



SKUKUZA OPERATIONAL BRIEFING

To all pilots

- 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 publish AIP information and that they are responsible for their relevant flight planning as stipulated by the relevant CATS and CARS.
PLEASE NOTE: Available runway length from threshold to threshold is **1465 meters**.
- e) An acknowledgement sheet must be signed and returned back to Airlink acknowledging the procedures contained in the 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 back to Airlink
- h) Aircraft equipped with RNAV capability and trained crew shall use the relevant approach charts (AIP or Jeppenson) 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.

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 124.80 MHz 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) Airlink 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 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 amount 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.**
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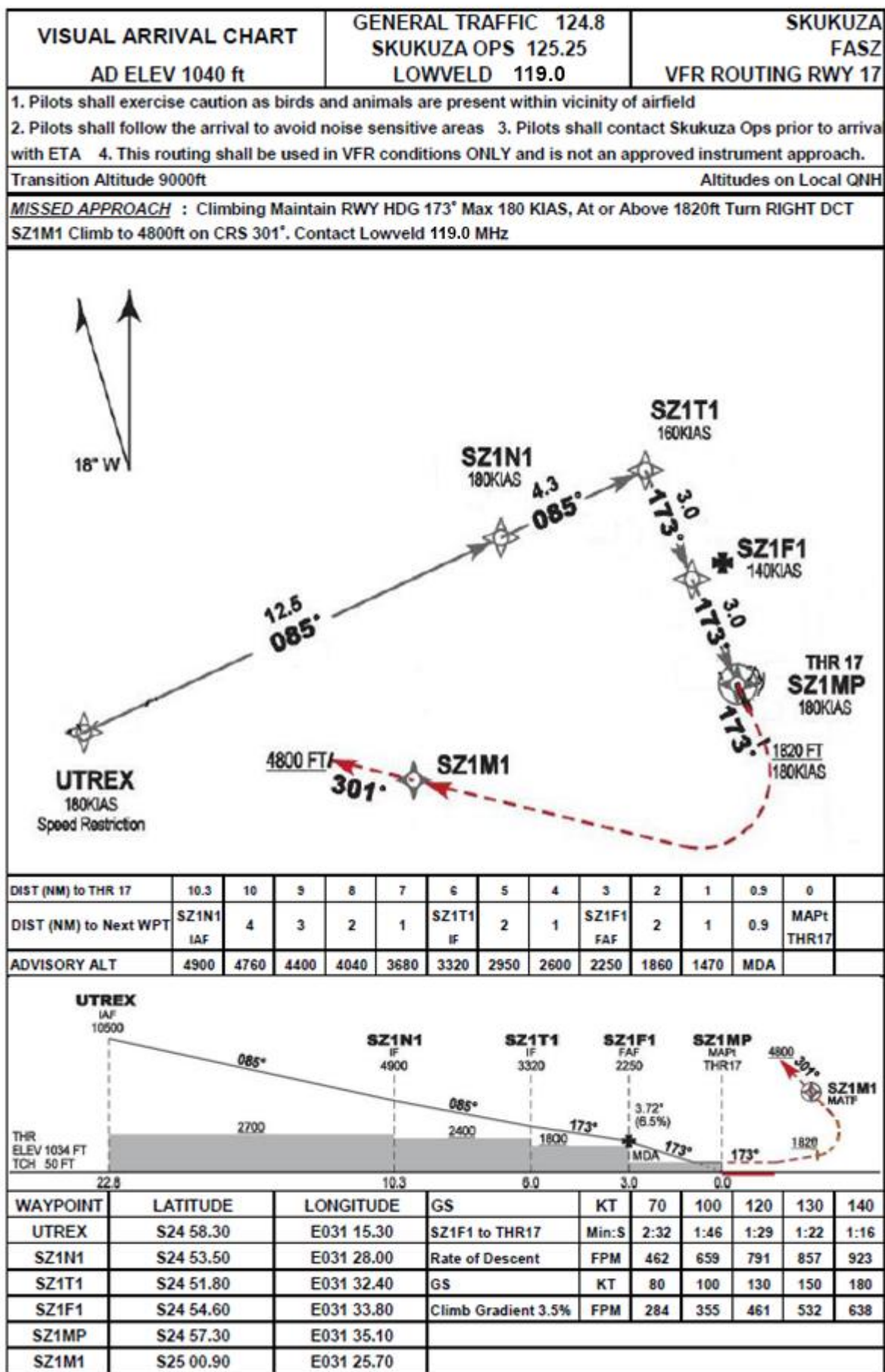
2. SPECIAL CONSIDERATIONS

