



AIRPORTS AND AERODROMES ASSOCIATION OF SOUTHERN AFRICA

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(Incorporated Association not for gain)
Reg. No. 1979/002788/08
V.A.T. Reg. No. 4410107173

28th February 2013

Mr. Terry Bengis
Per email: terrymb@vodamail.co.za

Dear Terry,

UNCONTROLLED AIRPORTS

Our telephonic conversation dated 27th February 2013 refers.

I have consulted with my members and we all share the concerns of Lanseria. The Members of AAA-SA believe that the manner in which new airfield developments have been approved by the SACAA needs urgent attention;- Experience has shown that Developers are using just the SACAA approval letter from the aerodrome safety/infrastructure requirement to satisfy public hearings and other authorities that the proposed development has the Civil Aviation regulators blessing. Furthermore the SACAA has adopted to make the registration of airfields a voluntary rather than a mandatory compliance.

The local authority just accepts that the SACAA has the end approval to such a development. I have yet to note where the Councils Local Economic Development Department has agreed together with the local residents that such a development will be allowed?

The Provincial Government through its Land planning will accommodate such a new Development and to what end this will enhance the economic value to the Province long term strategy?

Or whether the Air Traffic Navigation Services Company is in agreement of such a new development and to what end it will impact on the existing airspace management program implemented?

We believe that a strict priority process with clear agreement/documentation should be implemented, to gain consensus on issues that will affect the community and other interested parties.

The inclusion of the AIC 50.4 as currently adopted by SACAA is to our mind an unfair practice and has direct safety implications at airports/airfields and aerodromes that do not comply fully to the National Aviation Act and the regulations imposed in the PART 139 document governing Airports and Heliports. Ultimately the blame of wrong doing will be passed onto the pilot in command?

We believe that in some instances this direction has been abused in that charter airlines are behaving as if they are scheduled - contrary to regulations.





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"REFERENCE "

I refer to the Act Aviation Legislation in South Africa Civil Aviation regulations 1997

Quote

"Applicability 139.01.1

(1)"This part shall apply to;-

- a) the licensing of areas demarcated for the development of aerodromes;
- b) the licensing and operation of aerodromes; and
- c) the approval or licensing and operation of heliports.

(2)NO place in the Republic shall be used as a place of landing or departure by an aeroplane with a maximum certificated mass exceeding 5700 kilograms, used in commercial air transport operations, unless it has been licensed in terms of the regulations in this part.

(3)No area on any land, water or building shall be used for the landing or take-off of aircraft if the air traffic in such area will in any way interfere with existing established procedures regarding controlled airspace.

AIC 50.4 dated 02-10-15

"The Commissioner for Civil Aviation has granted permission for certain types of aircraft to operate under certain prescribed conditions to aerodromes that do not necessarily conform with laid down requirements of the Civil Aviation Regulations, Part 139.

We recommend a moratorium be placed on "all new airport developments" needs to be clarified so that it relates to unlicensed / registered airports or proposed new airports – i.e. the **moratorium does NOT/will NOT apply to the further development at existing licensed airports.**

Yours Faithfully

GARY RENAULT
PRESIDENT OF AAA-SA

