

BLACK MOUNTAIN Fly-in/Open Deur



6 & 7
JULI
2024



Pilot's Briefing



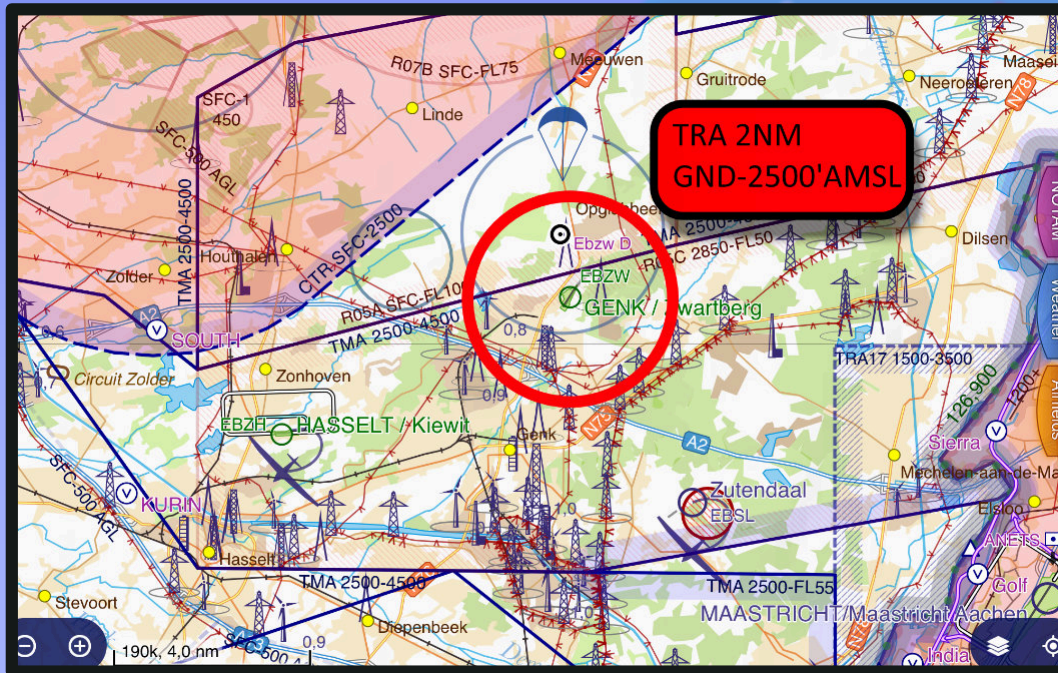
DEFENSIE
LA DÉFENSE

Alle opbrengsten gaan naar het Nationaal Hulpfonds
van het Belgische Vliegwezen Fonavibel, het
Kinderkankerfonds Kleine Prins en Project Instituto
Terra van de Koning Boudewijnstichting.

IEDEREEN
GENKT



Active TRA around EBZW (2NM, up to 2500ft AMSL): no entrance without clearance/NORDO not allowed.



EBZW is PPR (available via www.ebzw.be). No landing fees during the Fly-In.

Fly-In/Open Door hours: Sat and Sun 10:00LT-> 18:00LT.

No approaches and T/O's between 15:00LT and 16:00LT (Sat and Sun), due to local demonstration flights.

Genk-Radio: VHF 120.405 (FIS only)

Fuel: AVGAS 100LL + Jet A1; available throughout the day.

Main RWY 03L/21R:
799mx23m, hardened.

Secondary RWY 03R/21L:
655mx18m, grass; under- and overrun available; only available on request at first contact and if conditions allow.
Secondary RWY (grass) will be used as taxi-way for RWY2 1R and RWY 03L for all aircraft.

After landing: follow instructions of Tower and Marshal (orange high visibility).

After shut down: proceed to the Crew Coordination Center (CCC) for check-in and departure details.
PIC is responsible for own flight planning (opening+closing; <https://ops.skeyes.be> or by phone +32 (0) 2 206 25 40). Assistance is available at CCC.

At departure: Departure only possible with slot received via CCC and Air Ops team. Open flight plan after T/O on Brussels on VHF 126.9.

In case of GO-Around on 21R/03L: execute safely your Go Around; once > 400ft AGL, offset slightly away from the public, overflying the grass runway.

SPECIAL REMARKS

Entry points: At these points, contact Genk Radio and report at which point (refer map).

