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GOEWERMENSKENNISGEWINGS

DEPARTEMENT VAN VERVOER

No. R. 258

19 Februarie 1982

SEWENDE WYSIGING VAN DIE VliegREËLS-,
LUGVERKEERSDIENSTE-, SOEK-EN-REDDING- EN
OORVLUGREGULASIES, 1975

Die Minister van Vervoer wese het kragtens artikel 22 van die Lugvaartwet 1962, (Wet 74 van 1962), die regulasies vervat in die Bylae hierby uitgevaardig.

BYLAE

1. In hierdie Bylae, tensy uit die samehang anders blyk, beteken "die Regulasies" die VliegREËLS-, Lugverkeersdienste-, Soek-en-redding- en Oorvlugregulasies, 1975, soos afgekondig by Goewermenskennisgewing R. 1753 van 19 September 1975 en soos gewysig by Goewermenskennisgewings R. 829 van 13 Mei 1977, R. 2202 van 3 November 1978, R. 1921 van 31 Augustus 1979, R. 475 van 14 Maart 1980, R. 1143 van 6 Junie 1980 en R. 1209 van 5 Junie 1981.

2. Die Regulasies word hierby gewysig deur—

(a) regulasie 2.1 deur die volgende regulasie te vervang:

"2.1 Hierdie regulasies is nie van toepassing nie op 'n lugvaartuig of 'n persoon waarop of op wie die Minister, op aanbeveling van die Kommissaris van Burgerlugvaart, gelas dat hierdie regulasies of 'n deel daarvan nie van toepassing is nie.";

(b) regulasie 2.7 deur die volgende regulasie te vervang:

"2.7 (1) Niemand mag as 'n boordbemanningslid van 'n burgerlike lugvaartuig optree nie—

(a) binne 8 uur na die inname van enige alkoholiese drank nie,

(b) terwyl hy onder die invloed van bedwelvende drank is, of

(c) terwyl hy enige dwelm- of verdowingsmiddel gebruik wat sy vermoëns op enige wyse kan aantast wat veiligheid in gevaar kan stel.

(2) Die gesagvoerder van 'n burgerlike lugvaartuig mag weier om enige persoon wat volgens sy mening onder die invloed van bedwelvende drank of verdowingsmiddels is, wat nie 'n pasiënt onder behoorlike mediese sorg is nie, in sodanige lugvaartuig te vervoer."

GOVERNMENT NOTICES

DEPARTMENT OF TRANSPORT

No. R. 258

19 February 1982

SEVENTH AMENDMENT TO THE RULES OF THE
AIR, AIR TRAFFIC SERVICES, SEARCH AND RES-
CUE AND OVERFLIGHT REGULATIONS, 1975

The Minister of Transport Affairs has in terms of section 22 of the Aviation Act, 1962 (Act 74 of 1962), made the regulations contained in the Schedule hereto.

SCHEDULE

1. In this Schedule, unless the context otherwise indicates, "the Regulations" means the Rules of the Air, Air Traffic Services, Search and Rescue and Overflight Regulations, 1975, promulgated under Government Notice R. 1753 of 19 September 1975, as amended by Government Notices R. 829 of 13 May 1977, R. 2202 of 3 November 1978, R. 1921 of 31 August 1979, R. 475 of 14 March 1980, R. 1143 of 6 June 1980 and R. 1209 of 5 June 1981.

2. The Regulations are hereby amended by—

(a) the substitution of the following regulation for regulation 2.1:

"2.1 These regulations shall not apply to any aircraft or person to which or to whom the Minister, on the recommendation of the Commissioner for Civil Aviation, directs that these regulations or any part thereof shall not apply.";

(b) the substitution of the following regulation for regulation 2.7:

"2.7 (1) No person shall act as a crew member of a civil aircraft—

(a) within 8 hours after the consumption of any alcoholic beverage,

(b) whilst under the influence of intoxicating liquor, or

(c) whilst using any narcotic or drug which may affect his faculties in any way that may jeopardize safety.

(2) The pilot in command of a civil aircraft may refuse to carry on board the aircraft any person who in his opinion is under the influence of intoxicating liquor, narcotics or drugs and who is not a patient under proper medical care.";

(c) die inleidende paragraaf van regulasie 4.1 deur die volgende inleidende paragraaf te vervang:

“4.1 Die sigvliegeregels wat van toepassing is in Suid-Afrika is die volgende:

‘n VFR-vlug moet so uitgevoer word dat daar gevlieg word met sigverwysing bedags na die grond en snags na uitkenbare voorwerpe en op geen tydskop bokant meer as drie agstes wolke binne ‘n straal van 5 seemyl vanaf die lugvaartuig in vlug, in toestand van sigbaarheid en afstand van die wolke af wat gelyk is aan of groter as dié wat in die volgende tabel aangetref word:”;

(d) Aanhangel A deur die volgende Aanhangel te vervang:

“AANHANGSEL A

VERBODE EN BEPERKTE GEBIEDE

Verbode gebiede

A.1 Ondergenoemde gebiede word hierby tot verbode gebiede verklaar en niemand mag vanaf die oppervlak tot die hoogte bo die oppervlak of die altitude gespesifiseer in elke geval in hierdie gebiede, met enige lugvaartuig hoegenaamd vlieg nie:

(1) *Robbekolonie by Wolfsbaai—geleë naby Lüderitz:*
Sirkel: Straal 2 seemyl.

Middelpunt: S.B. 26°49'18".
O.L. 15°07'30".

Bogrens: 1 000 voet bo die oppervlak.

(2) *Voëleiland by Walvisbaai:*

Sirkel: Straal 1 seemyl.

Middelpunt: S.B. 22°52'36".
O.L. 14°32'12".

Bogrens: 1 000 voet bo die oppervlak.

(3) *Robbekolonie en voëlplatforms by Kruiskaaip:*

‘n Strook 1 seemyl seewaarts, 3 seemyl landinwaarts en 9 seemyl lank suid van ‘n punt—

S.B. 21°46'.

O.L. 13°58'.

Bogrens: 1 000 voet bo die oppervlak.

(4) *Voortrekkermonument—geleë naby Pretoria:*

Sirkel: Straal 0,5 seemyl.

Middelpunt: S.B. 25°46'35".
O.L. 28°10'35".

Bogrens: 1 000 voet bo die oppervlak.

(5) *Umbogintwini—geleë naby die Louis Botha-lughawe (Durban):*

Sirkel: Straal 0,6 seemyl.

Middelpunt: S.B. 30°01'20".
O.L. 30°54'00".

Bogrens: 800 voet bo die oppervlak.

(6) *Langebaan-natuurreservaat.*—Die gebiede geleë aan beide kante van die Saldanha-baailagune en begrens deur reguit lyne wat die volgende punte agtereenvolgend verbind:

S.B. 33°05'45"	O.L. 18°01'00"
S.B. 33°07'10"	O.L. 18°05'30"
S.B. 33°12'50"	O.L. 18°10'00"
S.B. 33°14'55"	O.L. 18°06'50"
S.B. 33°08'10"	O.L. 17°58'00"
S.B. 33°06'00"	O.L. 17°56'00"
S.B. 33°05'45"	O.L. 18°01'00"

Bogrens: 500 voet bo die oppervlak.

(c) the substitution of the following introductory paragraph for the introductory paragraph of regulation 4.1:

“4.1 The visual flight rules applicable in the Republic are as follows:

A VFR flight shall be so conducted that the aircraft is flown with visual reference to the surface by day and to identifiable objects by night and at no time above more than three eighths of cloud within a radius of 5 nautical miles of the aircraft in flight and in conditions of visibility and distance from cloud equal to or greater than those specified in the following table:”;

(d) the substitution of the following Annexure for Annexure A:

“ANNEXURE A

PROHIBITED AND RESTRICTED AREAS

Prohibited areas

A.1 The undermentioned areas are hereby declared prohibited areas and no person shall, in any aircraft whatsoever, fly into such areas from surface level to the height above the surface or altitude specified in each instance:

(1) *Seal colony at Wolf's Bay—situated near Lüderitz:*

Circle: 2 nautical miles radius.

Centre: Lat. 26°49'18" S.
Long. 15°07'30" E.

Upper limit: 1 000 feet above the surface.

(2) *Bird Island at Walvis Bay:*

Circle: 1 nautical mile radius.

Centre: Lat. 22°52'36" S.
Long. 14°32'12" E.

Upper limit: 1 000 feet above the surface.

(3) *Seal colony and bird platforms at Cape Cross:*

A strip 1 nautical mile seawards, 3 nautical miles inland and 9 nautical miles long, south of a point—

Lat. 21°46' S.

Long. 13°58' E.

Upper limit: 1 000 feet above the surface.

(4) *Voortrekker Monument—situated near Pretoria:*

Circle: 0,5 nautical miles radius.

Centre: Lat. 25°46'35" S.
Long. 28°10'35" E.

Upper limit: 1 000 feet above the surface.

(5) *Umbogintwini—situated near the Louis Botha Airport (Durban):*

Circle: 0,6 nautical miles radius.

Centre: Lat. 30°01'20" S.
Long. 30°54'00" E.

Upper limit: 800 feet above the surface.

(6) *Langebaan Nature Reserve.*—The area situated on either side of the Saldanha Bay Lagoon, bounded by straight lines joining the following points consecutively:

Lat. 33°05'45" S	Long. 18°01'00" E.
Lat. 33°07'10" S	Long. 18°05'30" E.
Lat. 33°12'50" S	Long. 18°10'00" E.
Lat. 33°14'55" S	Long. 18°06'50" E.
Lat. 33°08'10" S	Long. 17°58'00" E.
Lat. 33°06'00" S	Long. 17°56'00" E.
Lat. 33°05'45" S	Long. 18°01'00" E.

Upper Limit: 500 feet above the surface.

(7) *Fabriek van National Explosives (Edms.) Bpk., Wesrand—geleë naby Roodepoort:*

Sirkel: Straal 1 seemyl.

Middelpunt: S.B. 26°11'55''
O.L. 27°54'.

Bogrens: 1 000 voet bo die oppervlak.

(8) *Firgrove—geleë naby Somerset-Wes:*

Sirkels: Straal 1,2 seemyl.

Middelpunte: S.B. 34°04'41'';
O.L. 18°46'20'';
en
S.B. 34°04'30'';
O.L. 18°47'40'';

en die buitenste gemene raaklyne van hierdie sirkels.

Bogrens: 1 500 voet bo gemiddelde seespieël.

(9) *Hangklip—geleë naby Kaap Hangklip:*

Sirkel: Straal 2,7 seemyl.

Middelpunt: S.B. 34°17'45'';
O.L. 18°52'45'';

uitgesonderd daardie gedeelte van die kuslyn wat binne bogenoemde sirkel is.

Bogrens: 4 500 voet bo gemiddelde seespieël.

(10) *Werke van die Yster- en Staalkorporasie (YSKOR), Pretoria:*

Sirkel: Straal ½ seemyl.

Middelpunt: S.B. 25°46'11''
O.L. 28°07'56''.

Bogrens: 1 000 voet bo die oppervlak.

(11) *Van der Bijl-staalwerke—geleë naby Vereeniging:*

Sirkel: Straal 1 seemyl.

Middelpunt: S.B. 26°40'10''
O.L. 27°49'05''.

Bogrens: 1 000 voet bo die oppervlak.

(12) *Springstoffabriek, Modderfontein—geleë naby Kempton Park:*

Sirkel: Straal 1 seemyl.

Middelpunt: S.B. 26°04'43''
O.L. 28°09'35''.

Bogrens: 1 000 voet bo die oppervlak.

(13) *Springstofmagasyn, Ganspan—geleë naby Christiana:*

Sirkel: Straal 2 seemyl.

Middelpunt: S.B. 27°58'
O.L. 24°47'.

Bogrens: 1 000 voet bo die oppervlak.

(14) *Lenz—geleë ongeveer 16 seemyl suidwes van Johannesburg:*

Sirkel: Straal 1½ seemyl.

