



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.

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) Crew shall contact Skukuza on frequency 125.25 MHz at least 10 minutes prior to arrival with an ETA.
- d) Pilots may request airport QNH, runway in use, and possible traffic.
- e) Crew shall broadcast on frequency 124.80 MHz for traffic in the area.
- f) Slot times for General Aviation Aircraft will be controlled by Airlink.
- g) SAR shall be cancelled on the ground with Lowveld 119.0.
- h) Before Departure from Skukuza, Lowveld 119.0 shall be contacted with the following information:
 - Planned runway for departure from Skukuza.
 - Obtain traffic information and squawk code.
- i) Crew shall only take off when Lowveld area can accept the aircraft into their airspace.
- j) 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.
- k) On weekends and public holidays, Johannesburg area can be contacted on 128.9 for clearance and search and rescue cancellation.

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.
- 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).

3. AIRPORT FACILITIES

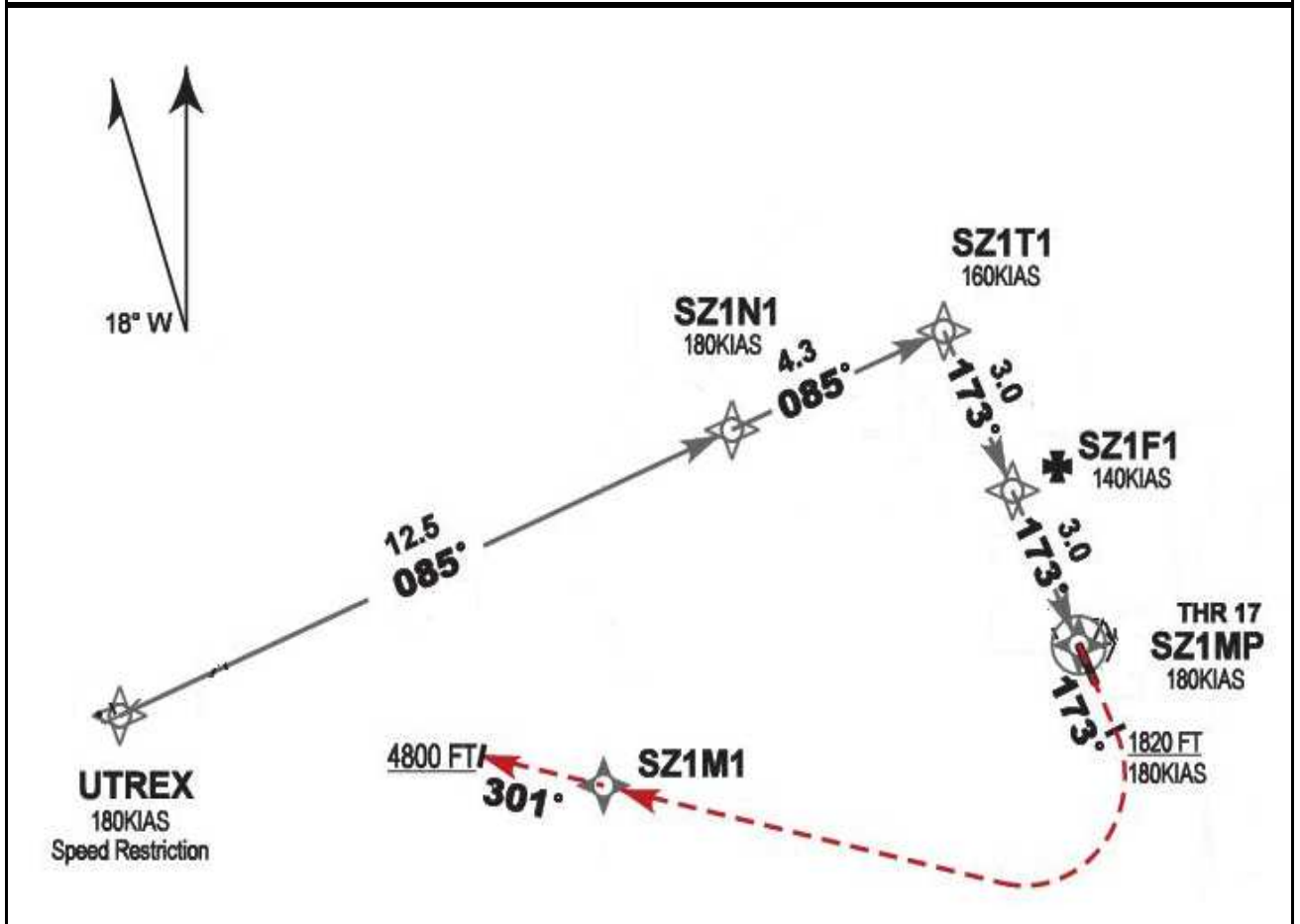
- a) GNSS approaches for runway 17 and 35. (Awaiting final approval).
- b) SZ NDB cloudbreak procedure
- c) Visual Approach Procedure (See attached)
- d) Firefighting category: CAT 5.

