

EXHIBIT FF 10

FABIAN ZIMPANDE

MSIMANG

STATEMENT & ANNEXURE





**JUDICIAL COMMISSION OF INQUIRY INTO ALLEGATIONS OF STATE CAPTURE,
CORRUPTION AND FRAUD IN THE PUBLIC SECTOR INCLUDING ORGANS OF STATE**

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INDEX: EXHIBIT FF 10

	Description	Pages
1.	Statement of Fabian Zimpande Msimang	01 to 04
2.	Appendix "A"	05 to 10
3.	Appendix "B"	11 to 26
4.	Appendix "C"	27 to 48



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30 June 2019

SUBMISSION TO THE ZONDO COMMISSION OF INQUIRY STATE CAPTURE IRO THE LANDING OF JET AIRWAYS AIRCRAFT AT WATERKLOOF AIR FORCE BASE ON 30 APRIL 2013

INTRODUCTION

1. On or about 19 June 2019, the Chief of Air Force (“CAF”) received an email from a Pat Mlambo, an Investigator of the Commission of Inquiry into State Capture chaired by Deputy Chief Justice Zondo (“Zondo Commission”). The email stated that the Zondo Commission is investigating the landing of a chartered Jet Airways, Jet JAI 9900 that landed at Waterkloof Air Force Base (“AFB Waterkloof”) on 30 April 2013.
2. It appeared that during the investigation into this event, the Zondo Commission noted an excerpt from the report of Justice, Crime, Prevention & Security cluster (“JCPS”) to the effect that *“During the latter half of March 2013 the political. Advisor of the Minister of Defence and Military Veterans approached the Chief of the South African Air force, Lieutenant General F.Z Msimang, to determine the regulations governing the landing and taking of civilian aircraft at Air Force Base Waterkloof. The Chief of the Air Force informed the Political Advisor it would be irregular for an aircraft carrying Indian wedding guests to land at the base. The Chief of the Air Force advised the Political Advisor that the matter should not be entertained any further”*.
3. The Commission requested the CAF to appear before to assist the Commission with information relating to the following:
 - (a) How the CAF was approached for the landing;
 - (b) The applicable regulations and established regime for landing an aircraft, civil or otherwise (*sic*);
 - (c) The basis for CAF’s response to consultation for landing JAI 9900 at AFB Waterkloof on 30 April 2013.
5. Furthermore, CAF is requested “to produce and explain all records, documents and any information that may assist the Commission in its investigation”.

AIM

6. The aim of this submission is to comply with the request by the Zondo Commission and provide whatever information that is in CAF’s possession relating to the landing of the Jet Airways aircraft on 30 April 2013 at Air Force Base Waterkloof.



SUBMISSION TO THE ZONDO COMMISSION OF INQUIRY STATE CAPTURE IRO THE LANDING OF JET AIRWAYS AIRCRAFT AT WATERKLOOF AIR FORCE BASE ON 30 APRIL 2013

BACKGROUND

7. The landing of the Jet Airways aircraft at Air Force Base Waterkloof on the 30th April 2013 has been widely reported and created consternation in the eyes of the public.

THE REQUEST BY THE COMMISSION

8. The Commission has requested the CAF to shed light on three issues, namely, how the CAF was approached iro of landing the Jet Airways aircraft at AFB Waterkloof, secondly what regulations are applicable governing landing of aircrafts, civil or otherwise, and thirdly the basis for the CAF's response to the request for clarity on landing the Jet Airways aircraft at AFB Waterkloof. I propose to answer these queries *ad seriatim*.

HOW WAS CAF APPROACHED ABOUT THE LANDING

9. The Political Advisor to the Minister of Defence and Military Veterans (MOD & MV), Mr Mike Ramagoma arranged to meet CAF at Castlewalk Shopping Complex albeit the content of the meeting was unknown to CAF. In the course of the meeting, Mr Ramagoma sort advice in regard to the landing of civilian aircraft at the AFB Waterkloof. Mr Ramagoma indicated that the said aircraft would be carrying a wedding party from India accompanied by some Ministers.

10. I further told him that it is clear from the outset that this was a private visit. Otherwise, the enquiry would not have arisen. My response was that it would be irregular for the aircraft to land at AFB Waterkloof. I advised the Political Advisor the request should NOT be entertained further. There was no further deliberation on the issue.

LEGAL REGIME AND REGULATIONS ON LANDING AIRCRAFT AT AFB WATERKLOOF

11. There were two guiding documents that informed the DOD on the processes relating to granting of overflight and authority to land for visiting aircrafts on military bases at the relevant period. These instruments are:

(a) STANDARD OPERATING PROCEDURES: ISSUING OF OVERFLIGHT AND LANDING AUTHORITIES FOR VISITING AIRCRAFT, AFCP/R/501/6, issued July 2007, attached hereto as **Appendix A ("SOP")**; and

(b) MRI 01374: AIR FORCE INSTRUCTION: COLLECTION OF REVENUE FOR AIRFIELD SERVICES AT ALL AIR FORCE CONTROLLED AIRFIELDS, attached hereto as **Appendix B ("AFI")**.

12. It is my understanding that these were the only guiding prescripts governing the landing of aircrafts on military bases.

PROCESS OF ISSUING OVERFLIGHT AND LANDING AUTHORITY

13. Paragraph 11 of the SOP provides only ***Heads of state and military personnel participating in multinational exercises and operations*** can use the AFB Waterkloof as the only international Port of Entry and Exit. The process for an application for such an authorization is outlined in the SOP. Ordinarily, a foreign country will submit a request for landing authority to DIRCO. This the so-called RSA 05 process. The request and supporting documentation is handed to the SEN CON/ AFCP for consideration. Where approved, the request is further forwarded to relevant Departments outlined in Paragraph 9 of the SOP.

SUBMISSION TO THE ZONDO COMMISSION OF INQUIRY STATE CAPTURE IRO THE LANDING OF JET AIRWAYS AIRCRAFT AT WATERKLOOF AIR FORCE BASE ON 30 APRIL 2013

14. Paragraph 22 stipulates that any "out of ordinary" requests must be referred to the OC AFCP who in turn will refer to CAF for approval or disapproval. Paragraph 21 provides that the "out of ordinary" requests that must be referred to the OC AFCP and then to CAF "refer to cargo that includes ammunition or other undesirable items, foreign and local government officials that do not comply with the regulations as set out in the Immigration Act and requests from the SARS that involve deportation etc."

15. It is clear from the SOP that only Heads of State and their Deputies and military personnel are allowed to land at AFB Waterkloof. These requests are handled routinely by AFCP personnel since the request is cleared at DIRCO level. But the out of ordinary categories are also delineated in the SOP and CAF has the ultimate decision-making authority on the approval or disapprove of the landing requests. The request to land Jet Airways was NOT an "out of ordinary" request.

COLLECTION OF REVENUE FOR AIRFIELD SERVICES: MRI 01374

16. Foreign civil and military aircraft that lands on SAAF controlled air bases make use of refueling, aprons and storage facilities. These services must be paid for by aircraft operators. The procedure for the collection of revenue at these SAAF controlled airfields for services rendered to non-SAAF aircraft is outlined in the AFI.

THE AFTERMATH OF THE JET AIRWAYS FIASCO

17. The DOD has since embarked on a review process on the regulations dealing with landing authorities at military airbases. To that effect, an Interim Air Force Instruction was issued in February 2018 that clearly outlines the process to be followed upon request for landing authorization or overflight clearances. MRI: 022204: INTERNATIONAL MILITARY AND DIPLOMATIC OVERFLIGHT AND LANDING CLEARANCES IN SOUTH AFRICA is attached hereto as **Appendix C**.

18. In terms of the IAFI, all requests for landing must serve at the MOD, who submits such to the C SANDF. The main criteria in assessing a request for overflight and landing clearances are aircraft registration and purpose of the flight (**see**, Paragraph 21). The IAFI is designed to remove the grey area on who authorizes aircraft that must use military base.

CONCLUSION

19. The CAF was asked to provide a legal basis for authorizing aircraft to land at AFB Waterkloof. The Commission has been provided with the relevant SOP that allowed only Heads of State and their deputies, including military personnel on certain missions that could land at AFB Waterkloof.

20. In the present case, CAF determined that the aircraft landing would be irregular.


(F.Z. MSIMANG)
CHIEF OF AIR THE AIR FORCE: LT GEN

**SUBMISSION TO THE ZONDO COMMISSION OF INQUIRY STATE CAPTURE IRO THE
LANDING OF JET AIRWAYS AIRCRAFT AT WATERKLOOF AIR FORCE BASE ON 30
APRIL 2013**

DISTR

For Action
Adjutant General
SSO Legal C SANDF

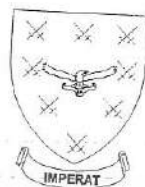
For Info
Office of Sec Def
Office of C SANDF



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AFCP/R/501/6

Telephone: (012) 312 - 2490
 Enquiries: WO2 A.J. Cullum



Air Force Command Post
 Private Bag X199
 Pretoria
 0001

July 2007

STANDARD OPERATING PROCEDURES: ISSUING OF OVERFLIGHT AND LANDING AUTHORITIES FOR VISITING AIRCRAFT

1. Herewith the Standard Operating Procedures (SOP's) for the issuing of Overflight and Landing Authorities for visiting aircraft.
2. The issuing of Overflight and Landing Authorities is the responsibility of the Flight Center situated in the Operational Complex, under the administrative command and functional command of the AFCP Senior Controller (SEN CON / Air Off on Duty).

ISSUING OF OVERFLIGHT AND LANDING AUTHORITIES

3. The issuing of overflight and landing authorities will be done according to the regulations stipulated in this SOP with the following resources available:
 - a. The Issuing of Overflight and Landing Authority Database for Visiting Aircraft.
 - b. The RSA04 Internal file.
 - c. The RSA05 International file.
 - d. Museum flights file.
 - e. Fuel Authority file.
 - f. The RSA04 (Internal) and the RSA05 (International) files are available at the station and are available to all operational assistants of AFCP803.

THE PROCESS OF ISSUING AN OVERFLIGHT AND LANDING AUTHORITY

4. The process of issuing an overflight and landing authority begins with the receipt of the request from a foreign country via the Department Of Foreign Affairs (DFA). No authority will be granted without the consent or request from DFA.
5. The request for the issuing of an overflight and landing authority can be divided into two (2) types of authority:
 - a. An RSA05 (International Authority). This authority is issued to foreign Military/Government owned, or chartered, aircraft or to RSA registered aircraft chartered for Government purposes crossing the RSA International Boundaries and is divided into three categories:
 - i. A Visiting Landing Authority (SAAF Airbases involved).

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2

ii. An Overflight Authority (crossing RSA-International Airspace).

iii. An Airspace Authority (foreign government/military owned aircraft, or chartered aircraft, landing at RSA civilian airfields).

b. RSA 04 (Internal Authority). This authority involves only RSA registered aircraft landing at SAAF Airbases not crossing any RSA Boundaries.

6. With the determination whether it is a RSA04 or RSA05 flight, all information is entered to the database. The detail must be completed accurately according to the Standard Working Operating Procedure (SWOP). The resulting authority number must be written on the request and entered into the relevant file.

