

SAAF Information for recreational Aviation

RE FIFA Soccer World Cup

2010

Please note: This information is subject to change at any time. Please consult the SAAF if unsure and keep a look out on the websites of CAA, RAASA, Aeroclub and your sections once they have produced the informational which should happen in the next two weeks

Pre amble

With the opportunity to host the FIFA Soccer World Cup (SWC) the Government of South Africa undertook to provide its own security throughout the event. This undertaking resulted in the South African Police Services (SAPS) being delegated the responsibility for the internal security of the country during this High Visibility Event.

One portion of this undertaking is the provision of airspace security within the sovereign airspace of South Africa. This is where the South African Air Force (SAAF) plays a major role. The SAAF was placed in service of the SAPS to ensure the security of the sovereign airspace, and have implemented certain security measures that will be applied throughout the country. All these measures have been exercised and coordinated with the Air Traffic and Navigation Services (ATNS) Company and the South African Civil Aviation Authority (CAA), as well as the SAPS and various other government departments.

The purpose of the security measures is not to hamper or stop flying. On the contrary, all the measures are implemented to ensure a more secure airspace, where access to the airspace is controlled and all flying elements are positively identified and authorised inside the airspace. The SAAF is fully aware of the economical impact that the SWC will have on commercial, general and recreational aviation industries, and will do its utmost to ensure minimal disruption to the industry, while at the same time ensuring maximum security to the airspace.

The easiest and most logical manner in which one can secure a specific environment is through access control. Once you are able to know about and identify each element inside the environment, it is much easier to identify potential targets and deny them access, or control them once they have entered the secure environment.

In order to establish some sort of “access control” for the airspace, the SAAF has applied the following principles:

- Declaration of 50NM restricted airspace, designated as an Air Defence Identification Zone (ADIZ), around the events area.
- Declaration of restricted airspace of approximately **5NM** around the event venues for *transponder equipped* aircraft.
- Restriction airspace of approximately **10NM** around the event venues for *non transponder* equipped aircraft.
- Implementation of a security screening process for all aircrew.
- Implementation of an authorisation process for each flight.
- All aircraft operating inside the ADIZ must file flight plans.
- All aircraft operating inside the ADIZ must be transponder equipped.

It is important to note at this point that the terms “aircraft” and “aircrew” also refer to gliders, paragliders, balloons, parachutes, etc, and their crews. Basically, if you want to operate a foot or two above the ground, you need to go through these processes!

Prior to the launching of the SWC, the SAAF will have one more major exercise, covering the whole of South Africa, in order to ensure that all the “i”s are dotted and the “t”s are crossed. This will take place over the period 23-26 April 2010. During this period the same security measures, as applicable to the SWC, will be applied, and all aircrew must ensure that they adhere to these arrangements. The SWC, which is scheduled for 11 June – 11 July, will then run just so much better once all have been practiced and everybody knows exactly what is expected of them, and what to expect.

- This no fly zone will be in effect **2 hours prior** to any start of a match or event and **one hour afterwards**.
- Only pilots with valid authorised Security Screening codes and Flight authorisations will be allowed to fly during events outside of the no fly zones

