



OPERATIONAL PROCEDURES PHINDA PRIVATE GAME RESERVE RUNWAY

(SUPERCEDES ALL PREVIOUS CORRESPONDENCE IN THIS REGARD)

DATE: **15/12/2008**

Please bring the following procedures to the attention of all pilots using Phinda runway:

Airfield data:	Runways	36/18
	Length	1400m x 9m – Tarmac
	Elevation	225ft Amsl
	Co-ords	S 27 51 22 E032 18 45
	Phinda Entry/Exit point	S 27 51 50 E032 13 38

Please note: **PRIVATE AIRFIELD – USE AT OWN RISK.**

Before using the Phinda Runway, all operators/pilots are to fill in and sign an indemnity form and fax to Phinda Airwing at 035 562 0088.

Fuel is not available.

Aircraft to broadcast circuit activities on 124.8.

All aircraft are to call Phinda ground on 122.25 **15min** prior to arrival. Broadcast ETA and POB blind.

All aircraft are to maintain a minimum height of 1500ft over all game reserves.

PILOTS TO EXERCISE EXTREME CAUTION WITH REGARD TO:

- Birds in area**
- Wind shear runway 36**
- Game crossing runway – no fences**

PILOTS TO PLEASE ADHERE TO THE FOLLOWING ARRIVAL AND DEPARTURE PROCEDURES.

(This is to prevent aircraft over-flying the Ismangaliso wetland Park, Kube Yini Game Reserve and lodges located within the reserve)

ARRIVAL PROCEDURES:

1. Pilots to route to the Phinda airfield via the Phinda entry and exit way point, at no less than 3000 ft MSL. (See co-ordinates above)
2. Approaching aircraft to use minimum safe power settings within 10 miles for noise abatement.
3. Join the airfield circuit overhead at 1500ft or above.
4. All circuits to be flown on the eastern side of the runway.
5. Wherever possible – Land 18 & Depart 36.
6. Please **DO NOT TURN ON THE RUNWAY** as it is breaking up the tar. Use the existing circle – Northern end.
7. Concrete parking reserved for Federal Air aircraft.

DEPARTURE PROCEDURES:

1. Pilots must not use taxiway for take-off. **Runway starts 100m from Apron.** Taxiway narrower than runway.
2. Run-ups to be conducted in such a way as to not deflect prop wash towards buildings, fuel installation or other aircraft. Please exercise GOOD airmanship in this regard.
3. RUNWAY 36
 - Aircraft departing for the North and East sectors must turn out right as soon as possible onto a heading of **030°** until reaching **1500ft** before setting course for destination.
 - All other traffic to turn out right as soon as possible and climb overhead the airfield then to route to the Entry/exit waypoint before setting course to destination.
4. RUNWAY 18
 - Aircraft departing for the North and East sectors must turn out left as soon as possible onto a heading of **030°** until reaching **2000ft** before setting course for destination.
 - All other traffic to turn out Left as soon as possible and climb overhead the airfield then to route to the Entry/exit waypoint before setting course to destination
 - Aircraft departing for the south may route straight out.
5. Best safe rate of climb to be used until passing **3000ft** MSL for noise abatement.

Kevin Pretorius
Regional Director
Phinda Private Game Reserve

Turn right on departure climb out

Runway: 1400 m x 9 m
Taxi: 100 m x 6.5m

