TEMPORARY RESTRICTED AIRSPACE FOR SOUTH AFRICAN NATIONAL DEFENCE FORCE (SANDF) BORDER SAFEGUARDING OPERATION

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Embargo: None

The SANDF was instructed to prepare to employ forces in the land, air and maritime domains to effect national border control. This instruction was issued in congruence with the responsibility of the SANDF to protect the sovereignty and territorial integrity of the RSA, its national interests and its people in accordance with the Constitution and the principles of International Law regulating the use of force.

The operationalisation of the above Cabinet instruction was effected through the issuing of the Ministerial Employment Notice no 1 of 2010 whereby the SANDF is employed in terms of Section 18 (1) (d) of the Defence Act for service inside the RSA and international waters to effect national border control and where this stipulation includes the South African sovereign airspace.

In compliance with the above Cabinet and Ministerial notices, an air border safeguarding operation will be conducted during the period 15 – 23 February in the Northern parts of the Limpopo Province to enhance and enforce the authority of the state in the South African airspace domain.

An AIRAC AIP supplement SOO2/11 dd 10 February 2011 was issued at Johannesburg (FAJA) Flight Information Region to temporary restrict airspace as part of the SANDF border safeguarding operation in the Northern Limpopo.

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The AIRAC effective date is 10 February 2011. A temporary restricted airspace will be declared and the following procedures must be applied by all aircraft:

**Lateral Limits:** From a point S230000 E0275649 extending along the national border of the Republic of South Africa with Botswana, Zimbabwe and Mozambique to the point S230000 E0312947 and thereafter along the straight line back to the starting point S230000 E0275649. This temporary restricted airspace excludes the FALM TMA but includes the sections of FAR71, FAR78, FAR178, FAD122A and FAD122B that reside within this airspace.

**Vertical limits:** GND to UNL. Normal published procedures to enter the airspaces mentioned above are to be complied with. In addition all flights, inclusive of scheduled flights flying into, exiting or operating with this Temporary Restricted Airspace must apply to the SAAF for Flight Authorisation. No flights will be allowed to operate within or through this Temporary Restricted Airspace without a valid SAAF Flight Authorisation Code (FAC) for that specific flight. The FAC application process is described below.

All flights operating within the lateral boundaries of this Temporary Restricted Airspace from GND to unlimited, inclusive of all promulgated airspace are to submit an ATS flight plan. The FAC for each flight must be indicated on the flight plan in Field 18, e.g. RMK/FAC......

Prior to entering the lateral boundaries of this Temporary Restricted Airspace from GND to unlimited, inclusive of all promulgated airspace, pilots are to contact either Johannesburg Area North, Johannesburg Area North East, Control, Johannesburg Info North or Lowveld Flight Information Service on the appropriate frequency to activate the flight plan, where after promulgated

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communication procedures are to be followed. Low flying aircraft may be interrogated at any time by military control on 124.8 MHz to enquire for valid FAC and aircrew must be able to provide it in flight.

Exceptions will be made for flights operating under special circumstances by prior arrangement only. This Temporary Restricted Airspace is valid from 2200 on 16 February until 2200 on 23 February 2011.

Applications for FAC must be submitted to the SAAF at least 24 hours prior to entering the Temporary Restricted Airspace for the first time. Applications may be submitted to the SAAF as from 03 January 2011 at the following telephone, fax or e-mail:

Tel: 012 312 2625
Fax: 012 312 2626
E-mail: flightautho@telkomsa.net

Applications must include the following information:

Pilot ID Number (passport number also acceptable)
Pilot Full Names and Surname
Pilot License Number
Pilot Contact details, including at least one telephone number and/or an e-mail address.
Aircraft registration and type
Date and estimated time of flight
Aerodrome of Departure
Aerodrome of Destination
Intended duration of flight and intended route
Aircraft owner and aircraft owner contact details /more…
Warnings: Any aircraft entering this promulgated airspace without a valid FAC, or a valid clearance, or that is observed deviating from the filed flight plan/negotiated route without prior clearance, may be subject to interception as per ICAO publication and may be subject to prosecution.

Effective cooperation will ensure a secure airspace without negatively impacting on the aviation sector.

BACKGROUND INFORMATION:

The SANDF was deployed on the RSA borders until 1994, when Government instructed the phased withdrawal of SANDF troops from the borders. The function of border control was then gradually taken over by the SAPS. The SANDF withdrawal was planned to be complete by 31 March 2009, but an extension was granted until March 2010 for the Zimbabwe/RSA border. However, during October 2009, the SANDF was instructed to plan the return to identified sections of the RSA border w.e.f 1 April 2010.

On 12 Feb 10, the MODMV mandated the SANDF return to the land borders in a phased approach w.e.f 1 Apr 10. On 13 Apr 10 the first company to deploy reported for duty along the RSA/Zimbabwe border. Three further companies along with two engineer platoons reported for duty on 21 May 10. From 21 May four companies have therefore been deployed as follows:

2 x Coys (340 soldiers) deployed on the Limpopo/Zimbabwe border based at Musina and Pontdrift

1 x Coy (160 soldiers) deployed on the Mpumalanga/Mozambique border (Komati Corridor, based at Macadamia)

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1 x Coy (160 soldiers) deployed on the KwaZulu Natal/Mozambique border (based at Ndumo)

Current planning is for Phase 2 to take place at the commencement of the 2011/12 financial year. Phase 2 will be implemented in the same format as Phase 1 and provides for the roll-out of a further 2 companies. Current planning provides a company along the Free State/Lesotho border, a company within the Kruger National Park. A final decision of where the Phase 3 deployments take place will be taken closer to the time based upon the then prevailing situation.

The SANDF Border Safeguarding Strategy is one of gradual re-entry to Borderline Control within the context of “in cooperation with the SAPS”.

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CONTACT PERSON: MR S. DLAMINI
HEAD OF COMMUNICATION
DEPARTMENT OF DEFENCE
PRIVATE BAG X191
PRETORIA 0001
TEL: (012) 355-6015 (W)
FAX: (012) 355-6019
CELL: sphiwe.dlamini@dod.mil.za

ISSUED BY: LIEUTENANT COLONEL MARINDA MEYER A/SSO
OPERATIONAL COMMUNICATION DEPARTMENT OF DEFENCE
JOINT OPERATIONS DIVISION
PRIVATE BAG X1043 THABA TSHWANE
TEL: (012) 674-5496 (W)
FAX: (012) 674-5718
CELL: 082 926 9151
E-MAIL: opcom@jopsdiv.co.za