

 <p>SOUTH AFRICAN CIVIL AVIATION AUTHORITY</p>	<p>REPUBLIC OF SOUTH AFRICA</p> <p>CIVIL AVIATION AUTHORITY</p>	<p>AIRAC AIP SUPPLEMENT S010/12 09 FEBRUARY 2012</p>
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JOHANNESBURG FLIGHT INFORMATION REGION (FAJA)

AMENDED DURBAN SPECIAL RULES AREA

Validity period: PERM

DURBAN SPECIAL RULES AREA

The airspace below the Durban TMA, excluding that part of the Virginia ATZ and all FAR's, FAP's and FAD's, is declared as a Special Rules Area and termed as the "DURBAN SPECIAL RULES AREA".

This is to promote safety, efficiency and orderliness in the Durban Special Rules Area.

All aircraft operating in the Durban Special Rules Area shall maintain a listening watch and broadcast regular position reports on frequency 124.2 MHz.

By virtue of the fact that uncontrolled VFR aircraft are to remain below the Durban TMA radar separations and information provided to aircraft operating within the Durban TMA, will only take known identified targets into account.

For the information of those aircraft operating within the Durban TMA, unidentified unknown targets, performing as expected for general aviation within the confines of the Durban Special Rules Area will be deemed to be separated from aircraft operating within the Durban TMA, by procedures as opposed to radar.

Pilots operating below the Durban TMA should therefore ensure that they do not exceed the applicable altitude restriction as stipulated on SRA routings and also to remain at least 500FT below the TMA whilst flying below the Durban TMA.

Pilots are requested to squawk transponder code 2000 at all times with altitude selected. Helicopters to squawk 2600 also with altitude selected.

The following routes will be applicable in the Durban Special Rules Area

Routes for VFR Aircraft in the Durban Special Rules Area

Gauteng Area to Virginia:

All VFR traffic is to route via Greytown, clear of the Durban TMA, then to the right of the Alvaston Mast at or below 5000FT AMSL, then south of the N3 to the Coopers Lighthouse. Cross abeam Pinetown CBD at or below 3000FT AMSL, cross the N2 at 1500FT AMSL. Establish communication with Virginia prior to crossing the N2. If no contact, enter into a VFR orbit, at 1500FT AMSL at Coopers Lighthouse till a joining clearance has been obtained.

Helicopter traffic is to route via the Umgeni River. Establish communication with Virginia prior to crossing the N2. Cross the Inanda Dam wall at or below 2000FT AMSL, cross the N2 national road at or below 1000FT AMSL and Umgeni River Mouth at 500FT AMSL.

Virginia to North Western KwaZulu/Natal and Gauteng Area

All VFR traffic is to route via the Durban CBD, then west of the Pinetown CBD, then south of the N3, to the right of the Alvaston Mast, then via Greytown. Cross the Durban CBD at or below 1500FT AMSL, but above 1000FT AMSL, cross the N2 at or below 1500FT AMSL to pass west abeam the Pinetown CBD at, or below, 3000FT AMSL, to the right of the Alvaston Mast at or below 5000FT AMSL. Remain clear of the Durban TMA.

Helicopter traffic to route via the Umgeni River to the Inanda Dam. Remain in communication with Virginia until crossing the N2. Cross the Umgeni River Mouth at 500FT AMSL, cross the National Road, N2 at or below 1000FT AMSL, cross the Inanda Dam wall at or below 2000FT AMSL.

Northern KwaZulu/Natal to Virginia

All VFR traffic to route via Blythedale Beach (cross Blythedale Beach below 2000FT AMSL), then seawards of the coastline (cross Tinley Manor not above 500FT AMSL), transiting the King Shaka CTR, seawards of the coastline, not above 500FT AMSL. VFR traffic transiting through the King Shaka CTR are then deemed to be separated from departing and arriving traffic at King Shaka Airport. All transiting traffic is regarded as circuit traffic, thus reduced separation minima can be applied, in the vicinity of the aerodrome.

The clearance shall only be valid during daylight hours, in VMC operations, in communication with ATC and the aircraft shall be Mode-C transponder equipped.

Pilots to comply with the Aviation Legislation, as described in General Operating and Flight Rules. Following line features 91.06.08.

Virginia to Northern KwaZulu/Natal

All VFR traffic wishing to route seawards of the coastline, transiting the King Shaka CTR, are to remain seawards of the coastline, not above 500FT AMSL. VFR traffic transiting through the King Shaka CTR are then deemed to be separated from departing and arriving traffic at King Shaka Airport. All transiting traffic is regarded as circuit traffic, thus reduced separation minima can be applied, in the vicinity of the aerodrome.

The clearance shall only be valid during daylight hours, in VMC operations, in communication with ATC and the aircraft shall be Mode-C transponder equipped.

