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[No. 3720

**GOVERNMENT NOTICE**

**DEPARTMENT OF TRANSPORT**

No. R. 2167

1 December 1972

**AIR NAVIGATION REGULATIONS, 1963**

The Minister of Transport has, in terms of section 22 of the Aviation Act, 1962 (Act 74 of 1962), as amended, made the following further amendments contained in the Schedule hereto to the Air Navigation Regulations, 1963, as promulgated under Government Notice R. 1779 of 15 November 1963, and as subsequently amended\*:

\*See Annexure.

**SCHEDULE 26**

1. By the deletion in regulation 2.5.(1)(e) of the words "if it is equipped with radio apparatus,".
2. By the deletion in regulation 2.12 of the words "which is required to be equipped with radio".
3. By the deletion in regulation 13.8.(2) of the words "and flight without radio is permitted".
4. By the deletion in regulation 13.8.(3) of the words "and flight without radio is permitted".
5. By the deletion of regulation 13.25.(d) and (e).
6. By the insertion after regulation 13.26 of the following regulation:

**"MANDATORY RADIO COMMUNICATION IN AERODROME TRAFFIC AREAS**

13.26A. The pilot-in-command of an aircraft to be operated in an aerodrome traffic area shall ensure that, before the aircraft enters such airspace, two-way radio contact is established with the responsible aerodrome flight information service unit on the designated radio frequency, and shall ensure while the aircraft is within the aerodrome traffic area and until it departs therefrom that continuous radio watch is maintained and that such further two-way radio communication as that unit may require is established: Provided that—

(a) an aerodrome flight information service unit may permit an aircraft not capable of maintaining continuous two-way radio communication to fly in the aerodrome traffic area for which it is responsible if traffic conditions permit, in which case the flight shall be subject to such conditions as that unit deems necessary to ensure the safety of other air traffic;

A—7123

**GOEWERMENSKENNISGEWING**

**DEPARTEMENT VAN VERVOER**

No. R. 2167

1 Desember 1972

**LUGVAARTREGULASIES, 1963**

Die Minister van Vervoer het kragtens artikel 22 van die Lugvaartwet, 1962 (Wet 74 van 1962), soos gewysig, die volgende verdere wysigings, in bygaande Bylae vervat, aangebring aan die Lugvaartregulasies, 1963, soos afgekondig by Goewermentskennisgewing R. 1779 van 15 November 1963, en soos later gewysig\*:

\*Sien Aanhangsel.

**BYLAE 26**

1. Deur in regulasie 2.5.(1)(e) die woorde "indien dit met radio-apparaat toegerus is," te skrap.
2. Deur in regulasie 2.12 die woorde "wat met radio toegerus moet wees," te skrap.
3. Deur in regulasie 13.8.(2) die woorde "en 'n vlug sonder radio toelaatbaar is" te skrap.
4. Deur in regulasie 13.8.(3) die woorde "en vlug sonder radio toelaatbaar is" te skrap.
5. Deur regulasie 13.25.(d) en (e) te skrap.
6. Deur na regulasie 13.26 die volgende regulasie in te voeg:

**"VERPLIGTE RADIOKOMMUNIKASIE IN VliegVELDVERKEERSGEBIEDE**

13.26A. Die gesagvoerder van 'n lugvaartuig wat binne 'n vliegveldverkeersgebied bedryf staan te word, moet verseker dat tweerigting-radioverbinding met die verantwoordelike vliegveldvuginligtingsdiensseenheid op die aangewese radiofrekwensie bewerkstellig is voordat die lugvaartuig die betrokke lugruim binnegaan, en dat 'n deurlopende radiowag gehandhaaf word en sodanige verdere tweerigting-radioverbinding as wat daardie eenheid nodig mag hê bewerkstellig word terwyl die lugvaartuig binne die vliegveldverkeersgebied is en totdat dit die lugruim verlaat: Met dien verstande dat—

(a) 'n vliegveldvuginligtingsdiensseenheid 'n lugvaartuig wat nie in staat is om deurlopende tweerigting-radiokommunikasie te handhaaf nie, kan toelaat om in die vliegveldverkeersgebied waarvoor dit verantwoordelik is, te vlieg indien verkeerstoestande dit toelaat, in welke geval die vlug onderworpe is aan sodanige voorwaardes as wat daardie eenheid nodig ag om die veiligheid van ander lugverkeer te verseker;

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(b) in the case of radio failure, a flight for which a flight plan was submitted, may be continued if the communication failure procedures are complied with.”.