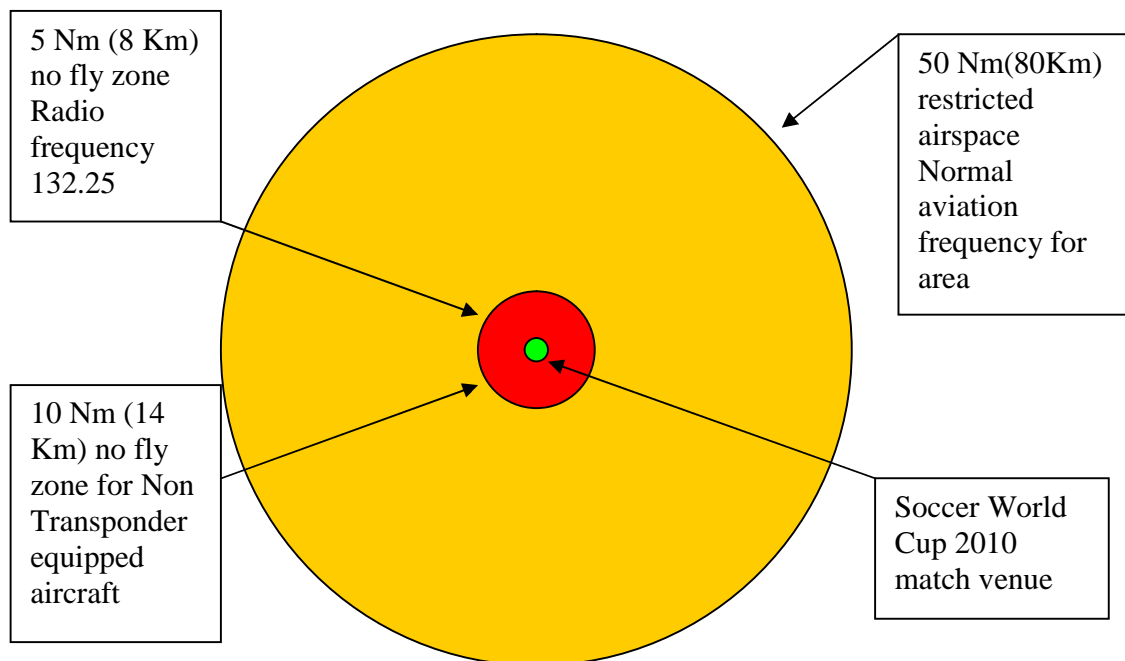
Total duration = 5hrs

2 hours

World Cup Soccer Match

1 hour

No Fly Zone 5Nm radius around venue for Transponder equipped aircraft
No Fly Zone 10 Nm radius around venue for Non Transponder equipped aircraft



Declaration of Airspace.

The SAAF submitted a document to the CAA wherein the full airspace for the SWC is declared. This was done by means of an AIP Supplement, with its AIRAC effective date 6 May 2010. The airspace for the National Exercise was also declared in an AIP SUP, with its AIRAC effective date 8 April 2010.

In principle the airspace is as follows:

1. A **50NM** zone around the VOR of the major airport in the specific province (BLV, CTV, etc.), from ground to unlimited, incorporating all sovereign airspace of South Africa. Inside this airspace all the standard procedures for air traffic control, navigation and communication will still apply, with a few additional procedures added to spice up life. Anybody operating inside this airspace must first obtain a security clearance from the Crime Intelligence Division of the SAPS. Each specific flight (from take-off to landing) must be individually authorised to operate inside this

airspace. Take note that this is not Prohibited airspace, but merely a restricted airspace for the purpose of identifying all airborne elements inside the airspace. The only restrictions being that you must adhere to the published process for this specific airspace.

2. In addition to the **50NM airspace a smaller restricted airspace (approximately 5NM) is declared around soccer stadiums that do not fall inside controlled airspace.** This airspace is declared as restricted airspace and will normally be activated from **2 hours before the start of the game, until at least 1 hour after completion of the specific soccer game.** No aircraft will be allowed to enter this airspace, unless special authorisation is obtained (e.g. emergency flights). A specific frequency is published for each of these 5NM pieces of airspace, and a military controller will be responsible for controlling traffic inside this area. Be advised that inside this small airspace there will definitely be an increase in military traffic to assist with the securing of the venue.

Security Screening Application. This process is managed by the SAAF on behalf of the SAPS and entails the following:

1. South African aircrew must submit their applications, a copy of their IDs and a copy of their pilot licenses or a formal letter stating that they are students/members of a specific flight school or club, at least 48 hours before their first flight inside this airspace. (Foreigners must submit their data at least 7 days prior to their planned flights.)
 - This information can be submitted to the following address over periods **1 March 2010 to 6 April 2010, and 27 April 2010 to 23 May 2010:**
 - wtr@mweb.co.za
 - Fax-2-mail: 086 553 9945
 - Submissions must be made to the following address over periods 6-26 April 2010 and 24 May 2010 to 11 July 2010:
 - pilotscreening@telkomsa.net
 - Fax-2-mail: 086
 - No telephonic applications will be accepted.
2. Once you have submitted your information, it will be subjected to a security screening process conducted by the various intelligence agencies. As soon as you have been cleared by these agencies, the SAAF will issue you with a unique Security Screening Code (SSC). You are not to give this code to anybody to use, and must have it with you at all times while flying. The SSC is issued once-off and is valid for a period of 6 months, effective from issue date. (In the odd chance that the security screening was unsuccessful, the SAAF will inform you of the result. Obviously, no SSC will then be issued.)
3. Note that the **SSC is NOT your authority to fly.** It is simply your key to use when applying for authorisations.

Flight Authorisation Application. Once you have received your SSC, you are cleared to continue to the next step, namely applying for authorisations for each flight. Every single flight (from first take-off to first landing) must receive an individual authorisation code. No codes can be carried over between flights or aircraft or aircrew. The process to follow is:

1. Pilots apply to the SAAF for authorisation for a flight, at least 24 hours before the planned flight. Applications can be done as follows:
 - a. By Telephone to 012 312 2625.
 - b. By fax to 012 312 2626.
 - c. By e-mail to flightautho@telkomsa.net
2. Application forms can be obtained from wtr@mweb.co.za, the SACAA website and ATNS website.
3. Once an application was submitted, it will be processed. If not successful, the SAAF will inform you immediately. If successful, you will receive a unique Flight Authorisation Code (FAC) for that specific flight.
4. The FAC must then be displayed on the flight plan, in Field 18, marked RMK/FAC _____.

