



FLYING THE CIRCUIT AT TEDDERFIELD AIRPARK

Paramotor Procedures

Tedderfield Airpark is a privately owned and maintained airfield. Whilst there are runway lights, it is strongly discouraged that night-time circuits are NOT performed, unless you are a pilot based at the airfield. Please note that the grass runway 13 | 31 is for emergency use only.

APPROACHING THE CIRCUIT

When approaching the airfield and you want to join the circuit, call your position and intentions from at least five miles out at 6500 ft at the current QNH. Initiate a descent to the point where you will join the circuit to end up at 6200 ft. (Hint: talk to other pilots in the circuit to establish which runway is in use or simply listen out).

APPROACH FROM THE NORTH

The approach from the North is from the North- Western side of the airfield, not directly over Hippo Quarry. The approach is shown on our map by the green line which would allow you to either join on a left-hand base for runway 11 | 13 or a right hand downwind for runway 29 | 31.

APPROACH FROM THE WEST

When approaching from the West, aim to be about one or two miles north of our downwind leg, which is directly above the R554. The approach is shown on our map by the orange line and allows you to either join on a left-hand base for runway 11 | 13 or a right hand downwind for runway 29 | 31.

APPROACH FROM THE EAST

When approaching from the East, aim to be one or two miles north of our downwind leg, which is directly above the R554. The approach is shown on our map by the yellow line and allows you to join either a right-hand base for runway 29 | 31 or a left-hand downwind leg for runway 11 | 13.

APPROACH FROM THE SOUTH

When approaching from the South, maintain 6500 ft and fly directly over the clubhouse and then descend to 6200 ft to join either a left downwind leg for runway 11 | 13 or a right downwind leg for runway 29 | 31. The approach is shown by the black line on our map.

BASIC RULES OF THE AIRFIELD

- No intersection Departures permitted
- No formation / Aerobatics in the circuit
- Overfly FATA 7000 ft
- Approach the Airfield at 6500 ft
- Circuit Altitude 6200 ft
- NOTE the Helicopter GFA (GND – 6500 ft) East of R82, Frequency 124.4
- Night Operations Note No PAPI's , Runway lights are Solar Powered
- Radio calls down to a minimum FATA are on SRS Frequency
- NO Low Flying over the area marked "Noise Sensitive Area "
- Any incident must be reported within 12 hours to the Safety Officer & Chairman
- These Rules may change as & when required.
- All Flights to be conducted according to SACAA Regulations



Paramotor Specific Procedures

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- Set Up & Dismantle (Infront of stand 16 17)
- MUST have two-way Radio Communication
- Must Make Radio calls as Normal
- 11 / 29 Grass Departures & Taxi
- Max Altitude of 500ft , whilst under the FATA Circuit
- Fly a Normal FATA Circuit @ 500ft (Always Avoiding the Noise Sensitive area)
- Circuit can be Smaller
- Join circuit same as Fixed wing but at 500ft Max Alt
- Land Grass Runway 11/29