No aerobatics allowed! All overflights (single or in formation) will respect the distance lines (150m or 230M, indicated by big white circles, east side of the grass-runway). Ref: see GDF-6.

Helicopter operations:

Visitors: approach via runway in use and follow tower instructions for landing and parking spot.

Helispots available in front of ESC-company (North side of airfield-see map).

Helicopters for initiation flights:

- Approach via the western pattern (see map).
- Stay well clear west of RWY-axis and do not overfly public.
Land on the western helispots (west of ESC on grass).
- Pay special attention for deconfliction at that helispot in case of multiple heli operations.

Avoid overflying:

Zutendaal military airfield (5 NM South-East of EBZW) due to glider-activity (winching up to 2300ft AMSL).

The build up area in the extended axis of Runway 03.

The build up area and public, west side of the Runway.

EBR07A (2NM Radius, GND-FL075) Prohibited area around EBBL

EBBL is on QRA Duty! Avoid EBR07B (5NM Radius GND-FL075). Stay on Brussels info 126.9 for CTR crossing

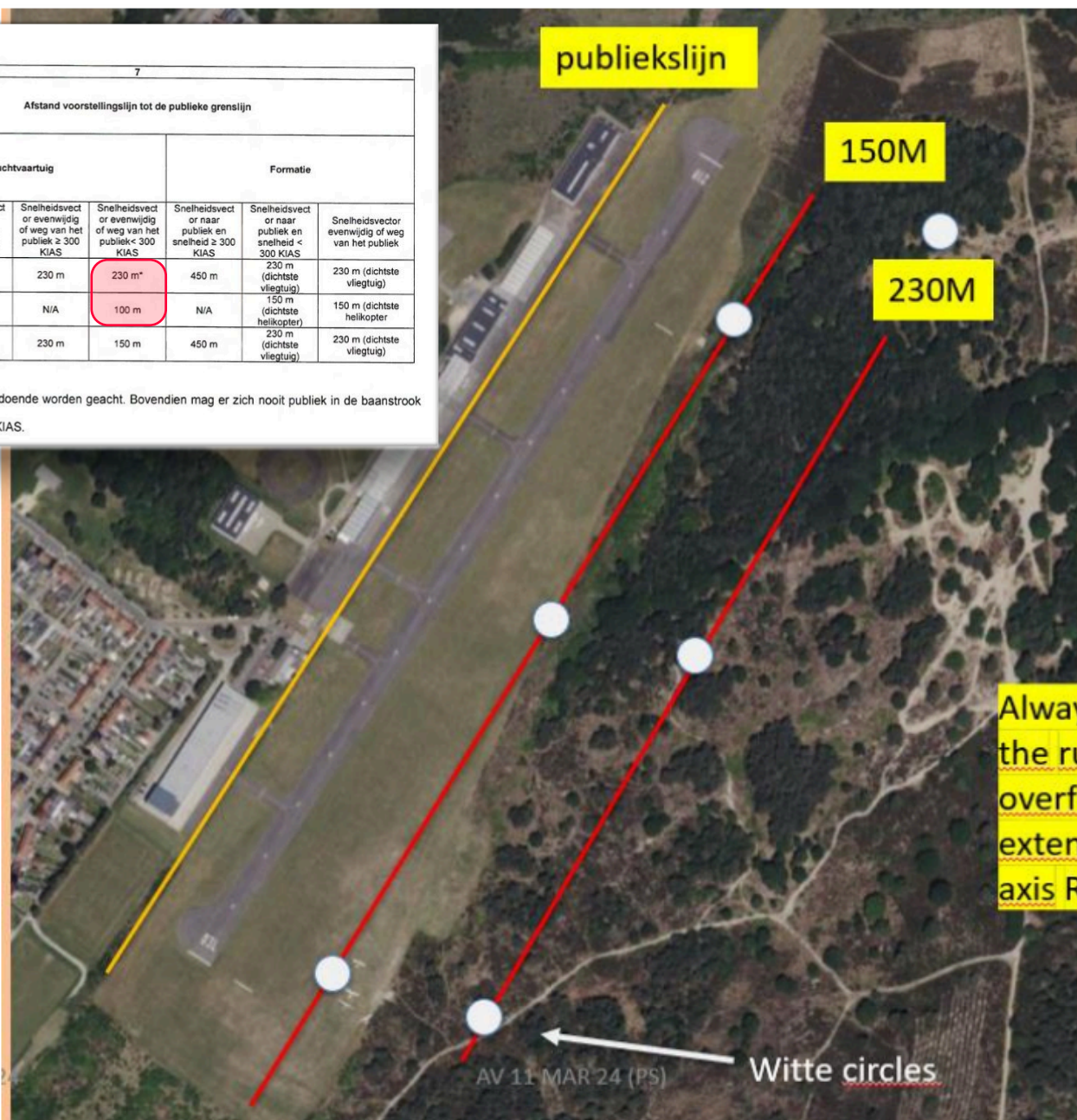
T1. Minimale afstanden tov de publieke grenslijn

