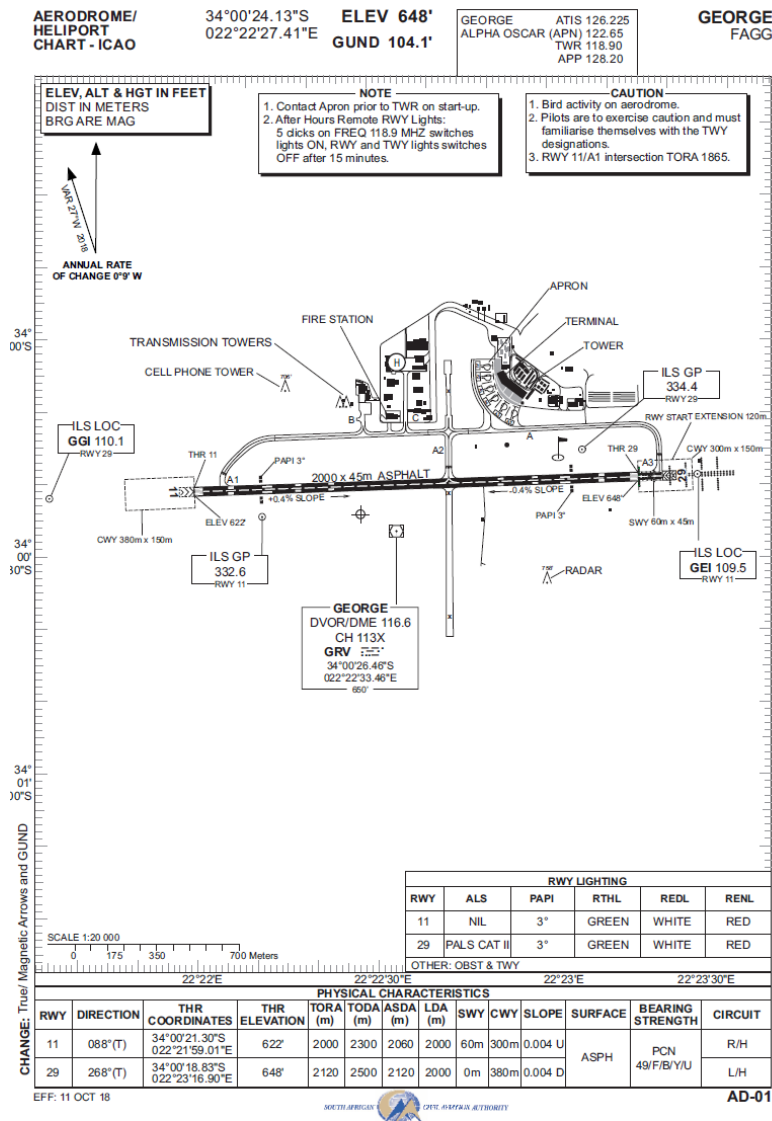




FAGG Information Booklet

Note:

All information used is from the latest updates of the SA CAA AIP amendment 1/2019



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HOURS OF SERVICE

ATNS(ATC)

MON-THU: 0430-1700;
FRI: 0430-1800
SAT: 0630-1300;
SUN: 0630-1730.

ACSA (Airports Company)

AD: MON-THU: 0430 -1700,
FRI: 0430-1800
SAT: 0630-1300; SUN: 0630 - 1730
AD Admin: MON-FRI: 0600-1400

AIR BP:

Supplier: Air BP Services (UTC)
Except as arranged for scheduled flights:

- HOD: MON-THU: 0600-1600;
- FRI: 0600-1700;
- SAT: 0600-1200;
- SUN: 0600-1600.

SAWS:

Observations FAGG: 0300-1800
Cape Town and Johannesburg
Forecasting: FACT: 0200-1830
Forecasting FAOR: 1830-0200 (AH)

CONTACT DETAILS

ATNS:

ATC: (044) 8018809

FAX: (044) 8018810

E-mail: faggatc@atns.co.za

ACSA

PUB AD CHF: Airports Company South Africa SOC Ltd

P O Box 10 000, George. 6530

TEL: (044) 8769310

FAX: (044) 8769027

E-mail: Brenda.vorster@airports.co.za

AIR BP

AIR BP: TEL: (044) 8769214

FAX: (044) 8769935

E-mail: airbpgrj@africa.com

AFT HRS: 083 7020169

In Emergencies only: (044) 8730623, 083 7020169 or 083 7145469

Fuel and Oil types

Fuel grades: AVGAS 100; JET A1

Oil grades: Not available.

