

SKUKUZA OPERATIONAL BRIEFING TO ALL PILOTS

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NOTE: The prevailing wind will determine the runway in use for all arrivals and departures. The departing aircraft shall use the runway with the headwind component; all arriving aircraft will slot into the traffic pattern and **SHALL LAND ON THE SAME RUNWAY as the departing traffic.**

- a) The following notice contains operational procedures when operating into and out of Skukuza airport.
- b) Please familiarise yourself with the instructions contained in this briefing.
- c) Action will be taken against any pilot who does not comply with the instructions in this briefing.
- d) Pilots shall comply with the published AIP information, and they are responsible for their relevant flight planning as stipulated by the SA-CATS and SA-CAR.

NOTE: Available runway length from threshold to threshold is 1465 meters.

- e) The following acknowledgement must be signed and returned to Airlink confirming that the procedures contained in this briefing document have been read and understood.
- f) Approach procedures attached in this document are applicable for VFR routings only. Crew shall consult the relevant AIP for official instrument approach procedures.
- g) A slot will only be allocated once the signed acknowledgement sheet has been returned to Airlink.
- h) Aircraft equipped with RNAV capability and trained crew shall use the relevant approach charts (AIP or Jeppeson) and comply with the published RNAV procedures.

NOTE: NOTAMS shall be studied before each flight and shall take preference over all procedures published, unless otherwise indicated.

I hereby confirm that the procedures contained in this briefing document have been read and understood:

Position	Name	Signature
Date		

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1. DEPARTURE AND ARRIVAL PROCEDURES

- a) Crew shall only follow the procedures below for all Departures and Arrivals to and from Skukuza.
- b) Routing to and from Skukuza shall be filed to stay clear of Kruger International Airspace.
- c) Slot times for general aviation aircraft will be controlled by Airlink.
- d) All communication shall broadcast on frequency 128.35 MHz (SABI SABI Special Rules) for traffic in the area.
- e) SAR shall be cancelled on the ground telephonically or with Lowveld (119.00 MHz).
- f) Before Departure from Skukuza, Lowveld (119.00 MHz) shall be contacted with the following information:
 - Planned runway for departure from Skukuza.
 - Obtain traffic information and squawk code.
- g) Crew shall only take-off when Lowveld area can accept the aircraft into their airspace.
- h) Published Routing for the departure shall only be required up to FL105 thereafter ATC will route all aircraft as per their airspace and traffic requirements.
- i) On weekends and public holidays, Johannesburg area can be contacted on 134.40 MHz or 126.7 MHz for clearance and search and rescue cancellation.
- j) Crew shall contact Skukuza Ground on frequency 125.25 MHz at least 10 minutes prior to arrival with an ETA and number of passengers.
- k) Weather information provided by the SZK station shall be on the basis that SZK is an unmanned aerodrome and that the information given is not premised on official SAWS information. **Any weather information provided shall be used solely at the discretion of the pilot.**

2. DEPARTURE AND ARRIVAL PROCEDURES FOR HELICOPTERS

- a) Helicopter arrivals are to approach directly on RWY in use.
- b) On final approach, start descent at 1500ft AGL.
- c) NEMPA restrictions are in force and flying over Skukuza Village is not permitted.
- d) Helicopter to continue departure with RWY in use and once 1500ft is reached, the pilot may turnout in the desired direction.
- e) All helicopters shall park on the grass opposite Airport Fire Station.