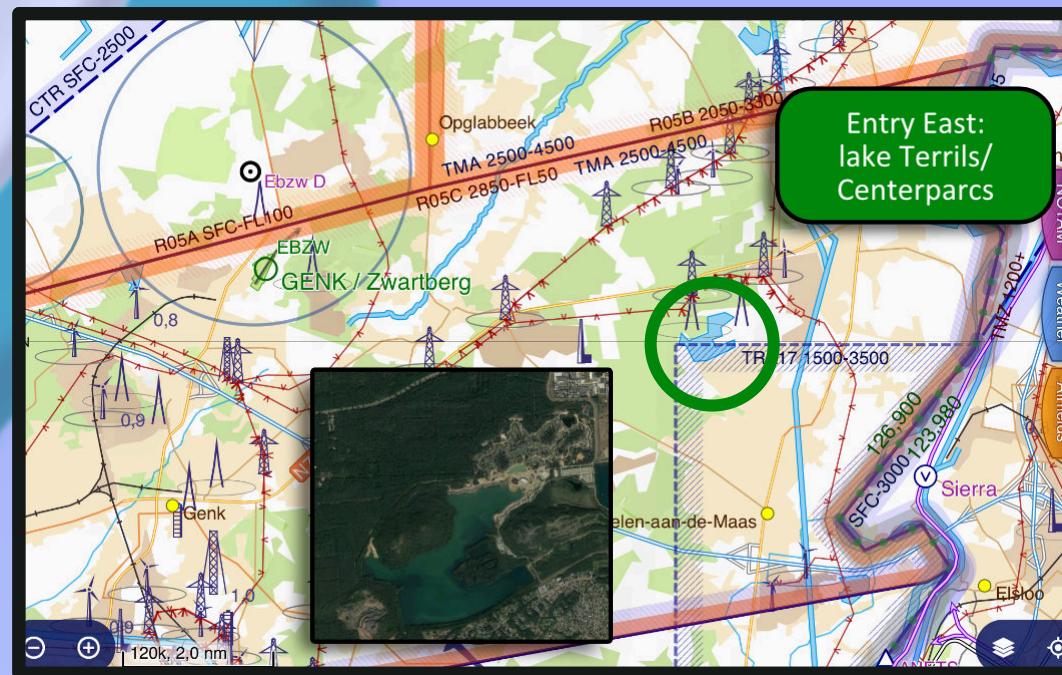
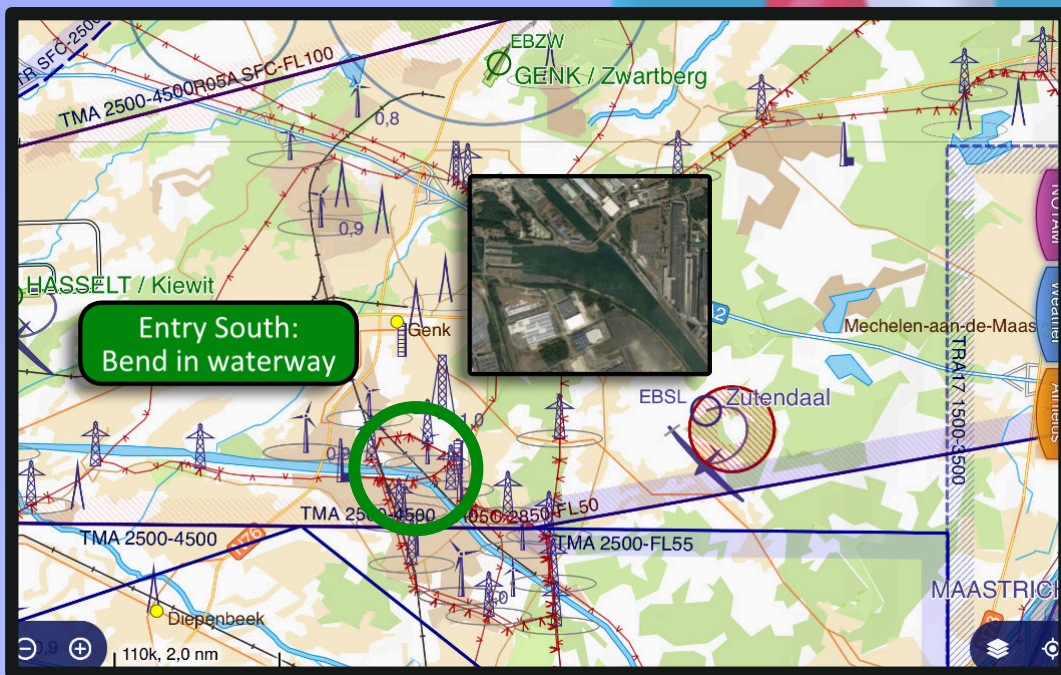
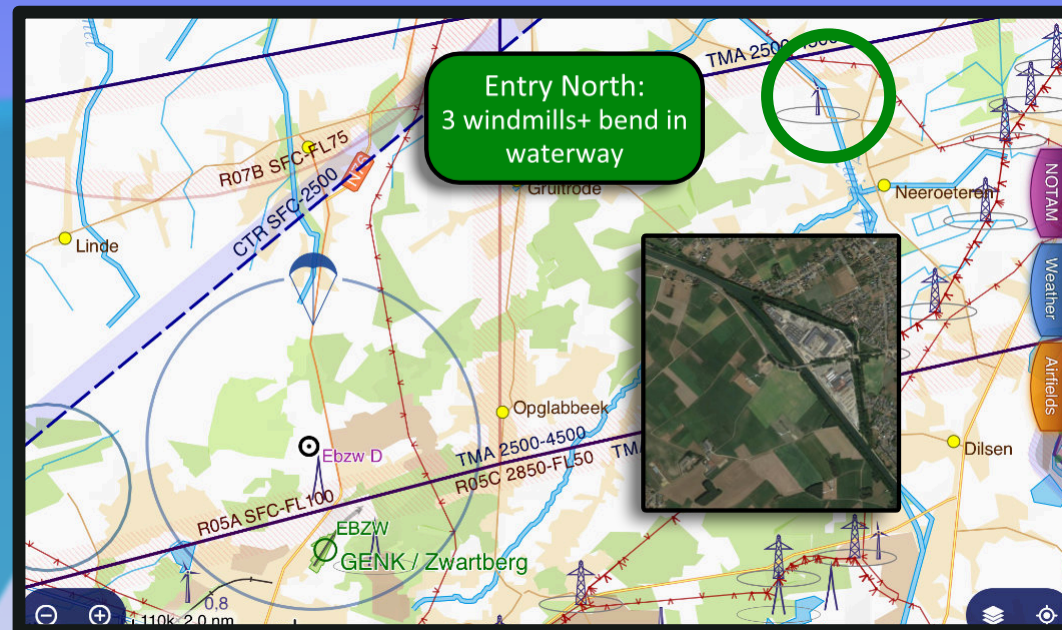
1	2	3**	4**	5**	7 Afstand voorstellingslijn tot de publieke grenslijn							
	Afstand publieke grenslijn tot de rand van de taxiway met baancom misaris	Burger- luchtvaartmeetin g	Fly in of Fly in met overvluchten en/of flying display zonder kunstvluchten	***Fly in of Fly in met overvluchten en/of flying display zonder kunstvluchten	Eén luchtvaartuig							
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Vliegtuigen	15 m	75m	75m	20m	450 m	230 m	230 m	230 m*	450 m	230 m (dichtste vliegtuig)	230 m (dichtste vliegtuig)	
Helikopters	15 m	75m	75m	20m	N/A	100 m	N/A	100 m	N/A	150 m (dichtste helikopter)	150 m (dichtste helikopter)	
VSTOL	15 m	75m	75m	65m	450 m	150 m	230 m	150 m	450 m	230 m (dichtste vliegtuig)	230 m (dichtste vliegtuig)	