Oxygen and related servicing: Nil

For payment information CTC: C Rousseau,

TEL: 044 876 9214

AFT HR or 083 7020169,

FAX 044 876 9935/086 538 7060

Payment only by credit card

No cash or cheques

VHF 130, 35 MHz

Jet A1 fuelling only available on the main apron

Aircraft requiring Jet A1 must first proceed to the main apron for refuelling prior to positioning at the hangar.

Scheduled aircraft will have priority for refuelling

SAWS

Printed aviation forecast is available.

Observation: FAGG: BTN **0414-1815**

MET: 044 876 9232

FAX: 044 876 9232

E-mail: fagg@weathersa.co.za

Forecasting: FACT: BTN **0200-1830**

021 935 5777 (T)

FAOR: BTN 1830-0200

011 390 9329/30

CONTACT DETAILS

FAJS BRIEFING:

FLIGHT PLANS

Contact OR Tambo International AIM unit
TEL: 0860 359669 or 011 9286517 FAX: 011 9286514

A/C MAINTENANCE:

AQUILA AIR SERVICES	044 874 2989 / 082 584 1478 (A/H)
GARDEN ROUTE MAINT	044 876 0484 / 082 899 8040 (A/H)
JABIRU	044 876 9991/2

HANGAR SPACE – VISITING A/C:

FTC:	044 876 9055
THE AVIATOR	044 876 0097

MEDICAL FACILITIES

First aid on AD	044 876 9310
Hospitals in town - 10KM	
George Provincial Hospital	044 802 4528/9
George MediClinic	044 803 2000

TOURIST OFFICE

NIL on AD	
In town	044 801 9295

AERODROME INFORMATION

Reference elevation/Reference temperature 648FT
Geoid undulation at aerodrome elevation position 104.1 FT

MAG VAR annual change 27°W (2018) 0°9' W

Runway 's

RWY 11	ASPH	length/width	2000 / 45
RWY 29	ASPH	Length/width	2000 / 45

Stop bar

RWY 29, CAT II, Holding point
RWY 11, CAT I Holding point
Lead on/Lead off lights

RWY inspection taking place

MON-FRI: 0400-0430, SAT and SUN BTN 0600-0630
Code C ACFT and bigger not allowed to turn around on RWY 11/29, turning only allowed on RWY 11 THR turning pad.

Designation, surface and strength of aprons Surface:

Concrete
Strength: PCN 47/R/B/X/U

Designation, width, surface and strength of taxiways

Width: 23 M
Surface: ASPH
Strength: PCN 49/F/B/Y/U

There are 6 marked parking bays.

POB and destination must be passed to **GG apron on FREQ 122, 65 MHz** prior to contacting GG TWR.

Taxiway 'A' from the intersection of taxiway 'B' to the holding point of runway 11, obscured from ATC view by fire station.

Helicopters requiring AVGAS are to land on TWY A then air taxi to refuelling area.

Use of aircraft stand ID signs, TWY guide lines and visual docking / parking guidance system of aircraft stands.

Allocation of parking bays:

Pilot contacts the Radio Control Office, call sign "**GEORGE APRON**" on **FREQ 122.65 MHz**, while still on taxiway.

Follows guide lines from TWY centre line into allocated parking bay.

ID number painted on surface.

Marshalling guidance at aircraft stands.

Aircraft to contact ATC on FREQ 118.9 MHz for start and taxi clearance

Landing flights to provide ATC with ACFT REG and parking bay with read back of taxi instructions

Remote switching of RWY/TWY/APN Lights:

After hours remote switching: 5 clicks on microphone button within 5 seconds on Freq.118.9 MHz switches RWY & TWY and **APN** lights on for 15 minutes

If required the procedure may be repeated for a further 15 minutes period.