RSA05

7. Notice must be given to the following points:

- a. Has this request been viewed and forwarded from DFA?
- b. Who the requested country is and the senior passenger onboard. Note that only military personnel, Head and Deputy Head of state may make use of AFB Waterkloof (see Para 11).
- c. The reason for this flight. (Ferry or charter is not a reason for flight).
- d. The cargo, weapons, etc on board the aircraft.
- e. Aircraft type, registration and call sign.
- f. Date and route detail. No aircraft may enter the RSA other than at a Point of Entry.
- g. Contact details of the requestor or DFA.

8. All information and authority (RSA05) must be handed to the SEN CON / Air Off on Duty for approval or disapproval. Any deviations from a direct route, weapons, etc. must be indicated to the SEN CON / Air Off on Duty on handing this request for approval.

9. After receiving the signed approved Authority from SEN CON / Air Off on Duty it will be forwarded to the following addresses:

- a. Air Traffic and Navigational Services (ATNS).
- b. Civil Aviation Authority (CAA).
- c. Department of Transport (DOT).
- d. Department of Home Affairs (DHA).
- e. Chief of Joint Operations (Ops Room).
- f. Department of Foreign Relations (DFR).

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- g. SAAF Counter Intelligence (CI).
 - h. SAPS (Border Police).
 - i. Customs and Excise.
 - j. South African Revenue Service (SARS).
 - k. Requestor.
 - l. DFA or State Visits as applicable.
 - m. Applicable SAAF Base.
 - n. Directorate Base Support Systems.
 - o. Applicable J TAC HQ.
10. All foreign military aircraft are exempted from paying parking and landing fees at SAAF Bases. The authority granted for these flights only applies to SAAF bases and RSA airspace. The requestor must apply for own landing and support at civilian airfields.
11. Only AFB Waterkloof is exempted as international Port of Entry and Exit for the following specified flights:
- a. Heads of State.
 - b. Military personnel participating in Multinational Exercises and Operations.

RSA04

12. Requestors from civilian companies or other RSA government department's wishing to make use of any SAAF bases or airfields must complete a detailed request and forward this request with a completed Indemnity Form to the Flight Center at AFCP803.
13. No authority will be granted should the Indemnity not accompany the request. The following information must be indicated on the request:
- a. Date of flight.
 - b. Requestor.
 - c. Contact persons details (name, contact phone numbers and address).
 - d. Aircraft types, registration, call sign, weight and passengers.
 - e. Reason for flight (note ferry and charter is not a reason).
 - f. Route detail (must be indicated in Zulu or UTC time).
 - g. Fuel requirements, other services, etc.

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4

14. All information and authority (RSA04) must be handed to the SEN CON / Air Off on Duty for approval or disapproval. Note that should the Aircraft not be registered within the RSA or if the route crosses any of the borders of the RSA, this clearance is then upgraded to a RSA05.

15. All civilian aircraft visiting must pay parking and landing fees unless the purpose of this flight is made on request of the SAAF or in favor of the SAAF. SEN CON / Air Off on Duty will make this decision and reason for exemption must be indicated on the Authority. Other requests for exemption must be forwarded to SEC DEF for waivers.

16. After receiving the approved Authority from SEN CON / Air Off on Duty it will be forwarded to the following addresses:

- a. Air Traffic Navigational Services (ATNS).
- b. Civil Aviation Authority (CAA).
- c. Department of Transport (DOT).
- d. Department Home Affairs (DHA).
- e. Chief Joint Operations (Ops Room).
- f. SAAF Counter Intelligence (CI).
- g. SARS.
- h. Requestor.
- i. Applicable SAAF Base.
- j. Directorate Base Support Systems.
- k. Applicable J TAC HQ.

DISAPPROVALS

17. Disapprovals for both RSA04 and 05 will be dealt with as follows:

- a. Disapproval letter will be forwarded to the requestor.
- b. All documentation will be filed for reference.

PERIOD FOR APPROVAL OR DISAPPROVAL

18. The Flight Centre is a 24-hour station and all complete requests forwarded to the AFCP must be completed within 2-hours of receipt.

19. No blanket clearance will be granted to any country and all clearances granted have a 72-hour window for unexpected delays, which might occur due to WX or technical difficulties.

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5

RESPONSIBILITY OF SEN CON / AIR OFFICER ON DUTY

20. SEN CON / Air Off on Duty must check the following items on the request before approval / disapproval:

- a. The Complete route.
- b. Can the requested airfield handle the aircraft type?
- c. Is requested airfield a recognised Port of Entry? (RSA05)
- d. Are weapons, ammunition, explosives, explosive devices, pyrotechnics and photographic equipment part of the cargo? (RSA04/05)
- e. Are VIPs requesting AFB Waterkloof for use within the prescripts of the Immigration Act? (RSA05)
- f. Is fuel required? If so, is requestor informed to place fuel, as the SAAF does not provide. (RSA04/05)
- g. Is an Indemnity form attached? (RSA04)
- h. Have parking and landing fees been charged? (RSA04/05)
- i. Is request out of the ordinary?
- j. Does route pass any "sensitive" areas?

21. If all above checks are not satisfactory answered SEN CON / Air Off on Duty will disapprove the request.

For D,E,I above SEN CON / Air Off on Duty must refer the request to OC AFCP (or Delegate) to be further referred to CAF for approval / disapproval

SUGGESTED SOP FOR "OUT OF THE ORDINARY" REQUESTS

22. SEN CON / Air Off on Duty will refer any "out of the ordinary" requests to the OC AFCP who in turn will refer the request to CAF for approval / disapproval.

23. These request refer to cargo that includes ammunition or other undesirable items, foreign and local government officials that do not comply with the regulation as set out in the immigration Act and requests from the SAPS that involve deportation etc.

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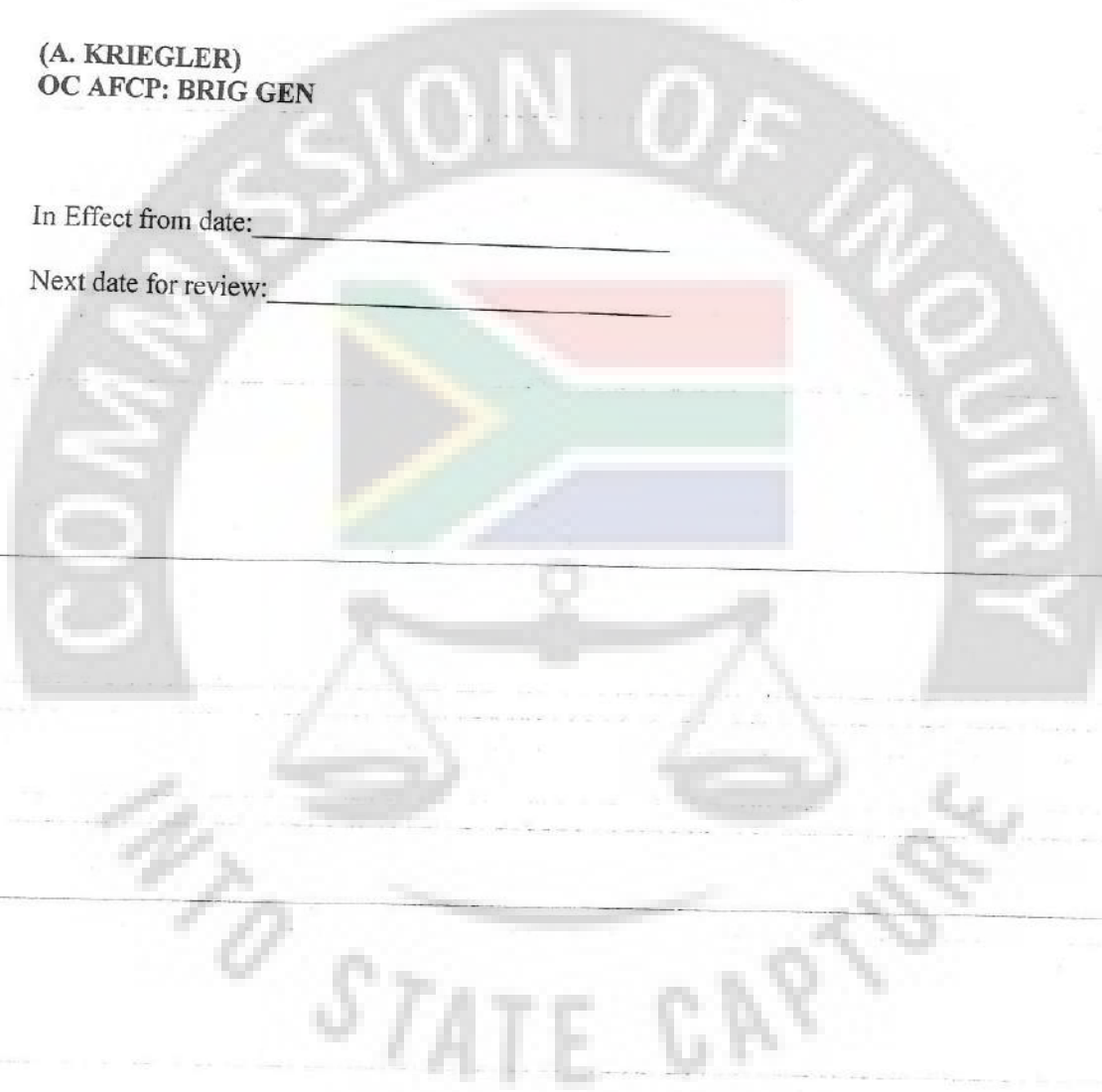
24. Once approved / disapproved normal SOP for the AFCP flight center will be followed.

(A.B. LOUW)
SEN CON AFCP: LT COL

(A. KRIEGLER)
OC AFCP: BRIG GEN

In Effect from date: _____

Next date for review: _____



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SOUTH AFRICAN AIR FORCE**AIR FORCE INSTRUCTION****MRI: 013574****(EDITION 3)****COLLECTION OF REVENUE FOR AIRFIELD
SERVICES AT ALL AIR FORCE CONTROLLED
AIRFIELDS**

THIS DOCUMENT IS THE PROPERTY OF THE SOUTH AFRICAN NATIONAL DEFENCE FORCE (SOUTH AFRICAN AIR FORCE) AND IS ISSUED ONLY TO THOSE MEMBERS REQUIRING IT IN THE EXECUTION OF THEIR OFFICIAL DUTIES. ANY PERSON FINDING THIS DOCUMENT MUST HAND IT IN AT THE NEAREST SANDF UNIT OR SOUTH AFRICAN POLICE SERVICES STATION FOR TRANSMISSION TO THE CHIEF OF THE SOUTH AFRICAN AIR FORCE, PRIVATE BAG X199, PRETORIA 0001, WITH PARTICULARS OF THE CIRCUMSTANCES UNDER WHICH IT WAS FOUND.