VISUAL ARRIVAL CHART AD ELEV 1040 ft	GENERAL TRAFFIC 124.8 SKUKUZA OPS 125.25 LOWVELD 119.0	SKUKUZA FASZ VFR ROUTING RWY 17
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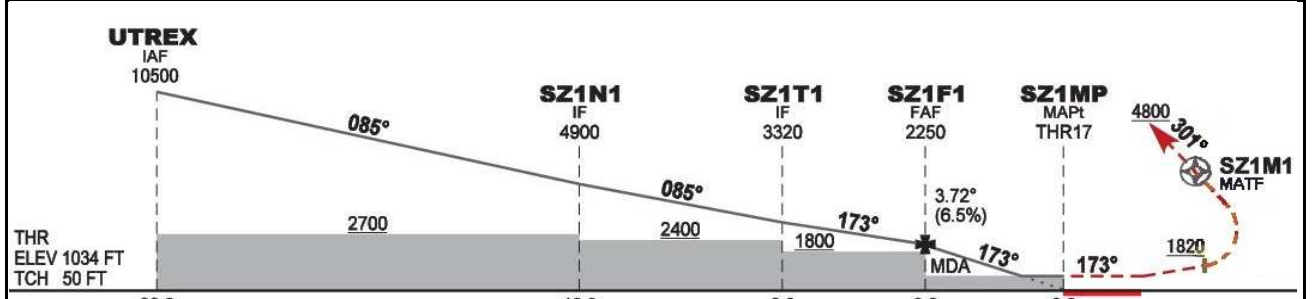
1. Pilots shall exercise caution as birds and animals are present within vicinity of airfield
2. Pilots shall follow the arrival to avoid noise sensitive areas
3. Pilots shall contact Skukuza Ops prior to arrival with ETA
4. This routing shall be used in VFR conditions ONLY and is not an approved instrument approach.

Transition Altitude 9000ft Altitudes on Local QNH

MISSED APPROACH : Climbing Maintain RWY HDG 173° Max 180 KIAS, At or Above 1820ft Turn RIGHT DCT SZ1M1 Climb to 4800ft on CRS 301°. Contact Lowveld 119.0 MHz