Filing of Flight Plans. The next step in the process is to file a flight plan for the planned flight. (This is obviously not applicable to hanggliders, paragliders, balloons, etc.) Although the published rule is to file the flight plan at least 24 hours before the time, aviators are urged to try to file at least 48 hours before the time, due to possible congestion of the lines at the Briefing offices at ATNS, and the expected increased number of flight plans to be processed by the ATNS personnel. Ensure that the FAC is indicated on the flight plan, but do not disclose your SSC on the flight plan.

Transponder Codes. The final step is to obtain the correct transponder code for operating inside the published airspace. This is done on the applicable ATNS frequency for that area. All you have to do is to contact the necessary Air Traffic Service Unit on the appropriate frequency to activate your flight plan. Once it is activated, they will issue you with a transponder code for that specific flight – use this code for the duration of the flight, and deactivate it as soon as you are on the ground again.

Frequently Asked Questions

1. *Will non-transponder equipped aircraft be allowed to operate?*

Yes, but under strict control. Non-transponder equipped aircraft will not be allowed to operate closer than 10NM from the soccer venues. They must also realise that they will only be allowed to operate under circumstances approved by the SAAF, and must not assume that authorisations for flights will happen automatically. The normal time delay between application for a FAC and being issued with one is minimal, but delays must be expected in the case of a non-transponder equipped aircraft, depending on the security situation.

2. *What about walk-in tourists for flights, where we are often given less than 30 minutes' notice?*

These types of flights can be managed, provided that the crew are all in possession of valid SSCs. You then need to apply immediately for a FAC, and file a flight plan as soon as possible. Take note that you will only be allowed to fly once your flight plan is in the system. If you have a dedicated scenic flight route (e.g. the helicopters at the V&A in the Cape), the suggestion is that you prepare a batch of flight plans for each day, and apply for authorisations for a batch of flights for that day. This is something that can be managed on-the-spot by the SAAF Supervisor at the Flight Authorisation Cell. Note that **NO BLANKET APPROVALS** will be given to anybody – each FAC will be allocated to a specific aircraft for a specific flight at a specific time.

4. *What if I do not use the FACs that were issued to me? If I planned 10 flights, but only executed 8 of them?*

Nothing. The FACs will automatically be cancelled within two hours after planned departure, unless the flight plan is activated.

4. *Will there be permissions for competitions in this period? For example the paraglider competitions, and the Glider Championships that are coinciding with the SWC?*

Organisers of competitions need to send the details of the competitions to wtr@mweb.co.za (Colonel Elma de Villiers). The detail will be scrutinised and a final decision will be forwarded to the organisers. Detail must include the following:

- Type of competition
- Date and times
- Exact location
- Heights and airspace details
- Participants and their SSCs
- Task details (routes, specific tasks, etc)
- Frequencies allocated, if applicable
- Contact details

5. *Will short-notice flights be allowed?*

Not as a norm, no, but they can be negotiated, all depending on the location and time of the flight.

6. *What about special security flights and emergency flights?*

All the aircraft used for these purposes must be registered with the SAAF (via e-mail to wtr@mweb.co.za) and the utilisation of these aircraft must be specified. Crews will have to undergo the same process, and flights will also have to apply for authorisation. But this can be done on short notice, and no flight plans will be required. The SAAF will issue unique transponder codes to these aircraft, to be used specifically for these types of flights.

7. *Is the airspace closed for general aviation?*

No, it is not. The SAAF will endeavour to allow all flights, as far as possible and depending on the security situation. It is only in exceptional cases that flying will be prohibited.

8. *Will training flights be allowed to continue?*

Yes, but no training flights will be allowed in the vicinities of the soccer stadiums from 2 hours before the game until at least 1 hour after the game.

9. *What do I have to do if my aircraft is unserviceable and I have to use another aircraft? Will my FAC still be valid?*

You will have to phone the SAAF and inform them of the change, so that they can make the amendment to your authorisation. You also need to remember to change your flight plan.

10. *What do I have to do if there is a change of crew? Or any changes to the flight details? Do I need a new FAC?*

You will have to phone the SAAF and inform them of the change, so that they can make the amendment to your authorisation. The FAC might change, depending on the changes you are making to the flight. For example, if the flight is delayed and will only depart the next day, you will definitely require a new FAC.

11. *If I am doing training and only remaining inside the circuit, do I still need an FAC and a flight plan?*

Yes, you still need an FAC, but you do not require a flight plan. However, if you leave the circuit and you have not filed a flight plan, you will be deemed as a transgressor and steps may be taken against you.

Conclusion

During the past two years the SAAF, ATNS and the aviation community have been submitted to various exercises where these concepts were practiced, and the cooperation from all parties was exceptional. No major problems were experienced, minimal cancellations of flights took place, and the few who did not follow the procedures were addressed and the matters were resolved. Therefore it is foreseen that the upcoming SWC should run smoothly in terms of airspace security, provided that all parties continue with the support and cooperation experienced during the exercises.