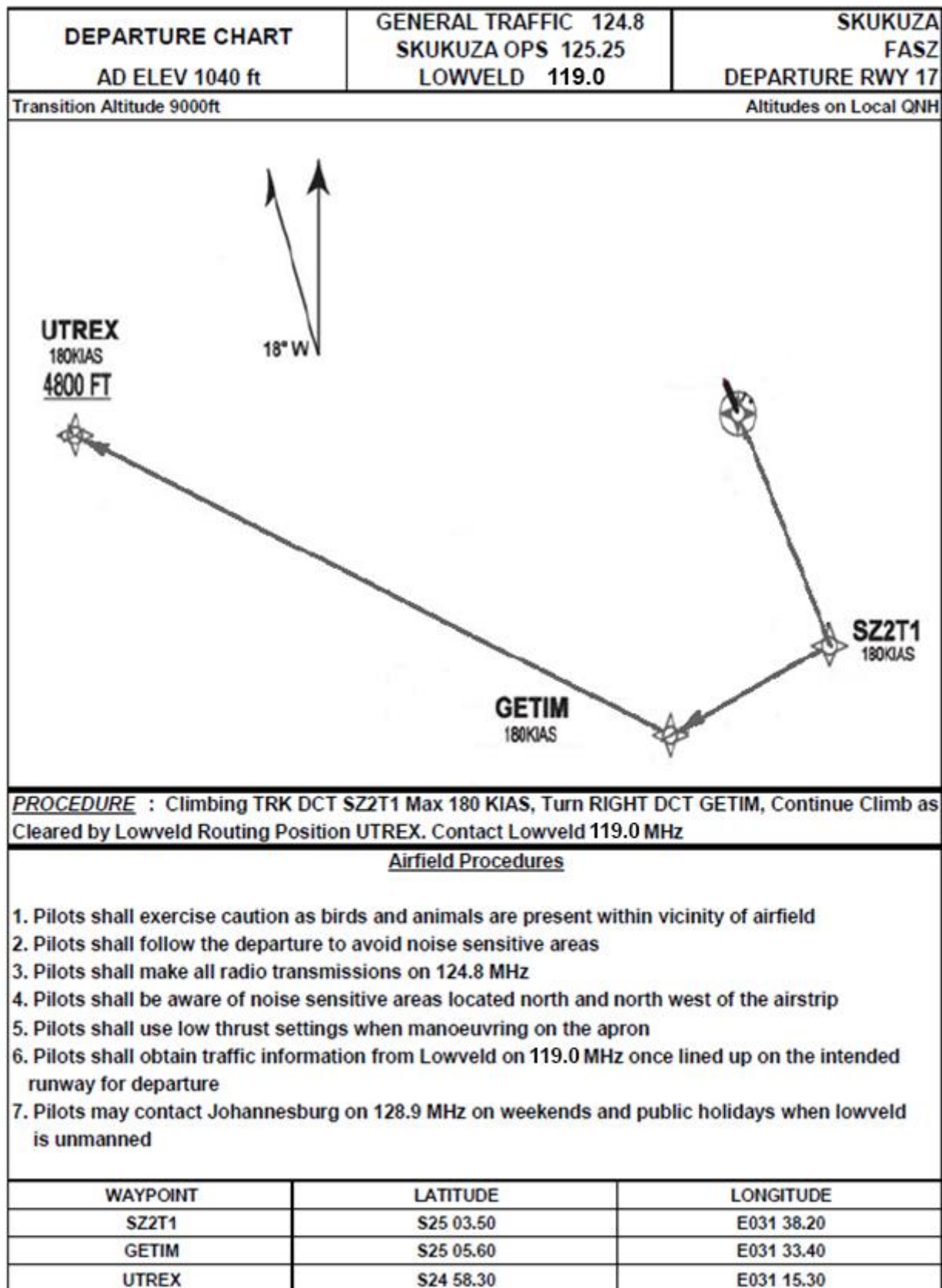
- a) Birds in the vicinity of the airport.
 - b) Wildlife may be present if airport fencing is breached.
 - c) Noise sensitive areas. Specified routing publish shall be followed except, if you can't comply in an emergency.
 - d) The arrival procedure may only be flown in Visual Meteorological Conditions unless GNSS approved.
 - e) Small taxi/Apron area. Crew shall take caution while taxi to and from the apron and keep a good lookout.
