



## **NELSPRUIT AIRFIELD MANAGEMENT**

### **Flying Rules within Nelspruit Special Rules Area and Kruger Airspace**

A few serious incidents necessitated a brief instruction about applicable rules for safe flying inside the uncontrolled Nelspruit Special rules Area and the controlled Kruger International CTR and TMA airspaces.

This information does not supercede any of the rules published in SACAA aviation publications. For full information consult appropriate publications.

Take a few minutes, read this you will find it very informative!

#### **1. GENERAL**

Lateral boundaries of Nelspruit Special Rules Area extend along N4 highway from Schagen to the intersection with Barberton road (R40), and then to the Sought along R40 to T-junction where the dirt road starts towards Kaapsehoop; Pyramid Flight School is located there as well. From that point the boundary extends with the radius coinciding with CTR boundary. Vertical limit of Nelspruit Special Rules Area is 4500ALT on the Kruger QNH.

When operating inside Nelspruit Special Rules Area you must broadcast intentions on 125.2 MHz and follow unmanned procedures. Many incidents have happened so far because certain pilots do not respect the safety of others and themselves likewise.

#### **2. The basic unmanned procedures are:**

- Broadcast intentions on appropriate frequency – 125.2 MHz and listen to and observe other traffic.
- Regardless if there is other traffic in the circuit or not always join overhead the filed, in this case at 4500ALT, observe conditions on the runway, comply with other traffic pattern, choose the runway and land. Joining altitude overhead is supposed to be 4600ALT but due to the limited height of Nelspruit Special Rules Area we had to accept 4500ALT.
- Aircraft operating in the circuit must NOT overtake preceding aircraft. If there are two or more aircraft in the circuit, they must follow each other; maintain their own separation and all just fly the same pattern. That means that low level circuits would not be acceptable if somebody flies a normal circuit. Normal circuits have a preference! Microlights operating at the same time with fixed wing aircraft are

problematic as microlights cannot climb to the circuit altitude easily. Extreme caution and communication over the radio is crucial.

- Elevation of Nelspruit airfield is 2900FT ALT, circuit altitude is 3900FT ALT.
- Holding pint is clearly marked before entering the taxiway. It is still compulsory to stop there and wait until nobody else is either taking-off or landing. This rule is enforced due to close proximity of the taxiway to the runway, which is less than required 50 meters. Having somebody landing runway 04, especially in heavy wind conditions, may cause a major accident if the aircraft should drift from the centerline. Have in mind that usually student-pilots are using runway 04.
- Parking space on the ground is very limited therefore good airmanship is important. Observe parking direction clearly marked with yellow paint.
- Mind your prop blast when taxiing out of the bay. Airmanship!

## **2(a) Unmanned radio procedures**

1. The procedure should be to call initially at least 5 miles out and join overhead the field at 4,500' to examine the windsock, and make a decision as to whether to do the prescribed full stop landing on 22 due to the up slope, or if traffic in the circuit is training on runway 04, and this is feasible, to join in with the traffic on 04. (Since the inception of the taxi way past Working on Fire stops on the runway do not require back tracking). The initial call at 5 miles out should be acknowledged by circuit traffic and the incoming aircraft should visualize circuit traffic and having visually identified such, position on the downwind leg of the chosen runway descending to circuit height. With a good response from circuit traffic, it should be possible for incoming aircraft to request "Nelspruit Traffic" if there would be any objections to a direct approach onto runway 22 or 04.
2. As most of the traffic at Nelspruit is training of abinitio students, Instructors should encourage students to pay attention to transmissions from other aircraft, mentally visualize their position in the circuit and where possible identify such aircraft, before acknowledging via "EGW is visual", "EGW copied" or "clicks" on the transmit button.

Note: 1. The Airport Manager occupying the Control Tower is authorized to remind tardy aircraft of the need to acknowledge.

Note: 2. When Kruger ATC are aware that visiting aircraft are unfamiliar with Nelspruit Special Rules, it would be helpful if these aircraft were reminded of the "acknowledge" requirements when instructed to call 125.2 MAZ.

It is a good habit to check your radio before any movement is conducted. Should there be nobody on 125.2 MHz try to contact Kruger ATC on 119.2 MHz having in mind that you may not have good readability from all positions at Nelspruit Airfield. Calls made at the Holding point are usually very readable.

Mind that you are obliged to listen out on appropriate frequency whenever taxiing your aircraft, not only before departure.

Special care must be taken for traffic that is flying in or out, either on a wrong frequency or not broadcasting at all. Many pilots ignore reading publications and present a great danger to all of us.

Look outside carefully at all times.

### 3. **BARBERTON VALLEY**

Training flights in Barberton valley is quite a complicated matter. Depending where one's flying, different frequencies are applicable.

If you are West of R40 inside the CTR Radius (North of the T-junction where Pyramid Flight School is) you should operate on 125.2 MHz from GND up to 4500 FT ALT.

Above that, you must contact Kruger Approach on 119.2 MHz. If you are East of R40 inside the CTR Radius, any ALT, you should contact Kruger on 119.2 MHz.

