



Dear Sir/Madam,

This letter serves to document stakeholder consultation regarding proposed amendments to the SA-AIP applicable to the George CTR and Special Rules Area. The proposed amendments are intended to address identified safety concerns, remove procedures that are not supported by an approved safety assessment, and ensure that published procedures accurately reflect current operational practices.

1. ENR 2.2-44, 2.7 GEORGE SPECIAL RULES AREA:

"The following routes will be applicable in the George Special Rules Area:

Transiting, seawards of the coastline through the George CTR:

All VFR traffic wishing to route seawards of the coastline, through the George CTR, are to remain seawards of the coast line, not above 1000 FT ALT. VFR traffic, transiting through the George CTR, is then deemed to be separated from departing and arriving traffic at George Aerodrome.

All transiting traffic is regarded as circuit traffic, thus reduced separation minima can be applied in the vicinity of the aerodrome.

The clearance shall only be valid during daylight hours, in VMC operations, in communication with ATC and the aircraft shall be transponder equipped.

Pilots are to comply with the Aviation Legislation, as described in the General Operating and Flight Rules in Part 91.06.8, regarding following line features."

All of the underlined text from the above excerpt will be removed and replaced by the following sentence:

All VFR traffic wishing to transit should follow the coastline through the George CTR, maintaining 1500ft ALT or below and be in communication with ATC.

The proposed removal of the underlined text is based on the following safety concerns:

- The concept of "deemed separation" between transiting VFR aircraft and arriving/departing IFR traffic is not supported by a documented and approved safety assessment.



- The current procedure places opposing VFR traffic on the same route at the same altitude, increasing the potential for head-on conflict.
- The proposed replacement removes reliance on unsupported separation assumptions while retaining a simple and predictable routing for VFR traffic.

2. ENR 2.2-47 & 2.2-48, 2.8 VFR ROUTINGS WITHIN THE GEORGE CTR AND THE GEORGE SPECIAL RULES AREA (SRA)

"Note: All proposed VFR routes will be for use by day and in VMC only."

Standard VFR Departure Routes, leaving the George CTR:

Departing RWY 29:

Leaving the George CTR to the South West:

GLENTANA 29 VFR Departure

After departure runway 29, maintain runway track to 1000FT ALT, then turn left track 200 degrees and climb to 1500 FT ALT. At 1500FT ALT, set course for Glentana Beach and maintain 1500FT ALT. At Glentana beach follow the coastline to intercept SRA, VFR route at Great Brak River. Report passing Great Brak River.

Leaving the George CTR to the North West:

EIGHT BELLS 29 VFR Departure

After departure runway 29, maintain runway track to 1000FT ALT, then turn right track 020 degrees and climb 1900 FT ALT. At 1900 FT ALT proceed direct to Geelhoutboom, at Geelhoutboom set course (left turn) for Eight Bells, on track Eight Bells, when passing Eight Bells set course as required, remaining clear of the George CTR. Report passing north of Wolwedansdam.

Leaving the George CTR to the South East:

HEROLDS BAY 29 VFR Departure

After departure runway 29, maintain runway track to 1000FT ALT, then turn left track 200 degrees and climb to 1500 FT ALT. At 1500 FT ALT turn left set course to Herolds Bay. Passing Herolds Bay, follow the coastline as a line feature to Wilderness and join the SRA VFR route. Report passing Kaaimans River.

Leaving the George CTR to the North East:



FANCOURT 29 VFR Departure

After departure runway 29, maintain runway track to 1000FT ALT, then turn right track 020 degrees and climb 1500 FT ALT, proceed direct to Fancourt and climb 1700 FT ALT, at Fancourt set course (right turn) to route north of the George town, to pass north of the Garden Route dam. Once passed the Garden route dam position, set course for Wilderness and join the SRA VFR route. Report passing Garden route dam.

Departing RWY 11

Leaving the George CTR to the North East:

FANCOURT 11 VFR Departure

After departure runway 11, maintain runway track to 1000 FT ALT, then turn left track 020 degrees, proceeding direct to Fancourt and climb 1700 FT ALT, at Fancourt set course (right turn) to route north of the George town, to pass north of the Garden route dam. Once passed the Garden route dam position, set course for Wilderness and join the SRA VFR route. Report passing Garden route dam.

Leaving the George CTR to the South West:

GLENTANA 11 VFR Departure

After departure runway 11, maintain runway track to 1000 FT ALT, then turn right track 200 degrees and climb to 1500 FT ALT. At 1500 FT ALT set course for Glentana Beach and maintain 1500 FT ALT. At Glentana beach follow the coastline to intercept SRA VFR route at Great Brak River. Report passing Great Brak River.

Leaving the George CTR to the North West:

EIGHT BELLS 11 VFR Departure

After departure runway 11, maintain runway track to 1000FT ALT, then turn left track 020 degrees and climb 1900 FT ALT, at 1900 FT ALT proceed direct to Fancourt, at Fancourt set course (left turn) for Eight Bells, passing Eight Bells set course as required, remaining clear of the George CTR. Report passing abeam Wolwedans Dam.

Leaving the George CTR to the South East:

HEROLDS BAY 11 VFR Departure

After departure runway 11, maintain runway track to 1000 FT ALT, then turn right track 200 degrees and climb to 1500 FT ALT. At 1500 FT ALT, set course to Herolds Bay. Passing Herolds Bay, follow the coastline as a line feature to Wilderness and join the SRA VFR route. Report passing Kaaaimans River."



All of the underlined Standard VFR departures will be removed and replaced by the text:

Routings in the CTR will be as per ATC instructions.

The published standard departures prescribe specific tracks that are inconsistent with the principles of VFR navigation and are no longer used operationally by ATC.

Retaining published procedures that differ from actual ATC practices may create ambiguity for pilots and controllers, increasing the potential for misunderstanding and reducing operational safety.

Replacing these routes with "Routings in the CTR will be as per ATC instructions" ensures that published information accurately reflects operational practice and allows ATC to issue traffic-dependent clearances appropriate to prevailing conditions.

3. ENR 2.2-49

"FLIGHTS TO / FROM THE SRA:

En-route to the Special Rules Area - continue on the Standard VFR departure till clear of the George CTR. Thereafter, proceed to FAMO and land. After landing, contact ATC via telephone.

Underlined text will be replaced by the words: "...as per ATC instruction...".

This amendment removes references to Standard VFR departures that will no longer exist within the AIP, ensuring consistency throughout the publication and preventing references to obsolete procedures.



I acknowledge that the proposed amendments have been presented to my organisation and that I have had the opportunity to provide comment. My comments and/or alternative suggestions have been accurately captured.

Signature

S.J. NEL AIFA Safety Manager

Representative Name and Institution represented

Signature

A.H. BERRIMAN FTC Safety Manager

Representative Name and Institution represented