Note: The use of this facility is restricted to aircraft experiencing in-flight emergencies or medical emergency flights and should be used in conjunction with a Non-Procedural Approach. In all other cases, permission to use the facilities after HOD of the AD, must be obtained from the AD CHF.

Extended hours of service:

Ad Hoc extensions to Airport and ATC (ATNS) Hours of Operation (AIC 40.1.1)

N/B after HRS services rendered will be subject to payment of additional cost by the operator. The applicant must route his relevant request to the Airport Authority who must in consultation with the relevant ATNS ATSU CHF, approve or reject the request.

Notification of the request must reach the Airport Authority **at least 7 working days in advance of the intended effective date**. Requests by operators involving in AD Hoc, additional or temporarily rescheduled flight (not a delayed flight) may follow the above procedure. The provision of an ATC and associated Airport services after the published hours of operation of the aforementioned services will be left to the discretion of the relevant service providers when the aircraft is delayed beyond the control of the pilot in command or operator. However this will not negate the pilot in command or operator from complying with any requirements as laid down in the CAA regulations.

Designation and lateral limits CTR

- a. From a point at 335530.10S 0220805.74E to a point 335638.69S 0221125.87E.
- b. Thence a straight line to a point at 335726.32S 0222230.74E.
- c. Thence a straight line to a point at 335614.31S 0223721.40E.
- d. Thence clockwise along the arc of a circle, radius 13 NM, centred at 340026.66S 0222233.62E to a point at 341016.08S 223250.43E
- e. Thence a straight line to a point at 340946.30S 0221137.93E.
- f. Thence clockwise along the arc of a circle, radius 13 NM, centred at 340026.66S 0222233.62E back to the starting point at 335530.10S 0220805.74E

<i>Vertical limits</i>	GND / 4500FT ALT
<i>Airspace classification</i>	Class C
<i>Transition altitude</i>	8000FT
<i>Circuit ALT:</i>	1500FT for RWY 11 and RWY 29

Remarks Except where otherwise authorised, no aircraft is to be operated within this airspace unless two-way radio contact is maintained with air traffic control and aircraft is equipped with SSR mode C transponder.

Taxiing to and from stands:

Arriving aircraft will be allocated a stand by the SMC. Pilots must follow marshal's instructions. Parking area for small aircraft: Western side of main apron

Parking area for helicopters:

A marshal will guide helicopters on the stand.

Taxiing - limitations:

All Taxiing is limited to RWY and TWY.

Removal of disabled aircraft from runways:

Director for Civil Aviation in terms of Regulations 12.04.5 of the Civil Aviation Regulations 2011, may authorise a person, subject to the conditions he deem fit, to direct any person to move a damaged or wrecked aircraft (from a runway) "or any part thereof or any cargo or thing carried therein" to any other place, for which expense the owner or the operator is liable.

Aircraft requiring AVGAS fuel may do once ATC has given them clearance to the fuelling station or be positioned by ATC to the NW side of the apron until such time as the AVGAS fuel station has been cleared and ATC confirmed re-positioning.

Turning around on runway:

Code C aircraft and bigger aircraft not allowed to turn around on Runway 11/29. Turning only allowed on turning pad at threshold 11.

RADAR VECTORED ILS APCH, DUE TO APPROACHING HIGH GROUND.

In the event of a RCF, complete the turn on the ILS and complete the ILS approach and land on the applicable RWY.

HAZARDS

Bird activities on AD
Pilots to exercise caution

RWY inspection taking place
MON-FRI: 0400-0430
SAT and SUN BTN 0600-0630
No circuit training

FREQUENCIES:

FAGG TWR	118,9MHZ
APP	128,2MHZ
ATIS	126,225MHZ
APRON	122,65MHZ
AIR BP	130,35MHZ
SRA WEST	124,2MHZ
SRA EAST	124,8MHZ
FAOH TWR	131,1MHZ
FAOH GFA's	122,35MHZ
FAPG:	124,8MHZ (CTC FAGG APP FOR CLEARANCE INTO TMA)
FAMO	124,2MHZ (CTC FAGG APP FOR CLEARANCE INTO TMA)
FACT INFO EAST	127,575MHZ
FACT INFO WEST	131,125MHZ
FACT ACC EAST	124,7MHZ
FACT ACC WEST	125,1MHZ

GEORGE SPECIAL RULES AREA

The airspace below the George TMA, excluding area below TMA E and that part of the Oudtshoorn ATZ below TMA F, will be declared as a Special Rules Area and termed as the GEORGE SPECIAL RULES AREA.