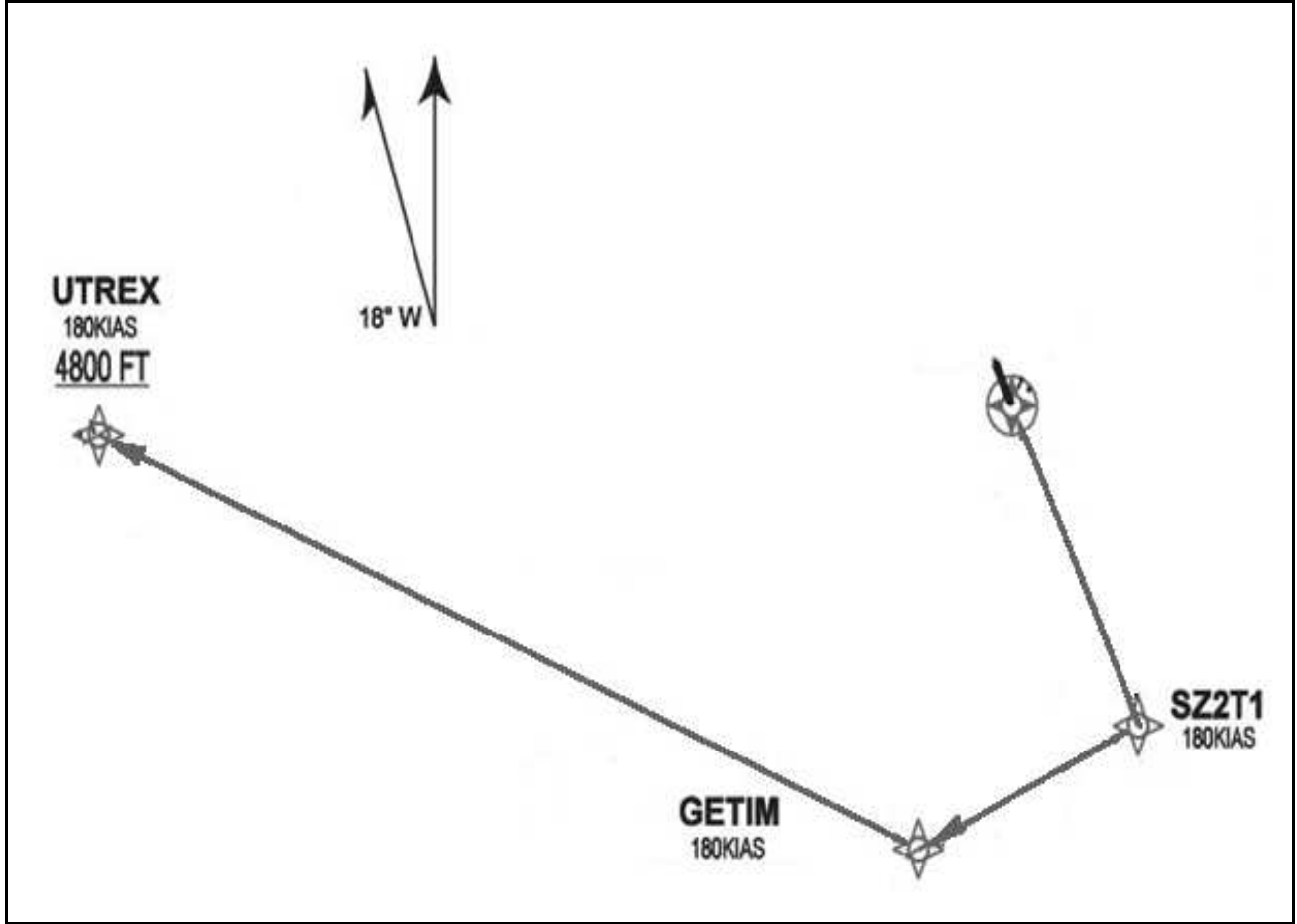
DIST (NM) to THR 17	10.3	10	9	8	7	6	5	4	3	2	1	0.9	0	
DIST (NM) to Next WPT	SZ1N1 IAF	4	3	2	1	SZ1T1 IF	2	1	SZ1F1 FAF	2	1	0.9	MAPt THR17	
ADVISORY ALT	4900	4760	4400	4040	3680	3320	2950	2600	2250	1860	1470	MDA		