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i

AIR FORCE INSTRUCTION

COLLECTION OF REVENUE FOR AIRFIELD SERVICES AT ALL AIR FORCE
CONTROLLED AIRFIELDS

APPROVAL SHEET

APPROVAL AUTHORITY	COMMENTS
<p><i>110</i></p>  <p>(T. Jacobs) Director Logistics: Brig Gen Date: <u>19 April 2010</u></p>	I hereby certify the content fit for purpose.
 <p>(B.B. Plaatjies) Senior Staff Officer Legal Services: Col Date: <u>30 April 2010</u></p>	I hereby certify that the content of this Instruction complies with current legislation.
 <p>(M.A. Phala) Director Military Aviation Regulations and Policy: Brig Gen Date: <u>30/4/2010</u></p>	I hereby certify that the content of this Instruction complies with higher-level policy and prescripts.
 <p>(N.L.J. Ngema) Chief Director Air Policy and Plans: Maj Gen Date: <u>03/05/10</u></p>	I recommend approval of this Instruction. ✓
 <p>(M.M.M. Mangethe) General Officer Commanding Air Command: Maj Gen Date: <u>24/5/10</u></p>	I recommend approval of this Instruction.
 <p>(C. Gagiano) Chief of the Air Force: Lt Gen Date: <u>4/6/2010</u></p>	I hereby approve implementation of this Instruction in the South African Air Force.

AIR FORCE INSTRUCTION**COLLECTION OF REVENUE FOR AIRFIELD SERVICES AT ALL AIR FORCE
CONTROLLED AIRFIELDS****1. SUPPLEMENTARY INFORMATION**

- 1.1. Accountable Authority. The Accountable Authority is the individual who is required or expected to justify the Service's actions or decisions. The Accountable Authority for this Instruction is Chief of the Air Force.
- 1.2. Controlling Authority. The Controlling Authority is the organisation or staff who direct and control the formulation, approval and maintenance process of policies and publications. The Controlling Authority for this Instruction is Chief Director Air Policy and Plans (Director Military Aviation Regulations and Policy).
- 1.3. Responsible Authority. The Responsible Authority is the individual(s) or organisation(s) in whose functional field the policy falls and who is/are appointed as the owner of the Instruction throughout its life cycle. The Responsible Authority for this Instruction is Chief Director Air Policy and Plans (Director Logistics).
- 1.4. Executing Authority. The Executing Authority is the individual(s) or organisation(s) who is/are appointed to implement the Instruction or who must give effect to the Instruction. The Executing Authority for this Instruction is Director Base Support Systems, Director Supply Support, the Officer Commanding Air Force Command Post, as well as Officers Commanding Air Force Bases and Air Force Stations.
- 1.5. Auditing Authority. The Auditing Authority is the individual(s) and/or organisation(s) who is/are tasked with reporting on compliance with the Instruction. The Auditing Authority for this Instruction is Inspector General of the Air Force.
- 1.6. Reason for Revision. The instruction was due for review. Reference to MH Aviation Services has been changed to the approved service provider as the current contract will expire and a new contract has to be negotiated. The tariffs to be paid have also been revised to be in line with the current approved ACSA tariffs.
- 1.7. Time Factors
- 1.7.1. Date of original implementation: 22 June 2004.
- 1.7.2. Review date: March 2011.

1.8. Preparation

1.8.1. This Edition's writer is as follows:

Col H. Salomons
DMARP - SSO TECH P

1.8.2. This Edition has been reviewed in collaboration with the policy review team comprising members of DMARP, D Log, DBSS, DSS and AFCP.

1.8.3. Enquiries must be directed to the following person(s):

Col H. Salomons
DMARP - SSO TECH P
Tel: 012 312 2361

1.9. Department of Defence Policy Publications Database Button Placement

1.9.1. General Services.

1.9.2. Management Services.



AIR FORCE INSTRUCTION
COLLECTION OF REVENUE FOR AIRFIELD SERVICES AT ALL AIR FORCE
CONTROLLED AIRFIELDS

[Prescriptive (Enforceable and Binding)]

- REFERENCE DOCUMENT A: Public Finance Management Act, Act No 1 of 99 as amended by Act No 29 of 99
 B: LOG 17, Pamphlet 10, part 4
 C: Tariffs for SA National Defence Force (SANDF) Vehicles and Related Equipment: C LOG/D SSS/R/505/15/13 dated 20 October 1999
 D: Management of Revenue within the DOD: DODD/FIN/00001/2003
 E: Policy on the Management of Revenue within the DOD: DODI CFO/00025/2002
 F: Processes and Procedures on the Management of Revenue within the DOD: JDP/FIN/00002/2003
 G: Policy on the Management of Debtor Accounts within the Department of Defence: DODI/FIN/00020/2000
 H: Process and Procedure on the Management of Debtor Accounts within the Department of Defence: JDP/FIN/00004/2003
- SUPERSEDED DOCUMENT A: Landing, Parking, Hangar and Passenger Service Fees for Civilian Aircraft on SA Air Force Airfields (AFI 5/4/92)
- APPENDIX A: SAAF Controlled Airfields
 B: Airfield Services Charges
 C: Example of Completed DD 12

1. INTRODUCTION

- 1.1. Foreign civil and military aircraft and local non-military aircraft at times land at South African Air Force (SAAF) controlled airfields and make use of refuelling, apron and storage facilities that are available. Aircraft owners in turn are required to pay tariffs to compensate the state for the use of these services. The Auditor General has on numerous occasions reported that landing fees, in particular, are not collected as required, and audits conducted within the Department of Defence (DOD) have revealed that internal controls are generally inadequate to ensure that fees are optimally recovered for airfield services rendered to privately-owned aircraft.
- 1.2. The failure to recover appropriate service-related tariffs places an undue burden on the DOD, and particularly the SAAF, as the resources expended for these services could have been utilised to provide additional flying hours or maintenance capabilities. In order to address the problems regarding the under-collection of revenue due to the DOD and to comply with the prescripts of the Public Finance Management Act, section 38 (c)(i), (Reference Document A), the necessity for formal policy to ensure optimum revenue collection at SAAF airfields was identified.

2. AIM

- 2.1. The aim of this Instruction is to prescribe the procedure to be followed for the collection of revenue at South African Air Force controlled airfields for services rendered to all non-SAAF aircraft.

3. SCOPE

- 3.1. Definitions.
- 3.2. Abbreviations/Acronyms.
- 3.3. Policy Declaration.
- 3.4. SAAF-Controlled Airfields.
- 3.5. Conditions
- 3.6. Issuing of Landing Authorities.
- 3.7. Fees Payable at SAAF-Controlled Airfields.
- 3.8. Control Measures Regarding Services at SAAF-Controlled Airfields.

4. DEFINITIONS

- 4.1. For the purpose of this Instruction, the following terms have the meanings as defined:
- 4.1.1. SAAF-Controlled Airfield. For the purpose of this Instruction such an airfield means any demarcated area on land under the control of the South African Air Force that is used for the arrival or departure of aircraft, and includes any building, installation or equipment within such area that is used in connection with the arrival, departure or movement of aircraft.

5. ABBREVIATIONS/ACRONYMS

- 5.1. For the purpose of this Instruction, the following Abbreviations/Acronyms will be used:
- | | | | |
|--------|-------------|---|-------------------------------|
| 5.1.1. | AFCP | - | Air Force Command Post |
| 5.1.2. | Air Wing Co | - | Air Wing Coordinator |
| 5.1.3. | CAF | - | Chief of the Air Force |
| 5.1.4. | CFO | - | Chief Financial Officer |
| 5.1.5. | DBSS | - | Director Base Support Systems |

6. POLICY DECLARATION

- 6.1. The SAAF has accepted the principle that tariffs used in determining potential revenue must be realistic and not in competition with the private sector. The DOD will not operate at a profit and will only recover expenses in respect of services

rendered. The principle is also that, only in exceptional cases, with prior approval from CAF (Chief of the Air Force), will civilian aircraft that are not on official business be allowed to make use of SAAF-controlled airfields. Taking this concept into consideration, as well as the limited facilities available at SAAF-controlled airfields, no provision will be made for Passenger Handling Fees, Hangar Fees or Air Traffic Service Fees. Owing to the limited use of ground equipment, ie clarktors, Hobarts, forklifts, etc, the costs for the usage of these types of equipment for services around the aircraft are included in the parking and landing fees of the aircraft when applicable. Owing to the possible high cost, as well as the possible different items used for firefighting and/or rescue, these costs will be calculated and invoiced separately after use has been made of these services.

- 6.2. The collection of landing, parking, fuel and SAAF equipment usage fees at those SAAF-controlled airfields specified as alternate airports, or used by organisations on a regular basis or for an extended period of time, will be carried out in accordance with a formal agreement or contract as entered into between the parties concerned, and will not be part of this Instruction.

7. SAAF-CONTROLLED AIRFIELDS

- 7.1. See Appendix A for a list of airfields that are currently under the control of the SAAF, including an indication of the services that can be rendered for which fees are payable.

8. CONDITIONS

- 8.1. Airfield services can only be provided subject to the following conditions:
- 8.1.1. Where prior approval has been obtained and landing authority has been issued in accordance with paragraph 9 below.
- 8.1.2. In emergency cases where an aircraft is forced to land because of lack of fuel or where there is a fire or other serious problem on board.
- 8.1.3. When an aircraft must deviate from course because of bad weather conditions.

9. ISSUING OF LANDING AUTHORITIES

- 9.1. The issuing of landing authorities for all foreign and local non-military visiting aircraft is the responsibility of the Air Force Command Post (AFCP). AFCP will also be responsible to issue the authority to all non-SAAF aircraft to refuel at SAAF bases, if so requested, taking the prescripts of paragraph 10.2.3. into account.
- 9.2. The issuing of landing authorities for South African state and civilian aircraft registered within the Republic of South Africa on internal flights, landing at a SAAF controlled airfield will be carried out by means of granting an RSA 04 (indemnity) clearance. The issuing of all landing authorities for foreign government, military and civil aircraft under military assignment/call sign, as well as aircraft registered within the Republic of South Africa on cross border flights, will be carried out by means of granting an RSA 05 clearance.

NOTE

The procedure for payment of RSA State Departments accounts is that the services of **the approved service provider** will not be used for arrangements, and to settle the account the CFO (Debtor Management section) will retrieve the money directly from the State Department. For State Departments all references to **the approved service provider** must be ignored.