7. By the deletion of regulation 18.2.

8. In Appendix F—

(a) by the substitution for paragraph F.2.1(a)(x) of the following paragraph:

“(x) radio communication equipment capable of maintaining two-way communication with an aerodrome control tower, an aerodrome flight information service unit or an aeronautical ground station.”;

(b) by the substitution for paragraph F.2.1(e)(i) of the following paragraph:

“(i) radio communication equipment capable of maintaining two-way communication with the responsible air traffic services unit on the appropriate frequency during the aircraft's flight time within controlled airspace or within aerodrome traffic areas, or capable of conducting two-way communication on an appropriate frequency while the aircraft is flying on advisory routes or along flight information service routes.”;

(c) by the substitution for paragraph F.2.1(f)(iv) of the following paragraph:

“(iv) radio communication equipment capable of conducting two-way communication on an appropriate frequency.”;

(d) by the substitution for paragraph F.2.1(g)(vi) of the following paragraph:

“(vi) radio communication equipment capable of maintaining two-way communication with the responsible air traffic services unit on the appropriate frequency during the aircraft's flight time within controlled airspace or within aerodrome traffic areas, or capable of conducting two-way communication on an appropriate frequency while the aircraft is flying on advisory routes or along flight information service routes.”;

(e) by the deletion in paragraph F.2.1(i) of the words “and either certificated to carry 7 or more passengers or”;

(f) by the substitution for paragraphs F.2.1(i)(i) and (ii) of the following paragraph:

“(i) radio communication equipment capable of conducting two-way communication with an air traffic services unit throughout the whole of the flight.”;

(g) by the addition after paragraph F.2.1(t) of the following paragraphs:

“(u) For a flight in controlled airspace, radio communication equipment capable of maintaining two-way communication with the responsible air traffic control unit on the appropriate frequency during the whole of the aircraft's flight time in such controlled airspace.

(v) For a flight in an aerodrome traffic area, radio communication equipment capable of maintaining two-way communication with the responsible aerodrome flight information service unit on the appropriate frequency during the whole of the aircraft's flight time in such aerodrome traffic area.

(w) For a flight in advisory airspace, radio communication equipment capable of conducting two-way communication on an appropriate frequency during the aircraft's flight time in such advisory airspace.

(b) in die geval van radio-onderbreking, 'n vlug waarvoor 'n vlugplan ingedien is, mag voortgaan indien die kommunikasie-onderbrekingsprosedures nagekom word.”.

7. Deur regulasie 18.2 te skrap.

8. Deur in Byvoegsel F—

(a) paragraaf F.2.1(a)(x) deur die volgende paragraaf te vervang:

“(x) radiokommunikasie-uitrusting wat in staat is om tweerigting-kommunikasie met 'n vliegveldverkeers-toring, 'n vliegveldvuginligtingsdienseenheid of 'n lugvaartgrondstasie te handhaaf.”;

(b) paragraaf F.2.1(e)(i) deur die volgende paragraaf te vervang:

“(i) radiokommunikasie-uitrusting wat in staat is om tweerigting-kommunikasie met die verantwoordelike lugverkeersdienseenheid op die toepaslike frekwensie te handhaaf gedurende die lugvaartuig se vlugtyd binne leidingslugruim of binne vliegveldverkeersgebiede, of in staat is om tweerigting-kommunikasie op 'n toepaslike frekwensie te bewerkstellig terwyl die lugvaartuig op adviesroetes of met vuginligtingsdiensroetes langs vlieg.”;

(c) paragraaf F.2.1(f)(iv) deur die volgende paragraaf te vervang:

“(iv) radiokommunikasie-uitrusting wat in staat is om tweerigting-kommunikasie op 'n toepaslike frekwensie te bewerkstellig.”;

(d) paragraaf F.2.1(g)(vi) deur die volgende paragraaf te vervang:

“(vi) radiokommunikasie-uitrusting wat in staat is om tweerigting-kommunikasie met die verantwoordelike lugverkeersdienseenheid op die toepaslike frekwensie te handhaaf gedurende die lugvaartuig se vlugtyd binne leidingslugruim of binne vliegveldverkeersgebiede, of in staat is om tweerigting-kommunikasie op 'n toepaslike frekwensie te bewerkstellig terwyl die lugvaartuig op adviesroetes of met vuginligtingsdiensroetes langs vlieg.”;

(e) in paragraaf F.2.1(i) die woorde “of gesertifiseer is om sewe passasiers of meer te vervoer of wat” te skrap;

(f) paragrafe F.2.1(i)(i) en (ii) deur die volgende paragraaf te vervang:

“(i) radiokommunikasie-uitrusting wat in staat is om tweerigting-kommunikasie met 'n lugverkeersdienseenheid te bewerkstellig gedurende die hele duur van die vlug.”;

(g) na paragraaf F.2.1(t) die volgende paragrafe by te voeg:

“(u) Vir 'n vlug in leidingslugruim, radiokommunikasie-uitrusting wat in staat is om tweerigting-kommunikasie met die verantwoordelike lugverkeersleidingsseenheid op die toepaslike frekwensie te handhaaf gedurende die hele duur van die lugvaartuig se vlugtyd in sodanige leidingslugruim.