3. SPECIAL CONSIDERATIONS

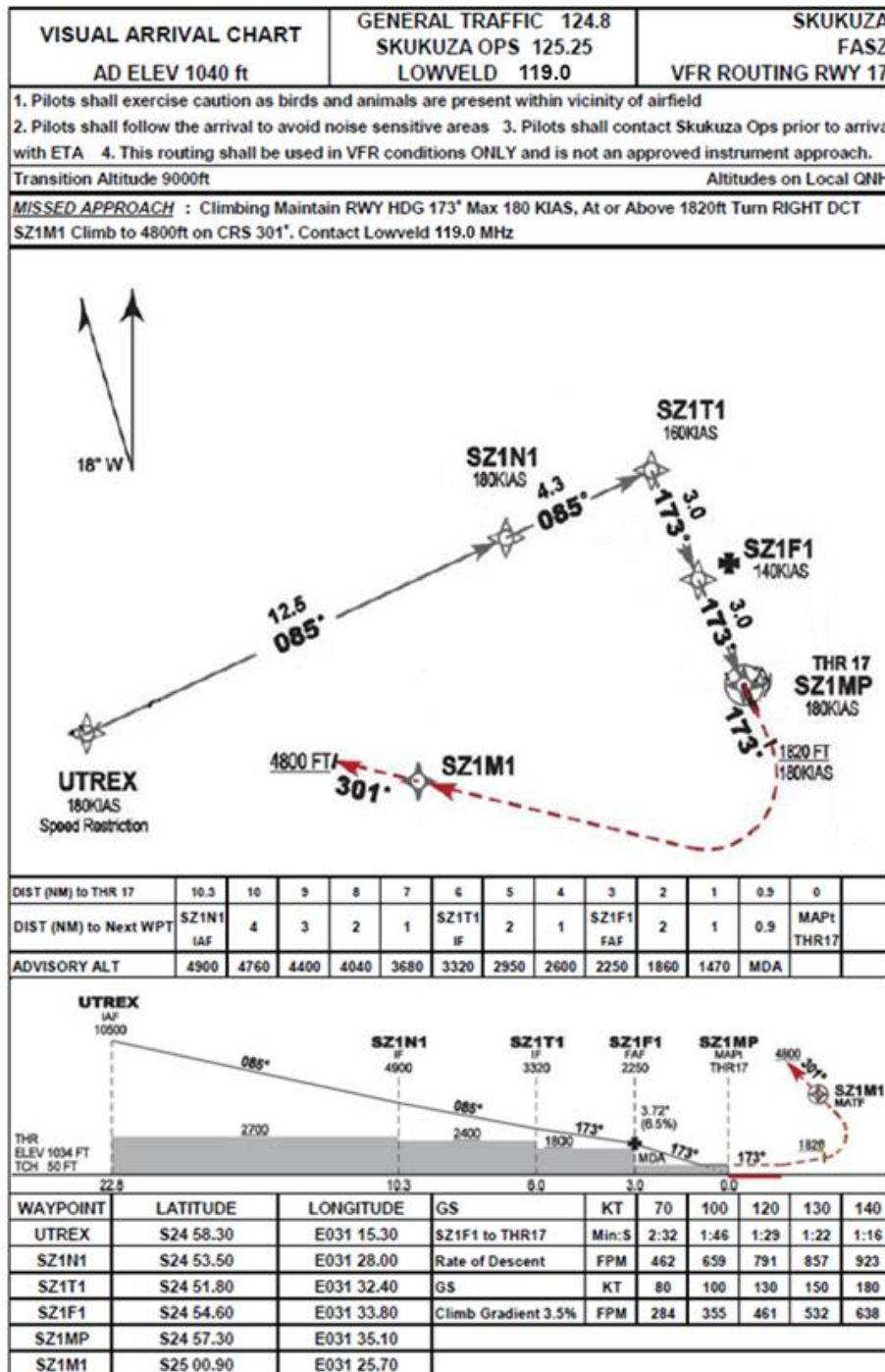
- a) Birds in the vicinity of the airport.
- b) Wildlife may be present if airport fencing is breached.
- c) Noise sensitive areas. Specified routing published shall be followed except if you can't comply in an emergency.
- d) The arrival procedure may only be flown in Visual Meteorological Conditions unless GNSS approved.
- e) Small taxi/apron area. Crew shall take caution while taxiing to and from the apron and keep a good lookout.
- f) Thrust settings shall be kept at a minimum especially when taxiing to the threshold of runway 35.
- g) Landing shall only take place between 09h00 and 15h00.
- h) There is a high concentration of airstrips in the area (See attached chart).
- i) Crew shall not confuse the bunker and official apron area. The apron is located in front of the terminal building.

