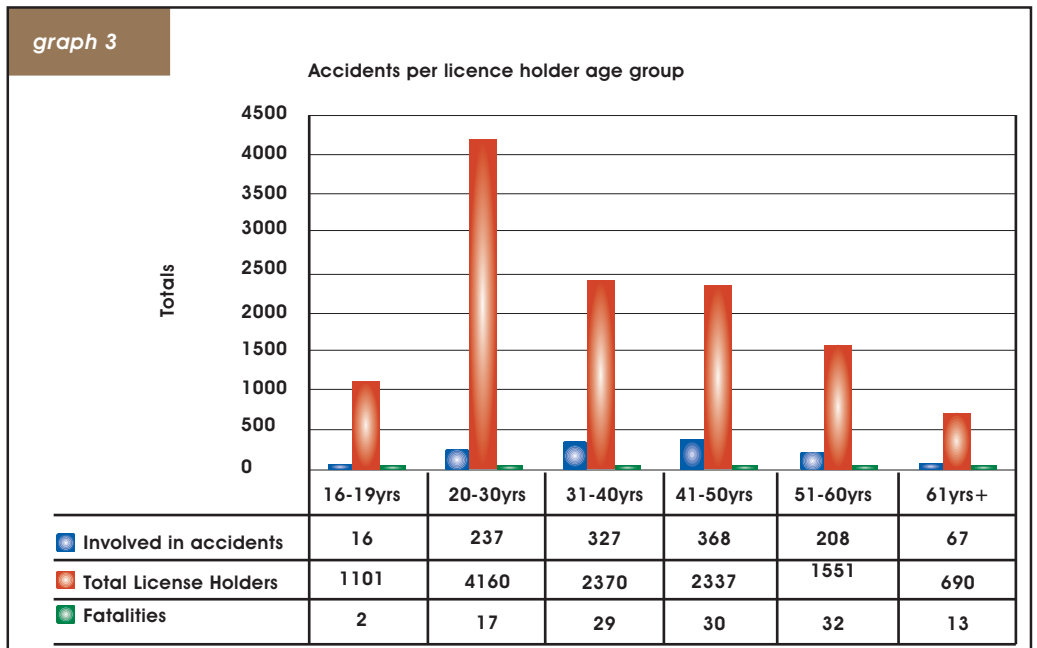
The majority of pilot's licences have been issued for the age group 20 to 30. However, most accidents are being recorded by pilots between the age group 41 to 50.

**See graph 3.**

To better view the risk levels of pilot involvement in an accident and the likelihood of fatalities, the data presented in graph 4 was used in forming probability distributions. Those probability distributions are shown in the graphs presented.

In this case, the likelihood of an event happening is taken as the Risk. Thus probabilities are used to quantize the magnitude of Risk. In the preceding figure, the risk of an aviation accident occurring given the age of the pilot flying the aircraft is depicted. Generally, the risk profile is parabolic, that is, it increases with age, reaches a maximum and then declines. What this generally tells us is that a greater number of aviation accidents are likely to occur when middle-aged pilots are flying the aircraft than when the aircraft is flown by younger and older pilots.

Nevertheless, the probability distribution figure depicted tells another story.



