

ZBAE AERODROME: INDEMNITY

AND AIRFIELD INFORMATION

Kindly note that I, _____ (full name of pilot) intend using the airfield on Zandspruit Bush and Aero Estate by invitation of the owner mentioned below, and I hereby furnish an indemnity and waiver for my intended use thereof:

| PILOT AND AIRCRAFT INFORMATION | | OWNER/RESIDENT INFORMATION | |
|--------------------------------|--|-------------------------------------|--|
| Pilot contact number: | | Name of Owner: | |
| Pilot's home address: | | Owner stand number: | |
| Contact number pilot: | | Owner contact number: | |
| Email address: | | | |
| Arrival date and time: | | 6 MONTH / 1 YEAR APPLICATION | |
| Departure date & time: | | Period start date: | |
| Aircraft registration: | | Period end date: | |
| Aircraft type: | | | |
| Number of pax: | | | |

WAIVER AND INDEMNITY

1. I am fully aware of the risk and potential danger involved in my use of the ZBAE aerodrome, being an unmanned, unlicensed airfield.
2. I appreciate the ambit and extent of the risk of using the airfield and I hereby voluntarily consent to assume the risk of loss or damage that may be caused to me, to my passengers (their estates and dependants) or to the aircraft, arising from my use of the airfield.
3. I waive and abandon all and any claims that may arise my favour or in favour of any of my passengers from my use of the airfield against ZEHOA, the owner or operator of the airfield, ZEHOA's shareholders, directors, officers, home-owners, employees and/or agents, and I confirm that my use of the airfield is done at my own and sole risk.
4. I hereby indemnify ZEHOA, the owner or operator of the airfield, ZEHOA's shareholders, directors, officers, home-owners, employees and/or agents, and I hold them harmless against any claim of any nature whatsoever and howsoever arising from my use of the airfield.

I, the undersigned pilot, therefore confirm and acknowledge that I have read and that I understand the contents and implications of this document and of Annexure A hereto:

Pilot signature

Date and time

Email to: aviation@zehoa.co.za at least 24 hours prior to touchdown

Zandspruit Bush & Aero Estate (ZBAE) Runway Operations and Standard Operating Procedures manual

Terms:

AMSL Above Mean Sea Level

ARO Aviation Recreation Organization

ASO Aerodrome Safety Officer

ATC Air Traffic Control

ATZ Aerodrome Traffic Zone

CAR's Civil Aviation Regulations

CTR Control Zone

ICAO International Civil Aviation Organization

MAUW Maximum All Up Weight

Pilot An individual holding, as a minimum, a private pilot's license

SACAA South African Civil Aviation Authority

ZBAE Zandspruit Bush & Aero Estate – Hoedspruit

ZEHOA Zandspruit Estate Home Owners Association

Overview:

The Zandspruit Aerodrome is located 1,7NM West of Hoedspruit Town Centre, it has a N-S runway bordering the R527 and sloping downhill to the South.

The surface is paved and 10M wide with access only via a security gate system at the main entrance.

The runway is bordered on both sides by residential homes and aircraft hangars attached to the homes.

There is a clear space of 50M between the hangars along the runway.

Use of the runway is subject to the following conditions and rules:

The runway at ZBAE is registered as Private Prior Permission (PPR) only, in terms of SACAA CAR's 139.

1. Permission for use by visiting pilots is granted at the sole discretion of the aerodrome management. The facilities are for the use of estate home owners and their immediate personal guests.
2. The facilities are not normally available for stop over for non-resident guests.

3. The runway and its facilities are used entirely at the pilot's own risk. The owners, Home Owners Association and their representatives or board, or SACAA will not be responsible for the condition or safety of any facilities provided.
4. No visiting pilot shall use the facilities unless they have completed a full set of indemnity and disclaimer documents provided by ZEHOA. The completed indemnity and disclaimer documents will remain valid for a period of 1 year.
5. The use of the aerodrome is restricted to aircraft with a MAUW of 3500Kg.

Rules:

1. It is a requirement that any visiting pilot complies with current SACAA regulations.
2. Unless in case of emergency, no visiting pilot will land or attempt to land unless ZEHOA is in receipt of a signed indemnity and disclaimer. An approval to visit needs to be received by the visiting pilot, prior to the pilot's arrival.
3. Pilots flying NTCA (Non-Type Certified Aircraft) will be required to be a member of an applicable ARO in terms of Part 149 of the CAR's.
4. Maximum mass of aircraft not to exceed 3500kg. (MAUW).
5. No Part 96, Part 121, or Part 135 operations will be permitted.
6. It is expected that pilots will maintain a high level of airmanship and avoid being a nuisance to residents.
7. There are no noise abatement rules however in terms of common courtesy, reduction of power as soon as it is safe to do so, is appreciated.
8. Vehicles are not permitted on the runway unless accompanied by, or under the direct supervision of, a qualified pilot and in possession of an operational air-band radio on which a listening watch must be maintained.
9. Pedestrians are not permitted on the runway unless accompanied by, or under the direct supervision of, a qualified pilot.
10. Under no circumstances will drones be allowed within the boundary of ZBAE unless Drone Policy has been strictly adhered to.
11. Model aircraft and drone operators will be permitted to operate their flying devices, subject to strict supervision by a licensed pilot. An air-band radio watch needs to be maintained at all times. Only craft of less than 10kg will be permitted. Model aircraft and drone operators need to be members of an applicable ARO in terms of Part 149 of the CAR's.

