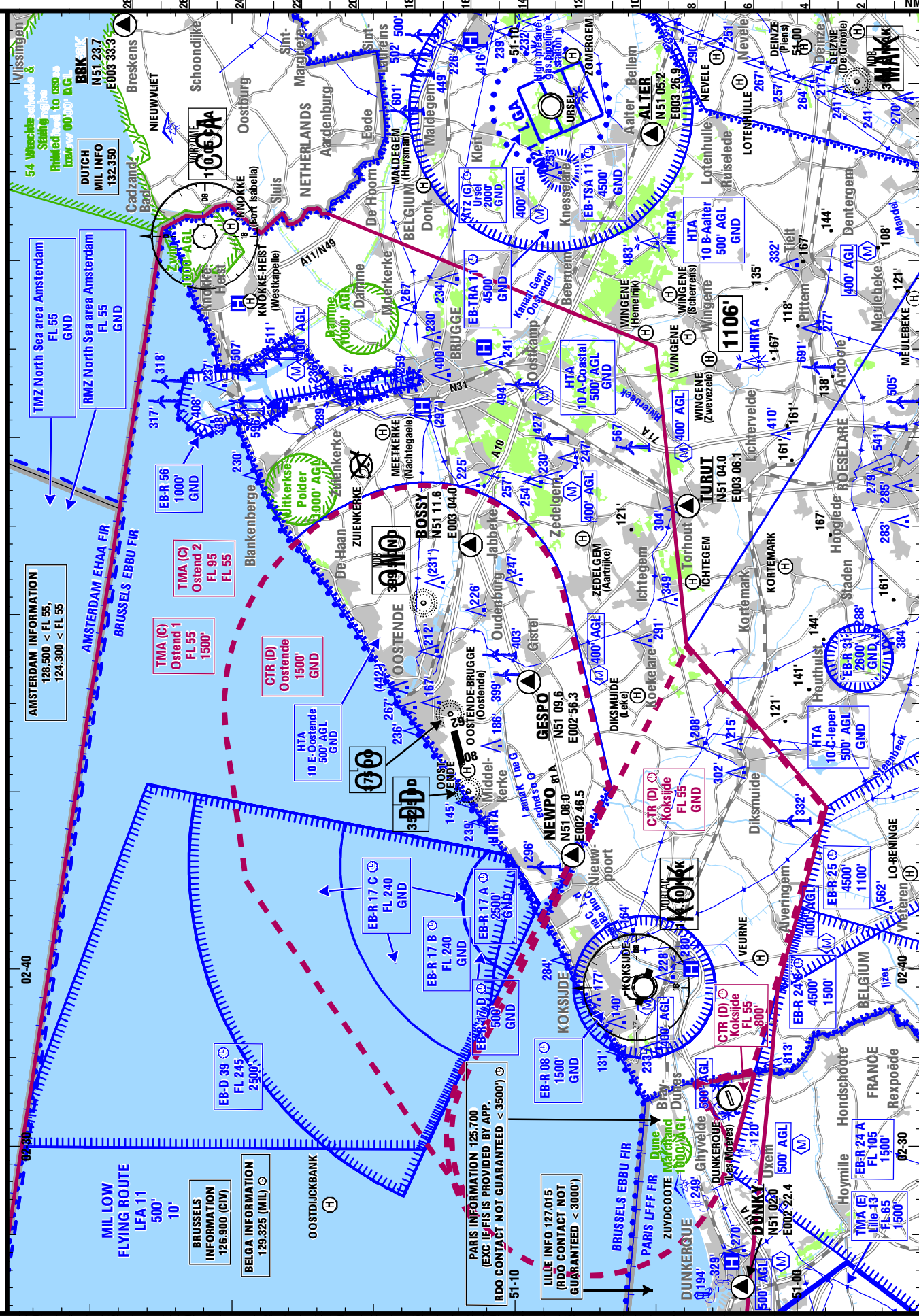


(1) VDF	(2) MIL	(3) CIV



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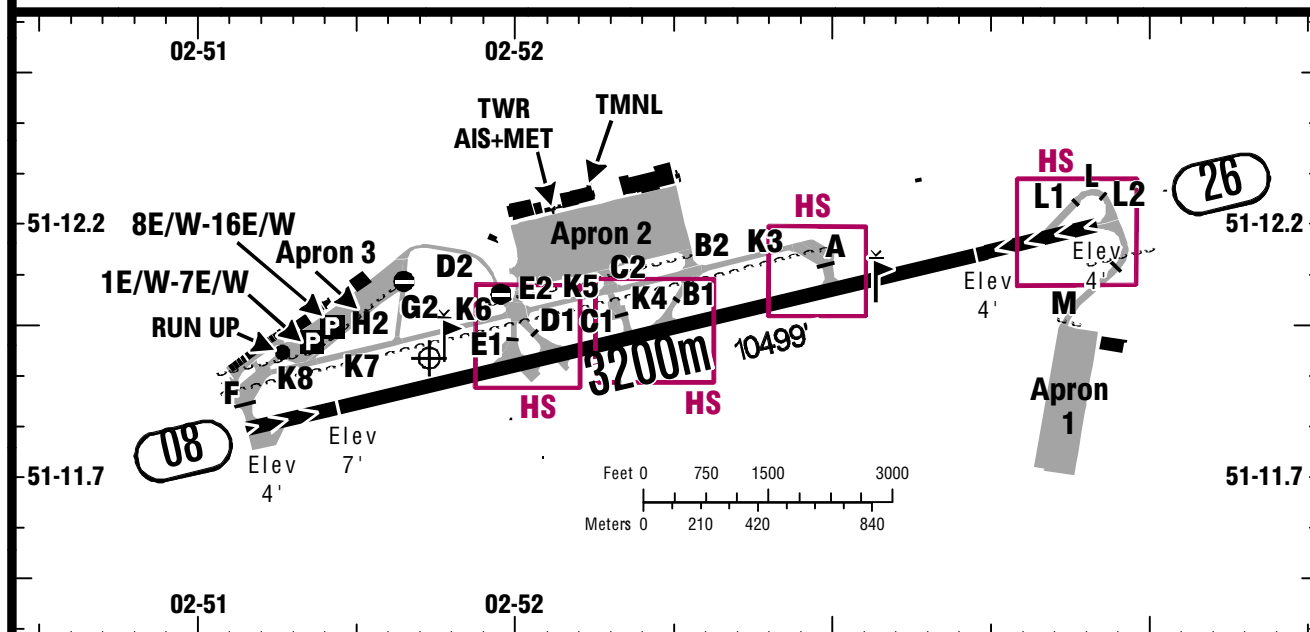
OOSTENDE-BRUGGE

BELGIUM

BRIEFING STRIP™

LOCATION Elev 7' /2m N51 11.9 E002 51.7	ATIS ATIS 126.130	TOWER OOSTENDE GROUND 121.980 OOSTENDE TOWER 118.180 ⁽¹⁾ (en)	ADMITTED AIRCRAFT
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⁽¹⁾ VDF



ALS - PAPI 08 (3.0°), 26 (3.0°) - THRL - RL - RENL - RCLL - TWYL (EXC C1, D2, H2) - WDI - OBSTL.

RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
08 (076°) 26 (256°)	3200 x 45 Paved	3200	2900 2785	PCN 86/F/C/W/T (PCR 1660/F/B/X/T)	

Intersection TKOF

RWY	PSN	TORA (m)
08	C1 ¹	1761
	D1	2079
	E1	2285
26	A	2178
	B1	1610
	C1 ¹	1438

¹ Only to be used from SR-SS.

NORDO ACFT prohibited.

Before entering Oostende TMA, pilots shall report at one of the visual reporting points.

All ACFT crew is required to wear high-visibility clothing on airside.

ACFT shall turn anticlockwise on the turnpad. Yellow guideline markings and TWY centre lights are present.

Transponder operation mandatory for DEP ACFT from the request for push back or taxi, whichever is earlier. After LDG OFF or STBY when parked.

TAX on Apron under ATC guidance only. Pilots and drivers are responsible for their own separation.

Pre-departure checks, including engine/power checks shall be performed on dedicated run-up area after receiving the TAX clearance:

- RWY 08 in use: following ATC instructions, on the dedicated run-up area in front of TWY K8 or to the holding point F, E1, D1 or C1;