WAYPOINT	LATITUDE	LONGITUDE	GS	KT	70	100	120	130	140
UTREX	S24 58.30	E031 15.30	SZ1F1 to THR17	Min:S	2:32	1:46	1:29	1:22	1:16
SZ1N1	S24 53.50	E031 28.00	Rate of Descent	FPM	462	659	791	857	923
SZ1T1	S24 51.80	E031 32.40	GS	KT	80	100	130	150	180
SZ1F1	S24 54.60	E031 33.80	Climb Gradient 3.5%	FPM	284	355	461	532	638
SZ1MP	S24 57.30	E031 35.10							
SZ1M1	S25 00.90	E031 25.70							

DEPARTURE CHART AD ELEV 1040 ft	GENERAL TRAFFIC 124.8 SKUKUZA OPS 125.25 LOWVELD 119.0	SKUKUZA FASZ DEPARTURE RWY 17
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Transition Altitude 9000ft Altitudes on Local QNH



PROCEDURE : Climbing TRK DCT SZ2T1 Max 180 KIAS, Turn RIGHT DCT GETIM, Continue Climb as Cleared by Lowveld 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

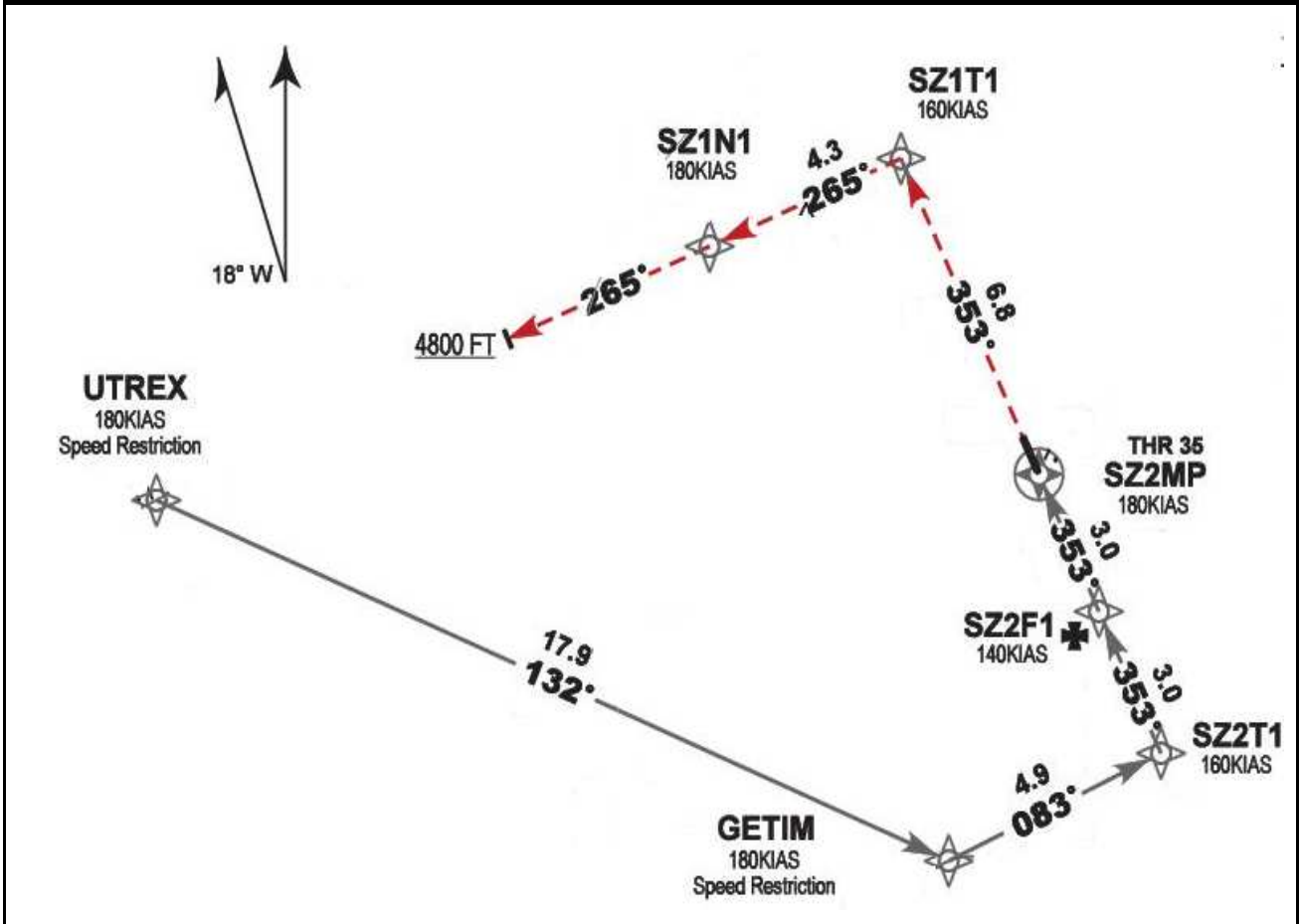
WAYPOINT	LATITUDE	LONGITUDE
SZ2T1	S25 03.50	E031 38.20
GETIM	S25 05.60	E031 33.40
UTREX	S24 58.30	E031 15.30

