

## **RE: FREQUENCY CONFUSION**

Dear Sir/Madam

I have recently visited South Africa and had the opportunity to fly around Springbok, Port Nolloth & Alexander Bay and have come across a rather bizarre, if not dangerous situation. I paid the FAAB control tower a visit where all relevant SA documentation, chart, etc. were made available for our flight briefing. All facts mentioned below are as published in the SA AIP.

**My confusion and concerns apply to the Cape Town FIR only**, which includes the FAJS ACC WEST airspace, FAAB & TIBA.

**(A)** FAAB's airspace is published as an ATZ with a radius of 4NM and GND - 7,000'. Frequency to be used inside FAAB ATZ is 118,7

**(B)** Airspace outside FAAB radius, both to the West & East, is published as FAJS ACC WEST, GND - F460 and frequency to be used is 118,5

**(C)** Airspace North of FAAB is also still FAJS ACC WEST, GND - F460 (not entirely sure of the distance but I had in fact plotted the co-ordinates on a chart in FAAB tower) and freq to be used is 124,7 between 1500' AGL & F105.

**(D)** TIBA frequency to be used (outside FAAB ATZ and in South Africa) below 1500'AGL is 124,8

The low-cost budget pilot who still flies for pleasure and who only has one radio installed in his aircraft, has to comply with the AIP. (AIP = aviation law). Most, if not all light aircraft for training and hiring worldwide have one radio. And in SA this is still in compliance with the SA ANR's - equipment to be carried in aircraft)

My concerns are as follow:

**(1)** Flying below 1500' AGL West & East of FAAB ATZ, yet still South of the Orange river, a pilot has to TX **AND** monitor TIBA as well as FAJS ACC WEST freq. When we contacted FAJS ATC, a person by the name of Johny, who I understand is the ACC WEST pool manager, informed us that near (but outside) FAAB ATZ, we need to operate on TIBA below 1500' AGL and 118,7 above 1500' AGL – regardless whether we are in FAAB ATZ or not. ??? How can it be expected of a pilot to monitor two freq's (TIBA & FAJS ACC WEST) simultaneously with only one radio? This is called freq separation and a very dangerous practice!

**(2)** Departing FAAB off RWY01 and not having reached 1500' AGL by ABV010 4NM, presents pretty much the same problem. I have contacted FAJS briefing, where a very helpful lady (Sophia) checked & confirmed in the FYWH AIP that FYWH information 124,7 is only applicable between 1500' AGL and F105 (again “shared” with FAJS ACC WEST) and according to her, TIBA of 124,8 is also used below 1500' AGL immediately north of FAAB. I could not confirm this with FYWH as I was unable get hold of them.

Nothing more scary and horrifying than operating in a fairly busy environment where frequency-separation is enforced!

Is anyone in CAA and ATNS aware of the amount of traffic in that part of SA, operating below 5000' AGL? To name but a few regular operators;

To/from FYOG

- Air Namibia
- Canadian Helicopter Corporation Convair58
- CHC crew-change helicopters for De Beers
- De Beers's bus jets

To/from FAAB

- Various light aircraft from farmers in the area
- Tourists
- National Air (which I believe might soon resume their schedule)
- Business company pilots

Granted, the larger & more advanced choppers and jets have more than one radio and should be able to monitor all relevant freq's in the area. However, we know that only two aircraft are required for a midair (how could we forget 13<sup>th</sup> Sept 1997 when an Air Force C-141 and a German Tu-154 collided off the coast of Namibia – both equipped with much more than the required minimum radios & instrumentation & nav equipment) Do the SA powers-that-be understand and comprehend the confusion and danger to pilots, in this situation?

If any of my facts are incorrect, please point them out to me, with the relevant reference please. Other than that, I would appreciate it if you could clarify the confusion and lay to rest the pilot's fears and concerns in this regard. I have also approached many of my friends in the airline industry, flying clubs, etc. regarding this matter and we all wait with bated breath on your response.

Yours sincerely

Bob Earle