Middelpunt: S.B. 26°19'20''
O.L. 27°49'10''.

Bogrens: 1 000 voet bo die oppervlak.

Beperkte gebiede

A.2 Ondergenoemde gebiede word hierby beperk in die manier gespesifiseer in elke afsonderlike geval verklaar:

(1) Ondergenoemde gebied is tot beperkte gebied verklaar en lugvaartuie mag nie daaroor vlieg nie:

(a) Op 'n altitude van minder as 7 000 voet; of

(b) op 'n altitude van 7 000 en meer as 7 000 voet, behalwe met en in ooreenstemming met 'n klaring wat deur lugverkeersleiding by die Jan Smuts lughawe uitgereik is:

(7) *Factory of National Explosives (Pty) Ltd, West Rand—situated near Roodepoort:*

Circle: 1 nautical mile radius.

Centre: Lat. 26°11'55'' S.
Long. 27°54' E.

Upper limit: 1 000 feet above the surface.

(8) *Firgrove—situated near Somerset West:*

Circles: 1,2 nautical mile radius.

Centres: Lat. 34°04'41'' S;
Long. 18°46'20'' E;
and
Lat. 34°04'30'' S;
Long. 18°47'40'' E;

and the outer common tangents to these circles.

Upper limit: 1 500 feet above mean sea level.

(9) *Hangklip—situated near Cape Hangklip:*

Circle: 2,7 nautical miles radius.

Centre: Lat. 34°17'45'' S;
Long. 18°52'45'' E;

but excluding that portion of the coastline which falls within the above-mentioned circle.

Upper limit: 4 500 feet above mean sea level.

(10) *Iron and Steel Corporation Works (ISCOR), Pretoria:*

Circle: ½ nautical mile radius.

Centre: Lat. 25°46'11'' S.
Long. 28°07'56'' E.

Upper limit: 1 000 feet above the surface.

(11) *Van der Bijl Steelworks—situated near Vereeniging:*

Circle: 1 nautical mile radius.

Centre: Lat. 26°40'10'' S.
Long. 27°49'05'' E.

Upper limit: 1 000 feet above the surface.

(12) *Modderfontein Explosives Factory—situated near Kempton Park:*

Circle: 1 nautical mile radius.

Centre: Lat. 26°04'43'' S.
Long. 28°09'35'' E.

Upper limit: 1 000 feet above the surface.

(13) *Ganspan Explosives Store—situated near Christiana:*

Circle: 2 nautical miles radius.

Centre: Lat. 27°58' S.
Long. 24°47' E.

Upper limit: 1 000 feet above the surface.

(14) *Lenz—situated approximately 16 nautical miles south-west of Johannesburg:*

Circle: 1½ nautical miles radius.

Centre: Lat. 26°19'20'' S.
Long. 27°49'10'' E.

Upper limit: 1 000 feet above the surface.

Restricted areas

A.2 The undermentioned areas are hereby declared restricted in the manner specified in each individual case:

(1) The undermentioned area is declared a restricted area and aircraft shall not be flown over it:

(a) Below an altitude of 7 000 feet; or

(b) at and above an altitude of 7 000 feet, except with and in accordance with a clearance issued by air traffic control at the Jan Smuts Airport.

Pelindaba—geleë naby die Hartbeespoortdam.—Die gebied begrens deur reguit lyne wat die volgende punte agtereenvolgend verbind:

S.B. 25°46'	O.L. 27°54'42''
S.B. 25°45'05''	O.L. 27°59'28''
S.B. 25°48'52''	O.L. 27°59'47''
S.B. 25°49'37''	O.L. 27°54'09''
S.B. 25°48'35''	O.L. 27°53'45''
S.B. 25°47'40''	O.L. 27°53'45''
S.B. 25°46'	O.L. 27°54'42''

(2) Ondergenoemde gebied is tot beperkte gebied verklaar en niemand mag, sonder die toestemming van die Aanleg Bestuurder, enige lugvaartuig daarin vlieg nie:

Koeberg Atoomkragstasie—geleë naby Kaapstad:

Sirkel: Straal 2,5 seemyl.

Middelpunt: S.B. 33°41'00''
O.L. 18°25'50''

Vertikale grense.—Oppervlak tot 2 000 voet bo die oppervlak.

(3) Ondergenoemde gebied word hierby tot beperkte gebied verklaar tussen vlugvlak 105 en vlugvlak 250 en niemand mag 'n burgerlike lugvaartuig in hierdie gebied vlieg sonder dat vooraf magtiging van die Hoof van die Lugmag verkry is nie. Aansoek om magtiging om hierdie gebied binne te gaan, moet skriftelik gedoen word by die Hoof van die Lugmag, Lugmaghoofkwartier, vir aandag SSO LRB, Privaatsak X199, Pretoria, 0001, of per teleks aan DEFAIR, Pretoria:

Transvaalse Militêre Middelvliegebied—die gebied wat die noordoostelike gedeelte van die Transvaal beslaan en deur die volgende lyne begrens word:

(a) Vanaf 'n punt by S.B. 22°21' O.L. 30°23' op die Limpoporivier, ooswaarts en suidwaarts met die Suid-Afrikaanse internasionale grens met Zimbabwe en Mosambiek langs tot by 'n punt by S.B. 25°26' O.L. 31°59' (Komatipoort);

(b) daarvandaan in 'n reguit lyn weswaarts tot by 'n punt by S.B. 25°46'30'' O.L. 29°28' (Middelburgspoorwegstasie);

(c) daarvandaan in 'n reguit lyn noordooswaarts tot by 'n punt by S.B. 24°31' O.L. 30°49' op die boog van 'n sirkel met 'n straal van 15 seemyl, gemeet vanaf 'n punt by S.B. 24°21'20'' O.L. 31°02'20'' [Hoedspruit-leidingsone—so ook subparagraaf (d)];

(d) daarvandaan met genoemde boog ooswaarts, noordwaarts, weswaarts en suidwaarts tot by die Hoedspruit-TACAN-radiaal 305;

(e) daarvandaan uitwaarts met dié radiaal tot 30 seemyl vanaf die Hoedspruit-DME;

(f) daarvandaan in 'n reguit lyn suidweswaarts tot by 'n punt by S.B. 25°48' O.L. 28°45' (Bronkhorstspoorwegstasie);

(g) daarvandaan in 'n reguit lyn weswaarts tot by 'n punt by S.B. 25°41' O.L. 28°32' (Cullinanspoorwegstasie);

(h) daarvandaan in 'n reguit lyn weswaarts tot by 'n punt by S.B. 25°35'30'' O.L. 28°14' (Pyramidspoorwegstasie);

(i) daarvandaan in 'n reguit lyn suidweswaarts tot by 'n punt by S.B. 25°38'30'' O.L. 28°06' (Rosslynspoorwegstasie);

(j) daarvandaan in 'n reguit lyn noordooswaarts tot by 'n punt by S.B. 25°24' O.L. 28°17' (Hammanskraalspoorwegstasie);

Pelindaba—situated near the Hartbeespoort Dam.—The area bounded by straight lines joining the following points consecutively:

Lat. 25°46' S	Long. 27°54'42'' E.
Lat. 25°45'05'' S	Long. 27°59'28'' E.
Lat. 25°48'52'' S	Long. 27°59'47'' E.
Lat. 25°49'37'' S	Long. 27°54'09'' E.
Lat. 25°48'35'' S	Long. 27°53'45'' E.
Lat. 25°47'40'' S	Long. 27°53'45'' E.
Lat. 25°46' S	Long. 27°54'42'' E.

(2) The undermentioned area has been declared a restricted area and no person shall, without the prior authority of the Construction Site Manager, fly any aircraft into it:

Koeberg Nuclear Power Station—situated near Cape Town:

Circle: 2,5 nautical miles radius.

Centre: Lat. 33°41'00'' S.
Long. 18°25'50'' E.

Vertical limits.—Surface to 2 000 feet above the surface.

(3) The undermentioned area is hereby declared a restricted area between flight level 105 and flight level 250 and no person shall fly a civil aircraft in such area without prior authorisation having been obtained from the Chief of the Air Force. Application for authority to enter this area must be made in writing to the Chief of the Air Force, Air Force Headquarters, for attention SSO ASC, Private Bag X199, Pretoria, 0001, or by telex to DEFAIR, Pretoria.

Transvaal Military Middle Flying Area—the area covering the north-eastern part of the Transvaal and bounded by the following lines:

(a) From a point at Lat. 22°21' S Long. 30°23' E on the Limpopo River, eastwards and southwards along the South African international boundary with Zimbabwe and Mozambique to a point at Lat. 25°26' S Long. 31°59' E (Komatipoort);

(b) thence in a straight line westwards to a point at Lat. 25°46'30'' S Long. 29°28' E (Middelburg Railway Station);

(c) thence in a straight line north-eastwards to a point at Lat. 24°31' S Long. 30°49' E on the arc of a circle with a radius of 15 nautical miles measured from a point at Lat. 24°21'20'' S Long. 31°02'20'' E [Hoedspruit control zone—also subparagraph (d)];

(d) thence along this arc eastwards, northwards, westwards and southwards to the Hoedspruit TACAN, radial 305;

(e) thence outwards along this radial to 30 nautical miles from the Hoedspruit DME;

(f) thence in a straight line south-westwards to a point at Lat. 25°48' S Long. 28°45' E (Bronkhorstspoorway Station);

(g) thence in a straight line westwards to a point at Lat. 25°41' S Long. 28°32' E (Cullinan Railway Station);

(h) thence in a straight line westwards to a point at Lat. 25°35'30'' S Long. 28°14' E (Pyramid Railway Station);

(i) thence in a straight line south-westwards to a point at Lat. 25°38'30'' S Long. 28°06' E (Rosslyn Railway Station);

(j) thence in a straight line north-eastwards to a point at Lat. 25°24' S Long. 28°17' E (Hammanskraal Railway Station);

(k) daarvandaan in 'n reguit lyn noordooswaarts tot by 'n punt by S.B. 24°19' O.L. 29°15' op die boog van 'n sirkel met 'n straal van 30 seemyl, gemeet vanaf 'n punt by S.B. 23°51' O.L. 29°27' [Pietersburg-eindleidingsgebied—so ook subparagrafe (l), (m), (n), (o) en (p)];

(l) daarvandaan ooswaarts tot by die Pietersburg-TACAN-radiaal 180;

(m) daarvandaan binnewaarts met dié radiaal tot by die boog van 'n sirkel met 'n straal van 15 seemyl, gemeet vanaf 'n punt by S.B. 23°51' O.L. 29°27';

(n) daarvandaan noordwaarts met dié boog tot by die Pietersburg-TACAN-radiaal 090;

(o) daarvandaan uitwaarts met dié radiaal tot by die boog van 'n sirkel met 'n straal van 30 seemyl, gemeet vanaf 'n punt by S.B. 23°51' O.L. 29°27';

(p) daarvandaan weswaarts met dié boog tot by 'n punt by S.B. 23°26' O.L. 29°44'30'';

(q) daarvandaan in 'n reguit lyn noordooswaarts tot by eersgenoemde punt by S.B. 22°21' O.L. 30°23'.