 - f) Thrust settings shall be kept at a minimum especially when taxiing to threshold of runway 35.
 - g) Landing shall only take place between 09H00 and 15H00.
 - h) High concentration of airstrips in the area (See Attached Chart).
 - i) **Crew shall not confuse bunker and official apron area. Apron located in front of terminal building.**
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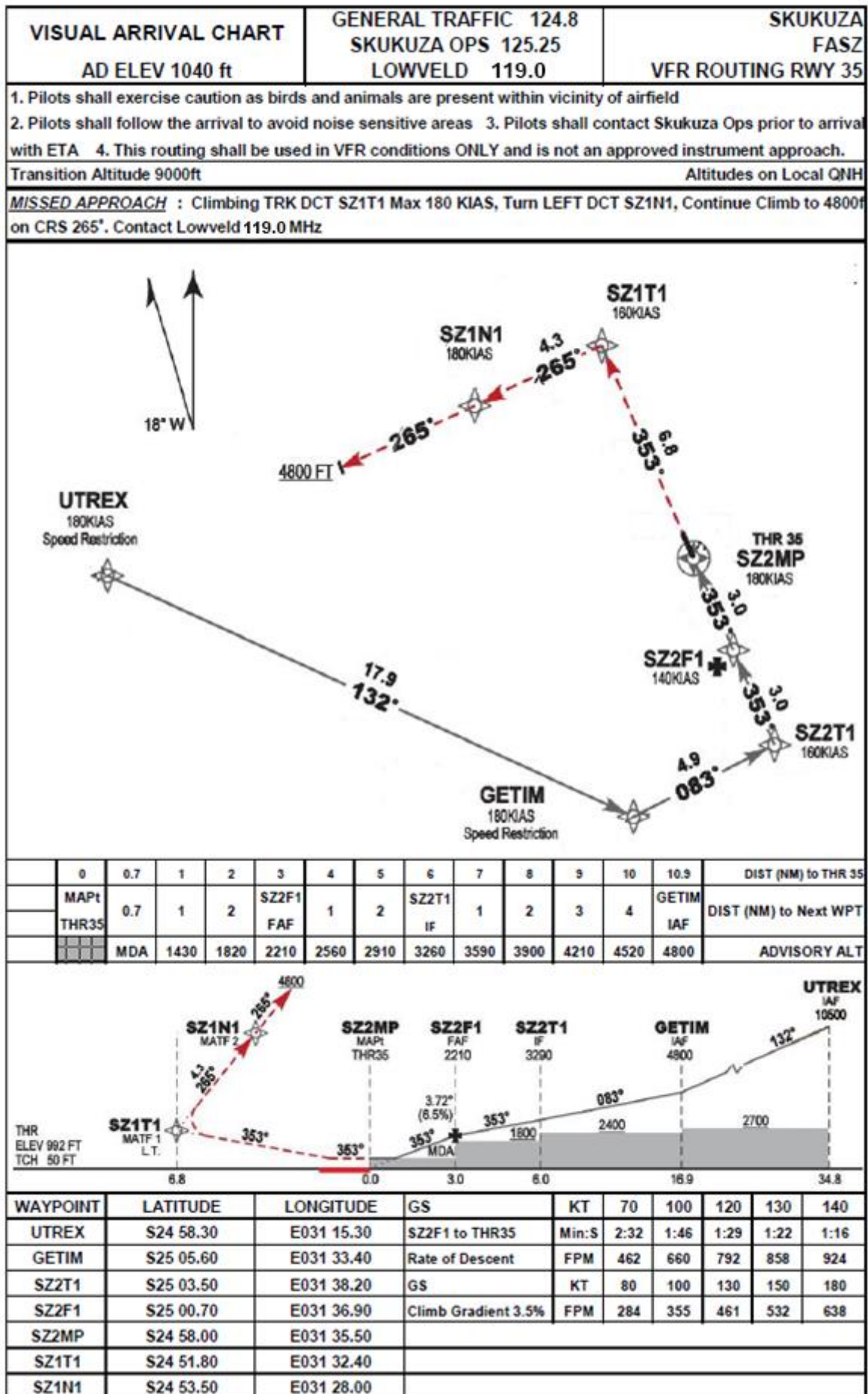
3. AIRPORT FACILITIES