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4. AIRPORT FACILITIES

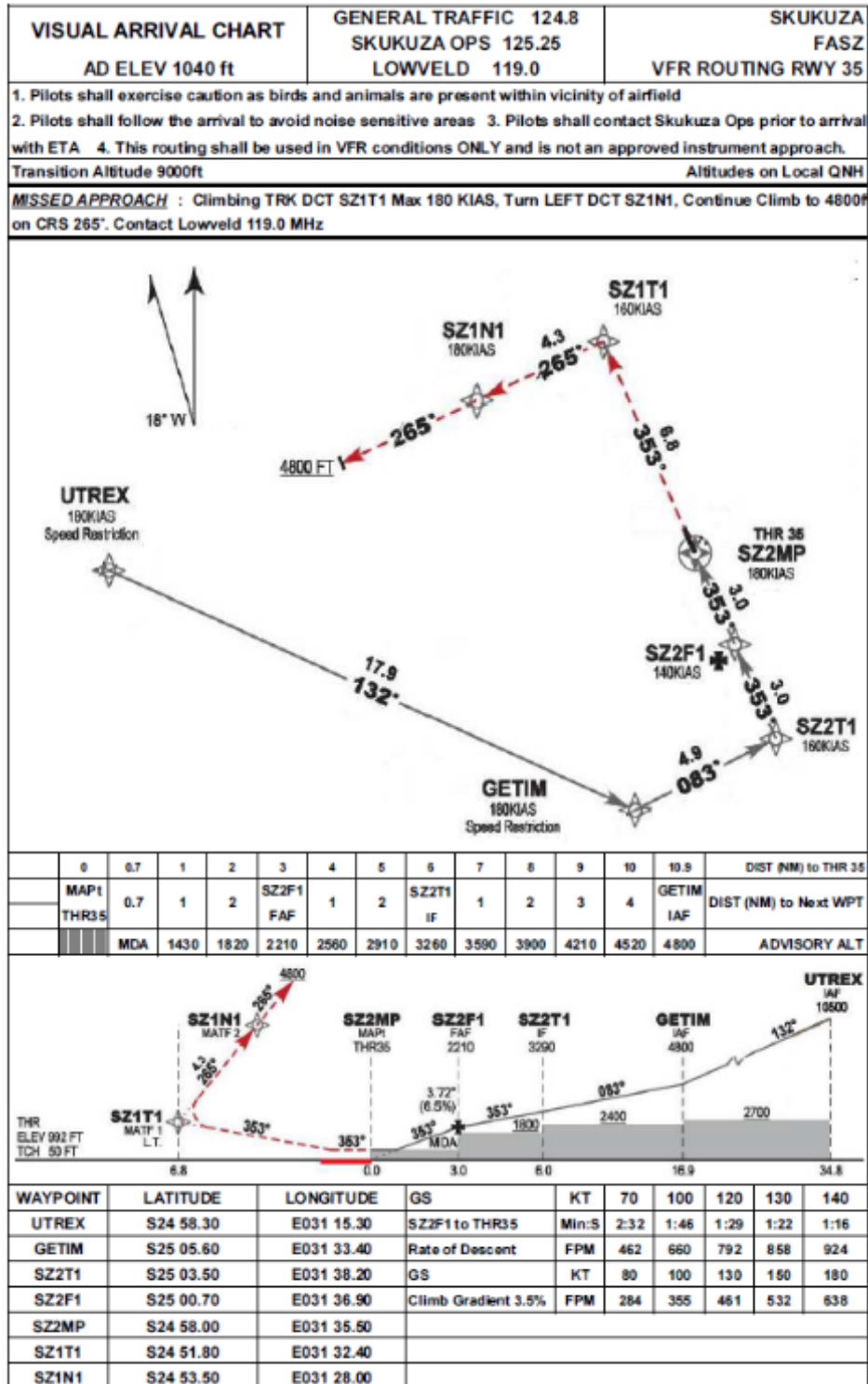
- GNSS approaches for runway 17 and 35.
- Visual Approach Procedure (See attached)
- Firefighting category: CAT 6.
- Parking with tie downs available in the bunker.