Outside the CTR radius, regardless of R40 road you should contact Lowveld on 119.0 MHz whenever operate between 1500 FT AGL up to 7000 FT AGL. Below 1500 FT AGL applicable frequency is 124.8 MHz.

If you require a higher ALT than 7000 FT then you must speak to Kruger Approach on 119.2 MHz all the way down to Barberton town. There the TMA stops and you should contact Lowveld!

Additional problem to this: whenever operating within 10 Nautical miles to any Controlled airspace, you must contact the appropriate frequency and inform the ATC about your presence and intentions.

There is no workable solution to this problem until CAA changes something. If at all possible, monitor 119.0, 119.2 and 125.2 frequencies and find the safest way. Look outside carefully at all times.

### 4. **VFR TRAFIC**

VFR traffic, in VMC wishing to fly beyond lateral or vertical boundaries of Nelspruit Special Rules Area must contact Kruger Approach on 119.2 MHz before crossing the lateral or vertical boundary. Due to IFR traffic approaching to land at Kruger, either on visual or instrument approach you may be instructed to remain West of Nelspruit-White River-Hazyview road (R40) not higher than 3500 FT ALT – if you are flying that direction; should you fly in a Easterly direction you might be instructed to remain South of the N4/Crocodile river, not higher than 3500 FT ALT.

In IMC weather you may request Special VFR. Mind that SVFR is your privilege – not right! ATC may refuse your request based on a traffic situation and weather conditions judged from the Kruger tower – not where you are! The Air Law says that standard separation will be provided between SVFR-IFR and SVFR-SVFR. The meaning of this: no SVFR whilst IFR is on approach sequence to land at Kruger! No two SVFR can be accommodated at the same time!

### 5. **IFR TRAFFIC**

IFR traffic departing FANS must be coordinated before departure with Kruger ATC on 119.2 MHz. Again, mind that communication is not possible from all positions at FANS airfield! Once the joining clearance to controlled airspace is obtained, go back to freq 125.2 MHz and broadcast intentions to Nelspruit traffic. Contact Kruger again at either lateral or vertical boundary.

IFR traffic to FANS will be cleared to execute one of the letdowns for FAKN and then to proceed VMC to FANS – or to descent and approach Nelspruit Special Rules Area VMC – subject to prevailing weather conditions.

All traffic from Nelspruit Special Rules Area wishing to fly through Kruger airspace, terminating the flight at a controlled airspace or only flying through a controlled airspace must file a flight plan. Should you choose not to file a FPL you must stay below 4500 FT ALT and avoid Kruger airspace; exiting Nelspruit Special Rules Area lateral boundary contact Lowveld on 119.0 MHz.

IFR traffic on visual approach to Kruger must stay clear of Nelspruit Special Rules Area. Overfly the area at an altitude not below 5500 FT ALT.

ALL IFR traffic: Kruger Airspace is a non-radar environment therefore all descent clearances are given with regards to other traffic only! The pilot in command must observe Minimal Safe Altitudes and descent accordingly!

Please study the attached map. A better copy can be viewed at the Apron office.

If you experience any problem or witness unsafe flying please contact Kruger Approach immediately and supply all relevant information i.e. registration of the aircraft and actual occurrence for further action.

## **6. NIGHT OPERATIONS AT NELSPRUIT AERODROME (FANS)**

( AIC 20.5 09-03-12 )

1. The South African Civil Authority (SACAA) AIP South Africa, Nelspruit Aerodrome (FANS) Reference AD Chart, AS-01 Note 1 states the following: Night operations are not authorized except for pilots approved by the Commissioner for Civil Aviation.
2. Pilots are to request approval by letter (see example on reverse side), addressed to the Commissioner, stating the following information:-
  - 2.1 Applicant's full names
  - 2.2 Applicant's license number
  - 2.3 A statement certifying that the applicant has met the training requirements, at night, of at least three (3) take-offs and landings and one (1) missed approach, with an overshoot, at Nelspruit (FANS)
  - 2.4 The date on which the training was done
  - 2.5 The name of the person with whom the training was done. This person does not have to be an instructor, but must be a person that has been approved by the Commissioner and is familiar with operations at Nelspruit (FANS) at night
  - 2.6 The license number of the trainer
  - 2.7 The signature of the trainer
3. A copy of this approval is to be kept by the license holder and a copy of the approval will be held on the pilot's file at the South African Civil Aviation Authority. There are no license endorsements relating to this approval

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7. APPLICATION FORM

The Commissioner for Civil Aviation  
Ikhaya Lokundiza  
16 Treur Close,  
Waterfall Park,  
Bekker Street,  
Midrand,  
Gauteng

Applicant's Address

Sir,

NIGHT OPERATIONS AT NELSPRUIT (FANS)

This is to certify that:

The applicant ..... (Full names)

License number .....

Has completed the training requirement, at night, of at least three (3) take-off and landings and one (1) missed approach, with an overshoot, at Nelspruit Aerodrome (FANS)

The training was completed on the night of .....

I, the undersigned, have found him proficient for night operation at Nelspruit Aerodrome (FANS)

The trainer ..... (Full names)

The trainer license number .....

Yours faithfully

.....  
(Trainer Signature)

*Nelspruit Airfield Management*  
*20<sup>th</sup> October 2009*

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