To prevent frequency congestion and to promote safety, efficiency and orderliness in the George Special Rules Area, the area will be divided into two sectors, to be known as the Western and Eastern Sectors, for Traffic Information Broadcast by Aircraft (TIBA).

The dividing line between the sectors is the line that runs as follows:

The **Western Sector** between R250 GRV, clockwise to R030 GRV, this includes FAMO.

The **Eastern Sector** between R030 GRV, clockwise to R250 GRV.

All aircraft operating in the Western Sector of the Special Rules Areas should maintain a listening watch and broadcast regular position reports on frequency **124.2 MHz**

All aircraft operating in the Eastern Sector of the Special Rules Areas should maintain a listening watch and broadcast regular position reports on frequency **124.8 MHz**

The George CTR and FAR150 are excluded from the George Special Rules Area.

By virtue of the fact that uncontrolled VFR aircraft are to remain below the George TMA radar separations and information provided to aircraft operating within the George TMA, will only take known identified targets into account.

For the information of those aircraft operating within the George TMA, unidentified unknown targets, performing as expected for general aviation within the confines of the George Special Rules Area will be deemed to be separated from aircraft operating within the George TMA, by procedures as opposed to radar. Pilots operating below the George TMA should therefore ensure that they do not exceed the applicable altitude restriction as stipulated on SRA routings and also to remain at least 500 FT below the TMA whilst flying below the George TMA. Pilots are requested to squawk transponder code 2000 at all times with altitude selected. Helicopters to squawk 2600 also with altitude selected.

The following routes will be applicable in the George Special Rules Area:

Transiting, seawards of the coastline through the George CTR:

All VFR traffic wishing to route seawards of the coastline, through the George CTR, are to remain seawards of the coast line, not above 1000 FT ALT. VFR traffic, transiting through the George CTR is then deemed to be separated from departing and arriving traffic at George Aerodrome.

All transiting traffic is regarded as circuit traffic, thus reduced separation minima can be applied, in the vicinity of the aerodrome.

The clearance shall only be valid during daylight hours, in VMC operations, in communication with ATC and the aircraft shall be transponder equipped.

Pilots to comply with the Aviation Legislation, as described in General Operating and Flight Rules in Part 91.06.8, regarding following line features.

From the North and North West:

All VFR traffic to route via **Oudtshoorn**, then to the Robinsons pass, then to **Hartenbos**, then **coastwise** to George.

Traffic is to cross Oudtshoorn at or below 6000 FT ALT, Robinsons pass at or below 4000 FT ALT, Hartenbos at or below 1500 FT ALT. VFR traffic to remain clear of the George TMA.

VFR traffic wishing to route via the Outeniqua pass to George, must obtain permission from ATC.

From George to the North and North West:

All VFR traffic, departing George, to route via **Hartenbos**, then to the **Robinsons pass**, then to **Oudtshoorn** before setting course. Traffic is to cross Hartenbos at or below 1500 FT ALT, Robinsons at or pass below 4000 FT ALT, Oudtshoorn at or below 6000 FT ALT. VFR traffic wishing to route via the Outeniqua pass from George, must obtain permission from ATC. VFR traffic to remain clear of the George TMA.

From the North and North East:

All VFR traffic to route via **Willowmore**, then to **Avontuur**, then to the **Prince Alfred pass**, then to **Walker point**, then coastwise to George. Traffic is to cross Willowmore at semicircular level, Avontuur at or below 8000 FT ALT, Prince Alfred pass, at or below 6000 FT ALT, Walker point at 1500 FT ALT. VFR traffic to remain clear of the George TMA.