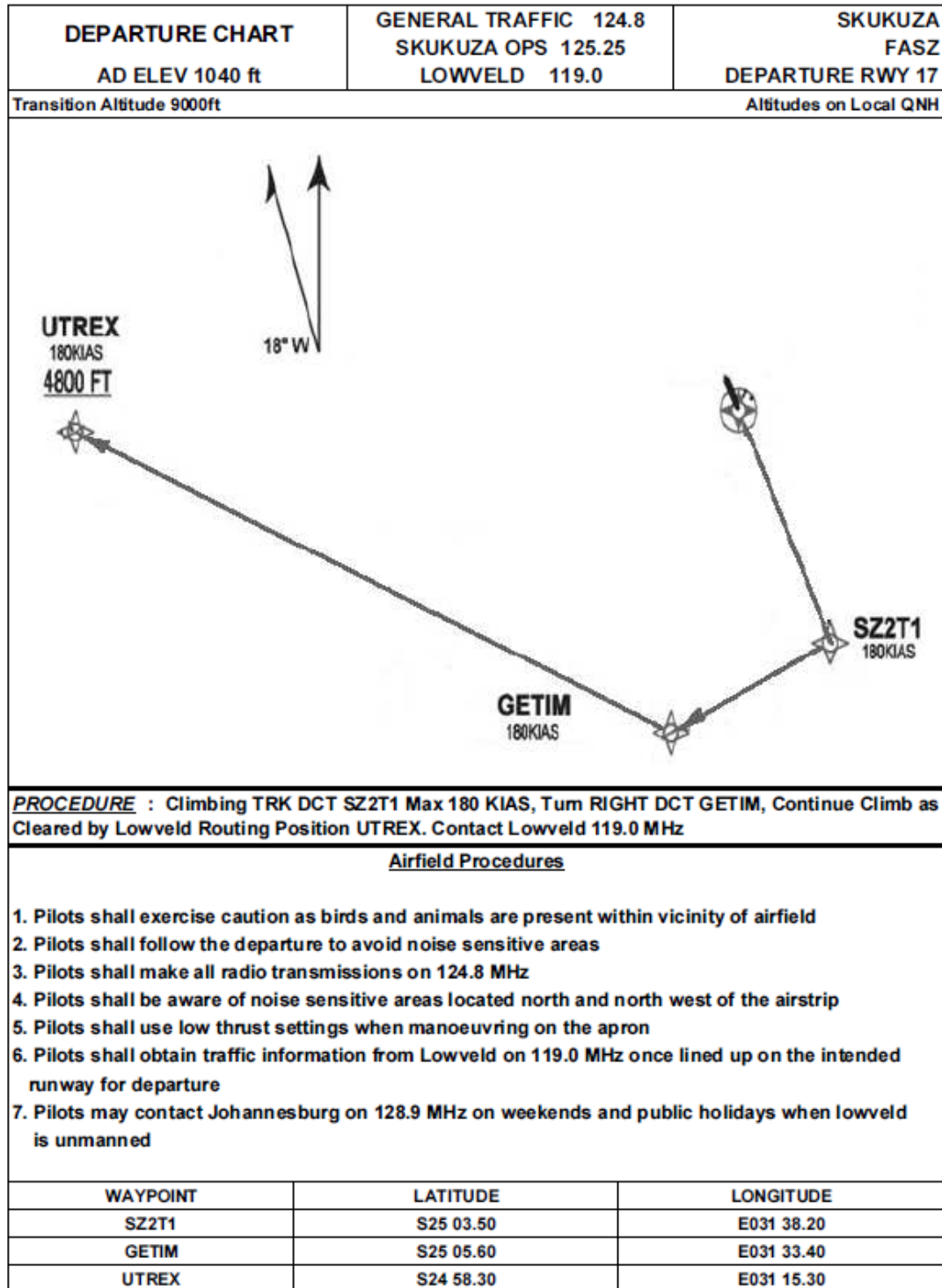
5. VISUAL ARRIVAL RWY 17



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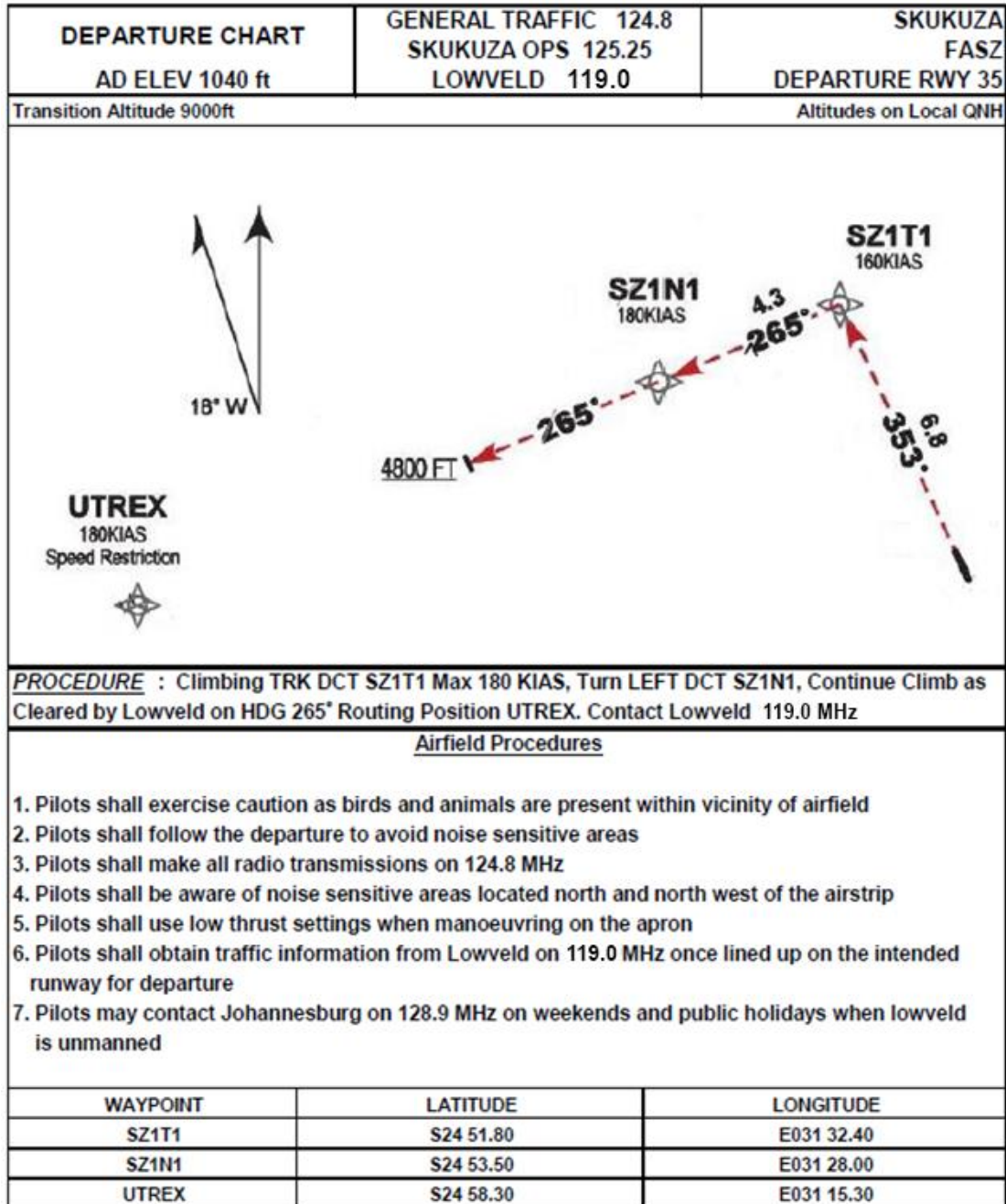
6. VISUAL ARRIVAL RWY 35



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7. DEPARTURE RWY 17


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8. DEPARTURE RWY 35



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9. SKUKUZA – FASZ – AIRFIELD DATA

Airfield Data								
Country	ICAO	IATA	Airfield Category	Airfield Elevation	RWY	Dimensions	MSA	Radar
South Africa	FASZ	SZK	B	1040ft	17/35	1675m x 30m	4800ft	No

Terrain and Geography	Skukuza Airport, located in (or close to) Skukuza has 1 runway, which is 1675 metres long. The geographic coordinates of this airport are 24°57'39" South (-24.960944) and 31°35'19" East (31.588731).
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Special Considerations	<ul style="list-style-type: none"> a) Birds in the vicinity of the airport. b) Wildlife may be present if airport fencing is breached. c) Runway length available for landing 1550m. d) 3.72° slope for the GNSS approach RWY 17 and RWY 35. e) Noise sensitive area. Specified company routing shall be followed except if you cannot comply in an emergency. (See attached chart) f) High concentration of airstrips in the area. (See attached chart) g) High concentration of air traffic in the area. h) Small taxi/apron area. Crew shall take caution whilst taxiing to and from the apron and keep a good lookout. i) Crew shall aim to touchdown not later than the 2nd turning circle when landing RWY 17, if later a go-around shall be initiated. j) Do not delay braking action. Immediate braking shall be applied as per OM-2 Part 2. (Airlink specific) k) Avoid using reverse thrust unless it is absolutely necessary due to noise sensitive area. ("Reverse Buckets" can be used to assist braking.) l) Alternate for the routing from Skukuza to Cape Town shall be filed with FAOB or FALW if weather permits. m) To avoid jet blast, low thrust usage must be used when taxiing, especially when the terminal building is behind the airplane. n) Caution shall be exercised due to the location of Skukuza as different winds are experienced throughout the airfield. o) Crew shall obtain updated wind information at Skukuza before position UTREX.
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Airport Facilities