Runway Description:

The runway consists of a 10M wide paved surface with concrete edge supports. There is a 20M clearway on either side of the runway which is kept clear and trimmed below 30cm in height; this consists of grass and wild growth.

Runway Direction: 35/17 (2024)

Co-Ordinates: S 24.22'15 E 030.55'34

Length: 1000m plus 120m clearway at both ends.

Gradient: The runway is undulating. The mean altitude is 1650 ft AMSL, at the co-ordinate point, with a total gradient of 50 ft between the thresholds of RW17 and RW35.

Markings: Standard Centre line with runway designators 35/17 positioned next to the thresholds.

Pilots 50/70 rule marker at the midpoint.

Spot landing markers 250M from the threshold of RW35.

Windsocks: An ICAO compliant windsock is positioned near the threshold of RW17 with circular 5kt wind gradient markers. A day-glow orange windsock is positioned on one of the hangars on the East side of the runway, 300M from the threshold of RW35, (ungraded).

Parking: Overnight parking is at pilots' risk. A parking area is available at each end of the runway next to the dumb-bells.

Model Aircraft Box: 300m x 300m square box opened specifically for operating model aircraft, subject to rules and membership of RCASA. Maximum altitude, 100m. (Outlined in



yellow on this document.)

Standard Operating Procedures:

This is an unmanned aerodrome, and all operations are undertaken at pilot's own discretion.

ZBAE runway resides within the Hoedspruit Military CTR and is subject to Military ATC.

Frequencies:

Approach / Tower 126.40 MHz

Area / Special Rules 119.00 MHz

1. ATC Instruction to be followed during ATC operational hours.
2. Call 126.40 prior to taxi and follow ATC clearance from there.
3. Should there be animals on the runway, ATC should be informed of the pilot's intention to carry out a low fly past to clear the runway. Should the low pass fail to clear the animals, ATC should be asked to contact the aerodrome management to facilitate the landing whilst the aircraft holds overhead. In the event that the animals cannot be cleared, the pilot should divert to an alternate.

Outside operational hours of Hoedspruit ATC, the following procedures need to be applied.

Unmanned Procedures:

1. Join overhead.
2. Windsock observation and inspection for animals which may be present on the runway is strongly advised.
3. To avoid conflict, circuits are to be flown to the West; there is another aerodrome to the East (Hoedspruit Civil) within 2nm and their circuits are flown to the East.
4. Circuit altitude is 2500ft AMSL.
5. Selection of runway is at pilot's discretion, however in no-wind situations it may be advantageous to take-off from RW17 and land on RW35 due to the gradient of the runway.

In the case of animal intrusion on the runway:

1. Should there be an indication of any animal incursion on the runway, a low pass directly down the center line in the reciprocal direction to landing, at a height designated by pilot's discretion, is approved, in order to move the animals.
2. The low pass should be completed by a climb to a minimum of 300ft followed by a procedure turn approach back to the runway for landing, this should be done in the shortest time to avoid the animal(s) re-entering the runway.
3. Failure to move the animal(s) should result in a diversion.

Cautionary Notes:

1. There is a hotel near the threshold of RW17 that may cause wind rotors when there are strong winds from the South and East.
2. There are trees near both thresholds that are periodically trimmed.
3. There can be strong winds that arrive without warning. It is strongly advised that aircraft are tied down to the embedded tie down points provided in the parking bays.
4. The runway is not fenced and is often occupied by wild game.
5. Pilots have reported speed instability whilst passing over the line of high trees parallel with the Main Road, on short final to RW17.

Drone Policy:

1. Drones may be operated within the boundary of the home-owners property up to a maximum height of 30M (100 ft).
2. All drone operators must comply with the current SACAA regulations.
3. No drone operations pertaining to commercial operations will be permitted without the necessary licenses, permits and pilot qualifications laid out in terms of SACAR's 101 and associated SACAT's.
4. Any illegal or unauthorized drone operations, (due to the extremely dangerous nature of these craft), will be dealt with on a criminal basis without further warning.
5. Free flight of drones on the estate is only permitted in terms of the Aero Modelling Policy.
6. Applications for commercial operation of drones, outside residential boundaries, must be made at least 72 hours ahead of time to the Estate Manager, who in conjunction with the ASO (or their deputy) will provision the facility for such use within the bounds of safety and privacy.

Aero Modelling Policy:

1. Provision is made for the use of aero models within the bounds of Zandspruit airstrip based on the following criteria.
 - a. Only low-noise models and gliders are permitted.
 - b. Aircraft MAUW may not exceed 10Kg.
 - c. The aero model operator is a member of an approved Model ARO such as SAAMA or RCASA.
 - d. Other than as provided for above, all flights are strictly limited to the yellow boxed area demarcated on the drawing on this document.
 - e. No flights over private residences will be permitted.

- f. In the case of aircraft or drones fitted with cameras, no photographs will be taken of any private residences whilst in flight.
 - g. All models and drones are to be always flown within direct line of sight and control.
 - h. No remote flight via camera is permitted.
 - i. Model aircraft are allowed to use the runway for the purpose of getting airborne and landing.
- 2. All flights will be conducted under the direct supervision of the ASO or an appointed pilot. An operational air band radio must be continually monitored by a qualified pilot to ensure air safety.
- 3. It is requested that ideally, 24 hours' notice of intent to use the Model Aircraft Box is given to facilitate the publication of the necessary NOTAM (local). Short notice requests to operate model aircraft will be accommodated where possible, after consultation with the ASO/Aerodrome Management.

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