- RWY 26 in use: following ATC instructions, at the holding point A, B1, C1.

RWY Incursion Hot Spots

Explicit RWY crossing clearance is required.

HS at RWY end 26, INT TWYs L & M - TWY crossing RWY. Possible opposite traffic.

HS at INT TWY A - Taxi on RWY to exit LIMA.

HS at INT TWYs D1 & E1 - Confusing point - multiple exits.

HS at RWY INT TWYs B1 & C1 - C1 is NOT EXIT - do not mistake C1 for B1 when vacating RWY.

Training flights

MAX 4 ACFT simultaneous in circuit applies.

Training for non home-based ACFT PPR only.

For VFR training flights at night only activation of PAPI, lighted WDI, edge-, threshold- and runway end lighting.

ULM flights

TKOF and LDG only allowed for ULM ACFT complying with the following:

- 3-axis ULM;
- equipped with transponder and radio able to communicate on VHF;
- able to maintain an airspeed of MNM 80 KT.

Radio Failure

If the ACFT does not succeed in LDG within the 30 MIN normally allowed for APCH and LDG, it shall leave Oostende CTR and TMA on track 045° MAG below 1650' QNH, and land at the first suitable AD where the weather conditions permit visual APCH and LDG.



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OOSTENDE-BRUGGE

BELGIUM

Ground Procedures

Engine test runs are only allowed BTN 0700 and 2300, EXC when authorized by AD Authorities. They can only take place on TWYs at the holding bays of RWY INT A and M.

Full power engine test runs are only allowed BTN 0900 and 1800 but not on Sun and Hol. They can only take place on TWY at the holding bay of RWY INT M. EXCs can only be granted by AD Authority.

Idle checks on ACFT stand shall be requested via airside inspection.