GNSS approaches for RWY 17 and RWY 35

Firefighting Category: CAT 6

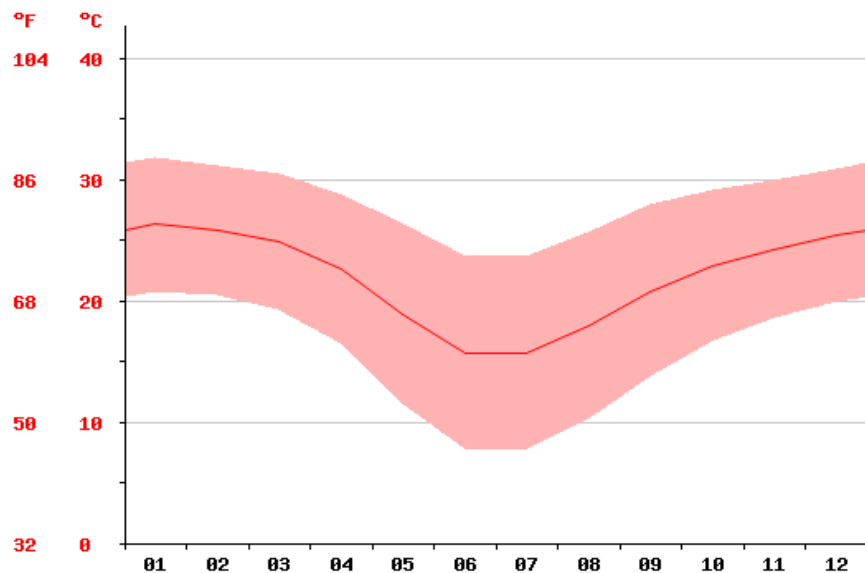
SZ NDB Cloudbreak Procedure

Weather

Climate type is characterised by extremely variable temperature conditions with annual means decreasing and annual ranges increasing poleward, and relatively little precipitation. This climate is typically located deep within the interiors of continents and is contiguous with the tropical desert climates of North and South America and of central Asia. This region type owes its origins to locations deep within continental interiors, far from the windward coasts and sources of moist, maritime air. Remoteness from sources of water vapor is enhanced in some regions by mountain barriers upwind.

The average temperature for the year in Skukuza is 20.6°C. The warmest month, on average, is January with an average temperature of 25.6°C. The coolest month on average is June, with an average temperature of 15°C.

The average amount of precipitation for the year in Skukuza is 596.9mm. The month with the most precipitation on average is January with 109.2mm of precipitation. The month with the least precipitation on average is August with an average of 7.6mm.