VISUAL ARRIVAL CHART AD ELEV 1040 ft	GENERAL TRAFFIC 124.8	SKUKUZA
	SKUKUZA OPS 125.25	FASZ
	LOWVELD 119.0	VFR ROUTING RWY 35

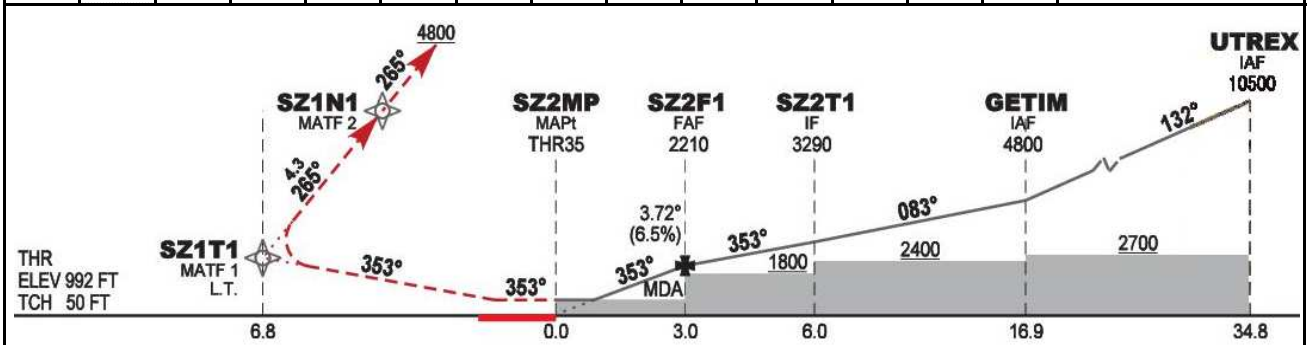
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Transition Altitude 9000ft Altitudes on Local QNH

MISSED APPROACH : Climbing TRK DCT SZ1T1 Max 180 KIAS, Turn LEFT DCT SZ1N1, Continue Climb to 4800ft on CRS 265°. Contact Lowveld 119.0 MHz