- 9.3. On initial approval of the request for landing authority, the AFCP is to forward an indemnity form by means of a facsimile to the applicant. For non-RSA State Departments a request that the applicant must supply their aviation service provider card **number** that will be used to settle the account for the cost incurred, must be included as well. If the request is for landing and takeoff at one of the unmanned SAAF-controlled airfields, it must be clearly spelled out to the requestor that they will be billed for the number of landings requested, unless the request is cancelled at least 24 hours before the landing(s) will take place. The applicant is to complete the form and return it to the AFCP by means of a facsimile. This action is to indemnify the DOD from legal action, should anything happen to the aircraft while landing or departing from the applicable SAAF airfield. Clearance will only be provided once the completed and signed indemnity form has been received by the AFCP.
- 9.4. The applicant's details, details of the total service required, aviation card details, as well as the full contact details of the applicant, must be forwarded to **the approved service provider** by facsimile to arrange the payment method with the client. These details should preferably be forwarded to **the approved service provider** within 7 working days, but not later than 3 working days, before the event taking place. After obtaining the necessary guarantees that the account will be settled, **the approved service provider** will issue an authority number to AFCP by facsimile which will serve as a guarantee that the DOD account will be settled.
- 9.5. Upon receiving the **approved service provider's** authority number, AFCP can proceed to have the landing request approved.
- 9.6. On approval of a landing authority request, the AFCP is to distribute the applicable clearance authority type by means of a facsimile to each of the following interest groups:
- 9.6.1. RSA 05 Clearance:
- 9.6.1.1. Director Base Support Systems (DBSS).
- 9.6.1.2. Department of Transport.
- 9.6.1.3. South African Civil Aviation Authority.
- 9.6.1.4. Department of Foreign Affairs.
- 9.6.1.5. Air Traffic and Navigation Services Company.
- 9.6.1.6. Central Airspace Management Unit.
- 9.6.1.7. The requestor.

- 9.6.1.8. The Receiver of Revenue (to the manager centred in Gauteng and the collector in the area in which the aircraft will be landing).
- 9.6.1.9. Department of Home Affairs (customs and excise).
- 9.6.1.10. Border Police (the Head of Border Police and the responsible office in the area where the aircraft will be landing).
- 9.6.1.11. The Air Force Base/Station where the aircraft will be landing.
- 9.6.1.12. Chief of Joint Operations.
- 9.6.1.13. Senior Staff Officer Counter Intelligence.

NOTE

AFCP will also indicate on the RSA 05 clearance the maximum all-up weight classification of the aircraft, if landing and parking fees are payable, and if fuel or other related services are required.

- 9.6.2. RSA 04 Clearance:
- 9.6.2.1. The requestor.
- 9.6.2.2. South African Civil Aviation Authority.
- 9.6.2.3. Department of Transport.
- 9.6.2.4. Chief of Joint Operations.
- 9.6.2.5. DBSS.
- 9.6.2.6. Receiver of Revenue, Border Police, Customs, as required.
- 9.6.2.7. Air Traffic and Navigation Services company.
- 9.6.2.8. The Air Force Base/Station where the aircraft will be landing.

NOTE

AFCP will also indicate on the RSA 04 clearance the maximum all-up weight classification of the aircraft, if landing and parking fees are payable, and if fuel or other related services are required. In the event that authority is given for landing at a Tactical Forward Airfield, the total number of landings requested must be used to calculate the costs.

10. FEES PAYABLE AT SAAF-CONTROLLED AIRFIELDS

- 10.1. No landing and parking fees are payable at SAAF-controlled airfields in respect of the following:
 - 10.1.1. State-owned aircraft, except aircraft owned by the National Air Carrier.
 - 10.1.2. Aircraft registered in a foreign country while being used by the government of that country solely for state purposes.

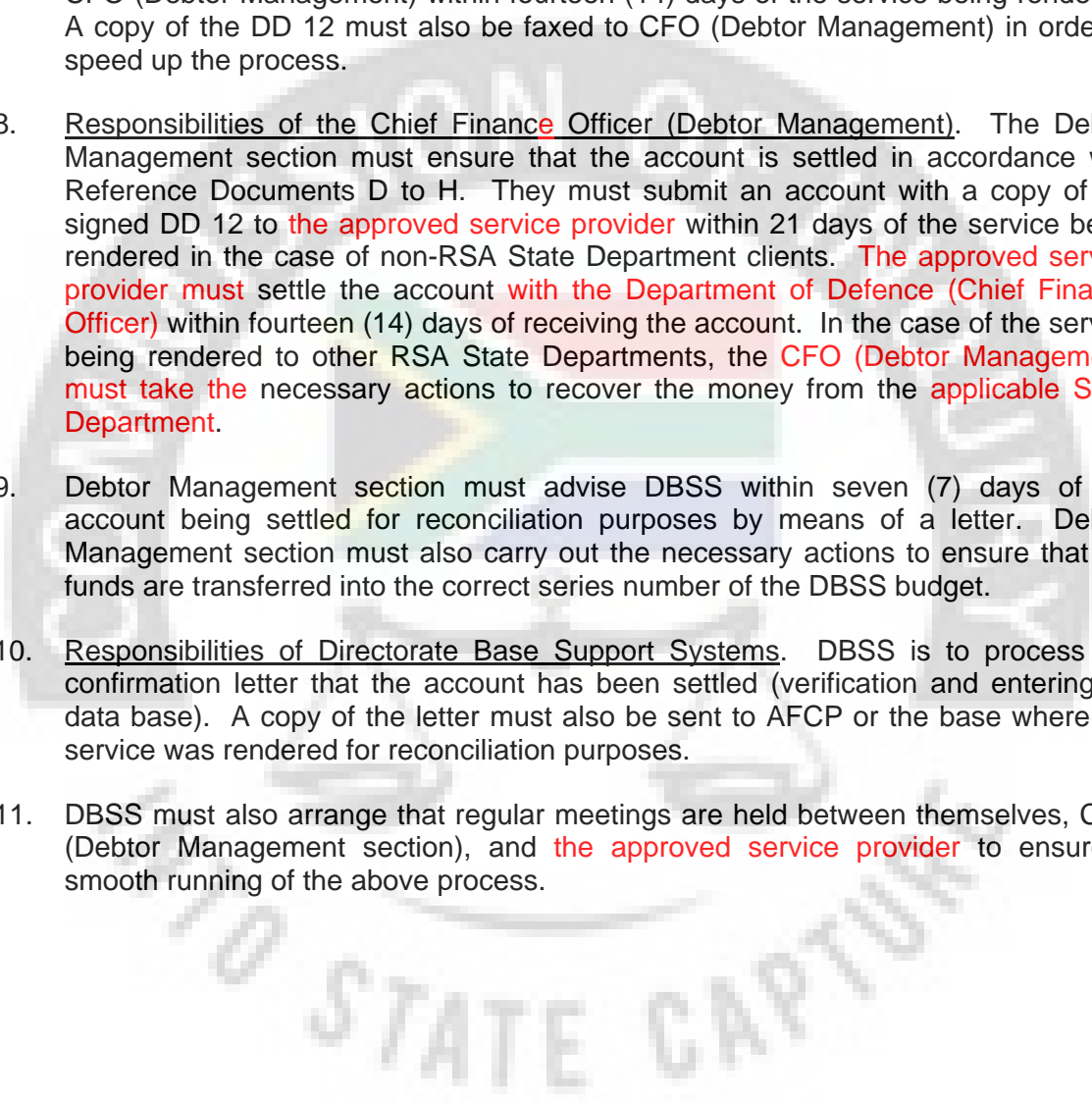
-
- 10.1.3. Aircraft engaged solely in search-and-rescue operations concerning aircraft believed to be missing or in distress.
- 10.1.4. Aircraft of Reserve Force squadrons on official operations.
- 10.1.5. Mercy flights.
- 10.1.6. Civilian aircraft on charter or contract to the South African National Defence Force (SANDF).
- 10.1.7. Aircraft taking part in official SAAF/Government organised functions on invitation from CAF (ie, official air shows as per the SAAF year planner, Africa Aerospace and Defence Exposition, etc.).
- 10.2. The following fees are payable at SAAF airfields by any RSA civilian and foreign-owned aircraft unless indicated otherwise by the AFCP:
- 10.2.1. Landing Fees. Landing fees are payable in accordance with the fee tables prescribed in Appendix B.
- 10.2.2. Parking Fees. Parking fees are to be charged for all aircraft parked on a particular space set aside for the parking of aircraft at SAAF airfields. Parking fees will be payable only after the aircraft has been parked on the airfield for a period exceeding four hours (refer to Appendix B).
- 10.2.3. Fuel Fees. This covers the quantity of fuel used at the prescribed price. Aircraft fuel can only be supplied under the following conditions (see Reference Document B):
- 10.2.3.1. Fuel may only be supplied for official purposes, ie aircraft as per par 8.1., as well as private organisations or persons attending to DOD business or functions by invitation, or with special approval by CAF.
- 10.2.3.2. Fuel may only be supplied at airfields to private organisations or persons where there are no private refuelling facilities available.
- 10.2.3.3. Fuel may only be supplied at self-accounting bases where the necessary facilities are available.
- 10.2.3.4. The operational readiness of the SAAF may not be negatively affected by the refuelling.
- 10.2.3.5. State Departments will only be charged for the contract price of the fuel delivered. All other users will pay the contract fuel price, as well as a R0,05 per litre delivery cost, and a R0,05 per litre handling fee. The Base Supply Support Officer must ensure that accurate records are kept of stored fuel and its usage for audit purposes.
- 10.2.4. De-Fuelling of Aircraft. De-fuelling of an aircraft may only be allowed in case of emergency. The unit must ensure that an empty bowser is used for this purpose, and that the fuel may not be mixed with SAAF fuel under any circumstances. A R0,05 per litre handling fee, and a R0,05 per litre delivery cost, will be levied for this purpose.
-

-
- 10.2.5. Equipment and Vehicle Usage Fees. The operator must be encouraged to make use of private companies to render these services to them. This is because of the limited equipment available to the SAAF, as well as the competencies required to operate the equipment. The SAAF will, however, render limited services in terms of movement of the aircraft for parking purposes and loading or offloading of freight where suitable equipment is available. The cost of this limited support will form an integral part of the landing and parking fees payable and will therefore not be billed separately.
- 10.2.6. Firefighting Support Fees. Any support requiring the use of SAAF firefighting services for incidents on the apron such as fuel spill clean-up operations, *etc*, are to be charged. These costs will be calculated by personnel of DBSS and will be handled as a separate claim. The unit involved is responsible for supplying all the details of the incident, the equipment used, the personnel involved, as well as the material used, to DBSS in order for them to compile an invoice for the services rendered as prescribed in Reference Document C as follows:
- 10.2.6.1. Fire vehicle tariffs.
- 10.2.6.2. Personnel tariffs.
- 10.2.6.3. Cost of all chemicals/consumables charged at the procurement cost.

11. **CONTROL MEASURES REGARDING SERVICES AT SAAF-CONTROLLED AIRFIELDS**

- 11.1. Responsibility of the Base Air Wing Coordinator. As the Officer in Charge of the Base Command Post, the Air Wing Co-ordinator (Air Wing Co) of the Base will be the single point of responsibility to ensure that the requested services are rendered and that the applicable paperwork (DD 12 as per Appendix C) have been correctly completed and forwarded to DBSS for further action. The Air Wing Co will also be responsible for ensuring that the necessary Standard Operating Procedures for the handling of landing, parking and fuel fees for that unit are complied with and adhered to.
- 11.2. Responsibilities of the Base Command Post. The applicable Base Command Post must submit a notification (copy of the clearance certificate) to the Base Supply Support Officer before an aircraft landing takes place. This clearance certificate is regarded as the first step in identifying the aircraft and determining the type of service to be rendered to the visiting aircraft. The information provided by the Base Command Post must contain the following:
- 11.2.1. Authority number (RSA04/05).
- 11.2.2. Authority number for refuelling from SAAF supply (if applicable).
- 11.2.3. Authority number from **the approved service provider** (if not other state department).
- 11.2.4. Fuel intake indication (fuel authority on RSA04/05), as well as other services required, eg forklift for handling of freight.
- 11.2.5. Date and time of flight.
- 11.2.6. Indication of whether landing and/or parking fees are payable.

