



**STAATSKOERANT**  
**VAN DIE REPUBLIEK VAN SUID-AFRIKA**

**REPUBLIC OF SOUTH AFRICA**  
**GOVERNMENT GAZETTE**

REGULASIEKOERANT No. 2855

PRYS + 1c AVB 20c PRICE + 1c GST

REGULATION GAZETTE No. 2855

As 'n Nuusblad by die Poskantoor Geregistreer

BUITELANDS 30c ABROAD

Registered at the Post Office as a Newspaper

POSVRY · POST FREE

Vol. 170]

PRETORIA, 31 AUGUSTUS 1979  
AUGUST

[No. 6 641]

**GOEWERMENSKENNISGEWING**

**DEPARTEMENT VAN VERVOER**

No. R. 1921

31 Augustus 1979

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

Die Minister van Vervoerwese het kragtens artikel 22 van die Lugvaartwet, Wet 74 van 1962, die regulasies vervat in die Bylae hiervan 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 en R. 2202 van 3 November 1978.

2. Regulasie 1.2 van die Regulasies word hierby gewysig deur—

(a) voor die omskrywing van "eindleidinggebied" die volgende omskrywing in te voeg:

"'AIP', 'AIC' en 'NOTAM' onderskeidelik 'Lugvaartgids', 'Lugvaartinligtingsomsendbrief' en 'Kennisgewing aan Lugvaartlui' uitgereik op gesag van die Kommissaris van Burgerlugvaart en as sodanig afdwingbaar";

(b) aan die einde van die omskrywing van "eindleidinggebied" die volgende woorde in te voeg voor die uitdrukking "(terminal control area)":

"soos bekendgemaak in 'n AIP, AIC of NOTAM en aangewys as 'n TMA";

(c) aan die einde van die omskrywing van "leidinggebied" die volgende in te voeg voor die uitdrukking "(control area)":

"soos bekendgemaak in 'n AIP, AIC of NOTAM en aangewys as 'n CTA";

14768—A

**GOVERNMENT NOTICE**

**DEPARTMENT OF TRANSPORT**

No. R. 1921

31 August 1979

**THIRD AMENDMENT OF THE RULES OF THE  
AIR, AIR TRAFFIC SERVICES, SEARCH AND  
RESCUE AND OVERFLIGHT REGULATIONS,  
1975**

The Minister of Transport Affairs has, under and by virtue of section 22 of the Aviation Act, 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 and as amended by Government Notices R. 829 of 13 May 1977 and R. 2202 of 3 November 1978.

2. Regulation 1.2 of the Regulations is hereby amended by—

(a) inserting the following words at the end of the definition of "aerodrome traffic zone" before the expression "(vliegveldd verkeersone)":

"as announced in an AIP, AIC or NOTAM and designated as an ATZ";

(b) inserting the following definition after the definition of "aerodrome traffic zone":

"'AIP', 'AIC' and 'NOTAM' mean 'Aeronautical Information Publication', 'Aeronautical Information Circular' and 'Notice to Airmen' respectively, issued by authority of the Commissioner of Civil Aviation and enforceable as such";

(c) inserting the following words at the end of the definition of "control area" before the expression "(leidinggebied)":

"as announced in an AIP, AIC or NOTAM and designated as a CTA";

6641—1

(d) aan die einde van die omskrywing van "leidingsone" die volgende in te voeg voor die uitdrukking "(control zone)":

"soos bekendgemaak in 'n AIP, AIC of NOTAM en aangewys as 'n CTR";

(e) aan die einde van die omskrywing van "vlieg-veldverkeersone" die volgende in te voeg voor die uitdrukking "(aerodrome traffic zone)":

"soos bekendgemaak in 'n AIP, AIC of NOTAM en aangewys as 'n ATZ".

3. Regulasie 6.1 van die Regulasies word hierby vervang deur die volgende regulasie:

*"Aanwysing van leidingslugruime"*

6.1 Leidingslugruime kan deur die Kommissaris van Burgerlugvaart aangewys word deur bekendmaking daarvan in 'n AIP, AIC of NOTAM. In die aanwysing moet die horisontale en die vertikale grense van sodanige lugruime voorgeskryf word. Die laagste grens van leidinggebiede moet minstens 700 voet bokant die grond of water wees. Leidingsones en vliegveldverkeersones moet vanaf die oppervlak van die aarde opwaarts strek".