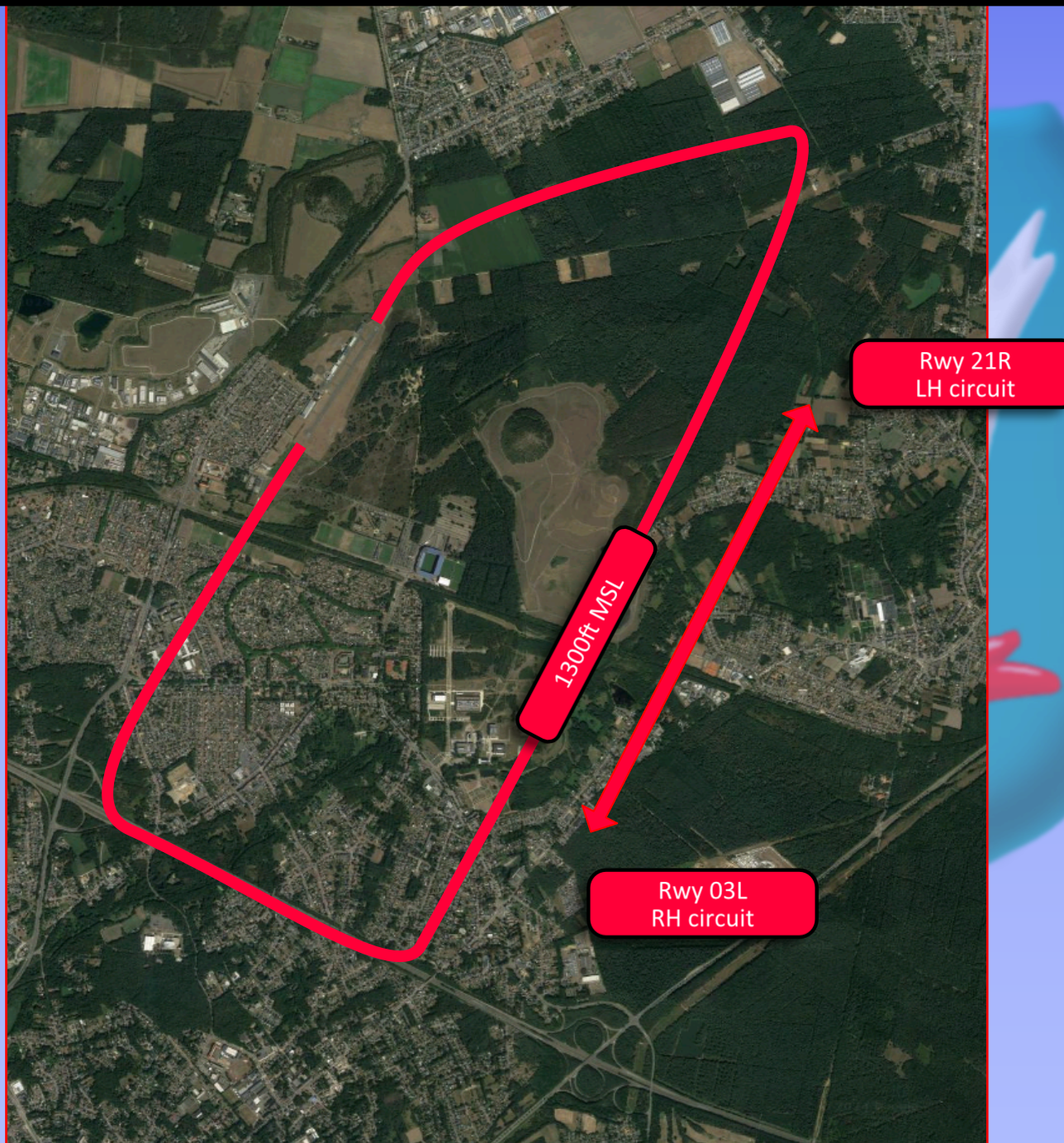
* bij lichte vliegtuigen kan deze afstand verminderd worden tot 150 m