-
- 11.2.7. Weight classification of the aircraft (see Appendix A).
- 11.2.8. Type of aircraft and registration of aircraft.
- 11.2.9. Owner and/or company name and full postal address.
- 11.3. In cases where visiting aircraft land at unmanned airfields, only the AFCP will have the particulars of the visiting aircraft and the services required. Once the AFCP has approved a landing request, it must be deemed that the operator of the aircraft to whom services are to be provided will carry out the flight as planned and agreed upon, and will therefore be liable for payment of the agreed-on services. The requester will not be held liable for these costs if the request to make use of SAAF airfields is cancelled at least 24 hours before the time. The AFCP must forward the landing and parking fees payable to DBSS for processing.
- 11.4. Responsibilities of the Base Supply Support Officer. Aviation charges (accounts), which include aviation fuel, landing and parking fees, must be submitted by the Supply Support Manager by means of a DD 12 form after the service/s was/were rendered. It is also the responsibility of the Base Supply Support Officer to ensure that the DD 12 is accurately completed and signed by the client (normally the commander of the aircraft) before the aircraft takes off. The DD 12 form must include the following information:
- 11.4.1. RSA 04 or RSA 05 landing authority number.
- 11.4.2. Authority number for refuelling from SAAF supply (if applicable).
- 11.4.3. Authority number from **the approved service provider** (if not other state | department).
- 11.4.4. Unit's name where aircraft was refuelled.
- 11.4.5. Type of fuel, quantity and contract price per litre of fuel.
- 11.4.6. Fuel handling and delivery rates per litre.
- 11.4.7. Aircraft weight classification. (See Appendix B.)
- 11.4.8. Landing and/or parking fees payable.
- 11.4.9. Owner and/or company name and full postal address.
- 11.4.10. Date of service/s received.
- 11.4.11. Signature and name of person that issued the fuel.
- 11.4.12. Signature and name of pilot in command/delegated aircrew member.
- 11.4.13. Type and registration number of aircraft.
- 11.5. The Base Supply Support Officer must ensure that a register is kept where the RSA 04/05 serial numbers, the total cost of the services rendered, as well as the date that the account was settled, are recorded for audit purposes.

-
- 11.6. The completed DD 12 (see Appendix C for an example of a completed DD 12) must be forwarded to DBSS through the normal channels within seven (7) days of the service being rendered to ensure that the account is settled as per Reference Documents D to H. A copy of the DD 12 form must also be faxed to DBSS to speed up the process.
- 11.7. Responsibilities of Directorate Base Support Systems. DBSS is to process all DD 12 forms received from the various bases (verification and entering on data base). The original DD 12 must be forwarded to the Chief Finance Officer (CFO) (Debtor Management) to ensure that the documents are in the possession of the CFO (Debtor Management) within fourteen (14) days of the service being rendered. A copy of the DD 12 must also be faxed to CFO (Debtor Management) in order to speed up the process.
- 11.8. Responsibilities of the Chief Finance Officer (Debtor Management). The Debtor Management section must ensure that the account is settled in accordance with Reference Documents D to H. They must submit an account with a copy of the signed DD 12 to **the approved service provider** within 21 days of the service being rendered in the case of non-RSA State Department clients. **The approved service provider must settle the account with the Department of Defence (Chief Finance Officer) within fourteen (14) days of receiving the account.** In the case of the service being rendered to other RSA State Departments, the **CFO (Debtor Management) must take the** necessary actions to recover the money from the **applicable State Department.**
- 11.9. Debtor Management section must advise DBSS within seven (7) days of the account being settled for reconciliation purposes by means of a letter. Debtor Management section must also carry out the necessary actions to ensure that the funds are transferred into the correct series number of the DBSS budget.
- 11.10. Responsibilities of Directorate Base Support Systems. DBSS is to process the confirmation letter that the account has been settled (verification and entering on data base). A copy of the letter must also be sent to AFCP or the base where the service was rendered for reconciliation purposes.
- 11.11. DBSS must also arrange that regular meetings are held between themselves, CFO (Debtor Management section), and **the approved service provider** to ensure a smooth running of the above process.
- 

APPENDIX A

SAAF CONTROLLED AIRFIELDS

The following airfields are currently under the control of the SAAF, and the following types of fees are payable in respect of the various airfields where applicable:

Ser	Airfield	Landing Fees	Parking Fees	Fuel
1.	Air Force Base Waterkloof	√	√	√
2.	Air Force Base Bloemspruit	X	√	X
3.	Air Force Base Hoedspruit	√	√	√
4.	Air Force Base Makhado	√	√	√
5.	Air Force Base Durban	X	√	X
6.	Air Force Base Langebaanweg	√	√	√
7.	Air Force Base Ysterplaat	√	√	√
8.	Air Force Base Overberg	√	√	√
9.	Air Force Station Port Elizabeth	X	√	X
10.	Swartkop Airfield	√	√	X
11.	Ditholo	√	X	X
12.	Vastrap	√	X	X
13.	Somersveld	√	X	X

NOTE

√ denotes that the particular service can be rendered by the SAAF.

X denotes that the particular service will not be rendered by the SAAF, and will therefore not be payable to the State.

APPENDIX B

AIRFIELD SERVICES CHARGES

1. Landing Charges. The landing charge in respect of an aircraft which lands at an Air Force controlled airfield:

Ser	Certified Maximum all-up Weight	Weight classification	Fee payable per landing
1.	Between 0 kg and 7 000 kg	Light	R 165,00
2.	Between 7 001 kg and 136 000 kg	Medium	R 2 885,00
3.	Above 136 001 kg	Heavy	R 7 950,00

2. Landing Charges. The landing charge in respect of a helicopter which lands at an Air Force controlled airfield:

Ser	Certified Maximum all-up Weight	Weight classification	Fee payable per landing
1.	Between 0 kg and 3 500 kg	Light	R 55,00
2.	Between 3 501 kg and 10 000 kg	Medium	R 175,00
3.	Above 10 001 kg	Heavy	R 335,00

3. Parking Charges: A parking charge will be payable after an aircraft has been parked at an Air Force airfield for a period exceeding four hours.

Ser	Certified Maximum all-up Weight	Weight classification	Per 24-hour period or part thereof
1.	Below 7 000 kg	Light	R 105,00
2.	Between 7 001 kg and 136 000 kg	Medium	R 510,00
3.	Above 136 001 kg	Heavy	R 1 160,00

4. Parking Charges: A parking charge will be payable after a helicopter has been parked at an Air Force airfield for a period exceeding four hours.

Ser	Certified Maximum all-up Weight	Weight classification	Per 24-hour period or part thereof
1.	Between 0 kg and 3 500 kg	Light	R 50,00
2.	Between 3 501 kg and 10 000 kg	Medium	R 115,00
3.	Above 10 001 kg	Heavy	R 230,00

APPENDIX C

EXAMPLE OF A COMPLETED DD 12

G.P.-S. 001-0010

7530-18-408-9126

DD12

SOUTH AFRICAN DEFENCE FORCE

ISSUE VOUCHER

RECEIPT VOUCHER

Account		<div style="border: 1px solid black; padding: 5px; margin: 0 auto;"> Poster Checked </div>	Account			
AFB WATERKLOOF F.O.L			NORSE AIR			
Station			Station			
Date		Date				
01-Feb-10		01-Feb-10				
Issuing Unit		Receiving Unit				
No. and date of order		Authority				
RSA04/V/5007/ZWTV/01-Feb-10		AFCP/AF/006/ 01-Feb-10				
Catalogue or part No.	NOMENCLATURE Stores section	Condition	Quantity	Rate	R	c
	F.O.L					
99-943-1771	Jet A1	S	10000 Lt	R 5.40		R 54,000.00
99-910-0444	Avgas	S	Lt	R		R
	Handling Fees @ Litres Used		10000 Lt	R 0.05		R 500.00
	Delivery Fees @ Litres Used		10000 Lt	R 0.05		R 500.00
	Landing Fees	Medium		R 2 885.00		R 2 885.00
	Parking Fees	Medium	2 Days	R 510.00		R 1 020.00
				Total		R 114 898.00
Received By						
Aircraft Name:	IL-76					
Aircraft Registration:	ZS-WTV					
Institution Name:	NORSE AIR					
Country:	R.S.A.					
Full Address:	NORSE AIR					
	PO BOX 007					
	PRETORIA					
Tel No:						
	APPROVED SERVICE PROVIDER AUTHORITY NO:					

Signature of Issuing Officer _____ Signature of Client _____
 Initials and surname **F Sgt F.J Geyser** Initials and surname of Client **J Van Heerden**

RESTRICTED

CAF/DMARP/R/314/1

SOUTH AFRICAN AIR FORCE
INTERIM AIR FORCE INSTRUCTION

MRI: 022204

**INTERNATIONAL MILITARY AND DIPLOMATIC
OVERFLIGHT AND LANDING CLEARANCES IN SOUTH
AFRICA**



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APPROVAL SHEET


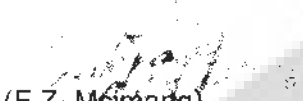
APPROVAL AUTHORITY	COMMENTS
 (E.P. de Villiers) Director Military Aviation Regulations and Policy: Brig Gen Date: <u>21/01/2011</u>	Certified that this Interim Air Force Instruction is aligned with DOD standards and compliant with SAAF Policy acceptability standards.
 (F.Z. Msimang) Chief of the Air Force: Lt Gen Date: <u>21/01/2011</u>	Approved and authorised this Interim Instruction.