(v) Vir 'n vlug in 'n vliegveldverkeersgebied, radiokommunikasie-uitrusting wat in staat is om tweerigting-kommunikasie met die verantwoordelike vliegveldvuginligtingsdienseenheid op die toepaslike frekwensie te handhaaf gedurende die hele duur van die lugvaartuig se vlugtyd in sodanige vliegveldverkeersgebied.

(w) Vir 'n vlug in advieslugruim, radiokommunikasie-uitrusting wat in staat is om tweerigting-kommunikasie op 'n toepaslike frekwensie te bewerkstellig gedurende die lugvaartuig se vlugtyd in sodanige advieslugruim.



(x) For a training flight, radio communication equipment capable of conducting two-way communication on an appropriate frequency.”; and

(h) by the substitution for paragraph F.2.(2)(a)(v) of the following paragraph:

“(v) radio communication equipment capable of conducting two-way communication with a station on the ground.”.

9. These regulations shall come into operation on 1 January 1973.

#### ANNEXURE

##### AMENDMENTS TO THE AIR NAVIGATION REGULATIONS, 1963

Amendments to the Air Navigation Regulations, 1963, were promulgated under Government Notices R. 1883 of 6 December 1963, R. 614 of 24 April 1964, R. 1332 of 3 September 1965, R. 794 of 20 May 1966, R. 1377 of 9 September 1966, R. 1636 of 21 October 1966, R. 1965 of 9 December 1966, R. 628 of 5 May 1967, R. 1419 of 15 September 1967, R. 1800 of 10 November 1967, R. 1958 of 8 December 1967, R. 493 of 29 March 1968, R. 1032 of 7 June 1968, R. 1133 of 28 June 1968, R. 2320 of 20 December 1968, R. 908 of 6 June 1969, R. 3609 of 31 October 1969, R. 709 of 8 May 1970, R. 1956 of 29 October 1971, R. 2181 of 3 December 1971, R. 2353 of 31 December 1971, R. 1298 of 28 July 1972, R. 1674 of 22 September 1972, R. 1847 of 20 October 1972 and R. 1921 of 27 October 1972.

(x) Vir 'n opleidingsvlug, radiokommunikasie-uitrusting wat in staat is om tweerigting-kommunikasie op 'n toepaslike frekwensie te bewerkstellig.”; en

(h) paragraaf F.2.(2)(a)(v) deur die volgende paragraaf te vervang:

“(v) radiokommunikasie-uitrusting wat in staat is om tweerigting-kommunikasie met 'n stasie op die grond te bewerkstellig.”.

9. Hierdie regulasies tree in werking op 1 Januarie 1973.

#### AANHANGSEL

##### WYSIGINGS VAN DIE LUGVAARTREGULASIES, 1963

Wysigings van die Lugvaartregulasies, 1963, is afgekondig by Goewermmentskennisgewings R. 1883 van 6 Desember 1963, R. 614 van 24 April 1964, R. 1332 van 3 September 1965, R. 794 van 20 Mei 1966, R. 1377 van 9 September 1966, R. 1636 van 21 Oktober 1966, R. 1965 van 9 Desember 1966, R. 628 van 5 Mei 1967, R. 1419 van 15 September 1967, R. 1800 van 10 November 1967, R. 1958 van 8 Desember 1967, R. 493 van 29 Maart 1968, R. 1032 van 7 Junie 1968, R. 1133 van 28 Junie 1968, R. 2320 van 20 Desember 1968, R. 908 van 6 Junie 1969, R. 3609 van 31 Oktober 1969, R. 709 van 8 Mei 1970, R. 1956 van 29 Oktober 1971, R. 2181 van 3 Desember 1971, R. 2353 van 31 Desember 1971, R. 1298 van 28 Julie 1972, R. 1674 van 22 September 1972, R. 1847 van 20 Oktober 1972 en R. 1921 van 27 Oktober 1972.

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