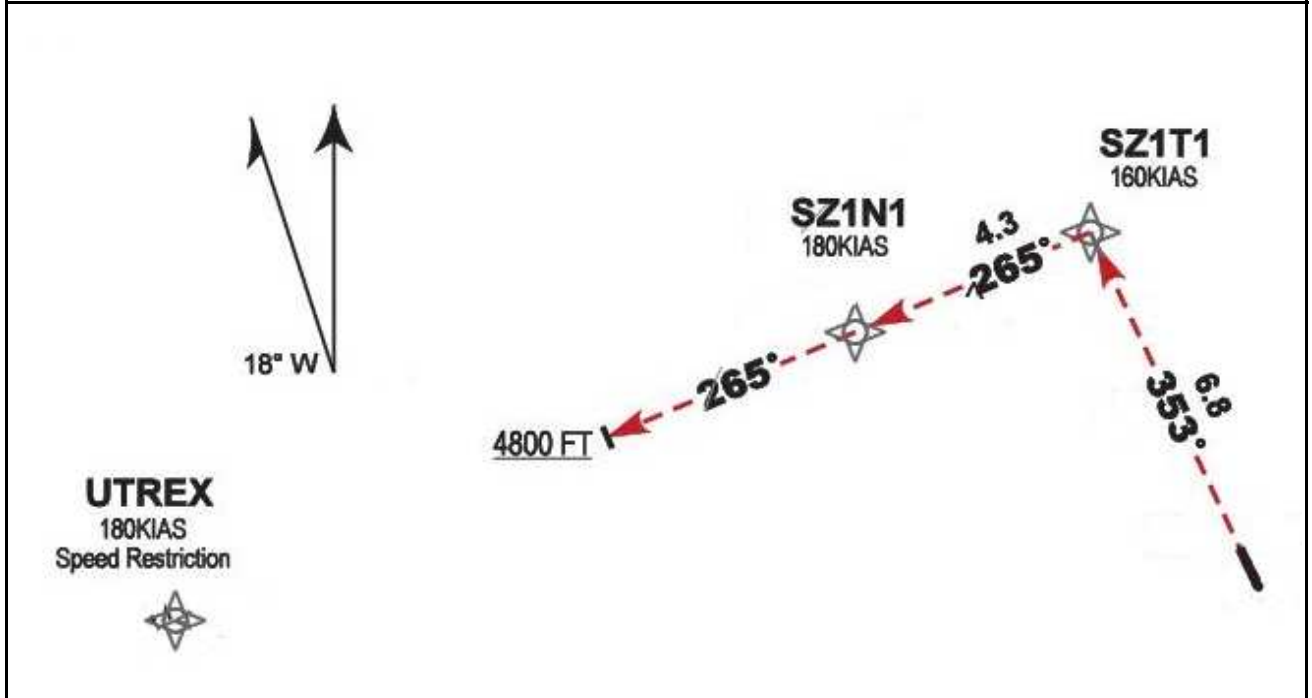
	0	0.7	1	2	3	4	5	6	7	8	9	10	10.9	DIST (NM) to THR 35
MAPt	THR35	0.7	1	2	SZ2F1 FAF	1	2	SZ2T1 IF	1	2	3	4	GETIM IAF	DIST (NM) to Next WPT
	MDA	1430	1820	2210	2560	2910	3260	3590	3900	4210	4520	4800		ADVISORY ALT



WAYPOINT	LATITUDE	LONGITUDE	GS	KT	70	100	120	130	140
UTREX	S24 58.30	E031 15.30	SZ2F1 to THR35	Min:S	2:32	1:46	1:29	1:22	1:16
GETIM	S25 05.60	E031 33.40	Rate of Descent	FPM	462	660	792	858	924
SZ2T1	S25 03.50	E031 38.20	GS	KT	80	100	130	150	180
SZ2F1	S25 00.70	E031 36.90	Climb Gradient 3.5%	FPM	284	355	461	532	638
SZ2MP	S24 58.00	E031 35.50							
SZ1T1	S24 51.80	E031 32.40							
SZ1N1	S24 53.50	E031 28.00							