TABLE OF CONTENTS

APPROVAL SHEET	I
TABLE OF CONTENTS	II
SUPPLEMENTARY INFORMATION	III
RECORD OF AMENDMENTS.....	V
EXECUTIVE SUMMARY	VI
LIST OF ABBREVIATIONS AND ACRONYMS.....	VII
LIST OF DEFINITIONS	VIII
MOTIVATION. AUTHORISATION AND EXECUTION OF AIRSHOWS, DISPLAYS AND FLYPASTS	1
INTRODUCTION.....	1
Background.....	1
Aim.....	2
Applicability.....	2
Supersession	2
POLICY	2
Policy Statement.....	2
Policy Principles.....	2
Policy Outcomes.....	3
Policy System Components.....	3
PROCESSES AND PROCEDURES.....	5
Types of Flights requiring Overflight and Landing Authority	5
Process for International Military Flights – RSA06	5
Military Disapprovals.....	7
Process for International Diplomatic Flights – RSA05	8
Diplomatic Disapprovals	10
Period of Validity and Other Time Scales	10
Financial Implications	11
APPENDIX A	1
International Military (RSA06) and Diplomatic (RSA05) Requests	1

SUPPLEMENTARY INFORMATION

1. Accountable Authority. The Accountable Authority is the individual who is required or expected to justify the Service's actions or decisions. The Accountable Authority for this Publication is Chief of the Air Force.
2. Controlling Authority. The Controlling Authority is the organisation or staff who direct and control the formulation, approval and maintenance process of policies and publications. The Controlling Authority for this Publication is Chief of Air Staff Governance (Director Military Aviation Regulations and Policy).
3. Responsible Authority. The Responsible Authority is the individual(s) or organisation(s) in whose functional field the policy falls and who is/are appointed as the owner of the Publication throughout its life cycle. The Responsible Authority for this Publication is Chief of Air Staff Operations (Officer Commanding Air Force Command Post).
4. Executing Authority. The Executing Authority is the individual(s) or organisation(s) who is/are appointed to implement the Publication or who must give effect to the Publication. The Executing Authorities for this Publication are Officer Commanding Air Force Command Post, as well as Officers Commanding in the SA Air Force.
5. Auditing Authority. The Auditing Authority is the individual(s) and/or organisation(s) who is/are tasked with reporting on compliance with the Publication. The Auditing Authority for this Publication is Inspector General of the Air Force.
6. Reason for Revision. Not applicable.
7. Time Factors
 - a. Effective Dates. 1 February 2018.
 - b. Validity Period. The content of this document will remain valid for a maximum period of 12 months and must be replaced by either an Air Force Instruction or a Department of Defence Instruction.
8. Preparation
 - a. This Edition's writer is:

Brig Gen E.P. de Villiers
DMARP - Director
Tel: 012 312 2382
 - b. This Edition has been developed in collaboration with the policy development team comprising of members of various Air Force Command Post, Chief Defence Legal Services, Chief Finance Officer and Directorate Military Aviation Regulations and Policy.
9. Enquiries. Enquiries must be directed to the following person:

Brig Gen E.P. de Villiers
DMARP - Director
Tel: 012 312 2382

10. Accessibility. This Policy can be viewed and downloaded from the DOD Policy Website: <http://www.policy.mil.za:8080/dod/>.



RECORD OF AMENDMENTS

1. Not applicable.



EXECUTIVE SUMMARY

1. In terms customary international law as confirmed in Article 1 of the Convention on International Civil Aviation, 1944 (Chicago Convention), all States have complete and exclusive sovereignty over the airspace above its territory. This means that States can decide which aircraft may enter the airspace above their territory. No aircraft may enter the airspace of another State without the necessary authority.
2. The aim of this Department of Defence Instruction (IAFI), IAFI/00217 (Edition 1), is to prescribe policy, assign responsibilities and provide processes and procedures for international military and diplomatic overflight and landing clearances of foreign state aircraft within the Republic of South Africa, applicable to the DOD.
3. This IAFI prescribes the controlling process for the approval of international military and diplomatic overflight and landing clearances of state aircraft in the SA Air Force (SAAF).
4. This IAFI is applicable to all officials in the Department of Defence (DOD) where it falls within their respective areas of responsibility. The responsibilities and applicability regarding that of employees of other Departments contemplated in this IAFI will be captured in a separate Interdepartmental Agreement between such relevant Departments.
5. When fully implemented, the outcomes of this IAFI are the following regarding state aircraft:
 - a. A standardised approval process is used for international military and diplomatic overflight and landing clearances.
 - b. Clearly defined criteria are used to approve or disapprove international military and diplomatic overflight and landing clearances.
 - c. A standardised revenue collection process is followed in accordance with all governance and regulatory prescripts.

LIST OF ABBREVIATIONS AND ACRONYMS

AFCP	–	Air Force Command Post.
CAF	–	Chief of the South African Air Force.
CDI	–	Chief of Defence Intelligence.
CDLS	–	Chief Defence Legal Services.
CFO	–	Chief Financial Officer.
C SANDF	–	Chief of the South African National Defence Force.
DDFR	–	Department of Defence Foreign Relations.
DOD	–	Department of Defence.
IAFI	–	Department of Defence Instruction.
DIRCO	–	Department of International Relations and Cooperation.
D Lang	–	Director Language.
DoT	–	Department of Transport.
ETA	–	Estimated Time of Arrival.
MOD	–	Minister of Defence.
MOU	–	Memorandum of Understanding.
OC	–	Officer Commanding.
PFMA	–	Public Finance Management Act.
RSA	–	Republic of South Africa
Sec Def	–	Secretary for Defence.
SAAF	–	South African Air Force.
SACAA	–	South Africa Civil Aviation Authority.
SANDF	–	South African National Defence Force.
SOP	–	Standard Operating Procedure.

LIST OF DEFINITIONS

<u>Concept</u>	<u>Definition</u>
Landing Clearance	For purpose of this IAFI landing clearance is the permission issued to international flights to land at a Port of Entry of South Africa, or at a specific military air force base.
Officials	Officials include Public Service Act Personnel (PSAP) appointed in terms of the Public Service Act, 1994, and military members appointed in terms of the Defence Act, 2002.
Overflight Clearance	For purpose of this IAFI overflight clearance is the permission issued to flights from other states to enter the sovereign airspace of South Africa.
RSA 05	The RSA05 is the overflight clearance certificate issued by the SA Air Force (AFCP) authorising international diplomatic overflight and landing clearances in the RSA.
RSA 06	The RSA06 is the overflight clearance certificate issued by the SA Air Force (AFCP) authorising international military overflight and landing clearances in the RSA.
State Aircraft	State aircraft means aircraft used by military, customs and police services, or any other aircraft used solely for state purposes.
Territory	Territory means the breadth of a country's territorial sea up to a limit not exceeding 12 nautical miles, measured from coastal baselines, which includes the airspace above such territory.

MOTIVATION. AUTHORISATION AND EXECUTION OF AIRSHOWS, DISPLAYS AND FLYPASTS**[Prescriptive (Enforceable and Binding)]**

- Reference A: Convention on International Civil Aviation, 1944 (Chicago Convention)
 B: Civil Aviation Act, 2009 (Act No. 13 of 2009)
 C: Aeronautical Information Circular of South Africa, AIC 42.1 dated 25 July 2013
 D: Public Finance Management Act, 1999 (Act No. 1 of 1999)
 E: Policy, Process and Procedure on Revenue Management in the Department of Defence (DOD/FIN/00025/2002)
 F: Collection of Revenue for Airfield Services at all Air Force controlled Airfields (AFI MRI: 013574)
 G: Policy on Budget Control in the Department of Defence (IAFI/00017 Edition 5)
 H: Policy on Budget Preparation in the Department of Defence (IAFI/FIN/00011/2000)
 I: National Treasury Regulations, March 2005
- Appendix A: International Diplomatic and Military Requests – RSA 05 and RSA06

INTRODUCTION**BACKGROUND**

1. In terms customary international law and Article 1 of the Convention on International Civil Aviation, 1944 (Chicago Convention) (Reference A), all States have complete and exclusive sovereignty over the airspace above its territory. This means that States can decide which aircraft may enter their airspace above their territory. No aircraft may enter the airspace of another State without the necessary authority.
2. Overflight and landing authorities and clearances for civil and commercial flight purposes are mainly regulated by the Convention on International Civil Aviation, 1944 (Chicago Convention), other treaties, as well as domestic aviation legislation, such as the Civil Aviation Act, 2009 (Act No. 13 of 2009) (Reference B), etc. South Africa is a signatory to the Chicago Convention and must therefore comply with the rights and obligations contained therein.
3. Article 3(a) of the Chicago Convention expressly excludes state aircraft from the applicability of the Convention. Aircraft used for military, customs and police services are deemed to be state aircraft in terms of (Art 3[b]) of the Chicago Convention, although other aircraft solely used for state purposes are also considered to be state aircraft.
4. Article 3(c) of the Chicago Convention, prohibits any state aircraft to fly over the territory of another State or land thereon without authorization by special agreement or otherwise, and in accordance with the terms thereof. None of the legal prescripts spell out the responsibilities for the approval process to be followed in the issuing of an overflight and landing authority/clearance for state aircraft.
5. The above legal prescripts however, do not provide details in terms of responsibilities for the formal approval process to be followed when issuing overflight and landing authorities/clearances to State flights; it is especially true in the Department of Defence (DOD) as a major user and role-player in this respect.

6. This Interim Air Force Instruction (IAFI) only addresses the approval of international military and diplomatic aircraft (state aircraft) overflying the sovereign territory of South Africa or landing at SA Air Force (SAAF) air bases in South Africa. All other overflight and landing clearances of civil aircraft for civil purposes are controlled and authorised by the Department of Transport (DoT).

7. There is an urgent need for a Departmental policy describing and mandating the approval process for international military and diplomatic overflight and landing clearances of state aircraft applicable to the Republic of South Africa (RSA).

AIM

8. The aim of this IAFI is to prescribe policy, assign responsibilities and provide processes and procedures for international military and diplomatic overflight and landing clearances for state aircraft within the RSA, applicable to the Department of Defence.

APPLICABILITY

9. This IAFI is applicable to all officials in the SAAF where it falls within their respective areas of responsibility. The responsibilities and applicability regarding that of employees of other Departments contemplated in this IAFI will be captured in a separate Interdepartmental Agreement between such relevant Departments.

SUPERSESSON

10. None.

POLICY

POLICY STATEMENT

11. It is SAAF policy that all international military and diplomatic overflight and landing clearances for state aircraft applicable to the SAAF be executed within a single, regulated and standardised system regulated by the Chief of the South African Air Force (CAF).

POLICY PRINCIPLES

12. This IAFI is based on the following principles:
- a. The approval of international military and diplomatic overflight clearances for state aircraft are regulated by a single, standardised process.
 - b. All requests for overflight and landing clearances for state aircraft must enter the DOD *via* the office of the Minister of Defence (MOD).
 - c. The SAAF [Officer Commanding Air Force Command Post (OC AFCP)] is the final issuing authority for international military (RSA06) and diplomatic (RSA05) overflight and landing clearances for state aircraft.
 - d. No international military or diplomatic aircraft shall overfly or land at any military air base without prior overflight or landing clearance authorised by the SAAF for such state aircraft.
 - e. RSA05 and RSA06 forms are the only accepted official forms for authority requests for international military and diplomatic overflight and landing

clearances for state aircraft.

POLICY OUTCOMES

13. When fully implemented, the outcomes of this IAFI are the following:
- a. A standardised approval process is used for international military and diplomatic overflight and landing clearances for state aircraft
 - b. Clearly defined criteria are used to approve or disapprove international military and diplomatic overflight and landing clearances for state aircraft
 - c. A standardised revenue collection process is followed in accordance with all governance and regulatory prescripts.

