

This document outlines the operational procedures and conditions of use of the De Hoop Airstrip, situated within the De Hoop Nature Conservation Area and the Overberg CTR.

Further information can be obtained from:

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## Introduction

The purpose of this document is to outline the operational procedures of De Hoop Airstrip, as agreed upon between Cape Nature and De Hoop Opstal Management.

It is specifically aimed at minimising noise and visual impact on the existing operations in the area by minimising flights and routing aircraft via a specified corridor. This will hopefully lessen the expected impact that flights to De Hoop Airstrip will have on sensitive areas such as the De Hoop Wetlands and Visitor facilities. Safety however will always take preference.

De Hoop Nature Reserve is proclaimed a World Heritage Site (SACAA chart WHS05 and NEMPAA-01) and SACAA regulations to be observed – see annexure A

The De Hoop Opstal landing area falls within FAR 147 Overberg and must be complied with

## Hazard, Incident and Accident reports must be submitted to:

1. SACAA – as required
2. Operator – as required
3. De Hoop Opstal – detail as above via email and telephone

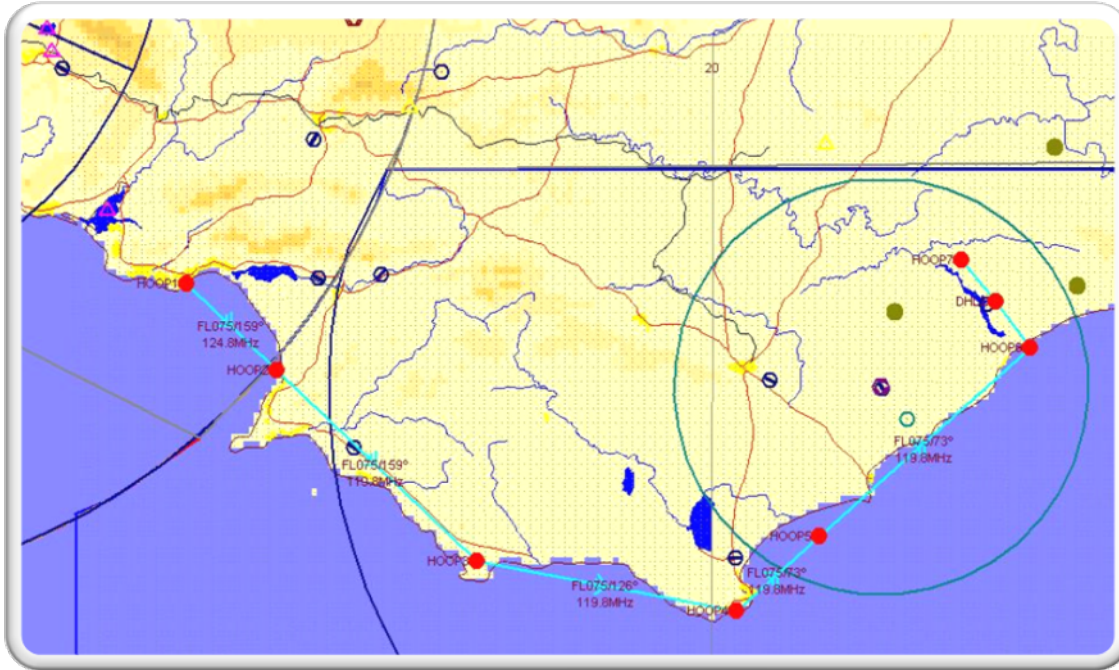
The following procedures and conditions of use will therefore strictly be enforced.

## Landing Permission and Indemnity

All aircraft and helicopters to complete and Indemnity and Waiver for (see page 5/5) to be submitted to via email **Prior to Landing**

## Flight Routes

Regardless of this procedure and its routing – it is a precondition that SACAA flight rules and regulations always be adhered to by operators and pilots. The attached map outlines the suggested flight routes to and from De Hoop Airstrip along a defined corridor indicated by GPS Points.



The coordinates for the GPS waypoints are as follows:

- HOOP1 – S34°25'55" / E019°13'53"
- HOOP2 – S34°32'11" / E019°21'45"
- HOOP3 – S34°46'04" / E019°39'17"
- HOOP4 – S34°49'36" / E020°02'11"
- HOOP5 – S34°44'14" / E020°09'25"
- HOOP6 – S34°30'29" / E020°27'52"
- HOOP7 – S34°24'14" / E020°21'50"
- DE HOOP AIRSTRIP – S34°27'09" / E020°24'55"

There are 2 options when routing to De Hoop; Option 1 is the coastal route and Option 2 is the inland route.