(4) Ondergenoemde gebied word hierby tot beperkte gebied verklaar bokant vlugvlak 250 en niemand mag 'n burgerlike lugvaartuig in hierdie gebied vlieg sonder dat vooraf magtiging van die Hoof van die Lugmag verkry is nie. Aansoek om magtiging om hierdie gebied binne te gaan, moet skriftelik gerig word aan die Hoof van die Lugmag, Lugmaghoofkwartier, vir aandag SSO LRB, Privaatsak X199, Pretoria, 0001, of per teleks aan DEFAIR, Pretoria:

Transvaal Militêre Hoogvlieggebied—die gebied wat die noordoostelike gedeelte van die Transvaal beslaan en deur die volgende lyne begrens word:

(a) Vanaf 'n punt by S.B. 22°21' O.L. 30°23' op die Limpoporivier ooswaarts en suidwaarts met die Suid-Afrikaanse internasionale grens met Zimbabwe en Mosambiek langs tot by 'n punt by S.B. 25°26' O.L. 31°59' (Komatipoort);

(b) daarvandaan in 'n reguit lyn weswaarts tot by 'n punt by S.B. 25°46'30'' O.L. 29°28' (Middelburgspoorwegstasie);

(c) daarvandaan in 'n reguit lyn weswaarts tot by 'n punt by S.B. 25°48' O.L. 28°45' (Bronkhorstspuitspoorwegstasie);

(d) daarvandaan in 'n reguit lyn weswaarts tot by 'n punt by S.B. 25°41' O.L. 28°32' (Cullinanspoorwegstasie);

(e) daarvandaan in 'n reguit lyn weswaarts tot by 'n punt by S.B. 25°35'30'' O.L. 28°14' (Pyramidspoorwegstasie);

(f) daarvandaan in 'n reguit lyn suidweswaarts tot by 'n punt by S.B. 25°38'30'' O.L. 28°06' (Rosslynspoorwegstasie);

(g) daarvandaan in 'n reguit lyn noordooswaarts tot by 'n punt by S.B. 25°24' O.L. 28°17' (Hammanskraalspoorwegstasie);

(h) daarvandaan in 'n reguit lyn noordooswaarts tot by 'n punt by S.B. 24°19' O.L. 29°15' op die suidelike grens van die Pietersburg-eindleidingsgebied;

(i) daarvandaan in 'n reguit lyn noordooswaarts tot by eersgenoemde punt by S.B. 22°21' O.L. 30°23'.

(5) Ondergenoemde gebied word hierby tot beperkte gebied verklaar tussen die oppervlak en vlugvlak 105 en niemand mag 'n burgerlike lugvaartuig in hierdie gebied vlieg sonder dat vooraf magtiging van die Hoof van die Lugmag verkry is nie. Aansoek om magtiging om hierdie gebied binne te gaan, moet skriftelik gerig word aan die Hoof van die Lugmag, Lugmaghoofkwartier, vir aandag SSO LRB, Privaatsak X199, Pretoria, 0001, of per teleks aan DEFAIR Pretoria:

(k) thence in a straight line north-eastwards to a point at Lat. 24°19' S Long. 29°15' E on the arc of a circle with a radius of 30 nautical miles measured from a point at Lat. 23°51' S Long. 29°27' E [Pietersburg terminal control area—also subparagraphs (l), (m), (n), (o) and (p)];

(l) thence eastwards to the Pietersburg TACAN, radial 180;

(m) thence inwards along this radial to the arc of a circle with a radius of 15 nautical miles, measured from a point at Lat. 23°51' S Long. 29°27' E;

(n) thence northwards along this arc to the Pietersburg TACAN, radial 090;

(o) thence outwards along this radial to the arc of a circle with a radius of 30 nautical miles measured from a point at Lat. 23°51' S Long. 29°27' E;

(p) thence westwards along this arc to a point at Lat. 23°26' S Long. 29°44'30'' E;

(q) thence in a straight line north-eastwards to the first-mentioned point at Lat. 22°21' S Long. 30°23' E.

(4) The undermentioned area is hereby declared a restricted area above flight level 250 and no person shall fly a civil aircraft in the area without prior authorisation having been obtained from the Chief of the Air Force. Application for authority to enter this area must be made in writing to the Chief of the Air Force, Air Force Headquarters, for attention SSO ASC, Private Bag X199, Pretoria, 0001, or by telex to DEFAIR, Pretoria.

Transvaal Military High Flying Area—the area covering the north-eastern part of the Transvaal and bounded by the following lines:

(a) From a point at Lat. 22°21' S Long. 30°23' E on the Limpopo River, eastwards and southwards along the South African international boundary with Zimbabwe and Mozambique to a point at Lat. 25°26' S Long. 31°59' E (Komatipoort);

(b) thence in a straight line westwards to a point at Lat. 25°46'30'' S Long. 29°28' E (Middelburg Railway Station);

(c) thence in a straight line westwards to a point at Lat. 25°48' S Long. 28°45' E (Bronkhorstspuit Railway Station);

(d) thence in a straight line westwards to a point at Lat. 25°41' S Long. 28°32' E (Cullinan Railway Station);

(e) thence in a straight line westwards to a point at Lat. 25°35'30'' S Long. 28°14' E (Pyramid Railway Station);

(f) thence in a straight line south-westwards to a point at Lat. 25°38'30'' S Long. 28°06' E (Rosslyn Railway Station);

(g) thence in a straight line north-eastwards to a point at Lat. 25°24' S Long. 28°17' E (Hammanskraal Railway Station);

(h) thence in a straight line north-eastwards to a point at Lat. 24°19' S Long. 29°15' E on the southern boundary of the Pietersburg terminal control area;

(i) thence in a straight line north-eastwards to the first-mentioned point at Lat. 22°21' S Long. 30°23' E.

(5) The undermentioned area is hereby declared a restricted area between the surface and flight level 105 and no person shall fly a civil aircraft in the area without prior authorisation having been obtained from the Chief of the Air Force. Application for authority to enter this area must be made in writing to the Chief of the Air Force, Air Force Headquarters, for attention SSO ASC, Private Bag X199, Pretoria, 0001, or by telex to DEFAIR, Pretoria.

Nasionale Krugerwildtuin Beperkte gebied—die gebied wat deur die volgende lyne begrens word:

(a) Vanaf 'n punt by S.B. 22°20' O.L. 30°36'30'' op die Limpoporivier, ooswaarts en suidwaarts met die Suid-Afrikaanse internasionale grens met Zimbabwe en Mosambiek langs tot by 'n punt by S.B. 25°26' O.L. 31°59' (Komatipoort);

(b) daarvandaan in 'n reguit lyn weswaarts tot by 'n punt by S.B. 25°29' O.L. 31°41'30'' (Hectorspruit);

(c) daarvandaan in 'n reguit lyn noordwaarts tot by 'n punt by S.B. 24°36' O.L. 31°35';

(d) daarvandaan in 'n reguit lyn noordwaarts tot by 'n punt by S.B. 24°10'30'' O.L. 31°38';

(e) daarvandaan in 'n reguit lyn noordwaarts tot by 'n punt S.B. 23°29' O.L. 31°02';

(f) daarvandaan in 'n reguit lyn noordwaarts tot by eersgenoemde punt by S.B. 22°20' O.L. 30°36'30''.

(6) Ondergenoemde gebied word hierby tot beperkte gebied verklaar en niemand mag sonder magtiging van die Beheerlugverkeerleier, J. B. M. Hertzoglughawe, of iemand deur hom aangewys, met 'n burgerlike lugvaartuig vanaf grondvlak onbeperk daarin vlieg nie:

De Brugskietbaan—geleë naby Bloemfontein:

Sirkel: Straal 8 seemyl.

Middelpunt: S.B. 29°05'30''
O.L. 25°54'.

(7) Ondergenoemde gebied word tot beperkte gebied verklaar en niemand mag sonder magtiging van die Hoof-lugverkeerbeheerder, Lugmagbasis, Potchefstroom, of iemand deur hom aangewys, met 'n burgerlike lugvaartuig vanaf grondvlak onbeperk daarin vlieg nie:

Potchefstroom Militêre Skietbaan—geleë noord van Potchefstroom:

Sirkel: Straal 7 seemyl.

Middelpunt: S.B. 26°38'
O.L. 26°59'.

Uitgesonderd die gebied ingesluit in die Potchefstroomse Militêre ATZ/CTR.

(8) Ondergenoemde gebied word hierby tot beperkte gebied verklaar en niemand mag sonder magtiging van die Bevelvoerder, 6 S.A. Infanterie, Grahamstad, of iemand deur hom aangewys, met 'n burgerlike lugvaartuig vanaf grondvlak onbeperk daarin vlieg nie:

Grahamstad Militêre Skietbaan—geleë noord van Grahamstadvliegveld.—Die gebied begrens deur reguit lyne wat die volgende punte agtereenvolgend verbind:

S.B. 33°11'53''	O.L. 26°30'05''
S.B. 33°13'06''	O.L. 26°34'59''
S.B. 33°12'00''	O.L. 26°34'31''
S.B. 33°12'45''	O.L. 26°37'19''
S.B. 33°13'27''	O.L. 26°37'45''
S.B. 33°14'38''	O.L. 26°36'59''
S.B. 33°14'49''	O.L. 26°35'53''
S.B. 33°14'30''	O.L. 26°33'52''
S.B. 33°13'54''	O.L. 26°32'10''
S.B. 33°16'10''	O.L. 26°30'26''
S.B. 33°15'33''	O.L. 26°28'03''
S.B. 33°13'51''	O.L. 26°27'06''
S.B. 33°11'54''	O.L. 26°27'38''
S.B. 33°11'53''	O.L. 26°30'05''

(9) Ondergenoemde gebied word hierby tot beperkte gebied verklaar en niemand mag met 'n burgerlike lugvaartuig sonder magtiging van die Bevelvoerder, 8 S.A. Infanterie, Upington, of iemand deur hom aangewys, vanaf grondvlak onbeperk daarin vlieg nie:

Kruger National Park Restricted Area—the area bounded by the following lines:

(a) From a point at Lat. 22°20' S Long. 30°36'30'' E on the Limpopo River eastwards and southwards along the South African international boundary with Zimbabwe and Mozambique to a point at Lat. 25°26' S Long. 31°59' E (Komatipoort);

(b) thence in a straight line westwards to a point at Lat. 25°29' S Long. 31°41'30'' E (Hectorspruit);

(c) thence in a straight line northwards to a point at Lat. 24°36' S Long. 31°35' E;

(d) thence in a straight line northwards to a point at Lat. 24°10'30'' S Long. 31°38' E;

(e) thence in a straight line northwards to a point at Lat. 23°29' S Long. 31°02' E;

(f) thence in a straight line northwards to the first-mentioned point at Lat. 22°20' S Long. 30°36'30'' E.

(6) The undermentioned area is hereby declared a restricted area and no person shall, without the authorisation of the Control Air Traffic Controller, J. B. M. Hertzog Airport, or of any person designated by him, fly any civil aircraft in such area, from ground level unlimited:

De Brug Range—situated near Bloemfontein:

Circle: 8 nautical miles radius.

Centre: Lat. 29°05'30'' S.
Long. 25°54' E.

(7) The undermentioned area is hereby declared a restricted area and no person shall, without the authorisation of the Chief Air Traffic Controller, Air Force Base, Potchefstroom, or of any person designated by him, fly any civil aircraft into such area, from ground level unlimited:

Potchefstroom Military Shooting Range—situated north of Potchefstroom:

Circle: 7 nautical miles radius.

Centre: Lat. 26°38' S.
Long. 26°59' E.

Excluding the area included in the Potchefstroom Military ATZ/CTR.

(8) The undermentioned area is hereby declared a restricted area and no person shall, without the authorisation of the Commanding Officer, 6 S.A. Infantry, Grahamstown, or of any person designated by him, fly any civil aircraft into such area, from ground level unlimited:

Grahamstown Military Shooting Range—situated north of Grahamstown Airfield.—The area bounded by straight lines joining the following points consecutively:

Lat. 33°11'53'' S	Long. 26°30'05'' E.
Lat. 33°13'06'' S	Long. 26°34'59'' E.
Lat. 33°12'00'' S	Long. 26°34'31'' E.
Lat. 33°12'45'' S	Long. 26°37'19'' E.
Lat. 33°13'27'' S	Long. 26°37'45'' E.
Lat. 33°14'38'' S	Long. 26°36'59'' E.
Lat. 33°14'49'' S	Long. 26°35'53'' E.
Lat. 33°14'30'' S	Long. 26°33'52'' E.
Lat. 33°13'54'' S	Long. 26°32'10'' E.
Lat. 33°16'10'' S	Long. 26°30'26'' E.
Lat. 33°15'33'' S	Long. 26°28'03'' E.
Lat. 33°13'51'' S	Long. 26°27'06'' E.
Lat. 33°11'54'' S	Long. 26°27'38'' E.
Lat. 33°11'53'' S	Long. 26°30'05'' E.

