



EBZW FLY-IN

Pilots briefing





1	POC-Key persons.....	3
1.1	Aeroclub Limburgse Vleugels.....	3
1.2	Airfield commanders.....	3
1.2.1	Paul Spaepen.....	3
1.2.2	Kristof Stulens.....	3
1.3	Event Coordinators.....	4
1.3.1	Luc Hellings (Logistics).....	4
1.3.2	Frank De Paepe (Organizer).....	4
1.4	Flight Operations.....	4
1.4.1	Coordinators.....	4
1.4.2	Planning and Coordination.....	4
1.5	Safety committee.....	4
1.5.1	Kristof Stulens.....	4
1.5.2	Kurt Vanderspeeten.....	4
2	General Information.....	5
2.1	Airfield location.....	5
2.1.1	RWY.....	5
2.2	VHF frequency.....	5
2.3	Restrictions.....	5
2.4	Fuel.....	5
2.5	Landing fee.....	5
2.6	Customs and immigration.....	5
2.7	Low level FLY- By and Aerobatic maneuvers.....	6
3	Arrival procedures (see arrival departure map).....	6
3.1	Before departure at home airfield.....	6
3.2	Approaching EBZW.....	6
3.3	Arrivals on RWY 03.....	7
3.3.1	Concrete runway 03L.....	7
3.3.2	Grass runway 03R.....	7



3.4	Arrivals on runway 21.....	8
3.4.1	Concrete runway 21R.....	8
3.4.2	Grass runway 21L.....	8
3.4.3	After shutdown procedures.....	9
4	Departure procedures (see arrival and departure maps)	9
4.1	Before going to the aircraft	9
4.2	Before start up	9
4.3	After start and taxi.....	10
4.4	Take off and leaving the area.....	10
4.5	Departure RWY 03	10
4.6	Departure RWY 21	10
5	Special provisions for helicopters	10
5.1	In General	10
5.2	Arrivals	10



1 POC-Key persons

1.1 Aeroclub Limburgse Vleugels

Clubhouse: +32 (0) 89 38 32 73 Vliegplein 1, 3600 Genk

POC: Frank De Paepe +32 477 51 11 95 frankdepaepe@telenet.be

1.2 Airfield commanders

1.2.1 Paul Spaepen

+32 475 30 37 83 p.spaepen@skynet.be

1.2.2 Kristof Stulens

+32 476 48 84 72 stulekr@gmail.com

TEL NR for all inquiries

+32 (0) 89 38 32 73

TEL NR EMERGENCY

ONLY

+32 (0) 89 38 14 69



1.3 Event Coordinators

1.3.1 Luc Hellings (Logistics)

+32 496 57 20 00 hellings.luc@gmail.com

1.3.2 Frank De Paepe (Organizer)

+32 477 51 11 95 frankdepaepe@telenet.be

1.4 Flight Operations

1.4.1 Coordinators

1.4.1.1 Frank De Paepe

+32 477 51 11 95 frankdepaepe@telenet.be

1.4.1.2 Peter Stams

+32 476 92 89 97 peter.stams@telenet.be

1.4.2 Planning and Coordination

1.4.2.1 Niko Steensels (planning)

+32 476 65 93 72 nikosteensels@yahoo.com

1.4.2.2 Simon Paul (Tower Supervisor)

+31653771334 scbdpaul@gmail.com

1.5 Safety committee

1.5.1 Kristof Stulens (Firecrew)

+32 476 48 84 72 stulekr@gmail.com

1.5.2 Kurt Vanderspeeten (Medical)

+32 478 25 01 89 kurt.Vanderspeeten@zol.be



2 General Information

2.1 Airfield location

2.1.1 RWY

RWY 21R : 214°Mag ASPH 799m x 23m

RWY 03L : 034°Mag ASPH 799m x 23m

RWY 03R: 655m x 18m **grass**

RWY 21L: 655m X 18m **grass**

See AIP for more details or JEPPESEN VFR

2.2 VHF frequency

Call sign "GENK RADIO": 120.405 Mhz

2.3 Restrictions

- Airfield is strictly PPR, check NOTAMS.
- Slot request via website: www.ebzw.be
- NORDO aircraft not accepted.
- No training flights allowed.