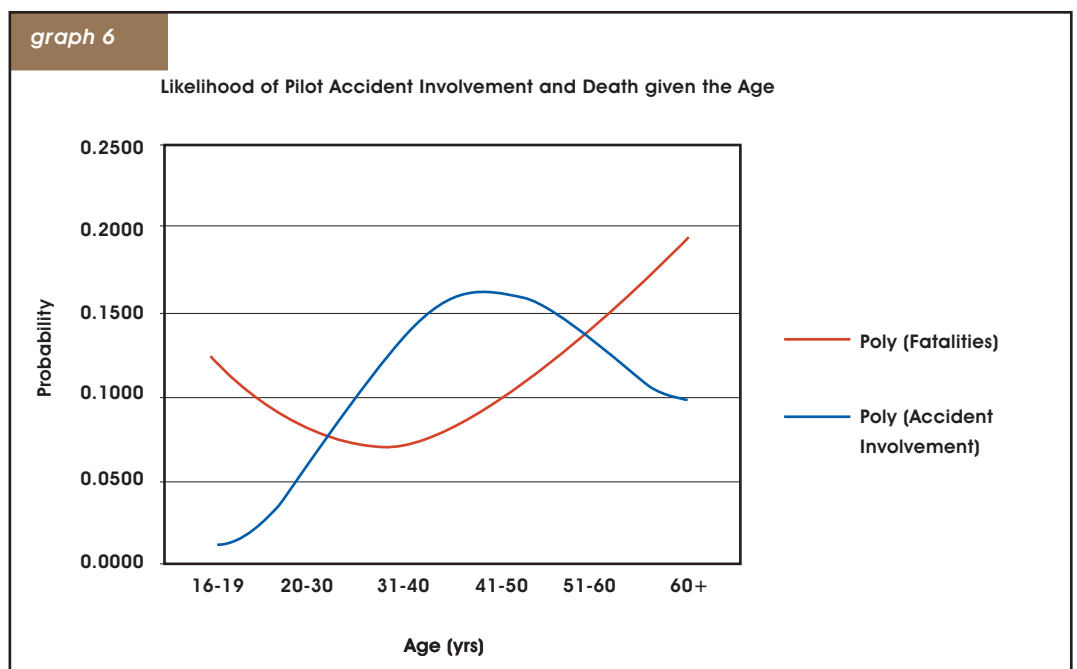
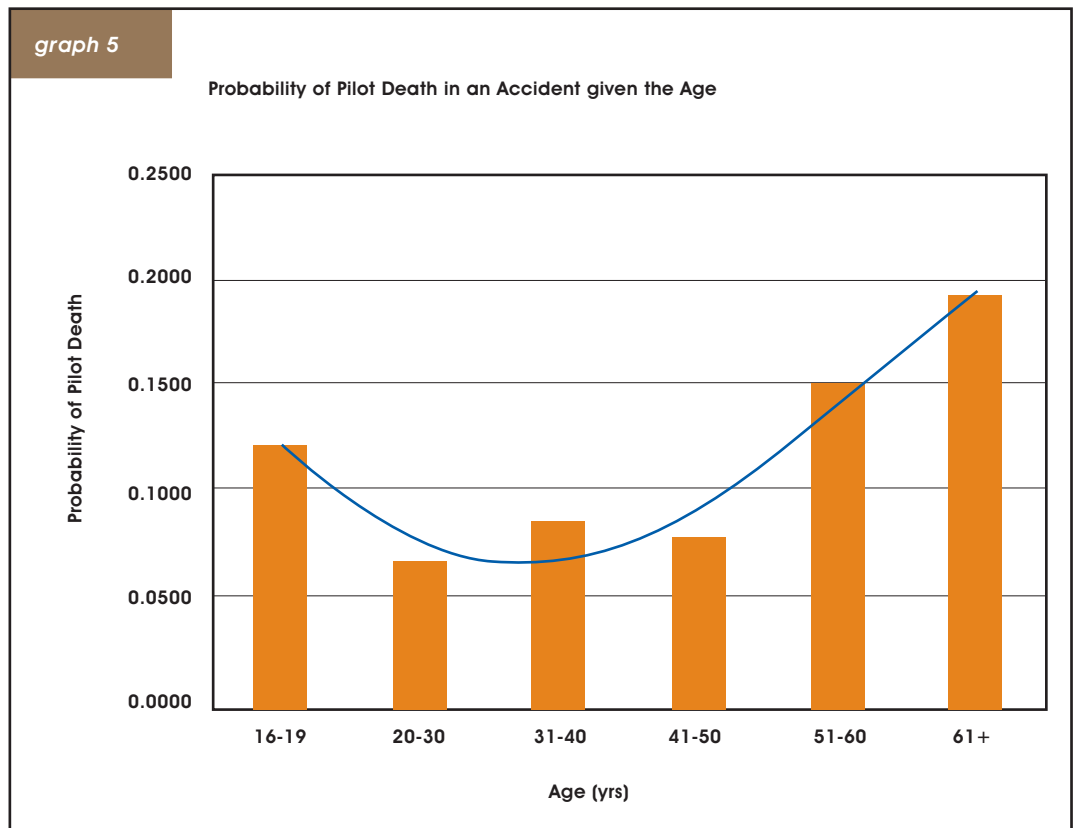
**Graph 5** provides the distribution of the risk of fatalities for pilots involved in an accident given their age. Again, the risk profile shown by the graph is parabolic, but unlike the preceding figure, the parabola is cup-shaped. Thus, the likelihood that a pilot will die in the event of an accident decreases with age, reaches a minimum and start increasing. Once again, what this tells us is that younger and older pilots stand a higher chance of losing their lives in the event of an air crash than middle-aged pilots.

