

Mr. Earle

Your letter dated 01 May 2007 refers.

I would like to take this opportunity to thank you for the letter and for pointing out certain discrepancies/shortcomings in the South African AIP regarding the FAAB ATZ and surrounding areas. After a thorough investigating of the South African AIP and relevant published documentation, it became clear that certain information is indeed outdated and could be confusing. This will be rectified and updated as a matter of urgency. Your approach to safety is commendable and I can assure you that the relevant operational managers were tasked to immediately investigate possible areas of confusion and rectify the problem as soon as possible.

As stated in your letter, the ACC West Pool Manager you spoke to was indeed Mr. Johnny Smit, however allow me to clarify some of your concerns, as your statement (1) is not factually correct.

1. As explained during our telephone conversation; when outside the FAAB ATZ, operating below 1500' AGL, pilots need to operate on 124, 8 MHz (TIBA). Inside the FAAB ATZ pilots need to operate on 118, 7 MHz. Above 1 500' and outside the FAAB ATZ pilots to operate on 118, 5 MHz (ACC WEST). We do NOT expect a pilot to monitor two frequencies simultaneously with only one radio. I can therefore confirm that "frequency separation" does not exist in the vicinity of FAAB as long as everybody conforms to the laid down rules.

2. Furthermore, when departing FAAB off RWY01, and not having reached 1500' AGL by 4 DME ABV, 124, 8 MHz is to be used below 1500' AGL immediately north of FAAB inside the Namibian FIR. As stated in your letter, FYWH information 124, 7 MHz is only applicable between 1500' AGL and F200 however not "shared" with FAJS ACC WEST as stated in your letter. Johannesburg West however manages traffic above FL200 as part of the Johannesburg FIR. The main reason for FYWH FIS managing traffic below FL200 (north of the Orange River) is to monitor traffic into and out of diamond mines on the Namibian side of the river.

3. I can also confirm that we at ATNS are fully aware of the amount of traffic in that part of South Africa operating below 5000' AGL. Although I am generalising, a point worth noting here is that the "standard" practise that is followed by individuals, are not in accordance with the actual technicalities as published in the AIP these technicalities have to be rectified and/or standardised by South Africa and Namibia.

I certainly hope this letter is acceptable to you. You may rest assured that the staff working here are just as sensitive to safety as you are.

Yours sincerely,

J.SMIT
CENTRE MANAGER: JOHANNESBURG