2.4 Fuel

AVGAS 100LL, available on request via registration or see arrival procedures.

JET A1, available on request via registration or see arrival procedures.

2.5 Landing fee

Waived for the entire event (Saturday-Sunday).

2.6 Customs and immigration

NOT AVAILABLE: a/c flying in from non-Schengen countries have to land first at an airport of entry.



2.7 Low level FLY- By and Aerobatic maneuvers

Aerobatic maneuvers are NOT authorized.

Normal fly-bys or presentations of aircraft to the public are **ONLY** authorized **after authorization by the FLT OPS-responsible or the Tower-supervisor**. This can be done via phone on +32 (0) 89 38 32 73 or the phone numbers in chap 2.4 of this briefing.

Authorization and Pilot-briefing for all formation flying is mandatory. Standard briefing time for pilots daily 09:30LT on Saturday and Sunday. The **minimum distance line to public for any fly-by is the grass/wood- border on the East side of the airfield (150m)**. A Fly-by lower than 500' is not authorized.

3 Arrival procedures (see arrival departure map)

3.1 Before departure at home airfield

- Make sure to have read the pilots briefing
- Contact planning on +32 (0) 89 38 32 73 for slot confirmation and updated instructions.

3.2 Approaching EBZW

- Proceed to one of the reporting points at 1600' AMSL.
- 3 min before reaching the entry point call GENK RADIO (120.405).
- Genk radio will advise you if you can proceed to the circuit entry points or proceed overhead. If traffic does not permit your approach, you will be asked to hold. Consider this in your fuel planning.
- Glider activity is possible on the field.
- Para drop is possible and will be announced on the field and on the normal DZ North of the field.
- Avoid Zutendaal airfield (5 NM S-E of EBZW).
- **Although ATIS is provided, EBZW remains an uncontrolled airfield and pilots are responsible for their own separation. Always have a sharp look out!**



3.3 Arrivals on RWY 03

3.3.1 Concrete runway 03L

- Straight-in approaches might be authorized.
- After landing, vacate runway via C, B, or A. When vacating at the end of the runway, use the turning path but maintain clear of the runway centerline. You can expect an "approach clear" from GENK RADIO before commencing your backtrack.
- In the event of dense traffic, you might be asked to vacate the runway ASAP via the grass.
- If fuel is desired and previously arranged, notify GENK RADIO upon arrival. Preference is given to refuel the aircraft prior parking on your designated spot.
- Aircraft parkings are the grass areas between the taxiways, numbered from 1 to 6 (see plan).
- Follow parking instructions given by GENK RADIO until visual on the "Marchaller " (ORANGE HIGH VISIBILITY VESTS)

3.3.2 Grass runway 03R

- Grass runway is normally only for homebased aircraft and gliders. During the FLY-IN this runway can be requested prior approach (especially for tail draggers, VLA's, ULM's and TMG's)
- **IMPORTANT:** after landing do not cross the concrete runway. Keep rolling straight ahead until speed under control. GENK RADIO will advise you if it's clear to cross the runway 03L or if a right turnout is desired.
- If fuel is desired notify GENK RADIO upon arrival. Preference is given to refuel aircraft prior to parking on their designated spot.
- Aircraft parkings are the grass areas between the taxiways, numbered from 1 to 6 (see plan).
- Follow parking instructions given by GENK RADIO until visual on the "Marchaller " (ORANGE HIGH VISIBILITY VESTS)