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



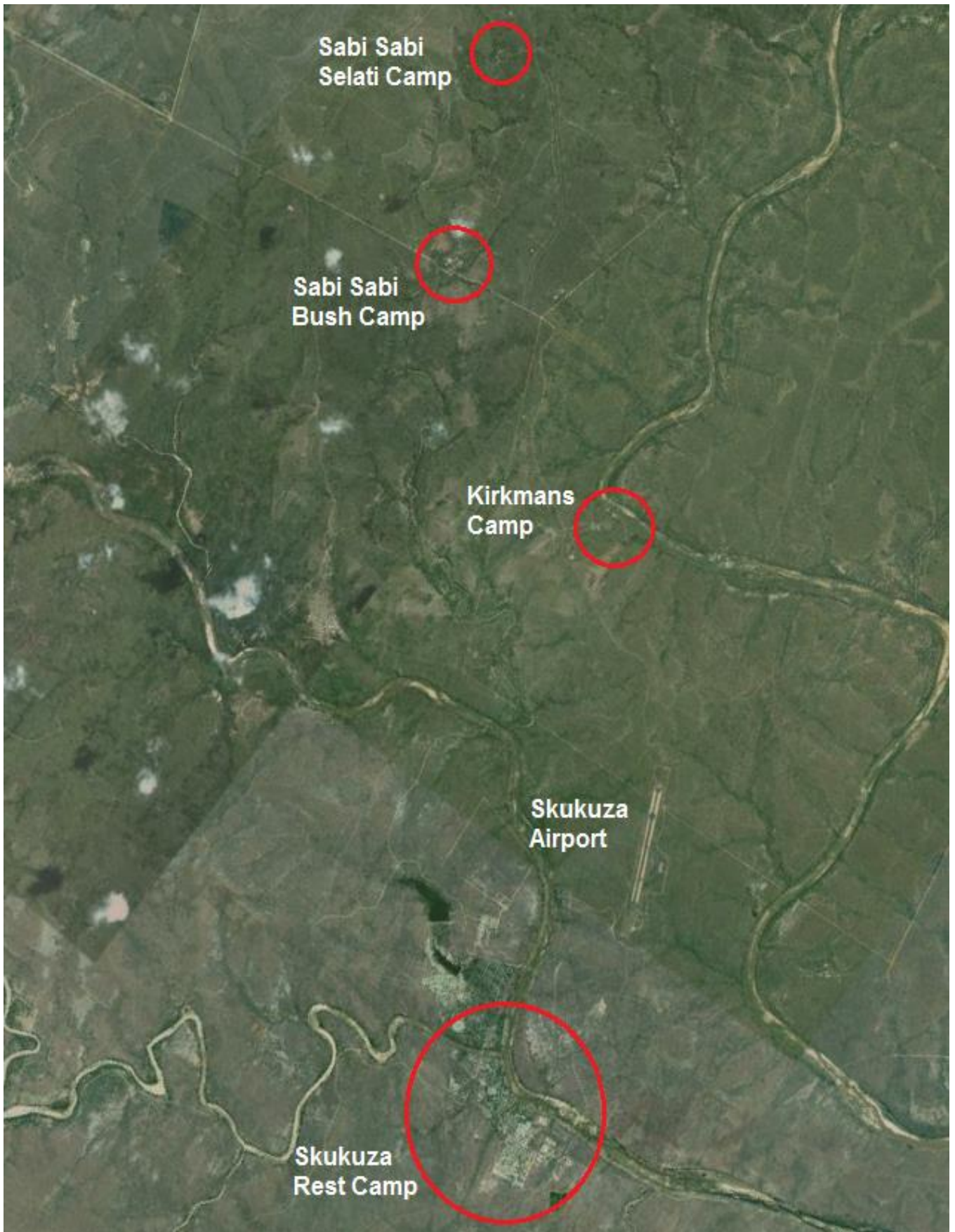
PROCEDURE : Climbing TRK DCT SZ1T1 Max 180 KIAS, Turn LEFT DCT SZ1N1, Continue Climb as Cleared by Lowveld on HDG 265° Routing Position UTREX. Contact Lowveld 119.0 MHz

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
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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