Pilots to comply with the Aviation Legislation, as described in General Operating and Flight Rules. Following line features 91.06.08.

Pietermaritzburg to Virginia

All VFR traffic must route to the right of the Alvaston Mast, (cross abeam the Alvaston Mast below 5000FT AMSL), then route direct to the Coopers Lighthouse. Cross abeam Pinetown CBD at or below 3000FT AMSL, cross the N2 at 1500FT AMSL. Establish communication with Virginia prior to crossing the N2. If no contact, enter into a VFR orbit, at 1500FT AMSL at Coopers Lighthouse till a joining clearance has been obtained.

Helicopter traffic is to route via the Umgeni River. Establish communication with Virginia prior to crossing the N2. Cross the Inanda Dam wall at or below 2000FT AMSL, cross the National Road, N2 at or below 1000FT AMSL and Umgeni River Mouth at 500FT AMSL.

Virginia to Pietermaritzburg

All VFR traffic is to route via the Durban CBD, then west of the Pinetown CBD, then south of the N3, to the right of the Alvaston Mast, then via the Nagle Dam.

Cross the Durban CBD at or below 1500FT AMSL, but above 1000FT AMSL, cross the N2 at or below 1500FT AMSL to pass west abeam the Pinetown CBD at, or below, 3000FT AMSL, to the right of the Alvaston Mast at or below 5000FT. Remain clear of the Durban TMA.

Helicopter traffic to route via the Umgeni River to the Inanda Dam. Remain in communication with Virginia until crossing the N2. Cross the Umgeni River Mouth at 500FT AMSL, cross the N2 national road at or below 1000FT AMSL, cross the Inanda Dam wall at or below 2000FT AMSL.

Virginia to the South

All VFR traffic to route via the Harbour entrance, then seawards of the coastline.

Cross the Harbour entrance at 1000FT AMSL. Passing Amanzimtoti, climb to requested level, remaining clear of the Durban TMA. Passing Sezela, change frequency to 124.8 MHz and broadcast.

From the South to Virginia

All VFR traffic is to route seawards of the coastline, via the harbour entrance to Virginia.

Remain clear of the Durban TMA. Passing Sezela, change frequency to 124.2MHz and broadcast. Cross Scottburgh at 1500FT AMSL. Establish communication with Virginia prior to passing abeam Coopers Lighthouse. If no contact, enter into a VFR orbit, at 1500FT AMSL at Coopers Lighthouse, until a joining clearance has been obtained.

Virginia to FAD56

All VFR traffic to route direct to the FAD56 at 1500FT AMSL or above, but to remain clear of the Durban TMA.

Traffic without SSR from the North Sector to Virginia

All traffic to route via Ndwedwe, then to the right of the Alvaston Mast, (cross abeam the Alvaston Mast below 5000FT AMSL), then route direct to the Coopers Lighthouse. Cross abeam Pinetown CBD at or below 3000FT AMSL, cross the N2 at 1500FT AMSL. Establish communication with Virginia prior crossing the N2. If no contact, enter into a VFR orbit, at 1500FT AMSL at Coopers Lighthouse till a joining clearance has been obtained.

Virginia to FAD56

All VFR traffic to route direct to the FAD56 at 1500FT AMSL or above, but to remain clear of the Durban TMA.

FAD 56 to Virginia

Exit the FAD56 via Amanzimtoti, then seawards of the coastline at 1500FT AMSL. Establish communication with Virginia prior to passing abeam Coopers Lighthouse. If no contact, enter into a VFR orbit, at 1500FT AMSL, at Coopers Lighthouse, until a joining clearance has been obtained.

Virginia to and from FAD58

Helicopter traffic is to route via the Umgeni River. Establish communication with Virginia prior to crossing the N2. Cross the Inanda Dam wall at or below 2000FT AMSL, cross the N2 national road at or below 1000FT AMSL and Umgeni River Mouth at 500FT AMSL.

Note: The area east of the N2 national road, North of Coopers Lighthouse, to the Virginia ATZ boundary, 2nm seawards of the coastline, is regarded as a high density helicopter and general aviation operating area. All VFR traffic entering this area must be in communication and remain on the Virginia frequency 120.6MHz. VFR traffic is to avoid flying below 1000FT AGL in this area.

Northern KwaZulu/Natal to Margate

Traffic is to route west of Midmar Dam, clear of the Pietermaritzburg TMA then to Umzimkulu for Margate.

Gauteng Area to Pietermaritzburg

All traffic to route via the Albert Falls dam then to Pietermaritzburg.

From the West to Pietermaritzburg

All traffic to route via Sweetwaters then to Pietermaritzburg.

From the South-west to Pietermaritzburg

All traffic to route via Richmond then to Pietermaritzburg.

Richards Bay Area to Pietermaritzburg

All traffic to route via Nagel dam then to Pietermaritzburg.