(9) The undermentioned area is hereby declared a restricted area and no person shall, without the authorisation of the Commanding Officer, 8 S.A. Infantry, Upington, or of any person designated by him fly any civil aircraft into such area, from ground level unlimited:

Riemvasmaak-skietbaan—geleë wes van Upington.—
Die gebied begrens deur reguit lyne wat die volgende punte agtereenvolgend verbind:

S.B. 28°35'	O.L. 20°00'
S.B. 28°15'	O.L. 20°00'
S.B. 28°19'	O.L. 20°40'
S.B. 28°45'	O.L. 20°40'
S.B. 28°35'	O.L. 20°00'

(10) Ondergenoemde gebied word hierby tot beperkte gebied verklaar en niemand mag met 'n burgerlike lugvaartuig sonder magtiging van die Hooflugverkeerbeheerder S.A. Lugmagbasis, Pietersburg, of iemand deur hom aangewys, tussen grondvlak en vlugvlak 250 daarin vlieg nie:

*Pietersburg Lug/Grondskietbaan.—*Die gebied begrens deur lyne soos volg getrek:

Vanaf 'n punt by S.B. 23°39' O.L. 29°37' in 'n reguit lyn tot by 'n punt by S.B. 23°32' O.L. 29°42' daarvandaan in 'n reguit lyn tot by 'n punt by S.B. 23°38'30'' O.L. 29°54' (Munnikstasie) daarvandaan met die pad vanaf Munnik na Solomondale langs tot by die Pietersburg ATZ/CTR-grens, daarvandaan met die Pietersburg ATZ/CTR-grens langs tot by die beginpunt by S.B. 23°39' O.L. 29°37'.

(11) Ondergenoemde gebied word hierby tot beperkte gebied verklaar en niemand mag sonder magtiging van die Hooflugverkeerbeheerder, S.A. Lugmagbasis, Waterkloof, of iemand deur hom aangewys, met 'n burgerlike lugvaartuig tussen grondvlak en vlugvlak 105 daarin vlieg nie:

Waterkloof-kunsvliegopleidingsgebied:

Sirkel: Straal 5 seemyl.

Middelpunt: S.B. 25°37'30''
O.L. 28°42'20''

(12) Ondergenoemde gebied word hierby tot beperkte gebied verklaar en niemand mag sonder magtiging van die Hooflugverkeerbeheerder, Vliegopleidingskool Langebaanweg, of iemand deur hom aangewys, met 'n burgerlike lugvaartuig vanaf grondvlak onbeperk daarin vlieg nie:

Hopefield Lug/Grondskietbaan:

Sirkel: Straal 2 seemyl.

Middelpunt: S.B. 33°02'42''
O.L. 18°17'35''

(13) Ondergenoemde gebied word hierby tot beperkte gebied verklaar en niemand mag sonder magtiging van die Hooflugverkeerbeheerder, Vliegopleidingskool, Langebaanweg, of iemand deur hom aangewys, met 'n burgerlike lugvaartuig tussen grondvlak en vlugvlak 30 daarin vlieg nie:

*Langebaanwegskietbaan.—*Die gebied begrens deur lyne wat die volgende punte agtereenvolgend verbind:

S.B. 32°45'00''	O.L. 17°40'00''
S.B. 32°45'00''	O.L. 17°49'00''
S.B. 32°58'00''	O.L. 17°55'00''
S.B. 33°06'00''	O.L. 17°56'00''
S.B. 33°08'10''	O.L. 17°58'00''
S.B. 33°14'55''	O.L. 18°05'50''
S.B. 33°21'00''	O.L. 18°09'00''
S.B. 33°29'00''	O.L. 18°04'30''
S.B. 33°27'00''	O.L. 17°59'00''
S.B. 33°00'00''	O.L. 17°40'00''
S.B. 32°45'00''	O.L. 17°40'00''

Riemvasmaak Range—situated west of Upington.—
The area bounded by straight lines joining the following points consecutively:

Lat. 28°35' S	Long. 20°00' E.
Lat. 28°15' S	Long. 20°00' E.
Lat. 28°19' S	Long. 20°40' E.
Lat. 28°45' S	Long. 20°40' E.
Lat. 28°35' S	Long. 20°00' E.

(10) The undermentioned area is hereby declared a restricted area and no person shall, without the authorisation of the Chief Air Traffic Controller, Air Force Base, Pietersburg, or of any person designated by him, fly any civil aircraft into such area between ground level and flight level 250:

*Pietersburg Air/Ground Firing Range.—*The area bounded by lines drawn as follows:

From a point at Lat. 23°39' S Long. 29°37' E a straight line to a point at Lat. 23°32' S Long. 29°42' E, thence a straight line to a point at Lat. 23°38'30'' S Long. 29°54' E (Munnik Station) thence along the road from Munnik to Solomondale to the Pietersburg ATZ/CTR boundary, thence along the Pietersburg ATZ/CTR boundary to the starting point at Lat. 23°39' S Long. 29°37' E.

(11) The undermentioned area is hereby declared a restricted area and no person shall, without the authorisation of the Chief Air Traffic Controller, Air Force Base, Waterkloof, or of any person designated by him fly any civil aircraft into such area, between ground level and flight level 105:

Waterkloof Aerobatic Training Area:

Circle: 5 nautical miles radius.

Centre: Lat. 25°37'30'' S.
Long. 28°42'20'' E.

(12) The undermentioned area is hereby declared a restricted area and no person shall, without the authorisation of the Chief Air Traffic Controller, Flying Training School, Langebaan Road, or of any person designated by him, fly any civil aircraft into such area, from ground level unlimited:

Hopefield Air/Ground Firing Range:

Circle: 2 nautical miles radius.

Centre: Lat. 33°02'42'' S.
Long. 18°17'35'' E.

(13) The undermentioned area is hereby declared a restricted area and no person shall, without the authorisation of the Chief Air Traffic Controller, Flying Training School, Langebaan Road, or of any person designated by him fly any civil aircraft into such area, between ground level and flight level 30:

*Langebaan Road Range.—*The area bounded by straight lines joining the following points consecutively:

Lat. 32°45'00'' S	Long. 17°40'00'' E.
Lat. 32°45'00'' S	Long. 17°49'00'' E.
Lat. 32°58'00'' S	Long. 17°55'00'' E.
Lat. 33°06'00'' S	Long. 17°56'00'' E.
Lat. 33°08'10'' S	Long. 17°58'00'' E.
Lat. 33°14'55'' S	Long. 18°05'50'' E.
Lat. 33°21'00'' S	Long. 18°09'00'' E.
Lat. 33°29'00'' S	Long. 18°04'30'' E.
Lat. 33°27'00'' S	Long. 17°59'00'' E.
Lat. 33°00'00'' S	Long. 17°40'00'' E.
Lat. 32°45'00'' S	Long. 17°40'00'' E.

(14) Ondergenoemde gebied word hierby tot beperkte gebied verklaar en niemand mag sonder magtiging van die Hooflugverkeerbeheerder, Lugmagbasis Swartkop, of iemand deur hom aangewys, met 'n burgerlike lugvaartuig vanaf vlugvlak 100 onbeperk daarin vlieg nie:

Swartkop Militêre Vlieggebied.—Die gebied begrens deur lyne getrek soos volg:

Vanaf 'n punt by S.B. 26°01'50" O.L. 27°35'25" (Orientstasie) met die spoorweglyn langs tot 'n punt by S.B. 25°52'10" O.L. 26°54' (Kosterstasie), daarvan dan met die pad langs tot by 'n punt by S.B. 26°09' O.L. 26°10' (Lichtenburgstasie), daarvandaan met die pad langs tot by 'n punt by S.B. 25°45'10" O.L. 25°58' (Ottoshoopstasie), daarvandaan met die spoorweglyn langs tot by S.B. 25°33' O.L. 26°05' (Zeeruststasie), daarvandaan in 'n reguit lyn tot by 'n punt by S.B. 25°02' O.L. 26°10' (Nietverdiend), daarvandaan in 'n reguit lyn tot by 'n punt by S.B. 25°40' O.L. 27°15' (Rustenburgstasie) daarvandaan met die spoorlyn langs tot by 'n punt by S.B. 25°42' O.L. 27°29' (Marikanastasie), daarvandaan in 'n reguit lyn tot by 'n punt by S.B. 25°49' O.L. 27°45'30" (Skeerpoortstasie), daarvandaan in 'n reguit lyn tot by 'n punt by S.B. 26°01'50" O.L. 27°35'25" (Orientstasie).

(15) Ondergenoemde gebied word hierby tot beperkte gebied verklaar en niemand mag met 'n burgerlike lugvaartuig sonder magtiging van die Hooflugverkeerbeheerder, Vliegopleidingskool, Langebaanweg, wat Gebied A betref, vanaf vlugvlak 30 onbeperk, en wat Gebied B betref, vanaf vlugvlak 120, onbeperk daarin vlieg nie:

Langebaanweg Militêre Vlieggebied.—Die Gebied (A) begrens deur reguit lyne wat die volgende punte in volgorde verbind maar uitgesonderd die Langebaanweg-CTR:

S.B. 32°05'40"	O.L. 18°19'00";
S.B. 32°09'00"	O.L. 18°44'00";
S.B. 33°31'00"	O.L. 18°35'30";
S.B. 33°34'20"	O.L. 18°18'00";
S.B. 33°20'00"	O.L. 17°40'00";
S.B. 32°20'00"	O.L. 17°40'00";
S.B. 32°05'40"	O.L. 18°19'00";

tesame met die Gebied (B) begrens deur reguit lyne wat die volgende punte in volgorde verbind:

S.B. 32°09'00"	O.L. 18°44'00";
S.B. 32°11'00"	O.L. 18°53'40";
S.B. 33°01'00"	O.L. 19°00'00";
S.B. 33°18'20"	O.L. 19°02'20";
S.B. 33°26'30"	O.L. 18°58'00";
S.B. 33°31'00"	O.L. 18°35'30";
S.B. 32°09'00"	O.L. 18°44'00";

(16) Ondergenoemde gebied word hierby tot beperkte gebied verklaar en niemand mag met 'n burgerlike lugvaartuig sonder magtiging van die Beheerlugverkeerleier, J. B. M. Herzoglughawe, tussen vlugvlak 90 en vlugvlak 280 daarin vlieg nie:

Bloemfontein Militêre Opleidingsvlieggebied.—Die gebied begrens deur lyne getrek soos volg:

Vanaf 'n punt by S.B. 28°50' O.L. 26°46'30" (Verkeerdevelei) met die pad na 'n punt by S.B. 28°31' O.L. 27°01' (Winburg), daarvandaan met die pad na 'n punt by S.B. 28°25'30" O.L. 27°18' (Rietspruit), daarvandaan met die pad na 'n punt by S.B. 28°40' O.L. 27°26' (Marquard), daarvandaan 'n reguit lyn na 'n punt by S.B. 29°10'30" O.L. 27°17'30" (Marseilles), daarvandaan met die spoorweglyn na 'n punt by S.B. 29°10'30" O.L. 27°09' (Westminster), daarvandaan 'n reguit lyn na 'n punt by S.B. 28°50' O.L. 26°46'30" (Verkeerdevelei).

