



FAOH AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

<i>Designations RWY NR</i>	<i>True BRG</i>	<i>Dimensions of RWY (M)</i>	<i>Strength (PCN) and surface of RWY and SWY</i>	<i>THR coordinates RWY end coordinates THR geoid undulation</i>	<i>THR elevation and highest elevation of TDZ of precision APP RWY</i>	<i>Slope of RWY-SWY</i>
1	2	3	4	5	6	7
04	011°	1701 x 30	ASPH LCN 45	333651.99S 0221113.07E	1040FT	0.004U
22	191°	1701 x 30	ASPH LCN 45	333600.88S 0221127.02E	1061FT	0.004D
<i>SWY Dimensions (M)</i>	<i>CWY Dimen- sions (M)</i>	<i>Strip Dimensions (M)</i>	<i>RESA dimensions (M)</i>	<i>Location (which runway end) and description of arresting system (if any);</i>	<i>OFZ</i>	<i>Remarks</i>
8	9	10	11	12	13	14
86	NIL	1821 X 80	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL
NIL	NIL	1821 X 80	NIL INFO AVBL	NIL INFO AVBL	NIL INFO AVBL	NIL

FAOH AD 2.13 DECLARED DISTANCES

<i>RWY Designator</i>	<i>TORA (M)</i>	<i>TODA (M)</i>	<i>ASDA (M)</i>	<i>LDA (M)</i>	<i>Remarks</i>
1	2	3	4	5	6
04	1615	1615	1701	1701	NIL
22	1701	1701	1701	1615	NIL

FAOH AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT Type, LEN and INTST	THR LGT Colour and WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Centre Line LGT LEN, spacing, colour, INTST	RWY Edge LGT, LEN, spacing, colour, INTST	RWY End LGT Colour and WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
04	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL
22	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL

FAOH AD 2.15 OTHER LIGHTING SYSTEMS, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	NIL
2	LDI location and LGT Anemometer location and LGT	NIL
3	TWY edge and centre line lighting	NIL
4	Secondary power supply and switch-over time	NIL
5	Remarks	NIL

FAOH AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or FATO Geoid undulation	NIL
2	TLOF and/or FATO elevation M/FT	NIL
3	TLOF and FATO area dimensions, surface, strength, marking	NIL
4	True BRG of FATO	NIL
5	Declared distance available	NIL
6	APP and FATO lighting	NIL
7	Remarks	NIL



FAOH AD 2.17 ATS AIRSPACE

1	<i>Designation and lateral limits</i>	ATZ Circle Radius:- 5 NM Centre: 333600S 0221100E Excluding FAR47.
2	<i>Vertical limits</i>	GND/6000FT ALT
3	<i>Airspace classification</i>	Class G
4	<i>ATS unit call-sign Language</i>	English - Oudtshoorn Radio
5	<i>Transition altitude</i>	NIL INFO AVBL
6	<i>Remarks</i>	AFIS Provided by AIFA

FAOH AD 2.18 ATS COMMUNICATION FACILITIES

<i>Service designation</i>	<i>Call sign</i>	<i>Frequency</i>	<i>Hours of operation</i>	<i>Remarks</i>
1	2	3	4	5
AFIS	Oudtshoorn Radio	131.1 MHz transmits and receives	MON-FRI: 0600-1300, SAT-SUN: NIL PUBLIC HOL: NIL	Oudtshoorn Radio unmanned occasionally due to NIL flight school activity.

FAOH AD 2.19 RADIO NAVIGATION AND LANDING AIDS

<i>Type of aid, MAG VAR, Type of supported OPS (for VOR/ ILS/MLS, give declination)</i>	<i>ID</i>	<i>Frequency</i>	<i>Hours of operation</i>	<i>Position of transmitting antenna coordinates</i>	<i>Elevation of DME transmitting antenna</i>	<i>Remarks</i>
1	2	3	4	5	6	7
NIL	NIL	NIL	NIL	NIL	NIL	NIL

FAOH AD 2.20 LOCAL AERODROME REGULATIONS

<p>(1) All traffic routing inbound to establish contact with Oudtshoorn Radio on frequency 131.100 MHz at the following reporting points: Aircraft inbound from the East to report at Dysselsdorp (333430S, 0222460E) at 4500' ALT initially and then routing to Railway Crossing (333508S, 0221737E) at 3500' ALT. Aircraft inbound from the South to report 1NM East of the Candy Cane Mast (334015S, 0221559E) at 3500' ALT. Aircraft inbound from the West to report 1NM North of the Lovebridge (333824S, 0220526E) at 3500' ALT. Traffic inbound from the North to report at Schoemanshoek (333126S, 0221404E) at 3500' ALT. Aircraft routing outbound to maintain 2500' ALT or below until 5NM.</p> <p>(2) Circuit Pattern: RWY 22- left hand, RWY 04 Right hand.</p> <p>(3) Very active Flight Training school. High volume of flight training aircraft leaving & entering the ATZ.</p> <p>(4) Warning: SE BOUNDARY FAR 47 GND/FL195 1NM NW of AD.</p>
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FAOH AD 2.21 NOISE ABATEMENT PROCEDURES
NIL INFO AVBL

FAOH AD 2.22 FLIGHT PROCEDURES

<p>1) Returning / routing to the FAOH ATZ Class G Aerodrome with a suspected RCF: (During FAOH ATSU operational hours of duty and in VMC)</p> <ul style="list-style-type: none">i) Squawk 7600 (if transponder equipped)ii) Make the relevant blind broadcasts to advise all traffic of intended routing and procedures.iii) Route towards the FAOH Aerodrome maintaining 3500 FT and switch all navigation lights on.iv) On entering the ATZ descend to 3100 FT (1000 FT above CCT altitude) routing overhead the Aerodrome. Once the traffic is overhead the Aerodrome, descend on the dead side (West side of RWY) of the Aerodrome and then position either left downwind RWY 22 or right hand downwind RWY 04 while descending to circuit altitude (positioning dependant on runway in use at the time as determined by the pilot).v) Continue to make relevant blind broadcasts while in the circuit pattern.vi) Position on final to land in a safe manner continually looking out for other traffic.vii) Land and vacate the relevant runway in use and taxi following the safest possible route to the apron.viii) Contact with FAOH ATC either telephonically or in person to advise of safe landing and to assist with details required for the completion of a relevant report if aircraft belongs to AVIC International Flight Training Academy or Mandatory Occurrence Report if a visiting aircraft. <p>2) Returning / routing to the FAOH ATZ Class G Aerodrome with a suspected RCF: (Outside FAOH ATSU operational hours of duty and in VMC)</p> <ul style="list-style-type: none">i) Squawk 7600 (if transponder equipped).ii) Make the relevant blind broadcasts to advise all traffic of intended routing and procedures.iii) Route towards the FAOH Aerodrome maintaining 3500 FT. Switch all navigation lights on.iv) On entering the ATZ descend to 3100 FT (1000 FT above CCT altitude) routing overhead the Aerodrome. Once the traffic is overhead the Aerodrome, descend on the dead side of the Aerodrome (West side of RWY) and then position either left downwind RWY 22 or right hand downwind RWY 04 while descending to circuit altitude (positioning dependant on runway in use at the time as determined by the pilot).v) Continue to make relevant blind broadcasts while in the circuit pattern.vi) Position on final to land in a safe manner. Continue look out for other traffic.vii) Land and vacate the relevant runway in use and taxi following the safest possible route to the apron.

FAOH AD 2.23 ADDITIONAL INFORMATION
NIL INFO AVBL

FAOH AD 2.24 CHARTS RELATED TO AN AERODROME

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