



FAPE AD 2.21 NOISE ABATEMENT PROCEDURES

1. Incorporated in the Chief Dawid Stuurman Standard Instrument Departures.
2. See FAPE AD 2.3 (12)
3. See ENR 1.5, Noise Abatement Procedures.

FAPE AD 2.22 FLIGHT PROCEDURES

1. Low visibility procedures implemented.
2. Traffic under radar control being vectored for an ILS approach RWY 08 can expect to leave 3000FT on the glide slope due to limited radar coverage to the west of VOR PEV.

HELICOPTER PROCEDURES

Inbound flights

1. All helicopters to avoid overflying any buildings (incl. the terminal, tower), the Shell fuel depot and the General Aviation Area at all times.
2. All helicopters routing into Chief Dawid Stuurman International Airport, whether landing at the General Aviation Area or Main Apron, must route inbound via the grass centre block, north of runway 08/26, in line with the RWY08 Glide path hut.
3. Helicopters wishing to park on the Main Apron must liaise their parking bay with Apron Office on frequency 122.65 MHz, and report the bay to tower timeously for inbound routing.
4. Helicopters wishing to land in the General Aviation Area must route via the grass centre block, north of runway 08/26 at all times to Taxiway A3, where they must enter and touch down to terminate the flight at the holding point and request that the gates be opened by Apron Office on frequency 122.65 MHz. They must then obtain clearance from Tower on frequency 118.1MHz to cross Taxiway A.
5. Once this clearance has been given, they must then air taxi (not above 15 feet above the ground), to taxi through the gates.
6. They must follow the centerline markings on Charlie taxiway inside the GA to the heli parking where they must land in a easterly/westerly direction.
7. After landing the helicopter must be towed to its parking spot to make room for the next helicopter to land.
8. All fixed wing aircraft shall hold at the holding points on Taxiway Charlie whilst helicopters hover taxi to the heli parking.

Outbound flights

1. All helicopters to avoid overflying any buildings (incl. the terminal, tower), the Shell fuel depot and the General aviation area at all times.
2. All helicopters in the General aviation area wishing to start must be towed to and on the helipad, request to do so on frequency 122.1 MHz, and when ready contact Apron Office on frequency 122.65 MHz to open the gate, thereafter contact TWR on frequency 118.1 MHz to lift.
3. Once they have been given lift, helicopters must air taxi (not above 15 feet) via the center line markings on Charlie taxiway to the gate.
4. All fixed wing aircraft shall hold at the holding points on Taxiway C whilst helicopters hover taxi from the heli parking.
5. Once the gate is open, helicopters must air taxi through the gate to Taxiway A3 – keeping a look out for other taxiing aircraft. From there, helicopters must route as per Tower instructions via the grass centre block north of runway 08/26.
6. The emergency EMS helicopter, as well as helicopters involved in Netstar tracking operations will be exempt from departing from the heli parking when they are called out. These pilots are to ensure safety around their aircraft before starting and lifting.
7. Fixed wing procedure in GA. All fixed wing aircrafts shall hold at designated holding points on Charlie taxi way, and GA taxi lanes whilst helicopters air taxi to and from the heli parking.

FAPE AD 2.23 ADDITIONAL INFORMATION

1. VFR TFC routing along the coastline BTN Chief Dawid Stuurman and Progress Airfield / Maitland River Mouth should EXER CTN for TFC operating in Seaview Airfield. The Seaview (Private) Airfield is situated WI the Chief Dawid Stuurman CTR: (340005S 0252111E).
The circuit ALT is 1000FT and the circuit pattern is to the South.

2. Hazard: Bird activity on AD.

3. Warning: Cape Receife Rifle Range 3.5NM SSE of AD.
Area 340100S 0253900E - 340100S 025400E - 340300S 025400E - 340300S 0253900E.
Danger height GND/5000 FT GND. Co-ordination BTN Range & ATC in force DRG exercises.

4. RWY Inspections: No circuit training flights will be permitted DRG the mandatory dawn and dusk RWY inspections: Times: Dawn: 0400-0430
Dusk: JAN-APR BTN 1600-1630, MAY-AUG BTN 1500-1530, SEP-DEC BTN 1600-1630.

5. No Microlight operations permitted at FAPE.

FAPE AD 2.24 CHARTS RELATED TO AN AERODROME

AD	-AD-01
Aircraft parking/Docking Chart	-AD-02
ILS RWY 08	-ILS-01
Data tabulation 08	-ILS-01A
ILS Z RWY 26	-ILS-02
VOR Z RWY 08	-VOR-01
VOR Z RWY 26	-VOR-02
Radar Terrain Clearance	-RAD-01
RNAV RWY 08	-RNAV-01
Data tabulation 08	-RNAV-01A
RNAV RWY 26	-RNAV-02
Data tabulation 26	-RNAV-02A
The following charts are AVBL on the CAA website: www.caa.co.za Precision APCH Terrain Chart RWY 01 Precision APCH Terrain Chart RWY 02 AD OBST Type A	The following charts are AVBL on the CAA website: www.caa.co.za -PATC-01 -PATC-02 -OBST Type A-01