(14) The undermentioned area is hereby declared a restricted area and no person shall, without the authorisation of the Chief Air Traffic Controller, Air Force Base, Swartkop, or of any person designated by him fly any civil aircraft into such area, from flight level 100 unlimited:

Swartkop Military Flying Area.—The area bounded by lines drawn as follows:

From a point at Lat. 26°01'50" S Long. 27°35'25" E (Orient Station) along the railway line to a point at Lat. 25°52'10" S Long. 26°54' E (Koster Station), thence along the road to a point at Lat. 26°09' S Long. 26°10' E (Lichtenburg Station), thence along the road to a point at Lat. 25°45'10" S Long. 25°58' E (Ottoshoop Station), thence along the railway line to a point at Lat. 25°33' S Long. 26°05' E (Zeerust Station), thence a straight line to a point at Lat. 25°02' S Long. 26°10' E (Nietverdiend), thence a straight line to a point at Lat. 25°40' S Long. 27°15' E (Rustenburg Station), thence along the railway line to a point at Lat. 25°42' S Long. 27°29' E (Marikana Station), thence a straight line to a point at Lat. 25°49' S Long. 27°45'30" E (Skeerpoort Station) thence a straight line to a point at Lat. 26°01'50" S Long. 27°35'25" E (Orient Station).

(15) The undermentioned area is hereby declared a restricted area and no person shall, without the authorisation of the Chief Air Traffic Controller, Flying Training School, Langebaan Road or of any person designated by him, fly any civil aircraft into such area, from flight level 30 unlimited, with regard to Area A, and from flight level 120 unlimited with regard to Area B:

Langebaan Road Military Flying Area.—The Area (A) bounded by straight lines joining successively the following points consecutively but excluding the Langebaan Road CTR:

Lat. 32°05'40" S	Long. 18°19'00" E;
Lat. 32°09'00" S	Long. 18°44'00" E;
Lat. 33°31'00" S	Long. 18°35'30" E;
Lat. 33°34'20" S	Long. 18°18'00" E;
Lat. 33°20'00" S	Long. 17°40'00" E;
Lat. 32°20'00" S	Long. 17°40'00" E;
Lat. 32°05'40" S	Long. 18°19'00" E;

together with the Area (B), bounded by straight lines joining the following points consecutively:

Lat. 32°09'00" S	Long. 18°44'00" E;
Lat. 32°11'00" S	Long. 18°53'40" E;
Lat. 33°01'00" S	Long. 19°00'00" E;
Lat. 33°18'20" S	Long. 19°02'20" E;
Lat. 33°26'30" S	Long. 18°58'00" E;
Lat. 33°31'00" S	Long. 18°35'30" E;
Lat. 32°09'00" S	Long. 18°44'00" E.

(16) The undermentioned area is hereby declared a restricted area and no person shall without the authorisation of the Control Air Traffic Controller, J. B. M. Hertzog Airport, or of any person designated by him fly any civil aircraft into such area, between flight level 90 and flight level 280:

Bloemfontein Military Flying Training Area.—The area bounded by lines drawn as follows:

From a point at Lat. 28°50' S Long. 26°46'30" E (Verkeerdevelei), along the road to a point at Lat. 28°31' S Long. 27°01' E (Winburg), thence along the road to a point at Lat. 28°25'30" S Long. 27°18' E (Rietspruit), thence along the road to a point at Lat. 28°40' S Long. 27°26' E (Marquard), thence a straight line to a point at Lat. 29°10'30" S Long. 27°17'30" E (Marseilles), thence along the railway line to a point at Lat. 29°10'30" S Long. 27°09' E (Westminster), thence a straight line to a point at Lat. 28°50' S Long. 26°46'30" E (Verkeerdevelei).

(17) Ondergenoemde gebied word hierby tot beperkte gebied verklaar en niemand mag met 'n burgerlike lugvaartuig sonder magtiging van die Hooflugverkeerbeheerder, Sentrale Vliegskool, Dunnottar, of iemand deur hom aangewys, vanaf grondvlak tot vlugvlak 110 daarin vlieg nie:

Militêre Vlieggebied, Dunnottar:

Die gebied geleë suidoos van Jan Smuts-lughawe en begrens deur 'n lyn getrek vanaf 'n punt by S.B. 26°03' O.L. 29°02'30" (Ogies) al met die pad langs tot by 'n punt by S.B. 26°16' O.L. 29°14' (Kriel) en verder getrek vanaf hierdie punt al met die pad langs tot by 'n punt by S.B. 26°25'50" O.L. 29°05'20" (Kinross) vanaf hierdie punt al met die pad langs tot by 'n punt by S.B. 26°47'40" O.L. 28°55'50" (Valspoorwegstasie), vanaf hierdie punt met die spoorlyn na Heidelberg langs tot by die punt waar genoemde spoorlyn gesny word deur die boog van 'n sirkel met 'n straal van 12,5 seemyl, gemeet vanaf 'n punt by S.B. 26°24' O.L. 28°34' vanaf hierdie punt ooswaarts, noordwaarts en weswaarts met genoemde boog langs tot by die punt waar die boog gesny word deur die spoorlyn tussen Welgedacht en Ogies en vanaf hierdie punt met genoemde spoorlyn langs tot by eersgenoemde punt by S.B. 26°03' O.L. 29°02'30" (Ogies).

(18) Ondergenoemde gebied word hierby tot beperkte gebied verklaar en niemand mag met enige lugvaartuig sonder magtiging van die Bevelvoerende Offisier, Danie Theronkrygskool, Kimberley, of iemand deur hom aangewys, vanaf grondvlak onbeperk daarin vlieg nie:

Schmidtsdrift Militêre Skietbaan—geleë wes van Kimberley.—Die gebied begrens deur reguit lyne wat die volgende punte agtereenvolgend verbind:

S.B. 28°34'	O.L. 24°06'.
S.B. 28°36'	O.L. 24°07'.
S.B. 28°51'	O.L. 24°00'.
S.B. 28°47'	O.L. 23°54'.
S.B. 28°42'	O.L. 23°56'.
S.B. 28°41'	O.L. 23°59'.
S.B. 28°37'	O.L. 23°57'.
S.B. 28°36'	O.L. 24°03'.
S.B. 28°34'	O.L. 24°06'.

(19) Ondergenoemde gebied word hierby tot beperkte gebied verklaar en niemand mag met enige lugvaartuig sonder magtiging van die Toetsbeampte, Kentron, Mtubatuba, of iemand deur hom aangewys, vanaf grondvlak onbeperk daarin vlieg nie:

St Lucia.—Die gebied begrens deur reguit lyne wat die volgende punte agtereenvolgend verbind:

S.B. 27°42'57"	O.L. 32°37'45"
S.B. 27°40'20"	O.L. 32°31'00"
S.B. 27°52'35"	O.L. 32°25'12"
S.B. 27°55'35"	O.L. 32°24'30"
S.B. 28°03'50"	O.L. 32°23'00"
S.B. 28°05'00"	O.L. 32°27'49"
S.B. 28°05'30"	O.L. 32°29'38"
S.B. 28°06'40"	O.L. 32°33'35"
S.B. 27°42'57"	O.L. 32°37'45"

(20) Ondergenoemde gebied word hierby tot beperkte gebied verklaar en niemand mag met enige lugvaartuig sonder magtiging van die Bevelvoerder, 8 S.A. Infanterie, Upington, of iemand deur hom aangewys, vanaf grondvlak onbeperk daarin vlieg nie:

Bottelduin Militêre Skietbaan—geleë noord van Upington:

Sirkel: Straal 14 seemyl.

Middelpunt: S.B. 27°45'.
O.L. 21°30'.

(17) The undermentioned area is hereby declared a restricted area and no person shall, without the authorisation of the Chief Air Traffic Controller, Central Flying Training School, Dunnottar, or of any person designated by him, fly any civil aircraft into such area, from ground level to flight level 110:

Dunnottar Military Flying Area:

The area situated south-east of Jan Smuts Airport and bounded by a line from a point at Lat. 26°03' S Long. 29°02'30" E (Ogies) along the road to a point at Lat. 26°16' S Long. 29°14' E (Kriel) and drawn further from this point along the road to a point at Lat. 26°25'50" S Long. 29°05'20" E (Kinross), from this point along the road to a point at Lat. 26°47'40" S Long. 28°55'50" E (Val Railway Station) from this point along the railway line to Heidelberg, to the point where the said railway line is intersected by the arc of a circle having a radius of 12,5 nautical miles, measured from a point at Lat. 26°24' S Long. 28°34' E, from this point eastwards, northwards and westwards along the said arc, to the point where the arc is intersected by the railway line between Welgedacht and Ogies, and from this point along the said railway line to the first-mentioned point at Lat. 26°03' S Long. 29°02'30" E (Ogies).

(18) The undermentioned area is hereby declared a restricted area and no person shall, without the authorisation of the Commanding Officer, Danie Theron Combat School, Kimberley, or any person designated by him fly any aircraft into such area, from ground level unlimited:

Schmidtsdrift Military Shooting Range—situated west of Kimberley.—The area bounded by straight lines joining the following points consecutively:

Lat. 28°34' S	Long. 24°06' E.
Lat. 28°36' S	Long. 24°07' E.
Lat. 28°51' S	Long. 24°00' E.
Lat. 28°47' S	Long. 23°54' E.
Lat. 28°42' S	Long. 23°56' E.
Lat. 28°41' S	Long. 23°59' E.
Lat. 28°37' S	Long. 23°57' E.
Lat. 28°36' S	Long. 24°03' E.
Lat. 28°34' S	Long. 24°06' E.

(19) The undermentioned area is hereby declared a restricted area and no person shall without the authorisation of the Testing Official, Kentron, Mtubatuba, or of any person designated by him, fly any aircraft into such area, from ground level unlimited:

St Lucia.—The area bounded by straight lines joining the following points consecutively:

Lat. 27°42'57" S	Long. 32°37'45" E.
Lat. 27°40'20" S	Long. 32°31'00" E.
Lat. 27°52'35" S	Long. 32°25'12" E.
Lat. 27°55'35" S	Long. 32°24'30" E.
Lat. 28°03'50" S	Long. 32°23'00" E.
Lat. 28°05'00" S	Long. 32°27'49" E.
Lat. 28°05'30" S	Long. 32°29'38" E.
Lat. 28°06'40" S	Long. 32°33'35" E.
Lat. 27°42'57" S	Long. 32°37'45" E.

(20) The undermentioned area is hereby declared a restricted area and no person shall, without the authorisation of the Commanding Officer, 8 S.A. Infantry, Upington, or of any person designated by him, fly any aircraft into such area, from ground level unlimited:

Bottelduin Military Shooting Range—situated north of Upington:

Circle: 14 nautical miles radius.

Centre: Lat. 27°45' S.
Long. 21°30' E.

(21) Ondergenoemde gebied word hierby tot beperkte gebied verklaar en niemand mag met enige lugvaartuig sonder magtiging van die Hooflugverkeerbeheerder, Vliegopleidingskool, Langebaanweg, of iemand deur hom aangewys, vanaf grondvlak tot vlugvlak 30 daarin vlieg nie:

Donkergat—geleë suidwes van die vliegopleidingskool, Langebaanweg:

Sirkel: Straal 1,5 seemyl.

Middelpunt: S.B. 33°05'.
O.L. 17°59'.

(22) Ondergenoemde gebied word hierby tot beperkte gebied verklaar en niemand mag met enige lugvaartuig sonder magtiging van die Bevelvoerder, Infanterieskool Oudtshoorn, of die Bevelvoerder, Suid-Kaapse Kommandement, Oudtshoorn, of iemand deur beide aangewys, vanaf grondvlak onbeperk daarin vlieg nie:

Oudtshoorn Militêre Skietbaan:

Sirkel: Straal 3,8 seemyl.

Middelpunt: S.B. 33°32'03".
O.L. 22°08'40".

(23) Ondergenoemde gebied word hierby tot beperkte gebied verklaar en niemand mag met enige lugvaartuig sonder magtiging van die Bevelvoerder, Robbeneiland-gevangenis, of iemand deur hom aangewys, vanaf grondvlak tot 1 000 voet bo die oppervlak daarin vlieg nie:

Robbeneiland—naby Kaapstad:

Sirkel: Straal 1,5 seemyl.

Middelpunt: S.B. 33°48'20".
O.L. 18°22'10".