Considering the results found in the two preceding probability distribution graphs, one can conclude that middle-aged pilots have a high risk of involvement in an accident than younger and older pilots. On the other hand, middle-aged pilots stand a lesser chance of losing their lives in the event of an accident than younger and older pilots.

Hence, the discussion above is clearly **summarized in graph 6**. From the figure, it is clear that the risk of the involvement of a pilot in an accident increases with the age of the pilot and then declines as the pilot matures.

In essence, the risk of being involved in an accident increases as the pilot progresses in his/her aviation career and peaks at the age of 41 to 50, after which it starts to decline again.

Hence, the area of concern for accident mitigation should be the growth period/region of the pilot's career, between the ages 20 to 50.



# General Do's and Don'ts of Spinning

written by Elliot Mohlokare

Fill in the missing words, using the crossword puzzle provided

O	V	E	R	L	O	A	D	Q	W	E	R	T	Y	U	I	O	U
I	X	D	X	L	A	T	N	O	Z	I	R	O	H	X	W	T	Y
Y	Z	U	W	V	Q	A	U	X	D	F	G	H	J	K	L	X	T
C	D	T	I	K	F	B	O	Z	X	C	V	A	T	N	K	H	C
A	A	I	E	G	K	T	R	A	S	D	F	G	H	J	Z	X	L
S	O	T	Q	J	W	N	G	Q	Z	R	T	Y	B	I	A	C	O
Q	W	L	Y	S	Z	E	X	I	T	Q	W	C	A	N	R	Q	S
T	S	A	U	T	O	R	O	T	A	T	I	O	N	S	A	F	E
L	H	Z	O	A	P	R	Z	F	G	X	K	M	S	T	D	K	T
P	K	X	V	L	R	U	Q	W	E	R	T	E	B	R	S	J	R
F	A	T	A	L	A	C	C	I	D	E	N	T	V	U	Z	H	Q
G	R	G	P	B	Q	X	Z	C	B	N	K	E	C	C	X	G	W
H	Y	N	P	C	T	W	D	Q	A	I	Y	N	X	T	C	Z	E
X	A	I	R	S	P	E	E	D	F	K	D	T	Z	O	B	X	S
B	K	C	O	U	D	I	H	S	D	G	T	E	R	R	A	I	N
A	J	M	V	D	Z	V	W	A	S	D	F	N	G	H	J	K	L
D	T	N	E	F	P	O	L	M	A	I	N	T	A	I	N	E	D
S	X	V	D	B	S	T	B	Q	W	E	R	T	Y	U	I	O	P

A spin is an aggravated 11..... resulting in 2..... about the spin axis during which the aircraft follows a corkscrew path. Spins can be entered unintentionally or intentionally.

