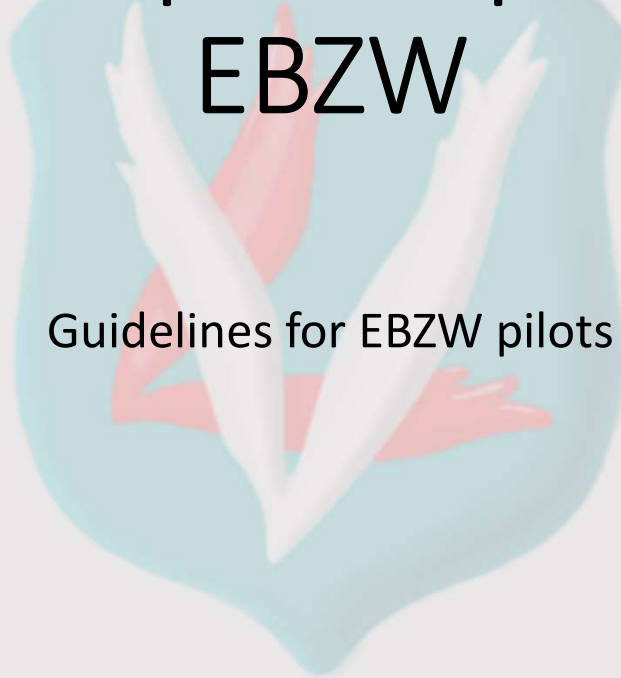


Paradrop airplane specific circuit EBZW

Guidelines for EBZW pilots



Why dedicated circuit for paradrop operations?

- The main aim for Paradrop operations is to get as many loads as possible in the air during a drop day.

↳ Climbing in the shortest time/distance to the drop target

+

descending in the shortest time/distance back to the airfield.

↕

Potential conflict with normal traffic

ROD >3000FPM

Speed during descent: 110-115kts

Speed on Short Final (if no skydivers present): 65kts

Why dedicated circuit for paradrop operations?

The best deconflicting of traffic from the viewpoint of the paradrop airplane is to have acquired a visual on traffic in the circuit (see and be seen)