Option 1:

- Approach De Hoop Airstrip via GPS waypoint HOOP1
- Proceed to waypoint 2, 3, 4, 5, 6 for landing on runway 25

Option 2:

- Approach De Hoop Airstrip via GPS waypoint HOOP7
- Proceed to De Hoop Airstrip for landing runway 25

Approach and landing requirements:

- Inbound aircraft must maintain a minimum height of 1500 ft AGL until HOOP6 is reached
- Aircraft on approach should always land on runway 25, unless strong winds or safety prevent such a landing.
- Aircraft can only land on runway 07 if safety is a concern due to strong tail winds – in this event a left hand approach for 07

- In such cases aircraft are to approach the airfield via the above routing and keep the final approach turn as tight as possible so as not to over fly the sensitive wetland area and or the guest facilities
- Under no circumstances are aircraft to circle the airfield prior to landing – it is proposed to do a visual inspection from the opposite direction to land and then commence a tight circle to land – safety always comes first
- Pilots are to exercise extreme caution when approaching the De Hoop Airstrip due to bird and wildlife activity in the area
- Pilots are to exercise extreme caution when landing on the De Hoop Airstrip due to the runway angle, which runs from WSW to ENE and prevailing winds are NW and SE.

#### Departure / Take-off procedure

- Flights departing the De Hoop Airstrip must follow the above procedure in reverse i.e. Take-Off using runway 07, climb and continue to waypoint 6,5,4,3,2 and 1 or alternatively route to waypoint 7 and then direct to destination.
- Departing aircraft should always use runway 07 for departure.
- Departing aircraft may only use runway 25 for departure if strong tailwinds prevent using runway 07 for departure due to safety concerns.
- Aircraft using runway 25 for departure must turn as soon as possible after take-off so as to avoid flying over the sensitive wetland area
- Under no circumstances are pilots allowed to intentionally over fly the sensitive wetland area
- Outbound aircraft must climb to 1500ft AGL as soon as possible

#### Monitoring, approval and Air Traffic Control

- Overberg Airforce Base and Cape Town Approach will monitor flights into and out of De Hoop airstrip and report any deviations to De Hoop Management.
- Pilots need to submit proper flight plans and acquire a squawk code before entering military airspace
- De Hoop management will handle all approvals regarding the use of the De Hoop airstrip and Indemnity forms are to be submitted for landing permission – [manager@dehoopcollection.co.za](mailto:manager@dehoopcollection.co.za)

#### Limitations

- The minimum number of aircraft should be used to transport passengers per day, subject to safety concerns.
- Flights are limited to an average of 3 and a maximum of 6 per day.
- Only approved charter companies may use the De Hoop airstrip for commercial reasons
- Approved charter companies must properly inform their pilots about the above mentioned procedures.

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Revision date: July 2019

*Always ensure revision is up to date!!!*

***Please note all air operations are at own risk..***

- Any person or charter company who does not comply with these procedures may be refused future approval to use De Hoop airstrip

Permission may only be applied for to aircraft suited for grass landing:

- (a) The aircraft does not require more than 900m levelled gravel/grass/sand airstrip
- (b) Prior approval is obtained from De Hoop management.

#### De Hoop Airstrip details

GPS Co-ordinates; S34°27'09" / E020°24'55"

Elevation; 200ft

Runway; 07 / 25

Length; 900m

Type; Grass

Frequencies in use: Overberg Approach 119.8 and VFR 124.8 outside the Overberg area and to monitor

**Please complete the form below and send to "both" [manager@dehoopcollection.co.za](mailto:manager@dehoopcollection.co.za) and [hendrik@dehoopcollection.co.za](mailto:hendrik@dehoopcollection.co.za). Please confirm E.T.A. by phoning the manager on duty at **071 260 7805****

### **Helicopter landing:**

- Helipad to be used for Helicopter landings. Landing on any other area of the reserve need prior permission and compliance with SACAA regulations. "Avoid flying over the Vlei!" when Landing at De Hoop Opstal:

GPS Co-ordinates for Helicopter Landing; S34°27'18" / E20°23'55"



**DE HOOP OPSTAL AND RESERVE MANAGEMENT: INDEMNITY AND WAIVER FORM**

I, .....  
*the undersigned, as pilot / operations manager and acting on behalf of and*  
*duly authorised by* .....  
*the owner or operator of aircraft ZS-.....*

**Passenger list:**

<i>Full Name</i>	<i>Signature</i>
1.	
2.	
3.	
4.	
5.	
6.	
7.	
8.	
9.	
10.	
11.	
12.	

**Date of flight:** .....      **Aircraft type:** .....

**Contact telephone number:** .....

**Lodge name (where passengers will be staying / coming from):** .....

hereby declare that:

I/we will not hold the De Hoop Reserve Management/De Hoop Opstal Pty Ltd responsible for any damage I/we may suffer as a result of any bodily injuries/illness, whether fatal or otherwise, nor will I/we hold the De Hoop Reserve Management/De Hoop Opstal Pty Ltd responsible for any damage I/we may suffer arising from the loss or damage to my/our property brought into the park, irrespective of whether such bodily injury/illness, loss or damage arises as a result of fire, theft, flood, or from negligence or intentional act of any person whether or not in the employ of the De Hoop Reserve Management/De Hoop Opstal Pty Ltd, or caused by an animal in the Park. This indemnity is valid for the duration of my/our stay in the Park irrespective of the number of days I/we need and entries I/we have to make to complete my/our stay/work/contract in the Park.

**Signature:** .....