POLICY SYSTEM COMPONENTS

14. Regulatory Framework. This IAFI is guided by the following:
- a. Convention on International Civil Aviation, 1944 (Chicago Convention) (Reference A), Article 3(a) applies to civil aircraft and excludes state aircraft, with Article 3(b) defining what state aircraft are deemed to be. Article 3() stipulates, *inter alia*, that no state aircraft of a contracting State shall fly over the territory of another State or land thereon without authorisation by special agreement or otherwise, and in accordance with the terms thereof.
 - b. Any aircraft crossing an international border must file a flight plan, in accordance with the Civil Aviation Regulations. The Aeronautical Information Circular of South Africa (AIC 42.1 dated 25 July 2013 [Reference C]) declares that overflight clearances for any foreign aircraft (civil and state) must be indicated in Item 18 on the flight plan.
 - c. The Public Finance Management Act, 1999 (Act No 1 of 1999) section 38(1) (1) (i) (Reference D) states that the Accounting Officer is to take effective and appropriate steps to collect all money due to the department.
15. Functionaries. The following officials are directly involved with the approval or disapproval of international military and diplomatic requests for overflight and landing clearances of state aircraft applicable to the DOD:
- a. Minister of Defence. The MOD is the nodal entry point to the DOD for any such requests. Initial approval/disapproval for processing the request is granted by the MOD based on information from the requestor and the OC AFCP's approval/disapproval. The request, if approved, is then forwarded to C SANDF for further processing. Approval/disapproval of the request is finalised by the MOD by means of endorsement of OC AFCP's approval/disapproval.
 - b. C SANDF. Upon receipt of the approved request by the MOD, C SANDF instructs/directs Chief of Defence Intelligence (CDI) to provide further advice and recommendations to CAF, and instructs/directs CAF to finalise the processing of the request.
 - c. CDI. CDI must perform the following functions:
 - i. Department of Defence Foreign Relations (DDFR). Confirms the

validity status of the request from a military perspective and recommends approval/disapproval to CAF. DDFR is also responsible to provide protocol guidelines for such requests.

- ii. Counter Intelligence. Determines the security risk of the request from a military perspective and recommends approval/disapproval to CAF.
- d. Chief of the SA Air Force (CAF). The CAF is the Responsible Authority for this IAFI and the system involving the approval/disapproval of requests for international military and diplomatic overflight and landing clearances of state aircraft in the military domain. CAF is supported by the OC AFCP who manages the overflight and landing clearances IAFI on his/her behalf. The role of CAF in the process is the following:
- i. Air Force Command Post (AFCP). The OC AFCP determines aviation compliance in terms of the requests received by addressing the availability of facilities as requested, as well as the availability and accessibility of airspace within the requested time slot. Based on this investigation the request is approved or denied and the necessary overflight clearance authority (RSA05/06) is issued.
 - ii. Applicable Officers Commanding of Air Force Bases. Responsible to execute the request as approved by the MOD. The Officer Commanding (Logistic Function) is also responsible for revenue collection in accordance with Reference Documents D to I.
- e. Department of International Relations and Cooperation (DIRCO). The provision of protocol and clearance information/guidance to the DOD in terms of international diplomatic flights is the responsibility of DIRCO.
16. Boards and Councils. Although no Boards or Councils are involved in the approval process for the issuing of international military and diplomatic overflight and landing clearances for state aircraft, a reporting process in terms of all approval/disapprovals to the Military Command Council is described by this IAFI.
17. Training Interventions. The functionaries identified in paragraph 15 above are responsible for providing suitable training interventions to all role-players under their control, when and where deemed necessary, in order to empower all role-players in the relevant processes for the issuing of international military and diplomatic overflight and landing clearances.
18. Preventative Control Measures. The functionaries identified in paragraph 12 must maintain the following preventative control measures:
- a. Comprehensive record keeping of the following in terms of international military and diplomatic overflight and landing approval/disapproval processes for state aircraft:
 - i. Updated database of all role-players involved in the approval process.
 - ii. Requests received.
 - iii. Documentation forwarded to applicable functionaries.
 - iv. Time/Date received and forwarded to next functionary.

- v. Time/Date when final response was received, including contact details of the dispatching functionary.
 - vi. Outcome of the request, including reasons for the specific outcome.
 - vii. Adherence to the time frame to have the whole process completed within 48 hours from receipt of initial request and at least 24 hours prior to the requested time of flight.
 - viii. Clear and comprehensive description of any delays caused in the process.
- b. Develop and maintain other internal procedures in compliance of this IAFI that would enhance control and minimise risks.
 - c. Conduct monthly management reporting to higher authority in terms of all international military and diplomatic overflight and landing requests processed.
19. **Compliance.** Every official of the SAAF must comply with this IAFI where it falls within his/her area of responsibility. Negligent or wilful non-compliance with this IAFI by an official of the SAAF may lead to disciplinary action in terms of the relevant disciplinary procedures.
20. **Short Title.** This AFI will also be known by the short title *Policy on Overflight Clearances*.

PROCESSES AND PROCEDURES

TYPES OF FLIGHTS REQUIRING OVERFLIGHT AND LANDING AUTHORITY

21. Aircraft registration and the purpose of the flight are the two main factors determining the need for overflight clearances. It is generally accepted in international law that a “functional test” applies, for example a civil aircraft, although civil registered, which is chartered for military purposes has the legal status of a state aircraft and not a civil aircraft whilst performing the charter flight. In these circumstances, the chartered aircraft will fly under a military call sign. In South Africa, if an international military registered aircraft is used for civil/commercial purposes; it will require a RSA06 because it is a military aircraft.
22. For purpose of this IAFI state aircraft is defined as military aircraft, customs aircraft, police aircraft and any other aircraft utilised for government (state) purposes.
23. Appendix A presents a graphic description of the processes discussed in this IAFI.

PROCESS FOR INTERNATIONAL MILITARY FLIGHTS – RSA06

24. **Functionaries.** Only the functionaries described below are authorised to control the approval/disapproval of overflight and landing clearances for military purposes. The role-players and process followed for international military overflight and landing clearances are described below.
25. **Step 1: Approval by MOD.** The MOD office is the point of entry for RSA Embassies requesting overflight and landing clearances for international military flights. The MOD office verifies that the request/*Note Verbale* complies with the relevant regulations/Memorandums of Understanding(s) (MOUs) or any other agreements in terms of military status. The MOD Office forwards a MOD initial approval and the original request form from the applicable embassy to the office of C SANDF. If the request is not approved by the MOD, the MOD will

communicate directly with the applicable embassy *via* the normal chain of communication.

26. Step 2: Instruction by C SANDF. The C SANDF office receives the MOD initial approval and the original request form from the applicable embassy from the MOD office. The C SANDF office scrutinise the request in terms of compliance and forwards a C SANDF instruction/directive to CDI, with all the attachments received from the MOD, recommending that the request be accommodated. If C SANDF does not recommend approval, the response is returned to the MOD, with a full explanation as to why it should not be accommodated.

27. Step 3: Guidance by CDI. CDI interrogates the validity (through DDFR) and security status of the request from a military perspective in accordance with approved Defence Intelligence/Defence Foreign Relations Standard Operating Procedures (SOPs). Once the requests meets their approval, an approval letter with security guidelines as well as all documentation received from the C SANDF office is forwarded to the SAAF (AFCP). If the request is not recommended for approval by CDI, the response is returned to C SANDF, including a full explanation as to why it should not be accommodated.

28. Step 4: Execution by CAF. The OC AFCP considers the request based on recommendations from all the functionaries above and on the following aviation requirements (where applicable):

- a. The effect on SANDF operations.
- b. Accessibility of airspace en route.
- c. The validity of the requested Port of Entry.
- d. Fuel requirements.
- e. Suitability of the requested runway.
- f. Suitability of the movements area.
- g. Availability of applicable ground handling equipment.
- h. Availability of applicable fire and rescue services.

29. Step 5: CAF (OC AFCP). If the request cannot be accommodated, the OC AFCP will return the request to MOD with complete and comprehensive explanation as to why the request cannot be accommodated. If the request can be accommodated the OC AFCP is responsible to:

- a. Consult with, secure the services of and ensure the following:
- b. That the DIRCO representatives will be at the airbase (Port of Entry) to receive their guest(s);
- c. That the Department of Home Affairs manages Customs and Border Control;
- d. That the DoT waives landing and parking fees in accordance with existing MOUs and related protocols between the two countries;
- e. That the DoT manages exemption of the aircraft from being checked in accordance with the Civil Aviation Act, 2009 (Reference B) as it is a state aircraft;

- f. That the Department of Agriculture ensures that prohibited agricultural items are not brought into the country;
- g. That the South African Police Services ensures that no weapons are brought into the country without proper authority; and
- h. That the SA Receiver of Revenue Services manages aspects of revenue collection and inspections where it falls within their domain.
- i. Delegate an officer to oversee that a RSA06 form is completed and that the request is authorised by the OC AFCP or his/her delegated officer on behalf of the CAF, with or without restrictions.
- j. Forward the approved RSA06 form for recordkeeping and information purposes to the:
 - i. MOD (for final endorsement).
 - ii. C SANDF.
 - iii. CAF.
 - iv. CDI.
 - v. DDFR.
- k. Instruct the applicable OC(s) of Air Force Base(s) to accommodate the requirement if the aircraft is landing at a specific Base.
- l. Instruct the applicable airspace control authority to accommodate the requirement if the aircraft is overflying a specific area or territory.

30. Step 6: Final Approval by the Minister of Defence. Once the RSA06 overflight and/or landing clearance is received from the SA Air Force (OC AFCP) the office of the MOD endorses the approval and forwards the RSA06 certificate to the requester (embassy).

MILITARY DISAPPROVALS

31. It is the responsibility of the specific functionary (par 16) to inform all role-player(s) of the disapproval of international military overflight and landing clearances as well as to provide reasons for the disapproval of the request. The MOD is responsible for informing the applicable embassy (responsible for the overflight and landing request) of any disapprovals, including a short statement on why the request could not be approved.

32. Criteria for Disapprovals. Disapproval of requests is at the discretion of the MOD, based on inputs from various functionaries. The following criteria will form the baseline considerations for approving/refusing a request:

- a. Security considerations.
- b. Impact on operations.
- c. Airspace availability.
- d. Facility availability and suitability.

- e. Any other factors that may impose on the SANDF's ability to protect the sovereignty and security of the country.

PROCESS FOR INTERNATIONAL DIPLOMATIC FLIGHTS – RSA05

33. Functionaries. Only the functionaries described below are authorised to control the approval/disapproval of overflight and landing clearances for diplomatic purposes. The role-players and process followed for international diplomatic overflight and landing clearances are described below.

34. Step 1: Submission from DIRCO. The DIRCO office is the point of entry for the RSA Embassies requesting overflight and landing clearances for international diplomatic flights. The DIRCO office verifies that the request/*Note Verbale* comply with the relevant regulations/MOUs/DIRCO Policy for Incoming International Visits or any other agreements in terms of diplomatic status. The DIRCO office forwards an approval letter and the original request form from the applicable embassy to the MOD office.

35. Step 2: Approval by the MOD. The MOD office considers the request/*Note Verbale* and a MOD initial approval and the DIRCO approval letter, with the original request form from the applicable embassy, is forwarded to the C SANDF office. If the request is not approved by the MOD, the MOD will communicate directly with DIRCO *via* the normal chain of communication.

36. Step 3: Instruction by C SANDF. The C SANDF office receives the MOD initial approval and the original request form from DIRCO from the MOD office. The C SANDF office scrutinises the request in terms of compliance and forwards a C SANDF instruction/directive to CDI, with all the attachments received from the MOD, recommending that the request be accommodated. If C SANDF does not recommend approval, the response is returned to the MOD, with a full explanation as to why it should not be accommodated.