3.4 Arrivals on runway 21

3.4.1 Concrete runway 21R

- **NO Straight-in approaches on RWY21R.**
- After landing vacate runway via B, or C or E. (Taxi way D is the fuel exit taxiway). When vacating at the end of the runway, use the turning path but maintain clear of the runway centerline. You can expect an "approach clear" from GENK RADIO before commencing your backtrack.
- In the event of dense traffic, you will be asked to vacate the runway ASAP via the grass.
- If fuel is desired notify GENK RADIO upon arrival. Preference is given to refuel aircraft prior to parking on their designated spot.
- Aircraft parkings are the grass areas between the taxiways, numbered from 1 to 6 (see plan).
- Follow parking instructions given by GENK RADIO until visual on the "Marchaller " (ORANGE HIGH VISIBILITY VESTS)

3.4.2 Grass runway 21L

- Grass runway is normally only for home-based aircraft, and gliders. During the FLY-IN this runway can be requested on approach (especially for tail draggers, VLA's, ULM's and TMG's)
- **IMPORTANT:** after landing do not cross the concrete runway. Keep rolling straight ahead till speed under control. GENK RADIO will advise you if it's clear to cross the runway 21R or if a left turnout is desired.
- If fuel is desired notify GENK RADIO upon arrival. Preference is given to refuel aircraft prior to parking on their designated spot.
- Aircraft parkings are the grass areas between the taxiways, numbered from 1 to 6 (see plan).
- Follow parking instructions given by GENK RADIO until visual on the "Marchaller " (ORANGE HIGH VISIBILITY VESTS)



3.4.3 After shutdown procedures

- Proceed to **C** at the aircrew reception center (white tent).
- Fill in the airport logbook ("luchthavenboek")
- Don't forget to close your flight plan by phone on +32 (0) 2 206 25 40 (Brussels briefing). There will be assistance at the crew-reception desk.
- Arrangement for crew transport/hotel/catering can be made at the aircrew center.
- **There will be no hangar space available, if not previously arranged**. PLEASE bring down your own tie down equipment.
- Aircraft parking area is guarded at night.
- **Due to current drought an absolute smoking ban can be enforced on the entire airfield!**

4 Departure procedures (see arrival and departure maps)

4.1 Before going to the aircraft

- Proceed to the **C** at the aircrew reception tent.
- Fill in the airport logbook (luchthavenboek).
- If fuel is required, please advise our staff at the crew reception center.
- PIC is responsible for his own flight planning (www.belgocontrol.be or by phone +32 (0) 2 206 25 40).
- In case of IFR-flight, coordinate your departure with planning on +32 (0) 89 38 32 73. The fly-in staff at the aircrew center will assist you.

4.2 Before start up

- Mandatory call to GENK RADIO (120.405) before engine start.
- During para drop and formation flights, start-up restrictions may apply.



4.3 After start and taxi

- Before taxi, call GENK RADIO and follow instructions
- Marchallers assist you to leave the parking.
- Crossing the main runway or taxi via the grass runway are only permitted in close coordination with GENK RADIO.

4.4 Take off and leaving the area

- Formation take-off's: not allowed.
- Non-standard take-off: not allowed.

4.5 Departure RWY 03

- When safely airborne (min 400' AGL) right turn heading 065°
- Avoid overflying the village in the extended runway-axis and the Para DZ North of the field (check map).
- Exit the circuit area via reporting points EAST, SOUTH or WEST.
- Climb initially to 1300' AMSL.

4.6 Departure RWY 21

- Climb straight ahead to the highway before turning to the reporting points.
- Climb initially to 1300' AMSL.

5 Special provisions for helicopters

5.1 In General

- Same procedures as for fixed wing aircraft.
- No turning rotor when paradrop-activities on the airfield!

5.2 Arrivals

- Helicopters land on the concrete runway and aim to touch down close to the taxiway given by GENK RADIO. Ground taxi or air taxi to the designated parking spot.
- In case of air taxi, pilots have to follow instructions given by the marchallers. Do not air taxi too close to other aircraft or public.