### Do's

Most stalls/spins 5..... occur at low 10....., from which

recovery is unlikely, therefore prevention is essential. Practice stalls or approaches to stalls at an appropriate and safe altitude and only when you are 8..... Practice spins only with an 15..... who is 16 ..... and only in a properly 7..... and 14.....aircraft. Fly at a 6..... altitude above the ground so that you won't be surprised by 4....., wires, or towers that would require a quick pull-up and a probable stall. Remember that turns, and vertical (pull-ups) or 9....., will 1 .....the wings and will increase the stall speed.

### Don'ts

Don't explore the corners of the flight envelope close to the 12.....Don't exceed maximum angle of bank in the traffic pattern.Don't follow another aircraft in this pattern too 13 ..... If you cannot maintain a safe 3.....(safe AOA) – go around. Don't show off with any aircraft. Aviators belong to a special group.

### Answers

Vertical:

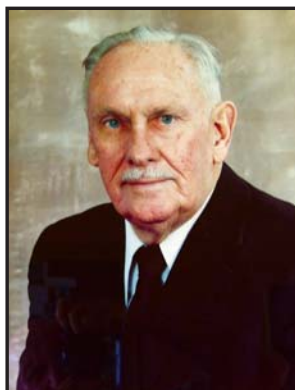
- 1 Overload | 2 Autorotation | 3 Airspeed | 4 Terrain
- 5 Fatal accidents | 6 Safe | 7 Maintained
- 8 Competent | 9 Horizontal

Horizontal:

- 10 Altitudes | 11 Stall | 12 Ground | 13 Close
- 14 Approved | 15 Instructor | 16 Current

## The Krugersdorp Flying Club

The Krugersdorp Flying Club has been situated at the Jack Taylor Airfield at Delperton Krugersdorp since 1961 and has been home to both fixed wing and rotor wing pilots. The airfield celebrated its 50th anniversary in August this year and this was commemorated at a celebration held at the airfield on 11 September 2010. The Krugersdorp Flying club generates income from member fees, fuel sales and donations from members. Being a non-profitable organisation, the club manages the airfield in accordance with the CAA Part 139 aviation requirements as stipulated for Category 1 airfields. All the fees are used to maintain the airfield and the fuel installation. John William Taylor (Jack) landed his Piper Tri Pacer ZS-CEX for the first time in August 1960, which was the start of a fifty-year association with flying on the West Rand. The Krugersdorp Flying Club was started with four persons, namely Jack Taylor, Tommy Jones, Trevor Battersby and Steve Wentzel who arranged to grade a 2100 feet strip at the current site. Prior to 1968, all flying training took place either at Grand Central airport, Baragwanath ( the old one) or Wonderboom in



Mr. J Taylor

the greater Gauteng area or Witwatersrand as it was known then. In 1968 Louis van Wyngaard, Walter Martin and Gert Rautenbach started Reef Air, the very first flying school at Krugersdorp.

The first instructors were Willie Jansen, Gerhard Robberts and Bruce Geddes. In 1972 Frik Grobler joined as an instructor at Reef Air and is still resident at the airfield today. Frik accumulated some 12500 instructional hours, and a total of 23000 hours during his tenure at Krugersdorp. The club has had three President Trophy Air Race winners and a host of Precision Rally pilots over the years and Chris Kyle represented South Africa at the World Power Flying Championships in 1984. Currently there are three flying schools operating at Jack Taylor Airfield and two AMOs. The Flying Club boasts 203 members, 103 aircraft that are based at the field and there are 82 hangars. Krugersdorp Airfield is well known in the aviation circles as HMS Krugersdorp, as it requires a healthy respect for good airmanship when approaching and landing at Krugersdorp. An interesting cross-section of aircraft at FAKR is exemplary to a group of colourful aviation enthusiasts. The Krugersdorp Flying Club, along with SA Flyer, hosts the



annual Spot Landing Competition, which is a great way of honing the skills of pilots who operate at the field as well as that of the visiting pilots that take part. Our fuel uplift attendant, Mr Nelson Muthivhi, has been in the employ of the Flying Club since 1981. The flying club meets every month and has a roster of flying topics

that are presented by various presenters, either invited or resident at each of the Flying Topic meetings. They range from safety talks and presentations to all aspects of general aviation. Every third meeting is a business feedback meeting, chaired by the Chairperson.