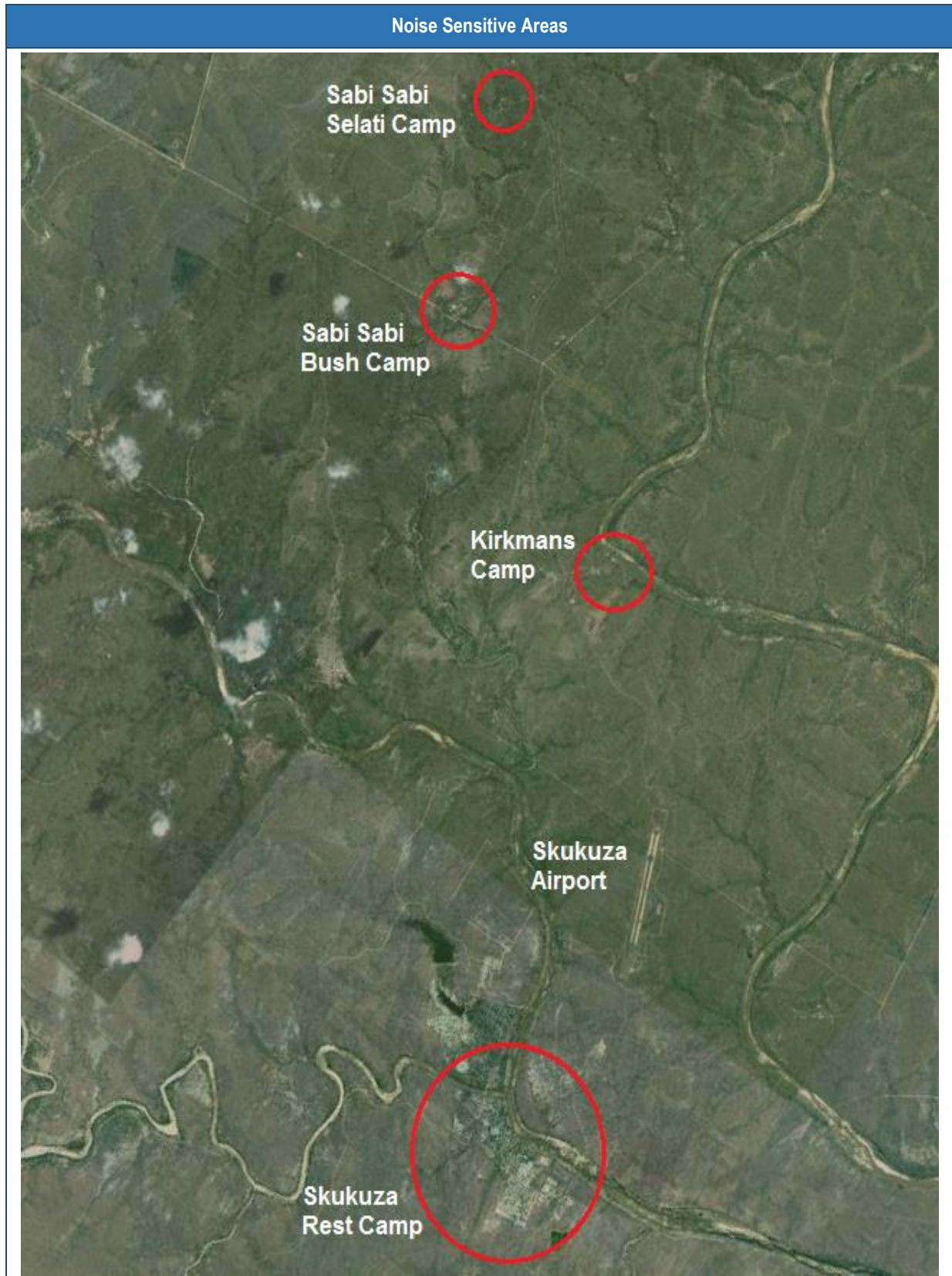
Average Temperature Graph


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10. DEPARTURE AND ARRIVAL PROCEDURES
Departure and Arrival Procedures

- a) Crew shall only follow the procedures below for all Departures and Arrivals to and from Skukuza.
- b) Crew shall not question the routing as given by ATC but should assist them if they are unaware of some of the procedures or waypoint.
- c) Crew shall contact Skukuza on frequency 125.25MHz at least 10 minutes prior to arrival to verify the latest airport QNH, runway in use, and wind, and to inform Skukuza of arrival time.
- d) Crew shall broadcast on 128.35MHz SABI SABI Special Rules for general traffic in the area.
- e) Slot times for General Aviation airplanes will be controlled by Airlink.
- f) SAR shall be cancelled on the ground with Lowveld 119.0.
- g) Before Departure from Skukuza, Lowveld 119.0MHz shall be contacted with the following information:
 - i) Planned departure Runway from Skukuza and flight level on request.
 - ii) Obtain traffic information and squawk code.
 - iii) Crew shall only take-off when Lowveld area can accept the airplane into their airspace.
 - iv) Airlink Published Routing for the departure shall only be required up to FL105. Thereafter ATC will route all airplanes as per their airspace and traffic requirements.
 - v) Crew shall enter the following routings into the FMS for departure:
 - 1) RWY 17: SZ2T1 ➔ GETIM ➔ UTREX
 - 2) RWY 35: SZ1T1 ➔ SZ1N1 ➔ UTREX
 - vi) Crew shall only route to further waypoints once passed 10 500ft due to noise abatement procedures.
 - vii) Lowveld is an information service and will not keep traffic clear of Airlink routing but will advise of other traffic.
- h) Crew shall monitor 124.8MHz, 128.35MHz and 119.0MHz when in the parking bay at Skukuza, especially on the weekend when Lowveld is unmanned.

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11. NOISE SENSITIVE AREAS



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12. SABI SANDS AIRFIELDS

Sabi Sands Airfields