37. Step 4: Guidance from CDI. CDI interrogates the validity (through DDFR) and security status of the request from a military perspective in accordance with approved Defence Intelligence/Defence Foreign Relations SOPs. Once the requests meets their approval an approval letter with security guidelines as well as all documentation received from the C SANDF office is forwarded to the SA Air Force (AFCP). If the request is not recommended for approval by CDI/DDFR, the response is returned to C SANDF, including a full explanation as to why it should not be accommodated.

38. Step 5: Execution by Chief of the SA Air Force. Based on recommendations from all the functionaries above, the OC AFCP considers the request based on the following aviation requirements (where applicable):

- a. The effect on SANDF operations.
- b. Accessibility of airspace en route.
- c. The validity of the requested Port of Entry.
- d. Fuel requirements.
- e. Suitability of the requested runway.
- f. Suitability of the movements area.
- g. Availability of applicable ground handling equipment.

- h. Availability of applicable fire and rescue services.

39. Step 6: Execution by Chief of the SA Air Force (OC AFCP). If the request cannot be accommodated, OC AFCP will return the request to MOD with complete and comprehensive explanation as to why the request cannot be accommodated. If the request can be accommodated the OC AFCP is responsible to:

- a. Consult with, secure the services of and ensure the following:
 - b. That the DIRCO representatives will be at the airbase (Port of Entry) to receive their guest(s);
 - c. That the Department of Home Affairs manages Customs and Border Control;
 - d. That the DoT waives landing and parking fees in accordance with existing MOUs and related protocols between the two countries;
 - e. That the DoT manages exemption of the aircraft from being checked in accordance with the Civil Aviation Act, as it is a state aircraft;
 - f. That the Department of Agriculture ensures that prohibited agricultural items are not brought into the country;
 - g. That the South African Police Services ensures that no weapons are brought into the country without proper authority; and
 - h. That the SA Receiver of Revenue Services manages aspects of revenue collection.
 - i. Delegate an officer to oversee that a RSA05 form is completed and that the request is authorised by the OC AFCP or his/her delegated officer on behalf of the SA Air Force, with or without restrictions.
 - j. Forward the approved RSA05 form for recordkeeping and information purposes to the:
 - i. MOD.
 - ii. C SANDF.
 - iii. CAF.
 - iv. CDI.
 - v. DDFR.
 - k. Instruct the applicable OC(s) of Air Force Base(s) to accommodate the requirement if the aircraft is landing at a specific Base.
 - l. Instruct the applicable airspace control authority to accommodate the requirement if the aircraft is overflying a specific area or territory.

40. Step 7: Final Approval by the MOD. Once the RSA05 overflight and/or landing clearance is received from the SA Air Force (OC AFCP) the office of the MOD grants final approval and forwards the RSA05 certificate to DIRCO.

41. Step 8: Final Confirmation by the Department of International Relations and Co-operation. Once the RSA05 certificate is received from the MOD, DIRCO forwards the RSA05 certificate to the requester (embassy).

DIPLOMATIC DISAPPROVALS

42. It is the responsibility of the specific functionary to inform all role-player(s) of the disapproval of international military and diplomatic overflight and landing clearances as well as to provide reasons for the disapproval of the request. DIRCO is responsible for informing the applicable embassy (responsible for the overflight and landing request) of any disapprovals, including a short statement on why the request could not be approved.

43. Criteria for Disapprovals. Disapproval of requests is at the discretion of the MOD, based on inputs from various functionaries. The following criteria will form the baseline considerations for approving / refusing a request:

- a. Security considerations.
- b. Political guidance and diplomatic considerations.
- c. Impact on operations.
- d. Airspace availability.
- e. Facility availability and suitability.
- f. Any other factors that may impose on the SANDF's ability to protect the sovereignty and security of the country.

PERIOD OF VALIDITY AND OTHER TIME SCALES

44. Submission Time Scales. International military and diplomatic requests for overflight and landing clearances must be submitted no later than three (3) working days (72 working hours) prior to the Expected Time of Arrival (ETA) of the aircraft over the borders of South Africa. "Working days" routinely refers to Monday to Friday and does not include South African public holidays and weekends. Compliance with the three working days advance notification is critical to ensure that adequate lead-time is provided for the functionaries (paragraph 11) to comply with procedures for approval/disapproval.

45. Exceptions to the Three (3) Working Days Advance Notification Rule will only be allowed in the following circumstances:

- a. Bona Fide Emergencies. Urgent medical evacuation, humanitarian and disaster assistance and search and rescue operations are considered *bona fide* emergencies. Medical emergency requests must be accompanied by information about the emergency, a description of the patient's condition as well as the facility where the patient will be treated. A medical emergency is considered the possible loss of life, limb or eyesight if immediate treatment is not available in 24 hours. A routine medical flight is not considered a medical emergency and requires the three (3) workdays advance notice.
- b. Short Notice Governmental Meeting(s). To accommodate emergency diplomatic meeting(s) on short notice an exception to the three (3) day rule will be considered. Requests must be accompanied with information describing the reason for short notice, the nature of the official government business and

the location of the meeting. To be granted this exemption the requester must be on official government business. A requester for this exemption must be a cabinet minister, 3-star general and/or flag officer and higher.

46. Approval Process Time Scales. Each functionary must endeavour to complete its process within a maximum period of 4 hours (inclusive of hours outside normal hours of duty). This is to accommodate the requirement for submission 72-hours prior to ETA and to ensure that the process is completed at least 24 hours prior to the planned departure of the flight.

47. Period of Validity. An approved request is valid for 72-hours from the ETA stipulated on the RSA 05 or RSA06 External Clearance Form. This is necessary in order to make provision for technical delays or weather restrictions. If technical delays or weather conditions influence the flight during the initial 72-hour validity period an additional 72-hours may be granted by the SA Air Force (OC AFCP). Once this additional timeframe expires a new application is required.

48. The different departments identified in this IAFI must have dedicated nodal points where officials shall be available to deal with clearances and the processing thereof on a 24-hours daily, seven (7) days a week basis. A request shall be processed within 2-hours of receipt, including printed communication to the relevant functionaries/role-players.

FINANCIAL IMPLICATIONS

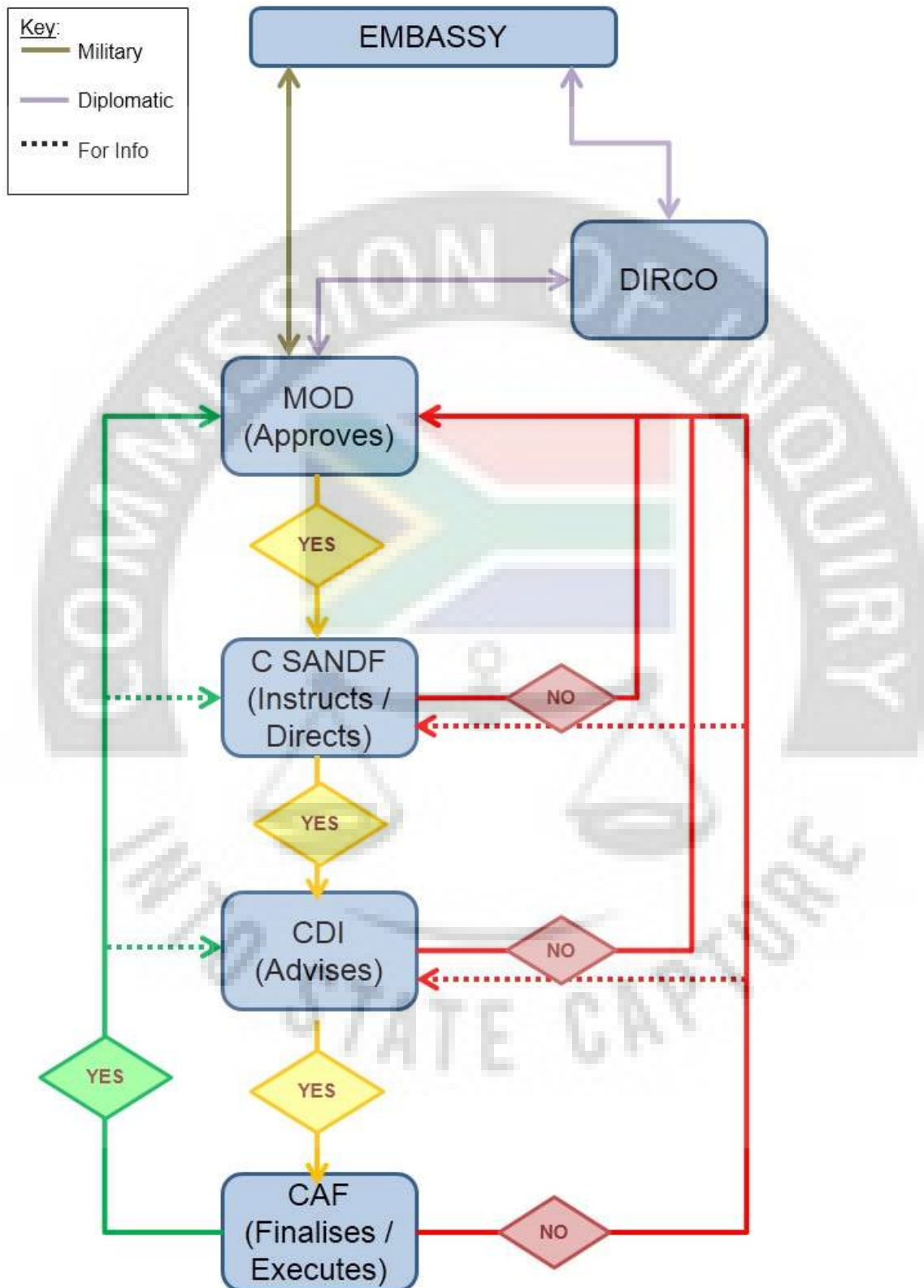
49. Collection of Revenue. The PFMA (Reference D) clearly states the need for revenue to be collected if and when due. The process for such revenue collection shall be conducted in accordance with the applicable policies and regulations, with specific reference to the DOD Financial Instruction on the Process and Procedures for Revenue Management in the DOD (Reference E), as well as the Air Force Instruction on the Collection of Revenue for Airfield Services at SAAF controlled airfields (Reference F).

50. Budgeting Process. Although the budgeting process for the DOD is contained in clear policies and orders, the following critical aspects are highlighted:

- a. Service and Divisional Chiefs must make provision (budget) for all funds required relating to the implementation of this IAFI within the Medium Term Expenditure Framework in accordance to IAFI/00017 (Reference G) and IAFI/FIN/00011/2000 (Reference H).
- b. Proper planning and costing must be done for this IAFI according to the annual budget guidelines and National Treasury Regulations (Reference I).
- c. Budget holders must ensure that the provision for this IAFI is correctly and optimally administered according to section 45(b) of the PFMA (Reference D) by ensuring the effective, efficient, economical and transparent use of financial and other resources.

APPENDIX A

INTERNATIONAL MILITARY (RSA06) AND DIPLOMATIC (RSA05) REQUESTS



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