4. Die volgende regulasie word hierby na regulasie 10.5 van die Regulasies ingevoeg:

*"Identifisering en onderskepping van lugvaartuie"*

10.6 (1) 'n Onderskepte lugvaartuig moet die instruksies vanaf 'n onderskeppende lugvaartuig, soos voorgeskryf in hierdie regulasies nakom.

(2) Wanneer 'n lugvaartuig onderskep word moet die gesagvoerder onmiddellik per radio, as die lugvaartuig aldus uitgerus is, met die onderskeppende lugvaartuig op 121,5 MHz in verbinding tree as daar nie reeds radioverbinding bewerkstellig is nie.

(3) Wanneer instruksies aan die onderskepte lugvaartuig nie per radio of op 'n ander praktiese wyse oorgedra kan word nie, moet die onderskeppende lugvaartuig vir hierdie doel sigbare seine gebruik om instruksies oor te dra soos in die tabel hieronder voorgeskryf.

(4) Die sigbare seine moet soos volg gebruik word:

(a) Wanneer 'n lugvaartuig onderskep word slegs om geïdentifiseer te word, moet die onderskeppende lugvaartuig die TWEEDE reeks in die tabel gebruik om aan te dui dat eersgenoemde lugvaartuig mag voortgaan.

(b) Wanneer 'n lugvaartuig van 'n verbode of beperkte gebied weggelei moet word, moet die toepaslike gedeelte van die EERSTE reeks gebruik word en die TWEEDE reeks wanneer die doel bereik en die lugvaartuig vrygestel word.

(c) Wanneer daar van 'n lugvaartuig verlang word om te land, moet die toepaslike gedeelte van die EERSTE reeks aanvanklik gebruik word, gevolg deur die DERDE reeks wanneer hy hom in die omgewing van die aangewese landingsterrein bevind.

(d) Wanneer die vlieënier van die onderskepte lugvaartuig die landingsterrein aangewys as ongeskik vir sy tipe lugvaartuig beskou, moet hy die VIERDE reeks gebruik om dit aan te dui en verdere instruksies moet dan deur die onderskeppende lugvaartuig gegee word.

(e) Wanneer 'n onderskepte lugvaartuig in nood verkeer moet dit, waar doenlik, deur noodseine bekendgemaak word.

(d) inserting the following words at the end of the definition of "control zone" before the expression "(leidingsone)":

"as announced in an AIP, AIC or NOTAM and designated as a CTR";

(e) inserting the following words at the end of the definition of "terminal control area" before the expression "(eindleidingsgebied)":

"as announced in an AIP, AIC or NOTAM and designated as a TMA".

3. The following regulation is hereby substituted for Regulation 6.1 of the Regulations:

*"Designation of controlled airspaces"*

6.1 Controlled airspaces may be designated by the Commissioner for Civil Aviation by publication in an AIP, AIC or NOTAM, such designation to prescribe the horizontal and vertical limits of such airspaces. The lowest limit of control areas shall be at least 700 feet above the ground or water. Control zones and aerodrome traffic zones shall extend upwards from the surface of the earth."

4. The following regulation is hereby inserted after regulation 10.5 of the Regulations:

*"Identification and interception of aircraft"*

10.6 (1) An intercepted aircraft shall carry out the instructions of an intercepting aircraft, as prescribed in these regulations.

(2) When an aircraft is intercepted the pilot in command shall forthwith establish radio contact with the intercepting aircraft on 121,5 MHz, if the aircraft is so equipped, and if radio contact has not already been established.

(3) When the intercepting aircraft cannot establish radio contact or contact in any other practical way with the intercepted aircraft, visual signals shall be used as described in the following table.

(4) The visual signals shall be used as follows:

(a) When an aircraft has been intercepted, for identification only, the intercepting aircraft will use the SECOND series to show that the aircraft may proceed.

(b) When an aircraft is to be led away from a prohibited or restricted area, the appropriate part of the FIRST series will be used and the SECOND series when the purpose has been achieved and the aircraft is released.

(c) When an aircraft is required to land, the appropriate part of the FIRST series will initially be used, followed by the THIRD series when in the vicinity of the designated landing area.

(d) When the pilot of the intercepted aircraft considers the landing area designated as unsuitable for this aircraft type, he will use the FOURTH series to indicate this and new instructions will then be given by the intercepting aircraft.

(e) When an intercepted aircraft is in distress the DISTRESS signals should be used, where practical.