From George to the North and North East:

All VFR traffic departing George, to route via **Walker point**, then to the **Prince Alfred pass**, then to **Avontuur**, then to **Willowmore**, before setting course. Traffic is to cross Walker point at 1500 FT ALT, Prince Alfred pass at or below 6000 FT ALT, Avontuur, at or below 8000 FT ALT, Willowmore at semi-circular level. VFR traffic to remain clear of the George TMA.

From the West to George:

All VFR traffic, to route via **Heidelberg** then to **Hartenbos**, then coastwise to George. Traffic is to cross Heidelberg at semi-circular level, cross TMA I boundary at or below 3000 FT ALT, Hartenbos at or below 1500 FT ALT. VFR traffic to remain clear of the George TMA.

From George to the West:

All VFR traffic, departing George, to route via **Hartenbos**, then to **Heidelberg** before setting course. Traffic is to cross Hartenbos at or below 1500 FT ALT, remain at or below 3000 FT till TMA I Boundary and cross Heidelberg at semi-circular level. VFR traffic to remain clear of the George TMA.

From the East to George:

All VFR traffic, to route via **Walker point**, then **coastwise** to George. Traffic is to cross Walker point below 1500 FT ALT. VFR traffic to remain clear of the George TMA.

From George to the East:

All VFR traffic, departing George, to route via **Walker point**, before setting course. Traffic is to cross Walker point below 1500 FT ALT. VFR traffic to remain clear of the George TMA.

Crossing from West to East:

All VFR traffic to route via **Heidelberg**, then to **Hartenbos**, then coastwise, transiting the George CTR, to **Knysna**, before setting course.

Traffic is to cross Heidelberg at semi-circular level, cross TMA I boundary at or below 3000 FT ALT, Hartenbos at or below 1500 FT ALT. Walker point at 1500 FT ALT. An ATC clearance must be obtained to transit the George CTR. VFR traffic to remain clear of the George TMA.

Crossing from East to West:

All VFR traffic to route via Walker point, then **coastwise**, transits the George CTR, to **Hartenbos**, then to **Heidelberg**, before setting course.

Traffic is to cross **Walker point** at 1500 FT ALT, Hartenbos below 1500 FT ALT, En route Heidelberg, cross TMA I boundary at or below 3000 FT ALT. Cross Heidelberg at semi-circular level. An ATC clearance must be obtained to transit the George CTR. VFR traffic to remain clear of the George TMA.

Heidelberg at semi-circular level:

Alternately route: Traffic is to **cross Walker point** at 1500 FT ALT, **Hartenbos** below 1500 FT ALT, En route Heidelberg, **cross TMA D** boundary below 4000 FT ALT and **TMA E** boundary below 7000 FT ALT and **Heidelberg** at semi-circular level. An ATC clearance must be obtained to transit the George CTR.

Traffic **routing eastward** along the coastline between **Hartenbos** and **Walker point** are to route with the **coastline** to the **left of the aircraft** at 1500 FT ALT or below. Except in the George CTR where the aircraft is subject to ATC.

Traffic **routing westward** along the **coastline** between **Walker point** and **Hartenbos** are to route **with**

the N2 roadway to the left of the aircraft at 1500 FT ALT or below. Except in the George CTR where the aircraft is subject to ATC.

The area defined as follows has been identified for all general and training flying:

From a point at 335549S 0213232E to a point at 335724S 0220000E
Thence a straight line to a point at 341751S 0220000E
Thence a straight line to a point at 342049S 0215608E
Then clockwise along the 30 NM radius GRV to a point at 341400S 0215027E
Thence a straight line to a point at 341709S 0213617E
Then clockwise along the 42 NM radius GRV back to the starting point at 335549S 0213232E

VFR ROUTINGS WITHIN THE GEORGE CTR AND THE GEORGE SPECIAL RULES AREA (SRA)

Note: All proposed VFR routes will be for use by day and in VMC only.

Standard VFR Departure Routes, leaving the George CTR:

Departing RWY 29:

Leaving the George CTR to the South West:

GLENTANA 29 VFR Departure

After departure runway 29, maintain runway track to 1000FT ALT, then turn left track 200 degrees and climb to 1500FT ALT. At 1500FT ALT, set course for **Glentana Beach** and maintain 1500FT ALT. At Glentana beach follow the **coastline** to intercept SRA, VFR route at **Great Brak River**. Report passing Great Brak River.