The meetings are convened to keep the members apprised of the status of the operational requirements at the airfield. The Flying Club Committee consists of nine members and each one is responsible for a specific portfolio that is aligned to either Safety, Treasury, Social Activities, Fuel Installation, CAA and licence requirements, legal aspects and the Airfield Grounds, which include the routine maintenance, runway, taxiway, windsock and the hangars and clubhouse. A committee meeting is held every month and is attended by the committee members. A monthly Flying Topic meeting is attended by all the members.

The committee meeting is held on the first Tuesday of the month and the Flying Topic/ Business Feedback meetings are held on the second Tuesday of each month. In the month of December there are no meetings. Krugersdorp is one of the more active flying clubs that has varying skill levels from members who are Airline Transport Pilots right down to student pilots embarking on flying as a career or simply just following a passion. Each member shares the passion of flying and is always on hand to share experiences. Organised youth activities are held throughout the year to encourage flying to fledgling pilots in the greater Mogale City area. The Jack Taylor airfield is one of very few airfields that are within a 5 km radius of a trauma unit; this facility being at the Krugersdorp Hospital. On a number of occasions the airfield has been used to facilitate the transit of mercy flight patients to get to hospital in the quickest possible time. In the past we have partnered with the emergency services to ensure a clear passage, should and when this need arises.

The SA Police Services also uses the airfield as a forward command post when they conduct crime prevention operations. The Krugersdorp Flying Club members are also active EAA Experimental Aircraft members and our current chairperson, Juri Keyter, has just completed an RV7 at the field. You will always find pilots, friends and family flying, tinkering or generally sharing the passion of flying on a Saturday afternoon and after a day's flying, admiring the spectacular view of the Magaliesburg mountain range from the clubhouse. Aviation

safety is paramount at Krugersdorp and our safety officer along with all our members ensure that a safe, fun and secure environment exists, which can be enjoyed by the members that are resident and all the visiting pilots and friends.

### Paul Lastrucci

Committee Member and past Chairperson Krugersdorp Flying Club, 1998- 2010.

### Airfield Information

Co-Ordinates

S2604.90 E2743.54 | Situated 2 nm North-West of Krugersdorp (Mogale City)

Category 1 Airfield, | Licence Number: 28 Current Period of Validity

1 August 2010 -31 July 2011.

### Joining Procedure

See SA AIP - Ref FAKR AD 2.22-3.

### Non-Standard Landing Procedure

Due to FALA TMA extending up from 6500' and to prevent aircraft flying through the circuit north of the field, the following procedures are to be used:

All aircraft to join overhead the field from the South at CCT Alt 6300' (CCT ht 800') Aircraft inbound from the N, to route via Tarlton Petronet Tank Farm at S26°04.70' E27°38.45' and the Battery Station Silos at S26°06.86 E27°40.98'.

Aircraft inbound from W and SW route inbound via the Battery Station Silos.

Aircraft inbound from E and SE route inbound abeam the West Rand Cons mine dump.

Aircraft inbound from N-E route just clear of the Western edge of FALA CTR (watch for traffic when passing extended centre line of FAKR RWY 08/26) and join from the south.

Most importantly, inbound aircraft MUST broadcast on 122.0 MHz when 5 miles inbound and thereafter as appropriate for joining and landing.

### Fuel: Avgas

Tel: John Addis 083 229 9141

Hours (Note times as per AIC):

### Fuel hours are:

Tues-Sat 08:00 to 17:00 (normal time)

Sunday 08:00 to 15:00

Mondays & public holidays: Closed

### Secretary:

Cecile Ferreira | Tel: 011 955 2190 o/h | kfc@iafrica.com

### Chairperson:

Juri Keyter | Tel: 0836166078 | jukeyter@cisco.com

# AIRMANSHIP

The best pilots  
never stop  
learning



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CIVIL AVIATION  
AUTHORITY