TABEL  
SIGBARE ONDERSKEPPINGSEINE

Sein deur onderskeppende lugvaartuig	Betekenis	Antwoord deur onderskepte lugvaartuie
<b>EERSTE REEKS</b>		
<i>Bedags</i>		
(a) Wiegende vlerke terwyl voor en links van onderskepte lugvaartuig gevlieg word	Volg my weg van verbode of beperkte gebied	Wiegende vlerke.
(b) Wiegende vlerke terwyl voor en regs van onderskepte lugvaartuig gevlieg word	Volg my na landingsterrein.....	Wiegende vlerke.
(c) Wanneer (a) en (b) erken is, word 'n stadige horisontale draai na die verlangde koers gedoen	—	Volg onderskeppende lugvaartuig.
<i>Snags</i>		
(a) Soos bedags en daarby moet navigasie- en indien beskikbaar, landingsligte met onreëlmatige tussenposes geflits word	Volg my weg van verbode of beperkte gebied	Wiegende vlerke as dit veilig gedoen kan word en as daar 'n landingslig is, moet hy aangeskakel bly.
(b) Soos bedags en daarby moet navigasie- en indien beskikbaar, landingsligte met onreëlmatige tussenposes geflits word	Volg my na landingsterrein.....	Wiegende vlerke as dit veilig gedoen kan word en as daar 'n landingslig is, moet hy aangeskakel bly.
(c) Wanneer (a) en (b) erken is, soos bedags en daarby moet navigasie- en indien beskikbaar, landingsligte met onreëlmatige tussenposes geflits word		Volg onderskeppende lugvaartuig.

TABLE  
VISUAL INTERCEPTION SIGNALS

Signal by intercepting aircraft	Meaning	Response by intercepted aircraft
<b>FIRST SERIES</b>		
<i>Day</i>		
(a) Rocking wings while in front and to left of intercepted aircraft	Follow me away from a prohibited area..	Rocking wings.
(b) Rocking wings while in front and to right of intercepted aircraft	Follow me to a landing terrain.....	Rocking wings.
(c) When (a) and (b) have been acknowledged, making a slow level turn into desired course	—	Follow intercepting aircraft.
<i>Night</i>		
(a) As for day, and in addition flashing navigational and, if available, landing lights at irregular intervals	Follow me away from a prohibited or restricted area	Rocking wings if considered safe and showing steady landing light if carried.
(b) As for day, and in addition flashing navigational and, if available landing lights at irregular intervals	Follow me to a landing terrain.....	Rocking wings if considered safe and showing steady landing light if carried.
(c) As for day, and in addition flashing navigational and, if available, landing lights at irregular intervals when (a) and (b) have been acknowledged	—	Follow intercepting aircraft.

Met dien verstande dat—

weersomstandighede of terrein die onderskeppende lugvaartuig kan noodsaak om 'n posisie in te neem voor en na regs van die onderskepte lugvaartuig om die daaropvolgende draai na regs te maak.

Provided that—

weather conditions or the terrain may require the intercepting aircraft to take up a position in front and to the right of the intercepted aircraft to complete the successive turn to the right.

Sein deur onderskeppende lugvaartuig	Betekenis	Antwoord deur onderskepte lugvaartuie
<b>TWEEDE REEKS</b>		
<i>Bedags of snags</i>		
'n Skielike wegdraai opwaarts met 'n hoek van 90° of meer sonder om die vlugbaan van die onderskepte lugvaartuig te kruis	U kan voortgaan.....	Wiegende vlerke as dit veilig gedoen kan word en as daar 'n landingslig is moet hy snags aangeskakel bly.
<b>DERDE REEKS</b>		
<i>Bedags</i>		
Sirkel bo landingsterrein, laat onderstel sak en doen 'n oorflug in die rigting van landing	Land op hierdie landingsterrein.....	Dieselfde as onderskeppende lugvaartuig (waar van toepassing) en kan dan land as dit as veilig beskou word.
<i>Snags</i>		
Soos bedags en landingslig moet aangeskakel bly	—	—



Sein deur onderskeppende lugvaartuig	Betekenis	Antwoord deur onderskepte lugvaartuie
<b>VIERDE REEKS</b>		
<i>Bedags</i> Eerste of tweede reeks afhangende van watter verdere optrede die onderskeppende lugvaartuig verlang; of (a) 'Volg my'; of (b) 'U kan aangaan'	Landingsterrein ongeskik.....	Wieg vlerke (indien vaste onderstel) of trek onderstel in (wat ookal van toepassing) terwyl bo-oor landingsterrein op 'n hoogte van meer as 1 000 voet maar hoogstens 2 000 voet gevlieg word."