Leaving the George CTR to the North West:

EIGHT BELLS 29 VFR Departure

After departure runway 29, maintain runway track to 1000FT ALT, then turn right track 020 degrees and climb 1900FT ALT, At 1900FT ALT proceed direct to **Geelhoutboom**, at Geelhoutboom set course (left turn) for **Eight Bells**, on track Eight Bells, when passing Eight Bells set course as required, remaining clear of the George CTR. Report passing north of **Wolwedansdam**.

Leaving the George CTR to the South East:

HEROLDS BAY 29 VFR Departure

After departure runway 29, maintain runway track to 1000FT ALT, then turn left track 200 degrees and climb to 1500FT ALT. At 1500 FT ALT turn left set course to **Herolds Bay**. Passing Herolds Bay, follow the **coastline** as a line feature to **Wilderness** and join the SRA VFR route. Report passing **Kaaimans River**.

Leaving the George CTR to the North East:

FANCOURT 29 VFR Departure

After departure runway 29, maintain runway track to 1000FT ALT, then turn right track 020 degrees and climb 1500FT ALT, proceed direct to **Fancourt** and climb 1700FT ALT, at Fancourt set course (right turn) to route **north of the George town**, to pass north of the Garden route dam. Once passed the Garden route dam position, set course for **Wilderness** and join the SRA VFR route. Report passing Garden route dam.

Departing RWY 11

Leaving the George CTR to the North East:

FANCOURT 11 VFR Departure

After departure runway 11, maintain runway track to 1000FT ALT, then turn left track 020 degrees, proceeding direct to **Fancourt** and climb 1700FT ALT, at Fancourt set course (right turn) to route north of the George town, to pass north of the **Garden route dam**. Once passed the Garden route dam position, set course for **Wilderness** and join the SRA VFR route. Report passing Garden route dam.

Leaving the George CTR to the South West:

GLENTANA 11 VFR Departure

After departure runway 11, maintain runway track to 1000FT ALT, then turn right track 200 degrees and climb to 1500FT ALT. At 1500 FT ALT set course for **Glentana Beach** and maintain 1500FT ALT. At Glentana beach **follow the coastline** to intercept SRA VFR route at **Great Brak River**. Report passing Great Brak River.

Leaving the George CTR to the North West:

EIGHT BELLS 11 VFR Departure

After departure runway 11, maintain runway track to 1000FT ALT, then turn left track 020 degrees and climb 1900FT ALT, at 1900 FT ALT proceed direct to **Fancourt**, at Fancourt set course (left turn) for **Eight Bells**, passing Eight Bells set course as required, remaining clear of the George CTR. Report passing abeam **Wolwedans dam**.

Leaving the George CTR to the South East:

HEROLDS BAY 11 VFR Departure

After departure runway 11, maintain runway track to 1000FT ALT, then turn right track 200 degrees and climb to 1500 FT ALT. At 1500 FT ALT set course to **Herolds Bay**. Passing Herolds Bay, follow the coastline as a line feature to **Wilderness** and join the SRA VFR route. Report passing **Kaaimans River**.

STANDARD VFR ARRIVAL ROUTES:

VFR routes to George Airport, entering the CTR from the West:

HEROLDS BAY 11 or 29 VFR Arrival

VFR aircraft, inbound to George, from the west, are to remain below the George TMA and route to **Great Brak River** via SRA VFR routes. Passing Great Brak River, follow **the coast line** feature to Herolds Bay at 1500FT ALT. From Herolds Bay comply with ATC instructions to join the circuit.

Alternate VFR routes to George Airport, entering the CTR from the West:

EIGHT BELLS 11 or 29 VFR Arrival

VFR aircraft, inbound to George, **from the North West**, are to remain below the George TMA and to route via **Eight Bells (Ruitersbos)**. Passing Eight Bells, route north of the George CTR to **Fancourt** at 1500FT ALT. From Fancourt comply with ATC instructions to join the circuit.