(24) Ondergenoemde gebied word hierby tot beperkte gebied verklaar en niemand mag met enige lugvaartuig sonder magtiging van die Bevelvoerder, Simonstad/Silwermyn, of iemand deur hom aangewys, vanaf grondvlak tot 1 500 voet bo gemiddelde seevlak daarin vlieg nie:

Simonstad:

Sirkel: Straal 2,5 seemyl.

Middelpunt: S.B. 34°11'.
O.L. 18°26'.

(25) Ondergenoemde gebied word hierby tot beperkte gebied verklaar en niemand mag met enige lugvaartuig sonder magtiging van die Hooflugverkeerbeheerder, Vliegopleidingskool, Langebaanweg, of iemand deur hom aangewys, vanaf grondvlak tot vlugvlak 30 daarin vlieg nie:

Skurwerug:

Sirkel: Straal 3 seemyl.

Middelpunt: S.B. 33°00'54".
O.L. 18°03'14".

(26) Ondergenoemde gebied word hierby tot beperkte gebied verklaar en niemand mag met enige lugvaartuig sonder magtiging van die Bevelvoerder, Suid-Afrikaanse Polisiekollege, Maleoskop, vanaf grondvlak tot vlugvlak 150 daarin vlieg nie:

Maleoskopse S.A.P.-skietbaan.—'n Gebied begrens deur reguitlyne wat die volgende punte verbind:

S.B. 25°13'	O.L. 29°35'.
S.B. 25°17'	O.L. 29°32'.
S.B. 25°13'	O.L. 29°27'.
S.B. 25°09'	O.L. 29°27'.
S.B. 25°13'	O.L. 29°35'.

(21) The undermentioned area is hereby declared a restricted area and no person shall, without the authorisation of the Chief Air Traffic Controller, Flying Training School, Langebaan Road, or of any person designated by him, fly any aircraft into such area, from ground level to flight level 30:

Donkergat—situated south-west of Flight Training School, Langebaan Road:

Circle: 1,5 nautical miles radius.

Centre: Lat. 33°05' S.
Long. 17°59' E.

(22) The undermentioned area is hereby declared a restricted area and no person shall, without the authorisation of the Commanding Officer, Infantry School, Oudtshoorn, or of the Commanding Officer, South Cape Command, Oudtshoorn, or of the person designated by them fly any aircraft into such area, from ground level unlimited:

Oudtshoorn Military Shooting Range:

Circle: 3,8 nautical miles radius.

Centre: Lat. 33°32'03" S.
Long. 22°08'40" E.

(23) The undermentioned area is hereby declared a restricted area and no person shall, without authorisation of the Commanding Officer, Robben Island Prison, or of any person designated by him fly any aircraft into such area, from ground level to 1 000 feet above the surface:

Robben Island—near Cape Town:

Circle: 1,5 nautical miles radius.

Centre: Lat. 33°48'20" S.
Long. 18°22'10" E.

(24) The undermentioned area is hereby declared a restricted area and no person shall, without the authorisation of the Commanding Officer, Simonstown/Silvermine, or of any person designated by him, fly any aircraft, from ground level to 1 500 feet above mean sea level:

Simonstown:

Circle: 2,5 nautical miles radius.

Centre: Lat. 34°11' S.
Long. 18°26' E.

(25) The undermentioned area is hereby declared a restricted area and no person shall, without the authorisation of the Chief Air Traffic Controller, Flying Training School, Langebaan Road, or of any person designated by him fly any aircraft into such area, from ground level, to flight level 30:

Skurwerug:

Circle: 3 nautical miles radius.

Centre: Lat. 33°00'54" S.
Long. 18°03'14" E.

(26) The undermentioned area is hereby declared a restricted area and no person shall, without the authorisation of the Commanding Officer, the South African Police College, Maleoskop, or of any person designated by him fly any aircraft into such area, from ground level to flight level 150:

Maleoskop S.A.P. Rifle Range.—The area bounded by straight lines joining the following points consecutively:

Lat. 25°13' S	Long. 29°35' E.
Lat. 25°17' S	Long. 29°32' E.
Lat. 25°13' S	Long. 29°27' E.
Lat. 25°09' S	Long. 29°27' E.
Lat. 25°13' S	Long. 29°35' E.

(27) Ondergenoemde gebied word hierby tot beperke gebied verklaar en niemand mag met enige lugvaartuig sonder magtiging van die Bevelvoerder, Leërgevegskool, Lohatla, of iemand deur hom aangewys vanaf grondoppervlak onbeperk daarin vlieg nie:

Ga-Tlthose/Maremane Militêre Skietbaan—geleë oos van Sishen.—Die gebied begrens deur reguitlyne wat die volgende punte agtereenvolgend verbind:

S.B. 27°38'	O.L. 23°30'20''
S.B. 27°43'	O.L. 23°04'20''
S.B. 28°10'	O.L. 23°04'00''
S.B. 28°10'	O.L. 23°35'00''
S.B. 28°00'	O.L. 23°37'30''
S.B. 27°38'	O.L. 23°30'20''

(28) Ondergenoemde gebied word hierby tot beperkte gebied verklaar en niemand mag enige lugvaartuig sonder magtiging van die Bevelvoerende Offisier, 97 Ammunisiedepot, De Aar, of iemand deur hom aangewys, vanaf grondvlak tot 1 000 voet bo die oppervlak daarin vlieg nie:

De Aar-ammunisiedepot:

Sirkel: Straal 2 seemyl.

Middelpunt: S.B. 30°40'10''
O.L. 23°57'20''

(29) Ondergenoemde gebied word hierby tot beperkte gebied verklaar en niemand mag enige lugvaartuig sonder magtiging van die Bevelvoerende Offisier, 92 Ammunisiedepot, Witbank, of iemand deur hom aangewys, vanaf grondvlak tot 1 000 voet bo die oppervlak daarin vlieg nie:

Witbank-ammunisiedepot:

Sirkel: Straal 3 seemyl.

Middelpunt: S.B. 25°48'36'' S.
O.L. 29°04'24'' O.

(30) Ondergenoemde gebied word hierby tot beperkte gebied verklaar en niemand mag enige lugvaartuig sonder magtiging van die Bevelvoerende Offisier, 250 Lugverdedigingseenheid, Privaatsak X199, Pretoria, 0001, of iemand deur hom aangewys, vanaf grondvlak tot 10 000 voet bo die oppervlak daarin vlieg nie:

Pienaarsrivier—geleë 5 SM suid van Pienaarsrivierstasie.—Die gebied begrens deur reguit lyne wat die volgende punte agtereenvolgend verbind:

S.B. 25°16'	O.L. 28°22'
S.B. 25°21'	O.L. 28°22'
S.B. 25°22'	O.L. 28°17'
S.B. 25°16'	O.L. 28°17'
S.B. 25°16'	O.L. 28°22'

(31) Ondergenoemde gebied word hierby tot beperkte gebied verklaar en niemand mag enige lugvaartuig sonder magtiging van die Hoofbestuurder van Sasol Twee, of iemand deur hom aangewys, onder FL80 daaroor vlieg nie:

Secunda.—Die gebied geleë ongeveer twee myl suid van die Secunda vliegveld en begrens deur reguitlyne wat die volgende punte agtereenvolgend verbind:

S.B. 26°32'48''	O.L. 29°10'46''
S.B. 26°33'12''	O.L. 29°08'12''
S.B. 26°34'17''	O.L. 29°10'54''
S.B. 26°35'04''	O.L. 29°08'21''
S.B. 26°32'48''	O.L. 29°10'46''

(27) The undermentioned area is hereby declared a restricted area no person shall, without the authorisation of the Commanding Officer, Combat School, Lohatla, or of any person designated by him, fly any aircraft into such area, from ground level unlimited:

Ga-Tlthose/Maremane Military Shooting Range—situated east of Sishen.—The area bounded by straight lines joining the following points consecutively:

Lat. 27°38' S	Long. 23°30'20'' E.
Lat. 27°43' S	Long. 23°04'20'' E.
Lat. 28°10' S	Long. 23°04'00'' E.
Lat. 28°10' S	Long. 23°35'00'' E.
Lat. 28°00' S	Long. 23°37'30'' E.
Lat. 27°38' S	Long. 23°30'20'' E.

(28) The undermentioned area is hereby declared a restricted area and no person shall, without the authorisation of the Commanding Officer, 97 Ammunition Depot, De Aar, or any person designated by him, fly any aircraft in the area, from ground level to 1 000 feet above the surface:

De Aar Ammunition Depot:

Circle: 2 nautical miles radius.

Centre: Lat. 30°40'10'' S.
Long. 23°57'20'' E.

(29) The undermentioned area is hereby declared a restricted area and no person shall, without the authorisation of the Commanding Officer, 92 Ammunition Depot, Witbank, or any person designated by him, fly any aircraft in the area, from ground level to 1 000 feet above the surface:

Witbank Ammunition Depot:

Circle: 3 nautical miles radius.

Centre: Lat. 25°48'36'' S.
Long. 29°04'24'' E.

(30) The undermentioned area is hereby declared a restricted area and no person shall, without the authorisation of the Commanding Officer, 250 Air Defence unit, Private Bag X199, Pretoria, 0001, or any person designated by him, fly any aircraft in the area below an altitude of 10 000 feet:

Pienaarsrivier situated 5 NM south of Pienaarsrivier Station.—The area bounded by straight lines joining the following points consecutively:

Lat. 25°16' S	Long. 28°22' E.
Lat. 25°21' S	Long. 28°22' E.
Lat. 25°22' S	Long. 28°17' E.
Lat. 25°16' S	Long. 28°17' E.
Lat. 25°16' S	Long. 28°22' E.

(31) The undermentioned area is declared a restricted area and no flight shall be undertaken therein under FL 80 without prior permission from the Chief Manager of Sasol Two or a person designated by him:

Secunda.—The area is situated approximately two miles south of the Secunda aerodrome and bounded by straight lines joining the following points consecutively:

Lat. 26°32'48'' S	Long. 29°10'46'' E.
Lat. 26°33'12'' S	Long. 29°08'12'' E.
Lat. 26°34'17'' S	Long. 29°10'54'' E.
Lat. 26°35'04'' S	Long. 29°08'21'' E.
Lat. 26°32'48'' S	Long. 29°10'46'' E.

(32) Ondergenoemde hawegebiede word hierby tot beperkte gebiede verklaar en geen lugvaartuig mag op 'n altitude van minder as 500 voet daaroor vlieg, behalwe wanneer opgestyg of geland word, of daarin land of daarvan opstyg sonder magtiging van die betrokke haweowerheid nie:

Richardsbaai.
Durban.
Oos-Londen.
Port Elizabeth.
Mosselbaai.
Tafelbaai.
Saldanhabaai.
Port Nolloth.
Walvisbaai.

(33) Ondergenoemde gebied word hierby tot beperkte gebied verklaar en niemand mag enige lugvaartuig sonder magtiging van die Algemene Bestuurder of Assistent Algemene Bestuurder van die Suid-Afrikaanse Steenkool-, Olie- en Gaskorporasie Beperk (Sasol) daarin vlieg nie:

Fabriek van die Suid-Afrikaanse Steenkool-, Olie- en Gaskorporasie Beperk (SASOL), Sasolburg:

Sirkels: Straal 1 seemyl.

Middelpunt: S.B. 26°49'35'';
O.L. 27°50'52'';
en
S.B. 26°48'21'';
O.L. 27°51'17'';

en die buitenste gemene raaklyne van hierdie sirkels.

Vertikale grense: Oppervlak tot 1 000 voet bo die oppervlak"; en

(e) die kode in Aanhangsel B deur die volgende kode te vervang:

"1. Hulp nodig.....	V
2. Mediese hulp nodig	X
3. Nee of negatief	N
4. Ja of bevestigend	Y
5. Ek gaan in hierdie rigting	↑

No. R. 259

19 Februarie 1982

VIERDE WYSIGING VAN DIE LUGVAART-REGULASIES, 1976

Die Minister van Vervoerwese het kragtens artikel 22 van die Lugvaartwet, 1962 (Wet 74 van 1962), die regulasies vervat in die Bylae hiervan uitgevaardig.