Higher than the normal circuit

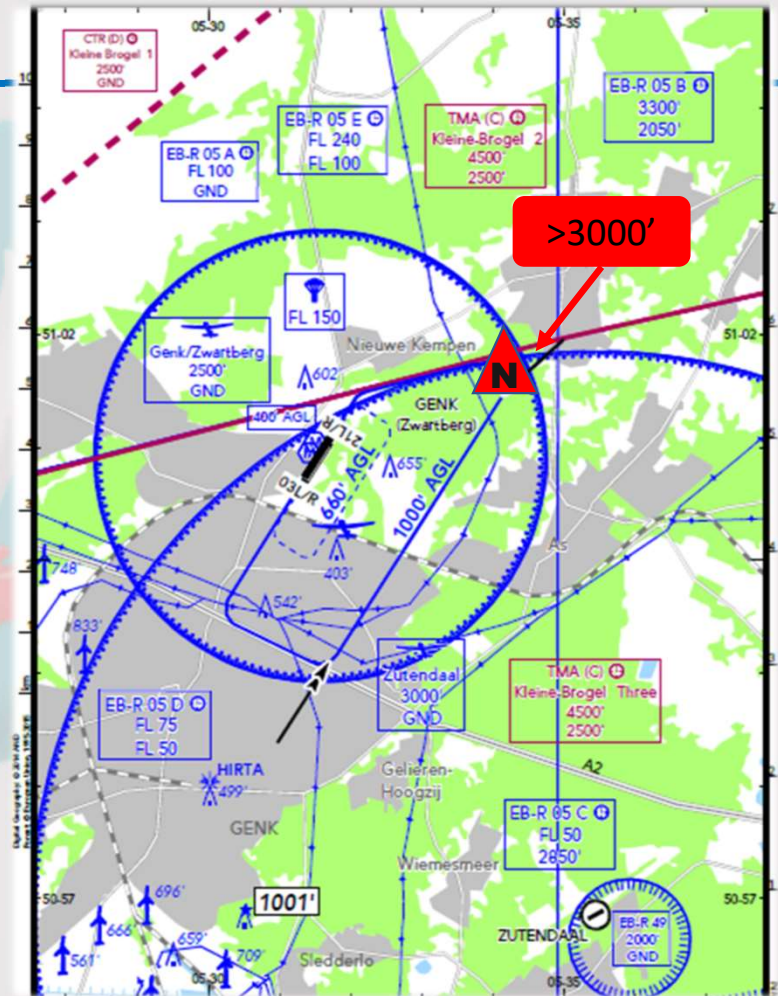
Slighter wider in downwind



Entry into the circuit at start of base

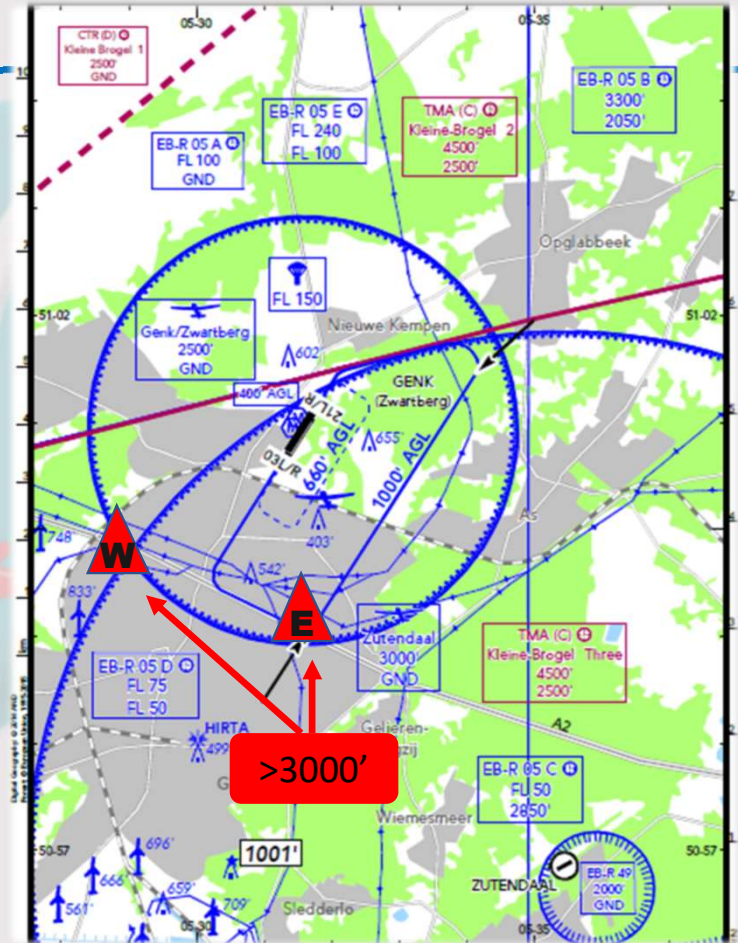
1. Circuit procedure EBZW RWY 21R

- Paratrooper plane will enter circuit at N (November) >3000'
- Paratrooper plane will contact EBZW Radio after release from BRU CTRL (usually at FL060) with the message if (multiple) traffic is in sight or not and where it is proceeding to. If not, a call with your position can do wonders. Genk information can also assist at that point
- For situational awareness, especially when busy, Paratrooper plane can call out when parallel with downwind, "OO-XXX on high downwind".



2. Circuit procedure EBZW RWY 03L

- Paradrone plane will enter Right hand circuit at E (Echo) >3000'.
- Paradrone plane can also enter the circuit at W (Whiskey) which gives the best overview of the traffic in the circuit. This will be called as "OO-XXX opposite base" when entering the circuit
- Paradrone plane will contact EBZW Radio after release from BRU CTRL (usually at FL060) with the message if (multiple) traffic is in sight or not and to which entry point it is proceeding to. If not, a call with your position can do wonders. Genk information can also assist at that point
- For situational awareness, especially when busy, Paradrone plane can call out when parallel with right downwind, "OO-XXX on high right downwind"



Paradrop circuit vs regular EBZW traffic

- We are all grown ups
- We are all humans
- Act with courtesy to each other, drop plane and regular traffic.
 - ↳ Regular EBZW traffic: Consider the performance difference of a Cessna C208 Supercub in the circuit, should the drop pilot ask if he can enter base if there is a possibility to do so, for instance if you are at the middle or beginning of downwind.
 - ↳ Paradrop plane: If an airplane is already in downwind, always ask if you can enter base if the opportunity presents itself.

See and be seen