- a) GNSS approaches for runway 17 and 35.

- b) Visual Approach Procedure (See attached)
- c) Firefighting category: CAT 5.
- d) Parking with tie downs available in the bunker.







DEPARTURE CHART AD ELEV 1040 ft	GENERAL TRAFFIC 124.8 SKUKUZA OPS 125.25 LOWVELD 119.0	SKUKUZA FASZ DEPARTURE RWY 35
Transition Altitude 9000ft		Altitudes on Local QNH



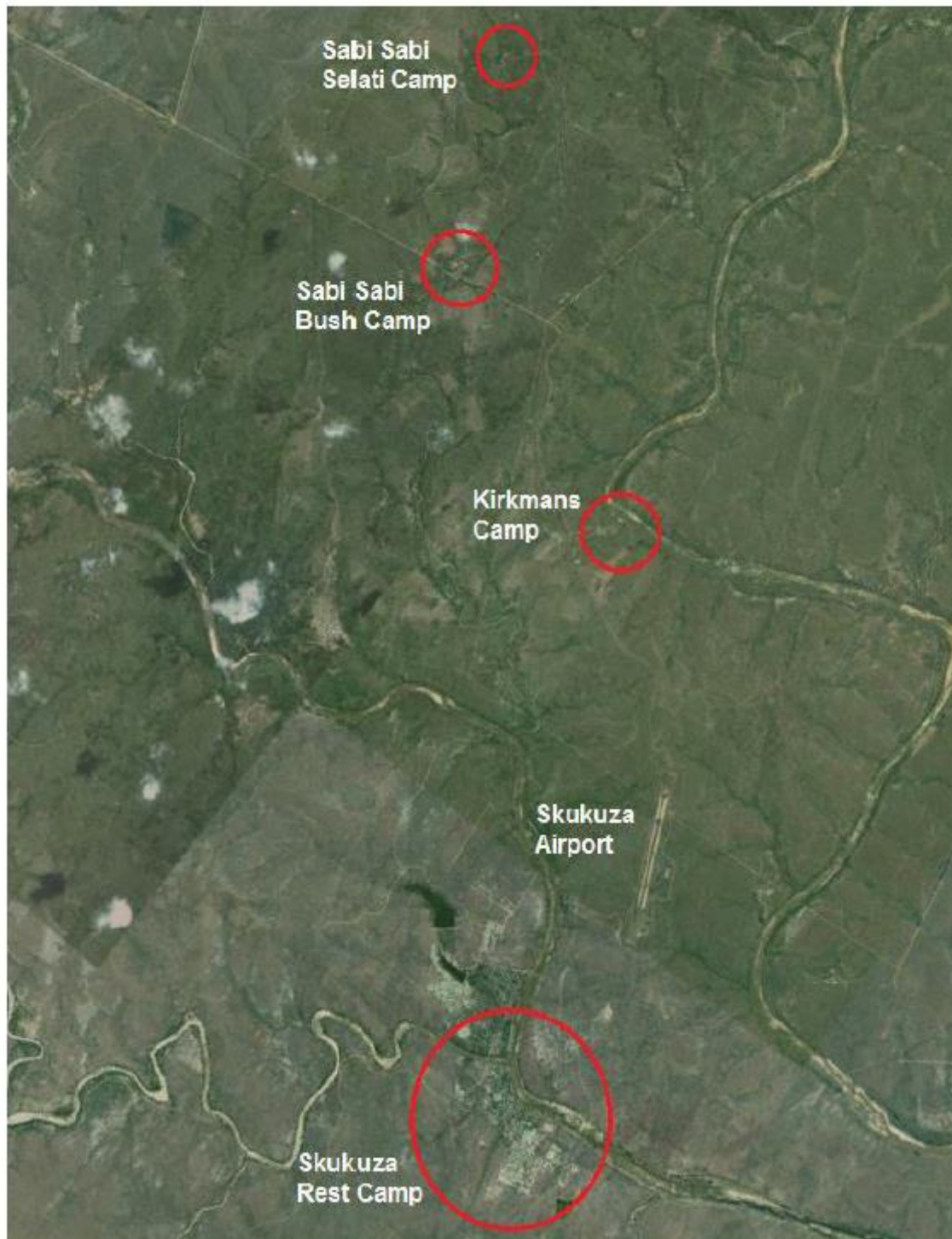
PROCEDURE : Climbing TRK DCT SZ1T1 Max 180 KIAS, Turn LEFT DCT SZ1N1, Continue Climb as Cleared by Lowveld on HDG 265° Routing Position UTREX. Contact Lowveld 119.0 MHz

Airfield Procedures

1. Pilots shall exercise caution as birds and animals are present within vicinity of airfield
2. Pilots shall follow the departure to avoid noise sensitive areas
3. Pilots shall make all radio transmissions on 124.8 MHz
4. Pilots shall be aware of noise sensitive areas located north and north west of the airstrip
5. Pilots shall use low thrust settings when manoeuvring on the apron
6. Pilots shall obtain traffic information from Lowveld on 119.0 MHz once lined up on the intended runway for departure
7. Pilots may contact Johannesburg on 128.9 MHz on weekends and public holidays when lowveld is unmanned

WAYPOINT	LATITUDE	LONGITUDE
SZ1T1	S24 51.80	E031 32.40
SZ1N1	S24 53.50	E031 28.00
UTREX	S24 58.30	E031 15.30

Noise Sensitive Areas



Sabi Sands Airfields