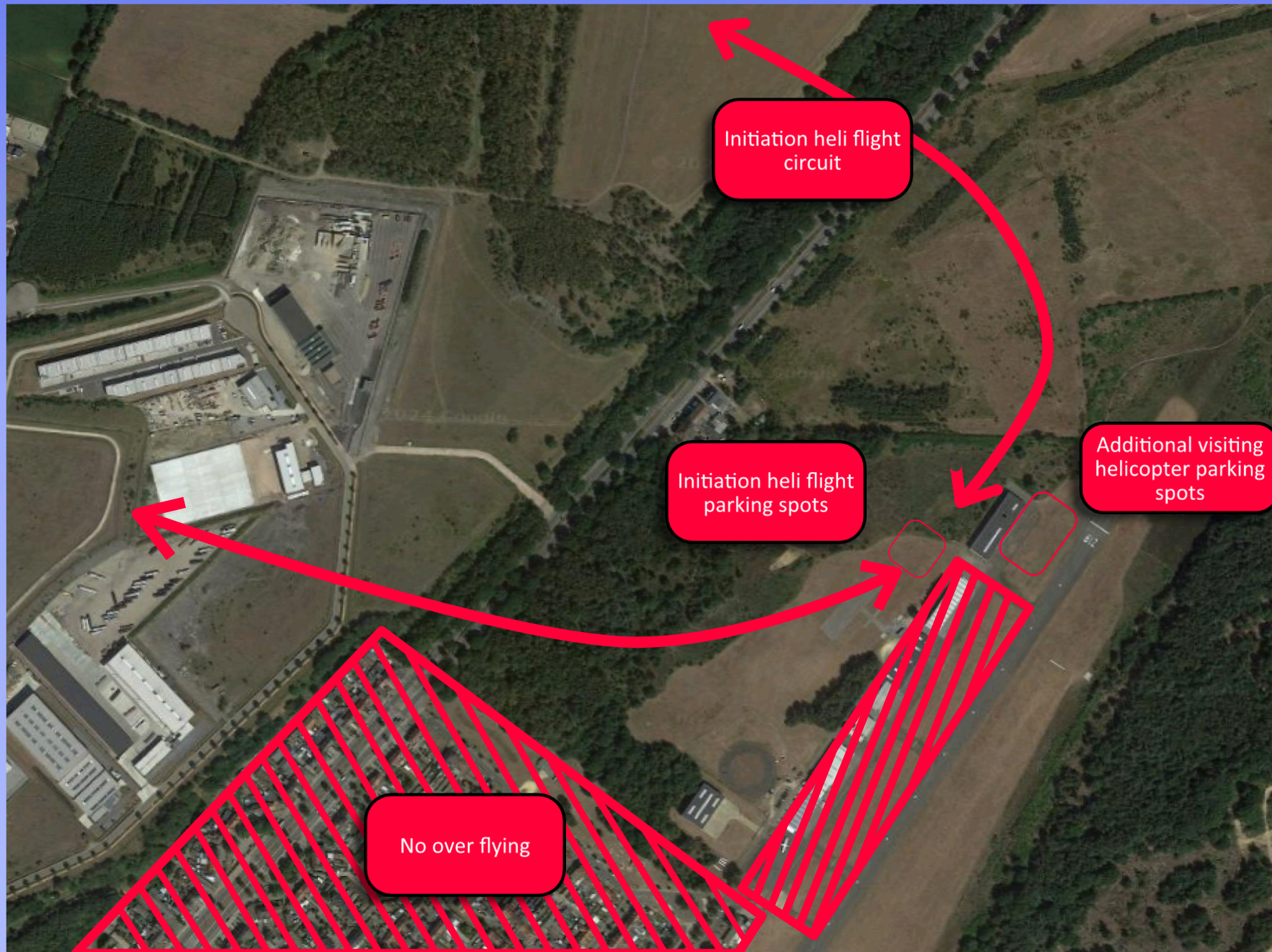
** de weergegeven afstanden zijn de minimum afstanden zonder dat die automatisch voldoende worden geacht. Bovendien mag er zich nooit publiek in de baanstrook van een actieve baan bevinden.

*** Enkel voor lichte luchtvaartuigen met een normale opstijgsnelheid van minder dan 80 KIAS.











ADVISORIES

- Always ask for runway crossing clearance.
- Have a sharp look out for approaching traffic on both RWY's.
- Always follow taxi-instructions from Tower.
- Reduce Runway occupancy to a minimum.
- Backtrack on main RWY is only allowed when cleared by TWR.
- If not sure: STOP and ask Tower.
- In case of strong NE crosswinds, TWR will notify the obligatory use of RWY03R/21R (grass runway) for TO/landing, and RWY03L/21R (hardened runway) for taxi.
- Gliding and para drop are not active during the Fly-In.