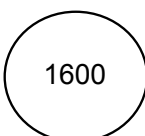
	SOP SECTION C1.6- VFR ROUTES AND AIRFIELDS	Page: AREA1/1	Updated: 31 JAN 08	Full name: EVENGUE
		Radio: HF : 8903 USB (BRAZZA) VHF : 118.10 (A/A) Radio call: EVENGUE TRAFFIC	Elev.: 3 ft  MSA EVG16	Coordinates: EVG16 S01°39.06 E009°19.42 EVG34 S01°39.27 E009°19.51



RWY	LENGTH	WIDTH	SURFACE	LIGHT	FUEL
16	500 m	20 m	SOFT SAND AND GRASS	NIL	JET A-1 (DRUMS)
34				NIL	

OBSERVATIONS:

AIRSTRIIP FOR PC6T USE ONLY.

CUMULATIVE FACTORS OF DANGER SHOWN ON THIS SITE.
USE EXTREME CAUTION AND APPLY THE FOLLOWING PROCEDURE.
(SEE NEXT PAGES).

①: When possible do not overfly this area due to the presence of protected gorillas.

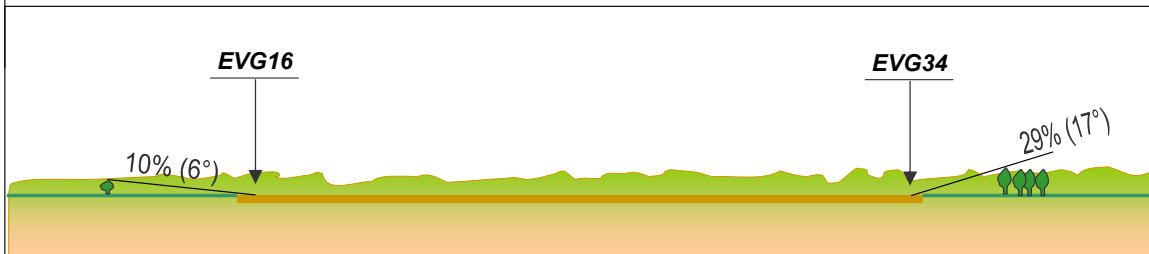
CHANGES: first issue

OBSTACLES



- rough area
- sandy area
- usable part
- flooded area

PROFILE



A) GENERAL INFORMATIONS

TYPE OF SERVICE:

Used by SCD to desserve Evengue lodge.

SCD REPRESENTATIVE

Mr. GRILLO Frederico M: +241 07 58 24 71.

TECHNICAL ASSISTANCE

NIL

HANDLING

NIL

PARKING

No tie downs.

FUEL

NIL

GROUND COMMUNICATION

GSM network. Poor reception on some parts of the island.

ACCOMMODATION

At the lodge for clients and crew.

Or at Omboué by boat (20 min boat): Olako hotel. Approx. 500 m fm airport / room price fm 35000 XFA.

B) OPERATIONNAL PROCEDURES

ENROUTE:

At low FL (bellow 055), caution is required due to numerous helicopters in the vicinity.

ARRIVAL PROCEDURE

MLW: 2300 kg (130 USG of fuel + 4 standard pax and luggages)

Use only QFU 16.

Apply the STOL landing procedure (FLAPS DN, VRF 65 kts, using of brakes and reverse).

Align the final on the left side of the rwy (best side of the strip).

Avoid to turn around at the far end of the rwy (soft sand area).

ALTERNATE AIRFIELDS

PC6T: FOOH, FOOG, FOOI, IGA, BAS

DEPARTURE PROCEDURE

MTOW: 2100 kg (130 USG of fuel + 2 standard pax and luggages).

Preferable rwy: 16.

Line up on the east side of the rwy.

Apply the STOL take off procedure (FLAPS TO, take off power, lift off with low tail attitude).

Climb at max performance (65 kts, FLAPS TO until clear of trees).

C) FLIGHT FILE CONTENTS, SPECIFIC ITEMS:

WEATHER

Use FOOG weather and if avlb observation of EVG (non aeronautical observation).

NOTAM's

FOOH, FOOG

D) MISCELLENOUS

Note for PC6T pilots.

The crews who operate on this site need to be aware of the danger of contamination of the horizontal stabilizer by mud and / or sand.

This contamination can cause a stall of the elevator with the FLAPS in LDG position.

If such a contamination is suspected in flight, the FLAP setting should be reduced for landing.