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|  | <b>REPUBLIC OF SOUTH AFRICA</b><br><br><b>CIVIL AVIATION AUTHORITY</b> | CAA<br>Private Bag x08<br>Waterkloof<br>0145 |
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## AIR NAVIGATION SERVICES

### GENERAL

#### FLEXIBLE USE OF AIRSPACE IN THE SOUTH AFRICAN LOWER AIRSPACE

##### 1500ft AGL - FL195

### 1. INTRODUCTION

- 1.1 *The purpose of this AIC is to further inform the Aviation Industry of the application of Flexible Use of Airspace (FUA) in the South African Lower Airspace i.e. 1 500ft AGL – FL195.*
- 1.2 *The continual growth of global aviation together with the need for more efficient and safer operations places an increasing demand on the Air Traffic Management (ATM) system, emphasising the need for optimum utilisation of available airspace.*
- 1.3 *In support of the Global Air Navigation Plan (ANP) for Communication, Navigation and Surveillance, Air Traffic Management (CNS/ATM) systems, and taking into consideration the South African White Paper on Airports and Airspace Management together with the National Airspace Masterplan, ATNS has embarked on a project to ensure Future Airspace Management Efficiency “FAME”.*

*This project although in an advanced stage, in respect of high level operations, now needs to consider the impact on lower airspace.*

### 2. AIRSPACE ORGANISATION

- 2.1 *As a natural evolutionary process, the benefits achieved by the Flexible Use of Airspace above FL200 will need to be extended into the lower airspace. It is envisaged that this development will commence in the near future and progressively include all airspace between 1500ft AGL – FL195, subject to VHF coverage.*
- 2.2 *It is envisaged that the various restricted airspaces will be managed and allocated on request via the Central Airspace Management Unit (CAMU). A number of danger areas will also be withdrawn and the remaining areas will be managed by the CAMU. Prohibited areas have been reviewed and only those that are required in the interest of State security will remain.*
- 2.3 *A request for having an area declared as a Temporary Segregated Area (TSA), will have to be forwarded to the CAMU. Once approved, the limits and restrictions applicable to the TSA will be disseminated via Supplement, NOTAM or Tactically. The CAMU must be contacted directly at telephone number 011-928 6433 for FUA information.*
- 2.4 *Once the system is in place, extra care will have to be taken by the operators and crew of all flights to ensure that pre-flight actions are complied with.*
- 2.5 *Operators and crew of all flights intending to fly in the lower airspace, as is the case in the upper airspace, must ensure that they periodically consult the Aeronautical Information Publication (AIP) and the Supplements for relevant information pertaining to the lower airspace.*
- 2.6 *Before the flight is initiated the current NOTAM must be consulted, obtainable from the Johannesburg International NOTAM Office, Aeronautical Information Service Unit (AISU). It is advisable to contact the CAMU for further relevant information. The correct Flight Information Service (FIS) frequency must be utilised during the flight to ensure that tactical information on the airspace can be received or requested.*

### 3. BENEFITS TO AVIATION

- 3.1 *Increased safety in the lower airspace will be enhanced by the availability of more relevant information that is known to the ATM system.*

- 3.2 *More frequent direct routing to destinations will result in reduced operating costs to the operator due to shorter distances flown. This benefit will be achieved when flights are not required to route clear of TSA's.*
- 3.3 *More efficient ways to separate Commercial Air Traffic, General Air Traffic and Sport Aviation will be achieved by applying the FUA.*
- 3.4 *Enhanced real time civil/military co-ordination will be achieved resulting in more efficient use of airspace.*
- 3.5 *A reduction in Restricted and Danger airspace will facilitate more frequent direct routings.*
- 3.6 *The definition and use of TSA will be brought more closely in line with military operational requirements.*

#### **4 CONCEPT OF OPERATIONS**

- 4.1 *As the Global and Regional CNS/ATM systems plans unfold, more and more use will be made of new technologies which will allow the automation of various routine tasks both ground based and airborne.*
- 4.2 *Increased system capacity and safety will obviously depend on inter alia navigation accuracy and system availability.*

#### **5 CONTACT DETAILS**

- 5.1 *Further information is available from:*

*RSA Department of Transport (DOT)  
RSA Civil Aviation Authority (CAA)  
Air Traffic and Navigation Services Company Limited (ATNS)*

**COMMISSIONER FOR CIVIL AVIATION**