VFR routes to George Airport, entering the CTR from the East:

WILDERNESS 11 or 29 VFR Arrival

VFR aircraft, inbound to George, **from the east**, are to remain below the George TMA and route to **Wilderness** via SRA VFR routes. From Wilderness, follow the **coast line** feature at 1500FT ALT to **Herolds Bay**. From Herolds Bay comply with ATC instructions to join the circuit.

Alternate VFR routes to George Airport, entering the CTR from the East:

FANCOURT 11 or 29 VFR Arrival

VFR aircraft, inbound to George, **from the east**, are to remain below the George TMA and route to **Wilderness** via SRA VFR routes. From Wilderness, route to a position **north of the Garden route dam** at 1700 FT ALT. Then route **north around the George town** to **Fancourt**. From **Fancourt** comply with ATC instructions to join the circuit.

Radio failure procedures for circuit training and for training flights to / from the Special Rules Area

In Circuit: Remain in circuit and position in traffic, land and vacate RWY in use ASAP. After landing contact ATC via telephone.

FLIGHTS TO / FROM THE SRA:

En-route to the Special Rules Area - continue on the Standard VFR departure till clear of the George CTR. Thereafter proceed to FAMO and land. After landing contact ATC via telephone.

In the Special Rules Area - remain clear of controlled airspace; proceed to FAMO or FAPG and land. After landing contact ATC via telephone.

Inbound (once cleared inbound by ATC) - continue on the cleared Standard VFR arrival route, join the circuit and position in traffic, land and vacate RWY ASAP. After landing contact ATC via telephone.

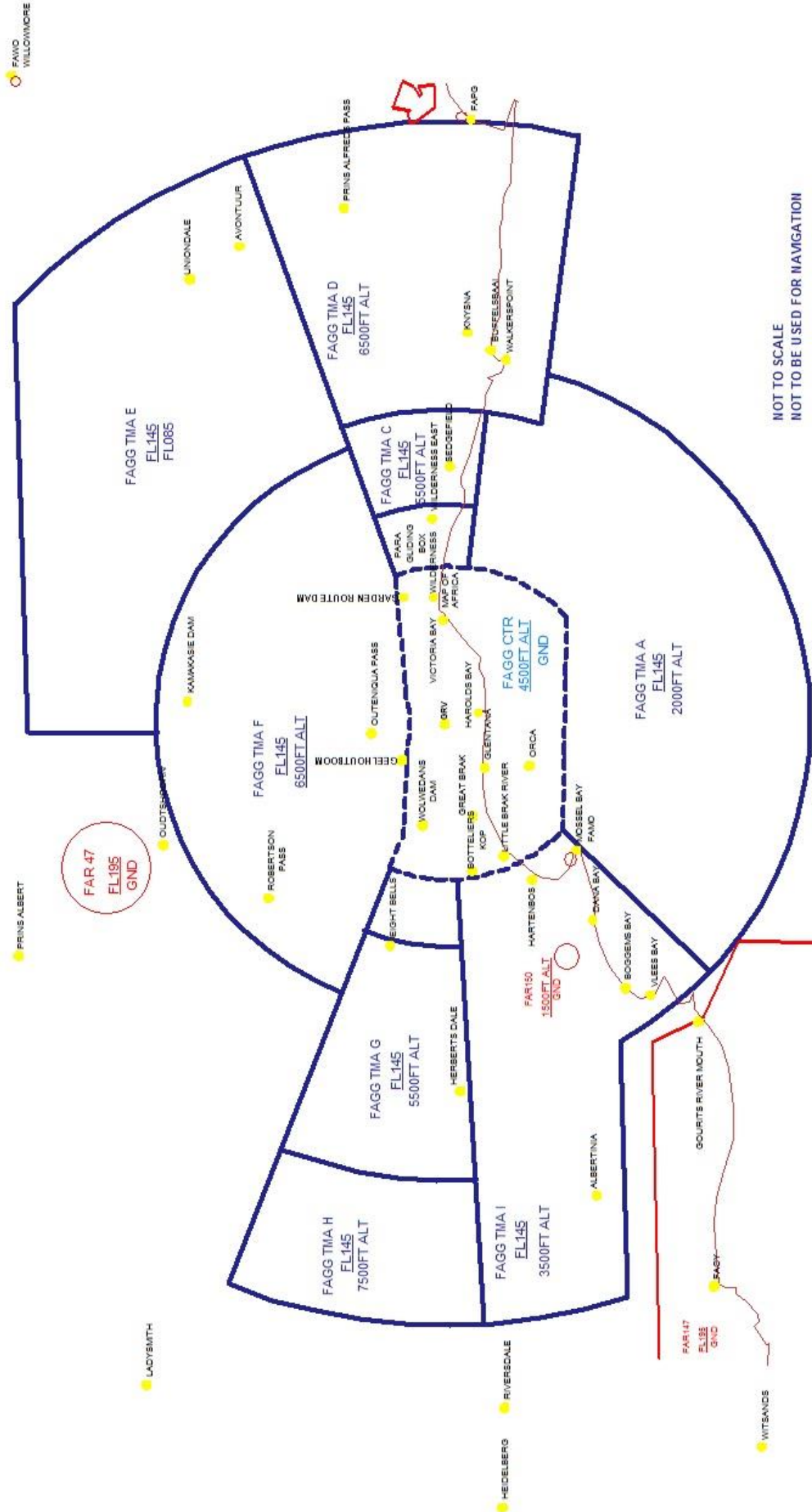
SIGNIFICANT POINTS:

