

Due to the proximity of this airstrip to a school sports field it is essential to get permission before attempting to land.

Please contact one of the following:-

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General Information

Name & Owner

St. Andrew's School, Turi

Location

The runway direction is 05/23 (045°/225°).

The coordinates and elevations for each end of the runway are:

Threshold 05: S 00° 16.619' E 035° 45.877' – 8236 feet MSL (mean sea level)

Threshold 23: S 00° 16.266' E 035° 45.213' – 8066 feet MSL

Molo town is 4NM N/W

Characteristics

Length of strip	907 m
Runway length	847 m
Airstrip Width	40m
Runway width	20m
Stopway lengths	30m + 30m
Runway Slope	3.3 degrees
Surface	Short cut grass
Local Obstacles	Power lines approx 300m from threshold 23, trees on approach
Markings	Threshold and Runway markers (100m intervals) in place, windsock (all to KCAA specifications).
Apron	70m x 90m (tie downs to be available).
Ground Services	Water
NAVAIDS	None
KCAA Conditions	<ul style="list-style-type: none">• The runway shall be used only during daylight hours• The runway shall only be used by aircraft whose weight does not exceed 5,700 kg

The MAF standard categorisation of airstrips divides airstrips into three categories: A, B and C.

The category provides a guideline for pilots to anticipate possible difficulties when operating from the strip.

A is the least demanding and C is the most demanding. The main factors to be considered when determining the category of an airstrip are slope, length, width, altitude, surface, surrounding terrain, obstacles and a possibility to execute an aborted landing.

Turi would be categorised as a category C airstrip.

Important factors to consider before attempting to use the airstrip are:

- high altitude (8,000 + feet)
- steep longitudinal gradient (slope)
- limited length of runway

St. Andrew's, Turi Airstrip information

- limited escape route options
- high air temperatures in the afternoon – poor density altitudes with impaired climb
- Unidirectional landing; Land UPHILL only on r/way 23. NB: beware tail wind and difficult go around conditions towards rising ground
- Unidirectional take off; Take off DOWNHILL only on r/way 05
- The pilot needs to be able to prepare for and cope with rising terrain on landing path and higher than normal ground speed on landing due to tailwind.
- The longitudinal gradient of the runway results in producing visual illusions. When landing on steep uphill, there is a tendency to approach the airfield too low.

On departure and in case of go-around the expected climb performance is poor, especially with a normally aspirated (non-turbo) piston aircraft.

Heavy weight makes the climb worse. If there is any downdraft wind, there might be moments when the airplane might only be able to stay in level flight and not be able to climb at all.

The pilot needs to get familiar with the airstrip and its surroundings, together with the prevailing conditions. This familiarization should be done with a lightly loaded aircraft.

The strip is a one-way airstrip, which means that regardless of wind the landing is always performed in the same (= uphill) direction. Conversely, the takeoff is always performed in the opposite (= downhill) direction. Turi would be categorised as a C airstrip.

Airstrip Usage Guidelines

1. The airstrip is a private airstrip requiring prior permission for use.
2. There is a landing fee of KSh. 1,000/- per aircraft payable in cash to the guard. (A receipt must be issued)
3. The airstrip is used entirely at the pilot's own risk. St Andrew's School, Turi take no responsibility whatsoever for any damage or loss however caused during take off, landing or whilst parked.
4. The granting of permission to use the airstrip does not imply that the airstrip is suitable for that particular aircraft, nor that weather conditions allow safe usage
5. Whilst basic weather information may be given on request, the pilot remains fully responsible for any decision to use the airstrip.
6. No traffic control is exercised.
7. No facilities for night time landings or take offs exist. The airstrip will not normally be used before 07:00 or after 18:00.
8. Each pilot should work out actual performance of the aircraft before attempting to take off with heavy load out of Turi. A trial takeoff with an empty aircraft on a first flight is recommended to get a feel how the aircraft performs in high altitude.
9. No takeoff should be attempted with tailwind.
10. No takeoff should be attempted in an uphill direction.
11. No landing should be attempted in a downhill direction.
12. The Aircraft will only be parked at the place allocated by Turi.
13. Prior to first landing, every pilot is encouraged to obtain a briefing from another experienced pilot who has been to Turi.
14. Turi reserves the sole right to stop providing use of the airstrip.