Signal by intercepting aircraft	Meaning	Response by intercepted aircraft
<b>SECOND SERIES</b>		
<i>Day or night</i> An abrupt break away of 90° or more without crossing the line of flight of the intercepted aircraft	You may proceed.....	Rocking wings if considered safe, at night showing steady landing light if carried.
<b>THIRD SERIES</b>		
<i>Day</i> Circling landing area, lowering landing gear and overflying the direction of landing	Land on this landing area.....	Same as interceptor and proceed to land (where applicable) if considered safe, at night showing steady landing light if carried.
<i>Night</i> As for day and showing steady landing light	—	—
<b>FOURTH SERIES</b>		
<i>Day</i> First or Second series dependent on what further action intercepting aircraft requires to be taken either; (a) 'Follow me'; or (b) 'Your may proceed'	Landing terrain unsuitable.....	Rocking wings (if fixed landing gear) or raising gear (whichever applicable) while passing over landing terrain at a height exceeding 1 000 ft but not exceeding 2 000 ft."

5. Aanhangsel A van die Regulasies word hierby gewysig deur paragrawe A1, A2 (9), A2 (10), A2 (11), A2 (12), A3 en A9 deur die volgende paragrawe te vervang:

*"Verbode gebiede"*

A.1 Ondergenoemde gebiede word hierby tot verbode gebiede verklaar en niemand mag vanaf grondvlak tot 1 000 voet bo die oppervlak in gebiede A, B, C, D, E en G en vanaf grondvlak tot 500 voet bo die oppervlak in gebied F met enige lugvaartuig hoegenaamd vlieg nie:

A. *Robbekolonie by Wolfsbaai.*—Geleë naby Lüderitz.

Sirkel:

Straal 2 seemyl.

Middelpunt:

S.B. 26°49'18".  
O.L. 15°07'30".

B. *Voëleiland by Walvisbaai.*

Sirkel:

Straal 1 seemyl.

Middelpunt:

S.B. 22°52'36".  
O.L. 14°32'12".

C. *Robbekolonie en voëlplatvorms by Kruiskaap.*

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

S.B. 21°46'.  
O.L. 13°58'.

5. Annexure A of the Regulations is hereby amended by substituting the following paragraphs for paragraphs A1, A2 (9), A2 (10), A2 (11), A2 (12), A3 and A9:

*"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 ground level to 1 000 feet above the surface, with regard to areas A, B, C, D, E and G and from ground level to 500 feet above the surface, with regard to area F:

A. *Seal colony at Wolf's Bay.*—Situatied near Lüderitz.

Circle:

2 nautical miles radius.

Centre:

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

B. *Bird Island at Walvis Bay.*

Circle:

1 nautical mile radius.

Centre:

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

C. *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.

**D. Voortrekkermonument.—Geleë naby Pretoria.**

Sirkel:

Straal 0,5 seemyl.

Middelpunt:

S.B. 25°46'35".  
O.L. 28°10'35".**E. Umbogintwini.—Geleë naby die Louis Botha-lug-hawe (Durban).**

Sirkel:

Straal 0,6 seemyl.

Middelpunt:

S.B. 30°01'20".  
O.L. 30°54'00".**F. Langebaannatuurreservaat.**

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"

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

Sirkel:

Straal 1 seemyl.

Middelpunt:

S.B. 26°11'55".  
O.L. 27°54".

6. Aanhangsel A van die Regulasies word hierby gewysig deur die volgende paragrawe by te voeg:

"A.9 Ondergenoemde gebied word hierby tot beperkte gebied verklaar en niemand mag sonder magtiging van die Beheerlugverkeerder, 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'.

A.10 Ondergenoemde gebied word tot beperkte gebied verklaar en niemand mag sonder magtiging van die Hooflugverkeerbeheerder, 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.

A.11 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.****D. Voortrekker Monument.—Situë naby Pretoria.**

Circle:

0,5 nautical miles radius.

Centre:

Lat. 25°46'35" S.  
Long. 28°10'35" E.**E. Umbogintwini.—Situë naby die Louis Botha Airport (Durban).**

Circle:

0,6 nautical miles radius.