Fancourt	S335715 E0222340
Eight Bells (Ruiterbos)	S335640 E0220205
North of Wolwedansdam	S335700 E0221200
Great Brak River	S340300 E0221320
Glentana	S340300 E0221910
Herolds Bay	S340320 E0222335
North of Garden route dam	S335715 E0223100
Wilderness	S335950 E0223500
Geelhoutboom	S335639 E0222056

COMMON VFR REPORTING POINTS – FAGG AIRSPACE:

NAME	ABR	COORDINATES	Radial DME
ALBERTINA	ALB	341300S 0213600E	
AVONTUUR	AVO	334300S 0231000E	
BLANCO		335635S 0222500E	GRV057004
BOTTELEIERSKOP			GRV290012
DENNEOORD			GRV081006
EIGHT BELLS (RUITERSBOS)	BEL	335600S 0220200E	GRV307017
FA PLATFORM	PLT	345800S 0221024E	
FANCOURT	FAN	335715S 0222340E	GRV040003
GARDEN ROUTE DAM			GRV090007
GEELHOUTBOOM		335607S 0222035E	GRV006005
GG GFA	GGFA	340756S 0220116E	
GOURITSRIVER			GRV290033
GOURITSRIVER MOUTH		342120S 0215300E	GRV290032
GREAT BRAK		340300S 0221300E	GRV275008
HAROLDSBAY		340320S 0222336E	GRV188003
HARTENBOS	HRT	340730S 0220700E	GRV265015
HEIDELBERG	HDB	340600S 0205900E	
HERBERTSDALE		340100S 0214550E	GRV296030
JONKERSBERG			GRV330009
KAMAKASIE DAM		334000S 0222500E	GRV032020
KNYSNA	KNY	340200S 0230300E	GRV118034
LADYSMITH	LDS	332900S 0211600E	
LITTLE BRAK RIVER			GRV280013
OUDSHOORN	FAOH	333530S 0221100E	
ORCA	ORC	351336S 0212955E	
PRINS ALBERT		332250S 0220350E	GRV359035
PRINS ALFRED PASS		335300S 0231000E	GRV106041
OUTENIQUA PASS		335310S 0222400E	GRV035007
RIVERSDALE	RVS	340505S 0211600E	
ROBERTSON PASS			GRV318019
SEDGEFIELD	SED	340100S 0224800E	GRV115022
STOMPDRIFT DAM		333030S 0223620E	GRV048032
UNIONDALE		333930S 0230730E	GRV083043
VICTORIA BAY			GRV120007
WALKERS POINT			GRV126030
WILDERNESS		340000S 0223100E	GRV115020
WILLOWMORE	FAWO	331730S 0232900E	
WITFONTEIN			GRV060004
WOLWEDANS DAM			GRV315009
ZEBRA		334700S 0221800E	GRV012014

FAGG CTR AND TMA



NOT TO SCALE
NOT TO BE USED FOR NAVIGATION