According to calculations based on performance data the airstrip **may** be suitable for the following aircraft

- Cessna Caravan C-208
- Cessna C-206
- Cessna C-210
- Cessna C-152
- Cessna C-172
- Piper Cherokee PA-28.
- C152 Cessna 152
- C172 Cessna 172
- PA28 Piper Cherokee Archer

Disclaimer & Indemnities

None of the guidelines in this document supersede the information provided in the aircraft's operation manual or Pilot Operating Handbook. It is each pilot's responsibility to use information from Pilot Operating Handbook to ensure that the takeoff and landing can be commenced safely.

St. Andrews School, Turi does not intend to and will not assume any risk of loss and or damage to property or injury to or death of persons by reason of civil aviation use of the flying facilities under these guidelines, including, but not limited to, risks connected with the provision of any service to any user under these guidelines.

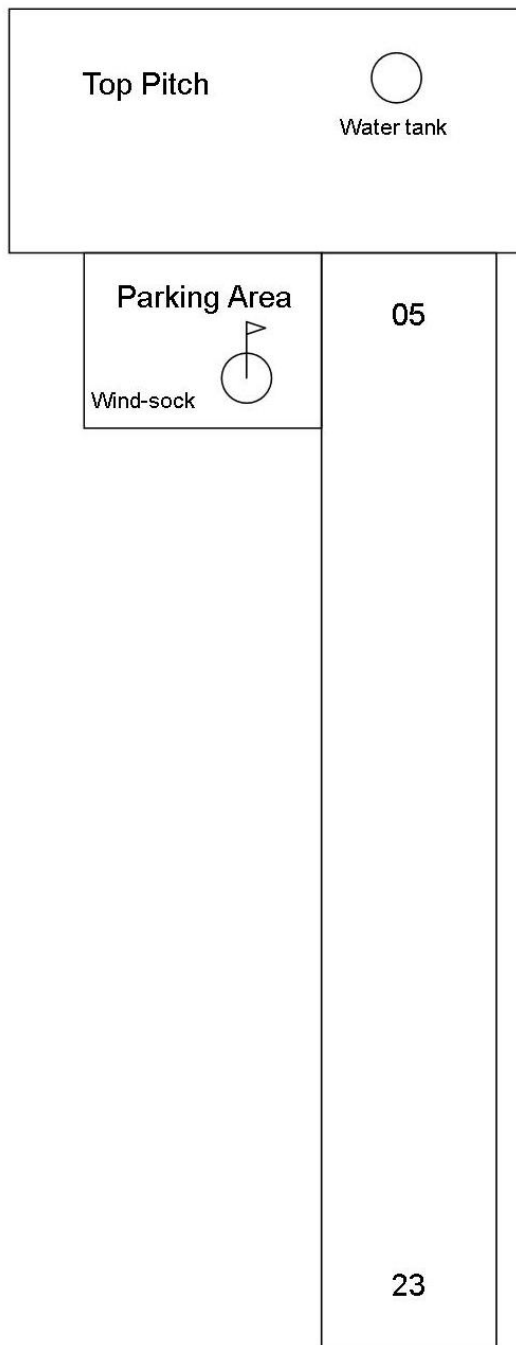
By use of the airstrip the Pilot agrees that he will abide by and adhere to all airstrip usage guidelines, rules, regulations that are currently stipulated or may be stipulated in the future by St. Andrews School, Turi.

By use of the airstrip the Pilot covenants and agrees that he/she will not hold St. Andrews School, Turi, any of its agents, or employees responsible for any loss occasioned by fire, theft, rain, windstorm, hail, or other natural disaster, whether said cause be the direct, indirect, or merely a contributing factor in producing the loss to any airplane, automobile or personal property that may be temporarily located on the airstrip.

By use of the airstrip the Pilot agrees to indemnify, St. Andrews School, Turi, its agents, officers, representatives, and employees, harmless from and against any and all liability or loss damage, injury, or death sustained by any individual or entity resulting from claims or court action arising directly out of the activities of Pilot, or his/her agents, servants, guests or business visitors under the guidelines provided herein by reason of any act or omission of such person to follow the specified guidelines whether the claims be based in whole, or in part, on the negligence or fault of St. Andrews Turi or its contractors or any of their officers, agents, and employees, or based on any concept of strict or absolute liability, or otherwise.

Note! The information provided is for general purposes and guidance only. Each aircraft has its own weight and balance information that must be adhered to. The pilot is responsible for verifying from POH and weight & balance sheet that the maximum takeoff limitations are not exceeded.

St. Andrew's, Turi
Airstrip information



St. Andrew's, Turi

Sketch Map of Airfield
& Surrounding Area

