



**St Francis Field Homeowners' Association
FACF - Airfield Operations**

FACF – ST FRANCIS AIRFIELD

FLYING PROCEDURES JUNE 2021

Frequency 130.35 www.stfrancisfield.com

	HOA members and hangar owners	Visiting, annual and casual pilots
1. CLUBHOUSE/OFFICE/WC	There is an office with WC facilities, tea, coffee, water etc available for use by all pilots and pax. This is situated in the western hangar block facing the runway and is clearly marked. The code to open the gate and also to deactivate the alarm inside is 1097#. The alarm is off in weekday working hours. Feel welcome to make use of this facility. Please re-activate the alarm on leaving if it was already activated.	
2. PERMISSION REQUIRED	No member is to use airfield without having advised the HOA of details of his/her aircraft, having paid the due levies and having submitted a signed indemnity to the HOA.	No aircraft to use airfield without prior written permission and having submitted the signed indemnity and landing fee. Such applications can be made online on our website.
3. CIRCUITS	All training circuits must be conducted to the north of the airfield (IE right hand for RW28 and left hand for RW10). Only one aircraft to conduct ongoing circuits at any one time. Pilots to exercise discretion regarding time, duration and noise level of specific aircraft.	No circuits are allowed except with prior permission of the HOA.
4. BUILT UP AREAS.	Pilots are to avoid flying below 1000 feet over, or within 2000 feet horizontally of, any built up area within 5nm of the airfield, except for the purpose of landing or taking off.	
5. MOWING and ANIMALS	The runway and ramp areas need to be mowed regularly, please always be on the lookout for the tractor on the runway when approaching and if necessary, attract the driver's attention with a low slow fly past to enable him to clear the runway before landing. We shall advise pilots of planned mowing activity on the pilots WhatsApp group. Pilots to be aware the Airpark is a nature reserve and from to time there might be an animal such as a bushbuck or porcupine on the runway, especially at night.	
6. EARLY TURNOUT	All approaches and takeoffs must be direct on centre line from or until 500ft. i.e. no early turnouts.	
7. CA Regulations (2011)	Pilots will always adhere strictly to all relevant Civil Aviation Regulations and NOTAM's that may be in force.	
8. RADIO	All aircraft to be equipped with a functional radio to enable communication on 130.35MHz (PE Special Rules Area). All pilots to make standard radio calls within 5 nm of the field below 1500 ft AGL. The PE SR ends at Oyster Bay and pilots to use VFR frequency 124.80 West of Oyster Bay.	
9. CIRCUIT PATTERN	Normal approach and departure circuits are to be standard left hand circuits. Approaches over the field to be at or above 2000 ft. Circuits are to be flown at	

Committee:

Simon Bennett, Julie Bayley, Barry Culligan (Aviation), Carolyne Feher, Yolanda Komen, Herman Pietersen, Coleen Smith, Ricky Talevi, Colin Vandermeulen (Chairman)

	1500ft for turbine fixed wing aircraft, at 1000ft for piston fixed wing aircraft and at 500ft for helicopters, gyros and microlights. Where training circuits are being conducted these must always be to the north of the field for noise abatement purposes as per paragraph 3 above.						
10. LOW LEVEL PASSES	No low level passes over the runway except for the purpose of runway inspection or with permission. No “shootups” on takeoff.						
11. OVER FLYING ST FRANCIS FIELD	Strictly no flying to take place over St. Francis Field below 1000 ft. other than over the airstrip for the purpose of landing or taking off in accordance with these procedures and rules. In special circumstances (e.g. a photo shoot) permission may be given by the HOA committee to conduct flights over the estate.						
12. APPROACH	The standard approach procedure for unmanned fields to be followed, with the relevant radio calls to be made on 130.35 from 5nm out..						
13. HELICOPTERS	<p>Helicopters are to apply standard unmanned airfield joining procedures. Helicopters are to approach on finals and bring the aircraft (while on center line) to a halt next to the applicable taxi way. They are then to leave the active runway and proceed down the taxiway at a hover taxi no faster than a brisk walking pace to the closest point from which they can divert to the helipad on which they wish want to land. Should the wind be in such a direction that a final approach to the runway on the center line is not possible, then the helicopter shall approach the point on the runway where the applicable taxiway intersects and vacate at that point, provided that no buildings or other aircraft are overflowed at low altitude. In the case of departing Helicopters it is standard practice that a departing helicopter is brought into the hover and proceeds to taxi hover at no more than a brisk pace to the closest taxiway and then follow the taxi way to the holding point or intersection takeoff.</p> <p>Helicopters are to maintain 500 ft AGL before turn out off the extended centerline. At all times LTE must be considered for helicopters positioning to and from chosen parking points and the arrival/departure can be modified to ensure safe operation with consideration given to noise levels experience by residential areas within the airpark approach and depart the airfield on or from north of the extended centre lines. Alternatively, a standard 1000 foot circuit to be flown. Helicopters are not to fly over or within 200 meters of the residential houses below 1500 foot AGL.</p>						
14. PARKING	Aircraft may park in the designated parking areas. Pilots to ensure that no hangar access or taxi ways are obstructed when parking. Due to frequent strong winds it is recommended that all aircraft parked outdoors are securely tied down when unattended.						
15. CONTACTS	<p>The following persons may be contacted for assistance, permissions etc</p> <p>.</p> <table style="margin-left: auto; margin-right: auto;"> <tr> <td>Barry Culligan</td> <td>083 6113333</td> </tr> <tr> <td>Simon Bennett</td> <td>083 6590750</td> </tr> <tr> <td>Rick Talevi</td> <td>082 4565621</td> </tr> </table>	Barry Culligan	083 6113333	Simon Bennett	083 6590750	Rick Talevi	082 4565621
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