BYLAE

1. In hierdie Bylae beteken die uitdrukking "die Regulasies" die Lugvaartregulasies, 1976, afgekondig by Goewermentskennissgewing R. 141 van 30 Januarie 1976 en gewysig by Goewermentskennissgewings R. 1283 van 23 Julie 1976, R. 2830 van 18 November 1977 en R. 317 van 23 Februarie 1979.

2. Die Regulasies word hierby gewysig deur—

(a) regulasies 3.3 (1) (d) (iii) en (iv) deur die volgende regulasies te vervang:

"(iii) tien nagvliegre as gesagvoerder met inbegrip van minstens 10 opstygings en 10 landings by nag en 'n solo-driekhoekige oorlandse vlug by nag van minstens 100 seemyl en met 'n straal van minstens 50 seemyl van die basis af, op enige sektor van die vlug;

(iv) 20 uur instrumentvliegonderrig waarvan hoogstens 10 uur met gebruik van nabootsers deur die Kommissaris van Burgerlugvaart goedgekeur, gedoen kan word;"

(32) The undermentioned harbour areas are hereby declared restricted areas and no person shall fly any aircraft in them below an altitude of 500 feet, except, whilst taking off or landing, or takeoff or land in them without the authorisation of the port authority concerned:

Richards Bay.
Durban.
East London.
Port Elizabeth.
Mossel Bay.
Table Bay.
Saldanha Bay.
Port Nolloth.
Walvis Bay.

(33) The undermentioned area is hereby declared a restricted area and no person shall fly any aircraft within it without authority from the General Manager or Assistant General Manager of the South African Coal, Oil and Gas Corporation Limited (SASOL):

South African Coal, Oil and Gas Corporation Limited (SASOL) Factory, Sasolburg:

Circles: 1 nautical mile radius.

Centres: Lat. 26°49'35'' S;
Long. 27°50'52'' E;
and
Lat. 26°48'21'' S;
Long. 27°51'17'' E;

and the outer common tangents to these circles.

Vertical limits: Surface to 1 000 feet above the surface."; and

(e) the substitution of the following code for the code in Annexure B:

"1. Require assistance	V
2. Require medical assistance	X
3. No or negative	N
4. Yes or affirmative	Y
5. Proceeding in this direction	↑

No. R. 259

19 February 1982

FOURTH AMENDMENT OF THE AIR NAVIGATION REGULATIONS, 1976

The Minister of Transport Affairs has, in terms of section 22 of the Aviation Act, 1962 (Act 74 of 1962), made the regulations contained in the Schedule hereto.

SCHEDULE

1. In the Schedule the expression "the Regulations" means the Air Navigation Regulations, 1976, promulgated under Government Notice R. 141 of 30 January 1976, and amended by Government Notices R. 1283 of 23 July 1976, R. 2830 of 18 November 1977 and R. 317 of 23 February 1979:

2. The Regulations are hereby amended by—

(a) the substitution of the following regulations for regulations 3.3 (1) (d) (iii) and (iv):

"(iii) ten hours of night flying as pilot-in-command, including not less than 10 take-offs and 10 landings by night and a solo triangular cross-country flight by night of not less than 100 nautical miles and with a radius of not less than 50 nautical miles from base, along any sector of the flight;

(iv) 20 hours of instrument flight instruction, of which not more than 10 hours may have been acquired on simulators approved by the Commissioner of Civil Aviation";

(b) regulasie 3.12 (1) (a) (iii) deur die volgende regulasie te vervang:

“(iii) minstens 40 instrumentvliegure voltooi het, waarvan hoogstens 20 uur met gebruik van nabootsers deur die Kommissaris van Burgerlugvaart goedgekeur, gedoen kan word, of, as die aansoeker 'n kursus van goedgekeurde opleiding op bevredigende wyse meege-maak het, 30 instrumentvliegure, waarvan hoogstens 10 uur met gebruik van sodanige nabootsers gedoen kan word en in die geval van 'n Privaatvlieënier die houer van 'n geldige nagvlieggraad wees;”;

(c) regulasies 3.14 (b) en (c) deur die volgende regulasies te vervang:

“(b) sy logboek of 'n sertifikaat onderteken deur 'n vlieginstrukteur, graad I of graad II, wat die houer van 'n geldige instrumentvlieggraad is, waarin gesertifiseer word dat die aansoeker minstens 10 uur instrumentvlieg-onderderrig ontvang het, dat hy binne die 30 dae onmiddellik voor die datum van die aansoek minstens vyf opstygings in die nag en vyf landings in die nag op bevredigende wyse uitgevoer het en boonop 'n dubbelstuur-driehoekige oorlandsvlug van minstens 100 seemyl en met 'n straal van minstens 50 seemyl van die basis af, op enige sektor van die vlug, voltooi het;

(c) 'n praktiese instrumentvliegtoetsverslag onderteken deur 'n vlieginstrukteur, graad I of graad II, wat die houer van die toepaslike vlieginstrukteurstipe- of -groeptipegraad en 'n geldige instrumentvlieggraad is, waarin gesertifiseer word dat die aansoeker sy bevoegdheid om maneuvres insluitende stygvlug verskillende grade van draaie, kompas- en tyddraaie, reguit- en gelykvlug en herstel uit moeilike stande met verwysing na instrumente alleen, bevredigend uit te voer, bewys het.”;

(d) regulasie 6.23 (3) deur die volgende regulasie te vervang:

“(3) Elektrokardiografie moet deel vorm van die hart-ondersoek van 'n kandidaat by die eerste uitreiking van 'n lisensie en moet daarna minstens elke vier jaar by die daaropvolgende herondersoeke van die kandidaat uitgevoer word tot op ouderdom veertig en daarna elke twee jaar.”;

(e) regulasie 6.23 (7) deur die volgende regulasie te vervang:

“(7) Radiografie moet deel vorm van die borsondersoek van 'n kandidaat by die eerste uitreiking van 'n lisensie en moet daarna minstens elke vier jaar uitgevoer word by daaropvolgende herondersoeke van die kandidaat tot op ouderdom veertig en daarna elke twee jaar.”;

(f) regulasie 7.1 deur die volgende regulasie te vervang:

“7.1 (1) Behoudens die bepalings van hierdie Hoofstuk, mag niemand vliegonderrig uitvoer nie.

(2) Geen persoon wat nie die houer van 'n Vliegopleidingslugdienslisensie, uitgereik kragtens die Wet op Lugdienste (51 van 1949) is nie mag enige vliegopleiding uitvoer tensy hy die skriftelike magtiging van die Kommissaris van Burgerlugvaart het om dit te doen nie. Wanneer die Kommissaris van Burgerlugvaart sodanige magtiging uitreik kan hy sulke voorwaardes as wat hy nodig mag ag, voorskryf.

(3) Aansoeke om vliegopleiding uit te voer, behalwe kragtens 'n vliegopleidingslugdienslisensie, moet skriftelik aan die Kommissaris van Burgerlugvaart voorgelê word met volle naam, huis- en besigheidsadres, kwalifikasie en ondervinding van die aansoeker, naam (name) van student(e), plek waar vliegopleiding uitgevoer gaan word, opleidingsleerplan, besonderhede van lugvaartuig wat gebruik gaan word en 'n onderneming dat geen beloning vir sodanige opleiding aanvaar sal word nie.

(b) the substitution of the following regulation for regulation 3.12 (1) (a) (iii):

“(iii) have completed not less than 40 hours of instrument time, of which not more than 20 hours may be acquired on simulators approved by the Commissioner for Civil Aviation or if the applicant has satisfactorily completed a course of approved training, 30 hours of instrument time, of which not more than 10 hours may be acquired on such simulators and in the case of a Private Pilot be the holder of a valid night flying rating;”;

(c) the substitution of the following regulations for regulations 3.14 (b) and (c):

“(b) his logbook or a certificate signed by a Grade I or Grade II flight instructor who is the holder of a valid instrument rating wherein it is certified that the applicant has received not less than 10 hours instrument instruction and that he has satisfactorily completed not less than five take-offs by night and five landings by night within the 30 days immediately preceding the date of the application and in addition has completed a dual triangular cross-country flight by night of not less than 100 nautical miles and with a radius of not less than 50 nautical miles from base, along any sector of the flight;

(c) a practical instrument flight test report signed by a Grade I or Grade II flight instructor who shall be the holder of the applicable flight instructor type or group type rating and with a valid instrument rating certifying that the candidate has satisfactorily demonstrated his ability to execute manoeuvres including climb, various rates of turns, compass and timed turns, straight and level with sole reference to instruments and recovery from awkward positions with the aid of instruments only.”;

(d) the substitution of the following regulation for regulation 6.23 (3):

“(3) Electrocardiography shall form part of the heart examination of a candidate at the first issue of a licence and shall be performed at least every four years at subsequent re-examinations of the candidate up to the age of forty and thereafter every two years.”;

(e) the substitution of the following regulation for regulation 6.23 (7):

“(7) Radiography shall form part of the examination of the chest of a candidate at the first issue of a licence and shall be performed at least every four years at subsequent re-examinations of the candidate up to the age of forty and thereafter every two years.”;

(f) the substitution of the following regulation for regulation 7.1:

“7.1 (1) No flying training shall be conducted except as prescribed in this Chapter.

(2) No person who is not the holder of a Flying Training Air Service licence issued in terms of the Air Services Act (51 of 1949) shall conduct flying training unless he has the written authority to do so from the Commissioner for Civil Aviation. In granting such authority the Commissioner for Civil Aviation may prescribe such conditions as he may deem fit.

(3) Applications to conduct flying training, other than in terms of a Flying Training Air Service licence, must be submitted to the Commissioner for Civil Aviation in writing giving full name, home and business address, qualifications and experience of the applicant, name(s) of pupil(s), place where flying training is to be conducted, training syllabus, details of aircraft to be used and an undertaking that no reward will be accepted for such flying training.

(4) Die skriftelike goedkeuring van die Kommissaris van Burgerlugvaart om vliegopleiding uit te voer moet deur die persoon wat die vliegopleiding uitvoer gehou word en dit op versoek van enige gemagtigde persoon toon.”;

(g) regulasie 15.3 (1) deur die volgende regulasie te vervang:

“15.3. (1) Niemand mag met 'n Suid-Afrikaanse lugvaartuig vlieg of poog om daarmee te vlieg nie tensy die lugvaartuig ooreenkomstig hierdie regulasies geïnspekteer is en daar bevind is dat die lugvaartuig onderhou is ooreenkomstig die onderhoudstabelle wat kragtens regulasie 15.8 met betrekking tot die lugvaartuig goedgekeur is en tensy 'n veiligheidssertifikaat in die voorgeskrewe vorm soos in subregulasie (6) uiteengesit of in 'n vorm soos deur die Kommissaris goedgekeur, uitgereik is deur 'n toepaslik gelisensieerde persoon of 'n toepaslik gelisensieerde lugvaartuigonderhoudsorganisasie waarin gesertifiseer word dat die lugvaartuig geskik en veilig is om mee gevlieg te word. Met dien verstande dat—

(a) ingeval 'n lugvaartuig per abuis vertraag word as gevolg van iets anders as 'n ernstige defek, die lugvaartuig na enige bestemming kan vlieg wat hy sou bereik het terwyl die sertifikaat van krag was as die ophouding nie plaasgevind het nie; en

(b) niks in hierdie regulasie vervat, geag word te vereis dat 'n lugvaartuig wat werklik vlieg, moet land of herinspekteer moet word nie.”;

(h) in regulasie 18.2 (3) die volgende subparagraaf na subparagraaf (f) in te voeg:

“(g) Die opknop, herstel, verandering en installering van avionika-uitrusting, met inbegrip van of uitgesonderd dié waarby van pulstegniese gebruik gemaak word.”;

(i) in regulasie 18.3 (5) die volgende subparagraaf na subparagraaf (g) in te voeg:

“(h) sertifisering van die opknop, herstel, verandering en installering van avionika-uitrusting en van vervangings daarvan.”;

(j) in regulasie 19.2 die volgende paragraaf na paragraaf (18) in te voeg:

“(19) *Kategorie X (avionika-uitrusting).*—*Uitreiking of byvoeging van Kategorie X (avionika-uitrusting).*

Iemand wat aansoek doen om die uitreiking van 'n lisensie in Kategorie X of die toevoeging van Kategorie X aan 'n bestaande lisensie vir die sertifisering van die opknop, herstel, verandering en installering van avionika-uitrusting of avionika-uitrusting waarby van pulstegniese gebruik gemaak word, moet minstens drie jaar ondervinding in elektroniese ingenieurswese hê, insluitende minstens anderhalfjaar onlangse algemene praktiese ondervinding van die opknop, herstel, yking en installering in lugvaartuie van alle tipes avionika-uitrusting ten opsigte waarvan aansoek gedoen word.