Centre:

Lat. 30°01'20" S.  
Long. 30°54'00" E.**F. 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

**G. Factory of National Explosives (Pty) Ltd, West Rand.—Situë naby Roodepoort:**

Circle:

1 nautical mile radius.

Centre:

Lat. 26°11'55" S.  
Long. 27°54' E.

6. Annexure A of the Regulations is hereby amended by adding the following paragraphs:

"A.9 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, from ground level unlimited:

**De Brug Range.—Situë naby Bloemfontein.**

Circle:

8 nautical miles radius.

Centre:

Lat. 29°05'30" S.  
Long. 25°54' E.

A.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, Potchefstroom or of any person designated by him, fly any civil aircraft into such area, from ground level unlimited:

**Potchefstroom Military Shooting Range.—Situë noord van 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.

A.11 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.—Situë noord van Grahamstown Airfield.**

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"

A.12 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:

*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'

A.13 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:

*Pietersburgse 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'.

A.14 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".

A.15 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".

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

A.12 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 Range.*—Situatied 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

A.13 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.

A.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, 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.

A.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 ground level unlimited:

*Hopefield Air/Ground Firing Range.*

Circle:

2 nautical miles radius.

Centre:

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



A.16 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"

A.17 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), daarvandaan 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' (Marikana-stasie), 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).

A.18 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"

A.16 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

A.17 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).

A.18 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

A.19 Ondergenoemde gebied word hierby tot beperkte gebied verklaar en niemand mag met 'n burgerlike lugvaartuig sonder magtiging van die Beheerlugverkeerder, J. B. M. Hertzoglughawe, tussen vlugvlak 90 en vlugvlak 280 daarin vlieg nie:

*Bloemfontein Militêre Opleidingsvliegveld.*

Die gebied begrens deur lyne getrek soos volg:

Vanaf 'n punt by S.B. 28°50' O.L. 26°46'30" (Verkeerdelei) met die pad na 'n punt by S.B. 20°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' (Westminister), daarvandaan 'n reguit lyn na 'n punt by S.B. 28°50' O.L. 26°46'30" (Verkeerdelei).

A.20 Ondergenoemde gebied word hierby tot beperkte gebied verklaar en niemand mag met 'n burgerlike lugvaartuig sonder magtiging van die Hooflugverkeerbeheerder, Sentrale Vliegschool, Dunnottar, of iemand deur hom aangewys, vanaf grondvlak tot vlugvlak 110 daarin vlieg nie:

*Militêre Vlieggebied, Dunnottar.*

Die gebied geleë suidoos van Jan Smutslughawe 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 straat 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).

A.21 Ondergenoemde gebied word hierby tot beperkte gebied verklaar en niemand mag met enige lugvaartuig sonder magtiging van die Bevelvoerende Offisier, Danie Theronkrygschool, 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'

A.19 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 (Verkeerdelei), 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 (Westminister), thence a straight line to a point at Lat. 28°50'S Long. 26°46'30"E (Verkeerdelei).

A.20 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 of 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).

A.21 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.*—Situat 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



A.22 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"

A.23 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'.

A.24 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'.

A.25 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".

A.26 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".

A.22 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

A.23 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.

A.24 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.

A.25 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.

A.26 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.

A.27 Ondergenoemde gebied word hierby tot beperkte gebied verklaar en niemand mag met enige lugvaartuig sonder magtiging van die Bevelvoerder, Simonstad/Silwermyne, 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'.

A.28 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".

A.29 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'

A.30 Ondergenoemde gebied word hierby tot beperkte 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 reguit lyne 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".

A.27 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.

A.28 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.

A.29 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

A.30 The undermentioned area is hereby declared a restricted area and 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.*—Situatied 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."

# Koop Nasionale Spaarsertifikate

# Buy National Savings Certificates

## INHOUD

No.		Bladsy No.	Staats- koerant No.
	<b>Vervoer, Departement van Goewermentskennisgewing</b>		
R. 1921	Lugvaartwet (74/1962): Derde wysiging van die Vliegereguleer-, Lugverkeersdienste-, Soek-en-Redding- en Oorvlugregulasies, 1975.....	1	6641

## CONTENTS

No.		Page No.	Gazette No.
	<b>Transport, Department of Government Notice</b>		
R. 1921	Aviation Act (74/1962): Third amendment of the Rules of the Air, Air Traffic Services, Search and Rescue and Overflight Regula- tions, 1975.....	1	6641