(20) *Kategorie X (avionika-uitrusting).*—*Uitbreiding van Kategorie X (avionika-uitrusting).*

Iemand wat aansoek doen om die uitbreiding van Kategorie X van 'n lisensie wat alreeds geldig is vir die sertifisering van die opknop, herstel, verandering en installering van avionika-uitrusting of avionika-uitrusting waarby van pulstegniese gebruik gemaak word om die tipe avionika-uitrusting in te sluit ten opsigte waarvan aansoek gedoen word, moet bo en behalwe die ondervinding in paragraaf (19) hierbo uiteengesit, minstens een jaar onlangse algemene ondervinding hê van die opknop, herstel en verandering van die betrokke tipe avionika-uitrusting.”;

(4) The written approval by the Commissioner for Civil Aviation to conduct flying training shall be kept by the person conducting the training and produced on demand to any authorised person.”;

(g) the substitution of the following regulation for regulation 15.3 (1):

“15.3 (1) No one shall fly or attempt to fly a South African aircraft unless such aircraft has been inspected in accordance with these regulations and found to have been maintained in accordance with the maintenance schedules approved in terms of regulation 15.8 in respect of that aircraft and a certificate of safety in the prescribed form, as set out in subregulation (6), or a form approved by the Commissioner for Civil Aviation, has been issued by an appropriately licensed person or an appropriately licensed aircraft maintenance organisation certifying that the aircraft is fit and safe for flight; provided that—

(a) in the event of an aircraft being accidentally delayed by reason of some cause other than a serious defect, that aircraft may proceed to any destination which, but for the delay, it would have reached while the certificate was in force; and

(b) nothing in this regulation shall be deemed to require the landing or re-inspection of an aircraft which is actually in flight.”;

(h) the insertion of the following subparagraph after subparagraph (f) in regulation 18.2 (3):

“(g) The overhaul, repair, modification and installation of avionic equipment, including or excluding equipment employing pulse techniques.”;

(i) the insertion of the following subparagraph after subparagraph (g) in regulation 18.3 (5):

“(h) certification of the overhaul, repair modification and installation of avionic equipment, and of replacements thereof.”;

(j) the insertion of the following paragraphs after paragraph (18) in regulation 19.2:

“(19) *Category X (avionic equipment).*—*Issue or addition of Category X (avionic equipment).*

An applicant for the issue of a licence in Category X or the addition of Category X to an existing licence, for the certification of the overhaul, repair, modification and installation of avionic equipment or of avionic equipment employing pulse techniques shall have had at least three years electronic engineering experience, including a minimum of one and a half years of recent general practical experience in the overhaul, repair, calibration and installation in aircraft of all type of avionic equipment to which the application relates.

(20) *Category X (avionic equipment).*—*Extension of Category X (avionic equipment).*

An applicant for the extension of Category X of a licence already valid for the certification of the overhaul, repair, modification and installation of avionic equipment or of avionic equipment employing pulse techniques to include the type of avionics equipment to which the application relates shall, in addition to the experience detailed in paragraph (19) above, have had at least one year of recent general practical experience in the overhaul, repair or modification of avionic equipment of the type concerned.”;

(k) na regulasie 20.11 die volgende regulasie in te voeg:

"Kategorie X (avionika-uitrusting).

20.12 (1) 'n Aansoeker wat vir eksamen in Kategorie X aangeneem word vir die sertifisering van die opknop, herstel, verandering en installering van avionika-uitrusting in lugvaartuie moet in 'n skriftelike eksamen vrae beantwoord om sy kennis te toon van die vakke in paragrawe (a) tot (f) voorgeskryf, en bowendien na gelang van die gradering waarvoor hy aangeneem is, vrae beantwoord om sy kennis te toon van die vakke in paragrawe (g) tot (j) of (k) tot (o) voorgeskryf:

(a) British Civil Airworthiness Requirements, British Civil Aircraft Inspection Procedures en die American Advisory Circular 43.13.1 vir sover dit betrekking het op 'n lugvaartuigonderhoudsingenieur wat in Kategorie X gelisensieer is.

(b) Elementêre elektrisiteit en magnetisme, omskrywing van die terme wat gebruik word en die toepassing daarvan, en die elementêre wiskundige berekenings daarby betrokke.

(c) Grondteorie met betrekking tot radio en elektroniese beginsels.

(d) Basiese halfgeleier- en syfertoestelteorie en die toepassing daarvan.

(e) Werking en gebruik van elektroniese toetstoestelle en beperkings op die gebruik van sodanige toestelle.

(f) Die regulasies ingevolge die Wet uitgevaardig, vir sover dit betrekking het op 'n lugvaartuigonderhoudsingenieur wat in Kategorie X gelisensieer is.

Avionika-uitrusting uitgesonderd dié waarby van pulstegniese gebruik gemaak word.

(g) Die metodes van inspeksie en toets van die hele avionikastelsel, uitgesonderd dié waarby van pulstegniese gebruik gemaak word, wat in 'n lugvaartuig geïnstalleer is, met inbegrip van die deurverbinding- en aardverbindingstelsel.

(h) Bedryfstheorie, onderhoudsprosedures, instelling en toets van alle tipes avionika-uitrusting, uitgesonderd dié waarby van pulstegniese gebruik gemaak word.

(i) Die installering van alle sodanige uitrusting in lugvaartuie, die prosedures wat gevolg moet word en die voorsorgmaatreëls wat toegepas moet word.

(j) Bedryfstheorie, installasie, inspeksie en toets van toepaslike avionika-uitrusting-antennes en -transmissielyne.

Avionika-uitrusting waarby van pulstegniese gebruik gemaak word.

(k) Grondteorie en beginsels van pulstegniese.

(l) Die metodes van inspeksie en toets van die hele avionikastelsel waarby van pulstegniese gebruik gemaak word, in lugvaartuie geïnstalleer word met inbegrip van die deurverbinding- en aardverbindingstelsel.

(m) Bedryfstheorie, onderhoudsprosedures, instelling en toets van alle tipes avionika-uitrusting waarby van pulstegniese gebruik gemaak word.

(n) Die installering van alle sodanige uitrusting in lugvaartuie, die prosedures wat gevolg moet word en die voorsorgmaatreëls wat toegepas moet word.

(o) Bedryfstheorie, installasie, inspeksie en toets van toepaslike avionika-uitrusting-antennes en -transmissielyne.

(2) As die Kommissaris 'n aanvullende eksamen ná die skriftelike eksamen vereis, kan van 'n aansoeker vereis word om verdere vrae te beantwoord ten opsigte van die vakke soos toepaslik in subregulasie (1) voorgeskryf. Van 'n aansoeker kan ook vereis word om sy praktiese kennis van inspeksie, die gebruik van meetinstrumente en die lees van tekeninge te toon.”;

(k) the addition of the following regulation after regulation 20.11:

"Category X (avionic equipment).

20.12 (1) An applicant accepted for examination in Category X for the certification of the overhaul, repair, modification and installation of avionic equipment in aircraft will be required to answer in a written examination questions to demonstrate his knowledge of the subjects prescribed in paragraphs (a) to (f) and in addition, according to the rating for which he has been accepted, questions to demonstrate his knowledge of the subjects prescribed in paragraphs (g) to (j) or (k) to (o):

(a) British Civil Airworthiness Requirements, British Civil Aircraft Inspection Procedures and the American Advisory Circular 43.13.1 so far as they affect an aircraft maintenance engineer licensed in Category X.

(b) Elementary electricity and magnetism, definitions of terms used and their application and the elementary mathematical calculations involved.

(c) Basic theory pertaining to radio and electronic principles.

(d) Basic semi-conductor and digital devices theory and its application.

(e) Operation and use of electronic test equipment and the limitations on the use of such equipment.

(f) The regulations made under the Act so far as they affect an aircraft maintenance engineer licensed in Category X (avionic equipment).

Avionic equipment excluding equipment employing pulse techniques.

(g) Methods of inspecting and testing the whole of the avionic system, excluding equipment employing pulse techniques, installed in aircraft, including the bonding and earthing system.

(h) Theory of operation, maintenance procedures, alignment and testing of all types of avionic equipment excluding equipment employing pulse techniques.

(i) The installation of all such equipment in aircraft, the procedures to be followed and the precautions to be observed.

(j) Theory of operation, installation, inspection and testing of appropriate avionic equipment antenna and transmission lines.

Avionic equipment employing pulse techniques.

(k) Basic theory and principles of pulse techniques.

(l) Methods of inspecting and testing the whole of the avionic system employing pulse techniques installed in aircraft, including the bonding and earthing system.

(m) Theory of operation, maintenance procedures, alignment and testing of all types of avionic equipment employing pulse techniques.

(n) The installation of all such equipment in aircraft, the procedures to be followed and the precautions to be observed.

(o) Theory of operation, installation, inspection and testing of appropriate avionic equipment antenna and transmission lines.

(2) Where, subsequent to the written examination, a supplementary examination is required by the Commissioner an applicant may be required to answer further questions in respect of the subject, as applicable, prescribed in subregulation (1). An applicant may also be required to demonstrate his practical knowledge of inspection, the use of measuring instruments and the interpretation of drawings.”;

(l) in Aanhangsel A die volgende bykomende item in te voeg na die derde item:

“Heruitreiking van boordbemanningslidlisensie: 1.”;

(m) in Aanhangsel A die negende item te vervang deur die volgende item:

“Uitreiking van lugvaartuigonderhoudsorganisasie-lisensie: 40.”;

(n) in Aanhangsel A die tiende item te vervang deur die volgende item:

“Wysiging van lugvaartuigonderhoudsorganisasie-lisensie: 5.”;

(o) in Aanhangsel A die bedrag in die sewe-en-twintigste item deur die volgende bedrag te vervang:

“Eksamengeld vir alle boordbemanningseksamens, behalwe boordnavigator en privaatvlieënier (per vraestel): 7”;

(p) in Aanhangsel A die bedrag in die nege-en-twintigste item deur die volgende bedrag te vervang:

“Eksamengeld vir lugvaartuigonderhoudsingenieurs-eksamen (per vraestel): 7”.

(l) the insertion of the following additional items after the third item in Annexure A:

“Re-issue of flight crew member licence: 1”;

(m) the substitution of the following item for the ninth item in Annexure A:

“Issue of aircraft maintenance organisation’s licence: 40”;

(n) the substitution of the following item for the tenth item in Annexure A:

“Amendment of aircraft maintenance organisation’s licence: 5”;

(o) the amendment of the fee in the twenty-seventh item in Annexure A:

“Examination fee for all flight crew member examinations, excluding flight navigator and any private pilot (per paper): 7”;

(p) the amendment of the fee in the twenty-eighth item in Annexure A:

“Examination fee for aircraft maintenance engineer examination (per paper): 7”.

INHOUD

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